

NOTE: SEE SHEET 2A 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. | R-4900 | 1 | 40 |
| STATE PROJ. NO. | F.A. PROJ. NO. | DESCRIPTION | |
| 40224.1.1 | HPPNHF-74(78) | PE | |
| 40224.2.1 | HPPNHF-74(78) | R/W & UTIL | |
| 40224.3.1 | HPPNHF-74(102) | CONSTR. | |

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| LINE | STATION | PLAN | PROFILE |
|---------|-------------|--------|---------|
| -L- | 21+00-64+00 | 4-6 | 9-12 |
| -Y- | 18+00-48+00 | 5, 7-8 | 13-15 |
| -YI- | 10+00-12+50 | 8 | 16 |
| -LOOPA- | 10+00-24+07 | 5 | 17 |
| -LOOPC- | 10+00-20+47 | 5 | 18 |
| -RAMPA- | 10+00-31+80 | 5-6 | 19-20 |
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| -SR- | 10+00-22+30 | 5,7 | 23 |

CROSS SECTIONS

| CROSS SECTIONS | STATION | SHEET |
|----------------|-------------|-------|
| -Y- | 18+00-24+00 | 24-28 |
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| -SR- | 18+50-22+00 | 37-40 |

ROADWAY
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 40224.1.1 (R-4900) F.A. PROJ. NHF-74(78)

COUNTY COLUMBUS

PROJECT DESCRIPTION NEW INTERCHANGE US 74-NC 130/NC 242

INVENTORY

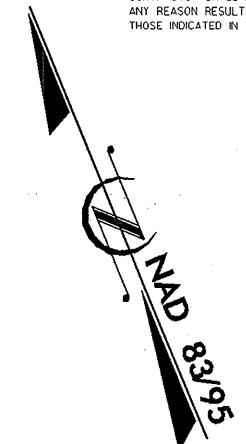
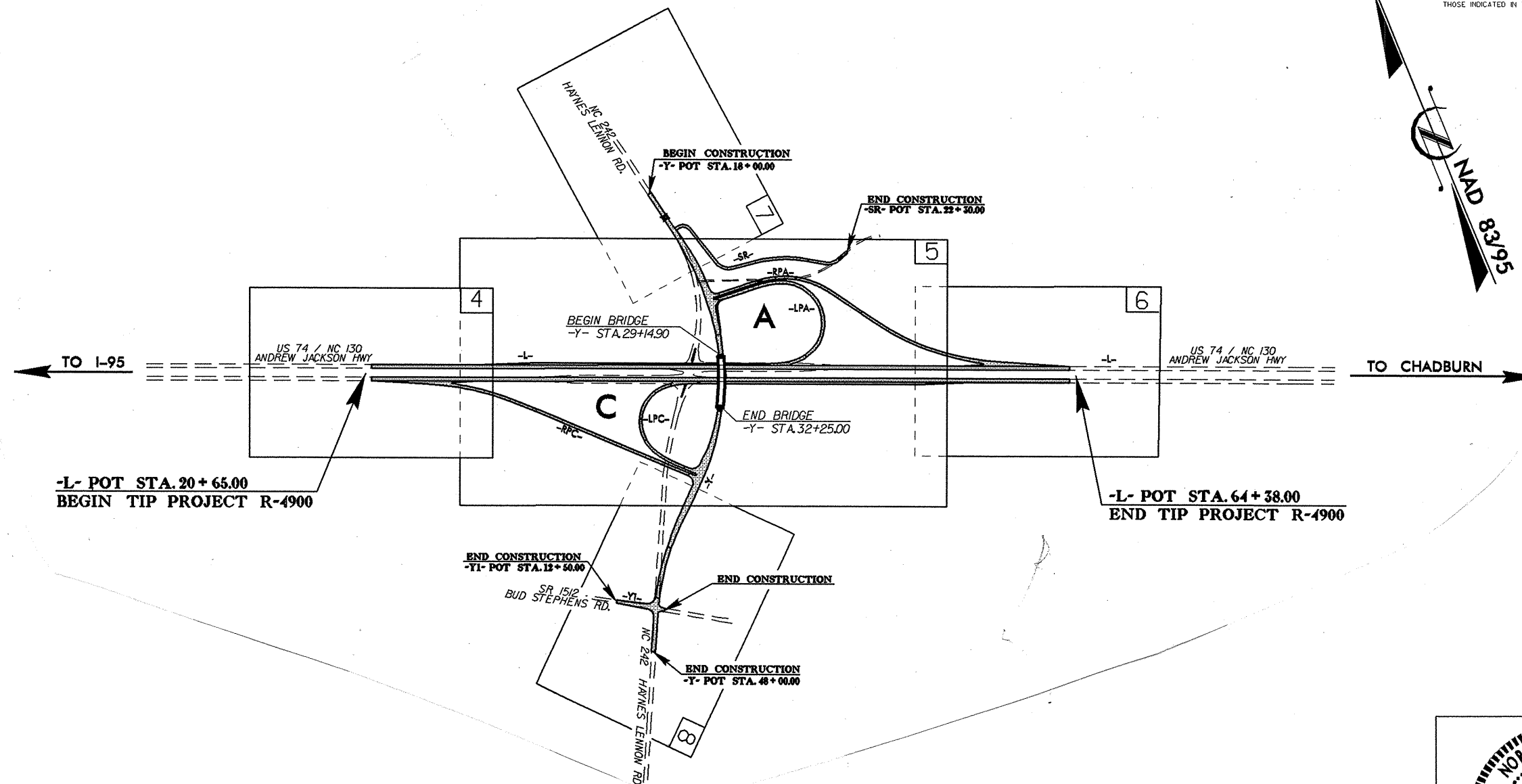
CAUTION NOTICE

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: C202441 ID: R-4900



PERSONNEL

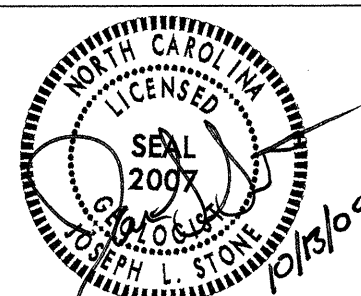
- CMW
- TCB
- JRS
- RES
- JME
- FALCON PERSONNEL
- MID-ATLANTIC PERSONNEL

INVESTIGATED BY J.L. STONE

CHECKED BY D.N. ARGENBRIGHT

SUBMITTED BY D.N. ARGENBRIGHT

DATE OCTOBER 2009



DRAWN BY: J.L. STONE, C.R. SUMNER

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

PROJECT REFERENCE NO. R-4900 SHEET NO. 2

SOIL DESCRIPTION, GRADATION, ROCK DESCRIPTION, TERMS AND DEFINITIONS, SOIL LEGEND AND AASHTO CLASSIFICATION, CONSISTENCY OR DENSENESS, TEXTURE OR GRAIN SIZE, SOIL MOISTURE - CORRELATION OF TERMS, PLASTICITY, COLOR, EQUIPMENT USED ON SUBJECT PROJECT, FRACTURE SPACING, BEDDING, INDURATION, MISCELLANEOUS SYMBOLS, ABBREVIATIONS.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

October 13, 2009

STATE PROJECT: 40224.1.1 (R-4900)
F.A. PROJECT: NHF-74(78)
COUNTY: Columbus
DESCRIPTION: New Interchange US 74-NC 130 / NC 242

SUBJECT: Geotechnical Inventory

Project Description

The project area lies just east of the existing at grade intersection of US 74/NC 130 and NC 242 approximately 0.6 miles south of the city of Evergreen in Columbus County. This geotechnical investigation was confined to the areas of proposed construction.

Fieldwork for this project was completed in June through August of 2008. SPT borings were advanced with a ATV mounted CME 45-B drill machine with an manual hammer. Cone Penetration Test borings were completed with a Hogentogler cone penetration machine mounted on a Morooka 600 track carrier using a 1.75" diameter cone. Hand auger borings were also completed. Representative soil samples were collected for visual classification in the field and for laboratory analysis by the Materials and Tests Unit.

The following alignments, totaling 1.1 miles were investigated. Subsurface profiles or cross sections of these alignments are included in this report.

| <u>Line</u> | <u>Station(±)</u> |
|-------------|-------------------|
| -L- | 21+00 to 64+00 |
| -Y- | 18+00 to 48+00 |
| -Y1- | 10+00 to 12+50 |
| -RPA- | 10+00 to 31+80 |
| -RPC- | 10+00 to 29+15 |
| -LPA- | 10+00 to 24+07 |
| -LPC- | 10+00 to 20+47 |
| -SR- | 10+00 to 22+30 |

Areas of Special Geotechnical Interest

1) The following sections contain cohesive soils which have the potential to cause embankment stability and/or long term settlement problems:

| <u>Line</u> | <u>Station(±)</u> |
|-------------|-------------------|
| -L- | 37+25 to 43+75 |
| -L- | 49+40 to 50+52 |
| -L- | 52+20 to 64+00 |
| -Y- | 23+60 to 38+90 |
| -LPA- | 13+10 to 24+07 |
| -LPC- | 18+70 to 20+47 |
| -RPA- | 10+00 to 31+80 |
| -SR- | 10+00 to 11+80 |
| -SR- | 14+75 to 21+40 |

2) The following section contains organic soils, which have the potential for embankment stability and/or subgrade problems during construction.

| <u>Line</u> | <u>Station(±)</u> |
|-------------|-------------------|
| -Y- | 18+00 to 23+90 |
| -Y- | 31+78 to 36+33 |
| -SR- | 10+00 to 14+25 |

3) The entire project was found to exhibit seasonal high ground water.

Physiography and Geology

This project corridor is located within the Coastal Plain Physiographic Province. Topography along the project is nearly flat to gently sloping. Elevations ranged from 87± to 102± feet above sea level

Surficial soils in this area are generally classified as undivided coastal plain sediments.

Ground Water

Ground water data was collected from June through September 2008, during a time of below normal precipitation. Ground water elevations ranged from 87± to 99± feet above sea level.

Soils

Soils within this project area have been divided into three categories, undivided coastal plain soils, formational soils, and roadway embankment soils.

Soils classified as undivided coastal plain are comprised of 5± to 19± feet of very loose to very dense sand (A-2-4, A-3), with 5± to 20± feet of very soft to very stiff sandy and clayey silt (A-4,), and sandy silty clay (A-6, A-7-6). Moisture samples collected within these

cohesive soils ranged from 8% to 28%. Additionally, surficial organic deposits were identified. These soils were primarily 3± to 7± feet in thickness and comprised of very loose sand (A-2-4) and very soft silts and clays (A-4, and A-6) with little to moderate organic content, very soft moderately organic clay and very soft muck. Samples taken from within these units indicated organic percentages ranging from 3% to 13%, and moisture contents ranging from 17% to 42%. Vane shear analysis show shear strength values ranging from 188 psf to 2046 psf. It should be noted that anomalously high shear strength values shown through vane shear tests likely result from roots and other solid organic debris found within these deposits.

Soils that are described as formational have been identified as belonging to the Cretaceous age Black Creek Formation. Where encountered, these deposits are composed of 2± to 30± feet of very loose to very dense micaceous sand (A-2-4, A-3) and 3± to 5± feet of hard silt and sandy clay (A-4, A6).

Soils identified as roadway embankment are comprised of 2± to 5± feet of loose to medium dense sand (A-2-4, A-3), with stiff to very stiff silt and clay (A-6, A-4). These soils were encountered along the existing US 74-NC 130 corridor through the center of the project area and NC 242.

Undisturbed Samples

Undisturbed thin wall Shelby tube samples were collected at the following locations and submitted for testing.

| <u>Sample No.</u> | <u>Station</u> | <u>Depth</u> | <u>Test</u> |
|-------------------|------------------|--------------|---------------|
| ST-1 | -RPA- 25+00 CL | 5.0-7.0 | Consolidation |
| ST-2 | -Y- 23+70 38' LT | 20.1-22.1 | Consolidation |
| ST-3 | -Y- 27+90 CL | 20.5-22.5 | Consolidation |
| ST-4 | -Y-21+50 66'LT | 0.0-2.0 | Consolidation |

Respectfully Submitted,



Joseph L. Stone, P.G.
Project Engineering Geologist

EARTHWORK BALANCE SHEET - FINAL ESTIMATE

Volumes in Cubic Yards

PROJECT: R-4900

COUNTY: Columbus

DATE: 3/25/2010

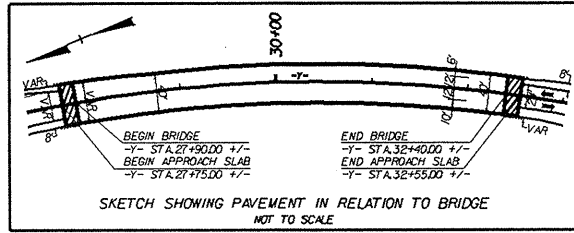
ROCK SWELL: N/A

SHEET 3B OF 40 SHEETS

| LINE | STATION | STATION | EXCAVATION | | | | EMBANKMENT | | | | BORROW | WASTE | | | | |
|--|----------|----------|----------------|------|----------|------------------|-------------------|---------|------|---------|---------|----------------|------|----------|---------|--------|
| | | | TOTAL UNLCASS. | ROCK | UNDERCUT | UNSUIT. UNCLASS. | SUITABLE UNCLASS. | TOTAL | ROCK | EARTH | | EMBANK. 25% | ROCK | SUITABLE | UNSUIT. | TOTAL |
| -L- | 20+65.00 | 64+38.00 | 17,386 | | | | 17,386 | 16,296 | | 16,296 | 20,370 | 2,984 | | | | |
| SUBTOTAL 1 | | | 17,386 | | | | 17,386 | 16,296 | | 16,296 | 20,370 | 2,984 | | | | |
| -Y- | 18+00.00 | 29+14.90 | 54 | | 5,880 | | 54 | 82,692 | | 82,692 | 103,365 | 103,311 | | | 5,880 | 5,880 |
| -LPA- | 13+50.00 | 23+85.23 | 584 | | | | 584 | 86,867 | | 86,867 | 108,584 | 108,000 | | | | |
| -RPA- | 15+50.00 | 24+00.00 | | | | | | 14,619 | | 14,619 | 18,274 | 18,274 | | | | |
| -SR- | 18+00.00 | 22+30.00 | 155 | | 700 | 31 | 124 | 348 | | 348 | 435 | 311 | | | 731 | 731 |
| SUBTOTAL 2 | | | 793 | | 6,580 | 31 | 762 | 184,526 | | 184,526 | 230,658 | 229,896 | | | 6,611 | 6,611 |
| -Y- | 32+25.00 | 48+00.00 | 1,157 | | 10,820 | | 1,157 | 65,833 | | 65,833 | 82,291 | 81,134 | | | 10,820 | 10,820 |
| -LPC- | 13+00.00 | 20+25.37 | 270 | | | | 270 | 8,561 | | 8,561 | 10,701 | 10,431 | | | | |
| -RPC- | 15+00.00 | 25+00.00 | 3,972 | | | | 3,972 | 5,084 | | 5,084 | 6,355 | 2,383 | | | | |
| -Y1- | 10+12.02 | 12+50.00 | 66 | | | | 66 | 481 | | 481 | 601 | 535 | | | | |
| SUBTOTAL 3 | | | 5,465 | | 10,820 | | 5,465 | 79,959 | | 79,959 | 99,948 | 94,483 | | | 10,820 | 10,820 |
| PROJECT SUBTOTAL | | | 23,644 | | 17,400 | 31 | 23,613 | 280,781 | | 280,781 | 350,976 | 327,363 | | | 17,431 | 17,431 |
| SHOULDER CONSTRUCTION | | | | | | | | 10,700 | | 10,700 | 13,375 | 13,375 | | | | |
| ADDITIONAL UNDERCUT SURCHARGE | | | 4,100 | | | | 4,100 | | | | 3,500 | 3,500 | | | 4,100 | 4,100 |
| PROJECT TOTAL | | | 27,744 | | 19,100 | 4,131 | 23,613 | 291,481 | | 291,481 | 367,851 | 344,238 | | | 23,231 | 23,231 |
| EST. 5% TO REPLACE TOPSOIL ON BORROW PIT | | | | | | | | | | | | 17,212 | | | | |
| GRAND TOTAL | | | 27,744 | | | | | | | | | 361,450 | | | | |
| SAY | | | 28,000 | | | | | | | | | 362,000 | | | | |
| EST. DDE = 350 CY | | | | | | | | | | | | | | | | |

*** 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.**

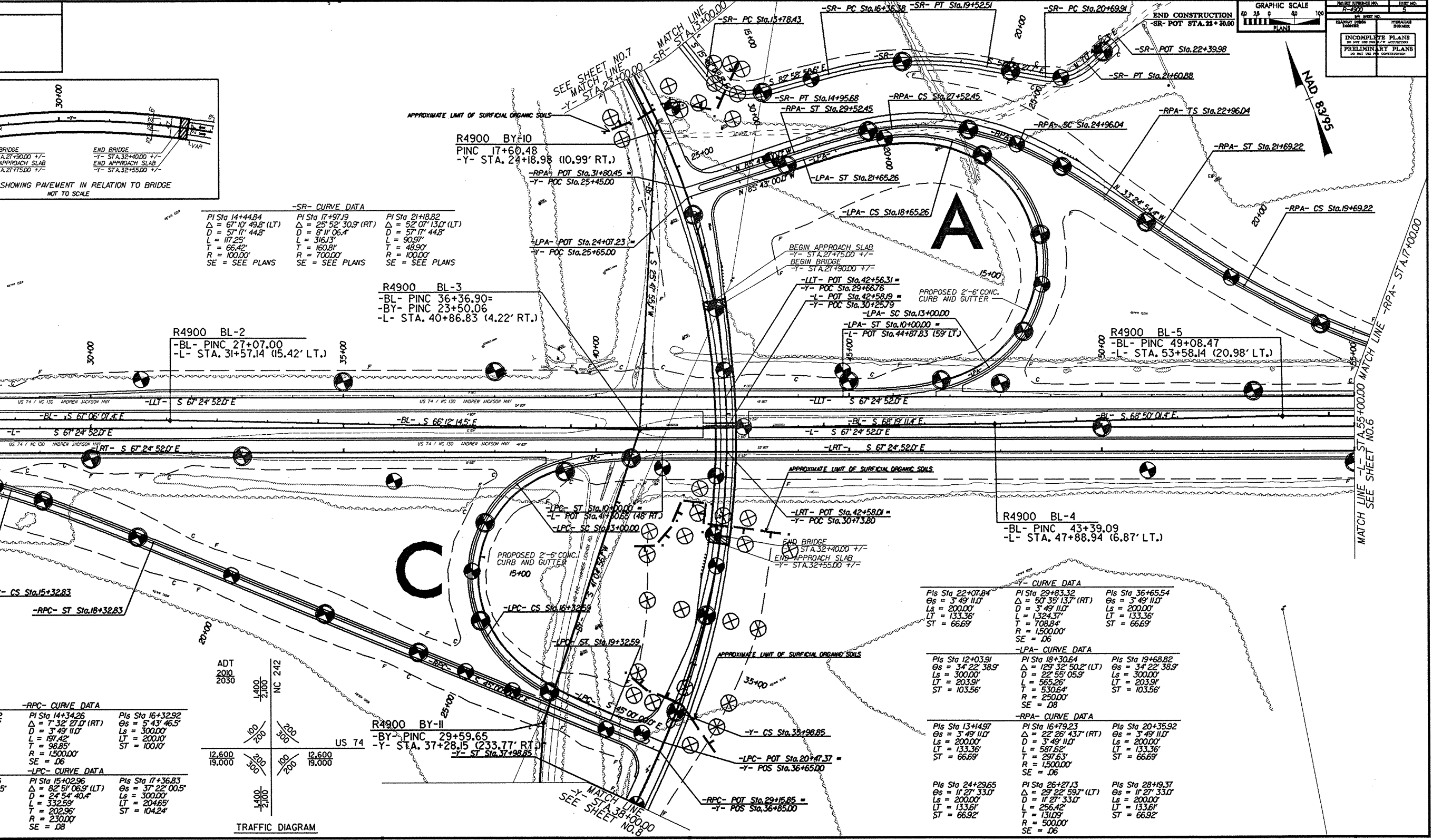
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| PROJECT NO. | 1000 |
| DATE | 10/15/00 |
| DESIGNED BY | ... |
| CHECKED BY | ... |
| INCOMPLETE PLANS | DO NOT USE FOR CONSTRUCTION |
| PRELIMINARY PLANS | DO NOT USE FOR CONSTRUCTION |



MATCH LINE -L- STA. 28+00.00 SEE SHEET NO. 4

MATCH LINE -RPC- STA. 15+00.00

MATCH LINE -L- STA. 55+00.00 MATCH LINE -RPA- STA. 1+00.00 SEE SHEET NO. 6

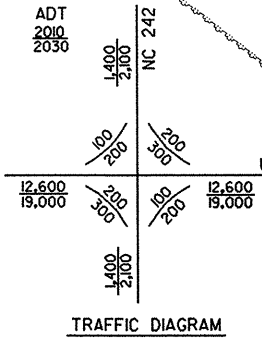


-RPC- CURVE DATA

| | | |
|------------------|-----------------------|------------------|
| PI Sta 12+35.52 | PI Sta 14+34.26 | PI Sta 16+32.92 |
| Δ = 5° 43' 46.5" | Δ = 7° 32' 27.0" (RT) | Δ = 5° 43' 46.5" |
| Ls = 300.00' | D = 3' 49' 11.0" | Ls = 300.00' |
| LT = 200.00' | L = 191.42' | LT = 200.00' |
| ST = 100.00' | T = 98.85' | ST = 100.00' |
| | R = 1500.00' | |
| | SE = .06 | |

-LPC- CURVE DATA

| | | |
|-------------------|------------------------|-------------------|
| PI Sta 12+04.65 | PI Sta 15+02.96 | PI Sta 17+36.83 |
| Δ = 37° 22' 00.5" | Δ = 82° 51' 06.9" (LT) | Δ = 37° 22' 00.5" |
| Ls = 300.00' | D = 24° 54' 40.4" | Ls = 300.00' |
| LT = 204.65' | L = 332.55' | LT = 204.65' |
| ST = 104.24' | T = 202.96' | ST = 104.24' |
| | R = 230.00' | |
| | SE = .08 | |



TRAFFIC DIAGRAM

-SR- CURVE DATA

| | | |
|------------------------|------------------------|------------------------|
| PI Sta 14+44.84 | PI Sta 17+97.19 | PI Sta 21+18.82 |
| Δ = 67° 10' 49.8" (LT) | Δ = 25° 52' 30.9" (RT) | Δ = 52° 07' 13.0" (LT) |
| D = 57° 17' 44.8" | D = 8° 11' 06.4" | D = 57° 17' 44.8" |
| L = 117.25' | L = 316.13' | L = 90.97' |
| T = 66.42' | T = 160.81' | T = 48.90' |
| R = 100.00' | R = 100.00' | R = 100.00' |
| SE = SEE PLANS | SE = SEE PLANS | SE = SEE PLANS |

R4900 BL-3
 -BL- PINC 36+36.90=
 -BY- PINC 23+50.06
 -L- STA. 40+86.83 (4.22' RT.)

R4900 BL-2
 -BL- PINC 27+07.00
 -L- STA. 31+57.14 (15.42' LT.)

R4900 BL-4
 -BL- PINC 43+39.09
 -L- STA. 47+88.94 (6.87' LT.)

-Y- CURVE DATA

| | | |
|-------------------|------------------------|-------------------|
| PIs Sta 22+07.84 | PI Sta 29+83.32 | PIs Sta 36+65.54 |
| Δs = 3° 49' 11.0" | Δ = 50° 35' 13.7" (RT) | Δs = 3° 49' 11.0" |
| Ls = 200.00' | D = 3° 49' 11.0" | Ls = 200.00' |
| LT = 133.36' | L = 1324.37' | LT = 133.36' |
| ST = 66.69' | T = 708.84' | ST = 66.69' |
| | R = 1500.00' | |
| | SE = .06 | |

-LPA- CURVE DATA

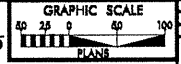
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| PIs Sta 12+03.91 | PI Sta 18+30.64 | PIs Sta 19+68.82 |
| Δs = 34° 22' 38.9" | Δ = 129° 32' 50.2" (LT) | Δs = 34° 22' 38.9" |
| Ls = 300.00' | D = 22° 55' 05.9" | Ls = 300.00' |
| LT = 203.9' | L = 565.26' | LT = 203.9' |
| ST = 103.56' | T = 530.64' | ST = 103.56' |
| | R = 250.00' | |
| | SE = .08 | |

-RPA- CURVE DATA

| | | |
|-------------------|------------------------|-------------------|
| PIs Sta 13+14.97 | PI Sta 16+79.23 | PIs Sta 20+35.92 |
| Δs = 3° 49' 11.0" | Δ = 22° 26' 43.7" (RT) | Δs = 3° 49' 11.0" |
| Ls = 200.00' | D = 3° 49' 11.0" | Ls = 200.00' |
| LT = 133.36' | L = 587.62' | LT = 133.36' |
| ST = 66.69' | T = 297.63' | ST = 66.69' |
| | R = 1500.00' | |
| | SE = .06 | |

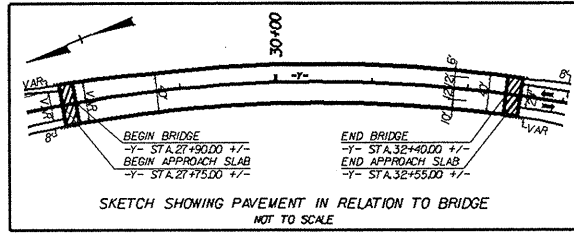
-RPC- CURVE DATA

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|--------------------|------------------------|--------------------|
| PIs Sta 24+29.65 | PI Sta 26+27.13 | PIs Sta 28+19.37 |
| Δs = 11° 27' 33.0" | Δ = 29° 22' 59.7" (LT) | Δs = 11° 27' 33.0" |
| Ls = 200.00' | D = 11° 27' 33.0" | Ls = 200.00' |
| LT = 133.61' | L = 256.42' | LT = 133.61' |
| ST = 66.92' | T = 131.09' | ST = 66.92' |
| | R = 500.00' | |
| | SE = .06 | |



NAD 83/95

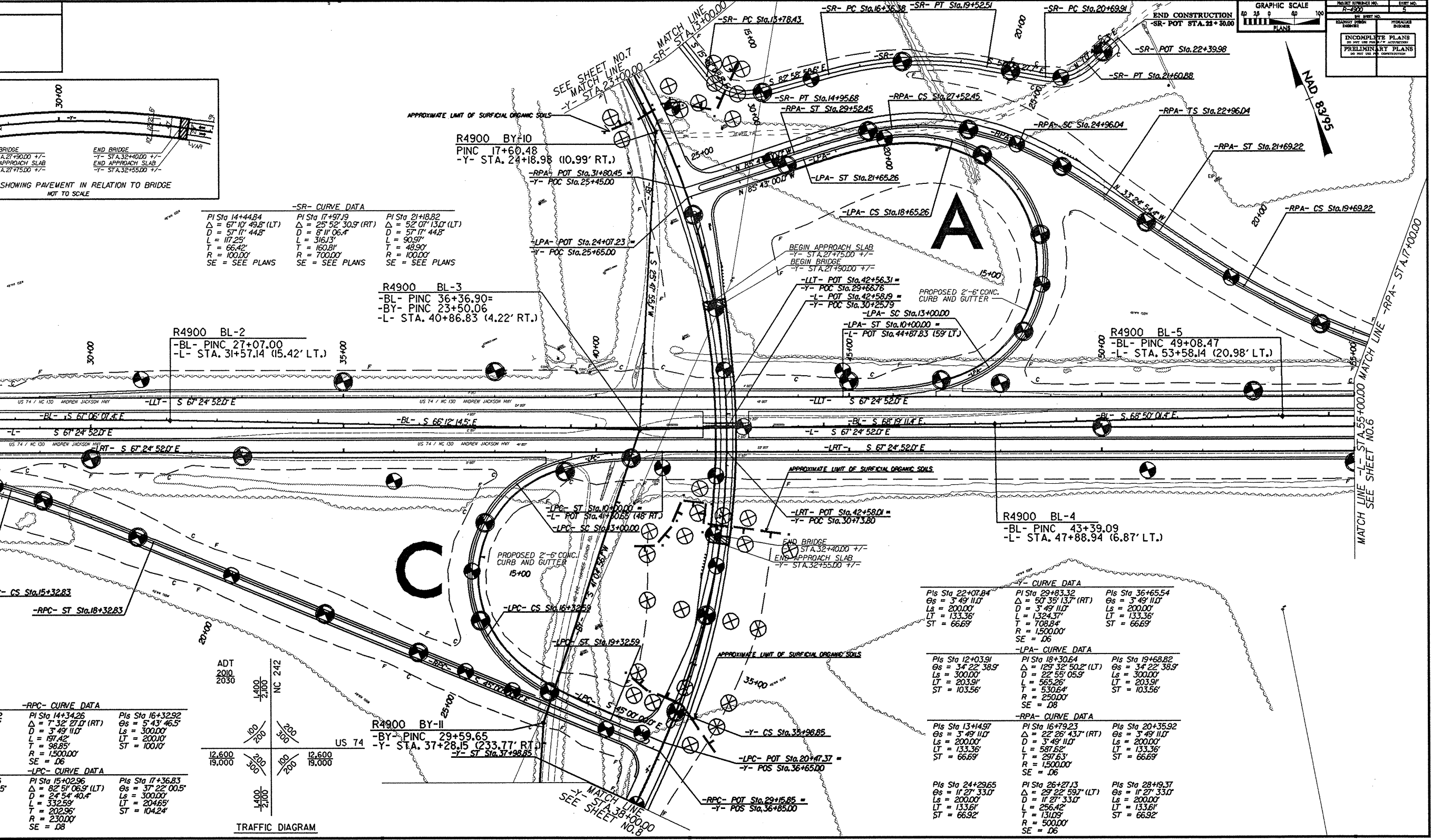
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|-----------------------|-----------------------------|
| PROJECT REFERENCE NO. | 7-2000 |
| PROJECT NO. | 100 |
| DATE | 10/1/00 |
| DESIGNED BY | ... |
| CHECKED BY | ... |
| INCOMPLETE PLANS | DO NOT USE FOR CONSTRUCTION |
| PRELIMINARY PLANS | DO NOT USE FOR CONSTRUCTION |



MATCH LINE -L- STA. 28+00.00 SEE SHEET NO. 4

MATCH LINE -RPC- STA. 15+00.00

MATCH LINE -L- STA. 55+00.00 MATCH LINE -RPA- STA. 1+00.00 SEE SHEET NO. 6

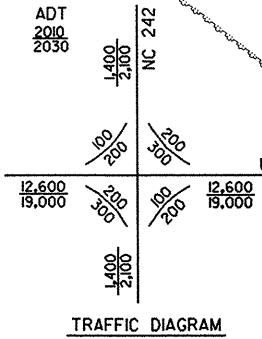


-RPC- CURVE DATA

| | | |
|------------------|-----------------------|------------------|
| PI Sta 12+35.52 | PI Sta 14+34.26 | PI Sta 16+32.92 |
| Δ = 5° 43' 46.5" | Δ = 7° 32' 27.0" (RT) | Δ = 5° 43' 46.5" |
| Ls = 300.00' | D = 3' 49' 11.0" | Ls = 300.00' |
| LT = 200.00' | L = 191.42' | LT = 200.00' |
| ST = 100.00' | T = 98.85' | ST = 100.00' |
| | R = 1,500.00' | |
| | SE = .06 | |

-LPC- CURVE DATA

| | |
|------------------------|-------------------|
| PI Sta 15+02.96 | PI Sta 17+36.83 |
| Δ = 82° 51' 06.9" (LT) | Δ = 37° 22' 00.5" |
| Ls = 300.00' | Ls = 300.00' |
| LT = 204.65' | LT = 204.65' |
| T = 202.96' | T = 104.24' |
| R = 2,300.00' | |
| SE = .08 | |



TRAFFIC DIAGRAM

-SR- CURVE DATA

| | | |
|------------------------|------------------------|------------------------|
| PI Sta 14+44.84 | PI Sta 17+97.19 | PI Sta 21+18.82 |
| Δ = 67° 10' 49.8" (LT) | Δ = 25° 52' 30.9" (RT) | Δ = 52° 07' 13.0" (LT) |
| D = 57° 17' 44.8" | D = 8° 11' 06.4" | D = 57° 17' 44.8" |
| L = 117.25' | L = 316.13' | L = 90.97' |
| T = 66.42' | T = 160.81' | T = 48.90' |
| R = 1,000.00' | R = 1,000.00' | R = 1,000.00' |
| SE = SEE PLANS | SE = SEE PLANS | SE = SEE PLANS |

R4900 BL-3
 -BL- PINC 36+36.90=
 -BY- PINC 23+50.06
 -L- STA. 40+86.83 (4.22' RT.)

R4900 BL-2
 -BL- PINC 27+07.00
 -L- STA. 31+57.14 (15.42' LT.)

-Y- CURVE DATA

| | | |
|-------------------|------------------------|-------------------|
| PIs Sta 22+07.84 | PI Sta 29+83.32 | PIs Sta 36+65.54 |
| Δs = 3° 49' 11.0" | Δ = 50° 35' 13.7" (RT) | Δs = 3° 49' 11.0" |
| Ls = 200.00' | D = 3' 49' 11.0" | Ls = 200.00' |
| LT = 133.36' | L = 1,324.37' | LT = 133.36' |
| ST = 66.69' | T = 708.84' | ST = 66.69' |
| | R = 1,500.00' | |
| | SE = .06 | |

-LPA- CURVE DATA

| | | |
|--------------------|-------------------------|--------------------|
| PIs Sta 12+03.91 | PI Sta 18+30.64 | PIs Sta 19+68.82 |
| Δs = 34° 22' 38.9" | Δ = 129° 32' 50.2" (LT) | Δs = 34° 22' 38.9" |
| Ls = 300.00' | D = 22° 55' 05.9" | Ls = 300.00' |
| LT = 203.91' | L = 565.26' | LT = 203.91' |
| ST = 103.56' | T = 530.64' | ST = 103.56' |
| | R = 2,500.00' | |
| | SE = .08 | |

-RPA- CURVE DATA

| | | |
|-------------------|------------------------|-------------------|
| PIs Sta 13+14.97 | PI Sta 16+79.23 | PIs Sta 20+35.92 |
| Δs = 3° 49' 11.0" | Δ = 22° 26' 43.7" (RT) | Δs = 3° 49' 11.0" |
| Ls = 200.00' | D = 3' 49' 11.0" | Ls = 200.00' |
| LT = 133.36' | L = 587.62' | LT = 133.36' |
| ST = 66.69' | T = 297.63' | ST = 66.69' |
| | R = 1,500.00' | |
| | SE = .06 | |

-RPC- CURVE DATA

| | | |
|--------------------|------------------------|--------------------|
| PIs Sta 24+29.65 | PI Sta 26+27.13 | PIs Sta 28+19.37 |
| Δs = 11° 27' 33.0" | Δ = 29° 22' 59.7" (LT) | Δs = 11° 27' 33.0" |
| Ls = 200.00' | D = 11° 27' 33.0" | Ls = 200.00' |
| LT = 133.61' | L = 256.42' | LT = 133.61' |
| ST = 66.92' | T = 131.09' | ST = 66.92' |
| | R = 500.00' | |
| | SE = .06 | |

| | |
|---|---------------------|
| PROJECT REFERENCE NO. R-4900 | SHEET NO. 6 |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS DO NOT USE FOR ACQUISITION | |
| PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

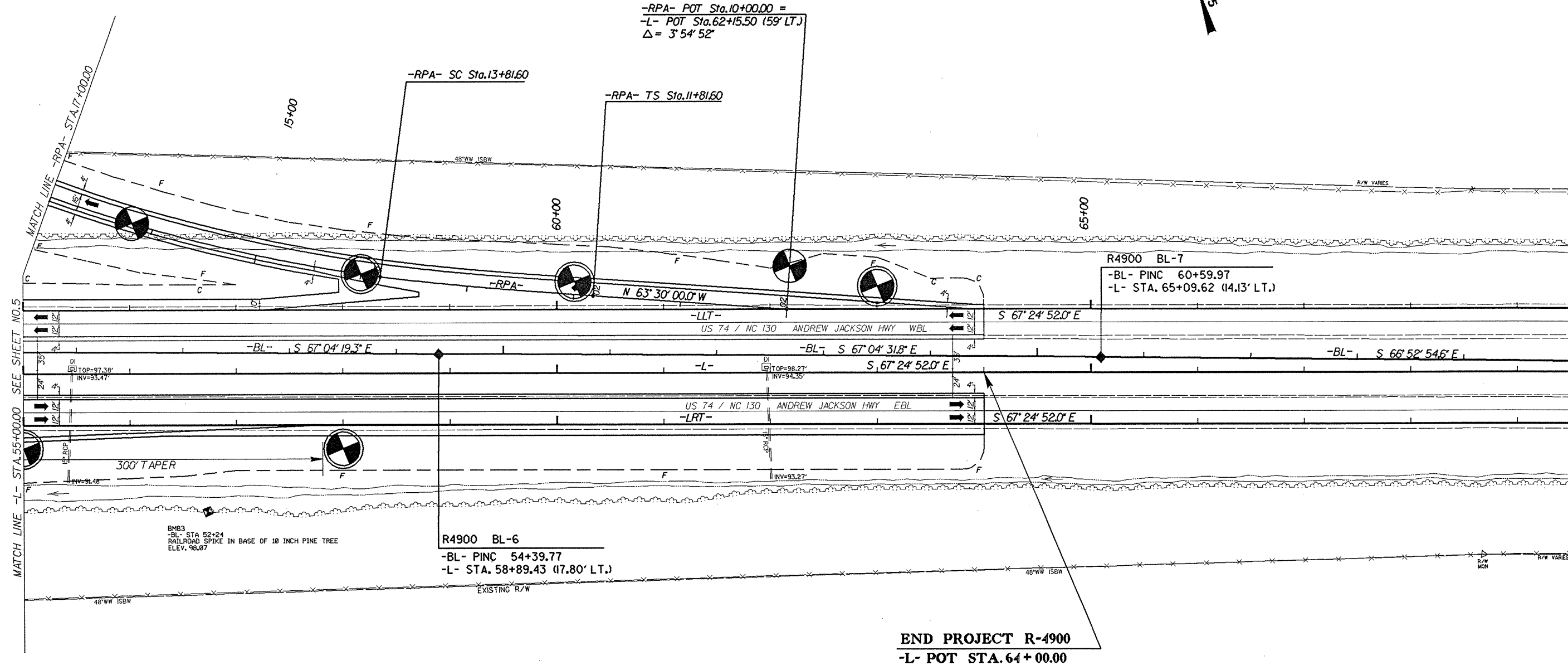
-RPA- CURVE DATA

| | | |
|---------------------------------|-------------------------------------|---------------------------------|
| PIs Sta 13+14.97 | PI Sta 16+79.23 | PIs Sta 20+35.92 |
| $\Theta_s = 3^\circ 49' 11.0''$ | $\Delta = 22^\circ 26' 43.7''$ (RT) | $\Theta_s = 3^\circ 49' 11.0''$ |
| $L_s = 200.00'$ | $D = 3^\circ 49' 11.0''$ | $L_s = 200.00'$ |
| $LT = 133.36'$ | $L = 587.62'$ | $LT = 133.36'$ |
| $ST = 66.69'$ | $T = 297.63'$ | $ST = 66.69'$ |
| | $R = 1,500.00'$ | |
| | $SE = .06$ | |



PHILIP DEES
DB 451PG 397
PB 34 PG 64

-RPA- POT Sta.10+00.00 =
-L- POT Sta.62+15.50 (159' LT.)
 $\Delta = 3^\circ 54' 52''$



END PROJECT R-4900
-L- POT STA. 64+00.00

PHILIP DEES
DB 451PG 397
PB 34 PG 64

5/14/99
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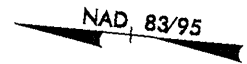
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|--|---------------------|
| PROJECT REFERENCE NO. R-4900 | SHEET NO. 7 |
| R/W SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

-Y- CURVE DATA

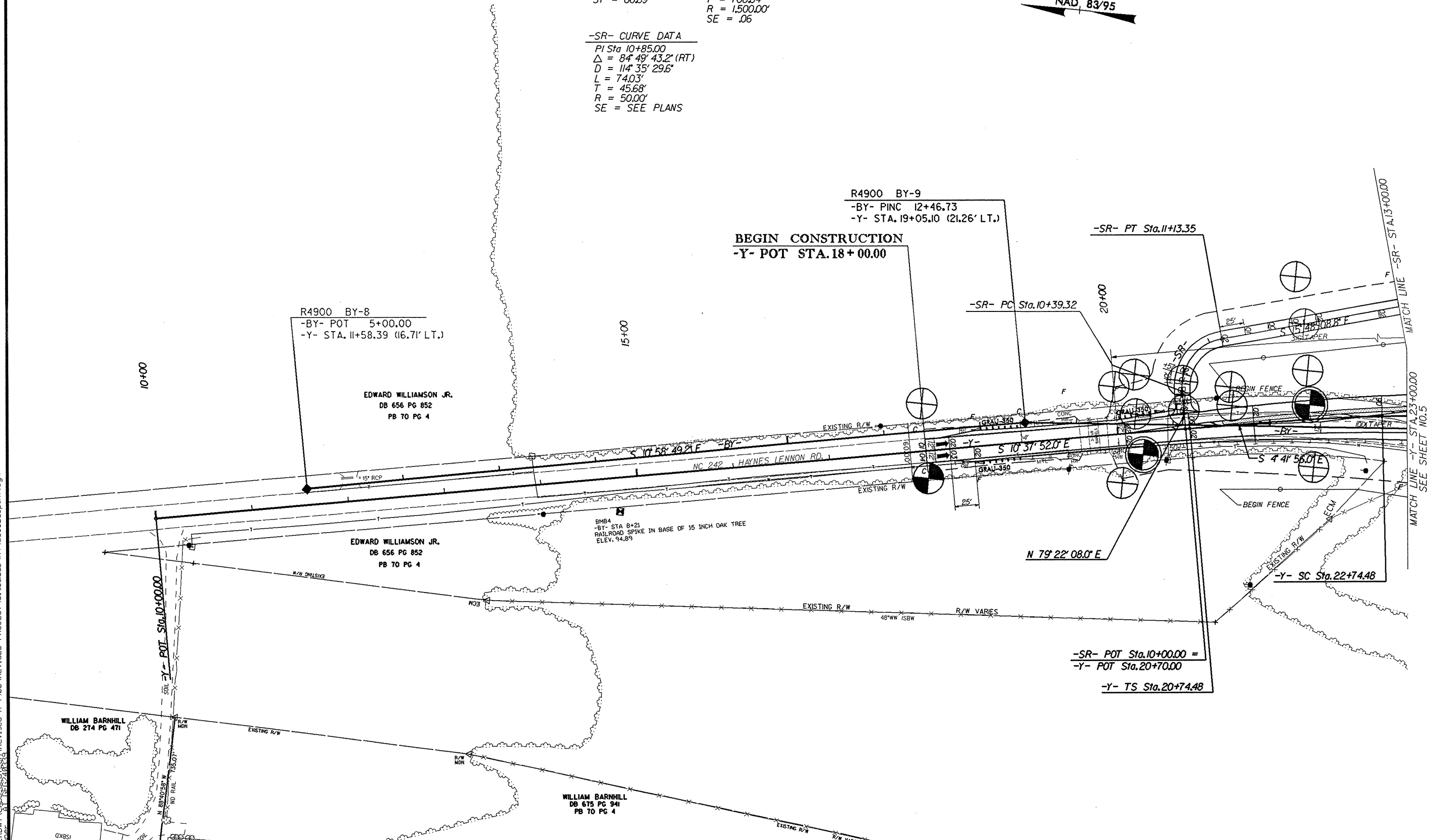
| | |
|---------------------------------|-------------------------------------|
| PIs Sta 22+07.84 | PI Sta 29+83.32 |
| $\theta_s = 3^\circ 49' 11.0''$ | $\Delta = 50^\circ 35' 13.7''$ (RT) |
| $L_s = 200.00'$ | $D = 3^\circ 49' 11.0''$ |
| $LT = 133.36'$ | $L = 1,324.37'$ |
| $ST = 66.69'$ | $T = 708.84'$ |
| | $R = 1,500.00'$ |
| | $SE = .06$ |

-SR- CURVE DATA

| |
|-------------------------------------|
| PI Sta 10+85.00 |
| $\Delta = 84^\circ 49' 43.2''$ (RT) |
| $D = 114^\circ 35' 29.6''$ |
| $L = 74.03'$ |
| $T = 45.68'$ |
| $R = 50.00'$ |
| SE = SEE PLANS |



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R4900 BY-8
 -BY- POT 5+00.00
 -Y- STA. 11+58.39 (16.71' LT.)

R4900 BY-9
 -BY- PINC 12+46.73
 -Y- STA. 19+05.10 (21.26' LT.)

BEGIN CONSTRUCTION
 -Y- POT STA. 18+00.00

-SR- PT Sta. 11+13.35

-SR- PC Sta. 10+39.32

EDWARD WILLIAMSON JR.
 DB 656 PG 852
 PB TO PG 4

BMB STA 8+21
 RAILROAD SPIKE IN BASE OF 15 INCH OAK TREE
 ELEV. 94.89

-SR- POT Sta. 10+00.00 =
 -Y- POT Sta. 20+70.00
 -Y- TS Sta. 20+74.48

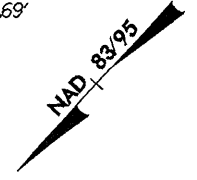
WILLIAM BARNHILL
 DB 274 PG 471

WILLIAM BARNHILL
 DB 675 PG 941
 PB TO PG 4

| | | | |
|--|--|---------------------|--|
| PROJECT REFERENCE NO. R-4900 | | SHEET NO. 8 | |
| RW SHEET NO. | | | |
| ROADWAY DESIGN ENGINEER | | HYDRAULICS ENGINEER | |
| INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | | | |

-Y- CURVE DATA

| | | |
|--|---|--|
| Pls Sta 40+32.21 θs = 3° 49' 11.0" Ls = 200.00' LT = 133.36' ST = 66.69' | Pls Sta 42+79.98 Δ = 13° 46' 13.7" (LT) D = 3° 49' 11.0" L = 360.51' T = 181.13' R = 1,500.00' SE = .06 | Pls Sta 45+26.05 θs = 3° 49' 11.0" Ls = 200.00' LT = 133.36' ST = 66.69' |
|--|---|--|



R4900 BY-13
 -BY- POT 44+40.02
 -Y- STA. 51+56.17 (15.85' RT.)
 -Y- POT Sta. 51+75.49

END CONSTRUCTION
 -Y- POT STA. 48+00.00

END CONSTRUCTION

-YI- POT Sta. 10+00.00 =
 -Y- POS Sta. 45+29.51

R4900 BY-12
 -BY- PINC 37+60.56
 -Y- STA. 44+77.93 (23.13' RT.)

-Y- ST Sta. 46+59.36

-Y- CS Sta. 44+59.36

-YI- POT Sta. 12+74.29

END CONSTRUCTION
 -YI- POT STA. 12+ 50.00

MARGARET JACKSON
 DB 630 PG 436

MARGARET JACKSON
 DB 630 PG 436

BRUNSWICK ELECTRIC
 MEMBERSHIP CORP
 DB 327 PG 245

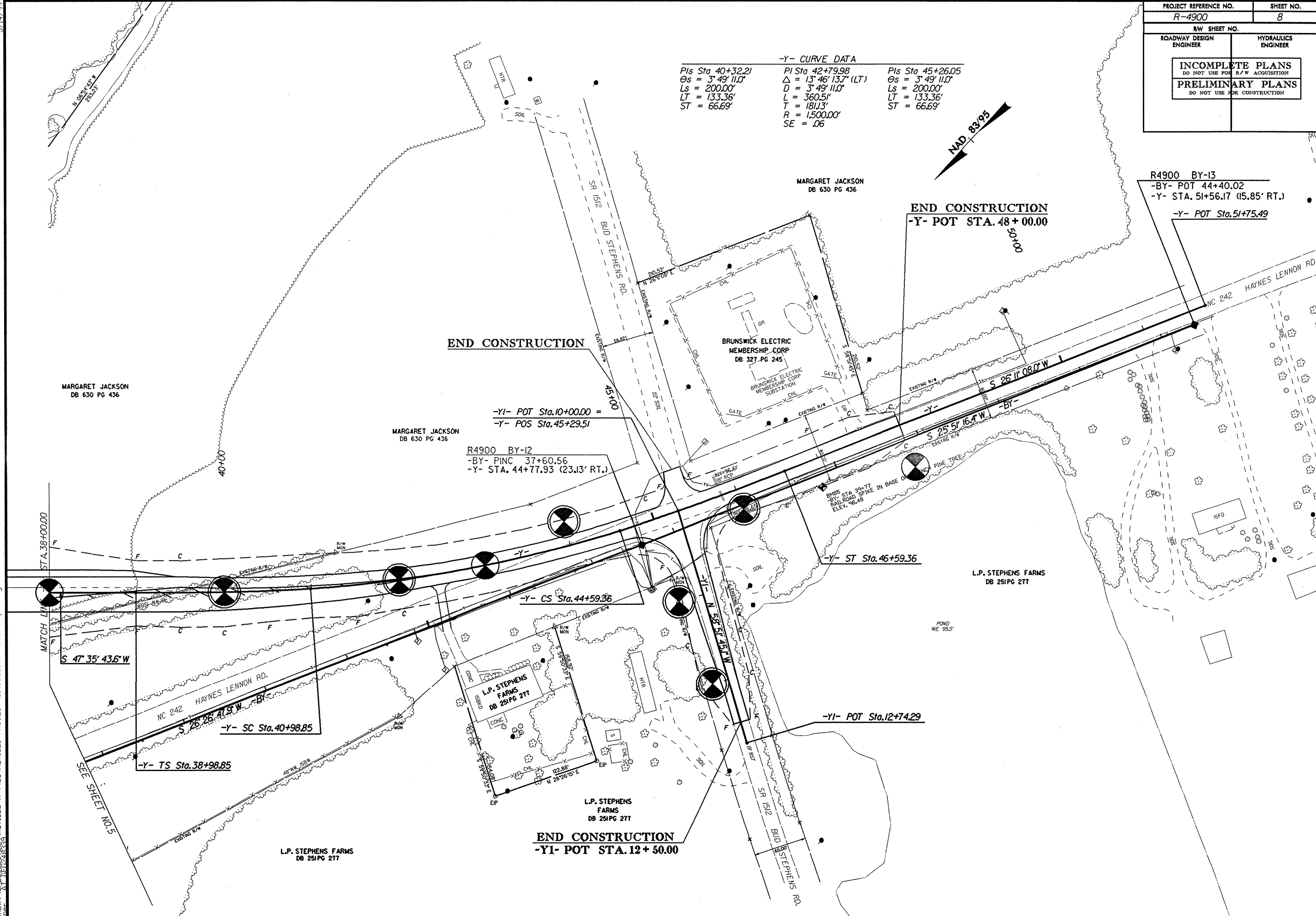
BRUNSWICK ELECTRIC
 MEMBERSHIP CORP
 SUBSTATION

L.P. STEPHENS FARMS
 DB 251 PG 277

L.P. STEPHENS
 FARMS
 DB 251 PG 277

L.P. STEPHENS FARMS
 DB 251 PG 277

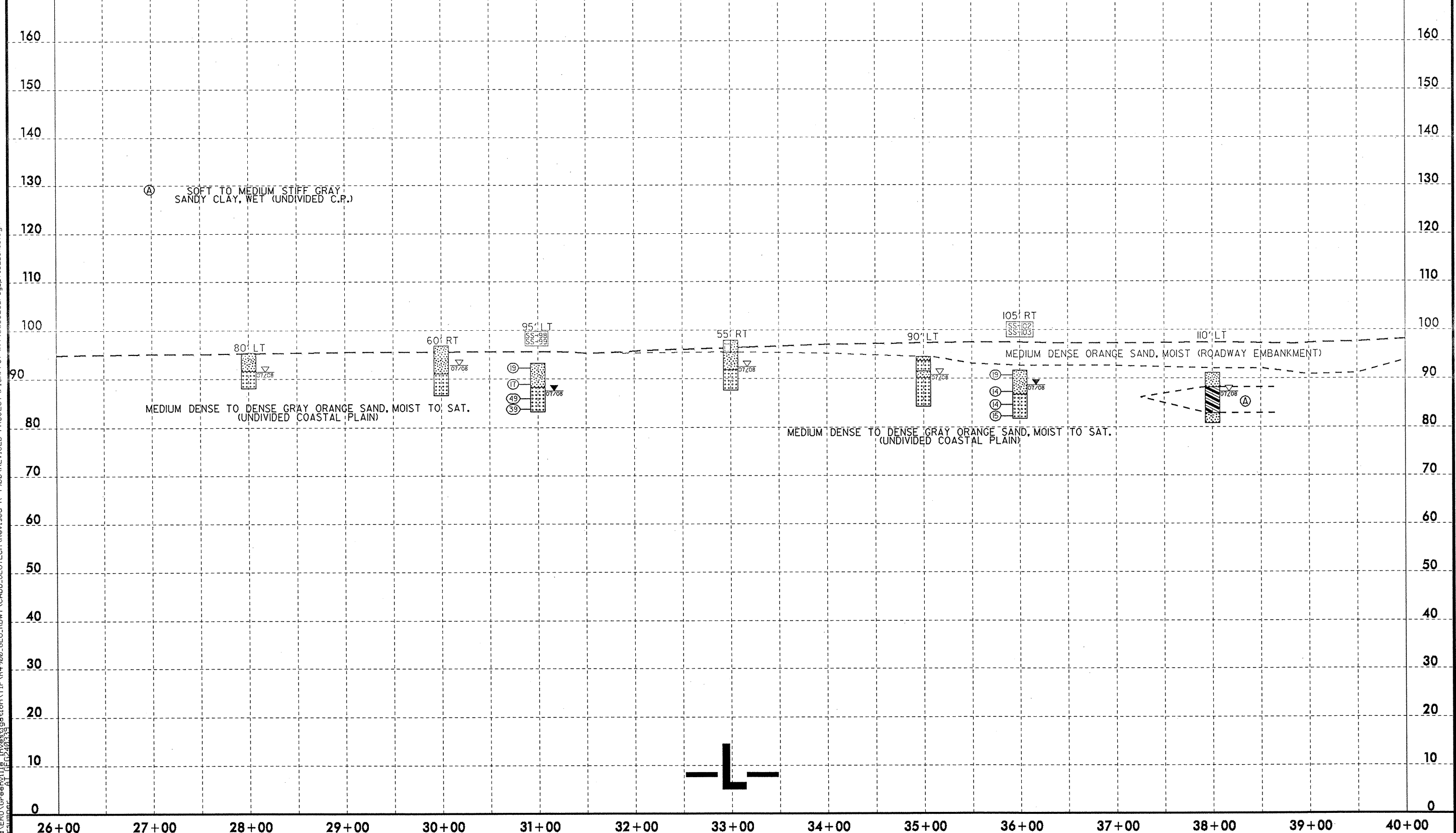
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 5/14/99



5/14/99
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 AT 16:24:33

| | | | |
|---|--------|---------------------|----|
| PROJECT REFERENCE NO. | R-4900 | SHEET NO. | 10 |
| ROADWAY DESIGN ENGINEER | | HYDRAULICS ENGINEER | |
| INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION | | | |
| PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | | | |

| SOIL TEST RESULTS | | | | | | | | | | | | | | | |
|-------------------|---------|---------|----------------|-------------|------|------|-------------|--------|------|------|--------------------|----|-----|------------|-----------|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | ASTM CLASS. | L.L. | P.I. | % BY WEIGHT | | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
| | | | | | | | G SAND | F SAND | SILT | CLAY | 10 | 40 | 200 | | |
| SS-107 | 120' Rt | 26+00 | 1.0-1.5 | A-2-4(0) | 17 | NP | 47.9 | 37.9 | 5.4 | 8.8 | 100 | 76 | 15 | - | - |
| SS-108 | 120' Rt | 26+00 | 6.6-8.1 | A-2-4(0) | 16 | NP | 16.6 | 69.5 | 3.0 | 10.8 | 100 | 92 | 16 | - | - |
| SS-109 | 120' Rt | 26+00 | 8.6-10.1 | A-3(0) | 22 | NP | 50.3 | 44.3 | 0.6 | 4.8 | 100 | 64 | 8 | - | - |
| SS-98 | 95' Lt | 31+00 | 1.0-1.5 | A-2-4(0) | 16 | NP | 36.7 | 46.3 | 6.2 | 10.8 | 100 | 86 | 19 | - | - |
| SS-99 | 95' Lt | 31+00 | 6.4-7.9 | A-3(0) | 16 | NP | 61.1 | 31.3 | 0.8 | 6.8 | 99 | 62 | 8 | - | - |
| SS-102 | 105' Rt | 36+00 | 1.0-1.5 | A-2-4(0) | 28 | NP | 42.3 | 36.7 | 4.2 | 16.8 | 100 | 82 | 22 | - | - |
| SS-103 | 105' Rt | 36+00 | 6.2-7.7 | A-3(0) | 16 | NP | 40.3 | 57.5 | 1.4 | 0.8 | 100 | 60 | 3 | - | - |



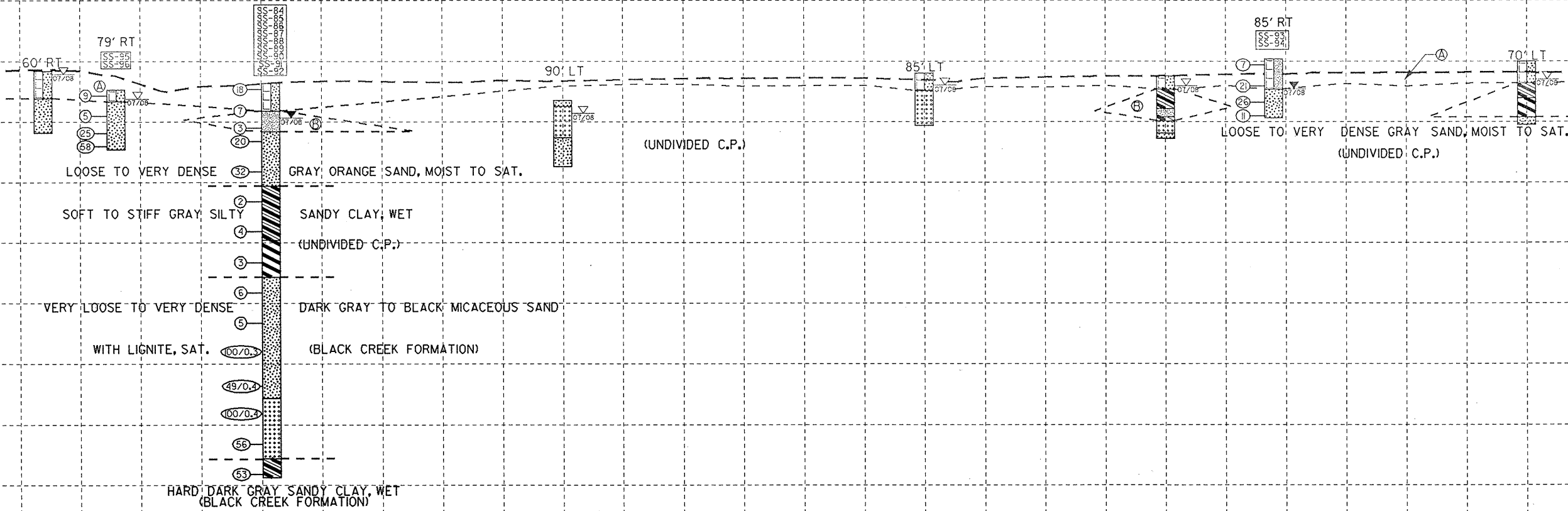
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0

26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00

| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | ASTM CLASS. | L.L. | P.L. | % BY WEIGHT | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
|------------|---------|---------|----------------|-------------|------|------|-------------|---------|------|--------------------|-----|-----|------------|-----------|
| | | | | | | | C. SAND | F. SAND | SILT | 10 | 40 | 200 | | |
| SS-95 | 79' RT | 41+30 | 1.0-1.5 | A-2-4(0) | 18 | NP | 30.5 | 53.9 | 8.8 | 6.8 | 98 | 85 | 17 | - |
| SS-96 | 79' RT | 41+30 | 6.2-7.7 | A-2-4(0) | 18 | NP | 28.1 | 61.9 | 5.2 | 4.8 | 98 | 86 | 12 | - |
| SS-84 | CL | 42+58 | 1.0-1.5 | A-2-4(0) | 15 | NP | 43.6 | 46.9 | 3.3 | 6.1 | 100 | 80 | 11 | - |
| SS-85 | CL | 42+58 | 3.6-5.1 | A-4(0) | 14 | 1 | 17.8 | 49.8 | 16.0 | 16.4 | 100 | 93 | 36 | - |
| SS-86 | CL | 42+58 | 8.6-10.1 | A-2-4(0) | 20 | NP | 24.2 | 62.9 | 0.6 | 12.3 | 100 | 93 | 15 | - |
| SS-87 | CL | 42+58 | 16.6-20.1 | A-6(9) | 38 | 13 | 4.5 | 32.0 | 36.9 | 26.6 | 100 | 98 | 71 | - |
| SS-88 | CL | 42+58 | 28.1-30.1 | A-7-5(8) | 43 | 11 | 7.2 | 32.2 | 32.0 | 28.7 | 99 | 97 | 68 | - |
| SS-89 | CL | 42+58 | 33.6-35.1 | A-2-4(0) | 24 | NP | 53.9 | 34.6 | 5.1 | 6.1 | 97 | 80 | 14 | - |
| SS-90 | CL | 42+58 | 43.6-44.4 | A-2-4(0) | 23 | NP | 7.8 | 85.2 | 2.9 | 4.1 | 100 | 97 | 11 | - |
| SS-91 | CL | 42+58 | 53.6-54.5 | A-3(0) | 20 | NP | 23.0 | 73.2 | 1.8 | 2.0 | 100 | 91 | 7 | - |
| SS-92 | CL | 42+58 | 63.6-65.1 | A-6(4) | 35 | 15 | 27.0 | 32.2 | 14.1 | 26.6 | 100 | 92 | 49 | - |
| SS-42 | 110' LT | 44+87 | 1.0-1.5 | A-2-4(0) | 19 | NP | 32.7 | 56.4 | 1.7 | 9.2 | 100 | 85 | 13 | - |
| SS-43 | 110' LT | 44+87 | 5.9-7.4 | A-3(0) | 16 | NP | 62.6 | 31.7 | 2.5 | 3.2 | 100 | 69 | 7 | - |
| SS-93 | 85' RT | 50+90 | 1.0-1.5 | A-4(1) | 23 | 8 | 6.6 | 48.3 | 21.2 | 23.8 | 100 | 97 | 54 | - |
| SS-94 | 85' RT | 50+90 | 6.1-7.6 | A-2-4(0) | 19 | NP | 56.6 | 27.6 | 6.1 | 9.7 | 100 | 73 | 17 | - |

Ⓐ LOOSE TO MEDIUM DENSE GRAY ORANGE SAND, MOIST TO SAT. AND STIFF TO VERY STIFF GRAY ORANGE CLAYEY SANDY SILT, MOIST TO WET (ROADWAY EMBANKMENT)

Ⓑ VERY SOFT TO VERY STIFF SILTY CLAY AND CLAYEY SILT, WET (UNDIVIDED C.P.)



5/14/99
 I:\0-SEP-2009\6651\LA\ERD\G\reenv\1\g_investigation\TIP\R4900.GEO.ROWY\CADD.GEOTECHN\Revised R-4900\REVISED PROJECT\PlanProof\R4900.GEO.rdy.pf.L.L.shl.dgn
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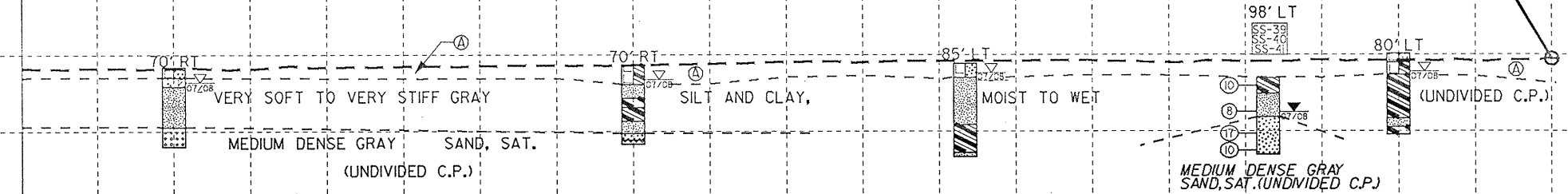
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| | |
|---|---------------------|
| PROJECT REFERENCE NO. | SHEET NO. |
| R-4900 | 12 |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION | |
| PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

| SOIL TEST RESULTS | | | | | | | | | | | | | | | |
|-------------------|--------|---------|----------------|------------|------|------|-------------|---------|------|------|--------------------|----|-----|------------|-----------|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | ASTM CLASS | L.L. | P.I. | % BY WEIGHT | | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
| | | | | | | | G. SAND | F. SAND | SILT | CLAY | 10 | 40 | 200 | | |
| SS-39 | 98' LT | 62+15 | 1.0-1.5 | A-61(B) | 35 | 18 | 11.2 | 34.7 | 18.8 | 35.3 | 100 | 94 | 60 | - | - |
| SS-40 | 98' LT | 62+15 | 3.3-4.8 | A-41(O) | 25 | 4 | 13.8 | 52.6 | 14.3 | 19.3 | 100 | 93 | 42 | - | - |
| SS-41 | 98' LT | 62+15 | 6.2-7.7 | A-2-41(O) | 18 | NP | 23.7 | 59.8 | 9.3 | 7.2 | 100 | 86 | 23 | - | - |

(A) LOOSE TO MEDIUM DENSE ORANGE SAND, MOIST
 AND SOFT SANDY CLAY, MOIST TO WET
 (ROADWAY EMBANKMENT)

END PROJECT R-4900
 -L- POT STA. 64+00

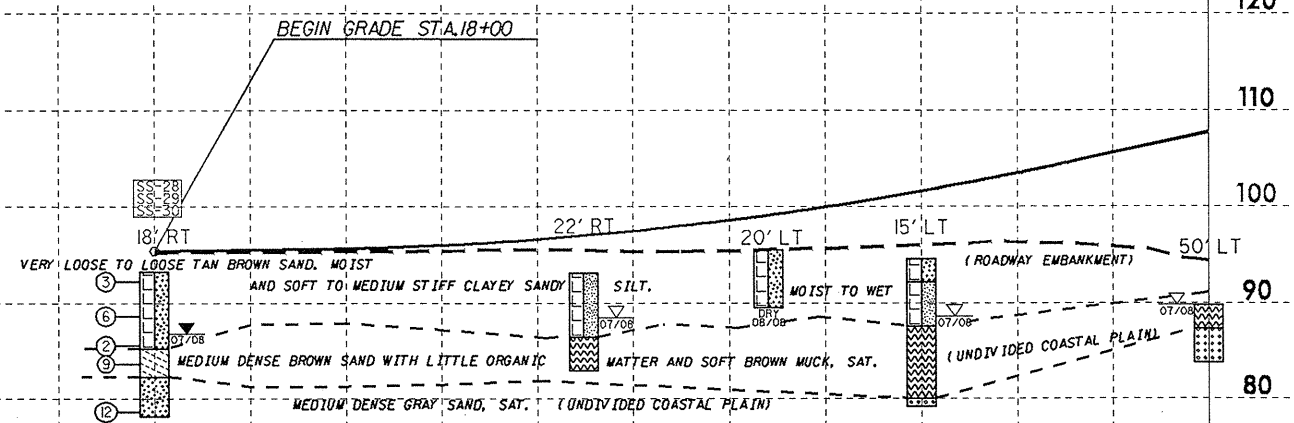


54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00

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 10-SEP-2009 16:50
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 AT 16:24:39

| | |
|---|---------------------|
| PROJECT REFERENCE NO. | SHEET NO. |
| R-4900 | 13 |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION | |
| PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

| SOIL TEST RESULTS | | | | | | | | | | | | | | |
|-------------------|--------|---------|----------------|-------------|------|------|-------------|--------|------|--------------------|-----|------|------------|-----------|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | ASTM CLASS. | L.L. | P.I. | % BY WEIGHT | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
| | | | | | | | C.SAND | F.SAND | CLAY | #10 | #40 | #200 | | |
| SS-28 | 28' RT | 18+00 | 3.6'-5.1' | A-2-4(0) | 14 | NP | 35.9 | 42.1 | 11.7 | 14.3 | 100 | 83 | 25 | - |
| SS-29 | 28' RT | 18+00 | 6.6'-10.1' | A-2-4(0) | 19 | NP | 13.9 | 56.7 | 11.1 | 18.3 | 100 | 97 | 35 | 21.1 |
| SS-30 | 28' RT | 18+00 | 13.6'-15.1' | A-2-4(0) | 18 | NP | 22.6 | 67.9 | 3.2 | 6.3 | 100 | 94 | 13 | - |

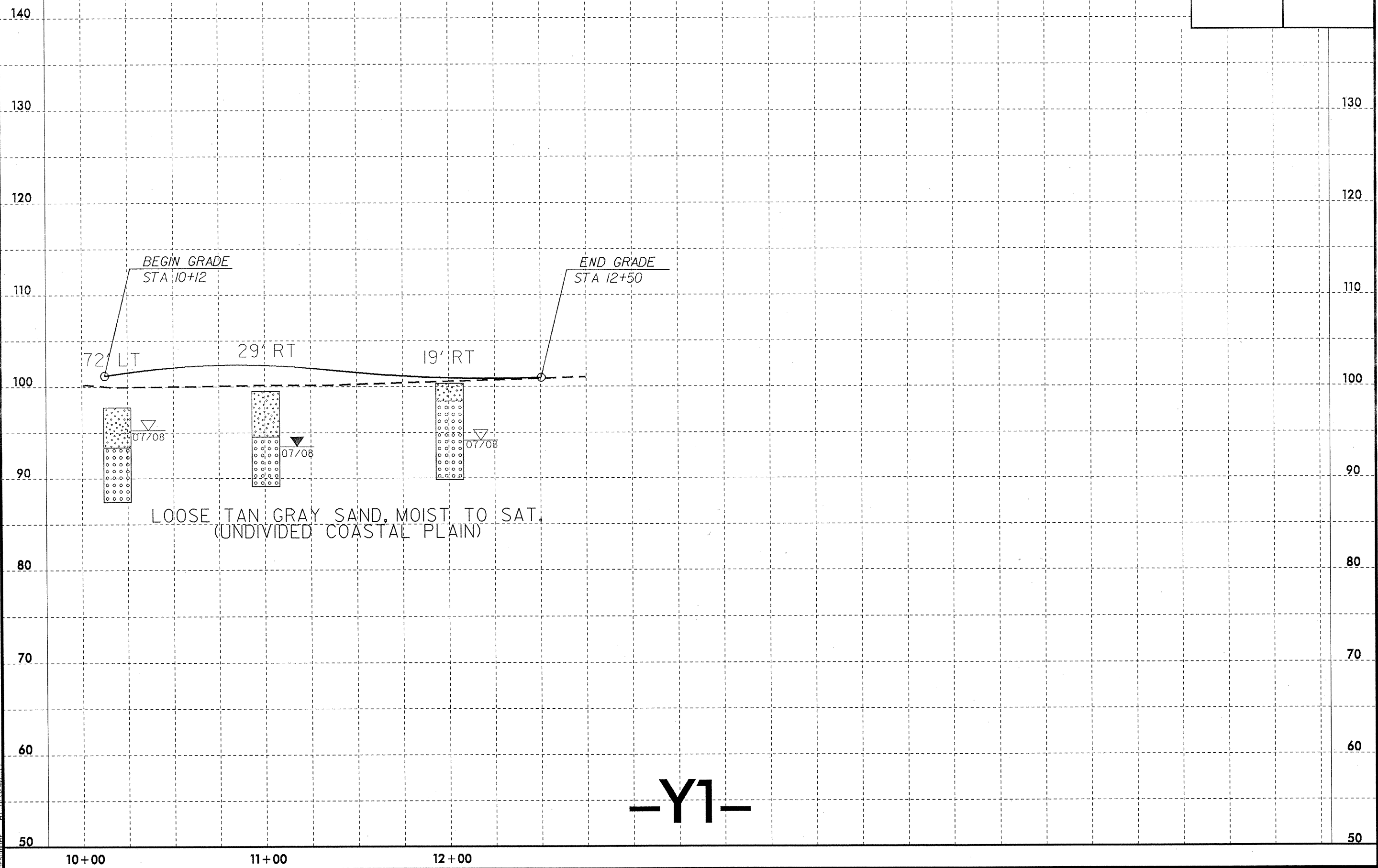


-Y-

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00

5/14/99
10-SEP-2009 16:58
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Author: Greenville
Designer: AT

| | |
|--|---------------------|
| PROJECT REFERENCE NO. R-4900 | SHEET NO. 16 |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION | |
| PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

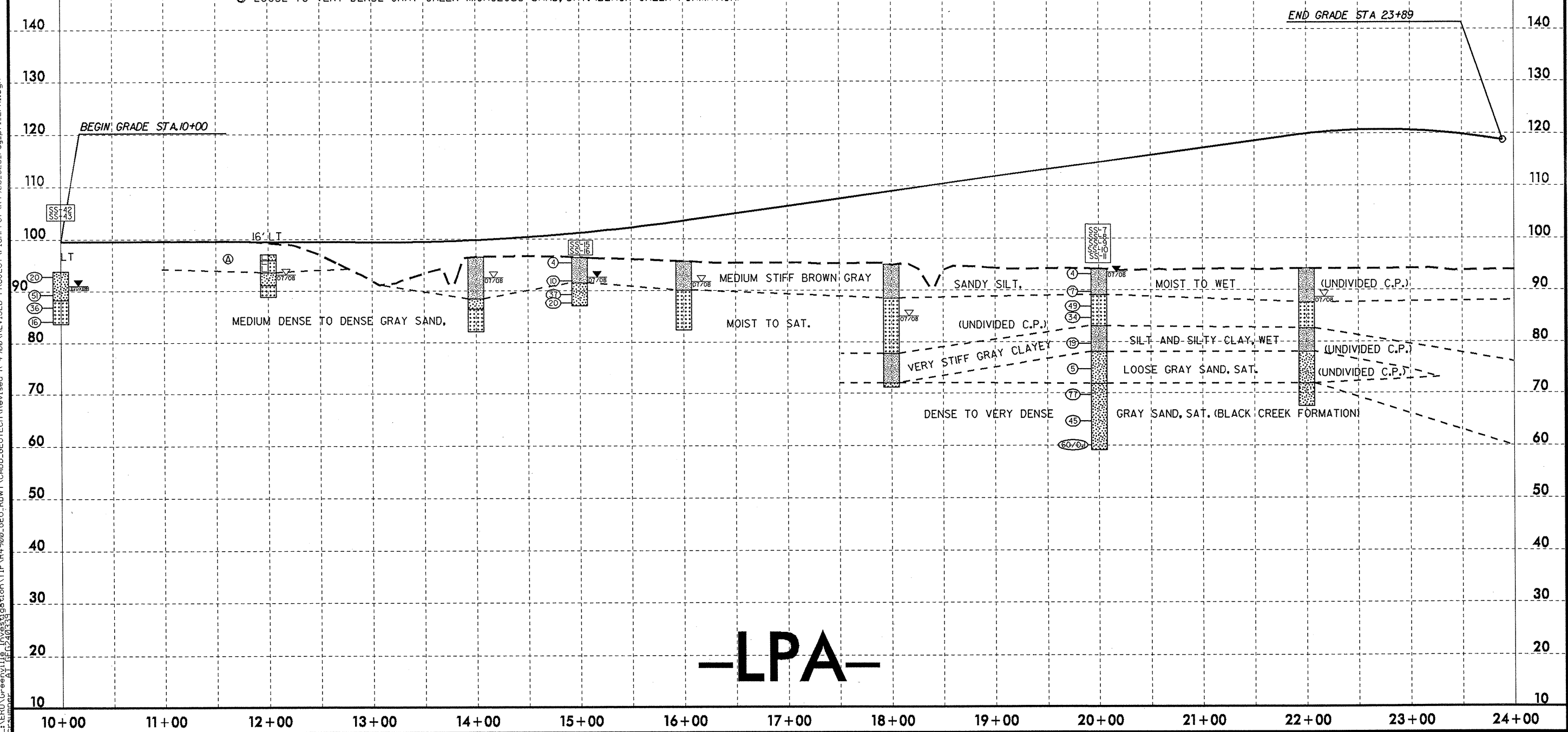


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 5/14/99

| | |
|---|---------------------|
| PROJECT REFERENCE NO. | SHEET NO. |
| R-4900 | 17 |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS DO NOT USE FOR ACQUISITION | |
| PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | AASHTO CLASS | L.L. | P.L.I. | % BY WEIGHT | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
|------------|--------|---------|----------------|--------------|------|--------|-------------|--------|------|--------------------|-----|-----|------------|-----------|
| | | | | | | | C SAND | F SAND | SILT | 10 | 40 | 100 | | |
| SS-42 | 5' LT | 10+00 | 1.0-1.5 | A-2-4(0) | 19 | NP | 32.7 | 56.4 | 1.7 | 9.2 | 100 | 85 | 13 | - |
| SS-43 | 5' LT | 10+00 | 5.9-7.4 | A-3(0) | 16 | NP | 62.6 | 31.7 | 2.5 | 3.2 | 100 | 69 | 7 | - |
| SS-15 | -CL- | 15+00 | 1.0-1.8 | A-4(0) | 19 | 3 | 5.7 | 41.3 | 32.0 | 21.1 | 100 | 98 | 54 | 10.1 |
| SS-16 | -CL- | 15+00 | 6.2-7.7 | A-2-4(0) | 15 | NP | 54.7 | 35.8 | 4.7 | 4.9 | 100 | 76 | 13 | - |
| SS-7 | -CL- | 20+00 | 1.0-1.5 | A-4(0) | 18 | 4 | 11.9 | 47.8 | 23.3 | 17.0 | 100 | 95 | 49 | - |
| SS-8 | -CL- | 20+00 | 6.2-7.7 | A-3(0) | 20 | NP | 61.1 | 32.0 | 0.0 | 6.9 | 100 | 68 | 6 | - |
| SS-9 | -CL- | 20+00 | 13.4-14.9 | A-4(0) | 25 | 8 | 19.8 | 46.0 | 13.2 | 21.1 | 100 | 91 | 39 | - |
| SS-10 | -CL- | 20+00 | 18.4-19.9 | A-2-4(0) | 20 | NP | 51.8 | 36.6 | 4.5 | 6.9 | 98 | 70 | 12 | - |
| SS-11 | -CL- | 20+00 | 23.4-24.9 | A-2-4(0) | 22 | NP | 72.8 | 25.9 | 6.5 | 4.9 | 100 | 99 | 14 | - |

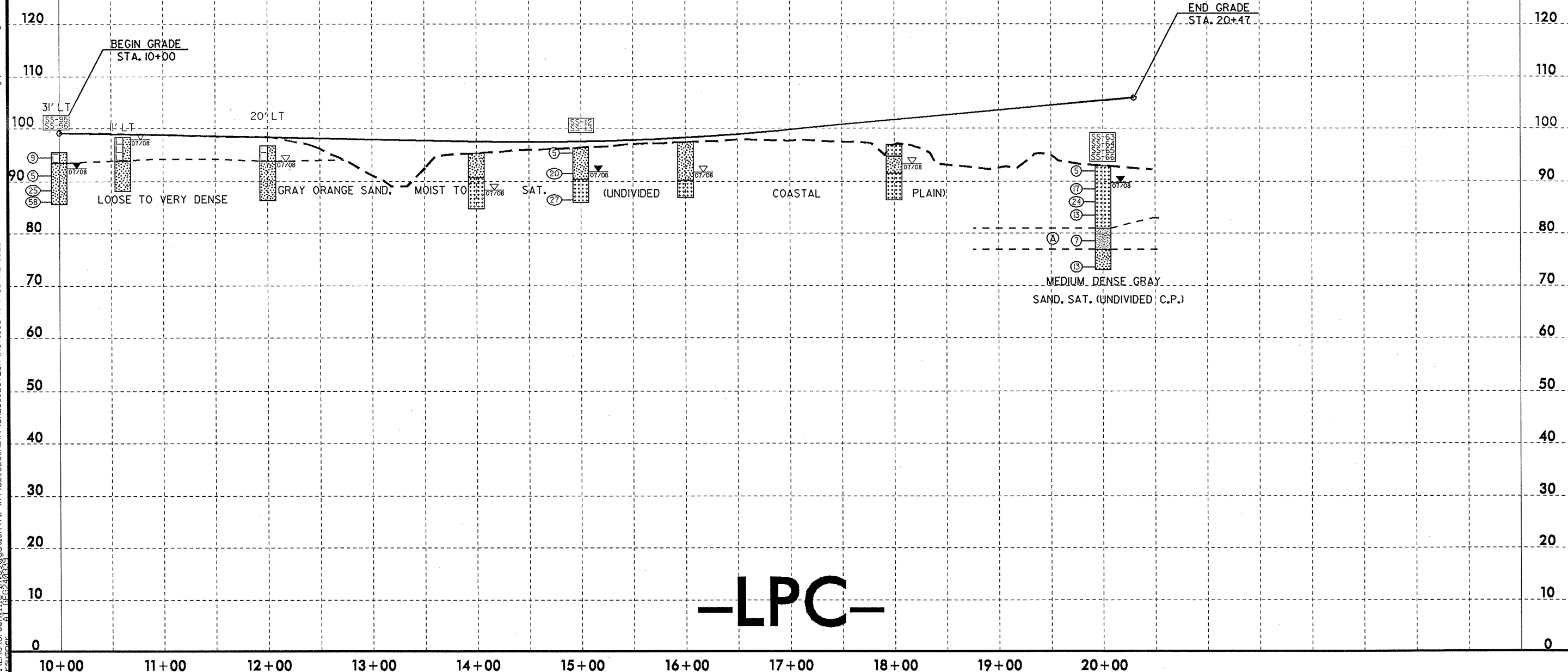
- Ⓐ MEDIUM DENSE GRAY ORANGE SANDY SILT AND SAND, MOIST (ROADWAY EMBANKMENT)
- Ⓑ LOOSE TO VERY DENSE GRAY GREEN MICACEOUS SAND, SAT. (BLACK CREEK FORMATION)



-LPA-

| SOIL TEST RESULTS | | | | | | | | | | | | | | |
|-------------------|--------|---------|----------------|---------------|------|------|-------------|---------|------|--------------------|-----|-----|------------|-----------|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | AASHTO CLASS. | L.L. | P.I. | % BY WEIGHT | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
| | | | | | | | G. SAND | F. SAND | SILT | CLAY | 10 | 40 | | |
| SS-95 | 3'-1" | 10+00 | 1.0'-1.5' | A-2-4(0) | 18 | NP | 30.5 | 53.9 | 8.8 | 8.8 | 98 | 85 | 17 | - |
| SS-96 | 3'-1" | 10+00 | 6.2'-7.7' | A-2-4(0) | 18 | NP | 28.1 | 61.8 | 5.2 | 4.8 | 98 | 86 | 12 | - |
| SS-112 | -CL- | 15+00 | 1.0'-1.5' | A-2-4(0) | 15 | NP | 29.2 | 47.8 | 6.6 | 16.4 | 100 | 88 | 26 | - |
| SS-113 | -CL- | 15+00 | 8.9'-10.4' | A-3(0) | 20 | NP | 63.4 | 33.0 | 1.2 | 2.4 | 99 | 67 | 4 | - |
| SS-63 | -CL- | 20+00 | 1.0'-1.5' | A-3(0) | 20 | NP | 34.0 | 61.8 | 0.5 | 0.6 | 100 | 88 | 7 | - |
| SS-64 | -CL- | 20+00 | 5.9'-7.4' | A-3(0) | 18 | NP | 51.0 | 47.1 | 0.3 | 1.6 | 100 | 74 | 3 | - |
| SS-65 | -CL- | 20+00 | 13.4'-14.9' | A-4(0) | 17 | NP | 2.8 | 74.5 | 13.0 | 9.7 | 100 | 100 | 37 | 16.8 |
| SS-66 | -CL- | 20+00 | 18.4'-19.9' | A-2-4(0) | 27 | NP | 13.9 | 61.2 | 13.2 | 11.7 | 100 | 97 | 29 | - |

Ⓐ MEDIUM STIFF GRAY ORANGE SANDY SILT, WET
(UNDIVIDED COASTAL PLAIN)



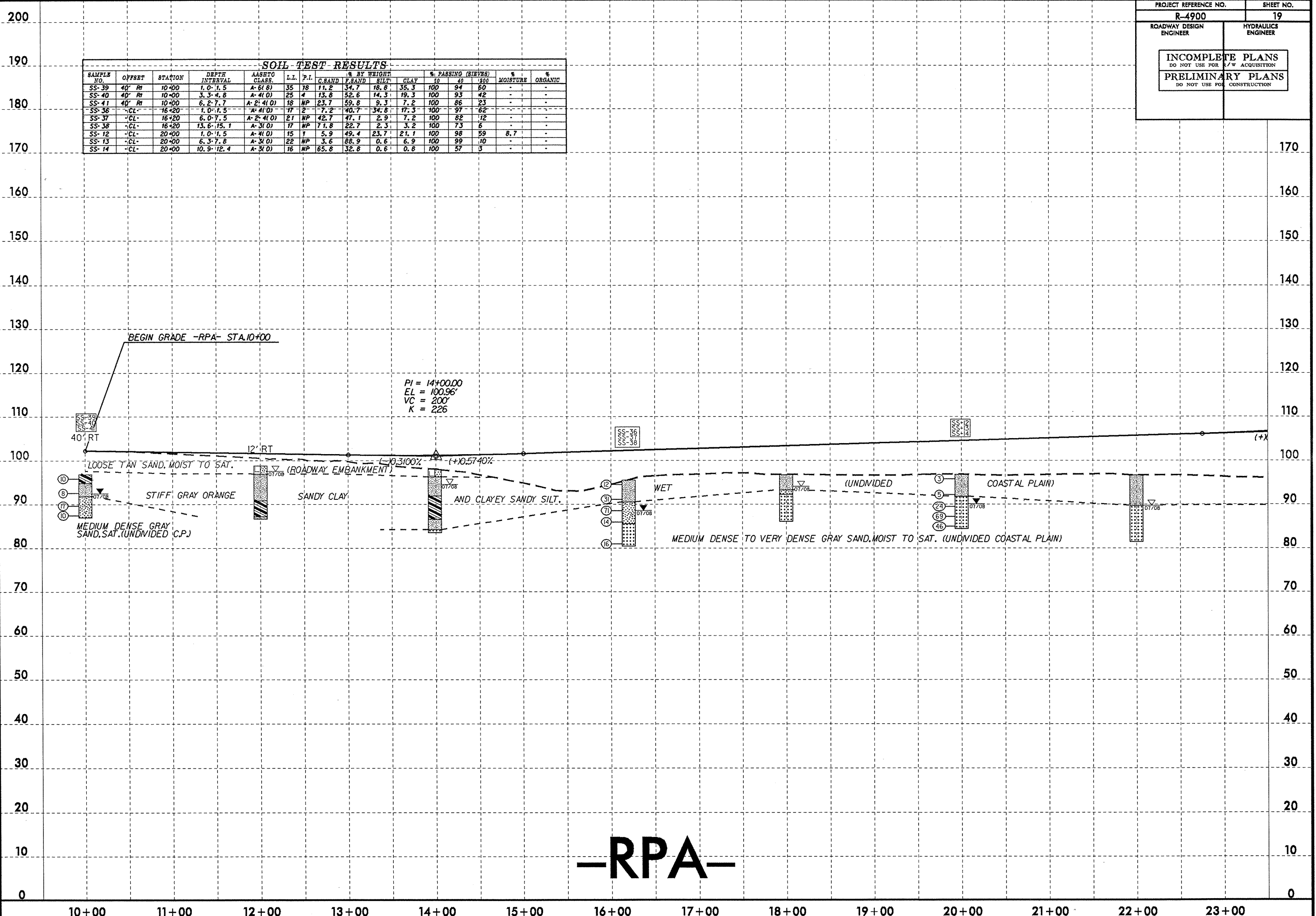
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5/14/99
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| | | | |
|--|--|--|--|
| PROJECT REFERENCE NO. | | SHEET NO. | |
| R-4900 | | 19 | |
| ROADWAY DESIGN ENGINEER | | HYDRAULICS ENGINEER | |
| INCOMPLETE PLANS DO NOT USE FOR ACQUISITION | | PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

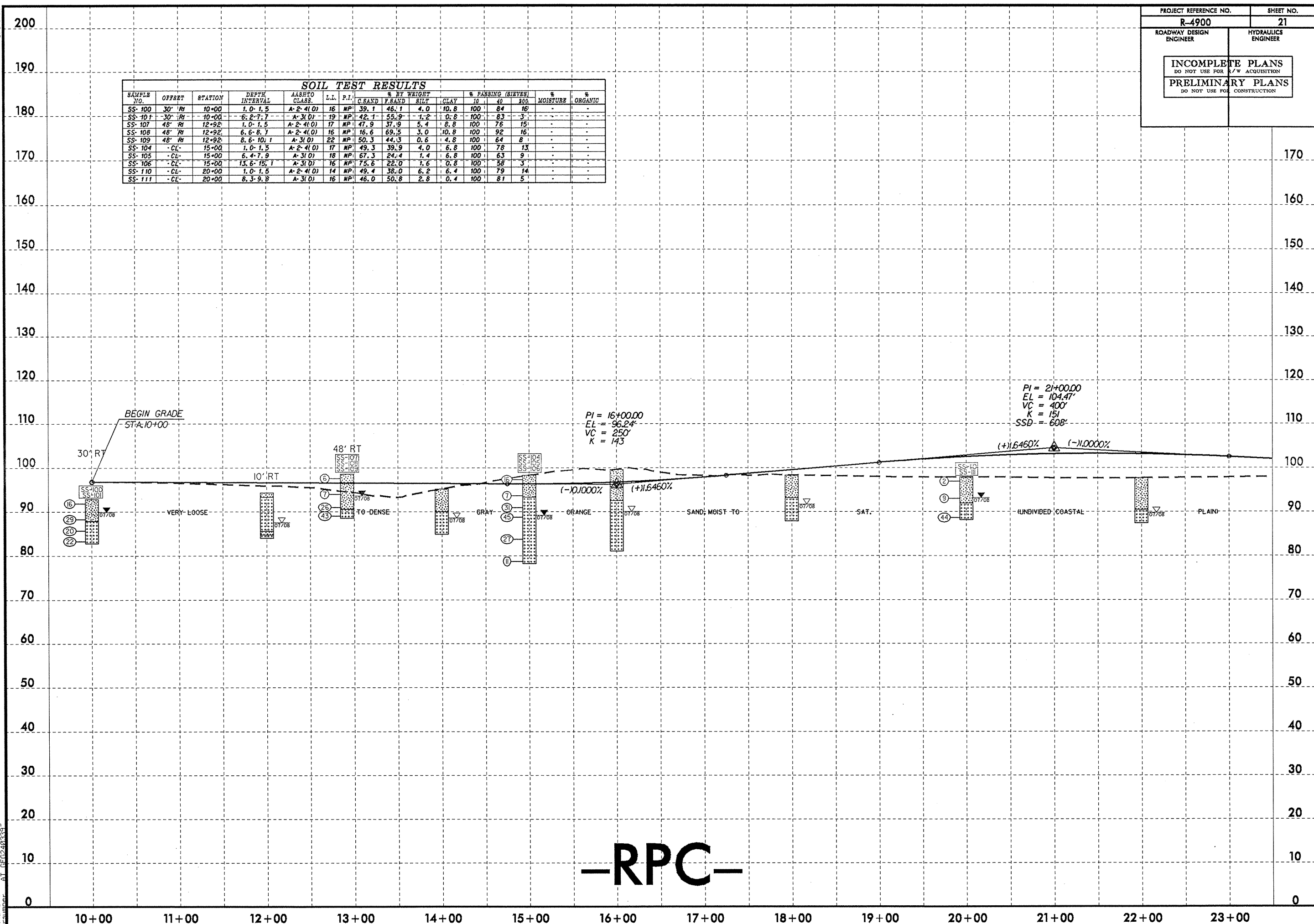
| SOIL TEST RESULTS | | | | | | | | | | | | | | | |
|-------------------|--------|---------|----------------|----------------|------|------|-------------|---------|------|--------------------|-----|------|------------|-----------|---|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | ASBESTO CLASS. | L.L. | P.I. | % BY WEIGHT | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC | |
| | | | | | | | C. SAND | F. SAND | SILT | #10 | #40 | #100 | | | |
| SS-39 | 40' RT | 10+00 | 1.0'-1.5' | A-6(8) | 35 | 18 | 11.2 | 54.7 | 18.8 | 35.3 | 100 | 94 | 60 | - | - |
| SS-40 | 40' RT | 10+00 | 3.3'-4.8' | A-4(0) | 25 | 4 | 13.8 | 52.6 | 14.3 | 19.3 | 100 | 93 | 42 | - | - |
| SS-41 | 40' RT | 10+00 | 6.2'-7.7' | A-2(4(0) | 18 | NP | 23.7 | 59.8 | 9.3 | 7.2 | 100 | 86 | 23 | - | - |
| SS-36 | -CL- | 16+20 | 1.0'-1.5' | A-4(0) | 17 | 2 | 7.2 | 40.7 | 34.8 | 17.3 | 100 | 97 | 62 | - | - |
| SS-37 | -CL- | 16+20 | 6.0'-7.5' | A-2(4(0) | 21 | NP | 42.7 | 47.1 | 2.9 | 7.2 | 100 | 82 | 12 | - | - |
| SS-38 | -CL- | 16+20 | 13.6'-15.1' | A-3(0) | 17 | NP | 71.8 | 22.7 | 2.3 | 3.2 | 100 | 73 | 6 | - | - |
| SS-12 | -CL- | 20+00 | 1.0'-1.5' | A-4(0) | 15 | 1 | 5.9 | 49.4 | 23.7 | 21.1 | 100 | 98 | 59 | 8.7 | - |
| SS-13 | -CL- | 20+00 | 6.3'-7.8' | A-3(0) | 22 | NP | 3.6 | 88.9 | 0.6 | 6.9 | 100 | 99 | 10 | - | - |
| SS-14 | -CL- | 20+00 | 10.9'-12.4' | A-3(0) | 16 | NP | 65.8 | 32.6 | 0.6 | 0.8 | 100 | 57 | 3 | - | - |



-RPA-

| SOIL TEST RESULTS | | | | | | | | | | | | | | |
|-------------------|--------|---------|----------------|---------------|------|------|-------------|---------|------|--------------------|-----|----|------------|-----------|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | AASHTO CLASS. | L.L. | P.I. | % BY WEIGHT | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
| | | | | | | | C. SAND | F. SAND | SILT | CLAY | 10 | 40 | | |
| SS-100 | 30' RT | 10+00 | 1.0-1.5 | A-2-4(D) | 16 | NP | 39.1 | 46.1 | 4.0 | 10.8 | 100 | 84 | 16 | - |
| SS-101 | 30' RT | 10+00 | 6.2-7.7 | A-3(O) | 19 | NP | 42.1 | 55.9 | 1.2 | 0.8 | 100 | 83 | 3 | - |
| SS-107 | 48' RT | 12+92 | 1.0-1.5 | A-2-4(O) | 17 | NP | 47.9 | 37.9 | 5.4 | 8.8 | 100 | 76 | 15 | - |
| SS-108 | 48' RT | 12+92 | 6.6-8.1 | A-2-4(O) | 16 | NP | 16.6 | 69.5 | 3.0 | 10.8 | 100 | 92 | 16 | - |
| SS-109 | 48' RT | 12+92 | 8.6-10.1 | A-3(O) | 22 | NP | 50.3 | 44.3 | 0.6 | 4.8 | 100 | 64 | 8 | - |
| SS-104 | CL- | 15+00 | 1.0-1.5 | A-2-4(O) | 17 | NP | 49.3 | 39.9 | 4.0 | 6.8 | 100 | 78 | 13 | - |
| SS-105 | CL- | 15+00 | 6.4-7.9 | A-3(O) | 18 | NP | 67.3 | 24.4 | 1.4 | 6.8 | 100 | 63 | 9 | - |
| SS-106 | CL- | 15+00 | 13.6-15.1 | A-3(O) | 16 | NP | 75.6 | 22.0 | 1.6 | 0.8 | 100 | 58 | 3 | - |
| SS-110 | CL- | 20+00 | 1.0-1.5 | A-2-4(O) | 14 | NP | 49.4 | 38.0 | 6.2 | 6.4 | 100 | 79 | 14 | - |
| SS-111 | CL- | 20+00 | 8.3-9.8 | A-3(O) | 16 | NP | 46.0 | 50.8 | 2.8 | 0.4 | 100 | 81 | 5 | - |

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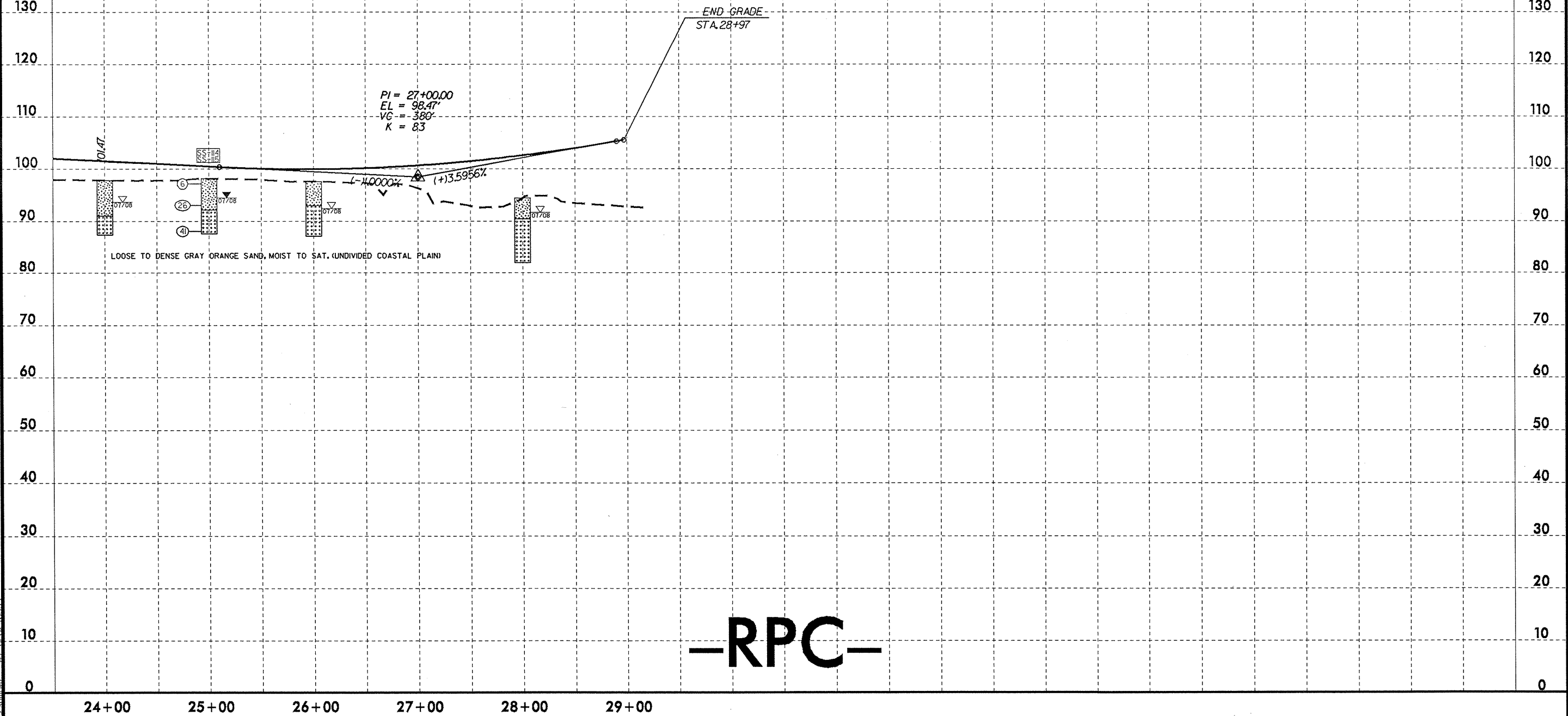


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|---|---------------------|
| PROJECT REFERENCE NO. | SHEET NO. |
| R-4900 | 22 |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |
| INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION | |
| PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION | |

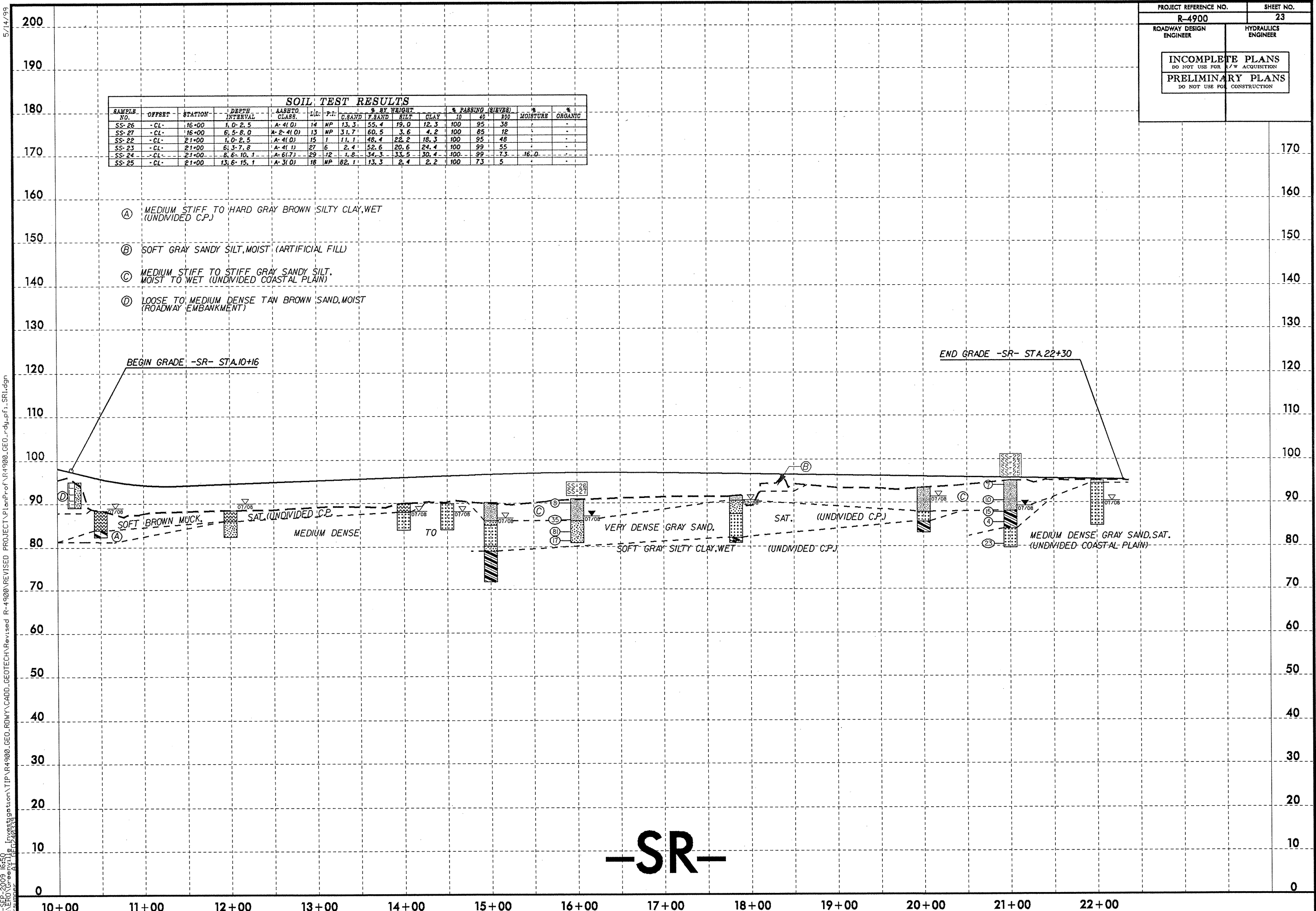
| SOIL TEST RESULTS | | | | | | | | | | | | | | | |
|-------------------|--------|---------|----------------|---------------|------|------|-------------|--------|------|------|--------------------|----|-----|------------|-----------|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | AASHTO CLASS. | L.L. | P.I. | % BY WEIGHT | | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
| | | | | | | | C.SAND | F.SAND | SILT | CLAY | 10 | 40 | 200 | | |
| SS-114 | -CL- | 25+00 | 1.0-1.5 | A-2-4(0) | 15 | MP | 41.0 | 45.6 | 7.0 | 6.4 | 100 | 84 | 16 | - | - |
| SS-115 | -CL- | 25+00 | 9.1-10.6 | A-3(0) | 20 | MP | 56.2 | 36.4 | 3.0 | 4.4 | 100 | 62 | 8 | - | - |



-RPC-

| SOIL TEST RESULTS | | | | | | | | | | | | | | |
|-------------------|--------|---------|----------------|-------------|------|------|-------------|---------|------|--------------------|-----|----|------------|-----------|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | ASTM CLASS. | L.L. | P.L. | % BY WEIGHT | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
| | | | | | | | C. SAND | F. SAND | SILT | CLAY | 10 | 40 | | |
| SS-26 | -CL- | 16+00 | 1.0-2.5 | A-4(0) | 14 | NP | 13.3 | 55.4 | 19.0 | 12.3 | 100 | 95 | 36 | - |
| SS-27 | -CL- | 16+00 | 6.5-8.0 | A-2-4(0) | 13 | NP | 31.7 | 60.5 | 3.6 | 4.2 | 100 | 85 | 12 | - |
| SS-22 | -CL- | 21+00 | 1.0-2.5 | A-4(0) | 15 | I | 11.1 | 48.4 | 22.2 | 18.3 | 100 | 95 | 48 | - |
| SS-23 | -CL- | 21+00 | 6.5-7.8 | A-4(1) | 27 | 6 | 2.4 | 52.6 | 20.6 | 24.4 | 100 | 99 | 55 | - |
| SS-24 | -CL- | 21+00 | 8.6-10.1 | A-6(7) | 29 | 12 | 1.8 | 34.3 | 33.5 | 30.4 | 100 | 99 | 7.3 | 16.0 |
| SS-25 | -CL- | 21+00 | 13.6-15.1 | A-3(0) | 18 | NP | 82.1 | 13.3 | 2.4 | 2.2 | 100 | 73 | 5 | - |

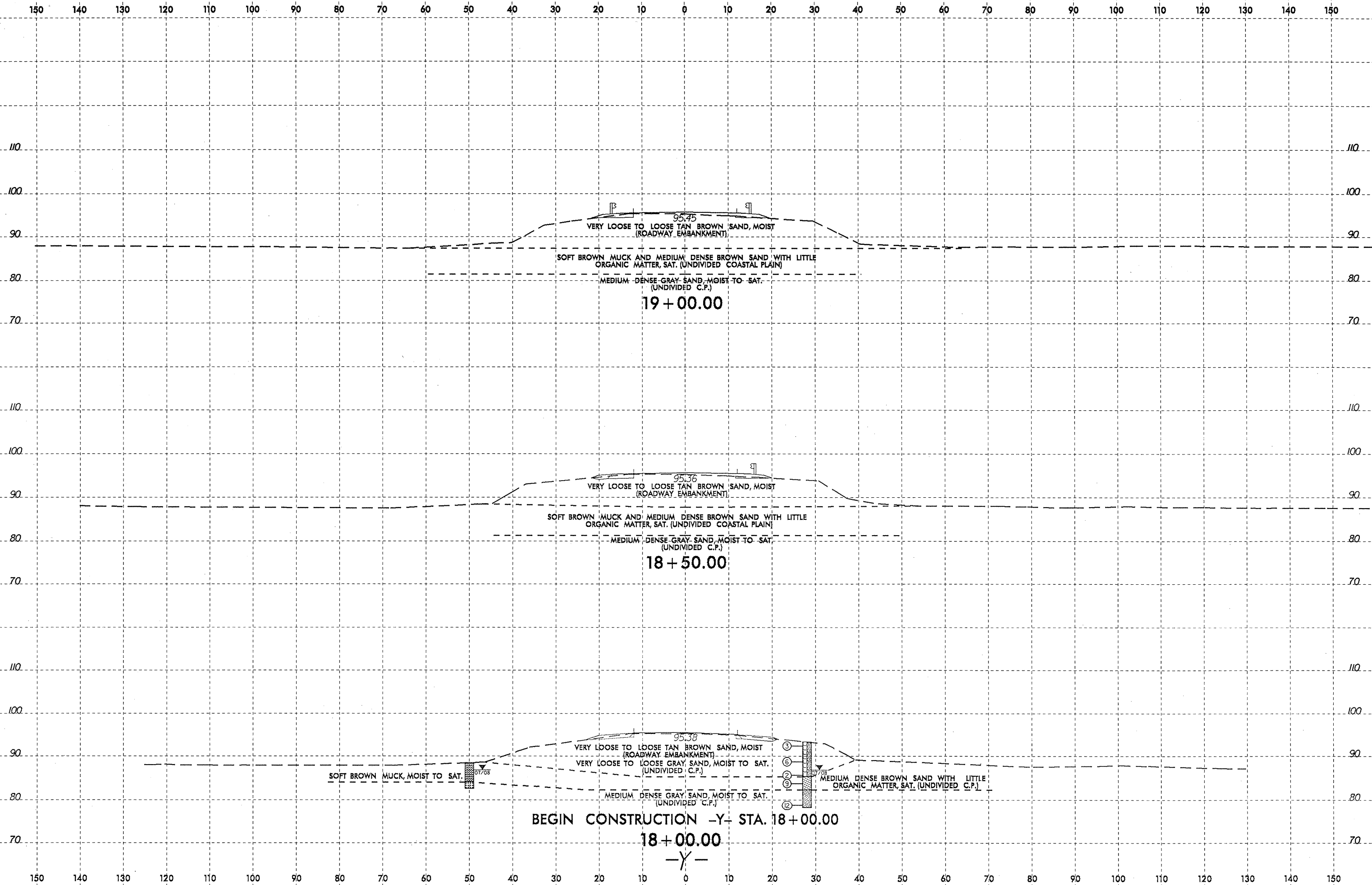
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- (B) SOFT GRAY SANDY SILT, MOIST (ARTIFICIAL FILL)
- (C) MEDIUM STIFF TO STIFF GRAY SANDY SILT, MOIST TO WET (UNDIVIDED COASTAL PLAIN)
- (D) LOOSE TO MEDIUM DENSE TAN BROWN SAND, MOIST (ROADWAY EMBANKMENT)



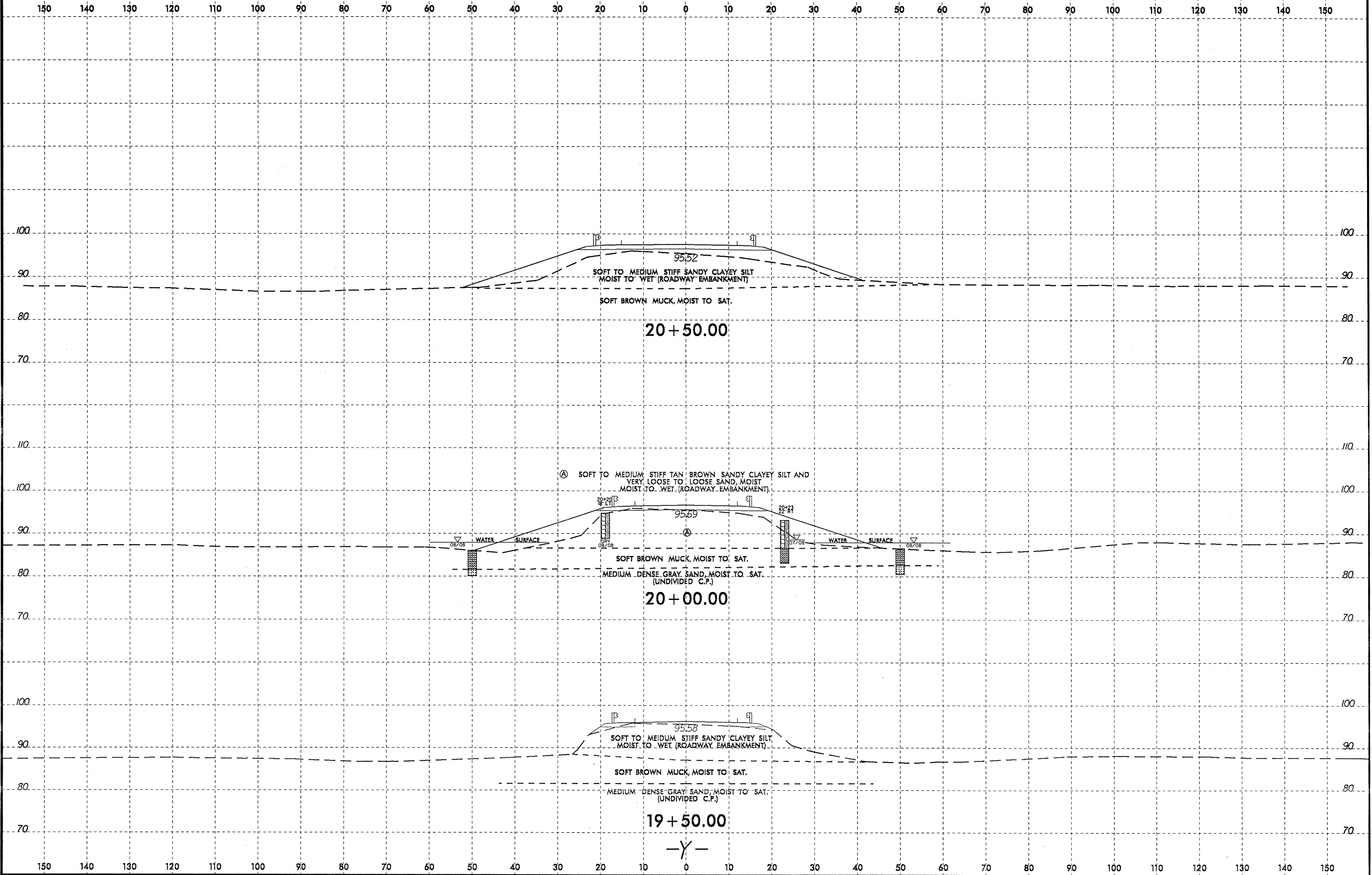
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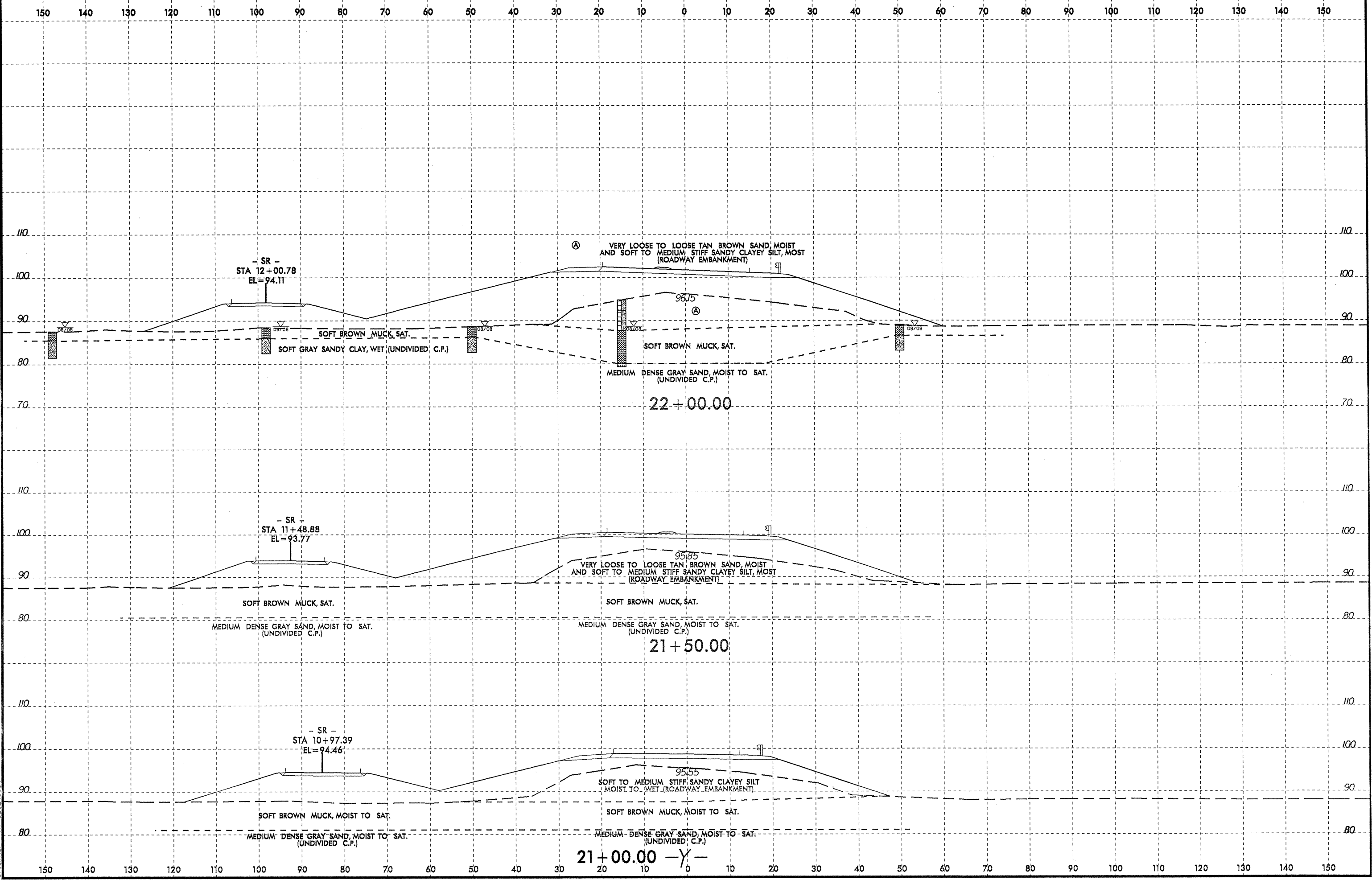


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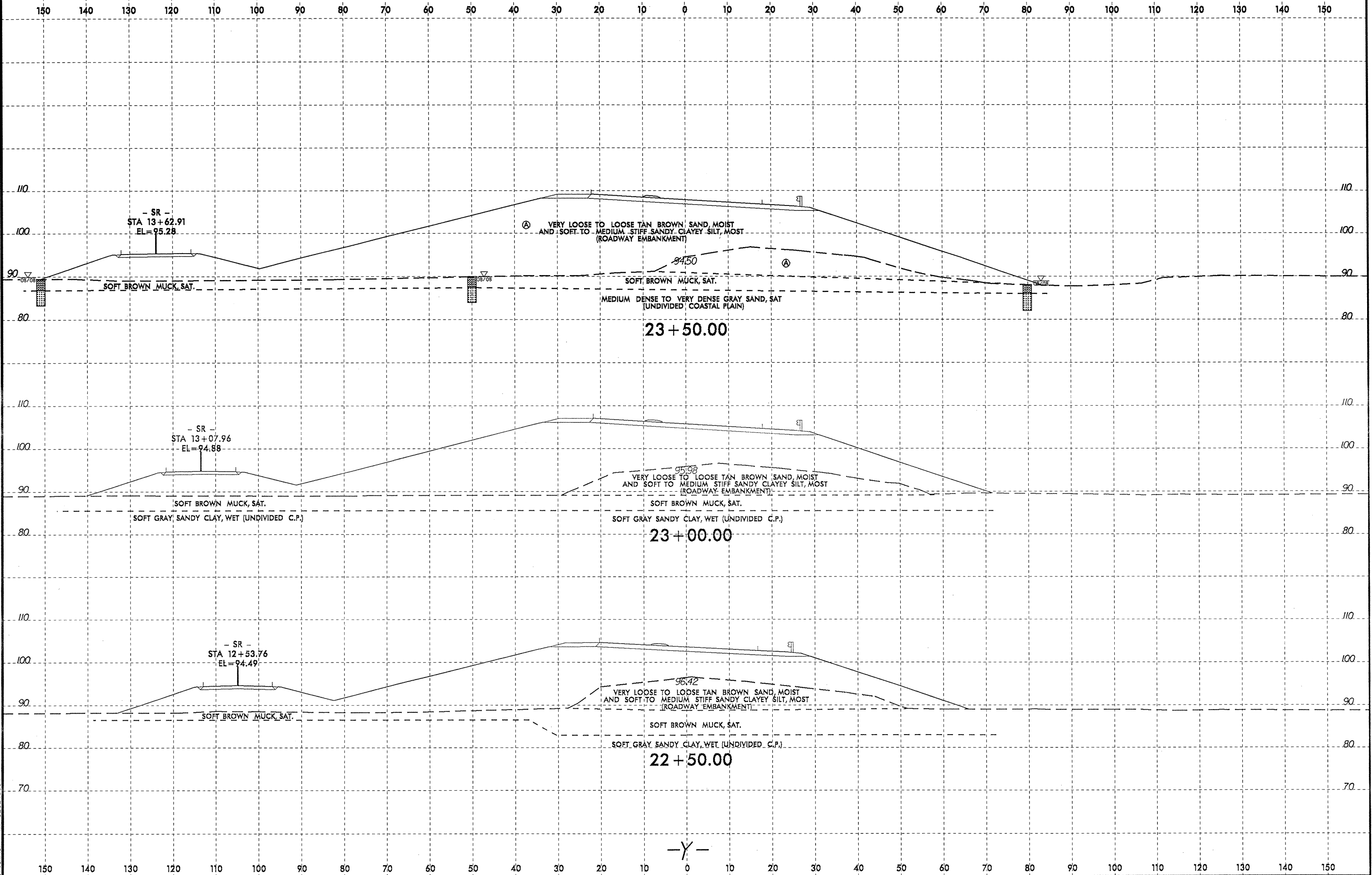


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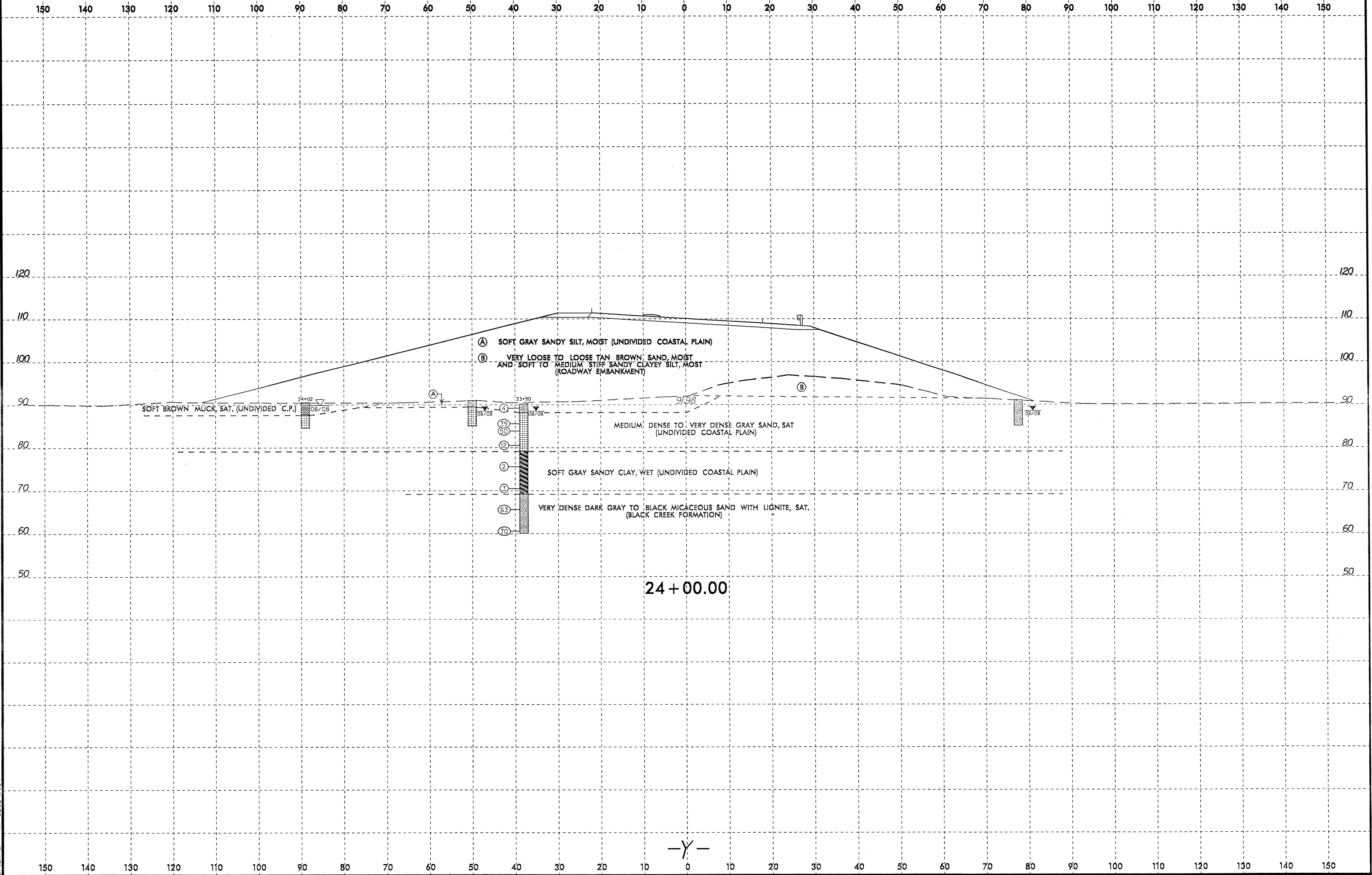
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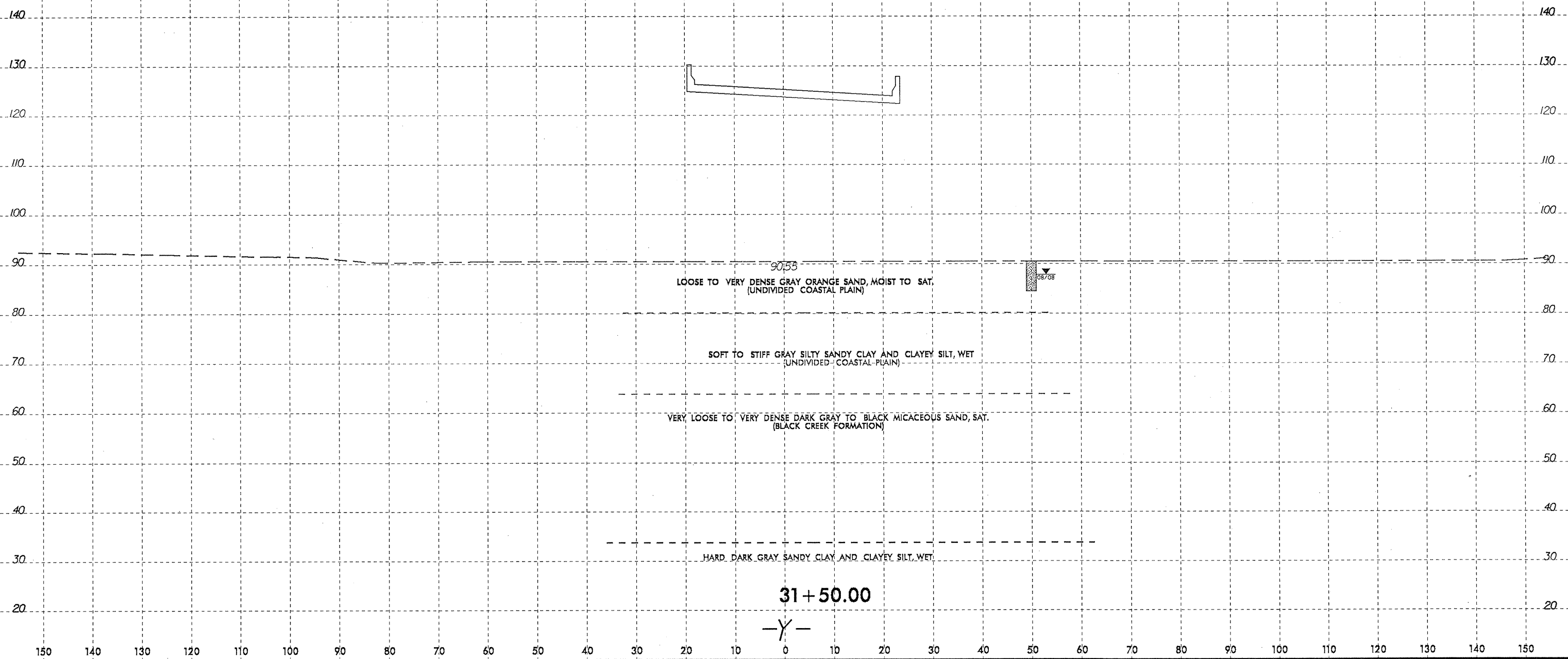
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8/22/13

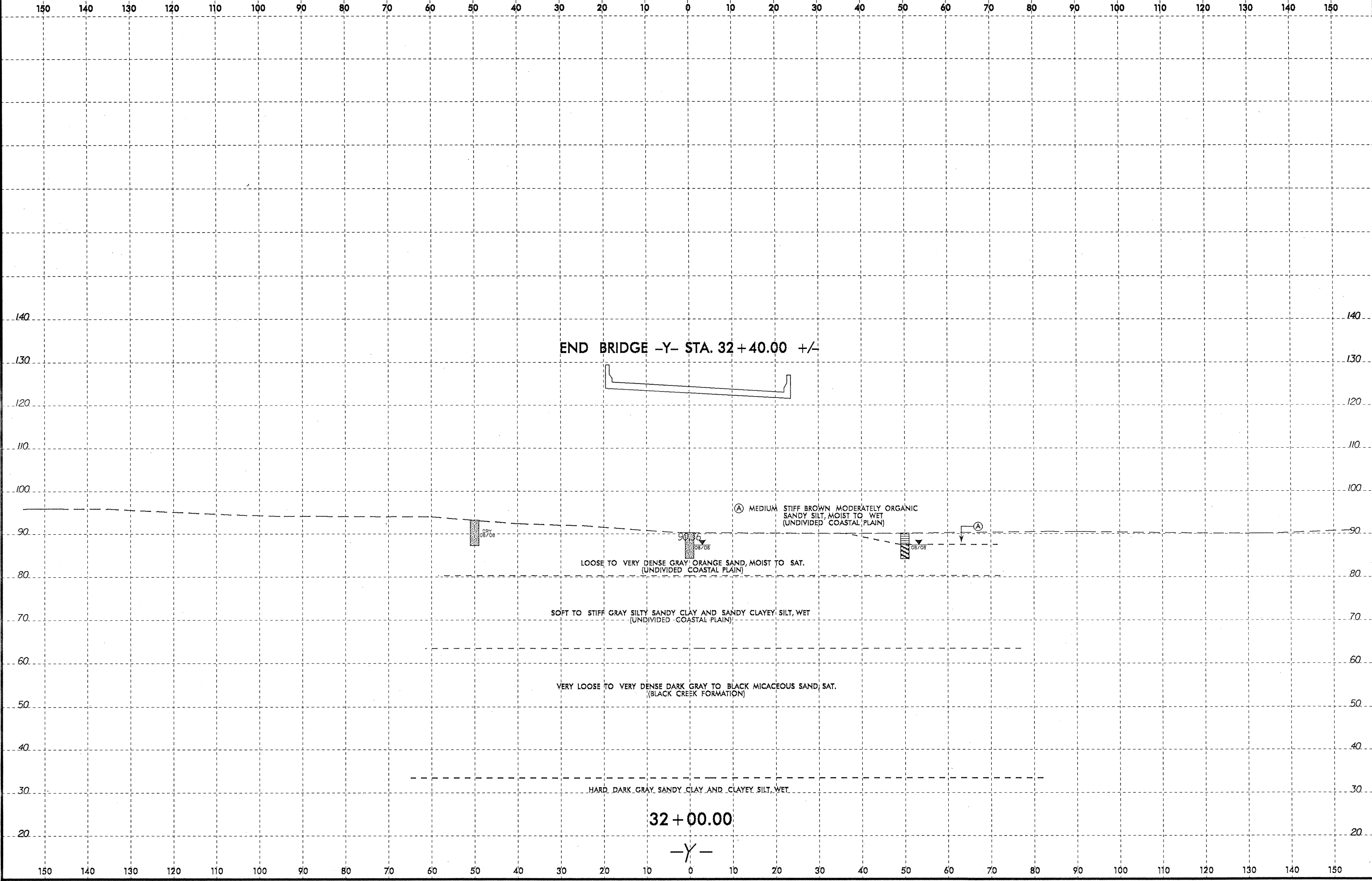
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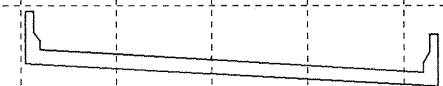
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crummer AT 02/02/03

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|--------|---------------------|-----------|
| 0 5 10 | PROJ. REFERENCE NO. | SHEET NO. |
| | R-4900 | 30 |



END BRIDGE -Y- STA. 32 + 40.00 +/-



(A) MEDIUM STIFF BROWN MODERATELY ORGANIC SANDY SILT, MOIST TO WET (UNDIVIDED COASTAL PLAIN)

LOOSE TO VERY DENSE GRAY ORANGE SAND, MOIST TO SAT. (UNDIVIDED COASTAL PLAIN)

SOFT TO STIFF GRAY SILTY SANDY CLAY AND SANDY CLAYEY SILT, WET (UNDIVIDED COASTAL PLAIN)

VERY LOOSE TO VERY DENSE DARK GRAY TO BLACK MICACEOUS SAND, SAT. (BLACK CREEK FORMATION)

HARD DARK GRAY SANDY CLAY AND CLAYEY SILT, WET

32 + 00.00

-Y-

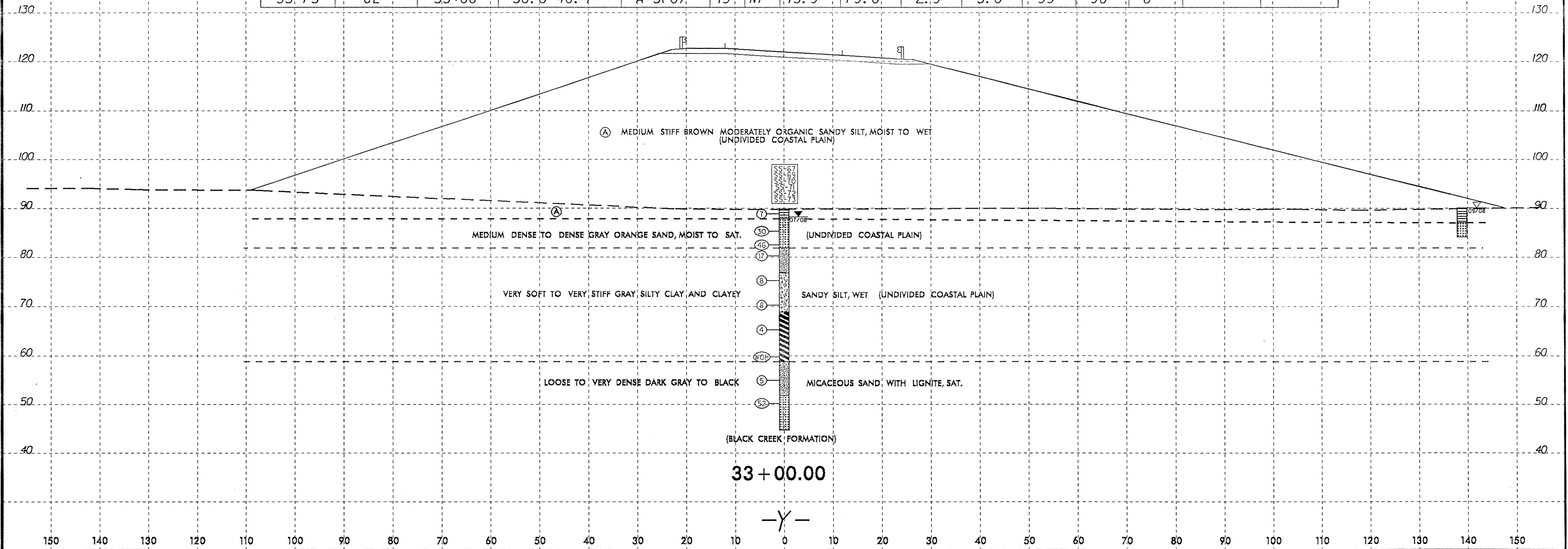
8/23/09

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SOIL TEST RESULTS

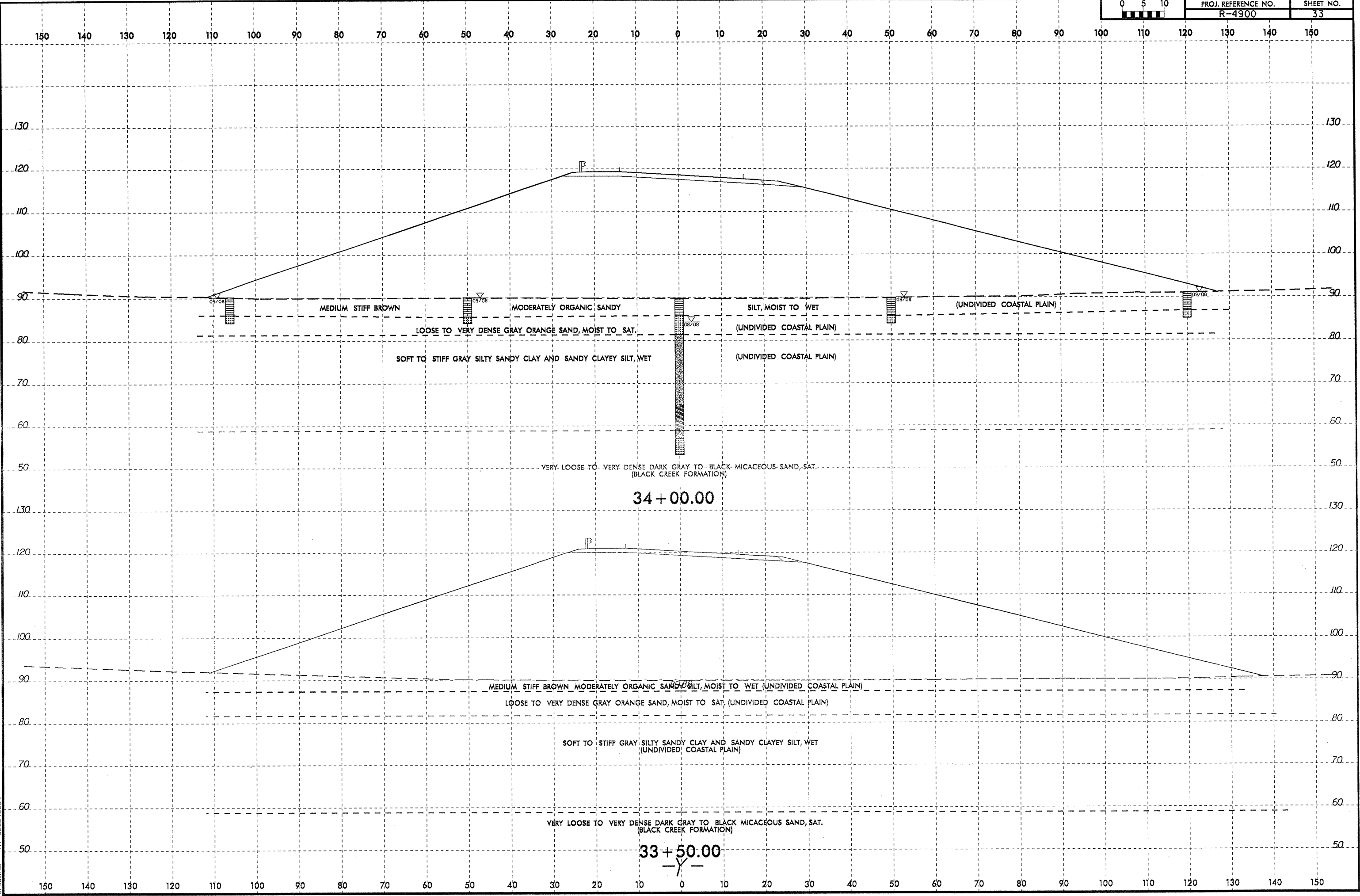
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | AASHTO CLASS. | L.L. | P.I. | % BY WEIGHT | | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
|------------|--------|---------|----------------|---------------|------|------|-------------|--------|------|------|--------------------|----|-----|------------|-----------|
| | | | | | | | C.SAND | F.SAND | SILT | CLAY | 10 | 40 | 200 | | |
| SS-67 | -CL- | 33+00 | 1.0-1.5 | A-4(0) | 30 | NP | 23.4 | 43.5 | 27.5 | 5.6 | 100 | 90 | 36 | 28.3 | 13.8 |
| SS-69 | -CL- | 33+00 | 8.6-10.1 | A-4(0) | 20 | 6 | 4.0 | 56.0 | 25.6 | 14.4 | 100 | 98 | 52 | - | - |
| SS-70 | -CL- | 33+00 | 13.6-15.1 | A-5(2) | 46 | 8 | 40.7 | 18.5 | 25.1 | 15.7 | 98 | 67 | 45 | 25.2 | - |
| SS-71 | -CL- | 33+00 | 23.6-25.1 | A-7-5(7) | 47 | 14 | 25.2 | 19.7 | 29.3 | 25.8 | 98 | 81 | 58 | - | - |
| SS-72 | -CL- | 33+00 | 33.4-35.4 | A-2-4(0) | 32 | NP | 68.7 | 22.0 | 5.7 | 3.6 | 97 | 52 | 11 | - | - |
| SS-73 | -CL- | 33+00 | 38.6-40.1 | A-3(0) | 19 | NP | 13.9 | 79.6 | 2.9 | 3.6 | 99 | 96 | 8 | - | - |

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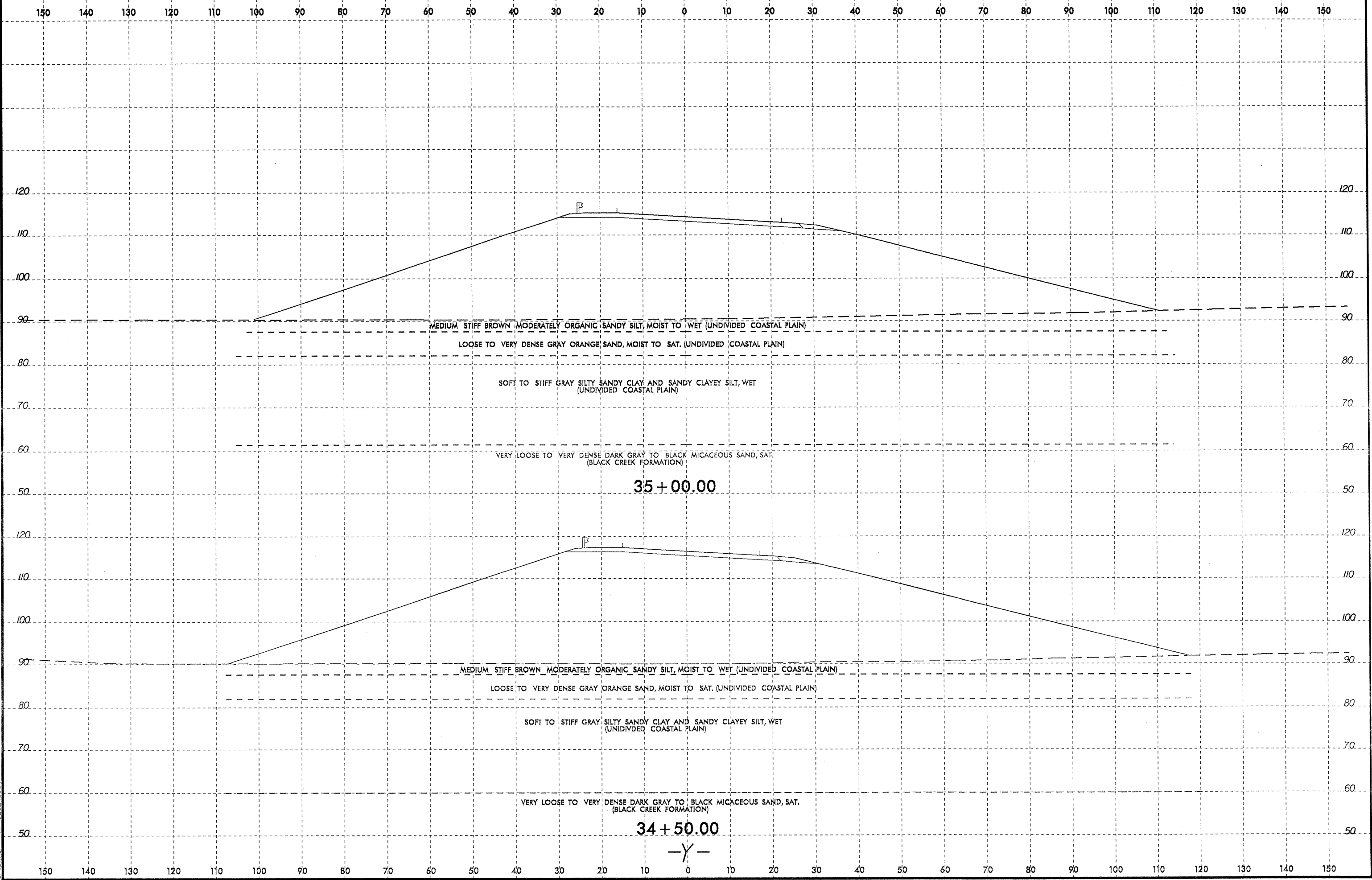


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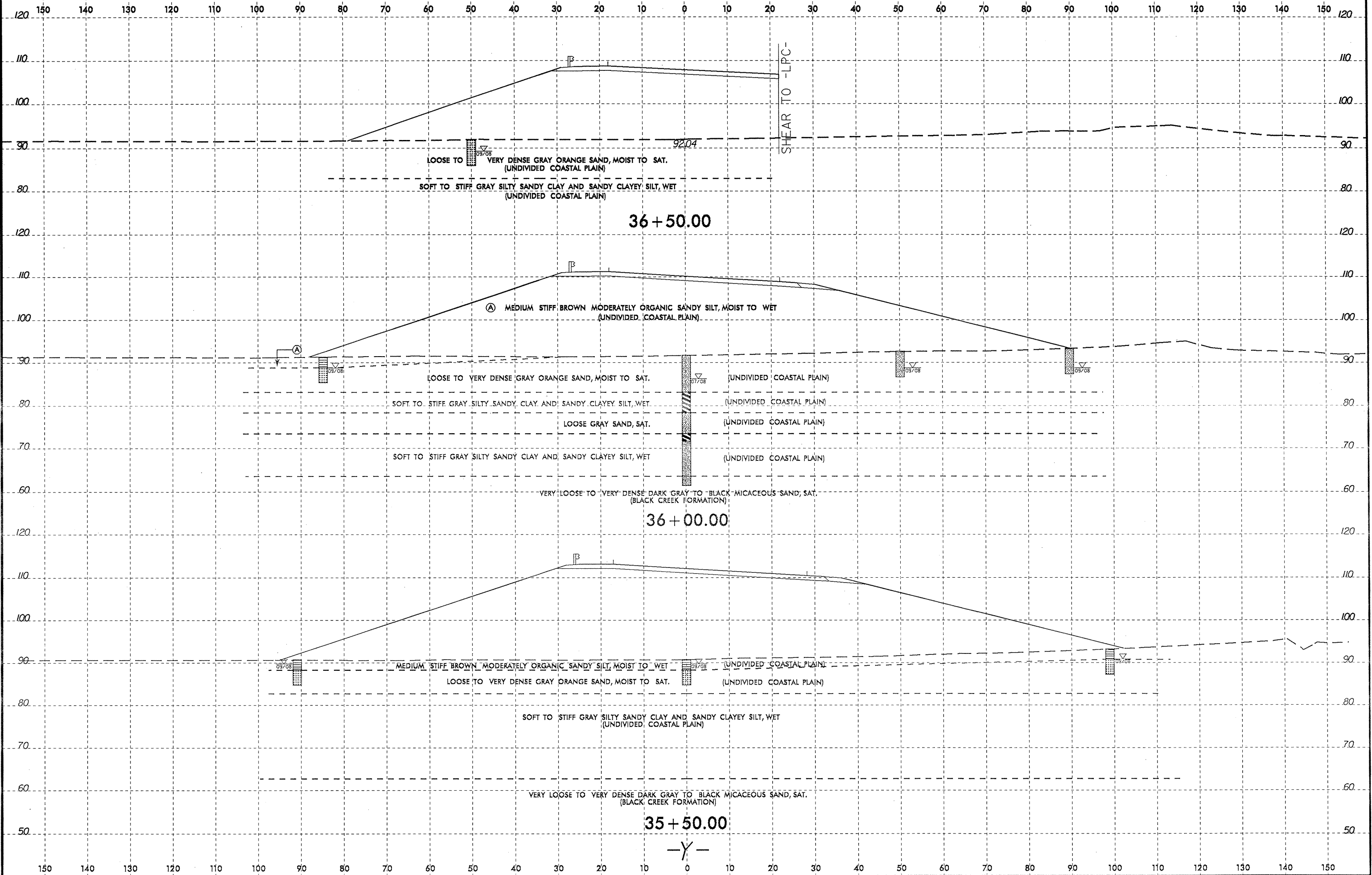
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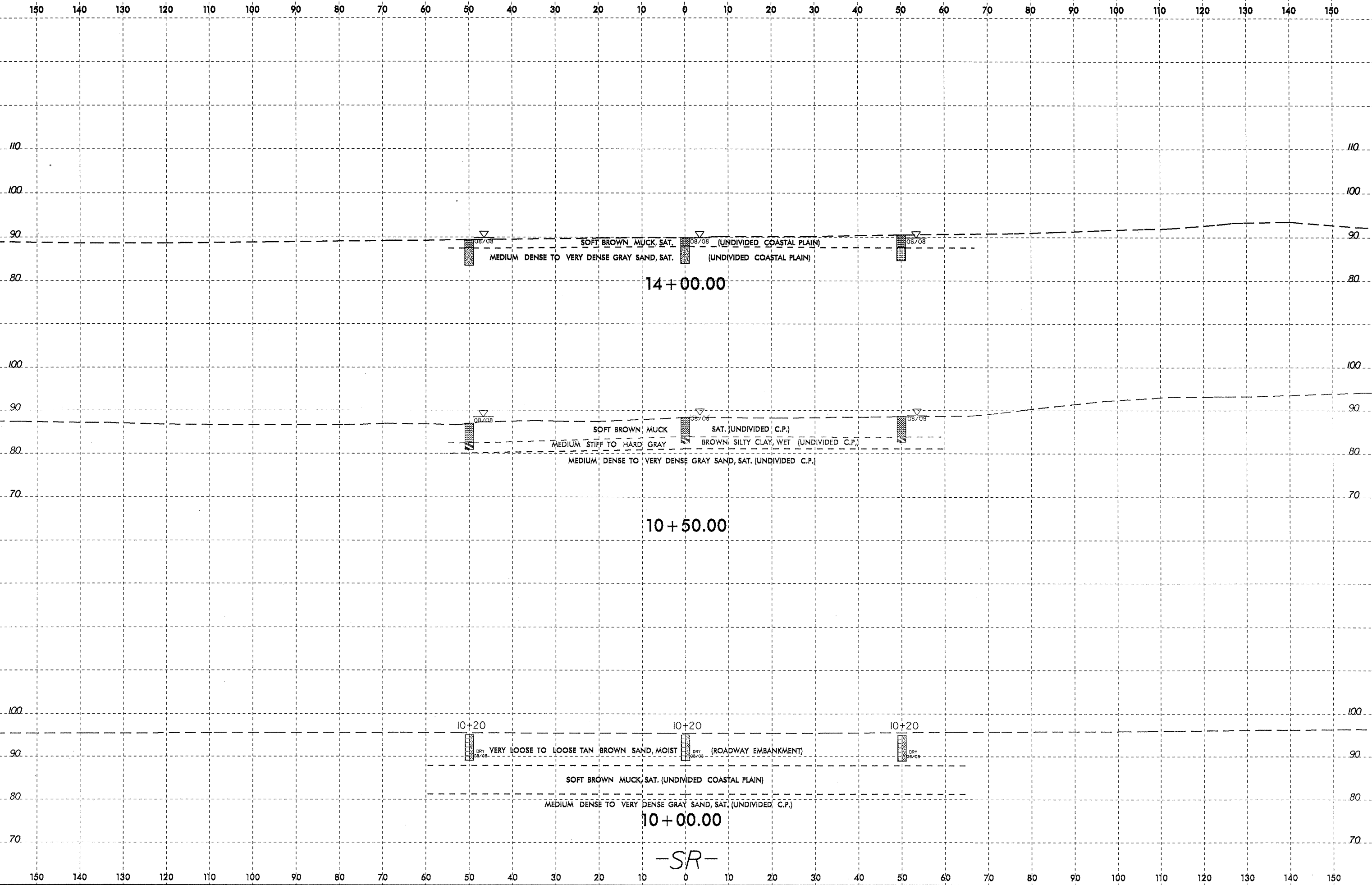
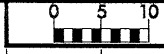
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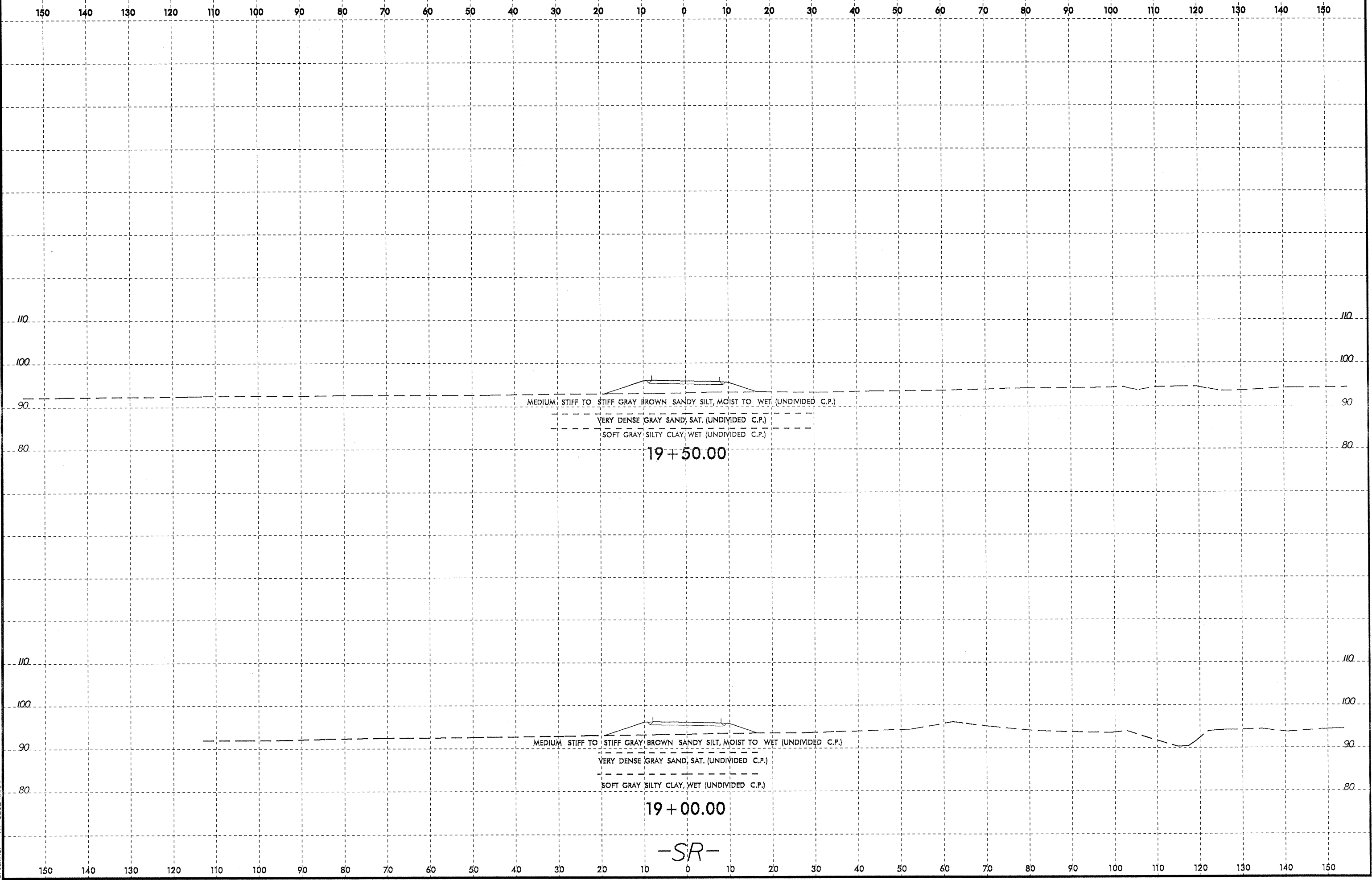
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crummer AT 02/03/33



MEDIUM STIFF TO STIFF GRAY BROWN SANDY SILT, MOIST TO WET (UNDIVIDED C.P.)
VERY DENSE GRAY SAND, SAT. (UNDIVIDED C.P.)
SOFT GRAY SILTY CLAY, WET (UNDIVIDED C.P.)

19+50.00

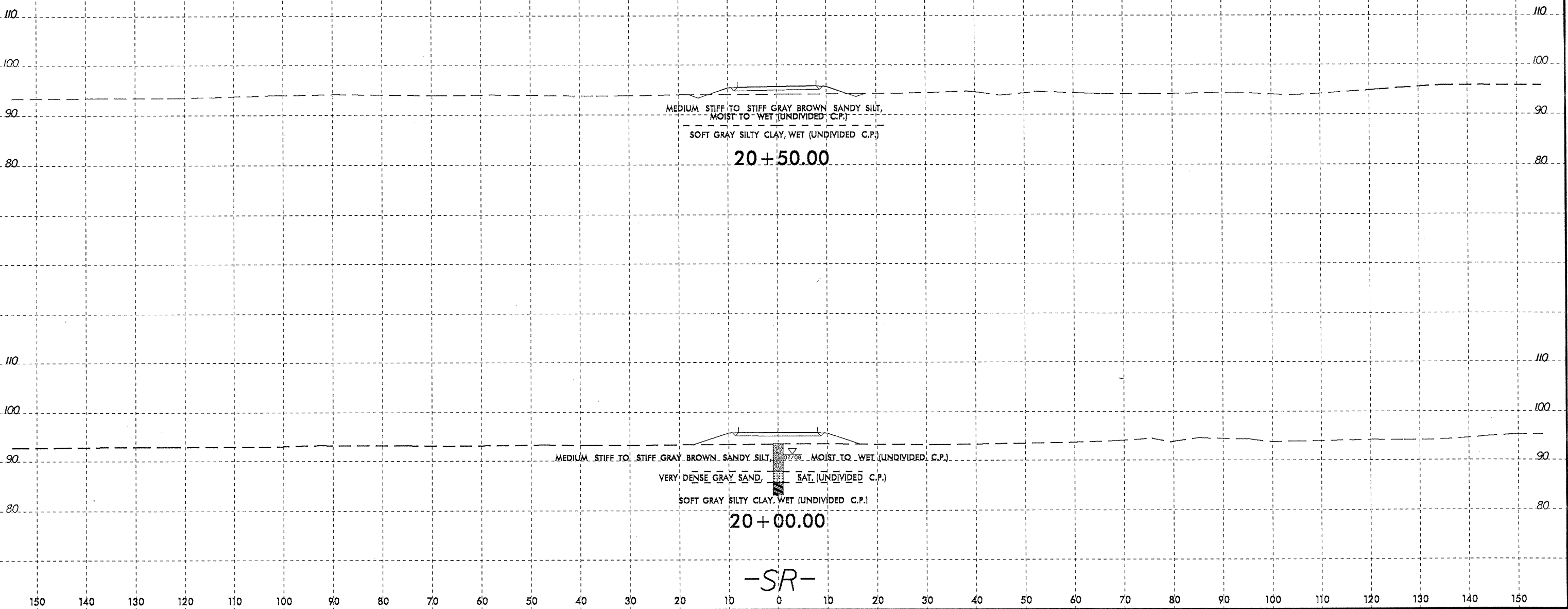
MEDIUM STIFF TO STIFF GRAY BROWN SANDY SILT, MOIST TO WET (UNDIVIDED C.P.)
VERY DENSE GRAY SAND, SAT. (UNDIVIDED C.P.)
SOFT GRAY SILTY CLAY, WET (UNDIVIDED C.P.)

19+00.00

-SR-

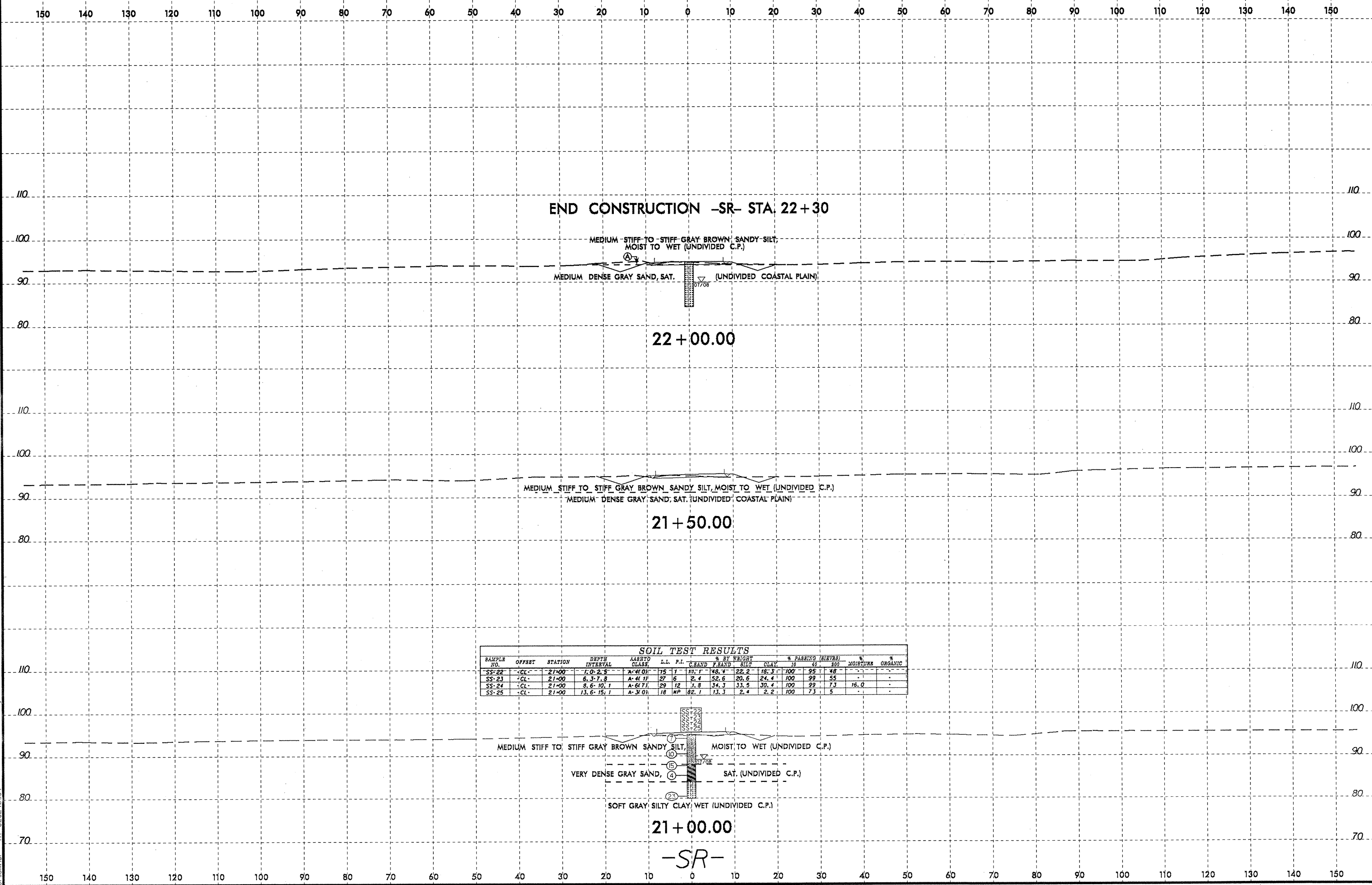
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END CONSTRUCTION -SR- STA. 22 + 30

MEDIUM STIFF TO STIFF GRAY BROWN SANDY SILT, MOIST TO WET (UNDIVIDED C.P.)

MEDIUM DENSE GRAY SAND, SAT. (UNDIVIDED COASTAL PLAIN)

22 + 00.00

MEDIUM STIFF TO STIFF GRAY BROWN SANDY SILT, MOIST TO WET (UNDIVIDED C.P.)

MEDIUM DENSE GRAY SAND, SAT. (UNDIVIDED COASTAL PLAIN)

21 + 50.00

| SOIL TEST RESULTS | | | | | | | | | | | | | | | |
|-------------------|--------|---------|----------------|---------------|------|------|-------------|---------|------|------|--------------------|----|-----|------------|-----------|
| SAMPLE NO. | OFFSET | STATION | DEPTH INTERVAL | AASHTO CLASS. | L.L. | P.L. | % BY WEIGHT | | | | % PASSING (SIEVES) | | | % MOISTURE | % ORGANIC |
| | | | | | | | C. SAND | F. SAND | SILT | CLAY | 10 | 40 | 200 | | |
| SS-22 | CL | 21+00 | 1.0-2.5 | A-4(10) | 75 | 7 | 10.1 | 48.4 | 22.2 | 18.3 | 100 | 95 | 48 | - | - |
| SS-23 | CL | 21+00 | 6.3-7.8 | A-4(10) | 27 | 6 | 2.4 | 52.6 | 20.6 | 24.4 | 100 | 99 | 55 | - | - |
| SS-24 | CL | 21+00 | 8.6-10.1 | A-6(7) | 29 | 12 | 11.8 | 34.3 | 33.5 | 30.4 | 100 | 99 | 73 | 16.0 | - |
| SS-25 | CL | 21+00 | 13.6-15.1 | A-3(0) | 18 | NP | 82.1 | 13.3 | 2.4 | 2.2 | 100 | 73 | 5 | - | - |

MEDIUM STIFF TO STIFF GRAY BROWN SANDY SILT, MOIST TO WET (UNDIVIDED C.P.)

VERY DENSE GRAY SAND, SAT. (UNDIVIDED C.P.)

SOFT GRAY SILTY CLAY, WET (UNDIVIDED C.P.)

21 + 00.00

-SR-