NOTE: SEE SHEET 2A FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

CONTENTS

LINE	STATION	PLAN	PROFILE	XSECT
-L-	692+32.98 to 836+32.44	4-12	28-33	76-87
-Y1-	10+00.00 to 15+50.00	14	33	
-Y1B-	12+00.00 to 41+83.63	5,6,14	34-35	
-Y1BDET-	16+00.00 to 31+00.00	14A	35	
-Y2-	10+00.00 to 14+30.93	6	36	
-Y4D-	10+00.00 to 11+00.00	15	36	
-Y4-	11+00.00 to 60+50.00	13,6,14,15	37-38	
-Y4DET-	10+00.00 to 36+52.73	15A	39	
-Y4RPA-	10+00.00 to 27+70.87	6	40	
-Y4RPB-	10+00.00 to 28+87.96	6	41	
-Y4RPC-	10+00.00 to 26+16.04	7,6	42	
-Y4RPD-	10+00.00 to 27+40.58	7,6	43	
-Y4SPRA-	10+00.00 to 14+00.44	6	44	
-Y4SPRB-	10+00.00 to 13+33.00	6	44	
-Y4SPRC-	10+00.00 to 14+24.68	6	44	
-Y4SPRD-	10+00.00 to 13+33.00	6	44	
-Y4A-	10+00.00 to 18+00.00	13	45	
-Y4B-	12+50.00 to 14+52.58	13	45	
-Y5B-	14+00.00 to 23+50.00	26	46	
-Y8-	13+00.00 to 20+00.00	27	46	
-Y15-	21+50.00 to 56+00.00 LB	16-18	47-48	
-Y15REV-	8+00.00 LA to 96+28.30 LB	18,19,10,20,21	48-51	
-Y15-	145+00.00 LA to 176+96.90	21-24	51-52	
-Y15FLYAC-	10+00.00 to 93+22.52	21,20,10,11	53-55	
-Y15FLYBD-	10+00.00 to 97+36.57	9,10,25,20,21	56-59	88,89
-Y15FLYCA-	10+00.00 to 90+39.94	17-19,11,10,9	60-62	90-92
-Y15RPA-	10+00.00 to 36+16.69	20,10,9	63	93-96
-Y15RPB-	10+00.00 to 41+32.99	10,19	64-65	
-Y15RPC-	10+00.00 to 32+03.05	19,11	65-66	
-Y15RPD-	10+00.00 to 40+50.44	25,11	66-67	
-Y15LPA-	10+00.00 to 26+95.04	10	68	
-Y16-	12+00.00 to 34+00.00	11	69	
-Y16DET-	13+00.00 to 33+76.97	11A	70	
-16A-	10+00.00 to 12+51.55	11	71	
-Y16B-	10+00.00 to 15+23.68	11	71	
-UXRPB-	10+00.00 to 19+13.04	23	72	
-UXRPC-	10+00.00 to 23+89.52	22,23	72	
-SERVI-	10+00.00 to 29+32.42	13,6	73	97
-Y15XOVER1-	10+00.00 to 21+89.81	24A	74	
-Y15XOVER2-	10+00.00 to 21+89.81	24B	74	
-Y6-	10+09.31 to 12+50.00	6	75	
SAMPLE RESULTS		98-102		

ID: U-2579AB

CONTRACT: 34839.1.1

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

ROADWAY SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 34839.1.1 (U-2579AB) F.A. PROJ. NHF-0918(14)

COUNTY FORSYTH

PROJECT DESCRIPTION WINSTON-SALEM NORTHERN BELTWAY (EASTERN SECTION OF FUTURE I-74) FROM I-40 TO I-40 BUS /US 421

INVENTORY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2579AB	1	102

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
34839.1.1	NHF-0918(14)	P.E.
		R/W & UTIL.

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.

PERSONNEL

C.C. MURRAY

J.E. ESTEP

M.R. MOORE

INVESTIGATED BY R.Q. CALLAWAY

CHECKED BY C.B. LITTLE

SUBMITTED BY C.B. LITTLE

DATE JANUARY, 2011

NORTH CAROLINA LICENSED SEAL 1104 GEOLOGIST CLINTON B. LITTLE 2-8-11

DRAWN BY: J.K. McCLURE/J.E. ROLFSMEYER

NOTE - THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N. C. DEPARTMENT OF TRANSPORTATION AS BEING ACCURATE NOR IT IS 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.

PROJECT REFERENCE NO.	SHEET NO.
34839.1.1 (U-2579AB)	2

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

SUBSURFACE INVESTIGATION

SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

SOIL DESCRIPTION

SOIL IS CONSIDERED TO BE THE UNCONSOLIDATED, SEMI-CONSOLIDATED, OR WEATHERED EARTH MATERIALS THAT CAN BE PENETRATED WITH A CONTINUOUS FLIGHT POWER AUGER, AND YIELD LESS THAN 100 BLOWS PER FOOT ACCORDING TO STANDARD PENETRATION TEST (AASHTO T206, ASTM D-1586). SOIL CLASSIFICATION IS BASED ON THE AASHTO SYSTEM. BASIC DESCRIPTIONS GENERALLY SHALL INCLUDE: CONSISTENCY, COLOR, TEXTURE, MOISTURE, AASHTO CLASSIFICATION, AND OTHER PERTINENT FACTORS SUCH AS MINERALOGICAL COMPOSITION, ANGULARITY, STRUCTURE, PLASTICITY, ETC. EXAMPLE:

VERY STIFF, GRAY, SILTY CLAY, MOIST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6

SOIL LEGEND AND AASHTO CLASSIFICATION

GENERAL CLASS.	GRANULAR MATERIALS (≤ 35% PASSING #200)							SILT-CLAY MATERIALS (> 35% PASSING #200)				ORGANIC MATERIALS		
GROUP CLASS.	A-1		A-3	A-2				A-4	A-5	A-6	A-7	A-1, A-2 A-3	A-4, A-5 A-6, A-7	
	A-1-a	A-1-b		A-2-4	A-2-5	A-2-6	A-2-7				A-7-5 A-7-6			
SYMBOL														
% PASSING #10	50 MX													
#40	30 MX	50 MX	51 MN									GRANULAR SOILS	SILT-CLAY SOILS	MUCK, PEAT
#200	15 MX	25 MX	10 MX	35 MX	35 MX	35 MX	35 MX	36 MN	36 MN	36 MN	36 MN			
LIQUID LIMIT	6 MX		NP	40 MX	41 MN	40 MX	41 MN	40 MX	41 MN	40 MX	41 MN	SOILS WITH LITTLE OR MODERATE AMOUNTS OF ORGANIC MATTER		HIGHLY ORGANIC SOILS
PLASTIC INDEX				10 MX	10 MX	11 MN	11 MN	10 MX	10 MX	11 MN	11 MN			
GROUP INDEX	0		0	0		4 MX		8 MX	12 MX	16 MX	No MX			
USUAL TYPES OF MAJOR MATERIALS	STONE FRAGS. GRAVEL AND SAND		FINE SAND	SILTY OR CLAYEY GRAVEL AND SAND				SILTY SOILS		CLAYEY SOILS				
GEN. RATING AS A SUBGRADE	EXCELLENT TO GOOD							FAIR TO POOR				FAIR TO POOR	POOR	UNSUITABLE

PI OF A-7-5 SUBGROUP IS ≤ LL - 30 ; PI OF A-7-6 SUBGROUP IS > LL - 30

CONSISTENCY OR DENSENESS

PRIMARY SOIL TYPE	COMPACTNESS OR CONSISTENCY	RANGE OF STANDARD PENETRATION RESISTENCE (N-VALUE)	RANGE OF UNCONFINED COMPRESSIVE STRENGTH (TONS/FT²)
GENERALLY GRANULAR MATERIAL (NON-COHESIVE)	VERY LOOSE	<4	N/A
	LOOSE	4 TO 10	
	MEDIUM DENSE	10 TO 30	
	DENSE	30 TO 50	
	VERY DENSE	>50	
GENERALLY SILT-CLAY MATERIAL (COHESIVE)	VERY SOFT	<2	<0.25
	SOFT	2 TO 4	0.25 TO 0.50
	MEDIUM STIFF	4 TO 8	0.5 TO 1.0
	STIFF	8 TO 15	1 TO 2
	VERY STIFF	15 TO 30	2 TO 4
	HARD	>30	>4

TEXTURE OR GRAIN SIZE

U.S. STD. SIEVE SIZE	4	10	40	60	200	270
OPENING (MM)	4.76	2.00	0.42	0.25	0.075	0.053

BOULDER (BLDR.)	COBBLE (COB.)	GRAVEL (GR.)	COARSE SAND (CSE. SD.)	FINE SAND (F SD.)	SILT (SL.)	CLAY (CL.)

GRAIN SIZE	MM	305	75	2.0	0.25	0.05	0.005
	IN.	12	3				

SOIL MOISTURE - CORRELATION OF TERMS

SOIL MOISTURE SCALE (ATTERBERG LIMITS)	FIELD MOISTURE DESCRIPTION	GUIDE FOR FIELD MOISTURE DESCRIPTION
	- SATURATED - (SAT.)	USUALLY LIQUID; VERY WET, USUALLY FROM BELOW THE GROUND WATER TABLE
LL — LIQUID LIMIT		
PLASTIC RANGE (PI)	- WET - (W)	SEMISOLID; REQUIRES DRYING TO ATTAIN OPTIMUM MOISTURE
PL — PLASTIC LIMIT		
OM — OPTIMUM MOISTURE	- MOIST - (M)	SOLID; AT OR NEAR OPTIMUM MOISTURE
SL — SHRINKAGE LIMIT		
	- DRY - (D)	REQUIRES ADDITIONAL WATER TO ATTAIN OPTIMUM MOISTURE

PLASTICITY

	PLASTICITY INDEX (PI)	DRY STRENGTH
NONPLASTIC	0-5	VERY LOW
LOW PLASTICITY	6-15	SLIGHT
MED. PLASTICITY	16-25	MEDIUM
HIGH PLASTICITY	26 OR MORE	HIGH

COLOR

DESCRIPTIONS MAY INCLUDE COLOR OR COLOR COMBINATIONS (TAN, RED, YELLOW-BROWN, BLUE-GRAY). MODIFIERS SUCH AS LIGHT, DARK, STREAKED, ETC. ARE USED TO DESCRIBE APPEARANCE.

GRADATION

WELL GRADED - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE.
UNIFORM - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE. (ALSO POORLY GRADED)
GAP-GRADED - INDICATES A MIXTURE OF UNIFORM PARTICLES OF TWO OR MORE SIZES.

ANGULARITY OF GRAINS

THE ANGULARITY OR ROUNDNESS OF SOIL GRAINS IS DESIGNATED BY THE TERMS: ANGULAR, SUBANGULAR, SUBROUNDED, OR ROUNDED.

MINERALOGICAL COMPOSITION

MINERAL NAMES SUCH AS QUARTZ, FELDSPAR, MICA, TALC, KAOLIN, ETC. ARE USED IN DESCRIPTIONS WHENEVER THEY ARE CONSIDERED OF SIGNIFICANCE.

COMPRESSIBILITY

SLIGHTLY COMPRESSIBLE	LIQUID LIMIT LESS THAN 31
MODERATELY COMPRESSIBLE	LIQUID LIMIT EQUAL TO 31-50
HIGHLY COMPRESSIBLE	LIQUID LIMIT GREATER THAN 50

PERCENTAGE OF MATERIAL

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

GROUND WATER

- WATER LEVEL IN BORE HOLE IMMEDIATELY AFTER DRILLING
- STATIC WATER LEVEL AFTER 24 HOURS
- PW — PERCHED WATER, SATURATED ZONE, OR WATER BEARING STRATA
- SPRING OR SEEP

MISCELLANEOUS SYMBOLS

- ROADWAY EMBANKMENT (RE) WITH SOIL DESCRIPTION
- SOIL SYMBOL
- ARTIFICIAL FILL (AF) OTHER THAN ROADWAY EMBANKMENT
- INFERRED SOIL BOUNDARY
- INFERRED ROCK LINE
- ALLUVIAL SOIL BOUNDARY
- 25/025 — DIP & DIP DIRECTION OF ROCK STRUCTURES
- SPT, DPT, DMT, VST, PMT — TEST BORING
- AUGER BORING
- CORE BORING
- MW — MONITORING WELL
- PIEZOMETER INSTALLATION
- SLOPE INDICATOR INSTALLATION
- CONE PENETROMETER TEST
- SOUNDING ROD
- TEST BORING W/ CORE
- SPT N-VALUE
- REF — SPT REFUSAL

ABBREVIATIONS

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
MED. - MEDIUM
MICA. - MICACEOUS
MOD. - MODERATELY
NP - NON PLASTIC
ORG. - ORGANIC
PMT - PRESSUREMETER TEST
SAP. - SAPROLITIC
SD. - SAND, SANDY
SL. - SILT, SILTY
SLI. - SLIGHTLY
TCR - TRICONE REFUSAL
w - MOISTURE CONTENT
V - VERY
VST - VANE SHEAR TEST
WEA. - WEATHERED
γ - UNIT WEIGHT
γ_d - DRY UNIT WEIGHT

SAMPLE ABBREVIATIONS
S - BULK
SS - SPLIT SPOON
ST - SHELBY TUBE
RS - ROCK
RT - RECOMPACTED TRIAXIAL
CBR - CALIFORNIA BEARING RATIO

EQUIPMENT USED ON SUBJECT PROJECT

DRILL UNITS:
- [ ] MOBILE B-___
- [ ] BK-51
- [ ] CME-45C
- [X] CME-550
- [ ] PORTABLE HOIST
- [ ] _____
- [ ] _____

ADVANCING TOOLS:
- [ ] CLAY BITS
- [X] 6" CONTINUOUS FLIGHT AUGER
- [X] 8" HOLLOW AUGERS
- [ ] HARD FACED FINGER BITS
- [X] TUNG.-CARBIDE INSERTS
- [ ] CASING [ ] W/ ADVANCER
- [ ] TRICONE_____" STEEL TEETH
- [ ] TRICONE_____" TUNG.-CARB.
- [ ] CORE BIT
- [ ] _____

HAMMER TYPE:
- [X] AUTOMATIC
- [ ] MANUAL

CORE SIZE:
- [ ] -B_____
- [ ] -N_____
- [ ] -H_____

HAND TOOLS:
- [ ] POST HOLE DIGGER
- [ ] HAND AUGER
- [ ] SOUNDING ROD
- [ ] VANE SHEAR TEST
- [ ] _____

ROCK DESCRIPTION

HARD ROCK IS NON-COASTAL PLAIN MATERIAL THAT IF TESTED, WOULD YIELD SPT REFUSAL. AN INFERRED ROCK LINE INDICATES THE LEVEL AT WHICH NON-COASTAL PLAIN MATERIAL WOULD YIELD SPT REFUSAL. SPT REFUSAL IS PENETRATION BY A SPLIT SPOON SAMPLER EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS. IN NON-COASTAL PLAIN MATERIAL, THE TRANSITION BETWEEN SOIL AND ROCK IS OFTEN REPRESENTED BY A ZONE OF WEATHERED ROCK.
ROCK MATERIALS ARE TYPICALLY DIVIDED AS FOLLOWS:

WEATHERED ROCK (WR)	NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT N VALUES > 100 BLOWS PER FOOT IF TESTED.
CRYSTALLINE ROCK (CR)	FINE TO COARSE GRAIN IGNEOUS AND METAMORPHIC ROCK THAT WOULD YIELD SPT REFUSAL IF TESTED. ROCK TYPE INCLUDES GRANITE, GNEISS, GABBRO, SCHIST, ETC.
NON-CRYSTALLINE ROCK (NCR)	FINE TO COARSE GRAIN METAMORPHIC AND NON-COASTAL PLAIN SEDIMENTARY ROCK THAT WOULD YEILD SPT REFUSAL IF TESTED. ROCK TYPE INCLUDES PHYLLITE, SLATE, SANDSTONE, ETC.
COASTAL PLAIN SEDIMENTARY ROCK (CP)	COASTAL PLAIN SEDIMENTS CEMENTED INTO ROCK, BUT MAY NOT YIELD SPT REFUSAL. ROCK TYPE INCLUDES LIMESTONE, SANDSTONE, CEMENTED SHELL BEDS, ETC.

WEATHERING

FRESH	ROCK FRESH, CRYSTALS BRIGHT, FEW JOINTS MAY SHOW SLIGHT STAINING. ROCK RINGS UNDER HAMMER IF CRYSTALLINE.
VERY SLIGHT (V SLI.)	ROCK GENERALLY FRESH, JOINTS STAINED, SOME JOINTS MAY SHOW THIN CLAY COATINGS IF OPEN, CRYSTALS ON A BROKEN SPECIMEN FACE SHINE BRIGHTLY. ROCK RINGS UNDER HAMMER BLOWS IF OF A CRYSTALLINE NATURE.
SLIGHT (SLI.)	ROCK GENERALLY FRESH, JOINTS STAINED AND DISCOLORATION EXTENDS INTO ROCK UP TO 1 INCH. OPEN JOINTS MAY CONTAIN CLAY. IN GRANITOID ROCKS SOME OCCASIONAL FELDSPAR CRYSTALS ARE DULL AND DISCOLORED. CRYSTALLINE ROCKS RING UNDER HAMMER BLOWS.
MODERATE (MOD.)	SIGNIFICANT PORTIONS OF ROCK SHOW DISCOLORATION AND WEATHERING EFFECTS. IN GRANITOID ROCKS, MOST FELDSPARS ARE DULL AND DISCOLORED, SOME SHOW CLAY. ROCK HAS DULL SOUND UNDER HAMMER BLOWS AND SHOWS SIGNIFICANT LOSS OF STRENGTH AS COMPARED WITH FRESH ROCK.
MODERATELY SEVERE (MOD. SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. IN GRANITOID ROCKS, ALL FELDSPARS DULL AND DISCOLORED AND A MAJORITY SHOW KAOLINIZATION. ROCK SHOWS SEVERE LOSS OF STRENGTH AND CAN BE EXCAVATED WITH A GEOLOGIST'S PICK. ROCK GIVES "CLUNK" SOUND WHEN STRUCK. *IF TESTED, WOULD YIELD SPT REFUSAL*
SEVERE (SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. ROCK FABRIC CLEAR AND EVIDENT BUT REDUCED IN STRENGTH TO STRONG SOIL. IN GRANITOID ROCKS ALL FELDSPARS ARE KAOLINIZED TO SOME EXTENT. SOME FRAGMENTS OF STRONG ROCK USUALLY REMAIN. *IF TESTED, YIELDS SPT N VALUES > 100 BPF*
VERY SEVERE (V SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. ROCK FABRIC ELEMENTS ARE DISCERNIBLE BUT THE MASS IS EFFECTIVELY REDUCED TO SOIL STATUS, WITH ONLY FRAGMENTS OF STRONG ROCK REMAINING. SAPROLITE IS AN EXAMPLE OF ROCK WEATHERED TO A DEGREE SUCH THAT ONLY MINOR VESTIGES OF THE ORIGINAL ROCK FABRIC REMAIN. *IF TESTED, YIELDS SPT N VALUES < 100 BPF*
COMPLETE	ROCK REDUCED TO SOIL. ROCK FABRIC NOT DISCERNIBLE, OR DISCERNIBLE ONLY IN SMALL AND SCATTERED CONCENTRATIONS. QUARTZ MAY BE PRESENT AS DIKES OR STRINGERS. SAPROLITE IS ALSO AN EXAMPLE.

ROCK HARDNESS

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 PEICES 1 INCH MAXIMUM SIZE BY HARD BLOWS OF THE POINT OF A GEOLOGIST'S PICK.
SOFT	CAN BE GROVED 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 FINGERNAIL.

FRACTURE SPACING

TERM	SPACING
VERY WIDE	MORE THAN 10 FEET
WIDE	3 TO 10 FEET
MODERATELY CLOSE	1 TO 3 FEET
CLOSE	0.16 TO 1 FEET
VERY CLOSE	LESS THAN 0.16 FEET

BEDDING

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

INDURATION

FOR SEDIMENTARY ROCKS, INDURATION IS THE HARDENING OF THE 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.

TERMS AND DEFINITIONS

ALLUVIUM (ALLUV.) - SOILS THAT HAVE BEEN TRANSPORTED BY WATER.

AQUIFER - A WATER BEARING FORMATION OR STRATA.

ARENACEOUS - APPLIED TO ROCKS THAT HAVE BEEN DERIVED FROM SAND OR THAT CONTAIN SAND.

ARGILLACEOUS - APPLIED TO ALL ROCKS OR SUBSTANCES COMPOSED OF CLAY MINERALS, OR HAVING A NOTABLE PROPORTION OF CLAY IN THEIR COMPOSITION, AS SHALE, SLATE, ETC.

ARTESIAN - GROUND WATER THAT IS UNDER SUFFICIENT PRESSURE TO RISE ABOVE THE LEVEL AT WHICH IT IS ENCOUNTERED, BUT WHICH DOES NOT NECESSARILY RISE TO OR ABOVE THE GROUND SURFACE.

CALCAREOUS (CALC.) - SOILS THAT CONTAIN APPRECIABLE AMOUNTS OF CALCIUM CARBONATE.

COLLUVIUM - ROCK FRAGMENTS MIXED WITH SOIL DEPOSITED BY GRAVITY ON SLOPE OR AT BOTTOM OF SLOPE.

CORE RECOVERY (REC.) - TOTAL LENGTH OF ALL MATERIAL RECOVERED IN THE CORE BARREL DIVIDED BY TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE.

DIKE - A TABULAR BODY OF IGNEOUS ROCK THAT CUTS ACROSS THE STRUCTURE OF ADJACENT ROCKS OR CUTS MASSIVE ROCK.

DIP - THE ANGLE AT WHICH A STRATUM OR ANY PLANAR FEATURE IS INCLINED FROM THE HORIZONTAL.

DIP DIRECTION (DIP AZIMUTH) - THE DIRECTION OR BEARING OF THE HORIZONTAL TRACE OF THE LINE OF DIP, MEASURED CLOCKWISE FROM NORTH.

FAULT - A FRACTURE OR FRACTURE ZONE ALONG WHICH THERE HAS BEEN DISPLACEMENT OF THE SIDES RELATIVE TO ONE ANOTHER PARALLEL TO THE FRACTURE.

FISSILE - A PROPERTY OF SPLITTING ALONG CLOSELY SPACED PARALLEL PLANES.

FLOAT - ROCK FRAGMENTS ON SURFACE NEAR THEIR ORIGINAL POSITION AND DISLODGED 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 (RQD) - 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 (SRQD) - 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.

BENCH MARK:

ELEVATION: FT.

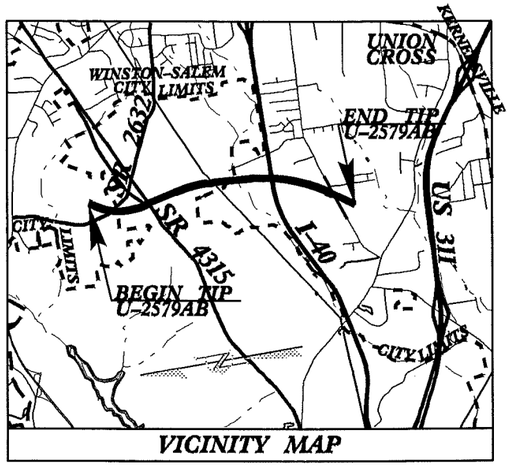
NOTES:

REVISED 09/23/09

09/28/99

CONTRACT: TIP PROJECT: U-2579AB

See Sheet 1-A For Index of Sheets



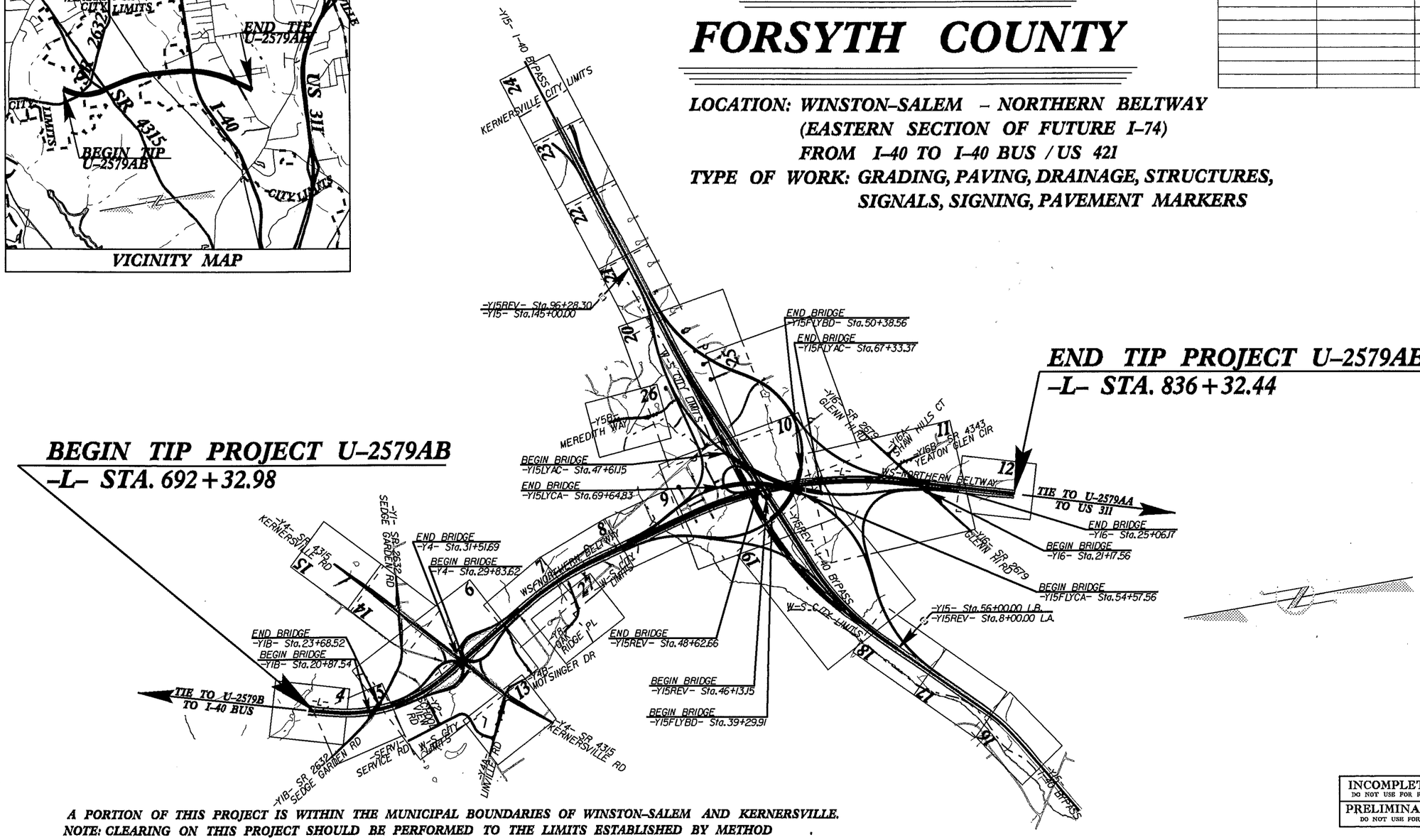
VICINITY MAP

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

FORSYTH COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2579AB	2A	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
34839.1.1	NHF – 0918(14)	PE	

LOCATION: WINSTON-SALEM – NORTHERN BELTWAY
(EASTERN SECTION OF FUTURE I-74)
FROM I-40 TO I-40 BUS / US 421
TYPE OF WORK: GRADING, PAVING, DRAINAGE, STRUCTURES, SIGNALS, SIGNING, PAVEMENT MARKERS



END TIP PROJECT U-2579AB
-L- STA. 836+32.44

BEGIN TIP PROJECT U-2579AB
-L- STA. 692+32.98

A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF WINSTON-SALEM AND KERNERSVILLE.
NOTE: CLEARING ON THIS PROJECT SHOULD BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD .

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

GRAPHIC SCALES

PLANS: 50 25 0 50 100

PROFILE (HORIZONTAL): 50 25 0 50 100

PROFILE (VERTICAL): 10 5 0 10 20

DESIGN DATA

ADT 2015 = 28,143
ADT 2035 = 39,000
DHV = 10 %
D = 60 %
T = 18 % *
V = 70 MPH

* TTST 6 DUAL 12

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT U-2579AB = 2.73 MILES

TOTAL LENGTH OF TIP PROJECT U-2579AB = 2.73 MILES

Prepared In the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

2006 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: DECEMBER 18, 2009

LETTING DATE: JANUARY 20, 2015

TONY HOUSER, PE
PROJECT ENGINEER

BRUCE PAYNE, PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE:

ROADWAY DESIGN ENGINEER

SIGNATURE:

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

STATE HIGHWAY DESIGN ENGINEER

14-JAN-2011 10:59
C:\Projects\U2579AB_GEO_RDWY_FORSYTH\CADD_GEOTECH\PlanProf\U2579ab_GEO_Inv_0002A_tsh.dgn
jerolfsmeyer AT GEH255454

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

STATE PROJECT: 34839.1.1 (U-2579AB)
FEDERAL PROJECT: NHF-0918(14).
COUNTY: FORSYTH
DESCRIPTION: WINSTON SALEM NORTHERN BELTWAY (EASTERN SECTION) (FUTURE I-74) FROM I-40 to I-40 Bus / US 421

SUBJECT: GEOTECHNICAL REPORT – Inventory

PROJECT DESCRIPTION

The U-2579 projects are part of future I-74, and are the eastern leg of a future Winston–Salem beltway. From the south end of U-2579B this project, U-2579AB, will advance I-75 construction as the -L- alignment. The new road will pass under Kernersville road, and connect with it through ramps etcetera. It will pass under existing I-40 Bypass (-Y15-) and connect to it through ramps, a loop and three flyovers. The –L- line is mostly in cut up to the I-40 Bypass, and then beyond it is close to at-grade. The I-40 bypass, (Y-15-), will require relocation of about 5400' of –Y-15 to a new alignment that is at the same grade. New construction will join the ramps, loop, and flyovers to existing -Y-15-. The field investigation was conducted from August, 2008 to February 2009, using a CME-550 drill machine with an automatic hammer. Standard Penetration Tests, (SPT), were performed through hollow stem augers at selected locations. Representative soil samples were collected and forwarded to the Materials and Tests Unit laboratory for soil quality analysis, moisture content and ASTM classification. All available drill-holes are plotted on the plan view and profiles.

The following alignments, totaling 19.68 miles, were investigated.

Alignment	Station	to	Station	Length Feet
-L-	692+32.98		836+32.44	14,400
-Y1-	10+00.00		15+50.00	550.00
-Y1B-	12+00.00		41+83.63	2983.63
-Y1BDET-	16+00.00		31+00.00	1500.00
-Y2-	10+00.00		14+30.93	430.93
-Y4D-	10+00.00		11+00.00	100.00
-Y4-	11+00.00		60+50.00	4950.00
-Y4DET-	10+00.00		36+52.73	2652.73
-Y4RPA-	10+00.00		27+70.87	1770.87
-Y4RPB-	10+00.00		28+87.96	1887.96
-Y4RPC-	10+00.00		26+16.04	1616.04
-Y4RPD-	10+00.00		27+40.58	1740.58
-Y4SPRA-	10+00.00		14+00.44	400.44
-Y4SPRB-	10+00.00		13+33.00	333.00
-Y4SPRC-	10+00.00		14+24.68	424.68
-Y4SPRD-	10+00.00		13+33.00	333.00
-Y4A-	10+00.00		18+00.00	800.00
-Y4B-	12+50.00		14+52.58	202.58
-Y4B-	14+00.00		23+50.00	950.00
-Y8-	13+00.00		20+00.00	700.00
-Y15-	21+50.00		56+00.00	3450.00
-Y15REV-	8+00.00		96+28.30	8828.3
-Y15-	145+00.00		176+96.90	3196.9
-Y15FLYAC-	10+00.00		93+22.52	9312.52
-Y15FLYBD-	10+00.00		97+36.57	8736.57
-Y15FLYCA-	10+00.00		90+39.94	8039.94
-Y15RPA-	10+00.00		36+16.69	2616.69
-Y15RPB-	10+00.00		41+32.99	3132.99
-Y15RPC-	10+00.00		32+03.05	2203.05
-Y15RPD-	10+00.00		40+50.44	3050.44
-Y15LPA-	10+00.00		26+95.04	1695.04
-Y16-	12+00.00		34+00.00	2200.00
-Y16DET-	13+00.00		33+76.97	2076.97
-Y16A-	10+00.00		12+51.55	251.55
-Y16B-	10+00.00		15+23.68	523.68
-UXRPB-	10+00.00		19+13.04	913.04
- UXRPC-	10+00.00		23+89.52	389.52
-SERV1-	10+00.00		29+32.42	1932.42
-X15XOVER1-	10+00.00		21+89.81	1189.81
-X15XOVER2-	10+00.00		21+89.81	1189.81
-Y6-	10+09.31		12+50.00	240.69

19.68 miles, or 103,896 feet.

ITEMS OF SPECIAL GEOTECHNICAL INTEREST

1. Groundwater: At the intersection of –L- and –Y15- and –Y15LPA- groundwater was measured near finished grade. The completed loop will drain to –L- which drains to the north. This may complicate construction but should not present a long-term instability.

2. Flyovers: Rock is within reach for the flyover bridges.

3. Soil: The micaceous soil of the project is typical of Winston Salem and may require attention to yield the desired strength for the high embankments of the bridge approaches.

PHYSIOGRAPHY AND GEOLOGY

Physiography

Regional

The project is in the Piedmont Physiographic Province, located between the Coastal Plain Province and the Blue Ridge Provinces. These provinces occur as northeast – southwest belts of similar topographic character separated by abrupt topographic breaks: The Blue Ridge Escarpment is the southeast limit of the Blue Ridge province, and The Fall line is the southeast limit of the Piedmont province. The Blue Ridge, the Piedmont and the Coastal plain provinces form a stair-step down to the coast. Several thousand feet of elevation change occurs across the Blue Ridge Escarpment. Several hundred feet of elevation change occur at the Fall line. The Piedmont Province is between these areas of abrupt change, and has a gradual tilt from northwest to southeast. The planar character of the Piedmont has been locally obscured by the work of the myriad eroding streams that provide local relief on the order of 100 feet within a mile. The planar aspect is preserved in the ridge top elevations that cluster around 950 here in the upland part of the Piedmont, and gradually drop southeastward to around 600' just before the fall line, at, for example, Biscoe.

Project

The -L- alignment begins at station 692+32, elevation 891, at the top of the first break in slope above a tributary to Fishers Branch. The alignment crosses a broad east-northeast trending ridge, bordered by Fishers Branch, (elevation 840'), on the north to Fiddlers Creek, (elevation 840), on the south, The apex of this ridge is at about 960' at –L- 722+00 to 727+00. From Fiddlers Creek, the alignment again climbs the flank of an easterly trending ridge that tops out at 930 elevation at station 818+00. The -Y15- alignment begins at elevation 820, climbs to 910, drops back to 880, and then climbs to 935. The difference between –L- and –Y15- is that –L- crosses these east-northeast, geomorphic features perpendicularly and –Y15- crosses them obliquely. The features are an expression of the geology of the area. (See below)

Geology

Throughout North Carolina the geologic provinces run northeast – southwest and are divided on the basis of metamorphic grade or dominant rock type. According to the 1985 Geologic Map of North Carolina, this project is at the contact between the Milton belt and the Charlotte belt. The Winston-Salem Geologic quadrangle map does not delineate the Milton Belt, and places Winston Salem within the Charlotte Belt. In either case the lithology northwest of Fiddlers Creek is mapped as biotite gneiss and schist, (CZbg). The lithology southeast of Fiddlers Creek is mapped as granitic rock, (Ppg) of the Charlotte belt. Fiddlers Creek flows along the contact.

Soil Properties

General

The first subdivision in the engineering classification of soil is a designation as residual, fill, or alluvial soil. Residual soil is very highly weathered rock with no physical transport of the soil. Fill soil has been moved and placed by human activity, either as specified by the NCDOT, (embankment fill), or in unknown circumstance, (artificial fill). Alluvial soil has been transported by moving water and deposited. The AASHTO classification of soil is not concerned with origin, is partly based on soil particle grain size, but is also an attempt to predict the soil behavior as a construction material.

Project Soil Properties

If the residual soil properties reflect the mapped lithology, there should be a definite change at Fiddlers Creek. The soil north of Fiddlers Creek, the –L-, -Y1-, and –Y4- alignments, is underlain by biotite gneiss (Czbg) and would be expected to be micaceous with an erratic rock line. The soil south of Fiddlers Creek, -L- and -Y15- alignments is mapped as granite (Ppg) and is expected to be silty or sandy soil with a deep rock line consistent from hole to hole.

Rock Properties

This investigation is concerned with the depth to rock and the areal extent of rock at or above grade. Rock samples were not collected or analyzed in this investigation. Rock north of Fiddlers Creek should be biotite gneiss or schist, that from south of Fiddlers Creek should be granite. All cross sections that contain a boring terminated on rock above grade, are included as part of this report. The depth to rock indicated by auger refusal is variable in cross section and profile.

Rock was found above grade, or less than 10' below grade, at the following locations as plotted on the profiles.

Alignment	Station	to	Station	Note
-L-	700+00		702+00	
-L-	710+50		715+00	
-L-	726+00			Single point
-L-	737+00			Single point
-L-	775+50		786+50	
-Y4RMPA-	13+50		19+00	
-Y4RMPB-	14+00		18+00	
-Y8-	15+50		18+00	
-Y15 I-40 BYPASS-	23+00		25+50	
-Y15 I-40 BYPASS-	41+00		45+50	
-Y15 REV I-40 BYPASS-	13+50		14+50	
-Y15 I-40 BYPASS-	34+00		37+00	Stream Channel Change
- Y15 I-40 BYPASS -	77+50		81+50	Fill section.
-Y15FLYCA-	39+00			Single point
-Y15FLYCA-	73+00		77+50	
-Y15RPA-	24+50		34+00	
-Y15RPC-	15+00			Single point
-Y15LPA-	13+00		19+00	
-SERV1-	15+50		18+00	

Groundwater Occurrences

Water was found less than 10' below grade, or above grade in the following locations

Alignment	Station	to	Station	Location
-L-	698+00		705+50	Above Grade
-L-	717+50		728+00	Within 5'; below grade
-L-	782+50		790+00	At grade in SPT borings
-L-	538+00		548+00	Above Grade
-Y4DET-	20+00		24+50	Within 10' below grade
-Y4RPA-	18+00		21+00	Within 10' below grade
-Y15 I-40 BYPASS-	33+00		41+50	Within 10' below grade
-Y15 I-40 BYPASS-	45+50		54+00	Within 10' below grade
-Y15 I-40 BYPASS-	145+00		157+00	Within 10' below grade
-Y15FLYAC-	10+82			Single point, below grade.
-Y15FLYCA-	11+00		18+00	Within 10' below grade
-Y15LPA-	10+00		20+00	Above grade, [1]
-Y15XOVR1-	13+00		18+00	

All-weather spring fed seeps or streams:

The stations in the table below record the location of springs seeps or streams, some which may not have year round flow. (Occurrences are organized by plan sheet page.)

Line	Station			Sht #	Size of stream: eg: 1st order[2].
-L-	746+50		747+00	7, 8	1st order flows to wetland / pond
-L-	748+50		750+00	8	Wetland
	750+00		753+50	8	Pond, Left Lane
-L-	769+00	to		9	3rd order, Fiddler Creek
-Y15FLYCA-	83+80			9	3rd order Fiddler Creek
-Y15FLYBD-	20+30	to		9	3rd order Fiddler Creek
-Y15FLYCA-	70+35			10	1st order flows to wetland / pond
-Y15LPA-	22+00			10	1st order flows to wetland / pond
-L-	781+50			10	1st order flows to wetland / pond
-Y15FLYBD-	45+70			10	1st order stream
-Y15FLYCA-	56+00			10	1st order stream
-Y15FLYAC-	61+00			10	1st order stream
-L-	794+50			10	1st order stream
-Y15RPD-	34+25			11	1st order stream
-L-	808+00			11	1st order stream
-L-	810+00			11	1st order stream
-Y15FLYAC-	75+00			11	2nd order stream
-Y15FLYCA-	43+90			11	2nd order stream
-L-	832+50			12	1st order stream
-Y15-	30+00			16	3rd order
-Y15 REV -	16+50			19	2nd order stream
-Y15 FLYCA-	29+00			19	2nd order stream
-Y15 REV -	30+00			19	wetland
-Y15 REV -	30+50		32+25	19	2nd order stream to be relocated
-Y15 FLYAC-	28+50			20	1st order stream
-Y15 FLYAC-	22+00		18+50	20	3rd order
-Y15 REV -	65+20			20	36" rcp
-Y15 REV -	69+00			20	10" rcp
-Y15 REV -	73+00		77+00	20	3, 10" to 36" rcp
-Y15 FLYAC-	18+50		18+25	21	
-Y15 REV -	86+00			21	60" rcp
-Y15-	140+80			21	36" rcp
-Y15-	145+00			21	24" rcp
-Y15-	149+00		159+00	22	60" rcp
-Y15-	169+00			23	36" rcp
-UXRPB1-	15+25			23	42" rcp
-Y15FLYBD-	67+50			25	pond
-Y5B-	18+00			26	3rd order stream
-Y5B-	20+00			26	1st order stream

[1] (Same area as –L-,-Y15FLYCA-)

[2] A stream without tributaries is first order. Two first order streams converge to make a second order stream. A third order stream requires two second order streams as tributaries.

GEOTECHNICAL DESCRIPTIVE ANALYSIS

The project is broken into segments that are discussed in the following sections, so that it may be more easily digested. The segments are as follows:

Segment 1: The –L- alignment from the beginning at –L- 692+32.98 to Fiddler Creek at –L- 769+00, including the –Y1-, -Y5B- and –Y8- alignments and the –Y4- interchange

Segment 2: -L-, from –L- 769+00 to the end at –L- 836+32.44.

Segment 3: The –Y15- interchange, ramps, loops, flys, etc.

Segment 4:–Y15- including –Y15-Rev Bypass, but separate from the loops, ramps, etc.

Segment 1: The –L- alignment from the beginning at –L- 692+32.98 to Fiddler Creek at –L- 769+00, including the –Y1- alignments and the –Y4- interchange: 5.75 miles.

Alignment	Station	to	Station	Length	Pages plan / profile
-L-	692+32.98		769+00.00	7667.02	4-9, / 28-30
-Y1-	10+00.00		15+50.00	550.00	14, / 23
-Y1B-	12+00.00		41+83.63	2983.63	5,6,14, / 34,35
-Y1BDET-	16+00.00		31+00.00	1500.00	14a, / 35
-Y2-	10+00.00		14+30.93	430.93	6, / 36
-Y4D-	10+00.00		11+00.00	100.00	15, / 36
-Y4-	11+00.00		60+50.00	4950.00	6,13, 15 / 37,38
-Y4DET-	10+00.00		36+52.73	2652.73	15A / 39
-Y4RPA-	10+00.00		27+70.87	1770.87	6, / 40
-Y4RPB-	10+00.00		28+87.96	1887.96	6, / 41
-Y4RPC-	10+00.00		26+16.04	1616.04	6, 7, / 42
-Y4RPD-	10+00.00		27+40.58	1740.58	6, 7, / 43
-Y4SPRA-	10+00.00		14+00.44	400.44	6, / 44
-Y4SPRB-	10+00.00		13+33.00	333.00	6, / 44
-Y4SPRC-	10+00.00		14+24.68	424.68	6, / 44
-Y4SPRD-	10+00.00		13+33.00	333.00	6, / 44
-Y4A-	10+00.00		18+00.00	800.00	13, / 45
-Y4B-	12+50.00		14+52.58	202.58	13, / 45
-Y5B-	14+00.00		23+50.00	950.00	26 / 46
-Y8-	13+00.00		20+00.00	700.00	27 / 46
-SERV1-	10+00.00		29+32.42	1932.42	13, 6 / 73
-Y6-	10+09.31		12+50.00	240.69	6 / 75
Total				34,166.57	

Physical Description

Geology

The limits of this segment were delineated on mapped geology. As mapped, it is underlain only by biotite gneiss and schist, (CZbg). An inspection of the profile plots shows low plasticity A-7 cap clay, a variable soil layer thickness and an erratic rock line, all characteristic of highly weathered biotite gneiss that lies north of Fiddlers Creek.

Soil

Most of this segment has residual soil at the surface, and all of the proposed excavation involves residual soil. A soil column typical of this area has less than 10' of clayey A-7-5 residual soil at the surface, sometimes followed by A-4 or A-5 micaceous soil, followed by A-2-4 and A-2-5 sandy soil, up to 30' thick, over rock. Excavating through this soil column will produce the following conditions.

L- and the -Y-4- interchange.

Residual Soil

Except for two areas noted below, from the beginning at –L-692+00 to –L-732+50 the finished grade will be on A-2-4 and A-2-5 residual soil.

1.) A-4 and A-5 residual soil were found around –L-701+00.

2.) Rock was found from -L-711+00 to 714+00 and should be expected at -Y4RMPB- 14+00 to 17+00.

The upper 10' of the cut slopes will be in A-7-5 soil, with PI of 20 or less. From 732+50 to the transition to embankment fill at –L-738+00 the excavation, the cut slopes and the finished grade will all be in A-7-5 with PI no greater than 21. From –L-738+00 to the end of the segment at –L-769+00 the roadway will be mostly on embankment fill over A-7-5 residual soil.

Y1B-

All of this alignment will be on A-7-5.

Alluvial Soil

From about –L- 749+00 to 754+00 the planned embankment will land on soft wet A-7-5 alluvial soil with a wetland.

Rock

Rock was found above grade from -L-711+00 to 714+00 and should be expected at -Y4RMPB- 14+00 to 17+00.

Description of individual alignments

The 18 alignments in this segment are individually discussed in the following Physical Description section.

-L-	**692+32.98**		**769+00.00**	**7667.02**	**4-9, / 28-30**

The –L- alignment is future I-74 and the main new construction of the project. It begins at station –L-692+32, elevation 891, and climbs at a 3% grade to elevation 914 at station 701+00, where it flattens out to a .6% grade that it maintains to the top of the hill at 733+50 and elevation 940'. The grade rolls over to a 2.6% grade downhill until station 767+00 where the road flattens before the bottom of the hill and the end of the segment at 769+00, elevation 856'.

Cuts and Fills

- L -				
Station	To	Station		Note
696+50		732+50	Cut	Cut: 0 to 40' to 0' thick
732+50		744+00	Fill	Fill: Over residual, less than 10' thick
744+00		757+00	Fill	Fill: 0 to 20' to 0, over artificial fill, alluvium, residual
757+00		761+50	Cut	Cut: 0 to 10' to 0
761+50		769+00	Fill	Fill: 0 to 25' to 0, Fiddler Creek valley (End of segment).

Geology

From 696+50 to 705+50, the roadway will be built on residual soil that leaves A-5 and A-7 in the subgrade and cut slopes. From 705+50 to 732+50 the cut slope will be A-7 at the top, over A-2 mostly, with intervals of A-5 showing up at 722+00 in one boring. From 732+50 to the end at 769 the road will be built mostly on fill none of which appears to be especially hazardous. These borings were dry.

-Y1-	**10+00.00**		**15+50.00**	**550.00**	**14, / 33**

This alignment is existing Sedge Garden Road **southeast** of Kernersville Rd. and the work involves improvement of the intersection with -Y4-. The resulting cut slopes and subgrade are all in A-7

-Y1B-	**12+00.00**		**41+83.63**	**2983.63**	**5,6,14, / 34,35**

This alignment is existing Sedge Garden Road, **northwest** of Kernersville Rd. Beginning at 12+50, elevation 951, the alignment runs at grade to the bridge over -L- from 20+87, elevation 947 to station 23+68, elevation 945. From the bridge, existing Sedge Garden road, and the improved version climb to station 31+00, elevation 952 where the profile ends. The profile then begins again at station 34+00, elevation 958, and continues to the end at station 41+00, elevation 959.

Cuts and Fills

-Y1B-				
Station	to	Station		Note
12+50		17+50		On grade, ditches are cut.
17+50		20+87	Fill	Fill: 3' on bridge approach
20+87		23+68	Bridge	Bridge over -L-
23+68		31+00		On grade, ditches in cut (Profile ends)
34+00		41+00		On grade. (additional piece of profile)

Geology

The plan view for the alignment shows cut most of the way, but it is minimal. The exposed residual soil will probably be A-7, which could be slippery when wet.

-Y1BDET-	**16+00.00**		**31+00.00**	**1500.00**	**14A / 35**

This alignment is a temporary detour for the construction of the new bridge of -Y1B- over future –L-. The alignment is built almost entirely on fill less than 5' thick, beginning at station 17+81and ending at station 27+89.

-Y2-	**10+00.00**		**14+30.93**	**430.93**	**6, / 36**

This portion of the project concerns the termination of School View road where it will be cut by the new –L- alignment.

-Y4D-	**10+00.00**		**11+00.00**	**100.00**	**15, / 36**

This portion of the project concerns the improvement of the intersection of Weavil Road with Kernersville road, (-Y4-).

-Y4-	**11+00.00**		**60+50.00**	**4950.00**	**6,13, 15 / 37,38**

This alignment improves Kernersville Road outside of the –L-, -Y4- interchange, and for the most part, is built very close to original grade. It begins at station 11+50, elevation 955, and climbs gradually to station 24+50 and elevation 968, before dropping to the bridge which runs from station 29+83, and elevation 963, to station 31+52, elevation 960. The downhill grade across the bridge continues at a 3.5% grade to the bottom of the hill at 39+50 and elevation 943, and then climbs to the intersection with Y1 and Y1B at station 45+50 and elevation 960 hitting the top of the hill at 47+50, elevation 965. The road runs level from station 47+50 to 54+50, and then descends at up to 4% grade to the end at station 60+00, elevation 948.

Cuts and Fills

-Y4-				
Station	to	Station		Note
11+50		23+00	Cut	Cut: Less than 2', mainly for ditches
23+00		29+83	Fill	Fill: About 6'
29+83		31+52	Bridge	Bridge
31+52		34+50		At grade: minimal cut or fill
34+50		43+00	Fill	Fill: 0 to 5' to 0
43+00		60+00		At grade, minimal cut or fill

Geology

The plan view for the alignment shows cut most of the way, but it is minimal. The exposed residual soil will probably be A-7, which could be slippery when wet.

-Y4DET-	**10+00.00**		**36+52.73**	**2652.73**	**15A / 39**

From station 10+00, elevation 965, the alignment runs level to station 12+00 where it begins a descent at a grade of 3%, a slope that begins to flatten out at station 24+50, reaching the bottom of the hill at station 26+75, elevation 930. The ascent steepens to a grade of 4.5% by station 31+50, elevation 940 and climbs at that angle to the end at station 35+12, elevation 956.

Cuts and Fills

-Y4DET-				
Station	to	Station		Note
12+50		26+50	Cut	Cut: 0 to 15' to 0
26+50		31+75	Fill	Fill: 0 to 30' (at 30+25), to zero. Creek Crossing
31+75		35+12	Cut	Cut: consistently less than 5' on an uphill climb.

Geology

The existing land surface is in A-7 residual soil, with PI of less than 24.

A creek will be crossed at station 30+25, presumably by culvert and soil cover.

-Y4RPA-	**10+00.00**		**27+70.87**	**1770.87**	**6, / 40**

This ramp begins at elevation 921 at –L-706+75, and runs nearly level to station 15+50, elevation 923 where the grade increases until at station 19+00, elevation 930, the grade is at 5%, which is maintained to the end at station 24+81, elevation 957.

Cuts and Fills

-Y4RPA-				
Station	to	Station		Note
10+00		24+81	Cut	Cut: 14' to 40' to 0

Geology

There is a fairly well identified residual soil column with A-7 at the surface, then A-2, then weathered rock, then rock. The cut slope should be A-2, Dense or harder, or weathered rock.

Rock may be encountered above grade from 14+00 to 16+50 and at 18+00 to 19+00.

Groundwater was not encountered in the borings.

-Y4RPB-	**10+00.00**		**28+87.96**	**1887.96**	**6, / 41**

This ramp will provide two exit lanes from southbound –L- to –Y4-. It begins at elevation 926, at –L-707+50 then runs at a .6% grade to station 15+00, elevation 930 where the grade increases to 4% at 18+50, elevation 937. The grade runs at 4% to station 24+75, elevation 960, and then is flat to the end at station 27+00, elevation 960.

Cuts and Fills

-Y4RPB-				
Station	to	Station		Note
10+00		11+00	Cut	Cut: minimal, less than 2'
11+00		19+00	Cut	Cut: 0 to 25' to 0 probably some rock
19+00		25+00	Fill	Fill: 0 to 20 to 0.
25+00		27+00		At grade

Geology

There is a fairly well identified residual soil column with A-7 at the surface, then A-2, then weathered rock, then rock. The cut slope should be A-2 Dense or harder, or weathered rock.

Rock may be encountered above grade from 14+00 to 16+50, up to 15' above grade.

Groundwater was not encountered in the borings.

-Y4RPC-	**10+00.00**		**26+16.04**	**1616.04**	**6, 7, / 42**

This ramp will provide two entrance lanes from –Y4- to southbound –L-. It begins at elevation 934, at –L-736+87 and rises slightly to station 13+00, elevation 938, then rises to a 4.8% grade to station 21+50, elevation 960 where the grade decreases to the end of the profile at station 23+00 elevation 962.

Cuts and Fills

-Y4RPC-				
Station	to	Station		Note
10+00		21+50	Cut	Cut: 0 to 20 to 0.
21+50		26+16		At grade, minimal cut or fill

Geology

There is a fairly well identified residual soil column with A-7 at the surface, then A-5, then A-2. The cut slope should be A-5 or A-2 stiff or dense.

Groundwater was not encountered in the borings.

-Y4RPD-	**10+00.00**		**27+40.58**	**1740.58**	**6, 7, / 43**

This ramp begins at elevation 933, at –L-737+42 rises at a grade of 1.3% to station 13+00, then flattens to .4% to station 15+00, then increases grade to 3.4% to the end of the profile at station 24+31, elevation 958.

Cuts and Fills

-Y4RPC-				
Station	to	Station		Note
10+00		13+75	Fill	Fill: Up to 5' of fill.
13+75		22+00	Cut	Cut: 0 to 14' to 0
22+00		24+50	Fill	Fill: Up to 5' of fill over commercial development

Geology

There is a fairly well identified residual soil column with A-7 at the surface, then A-2. The cut slope should be A-7 or A-2 stiff or dense.

Groundwater was not encountered in the borings.

-Y4SPRA-	**10+00.00**		**14+00.44**	**400.44**	**6 / 44**

This is a connector between -Y4RPA- and –Y4-, built at grade

-Y4SPRB-	**10+00.00**		**14+00.44**	**400.44**	**6 / 44**

This is a connector between -Y4RPB- and –Y4-, built at grade

-Y4SPRC-	**10+00.00**		**14+00.44**	**400.44**	**6 / 44**

This is a connector between -Y4RPC- and –Y4-, built at grade.

-Y4SPRD-	**10+00.00**		**14+00.44**	**400.44**	**6 / 44**

This is a connector between -Y4RPD- and –Y4-, built at grade.

-Y4A-	**10+00.00**		**18+00.00**	**800.00**	**13, / 45**

This alignment is Linville Road. The work is widening to the intersection with Kernersville Road, (-Y4-).

-Y4B-	**12+50.00**		**14+52.58**	**202.58**	**13, / 45**

This alignment is opposite -Y4A-, across –Y4-. The work appears to be improvement of Motsinger Drive at the intersection with –Y4-.

-Y5B-	**14+00.00**		**23+50.00**	**950.00**	**26 / 46**

This alignment connects Meredith way with Emback Drive, replacing lost access. The alignment begins at elevation 874, and then descends at existing grade to the edge of the Fiddlers Creek floodplain at station 17+50, elevation 860. From station 17+50 to station 20+50 the grade is 10 to 15' above the existing floodplain though the exact type of crossing is not shown. From 20+50 to the end at 23+00 the alignment is at or near existing land surface. Surface soil outside of the floodplain is residual A-7.

-Y8-	**13+00.00**		**20+00.00**	**700.00**	**27 / 46**

This alignment connects Motsinger Drive to Oak Ridge Place, replacing lost access. The alignment begins at14+50, elevation 914 and climbs throughout the alignment to end at station 20+50, elevation 935. The alignment follows the existing grade, though the ditches require minimal cut. The surface soil will be A-7-6 according to soil tests.

-SERV1-	**10+00.00**		**29+32.42**	**1932.42**	**13, 6 / 73**

This alignment connects School View road, (-Y2-) to Linville Road, (-Y4A-), replacing lost access. The alignment begins at 10+00, elevation 958 and descends at a 3% grade to station 14+50, elevation 920 where an abrupt rise in topography is encountered. The finished road runs essentially level to the end at station 29+50, elevation 924.

Cuts and Fills

Alignment	Station	to	Station	Note
- SERV1-	10+00		14+50	At grade.
- SERV1-	14+50		18+50	Cut: 0 to 20 to 0 feet thick
- SERV1-	18+50		25+50	Fill: 25' tapering to 0
- SERV1-	25+50		29+50	At grade

Geology

There is a fairly well identified residual soil column with A-5 at the surface, then rock. From the start to 18+50, the surface soil will be A-5. In the cut area, rock is encountered at about 10'

below land surface and up to 10' above grade. The fill section is across a wetland, the alluvial plain and the stream.

-Y6-	**10+09.31**		**12+50.00**	**240.69**	**6 / 75**

This alignment consists of construction related to the termination of Orvil Road where it terminates against –L-. There is a minor grade change and connection to some driveways.

Segment 2: : -L-, from –L- 769+00 to the end at –L- 836+32.44.

Physical Description

This segment of the job is limited to the –L- alignment from Fiddlers Creek to the end of the project. It begins at Fiddlers Creek at deck elevation 856' and beyond the bridge, rises at a 0.68% grade to 870' at station -L-790+00. Within this section of roadway, the new I-74 actually passes 25' below the existing grade elevation of I-40. The grade then steepens to 2.07% up to -L-798+00, (across fill), where it relaxes to 1.45% to the top of the hill at -L-820+00. The road then loses elevation to the end of the project at -L-836+32.

Cuts and Fills

Alignment	Station	to	Station	Note
-L-	769+00		772+50	Fill: up to 25' thick. Over Floodplain
-L-	772+50		792+00	Cut: up to 50' thick
-L-	792+00		800+50	Fill: up to 20' thick
-L-	800+50		808+00	Cut: up to 15' thick
-L-	808+00		811+50	Fill: up to 10' thick
-L-	811+50		827+50	Cut: up to 20' thick
-L-	827+50		836+32	Fill: up to 50' thick (to end)

Geology

The geologic map places this segment within an outcrop area of Ppg, or Pennsylvanian age granite. The sample descriptions are in conflict with this identification, particularly where very micaceous soil is reported. A continuous section of rock with a very erratic rock line was encountered just north of existing I-40. This is more typical of the Czbg biotite gneiss than granite. It may be that the contact between the biotite gneiss to the north and the granite to the south is actually near I-40, instead of at Fiddlers Creek.

Soil

Most of this segment will be built on cut or fill over residual soil. PI values are typically less than 20 and commonly NP. A typical soil column has less than 10 feet of A-7 cap clay, followed by A-4 or A-5 silty sand less than 10' thick and maybe absent, followed by 35' of loose white residual sand, (see boring at -L-801+00).

Rock

There is a rather continuous section of rock on the north side of I-40.

Alignment	Station	to	Station	Note
-L-	782+00		785+50	Above grade, in cut

All-Weather Spring-Fed Seeps or Streams:

The location of the water features was recorded in a table within the Physiography and Geology section above.

Discussion

According to the drill data:
From -L-733+00 to -L-777+00 the finished grade and slopes will be loose residual sand.
From -L-777+00 to -L-786+00 the finished grade and slopes may be rocky.
From 786+00 to 791+00 the finished grade and slopes should be loose residual A-2 with A-4 and A-5 above, and a cap of A-7-5. Groundwater is shown at grade.
From -L-800+00 to -L-827+00 the cut sections, should leave A-2-4 at grade with intervals of A-2, A-4, A-5, and A-7 in the (less than 20' high) slopes.

Groundwater Occurrences

Water was found less than 10' below grade, or above grade in the following locations

Alignment	Station	To	Station	Location
-L-	698+00		705+50	Above Grade
-L-	717+50		728+00	Within 5'; below grade
-L-	782+50		790+00	At grade in SPT borings
-L-	538+00		548+00	Above Grade

Segment 3: The –Y15- interchange, ramps, loops, flys, etc.

Y15- is existing Business I-40. This section will discuss the access between new I-74 and existing business I-40. Specific bridge plans have not been received. The dirt work will occur at the approaches, (which were investigated). The 12 alignments in this segment are individually discussed in the following Physical Description section. The segment geology will be discussed below.

Alignment	Station	to	Station	Note
-Y15FLYAC-	10+00.00		93+22.52	Page 21, 20, 10, 11
-Y15FLYBD-	10+00.00		97+36.57	Page 9, 10, 25, 20, 21
-Y15FLYCA-	10+00.00		90+39.94	Page 17, 18, 19, 11, 10, 9
-Y15RPA-	10+00.00		36+16.69	Page 9, 10, 20
-Y15RPB-	10+00.00		41+32.99	Page 10, 19
-Y15RPC-	10+00.00		32+03.05	Page 19, 11
-Y15RPD-	10+00.00		40+50.44	Page 25, 11
-Y15LPA-	10+00.00		26+95.04	Page 10
-Y16-(Glenn Hi rd)	12+00.00		34+00.00	Page 11
-Y16DET-	13+00.00		33+76.97	Page 11
-Y16A-	10+00.00		12+51.55	Page 11
-Y16B-	10+00.00		15+23.68	Page 11

Geology of Segment 3:

The geologic map places this segment within an outcrop area of Ppg, or Pennsylvanian age granite. Some of the sample descriptions are in conflict with this identification, particularly where very micaceous soil is reported. The contact between the biotite gneiss to the north and the granite to the south is probably uneven and interpenetrating with xenoliths of biotite gneiss in the granite and granite intrusions into the gneiss.

Rock
Rock was found as noted in the table below

Alignment	Station	to	Station	Note
- Y15FLYCA -	38+00		40+00	At grade
- Y15FLYCA -	72+00		76+00	At grade
- Y15FLYCA -	76+00		77+50	15' above grade
-Y15RPA-	21+00		34+00	At grade
-Y15RPA-	32+75			25' Above grade
-Y15RPC-	15+00			At grade
-Y15LPA-	13+50		17+50	At or above grade

Soil
The soil of interest is either the soil that will be exposed in a cut slope, the soil that is in the subgrade, or the soil immediately under embankment fill. Within this segment, alluvial soil beneath embankment fill may provide access or settlement issues. Though silty soil in the slopes and subgrade may provide construction challenges, no unusually weak examples were recognized.

All-Weather Spring-Fed Seeps or Streams:
The location of the water features was recorded in a table within the Physiography and Geology section above.

Groundwater Issues:
Groundwater at or above grade was identified in the -Y15LPA- segment where it connects with -L- below I-40 Bypass. Drainage is open to -L-, but may present an issue during construction.

Description of alignments
The 12 alignments in this segment are individually discussed in the following Physical Description section.

Physical Description

-Y15FLYAC-	**10+00.00**		**93+22.52**	**Page 21, 20, 10, 11**

The –Y15FLYAC- alignment connects westbound Business I-40 to southbound –L-, (I-74). The alignment exits existing Business I-40 at station 10+00, elevation 890 and drops to elevation 880, station 15+00 all on residual. The grade elevation drops to 878 at station 17+50, then climbs at 2.5% to about station 43+00, then runs flat to the beginning of the bridge at 47+61, elevation 934.9. The bridge continues to station 67+33, landing at elevation 925.27. The ramp descends at 1.4% grade to elevation 906 at station 83+00, and then runs nearly flat to the end at elevation 905, station 93+22.

Cuts and Fills

- Y15FLYAC -				
Station	to	Station		Note
10+00		15+00	Cut	Mainly push-back of existing I-40 cut slope.
15+00		22+50	Fill	Fill over Fiddlers Creek and adjacent alluvium.
22+50		25+00	Fill	Shallow fill over weathered rock
25+00		28+00	Fill	Fill up to 25' over residual.
28+00		29+50	Fill	Fill over 20' deep valley, plus 25' to grade elevation.
29+50		46+00	Fill	Fill 25' to 30', over residual.
46+00		47+61	Fill	Fill over existing Business I-40
47+61		67+33	Bridge	Up to 70' above land surface
67+33		79+00	Fill	Fill, 20' to 40' thick
79+00		93+25	Cut	Cut up to 25' thick, residual soil

Geology
From 10+00 to 47+61, and 67+00 to 79+00, the roadway will be built on embankment fill. From 16+00 to 22+00 a flood plain that may be wet is crossed. From 79+00 to the end at 93+22 the road is constructed in cut. The present surface and up to 10' of the uppermost future cut slope are in A-7 clayey soil, with PI less than 20. Below this either A-5 or A-2 are found down to the finished grade level. According to the borings, the lower part of the slopes will be medium dense sandy soil or medium stiff silty soil. These borings were dry.

-Y15FLYBD-	**10+00.00**		**97+36.57**	**Page 9, 10, 25, 20, 21**

The –Y15FLYBD- alignment connects southbound–L-, (I-74), to eastbound Business I-40. The alignment begins at -Y15FLYBD station 10+00, (-L- station 759+92), elevation 876, then drops to elevation 857, station 18+50. The grade then climbs at 4.1% to the beginning of the -Y15FLYBD- bridge at about station 39+30, and continues to rise at 4.1% grade to the end of the bridge at station 50+38 and elevation 968. The top of the grade is reached beyond the bridge at station 52+00, elevation 970. The descent then begins at a 2.59% grade to the bottom, at station 91+75, elevation 878. The alignment then rises to station 97+36 and elevation 884 where Business I-40 is joined at -Y15REV- station 90+31.

Cuts and Fills

- Y15FLYBD -				
Station	to	Station		Note
10+00		11+50		Cut: residential development
11+50		14+00	Fill	Fill over valley, up to 20'.
14+00		16+00	Fill	Within 5' of grade
16+00		19+50	Fill	Fill up to 18' over residual.
19+50		24+00	Fill	Fill up to 30'over Fiddlers Creek with soft alluvium.
24+00		37+00	Fill	Fill 30', over residual, land surface rises to grade at end
37+00		39+30	Fill	Fill over existing Business I-40
39+30		50+38	Bridge	Up to 100' above land surface
50+38		60+00	Fill	Fill, 80' thick, tapering to 40' at end
60+00		70+50	Fill	Fill over residual, 25' to 30' thick, tapers to zero at end.
70+50		82+50	Cut	Cut 20' A-5 in sub-grade. Mostly residential
82+50		85+50	Fill	Fill over residual.
85+50		90+50	Cut	Cut 25'. A-2 in subgrade
90+50		97+36	Fill	Joins existing I-40 Business roadway embankment.

Geology
From 11+50 to 39+30, and 50+38 to 70+50 the roadway will be built on embankment fill. From 20+00 to 24+00 a flood plain with wet soil, adjacent to Fiddler Creek is crossed. From 70+50

to 82+50 the road is constructed in cut, and medium stiff A-5 soil is projected to be in most of the cut slope and the subgrade. The borings here were dry.
From 85+50 to 90 +50 the lower 10' of the cut slope is medium dense sand; the upper 15' of the slope is medium stiff A-5 silty soil or medium dense sand. The samples were dry.

-Y15FLYCA-	10+00.00		90+39.94	Page 17, 18, 19, 11, 10, 9

The –Y15FLYCA- alignment connects eastbound -Y15-, (Business I-40), to northbound –L-, (I-74). The alignment begins at -Y15FLYCA- station 10+00, (-Y15- station 46+50), elevation 820 and runs alongside I-40 essentially flat until 17+00, then climbs at a 2.748% grade to elevation 924 at station 54+57, the beginning of the bridge. The grade continues the climb to 59+50 and elevation 932, in the interior of the bridge. It then drops with the grade increasing to 5%, reaching the end of the bridge at station 69+65 elevation 900'. The ramp continues to drop at 5% to station 76+50, elevation 865 where the grade starts to flatten out towards the bottom at 81+50 and elevation 855. The ramp then rises to join I-74 at elevation 872, -Y15FLYCA-90+40 and –L- station 761.37.

Cuts and Fills

- Y15FLYCA -				
Station	to	Station		Note
10+00		17+00		At grade, departing Business I-40.
17+00		29+00	Cut	Cut increases to 30' through a single hill.
29+00		41+00	Cut	Cut at 20' thick as topography and finished grade rise.
41+00		49+00	Fill	Fill 0 to 45' to 0 as a single valley is filled.
49+00		54+50	Fill	Fill 0 to 75'at beginning of bridge.
54+50		69+64	Bridge	Freeboard varies from 70 to 20 to 0 to 20.
69+64		72+00	Fill	Fill bridge approach.
72+00		82+50	Cut	Cut: Highly variable; rock, A-2, &A-5,
50+38		90+40	Fill	Fill, 0 – 30 – 0, ramp to –L-

Geology
From 17+00 to 29+00 the cut slope will have A-2-5, A-2-4, A-4, A-5 and A-7 but blow counts are mostly above N=10, and no groundwater was found even within 10' below grade.
From 29+00 to 38+00 clayey A-7 soil will occur in the upper 10' of the slope followed by medium stiff to stiff A-5 soil in the slope and the subgrade. From 38+00 to 40+00, there is an occurrence of rock at grade and variable soil and weathered rock above grade.
From 72+00 to 76+00 the 20' to 30' slope will be medium dense A-2 soil but rock was found just below grade. From 76+00 to 77+50 rock was found 15' up into the slope. From 77+50 to the end, the soil was variable but this entire cut was dry.

-Y15RPA-	10+00.00		36+16.69	Page 9, 10, 20

The –Y15RPA- alignment connects westbound -Y15-, (Business I-40), to northbound –L-, (I-74). The alignment begins at station 10+00, (-Y15FLYAC- station 32+00), elevation 910 on the fly approach ramp, 30' above original land surface. The ramp climbs at 2.7% grade to elevation 922 at station 16+50, then descends at a 4.5% grade to elevation 870 at station 32+50, where the descent flattens out a little before station 36+17 elevation 856, where it merges with -Y15FLYCA .

Cuts and Fills

- Y15RPA -				
Station	to	Station		Note
10+00		21+00	Fill	Fill 25' thick, tapers to 0 last 400'
21+00		36+16	Cut	Cut tapers from 0 to 30 at 34+50. Decreases to 20 at end.

Geology
From 21+00 to 34+00 rock was found near and above grade; 25' above grade at station 32+75. are mostly above N=10, and no groundwater was found even within 10' below grade. From 34+00 to the end, A-5 and A-2-5 dry soil was found.

-Y15RPB-	10+00.00		41+32.99	Page 10, 19

The –Y15RPB- alignment connects southbound -L-, (I-74), to westbound -Y15-, (Business I-40). The alignment begins at station 10+00, (-Y15FLYBD- station 25+60), elevation 872 on the fly approach ramp, 30' above original land surface. The ramp climbs at 4.3% grade to elevation 898 at station 18+00, then descends at a 3.8% grade to elevation 857 at station 31+00, where the descent flattens out on the way to station 41+32 elevation 834, where it merges with -Y15REV-,(Business I-40).

Cuts and Fills

- Y15RPB -				
Station	to	Station		Note
10+00		20+00	Fill	Fill 30' to 40' thick, some over artificial fill
20+00		34+00	Fill	Fill, most less than 20', over descending topography.
34+00		35+50	Cut	Cut less than 5'.
35+50		41+00	Fill	Fill less than 10' over old I-40 Business roadbed.

Geology
Nearly the entire ramp will be built on embankment. From 12+00 to 17+00, 30' to 40' of embankment will be placed over 20 to 30 feet of artificial fill.

-Y15RPC-	10+00.00		32+03.05	Page 19, 11

The –Y15RPC- alignment connects eastbound -Y15-, (Business I-40), to southbound -L-, (I-74). The alignment begins at station 10+00, (-Y15FLYCA- station 34+00), elevation 867 on the fly approach ramp, in cut 20' below original land surface. The ramp climbs at 3.0% grade to elevation 887 at station 16+50, then 1.87% to 27+00 elevation 904 and .4% to the end at station 32+00, elevation 906, where it merges with -Y15FLYAC- station84+90.

Cuts and Fills

- Y15RPC -				
Station	to	Station		Note
10+00		17+50	Cut	Cut 20' thick, tapering to 0 last 15'.
17+50		26+25	Fill	Fill, most less than 15'.
26+25		32+00	Cut	Cut tapering from 0 to 22' at the end.

Geology

From 10+00 to 17+00 the cut slope investigation indicated stiff A-5 soil will be in the slope at station 12+50, and at 15+00 rock will be at grade with weathered rock and variable soil in the slope.

From 26+25 to 32+00, A-7-5 soil is indicated for the upper 10' of the slope, with A-5 below. No groundwater was found.

-Y15RPD-	**10+00.00**		**40+50.44**	**Page 25, 11**

The –Y15RPD- alignment connects northbound -L-, (I-74) to eastbound -Y15-, (Business I-40). The alignment begins at station 10+00, (-Y15FLYBD- station 65+00), elevation 944 on the fly approach ramp, 25' above original land surface. The ramp climbs at 2.6% grade to elevation 960 at station 17+00, then descends at 5% grade to 29+50, elevation 910, where it flattens out, reaching the bottom at station 33+50 elevation 904. It then climbs to the end at station 41+50, elevation 908, where it merges with -L- station 817+00.

Cuts and Fills

- Y15RPD -				
Station	to	Station		Note
10+00		18+00	Fill	Fill 25' to start, increasing to 50' thick.
18+00		21+50	Fill	Fill, 50' increasing to 70', decreasing to 50' thick.
21+50		25+00	Fill	Fill 50' decreasing to 40'
25+00		28+00	Fill	Fill 40' decreasing to 0'.
28+00		35+50		Less than 10' of fill or cut
35+50		41+50	Cut	Cut tapers from 0 to 18'.

Geology

From 28+00 to 41+50 the cut slope investigation indicated the upper 10' of the slopes will be A-7-5 with A-5 below. No groundwater was found.

-Y15LPA-	**10+00.00**		**26+95.04**	**Page 10**

The –Y15LPA- alignment connects northbound -L-, (I-74) to westbound -Y15-, (Business I-40). The alignment begins at station 10+00, (-L- station 789+00), elevation 867, 35' below original land surface. The loop descends at 1.5% grade to elevation 862 at station 16+50, then climbs at 6% grade to 24+00, elevation 900, where it flattens out, reaching the top at station 25+00 elevation 904. It then drops to the end at station 26+95, elevation 900, where it merges with –Y15REV- station 50+37.

Cuts and Fills

- Y15LPA -				
Station	to	Station		Note
10+00		17+50	Cut	Cut 35' at start, tapers to 0 last 100'. Possibly Wet
17+50		24+00	Cut	Cut, 20' constant as road climbs, tapers to 0 last 100'
24+00		27+00	Cut	Cut, less than 10' thick, tapers to 0

Geology

From 10+00 to 13+50 the slope will be either loose sand to stiff silt. From 13+50 to 17+50 rock was found at or above grade with weathered rock or medium dense sand above. From 17+50 to 23+50 the investigation indicated the upper 10' of the slopes will be A-7-5 with A-5 or A-2 below. From 10+00 to 19+00 water was found near or above grade, and from 10+00 to 13+50 the groundwater was up into the section of sandy soil at the base of the slope.

-Y16-(Glenn Hi rd)	**12+00.00**		**34+00.00**	**Page 11**
-Y16A-	**10+00.00**		**12+51.55**	**Page 11**
-Y16B-	**10+00.00**		**15+23.68**	**Page 11**

The –Y16- alignment, (SR 2679) runs roughly parallel to Business I-40 and crosses the path of the planned -L- alignment south of the I-40 / I-74 interchange. The alignment begins at station 12+50, and follows the original land surface to station 16+00. The roadway then will gain about 12' elevation before the entrance to a new bridge that runs from station 21+00 to 25+28. The roadway will then drop back to the original grade at 31+00 with the alignment end at 33+25. –Y16A- and –Y16B- concern improvements to the intersection of Shaw Hills Ct and Yeaton Glen Cir with –Y16-.

Cuts and Fills

- Y16 -				
Station	to	Station		Note
12+50		16+00		No cut or fill
16+00		21+00	Fill	Fill : Bridge approach taper 0 to 12.
21+00		25+28	Bridge	Bridge
25+28		31+00	Fill	Fill Bridge approach 12' to 0
28+00		33+50		No cut or fill
- Y16B -				
Station	to	Station		Note
11+00		14+00		Taper 0 to 5' to match bridge approach ramp of –Y16-

Geology

The –Y16- alignment is built entirely at grade on residual soil or on embankment fill.

-Y16DET-	**13+00.00**		**33+76.97**	**Page 11**

The –Y16DET- alignment will be a temporary access road while the –Y16- Bridge over future I-74 is built. The alignment begins at station 14+52 elevation 923, and then rises to elevation 932 at station 18+50. From 18+50 to 24+00 the road runs nearly level, dropping a foot or two, then descends at 1.58% grade to station 30+50. From there to station 32+41, the detour merges with –Y16-, running nearly level.

Cuts and Fills

- Y16B -				
Station	to	Station		Note
19+50		24+50	Fill	Fill, less than 5'.
24+50		31+50	Fill	Fill, 0' to 9'

Geology

The –Y16DET- alignment is built entirely at grade on residual soil or on embankment fill.

Segment 4:–Y15- including –Y15-Rev Bypass, but separate from the loops, ramps, etc.

This segment covers the improvements to Business I-40. I-40 will be widened and repaved from the beginning at station –Y15- 21+50 to –Y15- 56+00 where –Y15REV- begins, (station –Y15REV-

8+00). The –Y15REV- alignment replaces Business I-40, shifting the roadway about 300' to the south of the old location. At –Y15REV-96+28 the new alignment merges back to the old location at –Y15- station 145+00. The –Y15- alignment continues as a widening project to the end at 176+96. At -Y15- 159+00 the first of the two UXRP ramps depart –Y15-.

Alignment	Station	to	Station	Note
-Y15-	21+50.00		56+00.00	Plan Sheet 16, 18, 47, 48
-Y15REV-	8+00.00		96+28.30	Plan Sheet 18, 19, 10, 20, 21, 48 – 51
-Y15-	145+00		176+96.90	Plan Sheet 21-24, 51, 52
-UXRPB-	10+00.00		19+13.04	Plan Sheet 23,72
-UXRPC-	10+00.00		23+89.52	Plan Sheet 22, 23, 72

Discussion of the Segment

Segment Geology

This segment involves excavation of residual soil, and construction of embankments, all adjacent to and at the same grade as I-40. Within the data in hand, no special problems were identified.

Physical Description

This segment of the job covers -Y15-, -Y15REV-, -UXRPB- and -UXRPC-. Each alignment will be discussed separately. The -Y15- alignment is widening only and precedes and follows -Y15Rev- which is a new alignment south of existing I-40. The discussion below follows this order: -Y15-, -Y15REV-, and -Y15-.

-Y15-	**21+50.00**		**56+00.00**	**Plan Sheet 16, 18, 47, 48**

One lane is added on the right, from -Y15-EBL, 21+50 up to 38+00; then two are added to the right. From–Y15-WBL, 32+00 to 47+00, a lane is added on the WBL, taking some room from the island and some from additional fill. From WBL 47+00 to 56+00 a lane is added on the left side on fill. The –Y15FLYCA- alignment departs the EBL to the right beginning at 49+50

Cuts and Fills

Alignment	Station	to	Station		Note
-Y15-EBL-	21+50		29+00		Widen on fill, cut for ditch
-Y15-EBL-	29+00		40+00	Cut	Cut: Minimal, just for new ditch on right
-Y15-EBL-	40+00		48+50	Cut	Cut: Up to 15' thick: Pushes back existing slope.
-Y15-EBL-	48+50		56+00		Near grade.
-Y15-WBL-	32+00		47+00	Fill	Fill: Minimal, some in island, some left side.
-Y15-WBL-	47+00		56+00	Fill	Fill: up to 15' thick

Geology

Existing Business I-40 is on embankment fill on the south side of a broad flood plain. After crossing an area of alluvial soil from 29+00 to 34+50, the EBL is on fill over residual, and the WBL is on fill or alluvial soil. The widening on the EBL pushes the existing slopes back. Rock was found below grade from station 44+00 through 46+00. From station–Y15- 33+00 to 41+00

the WBL of the old alignment is over soft wet alluvial A-6. From 41+00 to 44+00 fill will be over rock, and then from 44+00 to the end at 56+00 fill will be over alluvial.

-Y15REV-	**8+00.00**		**96+28.30**	**Plan Sheet 18, 19, 10, 20, 21, 48 - 51**

Alignment -Y15REV- begins at elevation 826, station 8+00, and climbs gradually to station 21+00, elevation 834, where the grade increases to 2.3%, which is maintained to station 52+50 and elevation 906. After flattening out a little, the top of the climb is reached at station 55+50 elevation 906. Elevation is then lost at .5% down to station 84+00, elevation 881, then back up the hill to the end of the alignment at station 96+28 and elevation 895.

Cuts and Fills

The EBL, (right side -Y15REV- will be discussed, then WBL, (left side -Y15REV-)

Y15REV- right side

Alignment	Station	to	Station		Note
-Y15-EBL-	8+00		12+50		Minimal cut or fill, widen on right
-Y15-EBL-	12+50		28+00	Cut	Cut: 0 to 40' to 0
-Y15-EBL-	28+00		34+00	Fill	Fill: 0 to 24' to 0
-Y15-EBL-	34+00		46+00	Fill	Fill: 0 to 30 to 0
-Y15-EBL-	46+00		49+50	Bridge	Bridge
-Y15-EBL-	49+50		52+50		Minimal cut or fill
-Y15-EBL-	52+50		56+50	Cut	Cut: less than 10'
-Y15-EBL-	56+50		65+50	Cut	Cut: 10 to 24 to 10' Rt side of I-40Business
-Y15-EBL-	65+50		72+50		Cut 10' to 31' to 0' Rt side of I-40Business
-Y15-EBL-	72+50				Covers footprint of –Y15-
-Y15-EBL-	72+50		79+50		Minimal cut/fill left and right
-Y15-EBL-	79+50		84+50	Cut	Cut, merge with –Y15FLYBD- on right
-Y15-EBL-	84+50		87+50		Minimal cut or fill
-Y15-EBL-	87+50		96+28	Cut	Cut: up to 25' as right slope is pushed back.

Cuts and Fills

-Y15REV- leftside

Alignment	Station	to	Station		Note
-Y15-WBL-	8+00		16+50	Fill	Fill: up to 12' x 24' fill over alluvium
-Y15-WBL-	16+50		28+00		On grade: mostly fill over old I-40
-Y15-WBL-	28+00		46+00	Fill	Fill: Partly over wetland, up to 20' thick.
-Y15-WBL-	46+00		49+50	Bridge	Bridge
-Y15-WBL-	49+50		55+00	Cut	Cut: less than 5'
-Y15-WBL-	55+00		64+00	Cut	Cut: old right hand slope of I-40
-Y15-WBL-	56+50		74+50		On grade: mostly on old I-40 alignment.
-Y15-WBL-	74+50		77+00	Fill	Fill: 5' lateral on existing fill slope
-Y15-WBL-	77+00		81+50	Cut	Cut: 5' pushback of existing slope
-Y15-WBL-	81+50		89+00	Fill	Fill: lateral to -Y15FLYAC-embankment
-Y15-WBL-	89+00		91+50	Cut	Cut: minimal cut for ditch
-Y15-WBL-	91+50		96+28	Cut	Cut: pushback of existing slope.

Geology

This alignment departs Business I-40, pushing the right side of the new alignment out while dragging the left over existing Business I-40. After running parallel, it merges back, pushing the left side back across existing I-40. Most of the geology of this alignment is the constructed environment of Business I-40. The cut on the right side from 22+00 to 27+00 will leave A-5 or A-4 in the cut slopes but no groundwater was found in the future slope. The cut from 53+00 to 64+00 will leave A-4 and A-5 in the slope, but groundwater should be below the ditch elevation. The fill section from 28+00 to 46+00 covers an existing stream but the measures can be taken during construction to correct any soil weakness that turn up during construction.

-Y15-	**145+00**		**176+96.90**	**Plan Sheet 21-24, 51, 52**

One continuous lane is added on each side along with additional areas of widening associated with traffic entering or departing from two sets of ramps. The existing grade and centerline of Y-15, (I-40 bypass), is maintained with additions on the sides.

Cuts and Fills

The –Y15EBL- side will be discussed, then the WBL side.

Y15- right side

Alignment	Station	to	Station		Note
-Y15-EBL-	145+00		153+50	Cut	Cut: Slope pushback, 17' x 20 tapering to 0
-Y15-EBL-	153+50		163+50	Fill	Fill: Minimal, just for new shoulder on right
-Y15-EBL-	163+50		167+00	Cut	Cut: 5' x 8' each section, pushes back slope.
-Y15-EBL-	167+00		176+96		Cut: Minimal, just for new shoulder on right.

-Y15- left side

Alignment	Station	to	Station		Note
-Y15-WBL-	145+00		149+00	Cut	Cut: Slope pushback, 12' x 20 tapering to 0
-Y15-WBL-	149+00		155+50	Fill	Fill: Minimal, just for new shoulder on left
-Y15-WBL-	155+50		167+00	Cut	Cut: 5' x 20' each section: pushes back slope.
-Y15-WBL-	167+00		176+96		Minimal: work is taken up by ramp.

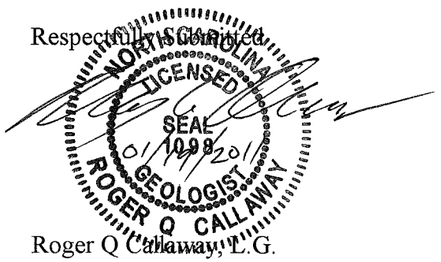
Geology

This alignment widens existing I-40. The available information indicates that the cuts will leave A-2 soil in the new cut slopes. Groundwater was encountered in some borings, but it was below the ditch line elevation.

-UXRPB-	**10+00.00**		**19+13.04**	**Plan Sheet 23,72**
-UXRPC-	**10+00.00**		**23+89.52**	**Plan Sheet 22, 23, 72**

These alignments improve existing ramps

Respectfully submitted,



Roger Q Callaway, L.G.

PROJECT REFERENCE NO.	SHEET NO.
34839.1.1 (U-2579AB)	3

EARTHWORK BALANCE SHEET

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

WANDA L. BOOTH
DB 1006 PG 551

S 04°21'00" W
302.59'

S 86°41'02" E
652.02'

SHELBA J. TALLEY
JONAH R. MOTSINGER
DB 540 PG 296
PB 9 PG 98

CHARLES JERRY HART
DB 954 PG 8

POND
N 89°32'59" W
185.61'

N 04°41'08" E
205.42'

CONC. ROCK DAM

PATTY WEAVIL MABE
GLENDA JUNE COCKERHAM
DB 2673 PG 1182

BL-23 PINC
22+29.20

S 32° 42' 15.8" W

N 04°41'08" E
39.29'
EIP

S 37° 56' 01.9" W

BL-24 PINC
25+22.46

S 27° 04' 14.8" W

CONSTRUCTION
BY OTHERS

CONC

ISBKD

16' AP ACCESS EASEMENT
PB 9 PG 98

S

CHARLES JERRY HART
DB 1029 PG 918
PB 13 PG 203

N 04°07'49" E
7.10'

T.L. MANUEL
DB 322 PG 135

N 04°07'49" E
249.34'

BOBBY LEE MOORE
DB 1250 PG 444

EIP

N 04°07'49" E
239.42'

EIP

N 03°51'50" E
15.58'
12.38' EIP

695

-L- SC Sta. 697+72.98

SIGN SUPPORT 'B'
-L- 694+50.00, 91' LT

-L- TS Sta. 693+52.98

RESIDUAL

BL-26 PINC STA 29+91.72
-L- STA 695+05.55, 1.97' LT

CAT-1
8:1

12" PS

14" PS

48"

S 35° 58' 09.1" W

S 31° 44' 12.3" W

S 34° 00' 18.6" W

-L- WINSTON SALEM OUTER LOOP

MATCHLINE SHEET 5 -L- STA. 698+00.00

600.00'
N 89°49'18" W

RESIDUAL

SIGN SUPPORT 'A'
-L- 694+50.00, 91' RT

BL-25 PINC STA 27+73.67
-L- STA 692+87.62, 9.93' LT

BEGIN TIP PROJECT U-2579AB
END TIP PROJECT U-2579B
-L- POT STA. 692+32.98

S 89°39'18" E
649.37'

FRANCIS L. MANUEL
BILLIE MANUEL
DB 1257 PG 1282
DB 1211 PG 125
DB 937 PG 28

N 04°25'23" E
735.24'

CHARLES JERRY HART
DB 954 PG 8

JAMES R. MANUEL JR.
JANE MANUEL
DB 1014 PG 2

375.45'
S 00°06'18" E

255.00'
S 00°06'18" E

N 89°49'18" W
420.09' R/W
420.00' EP
TO CORNER

BOBBY LEE MOORE
DB 1250 PG 444

ELECTRIC METER

ROBERT W. BROWN
SANDRA S. BROWN
DB 2110 PG 4859

POOL

PAVED SHOULDER

NOTE:
SEE SHEET 28 FOR -L- PROFILE

-L-

PI Sta 696+33.06	PI Sta 707+75.32	PI Sta 718+41.72
Θs = 4° 11' 32.5"	Δ = 38° 30' 11.9" (LT)	Θs = 4° 11' 32.5"
Ls = 420.00'	D = 1° 59' 46.9"	Ls = 420.00'
LT = 280.08'	L = 1928.67'	LT = 280.08'
ST = 140.07'	T = 1002.34'	ST = 140.07'
INC = 60.00'	R = 2870.00'	INC = 60.00'
	SE = 0.07	

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	5
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

TRAFFIC DATA
SEDGE GARDEN RD

	13960 / 19000	
WINSTON-SALEM OUTER LOOP		28143 / 39000 WINSTON- SALEM OUTER LOOP
YEAR 2015 ADT / YEAR 2035 ADT	SEDGE GARDEN RD	

-L-
Pls Sta 696+33.06
Θs = 4° 11' 32.5"
Ls = 420.00'
LT = 280.08'
ST = 140.07'
INC = 60.00'

Pl Sta 707+75.32
Δ = 38° 30' 11.9" (LT)
D = 1° 59' 46.9"
L = 1,928.67'
T = 1,002.34'
R = 2,870.00'
SE = 0.07

Pls Sta 718+41.72
Θs = 4° 11' 32.5"
Ls = 420.00'
LT = 280.08'
ST = 140.07'
INC = 60.00'

-YIB-
Pl Sta 21+42.48
Δ = 20° 48' 25.4" (LT)
D = 1° 33' 09.8"
L = 1,340.03'
T = 677.48'
R = 3,690.00'
SE = 0.03

MATCHLINE SHEET 4 -L- STA. 698+00.00

MATCHLINE SHEET 6 -L- STA. 706+50.00

MATCHLINE SHEET 6 -YIB- STA 25+50.00

-YIB- PC Sta. 14+65.00

BL-27 PINC STA 34+67.35
-L- STA 699+80.60, 11.73' RT

-L- POC STA 703+89.11=
-YIB- STA 22+26.35

BL-29 PINC STA 42+00.92
-L- STA 706+41.67, 70.36' LT

SIGN SUPPORT 'D'
-L- 706+00.00, 91' LT

END APPROACH SLAB
-YIB- STA 23+92.52

END BRIDGE
-YIB- STA 23+68.52

SIGN SUPPORT 'C'
-L- 702+00.00, 91' RT

BEGIN APPROACH SLAB
-YIB- STA 20+63.54

-L- POC STA 705+47.21=
-YIBDET- STA 23+67.30

BEGIN BRIDGE
-YIB- STA 20+87.54

BL-28 PINC STA 38+19.08 =
BYIPINC STA 13+26.35
-YIB- STA 20+95.20, 24.18' RT

BYI-104 POT STA 5+00.00
-YIB- STA 12+71.18, 16.18' RT

BEGIN CONSTRUCTION
-YIB- STA 12+00.00

RESIDUAL

ABOANDONED WELL SITE
WATER @ 38.0'
(8-08)
RESIDUAL WELL SEALED (9-08)

-L- WINSTON SALEM OUTER LOOP

-YIB- SR 2632
SEDGE GARDEN RD

NCDOT
(FORMERLY - JON GARY COX)
(DB 1652 PG 2415)

T.L. MANUEL
DB 322 PG 135

ROBERT W. BROWN
SANDRA S. BROWN
DB 2110 PG 4859

WILLIAM C. RAMEY
DB 699 PG 178

HARRY L. ROBERTS
JILL ROBERTS
DB 1200 PG 621

MILAN F. SHAW
TERESA L. SHAW
DB 2537 PG 3818

ROBIN M. MANUEL
LESLIE A. MANUEL
DB 2530 PG 208

ROBERT L. OGLESBY
GLORIA OGLESBY
DB 1282 PG 1574
DB 1015 PG 559

DAVID K. BROWN JR.
JOY B. BROWN
DB 2058 PG 3508

JERRY CURTIS MANUEL
BONNIE MANUEL
DB 1257 PG 1492

FRANCIS L. MANUEL
BILLIE JO MANUEL
DB 1555 PG 1143

GERARD A. HILDEBRAND
TAMMY C. HILDEBRAND
DB 1868 PG 2740
DB 2323 PG 2971

GERHARD A. HILDEBRAND
TAMMY C. HILDEBRAND
DB 1868 PG 2740
DB 2323 PG 2971

30' ACCESS AND UTILITY EASEMENT
PB 2531 PG 2038

PAVED SHOULDER

NOTES:
SEE SHEET 28 FOR -L- PROFILE
SEE SHEET 34 FOR -YIB- PROFILE
SEE SHEETS 2-K FOR -YIB- DETOUR PLANS
SEE SHEET 35 FOR -YIBDET- PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	6
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

TRAFFIC DATA

KERNERSVILLE RD

20057
28000

WINSTON-SALEM OUTER LOOP 26343 36800

4800 6400 | 7629 9800

2900 3700 | 1871 2500

28143 39000 WINSTON- SALEM OUTER LOOP

12400
18000

KERNERSVILLE RD

YEAR 2015 ADT
YEAR 2035 ADT

NOTES:
SEE SHEET 6A FOR RAMP AND SPUR CURVE DATA
SEE SHEETS 28 AND 29 FOR -L- PROFILE
SEE SHEETS 2-L FOR -Y4- DETOUR PLANS AND CURVE DATA
SEE SHEETS 37 AND 38 FOR -Y4- PROFILE
SEE SHEET 39 FOR -Y4DET- PROFILE
SEE SHEET 40 FOR -Y4RPA- PROFILE
SEE SHEET 44 FOR -Y4SPRA- PROFILE
SEE SHEET 41 FOR -Y4RPB- PROFILE
SEE SHEET 44 FOR -Y4SPRB- PROFILE
SEE SHEET 42 FOR -Y4RPC- PROFILE
SEE SHEET 44 FOR -Y4SPRC- PROFILE
SEE SHEET 43 FOR -Y4RPD- PROFILE
SEE SHEET 44 FOR -Y4SPRD- PROFILE
SEE SHEET 35 FOR -Y1B- PROFILE
SEE SHEET 2-K FOR -Y1B- DETOUR PLANS AND CURVE DATA
SEE SHEET 35 FOR -Y1BDET- PROFILE
SEE SHEET 36 FOR -Y2- PROFILE
SEE SHEET 73 FOR -SERV1- PROFILE
SEE SHEET 75 FOR -Y6- PROFILE

PAVEMENT REMOVAL
PAVED SHOULDER

REVISIONS

8/17/99

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8/17/99

1" = 100'

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	7
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-L-
Pls Sta 739+01.93
Θs = 1° 11' 52.2"
Ls = 240.00'
LT = 160.00'
ST = 80.00'
INC = 60.00'

Pl Sta 746+86.55
Δ = 13° 59' 48.4" (RT)
D = 0° 59' 53.5"
L = 1,402.22'
T = 704.62'
R = 5,740.00'
SE = 0.04

Pls Sta 754+64.16
Θs = 1° 11' 52.2"
Ls = 240.00'
LT = 160.00'
ST = 80.00'
INC = 60.00'

363.25'
S 11°21'22" E

-Y4RPC- (RAMP)
Pls Sta 11+60.04
Θs = 3° 58' 19.1"
Ls = 240.00'
LT = 160.04'
ST = 80.04'
INC = 60.00'

Pl Sta 13+76.37
Δ = 9° 00' 31.4" (LT)
D = 3° 18' 35.9"
L = 272.17'
T = 136.37'
R = 1,731.00'
SE = 04

-Y4RPD- (RAMP)
Pls Sta 11+60.03
Θs = 3° 25' 25.4"
Ls = 240.00'
LT = 160.03'
ST = 80.03'
INC = 60.00'

Pl Sta 14+37.03
Δ = 11° 12' 24.3" (RT)
D = 2° 51' 11.1"
L = 392.79'
T = 197.03'
R = 2,008.20'
SE = 04

-Y4RPD- SC Sta. 12+40.00

MARGARET P. ELTING
DIANE BROWN
DB 1748 PG 1441

BL-36 PINC STA 73+55.02 =
-BY5- POT 5+00.00 =
-BY7- POT 5+00.00
-L- STA 736+94.09, 38.47' LT

735

740

745

MARLENE P. FLINCHUM
DB 1748 PG 1444
DB 2137 PG 10
DB 1748 PG 1432

304.22'
S 11°21'52" E

100.00'
S 13°59'12" E

LEONARD C. DAVENPORT
ELSIE DAVENPORT
DB 1232 PG 623

-Y6- POT Sta. 20+96.31

-L- Sta. 737+41.93 59.00' LT
-Y4RPD- ST Sta. 10+00.00

MARLENE P. FLINCHUM
DB 1748 PG 1444
DB 2137 PG 10
DB 1748 PG 1432

HTR

ELMER L. FLINCHUM
MARLENE POPE FLINCHUM
DB 1891 PG 620

ELMER L. FLINCHUM
DB 768 PG 127
DB 764 PG 280

FLORA S. MANNING
DB 2582 PG 4181

BY5-160 PINC STA 14+75.43
-L- STA 746+48.90, 155.04' LT

RESIDUAL

S 16° 27' 32.0" E

OAK GROVE CHURCH RD (SR 2678)

S 12° 52' 58.4" E

S 6° 29' 41.6" E

S 9° 54' 18.7" E

-L- WINSTON SALEM OUTER LOOP

MATCHLINE SHEET 6 -L- STA 733+00.00

MATCHLINE SHEET 8 -L- STA 746+50.00

JACK A. TOLBERT
DB 1014 PG 143

RICHARD REID JR.
DB 2441 PG 2533

DOROTHY A. BOUDOUSH
DB 2533 PG 2469

-Y4RPC- SC Sta. 12+40.00

-Y6- PT Sta. 18+84.93

-L- TS Sta. 737+41.93

L.B. POPE
DB 2441 PG 2530

-Y4RPC- ST Sta. 10+00.00=
-L- Sta. 736+87.00, -59' OFFSET

S 86° 04' 52.9" W

GRAU 350

SIGN SUPPORT '1'
-L- 740+00.00, 91' RT

-L- SC Sta. 739+81.93

BL-37 PINC STA 79+21.01
-L- STA 742+57.60, 10.48' RT

JOHN HENRY BURTON
DB 2293 PG 2812
DB 957 PG 364

ARCHIE H. EMBLER
DEBBIE W. EMBLER
DB 1607 PG 489
PB 25 PG 178

1200' MEDIAN TRANSITION (LT & RT)

RICHARD REID JR.
DB 2441 PG 2533

OPAL FLOYD
DB 1407 PG 1302
PB 18 PG 102

BY6-170 PINC STA 10+02.16
-L- STA 733+03.05, 80.88' RT

JEAN MARIE CRADDOCK
DB 1606 PG 37
PB 25 PG 98

BY7-180 POT STA 9+40.43
-L- STA 736+25.46, 396.59' RT

GARDENVIEW DR

JOHN W. TUCKER
HELEN TUCKER
DB 1162 PG 1282
PB 25 PG 98

RICHARD E. CAMERON
SHARON CAMERON
DB 1334 PG 70
PB 25 PG 178

JAMES M. CHANDLER JR.
SHARON CHANDLER
DB 1557 PG 1931
PB 25 PG 178

JAMES EDWARD POPE
DB 984 PG 389

SHEILA S. SMITH
DB 2121 PG 2344
PB 25 PG 178

ANTHONY T. KIMMER
CYNTHIA B. KIMMER
DB 2038 PG 2790

TAMMY S. BUECHETTE
DB 2186 PG 3620
PB 25 PG 178

WILLIAM L. LIVENGOOD
DB 1138 PG 262
DB 759 PG 370
PB 18 PG 102

VERA J. CALL
DB 2193 PG 2619
PB 25 PG 98

KEITH DELWARD SHARPE
KENNETH D. SHARPE
DB 2499 PG 701
PB 25 PG 98

WESLEY CT

PAVEMENT REMOVAL

PAVED SHOULDER

NOTES:
SEE SHEET 29 FOR -L- PROFILE
SEE SHEET 42 FOR -Y4RPC- PROFILE
SEE SHEET 43 FOR -Y4RPD PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	8
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

MATCHLINE SHEET 7 -L- STA. 746+50.00

MATCHLINE SHEET 9 -L- STA. 759+50.00

-L-
PI Sta 739+01.93
Ds = 1° 11' 52.2"
Ls = 240.00'
LT = 160.00'
ST = 80.00'
INC = 60.00'

PI Sta 746+86.55
Δ = 13° 59' 48.4" (RT)
D = 0° 59' 53.5"
L = 1,402.22'
T = 704.62'
R = 5,740.00'
SE = 0.04

PI Sta 754+64.16
Ds = 1° 11' 52.2"
Ls = 240.00'
LT = 160.00'
ST = 80.00'
INC = 60.00'

BY5-161 PINC STA 25+17.03 =
-BY5A- POT STA 5+00.00
-BY11- POT STA 5+00.00
-L- STA 756+50.97, 290.80' LT

BY11-210 POT STA 8+34.13
-L- STA 759+08.81, 78.28' LT

BY10-200 PINC STA 5+00.00
-L- 755+00.84, 36.33' LT

BL-38 PINC STA 84+86.20 = RESIDUAL
-BY8- POT 5+00.00
-L- STA 748+20.98, 26.86' LT

BL-39 PINC STA 88+70.04
-L- STA 751+73.78, 131.87' RT
POT Sta 10+00.00

BL POT STA 82+53.21
BY10-516 POT STA 5+92.30
POINT NOT SET
-L- STA 755+51.22, 41.00' RT

BL-40 PINC STA 95+32.71
-L- STA 758+21.06, 32.27' LT

BY8A-201 POT STA 14+22.05 =
-BY10- POT STA 8+33.60
-L- STA 756+83.76, 242.75' RT

-L- CS Sta. 753+84.15

-L- CS Sta. 756+24.15

SIGN SUPPORT 'J'
747+00.09' LT

OAK GROVE CHURCH RD (SR 2678)

OAKSBURG DR

OAKSBURG CT

OAKSHIRE RD

OAKBURY CT

WINSTON SALEM OUTER LOOP

OAK RIDGE FARM RD

ALLUVIUM

ARTIFICIAL FILL

RESIDUAL

FLORA S. MANNING
DB 2582 PG 4161

JACK V. EARNHARDT
ELIZABETH EARNHARDT
DB 1120 PG 769

ROBERT B. BOYLES
SHARON B. BOYLES
DB 2079 PG 338

VERNIA A. BYRD
DB 907 PG 294

MELBA RAE ATKINS
DB 613 PG 220

ROBERT KERNER SMITH HEIRS
DB 599 PG 364

CLINT BRADY ATKINS
JULIE C. ATKINS
DB 1963 PG 2517

CRAIG B. ATKINS
JULIA J. ATKINS
DB 1782 PG 2958

SONYA R. THOMPSON
DB 2228 PG 1345
PB 30 PG 151

JEREMY HENLEY PALLARD
DB 2568 PG 2315
PB 45 PG 3

SCOTT E. GURSTEIN
DB 2429 PG 1892
PB 45 PG 3

CATHERINE IRENE FRANKLIN
DB 2334 PG 1373
PB 45 PG 3

MEGAN PENNY EVERETT

ANNA A. PRICE, TRUSTEE
DB 2026 PG 2484
DB 2390 PG 4195
PB 30 PG 151

HELDA L. BAZALDUA
ARMANDO BAZALDUA
DB 2523 PG 2580
PB 45 PG 3

SHUGART ENTERPRISES LLC
DB 2271 PG 387
PB 45 PG 3

NCDOT (FORMERLY SHUGART ENTERPRISES LLC)
DB 2579 PG 4402
PB 45 PG 3

HELEN L. GORDON
DB 2445 PG 3256
PB 45 PG 3

VISHAL KHANNA
KIMBERLY S. KHANNA
DB 2481 PG 464
PB 45 PG 3

MARY M. RUTLEDGE
DB 2455 PG 5816
PB 45 PG 3

NCDOT (FORMERLY SHUGART MANAGEMENT INC.)
DB 2321 PG 4147
PB 45 PG 3

NCDOT (FORMERLY SHUGART ENTERPRISES LLC)
DB 2271 PG 387
PB 45 PG 3

PATRICIA GWYN SHELTON
DB 2475 PG 554
PB 45 PG 3

THOMAS A. KONOPKA
DB 2544 PG 5952
PB 45 PG 3

ROBERT R. WILSON SR.
JOANNE E. WILSON
DB 2489 PG 3103
PB 45 PG 3

LILIAN MEDINA VENTES
DB 2481 PG 1669
PB 45 PG 3

GERALD DORSETTE
BEVERLY P. DORSETTE
DB 2477 PG 1194
PB 45 PG 3

KRISTIS. IDOL
DB 2480 PG 880
PB 45 PG 3

PATRICIA J. BAUMBACH
DB 2330 PG 4987
PB 45 PG 3

TERESA LITTLE
KENDRA KORNEGAY
DB 2581 PG 3958
PB 45 PG 3

THOMAS V. MORIARTY
DB 2436 PG 1805
PB 45 PG 3

BRENDA HOLT KIVETT
DB 2434 PG 2810
PB 45 PG 3

SAMUEL W. HENDERSON
PRISCILLA E. HENDERSON
DB 2443 PG 2661
PB 45 PG 3

JASON B. ELKINS
DB 2480 PG 497
PB 45 PG 3

MATTHEW J. MILLER
DB 2336 PG 1374
PB 45 PG 3

WILLIAM J. NEARHOOF
CATEESHA NEARHOOF
DB 2468 PG 1038
PB 45 PG 3

NICOLE MARIE FUSCO
JEFFREY BRIAN SMITH
DB 2479 PG 1779
PB 45 PG 3

RONALD R. RICHARDSON
DB 1984 PG 2650
PB 45 PG 3

ERICA SHAICHAMPNEY
DB 2483 PG 152
PB 45 PG 3

KEVIN W. LONG
DB 2483 PG 433
PB 45 PG 3

TRUONG VAN VO
DB 2541 PG 1874
PB 45 PG 3

TIMOTHY W. HOLLOWELL
WANDA B. HOLLOWELL
DB 2388 PG 3446
PB 45 PG 3

TRACY M. LAFEVER
DB 2540 PG 3301
PB 45 PG 3

DAVID R. MABE
ALLISON B. MABE
DB 2660 PG 1395
PB 45 PG 3

LANTHA WALTERS
DB 2663 PG 1611
PB 45 PG 3

PETITIA J. LESEAUF
DB 2407 PG 2344
PB 45 PG 3

ROBERT J. TAYLOR JR.
AMANDA K. TAYLOR
DB 2542 PG 2412
PB 45 PG 3

CHARLIE J. CROY
CHRISTY L. CROY
DB 2526 PG 1418
PB 45 PG 3

MARSHA BAITY
DB 2606 PG 1108
PB 45 PG 3

SOLOMON CISNEROS-HERNANDEZ
DB 2545 PG 3411
PB 45 PG 3

REBEKAH HEMMINGWAY
DB 2552 PG 3301
PB 45 PG 3

KEVIN J. SHUGART
DB 2579 PG 3301
PB 45 PG 3

EMSA PUENTE CAMERON
DB 2410 PG 2052

CLAYTON PENNINGER JR.

VIRGINIA F. SHEARD
DB 2445 PG 1580

TERRIE M. PERKINS

N. BRATTON
PG 2335

NOTE:
SEE SHEETS 29 AND 30 FOR -L- PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	9
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

BY5-162 PINC STA 36+28.20
-L- STA 767+24.24, 578.53' LT
DANIEL R. ATKINS
BETTY K. ATKINS
DB 1706 PG 156

BY5A-220 POT STA 8+82.52
-L- STA 759+95.28, 457.45' LT

OAK GARDEN DR

JORGE L. GONZALES
ROSA MARIE GONZALEZ
DB 2594 PG 3379

OAK GROVE CHURCH RD (SR 2678)

S 11° 29' 52.8" E

SEDGE GARDEN SWIM & RACQUET CLUB
DB 1011 PG 416

TENNIS COURTS

-Y15FLYCA- CS Sta. 86+79.94

-Y15FLYCA- Sta. 84+89.13
END -Y15FLYCA- PAVEMENT
BEGIN -L- PAVEMENT

-Y15FLYCA- SC Sta. 84+83.27

TERESA J. TUCKER
TIMOTHY E. TUCKER
DB 2438 PG 242
DB 1546 PG 618
DB 1636 PG 3540
DB 1597 PG 1229

-Y15FLYCA- SRS Sta. 81+23.27

-L- Sta. 761+37.15 59.00' LT
-Y15FLYCA- ST Sta. 90+39.94

BL-42 PINC STA 103+07.33
-L- STA 765+93.48, 24.05' RT

RESIDUAL

SHELBA J. TALLEY
JONAH R. MOTSINGER
DB 458 PG 170
DB 559 PG 154

-BL-41 PINC STA 98+41.70
-L- STA 761+29.58, 16.05' LT

LOREN A. LITTLE
MARGARET R. LITTLE
DB 2390 PG 2196
PB 30 PG 151

ALLUVIUM

-Y15RPA- POT Sta. 36+16.69
-Y15FLYCA- Sta. 80+05.20
OFFSET = 12'

BL-43 PINC STA 106+21.25
-L- STA 769+07.37, 19.95' RT

MATCHLINE SHEET 10
-Y15RPA- STA 35+00.00
-Y15FLYCA- STA 78+88.50

-L- WINSTON SALEM OUTER LOOP

S 8° 27' 00.8" W

S 2° 45' 43.4" W

S 5° 07' 12.5" E

S 6° 04' 13.7" W

S 3° 30' 34.3" W

S 6° 31' 03.2" W

BL-44 PINC STA 108+39.54
-L- STA 771+23.19, 12.80' LT

-L- TS Sta. 772+56.63

-Y15FLYBD- CS Sta. 22+00.63

-Y15FLYBD- SC Sta. 13+60.00

-Y15FLYBD- Sta. 16+38.98
BEGIN -Y15FLYBD- PAVEMENT
END -L- PAVEMENT

SIGN SUPPORT 'K'
-L- 760+00.00, 103' RT

-L- Sta. 759+92.00 71.00' RT
-Y15FLYBD- TS Sta. 10+00.00

JOSEPH K. COFFEY
YVONNE COFFEY
DB 1676 PG 574
PB 30 PG 151

THOMAS F. RILEY
CHERYL RILEY
DB 1671 PG 30
PB 30 PG 151

MATCHLINE SHEET 8 -L- STA. 759+50.00

MATCHLINE SHEET 10 -L- STA. 773+00.00

MATCHLINE SHEET 10
-Y15FLYBD- STA 23+00.00

TERESA J. TUCKER
TIMOTHY E. TUCKER
DB 2438 PG 242
DB 1546 PG 618
DB 1636 PG 3540
DB 1597 PG 1229

-Y15FLYCA- (FLYOVER)

Pls Sta 83+63.35	Pl Sta 85+81.66	Pls Sta 88+00.01	Pls Sta 78+83.34
Θs = 4° 26' 43.3"	Δ = 4° 51' 25.3" (RT)	Θs = 4° 26' 43.3"	Θs = 4° 26' 43.3"
Ls = 360.00'	D = 2° 28' 10.7"	Ls = 360.00'	Ls = 360.00'
LT = 240.08'	L = 196.67'	LT = 240.08'	LT = 240.08'
ST = 120.07'	T = 98.39'	ST = 120.07'	ST = 120.07'
INC = 60.00'	R = 2,320.00'	INC = 60.00'	INC = 60.00'
	SE = .06		

-L-

Pls Sta 774+06.63	Pl Sta 795+15.62	Pls Sta 815+32.51
Θs = 0° 50' 35.3"	Δ = 29° 47' 50.6" (RT)	Θs = 0° 50' 35.3"
Ls = 225.00'	D = 0° 44' 58.0"	Ls = 225.00'
LT = 150.00'	L = 3,975.88'	LT = 150.00'
ST = 75.00'	T = 2,033.99'	ST = 75.00'
INC = 75.00'	SE = .03	INC = 75.00'
	R = 7645.00'	

-Y15FLYBD- (FLYOVER)

Pls Sta 12+40.08	Pl Sta 17+84.98	Pls Sta 23+20.70
Θs = 4° 26' 43.3"	Δ = 20° 45' 38.3" (RT)	Θs = 4° 26' 43.3"
Ls = 360.00'	D = 2° 28' 10.7"	Ls = 360.00'
LT = 240.08'	L = 840.63'	LT = 240.08'
ST = 120.07'	T = 424.98'	ST = 120.07'
INC = 60.00'	R = 2,320.00'	INC = 60.00'
	SE = .06	

PAVED SHOULDER

NOTES:
SEE SHEET 30 FOR -L- PROFILE
SEE SHEET 62 FOR -Y15FLYCA- PROFILE
SEE SHEET 56 FOR -Y15FLYBD- PROFILE
SEE SHEET 63 FOR -Y15RPA- PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	10
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

TRAFFIC DATA

I-40 BYPASS
80271
107300

WINSTON-SALEM OUTER LOOP	28143 / 39000	20857 / 30000	WINSTON SALEM OUTER LOOP
	8186 / 9500	6614 / 6100	
	7829 / 9200	2114 / 3600	

75414
104500
I-40 BYPASS

YEAR 2015 ADT
YEAR 2035 ADT

PAVEMENT REMOVAL

PAVED SHOULDER

NOTES:
SEE SHEETS 30 AND 31 FOR -L- PROFILE
SEE SHEETS 49 AND 50 FOR -Y15REV- PROFILE
SEE SHEETS 54 THRU 55 FOR -Y15FLYAC- PROFILE
SEE SHEETS 56 THRU 58 FOR -Y15FLYBD- PROFILE
SEE SHEET 61 AND 62FOR -Y15FLYCA- PROFILE
SEE SHEET 63 FOR -Y15RPA- PROFILE
SEE SHEET 64 FOR -Y15RPB- PROFILE
SEE SHEET 68 FOR -Y15LPA- PROFILE
SEE SHEET 10A FOR -Y15- INTERCHANGE CURVE DATA

REVISIONS

8/17/99

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	11
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

REVISIONS

8/17/99

END CONSTRUCTION
-Y16- Sta. 34+00.00

BEGIN CONSTRUCTION
-Y16A- Sta. 11+00.00

BEGIN CONSTRUCTION
-Y16B- Sta. 10+00.00

RESIDUAL

ALLUVIUM

ARTIFICIAL FILL

ROCKY AREA

MATCHLINE SHEET 10
-Y15FLYAC- STA. 40+00.00

MATCHLINE SHEET 12
-Y15FLYAC- STA. 14+00.00

MATCHLINE SHEET 12
-Y16A- STA. 12+00.00

-Y15FLYAC- SC Sta. 73+38.54

-Y15FLYAC- SCS Sta. 77+78.54

-Y15FLYAC- SC Sta. 79+88.54

-Y15FLYAC- SC Sta. 82+38.54

-Y15RPC- CS Sta. 36+69.08

-Y15RPC- CS Sta. 34+57.30

-Y15RPC- SC Sta. 69+32.26

-Y15RPD- CS Sta. 36+69.08

-Y15RPD- CS Sta. 34+57.30

-Y15RPD- SC Sta. 69+32.26

-Y15RPD- SC Sta. 71+82.26

-Y15RPD- SC Sta. 73+32.26

-Y15RPD- SC Sta. 74+82.26

-Y15RPD- SC Sta. 76+32.26

-Y15RPD- SC Sta. 77+82.26

-Y15RPD- SC Sta. 79+32.26

-Y15RPD- SC Sta. 80+82.26

-Y15RPD- SC Sta. 82+32.26

-Y15RPD- SC Sta. 83+82.26

-Y15RPD- SC Sta. 85+32.26

-Y15RPD- SC Sta.

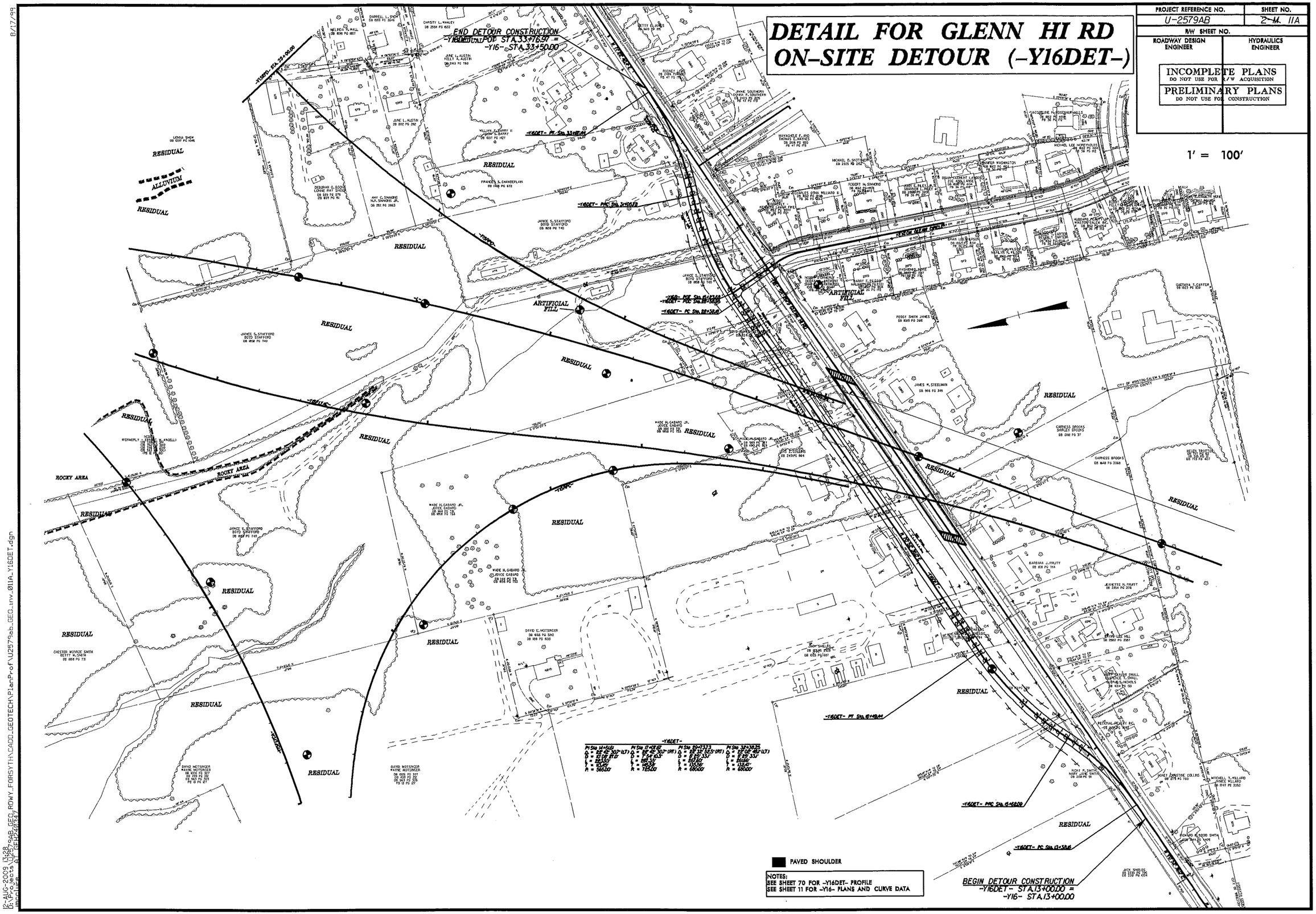
DETAIL FOR GLENN HI RD ON-SITE DETOUR (-Y16DET-)

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	2-M 11A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

1' = 100'



NOTES:
SEE SHEET 70 FOR -Y16DET- PROFILE
SEE SHEET 11 FOR -Y16- PLANS AND CURVE DATA

8/17/99

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	12
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

REVISIONS

8/17/99

MATCHLINE SHEET 11 -L- STA. 826+50.00

-L- POT Sta. 836+32.44

END TIP PROJECT U-2579AB
-L- STA. 836+32.44

FUTURE U-2579AA

-L- WINSTON SALEM OUTER LOOP

S 34° 59' 35.5" W

RESIDUAL

ARTIFICIAL FILL

HELEN TROTTER
DB 777 PG 62
DB 745 PG 21
DB 773 PG 407

JANICE W. CRAVER
BILLY R. CRAVER
DB 1573 PG 1364

300' LANE TAPER

PAVED SHOULDER

NOTE:
SEE SHEETS 32 AND 33 FOR -L- PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	13
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

MATCHLINE SHEET 6 -SERVI- STA. 16+00.00

MATCHLINE SHEET 6 -Y4- STA. 21+00.00

-Y4B- PC Sta. 12+64.57

-Y4B- NOT SINGER DR

BY4B-150 PINC STA. 8+42.36
-Y4B- STA. 11+41.01, 16.98' RT

BEGIN CONSTRUCTION
-Y4B- STA. 12+50.00

-SERVI- PT Sta. 14+28.85

-SERVI- PC Sta. 11+68.14

-Y4- PT Sta. 20+61.80

BY4-131 PINC STA. 48+15.36 =
-BY4A- POT STA. 5+00.00
-BY4B- POT STA. 5+00.00
-Y4- STA. 20+52.96, 40.37' LT

-Y4B- PT Sta. 14+10.17

-Y4- PCC Sta. 20+43.42
-Y4A- POT Sta. 10+00.00
-Y4B- POT Sta. 14+52.58

-Y4- PC Sta. 17+71.83

-SERVI-
PI Sta 13+05.82
Δ = 45° 32' 27.1" (RT)
D = 11° 28' 05.6"
L = 260.71'
T = 137.68'
R = 328.00'
SE = 04

-Y4B-
PI Sta 13+41.61
Δ = 46° 20' 46.7" (LT)
D = 31° 49' 51.6"
L = 145.60'
T = 77.05'
R = 180.00'
SE = 03

-Y4-
PI Sta 11+93.67
Δ = 1° 20' 30.1" (LT)
D = 0° 42' 58.3"
L = 187.33'
T = 93.67'
R = 8,000.00'
SE = NC

PI Sta 19+17.07
Δ = 8° 18' 25.7" (RT)
D = 2° 51' 53.2"
L = 289.97'
T = 145.24'
R = 2,000.00'
SE = 05

-Y4A- SR 2662 LINVILLE RD

-Y4A- PC Sta. 18+00.00

END CONSTRUCTION
-Y4A- 18+00.00

BEGIN CONSTRUCTION
-SERVI- POT Sta. 10+00.00
-Y4A- POT Sta. 18+44.01

BEGIN CONSTRUCTION
-Y4- 11+00.00

-Y4- PT Sta. 12+87.33

BY4-132 POT STA. 56+53.21
-Y4- STA. 12+19.69, 18.40' LT

RESIDUAL

GREGORY KENT HEDRICK
DB 2265 PG 2341

GREGORY KENT HEDRICK
DB 2265 PG 2345

VIRGINIA P. MICHAEL
DB 2154 PG 576
PB 10 PG 61

FRANCES BOWLES
DB 654 PG 179
DB 542 PG 424

SHARON A. SNOW
CATHERINE M. HOFMAN
DB 1963 PG 3809

ROBERT E. SIDES
DB 1951 PG 2292

D. MAGDELINE TEMPLE WILKINS
DB 1836 PG 1578

CATHERINE E. SHERBINE
DB 2468 PG 3768
PB 10 PG 61

HENA F. NEUGENT
DB 531 PG 459
PB 10 PG 61

SYLVIA WILKINS ALLEN
DB 1832 PG 1283
DB 1836 PG 1996

JAMES A. LANGHAM
DB 686 PG 182
DB 647 PG 421
PB 17 PG 1
PB 10 PG 29

KENNY G. MONROE
JEAN S. MONROE
DB 1516 PG 272

TRUSTEES OF THE
SEDGE GARDEN BAPTIST CHURCH
DB 1286 PG 1452
DB 1337 PG 302
DB 1697 PG 154

SEDGE GARDEN BAPTIST CHURCH

ELECTRIC METER

FELLOWSHIP HALL

JOHN HENRY BURTON JR.
DB 1906 PG 590

R. PAUL E. HARRELL
MARGARET W. HARRELL
DB 1655 PG 3942

DUSTIN W. PENDER
DB 2209 PG 858

BETTY FEBL SOLOMON
DB 1846 PG 398

GARY W. PEAK
DB 1784 PG 185

EVERETT DEAN HYATT
THERESA H. HYATT
DB 2195 PG 2345
DB 2195 PG 2342

CHRISTOPHER LLOYD BULLARD
DB 2039 PG 3732
DB 2248 PG 752
DB 464 PG 77
PB 9 PG 123

KIM ALAN SHAVER
DB 1598 PG 1601
PB 9 PG 123

MATTHEW G. LANE
DB 2457 PG 4900
PB 9 PG 123

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY
DB 1373 PG 1705

JAMES FRANKLIN SHOUSE JR.
DB 3486 PG 2090
PB 9 PG 123

ROBERT E. SIDES JR.
DB 705 PG 103
PB 17 PG 1

MAC C. GRAHAM III
DB 2176 PG 3546
PB 17 PG 1

C.L. MONTGOMERY JR.
DB 686 PG 291
PB 73, PG 1

JOHN M. SEATS JR.
LINDA C. SEATS
DB 1709 PG 2192
PB 17 PG 1

REBECCA B. JONES
DB 2171 PG 4313
PB 17 PG 1

GINA LEIGH EAST
DB 2171 PG 4300
PB 17 PG 1

ANN V. RHODES
DB 1118 PG 1226
PB 17 PG 1

MAYNARD DR

TRAFFIC DATA

KERNERSVILLE RD
15333 / 18000 — YEAR 2015 ADT / YEAR 2035 ADT

LINVILLE RD	4600 / 5800	<100 / <100	MOTSINGER DR
7467 / 10400	2867 / 4600	<100 / <100	<100 / <100

13600 / 16800 KERNERSVILLE RD

NOTES:
SEE SHEET 37 FOR -Y4- PROFILE
SEE SHEET 45 FOR -Y4A- PROFILE
SEE SHEET 45 FOR -Y4B- PROFILE
SEE SHEET 2-L FOR -Y4- DETOUR PLANS
SEE SHEET 39 FPR -Y4DET- PROFILE

PAVED SHOULDER

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	14
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

MATCHLINE SHEET 6 -Y4- STA. 41+50.00

MATCHLINE SHEET 15 -Y4- STA. 53+50.00

-Y4- SR 4315 KERNERSVILLE RD N 66°09'25.7" E

-Y4- SR 4315 KERNERSVILLE RD N 65°00'22.8" E

-Y1B- SR 2632 SEDGE GARDEN RD S 65°27'50.6" E

S 60° 28' 49.9" W

S 65° 22' 39.9" W

S 68° 14' 36.3" W

S 64° 28' 00.7" W

-Y1B- BY3-121PINC STA 13+57.33
-Y4- STA 46+36.49, 527.34' LT

-Y4- PC Sta. 45+23.31

-Y4- PT Sta. 47+04.09

-Y4- POC Sta. 45+65.98
-Y1- POT Sta. 10+00.00

-Y1B- POT Sta 41+83.63

-Y1- PC Sta. 10+68.53

-Y1- PRC Sta. 11+80.27

-Y1- PT Sta. 12+76.63

-Y1- POT Sta. 16+90.56

END CONSTRUCTION
-Y1- STA. 15+50.00

BY1-101PINC STA 34+88.70 =
-BY4- PINC STA 22+24.99
-Y4- STA 46+31.88, 30.51' RT

RESIDUAL

RESIDUAL

340' MEDIAN TAPER

250' MEDIAN TAPER

750' MEDIAN TAPER

600' LANE TAPER

100' LANE TAPER

R = 120'

R = 35'

R = 26'

LEVADA DR

LONGMONT DR

FORSYTH COUNTY BOARD OF EDUCATION
DB 245 PG 162

GEORGE NICK ANGEL
DB 1469 PG 1718

DWIGHT CHAMBERLAIN
TRACY CHAMBERLAIN
DB 2093 PG 2671

PATSY A. EBERT
DB 1687 PG 2343
DB 970 PG 682
DB 733 PG 6
PB 9 PG 98

BILLIE J. EBERT
DB 733 PG 8
PB 9 PG 98

JERRY M. PEGRAM
NANCY B. PEGRAM
DB 1871PG 87
PB 9 PG 98

OLD WINSTON VENTURES LLC
DB 2044 PG 227
PB 9 PG 98

TAYLOR OIL COMPANY
DB 1943 PG 1547

DOROTHY M. PEGRAM
DB 587 PG 393
PB 9 PG 98

CURTIS LEE HUNDLEY
LISA LEONTINE HUNDLEY
DB 2079 PG 2249
PB 9 PG 98

ELIZABETH P. JOYNER
DENNIS MICHAEL JOYNER
DB 1963 PG 3204
PB 9 PG 98

LARRY V. MAGUIRE
DB 994 PG 385
PB 9 PG 98

CAPITOL TERMINALS COMPANY
DB 1677 PG 262
PB 15 PG 51

REGIONAL REALTY INC.
DB 1793 PG 2469

NICK ANGEL
PG 1718

MICHAEL J. ROUTH
SUE S. ROUTH
DB 1263 PG 174

ESTELLE S. POPE
DB 894 PG 325

ESTELLE S. POPE
DB 894 PG 324

JIMMY D. HILL
DEBORAH HILL
DB 1237 PG 959

DON M. BERRIER
LINDA BERRIER
DB 1359 PG 579

DELORES S. CLARKE
CARL L. CLARKE
DB 1875 PG 18
AB 9 PG 98
REFERENCE
DB 305 PG 88

MICHAEL J. SAPP
DB 376 PG 57
REFERENCE:
DB 394 PG 130

MARK T. WILSON
DB, 1741 PG. 3571

DONALD W. MANUEL
JEFFREY L. MANUEL
DB 2316 PG 1065
PB 9 PG 98

DONNA C. YOUNG
DB 2357 PG 1313

STUART MANAGEMENT INC.
DB 2437 PG 1827
DB 2458 PG 1551
DB 2265 PG 742
PB 46 PG 154

TRAFFIC DATA
SEDGE GARDEN RD
10300 / 14300
YEAR 2015 ADT / YEAR 2035 ADT

	4367 / 6700	3767 / 5100	
KERNERSVILLE RD 18000 / 28000			KERNERSVILLE RD 17100 / 25300
	1767 / 3100	1333 / 2000	
	5267 / 7600		

SEDGE GARDEN RD

PAVED SHOULDER

-Y4-
PI Sta 46+13.70
Δ = 1°09'03.0" (LT)
D = 0°38'11.8"
L = 180.77'
T = 90.39'
R = 9,000.00'
SE = 02

-Y1-
PI Sta 11+24.43
Δ = 4°24'54.1" (LT)
D = 3°57'05.2"
L = 111.73'
T = 55.89'
R = 1,450.00'
SE = 02

PI Sta 12+28.46
Δ = 3°48'27.1" (RT)
D = 3°57'05.2"
L = 96.36'
T = 48.20'
R = 1,450.00'
SE = 02

NOTES:
SEE SHEET 38 FOR -Y4- PROFILE
SEE SHEET 2-L FOR -Y4- DETOUR PLANS
SEE SHEET 39 FOR -Y4DET- PROFILE
SEE SHEETS 34 AND 35 FOR -Y1B- PROFILE
SEE SHEET 33 FOR -Y1- PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	2-K 14A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

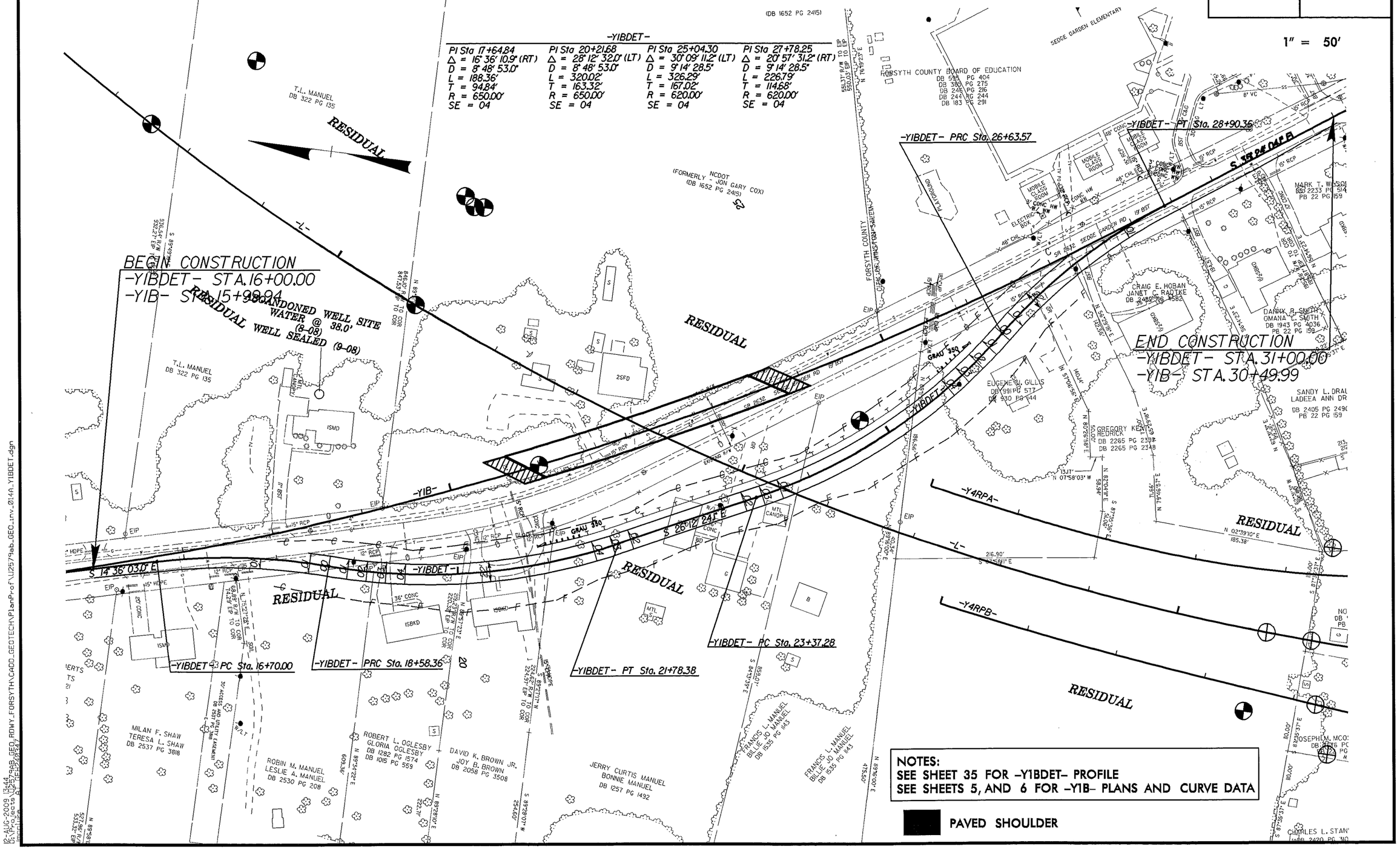
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

DETAIL FOR SEDGE GARDEN RD ON-SITE DETOUR (-Y1BDET-)

1" = 50'

-Y1BDET-

PI Sta 17+64.84	PI Sta 20+21.68	PI Sta 25+04.30	PI Sta 27+78.25
Δ = 16° 36' 10.9" (RT)	Δ = 28° 12' 32.0" (LT)	Δ = 30° 09' 11.2" (LT)	Δ = 20° 57' 31.2" (RT)
D = 8° 48' 53.0"	D = 8° 48' 53.0"	D = 9° 14' 28.5"	D = 9° 14' 28.5"
L = 188.36'	L = 320.02'	L = 326.29'	L = 226.79'
T = 94.84'	T = 163.32'	T = 167.02'	T = 114.68'
R = 650.00'	R = 650.00'	R = 620.00'	R = 620.00'
SE = 04	SE = 04	SE = 04	SE = 04



NOTES:
SEE SHEET 35 FOR -Y1BDET- PROFILE
SEE SHEETS 5, AND 6 FOR -Y1B- PLANS AND CURVE DATA

PAVED SHOULDER

8/17/99

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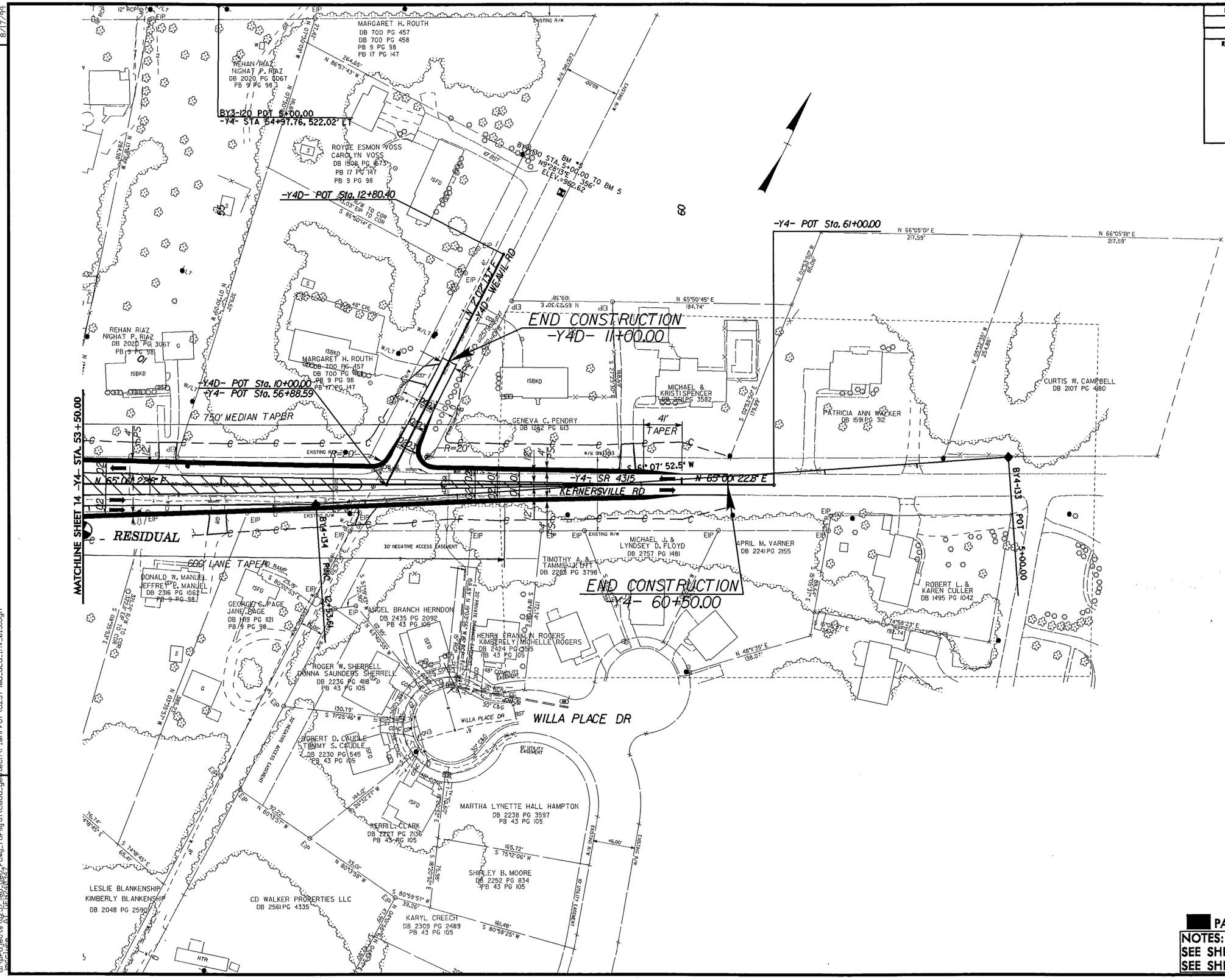
PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	15
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



PAVED SHOULDER

NOTES:
SEE SHEET 38 FOR -Y4- PROFILE
SEE SHEET 36 FOR -Y4D- PROFILE

REVISIONS

8/17/99

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DETAIL FOR KERNERSVILLE RD ON-SITE DETOUR (-Y4DET-)

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	2-L 15A
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

1" = 100'

BEGIN CONSTRUCTION
-Y4DET- PC STA 10+00.00

END CONSTRUCTION
-Y4DET- STA 36+52.73

-Y4DET- PC Sta 32+85.07

-Y4DET- PC Sta 28+68.80

-Y4DET- PT Sta 24+45.83

-Y4DET- PRC Sta 20+53.83

ROCK OVERBREAK (BOULDERS)

RESIDUAL

ARTERIAL

SIDEWALK

-Y4DET-

PI Sta 15+39.68	PI Sta 21+06.69	PI Sta 30+97.86	PI Sta 34+45.92
Δ = 39°30'56.3" (RT)	Δ = 47°12'33.2" (LT)	Δ = 47°12'33.2" (LT)	Δ = 17°08'52.8" (RT)
D = 6°40.55"	D = 6°40.55"	D = 6°40.55"	D = 6°40.55"
L = 428.62'	L = 471.01'	L = 471.01'	L = 167.66'
T = 223.06'	T = 260.41'	T = 260.41'	T = 84.44'
R = 860.00'	R = 860.00'	R = 860.00'	R = 860.00'
SE = .06	SE = .06	SE = .06	SE = .06
V = 45 MPH	V = 45 MPH	V = 45 MPH	V = 45 MPH
MC = 12.25'	MC = 12.25'	MC = 12.25'	MC = 12.25'

NOTES:
SEE SHEET 39 FOR -Y4DET- PROFILE
SEE SHEETS 6, 13, 14, AND 15 FOR -Y4- PLANS AND CURVE DATA

PAVED SHOULDER

8/17/09

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	16
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

REVISIONS

8/17/99

S 80° 08' 29.7" W

ROBBINS RD

S 82° 06' 55.2" W

EVELYN H. ARANT
DB 955 PG 670
DB 812 PG 281
DB 406 PG 273
DB 415 PG 116
PB 18 PG 144
PB 4 PG 46

-Y15- TS Sta. 26+38.00

-Y15- SC Sta. 29+38.00

-Y15- CS Sta. 34+25.95

ALLUVIUM

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DB 1856 PG 367

BEGIN CONSTRUCTION
-Y15- STA. 21+50.00

600' LANE TAPER

BEGIN WIDENING
-Y15- WBL Sta. 32+00.00

ROADWAY EMBANKMENT (FILL)

N 77°16'00" E

S 11° 35' 22.4" W

-Y15- I-40

MATCHLINE SHEET 17 -Y15- STA. 34+75.00

BEGIN WIDENING
-Y15- EBL Sta. 21+50.00

SIGN SUPPORT @
-Y15- 24+50.00,79' RT

300' LANE TAPER

RESIDUAL

950' LANE FULL

CLAUDE STEVE ALLRED JR.
ANNE JONES ALLRED
DB 2163 PG 1714

-Y15- (I-40 BYPASS)

PIs Sta 28+38.02	PI Sta 31+82.43	PIs Sta 35+25.97
θs = 2° 37' 30.0"	Δ = 8° 32' 20.6" (LT)	θs = 2° 37' 30.0"
Ls = 300.00'	D = 1° 45' 00.0"	Ls = 300.00'
LT = 200.02'	L = 487.95'	LT = 200.02'
ST = 100.02'	T = 244.43'	ST = 100.02'
INC = 50.00'	R = 3,274.05'	INC = 50.00'
	SE = 06	

T66.41'
N 43°59'31" W

PAVED SHOULDER

NOTE:
SEE SHEET 47 FOR -Y15- PROFILE

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microstation v8 [Feature 4027]

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	17
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

REVISIONS

8/17/99

BY17A-310 PINC 5+00.00
-Y15- STA. 36+28.60, 327.68' LT

DUKE POWER CO.
DB 673 PG 399

ROBBINS RD

CITY OF WINSTON-SALEM
DB 1777 PG 119
DB 1791 PG 449

-Y15- ST Sta. 37+25.95

BY15-267 PINC STA. 136+21.66
-Y15- STA. 36+52.14, 3.08' LT

600' LANE TAPER

1200' LANE FULL

300' LANE TAPER

950' LANE FULL

EVELYN H. ARANT
DB 955 PG 670
DB 812 PG 281
DB 406 PG 273
DB 415 PG 116
PB 18 PG 144
PB 4 PG 46

ALLUVIUM

RESIDUAL

SIGN SUPPORT 'P'
-Y15- 40+00.00, 79' LT

ROADWAY EMBANKMENT (FILL)

-Y15- I-40

N 63° 28' 39.4" E

S 63° 28' 31.6" W

-Y15FLYCA-

-Y15- Sta. 46+50.00 59.00' RT
-Y15FLYCA- ST Sta. 10+00.00

-Y15- (I-40 BYPASS)
PIs Sta 35+25.97
Θs = 2° 37' 30.0"
Ls = 300.00'
LT = 200.02'
ST = 100.02'
INC = 50.00'

PAVED SHOULDER

NOTES:
SEE SHEETS 47 AND 48 FOR -Y15- PROFILE
SEE SHEET 60 FOR -Y15FLYCA- PROFILE
SEE SHEET 2-AH FOR MEDIAN CROSSOVER DESIGN AND MAINTAINANCE OF TRAFFIC.

MATCHLINE SHEET 16 -Y15- STA. 34+75.00

MATCHLINE SHEET 18 -Y15- STA. 48+50.00

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	18
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

REVISIONS

8/17/99

TENNIS COURTS

10' CHL

266.96'
S 56°56'10" W

DAVID R. JOHNSON
LORRAINE JOHNSON
DB 1222 PG 1033

633.38'
S 71°11'20" W

CITY OF WINSTON-SALEM
DB 1777 PG 119
DB 1791 PG 449

27" DI

214.52'
N 71°43'30" E

227.50'
N 66°46'35" E

176.84'
N 65°29'30" E

212.78'
N 58°51'23" E

N 64°47'34" E

N 48°16'56" E

102.10'

183.76'
S 77°11'20" W

203.96'
N 14°43'04" W

180.67'
S 05°58'17" W

EVELYN H. ARANT
DB 955 PG 670
DB 812 PG 281
DB 406 PG 273
DB 415 PG 116
PB 18 PG 144
PB 4 PG 46

-Y15- Sta.56+00.00 L.B.
-Y15REV- POT Sta. 8+00.00 L.A.

BEGIN REPLACEMENT OF EXISTING PAVEMENT
-Y15REV- WBL Sta.8+00.00

1200' LANE FULL

600' LANE TAPER

1200' LANE FULL

ALLUVIUM

ALLUVIUM

ALLUVIUM

EXISTING R/W

MATCHLINE SHEET 17 -Y15- STA. 48+50.00

MATCHLINE SHEET 19 -Y15REV- STA. 14+00.00

ROADWAY EMBANKMENT (FILL)

N 63° 28' 39.4" E

S 63° 27' 43.3" W

ROADWAY EMBANKMENT (FILL)

ALLUVIUM

RESIDUAL

BY15-266 PINC STA. 123+12.32
-Y15- STA. 49+61.48, 3.20' LT

SIGN SUPPORT 'O'
-Y15- 50+80.00, 105' RT

-Y15FLYCA- SC Sta. 13+00.00

-Y15FLYCA- Sta.16+61.25
BEGIN -Y15FLYCA- PAVEMENT
END -Y15- PAVEMENT

-Y15FLYCA-

-Y15REV- Sta. 10+13.18
BEGIN REPLACEMENT OF EXISTING PAVEMENT
-Y15REV- EBL 8+00.00

RESIDUAL

-Y15REV- SC Sta. 12+53.18

RESIDUAL

DAVID MOTSINGER
WAYNE MOTSINGER
DB 1026 PG 327
DB 499 PG 212
DB 563 PG 305
PB 13 PG 127

MATCHLINE SHEET 19
-Y15FLYCA- STA. 25+00.00

-Y15FLYCA- (FLYOVER)

PIs Sta 12+00.03	PI Sta 21+26.72
Θs = 3°02' 51.5"	Δ = 32° 40' 42.7" (RT)
Ls = 300.00'	D = 2° 01' 54.4"
LT = 200.03'	L = 1,608.38'
ST = 100.03'	T = 826.72'
INC = 60.00'	R = 2,820.00'
	SE = 05

-Y15REV- (RELOCATED I-40 BYPASS)

PIs Sta 11+73.18	PI Sta 21+08.35
Θs = 1° 21' 41.3"	Δ = 19° 13' 21.3" (RT)
Ls = 240.00'	D = 1° 08' 04.5"
LT = 160.00'	L = 1,694.26'
ST = 80.00'	T = 855.17'
INC = 60.00'	R = 5,050.00'
	SE = 04

PAVED SHOULDER

NOTES:
SEE SHEET 48 FOR -Y15- PROFILE
SEE SHEET 48 FOR -Y15REV- PROFILE
SEE SHEET 60 FOR -Y15FLYCA- PROFILE
SEE SHEET 2-AH FOR MEDIAN CROSSOVER DESIGN AND TRAFFIC MAINTAINANCE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	19
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

ALLUVIUM
RESIDUAL
ROADWAY EMBANKMENT (FILL)
ARTIFICIAL FILL (DAM)
ROCK OUTCROPS
ROCKY AREA
ROCK (BOULDERS)

-Y15REV- (RELOCATED I-40 BYPASS)
-Y15RPB- (RAMP)
-Y15FLYCA- (FLYOVER)
-Y15RPC- (RAMP)

PAVED SHOULDER

NOTES:
SEE SHEETS 48 AND 49 FOR -Y15REV- PROFILE
SEE SHEETS 60 AND 61 FOR -Y15FLYCA- PROFILE
SEE SHEET 65 FOR -Y15RPC- PROFILE
SEE SHEET 64 AND 65 FOR -Y15RPB- PROFILE

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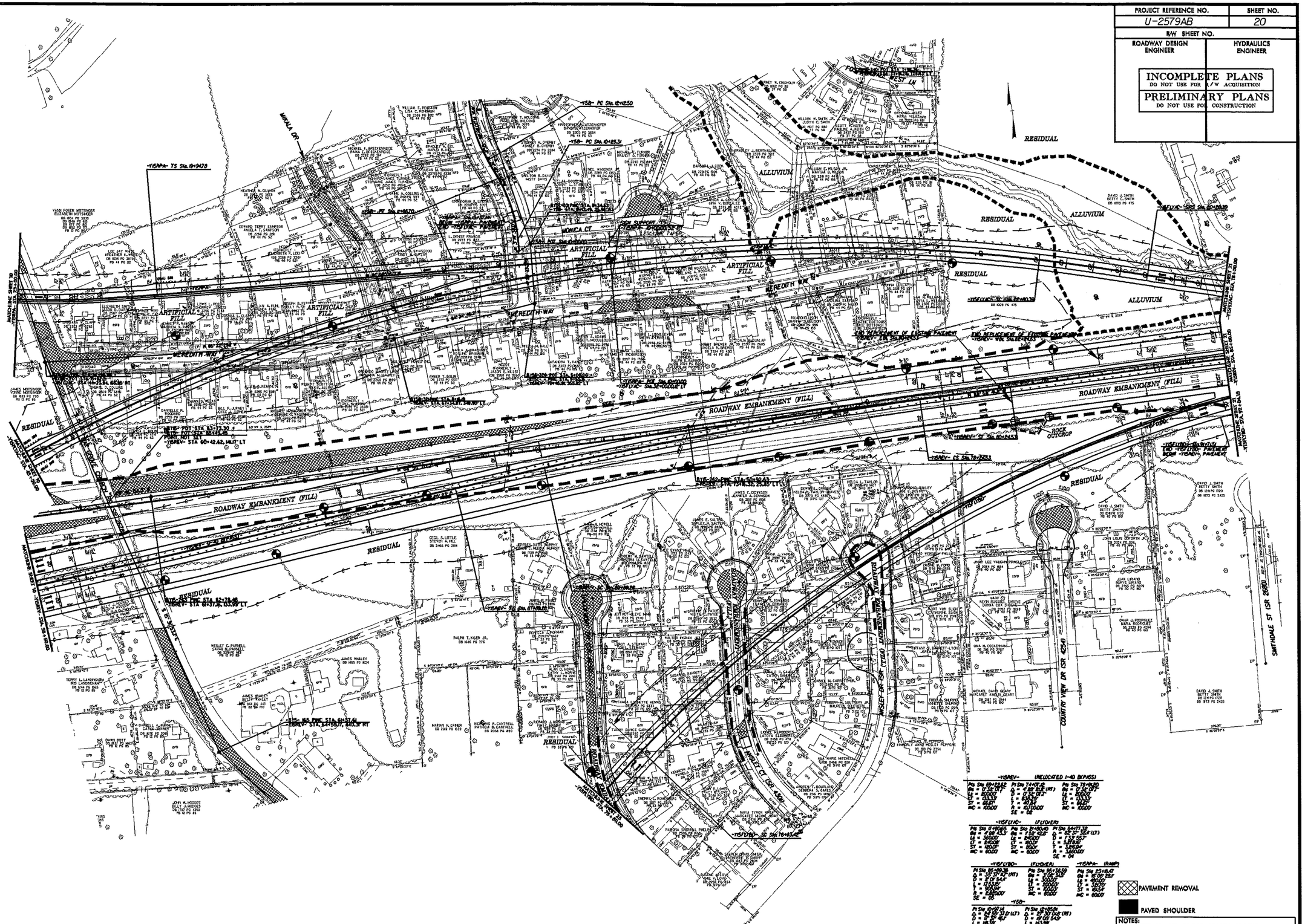
PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	20
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



NOTES:
SEE SHEETS 50 AND 51 FOR -Y15REV- PROFILE
SEE SHEETS 53 AND 54 FOR -Y15FLYAC- PROFILE
SEE SHEETS 58 AND 59 FOR -Y15FLYBD- PROFILE
SEE SHEET 63 FOR -Y15RPA- PROFILE
SEE SHEET 2-A1 FOR MEDIAN CROSSOVER DESIGN AND TRAFFIC MAINTAINANCE

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mwallace

8/17/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	21
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y15FLYAC- (FLYOVER)

PI Sta 12+40.08
Θs = 4° 26' 43.3"
Ls = 360.00'
LT = 240.08'
ST = 120.07'
INC = 60.00'

PI Sta 15+10.50
Δ = 7° 25' 06.6" (RT)
D = 2° 28' 10.7"
L = 300.39'
T = 150.40'
R = 2,320.00'
SE = 06

PI Sta 17+80.65
Θs = 4° 26' 43.3"
Ls = 360.00'
LT = 240.08'
ST = 120.07'
INC = 60.00'

-Y15FLYBD- (FLYOVER)

PI Sta 85+89.36
Δ = 35° 37' 11.7" (RT)
D = 2° 01' 54.4"
L = 1,753.15'
T = 905.94'
R = 2,820.00'
SE = 05

PI Sta 95+36.59
Θs = 3° 02' 51.5"
Ls = 300.00'
LT = 200.03'
ST = 100.03'
INC = 60.00'

ALLUVIUM
RESIDUAL
ROADWAY EMBANKMENT (FILL)
BROOK BEND
LAKE VALLEY RD. (SR 3833)
COVINGTON RIDGE RD (SR 4368)
1200' LANE FULL

-Y15FLYAC- CS Sta. 16+60.39
-Y15FLYAC- SC Sta. 13+60.00
-Y15FLYAC- ST Sta. 10+00.00
-Y15FLYAC- Sta. 16+36.50
BEGIN -Y15FLYAC- PAVEMENT
END -Y15REV- PAVEMENT
-Y15REV- POT Sta. 96+28.30, L.B.
-Y15- Sta. 145+00.00, L.B.
-Y15REV- Sta. 93+60.30, 59' LT
SIGN SUPPORT 'U'
-Y15- 139+00, 98.40' LT
SIGN SUPPORT 'V'
-Y15- 138+50.00, 103.03' RT
-Y15- Sta. 163+02.93, 59.00' RT
-Y15FLYBD- ST Sta. 97+36.57
-Y15FLYBD- CS Sta. 94+36.57
BY15-261 PINC STA. 39+01.16
-Y15REV- STA. 85+06.66, 7.22' LT
BY15-260 PINC STA. 26+83.40
-Y15REV- STA. 96+28.30, 6.56' LT

MATCHLINE SHEET 20
-Y15FLYAC- STA. 18+50.00
MATCHLINE SHEET 20
-Y15REV- STA. 85+00.00
MATCHLINE SHEET 20
-Y15FLYBD- STA. 92+04.15
MATCHLINE SHEET 22
-Y15- STA. 147+00.00

DAVID J. SMITH
BETTY SMITH
DB 1241 PG 1720
DB 1873 PG 2425

JOAN ALLAN
PETER ALLAN
DB 1960 PG 144

KEVIN C. LEWIS
KAMIP. LEWIS
DB 2464 PG 538

ANTHONY B. CLINTON
DEBRA M. CLINTON
DB 1860 PG 563
PB 36 PG 95

MARK A. KEITH
CATHY E. KEITH
DB 1829 PG 2008
PB 36 PG 95

NEIL M. RISHEQ
MANAL RISHEQ
DB 1845 PG 912
PB 36 PG 95

SAMUEL A. TULL, JR
CHERRY C. TULL
DB 1677 PG 555
PB 33 PG 146

WILLIAM A. FRANK
ROSE EMILY FRANK
DB 1820 PG 2786

DELMONT S. BROWN
DB 2187 PG 2062

ETTASTEIN G. HARRIS
DB 1830 PG 2465
PB 36 PG 95

DONOVAN S. ADAMS
KYONG J. ADAMS
DB 2057 PG 2477

MICHAEL S. GREGG
KIMBERLY J. GREGG
DB 1649 PG 3810
PB 25 PG 157

GERALD GENE CARTER
NANCY JO CARTER
DB 1649 PG 1319
PB 25 PG 157

MARGARET A. FREEDMAN
MARK C. FREEDMAN
DB 1831 PG 4383
PB 36 PG 95

DAVIS-WILLIAM COOKE
NATALIE DUNCAN COOKE
DB 1889 PG 2252
PB 36 PG 95

ALONZO C. CABELL, JR
DB 1677 PG 555
PB 33 PG 146

KCDOT
DB 1650 PG 3675

PAVEMENT REMOVAL

PAVED SHOULDER

NOTES:
SEE SHEET 51 FOR -Y15REV- PROFILE
SEE SHEET 51 FOR -Y15- PROFILE
SEE SHEET 53 FOR -Y15FLYAC- PROFILE
SEE SHEET 59 FOR -Y15FLYBD- PROFILE
SEE SHEET 2-A1 FOR MEDIAN CROSSOVER DESIGN AND TRAFFIC MAINTAINANCE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	22
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

REVISIONS

8/17/99

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-Y15- STA. 147+00.00

-Y15- STA. 160+50.00

MATCHLINE SHEET 21 -Y15- STA. 147+00.00

MATCHLINE SHEET 23 -Y15- STA. 160+50.00

368.24'
S 88°15'09" W

S 88°10'53" W

430.49'
S 02°25'45" W

S 02°05'53" W

NCDOT
DB 1640 PG 4584

GLENN HIGH ASSOCIATES
DB 1626 PG 2930

WANELL WILLARD WALL
REFERENCE:
DB 797 PG 491

JOSEPH M. GRIFFIN
DB 752 PG 17

150

155

160

10

RESIDUAL

ALLUVIUM

RESIDUAL

RESIDUAL

RESIDUAL

ROADWAY EMBANKMENT (FILL)

ROADWAY EMBANKMENT (FILL)

ALLUVIUM

RESIDUAL

18' VC

EXISTING R/W

RWMON

48" WW

48" WW & 25BW

12' RCP

15' RCP

18' RCP

DI

12' PS

24" EXIST

36" EXIST

I-40 WBL 24" CONC

I-40 EBL 24" CONC

-X15- I-40

S 89°02'00.0" E

N 87°55'26.1" W

CABLE

CABLE

CABLE

CABLE

235.60'

YARDABLE

-UXRPC-

8:1

SMALL 360

2-7' CONC WW
9' CONC HW

MARK S. RICHARDSON
MARISA T. RICHARDSON
DB 21395 PG 1565
PB 33 PG 142

BRIAN J. CLARK
MARIA E. CLARK
DB 2372 PG 3453
PB 33 PG 142

MICHELLE B. POULOS
JAY J. POULOS
DB 2547 PG 0293
PB 33 PG 12

JAMES S. FINCH
NANCY S. FINCH
DB 2108 PG 1838
PB 33 PG 12

PRISCILLA FORD
DB 2074 PG 1485
PB 33 PG 12

NATHAN L. LANK
DB 2404 PG 2415
PB 33 PG 142

MARCIA CLARKE-CHUE
FRANLIN E. CHUE
DB 2348 PG 3379
PB 33 PG 142

LARRY S. HAMBY
DONNA H. HAMBY
DB 2430 PG 2181
PB 33 PG 12

RYAN W. CRAIG
DONNA R. CRAIG
DB 2177 PG 3877
PB 33 PG 12

CHARLES PHILLIP GALLOWAY
DB 1741 PG 1685
PB 33 PG 142

KIM N. BUI
LAC H. HOANG
DB 2119 PG 1106
PB 33 PG 12

SA CHIN HAMILTON
DB 1822 PG 3787
PB 33 PG 12

ADAM GATE RD

NOTTINGHILL DR

1200' LANE FULL

300' TAPER

72' WD

20' UTILITY AND DRAINAGE EASEMENT

20' DRAINAGE AND UTILITY EASEMENT

U2579AB GPS-4 PINC STA. 16+96.56
-Y15REV- STA. 96+28.30, 12.55' RT

-UXRPC-
Pls Sta 11+33.34
Es = 1°54'35.5"
Ls = 200.00'
LT = 133.34'
ST = 66.67'
INC = 100.00'

-UXRPC- ST Sta. 10+00.00
-Y15- 159+87.70, 59' RT

WANELL W. WALL
REFERENCE:
DB 797 PG 451
DB 1225 PG 850

PAVED SHOULDER

NOTE:
SEE SHEETS 51 AND 52 FOR -Y15- PROFILE
SEE SHEET 72 FOR -UXRPC- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	23
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

-UXRPB-
PIs Sta 12+00.12
Θs = 6°13' 23.9"
Ls = 300.00'
LT = 200.12'
ST = 100.11'
INC = 50.00'

PI Sta 14+57.19
Δ = 12°59' 14.6" (LT)
D = 4°08' 55.9"
L = 313.04'
T = 157.19'
R = 1,381.00'
SE = 06

PIs Sta 17+13.15
Θs = 6°13' 23.9"
Ls = 300.00'
LT = 200.12'
ST = 100.11'
INC = 50.00'

-UXRPB- ST Sta. 10+00.00
-L- Sta.163+47.71, 59' LT

SIGN SUPPORT 'X'
-Y15- 162+44.00, 91' LT

SIGN SUPPORT 'W'
-Y15- 166+30.00, 104.65' LT

-UXRPB- SC Sta. 13+00.00

-UXRPB- Sta.14+13.19
BEGIN -UXRPB- PAVEMENT
END -Y15- PAVEMENT

-UXRPB- ST Sta. 19+13.04

-UXRPB- CS Sta. 16+13.04

BM #7
BY15 STA. 8+41
129' RT.
ELEV.=930.81'

RESIDUAL

ALLUVIUM

ROADWAY EMBANKMENT (FILL)

TO BE CONSTRUCTED BY OTHERS UNDER TIP PROJECT U-4909

ROBERT H. & TREVA H. BOYLES
DB 1000 PG 578

T. WRAY & ESTIE M. CHARLES
DB 1000 PG 359

H&K INVESTMENT CO
DB 1967 PG 1626

JOSEPH M. GRAU
NO REFERENCE

S 89°02'00.0" E -Y15- 1+40

N 89°13'36.3" W

MATCHLINE SHEET 22 -Y15- STA. 160+50.00

MATCHLINE SHEET 24 -Y15- 174+00.00

-UXRPC-
PIs Sta 11+00.00
Θs = 0°51' 40.2"
Ls = 150.00'
LT = 100.00'
ST = 50.00'
INC = 100.00'

PI Sta 15+55.46
Δ = 9°17' 26.0" (RT)
D = 1°08' 53.6"
L = 809.13'
T = 405.46'
R = 4,990.00'
SE = 02

PIs Sta 20+09.13
Θs = 0°51' 40.2"
Ls = 150.00'
LT = 100.00'
ST = 50.00'
INC = 50.00'

PIs Sta 22+42.65
Θs = 9°18' 59.0"
Ls = 200.00'
LT = 133.52'
ST = 66.83'
INC = 50.00'

PI Sta 23+49.38
Δ = 7°29' 21.6" (LT)
D = 9°18' 59.0"
L = 80.39'
T = 40.25'
R = 615.00'
SE = 04

CHARLES O. WILLIARD JR.
DB 1211 PG 1524
DB 1037 PG 1008
REFERENCE:
DB 797 PG 451

-UXRPC- SC Sta. 11+50.00

-UXRPC- Sta.16+43.67
BEGIN -UXRPC- PAVEMENT
END -Y15- PAVEMENT

U2579AB GPS-3 POT STA 5+00.00
-Y15- STA. 167+79.32, 8.51' RT

-UXRPC- SRS Sta. 23+09.13

-UXRPC- PT Sta. 23+89.52

-UXRPC- CS Sta. 19+59.13

-UXRPC- SRS Sta. 21+09.13

PRIME PROPERTY, LLC
DB 2770 PG 1477
PB 52 PG 85

150' LANE TAPER

150' P.S. TAPER

PAVED SHOULDER

NOTES:
SEE SHEET 52 FOR -Y15- PROFILE
SEE SHEET 72 FOR -UXRPB- PROFILE
SEE SHEET 72 FOR -UXRPC- PROFILE

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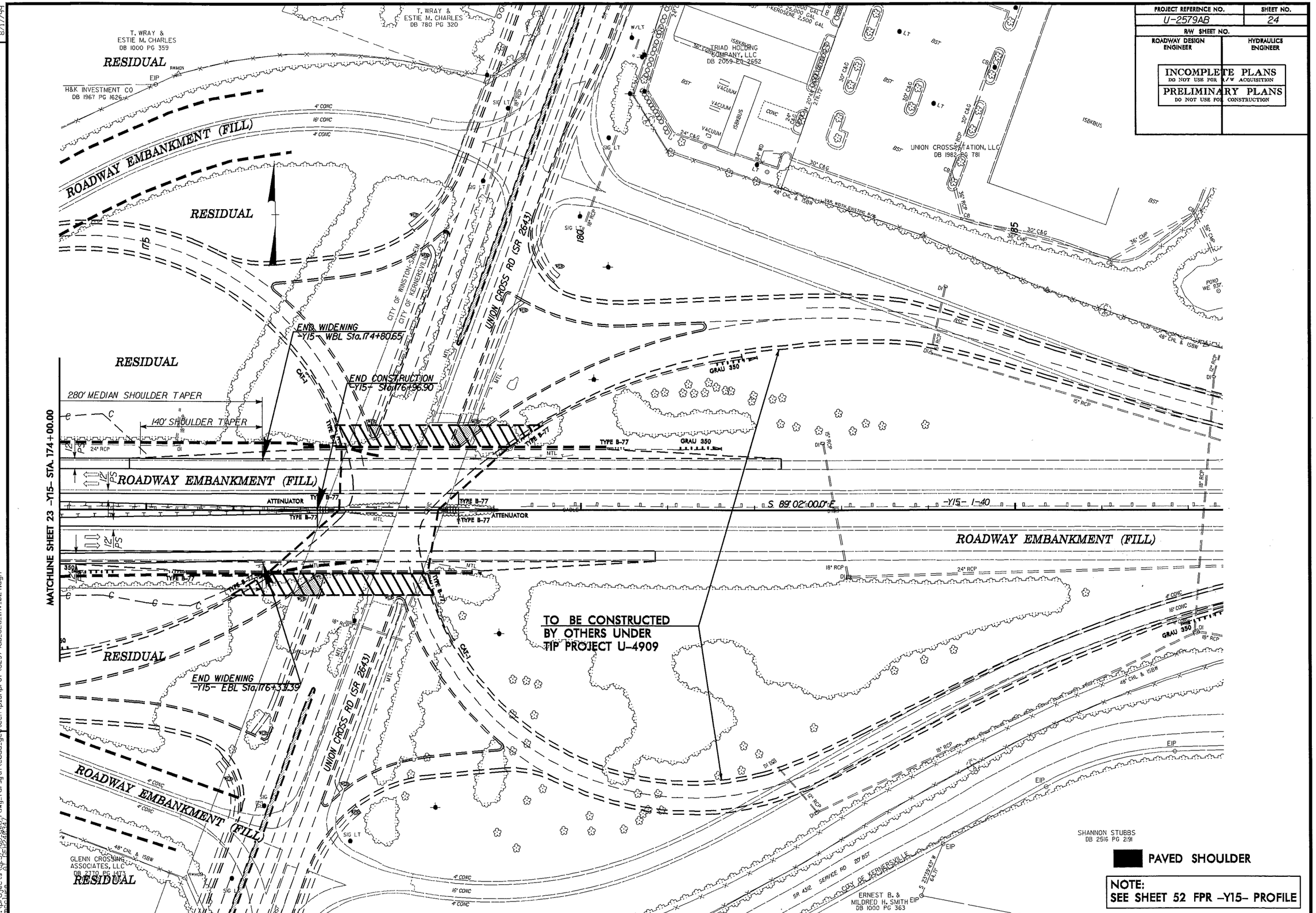

REVISIONS

8/17/99

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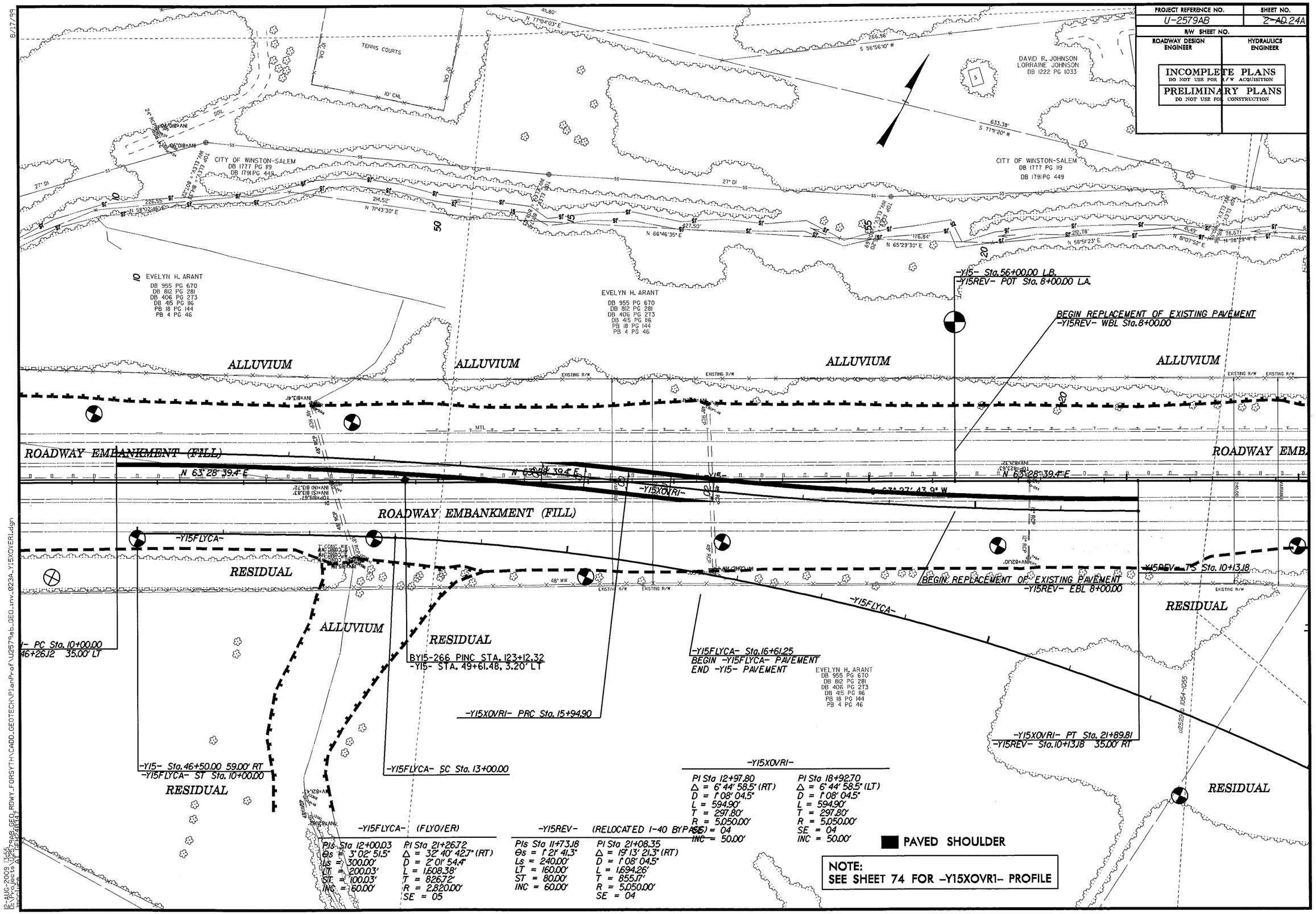

PROJECT REFERENCE NO.
U-2579AB
SHEET NO.
2-AD.24A
R/W SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
TENNIS COURTS
DAVID R. JOHNSON
LORRAINE JOHNSON
DB 1222 PG 1033
CITY OF WINSTON-SALEM
DB 1777 PG 119
DB 1791 PG 449
EVELYN H. ARANT
DB 955 PG 670
DB 812 PG 281
DB 406 PG 273
DB 415 PG 116
PB 18 PG 144
PB 4 PG 46
ALLUVIUM
ROADWAY EMBANKMENT (FILL)
RESIDUAL
-Y15- Sta.56+00.00 L.B.
-Y15REV- POT Sta. 8+00.00 L.A.
BEGIN REPLACEMENT OF EXISTING PAVEMENT
-Y15REV- WBL Sta.8+00.00
-Y15REV- TS Sta. 10+13.18
BEGIN REPLACEMENT OF EXISTING PAVEMENT
-Y15REV- EBL 8+00.00
-Y15FLYCA-
-Y15FLYCA- Sta.16+61.25
BEGIN -Y15FLYCA- PAVEMENT
END -Y15- PAVEMENT
BY15-266 PINC STA. 123+12.32
-Y15- STA. 49+61.48, 3.20' LT
-Y15XOVRI- PRC Sta. 15+94.90
-Y15XOVRI- PT Sta. 21+89.81
-Y15REV- Sta.10+13.18 35.00' RT
-Y15- Sta.46+50.00 59.00' RT
-Y15FLYCA- ST Sta. 10+00.00
-Y15FLYCA- SC Sta. 13+00.00
-Y15FLYCA- (FLYOVER)
PIs Sta 12+00.03
Θs = 3° 02' 51.5"
Ls = 300.00'
LT = 200.03'
ST = 100.03'
INC = 60.00'
PI Sta 21+26.72
Δ = 32° 40' 42.7" (RT)
D = 2° 01' 54.4"
L = 1,608.38'
T = 826.72'
R = 2,820.00'
SE = 05
-Y15REV- (RELOCATED I-40 BYPASS)
PIs Sta 11+73.18
Θs = 1° 21' 41.3"
Ls = 240.00'
LT = 160.00'
ST = 80.00'
INC = 60.00'
PI Sta 21+08.35
Δ = 19° 13' 21.3" (RT)
D = 1° 08' 04.5"
L = 1,694.26'
T = 855.17'
R = 5,050.00'
SE = 04
-Y15XOVRI-
PI Sta 12+97.80
Δ = 6° 44' 58.5" (RT)
D = 1° 08' 04.5"
L = 594.90'
T = 297.80'
R = 5,050.00'
SE = 04
INC = 50.00'
PI Sta 18+92.70
Δ = 6° 44' 58.5" (LT)
D = 1° 08' 04.5"
L = 594.90'
T = 297.80'
R = 5,050.00'
SE = 04
INC = 50.00'
PAVED SHOULDER
NOTE:
SEE SHEET 74 FOR -Y15XOVR1- PROFILE

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	2-AE24B
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15XOVR2-
PI Sta 12+97.80
Δ = 6° 44' 58.5" (LT)
D = 1° 08' 04.5"
L = 594.90'
T = 297.80'
R = 5,050.00'
SE = 04
INC = 50.00'

PI Sta 18+92.70
Δ = 6° 44' 58.5" (RT)
D = 1° 08' 04.5"
L = 594.90'
T = 297.80'
R = 5,050.00'
SE = 04
INC = 50.00'

RESIDUAL
ALLUVIUM
ROADWAY EMBANKMENT (FILL)
ROCK OUTCROP
BROOK BEND
LAKE VALLEY RD (SR 3833)
-Y15FLYAC- SRS Sta. 20+20.39
-Y15FLYAC- CS Sta. 16+60.39
-Y15FLYAC- Sta. 16+36.50
BEGIN -Y15FLYAC- PAVEMENT
END -Y15REV- PAVEMENT
-Y15FLYAC- SC Sta. 22+60.39
-Y15XOVR2- PC Sta. 10+00.00
-Y15XOVR2- PRC Sta. 15+94.90
END REPLACEMENT OF EXISTING PAVEMENT
-Y15REV- WBL Sta. 82+24.53
-Y15REV- ST Sta. 80+24.53
-Y15REV- CS Sta. 78+24.53
-Y15FLYBD- Sta. 91+71.51
END -Y15FLYBD- PAVEMENT
BEGIN -Y15REV- PAVEMENT
-BY15-261PINC STA. 85+06.66 7.22' LT
-Y15REV- STA. 88+39.16
-Y15FLYBD- CS Sta. 94+36.57
-Y15- Sta. 163+02.93 59.00' RT
-Y15FLYBD- ST Sta. 97+36.57
-Y15FLYAC- Sta. 21+89.81
-Y15REV-
N 89° 00' 07.8" W
N 88° 58' 41.8" W
S 85° 02' 00.0" E -Y15-
S 79° 42' 02" W 130.00'
S 79° 42' 02" W 129.75'
S 89° 02' 27" W 298.73'
S 89° 02' 27" W 50.55'
N 66° 31' 02" E 148.94'
N 85° 03' 30" W 177.78'
N 85° 53' 30" W 202.79'
N 87° 05' 48" W 199.43'
N 86° 05' 34" W 202.62'
S 85° 59' 51" E 245.41'
S 86° 01' 35" E 248.95'
N 85° 53' 30" W 202.53'
S 85° 56' 39" W 124.60'
S 85° 56' 39" W 75.24'
N 85° 56' 39" E 189.50'
N 85° 56' 39" E 199.22'
N 03° 59' 04" E 184.68'
N 03° 59' 04" E 54.33'
N 02° 17' 55" E 245.22'
N 02° 17' 55" E 54.25'
N 02° 17' 55" E 248.33'
N 02° 17' 55" E 54.33'
S 03° 59' 04" W 54.50'
S 03° 59' 04" W 54.50'
M.J. 6°18'55" E 185.01'
M.J. 6°18'55" E 124.60'
M.J. 6°18'55" E 124.60'
M.J. 6°18'55" E 124.60

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	25
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

-Y15FLYBD- (FLYOVER)

PI Sta 88+88.50	PI Sta 116+45.00	PI Sta 128+38.50
Δ = 69° 49' 24.5" (LT)	Δ = 2° 30' 38.0"	Δ = 33° 37' 47" (RT)
D = 3°40.62"	D = 3°00.00"	D = 7°09.64"
T = 67.00'	T = 39.00'	T = 178.49'
L = 120.00'	L = 78.00'	L = 354.84'
R = 1,560.00'	R = 1,910.00'	R = 825.00'
RC = 100.00'	RC = 80.00'	RC = 80.00'
SE = 06	SE = 05	SE = 05

-Y15RPD- (RAMP)

PI Sta 14+79.94	PI Sta 18+69.50	PI Sta 41+41.43
Δ = 7°57' 30.4"	Δ = 39° 55' 50.0" (LT)	Δ = 7°57' 30.4"
D = 5°00.00'	D = 7°00' 43.0"	D = 5°00.00'
T = 39.00'	T = 68.00'	T = 39.00'
L = 78.00'	L = 146.17'	L = 78.00'
R = 1,150.00'	R = 818.00'	R = 1,150.00'
RC = 100.00'	RC = 100.00'	RC = 100.00'
SE = 06	SE = 06	SE = 06

PAVEMENT REMOVAL

PAVED SHOULDER

NOTES:
SEE SHEET 58 FOR -Y15FLYBD- PROFILE
SEE SHEETS 66 AND 67 FOR -Y15RPD- PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	26
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

8/17/99

REVISIONS

-Y5B-

PI Sta 12+85.91	PI Sta 16+34.35	PI Sta 21+40.17
Δ = 27° 30' 01.6" (RT)	Δ = 20° 46' 49.2" (RT)	Δ = 19° 49' 48.4" (LT)
D = 19° 05' 54.9"	D = 7° 09' 43.1"	D = 7° 09' 43.1"
L = 143.99'	L = 290.15'	L = 276.88'
T = 73.41'	T = 146.69'	T = 139.84'
R = 300.00'	R = 800.00'	R = 800.00'
	SE = 0.03	SE = 0.03

BEGIN CONSTRUCTION
-Y5B- STA.14+00.00

-Y5B- PC Sta.20+00.34

-Y5B- PT Sta. 22+77.22

-Y5B- POT Sta. 23+66.01

-Y5B- MEREDITH WAY/EMBACK DR

EMBACK DR

MARLA CT

BLUE STONE LN

-Y5B- PT Sta.13+56.49

-Y5B- PC Sta.14+87.66

-Y5B- PT Sta. 17+77.81

BY5C-330 POT 5+00.00
-Y5B- STA. 13+52.42, 25.15' RT

BY19-352 POT STA. 5+00.00
-BY20- POT STA. 9+07.68
-Y5B- STA. 22+53.91, 15.18' RT

BY19-351 PNC STA. 8+92.14
-Y5B- STA. 22+41.55, 40.02' RT

END CONSTRUCTION
-Y5B- STA.23+50.00

u2579ab ext
1156-1157

BY20-353 POT 5+00.00

RONALD D. MOTSINGER
RENEE S. MOTSINGER
DB 1775 PG 3851

VANN ROGER MOTSINGER
ELIZABETH MOTSINGER
DB 1834 PG 3039
DB 1546 PG 615
DB 877 PG 160
DB 1952 PG 717
PB 12 PG 85

DANIEL R. ATKINS
BETTY K. ATKINS
DB 1706 PG 156

MICHELLE D. KABEI WALSH
PATRICK WALSH
DB 2526 PG 607
PB 37 PG 58

CALVIN HENRY HANDSOME
DB 1988 PG 1307
PB 37 PG 58

STEPHANIE BLAIR
MARK BLAIR
DB 2403 PG 3551
PB 44 PG 53

AMANDA A. COOK
DB 2273 PG 1331
PB 44 PG 53

GARY E. WINSLOW
MARY L. OWENS
DB 2296 PG 3976
PB 44 PG 53

JIMMY W. MCKINNEY
RACHEL MCKINNEY
DB 2286 PG 2303
PB 44 PG 53

EDWIN D. BURKHIMER
DB 2270 PG 2604
PB 44 PG 53

BROOKE B. SPARROW
DB 3571 PG 3696
PB 44 PG 53

SAMUEL R. GREENE
JOAN C. GREENE
DB 1852 PG 1636
PB 37 PG 58

DEBRA F. MCGEE
DB 1987 PG 1706

JEREMIAH J. CAMPBELL
DB 2704 PG 2983

JAMES ROBERT MARTIN
DB 2337 PG 142
PB 37 PG 58

ROBERT W. FORSYTH
LISA A. FORSYTH
DB 2318 PG 1450
PB 44 PG 53

JAMES K. FINCH
ELIZABETH T. FINCH
DB 2242 PG 659
PB 37 PG 58

HERBERT WASHINGTON CAUDELL
BIRDIE ANN CAUDELL
DB 3188 PG 4117
PB 37 PG 58

MICHAEL L. MARTYN
IRENE L. MARTYN
DB 2396 PG 4686
PB 37 PG 58

JEFFREY LYNN MOONN
CHRISTINE JONES MOONN
DB 2437 PG 2644
PB 37 PG 58

BRIAN S. MCCLENNEY
EWEL T. MCCLENNEY
DB 2280 PG 2735
PB 44 PG 53

KEVIN W. MOSS
DB 2288 PG 3529

GARY E. WINSLOW
MARY L. OWENS
DB 2325 PG 1911
PB 44 PG 53

GREGORY WHITAKER
DB 2282 PG 1692
PB 44 PG 53

JOHN F. THOMPSON
VIRGINIA F. THOMPSON
DB 2288 PG 3534
PB 44 PG 53

ALLUVIUM

THOMAS G. MARKEL
DONNA J. MARKEL
DB 1895 PG 850
PB 37 PG 58

LEONARD CALLOWAY JR.
KATRINA LM CALLOWAY
DB 1863 PG 892
PB 37 PG 58

DANIEL K. SADDLER
KAREN M. SADDLER
DB 1844 PG 2338
PB 37 PG 58

ROBERT B. BARBER
LYNN S. BARBER
DB 2229 PG 2353
PB 37 PG 58

THOMAS G. WILHOIT
DB 2021 PG 1421
PB 37 PG 58

MARK ALAN COLEMAN
DB 2539 PG 1545
PB 37 PG 58

IAN GREGORY BARNES
KELLY ANN BOOE
DB 2611 PG 571
PB 47 PG 129

AKEANA A. JONES
DB 2605 PG 433
PB 47 PG 129

NAOMI M. DRIGGERS
DONALD L. DRIGGERS
DB 2507 PG 2712
PB 37 PG 58

STEPHEN R. WHITENER
KATHY G. WHITENER
DB 1984 PG 2156
PB 37 PG 58

DAVID WAYNE BAUGUESS
GRETCHEN NICOLE BAUGU
DB 2613 PG 1
PB 47 PG 12

SHUGART ENTERPRISES
DB 2539 PG 1700
PB 47 PG 129

RONALD BROWN
DB 2528 PG 1374
PB 37 PG 58

TRACEY A. YOUNG
DANIEL C. BUTNER
DB 2279 PG 87
PB 44 PG 53

DOROTHY A. MALONE
DB 1833 PG 1551
DB 1870 PG 2409
PB 37 PG 58

MARTIN W. DELFONTE
DB 1923 PG 2692
PB 37 PG 58

BILLIE L. BAILEY
DB 2214 PG 2656
PB 37 PG 58

CYNTHIA LEIGH ARRINGTON ZICK
DB 2015 PG 1158
PB 37 PG 58

WENDALL R. TRUESDALE
NATALIE O. TRUESDALE
DB 1667 PG 2653
PB 37 PG 58

CHADWICK G. CHEEK
JANEL D. CHEEK
DB 1871 PG 3091
PB 37 PG 58

KENNETH EDWARD JOHNSON, JR.
SHEILA MAE JOHNSON
AND WIFE
DB 2074 PG 833

DANIEL GLINT WALKER
HERMAN GLENN BROWN
DB 2763 PG 3535

PAVEMENT REMOVAL

PAVED SHOULDER

NOTE:
SEE SHEET 46 FOR -Y5B- PROFILE

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	27
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

REVISIONS

8/17/99

JOHN W. TUCKER
HELEN TUCKER
DB 1162 PG 242
PB 25 PG 98

RICHARD E. CAMERON
SHARON CAMERON
DB 1334 PG 70
PB 25 PG 178

JAMES M. CHANDLER, JR.
SHARON CHANDLER
DB 1557 PG 1931
PB 25 PG 178

SHEILA S. SMITH
DB 2121 PG 2344
PB 25 PG 178

TAMMY S. BUECHETTE
DB 2361 PG 3620
PB 25 PG 178

KEITH DELWARD SHOPE
KENNETH D. SHAFFER
DB 2499 PG 1015
PB 25 PG 98

BRIAN SCOTT OVERTON
JENNIFER FLORIE OVERTON
DB 2186 PG 2103
PB 25 PG 98

TERRY A. YODER
EVELYN YODER
DB 1230 PG 944
PB 25 PG 178

JANE F. ALLEN
DB 2202 PG 2167
PB 25 PG 178

VIRGEL WAYNE GUNTER
VIVIEN GUNTER
DB 1492 PG 538
DB 2666 PG 2801
PB 25 PG 98

BRENDA M. RONAGAN
DB 2273 PG 1439
PB 25 PG 178

SARAH COTTERBURN
DB 3292 PG 450
PB 25 PG 178

RUBEN C. QUALO
DB 2824 PG 2794
PB 25 PG 98

SHELBA J. TALLEY
JONAH R. MOTSINGER
DB 650 PG 244

ROY A. WILSON
BETTY WILSON
DB 1216 PG 1098
PB 25 PG 178

JONAH RAY MOTSINGER JR.
KATHRYN MOTSINGER
DB 1336 PG 922
DB 2201 PG 2173

MAGGIE R. LARRYMORE
DB 1180 PG 826
PB 25 PG 178

WANDA CASTEEL
CELESTE CASTEEL
DB 2584 PG 1596
PB 25 PG 178

JAMES S. BURNS
JENNIFER D. BURNS
DB 2403 PG 1459
PB 25 PG 178

SHELBA J. TALLEY
JONAH R. MOTSINGER
DB 458 PG 170
DB 559 PG 154

EDWARDS C & COMPANY INC
DB 2256 PG 3695

SCOTT PROVINCE
RONALD C. PROVINCE JR.
DB 2681 PG 2351
PB 45 PG 3

KEITH E. BROWNE
DB 2482 PG 4218
PB 45 PG 3

MICHAEL SINNETT
DB 2509 PG 2395
PB 45 PG 3

CYNTHIA L. WATKINS
DB 2413 PG 694
PB 45 PG 3

MARK E. THOMPSON
ILONA M. THOMPSON
DB 1992 PG 1329
PB 25 PG 178

JAMES G. FITZGERALD
ROBIN L. FITZGERALD
DB 2588 PG 3560
PB 45 PG 3

MATTHEW J. MILLER
DB 2336 PG 1352
PB 45 PG 3

RONALD R. RICHARDSON
DB 1264 PG 1267
PB 45 PG 3

BRENDA HOLT KIVETT
DB 2434 PG 2810
PB 45 PG 3

SAMUEL W. HENDERSON
PRISCILLA E. HENDERSON
DB 2443 PG 2661
PB 45 PG 3

WILLIAM J. NEARHOOF
TATESHA NEARHOOF
DB 2468 PG 1038
PB 45 PG 3

ERICA CHAMPION
DB 2468 PG 1
PB 45 PG 3

NICOLE MARIE FUSCO
JEFFREY BRIAN SMITH
DB 2479 PG 1779
PB 45 PG 3

MARSHA BAITY
DB 2606 PG 1108
PB 45 PG 3

CHARLIE J. CROW
CHRISTINE C. CROW
DB 2326 PG 1148
PB 45 PG 3

IGNACIO OROZCO CARRANZA
LAURA OROZCO CARRANZA
DB 2341 PG 394
PB 45 PG 3

STEVEN E. CORNER
DB 2322 PG 2556
PB 45 PG 3

PAMELA SMITH SECREST
DB 2569 PG 1001
PB 45 PG 3

SAMUEL F. LUPINACCI, TRUSTEE
LORELEI A. LUPINACCI, TRUSTEE
DB 2586 PG 628
PB 45 PG 3

LAKISHA SHANAWN BRATTON
DB 2593 PG 2333
PB 45 PG 3

WESLEY CT

NICHOLAS DR

OAK RIDGE PL

OAKSBURG DR

SEDGEVIEW LN

MOTSINGER DR

BY4C-154 PINC STA 7+49.74
-Y8- STA 18+53.46, 262.77' RT

BY4B-152 PINC STA 20+14.73
-Y8- STA. 20+19.34, 1.91' LT

-Y8- PT Sta. 17+10.83

-Y8- PC Sta. 14+43.54

RESIDUAL

BY8-190 POT STA 10+10.62 =
-BY8A- POT STA 5+00.00
-Y8- STA 13+16.07, 13.47' LT

BEGIN CONSTRUCTION
-Y8- STA. 13+00.00

BY4B-153 POT STA 23+70.11
-BY4C- POT STA 5+00.00
-Y8- STA 18+52.27, 13.03' RT

-Y8-
PI Sta 15+91.63
Δ = 61° 16' 57.0" (RT)
D = 17° 21' 44.5"
L = 352.96'
T = 195.48'
R = 250.00'
SE = 04

-Y8- POT Sta. 20+19.34

END CONSTRUCTION
-Y8- STA. 20+00.00

PAVED SHOULDER

NOTE:
SEE SHEET 46 FOR -Y8- PROFILE

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	28
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

SR 2632 SEDGE GARDEN RD
19 BST

-L- W-S BELTWAY

BEGIN PROFILE -L- STA 692+32.98
ELEV = 891.06' TIE TO U-2579B

PI = 695+95.00
EL = 898.64'
VC = 180'
K = 198

RESIDUAL
RED MED. STIFF MOIST SILTY SANDY CLAY (A-7)

SS-56 SS-57 SS-58 SS-59 SS-60
698+00 -L- 125.00 LT.

SS-63 MS-53 SS-64 MS-54 SS-65
697+50 -L- CL

RESIDUAL
RED-BRN. SOFT TO MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)

TAN & OLIVE LOOSE MOIST TO DRY MICA. TO SLI. MICA. SILTY CLAYEY SAND (A-2-5) TO SILTY SAND (A-2-4)

OLIVE-TAN MED. DENSE TO DENSE DRY SILTY SAND (A-2-4)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

OLIVE DENSE DRY SILTY SAND (A-2-4)

BT DRY (9/10/08)

(+)2.0948% (+)3.0017% RESIDUAL

SS-50 SS-51 SS-52
695+50 -L- 100.00 RT.

RESIDUAL
BRN. SOFT TO MED. STIFF MOIST CLAYEY SANDY SILT (A-4)
BRN STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-6)
TAN MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

SS-6 SS-10 MS-6 SS-11 SS-7 MS-11 SS-8 SS-12 SS-9
701+00 -L- CL

-L- POC STA 703+89.11 ELEV = 920.18'
-Y1B- STA 22+26.25 ELEV = 946.78'

SS-1 MS-1 SS-2 SS-3 MS-3 SS-4 MS-4 SS-5
702+99.35 -L- 87.53 RT.
=
21+00 -Y1B- CL

RESIDUAL
RED MED. STIFF TO V. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-5)

RED-TAN & WHITE DENSE MOIST MICA. (W/BIOTITE) SILTY SAND (A-2-4)

AR CRYSTALLINE ROCK

RESIDUAL
RED MED. STIFF TO HARD MOIST HIGH PLASTIC SILTY SANDY CLAY (A-7-6)

WEATHERED ROCK GRAY-WHITE-BLACK SEV. WEATH. CRYSTALLINE ROCK W/CRYSTALLINE ROCK LAYER @ 10.1

(+)10.6667%
(+)3.0017%

LT. GRAY & OLIVE-TAN TO OLIVE & BRN & TAN V. DENSE TO MED. DENSE DRY MICA. SAND & SILTY SAND (A-2-4 & A-2-5)

AR CRYSTALLINE ROCK

BORING DESCRIPTIONS
- (A) RED-TAN & WHITE STIFF MOIST CLAYEY SANDY SILT (A-5) (RESIDUAL)
- (B) RED-TAN MED. STIFF MOIST MICA. LOW PLASTIC SANDY SILTY CLAY (A-7-5) (RESIDUAL)
- (C) RED-TAN MED. STIFF MOIST MICA. CLAYEY SANDY SILT (A-5) (RESIDUAL)
- (D) RED-TAN SOFT TO MED. STIFF MOIST MICA. MED. PLASTIC SANDY SILTY CLAY (A-7-5) (RESIDUAL)
- (E) RED-TAN & WHITE SOFT WET CLAYEY SANDY SILT (A-5) (RESIDUAL)

PI = 703+50.00
EL = 921.30'
VC = 6.20'
K = 266

-L- POC STA 705+32.99 ELEV = 922.38'
-Y1BDET- STA 23+55.09 ELEV = 945.14'

NOTE:
SEE SHEETS 4 AND 5 FOR -L- ALIGNMENT

693+00 694+00 695+00 696+00 697+00 698+00 699+00 700+00 701+00 702+00 703+00 704+00 705+00

960 950 940 930 920 910 900 890 880 870

-L- W-S BELTWAY

SS-69 SS-70 SS-71 SS-72 SS-73
708+00 -L- 100.00 LT.

RESIDUAL
RED MED. STIFF MOIST SANDY SILTY CLAY (A-7)

WHITE-TAN-PINK TO WHITE & TAN STIFF TO HARD MOIST TO DRY NON-MICA. TO MICA. CLAYEY SANDY SILT (A-5, A-4)

(+)0.6667%

TAN STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-6)

OLIVE MED. DENSE MOIST V. MICA. CLAYEY SILTY SAND (A-2-4)

BT 09/08

-L- POC STA 707+00.00 ELEV = 923.64'
-Y4RPA- PC STA 9+54.76 ELEV = 921.12'

RESIDUAL

TAN TO RED-TAN MED. STIFF TO STIFF MOIST SILTY SANDY CLAY (A-7)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

OLIVE MED. DENSE MOIST SILTY SAND (A-2)

CRYSTALLINE ROCK

AR DRY (9/10/08)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

PI = 703+50.00
EL = 921.30'
VC = 6.20'
K = 266

-L- POC STA 705+22.11 ELEV = 926.16'
-Y4RPB- POT STA 10+00.00 ELEV = 928.58'

RESIDUAL
RED MED. STIFF TO V. STIFF MOIST SILTY SANDY CLAY (A-7)

SS-74 SS-75 SS-76 SS-77
712+00 -L- CL
711+50 -L- CL
711+00 -L- CL
713+00 -L- 40.00 LT.

SR 2632 SCHOOL VIEW RD

RESIDUAL

OLIVE MED. DENSE TO V. DENSE MOIST SILTY SAND (A-2)

AR DRY (9/10/08)

AR DRY (9/10/08)

OR

AR DRY (9/10/08)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CRYSTALLINE ROCK

SS-99 SS-100 SS-101 SS-102
714+72.55 -L- 137.18 RT.
=
17+50 -Y4RPB- 25.00 RT.

RESIDUAL

ARTIFICIAL FILL (H)
ALLUVIUM (I)

RESIDUAL
RED MED. STIFF MOIST MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5)

RED-OLIVE TO GRAY & WHITE LOOSE TO MED. DENSE MOIST CLAYEY SAND & SAND (A-2-4)

AR DRY (9/10/08) CRYSTALLINE ROCK

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

SS-103 SS-104 SS-105 SS-106 SS-107
718+00 -L- 75.00 LT.

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

OLIVE & TAN LOOSE TO MED. DENSE MOIST SLI. MICA. CLAYEY SAND (A-2-5, A-2-4)

OLIVE MED. DENSE MOIST SAND (A-2-4)

BT 09/08

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK) W/CRYSTALLINE ROCK SEAM @ 24.0

BORING DESCRIPTIONS
- (F) OLIVE MED. DENSE TO DENSE MOIST SILTY SAND (A-2) (RESIDUAL)
- (G) OLIVE & TAN & WHITE LOOSE TO V. DENSE MOIST MICA. TO SLI. MICA. SILTY SAND (A-2-4) & CLAYEY SILTY SAND (A-2-5) (RESIDUAL)
- (H) RED-BRN SOFT MOIST SILTY SANDY CLAY (A-7) (ARTIFICIAL FILL)
- (I) GRAY SOFT MOIST CLAYEY SANDY SILT (A-4) (ALLUVIUM)

NOTE:
SEE SHEETS 5 AND 6 FOR -L- ALIGNMENT

706+00 707+00 708+00 709+00 710+00 711+00 712+00 713+00 714+00 715+00 716+00 717+00 718+00 719+00

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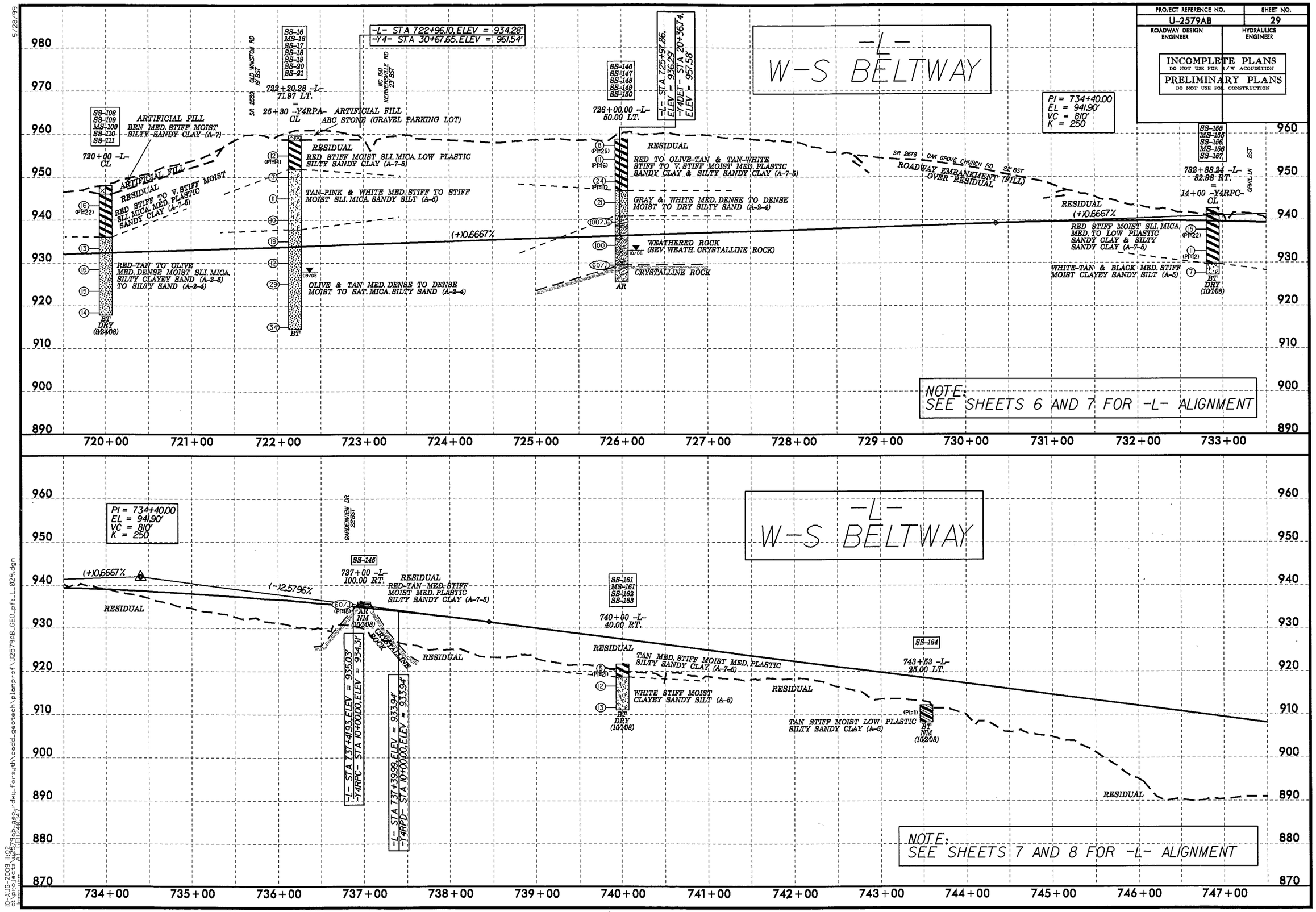

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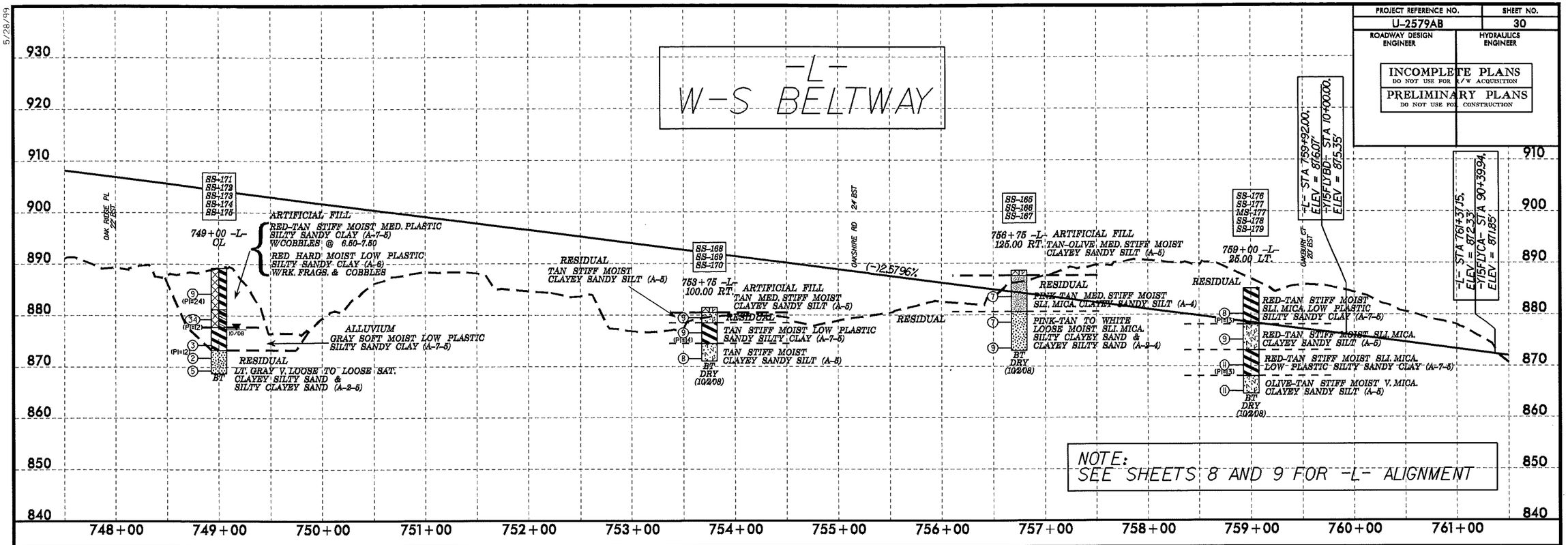
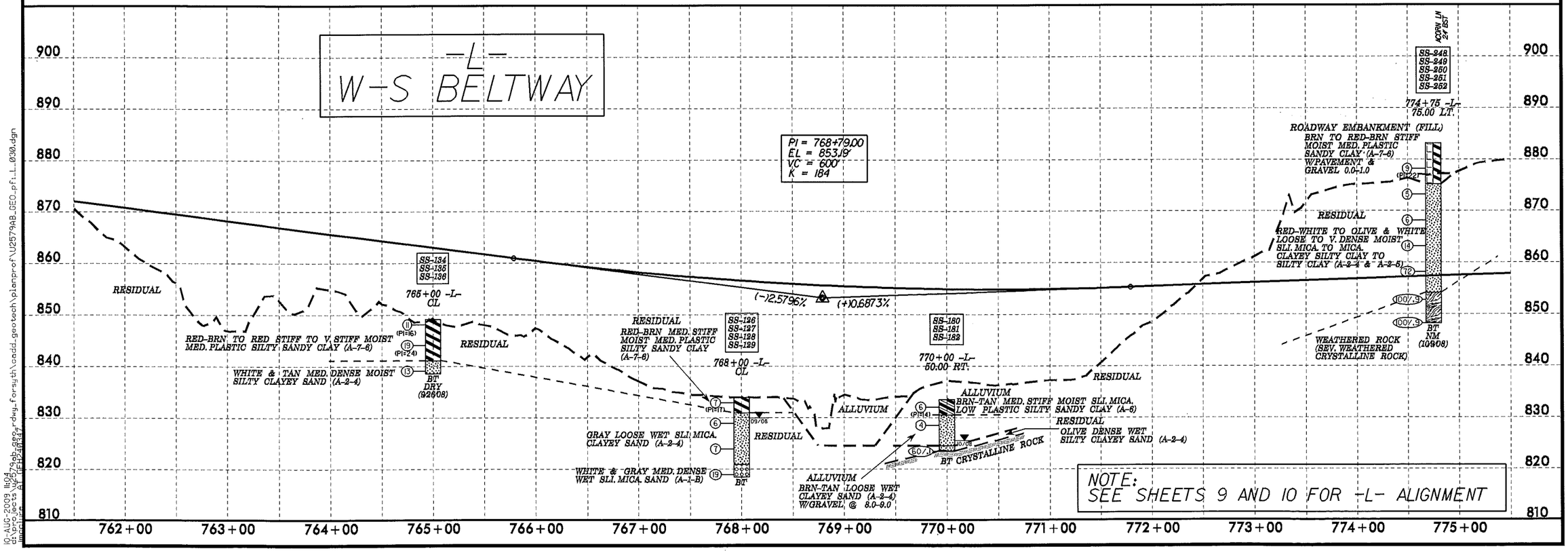
5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	30
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.	SHEET NO.
U-2579AB	31
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

BORING DESCRIPTIONS

- (A) RED-TAN MED. STIFF MOIST SLI. MICA. SILTY SANDY CLAY (A-7) (RESIDUAL)
- (B) TAN TO OLIVE-TAN MED. DENSE MOIST TO DRY SLI. MICA. CLAYEY SILTY SAND (A-2) (RESIDUAL)
- (C) WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)
- (D) RED-TAN MED. STIFF MOIST SANDY SILTY CLAY (A-7) (ARTIFICIAL FILL)
- (E) RED-TAN STIFF MOIST SLI. MCIA. LOW PLASTIC SILTY SANDY CLAY (A-7-6) (RESIDUAL)

-L- W-S BELTWAY

OAKTREE DR 24" BSD

FIDDLERS WAY GT

776+00 -L- 150.00 LT.
RESIDUAL
RED MED. STIFF MOIST SLI. MICA. SILTY SANDY CLAY (A-7)
RESIDUAL
RED MED. DENSE TO DENSE MOIST MICA. SILTY CLAYEY SAND (A-2)
AR CRYSTALLINE ROCK NM (10/1/08)
WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

SS-241 SS-242

778+00 -L- 100.00 LT.
ROADWAY EMBANKMENT (FILL)
RED-BRN SOFT MOIST SANDY CLAY (A-7) W/PAVEMENT 0.0-1.0
RESIDUAL
RED-BRN SOFT TO MED. STIFF MOIST HIGH PLASTIC SANDY CLAY (A-7-6)
(4) (PI=26)
(41)
(60/.1)
TAN & GRAY DENSE MOIST SILTY CLAYEY SAND (A-2-4)
(60/.1)
CRYSTALLINE ROCK
(60/.1)
AR DRY (10/10/08)

SS-218 SS-219 SS-220 SS-221 SS-222 SS-223

783+00 -L- 50.00 LT.
RESIDUAL
RED-BRN STIFF MOIST SLI. MICA. TO MICA. HIGH TO LOW PLASTIC SILTY SANDY CLAY (A-7-5)
RESIDUAL
OLIVE & TAN MED. DENSE TO DENSE DRY SLI. MICA. SILTY CLAYEY SAND & CLAYEY SILTY SAND (A-2-5 & A-2-4)
(9) (PI=27)
(10) (PI=11)
(10)
(13)
(17)
RESIDUAL
(43)
(60/.1)
CRYSTALLINE ROCK
(60/.1)
AR 10/08

784+00 -L- CL
RESIDUAL
RED-BRN MED. STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-6, A-7-5) TO BRN-TAN STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-5)
(A)
(B)
(C)
CRYSTALLINE ROCK
AR DRY (10/8/08)

SS-215 SS-216 SS-217

784+85 -L- CL
(7) (PI=25)
(7) (PI=16)
(8) (PI=10)
AR DRY (10/7/08)

785+47.31 -L- 38.45 LT.
=
97+25 -Y15- 70.00 LT.
(+)0.6873%
AR NM (1/22/09)
CRYSTALLINE ROCK
WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

-L- STA 786+26.52. ELEV = 865.20'
-Y15- STA 96+11.30

-L- STA 788+92.10. ELEV = 867.09'
-Y15REV- STA 47+28.33. ELEV = 894.24'

787+25.00 -L- 25.00 RT.
ROADWAY EMBANKMENT (FILL)
RED-TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-4)
RESIDUAL
(7)
(7)
(8)
(7)
(42)
10/08
SILTY SAND (A-2-5) & SAND (A-2-4)
(42)
(65)
BT
OLIVE & TAN HARD WET V. MICA. SILTY SANDY CLAY (A-7-6)

SS-275 SS-276 SS-277 SS-278 SS-279 SS-280

788+55.00 -L- 125.00 LT.
ARTIFICIAL FILL
(D)
RESIDUAL
(1) (PI=5)
(5)
(9)
(9)
(17)
(12)
(18)
(22)
BT 10/08
WHITE & TAN MED. STIFF TO STIFF MOIST NON-MICA. TO MICA. CLAYEY SANDY SILT & SANDY SILT (A-5)
WHITE & TAN LOOSE TO MED. DENSE DRY TO MOIST NON-MICA. TO V. MICA. CLAYEY SILTY SAND & SILTY SAND (A-2-5 & A-2-4)
OLIVE & TAN LOOSE TO DENSE WET SLI. MICA. TO V. MICA. SILTY SAND (A-2-5) & SAND (A-2-4)

SS-268 SS-272 SS-269 SS-273 SS-270 SS-274 SS-271

-L- STA 789+00.00. ELEV = 867.16' -Y15LPA- STA 10+00.00. ELEV = 867.88'

NOTE:
SEE SHEET 10 FOR -L- ALIGNMENT

-L- P00 STA 792+28.12. ELEV = 872.33'
-Y15FLYCA STA 58+33.94. ELEV = 931.31'

-L- STA 793+45.42. ELEV = 874.76'
-Y15FLYAC- STA 60+66.06. ELEV = 928.56'

-L- STA 795+32.16. ELEV = 878.62'
-Y15FLYBD- STA 47+63.62. ELEV = 961.44'

-L- W-S BELTWAY

SS-396 SS-397 SS-398 SS-399 SS-400 SS-401 SS-402 SS-403 SS-404

800+92.31 -L- 232.59 RT.
=
68+40 -Y15FLYAC- 15.00 LT.
RESIDUAL
RED-TAN MED. STIFF MOIST SLI. MICA. SILTY SANDY CLAY (A-7)
RESIDUAL
TAN & WHITE MED. STIFF TO STIFF MOIST CLAYEY SANDY SILT (A-5, A-4)
WHITE & TAN LOOSE TO MED. DENSE DRY TO WET SLI. MICA. TO V. MICA. CLAYEY SILTY SAND & CLAYEY SAND (A-2-4, A-2-5)
BT DRY (11/2008)

PI = 798+06.00
EL = 884.29'
VC = 200'
K = 323

(+)2.0707%
(+)11.4523%

SS-374 SS-375

795+75 -L- 25.00 LT.
RESIDUAL
RED-TAN STIFF MOIST SILTY SANDY CLAY (A-7)
(9)
(8)
BT DRY (11/6/08)
TAN & WHITE LOOSE MOIST CLAYEY SILTY SAND (A-2-6)

ALLUVIUM
GRAY-TAN LOOSE MOIST SILTY CLAYEY SAND (A-2-4) W/GRAVEL AT BASE

SS-284 SS-285

793+75 -L- CL
RESIDUAL
(4)
(8)
(4)
(6)
10/08
RESIDUAL
GRAY & OLIVE & WHITE LOOSE SAT. V. MICA. SILTY SAND (A-2-4)
BT

RESIDUAL
ALLUVIUM
RESIDUAL

SS-286 MS-286 SS-287 SS-288

790+75 -L- 25.00 LT.
RESIDUAL
BRN-TAN TO TAN STIFF TO V. STIFF MOIST SLI. MICA. HIGH TO MED. PLASTIC SILTY SANDY CLAY (A-7-6)
RESIDUAL
(9) (PI=39)
(25) (PI=25)
(10)
BT DRY (10/7/08)
WHITE & TAN LOOSE TO MED. DENSE DRY SLI. MICA. SILTY SAND (A-2-6)

(+)0.6873%
(+)2.0707%

PI = 790+12.00
EL = 867.85'
VC = 350'
K = 253

NOTE:
SEE SHEETS 10 AND 11 FOR -L- ALIGNMENT

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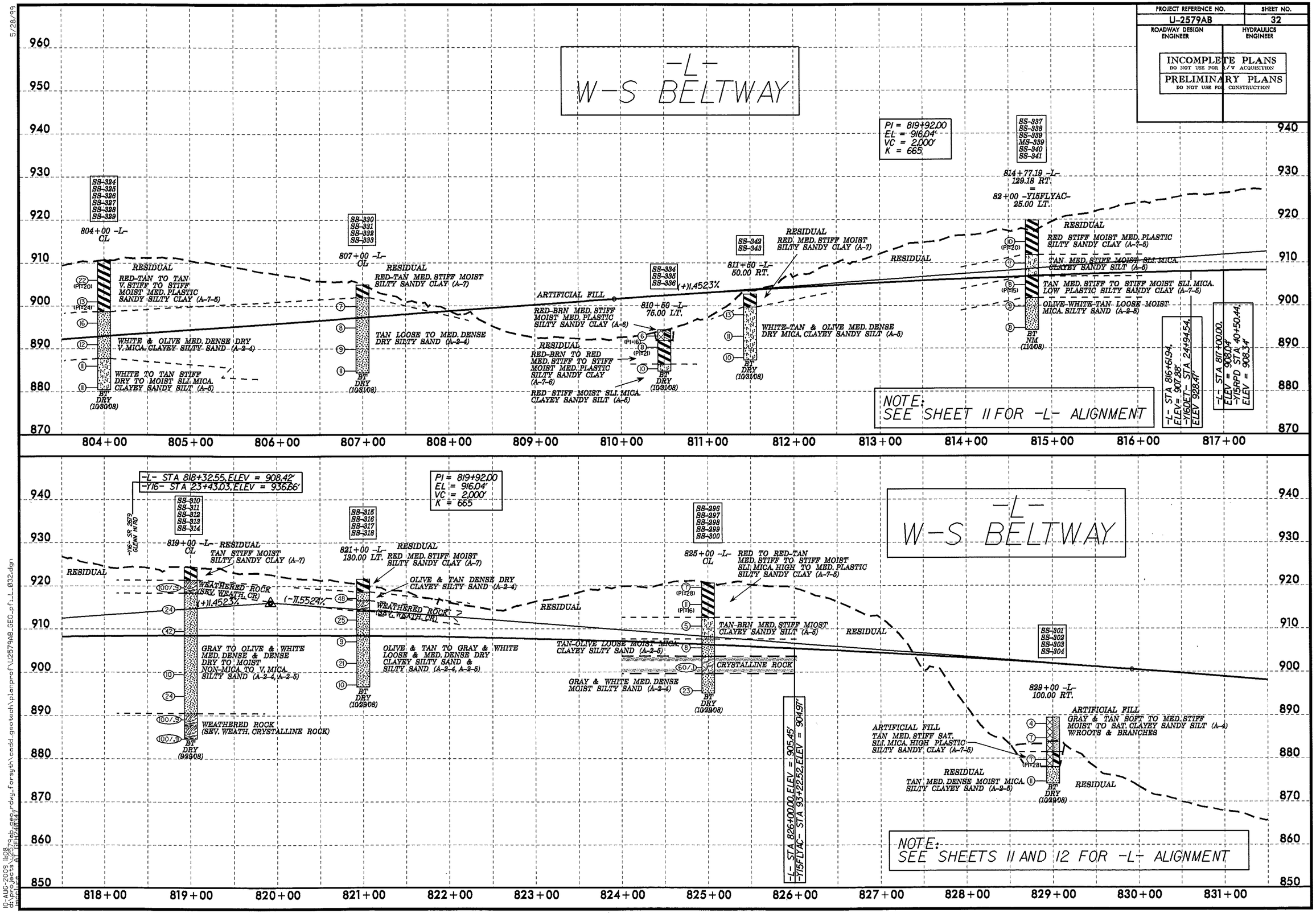
dhpridgen

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	32
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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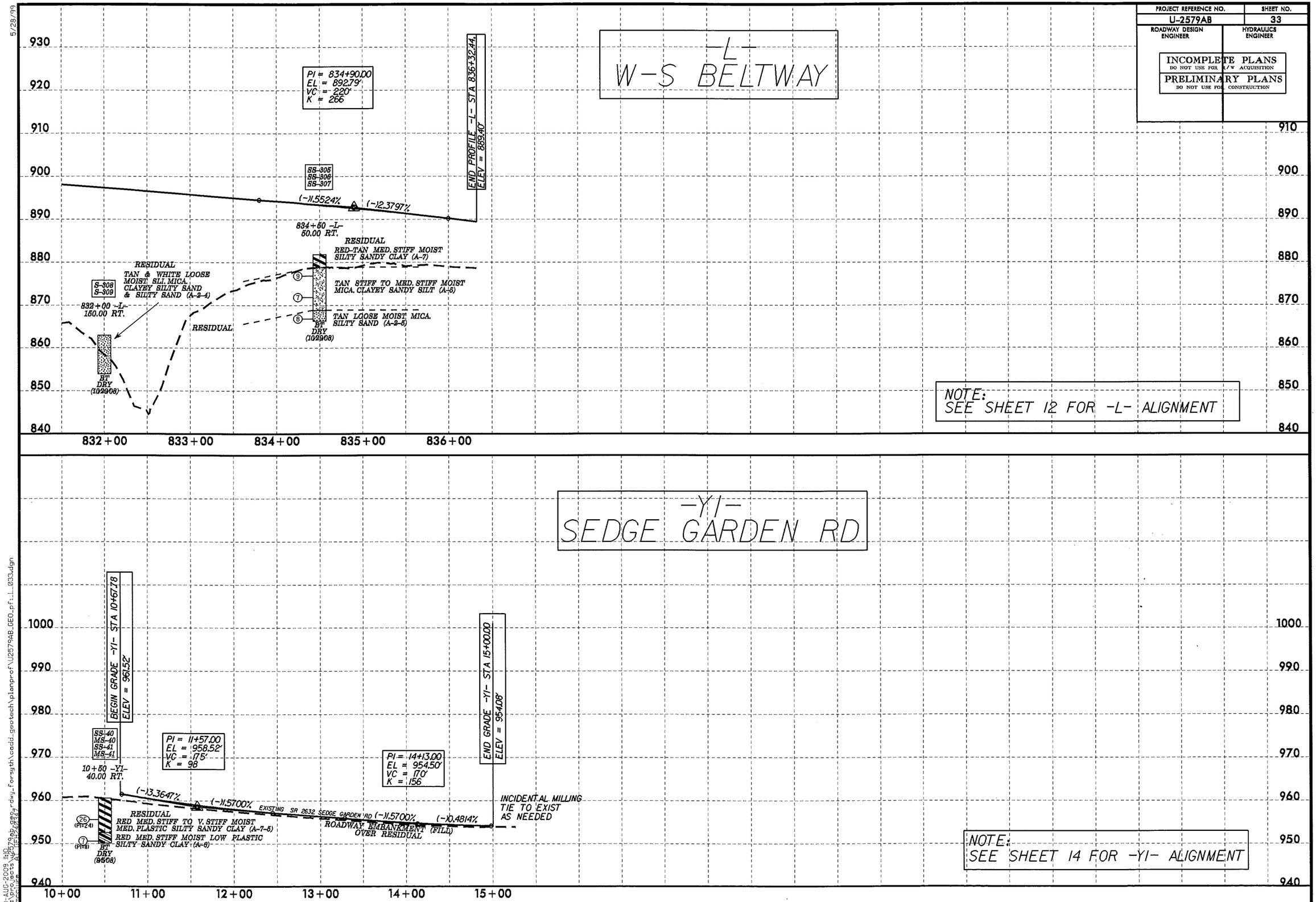
PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	33
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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.	SHEET NO.
U-2579AB	34
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-YIB- SEDGE GARDEN ROAD

BEGIN PROFILE -YIB- STA 12+50.00
ELEV = 955.63'

PI = 13+70.00
EL = 953.01'
VC = 175'
K = 64

INCIDENTAL MILLING
TIE TO EXIST AS NEEDED

(+)1.1500%

ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

(-)0.8495%

EXISTING SR 2632 SEDGE GARDEN RD 19' BST

PI = 17+65.50
EL = 949.35'
VC = 150'
K = 406

(-)0.9263%

ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

(-)0.5572%

RESIDUAL

BEGIN BRIDGE -YIB- STA 20+87.54
ELEV = 947.55'

SS-1
SS-2
SS-3
SS-4
SS-5
SS-6

21+00 -YIB-
OL

RED MED. STIFF TO HARD MOIST HIGH PLASTIC SILTY SANDY CLAY (A-7-5)
34 (PI=31)

WEATHERED ROCK
GRAY-WHITE-BLACK SEV. WEATH. CRYSTALLINE ROCK
(CRYSTALLINE ROCK LAYER @ 10.1)
60/.1
85
17
11
23
60/.1

09/08

LT. GRAY & OLIVE-TAN TO OLIVE & BRN & TAN V. DENSE TO MED. DENSE DRY MICA. SAND. & SILTY SAND (A-2-4 & A-2-6)

AR CRYSTALLINE ROCK

END BRIDGE -YIB-
STA 23+68.52, ELEV = 945.99'

-YIB- STA 22+26.35
ELEV = 946.78'
-L- POC STA 703+89.11
ELEV = 920.18'

-L- W-S BELTWAY

SS-69
SS-70
SS-71
SS-72
SS-73

24+43.37 -YIB-
70.18 RT.
=
706+00 -L-
100.00 LT.

ROADWAY EMBANKMENT (FILL) (-)0.5572%

RESIDUAL

RED MED. STIFF MOIST SANDY SILTY CLAY (A-7)
14

WHITE-TAN-PINK TO WHITE & TAN STIFF TO HARD DRY NON-MICA. TO MICA. CLAYEY SANDY SILT (A-5, A-4)
15
36

TAN STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-6)
14 (PI=14)

OLIVE MED. DENSE MOIST V. MICA. CLAYEY SILTY SAND (A-2-4)
16
10

09/08

BT

NOTE:
SEE SHEET 5 FOR -YIB- ALIGNMENT

11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00

990 980 970 960 950 940 930 920 910 900

-YIB- SEDGE GARDEN ROAD

END PROFILE -YIB- STA 31+00.00
ELEV = 952.50'

PI = 25+86.00
EL = 944.77'
VC = 362'
K = 295

PI = 28+75.00
EL = 946.71'
VC = 189'
K = 99

EXISTING SR 2632 SEDGE GARDEN RD 19' BST

(-)0.5572%

(+)0.6688%

ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

(+)0.6688%

(+)2.5750%

ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

PI = 34+65.00
EL = 958.55'
VC = 100'
K = 86

PI = 36+04.00
EL = 957.34'
VC = 162'
K = 79

SS-13
MS-13
SS-14
SS-15

34+00 -YIB-
40.00 RT.

ARTIFICIAL FILL
ABC GRAVEL

(+)0.3000%

(-)0.8659%

(-)0.8659%

(+)1.1826%

EXISTING SR 2632 SEDGE GARDEN RD 19' BST

ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

RESIDUAL

RED TO RED-TAN STIFF TO V. STIFF MOIST NON-MICA. TO MICA. MED. TO LOW PLASTIC SILTY SANDY CLAY (A-7-6)
13 (PI=23)
16 (PI=13)

WHITE-PINK & TAN STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)
10

BT
DRY
(9/3/08)

BEGIN PROFILE -YIB- STA 34+00.00
ELEV = 958.35'

NOTE:
SEE SHEETS 5,6 AND 14 FOR -YIB- ALIGNMENT

25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00

990 980 970 960 950 940 930 920 910 900

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	35
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y1B-
-Y1BDET-

-Y1B- SEDGE GARDEN ROAD

PI = 39+89.00
EL = 961.89'
VC = 100'
K = 32

EXISTING SR 2632 SEDGE GARDEN RD 19' BST
(+)1.826%
(-)1.987%
ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

END PROFILE -Y1B- STA 41+15.53
ELEV = 959.38'

NOTE:
SEE SHEET 14 FOR -Y1B- ALIGNMENT

990 980 970 960 950 940 930 920 910 900

39+00 40+00 41+00 42+00

-Y1BDET- SEDGE GARDEN RD DETOUR

BEGIN PROFILE -Y1BDET- STA 17+83.38 = -Y1B- STA 17+81.20
ELEV = 948.31'

PI = 18+73.00
EL = 946.99'
VC = 150'
K = 137

EXISTING SR 2632 SEDGE GARDEN RD
(-)1.470%
(-)0.374%
ROADWAY EMBANKMENT (FILL)
RESIDUAL

-Y1BDET- STA 23+67.30 ELEV = 945.14 =
-L- STA 705+47.21 ELEV = 922.38'

RESIDUAL

SS-69
SS-70
SS-71
SS-72
SS-73

24+79.02 -Y1BDET-
28.63 LT.
=
708+00 -L-
100.00 LT.

RESIDUAL

RED MED. STIFF MOIST SANDY SILTY CLAY (A-7)

WHITE-TAN-PINK TO WHITE & TAN STIFF TO HARD DRY NON-MICA. TO MICA. CLAYEY SANDY SILT (A-5, A-4)

TAN STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)

OLIVE MED. DENSE MOIST V. MICA. CLAYEY SILTY SAND (A-2-4)

B1 09/08

PI = 26+86.00
EL = 943.95'
VC = 260'
K = 180

(-)0.374%
(+)1.017%
RESIDUAL

END PROFILE -Y1BDET- STA 28+39.28 = -Y1B- STA 27+89.34
ELEV = 945.51'

EXISTING SR 2632 SEDGE GARDEN RD
ROADWAY EMBANKMENT (FILL)

NOTE:
SEE SHEET ~~2-K~~ 14A FOR -Y1BDET- ALIGNMENT

990 980 970 960 950 940 930 920 910 900

17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	36
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y2-
SCHOOL VIEW ROAD

BEGIN PROFILE -Y2- STA 10+50.00
ELEV = 951.45'

PI = 11+70.00
EL = 945.35'
VC = 100'
K = 18

PI = 13+38.00
EL = 927.32'
VC = 160'
K = 19

END PROFILE -Y2- STA 14+18.98 = -SERVI- STA 22+70.16 OFF = 11.95'
ELEV = 935.62'

EXISTING SCHOOL VIEW RD

TIE TO EXIST INCIDENTAL MILLING AS NEEDED

(-)5.0868% ROADWAY EMBANKMENT (FILL) (-)10.7290%

RESIDUAL

SB-88
MS-88
SB-89
SB-90

13+60 -Y2- CL

(-)12.3710%

ARTIFICIAL FILL
RED STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-6) W/GRAVEL

(8) (PI=15)
(4) (PI=21)

RESIDUAL
RED SOFT TO MED. STIFF MOIST SLI. MICA. MED. PLASTIC SANDY CLAY (A-7-6)

RED TO GRAY MED. DENSE MOIST CLAYEY SAND (A-2-4) (13)

ET DRY (9/22/08)

NOTE:
SEE SHEET 6 FOR -Y2- ALIGNMENT

-Y2-
-Y4D-

-Y4D-
WEAVIL RD

BEGIN PROFILE -Y4D- STA 10+19.54
ELEV = 961.33'

END PROFILE -Y4D- STA 11+00.00
ELEV = 962.60'

EXISTING WEAVIL RD

(+)2.1503% (+)1.0000% ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

TIE TO EXIST INCIDENTAL MILLING AS NEEDED

PI = 10+60.00
EL = 962.20'
VC = 75'
K = 65

TIE TO EXIST INCIDENTAL MILLING AS NEEDED

NOTE:
SEE SHEET 15 FOR -Y4D- ALIGNMENT

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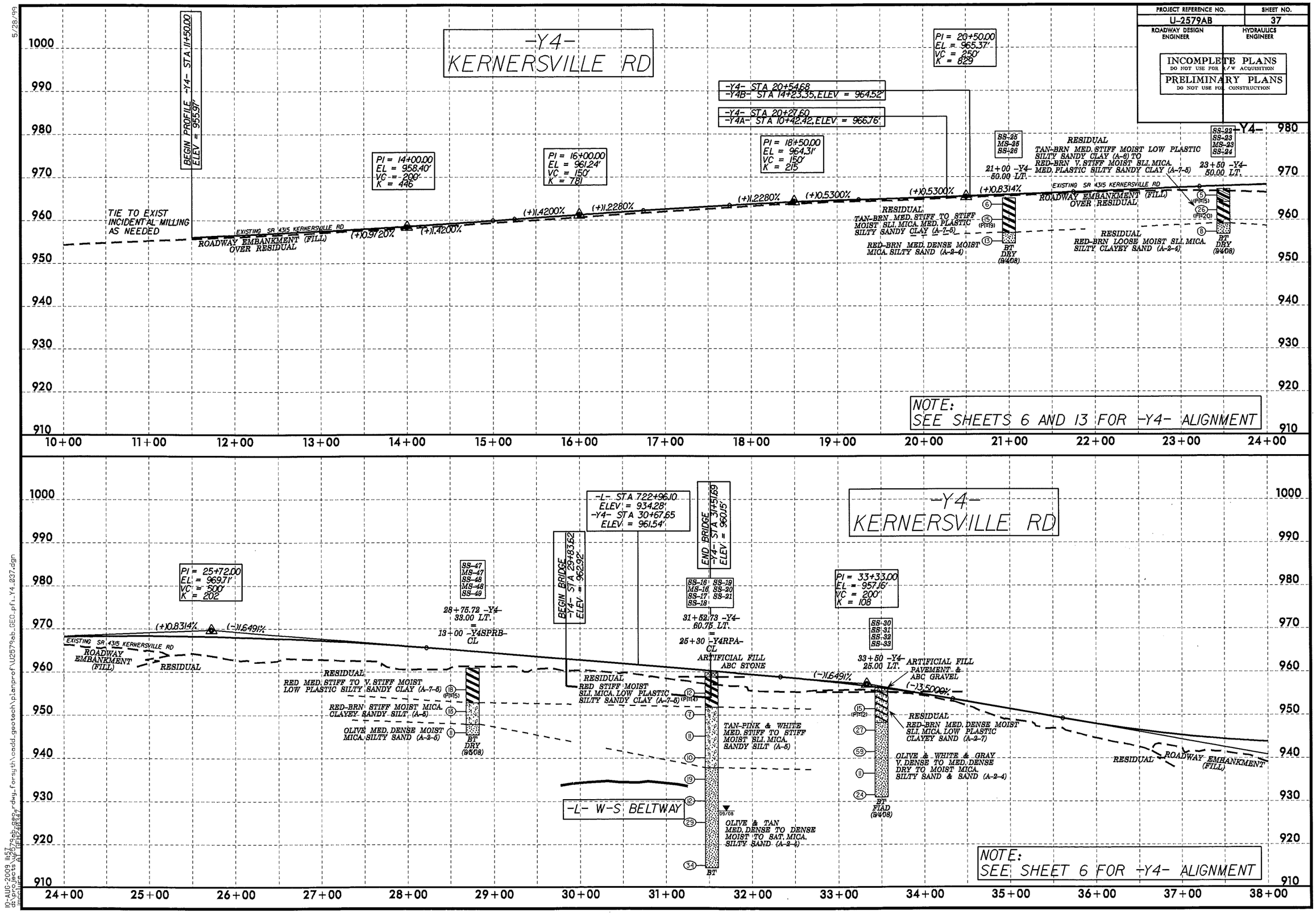

PROJECT REFERENCE NO.
U-2579AB
SHEET NO.
37
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
-Y4-
KERNERSVILLE RD
BEGIN PROFILE -Y4- STA 11+50.00
ELEV = 955.97'
PI = 14+00.00
EL = 958.40'
VC = 200'
K = 446
PI = 16+00.00
EL = 961.24'
VC = 150'
K = 781
PI = 18+50.00
EL = 964.31'
VC = 150'
K = 215
-Y4- STA 20+54.68
-Y4B- STA 14+23.35, ELEV = 964.52'
-Y4- STA 20+27.60
-Y4A- STA 10+42.42, ELEV = 966.76'
PI = 20+50.00
EL = 965.37'
VC = 250'
K = 829
TIE TO EXIST INCIDENTAL MILLING AS NEEDED
EXISTING SR 4315 KERNERSVILLE RD
ROADWAY EMBANKMENT (FILL) OVER RESIDUAL
(+)0.9720%
(+)1.4200%
(+)1.4200%
(+)1.2280%
(+)1.2280%
(+)0.5300%
(+)0.5300%
(+)0.8314%
SS-25 MS-25 SS-26
21+00 -Y4- 50.00 LT.
RESIDUAL
TAN-BRN MED. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-6) TO RED-BRN V. STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5)
SS-22 SS-23 MS-23 SS-24
23+50 -Y4- 50.00 LT.
RESIDUAL
TAN-BRN MED. STIFF TO STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5)
RED-BRN MED. DENSE MOIST MICA. SILTY SAND (A-2-4)
RESIDUAL
RED-BRN LOOSE MOIST SLI. MICA. SILTY CLAYEY SAND (A-2-4)
BT DRY (9/4/08)
NOTE:
SEE SHEETS 6 AND 13 FOR -Y4- ALIGNMENT
-Y4-
KERNERSVILLE RD
PI = 25+72.00
EL = 969.71'
VC = 500'
K = 202
(+)0.8314%
(-)1.6491%
EXISTING SR 4315 KERNERSVILLE RD
ROADWAY EMBANKMENT (FILL)
RESIDUAL
SS-47 MS-47 SS-48 MS-48 SS-49
28+75.72 -Y4- 33.00 LT.
13+00 -Y4SPRB- CL
RESIDUAL
RED MED. STIFF TO V. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)
RED-BRN STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)
OLIVE MED. DENSE MOIST MICA. SILTY SAND (A-2-5)
BT DRY (9/5/08)
BEGIN BRIDGE -Y4- STA 29+83.62 ELEV = 962.92'
-L- STA 722+96.10
ELEV = 934.28'
-Y4- STA 30+67.65
ELEV = 961.54'
END BRIDGE -Y4- STA 31+51.69 ELEV = 960.15'
SS-16 SS-19 MS-16 SS-20 SS-17 SS-21 SS-18
31+52.73 -Y4- 60.75 LT.
25+30 -Y4RPA- CL
ARTIFICIAL FILL ABC STONE
RESIDUAL
RED STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)
TAN-PINK & WHITE MED. STIFF TO STIFF MOIST SLI. MICA. SANDY SILT (A-5)
OLIVE & TAN MED. DENSE TO DENSE MOIST TO SAT. MICA. SILTY SAND (A-2-4)
BT
-L- W-S BELTWAY
PI = 33+33.00
EL = 957.16'
VC = 200'
K = 108
SS-30 SS-31 SS-32 SS-33
33+50 -Y4- 25.00 LT.
(-)1.6491%
ARTIFICIAL FILL PAVEMENT & ABC GRAVEL
(-)3.5000%
RESIDUAL
RED-BRN MED. DENSE MOIST SLI. MICA. LOW PLASTIC CLAYEY SAND (A-2-7)
OLIVE & WHITE & GRAY V. DENSE TO MED. DENSE DRY TO MOIST MICA. SILTY SAND & SAND (A-2-4)
BT FIAD (9/4/08)
RESIDUAL
ROADWAY EMBANKMENT (FILL)
NOTE:
SEE SHEET 6 FOR -Y4- ALIGNMENT

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	38
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y4- KERNERSVILLE RD

-Y4- STA 45+31.46 =
-YIB- STA 41+31.59
ELEV = 959.92', OFF=-39'

-Y4- STA 45+88.64 =
-YI- STA 10+35.52
ELEV = 962.12', OFF=-27'

PI = 39+55.00
EL = 935.39'
VC = 788'
K = 97

PI = 44+86.00
EL = 960.06'
VC = 224'
K = 84

PI = 47+80.00
EL = 965.91'
VC = 300'
K = 131

PI = 51+50.00
EL = 964.80'
VC = 300'
K = 500

SS-35
MS-35
SS-36
MS-36

SS-37
MS-37
SS-38
MS-38
SS-39
MS-39

SS-40
MS-40
SS-41
MS-41

42+00 -Y4- 25.00 LT.

45+68.97 -Y4- 63.97 RT.
=
10+50 -YI- 40.00 RT.

40+00 -Y4- 75.00 RT.

(-13.5000%) EXISTING SR 4315 KERNERSVILLE RD ROADWAY EMBANKMENT (FILL) OVER RESIDUAL (+14.6460%)

(+14.6460%) EXISTING SR 4315 KERNERSVILLE RD ROADWAY EMBANKMENT (FILL) OVER RESIDUAL (+1.9898%)

(+1.9898%) (-10.3000%) EXISTING SR 4315 KERNERSVILLE RD ROADWAY EMBANKMENT (FILL) OVER RESIDUAL (-10.3000%) (+10.3000%)

ARTIFICIAL FILL
RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7) W/RK. FRAGS.

RESIDUAL
RED-BRN. MOT. V. STIFF MOIST MED. TO LOW PLASTIC SANDY CLAY TO SILTY SANDY CLAY (A-7-6)

(27) (PI=24) (19) (PI=15) BT DRY (9/5/08)

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

RED-BRN TO GRAY-WHITE & TAN LOOSE TO MED. DENSE MOIST V. MICA. CLAYEY SILTY SAND (A-2-5)

(13) (PI=11) (8) (12) BT DRY (9/5/08)

RESIDUAL
RED MED. STIFF TO V. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-5)

RED MED. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-6)

(26) (PI=24) (7) (PI=11) BT DRY (9/5/08)

NOTE:
SEE SHEETS 6 AND 14 FOR -Y4- ALIGNMENT

1000 990 980 970 960 950 940 930 920 910

38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00

-Y4- KERNERSVILLE RD

PI = 54+00.00
EL = 965.55'
VC = 150'
K = 189

PI = 51+50.00
EL = 964.80'
VC = 300'
K = 500

SS-42
MS-42
SS-43
MS-43

53+50 -Y4- 50.00 RT.

PI = 55+50.00
EL = 964.81'
VC = 150'
K = 89

PI = 57+20.00
EL = 961.12'
VC = 156'
K = 87

PI = 59+07.00
EL = 953.71'
VC = -186'
K = 100

END PROFILE -Y4- STA 60+00.00
ELEV = 948.30'

(+0.3000%) EXISTING SR 4315 KERNERSVILLE RD (-10.4933%) ROADWAY EMBANKMENT (FILL) OVER RESIDUAL (-10.4933%) (-12.1706%) (-12.1706%) (-13.9625%) EXISTING SR 4315 KERNERSVILLE RD (-13.9625%) ROADWAY EMBANKMENT (FILL) OVER RESIDUAL (-15.8173%)

TIE TO EXIST INCIDENTAL MILLING AS NEEDED

RESIDUAL
RED MED. STIFF TO V. STIFF MOIST MED. TO LOW PLASTIC SILTY SANDY CLAY (A-7-6)

(22) (PI=20) (11) (PI=15) BT DRY (9/5/08)

NOTE:
SEE SHEETS 14 AND 15 FOR -Y4- ALIGNMENT

1000 990 980 970 960 950 940 930 920 910

52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	39
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y4DET-
KERNERSVILLE RD DETOUR

-Y4DET-

BEGIN PROFILE -Y4DET- STA 11+64.50
ELEV. = 965.40'

PI = 13+52.00
EL = 964.85'
VC = 285'
K = 105

-Y4DET- STA.18+19.54
-Y4RPC- STA.20+69.24

SR 2673 OAK GROVE CHURCH RD 22 EST

SS-25
MS-25
SS-26

10+52.94 -Y4DET-
61.85 LT.
=
21+00 -Y4-
50.00 LT.

ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

SS-22
SS-23
MS-23
SS-24

12+70.31 -Y4DET-
111.08 LT.
=
23+50 -Y4-
50.00 LT.

RESIDUAL
TAN-BRN MED. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-6) TO RED-BRN V. STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-6)

(-)10.2933%

(-)13.0141%

EXISTING SR 4315 KERNERSVILLE RD

RESIDUAL
TAN-BRN MED. STIFF TO STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL

RED-BRN MED. DENSE MOIST BT MICA. SILTY SAND (A-2-4)
DRY
(9/4/08)

RED-BRN LOOSE MOIST SLI. MICA. BT DRY SILTY CLAYEY SAND (A-2-4)
(9/4/08)

BORING DESCRIPTIONS

(A) RED-TAN STIFF MOIST SLI. MICA. HIGH PLASTIC SANDY CLAY (A-7-6) (RESIDUAL)

(B) BRN-TAN TO WHITE & TAN & GRAY MED. DENSE TO LOOSE MOIST TO SAT. V. MICA. SILTY CLAYEY SAND & SILTY SAND (A-2-4) (RESIDUAL)

SS-146
SS-147
SS-148
SS-149
SS-150

20+85.02 -Y4DET-
13.19 RT.
=
726+00 -L-
50.00 LT.

RESIDUAL
RED TO OLIVE-TAN & TAN-WHITE STIFF TO V. STIFF MOIST MED. PLASTIC SANDY CLAY & SILTY SANDY CLAY (A-7-6)

GRAY & WHITE MED. DENSE TO DENSE MOIST TO DRY SILTY SAND (A-2-4)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CRYSTALLINE ROCK

AR

SS-27
SS-28
SS-29
MS-29

23+75 -Y4DET-
50.00 LT.

RESIDUAL

CRYSTALLINE ROCK AR

NOTE:
SEE SHEET ~~2-L~~ 15A FOR -Y4DET- ALIGNMENT

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

1010 1000 990 980 970 960 950 940 930 920

-Y4DET-
KERNERSVILLE RD DETOUR

-Y4DET-

END PROFILE -Y4DET- STA 35+12.45
ELEV = 956.28'

END PROFILE -Y4DET- STA 36+52.73

PI = 27+69.00
EL = 922.14'
VC = 800'
K = 105

SS-40
MS-40
SS-41
MS-41

36+55.74 -Y4DET-
63.97 RT.
=
10+50 -Y1-
40.00 RT.

RESIDUAL
RED MED. STIFF TO V. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-5)

RED MED. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-6)
BT DRY
(9/5/08)

EXISTING SR 4315 KERNERSVILLE RD

956.28

ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

SS-38
MS-38
SS-39
MS-39

33+29.62 -Y4DET-
118.02 LT.
=
42+00 -Y4-
25.00 LT.

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

RED-BRN TO GRAY-WHITE & TAN LOOSE TO MED. DENSE MOIST V. MICA. CLAYEY SILTY SAND (A-2-5)

BT DRY
(9/5/08)

SS-36
SS-37

31+01.09 -Y4DET-
141.18 LT.
=
40+00 -Y4-
75.00 RT.

ARTIFICIAL FILL
RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7) W/RK. FRAGS.

RESIDUAL
RED-BRN MOT. V. STIFF MOIST MED. TO LOW PLASTIC SANDY CLAY TO SILTY SANDY CLAY (A-7-6)

BT DRY
(9/5/08)

CREEK

SS-34
SS-35

28+00 -Y4DET-
CL

(-)13.0141%

(-)3.5924%

RESIDUAL

RED & TAN & GRAY SOFT TO V. STIFF MOIST HIGH TO MED. PLASTIC SILTY SANDY CLAY (A-7-6)

RESIDUAL

NOTE:
SEE SHEET ~~2-L~~ 15A FOR -Y4DET- ALIGNMENT

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00

980 970 960 950 940 930 920 910 900 890

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	40
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y4RPA-

BORING DESCRIPTIONS

- (A) RED MED. STIFF TO STIFF MOIST SILTY SANDY CLAY (A-7) (RESIDUAL)
- (B) OLIVE MED. DENSE MOIST MICA. CLAYEY SILTY SAND (A-2) (RESIDUAL)
- (C) OLIVE-TAN MED. DENSE TO DENSE MOIST SILTY SAND (A-2) (RESIDUAL)
- (D) WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)
- (E) OLIVE & RED-TAN MED. DENSE MOIST V. MICA. TO SLI. MICA. CLAYEY SILTY SAND (A-2) (RESIDUAL)
- (F) OLIVE MED. DENSE TO V. DENSE MOIST SILTY SAND (A-2) (RESIDUAL)
- (G) RED MED. STIFF MOIST SILTY SANDY CLAY (A-7) (ARTIFICIAL FILL)
- (H) RED & OLIVE MED. STIFF MOIST SILTY SANDY CLAY (A-7) (ARTIFICIAL FILL)
- (I) OLIVE MED. DENSE TO DENSE MOIST CLAYEY SAND TO SILTY SAND & SAND (A-2-4) (W/ SEV. WEATH. CRYSTALLINE ROCK LAYER @ 11.0) TO OLIVE DENSE MOIST SAND (A-1-B) (RESIDUAL)

BEGIN PROFILE -Y4RPA- STA 10+00.00
ELEV = 921.12'

13+86.29 -Y4RPA- 67.56 RT. = 711+00 -L- CL

14+86.16 -Y4RPA- 28.21 RT. = 712+00 -L- 50.00 LT.

14+50 -Y4RPA- 30.00 LT.

15+78.87 -Y4RPA- 52.88 RT. = 713+00 -L- 40.00 LT.

15+50 -Y4RPA- 75.00 LT.

16+50 -Y4RPA- 50.00 LT.

18+25 -Y4RPA- 50.00 LT.

18+50 -Y4RPA- CL

20+52.72 -Y4RPA- 132.77 RT. = 718+00 -L- 75.00 LT.

SS-83
SS-84
SS-85
SS-86
SS-87

SS-103
SS-104
SS-105
SS-106
SS-107

RESIDUAL
TAN TO RED-TAN MED. STIFF TO STIFF MOIST SILTY SANDY CLAY (A-7)

RESIDUAL
RED STIFF TO V. STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL
RED & OLIVE MED. DENSE MOIST CLAYEY SILTY SAND (A-2)

RESIDUAL
BRN TO RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

RESIDUAL
RED-BRN TO OLIVE-TAN MED. DENSE MOIST SLI. MICA. CLAYEY SILTY SAND (A-2)

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

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK) (+)0.66'/'

(-)0.627 2%

OLIVE MED. DENSE MOIST SILTY SAND (A-2)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CRYSTALLINE ROCK

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

(+)5.0000%

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK) W/CRYSTALLINE ROCK SEAM @ 24.0

OLIVE & TAN LOOSE TO MED. DENSE MOIST SLI. MICA. CLAYEY SAND (A-2-5, A-2-4)

OLIVE MED. DENSE MOIST SAND (A-2-4)

PI = 13+56.00
EL = 923.48'
K = 151
VC = 195'

PI = 17+16.00
EL = 921.22'
K = 93
VC = 525'

NOTE:
SEE SHEET 6 FOR -Y4RPA- ALIGNMENT

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

-Y4RPA-

END PROFILE -Y4RPA- STA 24+81.62
ELEV = 957.71'

PI = 24+12.00
EL = 956.02'
K = 47
VC = 120'

SR 2559 OLD WINSTON RD lg BST

SS-44
MS-44
SS-45
MS-45
SS-46

SS-16
MS-16
SS-17
SS-18
SS-19
SS-20
SS-21

SR 2559 OLD WINSTON RD lg EST

23+50 -Y4RPA- CL

25+30 -Y4RPA- CL

RESIDUAL
RED TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

ARTIFICIAL FILL (GRAVEL PARKING LOT)

ABC STONE

RESIDUAL
RED STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)

BST

(+)2.4318%

(+)5.0000%

TAN & OLIVE & WHITE LOOSE TO MED. DENSE MOIST V. MICA. SILTY SAND (A-2-5)

BT (MOSTLY MICA @ 9.0)

TAN-PINK & WHITE MED. STIFF TO STIFF MOIST SLI. MICA. SANDY, SILT (A-5)

OLIVE & TAN MED. DENSE TO DENSE MOIST TO SAT. MICA. SILTY SAND (A-2-4)

NOTE:
SEE SHEET 6 FOR -Y4RPA- ALIGNMENT

23+00 24+00 25+00 26+00 27+00

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	41
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y4RPB-

BEGIN PROFILE -Y4RPB-
STA.10+00.00 ELEV = 926.49

PI = 17+40.00
EL = 931.58'
VC = 499'
K = 151

15+84.48 -Y4RPB-
33.23 LT.
=
713+25 -L-
50.00 RT.

SCHOOL VIEW RD @ EST

14+50 -Y4RPB-
50.00 RT.

15+50 -Y4RPB-
50.00 RT.

14+25 -Y4RPB-
CL

13+50 -Y4RPB-
25.00 RT.

17+50 -Y4RPB-
25.00 RT.

22+50 -Y4RPB-
50.00 LT.

21+50 -Y4RPB-
100.00 LT.

SS-78
SS-79
SS-80
SS-81
SS-82

SS-99
SS-100
SS-101
SS-102

SS-112
SS-113
SS-114
SS-116

RESIDUAL
RED TO RED-TAN STIFF TO V. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL
RED-TAN & OLIVE MED. DENSE TO DENSE MOIST V. MICA. TO SLI. MICA. CLAYEY SILTY SAND & SILTY SAND (A-2-5) TO SAND (A-2-4)

OLIVE TO OLIVE-WHITE & BLACK V. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

RESIDUAL

AR NM (9/08) CRYSTALLINE ROCK

AR NM (9/08) CRYSTALLINE ROCK

AR NM (9/08) CRYSTALLINE ROCK

BT DRY (9/08)

TAN MED. DENSE TO DENSE MOIST SILTY SAND (A-2)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

ARTIFICIAL FILL
RED-BRN SOFT MOIST SILTY SANDY CLAY (A-7)

ALLUVIUM
GRAY SOFT MOIST CLAYEY SANDY SILT (A-4)

RESIDUAL
RED MED. STIFF MOIST MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL

(+)14.0000%

(+)10.6678%

RED-OLIVE TO GRAY & WHITE LOOSE TO MED. DENSE MOIST CLAYEY SAND & SAND (A-2-4)

AR DRY (9/2408) CRYSTALLINE ROCK

RESIDUAL
RED-BRN MED. DENSE MOIST SILTY CLAYEY SAND (A-2)

ROCK OUTCROPS (BLDRS)

AR (FLAT) (9/2408) CR

RESIDUAL
RED-BRN MED. STIFF TO V. STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY & SANDY CLAY (A-7-6)

RESIDUAL

RED-BRN MED. DENSE MOIST SLI. MICA. LOW PLASTIC CLAYEY SAND (A-2-7)

TAN MED. STIFF SAT. SLI. MICA. MED. PLASTIC SANDY CLAY (A-6)

LT. GRAY V. DENSE SAT. SAND (A-3) W/ QTZ. VEIN @ BOTTOM

BT (9/08)

BORING DESCRIPTIONS
- (A) RED STIFF MOIST SILTY SANDY CLAY (A-7) (RESIDUAL)
- (B) OLIVE & TAN MED. DENSE MOIST SILTY SAND (A-2) (RESIDUAL)
- (C) WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

NOTE:
SEE SHEET 6 FOR -Y4RPB- ALIGNMENT

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

-Y4RPB-

END PROFILE -Y4RPB-
STA.25+79.27 ELEV = 961.13

PI = 24+75.00
EL = 960.98'
VC = 175'
K = 45

SS-47
MS-47
SS-48
MS-48
SS-49

SS-16
MS-16
SS-17
SS-18
SS-19
SS-20
SS-21

NC 150 KERNERSVILLE RD 23 BST

SS-116
SS-117
SS-118
SS-119
SS-120

23+58.80 -Y4RPB-
134.27 LT.
=
720+00 -L-
100.00 RT.

25+65.38 -Y4RPB-
120.23 RT.
=
13+00 -Y4SPRB-
CL

27+63.58 -Y4RPB-
70.65 LT.
=
25+30 -Y4RPA-
CL

(+)4.0000%

(+)0.0746%

RESIDUAL
RED STIFF TO V. STIFF MOIST SLI. MICA. MED. PLASTIC SANDY CLAY (A-7-5)

OLIVE LOOSE TO MED. DENSE MOIST SLI. TO V. MICA. CLAYEY SILTY SAND & CLAYEY SAND (A-2-5, A-2-4)

BT DRY (9/2308)

RED MED. STIFF TO V. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)

RED-BRN STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)

BT DRY (9/08)

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

ARTIFICIAL FILL
ABC STONE (GRAVEL PARKING LOT)

RESIDUAL
RED STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL

TAN-PINK & WHITE MED. STIFF TO STIFF MOIST SLI. MICA. SANDY SILT (A-5)

OLIVE & TAN MED. DENSE TO DENSE MOIST TO SAT. MICA. SILTY SAND (A-2-4)

09/08

BT DRY (9/08)

NOTE:
SEE SHEET 6 FOR -Y4RPB- ALIGNMENT

23+00 24+00 25+00 26+00 27+00 28+00

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	42
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y4RPC-

BEGIN PROFILE -Y4RPC- STA 10+00.00
ELEV = 933.43'

GARDENVIEW DR
22 BST

PI = 12+19.00
EL = 938.30'
K = 152
VC = 324'

SS-156
MS-156
SS-166
MS-166
SS-167

GRVL LN
BST

14+00 -Y4RPC-
CL

RESIDUAL (+)1.8230% (-)0.3150%
RED STIFF MOIST SLI. MICA. MED. TO LOW PLASTIC SANDY CLAY & SILTY SANDY CLAY (A-7-6)
(15) (PI=22)
(11) (PI=12)
(7)
BT DRY (10/08)
RESIDUAL
WHITE-TAN & BLACK MED. STIFF MOIST CLAYEY SANDY SILT (A-5)

PI = 16+85.00
EL = 936.83'
K = 115
VC = 595'

(-)0.3150% (+)4.8504%
CRYSTALLINE ROCK

SS-151
SS-152
SS-153
SS-154

18+00 -Y4RPC-
CL

RESIDUAL
RED STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-6)
(13) (PI=14)
(7)
RED MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)
(15)
OLIVE & WHITE MED. DENSE MOIST MICA. CLAYEY SILTY SAND (A-2-4) & SILTY SAND (A-2-5)
(10)
(60/1)
BT DRY (10/08)

NOTE:
SEE PLAN SHEET 6 AND 7 FOR -Y4RPC- ALIGNMENT

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

990 980 970 960 950 940 930 920 910

-Y4RPC-

END PROFILE -Y4RPC- STA 23+26.30
ELEV = 961.84'

SR 2578
OAK GROVE CHURCH RD
22 BST

SS-47
MS-47
SS-48
MS-48
SS-49

PI = 22+08.00
EL = 962.20'
K = 45
VC = 230'

23+41.99 -Y4RPC-
137.26 LT.
=
18+00 -Y4SPRB-
CL

(+)4.8504% (-)0.3063%
RESIDUAL
RED MED. STIFF TO V. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)
(18) (PI=15)
(13)
RED-BRN STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)
OLIVE MED. DENSE MOIST MICA. SILTY SAND (A-2-5)
(11)
BT DRY (9/08)

NC 50
KENNEDY GOLF RD
25 BST

SS-16
MS-16
SS-17
SS-18
SS-19
SS-20
SS-21

25+63.71 -Y4RPC-
61.26 LT.
=
25+80 -Y4RPA-
CL

ABC STONE (GRAVEL PARKING LOT)
RESIDUAL
(12) (PI=14)
RED STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)
(7)
(11)
TAN-PINK & WHITE MED. STIFF TO STIFF MOIST SLI. MICA. SANDY SILT (A-5)
(10)
(19)
(12)
09/08
(29)
OLIVE & TAN MED. DENSE TO DENSE MOIST TO SAT. MICA. SILTY SAND (A-2-4)
(34)
BT

NOTE:
SEE PLAN SHEET 6 FOR -Y4RPC- ALIGNMENT

21+00 22+00 23+00 24+00 25+00 26+00

990 980 970 960 950 940 930 920 910 900

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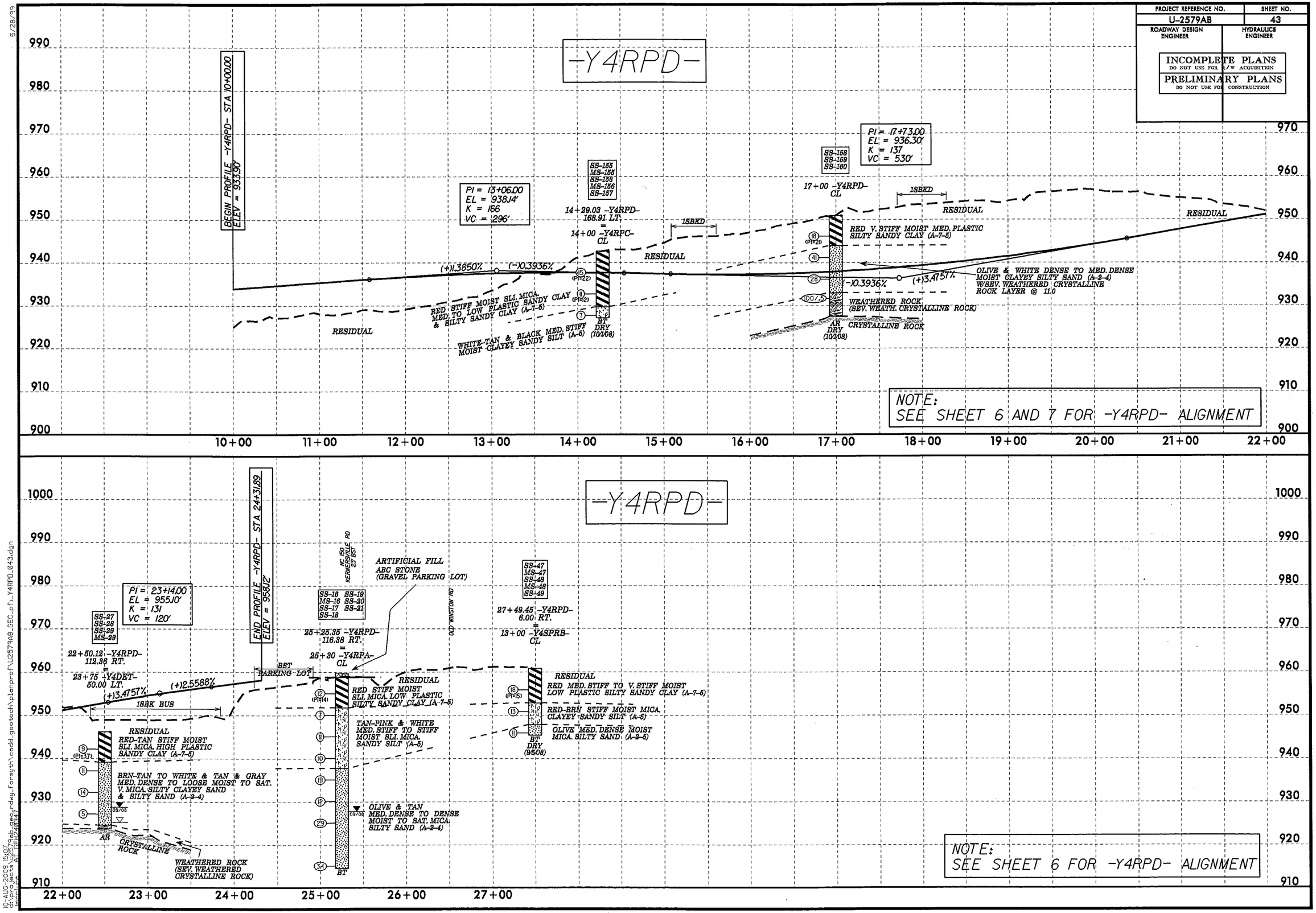
5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	43
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.	SHEET NO.
U-2579AB	44
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y4SPRA-
-Y4SPRB-
-Y4SPRC-
-Y4SPRD-

-Y4SPRA-

PI = 10+82.07
EL = 954.59'
VC = 133'
K = 20

BEGIN PROFILE -Y4SPRA- STA 10+15.55
ELEV = 952.02'

BORING DESCRIPTIONS
(A) RED-TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7) (RESIDUAL)
(B) TAN & OLIVE & WHITE LOOSE TO MED. DENSE MOIST V. MICA. SILTY SAND (A-2-5) (MOSTLY MICA @ 9.0) (RESIDUAL)

SS-42 9/08
MS-42 9/08
SS-43 9/08
MS-43 9/08
SS-44
MS-44
SS-45
MS-45
SS-46

SS-30
SS-31
SS-32
SS-33

10+07.03 -Y4SPRA-
29.07 RT.
=
23+50 -Y4RPA-
CL

11+42.97 -Y4SPRA-
103.61 RT.
=
33+50 -Y4-
25.00 LT.

ARTIFICIAL FILL
PAVEMENT & ABC GRAVEL
(PARKING LOT)

1SBKBUS & BST PARKING LOT

(+)3.8635%
(-)2.795%
(-)2.7957%
(-)2.7944%
BST

RESIDUAL

RED-BRN MED. DENSE MOIST SLI. MICA. LOW PLASTIC CLAYEY SAND (A-2-7)

OLIVE & WHITE & GRAY V. DENSE TO MED. DENSE DRY TO MOIST MICA. SILTY SAND & SAND (A-2-4)

BT DRY (9/5/08)
BT FIAD (9/4/08)

END PROFILE -Y4SPRA- STA 14+00.44
ELEV = 945.69'

NOTE:
SEE SHEET 6 FOR -Y4SPRA- ALIGNMENT

-Y4SPRB-

BEGIN PROFILE -Y4SPRB- STA 10+00.00
ELEV = 955.82'

PI = 11+24.00
EL = 959.53'
K = 485
VC = 200'

END PROFILE -Y4SPRB- STA 12+94.00
ELEV = 963.92'

SS-47
MS-47
SS-48
MS-48
SS-49

13+00 -Y4SPRB-
CL

BST DRIVE

(+)2.9934%
(+)2.5813%
(+)2.5813%

RESIDUAL

RED MED. STIFF TO V. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)

RED-BRN STIFF MOIST MICA. CLAYEY. SANDY SILT (A-5)

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

BT DRY (9/5/08)

NOTE:
SEE SHEET 6 FOR -Y4SPRB- ALIGNMENT

-Y4SPRC-

BEGIN PROFILE -Y4SPRC- STA 10+16.27
ELEV = 959.53'

PI = 13+23.00
EL = 967.48'
K = 47
VC = 120'

END PROFILE -Y4SPRC- STA 14+24.68
ELEV = 967.53'

(+)2.5919%
(+)2.5919%
(+)0.0492%

RESIDUAL
RESIDUAL

NOTE:
SEE SHEET 6 FOR -Y4SPRC- ALIGNMENT

-Y4SPRD-

BEGIN PROFILE -Y4SPRD- STA 10+00.00
ELEV = 950.88'

PI = 10+44.00
EL = 952.45'
K = 147
VC = 60'

PI = 11+25.00
EL = 955.67'
K = 35
VC = 100'

END PROFILE -Y4SPRD- STA 12+94.00
ELEV = 957.56'

SR 4315 KERNERSVILLE RD 23' BST

SS-27
SS-28
SS-29
MS-29

10+97.74 -Y4SPRD-
87.14 RT.
=
23+75 -Y4DET-
50.00 LT.

(+)3.5586%
(+)3.9746%
(+)1.1212%
(+)1.1212%

1SBK BUS & BST

RESIDUAL
RED-TAN STIFF MOIST SLI. MICA. HIGH PLASTIC SANDY CLAY (A-7-5)

BRN-TAN TO WHITE & TAN & GRAY MED. DENSE TO LOOSE MOIST TO SAT. V. MICA. SILTY CLAYEY SAND & SILTY SAND (A-2-4)

09/08
09/08 WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)
CRYSTALLINE ROCK AR

NOTE:
SEE SHEET 6 FOR -Y4SPRD- ALIGNMENT

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mgriffin

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	45
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y4A-
-Y4B-

-Y4A-
LINVILLE RD

BEGIN PROFILE -Y4A- STA 10+42.10
ELEV = 967.11'

SS-25
MS-25
SS-28

10+24.16 -Y4A-
71.60 -RT.
=
21+00 -Y4-
50.00 -LT.

965.42

PI = 12+50.00
EL = 966.55'
K = 138
VC = 150'

END PROFILE -Y4A- STA 18+00.00
ELEV = 958.90'

(+)4.1568%

EXISTING SR 2662 -LINVILLE RD 27' BST
(-)0.3000%

(-)0.3000%

(-)1.3902%

ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

EXISTING SR 2662 LINVILLE RD 27' BST
ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

TIE TO
EXIST
INCIDENTAL MILLING
AS NEEDED

EXISTING SR 2662 LINVILLE RD 27' BST
ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

(8)
(15)
(P)(I)(9)
(13)

RESIDUAL
TAN-BRN MED. STIFF TO STIFF
MOIST SLI. MICA MED. PLASTIC
SILTY SANDY CLAY (A-7-5)

RED-BRN MED. DENSE MOIST
MICA, SILTY SAND (A-2-4)

BT
DRY
(9/408)

NOTE:
SEE SHEET 13 FOR -Y4A- ALIGNMENT

-Y4B-
MOTSINGER DR

BEGIN PROFILE -Y4B- STA 13+00.00
ELEV = 962.75'

END PROFILE -Y4B- STA 14+23.35 =
-Y4- STA 20+54.68, ELEV = 964.52'

SR 4315 "KERNERSVILLE RD" BST

TIE TO
EXIST
INCIDENTAL
MILLING

EXISTING MOTSINGER DR 22' BST
(+)4.4349%

EXISTING MOTSINGER DR 22' BST
ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

NOTE:
SEE SHEET 13 FOR -Y4B- ALIGNMENT

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	46
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y5B-
MEREDITH WAY

-Y5B-
-Y8-

BEGIN GRADE -Y5B- STA 14+50.00
EL = 874.12'

PI = 15+57.00
EL = 866.92'
K = 50
VC = 171'

EXISTING MEREDITH WAY 22' BST
ROADWAY EMBANKMENT (FILL)

TIE TO EXIST INCIDENTAL MILLING AS NEEDED

(-)6.7290%

(-)13.3230%

2SFD

PI = 19+87.00
EL = 852.63'
K = 50
VC = 181'

(-)13.3230%

2SFD & WO DK

(+)0.3000%

ALLUVIUM

PI = 21+99.00
EL = 853.27'
K = 69
VC = 140'

(+)0.3000%

EXISTING EMBACK DR 18' BST

(+)2.3295%

ROADWAY EMBANKMENT (FILL)

TIE TO EXIST INCIDENTAL MILLING AS NEEDED

END GRADE -Y5B- STA 23+00.00
EL = 855.62'

NOTE:
SEE SHEET 26 FOR -Y5B- ALIGNMENT

-Y8-
OAK RIDGE PLACE

BEGIN GRADE -Y8- STA 13+50.00
EL = 944.80'

PI = 15+68.00
EL = 928.97'
K = 41
VC = 200'

SS-144

15+00 -Y8- 25.00 LT.

16+50 -Y8- CL

RESIDUAL
TAN MED. STIFF WET SILTY SANDY CLAY (A-7)

(+)6.5000%

(+)1.6116%

RESIDUAL

RESIDUAL
TAN STIFF MOIST HIGH PLASTIC SILTY SANDY CLAY (A-7-6)

(P#28)

AR DRY (10/08)
CRYSTALLINE ROCK

AR NM (10/08)
CRYSTALLINE ROCK

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

TAN MED. DENSE MOIST SLI. MICA. CLAYEY SILTY SAND (A-2)

OAK RIDGE PL 22' BST
ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

TIE TO EXIST INCIDENTAL MILLING AS NEEDED

PI = 18+90.00
EL = 934.16'
K = 94
VC = 90'

(+)1.6116%

MOT SINGER DR 22' BST

(+)2.5675%

ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

MOT SINGER DR 22' BST

TIE TO EXIST INCIDENTAL MILLING AS NEEDED

END GRADE -Y8- STA 19+50.00
EL = 935.70'

NOTE:
SEE SHEET 27 FOR -Y8- ALIGNMENT

920 910 900 890 880 870 860 850 840 830

980 970 960 950 940 930 920 910 900 890

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

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	47
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15-
I-40 BYPASS

EXISTING I-40

EXISTING I-40

23+40 -Y15- 70.00 RT.

ROADWAY EMBANKMENT (FILL)

RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CRYSTALLINE ROCK

AR DRY (12/08)

NOTE:
SEE SHEET 16 FOR -Y15- ALIGNMENT

-Y15-
I-40 BYPASS

BORING DESCRIPTIONS

(C) RED-TAN MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5) (ROADWAY EMBANKMENT FILL)

(D) GRAY SOFT TO MED. STIFF MOIST V. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5) (ROADWAY EMBANKMENT FILL)

(E) RED-BRN MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5) (ROADWAY EMBANKMENT FILL)

(F) OLIVE & WHITE MED. DENSE MOIST SLI. MICA. SILTY SAND (A-2-4) (RESIDUAL)

(G) RED-BRN MED. STIFF MOIST CLAYEY SANDY SILT (A-5) (ROADWAY EMBANKMENT)

(H) RED-BRN MED. DENSE MOIST LOW PLASTIC SILTY CLAYEY SAND (A-2-6) W/RK. FRAGS.

(I) GRAY SOFT SAT. LOW PLASTIC SILTY SANDY CLAY (A-6) (ALLUVIUM)

SS-470
24+90 -Y15- 70.00 RT.
24+40 -Y15- 70.00 RT.

EXISTING I-40

ROADWAY EMBANKMENT (FILL)

(A) (B) (PI=13)

AR DRY (12/08)

AR DRY (12/08)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CRYSTALLINE ROCK

SS-471
SS-472
SS-473
SS-474
SS-475
26+40 -Y15- 90.00 RT.

RESIDUAL
RED-BRN MED. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)

(7) (PI=15) (7) (22) (38) (19)

TAN & WHITE TO GRAY & OLIVE LOOSE TO DENSE MOIST CLAYEY SILTY SAND & SILTY SAND (A-2-4)

BT DRY (12/1008)

SS-476
SS-477
SS-478
28+25 -Y15- 80.00 RT.

ROADWAY EMBANKMENT (FILL)
BRN STIFF MOIST CLAYEY SANDY SILT (A-4)

(12) (10) (11)

RESIDUAL
TAN & BRN MED. DENSE MOIST CLAYEY SILTY SAND & SILTY SAND (A-2-4)

BT DRY (12/1008)

EXISTING I-40

SS-479
SS-480
SS-481
SS-482
33+50 -Y15- 90.00 RT.

ALLUVIUM
BRN-GRAY MED. STIFF WET CLAYEY SANDY SILT (A-4) (5)

GRAY V. SOFT WET LOW PLASTIC SILTY SANDY CLAY (A-6) W/LITTLE ORGANICS (1) (PI=4)

GRAY MED. DENSE WET SILTY CLAYEY SAND (A-2-4) (21)

RESIDUAL
BRN MED. DENSE WET SILTY SAND (A-2-4) (21)

12/08

BT

SS-634
SS-635
34+50 -Y15- 70.00 LT.

EXISTING I-40

ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5) W/BLDR

(PI=20) (2) (PI=13) (3) (3) (30)

01/09

ALLUVIUM
GRAY-OLIVE SOFT WET TO SAT. LOW PLASTIC SILTY SANDY CLAY (A-6)

BT

RESIDUAL
GRAY MED. DENSE TO DENSE DRY SLI. MICA. SILTY SAND (A-2)

SS-483
SS-484
SS-485
SS-486
36+75 -Y15- 85.00 RT.

(C) (7) (D) (PI=14) (4) (E) (6) (F) (16)

BT NM (12/1308)

Y15 3750L
Y15
37+50.00 R 1
-70.0000

(6) (G) (19) (H) (PI=9) (2) (I) (4)

01/09

BT

RESIDUAL
GRAY MED. DENSE TO DENSE DRY SLI. MICA. SILTY SAND (A-2)

BORING DESCRIPTIONS

(A) RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7) (ROADWAY EMBANKMENT FILL)

(B) BRN MED. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-6) (ROADWAY EMBANKMENT FILL)

NOTE:
SEE SHEETS 16 AND 17 FOR -Y15- ALIGNMENT

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microstation V8 DEC 2004 (07.11.07.443)

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	48
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

BORING DESCRIPTIONS

- (A) RED-BRN MED. STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-6) (ROADWAY EMBANKMENT FILL)
- (B) RED-BRN STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-4) (ROADWAY EMBANKMENT)
- (C) GRAY-TAN MED. STIFF WET CLAYEY SANDY SILT (A-4) (ALLUVIUM)
- (D) RED-BRN MED. STIFF TO SOFT MOIST SLI. MICA. SILTY SANDY CLAY (A-7) W/RK. FRAGS. (ROADWAY EMBANKMENT FILL)
- (E) GRAY LOOSE SAT. SAND (A-2-4) (ALLUVIUM)
- (F) GRAY SOFT TO MED. STIFF SAT. CLAYEY SANDY SILT (A-4) (ALLUVIUM)
- (G) RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7) (RESIDUAL)

BORING DESCRIPTIONS

- (H) RED-BRN MED. STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-6) (ROADWAY EMBANKMENT FILL)
- (I) RED-TAN MED. STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-6) (RESIDUAL)
- (J) OLIVE & TAN STIFF WET MED. PLASTIC SILTY SANDY CLAY (A-7-6) (ROADWAY EMBANKMENT FILL)
- (K) OLIVE & TAN V. STIFF WET MED. PLASTIC SILTY SANDY CLAY (A-7-6) (RESIDUAL)

BORING DESCRIPTIONS

- (L) RED-BRN SOFT TO MED. STIFF MOIST CLAYEY SANDY SILT (A-5) (ROADWAY EMBANKMENT FILL)
- (M) OLIVE & GRAY V. LOOSE TO LOOSE MOIST SLI. MICA. SILTY CLAYEY SAND (A-2-4) (ALLUVIUM)
- (N) GRAY MED. STIFF WET SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-6) (ALLUVIUM)
- (O) WHITE & GRAY LOOSE TO MED. DENSE WET MICA. SILTY SAND (A-2-4) (RESIDUAL)

BORING DESCRIPTIONS

- (P) TAN MED. STIFF WET SANDY SILTY CLAY (A-6) (RESIDUAL)
- (Q) TAN MED. DENSE TO V. DENSE MOIST SAND (A-2-4) (RESIDUAL)

NOTE:
SEE SHEETS 17 AND 18
FOR -Y15- ALIGNMENT

-Y15-
I-40 BYPASS

SS-487 SS-488 SS-489 SS-490
39+40 -Y15- 70.00 RT.
ROADWAY EMBANKMENT (FILL)
OLIVE & TAN & WHITE MED. DENSE WET SILTY SAND (A-2-4)
ALLUVIUM
RESIDUAL
BT NM (12/1908)

SS-629 SS-630
40+50 -Y15- 70.00 LT.
RESIDUAL
WHITE & GRAY DENSE WET SLI. MICA. SILTY SAND (A-2)
BT 01/09

ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7)
41+50 -Y15- 70.00 LT.
42+40 -Y15- 70.00 LT.
CRYSTALLINE ROCK
AR NM (1/23/09)
AR DRY (1/23/09)
WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

SS-627 SS-628
43+60 -Y15- 70.00 LT.
WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)
AR DRY (1/23/09)

ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF TO STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-6)
RESIDUAL
RED-BRN MED. STIFF TO STIFF MOIST SILTY SANDY CLAY (A-7)

RESIDUAL
TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

SS-496
44+75 -Y15- 110.00 RT.
44+50 -Y15- 110.00 RT.
RESIDUAL
OLIVE-BRN & OLIVE MED. DENSE MOIST SILTY CLAYEY SAND (A-2-4) W/RK. FRAGS.
WR AR CR NM (12/1908)
CR AR NM (12/1908)

SS-497 SS-498 SS-499
45+50 -Y15- 110.00 RT.
RESIDUAL
TAN & OLIVE MED. STIFF MOIST SILTY SANDY CLAY (A-7)

SS-625 SS-626
46+50 -Y15- 65.00 RT.
46+00 -Y15- 80.00 LT.
CR AR NM (12/1908)
RESIDUAL
OLIVE MED. DENSE MOIST SILTY SAND (A-2)
BT DRY (12/1908)

ROADWAY EMBANKMENT (FILL)
OLIVE & TAN LOOSE WET SILTY SAND (A-2-4)
RESIDUAL
OLIVE & TAN LOOSE WET SILTY SAND (A-2-4)
BT DRY (12/1908)

SS-619 SS-620 SS-621 SS-622 SS-623 SS-624
49+00 -Y15- 70.00 LT.
SS-600 SS-601 SS-602 SS-603
49+25 -Y15- 65.00 RT.
ROADWAY EMBANKMENT (FILL)
TAN LOOSE WET SILTY CLAYEY SAND (A-2-4)
TAN MED. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-6)
ALLUVIUM
GRAY SOFT SAT. MED. PLASTIC SANDY SILTY CLAY (A-7-5) W/WOOD
RESIDUAL
OLIVE MED. DENSE WET SILTY SAND (A-2-4)
BT NM (12/1908)

SS-504
51+70.57 -Y15- 110.01 RT.
=
15+25 -Y15FLYCA- 25.00 RT.
RESIDUAL
BT

EXISTING I-40

NOTE:
SEE SHEETS 17 AND 18
FOR -Y15- ALIGNMENT

-Y15-
I-40 BYPASS

BEGIN PROFILE -Y15REV- STA. 8+00.00
ELEV. 825.96'

825.96

SS-605 SS-606
53+29.36 -Y15- 69.75 RT.
=
16+75 -Y15FLYCA- 40.00 LT.
ROADWAY EMBANKMENT (FILL)
RED-BRN & OLIVE STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-6)
RESIDUAL
TAN & BLACK STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
BT

SS-507 SS-508 SS-509
8+60 -Y15REV- 75.00 RT.
ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
(+)0.4372%
RESIDUAL
OLIVE & TAN STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)
OLIVE & TAN STIFF MOIST MICA. MED. PLASTIC SANDY CLAY (A-6)
BT DRY (12/1908)

PI = 10+00.00
EL = 826.83'
VC = 210'
K = 1037

SS-510 SS-511 SS-512
12+00 -Y15REV- 75.00 RT.
(+)0.6397%
ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF MOIST CLAYEY SANDY SILT (A-4)
RESIDUAL
TAN MED. DENSE WET SILTY CLAYEY SAND
BT DRY (A-2-4) (12/1908)
RESIDUAL
RED STIFF MOIST HIGH PLASTIC SILTY SANDY CLAY (A-7-6)

PI = 14+95.00
EL = 830.00'
VC = 210'
K = 3799

SS-513
14+00 -Y15REV- 75.00 RT.
(+)0.6397%
(+)0.5844%
ROADWAY EMBANKMENT (FILL)
TAN-RED MED. STIFF MOIST SLI. MICA. SILTY SANDY CLAY (A-7)
RESIDUAL
WHITE & TAN MED. DENSE MOIST SILTY SAND (A-2-4)
AR NM (12/1908) CRYSTALLINE ROCK
WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

SS-514 SS-515
17+00 -Y15REV- 40.00 RT.
ROADWAY EMBANKMENT (FILL)
TAN LOOSE TO MED. DENSE MOIST SAND (A-2)
OLIVE & WHITE MED. DENSE MOIST SILTY SAND (A-2-4)
RESIDUAL
BT NM (12/1908) CRYSTALLINE ROCK
WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

EXISTING I-40

NOTE:
SEE SHEETS 18 AND 19 FOR -Y15- AND -Y15REV- ALIGNMENTS

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MicroStation V8 DGN 2.5.2427

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	49
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15REV- I-40 BYPASS

PI = 21+27.00
EL = 833.69'
VC = 315'
K = 181

18+60.48 -Y15REV- 123.53 LT. = 66+75 -Y15- 70.00 LT.

SS-516 SS-517 SS-518

19+25 -Y15REV- 20.00 RT.

BT FIAD (1/21/09)

BT DRY (12/1908)

ROADWAY EMBANKMENT (FILL)

EXISTING I-40

(+)0.5844%

(+)2.3275%

RESIDUAL

WHITE & OLIVE LOOSE TO MED. DENSE MOIST MICA. SILTY SAND TO CLAYEY SILTY SAND & SAND (A-2-4)

ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF TO STIFF MOIST SILTY SANDY CLAY (A-7) W/ HIGH HYDROCARBON SMELL (ABANDONED BORING)

SS-519 SS-520

23+00 -Y15REV- 35.00 LT.

BT

RESIDUAL
OLIVE & WHITE DENSE TO V. DENSE DRY SAND & SILTY SAND (A-2-4) W/SEV. WEATH. CRYSTALLINE ROCK STREAKS @ 0.5

SS-423 SS-424 SS-425 SS-426 SS-427

25+50 -Y15REV- 150.00 RT.

RESIDUAL
RED-TAN MED. STIFF TO STIFF MOIST SILTY SANDY CLAY (A-7)

RED-TAN TO TAN & WHITE STIFF MOIST CLAYEY SANDY SILT (A-5)

WHITE & OLIVE STIFF TO MED. STIFF DRY SANDY SILT (A-4)

WHITE & OLIVE MED. DENSE DRY SILTY SAND (A-2-4)

BT DRY (11/1908)

SS-420 SS-421 SS-422

27+50 -Y15REV- 75.00 RT.

RESIDUAL
RED-BRN TO RED-TAN & TAN MED. STIFF TO STIFF MOIST TO WET HIGH TO MED. PLASTIC SANDY SILTY CLAY (A-7-5)

BT DRY (11/2008)

SS-417 SS-418 SS-419

30+00 -Y15REV- 50.00 LT.

RESIDUAL

OLIVE-GRAY & OLIVE SOFT TO MED. STIFF SAT. MED. PLASTIC SILTY SANDY CLAY (A-7-6)

BT

ALLUVIUM

TAN LOOSE WET SILTY SAND (A-2-5)

BT

SS-414 SS-415 SS-416

31+00 -Y15REV- 25.00 LT.

ROADWAY EMBANKMENT (FILL)
TAN- MED. STIFF- MOIST CLAYEY SANDY SILT (A-6)

31+71 -Y15REV- 120.87 RT.

RESIDUAL
OLIVE-TAN DENSE TO V. DENSE MOIST CLAYEY SILTY SAND (A-2)

BT NM (1/1409)

BORING DESCRIPTIONS

(A) GRAY-TAN V. SOFT TO SOFT WET LOW TO MED. PLASTIC SILTY SANDY CLAY (A-6, A-7-6) (ALLUVIUM)
(B) BRN SOFT MOIST SLI. ORGANIC SILTY SANDY CLAY (A-7) (ARTIFICIAL FILL)
(C) TAN SOFT TO MED. STIFF MOIST TO WET CLAYEY SANDY SILT (A-4) (RESIDUAL)
(D) TAN MED. STIFF MOIST LOW PLASTIC SANDY CLAY (A-6) (RESIDUAL)

NOTE:
SEE SHEET 19 FOR -Y15REV- ALIGNMENT

-Y15REV- I-40 BYPASS

RESIDUAL
BRN-TAN SOFT TO MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-6) TO RED-OLIVE STIFF MOIST MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)

SS-281 SS-282 SS-283

44+50 -Y15REV- 75.00 LT.

41+75.64 -Y15REV- 177.48 LT. = 39+25 -Y15FLYBD- 15.00 RT.

RESIDUAL

LT. OLIVE MED. DENSE DRY CLAYEY SILTY SAND (A-2-5)

BT DRY (10/27/08)

RESIDUAL
TAN HARD MOIST CLAYEY SANDY SILT (A-6)

AR FIAD (10/16/08)

CRYSTALLINE ROCK BOULDER

RESIDUAL
RED-TAN MED. STIFF WET SILTY SANDY CLAY (A-7)

37+45 -Y15REV- 116.68 RT.

38+29 -Y15REV- 127.37 RT.

RESIDUAL

ALLUVIUM
GRAY & TAN LOOSE WET CLAYEY SILTY SAND (A-2)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

OLIVE-TAN MED. DENSE MOIST CLAYEY SILTY SAND (A-2)

BT NM (1/1509)

SS-409

34+40 -Y15REV- 76.00 LT.

AR DRY (1/1908)

34+04 -Y15REV- 157.67 RT.

RESIDUAL
TAN MED. DENSE MOIST CLAYEY SILTY SAND (A-2) W/ THIN SEV. WEATH. CRYSTALLINE ROCK LAYERS

AR NM (1/1409)

34+97 -Y15REV- 159.01 RT.

35+40 -Y15REV- 103.23 RT.

35+89 -Y15REV- 147.33 RT.

36+75 -Y15REV- 112.09 RT.

RESIDUAL
TAN & OLIVE MED. DENSE TO V. DENSE DRY & MOIST CLAYEY SILTY SAND (A-2)

ALLUV.

33+59 -Y15REV- 120.84 RT.

32+94 -Y15REV- 107.68 RT.

32+45 -Y15REV- 196.04 RT.

RESIDUAL
OLIVE & OLIVE-TAN MED. DENSE TO V. DENSE DRY TO WET NON-MICA. TO V. MICA. CLAYEY SILTY SAND (A-2)

BT NM (1/1409)

BT

BORING DESCRIPTIONS

(E) RED-TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7) (DAM) (ARTIFICIAL FILL)
(F) RED-TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7) (RESIDUAL)
(G) BRN STIFF MOIST SANDY CLAYEY SILT (A-6) (RESIDUAL)
(H) RED-BRN MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-6) (RESIDUAL)
(I) TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7) (RESIDUAL)
(J) WHITE & TAN MED. DENSE TO V. DENSE MOIST TO DRY CLAYEY SILTY SAND (A-2-4)
(K) RED & RED-TAN TO RED-BRN & TAN MED. STIFF MOIST TO WET SLI. MICA. CLAYEY SANDY SILT (A-6) (RESIDUAL)
(L) WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

NOTE:
SEE SHEETS 10 AND 19 FOR -Y15REV- ALIGNMENT

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	50
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15REV-
I-40 BYPASS

PI = 53+15.00
EL = 907.89'
VC = 850'
K = 294

RESIDUAL
WHITE & TAN MED. STIFF TO STIFF MOIST NON-MICA. TO MICA. CLAYEY SANDY SILT & SANDY SILT (A-5)

SS-275 SS-276 SS-277 SS-278 SS-279 SS-280

SS-266 SS-269 SS-270 SS-271 SS-272 SS-273 SS-274

RESIDUAL
BRN-TAN TO TAN STIFF TO V. STIFF MOIST SLI. MICA. HIGH TO MED. PLASTIC SILTY SANDY CLAY (A-7-5)

SS-286 MS-286 SS-287 SS-288

47+58.64 -Y15REV- 165.94 LT. = 787+25 -L- 25.00 RT.

48+58.66 -Y15REV- 6.16 RT. = 788+55 -L- 126.00 LT.

ARTIFICIAL FILL
RED-TAN MED. STIFF MOIST SANDY SILTY CLAY (A-7)

46+88.58 -Y15REV- 180.57 RT. = 790+75 -L- 25.00 LT.

RESIDUAL
RED-TAN STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL

WHITE & TAN LOOSE TO MED. DENSE DRY TO MOIST NON-MICA. TO V. MICA. CLAYEY SILTY SAND & SILTY SAND (A-2-5 & A-2-4)

BT DRY (10/7/08)

WHITE & TAN LOOSE TO MED. DENSE DRY SLI. MICA. SILTY SAND (A-2-5)

OLIVE & TAN HARD WET V. MICA. SILTY SANDY CLAY (A-7-6)

OLIVE & TAN LOOSE TO DENSE WET SLI. MICA. TO V. MICA. SILTY SAND (A-2-5) & SAND (A-2-4)

SS-289 MS-289 SS-290 SS-291

52+50 -Y15REV- CL

(+)2.327%

(-)0.5663%

RESIDUAL
RED-BRN MED. STIFF MOIST V. MICA. CLAYEY SANDY SILT (A-5)

OLIVE LOOSE MOIST V. MICA. SILTY SAND (A-2-5)

OLIVE MED. STIFF MOIST V. MICA. SANDY SILT (A-5)

BT DRY (10/7/08)

SS-292 SS-293 SS-294 SS-295

56+50 -Y15REV- CL

RESIDUAL
RED-BRN STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

OLIVE & TAN LOOSE TO MED. DENSE DRY TO MOIST V. MICA. SILTY SAND (A-2-5)

BT DRY (10/7/08)

NOTE:
SEE SHEETS 10 AND 20 FOR -Y15REV- ALIGNMENT

46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00

940 930 920 910 900 890 880 870 860 850

-Y15REV-
I-40 BYPASS

PI = 69+13.00
EL = 898.84'
VC = 420'
K = 419

SR 2578 OAK GROVE RD EXT

SS-358 SS-359 SS-360 SS-361 SS-362 SS-363

61+25 -Y15REV- 50.00 RT.

RESIDUAL
RED MED. STIFF MOIST SILTY SANDY CLAY (A-7)

RESIDUAL

RED & OLIVE-PINK-TAN-WHITE TO TAN MED. STIFF TO STIFF MOIST SLI. MICA. TO MICA. CLAYEY SANDY SILT (A-5)

BT NM (11/1/08)

SS-364 SS-365 SS-366 SS-367

63+75 -Y15REV- 50.00 RT.

RESIDUAL
RED-TAN MED. STIFF TO STIFF MOIST MED. PLASTIC SANDY SILTY CLAY (A-7-5)

BT DRY (11/6/08)

WHITE & TAN STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

TAN MED. STIFF TO STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

WHITE & TAN MED. DENSE MOIST CLAYEY SILTY SAND (A-2-5)

SS-523 SS-524

65+00 -Y15REV- 25.00 LT.

TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-5)

BT

PINK-TAN LOOSE TO MED. DENSE MOIST CLAYEY SILTY SAND (A-2-4) & SILTY SAND (A-2-5)

SS-525 SS-526 SS-527

67+25 -Y15REV- CL

(-)0.5663%

RESIDUAL

EXISTING I-40 ROADWAY EMBANKMENT (FILL)

TAN & OLIVE MED. STIFF TO STIFF MOIST SLI. MICA. SANDY SILT (A-5)

OLIVE MED. DENSE MOIST SILTY SAND (A-2-4)

BT DRY (12/29/08)

SS-528 SS-529

69+75 -Y15REV- 35.00 RT.

(-)1.5692%

RESIDUAL
TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-5)

EXISTING I-40 ROADWAY EMBANKMENT (FILL)

WHITE & TAN LOOSE TO MED. DENSE MOIST MICA. SILTY SAND (A-2-4, A-2-5)

BT DRY (12/29/08)

ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)

SS-530 SS-531

73+00 -Y15REV- 60.00 RT.

TAN MED. STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)

BT DRY (12/29/08)

NOTE:
SEE SHEET 20 FOR -Y15REV- ALIGNMENT

60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00

940 930 920 910 900 890 880 870 860 850

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	51
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15REV- I-40 BYPASS

BORING DESCRIPTIONS

- (A) RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-6) W/BOULDER @ 3.60 (ROOTS OR STUMP @ 3.60 INCOMPLETE DRIVE) (BOULDER OR COBBLES TO 13.6) (ROADWAY EMBANKMENT FILL)
- (B) OLIVE STIFF MOIST CLAYEY SANDY SILT (A-4) W/ROOTS @ 13.5 (INCOMPLETE DRIVE) (ROADWAY EMBANKMENT FILL)
- (C) OLIVE STIFF MOIST CLAYEY SANDY SILT (A-4) (RESIDUAL)
- (D) RED-TAN STIFF MOIST CLAYEY SANDY SILT (A-6) (ROADWAY EMBANKMENT FILL)
- (E) RED-TAN MED. DENSE MOIST SILTY CLAYEY SAND (A-2-6) W/RK. FRAGS.(ROADWAY EMBANKMENT FILL)

PI = 84+91.54
EL = 874.07'
VC = 1,700'
K = 499

SS-539 SS-539 — ROADWAY EMBANKMENT (FILL) RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

75+00 -Y15REV- 75.00 RT.

SS-534 SS-535 — 77+00 -Y15REV- 75.00 RT.

SS-613 SS-614 — 78+04.10 -Y15REV- 70.84 LT. = 126+75 -Y15- 70.00 LT.

SS-536 — 79+75 -Y15REV- 75.00 RT.

80+25 -Y15REV- 75.00 RT.

SS-611 SS-612 — 81+28.30 -Y15REV- 70.00 LT. = 130+00 -Y15- 70.00 LT.

81+00 -Y15REV- 75.00 RT.

SS-537 SS-538 — 82+50 -Y15REV- 75.00 RT.

ROADWAY EMBANKMENT (FILL) OLIVE SOFT TO MED. STIFF MOIST CLAYEY SANDY SILT (A-5)

SS-539 SS-540 SS-541 SS-542 — 85+50 -Y15REV- 75.00 RT.

EXISTING I-40

RESIDUAL — OLIVE & TAN MED. STIFF MOIST MICA. CLAYEY SANDY SILT (A-5) — BT DRY (12/29/08) — OLIVE & TAN LOOSE MOIST MICA. CLAYEY SILTY SAND (A-2-5)

ROADWAY EMBANKMENT (FILL) — 60/7" — A — B — C RESIDUAL — BT DRY (12/30/08) — WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

AR DRY (12/3/08) — CRYSTALLINE ROCK (BOULDER) — WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

RESIDUAL — 90/9" — AR NM (12/30/08) — CR — AR DRY (12/30/08) — WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CR — AR DRY (12/30/08) — BT DRY (12/2/09)

RESIDUAL — BT DRY (12/30/08) — RED-TAN SOFT TO MED. STIFF MOIST CLAYEY SANDY SILT (A-5) — RED-TAN LOOSE MOIST SILTY SAND (A-2-6)

ROADWAY EMBANKMENT (FILL) (-)1.5692%

EXISTING I-40 (+)1.8403%

ALLUVIUM — RESIDUAL — BT DRY (12/2/08) — RED-BRN SOFT MOIST CLAYEY SANDY SILT (A-5) — BRN STIFF MOIST MICA. HIGH PLASTIC SILTY SANDY CLAY (A-7-6) W/RK. @ 10.5-11.0 — GRAY LOOSE MOIST CLAYEY SILTY SAND (A-2-4) TO SAND (A-1-B) — 01/09 — 12/08 — OLIVE & WHITE LOOSE MOIST CLAYEY SILTY SAND (A-2)

BORING DESCRIPTIONS

- (F) OLIVE MED. STIFF MOIST CLAYEY SANDY SILT (A-5) (ROADWAY EMBANKMENT FILL)
- (G) RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-6) (ROADWAY EMBANKMENT FILL)
- (H) OLIVE DENSE TO V. DENSE MOIST SILTY SAND (A-2-4) (RESIDUAL)
- (I) RED STIFF MOIST CLAYEY SANDY SILT (A-4) (ROADWAY EMBANKMENT FILL)
- (J) WHITE & GRAY LOOSE TO MED. DENSE MOIST SAND (A-2-4) (RESIDUAL)

NOTE:
SEE SHEETS 20 AND 21 FOR -Y15REV- ALIGNMENT

74+00 75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00

920 910 900 890 880 870 860 850 840 830

-Y15REV- I-40 BYPASS

-Y15REV- STA.96+28.30 L.B. =
-Y15- STA.145+00.00 L.A.

SS-608 SS-609 SS-610 — 89+28.30 -Y16REV- 75.00 LT. = 138+00 -Y15- 75.00 LT.

SS-643 SS-644 — 88+78.30 -Y15REV- 75.00 RT. = 137+50 -Y15- 75.00 RT.

ROADWAY EMBANKMENT (FILL)

SS-671 SS-672 — 90+09.68 -Y15REV- 119.00 RT. = 97+15 -Y15FLYBD- 60.00 RT.

RESIDUAL — RED-TAN & TAN MED. STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-6)

EXISTING I-40

RESIDUAL — BT DRY (12/31/08) — BT DRY (1/16/09) — BT DRY (1/15/09)

WHITE & TAN & OLIVE-WHITE LOOSE TO MED. DENSE MOIST SLI. MICA. SILTY SAND (A-2-4) & CLAYEY SILTY SAND (A-2-5)

SS-545 SS-546 — 92+78.30 -Y15REV- 75.00 RT. = 141+50 -Y15- 75.00 RT.

RESIDUAL — RED-BRN SOFT TO MED. STIFF MOIST MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-6)

EXISTING I-40

WHITE & TAN LOOSE MOIST TO WET SLI. MICA. CLAYEY SILTY SAND (A-2-5) — BT

ROADWAY EMBANKMENT (FILL) BRN MED. STIFF MOIST MICA. SILTY SANDY CLAY (A-7) — SS-547 — 95+78.30 -Y15REV- 75.00 RT. = 144+60 -Y15- 75.00 RT.

RESIDUAL — 60/7" — AR DRY (12/31/08) — CRYSTALLINE ROCK — RESIDUAL WHITE & TAN LOOSE MOIST SAND (A-2-4)

-Y15REV- STA.96+28.30 L.B. =
-Y15- STA.145+00.00 L.A.

RESIDUAL BRN MED. STIFF TO STIFF MOIST V. MICA. SILTY SANDY CLAY (A-7)

ROADWAY EMBANKMENT (FILL) WHITE & TAN DENSE MOIST CLAYEY SILTY SAND (A-2)

145+60 -Y15- 75.00 RT.

CRYSTALLINE AR ROCK — WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

SS-548 SS-549 — ROADWAY EMBANKMENT (FILL) BRN STIFF MOIST SILTY SANDY CLAY (A-7)

146+50 -Y15- 75.00 RT.

SS-600 SS-601 — 148+00 -Y15- 75.00 RT.

147+50 -Y15- 75.00 LT.

EXISTING I-40

RESIDUAL — OLIVE-TAN & WHITE MED. DENSE MOIST MICA. CLAYEY SAND (A-1-B) WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

OLIVE MED. DENSE MOIST SAND (A-2-4)

BT DRY (12/31/08)

OLIVE-TAN V. LOOSE TO LOOSE MOIST TO WET MICA. SILTY SAND (A-2-5)

BORING DESCRIPTIONS

- (K) RED-BRN-OLIVE LOOSE MOIST CLAYEY SILTY SAND (A-2) (ROADWAY EMBANKMENT FILL)
- (L) WHITE & TAN LOOSE TO MED. DENSE MOIST CLAYEY SILTY SAND & SILTY SAND (A-2-4) (RESIDUAL)
- (M) OLIVE & TAN LOOSE MOIST MICA. SILTY SAND (A-2-5) (RESIDUAL)
- (N) OLIVE & TAN SOFT TO MED. STIFF MOIST SANDY SILT (A-5) (RESIDUAL)

NOTE:
SEE SHEETS 21 AND 22 FOR -Y15- AND -Y15REV- ALIGNMENTS

88+00 89+00 90+00 91+00 92+00 93+00 94+00 95+00 96+00 145+00 146+00 147+00 148+00 149+00 150+00

930 920 910 900 890 880 870 860 850 840

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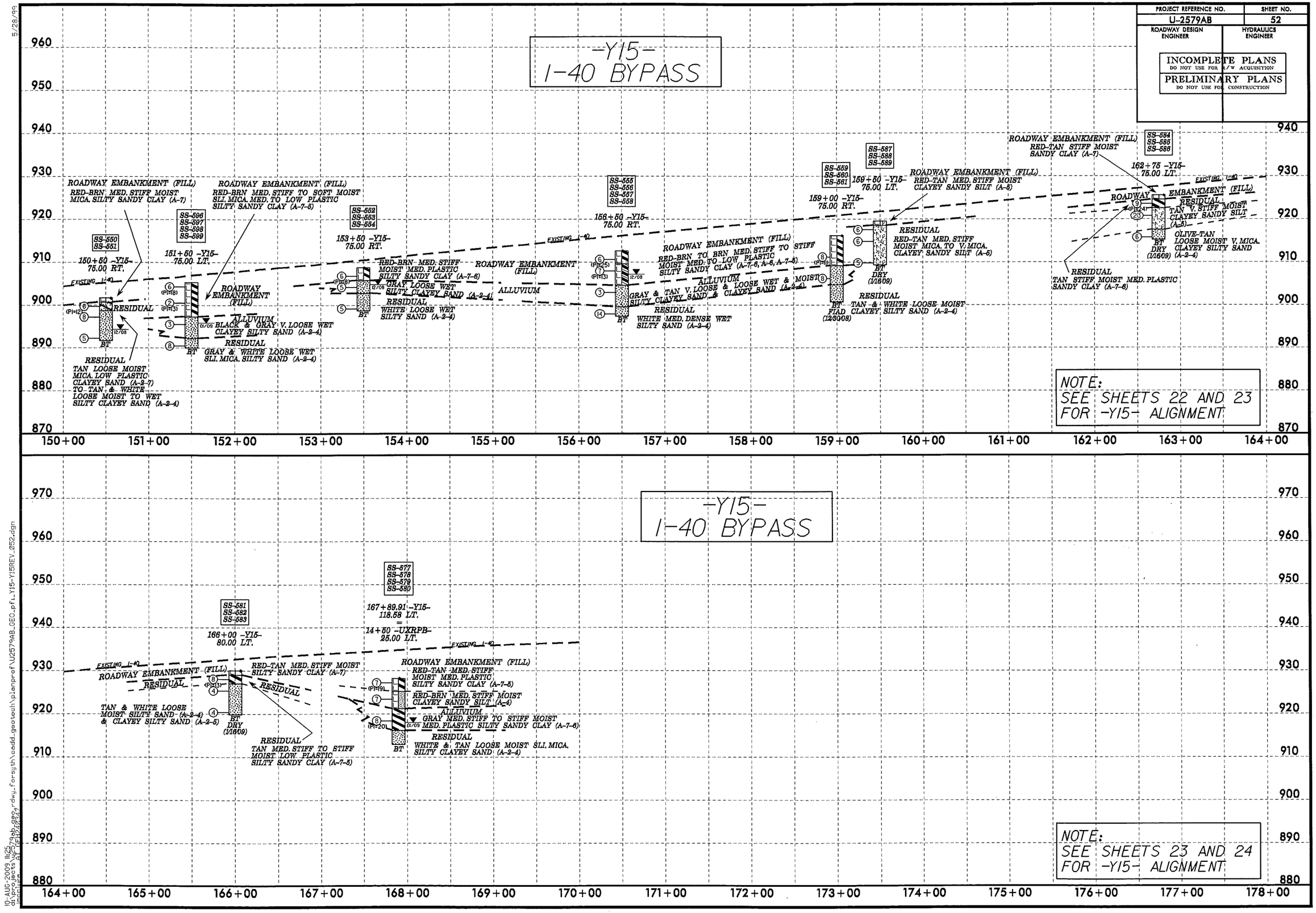
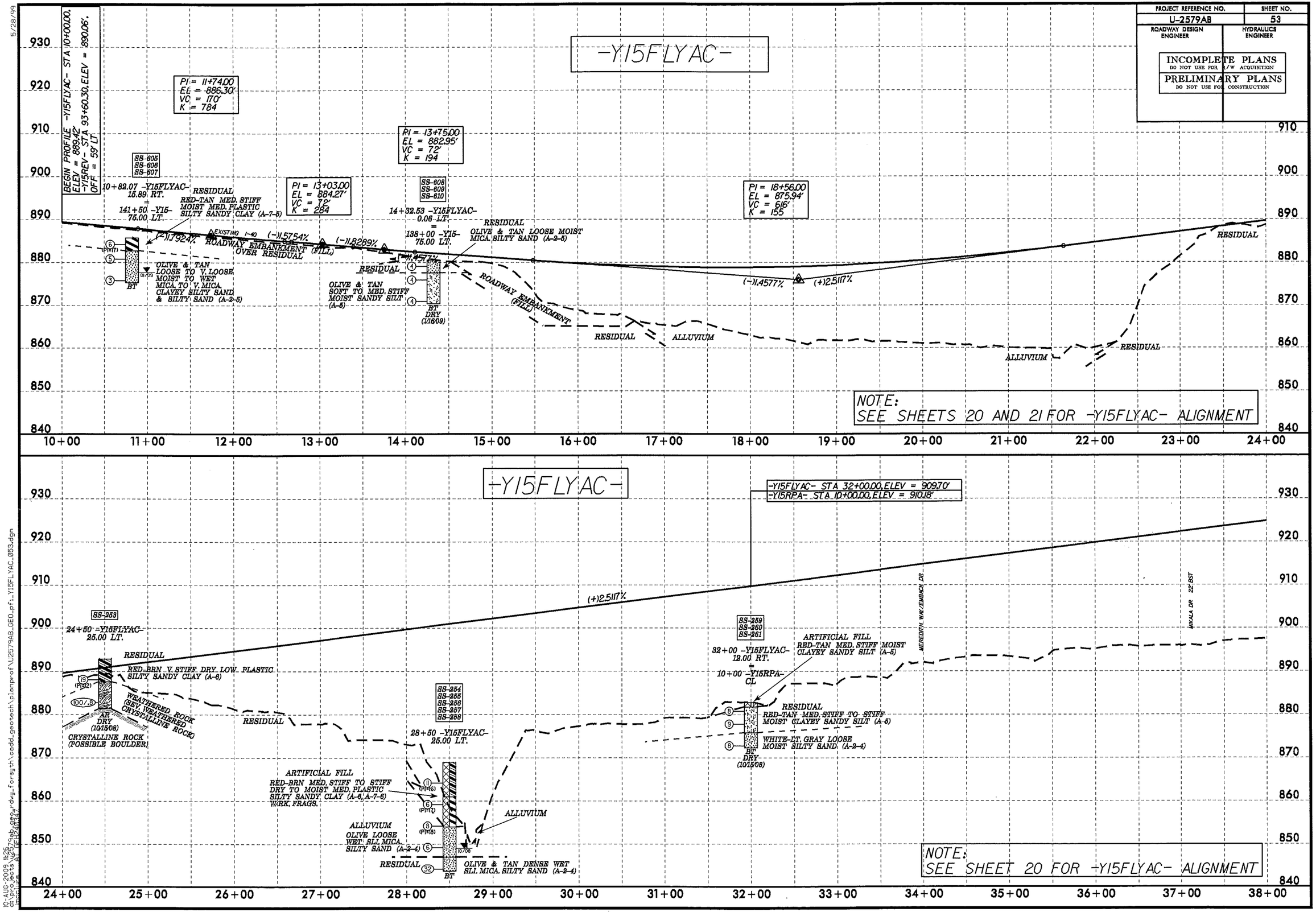

PROJECT REFERENCE NO.
U-2579AB
SHEET NO.
52
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
-Y15-
I-40 BYPASS
ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF MOIST MICA. SILTY SANDY CLAY (A-7)
ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF TO SOFT MOIST SLI. MICA. MED. TO LOW PLASTIC SILTY SANDY CLAY (A-7-5)
SS-550
SS-551
150+50 -Y15-
75.00 RT.
SS-596
SS-597
SS-598
SS-599
151+50 -Y15-
75.00 LT.
SS-552
SS-553
SS-554
153+50 -Y15-
75.00 RT.
SS-555
SS-556
SS-557
SS-558
156+50 -Y15-
75.00 RT.
SS-559
SS-560
SS-561
159+00 -Y15-
75.00 RT.
SS-587
SS-588
SS-589
159+50 -Y15-
75.00 LT.
SS-584
SS-585
SS-586
162+75 -Y15-
75.00 LT.
EXISTING I-40
RESIDUAL
TAN LOOSE MOIST MICA. LOW PLASTIC CLAYEY SAND (A-2-7) TO TAN & WHITE LOOSE MOIST TO WET SILTY CLAYEY SAND (A-2-4)
ROADWAY EMBANKMENT (FILL)
ALLUVIUM
BLACK & GRAY V. LOOSE WET CLAYEY SILTY SAND (A-2-4)
RESIDUAL
GRAY & WHITE LOOSE WET SLI. MICA. SILTY SAND (A-2-4)
RED-BRN MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
GRAY LOOSE WET SILTY CLAYEY SAND (A-2-4)
RESIDUAL
WHITE LOOSE WET SILTY SAND (A-2-4)
ROADWAY EMBANKMENT (FILL)
ALLUVIUM
ROADWAY EMBANKMENT (FILL)
RED-BRN TO BRN MED. STIFF TO STIFF MOIST MED. TO LOW PLASTIC SILTY SANDY CLAY (A-7-6, A-6, A-7-5)
ALLUVIUM
GRAY & TAN V. LOOSE & LOOSE WET & MOIST SILTY CLAYEY SAND & CLAYEY SAND (A-2-4)
RESIDUAL
WHITE MED. DENSE WET SILTY SAND (A-2-4)
ROADWAY EMBANKMENT (FILL)
RED-TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-5)
RESIDUAL
RED-TAN MED. STIFF MOIST MICA. TO V. MICA. CLAYEY SANDY SILT (A-5)
RESIDUAL
TAN & WHITE LOOSE MOIST CLAYEY SILTY SAND (A-2-4)
ROADWAY EMBANKMENT (FILL)
RED-TAN STIFF MOIST SANDY CLAY (A-7)
ROADWAY EMBANKMENT (FILL)
RESIDUAL
TAN V. STIFF MOIST CLAYEY SANDY SILT (A-5)
OLIVE-TAN LOOSE MOIST V. MICA. CLAYEY SILTY SAND (A-2-4)
RESIDUAL
TAN STIFF MOIST MED. PLASTIC SANDY CLAY (A-7-6)
NOTE:
SEE SHEETS 22 AND 23
FOR -Y15- ALIGNMENT
-Y15-
I-40 BYPASS
SS-581
SS-582
SS-583
166+00 -Y15-
80.00 LT.
SS-577
SS-578
SS-579
SS-580
167+89.91 -Y15-
118.58 LT.
=
14+50 -UXRPB-
25.00 LT.
EXISTING I-40
ROADWAY EMBANKMENT (FILL)
RESIDUAL
TAN & WHITE LOOSE MOIST SILTY SAND (A-2-4) & CLAYEY SILTY SAND (A-2-5)
RED-TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7)
RESIDUAL
RESIDUAL
TAN MED. STIFF TO STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)
ROADWAY EMBANKMENT (FILL)
RED-TAN MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-5)
RED-BRN MED. STIFF MOIST CLAYEY SANDY SILT (A-4)
ALLUVIUM
GRAY MED. STIFF TO STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
RESIDUAL
WHITE & TAN LOOSE MOIST SLI. MICA. SILTY CLAYEY SAND (A-2-4)
NOTE:
SEE SHEETS 23 AND 24
FOR -Y15- ALIGNMENT
960
950
940
930
920
910
900
890
880
870
150+00
151+00
152+00
153+00
154+00
155+00
156+00
157+00
158+00
159+00
160+00
161+00
162+00
163+00
164+00
970
960
950
940
930
920
910
900
890
880
164+00
165+00
166+00
167+00
168+00
169+00
170+00
171+00
172+00
173+00
174+00
175+00
176+00
177+00
178+00

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	53
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.	SHEET NO.
U-2579AB	54
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y15FLYAC-

PI = 42+98.00
EL = 937.28'
VC = 595'
K = 198

(+)2.5117%

(-)0.4932%

OAK GROVE CHURCH RD
SR 2539

APPROXIMATE BEGIN BRIDGE +/-
-Y15FLYAC- STA 47+60.15,
ELEV. = 934.99'

-Y15FLYAC- STA 48+72.29, ELEV = 934.44'
-Y15- STA 104+53.34, ELEV = 900.24'

MEREDITH WAY EST

SS-262
SS-263
SS-264

38+25
-Y15FLYAC-
CL

ARTIFICIAL FILL
RED-BRN MED. STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5)

ARTIFICIAL FILL

RESIDUAL
RED MED. STIFF TO STIFF MOIST HIGH PLASTIC SILTY SANDY CLAY (A-7-5)

RED-TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-5)

BT
DRY
(10/15/08)

SS-265
SS-266
SS-267

41+50 -Y15FLYAC-
100.00 RT.

ARTIFICIAL FILL
RED-GRAY-OLIVE MED. STIFF TO STIFF MOIST CLAYEY SANDY SILT (A-4)

RESIDUAL
RED V. STIFF MOIST SLI. MICA. HIGH PLASTIC SILTY SANDY CLAY (A-7-6)

TAN MED. DENSE MOIST SLI. MICA. SILTY CLAYEY SAND (A-2-5)

BT
DRY
(10/15/08)

RESIDUAL

SS-293
SS-294
SS-295

46+50 -Y16FLYAC-
50.00 RT.

RESIDUAL
RED MED. STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5)

RED-TAN STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

RED-TAN MED. STIFF TO STIFF MOIST SLI. MICA. LOW PLASTIC SANDY SILTY CLAY (A-7-5)

BT
DRY
(10/9/08)

I-40 WBL
24" CONC.

I-40 EBL - 24" CONC.

RESIDUAL

ROADWAY EMBANKMENT (FILL)

RESIDUAL

-Y15- EXISTING I-40

-Y15REV-
PROPOSED
I-40

NOTE:
SEE SHEETS 10 AND 20 FOR -Y15FLYAC- ALIGNMENT

-Y15FLYAC- STA 53+01.37, ELEV = 932.33'
-Y15REV- STA 52+00.38, ELEV = 903.58'

(-)0.4932%

-Y15FLYAC- STA 60+66.06, ELEV = 928.56'
-L- STA 793+45.42, ELEV = 874.76'

-Y15FLYAC- STA 62+26.40, ELEV = 927.77'
-Y15FLYBD- STA 46+82.68, ELEV = 958.48'

SS-289
MS-289
SS-290
SS-291

52+56.86 -Y15FLYAC-
22.89 LT.
=
52+50 -Y15REV-
CL

RESIDUAL

RED-BRN MED. STIFF MOIST V. MICA. CLAYEY SANDY SILT (A-5)

OLIVE LOOSE MOIST V. MICA. SILTY SAND (A-2-5)

OLIVE MED. STIFF MOIST V. MICA. SANDY SILT (A-5)

BT
DRY
(10/7/08)

-Y15REV- PROPOSED I-40

-Y15FLYAC-

SS-286
MS-286
SS-287
SS-288

58+23.60 -Y15FLYAC-
115.61 RT.
=
790+75 -L-
25.00 LT.

RESIDUAL

RESIDUAL
BRN-TAN TO TAN STIFF TO V. STIFF MOIST SLI. MICA. HIGH TO MED. PLASTIC SILTY SANDY CLAY (A-7-5)

WHITE & TAN LOOSE TO MED. DENSE DRY SLI. MICA. SILTY SAND (A-2-5)

BT
DRY
(10/7/08)

-L- W-S BELTWAY

SS-284
SS-285

60+92.42 -Y15FLYAC-
13.51 LT.
=
793+75 -L-
CL

ALLUVIUM
GRAY-TAN LOOSE MOIST SILTY CLAYEY SAND (A-2-4) W/GRAVEL AT BASE

RESIDUAL

ALLUVIUM

RESIDUAL

RESIDUAL
GRAY & OLIVE & WHITE LOOSE SAT. V. MICA. SILTY SAND (A-2-4)

ALLUVIUM

RESIDUAL

BT

NOTE:
SEE SHEET 10 FOR -Y15FLYAC- ALIGNMENT

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dlp:\projects\2579ab_geo_rdwy_forsyth\caadd_geotech\planprof\U2579AB_GEO_pf1_Y15FLYAC_054.dgn

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	55
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15FLYAC-

APPROXIMATE END BRIDGE +/-
-Y15FLYAC- STA 67+33.27.
ELEV = 925.27'

PI = 69+86.00
EL = 924.02'
VC = 400'
K = 411

(-)0.4932%
(-)1.4673%

SS-396 SS-401
SS-397 SS-402
SS-398 SS-403
SS-399 SS-404
SS-400

68+40 -Y15FLYAC-
15.00 LT.

RESIDUAL

RED-TAN MED. STIFF MOIST SLI. MICA. SILTY SANDY CLAY (A-7)

TAN & WHITE STIFF & MED. STIFF MOIST CLAYEY SANDY SILT (A-5, A-4)

WHITE & TAN LOOSE TO MED. DENSE DRY TO WET SLI. MICA. TO V. MICA. CLAYEY SILTY SAND & CLAYEY SAND (A-2-4, A-2-5)

BT DRY (11/2008)

SURFACE BOULDERS

SS-394
SS-395

73+50 -Y15FLYAC-
25.00 LT.

RESIDUAL

RED-TAN & TAN MED. STIFF TO V. STIFF MOIST SLI. MICA. MED. PLASTIC SANDY CLAY (A-7-6)

OLIVE & WHITE LOOSE MOIST V. MICA. CLAYEY SILTY SAND (A-2-5)

BT NM (11/2008)

RESIDUAL

SS-386
SS-387
SS-388
SS-389

79+39.53 -Y15FLYAC-
60.75 RT.
=
26+50 -Y15RPC-
CL

RESIDUAL

RED STIFF MOIST SLI. MICA. HIGH PLASTIC SILTY SANDY CLAY (A-7-5)

PINK & WHITE & LT. GRAY LOOSE TO DENSE MOIST NON-MICA. TO SLI. MICA. CLAYEY SAND (A-2-4) & SILTY, CLAYEY SAND (A-2-5)

BT DRY (11/08)

NOTE:
SEE SHEETS 10 AND 11 FOR -Y15FLYAC- ALIGNMENT

66+00 67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00

940 930 920 910 900 890 880 870 860 850

-Y15FLYAC-

PI = 82+69.00
EL = 905.19'
VC = 475'
K = 231

SS-337
SS-338
SS-339
MS-339
SS-340
SS-341

82+00 -Y16FLYAC-
25.00 LT.

RESIDUAL

RED STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)

TAN MED. STIFF TO STIFF MOIST SLI. MICA. (+)0.5891%

TAN MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

(+)1.4673%

TAN MED. STIFF TO STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)

OLIVE-WHITE-TAN LOOSE MOIST MICA. SILTY SAND (A-2-5)

BT NM (11/08)

-Y15FLYAC- STA 84+90.00, ELEV = 906.50
-Y15RPC- STA 32+03.05, ELEV = 906.14'

SS-310
SS-311
SS-312
SS-313
SS-314

-Y16- SR 2579 GLENN HI RD

-Y15FLYAC- STA 86+73.84, ELEV = 907.32'
-Y16- STA 21+95.31, ELEV = 937.40'

86+31.26 -Y15FLYAC-
91.55 LT.
=
819+00 -L-
CL

RESIDUAL

TAN STIFF MOIST SILTY SANDY CLAY (A-7)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

(+)0.5891%

(+)0.4575%

GRAY TO OLIVE & WHITE MED. DENSE & DENSE DRY TO MOIST NON-MICA. TO V. MICA. SILTY SAND (A-2-4, A-2-5)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

BT DRY (9/2008)

PI = 87+79.00
EL = 908.20'
VC = 540'
K = 516

RESIDUAL

SS-296
SS-297
SS-298
SS-299
SS-300

92+22.78 -Y16FLYAC-
59.15 LT.
=
825+00 -L-
CL

RESIDUAL

RED TO RED-TAN MED. STIFF TO STIFF MOIST SLI. MICA. HIGH TO MED. PLASTIC SILTY SANDY CLAY (A-7-5)

TAN-BRN MED. STIFF MOIST CLAYEY SANDY SILT (A-6)

(-)0.4575%

(-)0.9198%

TAN-OLIVE LOOSE MOIST MICA. CLAYEY SILTY SAND (A-2-5)

CRYSTALLINE ROCK

GRAY & WHITE MED. DENSE MOIST SILTY SAND (A-2-4)

BT DRY (10/2908)

END PROFILE -Y15FLYAC- STA 93+22.52, ELEV = 904.91'
-L- STA 826+00.00, ELEV = 904.91'
OFF = 59' RT

PI = 91+62.00
EL = 906.45'
VC = 225'
K = 487

NOTE:
SEE SHEET 11 FOR -Y15FLYAC- ALIGNMENT

80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00 93+00

950 940 930 920 910 900 890 880 870 860

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	56
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y15FLYBD-

PI = 12+62.00
EL = 868.53'
VC = 200'
K = 426

BEGIN PROFILE -Y15FLYBD- STA 10+00.00,
ELEV = 875.35'
-L- 759+92.00, ELEV = 876.07',
OFF = 11' RT

(-)2.6039%

(-)3.0733%

RESIDUAL

SS-140
SS-141
SS-142
SS-149

14+50 -Y15FLYBD-
25.00 RT.

RESIDUAL
RED-BRN & RED-TAN TO TAN
MED. STIFF TO V. STIFF MOIST TO DRY
MED. TO LOW PLASTIC
SILTY SANDY CLAY (A-7-5, A-6)

(16) (P I=16)
(10) (P I=11)
(9)
(13)

TAN STIFF MOIST
CLAYEY SANDY SILT (A-4)

BT
NM
(9/2/08)

PI = 19+65.00
EL = 846.92'
VC = 980'
K = 137

(-)3.0733%

SS-137
SS-138
SS-139

(+)4.1059%

20+15 -Y15FLYBD-
60.00 RT.

RESIDUAL

RESIDUAL
RED-TAN LOOSE TO MED. DENSE MOIST
SLI. MICA, LOW PLASTIC CLAYEY SAND (A-2-6)

RESIDUAL
TAN & WHITE MED. DENSE MOIST
SLI. MICA, SILTY SAND (A-2-4)

(8) (P I=8)
(10) (P I=12)
(19)
(10)

BT
DRY
(9/2/08)

ALLUVIUM
RED-TAN MED. STIFF TO STIFF MOIST
MED. PLASTIC SANDY CLAY (A-6)

SS-183
SS-184
SS-185
SS-186
SS-187
SS-188

23+00 -Y15FLYBD-
CL

ALLUVIUM
BRN TO TAN-GRAY SOFT TO MED. STIFF (P I=12)
MOIST LOW TO MED. PLASTIC
SILTY SANDY CLAY (A-6) TO
GRAY V. SOFT WET LOW PLASTIC
SANDY SILTY CLAY (A-7-6)

(4)
(5) (P I=19)
6/08

ALLUVIUM

(0) (P I=15)
(2)
(19)
(20)

GRAY SOFT WET CLAYEY SANDY SILT (A-4)
GRAY MED. DENSE WET SAND (A-1-B)
W/GRAVEL @ 16.0

RESIDUAL
OLIVE-TAN MED. DENSE
WET SILTY SAND (A-2-4)

BT

RESIDUAL

NOTE:
SEE SHEETS 9 AND 10 FOR -Y15FLYBD- ALIGNMENT

880 870 860 850 840 830 820 810

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

-Y15FLYBD-

-Y15FLYBD- STA 25+60.63, ELEV = 871.38'
-Y15RPB- STA 104+00.00, ELEV = 871.38'

PI = 19+65.00
EL = 846.92'
VC = 980'
K = 137

(+)4.1059%

SS-212
SS-213
SS-214

35+00 -Y15FLYBD-
CL

RESIDUAL
RED & RED-BRN MED. STIFF TO STIFF
MOIST MED. TO LOW PLASTIC
SILTY SANDY CLAY (A-7-5)

(5) (P I=21)
(12) (P I=13)
(7)

BT
DRY
(10/8/08)

RED-BRN MED. STIFF MOIST
CLAYEY SANDY SILT (A-6)

I-40 WBL 24' CONC

ROADWAY
EMBANKMENT
(FILL)

RESIDUAL

-Y15- EXISTING I-40

RESIDUAL
OLIVE-TAN MED. STIFF
MOIST SLI. MICA, LOW PLASTIC
SILTY SANDY CLAY (A-6)

SS-236
SS-237
SS-238

33+00 -Y15FLYBD-
25.00 RT.

RESIDUAL

(7) (P I=10)
(9)
(9)

OLIVE-TAN STIFF MOIST
SLI. MICA, TO V. MICA,
CLAYEY SANDY SILT (A-4)

BT
DRY
(10/8/08)

S-1A
SS-2A
SS-3A

30+00.00 -Y15FLYBD-
CL

ARTIFICIAL FILL
TAN MED. STIFF MOIST LOW PLASTIC
SILTY SANDY CLAY (A-6) (PI=12)
(ROCK BOULDERS IN FILL)

RESIDUAL
TAN STIFF MOIST LOW PLASTIC
SILTY SANDY CLAY (A-7-6)

(11) (P I=15)
(18)

OLIVE V. STIFF MOIST SANDY SILT (A-4)

BT
DRY
(11/3/10)

SS-202
SS-203

28+00 -Y15FLYBD-
CL

ARTIFICIAL FILL
TAN STIFF MOIST MICA,
CLAYEY SANDY SILT (A-5)

(11)
(19)

TAN MED. DENSE MOIST SLI. MICA,
SILTY CLAYEY SAND (A-2-4)
W/BOULDERS @ 7.0 & 11.0

BT
FIAD
(10/2/08)

(ABANDONED BORING DUE
TO AUGERS LEADING OFF
FROM CONTACT WITH
BOULDERS)

SS-189
SS-190
SS-191
SS-192
SS-193

25+50 -Y15FLYBD-
100.00 RT.

POND

ALLUVIUM

RESIDUAL

ALLUVIUM
GRAY-TAN SOFT MOIST
CLAYEY SANDY SILT (A-4)

(3)
(5)
(4)
(5)
(9)
(22)

10/7/08

GRAY LOOSE WET SAND (A-2-4)
GRAY SOFT TO MED. STIFF
WET CLAYEY SANDY SILT (A-4)
GRAY LOOSE WET SILTY SAND (A-2-4)
& SAND (A-1-B) W/GRAVEL
RESIDUAL
OLIVE MED. DENSE WET
SLI. MICA, SILTY SAND (A-2)

BT

NOTE:
SEE SHEET 10 FOR -Y15FLYBD- ALIGNMENT

910 900 890 880 870 860 850 840 830 820

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

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5/14/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	57
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y15FLYBD-

-Y15FLYBD- STA 38+00.82, ELEV = 922.30'
-Y15- STA 90+39.52

APPROXIMATE BEGIN BRIDGE
-Y15FLYBD- STA 39+29.91, ELEV = 927.60'

-Y15FLYBD- STA 41+06.36, ELEV = 934.84'
-Y15REV- STA 42+19.20, ELEV = 882.39'

-Y15FLYBD- STA 46+82.68, ELEV = 958.48'
-Y15FLYAC- STA 62+26.40, ELEV = 927.77'

-Y15FLYBD- STA 46+27.33, ELEV = 927.00'
-Y15FLYCA- STA 55+76.63, ELEV = 956.23'

-Y15FLYBD- STA 47+63.62, ELEV = 961.44'
-L- STA 795+32.16, ELEV = 878.62'

PI = 51+61.00
EL = 978.15'
VC = 1,012'
K = 151

(+)4.1059%
(-)2.5953%

APPROXIMATE END BRIDGE
-Y15FLYBD- STA 50+38.56, ELEV = 968.25'

SS-376
SS-377
SS-378
SS-379
SS-380
SS-381

SS-374
SS-375

48+05.69 -Y15FLYBD- 26.00 RT. = 795+76 -L- 25.00 LT.

50+40 -Y15FLYBD- 50.00 LT.

-Y15FLYCA-

-Y15FLYAC-

-Y15REV-
PROPOSED I-40

-Y15- EXISTING I-40

-L- W-S BELTWAY

ROADWAY EMBANKMENT (FILL)

39+25 -Y15FLYBD- 15.00 RT.

RESIDUAL

TAN HARD MOIST CLAYEY SANDY SILT (A-5)

AR FIAD (10/15/08)

CRYSTALLINE ROCK BOULDER

RESIDUAL

RESIDUAL

ALLUVIUM

RESIDUAL

RESIDUAL
RED-TAN STIFF MOIST SILTY SANDY CLAY (A-7)

TAN & WHITE LOOSE MOIST CLAYEY SILTY SAND (A-2-5)

BT DRY (11/6/08)

RESIDUAL
RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

TAN TO WHITE & OLIVE LOOSE TO MED. DENSE DRY TO WET SLI. MICA. CLAYEY SILTY SAND & SILTY SAND (A-2-5, A-2-4)

11/6/08

BT

NOTE:
SEE SHEET 10 FOR -Y15FLYBD- ALIGNMENT

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	58
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y15FLYBD-

-Y15FLYBD- STA 55+00.00, ELEV = 943.39'
-Y15RPD- STA 10+00.00, ELEV = 944.11'

PI = 51+61.00
EL = 978.15'
VC = 1.012'
K = 151

(-12.5953%

ROCK OUTCROP
STA. 58+50.74 -Y15FLYBD-
25.78 RT.

SS-369
MS-368
SS-369

58+00 -Y15FLYBD-
CL

RESIDUAL
TAN MED. STIFF MOIST
MICA. HIGH PLASTIC
SILTY SANDY CLAY (A-7-5)

SS-370
SS-371

61+04.70 -Y15FLYBD-
28.66 RT.
=
14+00 -Y15RPD-
CL

RED MED. STIFF TO STIFF MOIST
NON-MICA TO SLI. MICA, LOW PLASTIC
SILTY SANDY CLAY (A-7-5)

WHITE & GRAY LOOSE
MOIST SAND (A-1-B)

BT
DRY
(11/6/08)

SS-372
SS-373

RESIDUAL
RED MED. STIFF TO STIFF MOIST
CLAYEY SANDY SILT (A-6)

55+00 -Y15FLYBD-
75.00 LT.

PINLOD DR

TAN & WHITE MED. STIFF
MOIST SLI. MICA
CLAYEY SANDY SILT (A-6)

AR
DRY
(11/6/08)

CRYSTALLINE ROCK

WEATHERED ROCK
(SEV. WEATHERED
CRYSTALLINE ROCK)

WHITE & PINK LOOSE MOIST
CLAYEY SILTY SAND (A-2-4)

BT
DRY
(11/6/08)

RESIDUAL

SS-382
SS-383

RESIDUAL

65+25 -Y15FLYBD-
75.00 LT.

TAN LOOSE TO MED. DENSE
MOIST TO WET
SILTY CLAYEY SAND
TO CLAYEY SAND (A-2-4)

BT
DRY
(11/7/08)

NOTES:
SEE SHEETS 10 AND 25 FOR -Y15FLYBD- ALIGNMENT

980 970 960 950 940 930 920 910 900 890

52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00

-Y15FLYBD-

OAK GROVE CHURCH RD (SR 2578)

SS-384
SS-385

69+50 -Y15FLYBD-
25.00 RT.

ROADWAY EMBANKMENT (FILL)
BRN MED. STIFF MOIST
SILTY SANDY CLAY (A-7)

RESIDUAL

OLIVE & TAN LOOSE MOIST
CLAYEY SILTY SAND (A-2-5)

OLIVE & TAN MED. STIFF MOIST
CLAYEY SANDY SILT (A-5)

BT
NM
(11/7/08)

RESIDUAL

(-12.5953%

SR 4299
BROOKMONT
21' BST

SS-364
SS-365
SS-366
SS-367
MS-367

75+75 -Y15FLYBD-
50.00 LT.

RESIDUAL

RED MED. STIFF MOIST LOW PLASTIC
SANDY SILTY CLAY (A-7-5)

TAN MED. STIFF TO STIFF MOIST
SLI. MICA. CLAYEY SANDY SILT (A-5)

BT
DRY
(10/31/08)

ROADWAY EMBANKMENT (FILL)
ASPHALT & ABC GRAVEL

SR 4301 WESLEY CT 20' BST

SS-349
SS-350
SS-351
SS-352
SS-353

79+30 -Y15FLYBD-
50.00 RT.

RESIDUAL

TAN MED. STIFF TO STIFF
MOIST MICA. TO V. MICA.
CLAYEY SANDY SILT (A-5)

TAN LOOSE MOIST V. MICA.
SILTY SAND (A-2-5)

BT
DRY
(10/31/08)

NOTES:
SEE SHEETS 20 AND 25 FOR -Y15FLYBD- ALIGNMENT

960 950 940 930 920 910 900 890 880 870

66+00 67+00 68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00 80+00

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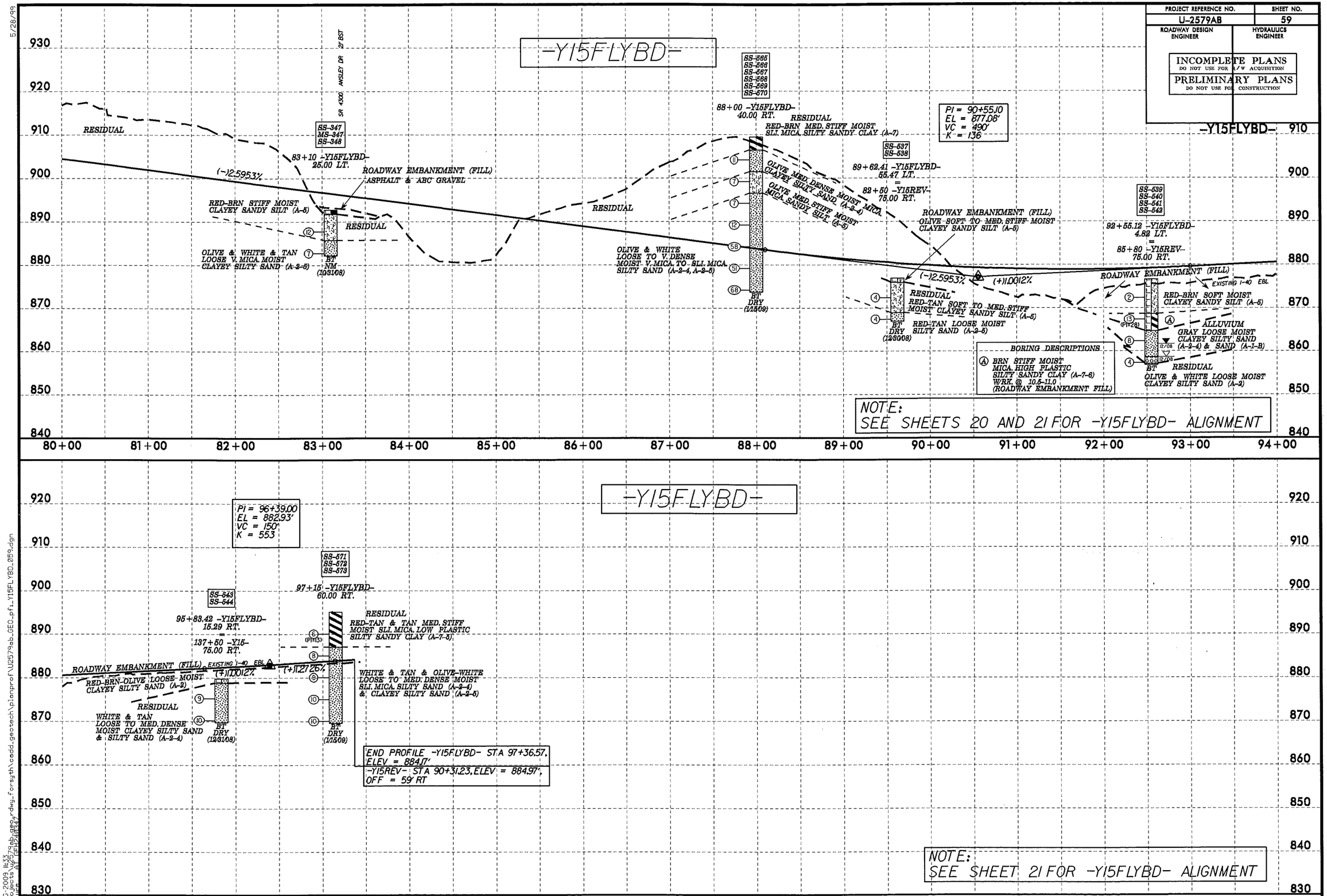

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	60
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

BORING DESCRIPTIONS

- (A) OLIVE & TAN LOOSE WET SILTY SAND (A-2-4) (ROADWAY EMBANKMENT FILL)
- (B) OLIVE & TAN STIFF WET MED. PLASTIC SILTY SANDY CLAY (A-7-6) (ROADWAY EMBANKMENT FILL)
- (C) OLIVE & TAN V. STIFF WET MED. PLASTIC SILTY SANDY CLAY (A-7-6) (RESIDUAL)
- (D) GRAY SOFT SAT. MED. PLASTIC SANDY SILTY CLAY (A-7-6) W/WOOD (ALLUVIUM)

-Y15FLYCA-

BEGIN PROFILE -Y15FLYCA- STA 10400.00
-Y15- STA 46+50.00, ELEV = 820.69'

PI = 12+21.00
EL = 821.77'
VC = 220'
K = 600

PI = 17+70.00
EL = 822.42'
VC = 385'
K = 146

SS-497 SS-498 SS-499
10+00 -Y15FLYCA- 6.00 RT. = 46+60 -Y15- 65.00 RT.
ROADWAY EMBANKMENT (FILL)
RESIDUAL
OLIVE & TAN LOOSE WET SILTY SAND (A-2-4)
BT DRY (12/2008)

SS-500 SS-501 SS-502 SS-503
12+75.14 -Y15FLYCA- 1.90 RT. = 49+25 -Y15- 65.00 RT.
ROADWAY EMBANKMENT (FILL)
TAN LOOSE WET SILTY CLAYEY SAND (A-2-4)
(+)0.4865%
(+)0.199%
(+)0.191%
TAN MED. STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-6)
ALLUVIUM
RESIDUAL
OLIVE MED. DENSE WET SILTY SAND (A-2-4)
BT

SS-504
15+25 -Y15FLYCA- 25.00 RT.
RESIDUAL
TAN MED. STIFF WET SANDY SILTY CLAY (A-6)
TAN MED. DENSE TO V. DENSE MOIST SAND (A-2-4)
BT

SS-505 SS-506
16+75 -Y15FLYCA- 40.00 LT.
ROADWAY EMBANKMENT (FILL)
RED-BRN & OLIVE STIFF MOIST SLI. MICA, LOW PLASTIC SILTY SANDY CLAY (A-6)
(+)0.191%
(+)2.748%
RESIDUAL
RESIDUAL
TAN & BLACK STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
BT

SS-507 SS-508 SS-509
19+79.66 -Y15FLYCA- 111.28 LT. = 08+50 -Y15REV- 75.00 RT.
ROADWAY EMBANKMENT (FILL)
RED-BRN MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
RESIDUAL
OLIVE & TAN STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)
OLIVE & TAN STIFF MOIST MICA. DRY MED. PLASTIC SANDY CLAY (A-6)
BT (12/19/08)

SS-458 SS-462 SS-459 SS-463 SS-460 SS-464 SS-461
22+75 -Y15FLYCA- 90.00 RT.
RESIDUAL
RED-BRN TO TAN & OLIVE MED. STIFF TO V. STIFF MOIST MED. TO LOW PLASTIC SILTY SANDY CLAY (A-7-5)
TAN MED. DENSE DRY MED. PLASTIC SILTY CLAYEY SAND (A-2-7) (QTZ. VEIN)
RESIDUAL
RESIDUAL
OLIVE & TAN MED. DENSE TO DENSE MOIST SLI. MICA, SILTY SAND (A-2-5, A-2-4)
BT DRY (11/25/08)

NOTE:
SEE SHEETS 17 AND 18 FOR -Y15FLYCA- ALIGNMENT

-Y15FLYCA-

SS-465 SS-466 SS-467 SS-468 SS-469
26+50 -Y15FLYCA- 75.00 RT.
RESIDUAL
RED TO RED-TAN STIFF MOIST MED. PLASTIC SANDY SILTY CLAY (A-7-5)
OLIVE & TAN MED. STIFF TO STIFF MOIST CLAYEY SANDY SILT (A-5) TO SANDY SILT (A-4)
RESIDUAL
TAN & OLIVE STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5)
BT DRY (11/26/08)
OLIVE-LT. TAN V. STIFF MOIST SANDY SILT (A-5)

SS-440 MS-440 SS-441
30+25 -Y15FLYCA- CL
RESIDUAL
RED & TAN MED. STIFF MOIST HIGH TO LOW PLASTIC SILTY SANDY CLAY (A-7-6)
RESIDUAL
100%
TAN MED. DENSE MOIST SILTY SAND (A-2)
WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)
AR DRY (11/21/08)
CRYSTALLINE ROCK

SS-442 SS-443 SS-444 SS-445 SS-446 MS-446
33+00 -Y15FLYCA- CL
RED & RED-TAN MED. STIFF TO STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-5)
(+)2.748%
TAN & OLIVE MED. STIFF MOIST TO WET CLAYEY SANDY SILT & SANDY SILT (A-5)
BT 11/08

SS-447 SS-448 SS-449 SS-450 SS-451 SS-452
36+50 -Y15FLYCA- 50.00 LT.
RESIDUAL
RED MED. STIFF MOIST SILTY SANDY CLAY (A-7)
TAN & OLIVE STIFF MOIST CLAYEY SANDY SILT & SANDY SILT (A-5)
WHITE & TAN & OLIVE LOOSE TO MED. DENSE MOIST SILTY SAND (A-2-5)
WHITE & OLIVE STIFF MOIST SANDY SILT (A-5)
BT DRY (11/21/08)

-Y15FLYCA- STA 34+00.00, ELEV = 867.22'
-Y15RPC- STA 10+00.00, ELEV = 867.50'

NOTE:
SEE SHEETS 18 AND 19 FOR -Y15FLYCA- ALIGNMENT

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00
24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	61
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15FLYCA-

930 920 910 900 890 880 870 860 850 840

38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00

SS-453
SS-454
39+00 -Y15FLYCA- CL

RESIDUAL
WEATHERED ROCK (SEV. WEATH. CR.)
LT. OLIVE LOOSE LOW PLASTIC CLAYEY SILTY SAND (A-2-7)
TAN HARD MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
(SEV. WEATH. CR.)
CRYSTALLINE ROCK
AR DRY (11/21/08)

SS-455
MS-455
SS-456
SS-457
41+00 -Y15FLYCA- 50.00 RT.

RESIDUAL
RED MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-5)
BT NM (11/21/08)
RED-TAN MED. STIFF TO STIFF MOIST CLAYEY SANDY SILT (A-5)

(+)2.7484%

RESIDUAL
RESIDUAL

SS-407
SS-408
45+50 -Y15FLYCA- 25.00 RT.

RESIDUAL
RED-TAN & RED-TAN TO GRAY MED. STIFF TO V. STIFF MOIST NON-MICA. TO SLI. MICA. MED. PLASTIC SANDY CLAY & SILTY SANDY CLAY (A-7-5)
BT DRY (11/19/08)

SS-405
SS-406
48+50 -Y15FLYCA- CL
SURFACE BOULDERS

RESIDUAL
RED MED. STIFF TO STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)
OLIVE & TAN STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)
BT DRY (11/19/08)

NOTE:
SEE SHEETS 10, 11 AND 19 FOR -Y15FLYCA- ALIGNMENT

-Y15FLYCA-

APPROXIMATE BEGIN BRIDGE +/-
-Y15FLYCA- STA 54+57.56
ELEV = 923.77'

-Y15FLYCA- STA 55+76.63, ELEV = 927.00'
-Y15FLYBD- STA 46+27.33, ELEV = 956.23'

(+)2.7484%

(-)5.0000%

-Y15FLYCA- STA 62+52.47, ELEV = 928.99'
-Y15REV- STA 48+84.90, ELEV = 897.88'

SS-268
SS-269
SS-270
SS-271
SS-272
SS-273
SS-274

-Y15FLYCA- STA 65+26.52, ELEV = 921.22'
-Y15- STA 98+92.63

-Y15FLYCA- STA 58+33.94, ELEV = 931.31'
-L- STA 792+28.12, ELEV = 872.33'

PI = 61+30.00
EL = 942.25'
VC = 1,175'
K = 152

62+81.88 -Y15FLYCA- 17.48 LT.
=
788+55 -L- 126.00 LT.

ARTIFICIAL FILL
RED-TAN MED. STIFF MOIST SANDY SILTY CLAY (A-7)
RESIDUAL
RED-TAN STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)
ROADWAY EMBANKMENT (FILL)
ESL 24 CPMC I-40
RESIDUAL
WHITE & TAN LOOSE TO MED. DENSE DRY TO MOIST NON-MICA. TO V. MICA. CLAYEY SILTY SAND & SILTY SAND (A-2-5 & A-2-4)
10/08
BT

SS-288
SS-287
SS-288
RESIDUAL
BRN-TAN TO TAN STIFF TO V. STIFF MOIST SLI. MICA. HIGH TO MED. PLASTIC SILTY SANDY CLAY (A-7-5)

59+86.05 -Y15FLYCA- 37.22 LT.
=
790+75 -L- 25.00 LT.

RESIDUAL
WHITE & TAN LOOSE TO MED. DENSE DRY SLI. MICA. SILTY SAND (A-2-5)
BT DRY (10/7/08)

SS-374
SS-375
55+46.62 -Y15FLYCA- 178.64 RT.
=
795+75 -L- 26.00 LT

RESIDUAL
RED-TAN STIFF MOIST SILTY SANDY CLAY (A-7)
TAN & WHITE LOOSE MOIST CLAYEY SILTY SAND (A-2-5)
BT DRY (11/6/08)

SS-284
SS-285
57+03.11 -Y15FLYCA- 63.21 RT.
=
793+75 -L- CL

-L- W-S BELTWAY

RESIDUAL
ALLUVIUM
RESIDUAL
ALLUVIUM
RESIDUAL
ALLUVIUM
GRAY-TAN LOOSE MOIST SILTY CLAYEY SAND (A-2-4) W/GRAVEL AT BASE
RESIDUAL
GRAY & OLIVE & WHITE LOOSE SAT. V. MICA. SILTY SAND (A-2-4)
BT

-Y15- I-40 EXISTING

-Y15REV- I-40 PROPOSED

NOTE:
SEE SHEET 10 FOR -Y15FLYCA- ALIGNMENT

52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00

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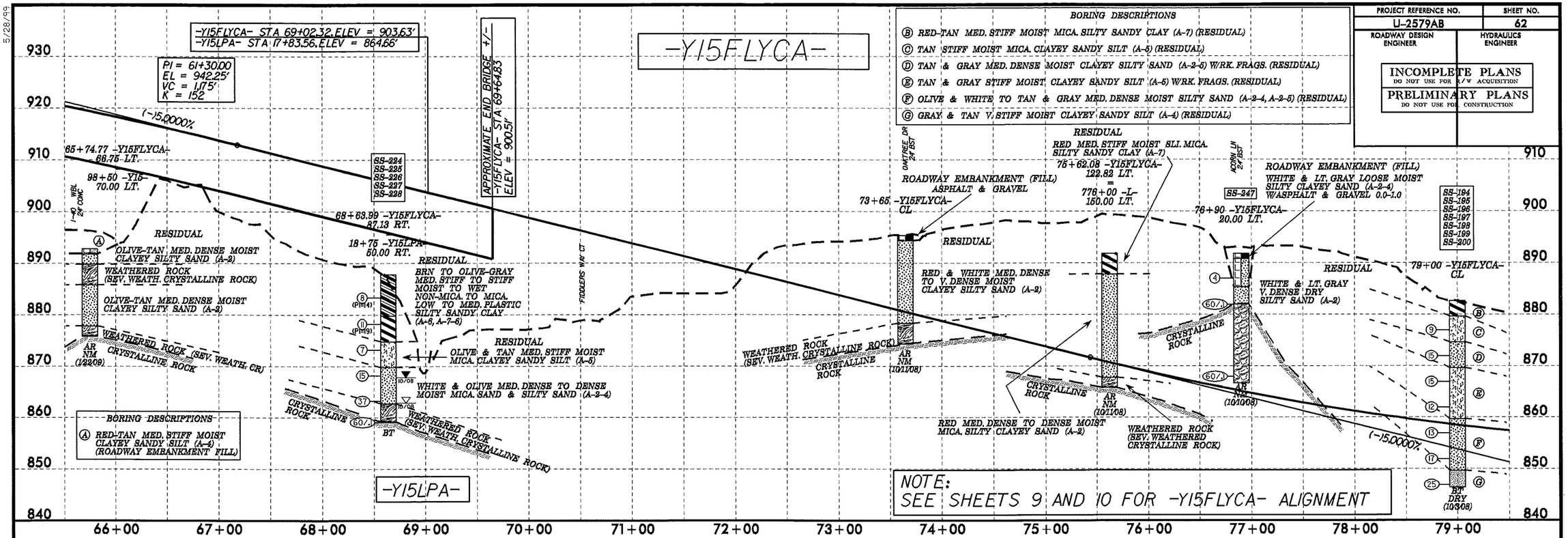
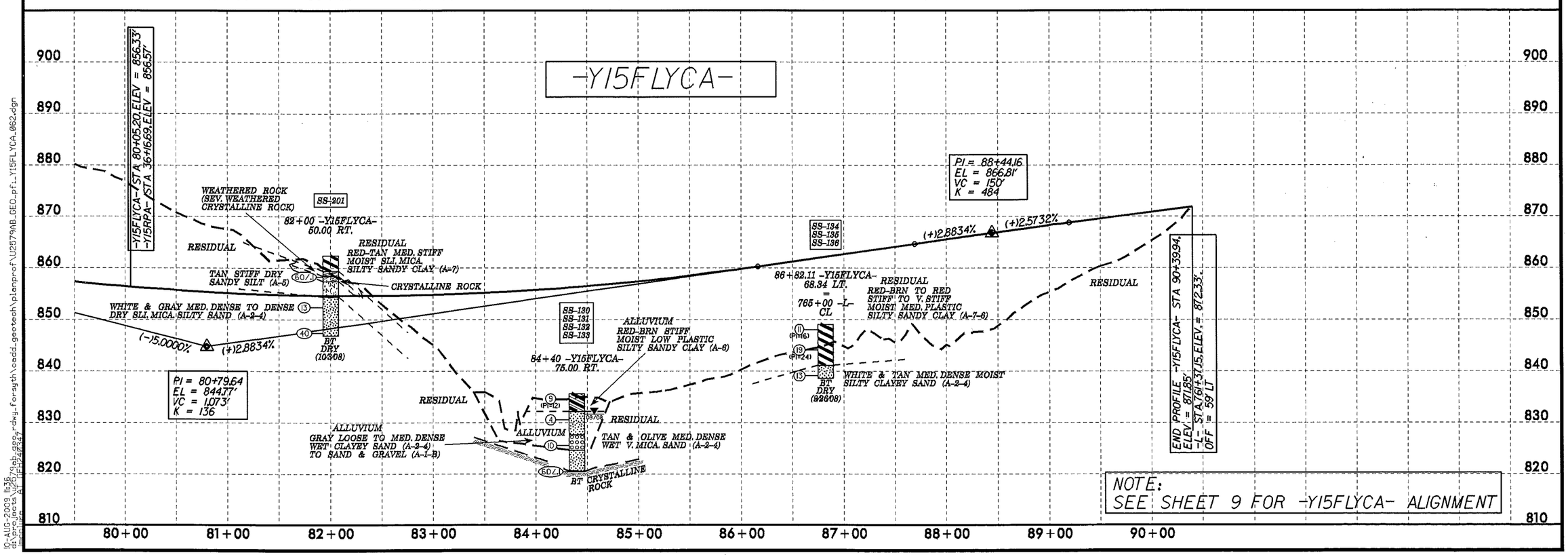
PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	62
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION





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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	63
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15RPA-

BEGIN PROFILE -Y15RPA-
STA 10+00.00, OFF 12.00' RT, ELEV = 910.18'
-Y15FLYAC- STA 32+00.00, ELEV = 909.70'

PI = 18+14.00
EL = 932.16'
VC = 1,200'
K = 167

(+)2.7000%
(-)14.4853%

SS-259
SS-260
SS-261

10+00 -Y15RPA-
CL

ARTIFICIAL FILL
RED-TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-5)

RESIDUAL
RED-TAN MED. STIFF TO STIFF MOIST CLAYEY SANDY SILT (A-5)

WHITE-LT. GRAY LOOSE MOIST SILTY SAND (A-2-4)

BT DRY (10/15/08)

MEREDITH WAY

SS-262
SS-263
SS-264

16+17.31 -Y15RPA-
100.14 LT.
=
38+25 -Y15FLYAC-
CL

MIKALA DR

ARTIFICIAL FILL
RED-BRN MED. STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL
RED MED. STIFF TO STIFF MOIST HIGH PLASTIC SILTY SANDY CLAY (A-7-5)

RED-TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-5)

BT DRY (10/15/08)

SS-265
SS-266
SS-267

19+61.37 -Y15RPA-
92.20 LT.
=
41+50 -Y15FLYAC-
100.00 RT.

ARTIFICIAL FILL
RED-GRAY-OLIVE MED. STIFF TO STIFF MOIST CLAYEY SANDY SILT (A-4)

RESIDUAL
RED V. STIFF MOIST SLI. MICA. HIGH PLASTIC SILTY SANDY CLAY (A-7-5)

TAN MED. DENSE MOIST SLI. MICA. SILTY CLAYEY SAND (A-2-5)

BT DRY (10/15/08)

OAK GROVE CHURCH RD (SR 2551)

NOTE:
SEE SHEETS 10 AND 20 FOR -Y15RPA- ALIGNMENT

-Y15RPA-

ROADWAY EMBANKMENT (FILL)
WHITE & LT. GRAY V. STIFF DRY LOW PLASTIC SILTY SANDY CLAY (A-7-5) W/RK. FRAGS. (ASPHALT & GRAVEL @ 0.0-1.0)

FIDDLERS WAY CT

SS-243
SS-244

25+26 -Y15RPA-
10.00 LT.

RESIDUAL
RED-TAN LOOSE MOIST SLI. MICA. SILTY SAND (A-2-4)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CRYSTALLINE ROCK

AR NM (10/10/08)

OAKTREE DR

24" BST

SS-239
SS-240

29+50 -Y15RPA-
CL

ROADWAY EMBANKMENT (FILL)
RED-TAN MED. STIFF TO SOFT MOIST SLI. MICA. MED. PLASTIC SANDY CLAY & SILTY SANDY CLAY (A-7-6) W/RK. FRAGS (ASPHALT & GRAVEL @ 0.0-1.0)

RESIDUAL

WEATHERED ROCK

RESIDUAL

(SEV. WEATH. CRYSTALLINE ROCK)

CRYSTALLINE ROCK

AR NM (10/10/08)

ACORN LN

24" BST

SS-245
SS-246

32+75 -Y15RPA-
90.00 RT.

SS-247

33+05.97 -Y15RPA-
47.74 LT.
=
78+90 -Y15FLYCA-
20.00 LT.

RESIDUAL
OLIVE & TAN MED. STIFF MOIST V. MICA. CLAYEY SANDY SILT (A-4)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CRYSTALLINE ROCK

LT NM (10/10/08)

RESIDUAL
WHITE & LT. GRAY V. DENSE DRY SILTY SAND (A-2)

NM (10/10/08)

PI = 35+13.00
EL = 858.63'
VC = 143'
K = 123

SS-194
SS-195
SS-196
SS-197
SS-198
SS-199
SS-200

35+11.49 -Y15RPA-
13.02 LT.
=
79+00 -Y15FLYCA-
CL

RESIDUAL
RED-TAN MED. STIFF MOIST MICA. SILTY SANDY CLAY (A-7)

TAN STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)

TAN & GRAY MED. DENSE MOIST CLAYEY SILTY SAND (A-2-6) W/RK. FRAGS

TAN & GRAY STIFF MOIST CLAYEY SANDY SILT W/RK. FRAGS. (A-6)

OLIVE & WHITE TO TAN & GRAY MED. DENSE MOIST SILTY SAND (A-2-4, A-2-5)

BT DRY (10/3/08)

GRAY & TAN V. STIFF MOIST CLAYEY SANDY SILT (A-4)

END PROFILE -Y15RPA-
STA 36+16.69, OFF 12.00' RT, ELEV = 856.57'
-Y15FLYCA- STA 80+05.20, ELEV = 856.33'

(-)14.4853%
(-)13.9131%
(-)13.9131%
(-)13.1500%
(-)13.1500%
(-)11.9900%

BORING DESCRIPTIONS

(A) RED MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-6) W/RK. FRAGS. (ASPHALT & GRAVEL @ 0.0-1.0) (ROADWAY EMBANKMENT)

(B) WHITE & LT. GRAY LOOSE MOIST SILTY CLAYEY SAND (A-2-4) W/ASPHALT & GRAVEL 0.0-1.0 (ROADWAY EMBANKMENT FILL)

PI = 32+50.00
EL = 868.65'
VC = 150'
K = 262

PI = 33+74.00
EL = 863.01'
VC = 135'
K = 177

NOTE:
SEE SHEETS 9 AND 10 FOR -Y15RPA- ALIGNMENT

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	64
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y15RPB-

BEGIN PROFILE -Y15RPB- STA 10+00.00, ELEV = 871.38'
-Y15FLYBD- STA 25+60.63, ELEV = 871.38'
OFF. = 12' RT

PI = 10+90.00
EL = 875.20'
VC = 150'
K = 1425

PI = 18+10.00
EL = 906.48'
VC = 850'
K = 104

(+)4.2393%
(+)4.3445%
(+)4.3445%
(-)13.8659%

SS-209
SS-210
SS-211

20+00 -Y15RPB-
25.00 LT.

RESIDUAL
RED MED. STIFF MOIST HIGH PLASTIC SANDY SILTY CLAY (A-7-5)
TO TAN & OLIVE Y. STIFF MOIST MED. PLASTIC SILTY, SANDY CLAY (A-6)
OLIVE & WHITE STIFF MOIST CLAYEY SANDY SILT (A-4)
BT DRY (10/08)

SS-236
SS-237
SS-238

17+29.47 -Y15RPB-
129.92 LT.
=
33+00 -Y15FLYBD-
25.00 RT.

RESIDUAL
OLIVE-TAN MED. STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-6)

OLIVE-TAN STIFF MOIST SLI. MICA. TO Y. MICA. CLAYEY SANDY SILT (A-4)
BT DRY (10/08)

SS-207

16+00 -Y15RPB-
100.00 RT.

ARTIFICIAL FILL
RED-TAN SLI. MICA. (0.0-18.5) TO GREEN-TAN SLI. ORGANIC (ROOTS) (18.5-19.2) & BRN-GRAY HIGH PLASTIC W/ROOTS (19.2-20.5) MED. STIFF TO STIFF MOIST SILTY SANDY CLAY (A-7-5)

SS-206
SS-208

14+00 -Y15RPB-
150.00 RT.

SS-204

13+00 -Y15RPB-
75.00 RT.

12+39.17 -Y15RPB-
18.63 LT.
=
28+00 -Y15FLYBD-
10.00 RT.

ARTIFICIAL FILL
TAN STIFF MOIST CLAYEY SANDY SILT (A-5)

POND

ALLUVIUM

ARTIFICIAL FILL
TAN & GRAY DENSE MOIST CLAYEY, SILTY SAND (A-2-4) W/BOULDERS @ 9.0, 15.0 & 17.0

AR DRY (10/08) (BOULDER)

ARTIFICIAL FILL
TAN & BRN-GRAY MED. STIFF TO STIFF MOIST SLI. MICA. SILTY SANDY CLAY (A-7) W/COBBLES

ALLUVIUM
GRAY MED. STIFF MOIST SANDY CLAYEY SILT (A-4)

ALLUVIUM

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

RESIDUAL

OLIVE-TAN TO WHITE & GRAY & TAN LOOSE SAT. SILTY SAND (A-2-4)

TAN MED. STIFF MOIST MICA. SILTY SANDY CLAY (A-7)

ARTIFICIAL FILL

RESIDUAL
WHITE-TAN MED. STIFF MOIST SLI. MICA. SANDY, SILT (A-5)

RESIDUAL
RED-TAN MED. STIFF WET SLI. MICA. SILTY SANDY CLAY (A-7)

NOTE:
SEE SHEETS 10 AND 19 FOR -Y15RPB- ALIGNMENT

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

900 890 880 870 860 850 840 830 820 810

-Y15RPB-

SS-615
SS-616
SS-617

24+36.84 -Y15RPB-
58.98 LT.
=
85+00 -Y15-
70.00 LT.

I-40 WBL 24' CONC

I-40 EBL 24' CONC

-Y15RPB- STA 27+19.43, ELEV = 871.31'
-Y15- STA 82+18.20

ROADWAY EMBANKMENT (FILL)

OLIVE & TAN LOOSE MOIST SILTY SAND (A-2-5)
BT DRY (1/22/09)

BORING DESCRIPTIONS
(A) RED-TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-4) (ROADWAY EMBANKMENT FILL)
(B) RED-TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-4) (RESIDUAL)
(C) RED-TAN STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-5) (RESIDUAL)

ROADWAY EMBANKMENT (FILL)

PI = 31+96.00
EL = 852.90'
VC = 185'
K = 100

(-)13.8659%
(-)12.0150%

SS-417
SS-418
SS-419

31+34.31 -Y15RPB-
78.08 LT.
=
30+00 -Y16REV-
50.00 LT.

ROADWAY EMBANKMENT (FILL)

ALLUVIUM
GRAY-TAN V. SOFT TO SOFT WET LOW TO MED. PLASTIC SILTY SANDY CLAY (A-6, A-7-6)

RESIDUAL
OLIVE-GRAY & OLIVE SOFT TO MED. STIFF SAT. MED. PLASTIC SILTY SANDY CLAY (A-7-6)

RESIDUAL

RESIDUAL

PI = 34+72.00
EL = 847.33'
VC = 310'
K = 1148

(-)12.0150%
(-)12.2850%

SS-621
SS-622

33+75 -Y15RPB-
25.00 RT.

RESIDUAL
RED-BRN TO BRN STIFF MOIST SILTY SANDY CLAY (A-7) TO SLT. MICA. LOW PLASTIC SILTY SANDY CLAY (A-6)

OLIVE & TAN LOOSE TO MED. DENSE MOIST SILTY SAND (A-2-4)
BT DRY (12/23/08)

RESIDUAL

I-40 EBL 24' CONC
ROADWAY EMBANKMENT (FILL)

NOTE:
SEE SHEET 19 FOR -Y15RPB- ALIGNMENT

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

900 890 880 870 860 850 840 830 820 810

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dmpringle

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	65
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15RPB-

880
870
860
850
840
830
820
810
800
790

SS-519
SS-520

38+29.52 -Y15RPB-
24.03 LT.
=
23+00 -Y15REV-
38.00 LT.

PI = 39+78.00
EL = 835.77'
VC = 240'
K = 171

END PROFILE -Y15RPB- STA. 41+32.99,
ELEV = 834.41'
-Y15REV- STA. 20+00.00, ELEV. = 832.97'
OFF = 59' LT

(-)2.2850%
(-)0.8785%
I-40 EBL
24" CONC
ROADWAY EMBANKMENT (FILL)
RESIDUAL
(39) OLIVE & WHITE DENSE TO V. DENSE DRY SAND & SILTY SAND (A-2-4) W/SEV. WEATH. CRYSTALLINE
(68) ROCK STREAKS @ 0.5
12/08
BT

NOTE:
SEE SHEET 19 FOR -Y15RPB- ALIGNMENT

38+00 39+00 40+00 41+00

-Y15RPC-

930
920
910
900
890
880
870
860
850
840

SS-447
SS-448
SS-449
SS-450
SS-451
SS-452

12+41.52 -Y15RPC-
83.40 LT.
=
36+50 -Y15FLYCA-
50.00 LT.

SS-453
SS-454

14+91.50 -Y15RPC-
82.73 LT.
=
39+00 -Y15FLYCA-
CL

PI = 16+65.00
EL = 887.88'
VC = 1,000'
K = 848

SS-455
MS-455
SS-456
SS-457

16+85.77 -Y15RPC-
109.35 LT.
=
41+00 -Y15FLYCA-
50.00 RT.

SS-392
SS-393

20+50 -Y15RPC-
50.00 RT.

RESIDUAL
RED MED. STIFF MOIST SILTY SANDY CLAY (A-7)
TAN & OLIVE STIFF MOIST CLAYEY SANDY SILT & SANDY SILT (A-5)
WHITE & TAN & OLIVE LOOSE TO MED. DENSE MOIST SILTY SAND (A-2-5)
WHITE & OLIVE STIFF MOIST SANDY SILT (A-5)
BT DRY (11/21/08)
TAN HARD MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
WEATHERED ROCK (SEV. WEATH. CR)
LT. OLIVE CLAYEY SILTY SAND (A-2-7)
LOOSE LOW PLASTIC (SEV. WEATH. CR)
AR DRY (11/21/08)
CRYSTALLINE ROCK
WEATHERED ROCK
(+)3.0491%
(+)1.8705%
RED-TAN MED. STIFF TO STIFF MOIST CLAYEY SANDY SILT (A-5)
BT NM (11/21/08)
RESIDUAL
RED MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)
RESIDUAL
BRN & RED V. STIFF MOIST SLI. MICA, HIGH PLASTIC SANDY CLAY (A-7-6)
TAN MED. DENSE MOIST CLAYEY SAND (A-2-4)
BT DRY (11/7/08)
RESIDUAL

BEGIN PROFILE -Y15RPC- STA. 10+00.00,
ELEV = 867.60'
-Y15FLYCA- STA. 34+00.00, ELEV = 867.22'
OFF = 12' RT

NOTE:
SEE SHEETS 11 AND 19 FOR -Y15RPC- ALIGNMENT

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

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	66
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y15RPC-

SS-387
SS-388
SS-389
MS-389
SS-390
SS-391

PI = 27+02.00
EL = 907.27'
VC = 350'
K = 151

29+16.04 -Y15RPC- 40.29 LT. = 82+00 -Y15FLYAC- 25.00 LT.

PI = 30+95.00
EL = 905.53'
VC = 215'
K = 212

END PROFILE -Y15RPC- STA 32+03.05, ELEV = 906.50'
-Y15FLYAC- STA 84+90.12, ELEV = 906.50'
OFF = 12' RT

SS-386
SS-387
SS-388
SS-389

26+50 -Y15RPC- CL

SS-390
SS-391

24+00 -Y15RPC- CL

RESIDUAL

(+)1.8705%

RED-TAN MED. STIFF MOIST MICA. SILTY SANDY CLAY (A-7)

RED-TAN & TAN-OLIVE STIFF TO MED. STIFF MOIST V. MICA. CLAYEY SANDY SILT (A-5)

BT DRY (11/7/08)

RESIDUAL

RED STIFF MOIST SLI. MICA. HIGH PLASTIC SILTY SANDY CLAY (A-7-6) (PI=28)

(-)0.4448%

PINK & WHITE & LT. GRAY LOOSE TO DENSE MOIST NON-MICA. TO SLI. MICA. CLAYEY SAND (A-2-4) & SILTY CLAYEY SAND (A-2-5)

BT DRY (11/7/08)

RED STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6) (PI=20)

TAN MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

TAN MED. STIFF TO STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-6) (PI=15)

(+)0.5688%

OLIVE-WHITE-TAN LOOSE MOIST MICA. SILTY SAND (A-2-5)

BT NM (11/7/08)

-Y15RPC-
-Y15RPD-

NOTE:
SEE SHEET 11 FOR -Y15RPC- ALIGNMENT

-Y15RPD-

BEGIN PROFILE -Y15RPD-
STA 10+00.00, OFF 59.00' LT, ELEV = 944.11'
-Y15FLYBD- STA 65+00.00, ELEV = 943.39'

(+)2.6088%

(-)5.0000%

PI = 18+15.00
EL = 965.37'
VC = 650'
K = 85

SS-370
SS-371

14+00 -Y15RPD- CL

RESIDUAL

RED MED. STIFF TO STIFF MOIST NON-MICA. TO SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5) (PI=12)

WHITE & GRAY LOOSE MOIST SAND (A-1-B)

BT DRY (11/6/08)

17+00 -Y15RPD- CL

RESIDUAL

RED-TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

CRYSTALLINE ROCK

AR NM (11/6/08)

RESIDUAL

ALLUVIUM

RESIDUAL

RESIDUAL

NOTE:
SEE SHEET 25 FOR -Y15RPD- ALIGNMENT

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	67
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y15RPD-

PI = 31+40.50
EL = 899.10'
VC = 610'
K = 97

PI = 36+72.00
EL = 906.10'
VC = 125'
K = 313

PI = 38+20.00
EL = 907.47'
VC = 100'
K = 150

SS-344
SS-345
SS-346

30+00 -Y15RPD-
50.00 LT.

RESIDUAL

RED-TAN STIFF TO V. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)

OLIVE & WHITE & TAN STIFF MOIST V. MICA. CLAYEY SANDY SILT (A-5)

OLIVE & WHITE & TAN MED. DENSE MOIST V. MICA. CLAYEY SILTY SAND (A-2-6)

BT
NM
(10/31/08)

RESIDUAL

(-)5.0000%

(+)1.3185%

SS-354
SS-355
SS-356

33+98.15 -Y15RPD-
26.28 RT.
=
810+60 -L-
75.00 LT.

ARTIFICIAL FILL
RED-BRN MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-6)

RESIDUAL
RED-BRN TO RED MED. STIFF TO STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)

RED STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5) (10/31/08)

BT

SS-342
SS-343

35+14.35 -Y15RPD-
132.77 RT.
=
811+60 -L-
50.00 RT.

RESIDUAL
RED MED. STIFF MOIST SILTY SANDY CLAY (A-7)

RESIDUAL

(+)1.3185%

(+)0.9192%

(+)0.9192%

WHITE-TAN & OLIVE MED. DENSE DRY MICA. CLAYEY SANDY SILT (A-5)

BT
DRY
(10/31/08)

NOTE:
SEE SHEETS 11 AND 25 FOR -Y15RPD- ALIGNMENT

960 950 940 930 920 910 900 890 880 870

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

-Y15RPD-

PI = 38+20.00
EL = 907.47'
VC = 100'
K = 150

PI = 40+02.00
EL = 907.92'

END PROFILE -Y15RPD-
STA 40+50.44, OFF 12.00' RT. ELEV = 908.34'
-L- STA 817+00.00, ELEV = 908.04'

SS-337
SS-338
SS-339
MS-339
SS-340
SS-341

38+30.01 -Y15RPD-
189.14 RT.
=
82+00 -Y15FLYAC-
25.00 LT.

RESIDUAL
RED STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-6)

TAN MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

(+)0.8621%

(+)0.2512%

(+)0.2512%

TAN MED. STIFF TO STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-6)

OLIVE-WHITE-TAN LOOSE MOIST MICA. SILTY SAND (A-2-6)

BT
NM
(11/1/08)

NOTE:
SEE SHEET 11 FOR -Y15RPD- ALIGNMENT

950 940 930 920 910 900 890 880 870

39+00 40+00 41+00 42+00

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PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	68
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

BORING DESCRIPTIONS

- (A) RED-BRN & LT. BRN-OLIVE MED. STIFF MOIST SILTY SANDY CLAY (A-7) (RESIDUAL)
- (B) OLIVE-TAN MED. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5) W/SEV. WEATH. CRYSTALLINE ROCK STREAKS @ STA. 14+25 /CL (RESIDUAL)
- (C) OLIVE & TAN MED. DENSE TO DENSE MOIST SILTY SAND (A-2) (RESIDUAL)
- (D) OLIVE MED. DENSE CLAYEY SILTY SAND (A-2) (RESIDUAL)

-Y15LPA-

-Y15LPA- STA 10+28.85, ELEV = 867.68'
-Y15REV- STA 47+90.89, ELEV = 895.69'

PI = 11+53.00
EL = 866.72'
VC = 100'
K = 841

PI = 13+02.00
EL = 865.76'
VC = 100'
K = 751

PI = 14+33.00
EL = 864.75'
VC = 100'
K = 137

PI = 17+26.00
EL = 850.35'
VC = 280'
K = 37

PI = 24+52.75
EL = 903.78'
VC = 258'
K = 35

PI = 26+35.00
EL = 901.37'
VC = 85'
K = 210

SS-268
SS-269
SS-270
SS-271
SS-272
SS-273
SS-274

SS-275
SS-276
SS-277
SS-278
SS-279
SS-280

SS-216
SS-219
SS-220
SS-221
SS-222
SS-223

SS-224
SS-225
SS-226
SS-227
SS-228

SS-229
SS-230
SS-231
SS-232

SS-288
MS-289
SS-290
SS-291

10+45.36 -Y15LPA- 66.00 RT.
=
788+65 -L- 125.00 LT.

11+75.97 -Y15LPA- 84.21 LT.
=
787+25 -L- 25.00 RT.

13+54.68 -Y15LPA- 23.19 LT.
=
97+25 -Y15- 70.00 LT.

14+25 -Y15LPA- CL

15+00 -Y15LPA- CL

15+76.99 -Y15LPA- 70.79 LT.
=
789+00 -L- 60.00 LT.

18+75 -Y15LPA- 50.00 RT.

21+25 -Y15LPA- CL

-Y15LPA- STA 17+83.56, ELEV = 864.59'
=
-Y15LYCA- STA 69+02.32, ELEV = 903.63'

I-40 EBL 24" CONC.

I-40 WBL 24" CONC.

ROADWAY EMBANKMENT (FILL)

ARTIFICIAL FILL
RED-TAN MED. STIFF MOIST SANDY SILTY CLAY (A-7)

RESIDUAL
RED-TAN STIFF MOIST SLI. MICA. LOW PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL
RED-TAN MED. STIFF MOIST CLAYEY SANDY SILT (A-4)

RESIDUAL
WHITE & TAN MED. STIFF TO STIFF MOIST NON-MICA TO MICA. CLAYEY SANDY SILT & SANDY SILT (A-5)

WHITE & TAN LOOSE TO MED. DENSE DRY TO MOIST NON-MICA TO V. MICA. CLAYEY SILTY SAND & SILTY SAND (A-2-5 & A-2-4)

OLIVE & TAN LOOSE TO DENSE WET SLI. MICA TO V. MICA. SILTY SAND (A-2-5) SAND (A-2-4)

OLIVE & TAN HARD WET V. MICA. SILTY SANDY CLAY (A-7-6)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

CRYSTALLINE ROCK

AR DRY (10/8/08)

BT DRY (10/9/08)

RESIDUAL
OLIVE & TAN MED. DENSE TO DENSE DRY SLI. MICA. SILTY CLAYEY SAND & CLAYEY SILTY SAND (A-2-5 & A-2-4)

RESIDUAL
RED-BRN STIFF MOIST SLI. MICA. TO MICA. HIGH TO LOW PLASTIC SILTY SANDY CLAY (A-7-5)

RESIDUAL
BRN TO OLIVE-GRAY MED. STIFF TO STIFF MOIST TO WET NON-MICA TO MICA. LOW TO MED. PLASTIC SILTY SANDY CLAY (A-6, A-7-6)

OLIVE & TAN MED. STIFF MOIST MICA. CLAYEY SANDY SILT (A-6)

WHITE & OLIVE MED. DENSE TO MED. DENSE MOIST MICA. SAND & SILTY SAND (A-2-4)

WEATHERED ROCK (SEV. WEATHR. CRYSTALLINE ROCK)

RESIDUAL
RED & RED-TAN STIFF MOIST SLI. MICA. HIGH PLASTIC SILTY SANDY CLAY (A-7-6)

WHITE & PINK TO OLIVE & TAN LOOSE MOIST MICA. CLAYEY SILTY SAND (A-2-5) TO V. MICA. (MOSTLY MICA) SILTY SAND (A-2-5)

OLIVE & TAN. STIFF MOIST CLAYEY SANDY SILT (A-4)

(-)0.7600%
(-)0.6410%
(-)0.6410%
(-)0.7741%
(-)0.7741%
(-)11.5026%
(-)11.5026%
(+)5.9765%
(+)5.9765%
(-)11.3203%
(-)11.3203%
(-)11.7256%

BEGIN PROFILE -Y15LPA- STA 10+00.00, ELEV = 867.88'
-L- STA 789+00.00, ELEV = 867.16', OFF = 59' LT

-Y15LPA- STA 12+88.36, ELEV = 865.84'
-Y15- STA 97+32.85

END PROFILE -Y15LPA- STA 26+95.00, ELEV = 900.34'
-Y15REV- 50+37.24, ELEV. = 901.06', OFF = 59' LT

NOTE:
SEE SHEET 10 FOR -Y15LPA- ALIGNMENT

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

24+00 25+00 26+00

930 920 910 900 890 880 870 860 850 840

940 930 920 910 900 890 880 870 860 850

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	69
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y16- GLENN HI ROAD

BEGIN PROFILE -Y16- STA 12+50.00
ELEV = 920.14'

PI = 16+12.00
EL = 927.08'
VC = 203'
K = 97

(+)11.9168%

(+)14.0190%

INCIDENTAL MILLING

SR 2579 GLENN HI RD
ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

TIE TO EXIST AS NEEDED

SS-319
SS-320
SS-321

17+86.76 -Y16-
98.32 LT.
=
18+00 -Y16DET-
CL

(+)14.0190%

(-)10.5000%

PI = 19+05.00
EL = 938.85'
VC = 380'
K = 84

BEGIN BRIDGE -Y16- STA 20+96.99
ELEV. = 937.89'

RESIDUAL
RED & RED-TAN MED. STIFF TO V. STIFF
MOIST HIGH TO MED. PLASTIC
SILTY SANDY CLAY (A-7-6)

7 (P=30)
17 (P=18)
9 BT DRY (103008)

TAN LOOSE MOIST SILTY SAND (A-2-4)

SR 2579 GLENN HI RD
ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

SS-310
SS-311
SS-312
SS-313
SS-314

22+88.38 -Y16-
39.54 RT.
=
619+00 -L-
CL

RESIDUAL
TAN STIFF MOIST SILTY SANDY CLAY (A-7)

WEATHERED ROCK (SEV. WEATH: 100/.3) CRYSTALLINE ROCK)

24
42
10
24
100/.3
100/.3 BT DRY (92808)

WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)

GRAY TO OLIVE & WHITE MED. DENSE & DENSE DRY TO MOIST NON-MICA TO V. MICA SILTY SAND (A-2-4, A-2-5)

-Y15FLYAC-

-L- W-S BELTWAY

NOTE:
SEE SHEET 11 FOR -Y16- ALIGNMENT

970 960 950 940 930 920 910 900 890 880

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

-Y16- GLENN HI ROAD

END BRIDGE -Y16- STA 25+28.81
ELEV = 935.74'

PI = 26+30.00
EL = 935.23'
VC = 185'
K = 87

(-)10.5000%

(-)12.6313%

SS-322
SS-323

27+50 -Y16-
75.00 RT.

-Y16- STA 28+45.67 OFF = 12'
-Y16B- STA 14+23.94, ELEV = 929.53'

ARTIFICIAL FILL
RED-TAN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

RESIDUAL 13 (P=16)
RED STIFF MOIST SLI. MICA. MED. PLASTIC SILTY SANDY CLAY (A-7-6)

10 BT DRY (103008)
RED STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)

SR 2579 GLENN HI RD
ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

-L- W-S BELTWAY

PI = 31+01.00
EL = 922.84'
VC = 295'
K = 96

(-)12.6313%

(+)10.4367%

-Y16- STA 31+33.53, ELEV = 923.67'
-Y16A- STA 12+55.05 OFF = 12'
ELEV = 923.3'

END PROFILE -Y16- STA 33+50.00
ELEV = 923.92'

INCIDENTAL MILLING
TIE TO EXIST AS NEEDED

SR 2579 GLENN HI RD
ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

NOTE:
SEE SHEET 11 FOR -Y16- ALIGNMENT

970 960 950 940 930 920 910 900 890 880

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

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5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	70
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y16DET-
GLENN HI ROAD DETOUR

BEGIN PROFILE -Y16DET- STA 14+52.63
-Y16- STA 14+51.85
ELEV = 923.45'

PI = 16+14.00
EL = 925.50'
VC = 100'
K = 85

(+)1.2686%
(+)2.4426%

SR 2679 GLENN HI RD
ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

SS-919
SS-920
SS-921

18+00 -Y16DET-
CL

PI = 18+80.00
EL = 931.99'
VC = 257'
K = 85

(+)2.4426%
(-)0.5642%

RESIDUAL
RED & RED-TAN MED. STIFF TO V. STIFF
MOIST HIGH TO MED. PLASTIC
SILTY SANDY CLAY (A-7-6)

(7) (PI=30)
(17) (PI=18)
(9)

TAN LOOSE MOIST
SILTY SAND (A-2-4)

BT
DRY
(10/30/08)

SS-910
SS-911
SS-912
SS-913
SS-914

23+01.66 -Y16DET-
139.64 RT.
=
819+00 -L-
CL

RESIDUAL
TAN STIFF MOIST
SILTY SANDY CLAY (A-7)

WEATHERED ROCK
(SEV. WEATH. CRYSTALLINE ROCK)

100/.9
24
42
10
24
100/.9
100/.9

GRAY TO OLIVE & WHITE
MED. DENSE & DENSE
DRY TO MOIST
NON-MICA TO V. MICA
SILTY SAND (A-2-4, A-2-5)

WEATHERED ROCK
(SEV. WEATHERED
CRYSTALLINE ROCK)

BT
DRY
(9/29/08)

NOTE:
SEE SHEET ~~2-M~~ IIA FOR -Y16DET- ALIGNMENT

970 960 950 940 930 920 910 900 890 880

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

-Y16DET-
GLENN HI ROAD DETOUR

PI = 25+65.00
EL = 928.13'
VC = 246'
K = 244

(-)0.5642%
(-)1.5734%

RESIDUAL

RESIDUAL

PI = 30+36.00
EL = 920.72'
VC = 217'
K = 86

(-)1.5734%
(+)0.9582%

END PROFILE -Y16DET- STA 32+41.73
-Y16- STA 32+15.47
ELEV = 922.69'

SR 2679 GLENN HI RD
ROADWAY EMBANKMENT (FILL)
OVER RESIDUAL

NOTE:
SEE SHEET ~~2-M~~ IIA FOR -Y16DET- ALIGNMENT

970 960 950 940 930 920 910 900 890 880

24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00

12-AUG-2009 14:18
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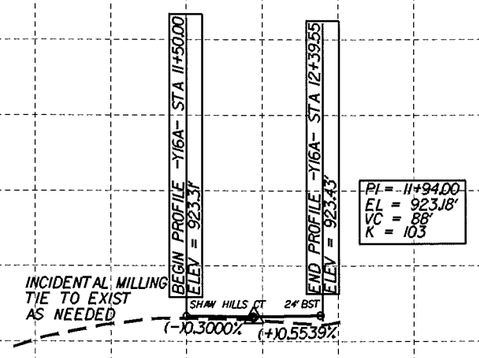
5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	71
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

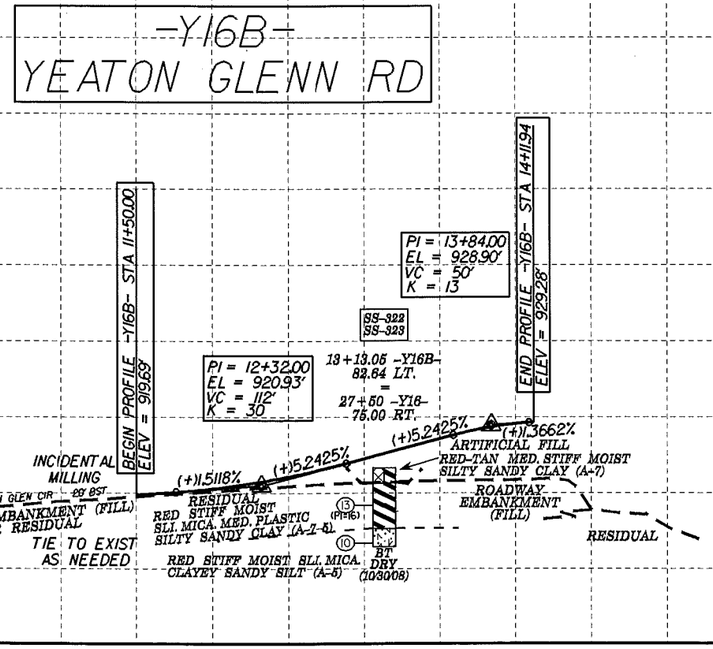
-Y16A-
-Y16B-

-Y16A-
SHAW HILLS CT



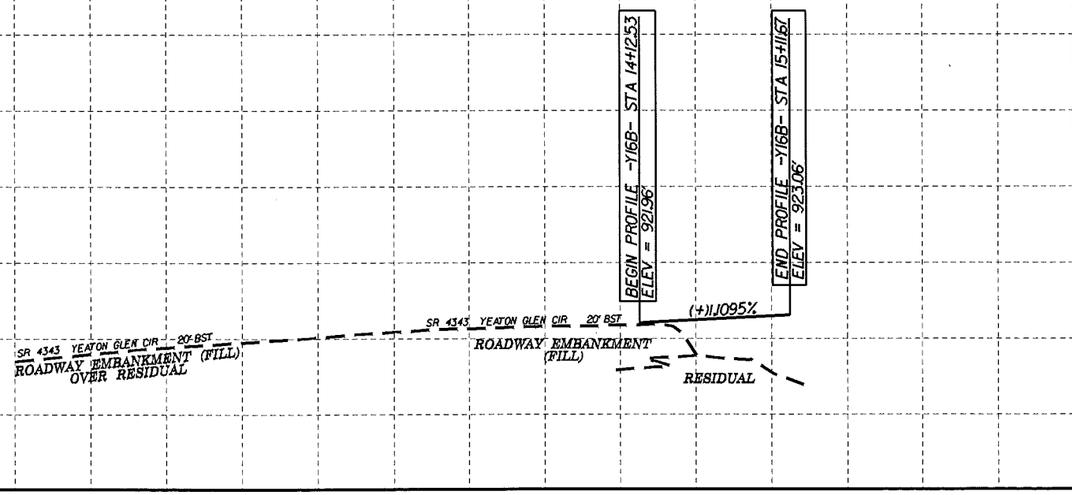
NOTE:
SEE SHEET 11 FOR -Y16A- ALIGNMENT

-Y16B-
YEATON GLENN RD



NOTE:
SEE SHEET 11 FOR -Y16B- ALIGNMENT

-Y16B-
YEATON GLENN RD
DETOUR EXTENTION



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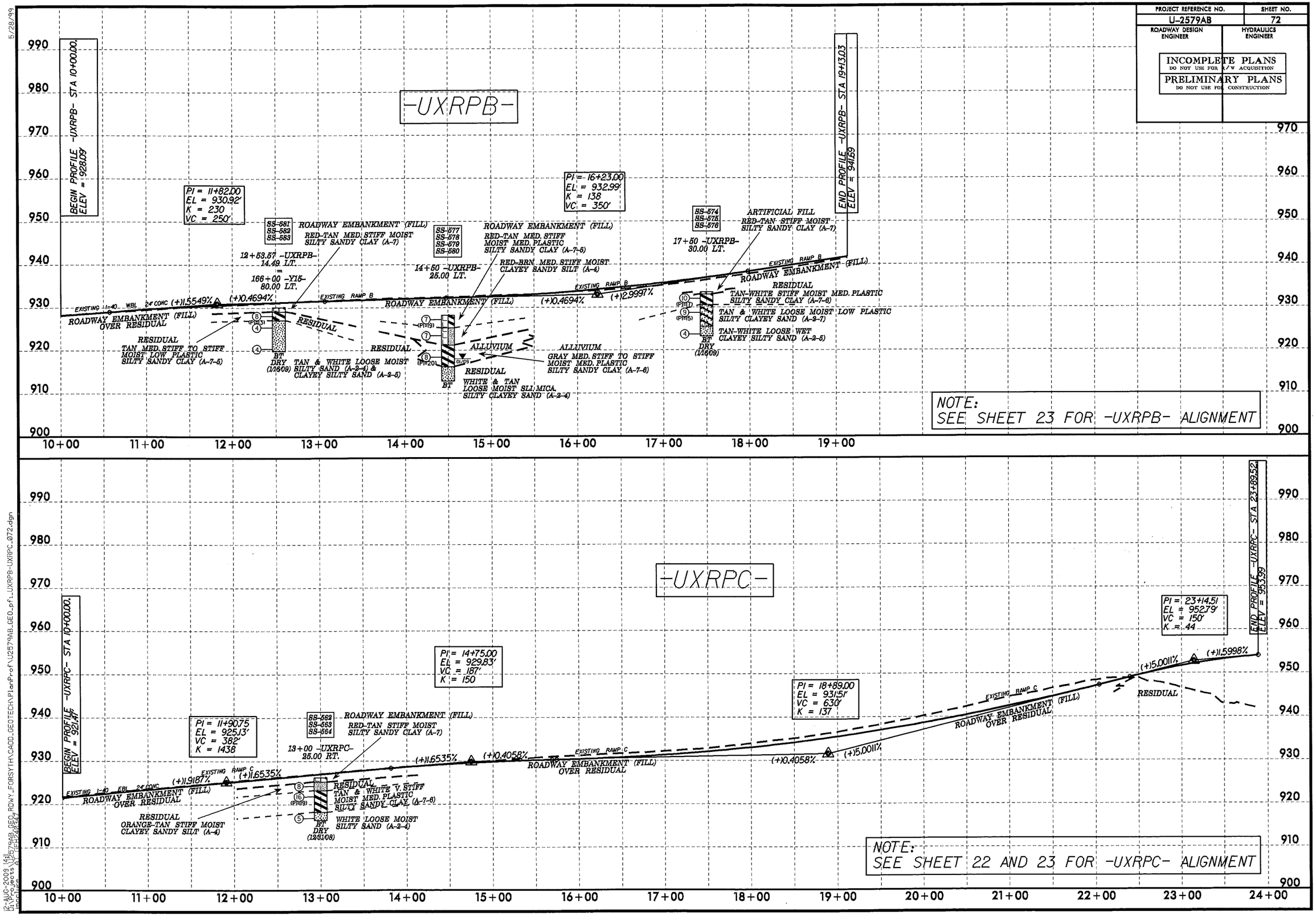
imperial.cel AF 0E1926847

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	72
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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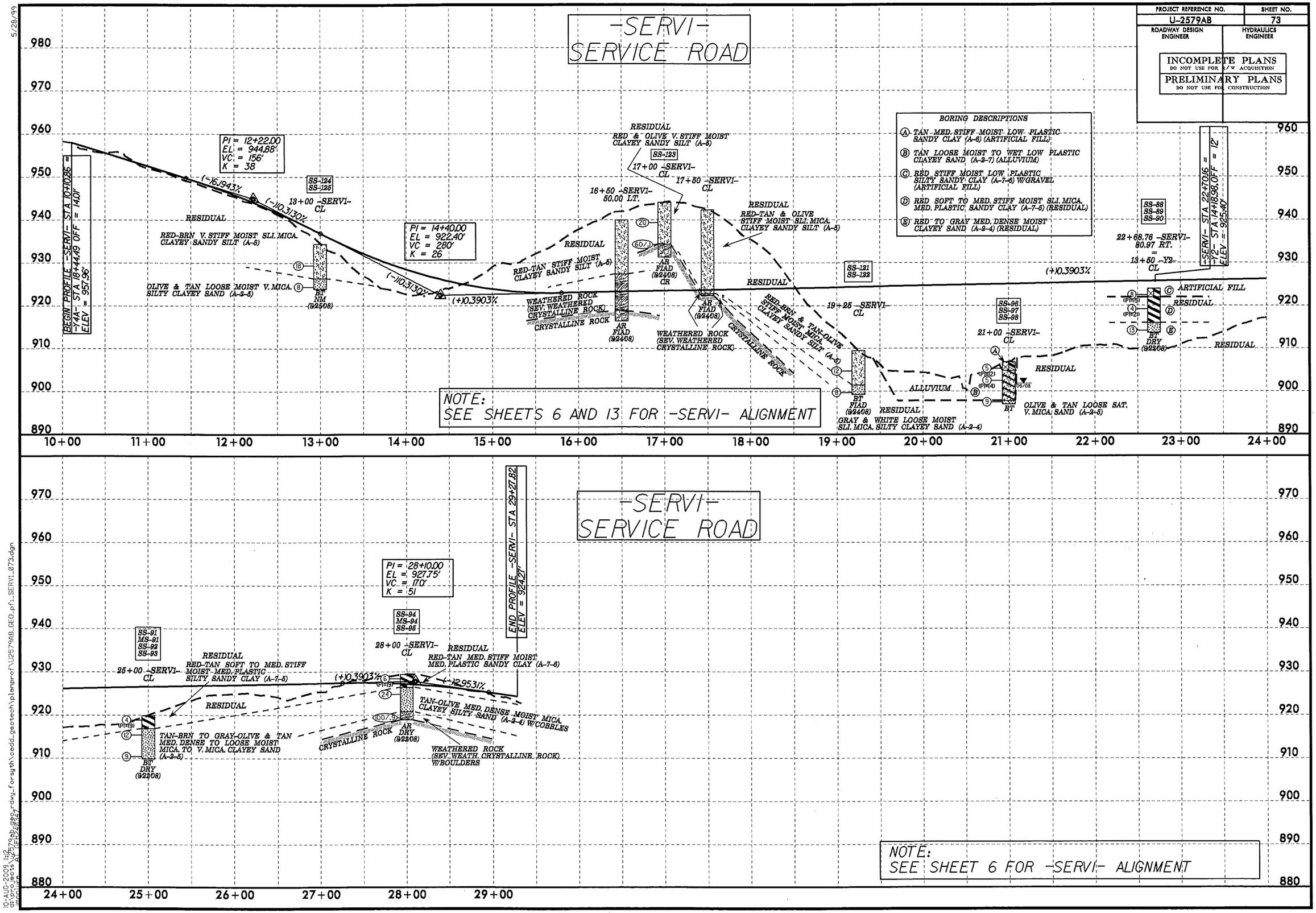


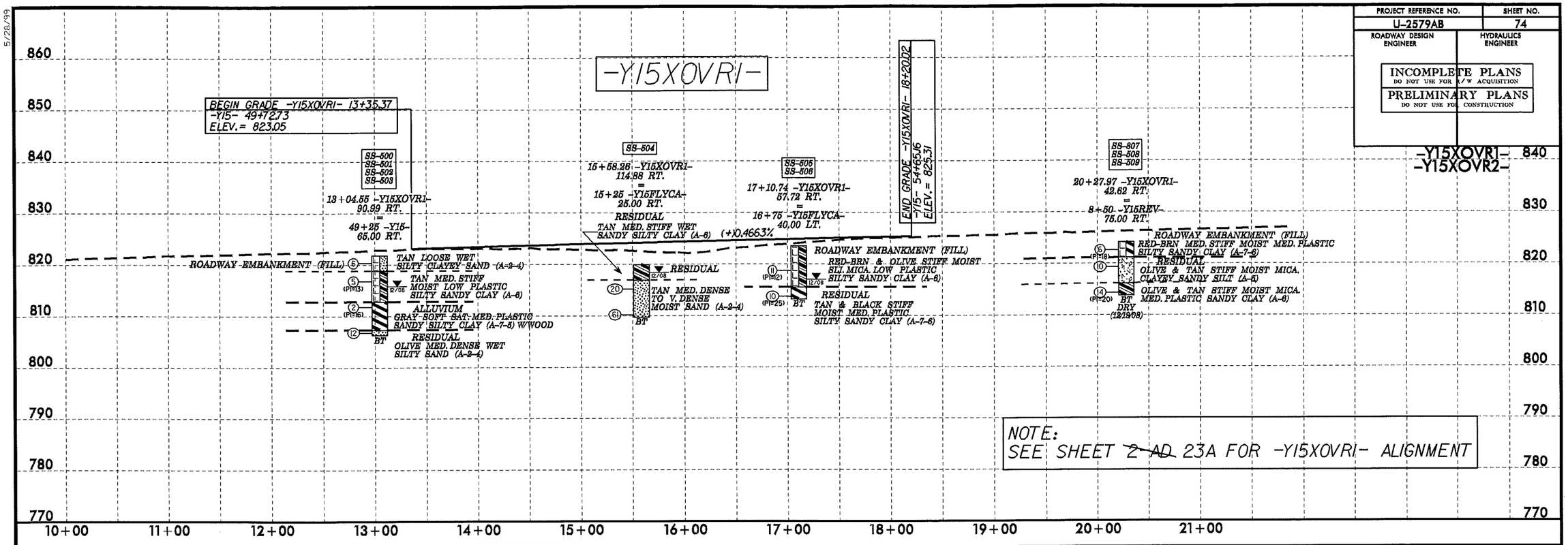
PROJECT REFERENCE NO.
U-2579AB
SHEET NO.
73
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
-SERVI-
SERVICE ROAD
BORING DESCRIPTIONS
(A) TAN MED. STIFF MOIST LOW PLASTIC SANDY CLAY (A-6) (ARTIFICIAL FILL)
(B) TAN LOOSE MOIST TO WET LOW PLASTIC CLAYEY SAND (A-2-7) (ALLUVIUM)
(C) RED STIFF MOIST LOW PLASTIC SILTY SANDY CLAY (A-7-6) W/GRAVEL (ARTIFICIAL FILL)
(D) RED SOFT TO MED. STIFF MOIST SLI. MICA. MED. PLASTIC SANDY CLAY (A-7-5) (RESIDUAL)
(E) RED TO GRAY MED. DENSE MOIST CLAYEY SAND (A-2-4) (RESIDUAL)
BEGIN PROFILE -SERVI- STA 10+10.86 = -Y4A- STA 18+44.49 OFF = 14.01' ELEV = 957.96'
PI = 12+22.00
EL = 944.88'
VC = 156'
K = 38
PI = 14+40.00
EL = 922.40'
VC = 280'
K = 26
13+00 -SERVI- CL
16+50 -SERVI- 50.00 LT.
17+00 -SERVI- CL
17+50 -SERVI- CL
19+25 -SERVI- CL
21+00 -SERVI- CL
22+68.76 -SERVI- 80.97 RT. = 13+50 -Y2- CL
-SERVI- STA 22+70.16 = -Y2- STA 14+18.98 OFF = 12' ELEV = 925.40'
SS-124 SS-125
SS-123
SS-121 SS-122
SS-96 SS-97 SS-98
SS-88 SS-89 SS-90
(-)6.1943%
(-)10.3130%
(+)0.3903%
RESIDUAL
RED-BRN V. STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)
OLIVE & TAN LOOSE MOIST V. MICA. SILTY CLAYEY SAND (A-2-5)
BT NM (9/25/08)
RED-TAN STIFF MOIST CLAYEY SANDY SILT (A-5)
WEATHERED ROCK (SEV. WEATHERED CRYSTALLINE ROCK)
CRYSTALLINE ROCK
AR FIAD (9/24/08)
AR FIAD (9/24/08) CR
RED & OLIVE V. STIFF MOIST CLAYEY SANDY SILT (A-5)
RED-TAN & OLIVE STIFF MOIST SLI. MICA. CLAYEY SANDY SILT (A-5)
RED-BRN & TAN-OLIVE STIFF MOIST MICA. CLAYEY SANDY SILT (A-5)
BT FIAD (9/24/08)
GRAY & WHITE LOOSE MOIST SLI. MICA. SILTY CLAYEY SAND (A-2-4)
ALLUVIUM
OLIVE & TAN LOOSE SAT. V. MICA. SAND (A-2-5)
ARTIFICIAL FILL
BT DRY (9/22/08)
NOTE:
SEE SHEETS 6 AND 13 FOR -SERVI- ALIGNMENT
-SERVI-
SERVICE ROAD
END PROFILE -SERVI- STA 29+27.82 ELEV = 924.27'
PI = 28+10.00
EL = 927.75'
VC = 170'
K = 51
25+00 -SERVI- CL
28+00 -SERVI- CL
SS-91 MS-91 SS-92 SS-93
SS-94 MS-94 SS-95
RESIDUAL
RED-TAN SOFT TO MED. STIFF MOIST MED. PLASTIC SILTY SANDY CLAY (A-7-5)
RED-TAN MED. STIFF MOIST MED. PLASTIC SANDY CLAY (A-7-6)
(+)0.3903%
(-)12.9531%
TAN-BRN TO GRAY-OLIVE & TAN MED. DENSE TO LOOSE MOIST MICA. TO V. MICA. CLAYEY SAND (A-2-5)
TAN-OLIVE MED. DENSE MOIST MICA. CLAYEY SILTY SAND (A-2-4) W/COBBLES
CRYSTALLINE ROCK
AR DRY (9/22/08)
WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK) W/BOULDERS
BT DRY (9/22/08)
NOTE:
SEE SHEET 6 FOR -SERVI- ALIGNMENT

5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	74
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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

-Y15XOVR1-
-Y15XOVR2-



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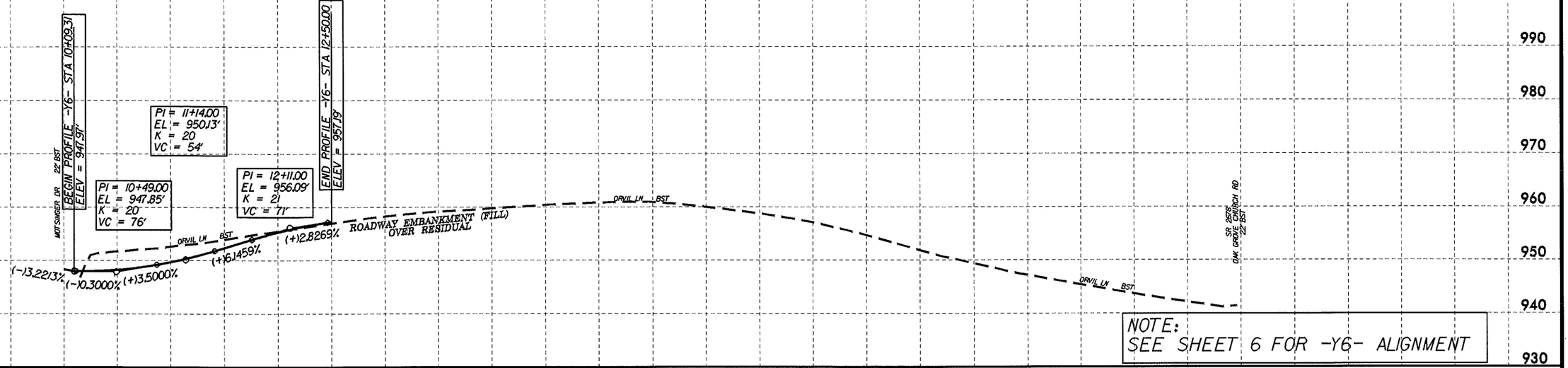
5/28/99

PROJECT REFERENCE NO.	SHEET NO.
U-2579AB	75
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-Y6-
ORVIL ROAD



NOTE:
SEE SHEET 6 FOR -Y6- ALIGNMENT

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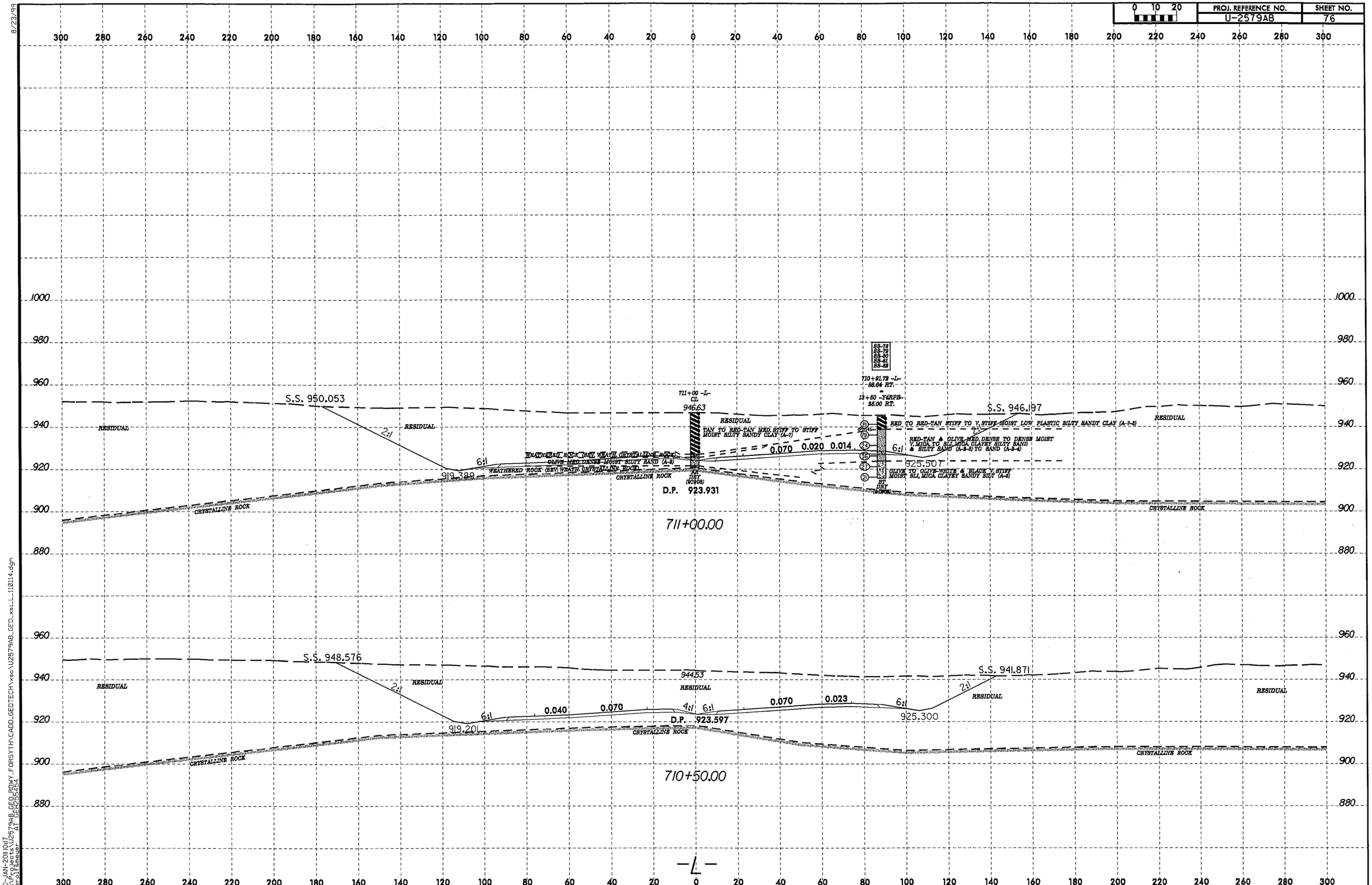
mpeters

PROJ. REFERENCE NO. U-2579AB
SHEET NO. 76



8/23/99

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8/23/99

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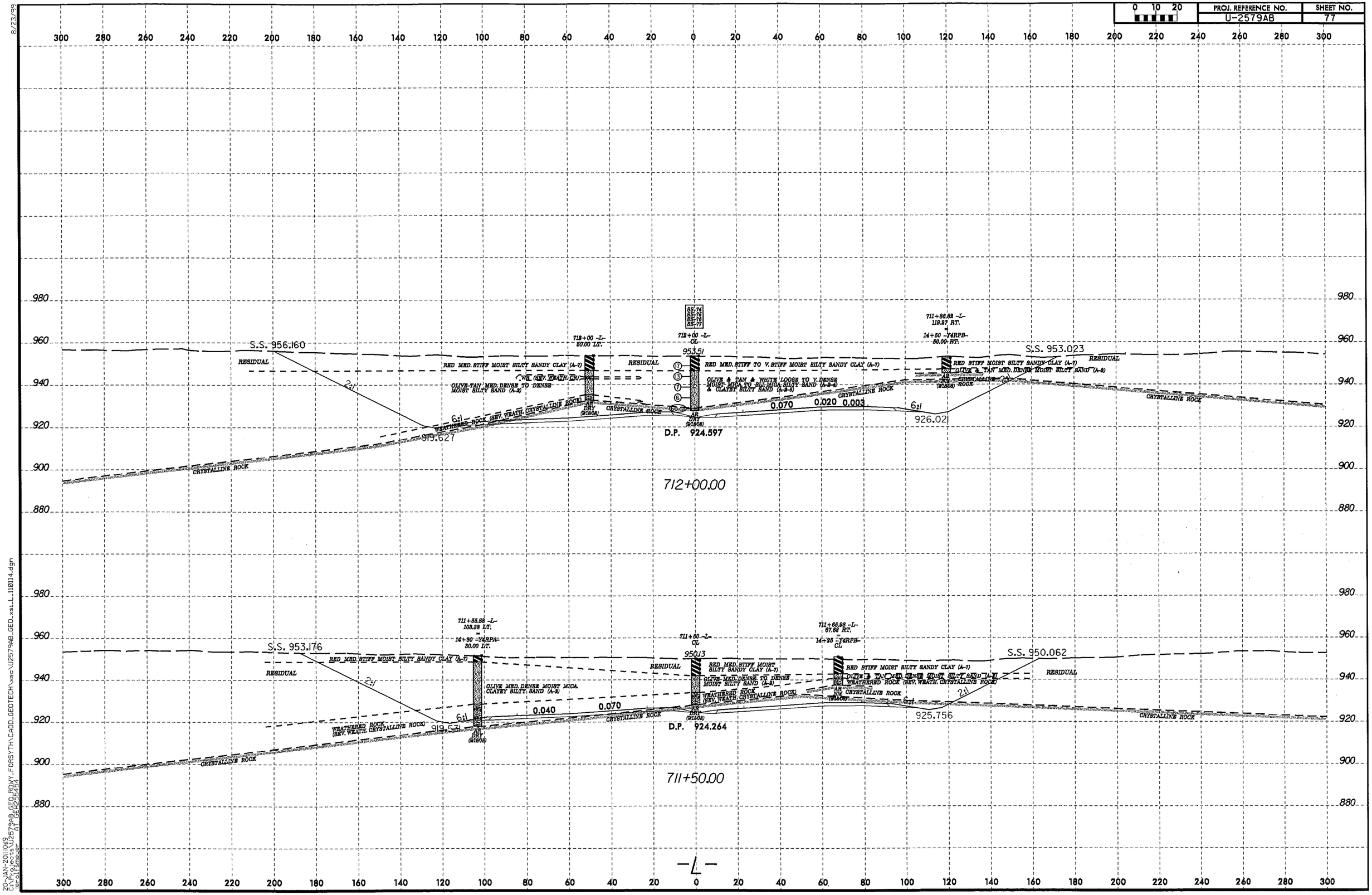

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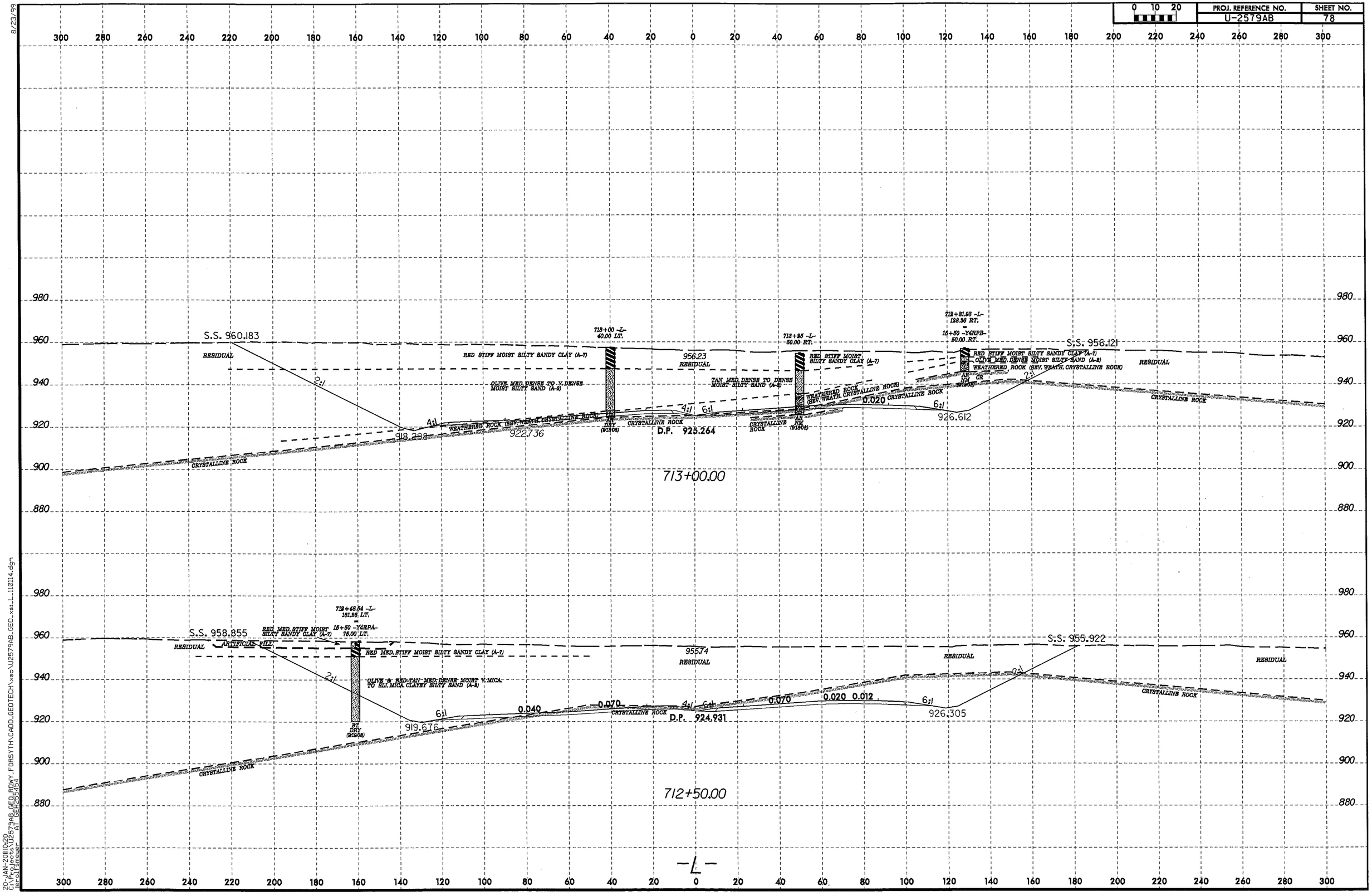

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8/23/99

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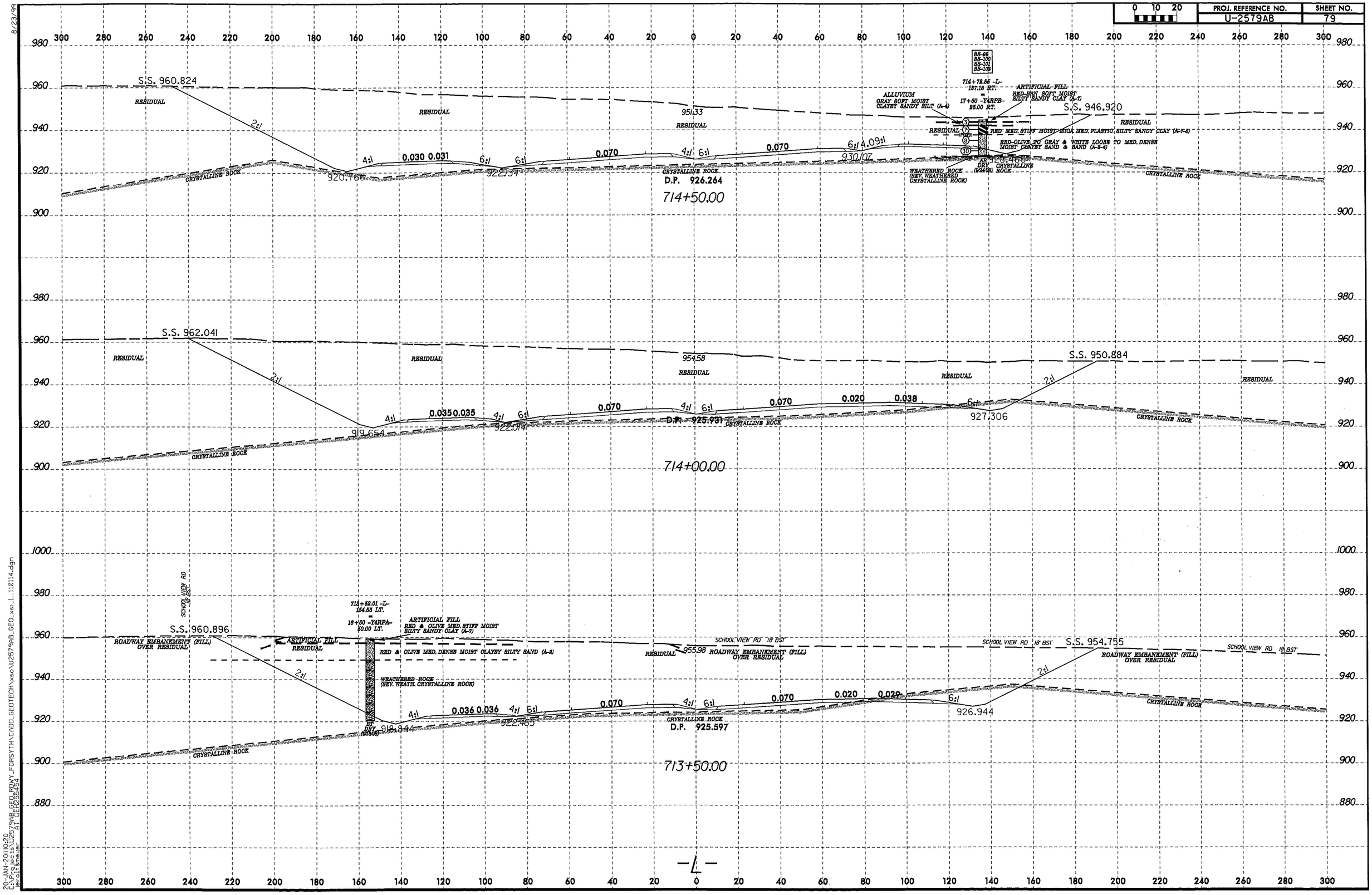

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jeroltsmester

8/23/99

0 10 20	PROJ. REFERENCE NO.	SHEET NO.
	U-2579AB	80

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

920 900 880 860 840 820

RESIDUAL

CRYSTALLINE ROCK

FIDDLERS WAY 24' BST

ROADWAY EMBANKMENT (FILL)

S.S. 888.902

RESIDUAL

2:1

854.740

6:1 0.030 6:1 5.80l:1 0.030 6:1

D.P. 853.400

852.820

877.62

RESIDUAL

ACORN LN 24' BST

ROADWAY EMBANKMENT (FILL)

S.S. 863.290

2:1

ACORN LN 24' BST

ROADWAY EMBANKMENT (FILL)

ACORN LN 24' BST

CRYSTALLINE ROCK

775+00.00

SS-847

774+87.54 -L- 236.56 LT.

=

78+90 -Y16ELYCIA- 20.00 LT.

ROADWAY EMBANKMENT (FILL)

RESIDUAL

(607.)

WHITE & LT. GRAY LOOSE MOIST SILTY CLAYEY SAND (A-2-4) W/GRAVEL @ SURFACE

WHITE & LT. GRAY V. DENSE DRY SILTY SAND (A-2)

CRYSTALLINE ROCK

AR NM (03008)

FIDDLERS WAY 24' BST

S.S. 887.321

SP 874.67

3.2:1

854.244

SS-848 SS-849 SS-850 SS-851 SS-852

774+75 -L- 75.00 LT.

ROADWAY EMBANKMENT (FILL)

BRN TO RED-BRN STIFF MOIST MED. PLASTIC SANDY CLAY (A-7-6) W/PAVEMENT & GRAVEL 0.0-1.0

RESIDUAL

9 6 6 14 72

RED-WHITE TO OLIVE & WHITE LOOSE TO V. DENSE MOIST SLI MICA TO MICA CLAYEY SILTY CLAY TO SILTY CLAY (A-2-4 & A-6-6)

(607.5)

(607.5)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

BT NM (03008)

0.026 6:1 5.883:1 0.026 6:1

D.P. 853.056

852.628

RESIDUAL 876.32

S.S. 861.208

2:1

RESIDUAL

RESIDUAL

CRYSTALLINE ROCK

NR

774+50.00

—L—

CRYSTALLINE ROCK

20-JAN-2011 10:21
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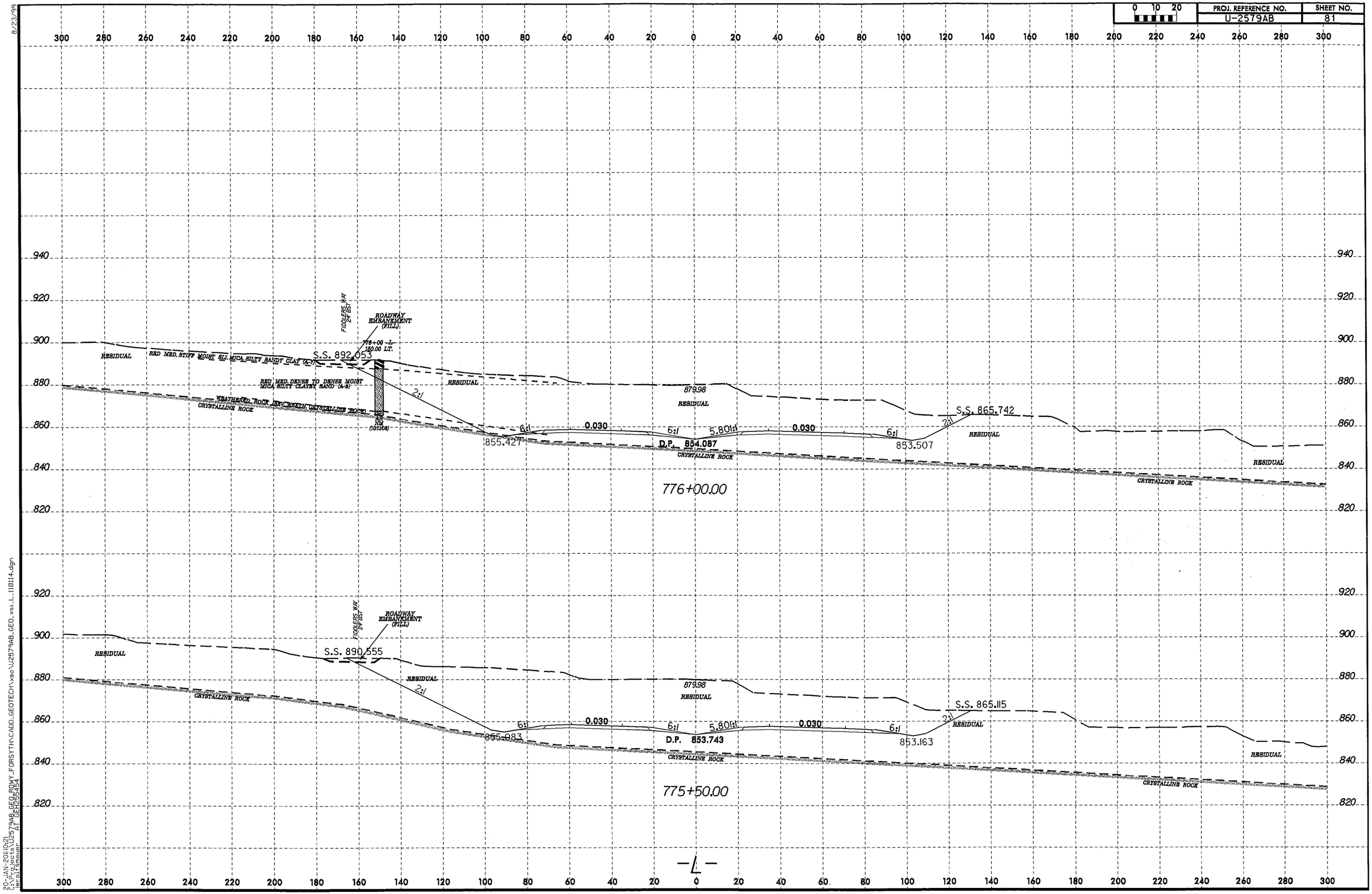
tenslimager
AT DESIGNS, PLLC



8/23/99

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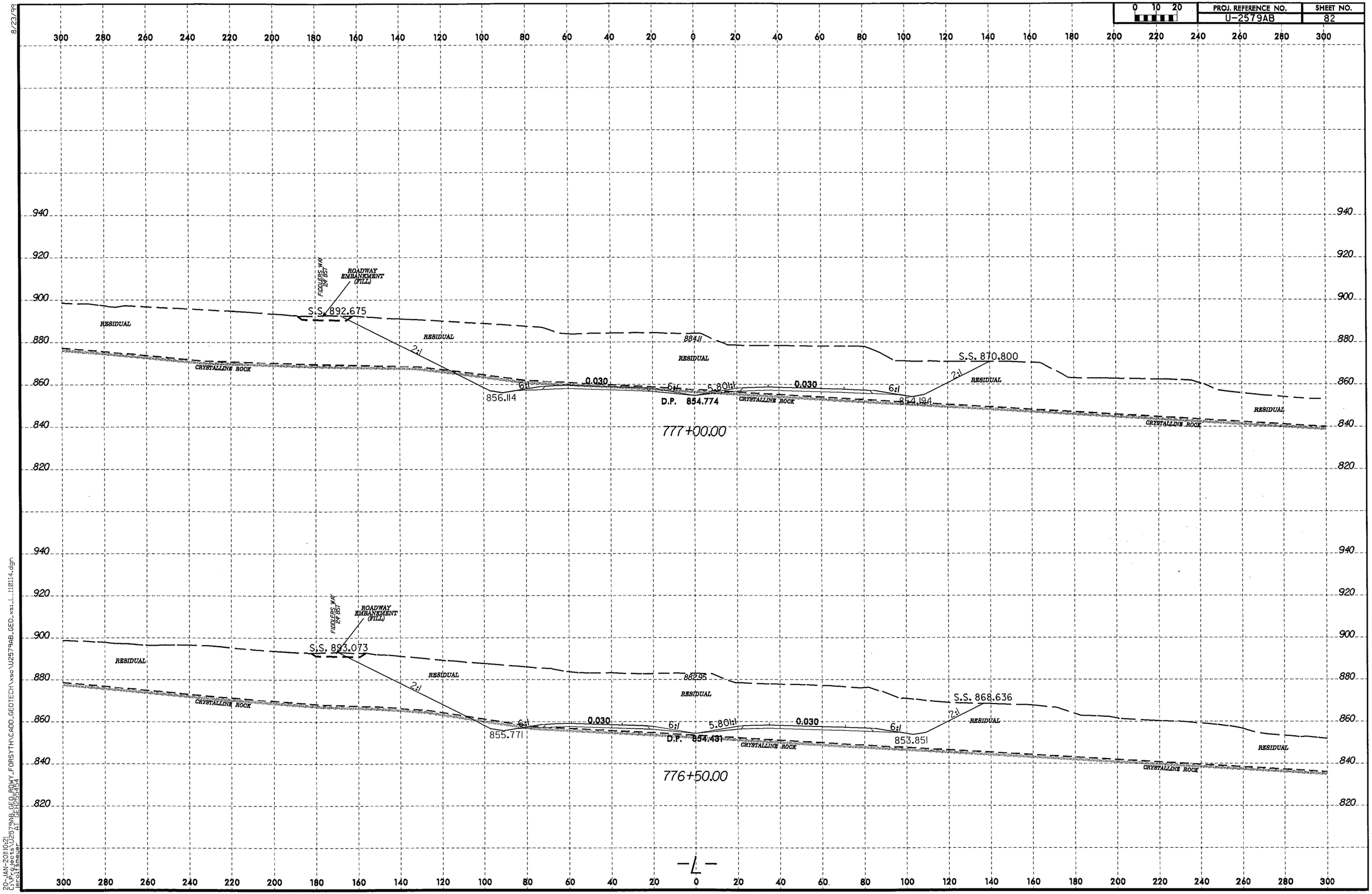
leroifsmeyer AT GEH255454



8/23/99

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jeroltsmeyer AT GEH255454

8/23/99

0 10 20	PROJ. REFERENCE NO.	SHEET NO.
	U-2579AB	83

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

920 900 880 860 840

S.S. 890.242

RESIDUAL

CRYSTALLINE ROCK

2:1

RESIDUAL

6:1 0.030 CRYSTALLINE ROCK 6:1

857.145

878.45

FIDDLERS WAY CT

ROADWAY EMBANKMENT (FILL)

RESIDUAL

-5.80[1]-

0.030

6:1

2:1

S.S. 868.865

855.225

RESIDUAL

CRYSTALLINE ROCK

D.P. 855.805

778+50.00

777+77.03 -L- 986.74 LT.

73+85 -YI5FLYCA- CIL

ROADWAY EMANKEMENT (FILL)

ASPHALT & GRAVEL

RESIDUAL

RED & WHITE MED. DENSE TO V. DENSE MOIST CLAYEY SILTY SAND (A-2)

WEATHERED ROCK (GEV. WEATH. CRYSTALLINE ROCK)

AR DIVT (101108)

CRYSTALLINE ROCK

S.S. 889.605

88-341 88-342

778+00 -L- 100.00 LT.

RESIDUAL

ROADWAY EMBANKMENT (FILL) RED-BRN SOFT TO MED. STIFF MOIST HIGH PLASTIC SANDY CLAY (A-7) W/PAVEMENT 0.0-1.0

TAN & GRAY DENSE MOIST SILTY CLAYEY SAND (A-2-4)

OAKTREE DR 24' BST

878.83

PT 26 41

50 60 70

AR DIVT (101908)

WEATHERED ROCK (GEV. WEATH. CRYSTALLINE ROCK)

CRYSTALLINE ROCK

2:1

6:1 0.030 CRYSTALLINE ROCK 6:1

856.802

OAKTREE DR 24' BST

ROADWAY EMBANKMENT (FILL)

RESIDUAL

0.030

6:1

2:1

S.S. 867.273

854.882

RESIDUAL

CRYSTALLINE ROCK

D.P. 855.462

778+00.00

FIDDLERS WAY 24' BST

ROADWAY EMBANKMENT (FILL)

S.S. 891.399

RESIDUAL

CRYSTALLINE ROCK

2:1

RESIDUAL

883.57

RESIDUAL

6:1 0.030 6:1 -5.80[1]- CRYSTALLINE ROCK 0.030

6:1

2:1

S.S. 870.511

RESIDUAL

856.458

854.538

RESIDUAL

CRYSTALLINE ROCK

D.P. 855.118

777+50.00

-L-

20-JAN-2011 10:21
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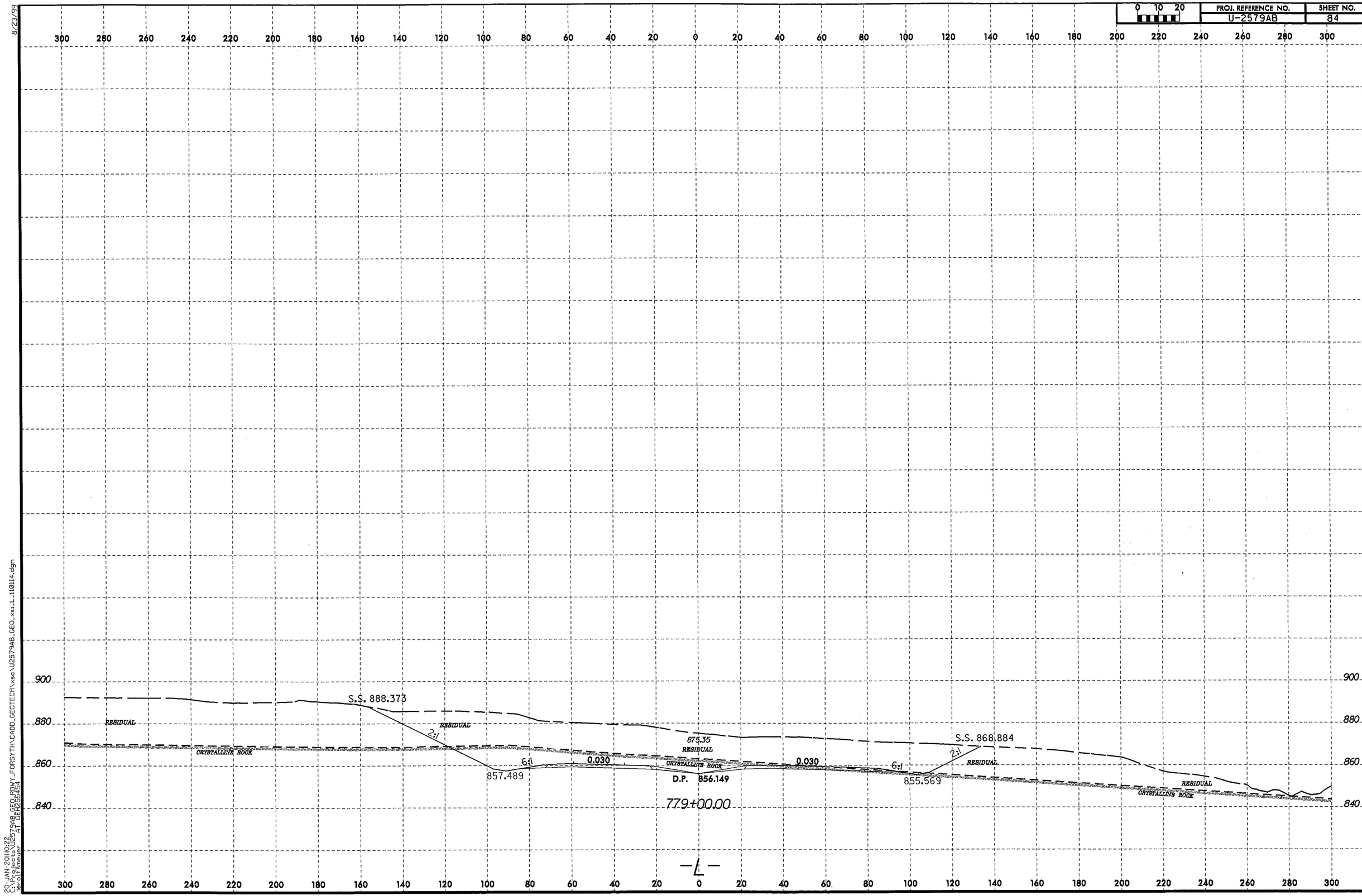
brolfsmeier AT GEI25454



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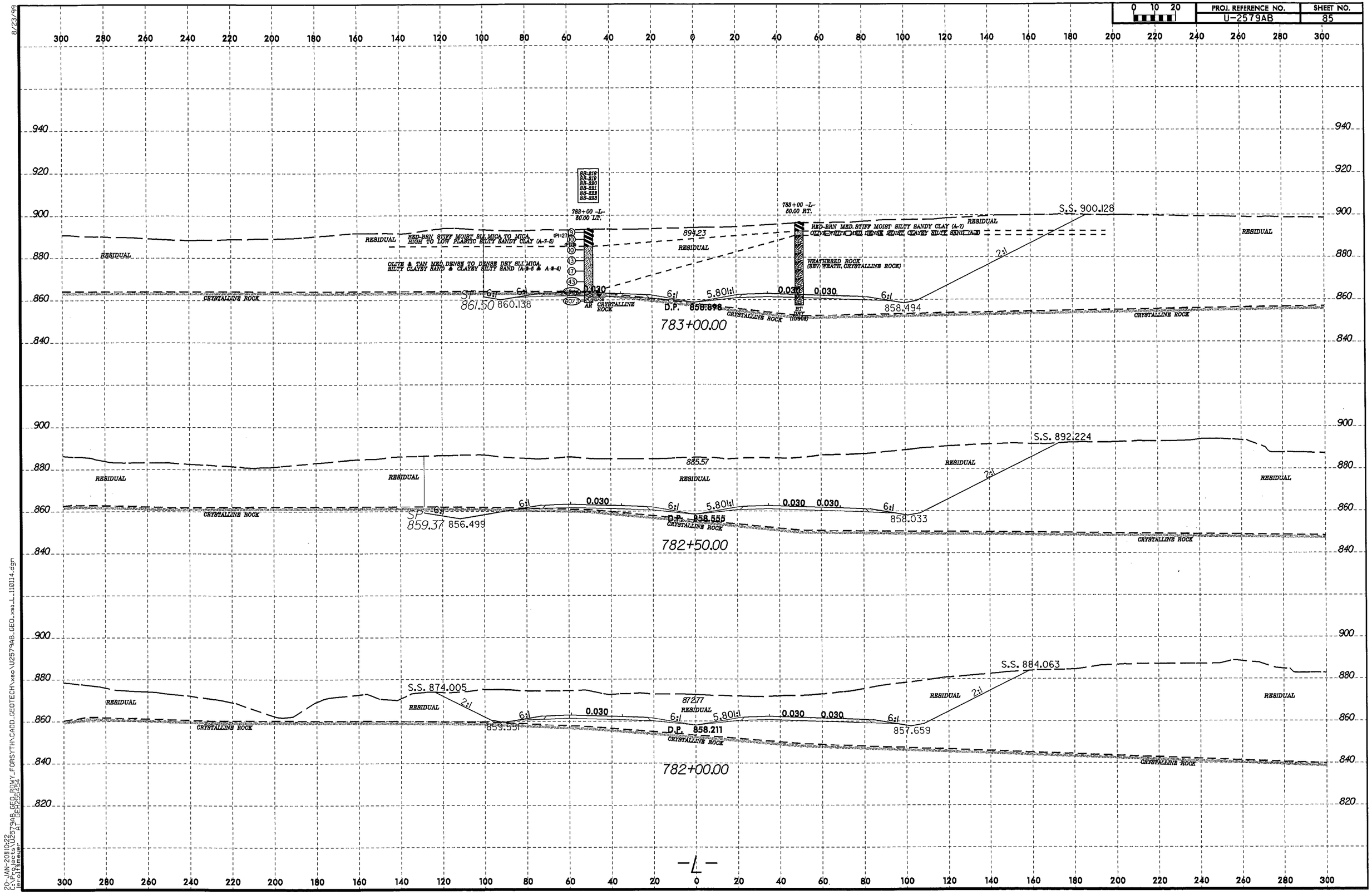
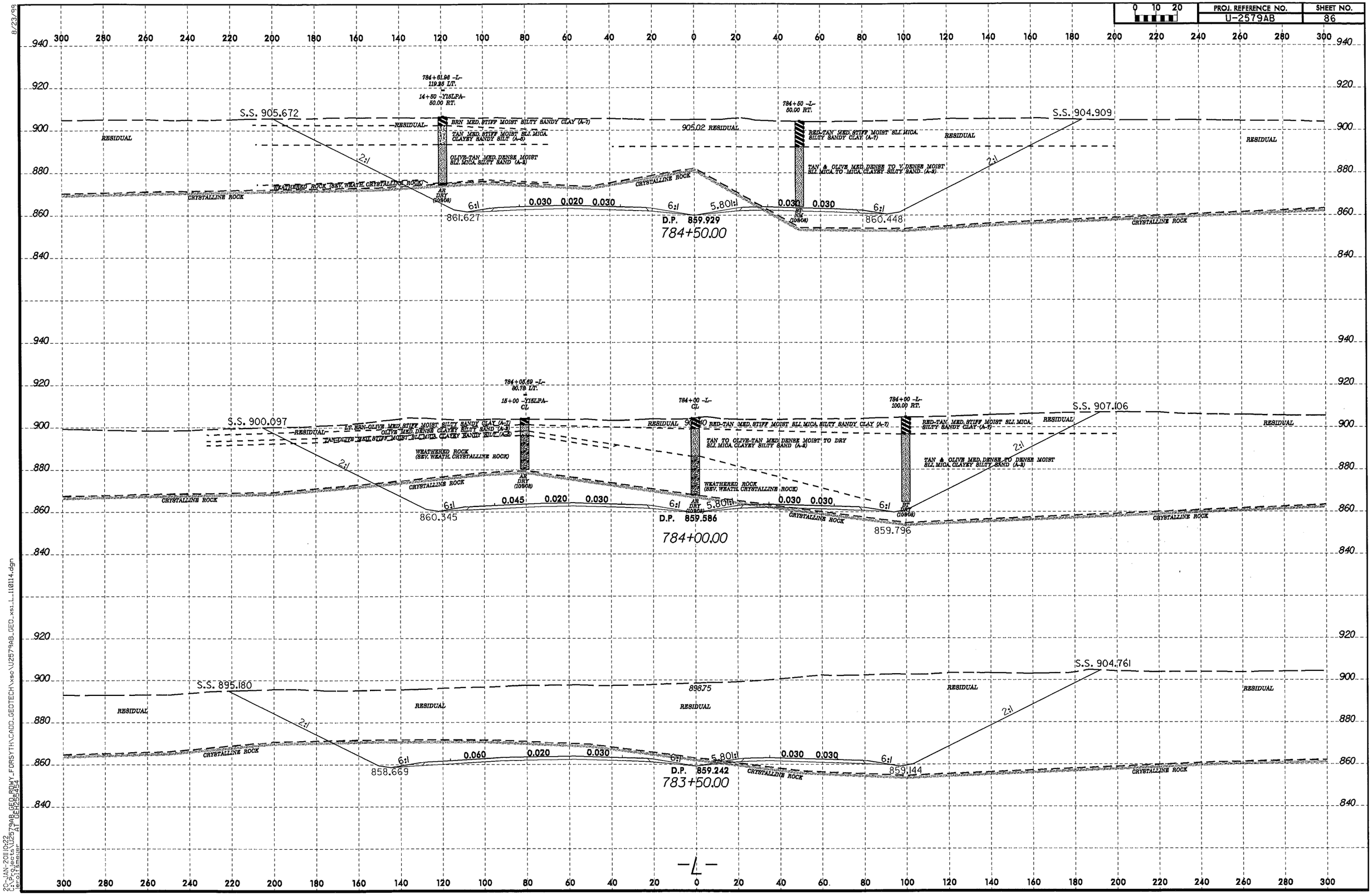
leroltsmeier AT GEH255454



PROJ. REFERENCE NO.
U-2579AB
SHEET NO.
85
783+00 -L- 50.00 LT.
783+00 -L- 50.00 RT.
S.S. 900.128
894.23
RESIDUAL
RED-BRN STIFF MOIST SLI. MICA TO MICA HIGH TO LOW PLASTIC SILTY SANDY CLAY (A-7-5)
OLIVE & TAN MED. DENSE TO DENSE DRY SLI. MICA SILTY CLAYEY SAND & CLAYEY SILTY SAND (A-2-5 & A-2-4)
RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7)
OLIVE-WHITE MED. DENSE MOIST CLAYEY SILTY SAND (A-2)
WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)
CRYSTALLINE ROCK
SP 861.50 860.138
D.P. 858.898
783+00.00
858.494
S.S. 892.224
885.57
SP 859.37 856.499
D.P. 858.555
782+50.00
858.033
S.S. 874.005
S.S. 884.063
872.77
859.551
D.P. 858.211
782+00.00
857.659
-L-

8/23/99

0 10 20	PROJ. REFERENCE NO.	SHEET NO.
	U-2579AB	86



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brolfemailer AI DE1255424

8/23/99

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

920 900 880 860 840

-Y15- I-40

ROADWAY EMBANKMENT (FILL) OVER RESIDUAL

CRYSTALLINE ROCK

S.S. 893.211

2:1

6:1 0.014 0.030 6:1 5.80:1 0.030 0.030 6:1

864.368

892.02

D.P. 860.960

786+00.00

2:1

S.S. 888.792

RESIDUAL

862.402

S.S. 894.920

ROADWAY EMBANKMENT (FIL) RED-TAN MED STIFF MOIST CLAYEY SANDY SILT (A-4)

785+47.91 -L- 38.43 LT. = 97+25 -Y15- 70.00 LT.

889.26

785+67.18 -L- 59.58 RT. = 96+95 -Y15- 70.00 LT.

S.S. 897.846

OLIVE-TAN MED DENSE TO DENSE MOIST SILTY SAND (A-3)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

0.030

AP NM (12/09)

863.554

D.P. 860.617

785+50.00

AP NM (12/09)

861.750

S.S. 898.600

785+23.17 -L- 161.02 LT. = 98+60 -Y15- 70.00 LT.

ROADWAY EMBANKMENT (FILL)

OLIVE-TAN MED. DENSE MOIST CLAYEY SILTY SAND (A-3)

OLIVE-TAN MED. DENSE MOIST CLAYEY SILTY SAND (A-2)

784+78.63 -L- 66.46 LT. = 14+25 -Y15LPA- CL

RED-BRN MED. STIFF MOIST SILTY SANDY CLAY (A-7)

OLIVE-TAN MED. STIFF MOIST SLI. MICA CLAYEY SANDY SILT (A-5)

OLIVE & TAN MED. DENSE MOIST SILTY SAND (A-3)

SS-215 MS-215 SS-216 SS-217

784+86 -L- CL

903.61

21+25 (P-25) (Q-25)

RED-BRN TO BRN-TAN MED. STIFF TO STIFF MOIST SLI. MICA TO NON-MICA MED. TO LOW PLASTIC SILTY SANDY CLAY (A-7-5, A-7-6, A-6)

AP DRY (10/08)

WEATHERED ROCK (SEV. WEATH. CRYSTALLINE ROCK)

WEATHERED ROCK (SEV. WEATH. CR)

AP DRY (10/08)

862.682

D.P. 860.273

785+00.00

785+60 -L- 100.00 RT.

S.S. 902.851

RED-BRN TO RED-TAN MED. STIFF MOIST SLI. MICA SILTY SANDY CLAY (A-7)

OLIVE & TAN MED. DENSE TO DENSE MOIST SLI. MICA CLAYEY SILTY SAND (A-3)

RT NM (10/08)

861.098

940 920 900 880 860 840

-L-

20-JAN-2011 10:23
C:\Projects\U2579AB_GEO_ROW_FORSYTH\CADD_GEOTECH\xsc\U2579AB_GED_xsL_110114.dgn
brollinsmear

8/23/99

0 10 20	PROJ. REFERENCE NO.	SHEET NO.
	U-2579AB	88

0.057 0.057 0.010 0.020

4:1

2:1

S.S.858.599

S.S.849.281

29+00.00

0.048 0.048 0.010 0.020

4:1

2:1

S.S.856.087

GROUND SURFACE

847.43

SS-30S
SS-30S

19+00.00 -Y15RPB-
76.00 RT =
28+48.35 -Y15FLYBD-
109.86 RT

SS-4A
SS-5A
SS-6A
SS-7A
SS-8A
SS-9A
SS-10A

18+00.00 -Y15RPB-
100.00 RT =
28+49.41 -Y15FLYBD-
134.77 RT

ARTIFICIAL FILL
TAN MED. STIFF WET
SANDY SILTY CLAY (A-6)

S.S.837.128

ARTIFICIAL FILL
RED-TAN SLI. MICA (0.0-18.5) TO GREEN-TAN SLI. ORGANIC (ROOTS) (18.5-19.5)
& BRN-GRAY HIGH PLASTIC W/ROOTS (19.5-20.5) MED. STIFF TO STIFF
MOIST SILTY SANDY CLAY (A-7-6)

TAN-OLIVE MED. STIFF MOIST
MICA. CLAYEY SANDY SILT (A-6)

RESIDUAL
OLIVE-TAN TO WHITE & GRAY & TAN
LOOSE SAT. SILTY SAND (A-3-4)

TAN-OLIVE STIFF MOIST MICA HIGH PLASTIC
SILTY SANDY CLAY (A-7-6) (BOULDER FILL 23'-24')

ALLUVIUM
BROWN TO BLACK-GRAY MED. STIFF WET
LOW TO MED. PLASTIC SILTY SANDY CLAY (A-6, A-7-6)

RESIDUAL
OLIVE-BLACK-WHITE MED. STIFF-WET-SANDY-SILTY CLAY (A-7)

BT
NM
(12/2/10)

28+50.00

0.040 0.040 0.010 0.020

4:1

2:1

SS-32S
SS-33S

NOTE:
BORING @ STA. 28+00 /CL
ABANDONED (AUGER LEADING
OFF DUE TO BOULDER
IN FILL) MOVED 10.00' RT.

SS-11A
SS-12A
SS-13A
SS-14A
SS-15A

28+00
-Y15FLYBD-
CL

SS-34

28+00
-Y15FLYBD-
10.00 RT

28+00
-Y15FLYBD-
10.00 LT

S.S.853.781

ARTIFICIAL FILL

ARTIFICIAL FILL

GRAY TO OLIVE LOOSE TO MED. DENSE MOIST TO WET
SILTY CLAYEY SAND TO CLAYEY SILTY SAND (A-2-4)
(W/ ROCK BITS)

RESIDUAL
OLIVE MED. DENSE TO LOOSE TO MED. DENSE
WET TO MOIST SILTY SAND (A-2-4)

943.35

ARTIFICIAL FILL
TAN STIFF MOIST MICA
CLAYEY SANDY SILT (A-6)

GROUND SURFACE

S.S.831.512

TAN MED. DENSE TO DENSE
MOIST SLI. MICA
SILTY CLAYEY SAND (A-2-4)
(W/ BOULDERS)

ARTIFICIAL FILL

ALLUVIUM

HAD
(12/6/09)
BOULDER

AIR
DRY
(12/6/09)
BOULDER

BT
NM
(12/2/10)

28+00.00

-Y15FLYBD-

21-JAN-2011 11:53
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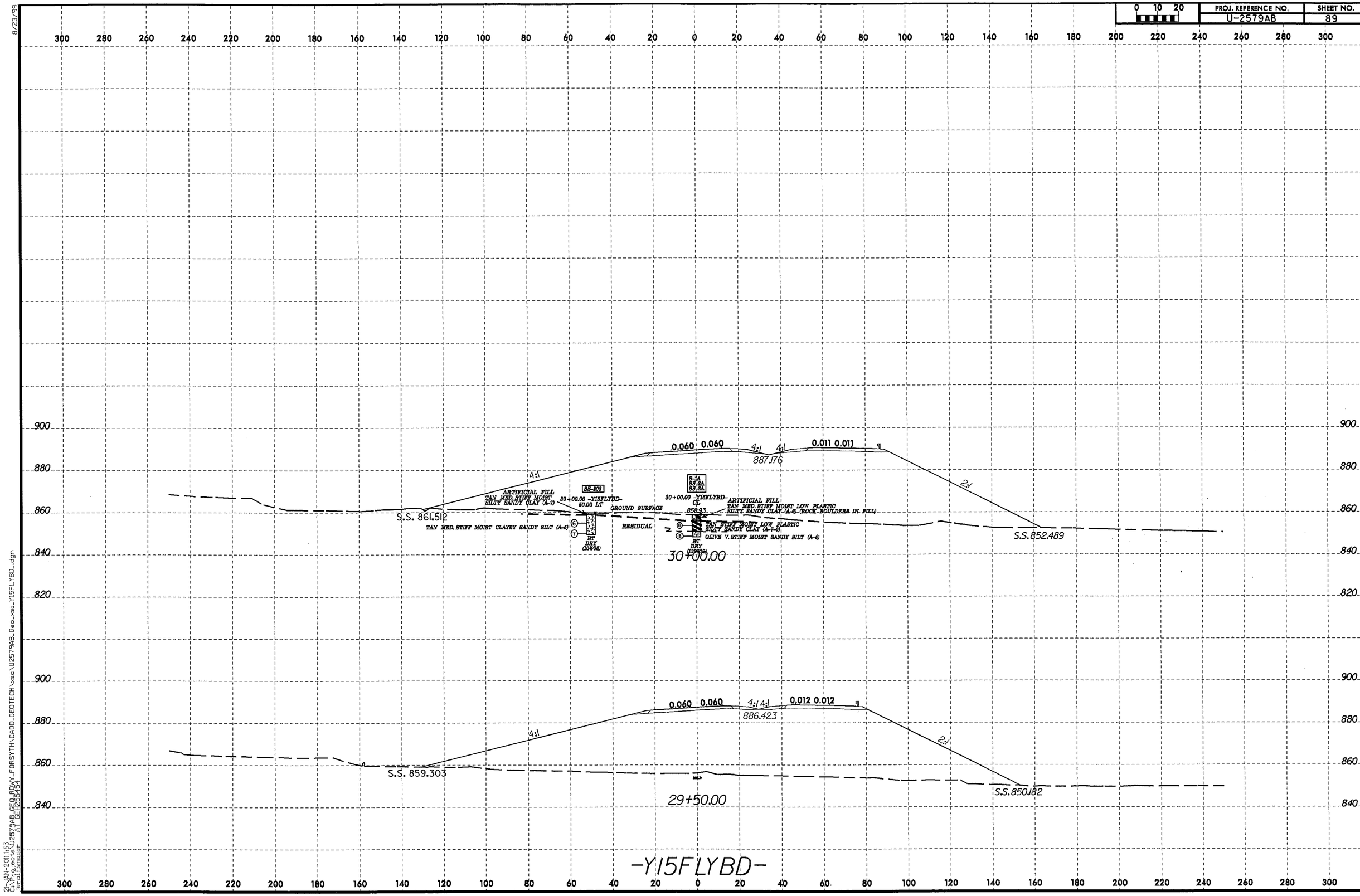
lsroltsmeier AT GEH25454



8/23/99

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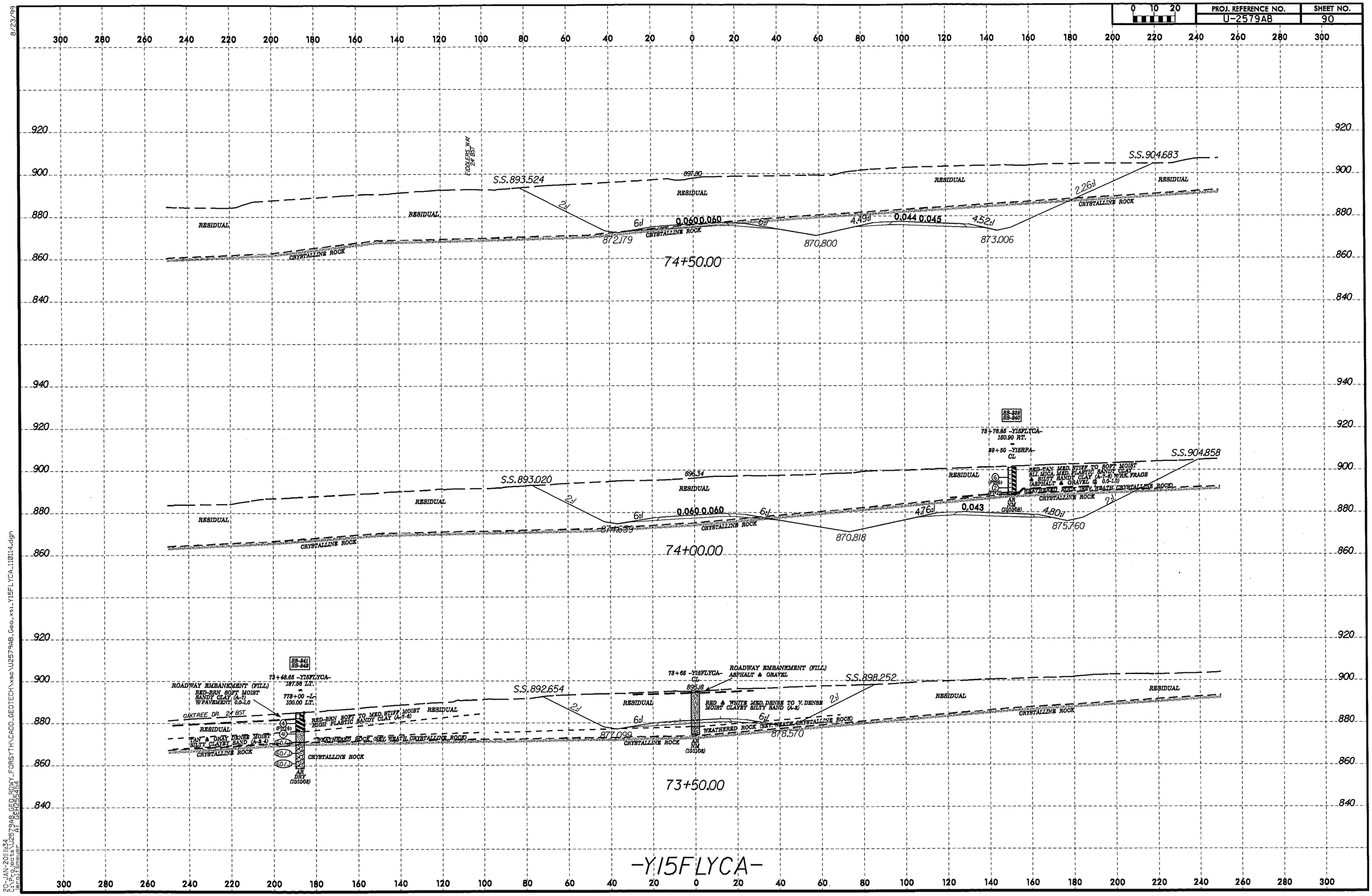
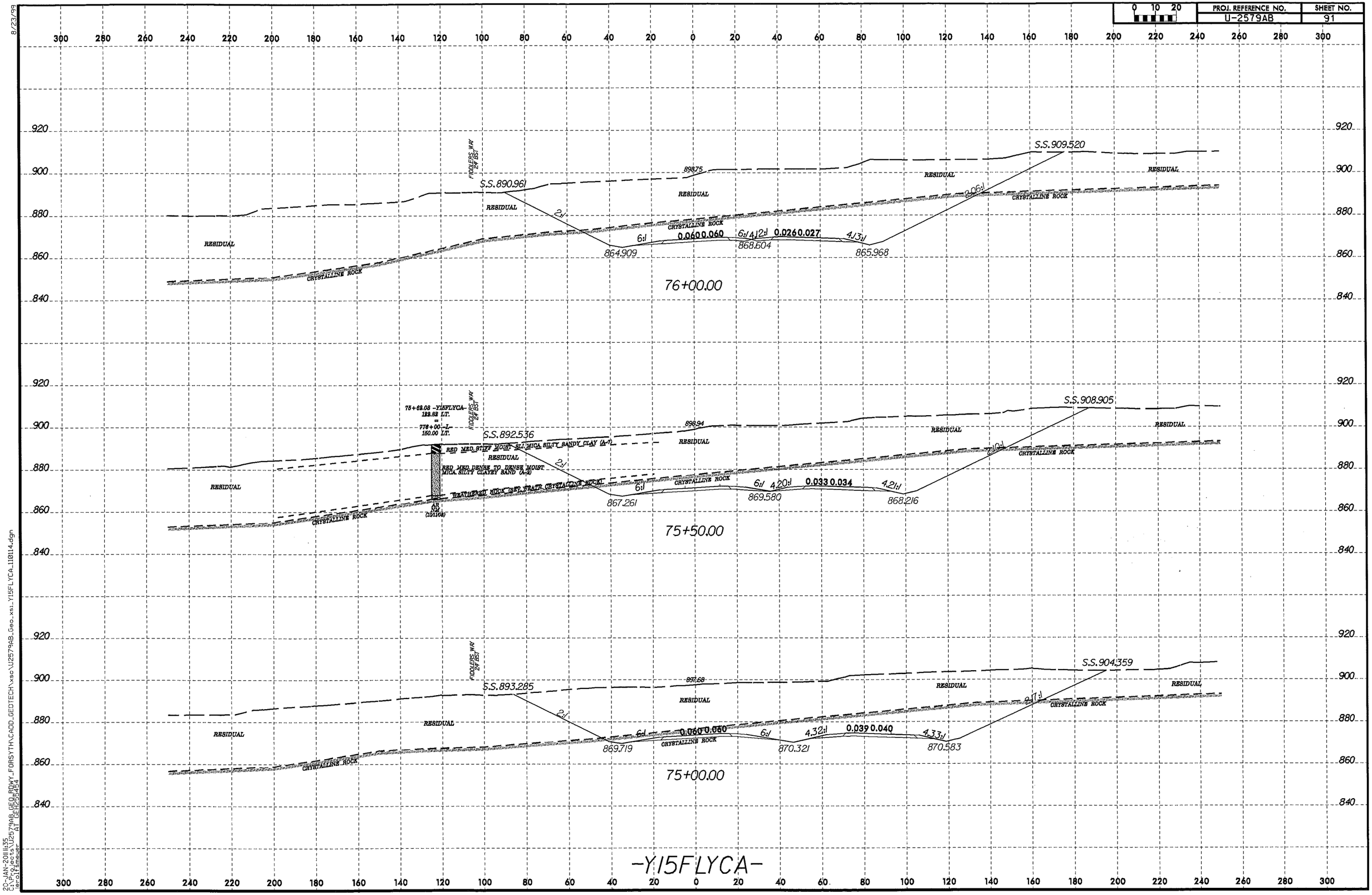
lerolfsmeier AT GEH255454



PROJ. REFERENCE NO.
U-2579AB
SHEET NO.
90
0 10 20
S.S.893.524
S.S.904.683
897.80
RESIDUAL
CRYSTALLINE ROCK
872.179
870.800
873.006
0.060 0.060
0.044 0.045
74+50.00
S.S.893.020
S.S.904.858
896.34
874.659
870.818
875.760
0.060 0.060
0.043
74+00.00
S.S.892.654
S.S.898.252
895.18
877.099
878.570
73+50.00
-Y15FLYCA-



8/23/99

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leroltsmeyer AT GEH255454

8/23/99

0 10 20	PROJ. REFERENCE NO.	SHEET NO.
	U-2579AB	92

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

920 900 880 860 840

FIDDLERS WAY 24' BST

892.26

RESIDUAL

S.S. 901.615

RESIDUAL

RESIDUAL

RESIDUAL

CRYSTALLINE ROCK

SP 866.65

6:1

6:1

0.050 0.050 0.010 0.001

CRYSTALLINE ROCK

2:1

6:1

858.137

859.302

77+72.00

920 900 880 860 840

FIDDLERS WAY 24' BST

SS-847

76+90 -Y15FLYCA- 20.00 LT.

ROADWAY EMBANKMENT (FILL)

WHITE & LT. GRAY LOOSE MOIST SILTY CLAYEY SAND (A-2-4) W/ASPHALT & GRAVEL @ 0.0-1.0

893.24

S.S. 903.440

RESIDUAL

RESIDUAL

4

WHITE & LT. GRAY V. DENSE DRY SILTY SAND (A-2)

RESIDUAL 60/.1

CRYSTALLINE ROCK

CRYSTALLINE ROCK

CRYSTALLINE ROCK

SP 874.67

4:1

60/.1

AR

6:1

0.060 0.060 0.010 0.012

6:1

CRYSTALLINE ROCK

859.980

(101608)

861.028

77+20.00

940 920 900 880 860 840

FIDDLERS WAY 24' BST

SS-846

SS-845

76+81.17 -Y15FLYCA- 120.80 RT.

33+75 -Y15RPA- 90.00 RT.

S.S. 906.896

RESIDUAL

896.81

ROADWAY EMBANKMENT (FILL)

6

RED MED. STIFF MOIST SLT. MICA CLAYEY SANDY SILT W/ WR FRAGS. W/ASPHALT & GRAVEL @ 0.0-1.0

6

RESIDUAL

CRYSTALLINE ROCK

S.S. 889.306

RESIDUAL

OLIVE & TAN MED. STIFF MOIST V. MICA CLAYEY SANDY SILT (A-4)

2:1

AR

2:1

(102308)

WEATHERED ROCK (GEV. WEATHERED CRYSTALLINE ROCK)

RESIDUAL

CRYSTALLINE ROCK

CRYSTALLINE ROCK

6:1

0.060 0.060 0.010 0.027

6:1

862.709

863.656

76+50.00

-Y15FLYCA-

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

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Level Smeuse AT DESIGN

8/23/99

0 10 20	PROJ. REFERENCE NO.	SHEET NO.
	U-2579AB	93

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300

940 920 900 880 860

FIDDLERS WAY CT

SS-343
SS-344

ROADWAY EMBANKMENT (FILL)

WHITE & LT. GRAY V. STIFF DRY LOW PLASTIC SILTY SANDY CLAY (A-7-6) WRK. FRAGS. (ASPHALT & GRAVEL @ 0.0-1.0)

25+25 -Y15RPA- 10.00 LT.

S.S. 906.981

ROADWAY EMBANKMENT (FILL)

RESIDUAL

RESIDUAL

CRYSTALLINE ROCK

RED-TAN LOOSE MOIST SLI MICA SILTY SAND (A-2-4)

WEATHERED ROCK (CRY-WEATH. CRYSTALLINE ROCK)

CRYSTALLINE ROCK

896.549

896.463

S.S. 90.183

RESIDUAL

RESIDUAL

CRYSTALLINE ROCK

AR
VM
(101008)

25+00.00

S.S. 908.199

RESIDUAL

RESIDUAL

CRYSTALLINE ROCK

900.726

RESIDUAL

CRYSTALLINE ROCK

S.S. 913.01

RESIDUAL

RESIDUAL

CRYSTALLINE ROCK

24+50.00

S.S. 909.043

RESIDUAL

RESIDUAL

CRYSTALLINE ROCK

902.829

RESIDUAL

CRYSTALLINE ROCK

S.S. 911.751

RESIDUAL

RESIDUAL

CRYSTALLINE ROCK

24+00.00

OAK GROVE CHURCH RD
SR 1161

-Y15RPA-

20-JAN-2011 11:59
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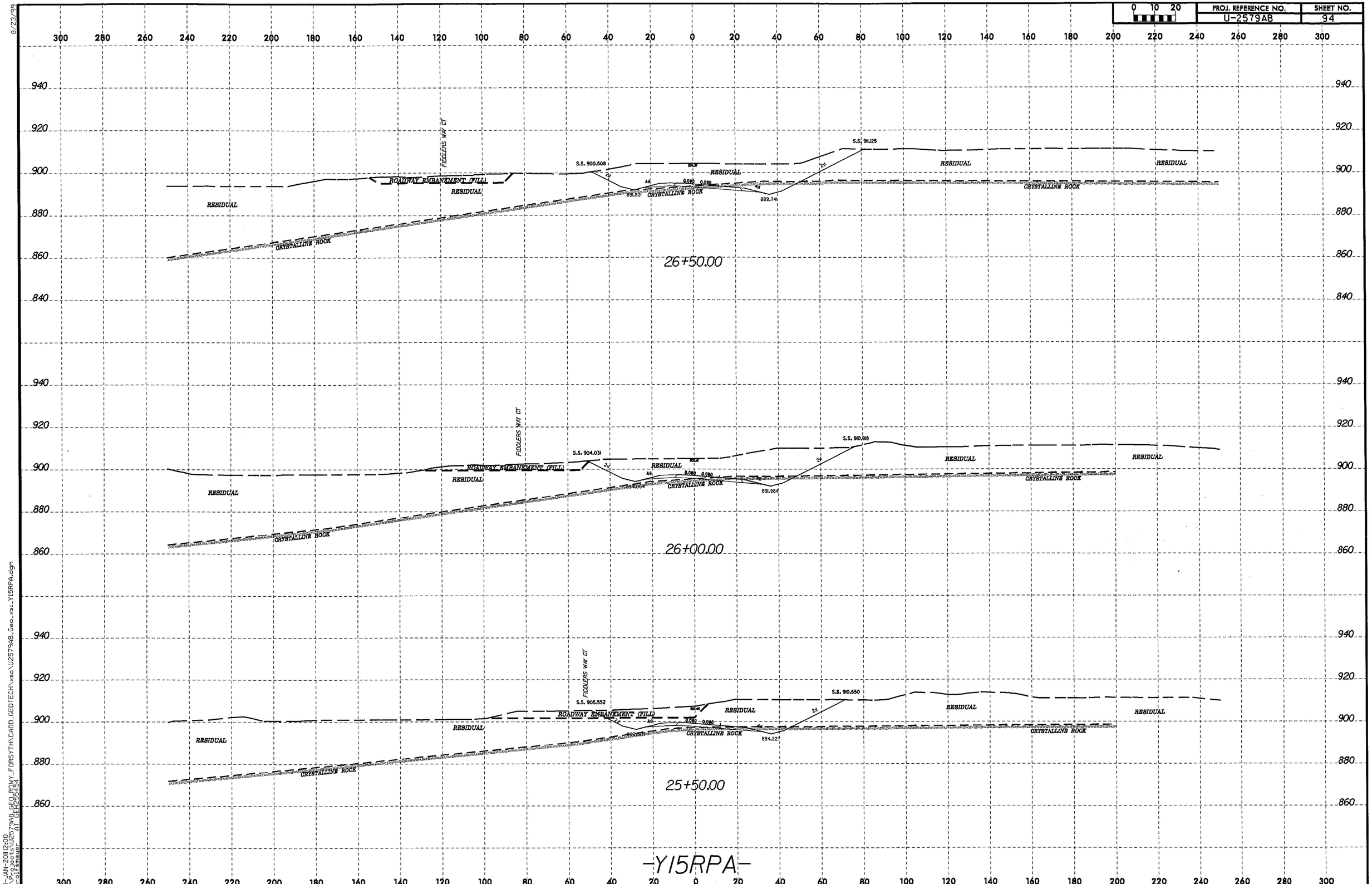
lerof1smeier AT GEH25454

PROJ. REFERENCE NO.	SHEET NO.
U-2579AB	94



8/23/99

20-JAN-2011 12:00
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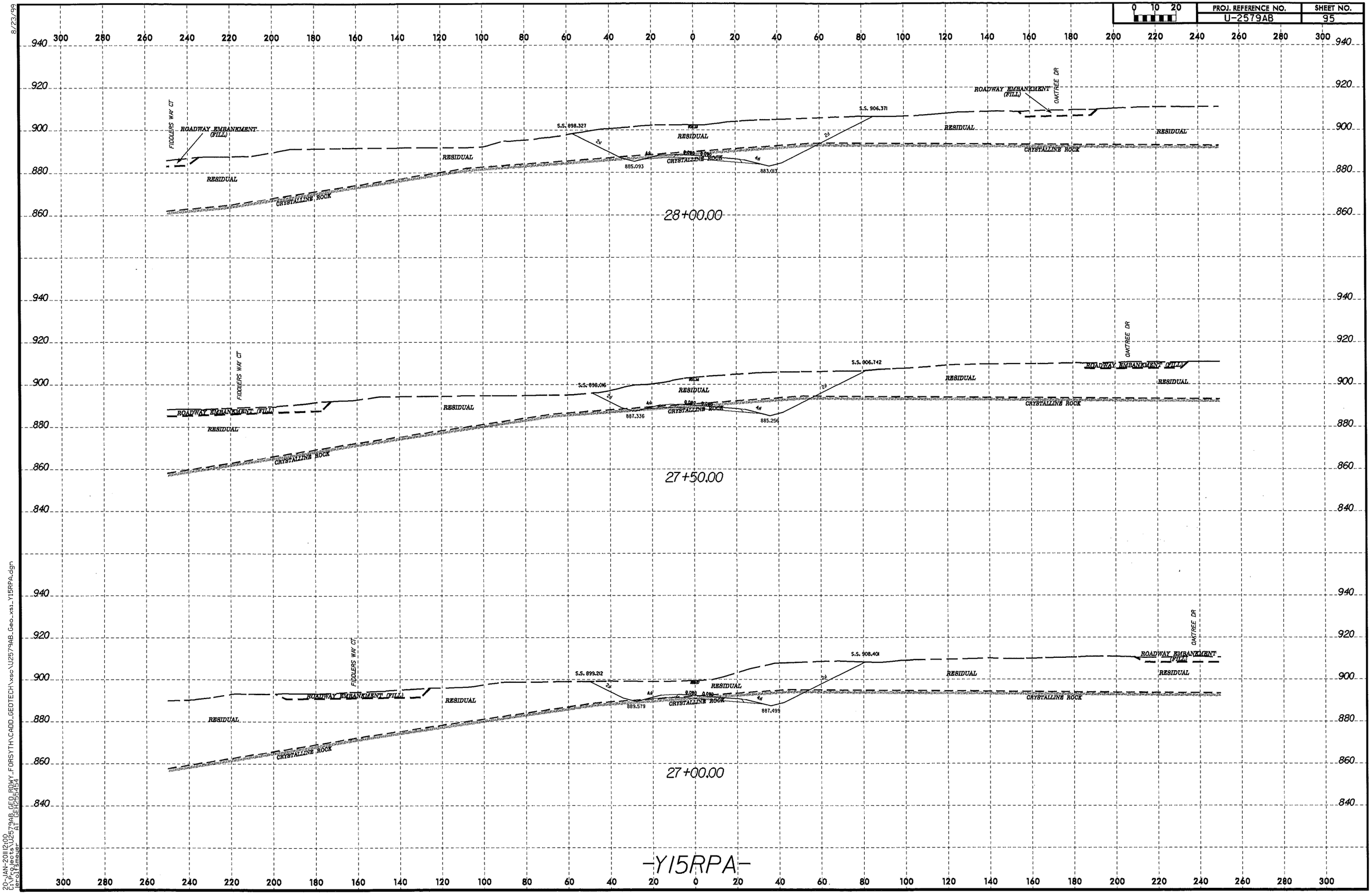
leroltsmeyer AT GEH255454



8/23/99

20-JAN-2011 12:00
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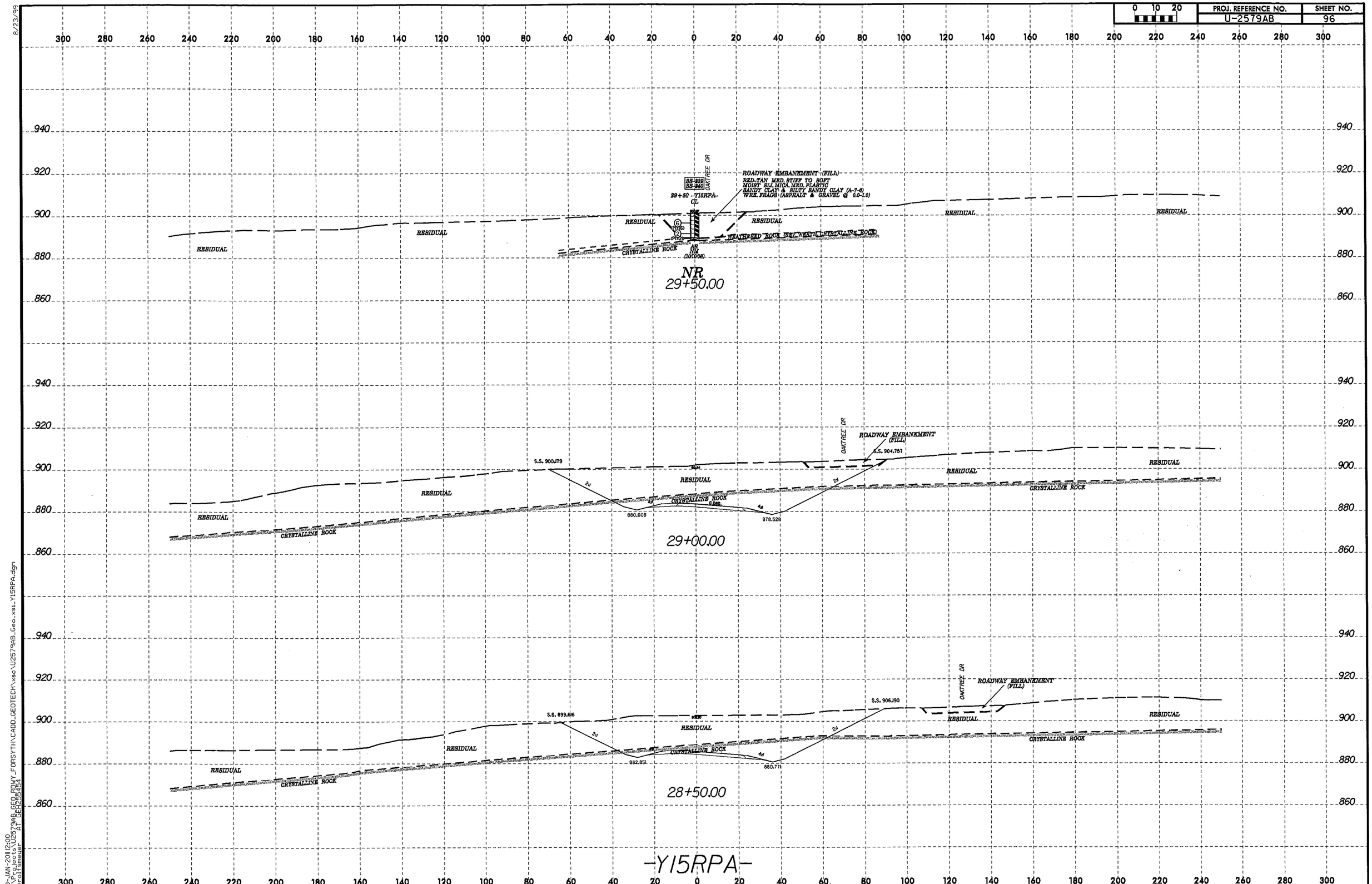
jeroltsmeyer AT GEH255454



8/23/99

20-JAN-2011 12:00
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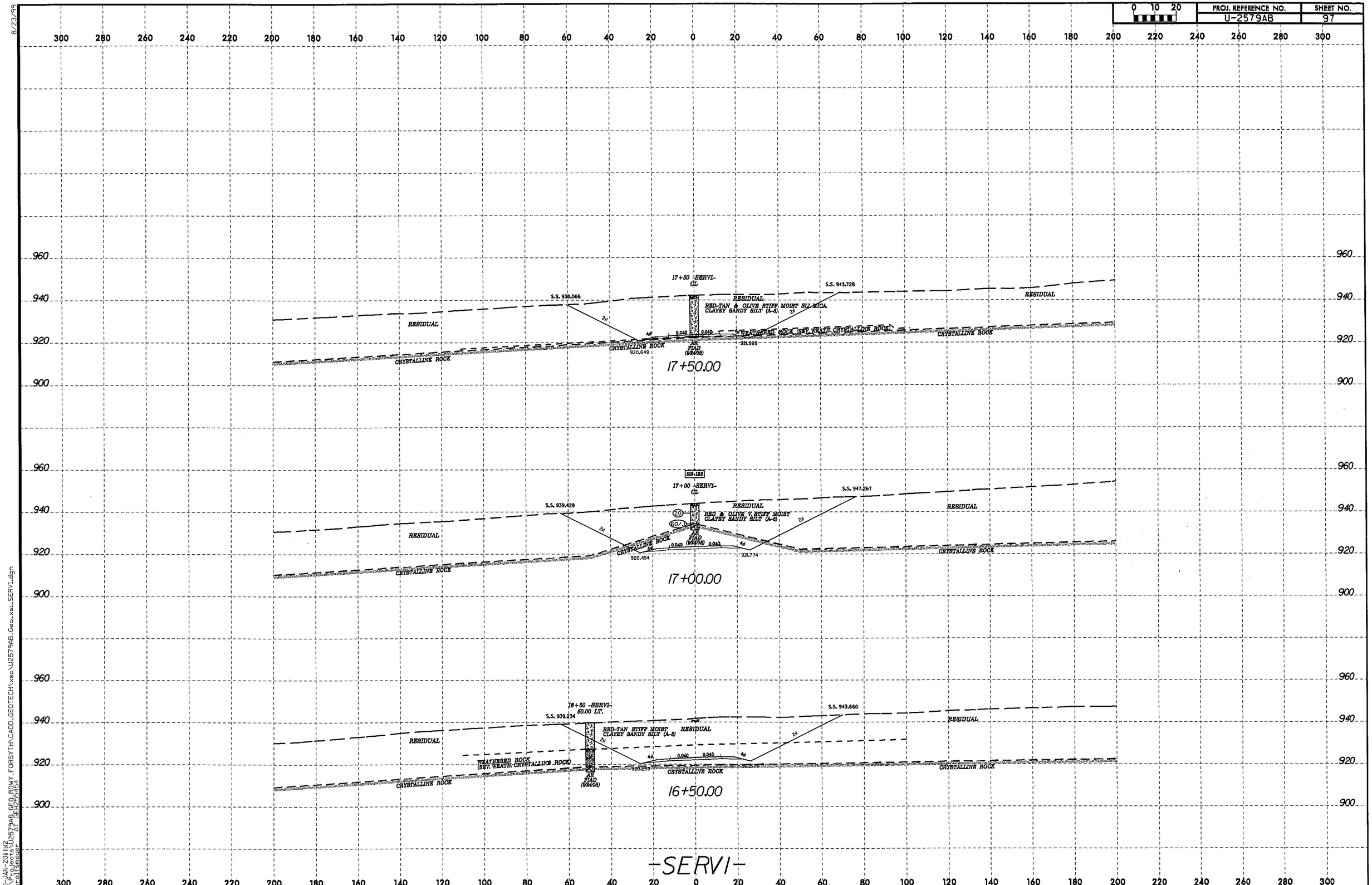
leroltsmeyer AT GEH255454

PROJ. REFERENCE NO. U-2579AB | SHEET NO. 97



8/23/99

20-JAN-2011 11:12
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lerolfsmeyer AT GEH2554454

SOIL TEST RESULTS

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
SS-1	CL	21+00	4.10-5.60	A-7-5(21)	66	31	19.0	17.8	14.3	49.0	100	88	67	19.4	-	Y1B
S-1A	CL	30+00	0.0-3.0	A-6(4)	35	12	17.3	27.1	21.5	34.1	91	82	56			Y15FLYBD
SS-2	CL	21+00	14.10-15.60	A-2-4(0)	32	NP	30.2	56.0	8.7	5.1	100	90	19	-	-	Y1B
SS-2A	CL	30+00	3.0-4.5	A-7-6(9)	44	15	10.9	28.5	30.2	30.3	98	93	66			Y15FLYBD
SS-3	CL	21+00	19.10-20.60	A-2-5(0)	47	NP	48.0	38.4	9.6	4.1	87	63	16	-	-	Y1B
SS-3A	CL	30+00	9.2-10.7	A-4(0)	40	NP	14.2	51.0	26.8	8.1	100	94	46			Y15FLYBD
SS-4	CL	21+00	24.10-25.60	A-2-5(0)	50	NP	33.3	42.9	17.8	6.1	100	86	31	33.2	-	Y1B
SS-4A	100 RT	13+00	4.0-5.5	A-5(3)	53	10	26.5	30.7	18.5	24.3	100	87	47			Y15RPB
SS-5	CL	21+00	29.10-30.60	A-2-4(0)	35	NP	44.3	38.2	11.4	6.1	91	69	21	-	-	Y1B
SS-5A	100 RT	13+00	9.0-10.5	A-5(0)	47	7	33.4	33.0	17.5	16.2	98	80	38			Y15RPB
SS-6	CL	701+00	3.70-5.20	A-7-5(20)	62	21	10.8	17.8	18.4	53.1	100	93	77	27.7	-	L
SS-6A	100 RT	13+00	14.0-15.5	A-5(1)	49	8	32.6	30.7	18.5	18.2	99	80	41			Y15RPB
SS-7	CL	701+00	8.70-10.20	A-5(9)	53	10	14.3	25.1	32.0	28.6	100	93	68	-	-	L
SS-7A	100 RT	13+00	19.0-20.5	A-7-5(18)	61	26	16.6	18.2	16.7	48.5	96	87	66			Y15RPB
SS-8	CL	701+00	13.70-15.20	A-7-5(11)	53	13	10.4	24.9	40.2	24.5	100	96	69	-	-	L
SS-8A	100 RT	13+00	24.0-25.5	A-6(7)	38	13	21.2	19.6	22.8	36.4	99	86	62			Y15RPB
SS-9	CL	701+00	18.70-20.20	A-5(3)	45	7	24.7	28.0	29.0	18.4	97	83	52	-	-	L
SS-9A	100 RT	13+00	29.0-30.5	A-7-6(9)	42	19	20.8	22.2	22.5	34.4	98	86	59			Y15RPB
SS-10	CL	701+00	23.70-25.20	A-7-5(21)	71	23	6.7	27.8	32.9	32.7	100	98	72	-	-	L
SS-10A	100 RT	13+00	34.0-35.5	Material	Not	Enough	25.9	43.1	23.0	8.1	100	88	39			Y15RPB
SS-11	CL	701+00	28.70-30.20	A-5(0)	49	5	15.0	49.7	21.0	14.2	100	97	42	37.9	-	L
SS-11A	10 LT	28+00	3.8-5.3	A-5(2)	47	8	27.1	27.7	23.0	22.2	95	80	47			Y15FLYBD
SS-12	CL	701+00	33.70-35.20	A-2-4(0)	31	NP	52.9	33.5	11.6	2.0	80	52	14	-	-	L
SS-12A	10 LT	28+00	8.8-10.3	A-2-4(0)	33	7	51.4	22.0	10.4	16.2	85	52	26			Y15FLYBD
SS-13	40 RT	34+00	0.50-2.00	A-7-5(20)	71	23	18.2	12.7	10.5	58.6	99	87	70	30.2	-	Y1B
SS-13A	10 LT	28+00	13.8-15.3	A-2-4(0)	31	8	46.5	25.9	17.5	10.1	93	63	29			Y15FLYBD
SS-14	40 RT	34+00	3.90-5.40	A-7-5(5)	51	13	22.6	30.9	20.2	26.3	100	88	50	-	-	Y1B
SS-14A	10 LT	28+00	18.8-20.3	A-2-4(0)	38	NP	31.5	40.0	22.3	6.1	100	88	35			Y15FLYBD
SS-15	40 RT	34+00	8.90-10.40	A-5(1)	46	7	22.8	41.6	23.4	12.1	100	88	42	-	-	Y1B
SS-15A	10 LT	28+00	23.8-25.3	A-2-4(0)	35	NP	12.9	61.3	21.7	4.0	100	98	35			Y15FLYBD
SS-16	CL	25+30	3.70-5.20	A-7-5(9)	48	14	19.8	24.4	21.4	34.3	100	86	63	29	-	Y4RPA
SS-17	CL	25+20	8.70-10.20	A-5(0)	44	NP	30.1	37.0	24.8	8.1	100	80	42	-	-	Y4RPA
SS-18	CL	25+30	13.70-15.20	A-5(0)	45	NP	37.4	33.1	23.4	6.1	99	73	36	-	-	Y4RPA
SS-19	CL	25+30	18.70-20.20	A-5(0)	53	NP	28.3	39.6	24.0	8.1	100	88	38	-	-	Y4RPA
SS-20	CL	25+30	2.37-25.20	A-2-4(0)	37	NP	31.7	43.0	17.2	8.1	100	85	31	-	-	Y4RPA
SS-21	CL	25+30	33.70-35.20	A-2-4(0)	32	NP	42.8	36.2	17.0	4.0	100	74	27	-	-	Y4RPA
SS-22	50 LT	23+50	0.50-2.00	A-6(6)	39	15	29.3	17.6	12.7	40.4	100	81	55	-	-	Y4
SS-23	50 LT	23+50	3.90-5.40	A-7-5(10)	52	20	19.8	26.1	13.7	40.4	100	88	58	18.7	-	Y4
SS-24	50 LT	23+50	8.90-10.40	A-2-4(0)	36	5	24.8	45.1	13.9	16.2	100	90	35	-	-	Y4
SS-25	50 LT	21+00	4.00-5.50	A-7-5(11)	71	19	25.3	22.8	23.6	28.3	100	83	56	17.1	-	Y4
SS-26	50 LT	21+00	9.00-10.50	A-2-4(0)	38	5	28.5	44.2	19.2	8.1	100	85	33	-	-	Y4
SS-27	50 LT	23+75	3.00-4.50	A-7-5(27)	75	37	18.0	15.8	9.7	56.6	100	90	68	-	-	Y4 DET
SS-28	50 LT	23+75	8.00-9.50	A-2-4(0)	40	NP	38.4	38.8	10.7	12.1	100	79	27	-	-	Y4 DET
SS-29	50 LT	23+75	13.00-14.50	A-2-4(0)	34	NP	69.3	11.3	13.3	6.1	100	68	24	28.4	-	Y4 DET
SS-30	25 LT	33+50	3.80-5.30	A-2-7(0)	42	12	43.2	26.6	7.8	22.3	100	76	33	-	-	Y4
SS-31	25 LT	33+50	8.80-10.30	A-2-4(0)	34	NP	44.8	37.1	11.1	7.1	99	76	22	-	-	Y4
SS-32	25 LT	33+50	13.80-15.30	A-2-4(0)	30	NP	49.7	32.7	10.5	7.1	96	66	22	-	-	Y4
SS-33	25 LT	33+50	18.80-20.30	A-2-4(0)	36	NP	51.2	35.3	8.4	5.1	92	64	17	-	-	Y4
SS-34	CL	28+00	4.00-5.50	A-7-6(15)	55	31	25.0	17.1	9.2	48.7	95	79	57	-	-	Y4 DET
SS-35	CL	28+00	9.00-10.50	A-7-6(8)	46	20	33.5	15.4	12.5	38.6	100	79	53	-	-	Y4 DET
SS-36	75 RT	40+00	3.30-4.80	A-7-6(9)	48	24	29.6	20.3	9.4	40.6	99	80	52	-	-	Y4
SS-37	75 RT	40+00	8.30-9.80	A-7-6(4)	43	15	33.5	21.4	12.8	32.3	99	78	47	-	-	Y4
SS-38	25 LT	42+00	3.60-5.10	A-7-5(1)	56	11	31.9	35.9	12.0	20.2	100	83	38	18.4	-	Y4
SS-39	25 LT	42+00	8.60-10.10	A-2-5(0)	41	NP	33.5	38.7	15.6	12.1	100	83	33	21.7	-	Y4
SS-40	40 RT	10+50	4.00-5.50	A-7-5(18)	56	24	15.3	16.5	15.6	52.5	100	91	71	23.6	-	Y1
SS-41	40 RT	10+50	9.00-10.50	A-6(2)	40	11	27.9	32.5	15.4	24.2	98	81	45	22.9	-	Y1
SS-42	50 RT	53+50	4.00-5.50	A-7-5(13)	54	20	21.2	19.0	15.4	44.4	100	86	64	26.2	-	Y4
SS-43	50 RT	53+50	9.00-10.50	A-7-5(5)	52	15	29.5	26.6	13.6	30.3	100	84	48	17	-	Y4
SS-44	CL	23+50	4.00-5.50	A-2-5(0)	41	NP	35.7	42.4	13.8	8.1	99	80	27	20.7	-	Y4RPA
SS-45	CL	23+50	9.00-10.50	A-2-5(0)	42	NP	32.9	46.2	12.8	8.1	100	82	26	14.5	-	Y4RPA
SS-46	CL	23+50	14.00-15.50	A-2-5(0)	44	NP	32.9	45.2	15.8	6.1	100	81	29	-	-	Y4RPA
SS-47	CL	13+00	4.00-5.50	A-7-5(8)	54	15	21.2	24.6	11.8	42.4	100	87	58	21.5	-	Y4SPRB
SS-48	CL	13+00	9.00-10.50	A-5(1)	64	6	24.4	40.0	17.5	18.2	100	88	41	32.4	-	Y4SPRB
SS-49	CL	13+00	14.00-15.50	A-2-5(0)	47	NP	35.1	43.2	13.6	8.1	100	81	27	-	-	Y4SPRB
SS-50	100RT	695+50	0.50-2.00	A-4(0)	30	7	40.0	25.2	14.6	20.2	95	71	36	-	-	L
SS-51	100RT	695+50	3.70-5.20	A-6(1)	33	11	35.1	22.8	13.8	28.3	93	71	42	-	-	L
SS-52	100RT	695+50	8.70-10.20	A-5(0)	42	6	37.1	28.5	20.3	14.1	95	71	38	-	-	L
SS-53	CL	697+50	0.50-2.00	A-7-6(7)	46	17	23.6	17.6	18.5	40.4	87	73	54	23.7	-	L
SS-54	CL	697+50	3.40-4.90	A-2-5(0)	44	NP	28.9	41.6	13.4	16.1	97	82	35	9.5	-	L
SS-55	CL	697+50	8.40-9.90	A-2-4(0)	37	NP	46.0	32.5	17.5	4.0	93	64	25	-	-	L
SS-56	125LT	698+00	0.50-2.00	A-2-4(0)	28	NP	55.1	25.8	13.0	6.1	98	60	23	-	-	L
SS-57	125LT	698+00	8.20-9.70	A-2-4(0)	25	4	49.2	25.8	14.8	10.1	94	61	28	-	-	L
SS-58	125LT	698+00	13.20-14.70	A-2-4(0)	24	NP	53.5	26.6	15.8	4.0	97	62	24	-	-	L
SS-59	125LT	698+00	18.20-19.70	A-2-4(0)	24	3	45.8	29.1	17.1	8.1	97	69	30	-	-	L

SOIL TEST RESULTS

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
SS-60	125LT	698+00	33.20-34.70	A-2-4(0)	24	NP	43.0	33.9	17.1	6.1	98	73	28	-	-	L
SS-61	125LT	701+00	3.60-6.10	A-7-5(19)	63	27	13.3	20.8	23.5	42.4	98	91	68	19	-	L
SS-62	130LT	701+10	8.70-10.20	A-5(0)	52	4	28.7	34.5	18.7	18.2	97	82	41	-	-	L
SS-63	130LT	700+85	13.60-15.10	A-4(0)	34	NP	15.9	47.0	24.9	12.1	100	94	48	-	-	L
SS-64	130LT	700+85	18.60-20.10	A-4(0)	39	5	19.0	45.2	23.7	12.1	100	93	45	-	-	L
SS-65	130LT	700+85	23.60-25.10	A-5(6)	44	9	13.9	27.2	32.6	26.2	98	91	65	-	-	L
SS-66	130LT	700+85	28.60-30.10	A-7-5(9)	51	13	17.2	23.2	31.4	28.3	98	89	64	27.6	-	L
SS-67	130LT	700+85	33.60-35.10	A-7-5(4)	45	14	32.7	18.6	22.5	26.2	90	67	47	15.8	-	L
SS-68	130LT	700+85	38.60-40.10	A-2-4(0)	28	5	43.6	26.4	17.9	12.1	98	68	34	-	-	L
SS-69	100 LT	706+00	3.70-5.20	A-5(1)	41	10	38.9	19.0	21.9	20.2	88	63	40	-	-	L
SS-70	100 LT	706+00	8.70-10.20	A-4(2)	40	8	26.1	32.8	22.9	18.2	98	84	46	-	-	L
SS-71	100 LT	706+00	13.70-15.20	A-4(0)	38	7	35.8	27.7	14.2	22.3	99	78	40	-	-	L
SS-72	100 LT	706+00	18.70-20.20	A-7-5(7)	51	14	17.0	36.4	28.3	18.2	99	90	56	-	-	L
SS-73	100 LT	706+00	23.70-25.20	A-2-4(0)	35	6	32.2	37.7	16.0	14.2	98	82	34	-	-	L
SS-74	CL	712+00	3.70-5.20	Material	Not	Enough	31.5	20.5	13.5	34.5	86	66	45	-	-	L
SS-75	CL	712+00	8.70-10.20	A-2-4(0)	35	NP	22.3	54.0	15.5	8.1	99	92	31	-	-	L
SS-76	CL	712+00	13.70-15.20	A-2-5(0)	43	3	35.7	39.8	14.4	10.1	98	76	31	-	-	L
SS-77	CL	712+00	18.70-20.20	A-2-4(0)	37	NP	46.7	35.3	9.8	8.1	97	72	22	-	-	L
SS-78	25RT	13+50	2.70-4.20	A-7-5(8)	60	14	22.5	28.2	14.7	34.5	100	87	55	-	-	Y4RPB
SS-79	25RT	13+50	7.70-9.20	A-2-5(0)	53	NP	32.1	41.0	14.7	12.2	99	81	34	-	-	Y4RPB
SS-80	25RT	13+50	12.70-14.20	A-2-5(0)	56	NP	29.6	51.4	12.9	6.1	99	86	26	-	-	Y4RPB
SS-81	25RT	13+50	17.70-19.20	A-2-4(0)	37	NP	45.3	39.4	9.2	6.1	99	75	20	-	-	Y4RPB
SS-82	25RT	13+50	22.70-24.20	A-5(0)	44	NP	32.9	36.1	20.8	10.2	100	83	37	-	-	Y4RPB
SS-83	50 LT	18+25	3.00-4.50	A-7-5(2)	47	14	30.9	33.3	11.5	24.4	100	87	40	-	-	Y4RPA
SS-84	50 LT	18+25	8.00-9.50	A-2-4(0)	30	NP	38.4	44.3	7.2	10.2	99	83	23	-	-	Y4RPA
SS-85	50 LT	18+25	13.00-14.50	A-2-4(0)	31	NP	39.6	41.8	10.5	8.1	84	67	20	-	-	Y4RPA
SS-86	50 LT	18+25	18.00-19.50	A-2-4(0)	33	NP	50.6	34.3	9.0	6.1	87	63	17	-	-	Y4RPA
SS-87	50 LT	18+25	23.00-24.50	A-1-b(0)	26	NP	45.9	40.0	8.0	6.1	64	46	12	-	-	Y4RPA
SS-88	CL	13+50	0.50-2.00	A-7-6(3)	43	15	28.2	26.2	11.1	34.5	84	69	42	19.6	-	Y2
SS-89	CL	13+50	3.80-5.30	A-7-5(5)	51	21	29.0	26.6	7.8	36.5	90	73	44	-	-	Y2
SS-90	CL	13+50	8.80-10.30	A-2-4(0)	40	10	37.0	35.1	5.6	22.3	97	77	31	-	-	Y2
SS-91	CL	25+00	0.00-1.50	A-7-5(8)	60	19	23.4	27.8	12.3	36.5	98	84	52	25.4	-	SERV1
SS-92	CL	25+00	3.50-5.00	A-2-5(0)	62	7	31.9	38.6	9.2	20.3	98	79	34	-	-	SERV1
SS-93	CL	25+00	8.50-10.00	A-2-5(0)	57	8	39.2	38.8	9.8	12.2	96	76	26	-	-	SERV1
SS-94	CL	28+00	0.00-1.50	A-7-6(2)	41	16	39.6	19.1	8.8	32.5	85	60	38	20.3	-	SERV1
SS-95	CL	28+00	3.60-5.10	A-2-4(0)	35	NP	50.2	26.2	13.5	10.2	85	54	24	-	-	SERV1
SS-96	CL	21+00	0.50-2.00	A-6(1)	34	12	39.8	26.0	9.8	24.4	94	69	37	-	-	SERV1
SS-97	CL	21+00	3.30-4.80	A-2-7(1)	41	14	41.0	28.4	8.2	22.3	96	70	33	-	-	SERV1
SS-98	CL	21+00	9.00-9.80	A-2-5(0)	59	NP	52.0	35.7	8.2	4.1	77	52	13	-	-	SERV1
SS-99	25 RT	17+50	1.00-2.50	A-4(2)	35	10	32.1	22.3	19.2	26.4	96	76	47	-	-	Y4RPB
SS-100	25 RT	17+50	3.60-5.10	A-7-5(6)	52	19	27.8	27.4	10.3	34.5	100	86	48	-	-	Y4RPB
SS-101	25 RT	17+50	8.60-10.10	A-2-4(0)	38	3	37.2	38.2	6.4	18.3	100	85	28	-	-	Y4RPB
SS-102	25 RT	17+50	13.60-15.10	A-2-4(0)	36	NP	41.8	42.4	7.6	8.1	79	63	16	-	-	Y4RPB
SS-103	75 LT	718+00	3.50-5.00	A-7-5(2)	49	11	20.3	41.4	9.8	28.4	98	88	43	-	-	L
SS-104	75 LT	718+00	8.50-10.00	A-2-5(0)	44	4	34.3	47.9	9.6	8.1	99	83	24	-	-	L
SS-105	75 LT	718+00	13.50-15.00	A-2-5(0)	44	NP	42.2	39.2	6.4	12.2	95	72	22	-	-	L
SS-106	75 LT	718+00	18.50-20.00	A-2-4(0)	32	NP	38.4	44.9	6.6	10.2	100	79	22	-	-	L
SS-107	75 LT	718+00	28.50-30.00	A-2-4(0)	24	NP	40.4	41.6	9.8	8.1	96	71	23	-	-	L
SS-108	CL	720+00	3.70-5.20	A-7-5(9)	57	22	27.6	21.3	6.4	44.7	97	79	52	-	-	L
SS-109	CL	720+00	13.70-15.20	A-2-5(0)	50	8	37.2	29.8	12.7	20.3	88	64	34	14.5	-	L
SS-110	CL	720+00	18.70-20.20	A-2-4(0)	40	NP	28.9	47.6	15.4	8.1	96	83	29	-	-	L
SS-111	CL	720+00	23.70-25.20	A-2-4(0)	34	NP	29.5	52.2	10.2	8.1	99	87	24	-	-	L
SS-112	100 LT	21+50	0.00-1.50	A-7-6(8)	48	23	33.9	16.9	10.6	38.6	98	78	49	-	-	Y4RPB
SS-113	100 LT	21+50	3.60-5.10	A-7-6(5)	46	19	32.9	22.0	6.5	38.6	97	77	46	-	-	Y4RPB
SS-114	100 LT	21+50	8.60-10.10	A-2-7(1)	41	14	44.5	22.6	8.5	24.4	97	68	35	-	-	Y4RPB
SS-115	100 LT	21+50	13.60-15.10	A-6(2)	39	18	42.9	21.5	7.1	28.5	96	68	37	-	-	Y4RPB
SS-116	100 RT	720+00	3.50-5.00	A-7-5(11)	58	20	18.4	27.4	7.8	46.4	100	91	58	-	-	L
SS-117	100 RT	720+00	8.50-10.00	A-2-5(0)	42	NP	39.0	42.0	4.9	14.1	98	80	23	-	-	L
SS-118	100 RT	720+00	13.50-15.00	A-2-5(0)	47	NP	31.1	47.0	9.8	12.1	100	87	27	-	-	L
SS-119	100 RT	720+00	18.50-20.00	A-2-4(0)	38	NP	27.9	51.1	11.0	10.1	100	89	29	-	-	L
SS-120	100 RT	720+00	23.50-25.00	A-2-4(0)	32	NP	27.9	55.3	6.8	10.1	100	89	23	-	-	L
SS-121	CL	19+25	3.70-5.20	A-5(1)	52	8	25.8	36.5	9.4	28.3	96	83	40	-	-	SERV1
SS-122	CL	19+25	8.70-10.20	A-2-4(0)	39	3	26.4	47.4	10.0	16.1	100	90	31	-	-	SERV1
SS-123	CL	17+00	3.70-5.20	A-5(5)	56	8	17.2	33.1	13.4	36.3	100	91	56	-	-	SERV1
SS-124	CL	13+00	4.00-5.50	A-5(0)	44	NP	21.2	38.3	18.3	22.2	100	90	45	-	-	SERV1
SS-125	CL	13+00	9.00-10.50	A-2-5(0)	45	NP	26.6	41.6	15.6	16.1	98	86	35	-	-	SERV1
SS-126	CL	768+00	0.00-1.50	A-7-6(4)	41	17	32.7	23.2	13.8	30.3	98	77	46	-	-	L
SS-127	CL	768+00	4.00-5.50	A-2-4(0)	28	5	32.1	44.8	7.0	16.1	97	80	27	-	-	L
SS-128	CL	768+00	9.00-10.50	A-2-4(0)	27	NP	27.6	50.1	6.2	16.1	100	90	27	-	-	L
SS-129	CL	768+00	14.00-15.50	A-1-b(0)	20	NP	67.2	22.7	5.0	5.0	68	34	9	-	-	L
SS-130	75 RT	84+40	0.00-1.50	A-6(6)	38	12	12.1	28.7	20.9	38.3	100	94	64	-	-	Y15FLYCA
SS-131	75 RT	84+40	4.10-5.60	A-2-4(0)	23	NP	24.4	52.5	7.0	16.1	100	95	28	-	-	Y15FLYCA
SS-132	75 RT	84+40	9.10-10.60	A-1-b(0)	23	NP	72.0	18.1	3.8	6.1	89	39	11	-	-	Y15FLYCA
SS-133	75 RT	84+40	14.10-15.60	A-2-4(0)	32	NP	30.9	52.7	8.4	8.1	98	89	22	-	-	Y15FLYCA

SOIL TEST RESULTS

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
SS-134	CL	765+00	0.00-1.50	A-7-6(7)	42	16	28.1	16.8	10.8	44.4	98	80	56	-	-	L
SS-135	CL	765+00	4.00-5.50	A-7-6(16)	51	24	20.0	14.3	11.2	54.5	100	88	68	-	-	L
SS-136	CL	765+00	9.00-10.50	A-2-4(0)	33	4	47.4	25.8	12.6	14.1	88	57	28	-	-	L
SS-137	60 RT	20+75	0.00-1.50	A-6(5)	36	18	30.9	22.2	6.6	40.4	99	80	49	-	-	Y15FLYBD
SS-138	60 RT	20+75	3.00-4.50	A-2-6(0)	35	12	41.8	29.5	4.5	24.2	98	72	31	-	-	Y15FLYBD
SS-139	60 RT	20+75	8.90-10.40	A-2-4(0)	36	NP	45.2	35.1	12.6	7.1	93	65	25	-	-	Y15FLYBD
SS-140	25 RT	14+50	3.70-5.20	A-7-5(7)	52	16	27.0	26.4	18.3	28.3	100	84	52	-	-	Y15FLYBD
SS-141	25 RT	14+50	8.70-10.20	A-6(2)	40	11	36.1	22.2	17.5	24.2	97	73	45	-	-	Y15FLYBD
SS-142	25 RT	14+50	13.70-15.20	A-4(3)	39	9	31.7	23.5	24.6	20.2	99	77	50			Y15FLYBD
SS-143	25 RT	14+50	18.70-20.20	A-4(2)	34	5	19.6	30.1	30.0	20.2	100	89	59			Y15FLYBD
SS-144	CL	17+50	3.70-5.20	A-7-6(11)	53	28	30.9	16.6	14.1	38.4	95	75	51			Y8
SS-145	100 RT	737+00	0.00-0.50	A-7-5(4)	48	18	35.8	22.9	13.0	28.3	97	73	44			L
SS-146	50 LT	726+00	0.50-2.00	A-7-5(15)	62	25	25.1	16.4	6.0	52.6	99	81	60			L
SS-147	50 LT	726+00	3.80-5.30	A-7-5(6)	51	16	28.7	23.3	9.6	38.4	100	84	50			L
SS-148	50 LT	726+00	8.80-10.30	A-7-5(3)	49	17	35.4	25.9	10.4	28.3	94	72	40			L
SS-149	50 LT	726+00	13.80-15.30	A-2-4(0)	31	NP	44.7	35.4	10.8	9.1	97	74	23			L
SS-150	50 LT	726+00	23.80-25.30	A-2-4(0)	25	NP	41.1	38.1	12.7	8.1	90	70	24			L
SS-151	CL	18+00	4.00-5.50	A-7-5(3)	48	14	37.0	24.5	10.2	28.3	100	78	42			Y4RPC
SS-152	CL	18+00	9.00-10.50	A-5(1)	45	9	30.7	34.4	14.7	20.2	100	85	39			Y4RPC
SS-153	CL	18+00	14.00-15.50	A-2-4(0)	33	NP	45.3	34.0	10.6	10.1	100	76	25			Y4RPC
SS-154	CL	18+00	19.00-20.50	A-2-5(0)	45	NP	35.0	36.6	20.3	8.1	100	81	33			Y4RPC
SS-155	CL	14+00	4.00-5.50	A-7-5(12)	57	22	27.5	14.4	9.6	48.5	98	80	59	30.1		Y4RPC
SS-156	CL	14+00	9.00-10.50	A-7-5(6)	50	12	35.0	13.5	23.2	28.3	99	82	57	30.7		Y4RPC
SS-157	CL	14+00	14.00-15.50	A-5(4)	54	8	21.8	28.7	31.2	18.2	90	77	51			Y4RPC
SS-158	CL	17+00	3.80-5.30	A-7-5(13)	53	21	20.0	20.2	11.2	48.5	99	87	63			Y4RPD
SS-159	CL	17+00	8.80-10.30	A-2-4(0)	30	NP	42.5	31.7	15.7	10.1	75	55	23			Y4RPD
SS-160	CL	17+00	13.80-15.30	A-2-4(0)	37	4	38.6	30.7	18.5	12.1	81	60	29			Y4RPD
SS-161	40 RT	740+00	0.00-1.50	A-7-6(10)	46	21	29.3	15.2	13.0	42.5	98	77	57	26.7		L
SS-162	40 RT	740+00	4.10-5.60	A-5(2)	42	9	35.0	23.1	23.8	18.2	99	74	46			L
SS-163	40 RT	740+00	9.10-10.60	A-5(1)	48	7	33.6	29.3	23.0	14.2	100	77	44			L
S-164	25 LT	743+53	0.00-4.00	A-6(2)	33	11	35.6	21.6	12.5	30.3	96	73	44	-	-	L
SS-165	125 RT	756+75	4.10-5.60	A-4(0)	39	4	38.6	28.3	14.9	18.2	97	73	37	-	-	L
SS-166	125 RT	765+75	9.10-10.60	A-2-4(0)	37	2	44.0	28.9	12.9	14.1	98	69	32	-	-	L
SS-167	125 RT	756+75	14.10-15.60	A-2-4(0)	38	NP	41.0	29.7	15.2	14.1	98	71	35	-	-	L
SS-168	100 RT	753+75	1.00-2.50	A-5(4)	43	9	23.8	25.5	20.4	30.3	100	84	57	-	-	L
SS-169	100 RT	753+75	3.90-5.40	A-7-5(13)	48	14	9.5	19.2	34.9	36.4	100	95	79	-	-	L
SS-170	100 RT	753+75	8.90-10.40	A-5(3)	41	6	16.8	33.9	29.1	20.2	99	92	58	-	-	L
SS-171	CL	749+00	4.00-5.30	A-7-5(19)	59	24	13.9	16.8	22.8	46.5	98	89	73	-	-	L
SS-172	CL	749+00	9.00-10.50	A-6(2)	39	12	33.7	24.8	13.1	28.3	95	76	43	-	-	L
SS-173	CL	749+00	14.00-15.50	A-7-5(4)	43	12	28.9	19.6	15.2	36.4	96	78	52	-	-	L
SS-174	CL	749+00	16.50-18.00	A-2-5(0)	48	NP	40.8	33.3	15.8	10.1	91	66	29	-	-	L
SS-175	CL	749+00	19.00-20.50	A-2-5(0)	42	NP	46.9	29.1	11.9	12.1	96	64	29	-	-	L
SS-176	25 LT	759+00	3.90-5.40	A-7-5(9)	52	13	13.7	26.3	29.7	30.3	100	94	65	-	-	L
SS-177	25 LT	759+00	8.90-10.40	A-5(1)	51	NP	14.5	37.0	36.4	12.1	100	95	56	18.9	-	L
SS-178	25 LT	759+00	13.90-15.40	A-7-5(6)	55	13	19.6	35.2	25.1	20.2	100	92	53	-	-	L
SS-179	25 LT	759+00	18.90-20.40	A-5(0)	49	4	29.1	33.5	21.2	16.2	97	85	41	-	-	L
SS-180	50 RT	770+00	0.50-1.00	A-6(4)	39	14	29.5	24.5	19.7	26.3	98	81	49			L
SS-181	50 RT	770+00	4.00-5.50	A-2-4(0)	24	4	32.2	38.4	9.2	20.2	97	82	33			L
SS-182	50 RT	770+00	9.00-10.50	A-2-4(0)	24	NP	32.2	43.7	12.0	12.1	100	87	30			L
SS-183	CL	23+00	0.50-2.00	A-6(4)	28	12	18.4	29.9	21.3	30.3	100	92	55			Y15FLYBD
SS-184	CL	23+00	4.00-5.50	A-6(7)	38	19	20.2	32.4	15.1	32.4	100	91	52			Y15FLYBD
SS-185	CL	23+00	9.00-10.50	A-7-6(11)	41	15	3.6	28.7	29.2	38.4	100	99	75			Y15FLYBD
SS-186	CL	23+00	11.50-13.00	A-4(2)	33	7	10.5	43.5	19.7	26.3	100	98	53			Y15FLYBD
SS-187	CL	23+00	14.00-15.50	A-1-b(0)	27	NP	64.0	27.2	2.7	6.1	66	37	8			Y15FLYBD
SS-188	CL	23+00	16.50-18.00	A-2-4(0)	24	NP	39.5	42.6	12.8	5.1	100	81	23			Y15FLYBD
SS-189	100 RT	25+50	1.70-3.20	A-4(1)	30	8	17.2	37.8	12.7	32.3	100	94	49	-	-	Y15FLYBD
SS-190	100 RT	25+50	4.00-5.50	A-2-4(0)	26	NP	51.9	38.4	2.6	7.1	95	69	11	-	-	Y15FLYBD
SS-191	100 RT	25+50	6.50-8.00	A-4(2)	31	10	22.8	30.3	18.6	28.3	97	86	50	-	-	Y15FLYBD
SS-192	100 RT	25+50	9.00-10.50	A-2-4(0)	25	NP	37.4	44.2	10.3	8.1	98	85	22	-	-	Y15FLYBD
SS-193	100 RT	25+50	11.50-13.00	A-1-b(0)	23	NP	59.8	27.6	5.6	7.1	82	47	13	-	-	Y15FLYBD
SS-194	CL	79+00	4.70-6.20	A-5(3)	56	9	24.8	34.7	26.3	14.1	97	85	45	-	-	Y15FLYCA
SS-195	CL	79+00	9.70-11.20	A-2-5(0)	50	9	25.7	37.6	20.6	16.2	71	61	32	-	-	Y15FLYCA
SS-196	CL	79+00	14.70-16.20	A-5(0)	45	7	22.6	41.4	21.8	14.1	91	83	40	-	-	Y15FLYCA
SS-197	CL	79+00	19.70-21.20	A-5(0)	47	4	21.2	44.6	22.0	12.1	100	91	42	-	-	Y15FLYCA
SS-198	CL	79+00	24.70-26.20	A-2-4(0)	36	NP	33.1	42.0	16.8	8.1	98	84	29	-	-	Y15FLYCA
SS-199	CL	79+00	29.70-31.20	A-2-5(0)	43	NP	19.8	51.9	20.2	8.1	87	79	33	-	-	Y15FLYCA
SS-200	CL	79+00	34.70-36.20	A-4(0)	35	5	20.8	44.2	24.8	10.1	99	91	45	-	-	Y15FLYCA
SS-201	50 RT	82+00	9.00-10.50	A-2-4(0)	31	NP	43.0	36.3	15.7	5.1	84	60	22	-	-	Y15FLYCA
SS-202	CL	28+00	4.00-5.50	A-5(2)	51	7	22.4	32.7	24.6	20.2	94	83	48	-	-	Y15FLYCA
SS-203	CL	28+00	9.00-10.50	A-6(1)	37	12	23.4	33.3	19.0	24.2	80	69	39	-	-	Y15FLYCA
SS-204	CL	28+00	14.00-15.50	A-2-4(0)	24	2	30.7	38.0	19.2	12.1	67	56	25	-	-	Y15FLYCA
SS-205	75 RT	13+00	19.20-20.70	A-7-5(27)	70	36	14.1	17.8	19.6	48.5	99	92	71	-	-	Y15RPB
SS-206	75 RT	13+00	24.20-25.70	A-2-4(0)	40	NP	49.0	28.6	15.4	7.1	97	66	25	-	-	Y15RPB
SS-207	100 RT	16+00	12.00-13.50	A-5(1)	47	6	20.6	44.6	26.7	8.1	100	91	46	-	-	Y15RPB

SOIL TEST RESULTS

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
SS-208	50 LT	30+00	4.00-5.50	A-5(0)	46	NP	33.2	31.3	25.3	10.2	100	89	41	-	-	Y15FLYRPB
SS-209	25 LT	20+00	0.50-2.00	A-7-5(25)	60	26	8.1	12.8	20.0	59.0	100	95	82	-	-	Y15RPB
SS-210	25 LT	20+00	3.60-5.10	A-6(9)	39	19	15.1	30.1	26.3	28.5	100	93	62	-	-	Y15RPB
SS-211	25 LT	20+00	8.60-10.10	A-4(3)	36	9	19.5	35.2	29.0	16.3	100	92	52	-	-	Y15RPB
SS-212	CL	35+00	0.50-2.00	A-7-5(16)	58	21	10.4	24.6	16.2	48.8	100	96	69	-	-	Y15FLYBD
SS-213	CL	35+00	4.00-5.50	A-7-5(5)	53	13	19.7	37.2	18.6	24.4	100	91	49	-	-	Y15FLYBD
SS-214	CL	35+00	9.00-10.50	A-5(1)	42	5	17.5	42.7	21.5	18.3	100	94	47	-	-	Y15FLYBD
SS-215	CL	784+85	0.50-2.00	A-7-6(15)	50	25	22.4	16.7	10.1	50.9	100	88	64	28.7	-	L
SS-216	CL	784+85	3.70-5.20	A-7-5(6)	47	16	23.6	30.3	15.6	30.5	100	90	51	-	-	L
SS-217	CL	784+85	8.70-10.20	A-6(2)	39	11	24.8	39.5	13.3	22.4	100	91	42	-	-	L
SS-218	50 LT	783+00	0.50-2.00	A-7-5(16)	63	27	19.5	24.6	19.2	36.6	100	90	60	-	-	L
SS-219	50 LT	783+00	3.80-5.30	A-7-5(3)	50	11	27.7	30.3	15.6	26.4	100	86	46	-	-	L
SS-220	50 LT	783+00	8.80-10.30	A-2-5(0)	43	NP	31.9	37.4	12.3	18.3	100	85	35	-	-	L
SS-221	50 LT	783+00	13.80-15.30	A-2-5(0)	41	NP	28.3	42.1	17.4	12.2	100	89	35	-	-	L
SS-222	50 LT	783+00	18.80-20.30	A-2-4(0)	31	NP	31.1	40.5	18.2	10.2	100	87	34	-	-	L
SS-223	50 LT	783+00	23.80-25.30	A-2-4(0)	30	NP	30.7	47.4	15.8	6.1	100	89	28	-	-	L
SS-224	50 RT	18+75	3.50-5.00	A-6(6)	36	14	28.0	17.1	18.6	36.3	100	82	58	-	-	Y15LPA
SS-225	50 RT	18+75	8.00-10.10	A-7-6(5)	44	19	38.5	17.5	11.8	32.2	98	71	45	-	-	Y15LPA
SS-226	50 RT	18+75	13.60-15.10	A-5(0)	44	NP	22.8	48.9	18.2	10.1	100	93	36	-	-	Y15LPA
SS-227	50 RT	18+75	18.60-20.10	A-2-4(0)	37	NP	58.1	26.2	9.7	6.0	91	51	19	-	-	Y15LPA
SS-228	50 RT	18+75	23.60-25.10	A-2-4(0)	36	NP	44.9	40.0	11.1	4.0	96	73	19	-	-	Y15LPA
SS-229	CL	21+25	3.50-5.00	A-7-5(17)	70	30	26.0	18.7	13.0	42.3	100	83	59	-	-	Y15LPA
SS-230	CL	21+25	8.50-10.00	A-2-5(0)	43	2	53.4	24.4	12.2	10.1	93	57	24	-	-	Y15LPA
SS-231	CL	21+25	13.50-15.00	A-2-5(0)	50	NP	50.4	26.8	14.8	8.1	99	67	27	-	-	Y15LPA
SS-232	CL	21+25	18.50-20.00	A-4(0)	39	4	41.3	24.8	17.8	16.1	94	67	36	-	-	Y15LPA
SS-233	50 RT	46+50	0.50-2.00	A-7-5(17)	55	24	10.9	24.0	16.8	48.3	100	95	69	-	-	Y15FLYAC
SS-234	50 RT	46+50	3.80-5.30	A-5(0)	43	5	23.2	40.3	22.5	14.1	100	89	43	-	-	Y15FLYAC
SS-235	50 RT	46+50	8.80-10.30	A-7-5(12)	57	15	13.5	26.4	31.9	28.2	100	91	67	-	-	Y15FLYAC
SS-236	25 RT	33+00	0.50-2.00	A-6(2)	39	11	33.4	25.0	17.4	24.2	96	74	44	-	-	Y15FLYBD
SS-237	25 RT	33+00	4.00-5.50	A-4(0)	33	NP	25.9	43.5	18.5	12.1	100	90	38	-	-	Y15FLYBD
SS-238	25 RT	33+00	9.00-10.50	A-4(0)	33	NP	22.0	43.9	19.9	14.2	100	92	42	-	-	Y15FLYBD
SS-239	CL	29+50	3.70-5.20	A-7-6(3)	41	16	39.6	22.6	9.4	28.3	97	71	40	-	-	Y15RPA
SS-240	CL	29+50	8.70-10.20	A-7-6(6)	43	21	31.7	24.7	11.2	32.4	98	78	46	-	-	Y15RPA
SS-241	100 LT	778+00	4.20-5.70	A-7-6(6)	47	26	35.0	23.5	7.2	34.4	97	76	43	-	-	L
SS-242	100 LT	778+00	9.20-10.70	A-2-4(0)	35	NP	35.8	40.0	12.0	12.1	94	77	28	-	-	L
SS-243	10 LT	25+25	1.00-2.50	A-7-5(1)	45	12	39.0	24.5	10.2	26.3	98	73	39	-	-	Y15RPA
SS-244	10 LT	25+25	3.90-5.40	A-2-4(0)	24	NP	52.4	27.1	12.4	8.1	89	56	22	-	-	Y15RPA
SS-245	90 RT	32+75	4.30-5.80	A-5(1)	44	8	30.9	30.1	16.7	22.2	94	77	41	-	-	Y15RPA
SS-246	90 RT	32+75	9.30-10.80	A-4(0)	39	NP	17.8	49.5	20.5	12.1	100	95	40	-	-	Y15RPA
SS-247	20 LT	76+90	3.80-5.30	A-2-4(0)	32	NP	37.0	39.0	11.8	12.1	97	80	28	-	-	Y15FLYCA
SS-248	75 LT	774+75	4.00-5.50	A-7-6(5)	43	22	38.8	17.2	5.6	38.4	95	68	44	-	-	L
SS-249	75 LT	774+75	9.00-10.50	A-2-4(0)	37	NP	46.9	27.9	13.0	12.1	98	66	29	-	-	L
SS-250	75 LT	774+75	14.00-15.50	A-2-5(0)	41	NP	47.6	26.0	18.3	8.1	98	65	31	-	-	L
SS-251	75 LT	774+75	19.00-20.50	A-2-4(0)	28	NP	46.8	32.8	12.3	8.1	92	63	24	-	-	L
SS-252	75 LT	774+75	24.00-25.50	A-2-4(0)	25	NP	45.6	36.1	11.2	7.1	96	68	24	-	-	L
SS-253	25 LT	24+50	3.80-5.30	A-6(1)	31	12	37.1	29.1	13.6	20.2	97	76	37	-	-	Y15FLYAC
SS-254	25 LT	28+50	3.80-5.30	A-6(4)	38	16	33.3	19.8	20.7	26.2	90	69	45	-	-	Y15FLYAC
SS-255	25 LT	28+50	8.80-10.30	A-7-6(7)	46	17	26.0	17.6	22.1	34.3	90	75	53	-	-	Y15FLYAC
SS-256	25 LT	28+50	13.80-15.30	A-7-6(7)	44	18	28.1	19.2	20.5	32.3	96	78	54	-	-	Y15FLYAC
SS-257	25 LT	28+50	18.80-20.30	A-2-4(0)	25	NP	42.8	33.7	15.4	8.1	95	70	26	-	-	Y15FLYAC
SS-258	25 LT	28+50	23.80-25.30	A-2-4(0)	30	NP	44.0	42.2	13.8	0.0	100	82	19	-	-	Y15FLYAC
SS-259	CL	10+00	1.00-2.50	A-5(2)	48	10	33.7	25.6	20.5	20.2	100	81	45	-	-	Y15RPA
SS-260	CL	10+00	4.00-5.50	A-5(1)	42	9	36.9	28.3	16.6	18.2	100	78	39	-	-	Y15RPA
SS-261	CL	10+00	9.00-10.50	A-2-4(0)	37	NP	48.3	27.5	19.1	5.0	100	73	30	-	-	Y15RPA
SS-262	CL	38+25	0.50-2.00	A-7-5(9)	47	17	23.4	18.6	23.7	34.3	98	83	60	-	-	Y15FLYAC
SS-263	CL	38+25	4.00-5.50	A-7-5(17)	62	26	18.4	20.4	22.9	38.3	100	89	65	-	-	Y15FLYAC
SS-264	CL	38+25	9.00-10.50	A-5(1)	48	7	31.5	29.9	20.3	18.2	100	83	44	-	-	Y15FLYAC
SS-265	100 RT	41+50	0.50-2.00	A-4(0)	26	6	36.6	27.5	11.6	24.3	98	78	39	-	-	Y15FLYAC
SS-266	100 RT	41+50	4.10-5.60	A-7-5(26)	67	34	18.0	12.1	11.2	58.6	100	89	72	-	-	Y15FLYAC
SS-267	100 RT	41+50	9.10-10.60	A-2-5(0)	46	8	42.1	31.3	12.4	14.2	96	71	30	-	-	Y15FLYAC
SS-268	125 LT	788+55	3.80-5.30	A-7-5(6)	49	13	27.5	19.6	22.5	30.3	100	83	56	-	-	L
SS-269	125 LT	788+55	8.80-10.30	A-2-5(0)	43	NP	43.7	26.9	19.3	10.1	100	70	35	-	-	L
SS-270	125 LT	788+55	13.80-15.30	A-2-4(0)	37	NP	46.9	25.9	19.1	8.1	100	67	32	-	-	L
SS-271	125 LT	788+55	18.80-20.30	A-2-4(0)	38	6	48.7	25.7	15.5	10.1	96	62	29	-	-	L
SS-272	125 LT	788+55	28.80-30.30	A-2-4(0)	39	4	51.0	25.7	15.3	8.1	95	59	27	-	-	L
SS-273	125 LT	788+55	33.80-35.30	A-2-5(0)	41	NP	33.4	41.5	17.1	8.1	99	83	31	-	-	L
SS-274	125 LT	788+55	38.80-40.30	A-2-4(0)	37	NP	47.2	33.0	13.8	6.1	97	69	24	-	-	L
SS-275	25 RT	787+25	3.20-4.70	A-5(3)	53	7	27.4	27.6	28.8	16.1	98	81	51	-	-	L
SS-276	25 RT	787+25	8.20-9.70	A-5(2)	52	6	29.3	30.7	28.0	12.1	98	81	46	-	-	L
SS-277	25 RT	787+25	13.20-14.70	A-5(0)	54	NP	18.2	43.6	34.2	4.0	100	92	49	-	-	L
SS-278	25 RT	787+25	18.20-19.70	A-2-5(0)	50	NP	36.9	37.7	21.3	4.0	100	84	31	-	-	L
SS-279	25 RT	787+25	28.20-29.70	A-2-4(0)	31	NP	51.4	36.0	9.6	3.0	100	77	17	-	-	L
SS-280	25 RT	787+25	33.20-34.70	A-7-6(7)	47	22	35.1	17.5	13.1	34.3	98	75	49	-	-	L
SS-281	75 LT	44+50	0.50-2.00	A-6(3)	37	17	42.6	17.6	15.6	24.2	98	69	41	-	-	Y15REV

SOIL TEST RESULTS

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
SS-282	75 LT	44+50	3.70-5.20	A-7-5(3)	50	15	39.4	24.6	13.8	22.2	100	73	40	-	-	Y15REV
SS-283	75 LT	44+50	8.70-10.20	A-2-5(0)	45	8	49.4	23.8	16.6	10.1	99	63	30	-	-	Y15REV
SS-284	CL	793+75	0.00-1.50	A-2-4(0)	22	4	49.4	27.0	11.4	12.1	98	67	26	-	-	L
SS-285	CL	793+75	6.30-7.80	A-2-4(0)	40	NP	45.4	38.1	12.4	4.0	98	74	21	-	-	L
SS-286	25 LT	790+75	0.50-2.00	A-7-5(29)	77	39	18.0	16.3	19.3	46.4	100	88	69	33.6	-	L
SS-287	25 LT	790+75	3.90-5.40	A-7-5(10)	57	25	28.5	23.4	17.9	30.3	98	80	51	-	-	L
SS-288	25 LT	790+75	8.90-10.40	A-2-5(0)	48	2	37.3	36.9	21.7	4.0	100	82	32	-	-	L
SS-289	CL	52+50	4.00-5.50	A-5(4)	61	9	22.4	32.9	24.5	20.2	100	90	50	29.6	-	Y15REV
SS-290	CL	52+50	9.00-10.50	A-2-5(0)	57	NP	42.8	36.3	16.9	4.0	100	77	26	-	-	Y15REV
SS-291	CL	52+50	14.00-15.50	A-5(0)	62	5	33.7	36.9	23.3	6.1	100	84	36	-	-	Y15REV
SS-292	CL	56+50	3.70-5.20	A-5(4)	58	7	27.4	25.6	20.7	26.2	100	83	51	-	-	Y15REV
SS-293	CL	56+50	8.70-10.20	A-2-5(0)	55	1	38.5	33.5	19.9	8.1	100	76	33	-	-	Y15REV
SS-294	CL	56+50	13.70-15.20	A-2-5(0)	55	3	36.3	35.7	21.9	6.1	100	78	34	-	-	Y15REV
SS-295	CL	56+50	23.70-25.20	A-2-5(0)	57	4	36.5	37.5	19.9	6.1	100	80	31	-	-	Y15REV
SS-296	CL	825+00	0.00-1.50	A-7-5(23)	69	28	16.5	16.5	18.5	48.4	100	90	71	-	-	L
SS-297	CL	825+00	4.00-5.50	A-7-5(5)	53	16	32.3	23.6	20.0	24.2	98	77	48	-	-	L
SS-298	CL	825+00	9.00-10.50	A-5(0)	48	NP	33.3	34.9	17.7	14.1	100	84	38	-	-	L
SS-299	CL	825+00	14.00-15.50	A-2-5(0)	50	NP	37.7	31.9	20.4	10.1	97	76	33	-	-	L
SS-300	CL	825+00	24.00-25.50	A-2-4(0)	34	NP	38.3	39.5	16.1	6.0	80	65	22	-	-	L
SS-301	100 RT	829+00	0.50-2.00	A-4(1)	34	7	33.2	22.7	21.9	22.1	93	73	44	-	-	L
SS-302	100 RT	829+00	3.80-5.30	A-4(1)	31	10	31.7	26.4	15.7	26.2	91	74	41	-	-	L
SS-303	100 RT	829+00	8.80-10.30	A-7-5(16)	61	28	35.5	7.1	15.1	42.3	100	85	60	-	-	L
SS-304	100 RT	829+00	13.80-15.30	A-2-5(0)	45	NP	27.0	45.6	13.3	14.1	98	91	32	-	-	L
SS-305	50 RT	834+50	4.00-5.50	A-5(2)	53	8	24.4	36.5	21.0	18.1	100	89	45	-	-	L
SS-306	50 RT	834+50	9.00-10.50	A-5(2)	46	5	18.8	39.3	27.8	14.1	99	91	50	-	-	L
SS-307	50 RT	834+50	14.00-15.50	A-2-5(0)	47	NP	29.2	41.5	21.2	8.1	99	88	35	-	-	L
S-308	150 RT	832+00	0.00-3.00	A-2-4(0)	38	5	45.2	26.6	16.1	12.1	99	68	32	-	-	L
S-309	150 RT	832+00	3.00-9.00	A-2-4(0)	40	NP	49.6	32.1	14.3	4.0	99	68	23	-	-	L
SS-310	CL	819+00	8.80-10.30	A-2-4(0)	33	NP	43.5	32.7	15.7	8.1	69	53	20	-	-	L
SS-311	CL	819+00	13.80-15.30	A-2-4(0)	31	NP	43.5	38.5	13.9	4.0	73	58	16	-	-	L
SS-312	CL	819+00	23.80-25.30	A-2-5(0)	49	NP	47.8	34.3	13.9	4.0	98	69	22	-	-	L
SS-313	CL	819+00	28.80-30.30	A-2-4(0)	30	NP	59.6	25.4	10.0	5.0	93	52	18	-	-	L
SS-314	CL	819+00	33.80-35.30	A-2-5(0)	42	NP	37.0	39.9	16.1	7.0	98	80	28	-	-	L
SS-315	130 LT	821+00	3.50-5.00	A-2-4(0)	33	NP	38.3	38.0	12.7	11.1	99	79	30	-	-	L
SS-316	130 LT	821+00	8.50-10.00	A-2-4(0)	37	NP	41.1	36.0	11.9	11.1	81	64	23	-	-	L
SS-317	130 LT	821+00	13.50-15.00	A-2-5(0)	45	NP	29.2	42.1	15.6	13.1	92	80	32	-	-	L
SS-318	130 LT	821+00	23.50-25.00	A-2-5(0)	41	NP	31.9	45.3	15.8	7.0	97	83	28	-	-	L
SS-319	CL	18+00	0.00-1.50	A-7-6(20)	59	30	19.3	16.1	14.2	50.4	100	88	67	-	-	Y16DET
SS-320	CL	18+00	4.00-5.50	A-7-6(5)	46	18	33.8	24.8	13.2	28.2	100	79	45	-	-	Y16DET
SS-321	CL	18+00	9.00-10.50	A-2-4(0)	37	NP	44.1	33.5	14.3	8.1	99	72	28	-	-	Y16DET
SS-322	75 RT	27+50	3.90-5.40	A-7-5(13)	69	16	10.9	30.0	16.8	42.3	100	96	65	-	-	Y16
SS-323	75 RT	27+50	8.90-10.40	A-5(0)	49	NP	22.4	45.9	19.6	12.1	100	91	40	-	-	Y16
SS-324	CL	804+00	3.70-5.20	A-7-5(21)	59	20	9.7	12.7	31.3	46.3	100	94	82	-	-	L
SS-325	CL	804+00	8.70-10.20	A-7-5(23)	64	24	10.1	16.7	32.9	40.3	100	93	78	-	-	L
SS-326	CL	804+00	13.70-15.20	A-2-4(0)	34	7	47.1	26.9	15.9	10.1	96	64	30	-	-	L
SS-327	CL	804+00	18.70-20.20	A-2-4(0)	38	5	46.9	23.8	19.2	10.1	97	63	34	-	-	L
SS-328	CL	804+00	23.70-25.20	A-5(1)	46	7	36.5	27.8	21.7	14.1	99	77	41	-	-	L
SS-329	CL	804+00	28.70-30.20	A-5(4)	55	7	15.9	38.5	31.5	14.1	100	93	55	-	-	L
SS-330	CL	807+00	4.00-5.50	A-2-4(0)	36	NP	48.0	28.5	15.4	8.1	100	66	29	-	-	L
SS-331	CL	807+00	9.00-10.50	A-2-4(0)	40	NP	49.2	29.9	14.8	6.0	99	65	27	-	-	L
SS-332	CL	807+00	14.00-15.50	A-2-4(0)	39	NP	53.4	26.6	13.0	7.0	95	58	24	-	-	L
SS-333	CL	807+00	19.00-20.50	A-2-4(0)	38	NP	53.5	24.0	15.5	7.0	96	57	26	-	-	L
SS-334	75 LT	810+50	0.50-2.00	A-6(6)	40	16	28.4	21.8	13.6	36.3	98	80	52	-	-	L
SS-335	75 LT	810+50	3.10-4.60	A-7-6(7)	41	21	30.4	20.5	10.8	38.3	99	82	51	-	-	L
SS-336	75 LT	810+50	8.10-9.60	A-5(2)	45	7	19.7	35.4	18.6	26.2	100	93	50	-	-	L
SS-337	25 LT	82+00	4.00-5.50	A-7-5(15)	59	20	13.7	23.6	20.4	42.3	100	94	67	-	-	Y15FLYAC
SS-338	25 LT	82+00	9.00-10.50	A-5(6)	54	8	11.5	35.4	28.9	24.2	100	95	62	-	-	Y15FLYAC
SS-339	25 LT	82+00	14.00-15.50	A-7-5(9)	63	15	10.3	43.1	26.5	20.1	100	96	57	41.6	-	Y14FLYAC
SS-340	25 LT	82+00	19.00-20.50	A-2-5(0)	51	NP	37.9	38.8	16.3	7.0	98	76	29	-	-	Y15FLYAC
SS-341	25 LT	82+00	24.00-25.50	A-2-5(0)	62	NP	34.8	42.3	14.8	8.1	100	84	28	-	-	Y15FLYAC
SS-342	50 RT	811+50	3.80-5.30	A-5(0)	45	6	30.6	34.0	15.2	20.1	97	79	40	-	-	L
SS-343	50 RT	811+50	8.80-10.30	A-5(0)	46	NP	31.4	37.1	19.4	12.1	100	83	36	-	-	L
SS-344	50 LT	30+00	4.00-5.50	A-7-5(18)	71	23	14.5	23.0	20.2	42.3	100	93	66	-	-	Y15RPD
SS-345	50 LT	30+00	14.00-15.50	A-5(0)	45	NP	35.2	31.5	19.1	14.1	99	78	38	-	-	Y15RPD
SS-346	50 LT	30+00	19.00-20.50	A-2-5(0)	42	NP	44.3	26.1	18.5	11.1	99	69	34	-	-	Y15RPD
SS-347	25 LT	83+10	4.00-5.50	A-5(1)	46	2	20.9	34.8	26.1	18.1	100	90	52	27	-	Y15FLYBD
SS-348	25 LT	83+10	9.00-10.50	A-2-5(0)	47	NP	37.9	33.0	17.0	12.1	100	78	34	-	-	Y15FLYBD
SS-349	50 RT	79+30	3.50-5.00	A-5(1)	50	6	26.2	33.2	22.5	18.1	100	89	44	-	-	Y15FLYBD
SS-350	50 RT	79+30	8.50-10.00	A-5(1)	50	6	27.4	35.4	21.0	16.1	100	89	42	-	-	Y15FLYBD
SS-351	50 RT	79+30	13.50-15.00	A-5(2)	49	8	24.0	37.5	26.5	12.1	100	89	46	-	-	Y15FLYBD
SS-352	50 RT	79+30	18.50-20.00	A-5(1)	49	5	23.4	37.3	27.3	12.1	100	90	46	-	-	Y15FLYBD
SS-353	50 RT	79+30	23.50-25.00	A-2-5(0)	44	3	32.2	38.3	21.5	8.1	100	84	35	-	-	Y15FLYBD
SS-354	50 LT	75+75	3.70-5.20	A-7-5(11)	51	14	14.7	22.8	34.3	28.2	100	92	69	-	-	Y15FLYBD
SS-355	50 LT	75+75	8.70-10.20	A-5(5)	45	7	15.5	28.8	33.5	22.2	100	93	63	-	-	Y15FLYBD

SOIL TEST RESULTS

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
SS-356	50 LT	75+75	13.70-15.00	A-5(5)	48	5	13.8	30.9	34.9	20.3	100	93	64	-	-	Y15FLYBD
SS-357	50 LT	75+75	18.70-20.20	A-5(5)	49	7	14.7	33.8	37.4	14.1	100	92	61	28.3	-	Y15FLYBD
SS-358	50 RT	61+25	3.70-5.20	A-5(6)	58	10	26.6	20.7	26.5	26.2	100	83	56	-	-	Y15REV
SS-359	50 RT	61+25	8.70-10.20	A-5(1)	51	8	38.5	25.2	22.3	14.1	99	72	41	-	-	Y15REV
SS-360	50 RT	61+25	13.70-15.20	A-5(1)	52	7	33.6	30.4	23.9	12.1	98	78	40	-	-	Y15REV
SS-361	50 RT	61+25	18.70-20.20	A-5(1)	50	5	22.0	36.9	27.1	14.1	100	92	46	-	-	Y15REV
SS-362	50 RT	61+25	23.70-25.20	A-5(1)	47	3	20.9	38.1	26.9	14.1	98	89	48	-	-	Y15REV
SS-363	50 RT	61+25	28.70-30.20	A-5(0)	48	NP	16.9	41.7	29.3	12.1	100	96	49	-	-	Y15REV
SS-364	50 RT	63+75	4.00-5.50	A-7-5(20)	61	21	7.9	18.9	28.9	44.3	100	96	79	-	-	Y15REV
SS-365	50 RT	63+75	9.00-10.50	A-5(5)	52	10	19.1	31.8	26.9	22.2	100	90	55	-	-	Y15REV
SS-366	50 RT	63+75	14.00-15.50	A-2-5(0)	41	5	45.3	22.0	20.6	12.1	96	64	35	-	-	Y15REV
SS-367	50 RT	63+75	19.00-20.50	A-5(0)	42	7	41.3	24.2	22.5	12.1	97	69	37	-	-	Y15REV
SS-368	CL	58+00	0.50-2.00	A-7-5(25)	66	35	21.1	11.7	14.8	52.4	100	86	69	27.7	-	Y15FLYBD
SS-369	CL	58+00	4.00-5.50	A-5(0)	46	3	41.7	26.4	15.8	16.1	100	72	36	-	-	Y15FLYBD
SS-370	CL	14+00	3.30-4.80	A-7-5(3)	44	12	29.4	28.4	18.0	24.2	100	84	47	-	-	Y15RPD
SS-371	CL	14+00	8.30-9.80	A-1-b(0)	37	NP	66.7	21.2	9.1	3.0	95	48	14	-	-	Y15RPD
SS-372	75 LT	55+00	3.70-5.20	A-5(2)	53	9	39.3	21.1	15.4	24.2	99	71	43	-	-	Y15FLYBD
SS-373	75 LT	55+00	8.70-10.20	A-2-4(0)	40	NP	41.9	30.6	17.4	10.1	100	75	32	-	-	Y15FLYBD
SS-374	25 LT	795+75	3.20-4.70	A-2-5(0)	45	5	47.5	19.9	20.4	12.1	97	63	35	-	-	L
SS-375	25 LT	795+75	8.20-9.70	A-2-5(0)	41	9	49.1	18.7	20.0	12.1	99	62	35	-	-	L
SS-376	50 LT	50+40	4.00-5.50	A-2-5(0)	44	8	42.3	28.4	15.2	14.1	100	73	34	-	-	Y15FLYBD
SS-377	50 LT	50+40	9.00-10.50	A-2-4(0)	38	NP	37.3	40.1	14.6	8.1	100	84	28	-	-	Y15FLYBD
SS-378	50 LT	50+40	14.00-15.50	A-2-5(0)	43	NP	33.2	45.3	15.4	6.0	99	84	27	-	-	Y15FLYBD
SS-379	50 LT	50+40	19.00-20.50	A-2-4(0)	37	4	57.8	21.8	13.4	7.0	93	51	23	-	-	Y15FLYBD
SS-380	50 LT	50+40	29.00-30.50	A-2-4(0)	35	3	52.8	25.4	15.8	6.0	98	59	26	-	-	Y15FLYBD
SS-381	50 LT	50+40	34.00-35.50	A-2-4(0)	33	NP	17.7	57.4	18.8	6.0	100	96	33	-	-	Y15FLYBD
SS-382	75 LT	65+25	4.00-5.50	A-2-4(0)	21	6	48.5	18.9	12.4	20.1	99	67	34	-	-	Y15FLYBD
SS-383	75 LT	65+25	9.00-10.50	A-2-4(0)	30	7	52.9	23.3	6.6	17.1	96	61	25	-	-	Y15FLYBD
SS-384	25 RT	69+50	3.50-5.00	A-2-5(0)	47	10	42.9	26.2	16.9	14.1	93	64	33	-	-	Y15FLYBD
SS-385	25 RT	69+50	8.50-10.00	A-5(2)	53	6	27.6	31.8	18.5	22.1	100	86	47	-	-	Y15FLYBD
SS-386	CL	26+50	3.50-5.00	A-7-5(24)	71	28	13.9	16.1	13.7	56.3	100	91	73	-	-	Y15RPC
SS-387	CL	26+50	8.50-10.00	A-2-4(0)	38	9	57.5	22.5	7.8	12.1	99	56	23	-	-	Y15RPC
SS-388	CL	26+50	13.50-15.00	A-2-4(0)	37	6	54.6	24.8	9.5	11.1	97	58	24	-	-	Y15RPC
SS-389	CL	26+50	18.50-20.00	A-2-5(0)	48	7	40.4	32.8	10.7	16.1	99	76	32	-	-	Y15RPC
SS-390	CL	24+00	3.90-5.40	A-5(3)	58	10	36.8	22.9	12.1	28.2	100	75	44	-	-	Y15RPC
SS-391	CL	24+00	8.90-10.40	A-5(0)	53	8	41.4	26.0	16.5	16.1	99	71	36	-	-	Y15RPC
SS-392	50 RT	20+50	3.80-5.30	A-7-6(11)	49	27	35.6	13.1	3.0	48.3	100	74	53	-	-	Y15RPC
SS-393	50 RT	20+50	8.80-10.30	A-2-4(0)	28	10	50.9	21.1	5.8	22.1	99	62	30	-	-	Y15RPC
SS-394	25 LT	73+50	4.10-5.60	A-7-5(3)	50	20	43.7	19.5	6.6	30.2	99	69	39	-	-	Y15FLYAC
SS-395	25 LT	73+50	9.10-10.60	A-2-5(0)	48	NP	49.8	27.8	12.4	10.1	98	64	26	-	-	Y15FLYAC
SS-396	15 LT	68+40	3.70-5.20	A-5(0)	44	6	40.6	25.7	19.6	14.1	100	72	39	-	-	Y15FLYAC
SS-397	15 LT	68+40	8.70-10.20	A-4(1)	39	8	37.0	25.3	27.6	10.1	100	76	43	-	-	Y15FLYAC
SS-398	15 LT	68+40	13.70-15.20	A-2-5(0)	43	NP	52.7	24.0	13.2	10.1	100	60	28	-	-	Y15FLYAC
SS-399	15 LT	68+40	18.70-20.20	A-2-5(0)	45	NP	47.6	25.4	15.0	12.1	96	63	31	-	-	Y15FLYAC
SS-400	15 LT	68+40	23.70-25.20	A-2-4(0)	38	3	47.4	24.2	16.3	12.1	81	51	28	-	-	Y15FLYAC
SS-401	15 LT	68+40	28.70-30.20	A-2-5(0)	48	NP	44.7	29.5	13.8	12.1	95	65	29	-	-	Y15FLYAC
SS-402	15 LT	68+40	33.70-35.20	A-2-5(0)	51	NP	47.5	33.5	9.0	10.1	98	70	24	-	-	Y15FLYAC
SS-403	15 LT	68+40	38.70-40.20	A-2-5(0)	50	NP	45.0	32.2	12.8	10.1	97	68	26	-	-	Y15FLYAC
SS-404	15 LT	68+40	43.70-45.20	A-2-5(0)	47	NP	45.5	35.0	7.4	12.1	96	68	23	-	-	Y15FLYAC
SS-405	CL	48+50	4.00-5.50	A-7-5(5)	59	12	19.1	36.4	12.3	32.2	100	93	51	-	-	Y15FLYAC
SS-406	CL	48+50	9.00-10.50	A-5(1)	55	NP	20.5	37.4	19.9	22.1	100	90	51	-	-	Y15FLYAC
SS-407	25 RT	45+50	3.90-5.40	A-7-5(14)	61	25	27.6	16.1	8.0	48.3	100	82	59	-	-	Y15FLYCA
SS-408	25 RT	45+50	8.90-10.40	A-7-5(8)	56	23	35.6	18.1	10.1	36.2	99	75	48	-	-	Y15FLYCA
SS-409	75 LT	34+40	3.80-5.30	A-2-4(0)	35	5	45.2	28.4	14.3	12.2	97	67	30	-	-	Y15REV
SS-410	100 RT	34+50	4.00-5.50	A-5(3)	55	9	19.9	39.4	12.5	28.2	100	89	48	-	-	Y15REV
SS-411	100 RT	34+50	9.00-10.50	A-2-5(0)	43	NP	31.4	47.5	7.0	14.1	100	86	28	-	-	Y15REV
SS-412	100 RT	34+50	14.00-15.50	A-2-4(0)	36	NP	49.5	32.2	9.3	9.1	98	64	23	-	-	Y15REV
SS-413	100 RT	34+50	19.00-20.50	A-2-4(0)	38	2	43.0	36.5	14.5	6.1	93	68	24	-	-	Y15REV
SS-414	25 LT	31+00	4.00-5.50	A-4(0)	27	8	40.7	23.5	13.5	22.3	99	71	39	-	-	Y15REV
SS-415	25 LT	31+00	9.00-10.50	A-6(2)	37	13	40.5	21.5	9.6	28.4	97	69	40	-	-	Y15REV
SS-416	25 LT	31+00	14.00-15.50	A-2-5(0)	41	NP	44.8	30.8	18.3	6.1	94	63	29	-	-	Y15REV
SS-417	50 LT	30+00	0.50-2.00	A-6(5)	36	12	26.7	15.4	25.4	32.4	99	80	60	-	-	Y15REV
SS-418	50 LT	30+00	3.30-4.80	A-7-6(6)	46	17	29.8	21.3	24.6	24.3	97	79	51	-	-	Y15REV
SS-419	50 LT	30+00	8.30-9.80	A-7-5(10)	55	17	22.1	20.7	37.0	20.3	100	89	60	-	-	Y15REV
SS-420	75 RT	27+50	3.10-4.60	A-7-5(29)	67	27	6.3	10.3	32.7	50.7	100	96	86	-	-	Y15REV
SS-421	75 RT	27+50	8.10-9.60	A-7-5(21)	58	20	6.9	14.2	38.4	40.5	100	96	83	46.4	-	Y15REV
SS-422	75 RT	27+50	13.10-14.60	A-7-5(16)	53	18	11.3	18.4	41.8	28.4	100	95	76	-	-	Y15REV
SS-423	150 RT	25+50	3.90-5.40	A-5(2)	43	10	37.3	20.7	19.8	22.3	94	67	44	-	-	Y15REV
SS-424	150 RT	25+50	8.90-10.40	A-5(0)	55	NP	21.5	37.9	28.5	12.2	100	91	48	-	-	Y15REV
SS-425	150 RT	25+50	13.90-15.40	A-4(0)	29	NP	25.9	44.8	21.2	8.1	100	91	37	-	-	Y15REV
SS-426	150 RT	25+50	18.90-20.40	A-4(0)	32	NP	34.4	35.5	22.0	8.1	100	83	38	-	-	Y15REV
SS-427	150 RT	25+50	23.90-25.40	A-2-4(0)	36	NP	45.6	29.4	21.0	4.1	100	76	30	-	-	Y15REV
SS-428	125 RT	23+00	3.80-5.30	A-7-5(26)	69	28	8.5	18.8	34.1	38.5	100	96	77	-	-	Y15REV
SS-429	125 RT	23+00	8.80-10.30	A-5(2)	47	6	25.9	33.4	28.5	12.2	100	87	47	-	-	Y15REV

SOIL TEST RESULTS

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
SS-430	125 RT	23+00	13.80-15.30	A-2-5(0)	41	NP	32.8	39.3	21.8	6.1	100	86	34	-	-	Y15REV
SS-431	125 RT	23+00	18.80-20.30	A-4(0)	39	NP	24.1	45.0	24.8	6.1	100	94	36	-	-	Y15REV
SS-432	125 RT	23+00	23.80-25.30	A-2-4(0)	37	NP	50.9	31.0	12.1	6.1	100	73	21	-	-	Y15REV
SS-433	125 RT	23+00	28.80-30.30	A-2-4(0)	38	NP	43.0	37.9	15.1	4.1	98	76	23	-	-	Y15REV
SS-434	125 RT	23+00	33.80-35.30	A-2-4(0)	34	NP	50.7	30.6	14.7	4.1	93	62	21	-	-	Y15REV
SS-435	125 RT	23+00	38.80-40.30	A-2-4(0)	31	NP	53.7	32.0	12.3	2.0	99	73	17	-	-	Y15REV
SS-436	100 RT	19+25	3.50-5.00	A-5(4)	41	5	14.9	18.5	59.5	7.1	99	90	69			Y15REV
SS-437	100 RT	19+25	8.50-10.00	A-2-7(0)	48	13	42.6	31.6	5.6	20.3	99	75	30			Y15REV
SS-438	100 RT	19+25	13.50-15.00	A-2-4(0)	34	NP	25.5	57.1	15.3	2.0	100	93	25			Y15REV
SS-439	100 RT	19+25	18.50-20.00	A-2-4(0)	31	NP	56.9	33.4	7.6	2.0	100	68	13			Y15REV
SS-440	CL	30+25	0.50-2.00	A-7-6(13)	54	26	29.6	16.6	19.4	34.4	100	79	57	25.5		Y15FLYCA
SS-441	CL	30+25	3.50-5.00	A-7-6(2)	44	15	41.1	24.5	22.2	12.2	98	68	38			Y15FLYCA
SS-442	CL	33+00	3.70-5.20	A-7-5(15)	64	18	13.0	24.5	30.1	32.4	100	93	68			Y15FLYCA
SS-443	CL	33+00	8.70-10.20	A-5(2)	48	4	13.4	42.1	34.3	10.1	100	96	53			Y15FLYCA
SS-444	CL	33+00	13.70-15.20	A-5(5)	55	4	6.3	45.0	36.6	12.2	100	98	63			Y15FLYCA
SS-445	CL	33+00	18.70-44.50	A-5(0)	49	NP	18.4	50.7	26.8	4.1	100	96	39			Y15FLYCA
SS-446	CL	33+00	23.70-25.20	A-5(1)	47	6	17.8	45.8	28.3	8.1	100	93	45			Y15FLYCA
SS-447	50 LT	36+50	3.60-5.10	A-5(2)	52	8	36.9	21.5	27.5	14.2	99	71	47			Y15FLYCA
SS-448	50 LT	36+50	8.60-10.10	A-5(0)	49	3	41.3	27.4	23.2	8.1	99	71	37			Y15FLYCA
SS-449	50 LT	36+50	13.60-15.10	A-5(0)	53	2	16.0	39.1	32.7	12.2	100	94	46			Y15FLYCA
SS-450	50 LT	36+50	18.60-20.10	A-2-5(0)	55	5	43.4	28.4	22.2	6.1	98	69	34			Y15FLYCA
SS-451	50 LT	36+50	23.60-25.10	A-2-5(0)	42	NP	49.0	30.4	16.5	4.1	99	70	25			Y15FLYCA
SS-452	50 LT	36+50	28.60-30.10	A-5(0)	44	NP	24.9	41.1	29.9	4.1	100	89	42			Y15FLYCA
SS-453	CL	39+00	4.00-5.50	A-7-6(3)	46	18	43.6	20.3	13.9	22.3	99	67	40			Y15FLYCA
SS-454	CL	39+00	9.00-10.50	A-2-7(0)	45	12	49.2	25.3	15.3	10.1	99	63	30			Y15FLYCA
SS-455	50 RT	41+00	0.50-2.00	A-7-5(14)	54	22	19.7	21.3	22.6	36.5	100	88	64			Y15FLYCA
SS-456	50 RT	41+00	4.20-5.70	A-5(6)	52	9	11.5	34.8	27.6	26.1	100	97	59	-	-	Y15FLYCA
SS-457	50 RT	41+00	9.20-10.70	A-5(2)	48	6	16.2	39.1	28.5	16.2	100	96	48			Y15FLYCA
SS-458	90 RT	22+75	0.50-2.00	A-7-5(16)	56	25	16.5	22.3	21.0	40.2	100	92	65	-	-	Y15FLYCA
SS-459	90 RT	22+75	3.30-4.80	A-7-5(5)	46	13	20.9	33.4	23.6	22.1	100	89	52	-	-	Y15FLYCA
SS-460	90 RT	22+75	8.30-9.80	A-2-7(0)	42	18	46.6	17.3	12.0	24.1	52	32	20	-	-	Y15FLYCA
SS-461	90 RT	22+75	13.30-14.80	A-2-5(0)	41	NP	38.3	34.0	19.6	8.1	99	75	32	-	-	Y15FLYCA
SS-462	90 RT	22+75	18.30-20.80	A-2-4(0)	25	NP	28.4	46.0	17.5	8.1	99	88	31	-	-	Y15FLYCA
SS-463	90 RT	22+75	23.30-24.80	A-2-4(0)	30	NP	36.1	36.5	19.4	8.1	98	77	32	-	-	Y15FLYCA
SS-464	90 RT	22+75	28.30-29.80	A-2-4(0)	34	NP	47.2	31.2	17.5	4.1	100	74	26	-	-	Y15FLYCA
SS-465	75 RT	26+50	3.80-5.30	A-7-5(14)	56	17	13.8	18.0	37.8	30.4	100	93	72	-	-	Y15FLYCA
SS-466	75 RT	26+50	8.80-10.30	A-5(2)	49	5	20.5	41.7	27.7	10.1	100	90	48	-	-	Y15FLYCA
SS-467	75 RT	26+50	18.80-20.30	A-4(0)	37	NP	31.6	38.3	22.0	8.1	100	86	36	-	-	Y15FLYCA
SS-468	75 RT	26+50	28.80-30.30	A-7-5(3)	45	11	19.9	38.5	29.5	12.2	95	85	48	-	-	Y15FLYCA
SS-469	75 RT	26+50	38.80-40.20	A-5(0)	41	NP	19.3	46.2	28.5	6.1	100	91	43	-	-	Y15FLYCA
SS-470	70 RT	24+90	0.00-1.50	A-6(2)	37	13	30.2	25.4	16.2	28.2	88	71	43			Y15
SS-471	90 RT	26+40	0.50-2.00	A-7-5(4)	45	15	33.0	23.8	15.0	28.2	98	76	46			Y15
SS-472	90 RT	26+40	4.00-5.50	A-2-4(0)	37	4	41.7	32.2	14.0	12.1	96	68	31			Y15
SS-473	90 RT	26+40	9.00-10.50	A-2-4(0)	33	NP	44.4	39.8	11.8	4.0	96	69	22			Y15
SS-474	90 RT	26+40	14.00-15.50	A-2-4(0)	35	NP	24.8	55.7	14.5	5.0	99	90	28			Y15
SS-475	90 RT	26+40	19.00-20.50	A-2-4(0)	30	NP	36.5	46.6	11.9	5.0	98	83	22			Y15
SS-476	80 RT	28+25	0.50-2.00	A-4(1)	38	9	33.6	26.4	19.8	20.1	89	67	41			Y15
SS-477	80 RT	28+25	3.60-5.10	A-2-4(0)	38	NP	43.5	28.0	18.4	10.1	94	64	33			Y15
SS-478	80 RT	28+25	8.60-10.10	A-2-4(0)	36	NP	43.5	34.0	16.4	6.0	92	65	27			Y15
SS-479	90 RT	33+50	4.00-5.50	A-4(0)	31	6	40.9	27.2	15.8	16.1	96	69	36			Y15
SS-480	90 RT	33+50	9.00-10.50	A-6(7)	38	14	16.5	29.4	23.9	30.2	99	89	60			Y15
SS-481	90 RT	33+50	14.00-15.50	A-2-4(0)	24	5	46.9	26.2	10.8	16.1	92	63	28			Y15
SS-482	90 RT	33+50	19.00-20.50	A-2-4(0)	29	NP	47.5	38.3	10.2	4.0	97	72	18			Y15
SS-483	85 RT	36+75	0.50-2.00	A-5(3)	56	9	30.2	28.0	21.7	20.1	98	80	46			Y15
SS-484	85 RT	36+75	3.90-5.40	A-7-5(5)	54	14	27.6	25.4	22.9	24.2	97	81	50			Y15
SS-485	85 RT	36+75	8.90-10.40	A-5(2)	44	8	27.6	29.2	21.0	22.2	95	80	46			Y15
SS-486	85 RT	36+75	13.90-15.40	A-2-4(0)	29	NP	46.4	37.8	10.8	5.0	95	71	19			Y15
SS-487	70 RT	39+40	0.50-2.00	A-7-5(2)	43	11	31.8	26.0	20.0	22.2	94	75	43			Y15
SS-488	70 RT	39+40	4.00-5.50	A-4(1)	34	10	29.2	31.8	20.8	18.1	97	81	43			Y15
SS-489	70 RT	39+40	9.00-10.50	A-4(2)	32	9	29.0	25.2	21.7	24.2	98	80	49			Y15
SS-490	70 RT	39+40	14.00-15.50	A-2-4(0)	26	NP	45.5	35.0	13.4	6.0	75	54	19			Y15
SS-491	70 RT	42+45	0.50-2.00	A-4(0)	40	8	34.2	31.0	18.6	16.1	97	79	38			Y15
SS-492	70 RT	42+45	3.70-5.20	A-7-5(5)	44	14	28.4	22.6	20.8	28.2	96	79	51			Y15
SS-493	70 RT	42+45	8.70-10.20	A-6(2)	37	14	36.9	25.4	13.6	24.2	100	78	42			Y15
SS-494	70 RT	42+45	13.70-15.20	A-3(0)	19	NP	61.9	31.0	3.1	4.0	98	66	9	-	-	Y15
SS-495	70 RT	42+45	18.70-20.20	A-2-4(0)	31	NP	41.6	44.2	12.2	2.0	97	77	20	-	-	Y15
SS-496	110 RT	44+75	3.70-5.20	A-2-4(0)	31	9	27.9	33.0	15.0	24.1	45	39	20	-	-	Y15
SS-497	65 RT	46+50	0.50-2.00	A-2-4(0)	31	5	42.4	34.0	15.6	8.0	97	75	28	-	-	Y15
SS-498	65 RT	46+50	3.50-5.00	A-7-6(3)	42	16	35.9	25.6	16.1	22.3	95	72	41	-	-	Y15
SS-499	65 RT	46+50	8.50-10.00	A-2-4(0)	30	NP	48.5	34.8	10.6	6.1	88	61	20	-	-	Y15
SS-500	65 RT	49+25	0.50-2.00	A-2-4(0)	33	5	35.5	37.6	12.7	14.2	97	77	31	-	-	Y15

SOIL TEST RESULTS

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
SS-501	65 RT	49+25	0.50-2.00	A-6(2)	39	13	30.5	30.5	14.7	24.4	98	81	43	-	-	Y15
SS-502	65 RT	49+25	4.00-5.50	A-7-5(11)	46	16	12.2	21.3	25.9	40.6	99	94	70	-	-	Y15
SS-503	65 RT	49+25	14.00-15.50	A-2-4(0)	26	NP	51.1	28.9	13.9	6.1	93	66	23	-	-	Y15
SS-504	25 RT	15+25	3.70-5.20	A-2-4(0)	32	NP	59.1	27.9	7.9	5.1	95	55	16	-	-	Y15FLYCA
SS-505	40 LT	16+75	3.80-5.30	A-6(1)	36	12	40.6	24.0	13.1	22.3	91	65	36	-	-	Y15FLYCA
SS-506	40 LT	16+75	8.80-10.30	A-7-6(10)	51	25	25.6	23.4	16.5	34.5	94	79	52	-	-	Y15FLYCA
SS-507	75 RT	8+50	0.50-2.00	A-7-6(7)	45	18	28.8	20.9	15.7	34.5	97	79	52	-	-	Y15REV
SS-508	75 RT	8+50	3.80-5.30	A-5(0)	43	5	30.5	31.7	19.6	18.3	98	82	41	-	-	Y15REV
SS-509	75 RT	8+50	8.80-10.30	A-6(3)	39	20	35.3	25.2	9.0	30.5	91	71	39	-	-	Y15REV
SS-510	75 RT	12+00	0.50-2.00	A-4(0)	30	7	37.4	25.4	14.9	22.3	95	73	39	-	-	Y15REV
SS-511	75 RT	12+00	4.00-5.50	A-7-5(22)	62	31	16.9	14.4	15.9	52.8	99	89	70	-	-	Y15REV
SS-512	75 RT	12+00	9.00-10.50	A-2-4(0)	40	NP	45.5	31.7	10.7	12.2	88	62	23	-	-	Y15REV
SS-513	75 RT	14+00	3.70-5.20	A-2-4(0)	23	NP	46.3	34.8	11.8	7.1	95	67	23	-	-	Y15REV
SS-514	40 RT	17+00	0.50-2.00	A-2-4(0)	26	NP	58.4	27.2	6.3	8.1	91	58	15	-	-	Y15REV
SS-515	40 RT	17+00	4.00-5.50	A-2-4(0)	37	NP	32.7	53.0	10.3	4.1	100	89	21	-	-	Y15REV
SS-516	20 RT	19+25	0.50-2.00	A-2-4(0)	37	NP	48.7	32.3	12.9	6.1	95	68	22	-	-	Y15REV
SS-517	20 RT	19+25	3.70-5.20	A-2-4(0)	38	NP	37.4	38.0	14.5	10.2	96	76	29	-	-	Y15REV
SS-518	20 RT	19+25	8.70-10.20	A-2-4(0)	31	NP	50.3	35.2	9.4	5.1	93	65	18	-	-	Y15REV
SS-519	35 LT	23+00	3.70-5.20	A-2-4(0)	26	NP	39.6	46.5	9.8	4.1	100	85	19	-	-	Y15REV
SS-520	35 LT	23+00	8.70-10.20	A-2-4(0)	29	NP	43.5	39.4	11.1	6.1	99	79	21	-	-	Y15REV
SS-521	25 RT	33+75	4.10-5.60	A-6(1)	36	11	32.4	35.0	16.5	16.1	100	84	39	-	-	Y15RPB
SS-522	25 RT	33+75	8.10-9.60	A-2-4(0)	28	NP	38.0	38.8	15.1	8.0	100	81	29	-	-	Y15RPB
SS-523	25 LT	65+00	3.80-5.30	A-2-4(0)	37	2	43.1	27.2	17.7	12.1	100	70	34	-	-	Y15REV
SS-524	25 LT	65+00	8.80-10.30	A-2-5(0)	42	1	31.0	42.1	18.9	8.0	100	86	33	-	-	Y15REV
SS-525	CL	67+25	4.00-5.50	A-5(0)	44	NP	27.4	43.7	20.9	8.0	100	87	37	-	-	Y15REV
SS-526	CL	67+25	9.00-10.50	A-5(3)	41	6	19.3	32.0	32.6	16.1	100	89	56	-	-	Y15REV
SS-527	CL	67+25	14.00-15.50	A-2-4(0)	39	NP	25.2	45.7	21.1	8.0	100	90	35	-	-	Y15REV
SS-528	35 RT	69+75	4.00-5.50	A-2-4(0)	34	NP	50.3	29.2	16.5	4.0	98	64	24	-	-	Y15REV
SS-529	35 RT	69+75	9.00-10.50	A-2-5(0)	43	NP	48.8	34.4	12.8	4.0	99	71	21	-	-	Y15REV
SS-530	60 RT	73+00	0.50-2.00	A-7-6(6)	44	17	29.7	20.0	22.0	28.3	98	80	52	-	-	Y15REV
SS-531	60 RT	73+00	3.80-5.30	A-7-5(4)	49	13	32.2	20.7	19.0	28.1	95	74	49			Y15REV
SS-532	75 RT	75+00	3.90-5.40	A-5(0)	47	4	33.8	35.0	19.2	12.1	99	81	37			Y15REV
SS-533	75 RT	75+00	8.90-10.40	A-2-5(0)	46	NP	46.4	30.4	13.2	10.1	97	67	27			Y15REV
SS-534	75 RT	77+00	3.50-5.00	A-6(1)	39	12	34.2	31.0	16.8	18.1	96	76	39			Y15REV
SS-535	75 RT	77+00	8.50-10.00	A-4(0)	31	7	34.6	29.7	15.6	20.1	95	76	38			Y15REV
SS-536	75 RT	79+75	3.80-5.30	A-2-4(0)	19	NP	35.0	43.2	15.8	6.0	99	83	28			Y15REV
SS-537	75 RT	82+50	3.50-5.00	A-5(0)	53	8	36.6	30.8	14.6	18.1	99	78	37			Y15REV
SS-538	75 RT	82+50	8.50-10.00	A-2-5(0)	50	3	35.2	41.2	15.6	8.0	100	84	29			Y15REV
SS-539	75 RT	85+50	3.30-4.80	A-5(3)	46	10	31.6	24.7	19.6	24.1	98	78	47			Y15REV
SS-540	75 RT	85+50	8.30-9.80	A-7-6(14)	52	28	26.1	18.3	11.4	44.2	100	84	59			Y15REV
SS-541	75 RT	85+50	13.30-15.80	A-2-4(0)	30	NP	37.8	35.8	14.4	12.1	98	75	30			Y15REV
SS-542	75 RT	85+50	18.30-19.80	A-1-b(0)	32	NP	68.7	22.5	2.7	6.0	88	45	10			Y15REV
SS-543	75 RT	137+50	3.50-5.00	A-2-4(0)	28	2	48.2	22.1	15.6	14.1	100	65	33			Y15
SS-544	75 RT	137+50	8.50-10.00	A-2-4(0)	31	NP	55.1	25.1	11.8	8.0	98	59	24			Y15
SS-545	75 RT	141+50	0.00-1.00	A-7-5(4)	51	15	31.2	28.5	18.2	22.1	98	78	44			Y15
SS-546	75 RT	141+50	3.50-5.00	A-2-5(0)	42	9	45.8	25.7	16.4	12.1	99	68	32			Y15
SS-547	75 RT	144+50	1.00-2.50	A-2-4(0)	38	NP	59.3	26.1	8.5	6.0	97	54	18			Y15
SS-548	75 RT	148+00	1.00-2.50	A-1-b(0)	29	NP	56.1	27.3	6.5	10.1	68	41	14			Y15
SS-549	75 RT	148+00	8.80-10.30	A-2-4(0)	35	NP	50.9	35.4	7.7	6.0	94	65	17			Y15
SS-550	75 RT	150+50	1.00-2.50	A-2-7(0)	49	12	48.2	20.5	9.1	22.1	90	58	31			Y15
SS-551	75 RT	150+50	3.50-5.00	A-2-4(0)	38	9	48.8	20.1	15.0	16.1	97	61	33			Y15
SS-552	75 RT	153+50	1.00-2.50	A-7-6(7)	46	18	27.4	23.2	15.1	34.3	98	83	52			Y15
SS-553	75 RT	153+50	3.60-5.10	A-2-4(0)	22	2	48.4	23.8	11.7	16.1	98	66	30			Y15
SS-554	75 RT	153+50	8.60-10.10	A-2-4(0)	33	2	42.1	36.5	13.3	8.1	99	75	26			Y15
SS-555	75 RT	156+50	1.00-2.50	A-7-6(12)	51	25	28.6	18.5	12.5	40.3	99	81	56			Y15
SS-556	75 RT	156+50	3.70-5.20	A-6(2)	36	13	38.9	21.6	11.3	28.2	98	73	41			Y15
SS-557	75 RT	156+50	8.70-10.20	A-2-4(0)	26	6	45.0	24.4	12.5	18.1	96	68	32			Y15
SS-558	75 RT	156+50	13.70-15.20	A-2-4(0)	27	NP	51.6	28.2	12.1	8.1	92	55	23			Y15
SS-559	75 RT	159+00	4.00-5.50	A-7-5(4)	52	11	32.3	23.0	16.5	28.2	99	79	48			Y15
SS-560	75 RT	159+00	9.00-10.50	A-2-4(0)	20	5	48.4	22.4	9.1	20.2	99	66	31			Y15
SS-561	75 RT	159+00	14.00-15.50	A-2-4(0)	33	6	53.2	22.4	14.3	10.1	88	51	25			Y15
SS-562	25 RT	13+00	1.00-2.50	A-4(0)	25	7	42.5	23.4	11.9	22.2	98	69	37			UXRPC
SS-563	25 RT	13+00	3.40-4.90	A-7-6(5)	47	19	41.5	13.7	12.5	32.3	97	66	46			UXRPC
SS-564	25 RT	13+00	8.40-9.50	A-2-4(0)	37	5	46.0	26.8	19.2	8.1	100	69	32			UXRPC
SS-565	40 RT	88+00	4.30-5.80	A-2-4(0)	40	5	31.5	42.0	14.3	12.1	100	87	32			Y15FLYBD
SS-566	40 RT	88+00	9.30-10.80	A-5(0)	48	6	31.7	40.2	20.0	8.1	100	84	36			Y15FLYBD
SS-567	40 RT	88+00	14.30-15.80	A-2-5(0)	45	7	37.8	40.0	16.2	6.1	91	73	25			Y15FLYBD
SS-568	40 RT	88+00	19.30-20.80	A-2-4(0)	39	5	42.6	36.8	14.5	6.1	99	77	25			Y15FLYBD
SS-569	40 RT	88+00	24.30-25.80	A-2-5(0)	41	5	40.4	40.0	13.5	6.1	99	78	25			Y15FLYBD
SS-570	40 RT	88+00	34.30-35.80	A-2-4(0)	29	3	32.9	46.9	14.1	6.1	100	85	28			Y15FLYBD

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			
SS-571	60 RT	97+15	4.00-5.50	A-7-5(3)	61	13	29.3	31.5	17.0	22.2	99	85	43			Y15FLYBD
SS-572	60 RT	97+15	9.00-10.50	A-2-4(0)	39	2	52.5	26.3	13.1	8.1	96	60	25			Y15FLYBD
SS-573	60 RT	97+15	19.00-20.50	A-2-5(0)	41	3	39.2	32.9	17.8	10.1	98	75	32			Y15FLYBD
SS-574	30 LT	17+50	0.50-2.00	A-7-6(4)	43	17	36.6	22.4	12.7	28.3	99	76	44			UXRPB
SS-575	30 LT	17+50	3.80-5.30	A-2-7(1)	49	15	41.4	27.7	14.7	16.2	99	73	35			UXRPB
SS-576	30 LT	17+50	8.80-10.30	A-2-5(0)	42	9	46.1	21.6	18.2	14.1	96	63	35			Y15
SS-577	25 LT	14+50	0.00-1.50	A-7-5(6)	49	19	32.5	22.6	12.5	32.3	99	79	48			UXRPB
SS-578	25 LT	14+50	3.80-5.30	A-4(0)	29	7	43.2	23.0	9.5	24.2	98	69	36			UXRPB
SS-579	30 LT	17+50	8.80-10.30	A-7-6(6)	42	20	36.0	19.6	10.1	34.3	98	73	47			UXRPB
SS-580	25 LT	14+50	13.80-15.30	A-2-4(0)	40	8	44.8	23.0	16.0	16.2	96	64	35			UXRPB
SS-581	80 LT	166+00	1.00-2.50	A-7-5(4)	48	13	34.1	21.6	16.0	28.3	100	77	48			Y15
SS-582	80 LT	166+00	3.70-5.20	A-2-4(0)	37	2	47.5	30.1	14.3	8.1	99	68	27			Y15
SS-583	80 LT	166+00	8.70-10.20	A-2-5(0)	41	4	42.6	30.9	16.4	10.1	100	72	31			Y15
SS-584	75 LT	162+75	1.00-2.50	A-7-6(7)	46	24	41.2	15.4	7.1	36.4	99	69	45			Y15
SS-585	75 LT	162+75	3.80-5.30	A-5(0)	42	8	41.0	26.1	12.7	20.2	99	72	37			Y15
SS-586	75 LT	162+75	8.80-10.30	A-2-5(0)	45	3	41.2	30.5	14.1	14.1	100	74	33			Y15
SS-587	75 LT	159+50	1.00-2.50	A-5(1)	51	6	22.2	37.4	16.2	24.2	100	96	44			Y15
SS-588	75 LT	159+50	3.70-5.20	A-5(0)	50	5	19.8	42.6	15.4	22.2	100	98	41			Y15
SS-589	75 LT	159+50	8.70-10.20	A-5(2)	53	9	20.8	40.6	16.4	22.2	100	97	42			Y15
SS-590	75 LT	156+25	1.00-2.50	A-5(0)	46	6	36.0	28.7	15.2	20.2	99	77	40			Y15
SS-591	75 LT	156+20	0.00-1.50	A-2-4(0)	31	4	60.6	19.4	7.9	12.1	98	54	23			Y15
SS-592	75 LT	156+20	9.50-11.00	A-6(2)	33	13	39.8	21.1	14.9	24.1	98	71	41			Y15
SS-593	75 LT	153+50	4.00-5.50	A-7-6(5)	46	19	40.0	15.7	12.1	32.2	98	70	46			Y15
SS-594	75 LT	153+50	9.00-10.50	A-6(3)	35	14	39.8	20.1	15.9	24.1	98	70	43			Y15
SS-595	75 LT	153+50	14.00-15.50	A-1-b(0)	42	3	63.6	21.5	10.9	4.0	85	43	16			Y15
SS-596	75 LT	151+50	0.00-1.50	A-7-5(6)	51	18	33.4	21.1	13.3	32.2	98	76	48			Y15
SS-597	75 LT	151+50	3.80-5.30	A-7-5(2)	51	13	37.0	25.8	17.1	20.1	97	73	40			Y15
SS-598	75 LT	151+50	8.80-10.30	A-2-4(0)	27	5	41.9	27.4	20.7	10.1	97	71	33			Y15
SS-599	75 LT	151+50	13.80-15.30	A-2-4(0)	36	NP	57.1	28.0	12.9	2.0	91	52	17			Y15
SS-600	75 LT	147+50	0.50-2.00	A-2-5(0)	48	5	43.1	38.2	14.7	4.0	99	77	24			Y15
SS-601	75 LT	147+50	8.60-10.10	A-2-5(0)	42	10	37.2	36.0	18.7	8.0	100	79	32			Y15
SS-602	75 LT	144+50	0.50-2.00	A-2-4(0)	34	NP	43.9	33.6	18.5	4.0	99	72	28			Y15
SS-603	75 LT	144+50	4.00-5.50	A-2-7(0)	43	12	41.4	27.2	19.3	12.1	99	73	35			Y15
SS-604	75 LT	144+50	9.00-10.50	A-2-4(0)	28	NP	52.5	26.8	14.7	6.0	98	63	25			Y15
SS-605	75 LT	141+50	0.50-2.00	A-7-5(7)	54	17	32.8	19.5	19.5	28.2	99	76	50			Y15
SS-606	75 LT	141+50	3.90-5.40	A-2-5(0)	52	6	44.9	26.0	19.1	10.1	98	66	34			Y15
SS-607	75 LT	141+50	8.90-10.40	A-2-5(0)	52	7	42.3	32.6	17.1	8.0	98	70	31			Y15
SS-608	75 LT	138+00	0.50-2.00	A-2-5(0)	56	2	38.0	35.8	20.1	6.0	100	79	32			Y15
SS-609	75 LT	138+00	3.70-5.20	A-5(0)	56	4	27.6	39.6	24.7	8.0	100	87	40			Y15
SS-610	75 LT	138+00	8.70-10.20	A-5(0)	56	7	31.8	40.0	22.1	6.0	100	85	36			Y15
SS-611	70 LT	130+00	0.00-1.50	A-4(0)	39	8	36.2	29.1	14.4	20.3	97	75	38			Y15
SS-612	70 LT	130+00	3.70-5.20	A-2-4(0)	36	NP	47.4	42.1	6.5	4.1	99	78	16			Y15
SS-613	70 LT	126+75	0.50-2.00	A-5(0)	44	3	32.1	32.9	18.7	16.3	100	81	41			Y15
SS-614	70 LT	126+75	3.60-5.10	A-2-5(0)	44	10	36.2	25.8	17.7	20.3	79	61	34			Y15
SS-615	70 LT	85+00	1.00-2.50	A-4(0)	40	6	37.0	23.0	17.7	22.4	99	73	43			Y15
SS-616	70 LT	85+00	3.80-5.30	A-7-5(5)	46	12	26.6	25.8	21.1	26.4	99	84	52			Y15
SS-617	70 LT	85+00	8.80-10.30	A-2-5(0)	45	5	45.1	32.5	14.2	8.1	99	71	26			Y15
SS-619	70 LT	49+00	0.50-2.00	A-5(2)	47	9	35.0	23.6	21.1	20.3	98	75	44			Y15
SS-620	70 LT	49+00	3.50-5.00	A-2-4(0)	32	5	41.5	29.7	12.6	16.3	98	72	33			Y15
SS-621	70 LT	49+00	8.50-10.00	A-2-4(0)	29	5	38.4	34.8	12.6	14.2	99	74	31			Y15
SS-622	70 LT	49+00	13.50-15.00	A-6(3)	33	14	35.6	23.8	14.2	26.4	100	75	44			Y15
SS-623	70 LT	49+00	18.50-20.00	A-6(3)	30	13	28.5	23.8	13.2	34.6	98	81	50			Y15
SS-624	70 LT	49+00	23.50-25.00	A-2-4(0)	32	NP	42.1	42.3	11.6	4.1	100	81	20			Y15
SS-625	80 LT	46+00	0.00-1.50	A-7-6(14)	50	23	15.2	23.2	18.9	42.7	100	93	66			Y15
SS-626	80 LT	46+00	3.70-5.20	A-7-6(2)	43	15	33.7	30.9	13.0	22.4	99	81	39			Y15
SS-627	70 LT	43+50	0.00-1.50	A-7-5(7)	55	15	28.7	22.4	20.5	28.5	96	77	52			Y15
SS-628	70 LT	43+50	3.70-5.20	A-7-5(4)	53	13	31.5	24.0	22.2	22.4	98	77	48			Y15
SS-629	70 LT	40+50	8.70-10.20	A-2-4(0)	27	NP	53.9	29.5	8.5	8.1	94	61	19			Y15
SS-630	70 LT	40+50	13.70-15.20	A-4(0)	33	7	23.2	44.5	14.0	18.3	98	83	39			Y15
SS-631	70 LT	37+50	0.00-1.50	A-5(1)	47	5	31.3	24.4	22.0	22.4	99	79	48			Y15
SS-632	70 LT	37+50	3.80-5.30	A-2-6(0)	39	11	43.7	25.8	14.2	16.3	54	38	19			Y15
SS-633	70 LT	37+50	8.80-10.30	A-6(8)	35	14	6.1	32.1	19.1	42.7	100	99	68			Y15
SS-634	70 LT	34+50	0.00-1.50	A-7-5(10)	55	20	28.9	16.9	13.6	40.7	99	78	57			Y15
SS-635	70 LT	34+50	7.30-8.80	A-6(6)	40	13	23.8	20.9	24.8	30.5	97	82	59			Y15