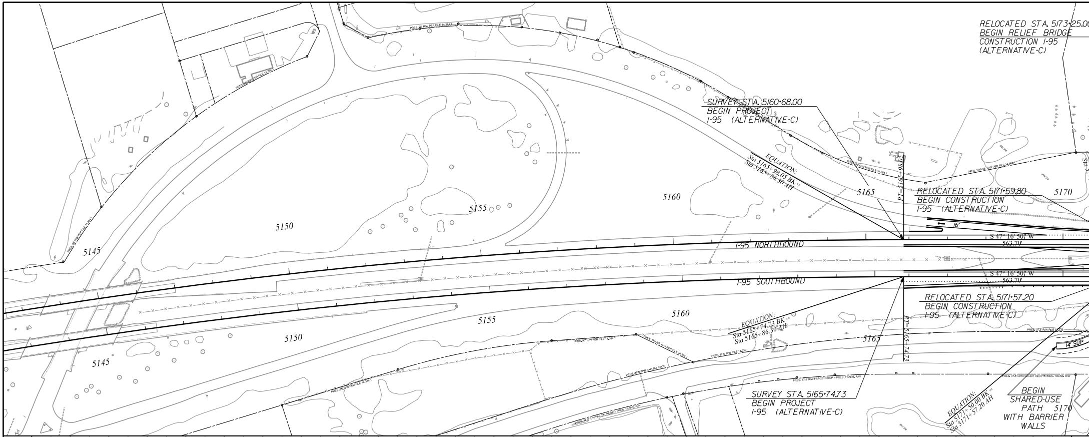
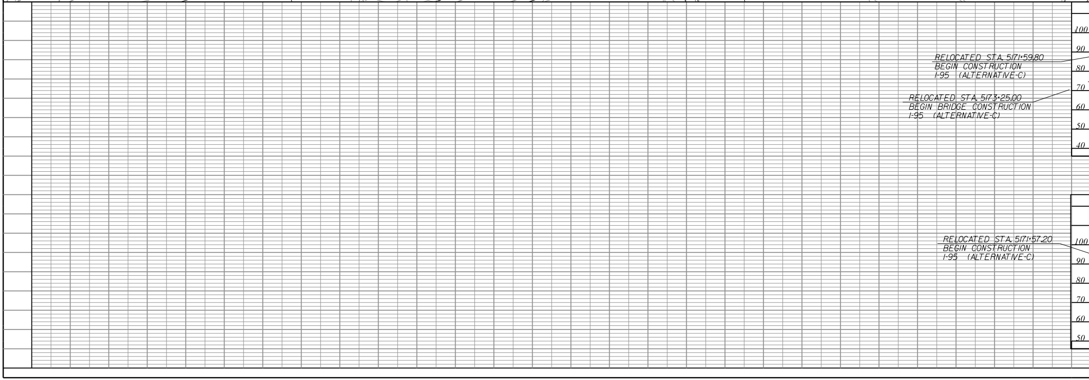
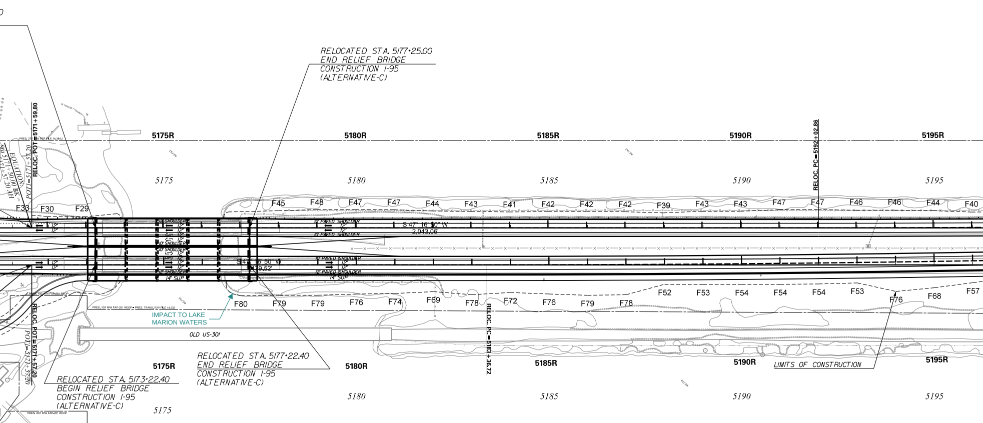
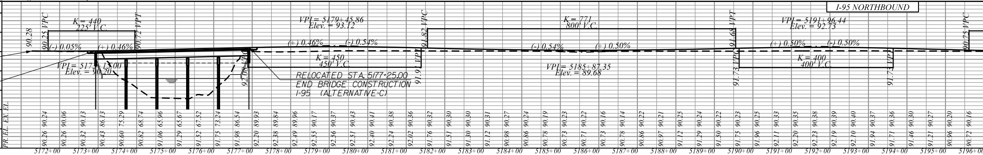
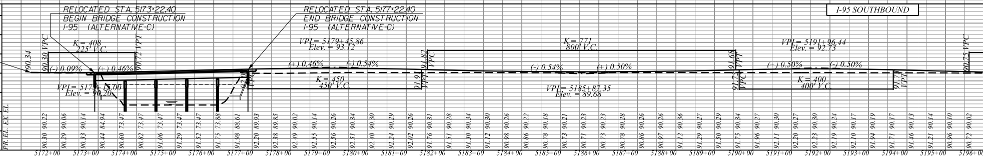

RELOCATED STA. 5173+25.0
BEGIN RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-C)
SURVEY STA. 5160+68.00
BEGIN PROJECT
I-95 (ALTERNATIVE-C)
EQUATION:
Sta 5165+98.05 BK =
Sta 5165+86.30 AH
PT=5165+98.05
RELOCATED STA. 5171+59.80
BEGIN CONSTRUCTION
I-95 (ALTERNATIVE-C)
16'
S 47° 16' 50" W
563.70'
I-95 NORTHBOUND
I-95 SOUTHBOUND
S 47° 16' 50" W
563.70'
RELOCATED STA. 5171+57.20
BEGIN CONSTRUCTION
I-95 (ALTERNATIVE-C)
EQUATION:
Sta 5165+74.73 BK =
Sta 5165+86.30 AH
PT=5165+74.73
14' SUP
SURVEY STA. 5165+74.73
BEGIN PROJECT
I-95 (ALTERNATIVE-C)
EQUATION:
Sta 5171+50.00 BK =
Sta 5171+57.20 AH
BEGIN
SHARED-USE
PATH
WITH BARRIER
WALLS
PRES. 37.5' R/W FILE 14,232
PRES. 37.5' R/W FAP-281 REOP = PRES. TRANS. R/W
PRES. TRANS. R/W PER FILE 14,384.1
PRES. 99' R/W PER FILE 14,384.1
5145
5150
5155
5160
5165
5170
5145
5150
5155
5160
5165
5170


RELOCATED STA. 5171+59.80
BEGIN CONSTRUCTION
I-95 (ALTERNATIVE-C)
RELOCATED STA. 5173+25.00
BEGIN BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-C)
100
90
80
70
60
50
40
RELOCATED STA. 5171+57.20
BEGIN CONSTRUCTION
I-95 (ALTERNATIVE-C)
100
90
80
70
60
50


RELOCATED STA. 5177+25.00
END RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-C)
RELOC. POT=5171+59.80
POT=5171+57.20
EQUATION: STA. 5171+50.00 BK = STA. 5171+57.20 AH
5175R
5180R
5185R
5190R
5195R
RELOC. PC=5192+02.86
5175
5180
5185
5190
5195
F33
F30
F29
F45
F48
F47
F47
F44
F43
F41
F42
F42
F42
F39
F43
F43
F47
F47
F46
F46
F44
F40
12' SHOULDER
12'
10' SHOULDER
10' PAVED SHOULDER
12' PAVED SHOULDER
14' SUP
S 47° 16' 50" W
2,043.06'
S 47° 16' 50" W
19.52'
F80
F79
F79
F76
F74
F69
F78
F72
F76
F79
F78
F52
F53
F54
F54
F54
F53
F76
F68
F57
IMPACT TO LAKE
MARION WATERS
OLD US-301
RELOC. POT=5171+57.20
RELOC. PC=5183+36.72
RELOCATED STA. 5177+22.40
END RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-C)
RELOCATED STA. 5173+22.40
BEGIN RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-C)
LIMITS OF CONSTRUCTION
PRES. 200' R/W FAP-281 REOP


I-95 NORTHBOUND
90.28
K = 440
225' V.C.
90.25 VPC
90.72 VPT
(-) 0.05%
(+) 0.46%
VPI = 5173+75.00
Elev. = 90.20
VPI = 5179+45.86
Elev. = 93.12
(+) 0.46%
(-) 0.54%
K = 450
450' V.C.
92.05
91.82 VPC
91.9 VPT
RELOCATED STA. 5177+25.00
END BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-C)
K = 771
800' V.C.
(-) 0.54%
(+) 0.50%
VPI = 5185+87.35
Elev. = 89.68
91.68 VPT
91.73 VPC
VPI = 5191+96.44
Elev. = 92.73
(+) 0.50%
(-) 0.50%
K = 400
400' V.C.
91.7 VPT
90.75 VPC
PR. EL.
EX. EL.

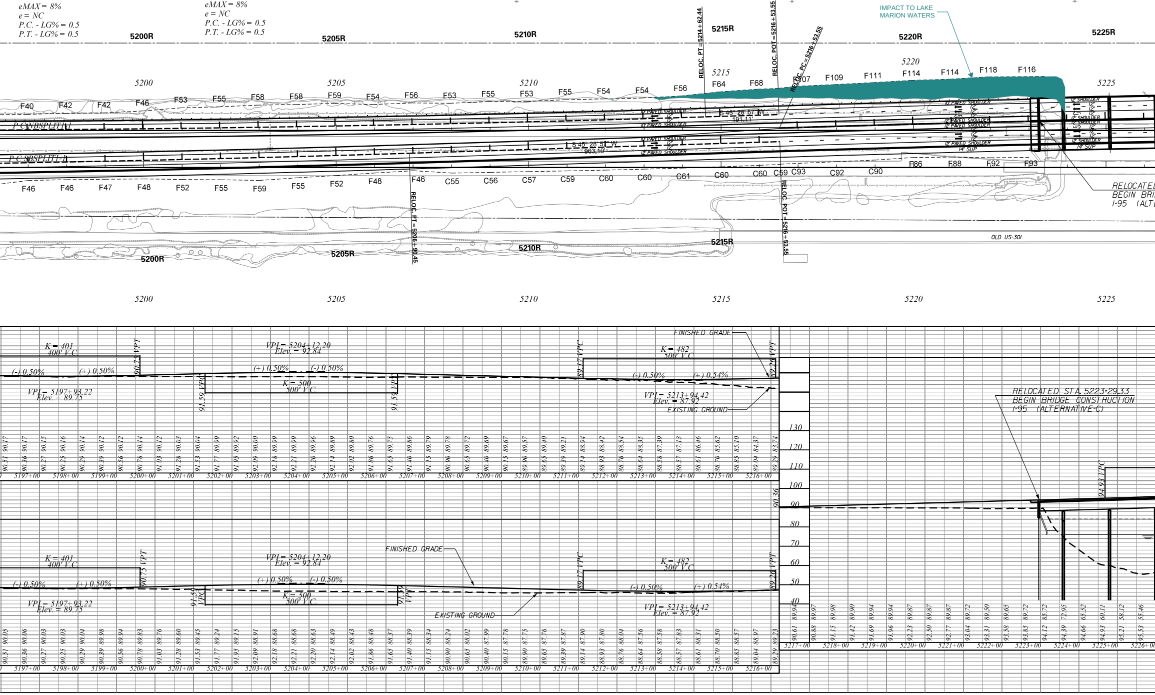
Station	PR. EL.	EX. EL.
5172+00	90.26	90.24
	90.26	90.06
5173+00	90.32	90.13
	90.43	86.13
5174+00	90.60	75.29
	90.82	68.74
5175+00	91.06	65.96
	91.29	65.67
5176+00	91.52	67.52
	91.75	73.24
5177+00	91.98	86.54
	92.20	89.93
5178+00	92.38	89.84
	92.49	89.96
5179+00	92.55	90.17
	92.56	90.37
5180+00	92.51	90.43
	92.40	90.41
5181+00	92.24	90.38
	92.02	90.36
5182+00	91.76	90.32
	91.51	90.30
5183+00	91.30	90.30
	91.12	90.31
5184+00	90.98	90.27
	90.86	90.24
5185+00	90.78	90.19
	90.73	90.23
5186+00	90.71	90.22
	90.73	90.16
5187+00	90.78	90.14
	90.86	90.22
5188+00	90.97	90.21
	91.12	90.25
5189+00	91.29	90.24
	91.50	90.22
5190+00	91.75	90.23
	91.96	90.25
5191+00	92.11	90.33
	92.20	90.35
5192+00	92.23	90.38
	92.19	90.39
5193+00	92.10	90.40
	91.94	90.37
5194+00	91.71	90.36
	91.46	90.30
5195+00	91.21	90.27
	90.96	90.20
5196+00	90.72	90.16


I-95 SOUTHBOUND
RELOCATED STA. 5173+22.40
BEGIN BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-C)
RELOCATED STA. 5177+22.40
END BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-C)
90.34
K = 408
225' V.C.
90.30 VPC
90.72 VPT
(-) 0.09%
(+) 0.46%
VPI = 5173+75.00
Elev. = 90.20
VPI = 5179+45.86
Elev. = 93.12
(+) 0.46%
(-) 0.54%
K = 450
450' V.C.
91.82 VPC
91.91 VPT
K = 771
800' V.C.
(-) 0.54%
(+) 0.50%
VPI = 5185+87.35
Elev. = 89.68
91.68 VPT
91.73 VPC
VPI = 5191+96.44
Elev. = 92.73
(+) 0.50%
(-) 0.50%
K = 400
400' V.C.
91.73 VPT
90.75 VPC
PR. EL.
EX. EL.

Station	PR. EL.	EX. EL.
5172+00	90.30	90.22
	90.29	90.06
5173+00	90.33	90.14
	90.44	84.94
5174+00	90.60	73.47
	90.82	73.47
5175+00	91.06	73.47
	91.29	73.47
5176+00	91.52	73.47
	91.75	73.88
5177+00	91.98	88.61
	92.20	89.93
5178+00	92.38	89.85
	92.49	90.02
5179+00	92.55	90.14
	92.56	90.26
5180+00	92.51	90.34
	92.40	90.30
5181+00	92.24	90.29
	92.02	90.26
5182+00	91.76	90.31
	91.51	90.28
5183+00	91.30	90.34
	91.12	90.30
5184+00	90.98	90.26
	90.86	90.22
5185+00	90.78	90.18
	90.73	90.21
5186+00	90.71	90.23
	90.73	90.23
5187+00	90.78	90.28
	90.86	90.26
5188+00	90.97	90.26
	91.12	90.36
5189+00	91.29	90.27
	91.50	90.29
5190+00	91.75	90.34
	91.96	90.27
5191+00	92.11	90.30
	92.20	90.27
5192+00	92.23	90.30
	92.19	90.24
5193+00	92.10	90.17
	91.94	90.19
5194+00	91.71	90.17
	91.46	90.13
5195+00	91.21	90.14
	90.96	90.10
5196+00	90.72	90.02

CURVE P_C_SBSPLIT1-1
P.I. = 5195+ 13.68
D= 1^ 47' 53" (LT)
D = 0^ 04' 35"
T = 1,176.96'
L = 2,353.73'
E = 9.23'
R = 75,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.5
P.T. - LG% = 0.5

CURVE P_C_NBSPLIT1-1
P.I. = 5203+ 32.74
D= 1^ 47' 53" (LT)
D = 0^ 04' 46"
T = 1,129.88'
L = 2,259.58'
E = 8.86'
R = 72,000.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.5
P.T. - LG% = 0.5


IMPACT TO LAKE
MARION WATERS
5200R
5205R
5210R
5215R
5220R
5225R
5200
5205
5210
5215
5220
5225
RELOC. PT =5214+62.44
RELOC. POT =5216+53.55
RELOC. PC=5216+53.55
RELOC. PT =5206+90.45
RELOC. POT =5216+53.55
P C NBSPLIT1-1
P C SBSPLIT1-1
S 45° 28' 57" W
191.41'
S 45° 28' 57" W
963.10'
12' PAVED SHOULDER
10' PAVED SHOULDER
12' SHOULDER
14' SUP
F40
F42
F46
F53
F55
F58
F59
F54
F56
F64
F68
F107
F109
F111
F114
F118
F116
F47
F48
F52
C55
C56
C57
C59
C60
C61
C90
C92
F86
F88
F92
F93
OLD US-301
RELOCATED STA. 5223+29.33
BEGIN BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-C)
K = 401
400' V.C.
(-) 0.50%
(+) 0.50%
VPI = 5197+93.22
Elev. = 89.75
90.75 VPT
VPI = 5204+12.20
Elev. = 92.84
(+) 0.50%
(-) 0.50%
K = 500
500' V.C.
91.59 VPC
91.59 VPT
89.17 VPC
K = 482
500' V.C.
(-) 0.50%
(+) 0.54%
VPI = 5213+94.42
Elev. = 87.92
89.20 VPT
FINISHED GRADE
EXISTING GROUND
90.36
94.93 VPC
130
120
110
100
90
80
70
60
50
40
90.51 90.17
90.36 90.17
90.27 90.15
90.25 90.16
90.29 90.14
90.39 90.12
90.56 90.12
90.78 90.14
91.03 90.12
91.28 90.03
91.53 90.04
91.77 89.99
91.95 89.92
92.09 90.00
92.18 89.99
92.21 89.99
92.20 89.96
92.14 89.89
92.02 89.80
91.86 89.76
91.65 89.75
91.40 89.86
91.15 89.79
90.90 89.78
90.65 89.72
90.40 89.69
90.15 89.67
89.90 89.57
89.65 89.40
89.39 89.21
89.14 88.94
88.93 88.42
88.76 88.54
88.64 88.35
88.58 87.39
88.57 87.13
88.61 86.46
88.70 85.62
88.85 85.10
89.04 84.37
89.29 83.74
90.51 90.05
90.36 90.06
90.27 90.03
90.25 90.03
90.29 90.04
90.39 89.98
90.56 89.94
90.78 89.83
91.03 89.76
91.28 89.60
91.53 89.45
91.77 89.24
91.95 89.15
92.09 88.91
92.18 88.68
92.21 88.68
92.20 88.63
92.14 88.49
92.02 88.43
91.86 88.48
91.65 88.37
91.40 88.39
91.15 88.34
90.90 88.24
90.65 88.02
90.40 87.99
90.15 87.78
89.90 87.75
89.65 87.76
89.39 87.87
89.14 87.90
88.93 87.80
88.76 88.04
88.64 87.56
88.58 87.58
88.57 87.83
88.61 88.31
88.70 88.50
88.85 88.57
89.04 88.97
89.29 89.23
90.61 89.94
90.88 89.97
91.15 89.98
91.42 89.90
91.69 89.94
91.96 89.94
92.23 89.87
92.50 89.87
92.77 89.87
93.04 89.72
93.31 89.50
93.58 89.65
93.85 89.72
94.12 85.72
94.39 72.95
94.66 65.52
94.93 60.11
95.21 58.12
95.53 55.46
5197+00
5198+00
5199+00
5200+00
5201+00
5202+00
5203+00
5204+00
5205+00
5206+00
5207+00
5208+00
5209+00
5210+00
5211+00
5212+00
5213+00
5214+00
5215+00
5216+00
5217+00
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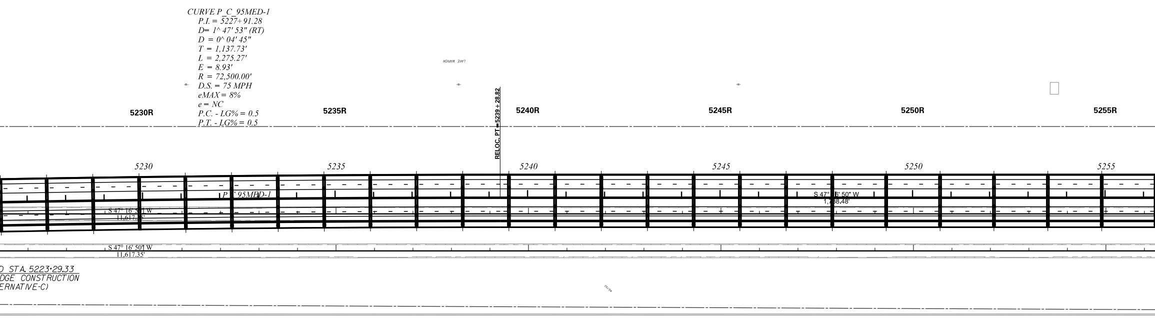
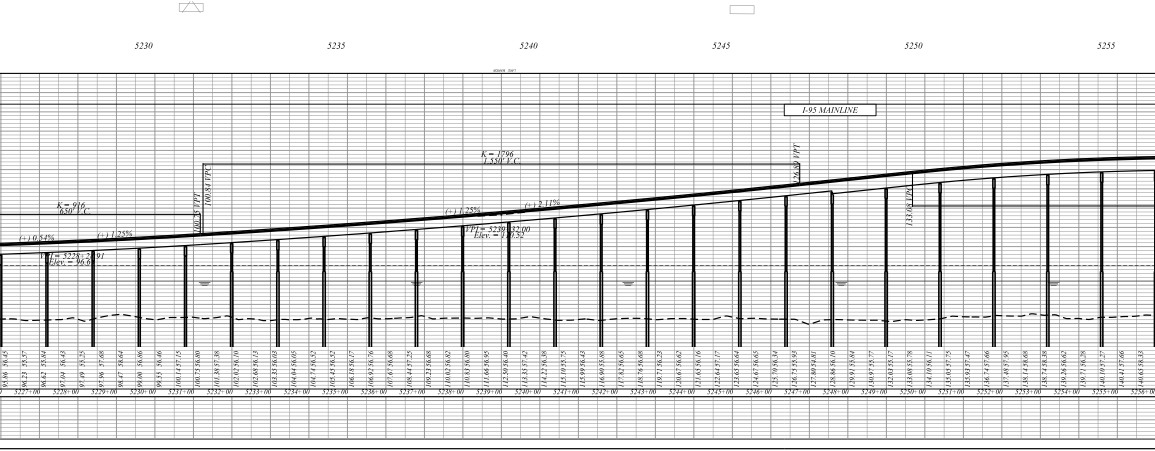
5219+00
5220+00
5221+00
5222+00
5223+00
5224+00
5225+00
5226+00


CURVE P_C_95MED-1
P.I. = 5227+91.28
D= 1^ 47' 53" (RT)
D = 0^ 04' 45"
T = 1,137.73'
L = 2,275.27'
E = 8.93'
R = 72,500.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.5
P.T. - LG% = 0.5
5230R
5235R
RELOC. PT = 5239 + 28.82
5240R
5245R
5250R
5255R
5230
5235
5240
5245
5250
5255
P C 95MED-1
S 47° 16' 50" W
11,617.35'
S 47° 16' 50" W
1,758.48'
S 47° 16' 50" W
11,617.35'
D STA. 5223+29.33
DGE CONSTRUCTION
ERNATIVE-C)


5230
5235
5240
5245
5250
5255
I-95 MAINLINE
K = 1796
1,550' V.C.
126.89 VPT
K = 916
650' V.C.
100.25 VPT
100.84 VPC
(+) 0.54%
(+) 1.25%
VPI = 5228+24.91
Elev. = 96.67
(+) 1.25%
(+) 2.11%
VPI = 5239+32.00
Elev. = 110.52
133.08 VPC
95.86 56.45
96.23 55.57
96.62 55.84
97.04 56.43
97.49 55.25
97.96 57.68
98.47 58.64
99.00 56.86
99.55 56.46
100.14 57.15
100.75 56.80
101.38 57.38
102.02 56.10
102.68 56.13
103.35 56.03
104.04 56.05
104.74 56.52
105.45 56.52
106.18 56.17
106.92 56.76
107.67 56.68
108.44 57.25
109.23 56.68
110.02 56.82
110.83 56.80
111.66 56.95
112.50 56.40
113.35 57.42
114.22 56.38
115.10 55.75
115.99 56.43
116.90 55.88
117.82 56.65
118.76 56.68
119.71 56.23
120.67 56.62
121.65 56.16
122.64 57.17
123.65 56.64
124.67 56.65
125.70 56.34
126.75 55.93
127.80 54.81
128.86 56.10
129.91 55.84
130.97 55.77
132.03 55.17
133.08 55.78
134.10 56.11
135.05 57.75
135.93 57.47
136.74 57.66
137.48 57.95
138.14 58.68
138.74 58.38
139.26 56.62
139.71 56.28
140.10 57.27
140.41 57.66
140.65 58.33
5227+00
5228+00
5229+00
5230+00
5231+00
5232+00
5233+00
5234+00
5235+00
5236+00
5237+00
5238+00
5239+00
5240+00
5241+00
5242+00
5243+00
5244+00
5245+00
5246+00
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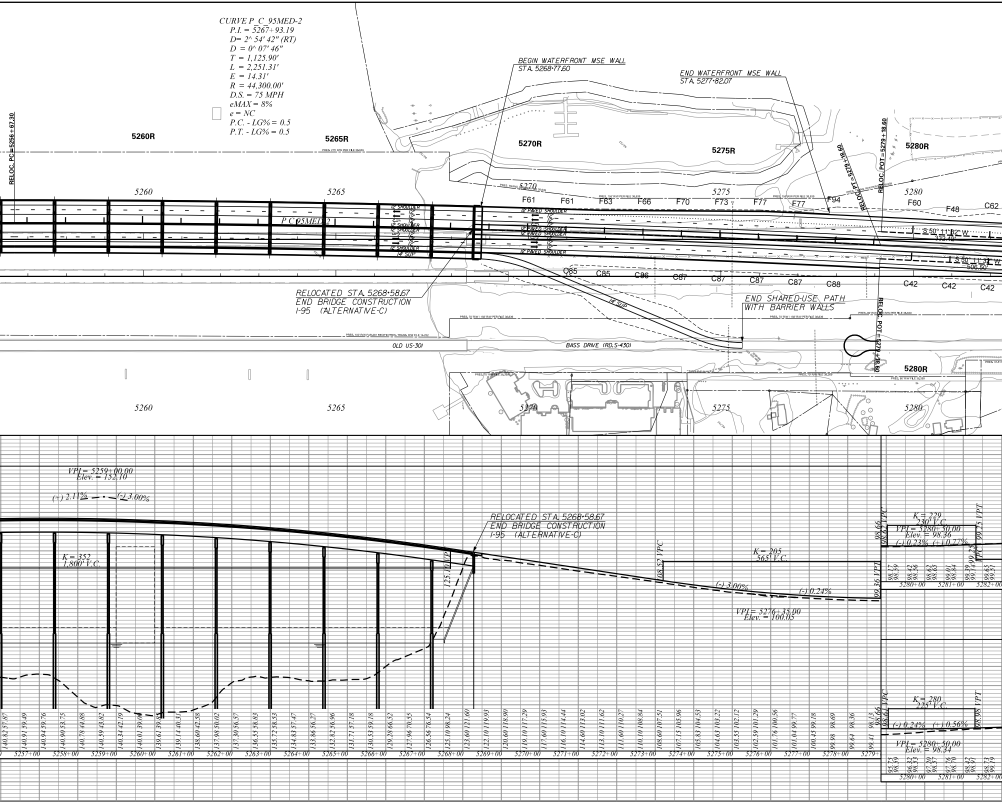
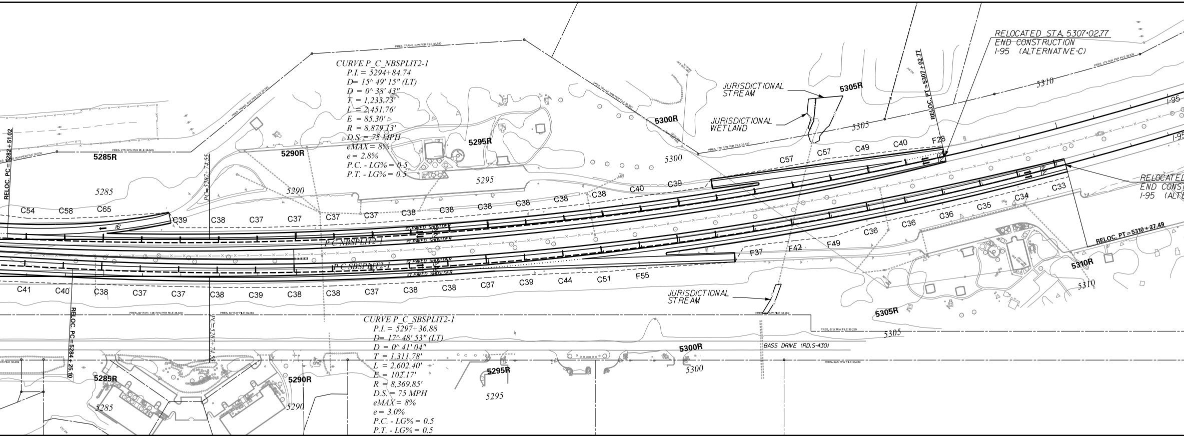
5254+00
5255+00
5256+00

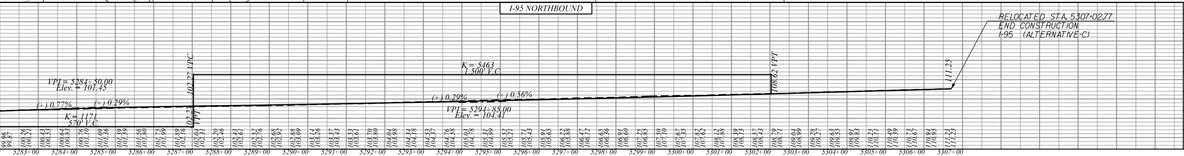

CURVE P_C_95MED-2
P.I. = 5267+93.19
D= 2^ 54' 42" (RT)
D = 0^ 07' 46"
T = 1,125.90'
L = 2,251.31'
E = 14.31'
R = 44,300.00'
D.S. = 75 MPH
eMAX = 8%
e = NC
P.C. - LG% = 0.5
P.T. - LG% = 0.5
RELOC. PC=5256+67.30
5260R
5265R
5270R
5275R
5280R
BEGIN WATERFRONT MSE WALL
STA. 5268+77.60
END WATERFRONT MSE WALL
STA. 5277+82.07
RELOC. PT=5279+18.60
RELOC. POT=5279+18.60
5260
5265
5270
5275
5280
F61
F61
F63
F66
F70
F73
F77
F77
F94
F60
F48
C62
P C 95MED 2
12' SHOULDER
12'
12'
12'
12' SHOULDER
12' SHOULDER
12'
12'
12'
12' SHOULDER
14' SUP
12' PAVED SHOULDER
12' PAVED SHOULDER
12' PAVED SHOULDER
12' PAVED SHOULDER
S 50° 11' 32" W
332.49'
S 50° 11' 32" W
506.50'
C85
C85
C86
C87
C87
C87
C87
C88
C42
C42
C42
14' SUP
RELOCATED STA. 5268+58.67
END BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-C)
END SHARED-USE PATH
WITH BARRIER WALLS
RELOC. POT=5279+18.60
OLD US-301
BASS DRIVE (RD.S-430)
PRES. 270' R/W PER FILE 38,639
PRES. 155' R/W PER FILE 38,639
PRES. TRANS. R/W PER FILE 38,639
PRES. 70' R/W / 158' R/W PER FILE 38,639
PRES. 80' R/W / 158' R/W PER FILE 38,639
PRES. 100' R/W FAP-281 RECOP. PRES. TRANS. R/W FILE 14,232
PRES. 70' R/W FILE 38,639
PRES. 80' R/W FILE 38,639
5280R
5260
5265
5270
5275
5280
VPI = 5259+00.00
Elev. = 152.10
(+) 2.11%
(-) 3.00%
K = 352
1,800' V.C.
RELOCATED STA. 5268+58.67
END BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-C)
125.10 VPT
108.52 VPC
K = 205
565' V.C.
(-) 3.00%
(-) 0.24%
VPI = 5276+35.00
Elev. = 100.05
99.36 VPT
140.82 57.87
140.91 59.49
140.94 59.76
140.90 53.75
140.78 44.88
140.59 43.82
140.34 42.19
140.01 39.00
139.61 39.85
139.14 40.31
138.60 42.58
137.98 50.02
137.30 56.57
136.55 58.83
135.72 58.53
134.83 57.47
133.86 56.27
132.82 56.96
131.71 57.18
130.53 59.18
129.28 66.52
127.96 70.55
126.56 76.54
125.10 98.24
123.60 121.60
122.10 119.93
120.60 118.90
119.10 117.29
117.60 115.93
116.10 114.44
114.60 113.02
113.10 111.62
111.60 110.27
110.10 108.84
108.60 107.51
107.15 105.96
105.83 104.53
104.63 103.22
103.55 102.12
102.59 101.29
101.76 100.56
101.04 99.77
100.45 99.18
99.98 98.69
99.64 98.36
99.41 98.13
5257+00
5258+00
5259+00
5260+00
5261+00
5262+00
5263+00
5264+00
5265+00
5266+00
5267+00
5268+00
5269+00
5270+00
5271+00
5272+00
5273+00
5274+00
5275+00
5276+00
5277+00
5278+00
5279+
K = 229
230' V.C.
VPI = 5280+50.00
Elev. = 98.36
(-) 0.23%
(+) 0.77%
98.66
98.62 VPC
99.25 VPT
99.25 VPC
99.14
98.17 98.59
98.42 98.56
98.62 98.65
99.01 98.84
99.39 99.14
99.65 99.51
5280+00
5281+00
5282+00
K = 280
225' V.C.
98.66
98.61 VPC
98.98 VPT
(-) 0.24%
(+) 0.56%
VPI = 5280+50.00
Elev. = 98.34
95.75 98.59
96.32 98.53
97.20 98.57
97.76 98.70
98.42 98.91
98.73 99.19
5280+00
5281+00
5282+00


CURVE P_C_NBSPLIT2-1
P.I. = 5294+84.74
D= 15^ 49' 15" (LT)
D = 0^ 38' 43"
T = 1,233.73'
L = 2,451.76'
E = 85.30'
R = 8,879.13'
D.S. = 75 MPH
eMAX = 8%
e = 2.8%
P.C. - LG% = 0.5
P.T. - LG% = 0.5

CURVE P_C_SBSPLIT2-1
P.I. = 5297+36.88
D= 17^ 48' 53" (LT)
D = 0^ 41' 04"
T = 1,311.78'
L = 2,602.40'
E = 102.17'
R = 8,369.85'
D.S. = 75 MPH
eMAX = 8%
e = 3.0%
P.C. - LG% = 0.5
P.T. - LG% = 0.5

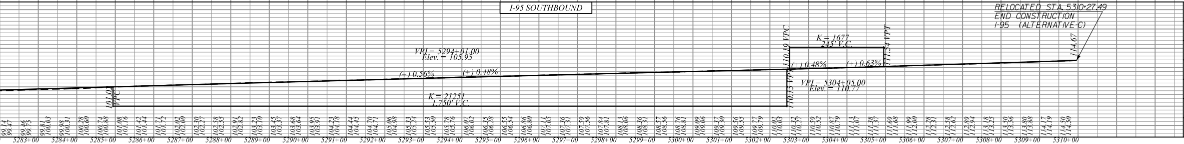
RELOCATED STA. 5307+02.77
END CONSTRUCTION
I-95 (ALTERNATIVE-C)

RELOC. PC=5282+51.02
5285R
5285
PC=5287+74.55
5290R
5290
5295R
5295
5300R
5300
5305R
5305
5310
5310R
JURISDICTIONAL STREAM
JURISDICTIONAL WETLAND
RELOC. PT=5307+02.77
I-95
RELOCATED
END CONST
I-95 (ALTE
RELOC. PT=5310+27.49
C54
C58
C65
C39
C38
C37
C40
C57
C49
F28
C33
C34
C35
C36
F49
F42
F37
F55
C51
C44
C41
16'
P.C NBSPLIT2-1
P.C SBSPLIT2-1
10' PAVED SHOULDER
RELOC. PC=5284+25.10
PC=5287+74
BASS DRIVE (RD.S-430)
JURISDICTIONAL STREAM


I-95 NORTHBOUND

RELOCATED STA. 5307+02.77
END CONSTRUCTION
I-95 (ALTERNATIVE-C)

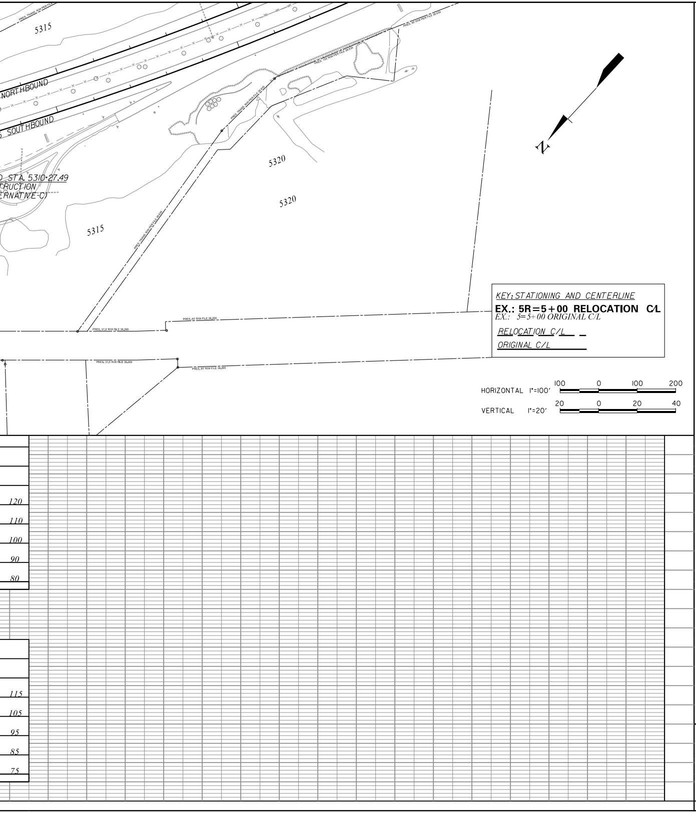
VPI = 5284+50.00
Elev. = 101.45
(+) 0.77%
(+) 0.29%
K = 1171
570' V.C.
102.27 VPC
102.27 VPT
K = 5463
1,500' V.C.
(+) 0.29%
(+) 0.56%
VPI = 5294+85.00
Elev. = 104.41
108.62 VPT
111.25
5283+00
5284+00
5285+00
5286+00
5287+00
5288+00
5289+00
5290+00
5291+00
5292+00
5293+00
5294+00
5295+00
5296+00
5297+00
5298+00
5299+00
5300+00
5301+00
5302+00
5303+00
5304+00
5305+00
5306+00
5307+00


I-95 SOUTHBOUND

RELOCATED STA. 5310+27.49
END CONSTRUCTION
I-95 (ALTERNATIVE-C)

VPI = 5294+01.00
Elev. = 105.95
(+) 0.56%
(+) 0.48%
K = 21251
1,750' V.C.
101.02 VPC
110.19 VPC
110.15 VPT
K = 1677
245' V.C.
(+) 0.48%
(+) 0.63%
111.54 VPT
VPI = 5304+05.00
Elev. = 110.77
114.67
5283+00
5284+00
5285+00
5286+00
5287+00
5288+00
5289+00
5290+00
5291+00
5292+00
5293+00
5294+00
5295+00
5296+00
5297+00
5298+00
5299+00
5300+00
5301+00
5302+00
5303+00
5304+00
5305+00
5306+00
5307+00
5308+00
5309+00
5310+00

FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD NO.	SHEET NO.
3	S.C.	ORANGEBURG	P041130	I-95	C-2
		CLARENDON			


PRES. TRANS. R/W PER FILE
5315
NORTHBOUND
SOUTHBOUND
D STA. 5310+27.49
RUCTION
ERNATIVE-C)
PRES. 95' R/W PER FILE 38,639
PRES. 150' R/W PER FILE 38,639
PRES. TRANS. R/W PER FILE 38,639
5320
5320
5315
PRES. TRANS. R/W PER FILE 38,639
N
PRES. 37.5' R/W FILE 38,269
PRES. 60' R/W FILE 38,269
PRES. 37.5' R/W FILE 38,269
PRES. 60' R/W FILE 38,269
120
110
100
90
80
115
105
95
85
75

KEY: STATIONING AND CENTERLINE

EX.: 5R=5+00 RELOCATION C/L

EX.: 5=5+00 ORIGINAL C/L

RELOCATION C/L

ORIGINAL C/L

HORIZONTAL 1"=100′ 100 0 100 200

VERTICAL 1"=20′ 20 0 20 40

CONCEPTUAL
REVIEW ONLY

CONSULTING ENGINEERING FIRM

TRANSYSTEMS

1859 SUMMERVILLE AVENUE, SUITE 600
CHARLESTON, SC 29405
PHONE (843) 266-9300
FAX (843) 529-9616
WWW.TRANSYSTEMS.COM

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.

I-95 CONCEPTUAL ALIGNMENT

ALTERNATIVE C-2
EAST OFFSET SINGLE BRIDGE

SCALE 1" = 100'