

SHEET NO.	TOTAL SHEETS
6	17

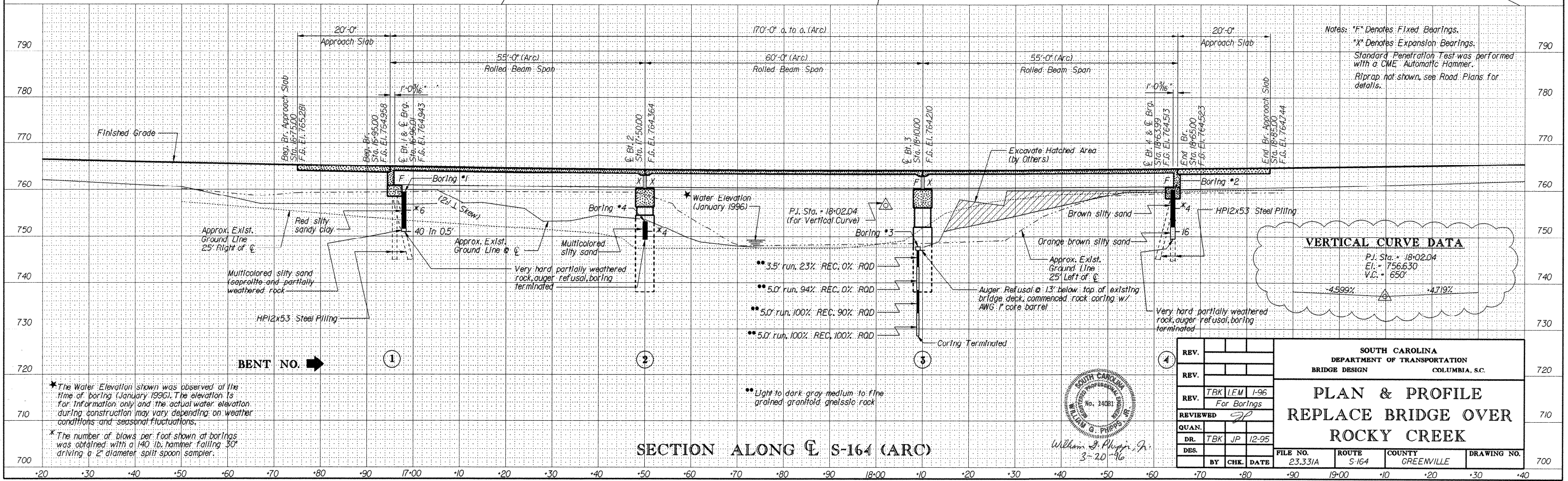
Note: Bituminous Curbs and Flumes not shown. See Road Plans for details.
For Method of Superelevation, See Sh. 7.

HORIZ. CURVE DATA

P.I. Sta. 16+40.42
 $\Delta = 61^{\circ}20'49''$ (Rt.)
 D = 11'-15'-00"
 L = 545.31'
 T = 302.08'
 R = 509.30'
 E = 82.85'

Beginning of Bridge, End of Bridge and Interior Bents 2 & 3 are set parallel to radial line at Sta. 17+80.00.

PLAN



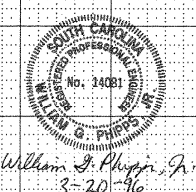
Notes: *F* Denotes Fixed Bearings.
 X Denotes Expansion Bearings.
 Standard Penetration Test was performed with a CME Automatic Hammer.
 Riprap not shown, see Road Plans for details.

VERTICAL CURVE DATA

P.I. Sta. = 18+02.04
 EI = 756.630
 VC = 650'

SECTION ALONG CENTERLINE S-164 (ARC)

REV.				
REV.				
REV.	TBK	LEM	1-96	For Borings
REVIEWED	[Signature]			
QUAN.				
DR.	TBK	JP	12-95	
DES.				
BY	CHK.	DATE	FILE NO.	ROUTE
			23.331A	S-164
			COUNTY	DRAWING NO.
			GREENVILLE	



*The Water Elevation shown was observed at the time of boring (January 1996). The elevation is for information only and the actual water elevation during construction may vary depending on weather conditions and seasonal fluctuations.
 *The number of blows per foot shown at borings was obtained with a 140 lb. hammer falling 30" driving a 2" diameter split spoon sampler.

**Light to dark gray medium to fine grained granitoid gneissic rock