

NOTE: SEE SHEET 2A 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-4694	1	5
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
38473.1.1	BRZ-1445(3)	PE	
38473.2.1	BRZ-1445(3)	R.W./UTIL.	
38473.3.1	BRZ-1445(3)	CONST.	

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ROADWAY
SUBSURFACE INVESTIGATION

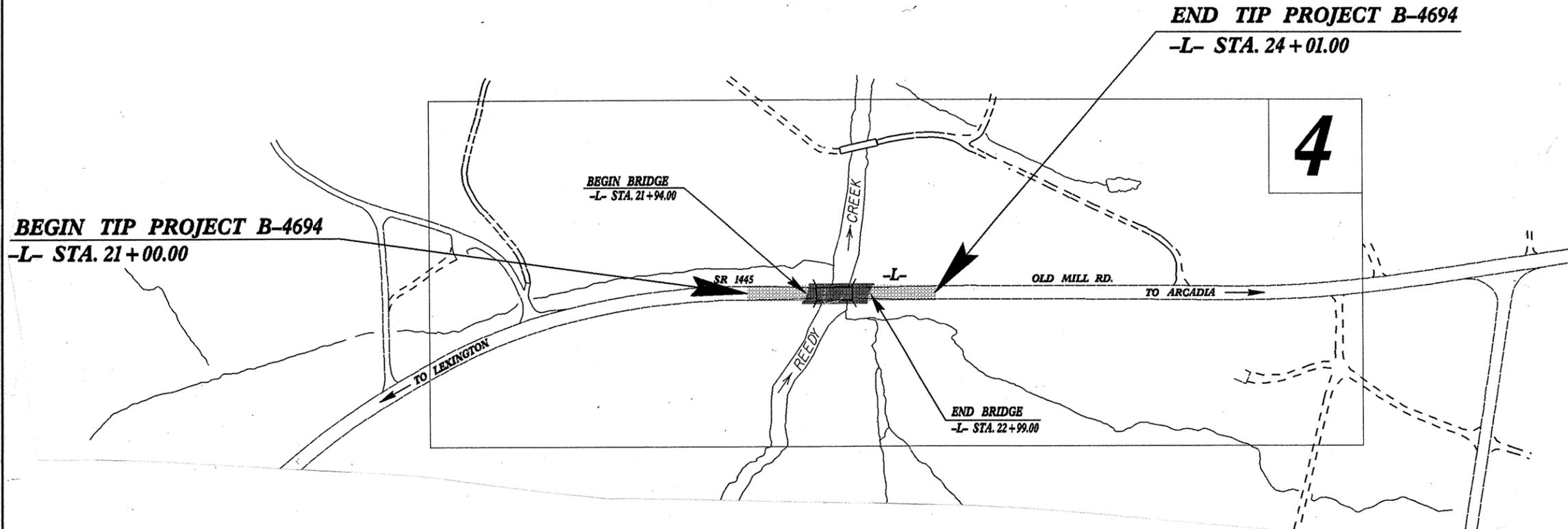
PROJ. REFERENCE NO. 38473.1.1 (B-4694) F.A. PROJ. BRZ-1445(3)
COUNTY DAVIDSON
PROJECT DESCRIPTION BRIDGE NO. 52 OVER REEDY CREEK ON
SR 1445 (OLD MILL RD.)

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.

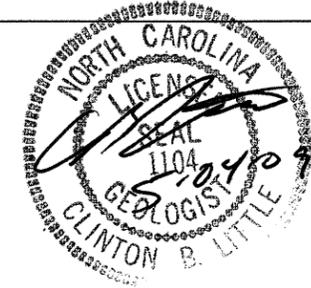
GENERAL SOIL AND ROCK STRATA DESCRIPTIONS AND INDICATED BOUNDARIES ARE BASED ON A GEOTECHNICAL INTERPRETATION OF ALL AVAILABLE SUBSURFACE DATA AND MAY NOT NECESSARILY REFLECT THE ACTUAL SUBSURFACE CONDITIONS BETWEEN BORINGS OR BETWEEN SAMPLED STRATA WITHIN THE BOREHOLE, THE LABORATORY SAMPLE DATA AND 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.



PERSONNEL
M. L. SMITH
A. C. SMITH
C. G. MURRAY
R. W. TODD

INVESTIGATED BY C. C. MURRAY
CHECKED BY C. B. LITTLE
SUBMITTED BY C. B. LITTLE
DATE MAY 2009



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.

CONTRACT: C202735 ID: B-4694

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

PROJECT REFERENCE NO. 38473.11 (B-4694)	SHEET NO. 2
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SUBSURFACE INVESTIGATION

SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

SOIL DESCRIPTION		GRADATION		ROCK DESCRIPTION		TERMS AND DEFINITIONS																																																																																																																																																																														
<p>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 (ASHSTO 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. EXAMPLES:</p> <p style="text-align: center;"><i>VERY STIFF, GRAY, SILTY CLAY, MOST WITH INTERBEDDED FINE SAND LAYERS, HIGH PLASTIC, A-7-6</i></p>		<p>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.</p> <p style="text-align: center;">ANGULARITY OF GRAINS</p> <p>THE ANGULARITY OR ROUNDNESS OF SOIL GRAINS IS DESIGNATED BY THE TERMS: ANGULAR, SUBANGULAR, SUBROUNDED, OR ROUNDED.</p>		<p>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:</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 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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09/08/09

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

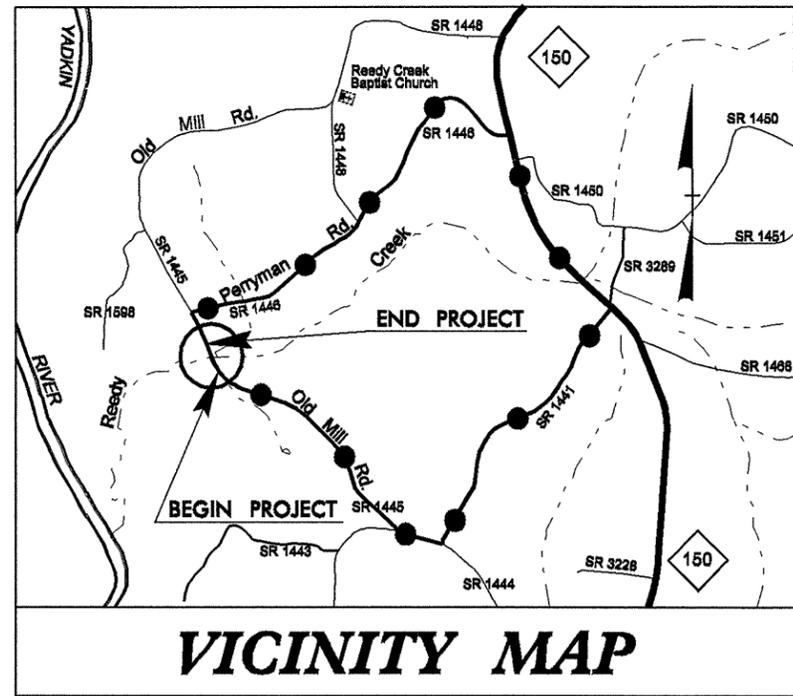
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

DAVIDSON COUNTY

LOCATION: BRIDGE NO. 52 OVER REEDY CREEK ON
SR 1445 (OLD MILL RD.)

TYPE OF WORK: PAVING, SHOULDERS, GUARDRAIL, AND
STRUCTURE.

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4694	2A	5
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
38473.1.1	BRZ-1445(3)	PE	

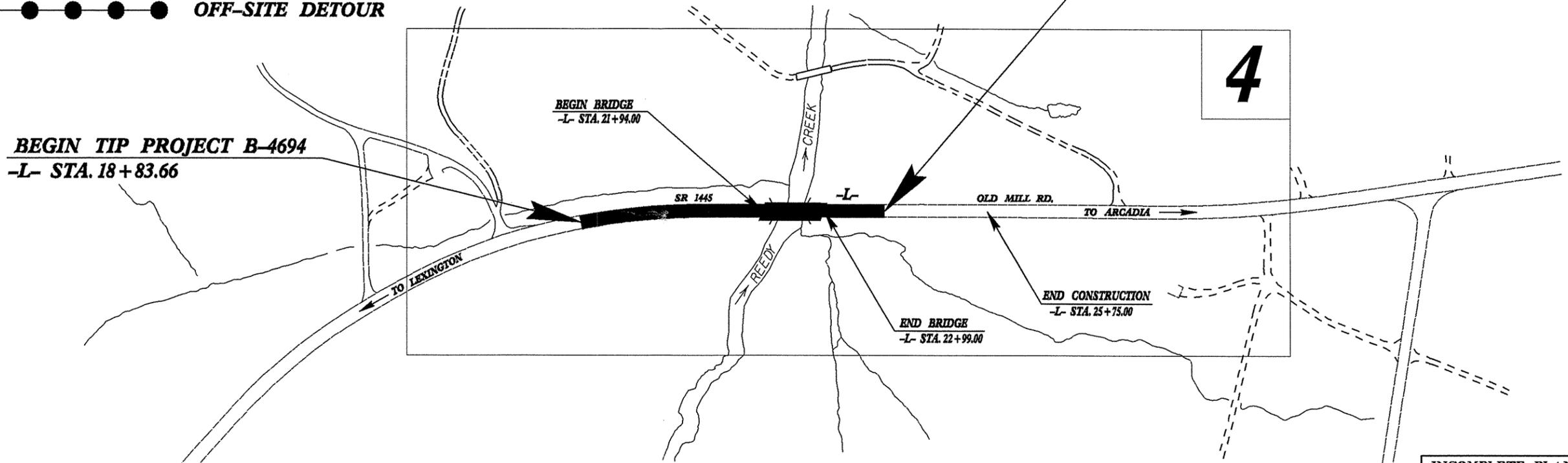


VICINITY MAP

●●●●● OFF-SITE DETOUR

BEGIN TIP PROJECT B-4694
-L- STA. 18 + 83.66

END TIP PROJECT B-4694
-L- STA. 24 + 01.00

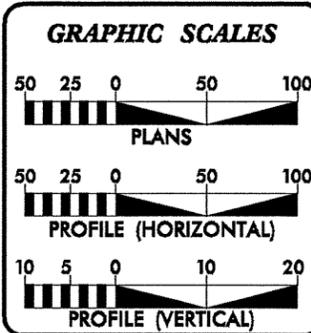


THIS PROJECT IS NOT WITHIN ANY CITY LIMIT.
THIS IS NOT A CONTROL OF ACCESS PROJECT.
CLEARING ON THIS PROJECT SHALL BE PERFORMED BY THE LIMITS ESTABLISHED BY METHOD .

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

TIP PROJECT: B-4694

CONTRACT:



DESIGN DATA

ADT 2005 =	510
ADT 2030 =	800
DHV =	60 %
D =	13 %
T =	3 % *
V =	60 MPH
* TTST 1%	DUAL 2%
FUNC CLASS =	LOCAL

PROJECT LENGTH

LENGTH ROADWAY T.I.P. PROJECT B-4694 =	0.111 MI
LENGTH STRUCTURE T.I.P. PROJECT B-4694 =	0.020 MI
TOTAL LENGTH OF T.I.P. PROJECT B-4694 =	0.131 MI

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

2006 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: OCTOBER 16, 2009	JASON MOORE, PE PROJECT ENGINEER
LETTING DATE: OCTOBER 19, 2010	KEVIN E. MOORE, PE 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

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cbjrris AT 6EH245948



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

May 4, 2009

STATE PROJECT: 38473.1.1 (B-4694)
FEDERAL PROJECT: BRZ-1445(3)
COUNTY: Davidson
DESCRIPTION: Bridge No. 52 over Reedy Creek on SR 1445

SUBJECT: Geotechnical Report - Inventory

PROJECT DESCRIPTION

The project is located between Mocksville and Lexington in northwestern Davidson County. The Geotechnical investigation consisted of four Standard Penetration Test (SPT) borings. The borings were performed with a CME-550 drill rig using 8" hollow stem augers. Three borings were conducted in March of 2009. One boring was conducted in August 2007 during a preliminary planning investigation.

AREAS OF SPECIAL GEOTECHNICAL INTEREST

There were no areas of particular concern.

PHYSIOGRAPHY AND GEOLOGY

The site is in the Charlotte Geologic Belt within the Churchland Plutonic Suite. Roadway embankment fill, alluvial soils, and residual soils were encountered in all borings. The fill material was variable including sands, silts, and clays, six to ten feet thick. Alluvial soils were predominantly sands with the exception of a five foot thick clay layer encountered at Station 21+00. The clay was AASHTO A-6, soft to medium stiff. Residual soils were medium dense to dense micaceous coarse sands. They graded rapidly to weathered and crystalline rock.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Clint Little".

Clint Little
Regional Geological Engineer

COMPUTED BY: TRM DATE 3/16/2011
 CHECKED BY: CSM DATE 6/6/2011

PROJECT NO. B-4694 SHEET NO.

EARTHWORK BALANCE SHEET IN CUBIC YARDS

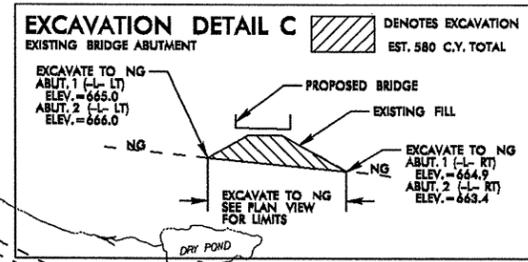
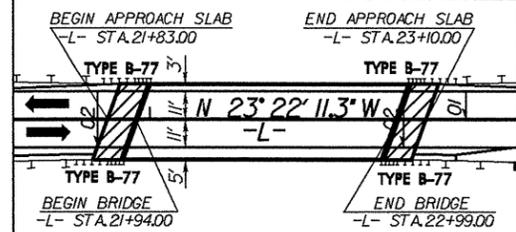
LOCATION	UNCLASSIFIED EXCAVATION	ROCK EXCAVATION	UNDERCUT EXCAVATION	UNSUITABLE EARTH EXCAVATION	SUITABLE EARTH EXCAVATION	TOTAL EMB'T	EARTH EMBANKMENT	ROCK EMB'T	EMB'T + %	BORROW	SELECT BORROW	ROCK WASTE	SUITABLE WASTE	UNSUITABLE WASTE	TOTAL WASTE
-L- STA. 21+00.00 TO 21+94.00	24				24	32	32		20 38	14					
SUBTOTALS NO 1	24				24	32	32		38	14					
PER HYDRO DETAIL B	38			38										38	38
PER HYDRO DETAIL A	14			14										14	14
PER HYDRO DETAIL B	80			80										80	80
SUBTOTALS NO 2	132			132										132	132
-L- STA. 22+99.00 TO 24+01.00	13				13	82	82		98	85					
SUBTOTAL NO 3	13				13	82	82		98	85					
PROJECT SUBTOTALS	169			132	37	114	114		136	99				132	132
LOSS DUE TO CLEAR. & GRUB	-25				-25					25					
PROJECT TOTALS	144			132	12	114	114		136	124				132	132
REPLACE TOP SOIL BOR. PITS										7					
GRAND TOTALS	144									131					
SAY	150									140					

PAVEMENT STRUCTURE VOLUME :	43	CUBIC YARDS
DRAINAGE DITCH EXCAVATION :	90	CUBIC YARDS (Per Hydro- Detail C)
SHALLOW UNDERCUT:	175	CUBIC YARDS (Contingency Item)
UNDERCUT EXCAVATION	200	CUBIC YARDS (Contingency Item)
CLASS IV SUBGRADE STABILIZATION	350	TONS (Contingency Item)

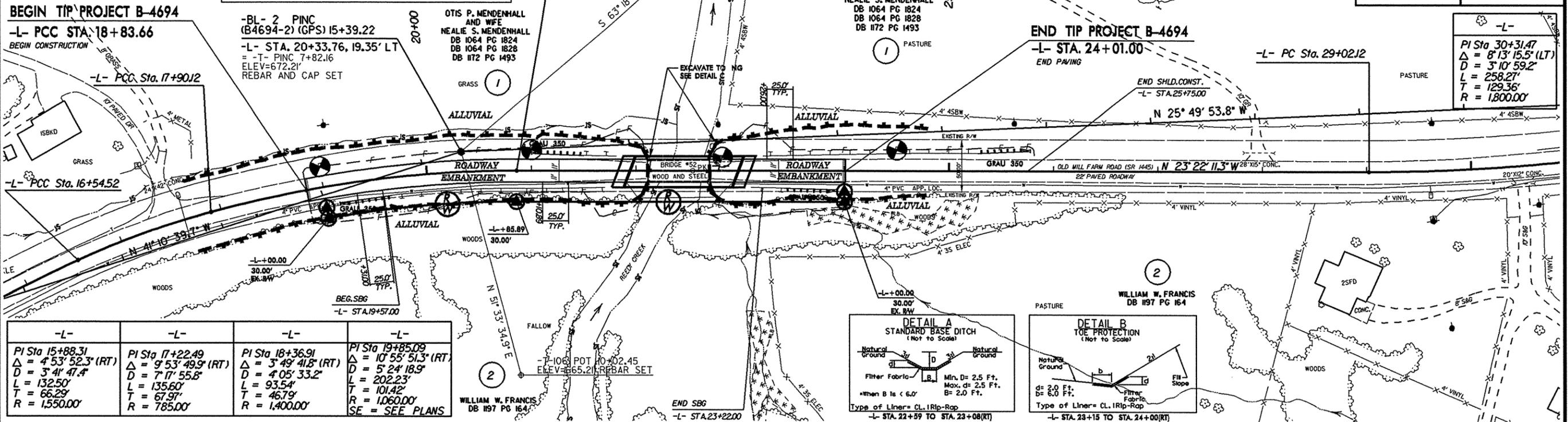
EARTHWORK QUANTITIES ARE CALCULATED BY THE ROADWAY DESIGN UNIT. THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED BY THE GEOTECHNICAL ENGINEERING UNIT.

8/17/99

SKETCH SHOWING BRIDGEROADWAY RELATIONSHIP



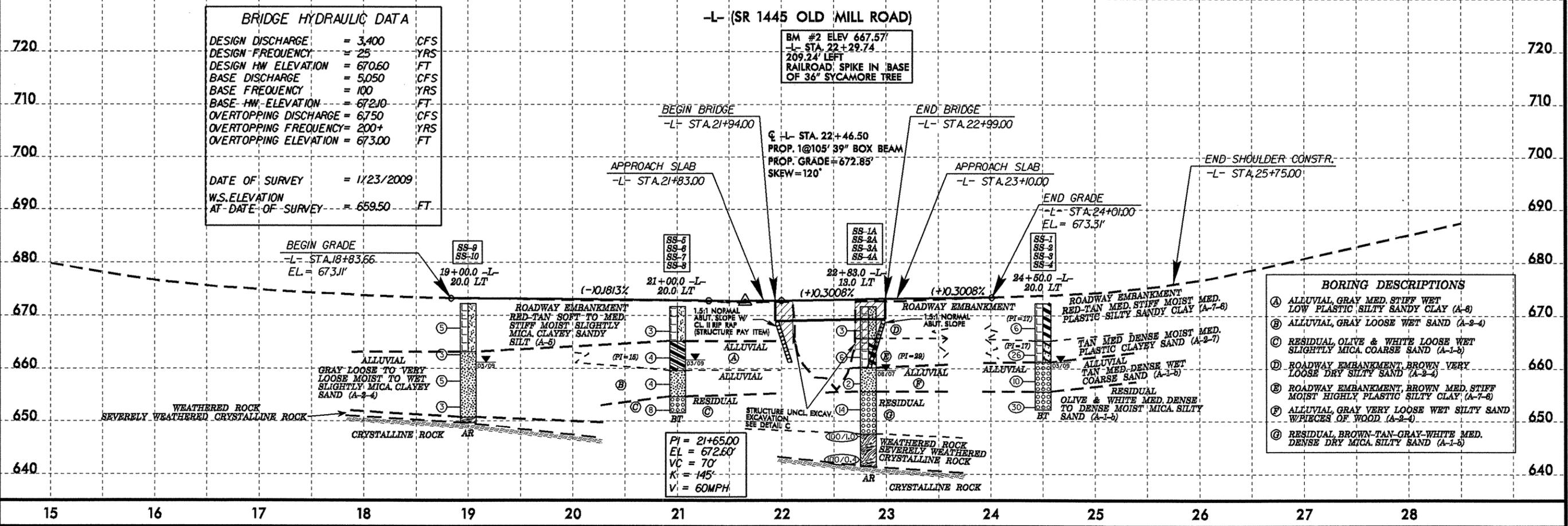
PROJECT REFERENCE NO.	B-4694
SHEET NO.	4
ROADWAY DESIGN ENGINEER	
HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



-L-	-L-	-L-	-L-
PI Sta 15+88.31	PI Sta 17+22.49	PI Sta 18+36.91	PI Sta 19+85.09
$\Delta = 4' 53' 52.3''$ (RT)	$\Delta = 9' 53' 49.9''$ (RT)	$\Delta = 3' 49' 41.8''$ (RT)	$\Delta = 10' 55' 51.3''$ (RT)
D = 3' 41' 47.4"	D = 7' 17' 55.8"	D = 4' 05' 33.2"	D = 5' 24' 18.9"
L = 132.50'	L = 135.60'	L = 93.54'	L = 202.23'
T = 66.29'	T = 67.97'	T = 46.79'	T = 101.42'
R = 1,550.00'	R = 785.00'	R = 1,400.00'	R = 1,060.00'
			SE = SEE PLANS

BRIDGE HYDRAULIC DATA

DESIGN DISCHARGE	= 3,400	CFS
DESIGN FREQUENCY	= 25	YRS
DESIGN HW ELEVATION	= 670.60	FT
BASE DISCHARGE	= 5,050	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 672.10	FT
OVERTOPPING DISCHARGE	= 6,750	CFS
OVERTOPPING FREQUENCY	= 200+	YRS
OVERTOPPING ELEVATION	= 673.00	FT
DATE OF SURVEY	= 11/23/2009	
W.S. ELEVATION AT DATE OF SURVEY	= 659.50	FT



BORING DESCRIPTIONS

- ① ALLUVIAL GRAY MED. STIFF WET LOW PLASTIC SILTY SANDY CLAY (A-8)
- ② ALLUVIAL GRAY LOOSE WET SAND (A-2-4)
- ③ RESIDUAL OLIVE & WHITE LOOSE WET SLIGHTLY MICA COARSE SAND (A-1-b)
- ④ ROADWAY EMBANKMENT BROWN VERY LOOSE DRY SILTY SAND (A-2-4)
- ⑤ ROADWAY EMBANKMENT BROWN MED. STIFF MOIST HIGHLY PLASTIC SILTY CLAY (A-7-6)
- ⑥ ALLUVIAL GRAY VERY LOOSE WET SILTY SAND W/Pieces of WOOD (A-2-4)
- ⑦ RESIDUAL BROWN-TAN-GRAY-WHITE MED. DENSE DRY MICA SILTY SAND (A-1-5)

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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	Line or Boring ID
							C.SAND	F.SAND	SILT	CLAY	10	40	200			
SS-1	20 LT	24+50	3.60-5.10	A-7-6(7)	42	17	24.6	22.0	20.9	32.5	96	81	55	-	-	L
SS-2	20 LT	24+50	8.60-10.10	A-2-7(1)	41	17	56.9	17.9	6.9	18.3	84	52	23	-	-	L
SS-3	20 LT	24+50	13.60-15.10	A-1-b(0)	27	NP	76.2	18.1	2.6	3.0	88	36	7	-	-	L
SS-4	20 LT	24+50	18.60-20.10	A-1-b(0)	31	NP	52.4	30.7	12.8	4.1	68	45	15	-	-	L
SS-5	20 LT	21+00	3.60-5.10	A-5(1)	43	6	34.6	22.2	20.9	22.4	90	69	43	-	-	L
SS-6	20 LT	21+00	8.60-10.10	A-6(9)	40	15	28.3	8.5	22.6	40.7	100	79	65	-	-	L
SS-7	20 LT	21+00	13.60-15.10	A-2-4(0)	23	NP	54.8	32.2	5.9	7.1	89	61	14	-	-	L
SS-8	20 LT	21+00	18.60-20.10	A-1-b(0)	23	NP	81.7	11.6	4.7	2.0	57	16	5	-	-	L
SS-9	20 LT	19+00	3.50-5.00	A-5(0)	47	8	36.4	24.2	21.1	18.3	87	66	38	-	-	L
SS-10	20 LT	19+00	13.50-15.00	A-2-4(0)	24	3	50.6	28.7	8.5	12.2	86	56	21	-	-	L
SS-1A	13 LT	22+83	3.50-5.00	A-2-4(0)	39	NP	38.1	37.2	20.6	4.0	86	67	26	-	-	L
SS-2A	13 LT	22+83	8.50-10.00	A-7-6(34)	58	29	0.6	4.7	38.1	56.7	100	100	97	-	-	L
SS-3A	13 LT	22+83	13.50-15.00	A-2-4(0)	26	NP	61.5	23.5	10.9	4.0	100	72	17	-	-	L
SS-4A	13 LT	22+83	18.50-20.00	A-1-b(0)	38	NP	57.5	27.7	12.8	2.0	71	44	14	-	-	L