

Portions of the proposed NBL are closely aligned to remnants of a dismantled railroad. The sections of remaining railroad embankment typically consist of mixed soft to medium stiff silty sandy clay (A-6), clayey sandy silt (A-4) and loose sand with gravel (A-2-4, A-1-b). Little evidence of ballast stone remains on the railroad grade. Engineering properties of the railroad fill material should be considered as fair to poor due to its variable composition and inconsistent bearing capacity.

Deposits of slightly organic soil occur in the flood plains of two principal drainage features (station 112±, station 183±) and poorly drained pocosin areas (station 192±, 195±) located near the end of the project. The organic soils typically consist of very soft to soft silty sandy clay (A-7-5), clayey fine sandy silt (A-5) or very loose to loose silty fine sand (A-2-4, A-2-5). Vane Shear Tests taken in the organic soils show shear strengths ranging from 7 to 27 kPa. Tested natural moisture contents range from 40 to 99 percent. Engineering properties of the organic soils are poor.

Respectfully submitted,



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