

REFERENCE: B-6046

PROJECT: 48409

SEE SHEET 3 FOR PLAN SHEET LAYOUT
AT TIME OF INVESTIGATION

CONTENTS

<u>LINE</u>	<u>STATION</u>	<u>PLAN</u>
-L-	13+20 - 22+15	4
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CROSS SECTIONS

<u>LINE</u>	<u>STATION</u>	<u>SHEETS</u>
-L-	15+00 - 21+50	5-8

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

ROADWAY
SUBSURFACE INVESTIGATION

COUNTY STANLY
PROJECT DESCRIPTION REPLACE BRIDGE NO. 102 ON
SR 1917 (BETHLEHEM CHURCH ROAD) OVER
LONG CREEK

INVENTORY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-6046	1	8

CAUTION NOTICE

THE SUBSURFACE INFORMATION AND THE SUBSURFACE INVESTIGATION ON WHICH IT IS BASED WERE MADE FOR THE PURPOSE OF STUDY, PLANNING AND DESIGN, AND NOT FOR CONSTRUCTION OR PAY PURPOSES. THE VARIOUS FIELD BORING LOGS, ROCK CORES AND SOIL TEST DATA AVAILABLE MAY BE REVIEWED OR INSPECTED IN RALEIGH BY CONTACTING THE N. C. DEPARTMENT OF TRANSPORTATION, GEOTECHNICAL ENGINEERING UNIT AT 1919 T07-6850. THE SUBSURFACE PLANS AND REPORTS, FIELD BORING LOGS, ROCK CORES AND SOIL TEST DATA ARE NOT PART OF THE CONTRACT.

GENERAL SOIL AND ROCK STRATA DESCRIPTIONS AND INDICATED BOUNDARIES ARE BASED ON A GEOTECHNICAL INTERPRETATION OF ALL AVAILABLE SUBSURFACE DATA AND MAY NOT NECESSARILY REFLECT THE ACTUAL SUBSURFACE CONDITIONS BETWEEN BORINGS OR BETWEEN SAMPLED STRATA WITHIN THE BOREHOLE. THE LABORATORY SAMPLE DATA AND THE IN SITU (IN-PLACE) TEST DATA CAN BE RELIED ON ONLY TO THE DEGREE OF RELIABILITY INHERENT IN THE STANDARD TEST METHOD. THE OBSERVED WATER LEVELS OR SOIL MOISTURE CONDITIONS INDICATED IN THE SUBSURFACE INVESTIGATIONS ARE AS RECORDED AT THE TIME OF THE INVESTIGATION. THESE WATER LEVELS OR SOIL MOISTURE CONDITIONS MAY VARY CONSIDERABLY WITH TIME ACCORDING TO CLIMATIC CONDITIONS INCLUDING TEMPERATURES, PRECIPITATION AND WIND, AS WELL AS OTHER NON-CLIMATIC FACTORS.

THE BIDDER OR CONTRACTOR IS CAUTIONED THAT DETAILS SHOWN ON THE SUBSURFACE PLANS ARE PRELIMINARY ONLY AND IN MANY CASES THE FINAL DESIGN DETAILS ARE DIFFERENT. FOR BIDDING AND CONSTRUCTION PURPOSES, REFER TO THE CONSTRUCTION PLANS AND DOCUMENTS FOR FINAL DESIGN INFORMATION ON THIS PROJECT. THE DEPARTMENT DOES NOT WARRANT OR GUARANTEE THE SUFFICIENCY OR ACCURACY OF THE INVESTIGATION MADE, NOR THE INTERPRETATIONS MADE, OR OPINION OF THE DEPARTMENT AS TO THE TYPE OF MATERIALS AND CONDITIONS TO BE ENCOUNTERED. THE BIDDER OR CONTRACTOR IS CAUTIONED TO MAKE SUCH INDEPENDENT SUBSURFACE INVESTIGATIONS AS HE DEEMS NECESSARY TO SATISFY HIMSELF AS TO CONDITIONS TO BE ENCOUNTERED ON THE PROJECT. THE CONTRACTOR SHALL HAVE NO CLAIM FOR ADDITIONAL COMPENSATION OR FOR AN EXTENSION OF TIME FOR ANY REASON RESULTING FROM THE ACTUAL CONDITIONS ENCOUNTERED AT THE SITE DIFFERING FROM THOSE INDICATED IN THE SUBSURFACE INFORMATION.

NOTES:

- 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. STICKNEY

M. BREWER

D. UNDERWOOD

J. ESTEP

INVESTIGATED BY J.E. BEVERLY

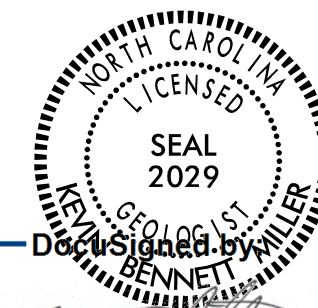
CAROLINAS
DRAWN BY GEOTECHNICAL GROUP

CHECKED BY C.R. LAVENDER, III

SUBMITTED BY K. B. MILLER

DATE NOVEMBER 2021

CADD Work Prepared in the Office of:
 **CAROLINAS**
GEOTECHNICAL
GROUP
2400 CROWNPOINT EXECUTIVE DRIVE
SUITE 800
CHARLOTTE, NC 28227
(980) 339-8684



Doc Signed by KEVIN BENNETT

Nov 29, 2021
957A789AED704CB
SIGNATURE DATE

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

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

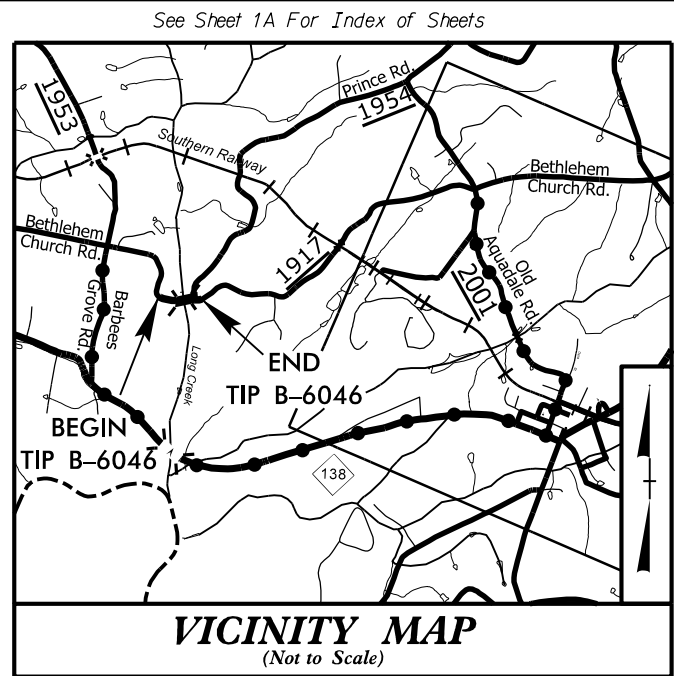
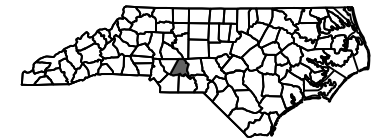
SOIL DESCRIPTION										GRADATION										ROCK DESCRIPTION										TERMS AND DEFINITIONS																																																																																																																																																																																								
<p>SOIL IS CONSIDERED UNCONSOLIDATED, SEMI-CONSOLIDATED, OR WEATHERED EARTH MATERIALS THAT CAN BE PENETRATED WITH A CONTINUOUS FLIGHT POWER AUGER AND YIELD LESS THAN 100 BLOWS PER FOOT ACCORDING TO THE STANDARD PENETRATION TEST (AASHTO T 206, ASTM D1586). SOIL CLASSIFICATION IS BASED ON THE AASHTO SYSTEM. BASIC DESCRIPTIONS GENERALLY INCLUDE THE FOLLOWING: CONSISTENCY, COLOR, TEXTURE, MOISTURE, AASHTO CLASSIFICATION, AND OTHER PERTINENT FACTORS SUCH AS MINERALOGICAL COMPOSITION, ANGULARITY, STRUCTURE, PLASTICITY, ETC. FOR EXAMPLE, <i>VERY STIFF, GRAY, SILTY CLAY, MOIST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6</i></p>										<p>WELL GRADED - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE. UNIFORMLY GRADED - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE. GAP-GRADED - INDICATES A MIXTURE OF UNIFORM PARTICLE SIZES OF TWO OR MORE SIZES.</p>										<p>HARD ROCK IS NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT REFUSAL IF TESTED, AN INFERRED ROCK LINE INDICATES THE LEVEL AT WHICH NON-COASTAL PLAIN MATERIAL WOULD YIELD SPT REFUSAL. SPT REFUSAL IS PENETRATION BY A SPLIT SPOON SAMPLER EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS IN NON-COASTAL PLAIN MATERIAL. THE TRANSITION BETWEEN SOIL AND ROCK IS OFTEN REPRESENTED BY A ZONE OF WEATHERED ROCK. ROCK MATERIALS ARE TYPICALLY DIVIDED AS FOLLOWS:</p>										<p>ALLUVIUM (ALLUV.) - SOILS THAT HAVE BEEN TRANSPORTED BY WATER. AQUIFER - A WATER BEARING FORMATION OR STRATA. ARENACEOUS - APPLIED TO ROCKS THAT HAVE BEEN DERIVED FROM SAND OR THAT CONTAIN SAND. ARGILLACEOUS - APPLIED TO ALL ROCKS OR SUBSTANCES COMPOSED OF CLAY MINERALS, OR HAVING A NOTABLE PROPORTION OF CLAY IN THEIR COMPOSITION, SUCH AS SHALE, SLATE, ETC. ARTESIAN - GROUND WATER THAT IS UNDER SUFFICIENT PRESSURE TO RISE ABOVE THE LEVEL AT WHICH IT IS ENCOUNTERED, BUT WHICH DOES NOT NECESSARILY RISE TO OR ABOVE THE GROUND SURFACE. CALCAREOUS (CALC.) - SOILS THAT CONTAIN APPRECIABLE AMOUNTS OF CALCIUM CARBONATE. COLLUVIUM - ROCK FRAGMENTS MIXED WITH SOIL DEPOSITED BY GRAVITY ON SLOPE OR AT BOTTOM OF SLOPE. CORE RECOVERY (REC.) - TOTAL LENGTH OF ALL MATERIAL RECOVERED IN THE CORE BARREL DIVIDED BY TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE. DIKE - A TABULAR BODY OF IGNEOUS ROCK THAT CUTS ACROSS THE STRUCTURE OF ADJACENT ROCKS OR CUTS MASSIVE ROCK. DIP - THE ANGLE AT WHICH A STRATUM OR ANY PLANAR FEATURE IS INCLINED FROM THE HORIZONTAL. DIP DIRECTION (DIP AZIMUTH) - THE DIRECTION OR BEARING OF THE HORIZONTAL TRACE OF THE LINE OF DIP, MEASURED CLOCKWISE FROM NORTH. FAULT - A FRACTURE OR FRACTURE ZONE ALONG WHICH THERE HAS BEEN DISPLACEMENT OF THE SIDES RELATIVE TO ONE ANOTHER PARALLEL TO THE FRACTURE. FISSILE - A PROPERTY OF SPLITTING ALONG CLOSELY SPACED PARALLEL PLANES. FLOAT - ROCK FRAGMENTS ON SURFACE NEAR THEIR ORIGINAL POSITION AND DISLOGGED FROM PARENT MATERIAL. FLOOD PLAIN (FP) - LAND BORDERING A STREAM, BUILT OF SEDIMENTS DEPOSITED BY THE STREAM. FORMATION (FM) - A MAPPABLE GEOLOGIC UNIT THAT CAN BE RECOGNIZED AND TRACED IN THE FIELD. JOINT - FRACTURE IN ROCK ALONG WHICH NO APPRECIABLE MOVEMENT HAS OCCURRED. LEDGE - A SHELF-LIKE RIDGE OR PROJECTION OF ROCK WHOSE THICKNESS IS SMALL COMPARED TO ITS LATERAL EXTENT. LENS - A BODY OF SOIL OR ROCK THAT THINS OUT IN ONE OR MORE DIRECTIONS. MOTTLED (MOT.) - IRREGULARLY MARKED WITH SPOTS OF DIFFERENT COLORS, MOTTLING IN SOILS USUALLY INDICATES POOR AERATION AND LACK OF GOOD DRAINAGE. PERCHED WATER - WATER MAINTAINED ABOVE THE NORMAL GROUND WATER LEVEL BY THE PRESENCE OF AN INTERVENING IMPERVIOUS STRATUM. RESIDUAL (RES.) SOIL - SOIL FORMED IN PLACE BY THE WEATHERING OF ROCK. ROCK QUALITY DESIGNATION (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 (SROD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS WITHIN A STRATUM EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF STRATA AND EXPRESSED AS A PERCENTAGE. TOPSOIL (TS.) - SURFACE SOILS USUALLY CONTAINING ORGANIC MATTER.</p>																																																																																																																																																																																								
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<p>MINERAL NAMES SUCH AS QUARTZ, FELDSPAR, MICA, TALC, KAOLIN, ETC. ARE USED IN DESCRIPTIONS WHEN THEY ARE CONSIDERED OF SIGNIFICANCE.</p>										<p>SLIGHTLY COMPRESSIBLE LL < 31 MODERATELY COMPRESSIBLE LL = 31 - 50 HIGHLY COMPRESSIBLE LL > 50</p>										<p>FRESH VERY SLIGHT (IV SLI.) SLIGHT (SLI.) MODERATE (MOD.) MODERATELY SEVERE (MOD. SEV.) SEVERE (SEV.) VERY SEVERE (IV SEV.) COMPLETE</p>										<p>ROCK FRESH, CRYSTALS BRIGHT, FEW JOINTS MAY SHOW SLIGHT STAINING. ROCK RINGS UNDER HAMMER IF CRYSTALLINE. 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. 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. 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. 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. 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, WOULD YIELD SPT N VALUES > 100 BPF. ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. ROCK FABRIC ELEMENTS ARE DISCERNIBLE BUT MASS IS EFFECTIVELY REDUCED TO SOIL STATUS, WITH ONLY FRAGMENTS OF STRONG ROCK REMAINING. SAPROLITE IS AN EXAMPLE OF ROCK WEATHERED TO A DEGREE THAT ONLY MINOR VESTIGES OF ORIGINAL ROCK FABRIC REMAIN. IF TESTED, WOULD YIELD SPT N VALUES < 100 BPF. 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.</p>																																																																																																																																																																																								
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STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-6046	3	8
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
48409.1.1	BRZ-1917(003)	PE	

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
STANLY COUNTY

LOCATION: BRIDGE NO. 102 ON SR1917 (BETHLEHEM CHURCH ROAD) OVER LONG CREEK

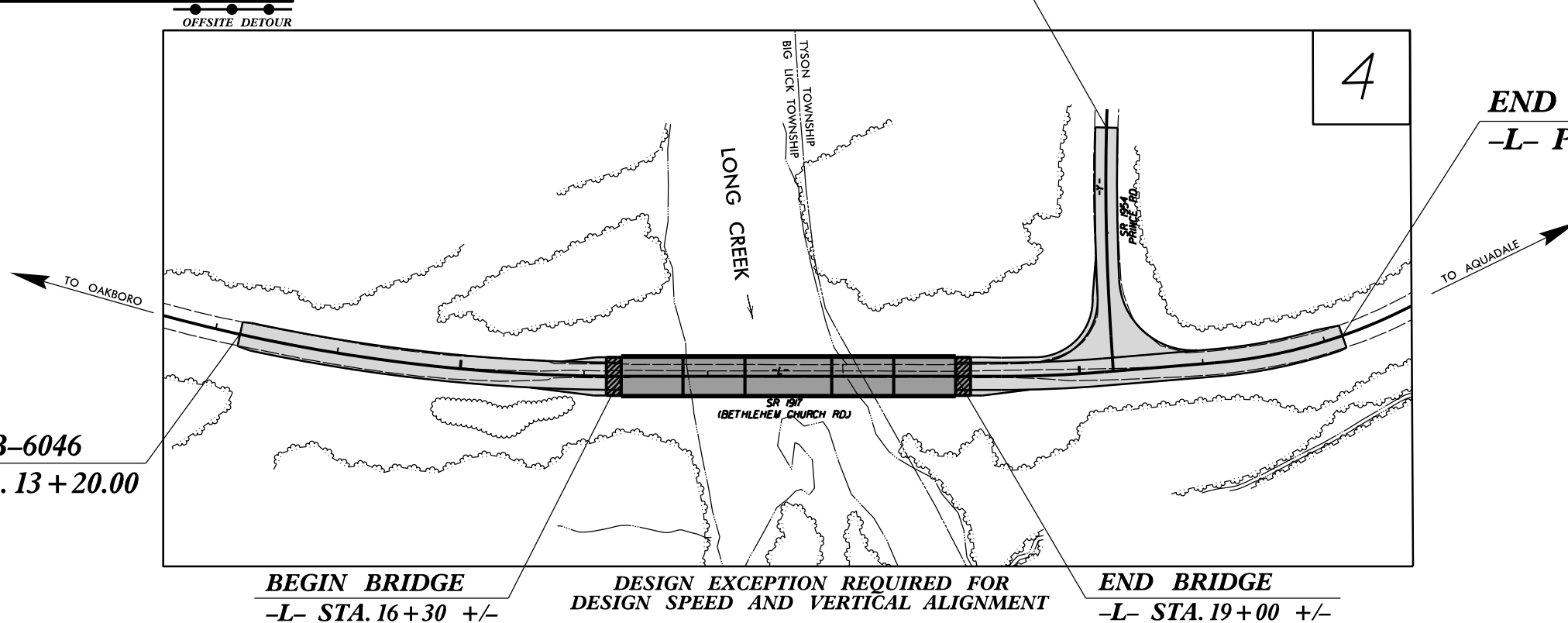
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURE



25% PRELIMINARY PLANS

BEGIN CONSTRUCTION
-Y- POC STA. 10+15.00

END TIP B-6046
-L- POC STA. 22+15.00



BEGIN TIP B-6046
-L- POC STA. 13+20.00

BEGIN BRIDGE
-L- STA. 16+30 +/-

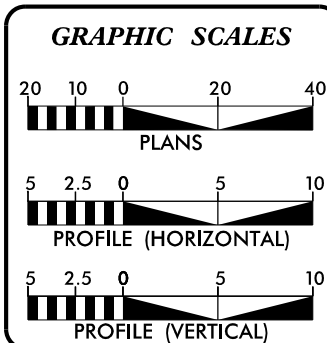
DESIGN EXCEPTION REQUIRED FOR
DESIGN SPEED AND VERTICAL ALIGNMENT

END BRIDGE
-L- STA. 19+00 +/-

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

THERE IS NO CONTROL OF ACCESS ON THIS PROJECT.
CLEARING AND GRUBBING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD X.

CONTRACT:



DESIGN DATA

ADT 2023 =	200
ADT 2045 =	300
K =	NOT PROVIDED
D =	NOT PROVIDED
T =	3% *
V =	60 MPH (STAT.)
*TTST =	1% *DUAL = 2%
FUNC CLASS =	LOCAL RURAL SUBREGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-6046	=	0.118 MILES
LENGTH STRUCTURE TIP PROJECT B-6046	=	0.051 MILES
TOTAL LENGTH TIP PROJECT B-6046	=	0.170 MILES

Prepared In the Office of:

ICE of CAROLINAS, PLLC
4505 Falls of Neuse Road, Suite 110
Raleigh, North Carolina 27609
Phone: 919-822-0333
License #: P-20999

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
1/21/2022

LETTING DATE:
1/17/2023

Prepared for:

DIVISION OF HIGHWAYS
1800 Birch Ridge Dr., Raleigh NC 27610

BRIAN LUSK, PE
PROJECT ENGINEER

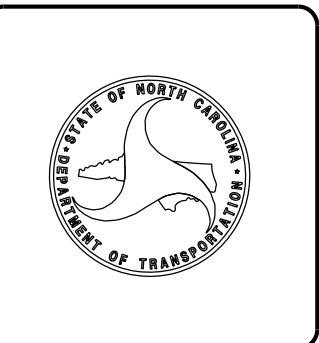
DAVID STUTTS, PE
NCDOT PROJECT MANAGER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



18-NOV-2021 13:30 C:\Users\mbrw\OneDrive - Carolinas Geotechnical Group, PLLC\Projects\012 - Drilling and Drafting On-Call\NCDOT\GEU\02-B-6046 Drilling and Drafting Only\CADD\GEO\TECH\Plan\Prof\B-6046.r 09/08/99 \$\$\$USERNAME\$\$\$

November 16, 2021

TIP NO: B-6046
WBS NO: 48409.1.1
COUNTY: Stanly
DESCRIPTION: Bridge No. 102 on SR 1917 (Bethlehem Church Rd.) over Long Creek
SUBJECT: Geotechnical Report - Inventory

Project Description

The proposed project encompasses roadway, drainage, and structure improvements along existing Bethlehem Church Rd. and Bridge No 102 over Long Creek in Stanly County. The project begins a short distance west of Long Creek and proceeds east to just beyond the intersection with SR 1954 (Prince Rd.). Total project length including the bridge is 0.17 miles.

The geotechnical field investigation was conducted in October of 2021 utilizing a CME 550 and Mobile B-29 drill machine(s) provided by Carolinas Geotechnical Group. An NCDOT GEU engineering geologist conducted field operations. Our investigation was confined to the main corridor encompassing -L- stations 16+30 to 19+00.

Physiography and Geography

The project area is located in rural southern Stanly County. Heading east to west it traverses woodlands and descends to its lowest point at Long Creek before rising again to the west. Elevations along the centerline of the existing roadway range from approximately 297 to 340 feet.

Geologically this site falls within the Carolina Slate Belt and is underlain by Cenozoic age metavolcanic, phyllite/schist, and meta-mudstone/meta-argillite parent rock types. Residual soils derived from parent rock are usually fine-grained clays and silts with clayey sandy soils interspersed.

Soil Properties

Soils along this project corridor will be divided into three basic categories: Residual, Alluvial, and Roadway Embankment.

Roadway Embankment soils are present beneath and along existing Bethlehem Church Rd. Based on soil borings at bridge end bent locations these soils are described as soft to stiff, fine sandy silty clay in the A-7 AASHTO classification with some moisture present.

Residual soils are derived from in place weathering of parent materials. Based on data gathered from 6 boring locations, local residual soils are predominantly stiff to very stiff, fine sandy silty clay (A-7) or medium dense silty fine sandy clay (A-2-6). Soils range from moist to wet.

Alluvial soils originate from water transportation and deposition associated with Long Creek. The Long Creek floodplain spans beyond the confines of the existing bridge. Alluvial soils were encountered in both end bent 2 borings and consist of soft to medium stiff, silty fine sandy clay (A-6) with some moisture present.

Rock Properties

Rock / weathered rock are relatively shallow in the roadway cuts and somewhat deeper at the bridge end bents due to the height of the existing roadway embankment. Rock is non-crystalline in nature and a variety of meta-argillite or meta-mudstone. Rock is typically medium hard to hard and breaks with high angle fractures. Weathered rock often has seams of silty clayey soil.

Ground Water Properties

Ground water was present in borings adjacent to the bridge over Long Creek. Static groundwater measurements put depth to water between 16 – 18 feet below shoulder of existing roadway.

Areas of Special Geotechnical Interest

Weathered rock and or hard rock were determined to be as shallow as 3 – 3.5 feet in cut slope sections left of -L- stations 14+00 to 15+00 and 21+50 to 22+50. Maximum cut slope depths are approximately 5 – 10 feet.

No water wells were noted within or near the proposed right-of-way.

Bridge between -L- Sta. 16+30 – 19+00

The bridge associated with this roadway will be investigated and addressed under separate cover when the final BSR is made available.


DocuSigned by:

Prepared by:

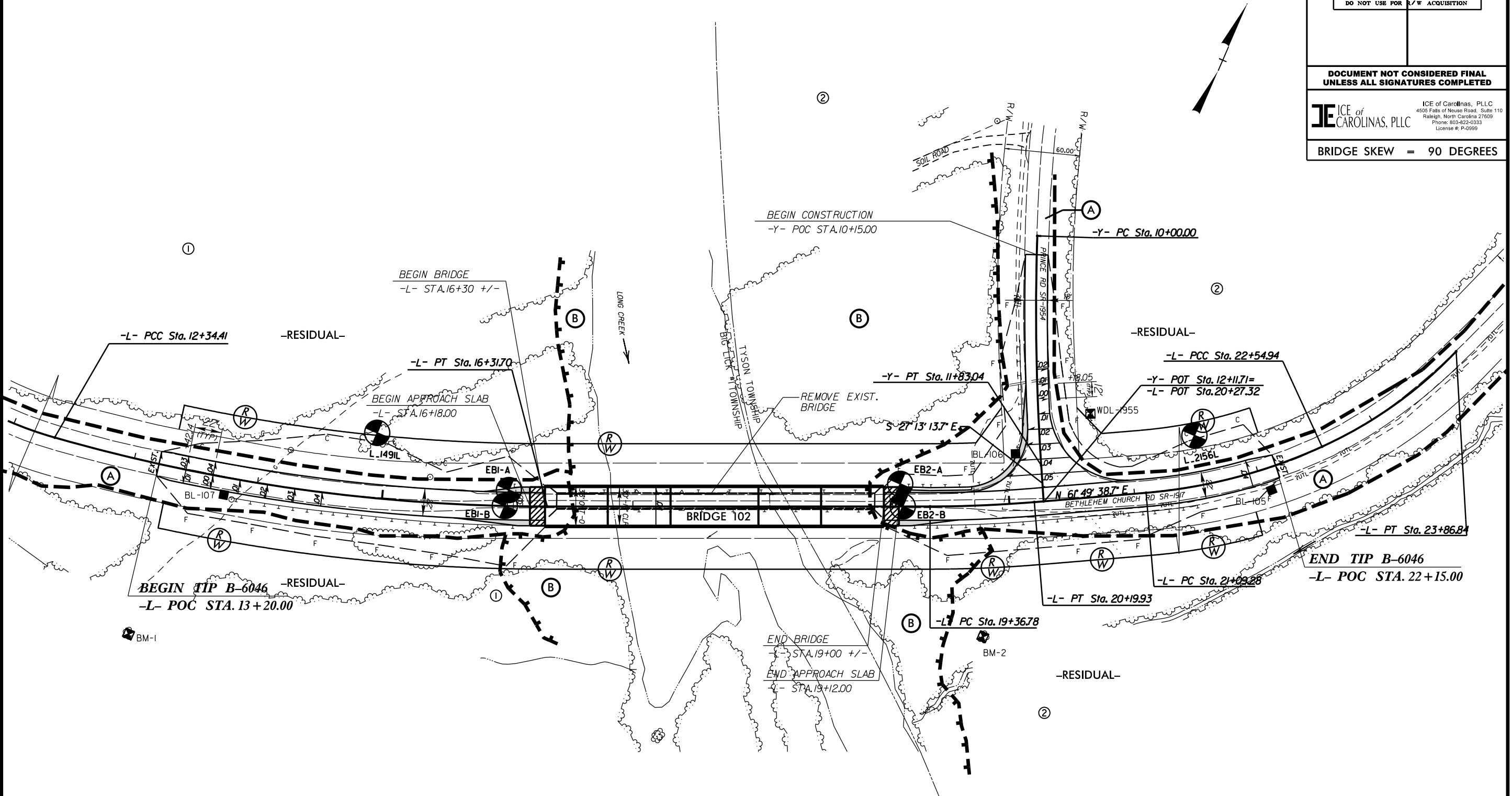
Jack E. Beverly

J.E. Beverly 8BF22D1890734D0...

Project Geologic Engineer

PROJECT REFERENCE NO. B-6046	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
	
<small>ICE of Carolinas, PLLC 4505 Falls of Neuse Road, Suite 110 Raleigh, North Carolina 27609 Phone: 803-822-0333 License #: P-0999</small>	
BRIDGE SKEW = 90 DEGREES	

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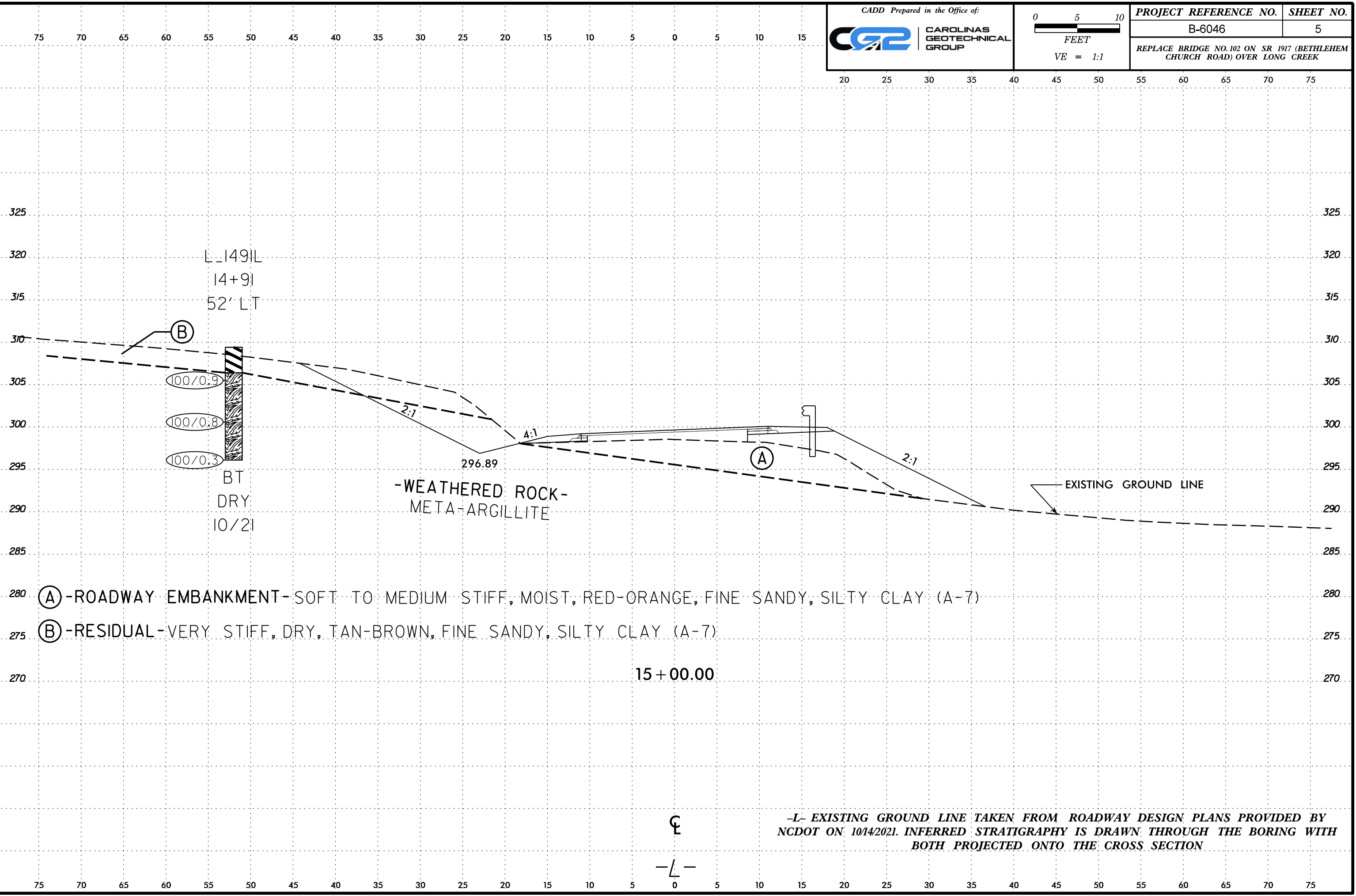
-L- CURVE DATA					
PI Sta 10+63.17 Δ = 46° 04' 12.6" (LT) D = 38° 34' 05.7" L = 119.45' T = 63.77' R = 148.56' SE = EXIST.	PI Sta 11+77.63 Δ = 21° 41' 19.4" (LT) D = 18° 51' 58.3" L = 114.96' T = 58.18' R = 303.70' SE = .04 DS = 30 MPH**	PI Sta 14+34.34 Δ = 15° 55' 04.7" (LT) D = 4° 00' 24.1" L = 397.28' T = 199.93' R = 1,430.00' SE = .04 DS = 50 MPH*	PI Sta 19+78.38 Δ = 4° 45' 50.3" (LT) D = 5° 43' 46.5" L = 83.15' T = 41.60' R = 1,000.00' SE = .04 DS = 50 MPH*	PI Sta 21+82.85 Δ = 19° 53' 01.2" (LT) D = 13° 39' 04.6" L = 145.65' T = 73.57' R = 419.71' SE = .04 DS = 35 MPH**	PI Sta 23+21.72 Δ = 22° 09' 11.2" (LT) D = 16° 47' 44.2" L = 131.90' T = 66.78' R = 341.14' SE = EXIST.

-YI- CURVE DATA
PI Sta 10+91.60 Δ = 5° 40' 39.5" (LT) D = 3° 06' 06.4" L = 183.04' T = 91.60' R = 1,847.19' SE = EXIST.

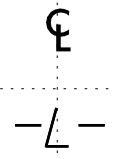
* MEETS SUBREGIONAL TIER DESIGN GUIDELINES
 ** TYING TO EXISTING ALIGNMENT

- (A) -ROADWAY EMBANKMENT-
- (B) -ALLUVIAL-

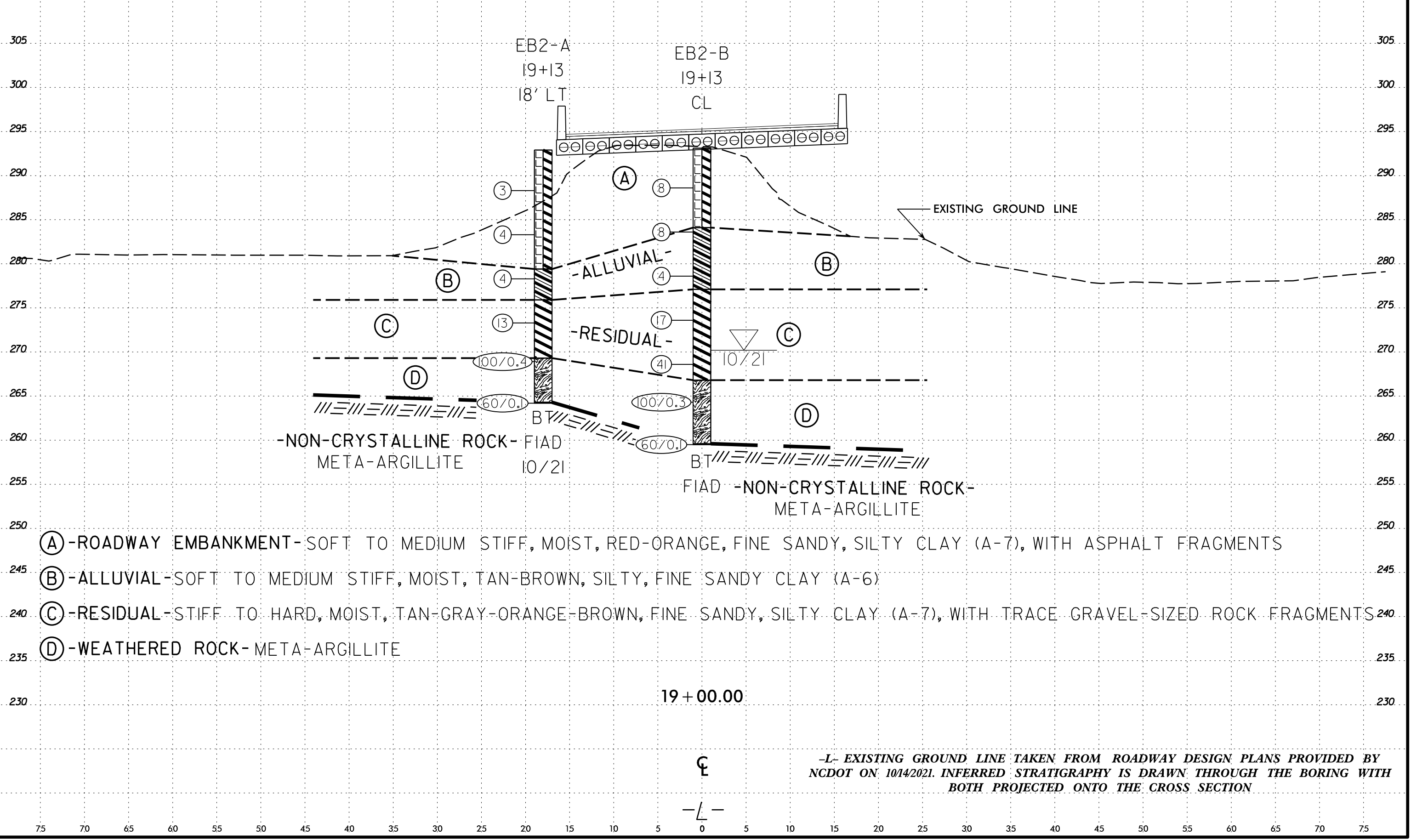
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-L- EXISTING GROUND LINE TAKEN FROM ROADWAY DESIGN PLANS PROVIDED BY
 NCDOT ON 10/14/2021. INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORING WITH
 BOTH PROJECTED ONTO THE CROSS SECTION

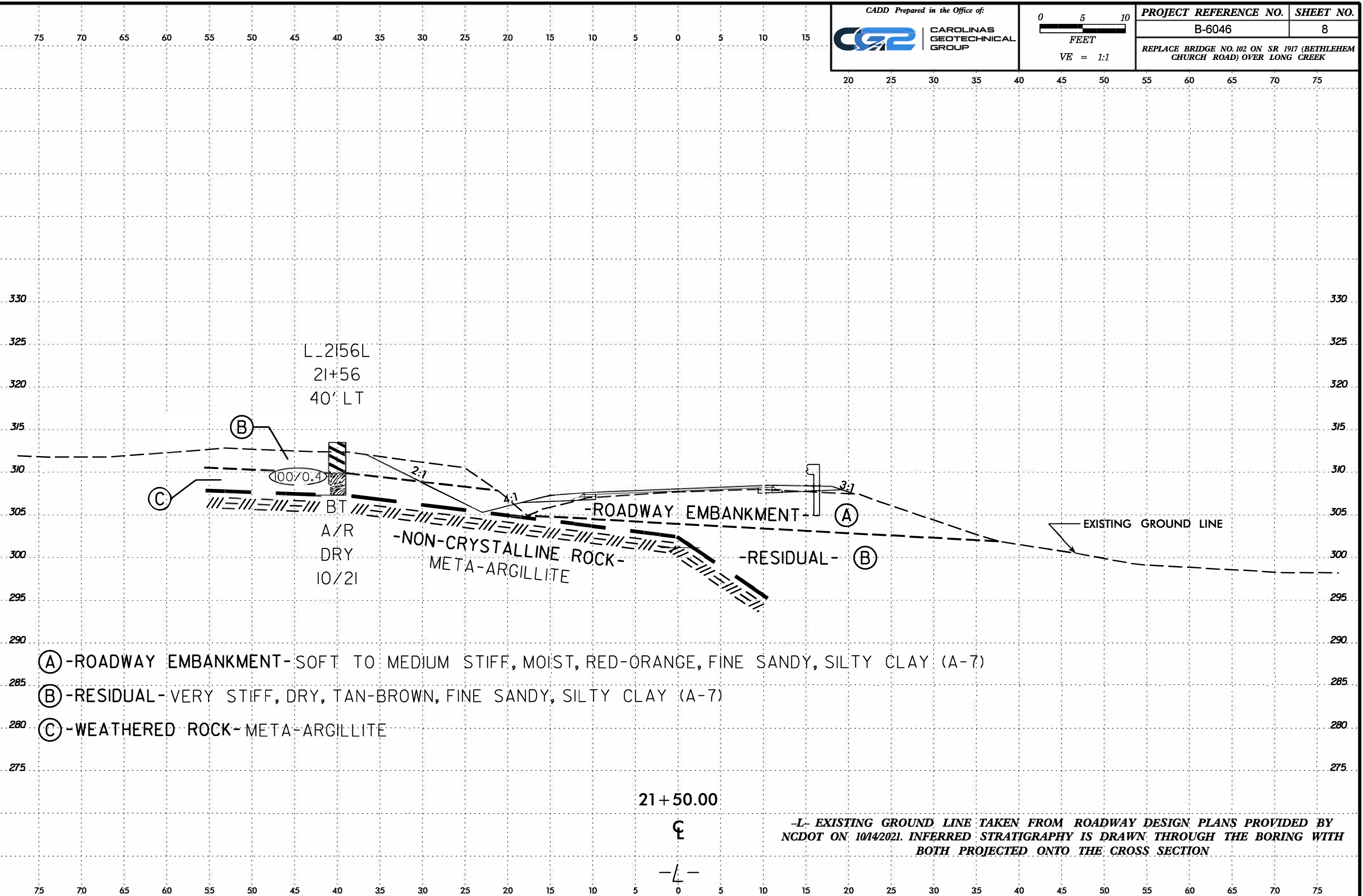
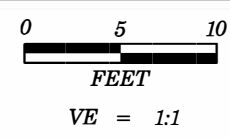


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- (A) -ROADWAY EMBANKMENT-SOFT TO MEDIUM STIFF, MOIST, RED-ORANGE, FINE SANDY, SILTY CLAY (A-7)
- (B) -RESIDUAL-VERY STIFF, DRY, TAN-BROWN, FINE SANDY, SILTY CLAY (A-7)
- (C) -WEATHERED ROCK-META-ARGILLITE

21 + 50.00
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-L-

-L- EXISTING GROUND LINE TAKEN FROM ROADWAY DESIGN PLANS PROVIDED BY NCDOT ON 10/14/2021. INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORING WITH BOTH PROJECTED ONTO THE CROSS SECTION