

SEE SHEET 3 FOR PLAN SHEET LAYOUT
AT TIME OF INVESTIGATION

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-5738	1	27

CAUTION NOTICE

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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.

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

PERSONNEL

J.K. CRENSHAW

C. TAYLOR

O.F. WOODARD

INVESTIGATED BY J.K. CRENSHAW

DRAWN BY C. JONES

CHECKED BY M.G. BATTEN

SUBMITTED BY M.G. BATTEN

DATE APRIL 2020

CONTENTS

LINE	STATION	PLAN	PROFILE
-L-	13+09 - 79+45	4-8	9-13
-Y2-	10+80 - 13+70	6	14
-Y3-	10+50 - 11+83	6	14
-Y4-	10+00 - 11+25	7	15
-Y5-	10+65 - 12+38	8	15

CROSS SECTIONS

LINE	STATION	SHEETS
-L-	35+00	16
-L-	37+00	17
-L-	39+50 - 41+34.97	18-20
-L-	66+00	21
-L-	68+00 - 71+50	22-27

ROADWAY
SUBSURFACE INVESTIGATION

COUNTY ROWAN

PROJECT DESCRIPTION SR 2528 (JULIAN ROAD) FROM
SR 2667 (SUMMIT PARK DRIVE) TO US 601 (JAKE
ALEXANDER BLVD.) IN SALISBURY

INVENTORY

REFERENCE: U-5738

PROJECT: 50163



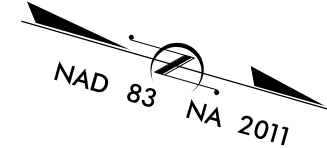
Kenneth R. Bussey, Jr. 4/3/2020
SIGNATURE DATE

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

See Sheet 1A for Index of Sheets
 See Sheet 1B For Conventional Symbols
 See Sheet 1C-1 for Survey Control Sheet

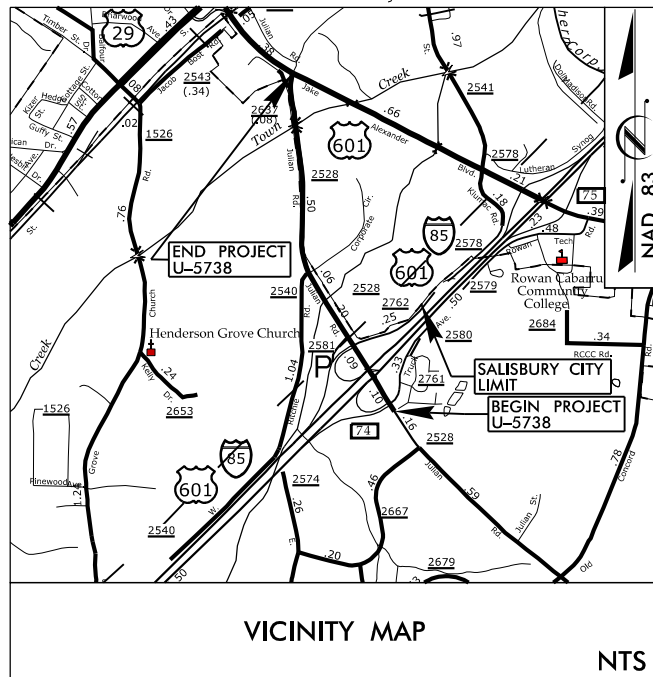
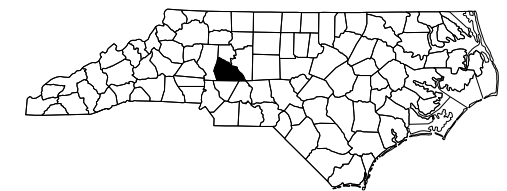
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS ROWAN COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-5738	3	27
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
50163.1.1		P.E.	
50163.2.1		RW/UTILS	
50163.3.1		CONST	



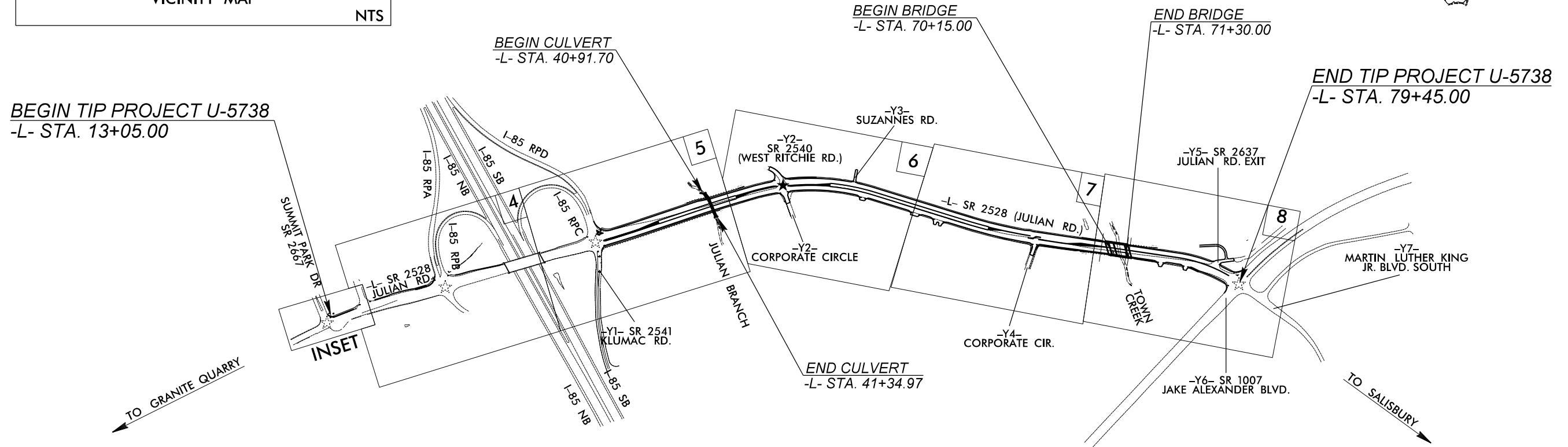
65% Roadway Plans
Submitted: December 6, 2017

- ☆ EXISTING TRAFFIC SIGNAL
- ★ PROPOSED TRAFFIC SIGNAL



**LOCATION: SR 2528 (JULIAN ROAD) FROM
 SR 2667 (SUMMIT PARK DRIVE) TO
 US 601 (JAKE ALEXANDER BOULEVARD)
 IN SALISBURY**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND
 STRUCTURES**



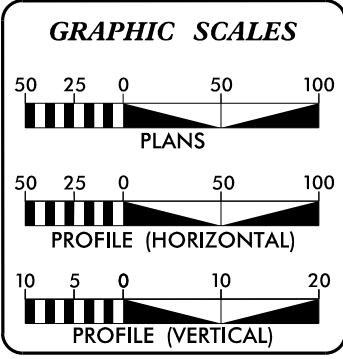
TIP PROJECT: U-5738

CONTRACT:

THIS PROJECT IS PARTIALLY WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF SALISBURY, NC
 CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

PREPARED FOR
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 DIVISION NINE
 PLANS COORDINATED BY:
 Brett Abernathy, PE, PLS - Division Project Development Engineer

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DESIGN DATA

ADT 2020 =	24,000
ADT 2040 =	26,800
K =	9 %
D =	60 %
T =	8 % *
V =	50 MPH
*(TTST=2% DUAL=6%)	
FUNC CLASS =	LOCAL STATEWIDE TIER

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT U-5738 =	1.236 Miles
LENGTH OF STRUCTURES TIP PROJECT U-5738 =	0.022 Miles
TOTAL LENGTH TIP PROJECT U-5738 =	1.258 Miles

Prepared in the Office of:

SEPI

1025 Wade Avenue
 Raleigh, NC 27605
 Tel: 919-785-9977
 Fax: 919-785-9551
 License: C-2197

2018 STANDARD SPECIFICATIONS RIGHT OF WAY DATE: FEBRUARY 16, 2018 LETTING DATE: FEBRUARY 18, 2020	BEN CRAWFORD, PE PROJECT ENGINEER ROBBIE KIRK, PE PROJECT DESIGN ENGINEER
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HYDRAULICS ENGINEER

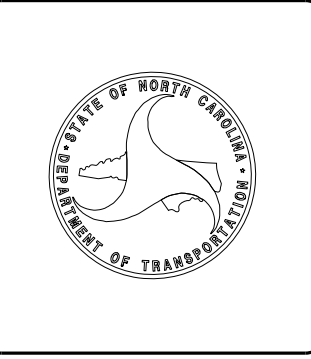
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SIGNATURE: _____

ROADWAY DESIGN ENGINEER

P.E.

SIGNATURE: _____



\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DDON\$\$\$\$\$
 \$\$\$USERNAME\$\$\$\$\$

August 30, 2019

STATE PROJECT: 50163.1.1

TIP NUMBER: U-5738

COUNTY: Rowan

DESCRIPTION: SR 2528 (Julian Road) from SR 2667 (Summit Park Drive) to US 601 (Jake Alexander Boulevard) in Salisbury

SUBJECT: Geotechnical Roadway Inventory report

PROJECT DESCRIPTION

The U-5738 project is designed to improve traffic flow and ease congestion in the City of Salisbury, NC. The project consists of widening and realigning a portion of SR 2528, from south of SR 2667 to US 601. Part of this project includes the replacement of Bridge No. 201 over Town Creek. A structure subsurface inventory and recommendations report was provided addressing the bridge specifically.

The field investigation was conducted in March of 2018 using a track mounted CME 55 with an automatic hammer. Standard Penetration Tests (SPT) were performed at selected locations. Borings were advanced with hollow stem augers, selected bridge borings were cored. Representative soil and rock samples were collected and forwarded to an approved NCDOT M&T testing facility for soil quality analysis, moisture content, and AASHTO classification.

The following alignments were investigated

Line	Station			Length (ft)
-L-	13+09	to	79+19	6,604
-Y2-	10+80	to	13+70	370
-Y3-	10+50	to	11+84	184
-Y4-	10+00	to	11+25	125
-Y5-	10+65	To	12+38	238
			Total =	7,521 (~1.42 miles)

PHYSIOGRAPHY AND GEOLOGY

Physiography and Geology

The project is located in the Piedmont Physiographic Province. Geologically, it is located in the Carolina Slate Belt. Soils in this area generally consist of residual sands, silts, and clays which can be saprolitic. Intermittently outcropping, but typically underlying the residual soils are metamorphosed felsic and mafic tuffs and flowrock. Topography along the project corridor is gently rolling, existing suburban development covers the majority of the project area with the exception of the lowland areas in the vicinity of Town Creek. Natural ground elevations range from 787± feet above sea level near the beginning of the project to 720± feet above sea level at the bottom of Town Creek.

Soil Properties

Soil and rock encountered along the project corridor are divided into five categories based on origin and the severity of weathering: roadway embankment soils, alluvial soils, residual soils, weathered rock, and crystalline rock.

Residual soils consisting of medium dense to dense, coarse to fine sand and clayey to silty sand (A-1-b, A-2-4, A-2-6), soft to hard silt (A-4, A-5), and soft to hard, sandy and silty clay (A-6, A-7-5, A-7-6) were encountered throughout the area. These soils range in moisture from dry to moist, and vary in thickness from less than one foot to at least 42 feet. Within the cohesive residual soils, moisture contents ranged from 11.0% to 42.7%.

Weathered rock consisting of gray metavolcanic tuffs and flows was encountered at several locations along the corridor. Weathered rock layers vary in thickness from less than one foot to at least 13 feet.

Crystalline rock was identified at some points along the corridor by split spoon and auger refusal, however no coring has been done at the time this report was written. The fragments that were recovered in the split-spoon were of gray metavolcanic rocks.

Ground Water

All SPT borings were left open for at least 24 hours to allow ground water levels within the borehole to equilibrate with the surrounding hydrologic conditions. Ground water data were collected in March of 2018, during a time of normal precipitation. Ground water elevations generally varied with topography, and ranged in elevation from 726± feet to 710± feet above sea level.

Prepared by,

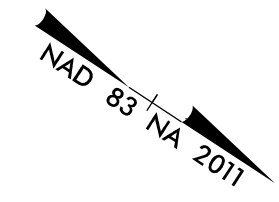
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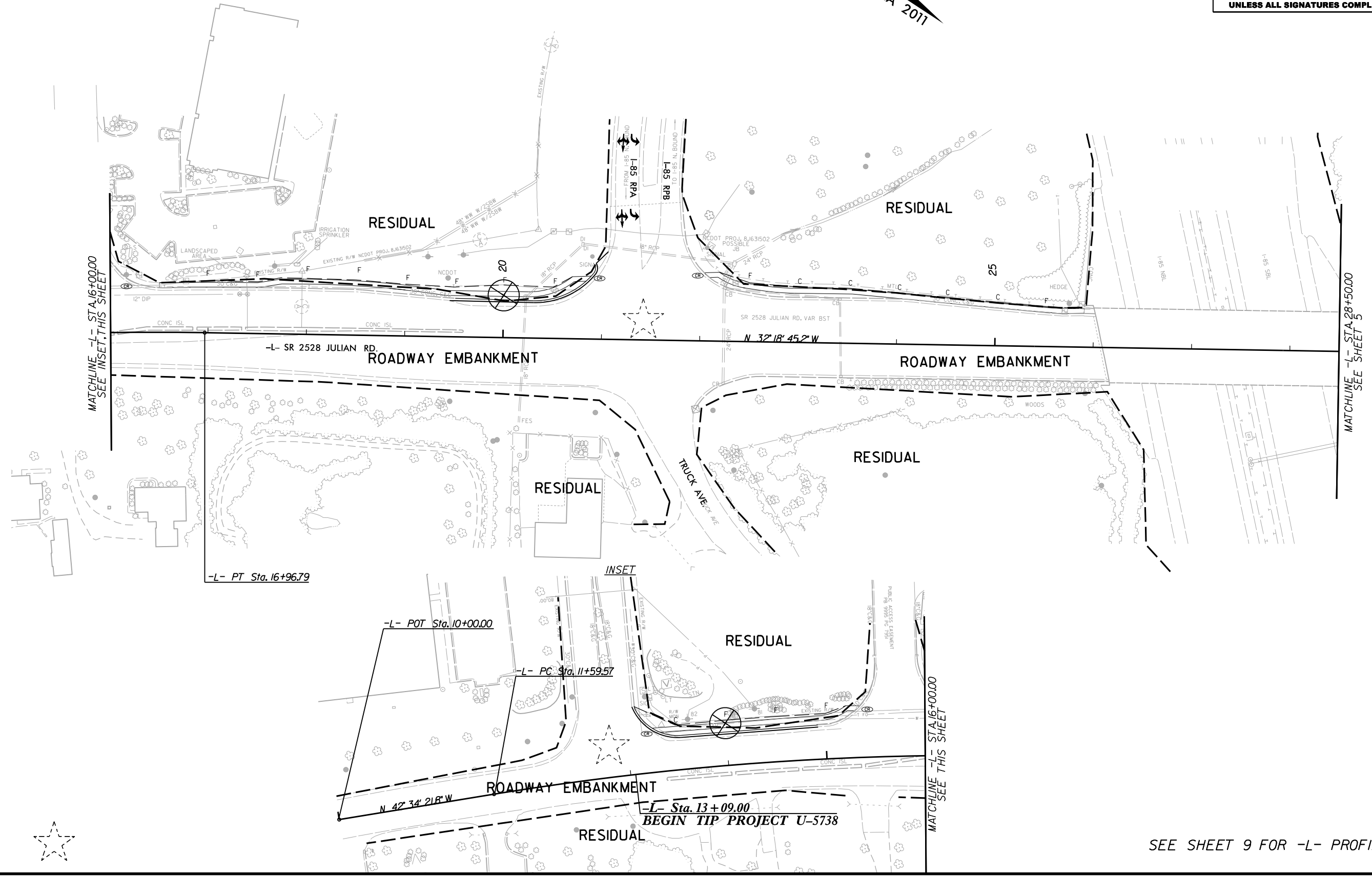
SEPI
 ENGINEERING &
 CONSTRUCTION

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PROJECT REFERENCE NO. <i>U-5738</i>	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



REVISIONS



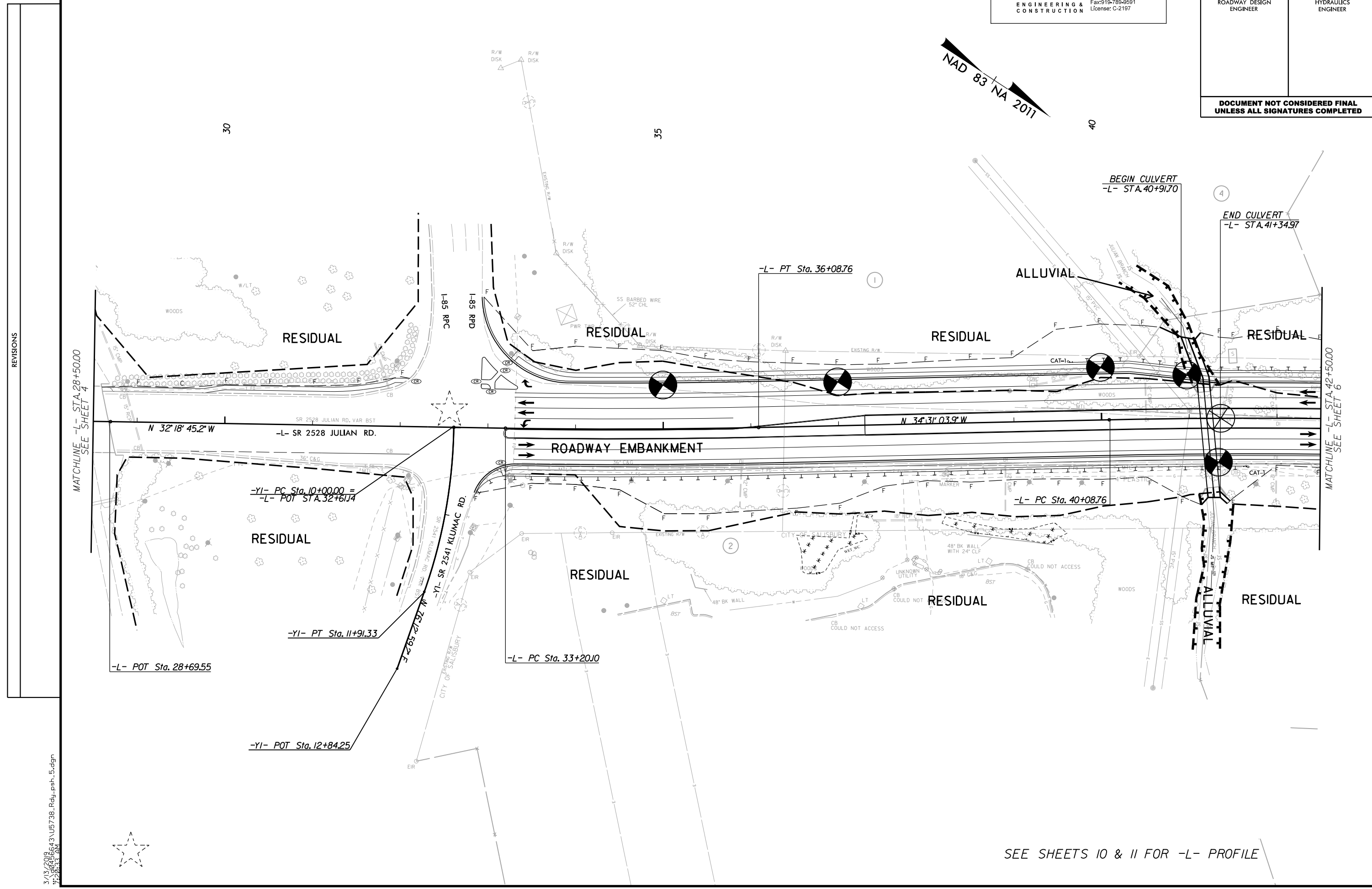
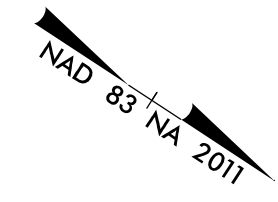
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SEE SHEET 9 FOR -L- PROFILE

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PROJECT REFERENCE NO. <i>U-5738</i>	SHEET NO. 5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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REVISIONS

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SEE SHEETS 10 & 11 FOR -L- PROFILE

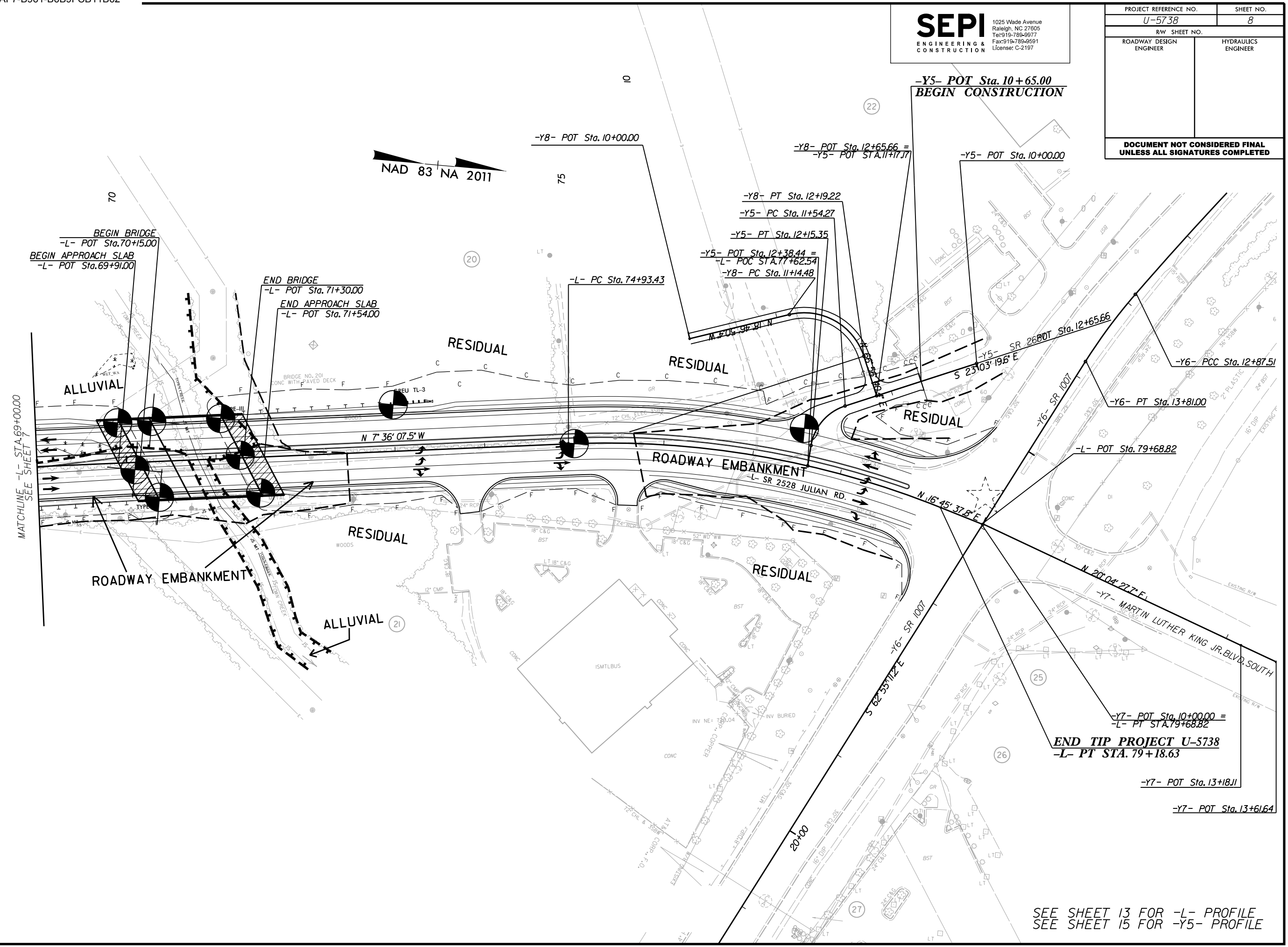
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PROJECT REFERENCE NO. U-5738	SHEET NO. 8
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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REVISIONS



BEGIN BRIDGE
 -L- POT Sta. 70+15.00
BEGIN APPROACH SLAB
 -L- POT Sta. 69+91.00

END BRIDGE
 -L- POT Sta. 71+30.00
END APPROACH SLAB
 -L- POT Sta. 71+54.00

END TIP PROJECT U-5738
 -L- PT STA. 79+18.63

-Y7- POT Sta. 13+18.11

-Y7- POT Sta. 13+61.64

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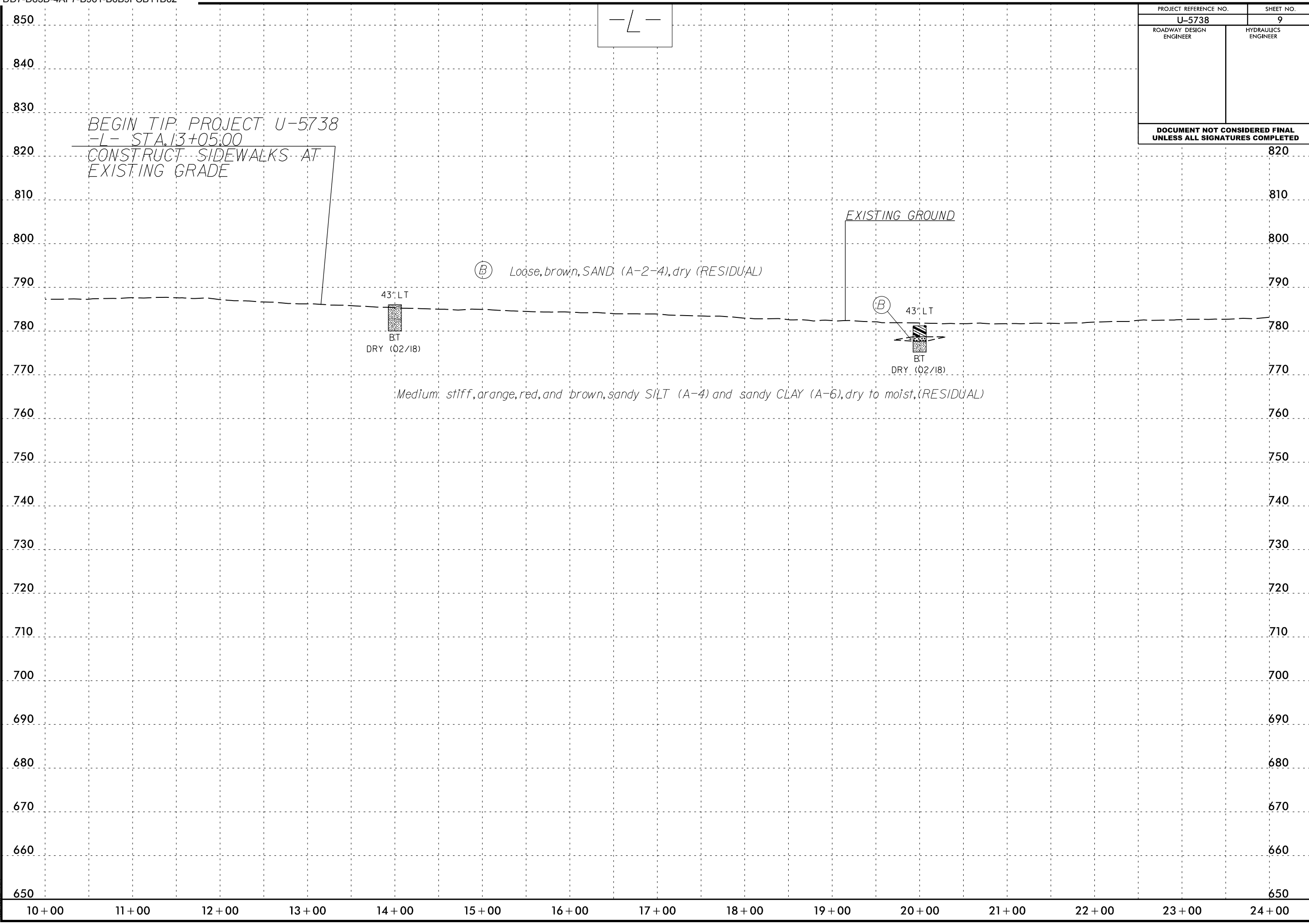
SEE SHEET 13 FOR -L- PROFILE
 SEE SHEET 15 FOR -Y5- PROFILE

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PROJECT REFERENCE NO.		SHEET NO.
U-5738		9
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-L-

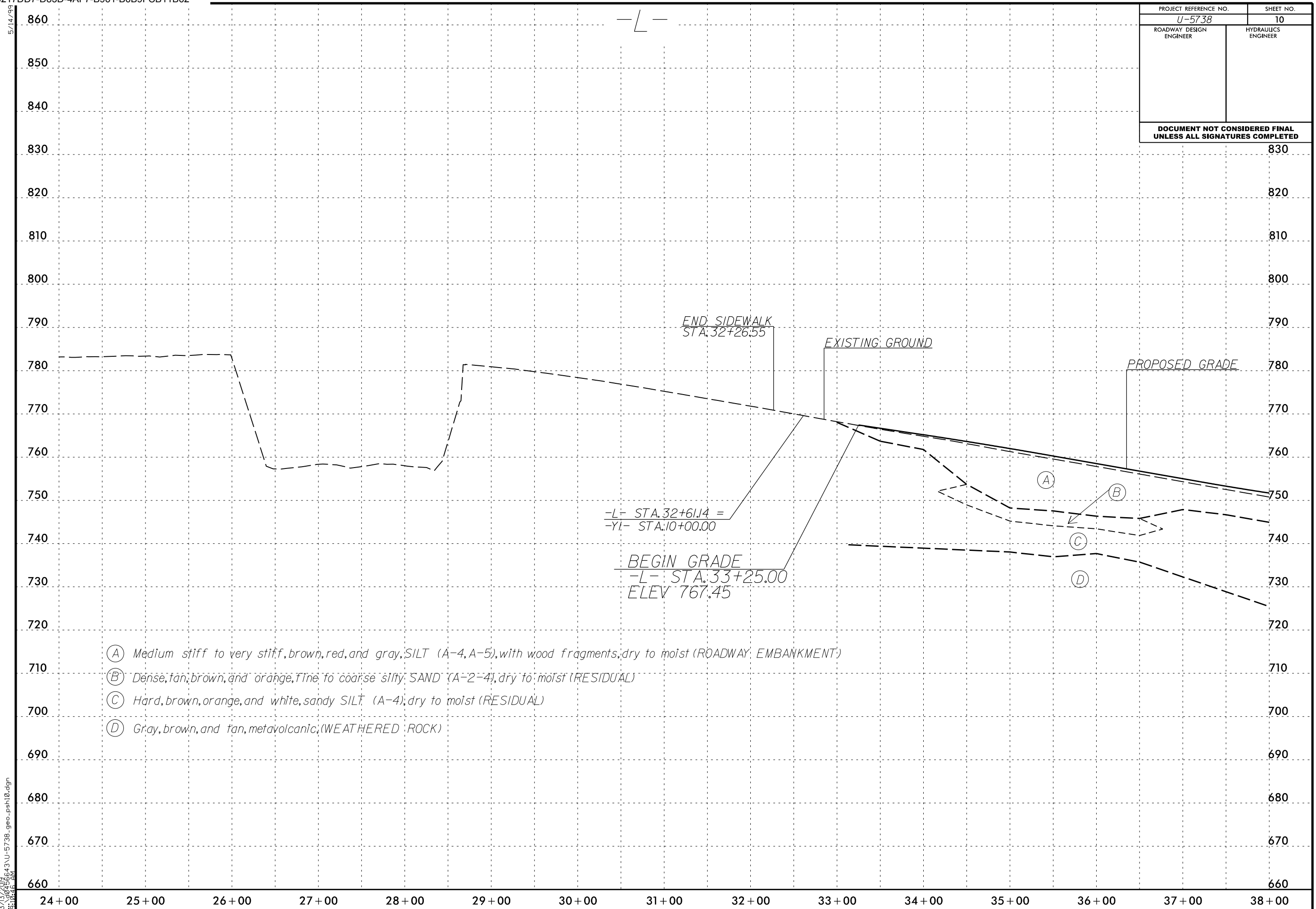
BEGIN TIP PROJECT U-5738
 -L- STA. 13+05.00
 CONSTRUCT SIDEWALKS AT
 EXISTING GRADE



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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

PROJECT REFERENCE NO.		SHEET NO.
U-5738		10
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
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- (A) Medium stiff to very stiff, brown, red, and gray, SILT (A-4, A-5), with wood fragments, dry to moist (ROADWAY EMBANKMENT)
- (B) Dense, tan, brown, and orange, fine to coarse silty SAND (A-2-4), dry to moist (RESIDUAL)
- (C) Hard, brown, orange, and white, sandy SILT (A-4), dry to moist (RESIDUAL)
- (D) Gray, brown, and tan, meta-volcanic, (WEATHERED ROCK)

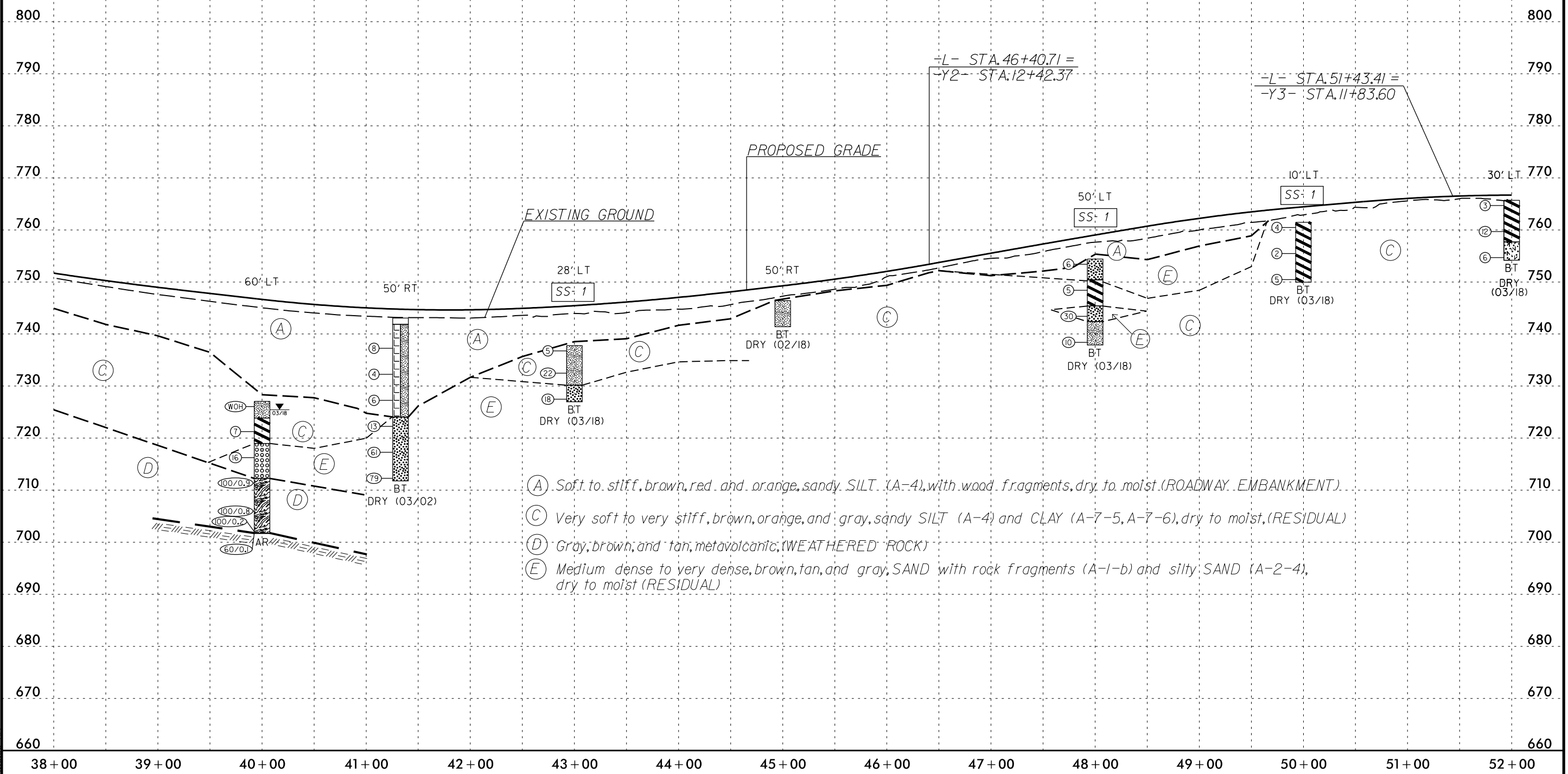
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PROJECT REFERENCE NO. U-5738	SHEET NO. 11
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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SOIL TEST RESULTS

SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
SS-1	28 LT	43+00	0.0-1.5	A-4(0)	27	5	20.6	26.3	27.5	14.3	77.8	45.5	24.0	-	-
SS-1	50 LT	48+00	0.0-1.5	A-2-4(0)	23	5	18.3	17.4	18.3	12.8	66.8	55.5	33.4	17.0	-
SS-1	10 LT	50+00	0.0-1.5	A-7-5(3)	55	2	24.3	26.8	12.0	20.1	83.2	69.8	36.4	23.0	-



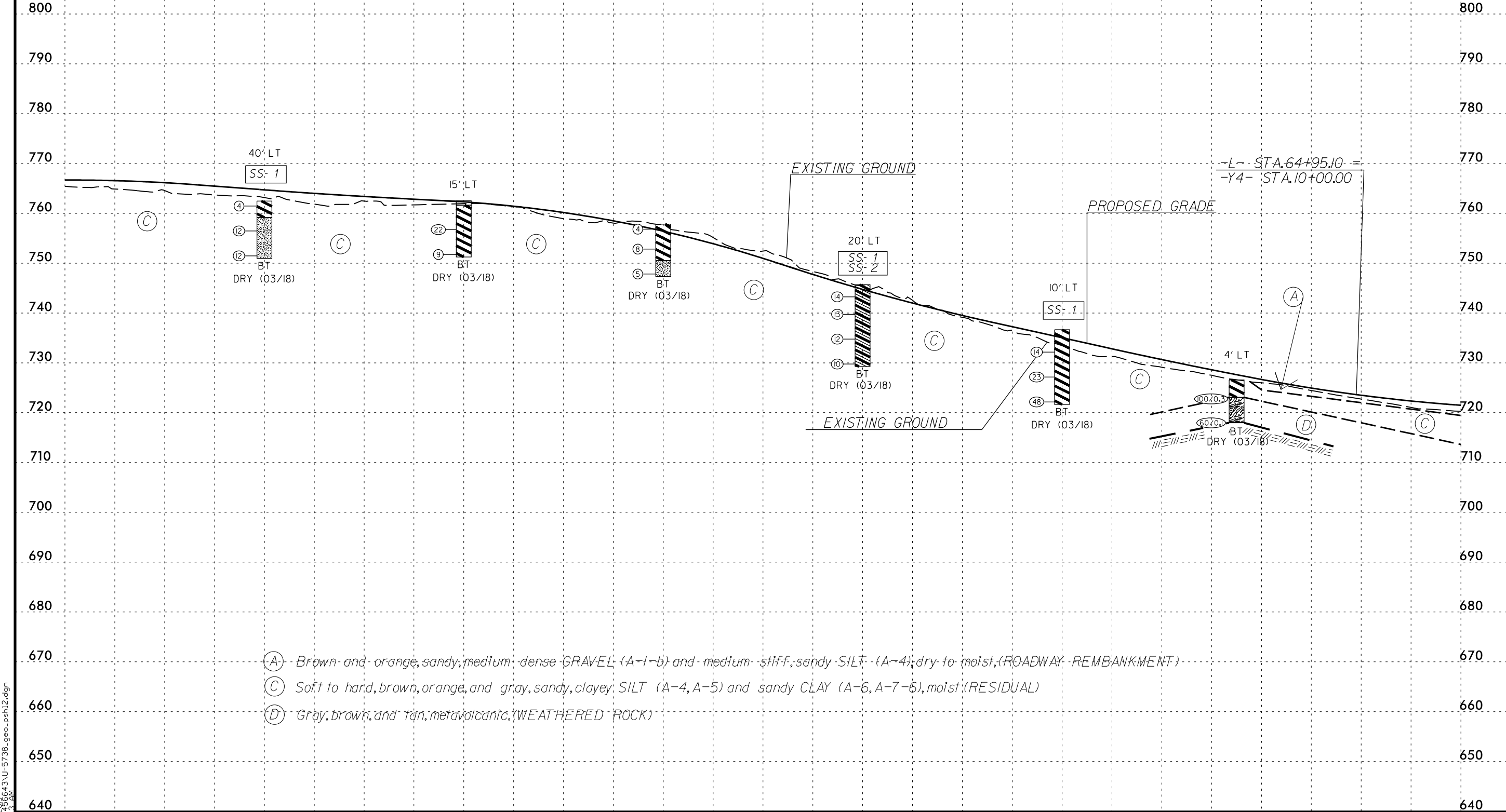
- (A) Soft to stiff, brown, red, and orange, sandy SILT (A-4), with wood fragments, dry to moist (ROADWAY EMBANKMENT)
- (C) Very soft to very stiff, brown, orange, and gray, sandy SILT (A-4) and CLAY (A-7-5, A-7-6), dry to moist (RESIDUAL)
- (D) Gray, brown, and tan, metavolcanic (WEATHERED ROCK)
- (E) Medium dense to very dense, brown, tan, and gray, SAND with rock fragments (A-1-b) and silty SAND (A-2-4), dry to moist (RESIDUAL)

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PROJECT REFERENCE NO.		SHEET NO.
U-5738		12
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER	
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SOIL TEST RESULTS															
SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
SS-1	40 LT	54+00	0.0-1.5	A-7-6(11)	47	20	17.2	19.1	45.4	14.6	96.3	88.2	62.4	24.0	-
SS-1	20 LT	60+00	0.0-1.5	A-6(3)	36	11	24.3	19.6	21.0	25.5	90.4	75.8	49.1	17.0	-
SS-2	20 LT	60+00	5.0-6.5	A-6(4)	40	12	17.9	25.6	23.0	21.4	87.9	78.1	49.1	18.0	-
SS-1	10 LT	62+00	3.5-5.0	A-7-6(2)	41	11	37.0	24.5	22.6	15.0	99.1	72.0	42.2	18.0	-



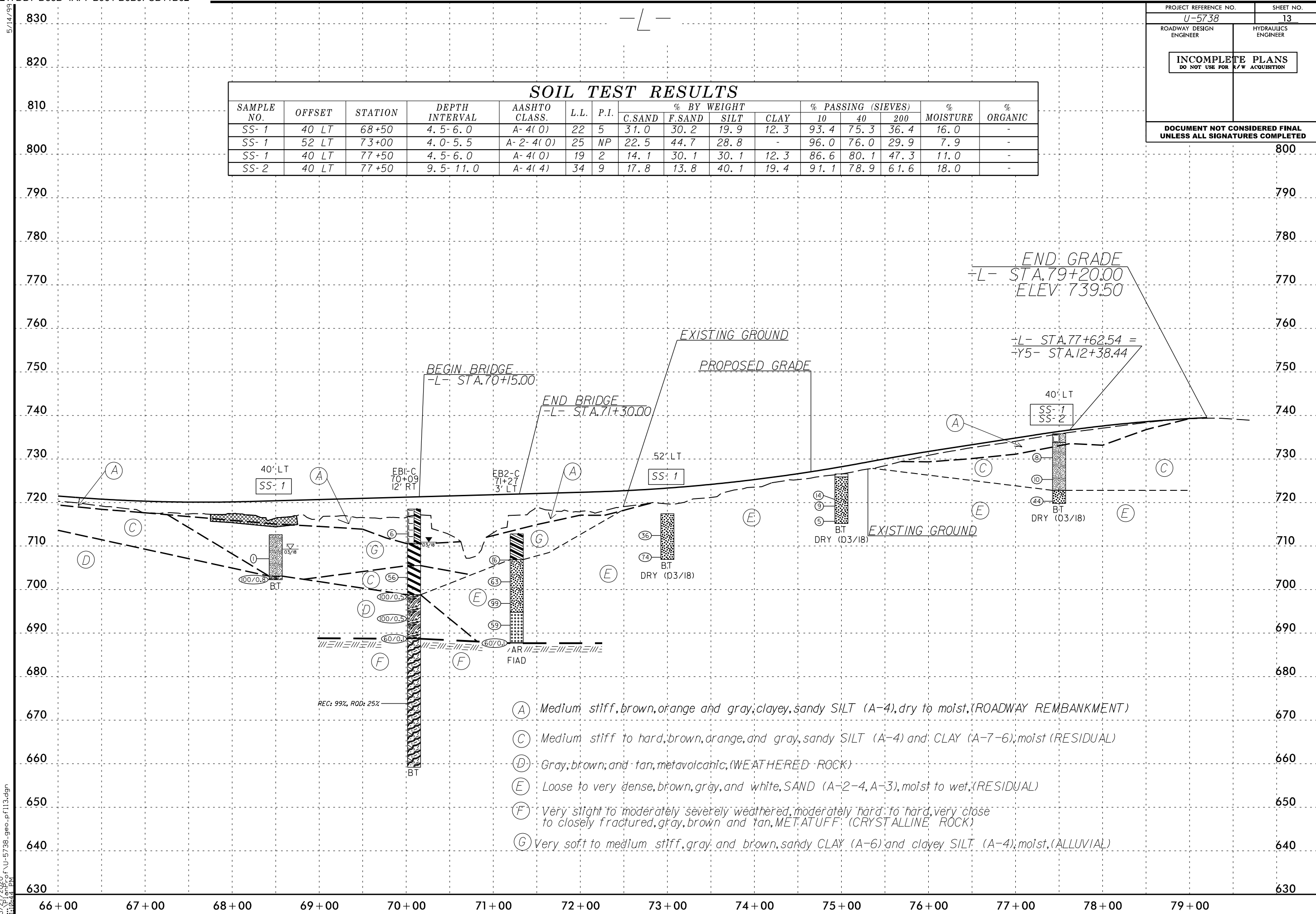
- (A) Brown and orange, sandy, medium dense GRAVEL (A-1-b) and medium stiff, sandy SILT (A-4), dry to moist, (ROADWAY REMBANKMENT)
- (C) Soft to hard, brown, orange, and gray, sandy, clayey SILT (A-4, A-5) and sandy CLAY (A-6, A-7-6), moist (RESIDUAL)
- (D) Gray, brown, and tan, meta-volcanic, (WEATHERED ROCK)

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PROJECT REFERENCE NO. U-5738	SHEET NO. 13
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INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
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SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
SS-1	40 LT	68+50	4.5-6.0	A-4(0)	22	5	31.0	30.2	19.9	12.3	93.4	75.3	36.4	16.0	-
SS-1	52 LT	73+00	4.0-5.5	A-2-4(0)	25	NP	22.5	44.7	28.8	-	96.0	76.0	29.9	7.9	-
SS-1	40 LT	77+50	4.5-6.0	A-4(0)	19	2	14.1	30.1	30.1	12.3	86.6	80.1	47.3	11.0	-
SS-2	40 LT	77+50	9.5-11.0	A-4(4)	34	9	17.8	13.8	40.1	19.4	91.1	78.9	61.6	18.0	-

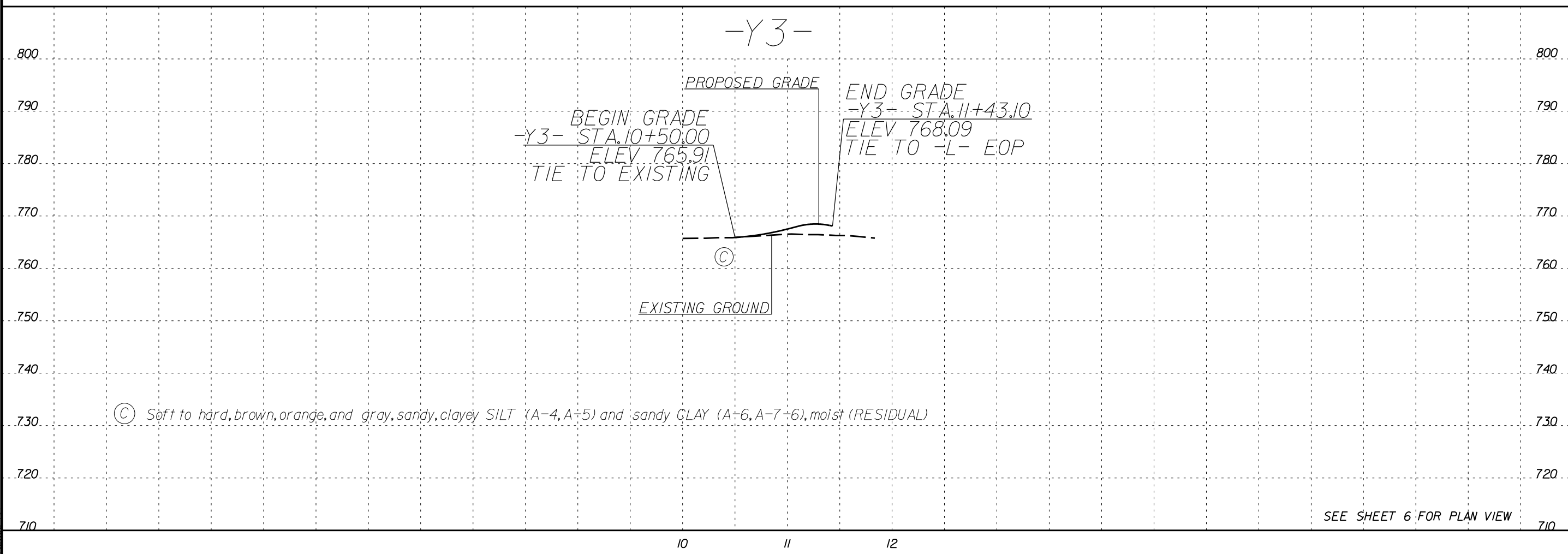
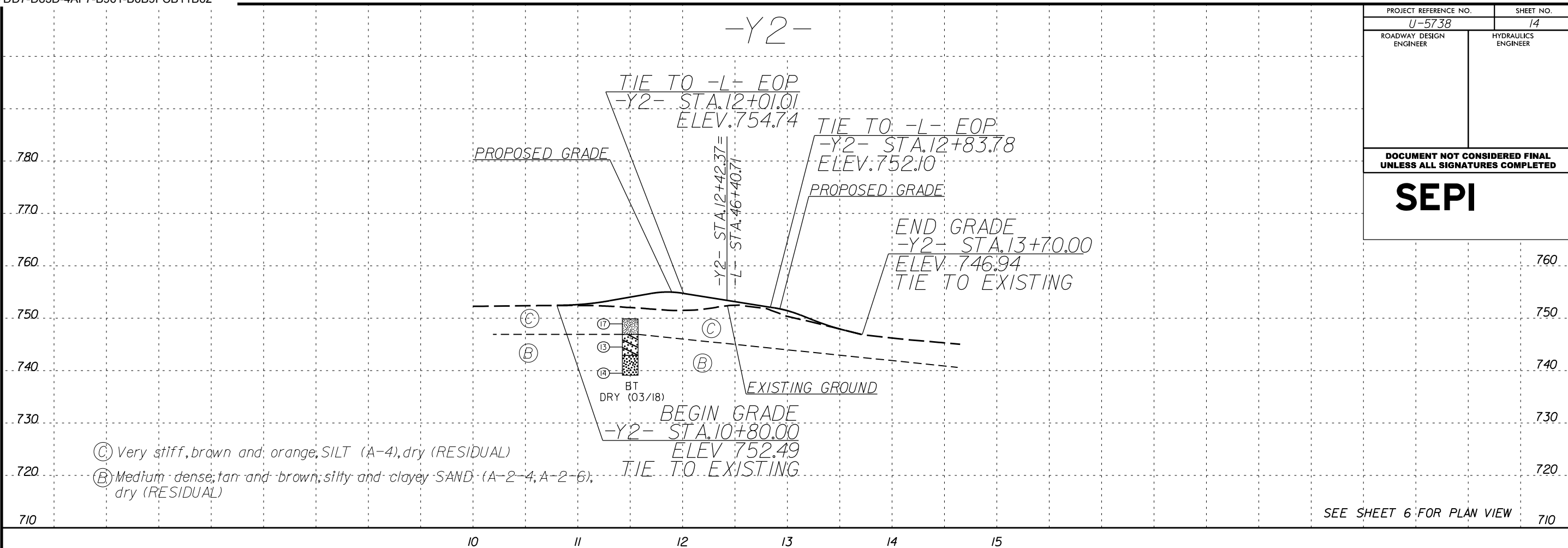


- (A) Medium stiff, brown, orange and gray, clayey, sandy SILT (A-4), dry to moist, (ROADWAY REMBANKMENT)
- (C) Medium stiff to hard, brown, orange, and gray, sandy SILT (A-4) and CLAY (A-7-6), moist (RESIDUAL)
- (D) Gray, brown, and tan, metavolcanic, (WEATHERED ROCK)
- (E) Loose to very dense, brown, gray, and white, SAND (A-2-4, A-3), moist to wet, (RESIDUAL)
- (F) Very slight to moderately severely weathered, moderately hard to hard, very close to closely fractured, gray, brown and tan, METATUFF (CRYSTALLINE ROCK)
- (G) Very soft to medium stiff, gray and brown, sandy CLAY (A-6) and clayey SILT (A-4), moist, (ALLUVIAL)

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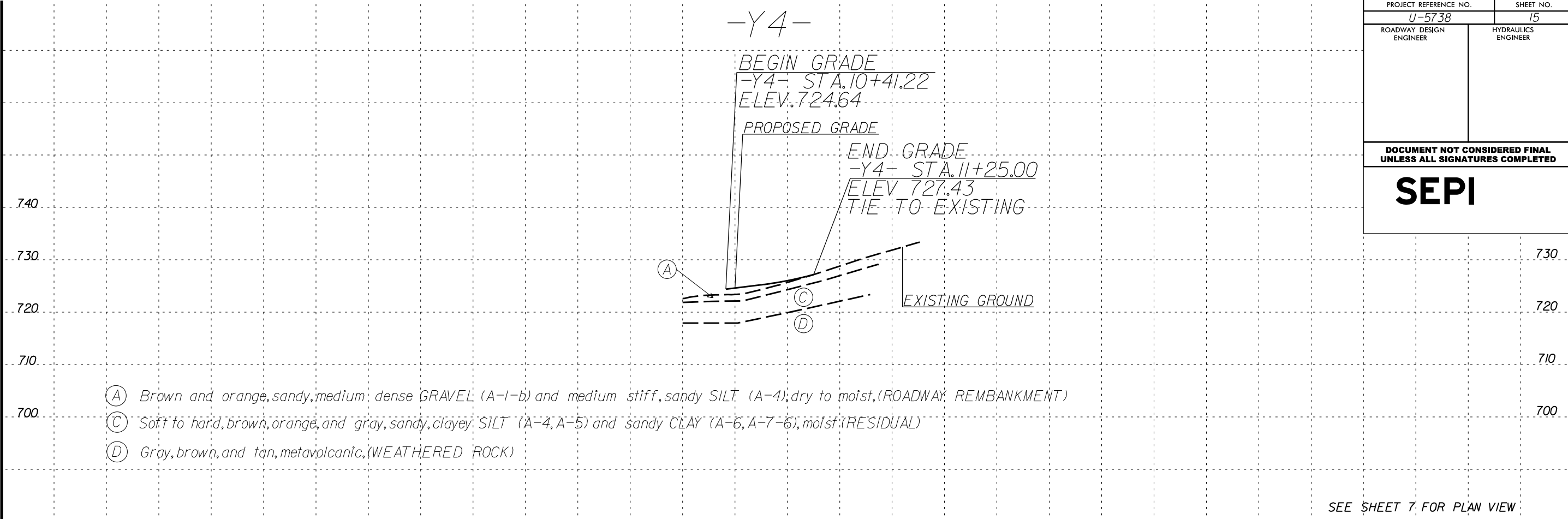
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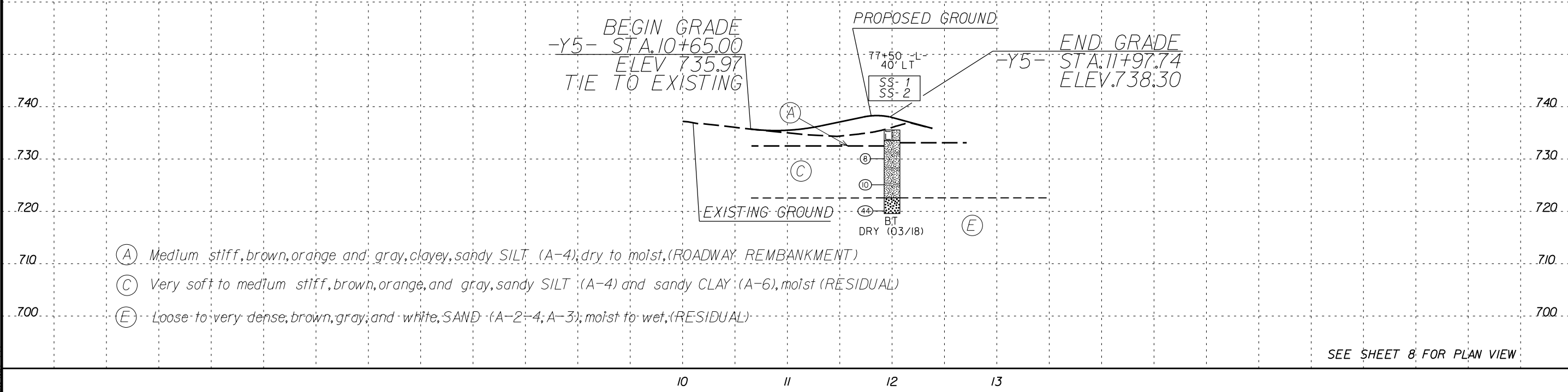
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PROJECT REFERENCE NO. U-5738	SHEET NO. 15
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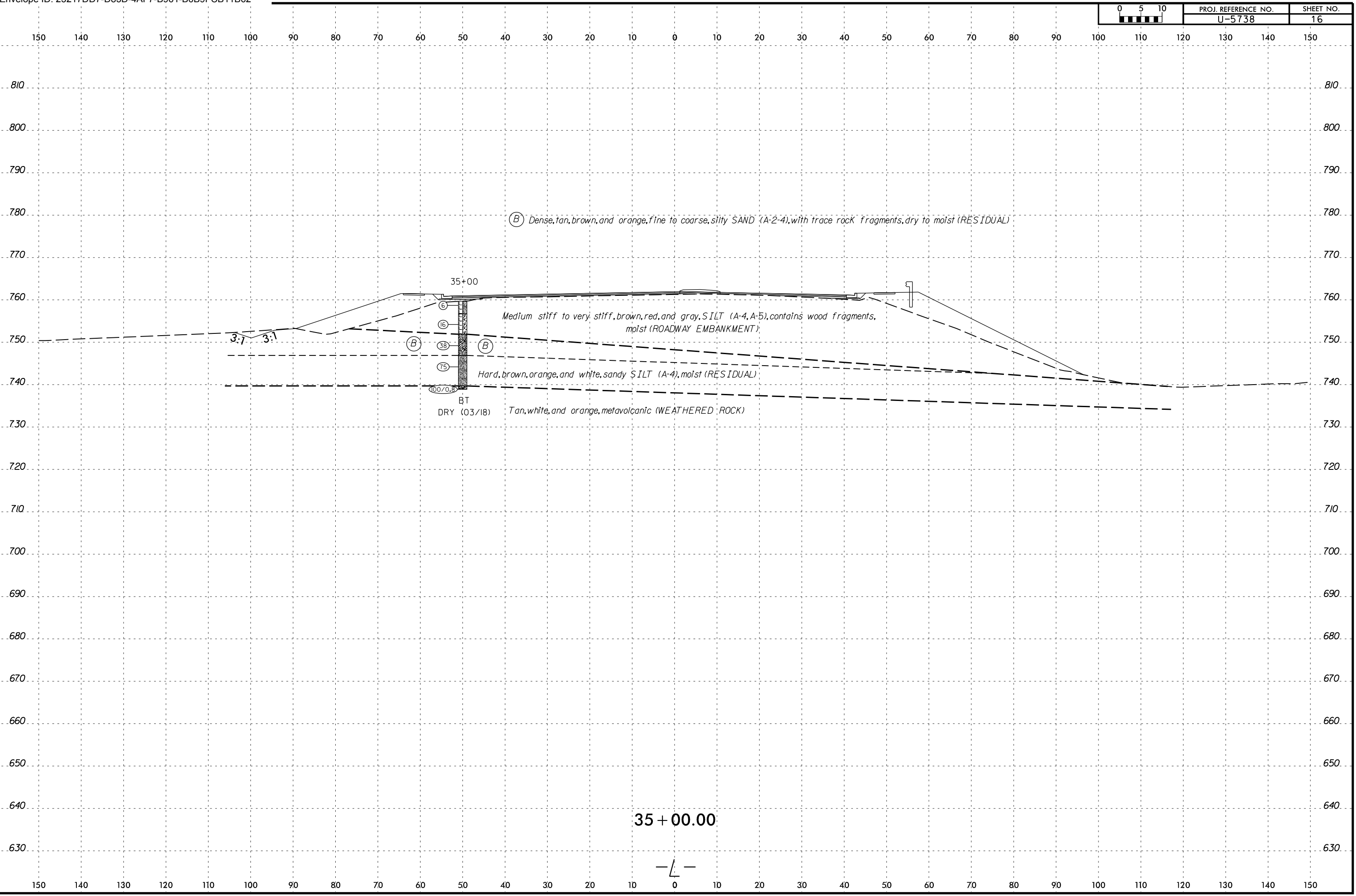
-Y5-
SOIL TEST RESULTS

SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
SS-1	40 LT	77+50	4.5-6.0	A-4(0)	19	2	14.1	30.1	30.1	12.3	86.6	80.1	47.3	11.0	-
SS-2	40 LT	77+50	9.5-11.0	A-4(4)	34	9	17.8	13.8	40.1	19.4	91.1	78.9	61.6	18.0	-

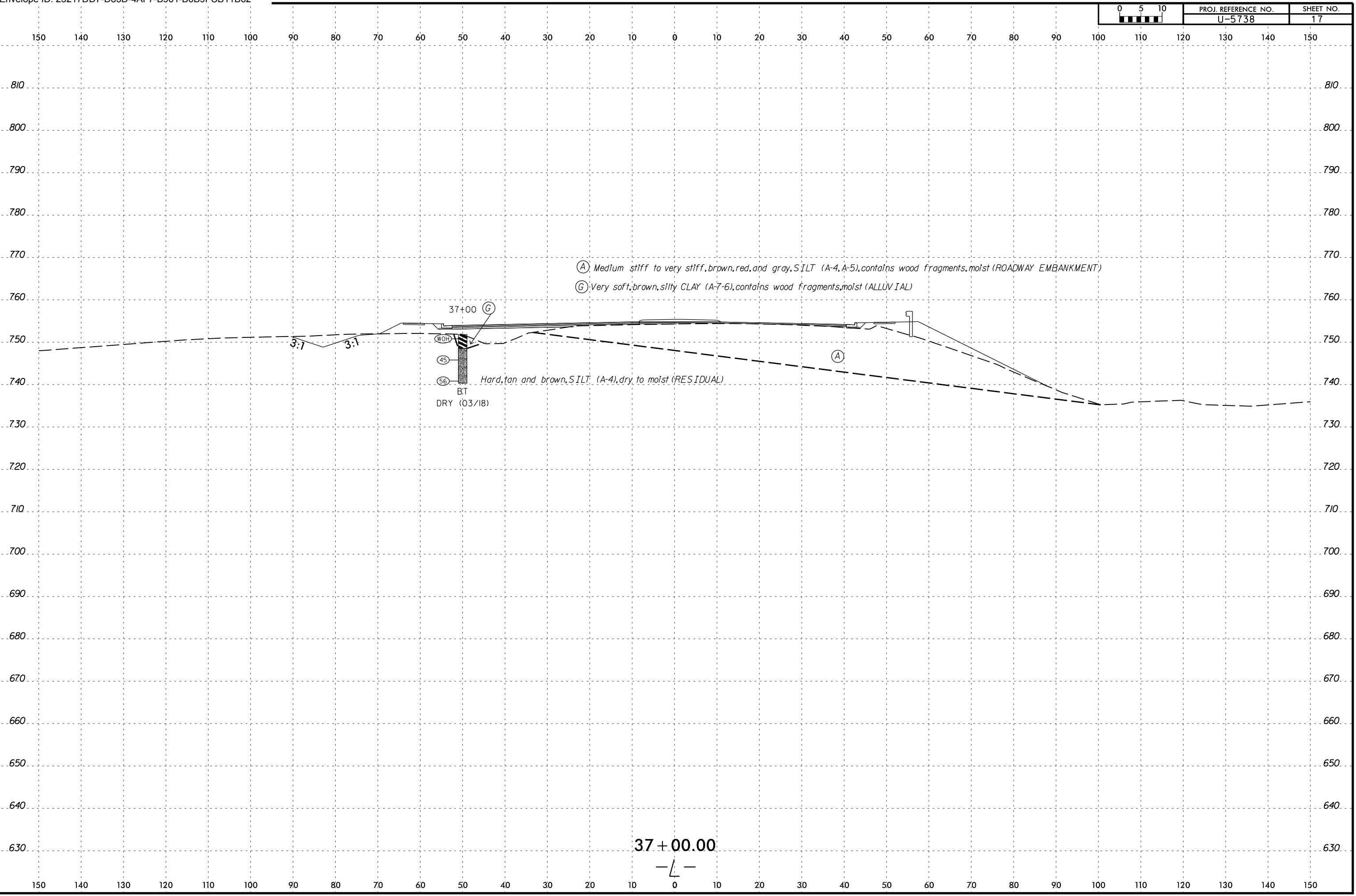


3/12/2019 15:56:43 \\U5738_Rdy_pf1_13.dgn

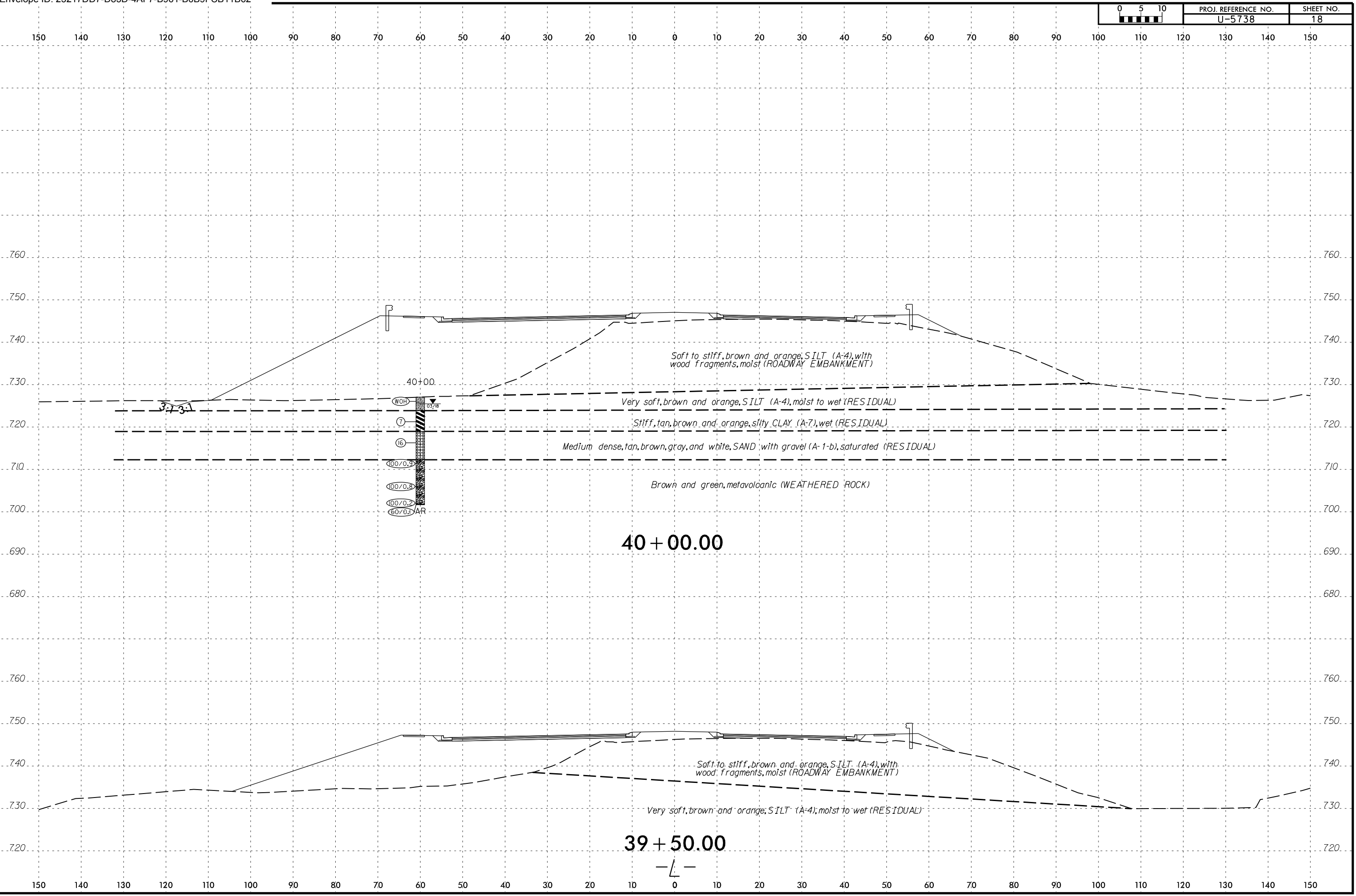
6/23/16
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\$\$\$\$\$USERNAME\$\$\$\$\$

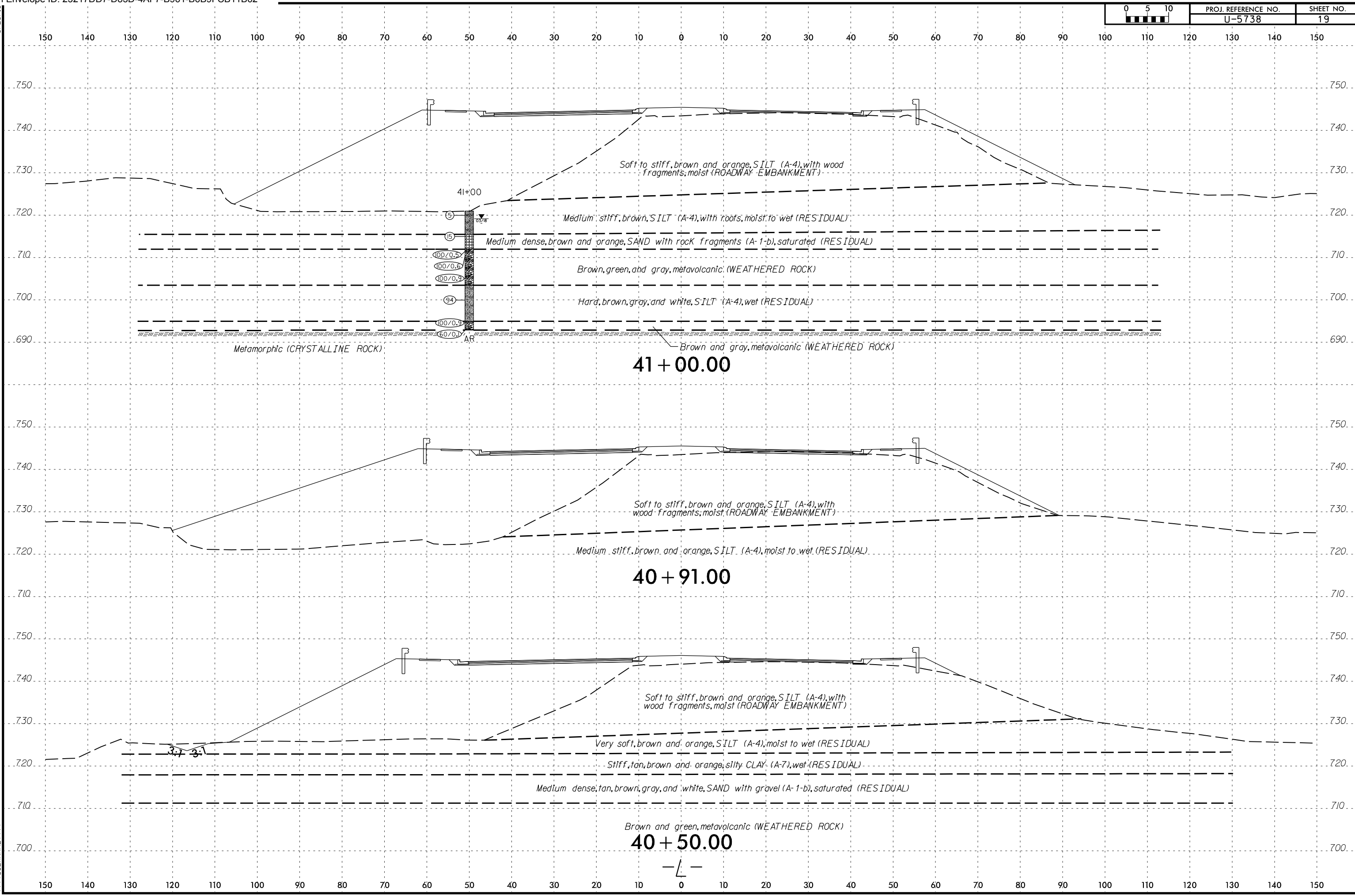


6/23/16
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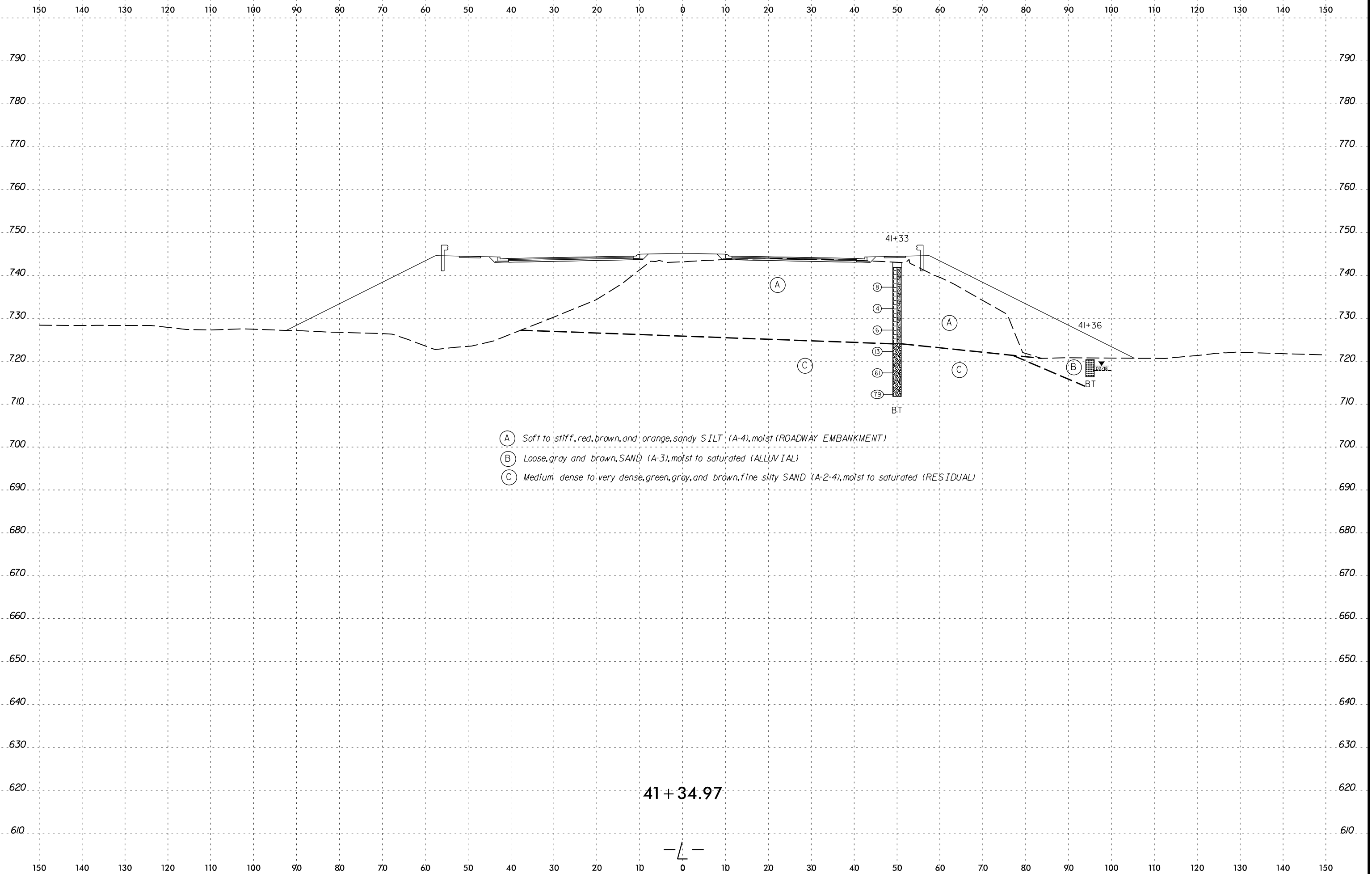


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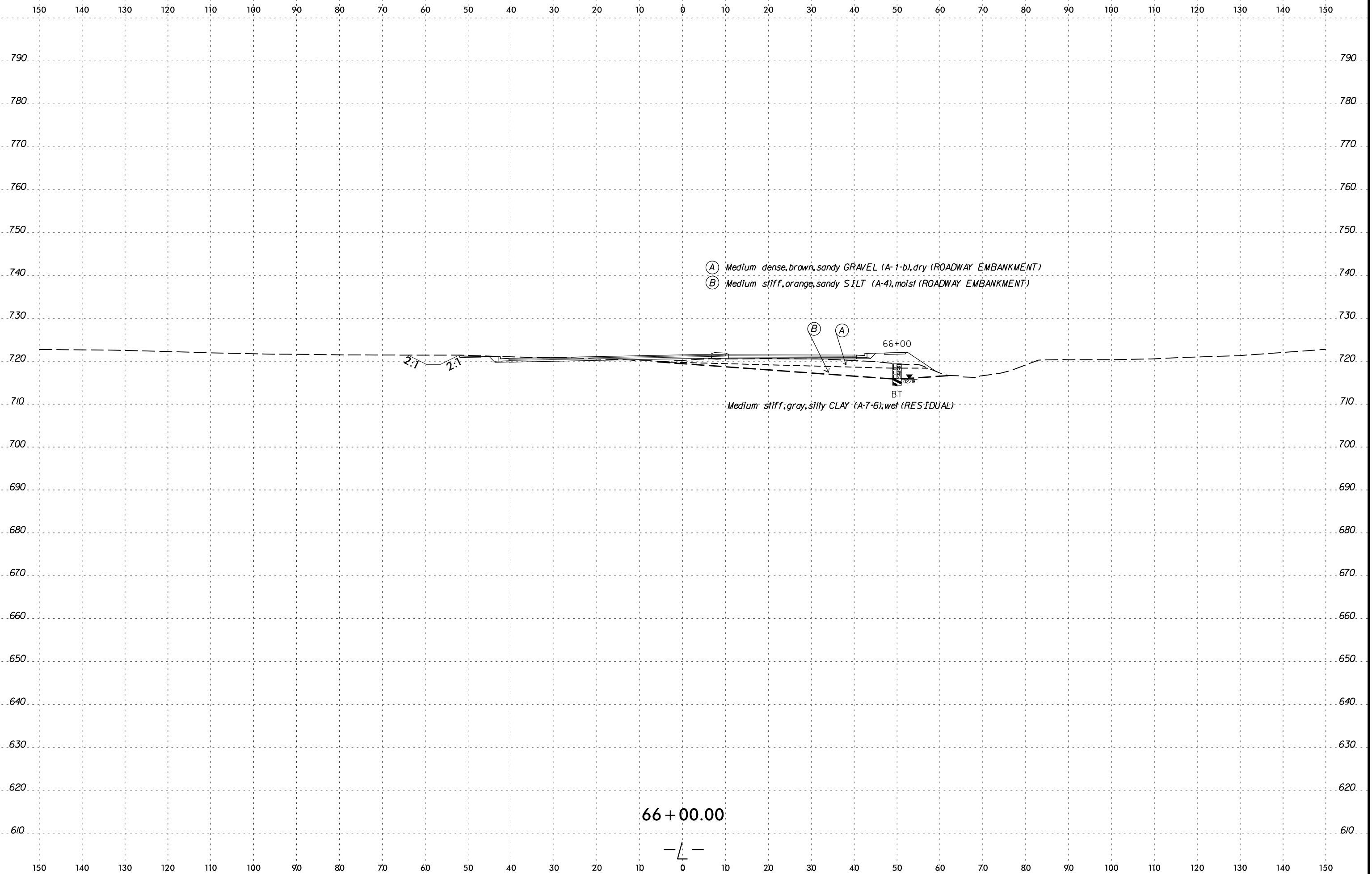
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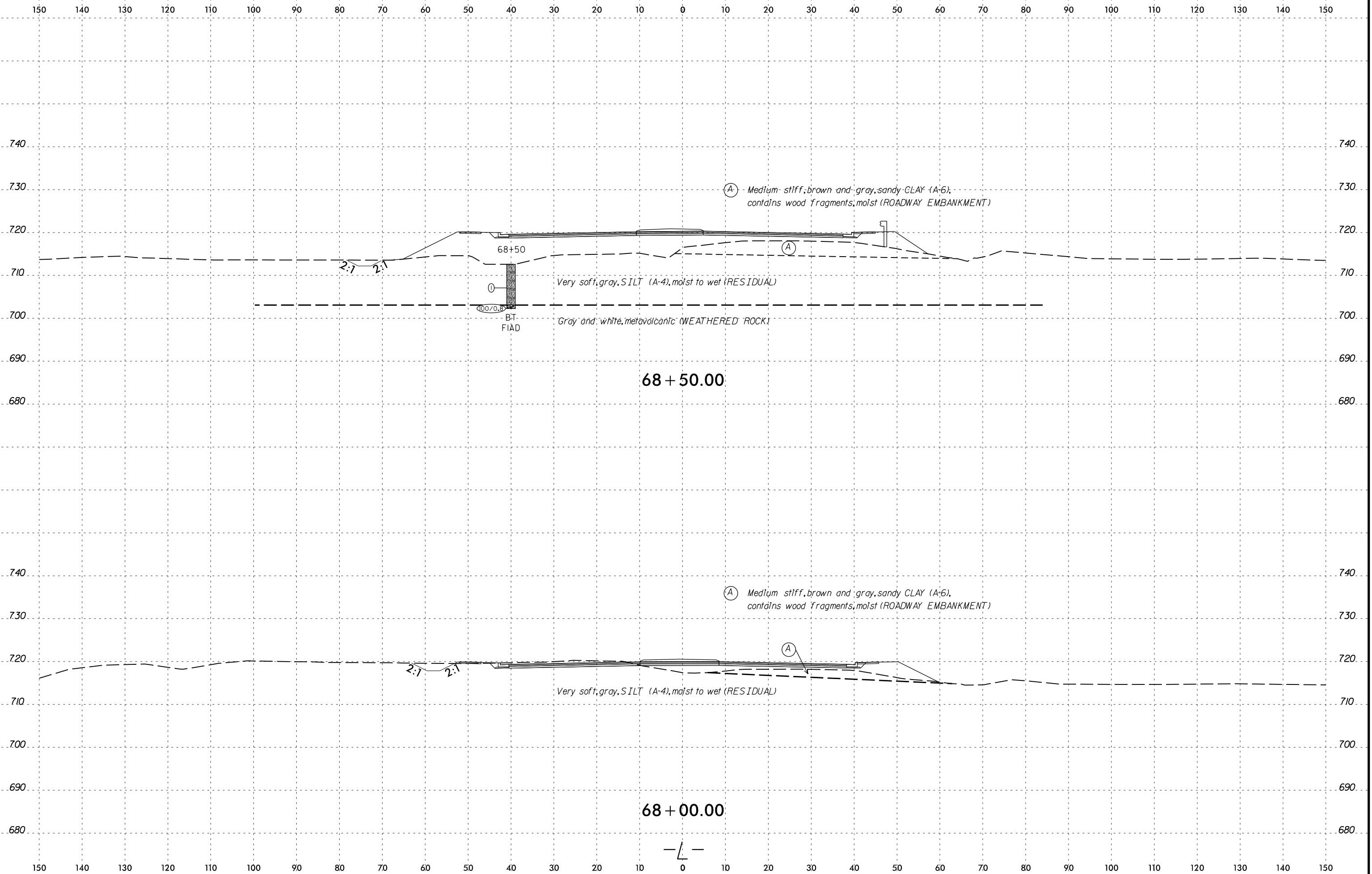
- (A) Soft to stiff, red, brown, and orange, sandy SILT (A-4), moist (ROADWAY EMBANKMENT)
- (B) Loose, gray and brown, SAND (A-3), moist to saturated (ALLUVIAL)
- (C) Medium dense to very dense, green, gray, and brown, fine silty SAND (A-2-4), moist to saturated (RESIDUAL)

6/23/16
 7:36:57 AM
 U-5738 geo.dwg
 \$\$\$USERNAME\$\$\$

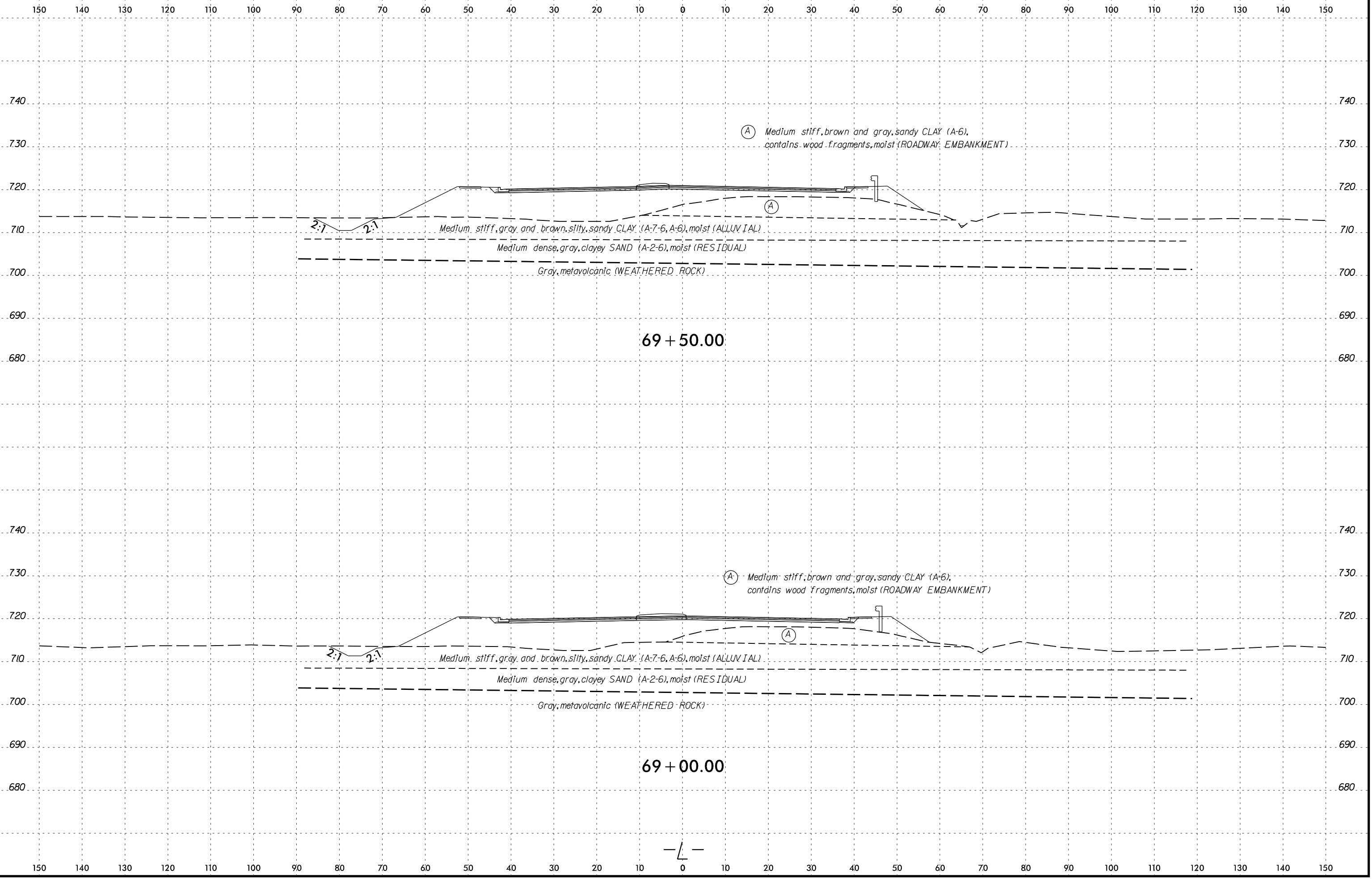
6/23/16



9:22:55 AM
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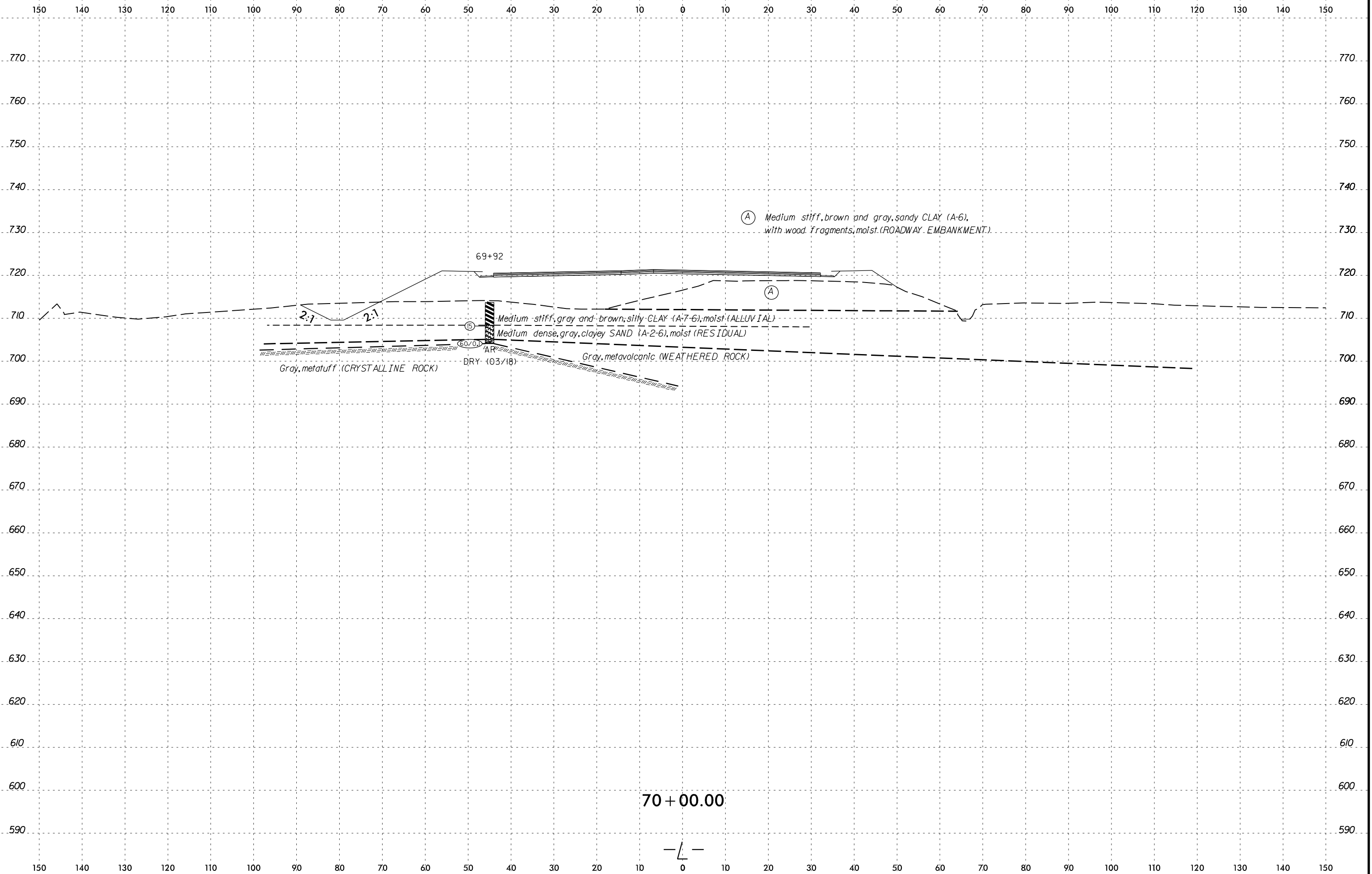


6/23/16
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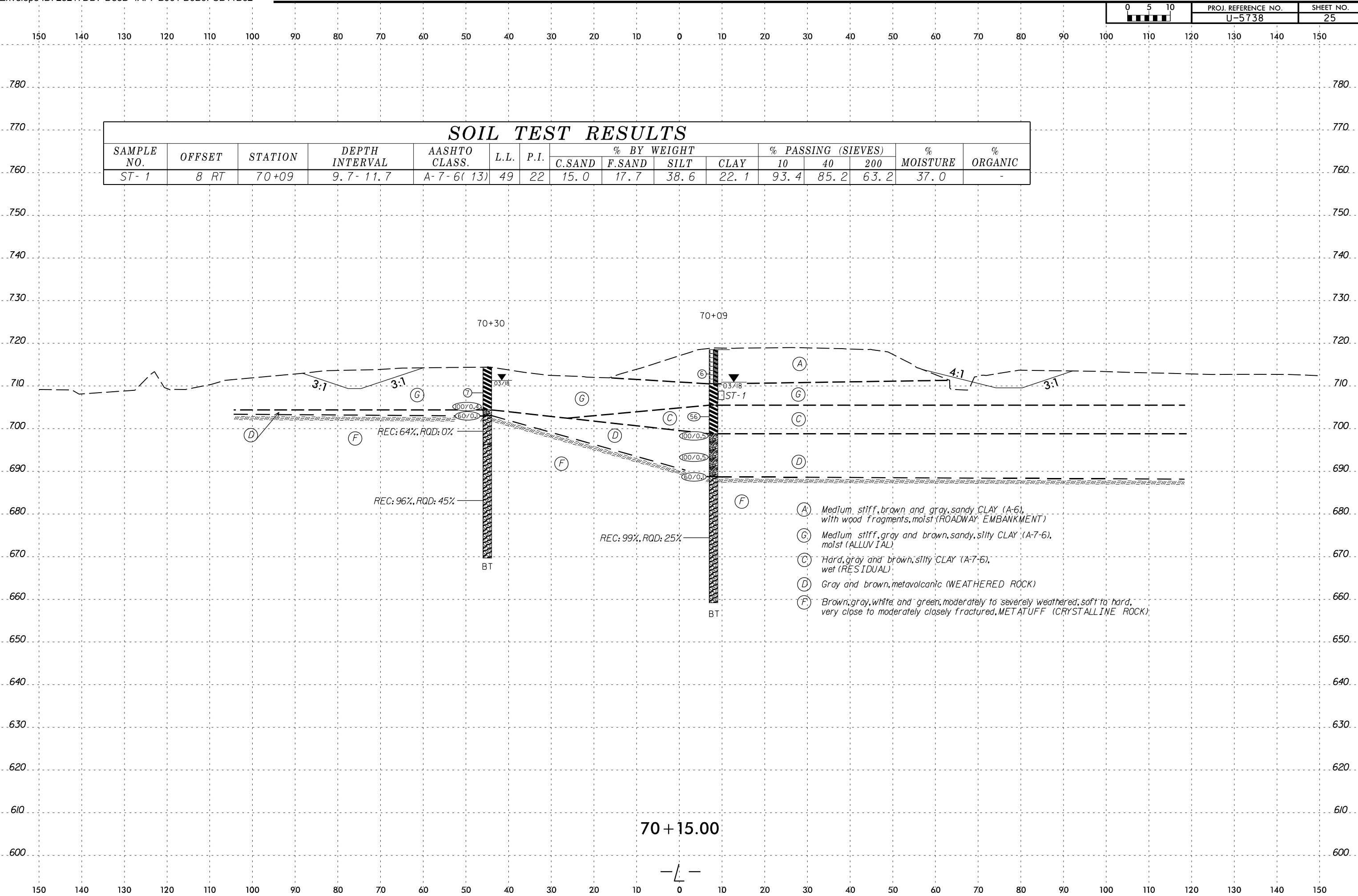
6/23/16
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L:\6800\PROJECTS\U-5738\U-5738.dgn

6/23/16

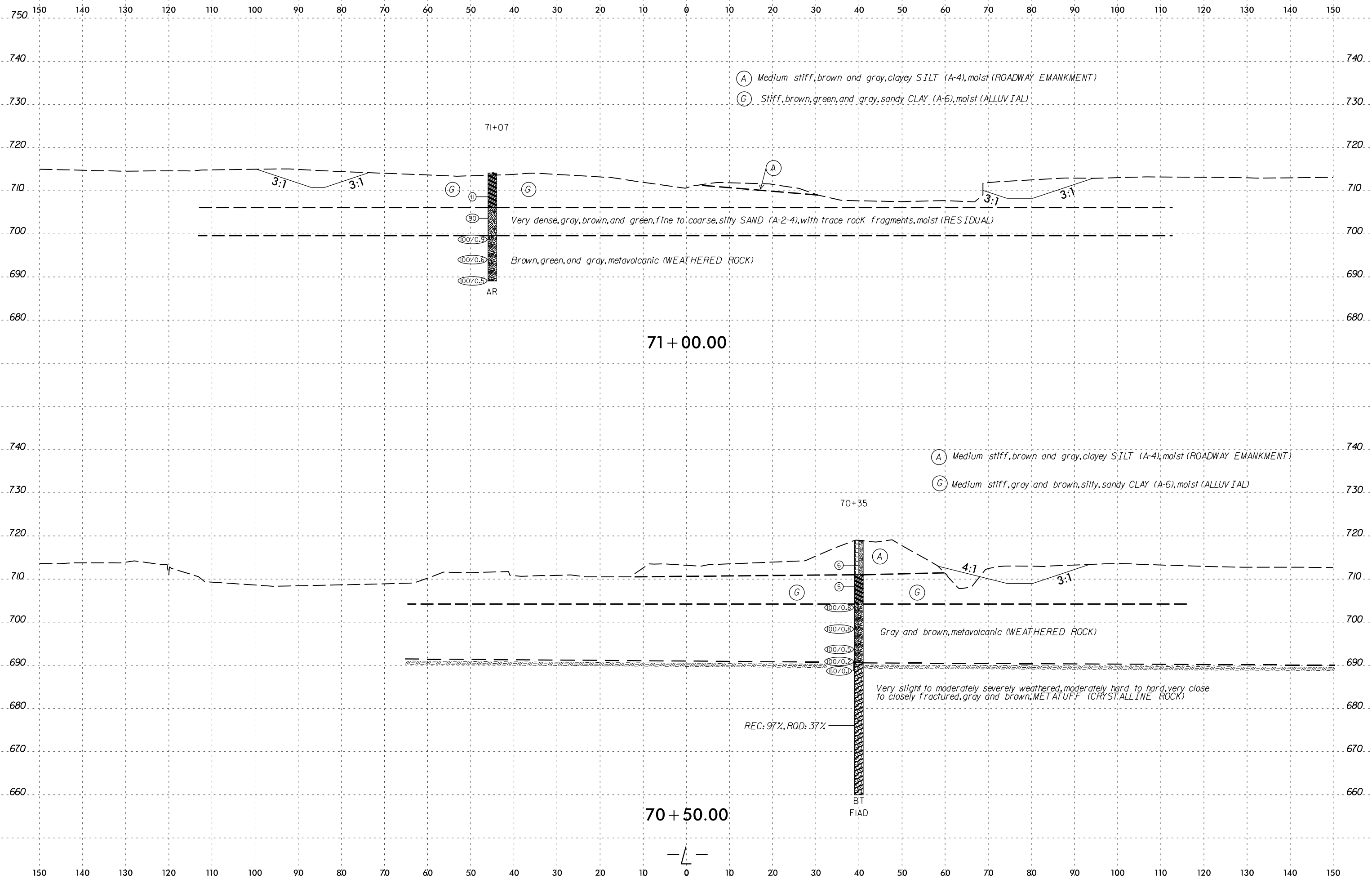


6/18/23 AM U-5738 geo.plt 6800 to 7150.dgn

SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
ST-1	8 RT	70+09	9.7-11.7	A-7-6(13)	49	22	15.0	17.7	38.6	22.1	93.4	85.2	63.2	37.0	-

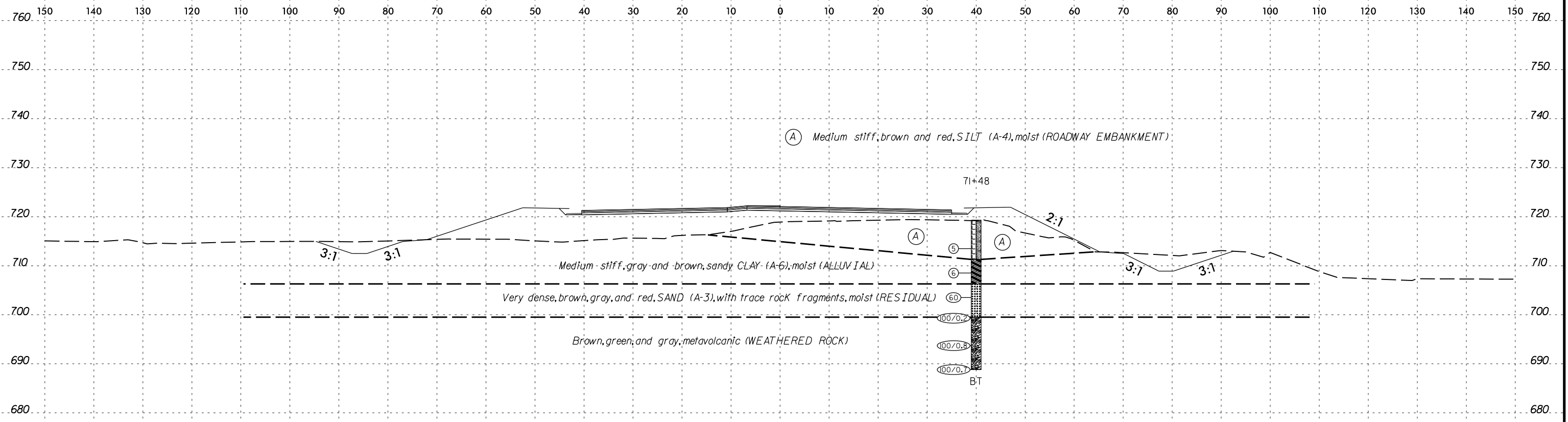


6/23/16
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 L-6800
 to:7150.dgn

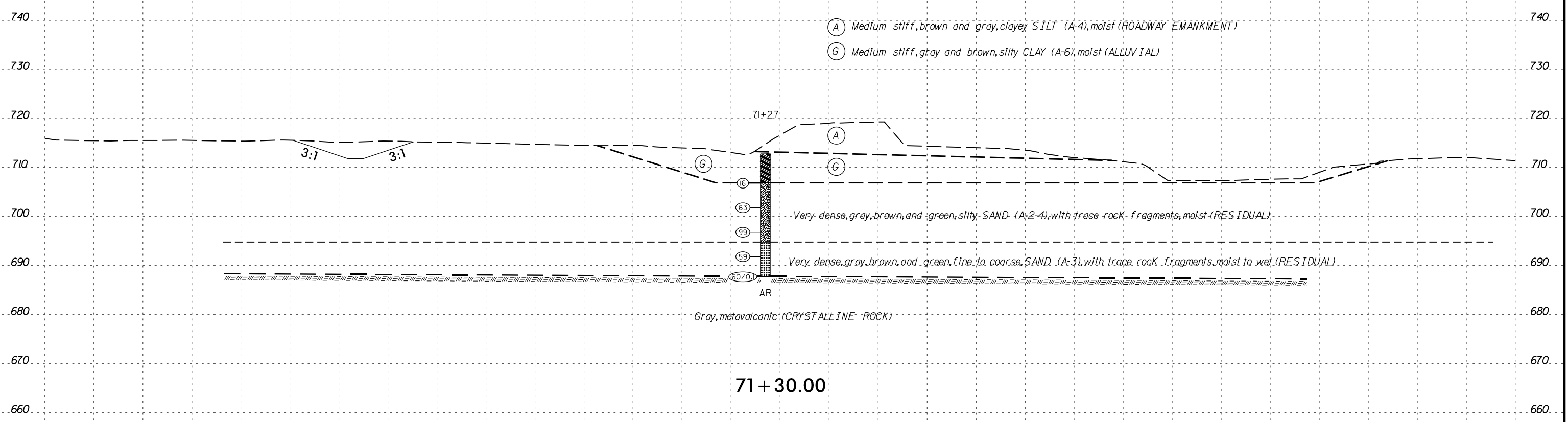


6/23/16
8:19:43 AM
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L-6800
to:7150.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

6/23/16



71 + 50.00



71 + 30.00

9:50:53 AM
U-5738.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$