

NOTE: SEE SHEET 1A 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.	B-4207	1	11
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33554.1.1	BRSTP-22 (1)	PE	
33554.2.1	BRSTP-22 (1)	R/W & UTIL.	
33554.3.1	BRSTP-22 (1)	CONST.	

CONTENTS

LINE	STATION	PLAN	PROFILE	XSECT
DET	12+98.13 - 25+07.7	4 - 5	6	
L	9+00 - 20+99.68	4 - 5		7 - 10
SAMPLE RESULTS		II		

ROADWAY  
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 33554.1.1 F.A. PROJ. BRSTP-22(1)  
COUNTY MOORE  
PROJECT DESCRIPTION BRIDGE NO. 43 OVER McLENDON'S CREEK  
ON NC 22-24/27

INVENTORY

CAUTION NOTICE

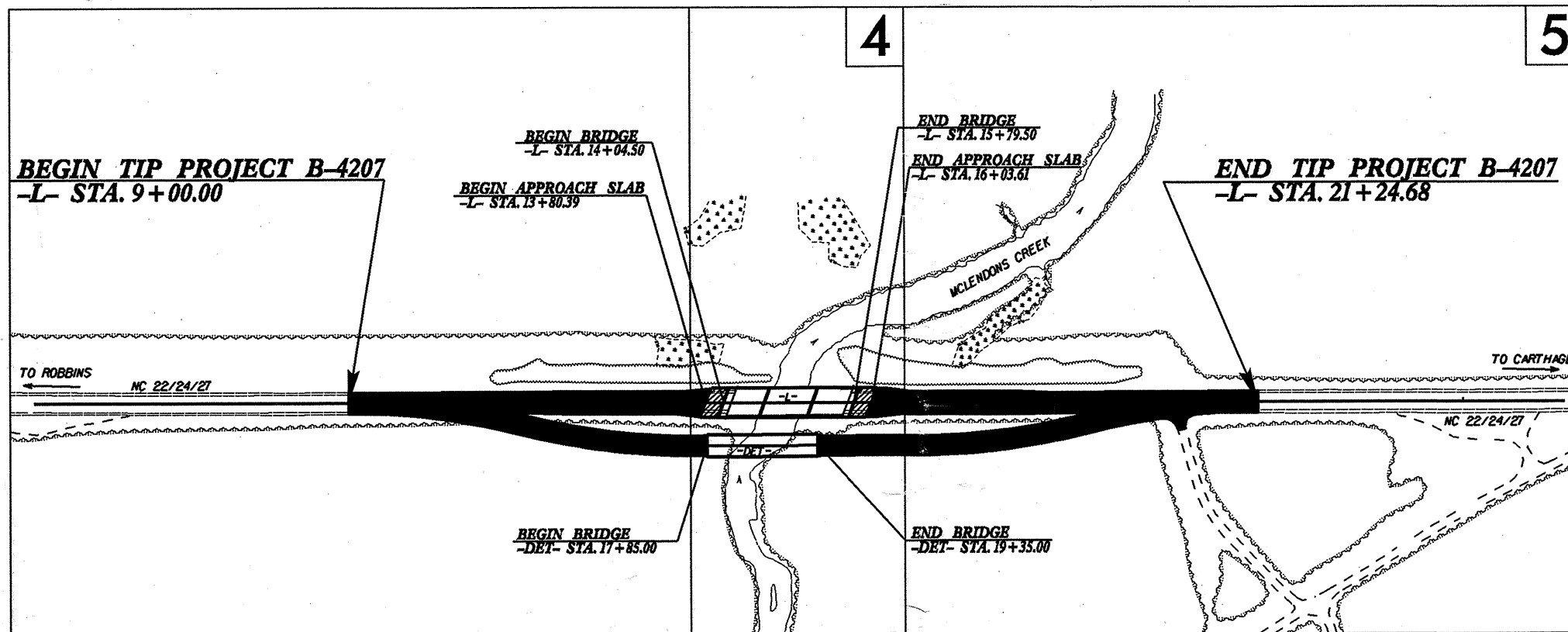
THE SUBSURFACE INFORMATION AND THE SUBSURFACE INVESTIGATION ON WHICH IT IS BASED WERE MADE FOR THE PURPOSE OF STUDY, PLANNING, AND DESIGN, AND NOT FOR CONSTRUCTION OR PAY PURPOSES. THE VARIOUS FIELD BORING LOGS, ROCK CORES, AND SOIL TEST DATA AVAILABLE MAY BE REVIEWED OR INSPECTED IN RALEIGH BY CONTACTING 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.

ID: B-4207

CONTRACT: C202112



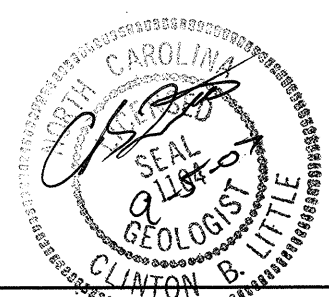
PERSONNEL  
C. L. SMITH  
J. K. STICKNEY  
H. K. WISE

INVESTIGATED BY J. E. BEVERLY  
CHECKED BY C. B. LITTLE  
SUBMITTED BY C. B. LITTLE  
DATE SEPTEMBER 2007

DRAWN BY: C. E. BURRIS

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



STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4207	1A	11
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
33554.1.1	BRSTP-22 (1)	PE	

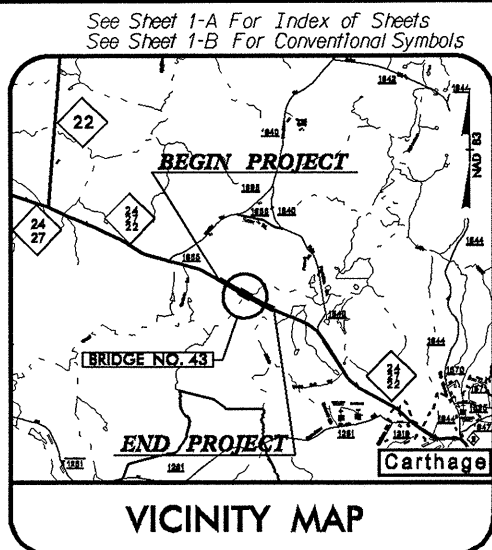
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**MOORE COUNTY**

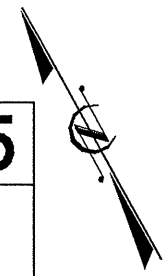
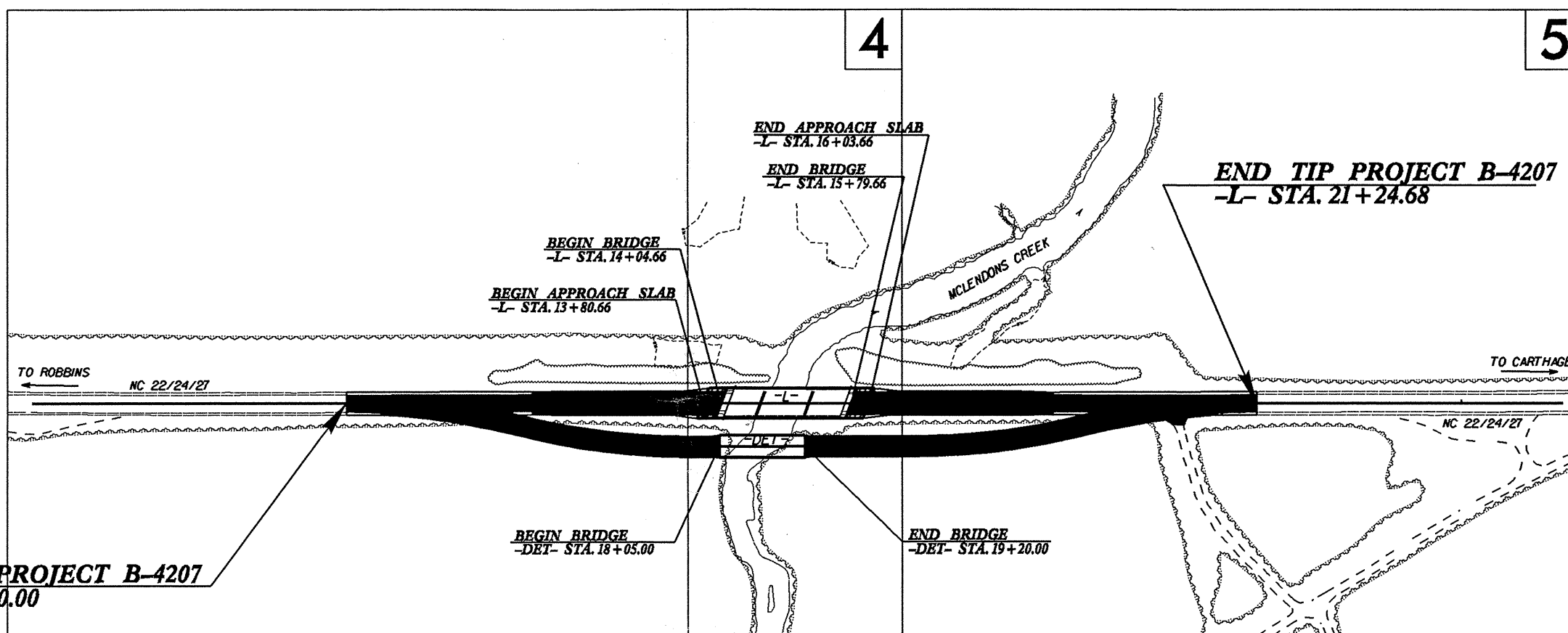
**REVISED 25% PLANS**

LOCATION: BRIDGE NUMBER 43 OVER MCLENDONS CREEK ON NC 22/24/27

TYPE OF WORK: GRADING, DRAINAGE, PAVING AND STRUCTURE



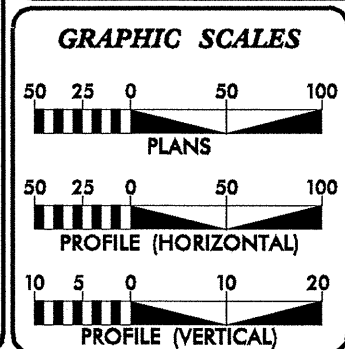
(THIS PROJECT IS NOT INCLUDED WITHIN ANY MUNICIPAL BOUNDARIES)



NCDOT CONTACT : CATHY HOUSER, P.E.  
ROADWAY DESIGN-ENGINEERING COORDINATION

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

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



**DESIGN DATA**

ADT 2008 =	9,026
ADT 2028 =	15,113
DHV =	10 %
D =	60 %
T =	17 % *
V =	60 MPH
* TTST 11%	DUAL 6%
FUNC. CLASS =	RURAL MINOR ARTERIAL

**PROJECT LENGTH**

Length Structure TIP Project B-4207 =	0.033 Miles
Length Roadway TIP Project B-4207 =	0.199 Miles
Total Length TIP Project B-4207 =	0.232 Miles

Prepared In the Office of:

**THE LPA GROUP**  
TRANSPORTATION CONSULTANTS

THE LPA GROUP of North Carolina, p.a.  
5000 Falls of Neuse Rd., Suite 304  
Raleigh, North Carolina 27809

2006 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:  
JULY 20, 2007

LETTING DATE:  
MAY 19, 2009

**Jeanne K. Richter P.E.**  
PROJECT ENGINEER

**Warren E. Johnson**  
PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.

**ROADWAY DESIGN ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.

**DIVISION OF HIGHWAYS**  
STATE OF NORTH CAROLINA

STATE HIGHWAY DESIGN ENGINEER P.E.

TIP PROJECT: B-4207

CONTRACT:

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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS  
GEOTECHNICAL ENGINEERING UNIT

SUBSURFACE INVESTIGATION

PROJECT REFERENCE NO. 33554.II (B4207) SHEET NO. 2

SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

SOIL DESCRIPTION, GRADATION, ROCK DESCRIPTION, TERMS AND DEFINITIONS, SOIL LEGEND AND AASHTO CLASSIFICATION, MINERALOGICAL COMPOSITION, COMPRESSION, PERCENTAGE OF MATERIAL, GROUND WATER, MISCELLANEOUS SYMBOLS, ABBREVIATIONS, SOIL MOISTURE - CORRELATION OF TERMS, PLASTICITY, COLOR, EQUIPMENT USED ON SUBJECT PROJECT, FRACTURE SPACING, BEDDING, INDURATION, BENCH MARK, NOTES: CAR = CASING ADVANCER REFUSAL



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

September 5, 2007

STATE PROJECT: 33554.1.1 (B-4207)  
COUNTY: Moore  
DESCRIPTION: Bridge No. 43 over McLendons's Creek on NC 22-24/27  
SUBJECT: Geotechnical Report - Inventory

**PROJECT DESCRIPTION**

The project is located approximately 3 miles northwest of Carthage in central Moore County. The proposed construction is a bridge replacement with associated roadway approaches, and a temporary detour roadway on-site. The project survey runs from west to east.

The following alignments were investigated:

-L- Station 9+00 to 21+24.68  
DETOUR 12+98.13 to 25+07.70

Five test borings were performed generally following the Detour alignment. An additional seven test borings for the structure foundation were also performed. They are included in this report as well as in the Structure Foundation report.

**SITE DESCRIPTION AND GEOLOGY**

The geology is Chatham Formation, Pekin Group. Rock core samples obtained from the structure borings consist of red Triassic mudstone, sandstone, and minor conglomerate. Most of the project is within the floodplain of McLendon's Creek. The alluvium consists predominantly of sandy silt (A-4) with lesser quantities of fine sandy silty clay (A-6, A-7). Densities ranged from soft to stiff (two to eight blows per foot in the Standard Penetration Test). A two to four foot thick layer of medium dense sand and gravel was found at the base of the alluvium in most of the borings. The overall thickness of the alluvial deposit is about eight feet. The transition from alluvium to non-crystalline (Triassic) rock was abrupt; there is very little residual soil, although there was generally a layer of weathered rock one to two feet thick.

One boring was obtained through the existing roadway embankment fill. The fill material was medium stiff sandy silty clay (A-6, A-7). Some small boulders were noted in the upper three feet. The general height of the embankment is about 12 feet although the boring encountered about 18 feet of fill material.

**AREAS OF SPECIAL GEOTECHNICAL INTEREST**

There are no areas of particular geotechnical concern.

**GROUNDWATER**

Groundwater was present across the site at around elevation 280. This equated to a depth of four to five feet below the general floodplain surface elevation and was approximately the stream water surface elevation during the time of the investigation. Groundwater can be expected to fluctuate seasonally.

Respectfully submitted,

Clint Little  
Regional Geologic Engineer  
Geotechnical Engineering Unit  
Western Regional Office

# EARTHWORK BALANCE SHEET

Volumes in Cubic Yards

PROJECT TIP # B-4207

COUNTY Moore

DATE 2/17/2009

SHEET 3A of 11

LINE	STATION	STATION	TOTAL EXCAV. (UNCL.)	ROCK EXCAV.	UNDERCUT EXCAV.	UNSUIT. EXCAV.	SUITABLE EXCAV.	TOTAL EMB.	ROCK EMB.	UNDERCUT EMB.	EARTH EMB.	EMBANK. 20%	BORROW	SUITABLE WASTE	UNSUIT. WASTE	TOTAL WASTE
<b>PHASE I</b>																
-DET-	14+00.00	17+85.00	195				195	6284			6284	7541	7346			
		BEGIN BRIDGE														
-DET-	19+35.00	24+50.00	76				76	8561			8561	10273	10197			
		END BRIDGE														
<b>SUBTOTAL</b>			271				271	14845			14845	17814	17543			
<b>PHASE II</b>																
-L-	9+50.00	14+04.50	533				533	2713			2713	3256	2723			
		BEGIN BRIDGE														
-L-	15+79.50	20+50.00	388				388	4051			4051	4861	4473			
		END BRIDGE														
<b>SUBTOTAL</b>			921				921	6764			6764	8117	7196			
<b>PHASE III (Detour Removal)</b>																
-L-	10+00.00	13+81.88	4394				4394							4394		4394
		BEGIN BRIDGE														
-L-	15+31.88	20+50.00	5661				5661							5661		5661
		END BRIDGE														
<b>SUBTOTAL</b>			10055				10055							10055		10055
<b>PROJECT SUBTOTAL</b>			11247				11247	21609			21609	25931	24739	10055		10055
<b>SHOULDER MATERIAL</b>								630			630	756	756			
<b>LOSS DUE TO CLEARING AND GRUBING</b>			-25				-25						25			
<b>PROJECT TOTAL</b>			11222				11222	22239			22239	26687	25520	10055		10055
EST 5% TO REPLACE TOP SOIL ON BORROW PIT													1276			
<b>GRAND TOTAL</b>			11222				11222	22239					26796	10055		10055
<b>SAY</b>			11,300										26,850			

**ALTERNATE NO. 1 (SHALLOW UNDERCUT OPTION):**

EST. DDE = 147 C.Y.  
 EST. FILTER FABRIC FOR SOIL STABILIZATION = 1000 S.Y.  
 EST. UNDERCUT EXCAVATION = 600 C.Y.  
 EST. CLASS IV SUBGRADE STABILIZATION = 650 TONS

**ALTERNATE NO. 2 (UNDERCUT OPTION):**

EST. DDE = 147 C.Y.  
 EST. SELECT GRANULAR MATERIAL = 1250 C.Y.  
 EST. UNDERCUT EXCAVATION = 1250 C.Y.

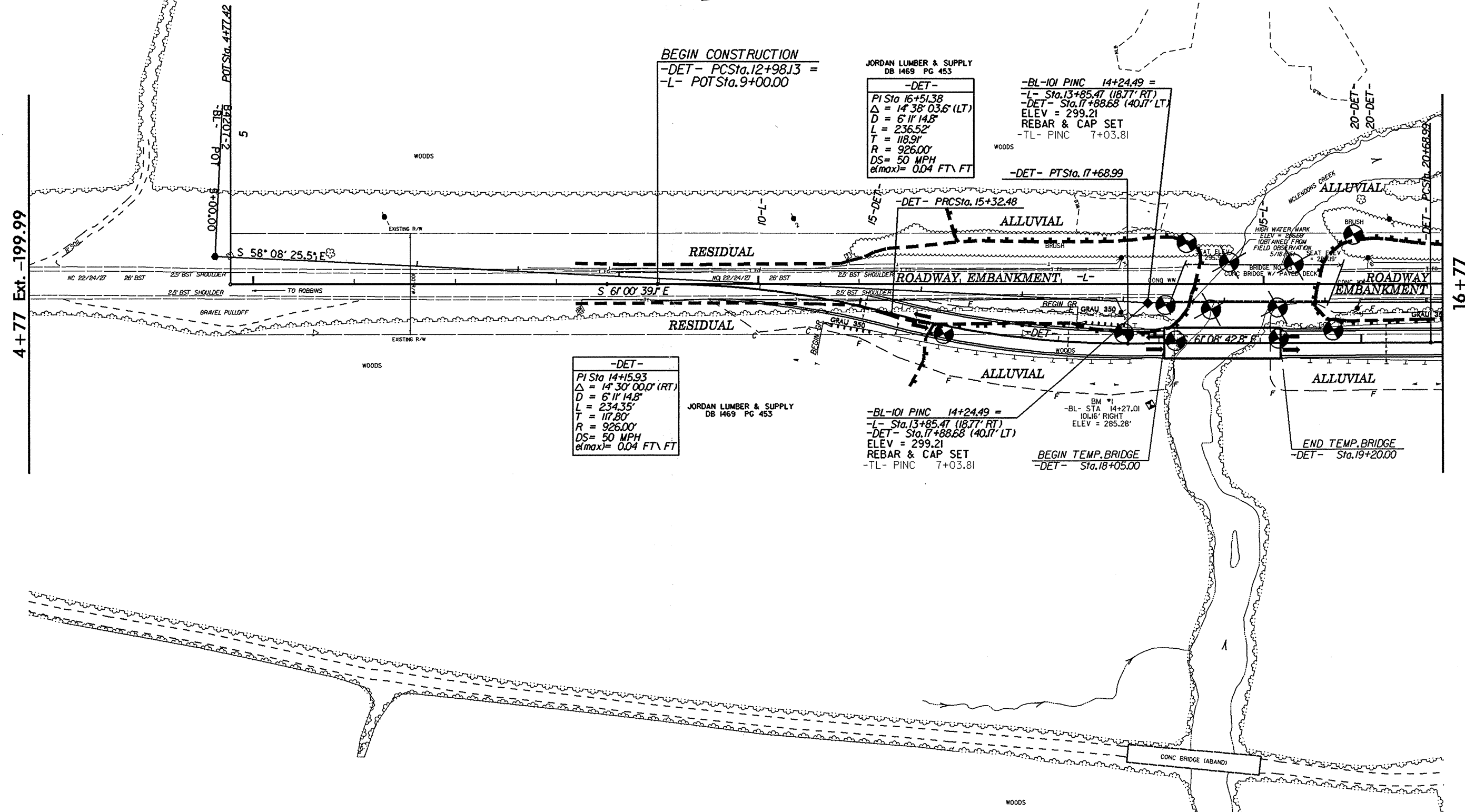
\* EARTHWORK QUANTITIES ARE CALCULATED BY THE ROADWAY DESIGN UNIT. THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

8/17/99

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PROJECT REFERENCE NO. <b>33554.1.1 (B-4207)</b>	SHEET NO. <b>4</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	

**DATUM DESCRIPTION**  
 THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "B4207-2" WITH NAD 1983/95 STATE PLANE GRID COORDINATES OF NORTHING: 591556.1700(±) EASTING: 1862720.2450(±) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999864280 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "B4207-2" TO L- STATION 9+00.00 IS S 57° 24' 50" E DIST. 438.72' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88



**BEGIN CONSTRUCTION**  
 -DET- PCSta.12+98.13 =  
 -L- POTSta.9+00.00

JORDAN LUMBER & SUPPLY  
 DB 1469 PG 453  
 -DET-  
 PI Sta 16+51.38  
 $\Delta = 14^{\circ} 38' 03.6" (LT)$   
 $D = 6' 11" 14.8"$   
 $L = 236.52'$   
 $T = 118.91'$   
 $R = 926.00'$   
 $DS = 50 \text{ MPH}$   
 $e(\text{max}) = 0.04 \text{ FT} \setminus \text{FT}$

-BL-101 PINC 14+24.49 =  
 -L- Sta.13+85.47 (18.77' RT)  
 -DET- Sta.17+88.68 (40.17' LT)  
 ELEV = 299.21  
 REBAR & CAP SET  
 -TL- PINC 7+03.81

-DET- PTSta.17+68.99

-DET- PRCSta.15+32.48

-DET-  
 PI Sta 14+15.93  
 $\Delta = 14^{\circ} 30' 00.0" (RT)$   
 $D = 6' 11" 14.8"$   
 $L = 234.35'$   
 $T = 117.80'$   
 $R = 926.00'$   
 $DS = 50 \text{ MPH}$   
 $e(\text{max}) = 0.04 \text{ FT} \setminus \text{FT}$

JORDAN LUMBER & SUPPLY  
 DB 1469 PG 453

-BL-101 PINC 14+24.49 =  
 -L- Sta.13+85.47 (18.77' RT)  
 -DET- Sta.17+88.68 (40.17' LT)  
 ELEV = 299.21  
 REBAR & CAP SET  
 -TL- PINC 7+03.81

BEGIN TEMP. BRIDGE  
 -DET- Sta.18+05.00

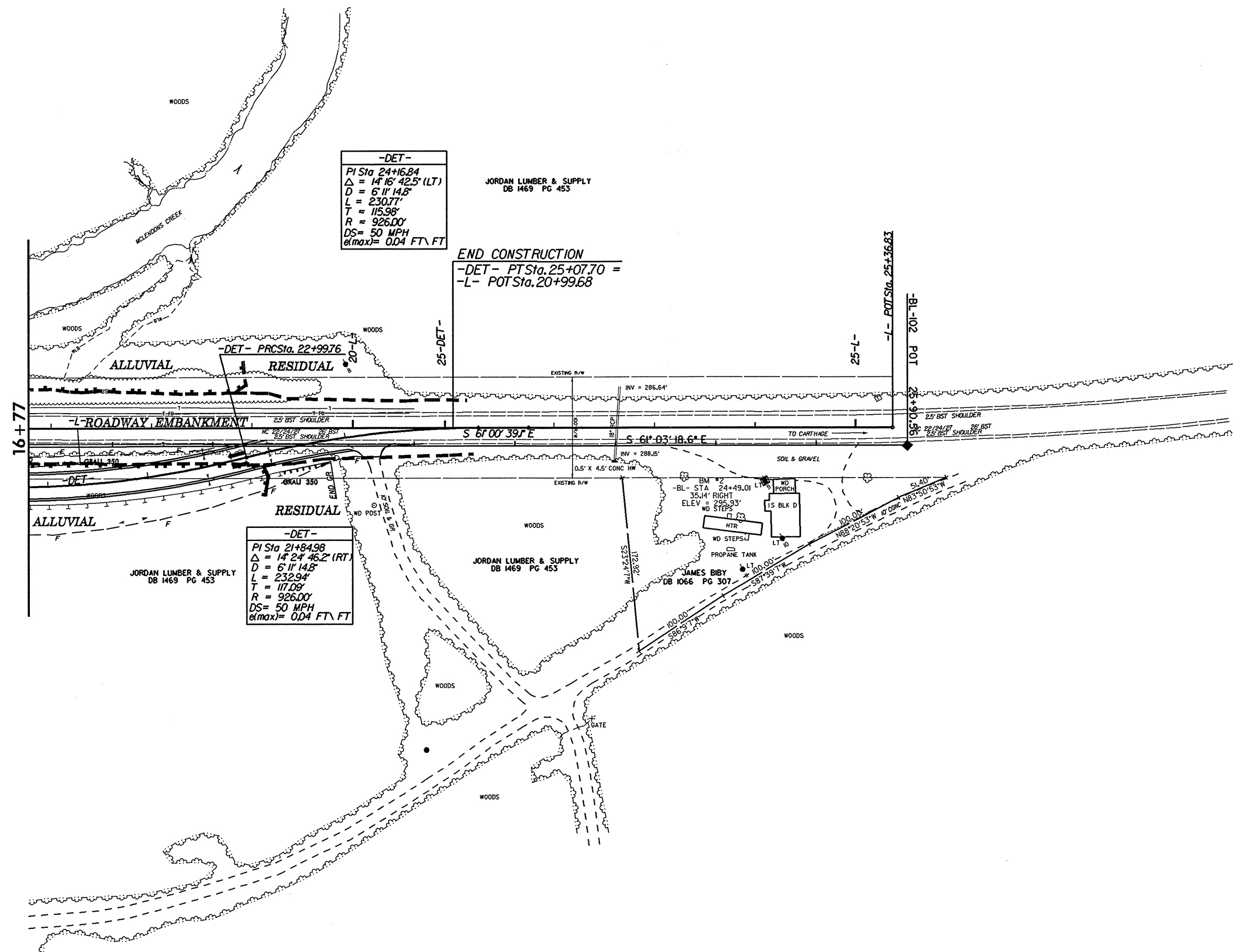
END TEMP. BRIDGE  
 -DET- Sta.19+20.00

4+77 Ext. -199.99

16+77



PROJECT REFERENCE NO.	SHEET NO.
33554.1.1 (B-4207)	5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	



**-DET-**  
 PI Sta 24+16.84  
 $\Delta = 14' 16" 42.5" (LT)$   
 $D = 6' 11" 14.8"$   
 $L = 230.77'$   
 $T = 115.98'$   
 $R = 926.00'$   
 $DS = 50 MPH$   
 $e(max) = 0.04 FT \setminus FT$

**-DET-**  
 PI Sta 21+84.98  
 $\Delta = 14' 24' 46.2" (RT)$   
 $D = 6' 11" 14.8"$   
 $L = 232.94'$   
 $T = 117.09'$   
 $R = 926.00'$   
 $DS = 50 MPH$   
 $e(max) = 0.04 FT \setminus FT$

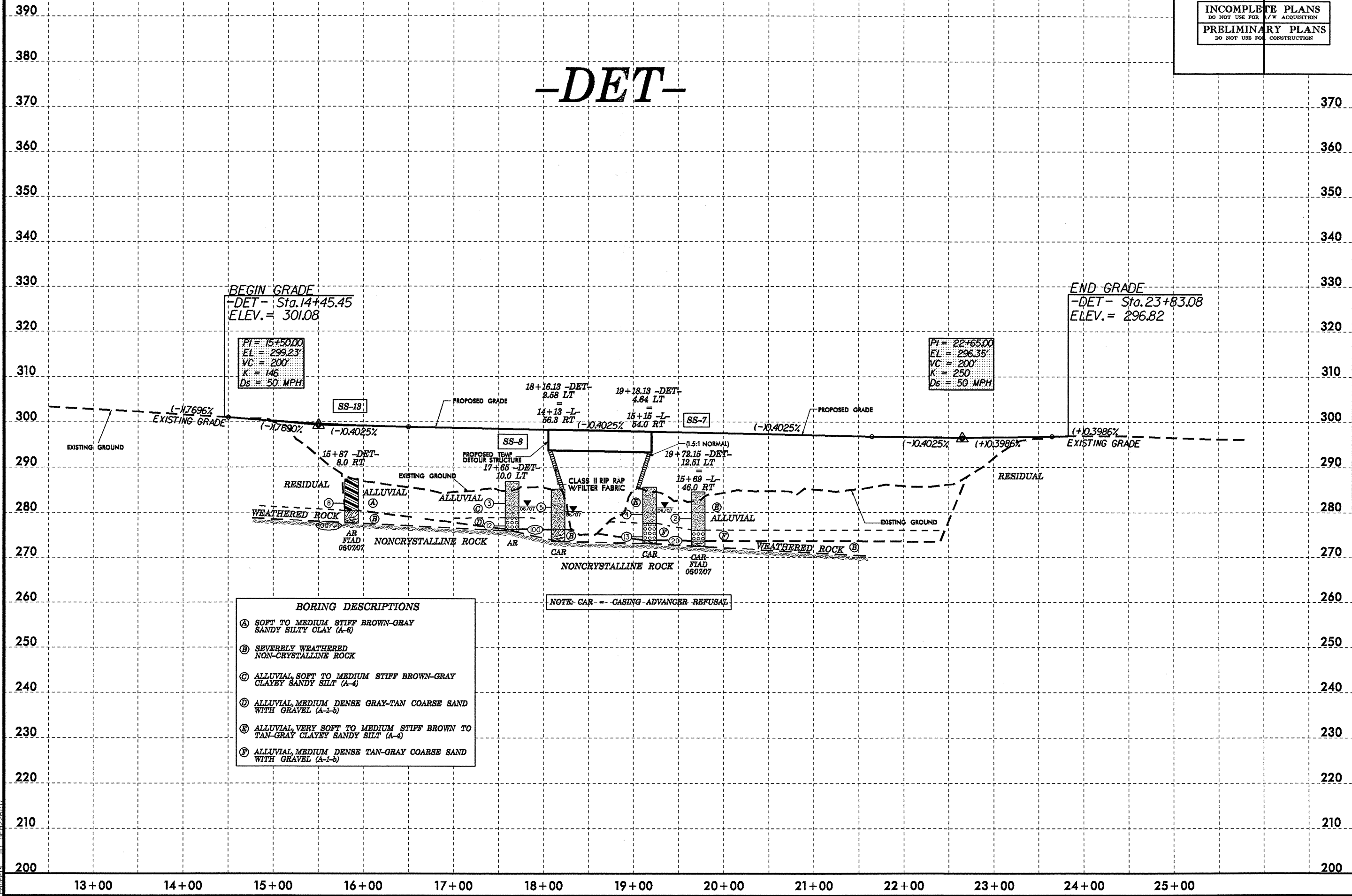
**END CONSTRUCTION**  
 -DET- PT Sta. 25+07.70 =  
 -L- POT Sta. 20+99.68

25+37 Ext. 540.60

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 5/14/99

PROJECT REFERENCE NO. <b>33554.1.1 (B-4207)</b>	SHEET NO. <b>6</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR ACQUISITION	
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	

# -DET-



**BEGIN GRADE**  
 -DET- Sta. 14+45.45  
 ELEV. = 301.08

**END GRADE**  
 -DET- Sta. 23+83.08  
 ELEV. = 296.82

PI = 15+50.00  
 EL = 299.23'  
 VC = 200'  
 K = 146  
 Ds = 50 MPH

PI = 22+65.00  
 EL = 296.35'  
 VC = 200'  
 K = 250  
 Ds = 50 MPH

**BORING DESCRIPTIONS**

(A)	SOFT TO MEDIUM STIFF BROWN-GRAY SANDY SILTY CLAY (A-6)
(B)	SEVERELY WEATHERED NON-CRYSTALLINE ROCK
(C)	ALLUVIAL, SOFT TO MEDIUM STIFF BROWN-GRAY CLAYEY SANDY SILT (A-4)
(D)	ALLUVIAL, MEDIUM DENSE GRAY-TAN COARSE SAND WITH GRAVEL (A-1-b)
(E)	ALLUVIAL, VERY SOFT TO MEDIUM STIFF BROWN TO TAN-GRAY CLAYEY SANDY SILT (A-4)
(F)	ALLUVIAL, MEDIUM DENSE TAN-GRAY COARSE SAND WITH GRAVEL (A-1-b)

NOTE: CAR - CASING ADVANCER REFUSAL

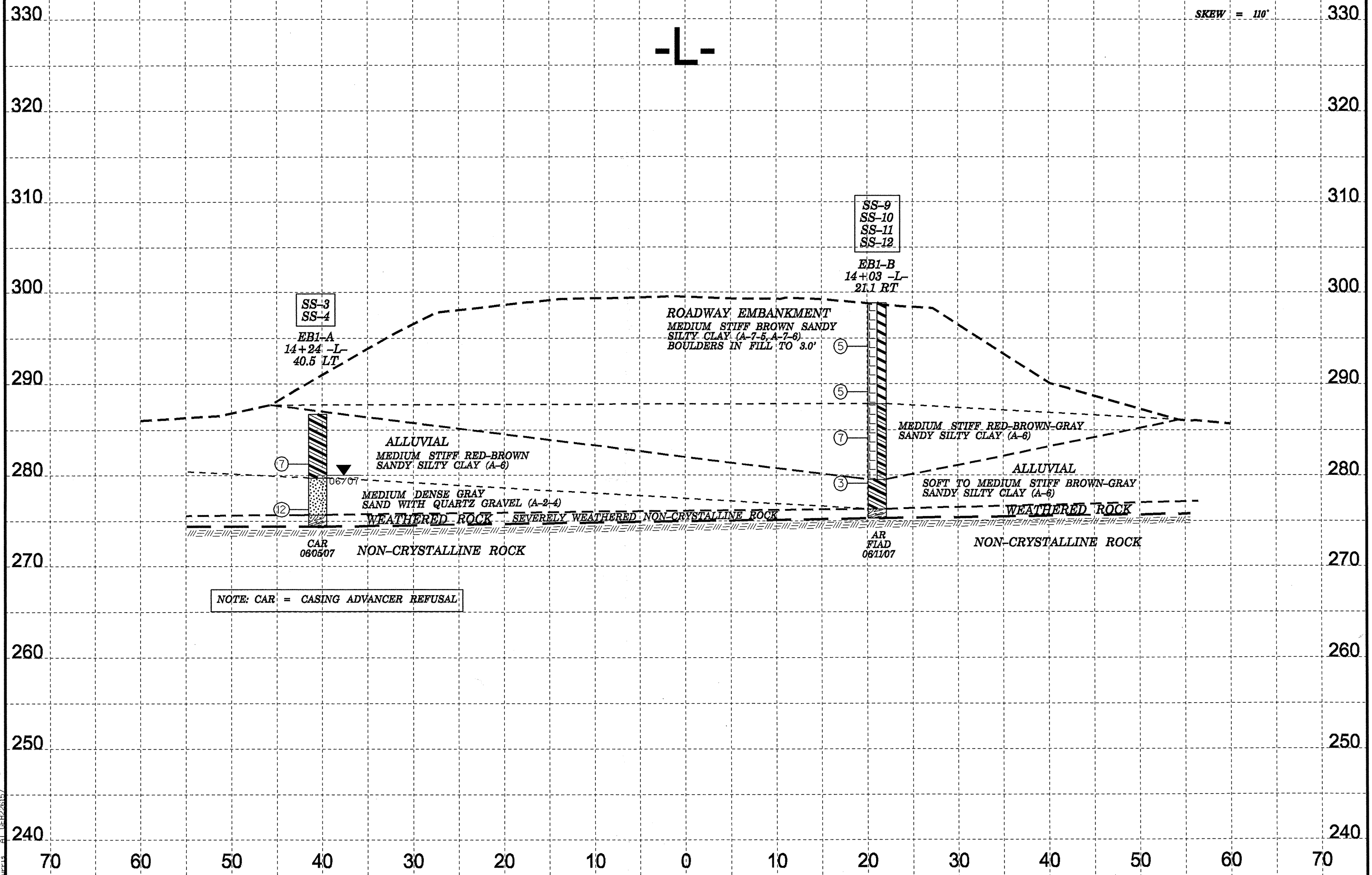
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5/28/99

<p>0 5 10 FEET</p>	PROJECT REFERENCE NO.	SHEET
	33554.1.1 (B-4207)	7
	SECTION THROUGH END BENT 1 STATION -L- 14+04.5	

SKEW = 110°

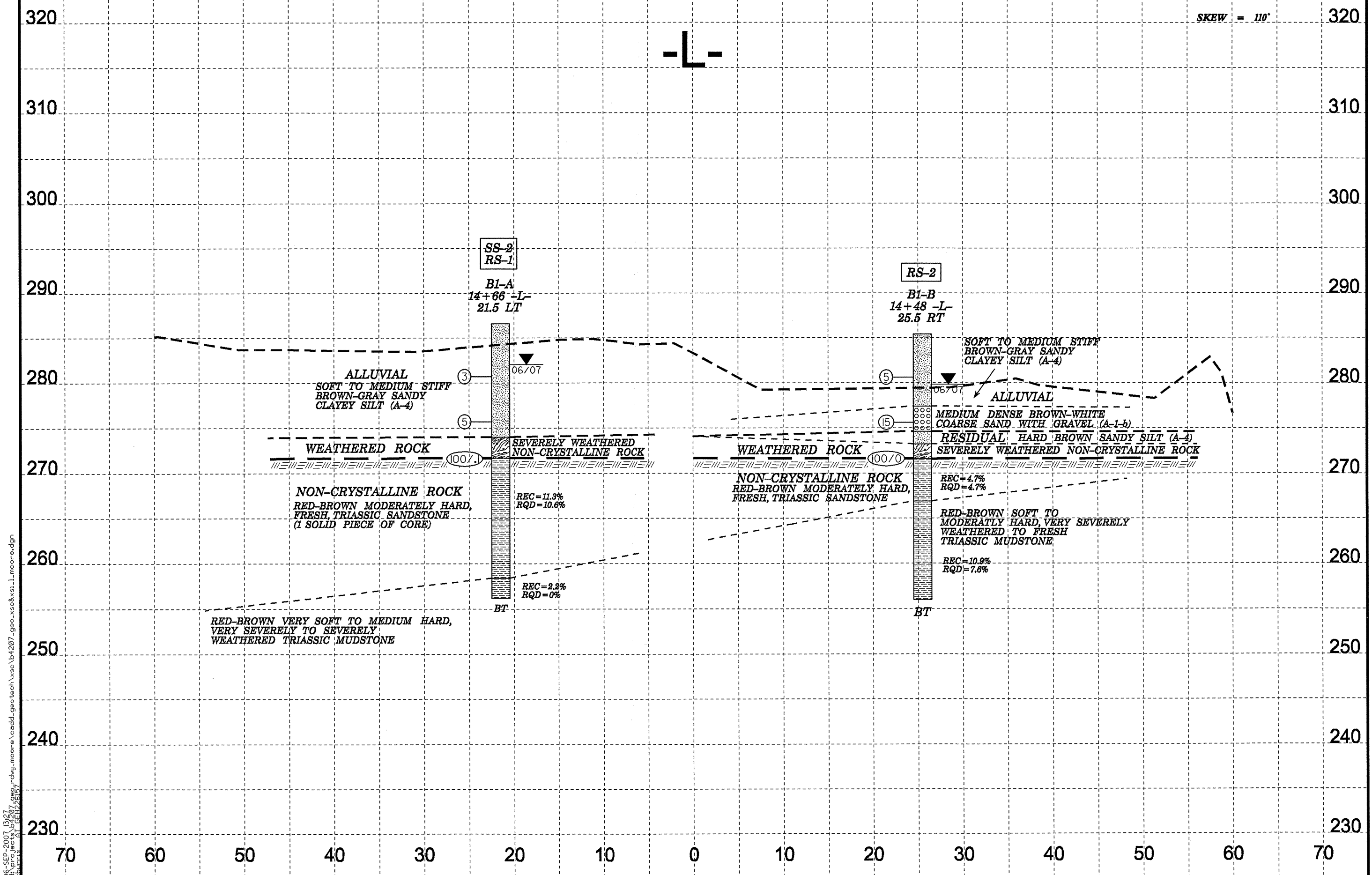


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SKEW = 110°

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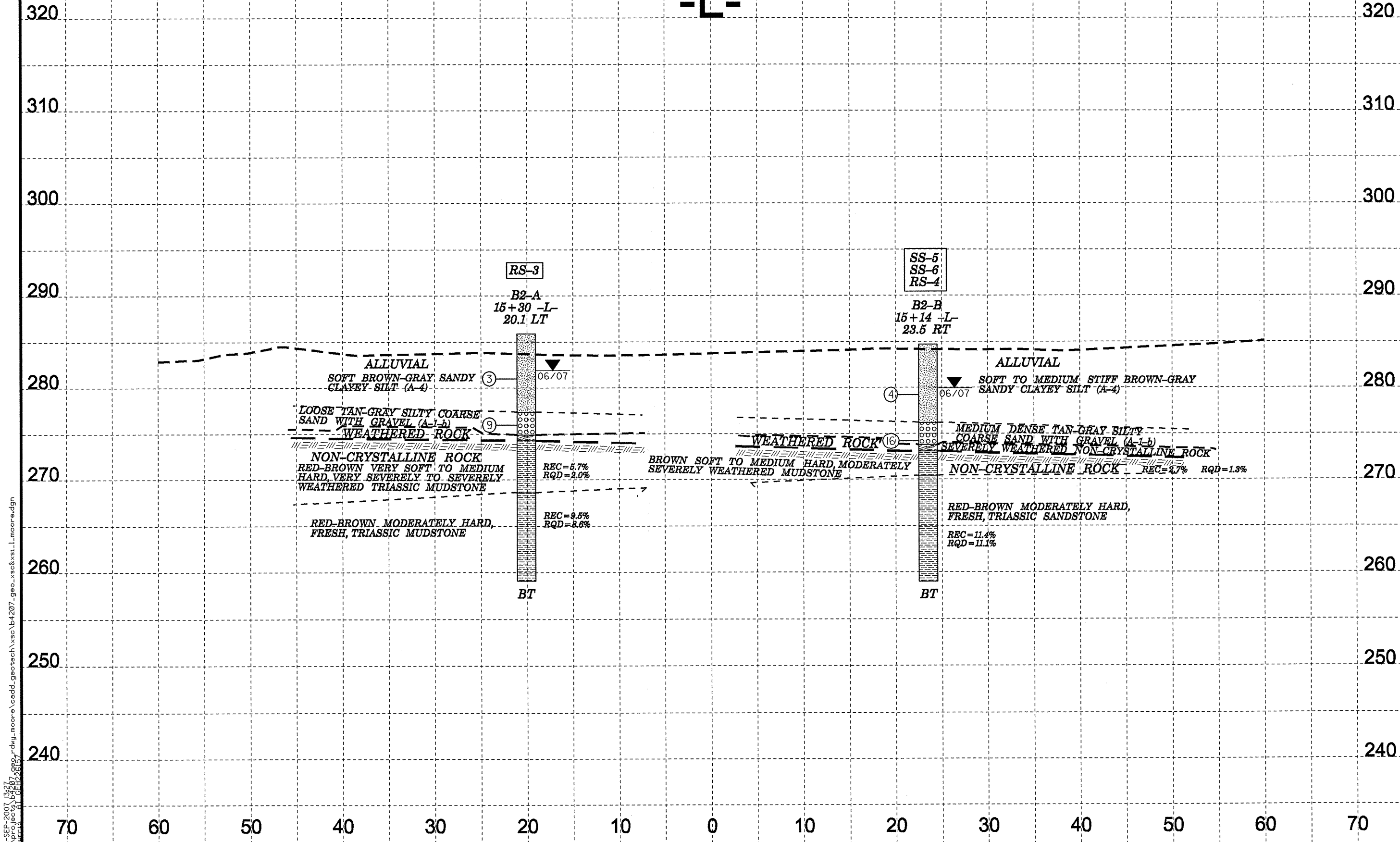


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SKEW = 110'

5/28/99



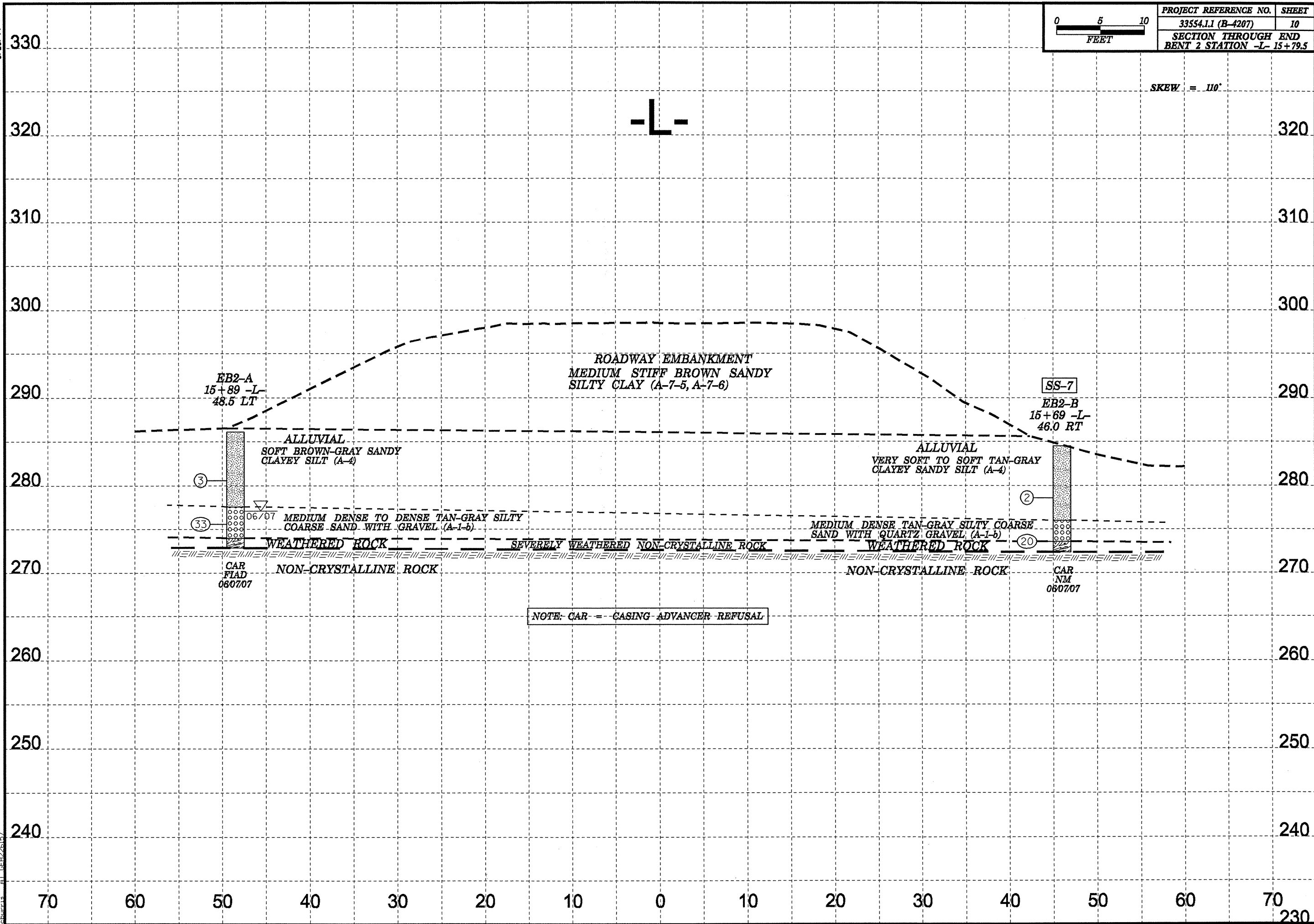
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5/28/99

SKEW = 110'

-L-



EB2-A  
15+89 -L-  
48.5 LT

SS-7  
EB2-B  
15+69 -L-  
46.0 RT

ROADWAY EMBANKMENT  
MEDIUM STIFF BROWN SANDY  
SILTY CLAY (A-7-5, A-7-6)

ALLUVIAL  
SOFT BROWN-GRAY SANDY  
CLAYEY SILT (A-4)

ALLUVIAL  
VERY SOFT TO SOFT TAN-GRAY  
CLAYEY SANDY SILT (A-4)

06/07  
MEDIUM DENSE TO DENSE TAN-GRAY SILTY  
COARSE SAND WITH GRAVEL (A-1-b)

MEDIUM DENSE TAN-GRAY SILTY COARSE  
SAND WITH QUARTZ GRAVEL (A-1-b)

WEATHERED ROCK

SEVERELY WEATHERED NON-CRYSTALLINE ROCK

WEATHERED ROCK

CAR  
FIAD  
060707  
NON-CRYSTALLINE ROCK

CAR  
NM  
060707  
NON-CRYSTALLINE ROCK

NOTE: CAR = CASING ADVANCER REFUSAL

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230

**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-9	21.1 RT	14+03	4.20-5.20	A-7-5(11)	48	17	10.7	19.6	35.3	34.4	88	83	66	-	-
SS-10	21.1 RT	14+03	9.20-10.20	A-7-6(10)	42	17	10.9	21.8	38.9	28.3	90	85	67	-	-
SS-11	21.1 RT	14+03	14.20-15.20	A-6(5)	35	12	15.2	23.3	37.3	24.3	88	79	60	-	-
SS-12	21.1 RT	14+03	19.20-20.20	A-6(13)	36	15	2.6	11.7	45.2	40.4	100	98	89	-	-
SS-3	40.5 RT	14+24	4.90-5.90	A-6(14)	37	14	0.8	11.1	49.6	38.4	100	100	93	-	-
SS-4	40.5 LT	14+24	9.90-10.90	A-2-4(0)	19	NP	48.4	37.8	8.7	5.1	97	81	15	-	-
SS-1	25.5 RT	14+48	9.30-10.30	A-1-b(0)	19	NP	75.8	16.4	3.7	4.0	76	35	15	-	-
SS-2	21.5 RT	14+66	10.40-11.40	A-4(4)	28	5	0.8	19.0	53.9	26.3	100	100	91	-	-
SS-5	25.5 RT	15+14	5.00-6.00	A-4(2)	27	4	3.8	19.4	52.5	24.3	100	99	83	-	-
SS-6	23.5 RT	15+14	10.00-11.00	A-1-b(0)	22	NP	56.0	31.5	10.4	2.0	60	44	9	-	-
SS-7	4.6 RT	15+69	5.40-6.40	A-4(0)	17	NP	16.0	45.7	28.2	10.1	100	96	45	-	-
SS-13	8 RT	15+87	4.80-5.80	A-6(11)	38	18	8.5	26.3	28.8	36.4	100	96	70	-	-
SS-8	10 LT	17+65	4.30-5.30	A-4(1)	27	4	4.9	36.0	38.9	20.2	100	98	68	-	-