

Boring B2B The B boring, (2003 campaign), was collared at -L-21+53, 40' RT., elev. 785.5'.

Soil stratigraphy: From the surface to 30', stiff wet silty micaceous fine sandy clay roadway fill was found above 10' of stiff A-7 gray and red wet silty sandy structureless clay. From 40' to 59', (726.5'), residual A-2 medium dense wet micaceous silty clayey sandy soil was drilled. At 59' weathered rock was found. The boring ended at 60.4, (elev. 725') dragbit refusal on rock.

Groundwater:

Water was at elev 766.4' at the 1984 consultant "B(*)" hole. This elevation was within the fill at the time. Water was not measured in the other borings though many of the samples were wet. Our boring B2A experienced a loss of drilling fluids at 62'.

Rock surface

Crystalline rock defined on the basis of dragbit refusal was found in the new borings, but not the old borings. It was at 723' in the A hole, and at 724 in the B hole.

INTERIOR BENT THREE (B3)

The B3 bent is on the east shoulder of the interstate, which here is I-40 eastbound lane. The 1984 drill-holes were collared at what was then land surface, and is now below 30' of fill. This bent is behind the guardrail and inaccessible. No additional borings were drilled

Boring B3A(*) The A(*) boring was completed at equivalent 22+51, 35.00 Lt, elevation 749.3'.

Soil stratigraphy: An 11' interval of alluvial loose to very loose gray micaceous silty fine sandy soil was found over weathered rock at elevation 738'. From 11' to refusal at 25', (724.3') weathered rock was drilled. The boring was terminated at refusal.

Boring B1B(*) The B(*) boring was completed at equivalent -L-22+51, 5 LT., elevation 749'.

Soil stratigraphy: As at "A(*)", an 11' interval of loose alluvial, micaceous silty fine sandy soil was found above weathered rock at 738'. At this boring, 4 feet of weathered rock was followed by 7' of medium dense residual micaceous sandy soil, then weathered rock at 22', (727). Weathered rock was drilled to refusal at 24.5', (724.5), where the boring was terminated.

Groundwater

Water was measured at 3.5' depth in both borings, (745.5), within the alluvial sand.

Bedrock surface

Rock was found at elevation 724.3' in the A(*) boring and at 724.5'

END BENT TWO (EB-2)

The two 1984 drill-holes were collared at the original land surface, before construction of the Hanes Mall Blvd Bridge, and drilled to weathered rock or auger refusal. One new boring was drilled from the roadway through the fill to refusal. The left bridge extension falls on the side slope of Hanes Mall Blvd and is inaccessible. The right bridge footing falls on the right side slope and is also inaccessible.

Boring EB2-A. This boring was located at -L-23+52, 25' LT., elevation 805.38'.

Soil stratigraphy: From surface to 58.7', (746.7) alternating intervals of sandy soil, clayey soil, and sandy clayey roadway fill soil, stiff or medium dense was sampled. From 58.7' to 73.2', (732.18'), alluvial medium dense wet sandy soil was found over weathered rock. Weathered rock was drilled to refusal at 78' (727.38'), where the boring was terminated.

Boring EB2A(*). This 1984 boring was located at equivalent -L- 22+92.24 36 Lt elev. 749.3'.

Soil stratigraphy: From 0 to 8', alluvial loose to very loose fine sand was drilled. Residual soil was encountered at 8', (741), and consisted of medium dense gray silty coarse sand down to weathered rock at 16' depth, (733'). Weathered rock continued to refusal at 20.5' (728.8).

Boring EB2B(*). This 1984 boring was located at equivalent -L- 22+92.24 5 Rt. elev. 747.7'.

Soil stratigraphy: From 0 to 13.5', alluvial loose to dense, fine sand over gravel was drilled. Residual soil was encountered at 13.5', (734.2), and consisted of medium dense coarse to fine sand down to weathered rock at 18.5' depth, (729.2'). Refusal was found at 23' (724.7').

Groundwater:

Groundwater was measured at 745.3 on the A side and at 744.7 on the B side. The water level is within alluvial soil in both cases.

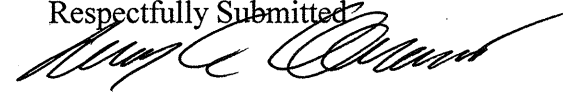
Rock Surface:

At EB2A drilling refusal elev. was at 727.38', at EB2A (*), 728.8', at EB2B(*) it was 7247'.

CLOSING STATEMENT

If any significant changes are made in the design or location of the proposed roadway, the subsurface information and interpretations will have to be reviewed and modified as necessary. If additional information is needed we stand ready to provide it.

Respectfully Submitted



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