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REFERENCE: R-2303E

PROJECT: 34416

SEE SHEET 3 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-2303E	1	71

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 1919 TOTTENHAM ST. THE SUBSURFACE PLANS AND REPORTS, FIELD BORING LOGS, ROCK CORES AND SOIL TEST DATA ARE NOT 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 THE 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.

- NOTES:
1. THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N. C. DEPARTMENT OF TRANSPORTATION AS ACCURATE NOR IS IT CONSIDERED PART OF THE PLANS, SPECIFICATIONS OR CONTRACT FOR THE PROJECT.
 2. 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.

**ROADWAY
SUBSURFACE INVESTIGATION**

COUNTY SAMPSON
PROJECT DESCRIPTION NC 24 AT SR 1296 (SUNSET AVE)
AND NC 24 FROM US 701 (SOUTHEAST BLVD.) TO
EAST OF SR 1935 (CECIL-ODIE RD)

INVENTORY

CONTENTS

<u>LINE</u>	<u>STATION</u>	<u>PLAN</u>	<u>PROFILE</u>
-L-	6+67 TO 50+00	4-6	20-22
-LI-	36+00 TO 120+00	8-13	24-27
-YI-	18+11 TO 28+86	7&5	23
-YIRPA-	10+00 TO 22+98	5	23
-YIRPB-	10+00 TO 20+77	5	24
-Y2-	12+50 TO 49+18	16-18 & 10	28-29
-Y2RPA-	10+00 TO 28+33	10-11	29-30
-Y2LPA-	10+00 TO 21+00	10&17	30
-Y2RPC-	10+00 TO 30+22	9-10	31
-Y2RPD-	10+00 TO 29+79	10-11	32
-Y3-	11+50 TO 17+01	18	33
-Y4-	10+04 TO 15+90	17	33
-Y6A-	11+50 TO 16+11	12	34
-Y6B-	15+00 TO 22+63	19&13	35
-SRI-	10+12 TO 35+50	14-15&9	35-36
-SR2-	13+00 TO 48+44	8-10&18	36-37
-SR3-	10+00 TO 17+73	12	38
-DRI-	10+00 TO 15+72	8-9	38
-DR2-	10+00 TO 11+76	17	39
-DR3-	10+49 TO 13+30	13	39

<u>LINE</u>	<u>STATION</u>	<u>CROSS SECTION SHEETS</u>
-L-	25+00 TO 28+00	40-42
-L-	40+50 TO 50+00	43-47
-LI-	37+50 TO 42+00	48-49
-LI-	54+00 TO 60+00	50-52
-YI-	18+50 TO 21+50	53-54
-YIRPA-	16+50 TO 18+50	55
-YIRPB-	16+50 TO 20+00	56-57
-Y2RPC-	17+50 TO 22+50	50-52, 58-59
-Y4-	10+00 TO 13+00	60-61
-SRI-	12+50 TO 35+00	62-70
-SR2-	42+00 TO 43+50	71

PERSONNEL

CATLIN Personnel

Mid - Atlantic Personnel

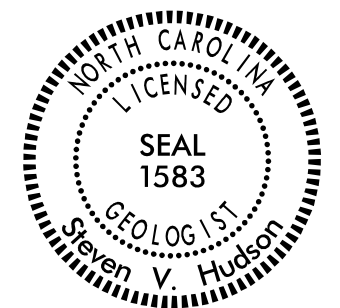
INVESTIGATED BY Joseph L. Stone, LG

DRAWN BY Steven V. Hudson, LG

CHECKED BY Ben D. Lackey, P.E.

SUBMITTED BY Sean J. O'Neil, P.E.

DATE FEBRUARY 2018



DocuSigned by:

Steven V. Hudson

3/8/2018

62EFD88181E445E
SIGNATURE

DATE

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT
SUBSURFACE INVESTIGATION
SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

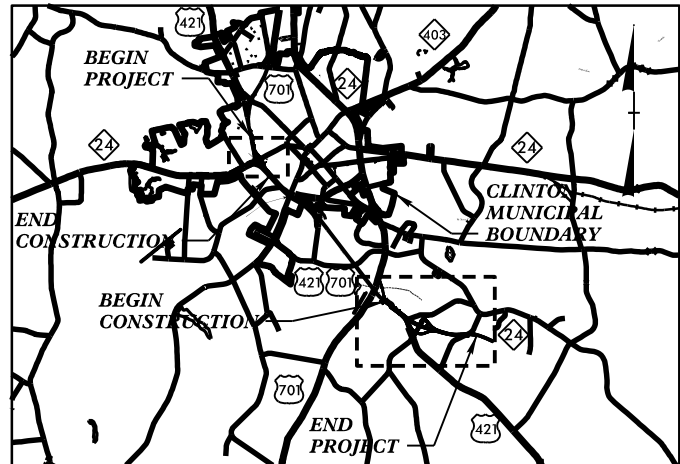
SOIL DESCRIPTION										GRADATION										ROCK DESCRIPTION										TERMS AND DEFINITIONS																																																																																																													
<p>SOIL IS CONSIDERED UNCONSOLIDATED, SEMI-CONSOLIDATED, OR WEATHERED EARTH MATERIALS THAT CAN BE PENETRATED WITH A CONTINUOUS FLIGHT POWER AUGER AND YIELD LESS THAN 100 BLOWS PER FOOT ACCORDING TO THE STANDARD PENETRATION TEST (AASHTO T 208, ASTM D1586). SOIL CLASSIFICATION IS BASED ON THE AASHTO SYSTEM. BASIC DESCRIPTIONS GENERALLY INCLUDE THE FOLLOWING: CONSISTENCY, COLOR, TEXTURE, MOISTURE, AASHTO CLASSIFICATION, AND OTHER PERTINENT FACTORS SUCH AS MINERALOGICAL COMPOSITION, ANGULARITY, STRUCTURE, PLASTICITY, ETC. FOR EXAMPLE, <i>VERY STIFF, GRAY, SILTY CLAY, MOIST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6</i></p>										<p>WELL GRADED - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE. UNIFORMLY GRADED - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE. GAP-GRADED - INDICATES A MIXTURE OF UNIFORM PARTICLE SIZES OF TWO OR MORE SIZES.</p>										<p>HARD ROCK IS NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT REFUSAL IF TESTED, AN INFERRED ROCK LINE INDICATES THE LEVEL AT WHICH NON-COASTAL PLAIN MATERIAL WOULD YIELD SPT REFUSAL. SPT REFUSAL IS PENETRATION BY A SPLIT SPOON SAMPLER EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS IN NON-COASTAL PLAIN MATERIAL. THE TRANSITION BETWEEN SOIL AND ROCK IS OFTEN REPRESENTED BY A ZONE OF WEATHERED ROCK. ROCK MATERIALS ARE TYPICALLY DIVIDED AS FOLLOWS:</p>										<p>ALLUVIUM (ALLUV.) - SOILS THAT HAVE BEEN TRANSPORTED BY WATER. AQUIFER - A WATER BEARING FORMATION OR STRATA. ARENACEOUS - APPLIED TO ROCKS THAT HAVE BEEN DERIVED FROM SAND OR THAT CONTAIN SAND. ARGILLACEOUS - APPLIED TO ALL ROCKS OR SUBSTANCES COMPOSED OF CLAY MINERALS, OR HAVING A NOTABLE PROPORTION OF CLAY IN THEIR COMPOSITION, SUCH AS SHALE, SLATE, ETC. ARTESIAN - GROUND WATER THAT IS UNDER SUFFICIENT PRESSURE TO RISE ABOVE THE LEVEL AT WHICH IT IS ENCOUNTERED, BUT WHICH DOES NOT NECESSARILY RISE TO OR ABOVE THE GROUND SURFACE. CALCAREOUS (CALC.) - SOILS THAT CONTAIN APPRECIABLE AMOUNTS OF CALCIUM CARBONATE. COLLUVIUM - ROCK FRAGMENTS MIXED WITH SOIL DEPOSITED BY GRAVITY ON SLOPE OR AT BOTTOM OF SLOPE. CORE RECOVERY (REC.) - TOTAL LENGTH OF ALL MATERIAL RECOVERED IN THE CORE BARREL DIVIDED BY TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE. DIKE - A TABULAR BODY OF IGNEOUS ROCK THAT CUTS ACROSS THE STRUCTURE OF ADJACENT ROCKS OR CUTS MASSIVE ROCK. DIP - THE ANGLE AT WHICH A STRATUM OR ANY PLANAR FEATURE IS INCLINED FROM THE HORIZONTAL. DIP DIRECTION (DIP AZIMUTH) - THE DIRECTION OR BEARING OF THE HORIZONTAL TRACE OF THE LINE OF DIP, MEASURED CLOCKWISE FROM NORTH. FAULT - A FRACTURE OR FRACTURE ZONE ALONG WHICH THERE HAS BEEN DISPLACEMENT OF THE SIDES RELATIVE TO ONE ANOTHER PARALLEL TO THE FRACTURE. FISSILE - A PROPERTY OF SPLITTING ALONG CLOSELY SPACED PARALLEL PLANES. FLOAT - ROCK FRAGMENTS ON SURFACE NEAR THEIR ORIGINAL POSITION AND DISLOGGED FROM PARENT MATERIAL. FLOOD PLAIN (FP) - LAND BORDERING A STREAM, BUILT OF SEDIMENTS DEPOSITED BY THE STREAM. FORMATION (FM) - A MAPPABLE GEOLOGIC UNIT THAT CAN BE RECOGNIZED AND TRACED IN THE FIELD. JOINT - FRACTURE IN ROCK ALONG WHICH NO APPRECIABLE MOVEMENT HAS OCCURRED. LEDGE - A SHELF-LIKE RIDGE OR PROJECTION OF ROCK WHOSE THICKNESS IS SMALL COMPARED TO ITS LATERAL EXTENT. LENS - A BODY OF SOIL OR ROCK THAT THINS OUT IN ONE OR MORE DIRECTIONS. MOTTLED (MOT.) - IRREGULARLY MARKED WITH SPOTS OF DIFFERENT COLORS. MOTTLING IN SOILS USUALLY INDICATES POOR AERATION AND LACK OF GOOD DRAINAGE. PERCHED WATER - WATER MAINTAINED ABOVE THE NORMAL GROUND WATER LEVEL BY THE PRESENCE OF AN INTERVENING IMPERVIOUS STRATUM. RESIDUAL (RES.) SOIL - SOIL FORMED IN PLACE BY THE WEATHERING OF ROCK. ROCK QUALITY DESIGNATION (ROD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE. SAPROLITE (SAP.) - RESIDUAL SOIL THAT RETAINS THE RELIC STRUCTURE OR FABRIC OF THE PARENT ROCK. SILL - AN INTRUSIVE BODY OF IGNEOUS ROCK OF APPROXIMATELY UNIFORM THICKNESS AND RELATIVELY THIN COMPARED WITH ITS LATERAL EXTENT, THAT HAS BEEN EMPLACED PARALLEL TO THE BEDDING OR SCHISTOSITY OF THE INTRUDED ROCKS. SLICKENSIDE - POLISHED AND STRIATED SURFACE THAT RESULTS FROM FRICTION ALONG A FAULT OR SLIP PLANE. STANDARD PENETRATION TEST (PENETRATION RESISTANCE) (SPT) - NUMBER OF BLOWS (N OR BPF) OF A 140 LB. HAMMER FALLING 30 INCHES REQUIRED TO PRODUCE A PENETRATION OF 1 FOOT INTO SOIL WITH A 2 INCH OUTSIDE DIAMETER SPLIT SPOON SAMPLER. SPT REFUSAL IS PENETRATION EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS. STRATA CORE RECOVERY (SREC.) - TOTAL LENGTH OF STRATA MATERIAL RECOVERED DIVIDED BY TOTAL LENGTH OF STRATUM AND EXPRESSED AS A PERCENTAGE. STRATA ROCK QUALITY DESIGNATION (SROD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS WITHIN A STRATUM EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF STRATA AND EXPRESSED AS A PERCENTAGE. TOPSOIL (TS.) - SURFACE SOILS USUALLY CONTAINING ORGANIC MATTER.</p>																																																																																																													
SOIL LEGEND AND AASHTO CLASSIFICATION										ANGULARITY OF GRAINS										MINERALOGICAL COMPOSITION										COMPRESSION										PERCENTAGE OF MATERIAL										GROUND WATER										MISCELLANEOUS SYMBOLS										RECOMMENDATION SYMBOLS										ABBREVIATIONS										EQUIPMENT USED ON SUBJECT PROJECT																																																	
<p>GENERAL CLASS. GRANULAR MATERIALS (<= 35% PASSING #200) SILT-CLAY MATERIALS (> 35% PASSING #200) ORGANIC MATERIALS</p>										<p>THE ANGULARITY OR ROUNDNESS OF SOIL GRAINS IS DESIGNATED BY THE TERMS: ANGULAR, SUBANGULAR, SUBROUNDED, OR ROUNDED.</p>										<p>MINERAL NAMES SUCH AS QUARTZ, FELDSPAR, MICA, TALC, KAOLIN, ETC. ARE USED IN DESCRIPTIONS WHEN THEY ARE CONSIDERED OF SIGNIFICANCE.</p>										<p>SLIGHTLY COMPRESSIBLE LL < 31 MODERATELY COMPRESSIBLE LL = 31 - 50 HIGHLY COMPRESSIBLE LL > 50</p>										<p>ORGANIC MATERIAL GRANULAR SOILS SILT - CLAY SOILS OTHER MATERIAL TRACE OF ORGANIC MATTER 2 - 3% 3 - 5% TRACE 1 - 10% LITTLE ORGANIC MATTER 3 - 5% 5 - 12% LITTLE 10 - 20% MODERATELY ORGANIC 5 - 10% 12 - 20% SOME 20 - 35% HIGHLY ORGANIC > 10% > 20% HIGHLY 35% AND ABOVE</p>										<p>WATER LEVEL IN BORE HOLE IMMEDIATELY AFTER DRILLING STATIC WATER LEVEL AFTER 24 HOURS PERCHED WATER, SATURATED ZONE, OR WATER BEARING STRATA SPRING OR SEEP</p>										<p>ROADWAY EMBANKMENT (RE) WITH SOIL DESCRIPTION SOIL SYMBOL ARTIFICIAL FILL (AF) OTHER THAN ROADWAY EMBANKMENT INFERRED SOIL BOUNDARY INFERRED ROCK LINE ALLUVIAL SOIL BOUNDARY</p>										<p>UNDERCUT SHALLOW UNDERCUT UNCLASSIFIED EXCAVATION - UNSUITABLE WASTE UNCLASSIFIED EXCAVATION - ACCEPTABLE DEGRADABLE ROCK</p>										<p>AR - AUGER REFUSAL BT - BORING TERMINATED CL - CLAY CPT - CONE PENETRATION TEST CSE - COARSE DMT - DILATOMETER TEST DPT - DYNAMIC PENETRATION TEST e - VOID RATIO F - FINE FOSS. - FOSSILIFEROUS FRAC. - FRACTURED, FRACTURES FRAGS. - FRAGMENTS HI. - HIGHLY</p>										<p>25/025 DIP & DIP DIRECTION OF ROCK STRUCTURES SPT DMT TEST BORING AUGER BORING CORE BORING MONITORING WELL PIEZOMETER INSTALLATION</p>										<p>UNCLASSIFIED EXCAVATION - ACCEPTABLE, BUT NOT TO BE USED IN THE TOP 3 FEET OF EMBANKMENT OR BACKFILL UNCLASSIFIED EXCAVATION - ACCEPTABLE DEGRADABLE ROCK</p>										<p>AR - AUGER REFUSAL BT - BORING TERMINATED CL - CLAY CPT - CONE PENETRATION TEST CSE - COARSE DMT - DILATOMETER TEST DPT - DYNAMIC PENETRATION TEST e - VOID RATIO F - FINE FOSS. - FOSSILIFEROUS FRAC. - FRACTURED, FRACTURES FRAGS. - FRAGMENTS HI. - HIGHLY</p>										<p>VST - VANE SHEAR TEST WEA. - WEATHERED U - UNIT WEIGHT UG - DRY UNIT WEIGHT</p>										<p>DRILL UNITS: <input checked="" type="checkbox"/> CME-45B <input type="checkbox"/> CME-55 <input checked="" type="checkbox"/> CME-550 <input type="checkbox"/> VANE SHEAR TEST <input type="checkbox"/> PORTABLE HOIST <input checked="" type="checkbox"/> DIEDRICH D-50</p>									
TEXTURE OR GRAIN SIZE										CONSISTENCY OR DENSENESS										ROCK HARDNESS										SOIL MOISTURE - CORRELATION OF TERMS										PLASTICITY										COLOR																																																																																									
<p>U.S. STD. SIEVE SIZE OPENING (MM) 4 10 40 60 200 270 4.75 2.00 0.42 0.25 0.075 0.053</p>										<p>PRIMARY SOIL TYPE COMPACTNESS OR CONSISTENCY RANGE OF STANDARD PENETRATION RESISTANCE (N-VALUE) RANGE OF UNCONFINED COMPRESSIVE STRENGTH (TONS/FT²)</p>										<p>VERY HARD CANNOT BE SCRATCHED BY KNIFE OR SHARP PICK. BREAKING OF HAND SPECIMENS REQUIRES SEVERAL HARD BLOWS OF THE GEOLOGIST'S PICK. HARD CAN BE SCRATCHED BY KNIFE OR PICK ONLY WITH DIFFICULTY. HARD HAMMER BLOWS REQUIRED TO DETACH HAND SPECIMEN. MODERATELY HARD CAN BE SCRATCHED BY KNIFE OR PICK. GOUGES OR GROOVES TO 0.25 INCHES DEEP CAN BE EXCAVATED BY HARD BLOW OF A GEOLOGIST'S PICK. HAND SPECIMENS CAN BE DETACHED BY MODERATE BLOWS. MEDIUM HARD CAN BE GROOVED OR GOUGED 0.05 INCHES DEEP BY FIRM PRESSURE OF KNIFE OR PICK POINT. CAN BE EXCAVATED IN SMALL CHIPS TO PIECES 1 INCH MAXIMUM SIZE BY HARD BLOWS OF THE POINT OF A GEOLOGIST'S PICK. SOFT CAN BE GROOVED OR GOUGED READILY BY KNIFE OR PICK. CAN BE EXCAVATED IN FRAGMENTS FROM CHIPS TO SEVERAL INCHES IN SIZE BY MODERATE BLOWS OF A PICK POINT. SMALL, THIN PIECES CAN BE BROKEN BY FINGER PRESSURE. VERY SOFT CAN BE CARVED WITH KNIFE. CAN BE EXCAVATED READILY WITH POINT OF PICK. PIECES 1 INCH OR MORE IN THICKNESS CAN BE BROKEN BY FINGER PRESSURE. CAN BE SCRATCHED READILY BY FINGER NAIL.</p>										<p>SOIL MOISTURE SCALE (ATTERBERG LIMITS) FIELD MOISTURE DESCRIPTION GUIDE FOR FIELD MOISTURE DESCRIPTION</p>										<p>NON PLASTIC PLASTICITY INDEX (PI) DRY STRENGTH 0-5 VERY LOW 6-15 SLIGHT 16-25 MEDIUM 26 OR MORE HIGH</p>										<p>DESCRIPTORS MAY INCLUDE COLOR OR COLOR COMBINATIONS (TAN, RED, YELLOW-BROWN, BLUE-BROWN). MODIFIERS SUCH AS LIGHT, DARK, STREAKED, ETC. ARE USED TO DESCRIBE APPEARANCE.</p>																																																																																									
FRACTURE SPACING										BEDDING										INDURATION																																																																																																																							
<p>TERM SPACING VERY WIDE MORE THAN 10 FEET WIDE 3 TO 10 FEET MODERATELY CLOSE 1 TO 3 FEET CLOSE 0.16 TO 1 FOOT VERY CLOSE LESS THAN 0.16 FEET</p>										<p>TERM THICKNESS VERY THICKLY BEDDED 4 FEET THICKLY BEDDED 1.5 - 4 FEET THINLY BEDDED 0.16 - 1.5 FEET VERY THINLY BEDDED 0.03 - 0.16 FEET THICKLY LAMINATED 0.008 - 0.03 FEET THINLY LAMINATED < 0.008 FEET</p>										<p>FOR SEDIMENTARY ROCKS, INDURATION IS THE HARDENING OF MATERIAL BY CEMENTING, HEAT, PRESSURE, ETC. FRIABLE RUBBING WITH FINGER FREES NUMEROUS GRAINS; GENTLE BLOW BY HAMMER DISINTEGRATES SAMPLE. MODERATELY INDURATED GRAINS CAN BE SEPARATED FROM SAMPLE WITH STEEL PROBE; BREAKS EASILY WHEN HIT WITH HAMMER. INDURATED GRAINS ARE DIFFICULT TO SEPARATE WITH STEEL PROBE; DIFFICULT TO BREAK WITH HAMMER. EXTREMELY INDURATED SHARP HAMMER BLOWS REQUIRED TO BREAK SAMPLE; SAMPLE BREAKS ACROSS GRAINS.</p>																																																																																																																							
<p>FRAC. MARK: ELEVATIONS DETERMINED USING .tin file provided (R2303EF_LS_TIN.tin AND R2303E_LS_TIN.tin)</p> <p style="text-align: right;">ELEVATION: FEET</p>										<p>NOTES: U.C.P. = UNDIVIDED COASTAL PLAIN</p>										<p>DATE: 8-15-14</p>																																																																																																																							

08/28/19

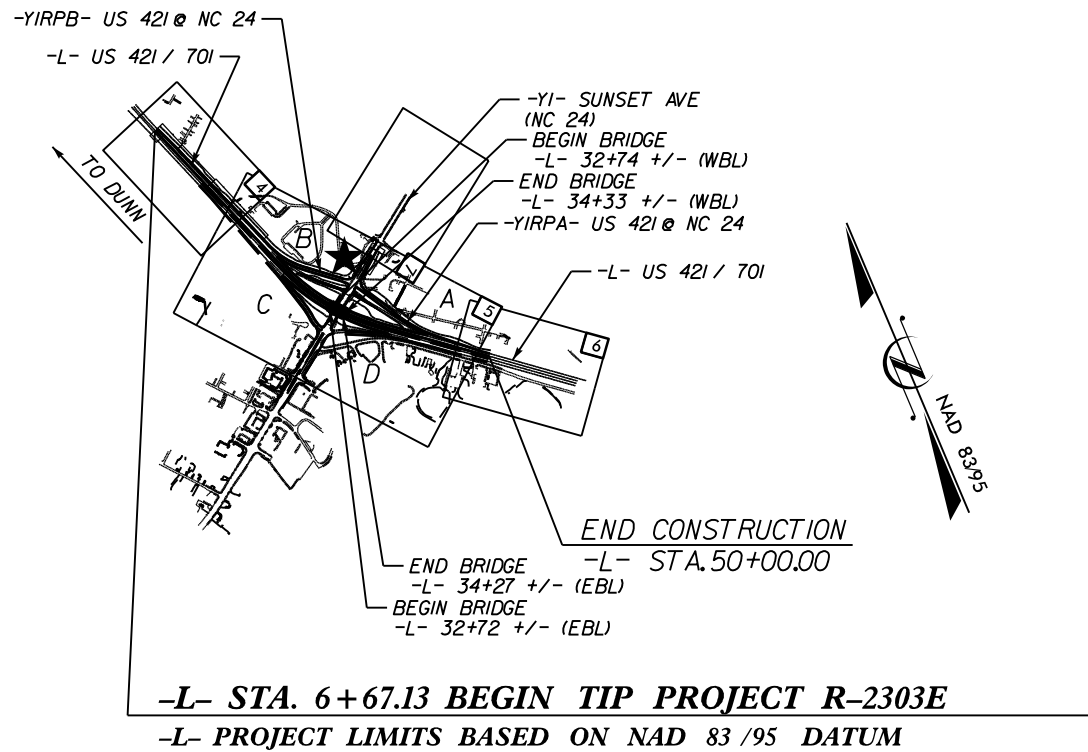
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CONTRACT: TIP PROJECT: R-2303E

See Sheet 1A For Index of Sheets
See Sheet 1B for Conventional Symbols



VICINITY MAP
(NOT TO SCALE)



-L- STA. 6+67.13 BEGIN TIP PROJECT R-2303E
-L- PROJECT LIMITS BASED ON NAD 83 /95 DATUM

★ **PROPOSED SIGNAL**

NCDOT CONTACT: DAVID LEONARD, P.E.
DIVISION DESIGN CONSTRUCTION - NCDOT DIVISION 3

THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF CLINTON.

THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO THE INTERCHANGES.

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY MODIFIED METHOD III

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

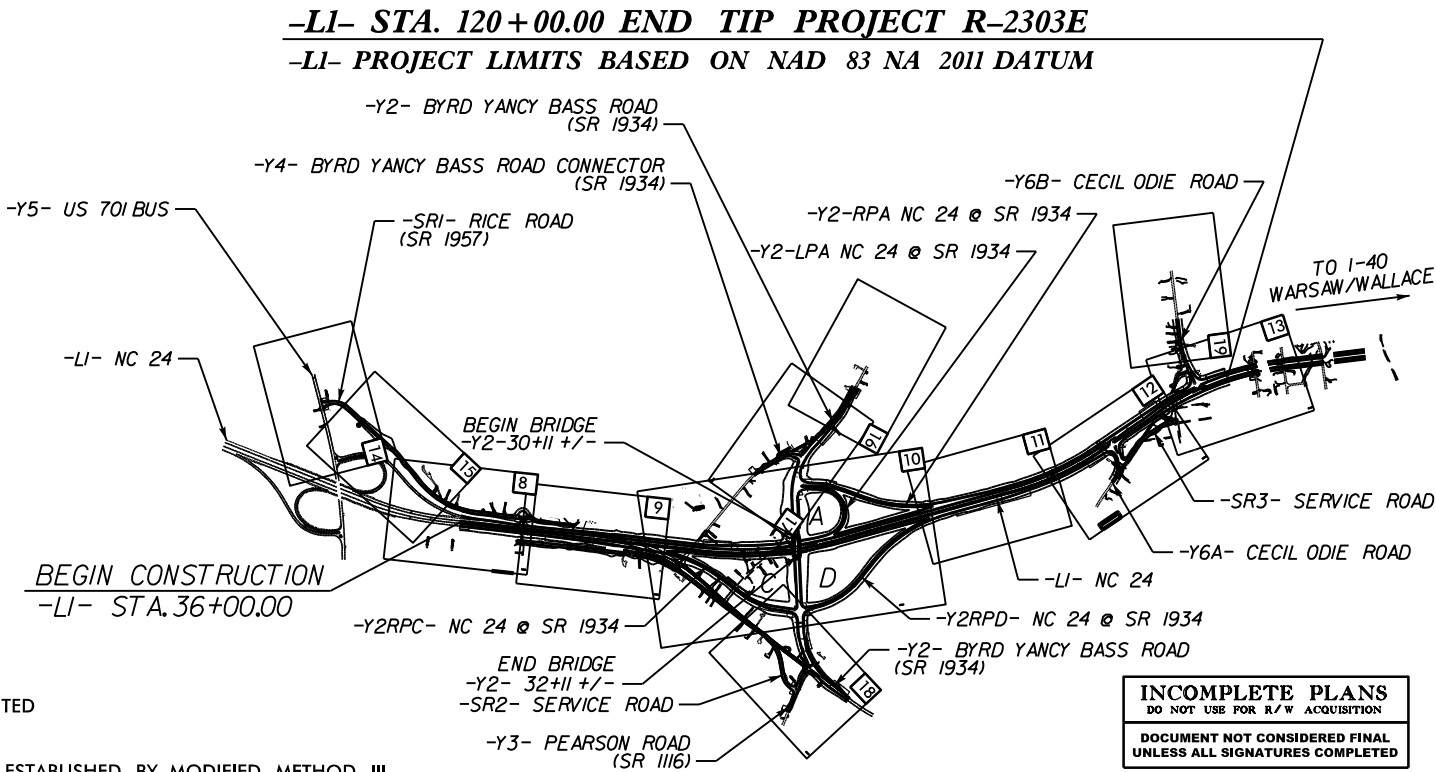
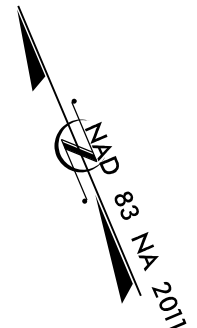
SAMPSON COUNTY

LOCATION: NC 24 AT SR 1296 (SUNSET AVE) AND
NC 24 FROM US 701 (SOUTHEAST BLVD.) TO
EAST OF SR 1935 (CECIL-ODIE RD)

TYPE OF WORK: PAVING, GRADING, STRUCTURES, DRAINAGE, SIGNALS,
PAVEMENT MARKINGS AND SIGNING

25% APPROVED PLANS

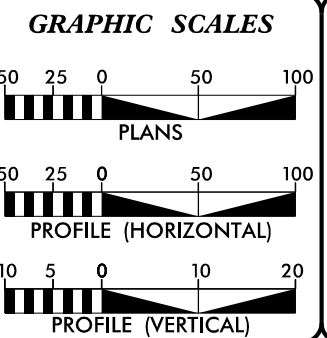
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2303E	3	71
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34416.1.S1		PE	



-LI- STA. 120+00.00 END TIP PROJECT R-2303E
-LI- PROJECT LIMITS BASED ON NAD 83 NA 2011 DATUM

BEGIN CONSTRUCTION
-LI- STA. 36+00.00

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2019 =	11,880
ADT 2030 =	15,090
K =	9 %
D =	60 %
T =	14 % *
V =	60 MPH
* TTST	8% DUAL 6%
FUNC CLASS =	RURAL ARTERIAL
STATEWIDE TIER	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT R-2303E	= 2.382 mi.
LENGTH OF STRUCTURES TIP PROJECT R-2303E	= 0.030 mi.
LENGTH OF STATE PROJECT R-2303E	= 2.412 mi.

****NOTE : LENGTH BASED ON WBL BRIDGES**

Prepared for NCDOT In the Office of:

moffatt & nichol
4700 FALLS OF NEUSE ROAD, SUITE 300
RALEIGH, NORTH CAROLINA 27605
(919) 781-4626 VOICE (919) 781-4869 FAX (F-105)

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JULY 21, 2018

LETTING DATE:
DECEMBER 17, 2019

TIM R. REID, P.E.
PROJECT ENGINEER

TRENT E. HUFFMAN, P.E.
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

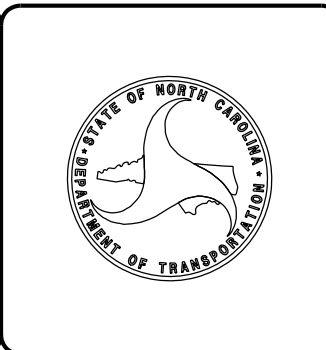
moffatt & nichol

SIGNATURE: _____ P.E.

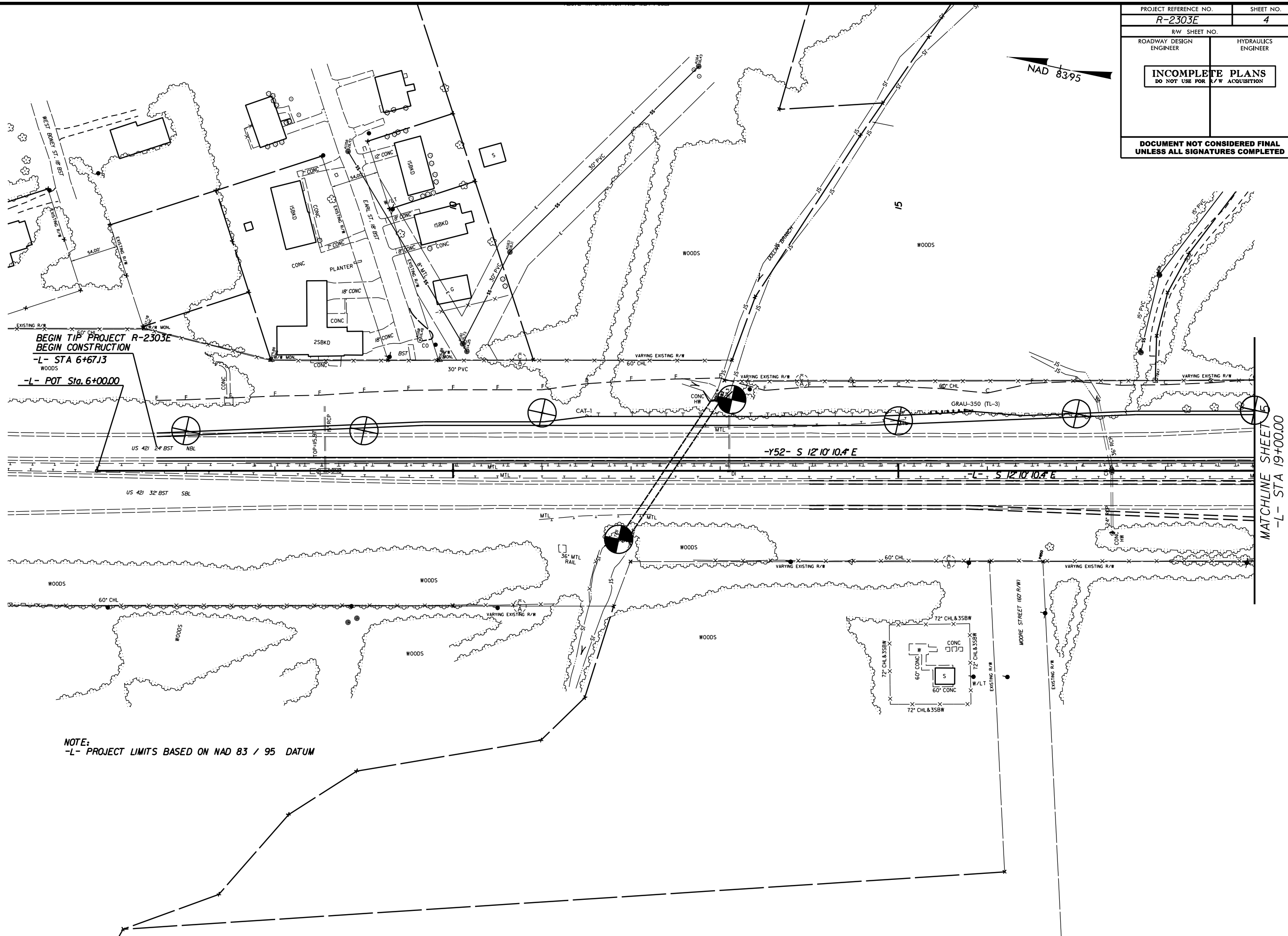
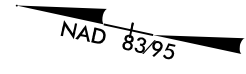
ROADWAY DESIGN ENGINEER

moffatt & nichol

SIGNATURE: _____ P.E.



PROJECT REFERENCE NO. R-2303E	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



BEGIN TIP PROJECT R-2303E
BEGIN CONSTRUCTION
-L- STA 6+67.13
-L- POT Sta. 6+00.00

NOTE:
-L- PROJECT LIMITS BASED ON NAD 83 / 95 DATUM

REVISIONS

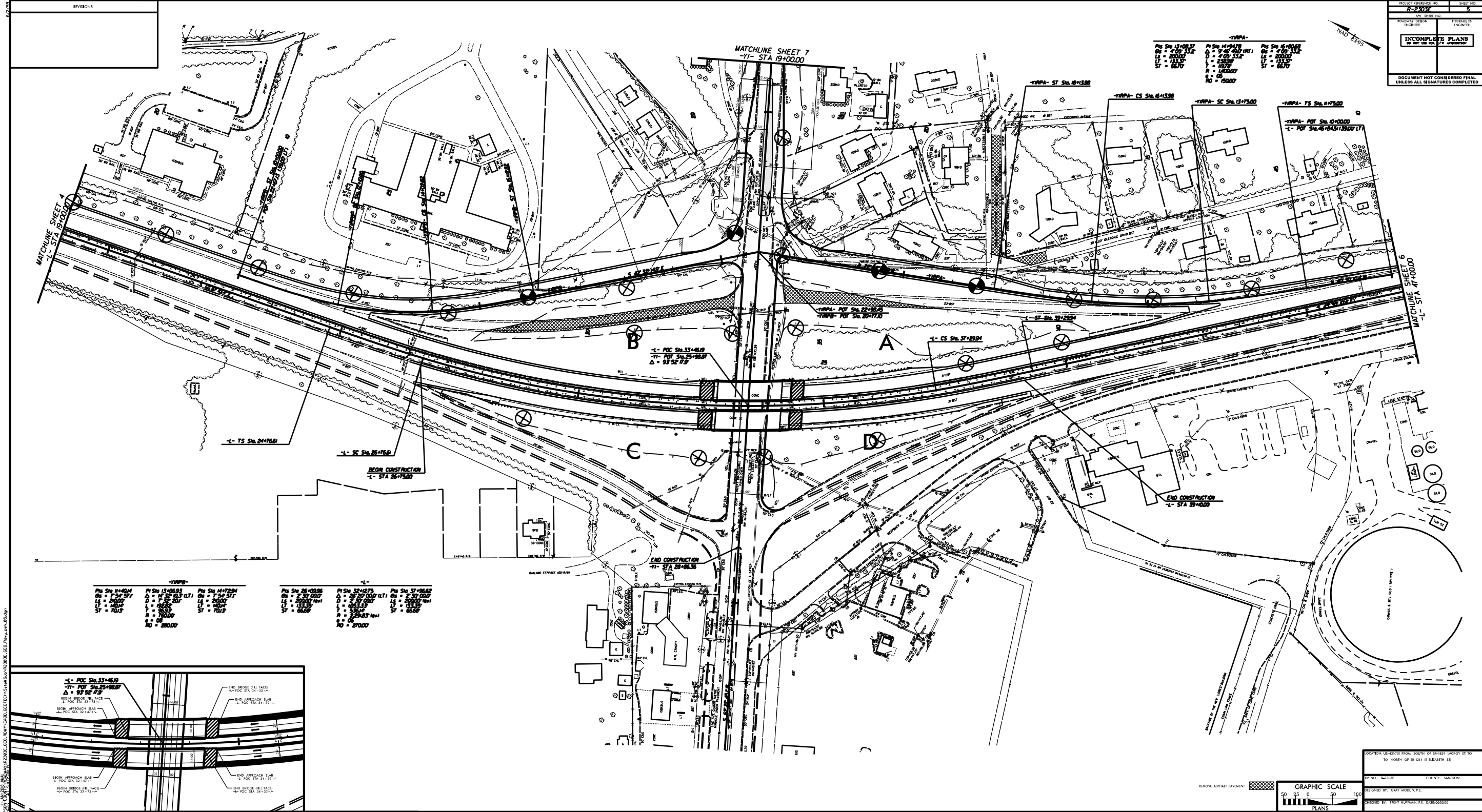
8/17/99
 I:\JAN-2008 [44]
 S:\wpmk\g\PROJECT\2017\217078 NCDOT.R-2303E SAMPSON-COUNTY-ROADWAY.R2303E.GEO.RD.WY.CADD.GEOTECH.Ste&Sub.R2303E.GEO.Rdwy.psh_04.dgn
 SAMPSON COUNTY
 11/15/2017 10:51:11 AM

MATCHLINE SHEET 5
-L- STA 19+00.00

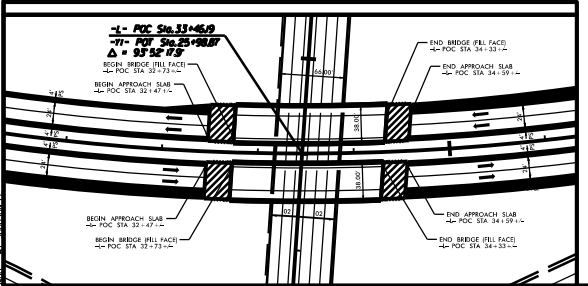
NO.	DESCRIPTION

PROJECT NUMBER: KCP/116	SHEET NO: 5
ROADWAY DESIGN ENGINEER	HYDRAULIC ENGINEER
INCOMPLETE PLANS	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-TRPA-		
PI STA 13+00.00	PI STA 14+00.00	PI STA 15+00.00
OS = 4.00 312'	OS = 4.00 312'	OS = 4.00 312'
LS = 2000'	LS = 2000'	LS = 2000'
ST = 60.0'	ST = 60.0'	ST = 60.0'
NO = 5000'		

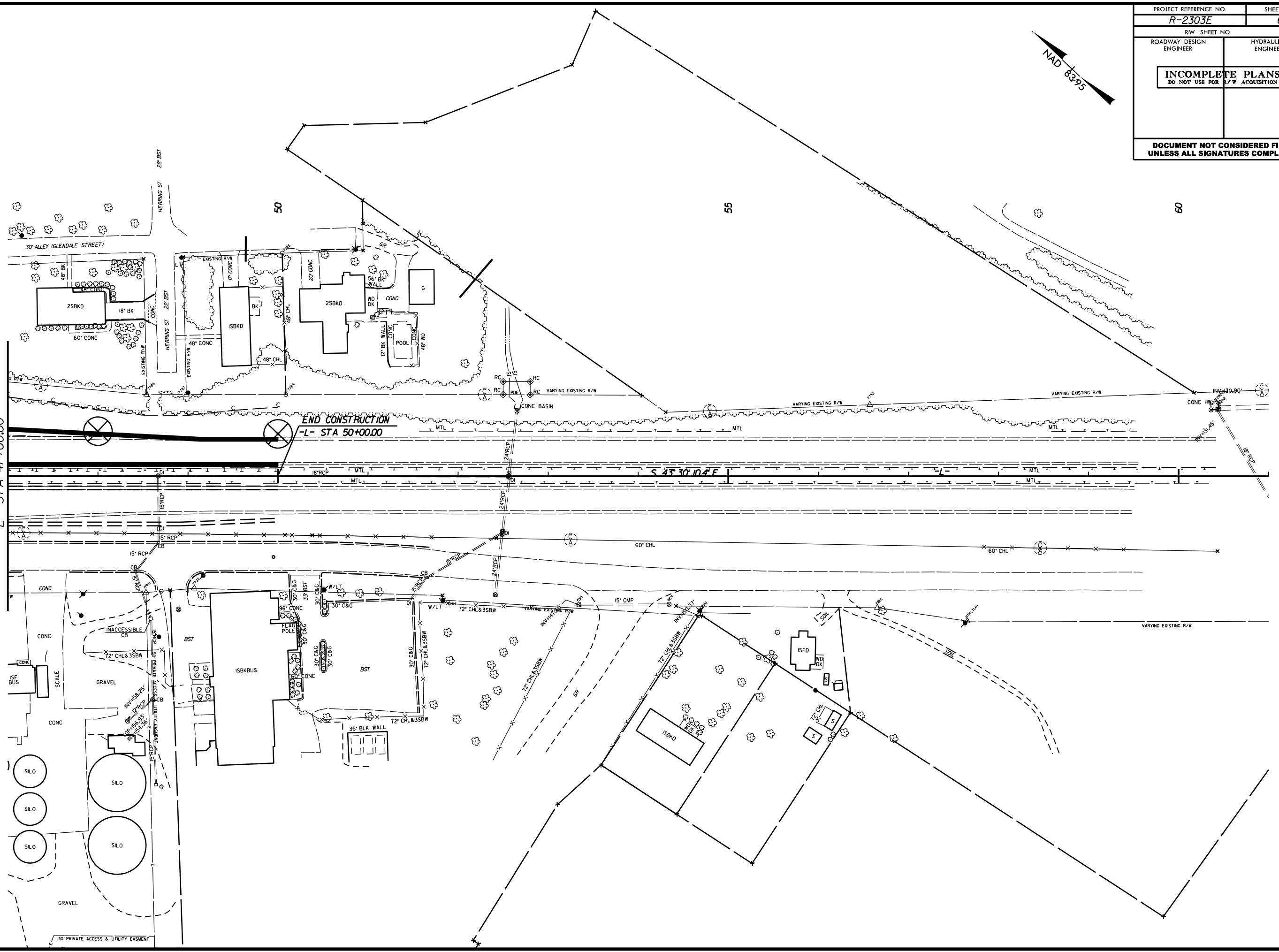
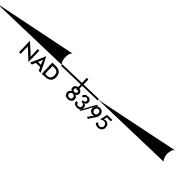


-TRPB-			-L-		
PI STA 13+00.00	PI STA 14+00.00	PI STA 15+00.00	PI STA 26+00.00	PI STA 27+00.00	PI STA 28+00.00
OS = 7.50 307'	OS = 7.50 307'	OS = 7.50 307'	OS = 2000'	OS = 2000'	OS = 2000'
LS = 2000'	LS = 2000'	LS = 2000'	LS = 2000'	LS = 2000'	LS = 2000'
ST = 70.0'	ST = 70.0'	ST = 70.0'	ST = 66.0'	ST = 66.0'	ST = 66.0'
NO = 2000'			NO = 2000'		



LOCATION: US-52/10 FROM SOUTH OF SHARPEY BRICKY ST TO NORTH OF SR-214 (ELEMARTH ST)
PROJECT NO: 4-2333 COUNTY: SAMPSON
DESIGNED BY: GRAY HODGSON P.E.
CHECKED BY: TRENT HOFFMAN, P.E. DATE: 06/05/00

PROJECT REFERENCE NO.	SHEET NO.
R-2303E	6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE SHEET 5
-L- STA 47+00.00

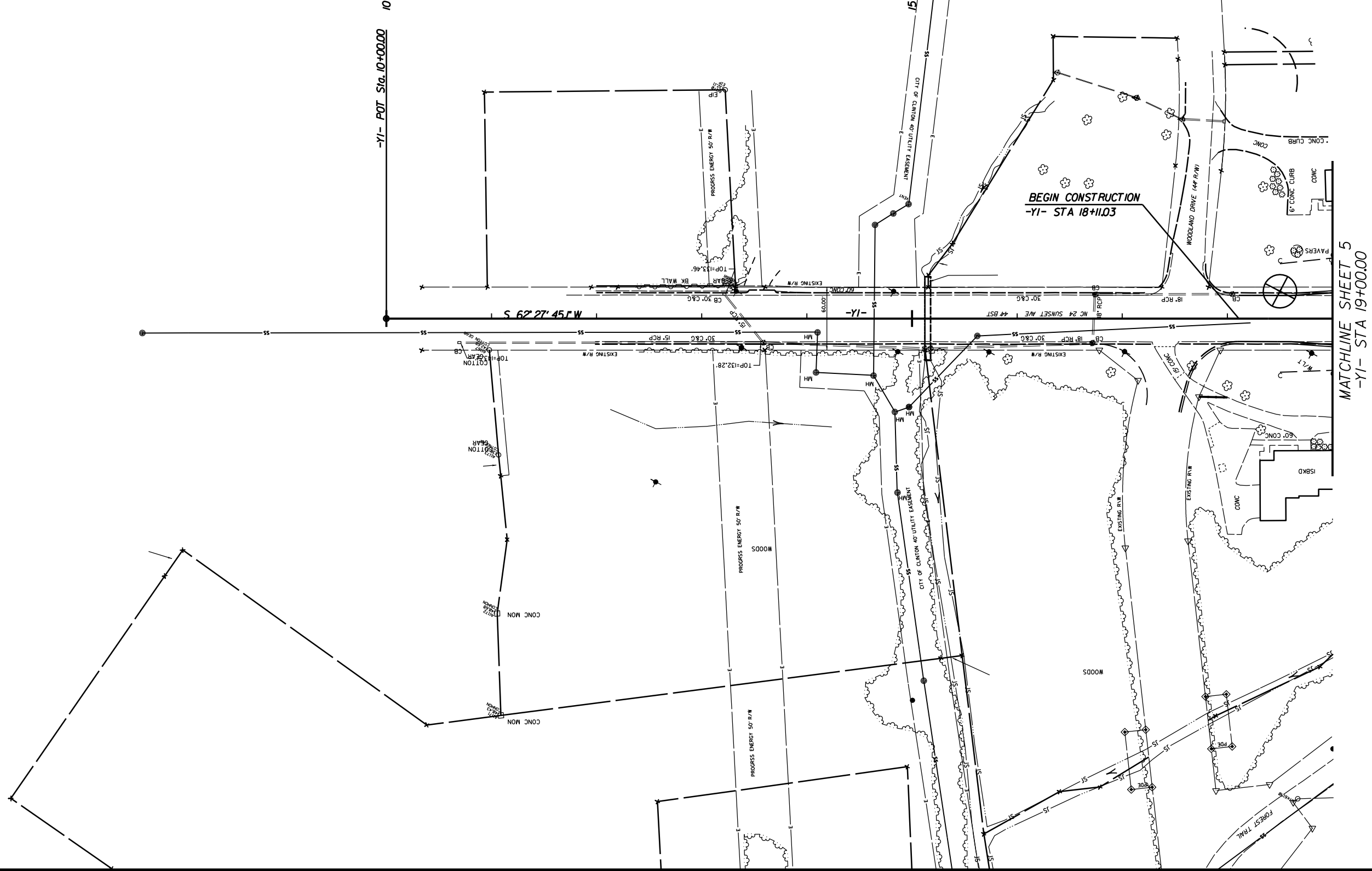
END CONSTRUCTION
-L- STA 50+00.00

REVISIONS

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 IL-JAN-2008 [4:4]
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 SHIMSON

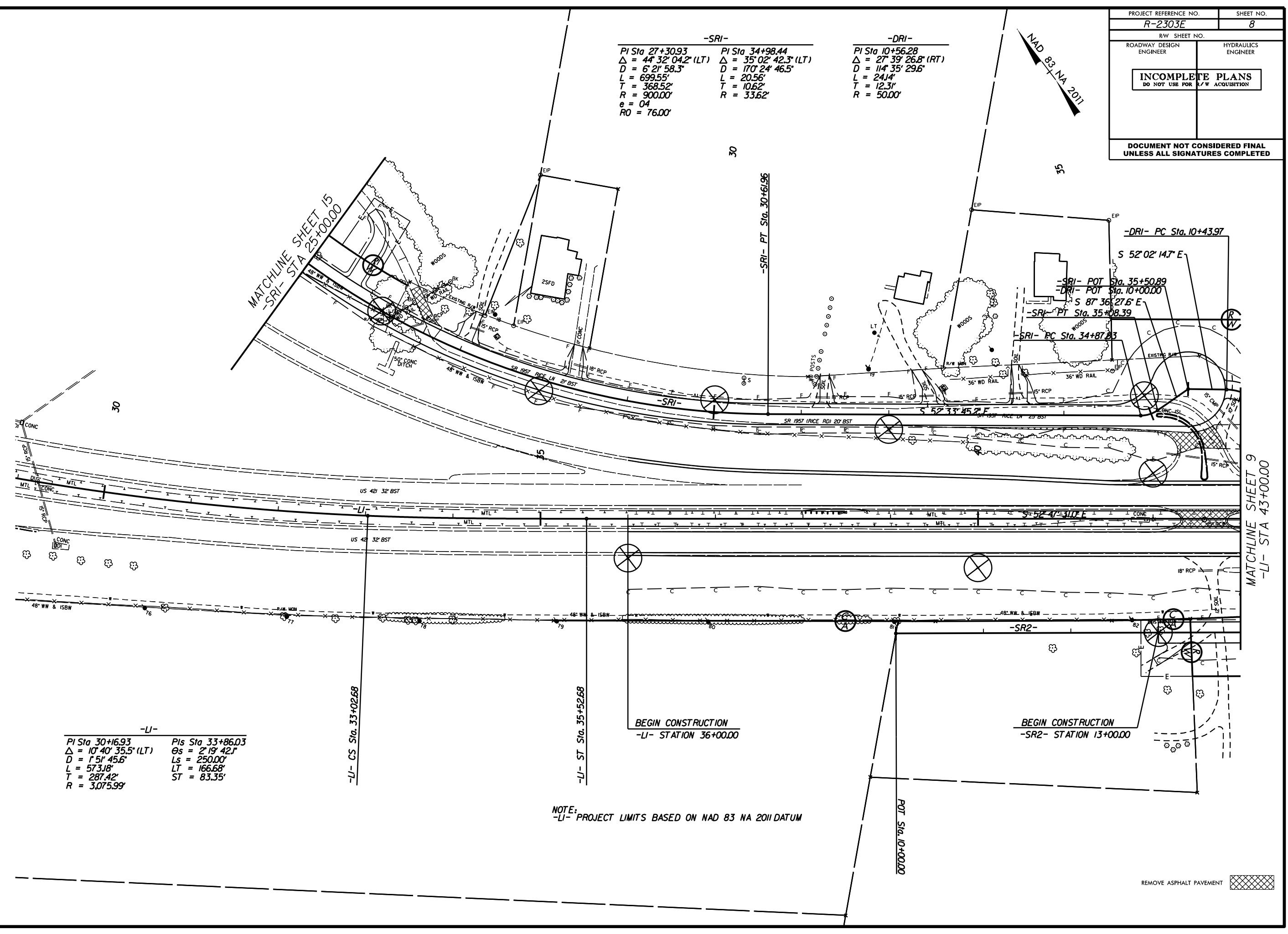
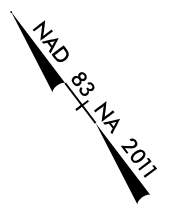
REVISIONS

PROJECT REFERENCE NO. R-2303E		SHEET NO. 7	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



PROJECT REFERENCE NO. R-2303E	SHEET NO. 8
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-SRI-		-DRI-	
PI Sta 27+30.93	PI Sta 34+98.44	PI Sta 10+56.28	
$\Delta = 44^\circ 32' 04.2"$ (LT)	$\Delta = 35^\circ 02' 42.3"$ (LT)	$\Delta = 27^\circ 39' 26.8"$ (RT)	
D = 6' 21' 58.3"	D = 170' 24' 46.5"	D = 114' 35' 29.6"	
L = 699.55'	L = 20.56'	L = 24.14'	
T = 368.52'	T = 10.62'	T = 12.31'	
R = 900.00'	R = 33.62'	R = 50.00'	
e = 04			
RO = 76.00'			



-LI-	
PI Sta 30+16.93	PIs Sta 33+86.03
$\Delta = 10^\circ 40' 35.5"$ (LT)	$\Theta_s = 2^\circ 19' 42.1"$
D = 1' 51' 45.6"	Ls = 250.00'
L = 573.18'	LT = 166.68'
T = 287.42'	ST = 83.35'
R = 3,075.99'	

BEGIN CONSTRUCTION
-LI- STATION 36+00.00

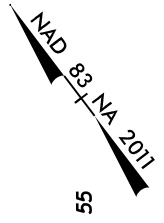
BEGIN CONSTRUCTION
-SR2- STATION 13+00.00

NOTE:
-LI- PROJECT LIMITS BASED ON NAD 83 NA 2011 DATUM

REMOVE ASPHALT PAVEMENT

8/17/99
 REVISIONS
 IL-JAN-2008 [4:41]
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PROJECT REFERENCE NO. R-2303E	SHEET NO. 9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

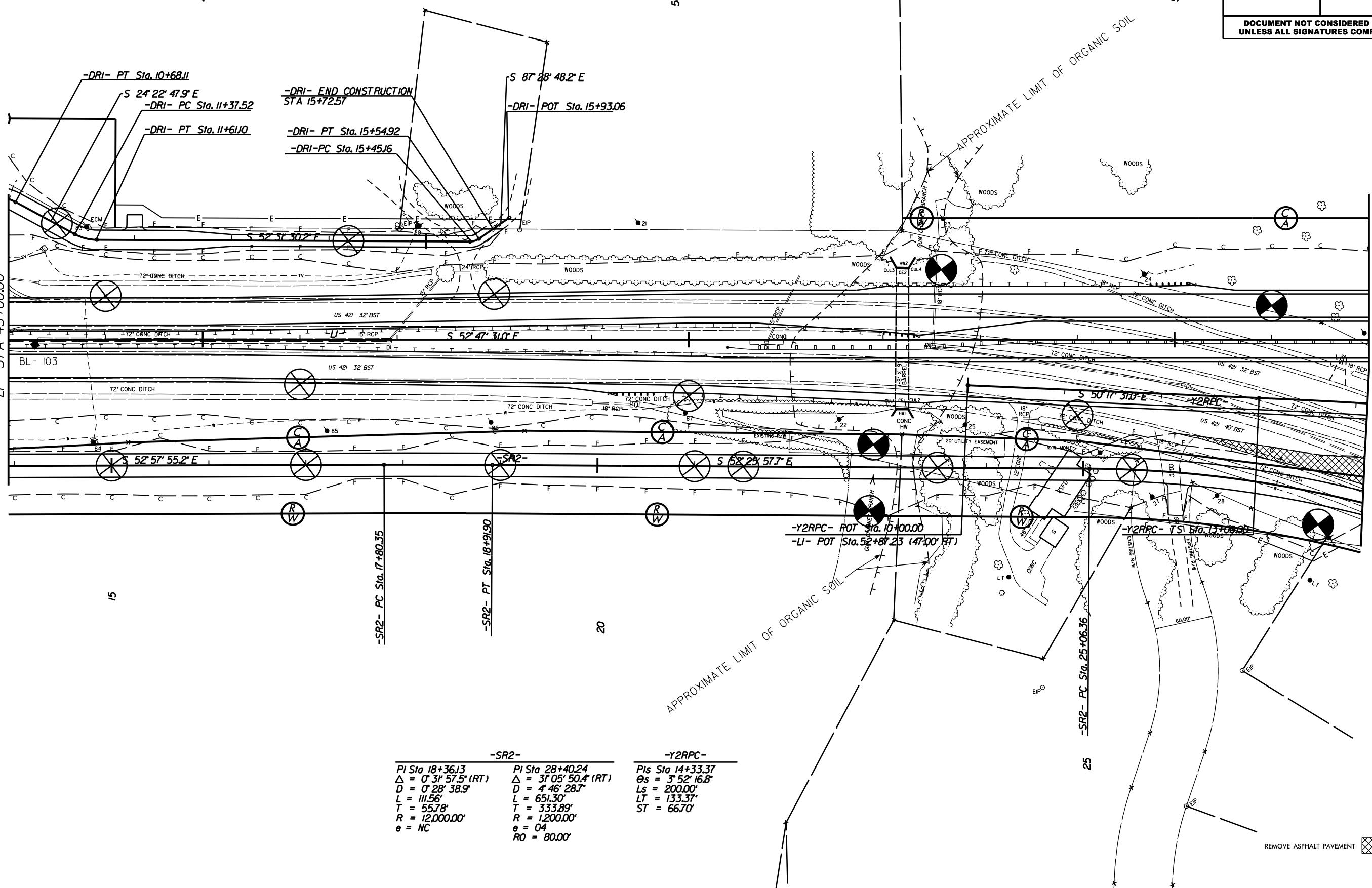


-DRI-

PI Sta 10+56.28 Δ = 27° 39' 26.8" (RT) D = 114' 35" 29.6" L = 24.14' T = 12.31' R = 50.00'	PI Sta 11+49.56 Δ = 28° 08' 42.3" (LT) D = 119' 21' 58.3" L = 23.58' T = 12.03' R = 48.00'	PI Sta 15+50.20 Δ = 34° 57' 18.0" (LT) D = 358' 05' 55.0" L = 9.76' T = 5.04' R = 16.00'
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MATCHLINE SHEET 8
-LI- STA 43+00.00

MATCHLINE SHEET 10
-LI- STA 57+00.00



-SR2-

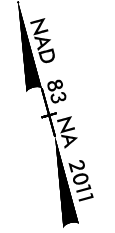
PI Sta 18+36.13 Δ = 0° 31' 57.5" (RT) D = 0' 28' 38.9" L = 111.56' T = 55.78' R = 12,000.00' e = NC	PI Sta 28+40.24 Δ = 31° 05' 50.4" (RT) D = 4' 46' 28.7" L = 651.30' T = 333.89' R = 1,200.00' e = 04 RO = 80.00'
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-Y2RPC-

PIs Sta 14+33.37 Gs = 3' 52' 16.8" Ls = 200.00' LT = 133.37' ST = 66.70'
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REVISIONS
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PROJECT REFERENCE NO. R-2303E	SHEET NO. 11
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-Y2RPA-

PIs Sta 12+83.38	PI Sta 16+91.44
$\theta_s = 3^\circ 49' 11.0''$	$\Delta = 25^\circ 38' 49.5''$ (RT)
Ls = 200.00'	D = 3' 49' 11.0"
LT = 133.36'	L = 671.44'
ST = 66.69'	T = 341.44'
	R = 1,500.00'
	e = 06
	RO = 200.00'

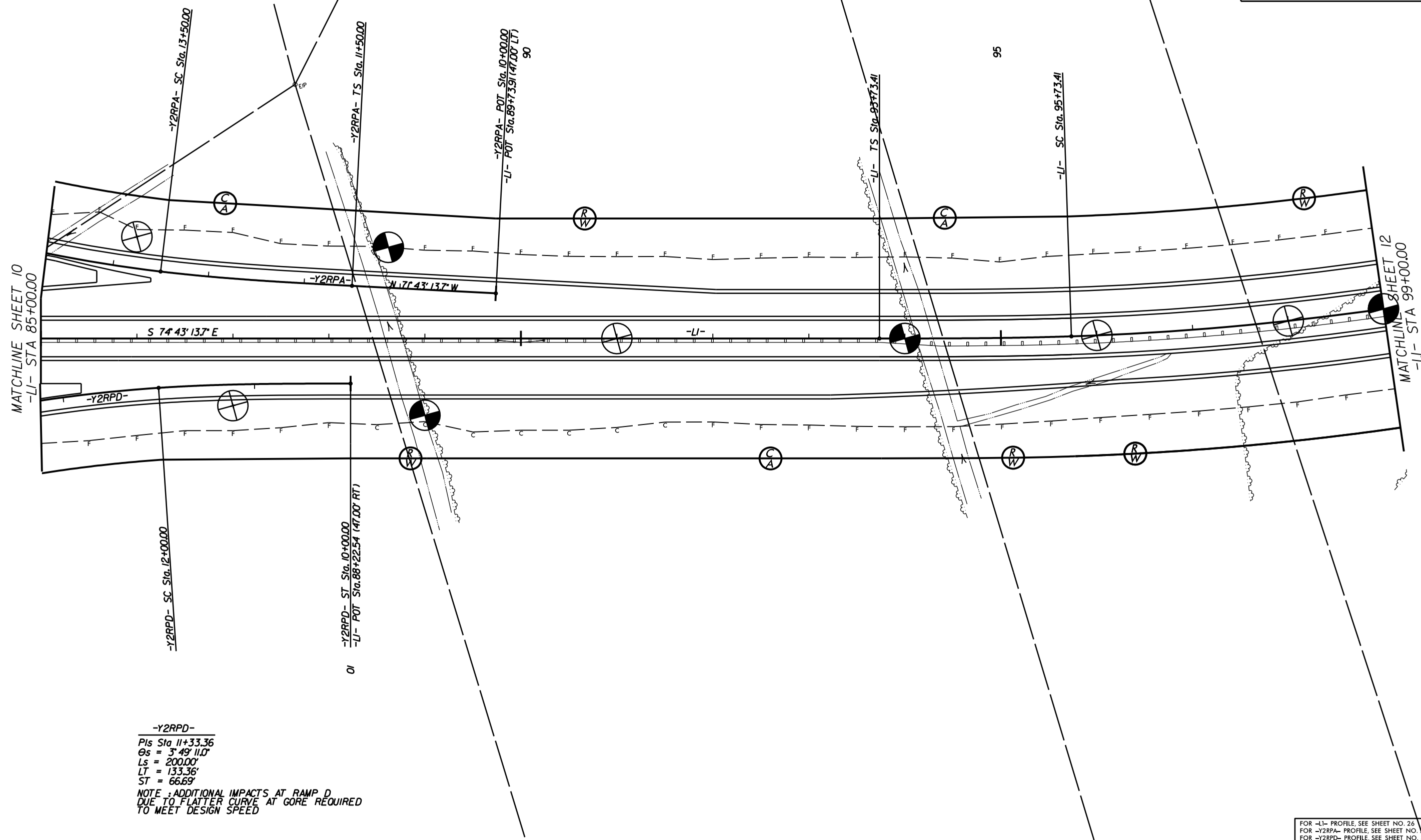
-LI-

PIs Sta 95+06.75	PI Sta 99+58.28
$\theta_s = 1^\circ 54' 35.5''$	$\Delta = 14^\circ 37' 15.5''$ (LT)
Ls = 200.00'	D = 1' 54' 35.5"
LT = 133.34'	L = 765.55'
ST = 66.67'	T = 384.87'
	R = 3,000.00'
	e = 05
	RO = 200.00'

-Y2RPD-

PIs Sta 11+33.36
$\theta_s = 3^\circ 49' 11.0''$
Ls = 200.00'
LT = 133.36'
ST = 66.69'

NOTE: ADDITIONAL IMPACTS AT RAMP D
DUE TO FLATTER CURVE AT GORE REQUIRED
TO MEET DESIGN SPEED



REVISIONS
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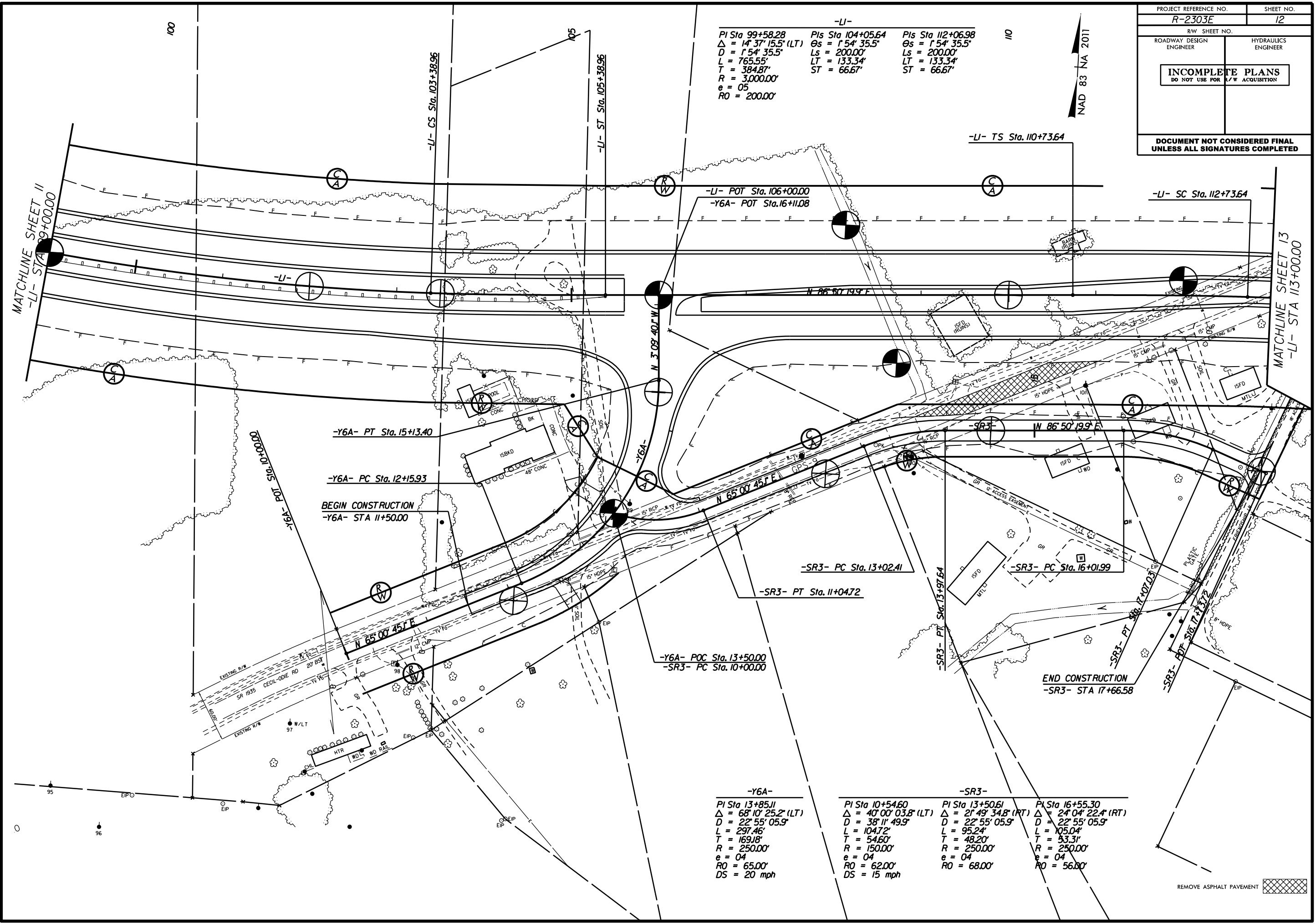
FOR -LI- PROFILE, SEE SHEET NO. 24
 FOR -Y2RPA- PROFILE, SEE SHEET NO. 09
 FOR -Y2RPD- PROFILE, SEE SHEET NO. 32

PROJECT REFERENCE NO. R-2303E	SHEET NO. 12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-LI-

PI Sta 99+58.28 Δ = 14° 37' 15.5" (LT) D = 154' 35.5" L = 765.55' T = 384.87' R = 3,000.00' e = 05 RO = 200.00'	PIs Sta 104+05.64 Θs = 154° 35.5" Ls = 200.00' LT = 133.34' ST = 66.67'	PIs Sta 112+06.98 Θs = 154° 35.5" Ls = 200.00' LT = 133.34' ST = 66.67'
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NAD 83 NA 2011



-Y6A- PT Sta. 15+13.40
-Y6A- PC Sta. 12+15.93
BEGIN CONSTRUCTION
-Y6A- STA 11+50.00

-Y6A- POC Sta. 13+50.00
-SR3- PC Sta. 10+00.00

-SR3- PC Sta. 13+02.41
-SR3- PT Sta. 11+04.72

-SR3- PC Sta. 16+01.99
-SR3- PT Sta. 17+07.03

END CONSTRUCTION
-SR3- STA 17+66.58

-Y6A-

PI Sta 13+85.11 Δ = 68° 10' 25.2" (LT) D = 22' 55" 05.9" L = 297.46' T = 169.18' R = 250.00' e = 04 RO = 65.00' DS = 20 mph

-SR3-

PI Sta 10+54.60 Δ = 40° 00' 03.8" (LT) D = 38' 11" 49.9" L = 104.72' T = 54.60' R = 150.00' e = 04 RO = 62.00' DS = 15 mph
--

PI Sta 13+50.61 Δ = 21° 49' 34.8" (RT) D = 22' 55" 05.9" L = 95.24' T = 48.20' R = 250.00' e = 04 RO = 68.00'	PI Sta 16+55.30 Δ = 24° 04' 22.4" (RT) D = 22' 55" 05.9" L = 105.04' T = 53.31' R = 250.00' e = 04 RO = 56.00'
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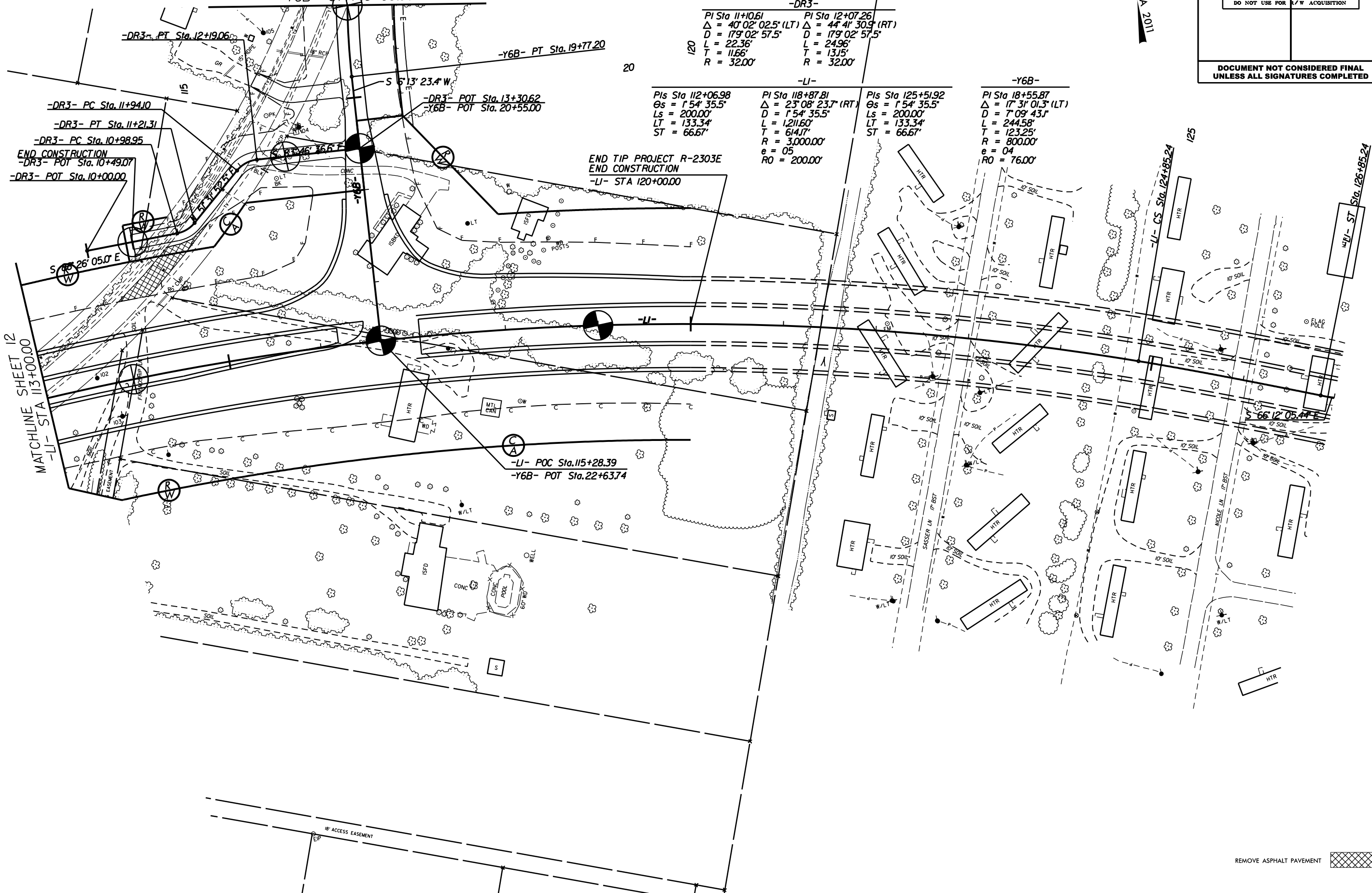
REMOVE ASPHALT PAVEMENT

REVISIONS
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 8/17/99

PROJECT REFERENCE NO. R-2303E	SHEET NO. 13
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NAD 83 N/A 2011

MATCHLINE SHEET 19
-Y6B- STA 19+00.00



-DR3-

PI Sta 11+10.61 $\Delta = 40' 02' 02.5"$ (LT) $D = 179' 02' 57.5"$ $L = 22.36'$ $T = 11.66'$ $R = 32.00'$	PI Sta 12+07.26 $\Delta = 44' 41' 30.9"$ (RT) $D = 179' 02' 57.5"$ $L = 24.96'$ $T = 13.15'$ $R = 32.00'$
--	--

-LI-

PIs Sta 112+06.98 $\Theta_s = 1' 54' 35.5"$ $L_s = 200.00'$ $LT = 133.34'$ $ST = 66.67'$	PI Sta 118+87.81 $\Delta = 23' 08' 23.7"$ (RT) $D = 1' 54' 35.5"$ $L = 1211.60'$ $T = 614.17'$ $R = 3,000.00'$ $e = 05$ $RO = 200.00'$	PIs Sta 125+51.92 $\Theta_s = 1' 54' 35.5"$ $L_s = 200.00'$ $LT = 133.34'$ $ST = 66.67'$	-Y6B- PI Sta 18+55.87 $\Delta = 17' 31' 01.3"$ (LT) $D = 7' 09' 43.1"$ $L = 244.58'$ $T = 123.25'$ $R = 800.00'$ $e = 04$ $RO = 76.00'$
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MATCHLINE SHEET 12
-LI- STA 113+00.00

END TIP PROJECT R-2303E
END CONSTRUCTION
-LI- STA 120+00.00

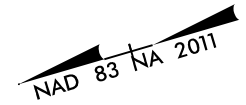
-DR3- PC Sta. 11+94.10
-DR3- PT Sta. 11+21.31
-DR3- PC Sta. 10+98.95
END CONSTRUCTION
-DR3- POT Sta. 10+49.07
-DR3- POT Sta. 10+00.00

-LI- POC Sta. 115+28.39
-Y6B- POT Sta. 22+63.74

REMOVE ASPHALT PAVEMENT

REVISIONS
IL-JAN-2018 [4:41] PROJECT: 2017_217078 NCDDOT_R-2303E SAMPSON-COUNTY-ROADWAY R2303E_GEO_RDWY_CADD_GEO TECH_Site & Sub R2303E_GEO_RDWY_psh_13.dgn
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PROJECT REFERENCE NO. R-2303E	SHEET NO. 14
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

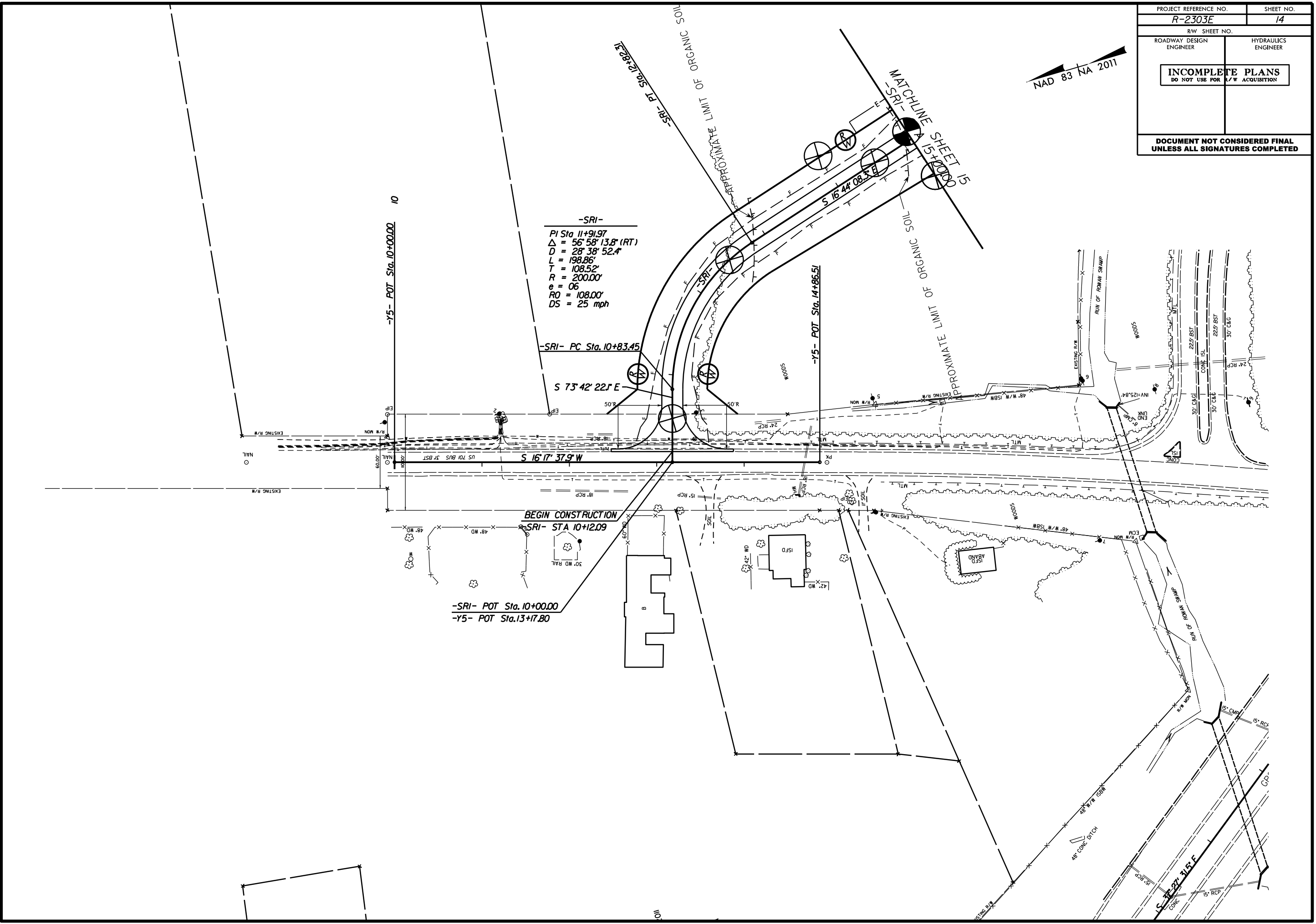


-SRI-
 PI Sta 11+91.97
 $\Delta = 56^{\circ} 58' 13.8''$ (RT)
 $D = 28^{\circ} 38' 52.4''$
 $L = 198.86'$
 $T = 108.52'$
 $R = 200.00'$
 $e = 06'$
 $RO = 108.00'$
 $DS = 25$ mph

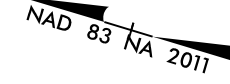
BEGIN CONSTRUCTION
 -SRI- STA 10+12.09

-SRI- POT Sta. 10+00.00
 -Y5- POT Sta. 13+17.80

REVISIONS
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 8/17/99

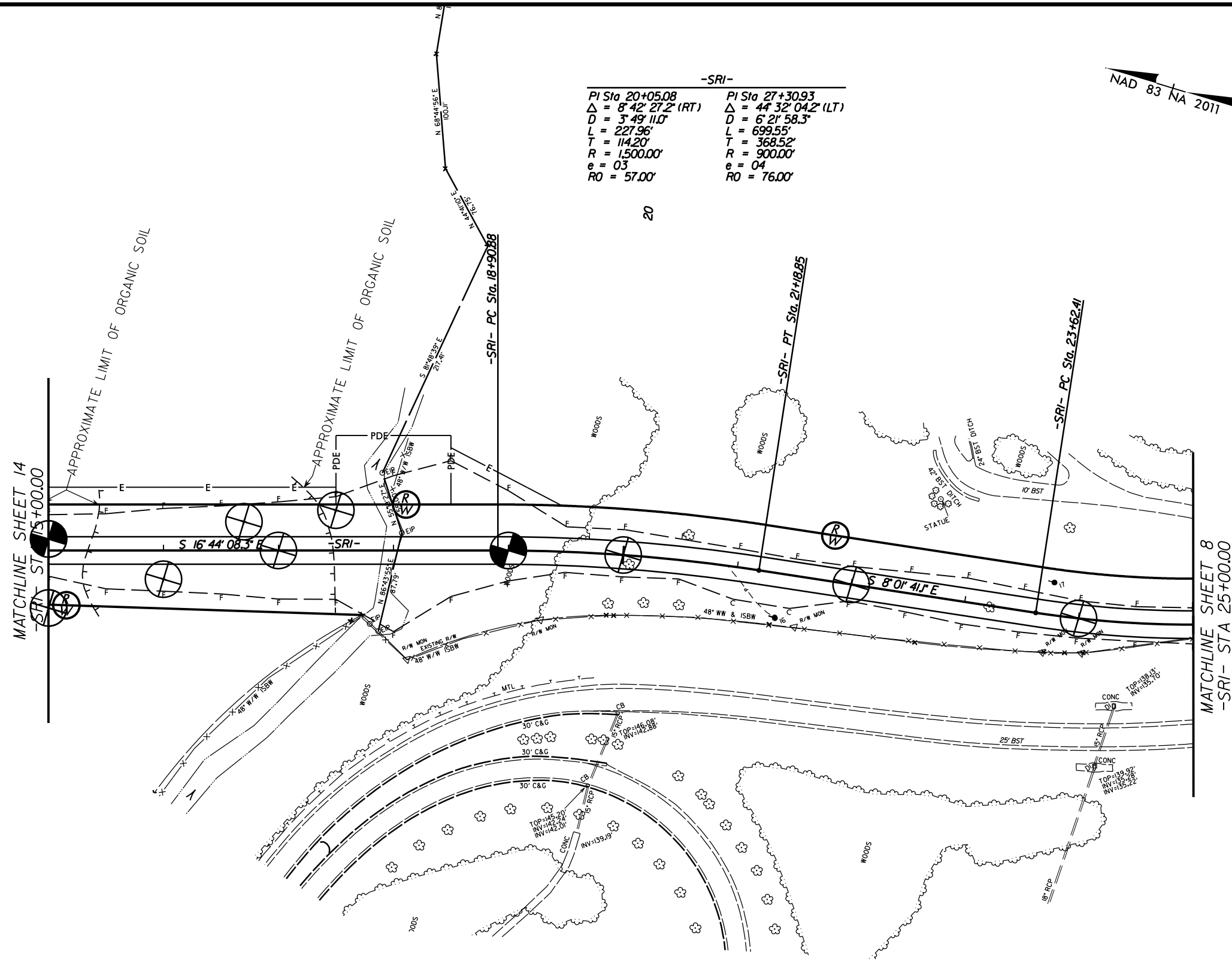


PROJECT REFERENCE NO.	SHEET NO.
R-2303E	15
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-SRI-

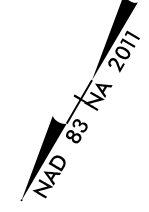
PI Sta 20+05.08	PI Sta 27+30.93
$\Delta = 8^{\circ} 42' 27.2" (RT)$	$\Delta = 44^{\circ} 32' 04.2" (LT)$
D = 3' 49' 11.0"	D = 6' 21' 58.3"
L = 227.96'	L = 699.55'
T = 114.20'	T = 368.52'
R = 1,500.00'	R = 900.00'
e = 03'	e = 04'
RO = 57.00'	RO = 76.00'



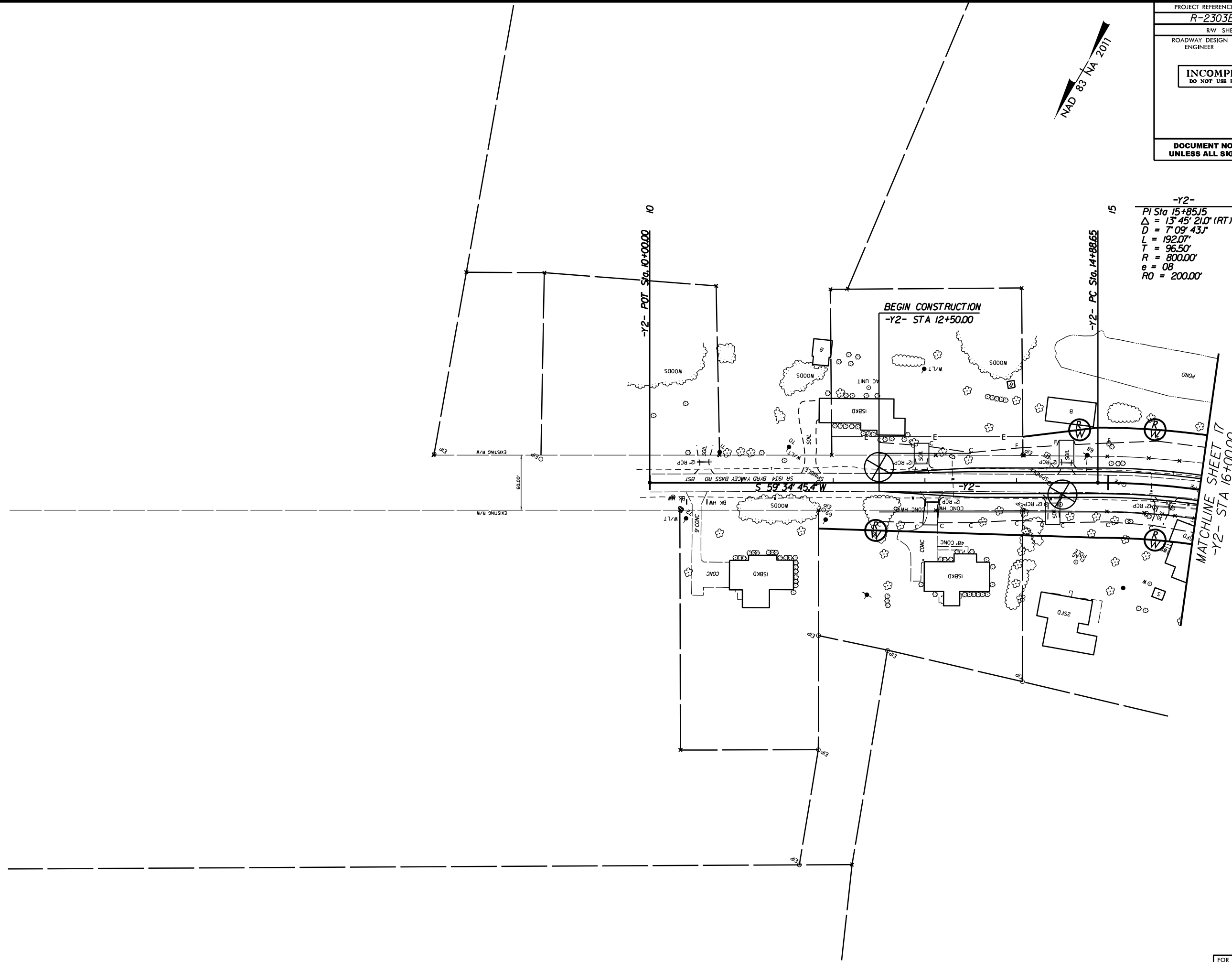
REVISIONS

8/17/99
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PROJECT REFERENCE NO. R-2303E	SHEET NO. 16
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



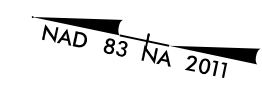
-Y2-
 PI Sta 15+85.15
 $\Delta = 13^{\circ} 45' 21.0''$ (RT)
 $D = 7^{\circ} 09' 43.1''$
 $L = 192.07'$
 $T = 96.50'$
 $R = 800.00'$
 $e = 08$
 $RO = 200.00'$



REVISIONS

8/17/99
 IL-JAN-2008 [4/4]
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PROJECT REFERENCE NO. R-2303E	SHEET NO. 18
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

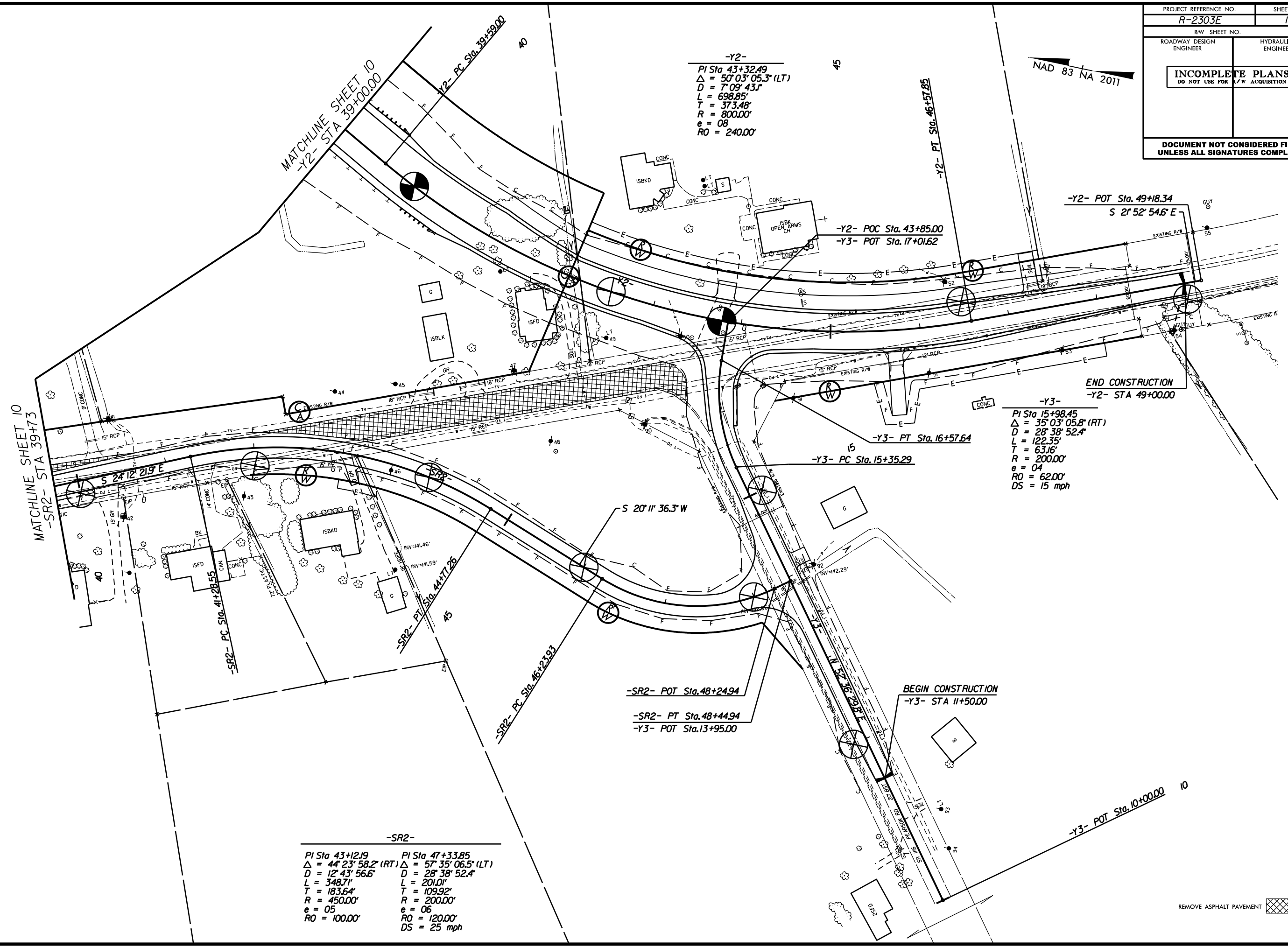


-Y2-
 PI Sta 43+32.49
 $\Delta = 50^{\circ} 03' 05.3" (LT)$
 $D = 7^{\circ} 09' 43.1"$
 $L = 698.85'$
 $T = 373.48'$
 $R = 800.00'$
 $e = 08'$
 $RO = 240.00'$

-Y3-
 PI Sta 15+98.45
 $\Delta = 35^{\circ} 03' 05.8" (RT)$
 $D = 28^{\circ} 38' 52.4"$
 $L = 122.35'$
 $T = 63.16'$
 $R = 200.00'$
 $e = 04'$
 $RO = 62.00'$
 $DS = 15\text{ mph}$

-SR2-

PI Sta 43+12.19	PI Sta 47+33.85
$\Delta = 44^{\circ} 23' 58.2" (RT)$	$\Delta = 57^{\circ} 35' 06.5" (LT)$
$D = 12^{\circ} 43' 56.6"$	$D = 28^{\circ} 38' 52.4"$
$L = 348.71'$	$L = 201.01'$
$T = 183.64'$	$T = 109.92'$
$R = 450.00'$	$R = 200.00'$
$e = 05'$	$e = 06'$
$RO = 100.00'$	$RO = 120.00'$
	$DS = 25\text{ mph}$

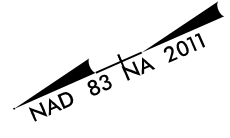


8/17/99
 REVISIONS
 IL-JAN-2008 [4:41] PROJECT: 2017_217078 NCDDOT_R-2303E SAMPSON-COUNTY-ROADWAY R2303E_GEO_RDWY_CADD_GEO TECH_Site & Sub R2303E_GEO_Rdwy_psh_18.dgn
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 S:\p\mk\g\PROJECTS\2017_217078 NCDDOT_R-2303E SAMPSON-COUNTY-ROADWAY R2303E_GEO_RDWY_CADD_GEO TECH_Site & Sub R2303E_GEO_Rdwy_psh_18.dgn

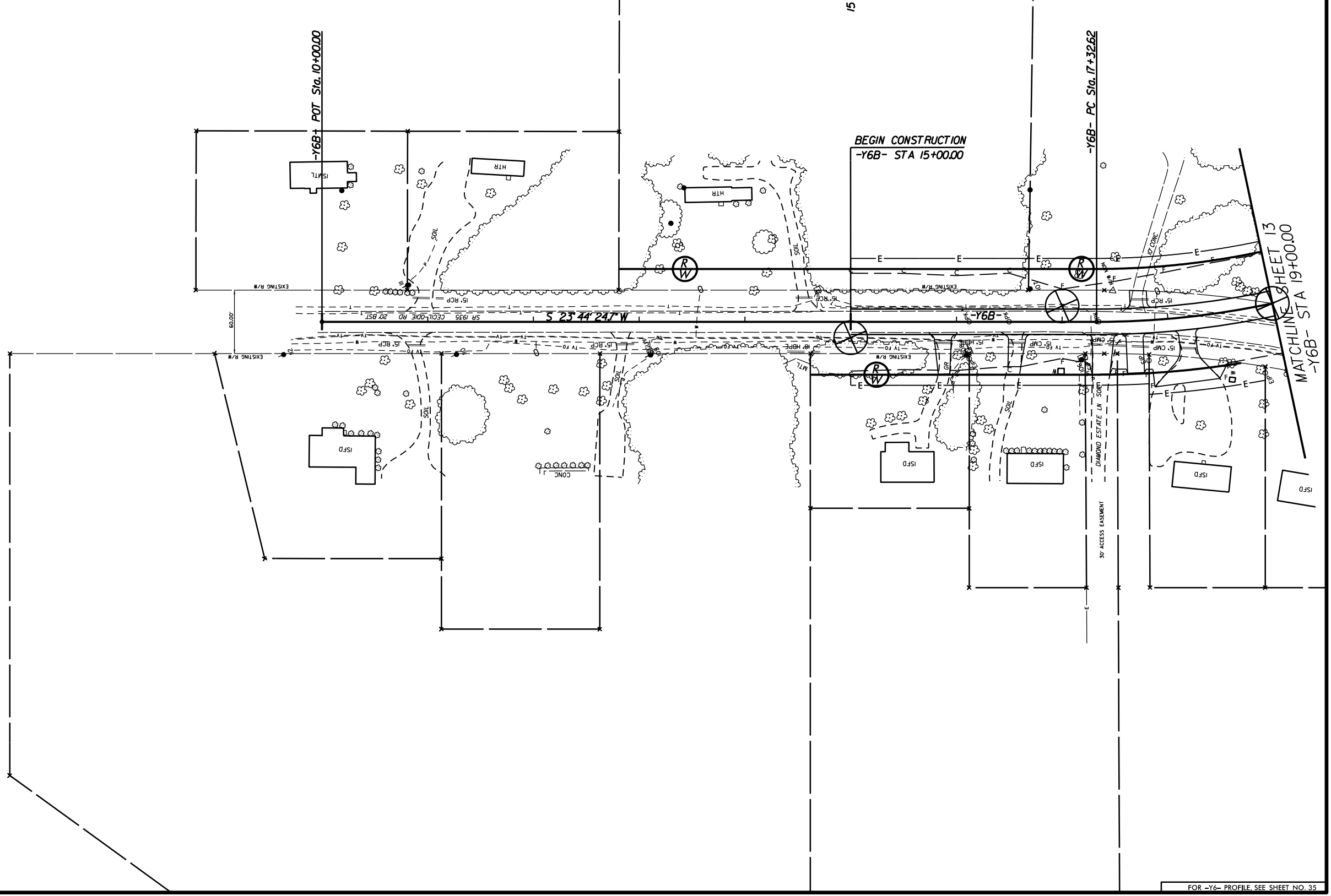
REMOVE ASPHALT PAVEMENT

PROJECT REFERENCE NO.	SHEET NO.
R-2303E	19
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-Y6B-
 PI Sta 18+55.87
 $\Delta = 17^{\circ} 31' 01.3" (LT)$
 $D = 7^{\circ} 09' 43.1"$
 $L = 244.58'$
 $T = 123.25'$
 $R = 800.00'$
 $e = 04'$
 $RO = 76.00'$



REVISIONS
 8/17/99
 I:\JAN-2008 [44]
 S:\pml\g\PROJECT\2017\217078 NCDDT.R-2303E SAMPSON-COUNTY-ROADWAY\R2303E.GEO.RDWY\CADD.GEOTECH\S.te&Sub.R2303E.GEO.RdwY.psh_19.dgn
 SAMPSON



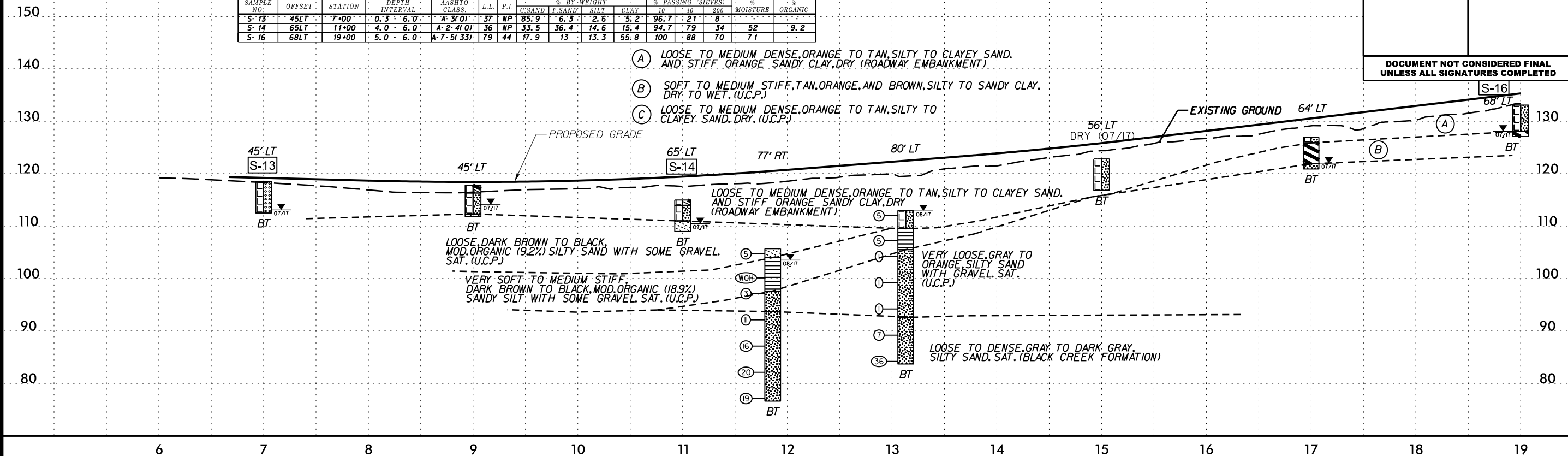
FOR -Y6- PROFILE, SEE SHEET NO. 35

5/28/99

PROJECT REFERENCE NO. R-2303E	SHEET NO. 20
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-L- (LT) US 421/701

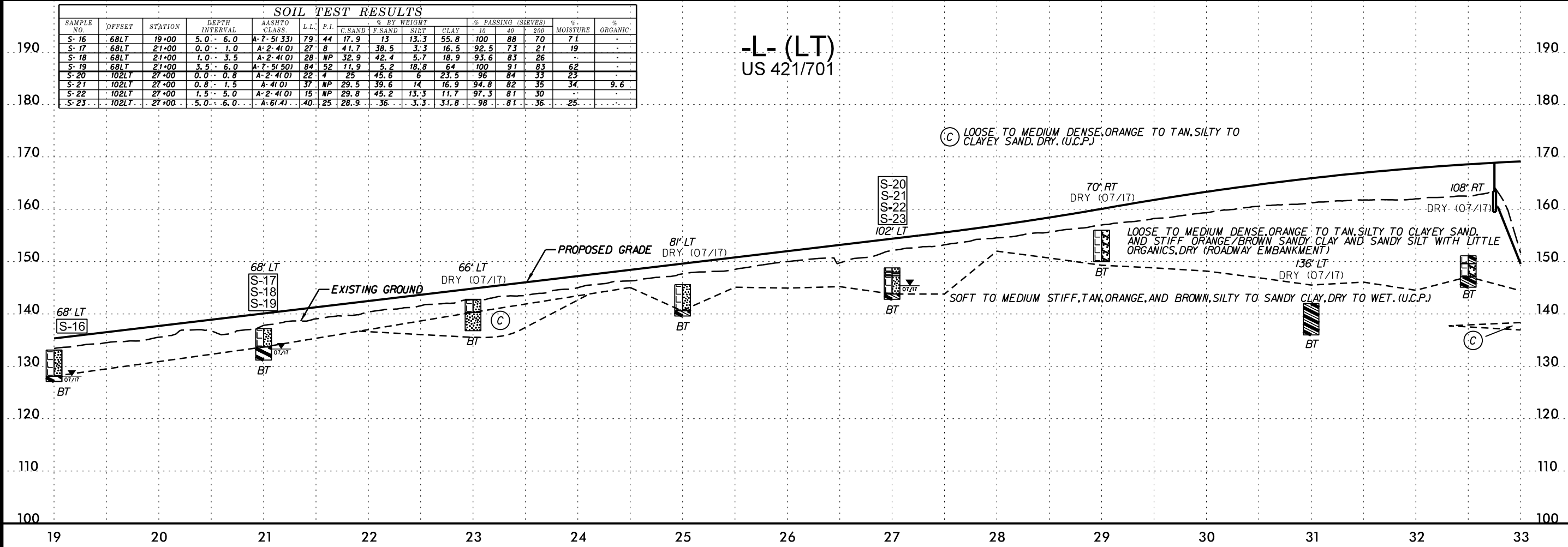
SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
S-13	45LT	7+00	0.3 - 6.0	A-3(0)	37	NP	85.9	6.3	2.6	5.2	96.7	21	8		
S-14	65LT	11+00	4.0 - 6.0	A-2-4(0)	36	NP	33.5	36.4	14.6	15.4	94.7	79	34	52	9.2
S-16	68LT	19+00	5.0 - 6.0	A-7-5(33)	79	44	17.9	13	13.3	55.8	100	88	70	71	



- (A) LOOSE TO MEDIUM DENSE, ORANGE TO TAN, SILTY TO CLAYEY SAND, AND STIFF ORANGE SANDY CLAY, DRY (ROADWAY EMBANKMENT)
- (B) SOFT TO MEDIUM STIFF, TAN, ORANGE, AND BROWN, SILTY TO SANDY CLAY, DRY TO WET. (U.C.P.)
- (C) LOOSE TO MEDIUM DENSE, ORANGE TO TAN, SILTY TO CLAYEY SAND, DRY. (U.C.P.)

-L- (LT) US 421/701

SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
S-16	68LT	19+00	5.0 - 6.0	A-7-5(33)	79	44	17.9	13	13.3	55.8	100	88	70	71	
S-17	68LT	21+00	0.0 - 1.0	A-2-4(0)	27	8	41.7	38.5	3.3	16.5	92.5	73	21	19	
S-18	68LT	21+00	1.0 - 3.5	A-2-4(0)	28	NP	32.9	42.4	5.7	18.9	93.6	83	26		
S-19	68LT	21+00	3.5 - 6.0	A-7-5(50)	84	52	11.9	5.2	18.8	64	100	91	83	62	
S-20	102LT	27+00	0.0 - 0.8	A-2-4(0)	22	4	25	45.6	6	23.5	96	84	33	23	
S-21	102LT	27+00	0.8 - 1.5	A-4(0)	37	NP	29.5	39.6	14	16.9	94.8	82	35	34	9.6
S-22	102LT	27+00	1.5 - 5.0	A-2-4(0)	15	NP	29.8	45.2	13.3	11.7	97.3	81	30		
S-23	102LT	27+00	5.0 - 6.0	A-6(4)	40	25	28.9	36	3.3	31.8	98	81	36	25	



- (C) LOOSE TO MEDIUM DENSE, ORANGE TO TAN, SILTY TO CLAYEY SAND, DRY. (U.C.P.)

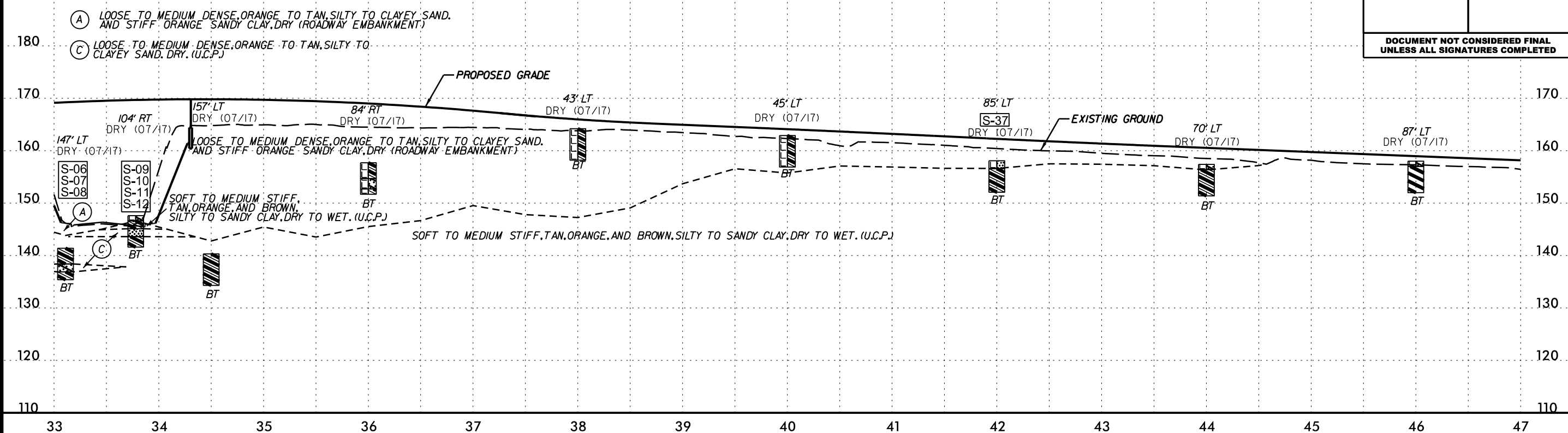
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5/28/99

PROJECT REFERENCE NO. R-2303E	SHEET NO. 21
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

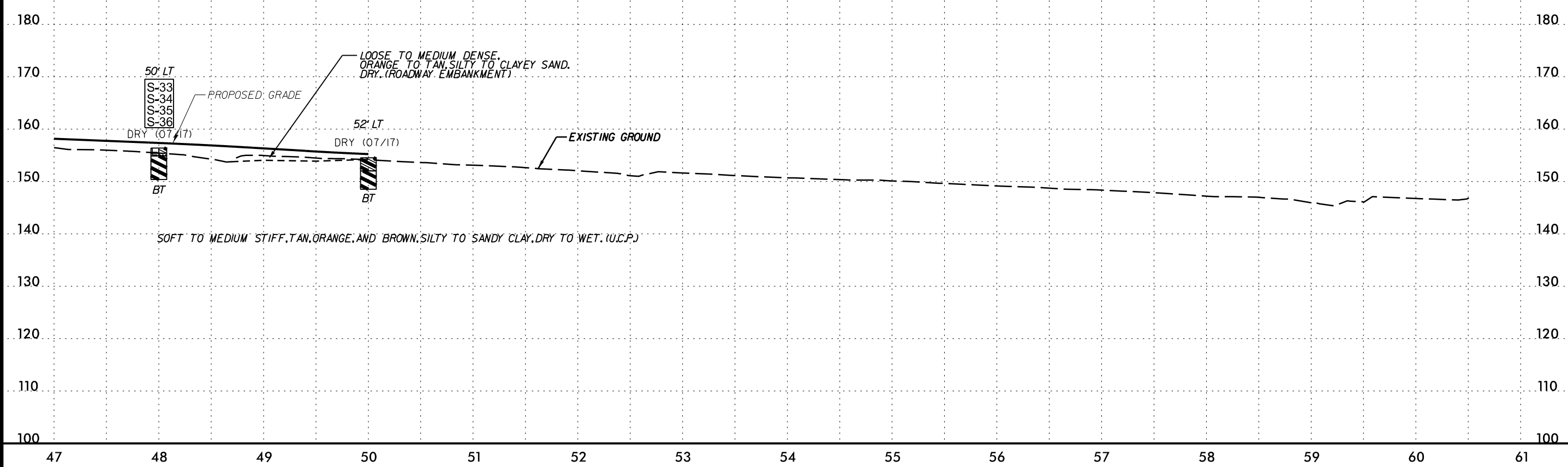
SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	#10	#40	#200		
S-06	147' LT	33+11	0.3' - 3.0'	A-6(1)	26	12	34.6	32.8	9.3	23.3	95.7	77	36	17	-
S-07	147' LT	33+11	3.0' - 4.5'	A-2-6(1)	26	13	45.9	25.2	10.2	18.7	97.6	65	32	-	-
S-08	147' LT	33+11	4.5' - 6.0'	A-2-6(1)	32	16	24.1	45	5	25.9	98.8	85	34	19	-
S-09	104' RT	33+77	0.0' - 1.0'	A-2-6(2)	34	20	54.9	16.6	7.8	20.7	88.5	65	30	-	-
S-10	104' RT	33+77	1.0' - 2.5'	A-6(5)	38	23	36.2	24.8	9.3	29.7	97.9	76	41	20	-
S-11	104' RT	33+77	2.5' - 4.0'	A-2-4(0)	22	NP	42.8	32.7	6.6	18	97.5	75	26	-	-
S-12	104' RT	33+77	4.0' - 6.0'	A-6(4)	36	21	25.9	36.8	2.9	34.3	99.4	83	39	18	-
S-37	85' LT	42+00	4.5' - 6.0'	A-6(7)	35	18	7.8	40.6	12.6	38.9	99.6	96	58	27	-

-L- (LT)
US 421/701



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	#10	#40	#200		
S-33	50' LT	48+00	0.4 - 1.0	A-6(2)	37	20	28.8	37.9	5.5	27.8	98.1	82	36	22	-
S-34	50' LT	48+00	1.0 - 1.5	A-2-4(0)	16	NP	23.2	50.5	13.1	13.2	100	87	34	-	-
S-35	50' LT	48+00	1.5 - 2.0	A-7-6(12)	43	28	15.4	33.7	11.7	39.2	100	90	55	13	-
S-36	50' LT	48+00	4.0 - 6.0	A-7-6(12)	43	21	8.1	36.1	18.9	36.8	100	96	64	19	-

-L- (LT)
US 421/701



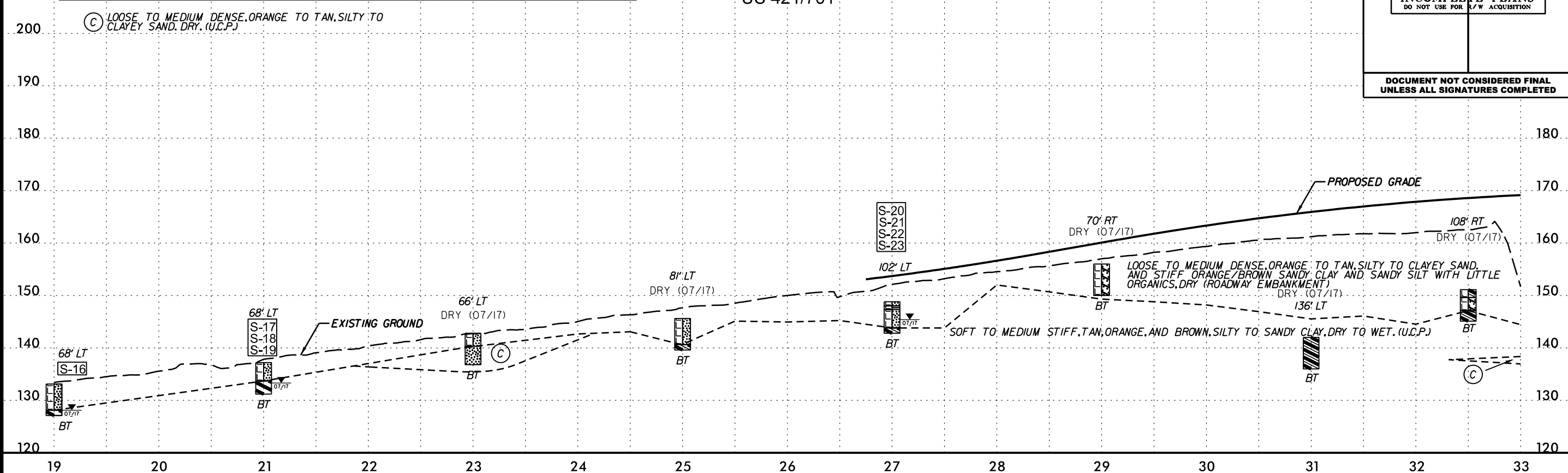
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 5/28/99

SOIL TEST RESULTS															
SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C SAND	F SAND	SILT	CLAY	#10	#40	#200		
S-20	102LT	27+00	0.0 - 0.8	A-2-4(0)	22	4	25	45.6	6	23.5	96	84	33	23	-
S-21	102LT	27+00	0.8 - 1.5	A-4(0)	37	NP	29.5	39.6	14	16.9	94.8	82	35	34	9.6
S-22	102LT	27+00	1.5 - 5.0	A-2-4(0)	15	NP	29.8	45.2	13.3	11.7	97.3	81	30	-	-
S-23	102LT	27+00	5.0 - 6.0	A-6(4)	40	25	28.9	36	3.3	31.8	98	81	36	25	-

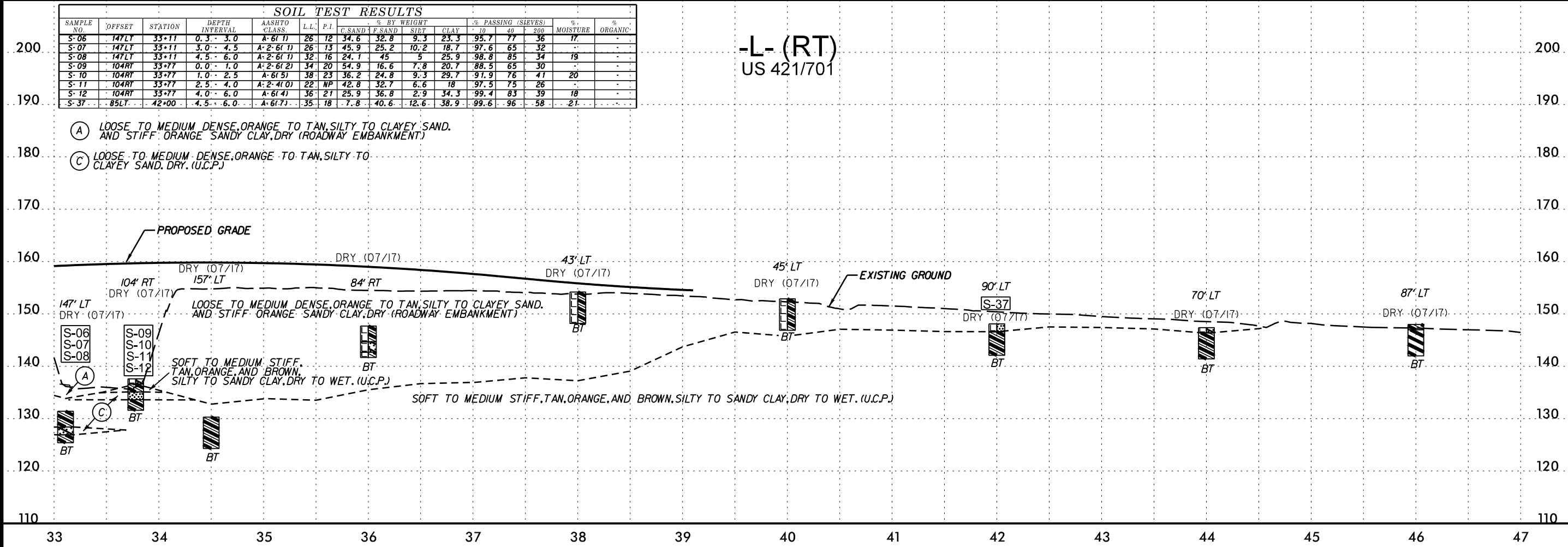
-L- (RT)
US 421/701

PROJECT REFERENCE NO. R-2303E	SHEET NO. 22
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



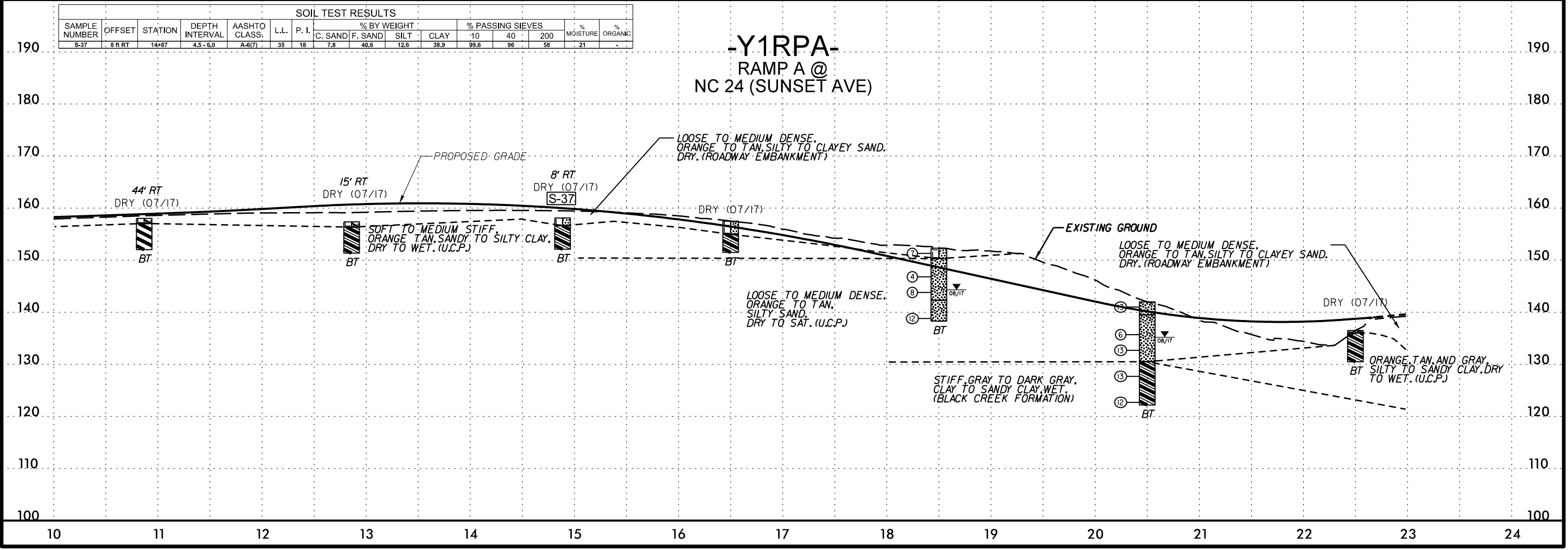
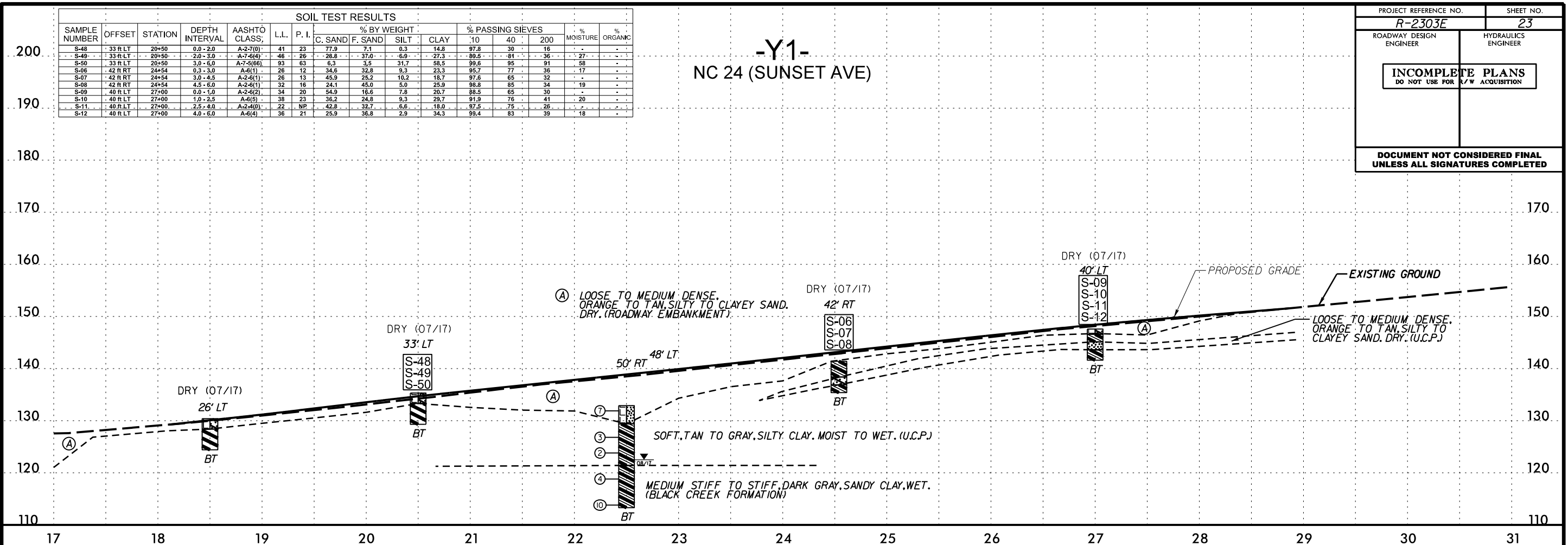
SOIL TEST RESULTS															
SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C SAND	F SAND	SILT	CLAY	#10	#40	#200		
S-06	147LT	33+11	0.3 - 3.0	A-6(1)	26	12	34.6	32.8	9.3	23.3	95.7	77	36	17	-
S-07	147LT	33+11	3.0 - 4.5	A-2-6(1)	26	13	45.9	25.2	10.2	18.7	97.6	65	32	-	-
S-08	147LT	33+11	4.5 - 6.0	A-2-6(1)	32	16	24.1	45	5	25.9	98.8	85	34	19	-
S-09	104RT	33+77	0.0 - 1.0	A-2-6(2)	34	20	54.9	16.6	7.8	20.7	88.5	65	30	-	-
S-10	104RT	33+77	1.0 - 2.5	A-6(5)	38	23	36.2	24.8	9.3	29.7	97.9	76	41	20	-
S-11	104RT	33+77	2.5 - 4.0	A-2-4(0)	22	NP	42.8	32.7	6.6	18	97.5	75	26	-	-
S-12	104RT	33+77	4.0 - 6.0	A-6(4)	36	21	25.9	36.8	2.9	34.3	99.4	83	39	18	-
S-37	85LT	42+00	4.5 - 6.0	A-6(7)	35	18	7.8	40.6	12.6	38.9	99.6	96	58	21	-

-L- (RT)
US 421/701



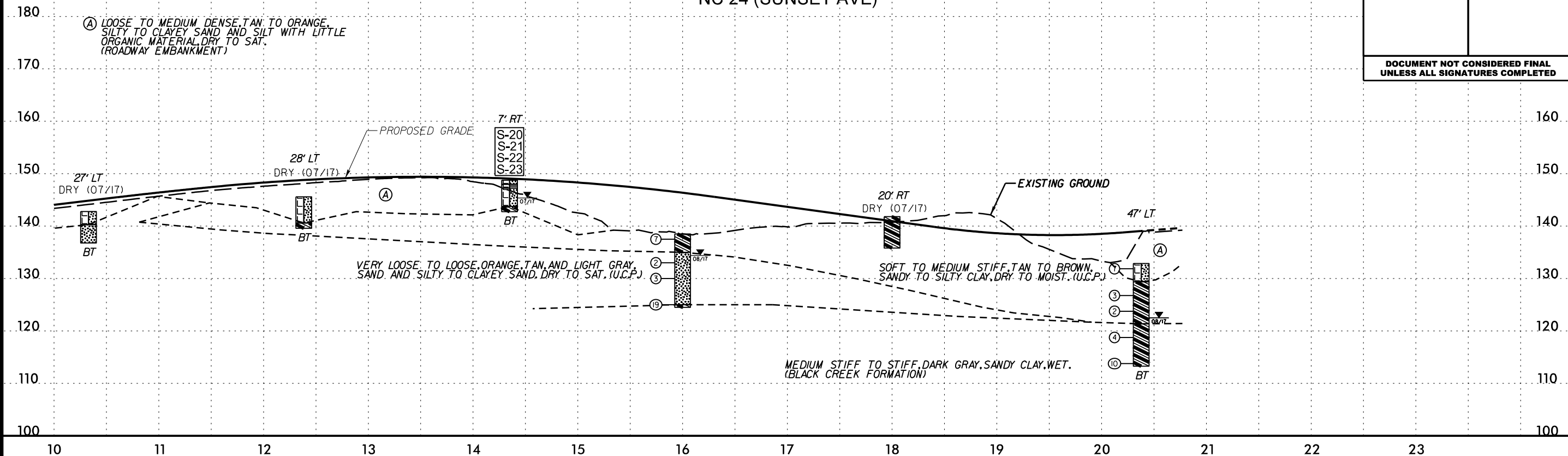
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 5/28/99

PROJECT REFERENCE NO. R-2303E	SHEET NO. 23
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



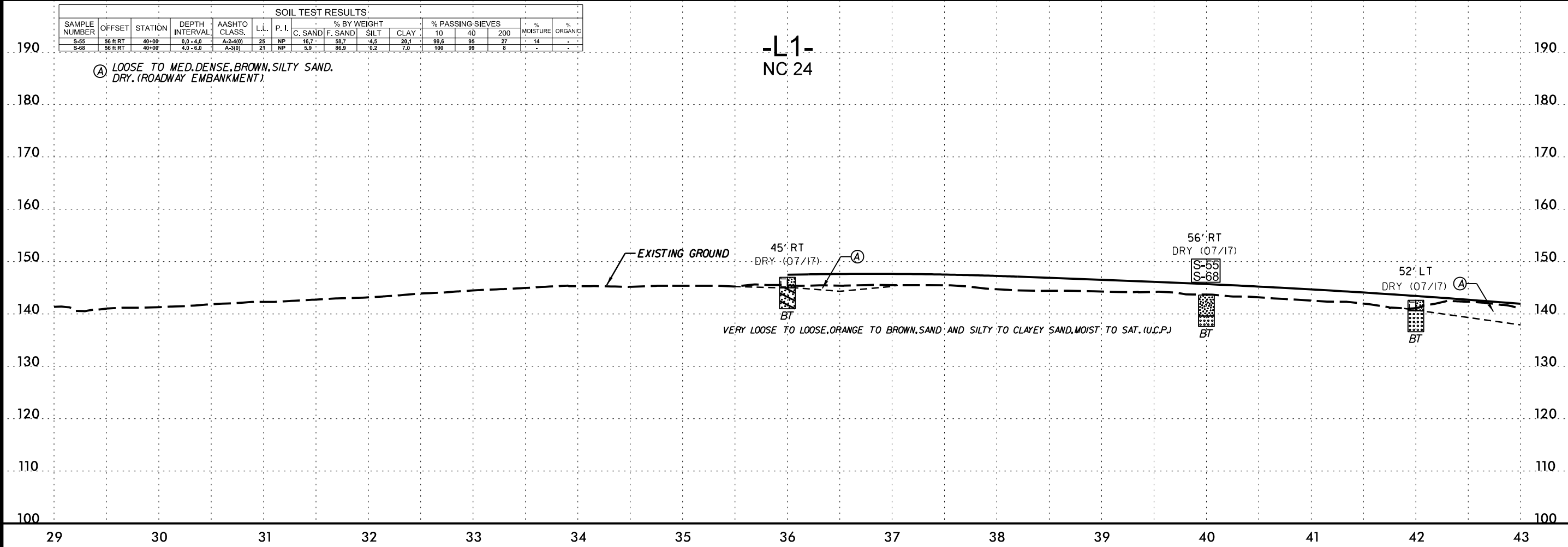
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-20	102 R LT	27+00	0.0 - 0.8	A-2(4)0	22	4	25.0	45.6	6.0	23.5	96.0	84	33	23	-
S-21	102 R LT	27+00	0.8 - 1.5	A-4(0)	37	NP	29.5	39.6	14.0	16.9	94.8	82	35	34	9.6
S-22	102 R LT	27+00	1.5 - 5.0	A-2(4)0	15	NP	28.5	45.2	13.3	11.7	97.3	81	30	-	-
S-23	102 R LT	27+00	5.0 - 6.0	A-6(4)	40	25	28.9	36.0	3.3	31.8	98.0	81	36	25	-

-Y1RPB-
RAMP B @
NC 24 (SUNSET AVE)



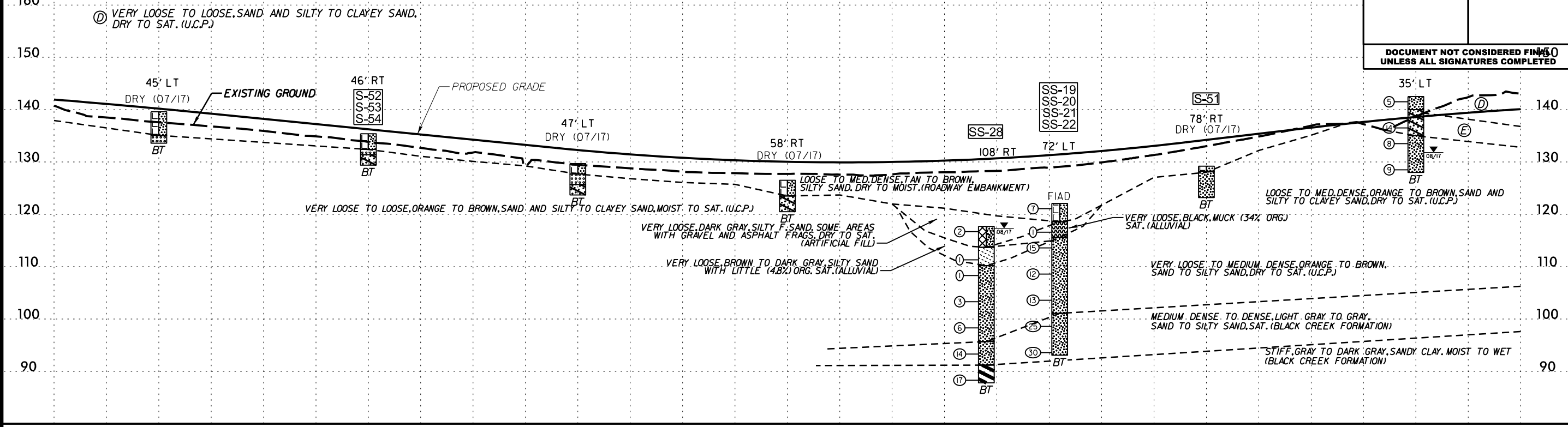
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							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-55	56 R RT	40+00	0.0 - 4.0	A-2(4)0	25	NP	16.7	58.7	4.5	20.1	99.6	95	27	14	-
S-68	56 R RT	40+00	4.0 - 6.0	A-3(0)	21	NP	5.9	86.3	0.2	7.0	100	99	8	-	-

-L1-
NC 24

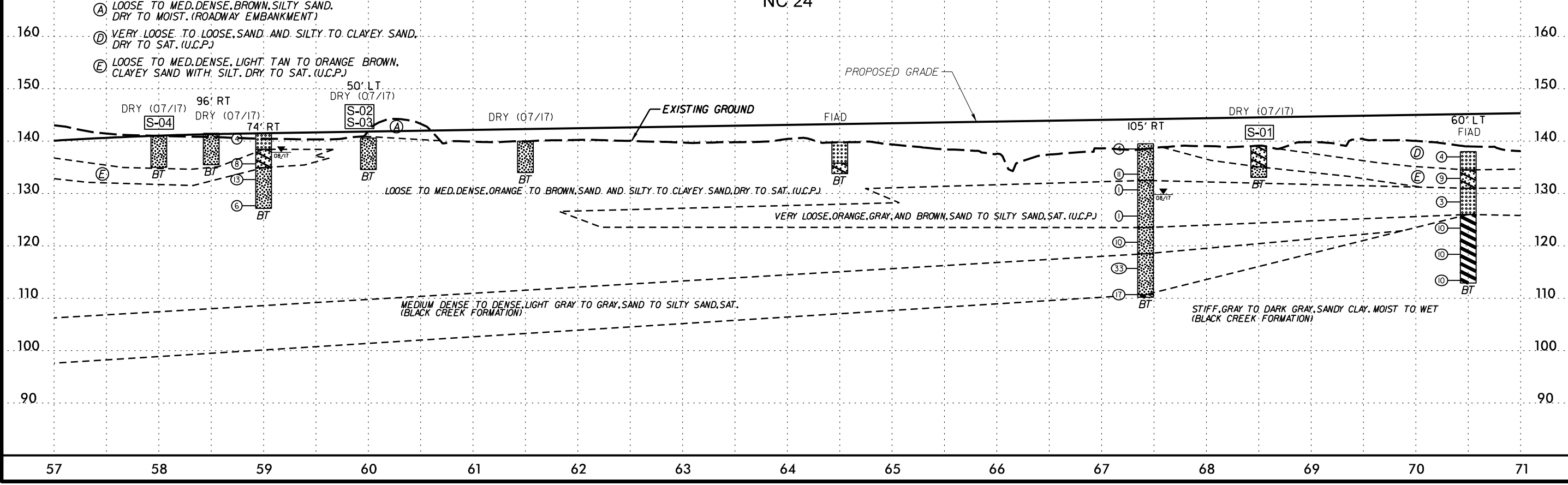


5/28/99
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 SAMPSON

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-52	46' RT	46+00	0.0 - 3.0	A-2-4(0)	18	NP	28.1	58.2	5.9	7.8	97.7	85	17	-	-
S-53	46' RT	46+00	3.0 - 4.0	A-3(0)	21	NP	40.9	54.9	0.1	4.1	98.5	79	9	-	-
S-54	46' RT	46+00	4.0 - 6.0	A-2-5(0)	30	1F	31.1	19.2	3.7	16.0	88.8	33	20	-	-
SS-28	108' RT	51+90	5.4 - 6.9	A-2-4(0)	23	NP	15.8	57.1	13.0	14.2	99.5	94	30	-	4.8
SS-19	72' LT	52+60	4.5 - 6.0	A-2-5(0)	76	NP	41.8	40.6	15.0	2.6	99.9	70	21	146	34.0
SS-20	72' LT	52+60	7.5 - 9.0	A-2-4(0)	19	NP	22.1	66.6	4.7	7.2	99.9	94	14	-	-
SS-21	72' LT	52+60	17.5 - 19.0	A-2-4(0)	32	NP	54.0	16.9	4.5	24.6	99.8	71	30	-	-
SS-22	72' LT	52+60	22.5 - 24.0	A-2-4(0)	26	NP	63.0	18.8	5.7	12.5	86.9	62	19	-	-
S-51	78' RT	54+00	1.0 - 6.0	A-2-4(0)	24	NP	32.2	51.1	3.0	13.8	97.6	82	18	-	-



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-04	CL	58+00	3.0 - 6.0	A-2-4(0)	19	NP	16.0	75.5	3.2	5.3	99.9	96	11	-	-
S-02	50' LT	60+00	0.0 - 3.0	A-2-4(0)	18	NP	15.8	72.3	4.5	7.3	99.9	93	14	-	-
S-03	50' LT	60+00	3.0 - 6.0	A-2-4(0)	23	NP	22.1	52.4	1.6	24.6	99.7	86	27	16	-
S-01	CL	68+50	0.2 - 4.0	A-2-5(1)	33	1F	29.7	38.7	4.0	27.6	93.4	83	33	24	-



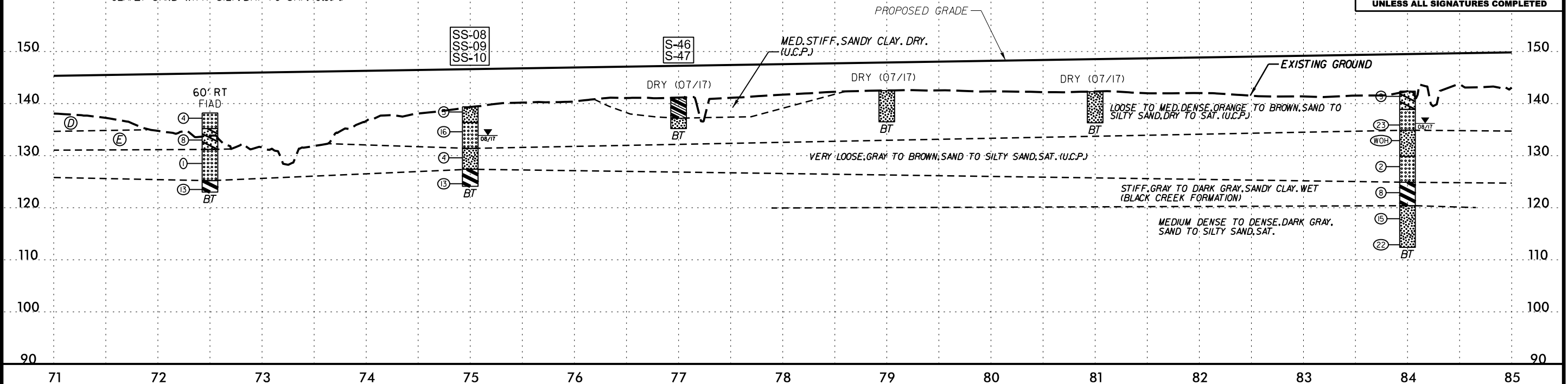
5/28/99
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 SHIMSHIN

5/28/99

PROJECT REFERENCE NO. R-2303E	SHEET NO. 26
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

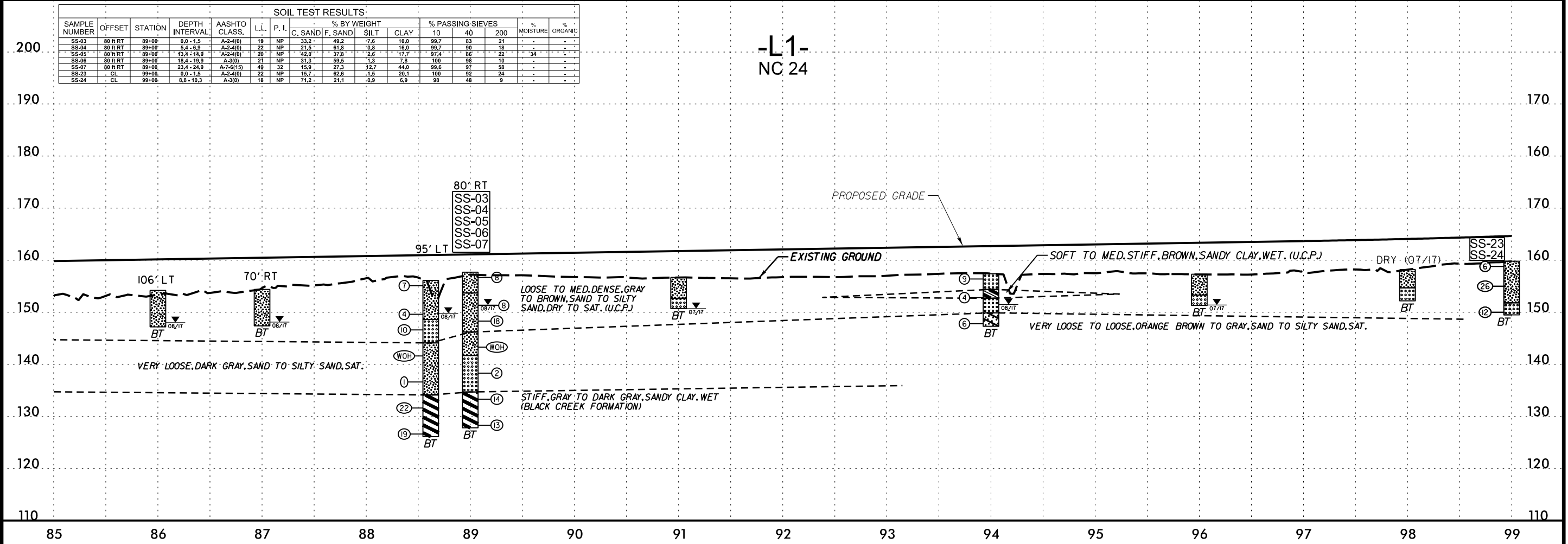
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING-SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-08	CL	75+00	0.0 - 1.5	A-2-4(0)	17	NP	31.4	54.1	12.9	1.6	99.8	87	17	-	-
SS-09	CL	75+00	3.8 - 5.3	A-3(0)	19	NP	42.3	52.9	1.2	3.6	99.4	90	5	-	-
SS-10	CL	75+00	13.3 - 15.3	A-7-6(0)	16	Y7	4.7	7.8	79.9	62.7	100	86	83	-	-
S-46	CL	77+00	0.0 - 4.0	A-6(2)	34	17	18.5	45.4	5.9	30.2	99.9	91	37	19	-
S-47	CL	77+00	4.0 - 6.0	A-2-4(0)	29	NP	20.6	53.7	3.6	22.1	99.9	91	27	-	-

- (A) LOOSE TO MED.DENSE, BROWN, SILTY SAND. DRY TO MOIST. (ROADWAY EMBANKMENT)
- (D) VERY LOOSE TO LOOSE, SAND AND SILTY TO CLAYEY SAND. DRY TO SAT. (U.C.P.)
- (E) LOOSE TO MED.DENSE, LIGHT TAN TO ORANGE BROWN, CLAYEY SAND WITH SILT. DRY TO SAT. (U.C.P.)



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING-SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-03	80 RT	89+00	0.0 - 1.5	A-2-4(0)	19	NP	33.2	49.2	7.6	10.0	99.7	83	21	-	-
SS-04	80 RT	89+00	5.4 - 6.9	A-2-4(0)	22	NP	21.5	61.8	0.8	16.0	99.7	90	18	-	-
SS-05	80 RT	89+00	13.4 - 14.9	A-2-4(0)	20	NP	42.0	37.8	7.6	11.7	97.4	86	22	34	-
SS-06	80 RT	89+00	18.4 - 19.9	A-3(0)	21	NP	31.3	59.5	1.3	7.8	100	98	10	-	-
SS-07	80 RT	89+00	23.4 - 24.9	A-7-6(15)	49	32	15.9	27.3	12.7	44.0	99.6	97	58	-	-
SS-23	CL	99+00	0.0 - 1.5	A-2-4(0)	22	NP	15.7	62.6	1.5	20.1	100	92	24	-	-
SS-24	CL	99+00	3.8 - 10.3	A-3(0)	18	NP	71.2	21.1	0.9	6.9	98	48	9	-	-

-L1-
NC 24

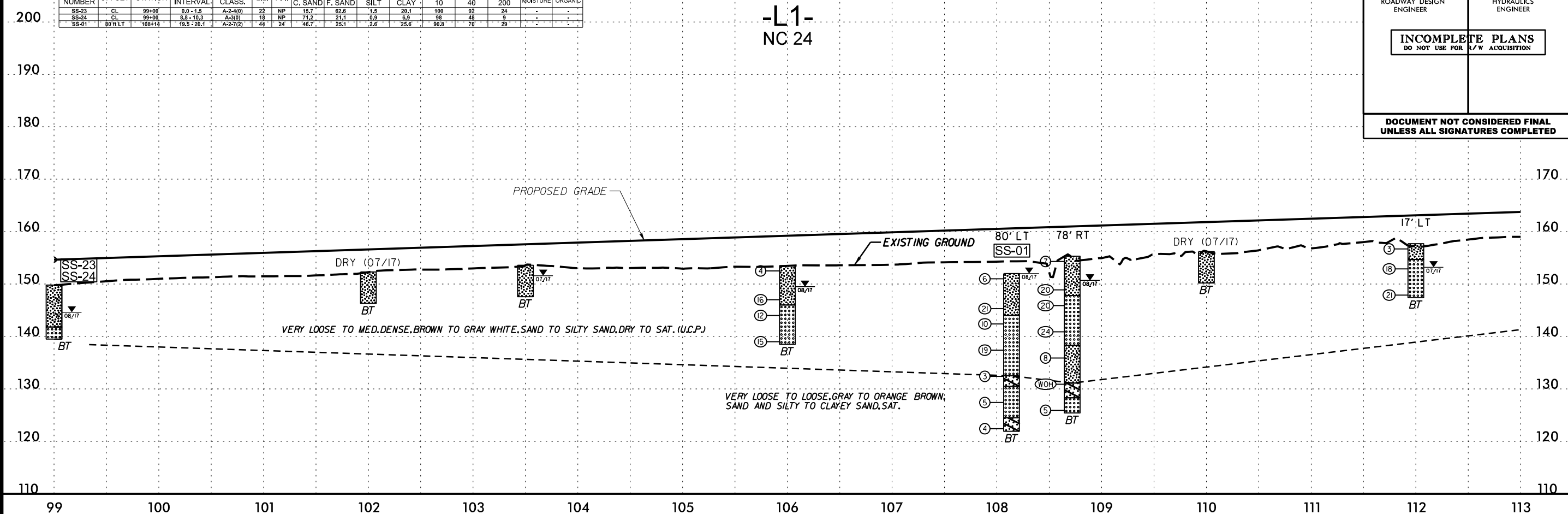


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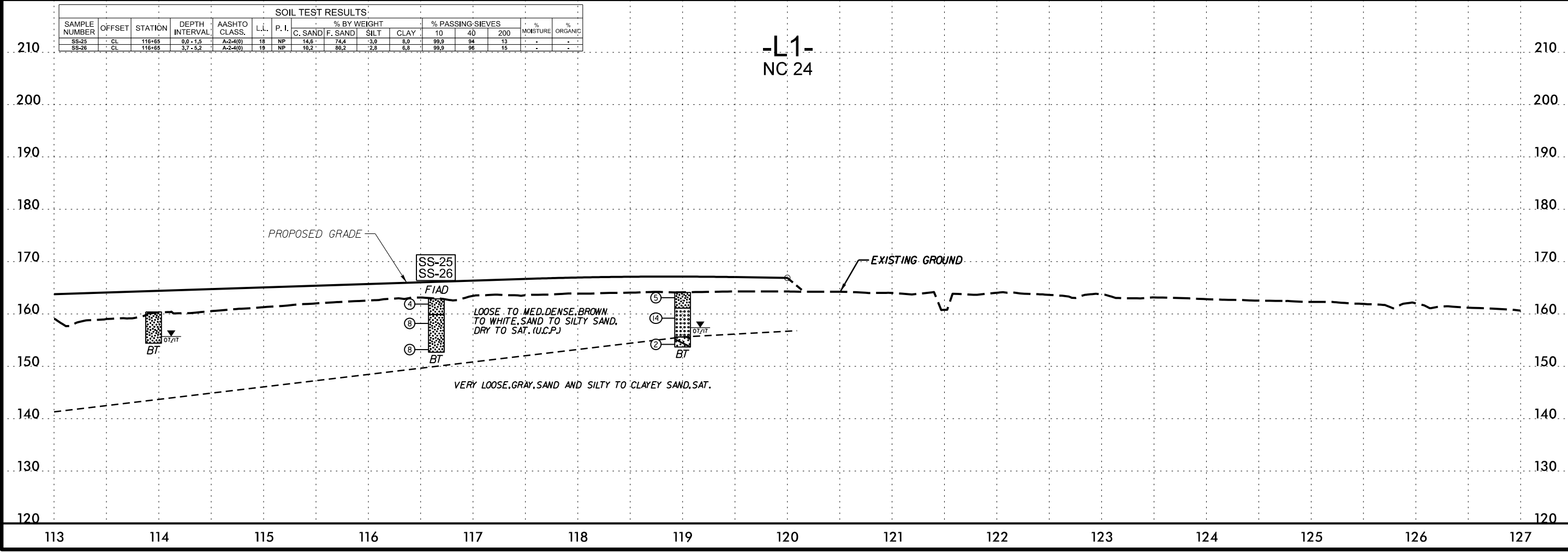
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 5/28/99

SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-23	CL	99+00	0.0 - 1.5	A-2-4(0)	22	NP	15.7	62.6	1.5	20.1	100	92	24	-	-
SS-24	CL	99+00	8.8 - 10.3	A-3(0)	18	NP	71.2	21.1	0.9	6.9	98	48	9	-	-
SS-41	BT	109+14	19.3 - 20.7	A-2-7(0)	44	24	46.7	25.1	2.6	24.6	99.9	70	29	-	-

PROJECT REFERENCE NO. R-2303E	SHEET NO. 27
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

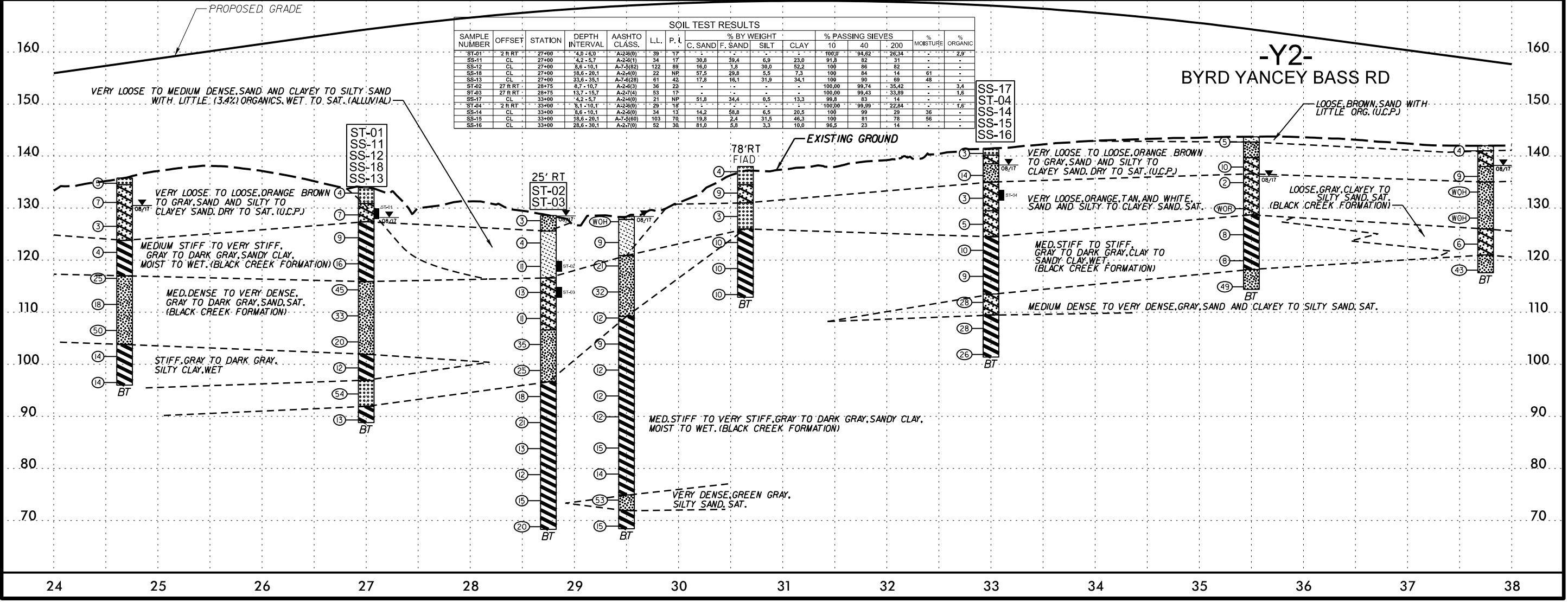
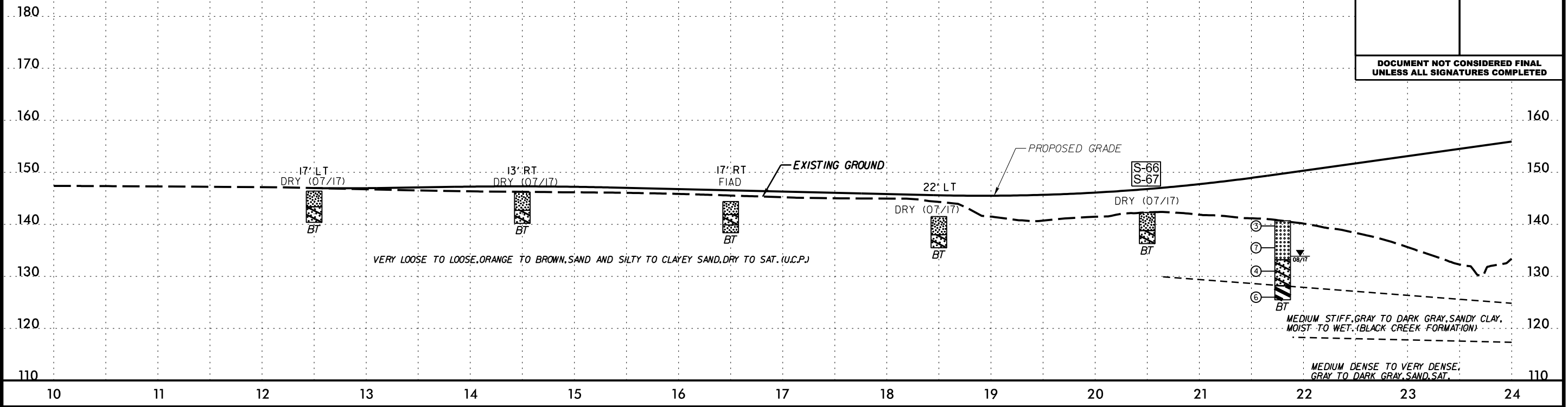


SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-25	CL	116+65	0.0 - 1.5	A-2-4(0)	18	NP	14.8	74.4	3.0	8.0	99.9	94	13	-	-
SS-26	CL	116+65	3.7 - 5.2	A-2-4(0)	19	NP	10.2	80.2	2.8	6.8	99.9	96	15	-	-



SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-66	CL	20+50	0.0 - 3.5	A-2-4(0)	18	NP	20.4	69.7	4.9	5.0	99.9	92	12	-	-
S-67	CL	20+50	3.5 - 6.0	A-2-6(1)	31	15	14.2	53.5	3.7	28.5	99.9	92	34	14	-

-Y2-
BYRD YANCEY BASS RD



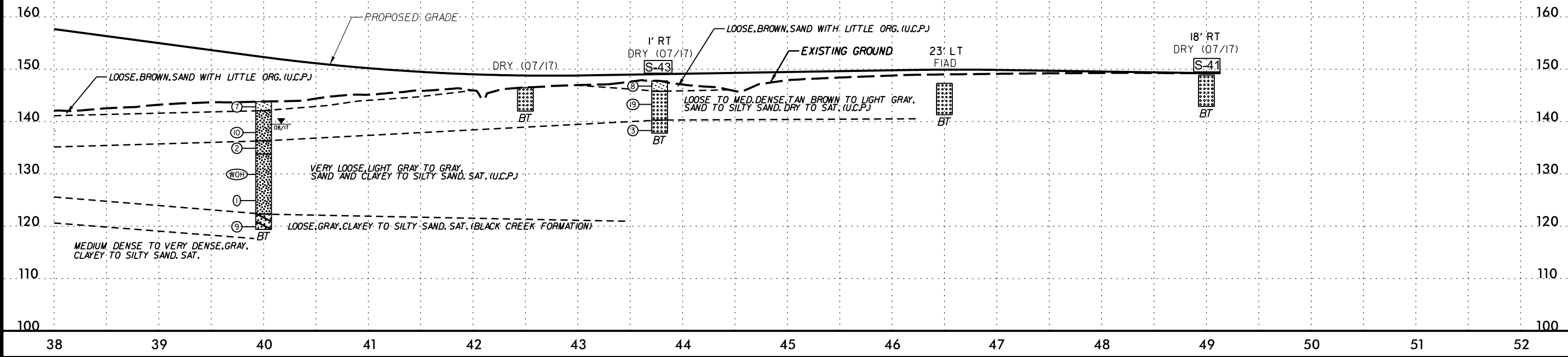
5/28/99
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 AT: SHIMSON

5/28/99

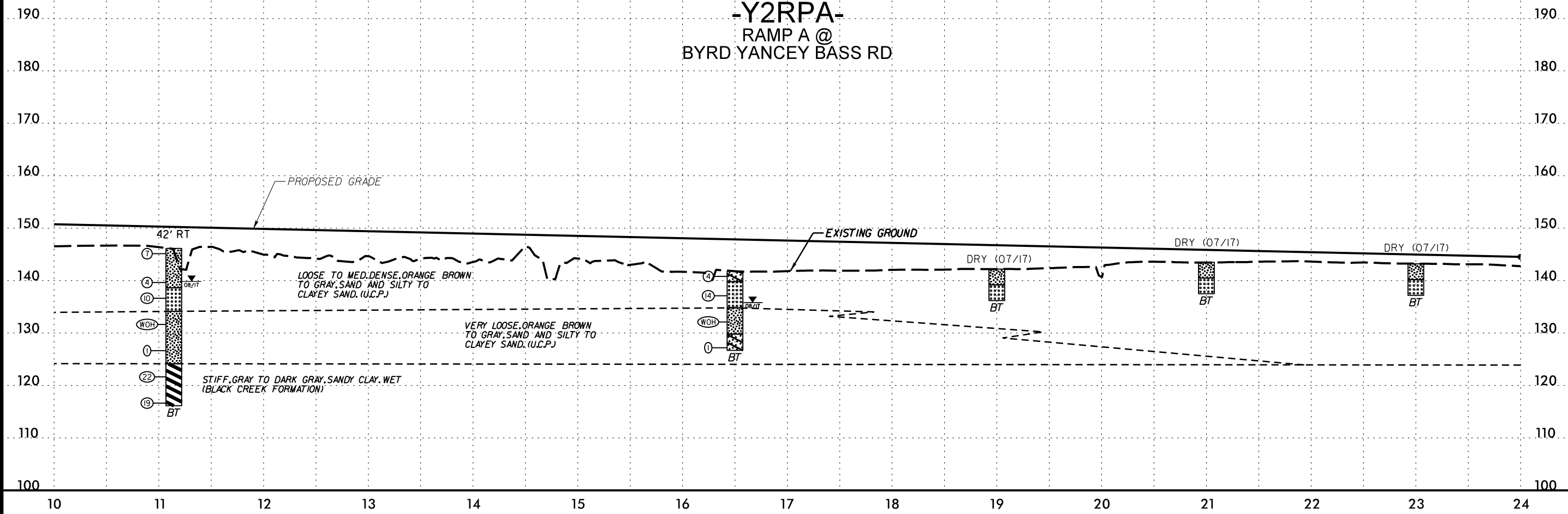
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							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-41	18' RT	49+00	0.3 - 2.5	A-2-4(0)	18	NP	33.2	52.5	3.2	11.1	98.9	85	15	-	-
S-43	1' RT	43+78	3.5 - 5.0	A-3(0)	18	NP	22.5	70.2	0.2	7.1	97.8	92	8	-	-

-Y2- BYRD YANCEY BASS RD

PROJECT REFERENCE NO. R-2303E	SHEET NO. 29
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-Y2RPA- RAMP A @ BYRD YANCEY BASS RD



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 SHILSON

5/28/99

PROJECT REFERENCE NO. R-2303E	SHEET NO. 30
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

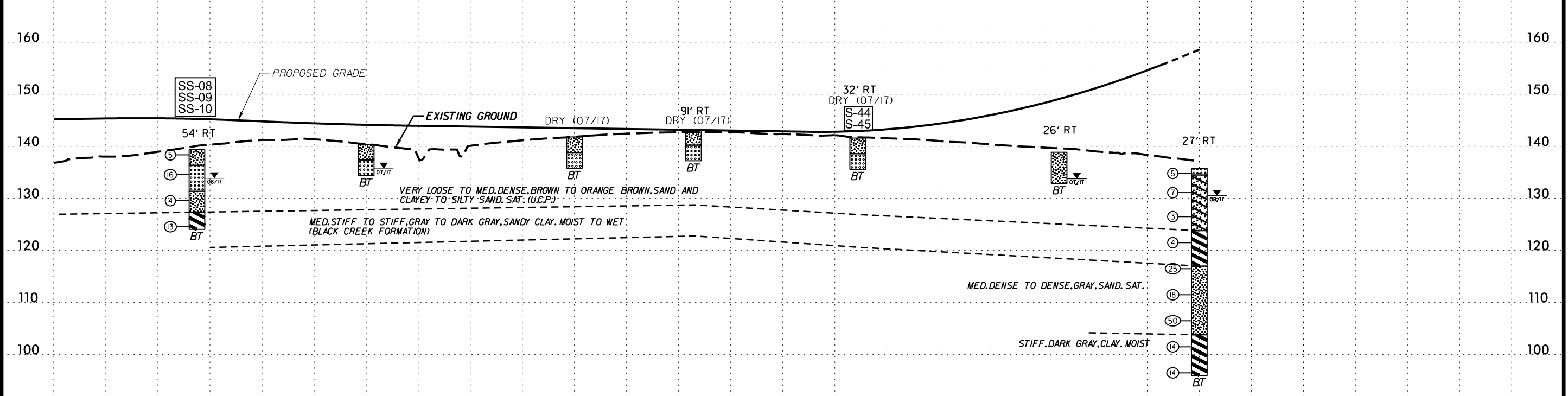
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							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-44	CL	25+00	0.0 - 3.0	A-2-4(0)	17	NP	48.4	35.0	3.8	12.8	98.2	81	17	-	-
S-45	CL	25+00	3.0 - 6.0	A-3(0)	19	NP	63.6	32.4	1.0	3.0	98.9	79	4	-	-

-Y2RPA-
RAMP A @
BYRD YANCEY BASS RD



SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-08	CL	75+00	0.0 - 1.5	A-2-4(0)	17	NP	31.4	54.1	12.9	1.6	99.8	87	17	-	-
SS-09	CL	75+00	3.8 - 5.3	A-3(0)	19	NP	42.3	52.9	1.2	3.6	99.4	90	5	-	-
SS-10	CL	75+00	13.8 - 15.3	A-7-6(02)	104	77	43.7	32.6	29.9	62.7	100	93	-	-	-
S-44	CL	25+00	0.0 - 3.0	A-2-4(0)	17	NP	48.4	35.0	3.8	12.8	98.2	81	17	-	-
S-45	CL	25+00	3.0 - 6.0	A-3(0)	19	NP	63.6	32.4	1.0	3.0	98.9	79	4	-	-

-Y2LPA-
LOOP A @
BYRD YANCEY BASS RD



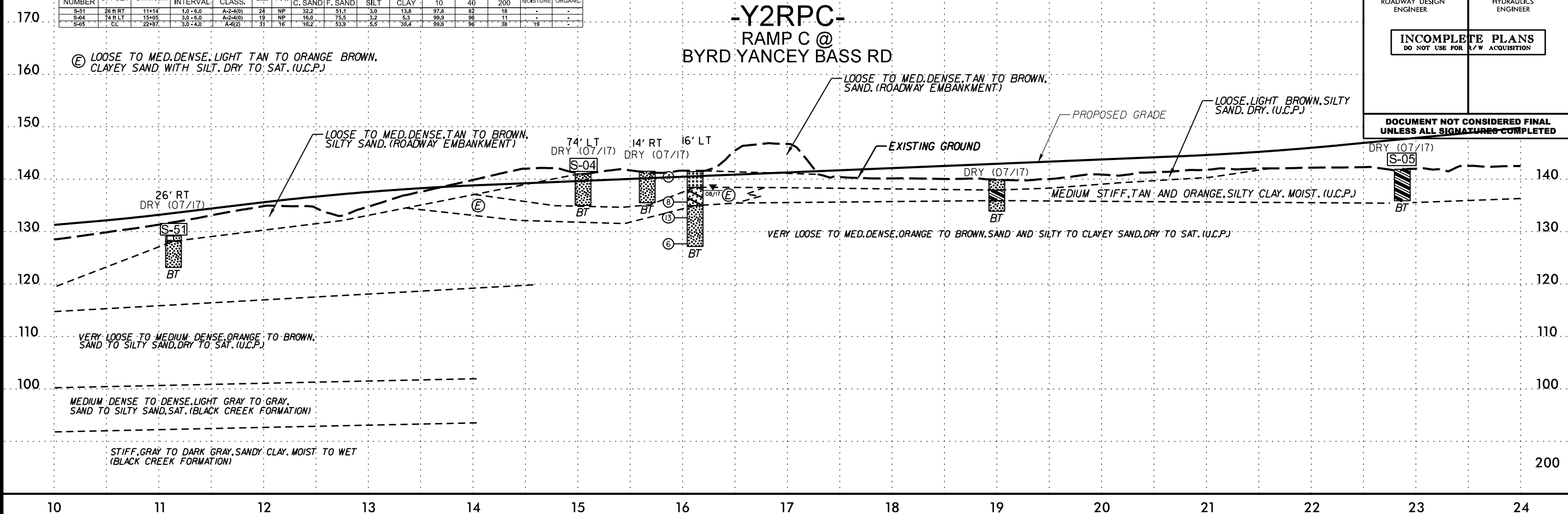
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SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-08	CL	75+00	0.0 - 1.5	A-2-4(0)	17	NP	31.4	54.1	12.9	1.6	99.8	87	17	-	-
SS-09	CL	75+00	3.8 - 5.3	A-3(0)	19	NP	42.3	52.9	1.2	3.6	99.4	90	5	-	-
SS-10	CL	75+00	13.8 - 15.3	A-7-6(02)	104	77	43.7	32.6	29.9	62.7	100	93	-	-	-
S-44	CL	25+00	0.0 - 3.0	A-2-4(0)	17	NP	48.4	35.0	3.8	12.8	98.2	81	17	-	-
S-45	CL	25+00	3.0 - 6.0	A-3(0)	19	NP	63.6	32.4	1.0	3.0	98.9	79	4	-	-

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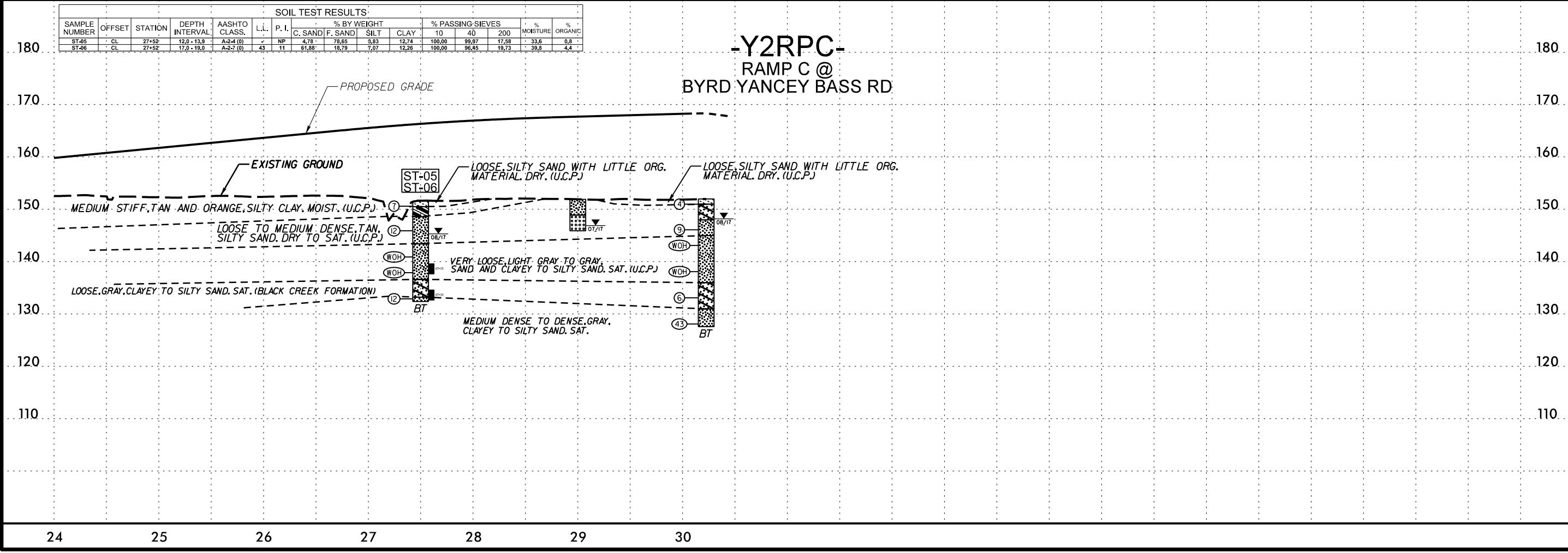
5/28/99

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
							NP	NP	NP	NP	NP	NP	NP		
S-51	26' RT	11+14	1.0 - 6.0	A-2-4(0)	24	NP	32.2	51.1	3.0	13.8	97.6	82	18	-	-
S-54	74' RL	15+05	3.0 - 6.0	A-2-4(0)	19	NP	16.0	75.5	3.2	5.3	99.9	96	11	-	-
S-05	CL	22+87	3.0 - 4.0	A-6(0)	51	16	16.2	53.9	5.5	34.4	99.6	96	38	19	-

PROJECT REFERENCE NO. R-2303E	SHEET NO. 31
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
							NP	NP	NP	NP	NP	NP	NP		
ST-05	CL	27+52	12.0 - 13.0	A-2-4 (0)	43	11	4.78	78.65	9.83	12.74	100.00	99.97	17.58	33.6	6.8
ST-06	CL	27+52	17.0 - 19.0	A-2-7 (0)	43	11	61.88	18.79	7.07	12.26	100.00	96.45	19.73	39.8	4.4



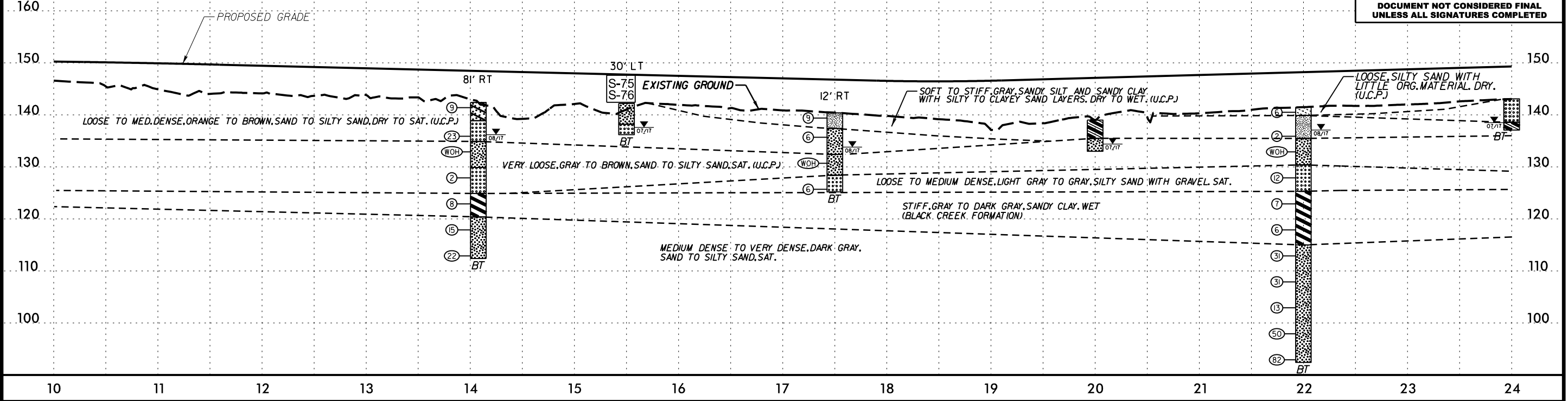
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5/28/99

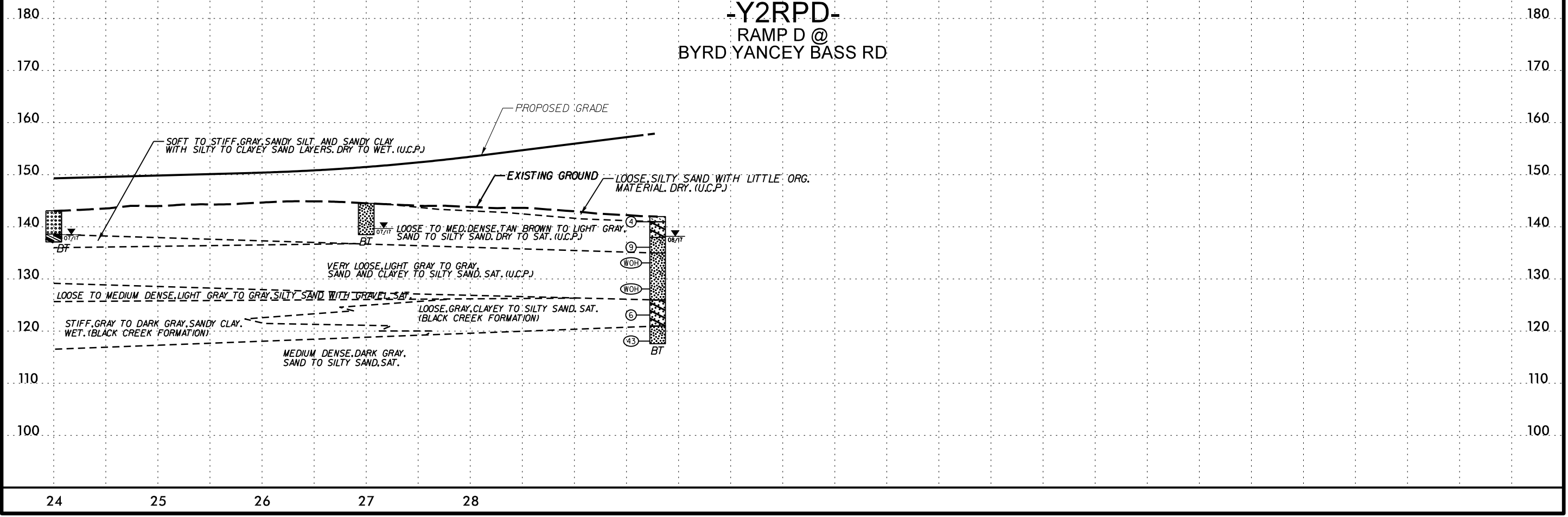
SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-75	30 R/LT	15+50	2.0 - 3.0	A-2-4(0)	19	NP	16.3	68.7	7.6	13.4	95.2	95	22	-	-
S-76	30 R/LT	15+50	4.0 - 5.0	A-3(0)	16	NP	51.4	40.6	0.0	8.0	99.6	80	8	-	-

PROJECT REFERENCE NO. R-2303E	SHEET NO. 32
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

**-Y2RPD-
RAMP D @
BYRD YANCEY BASS RD**

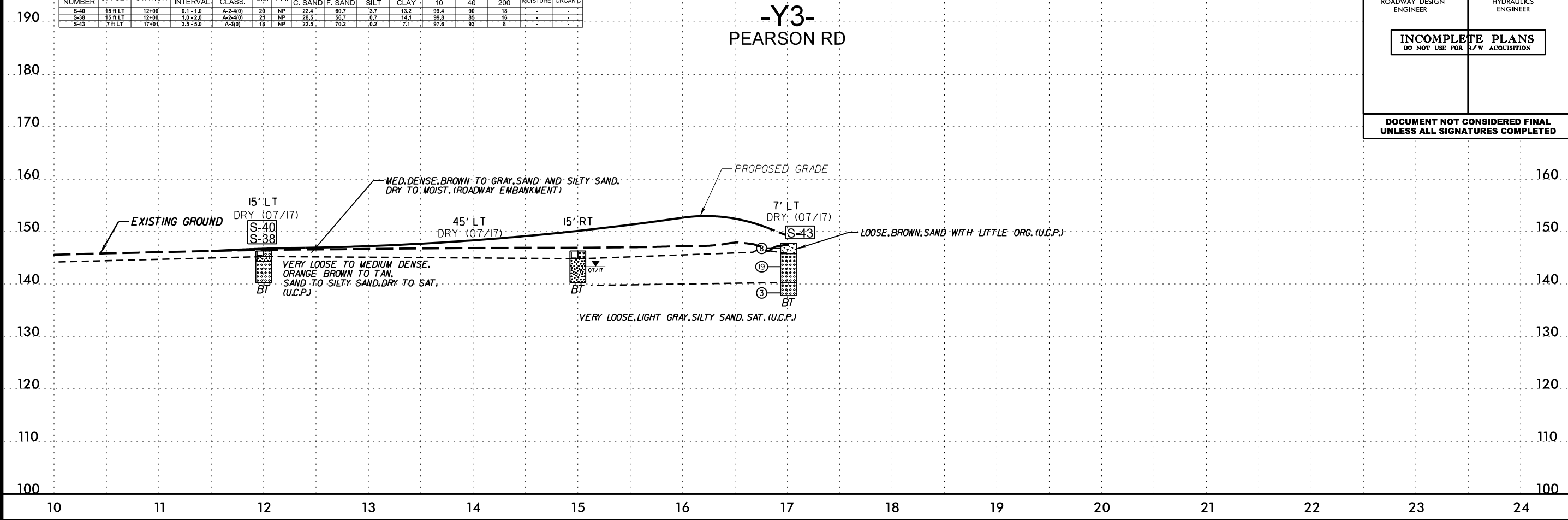


**-Y2RPD-
RAMP D @
BYRD YANCEY BASS RD**

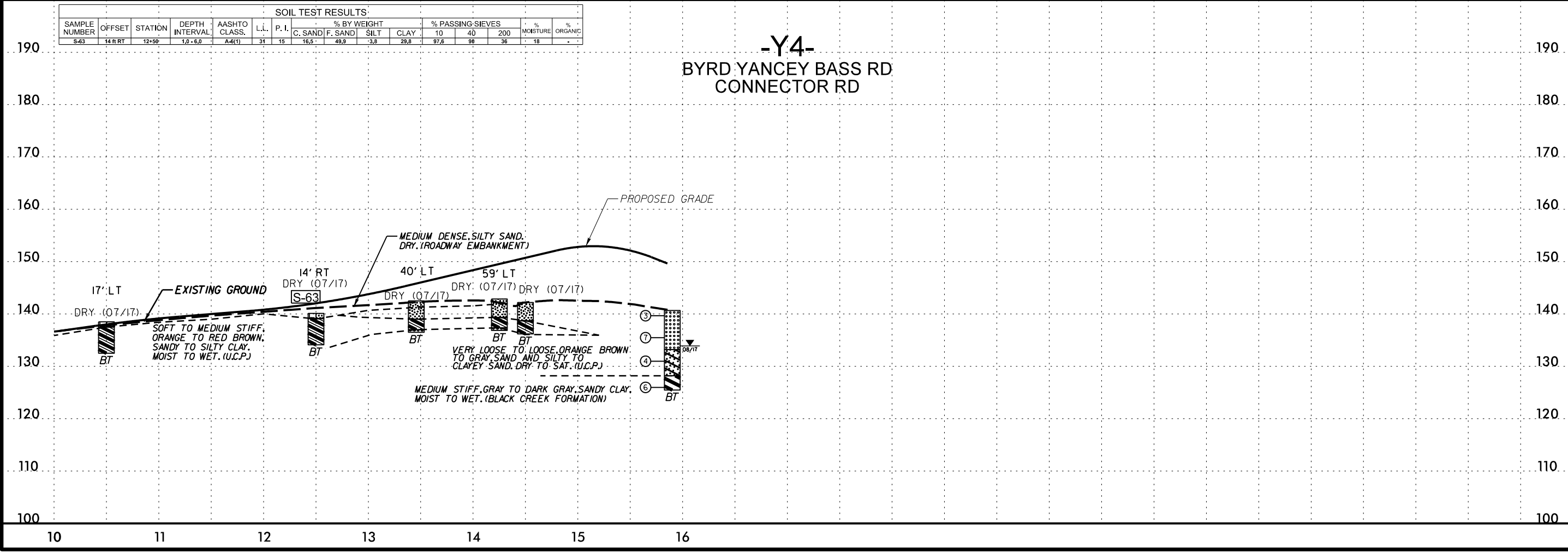


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 SAMPSON

SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-40	15' RT	12+00	0.1 - 1.0	A-2-4(0)	20	NP	22.4	66.7	3.7	13.2	99.4	90	18	-	-
S-38	15' RT	12+00	1.0 - 2.0	A-2-4(0)	21	NP	28.5	56.7	0.7	14.1	99.8	85	16	-	-
S-43	7' RT	17+01	3.5 - 5.0	A-3(0)	19	NP	22.5	70.2	0.2	7.1	97.8	93	9	-	-

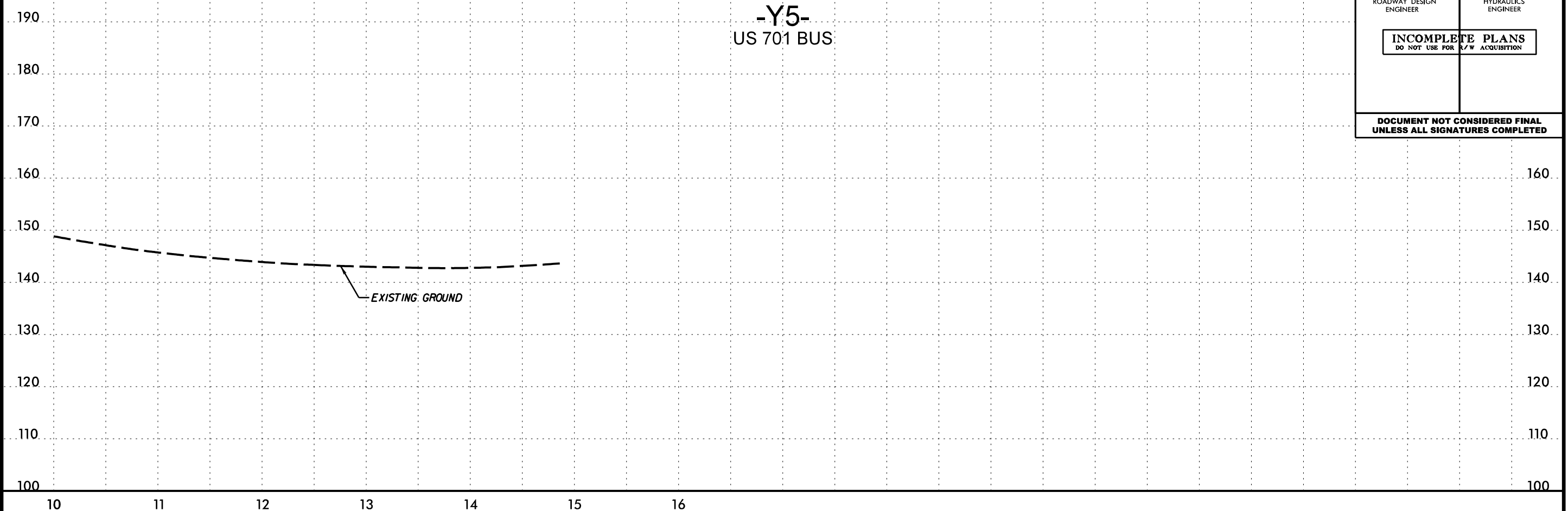


SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-63	14' RT	12+50	1.0 - 6.0	A-6(1)	31	15	16.5	49.9	3.8	29.8	97.6	96	36	18	-



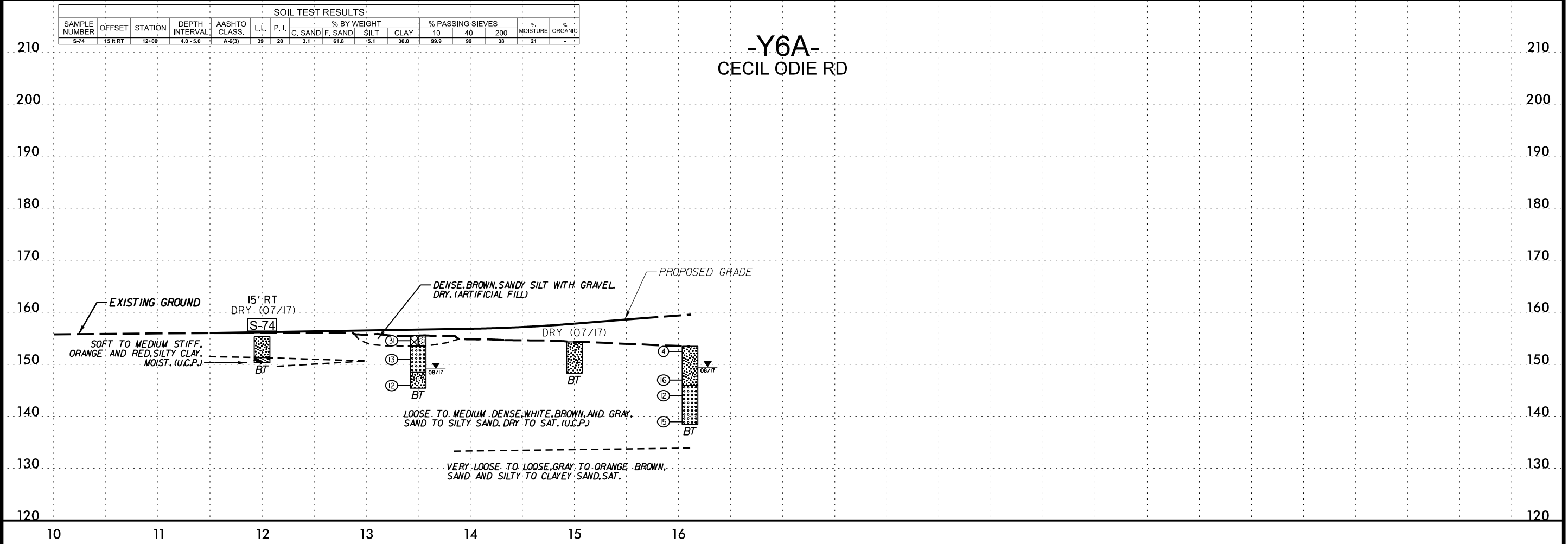
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 5/28/99
 AT SHILSHAN.PE

-Y5-
US 701 BUS



SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING-SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-74	15 FT RT	12+00	4.0 - 5.0	A-6(3)	39	20	3.1	61.8	5.1	30.0	99.9	99	38	21	-

-Y6A-
CECIL ODIE RD



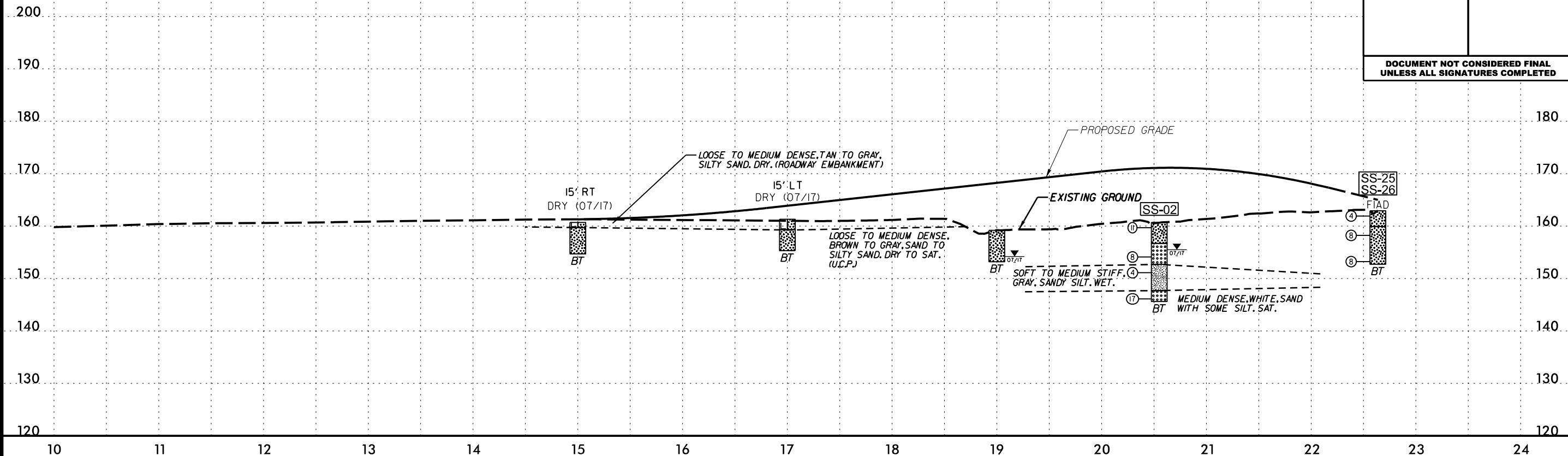
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 5/28/99
 SHIHSAN PEI

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
R-2303E	35
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

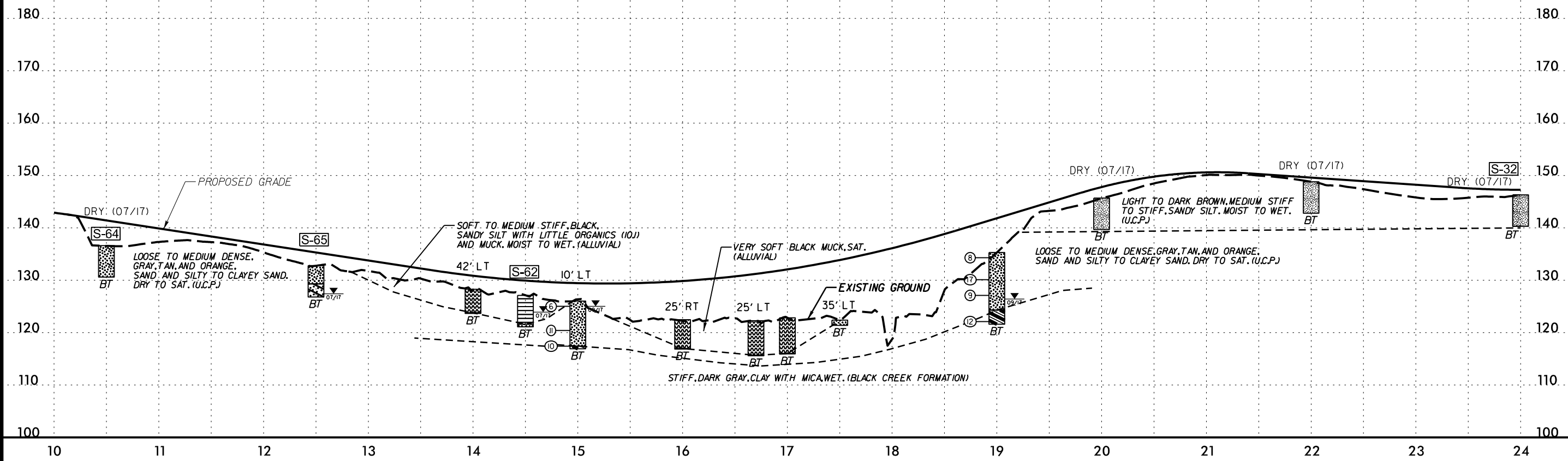
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-25	CL	22+64	0.0 - 1.5	A-2-4(0)	18	NP	14.6	74.4	3.0	8.0	99.9	94	13	-	-
SS-26	CL	22+64	3.7 - 5.2	A-2-4(0)	19	NP	10.2	80.2	2.8	6.8	99.9	96	15	-	-
SS-42	CL	20+55	3.6 - 10.1	A-4(0)	19	NP	2.2	69.4	19.3	18.1	100	99	35	-	-

-Y6B- CECIL ODIE RD



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-64	CL	10+50	0.0 - 6.0	A-2-4(0)	17	NP	32.8	55.3	6.9	5.0	99.8	83	15	-	-
S-65	CL	12+50	3.5 - 6.0	A-2-6(0)	29	15	57.9	18.7	3.6	19.7	93.2	55	24	16	-
S-62	CL	14+50	0.0 - 2.0	A-4(0)	27	NP	12.7	49.8	29.3	15.2	99.7	94	42	-	10.2
S-32	CL	24+00	1.0 - 6.0	A-4(2)	25	9	11.4	42.7	20.2	25.7	99.8	94	50	14	-

-SR1- SERVICE ROAD 1

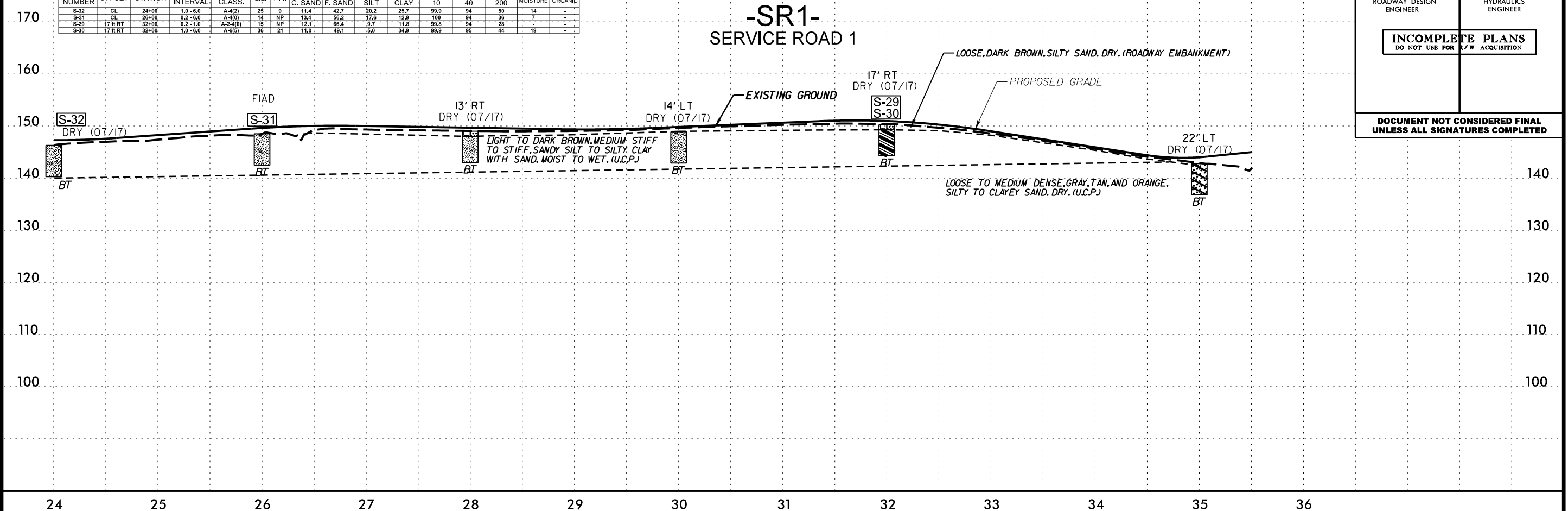


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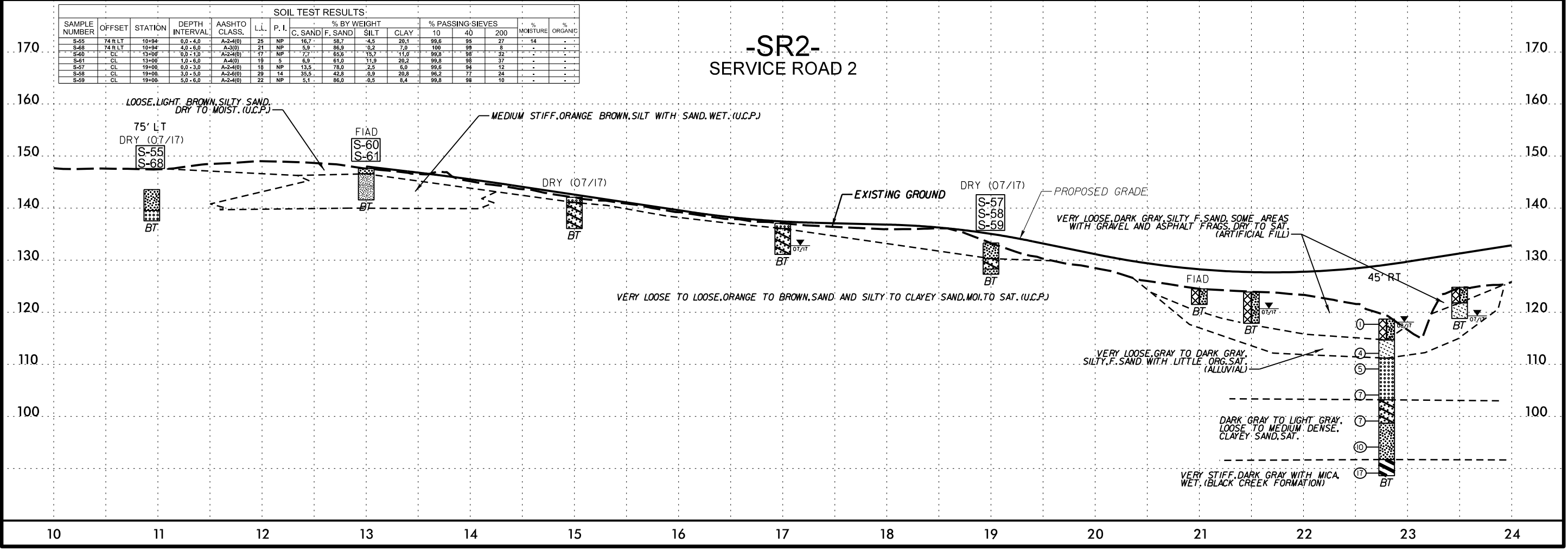
5/28/99

PROJECT REFERENCE NO. R-2303E	SHEET NO. 36
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-32	CL	24+00	1.0 - 6.0	A-4(2)	25	9	11.4	42.7	20.2	25.7	99.9	94	50	14	-
S-31	CL	26+00	0.2 - 6.0	A-4(0)	14	NP	13.4	56.2	17.8	12.9	100	94	36	7	-
S-29	17 FT RT	32+00	0.2 - 1.0	A-2-4(0)	15	NP	12.1	66.4	9.7	11.8	99.9	94	39	-	-
S-30	17 FT RT	32+00	1.0 - 6.0	A-6(5)	36	21	11.0	49.1	5.0	34.9	99.9	95	44	19	-



SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-55	74 FT LT	10+94	0.0 - 4.0	A-2-4(0)	25	NP	16.7	58.7	4.5	20.1	99.6	95	27	14	-
S-58	74 FT LT	10+94	4.0 - 6.0	A-3(0)	21	NP	5.9	86.9	0.2	7.0	100	99	8	-	-
S-60	CL	13+00	0.0 - 1.0	A-2-4(0)	17	NP	7.7	65.8	19.7	11.6	99.8	94	32	-	-
S-61	CL	13+00	1.0 - 6.0	A-4(0)	19	5	6.9	61.0	11.9	20.2	99.8	98	37	-	-
S-57	CL	19+00	0.0 - 3.0	A-2-4(0)	18	NP	13.5	78.0	2.5	6.0	99.6	94	12	-	-
S-56	CL	19+00	3.0 - 5.0	A-2-4(0)	29	14	35.5	42.8	0.9	20.8	96.2	77	24	-	-
S-59	CL	19+00	5.0 - 6.0	A-2-4(0)	22	NP	5.1	86.8	0.5	8.4	99.8	98	10	-	-

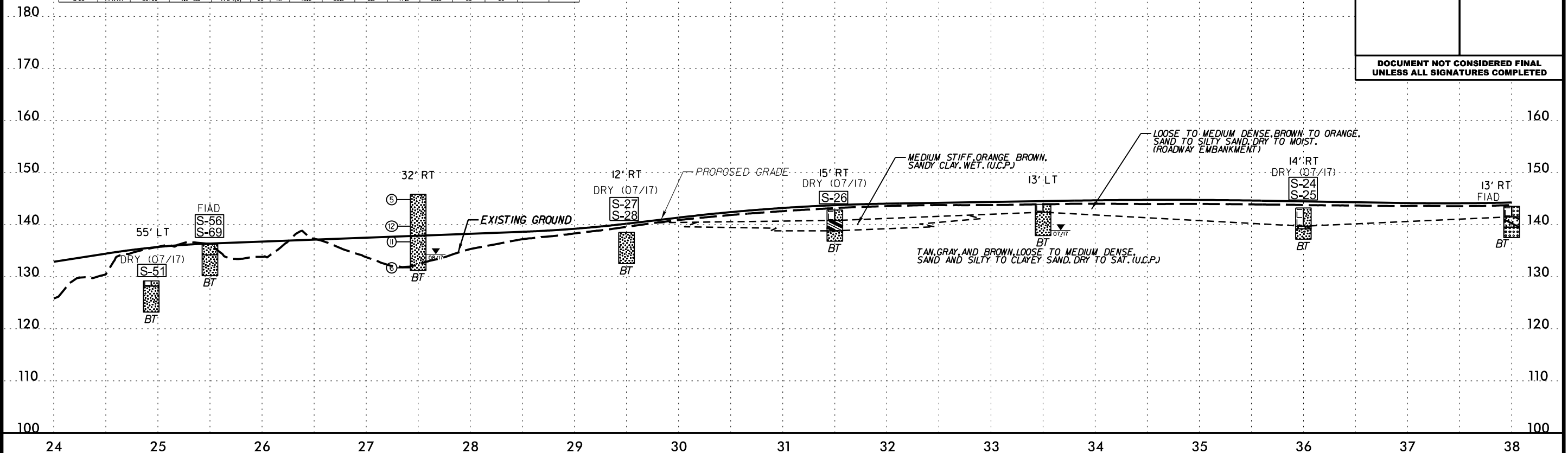


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PROJECT REFERENCE NO. R-2303E	SHEET NO. 37
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

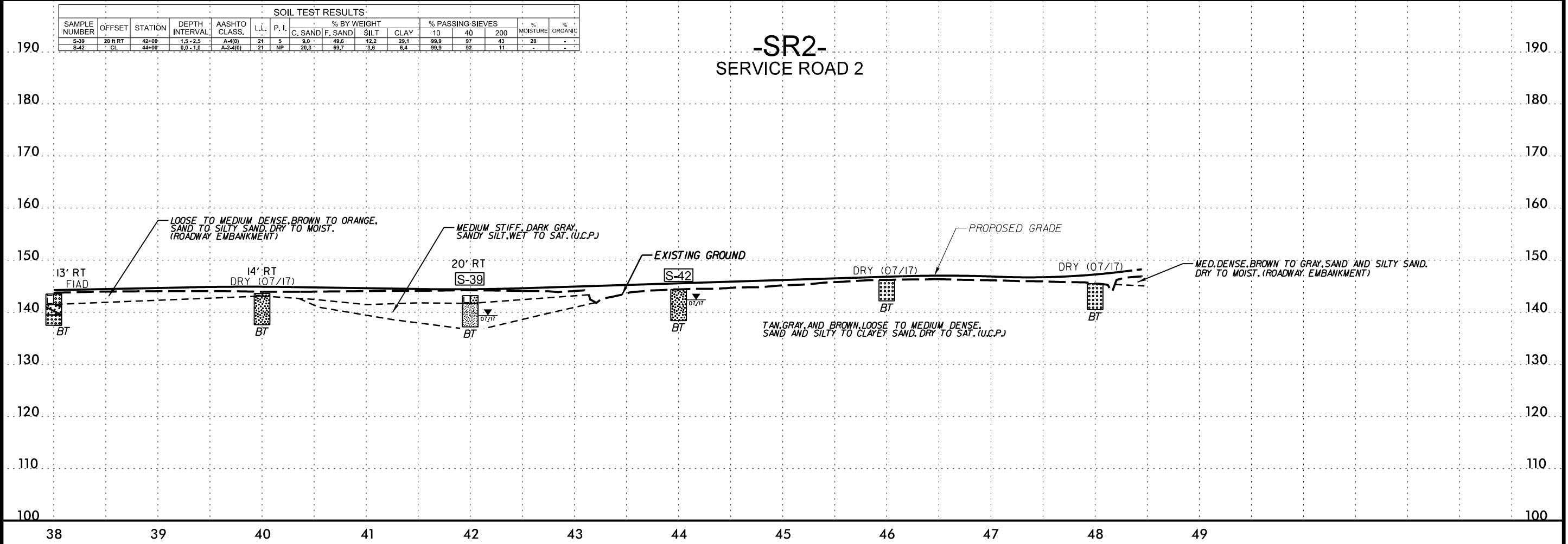
SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-51	55' LT	24+94	1.0 - 6.0	A-2-4(0)	24	NP	32.2	51.1	3.0	13.8	97.6	82	18	-	-
S-56	CL	25+50	0.0 - 2.0	A-2-4(0)	26	NP	8.1	61.4	0.7	29.8	100	96	33	-	-
S-69	CL	29+54	2.0 - 6.0	A-2-4(0)	26	NP	53.1	35.9	1.1	9.3	98.7	72	12	-	-
S-27	12' RT	29+50	0.2 - 2.0	A-2-4(0)	27	NP	3.6	71.9	0.3	24.2	100	99	26	14	-
S-28	12' RT	29+50	2.0 - 6.0	A-2-4(0)	23	NP	1.7	83.0	0.0	15.3	95.5	99	17	-	-
S-26	15' RT	31+50	2.0 - 4.0	A-6(0)	38	23	4.4	49.6	13.7	32.2	99.7	98	51	19	-
S-24	14' RT	36+00	0.2 - 3.5	A-2-4(0)	22	NP	19.6	51.5	12.6	16.3	99.4	90	32	23	-
S-25	14' RT	36+00	4.0 - 6.0	A-2-4(0)	26	NP	48.2	33.6	0.9	17.2	99.3	66	20	-	-

-SR2-
SERVICE ROAD 2



SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-39	20' RT	42+00	1.5 - 2.5	A-4(0)	21	5	9.0	49.6	12.2	29.1	99.9	97	43	28	-
S-42	CL	44+00	0.0 - 1.0	A-2-4(0)	21	NP	20.3	69.7	3.6	6.4	99.9	92	11	-	-

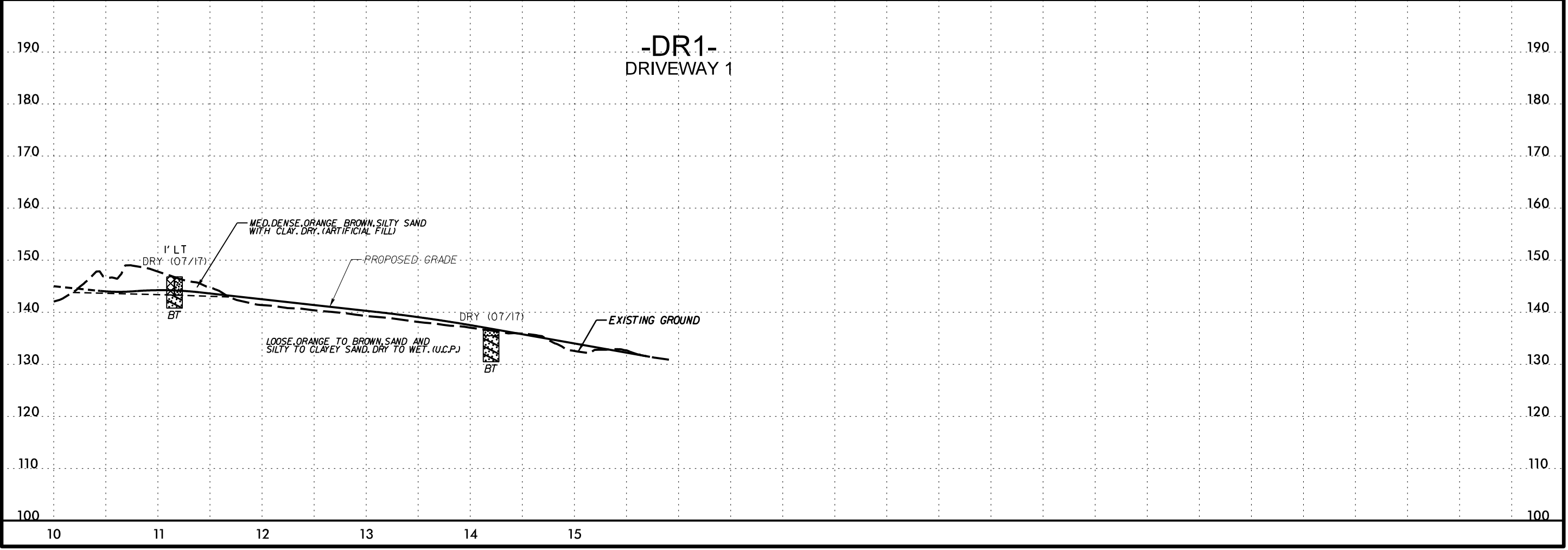
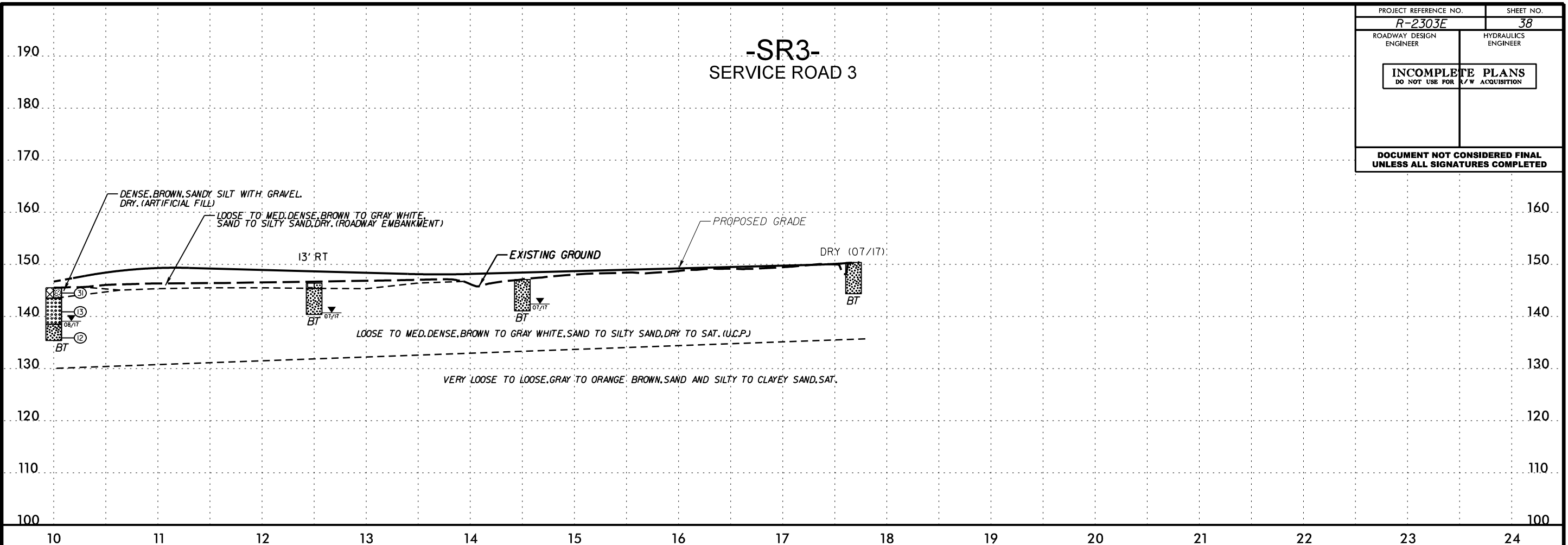
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SERVICE ROAD 2



5/28/99
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PROJECT REFERENCE NO. <i>R-2303E</i>	SHEET NO. <i>38</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

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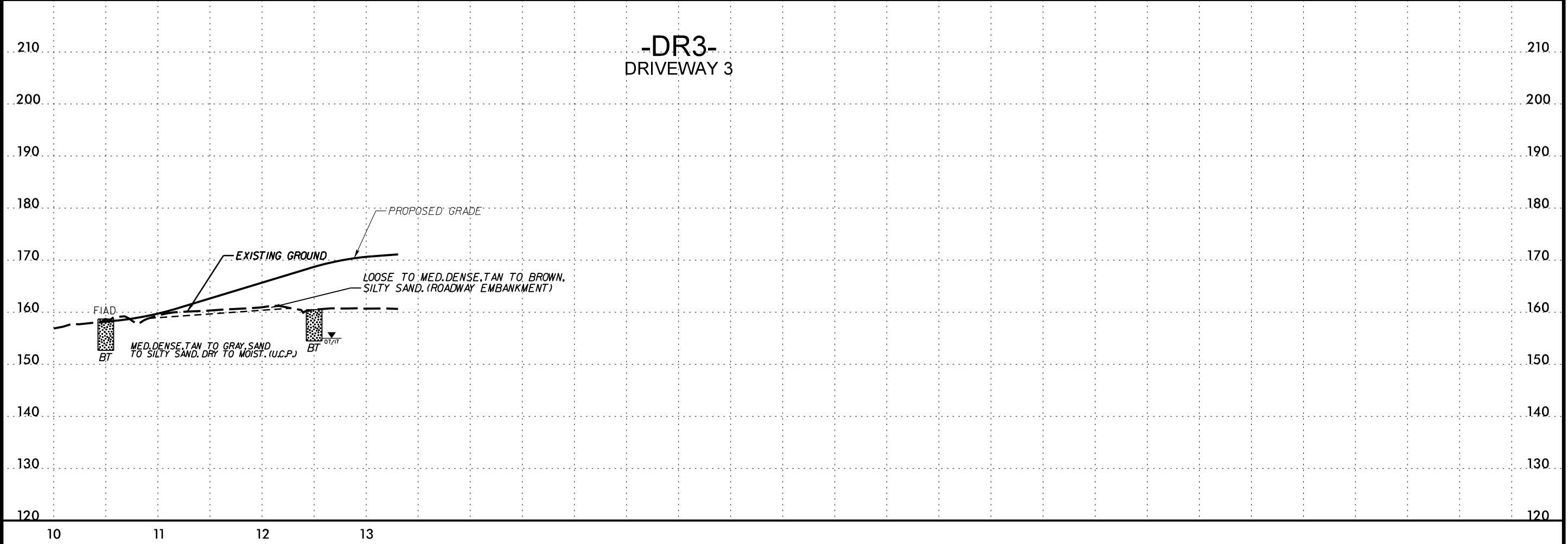


PROJECT REFERENCE NO.	SHEET NO.
R-2303E	39
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

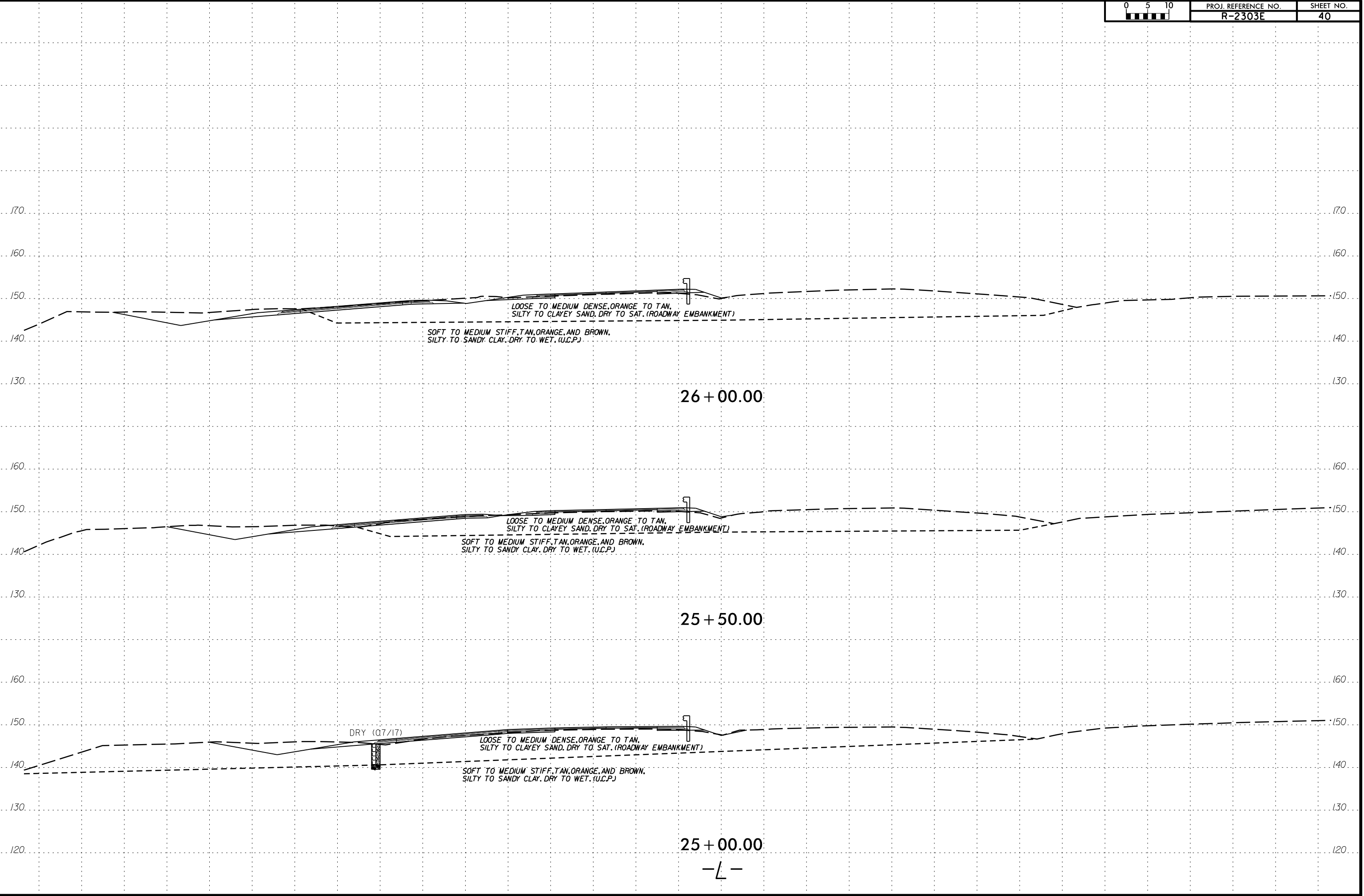
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DRIVEWAY 2**



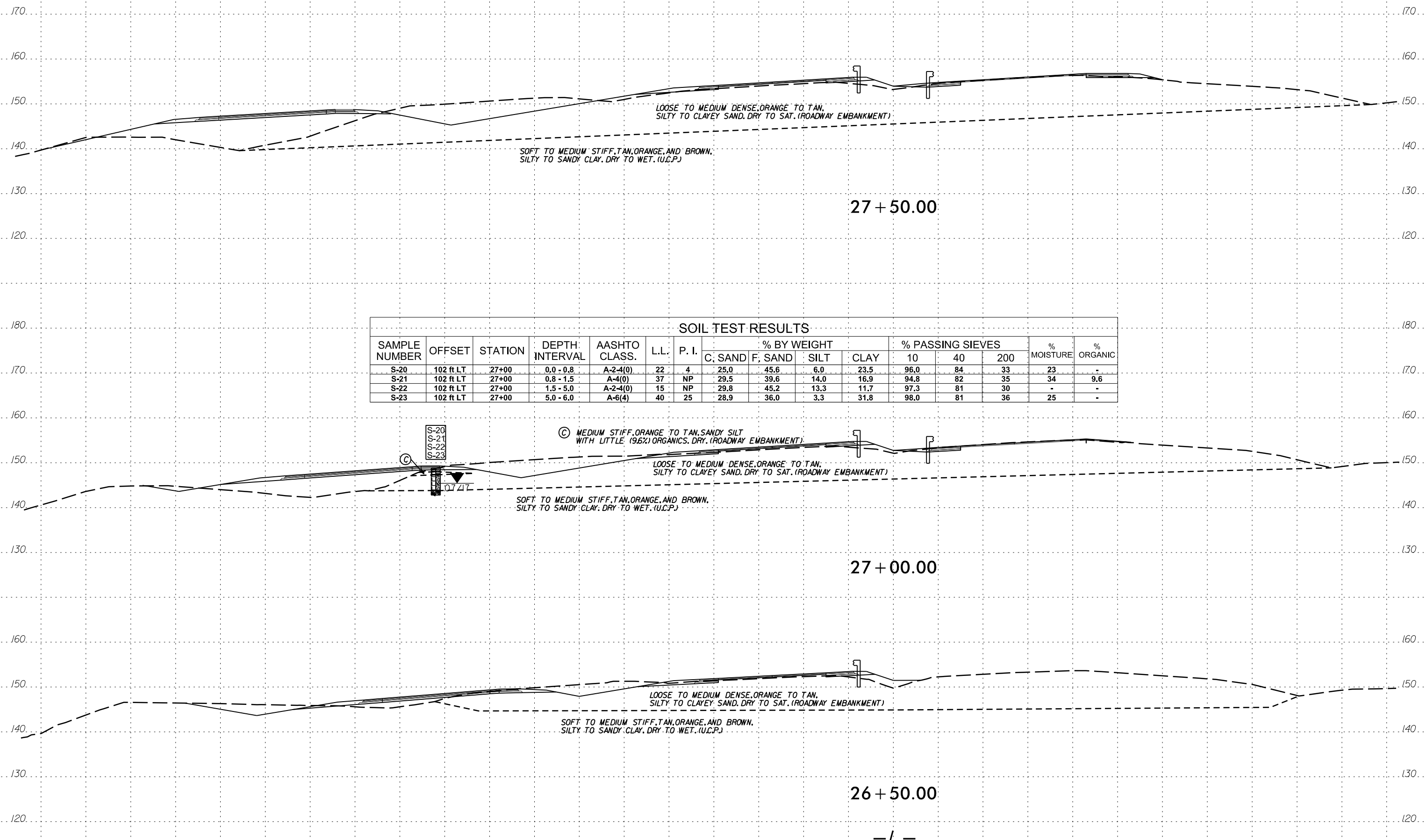
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DRIVEWAY 3**



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 5/28/99
 SHILSON



-L-



LOOSE TO MEDIUM DENSE, ORANGE TO TAN,
SILTY TO CLAYEY SAND, DRY TO SAT. (ROADWAY EMBANKMENT)

SOFT TO MEDIUM STIFF, TAN, ORANGE, AND BROWN,
SILTY TO SANDY CLAY, DRY TO WET. (U.C.P.)

27 + 50.00

SOIL TEST RESULTS

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-20	102 ft LT	27+00	0.0 - 0.8	A-2-4(0)	22	4	25.0	45.6	6.0	23.5	96.0	84	33	23	-
S-21	102 ft LT	27+00	0.8 - 1.5	A-4(0)	37	NP	29.5	39.6	14.0	16.9	94.8	82	35	34	9.6
S-22	102 ft LT	27+00	1.5 - 5.0	A-2-4(0)	15	NP	29.8	45.2	13.3	11.7	97.3	81	30	-	-
S-23	102 ft LT	27+00	5.0 - 6.0	A-6(4)	40	25	28.9	36.0	3.3	31.8	98.0	81	36	25	-

Ⓢ MEDIUM STIFF, ORANGE TO TAN, SANDY SILT
WITH LITTLE (9.6%) ORGANICS, DRY. (ROADWAY EMBANKMENT)

LOOSE TO MEDIUM DENSE, ORANGE TO TAN,
SILTY TO CLAYEY SAND, DRY TO SAT. (ROADWAY EMBANKMENT)

SOFT TO MEDIUM STIFF, TAN, ORANGE, AND BROWN,
SILTY TO SANDY CLAY, DRY TO WET. (U.C.P.)

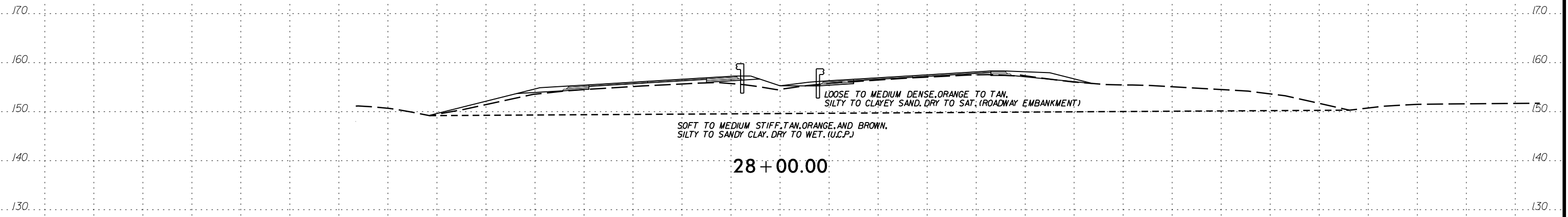
27 + 00.00

LOOSE TO MEDIUM DENSE, ORANGE TO TAN,
SILTY TO CLAYEY SAND, DRY TO SAT. (ROADWAY EMBANKMENT)

SOFT TO MEDIUM STIFF, TAN, ORANGE, AND BROWN,
SILTY TO SANDY CLAY, DRY TO WET. (U.C.P.)

26 + 50.00

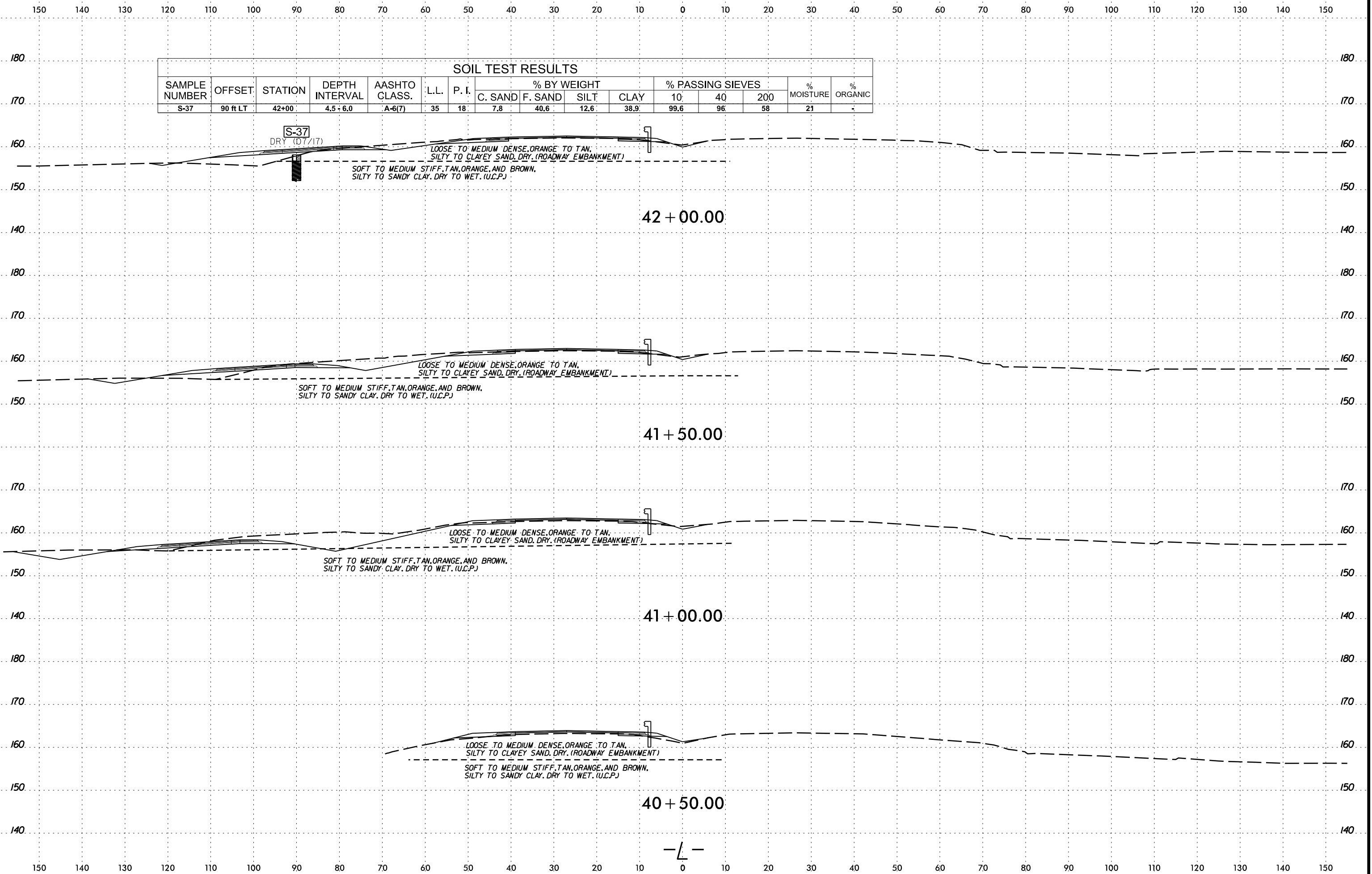
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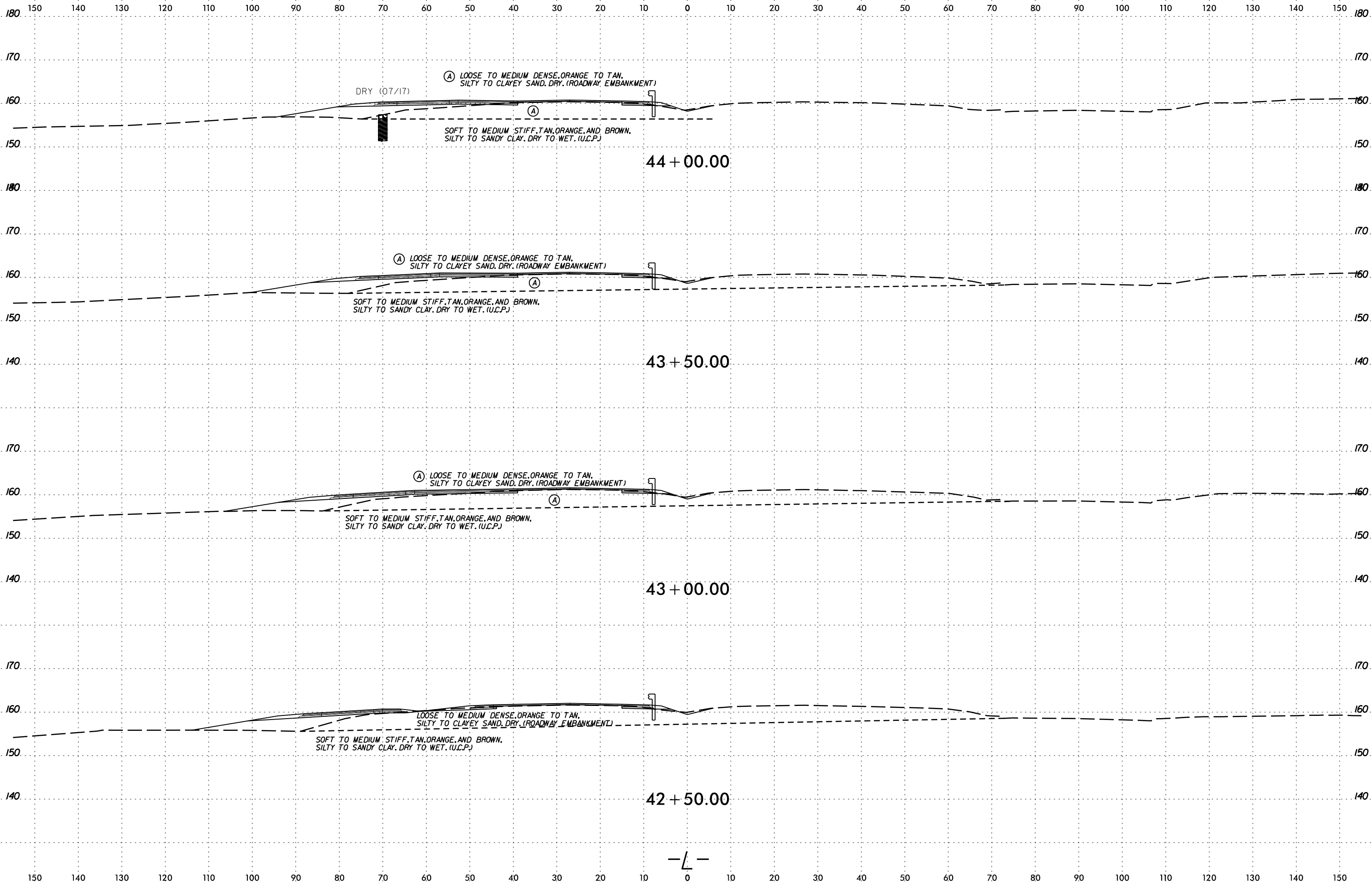


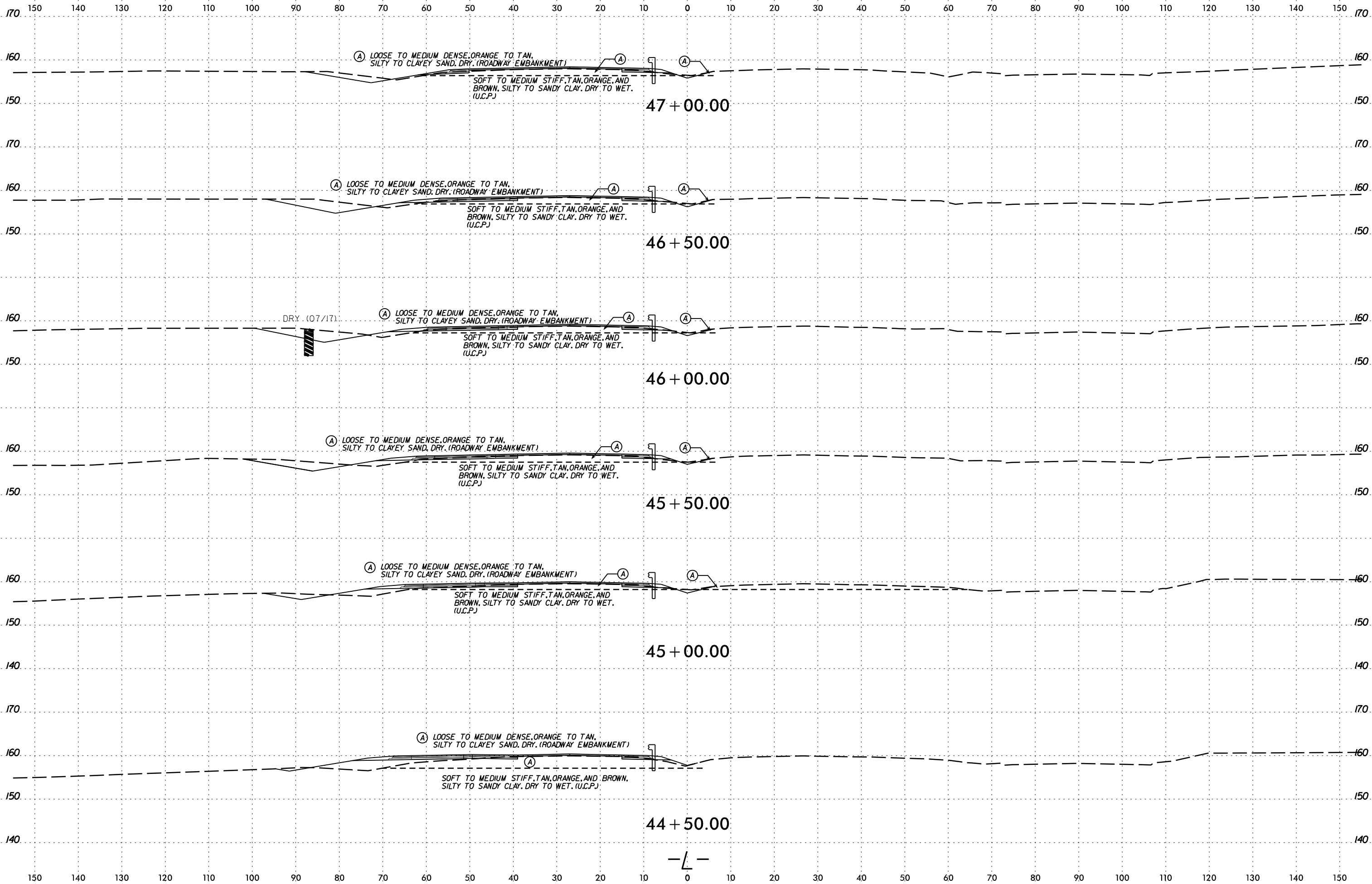
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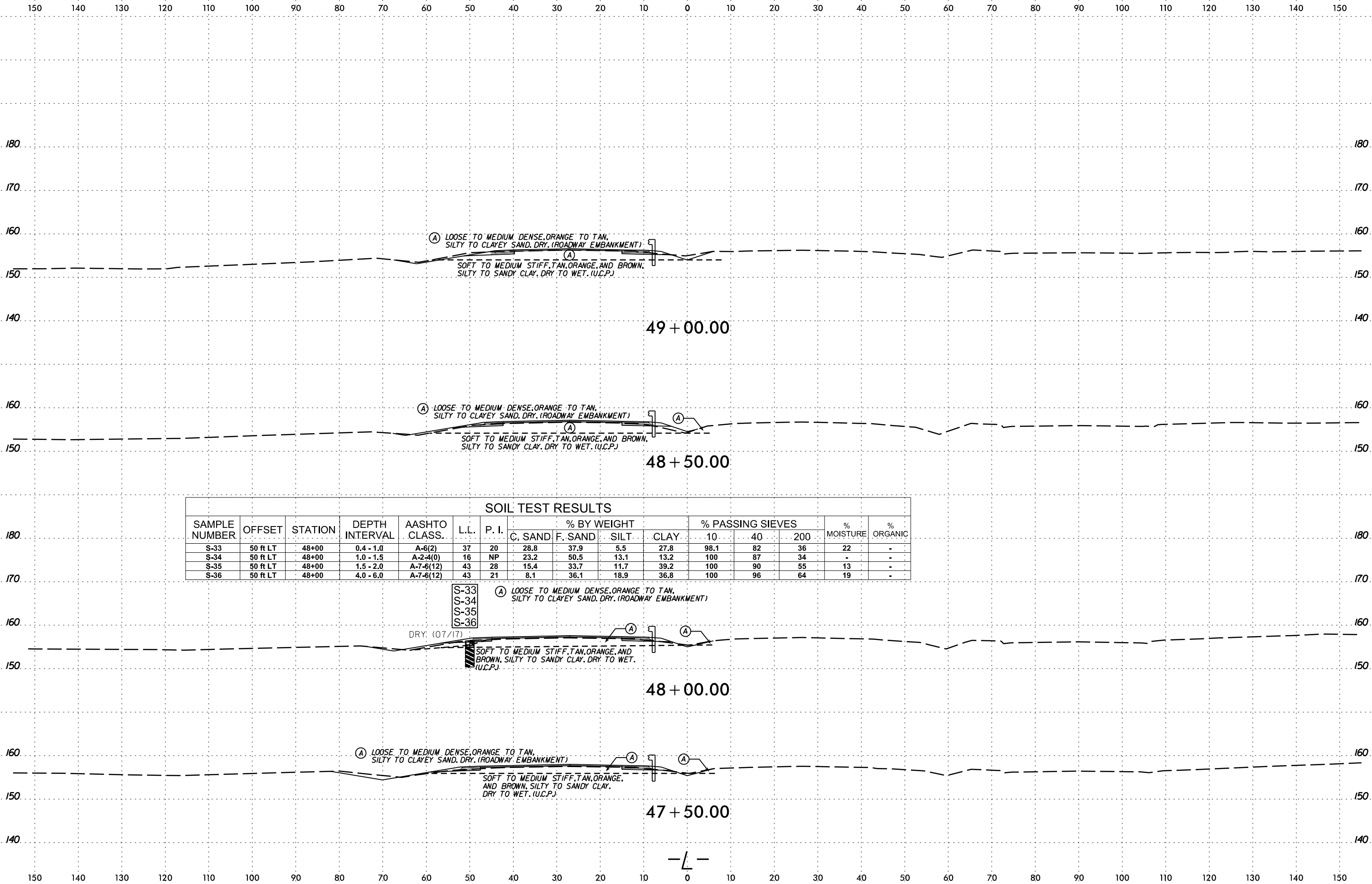
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 SHUDSON-PC









(A) LOOSE TO MEDIUM DENSE, ORANGE TO TAN, SILTY TO CLAYEY SAND, DRY. (ROADWAY EMBANKMENT)

(A) SOFT TO MEDIUM STIFF, TAN, ORANGE, AND BROWN, SILTY TO SANDY CLAY, DRY TO WET. (U.C.P.)

(A) LOOSE TO MEDIUM DENSE, ORANGE TO TAN, SILTY TO CLAYEY SAND, DRY. (ROADWAY EMBANKMENT)

(A) SOFT TO MEDIUM STIFF, TAN, ORANGE, AND BROWN, SILTY TO SANDY CLAY, DRY TO WET. (U.C.P.)

(A) LOOSE TO MEDIUM DENSE, ORANGE TO TAN, SILTY TO CLAYEY SAND, DRY. (ROADWAY EMBANKMENT)

S-33
S-34
S-35
S-36

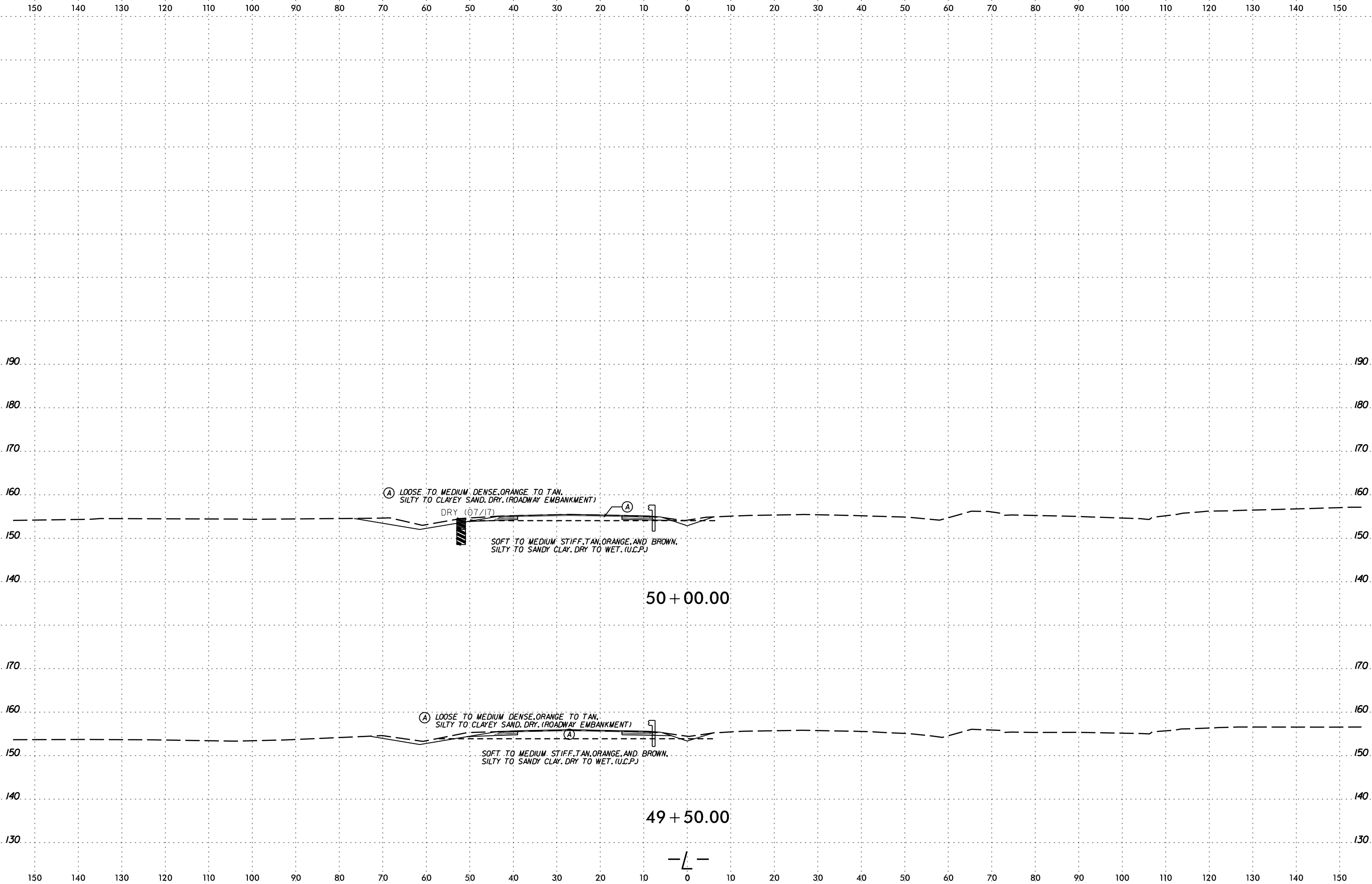
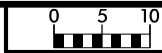
DRY: (07/17)

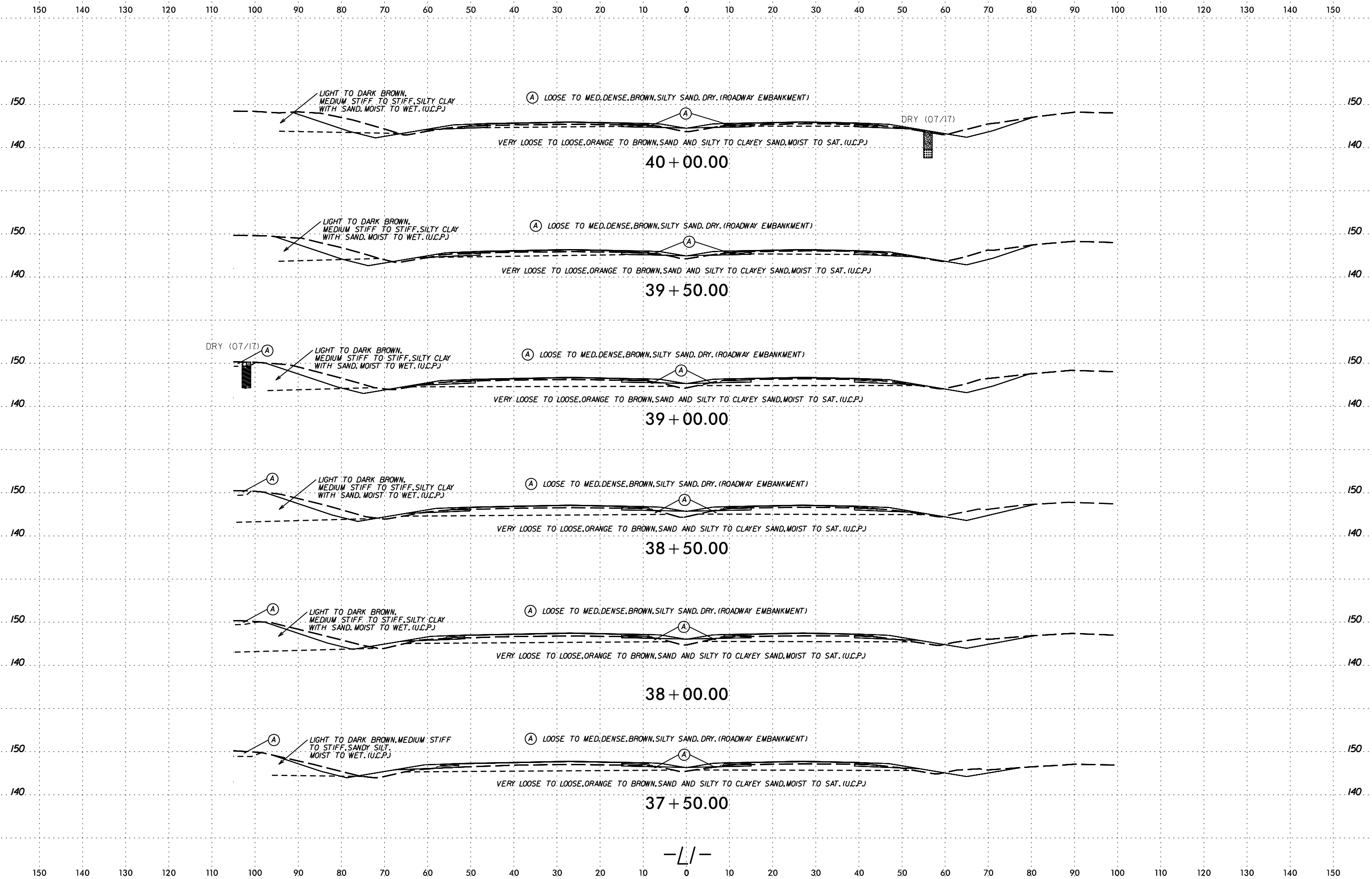
(A) SOFT TO MEDIUM STIFF, TAN, ORANGE, AND BROWN, SILTY TO SANDY CLAY, DRY TO WET. (U.C.P.)

(A) LOOSE TO MEDIUM DENSE, ORANGE TO TAN, SILTY TO CLAYEY SAND, DRY. (ROADWAY EMBANKMENT)

(A) SOFT TO MEDIUM STIFF, TAN, ORANGE, AND BROWN, SILTY TO SANDY CLAY, DRY TO WET. (U.C.P.)

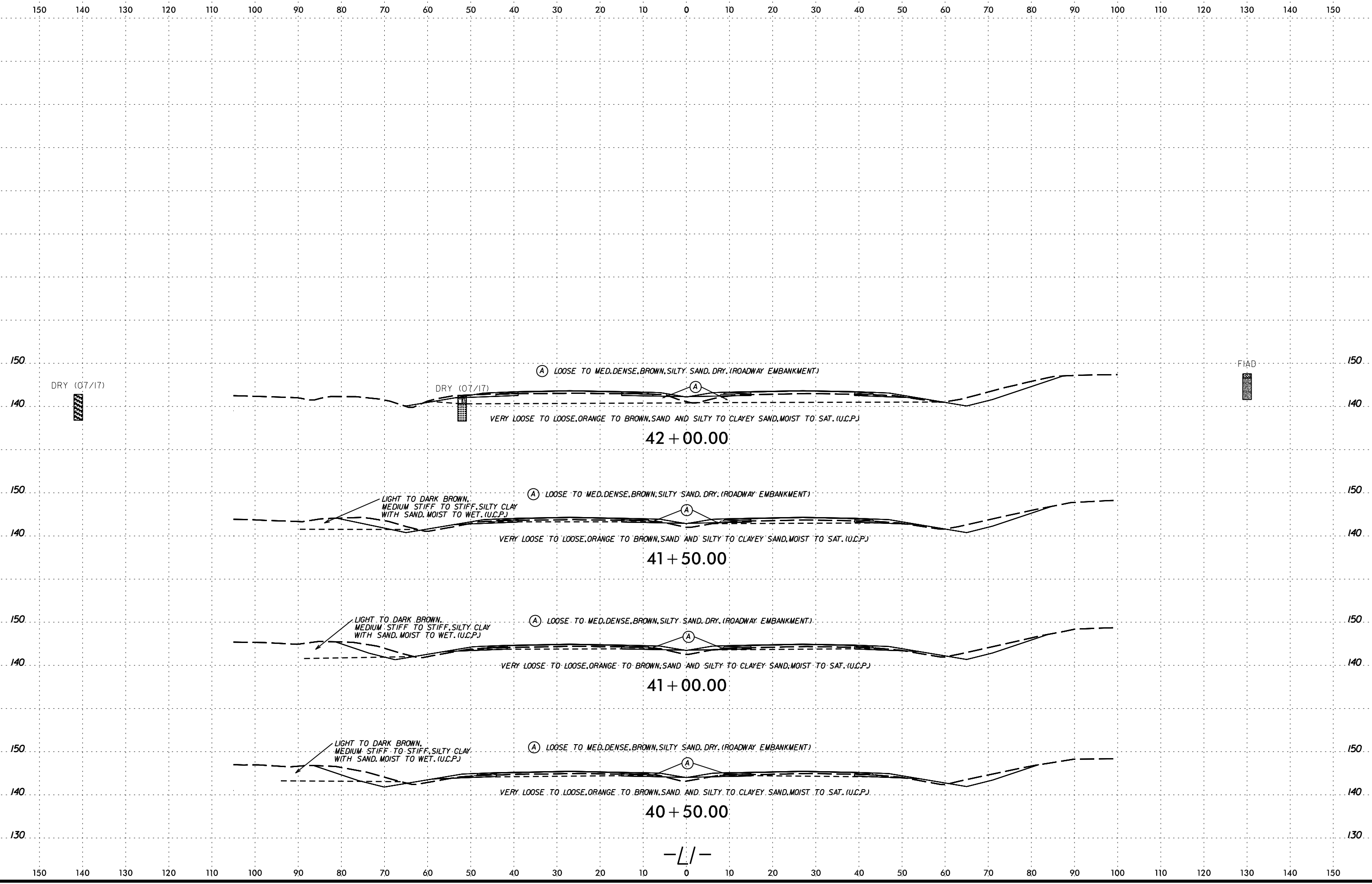
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-33	50 ft LT	48+00	0.4 - 1.0	A-6(2)	37	20	28.8	37.9	5.5	27.8	98.1	82	36	22	-
S-34	50 ft LT	48+00	1.0 - 1.5	A-2-4(0)	16	NP	23.2	50.5	13.1	13.2	100	87	34	-	-
S-35	50 ft LT	48+00	1.5 - 2.0	A-7-6(12)	43	28	15.4	33.7	11.7	39.2	100	90	55	13	-
S-36	50 ft LT	48+00	4.0 - 6.0	A-7-6(12)	43	21	8.1	36.1	18.9	36.8	100	96	64	19	-



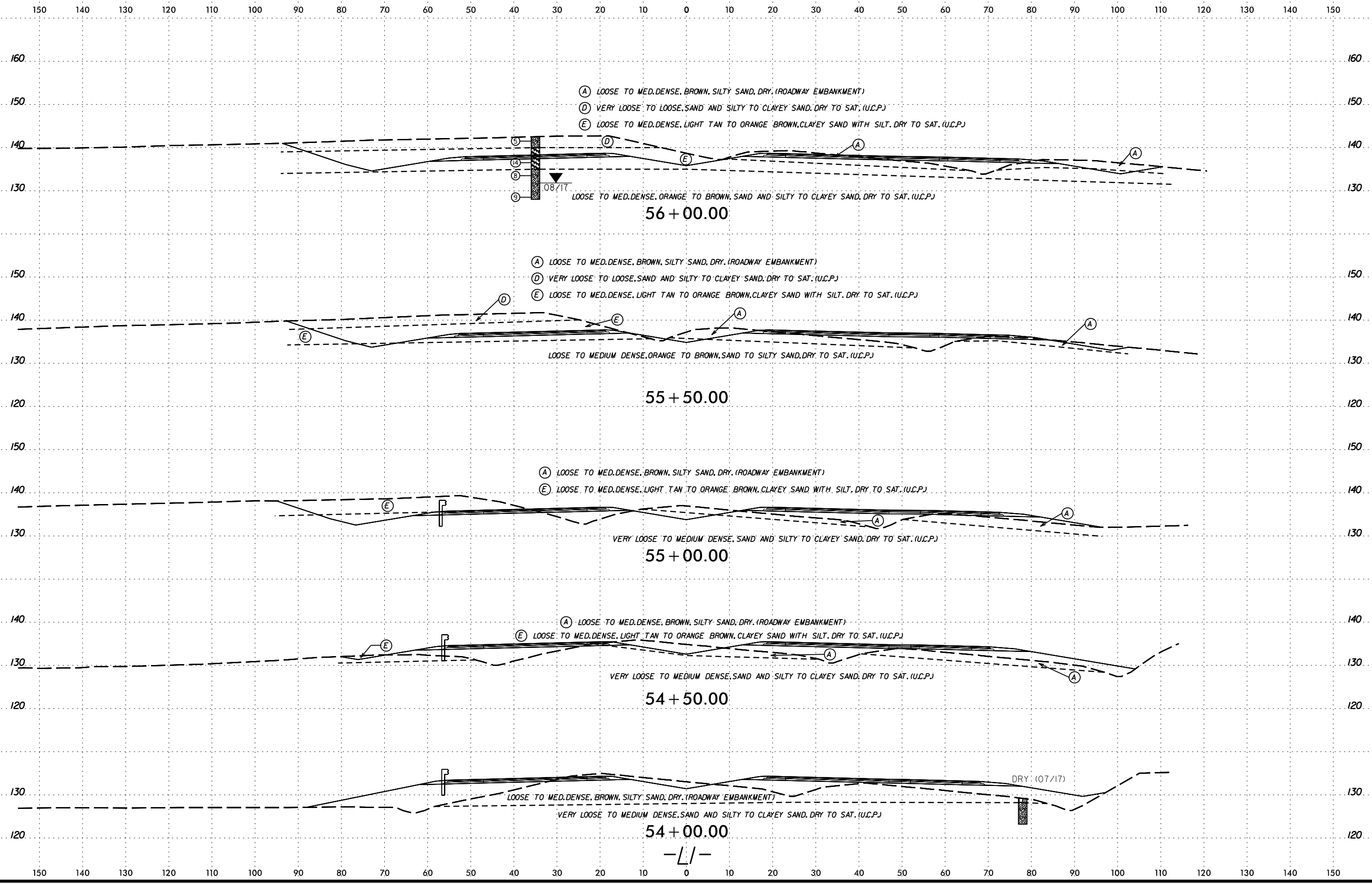


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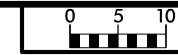
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 SHUDSON-PC



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Shudson



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

SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-04	CL	58+00	3.0 - 6.0	A-2-4(0)	19	NP	16.0	75.5	3.2	5.3	99.9	96	11	-	-

- (A) LOOSE TO MED.DENSE, BROWN, SILTY SAND, DRY. (ROADWAY EMBANKMENT)
- (D) VERY LOOSE TO LOOSE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)
- (E) LOOSE TO MED.DENSE, LIGHT TAN TO ORANGE BROWN, CLAYEY SAND WITH SILT, DRY TO SAT. (U.C.P.)

S-04
DRY (07/17)

LOOSE TO MED.DENSE, ORANGE TO BROWN, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

58 + 00.00

- (A) LOOSE TO MED.DENSE, BROWN, SILTY SAND, DRY. (ROADWAY EMBANKMENT)
- (D) VERY LOOSE TO LOOSE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)
- (E) LOOSE TO MED.DENSE, LIGHT TAN TO ORANGE BROWN, CLAYEY SAND WITH SILT, DRY TO SAT. (U.C.P.)

LOOSE TO MED.DENSE, ORANGE TO BROWN, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

57 + 50.00

- (A) LOOSE TO MED.DENSE, BROWN, SILTY SAND, DRY. (ROADWAY EMBANKMENT)
- (D) VERY LOOSE TO LOOSE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)
- (E) LOOSE TO MED.DENSE, LIGHT TAN TO ORANGE BROWN, CLAYEY SAND WITH SILT, DRY TO SAT. (U.C.P.)

LOOSE TO MED.DENSE, ORANGE TO BROWN, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

57 + 00.00

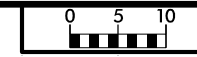
- (A) LOOSE TO MED.DENSE, BROWN, SILTY SAND, DRY. (ROADWAY EMBANKMENT)
- (D) VERY LOOSE TO LOOSE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)
- (E) LOOSE TO MED.DENSE, LIGHT TAN TO ORANGE BROWN, CLAYEY SAND WITH SILT, DRY TO SAT. (U.C.P.)

LOOSE TO MED.DENSE, ORANGE TO BROWN, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

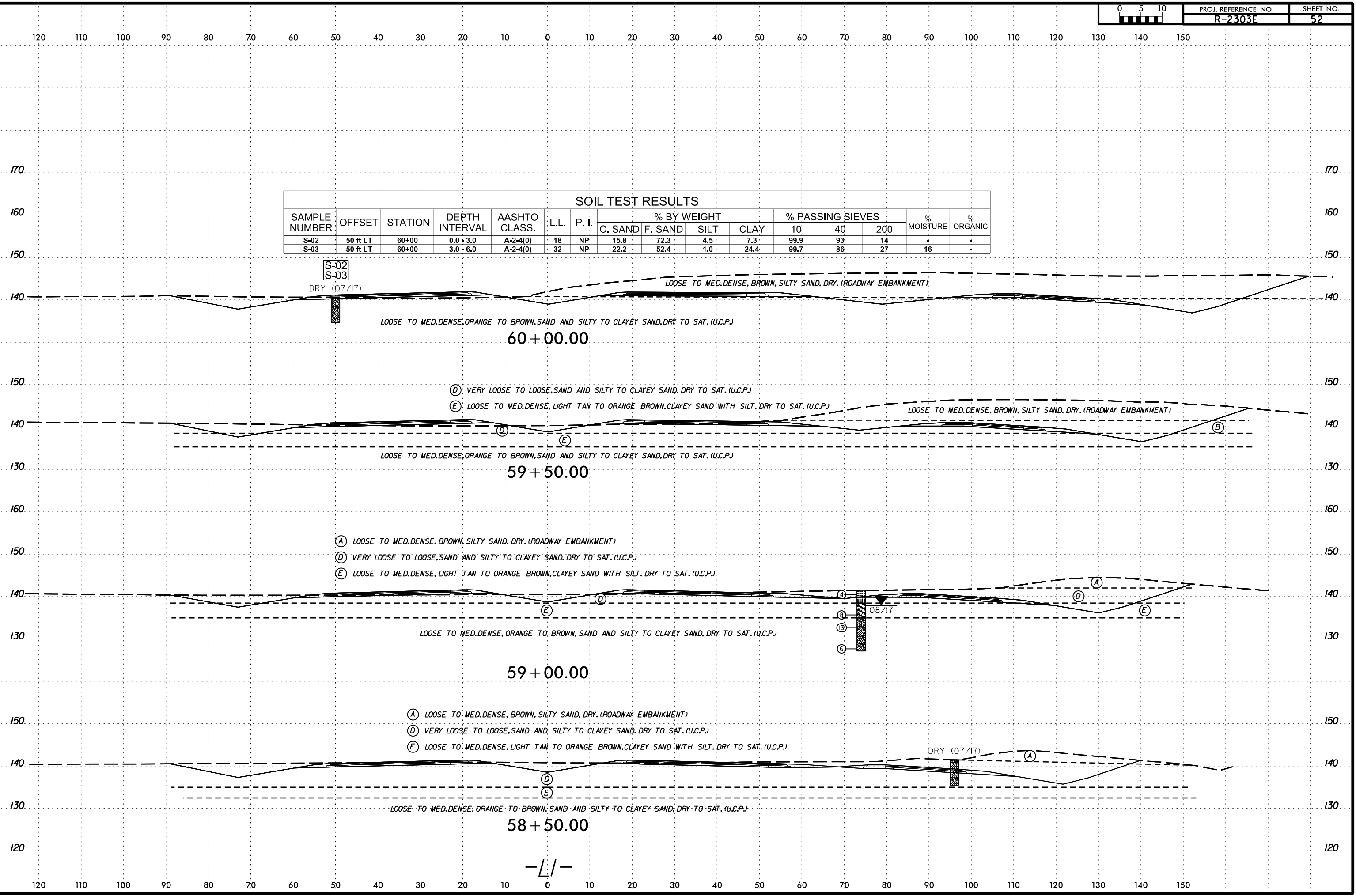
56 + 50.00

-L/-

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



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-02	50 ft LT	60+00	0.0 - 3.0	A-2-4(0)	18	NP	15.8	72.3	4.5	7.3	99.9	93	14	-	-
S-03	50 ft LT	60+00	3.0 - 6.0	A-2-4(0)	32	NP	22.2	52.4	1.0	24.4	99.7	86	27	16	-



LOOSE TO MED.DENSE, ORANGE TO BROWN, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

60 + 00.00

(D) VERY LOOSE TO LOOSE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

(E) LOOSE TO MED.DENSE, LIGHT TAN TO ORANGE BROWN, CLAYEY SAND WITH SILT, DRY TO SAT. (U.C.P.)

LOOSE TO MED.DENSE, ORANGE TO BROWN, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

59 + 50.00

(A) LOOSE TO MED.DENSE, BROWN, SILTY SAND, DRY. (ROADWAY EMBANKMENT)

(D) VERY LOOSE TO LOOSE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

(E) LOOSE TO MED.DENSE, LIGHT TAN TO ORANGE BROWN, CLAYEY SAND WITH SILT, DRY TO SAT. (U.C.P.)

LOOSE TO MED.DENSE, ORANGE TO BROWN, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

59 + 00.00

(A) LOOSE TO MED.DENSE, BROWN, SILTY SAND, DRY. (ROADWAY EMBANKMENT)

(D) VERY LOOSE TO LOOSE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

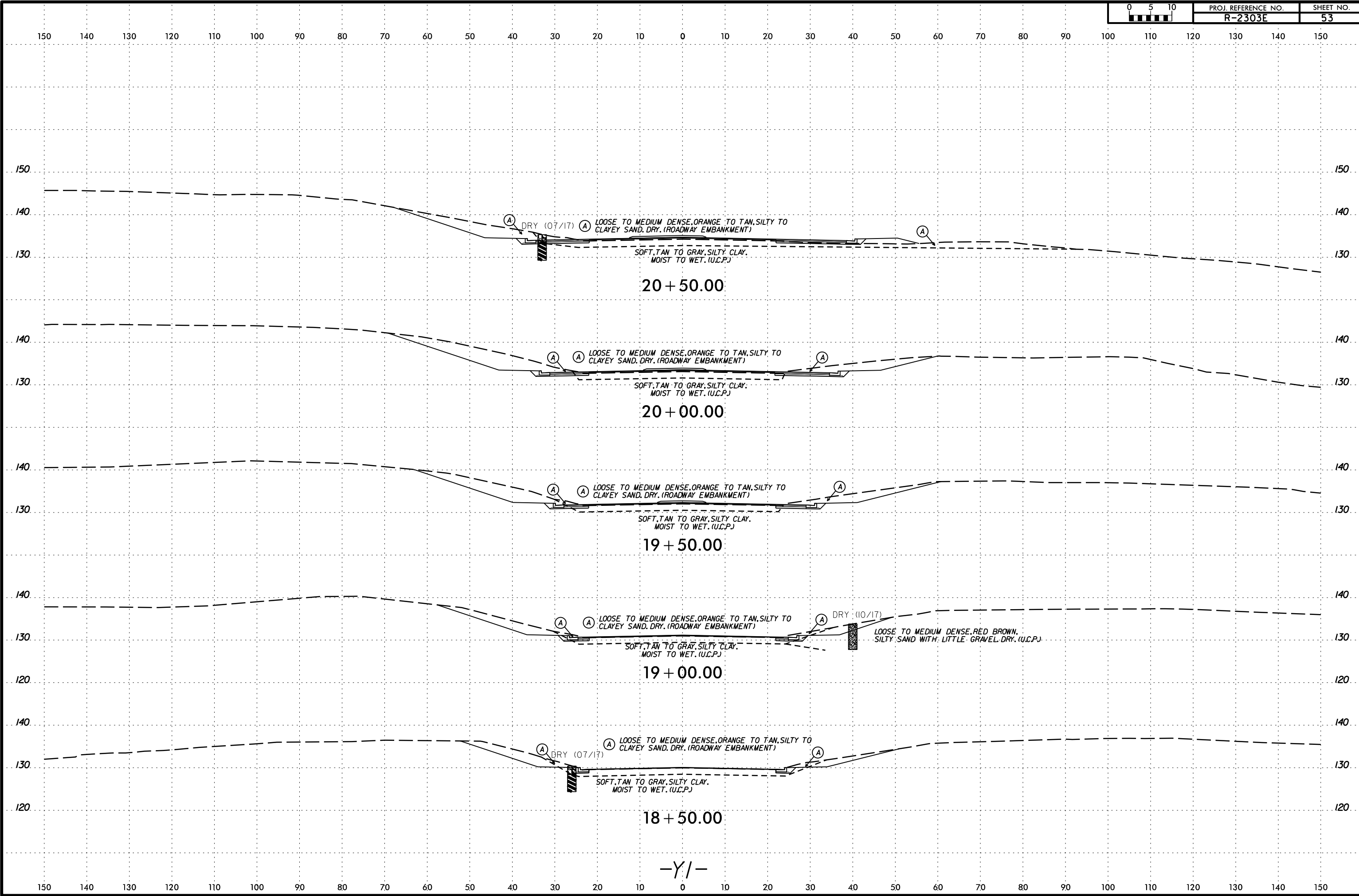
(E) LOOSE TO MED.DENSE, LIGHT TAN TO ORANGE BROWN, CLAYEY SAND WITH SILT, DRY TO SAT. (U.C.P.)

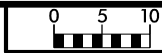
LOOSE TO MED.DENSE, ORANGE TO BROWN, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

58 + 50.00

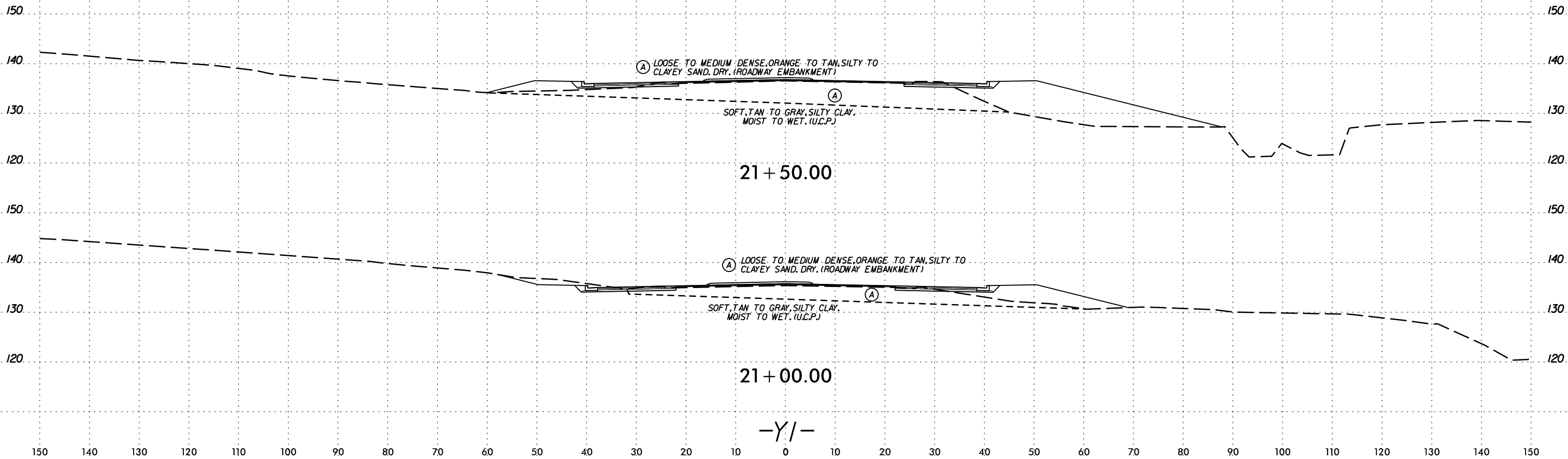
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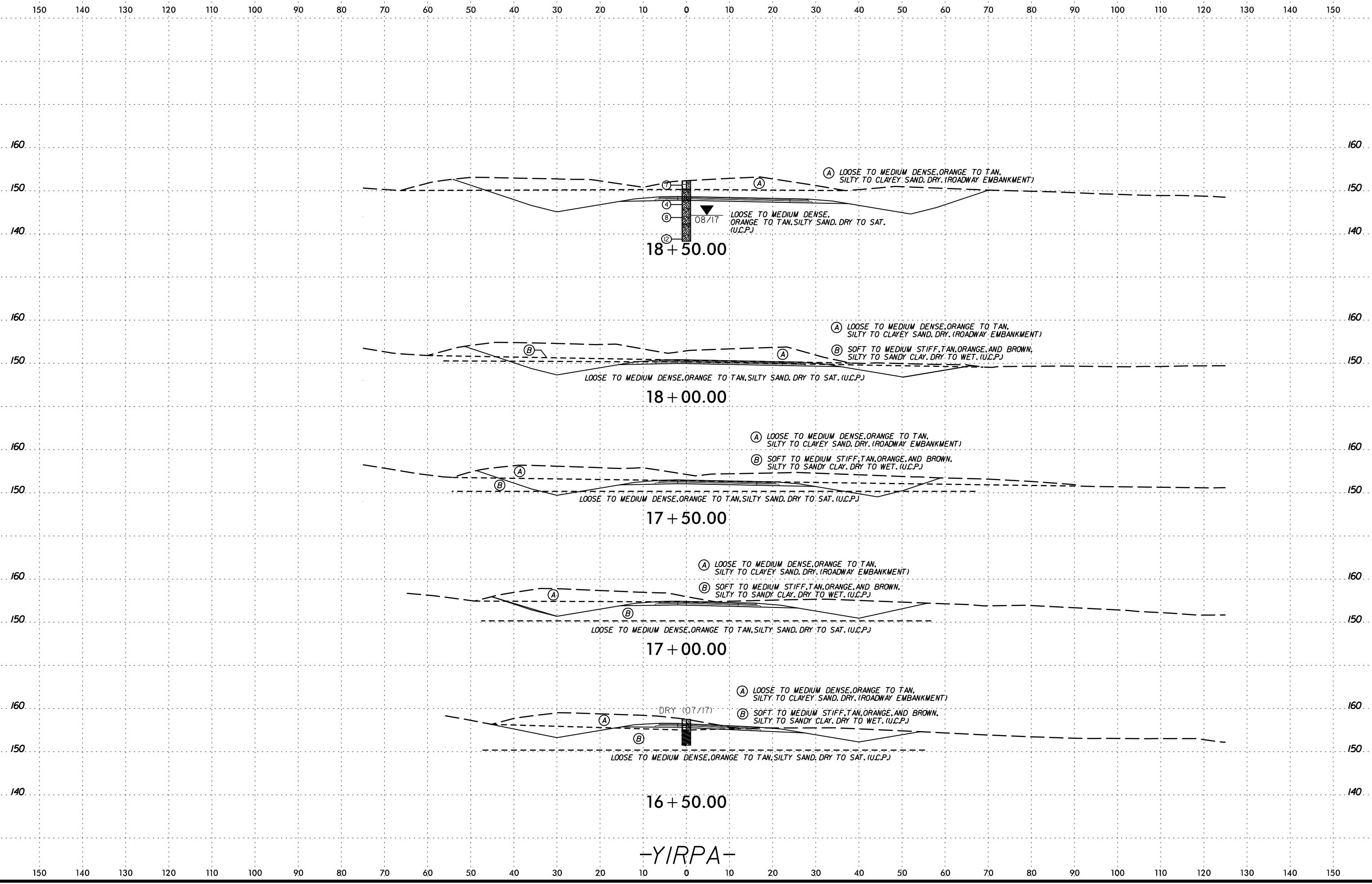
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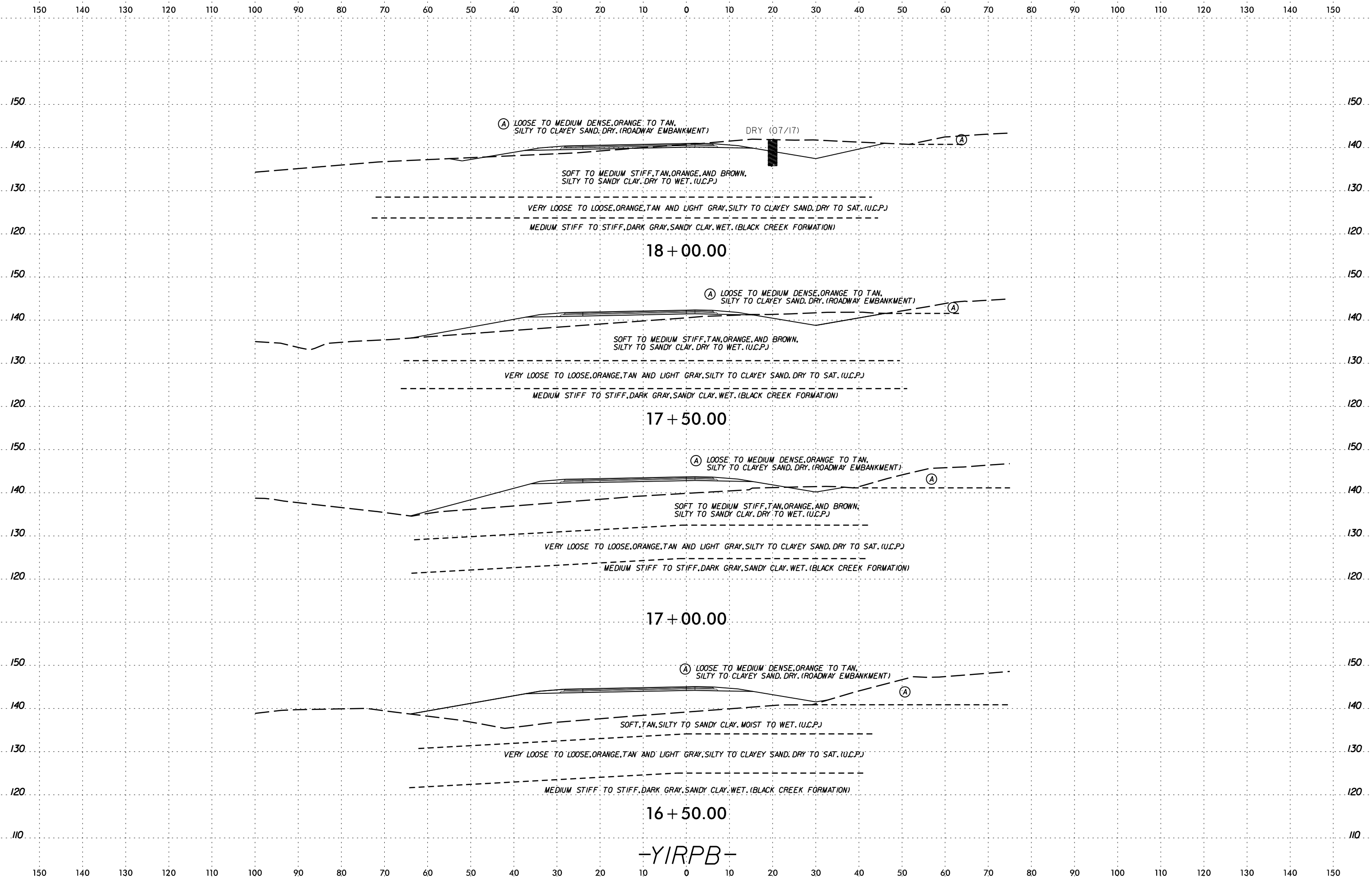




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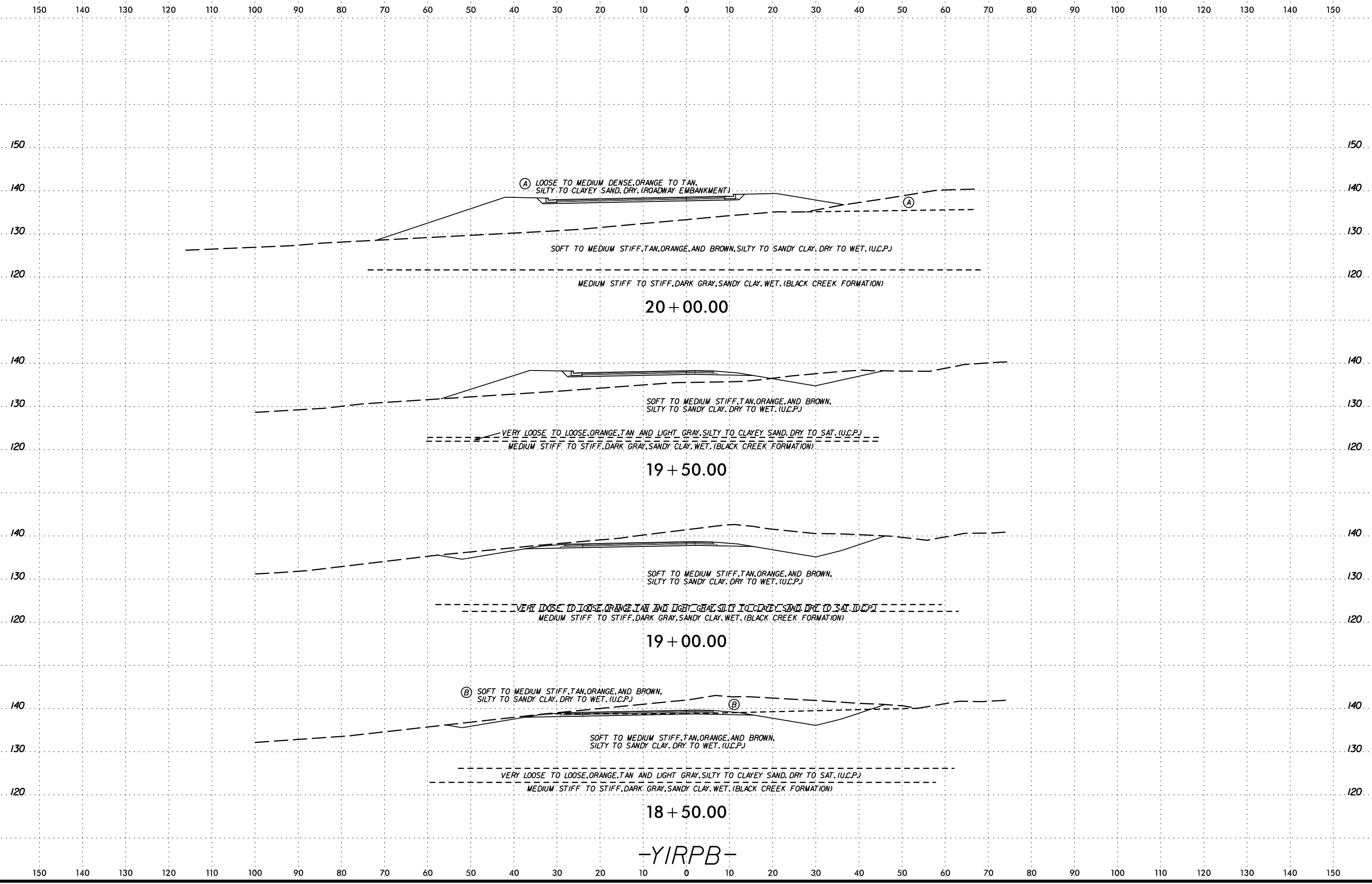




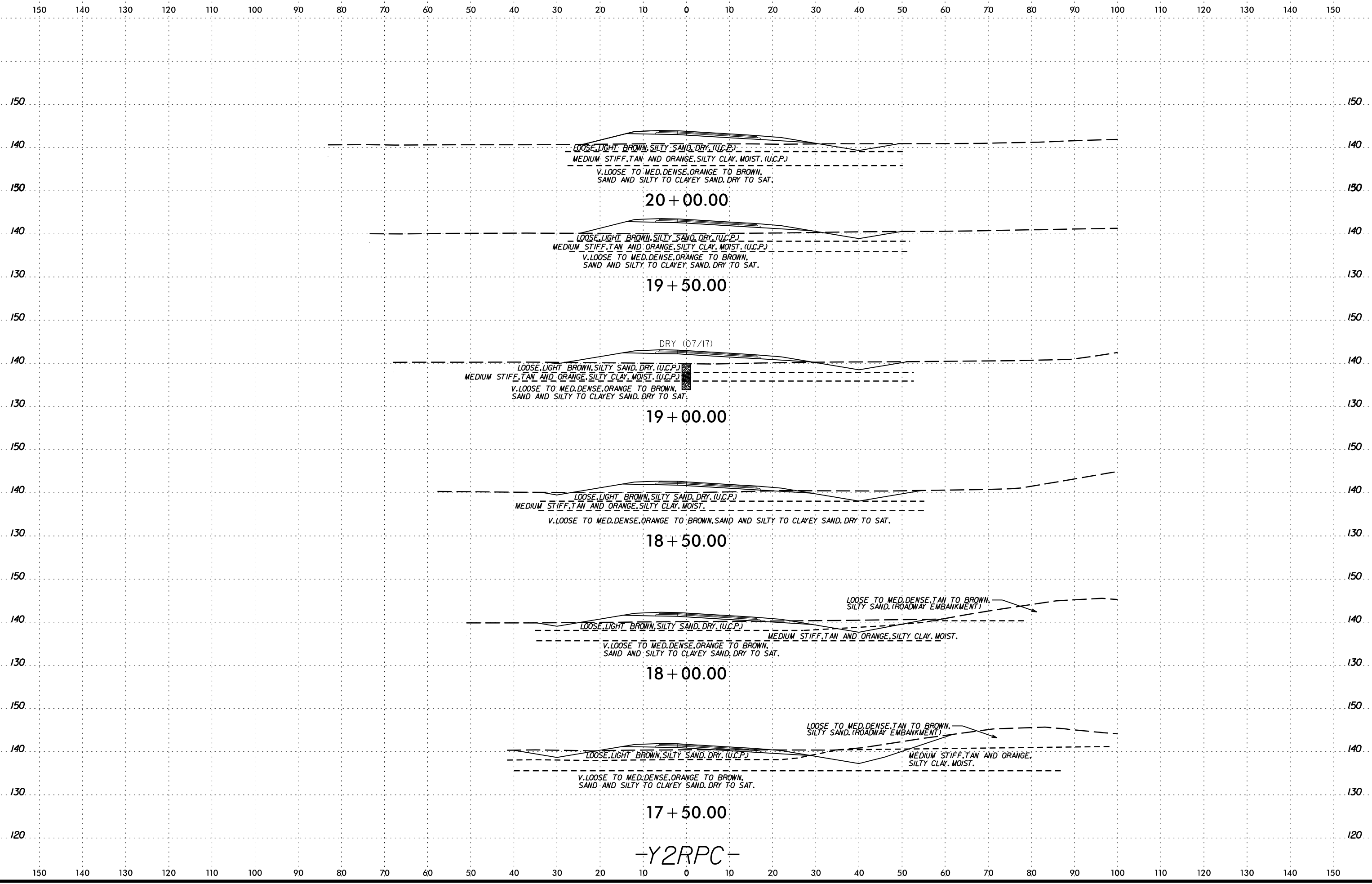


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 SHUDSON

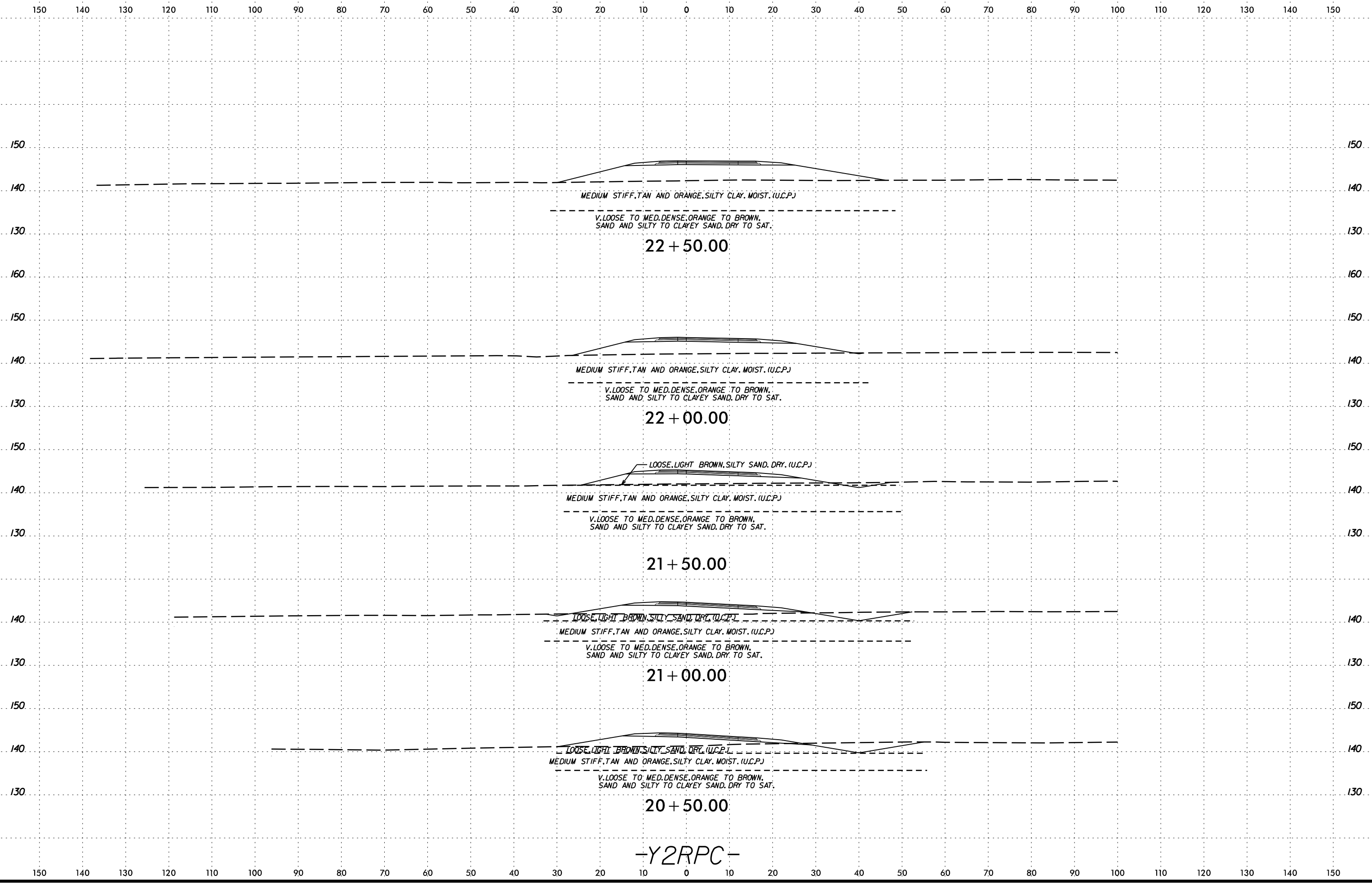
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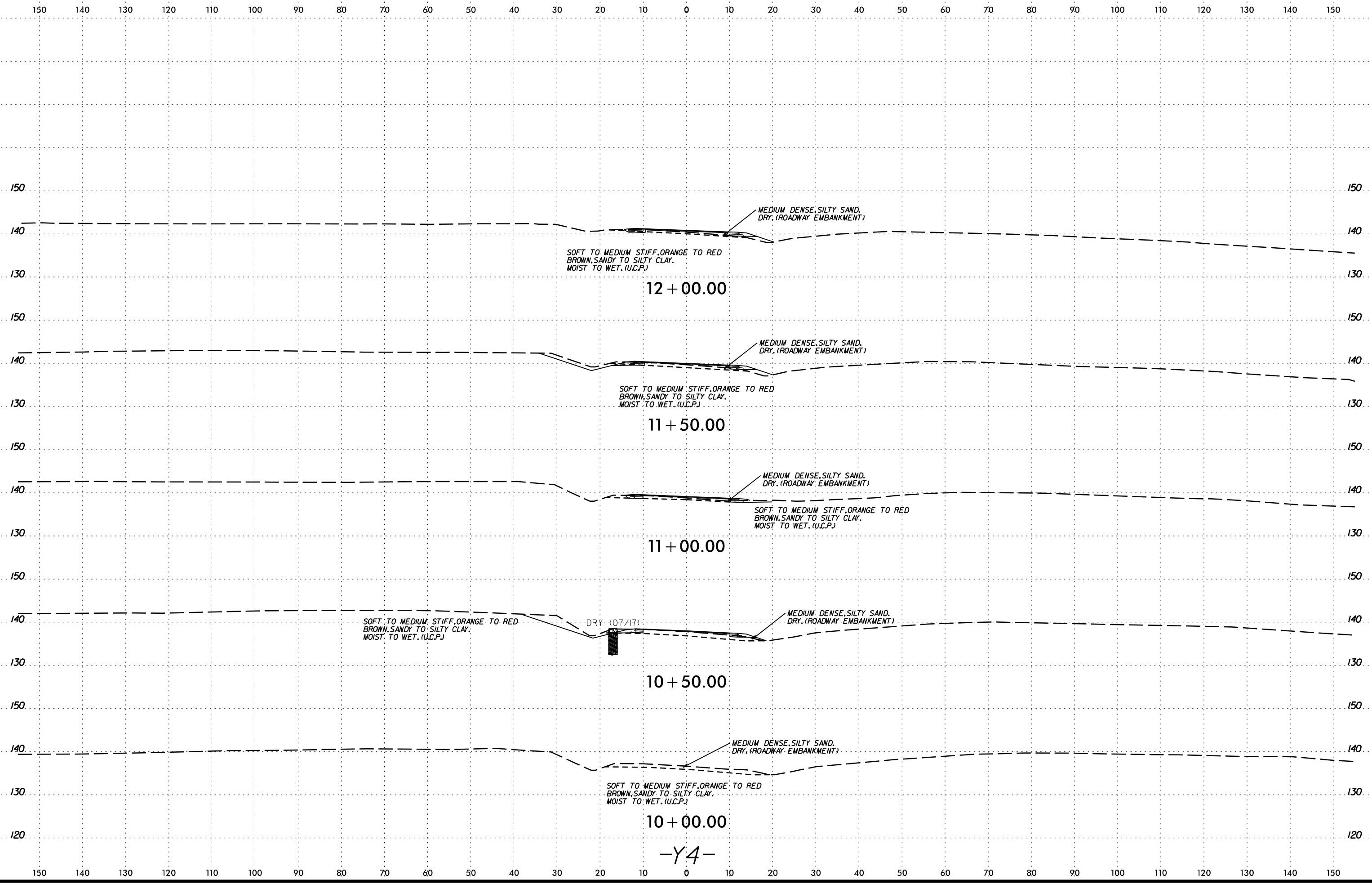


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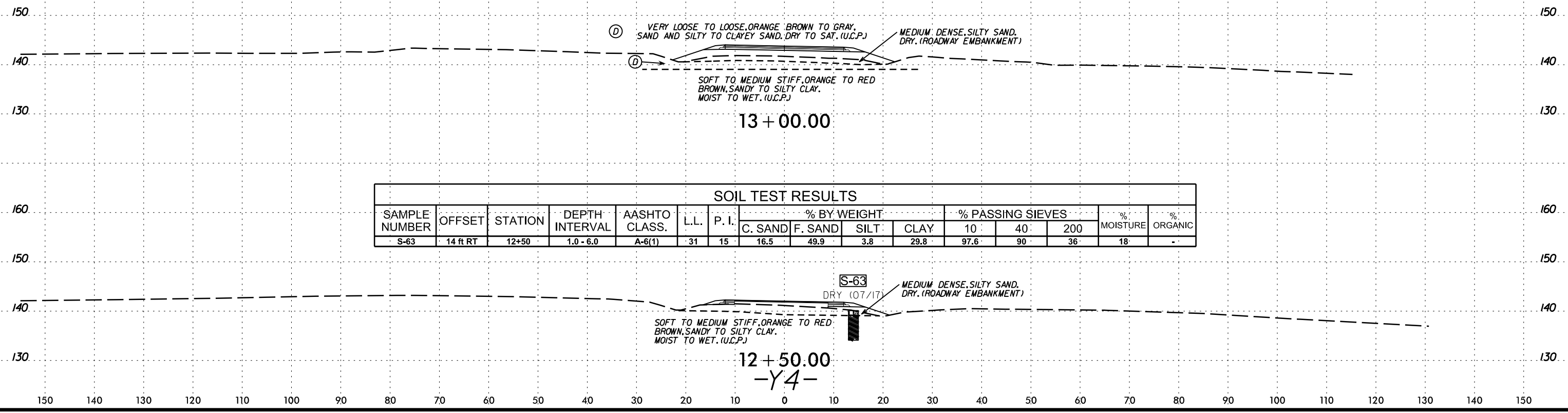
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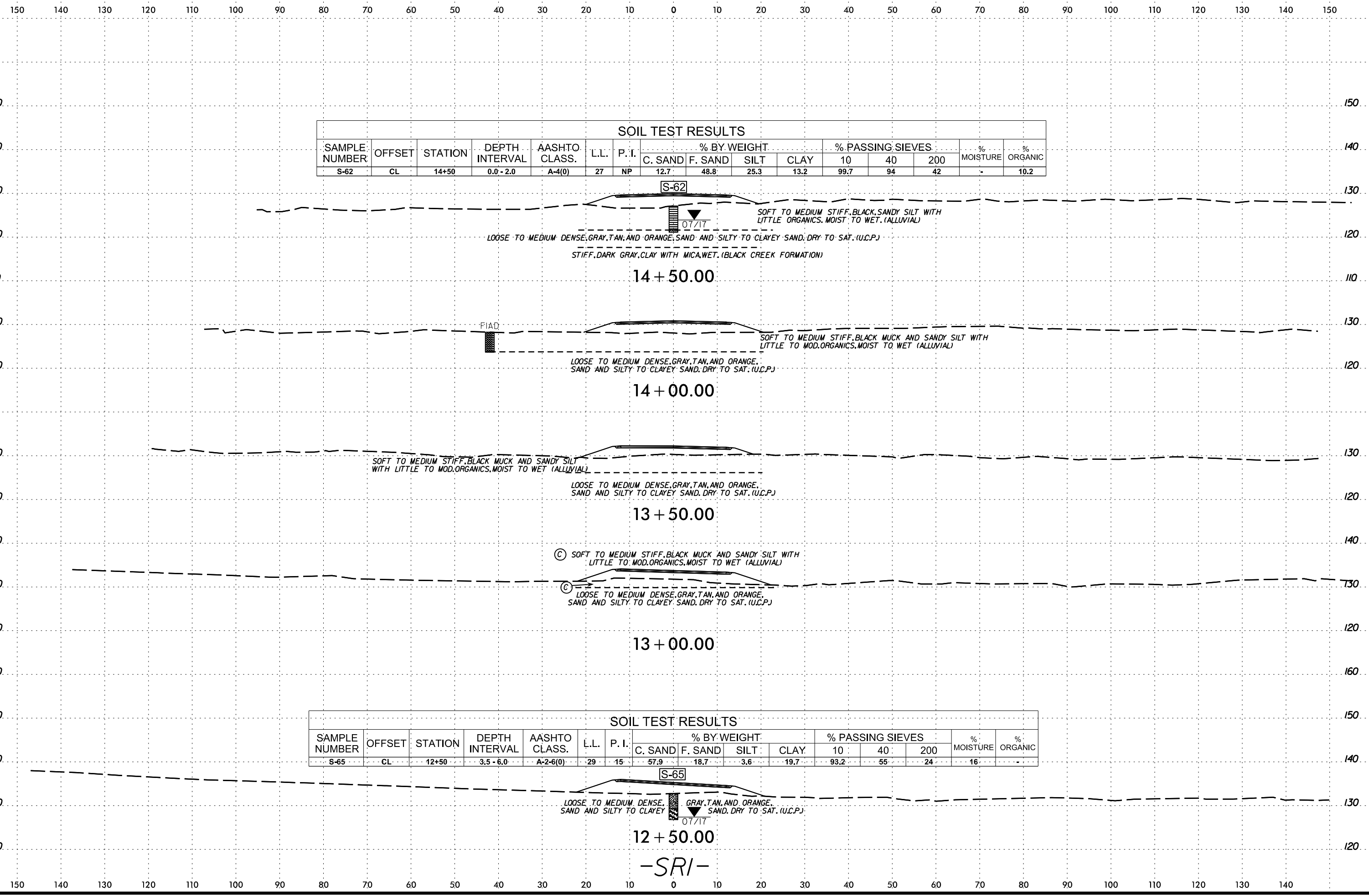


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 SHUDSON-PC



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-62	CL	14+50	0.0 - 2.0	A-4(0)	27	NP	12.7	48.8	25.3	13.2	99.7	94	42	-	10.2

S-62

07/17

SOFT TO MEDIUM STIFF, BLACK, SANDY SILT WITH LITTLE ORGANICS, MOIST TO WET. (ALLUVIAL)

LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

STIFF, DARK GRAY, CLAY WITH MICA, WET. (BLACK CREEK FORMATION)

14 + 50.00

FIAD

SOFT TO MEDIUM STIFF, BLACK MUCK AND SANDY SILT WITH LITTLE TO MOD. ORGANICS, MOIST TO WET (ALLUVIAL)

LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

14 + 00.00

SOFT TO MEDIUM STIFF, BLACK MUCK AND SANDY SILT WITH LITTLE TO MOD. ORGANICS, MOIST TO WET (ALLUVIAL)

LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

13 + 50.00

(C) SOFT TO MEDIUM STIFF, BLACK MUCK AND SANDY SILT WITH LITTLE TO MOD. ORGANICS, MOIST TO WET (ALLUVIAL)

(C) LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

13 + 00.00

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-65	CL	12+50	3.5 - 6.0	A-2-6(0)	29	15	57.9	18.7	3.6	19.7	93.2	55	24	16	-

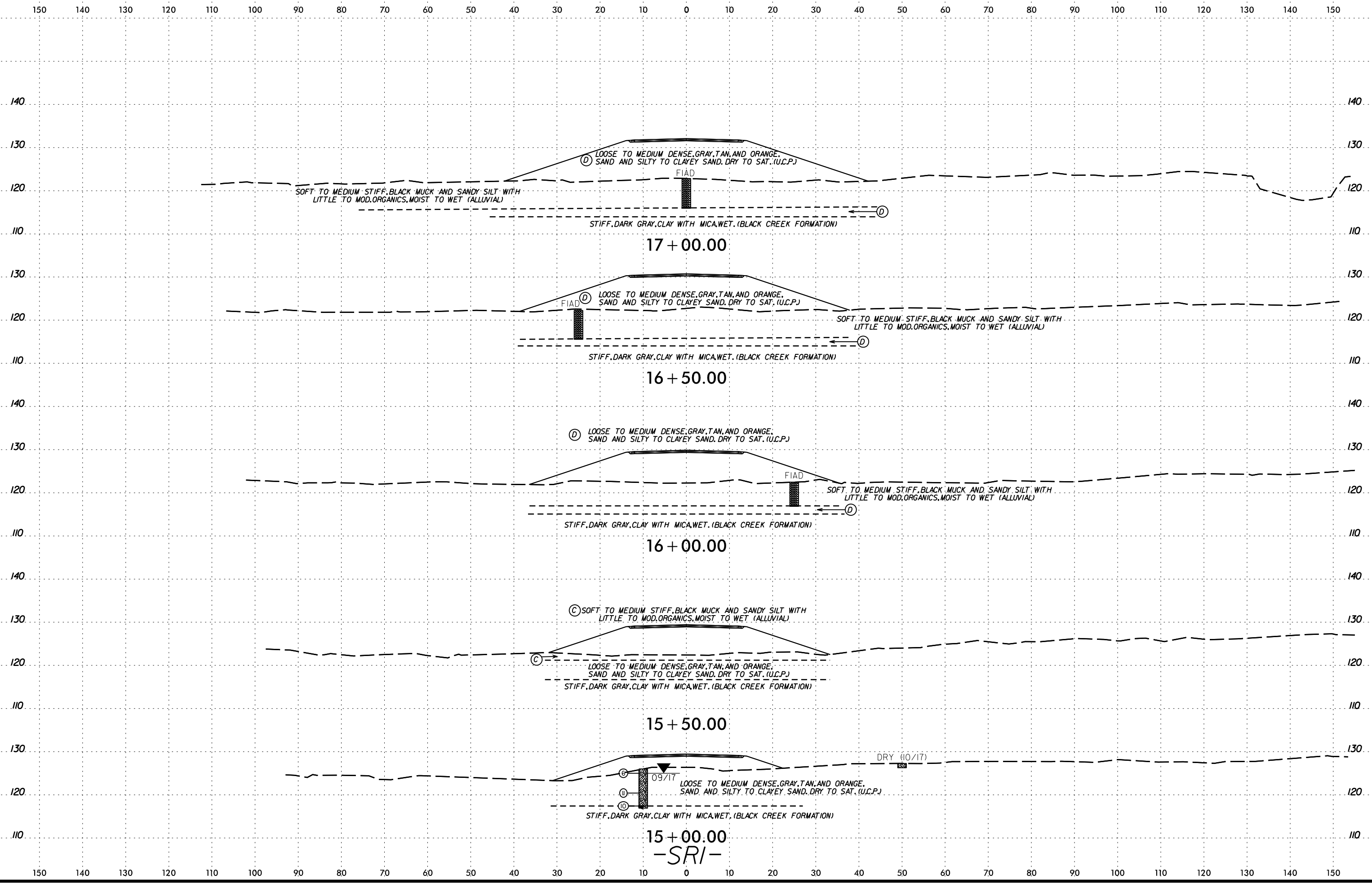
S-65

07/17

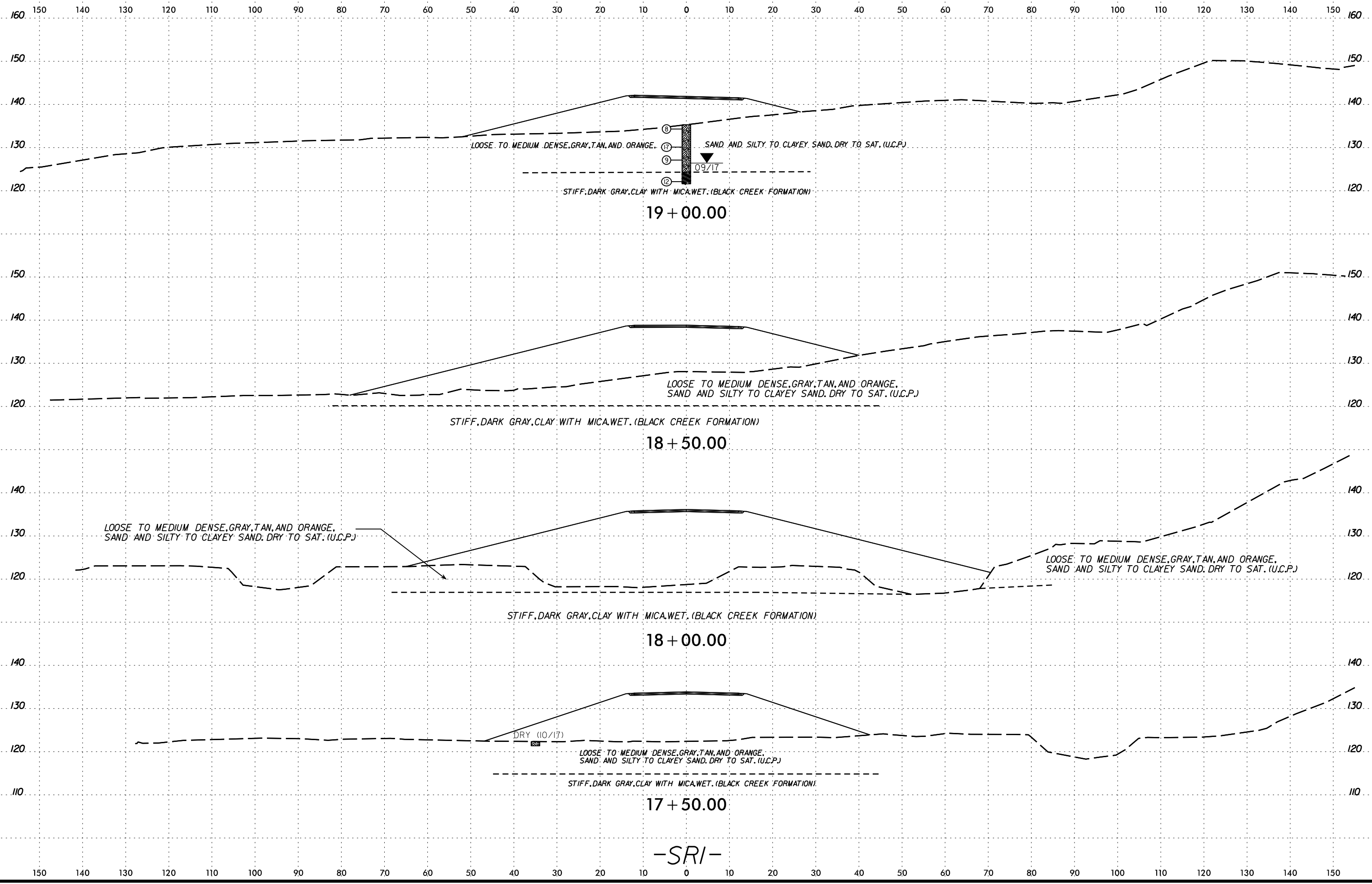
LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

12 + 50.00

-SRI-

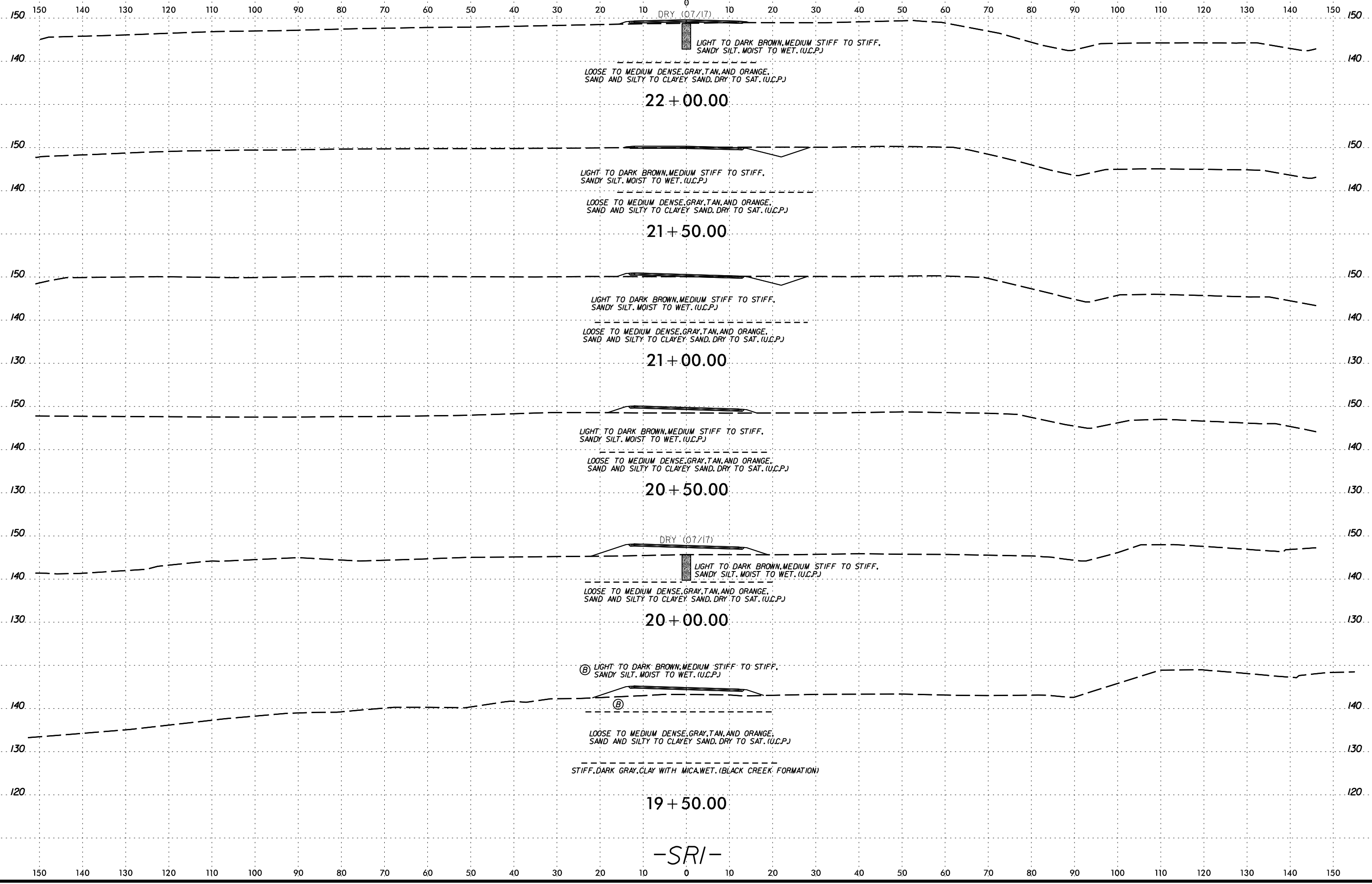


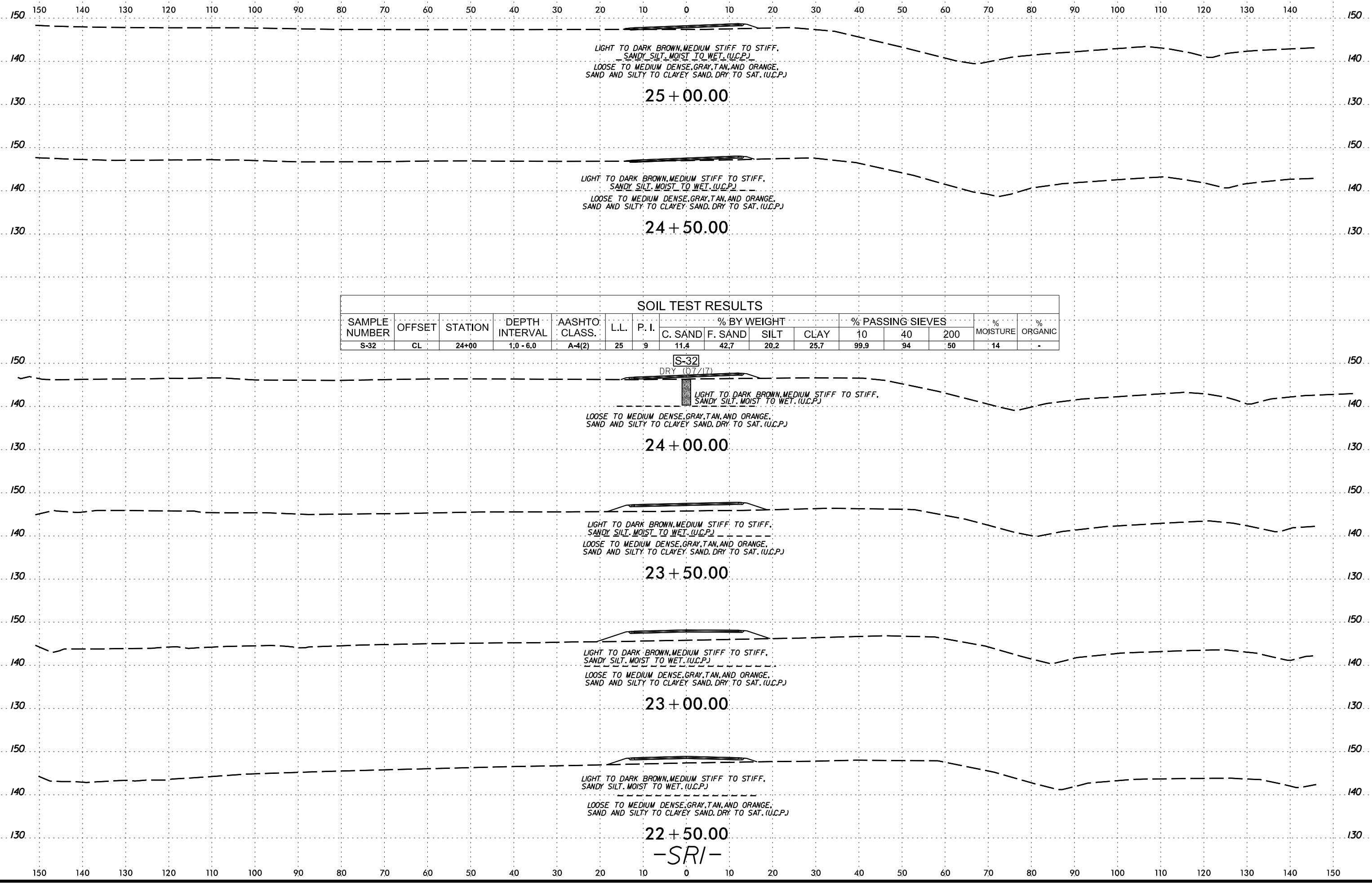
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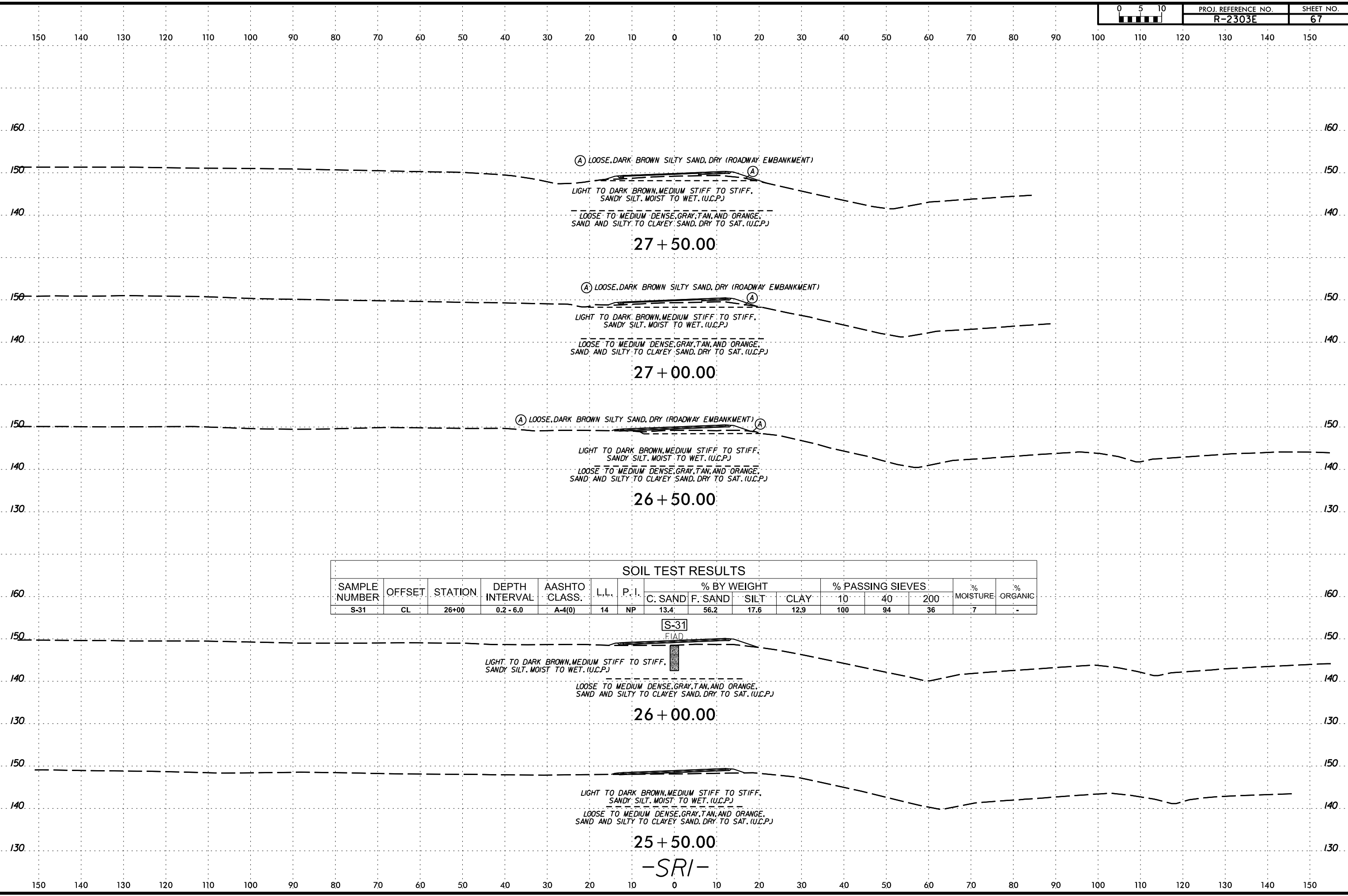
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 SHUDSON-PC



(A) LOOSE, DARK BROWN SILTY SAND, DRY (ROADWAY EMBANKMENT)
 LIGHT TO DARK BROWN, MEDIUM STIFF TO STIFF, SANDY SILT, MOIST TO WET. (U.C.P.)
 LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

27 + 50.00

(A) LOOSE, DARK BROWN SILTY SAND, DRY (ROADWAY EMBANKMENT)
 LIGHT TO DARK BROWN, MEDIUM STIFF TO STIFF, SANDY SILT, MOIST TO WET. (U.C.P.)
 LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

27 + 00.00

(A) LOOSE, DARK BROWN SILTY SAND, DRY (ROADWAY EMBANKMENT)
 LIGHT TO DARK BROWN, MEDIUM STIFF TO STIFF, SANDY SILT, MOIST TO WET. (U.C.P.)
 LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

26 + 50.00

SOIL TEST RESULTS															
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-31	CL	26+00	0.2 - 6.0	A-4(0)	14	NP	13.4	56.2	17.6	12.9	100	94	36	7	-

S-31
FIAD

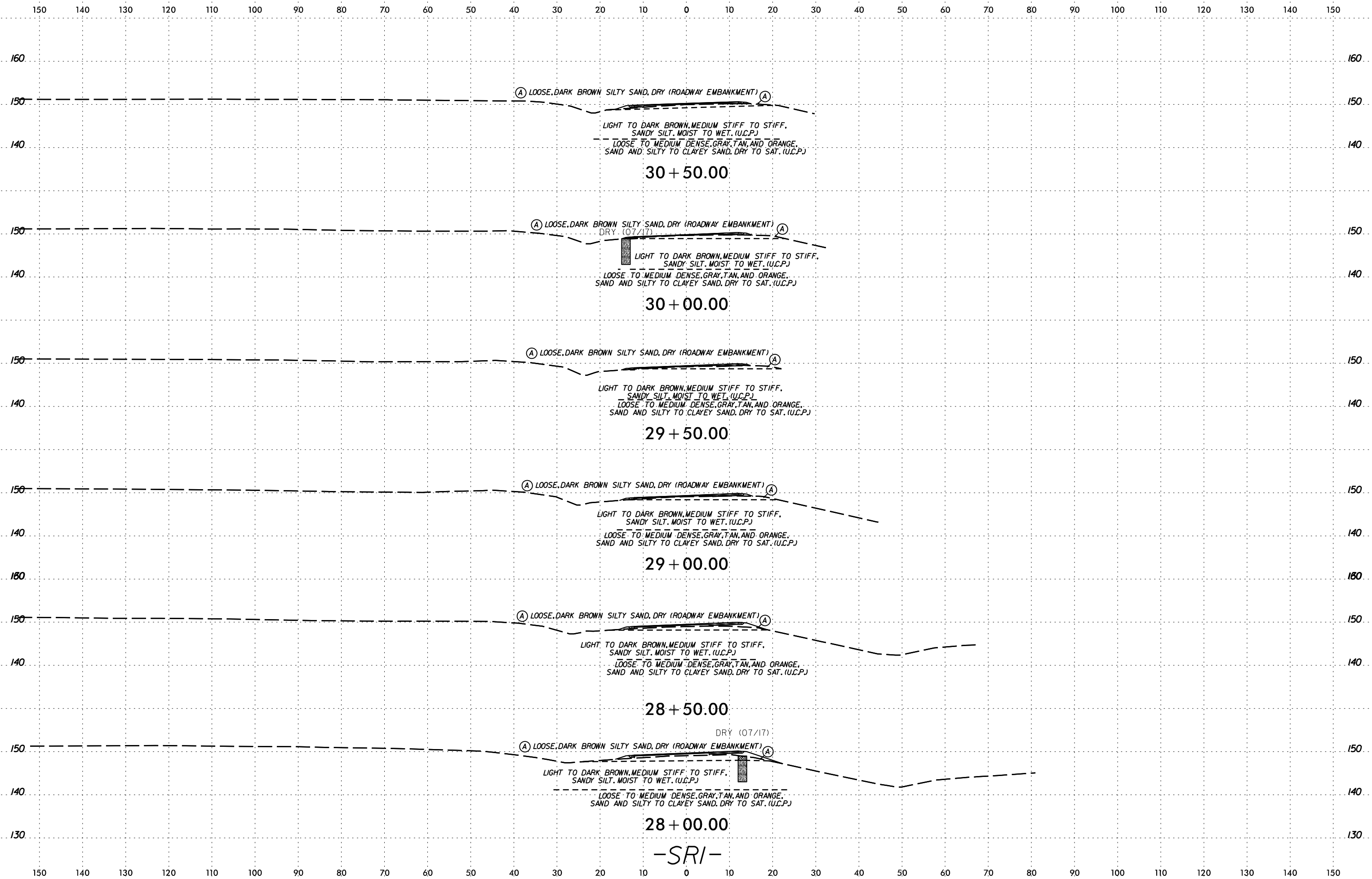
LIGHT TO DARK BROWN, MEDIUM STIFF TO STIFF, SANDY SILT, MOIST TO WET. (U.C.P.)
 LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

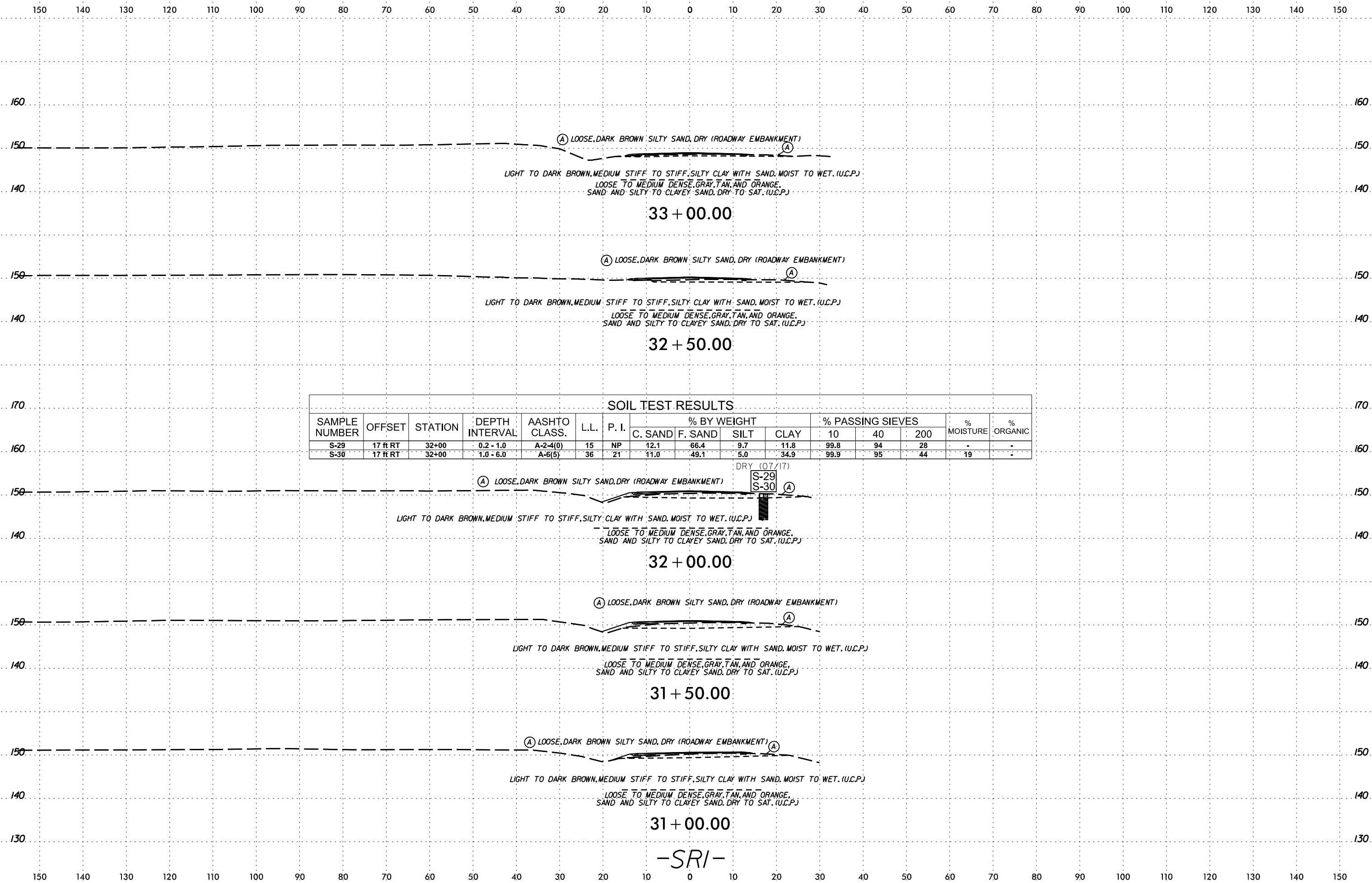
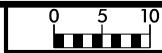
26 + 00.00

LIGHT TO DARK BROWN, MEDIUM STIFF TO STIFF, SANDY SILT, MOIST TO WET. (U.C.P.)
 LOOSE TO MEDIUM DENSE, GRAY, TAN, AND ORANGE, SAND AND SILTY TO CLAYEY SAND, DRY TO SAT. (U.C.P.)

25 + 50.00

-SRI-





SOIL TEST RESULTS

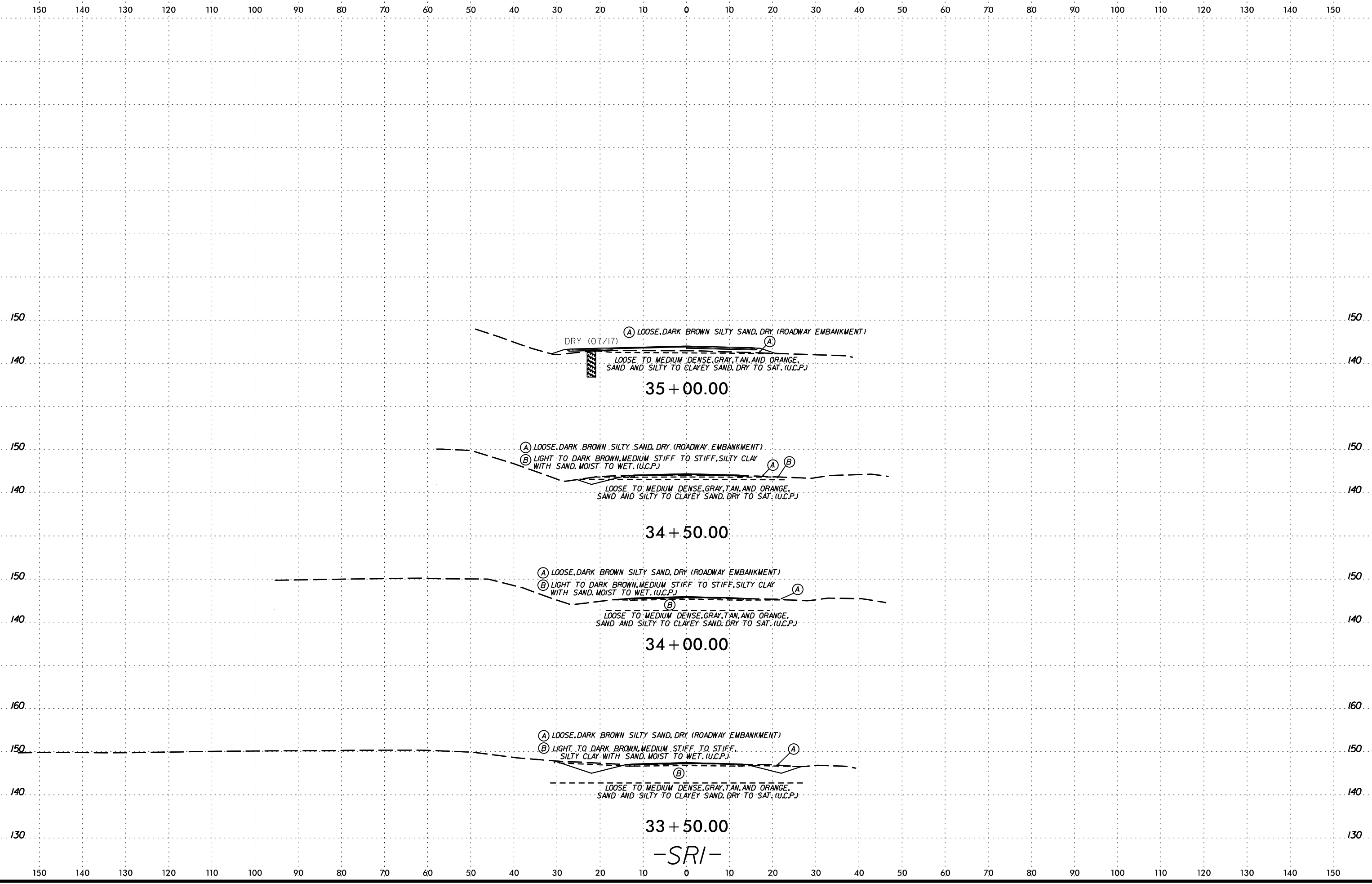
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-29	17 ft RT	32+00	0.2 - 1.0	A-2-4(0)	15	NP	12.1	66.4	9.7	11.8	99.8	94	28	-	-
S-30	17 ft RT	32+00	1.0 - 6.0	A-6(5)	36	21	11.0	49.1	5.0	34.9	99.9	95	44	19	-

DRY (07/17)

S-29

S-30

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