

NOTE: SEE SHEET 1A FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4258	1	11
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33600.1.1	BRSTP-0064(61)	P.E.	
33600.2.1	BRSTP-0064(61)	RIGHT-OF-WAY	
33600.2.1	BRSTP-0064(61)	UTILITY	
33600.3.1	BRSTP-0064(61)	CONSTRUCTION	

CONTENTS

LINE	STATION	PLAN	PROFILE	XSECT
-L-	12+40.00 to 24+45.00	4		5
-Y1-				
-Y2-	10+00.00 to 12+25.00	4		10

ROADWAY
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 33600.1.1 (B-4258) F.A. PROJ. BRSTP-0064(61)
COUNTY RUTHERFORD
PROJECT DESCRIPTION APPROACHES TO BRIDGE NO. 7
OVER THE BROAD RIVER

INVENTORY

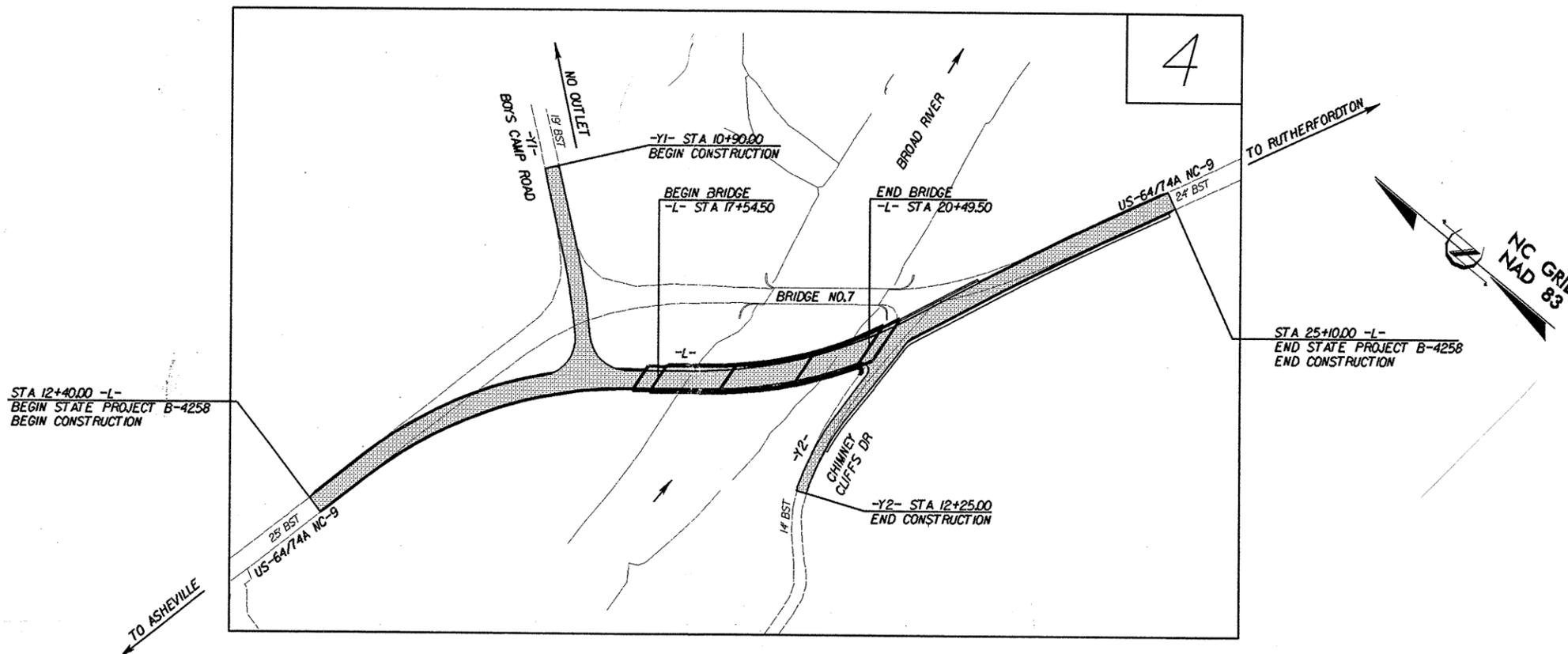
CAUTION NOTICE

THE SUBSURFACE INFORMATION AND THE SUBSURFACE INVESTIGATION ON WHICH IT IS BASED WERE MADE FOR THE PURPOSE OF STUDY, PLANNING, AND DESIGN, AND NOT FOR CONSTRUCTION OR PAY PURPOSES. THE VARIOUS FIELD BORING LOGS, ROCK CORES, AND SOIL TEST DATA AVAILABLE MAY BE REVIEWED OR INSPECTED IN RALEIGH BY CONTACTING THE N.C. DEPARTMENT OF TRANSPORTATION, GEOTECHNICAL ENGINEERING UNIT AT (919) 250-4088. NEITHER THE SUBSURFACE PLANS AND REPORTS, NOR THE FIELD BORING LOGS, ROCK CORES, OR SOIL TEST DATA ARE PART OF THE CONTRACT.

GENERAL SOIL AND ROCK STRATA DESCRIPTIONS AND INDICATED BOUNDARIES ARE BASED ON A GEOTECHNICAL INTERPRETATION OF ALL AVAILABLE SUBSURFACE DATA AND MAY NOT NECESSARILY REFLECT THE ACTUAL SUBSURFACE CONDITIONS BETWEEN BORINGS OR BETWEEN SAMPLED STRATA WITHIN THE BOREHOLE. THE LABORATORY SAMPLE DATA AND THE IN SITU (IN-PLACE) TEST DATA CAN BE RELIED ON ONLY TO THE DEGREE OF RELIABILITY INHERENT IN THE STANDARD TEST METHOD. THE OBSERVED WATER LEVELS OR SOIL MOISTURE CONDITIONS INDICATED IN THE SUBSURFACE INVESTIGATIONS ARE AS RECORDED AT THE TIME OF THE INVESTIGATION. THESE WATER LEVELS OR SOIL MOISTURE CONDITIONS MAY VARY CONSIDERABLY WITH TIME ACCORDING TO CLIMATIC CONDITIONS INCLUDING TEMPERATURES, PRECIPITATION, AND WIND, AS WELL AS OTHER NON-CLIMATIC FACTORS.

THE BIDDER OR CONTRACTOR IS CAUTIONED THAT DETAILS SHOWN ON THE SUBSURFACE PLANS ARE PRELIMINARY ONLY AND IN MANY CASES THE FINAL DESIGN DETAILS ARE DIFFERENT. FOR BIDDING AND CONSTRUCTION PURPOSES, REFER TO THE CONSTRUCTION PLANS AND DOCUMENTS FOR FINAL DESIGN INFORMATION ON THIS PROJECT. THE DEPARTMENT DOES NOT WARRANT OR GUARANTEE THE SUFFICIENCY OR ACCURACY OF THE INVESTIGATION MADE, NOR THE INTERPRETATIONS MADE, OR OPINION OF THE DEPARTMENT AS TO THE TYPE OF MATERIALS AND CONDITIONS TO BE ENCOUNTERED. THE BIDDER OR CONTRACTOR IS CAUTIONED TO MAKE SUCH INDEPENDENT SUBSURFACE INVESTIGATIONS AS HE DEEMS NECESSARY TO SATISFY HIMSELF AS TO CONDITIONS TO BE ENCOUNTERED ON THIS PROJECT. THE CONTRACTOR SHALL HAVE NO CLAIM FOR ADDITIONAL COMPENSATION OR FOR AN EXTENSION OF TIME FOR ANY REASON RESULTING FROM THE ACTUAL CONDITIONS ENCOUNTERED AT THE SITE DIFFERING FROM THOSE INDICATED IN THE SUBSURFACE INFORMATION.

CONTRACT: C201927 ID: B-4258



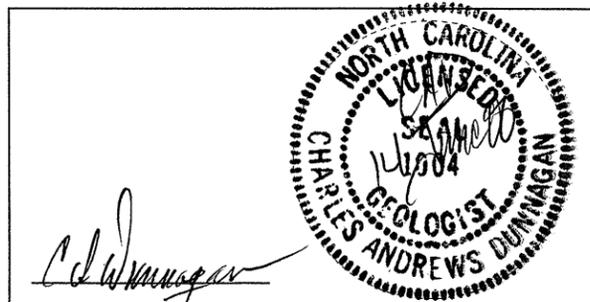
PERSONNEL
T B DANIEL
C J COFFEY
R D CHILDERS

INVESTIGATED BY C A DUNNAGAN
CHECKED BY W D FRYE, Jr
SUBMITTED BY W D FRYE, Jr
DATE JUNE 2006

DRAWN BY: C A DUNNAGAN

NOTE - THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N.C. DEPARTMENT OF TRANSPORTATION AS BEING ACCURATE NOR IS IT CONSIDERED TO BE PART OF THE PLANS, SPECIFICATIONS, OR CONTRACT FOR THE PROJECT.

NOTE - BY HAVING REQUESTED THIS INFORMATION THE CONTRACTOR SPECIFICALLY WAIVES ANY CLAIMS FOR INCREASED COMPENSATION OR EXTENSION OF TIME BASED ON DIFFERENCES BETWEEN THE CONDITIONS INDICATED HEREIN AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

SUBSURFACE INVESTIGATION

SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

SOIL DESCRIPTION		GRADATION		ROCK DESCRIPTION		TERMS AND DEFINITIONS																																																																																																																			
<p>SOIL IS CONSIDERED TO BE THE UNCONSOLIDATED, SEMI-CONSOLIDATED, OR WEATHERED EARTH MATERIALS THAT CAN BE PENETRATED WITH A CONTINUOUS FLIGHT POWER AUGER, AND YIELD LESS THAN 100 BLOWS PER FOOT ACCORDING TO STANDARD PENETRATION TEST (AASHTO T206, ASTM D-1586). SOIL CLASSIFICATION IS BASED ON THE AASHTO SYSTEM. BASIC DESCRIPTIONS GENERALLY SHALL INCLUDE: CONSISTENCY, COLOR, TEXTURE, MOISTURE, AASHTO CLASSIFICATION, AND OTHER PERTINENT FACTORS SUCH AS MINERALOGICAL COMPOSITION, ANGULARITY, STRUCTURE, PLASTICITY, ETC. EXAMPLE: <i>VERY STIFF, GRN. SILTY CLAY, MOST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6</i></p>		<p>WELL-GRADED - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE. UNIFORM - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE. (ALSO POORLY GRADED) GAP-GRADED - INDICATES A MIXTURE OF UNIFORM PARTICLES OF TWO OR MORE SIZES.</p> <p style="text-align: center;">ANGULARITY OF GRAINS</p> <p>THE ANGULARITY OR ROUNDNESS OF SOIL GRAINS IS DESIGNATED BY THE TERMS: ANGULAR, SUBANGULAR, SUBROUNDED, OR ROUNDED.</p>		<p>HARD ROCK IS NON-COASTAL PLAIN MATERIAL THAT IF TESTED, WOULD YIELD SPT REFUSAL, AN INFERRED ROCK LINE INDICATES THE LEVEL AT WHICH NON-COASTAL PLAIN MATERIAL WOULD YIELD SPT REFUSAL. SPT REFUSAL IS PENETRATION BY A SPLIT SPOON SAMPLER EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS. IN NON-COASTAL PLAIN MATERIAL, THE TRANSITION BETWEEN SOIL AND ROCK IS OFTEN REPRESENTED BY A ZONE OF WEATHERED ROCK. ROCK MATERIALS ARE TYPICALLY DIVIDED AS FOLLOWS:</p>		<p>ALLUVIUM (ALLUV.) - SOILS THAT HAVE BEEN TRANSPORTED BY WATER. AQUIFER - A WATER BEARING FORMATION OR STRATA. ARENACEOUS - APPLIED TO ROCKS THAT HAVE BEEN DERIVED FROM SAND OR THAT CONTAIN SAND. ARGILLACEOUS - APPLIED TO ALL ROCKS OR SUBSTANCES COMPOSED OF CLAY MINERALS, OR HAVING A NOTABLE PROPORTION OF CLAY IN THEIR COMPOSITION, AS SHALE, SLATE, ETC. ARTESIAN - GROUND WATER THAT IS UNDER SUFFICIENT PRESSURE TO RISE ABOVE THE LEVEL AT WHICH IT IS ENCOUNTERED, BUT WHICH DOES NOT NECESSARILY RISE TO OR ABOVE THE GROUND SURFACE. CALCAREOUS (CALC.) - SOILS THAT CONTAIN APPRECIABLE AMOUNTS OF CALCIUM CARBONATE. COLLUVIUM - ROCK FRAGMENTS MIXED WITH SOIL DEPOSITED BY GRAVITY ON SLOPE OR AT BOTTOM OF SLOPE. CORE RECOVERY (REC.) - TOTAL LENGTH OF ALL MATERIAL RECOVERED IN THE CORE BARREL DIVIDED BY TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE. DIKE - A TABULAR BODY OF IGNEOUS ROCK THAT CUTS ACROSS THE STRUCTURE OF ADJACENT ROCKS OR CUTS MASSIVE ROCK. DIP - THE ANGLE AT WHICH A STRATUM OR ANY PLANAR FEATURE IS INCLINED FROM THE HORIZONTAL. DIP DIRECTION (DIP AZIMUTH) - THE DIRECTION OR BEARING OF THE HORIZONTAL TRACE OF THE LINE OF DIP, MEASURED CLOCKWISE FROM NORTH. FAULT - A FRACTURE OR FRACTURE ZONE ALONG WHICH THERE HAS BEEN DISPLACEMENT OF THE SIDES RELATIVE TO ONE ANOTHER PARALLEL TO THE FRACTURE. FISSILE - A PROPERTY OF SPLITTING ALONG CLOSELY SPACED PARALLEL PLANES. FLOAT - ROCK FRAGMENTS ON SURFACE NEAR THEIR ORIGINAL POSITION AND DISLOADED FROM PARENT MATERIAL. FLOOD PLAIN (FP) - LAND BORDERING A STREAM, BUILT OF SEDIMENTS DEPOSITED BY THE STREAM. FORMATION (FM) - A MAPPABLE GEOLOGIC UNIT THAT CAN BE RECOGNIZED AND TRACED IN THE FIELD. JOINT - FRACTURE IN ROCK ALONG WHICH NO APPRECIABLE MOVEMENT HAS OCCURRED. LEDGE - A SHELF-LIKE RIDGE OR PROJECTION OF ROCK WHOSE THICKNESS IS SMALL COMPARED TO ITS LATERAL EXTENT. LENS - A BODY OF SOIL OR ROCK THAT THINS OUT IN ONE OR MORE DIRECTIONS. MOTTLED (MOT.) - IRREGULARLY MARKED WITH SPOTS OF DIFFERENT COLORS, MOTTLING IN SOILS USUALLY INDICATES POOR AERATION AND LACK OF GOOD DRAINAGE. PERCHED WATER - WATER MAINTAINED ABOVE THE NORMAL GROUND WATER LEVEL BY THE PRESENCE OF AN INTERVENING IMPERVIOUS STRATUM. RESIDUAL (RES.) SOIL - SOIL FORMED IN PLACE BY THE WEATHERING OF ROCK. ROCK QUALITY DESIGNATION (ROD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE. SAPROLITE (SAP.) - RESIDUAL SOIL THAT RETAINS THE RELIC STRUCTURE OR FABRIC OF THE PARENT ROCK. SILL - AN INTRUSIVE BODY OF IGNEOUS ROCK OF APPROXIMATELY UNIFORM THICKNESS AND RELATIVELY THIN COMPARED WITH ITS LATERAL EXTENT, THAT HAS BEEN EMPLACED PARALLEL TO THE BEDDING OR SCHISTOSITY OF THE INTRODUCED ROCKS. SLICKENSIDE - POLISHED AND STRIATED SURFACE THAT RESULTS FROM FRICTION ALONG A FAULT OR SLIP PLANE. STANDARD PENETRATION TEST (PENETRATION RESISTANCE) (SPT) - NUMBER OF BLOWS (N OR BPF) OF A 140 LB. HAMMER FALLING 30 INCHES REQUIRED TO PRODUCE A PENETRATION OF 1 FOOT INTO SOIL WITH A 2 INCH OUTSIDE DIAMETER SPLIT SPOON SAMPLER. SPT REFUSAL IS PENETRATION EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS. STRATA CORE RECOVERY (SCRC) - TOTAL LENGTH OF STRATA MATERIAL RECOVERED DIVIDED BY TOTAL LENGTH OF STRATUM AND EXPRESSED AS A PERCENTAGE. STRATA ROCK QUALITY DESIGNATION (SROD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS WITHIN A STRATUM EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF STRATA AND EXPRESSED AS A PERCENTAGE. TOPSOIL (TS) - SURFACE SOILS USUALLY CONTAINING ORGANIC MATTER.</p>																																																																																																																			
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U.S. STD. SIEVE SIZE OPENING (MM)	4	10	40	60	200	270																																																																																																																			
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BOULDER (BLDR.)	COBBLE (COB.)	GRAVEL (GR.)	COARSE SAND (CSE. SD.)	FINE SAND (F. SD.)	SILT (SL.)	CLAY (CL.)																																																																																																																			
GRAIN SIZE MM	305	75	2.0	0.25	0.05	0.005																																																																																																																			
IN.	12	3																																																																																																																							
SOIL MOISTURE - CORRELATION OF TERMS		EQUIPMENT USED ON SUBJECT PROJECT		INDURATION		NOTES:																																																																																																																			
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EARTHWORK BALANCE SHEET

Volumes in Cubic Yards

PROJECT TIP # B-4258

COUNTY Rutherford

DATE 6/11/2008

SHEET 1 OF 1 SHEET

LINE	STATION	STATION	TOTAL EXCAV. (UNCL.)	ROCK EXCAV.	UNDERCUT EXCAV.	UNSUIT. EXCAV.	SUITABLE EXCAV.	TOTAL EMB.	ROCK EMB.	UNDERCUT EMB.	EARTH EMB.	EMBANK. 15%	BORROW	SUITABLE WASTE	UNSUIT. WASTE	TOTAL WASTE
L	12+40	17+54.50	92	0	0	0	92	3747	0	0	3747	4310	4218	0	0	0
L	20+49.50	25+10	2191	1047	0	0	1144	1627	1047	0	318	1413	0	778	0	778
Y1	10+90	13+68	51	0	0	0	51	502	0	0	502	578	527	0	0	0
Y2	10+12	12+25	928	189	0	0	739	751	189	0	515	782	0	146	0	146
PROJECT SUBTOTAL			3262	1236	0	0	2026	6627	1236	0	5082	7083	4745	924	0	924
ADDITIONAL UNDERCUT SHOULDER MATERIAL					20											
WASTE IN LIEU OF BORROW													-924	-924	0	-924
LOSS DUE TO CLEARING & GRUBBING			-75				-75						75			
PROJECT TOTAL			3187	1236	20	0	1951	6627	1236	0	5082	7083	3896	0	0	0
EST 5% TO REPLACE TOP SOIL ON BORROW PIT													195			
GRAND TOTAL			3187										4091			
SAY			3200										4100			

*** EARTHWORK QUANTITIES ARE CALCULATED BY THE ROADWAY DESIGN UNIT. THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.**



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

June 29, 2006

STATE PROJECT: 33600.1.1 (B-4258)
FEDERAL PROJECT: BRSTP-0064(61)
COUNTY: Rutherford

DESCRIPTION: Approaches to Bridge No. 7 on US-64 over Broad River

SUBJECT: Geotechnical Report – Inventory

Project Description

The project is centered around the relocation of the replacement for Bridge No. 7. The new structure will be located approximately 100 feet upstream (southwest) of the old. Consequently, new approaches are required.

The investigation was investigated using a CME-550 drill machine and 8-inch hollow augers. Standard Penetration Tests were performed at intervals of 5.0 feet, where applicable. Rock core was retrieved from two borings with -NXWL- coring equipment.

The following lines, totaling 0.3 miles, were investigated.

<u>Line</u>	<u>Station</u>
-L-	12+40 to 24+45
-Y1-	10+90 to 13+80
-Y2-	10+00 to 12+25

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
GEOTECHNICAL ENGINEERING UNIT
1589 MAIL SERVICE CENTER
RALEIGH NC 27699-1589

TELEPHONE: 919-250-4088
FAX: 919-250-4237
WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING B
1020 BIRCH RIDGE DRIVE
RALEIGH NC 27610

3A

Areas of Special Geotechnical Interest

(1) Floodplain Deposits: Alluvial deposits are located within the following area(s).

<u>Line</u>	<u>Station</u>
-L-	16+00 to 18+00

(2) Hard Rock: Hard rock occurs above or within 6.0 feet of proposed grade at the following areas.

<u>Line</u>	<u>Station</u>
-L-	22+05 to 23+60, RT
-L-	23+50 to 23+90, LT
-Y2-	10+20 to 10+30, LT

Physiography and Geology

This project is located at the bottom of Hickory Nut Gorge, which is at the head of Lake Lure. The terrain is very steep. As an example, the elevation difference between nearby Round Top Mountain and the existing bridge is about 1640 feet. All of the businesses, and a number of homes, are related to the tourist industry.

The rocks within the project corridor and surrounding area are from the Henderson Gneiss. This formation is labeled Chg on the Geologic Map of North Carolina (1985). These rocks belong primarily to the granite family, particularly quartz monzonite to granodiorite. Biotite gneiss is also present.

Rock Properties

Rock was observed in the existing cuts and in rock core from two borings. The rocks in the existing cuts are primarily granodiorite. From the two core borings, one was granodiorite and the other a biotite gneiss. Rocks exposed along -L- are very hard and slightly weathered to fresh. In the exposure along -Y2-, the rock is moderately hard and moderately to slightly weathered. Rock data were collected from discontinuities in these outcrops and are presented below.

<u>Discontinuity</u>	<u>Dip/Dip Direction</u>
Foliation	15/067
Joint 1	34/028
Joint 2	75/040
Joint 3	67/303
Joint 4	71/320

Two borings were used to obtain rock core. One was at -L- Station 24+00, 10' RT. Here coring began at 2.0 feet (approximate elevation 1002.0) and terminated at 8.8 feet (approximate elevation 995.0). The Recoveries were 83 and 100%; the RQD's were 78 and 96%. The other

core boring was at centerline -Y2- Station 10+50. Coring was begun at 4.6 feet (approximate elevation 1001.0) and terminated at 8.8 feet (approximate elevation 997.0). Recovery was 98%; RQD was 86%.

Groundwater

Groundwater is not expected to have an impact on this project.

Geotechnical Descriptive Analysis

For descriptive purposes, this project will be broken into three segments.

Segment I: -L- Stations 12+40.0 to 17+54.5

Proposed construction in this segment consists of emplacing embankment. This material will be placed upon existing embankment and fill, and is limited to one or two feet. From approximate Station 16+25 to the beginning of the new bridge, fill heights reach 15.0 feet at the shoulder point.

Within this interval, the surface soils are alluvial. A boring on centerline Station 17+00 found silty sand alluvium to a depth of 12.5 feet. This was underlain by silty sand saprolite. At Station 17+50, silty sand alluvium extends to about 7.0 feet. Below this is gravel and boulder alluvium with a coarse sand matrix. The hollow augers refused on a boulder in this boring.

Groundwater was recorded in both borings, immediately after drilling, at 3.5 to 4.0 feet.

Static groundwater levels can be expected at or near river surface elevation.

Segment II: -L- Stations 20+49.5 to 24+45.0

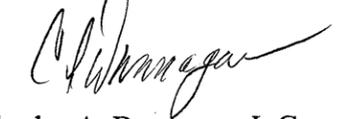
Construction in this segment will entail mostly cuts. As measured at the ditchline, the deepest cut proposed is 20.0 feet. The proposed ditch left of approximate Stations 23+00 to 24+00 will involve hard rock. Although rock is present in the existing cut, it doesn't reach an elevation high enough to be a real factor in slope design. The soils above the rock are colluvium and saprolite. The colluvium is generally less than 5.0 feet thick. It is not a continuous sheet across the cut section. The colluvium consists of silty sands and sandy silts with varying amounts of mica and clay. The saprolite has a fairly consistent composition of silty sand with mica. The boring right of Station 23+50 also encountered thin seams of manganese oxide. This material is essentially a frictionless surface. Standard Penetration Tests in all soils in this segment had very low -N- values. These values were generally in the 5 to 15 bpf range; only once did a drive in soil exceed 20 bpf. A layer of weathered rock 1.0 to 5.0 feet thick separates the saprolite and hard rock.

Static groundwater was not encountered in any of the borings.

Segment III: -Y2- Stations 10+00.0 to 12+25.0

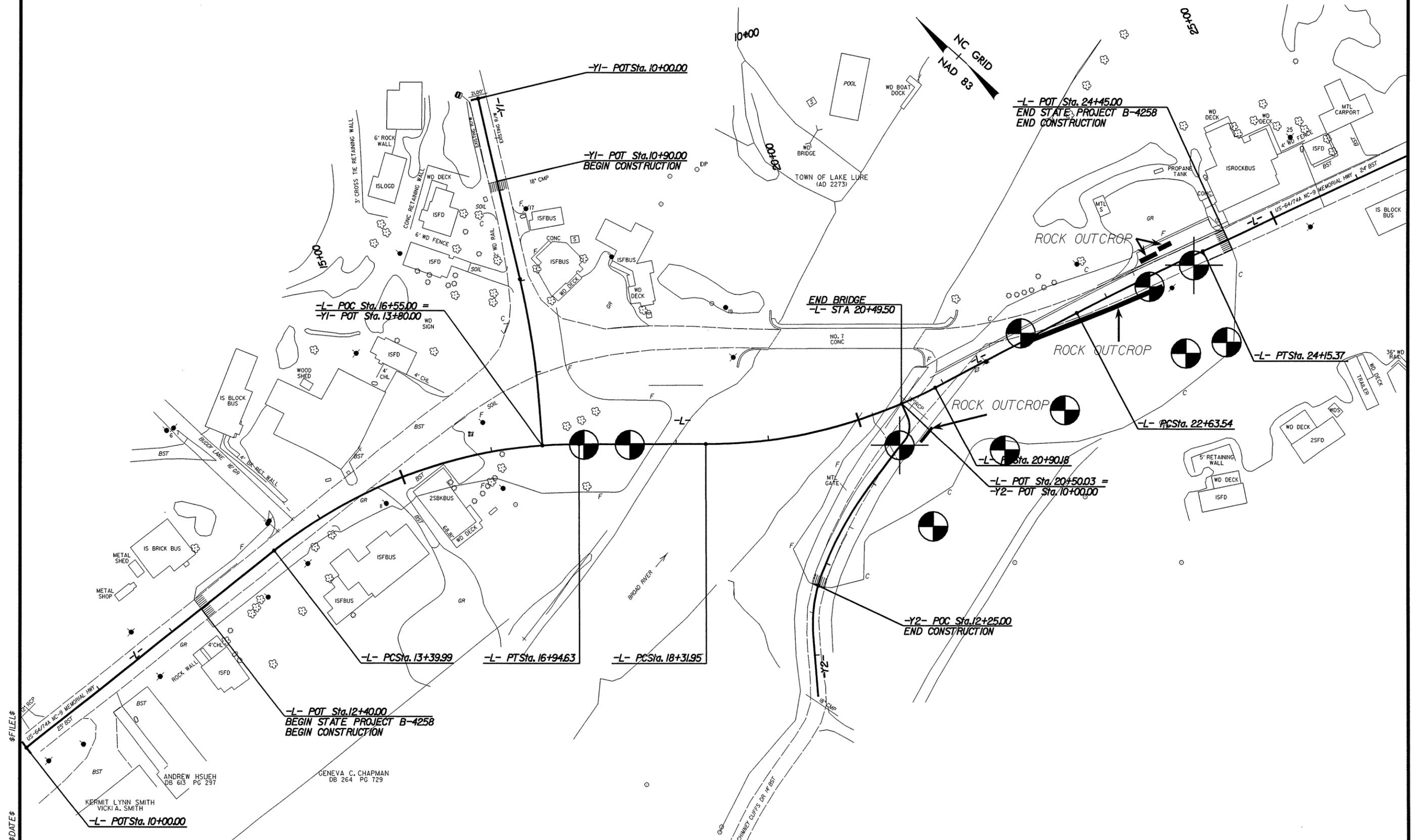
A minor outcrop is exposed in the existing cut left of centerline. This rock is softer and a bit more weathered than the material exposed along -L-. Above the rock line are saprolite and colluvium. The colluvium consists of sandy silt with mica. The saprolite is made of sandy silt. A thin layer of weathered rock separates the saprolite and hard rock. Static groundwater was not encountered.

Respectfully Submitted,



Charles A. Dunnagan, L.G.
Project Geological Engineer

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



\$DATE\$
 \$FILEL\$

ANDREW HSUEH
 DB 613 PG 297
 KERMIT LYNN SMITH
 VICKI A. SMITH
 -L- POT Sta. 10+00.00

GENEVA C. CHAPMAN
 DB 264 PG 729

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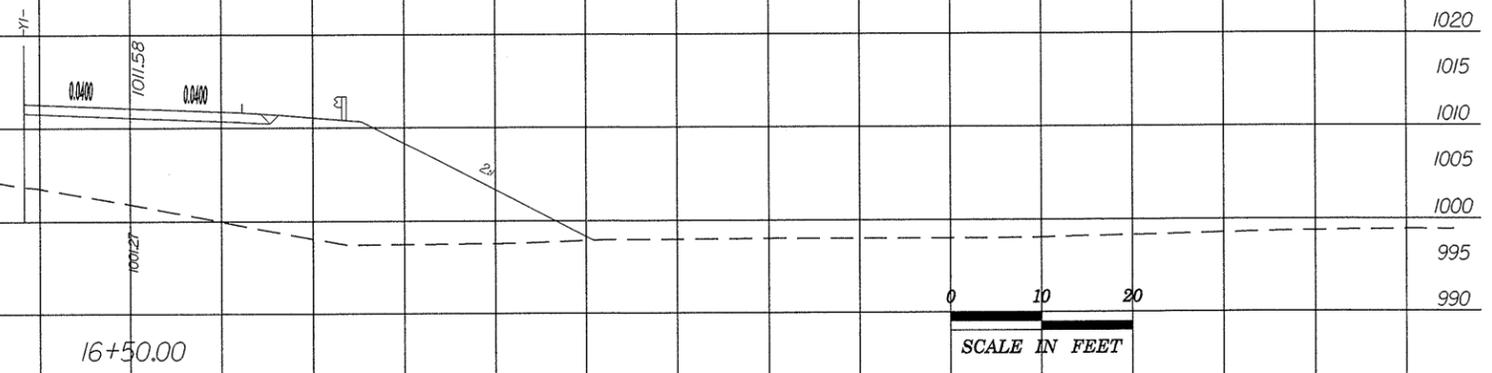
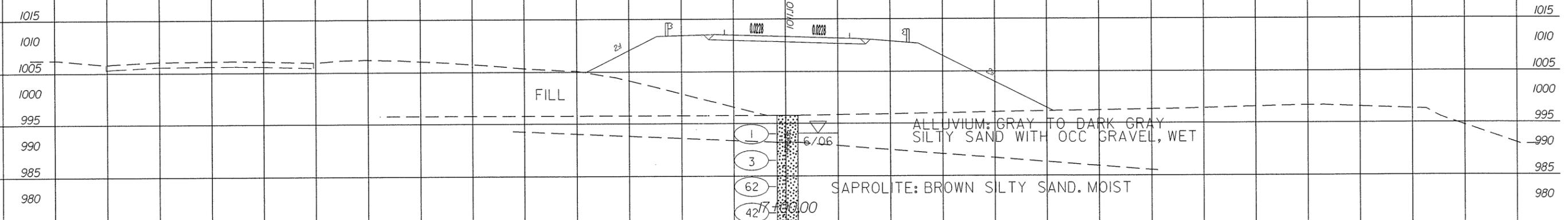
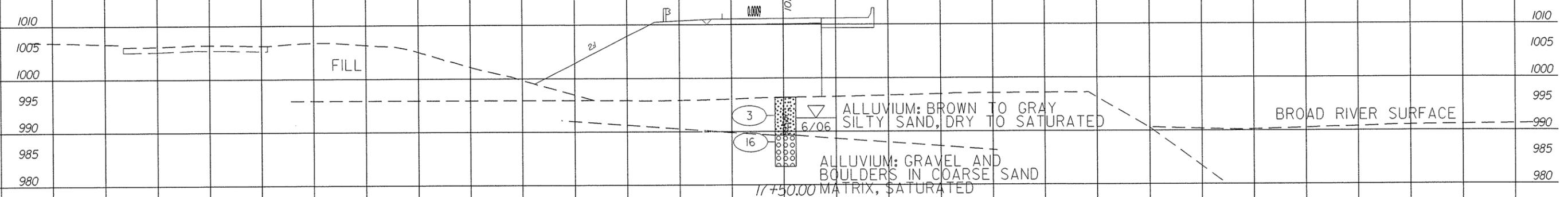
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L- US-64/74A NC-9

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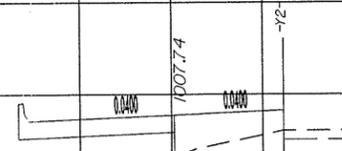
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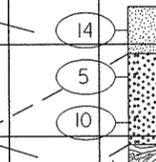


20+50.00

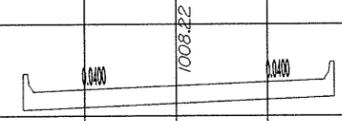
COLLUVIUM: RED-BROWN SANDY SILT WITH MICA, DRY

20+35, 135.0' RT

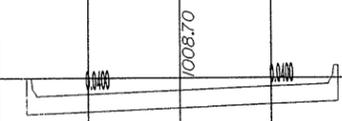
SAPROLITE: TAN SANDY SILT, DRY TO MOIST



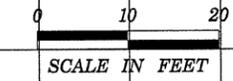
WEATHERED ROCK



20+00.00



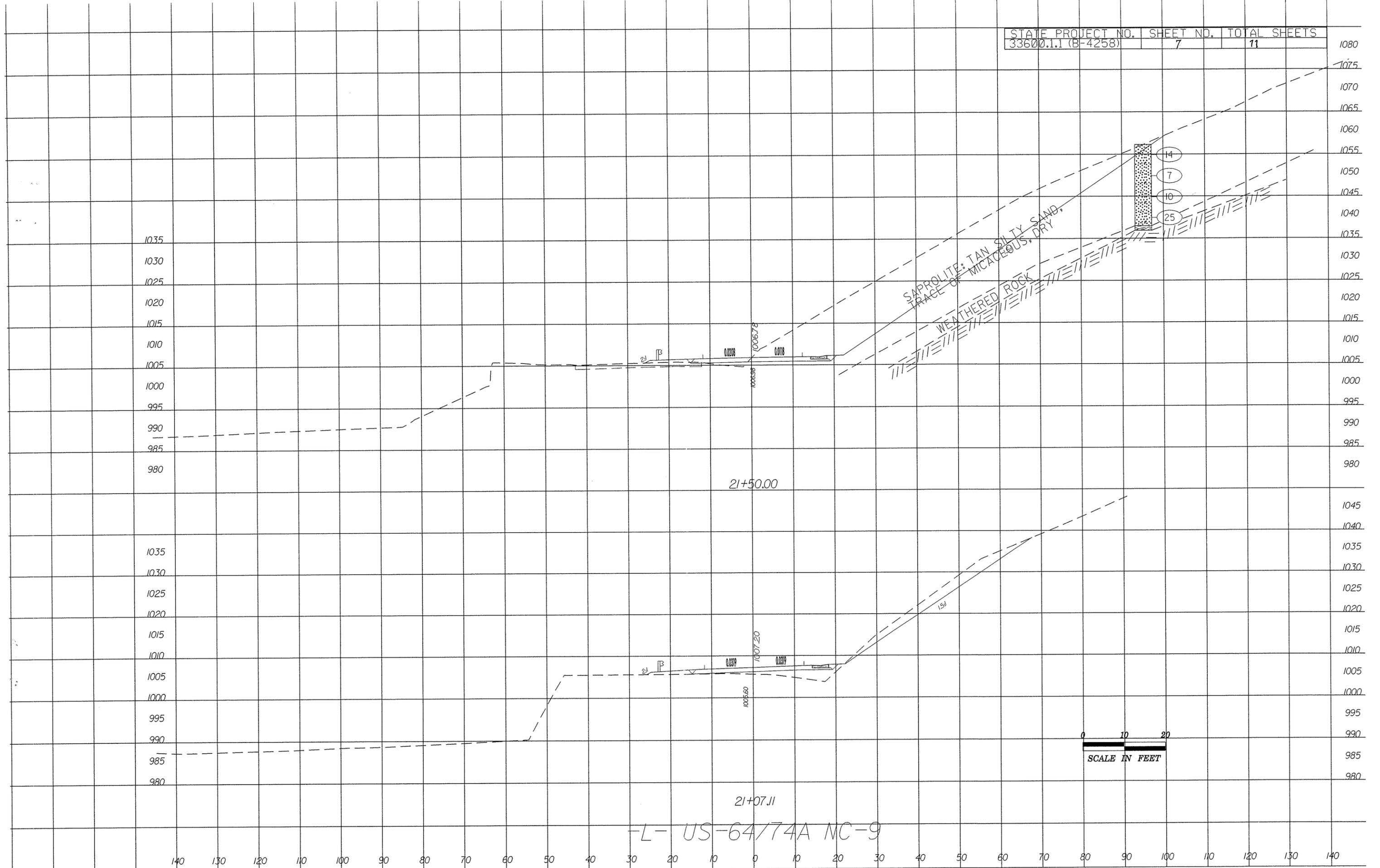
19+50.00



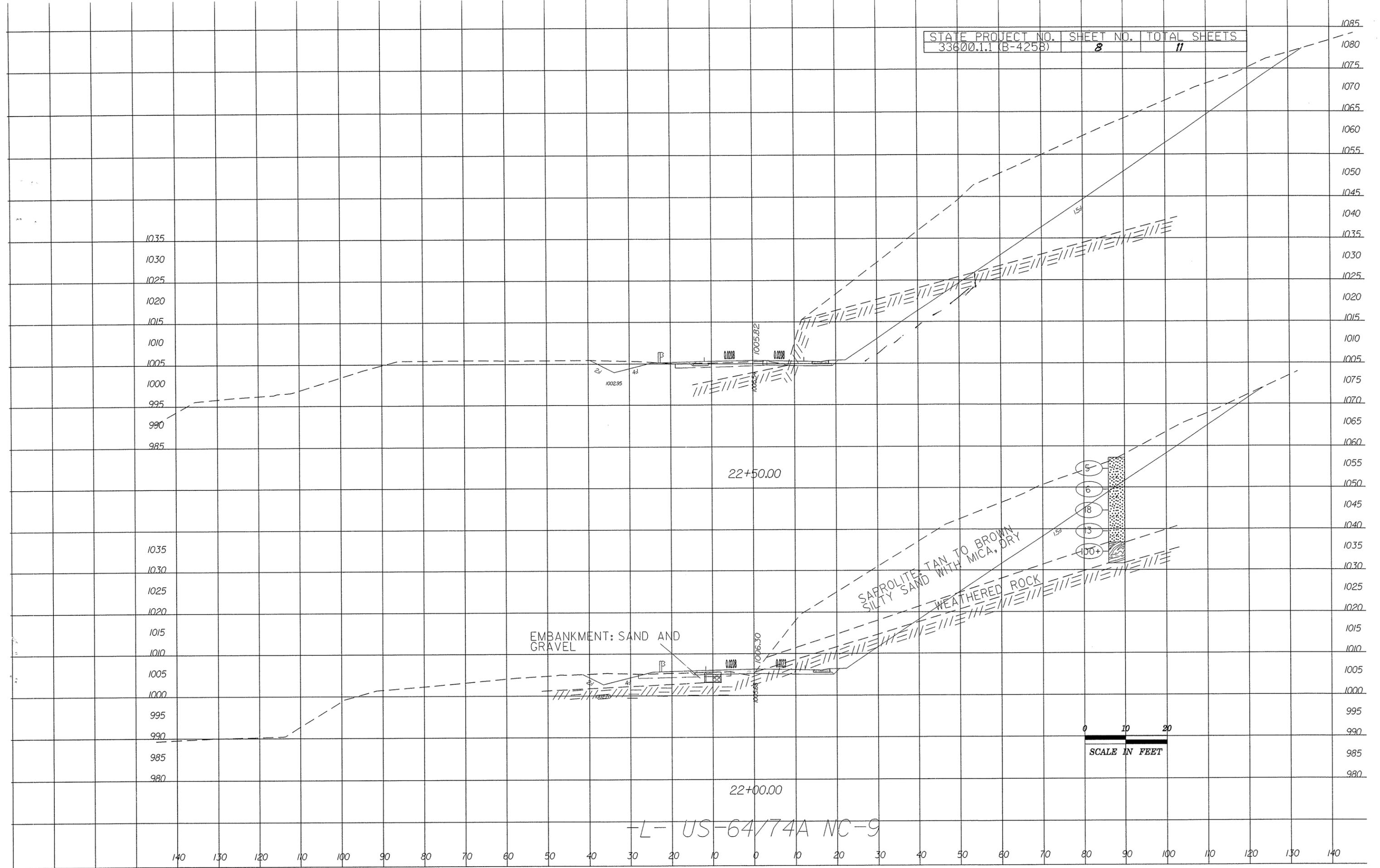
SCALE IN FEET

-L- US-6474A NC-9

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-L- US-64/74A MC-9



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140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

22+50.00

22+00.00

EMBANKMENT: SAND AND GRAVEL

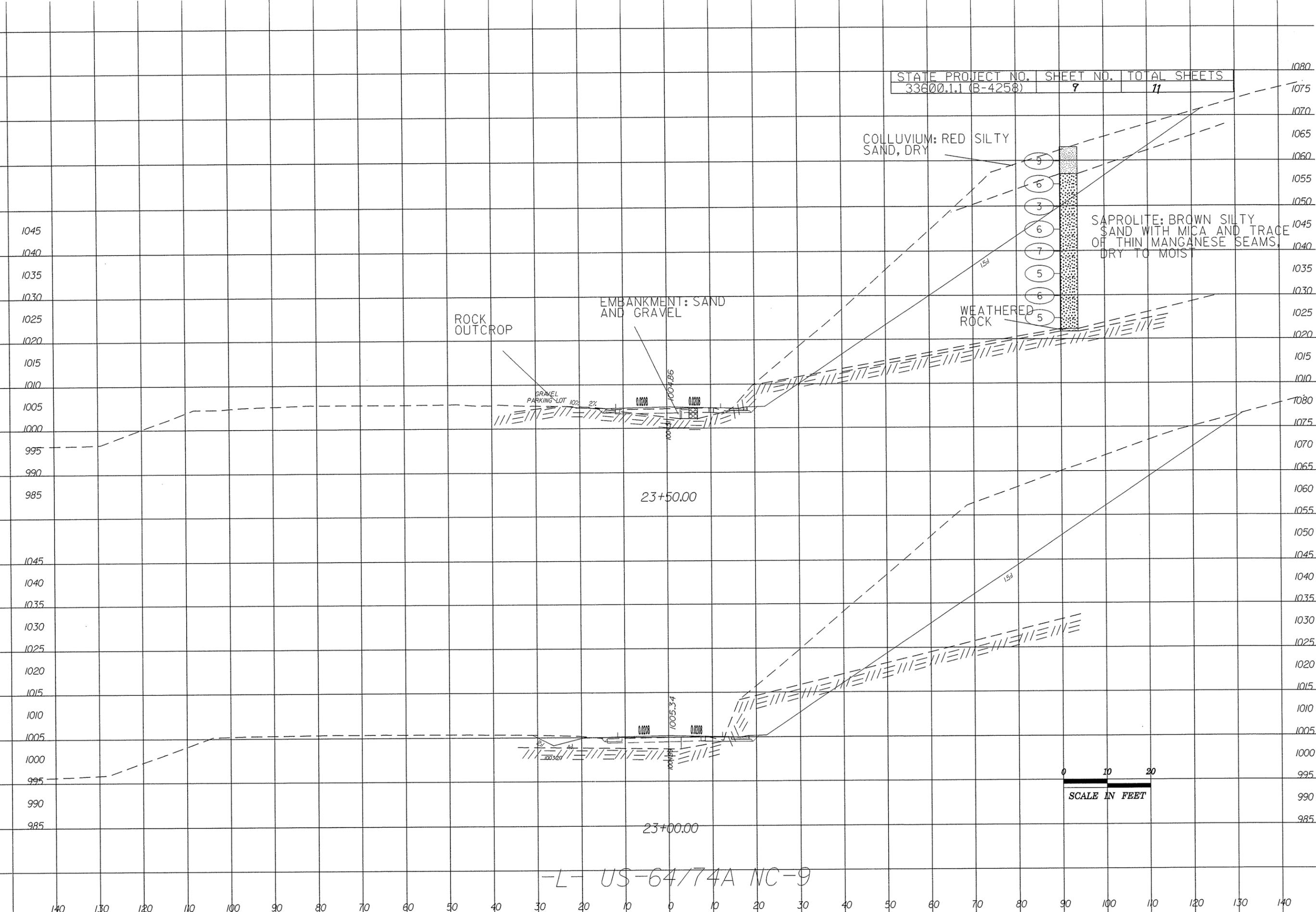
SAPROLITE, TAN TO BROWN
SILTY SAND WITH MICA, DRY

WEATHERED ROCK

0 10 20
SCALE IN FEET

-L- US-64774A NC-9

STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
33600.1.1 (B-4258)	9	11



-L- US-64774A NC-9

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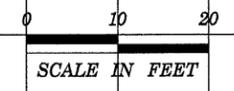
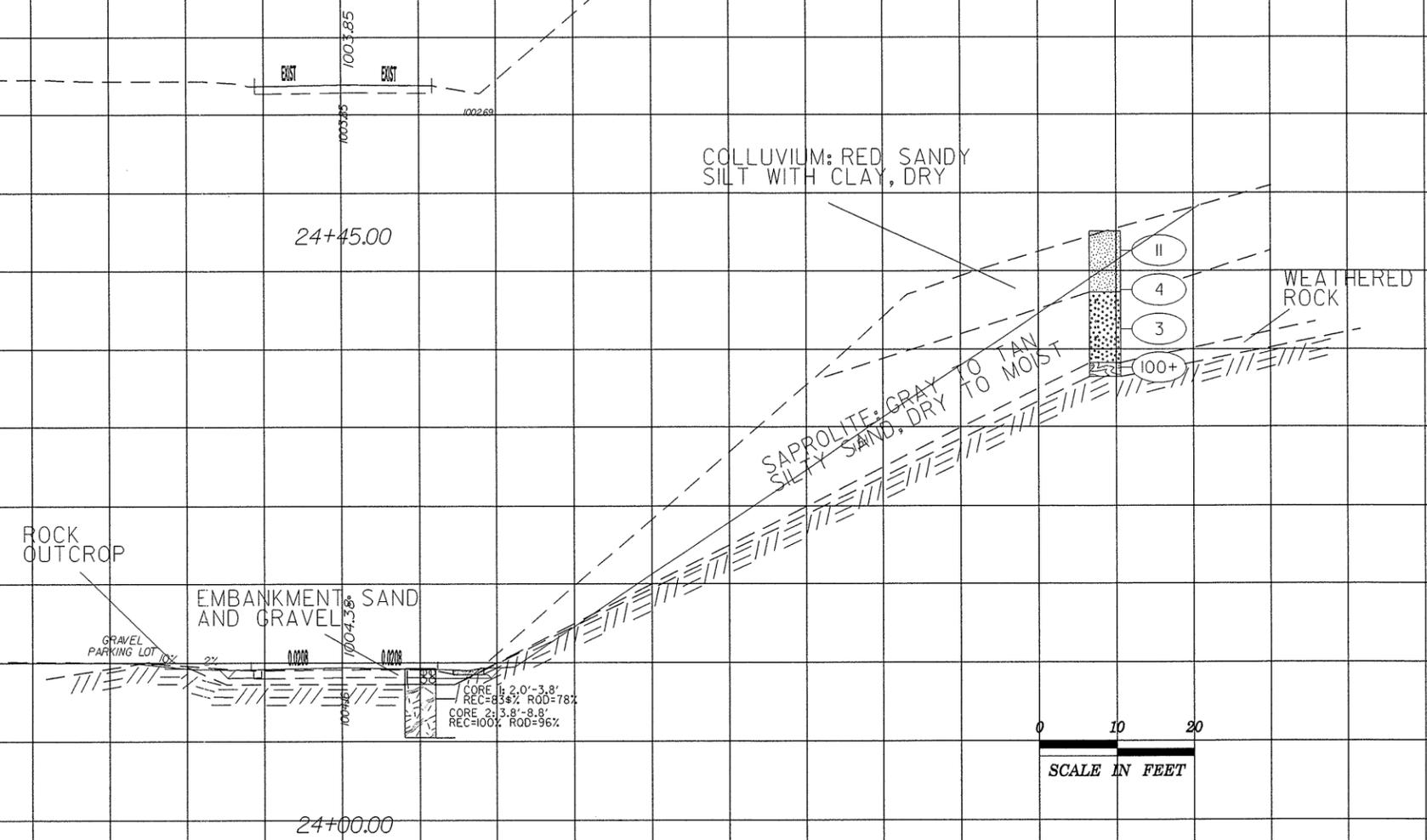
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