

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.	R-2707C	1	277
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34497.1.4	NHF-74(14)	P.E.	
		RW & UTIL.	

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ROADWAY
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 34497.1.2 (R-2707C) F.A. PROJ. NHF-74(14)
COUNTY CLEVELAND
PROJECT DESCRIPTION US 74 SHELBY BYPASS FROM WEST OF NC 226 TO EAST OF NC 150

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.

ID: R-2707C

CONTRACT:

PERSONNEL

R. W. TODD

J. P. ROGERS

M. L. SMITH

C. E. BURRIS

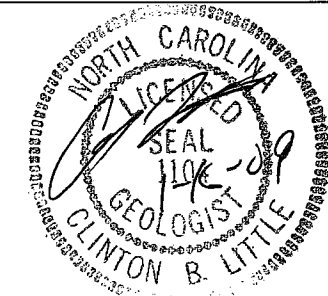
A. C. SMITH

INVESTIGATED BY J. P. ROGERS

CHECKED BY C. B. LITTLE

SUBMITTED BY C. B. LITTLE

DATE NOVEMBER 2008



DRAWN BY: J. P. ROGERS & C. E. BURRIS

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.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 20, 2008

STATE PROJECT: 34497.1.2 (R-2707C)
FEDERAL PROJECT: NHF-74(14)
COUNTY: Cleveland
DESCRIPTION: US 74 Shelby Bypass from West of NC 226 to East of NC 150

SUBJECT: Geotechnical Report - Inventory

PROJECT DESCRIPTION

This project is located in south central Cleveland County, approximately six miles north of the city of Shelby. The -L- line is on new location for the entire project. Typical sections for the proposed -L- line call for a four-lane roadway with paved shoulders. Median width is 34'. There are three proposed interchanges that will connect the -L- alignment with existing NC 226, existing NC 18, and existing NC 150. A total of seven bridges are included in the scope of this project. Four of these bridges will be required for grade separations at -Y2-, -Y3-, -Y4-, and -Y9- over -L-. A dual structure water crossing is proposed at -L- line over the Broad River. The last two bridges will be required for railroad separation (-L- and -Y11- over -Y13-, CSX RR). The -L- alignment runs generally west to east. The following alignments were investigated:

<u>Line</u>	<u>Station(s)</u>
-L-	351+75.00 to 635+00.00 (5.38 miles)
Ramp A (RP A1) at NC 226	0+00.00 to 21+11.85 (0.40 miles)
Ramp D (RP D1) at NC 226	0+00.00 to 23+72.31 (0.45 miles)
Loop A (LP A1) at NC 226	0+00.00 to 11+20.63 (0.21 miles)
Loop D (LP D1) at NC 226	0+00.00 to 11+72.36 (0.22 miles)
Ramp A (RP A2) at NC 18	0+00.00 to 20+93.98 (0.40 miles)
Ramp B (RP B2) at NC 18	0+00.00 to 19+96.30 (0.38 miles)

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
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH NC

Ramp C (RP C2) at NC 18	0+00 to 16+26.54 (0.31 miles)
Ramp D (RP D2) at NC 18	0+00 to 16+16.61 (0.31 miles)
Loop B (LP B2) at NC 18	0+00 to 12+88.76 (0.24 miles)
Ramp A (RP A3) at NC 150	0+00 to 13+93.46 (0.26 miles)
Ramp B (RP B3) at NC 150	0+00 to 14+14.00 (0.27 miles)
Ramp C (RP C3) at NC 150	0+00 to 13+94.92 (0.26 miles)
Loop C (LP C3) at NC 150	0+00 to 8+66.03 (0.16 miles)
-Y1-	11+90.00 to 42+40.00 (0.58 miles)
-Y2-	23+85.00 to 33+25.00 (0.18 miles)
-Y3-	17+90.00 to 25+54.02 (0.14 miles)
-Y4-	15+02.00 to 34+76.31 (0.37 miles)
-Y8-	10+32.02 to 36+00.00 (0.49 miles)
-Y9-	10+70.00 to 36+00.00 (0.48 miles)
-Y11-	26+00.00 to 69+75.00 (0.83 miles)
-Y14-	22+00.00 to 49+00.00 (0.51 miles)
-Y15-	17+65.30 to 26+96.37 (0.18 miles)
-Y17- at SR 1	10+20.47 to 38+40.15 (0.53 miles)

The total length of lines investigated is 13.54 miles.

The initial field investigation was conducted between October 2005 and April 2006. Borings were conducted with a CME-550 drill machine with an automatic hammer. Standard Penetration Tests were conducted at selected locations utilizing hollow stem augers and additional borings were advanced with 6" continuous flight augers. Various hand tools (hand auger, drive rods) and visual reconnaissance completed the investigation. Numerous soil samples were submitted to the Materials and Tests Unit for laboratory analysis.

AREAS OF SPECIAL GEOTECHNICAL INTEREST

Crystalline Rock: There is a considerable amount of hard rock on the project. Rock was encountered above or within 10' of the proposed grade at the following locations:

<u>Line</u>	<u>Station(s)</u>
-L-	355+00 to 358+00
-L-	360+50 to 362+50
-L-	377+00 to 379+00
-L-	388+00 to 402+50
-L-	412+50 to 413+00
-L-	417+00 to 421+50
-L-	423+00 to 424+00
-L-	428+50 to 438+50
-L-	439+50 to 446+50
-L-	447+50 to 450+00
-Loop A1-	1+50 to 4+50
-Ramp A1-	14+00 to 16+00
-Loop D1-	0+25 to 2+75

3A

The rock lines depicted on the attached cross-sections and profiles are interpolated between borings and based primarily on 8" hollow stem auger and 6" standard auger refusal. Four core borings were performed in the rock cut encountered between Stations 388+00 to 402+50 -L-. The Mica Gneiss encountered in those borings had RQD's between 21% and 100%. These borings also confirmed what the Geologic map of North Carolina had indicated would be present in the area.

In addition, there are zones of weathered rock and/or layers with alternating very hard residual soils and weathered rock that occur above the depicted rock lines. According to the Geologic map of North Carolina and our core borings, the most likely rock type within the project corridor is Biotite/Mica Gneiss metamorphic rock (CZms & CZbg). These rocks are likely to become more schistose on the western end of the project near NC 226. The rock is described on the cross-sections and profiles as *Hard Crystalline Rock - Biotite/Mica Gneiss*. As stated previously, the hardness was determined on 8" hollow stem auger refusal, 6" standard auger refusal, and core borings. In addition, the pull down pressure on the feed cylinders on the CME-550 was observed to be 800 - 1000 psi in the areas of Hollow Stem/Standard Auger refusal.

Alluvial Soils; Areas with significant alluvial deposits are discussed below.

Station 365+65 to 366+35 -L-, Left; Alluvial soils present in this location are associated with a topographical low area that serves as a drainage feature for the surrounding pasture. The deposit is approximately eight feet thick and contains very soft to medium stiff sandy silt (A-4) and very loose coarse sand (A-1-b). At the time of our investigation, groundwater was not encountered in the two borings performed in this area.

Station 382+90 to 386+05 -L-; The alluvial deposits in this segment are associated with the Broad River Floodplain. A dual four-lane structure has been proposed for this water crossing. No borings were performed in this interval during our Roadway investigation. These alluvial soils will be addressed in detail during the subsequent structure investigation.

Station 503+20 to 509+00 -L-, Left; Alluvial soils present in this location are associated with a small stream that intersects the -Y5- alignment near Station 17+00. The stream continues in an easterly direction running parallel to the -L- line at an offset of 50' - 120'. The deposit is eight to 10' thick and contains primarily very loose to loose, silty, coarse and fine sand (A-2-4). At the time of our investigation, groundwater was encountered in this area between elevations 840' and 845'.

Station 538+15 to 539+15 -L- and 6+70 to 7+40 -Ramp D2-; Alluvial soils present in this location are associated with a small stream that drains the area north of existing Carter Road. The stream moves in a southerly direction while bisecting the proposed -L- line and -Ramp D2-. The deposit is six to seven feet thick and contains medium stiff sandy silt (A-4), loose to medium dense silty sand (A-2-4), and soft sandy clay (A-6). At the time of our investigation, groundwater was encountered in this area between elevation 875' and 890'.

A 3B

563+90 to 566+20 -L-; This pond is formed by an earthen dam located right of -L- centerline and fed by surface drainage from the northeast. It is also possible that a spring located outside the construction limits could be feeding the pond as well. Please refer to plan sheet 21 of the attached inventory plans for a graphical depiction of this area. The residual soils encountered in the immediate area around the pond consist of moderate to highly plastic, medium stiff to stiff sandy clays (A-7). No alluvial soils were encountered around the pond. Based on the residual soils immediately adjacent to the pond, we estimate up to three feet of wet plastic soils in the bottom of the pond.

Wells: Wells were encountered within 100' of the project corridor at the following locations:

Line	Station(s)	Offset
-L-	584+00	155' Rt.
-L-	584+75	115 Lt.
-L-	599+70	120 Rt.
-L-	608+90	55' Lt.

Plastic Clays: Highly Plastic clays ($PI \geq 26$) were encountered with six feet of proposed grade at the following locations:

Line	Station(s)	P.I.
-L-	559+50 to 561+00	38
-L-	569+00 to 573+40	36
-L-	459+25 to 460+75	31-39
-L-	497+50 to 501+00	29-35
-L-	582+30 to 583+40	33
-Y4-	21+50 to 25+50	27
-RPA2-	15+35 to 17+35	34
-Y8REV-	10+75 to 14+15	31
-Y8REV-	18+50 to 26+10	26-43
-RPA3-	7+20 to 8+55	30
-RPC3-	11+50 to 14+00	36
-LPC3-	6+00 to 8+66	36
-Y11REV-	49+15 to 50+50	30

Highly Plastic cap clays ($PI \geq 26$) were encountered in the following cut sections:

Line	Station(s)	P.I.
-LPA1-	5+50,60' Lt.	29
-RPA1-	7+50 to 9+00	26
-L-	396+50 to 401+50	29
-L-	418+00 to 420+00	39
-L-	525+00 to 532+00	35
-L-	468+25 to 469+50	28
-L-	479+25 to 480+30	26
-L-	483+50 to 487+25	40

PHYSIOLOGRAPHY AND GEOLOGY

The project is located in the southwestern piedmont region of North Carolina. The terrain is rolling hills and steep valleys with generally narrow floodplains at stream crossings. Elevation relief (from highest point to lowest point) within the entire project corridor is approximately 245'. The majority of the project is open land but there are areas where homes and businesses will be affected. Most of the wooded areas encountered in our investigation had not been logged. The entire project is within the southwestern Inner Piedmont Geological Belt. Please refer to the section above entitled "Crystalline Rock" for a more detailed description of anticipated rock types within the project corridor.

SOIL PROPERTIES

Residual Soils

All residual soils on the project are derived from the Biotite/Mica Gneiss rocks previously discussed. The dominant soil types encountered are silty and sandy clay (A-6, A-7), silty sand (A-2-4, A-1-b) and sandy silts (A-4, A-5). In areas where rock above grade was encountered, the clays tended to be cap clays extending up to 10' below the ground surface. It is in these areas of hard rock that the predominant soil is silty sand (A-2-4) with alternating zones of dense residual soil and weathered rock. A large majority of the residual silty sands encountered on this project were observed to be micaceous.

CULVERTS

Station 453+03 -L-

The proposed structure is a 2 @ 7' x 7" RCBC, Overall length = 3247. Five test borings were conducted in the vicinity of the proposed structure. The floor elevation, moving left to right, varies from 768.40' to 772.30'. The borings indicate that sandy residual soils are present near the proposed floor elevation. Weathered rock was encountered between elevation 761' - 766' in the three closest borings to the structure. Floodplain soils in the area consist of clayey and silty sands approximately ten feet or less in thickness.

Station 553+29 -L-

The proposed structure is a 2 @ 8' x 7' RCBC, Overall length = 330'. Two borings conducted in the vicinity indicate the top of residual soil between elevation 861' - 866'. The proposed culvert has an inlet elevation = 864.8' and an outlet elevation = 861.0'. Three to nine feet of alluvial silts were present across this location. The culvert will be founded primarily on residual soil consisting of soft -to medium stiff sandy silt and very loose silty sand. We estimate very soft to soft alluvial silts extending down to elevation 860.50' at Station 553+50 -L-, 55' Lt. Neither weathered nor hard rock was encountered at this location.

Groundwater: Groundwater can occur at or very near the ground surface in floodplain areas. Groundwater will also be present in some of the cut sections. The profiles and cross-sections in the areas of rock above grade could be misleading because most of the auger borings did not penetrate deep enough to reach proposed grade. We anticipate that groundwater could occur above proposed grade in the following intervals:

Line	Station(s)
-L-	358+00 to 361+00
-L-	421+50 to 422+50
-L-	467+50 to 471+00
-L-	481+00 to 485+00
-L-	525+00 to 531+00
-Ramp A1-	1+00 to 8+00
-Loop A1-	4+00 to 8+00

Artificial Fill/Roadway Fill:

Station 613+15 to 616+75 —L-: This interval falls within the proposed interchange of alignment -L- and NC 150 at the easternmost portion of the project. The artificial fill soils encountered in this segment are approximately three to 11' thick and consist primarily of stiff to very stiff sandy clay (A-7, A-6). Please refer to Plan Sheet 25 of the attached Inventory Plans to view the extent of these soils left and right of centerline -L-. All other soils encountered in the immediate vicinity of these fill materials were residual clays. In addition, this area is currently being used by the NCDOT as a place to stockpile soil for use in road building activities. Due to the extremely dynamic nature of the materials that are either being taken out or brought in, none of the stockpiles we observed at the time of our investigation were mapped.

Due to the presence of utilities and high traffic volumes, none of the existing roadway fill soils along any of the proposed alignments were investigated by drilling. However, visual reconnaissance of side slopes and existing pavement was performed. No problems were observed with the existing roadway soils except for some minor erosion on the steeper side slopes.

Ponds: Three ponds were encountered within the project corridor at the following locations:

439+00 -L-, 160' right. This pond is approximately 60' south of the slope stake line at this location. The drainage outlet for this pond bisects the -L- line at Station 438+90 -L-. Alluvial soils associated with this drainage path are estimated to be five feet thick. Based on the rock line in the two cuts adjacent to this stream, we estimate that hard rock will be encountered below the stream between elevation 780' and 785'.

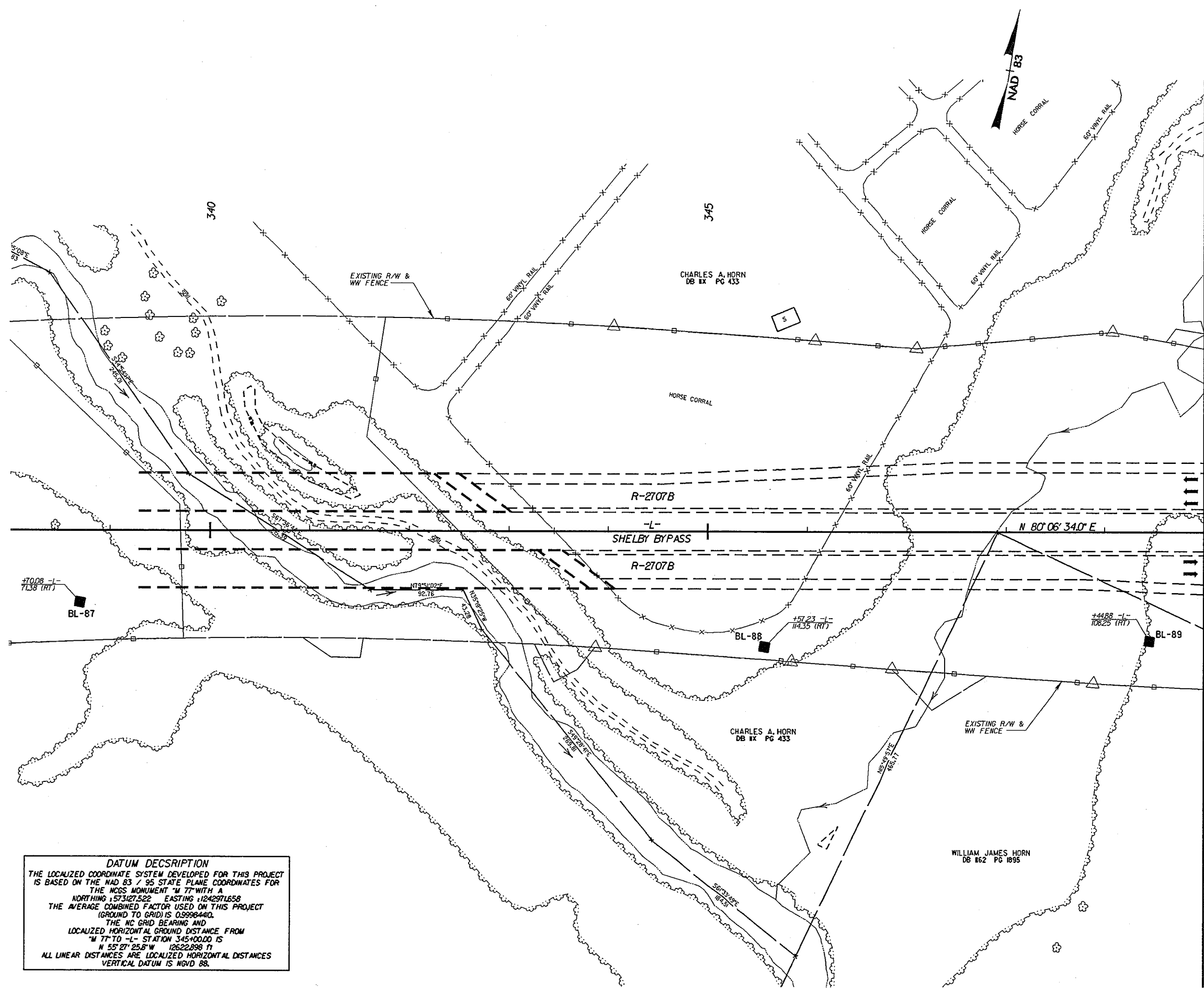
503+50 -L-, 100' right. At the time of our investigation, this pond had been drained. The water feeding into the pond appears to be coming primarily from surface drainage. It is also possible that a spring located outside the construction limits could be feeding the pond as well. Three to 11' of alluvial materials were encountered at the edge of the pond and downstream of the outlet, respectively. These materials consist of very loose silty sands (A-2-4) and very soft silt clays (A-7). Please refer to the attached profiles and cross-sections for a detailed, graphical depiction of this area.

Respectfully submitted,

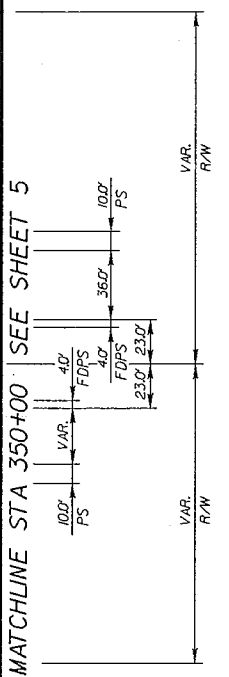


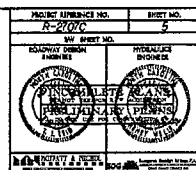
John P. Rogers
Project Geological Engineer

PROJECT REFERENCE NO. R-2707C	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
PRELIMINARY PLANS NOT TO BE USED FOR CONSTRUCTION	
HOFFATT & NICHOL 14 N. EAST HILLSIDE ROAD, SUITE 100 RALEIGH, NORTH CAROLINA 27605 919.871.4522 FAX 919.871.4523	SDG Sungate Design Group, P.A. 100 S. JONES FREDERICK BL. RALEIGH, N.C. 27605



DATUM DESCRIPTION
 THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE NAD 83 / 95 STATE PLANE COORDINATES FOR THE NCGS MONUMENT "M 77" WITH A NORTHING 1573127.522 EASTING 1242971.658 THE AVERAGE COMBINED FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS 0.99984410.
 THE NC GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "M 77" TO -L- STATION 345+00.00 IS N 55° 27' 25.8" W 12622.898 FT
 ALL LINEAR DISTANCES ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM IS NGVD 88.





PROJECT APPROX. NO.	R-2707C
SHEET NO.	5
DATE	5/29/02

RAMP - A-			
PI STA 31400.00	PI STA 31400.00	PI STA 31400.00	PI STA 31400.00
Δ = 31.00 (PT)	Δ = 31.00 (PT)	Δ = 31.00 (PT)	Δ = 31.00 (PT)
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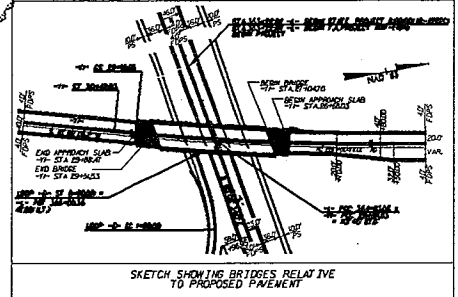
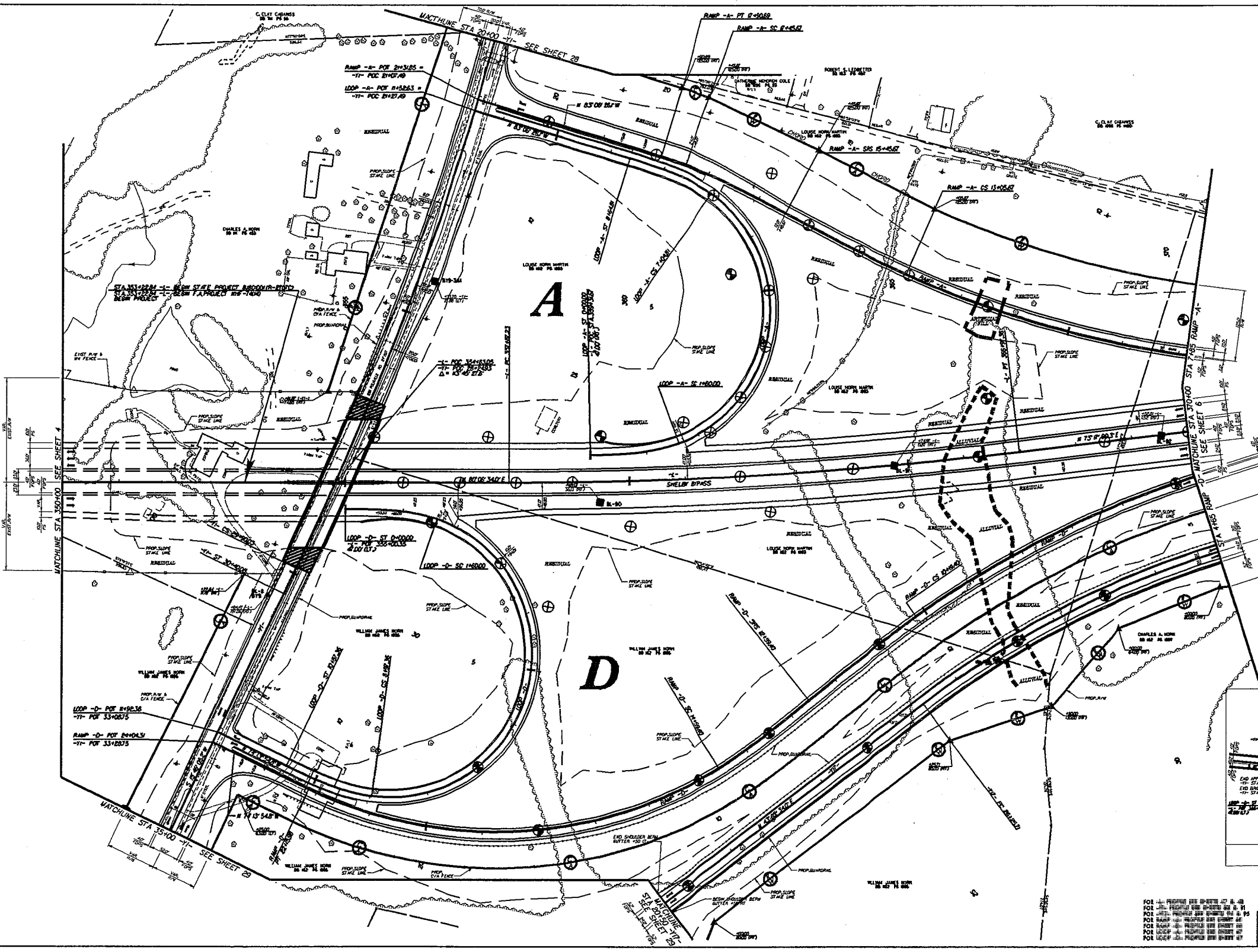
LOOP - A-			
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E = 1.0000	E = 1.0000	E = 1.0000	E = 1.0000
SE = 28	SE = 28	SE = 28	SE = 28

RAMP - B-			
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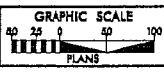
LOOP - B-			
PI STA 31400.00	PI STA 31400.00	PI STA 31400.00	PI STA 31400.00
Δ = 31.00 (PT)	Δ = 31.00 (PT)	Δ = 31.00 (PT)	Δ = 31.00 (PT)
L = 300.00	L = 300.00	L = 300.00	L = 300.00
E = 1.0000	E = 1.0000	E = 1.0000	E = 1.0000
SE = 28	SE = 28	SE = 28	SE = 28

RAMP - C-			
PI STA 31400.00	PI STA 31400.00	PI STA 31400.00	PI STA 31400.00
Δ = 31.00 (PT)	Δ = 31.00 (PT)	Δ = 31.00 (PT)	Δ = 31.00 (PT)
L = 300.00	L = 300.00	L = 300.00	L = 300.00
E = 1.0000	E = 1.0000	E = 1.0000	E = 1.0000
SE = 28	SE = 28	SE = 28	SE = 28

LOOP - C-			
PI STA 31400.00	PI STA 31400.00	PI STA 31400.00	PI STA 31400.00
Δ = 31.00 (PT)	Δ = 31.00 (PT)	Δ = 31.00 (PT)	Δ = 31.00 (PT)
L = 300.00	L = 300.00	L = 300.00	L = 300.00
E = 1.0000	E = 1.0000	E = 1.0000	E = 1.0000
SE = 28	SE = 28	SE = 28	SE = 28

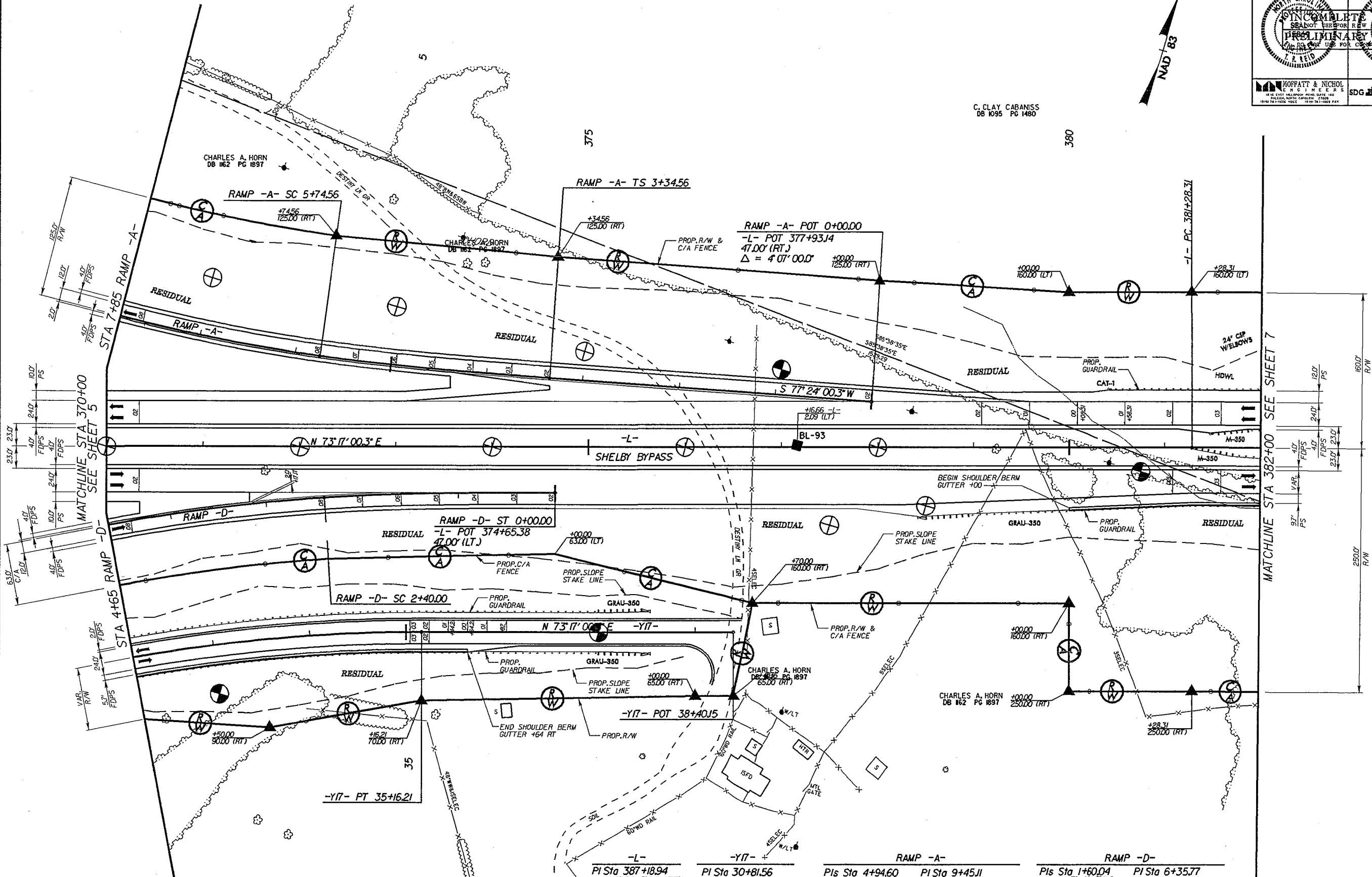


PROJECT APPROX. NO.	R-2707C	COUNTY	CLEVELAND
DATE	5/29/02	DESIGNED BY	T. HUFFMAN
		CHECKED BY	T. REID



REVISIONS

C. CLAY CABANISS
DB 1095 PG 1480



-L-		-Y17-		RAMP -A-		RAMP -D-	
PI Sta	387+18.94	PI Sta	30+81.56	PIs Sta	4+94.60	PI Sta	1+60.04
Δ	$8^{\circ} 50' 30.4''$ (RT)	Δ	$30^{\circ} 11' 26.3''$ (RT)	Θs	$3^{\circ} 46' 39.9''$	Δ	$23^{\circ} 00' 57.7''$ (RT)
D	$0^{\circ} 45' 00.0''$	D	$3^{\circ} 23' 25.0''$	D	240.00'	D	$3^{\circ} 08' 53.2''$
L	1,178.90'	L	890.51'	L	731.10'	L	779.40'
T	590.62'	T	455.85'	T	370.55'	T	395.77'
R	7,639.44'	R	1,690.00'	R	1,820.00'	R	1,820.00'
SE	.03	SE	.03	SE	.08	SE	.08
RO	150'	RO	60'	RO	240'	RO	240'
				ST	80.03'	ST	80.03'

FOR -L- PROFILE SEE SHEET 48
 FOR RAMP -A- PROFILE SEE SHEET 65
 FOR RAMP -D- PROFILE SEE SHEET 66
 FOR -Y17- PROFILE SEE SHEETS 94 & 95

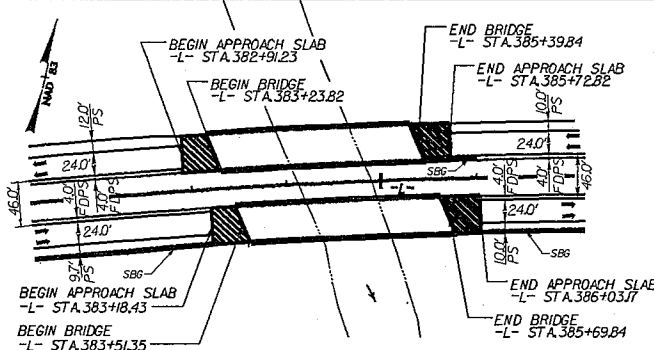
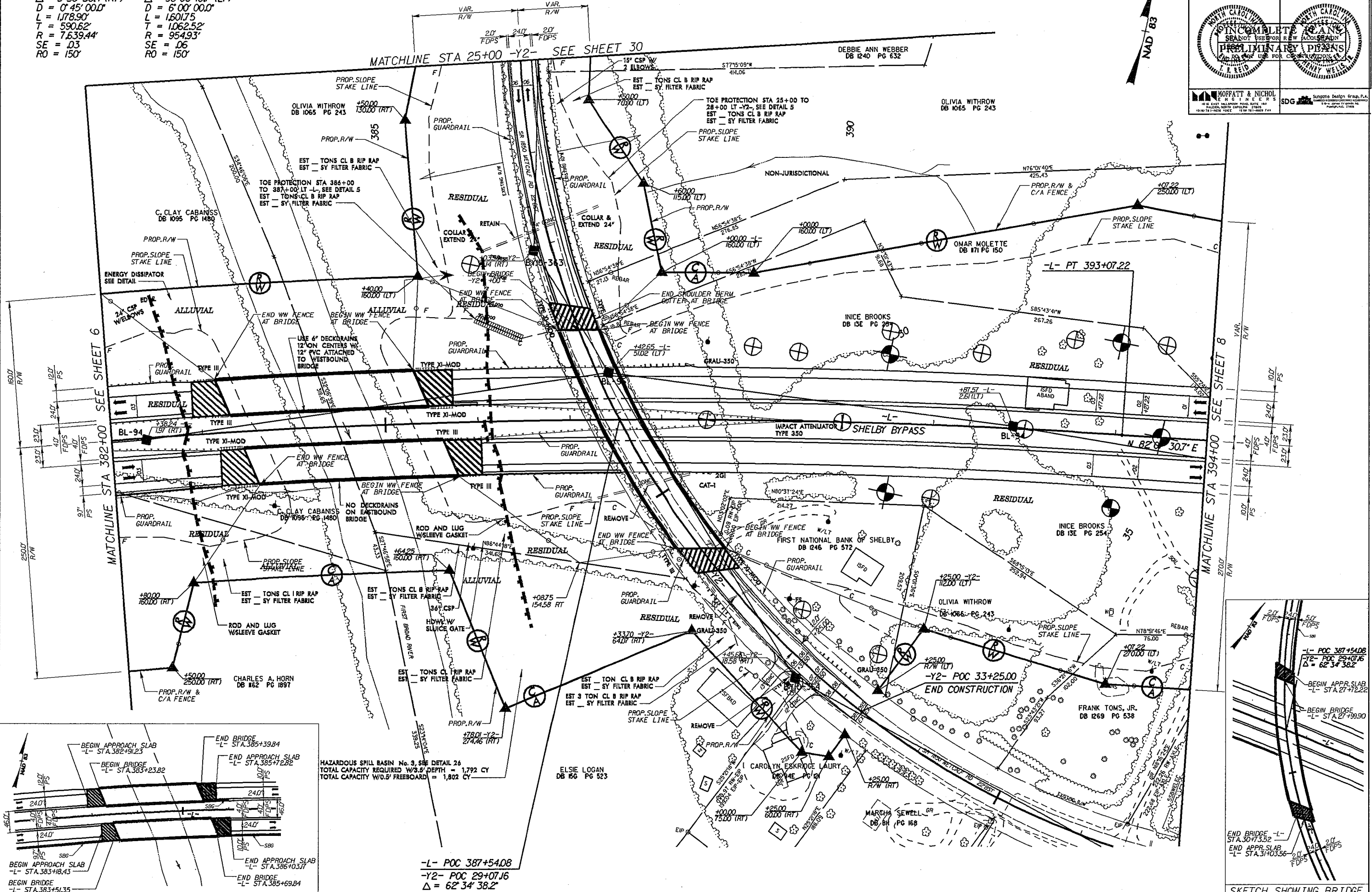
MATCHLINE STA 370+00
SEE SHEET 5

MATCHLINE STA 382+00
SEE SHEET 7

-L-
 PI Sta 387+18.94
 $\Delta = 8^{\circ} 50' 30.4''$ (RT)
 $D = 0' 45' 00.0''$
 $L = 1,178.90'$
 $T = 590.62'$
 $R = 7,639.44'$
 $SE = .03$
 $RO = 150'$

-Y2-
 PI Sta 31+27.15
 $\Delta = 96^{\circ} 06' 18.7''$ (LT)
 $D = 6' 00' 00.0''$
 $L = 1,601.75'$
 $T = 1,062.52'$
 $R = 954.93'$
 $SE = .06$
 $RO = 150'$

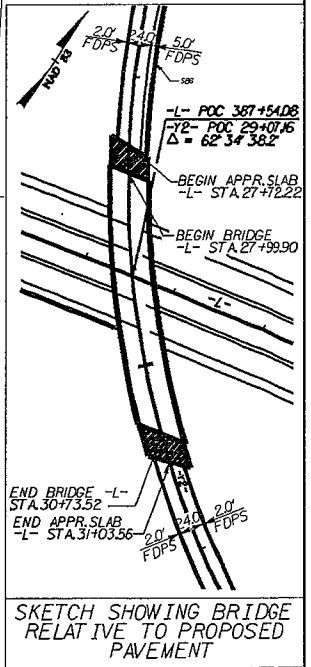
PROJECT REFERENCE NO. R-2707C	SHEET NO. 7
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



HAZARDOUS SPILL BASIN No. 3 SEE DETAIL 24
 TOTAL CAPACITY REQUIRED W/5.5' DEPTH = 1,792 CY
 TOTAL CAPACITY W/0.5' FREEBOARD = 1,802 CY

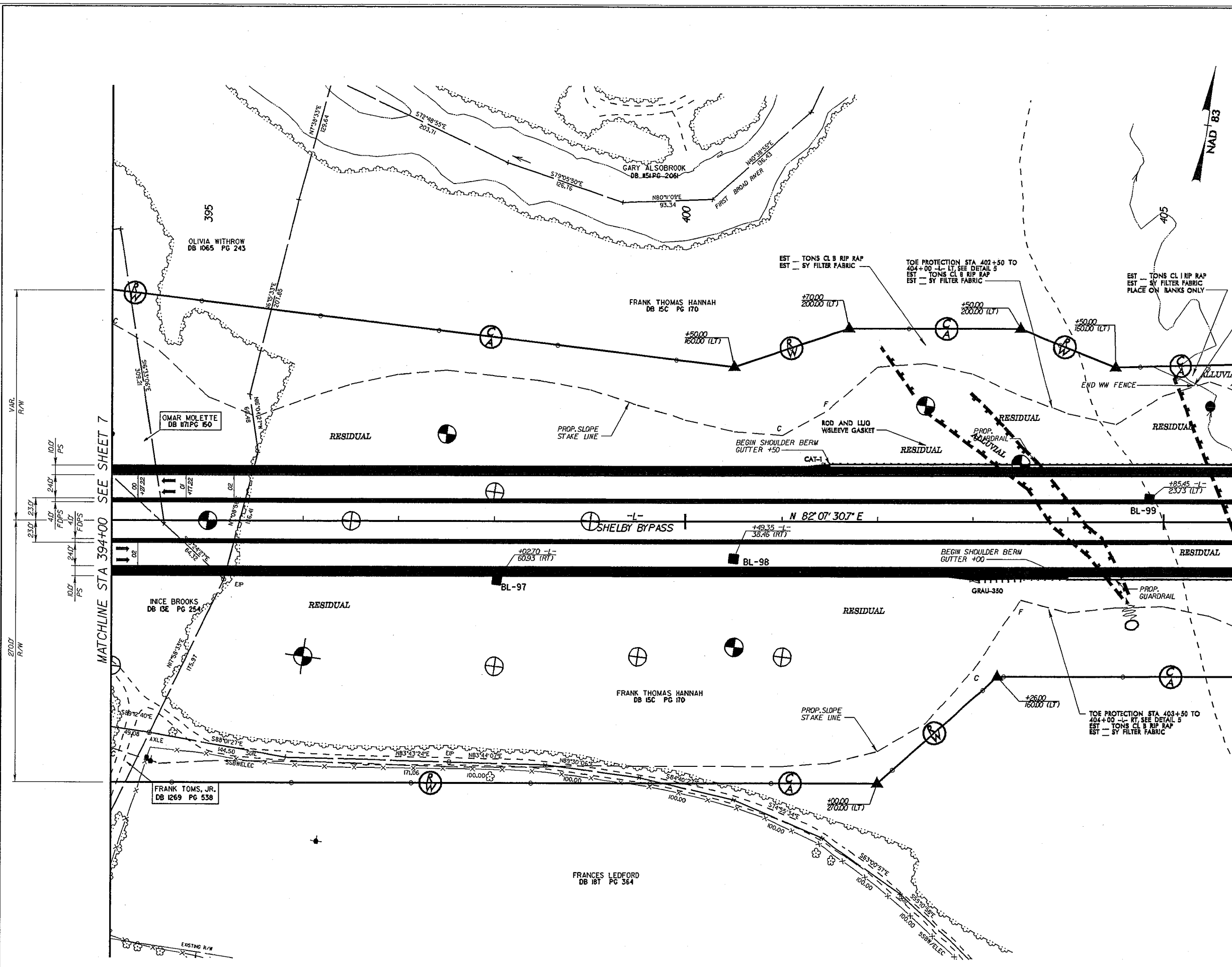
-L- POC 387+54.08
 -Y2- POC 29+07.16
 $\Delta = 62^{\circ} 34' 38.2''$

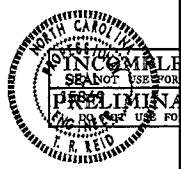
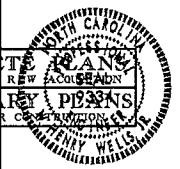


FOR -L- PROFILE SEE SHEETS 48 & 49
 FOR -Y2- PROFILE SEE SHEET 82

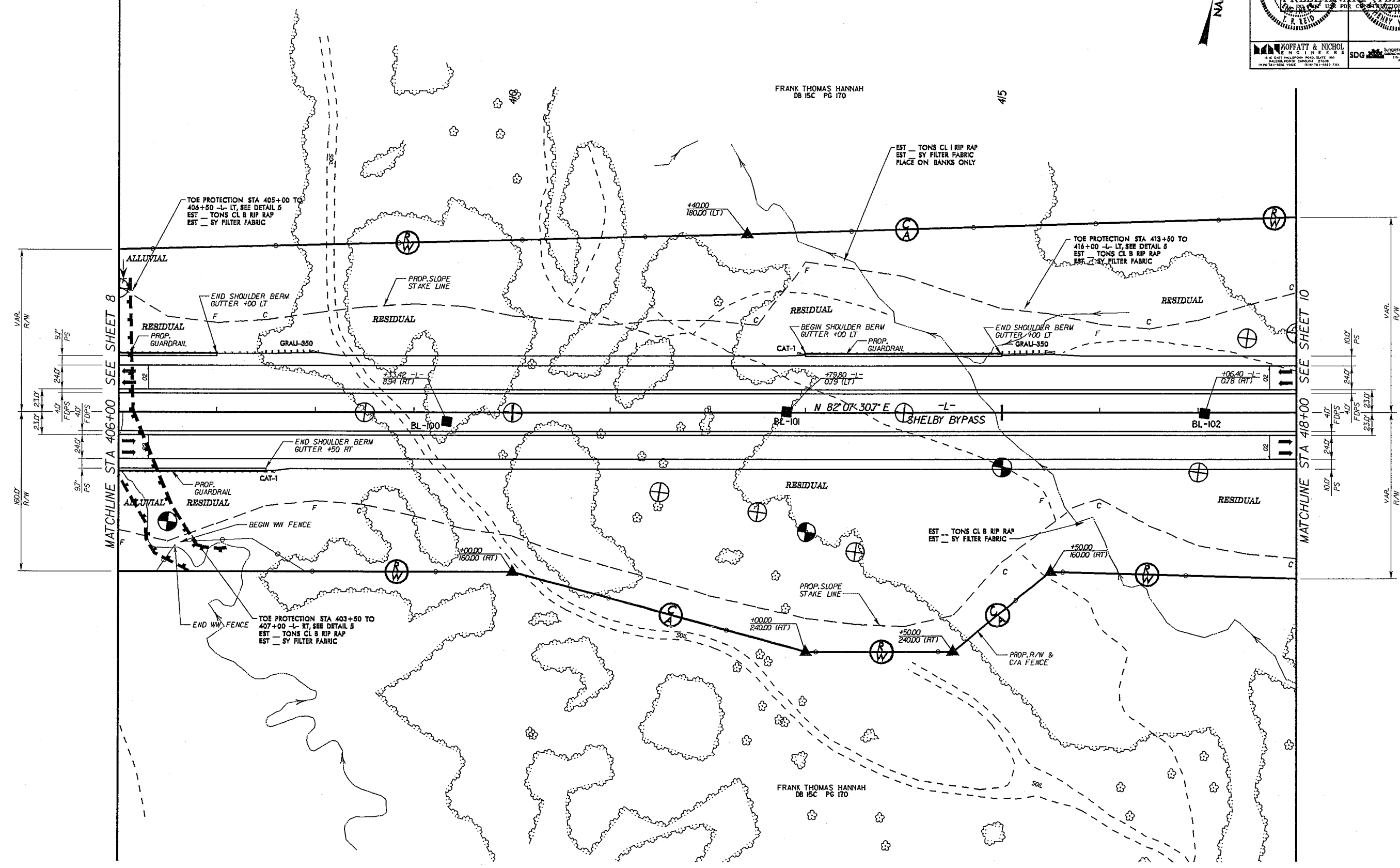


SKETCH SHOWING BRIDGE
 RELATIVE TO PROPOSED
 PAVEMENT

PROJECT REFERENCE NO. R-2707C		SHEET NO. 8	
RAW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
MORRATT & NICHOL E. & S. I. N. E. S. 1414 EAST WILSON ROAD, SUITE 100 FAYETTEVILLE, NORTH CAROLINA 28404 (910) 441-8222 VOICE (910) 441-8444 FAX		SDG Support Design Group, P.L.L.C. 1100 W. GARDNER ROAD, SUITE 100 FAYETTEVILLE, NORTH CAROLINA 28404 (910) 441-8222	



PROJECT REFERENCE NO. R-2707C		SHEET NO. 9	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
			
			



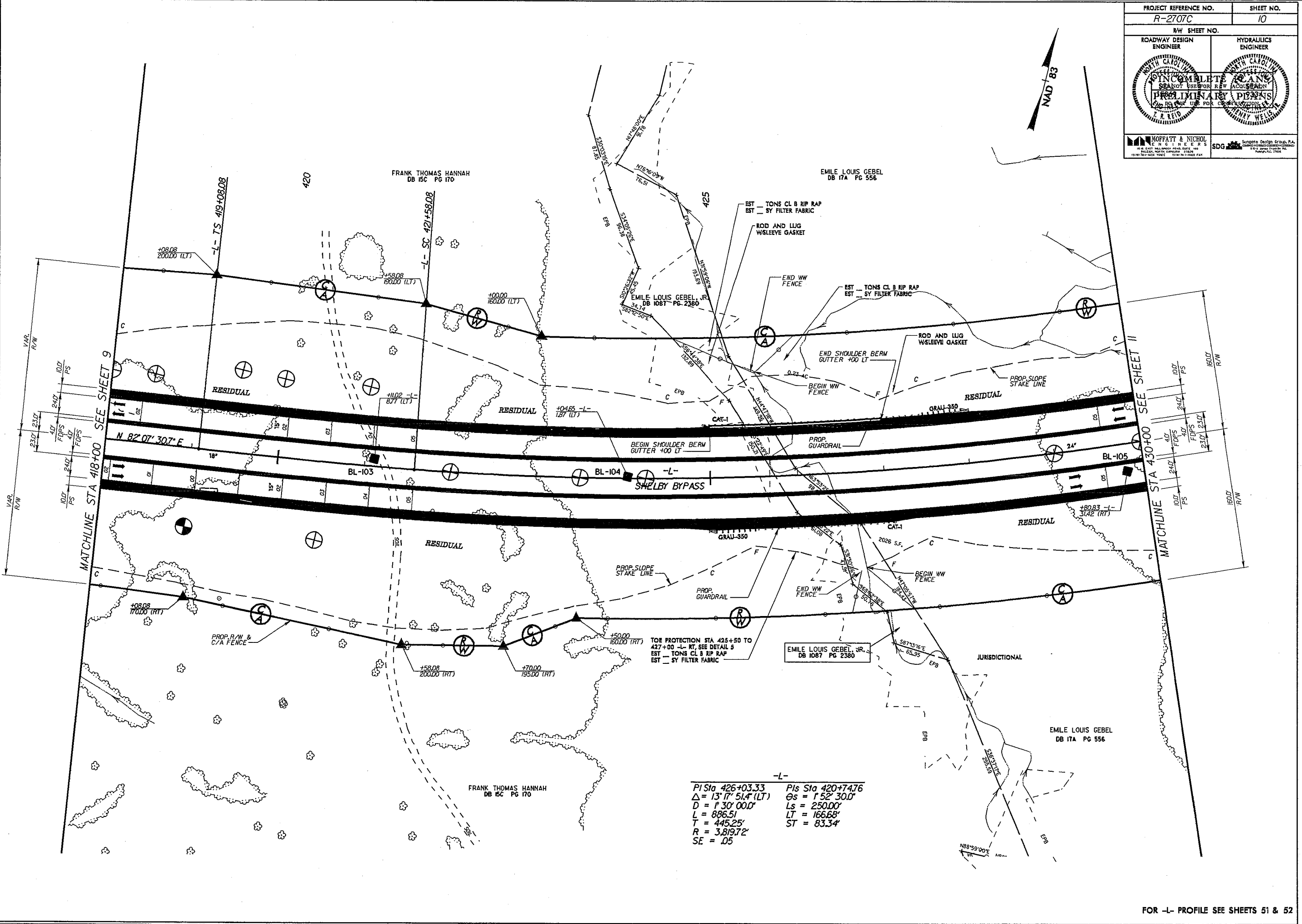
MATCHLINE STA 406+00 SEE SHEET 8

MATCHLINE STA 418+00 SEE SHEET 10

8/17/99

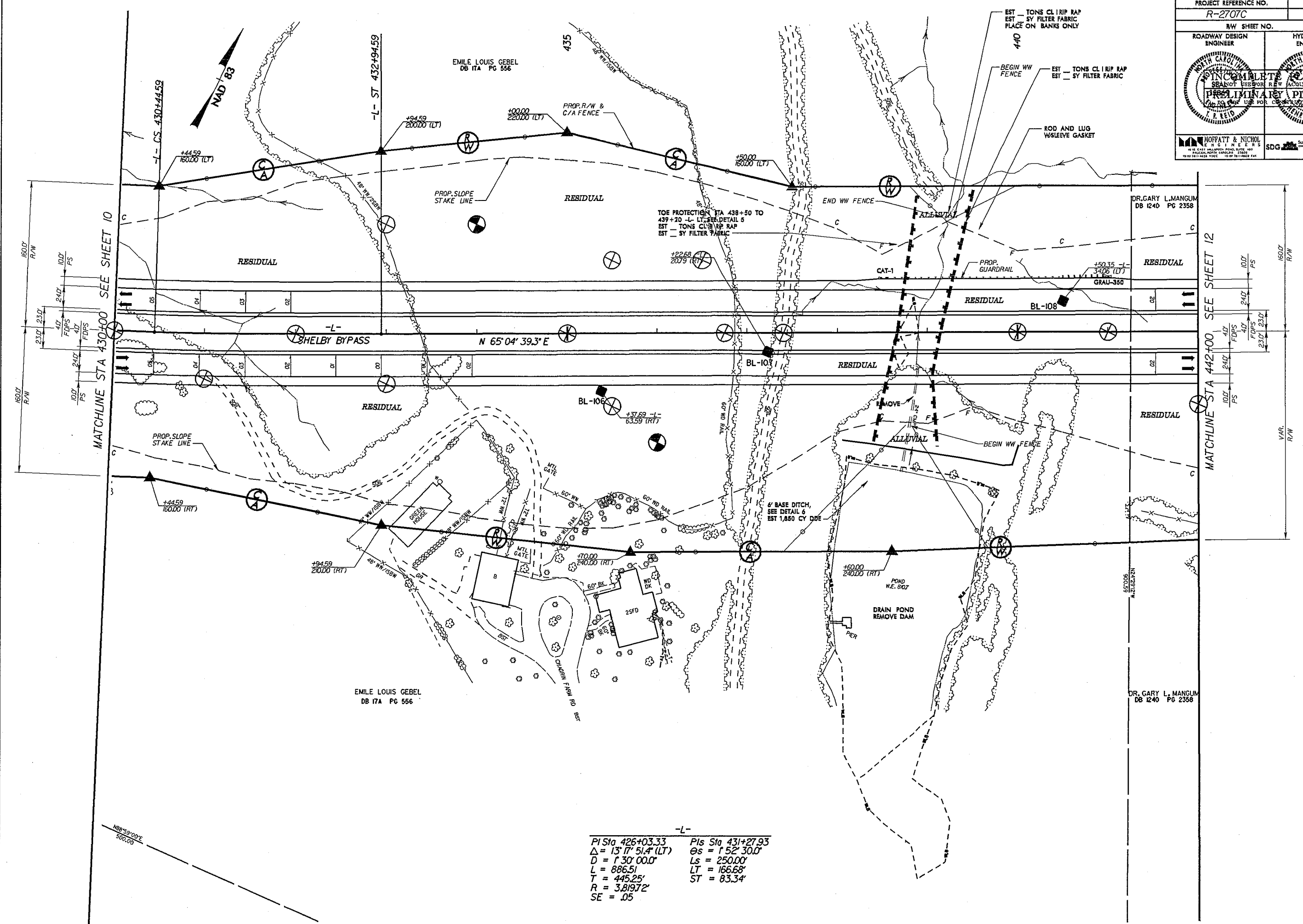
2-MAY-2008 14:11
c:\pco\lects\27075(rev)_geo_rdwj.cleveland\cadd\geotech\p1\mproj\AR2707c(REV).GEO.in\010_010.psh
c:\pco\lects\27075(rev)_geo_rdwj.cleveland\cadd\geotech\p1\mproj\AR2707c(REV).GEO.in\010_010.psh
c:\pco\lects\27075(rev)_geo_rdwj.cleveland\cadd\geotech\p1\mproj\AR2707c(REV).GEO.in\010_010.psh

PROJECT REFERENCE NO. R-2707C	SHEET NO. 10
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



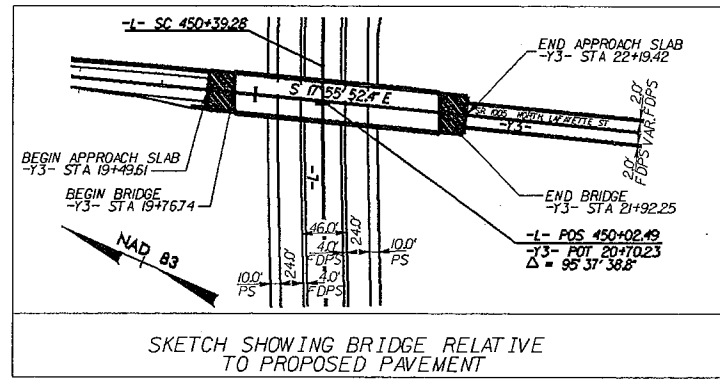
FOR -L- PROFILE SEE SHEETS 51 & 52

PROJECT REFERENCE NO. R-2707C	SHEET NO. 11
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<p>INCOMPLETE PLANS PRELIMINARY PLANS NO TO BE USED FOR CONSTRUCTION</p>	

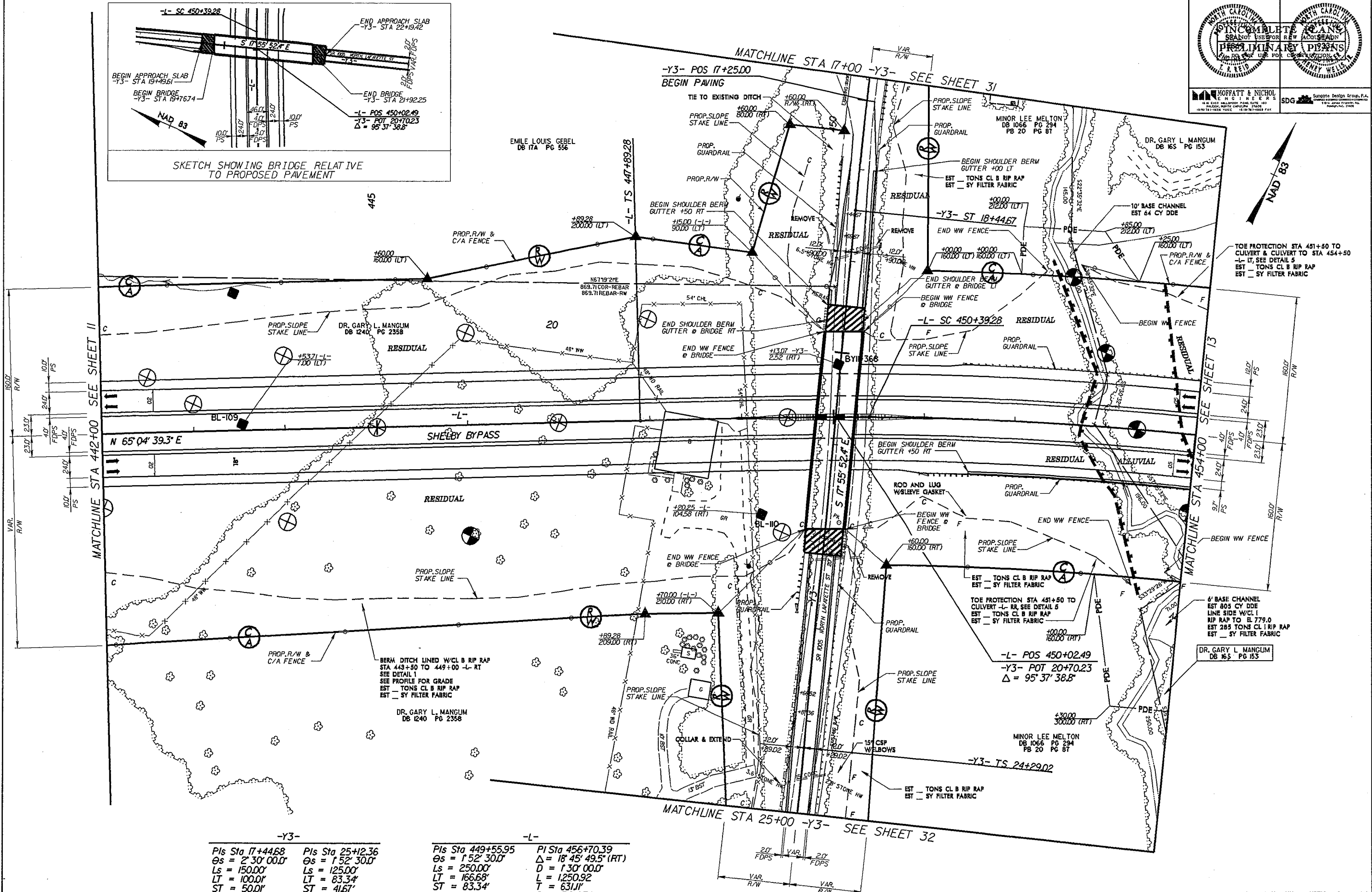


-L-

PI Sta 426+03.33	PIs Sta 431+27.93
$\Delta = 13^{\circ}17' 51.4" (LT)$	$\Theta s = 1^{\circ}52' 30.0"$
$D = 1^{\circ}30' 00.0"$	$Ls = 250.00'$
$L = 886.51'$	$LT = 166.68'$
$T = 445.25'$	$ST = 83.34'$
$R = 3,819.72'$	
$SE = .05$	



SKETCH SHOWING BRIDGE RELATIVE TO PROPOSED PAVEMENT



-Y3-

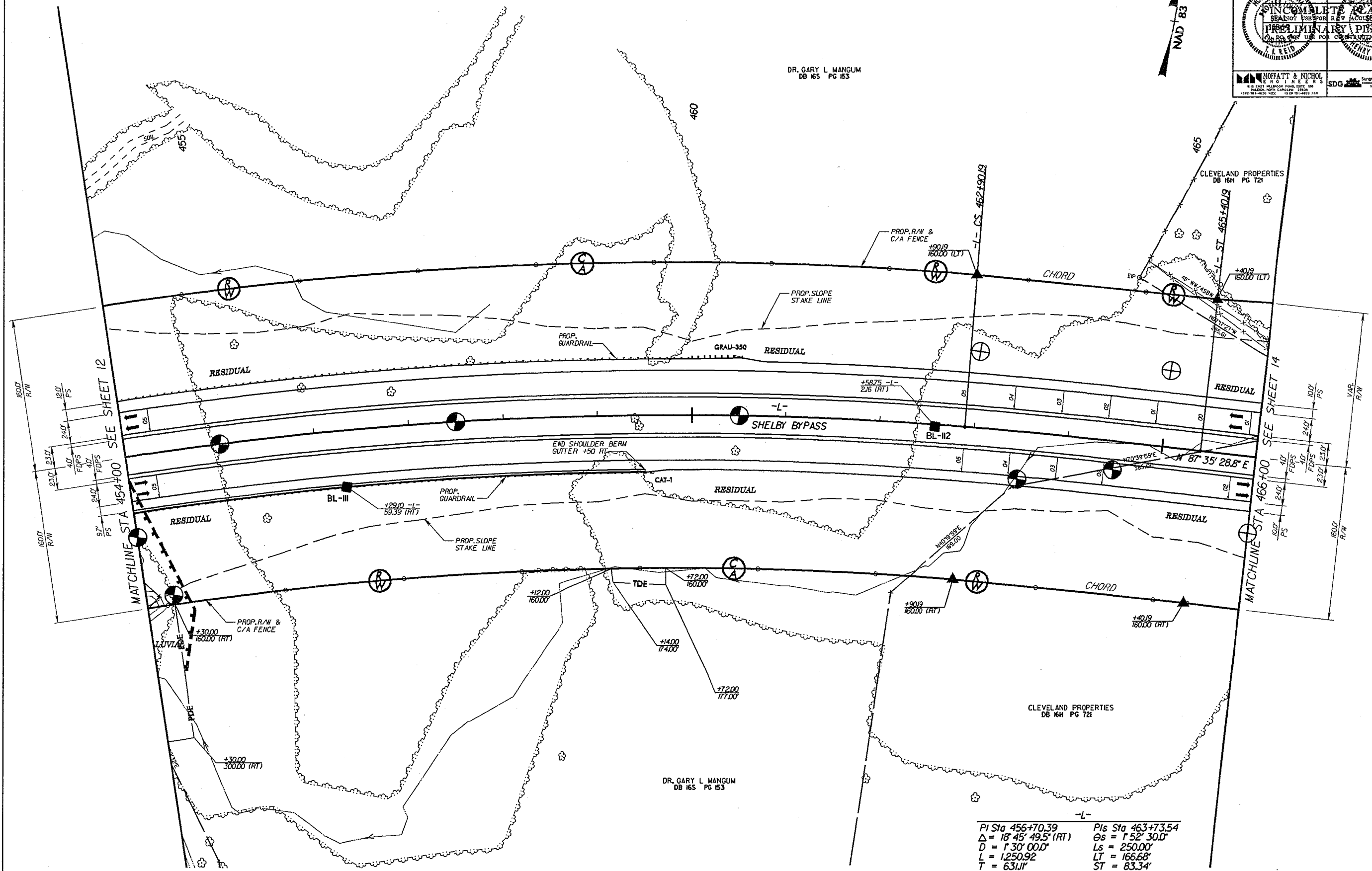
PIs Sta 17+44.68	PIs Sta 25+12.36
Os = 2° 30' 00.0"	Os = 1° 52' 30.0"
Ls = 150.00'	Ls = 125.00'
LT = 100.01'	LT = 83.34'
ST = 50.01'	ST = 41.67'

-L-

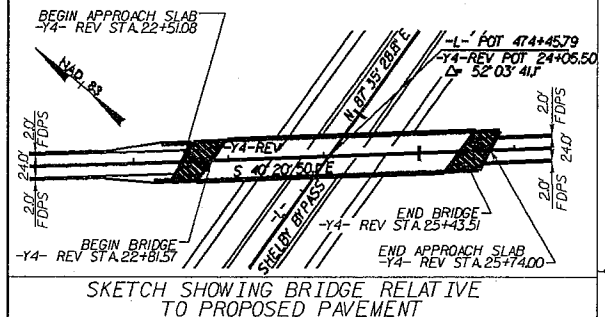
PIs Sta 449+55.95	PI Sta 456+70.39
Os = 1° 52' 30.0"	Δ = 18° 45' 49.5" (RT)
Ls = 250.00'	D = 1° 30' 00.0"
LT = 166.68'	L = 1,250.92'
ST = 83.34'	T = 631.11'
	R = 3,819.72'
	SE = .05



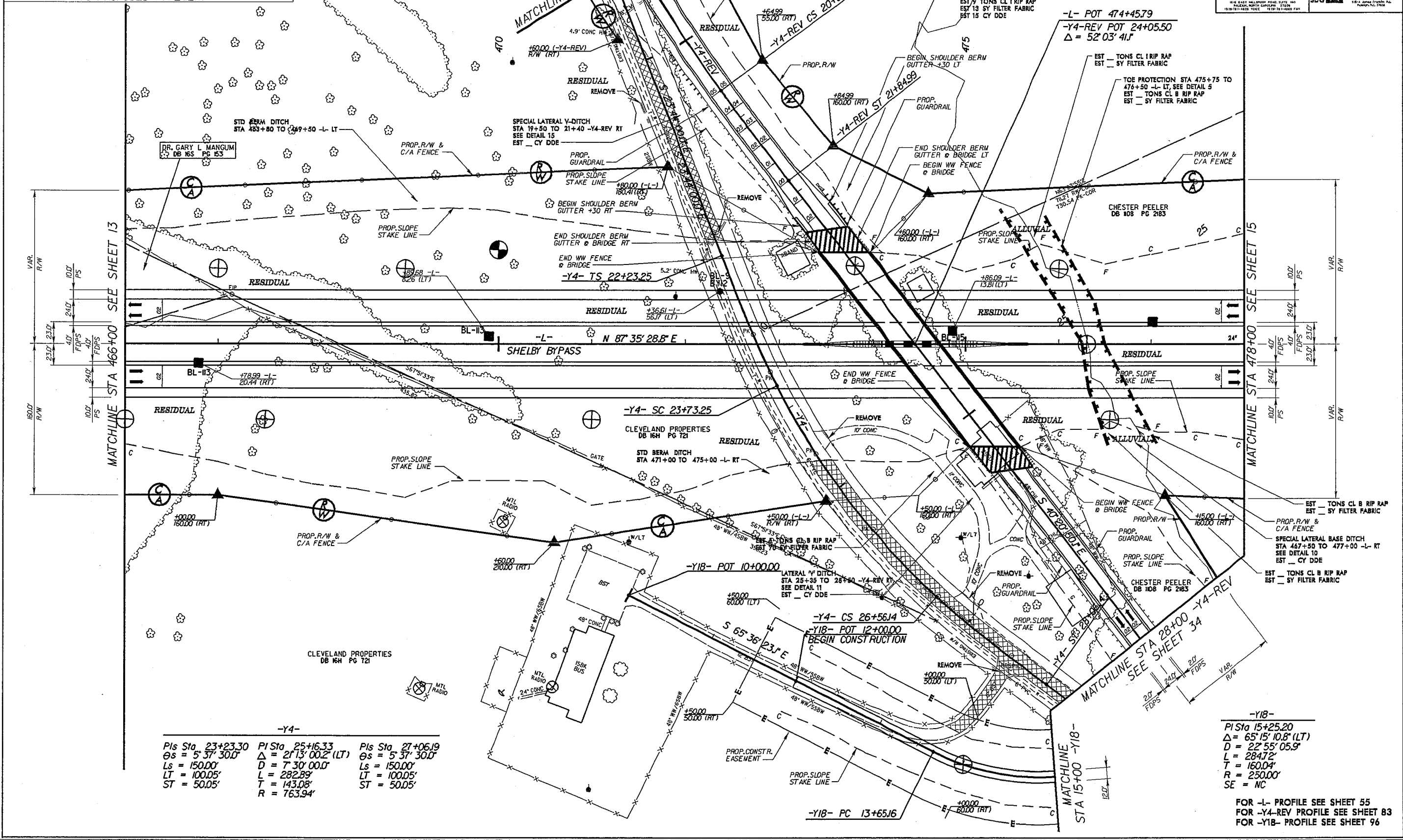
DR. GARY L. MANGUM
DB 165 PG 153



-L-
 PI Sta 456+70.39 PIs Sta 463+73.54
 $\Delta = 18^{\circ} 45' 49.5''$ (RT) $\Theta_s = 1^{\circ} 52' 30.0''$
 $D = 1^{\circ} 30' 00.0''$ $L_s = 250.00'$
 $L = 1,250.92$ $LT = 166.68'$
 $T = 631.11'$ $ST = 83.34'$
 $R = 3,819.72'$
 $SE = .05$

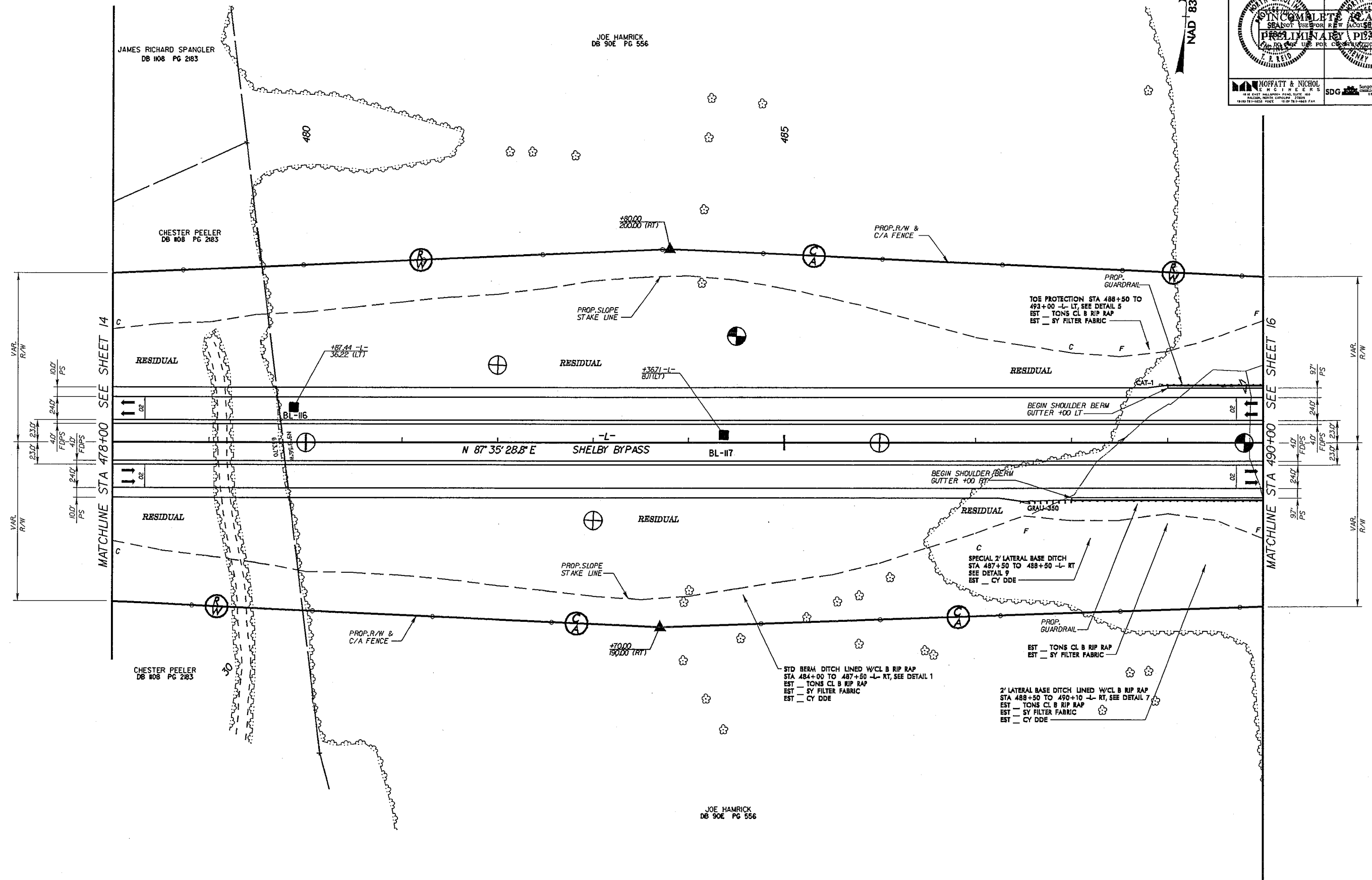


-Y4-REV
 PI Sta 18+44.49 PIs Sta 21+04.99
 $\Delta = 13' 17'' 22.9''$ (LT) $\Theta s = 1' 48'' 00.0''$
 $D = 3' 00'' 00.0''$ $Ls = 120.00'$
 $L = 442.99'$ $LT = 80.00'$
 $T = 222.49'$ $ST = 40.00'$
 $R = 1,909.86'$
 $SE = .05$

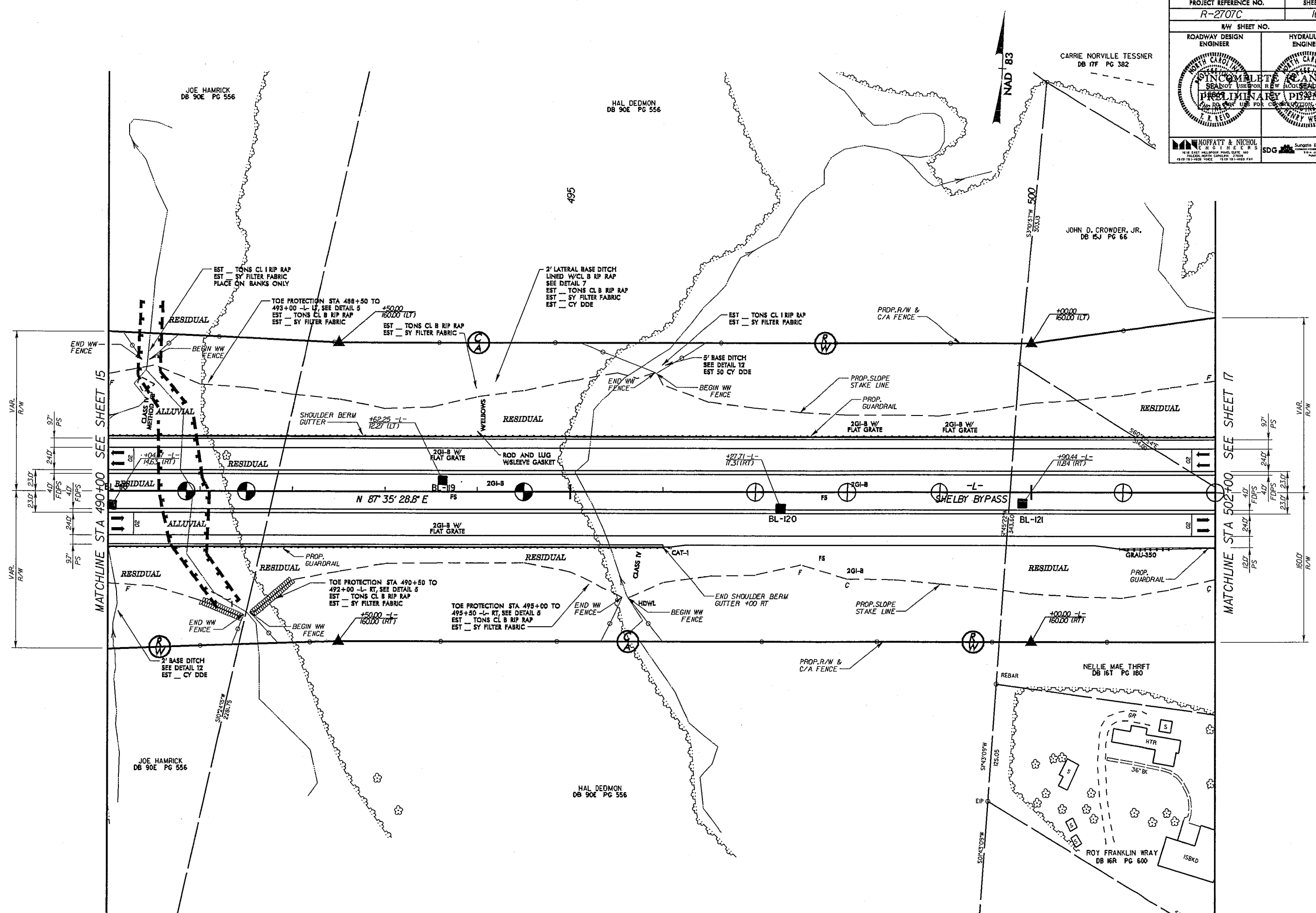


-Y4-
 PIs Sta 23+23.30 PIs Sta 25+16.33 PIs Sta 27+06.19
 $\Theta s = 5' 37'' 30.0''$ $\Delta = 2' 13'' 00.2''$ (LT) $\Theta s = 5' 37'' 30.0''$
 $Ls = 150.00'$ $L = 282.89'$ $Ls = 150.00'$
 $LT = 100.05'$ $T = 143.08'$ $LT = 100.05'$
 $ST = 50.05'$ $R = 763.94'$ $ST = 50.05'$

-Y18-
 PIs Sta 15+25.20
 $\Delta = 65' 15'' 10.8''$ (LT)
 $D = 22' 55'' 05.9''$
 $L = 284.72'$
 $T = 150.04'$
 $R = 250.00'$
 $SE = NC$
 FOR -L- PROFILE SEE SHEET 55
 FOR -Y4-REV PROFILE SEE SHEET 83
 FOR -Y18- PROFILE SEE SHEET 96



PROJECT REFERENCE NO. R-2707C	SHEET NO. 16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



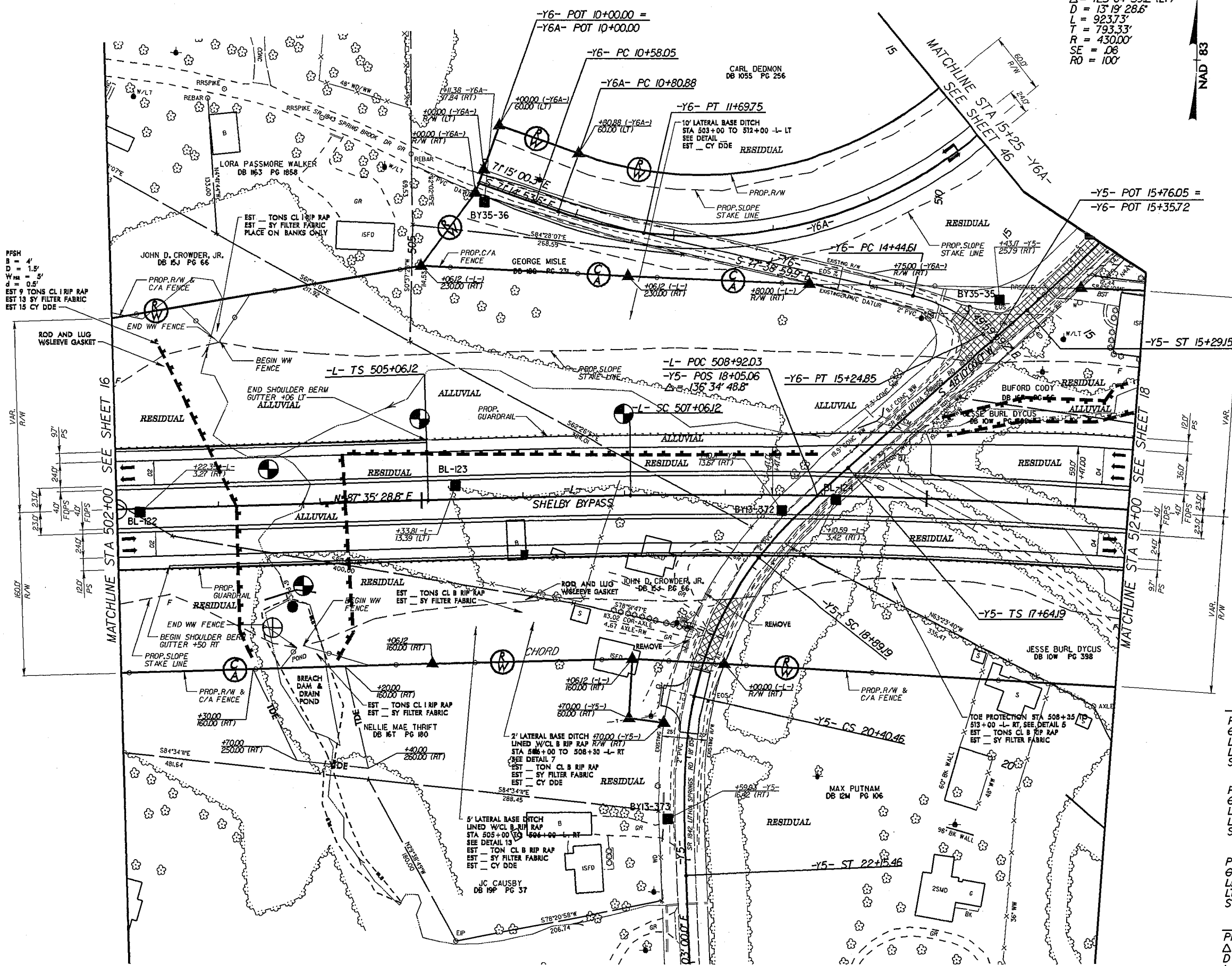
MATCHLINE STA 490+00 SEE SHEET 15

MATCHLINE STA 502+00 SEE SHEET 17

PROJECT REFERENCE NO. R-2707C		SHEET NO. 17	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
PRELIMINARY PLANS FOR CONSTRUCTION			
MOFFATT & NICHOL ENGINEERS 1400 W. HARRIS ROAD, SUITE 101 FAYETTEVILLE, NORTH CAROLINA 28404 910-437-1100 FAX 910-437-1101		Sudgus Design Group, P.A. 174 S. BERRY STREET RANDOLPH, NORTH CAROLINA 28134	

-Y6A-
 PI Sta 18+74.21
 $\Delta = 123^{\circ} 04' 59.2" (LT)$
 $D = 13' 19' 28.6"$
 $L = 923.73'$
 $T = 793.33'$
 $R = 430.00'$
 $SE = .06$
 $RO = 100'$

NAD 83



-L-
 PIs Sta 506+39.45 PIs Sta 520+51.16
 $\Delta s = 1^{\circ} 00' 00.0"$ $\Delta = 26^{\circ} 25' 21.1" (RT)$
 $Ls = 200.00'$ $D = 1^{\circ} 00' 00.0"$
 $LT = 133.34'$ $L = 2,642.25'$
 $ST = 66.67'$ $T = 1,345.05'$
 $R = 57,295.8'$
 $SE = .04$

-Y5-
 PIs Sta 13+96.72 PIs Sta 14+85.71
 $\Delta s = 2^{\circ} 30' 00.0"$ $\Delta = 30^{\circ} 39' 00.8" (RT)$
 $Ls = 200.00'$ $D = 38' 11' 49.9"$
 $LT = 134.33'$ $L = 80.24'$
 $ST = 67.57'$ $T = 411'$
 $R = 150.00'$

PIs Sta 18+47.67 PIs Sta 19+66.12
 $\Delta s = 10^{\circ} 37' 30.0"$ $\Delta = 25^{\circ} 43' 00.0" (LT)$
 $Ls = 125.00'$ $D = 17^{\circ} 00' 00.0"$
 $LT = 83.48'$ $L = 151.27'$
 $ST = 41.80'$ $T = 76.93'$
 $R = 337.03'$

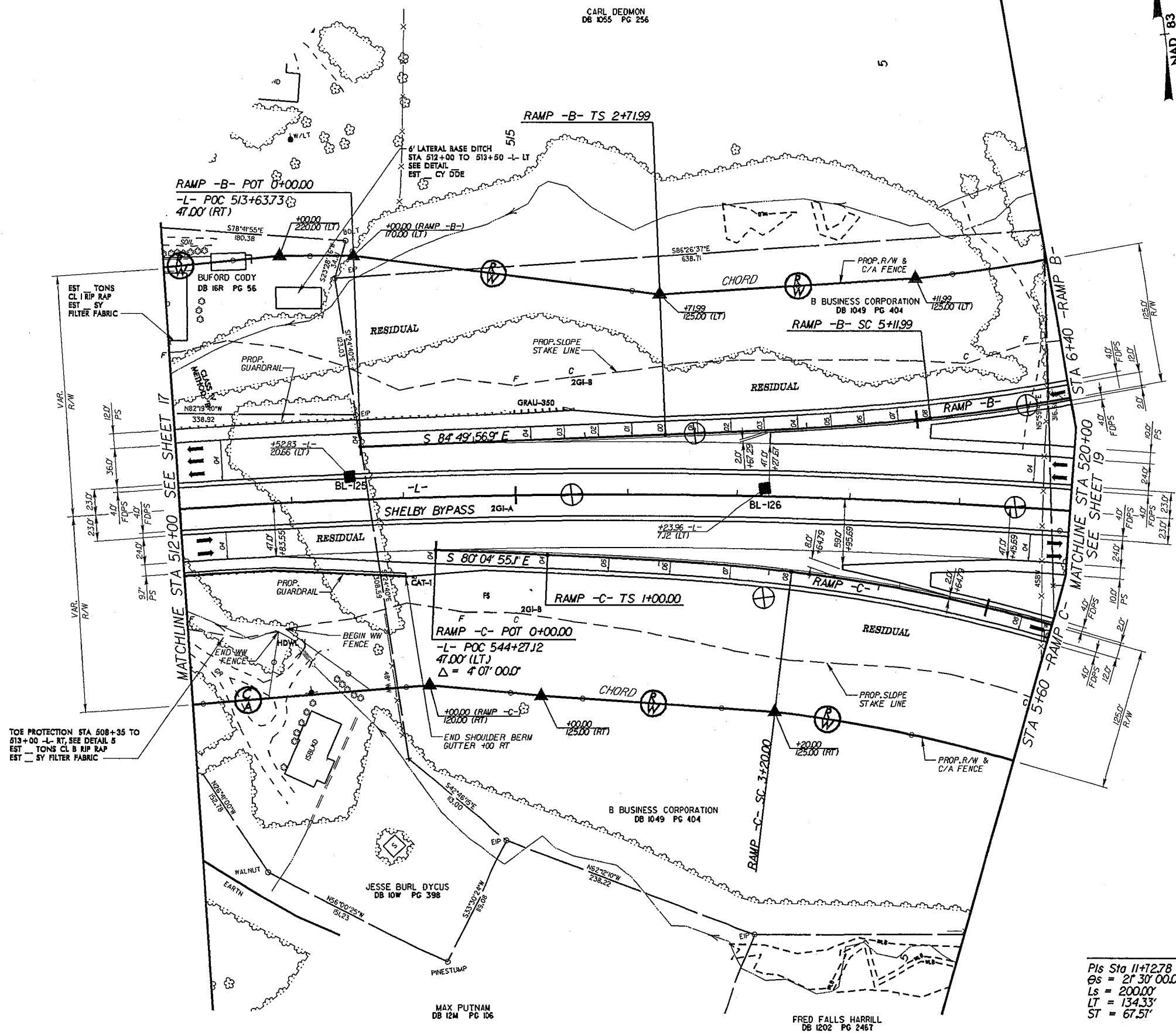
PIs Sta 20+99.17
 $\Delta s = 14^{\circ} 52' 30.0"$
 $Ls = 175.00'$
 $LT = 117.08'$
 $ST = 58.71'$

-Y6-
 PIs Sta 11+13.95 PIs Sta 14+85.71
 $\Delta = 6^{\circ} 23' 59.7" (LT)$ $\Delta = 30^{\circ} 39' 00.8" (RT)$
 $D = 5^{\circ} 43' 46.5"$ $D = 38' 11' 49.9"$
 $L = 111.70'$ $L = 80.24'$
 $T = 55.9'$ $T = 411'$
 $R = 1,000.00'$ $R = 150.00'$

FOR -L- PROFILE SEE SHEETS 57 & 58
 FOR -Y6A- PROFILE SEE SHEET 84

PFSS
 $B = 4'$
 $D = 1.5'$
 $W = 5'$
 $d = 0.5'$
 EST 9 TONS CL RIP RAP
 EST 13 SY FILTER FABRIC
 EST 15 CY DDE

ROY FRANKLIN WRAY
 DB 16R PG 600



-L-

PI Sta 520+51.6	
$\Delta = 26' 25' 21.1''$ (RT)	
D = 1' 00' 00.0"	
L = 2,642.25'	
T = 1,345.05'	
R = 5,729.58'	
SE = .04	

RAMP -B-

PIs Sta 4+32.03	PI Sta 7+59.93
$\Theta_s = 3' 46' 39.9''$	$\Delta = 15' 30' 56.3''$ (LT)
Ls = 240.00'	D = 3' 08' 53.2"
LT = 160.04'	L = 492.85'
ST = 80.03'	T = 247.94'
	R = 1,820.00'
	SE = .08

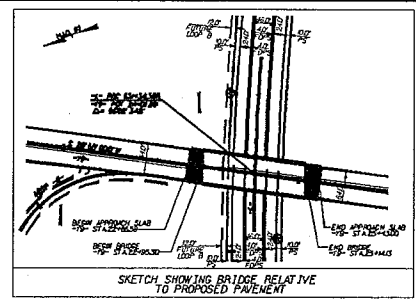
RAMP -C-

PIs Sta 2+46.71	PI Sta 6+42.46
$\Theta_s = 4' 14' 38.9''$	$\Delta = 24' 30' 08.9''$ (RT)
Ls = 220.00'	D = 3' 51' 29.9"
LT = 146.71'	L = 635.06'
ST = 73.37'	T = 322.46'
	R = 1,485.00'
	SE = .08

-Y5-

PIs Sta 11+72.78	PI Sta 12+84.24	PIs Sta 13+96.72
$\Theta_s = 2' 30' 00.0''$	$\Delta = 19' 29' 59.5''$ (RT)	$\Theta_s = 2' 30' 00.0''$
Ls = 200.00'	D = 2' 30' 00.0"	Ls = 200.00'
LT = 134.33'	L = 90.70'	LT = 134.33'
ST = 67.57'	T = 45.79'	ST = 67.57'
	R = 266.49'	

FOR -L- PROFILE SEE SHEETS 58 & 59
 FOR RAMP -B- PROFILE SEE SHEET 69
 FOR RAMP -C- PROFILE SEE SHEET 70
 FOR -Y6A- PROFILE SEE SHEET 84



NOTES

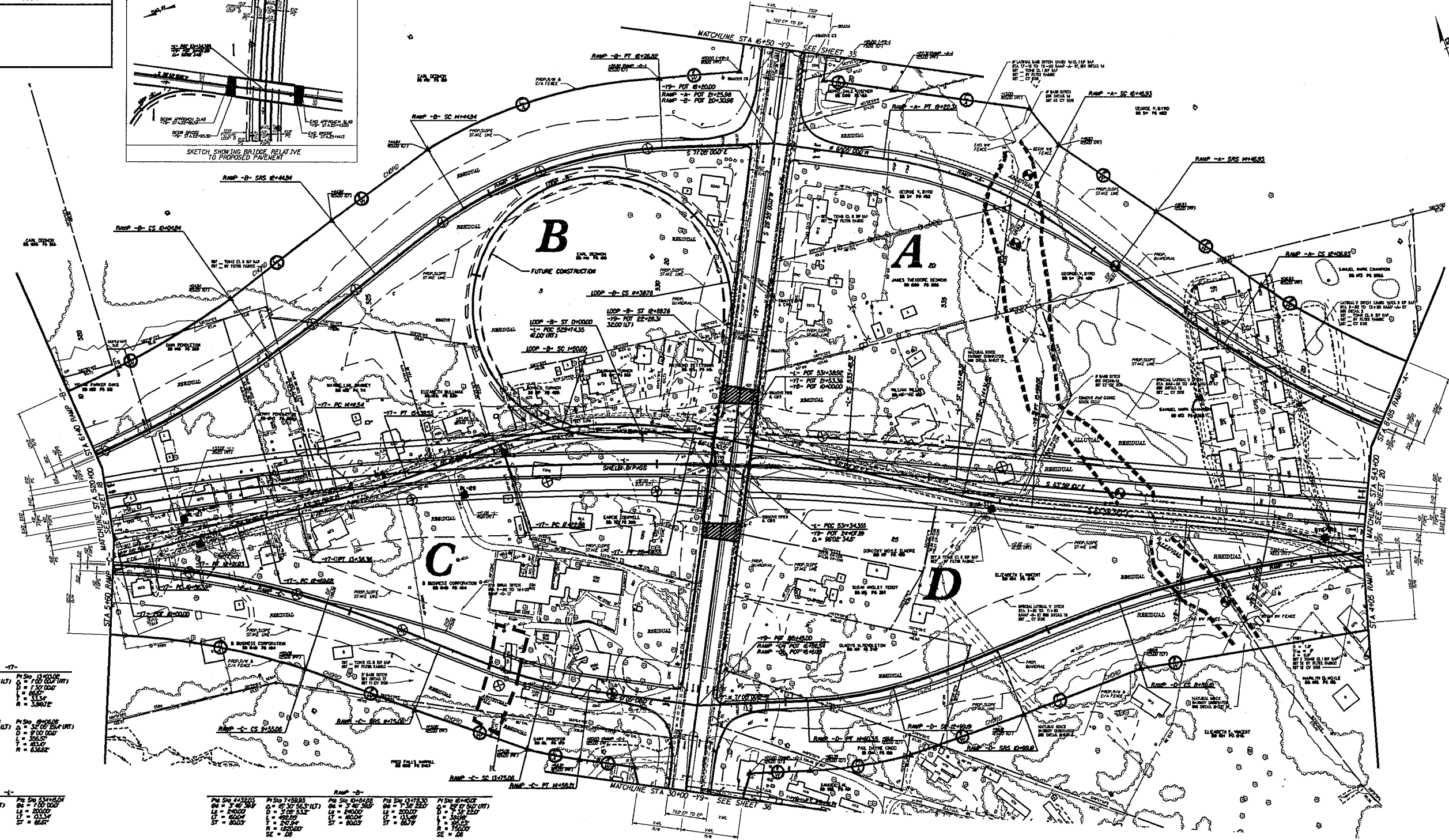


TABLE 1: CURVE DATA

PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 2: CURVE DATA

PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 3: CURVE DATA

PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 4: CURVE DATA

PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 5: CURVE DATA

PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 6: CURVE DATA

PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 7: CURVE DATA

PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 8: CURVE DATA

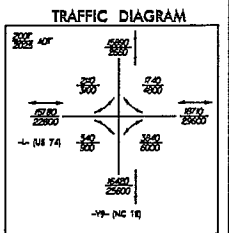
PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 9: CURVE DATA

PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'

TABLE 10: CURVE DATA

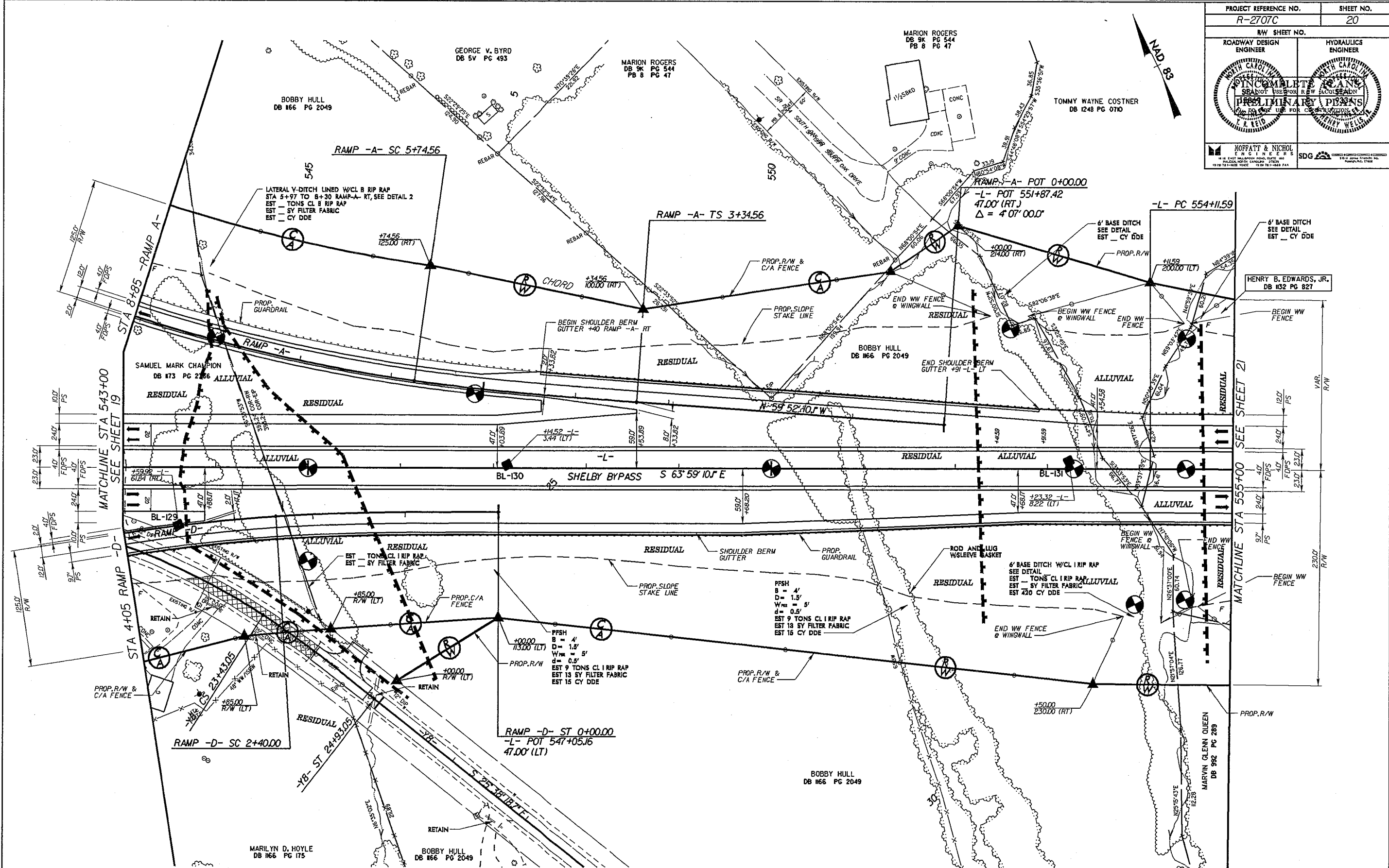
PI Stn 8130.27	PI Stn 13403.02
Δ = 4° 00' 00" (LT)	Δ = 1° 00' 00" (RT)
D = 170.000'	L = 170.000'
L = 65.34'	L = 65.34'
R = 4253.86'	R = 13891.2'



FOR -L- PROFILE SEE SHEET 67
 FOR -M- PROFILE SEE SHEET 68
 FOR -N- PROFILE SEE SHEET 69
 FOR -O- PROFILE SEE SHEET 70
 FOR -P- PROFILE SEE SHEET 71
 FOR -Q- PROFILE SEE SHEET 72

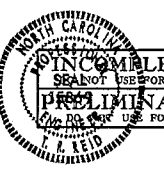
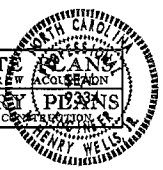
LOCATION: INTERCHANGE AT
 I-74 BYPASS
 AND -Y- NC 18
 COUNTY: CLEVELAND
 ENGINEER: T. HUFFMAN
 DATE: 5/19/62

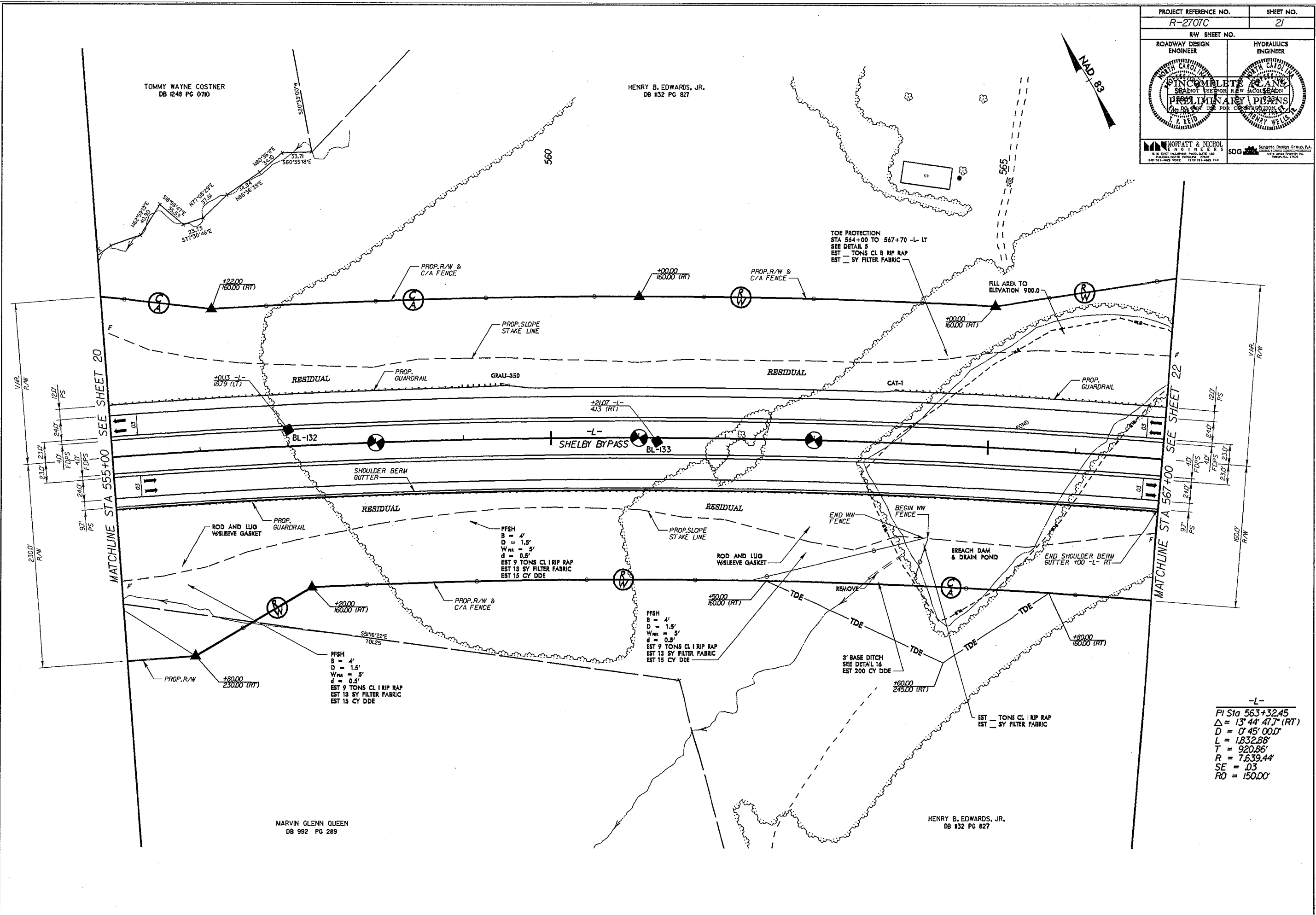




-L-	RAMP -A-	RAMP -D-	-Y8-
PI Sta 563+32.45	PI Sta 4+94.60	PI Sta 8+93.97	PI Sta 21+71.57
$\Delta = 13' 44" 47.7" (RT)$	$\Delta = 3' 46" 39.9"$	$\Delta = 19' 54" 27.3" (RT)$	$\Delta = 26' 47" 34.0" (RT)$
$D = 0' 45" 00.0"$	$Ls = 240.00'$	$D = 3' 08" 53.2"$	$D = 7' 40" 00.0"$
$L = 1,832.88'$	$LT = 160.04'$	$L = 632.36'$	$L = 349.47'$
$T = 920.86'$	$ST = 80.03'$	$T = 319.40'$	$T = 177.99'$
$R = 7,639.44'$		$R = 1,820.00'$	$R = 747.34'$
$SE = .03$		$SE = .08$	
$RO = 150.00'$			

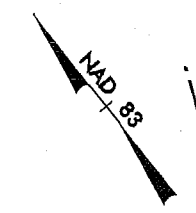
FOR -L- PROFILE SEE SHEETS 59 & 60
FOR RAMP -A- PROFILE SEE SHEET 68
FOR RAMP -D- PROFILE SEE SHEET 71

PROJECT REFERENCE NO. R-2707C	SHEET NO. 21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
HOFFATT & NICHOL ENGINEERS 1415 E. 10TH STREET, SUITE 101 RALEIGH, NORTH CAROLINA 27601 919-873-1424 FAX 919-873-1425	
SDG Support Design Group, P.A. 10000 W. BRIDGEWAY, SUITE 100 DALLAS, TEXAS 75244	

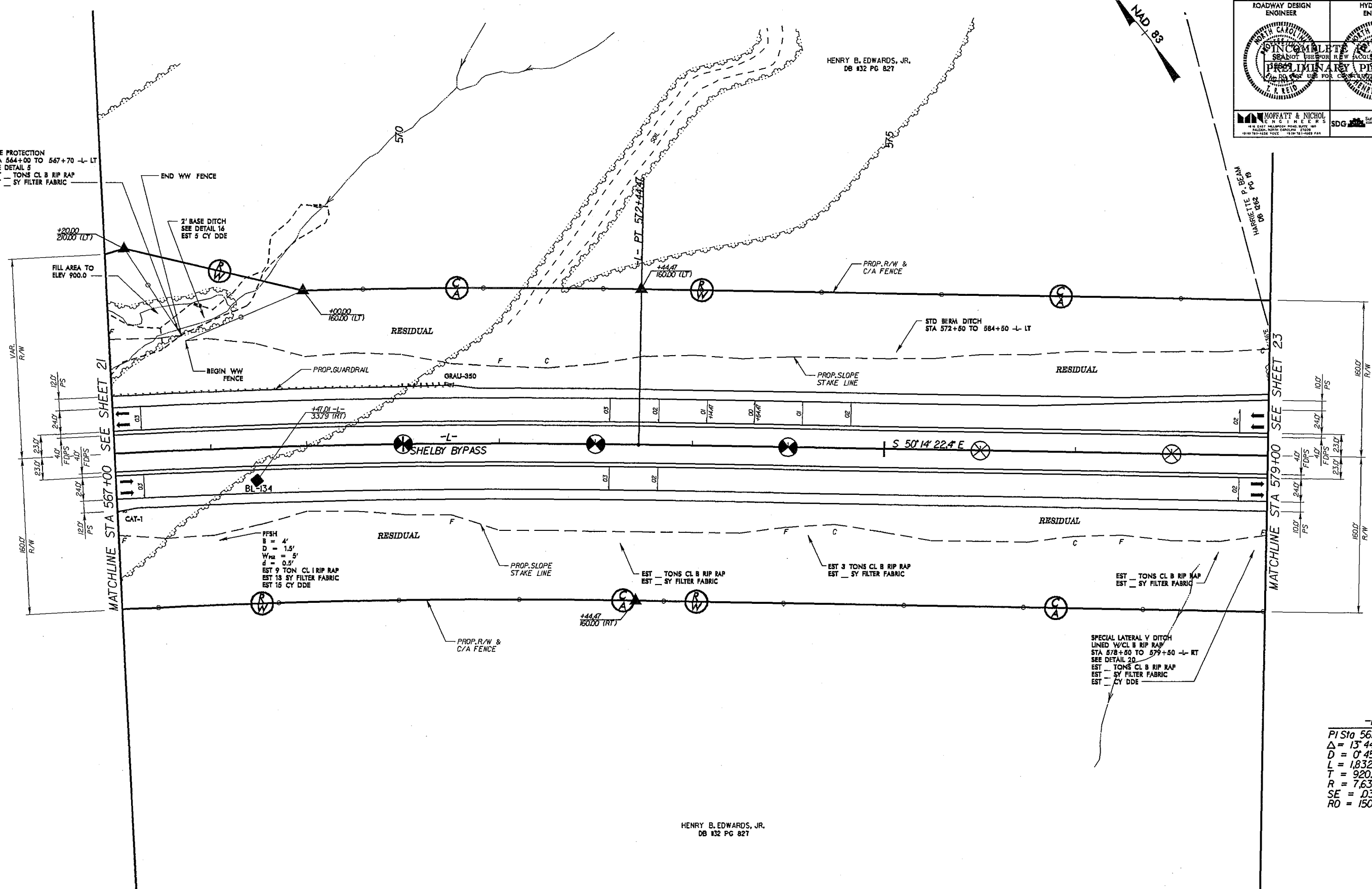


-L-
 PI Sta 563+32.45
 $\Delta = 13^\circ 44' 47.7''$ (RT)
 $D = 0' 45' 00.0''$
 $L = 1,832.88'$
 $T = 920.86'$
 $R = 7,639.44'$
 $SE = .03$
 $RO = 150.00'$

PROJECT REFERENCE NO. R-2707C		SHEET NO. 22	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	



TDE PROTECTION
STA 564+00 TO 567+70 -L- LT
SEE DETAIL 5
EST 1 TONS CL B RIP RAP
EST 1 SY FILTER FABRIC



PFSH
B = 4'
D = 1.5'
W_{1/2} = 5'
d = 0.5'
EST 9 TONS CL B RIP RAP
EST 18 SY FILTER FABRIC
EST 15 CY DDE

EST 1 TONS CL B RIP RAP
EST 1 SY FILTER FABRIC

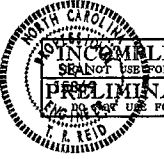

EST 3 TONS CL B RIP RAP
EST 3 SY FILTER FABRIC

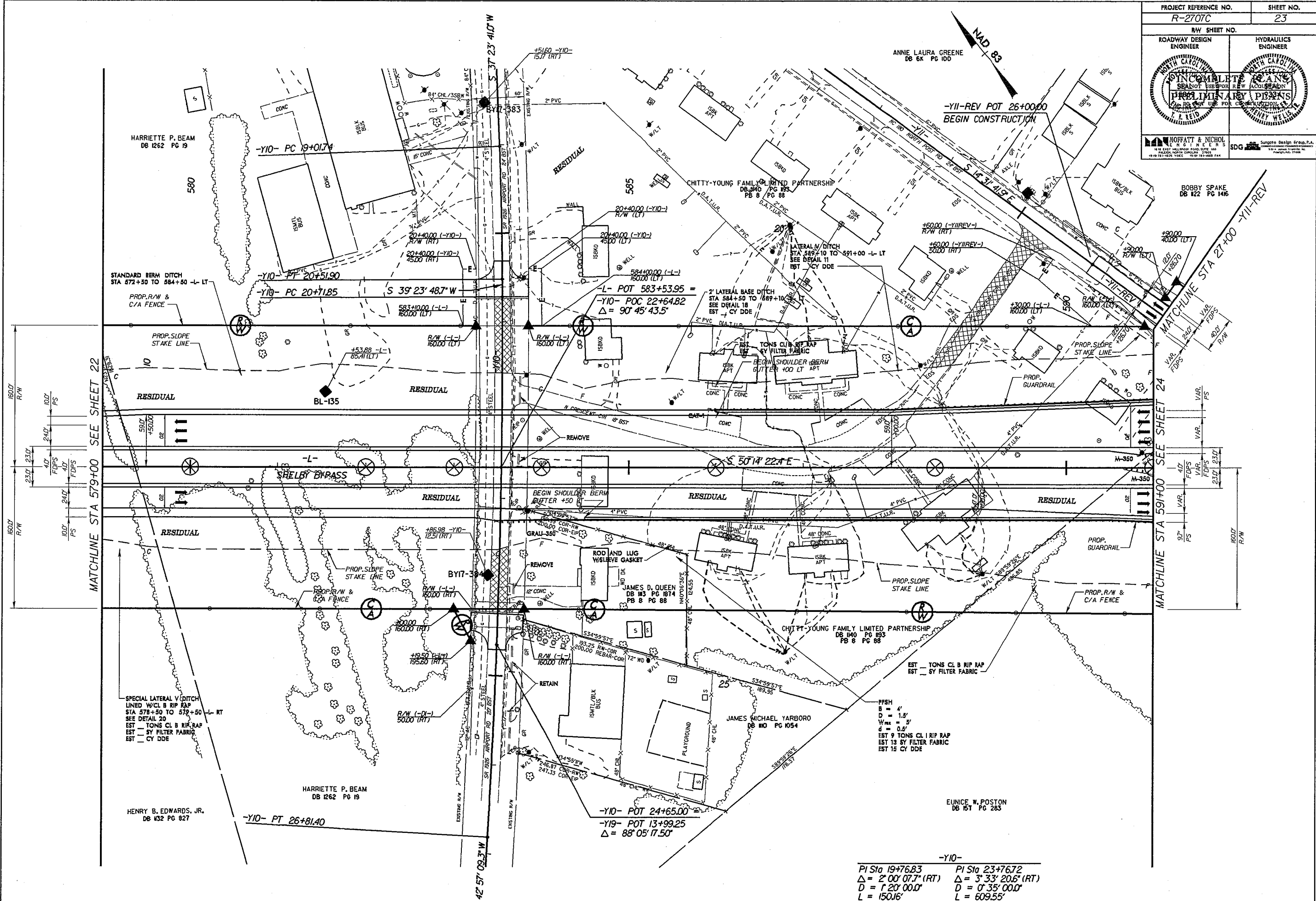
EST 1 TONS CL B RIP RAP
EST 1 SY FILTER FABRIC

SPECIAL LATERAL V DITCH
LINED W/CL B RIP RAP
STA 578+50 TO 579+50 -L- RT
SEE DETAIL 20
EST 1 TONS CL B RIP RAP
EST 1 SY FILTER FABRIC
EST 1 CY DDE

-L-
PI Sta 563+32.45
Δ = 13° 44' 47.7" (RT)
D = 0° 45' 00.0"
L = 1,832.88'
T = 920.86'
R = 7,639.44'
SE = .03
RO = 150.00'

HENRY B. EDWARDS, JR.
DB #32 PG 827

PROJECT REFERENCE NO. R-2707C	SHEET NO. 23
R/WY SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
HOFFATT & NICHOL ENGINEERS 1000 W. HARRIS STREET, SUITE 100 RALEIGH, NORTH CAROLINA 27601 919-873-1000 FAX 919-873-1001	
SDG Suncoast Design Group, P.A. 1100 W. HARRIS STREET, SUITE 100 RALEIGH, NORTH CAROLINA 27601 919-873-1000 FAX 919-873-1001	

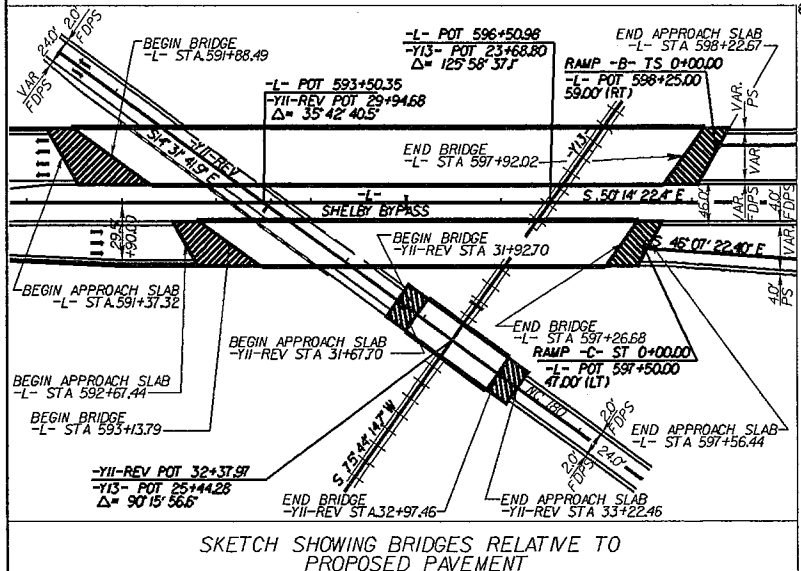
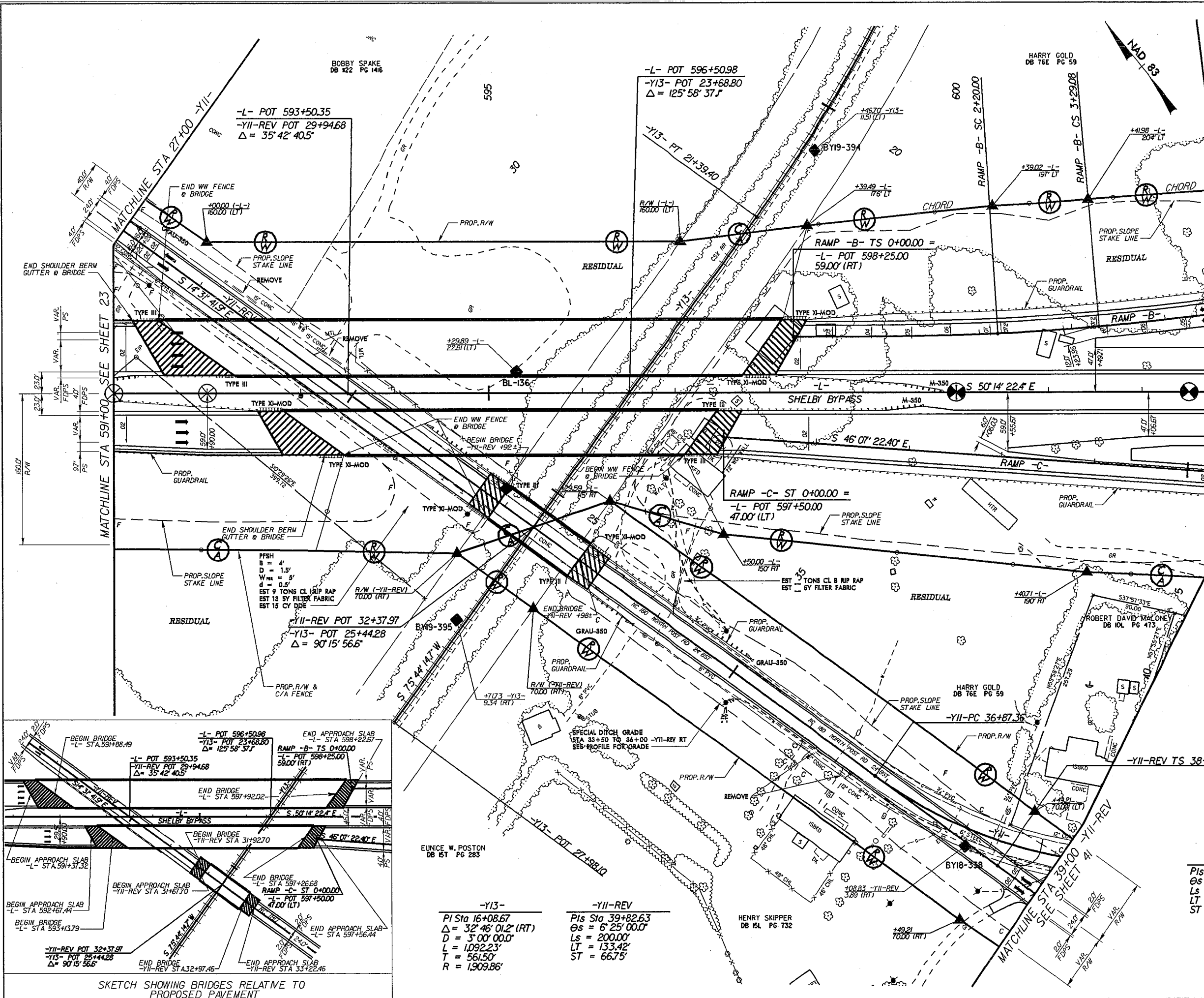


MATCHLINE STA 579+00 SEE SHEET 22

MATCHLINE STA 591+00 SEE SHEET 24

-Y10-	-Y10-
PI Sta 19+76.83	PI Sta 23+76.72
$\Delta = 2^{\circ} 00' 07.7" (RT)$	$\Delta = 3^{\circ} 33' 20.6" (RT)$
$D = 1^{\circ} 20' 00.0"$	$D = 0^{\circ} 35' 00.0"$
$L = 150.16'$	$L = 609.55'$
$T = 75.09'$	$T = 304.87'$
$R = 4,297.18'$	$R = 9,822.13'$

FOR -L- PROFILE SEE SHEET 62
FOR -Y11-REV PROFILE SEE SHEETS 88 & 89



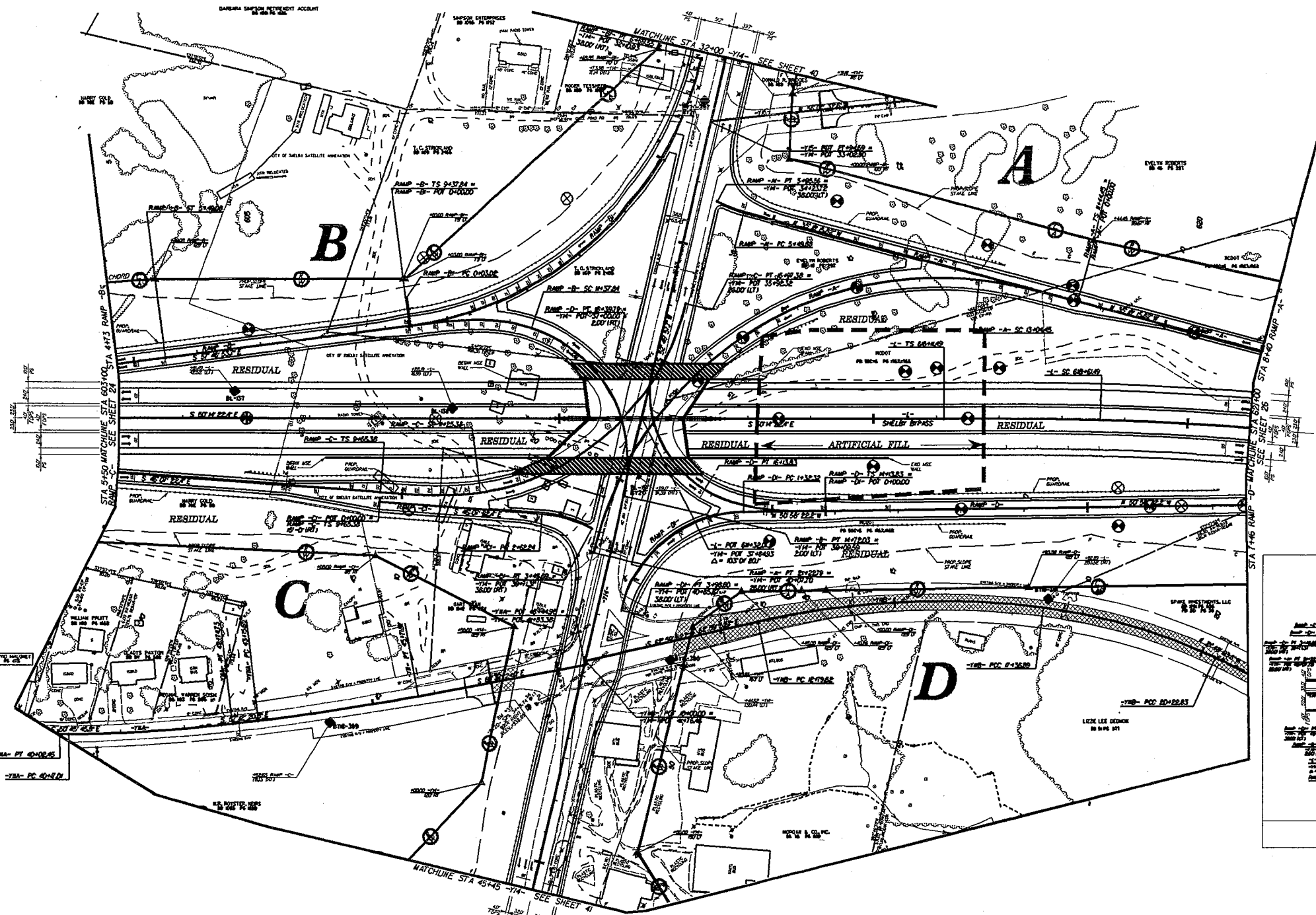
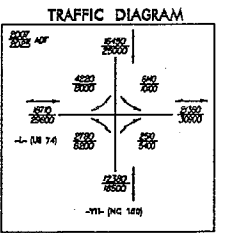
-Y13-	-Y11-REV
PI Sta 16+08.67	PI Sta 39+82.63
$\Delta = 32' 46'' 01.2''$ (RT)	$\Delta = 6' 25'' 00.0''$
D = 3' 00' 00.0'	Ls = 200.00'
L = 1,092.23'	LT = 133.42'
T = 561.50'	ST = 66.75'
R = 1,909.86'	

-Y11-	RAMP -B-
PI Sta 38+50.38	PI Sta 1+46.68
$\Delta = 36' 14'' 03.9''$ (LT)	$\Delta = 2' 31'' 15.7''$
D = 11' 30' 00.0'	Ls = 220.00'
L = 315.08'	LT = 146.68'
T = 163.01'	T = 54.55'
R = 498.22'	R = 2,500.00'
	SE = 08

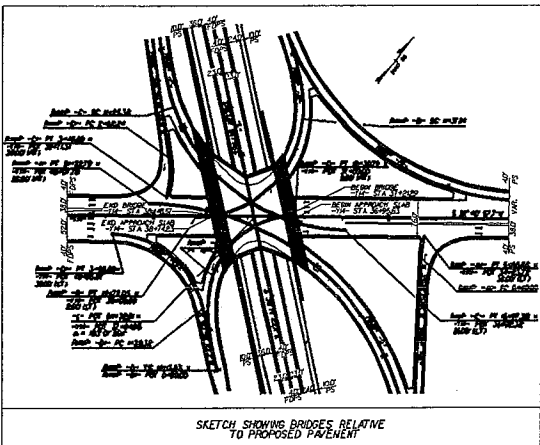
FOR -L- PROFILE SEE SHEETS 62 & 63
 FOR RAMP B PROFILE SEE SHEET 75
 FOR RAMP C PROFILE SEE SHEET 76
 FOR -Y11-REV PROFILE SEE SHEETS 88 & 89

BYFORD

PROJECT NUMBER: R-2707C
 SHEET NO.: 25
 DRAWN BY: T. HUFFMAN
 CHECKED BY: T. REID
 DATE: 5/29/02



<p>RAMP -A-</p> <p>PI STA 8143.00 DE = 8' 11" 00" LE = 88.00' LT = 88.00' ST = 8143.00</p>	<p>RAMP -B-</p> <p>PI STA 8143.00 DE = 8' 11" 00" LE = 88.00' LT = 88.00' ST = 8143.00</p>	<p>RAMP -C-</p> <p>PI STA 8143.00 DE = 8' 11" 00" LE = 88.00' LT = 88.00' ST = 8143.00</p>	<p>RAMP -D-</p> <p>PI STA 8143.00 DE = 8' 11" 00" LE = 88.00' LT = 88.00' ST = 8143.00</p>
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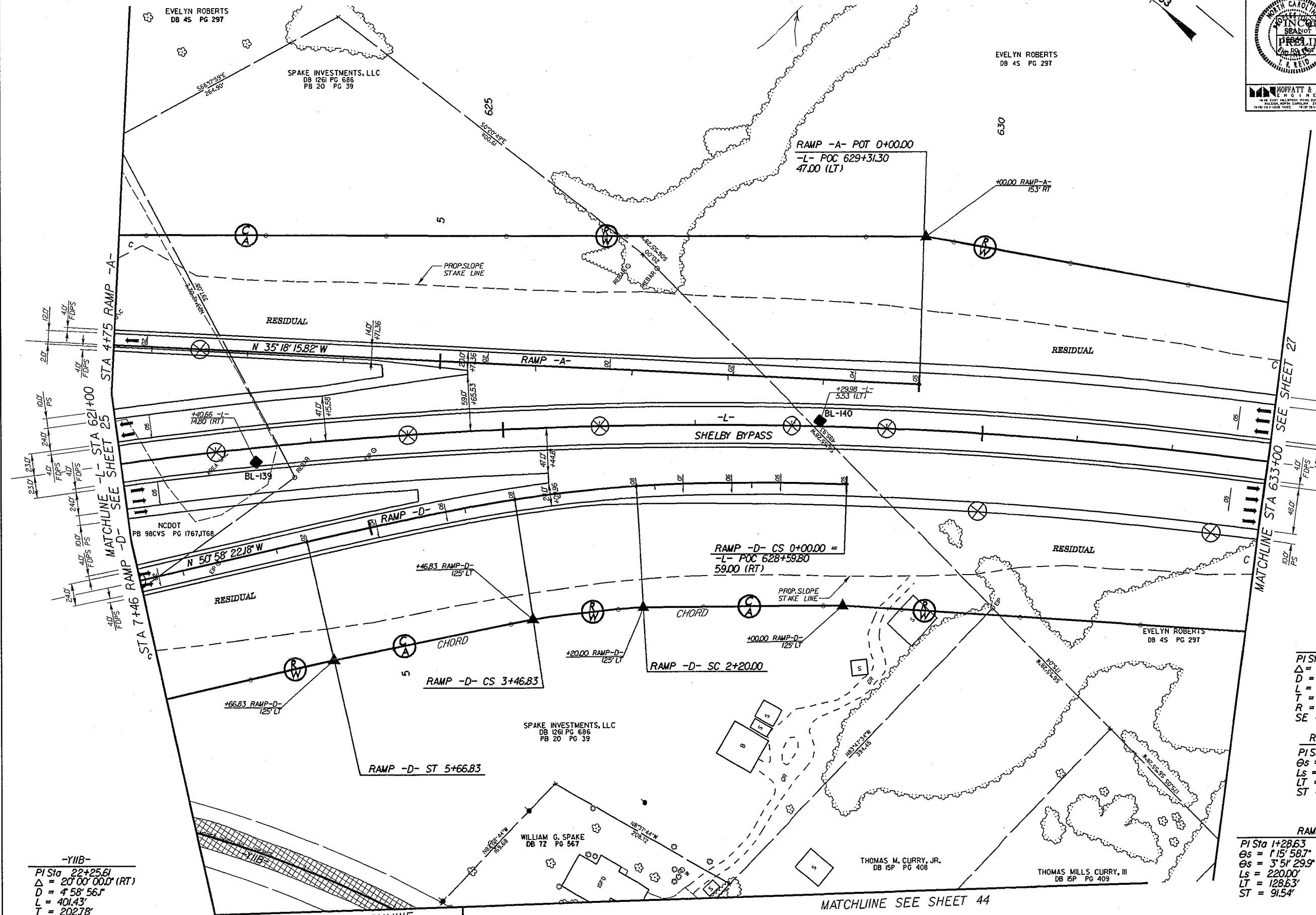
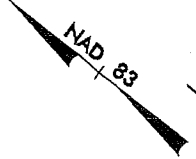


FOR -L- PROFILE SEE SHEET 63
 FOR -114- PROFILE SEE SHEETS 90 & 91
 FOR RAMP -A- PROFILE SEE SHEET 74
 FOR RAMP -B- PROFILE SEE SHEET 74
 FOR RAMP -C- PROFILE SEE SHEET 75
 FOR RAMP -D- PROFILE SEE SHEET 75
 FOR RAMP -E- PROFILE SEE SHEET 76
 FOR RAMP -F- PROFILE SEE SHEET 76
 FOR RAMP -G- PROFILE SEE SHEET 77
 FOR RAMP -H- PROFILE SEE SHEET 77

GRAPHIC SCALE
 0 20 40 60 80 100
 FEET

INTERCHANGE AT
 -L- US 74 BYPASS
 AND -114- NC 150

BY: T. HUFFMAN
 CHECKED BY: T. REID
 DATE: 5/29/02



-Y11B-
 PI Sta 22+25.61
 $\Delta = 20'00''00.0''$ (RT)
 $D = 4'58''56.1''$
 $L = 401.43'$
 $T = 202.78'$
 $R = 1150.00'$

MATCHLINE
SEE SHEET 43

MATCHLINE SEE SHEET 44

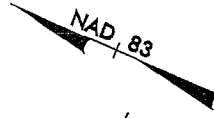
-L-
 PI Sta 640+73.56
 $\Delta = 5'31''25.8''$ (RT)
 $D = 1'15''00.0''$
 $L = 4121.91'$
 $T = 2212.07'$
 $R = 4583.66'$
 $SE = .05$

RAMP -D-
 PI Sta 4+20.20
 $\Theta_s = 4'14''38.9''$
 $L_s = 220.00'$
 $LT = 146.71'$
 $ST = 73.37'$

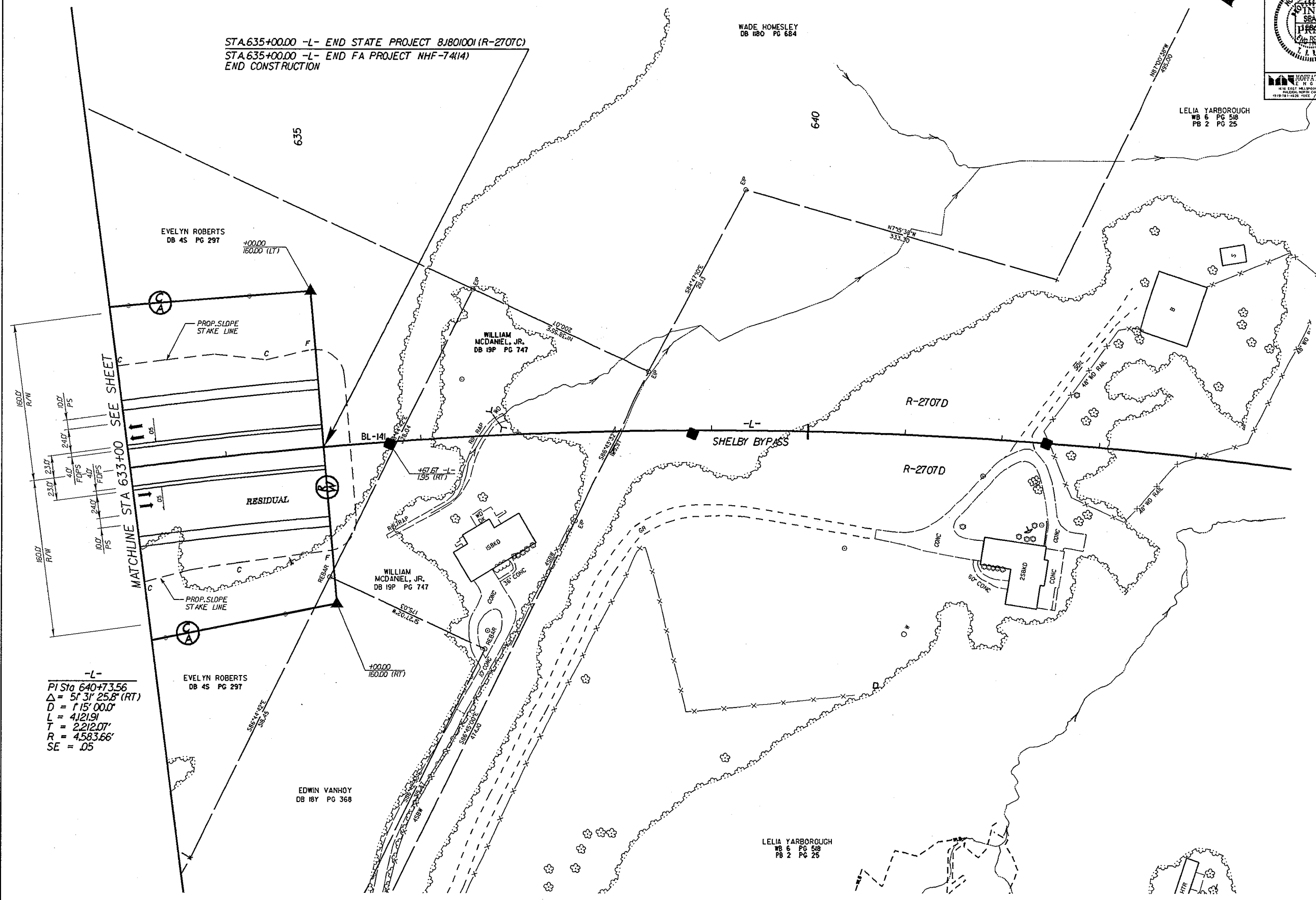
RAMP -D-	PI Sta 1+28.63	PI Sta 2+83.45
$\Theta_s = 1'15''58.7''$	$\Delta = 4'53''36.5''$ (LT)	$D = 3'51''29.9''$
$L_s = 220.00'$	$L = 126.83'$	$T = 63.45'$
$LT = 128.63'$	$R = 1,485.00'$	$SE = .05$
$ST = 91.54'$		

FOR -L- PROFILE SEE SHEETS 63 & 64
 FOR RAMP -A- PROFILE SEE SHEET 73
 FOR RAMP -D- PROFILE SEE SHEET 78

PROJECT REFERENCE NO. R-2707C		SHEET NO. 27	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
 HOFFATT & NICHOL ENGINEERS		 SDG Surrogate Design Group, P.A.	



STA.635+00.00 -L- END STATE PROJECT 8J801001(R-2707C)
 STA.635+00.00 -L- END FA PROJECT NHF-74(14)
 END CONSTRUCTION

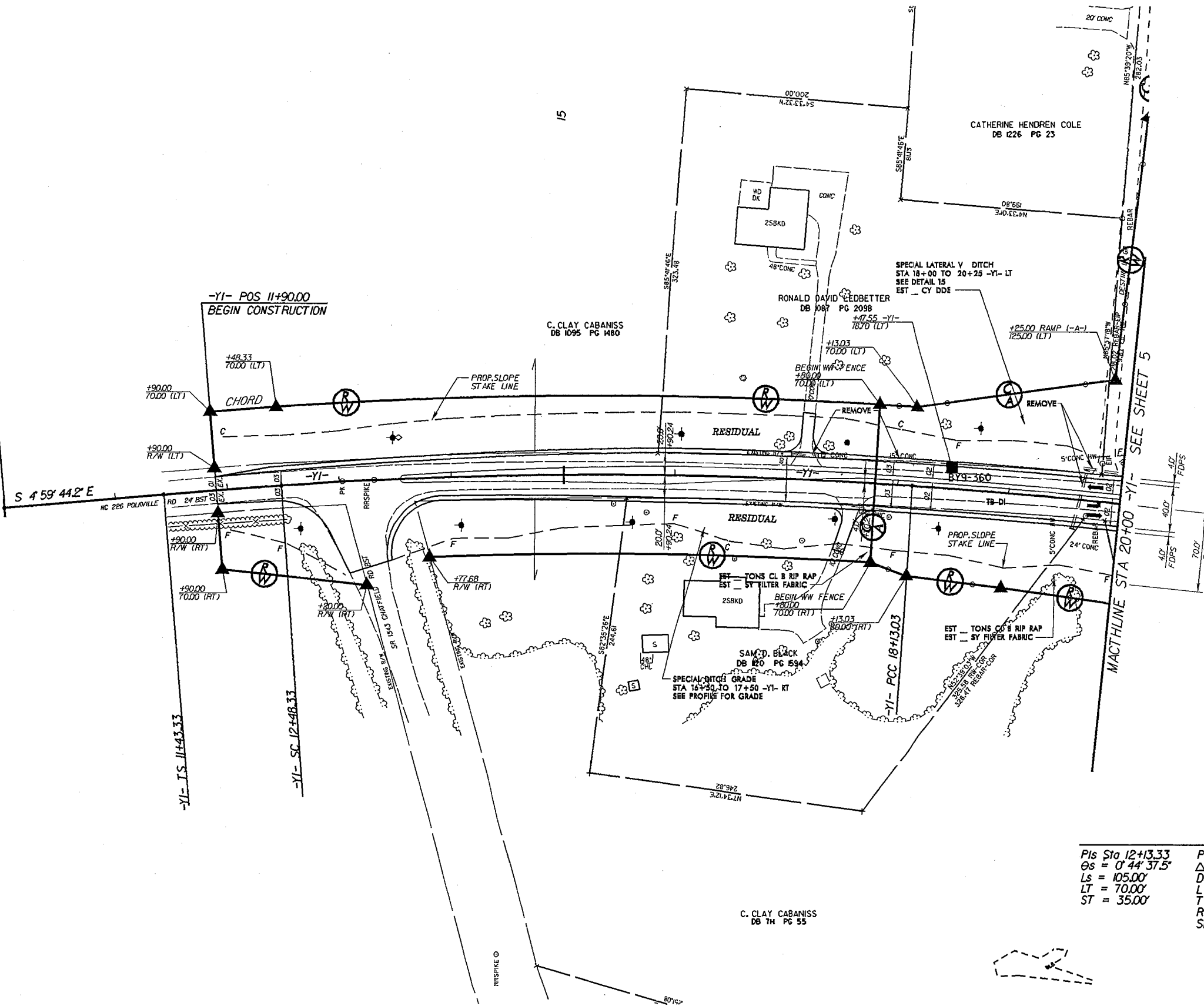


FOR -L- PROFILE SEE SHEET 64

NAD 83

10

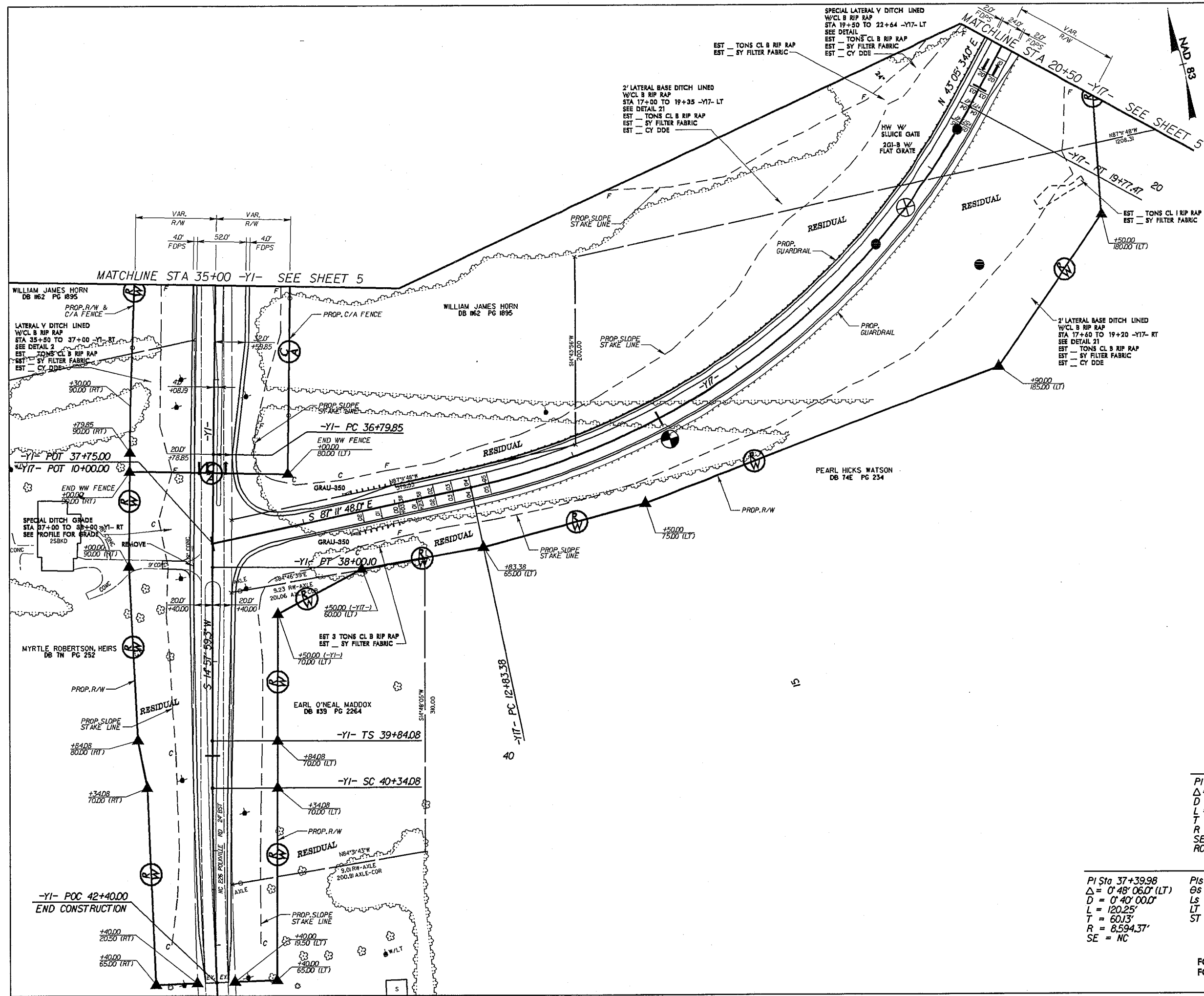
-YI- POT 10+00.00



-YI-

PIs Sta 12+13.33 Os = 0' 44' 37.5" Ls = 105.00' LT = 70.00' ST = 35.00'	PI Sta 15+31.4 Δ = 8' 00' 00.0" (RT) D = 1' 25' 00.0" L = 564.71' T = 282.81' R = 4044.41' SE = .03	PI Sta 24+03.61 Δ = 11' 46' 11.9" (RT) D = 1' 00' 00.0" L = 1,177.00' T = 590.58' R = 5,729.58' SE = .02 RO = 72'
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 29
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

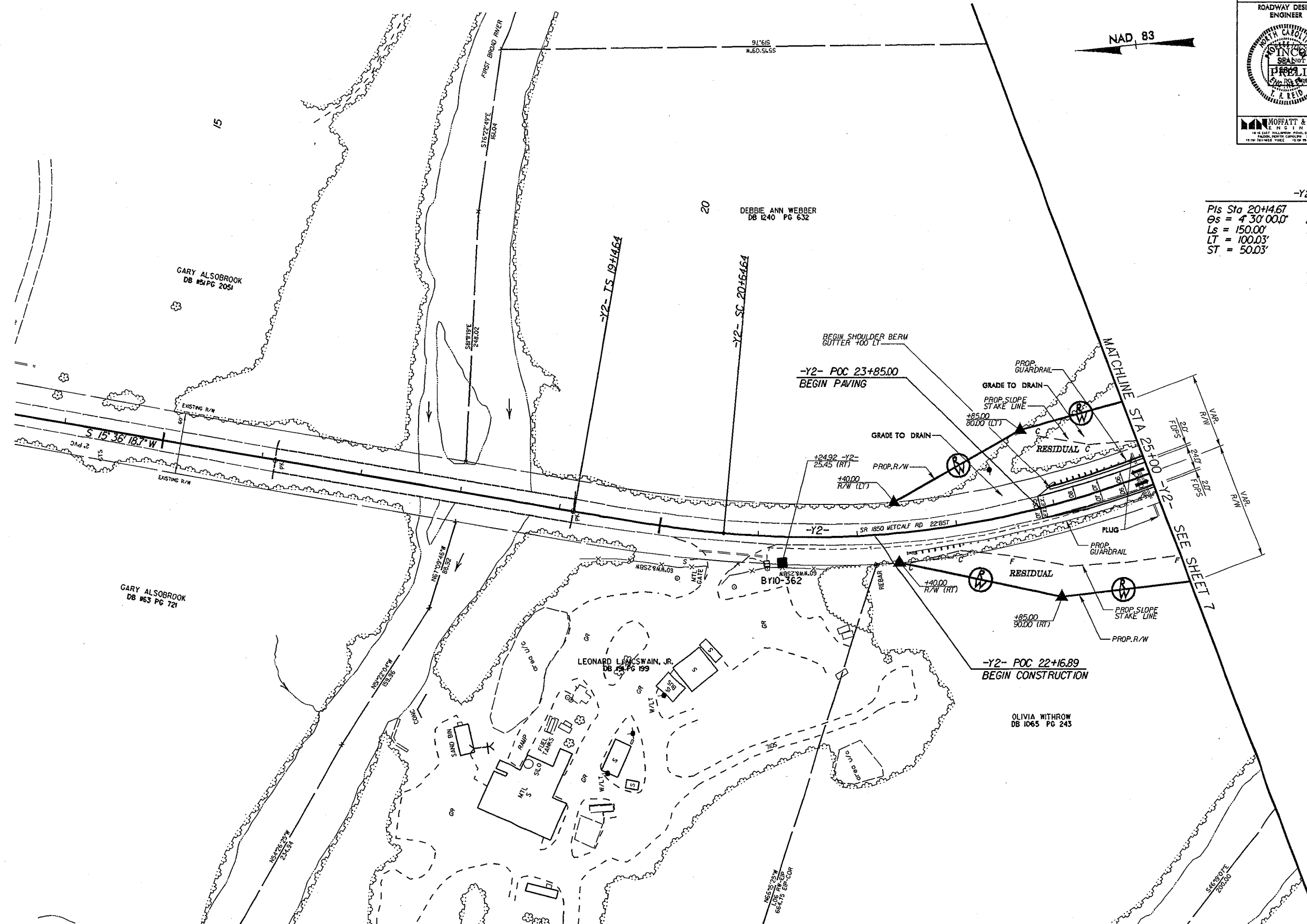


-Y17-
 PI Sta 16+53.97
 $\Delta = 49^{\circ} 42' 38.0''$ (LT)
 $D = 7^{\circ} 09' 43.1''$
 $L = 694.09'$
 $T = 370.59'$
 $R = 800.00'$
 $SE = .05$
 $RO = 100'$

-Y1-	-Y1-	-Y1-
PI Sta 37+39.98	PI Sta 40+17.41	PI Sta 42+29.87
$\Delta = 0^{\circ} 48' 06.0''$ (LT)	$\Delta = 0^{\circ} 15' 00.0''$	$\Delta = 3^{\circ} 54' 51.5''$ (LT)
$D = 0^{\circ} 40' 00.0''$	$Ls = 50.00'$	$D = 1^{\circ} 00' 00.0''$
$L = 120.25'$	$LT = 33.33'$	$L = 391.43'$
$T = 60.13'$	$ST = 16.67'$	$T = 195.79'$
$R = 8,594.37'$		$R = 5,729.58'$
$SE = NC$		$SE = NC$

FOR -Y1- PROFILE SEE SHEETS 80 & 81
 FOR -Y17- PROFILE SEE SHEETS 94 & 95

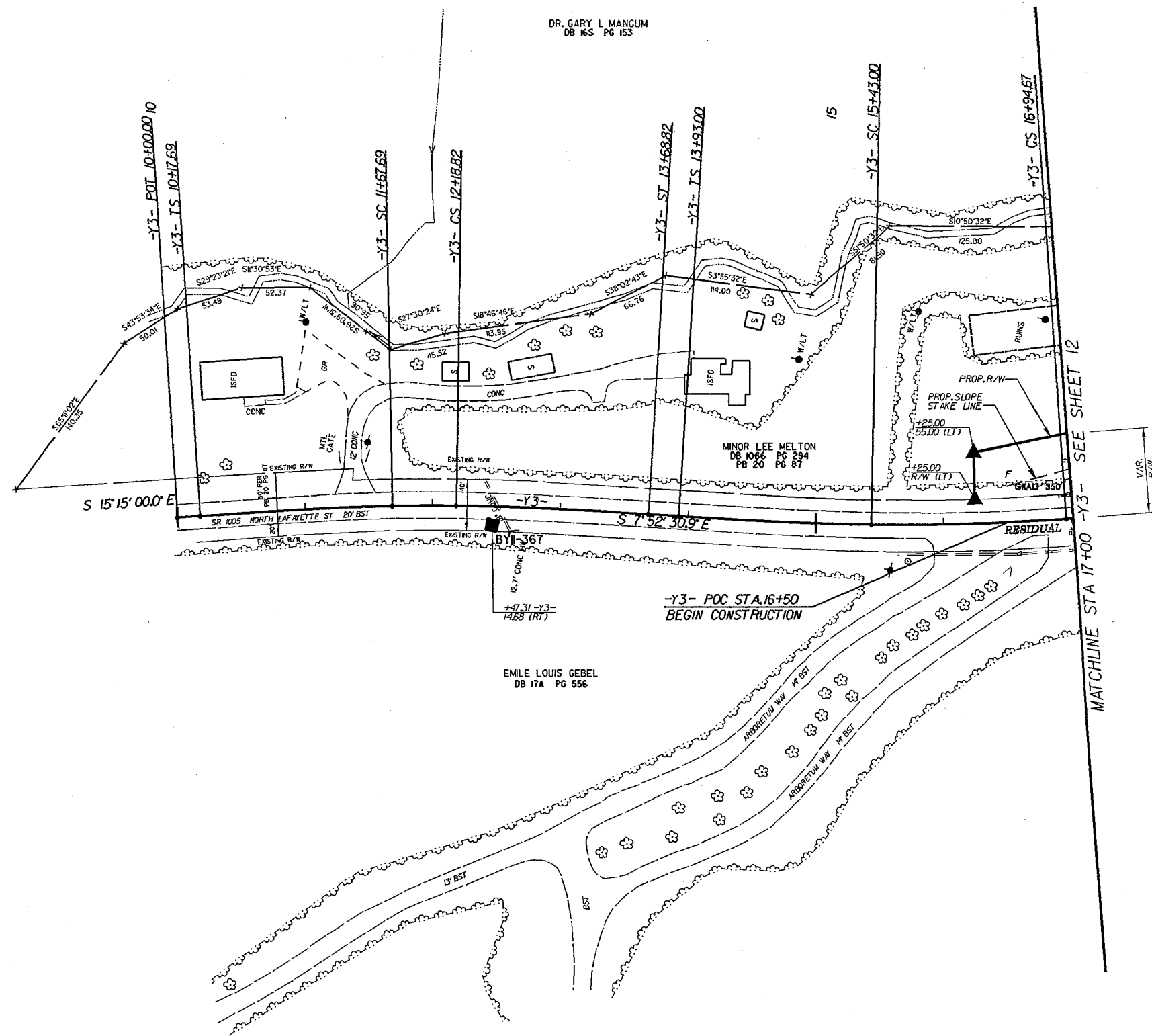
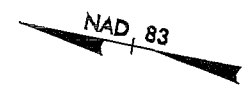
NAD 83



-Y2-

PI Sta 20+46.7	PI Sta 31+27.15
$\theta_s = 4^\circ 30' 00.0''$	$\Delta = 96^\circ 06' 18.7''$ (LT)
$L_s = 150.00'$	$D = 6^\circ 00' 00.0''$
$LT = 100.03'$	$L = 1,601.75'$
$ST = 50.03'$	$T = 1,062.52'$
	$R = 954.93'$
	$SE = .06$
	$RO = 150'$

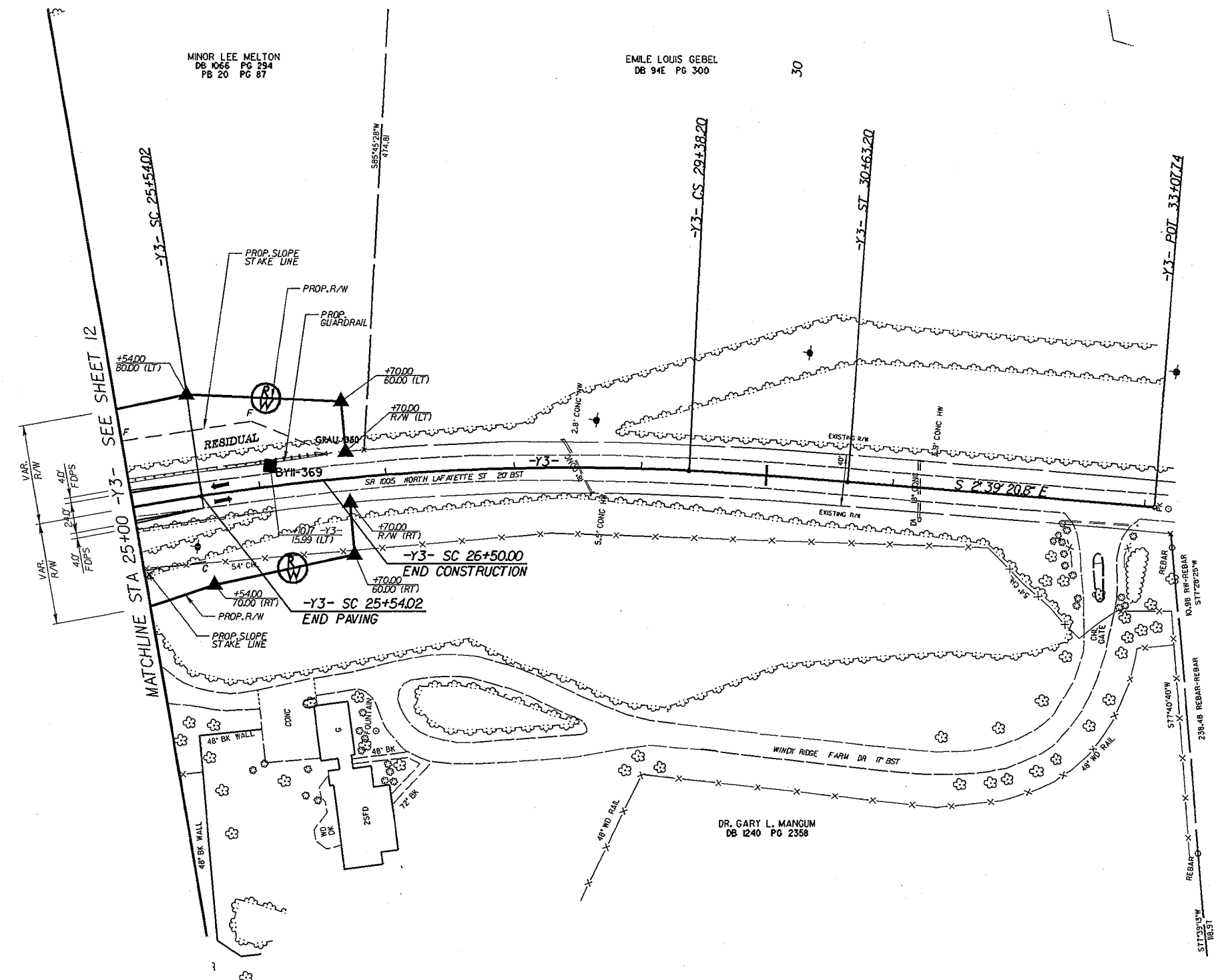
SEE SHEET 7



-Y3-

Pls Sta 11+17.70 Cs = 2° 45' 00.0" Ls = 150.00' LT = 100.01' ST = 50.01'	Pls Sta 11+93.28 Δ = 1° 52' 29.1" (RT) D = 3° 40' 00.0" L = 511.3 T = 25.57' R = 1562.61'	Pls Sta 12+68.83 Cs = 2° 45' 00.0" Ls = 150.00' LT = 100.01' ST = 50.01'
Pls Sta 14+93.01 Cs = 2° 30' 00.0" Ls = 150.00' LT = 100.01' ST = 50.01'	Pls Sta 17+44.68 Cs = 2° 30' 00.0" Ls = 150.00' LT = 100.01' ST = 50.01'	Pls Sta 16+18.88 Δ = 5° 03' 21.5" (LT) D = 3° 20' 00.0" L = 151.68 T = 75.89' R = 1,718.87'

PROJECT REFERENCE NO. R-2707C	SHEET NO. 32
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



MINOR LEE MELTON
DB 1066 PG 294
PB 20 PG 87

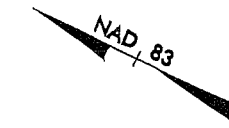
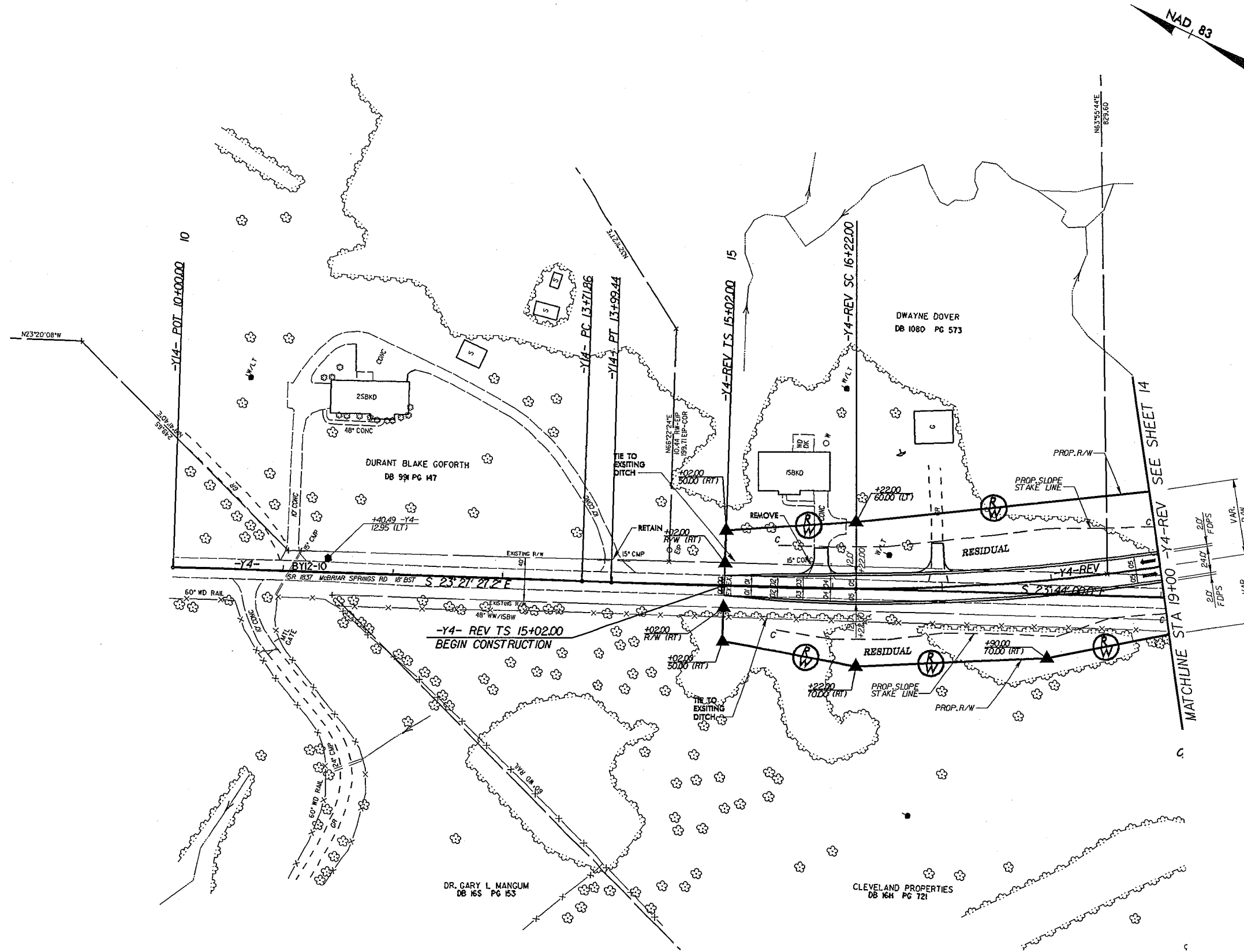
EMILE LOUIS GEBEL
DB 94E PG 300

30

DR. GARY L. MANGUM
DB 1240 PG 2358

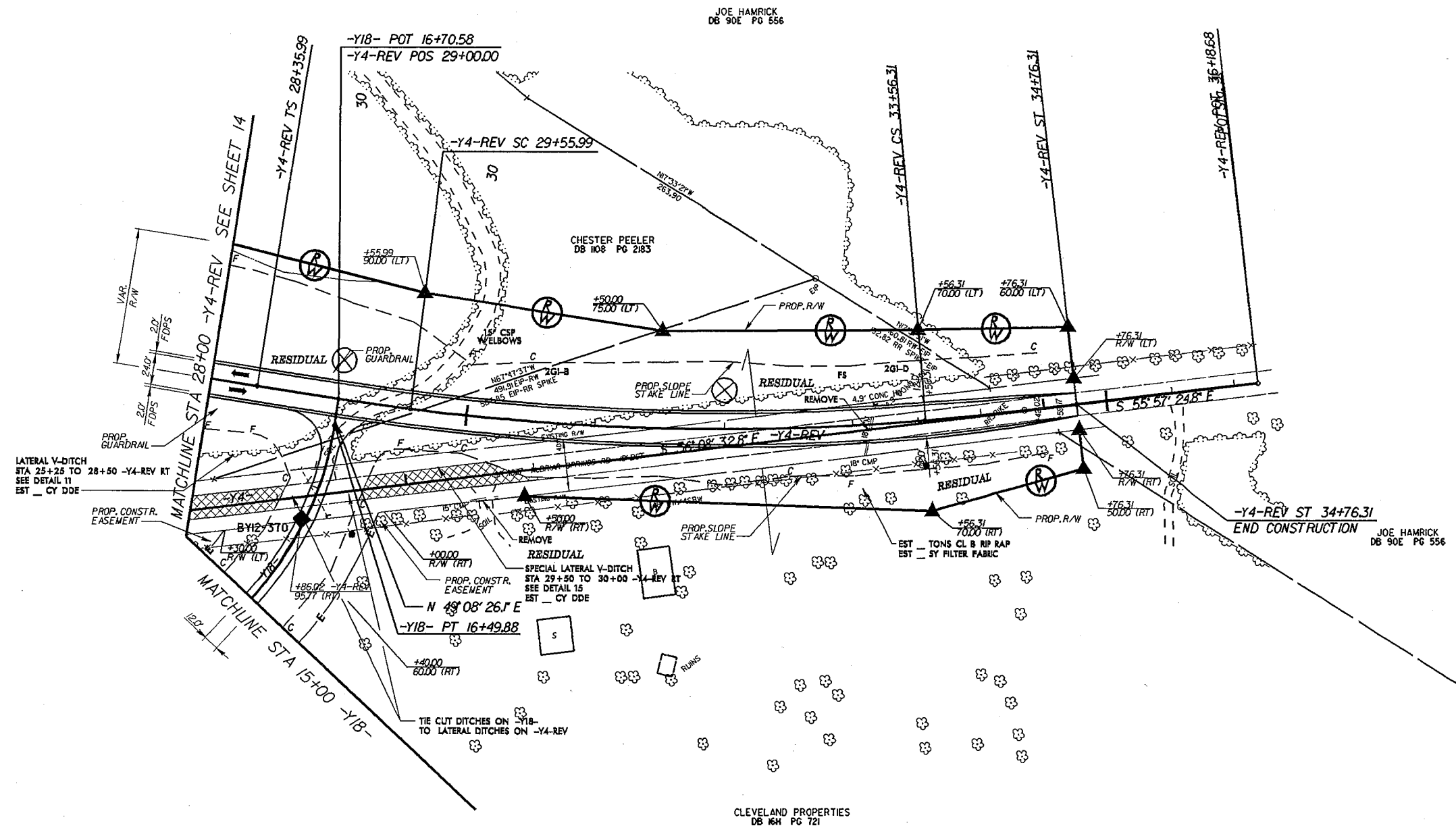
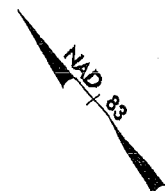
-Y3-

Pls Sta 25+12.36	Pls Sta 27+46.76	Pls Sta 29+79.88
Es = 1'52'30.0"	Δ = 11'31'31.6" (RT)	Es = 1'52'30.0"
Ls = 125.00'	D = 3'00'00.0"	Ls = 125.00'
LT = 83.34'	L = 384.18	LT = 83.34'
ST = 41.67'	T = 192.74'	ST = 41.67'
	R = 1,909.86'	
	SE = .08	



-Y4-
 PI Sta 13+85.65
 $\Delta = 0' 16' 32.7''$ (LT)
 $D = 1' 00' 00.0''$
 $L = 27.58'$
 $T = 13.79'$
 $R = 5729.58'$

-Y4-REV
 PIs Sta 15+82.00 PI Sta 18+44.49
 $\Theta s = 1' 48' 00.0''$ $\Delta = 13' 17' 22.9''$ (LT)
 $L s = 120.00'$ $D = 3' 00' 00.0''$
 $LT = 80.00'$ $L = 442.99'$
 $ST = 40.00'$ $T = 222.49'$
 $R = 1,909.86'$
 $SE = .05$



LATERAL V-DITCH
STA 25+25 TO 28+50 -Y4-REV RT
SEE DETAIL 11
EST - CY DDE

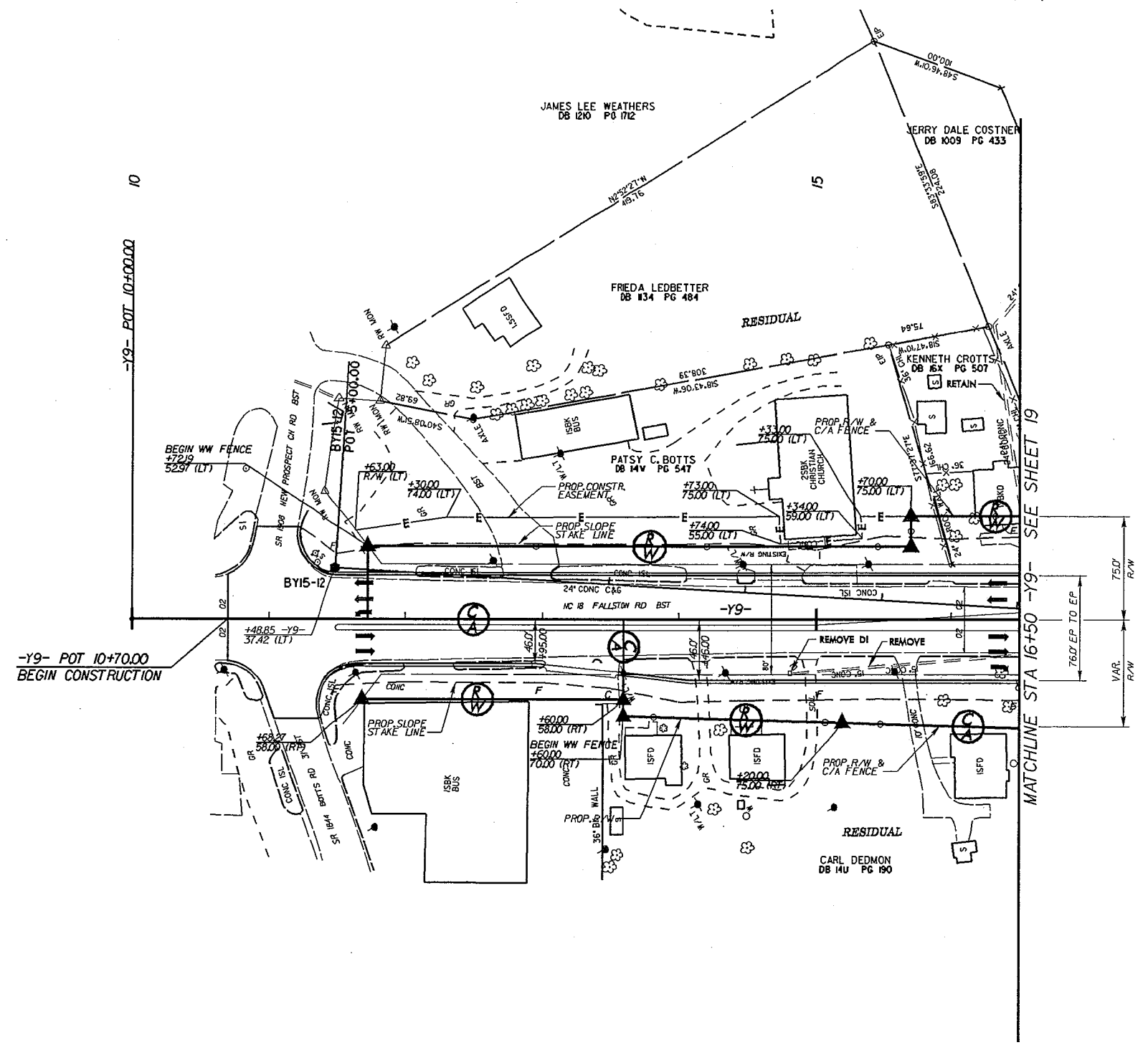
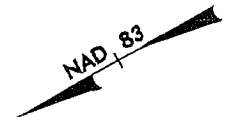
MATCHLINE STA 15+00 -Y1B-
MATCHLINE STA 28+00 -Y4-REV SEE SHEET 14

-Y1B- PT 16+49.88
-Y1B- POT 16+70.58
-Y4-REV POS 29+00.00
-Y4-REV SC 29+55.99

-Y4-REV		-Y1B-	
PIs Sta 29+15.99	PI Sta 31+56.89	PIs Sta 33+96.31	PI Sta 15+25.20
Es = 1' 48" 00.0"	Δ = 12' 00" 34.7" (LT)	Es = 1' 48" 00.0"	Δ = 65' 15" 10.8" (LT)
Ls = 120.00'	D = 3' 00" 00.0"	Ls = 120.00'	D = 22' 55" 05.9"
LT = 80.00'	L = 400.32	LT = 80.00'	L = 284.72'
ST = 40.00'	T = 200.90'	ST = 40.00'	T = 160.04'
	R = 1909.86'		R = 250.00'
	SE = .05		

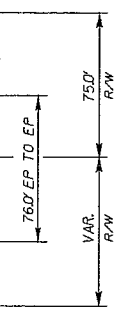
FOR -Y4-REV PROFILE SEE SHEET 83
FOR -Y1B- PROFILE SEE SHEET 96

PROJECT REFERENCE NO. R-2707C	SHEET NO. 35
RAW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
MOFFATT & NICHOL ENGINEERS 111 W. EAST WILKINSON ROAD, SUITE 200 WILKINSON, NORTH CAROLINA 27693 919-733-2222 VOICE 919-733-2222 FAX	
SDG Superior Design Group, P.A. 111 W. EAST WILKINSON ROAD, SUITE 200 WILKINSON, NORTH CAROLINA 27693 919-733-2222 VOICE 919-733-2222 FAX	

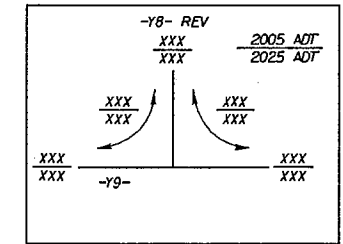
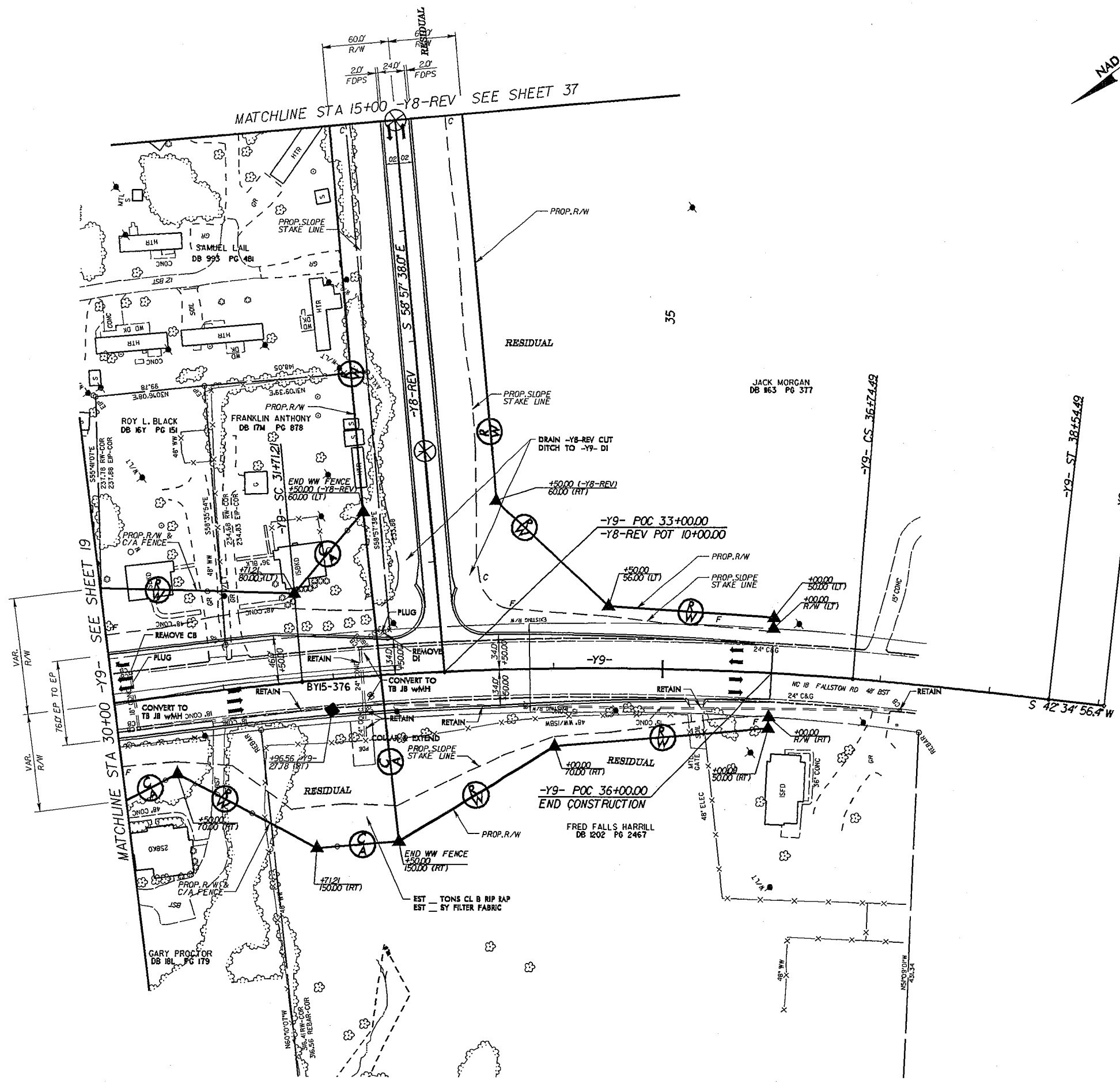
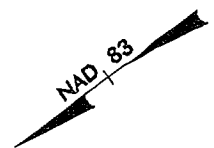


-Y9- POT 10+70.00
BEGIN CONSTRUCTION

MATCHLINE STA 16+50 -Y9- SEE SHEET 19



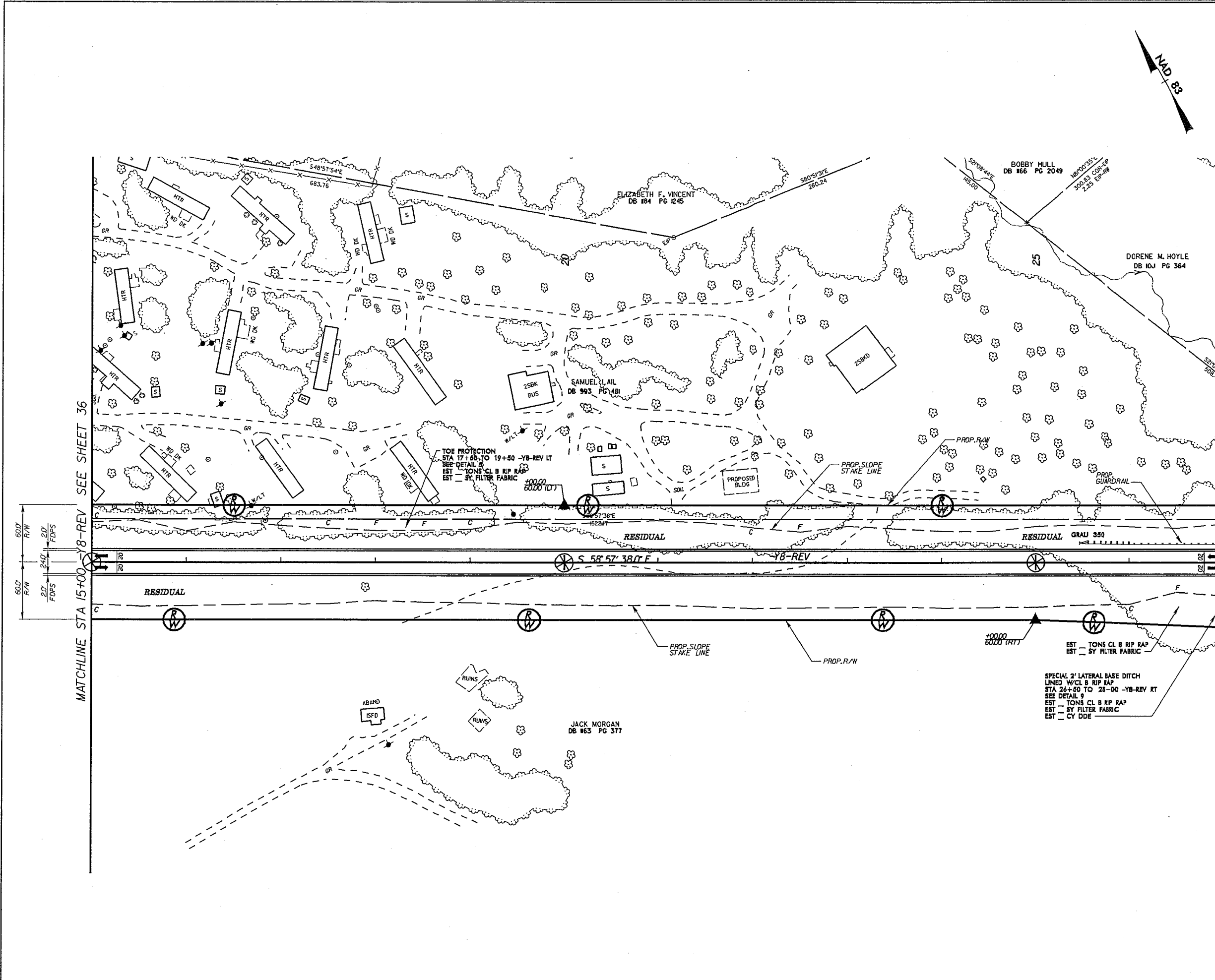
PROJECT REFERENCE NO. R-2707C	SHEET NO. 36
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-Y9-		
Pis Sta 31+11.21	Pi Sta 34+23.50	Pis Sta 37+34.50
Es = 1'48"00.0"	Δ = 10'03"56.4" (RT)	Es = 1'48"00.0"
Ls = 180.00'	D = 2'00"00.0"	Ls = 180.00'
LT = 120.01'	L = 503.28'	LT = 120.01'
ST = 60.01'	T = 252.29'	ST = 60.01'
	R = 2,864.79'	
	SE = .04	

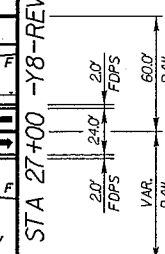
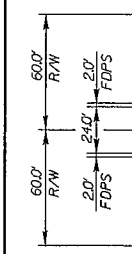
FOR -Y9- PROFILE SEE SHEET 87
FOR -Y8-REV PROFILE SEE SHEET 85

PROJECT REFERENCE NO. R-2707C	SHEET NO. 37
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

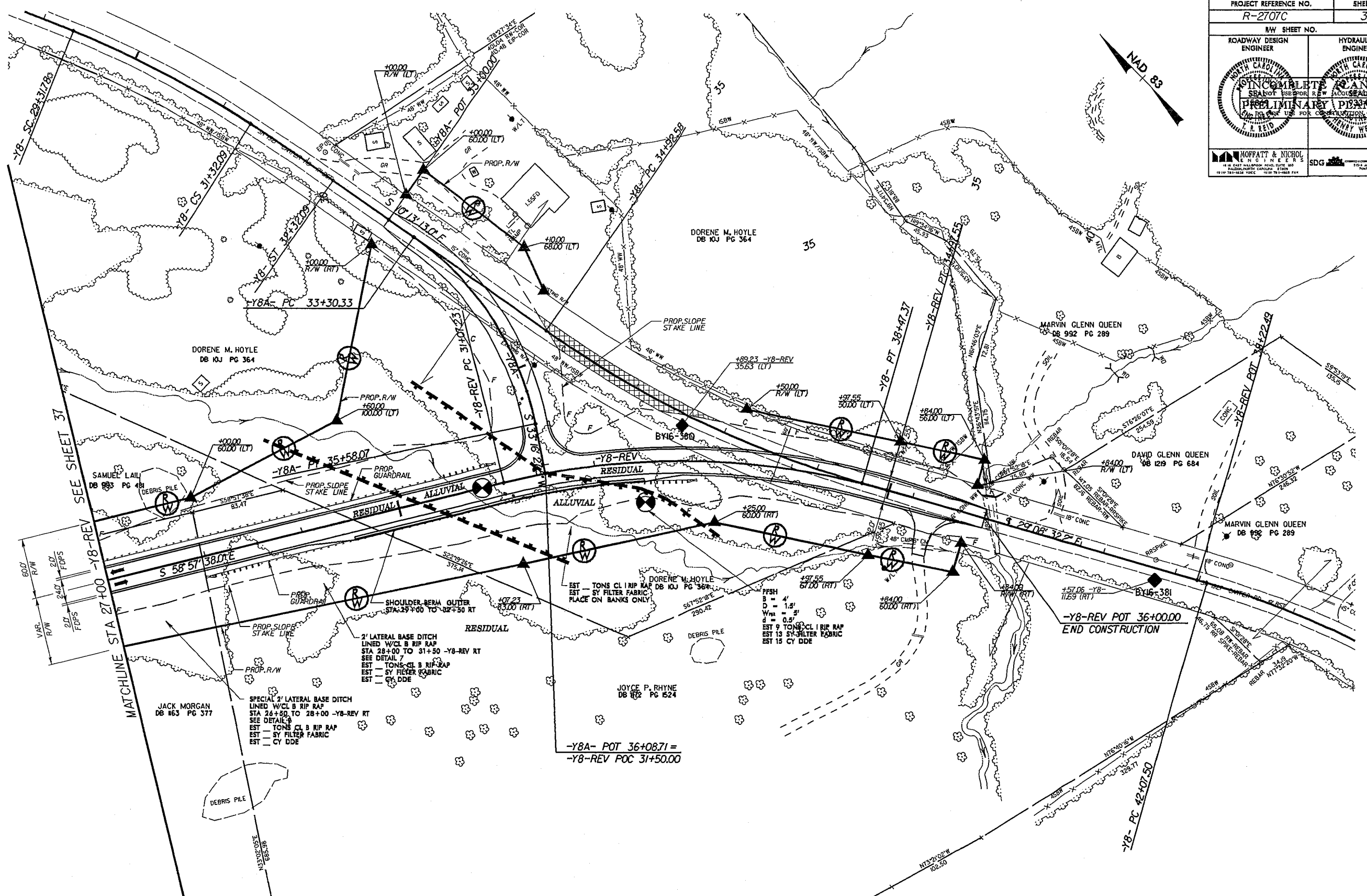


MATCHLINE STA 15+00 -Y8-REV SEE SHEET 36

MATCHLINE STA 27+00 -Y8-REV SEE SHEET 38



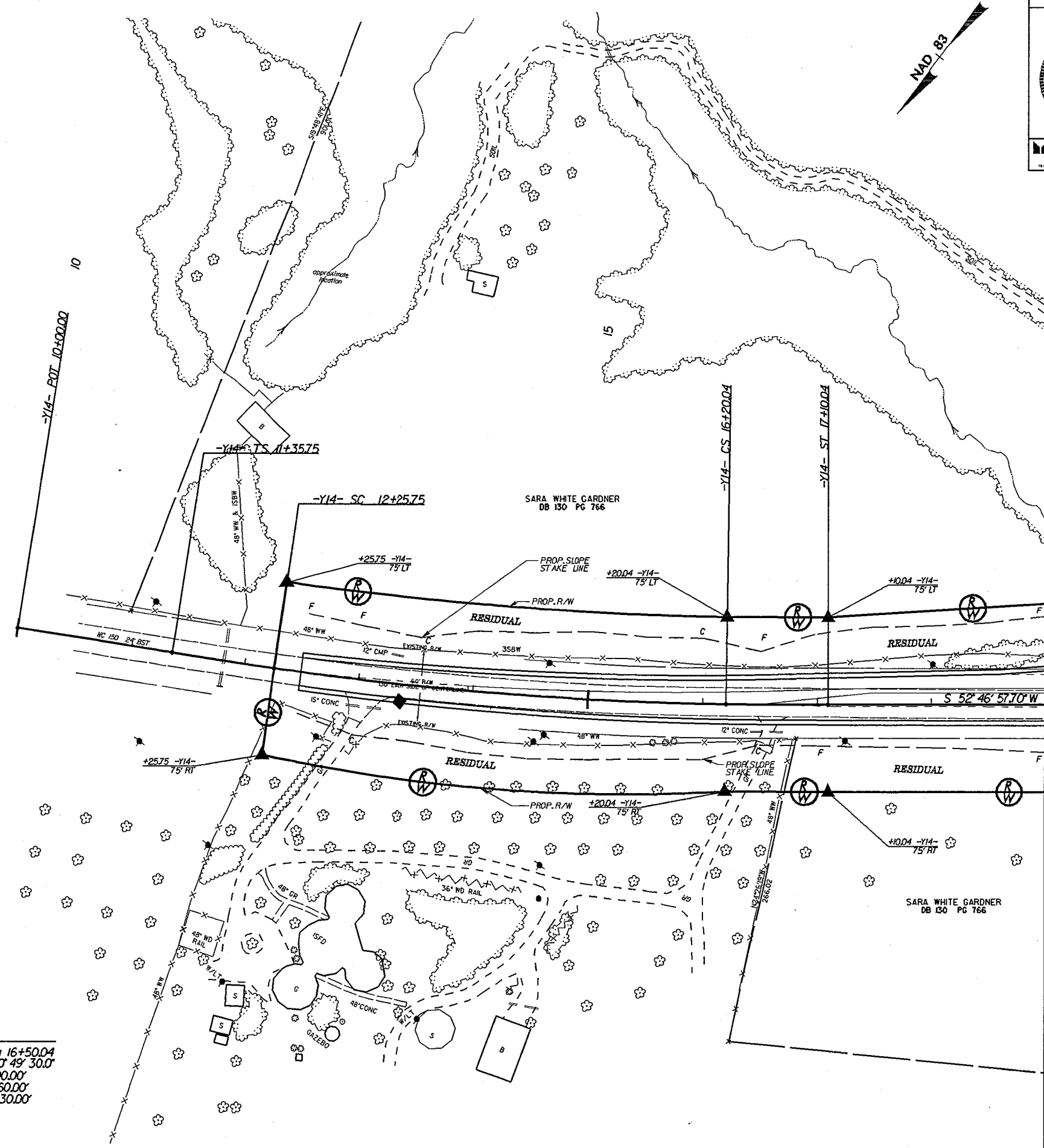
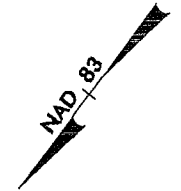
SPECIAL 2' LATERAL BASE DITCH
LINED W/CL B RIP RAP
STA 26+50 TO 28+00 -Y8-REV RT
SEE DETAIL 9
EST - TONS CL B RIP RAP
EST - SY FILTER FABRIC
EST - CY DDE



-Y8-			-Y8-			-Y8-		
PI Sta 28+98.45	PI Sta 30+32.20	PI Sta 31+65.43	PI Sta 36+71.61	PI Sta 43+89.21				
$\Delta s = 2' 34'' 01.3''$	$\Delta = 10' 17'' 03.1'' (RT)$	$\Delta s = 2' 34'' 01.3''$	$\Delta = 18' 55'' 19.2'' (LT)$	$\Delta = 23' 17'' 46.6'' (RT)$				
$Ls = 100.00'$	$D = 5' 08'' 02.5''$	$Ls = 100.00'$	$D = 5' 20'' 00.0''$	$D = 6' 30'' 00.0''$				
$LT = 66.67'$	$L = 200.31'$	$LT = 66.67'$	$L = 354.79'$	$L = 358.40'$				
$ST = 33.34'$	$T = 100.43'$	$ST = 33.34'$	$T = 179.02'$	$T = 181.71'$				
	$R = 1116.00'$		$R = 1074.30'$	$R = 881.47'$				

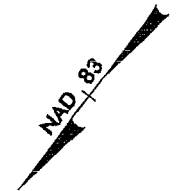
-Y8A-		-Y8-REV	
PI Sta 34+50.00	PI Sta 33+06.92		
$\Delta = 43' 29'' 40.5'' (RT)$	$\Delta = 29' 49'' 05.8'' (RT)$		
$D = 19' 05'' 54.9''$	$D = 7' 38'' 22.0''$		
$L = 227.74'$	$L = 390.32'$		
$T = 119.67'$	$T = 199.69'$		
$R = 300.00'$	$R = 750.00'$		
$SE = .08$	$SE = .08$		
	$RO = 200'$		

FOR -Y8A- PROFILE SEE SHEET 86
FOR -Y8-REV PROFILE SEE SHEET 85

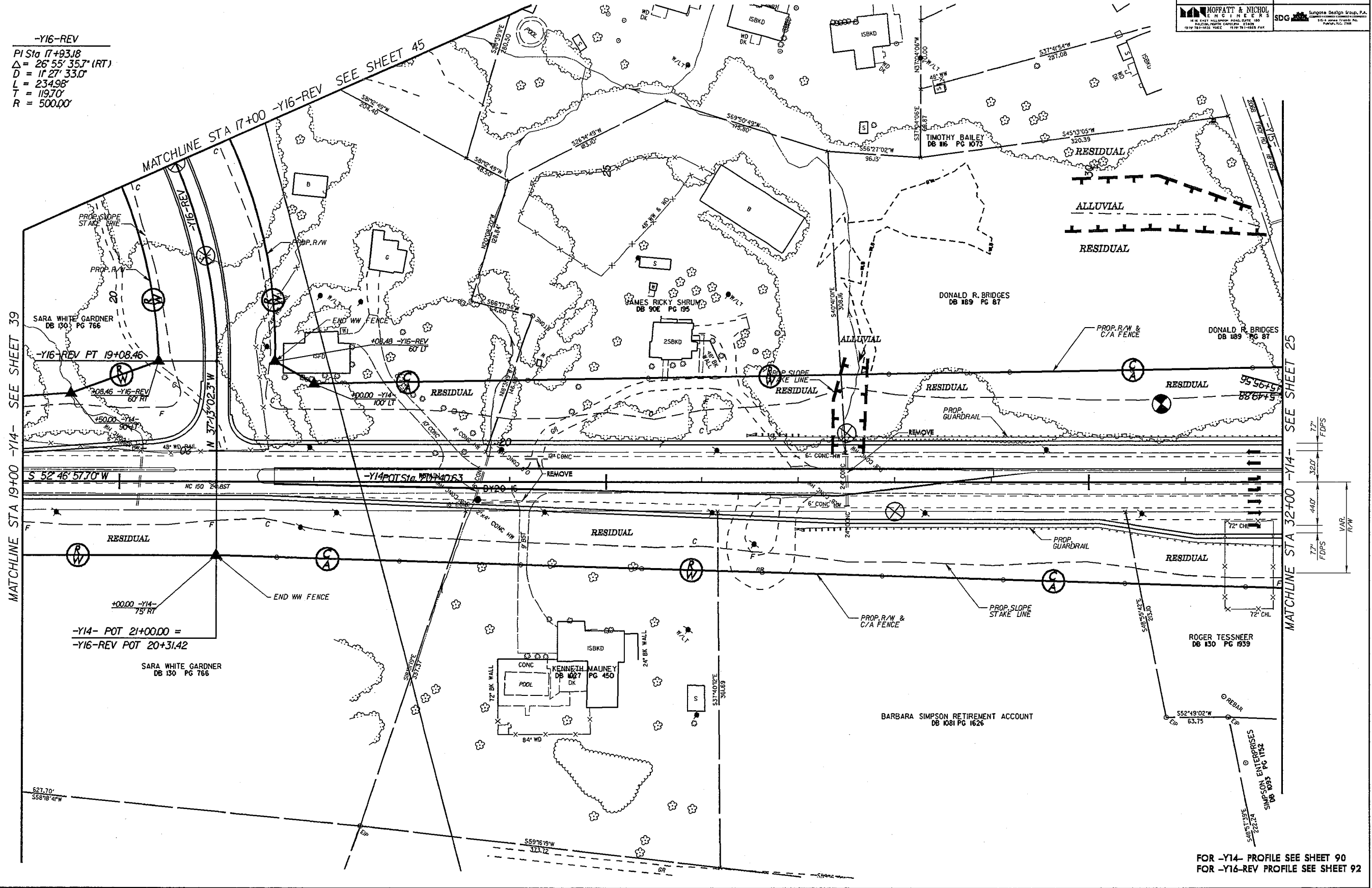


MATCHLINE: STA 19+00 -Y14- SEE SHEET 40

-Y14-		
PIs Sta 11+95.75	PI Sta 14+23.15	PIs Sta 16+50.04
$\theta_s = 0^\circ 49' 30.0''$	$\Delta = 7^\circ 13' 43.1''$ (LT)	$\theta_s = 0^\circ 49' 30.0''$
LS = 90.00'	D = 1,50' 00.0'	LS = 90.00'
LT = 60.00'	L = 394.29'	LT = 60.00'
ST = 30.00'	T = 197.41'	ST = 30.00'
	R = 3,125.22'	



-Y16-REV
 PI Sta 17+93.8
 $\Delta = 26^{\circ}55'35.7''$ (RT)
 $D = 11^{\circ}27'33.0''$
 $L = 234.98'$
 $T = 119.70'$
 $R = 500.00'$

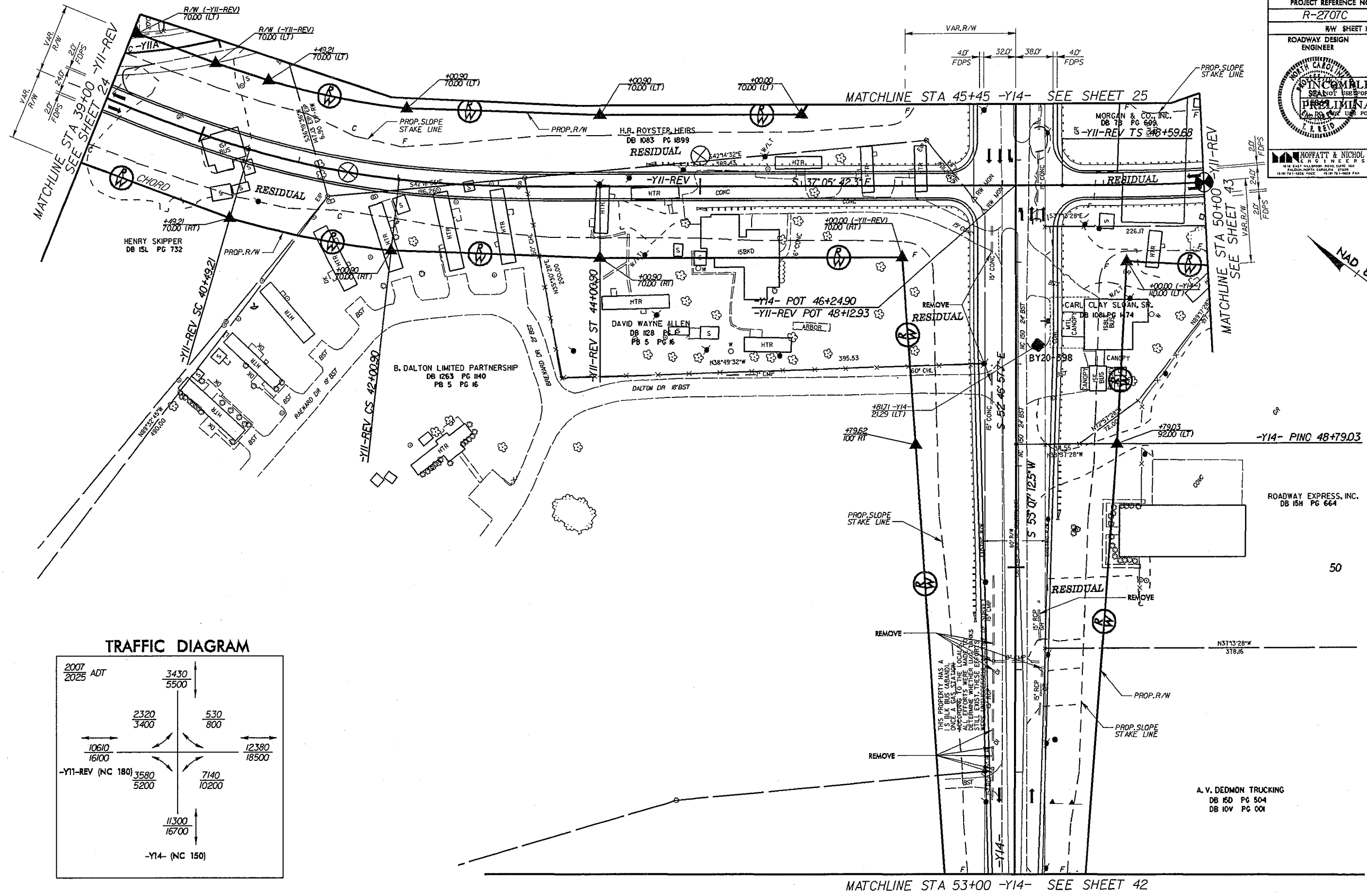


MATCHLINE STA 19+00 -Y14- SEE SHEET 39

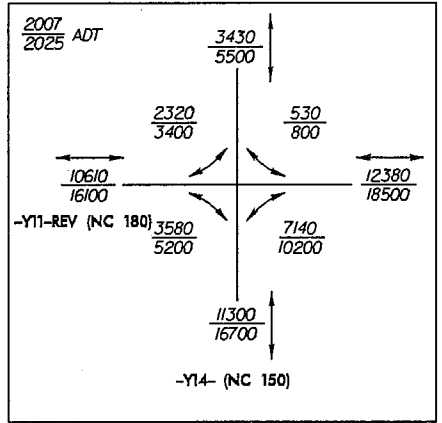
MATCHLINE STA 32+00 -Y14- SEE SHEET 25

$+00.00 -Y14- =$
 $-Y14- POT 21+00.00 =$
 $-Y16-REV POT 20+31.42$

FOR -Y14- PROFILE SEE SHEET 90
 FOR -Y16-REV PROFILE SEE SHEET 92

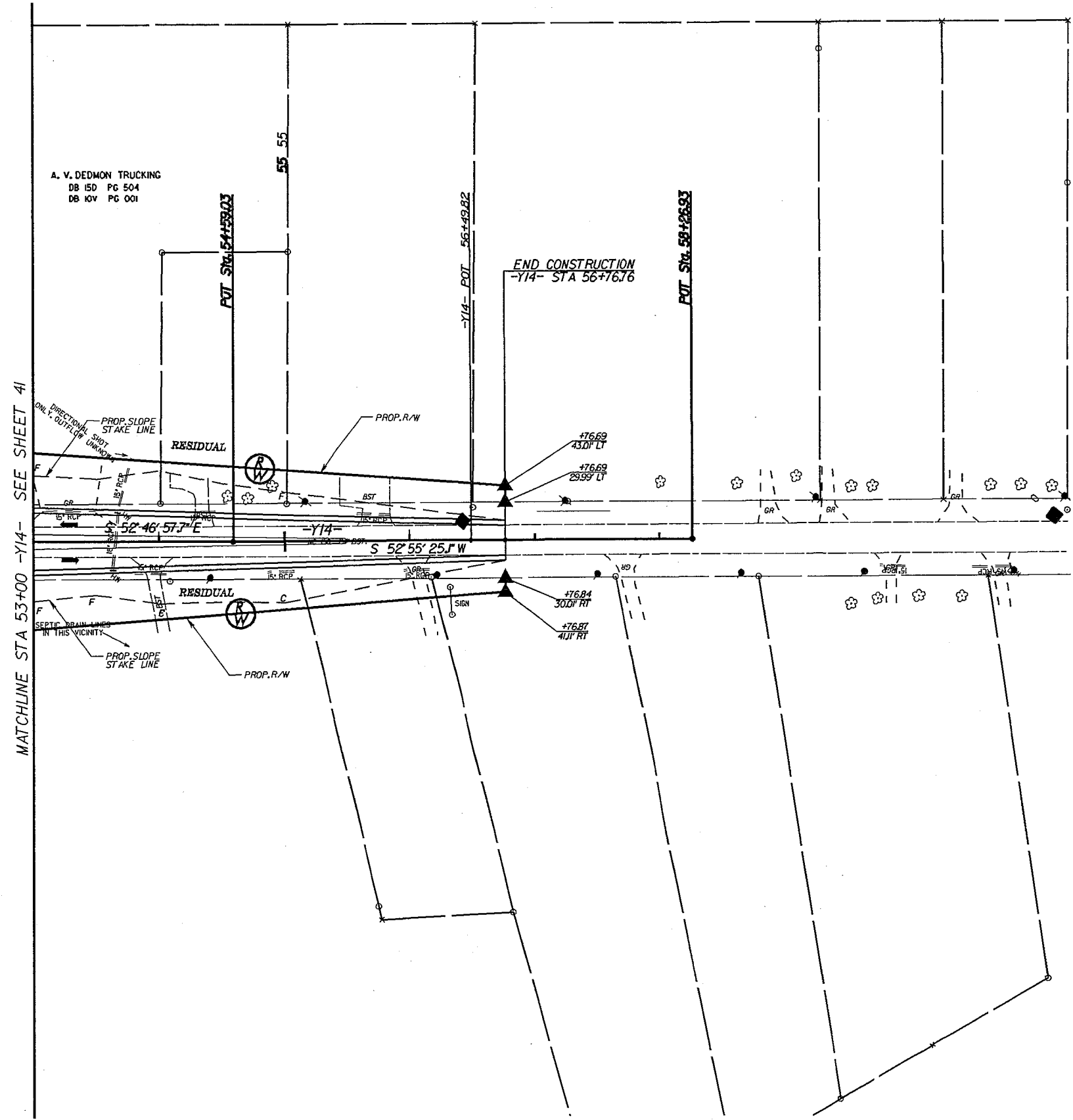
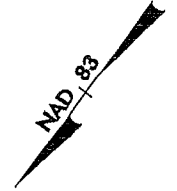


TRAFFIC DIAGRAM

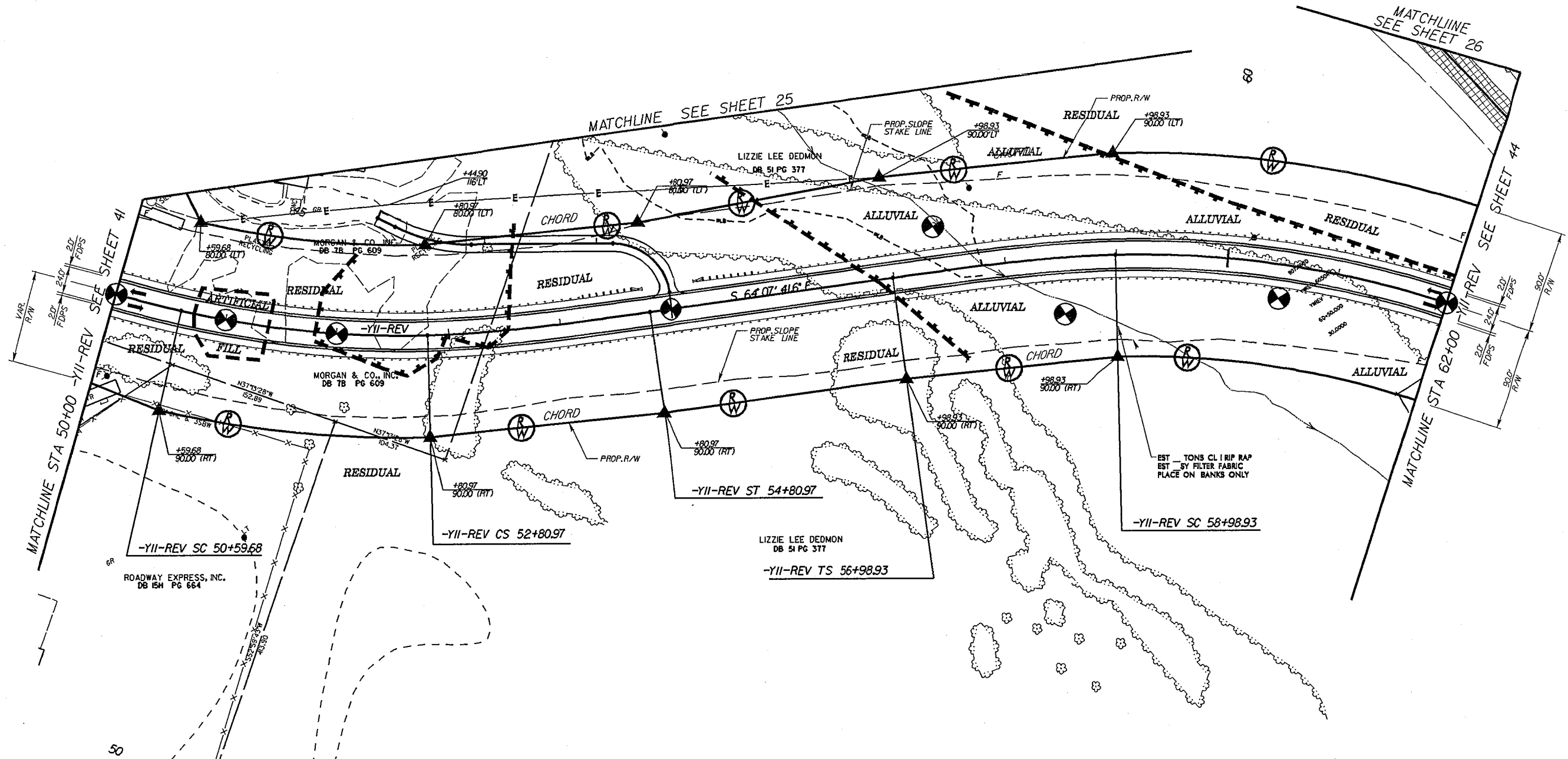
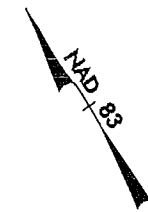


-Y11-REV			
Pis Sta 39+82.63	PI Sta 41+25.24	Pis Sta 42+67.65	Pis Sta 49+93.10
Os = 6' 25' 00.0"	Δ = 9' 44' 00.4" (LT)	Os = 6' 25' 00.0"	Os = 6' 25' 00.0"
Ls = 200.00'	D = 6' 25' 00.0"	Ls = 200.00'	Ls = 200.00'
LT = 133.42'	L = 151.69'	LT = 133.42'	LT = 133.42'
ST = 66.75'	T = 76.03'	ST = 66.75'	ST = 66.75'
	R = 892.92'		
	SE = .08		

PROJECT REFERENCE NO.		SHEET NO.	
R-2707C		42	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
PRELIMINARY PLANS <small>NO CONTRACT USE FOR CONSTRUCTION</small>			
 MOFFATT & NICHOL <small>ENGINEERS</small> <small>18 EAST WASHINGTON STREET, SUITE 200</small> <small>RALEIGH, NORTH CAROLINA 27601</small> <small>1010 W. 10TH STREET, SUITE 210</small> <small>RALEIGH, NORTH CAROLINA 27603</small>		 SDG <small>Summit Design Group, P.A.</small> <small>217 W. JONES STREET, SUITE 200</small> <small>RALEIGH, NORTH CAROLINA 27601</small>	



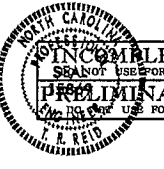
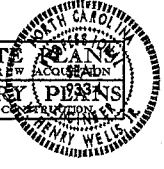
MATCHLINE STA 53+00 -Y14- SEE SHEET 41

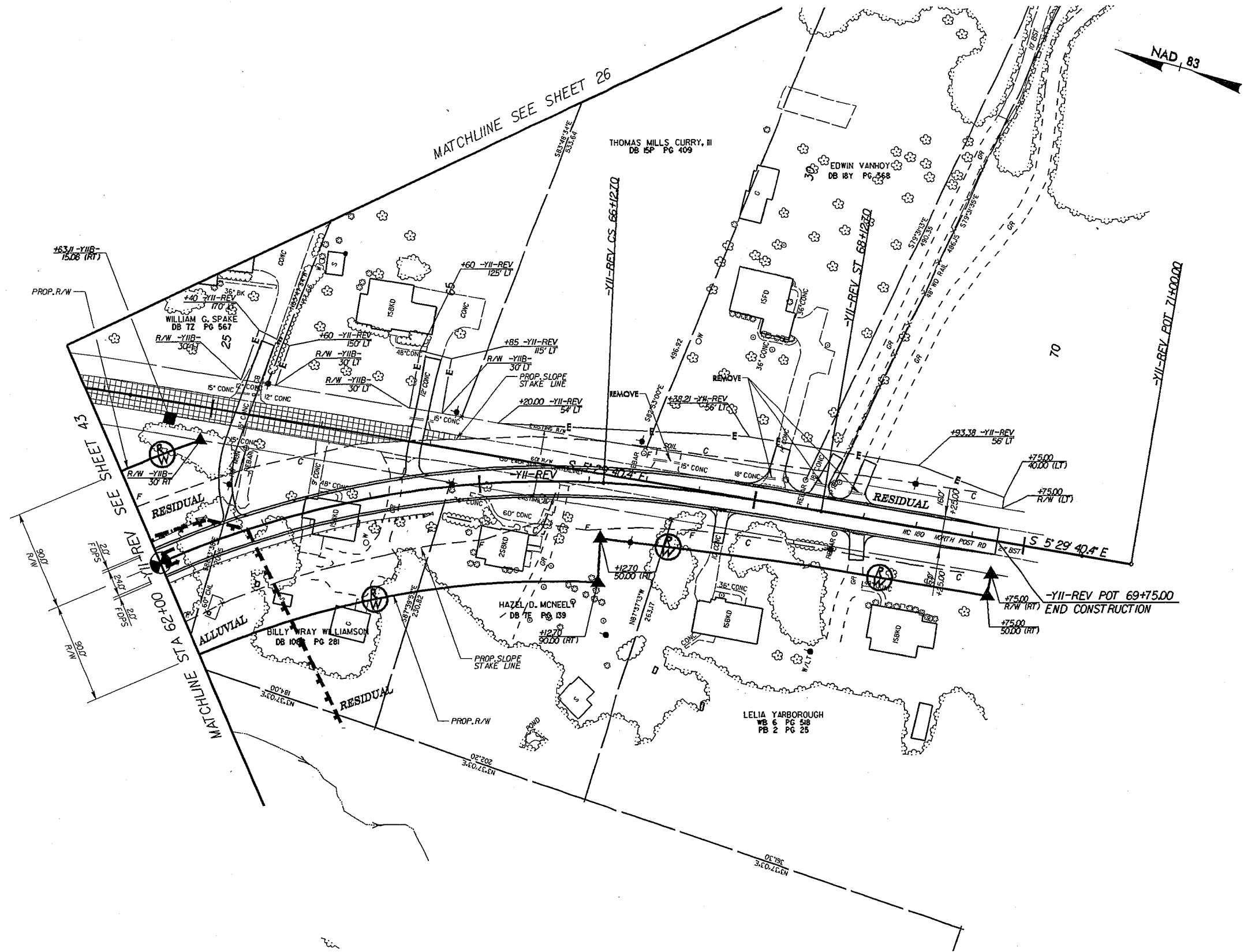


-YII-REV				
PI Sta 49+93.10	PI Sta 51+70.89	PI Sta 53+47.72	PI Sta 58+32.35	PI Sta 62+76.12
$\theta_s = 6' 25' 00.0''$	$\Delta = 14' 11' 59.3''$ (LT)	$\theta_s = 6' 25' 00.0''$	$\theta_s = 6' 25' 00.0''$	$\Delta = 45' 48' 01.2''$ (RT)
$L_s = 200.00'$	$D = 6' 25' 00.0''$	$L_s = 200.00'$	$L_s = 200.00'$	$D = 6' 25' 00.0''$
$LT = 133.42'$	$L = 221.30'$	$LT = 133.42'$	$LT = 133.42'$	$L = 713.77'$
$ST = 66.75'$	$T = 111.22'$	$ST = 66.75'$	$ST = 66.75'$	$T = 377.19'$
	$R = 892.92'$			$R = 892.92'$
	$SE = .08$			$SE = .08$

8/17/99

22-MAY-2008 09:55
d:\projects\270707c\rev\geo_rdwj_cleveland\cadd\geotech\planprof\AR2707c\REV_GEO_inv_044_044.psh
cbur13 AT 08:42:51

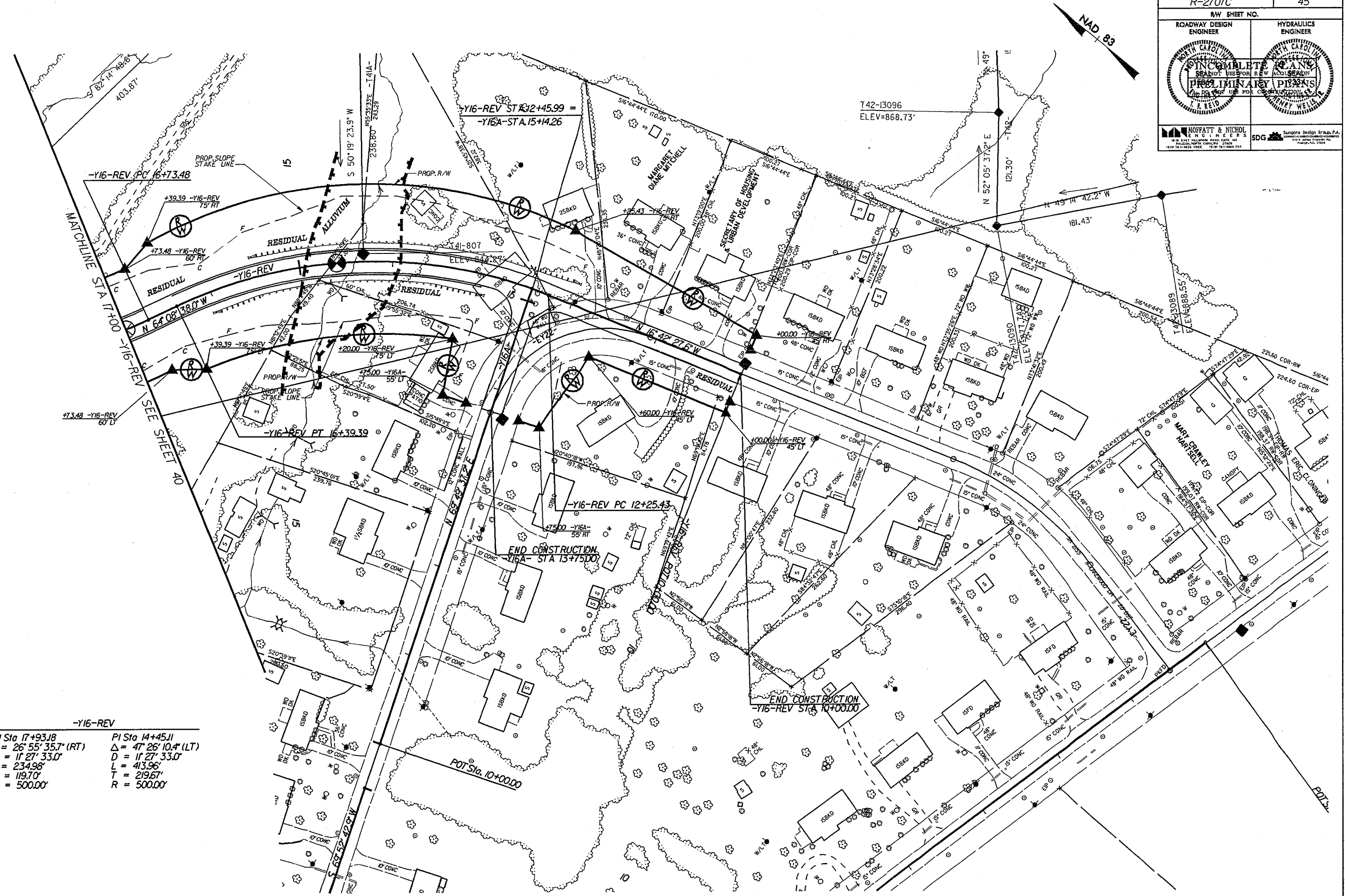
PROJECT REFERENCE NO. R-2707C		SHEET NO. 44	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
			
WOPFATT & NICHOL ENGINEERS		SDG Surgore Design Group, P.A.	



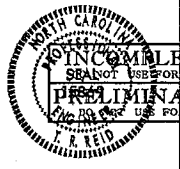
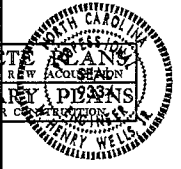


-Y11-REV

PI Sta 62+76.12	PIs Sta 66+79.45
$\Delta = 45^\circ 48' 01.2\" (RT)$	$\Theta s = 6' 25' 00.0\"$
$D = 6' 25' 00.0\"$	$Ls = 200.00'$
$L = 713.77'$	$LT = 133.42'$
$T = 377.19'$	$ST = 66.75'$
$R = 892.92'$	
$SE = .08$	

FOR -Y11-REV PROFILE SEE SHEET 89

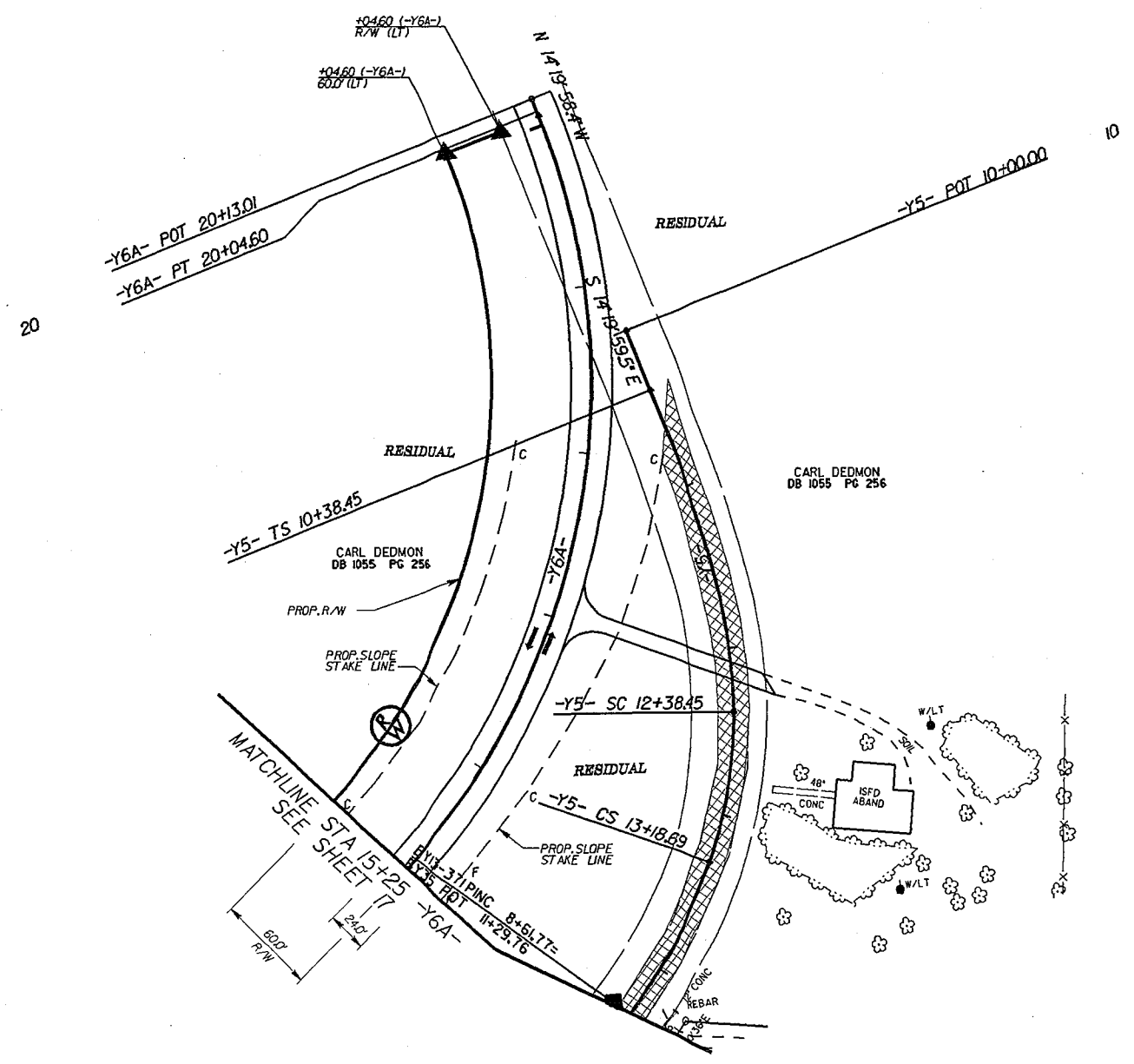


-Y16-REV	
PI Sta 17+93.18	PI Sta 14+45.11
$\Delta = 26^{\circ} 55' 35.7''$ (RT)	$\Delta = 47^{\circ} 26' 10.4''$ (LT)
D = 11' 27" 33.0"	D = 11' 27" 33.0"
L = 234.98'	L = 413.96'
T = 119.70'	T = 219.67'
R = 500.00'	R = 500.00'

PROJECT REFERENCE NO. R-2707C		SHEET NO. 46	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
			
			



ADDITIONAL TOPO AND DTM COVERAGE REQUIRED



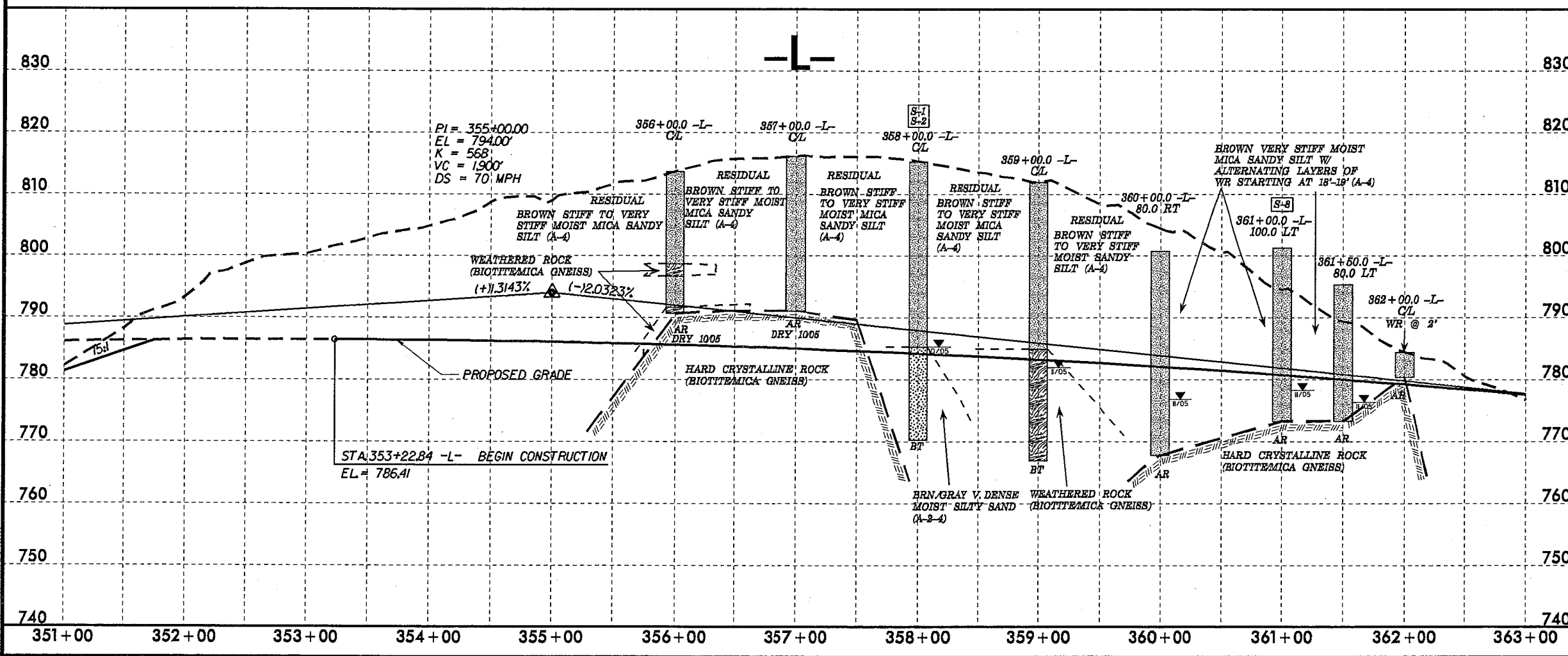
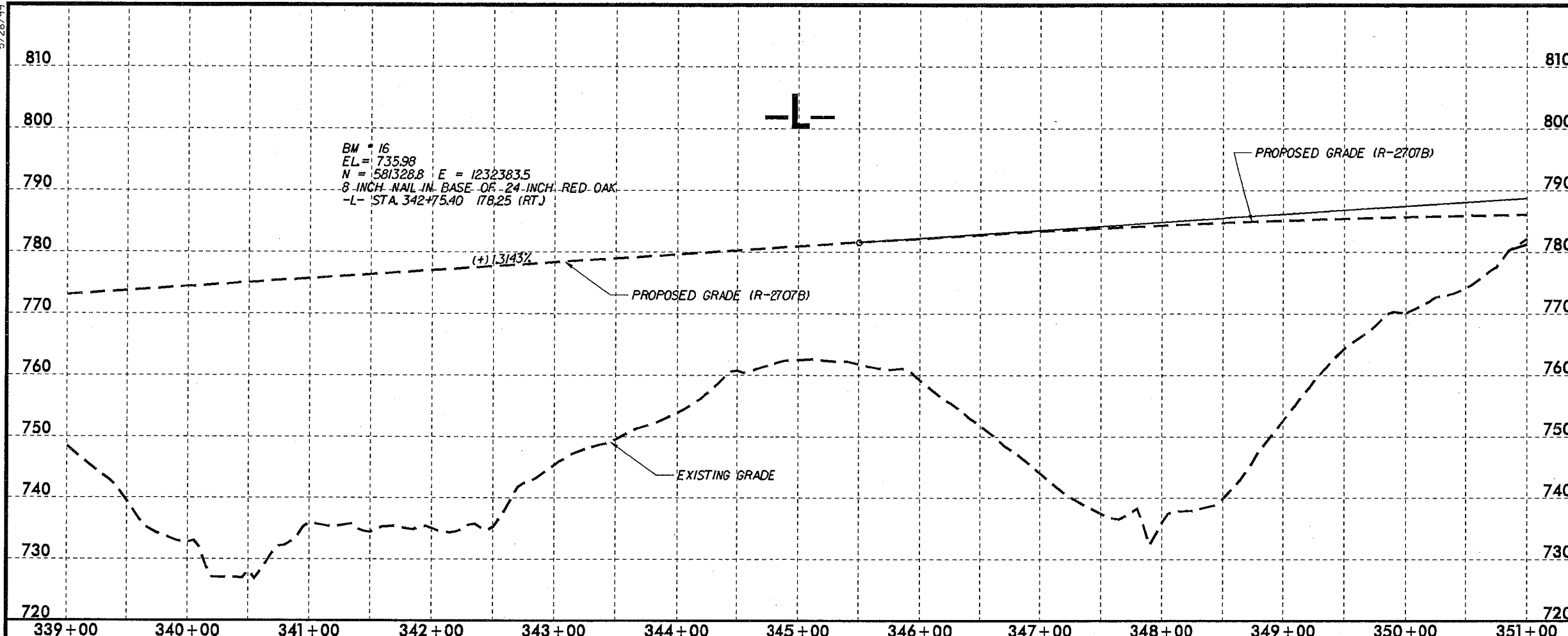
-Y6A-

PI Sta 18+74.21
$\Delta = 123^{\circ} 04' 59.2''$ (LT)
D = 13' 19' 28.6"
L = 923.73'
T = 793.33'
R = 430.00'

-Y5-

PIs Sta 13+96.72	PI Sta 14+85.71
Es = 2' 30' 00.0"	$\Delta = 30^{\circ} 39' 00.8''$ (RT)
Ls = 200.00'	D = 38' 11' 49.9"
LT = 134.33'	L = 80.24'
ST = 67.57'	T = 41.11'
	R = 150.00'

PROJECT REFERENCE NO. R-2707C	SHEET NO. 47
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

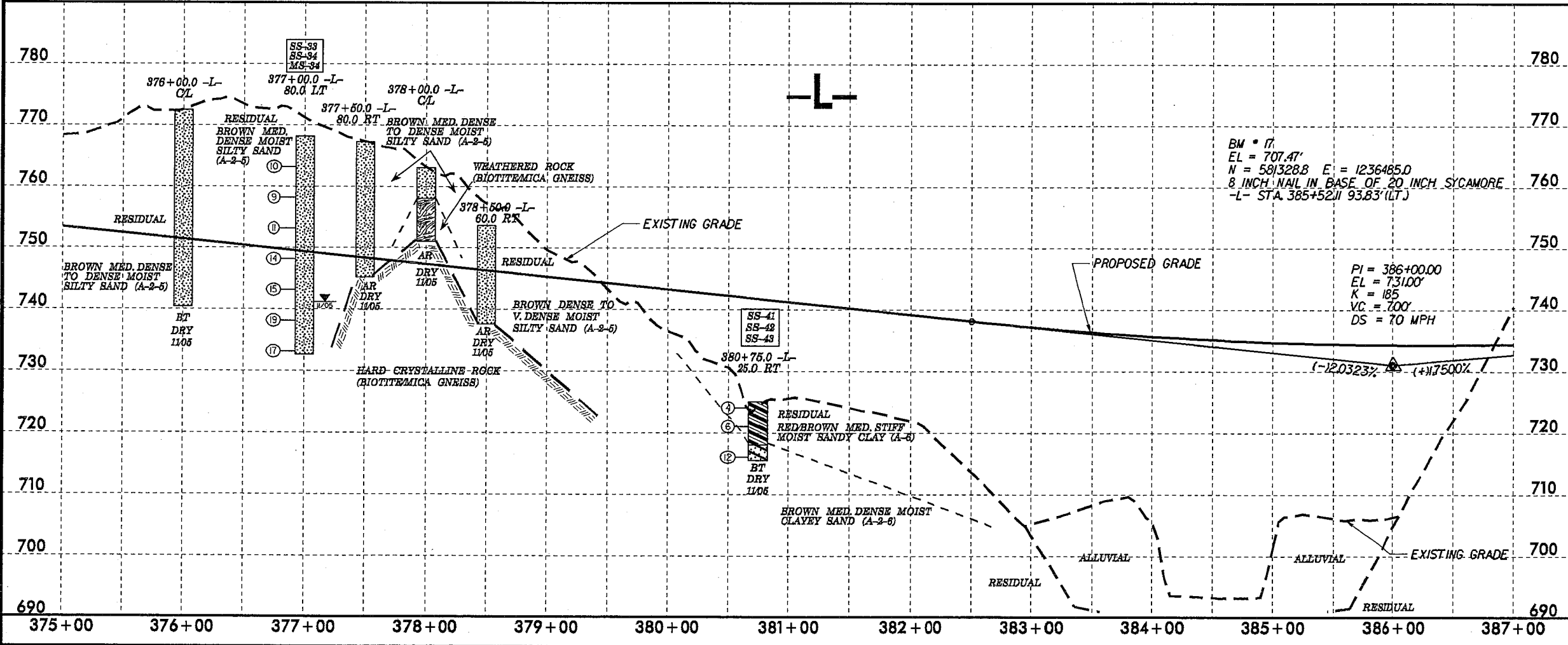
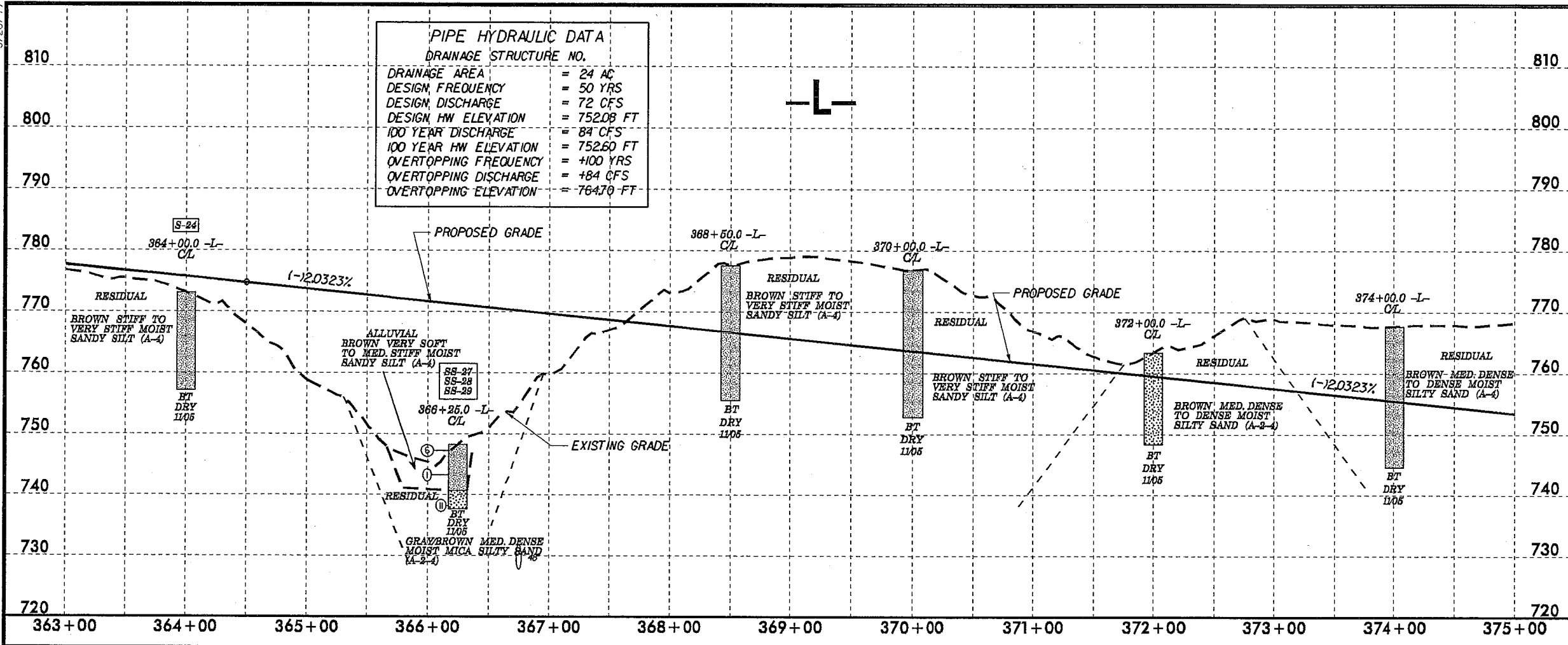


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5/28/99

PROJECT REFERENCE NO. R-2707C	SHEET NO. 48
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

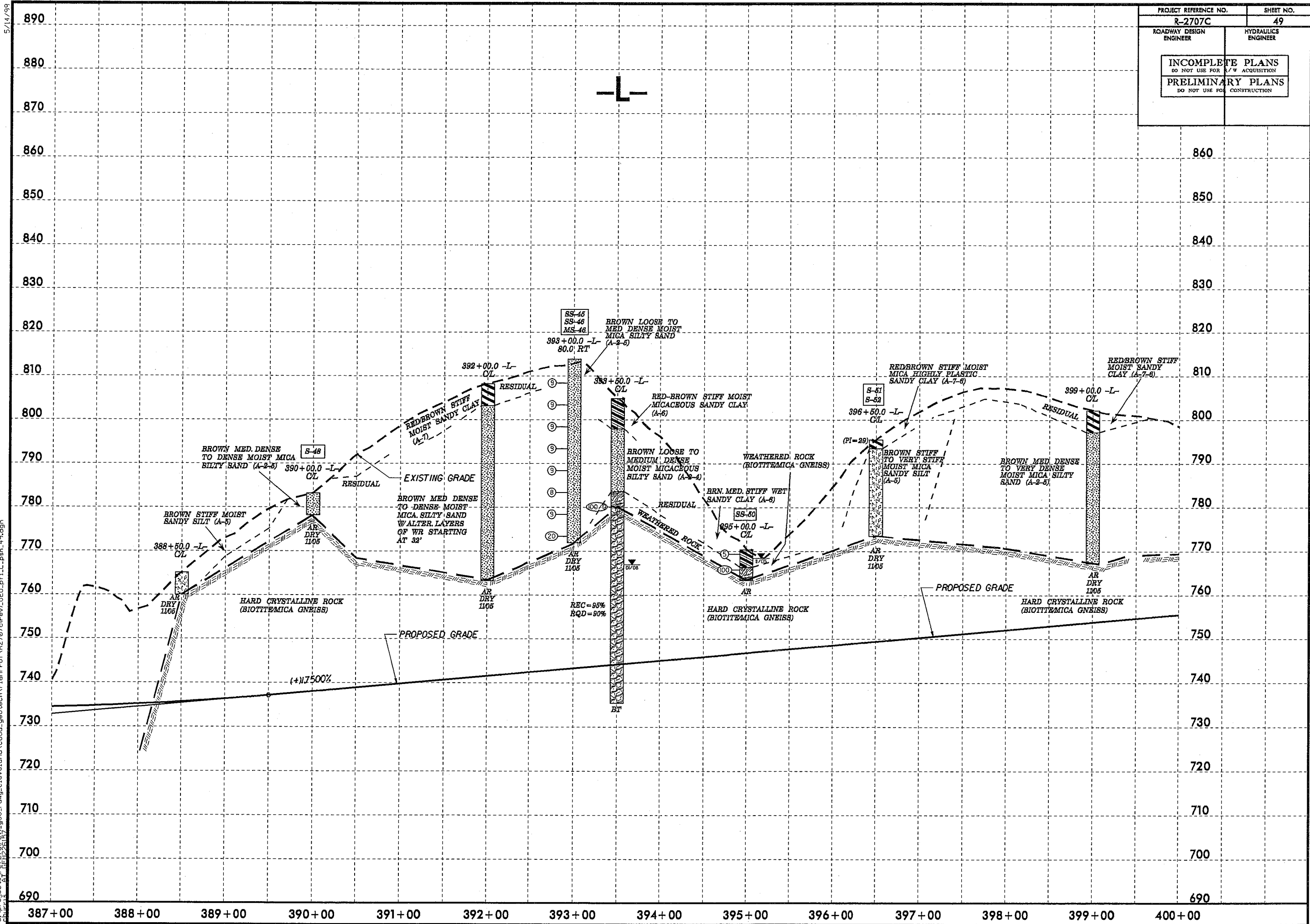
PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 24 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 72 CFS
DESIGN HW ELEVATION	= 752.08 FT
100 YEAR DISCHARGE	= 84 CFS
100 YEAR HW ELEVATION	= 752.60 FT
OVERTOPPING FREQUENCY	= +100 YRS
OVERTOPPING DISCHARGE	= +84 CFS
OVERTOPPING ELEVATION	= 764.70 FT



28-MAY-2008 15:52
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5/14/99

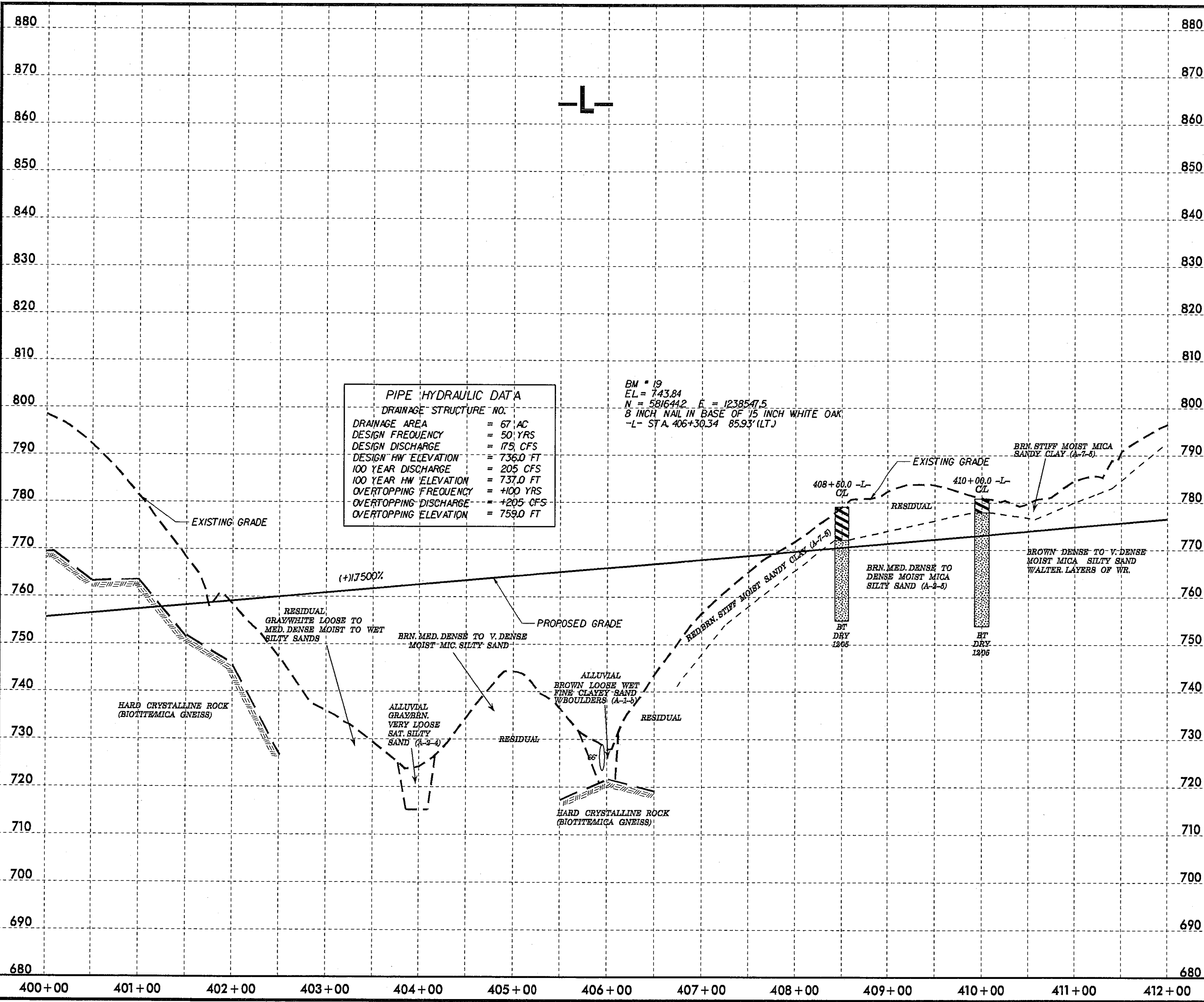
PROJECT REFERENCE NO.		SHEET NO.	
R-2707C		49	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION		PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



29-MAY-2008 08:46
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5/14/99

PROJECT REFERENCE NO. R-2707C	SHEET NO. 50
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



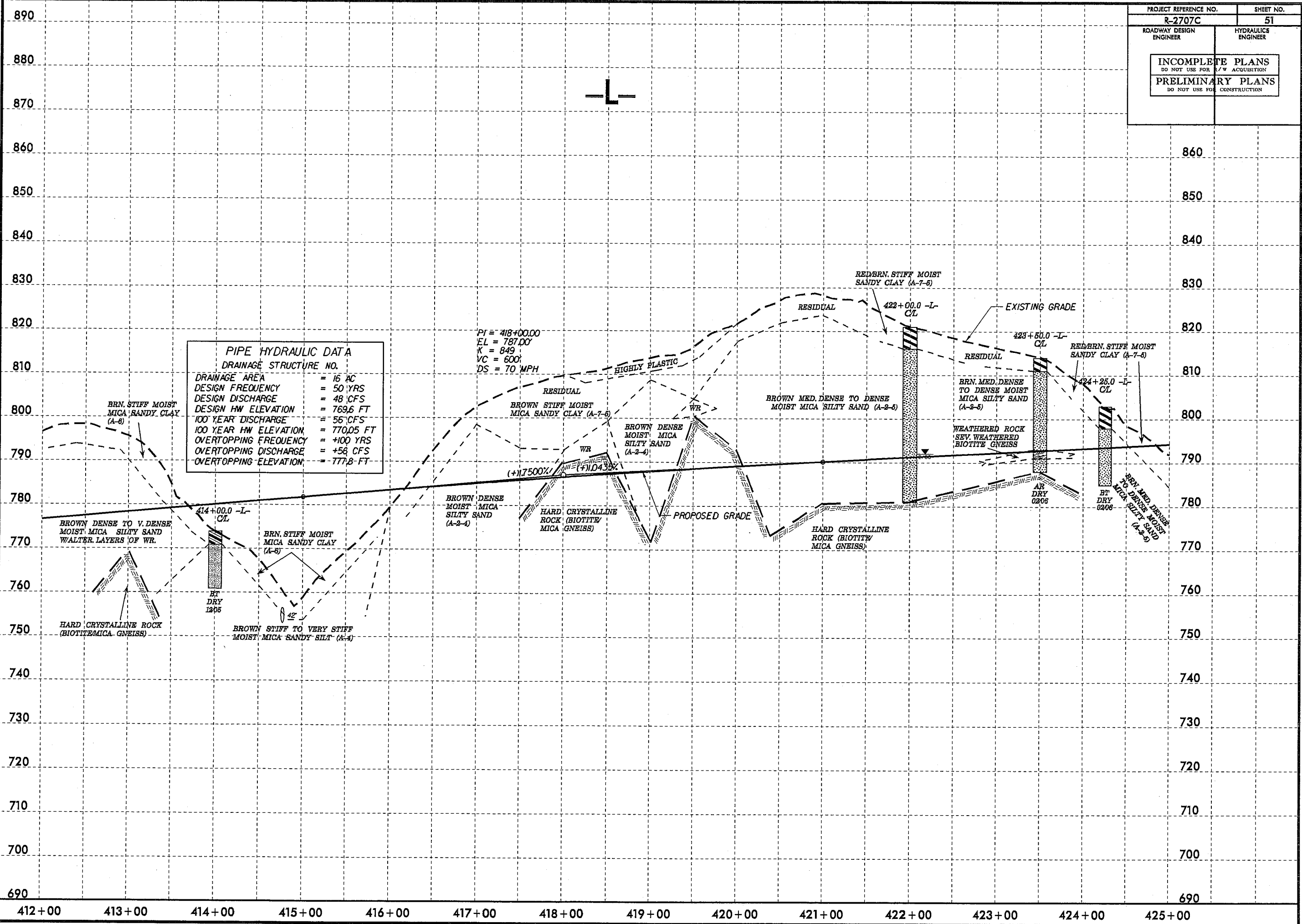
PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 67 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 179 CFS
DESIGN HW ELEVATION	= 736.0 FT
100 YEAR DISCHARGE	= 205 CFS
100 YEAR HW ELEVATION	= 737.0 FT
OVERTOPPING FREQUENCY	= +100 YRS
OVERTOPPING DISCHARGE	= +205 CFS
OVERTOPPING ELEVATION	= 759.0 FT

BM # 19
 EL = 743.84
 N = 581644.2 E = 1238547.5
 8 INCH NAIL IN BASE OF 15 INCH WHITE OAK
 -L- STA. 406+30.34 85.93' (LTJ)

C:\MAY-2008\14370\ch\dwg\cleveland\cadd\geotech\planprof\R2707c(rev).GED.pfl.L.L.psh.50.dgn
 5/14/99

5/14/99
02-MAY-2008 13:38
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 51
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 16 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 48 CFS
DESIGN HW ELEVATION	= 769.6 FT
100 YEAR DISCHARGE	= 56 CFS
100 YEAR HW ELEVATION	= 770.05 FT
OVERTOPPING FREQUENCY	= +100 YRS
OVERTOPPING DISCHARGE	= +58 CFS
OVERTOPPING ELEVATION	= 777.8 FT

PI = 418+00.00
 EL = 787.00'
 K = 849
 VC = 600'
 DS = 70 MPH

BROWN STIFF TO VERY STIFF MOIST MICA SANDY SILT (A-4)

(+1.7500%) (+1.0433%)

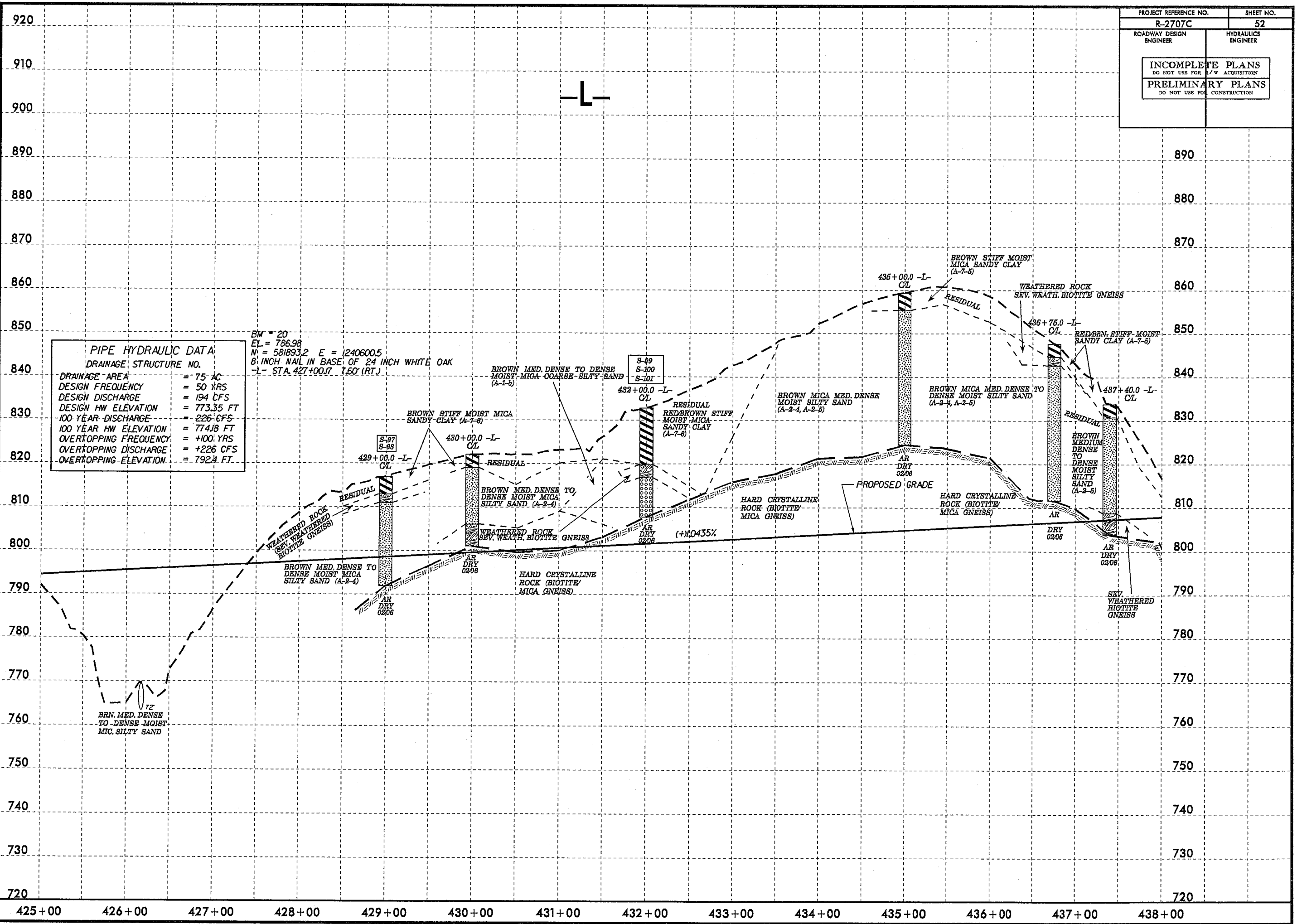
BROWN MED. DENSE TO DENSE MOIST MICA SILTY SAND (A-2-5)

BRN. MED. DENSE TO DENSE MOIST MICA SILTY SAND (A-2-5)

BRN. MED. DENSE TO DENSE MOIST MICA SILTY SAND (A-2-5)

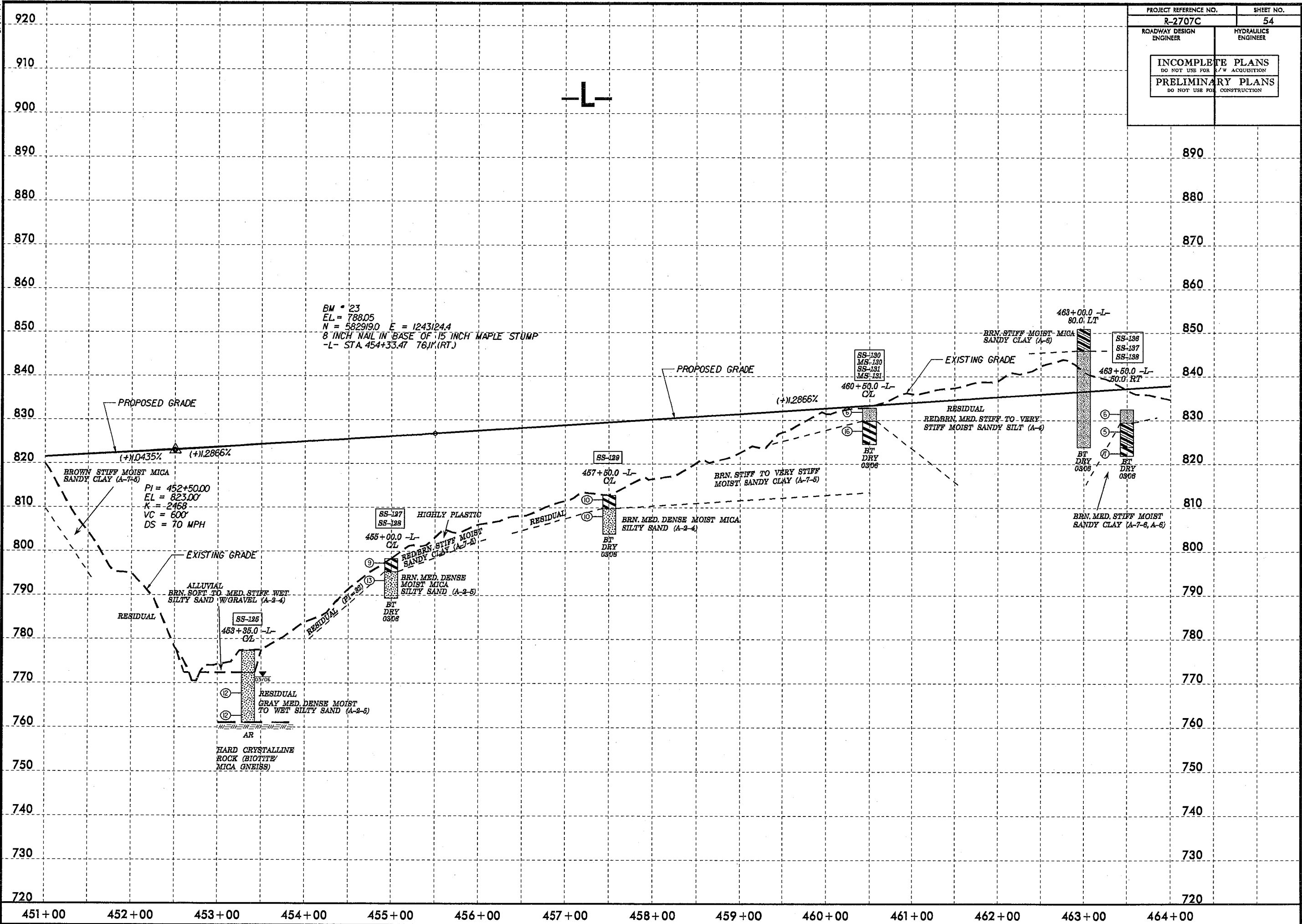
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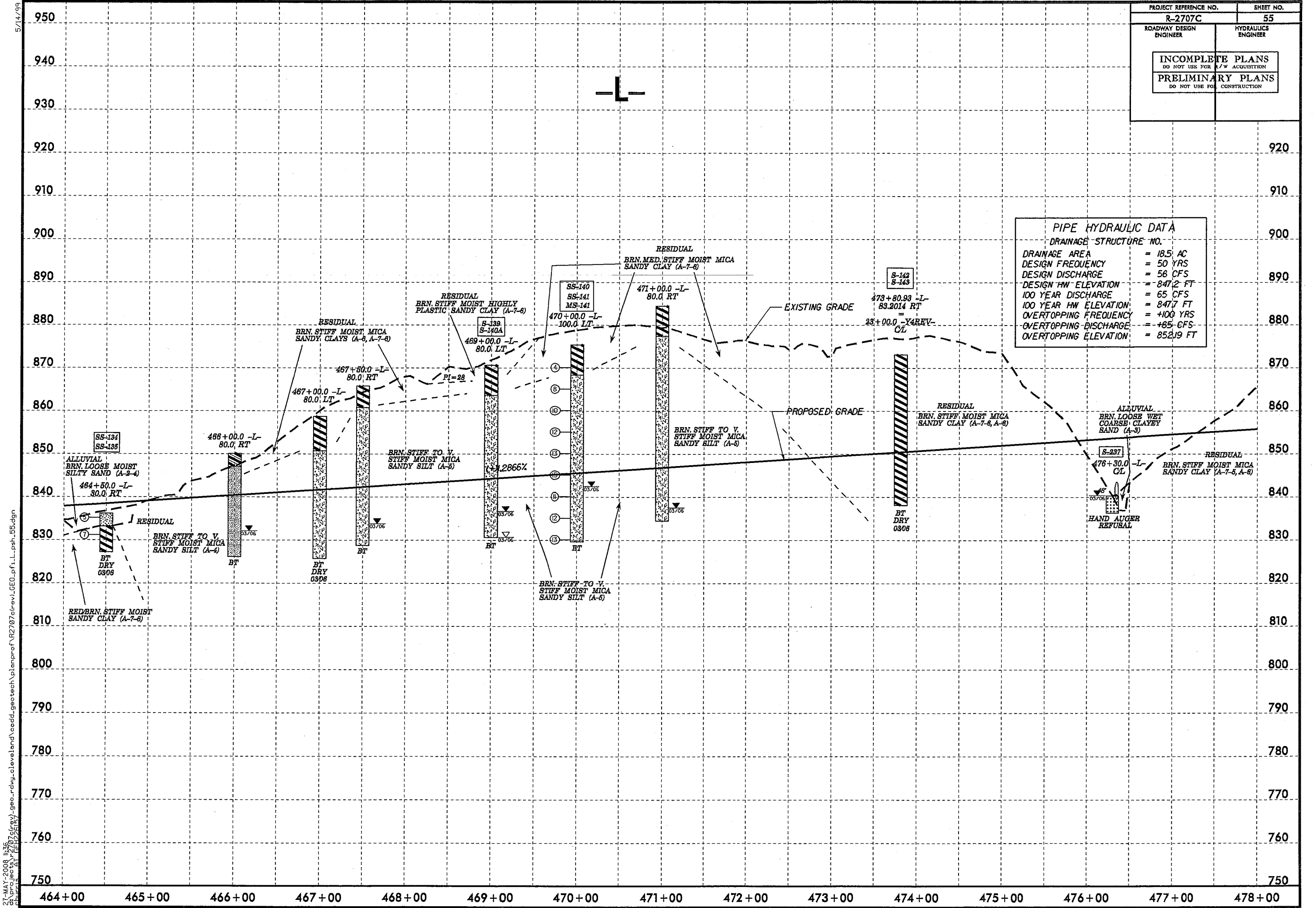
PROJECT REFERENCE NO. R-2707C	SHEET NO. 52
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



PROJECT REFERENCE NO. R-2707C	SHEET NO. 54
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

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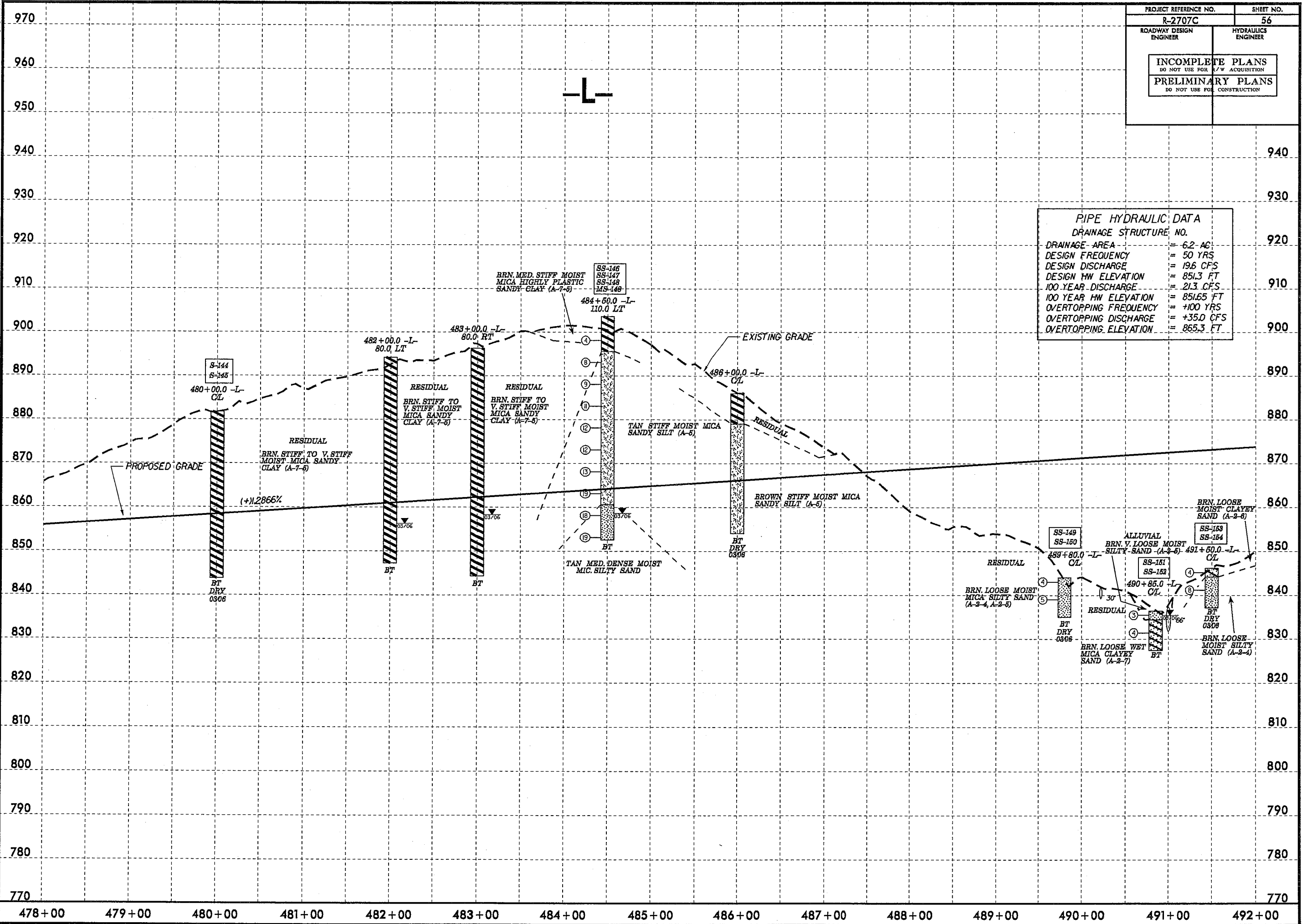


PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 18.5 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 58 CFS
DESIGN HW ELEVATION	= 847.2 FT
100 YEAR DISCHARGE	= 65 CFS
100 YEAR HW ELEVATION	= 847.7 FT
OVERTOPPING FREQUENCY	= +100 YRS
OVERTOPPING DISCHARGE	= +65 CFS
OVERTOPPING ELEVATION	= 852.9 FT

27-MAY-2008 11:56
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PROJECT REFERENCE NO. R-2707C		SHEET NO. 56	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION			
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION			

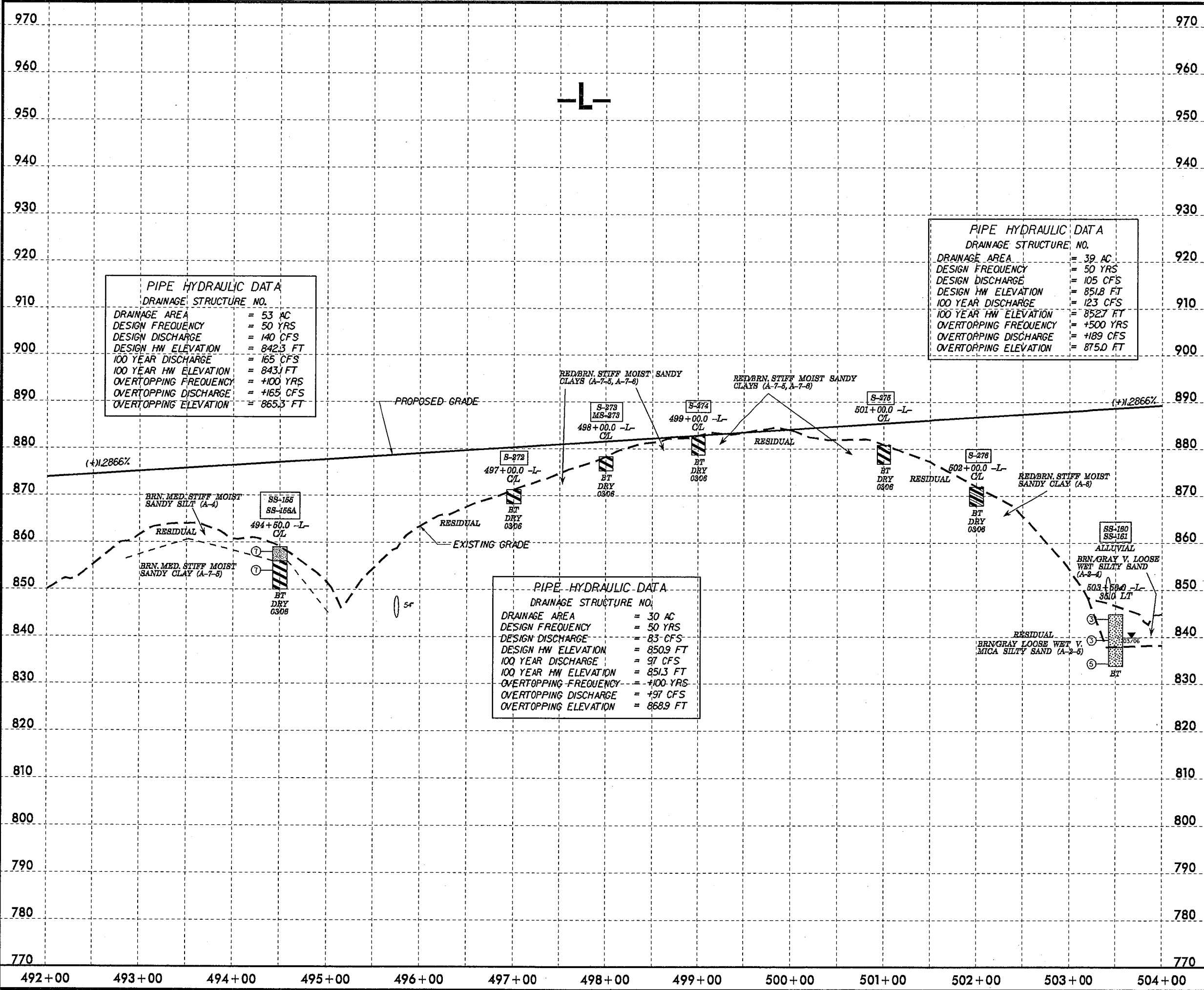
PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 6.2 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 19.6 CFS
DESIGN HW ELEVATION	= 851.3 FT
100 YEAR DISCHARGE	= 21.3 CFS
100 YEAR HW ELEVATION	= 851.65 FT
OVERTOPPING FREQUENCY	= +100 YRS
OVERTOPPING DISCHARGE	= +35.0 CFS
OVERTOPPING ELEVATION	= 865.3 FT



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 28-MAY-2008 14:30
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5/14/99
28-MAY-2008 09:20
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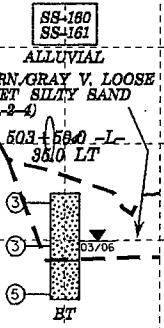
PROJECT REFERENCE NO. R-2707C	SHEET NO. 57
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



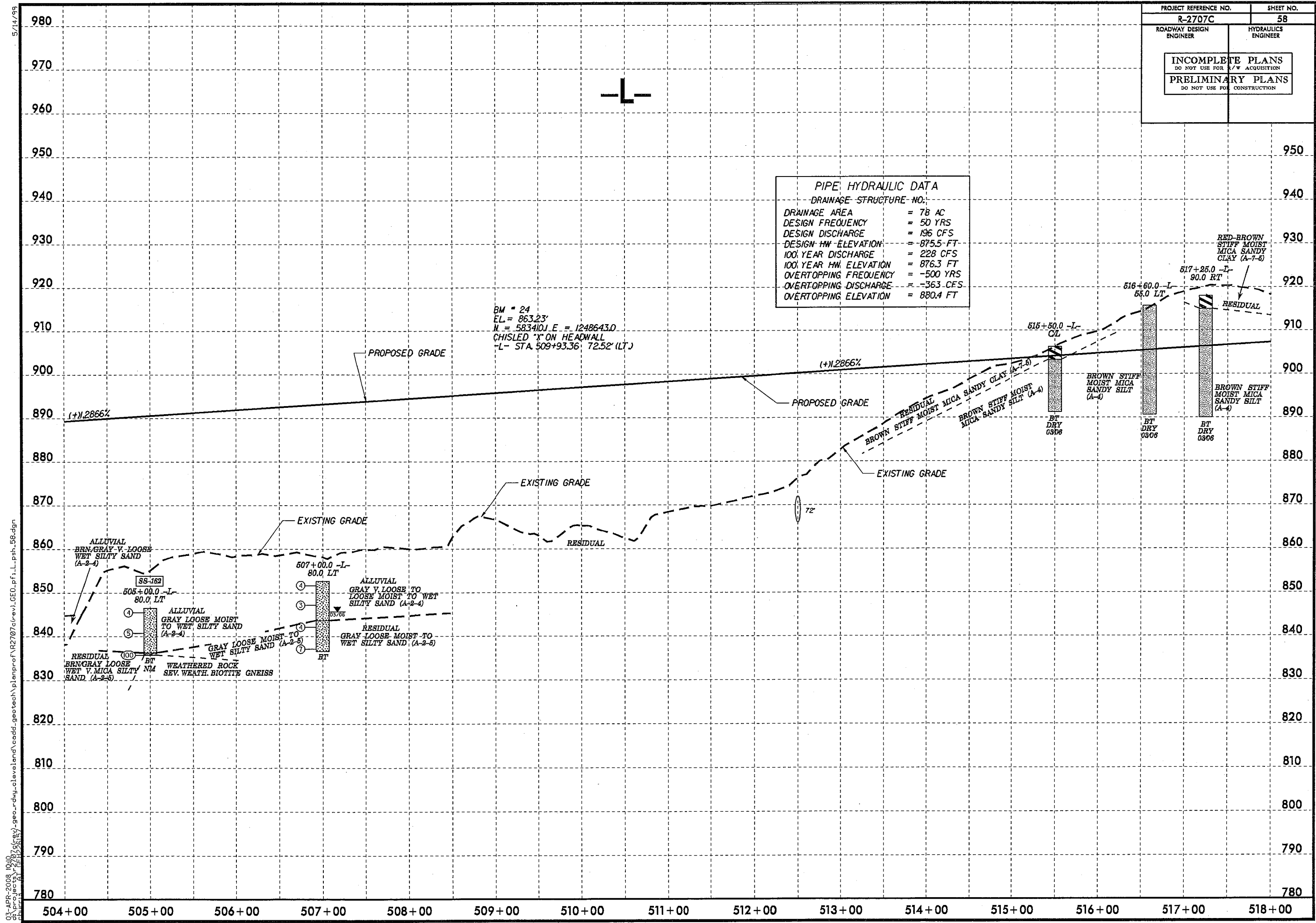
DRAINAGE AREA	= 53 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 140 CFS
DESIGN HW ELEVATION	= 842.3 FT
100 YEAR DISCHARGE	= 165 CFS
100 YEAR HW ELEVATION	= 843.1 FT
OVERTOPPING FREQUENCY	= +100 YRS
OVERTOPPING DISCHARGE	= +165 CFS
OVERTOPPING ELEVATION	= 865.3 FT

DRAINAGE AREA	= 39 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 105 CFS
DESIGN HW ELEVATION	= 851.8 FT
100 YEAR DISCHARGE	= 123 CFS
100 YEAR HW ELEVATION	= 852.7 FT
OVERTOPPING FREQUENCY	= +500 YRS
OVERTOPPING DISCHARGE	= +189 CFS
OVERTOPPING ELEVATION	= 875.0 FT

DRAINAGE AREA	= 30 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 83 CFS
DESIGN HW ELEVATION	= 850.9 FT
100 YEAR DISCHARGE	= 97 CFS
100 YEAR HW ELEVATION	= 851.3 FT
OVERTOPPING FREQUENCY	= +100 YRS
OVERTOPPING DISCHARGE	= +97 CFS
OVERTOPPING ELEVATION	= 868.9 FT



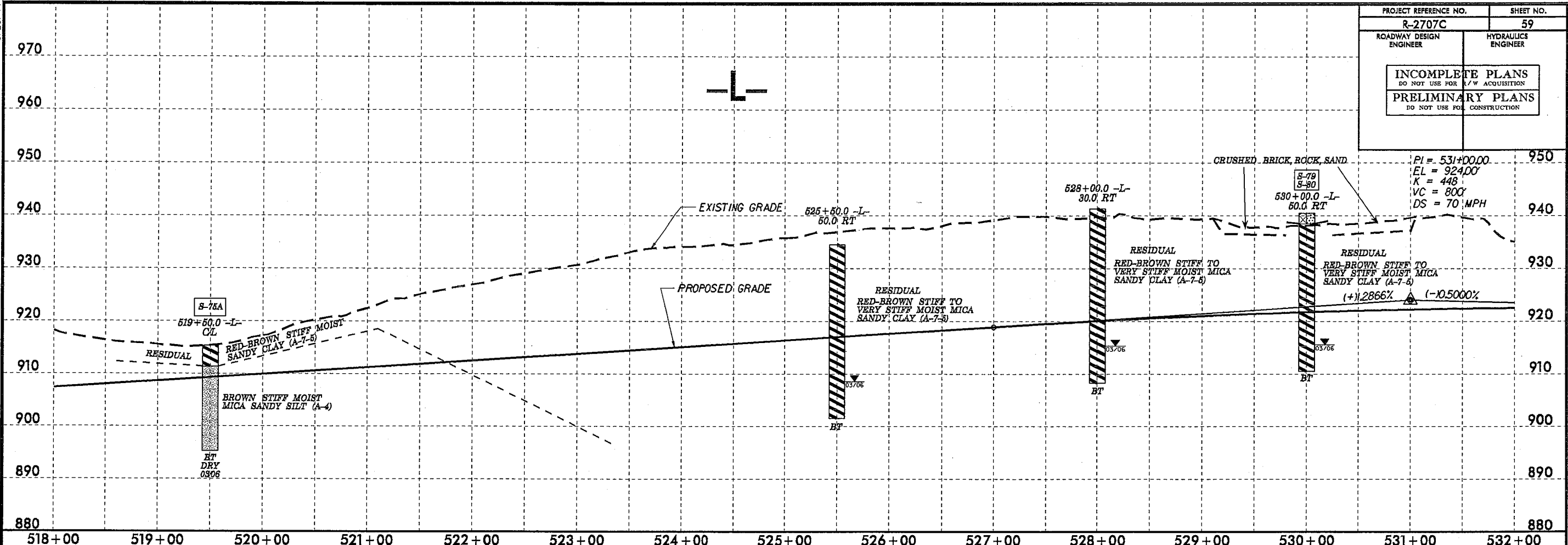
PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.:	
DRAINAGE AREA	= 78 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 196 CFS
DESIGN HW ELEVATION	= 875.5 FT
100 YEAR DISCHARGE	= 228 CFS
100 YEAR HW ELEVATION	= 876.3 FT
OVERTOPPING FREQUENCY	= 500 YRS
OVERTOPPING DISCHARGE	= 363 CFS
OVERTOPPING ELEVATION	= 880.4 FT



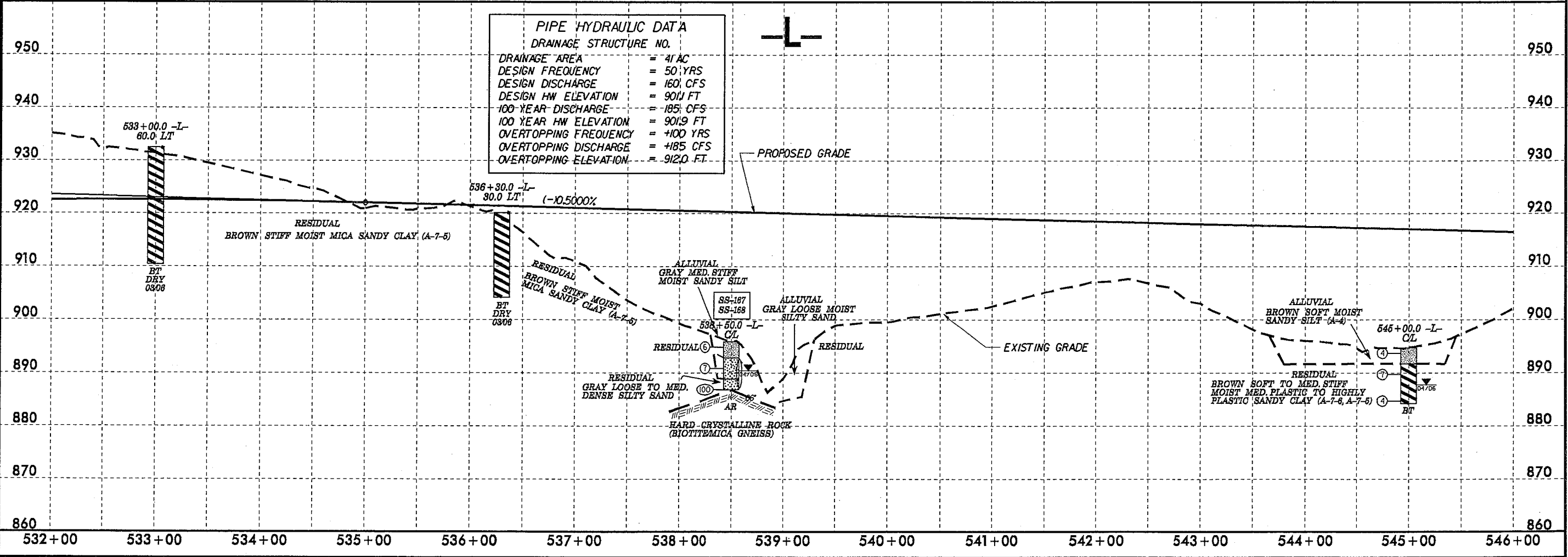
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 59
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 41 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 160 CFS
DESIGN HW ELEVATION	= 901.1 FT
100-YEAR DISCHARGE	= 185 CFS
100 YEAR HW ELEVATION	= 901.9 FT
OVERTOPPING FREQUENCY	= 100 YRS
OVERTOPPING DISCHARGE	= 485 CFS
OVERTOPPING ELEVATION	= 912.0 FT



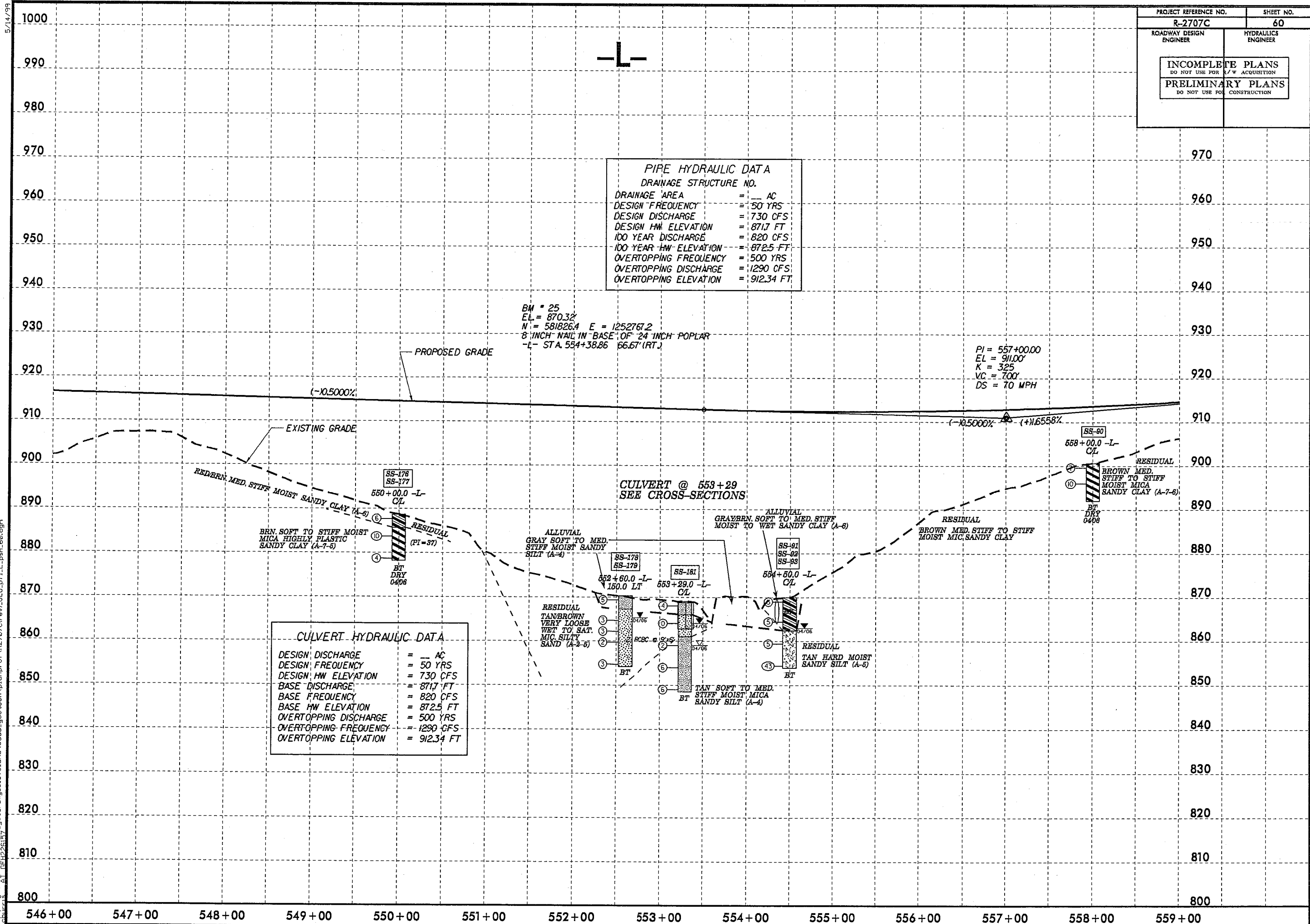
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PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 1 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 730 CFS
DESIGN HW ELEVATION	= 871.7 FT
100 YEAR DISCHARGE	= 820 CFS
100 YEAR HW ELEVATION	= 872.5 FT
OVERTOPPING FREQUENCY	= 500 YRS
OVERTOPPING DISCHARGE	= 1290 CFS
OVERTOPPING ELEVATION	= 912.34 FT

BM * 25
 EL = 870.32
 N = 581826.4 E = 1252767.2
 8" INCH NAIL IN BASE OF 24" INCH POPLAR
 -L- STA. 554+38.86 66.67 (RT)

PI = 557+00.00
 EL = 911.00
 K = 325
 VC = 700
 DS = 70 MPH

CULVERT HYDRAULIC DATA	
DESIGN DISCHARGE	= 1 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN HW ELEVATION	= 730 CFS
BASE DISCHARGE	= 871.7 FT
BASE FREQUENCY	= 820 CFS
BASE HW ELEVATION	= 872.5 FT
OVERTOPPING DISCHARGE	= 500 YRS
OVERTOPPING FREQUENCY	= 1290 CFS
OVERTOPPING ELEVATION	= 912.34 FT

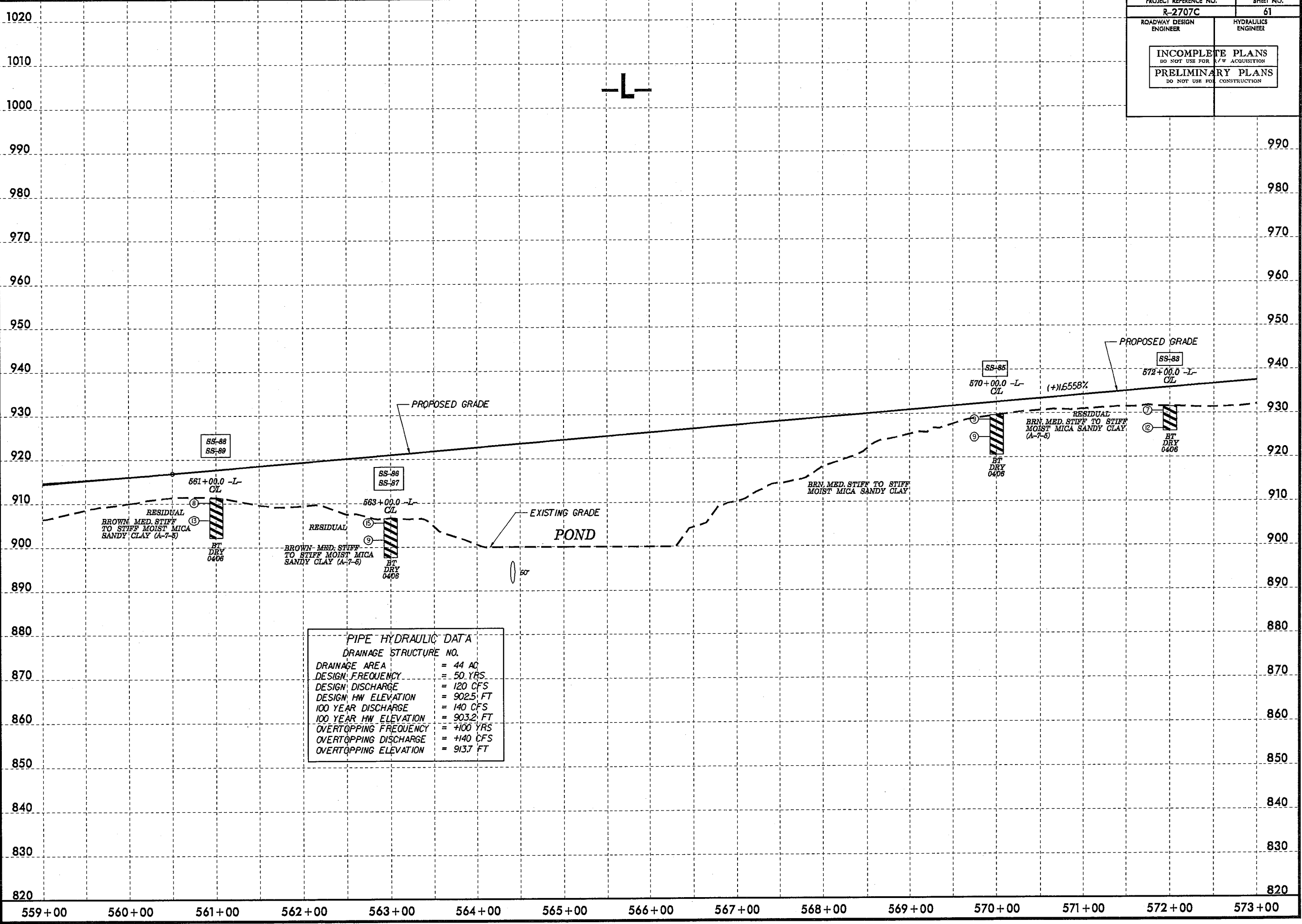


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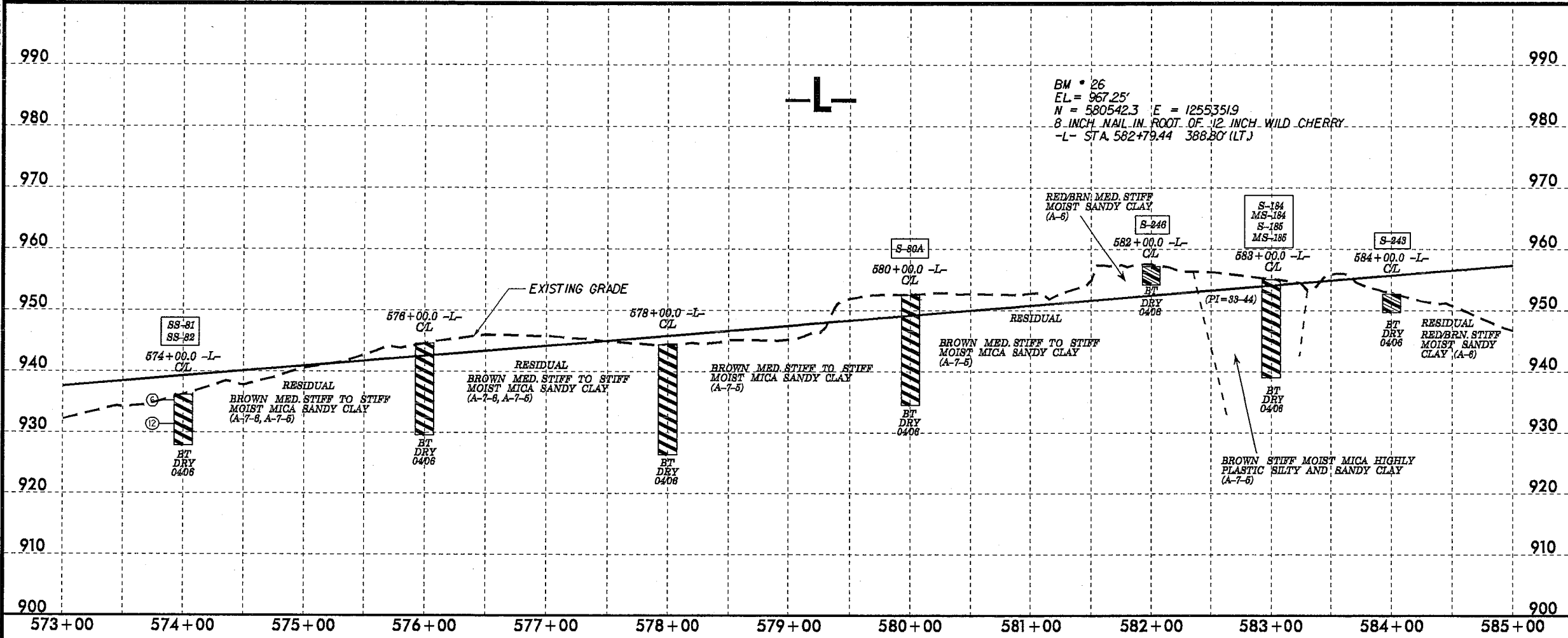
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 61
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

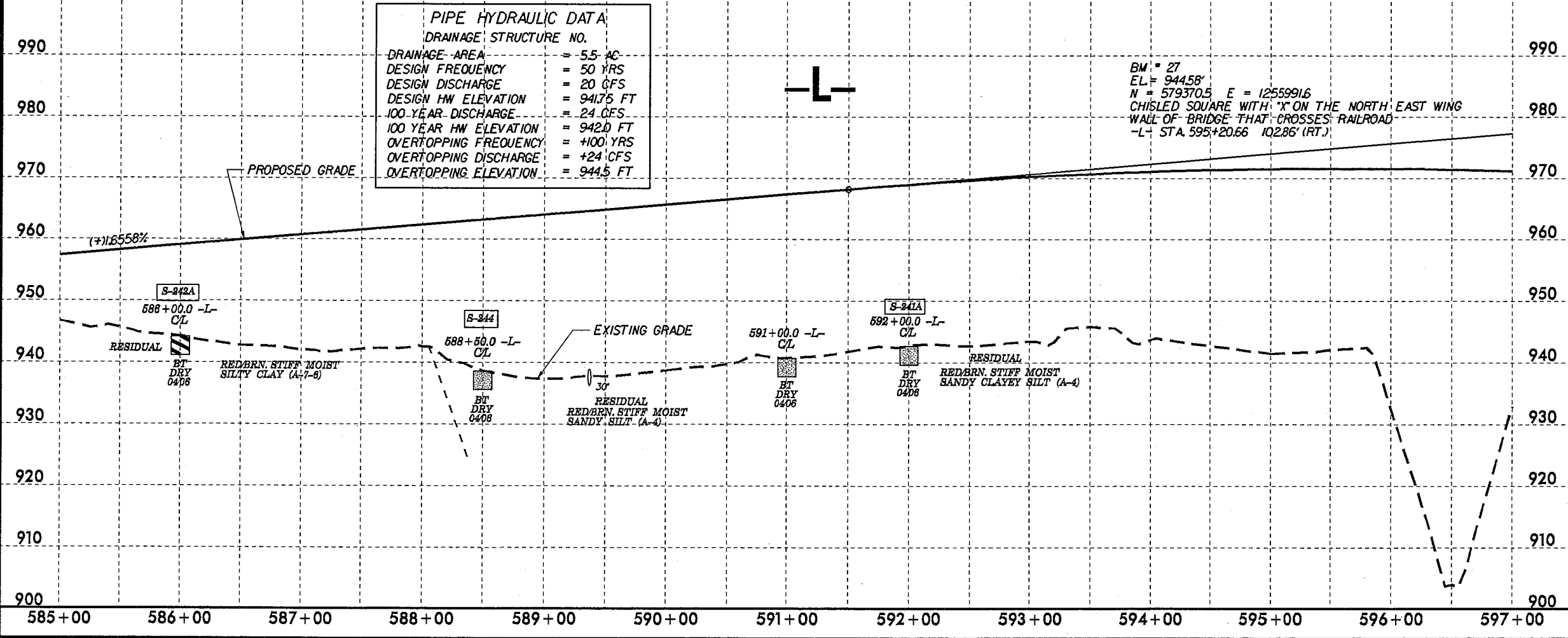


PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 44 AC
DESIGN FREQUENCY	= 50 YRS.
DESIGN DISCHARGE	= 120 CFS
DESIGN HW ELEVATION	= 902.5 FT
100 YEAR DISCHARGE	= 140 CFS
100 YEAR HW ELEVATION	= 903.2 FT
OVERTOPPING FREQUENCY	= 100 YRS
OVERTOPPING DISCHARGE	= 110 CFS
OVERTOPPING ELEVATION	= 913.7 FT

5/28/99



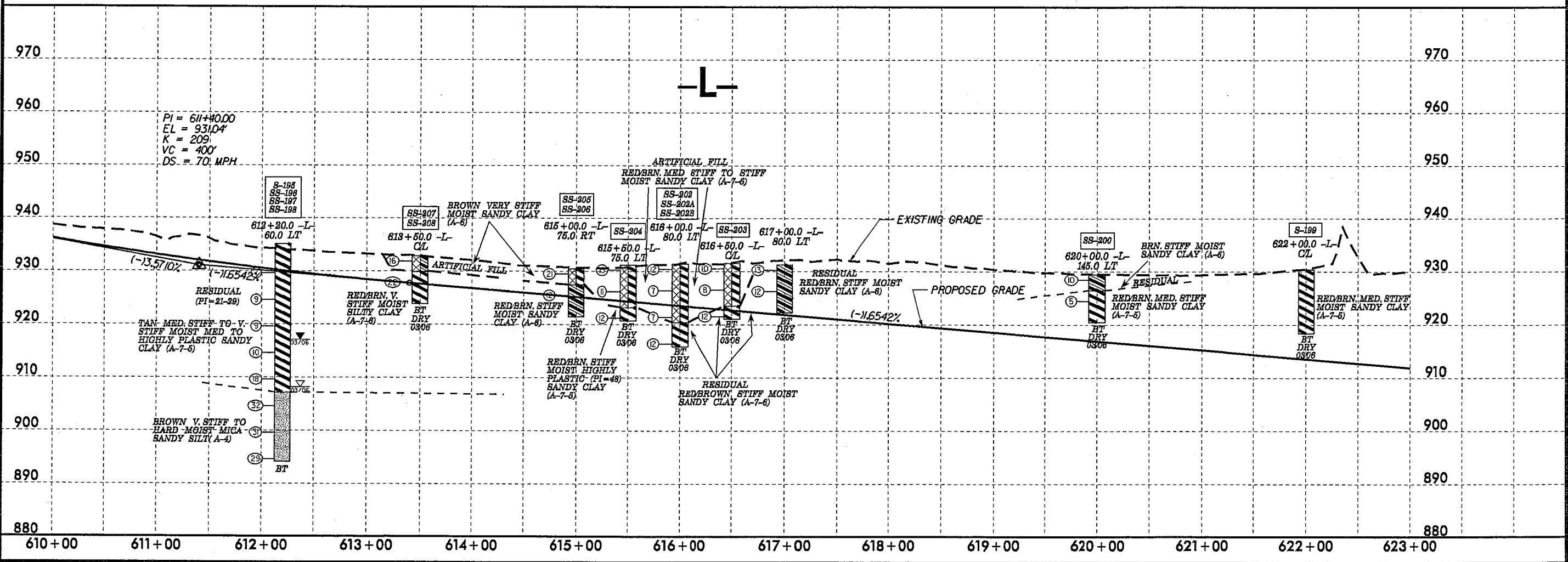
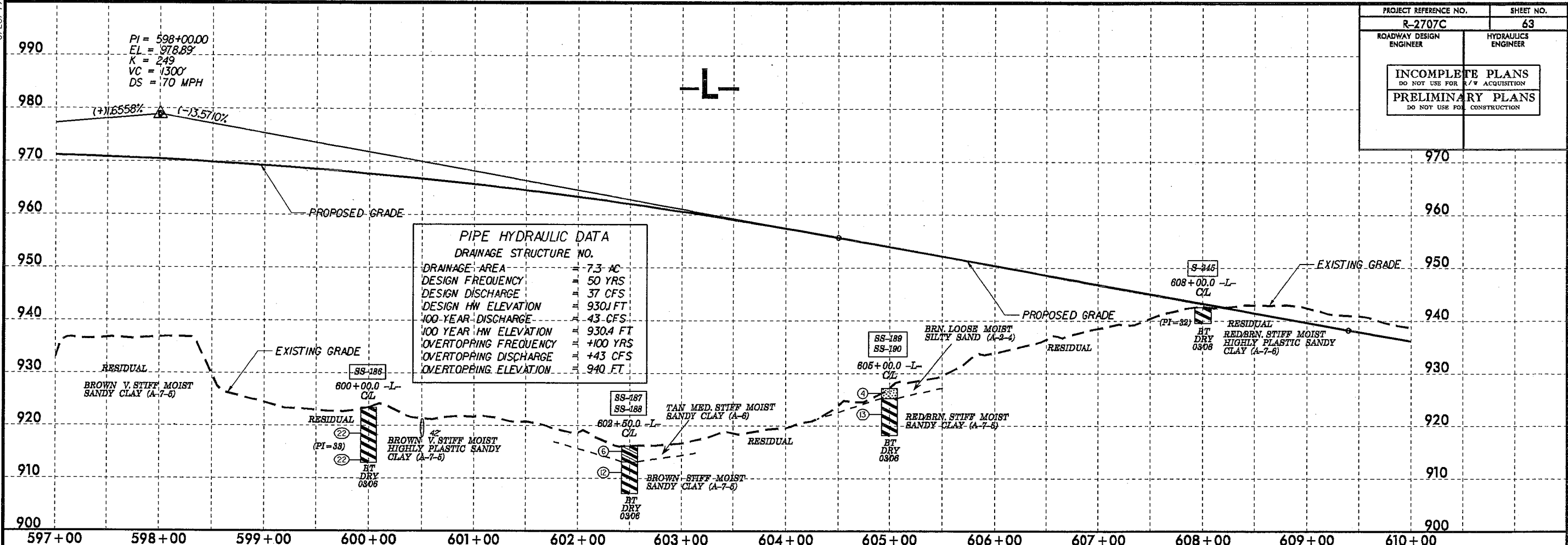
PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 5.5 AC
DESIGN FREQUENCY	= 50 YRS
DESIGN DISCHARGE	= 20 CFS
DESIGN HW ELEVATION	= 941.75 FT
100-YEAR DISCHARGE	= 24 CFS
100 YEAR HW ELEVATION	= 942.0 FT
OVERTOPPING FREQUENCY	= 100 YRS
OVERTOPPING DISCHARGE	= 24 CFS
OVERTOPPING ELEVATION	= 944.5 FT



27-MAY-2008 09:20
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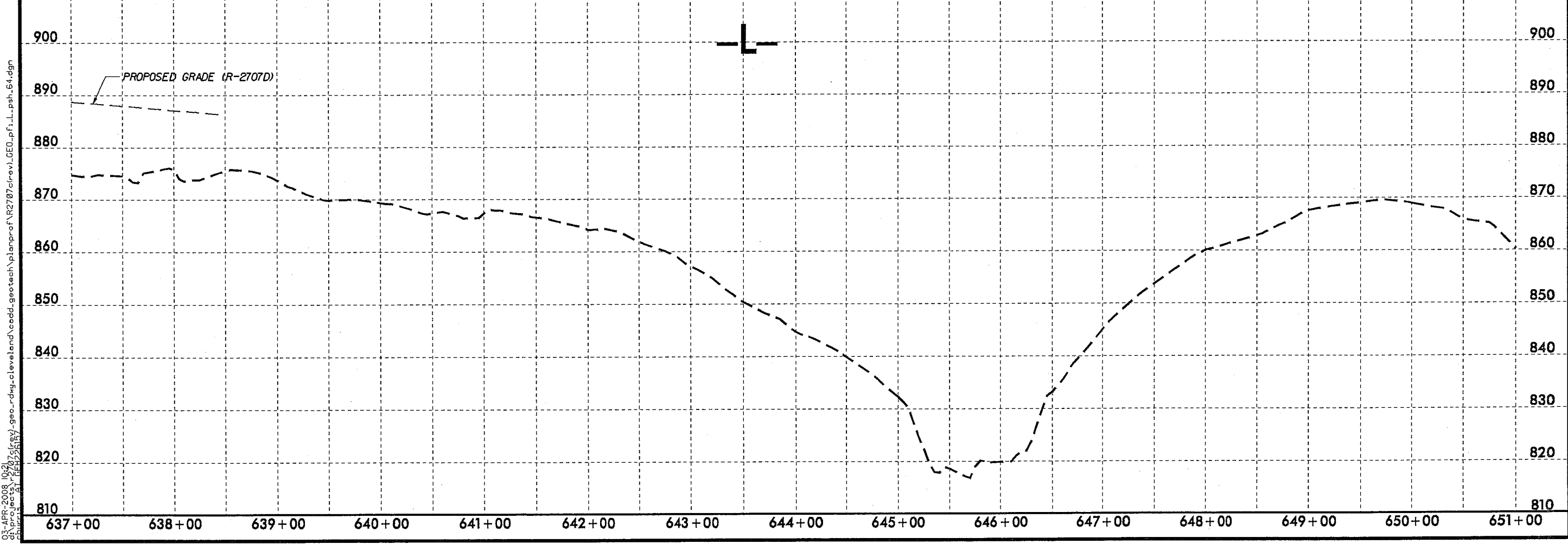
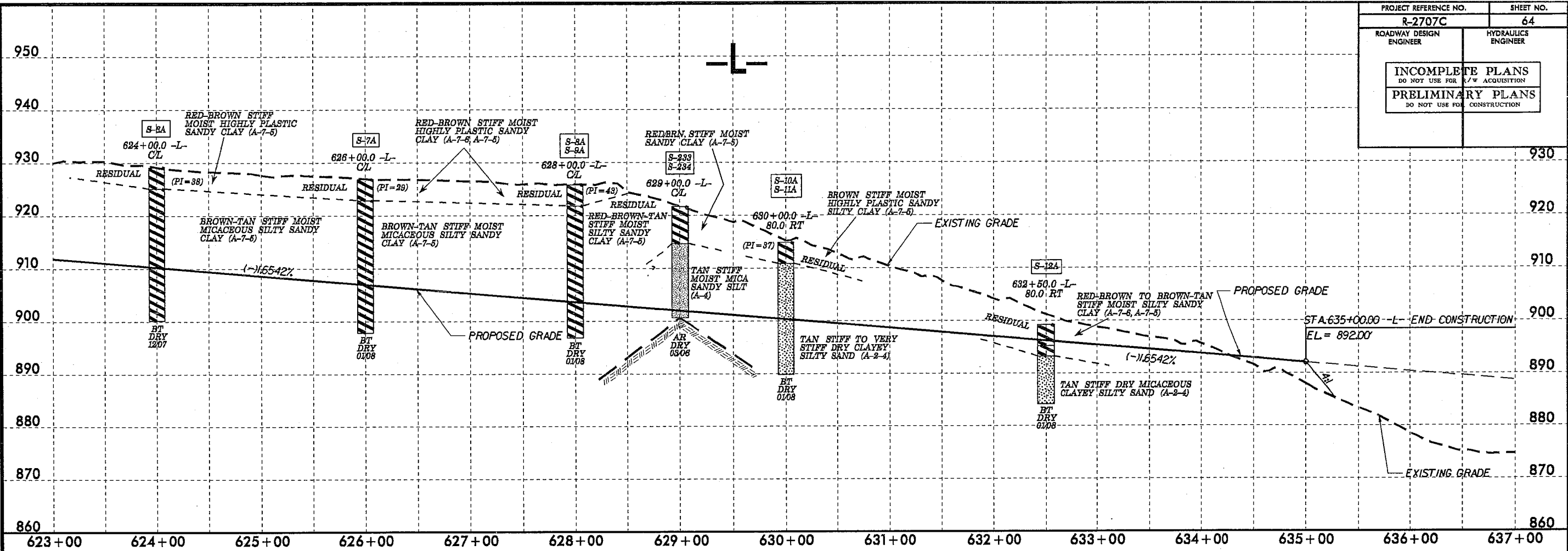
5/28/99

PROJECT REFERENCE NO. R-2707C	SHEET NO. 63
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



27 MAY 2008 10:47 AM
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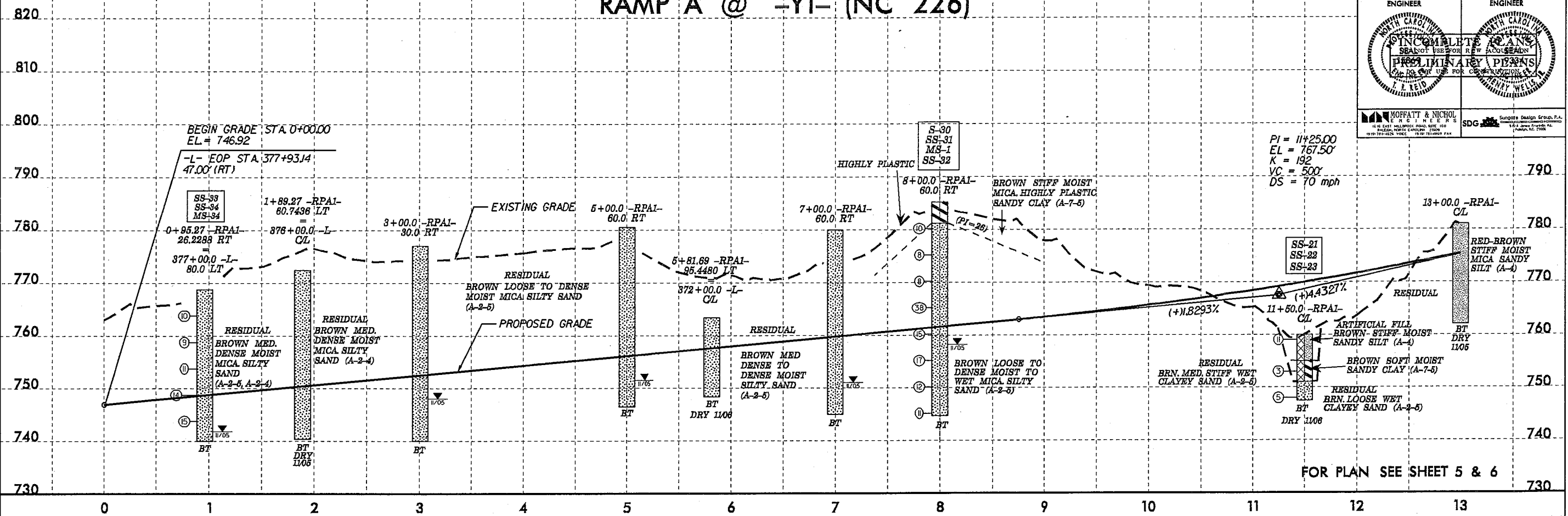
5/28/99



03-APR-2008 10:21
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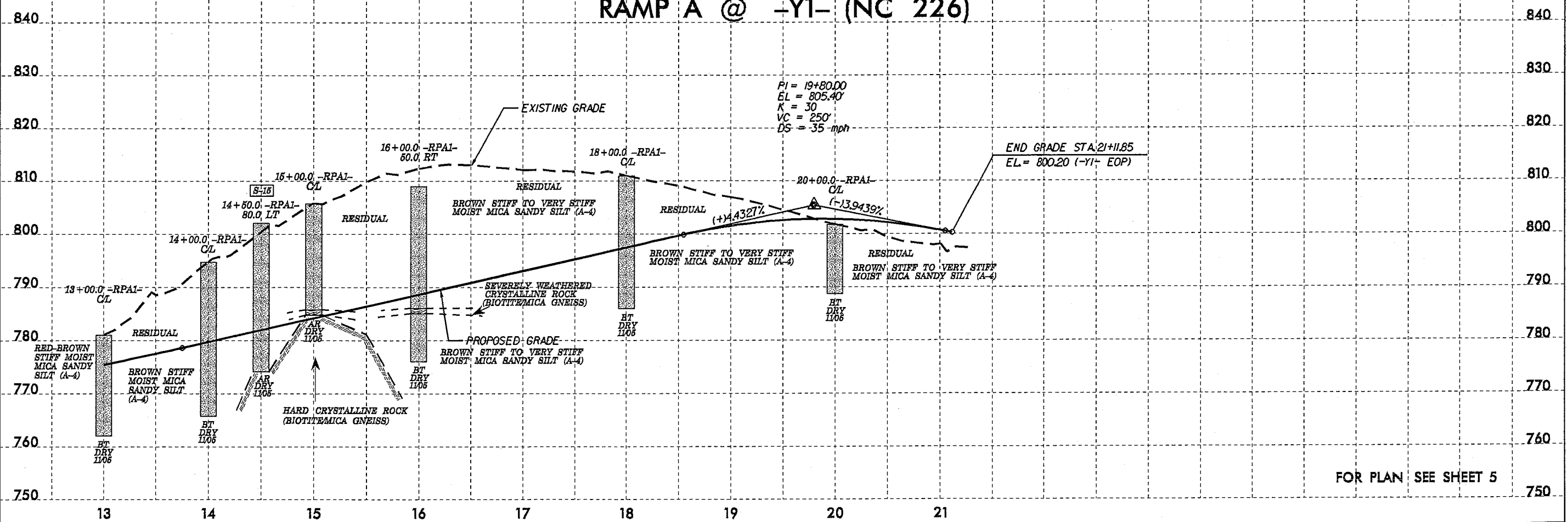
RAMP A @ -Y1- (NC 226)

PROJECT REFERENCE NO. R-2707C	SHEET NO. 65
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
MOFFATT & NICHOL 1414 East Independence Blvd. Suite 100 Raleigh, North Carolina 27601 919-877-4422 FAX 919-877-4424	SDG Sungate Design Group, P.A. 1144 West Franklin Rd. Raleigh, NC 27601 919-877-4422



FOR PLAN SEE SHEET 5 & 6

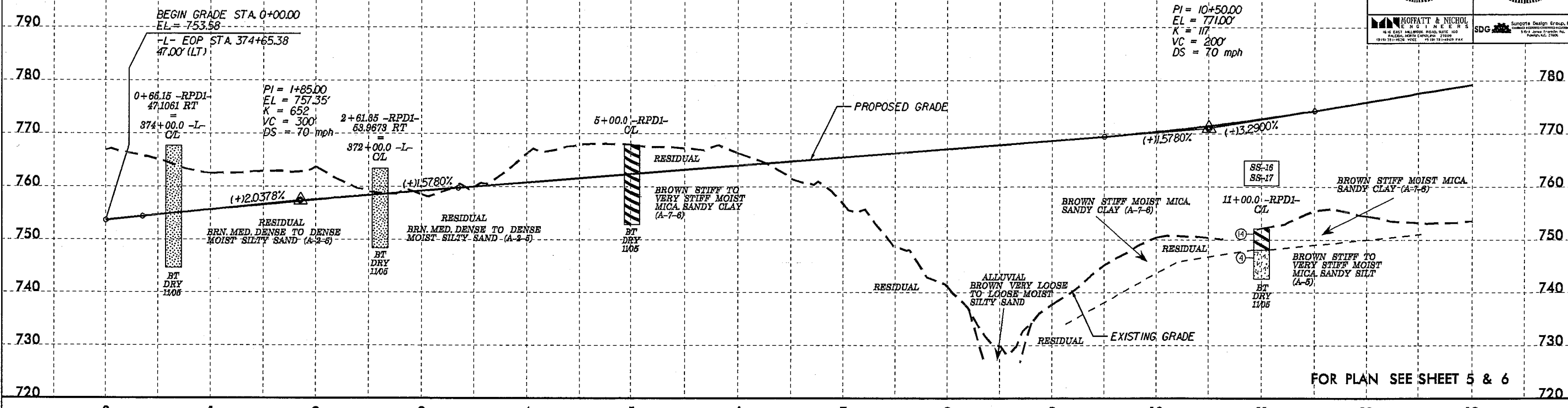
RAMP A @ -Y1- (NC 226)



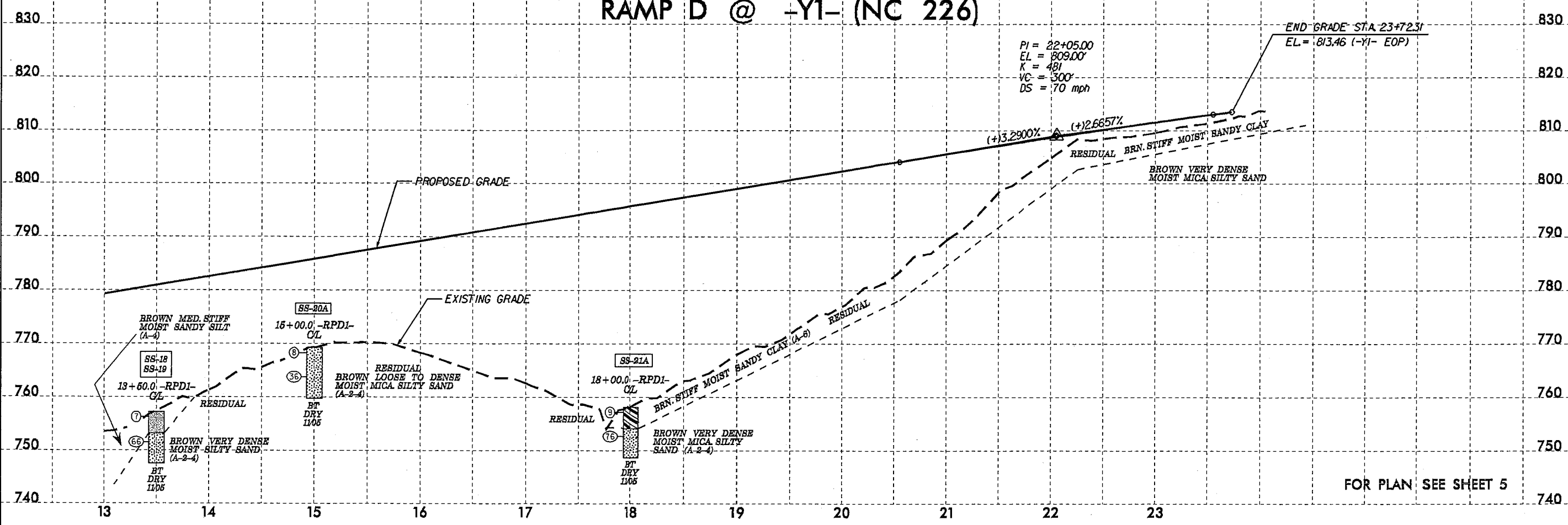
FOR PLAN SEE SHEET 5

RAMP D @ -Y1- (NC 226)

PROJECT REFERENCE NO. R-2707C	SHEET NO. 66
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

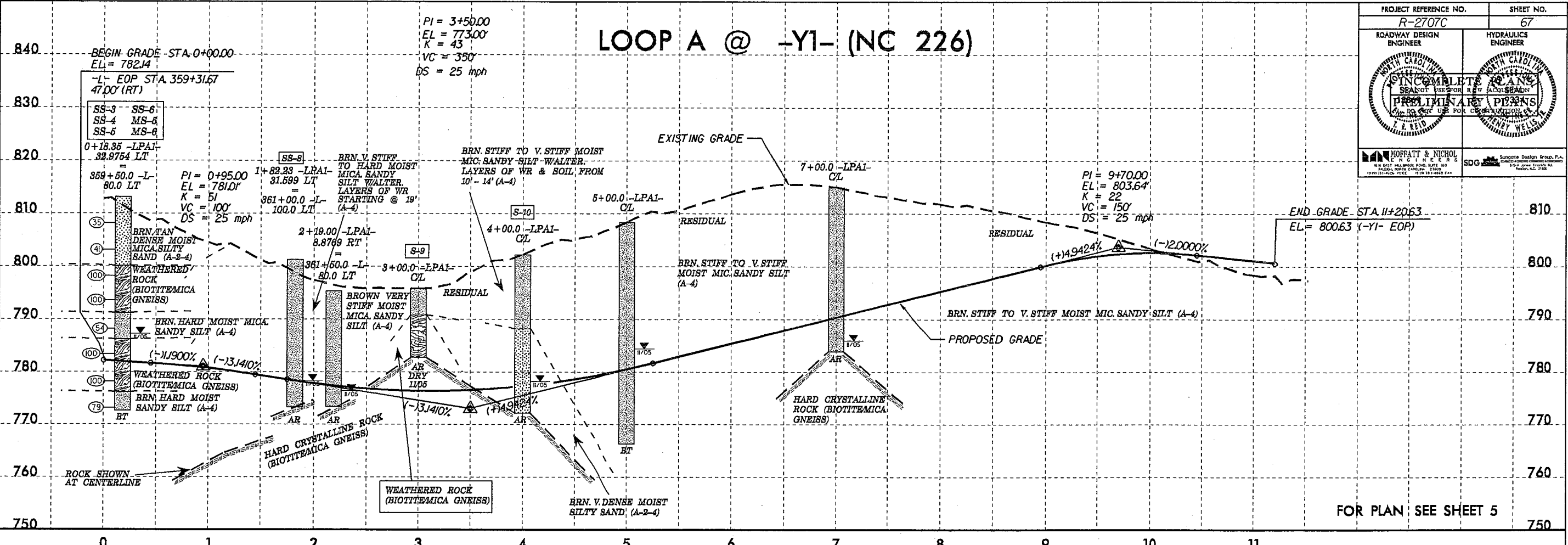


RAMP D @ -Y1- (NC 226)



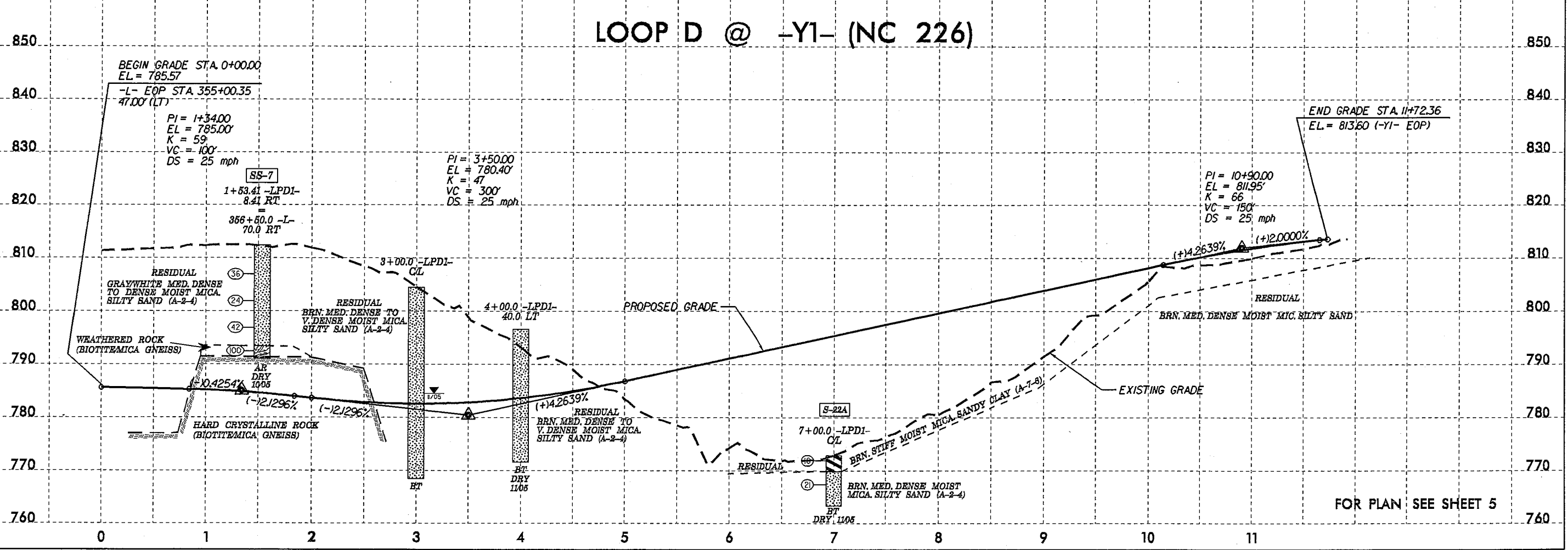
PROJECT REFERENCE NO. R-2707C	SHEET NO. 67
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

LOOP A @ -Y1- (NC 226)



FOR PLAN SEE SHEET 5

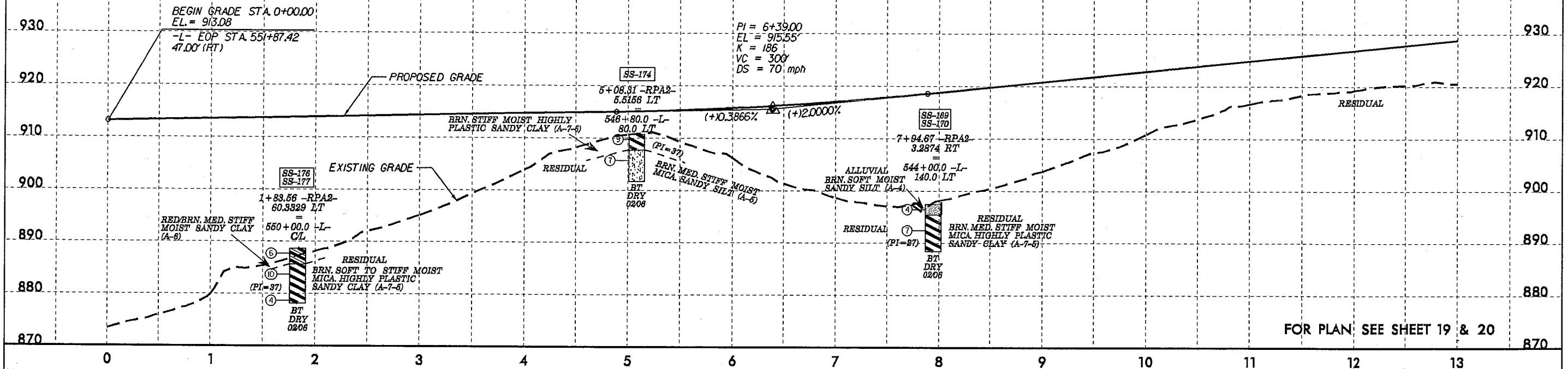
LOOP D @ -Y1- (NC 226)



FOR PLAN SEE SHEET 5

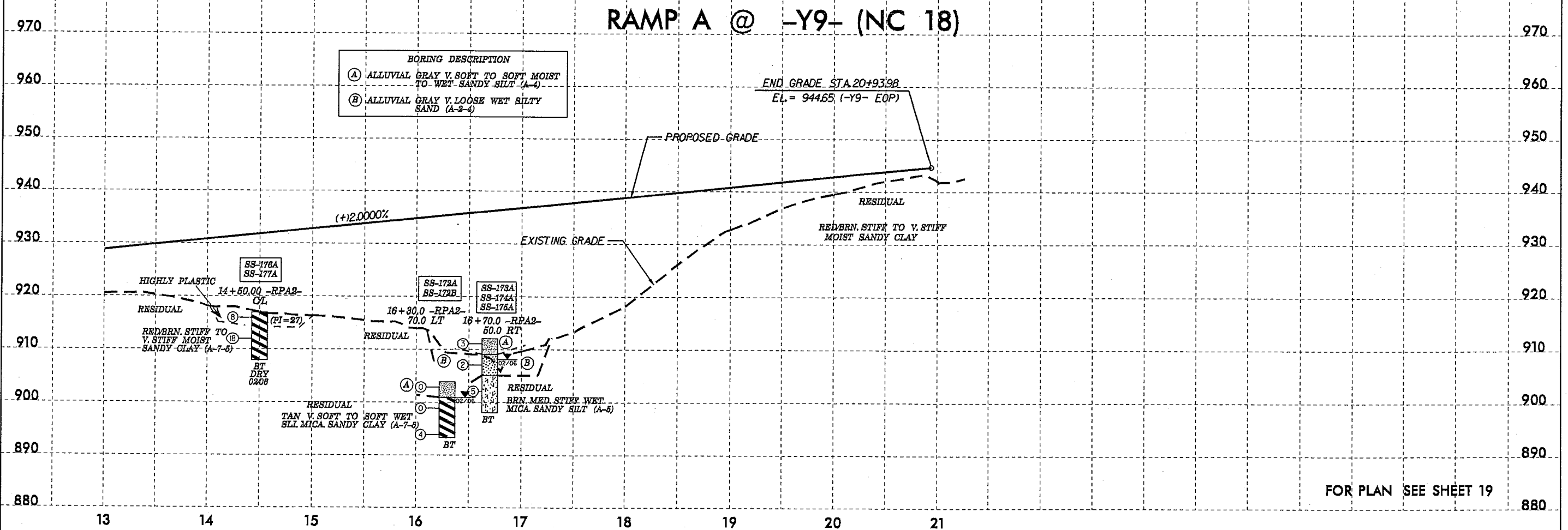
RAMP A @ -Y9- (NC 18)

PROJECT REFERENCE NO. R-2707C	SHEET NO. 68
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
MOFFATT & NICHOL P. O. BOX 1100 1400 EAST WASHINGTON ROAD, SUITE 400 RALEIGH, NORTH CAROLINA 27602 919.781.4222 VOIC 919.781.4222 FAX	SDG Sungate Design Group, P.A. 3740 JAMES FROST RD. RALEIGH, NC 27604



FOR PLAN SEE SHEET 19 & 20

RAMP A @ -Y9- (NC 18)



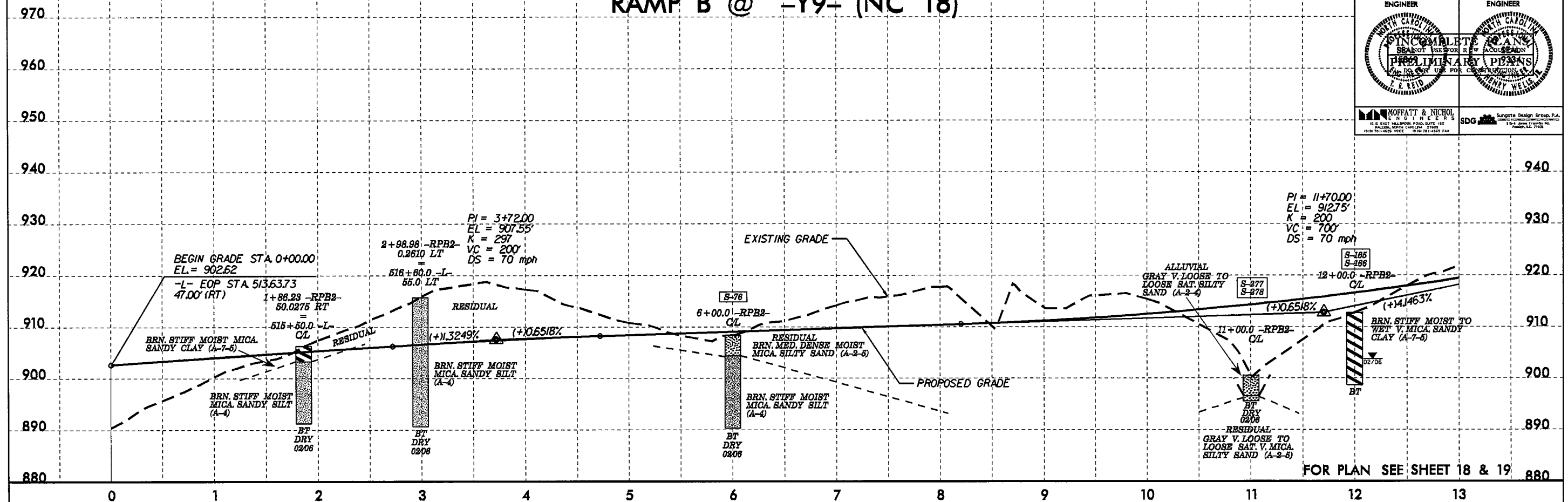
BORING DESCRIPTION

- (A) ALLUVIAL GRAY V. SOFT TO SOFT MOIST TO WET SANDY SILT (A-4)
- (B) ALLUVIAL GRAY V. LOOSE WET SILTY SAND (A-2-4)

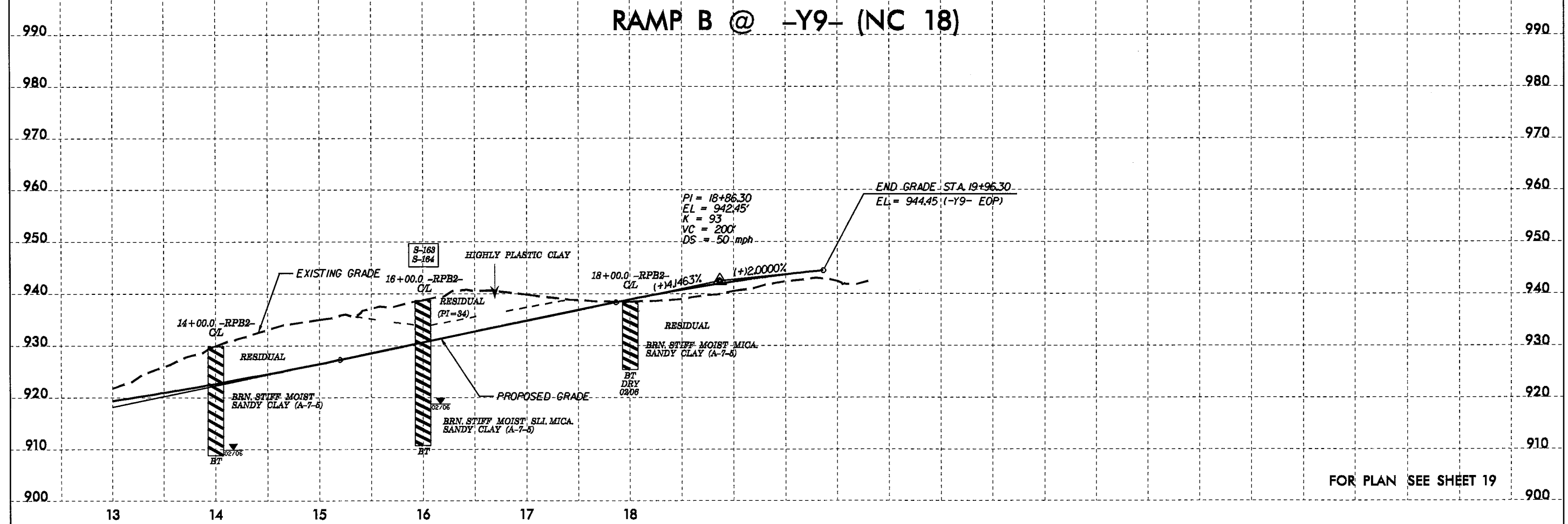
FOR PLAN SEE SHEET 19

RAMP B @ -Y9- (NC 18)

PROJECT REFERENCE NO. R-2707C	SHEET NO. 69
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
MOFFATT & NICHOL 1410 EAST WALKER ROAD, SUITE 100 RALEIGH, NORTH CAROLINA 27605 919 781-4425 VOIC 919 781-4425 FAX	SDG SUPPORTS DESIGN GROUP, P.A. 1501 JAMES STREET, SUITE 100 RALEIGH, NC 27601 919 781-7100



RAMP B @ -Y9- (NC 18)

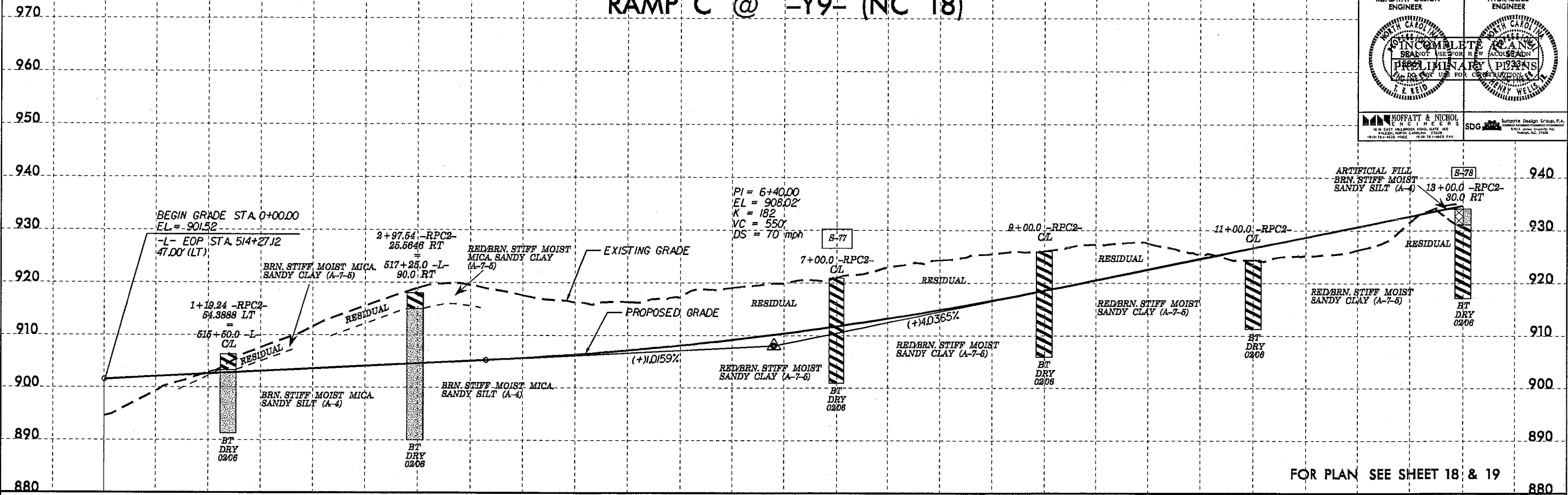


FOR PLAN SEE SHEET 18 & 19

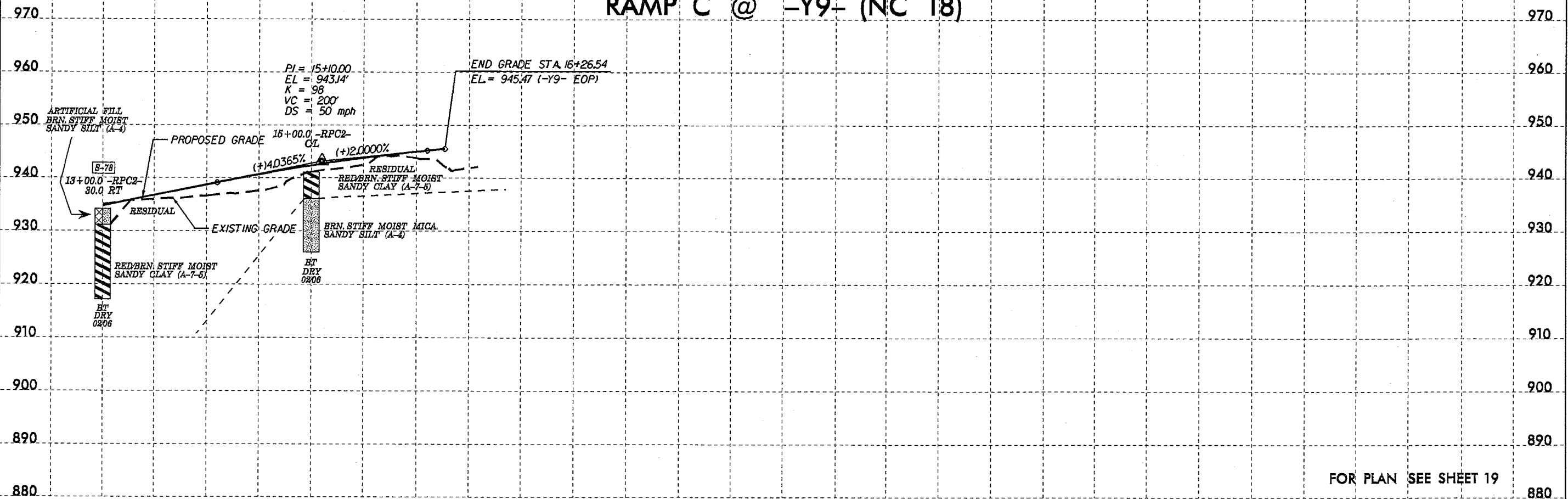
FOR PLAN SEE SHEET 19

RAMP C @ -Y9- (NC 18)

PROJECT REFERENCE NO. R-2707C		SHEET NO. 70	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
HOFFATT & NICHOL ENGINEERS		SDG	
NEW LEXINGTON, NORTH CAROLINA 27558 336.255.1500 FAX 336.255.1501		Spartan Design Group, P.A. 11100 WOODBRIDGE ROAD, SUITE 100 FAYETTEVILLE, NORTH CAROLINA 27008 771.842.7273	

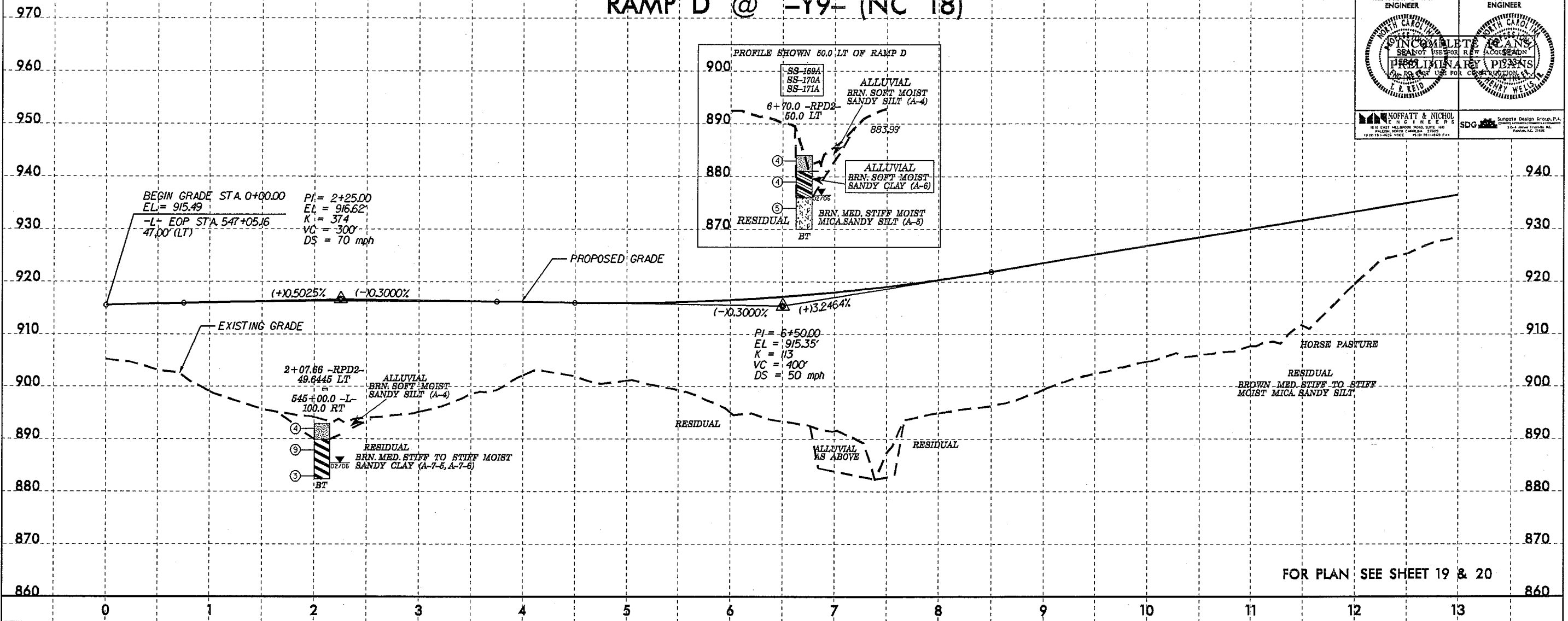


RAMP C @ -Y9- (NC 18)

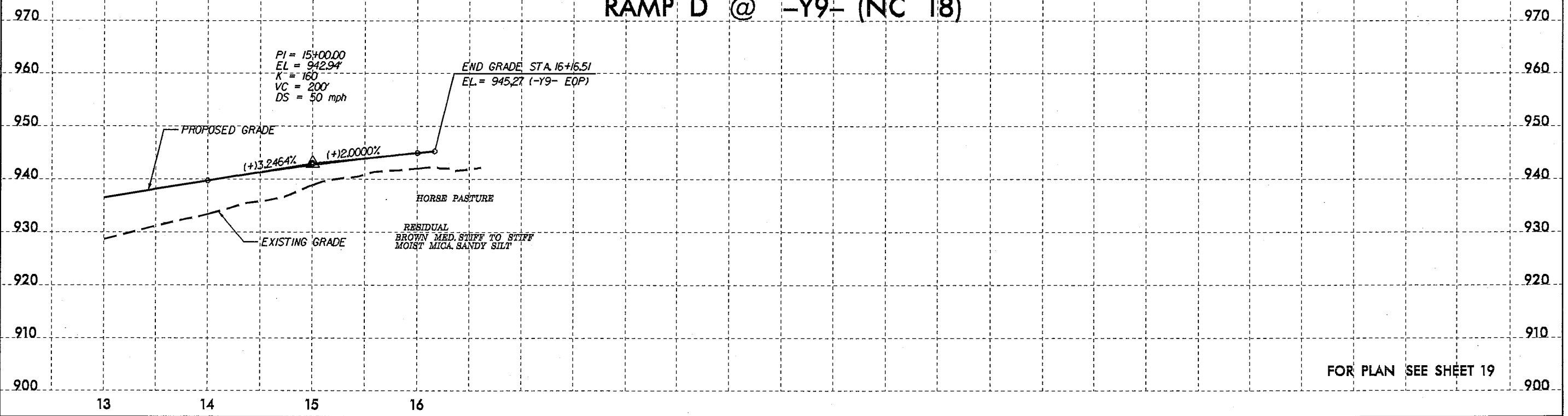


PROJECT REFERENCE NO. R-2707C	SHEET NO. 71
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
MOFFATT & NICHOL ENGINEERS 1111 EAST HARRISON ROAD, SUITE 110 WALTON, NORTH CAROLINA 27158 919.781.1000 FAX 919.781.1000	SDG SOUTHEAST DESIGN GROUP, P.A. 1100 WEST GARDEN STREET, SUITE 100 DURHAM, NORTH CAROLINA 27701 919.286.1100 FAX 919.286.1100

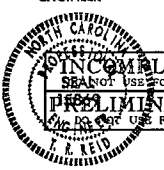
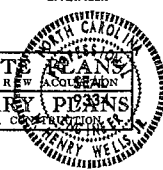


RAMP D @ -Y9- (NC 18)

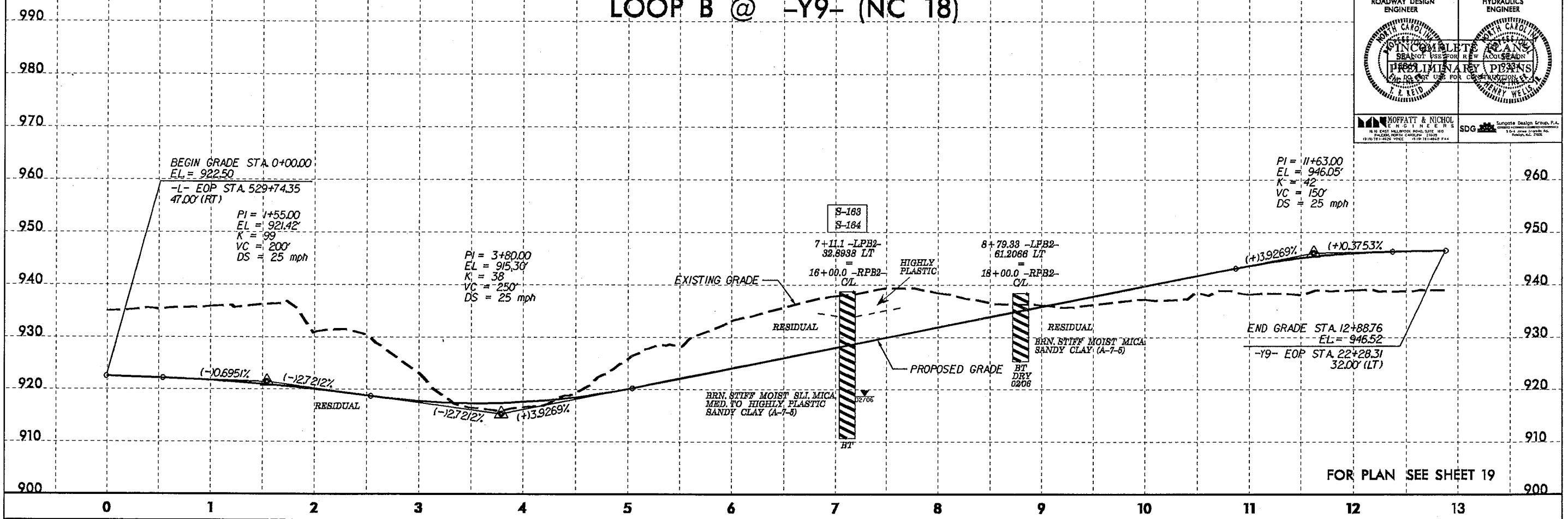


RAMP D @ -Y9- (NC 18)



LOOP B @ -Y9- (NC 18)

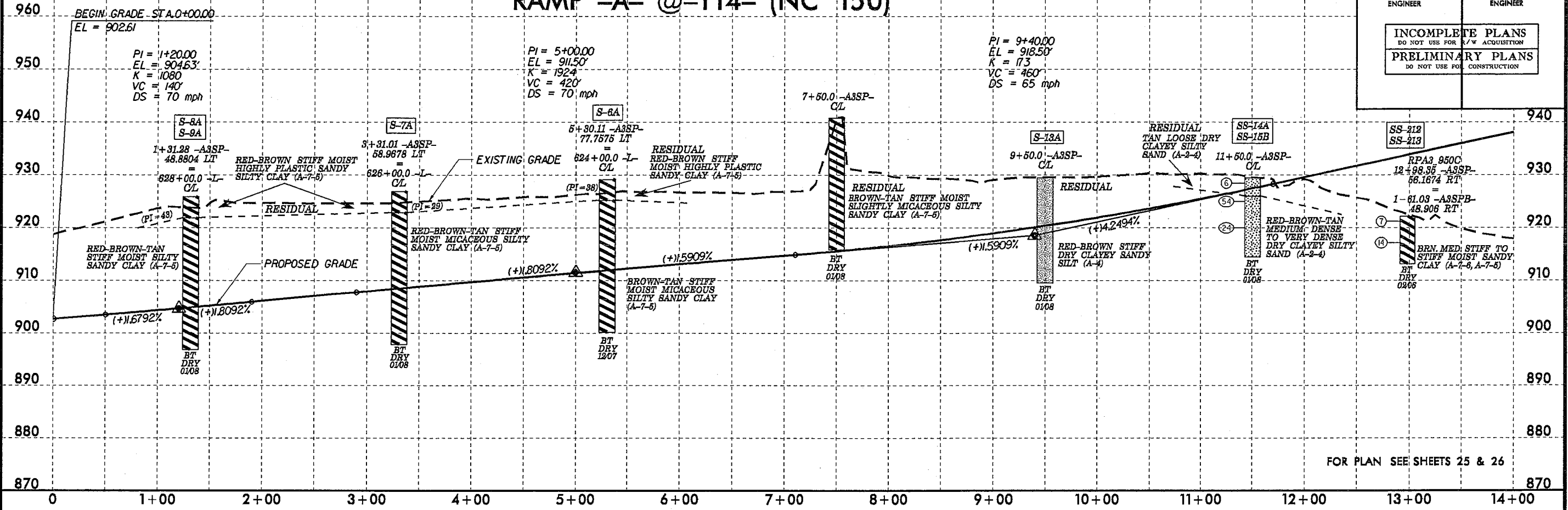
PROJECT REFERENCE NO. R-2707C	SHEET NO. 72
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
 	



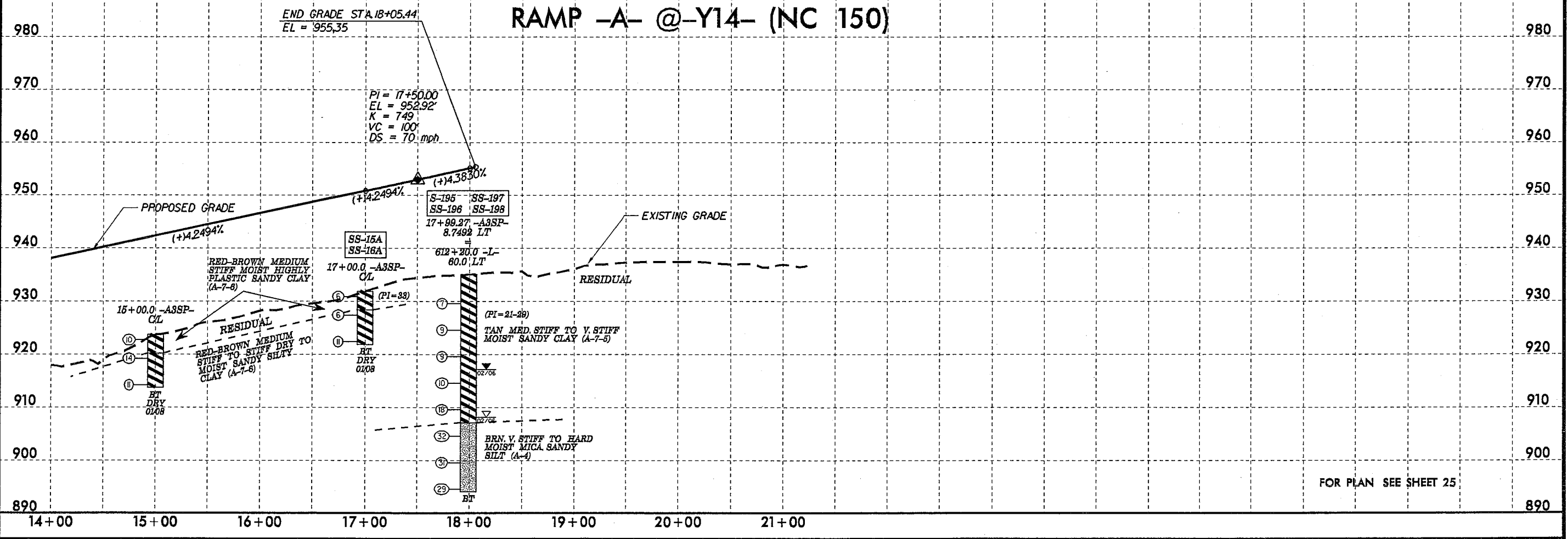
FOR PLAN SEE SHEET 19

PROJECT REFERENCE NO.	SHEET NO.
R-2707C	73
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

RAMP -A- @-Y14- (NC 150)



RAMP -A- @-Y14- (NC 150)



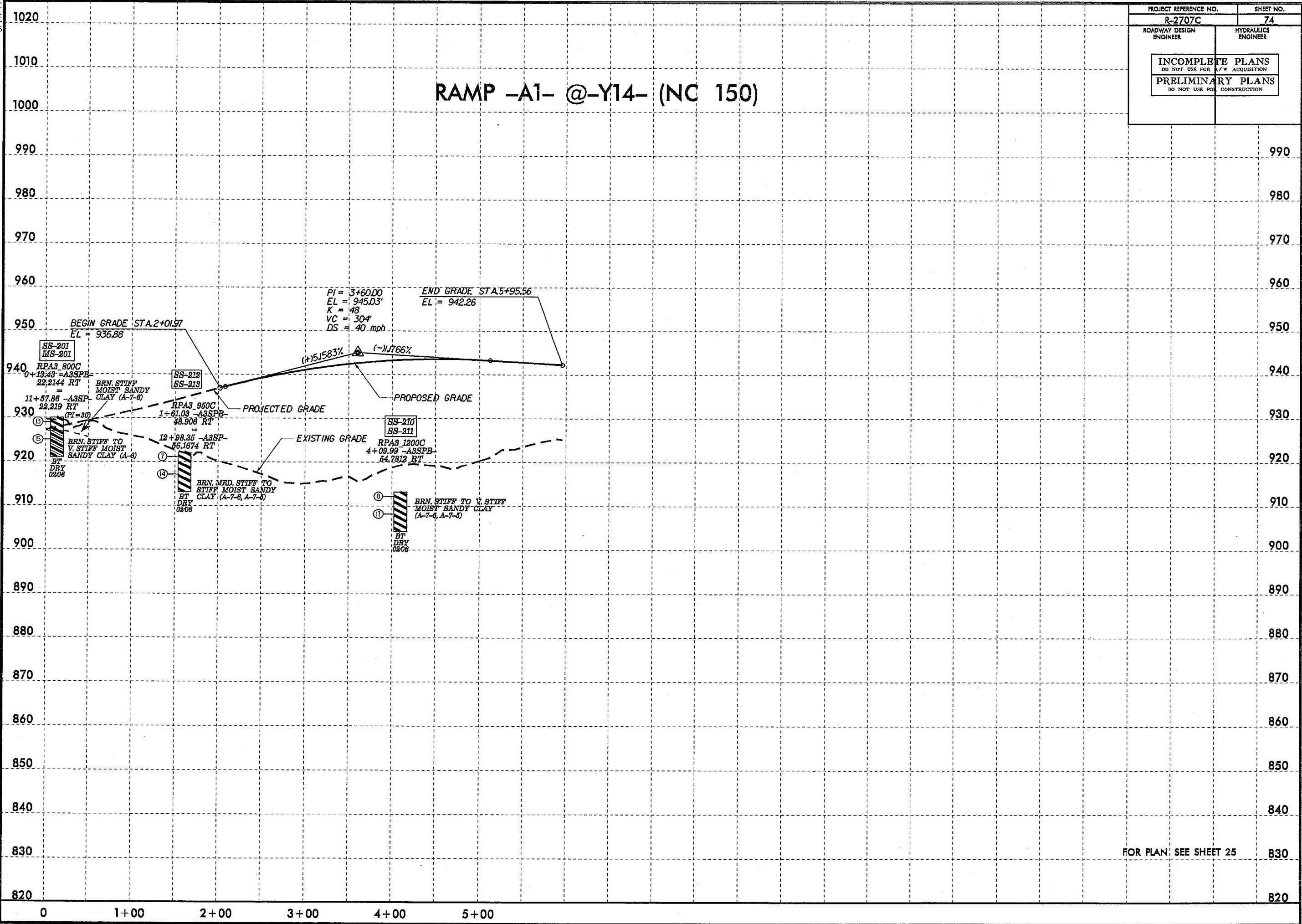
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5/14/99

28-MAY-2008 11:34
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 74
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

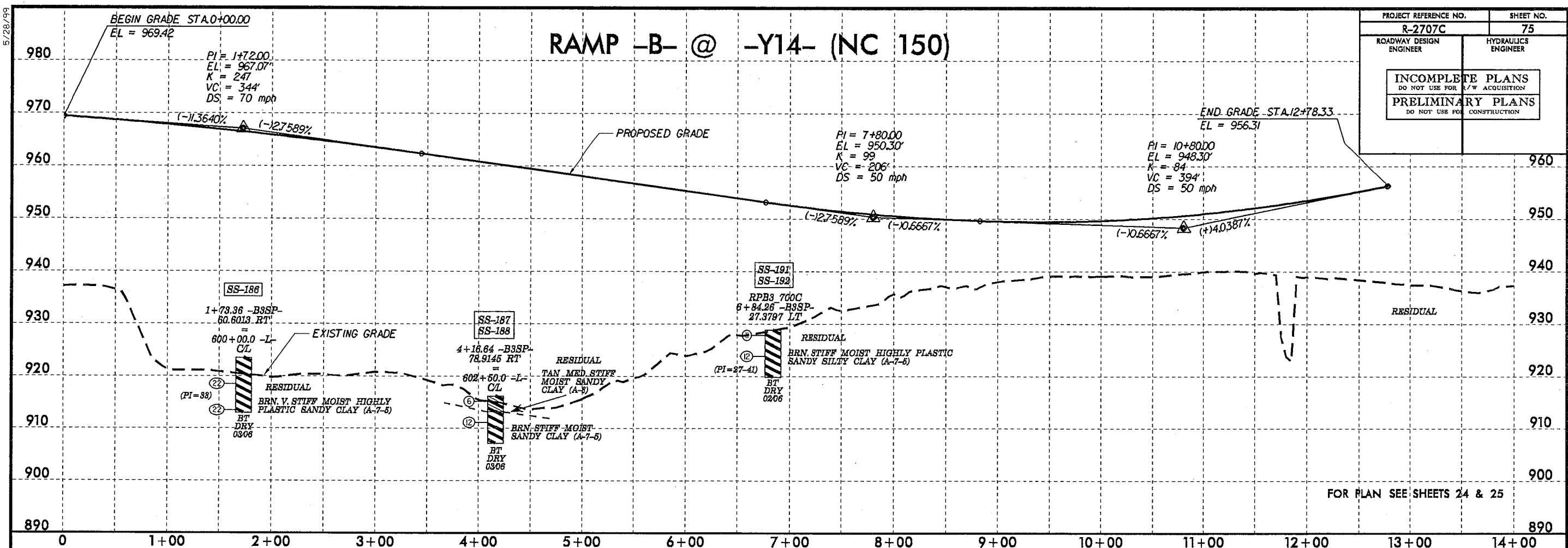
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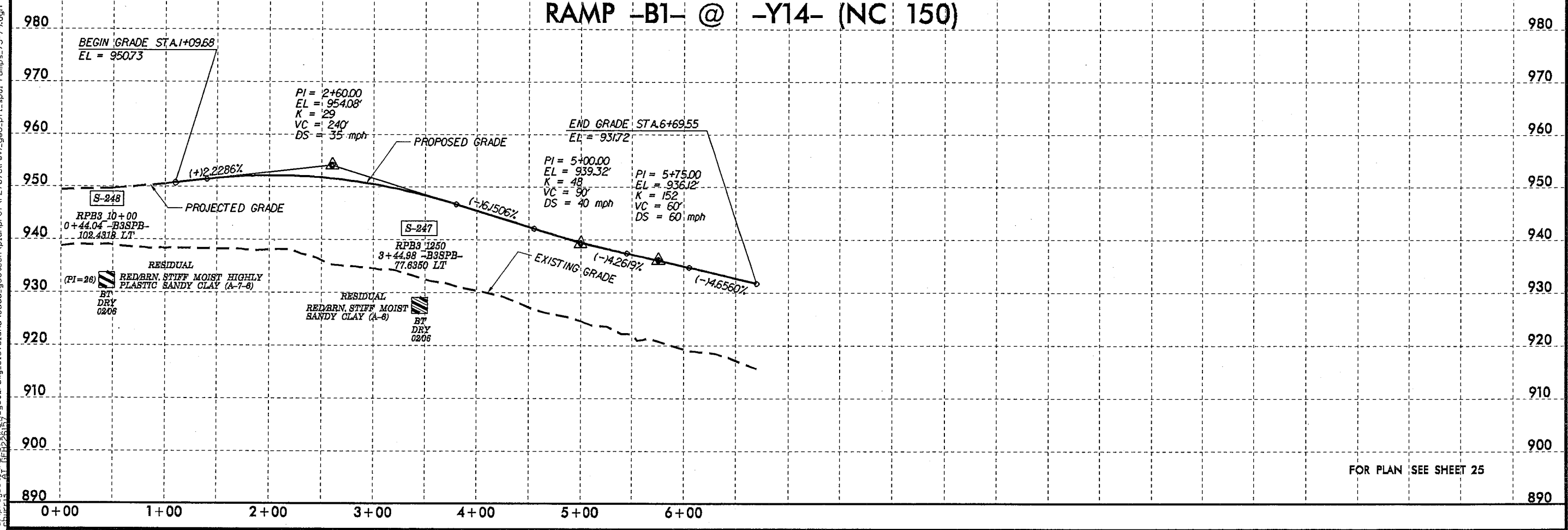
FOR PLAN SEE SHEET 25

PROJECT REFERENCE NO.	SHEET NO.
R-2707C	75
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

RAMP -B- @ -Y14- (NC 150)



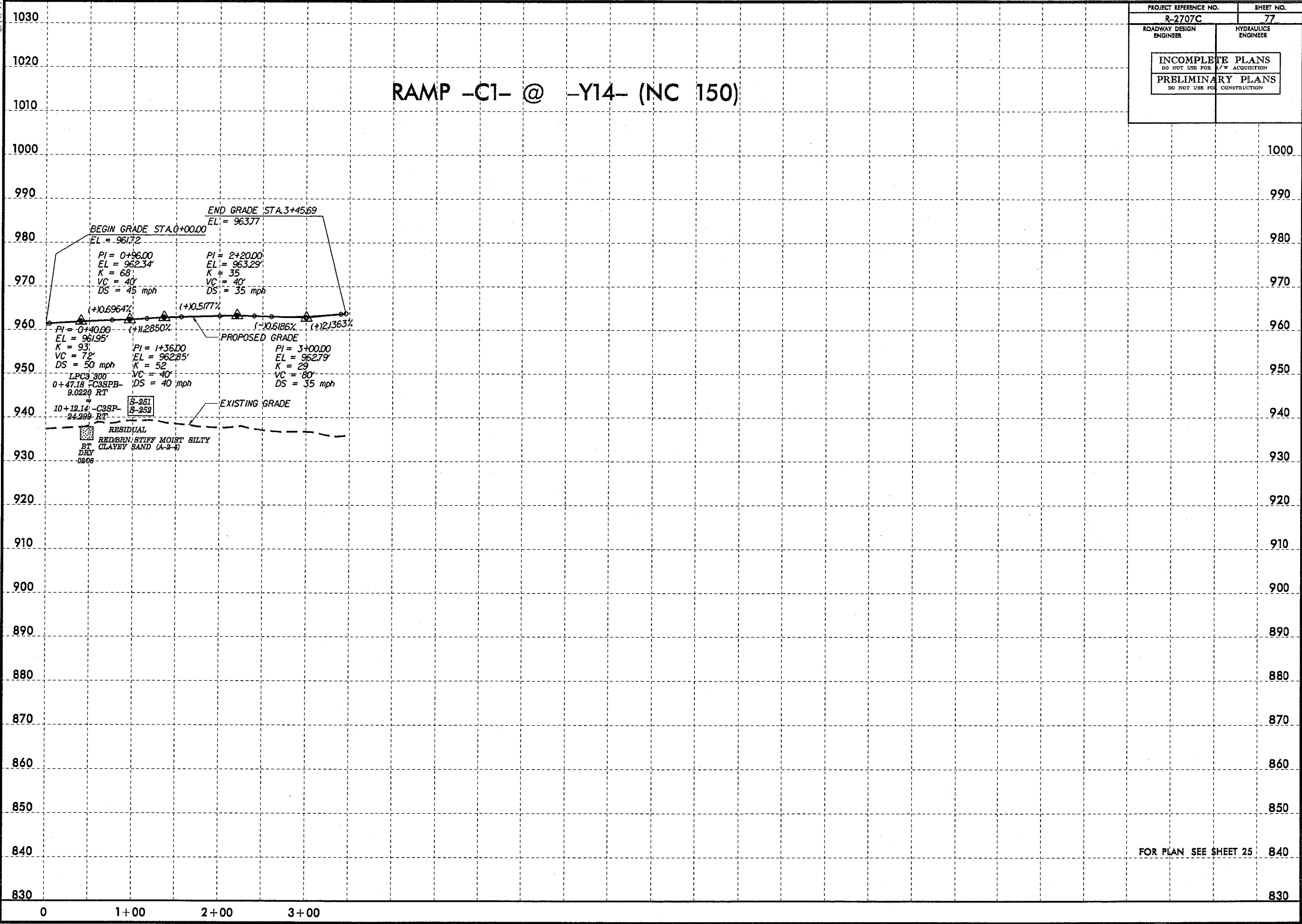
RAMP -B1- @ -Y14- (NC 150)



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PROJECT REFERENCE NO. R-2707C	SHEET NO. 77
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

RAMP -C1- @ -Y14- (NC 150)

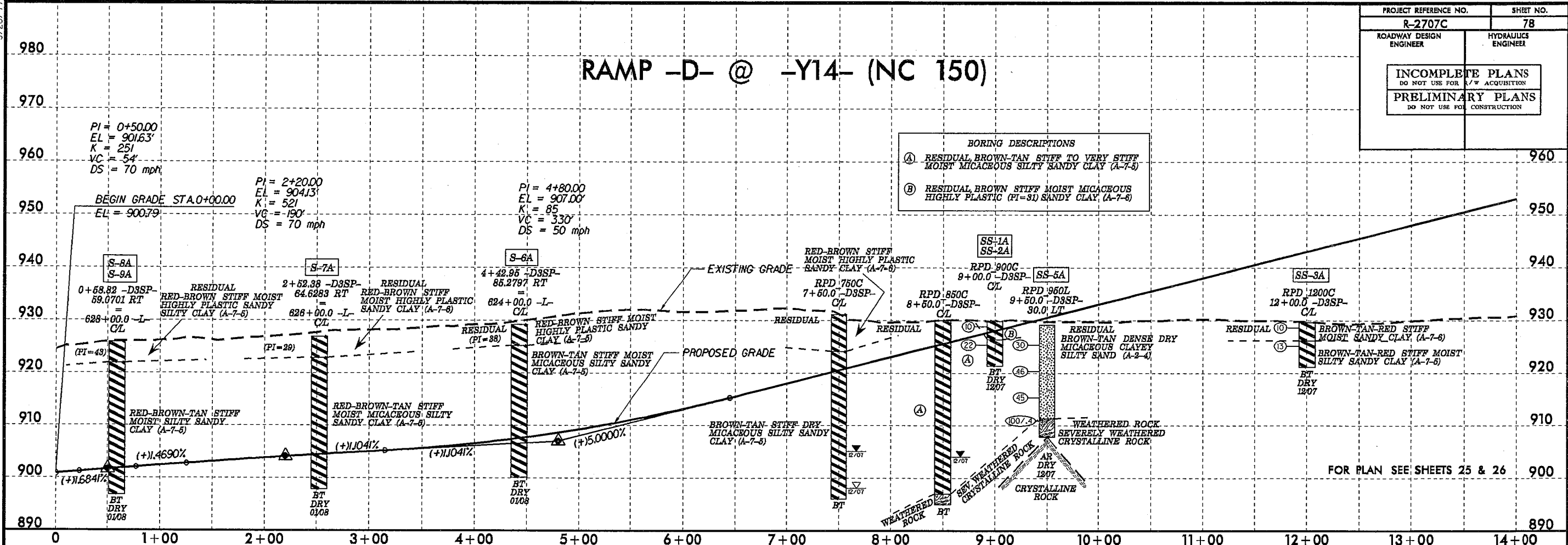


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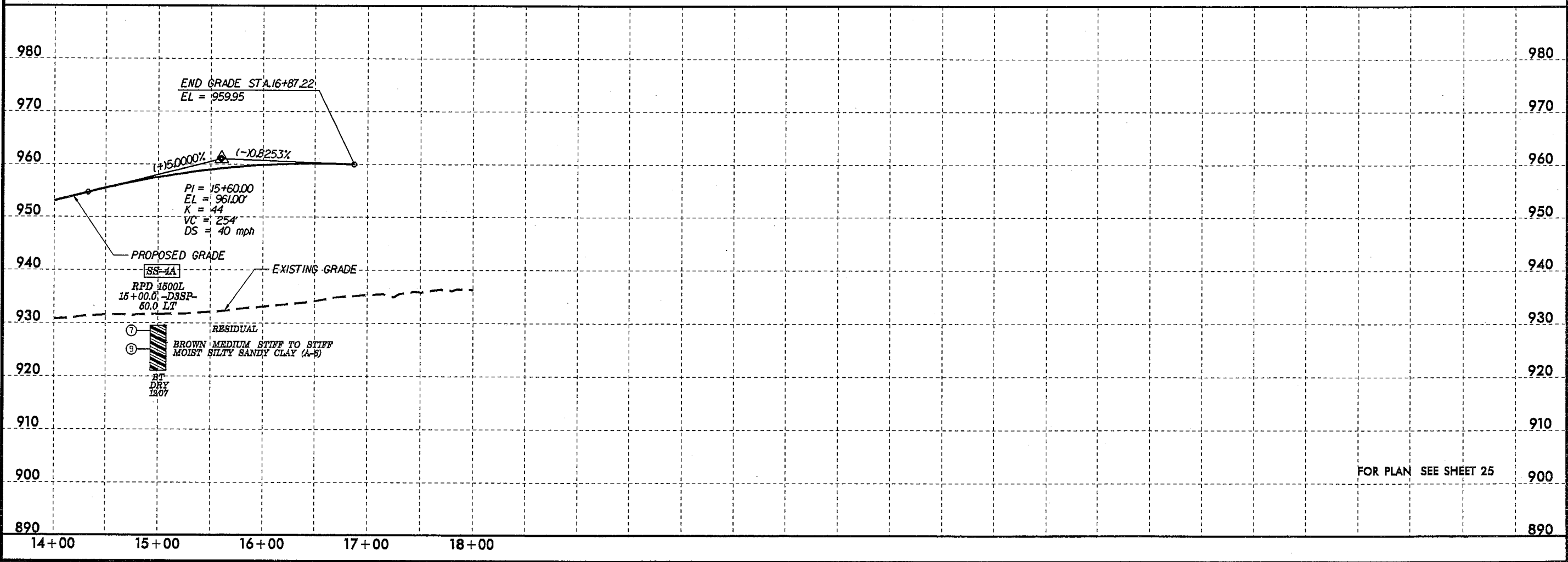
FOR PLAN SEE SHEET 25

PROJECT REFERENCE NO.	SHEET NO.
R-2707C	78
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

RAMP -D- @ -Y14- (NC 150)



FOR PLAN SEE SHEETS 25 & 26



FOR PLAN SEE SHEET 25

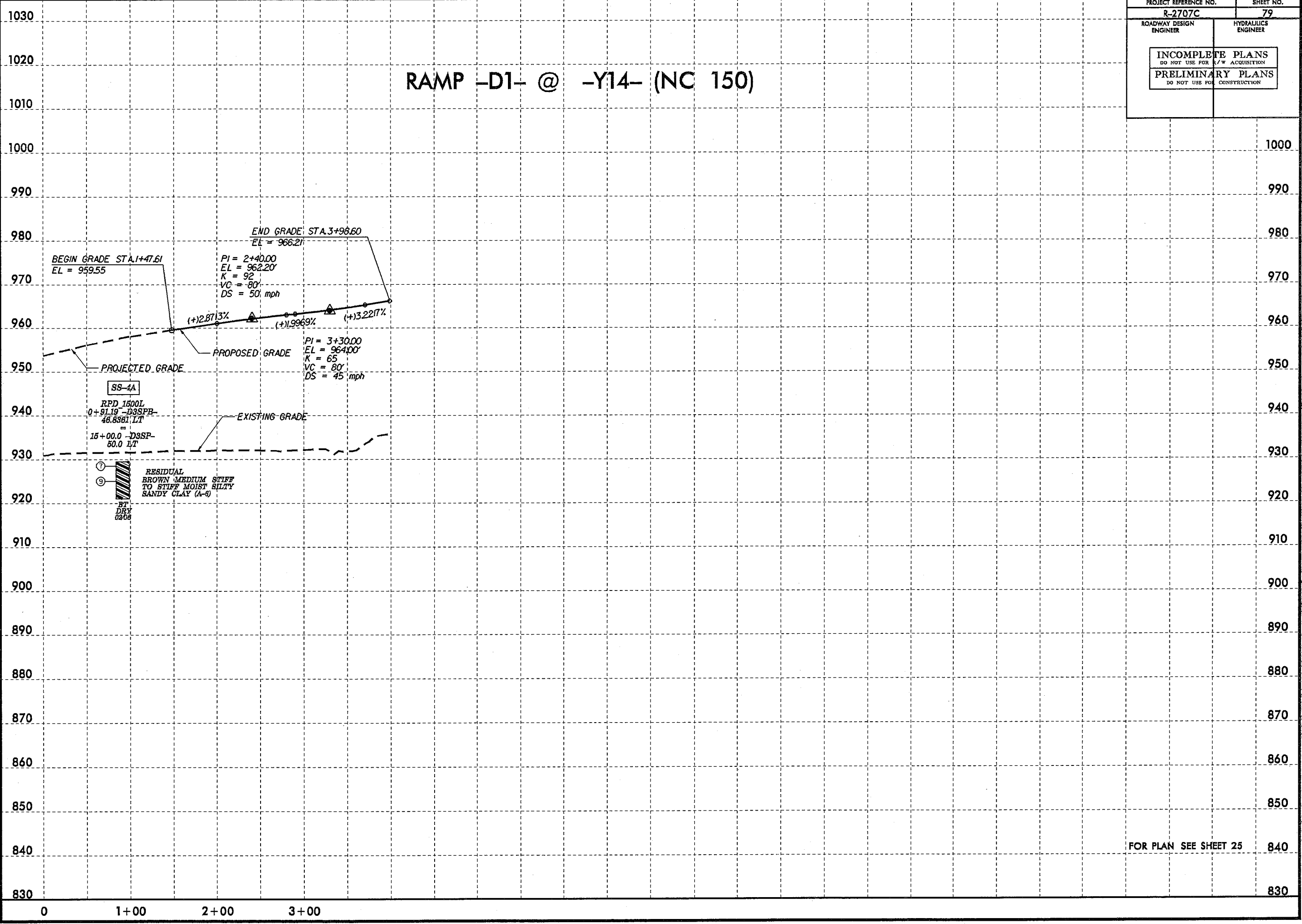
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5/14/99

22-MAY-2008 13:45
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 79
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

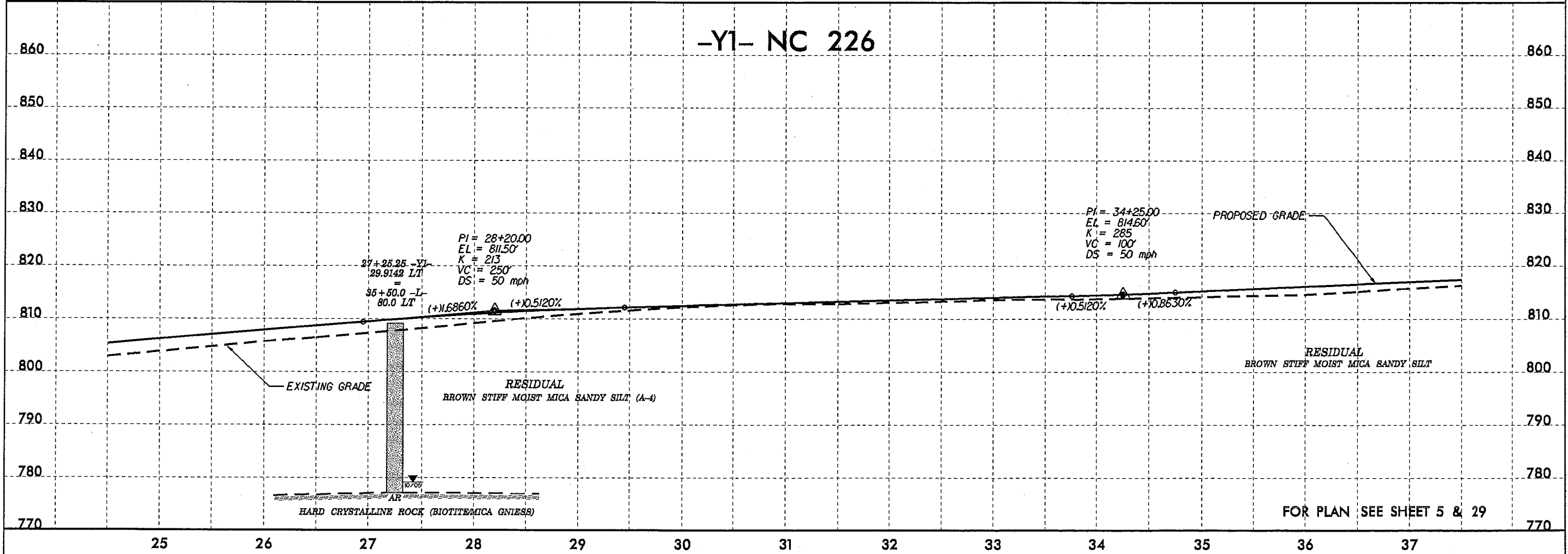
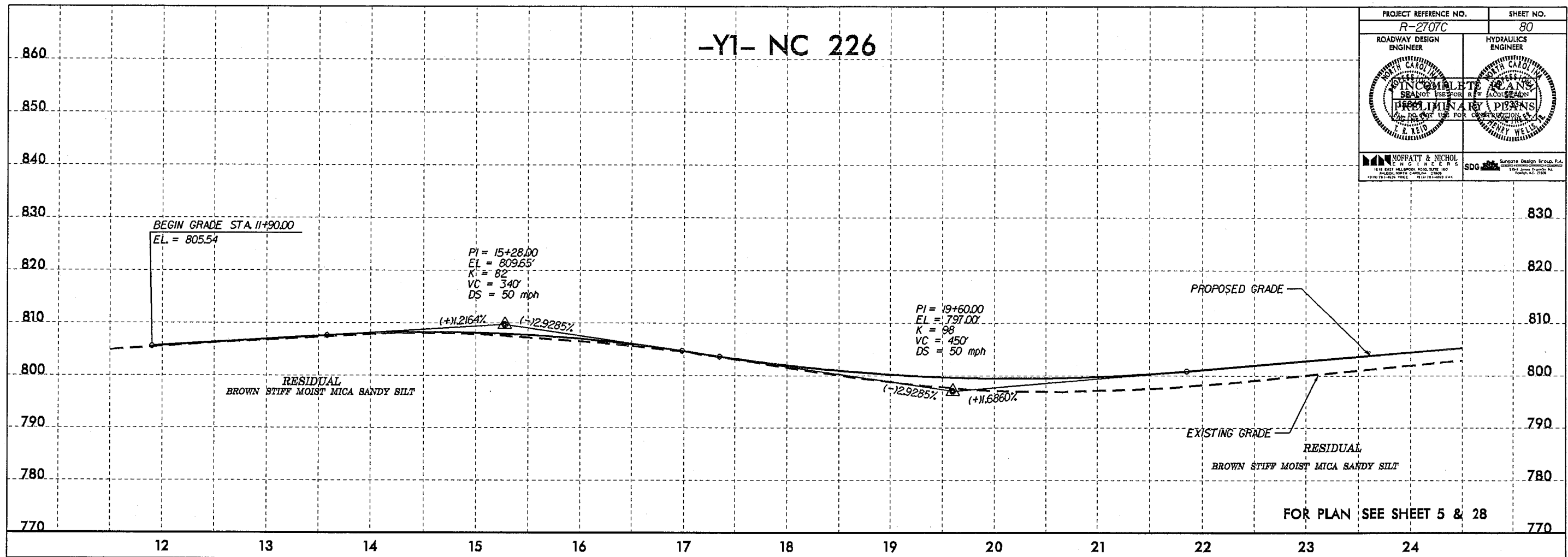
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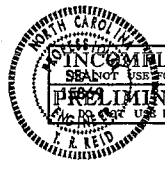



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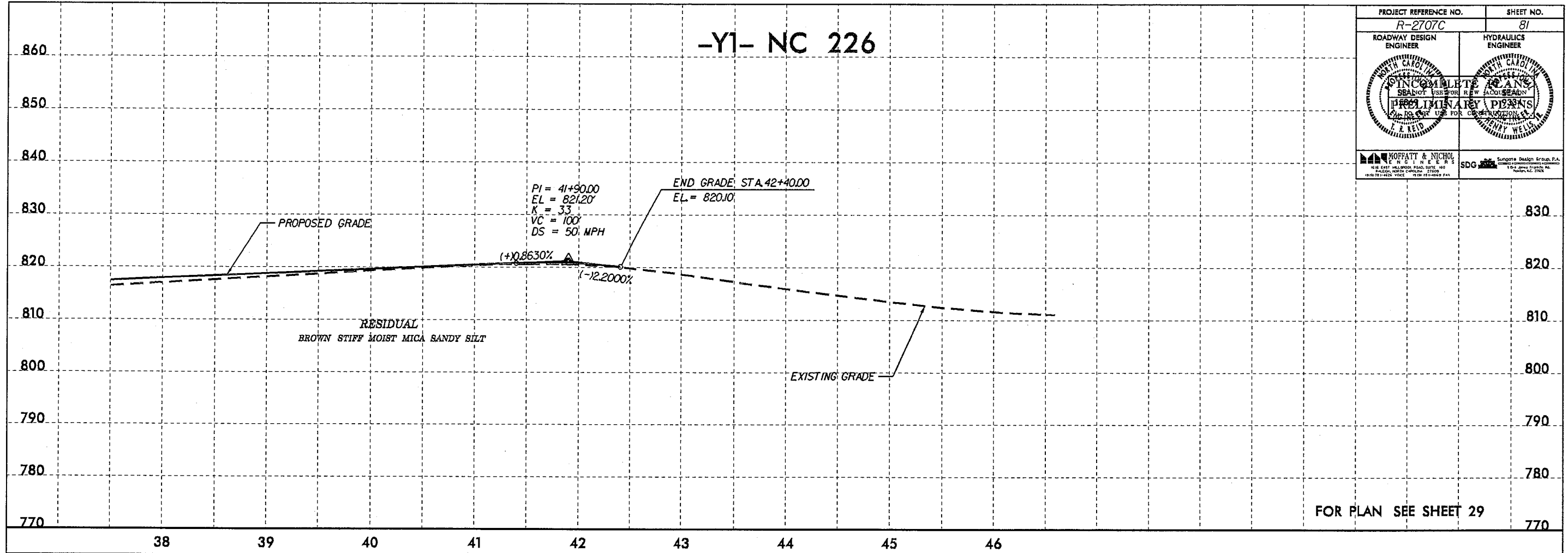
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 80
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-Y1- NC 226

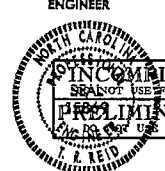
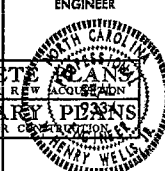

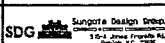
PROJECT REFERENCE NO. <i>R-2707C</i>	SHEET NO. <i>81</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
 HOPPATT & NICHOL ENGINEERS 140 WEST HILLSBORO ROAD, SUITE 100 RALEIGH, NORTH CAROLINA 27601 919-872-1100 FAX 919-872-1105	 SDG Sungate Design Group, P.A. 1504 JONES CREEK ROAD DURHAM, NORTH CAROLINA 27704 919-286-1100 FAX 919-286-1105

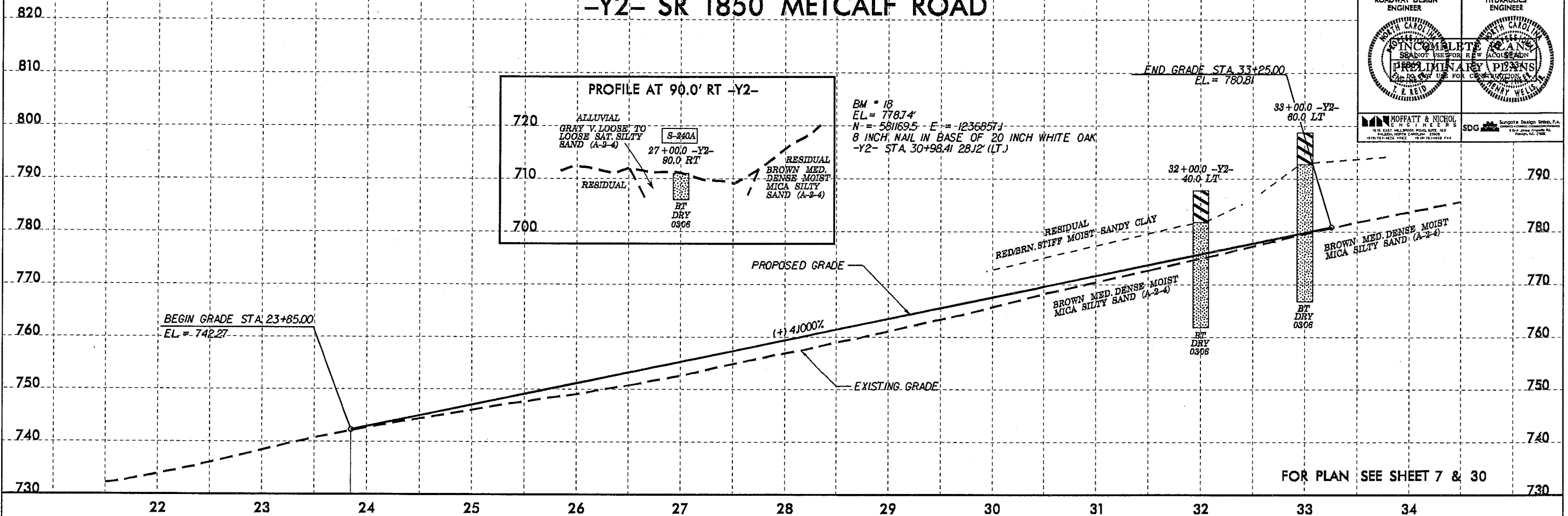


830
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790
780
770

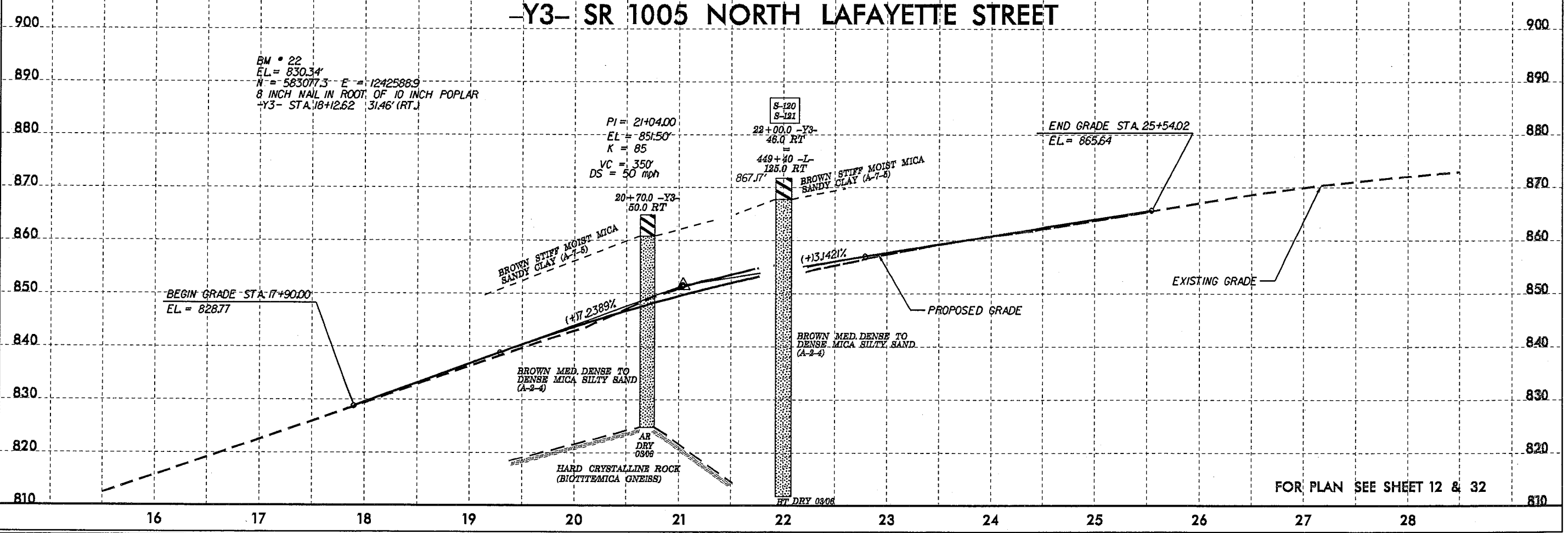
38 39 40 41 42 43 44 45 46

-Y2- SR 1850 METCALF ROAD





PROJECT REFERENCE NO. R-2707C	SHEET NO. 82
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
	

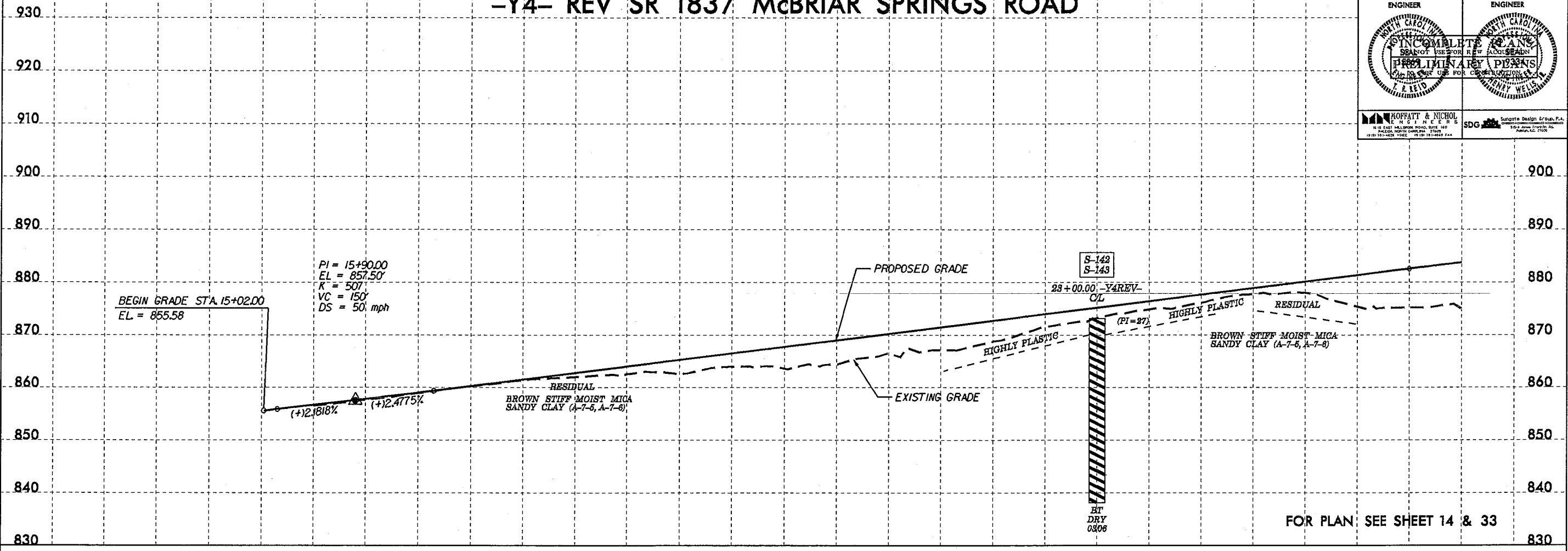


-Y3- SR 1005 NORTH LAFAYETTE STREET

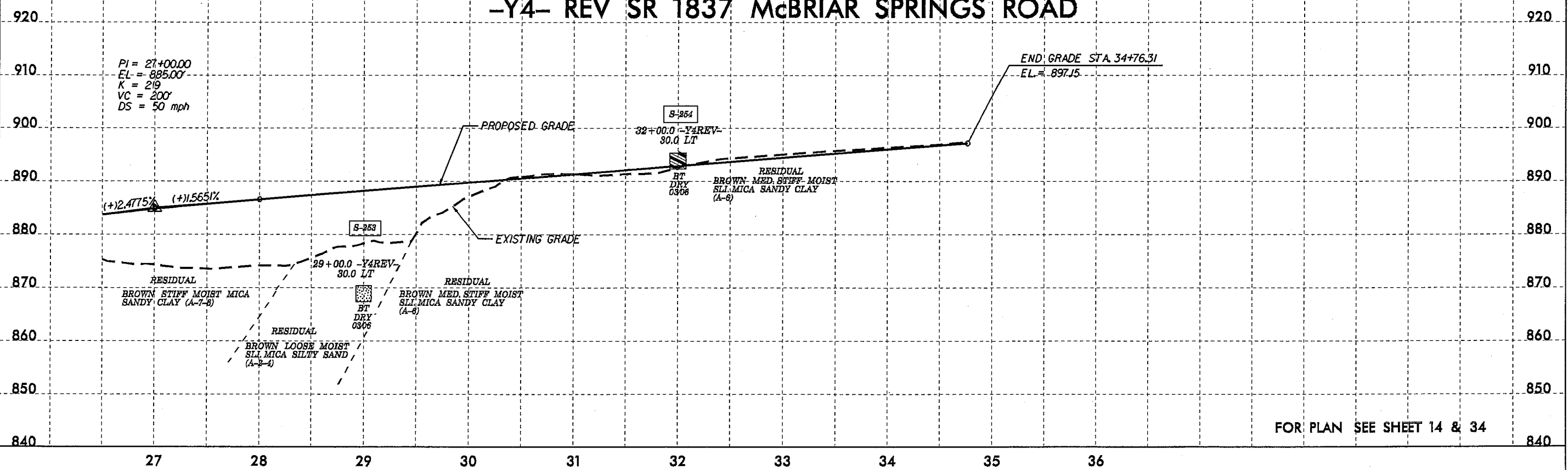


-Y4- REV SR 1837 McBRIAR SPRINGS ROAD

PROJECT REFERENCE NO. R-2707C	SHEET NO. 83
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
 	

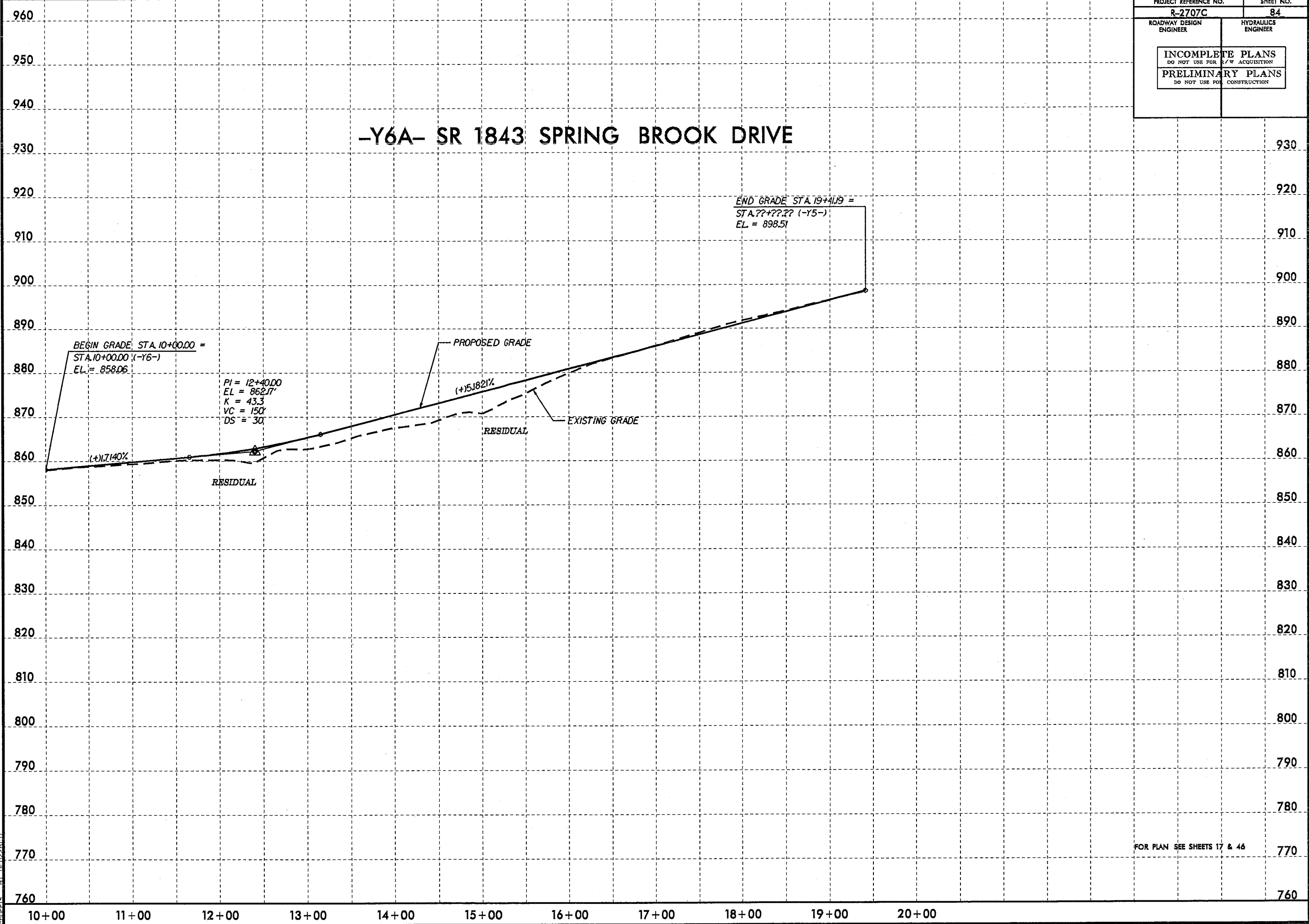


-Y4- REV SR 1837 McBRIAR SPRINGS ROAD



PROJECT REFERENCE NO. R-2707C	SHEET NO. 84
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

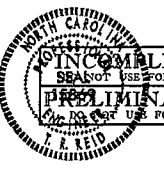
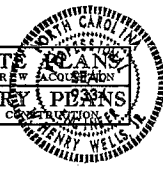

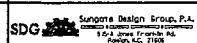
-Y6A- SR 1843 SPRING BROOK DRIVE

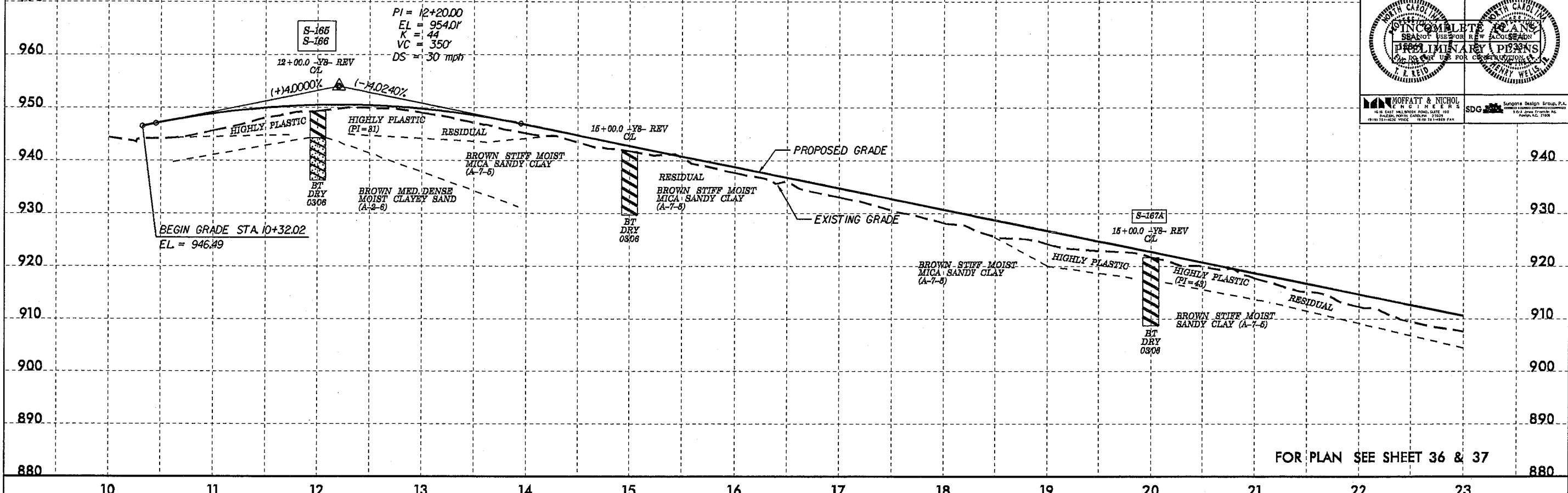


FOR PLAN SEE SHEETS 17 & 46

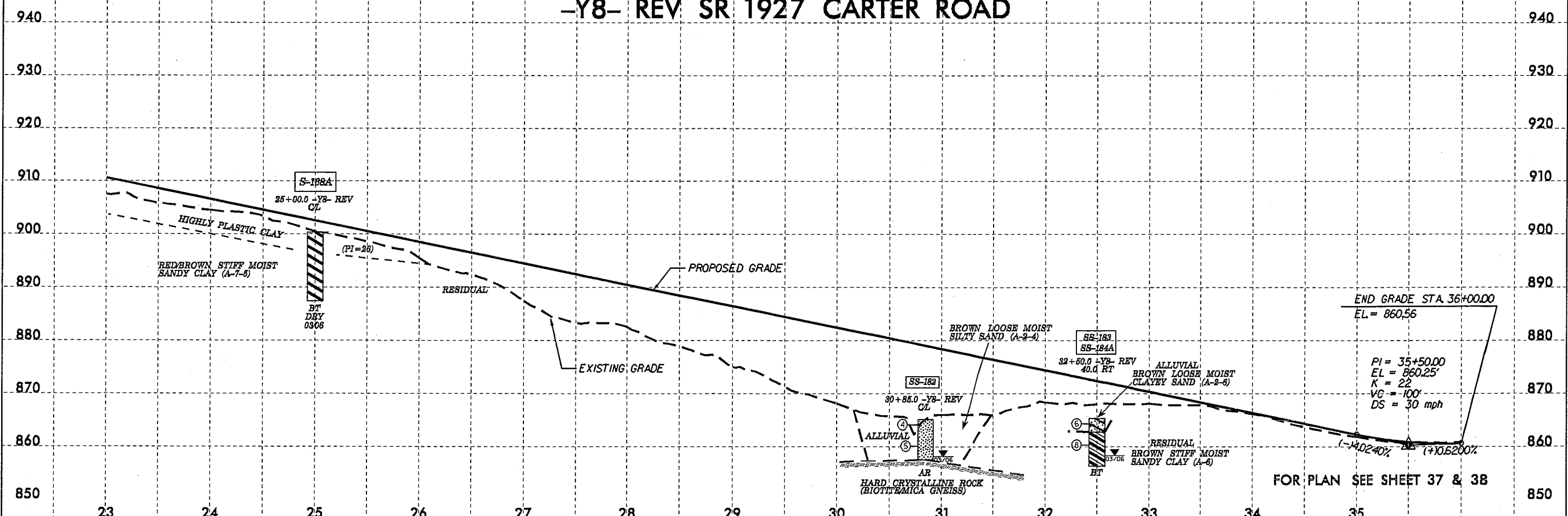
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-Y8- REV SR 1927 CARTER ROAD

PROJECT REFERENCE NO. R-2707C	SHEET NO. 85
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
	



-Y8- REV SR 1927 CARTER ROAD

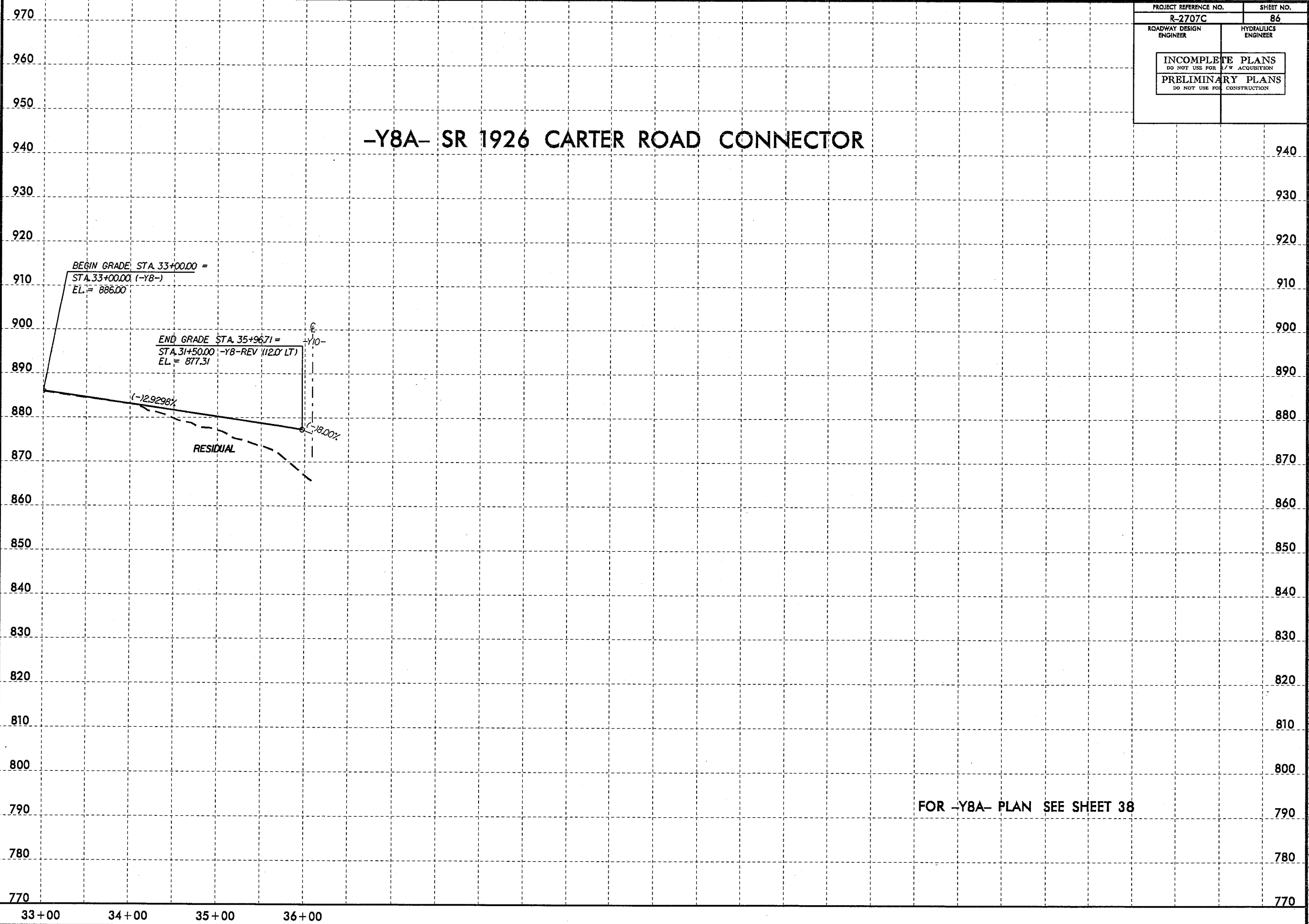


5/14/99

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PROJECT REFERENCE NO. R-2707C	SHEET NO. 86
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

-Y8A- SR 1926 CARTER ROAD CONNECTOR

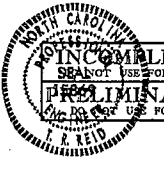
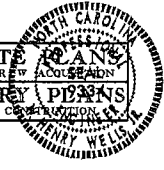




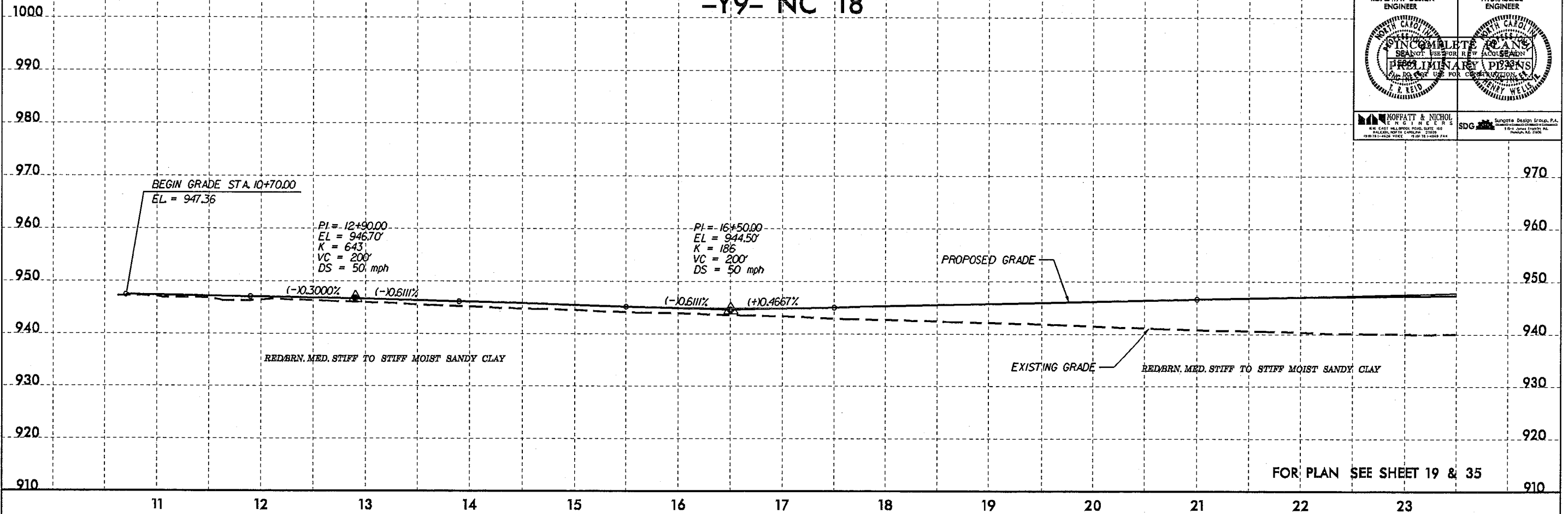
FOR -Y8A- PLAN SEE SHEET 38

33+00 34+00 35+00 36+00

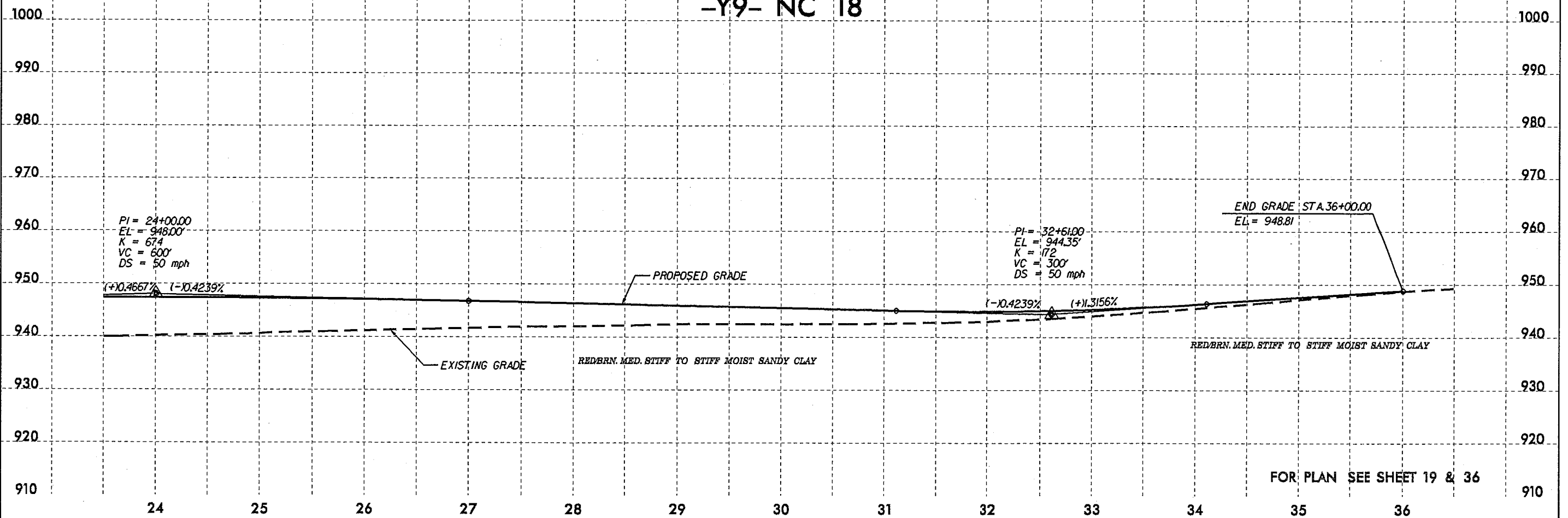
940
930
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810
800
790
780
770

-Y9- NC 18

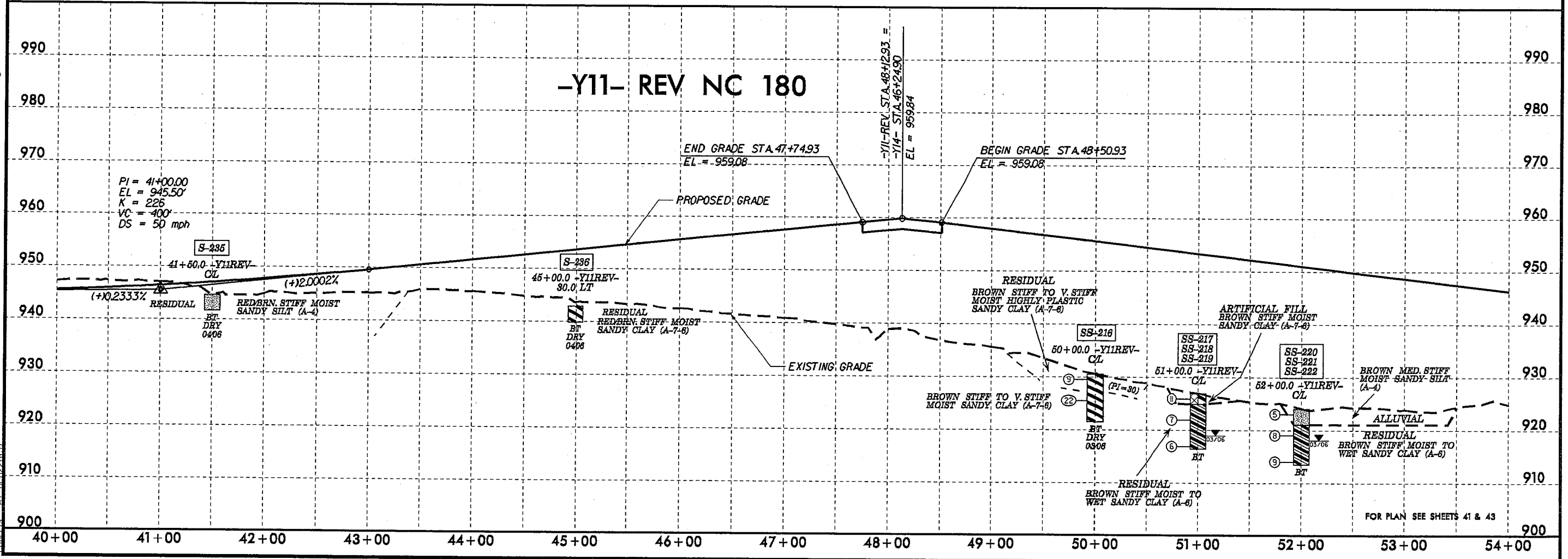
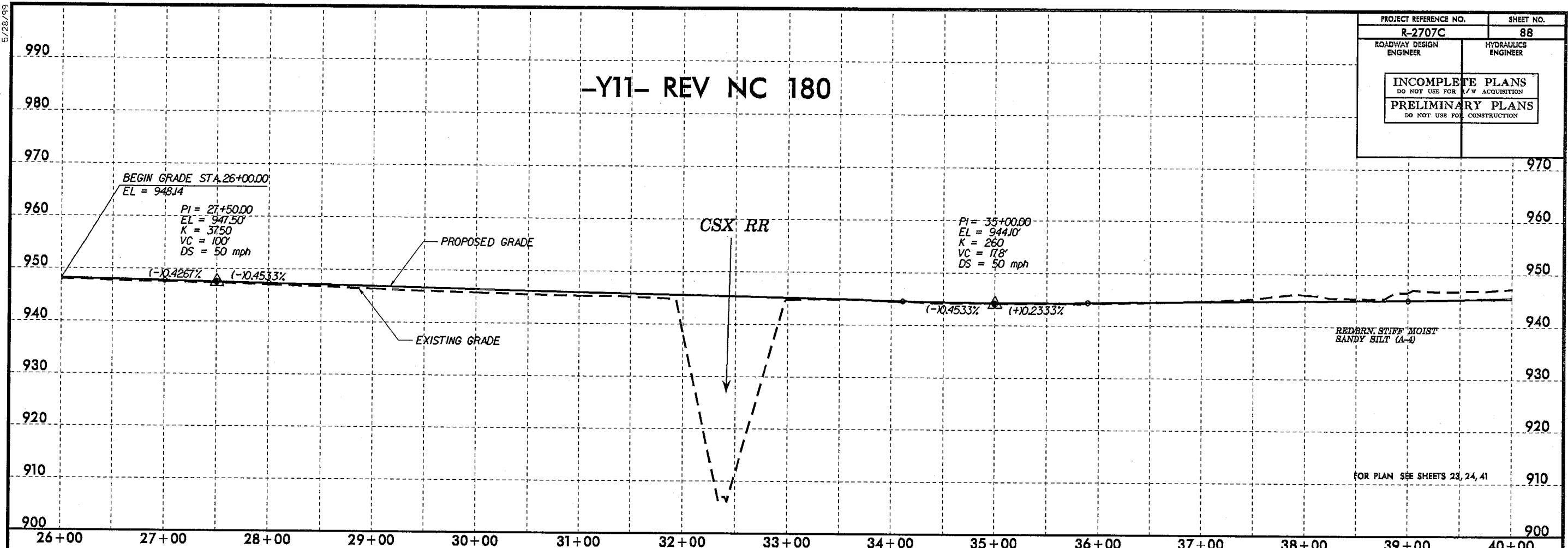
PROJECT REFERENCE NO. R-2707C	SHEET NO. 87
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
 	



-Y9- NC 18



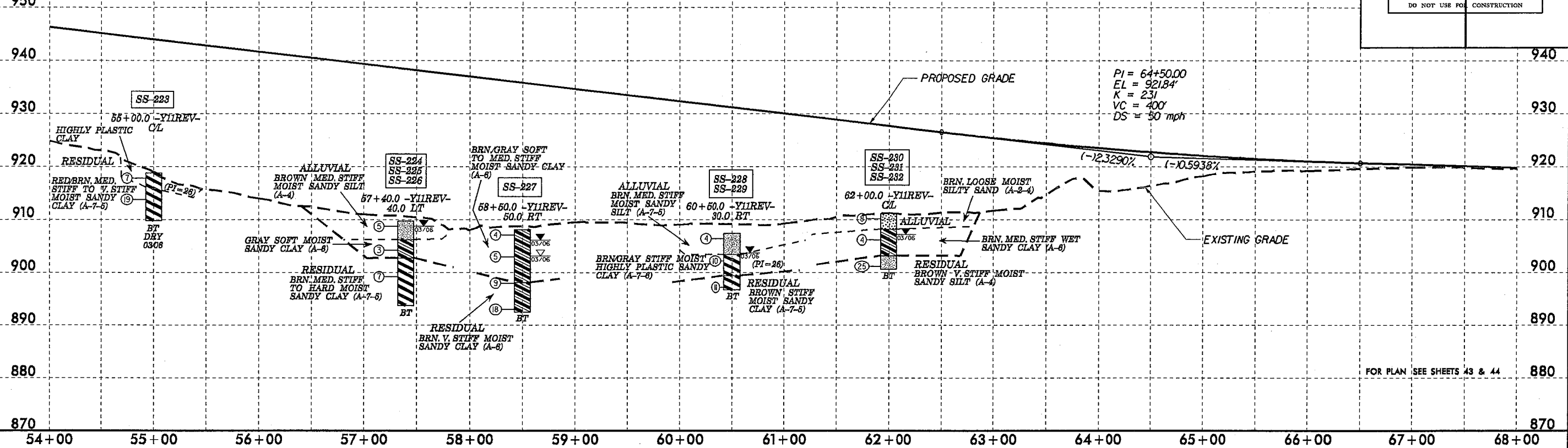
PROJECT REFERENCE NO.	SHEET NO.
R-2707C	88
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



5/28/99
 27-MAY-2008 16:25
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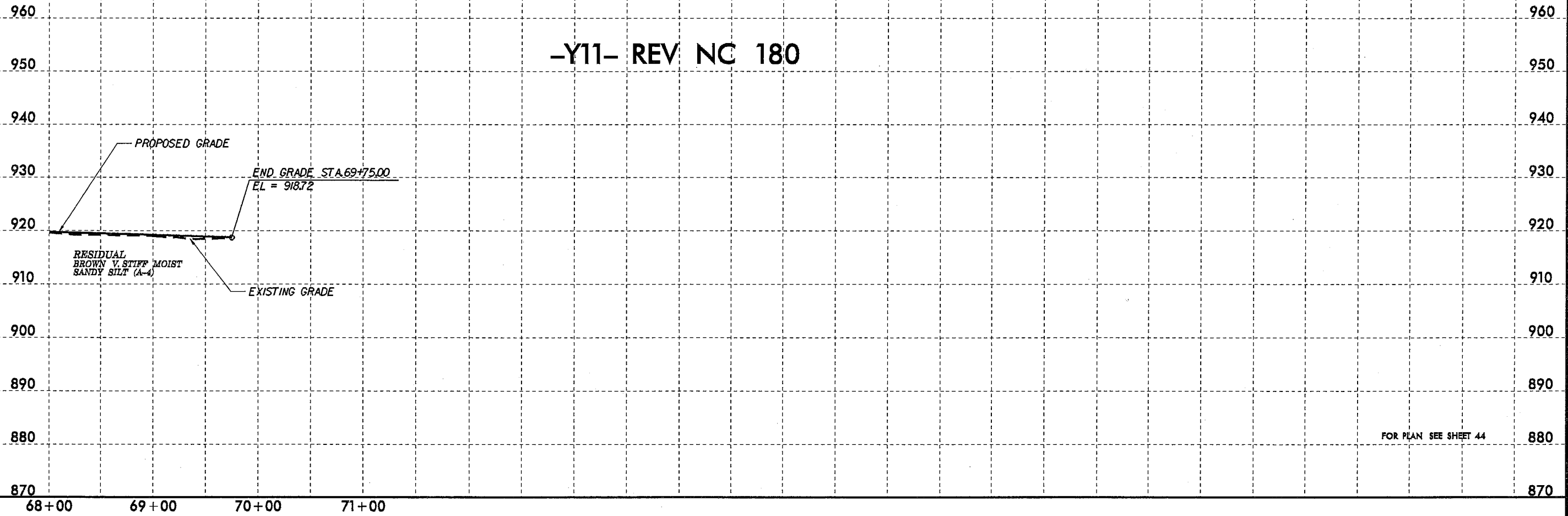
5/28/99

-Y11- REV NC 180



FOR PLAN SEE SHEETS 43 & 44

-Y11- REV NC 180

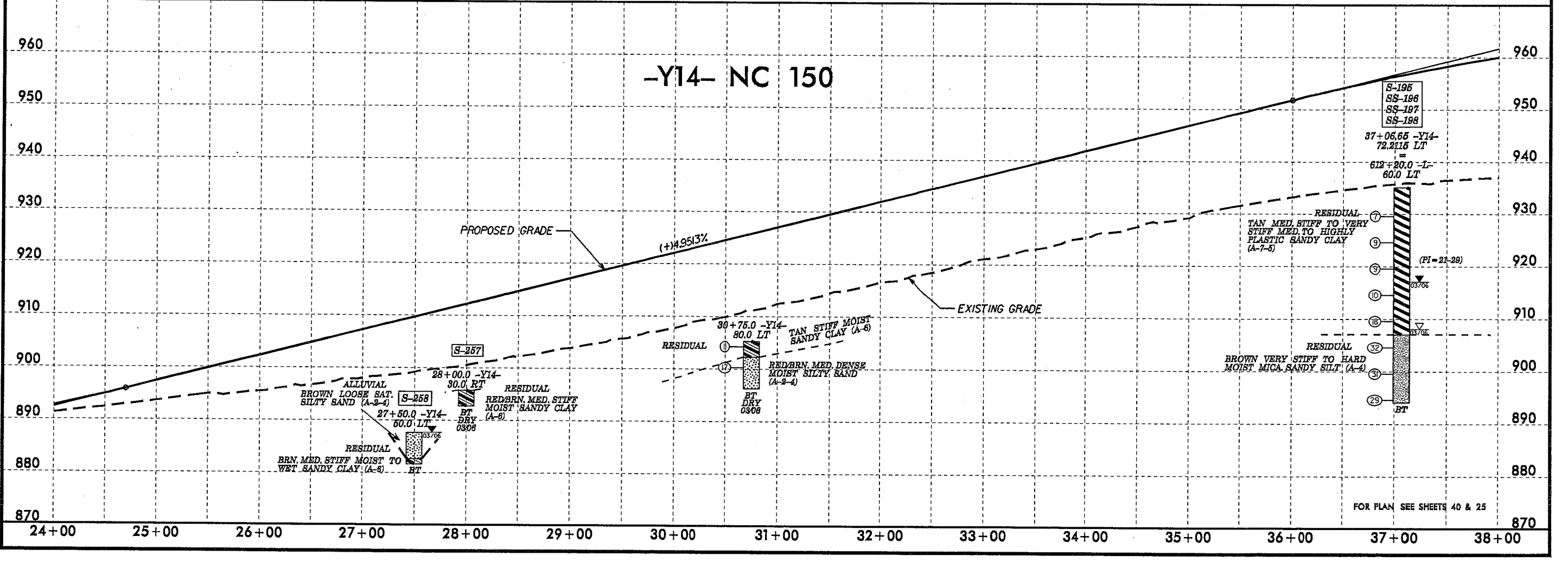
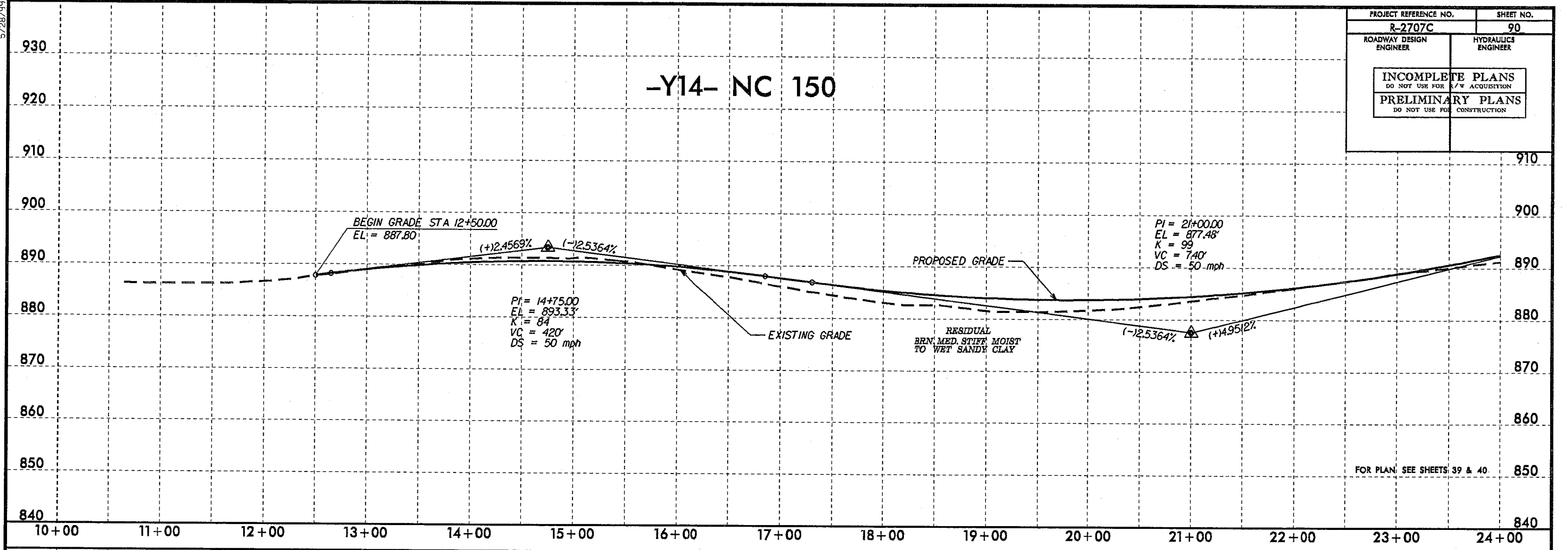


FOR PLAN SEE SHEET 44

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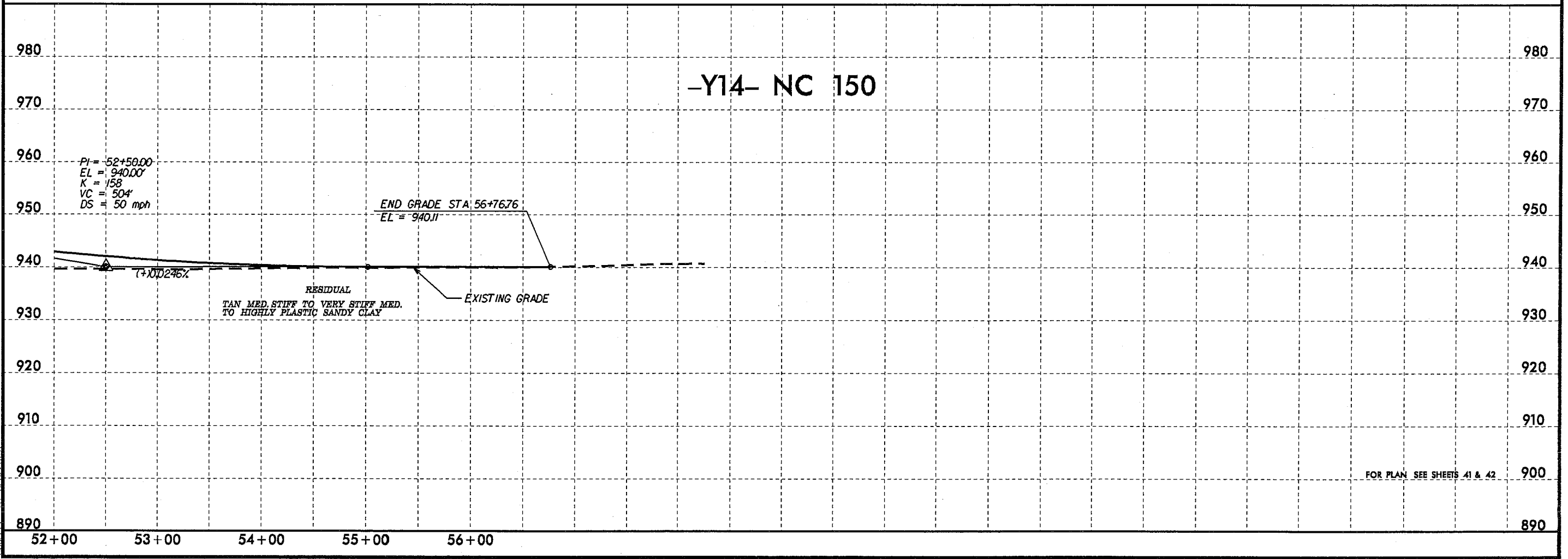
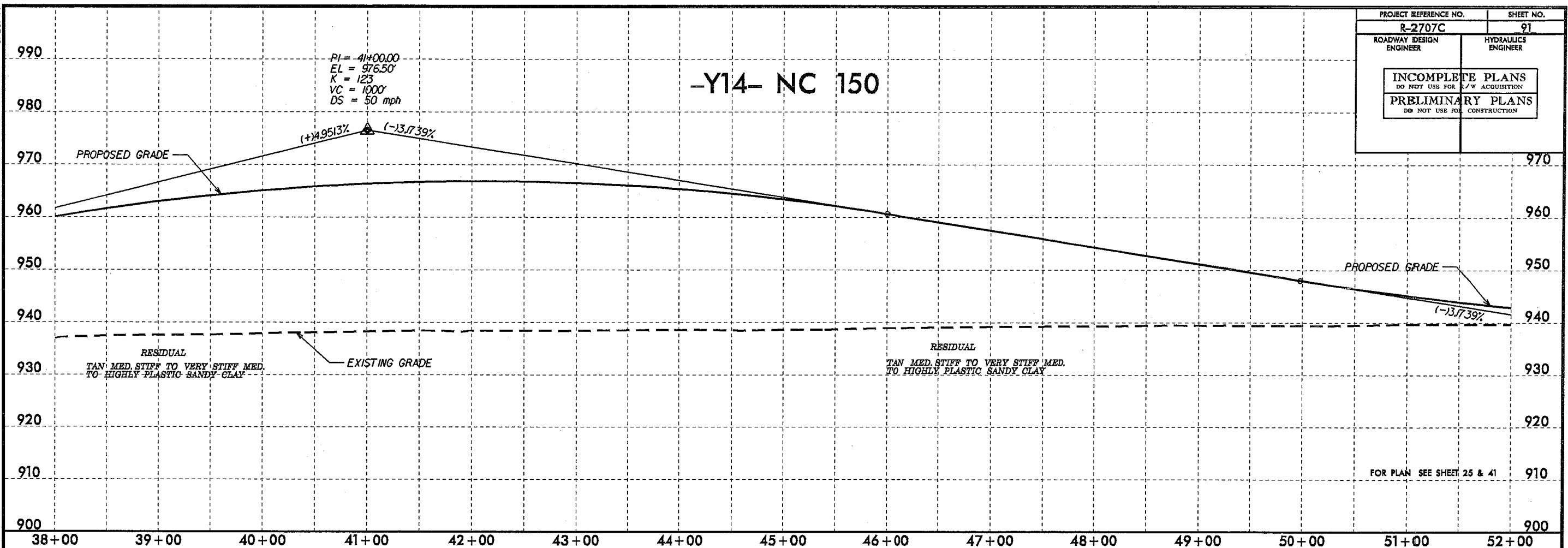
5/28/99

PROJECT REFERENCE NO. R-2707C	SHEET NO. 90
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



28-MAY-2008 15:07
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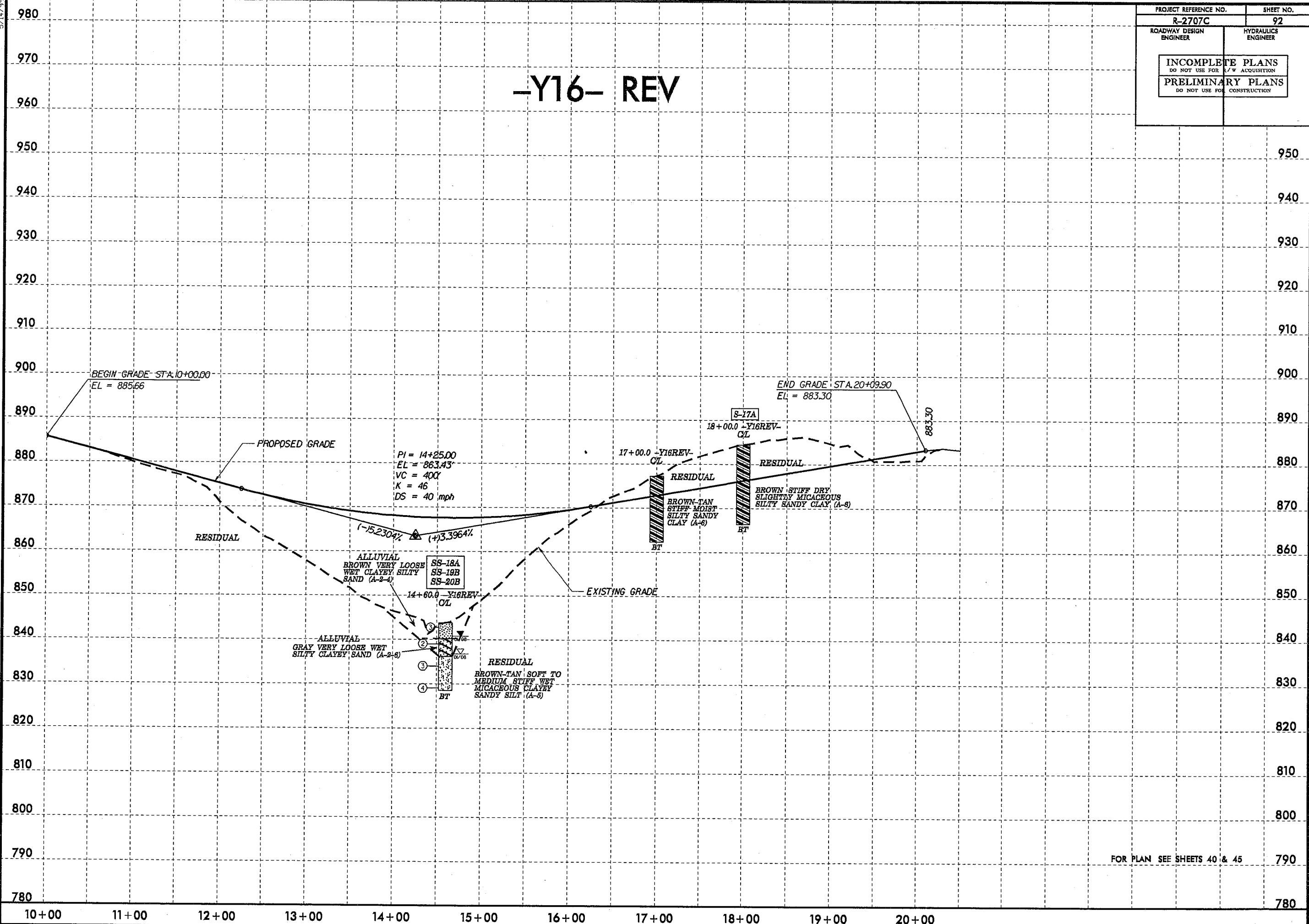
PROJECT REFERENCE NO. R-2707C	SHEET NO. 91
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



5/14/99
 23-MAY-2008 11:44
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 92
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

-Y16- REV



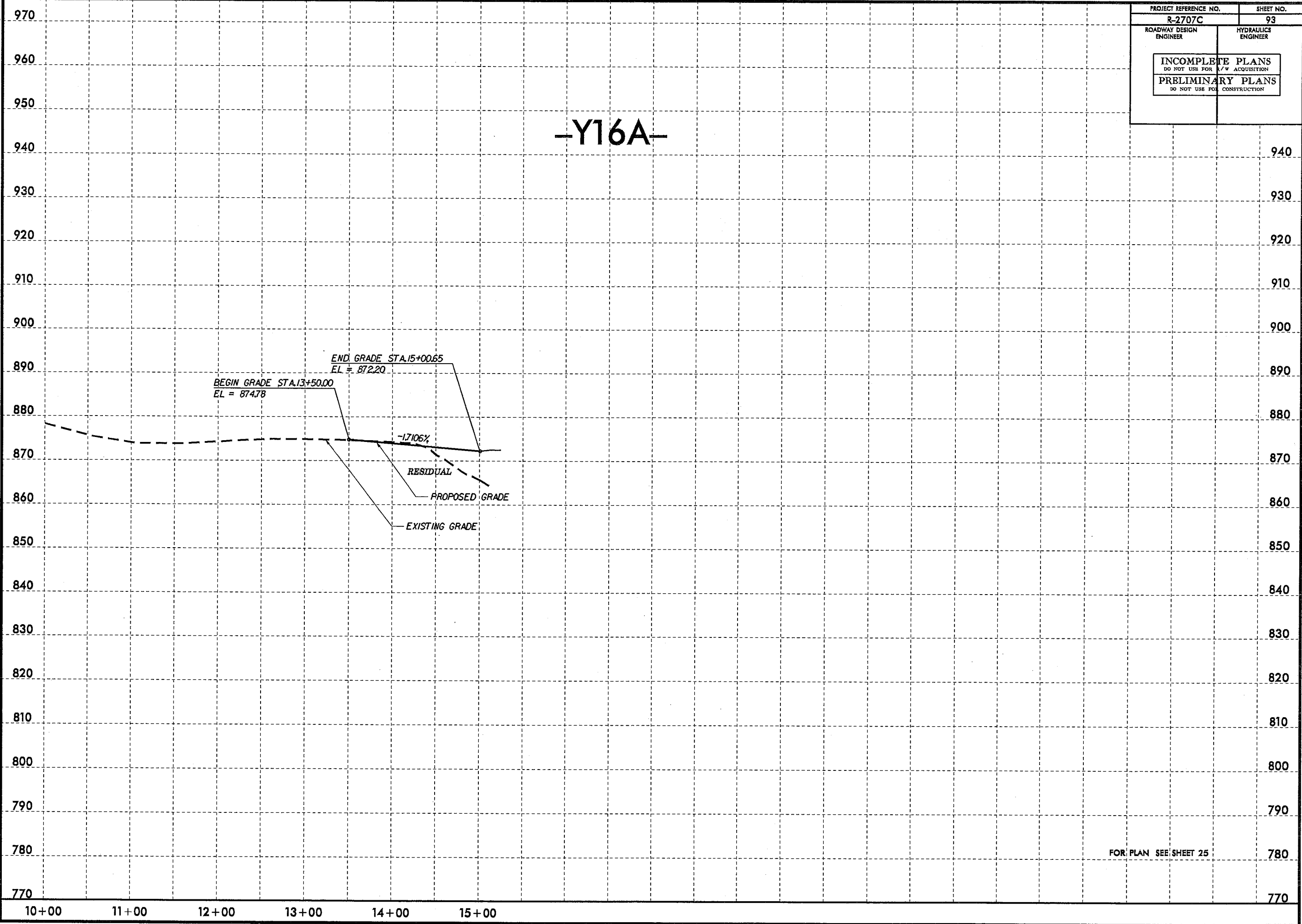
FOR PLAN SEE SHEETS 40 & 45

5/14/99

22-MAY-2008 15:06
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PROJECT REFERENCE NO. R-2707C	SHEET NO. 93
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

-Y16A-

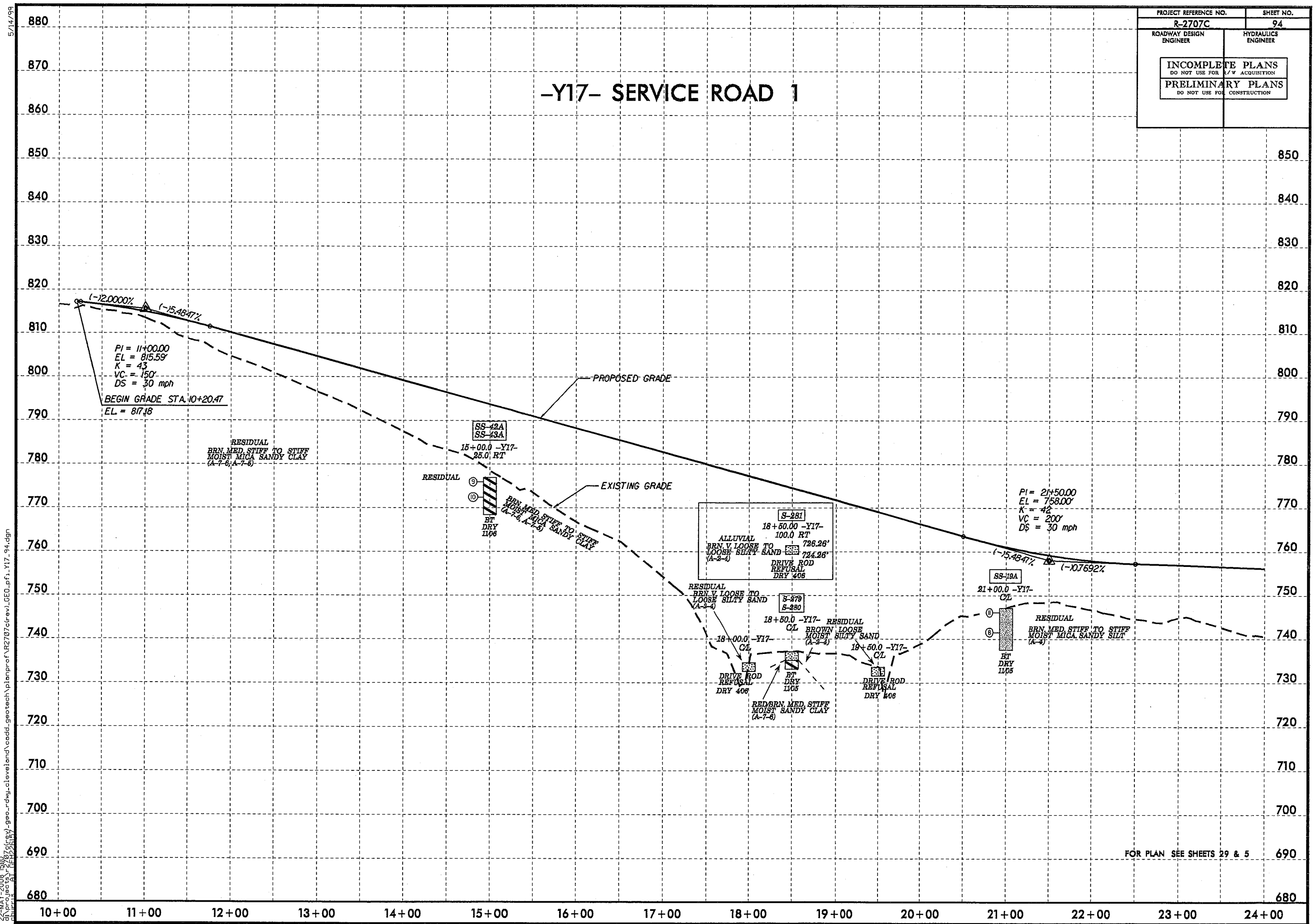


FOR PLAN SEE SHEET 25

940
930
920
910
900
890
880
870
860
850
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830
820
810
800
790
780
770

PROJECT REFERENCE NO. R-2707C	SHEET NO. 94
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INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

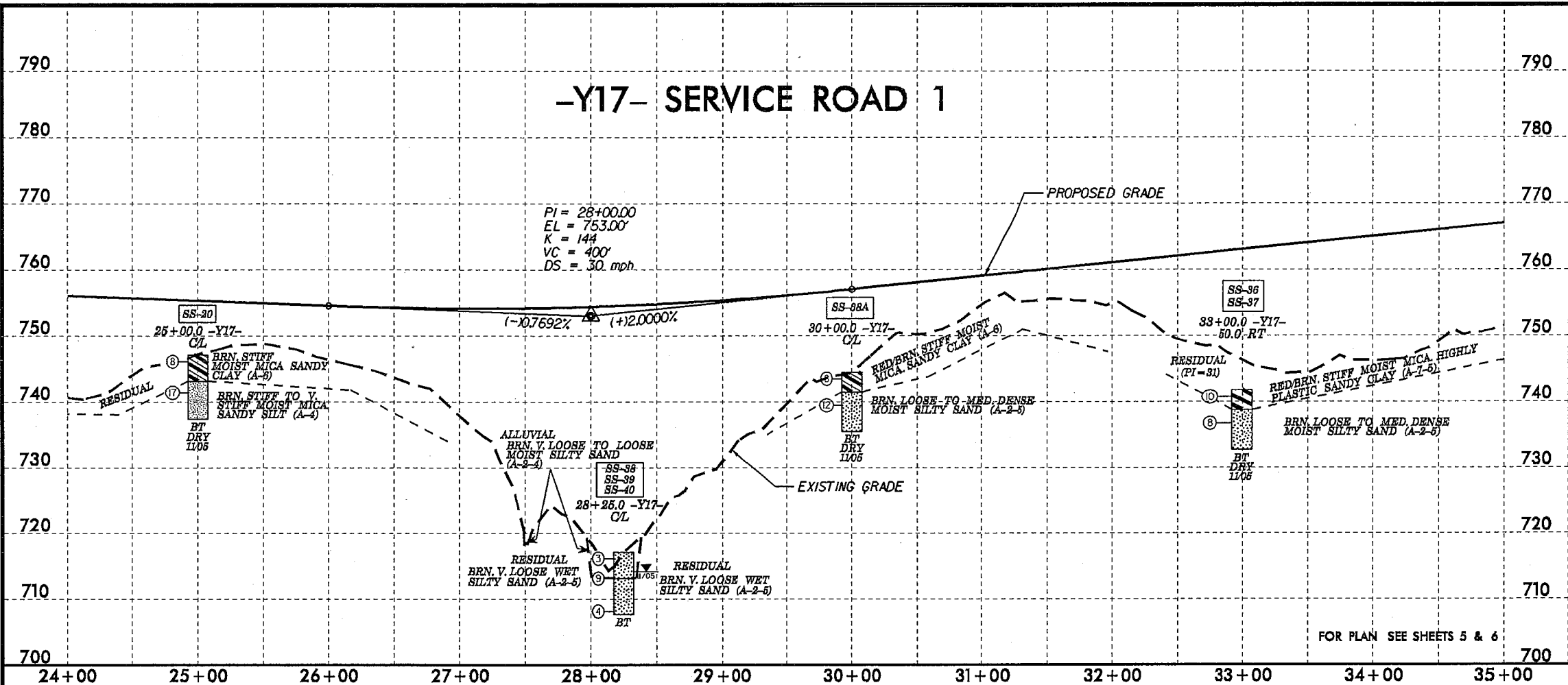
-Y17- SERVICE ROAD 1



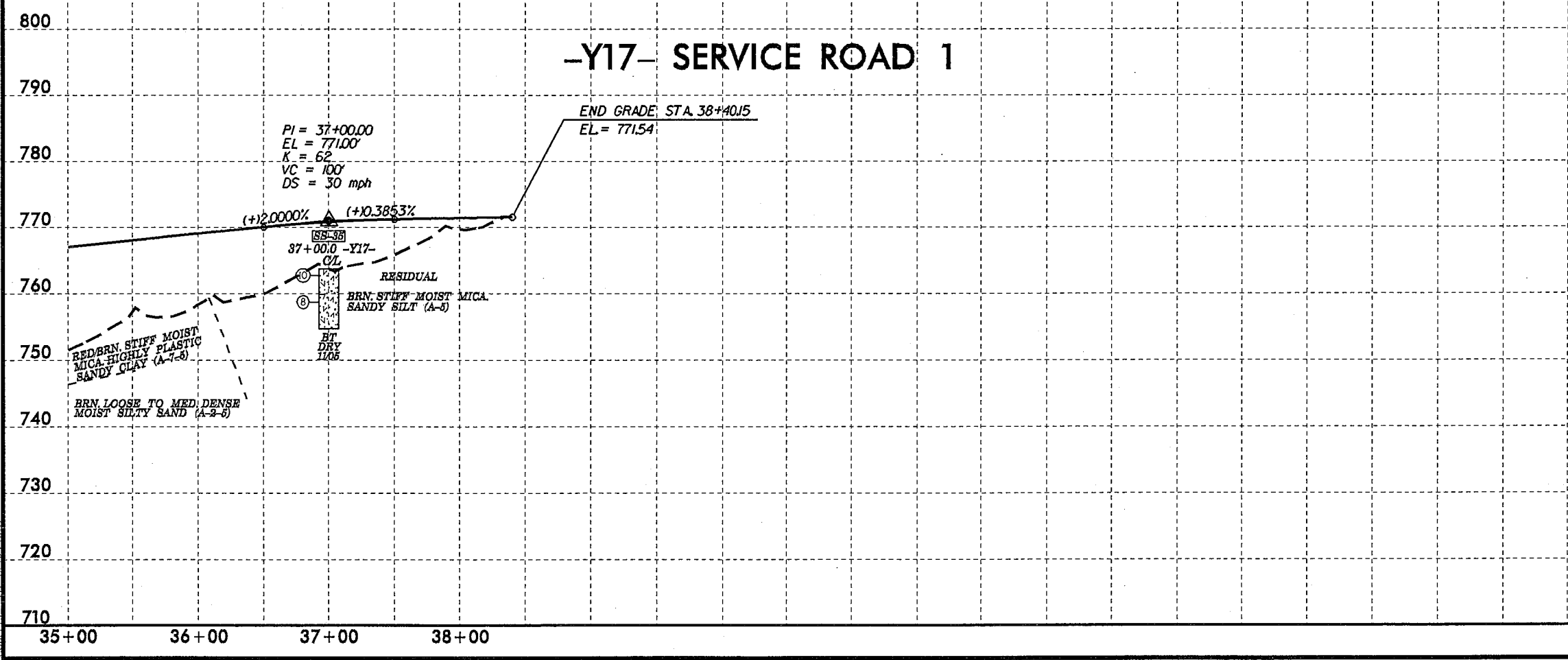
FOR PLAN SEE SHEETS 29 & 5

22-MAY-2008 15:40
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 5/14/99

5/28/99

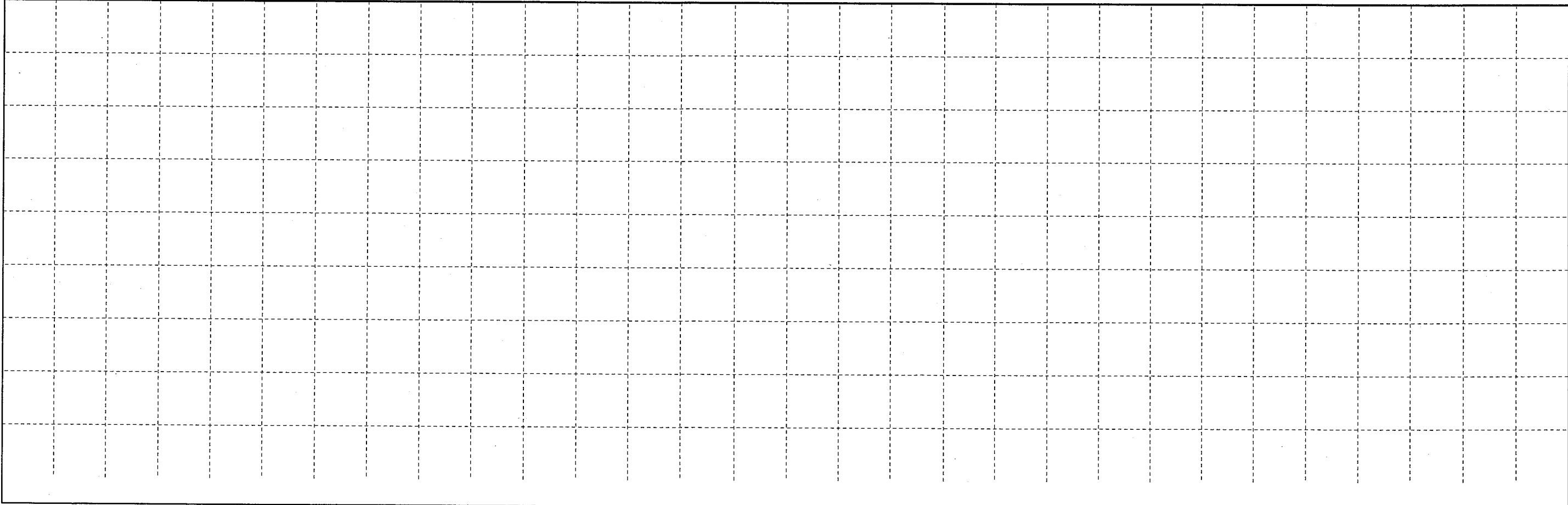
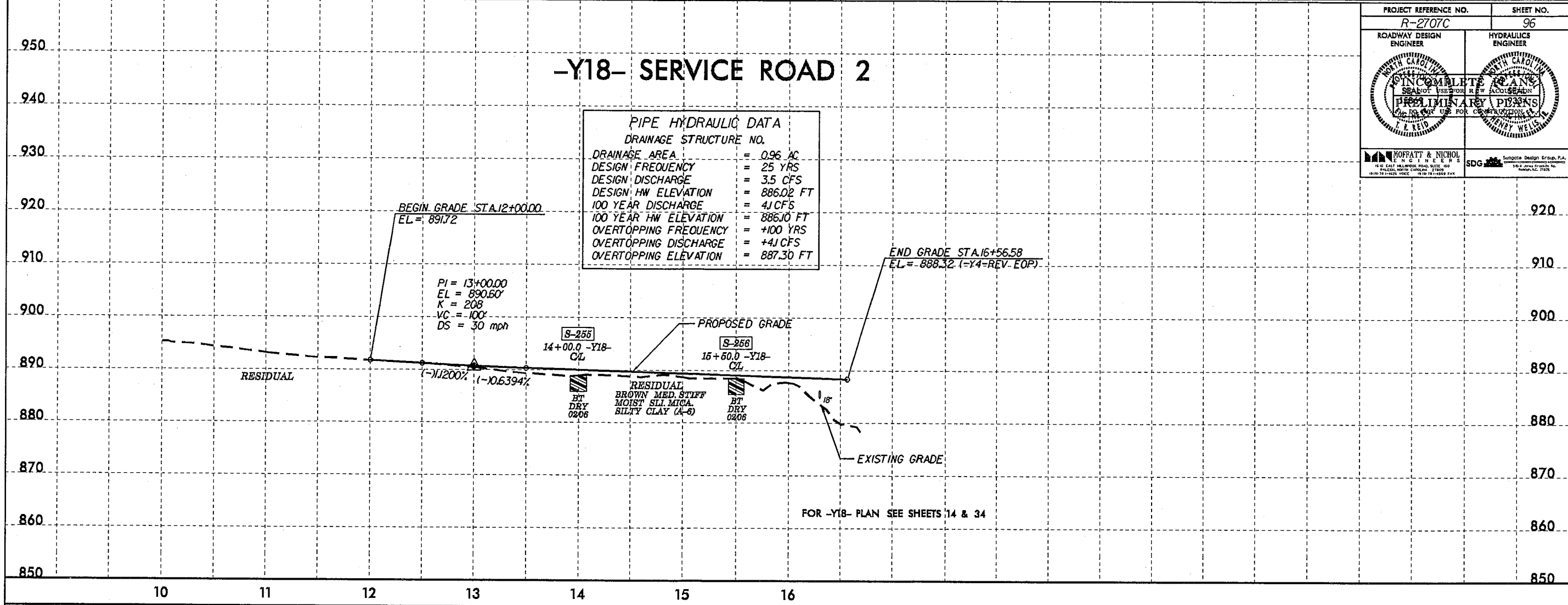


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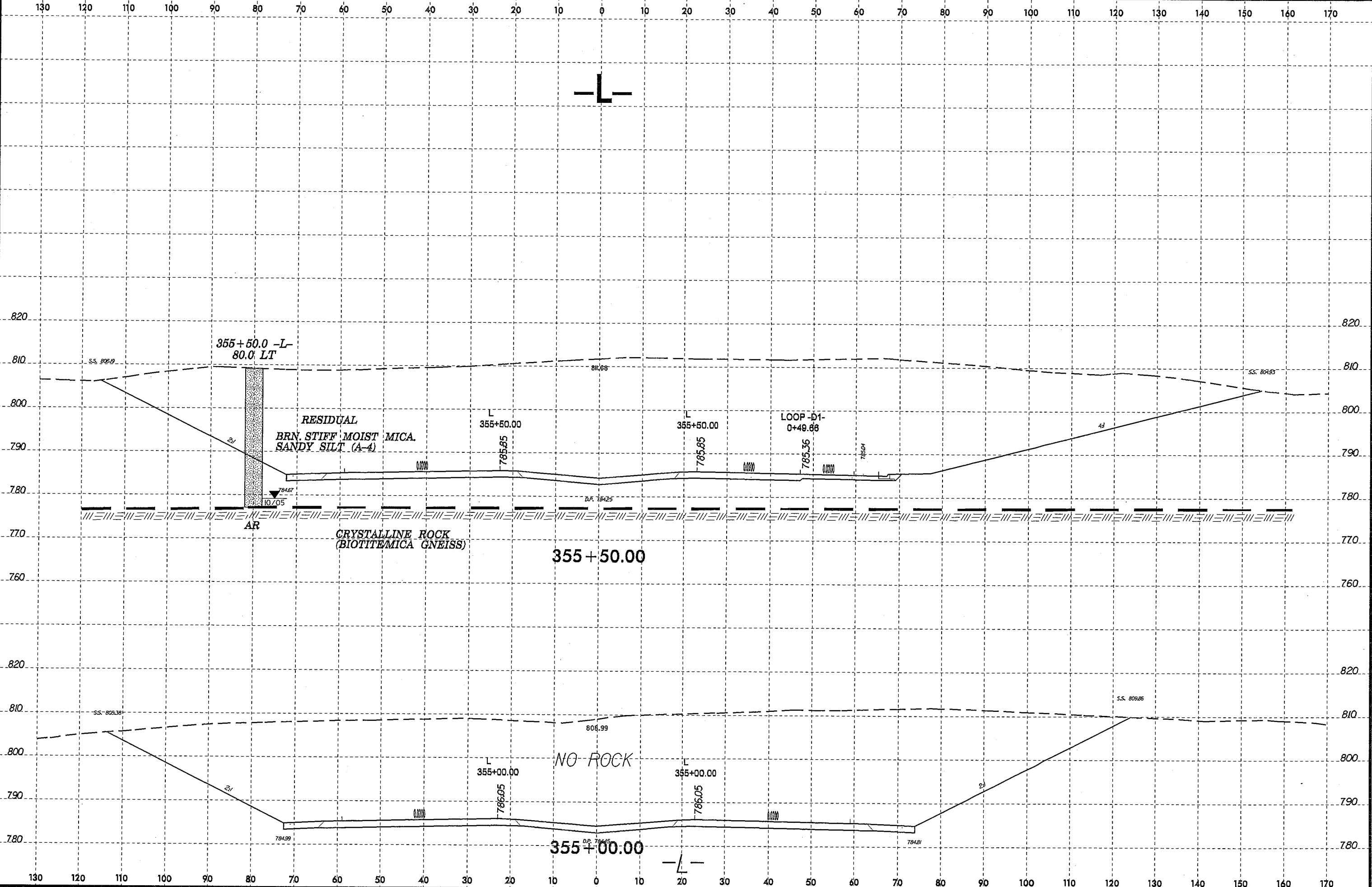


-Y18- SERVICE ROAD 2

PIPE HYDRAULIC DATA	
DRAINAGE STRUCTURE NO.	
DRAINAGE AREA	= 0.96 AC
DESIGN FREQUENCY	= 25 YRS
DESIGN DISCHARGE	= 3.5 CFS
DESIGN HW ELEVATION	= 886.02 FT
100 YEAR DISCHARGE	= 4.1 CFS
100 YEAR HW ELEVATION	= 886.10 FT
OVERTOPPING FREQUENCY	= +100 YRS
OVERTOPPING DISCHARGE	= +4.1 CFS
OVERTOPPING ELEVATION	= 887.30 FT

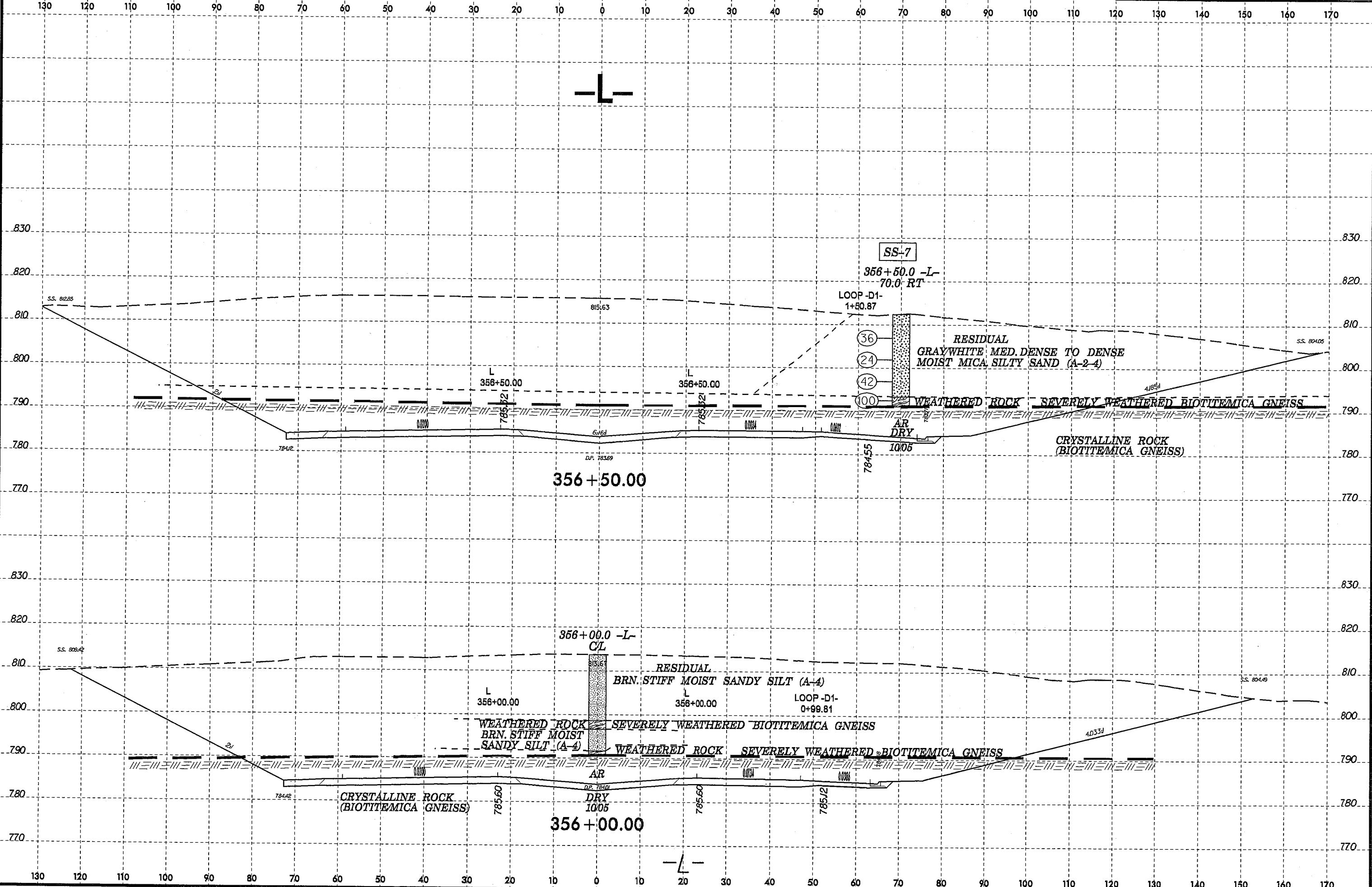


8/23/98



14-MAY-2008 13:10
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BY: GEM226157 AT: GEM226157

8/23/99

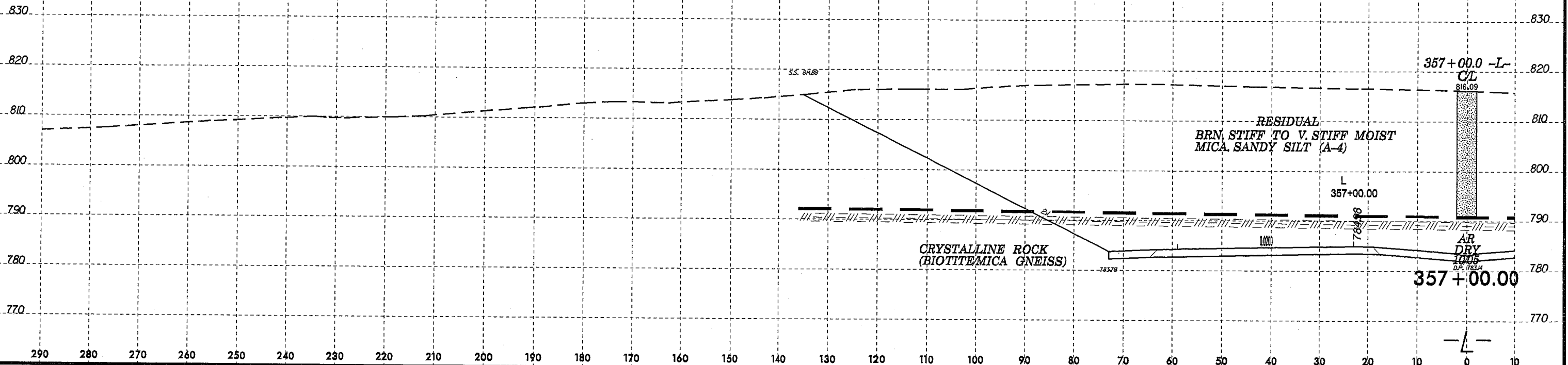


15-MAY-2008 14:16
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 cburr13 AT 06:22:57

8/23/99

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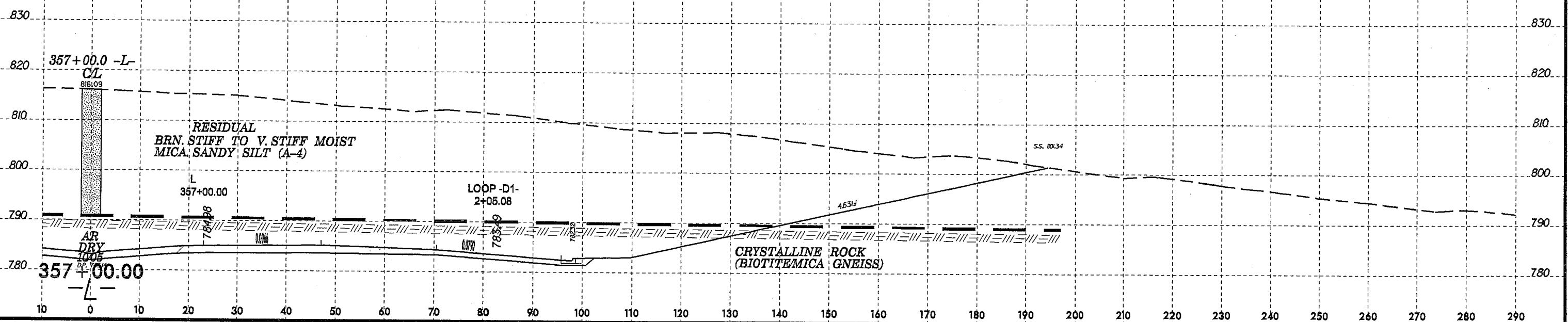
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	79



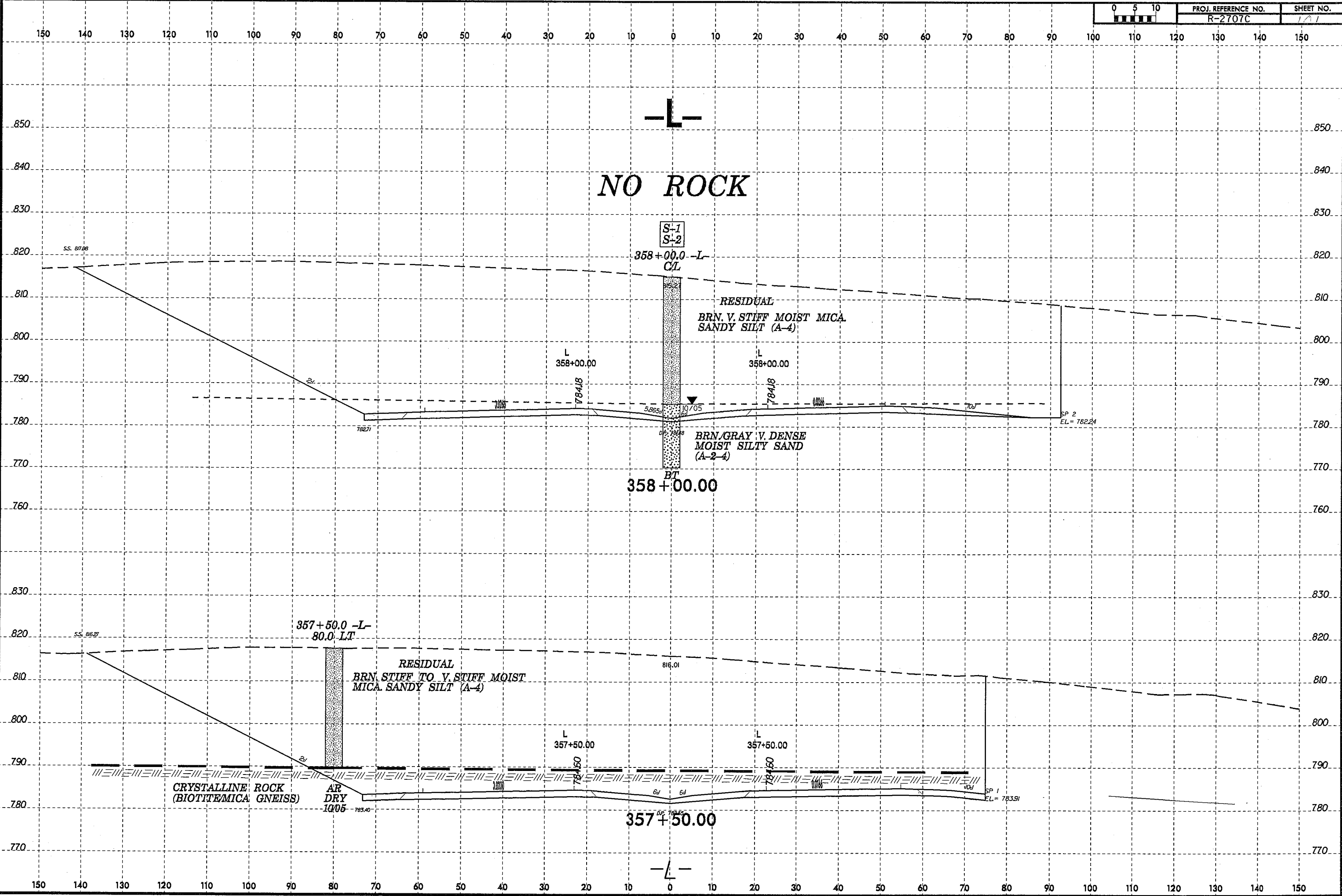
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8/23/99

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15-MAY-2008 14:19
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 sburris AT 05/22/2008

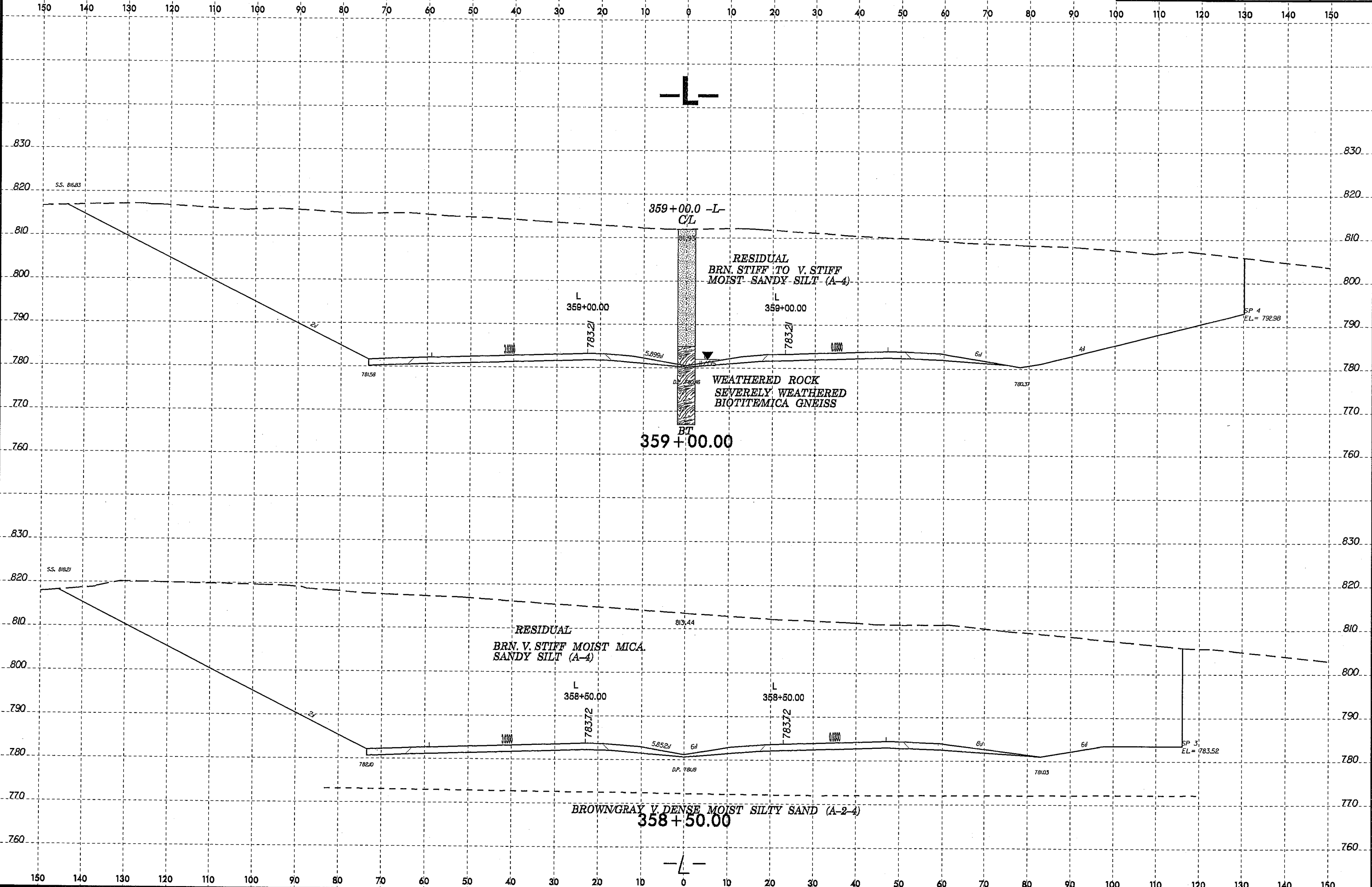


8/23/99
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 2707
 2707

8/23/99

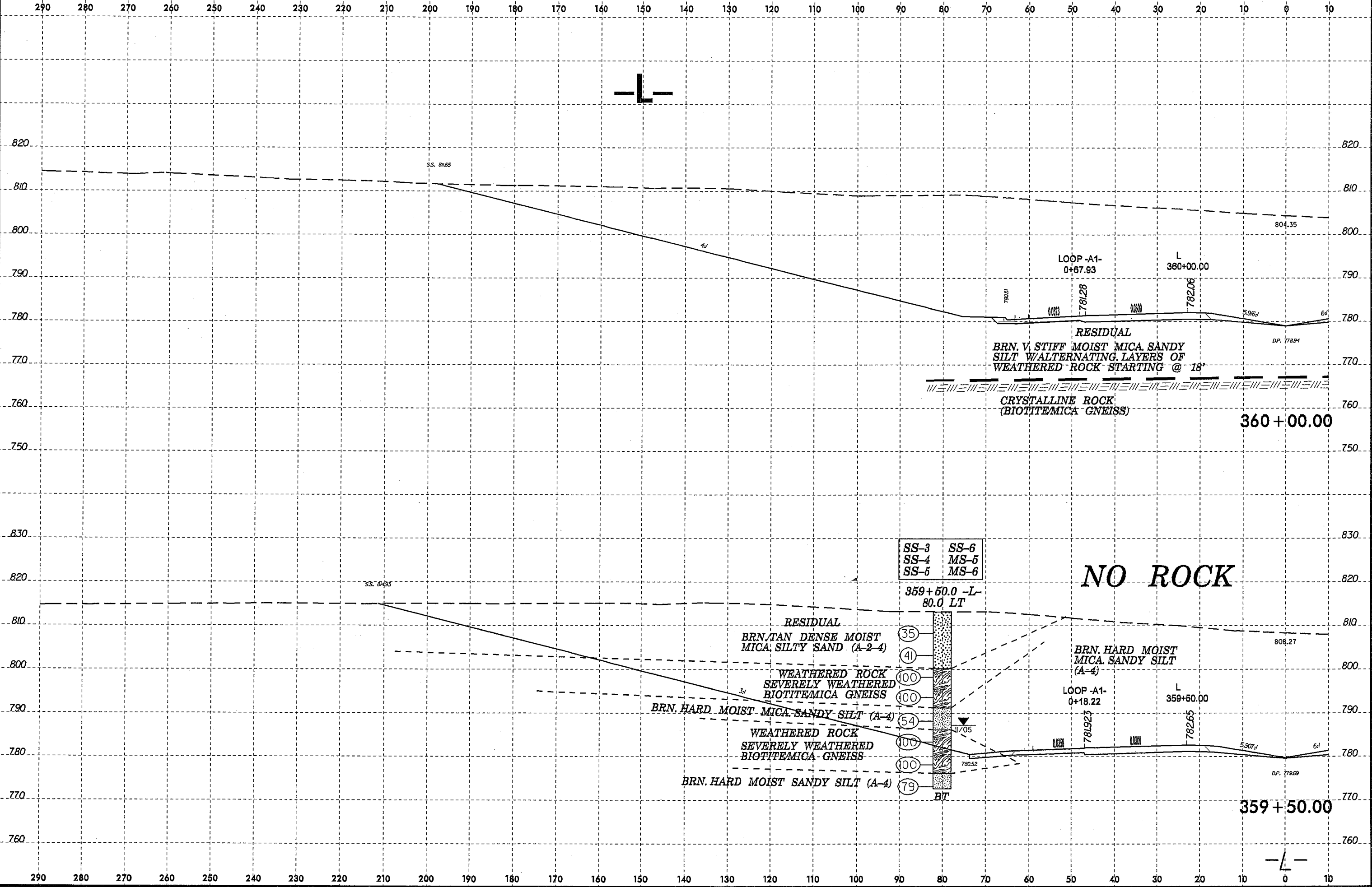


PROJ. REFERENCE NO.	SHEET NO.
R-2707C	102



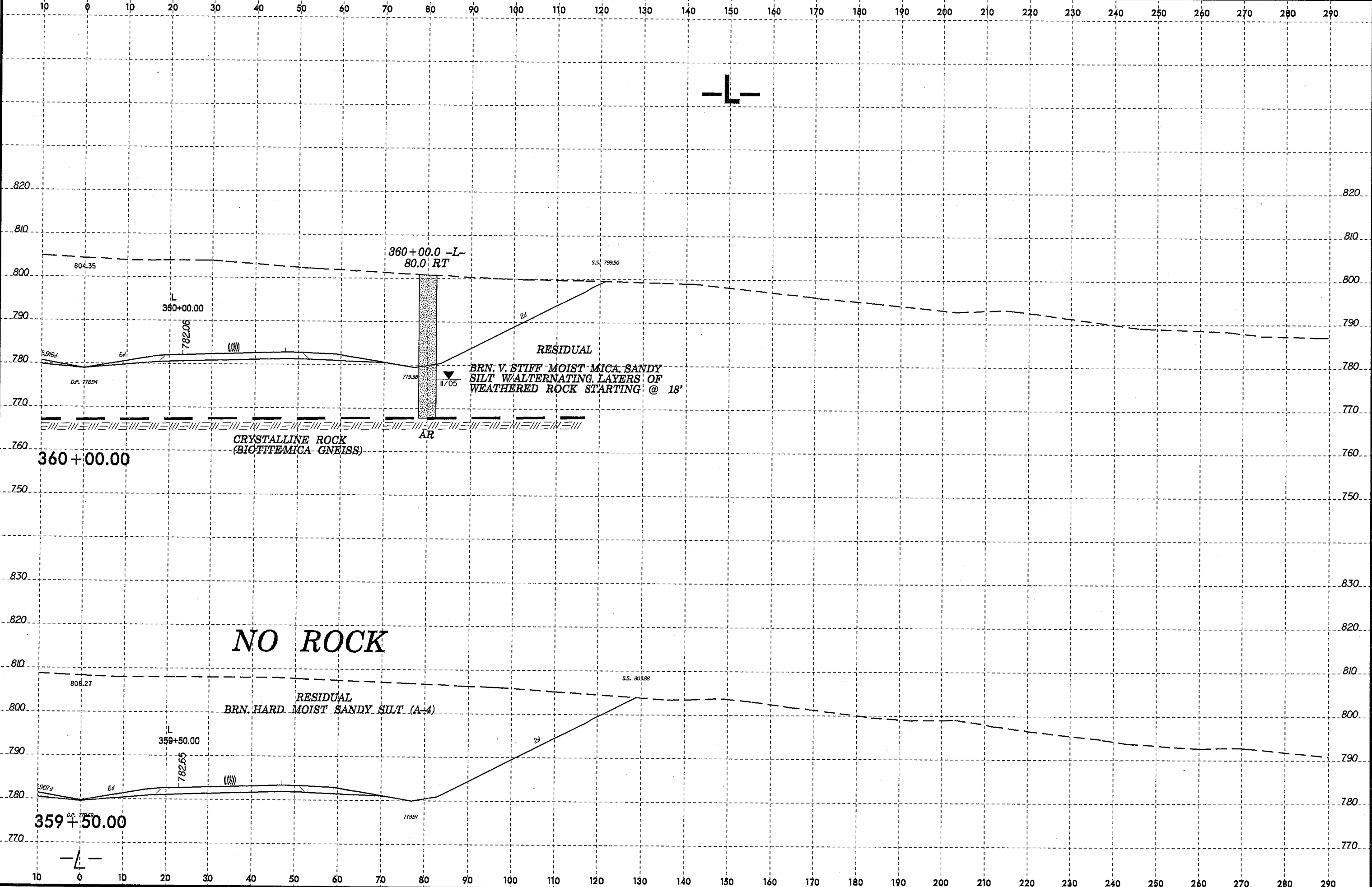
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 gburris AT 06/26/07

8/23/99



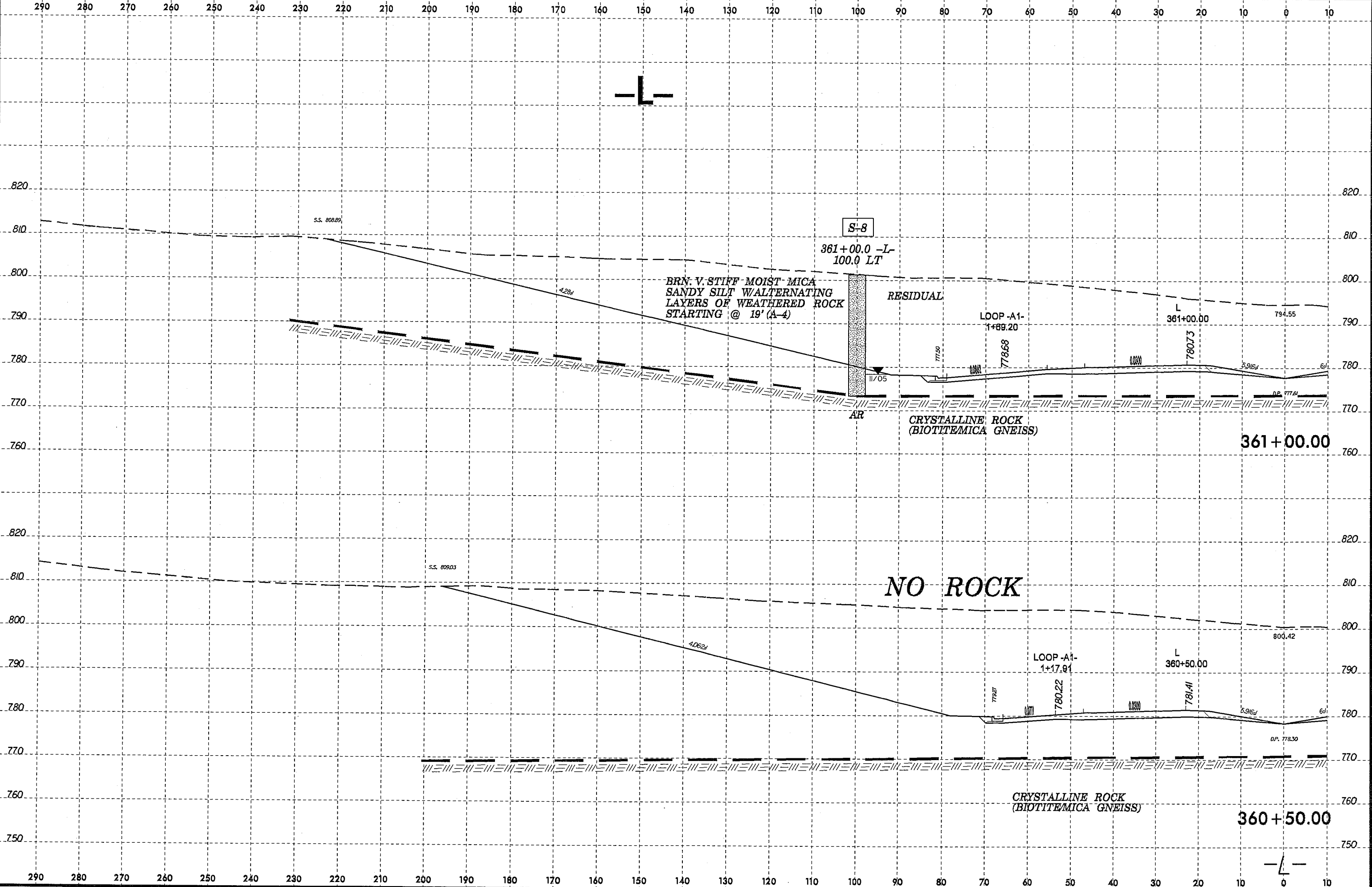
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cburns AT 6E226157

8/23/99



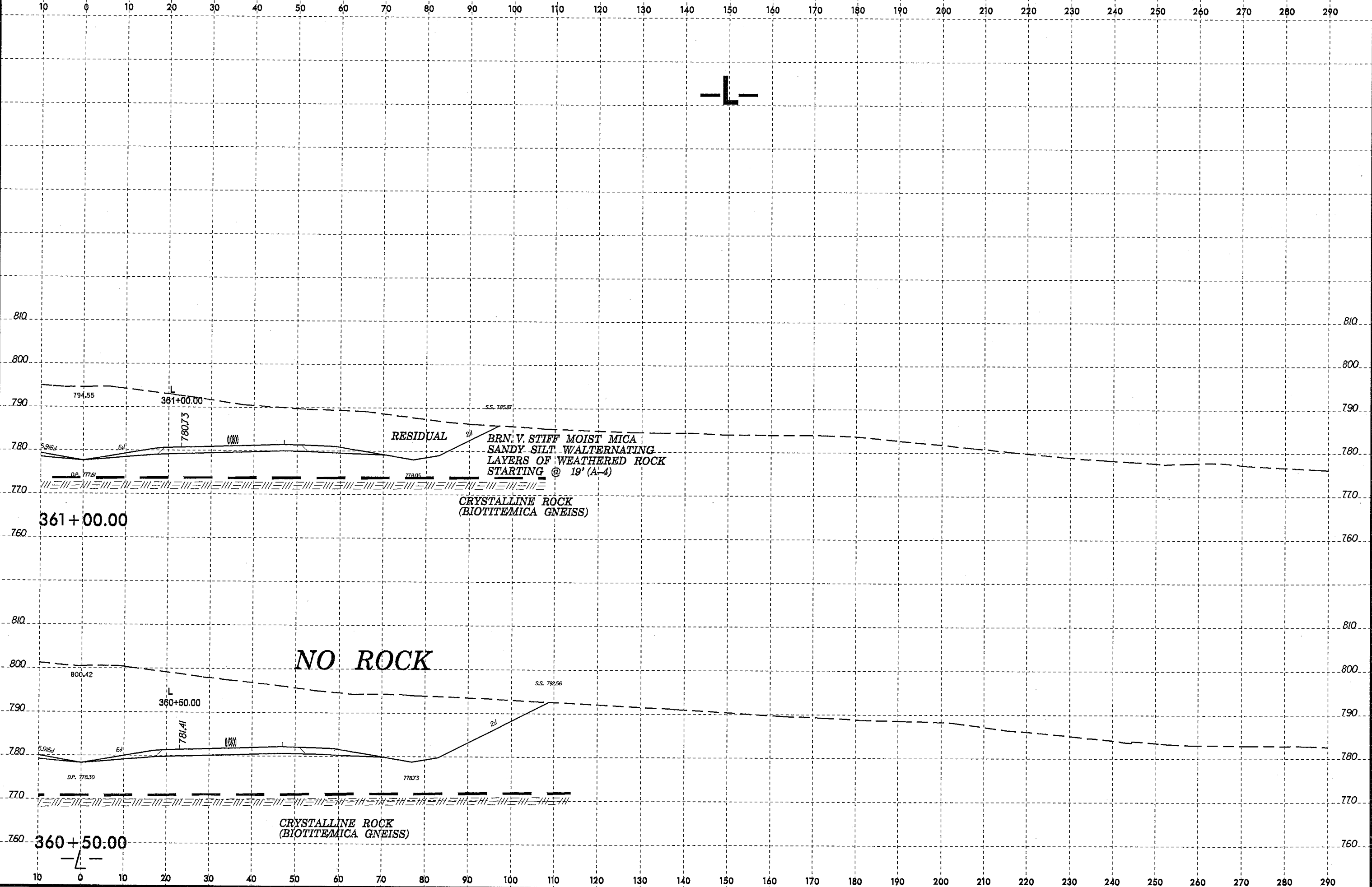
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8/23/99



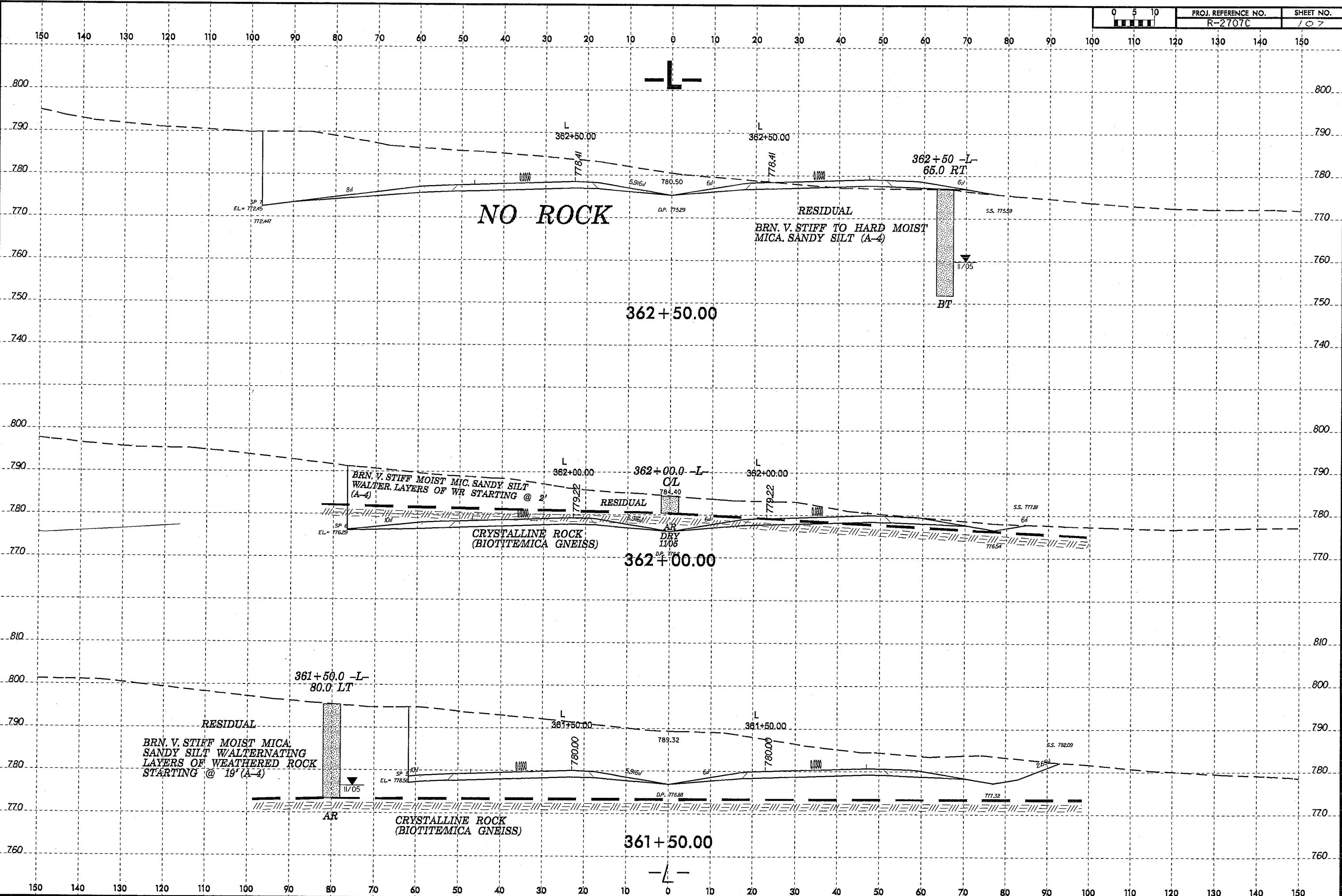
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8/23/99

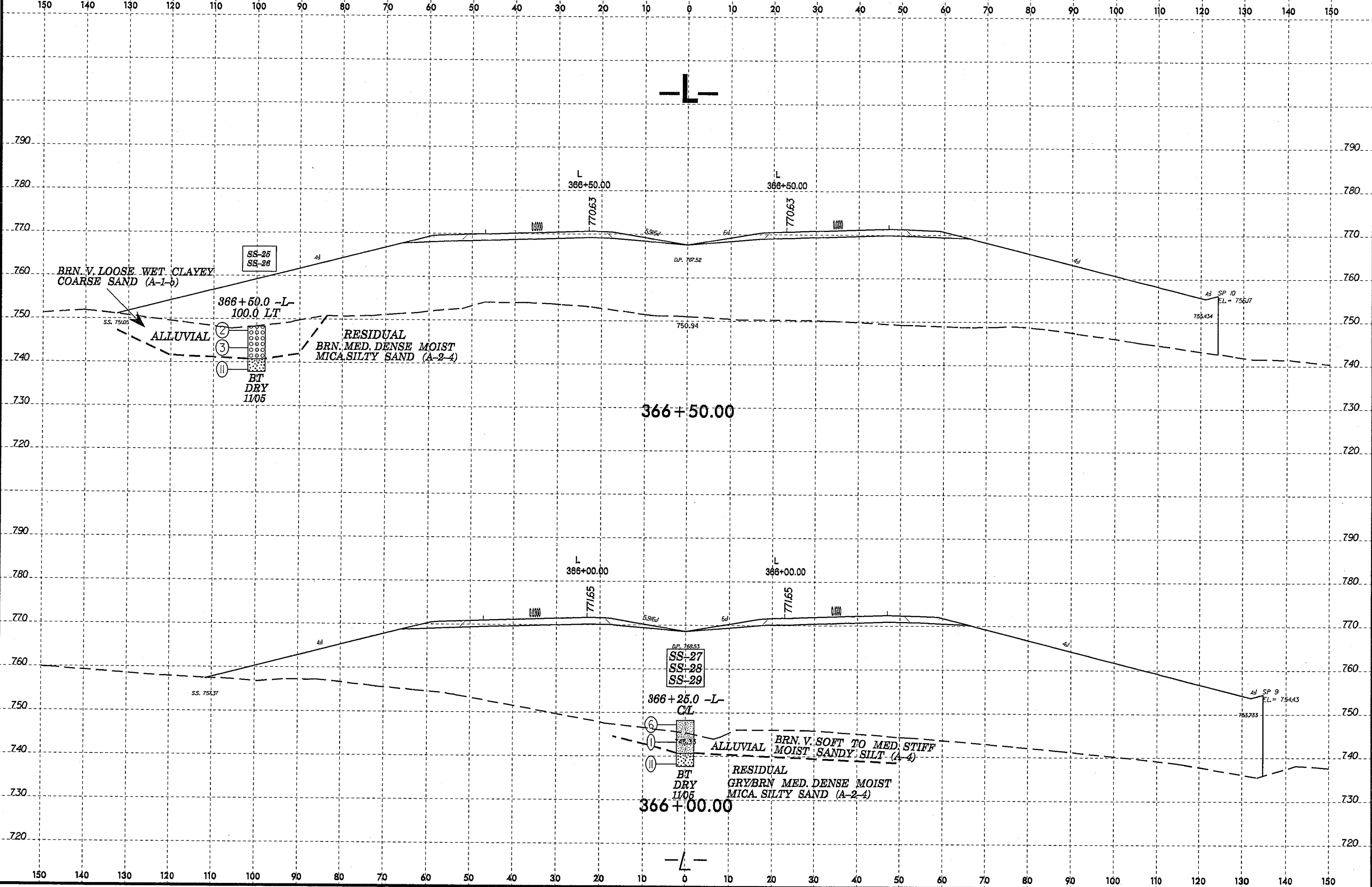


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 gburris AT 08/23/99

8/23/99
14-MAY-2008 13:37
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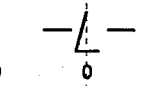
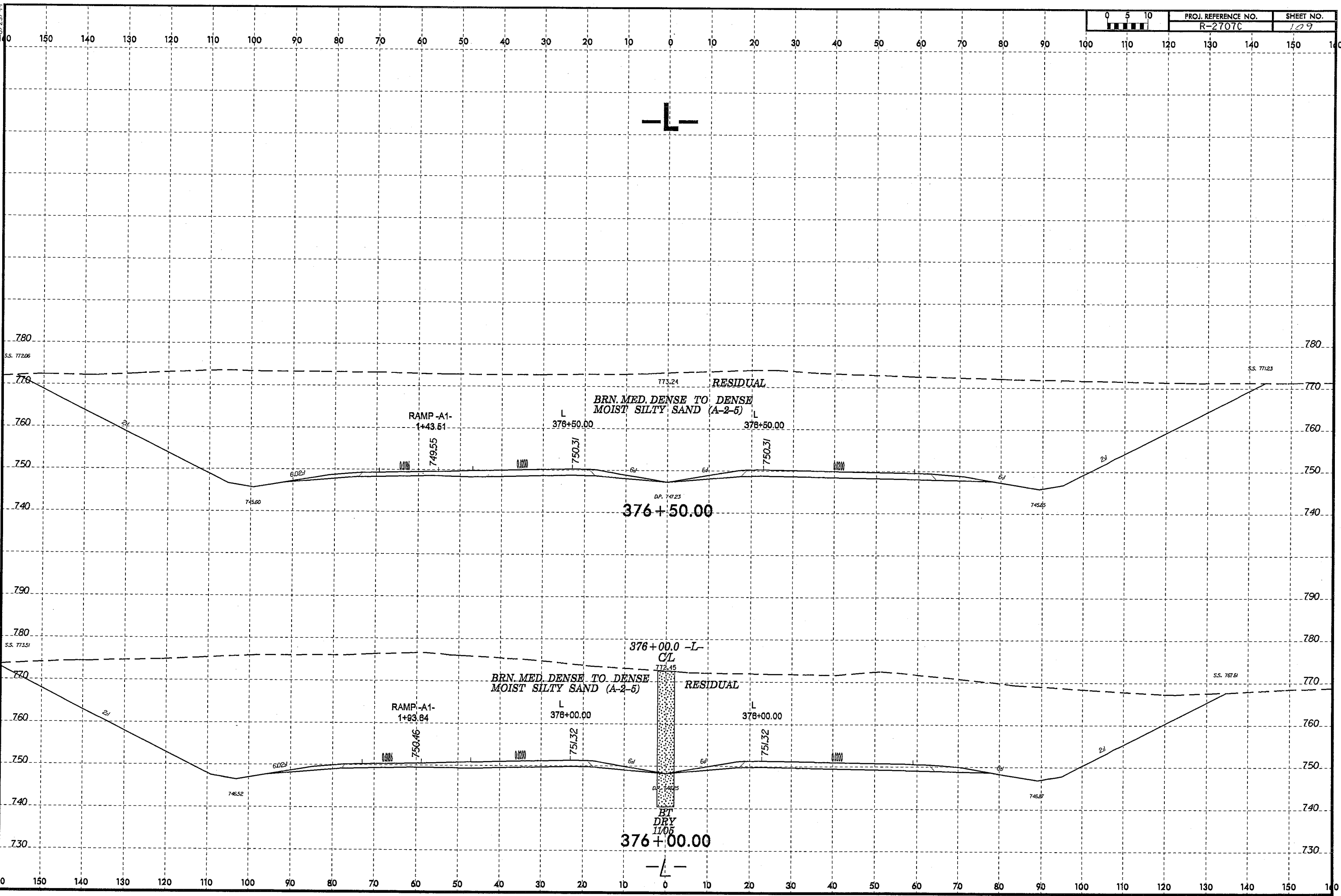


8/23/99

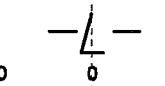
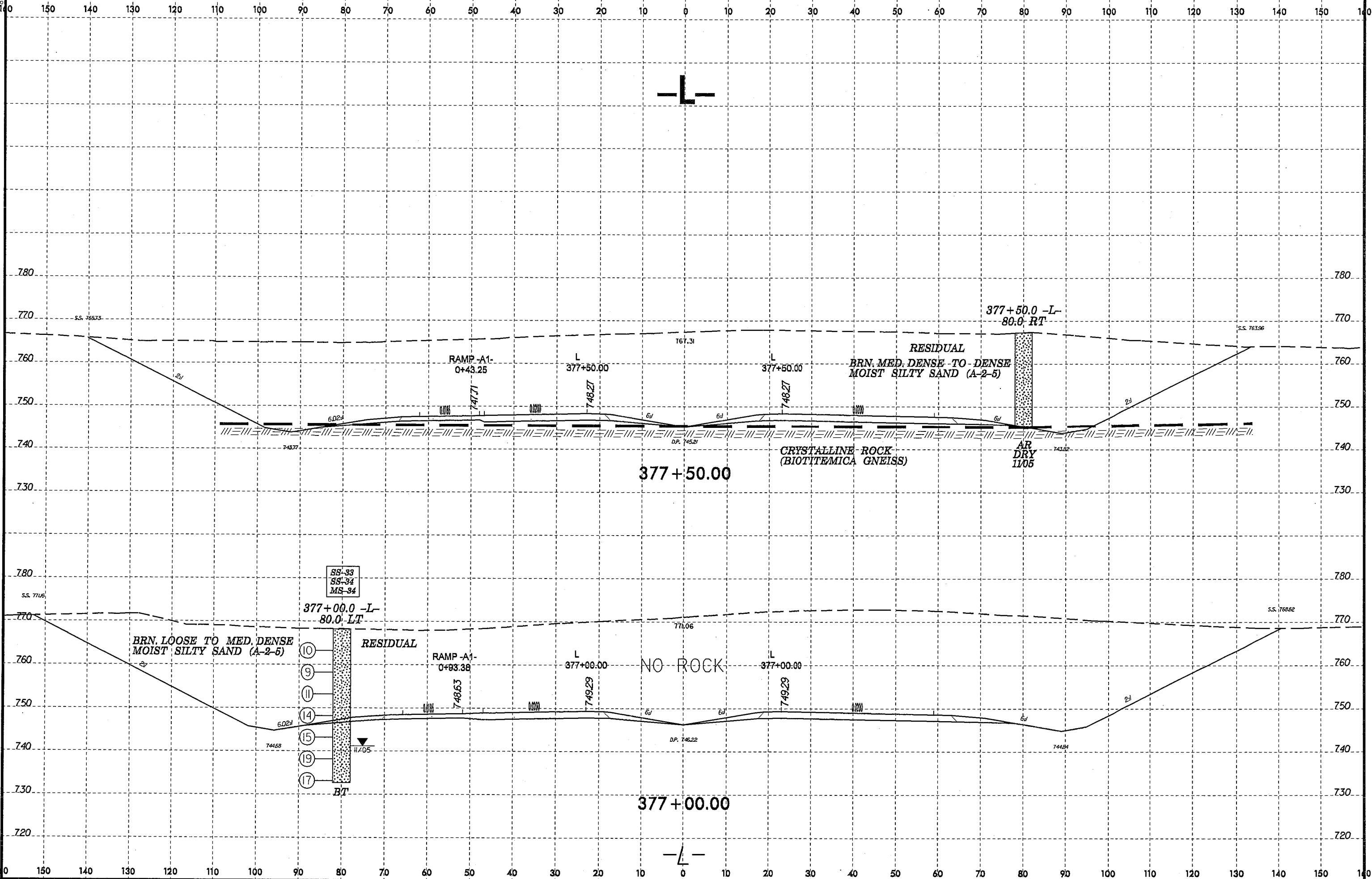


28-MAY-2008 15:35
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 64226187
 AT 64226187

14-MAY-2008 03:39
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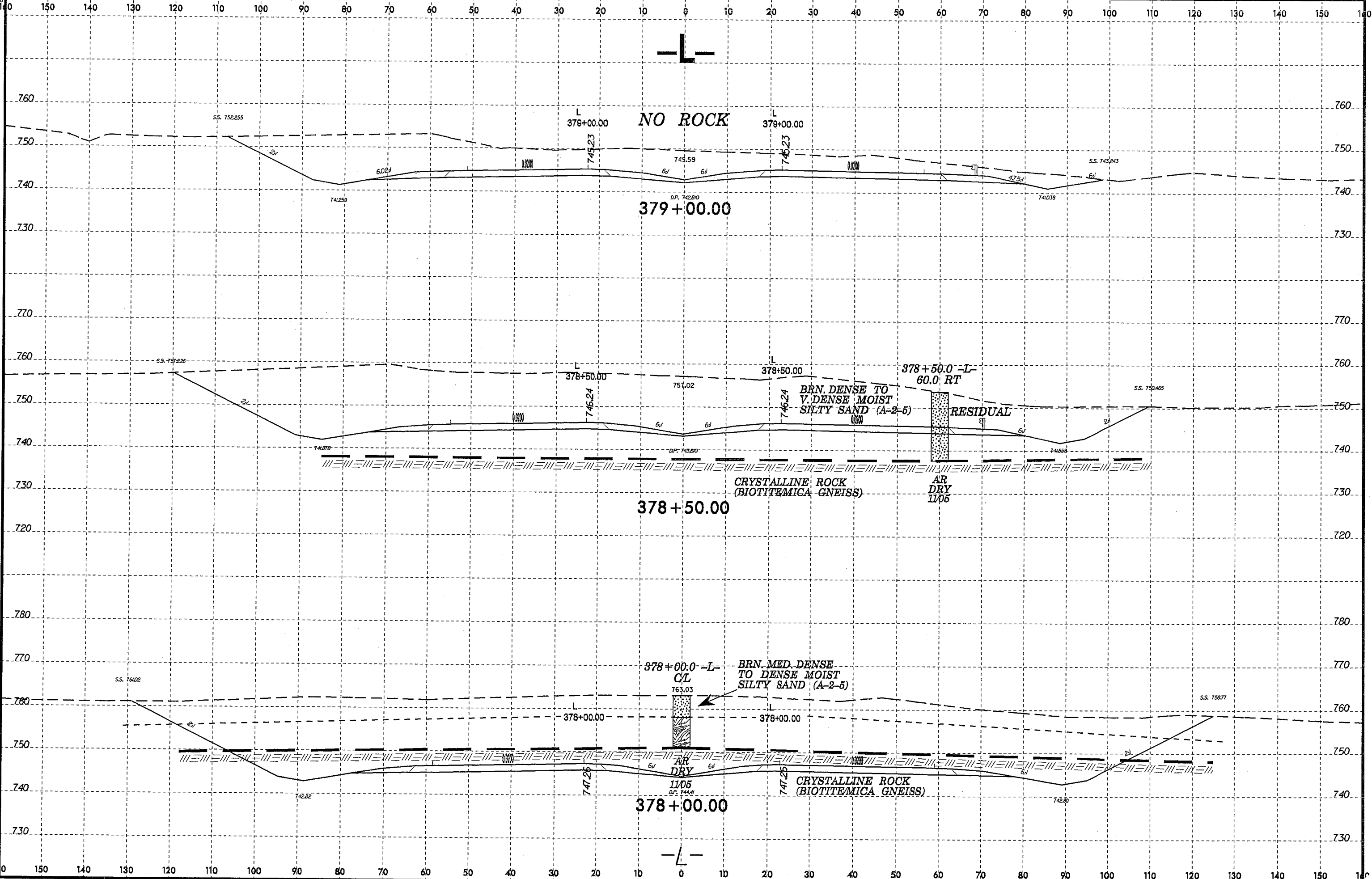


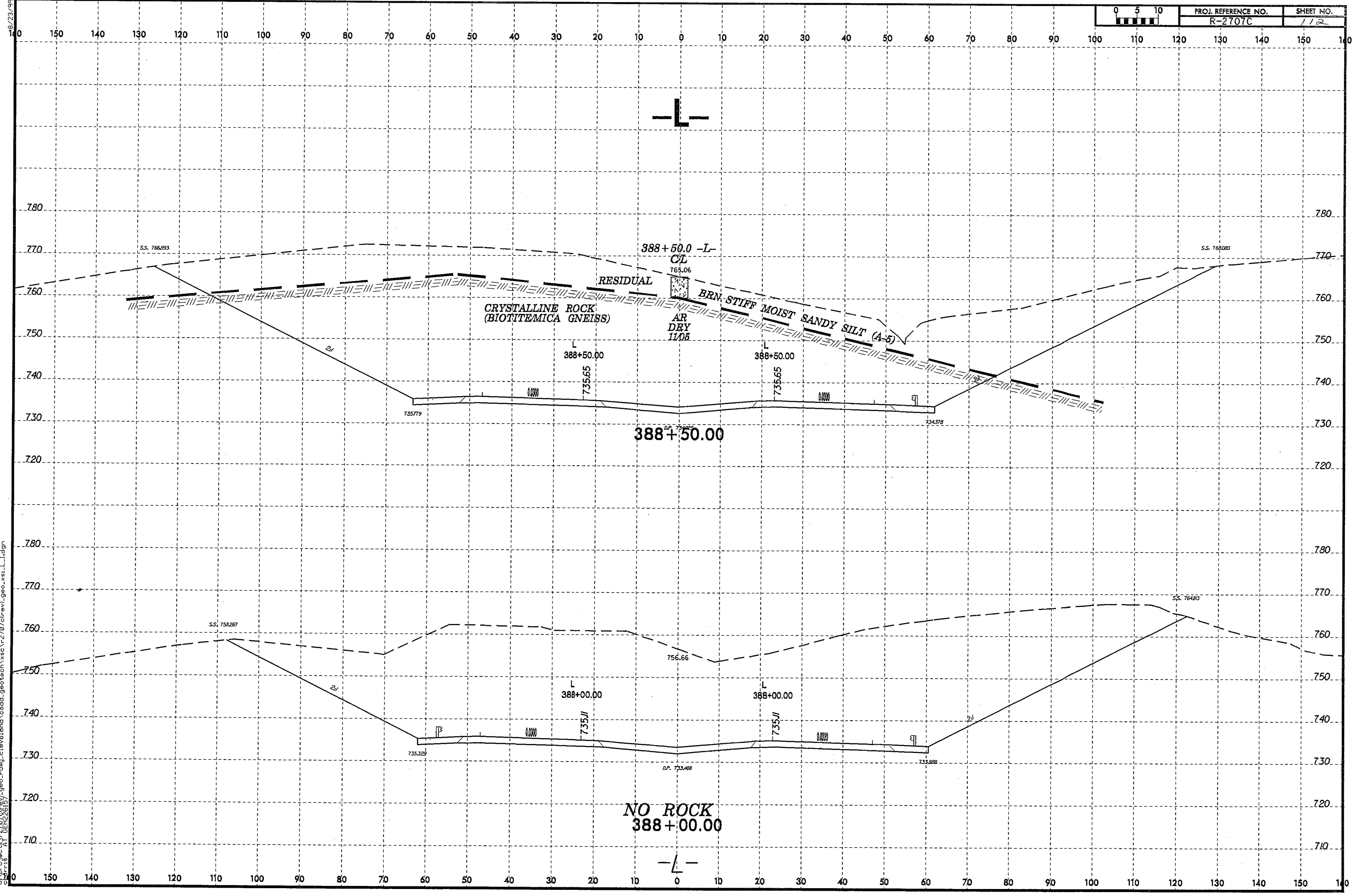
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Sheet 110



- 10
- 9
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- 15
- 19
- 17

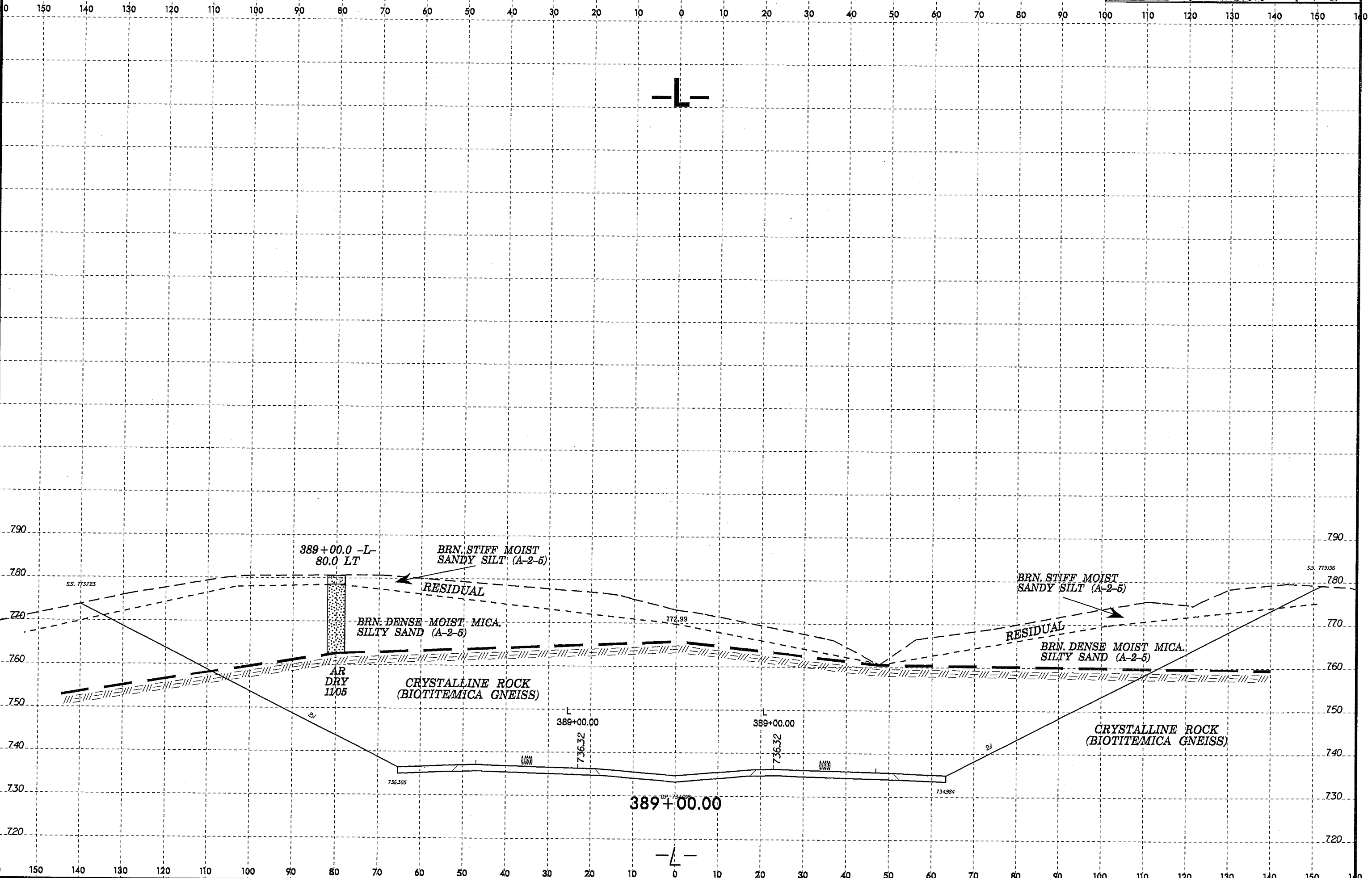
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14-MAY-2008 13:42
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AT: 6826157



389+00.0 -L-
80.0 LT

BRN. STIFF MOIST
SANDY SILT (A-2-5)

RESIDUAL

BRN. DENSE MOIST MICA
SILTY SAND (A-2-5)

AR
DRY
1105

CRYSTALLINE ROCK
(BIOTITE MICA GNEISS)

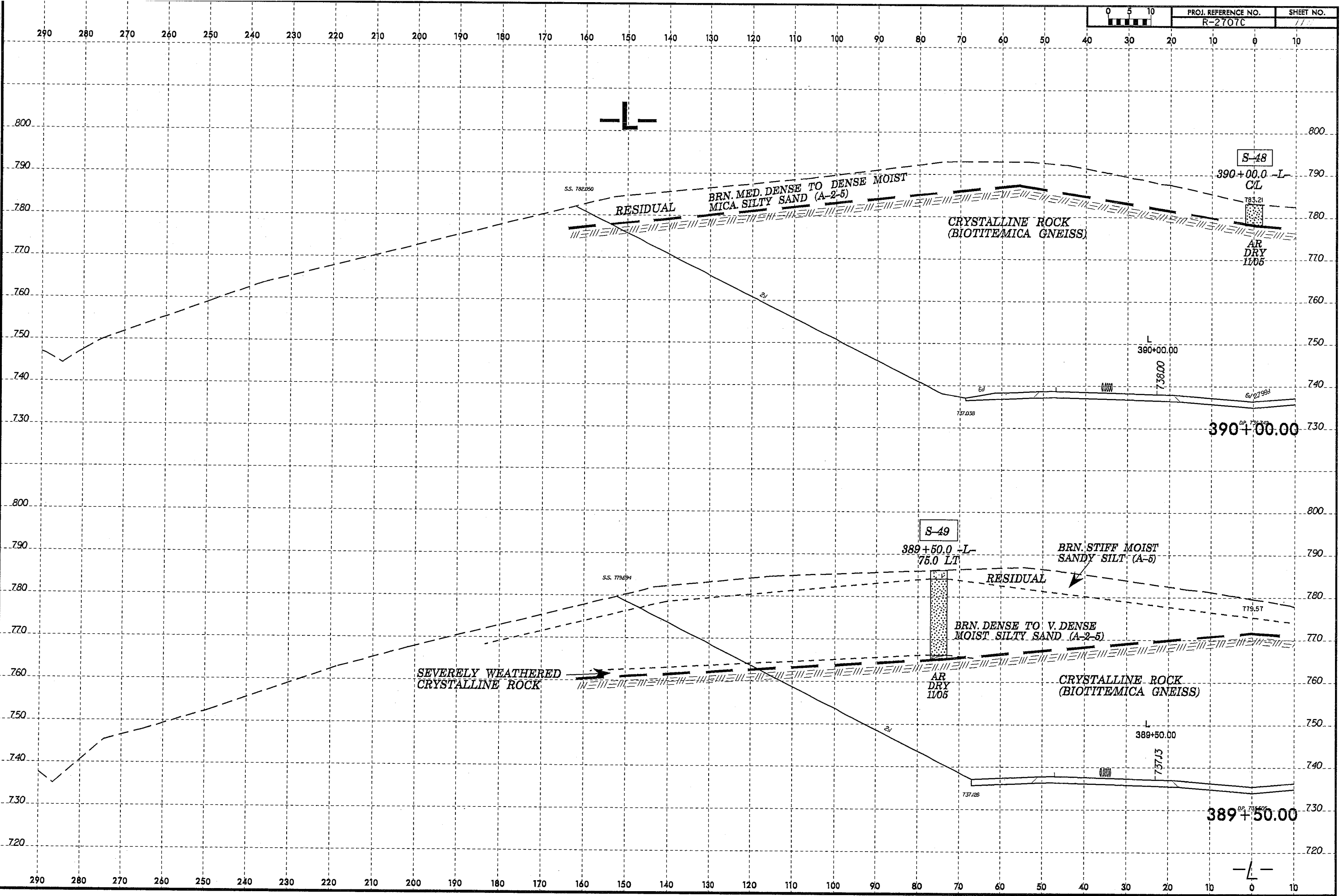
BRN. STIFF MOIST
SANDY SILT (A-2-5)

RESIDUAL

BRN. DENSE MOIST MICA
SILTY SAND (A-2-5)

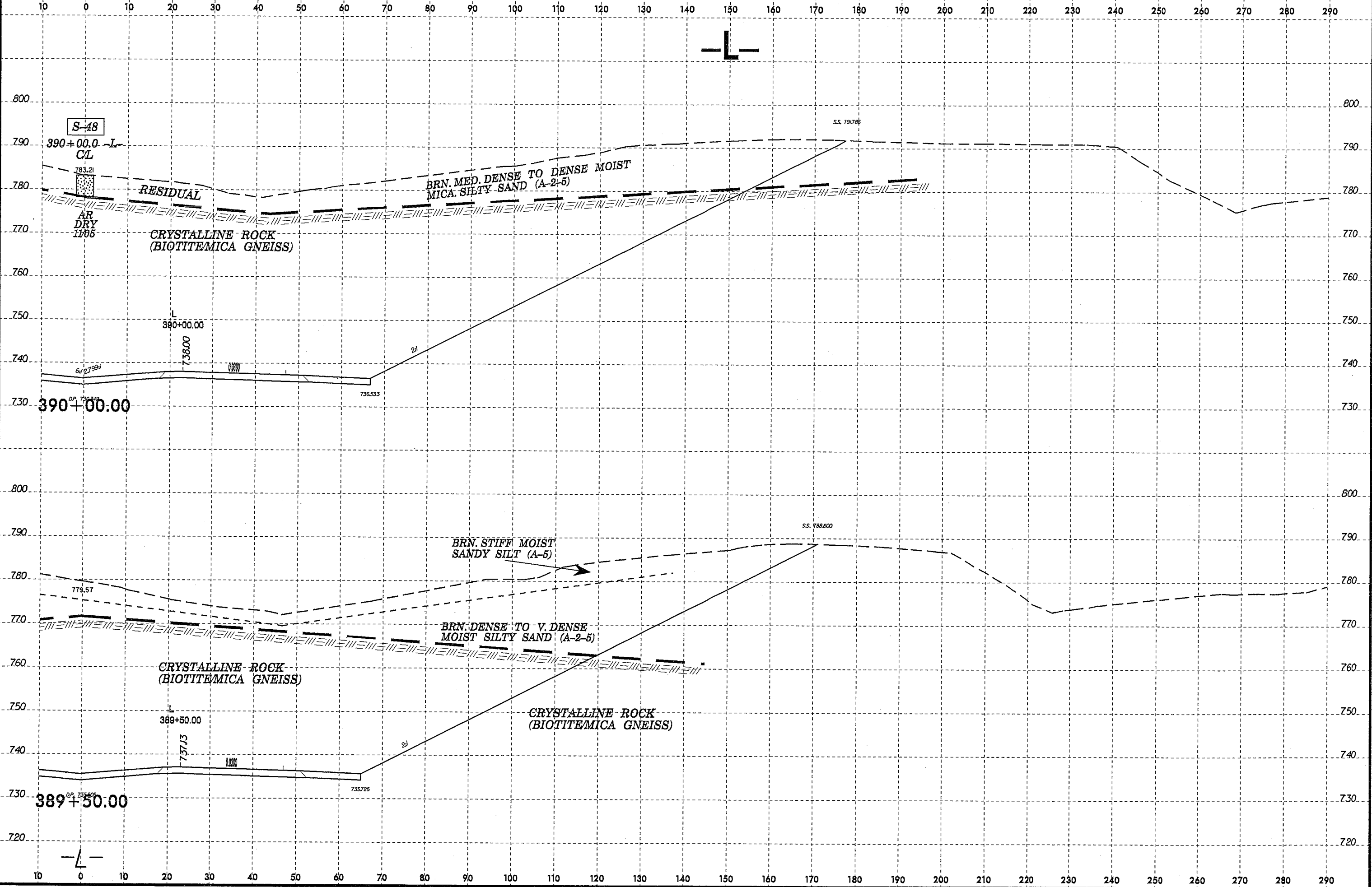
CRYSTALLINE ROCK
(BIOTITE MICA GNEISS)

389+00.00



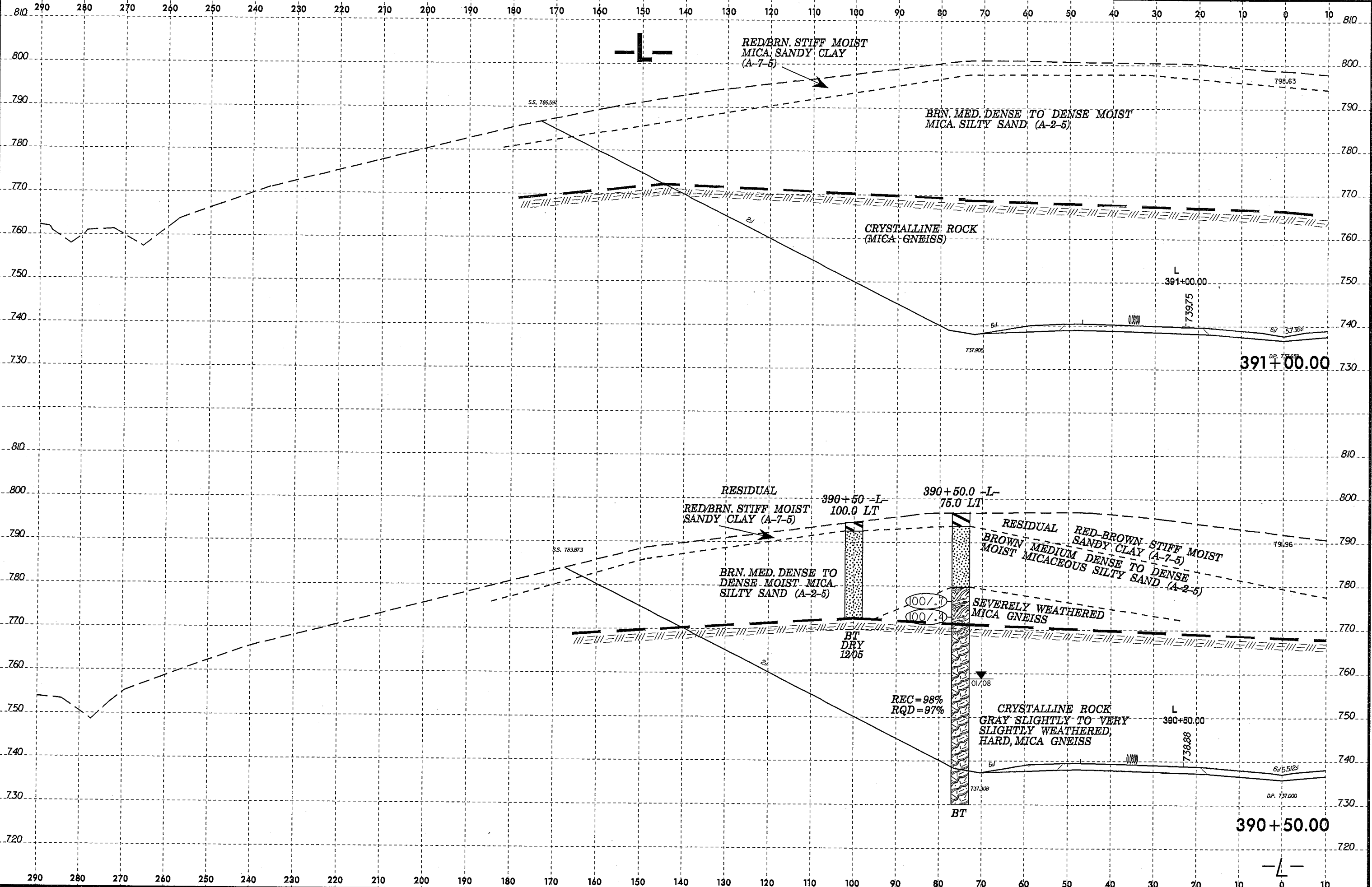
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8/23/99



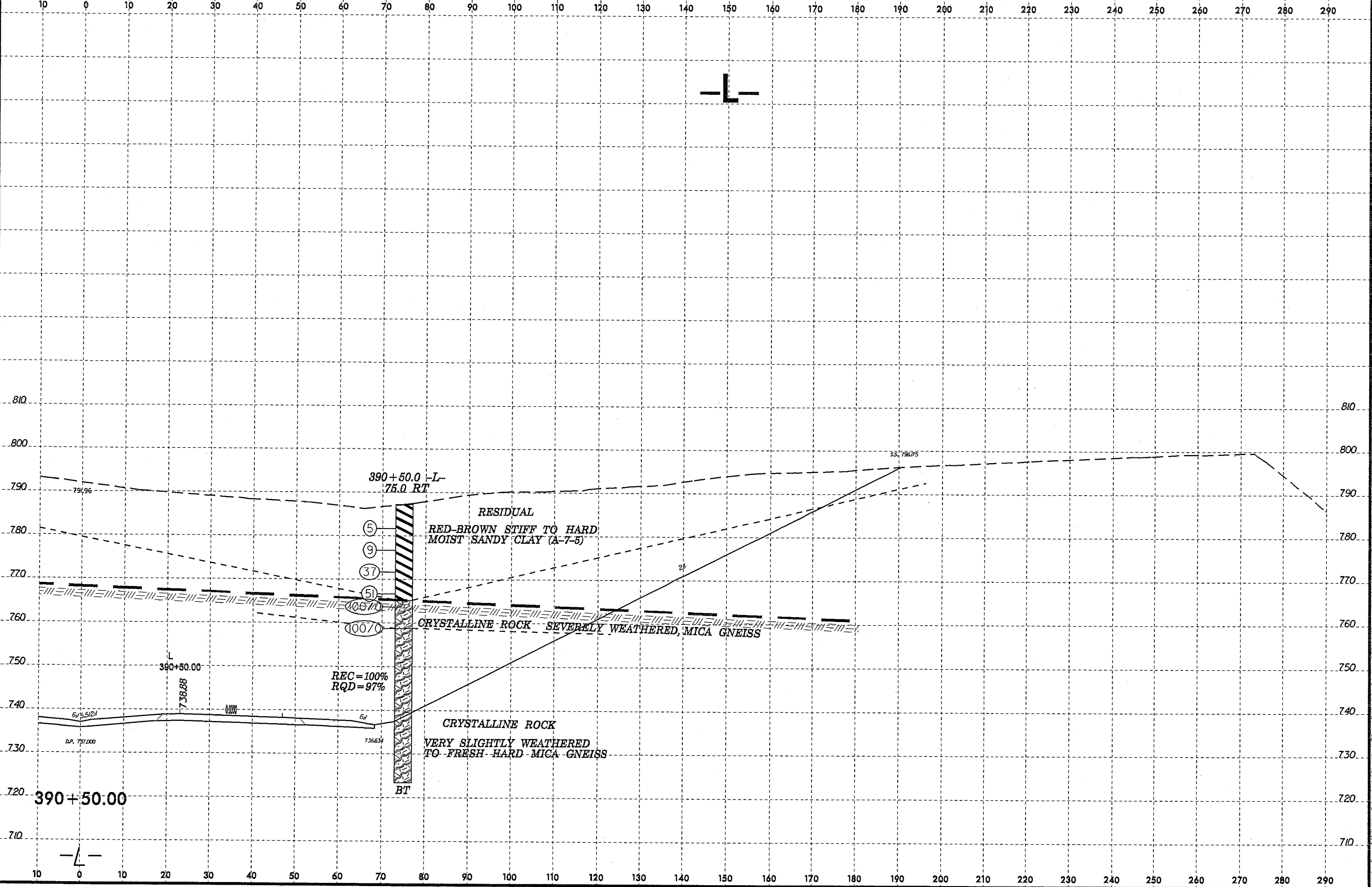
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8/23/98

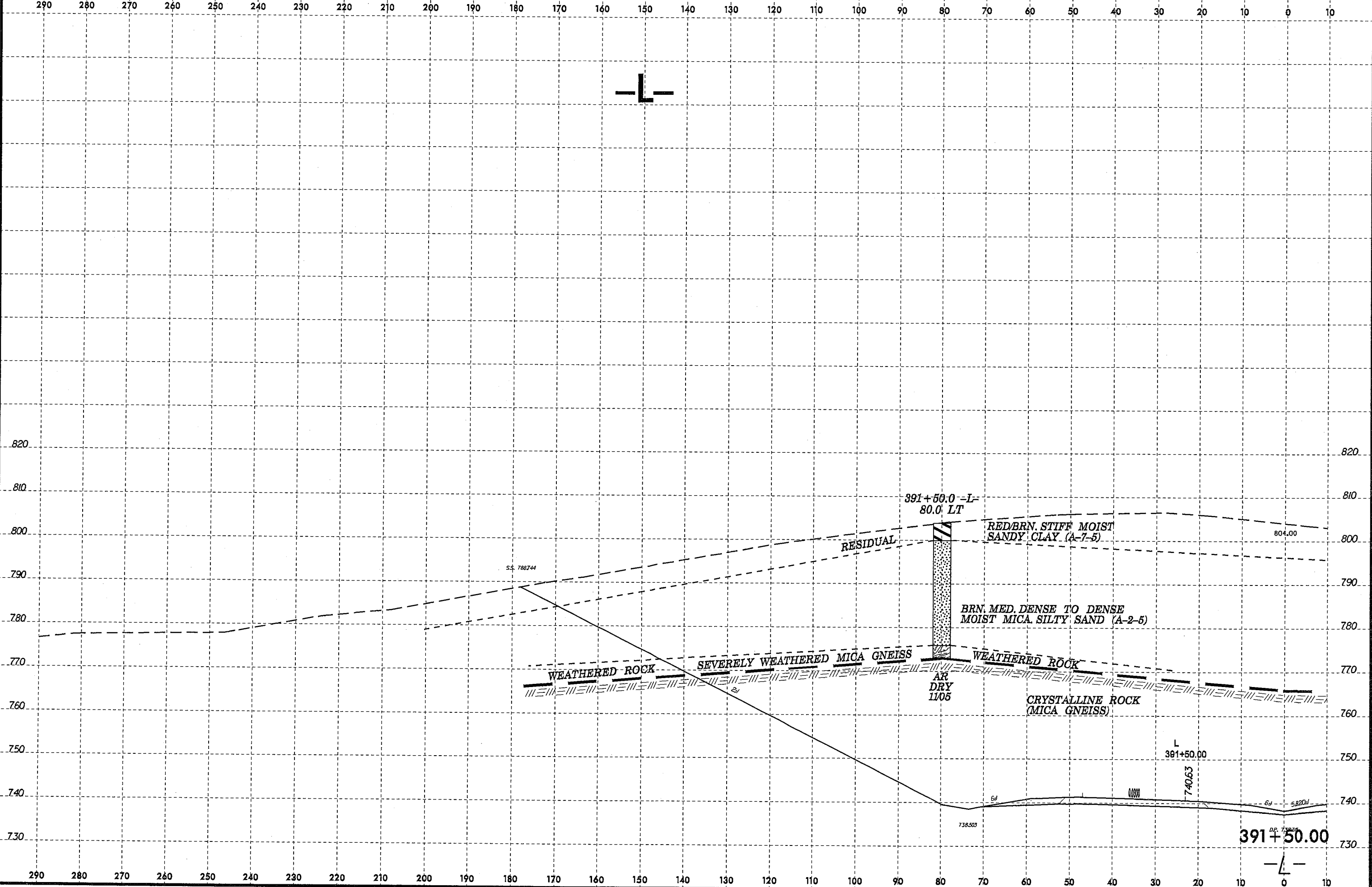


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8/23/99
29-MAY-2008 08:20
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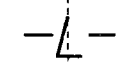


8/23/95



15-MAY-2008 14:37
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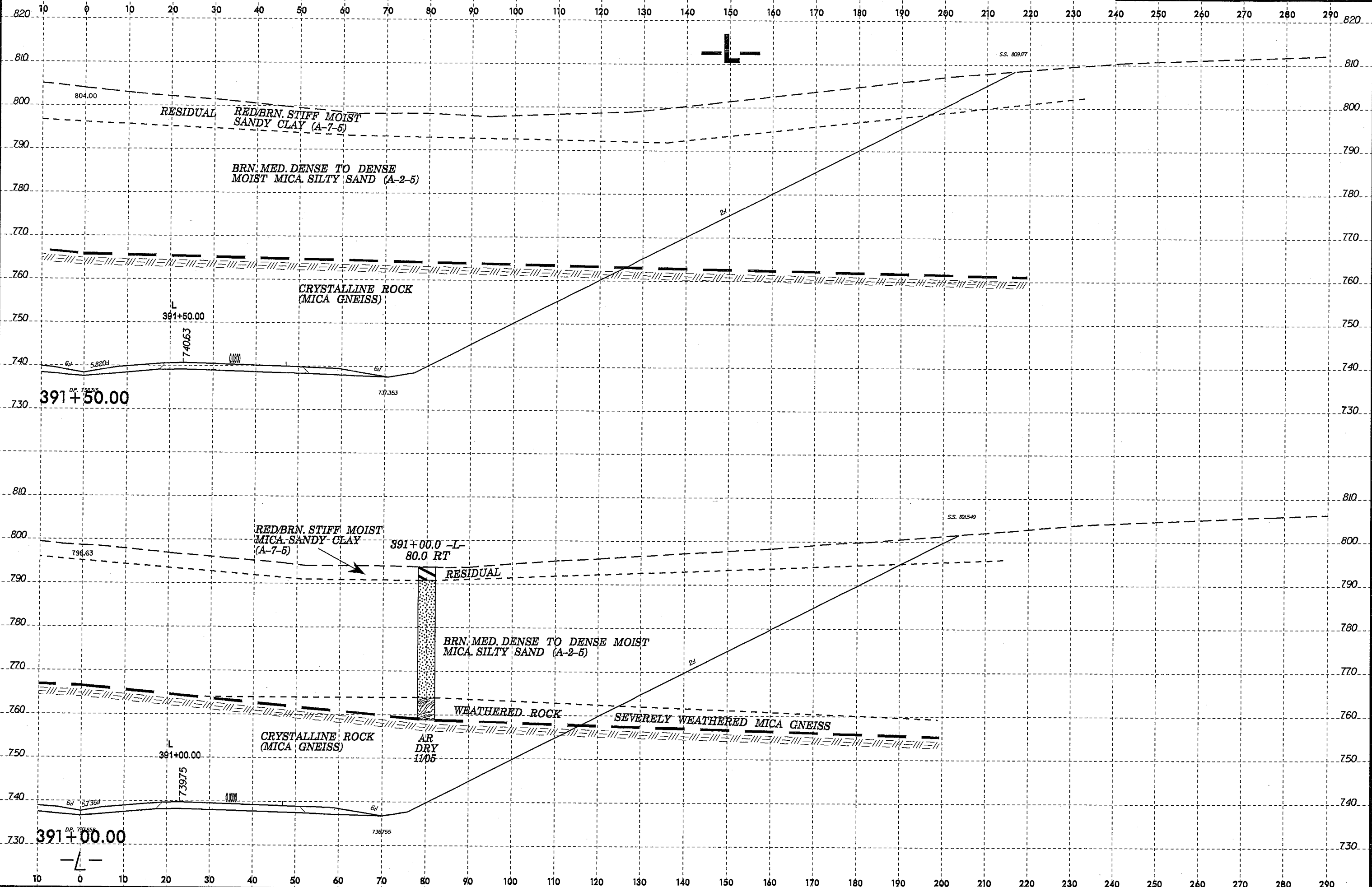
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8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-2707C	119



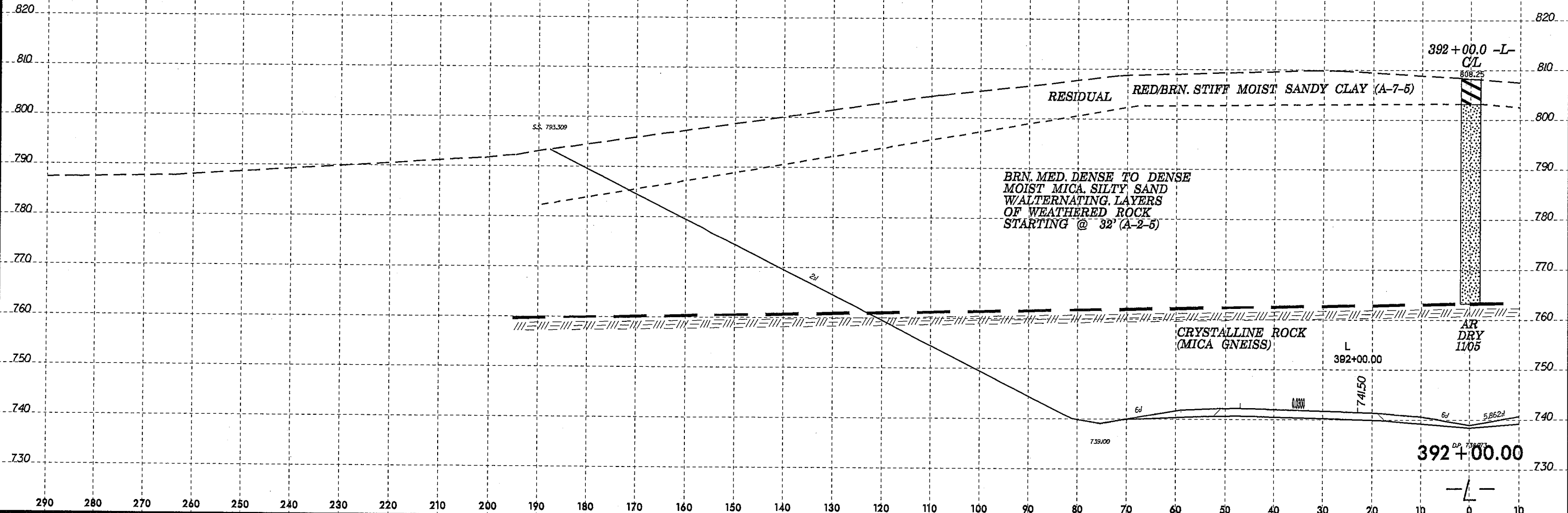
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8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-2707C	120

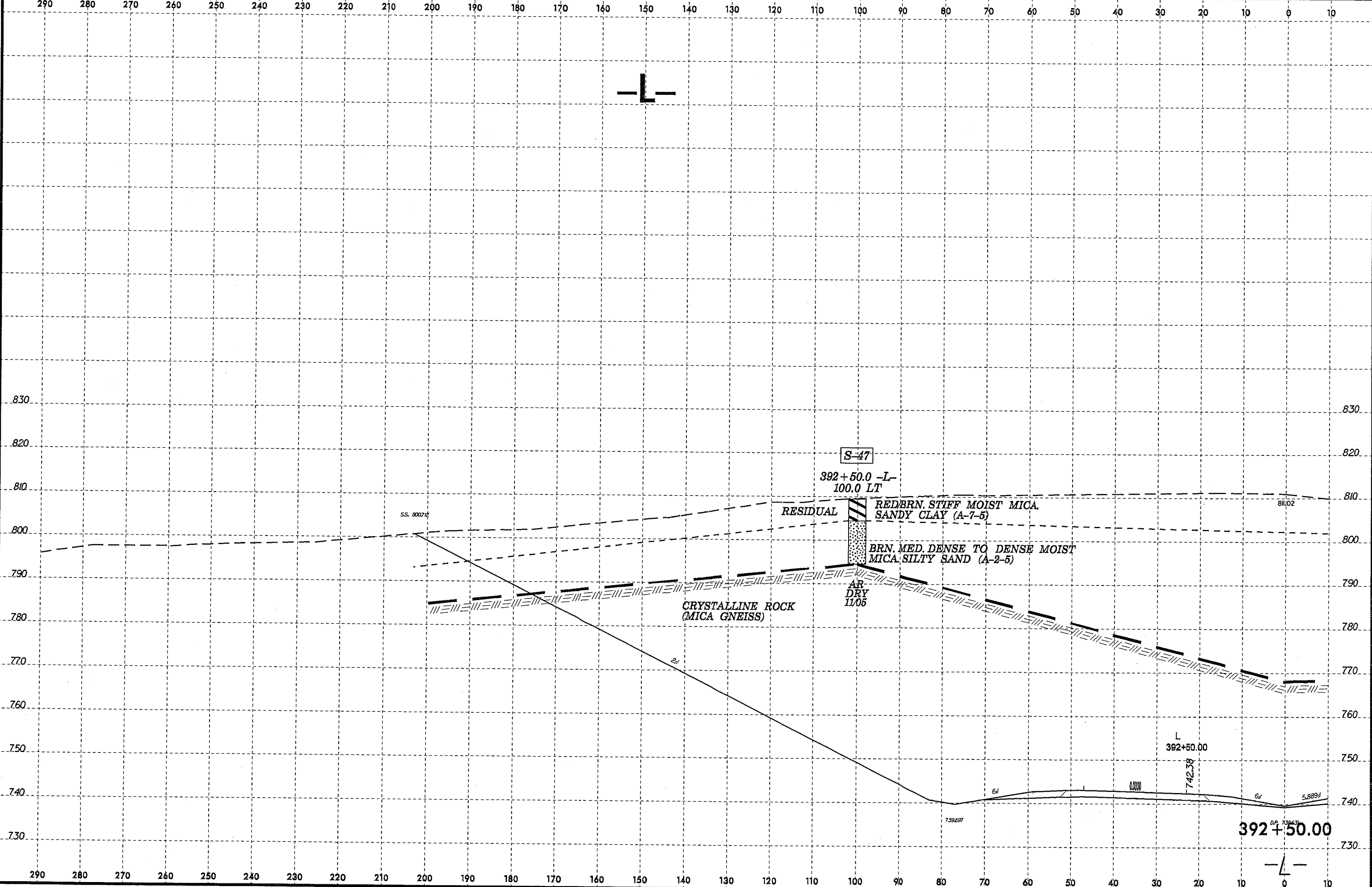
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 6/26/05
 AT 16:26:15

290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

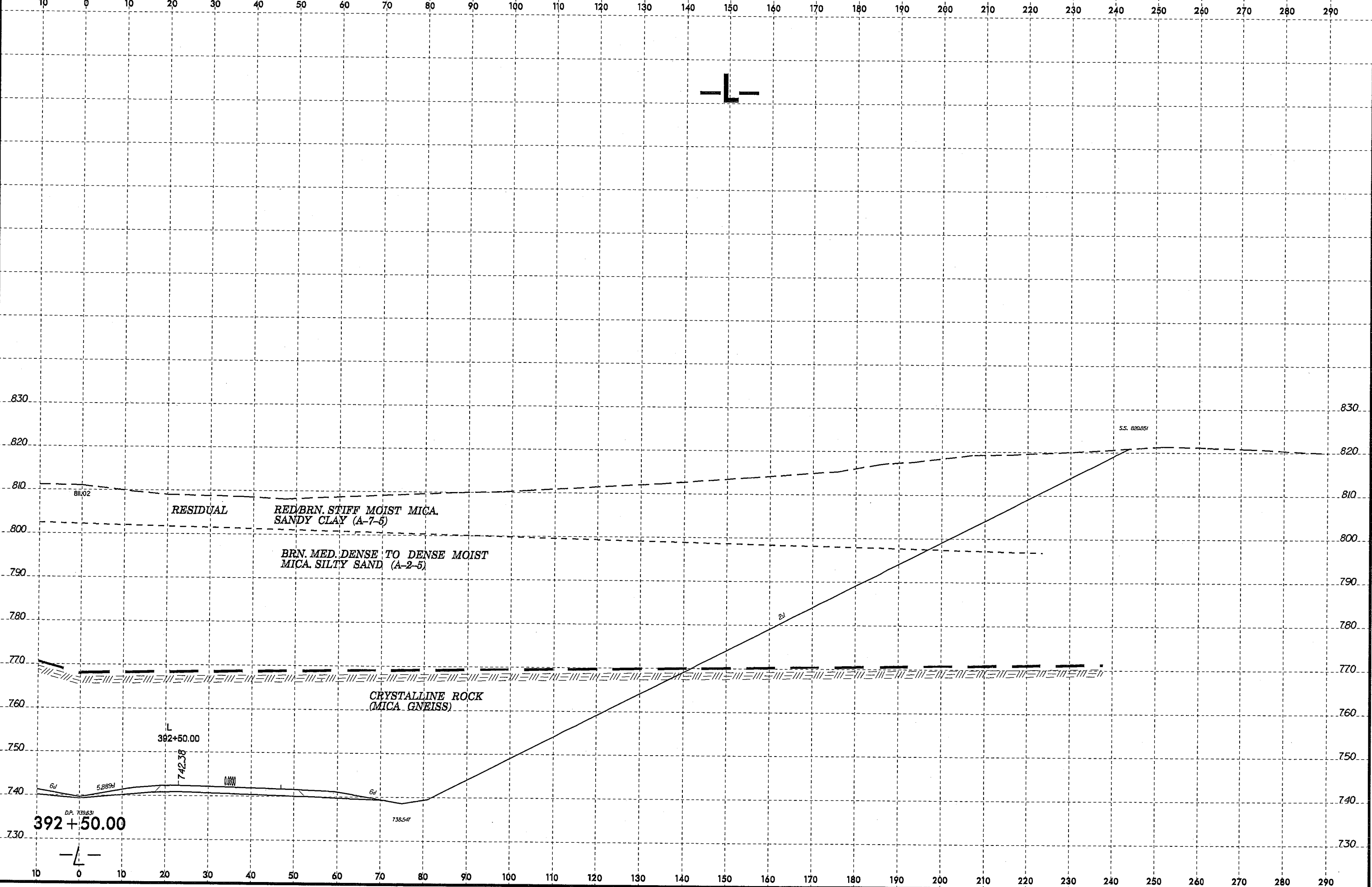
8/23/99



14-MAY-2008 13:47
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392+50.00

8/23/98



14-MAY-2008 14:10
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D.P. 739.63
392+50.00

L
392+50.00

742.38

5.889d

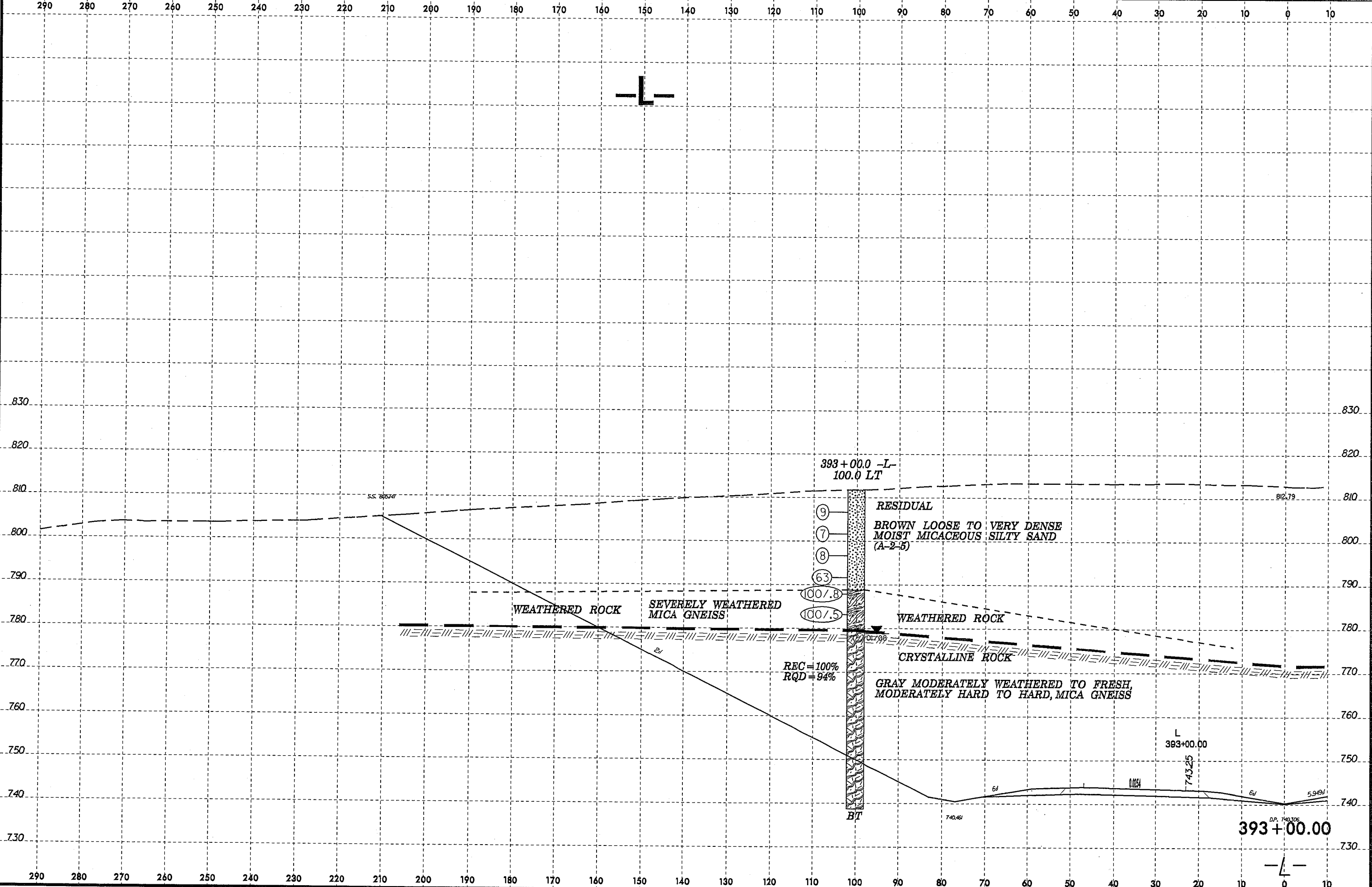
6u

738.54r

2a

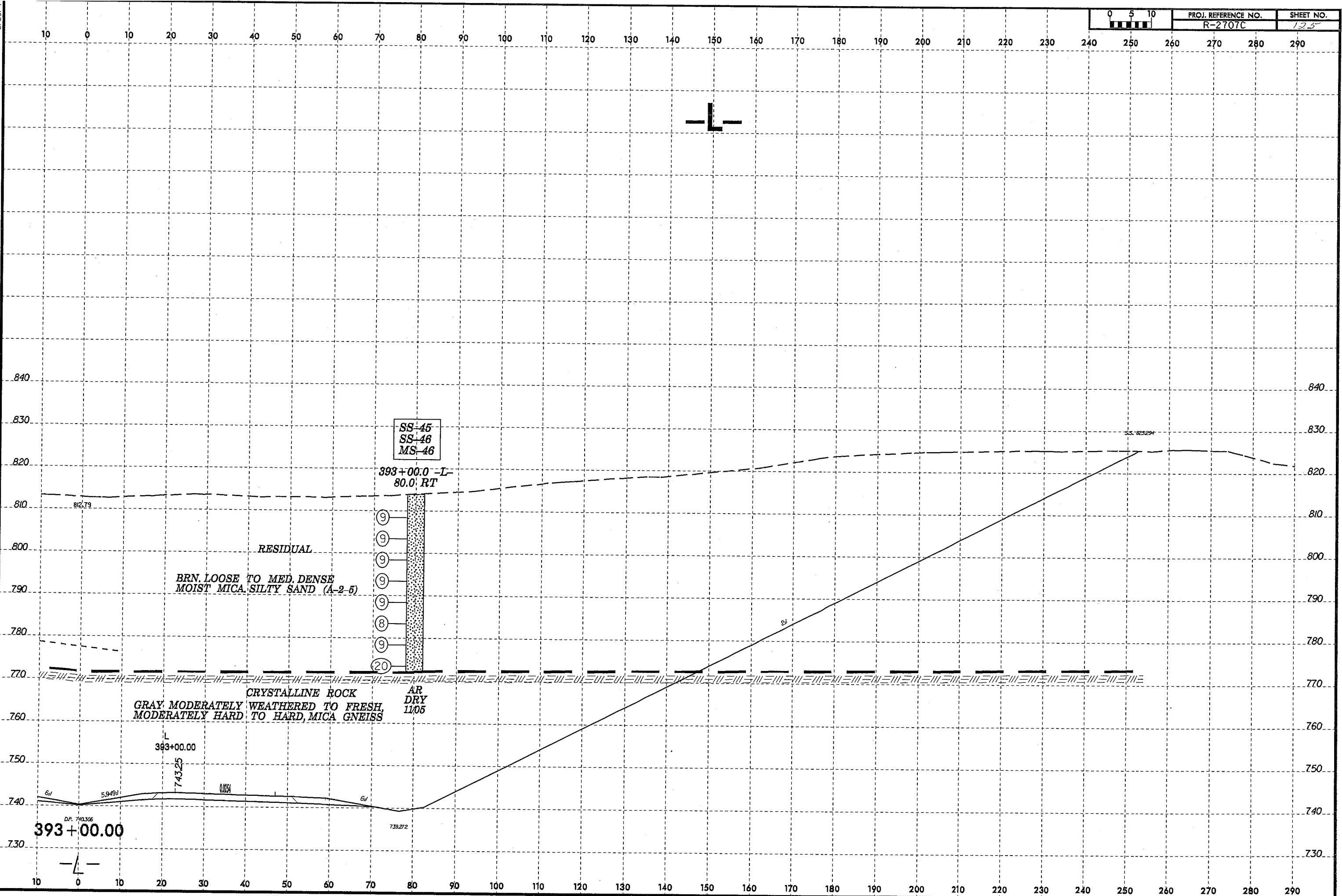
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8/23/99

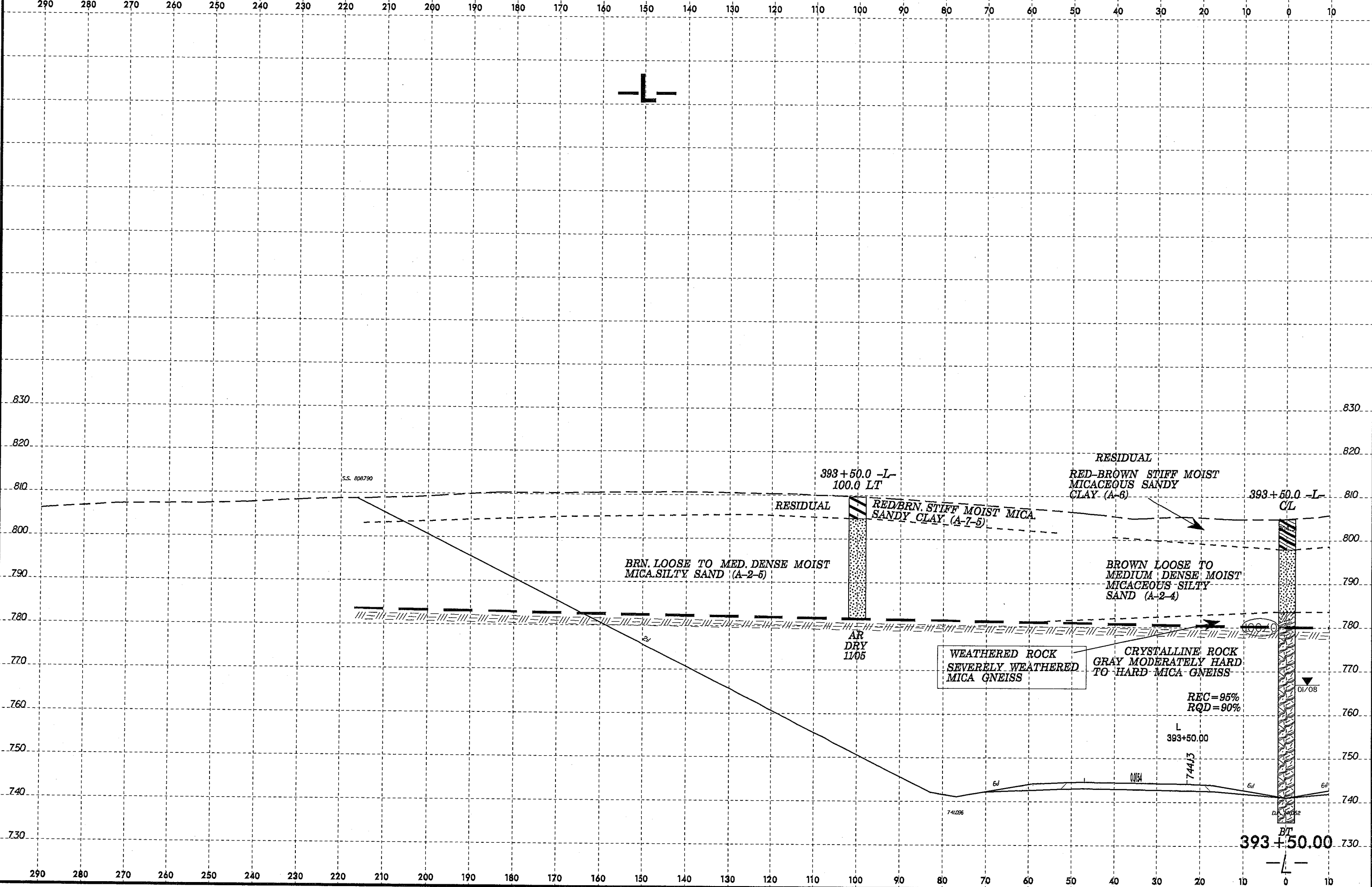


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gsburris

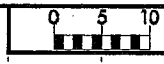
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 14-MAY-2008 14:11
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 cburris AT GEH22617



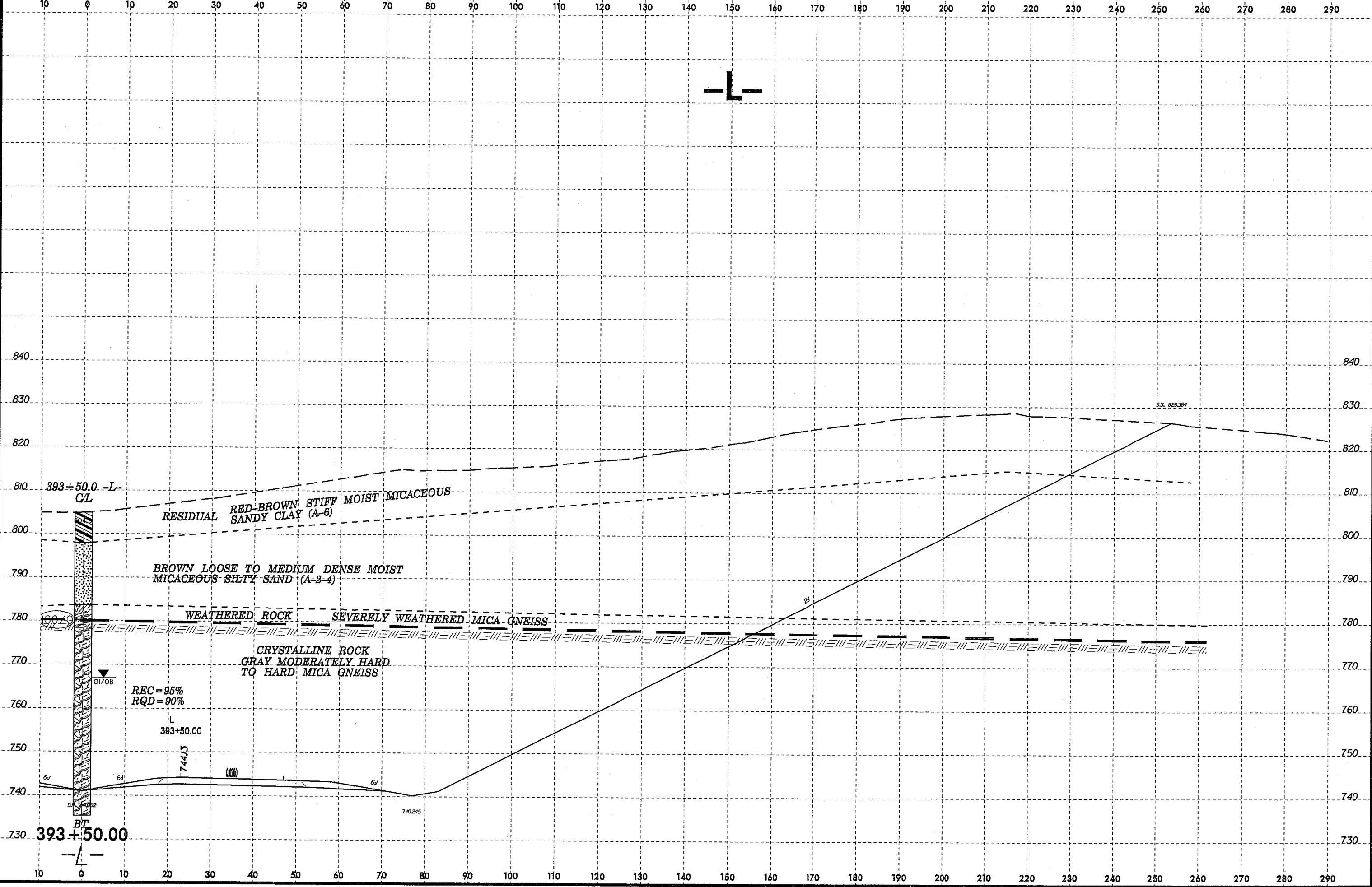
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cburris AT BEH22618



8/23/95



PROJ. REFERENCE NO. R-2707C	SHEET NO. 757
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840 830 820 810 800 790 780 770 760 750 740 730

393+50.00 -L- C/L

RESIDUAL RED-BROWN STIFF MOIST MICACEOUS SANDY CLAY (A-6)

BROWN LOOSE TO MEDIUM DENSE MOIST MICACEOUS SILTY SAND (A-2-4)

WEATHERED ROCK SEVERELY WEATHERED MICA GNEISS

CRYSTALLINE ROCK GRAY MODERATELY HARD TO HARD MICA GNEISS

REC = 95%
RQD = 90%

393+50.00

744.13

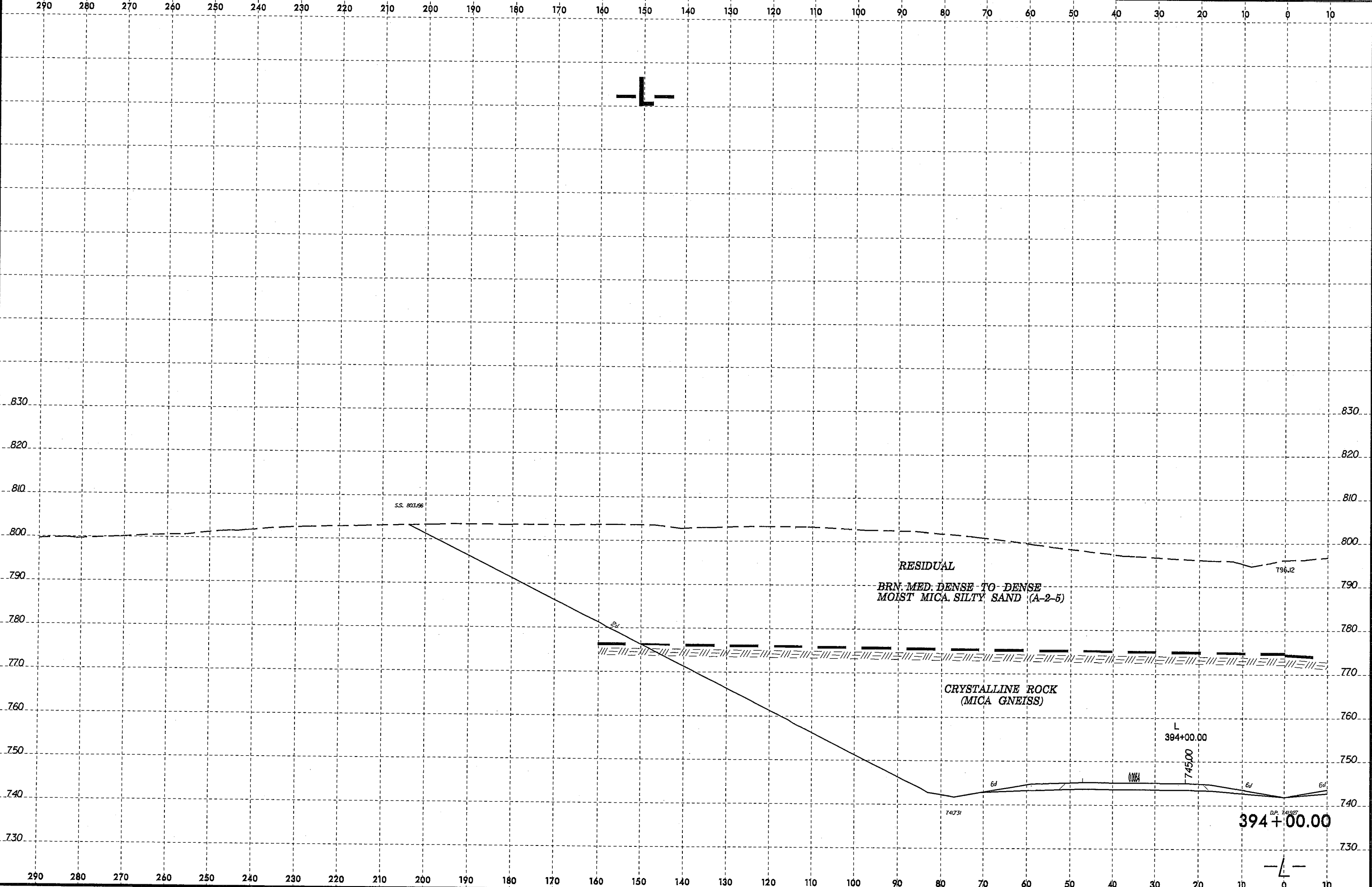
BT 393+50.00

740.245

SS. 826.384

29-MAY-2008 08:38
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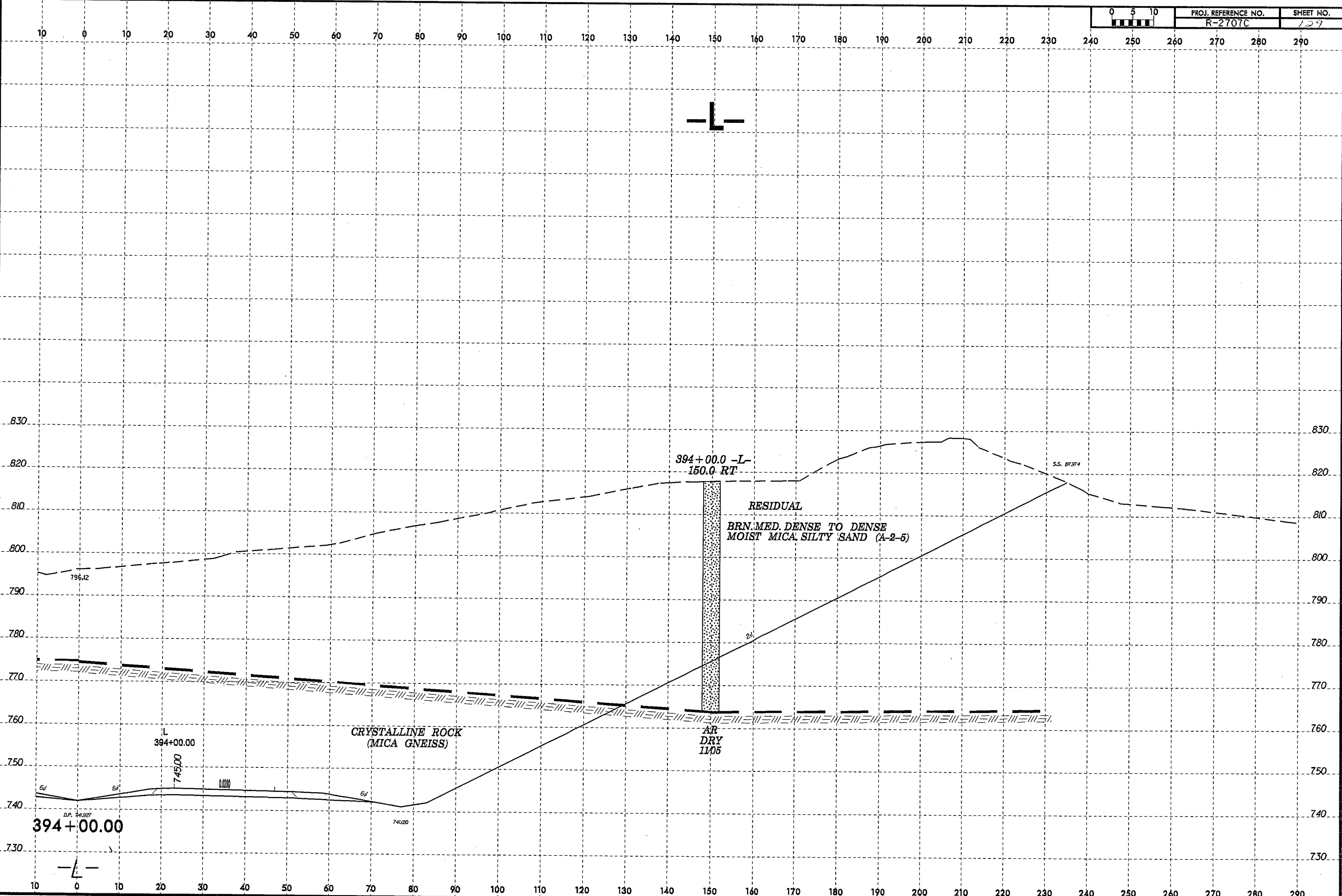
8/23/99



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burris - RL 08/23/99

14-MAY-2008 14:13
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gspr18 AT 08/28/07

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	129



394+00.00

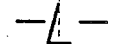
394+00.0 -L-
150.0 RT

RESIDUAL
BRN. MED. DENSE TO DENSE
MOIST MICA SILTY SAND (A-2-5)

CRYSTALLINE ROCK
(MICA GNEISS)

AR
DRY
11/05

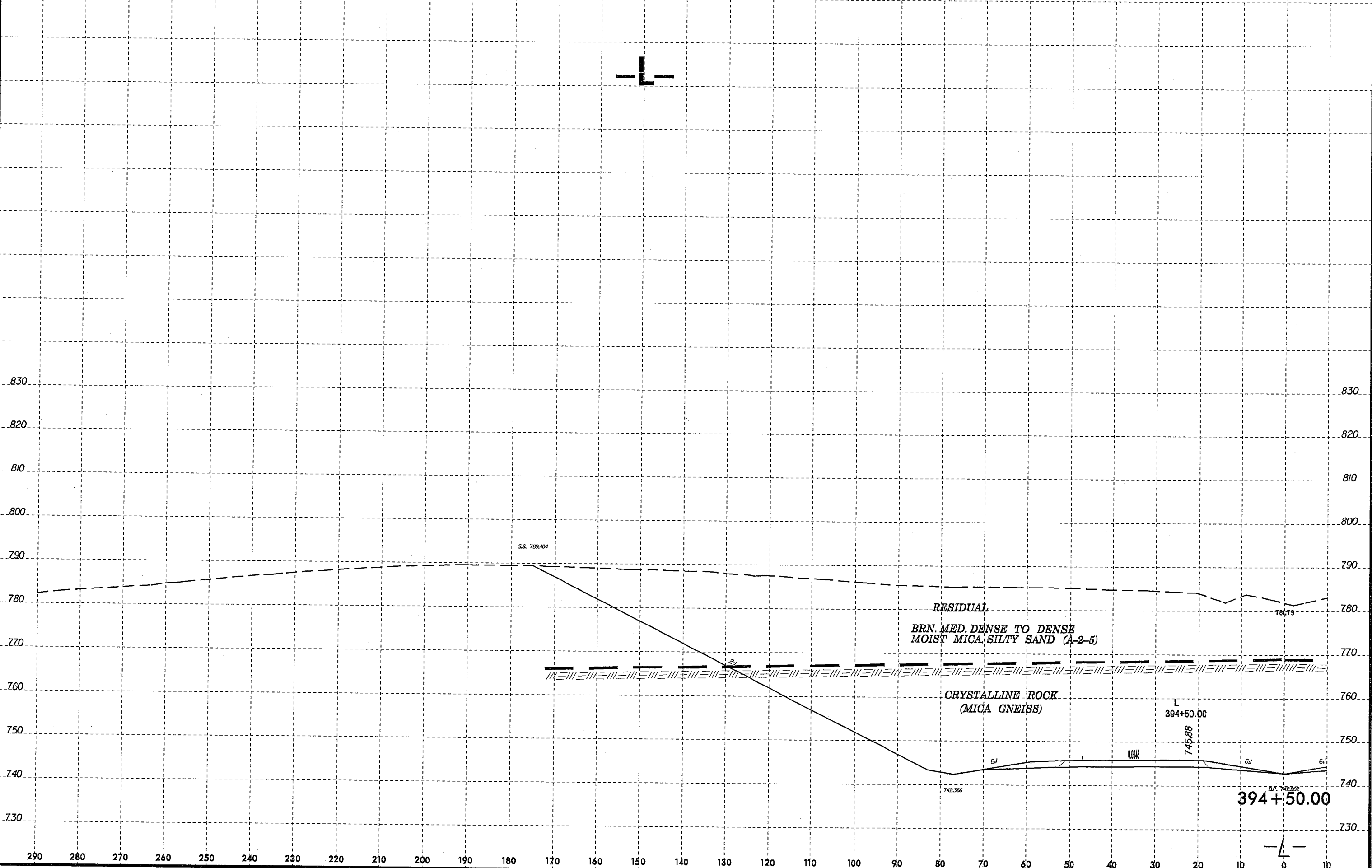
S.S. 01/31/4



8/23/99

290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 10
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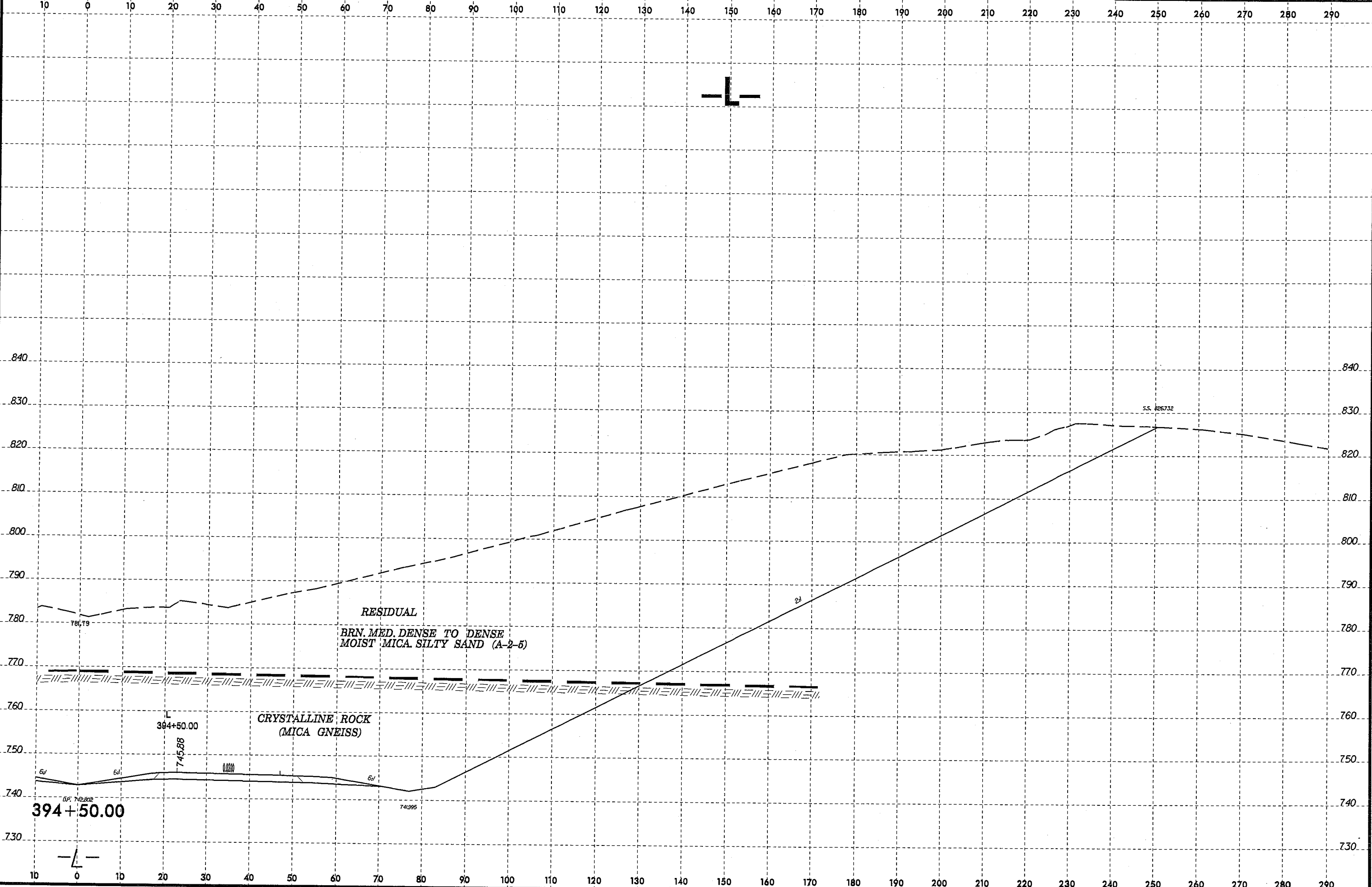
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saurzj

290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

8/23/99



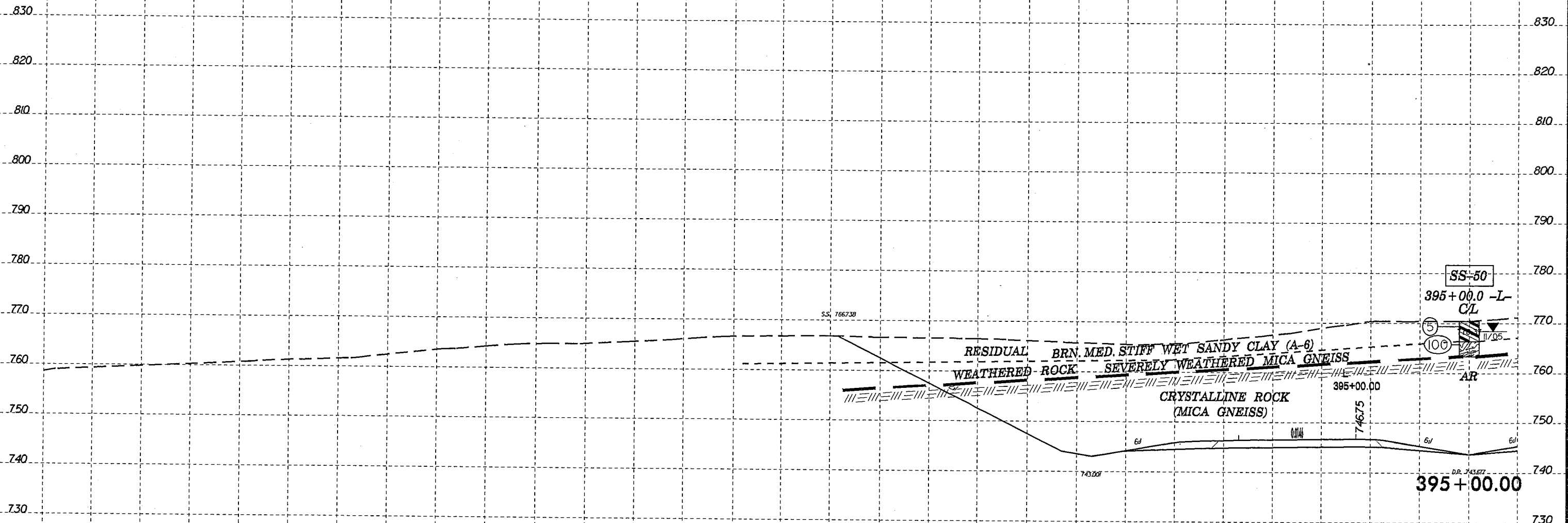
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R-2707C	131



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 6/22/07
 6/22/07

8/23/99

290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10



15-MAY-2008 14:55
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 A: BEH26157

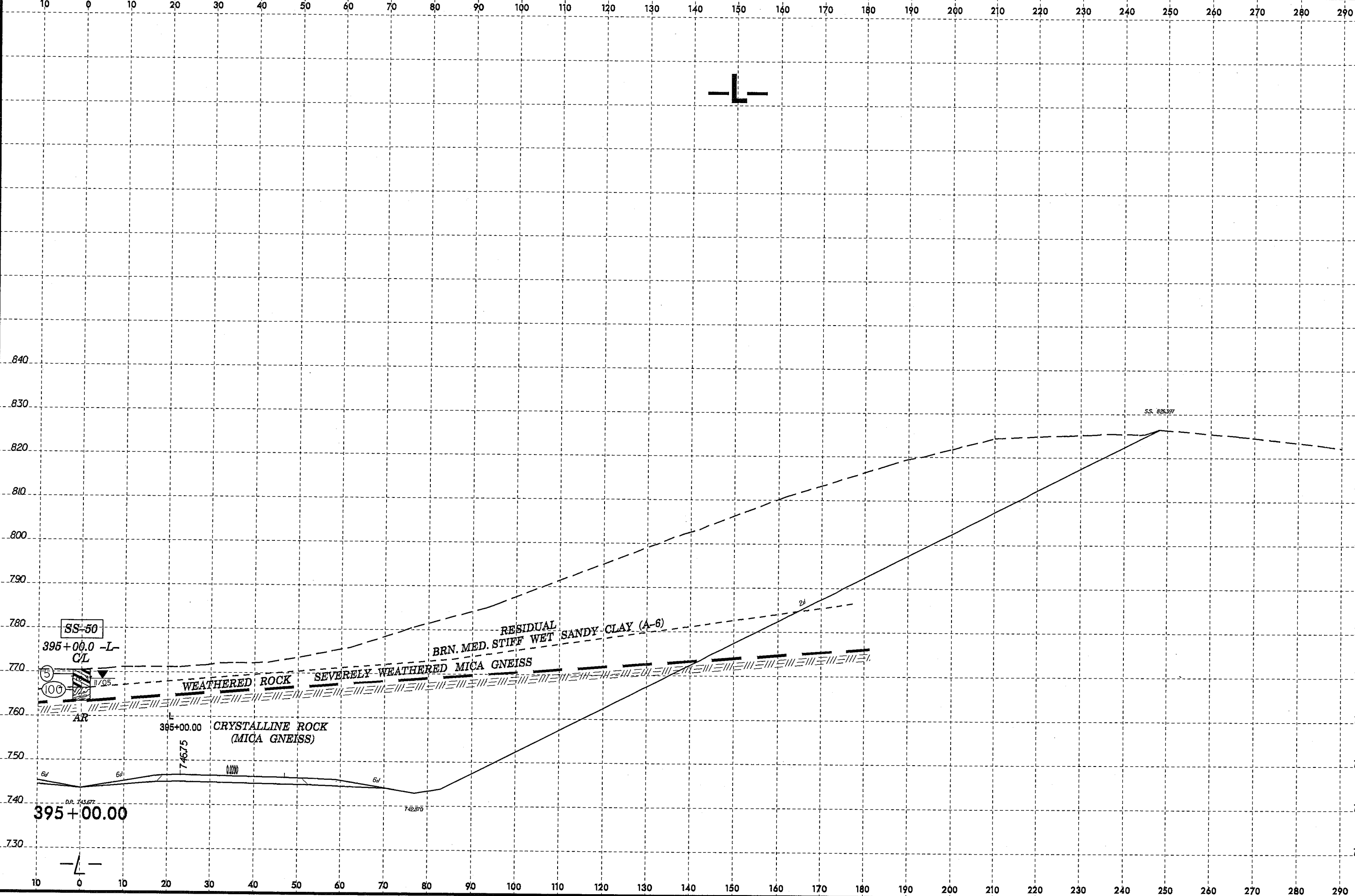
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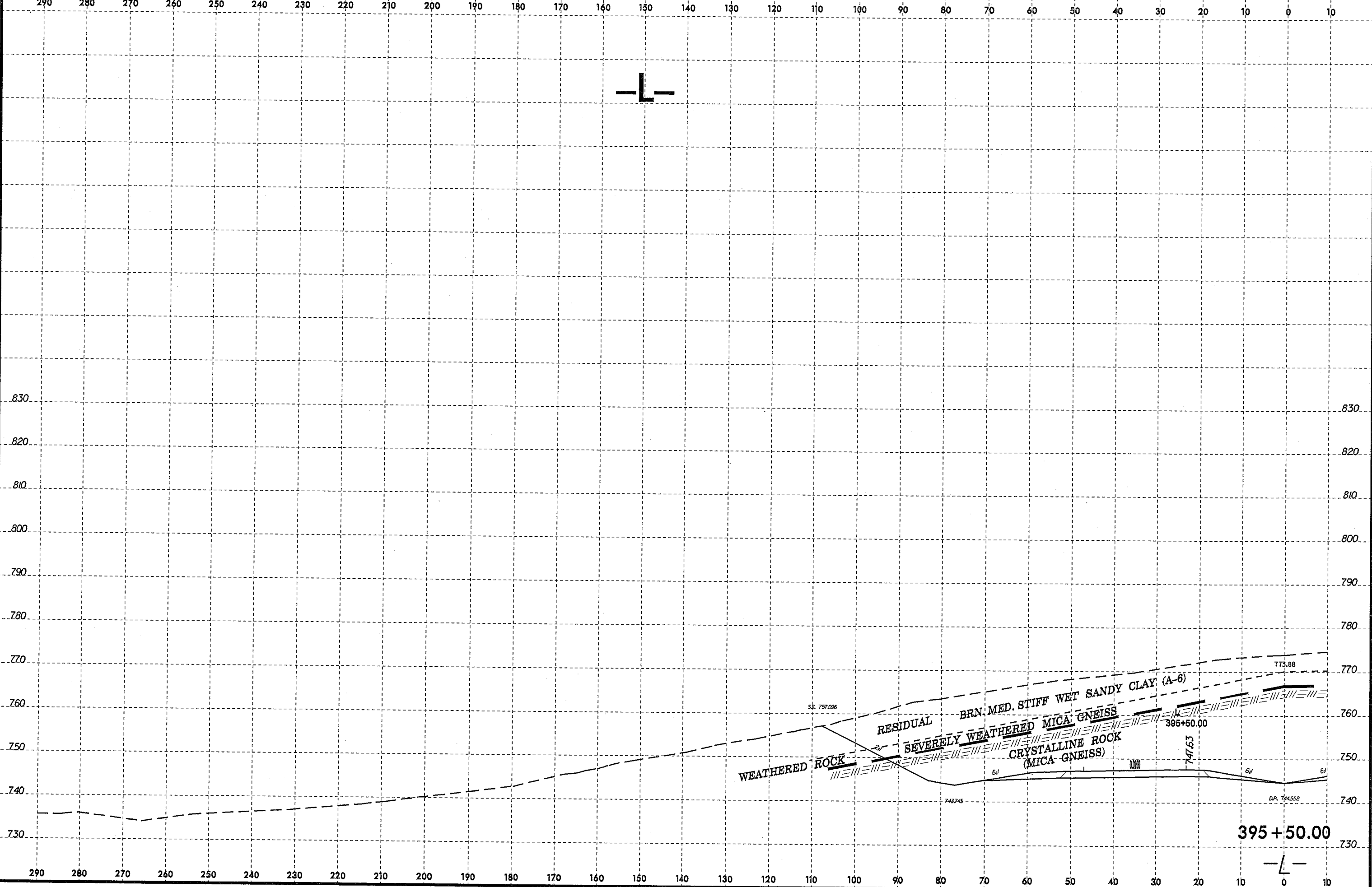
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R-2707C

SHEET NO.
133



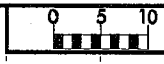
8/23/95

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 134
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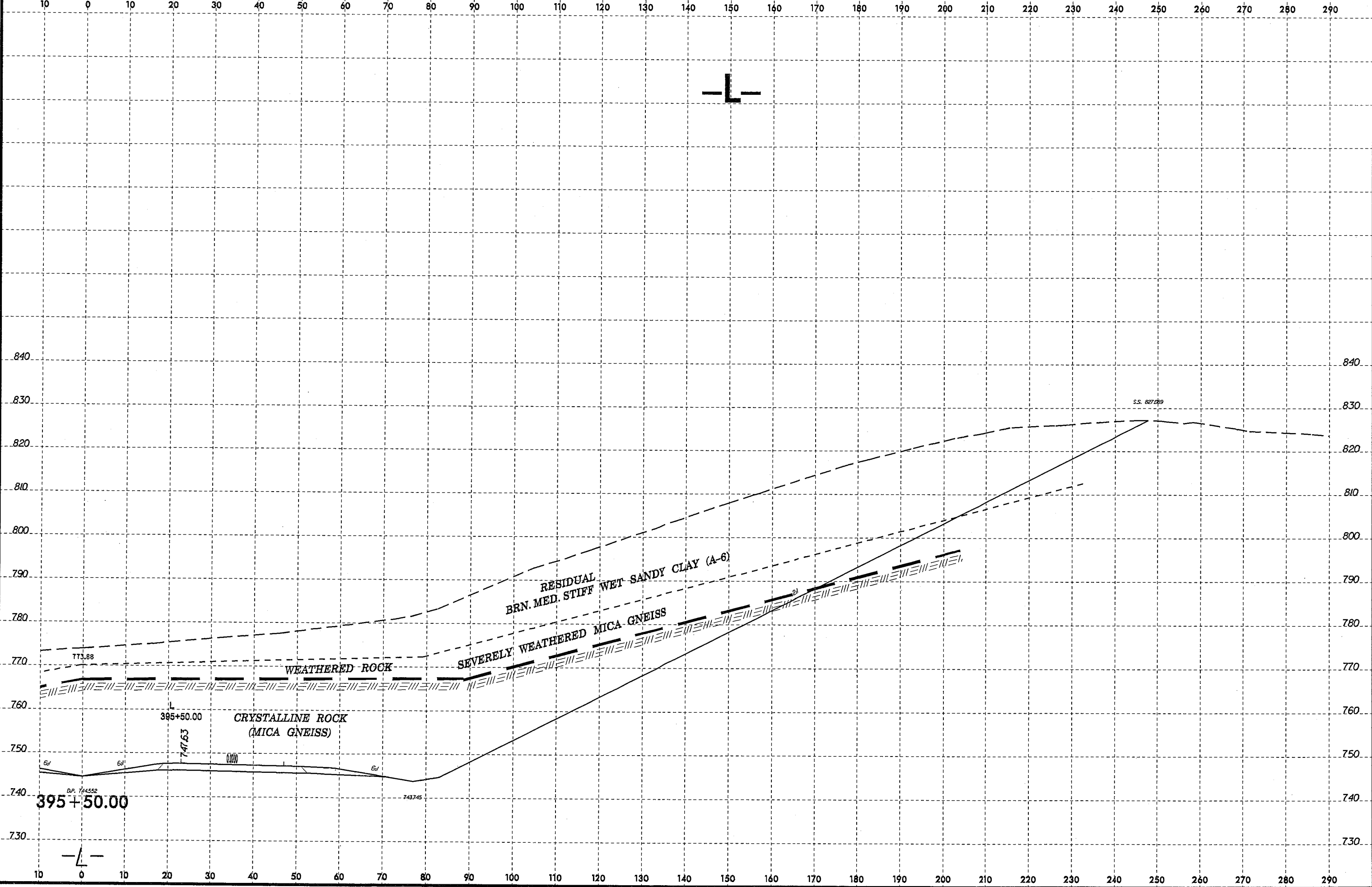


15-MAY-2008 14:57
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 cburris AT BEH226157

8/23/95



PROJ. REFERENCE NO.	SHEET NO.
R-2707C	135



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 8/23/95

773.88

395+50.00

747.53

CRYSTALLINE ROCK
(MICA GNEISS)

WEATHERED ROCK

SEVERELY WEATHERED MICA GNEISS

RESIDUAL
BRN. MED. STIFF WET SANDY CLAY (A-6)

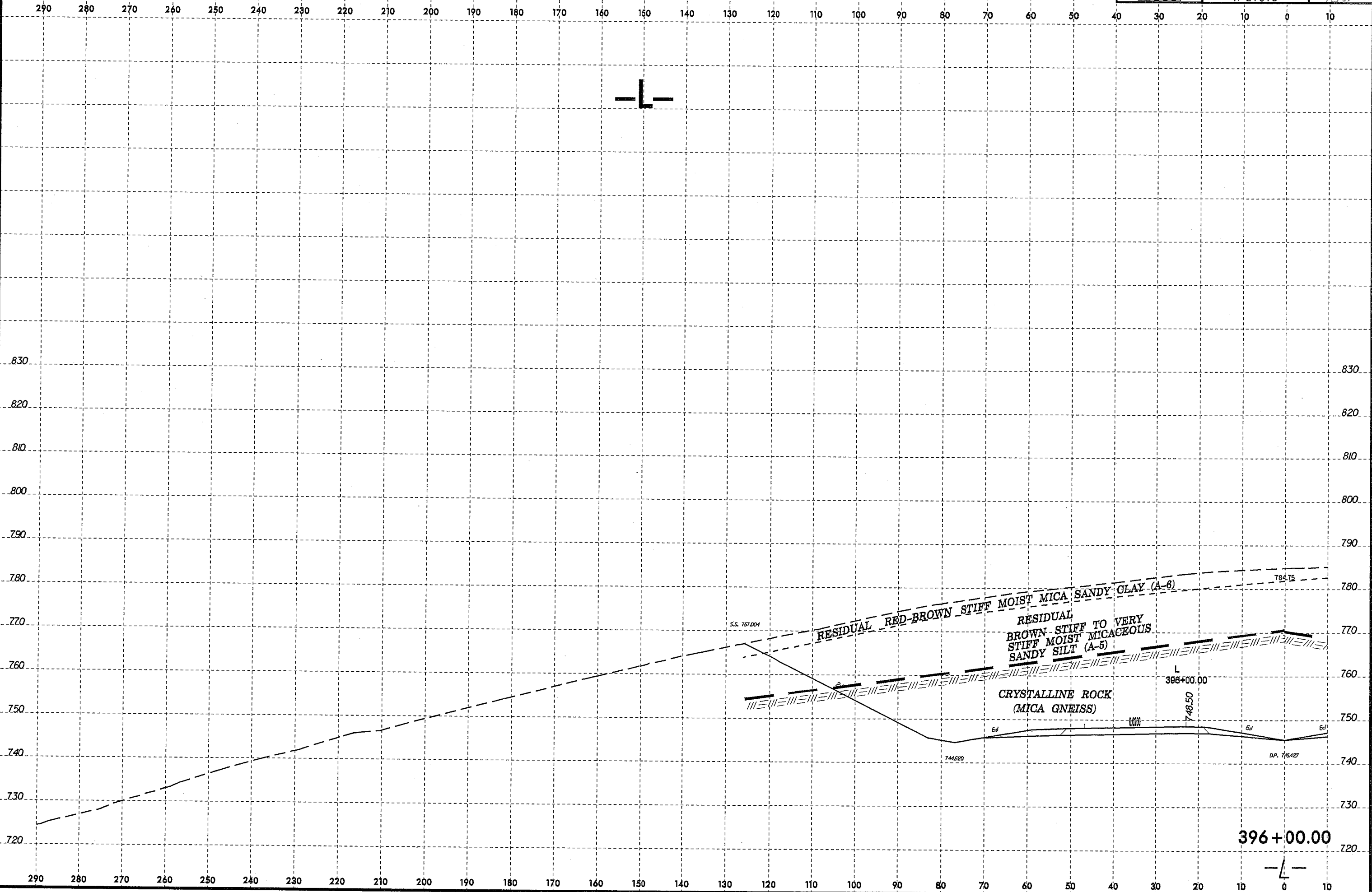
395+50.00

D.P.

743.45

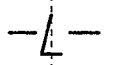
S.S. 827.09

8/23/99

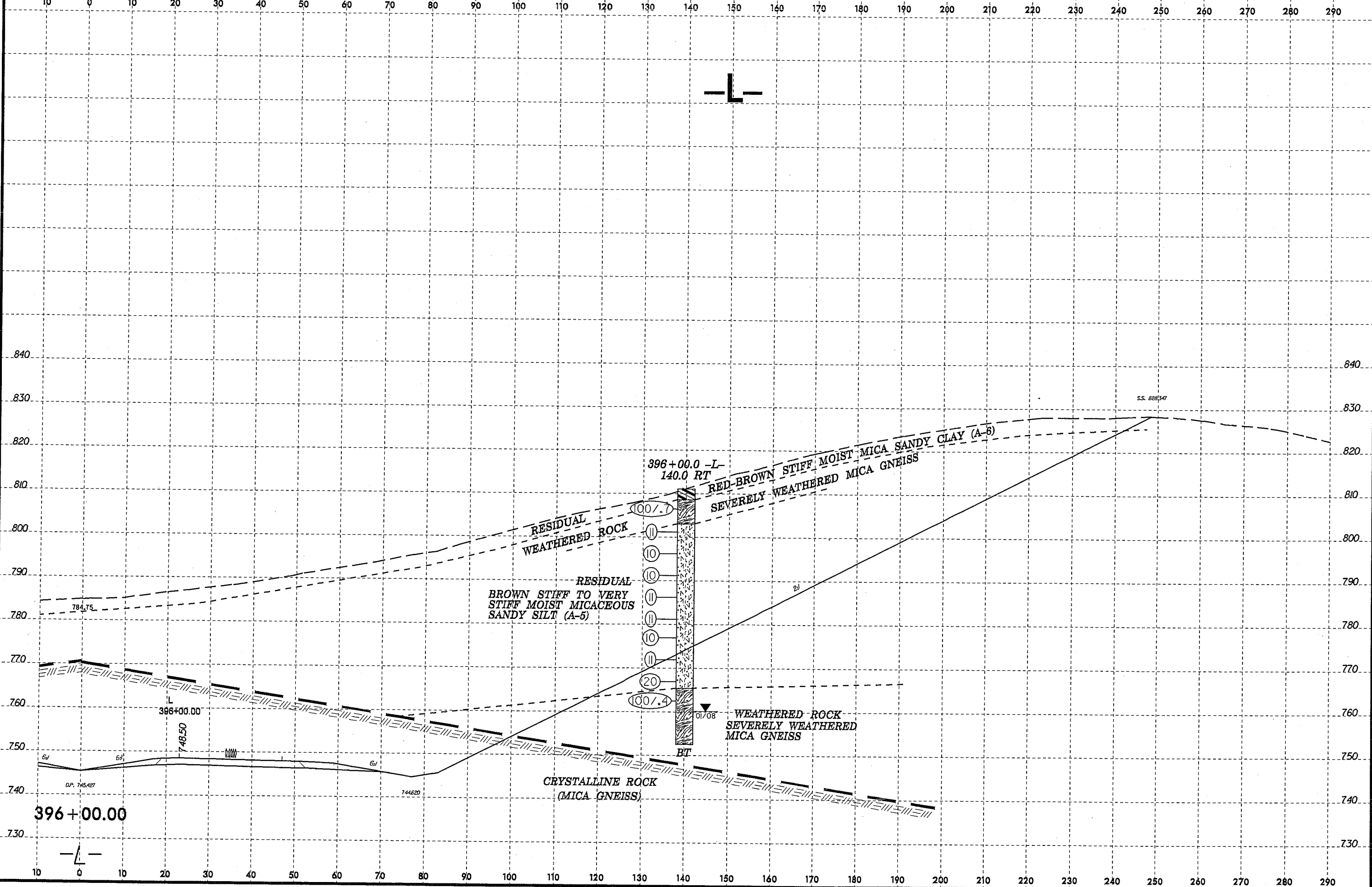


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 08:15:15 AT BEH22515

396+00.00

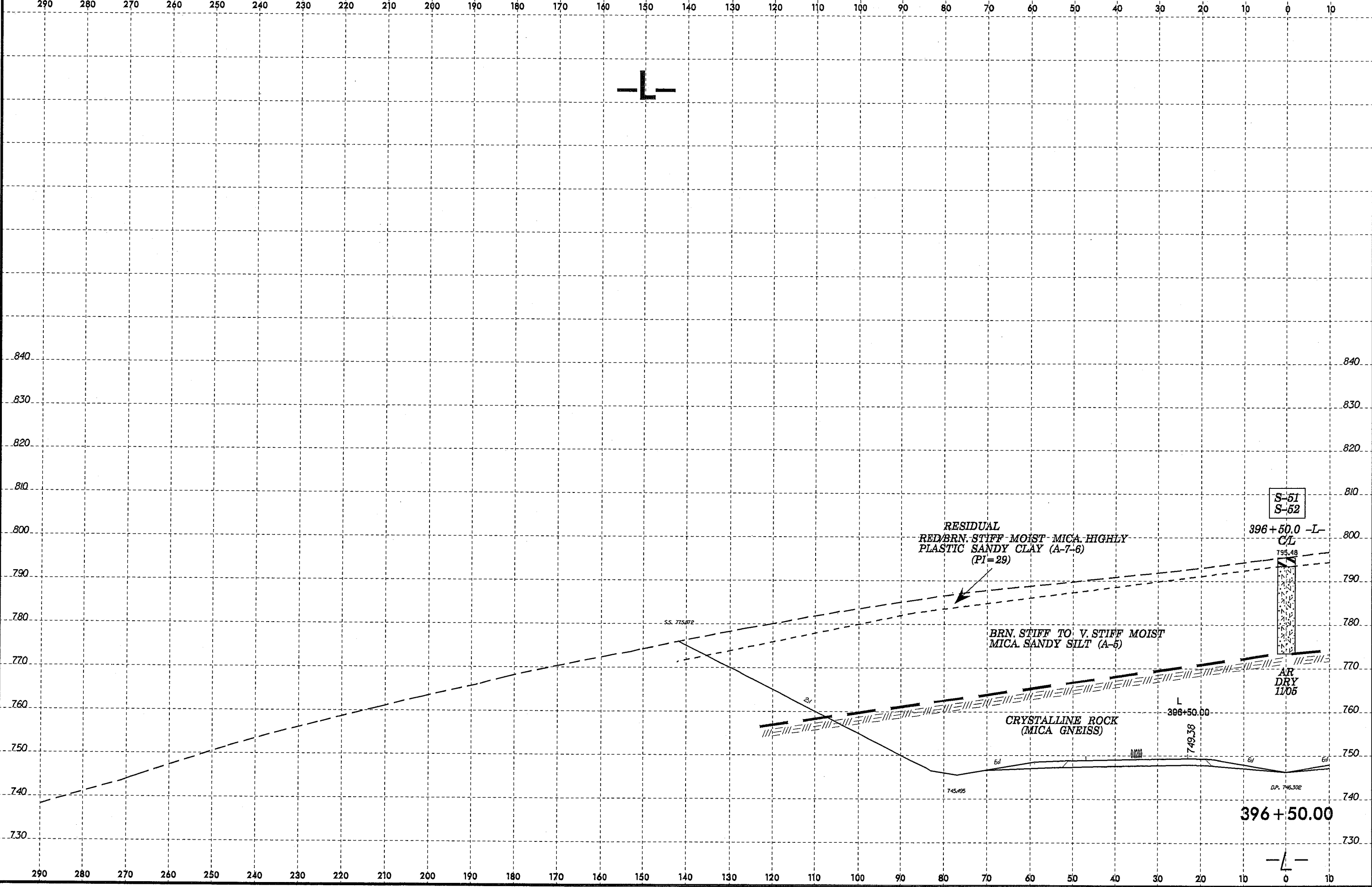


8/23/98



14-MAY-2008 14:18
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 cburris AT BEH26157

8/23/99



RESIDUAL
RED/BRN. STIFF MOIST MICA HIGHLY
PLASTIC SANDY CLAY (A-7-6)
(PI = 29)

BRN. STIFF TO V. STIFF MOIST
MICA SANDY SILT (A-5)

CRYSTALLINE ROCK
(MICA GNEISS)

S-51
S-52

396+50.0 -L-
CL

795.48

AR
DRY
1105

L
396+50.00

749.58

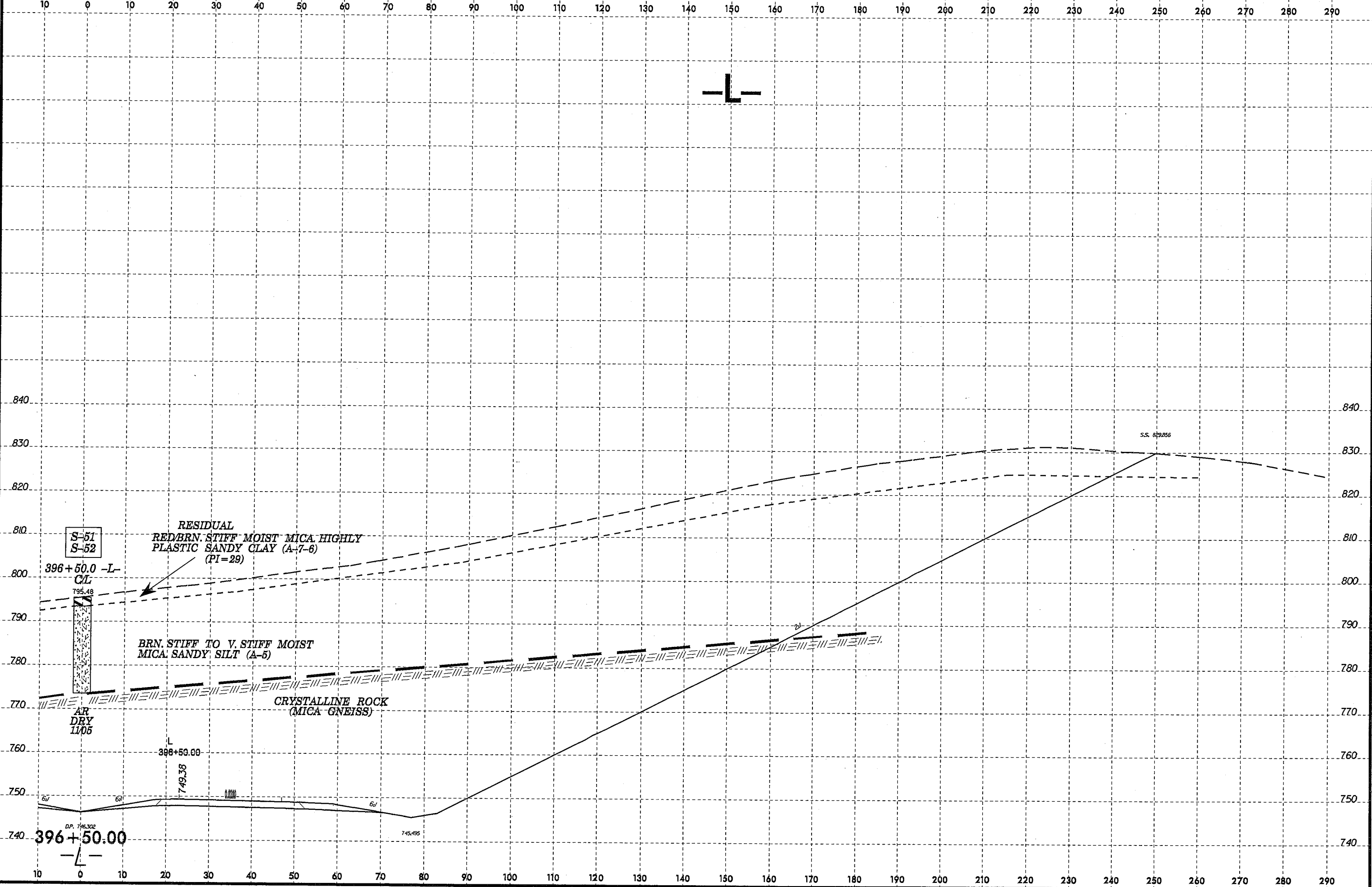
745.495

D.P. 746.302

396+50.00

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cburris

8/23/99



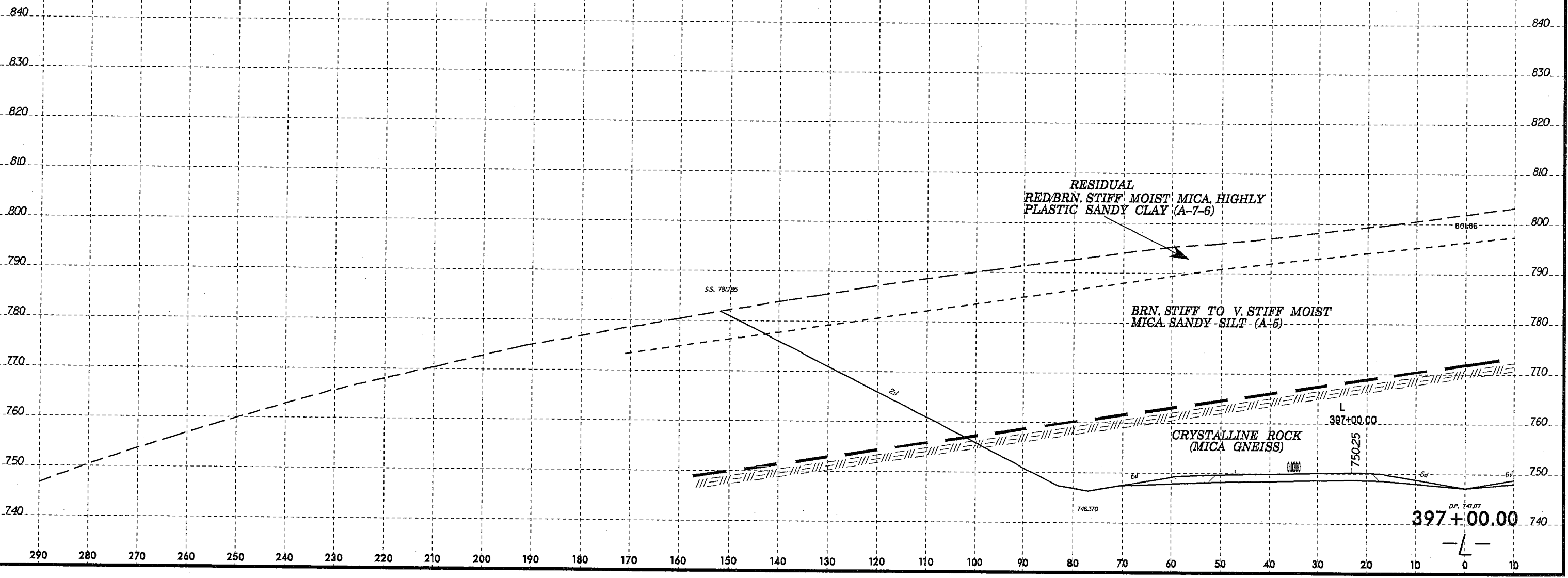
29-MAY-2008 09:02
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 cburr AT BEH25187

8/23/99

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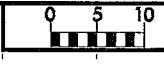


PROJ. REFERENCE NO. R-2707C	SHEET NO. 10
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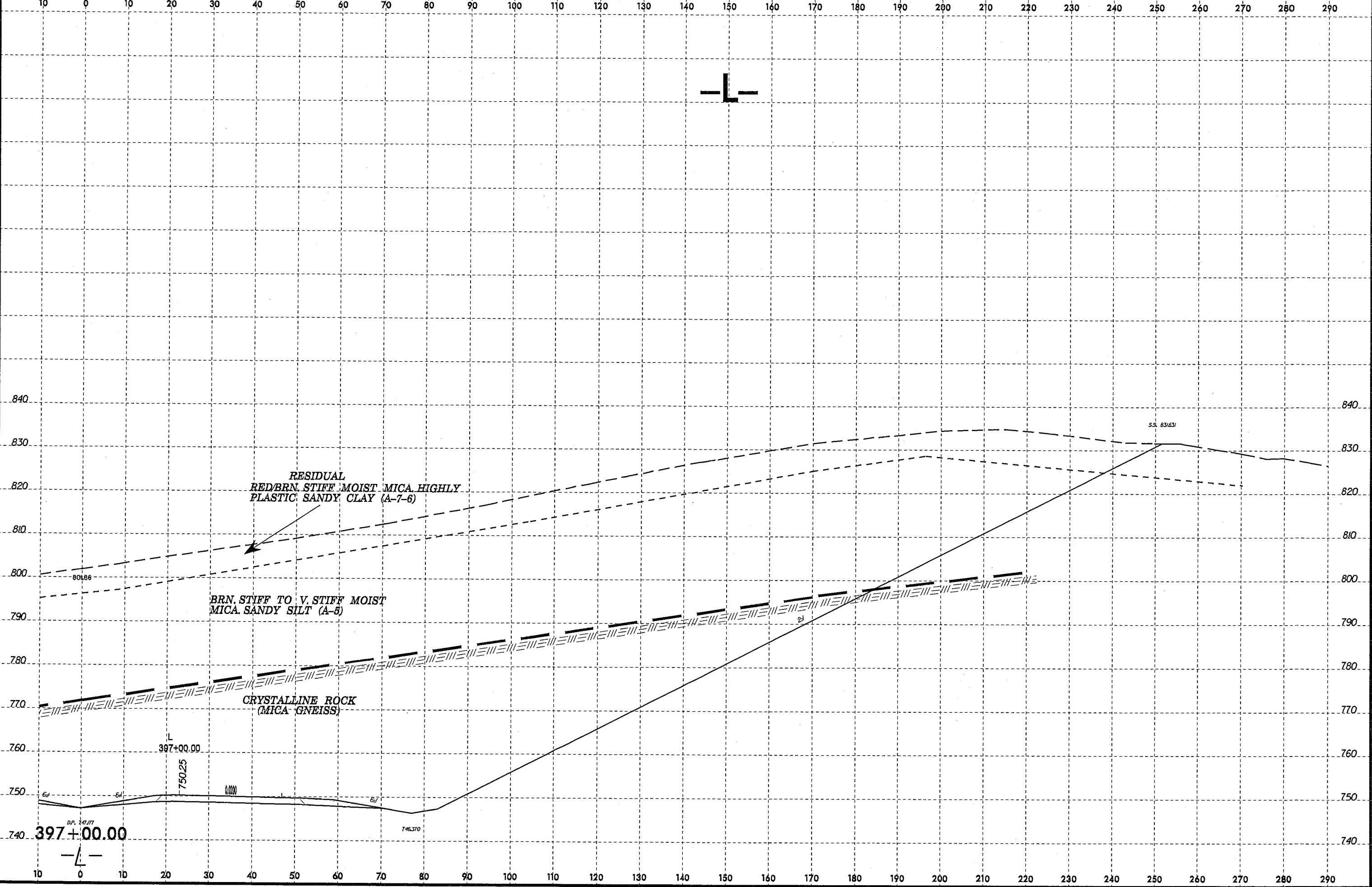


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8/23/99



PROJ. REFERENCE NO.	SHEET NO.
R-2707C	14/1



RESIDUAL
RED/BRN. STIFF MOIST MICA. HIGHLY
PLASTIC SANDY CLAY (A-7-6)

BRN. STIFF TO V. STIFF MOIST
MICA SANDY SILT (A-5)

CRYSTALLINE ROCK
(MICA GNEISS)

DP. 14/17
397+00.00

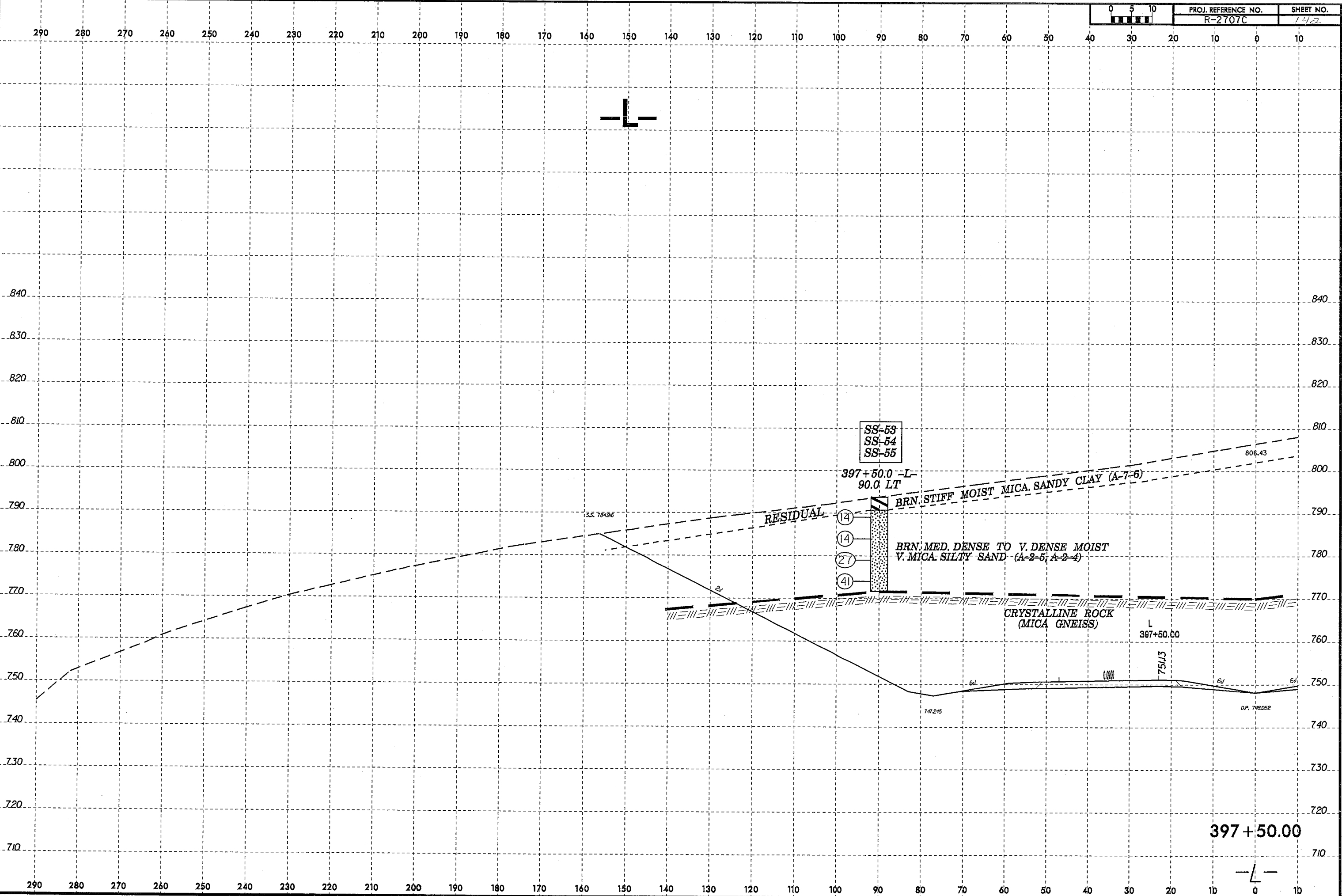
397+00.00
750.25

746.370

SS. 83/63

I4-MAY-2008 14:21
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 cburns AT BEH226157

8/23/99
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SS-53
 SS-54
 SS-55

397+50.0 -L-
 90.0 LT

RESIDUAL

BRN. STIFF MOIST MICA SANDY CLAY (A-7-6)

BRN. MED. DENSE TO V. DENSE MOIST
 V. MICA SILTY SAND (A-2-5; A-2-4)

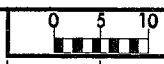
CRYSTALLINE ROCK
 (MICA GNEISS)

L
 397+50.00

397+50.00

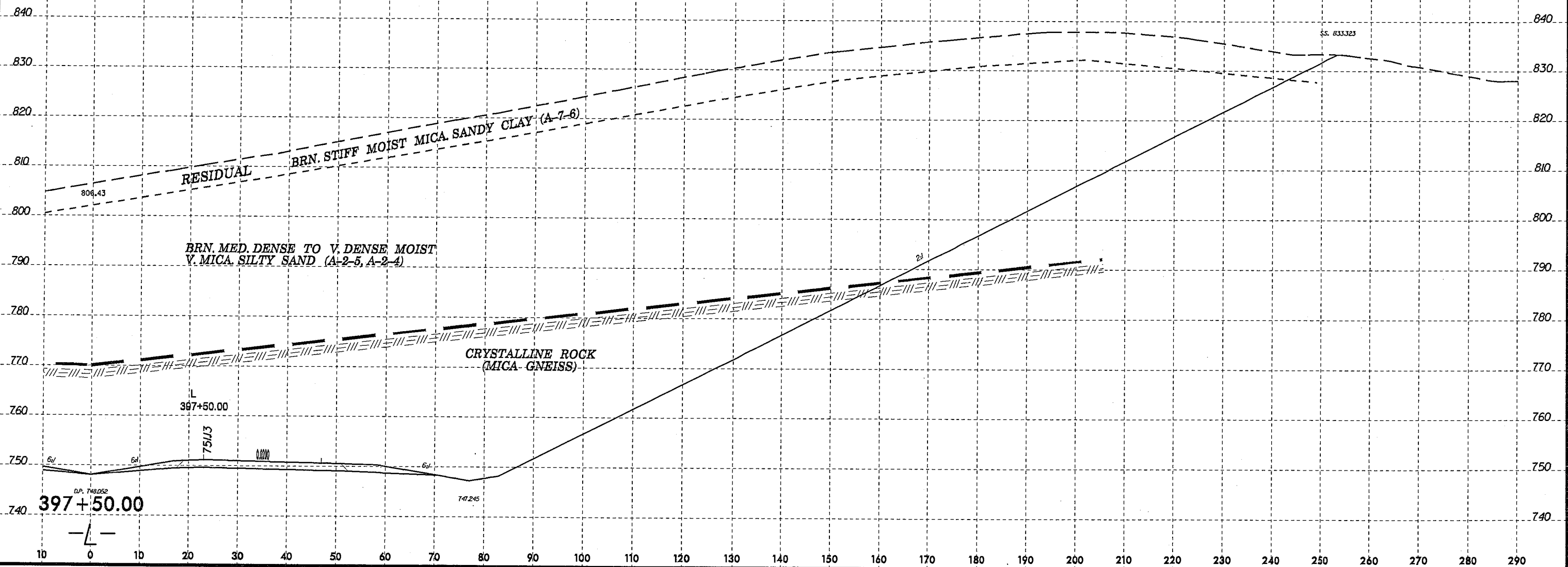
-L-

8/23/99



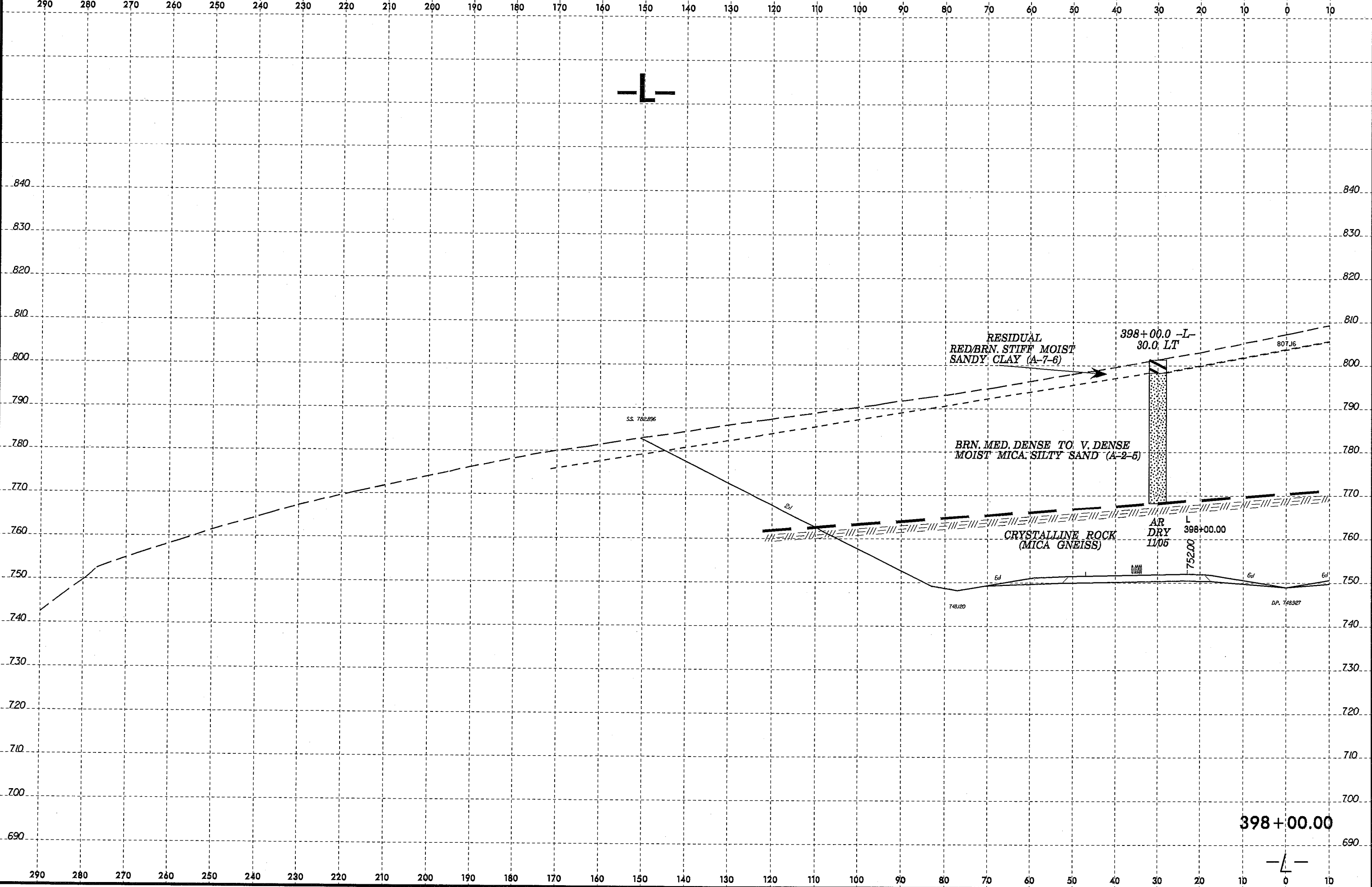
PROJ. REFERENCE NO. R-2707C	SHEET NO. 143
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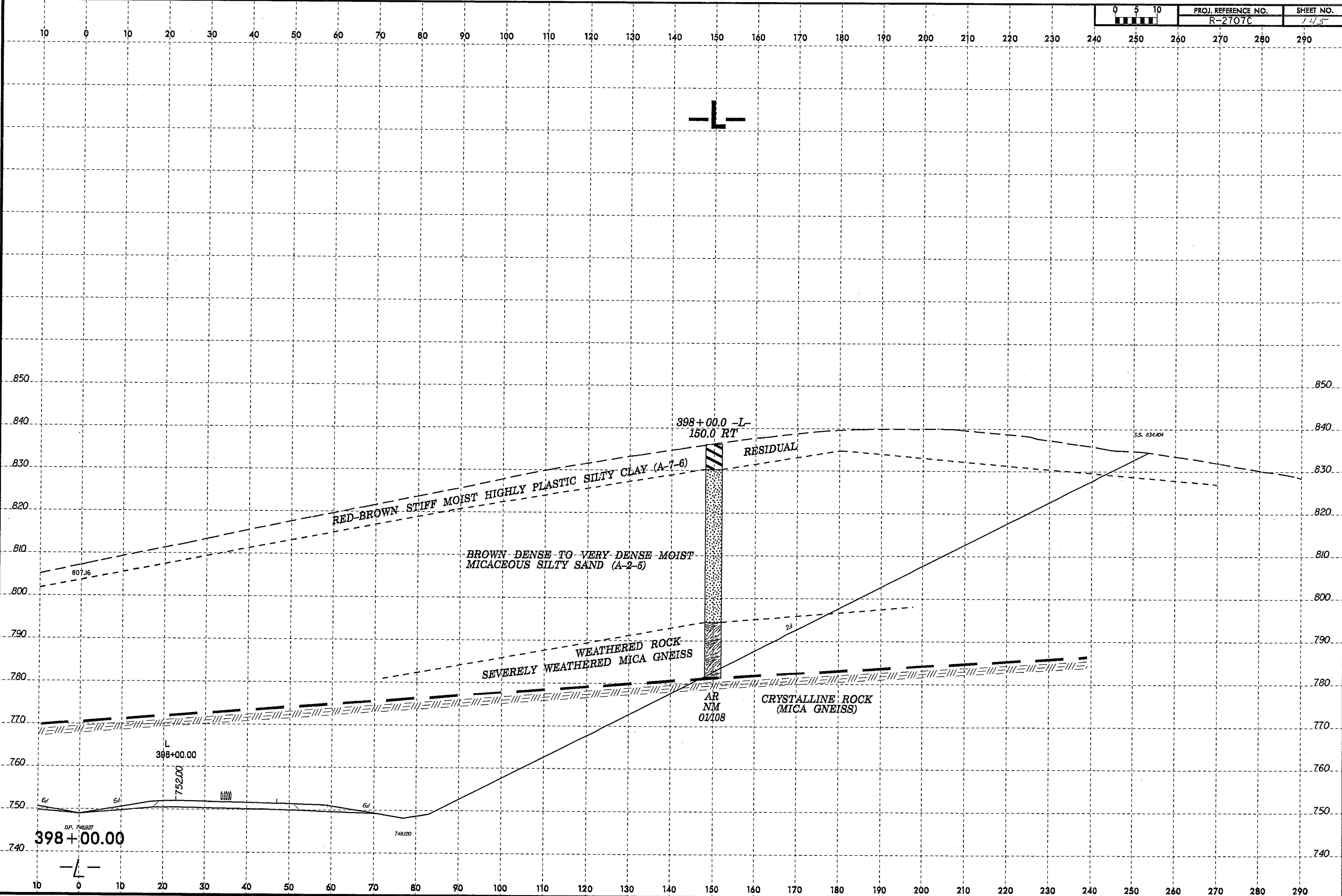
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gburris AT 08/23/99

8/23/99



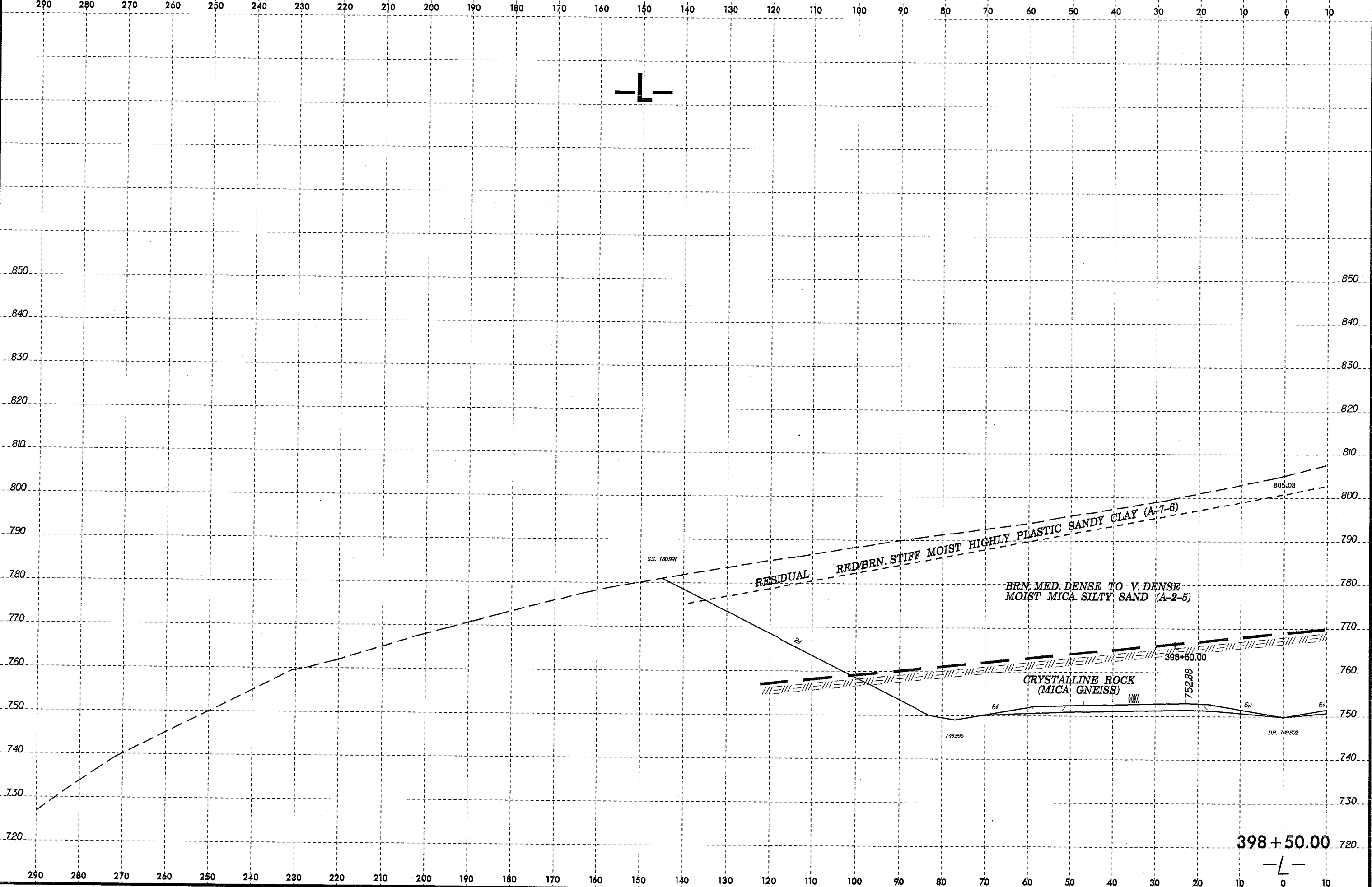
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AL BEH26187

398+00.00



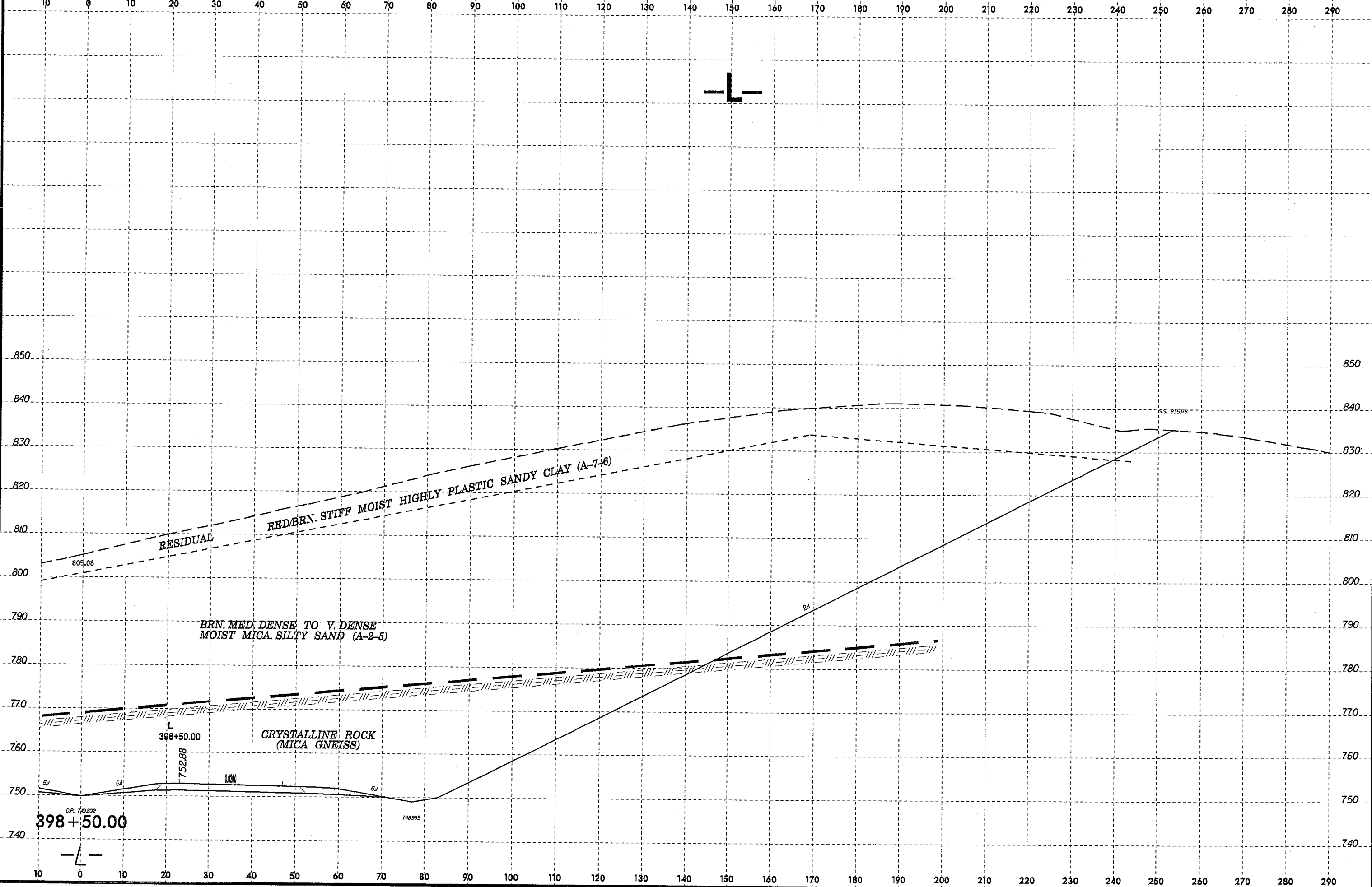
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 8/23/09

8/23/99

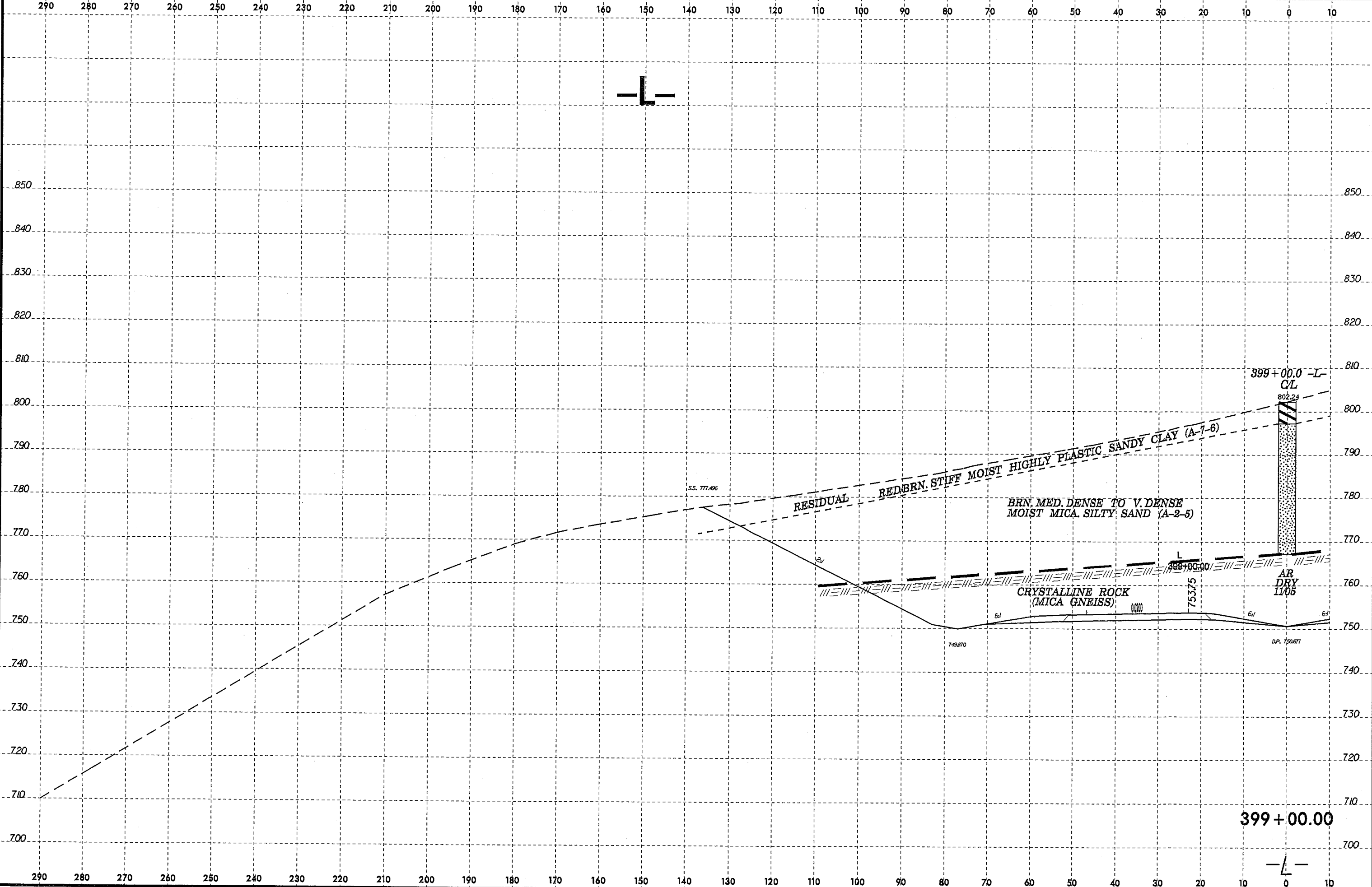


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8/23/99
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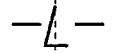


8/23/99

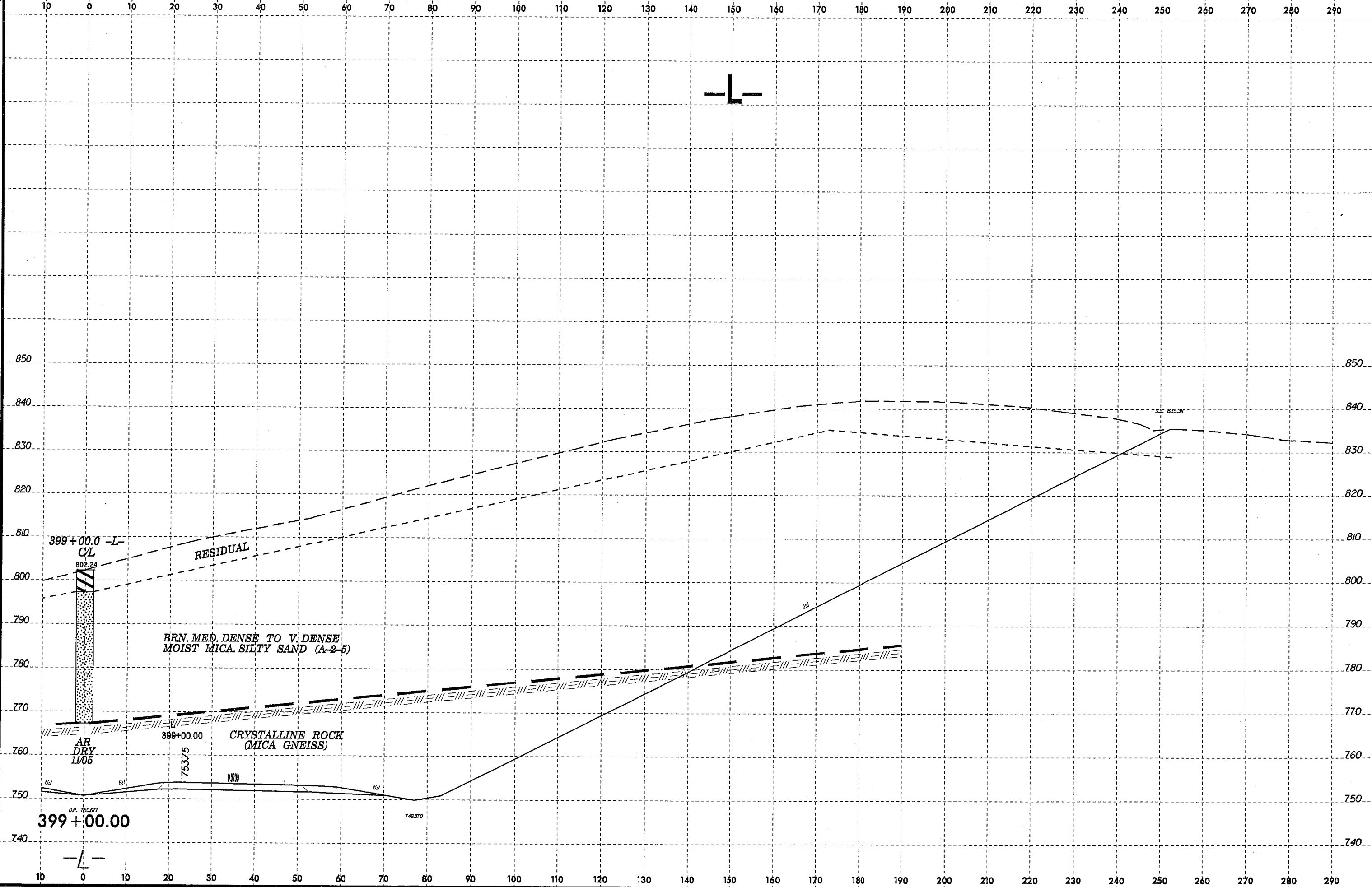


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cburris AT 6E2615

399+00.00

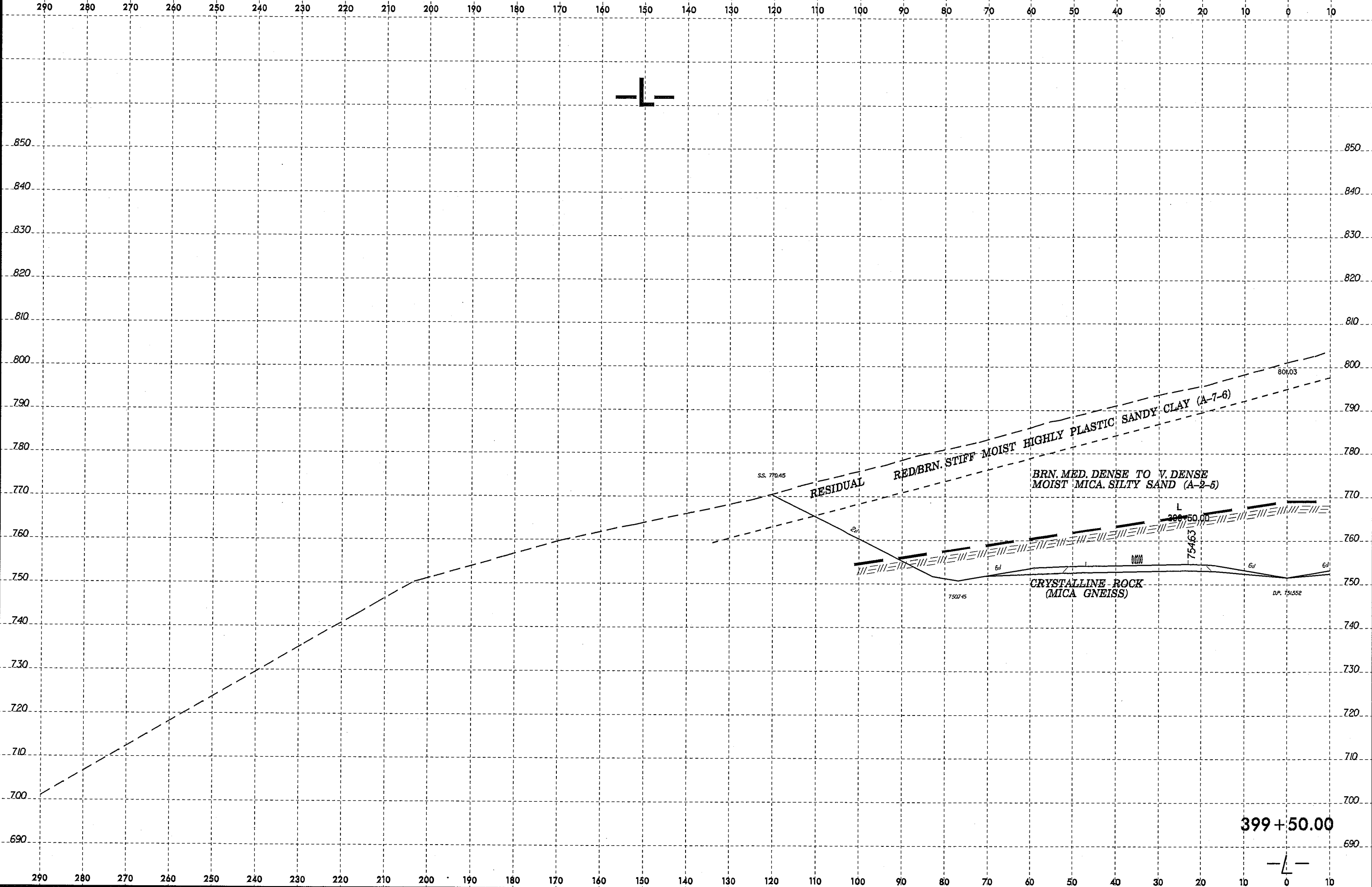


8/23/99



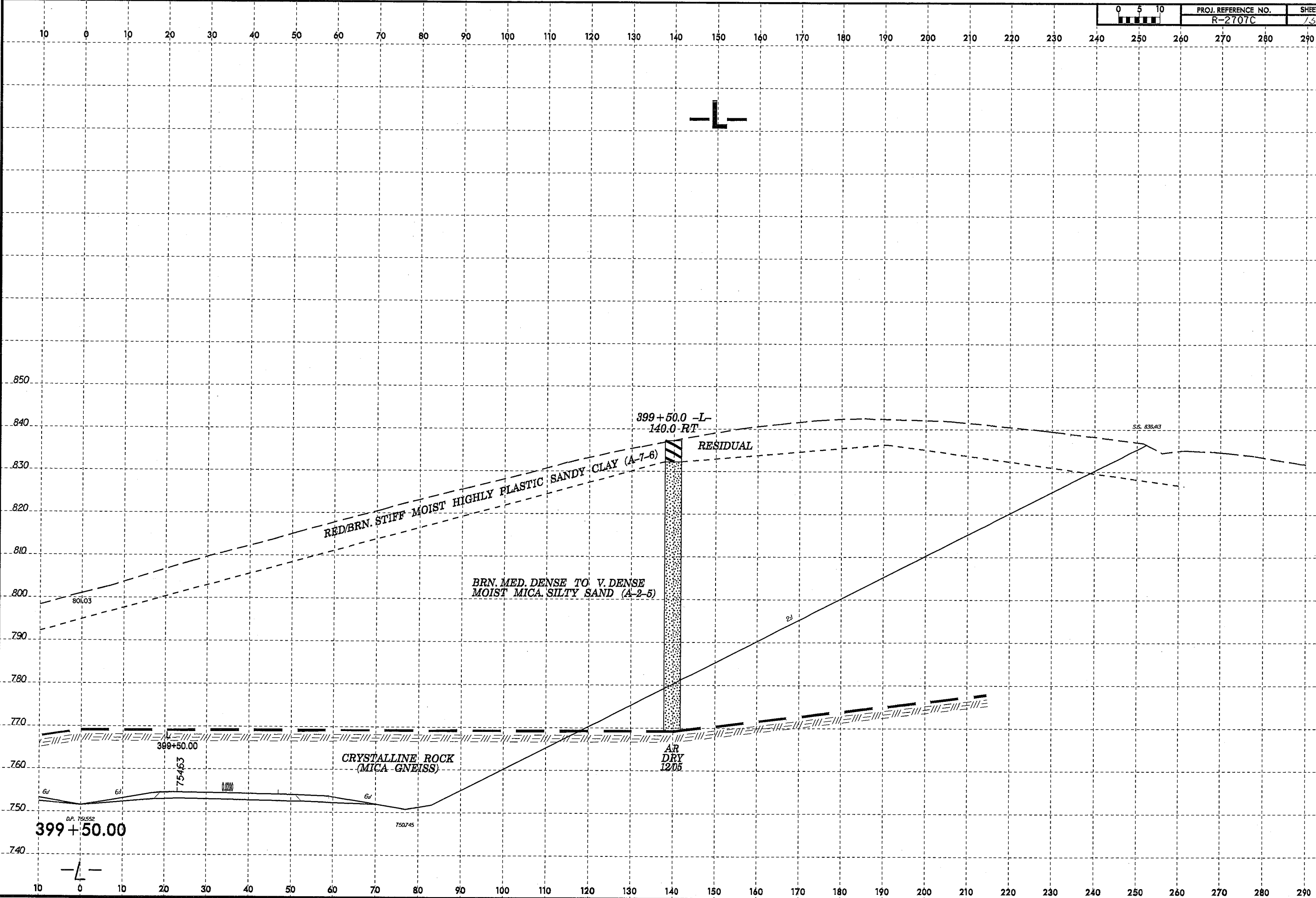
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 662367

8/23/99



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cburrig AT 6/26/05

399+50.00



850 850

840 840

830 830

820 820

810 810

800 800

790 790

780 780

770 770

760 760

750 750

740 740

RED/BRN. STIFF MOIST HIGHLY PLASTIC SANDY CLAY (A-7-6)

BRN. MED. DENSE TO V. DENSE MOIST MICA SILTY SAND (A-2-5)

CRISTALLINE ROCK (MICA GNEISS)

AR DRY 12/05

399+50.0 -L
140.0 -RT

RESIDUAL

SS 838.43

801.03

399+50.00

754.53

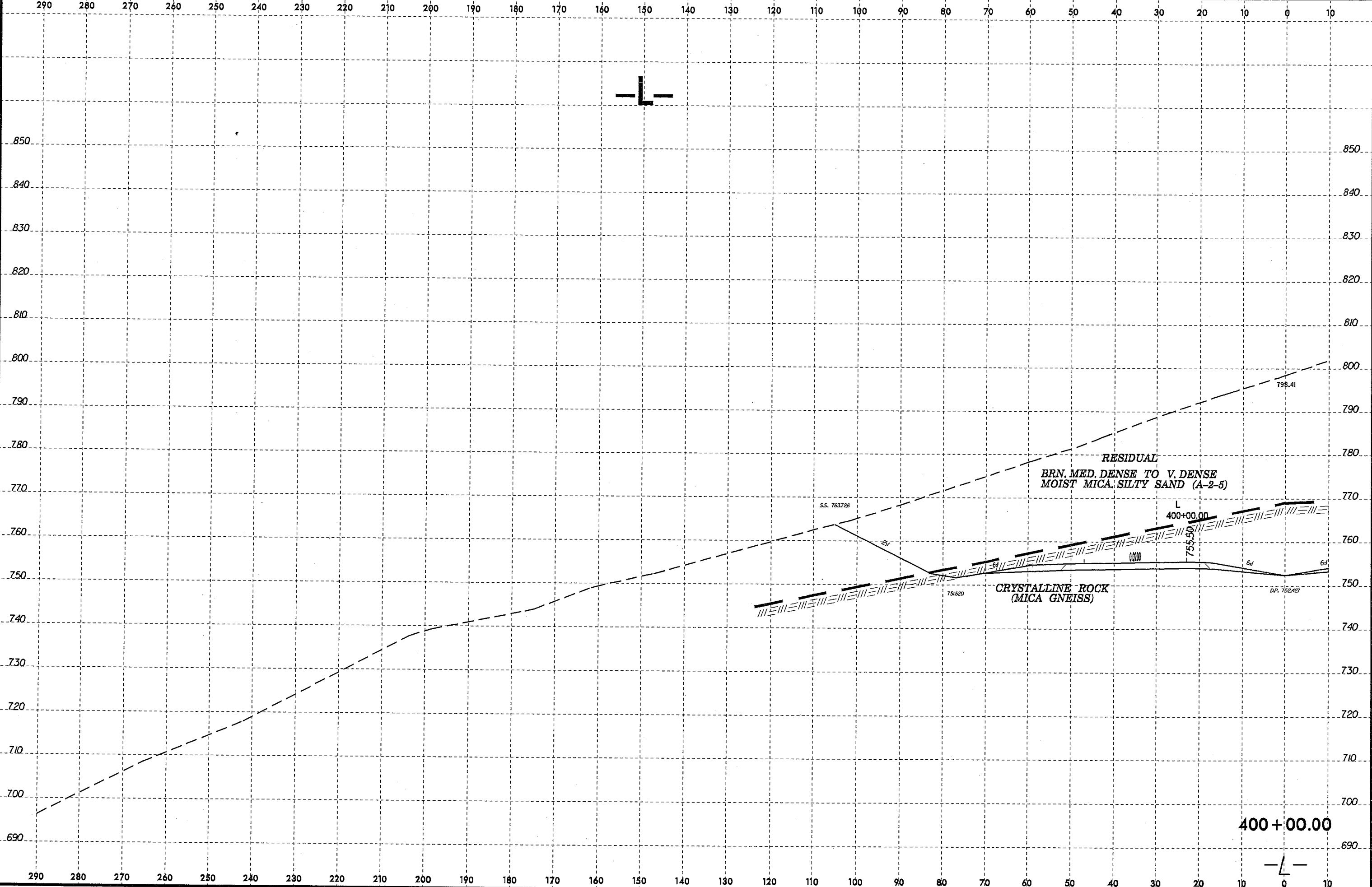
399+50.00

750.745

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8/23/99

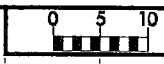
8/23/99



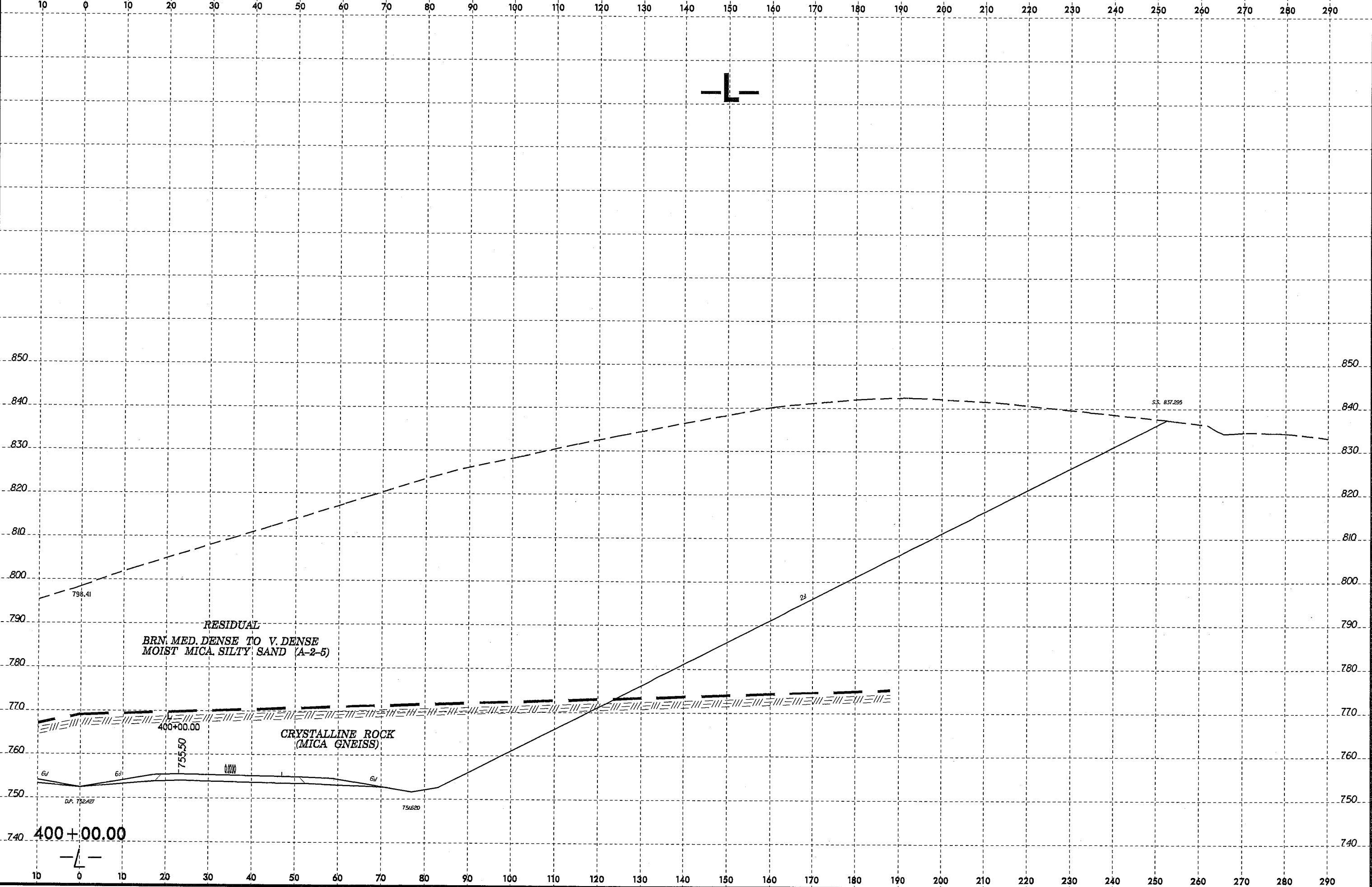
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8/23/99

400+00.00

8/23/99

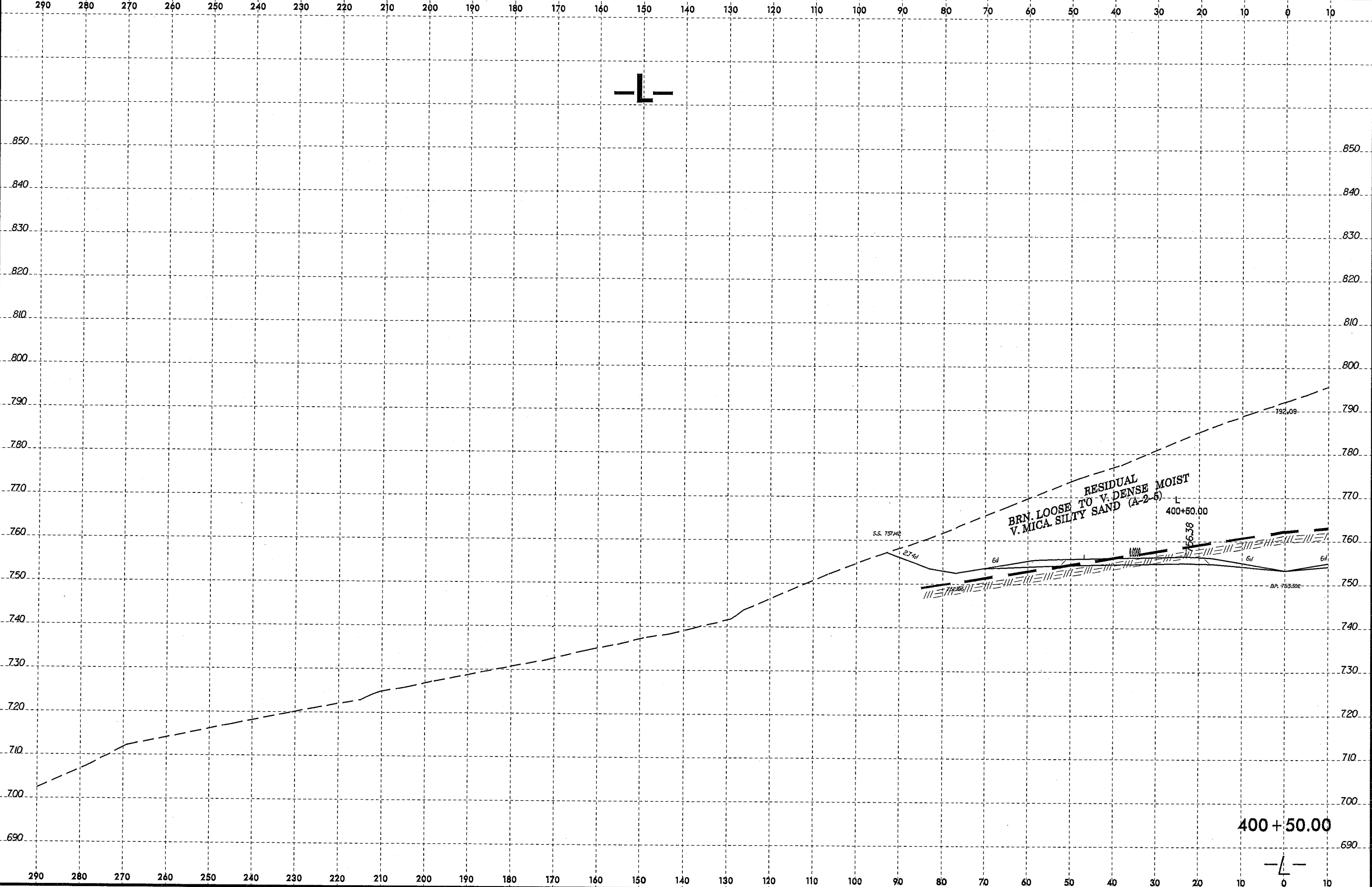


PROJ. REFERENCE NO. R-2707C	SHEET NO. 153
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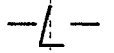
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 8/23/99 11:05:13 AM

8/23/99

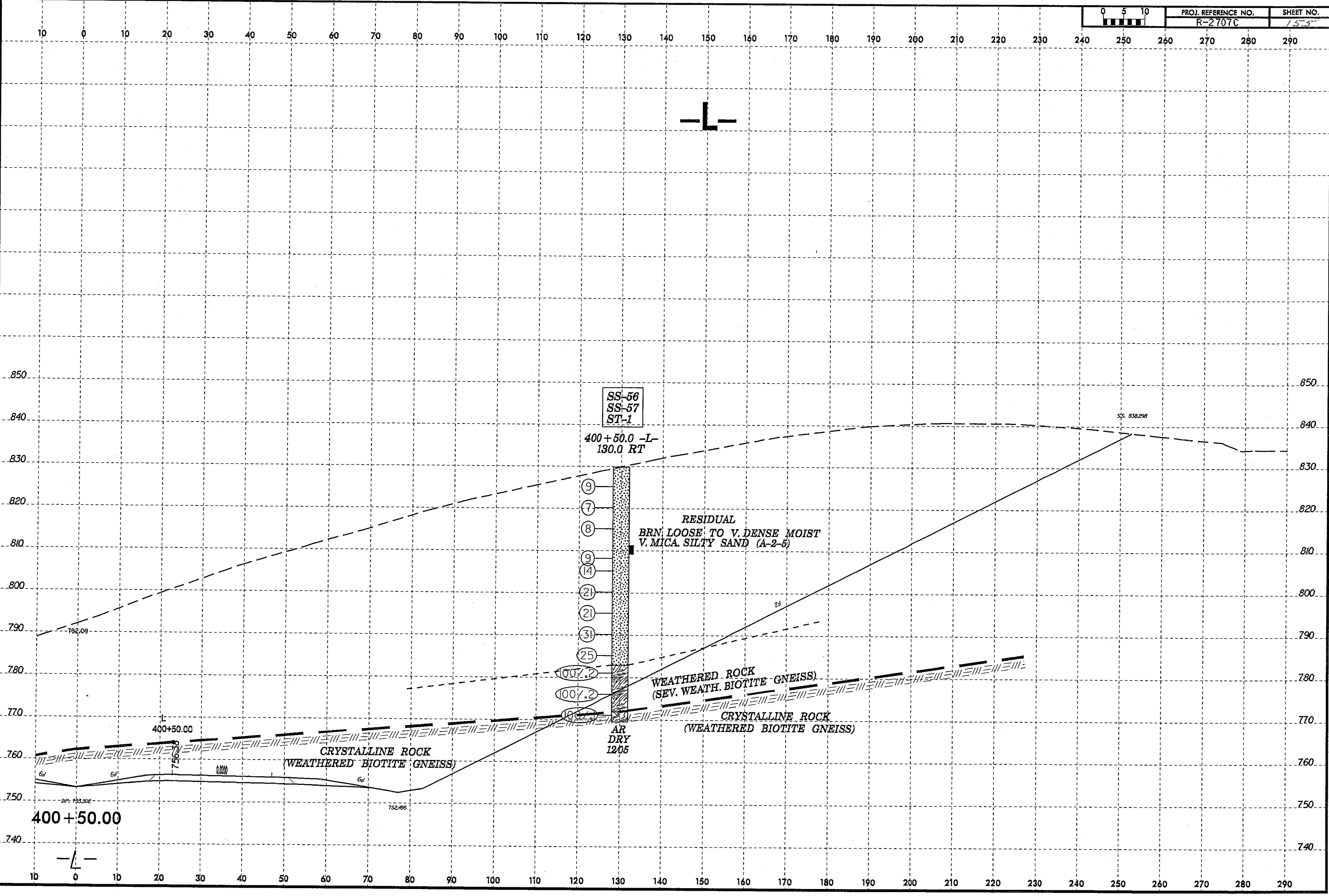


14-MAY-2008 13:59
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400+50.00



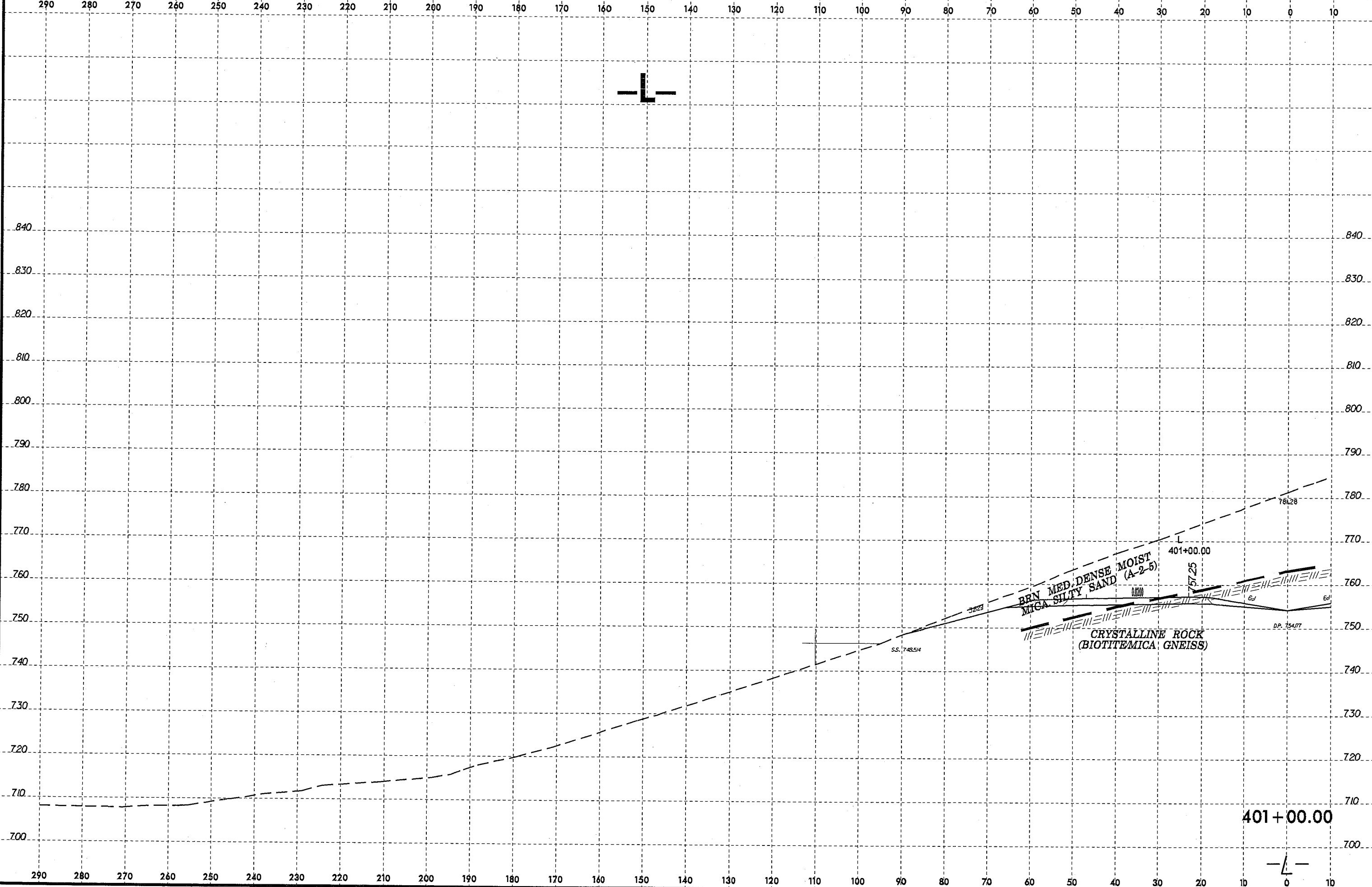
8/23/99



14-MAY-2008 14:28
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8/23/99

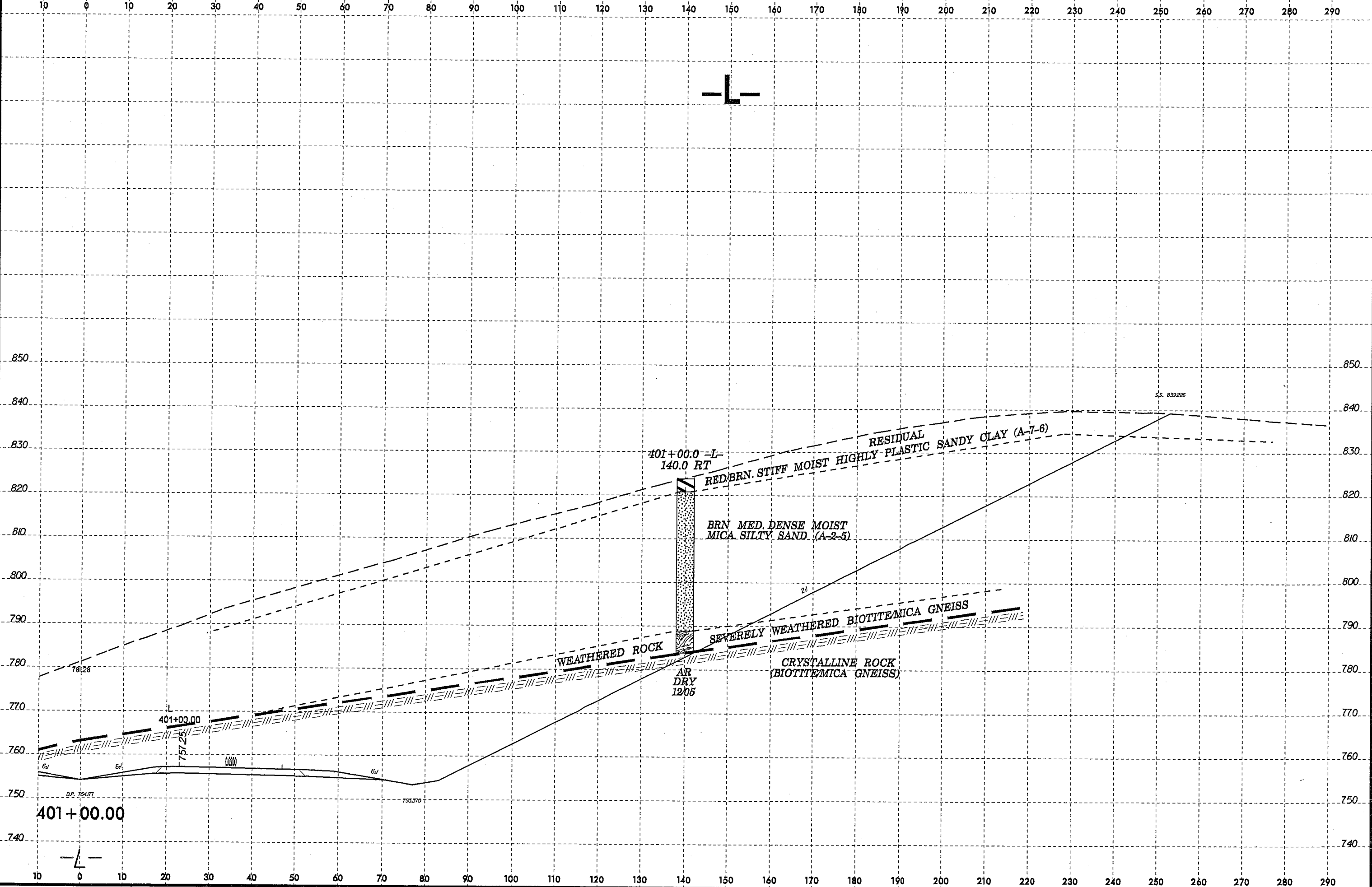
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 cburns AT 6/22/07

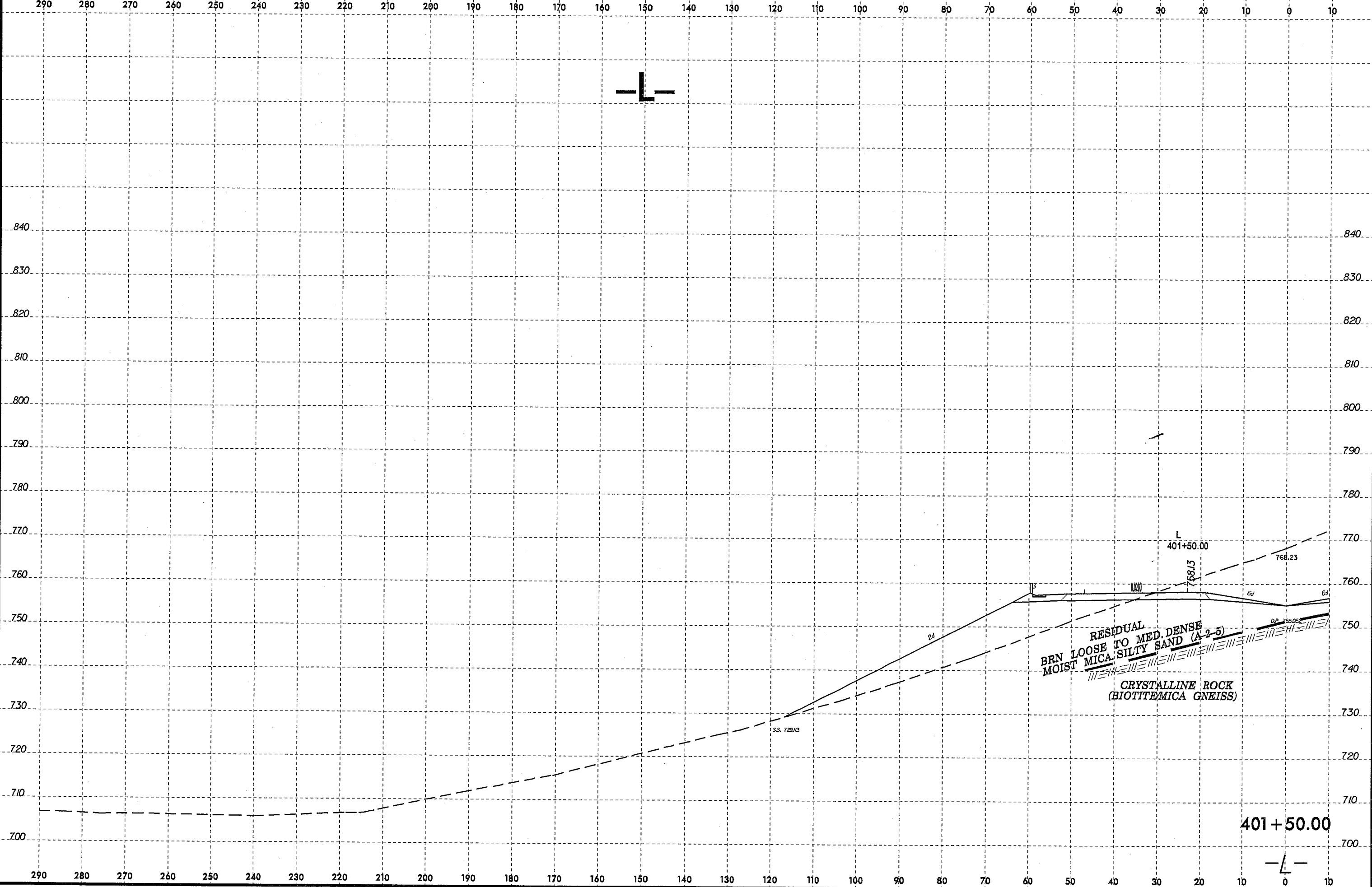
401+00.00

8/23/99

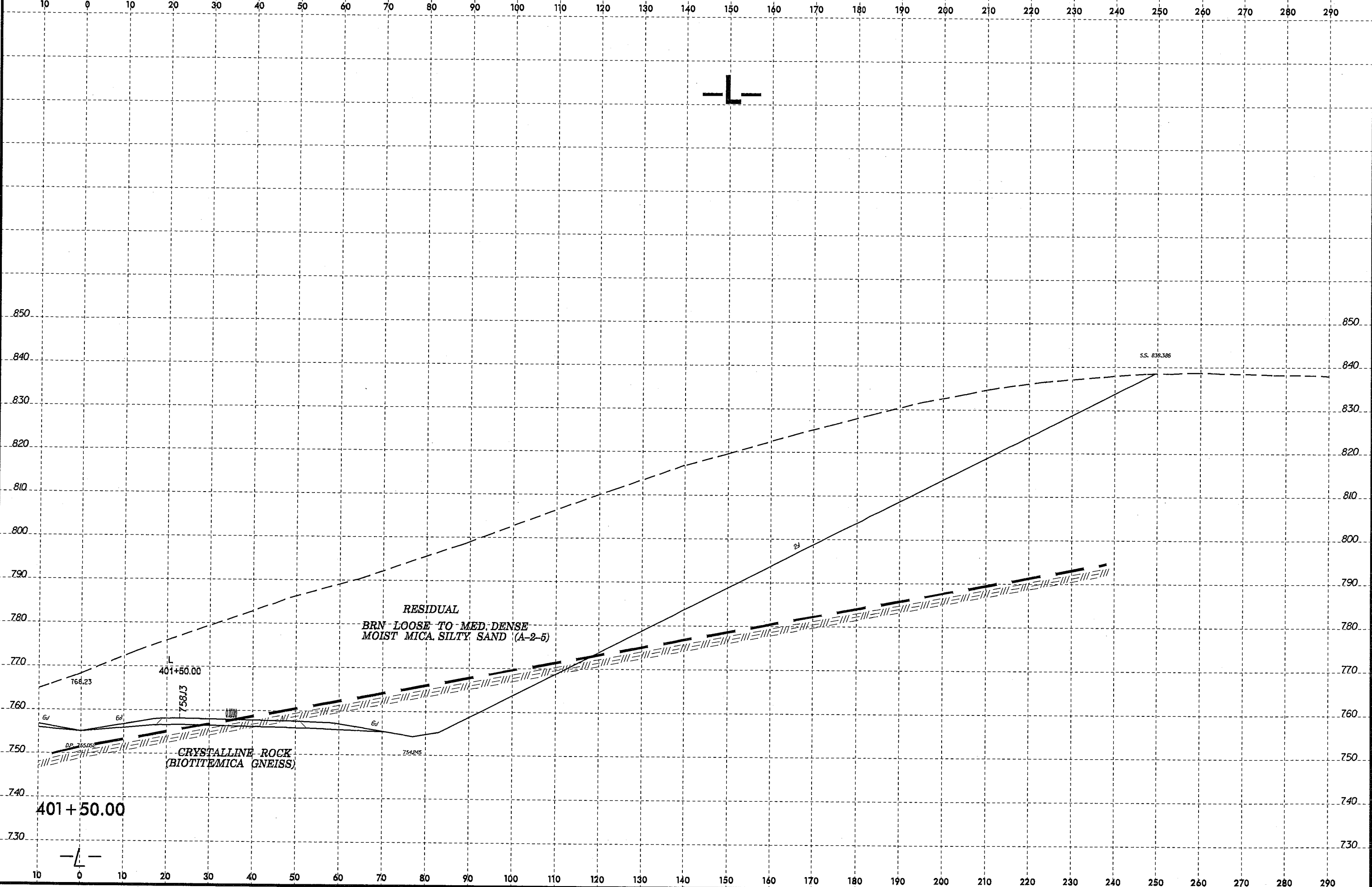


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 gburris AT 08/23/99

8/23/99
14-MAY-2008 14:01
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cburr3

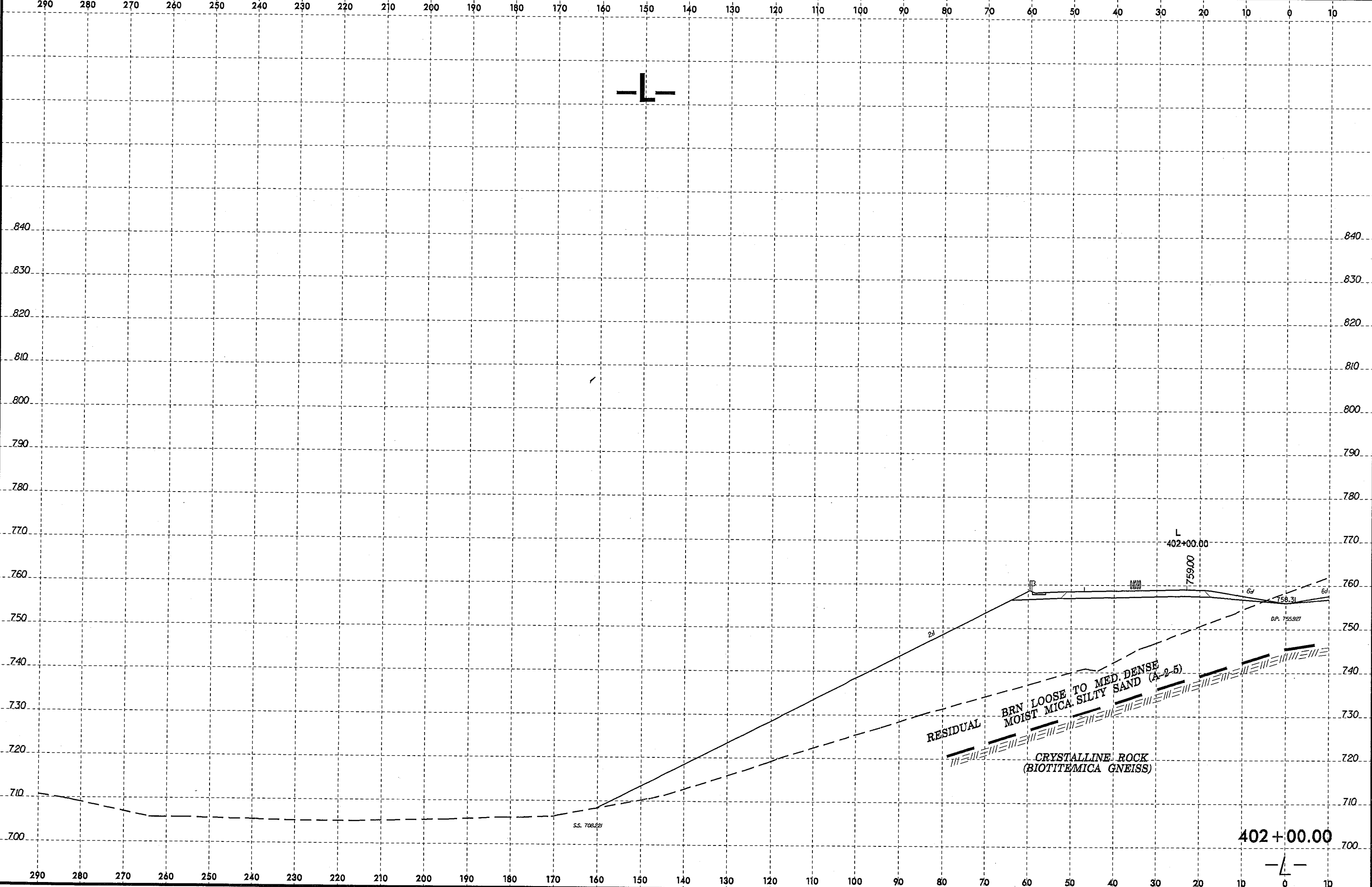


8/23/99



14-MAY-2008 14:30
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 gburris AT BEH226187

8/23/95

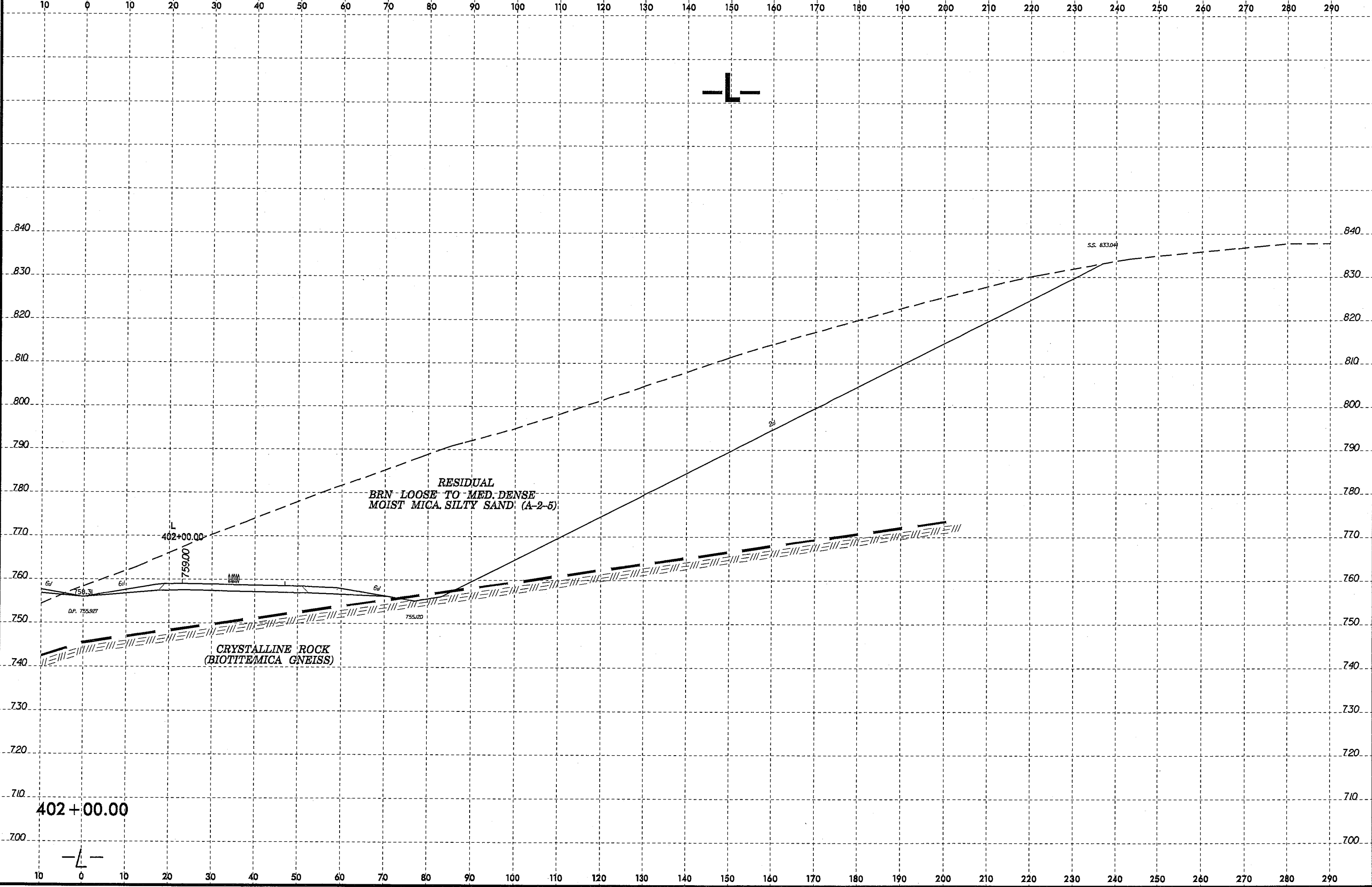


14-MAY-2008 14:02
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 cburns AT 08/22/95

8/23/99

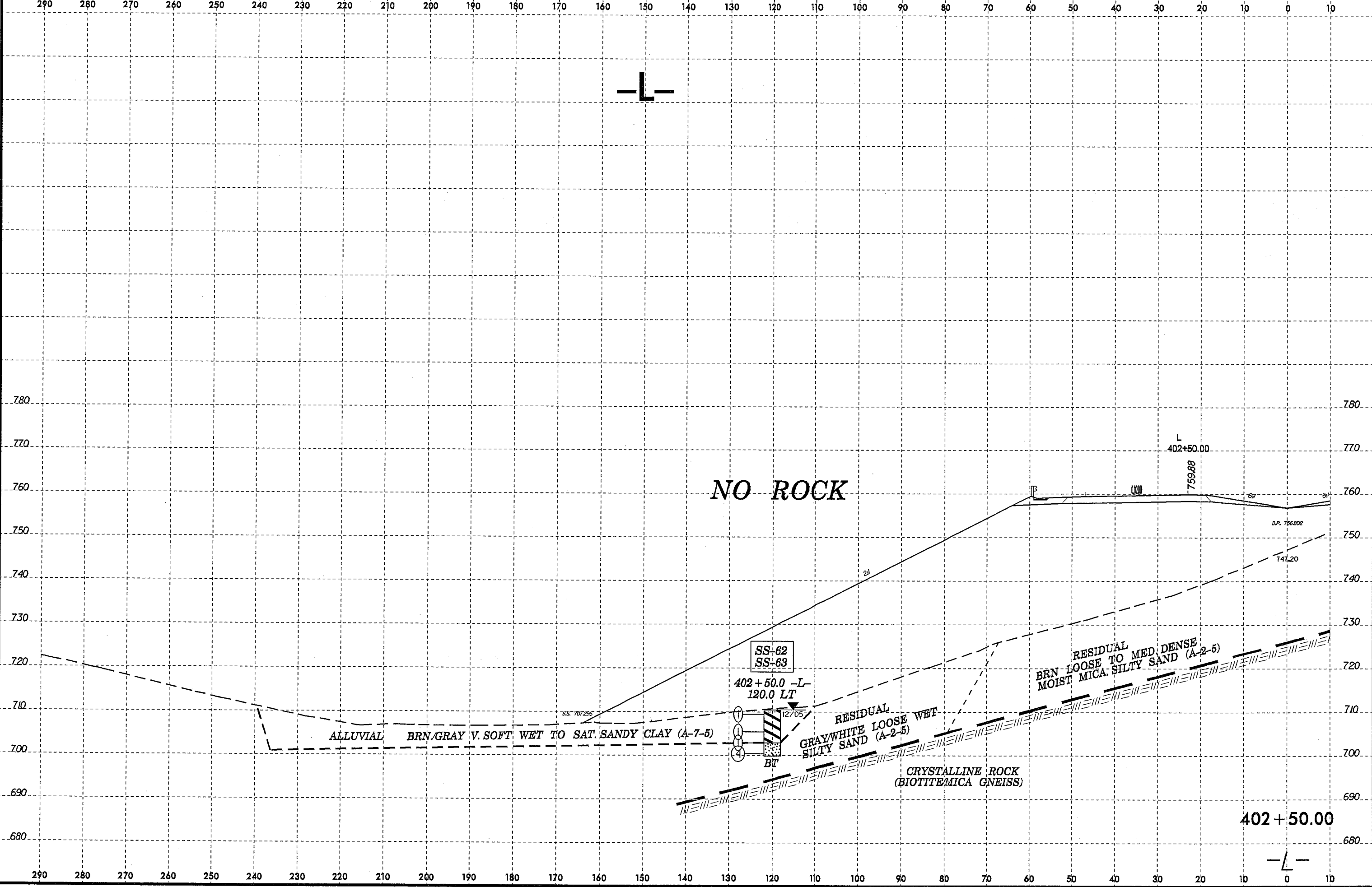


PROJ. REFERENCE NO.	SHEET NO.
R-2707C	161



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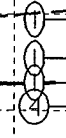
8/23/95
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NO ROCK

SS-62
SS-63

402 + 50.0 -L
120.0 LT



ALLUVIAL BRN/GRAY V. SOFT WET TO SAT. SANDY CLAY (A-7-5)

RESIDUAL GRAY/WHITE LOOSE WET SILTY SAND (A-2-5)

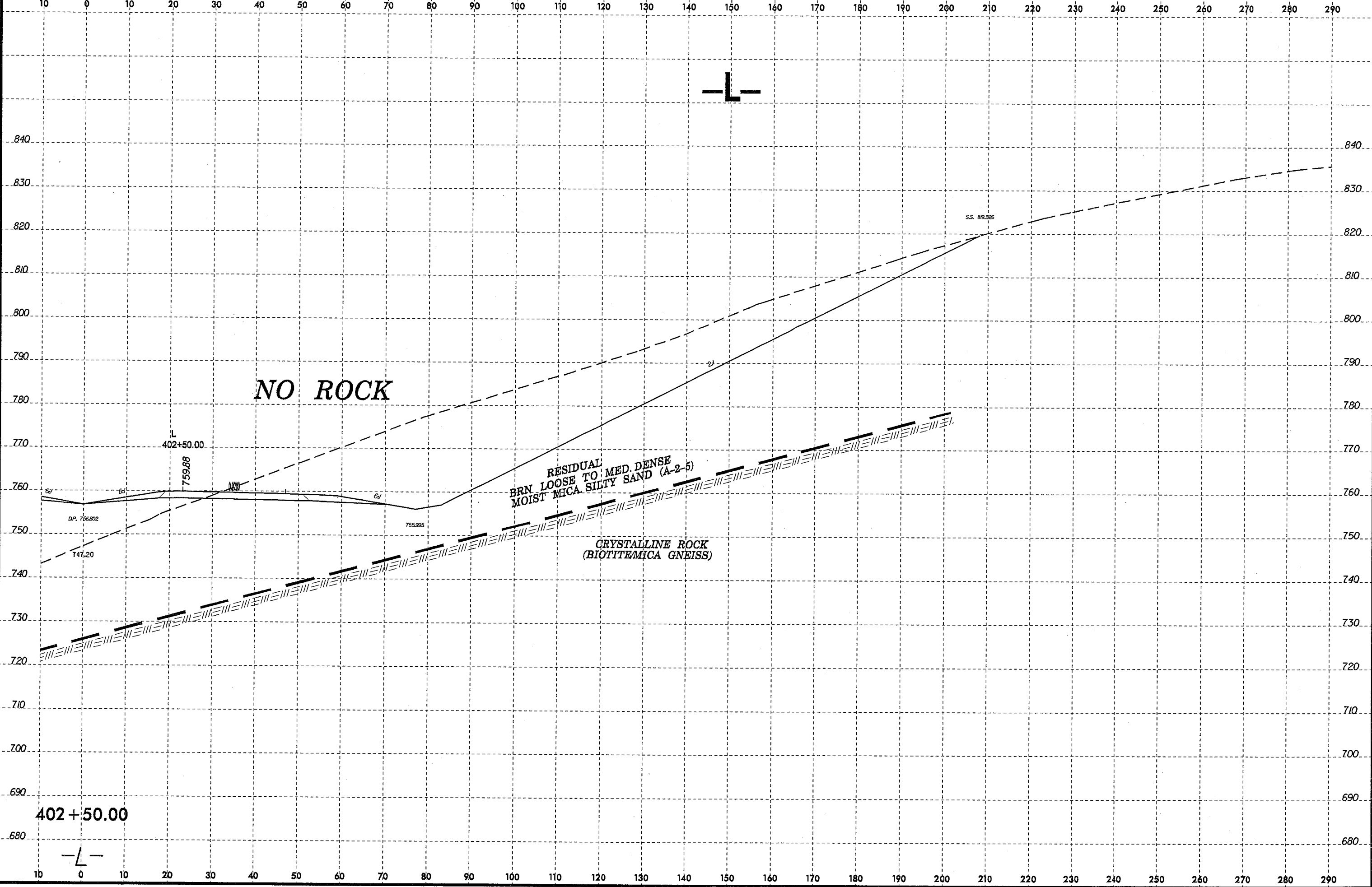
RESIDUAL BRN LOOSE TO MED. DENSE MOIST MICA SILTY SAND (A-2-5)

CRYSTALLINE ROCK (BIOTITE/MICA GNEISS)

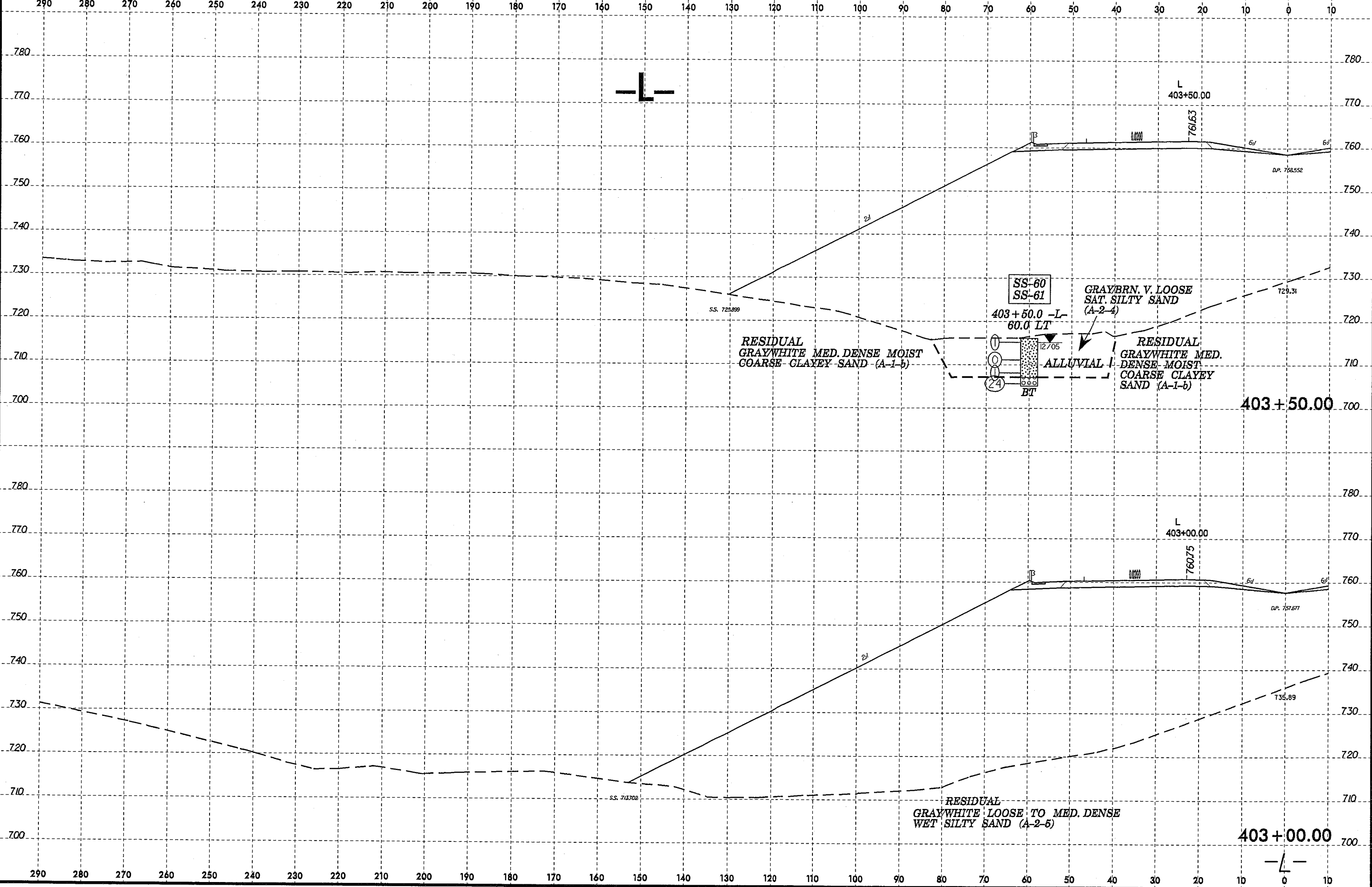
402 + 50.00

8/23/95
14-MAY-2008 14:33
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c:\projects\2707c(rev)-geo-rdwy-cllevelband\cadd\geotech\asc\2707c(rev)-geo-xsl.lidgn

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	163

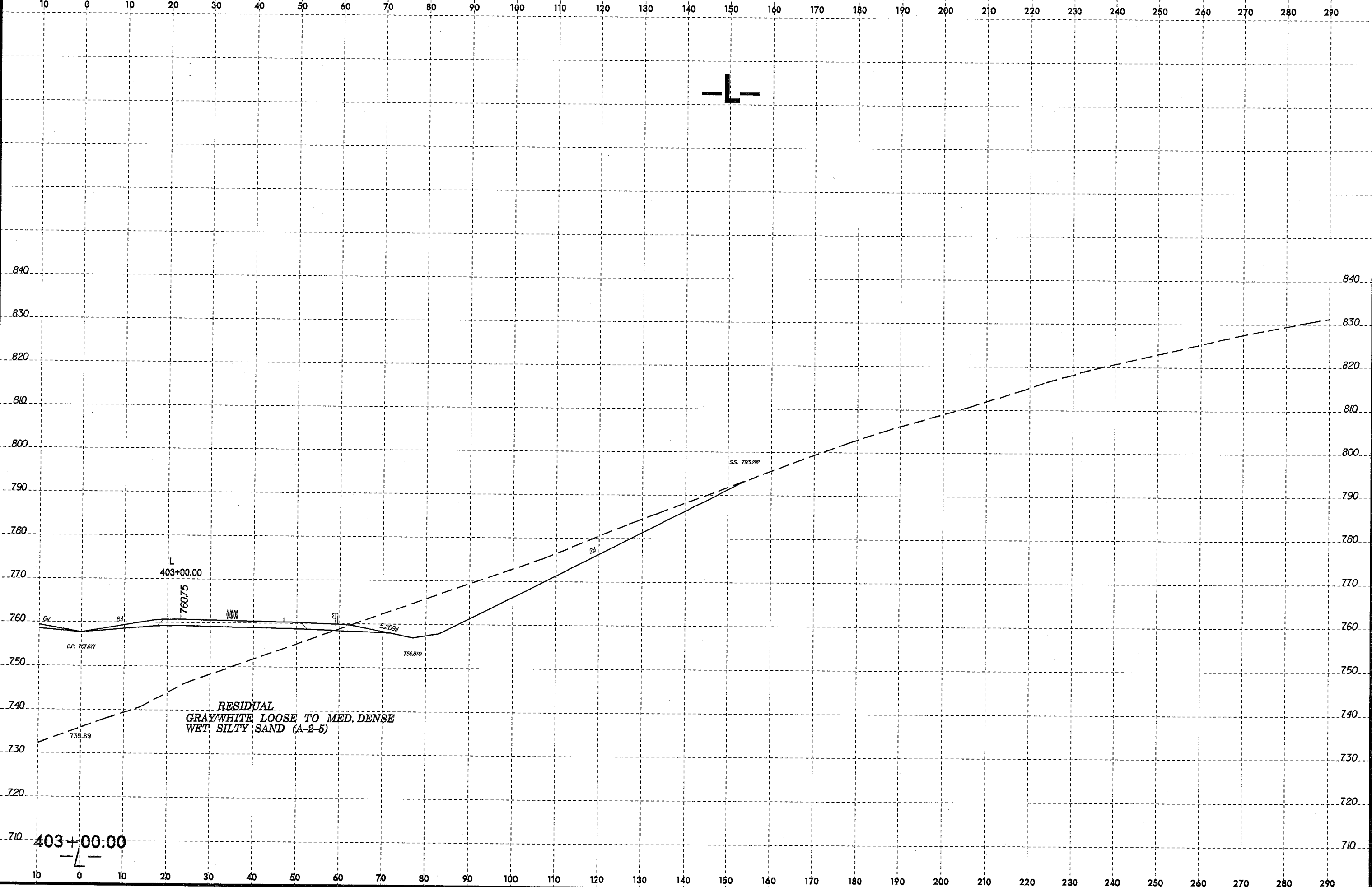


8/23/99



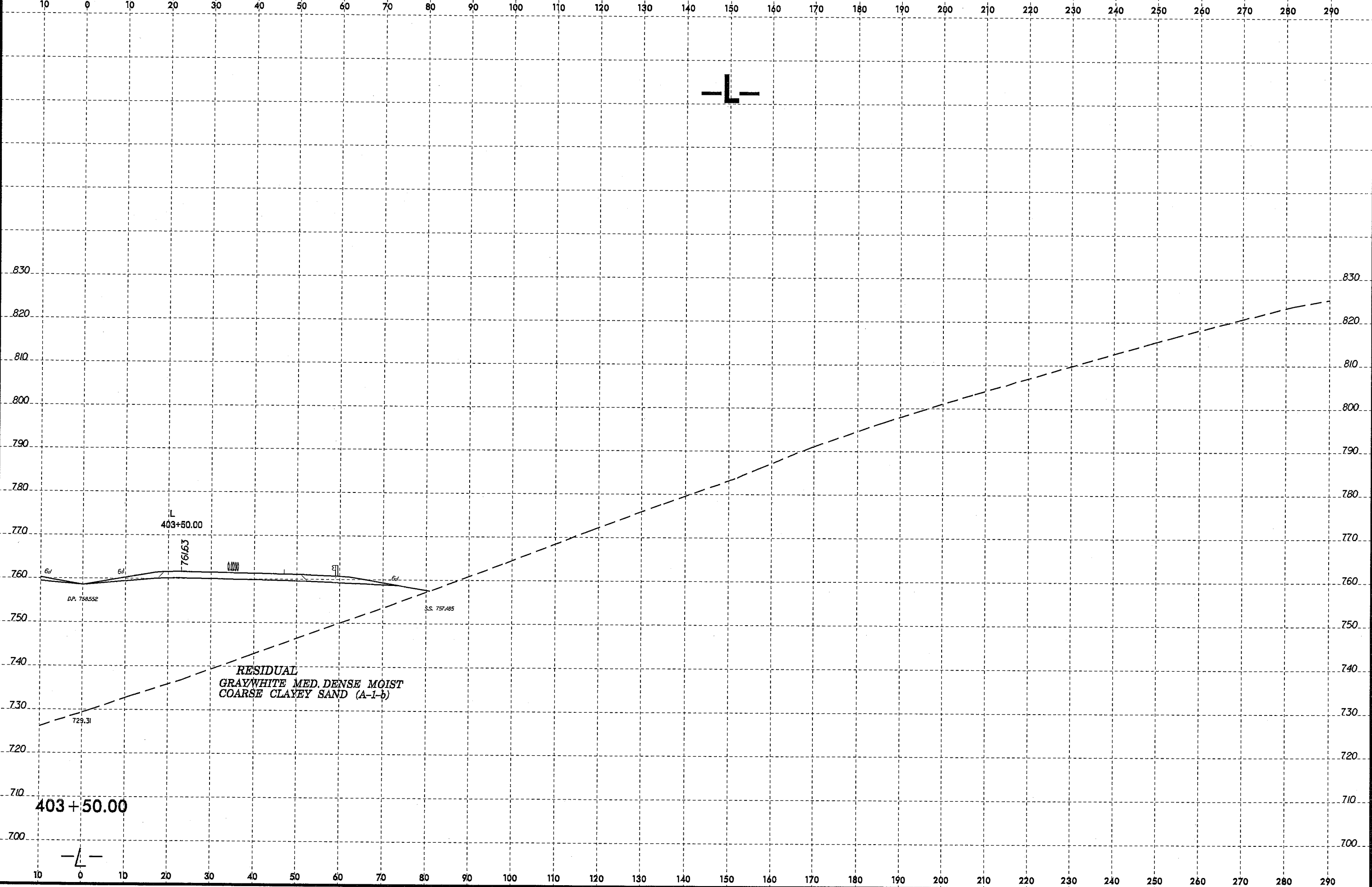
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cburris AT GEH226157

8/23/99

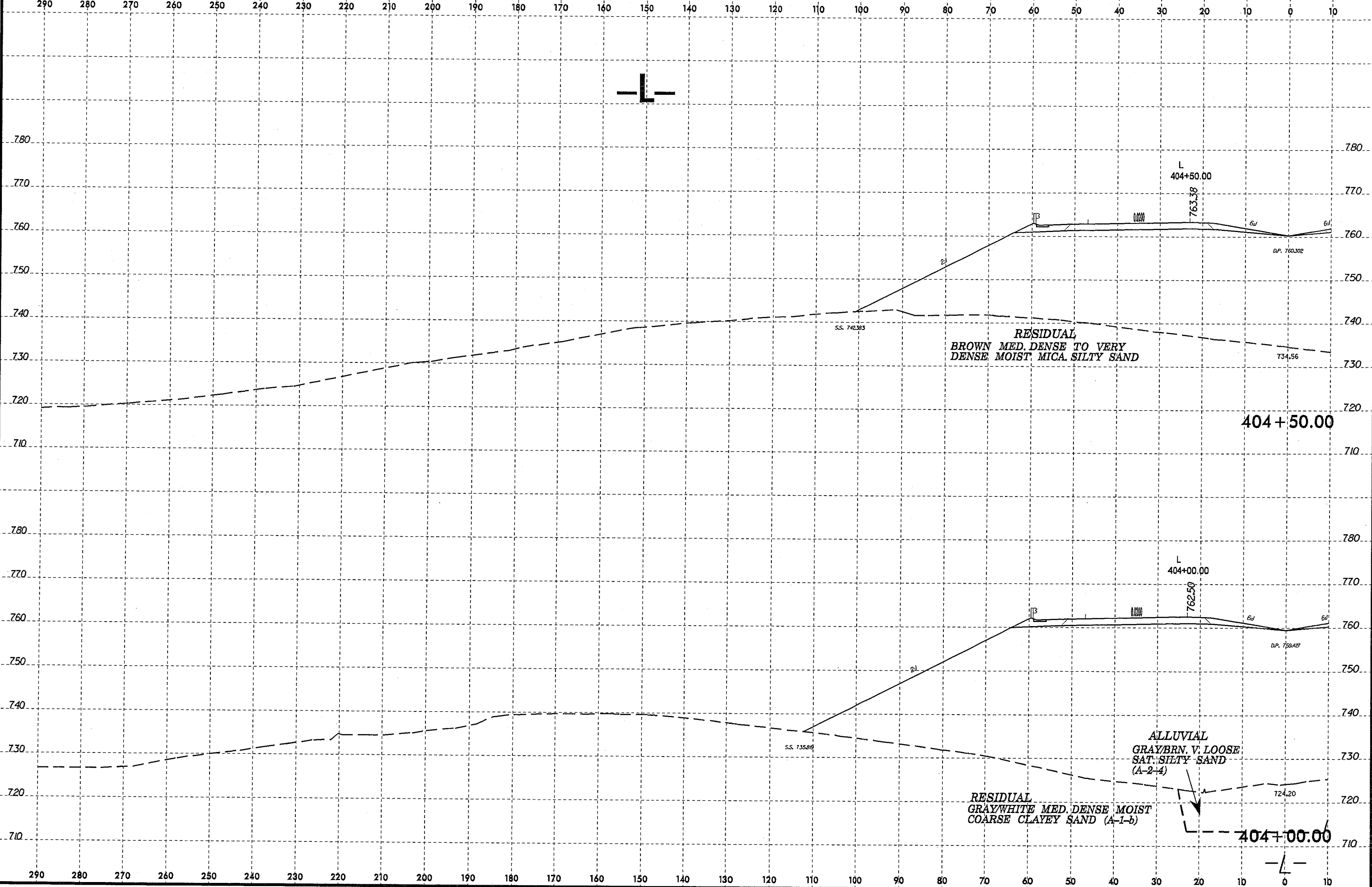


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 AT: BEH226167

8/23/95
15-MAY-2008 15:14
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AT: BEH226157



8/23/99

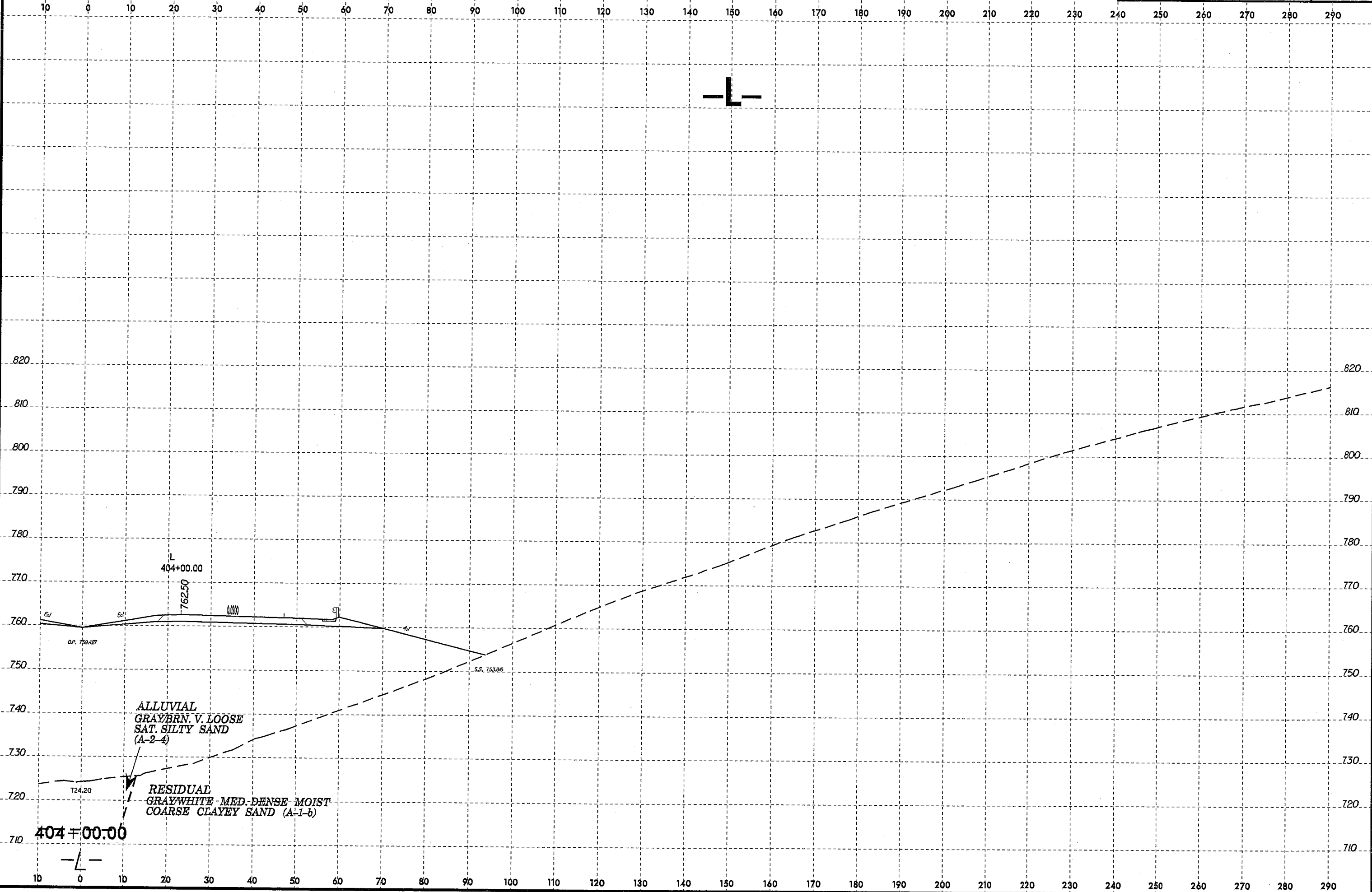


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cburns AL BEH28187

8/23/99

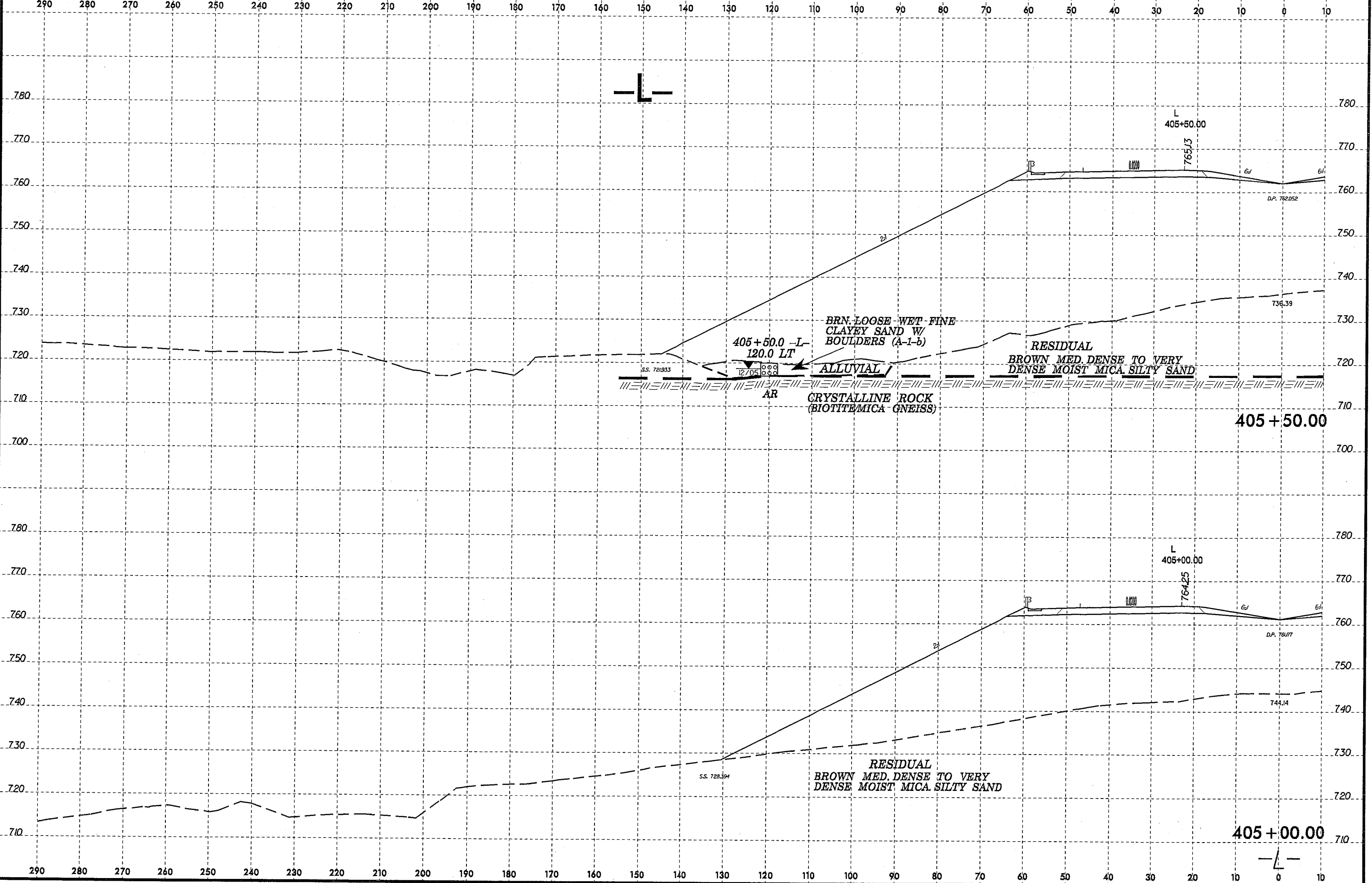


PROJ. REFERENCE NO. R-2707C	SHEET NO. 168
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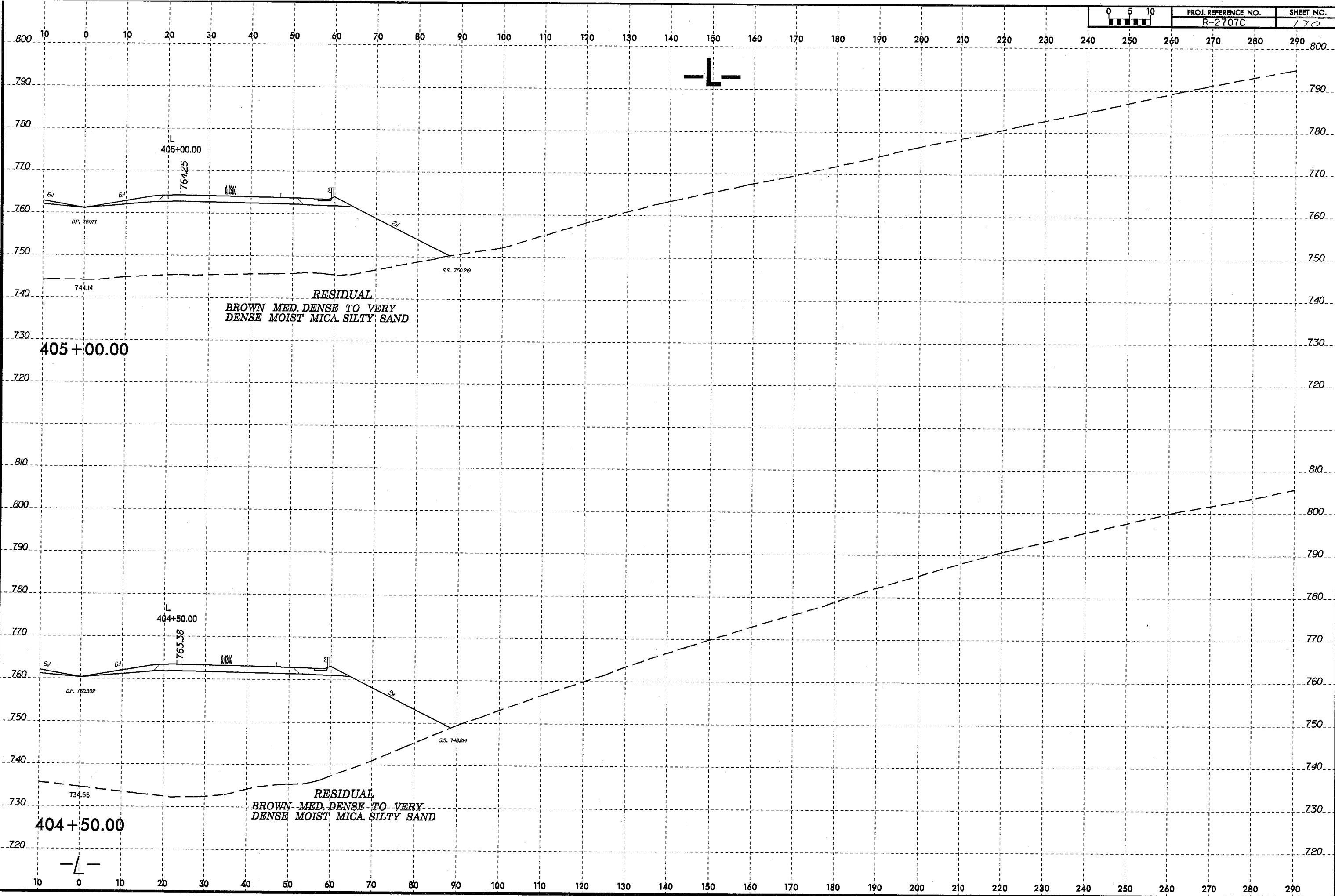


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 AT: BEH226157

8/23/99

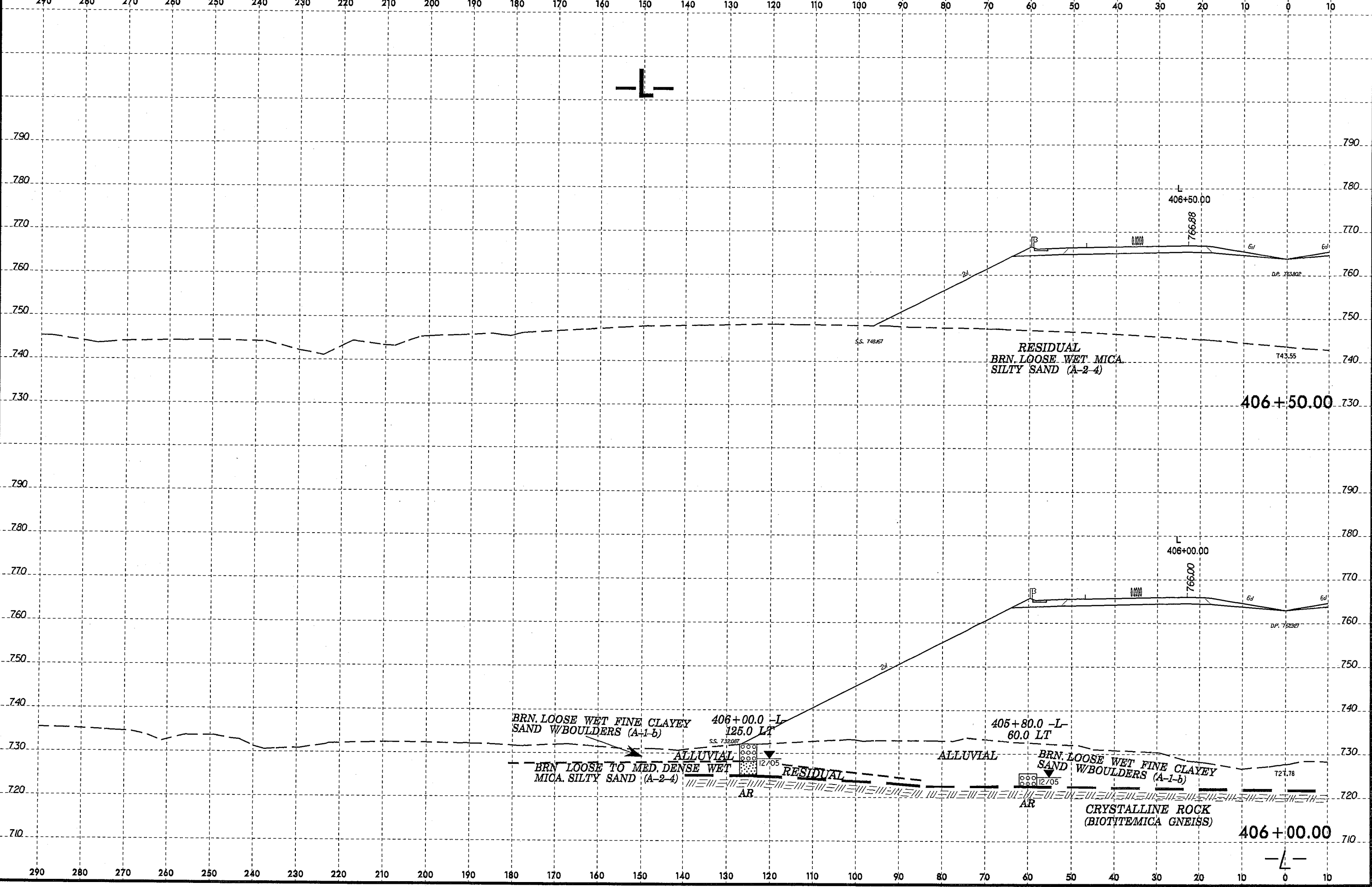


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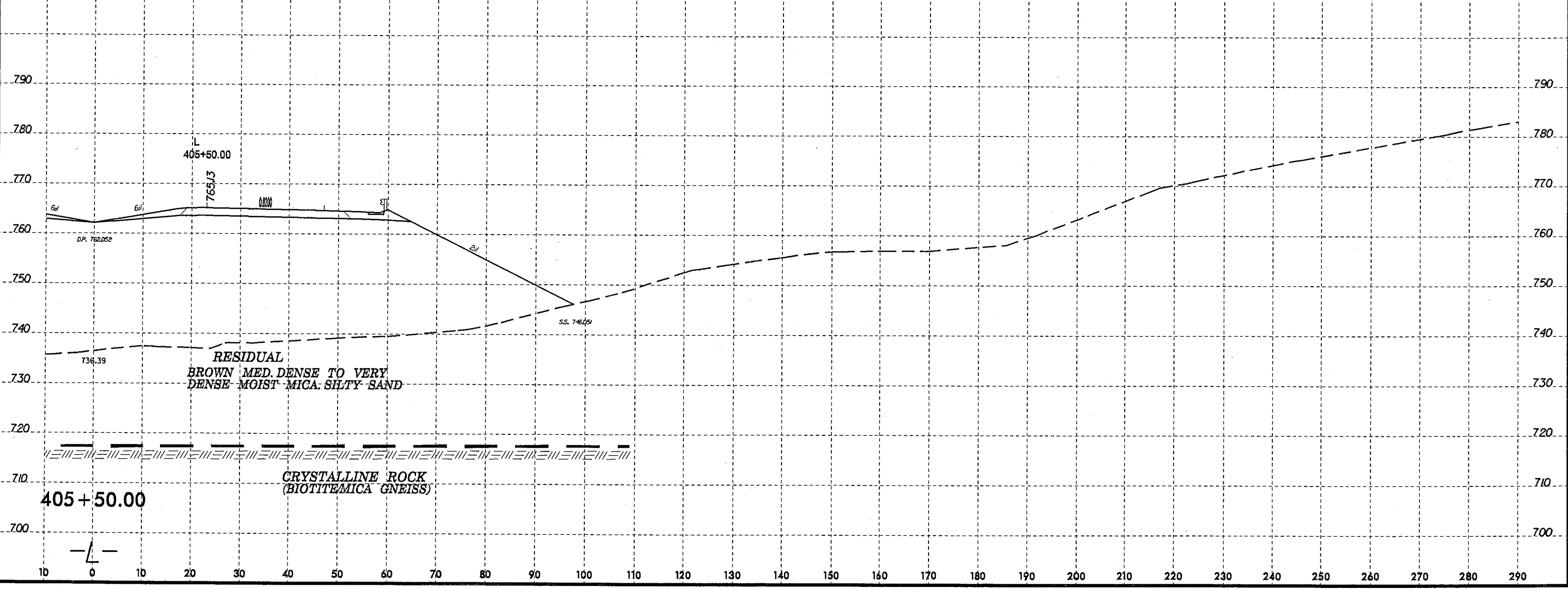
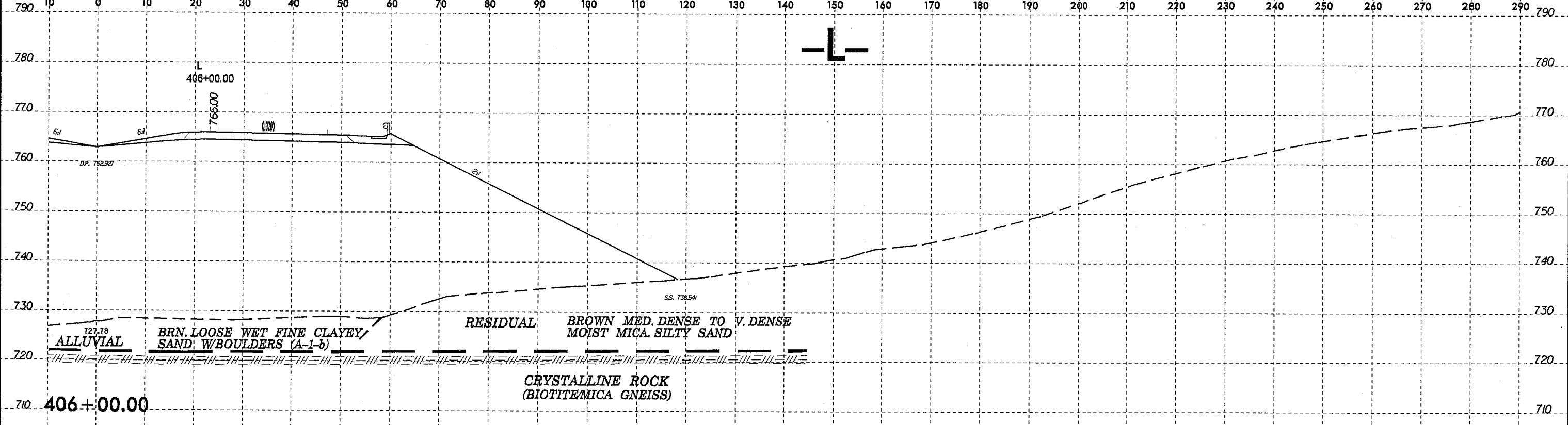


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8/23/06

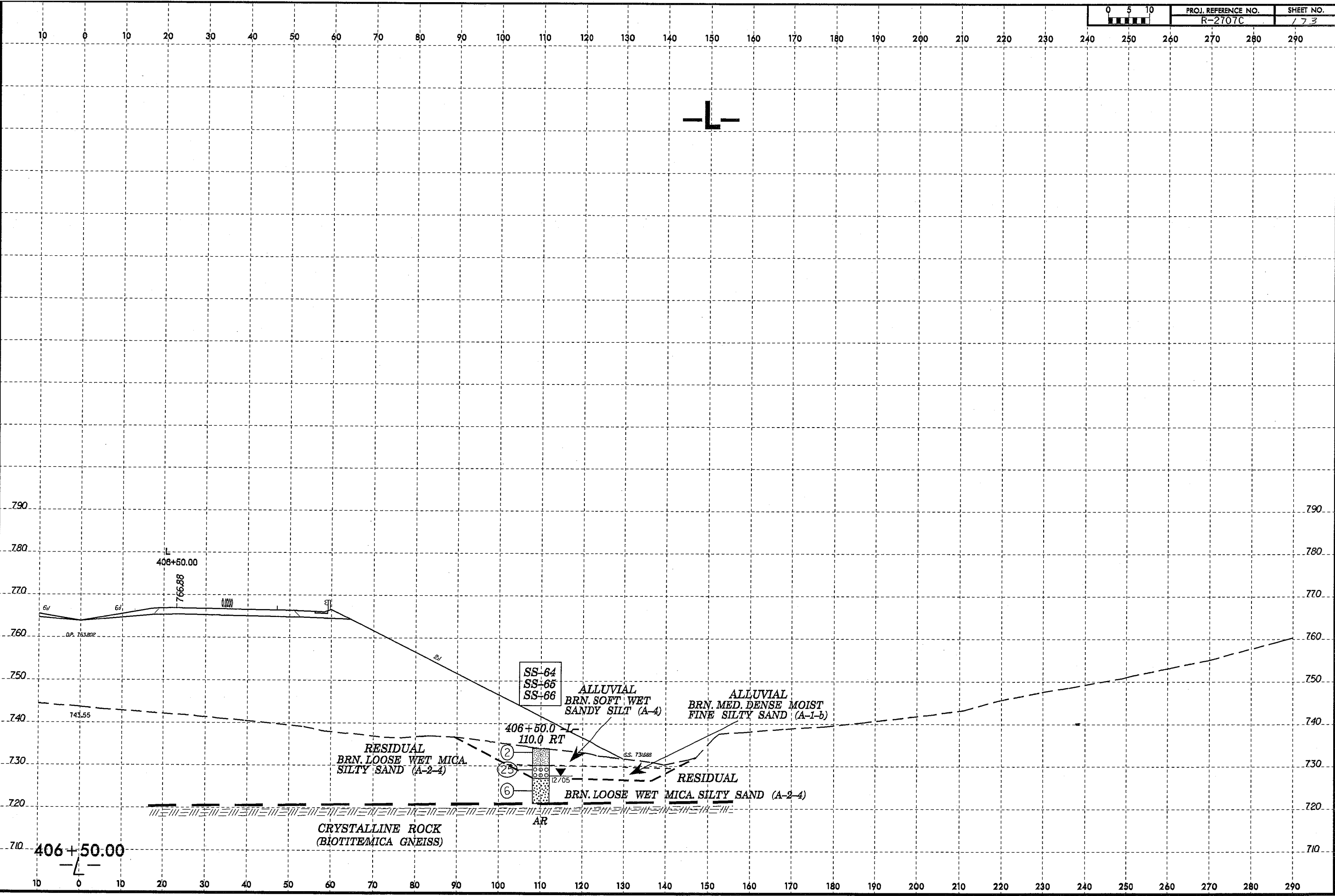


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cburris AT BEH22615



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8/23/95
14-MAY-2008 14:40
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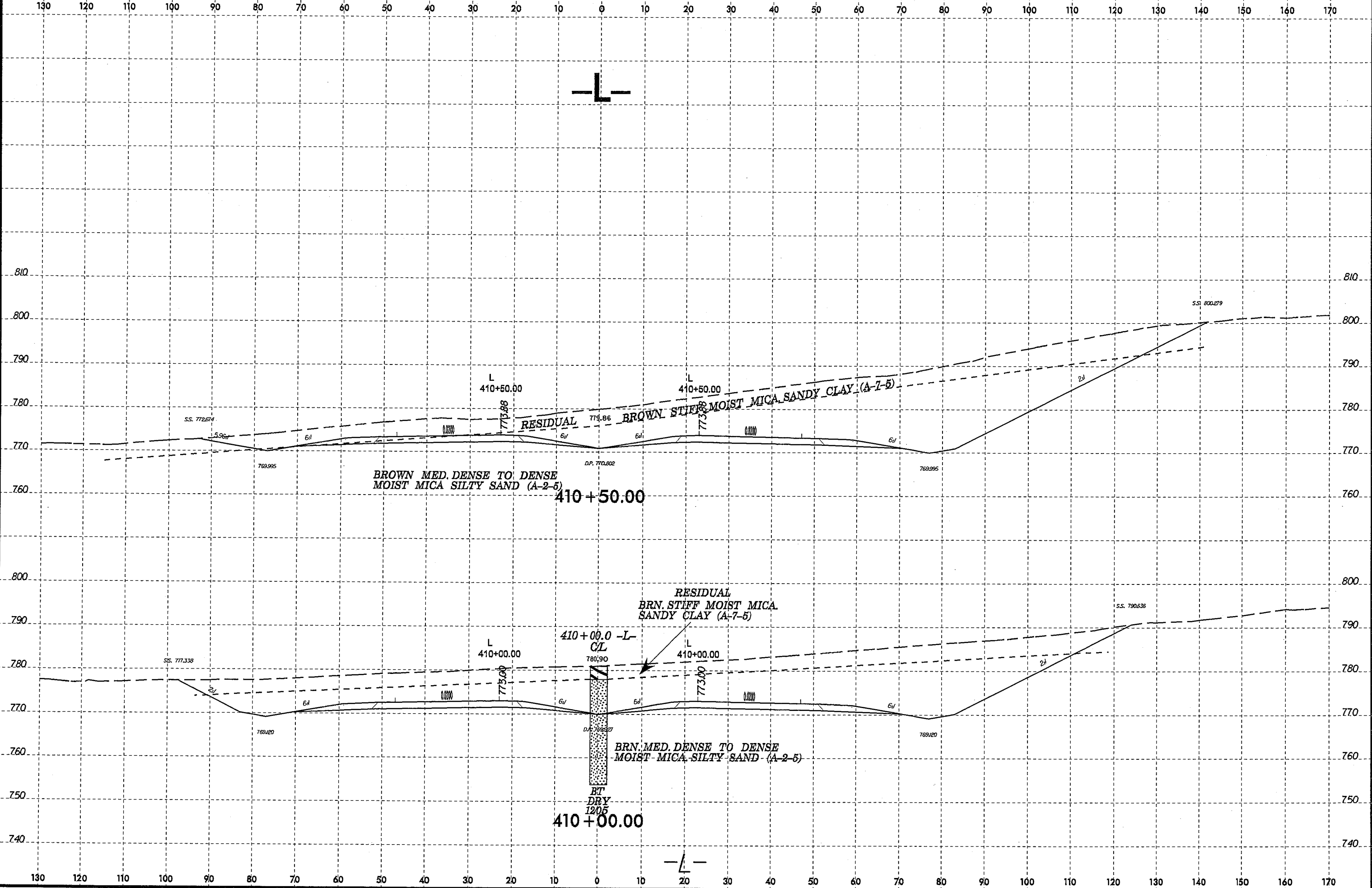
790
780
770
760
750
740
730
720
710

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

406+50.00
766.88
0.000
6/1
6/2
6/3
D.P. 763.802
2/1
SS-64
SS-65
SS-66
ALLUVIAL
BRN. SOFT WET
SANDY SILT (A-4)
ALLUVIAL
BRN. MED. DENSE MOIST
FINE SILTY SAND (A-1-b)
406+50.0
110.0 RT
S.S. 731.688
RESIDUAL
BRN. LOOSE WET MICA
SILTY SAND (A-2-4)
RESIDUAL
BRN. LOOSE WET MICA SILTY SAND (A-2-4)
CRYSTALLINE ROCK
(BIOTITE MICA GNEISS)
AR
12/05

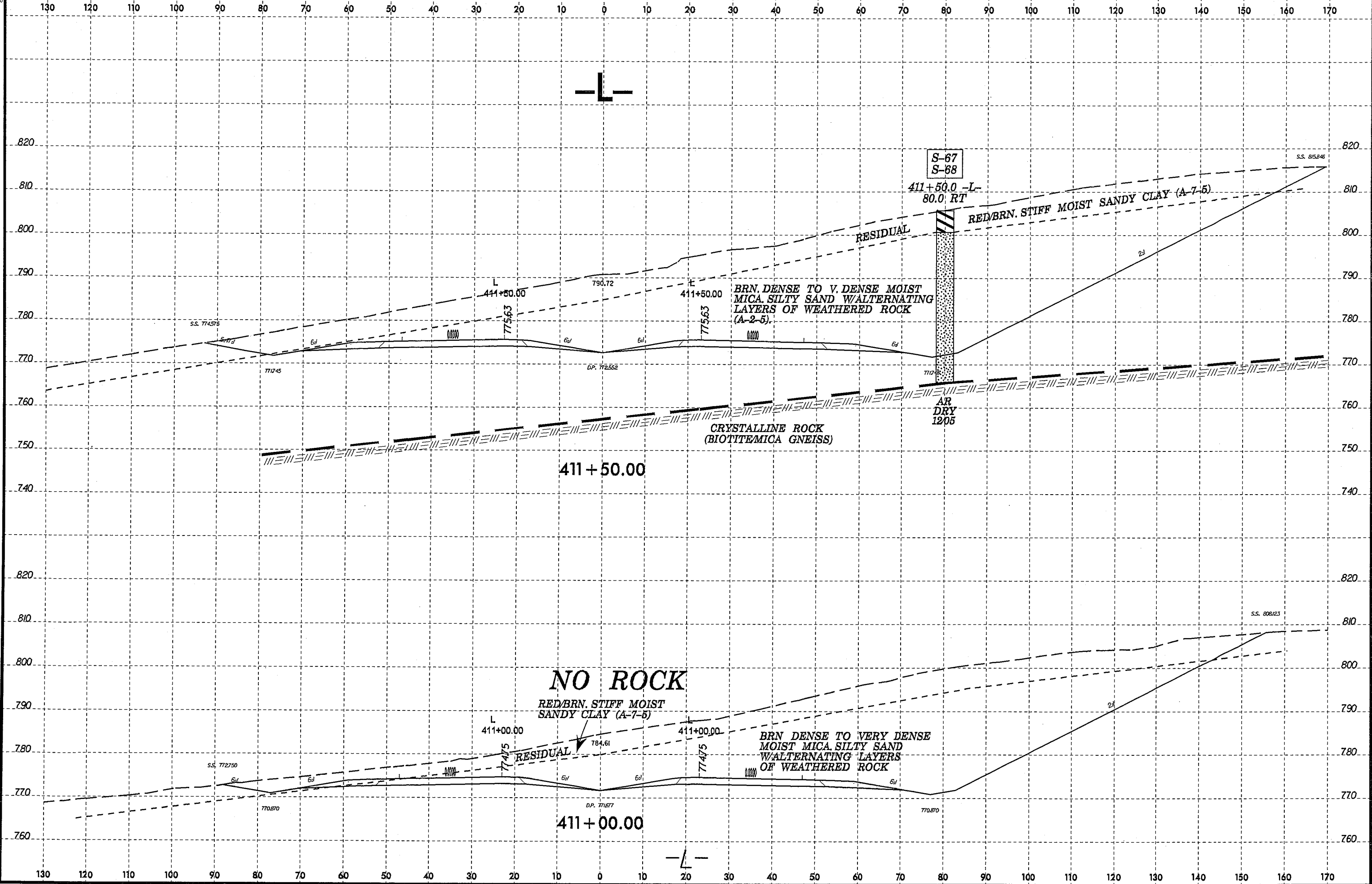
406+50.00
743.55

8/23/05

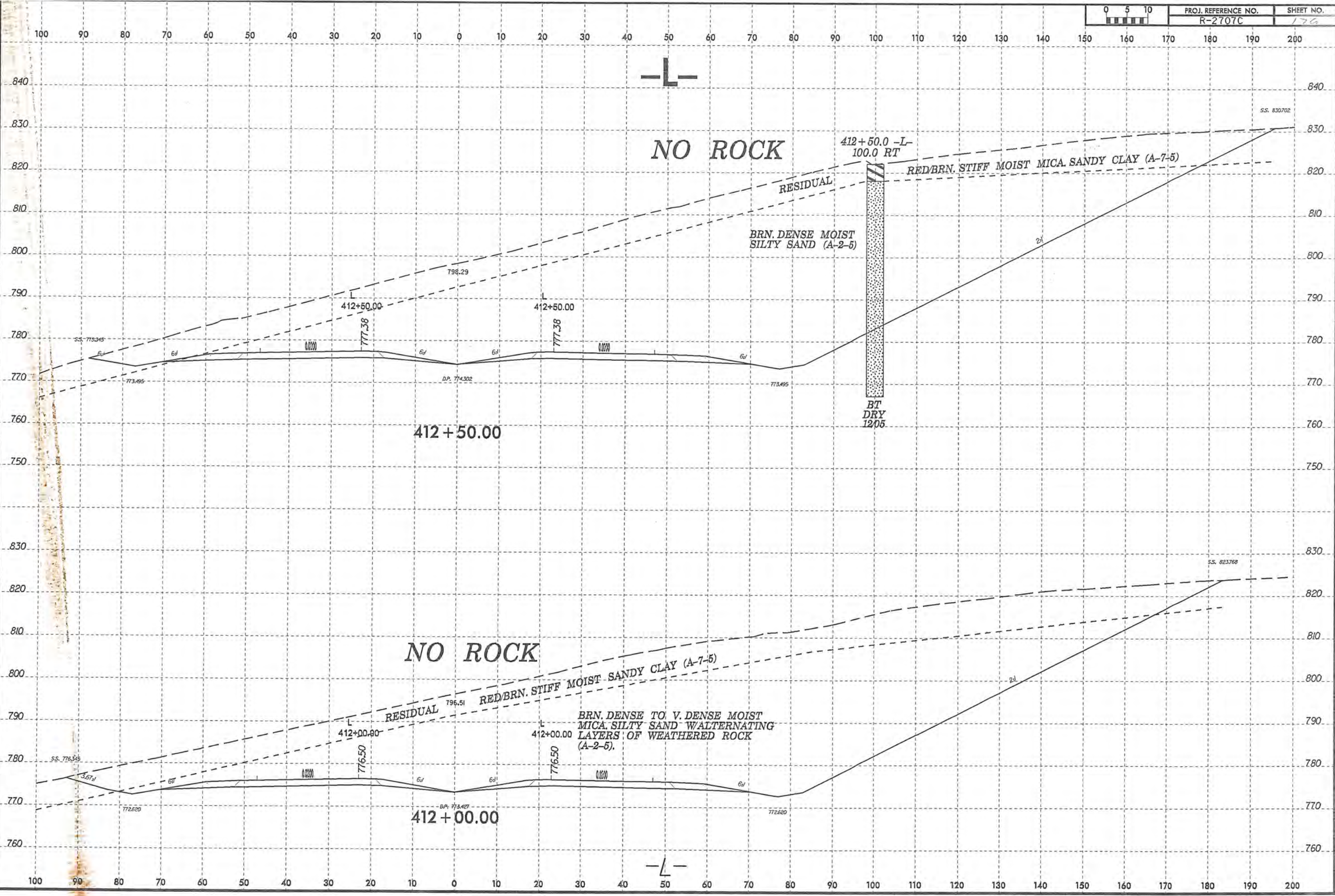


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 cburris AT BEH226157

8/23/99



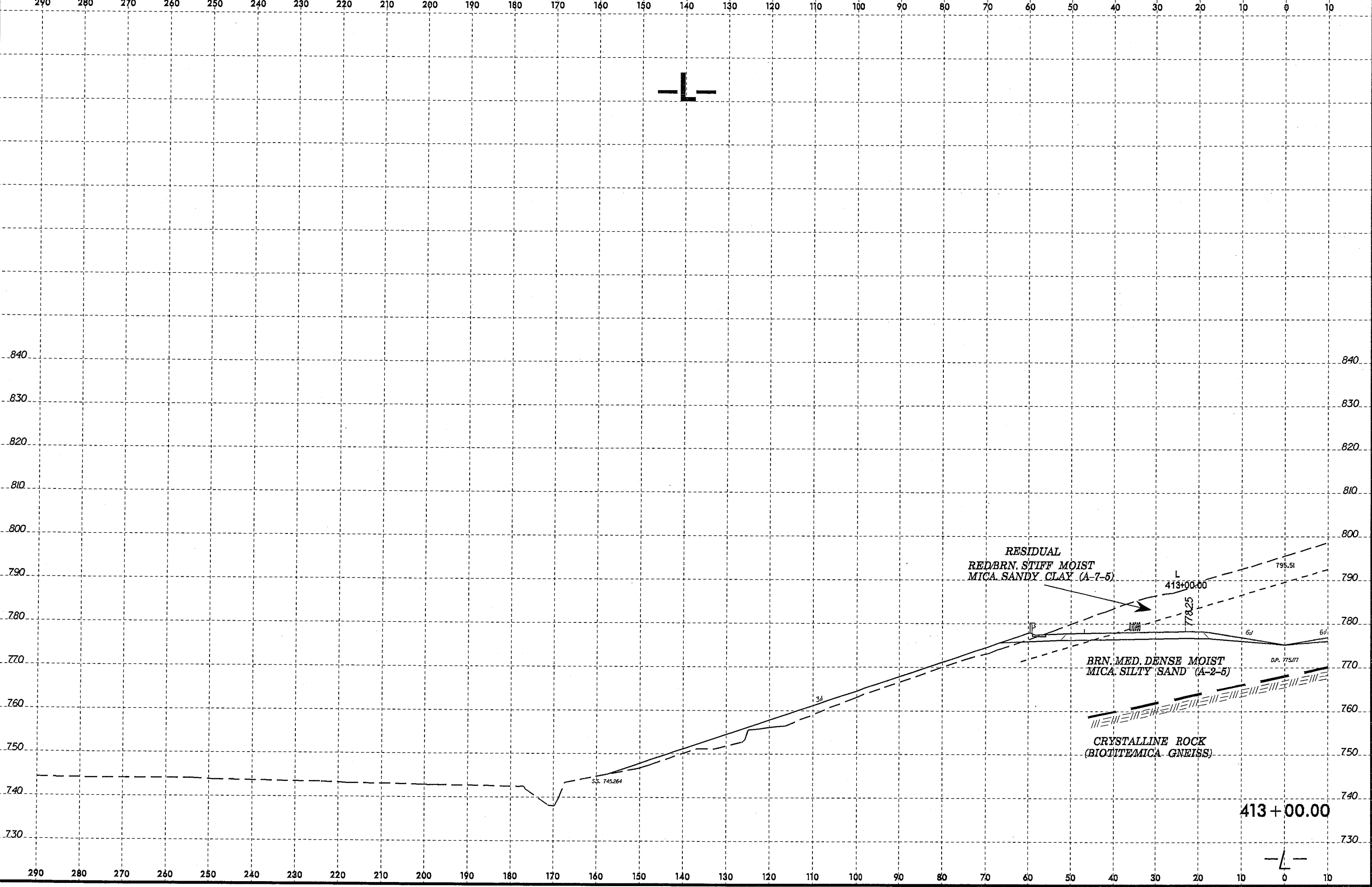
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 02/15/07
 02/15/07
 02/15/07



16-MAY-2008 08:35
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8/23/99

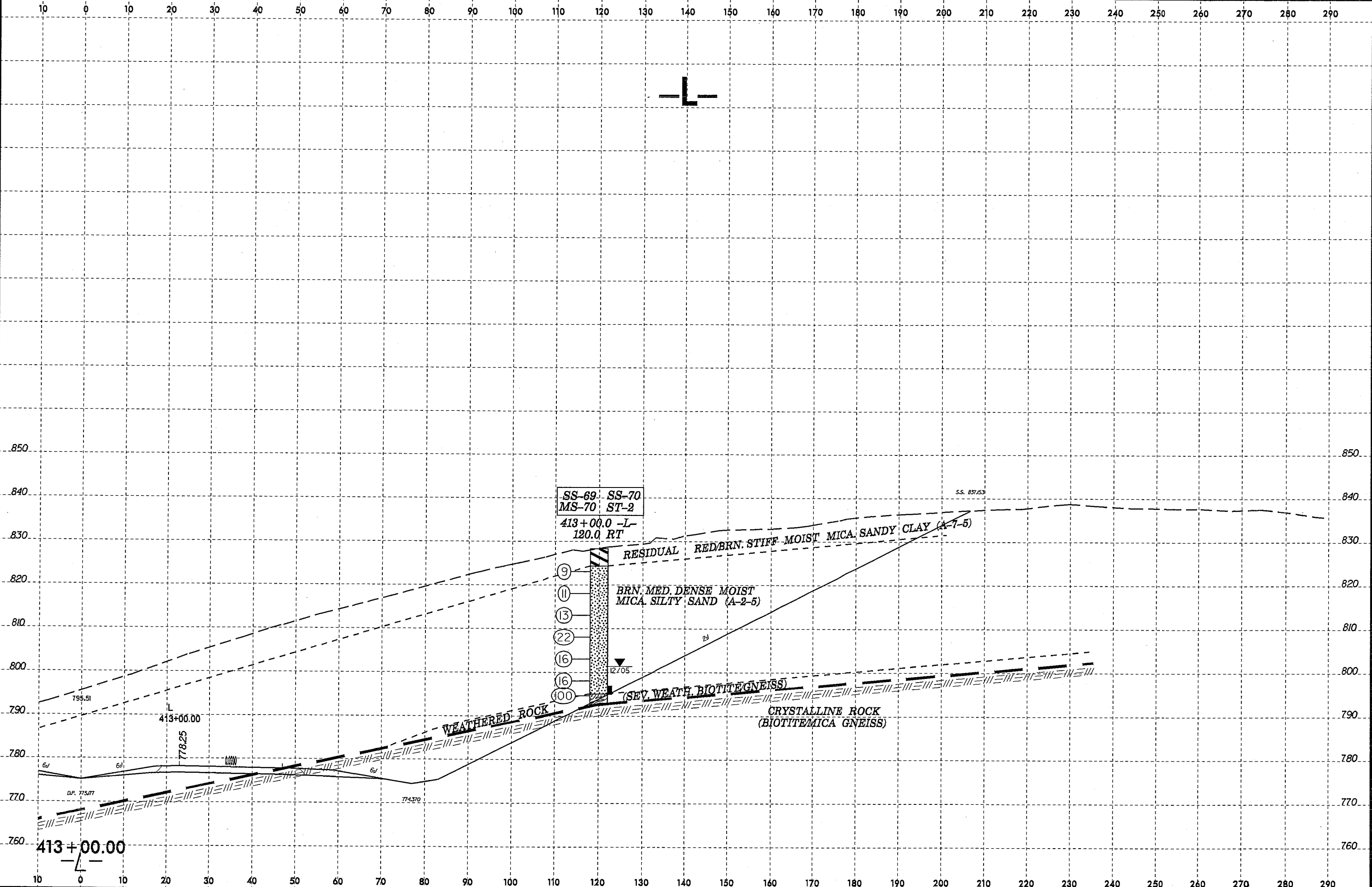
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	177



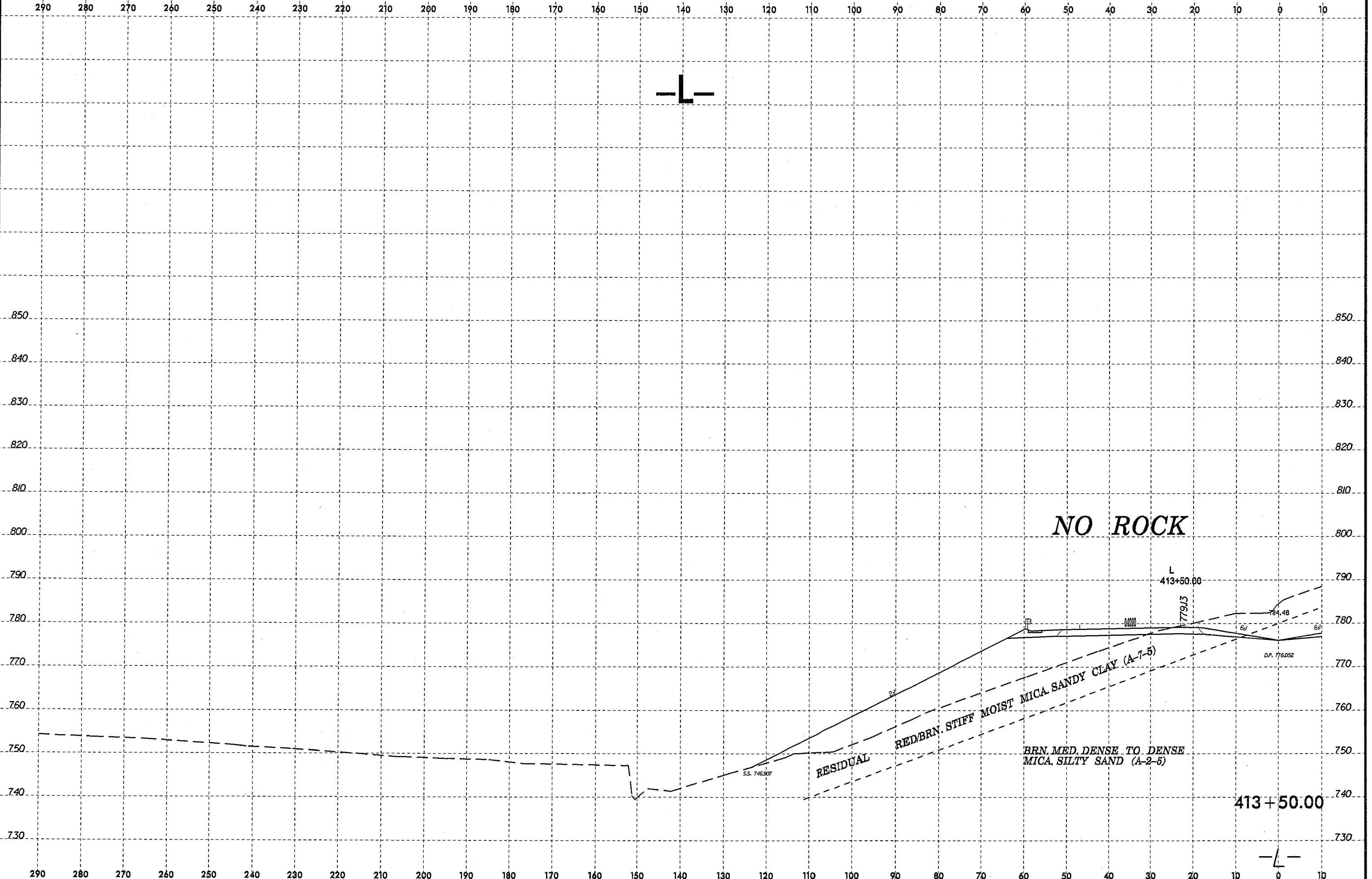
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413 + 00.00

8/23/9
27-MAY-2008 15:34
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cburris AT GEH26157

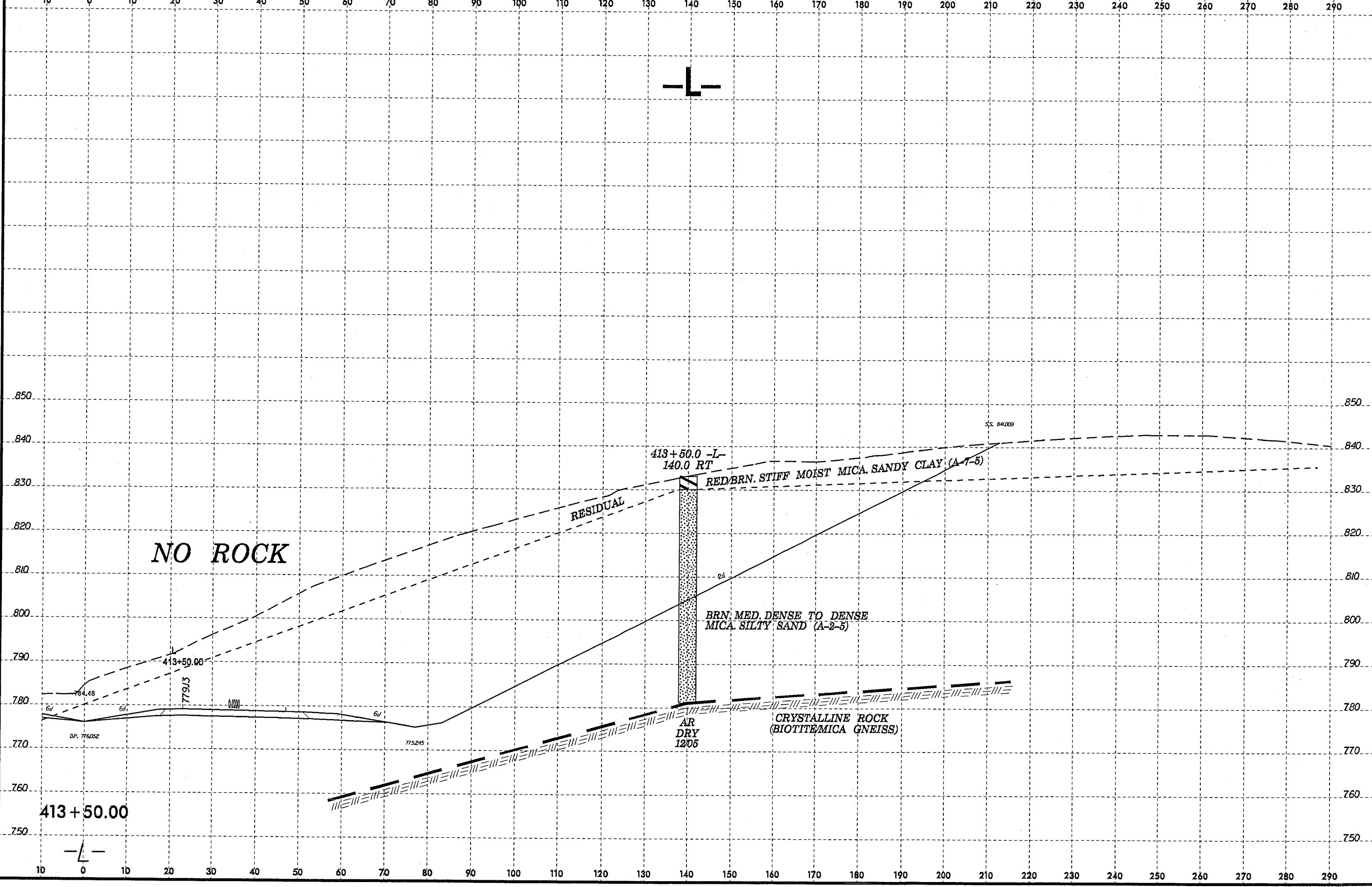


8/23/99



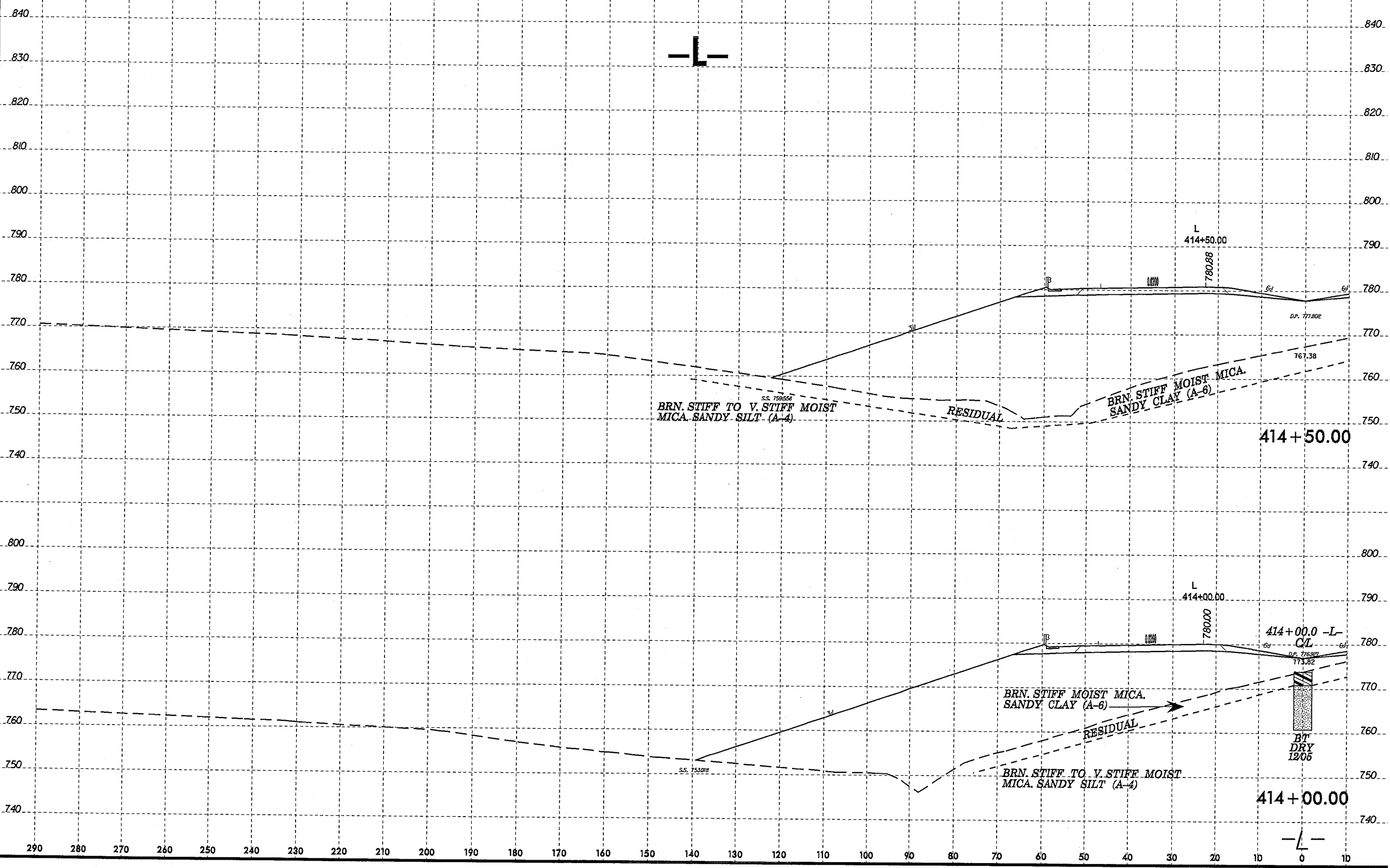
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AT BEH226157

8/23/91



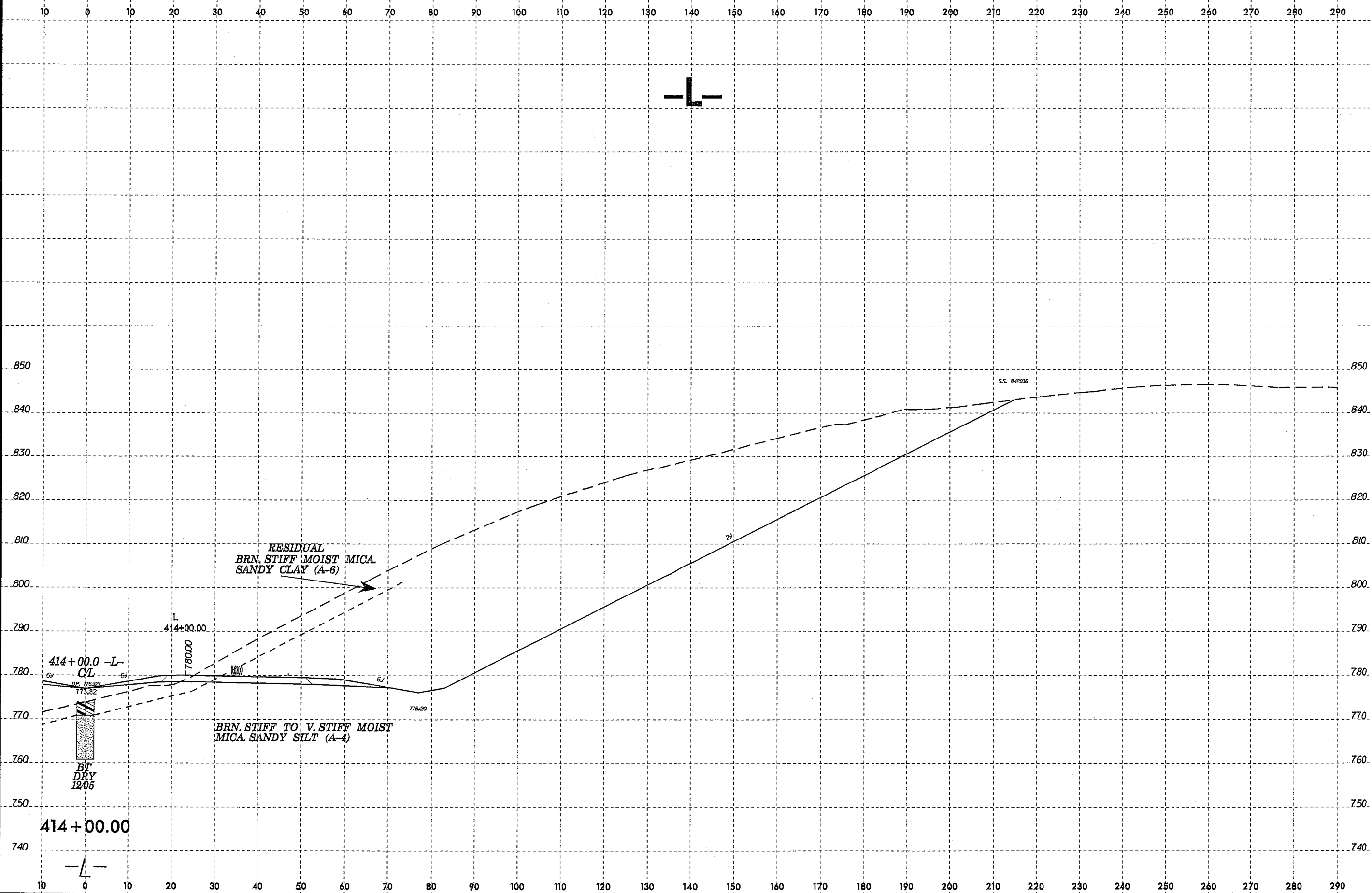
29-MAY-2008 09:23
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8/23/99



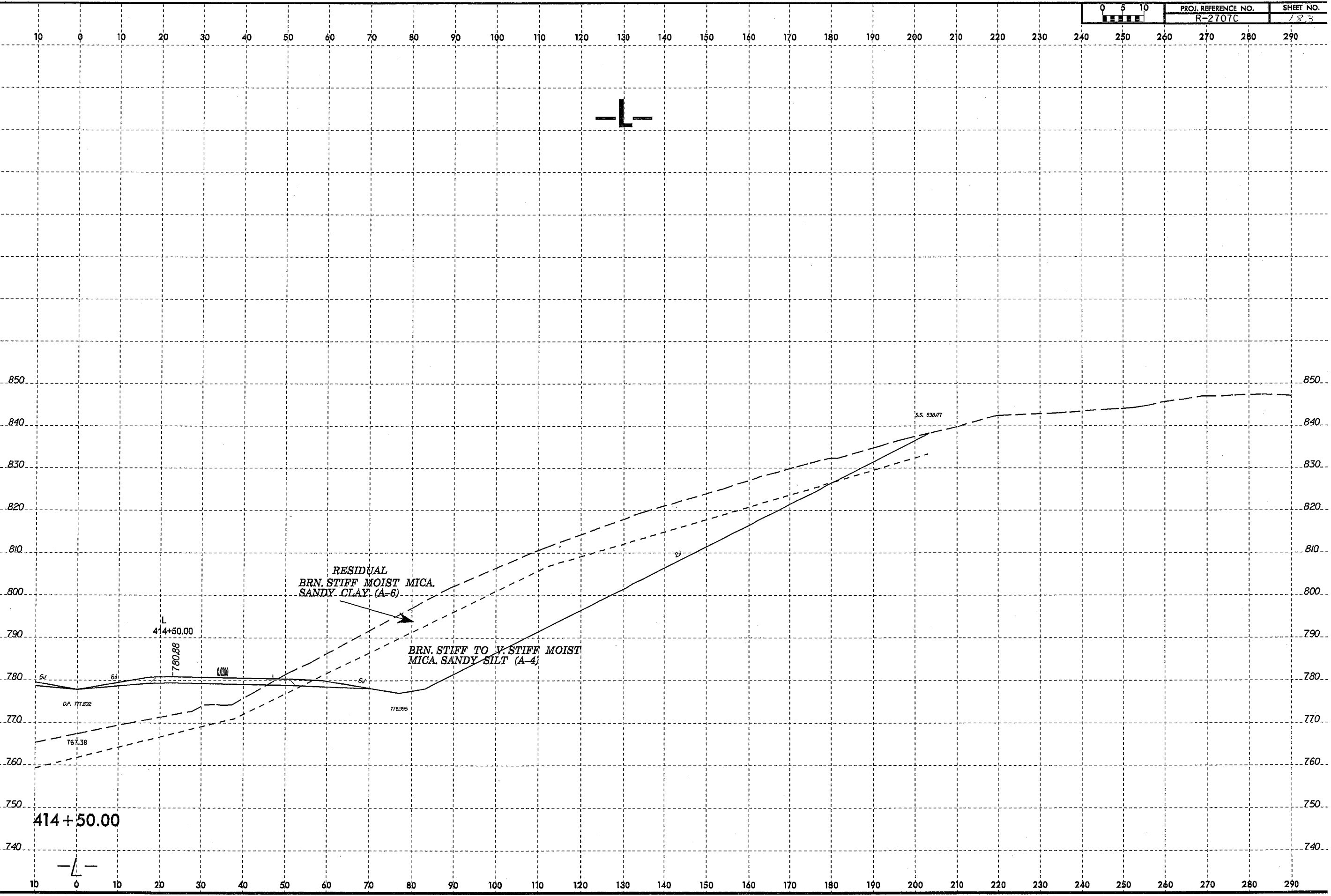
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Author: AT DEFE26157

15-MAY-2008 09:02
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8/23/99
15-MAY-2008 09:03
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0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	183



414 + 50.00

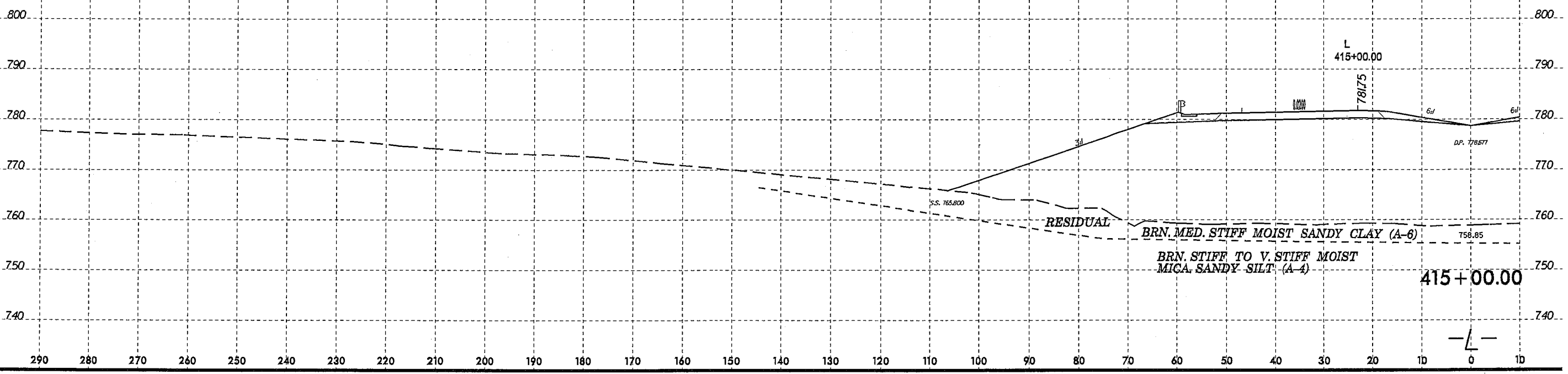
RESIDUAL
BRN. STIFF MOIST MICA
SANDY CLAY (A-6)

BRN. STIFF TO V. STIFF MOIST
MICA SANDY SILT (A-4)

8/23/99

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	124

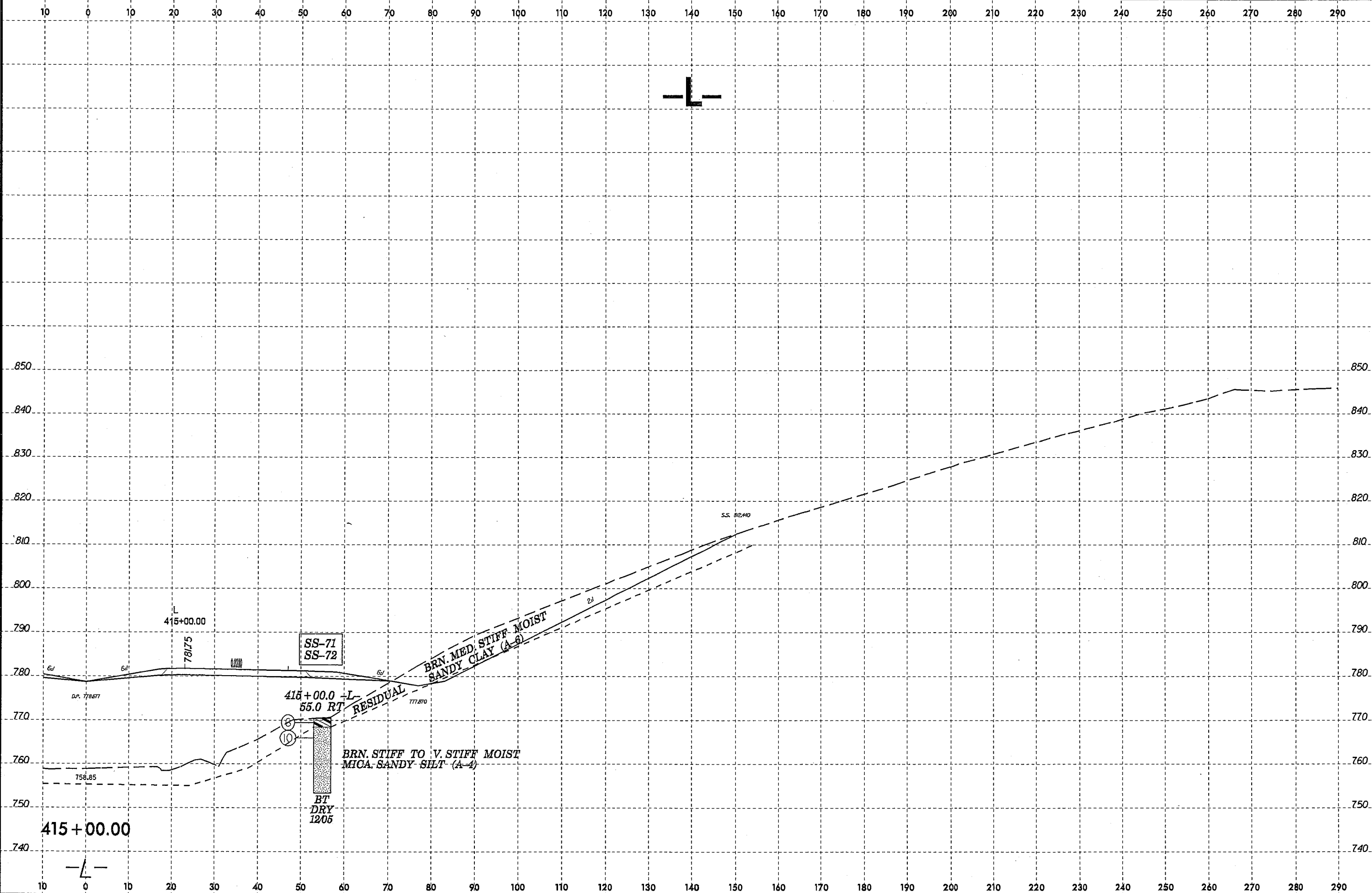
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15-MAY-2008 09:05
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gsur13 11 08226819

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	185



415 + 00.00

SS-71
SS-72

415 + 00.0
55.0 RT

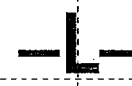
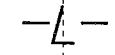
RESIDUAL

BRN. STIFF TO V. STIFF MOIST
MICA. SANDY SILT (A-4)

BT
DRY
1205

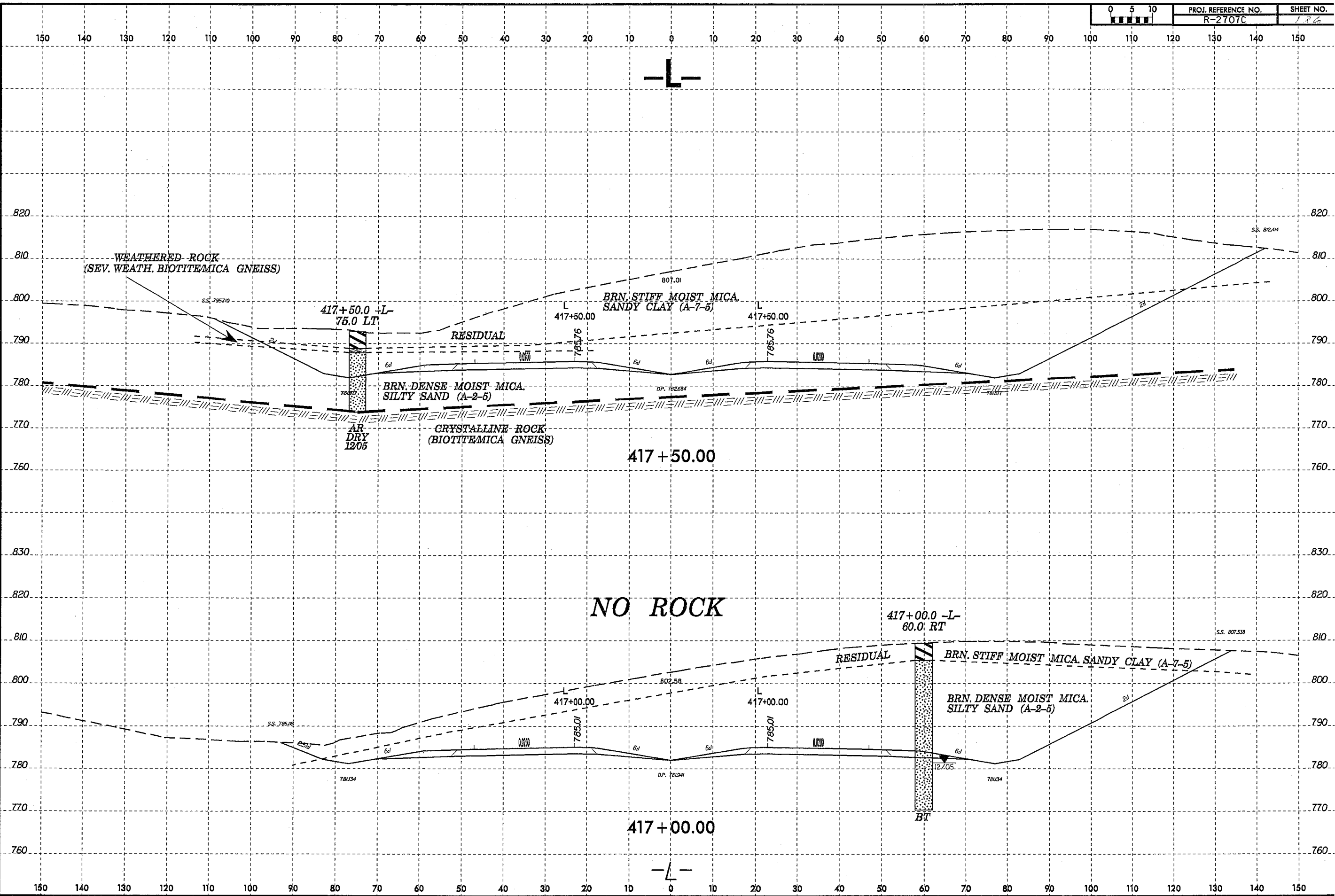
BRN. MED. STIFF MOIST
SANDY CLAY (A-6)

SS. 812.410



8/23/99

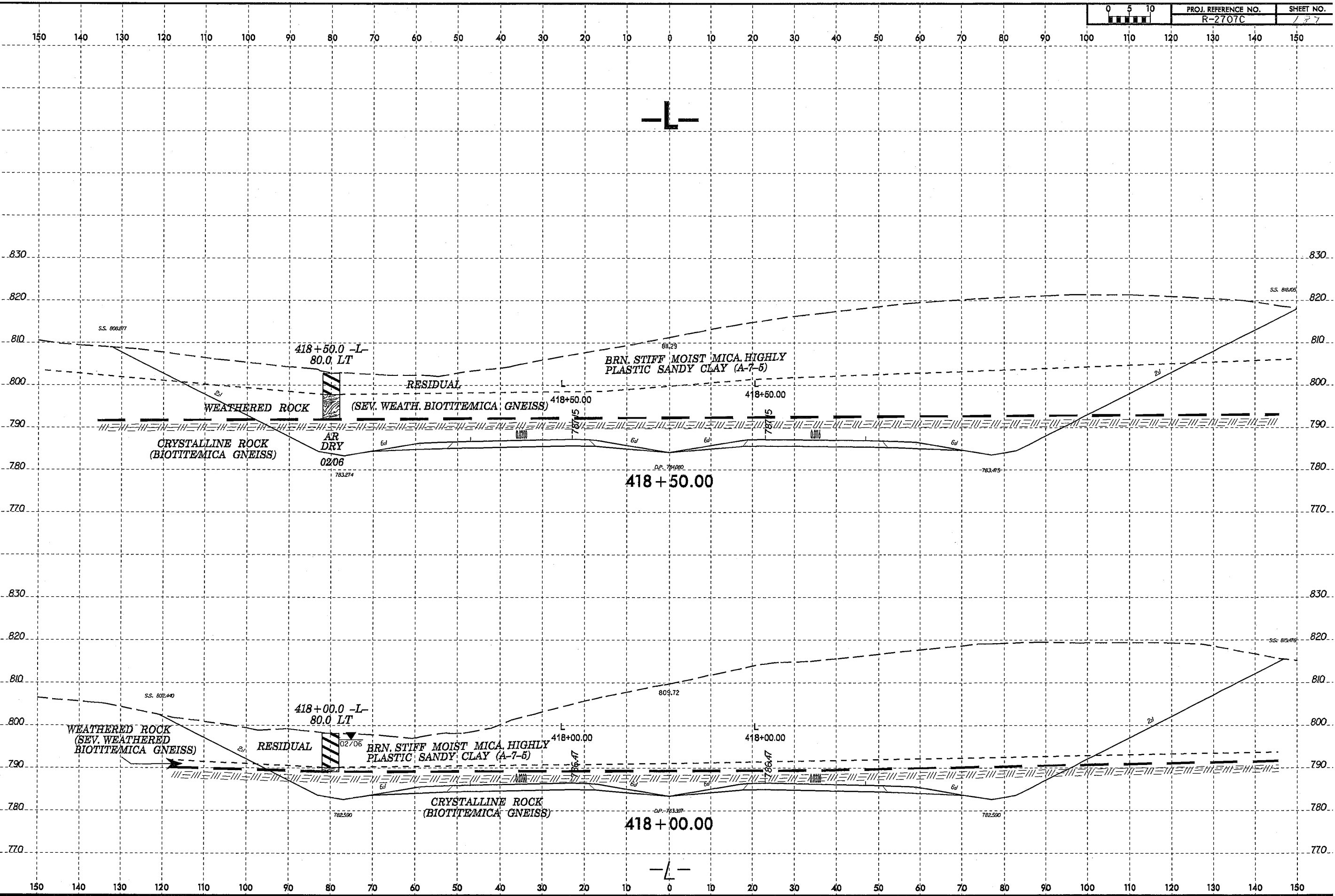
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	R-2707C	136



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 churrin AT 06/22/07

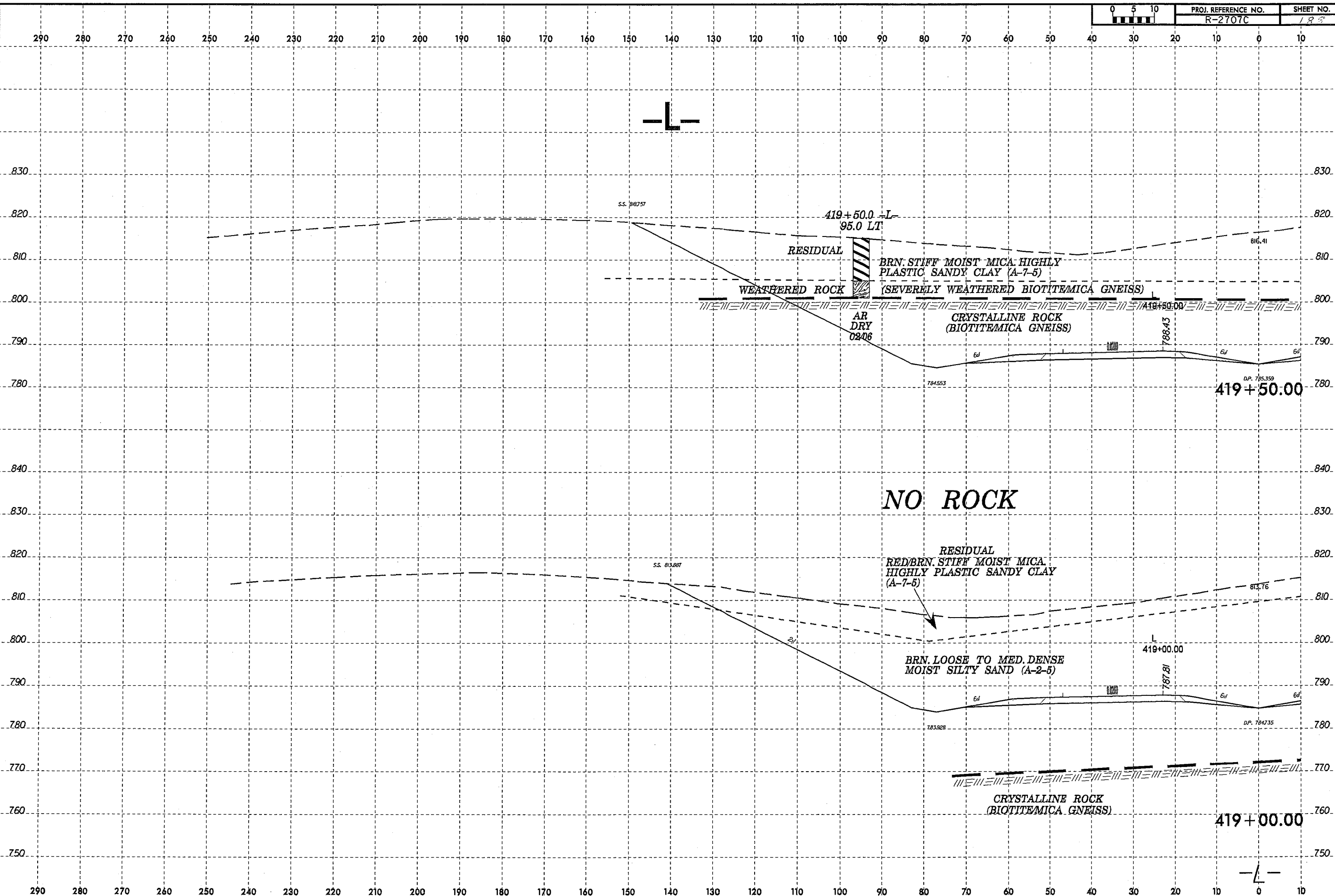
8/23/99

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	177



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15-MAY-2008 09:08
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290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

830
820
810
800
790
780
840
830
820
810
800
790
780
770
760
750

290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10

830
820
810
800
790
780
770
760
750

419+50.00 -L-
95.0 LT

RESIDUAL
BRN. STIFF MOIST MICA HIGHLY
PLASTIC SANDY CLAY (A-7-5)

WEATHERED ROCK
(SEVERELY WEATHERED BIOTITEMICA GNEISS)

CRYSTALLINE ROCK
(BIOTITEMICA GNEISS)

NO ROCK

RESIDUAL
RED/BRN. STIFF MOIST MICA
HIGHLY PLASTIC SANDY CLAY
(A-7-5)

BRN. LOOSE TO MED. DENSE
MOIST SILTY SAND (A-2-5)

CRYSTALLINE ROCK
(BIOTITEMICA GNEISS)

ss. 818757

AR
DRY
0206

784553

78843

816.41

ss. 813887

783928

787.81

813.76

D.P. 785.359

D.P. 784735

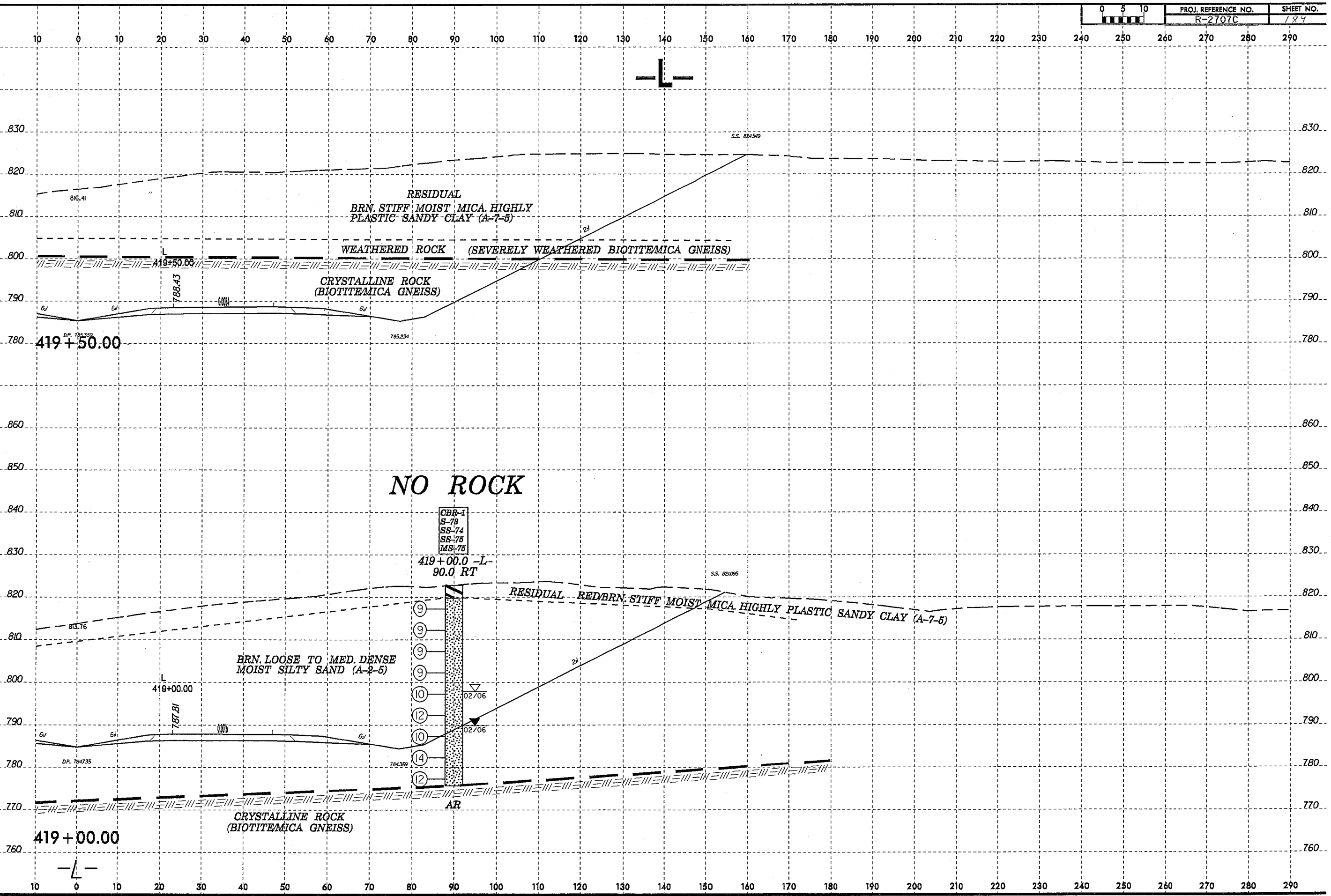
419+50.00

419+00.00

419+50.00

419+00.00

8/23/99
27-MAY-2008 13:32
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RESIDUAL
BRN. STIFF MOIST MICA HIGHLY
PLASTIC SANDY CLAY (A-7-5)

WEATHERED ROCK (SEVERELY WEATHERED BIOTITE MICA GNEISS)

CRYSTALLINE ROCK
(BIOTITE MICA GNEISS)

NO ROCK

CBR-1
S-73
SS-74
SS-75
MS-75

419+00.0 -L
90.0 RT

RESIDUAL RED BRN. STIFF MOIST MICA HIGHLY PLASTIC SANDY CLAY (A-7-5)

BRN. LOOSE TO MED. DENSE
MOIST SILTY SAND (A-2-5)

CRYSTALLINE ROCK
(BIOTITE MICA GNEISS)

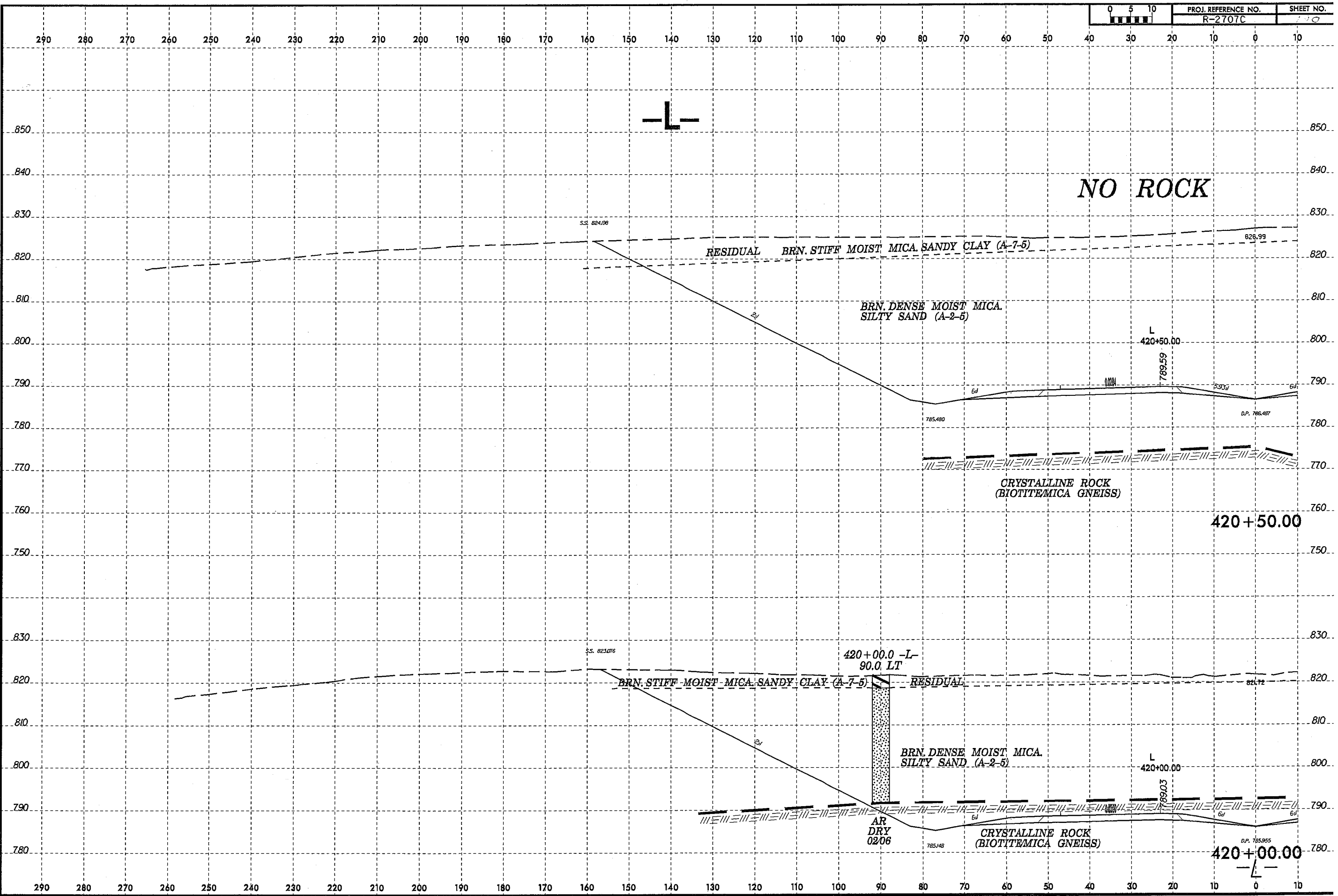
AR

419+50.00

419+00.00

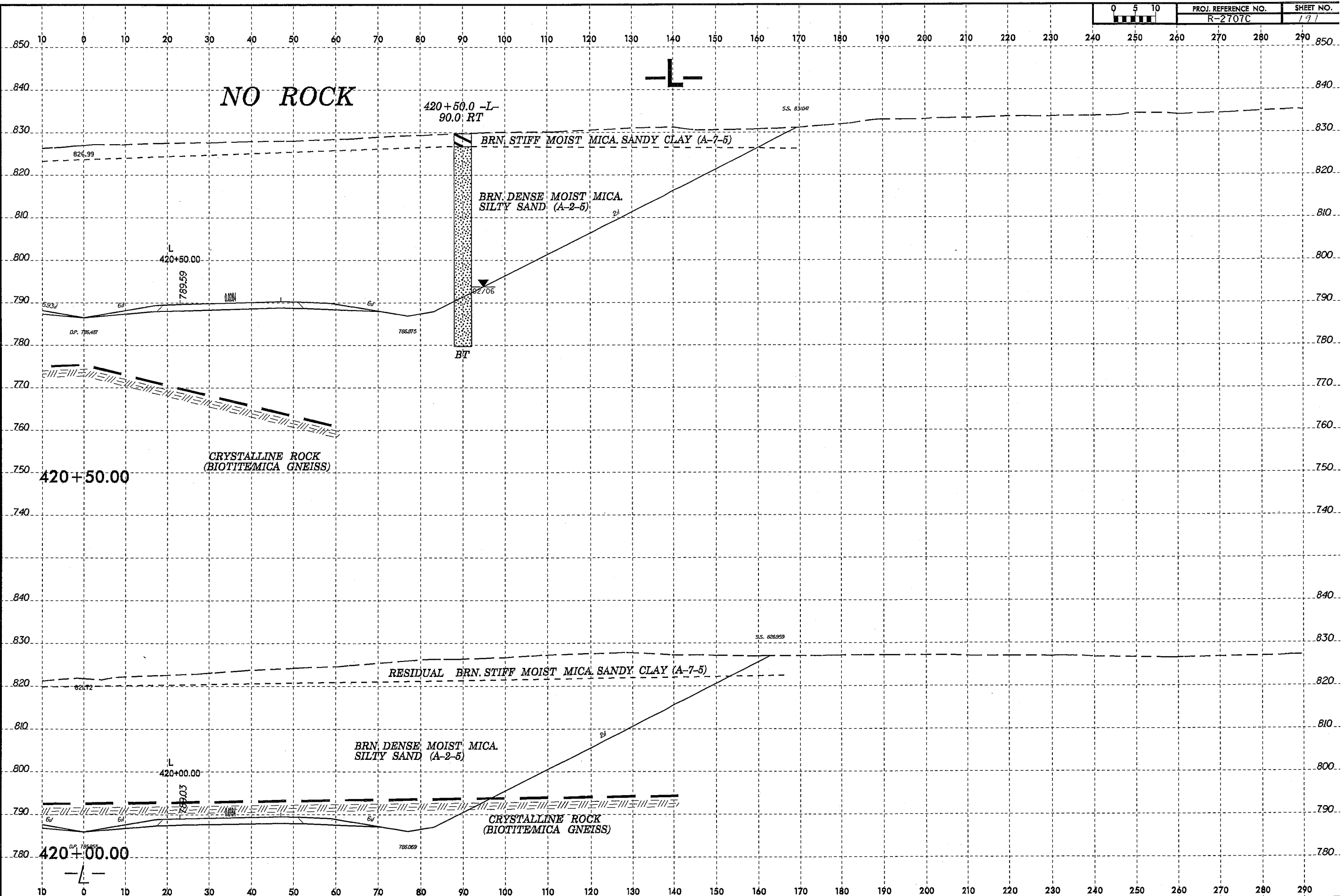
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PRINTED AT: 06/25/08

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 1/10
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8/23/99

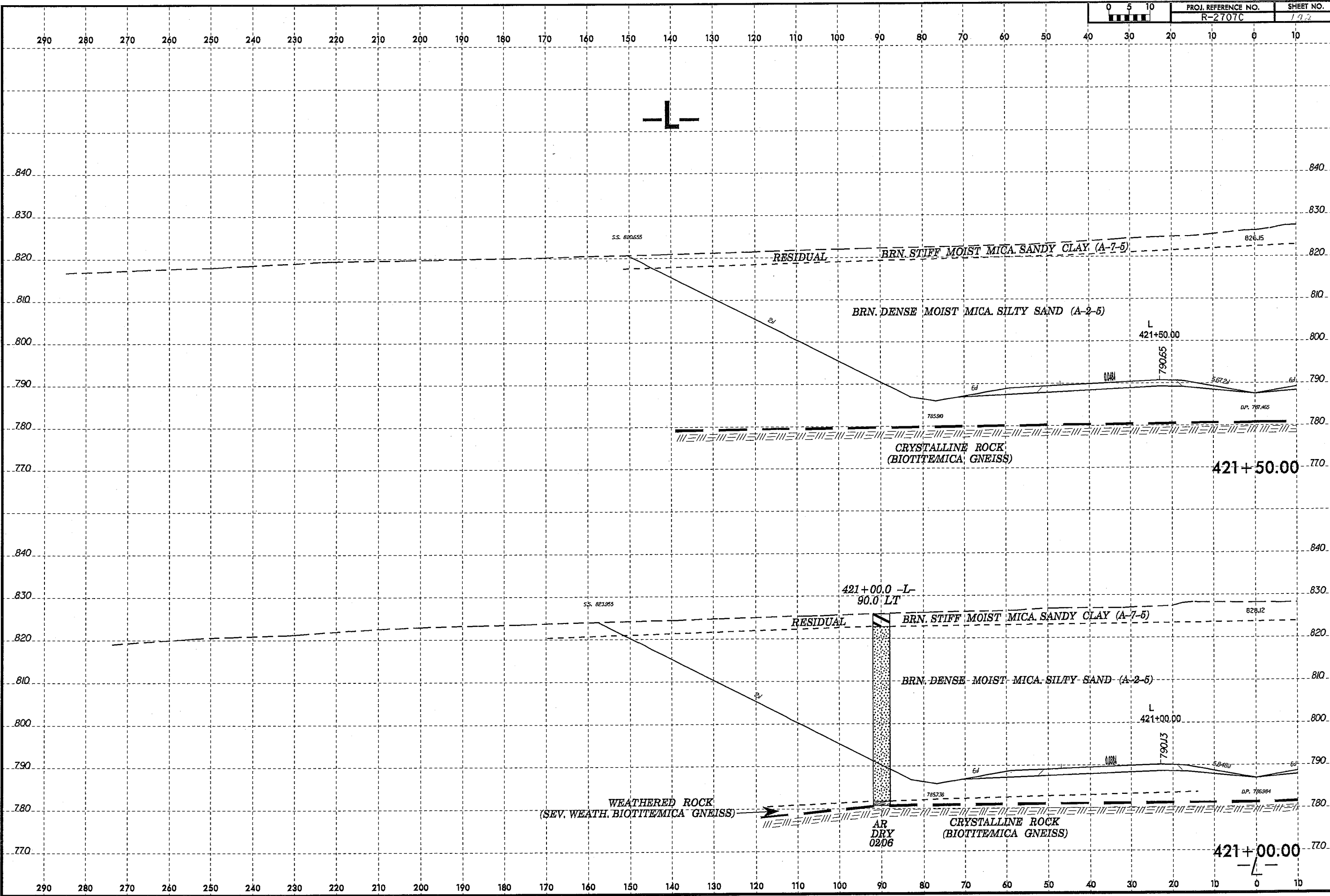
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	R-2707C	191



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 churris AT BEL22615

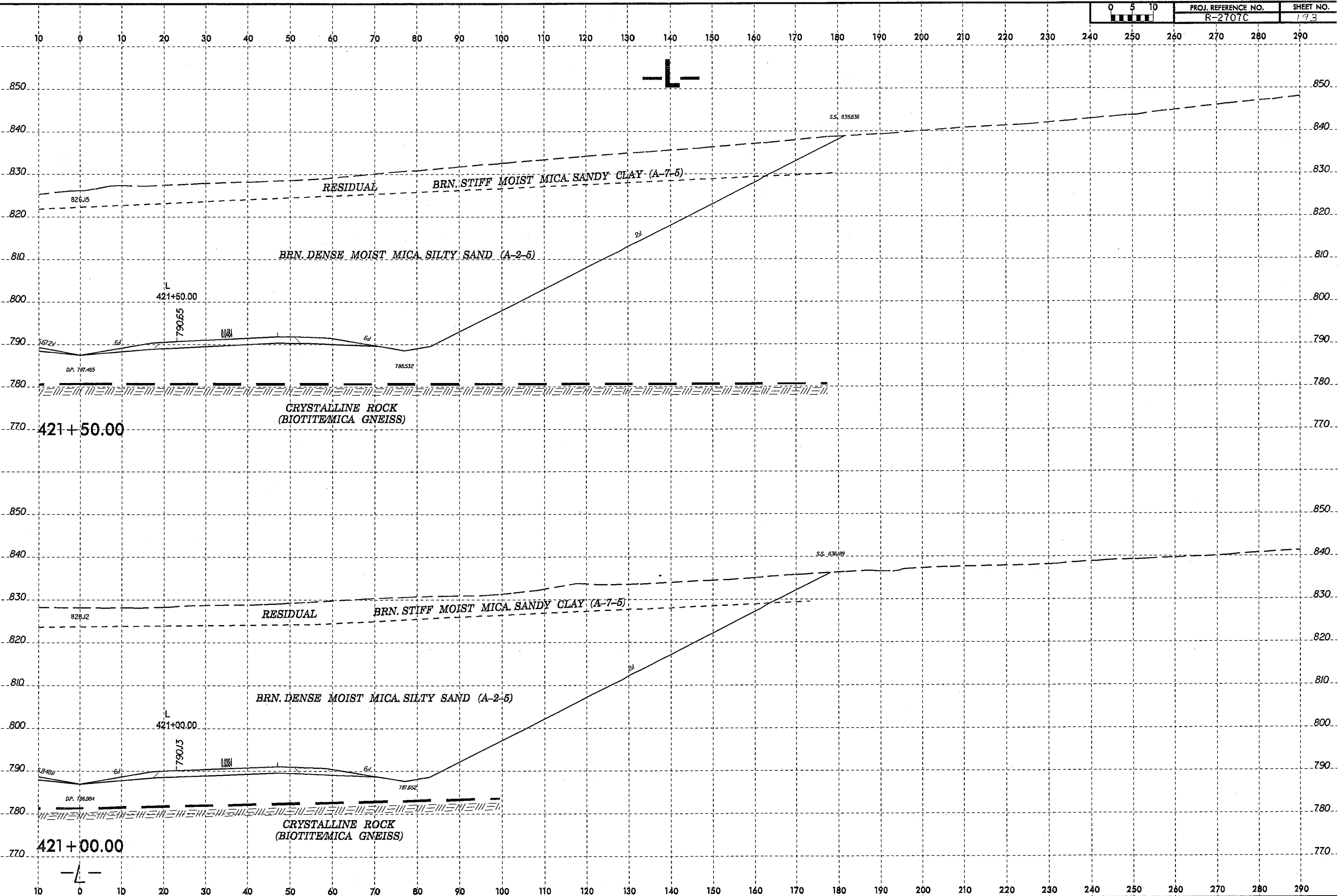
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15-MAY-2008 09:43
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sheet: 1 of 1

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	192



8/23/99

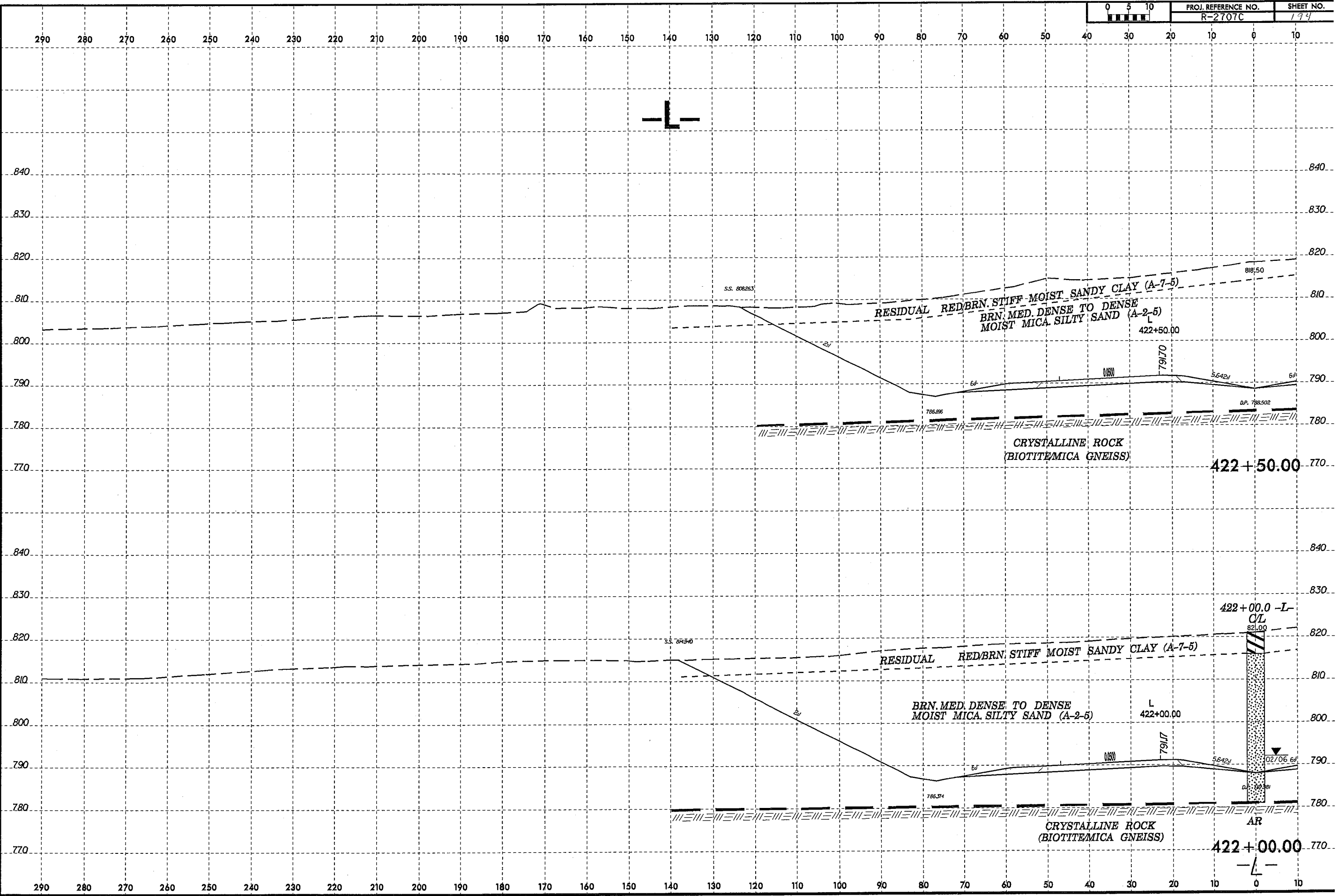
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	R-2707C	193



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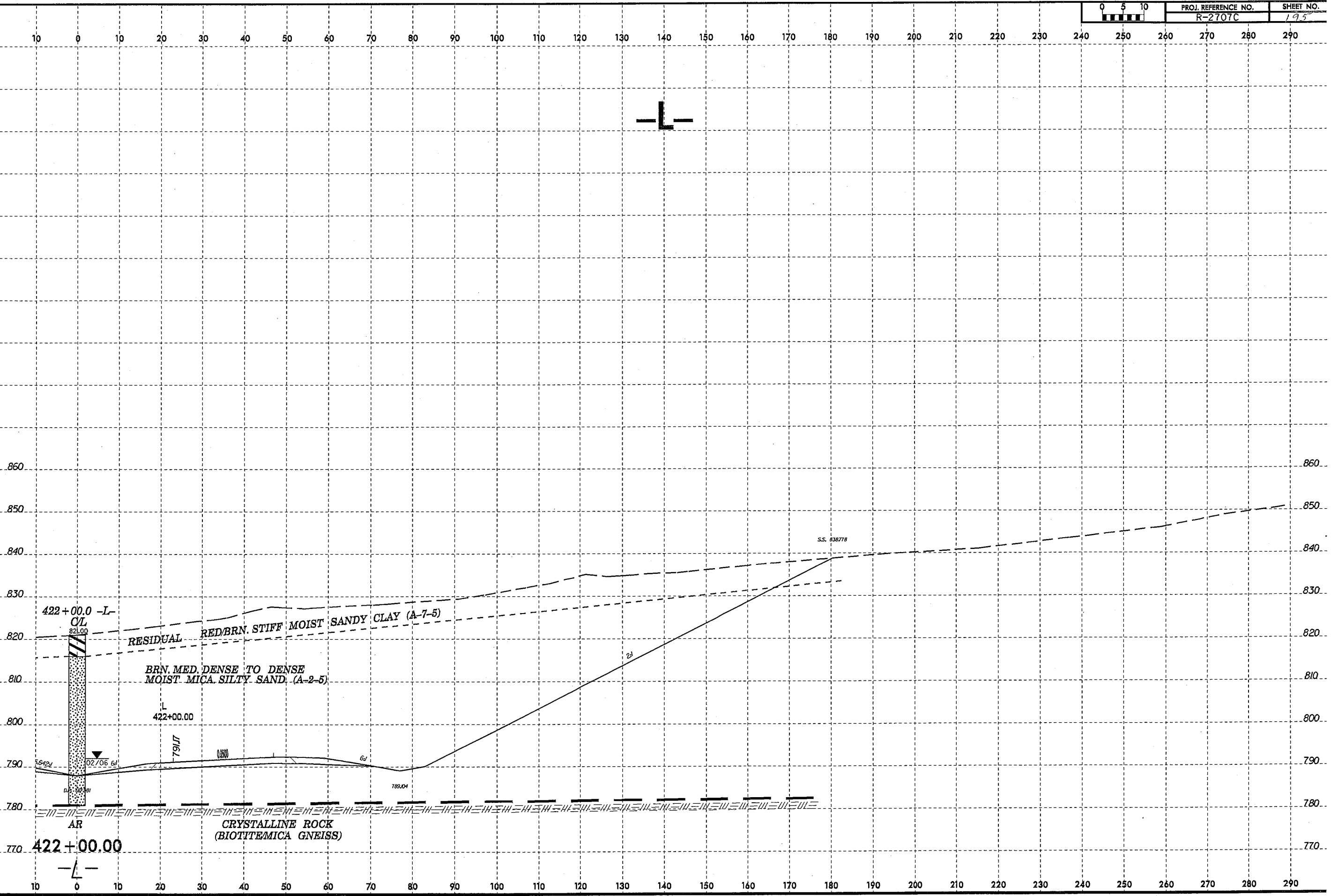
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	R-2707C	199



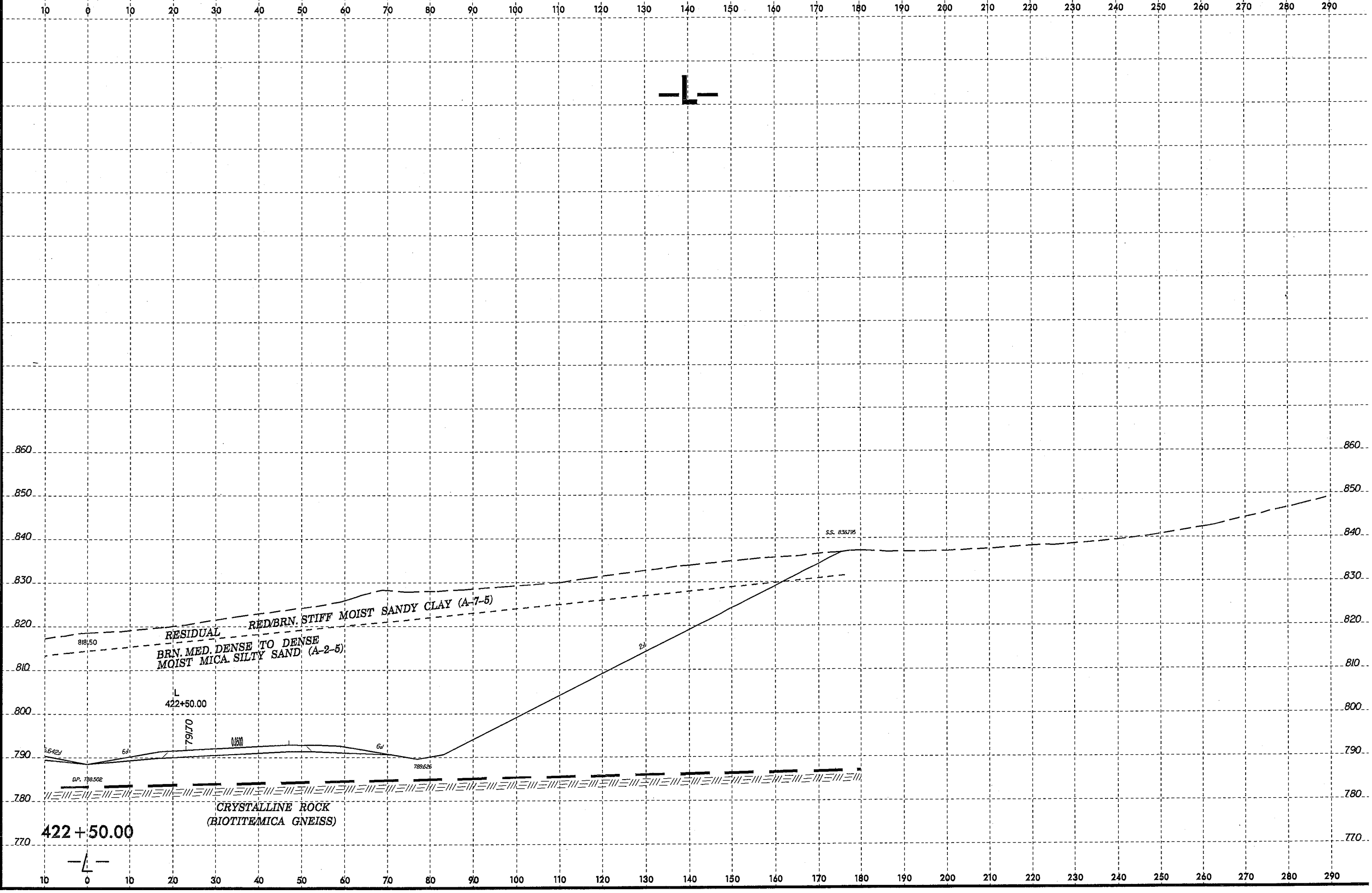
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0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	195



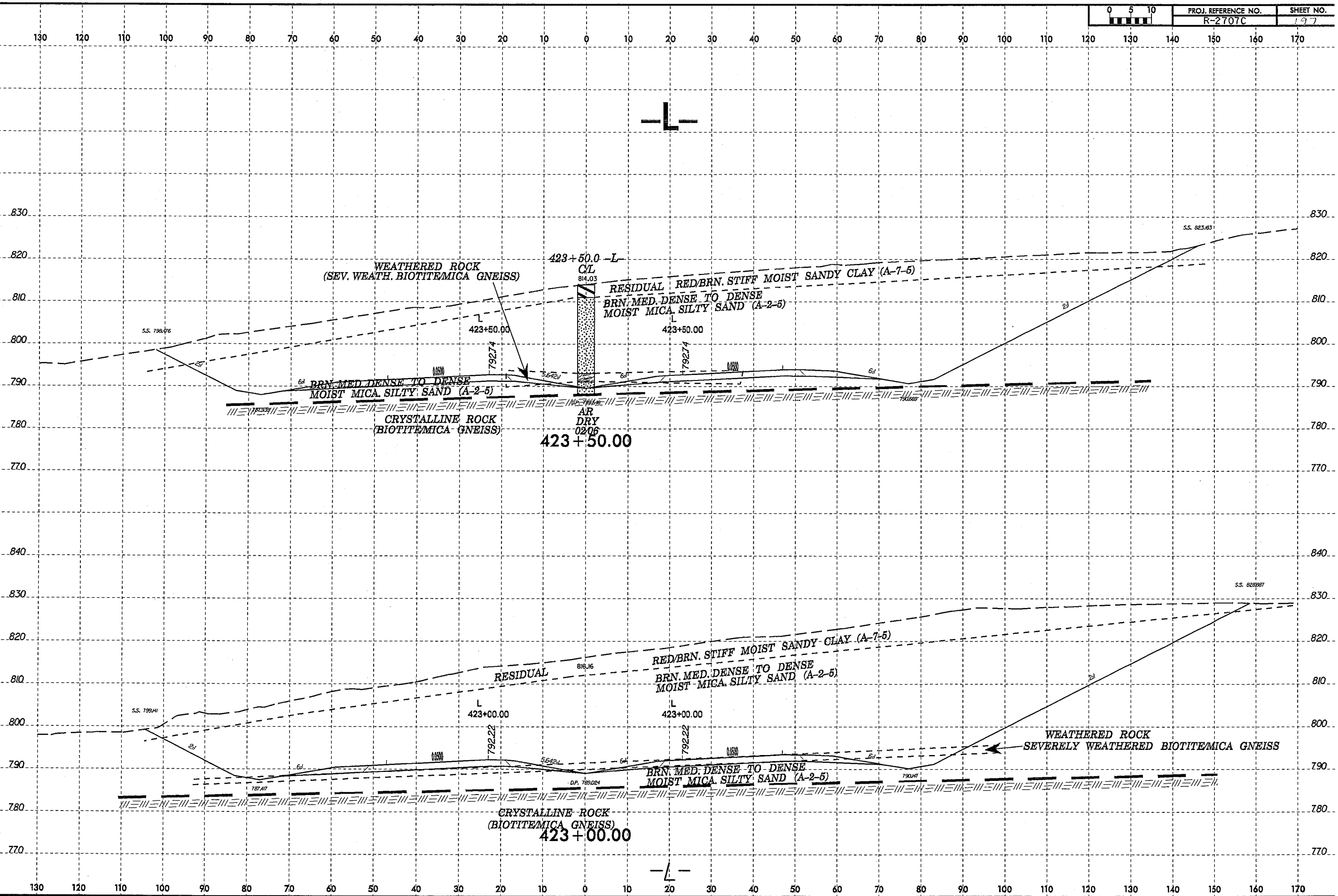
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0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	196



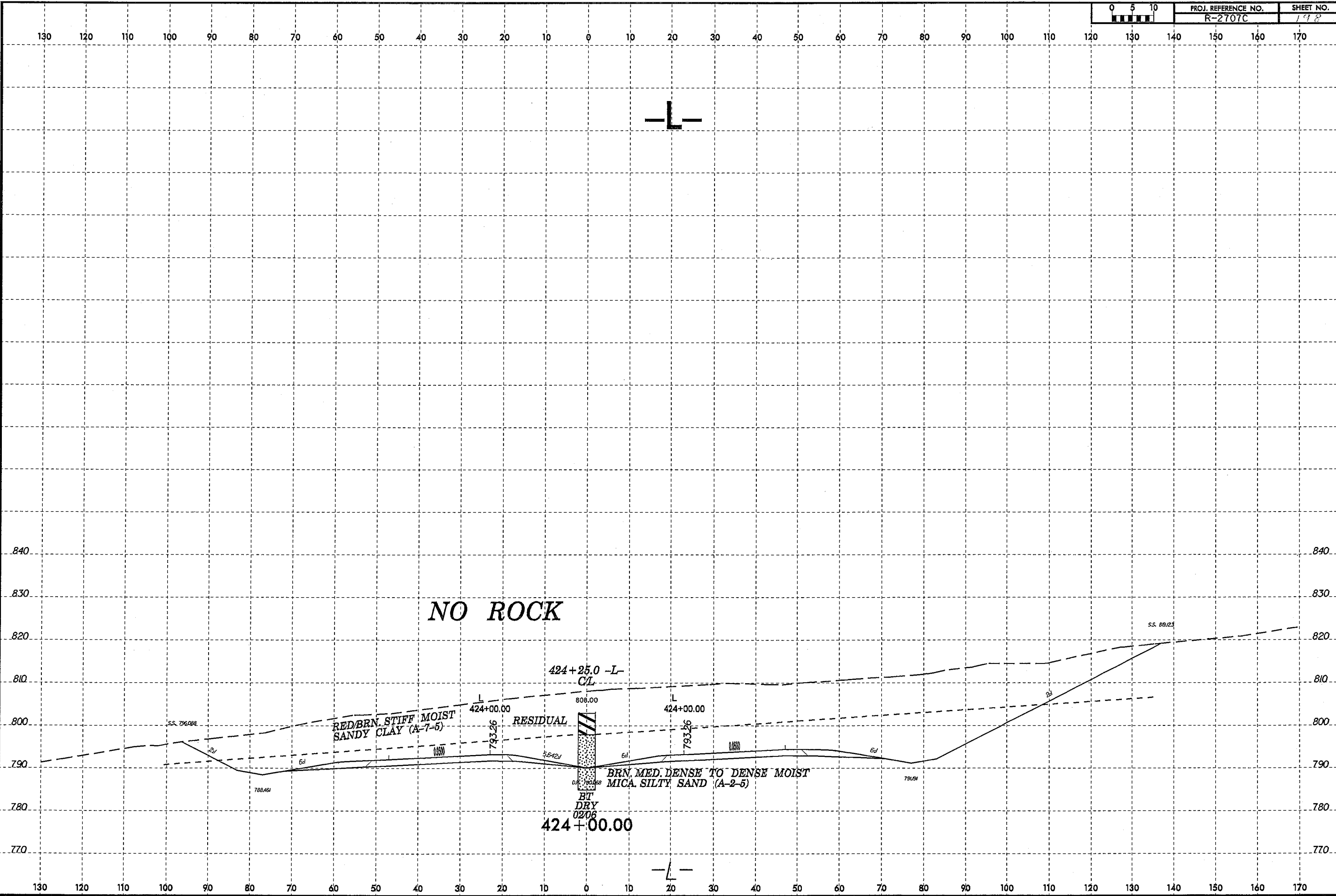
8/23/99
16-MAY-2008 09:16
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CL: 02/25/07
CL: 02/25/07

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 197
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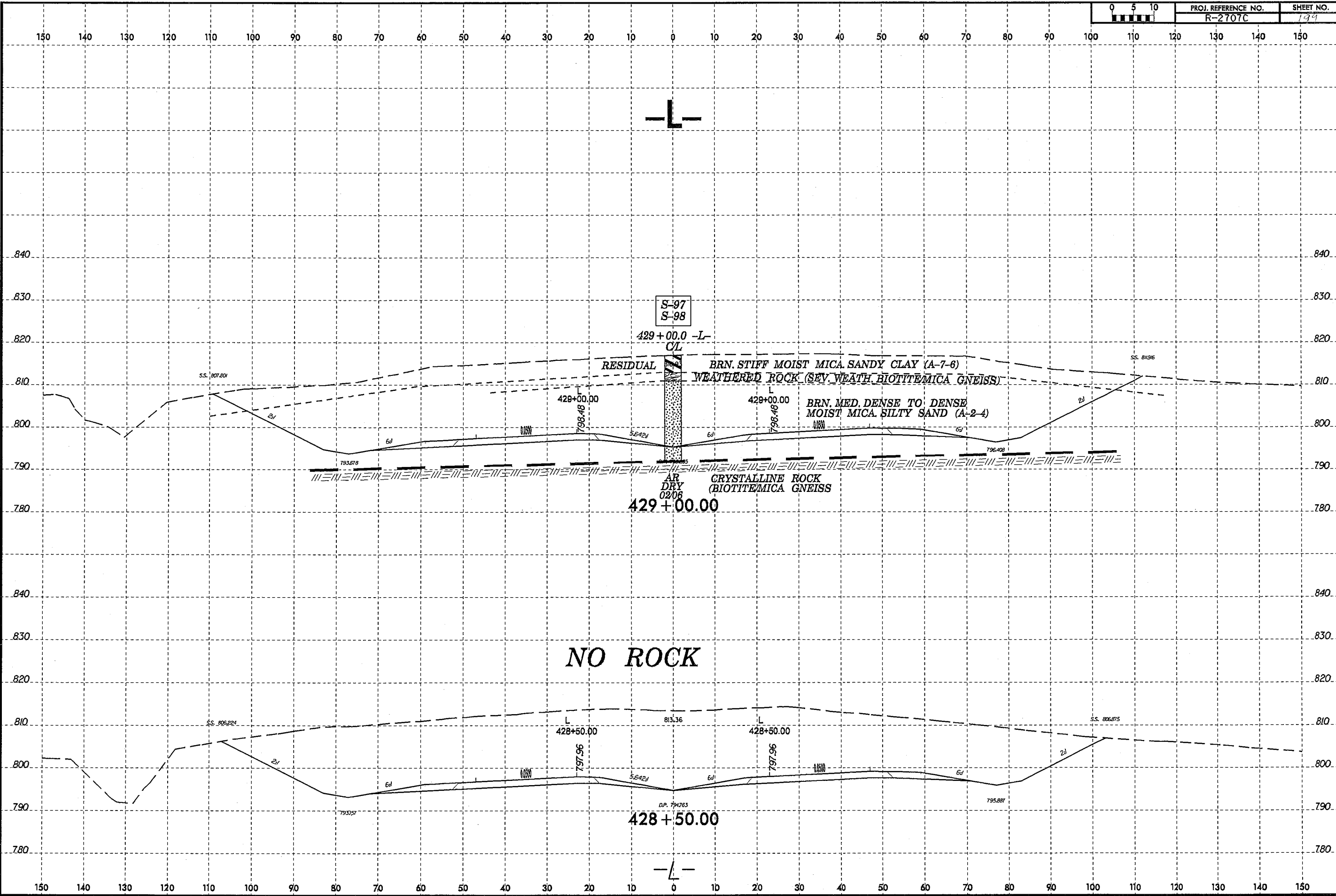
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SURF15 RT GEN28157

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	198



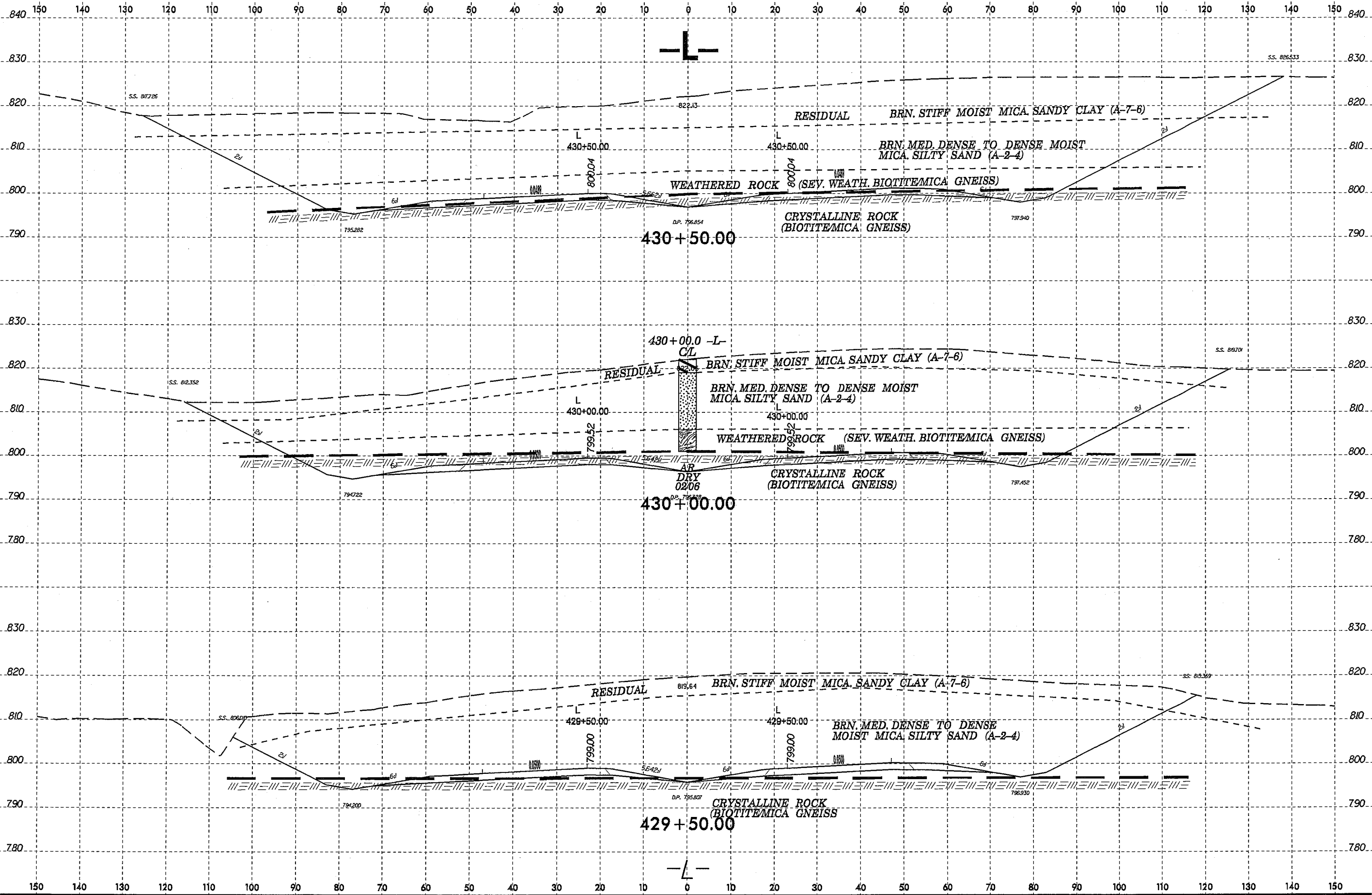
8/23/99
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churris AT GEH26157

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 139
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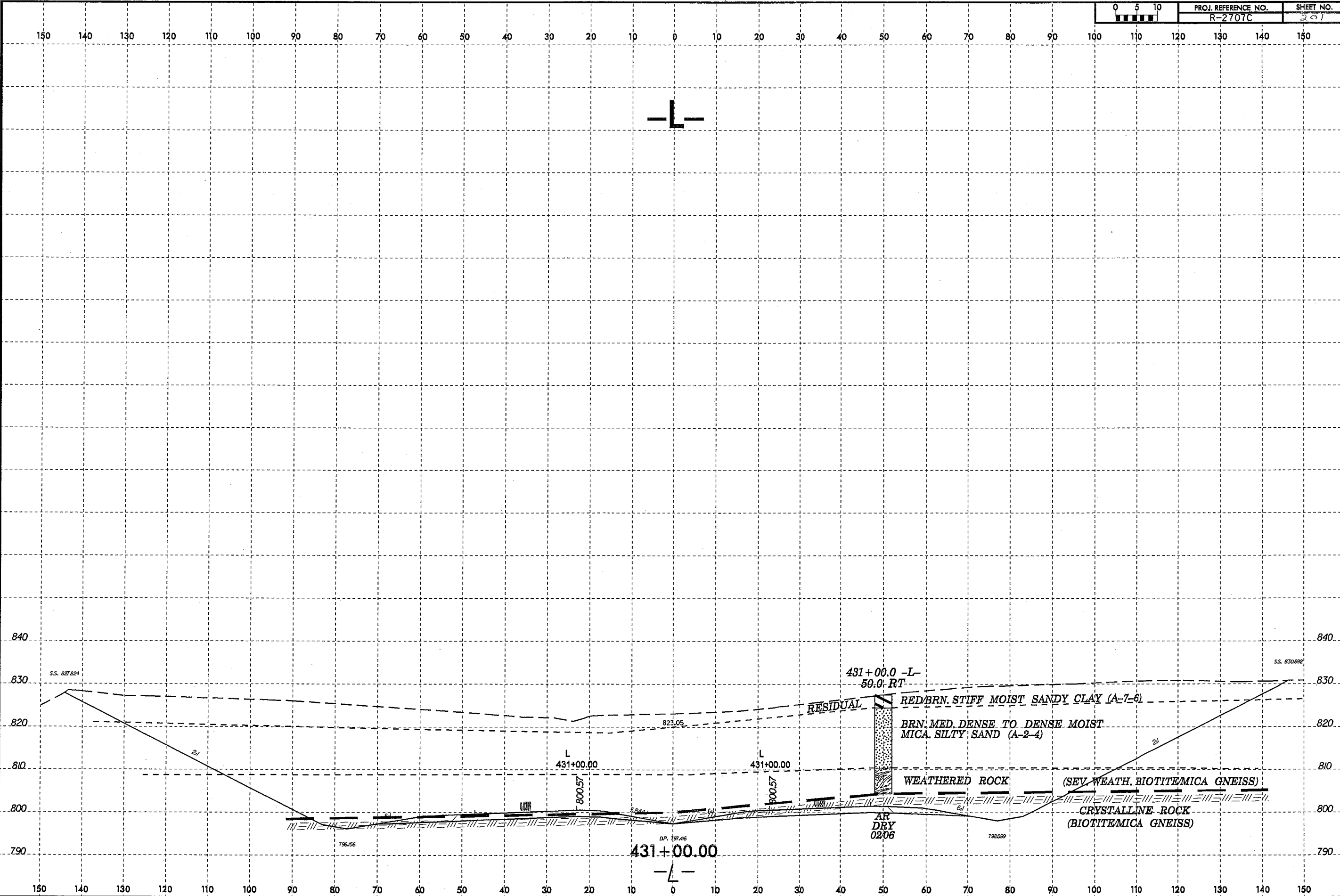
8/23/99
15-MAY-2008 09:31
c:\projects\2707\575\geo_rdw\cleveland\cedd\geotech\ssc v2707\rev1\geo_xsa_1.2.dgn
cburr15

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 2/30
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8/23/99
15-MAY-2008 09:32
d:\projects\2707\civil\geotech\cadd\geotech\misc\vr2707\civ\rev1\geo_xsi_1.2.dgn
Author: AL BENZELIS

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 207
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431+00.00
D.P. 797.416

431+00.0 -L-
50.0 RT

RESIDUAL

RED/BRN. STIFF MOIST SANDY CLAY (A-7-6)
BRN. MED. DENSE TO DENSE MOIST
MICA SILTY SAND (A-2-4)

WEATHERED ROCK

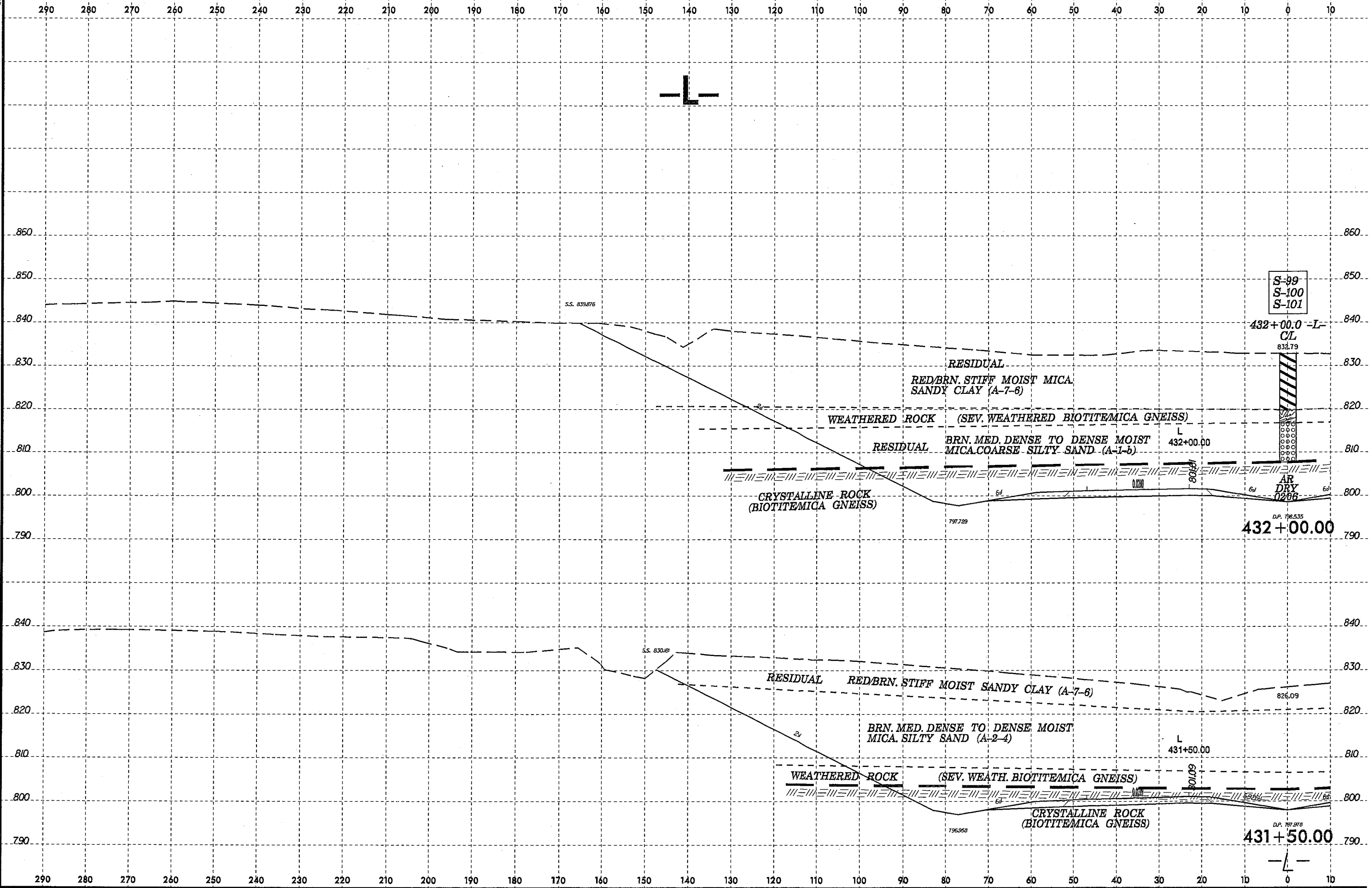
(SEV. WEATH. BIOTITE MICA GNEISS)

AR
DRY
02'06

CRYSTALLINE ROCK
(BIOTITE MICA GNEISS)

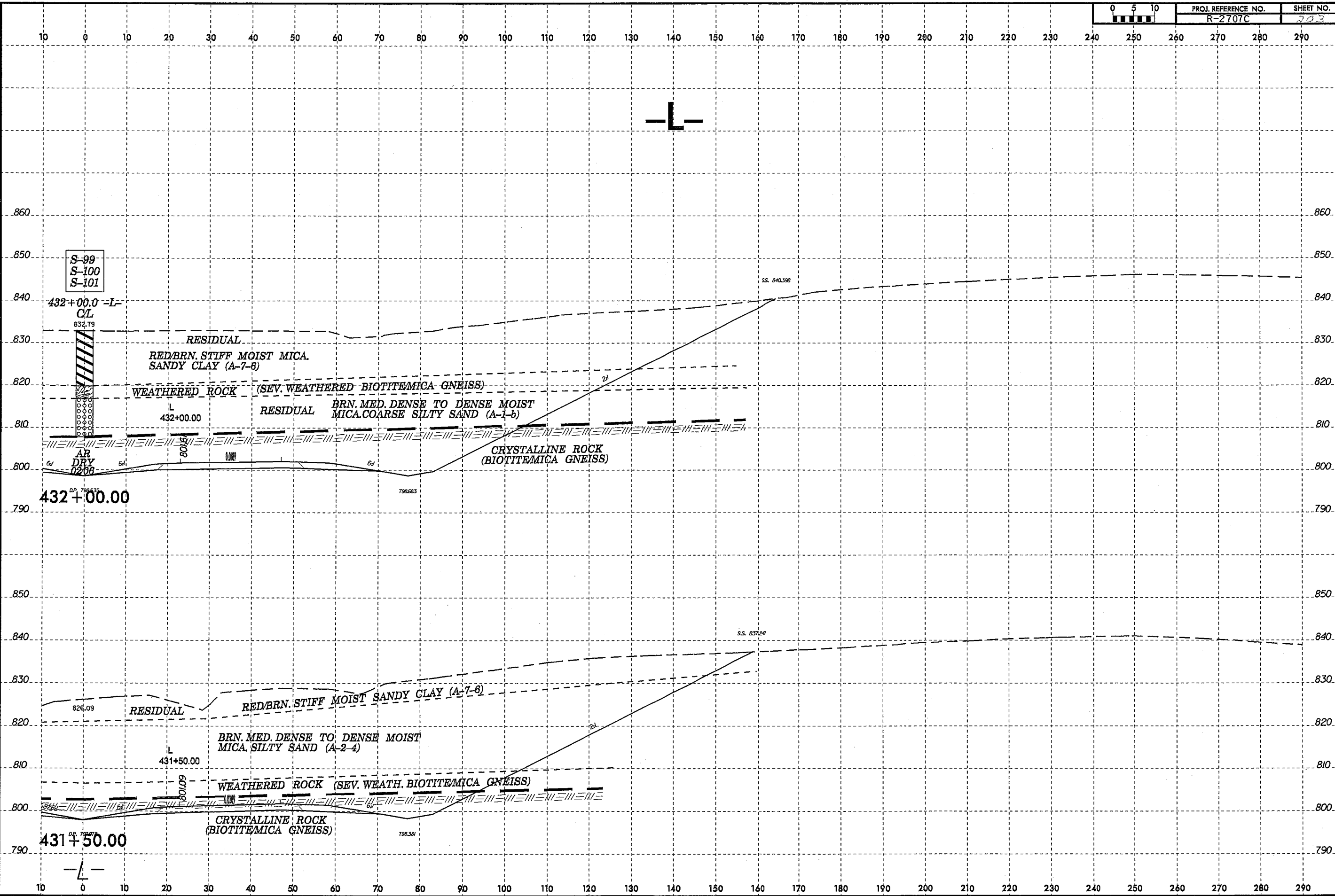
8/23/99
15-MAY-2008 09:35
c:\projects\15-07\cadd\geo\rdwy-cleveland\cadd_geotech\psc\2707c\rev1_geo_xst.1.2.dgn
AL: JER/25/15

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	202



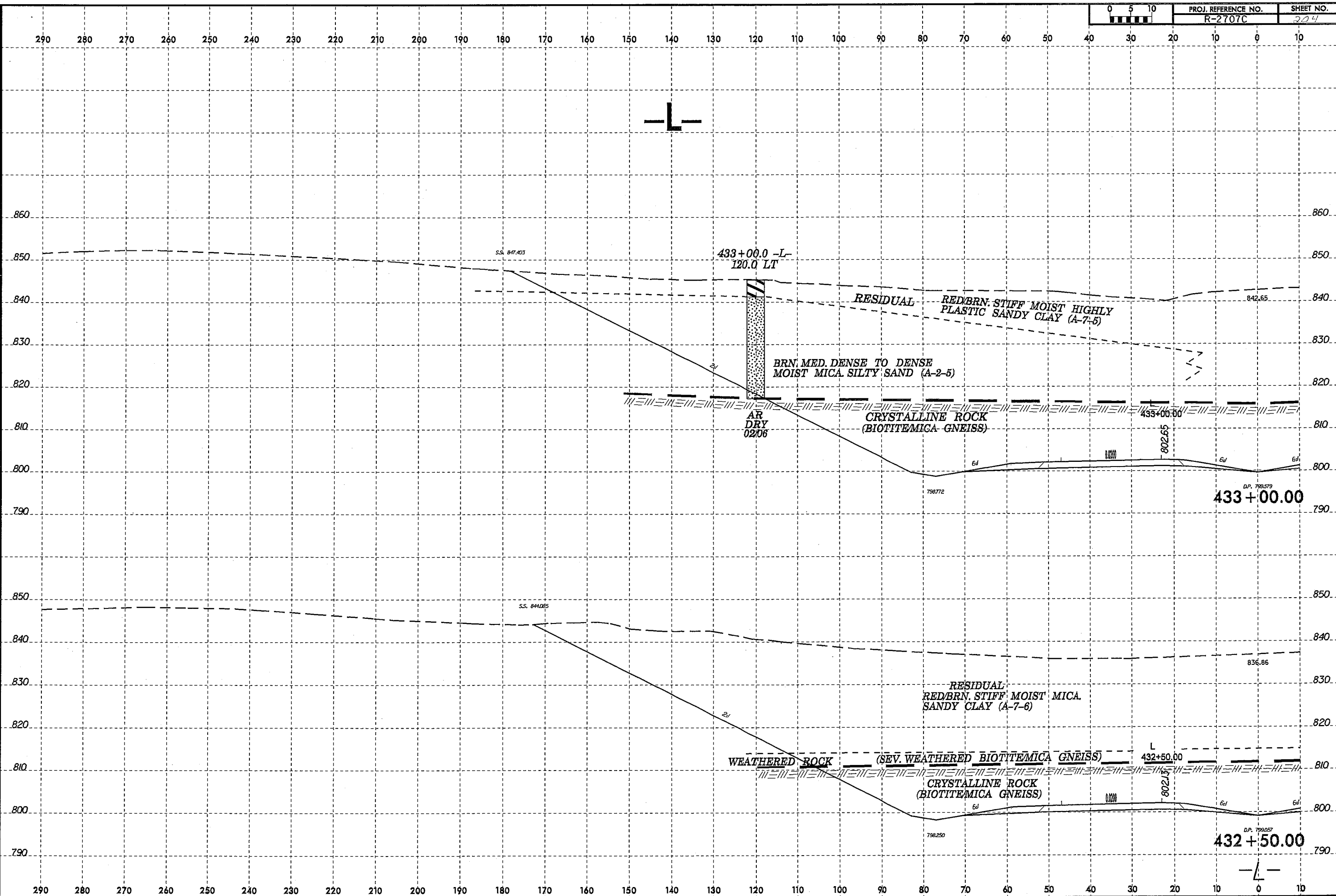
8/23/99
15-MAY-2008 09:43
c:\projects\2707c\2707c\geo_r\dwg_leveland\cadd\geotech\ssc\2707c\rev\geo_xsl1.1.2.dgn
SHEET NO. 203

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	203



8/23/99

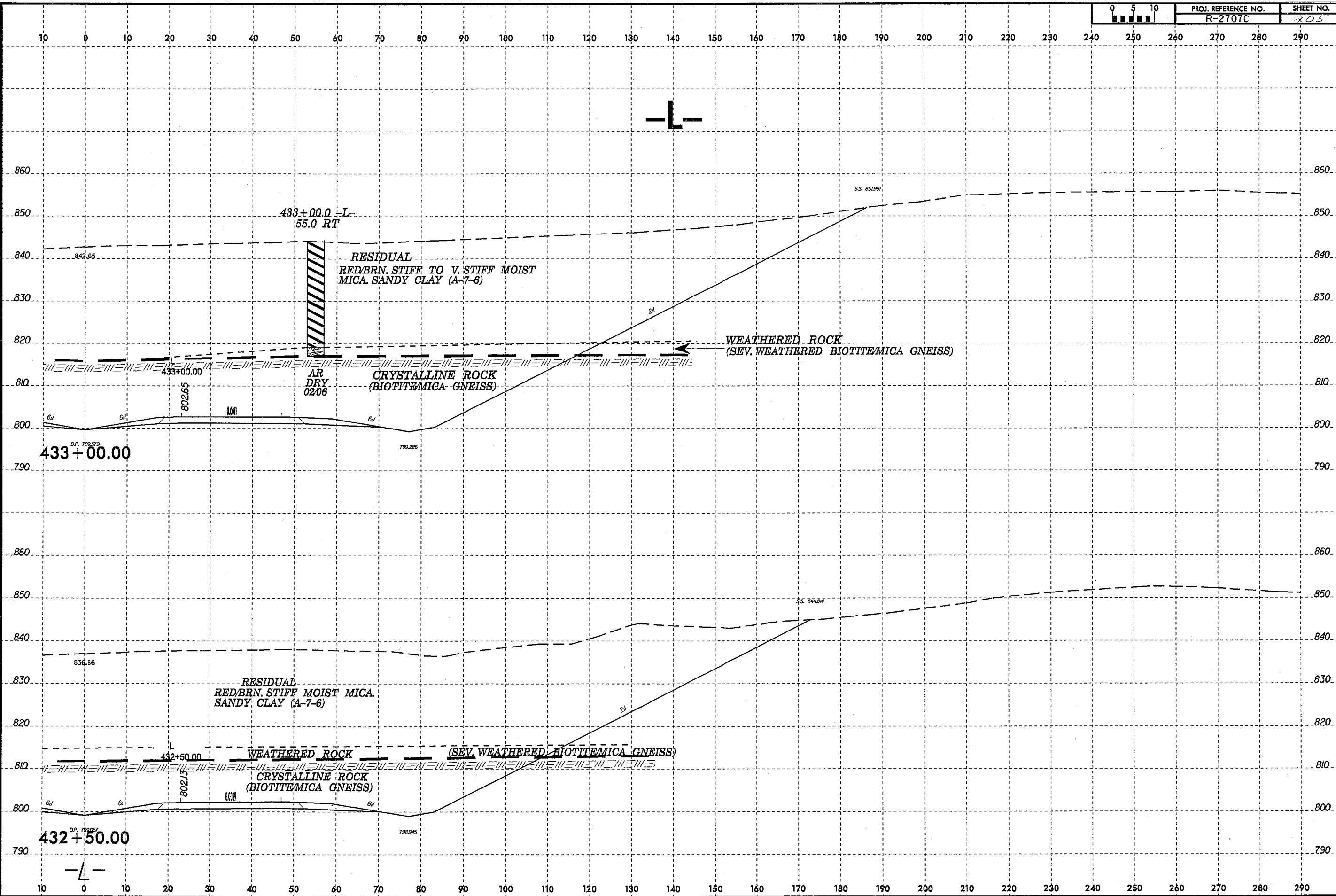
0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 204
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I5-MAY-2008 09:35
 c:\projects\2707\5\geo-rdwy\cleveland\cadd\geotech\asc\2707\rev\geo_xsl.1.2.dgn
 6:00:18 AM 6/18/2008

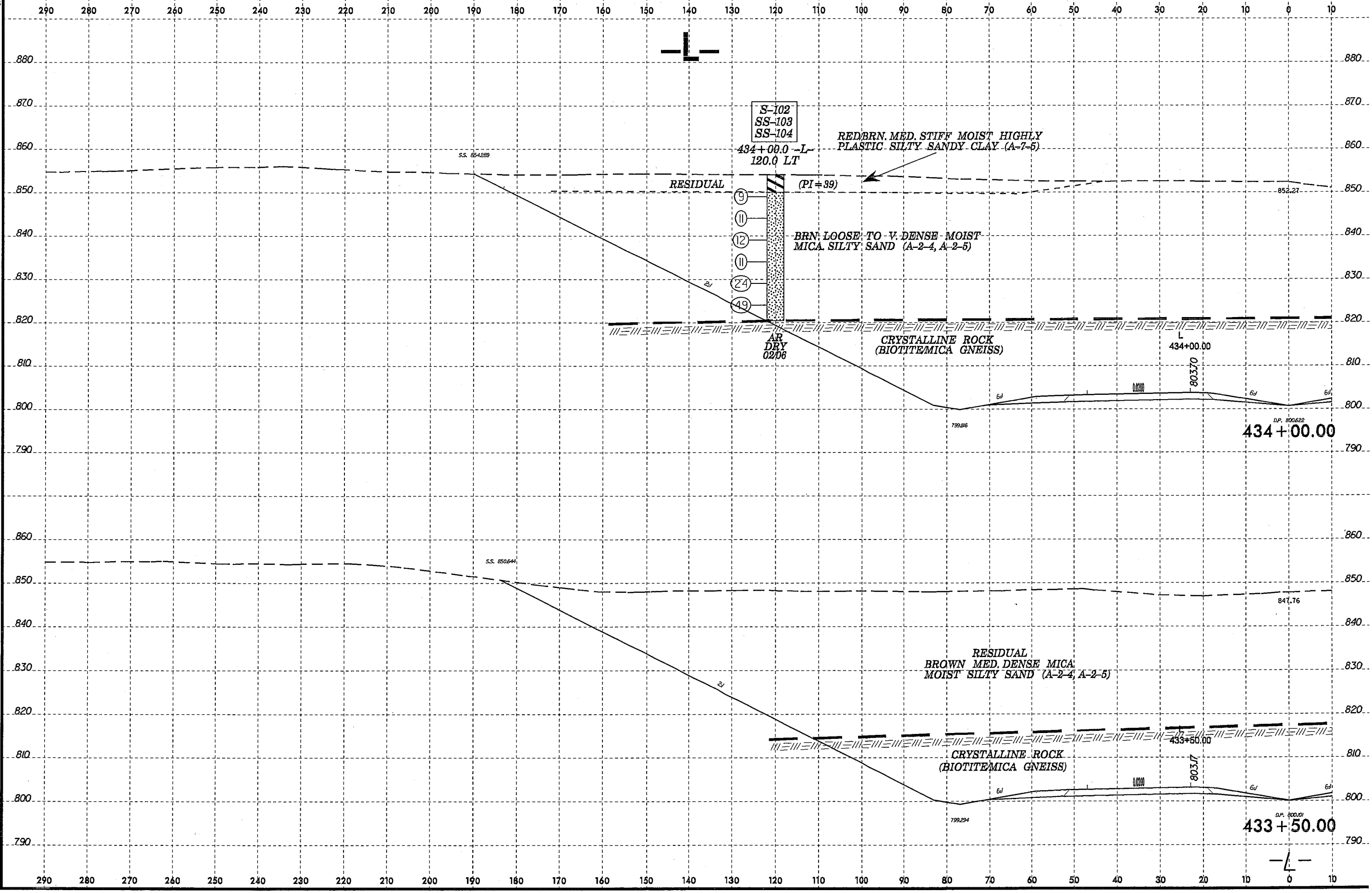
8/23/99

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	205



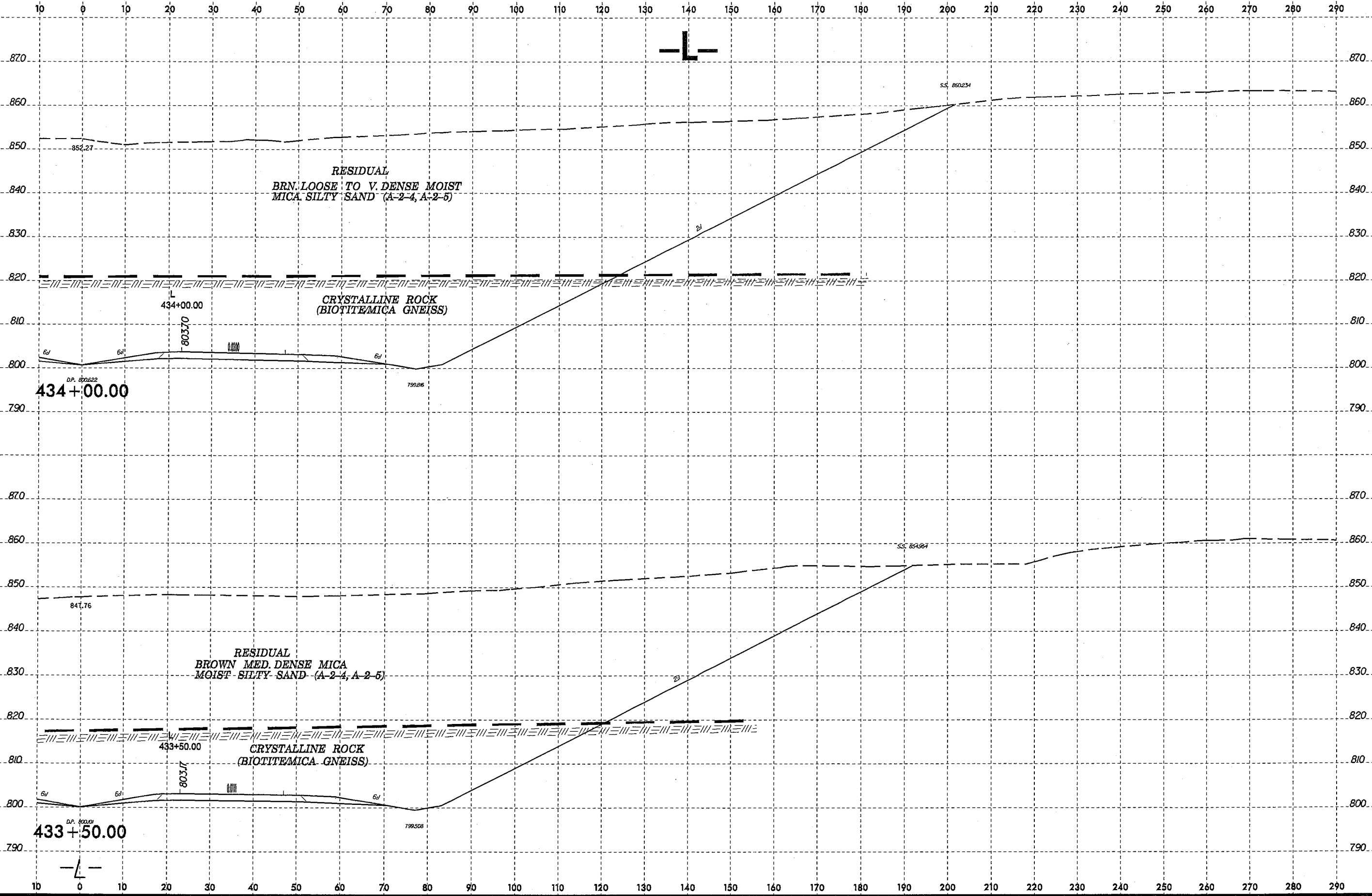
15-MAY-2008 09:44
c:\projects\2707c\rev\geo-rdwy.cleveland\cadd\geotech\vsr\2707c\rev\geo_xst\1.2.dgn
cburns AT GEN226157

15-MAY-2008 09:37
c:\projects\2707\civil\leveland\veadd\geotech\vece\2707\civil\geo\ssu\1.2.dgn
dburris AT 06/26/07



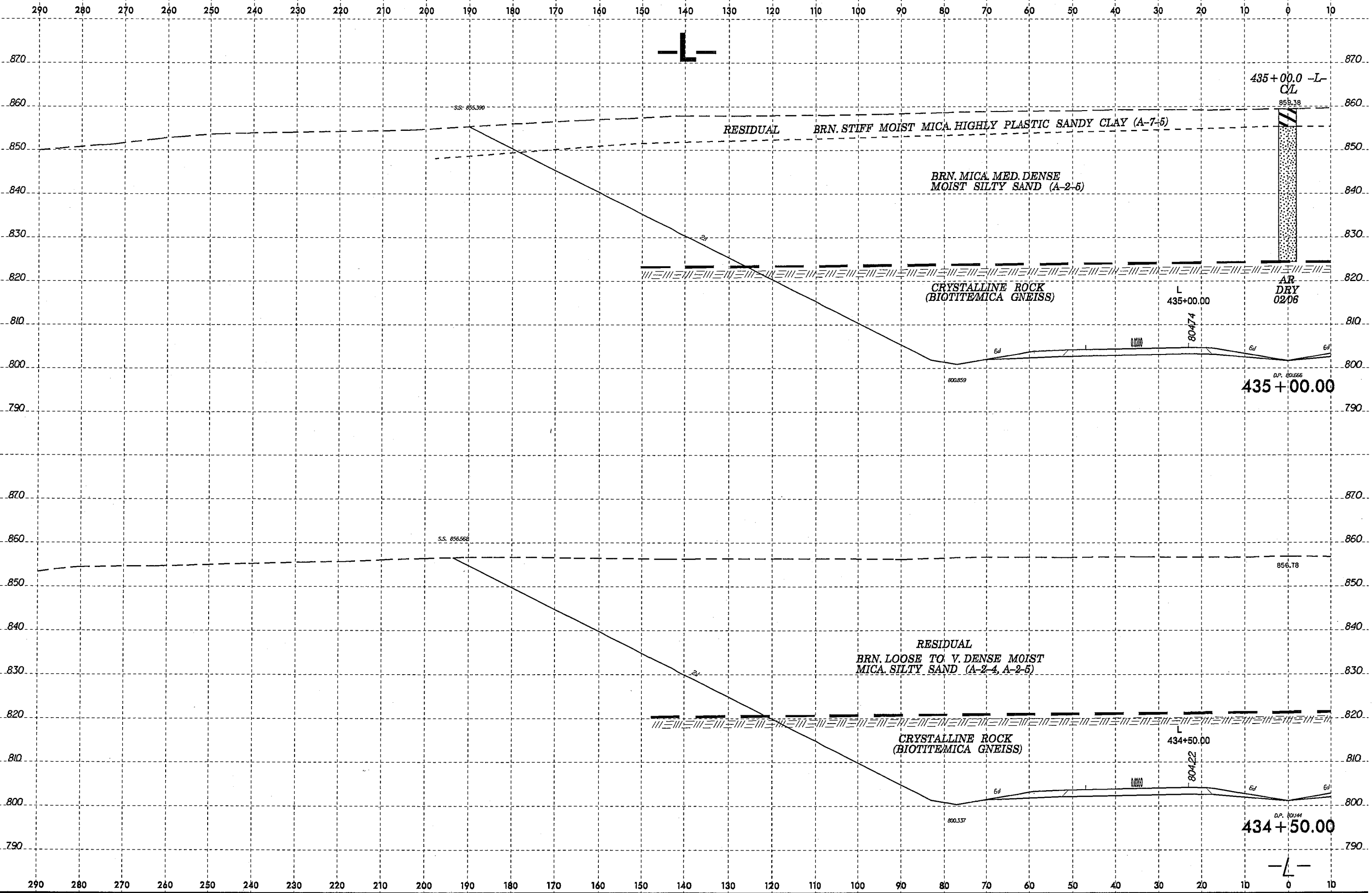
8/23/99
15-MAY-2008 09:45
c:\proj\geo3\2707\2707\geo_r\dwy-cleveland\cadd\geotech\yasc\2707\rev1\geo_xst.1.2.dgn

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	207



8/23/99

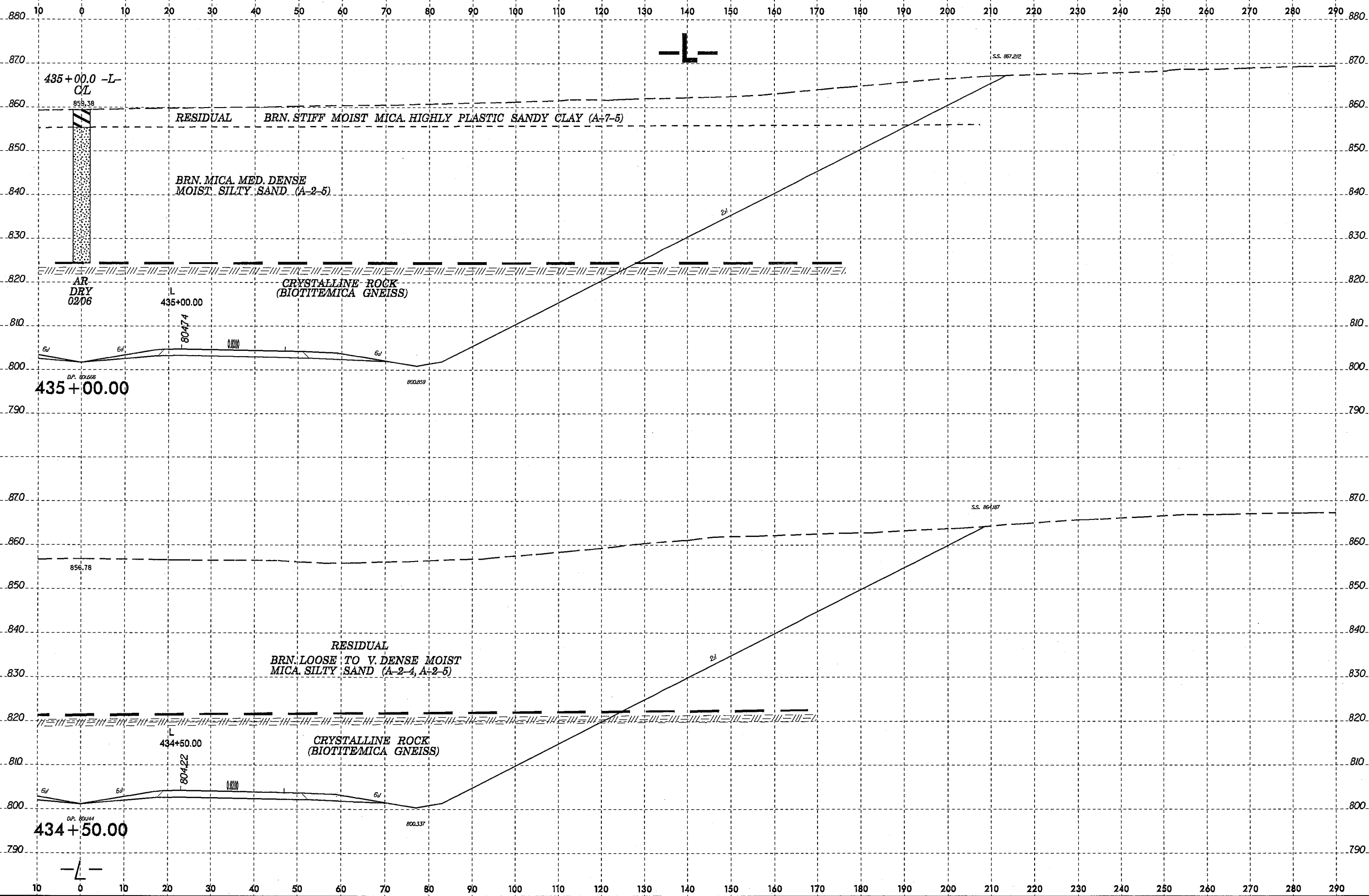
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	208



15-MAY-2008 09:38
c:\projects\2707\5757\geo_rdw\c_level\band\cadd-geotech\ssc.v.2707\clev\geo_xst.1.1.2.dgn

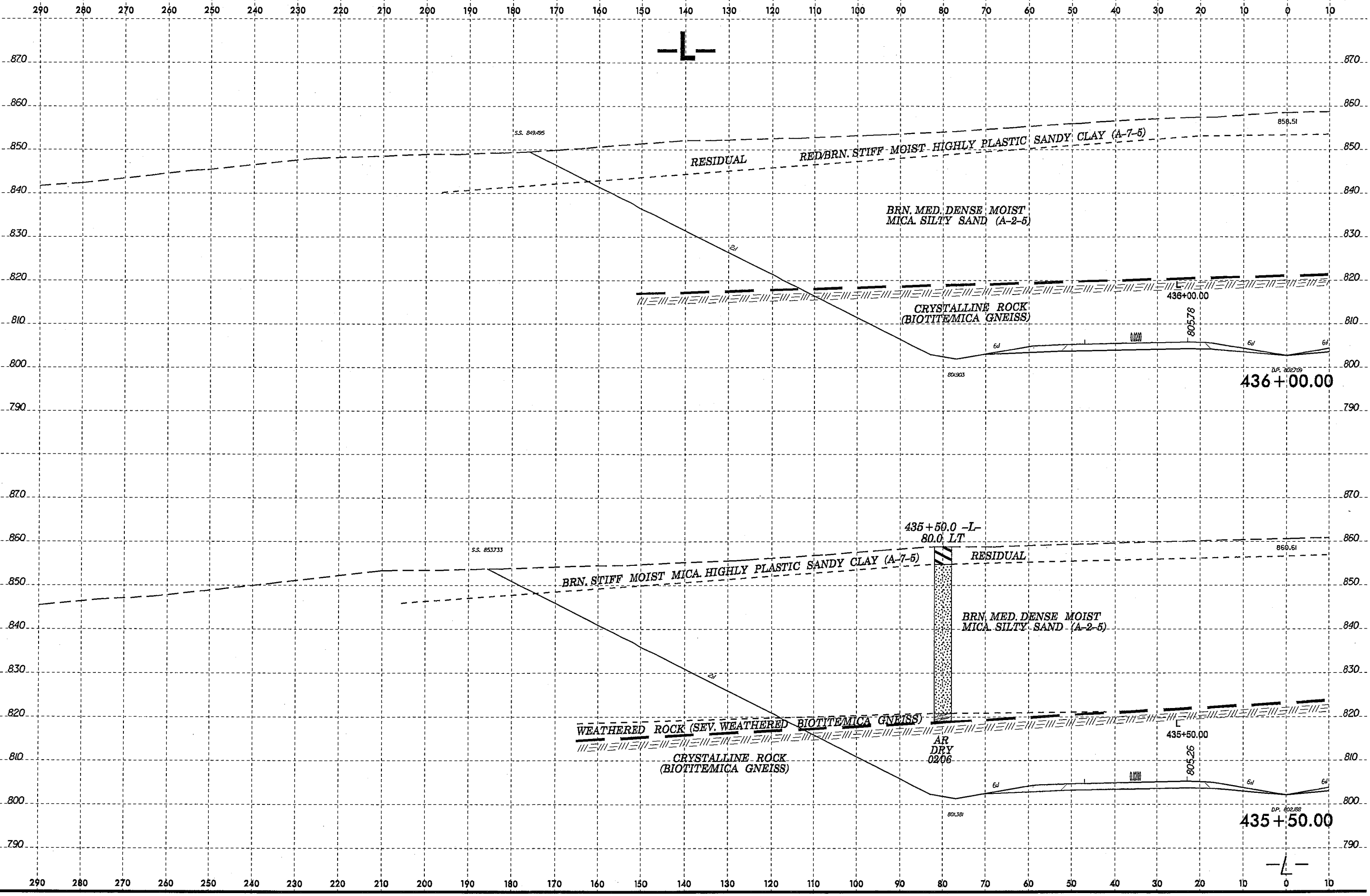
8/23/99
15-MAY-2008 09:47
c:\projects\2707\rev\geo-r\dwg\leveland\cadd-geotech\vsr\2707\rev\geo_xst\1.2.dgn
clburris AT 06/22/07

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	309



8/23/99

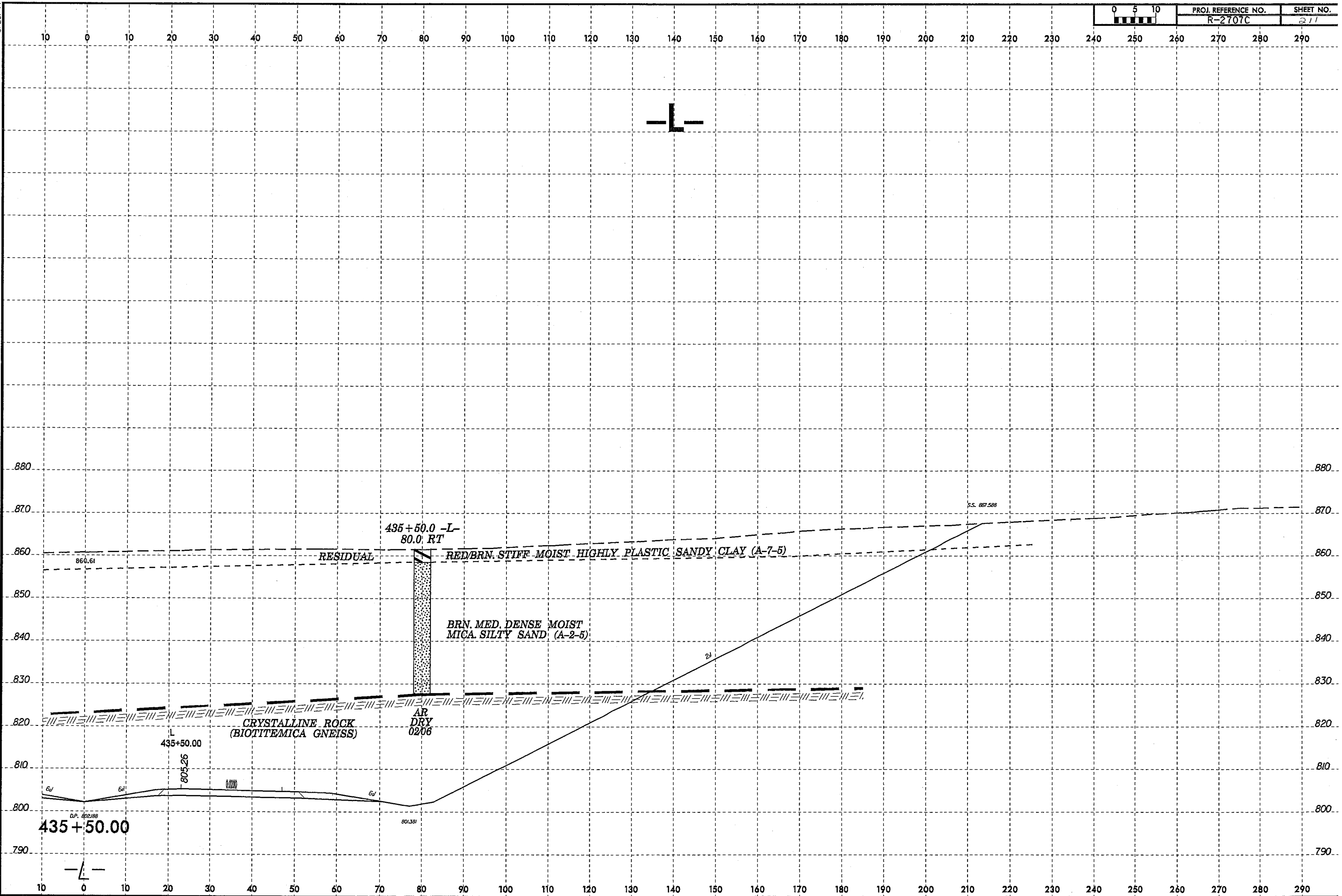
0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 2/10
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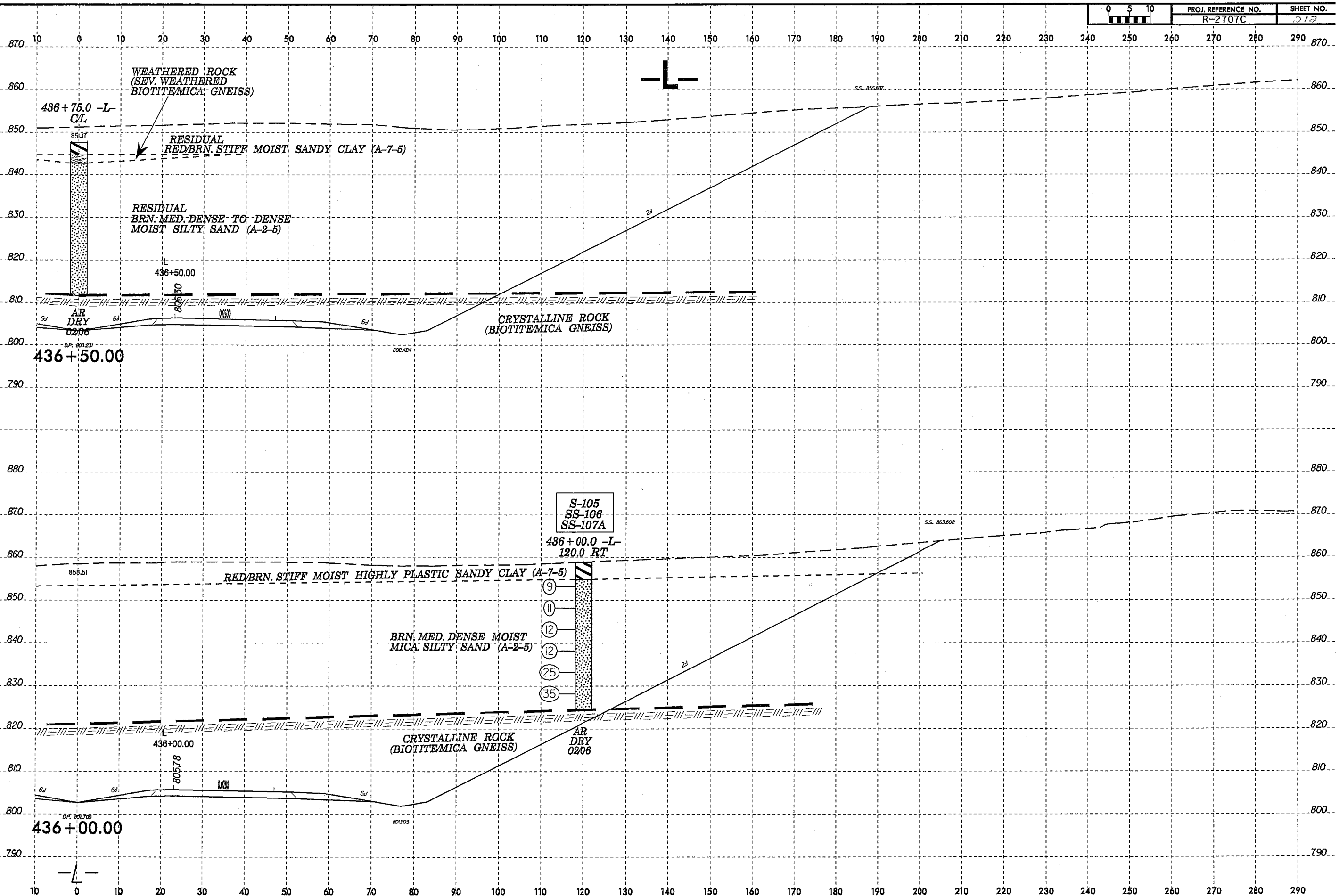
I:\MAY-2008 09:38
 d:\projects\2707c\rev\geo_r\dwg\cleveland\cadd\geotech\ssc\2707c\rev\geo_xsl\1.dgn
 AT: 06/22/07

8/23/99
15-MAY-2008 09:48
c:\projects\707\civil\leveland\cadd\geotech\ase\2707\rev1\geo_xst1.1.2.dgn
PRINT AT DEF250

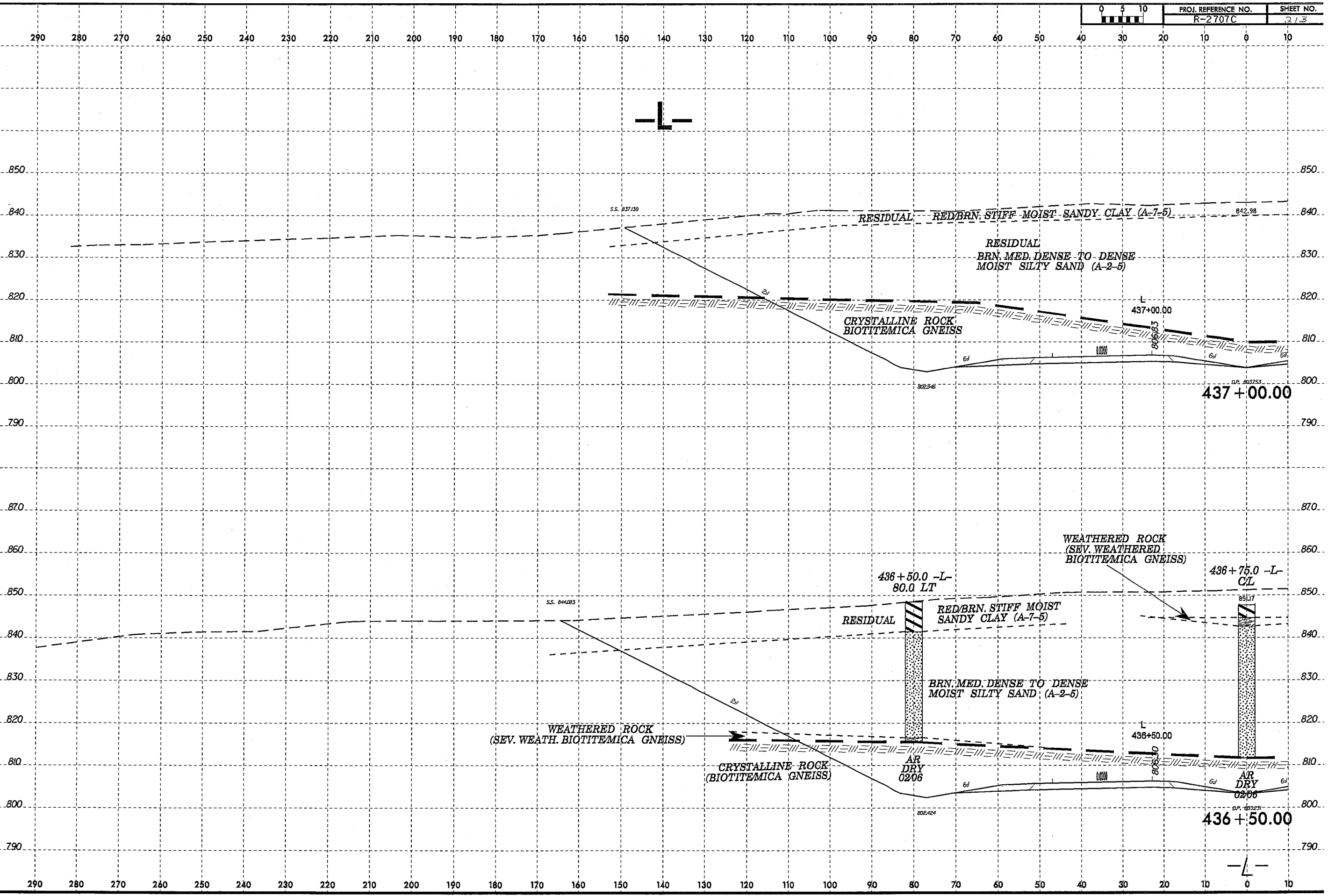
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	211



8/23/99
27-MAY-2008 13:45
c:\proj\cadd\2707\2707-geo.rdw-cleveland\cadd\geotech\2707\2707-geo.ssi.1.dgn

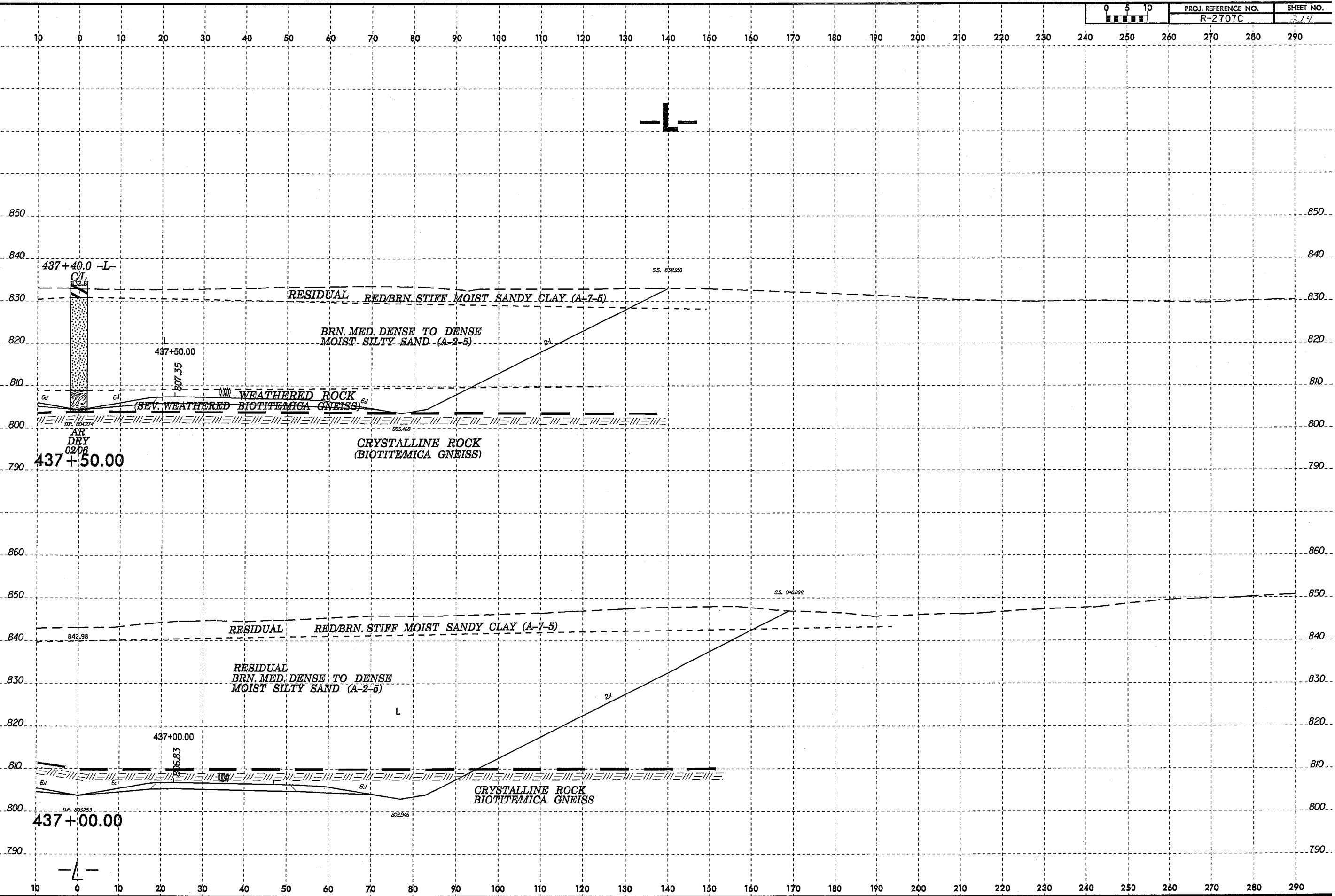


15-MAY-2008 09:39
c:\projects\2707\civil\leveland\cadd-geotech\yssc\2707\civil\geo\ssu\1.2.dgn
user: R1 DEH26157



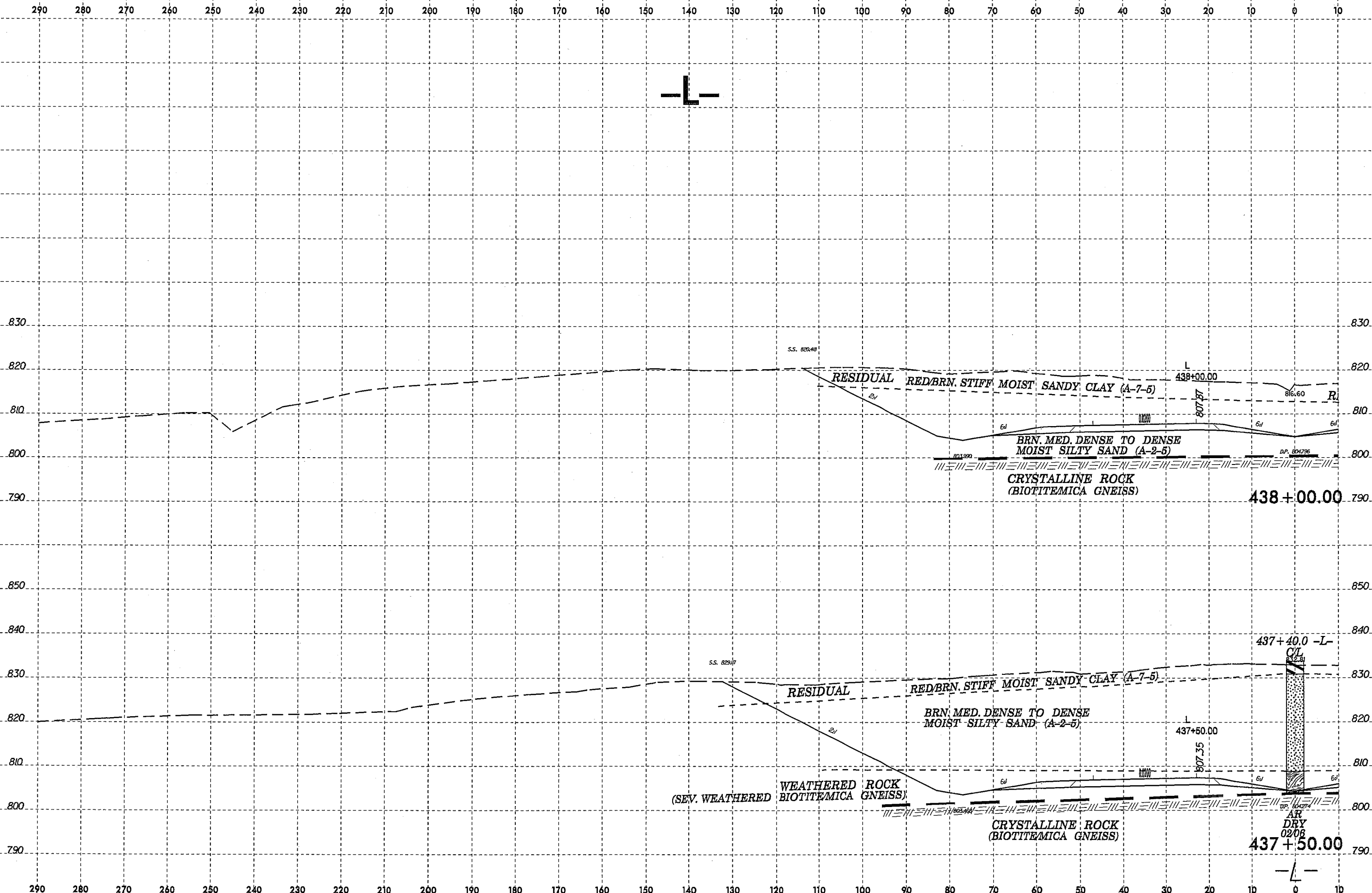
8/23/99
16-MAY-2008 10:22
c:\projects\2707\civil\land\cadd-geotech\ssc\2707\civil-geo\ssu.1.1.dgn
c:\projects\2707\civil\land\cadd-geotech\ssc\2707\civil-geo\ssu.1.1.dgn
16-MAY-2008 10:22
c:\projects\2707\civil\land\cadd-geotech\ssc\2707\civil-geo\ssu.1.1.dgn

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	214



8/23/99

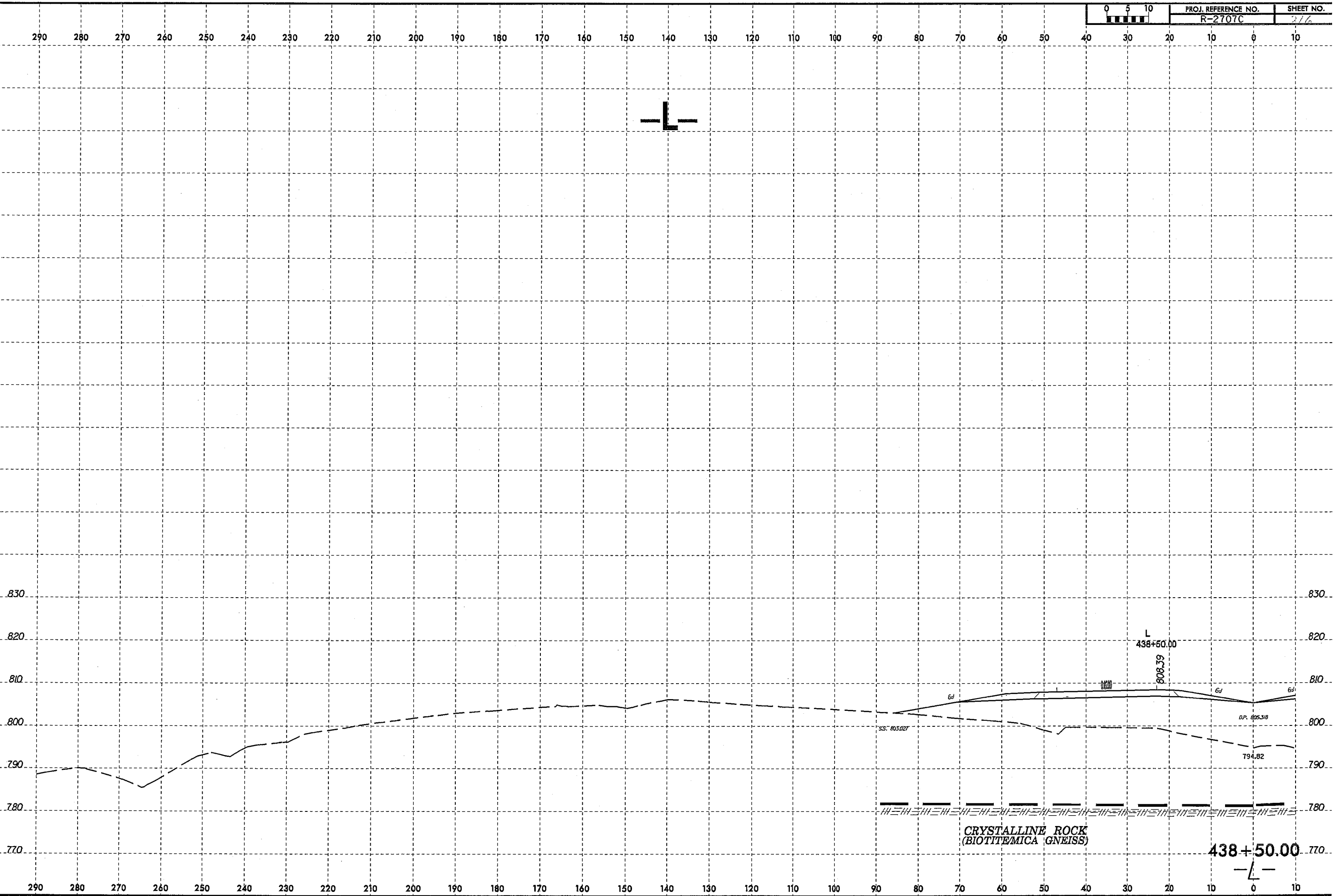
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	215



15-MAY-2008 10:21
c:\proj\proj\2707c\rev\geo_r\dwg\c:\leveland\ceadd\geotech\vsr\2707c\rev\geo_xst\1.2.dgn
churr13 AT 06/22/08

8/23/99

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 216
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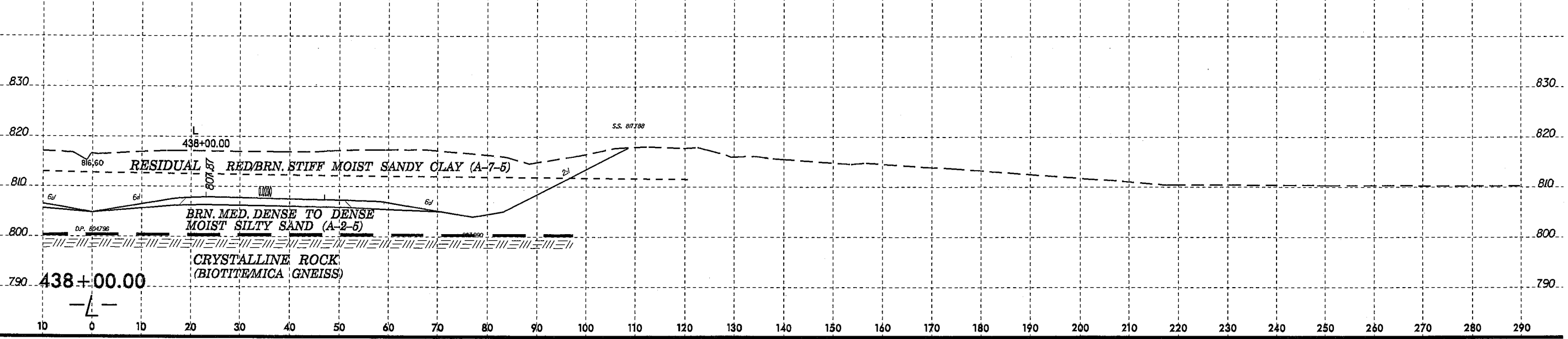
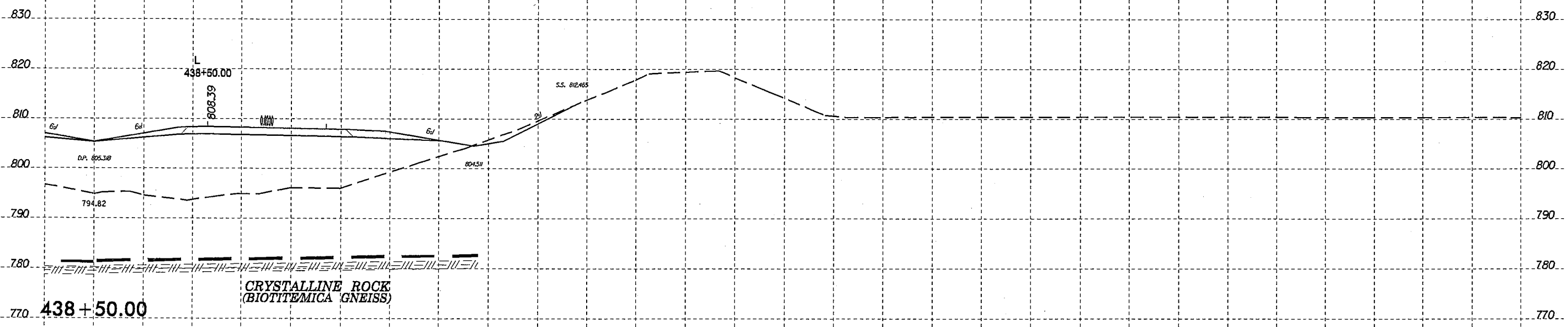
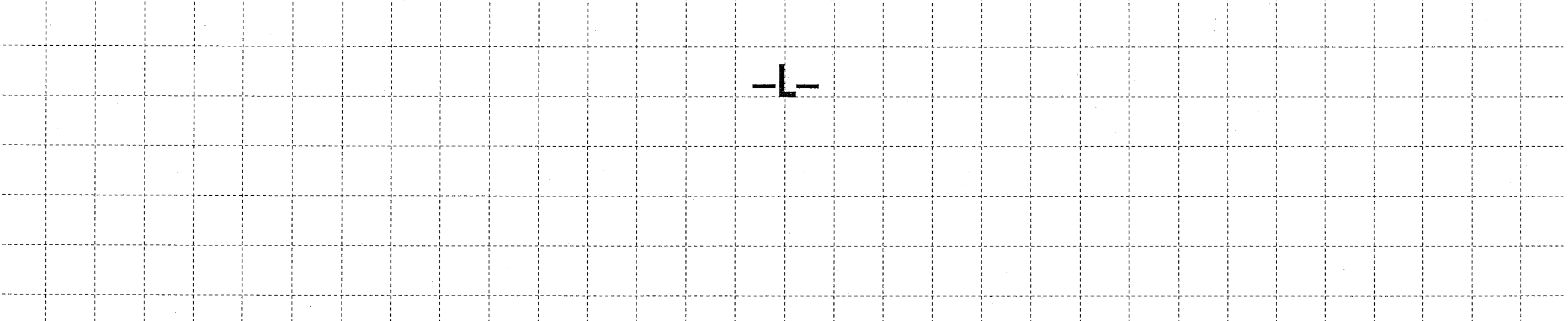


15-MAY-2008 10:33
 c:\projects\2707c\rev2\geo_rdm\c_level\band\codd\geotech\use\2707c\rev1\geo_xst.1.1.2.dgn
 AL 06H26157

8/23/99

0	5	10	PROJ. REFERENCE NO.	SHEET NO.
[Scale bar]			R-2707C	217

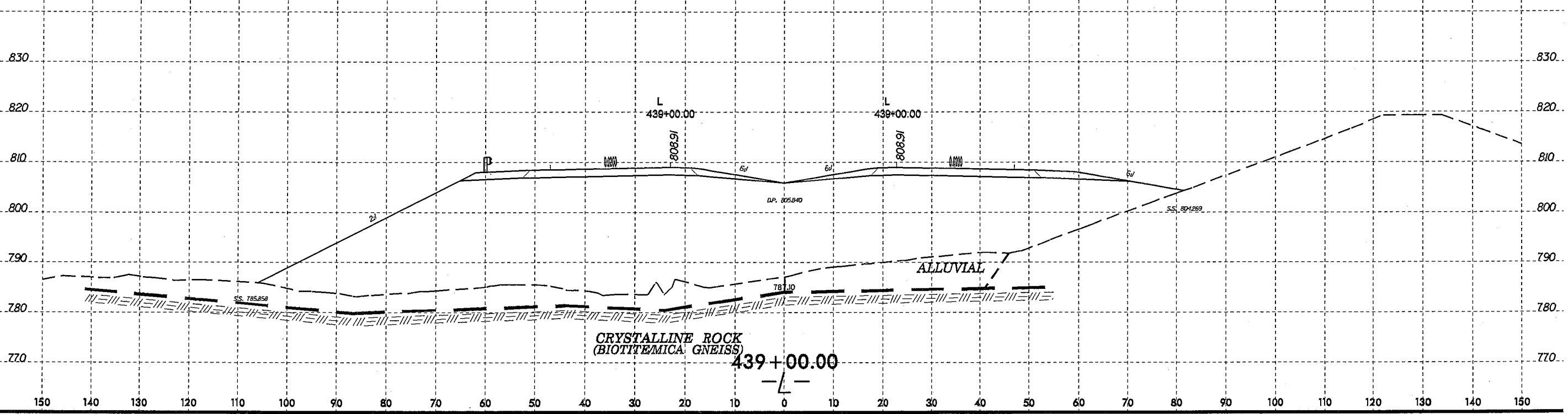
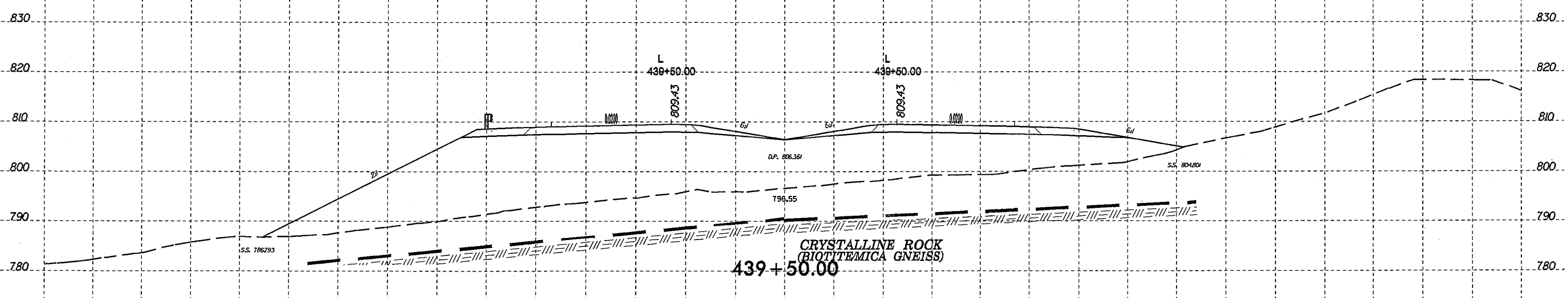
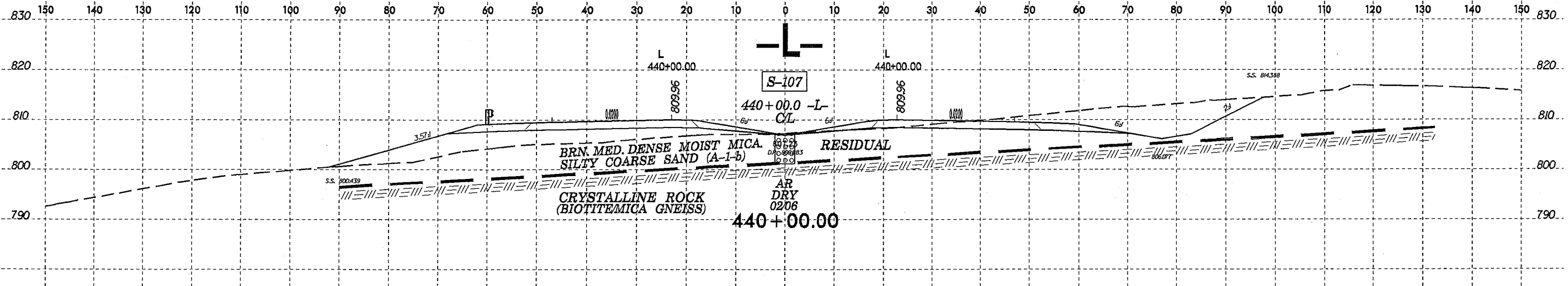
10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290



16-MAY-2008 10:34
 d:\proj\pers\2707\cadd\geo\rdwy-cleveland\cadd\geotech\ssc\R-2707C(rev).gec_xsl.1.2.dgn
 burris AT 08H26157

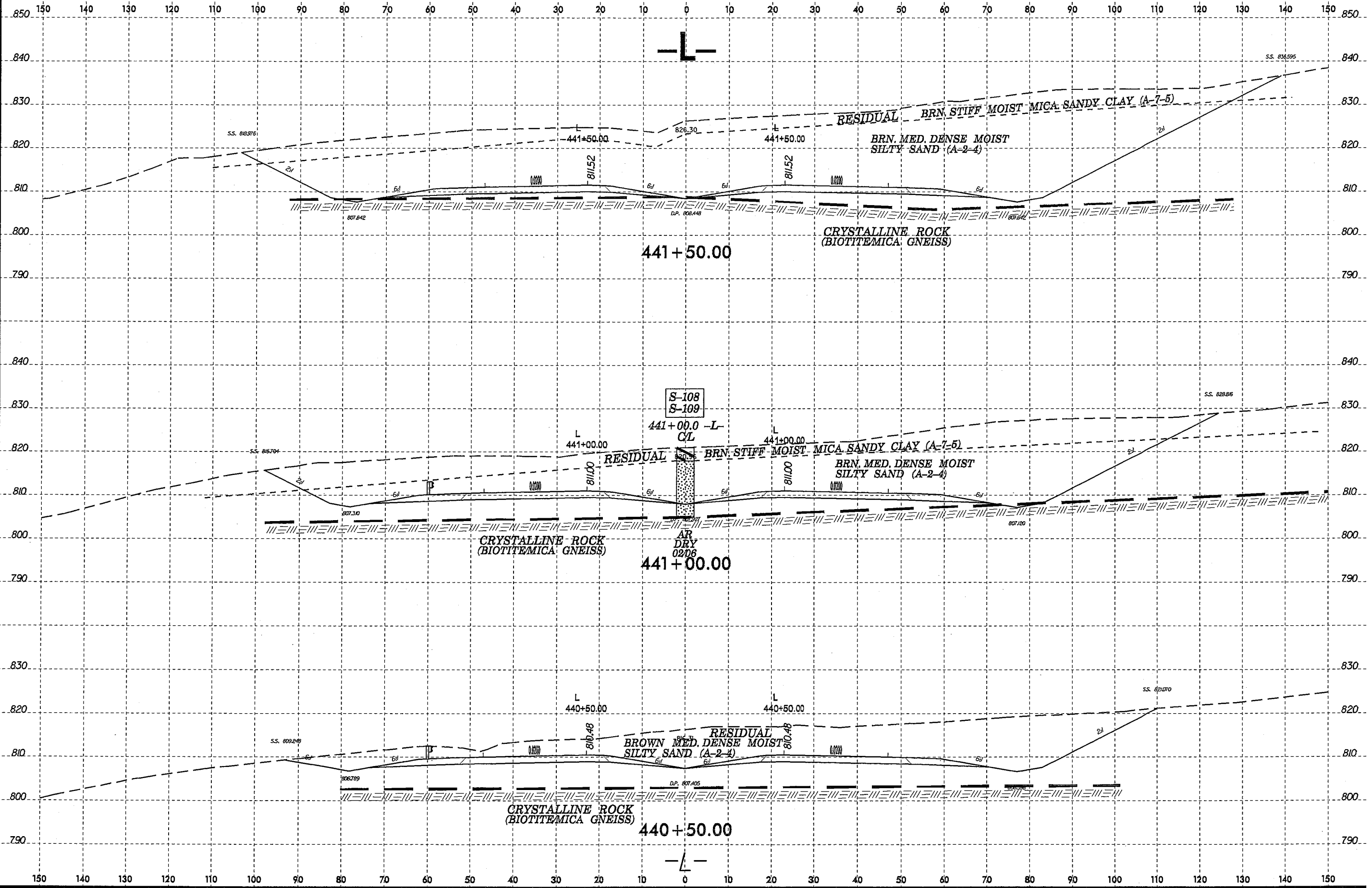
8/23/99

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 218
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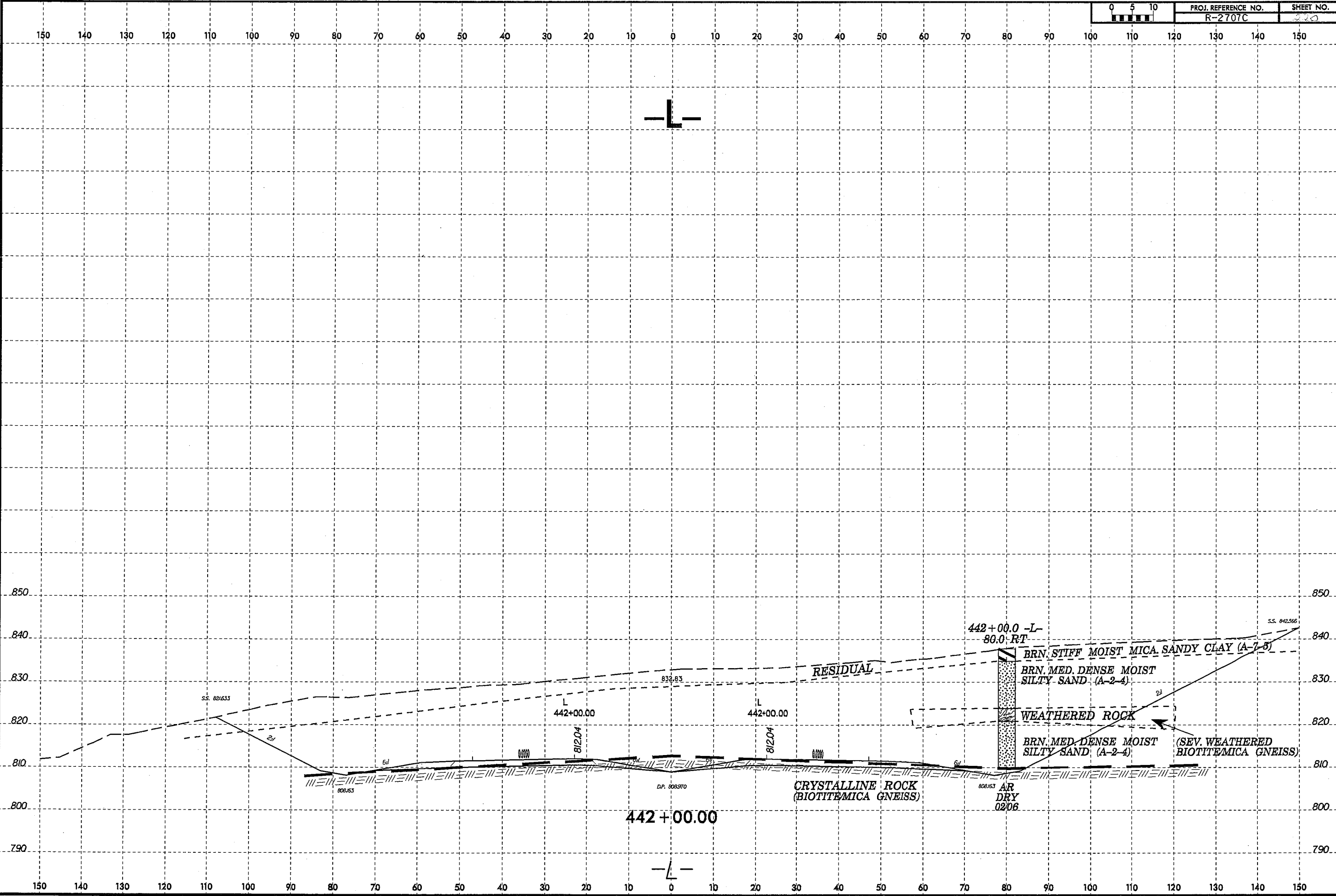
16-MAY-2008 10:35
c:\projects\2707\5(rev)2707\geo_rdmj-cleveland\cadd\geotech\psc\vr2707c(rev).geo_xst.1.2.dgn
c:\projects\2707\5(rev)2707\geo_rdmj-cleveland\cadd\geotech\psc\vr2707c(rev).geo_xst.1.2.dgn
c:\projects\2707\5(rev)2707\geo_rdmj-cleveland\cadd\geotech\psc\vr2707c(rev).geo_xst.1.2.dgn

8/23/99
15-MAY-2008 10:03
C:\pwork\proj\2707\geo_r\dwg-clleveland\cadd-geotech\ssc\vr2707clrev\geo_xst_1_1.dgn



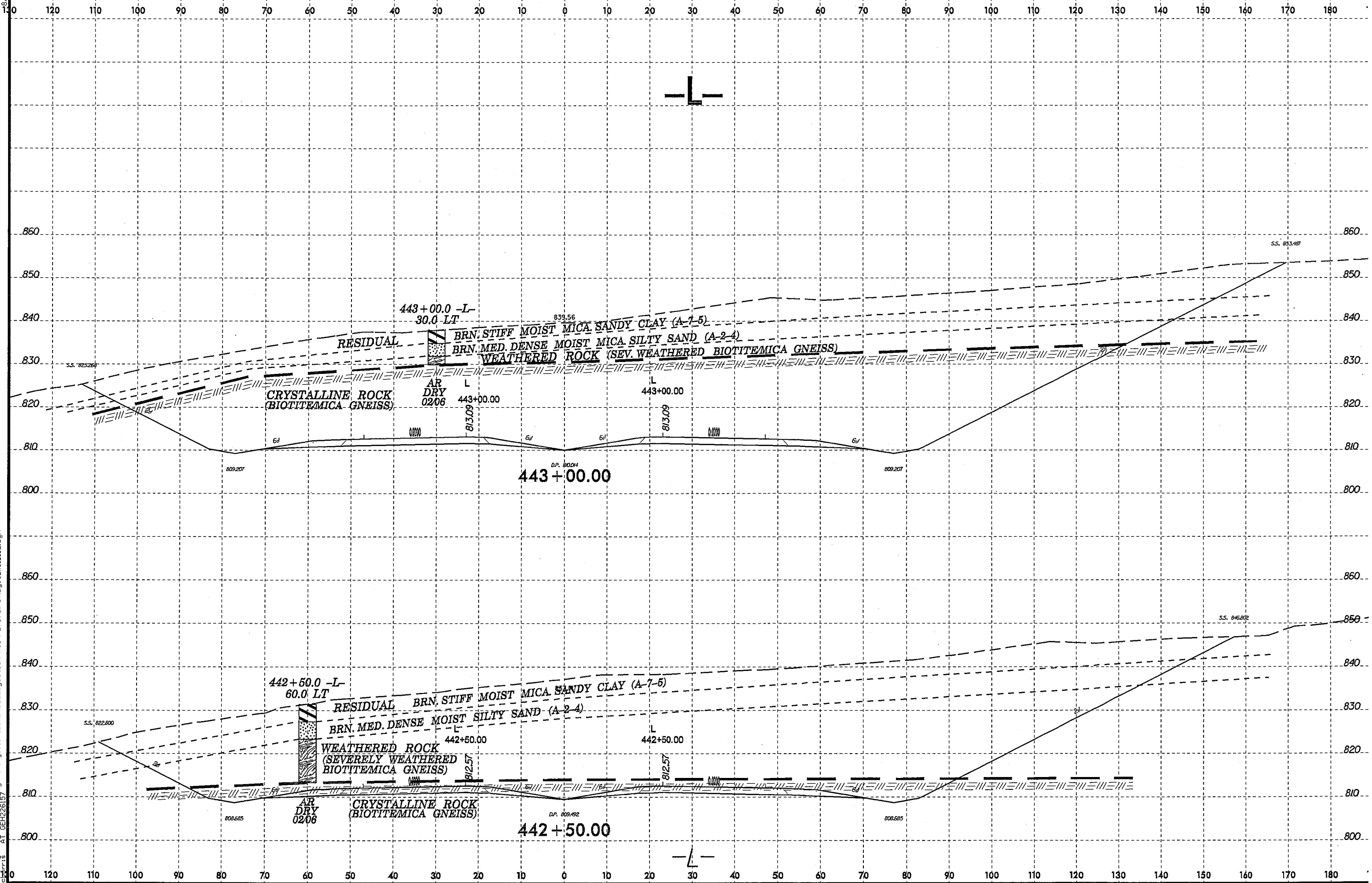
8/23/99
15-MAY-2008 10:03
d:\projac3\2707\5\geol\cleveland\ceadd\geotech\csc\2707\civ\1\geo_xst\1.2.dgn
Author: R. BENTZ
Date: 05/22/06

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 220
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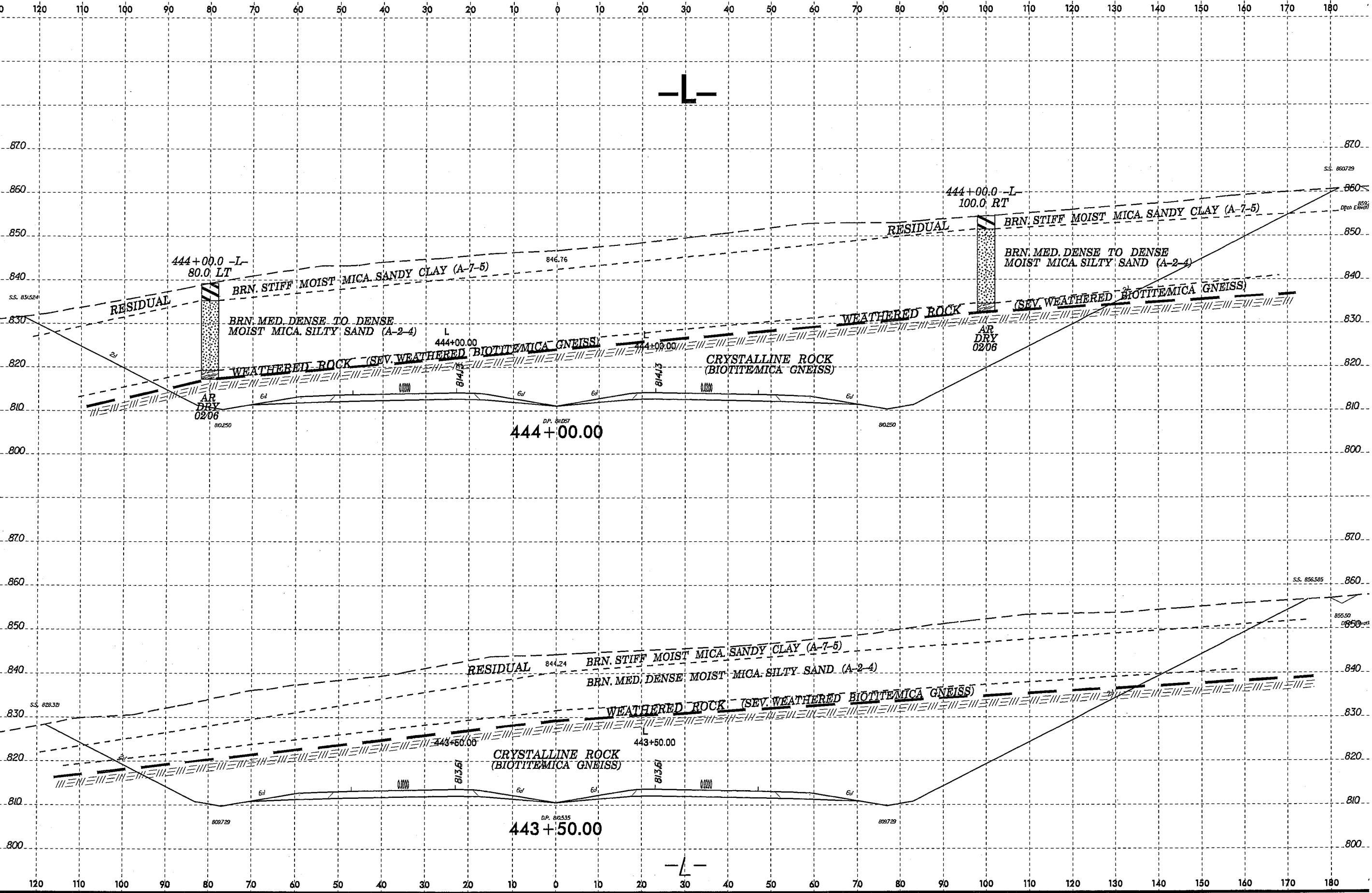
15-MAY-2008 10:04
c:\projects\2707\civil\land\cadd\geotech\ase\2707\rev\geo_xsl\1.2.dgn
User: RL 06/26/07

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	271



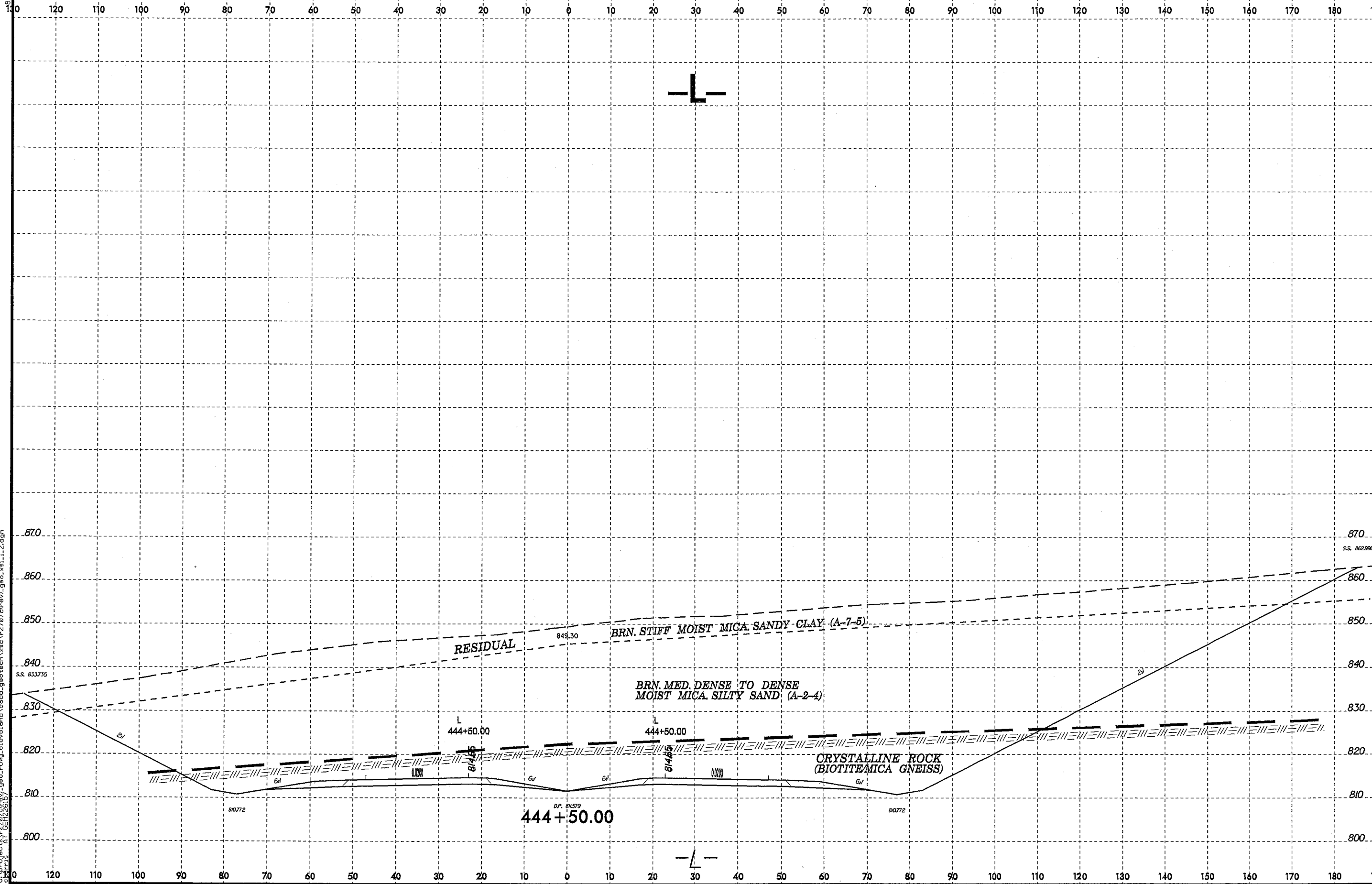
15-MAY-2008 10:05
c:\proj\proj23\23\geo_rdkj-claveland\cadd_geotech\ksc-r2707c(rev).geo_xst.1.2.dgn
AT: BERT226157

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 222
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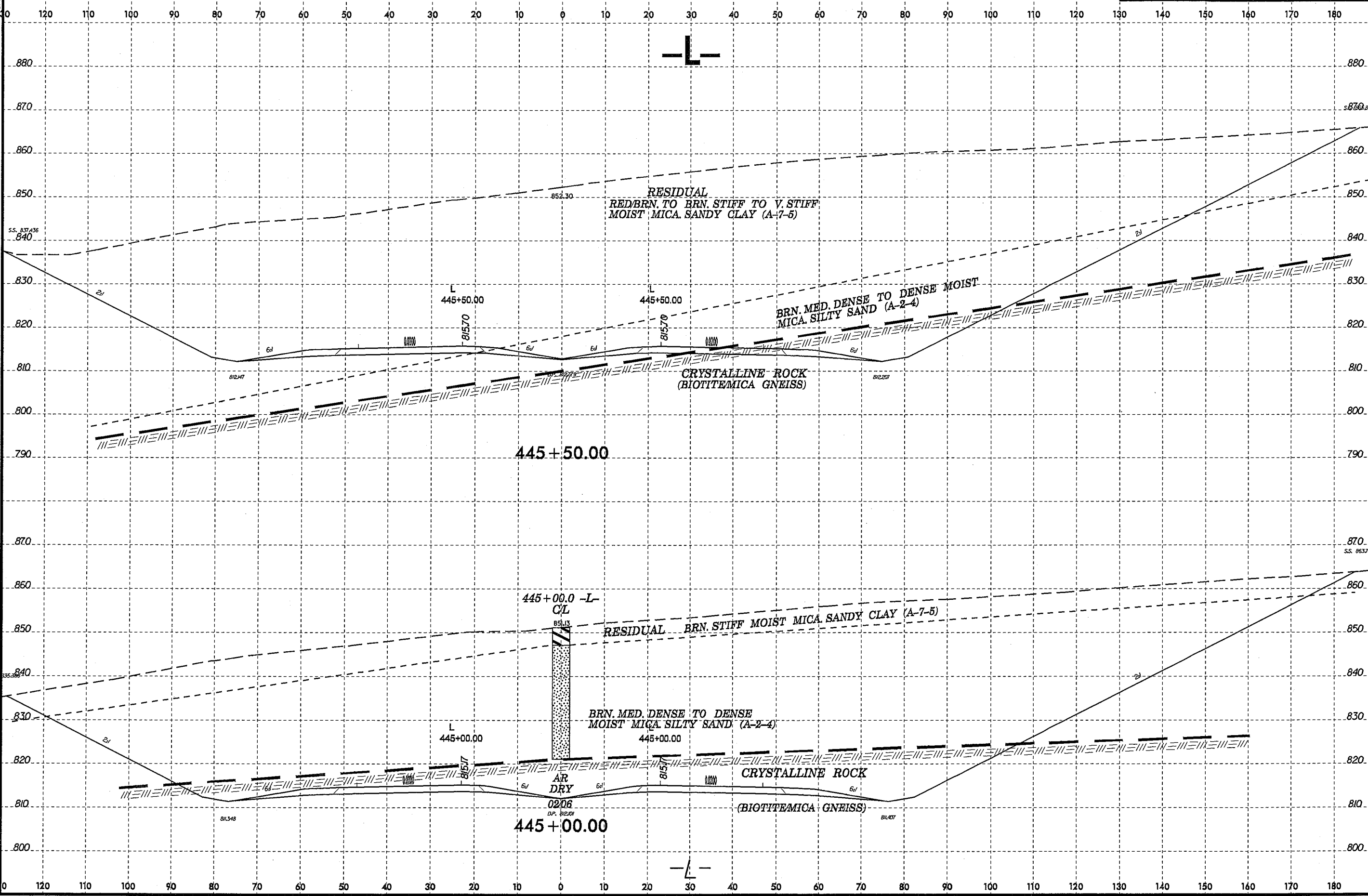
15-MAY-2008 10:05
c:\proj\proj\82075\geo_rdwj_cleveland\cadd\geotech\psc v2707\cl-rev\geo_xsl.1.2.dgn

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 223
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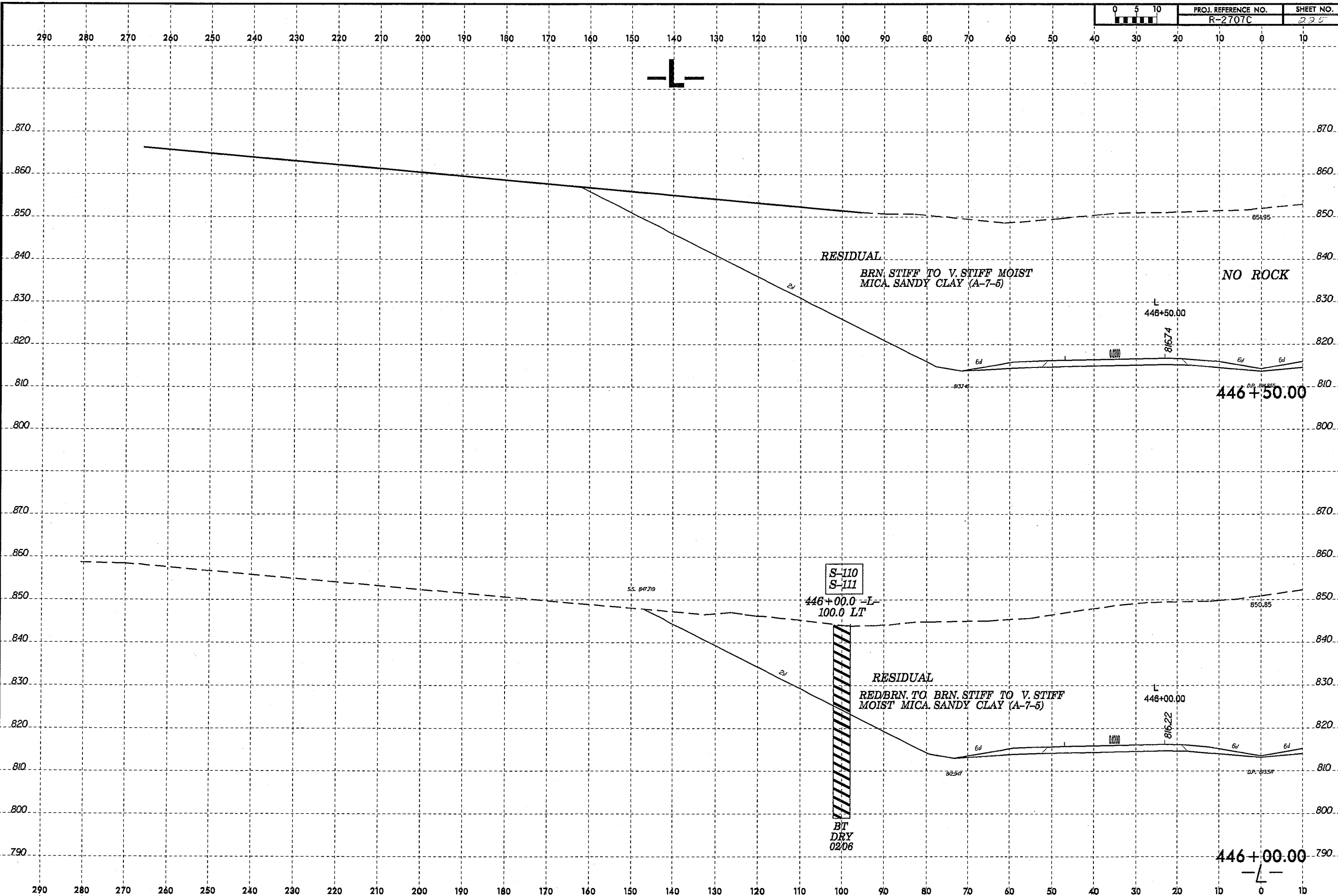


16-MAY-2008 14:17
c:\p\proj\2707\2707-geo-r\dwg-cl-elev\land\cadd\geotech\hsc\4R2707\Crrev\060_xsi.l.3.dgn
0206 41 0206 41

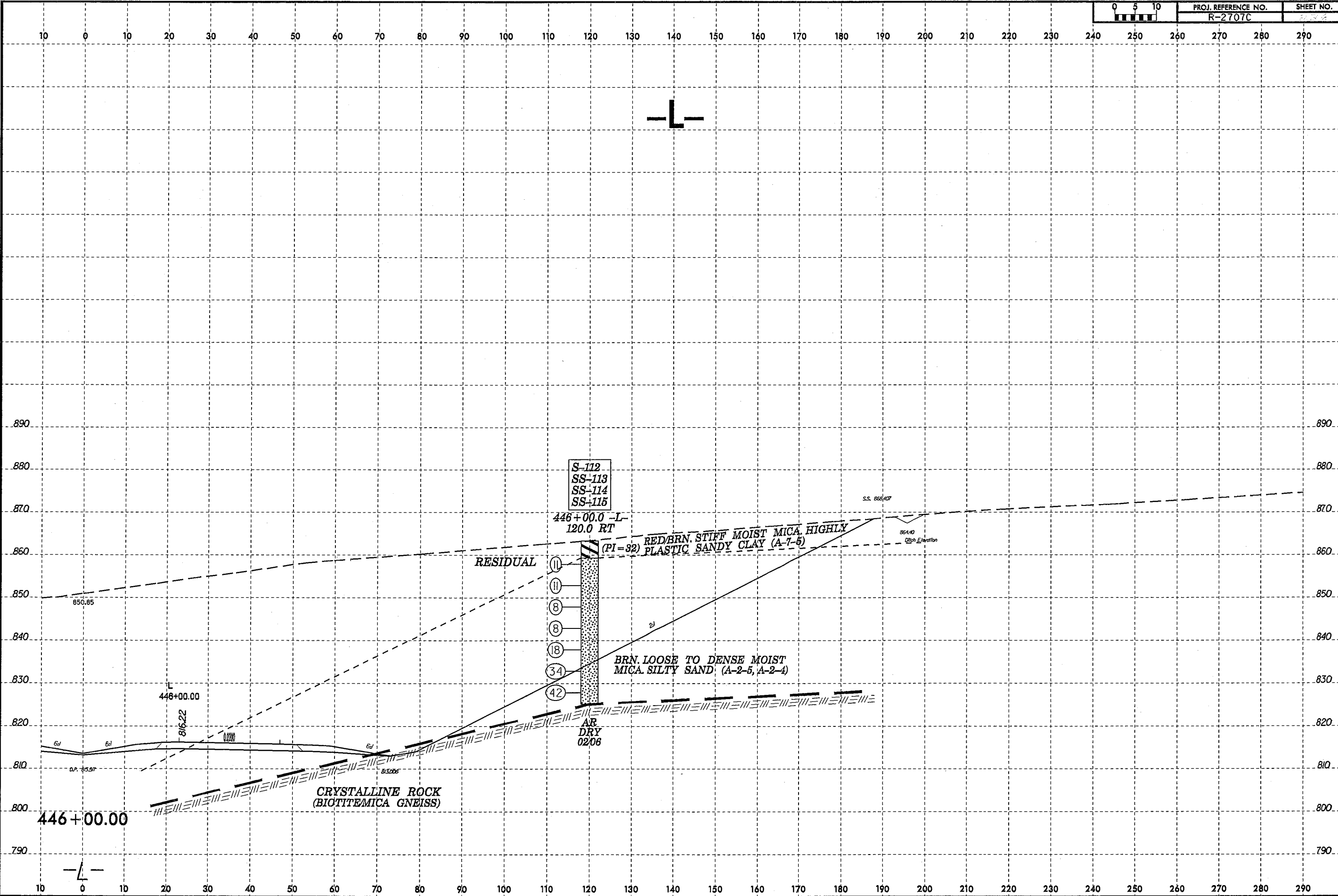
0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 224
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16-MAY-2008 11:22
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8/23/99
29-MAY-2008 09:43
d:\proj\2008\2707\2707\geo_r\dwy-cl\leveland\cadd\geotech\ssc\vr2707\clrev1\geo_xa1.1.dgn
Burriss AL 05/22/07



S-112
SS-113
SS-114
SS-115

446+00.0 -L-
120.0 RT

RED BRN. STIFF MOIST MICA HIGHLY
PLASTIC SANDY CLAY (A-7-5)

RESIDUAL

BRN. LOOSE TO DENSE MOIST
MICA SILTY SAND (A-2-5, A-2-4)

DRY
02/08

CRSTALLINE ROCK
(BIOTITEMICA GNEISS)

S.S. 866/407

864.40
Elev. Station

850.85

446+00.00
816.22

810.57
D.P.

830.66

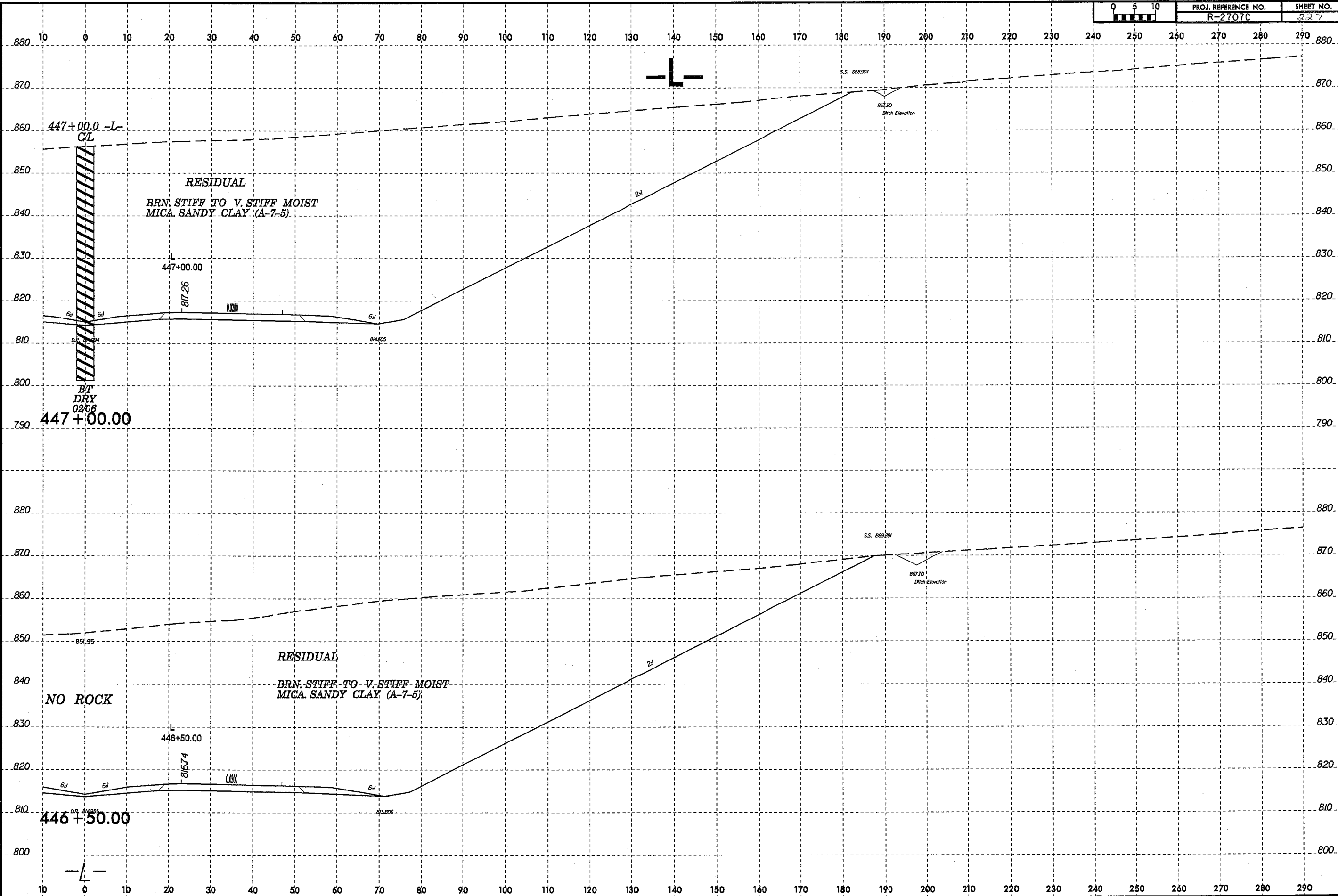
446+00.00

890
880
870
860
850
840
830
820
810
800
790

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

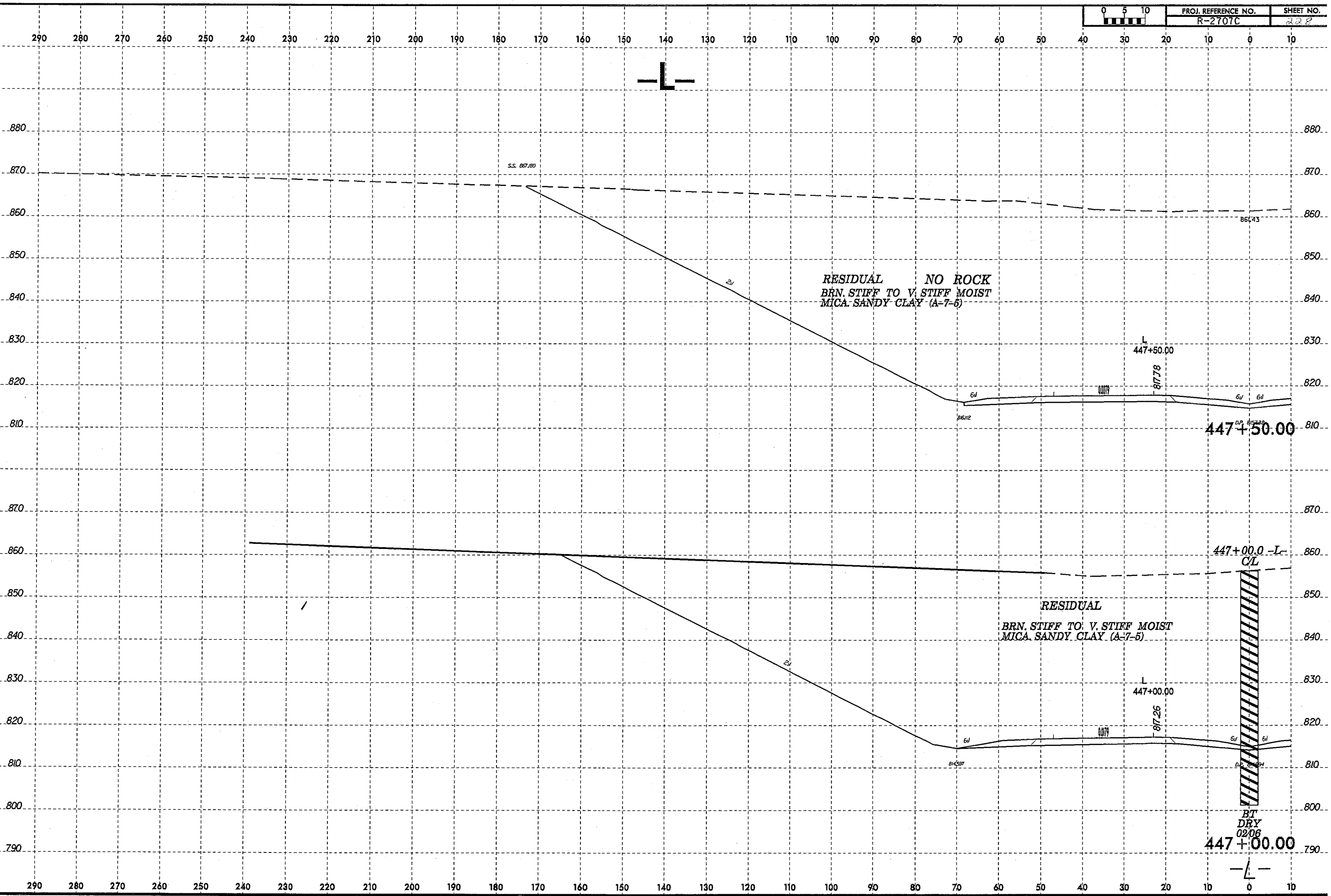
8/25/99
16-MAY-2008 11:27
d:\projects\2707\civil\cleveland\cadd\geotech\ssr2707\GEO_xsl.L_3.dgn
gburris AT BEH26157

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	227



8/23/99

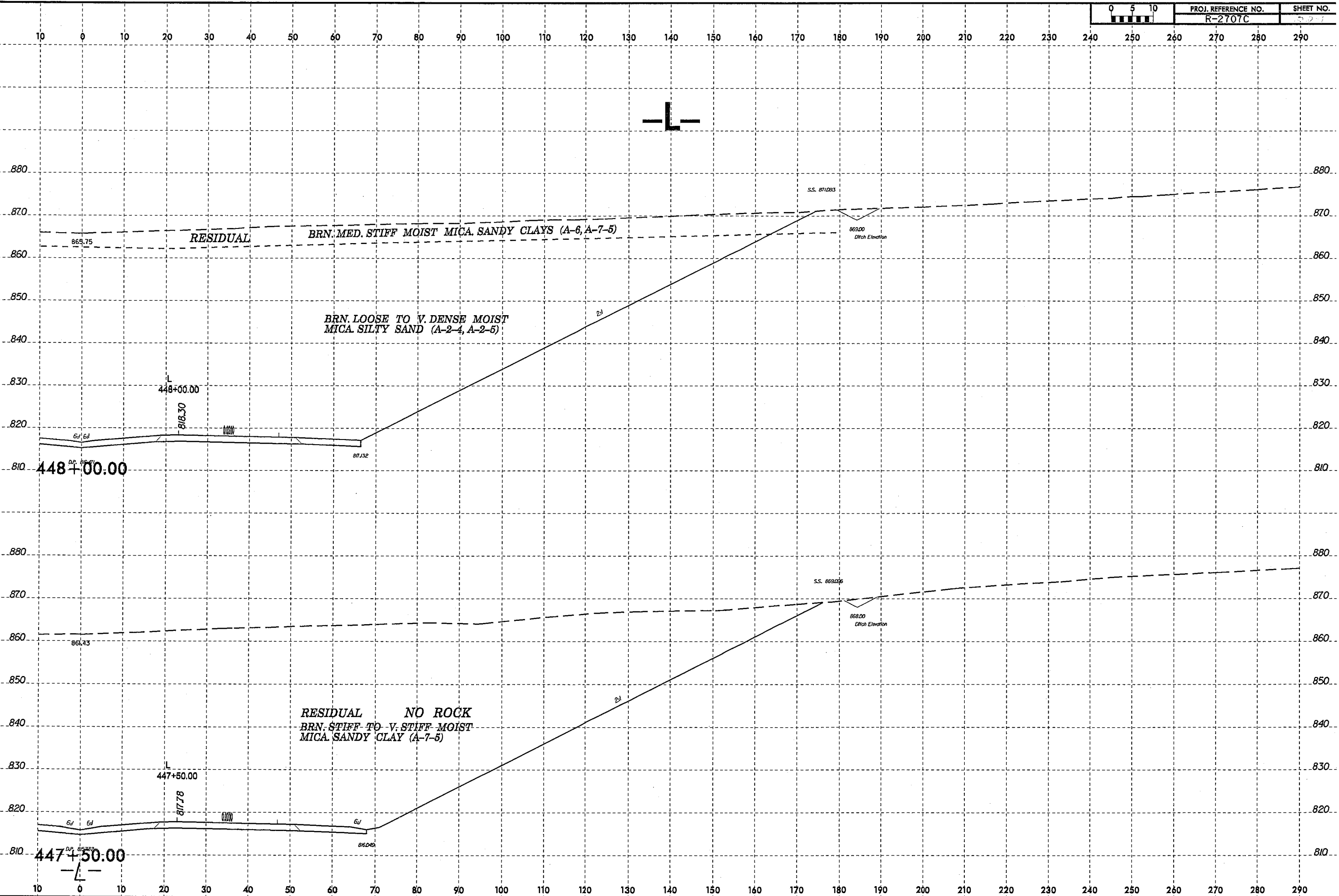
0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 222
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16-MAY-2008 11:23
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 Gburris AT DEH26157

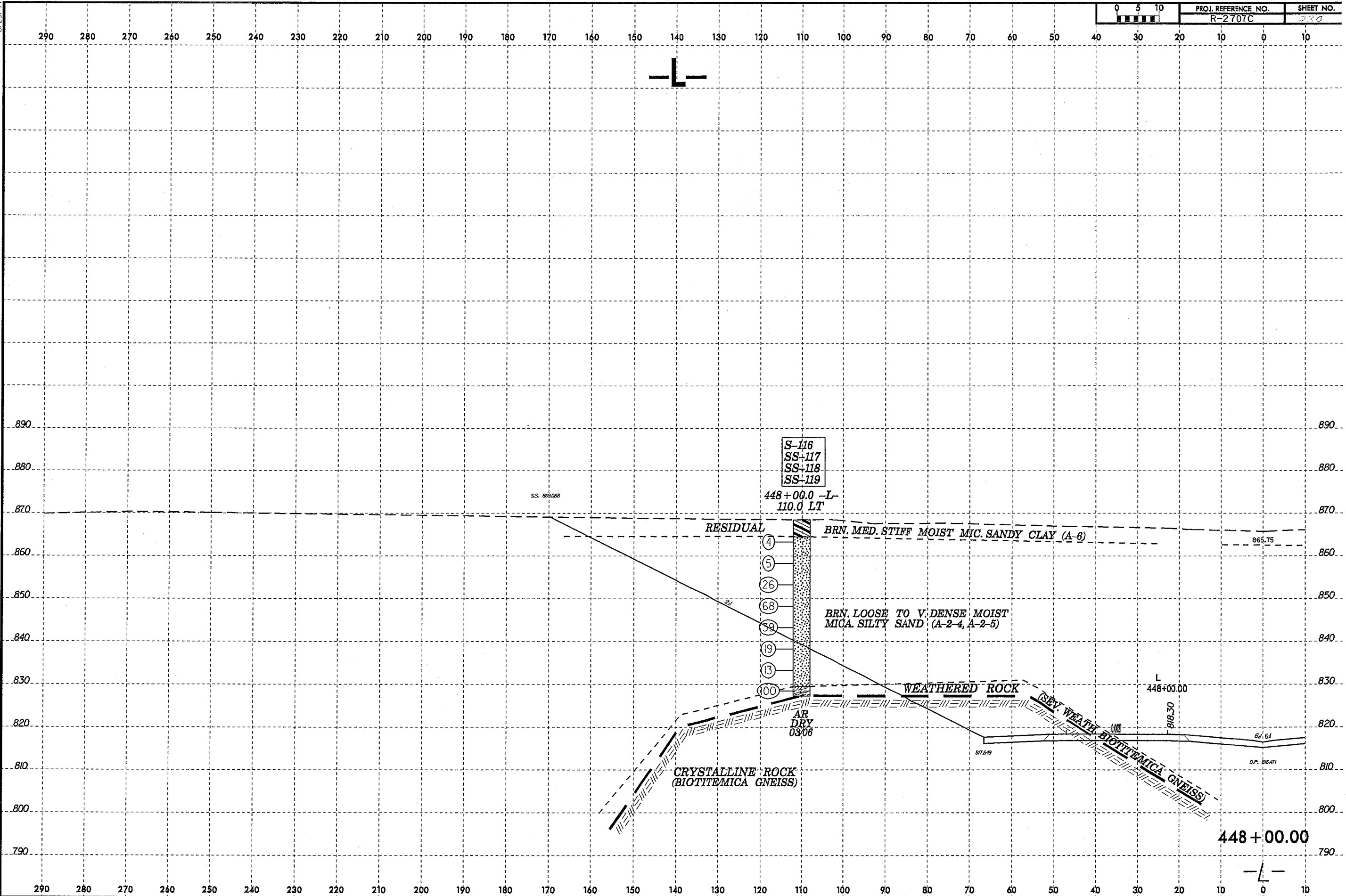
8/23/99
27-MAY-2008 14:57
c:\proj\proj\2707\geo\rdm\cleveland\cadd\geotech\sec\2707\c(rev).geo_vst.1.3.dgn
cburns AT 08:26:15

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	27



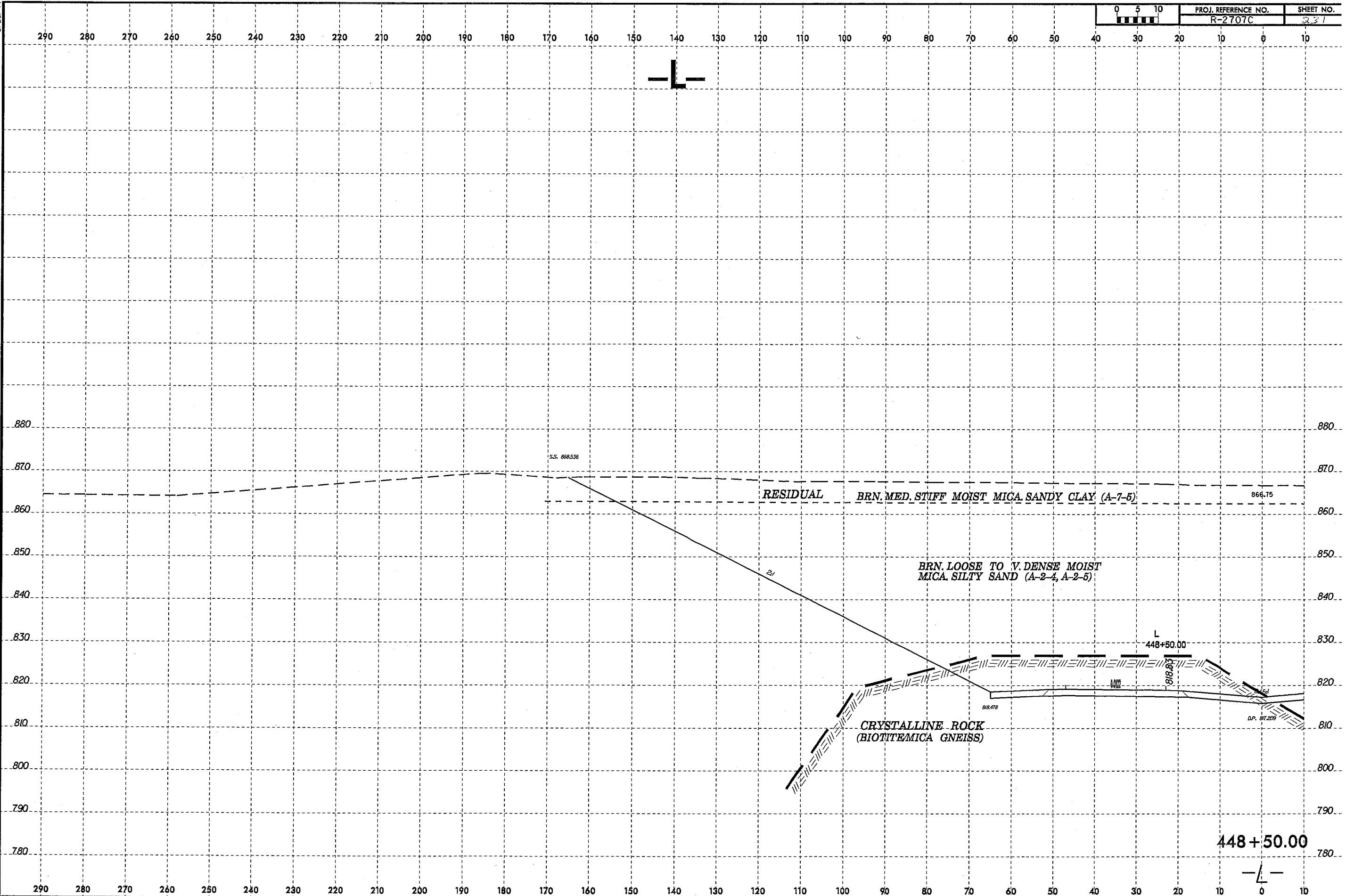
8/23/99
27-MAY-2008 14:06
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AT: BEH25157

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 230
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8/23/99
16-MAY-2008 11:25
c:\pro\jects\2707\16\16-geo-rdwy-cleveland\cadd\geotech\axsc\R2707C(rev).GED_xsl.L_3.dgn

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	231

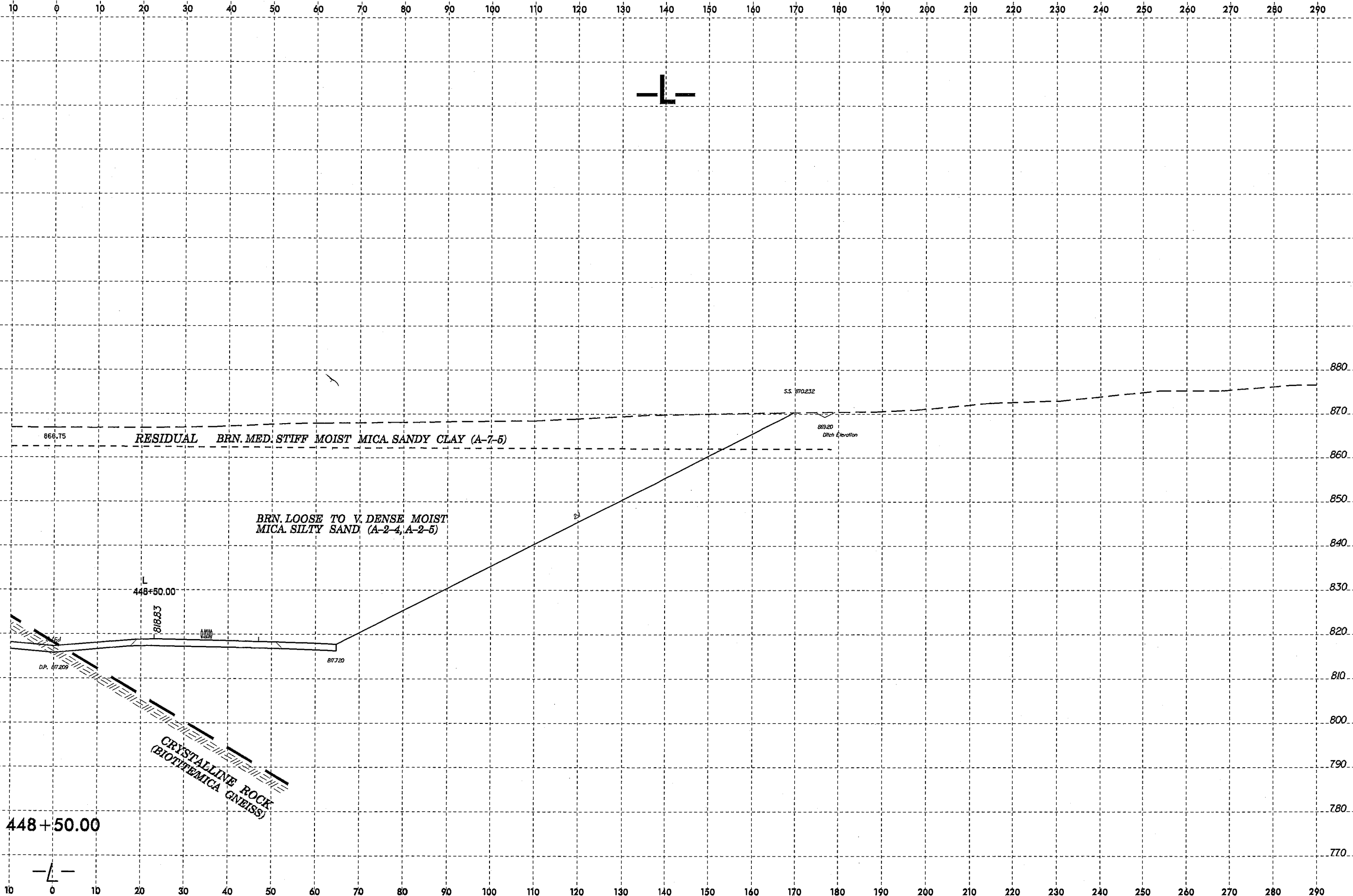


448+50.00



B/23/99

0	5	10
PROJ. REFERENCE NO. R-2707C		
SHEET NO. 232		



16-MAY-2008 11:59
 c:\prj\geo\21\GEOTEC\21-geo\rdy-claveland\cadd\geotech\asc\R2707C(rev).DED_xsi.L_3.dgn

448+50.00

448+50.00

RESIDUAL BRN. MED. STIFF MOIST MICA SANDY CLAY (A-7-5)

BRN. LOOSE TO V. DENSE MOIST MICA SILTY SAND (A-2-4, A-2-5)

CRYSTALLINE ROCK (BIOTITE/GNEISS)

448+50.00

D.P. 817.209

818.83

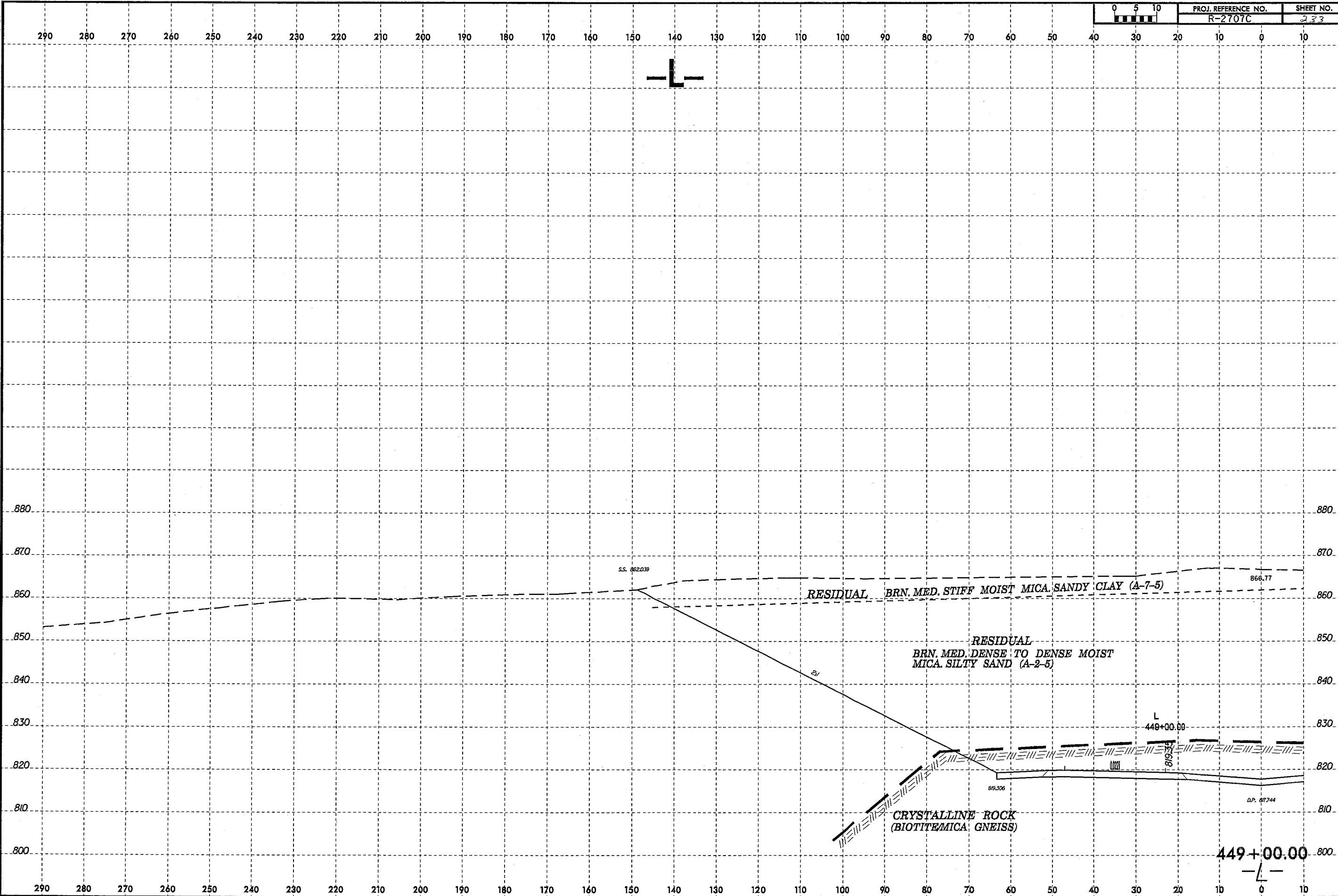
817.20

S.S. 870.232

869.20
Ditch Elevation

8/23/99
16-MAY-2008 11:26
d:\projects\27079\proj\geo-rdwj-cleveland\acad\geotech\ssr2707C(rev).GEO_xsl.L3.dgn
gsburns AT BEH26187

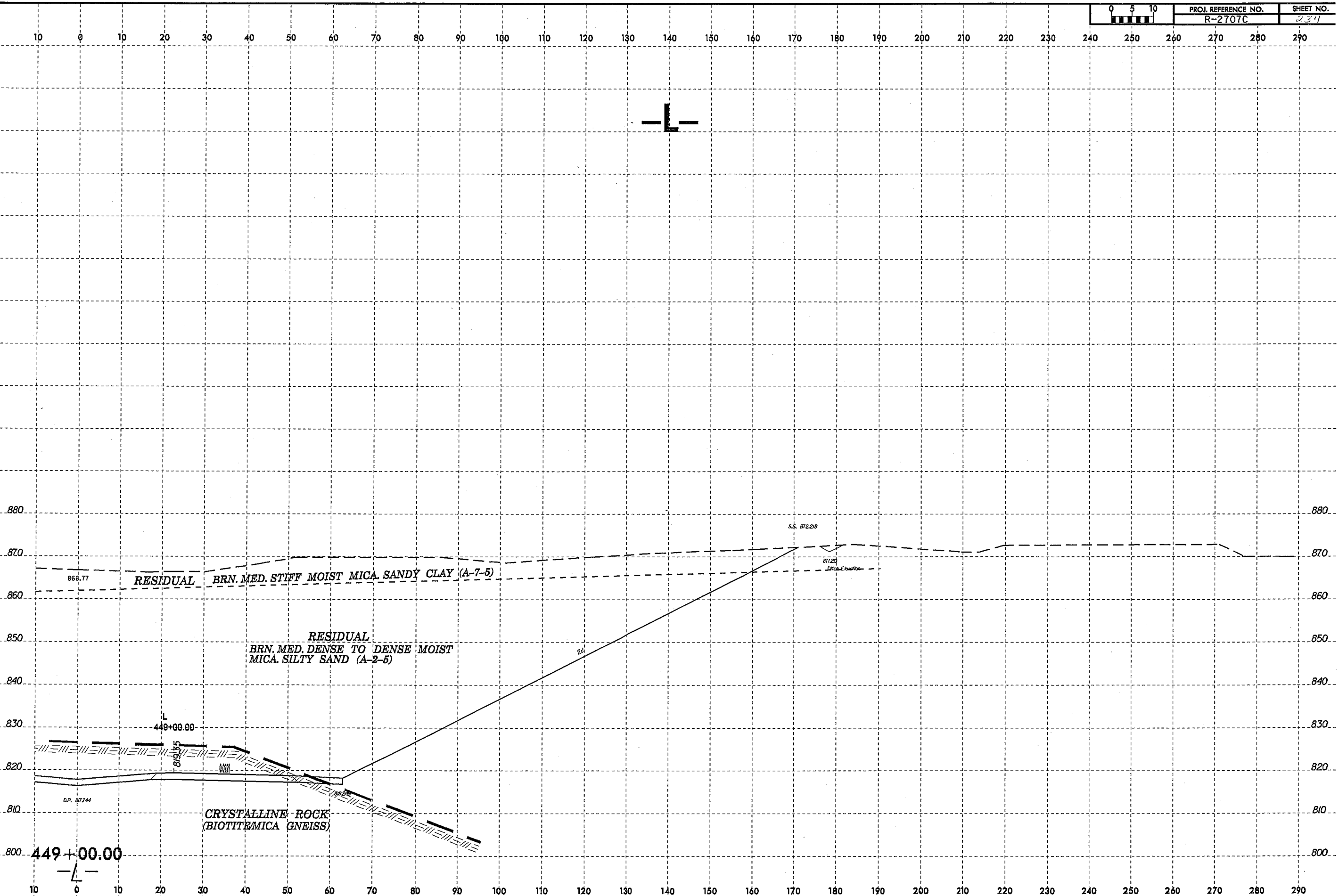
0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	233



449+00.00
-L-

8/23/99
16-MAY-2008 11:29
d:\proj\geosys\2707\56757\geo_rdy\cleveland\cadd\geotech\ssc\R2707C(ev).LGED_xsl.L3.dgn
geoburris AT GCH26157

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 231
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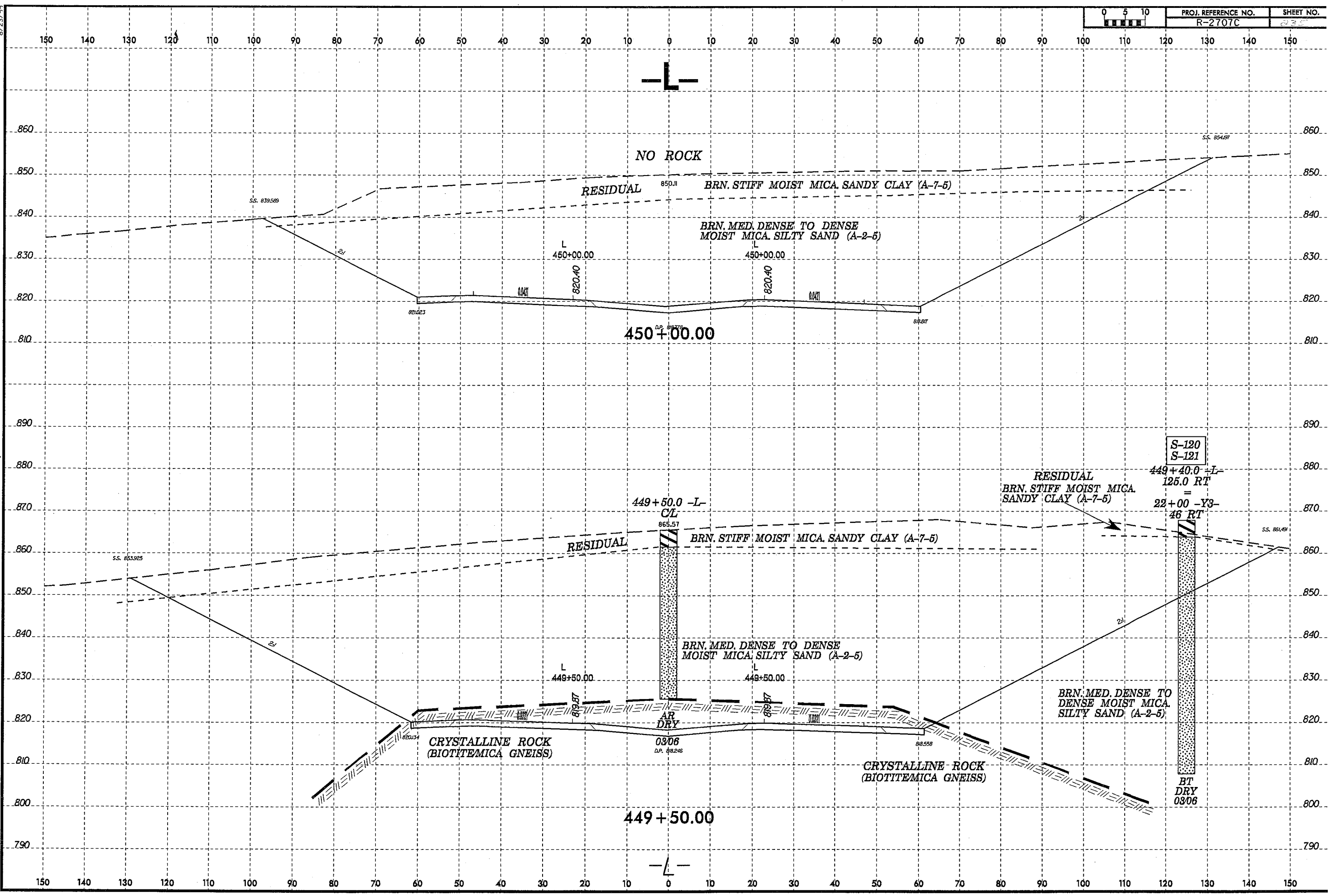


880
870
860
850
840
830
820
810
800

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

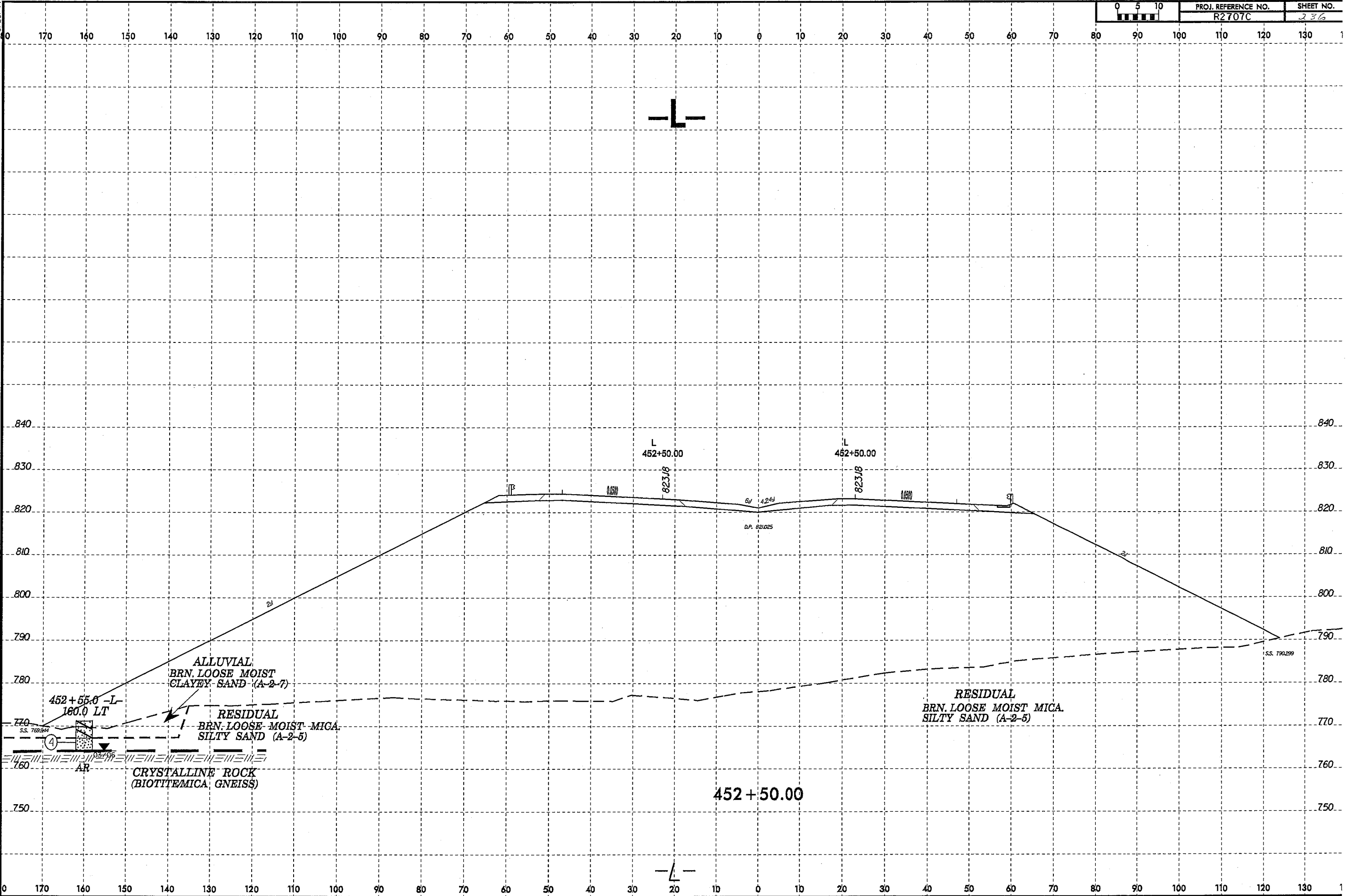
866.77
RESIDUAL BRN. MED. STIFF MOIST MICA SANDY CLAY (A-7-5)
RESIDUAL BRN. MED. DENSE TO DENSE MOIST MICA SILTY SAND (A-2-5)
CRYSTALLINE ROCK (BIOTITEMICA GNEISS)
DP. 817.44
449+00.00
449+00.00
821.15
818.28
2.0
S.S. 872.28
2.0% Elevation

8/23/09
29-MAY-2008 10:01
c:\projects\270707\rev\geo\ndm\leveland\cedd\geotech\270707\rev\geo\270707\rev\geo_xst.l_3.dgn
CBURNING AT GERT26157



18/23/99
15-MAY-2008 13:53
C:\p\projects\AR2707C\REV1_GEO\ROWY_Cleveland\CAADD_GEDTECH\Xsec\AR2707C\rev1_GEO_xst.LL_3.dgn
AR2707C\REV1_GEO\ROWY_Cleveland\CAADD_GEDTECH\Xsec\AR2707C\rev1_GEO_xst.LL_3.dgn
AR2707C\REV1_GEO\ROWY_Cleveland\CAADD_GEDTECH\Xsec\AR2707C\rev1_GEO_xst.LL_3.dgn

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R2707C	236

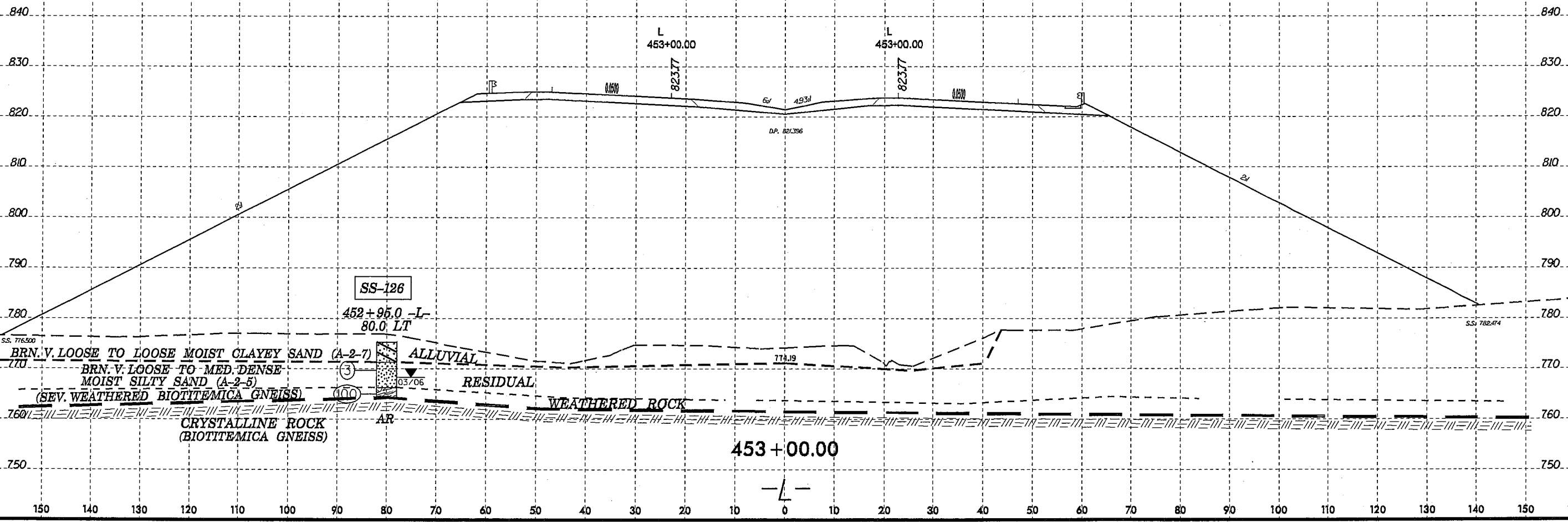


180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 1

16-MAY-2008 11:32
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User: jrm AT 05/26/08

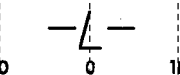
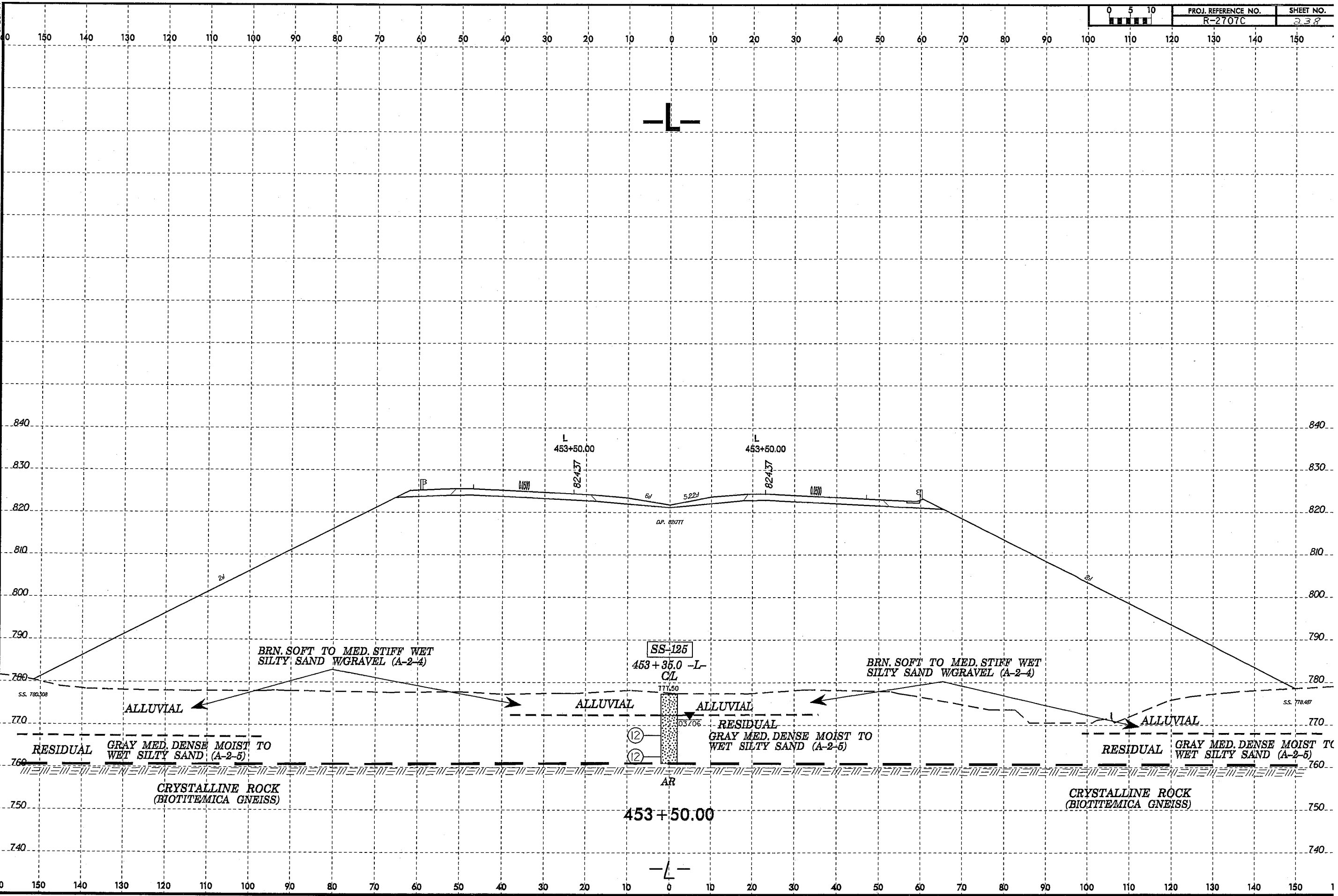
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	R-2707C	237

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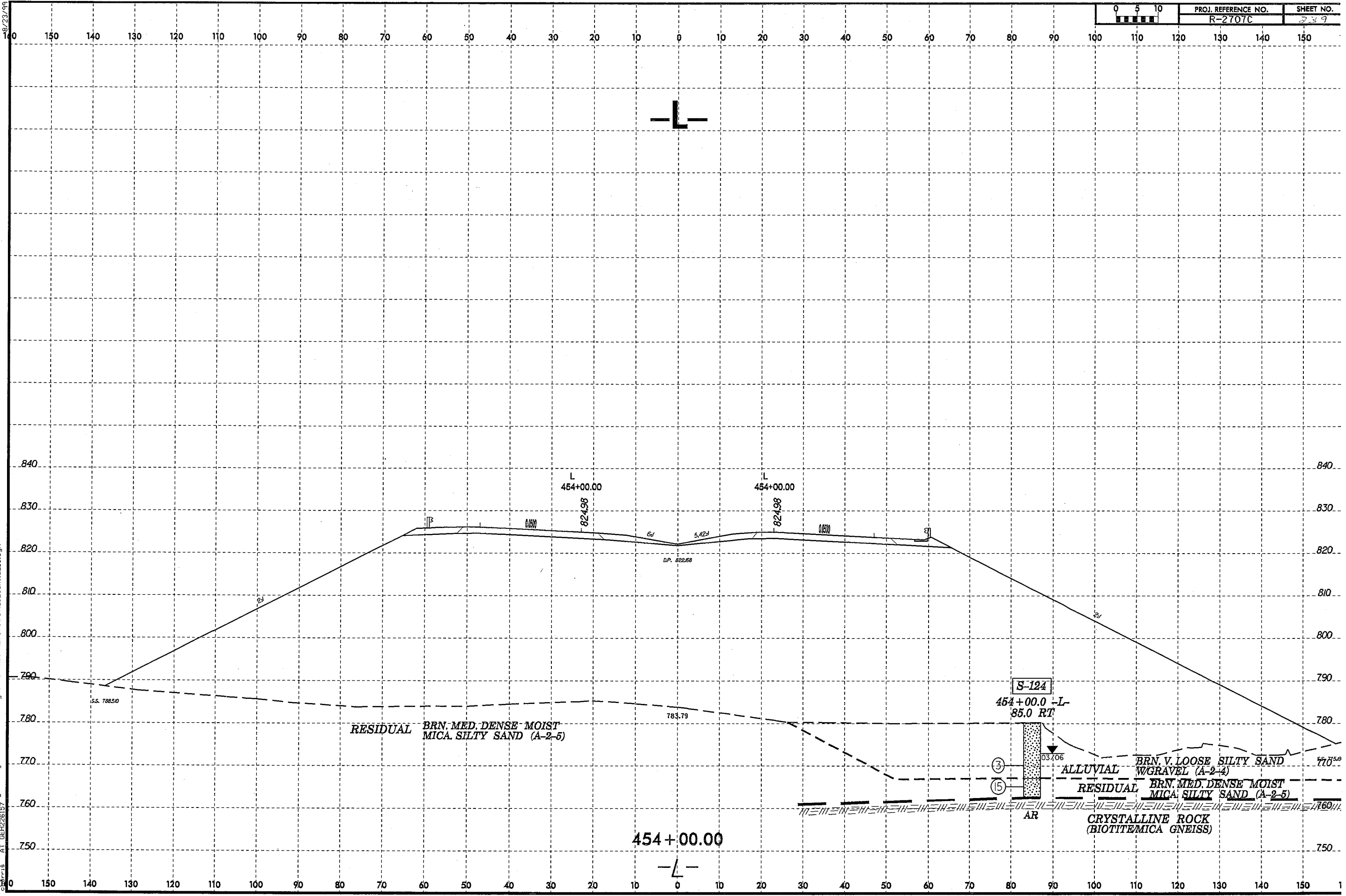


16-MAY-2008 11:33
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0 5 10 100 110 120	PROJ. REFERENCE NO. R-2707C	SHEET NO. 238
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16-MAY-2008 11:34
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Author: AT BETZ/BJ



454+00.00

S-124

454+00.0 -L-
85.0 RT

3
15

AR

RESIDUAL BRN. MED. DENSE MOIST
MICA SILTY SAND (A-2-5)

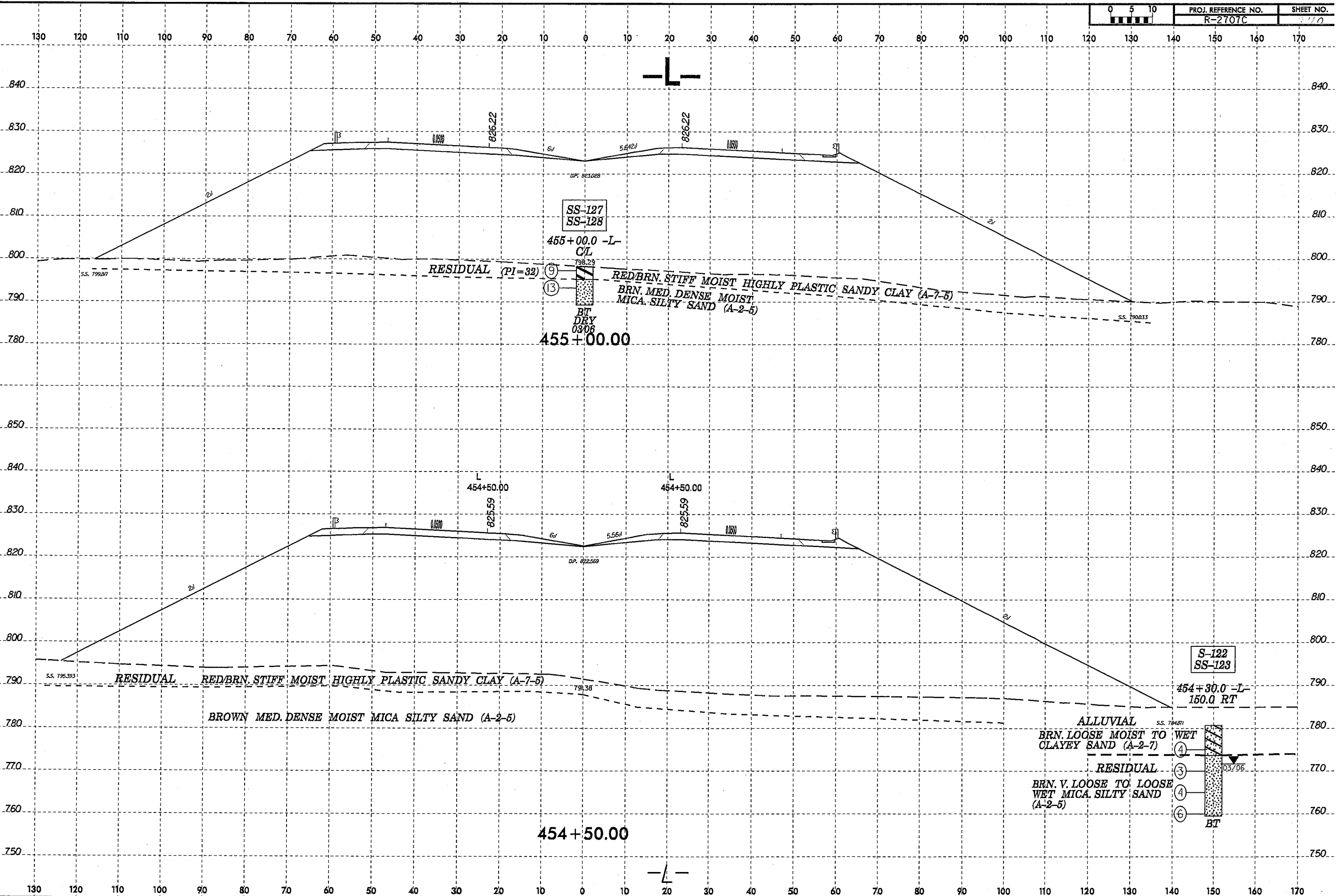
ALLUVIAL BRN. V. LOOSE SILTY SAND
W/ GRAVEL (A-2-4)

RESIDUAL BRN. MED. DENSE MOIST
MICA SILTY SAND (A-2-5)

CRYSTALLINE ROCK
(BIOTTE/MICA GNEISS)

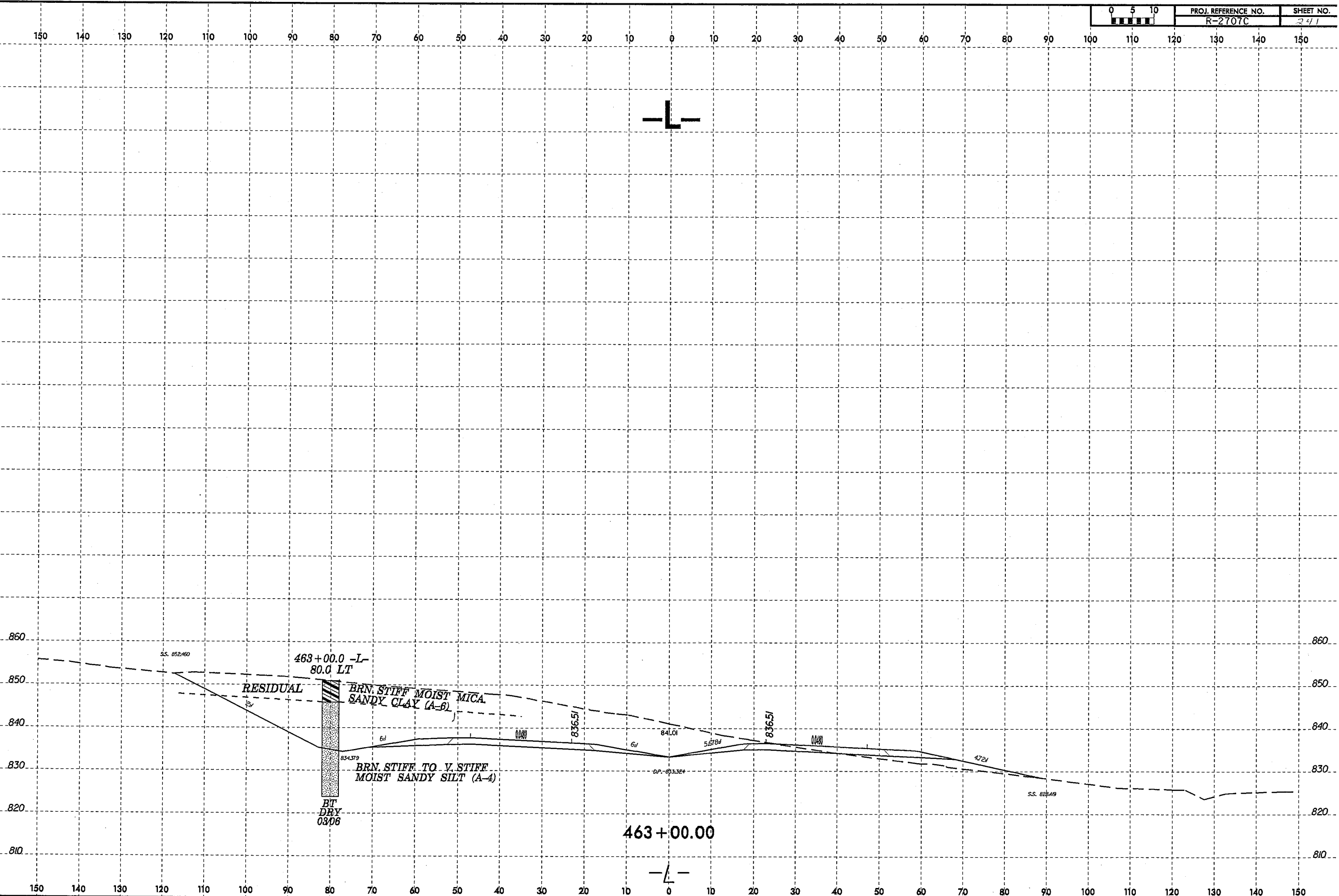
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16-MAY-2008 11:35
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BURRIS AT 05/06

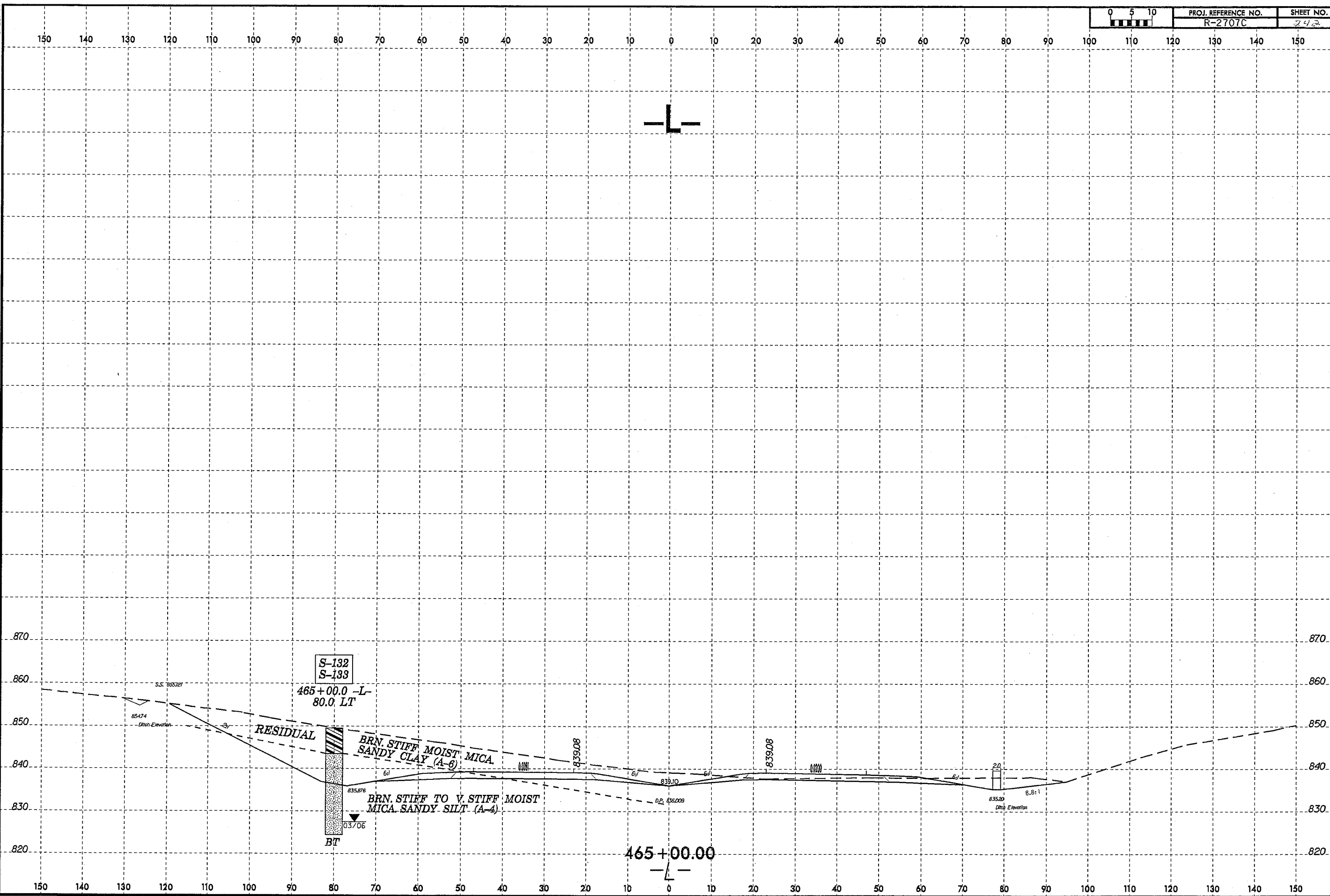


8/23/99
16-MAY-2008 14:41
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cburris AT 06H226BY

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	241



0 5 10 [Scale]	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	242



S-132
S-133

465+00.0 -L
80.0 LT

RESIDUAL

BRN. STIFF MOIST MICA SANDY CLAY (A-6)

BRN. STIFF TO V. STIFF MOIST MICA SANDY SILT (A-4)

BT

465+00.00

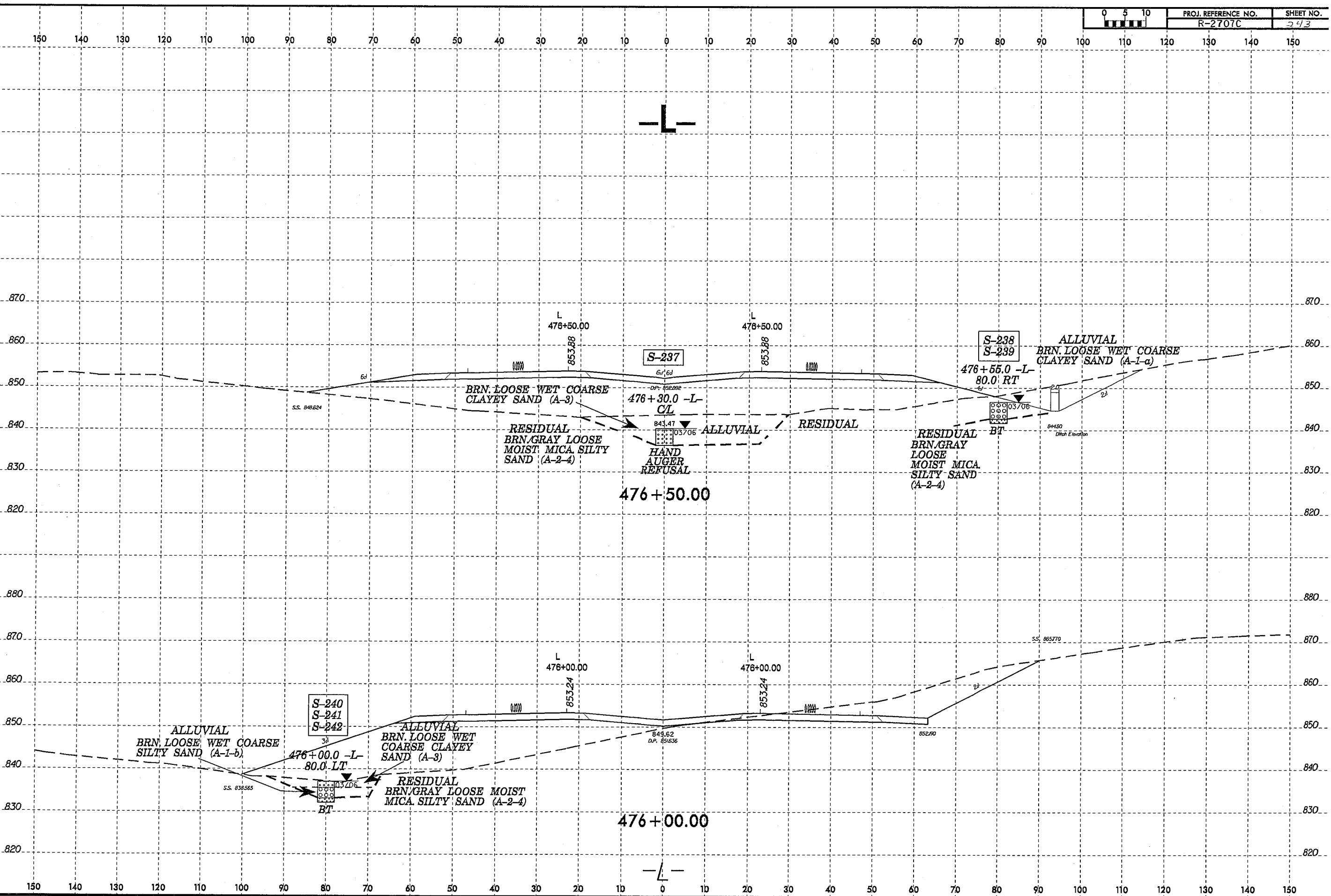
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870
860
850
840
830
820

870
860
850
840
830
820

8/23/99
19-MAY-2008 09:58
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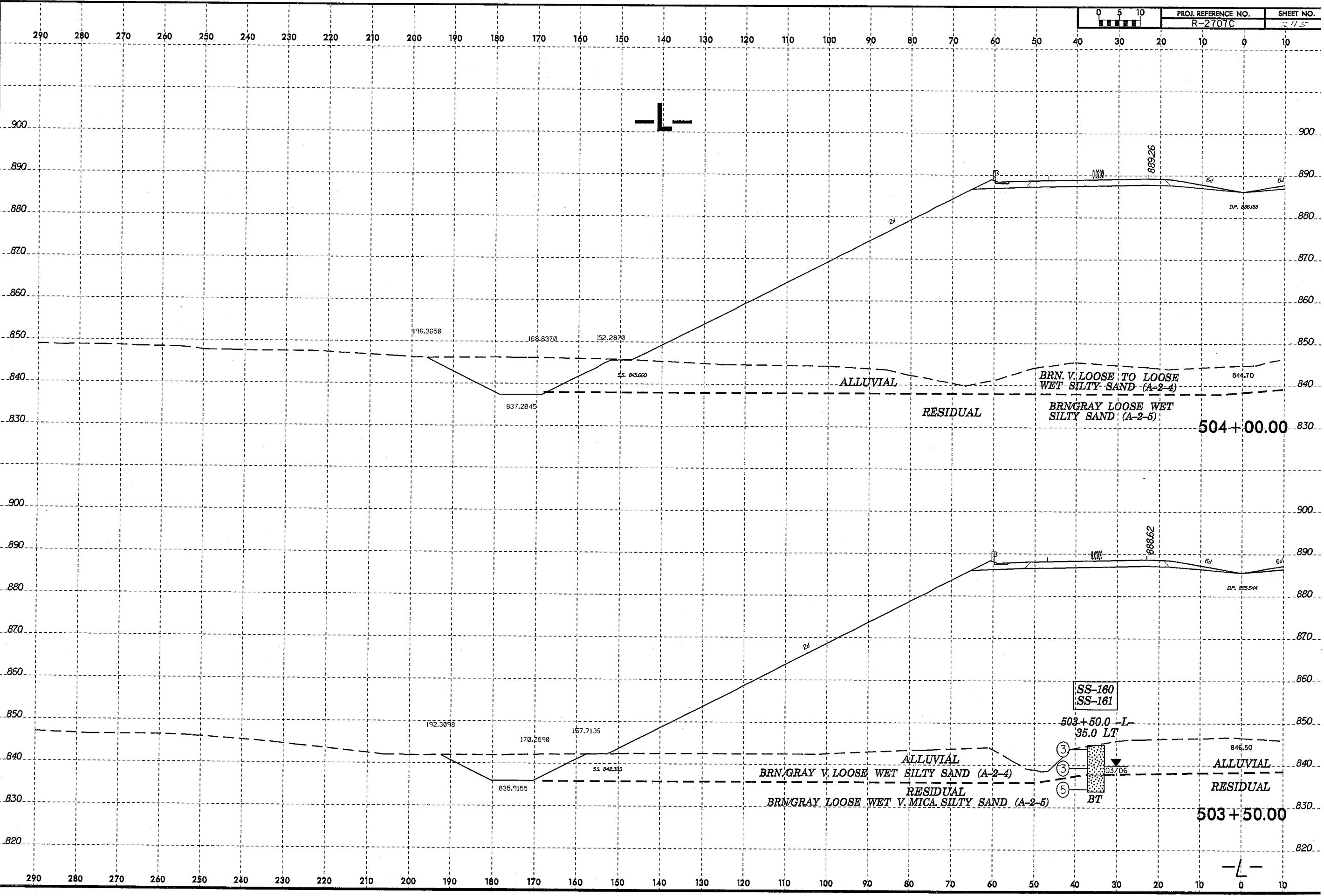
0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 243
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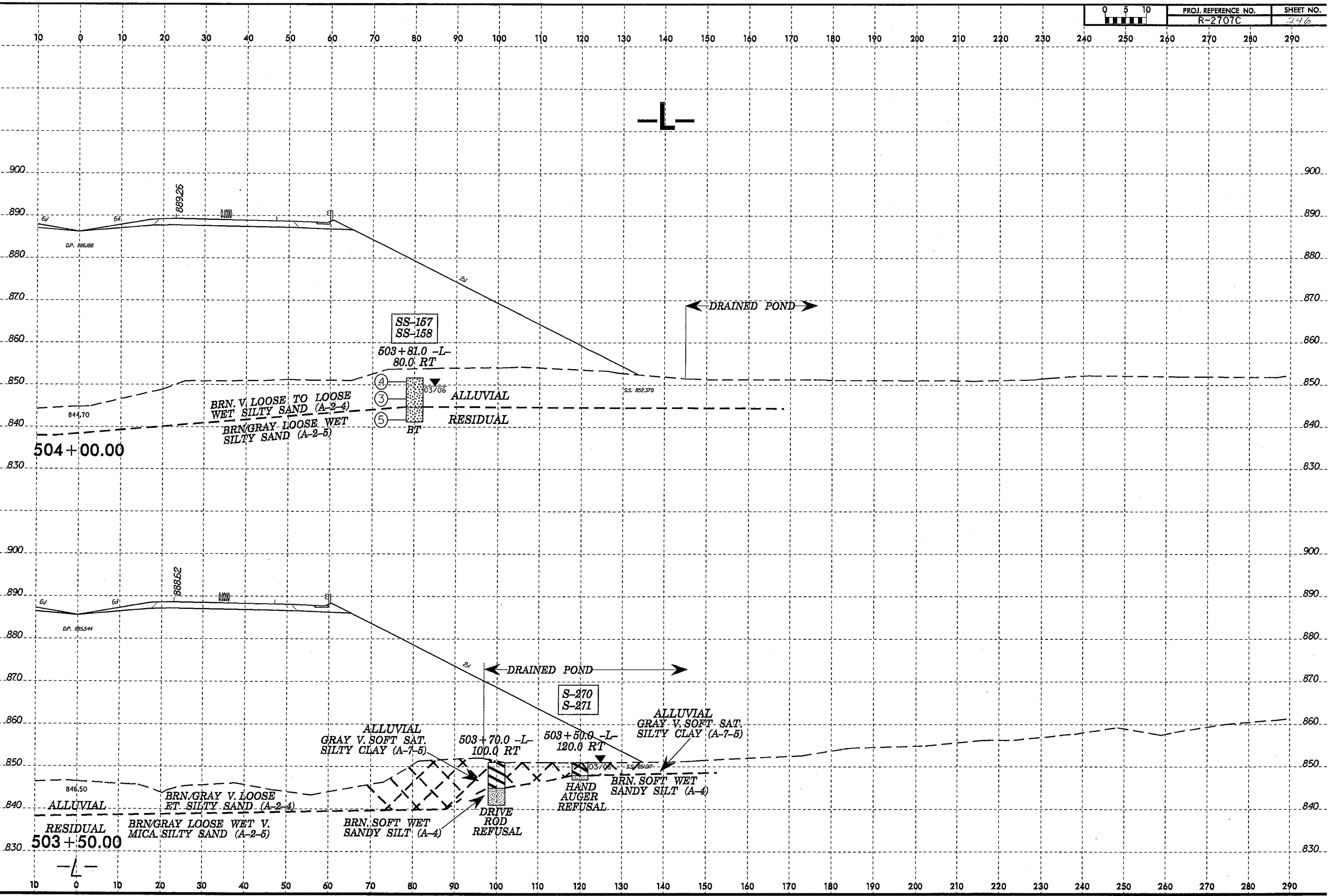
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0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	245



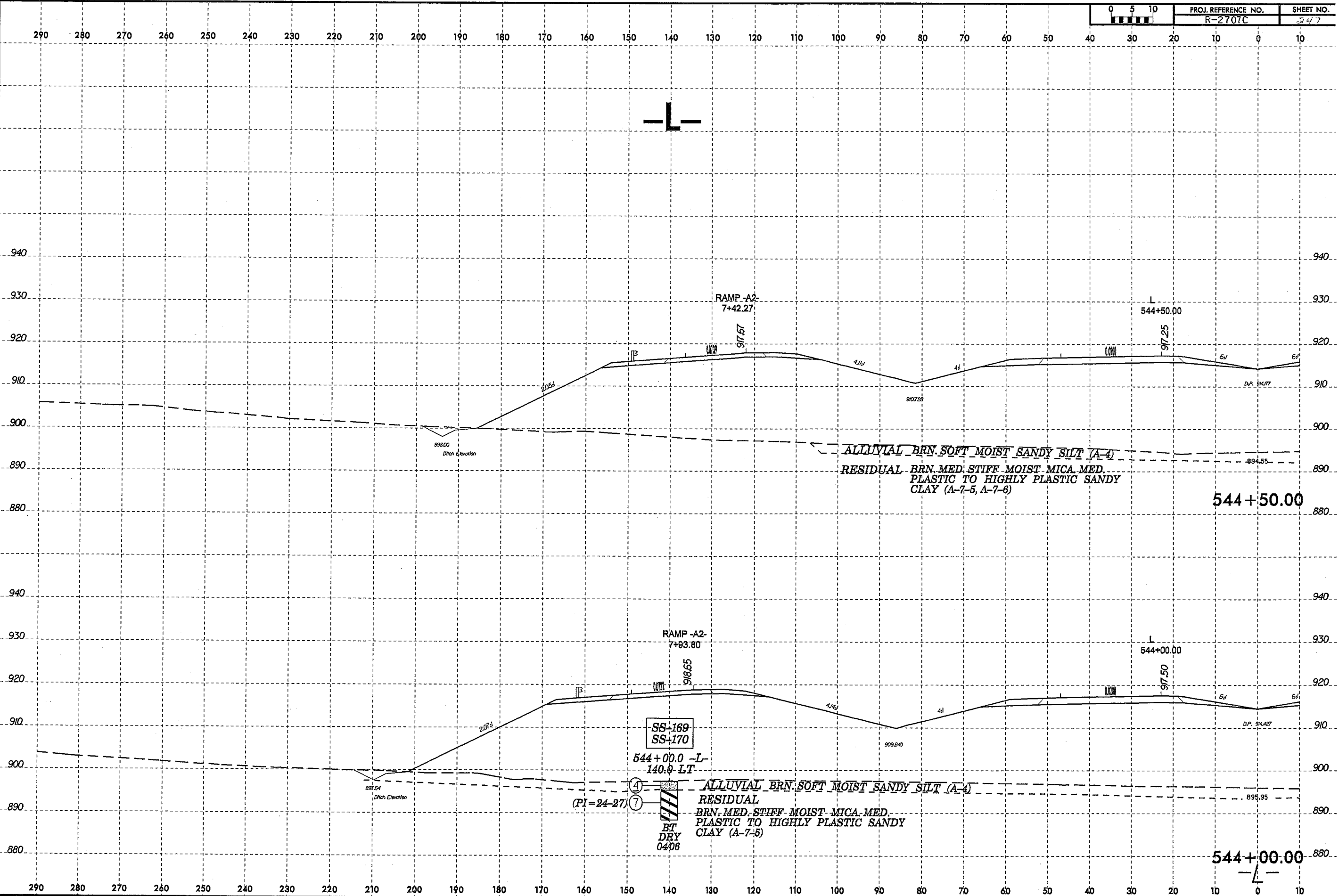
8/23/99



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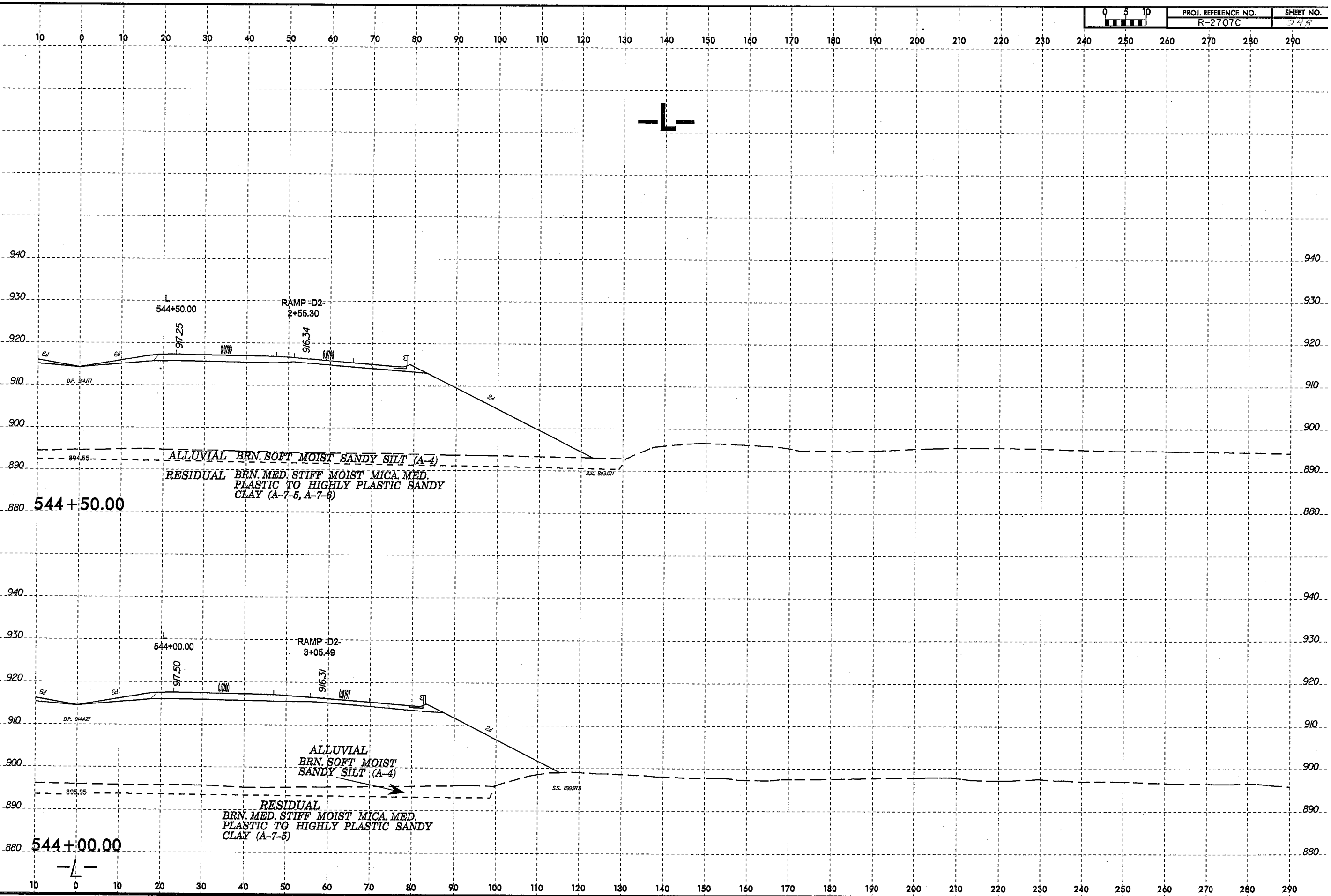
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cburns AT BEH226157

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 247
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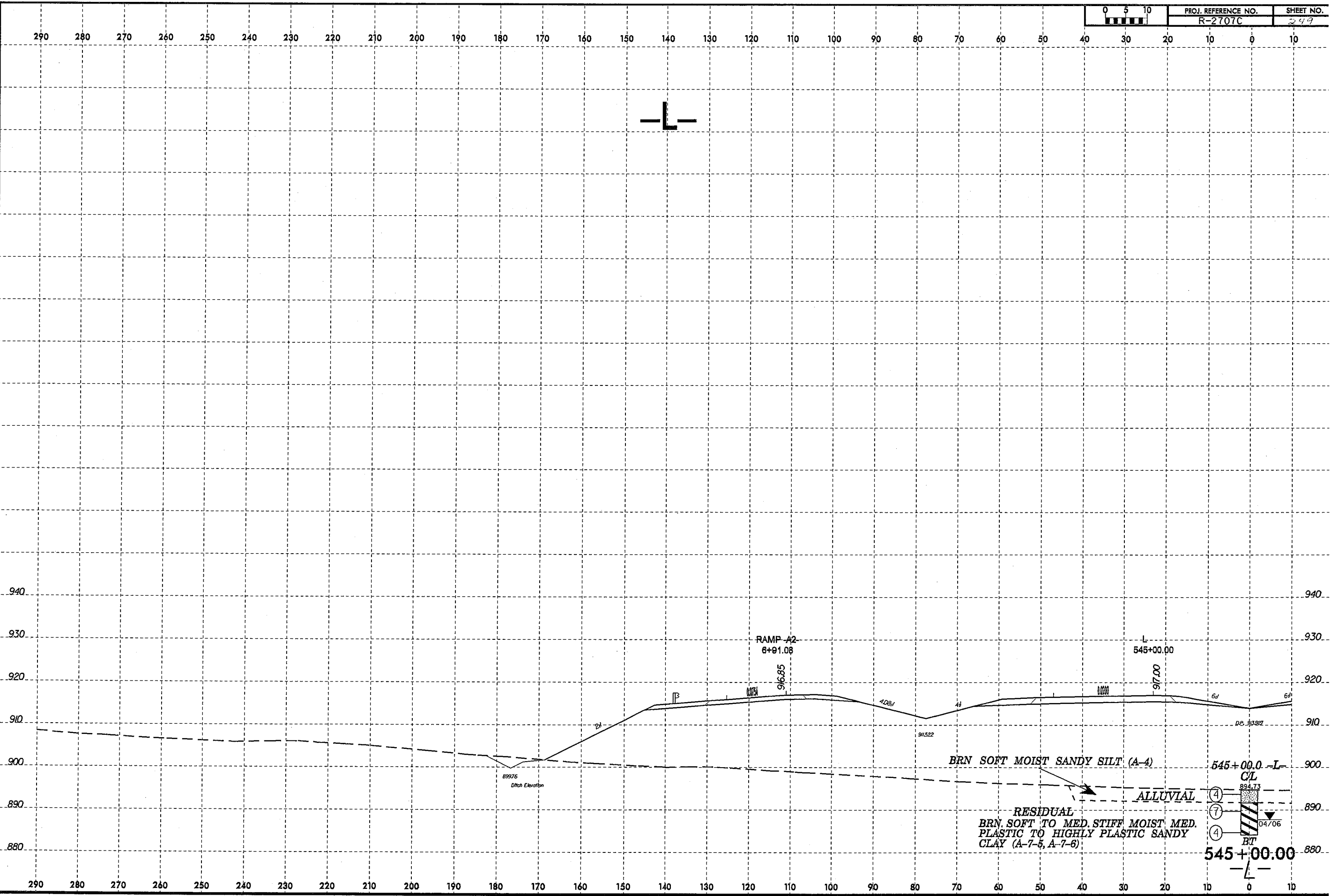
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0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	248



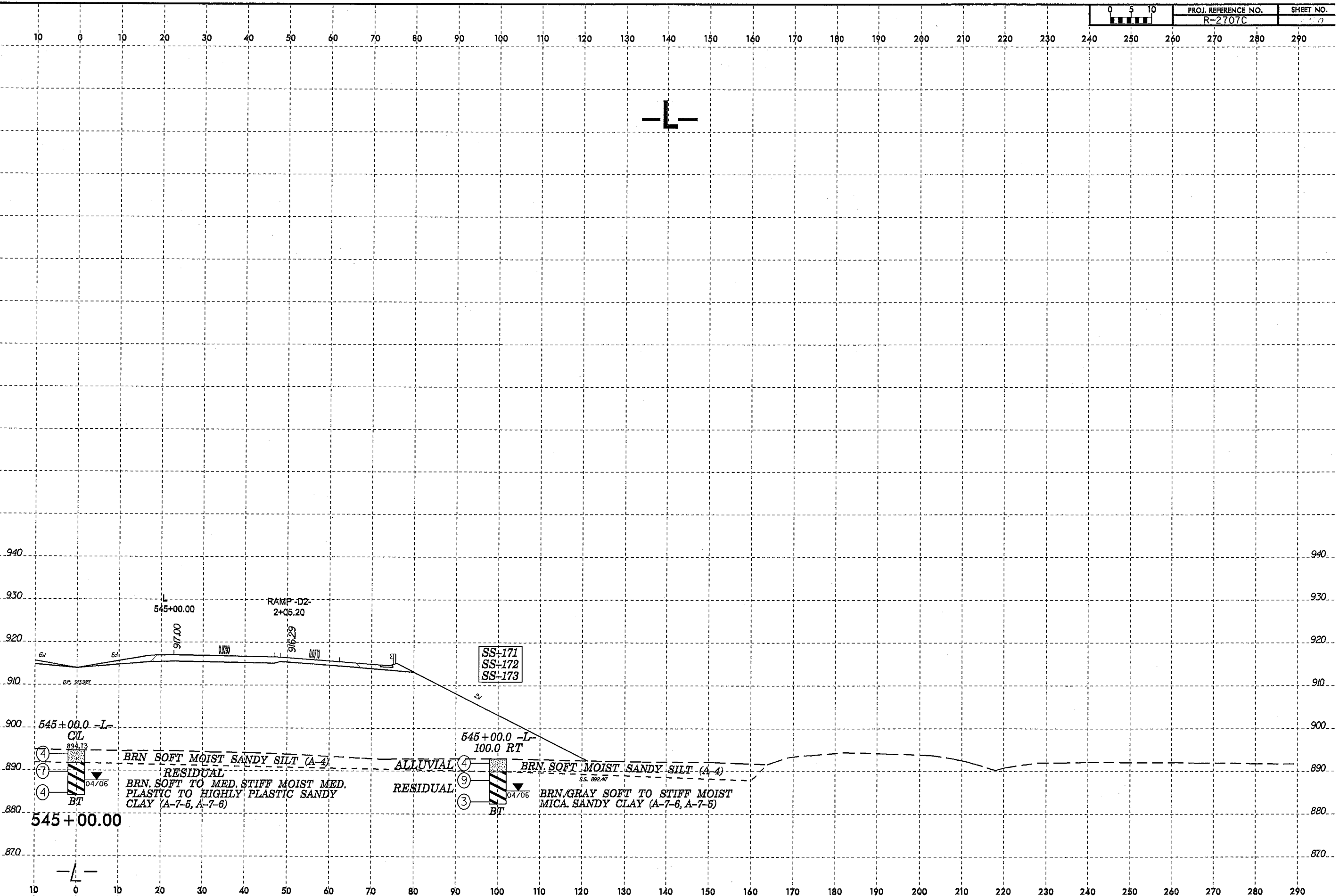
8/23/98

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[Scale Bar]			R-2707C	249



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8/23/99
19-MAY-2008 10:03
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burris AT GEPH2517



940
930
920
910
900
890
880
870

10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290

545+00.0
CL
894.13
04/06
BT

BRN. SOFT MOIST SANDY SILT (A-4)
RESIDUAL
BRN. SOFT TO MED. STIFF MOIST MED.
PLASTIC TO HIGHLY PLASTIC SANDY
CLAY (A-7-5, A-7-6)

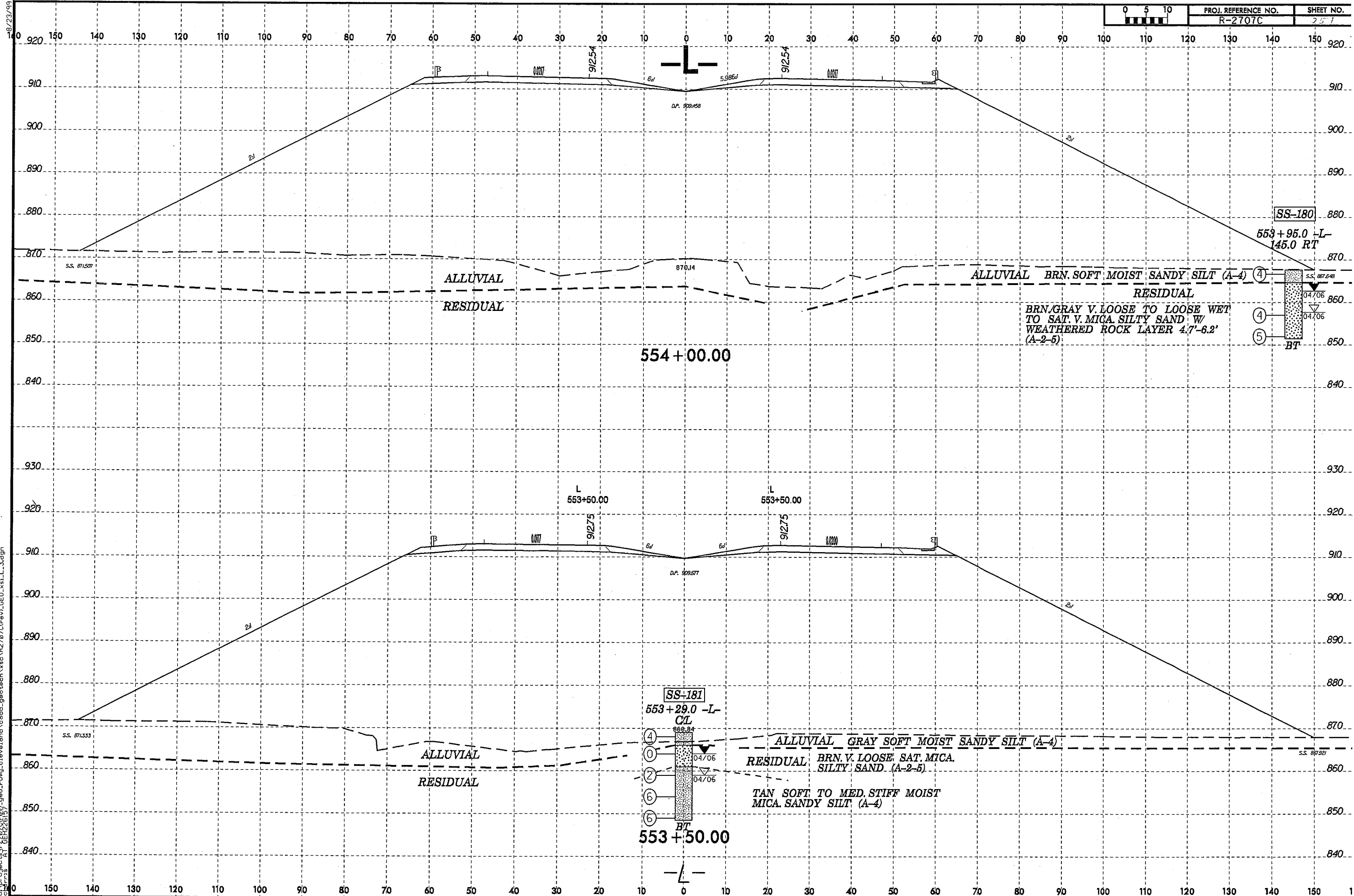
545+00.0
CL
100.0 RT
04/06
BT

SS-171
SS-172
SS-173

RAMP-D2
2+05.20

545+00.0
917.00
916.29

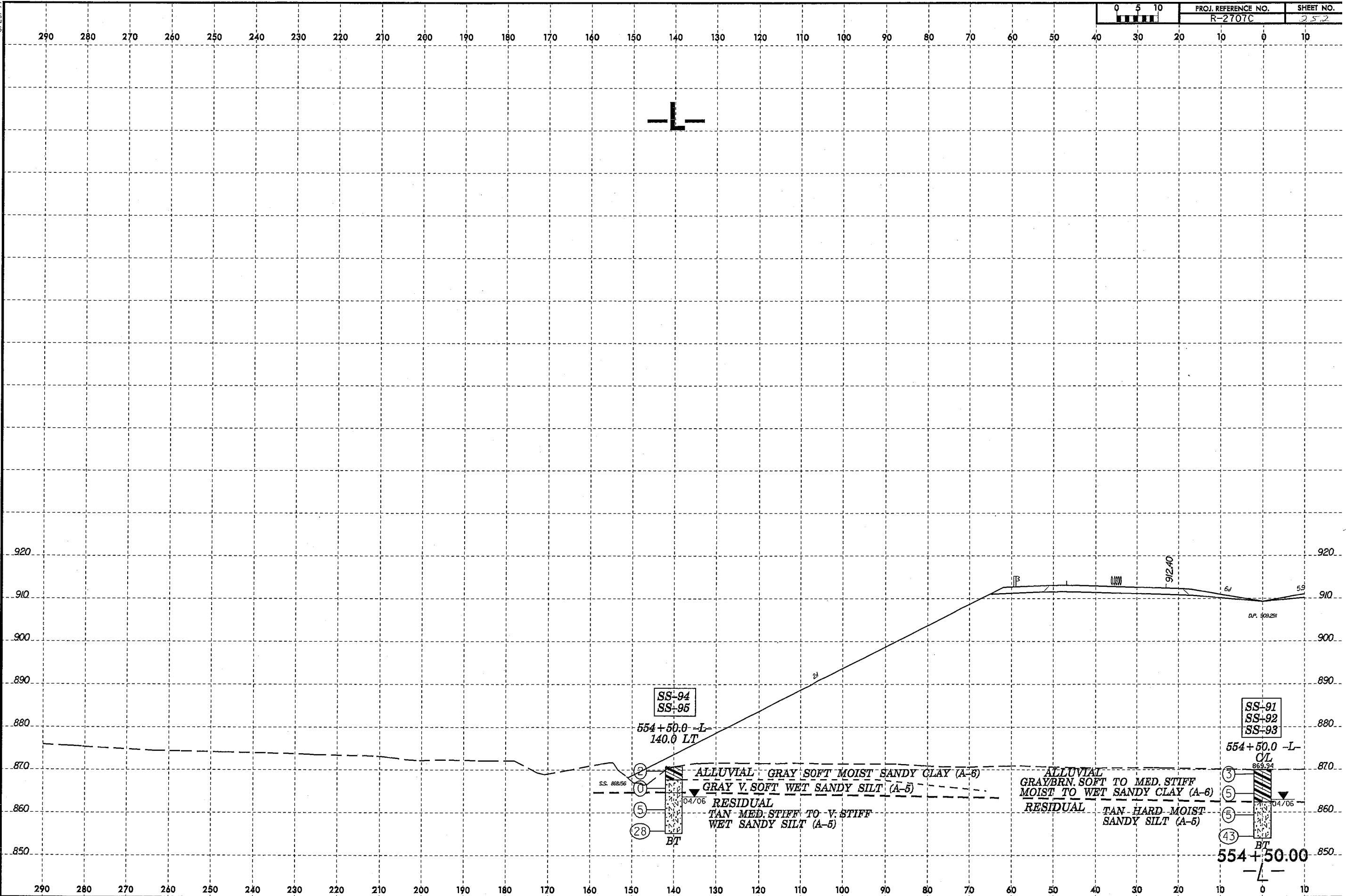
545+00.0
-L-
900.0



16-MAY-2008 14:42
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8/23/99
16-MAY-2008 14:26
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G:\BHP\13

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	252



SS-94
SS-95

554+50.0 -L
140.0 LT

SS 888/56

- ②
- ①
- ⑤
- ②⑧

ALLUVIAL GRAY SOFT MOIST SANDY CLAY (A-6)
GRAY V. SOFT WET SANDY SILT (A-5)
RESIDUAL TAN MED. STIFF TO V. STIFF WET SANDY SILT (A-5)
BT

04/06

SS-91
SS-92
SS-93

554+50.0 -L
859.34 CL

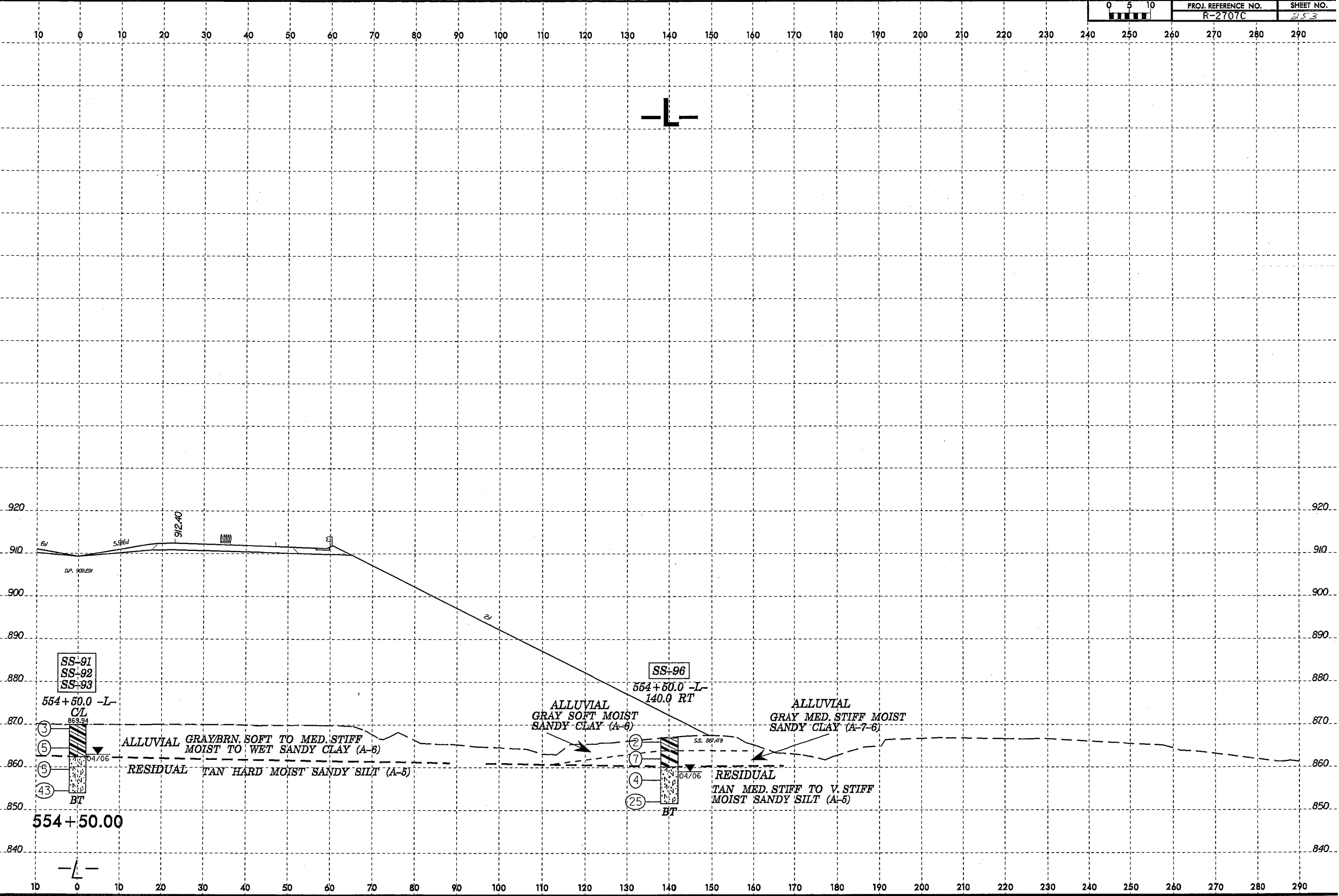
- ③
- ⑤
- ⑤
- ④③

ALLUVIAL GRAYBRN. SOFT TO MED. STIFF MOIST TO WET SANDY CLAY (A-6)
RESIDUAL TAN HARD MOIST SANDY SILT (A-5)
BT

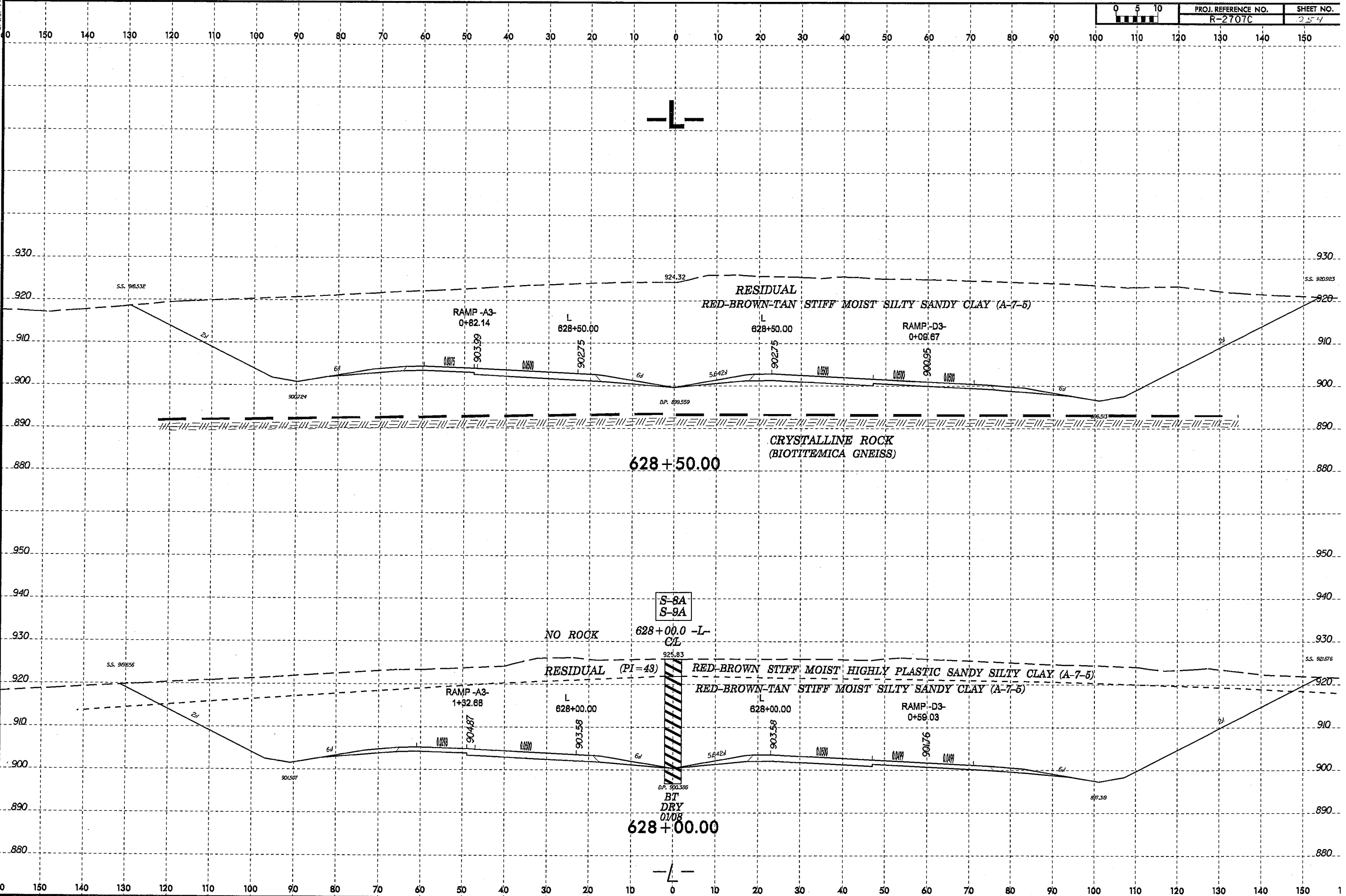
04/06

554+50.00

16-MAY-2008 14:27
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8/23/09

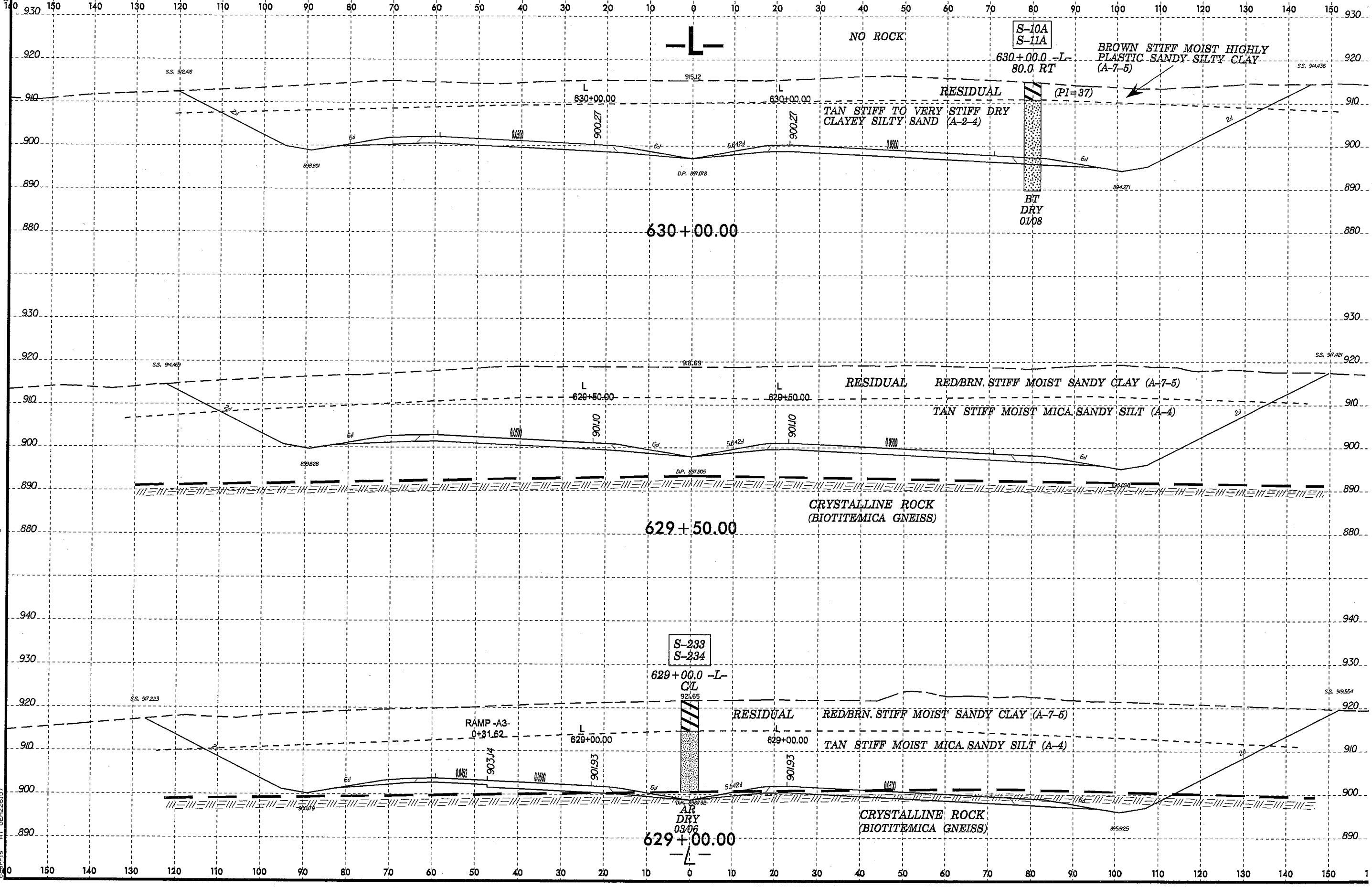


16-MAY-2008 11:45
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18/2/23/99
19-MAY-2008 10:10
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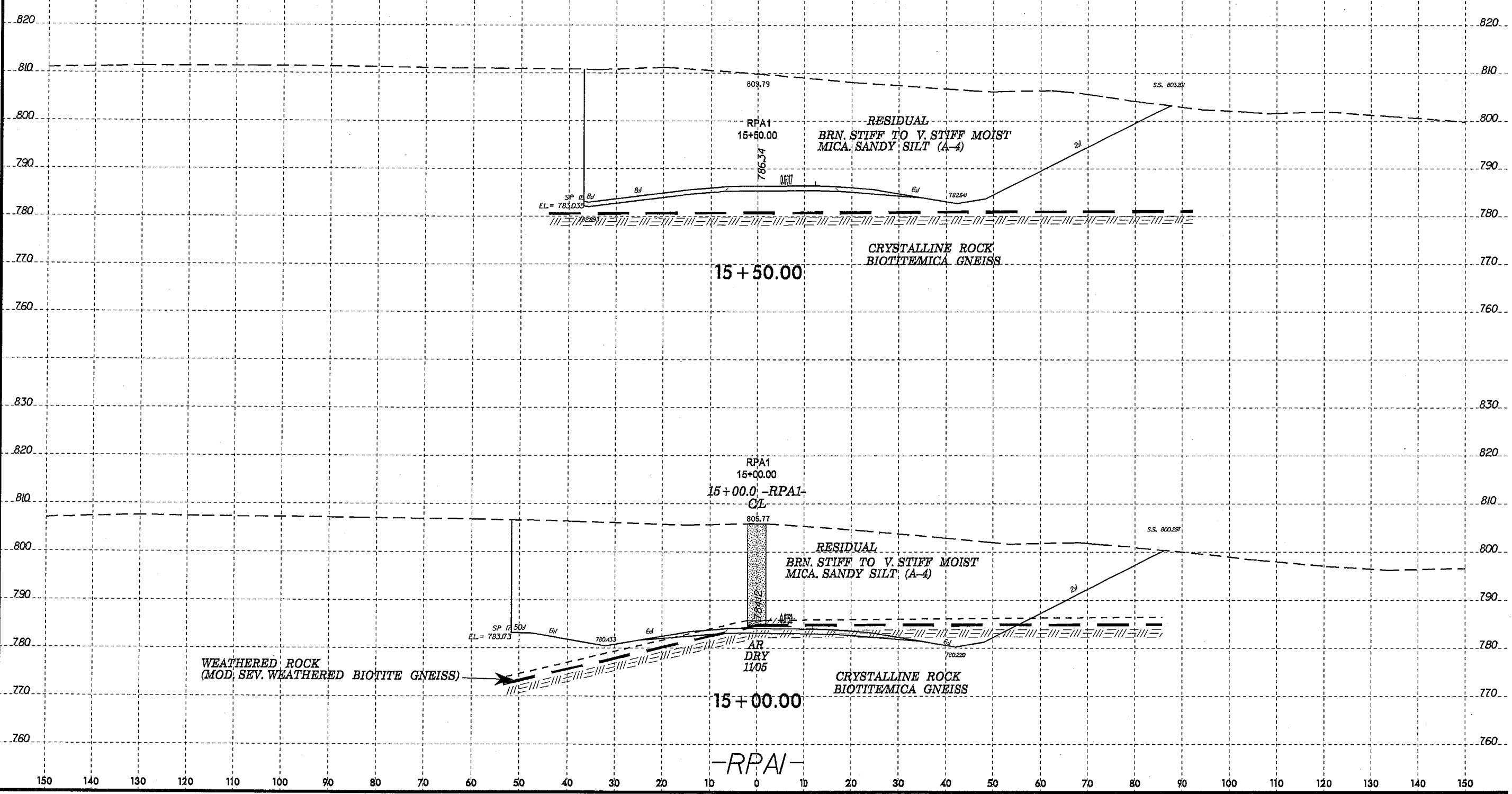
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8/23/99
21-APR-2008 13:46
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0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	257

RAMP A @ -Y1- (NC 226)



WEATHERED ROCK
(MOD. SEV. WEATHERED BIOTITE GNEISS)

15 + 50.00

15 + 00.00 -RPA1-
CL

15 + 00.00

-RPA1-

RESIDUAL
BRN. STIFF TO V. STIFF MOIST
MICA SANDY SILT (A-4)

CRYSTALLINE ROCK
BIOTITEMICA GNEISS

RESIDUAL
BRN. STIFF TO V. STIFF MOIST
MICA SANDY SILT (A-4)

CRYSTALLINE ROCK
BIOTITEMICA GNEISS

AR
DRY
1105

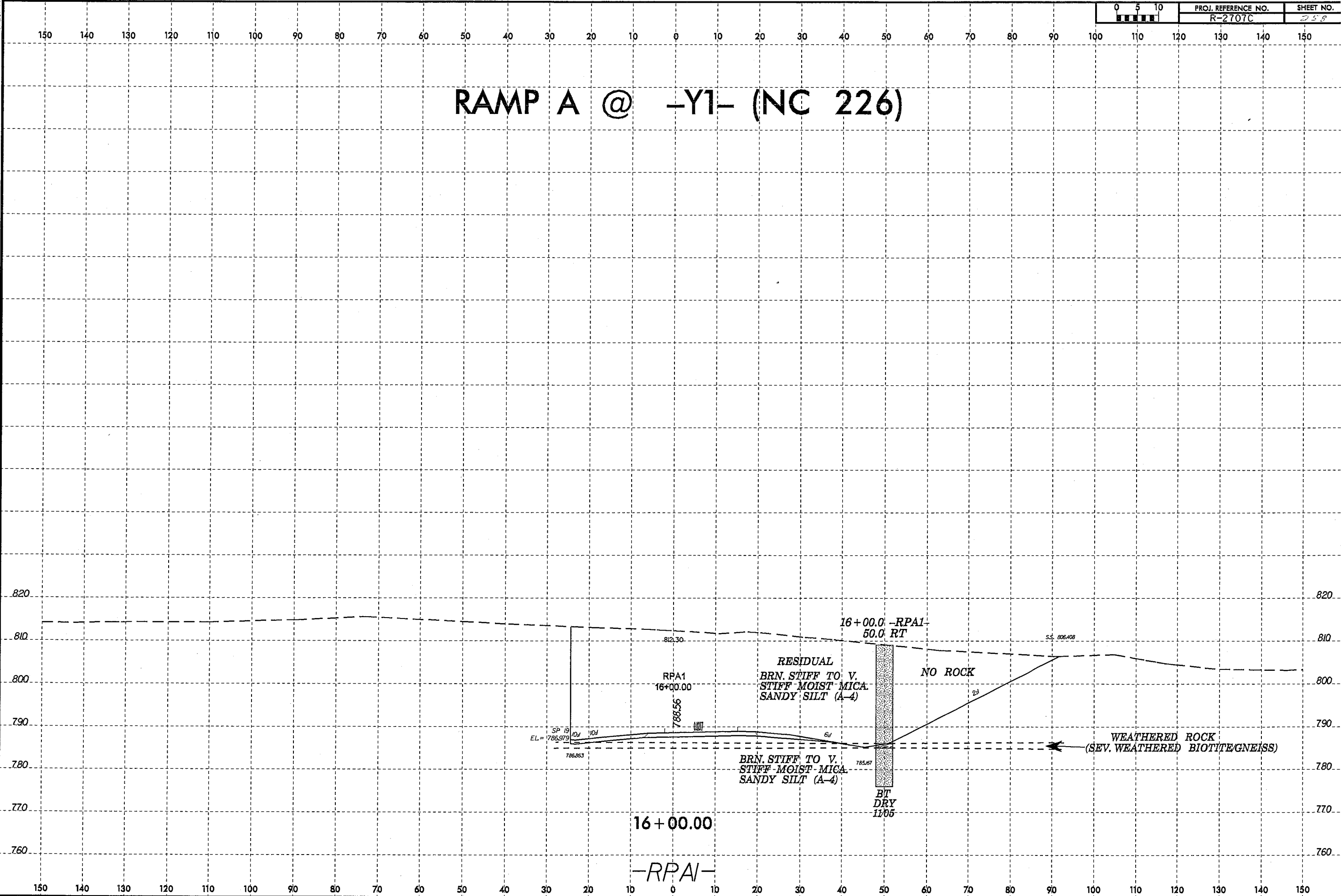
2d

2d

8/23/99

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	058

RAMP A @ -Y1- (NC 226)

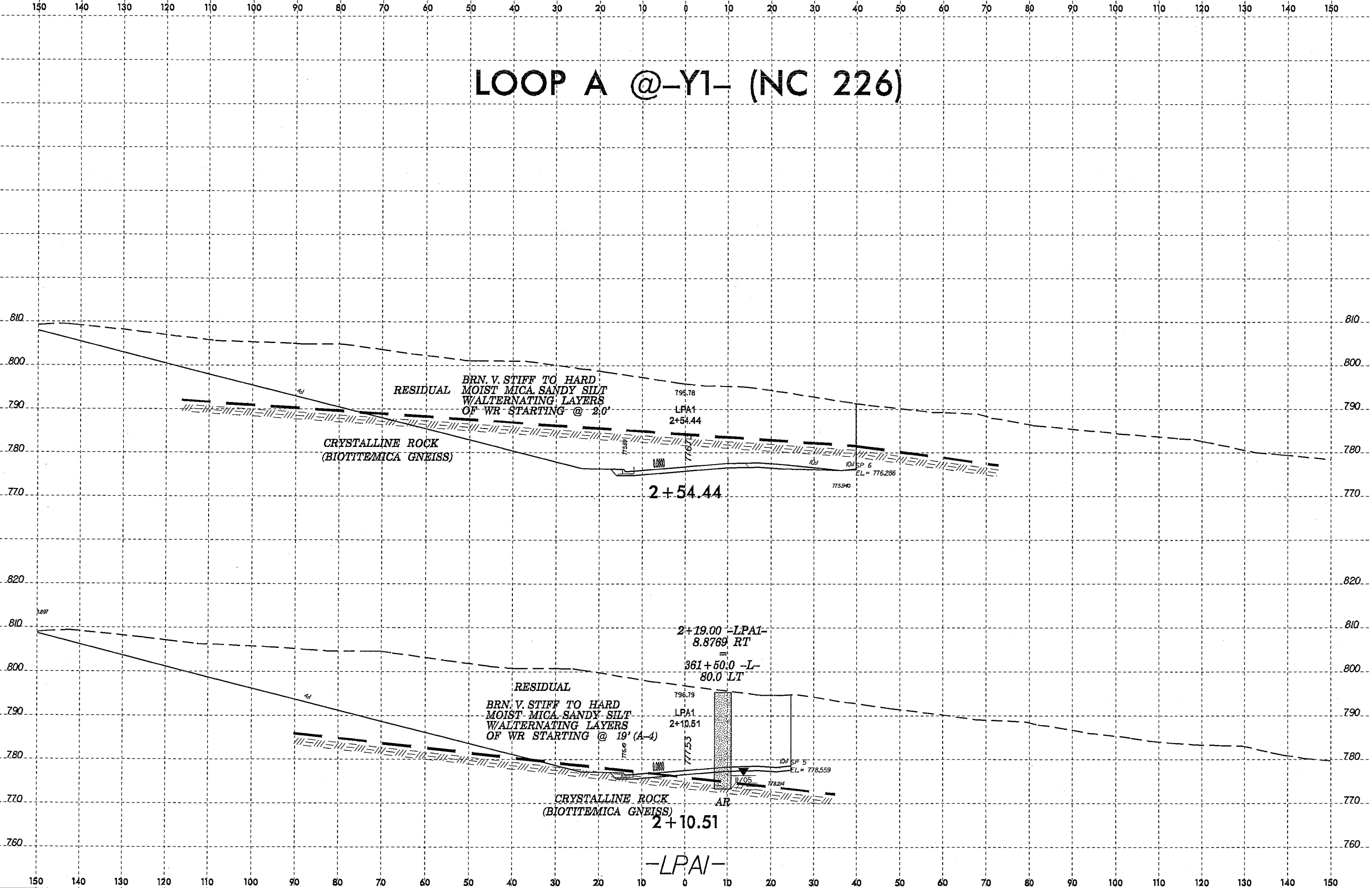


21-APR-2008 13:46 d:\proj\2008\1346\dgn\2707c\2707c_058.dwg

8/23/99

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	R-2707C	259

LOOP A @-Y1- (NC 226)

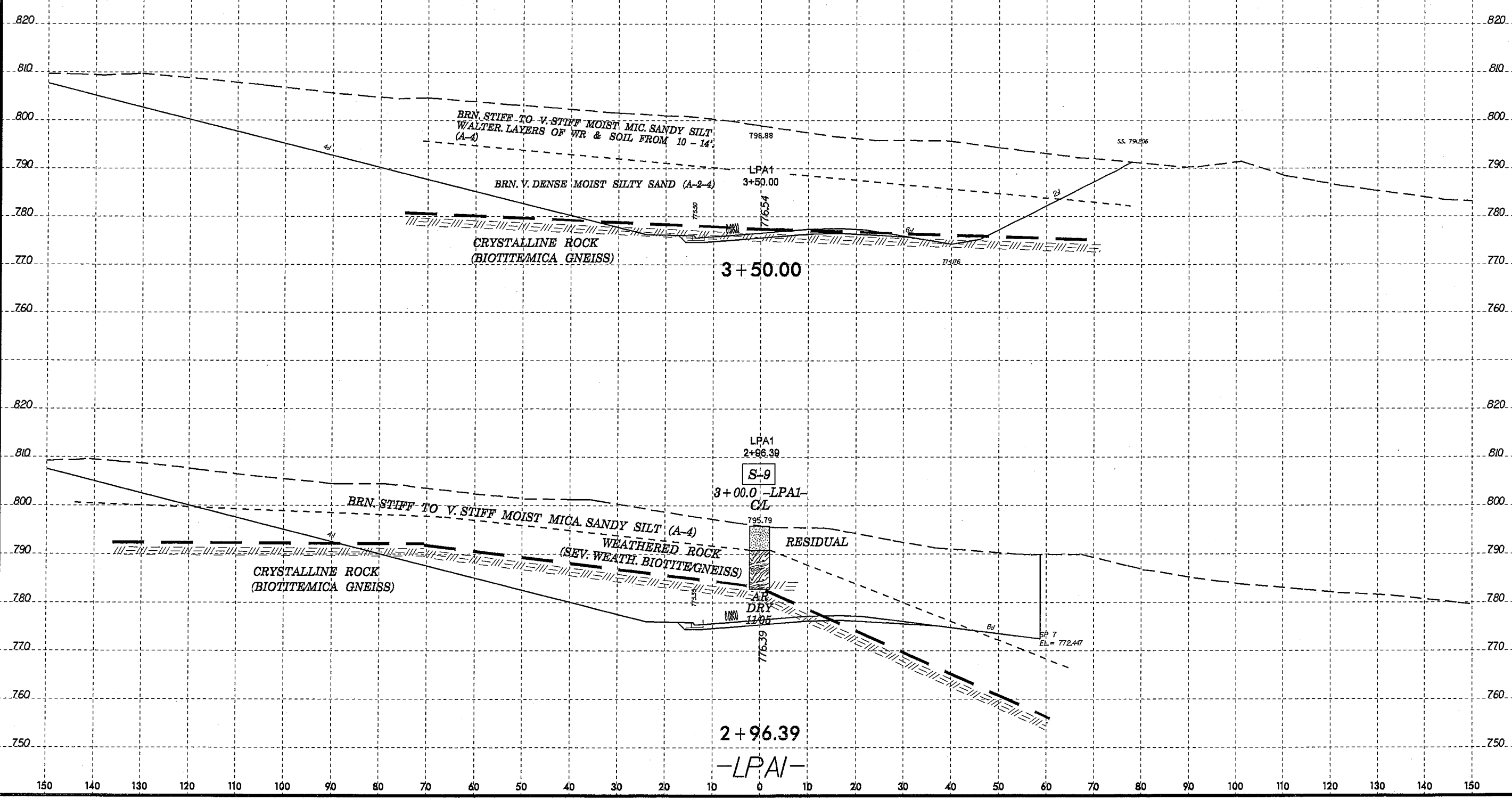


23-APR-2008 09:01
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 G:\burris AT GHZ26157

8/23/99

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 260
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LOOP A @-YI- (NC 226)



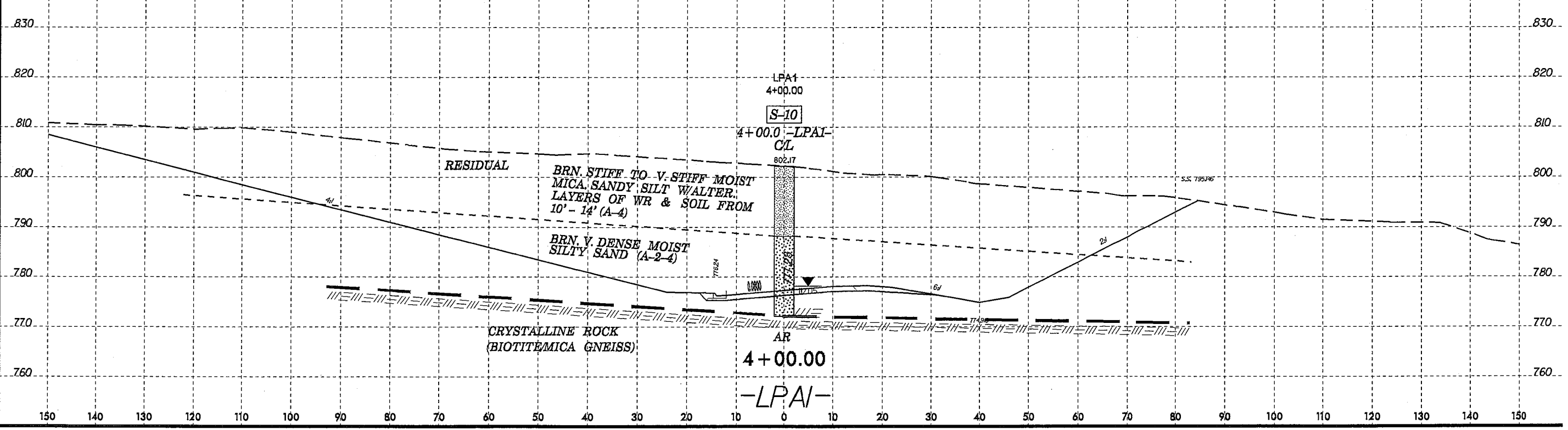
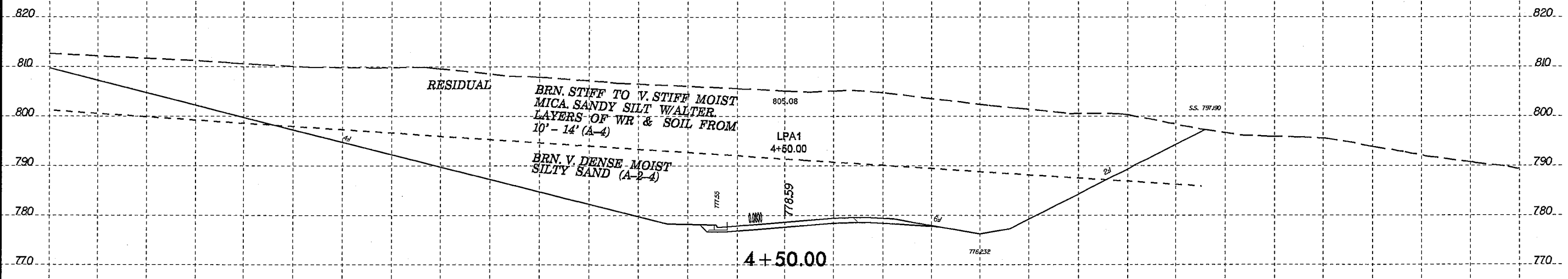
23-APR-2008 09:02
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 User: rdwy

8/23/99

0 5 10	PROJ. REFERENCE NO. R-2707C	SHEET NO. 261
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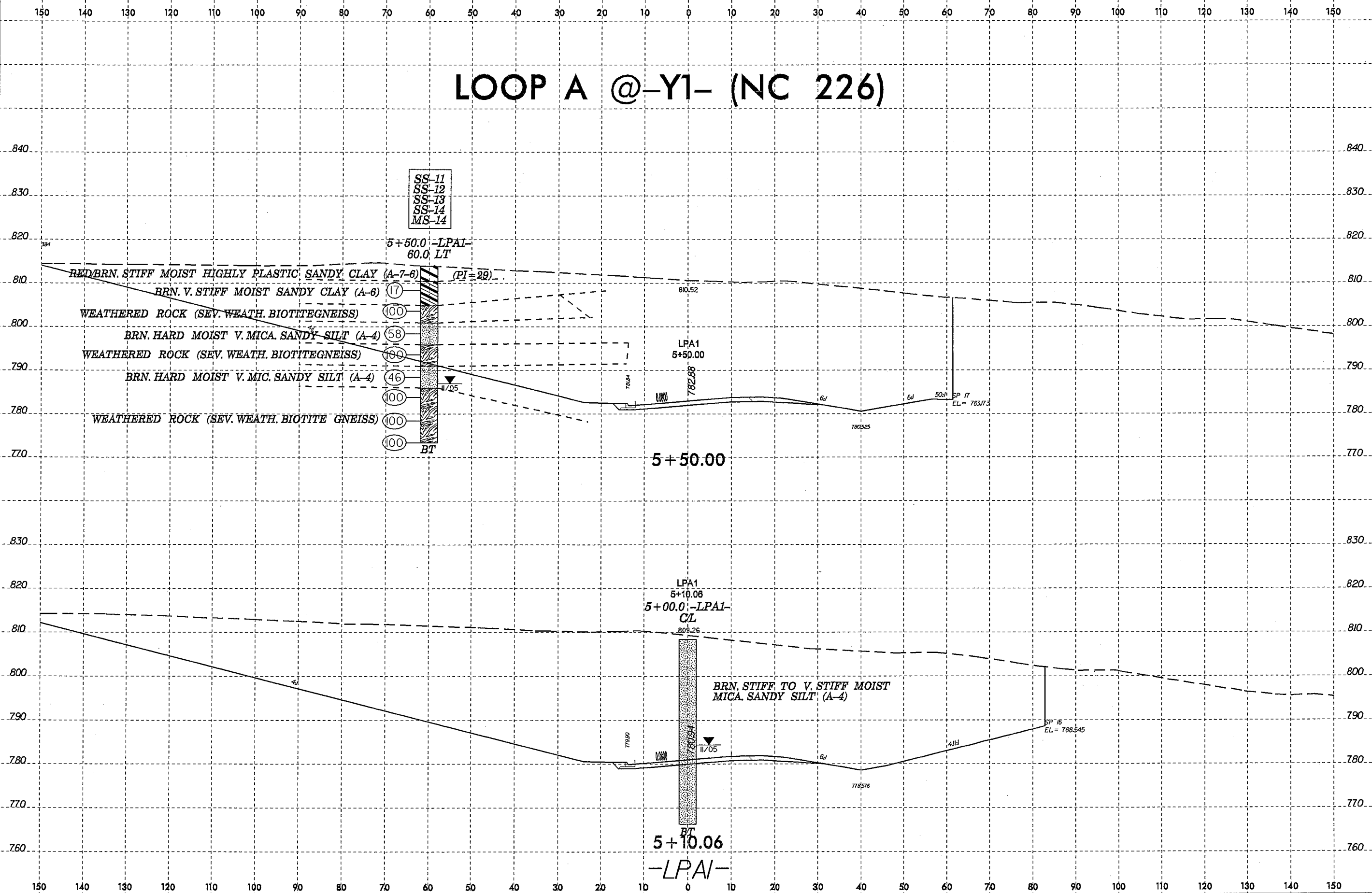
LOOP A @ -Y1- (NC 226)



23-APR-2008 09:03:33
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Author: [unclear]
Date: 4/23/08

8/23/99

LOOP A @-Y1- (NC 226)

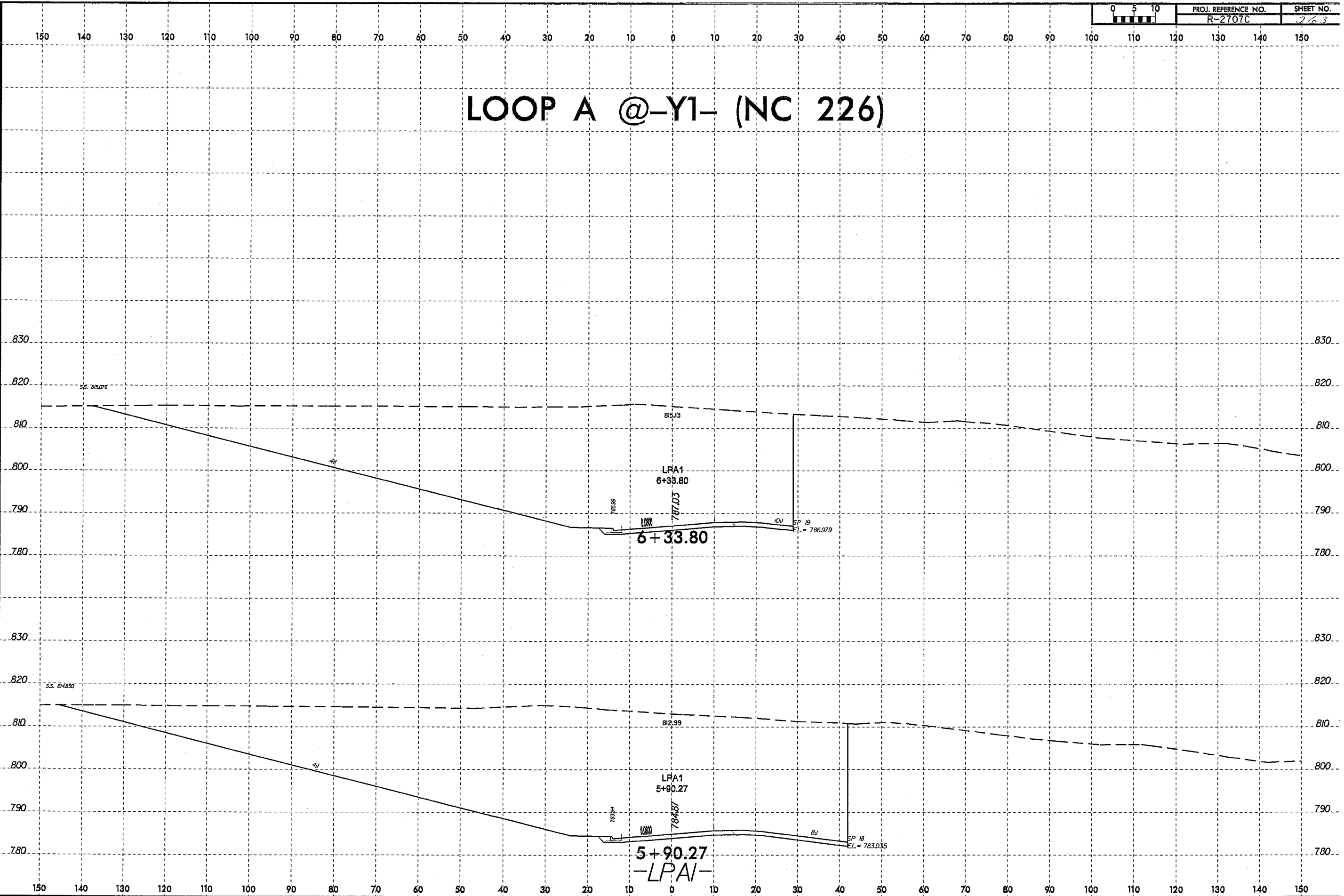


25 APR 2008 09:04
C:\GEO\RDWY_Cleveland\CADD_GEO\RDWY_Cleveland\R-2707C(Rev).GEO_xsi.LPA1.dgn
Gburris

8/23/99
23-APR-2008 09:05
D:\Projects\2008\11-2707Crev\GEO\RDWY\Cleveland\CADD_GEO\TECH\XSO\R-2707Crev\GEO_xsi_LPA1.dgn

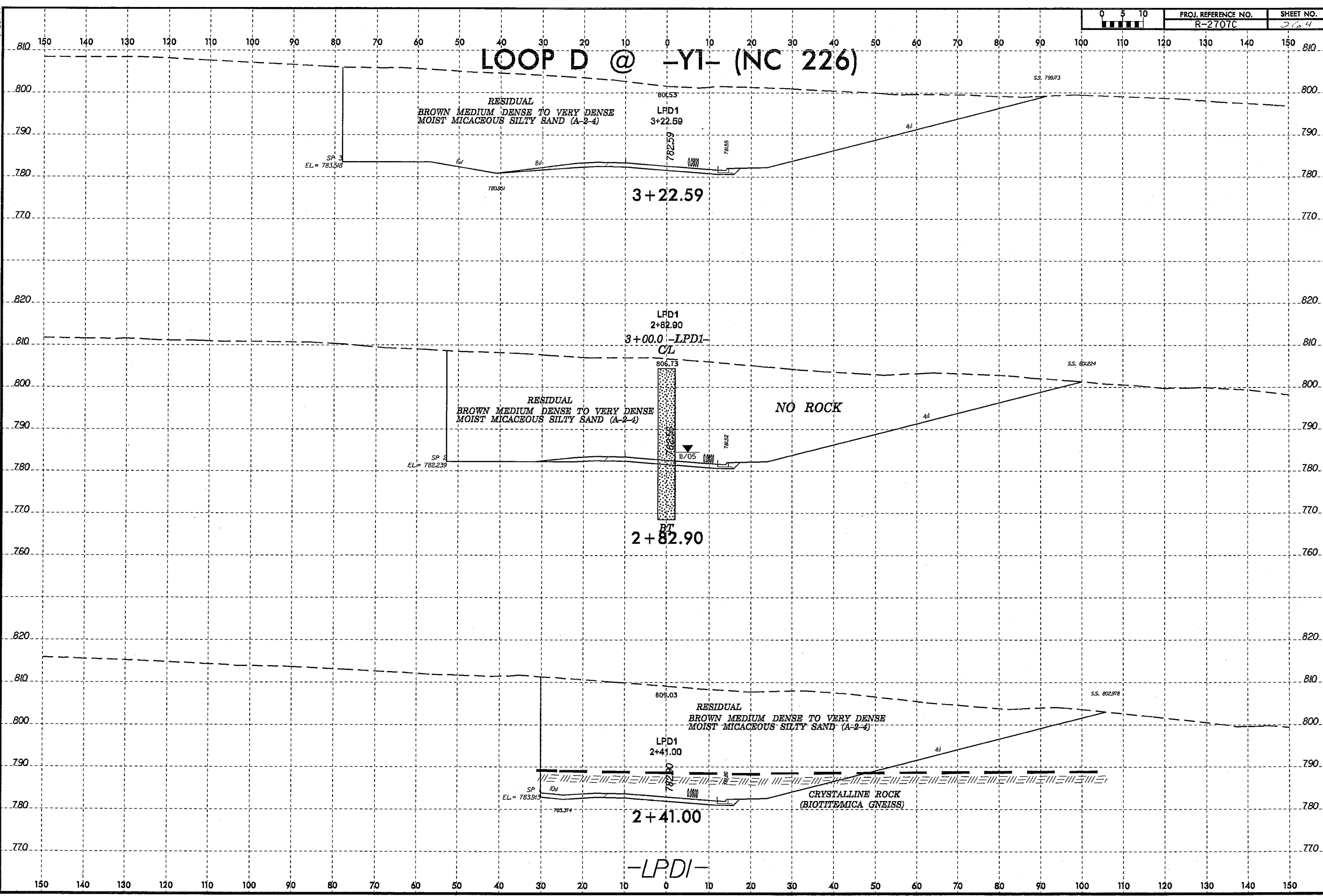
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	R-2707C	263

LOOP A @-Y1- (NC 226)



8/23/99
23-APR-2008 10:58
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LOOP D @ -YI- (NC 226)



-LPDI-

SOIL TEST RESULTS

Table with columns: SAMPLE NO., OFFSET, STATION, DEPTH INTERVAL, AASHTO CLASS., L.L., P.I., % BY WEIGHT (C.SAND, F.SAND, SILT, CLAY), % PASSING (SIEVES) (10, 40, 200), % MOISTURE, % ORGANIC, Line or Boring ID.

SOIL TEST RESULTS

Table with columns: SAMPLE NO., OFFSET, STATION, DEPTH INTERVAL, AASHTO CLASS., L.L., P.I., % BY WEIGHT (C.SAND, F.SAND, SILT, CLAY), % PASSING (SIEVES) (10, 40, 200), % MOISTURE, % ORGANIC, Line or Boring ID.

SOIL TEST RESULTS

Table with columns: SAMPLE NO., OFFSET, STATION, DEPTH INTERVAL, AASHTO CLASS., L.L., P.I., % BY WEIGHT (C.SAND, F.SAND, SILT, CLAY), % PASSING (SIEVES) (10, 40, 200), % MOISTURE, % ORGANIC, Line or Boring ID. Rows include samples SS-114 to SS-174.

SOIL TEST RESULTS

Table with columns: SAMPLE NO., OFFSET, STATION, DEPTH INTERVAL, AASHTO CLASS., L.L., P.I., % BY WEIGHT (C.SAND, F.SAND, SILT, CLAY), % PASSING (SIEVES) (10, 40, 200), % MOISTURE, % ORGANIC, Line or Boring ID. Rows include samples SS-175A to SS-242.

SOIL TEST RESULTS

SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC	Line or Boring ID
							C.SAND	F.SAND	SILT	CLAY	10	40	200			
S-242A	CL	586+00	0.00-3.00	A-7-6(14)	48	22	10.1	25.8	15.8	48.3	100	95	68	-	-	L
S-243	CL	584+00	0.00-3.00	A-6(6)	38	15	15.1	31.5	13.1	40.3	97	90	56	-	-	L
S-244	CL	588+50	0.00-3.00	A-4(0)	21	6	22.8	44.4	10.7	22.2	99	86	39	-	-	L
S-245	CL	608+00	0.00-3.00	A-7-6(20)	59	32	16.1	22.6	4.8	56.5	100	91	65	-	-	L
S-246	CL	582+00	0.00-3.00	A-6(4)	31	14	15.5	39.3	8.9	36.3	100	93	50	-	-	L
S-247	CL	12+50	0.00-3.00	A-6(6)	35	16	21.0	25.2	13.5	40.3	97	85	56	-	-	RP B3
S-248	CL	10+00	0.00-3.00	A-7-6(10)	48	26	23.4	29.8	4.4	42.3	100	88	51	-	-	RP B3
SS-251	CL	3+00	0.00-1.50	A-2-4(0)	17	NP	29.8	47.4	10.7	12.1	100	86	30	-	-	LOOP C3
SS-252	CL	3+00	1.50-3.00	A-6(7)	39	18	14.7	35.3	7.7	42.3	99	92	54	-	-	LOOP C3
S-253	30 LT	29+00	0.00-3.00	A-2-4(0)	24	5	29.6	38.5	7.7	24.2	98	83	35	-	-	Y-4REV
S-254	30 LT	32+00	0.00-3.00	A-6(4)	40	14	18.1	39.9	9.7	32.3	100	92	47	-	-	Y-4REV
S-255	CL	14+00	0.00-3.00	A-6(5)	33	15	19.8	27.4	12.5	40.3	95	84	53	-	-	Y18
S-256	CL	15+50	0.00-3.00	A-6(1)	27	11	23.6	36.9	11.3	28.2	98	86	43	-	-	Y18
S-257	30 RT	28+00	0.00-3.00	A-6(2)	32	13	32.7	28.8	10.3	28.2	95	75	40	-	-	Y14
S-258	50 LT	27+50	0.00-5.00	A-2-4(0)	25	7	36.9	31.9	13.1	18.1	97	74	35	-	-	Y14
S-270	120 RT	503+50	0.00-3.00	A-7-5(33)	84	29	4.2	19.0	36.5	40.3	100	97	83	-	-	L
S-271	120 RT	503+50	3.00-4.00	A-4(0)	36	NP	13.7	49.2	14.9	22.2	97	89	51	-	-	L
S-272	CL	497+00	0.00-3.00	A-7-5(23)	64	29	7.5	24.6	11.5	56.5	100	97	73	-	-	L
S-273	CL	498+00	0.00-3.00	A-7-6(18)	58	32	15.3	24.2	8.1	52.4	97	88	61	-	-	L
MS-273	CL	498+00	0.00-3.00				0.0	0.0	0.0	0.0	0	0	31	-	-	L
S-274	CL	499+00	0.00-4.00	A-7-5(28)	66	35	7.9	21.4	6.3	64.5	100	97	74	-	-	L
S-275	CL	501+00	0.00-4.00	A-7-5(27)	67	34	8.1	20.8	6.7	64.5	100	97	73	-	-	L
S-276	CL	502+00	0.00-4.00	A-6(6)	39	17	7.7	41.9	12.1	38.3	98	95	54	-	-	L
S-277	CL	11+00	0.00-4.00	A-2-4(0)	23	NP	37.2	46.6	7.2	9.1	89	70	18	-	-	RP B2
S-278	CL	11+00	4.00-5.00	A-2-5(0)	45	NP	15.1	62.5	14.3	8.1	98	91	34	-	-	RP B2
S-279	CL	18+50	0.00-2.00	A-2-4(0)	22	3	44.6	31.3	10.1	14.1	87	60	25	-	-	Y 17
S-280	CL	18+50	2.00-4.00	A-7-6(6)	42	20	30.2	24.4	9.1	36.3	96	78	47	-	-	Y 17
S-281	100 RT	18+50	0.00-2.00	A-2-4(0)	33	5	35.3	32.1	16.5	16.1	97	78	35	-	-	Y 17
CBR-1	90 RT	419+00	35.0-40.0	A-7-5(1)	49	12	22.0	50.2	13.7	14.1	99	91	36	-	-	L
ST-1(1,2)	130 RT	400+50	18.7-20.7	A-2-5	50	1	24.4	52.8	20.8	2.0	100	93	27	-	-	L
ST-1(3)	130 RT	400+50	18.7-20.7	A-2-5	53	2	27.2	51.6	19.2	2.0	90	76	24	19.5	-	L
ST-2	120 RT	413+00	31.5-33.4	A-2-5	44	NP	21.7	64.6	9.8	4.0	100	98	20	-	-	

33497.1.4 R-2707C
US 74 SHELBY BYPASS FROM WEST OF NC 226 TO EAST OF NC 150.

BORING 1 - 390+50 -L-, 75' LT.



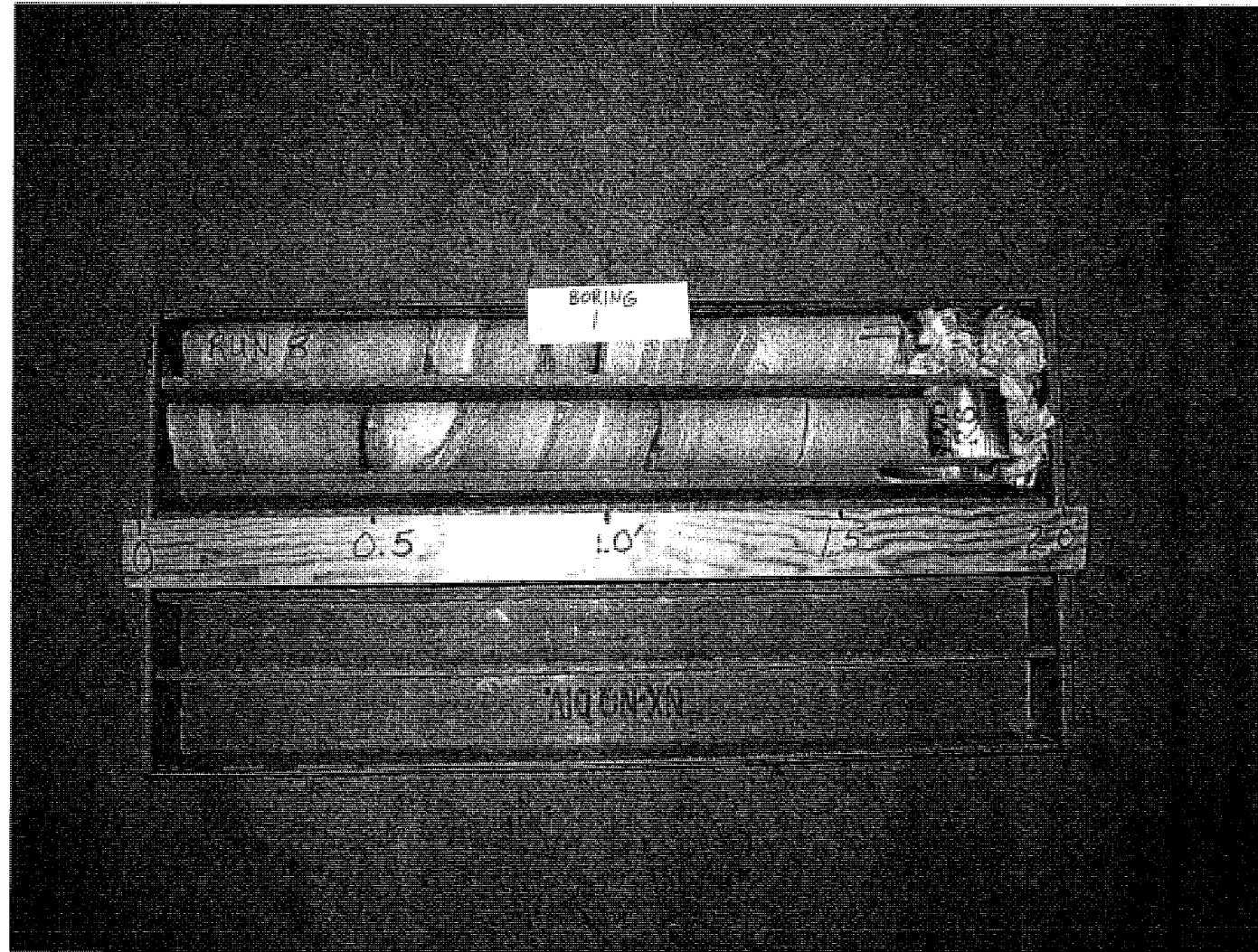
33497.1.4 R-2707C
US 74 SHELBY BYPASS FROM WEST OF NC 226 TO EAST OF NC 150.

BORING 1 - 390+50 -L-, 75' LT.



33497.1.4 R-2707C
US 74 SHELBY BYPASS FROM WEST OF NC 226 TO EAST OF NC 150.

BORING 1 - 390+50 -L-, 75' LT.



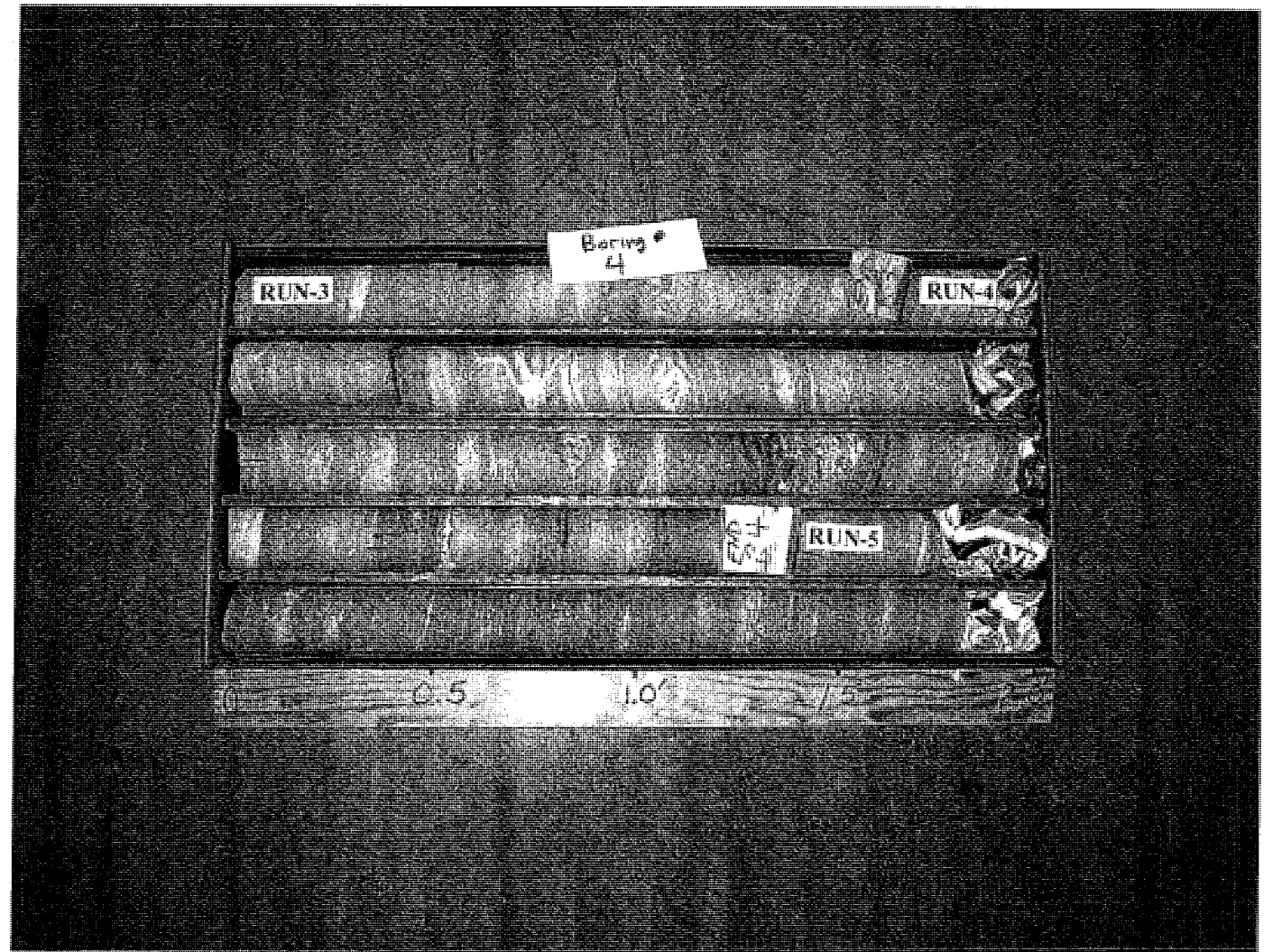
33497.1.4 R-2707C
US 74 SHELBY BYPASS FROM WEST OF NC 226 TO EAST OF NC 150

BORING 2 - 393+50 -L-, CENTERLINE



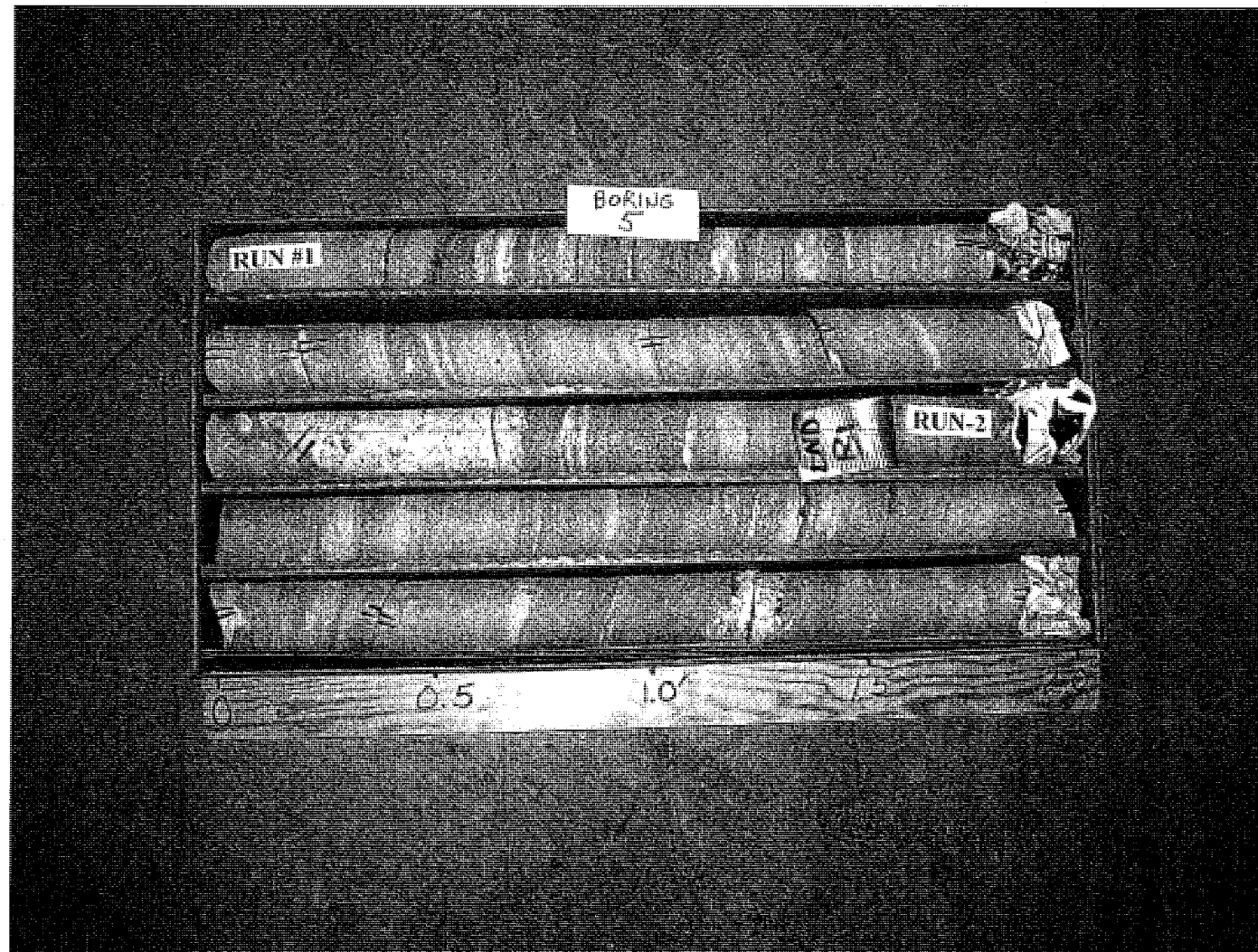
33497.1.4 R-2707C
US 74 SHELBY BYPASS FROM WEST OF NC 226 TO EAST OF NC 150

BORING 4 - 393+00 -L-, 100' LT.



33497.1.4 R-2707C
US 74 SHELBY BYPASS FROM WEST OF NC 226 TO EAST OF NC 150

BORING 5 - 390+50 -L-, 75' RT.



33497.1.4 R-2707C
US 74 SHELBY BYPASS FROM WEST OF NC 226 TO EAST OF NC 150

BORING 5 - 390+50 -L-, 75' RT.

