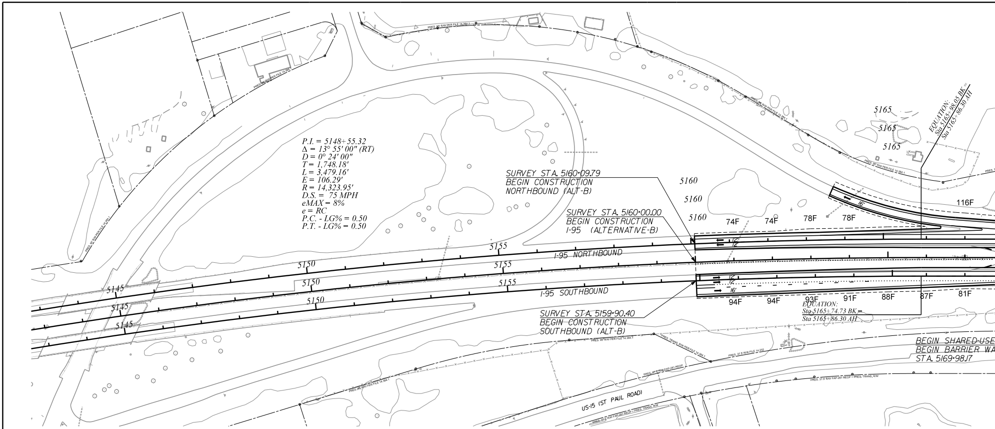
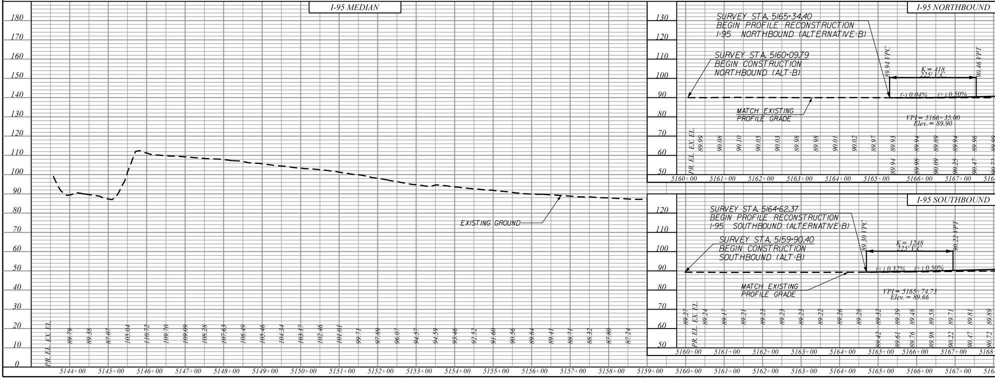
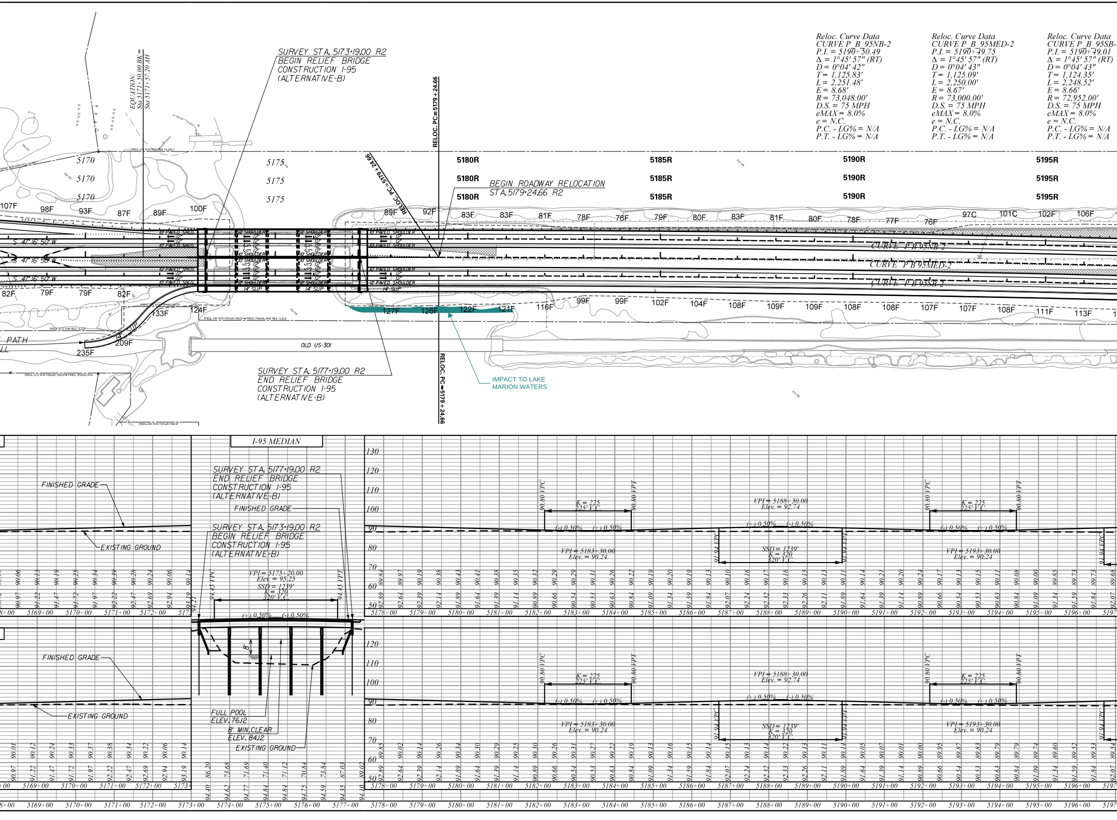

P.I. = 5148+55.32
Δ = 13° 55' 00" (RT)
D = 0° 24' 00"
T = 1,748.18'
L = 3,479.16'
E = 106.29'
R = 14,323.95'
D.S. = 75 MPH
eMAX = 8%
e = RC
P.C. - LG% = 0.50
P.T. - LG% = 0.50
SURVEY STA. 5160+09.79
BEGIN CONSTRUCTION
NORTHBOUND (ALT-B)
SURVEY STA. 5160+00.00
BEGIN CONSTRUCTION
I-95 (ALTERNATIVE-B)
SURVEY STA. 5159+90.40
BEGIN CONSTRUCTION
SOUTHBOUND (ALT-B)
I-95 NORTHBOUND
I-95 SOUTHBOUND
US-15 (ST PAUL ROAD)
EQUATION:
Sta 5165+98.05 BK =
Sta 5165+86.30 AH
EQUATION:
Sta 5165+74.73 BK =
Sta 5165+86.30 AH
BEGIN SHARED-USE
BEGIN BARRIER WA
STA. 5169+98.17
5145
5150
5155
5160
5165
74F
78F
116F
94F
93F
91F
88F
87F
81F
12'
16'




Reloc. Curve Data
CURVE P_B_95NB-2
P.I. = 5190+50.49
Δ = 1°45′ 57″ (RT)
D = 0°04′ 42″
T = 1,125.83′
L = 2,251.48′
E = 8.68′
R = 73,048.00′
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A
Reloc. Curve Data
CURVE P_B_95MED-2
P.I. = 5190+49.75
Δ = 1°45′ 57″ (RT)
D = 0°04′ 43″
T = 1,125.09′
L = 2,250.00′
E = 8.67′
R = 73,000.00′
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A
Reloc. Curve Data
CURVE P_B_95SB-
P.I. = 5190+49.01
Δ = 1°45′ 57″ (RT)
D = 0°04′ 43″
T = 1,124.35′
L = 2,248.52′
E = 8.66′
R = 72,952.00′
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A
SURVEY STA. 5173+19.00 R2
BEGIN RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-B)
EQUATION:
Sta 5171+50.00 BK =
Sta 5171+57.20 AH
RELOC. PC=5179+24.66
BEGIN ROADWAY RELOCATION
STA. 5179+24.66 R2
5170
5175
5180R
5185R
5190R
5195R
107F
98F
93F
87F
89F
100F
89F
92F
83F
81F
78F
76F
79F
80F
97C
101C
102F
106F
77F
S 47° 16′ 50″ W
10′ PAVED SHLD.
12′ SHOULDER
10′ PAVED SHOULDER
10′ SHOULDER
12′ PAVED SHOULDER
14′ SUP
CURVE P_B_95NB-2
CURVE P_B_95MED-2
CURVE P_B_95SB-2
82F
79F
133F
124F
127F
126F
122F
121F
116F
99F
102F
104F
108F
109F
107F
111F
113F
209F
235F
PATH
OLD US-301
SURVEY STA. 5177+19.00 R2
END RELIEF BRIDGE
CONSTRUCTION I-95
(ALTERNATIVE-B)
IMPACT TO LAKE
MARION WATERS
I-95 MEDIAN
FINISHED GRADE
EXISTING GROUND
VPI = 5175+20.00
Elev. = 95.25
SSD = 1239′
K = 320
320′ V.C.
94.45 VPC
94.45 VPT
(+) 0.50%
(-) 0.50%
8′
FULL POOL
ELEV. 76.12
8′ MIN. CLEAR
ELEV. 84.12
90.80 VPC
90.80 VPT
K = 225
225′ V.C.
VPI = 5183+30.00
Elev. = 90.24
VPI = 5188+30.00
Elev. = 92.74
91.94 VPC
91.94 VPT
SSD = 1239′
K = 320
320′ V.C.
VPI = 5193+30.00
Elev. = 90.24
130
120
110
100
90
80
70
60
50
5169+00
5170+00
5171+00
5172+00
5173+00
5174+00
5175+00
5176+00
5177+00
5178+00
5179+00
5180+00
5181+00
5182+00
5183+00
5184+00
5185+00
5186+00
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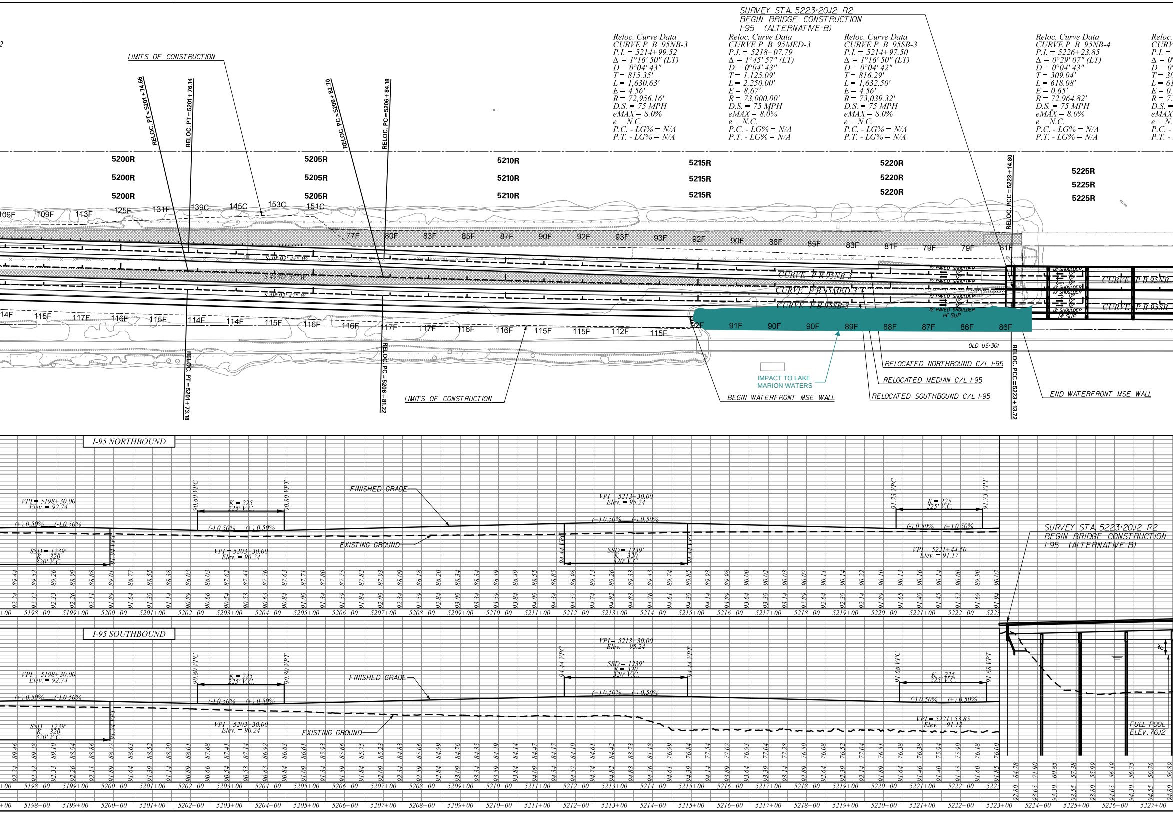
5195+00
5196+00



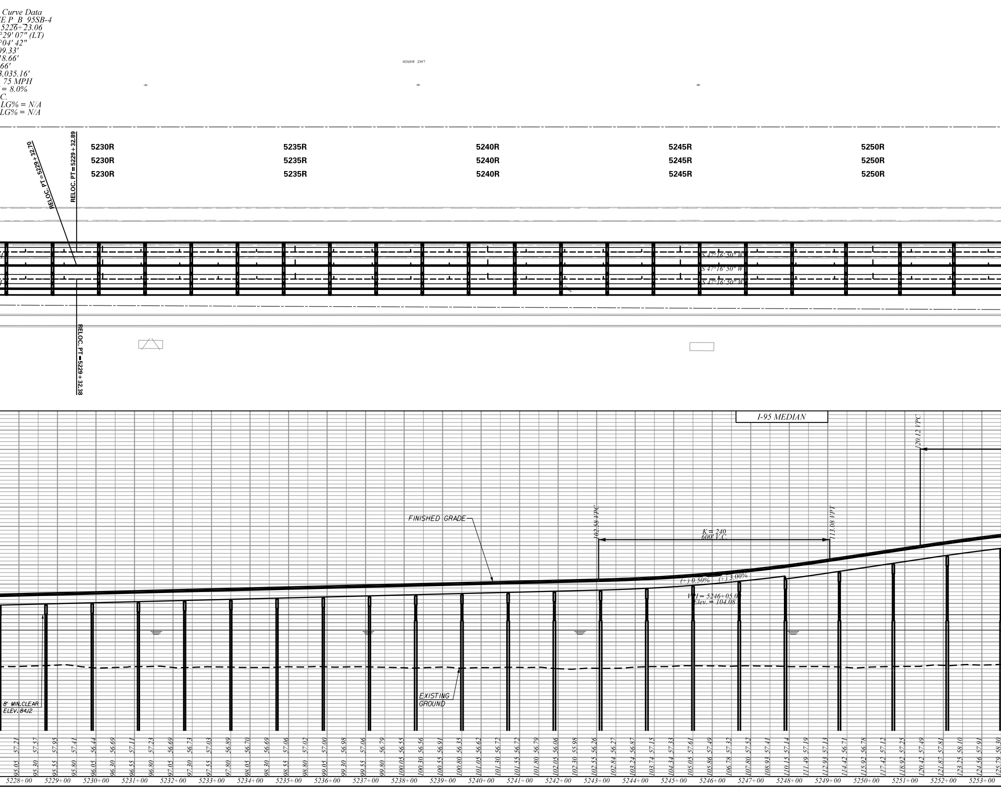
SURVEY STA. 5223+20.12 R2
BEGIN BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-B)
LIMITS OF CONSTRUCTION
RELOC. PT=5201+74.66
RELOC. PT=5201+76.14
RELOC. PC=5206+82.70
RELOC. PC=5206+84.18
RELOC. PCC=5223+14.80
RELOC. PT=5201+73.18
RELOC. PC=5206+81.22
RELOC. PCC=5223+13.72
5200R
5205R
5210R
5215R
5220R
5225R
S 49°02'47" W
CURVE P B 95NB-3
CURVE P B 95MED-3
CURVE P B 95SB-3
CURVE P B 95NB
CURVE P B 95SB
10' PAVED SHOULDER
12' PAVED SHOULDER
14' SUP
12' SHOULDER
10' SHOULDER
OLD US-301
IMPACT TO LAKE MARION WATERS
BEGIN WATERFRONT MSE WALL
RELOCATED NORTHBOUND C/L I-95
RELOCATED MEDIAN C/L I-95
RELOCATED SOUTHBOUND C/L I-95
END WATERFRONT MSE WALL
I-95 NORTHBOUND
VPI = 5198+30.00
Elev. = 92.74
(+) 0.50%
(-) 0.50%
SSD = 1239'
K = 320
320' V.C.
90.80 VPC
90.80 VPT
K = 225
225' V.C.
VPI = 5203+30.00
Elev. = 90.24
FINISHED GRADE
EXISTING GROUND
VPI = 5213+30.00
Elev. = 95.24
94.44 VPC
94.44 VPT
91.73 VPC
91.73 VPT
VPI = 5221+44.50
Elev. = 91.17
I-95 SOUTHBOUND
91.68 VPC
91.68 VPT
VPI = 5221+53.85
Elev. = 91.12
FULL POOL
ELEV. 76.12
8'
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
5218+00
5219+00
5220+00
5221+00
5222+00
5223+00
5224+00
5225+00
5226+00
5227+00

Reloc. Curve Data
CURVE P_B_95NB-3
P.I. = 5214+99.52
Δ = 1°16' 50" (LT)
D = 0°04' 43"
T = 815.35'
L = 1,630.63'
E = 4.56'
R = 72,956.16'
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A

Reloc. Curve Data
CURVE P_B_95MED-3
P.I. = 5218+07.79
Δ = 1°45' 57" (LT)
D = 0°04' 43"
T = 1,125.09'
L = 2,250.00'
E = 8.67'
R = 73,000.00'
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A

Reloc. Curve Data
CURVE P_B_95SB-3
P.I. = 5214+97.50
Δ = 1°16' 50" (LT)
D = 0°04' 42"
T = 816.29'
L = 1,632.50'
E = 4.56'
R = 73,039.32'
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A

Reloc. Curve Data
CURVE P_B_95NB-4
P.I. = 5226+23.85
Δ = 0°29' 07" (LT)
D = 0°04' 43"
T = 309.04'
L = 618.08'
E = 0.65'
R = 72,964.82'
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A



Curve Data
E P_B_95SB-4
5226+23.06
°29' 07" (LT)
°04' 42"
09.33'
8.66'
66'
3,035.16'
75 MPH
= 8.0%
C.
LG% = N/A
LG% = N/A
RELOC. PT =5229+32.70
RELOC. PT =5229+32.89
RELOC. PT =5229+32.38
5230R
5230R
5230R
5235R
5235R
5235R
5240R
5240R
5240R
5245R
5245R
5245R
5250R
5250R
5250R
S 47°16' 50" W
S 47°16' 50" W
S 47°16' 50" W
I-95 MEDIAN
FINISHED GRADE
102.58 VPC
K = 240
600' V.C.
113.08 VPT
120.12 VPC
(+) 0.50%
(+) 3.00%
VPI = 5246+05.0
Elev. = 104.08
EXISTING
GROUND
8' MIN.CLEAR
ELEV. 84J2
95.05 57.21
95.30 57.57
95.55 57.95
95.80 57.41
96.05 56.44
96.30 56.69
96.55 57.11
96.80 57.23
97.05 56.69
97.30 56.73
97.55 57.03
97.80 56.89
98.05 56.70
98.30 56.69
98.55 57.06
98.80 57.02
99.05 57.00
99.30 56.98
99.55 57.06
99.80 56.79
100.05 56.55
100.30 56.56
100.55 56.91
100.80 56.35
101.05 56.62
101.30 56.72
101.55 56.72
101.80 56.79
102.05 56.06
102.30 55.98
102.55 56.26
102.84 56.27
103.24 56.87
103.74 57.15
104.34 57.33
105.05 57.61
105.86 57.49
106.78 57.32
107.80 57.52
108.93 57.41
110.15 57.14
111.49 57.19
112.93 57.13
114.42 56.71
115.92 56.78
117.42 57.12
118.92 57.25
120.42 57.49
121.87 57.81
123.25 58.10
124.56 57.91
125.79 58.30
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
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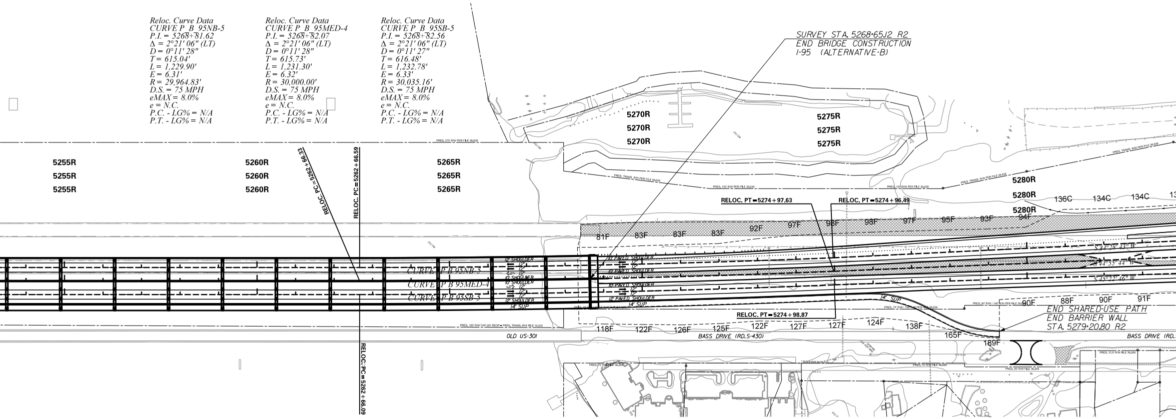
5253+00

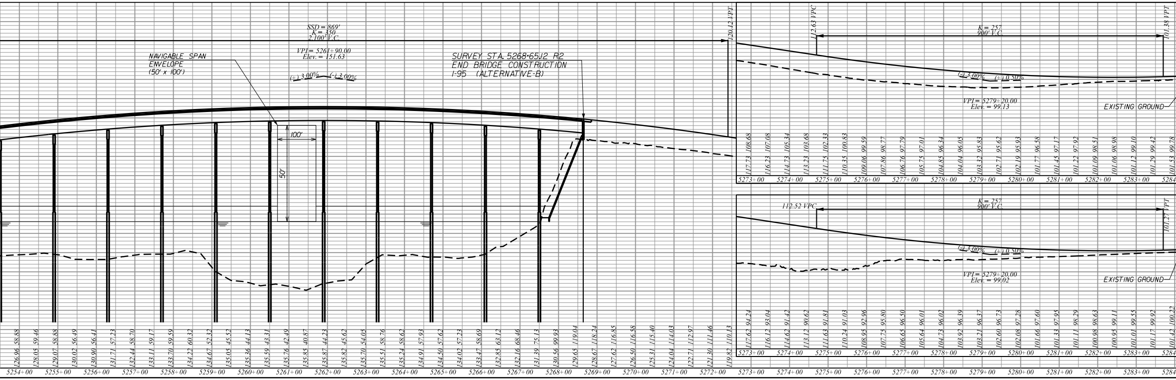


Reloc. Curve Data
CURVE P_B_95NB-5
P.I. = 5268+81.62
Δ = 2°21' 06" (LT)
D = 0°11' 28"
T = 615.04'
L = 1,229.90'
E = 6.31'
R = 29,964.83'
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A

Reloc. Curve Data
CURVE P_B_95MED-4
P.I. = 5268+82.07
Δ = 2°21' 06" (LT)
D = 0°11' 28"
T = 615.73'
L = 1,231.30'
E = 6.32'
R = 30,000.00'
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A

Reloc. Curve Data
CURVE P_B_95SB-5
P.I. = 5268+82.56
Δ = 2°21' 06" (LT)
D = 0°11' 27"
T = 616.48'
L = 1,232.78'
E = 6.33'
R = 30,035.16'
D.S. = 75 MPH
eMAX = 8.0%
e = N.C.
P.C. - LG% = N/A
P.T. - LG% = N/A

SURVEY STA. 5268+65J2 R2
END BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-B)
5255R
5260R
5265R
5270R
5275R
5280R
RELOC. PC=5262+66.33
RELOC. PC=5262+66.59
RELOC. PC=5262+66.09
RELOC. PT=5274+97.63
RELOC. PT=5274+96.49
RELOC. PT=5274+98.87
CURVE P_B_95NB-5
CURVE P_B_95MED-4
CURVE P_B_95SB-5
12' SHOULDER
10' SHOULDER
10' PAVED SHOULDER
12' PAVED SHOULDER
14' SUP
136C
134C
81F
83F
92F
97F
98F
95F
93F
94F
90F
88F
91F
118F
122F
126F
125F
127F
124F
138F
165F
189F
OLD US-301
BASS DRIVE (RD. S-430)
END SHARED-USE PATH
END BARRIER WALL
STA. 5279+20.80 R2


SSD = 869'
K = 350
2,100' V.C.
VPI = 5261+90.00
Elev. = 151.63
(+) 3.00%
(-) 3.00%
120.42 VPT
NAVIGABLE SPAN
ENVELOPE
(50' x 100')
100'
50'
SURVEY STA. 5268+65J2 R2
END BRIDGE CONSTRUCTION
I-95 (ALTERNATIVE-B)
112.63 VPC
K = 257
900' V.C.
101.38 VPT
(-) 3.00%
(+) 0.50%
VPI = 5279+20.00
Elev. = 99.13
EXISTING GROUND
112.52 VPC
K = 257
900' V.C.
101.27 VPT
(-) 3.00%
(+) 0.50%
VPI = 5279+20.00
Elev. = 99.02
EXISTING GROUND
5254+00
5255+00
5256+00
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
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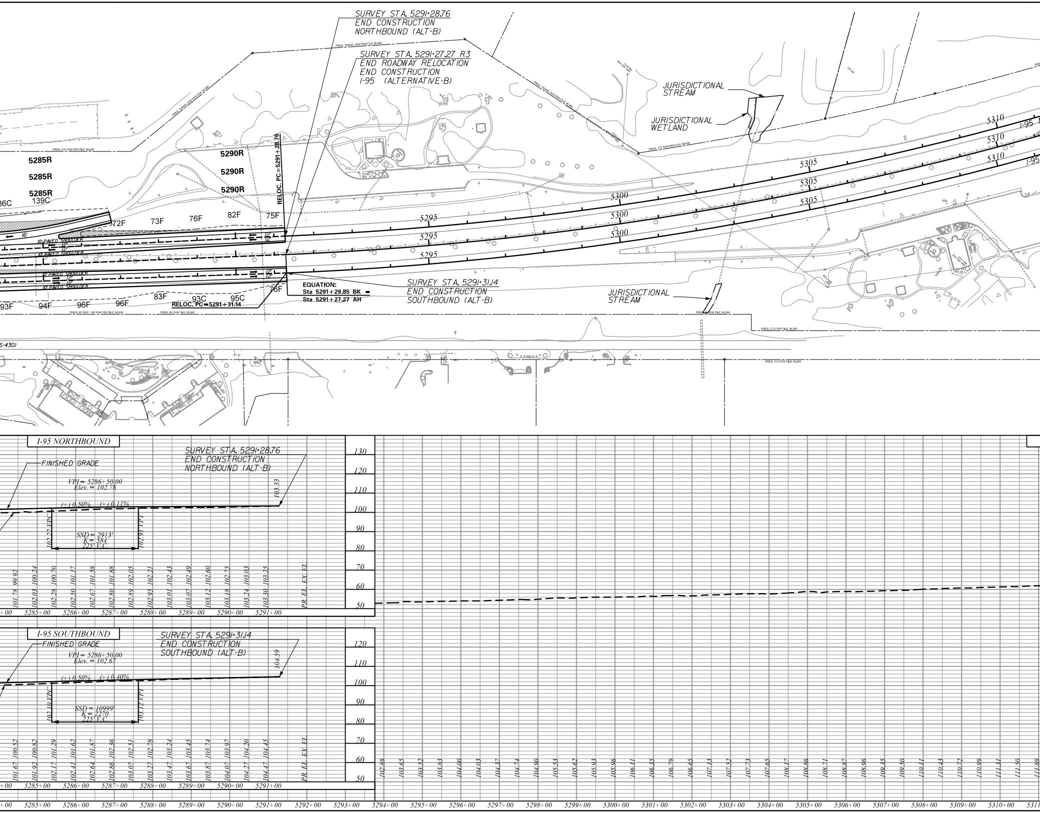
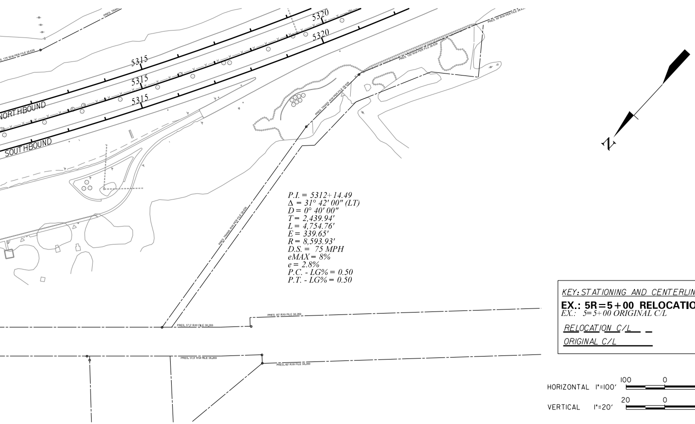
5283+00


SURVEY STA. 5291+28.76
END CONSTRUCTION
NORTHBOUND (ALT-B)
SURVEY STA. 5291+27.27 R3
END ROADWAY RELOCATION
END CONSTRUCTION
I-95 (ALTERNATIVE-B)
JURISDICTIONAL STREAM
JURISDICTIONAL WETLAND
5285R
5285R
5285R
139C
5290R
5290R
5290R
RELOC. PC=5291+28.76
72F
73F
76F
82F
75F
76F
10' PAVED SHOULDER
10' PAVED SHOULDER
10' PAVED SHOULDER
10' PAVED SHOULDER
12'
16'
93F
94F
96F
96F
83F
93C
95C
RELOC. PC=5291+31.14
EQUATION:
Sta 5291+29.85 BK =
Sta 5291+27.27 AH
SURVEY STA. 5291+31.14
END CONSTRUCTION
SOUTHBOUND (ALT-B)
JURISDICTIONAL STREAM
5295
5295
5295
5300
5300
5300
5305
5305
5305
5310
5310
5310
I-95
I-95
PRES. 275' R/W PER FILE 38,839
PRES. TRANS. R/W PER FILE 38,580
PRES. 175' R/W PER FILE 38,839
PRES. 80' R/W / 148' R/W PER FILE 38,269
PRES. 80' R/W FILE 38,269
PRES. 37.5' R/W FILE 38,269
I-95 NORTHBOUND
FINISHED GRADE
VPI = 5286+50.00
Elev. = 102.78
(+) 0.50%
(+) 0.11%
102.22 VPC
102.91 VPT
SSD = 2913'
K = 584
225' V.C.
103.33
PR. EL.
EX. EL.
101.78 99.92
102.03 100.24
102.28 100.70
102.50 101.17
102.67 101.58
102.80 101.88
102.89 102.05
102.95 102.21
103.01 102.43
103.07 102.49
103.12 102.60
103.18 102.75
103.24 103.03
103.30 103.25
I-95 SOUTHBOUND
FINISHED GRADE
VPI = 5286+50.00
Elev. = 102.61
(+) 0.50%
(+) 0.40%
102.10 VPC
103.12 VPT
SSD = 10999'
K = 2270
225' V.C.
104.59
101.67 100.52
101.92 100.82
102.17 101.29
102.41 101.62
102.64 101.87
102.86 102.36
103.07 102.51
103.27 102.78
103.47 103.24
103.67 103.45
103.87 103.74
104.07 103.97
104.27 104.20
104.47 104.45
102.89
103.65
103.52
103.83
104.00
104.03
104.37
104.74
104.90
105.33
105.62
105.93
105.96
106.11
106.35
106.79
106.65
107.13
107.52
107.73
107.65
108.17
108.86
108.71
108.87
108.96
109.35
109.50
110.11
110.43
110.72
110.99
111.31
111.50
111.89
130
120
110
100
90
80
70
60
50
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

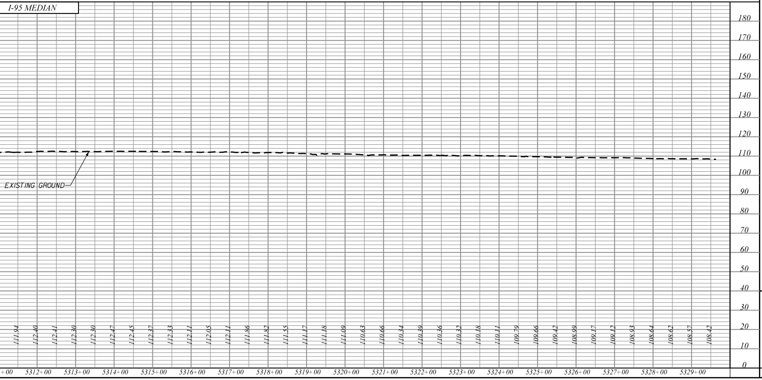
FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD NO.	SHEET NO.
3	S.C.	ORANGEBURG CLARENDON	P041130	I-95	B


PRES. TRANS.
S. 175' R/W PER FILE 38.639
5315
5315
5315
5320
5320
NORTHBOUND
SOUTHBOUND
PRES. TRANS. R/W PER FILE 38.639
PRES. 100' R/W PER FILE 38.639
PRES. 90' R/W PER FILE 38.63
PRES. TRANS. R/W PER FILE 38.639
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
N

P.I. = 5312+14.49
Δ = 31° 42' 00" (LT)
D = 0° 40' 00"
T = 2,439.94'
L = 4,754.76'
E = 339.65'
R = 8,593.93'
D.S. = 75 MPH
eMAX = 8%
e = 2.8%
P.C. - LG% = 0.50
P.T. - LG% = 0.50

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 B
WEST OFFSET SINGLE BRIDGE

SCALE 1" = 100'