

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

ROADWAY
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 35901.1.1(I-4413) F.A. PROJ. IMF-95-1(64)22
 COUNTY ROBESON
 PROJECT DESCRIPTION BRIDGE NO. 36 ON US 301 (FAYETTEVILLE RD.)
OVER I-95 (EXIT 22)

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-PLACED) 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.

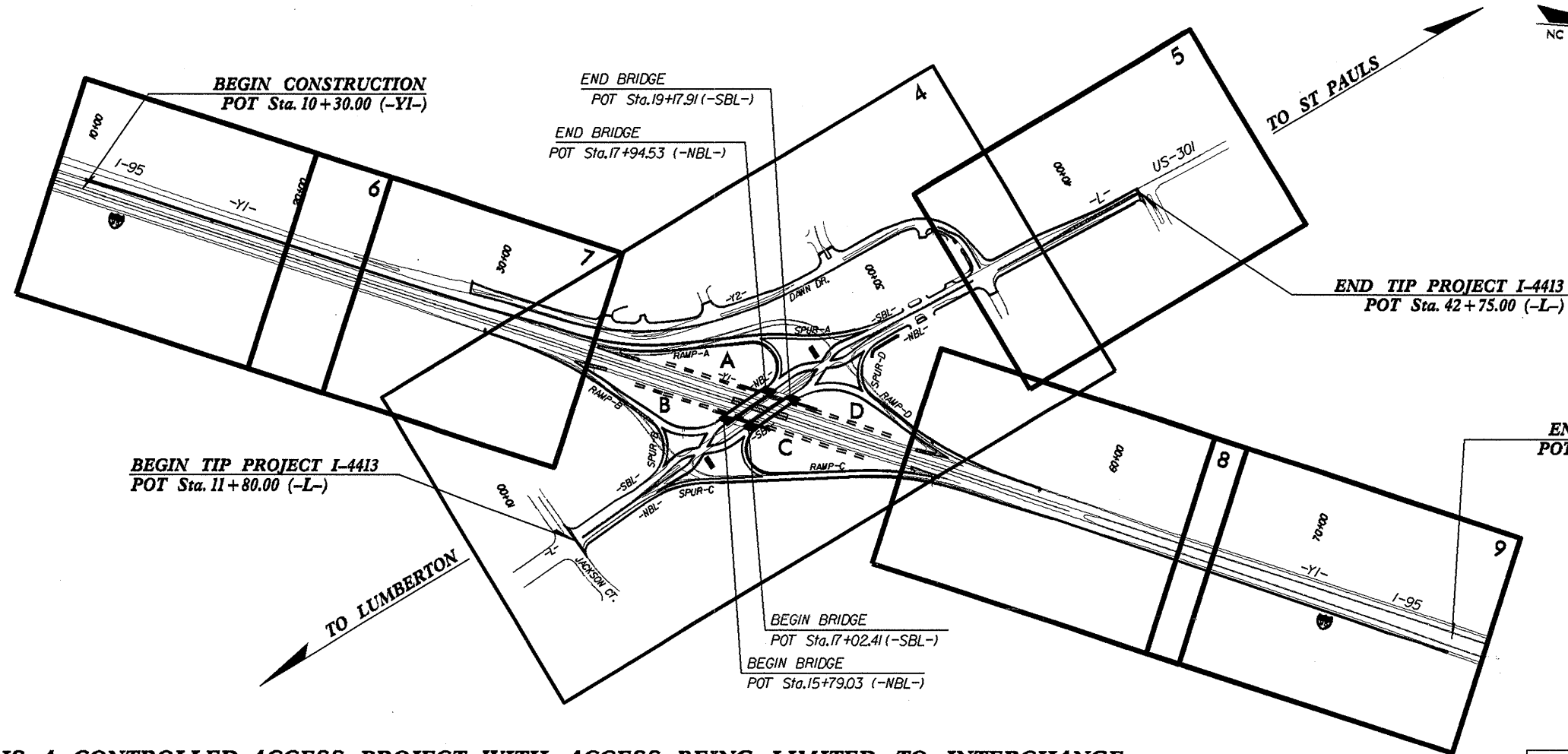
THE BIDDER OR CONTRACTOR IS CAUTIONED THAT DETAILS SHOWN ON THE SUBSURFACE PLANS ARE PRELIMINARY ONLY AND IN MANY CASES THE FINAL DESIGN DETAILS ARE DIFFERENT. FOR BIDDING AND CONSTRUCTION PURPOSES, REFER TO THE CONSTRUCTION PLANS AND DOCUMENTS FOR FINAL DESIGN INFORMATION ON THIS PROJECT. THE DEPARTMENT 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.

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LINE	STATION	PLAN	PROFILE
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-SPUR A-	10+00 to 16+69	4	14
-RAMP B-	10+00 to 21+64	4	11
-SPUR B-	10+00 to 15+92	4	
-RAMP C-	10+00 to 22+22	4	12
-SPUR C-	10+00 to 16+54	4	
-RAMP D-	10+00 to 22+70	4	13
-SPUR D-	10+00 to 15+95	4	
-Y2-	10+00 to 33+89	4	14

RETAINING WALL	LINE	STATION	PLAN	PROFILE
WALL 1	-Y1-	9+93 to 14+80	4	15
WALL 2	-Y1-	9+95 to 14+70	4	15
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INVENTORY



ID: I-4413

CONTRACT: C202847

- THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGE.

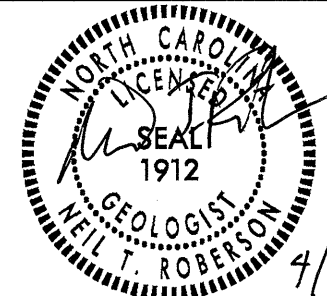
DRAWN BY: T.T. WALKER

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

PERSONNEL
O.B. OTI
H.R. CONLEY
D.W. DIXON
J.R. TURNAGE

INVESTIGATED BY O.B. OTI
 CHECKED BY N.T. ROBERSON
 SUBMITTED BY N.T. ROBERSON
 DATE APRIL 2010



4/6/2010

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

SUBSURFACE INVESTIGATION

SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

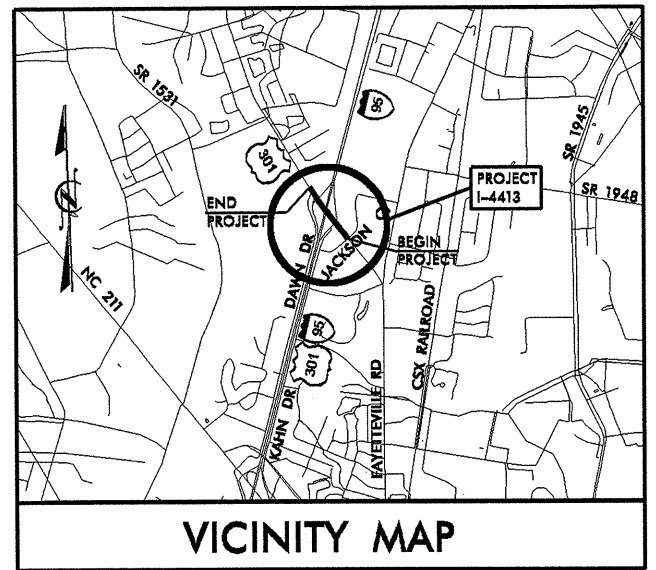
SOIL DESCRIPTION	GRADATION	ROCK DESCRIPTION	TERMS AND DEFINITIONS																																																																																																																																																																																																																																		
SOIL IS CONSIDERED 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 (AASHTO 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. EXAMPLE: <i>VERY STIFF, GRAY, SILTY CLAY, MOST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6</i>	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. ANGULARITY OF GRAINS THE ANGULARITY OR ROUNDNESS OF SOIL GRAINS IS DESIGNATED BY THE TERMS: ANGULAR, SUBANGULAR, SUBROUNDED, OR ROUNDED.	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: WEATHERED ROCK (WR) CRYSTALLINE ROCK (CR) NON-CRYSTALLINE ROCK (NCR) COASTAL PLAIN SEDIMENTARY ROCK (CP)	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 (SCREC.) - TOTAL LENGTH OF STRATA MATERIAL RECOVERED DIVIDED BY TOTAL LENGTH OF STRATUM AND EXPRESSED AS A PERCENTAGE. STRATA ROCK QUALITY DESIGNATION (SRQD) - 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.																																																																																																																																																																																																																																		
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MODERATE (MOD.)	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.																																																																																																																																																																																																																																				
MODERATELY SEVERE (MOD. SEV.)	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. <i>IF TESTED, WOULD YIELD SPT REFUSAL</i>																																																																																																																																																																																																																																				
SEVERE (SEV.)	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. <i>IF TESTED, YIELDS SPT N VALUES > 100 BPF</i>																																																																																																																																																																																																																																				
VERY SEVERE (V SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. ROCK FABRIC ELEMENTS ARE DISCERNIBLE BUT THE MASS IS EFFECTIVELY REDUCED TO SOIL STATUS, WITH ONLY FRAGMENTS OF STRONG ROCK REMAINING. SAPROLITE IS AN EXAMPLE OF ROCK WEATHERED TO A DEGREE SUCH THAT ONLY MINOR VESTIGES OF THE ORIGINAL ROCK FABRIC REMAIN. <i>IF TESTED, YIELDS SPT N VALUES < 100 BPF</i>																																																																																																																																																																																																																																				
COMPLETE	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.																																																																																																																																																																																																																																				
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SLIGHTLY COMPRESSIBLE MODERATELY COMPRESSIBLE HIGHLY COMPRESSIBLE	LIQUID LIMIT LESS THAN 31 LIQUID LIMIT EQUAL TO 31-50 LIQUID LIMIT GREATER THAN 50	<p>▽ WATER LEVEL IN BORE HOLE IMMEDIATELY AFTER DRILLING ▽ 24 STATIC WATER LEVEL AFTER 24 HOURS ▽ PW PERCHED WATER, SATURATED ZONE, OR WATER BEARING STRATA O SPRING OR SEEP</p>	<p>ROADWAY EMBANKMENT (RE) WITH SOIL DESCRIPTION SOIL SYMBOL ARTIFICIAL FILL (AF) OTHER THAN ROADWAY EMBANKMENT INFERRED SOIL BOUNDARY INFERRED ROCK LINE ALLUVIAL SOIL BOUNDARY DIP & DIP DIRECTION OF ROCK STRUCTURES SOUNDING ROD</p> <p>SPT DPT DMT VST TEST BORING AUGER BORING CORE BORING MONITORING WELL PIEZOMETER INSTALLATION SLOPE INDICATOR INSTALLATION SPT N-VALUE SPT REFUSAL</p>																																																																																																																																																																																																																																		
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COLOR	NOTES:																																																																																																																																																																																																																																				
DESCRIPTIONS MAY INCLUDE COLOR OR COLOR COMBINATIONS (TAN, RED, YELLOW-BROWN, BLUE-GRAY). MODIFIERS SUCH AS LIGHT, DARK, STREAKED, ETC. ARE USED TO DESCRIBE APPEARANCE.																																																																																																																																																																																																																																					

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TIP PROJECT: I-4413

CONTRACT:

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



VICINITY MAP

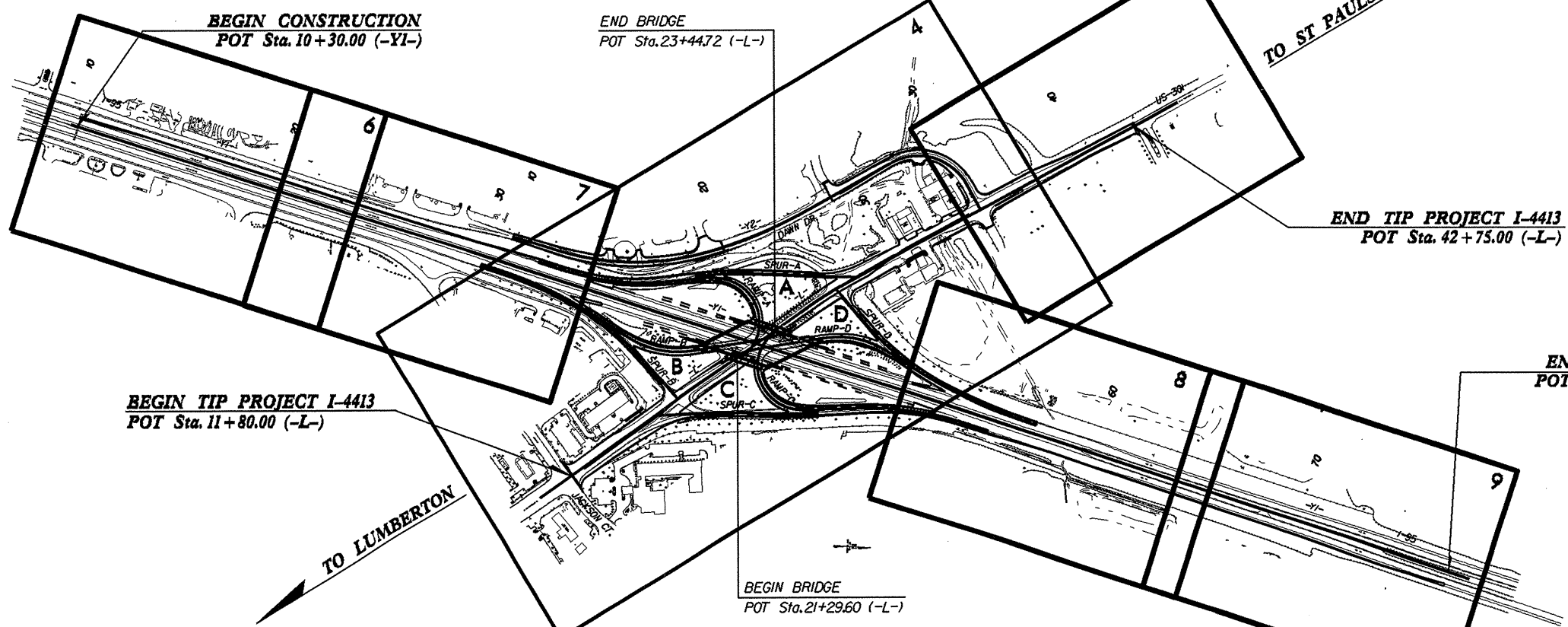
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

ROBESON COUNTY

**LOCATION: BRIDGE NO. 36 ON US 301 (FAYETTEVILLE ROAD)
OVER I-95 (EXIT 22)**

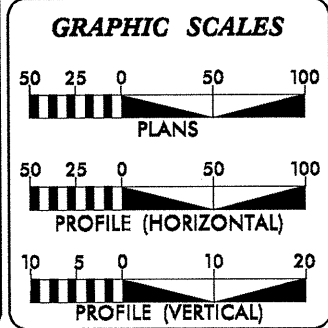
**TYPE OF WORK: GRADING, PAVING, DRAINAGE, STRUCTURES, TRAFFIC,
SIGNALS, SIGNING, AND RETAINING WALLS**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-4413	2A	16
W.D. NO.	F.A. PROJ. NO.	DESCRIPTION	
35901.1.1	IMF-95-1(64)22	PE	



**THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF LUMBERTON.
THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGE.
CLEARING 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 2012 =	26,000
ADT 2032 =	37,200
DHV =	9 %
D =	55 % *
T =	6 %
V =	50 MPH
FUNC. CLASS:	URBAN COLLECTOR
* (TTST 2% + DUAL 4%)	

PROJECT LENGTH

LENGTH OF ROADWAY T.I.P. PROJECT I-4413	=	0.546 MI.
LENGTH OF STRUCTURE T.I.P. PROJECT I-4413	=	0.040 MI
TOTAL LENGTH OF T.I.P. PROJECT I-4413	=	0.586 MI

PREPARED IN THE OFFICE OF:

Stantec Consulting Inc.
801 Jones Franklin Road, Suite 300
Raleigh, NC, U.S.A. 27606
Tel: 919 851-4866
Fax: 919 851-7024
www.stantec.com

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2006 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:	JULY 2010	BRYON M. PALMER, PE PROJECT ENGINEER
LETTING DATE:	JULY 2012	JASON T. GADDY PROJECT DESIGN ENGINEER
NCDOT CONTACT:	DOUG TAYLOR, PE	

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.

**DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA**

STATE HIGHWAY DESIGN ENGINEER



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

P.O. BOX 25201, RALEIGH, N.C. 27611-5201

EUGENE A CONTI, JR.
SECRETARY

March 23, 2010

STATE PROJECT: 35901.1.1 (I-4413)
FEDERAL PROJECT: IMF-95-1(64)22
COUNTY: Robeson

DESCRIPTION: Bridge No. 36 on US 301 (Fayetteville Road) over I-95 (exit 22)

SUBJECT: Geotechnical Report - Inventory

Project Description

This project consists of creating a single point urban interchange between I-95 and US 301. A short realignment of Dawn Drive (-Y2-) and four retaining walls will also be constructed with this project. The total length of this project is 0.586 miles. A geotechnical investigation was conducted during January and February of 2010. SPT and hand auger borings were performed at selected locations along the alignments. Representative soil samples were collected for visual classification in the field and selected samples were submitted for laboratory analysis by the Materials and Tests Unit.

Physiography and Geology

The project is located in the Coastal Plain Physiographic Province on relatively flat terrain. The project corridor is well-drained due to its urban location with homes and businesses. Geologically, the site is located within the Black Creek Formation of the Coastal Plain sediments.

Soil Properties

Soils encountered during this investigation consist of roadway embankment and Coastal Plain soils.

Roadway Embankment soils were encountered in small amounts associated with several existing roadways on the project including US 301 (Fayetteville Rd). These soils are similar to and derived from the Coastal Plain soils encountered elsewhere on the project.

Coastal Plain deposits of the Black Creek Formation were encountered throughout the project corridor. The Coastal Plain soils consist of tan-brown to tan-gray, tan and gray, moist, very loose to dense, silty sands, sand and medium stiff to very stiff silty clay, sandy clay and sandy silt (AASHTO CLASSIFICATION A-2-4, A-1-b, A-2-6, A-2-7, A-3, A-7-6, A-6 and A-4).

Groundwater

Groundwater was encountered in most of the borings. Based on this investigation groundwater is not anticipated to cause problems during construction

Prepared by,

Handwritten signature of Onuoha B. Oti in black ink.

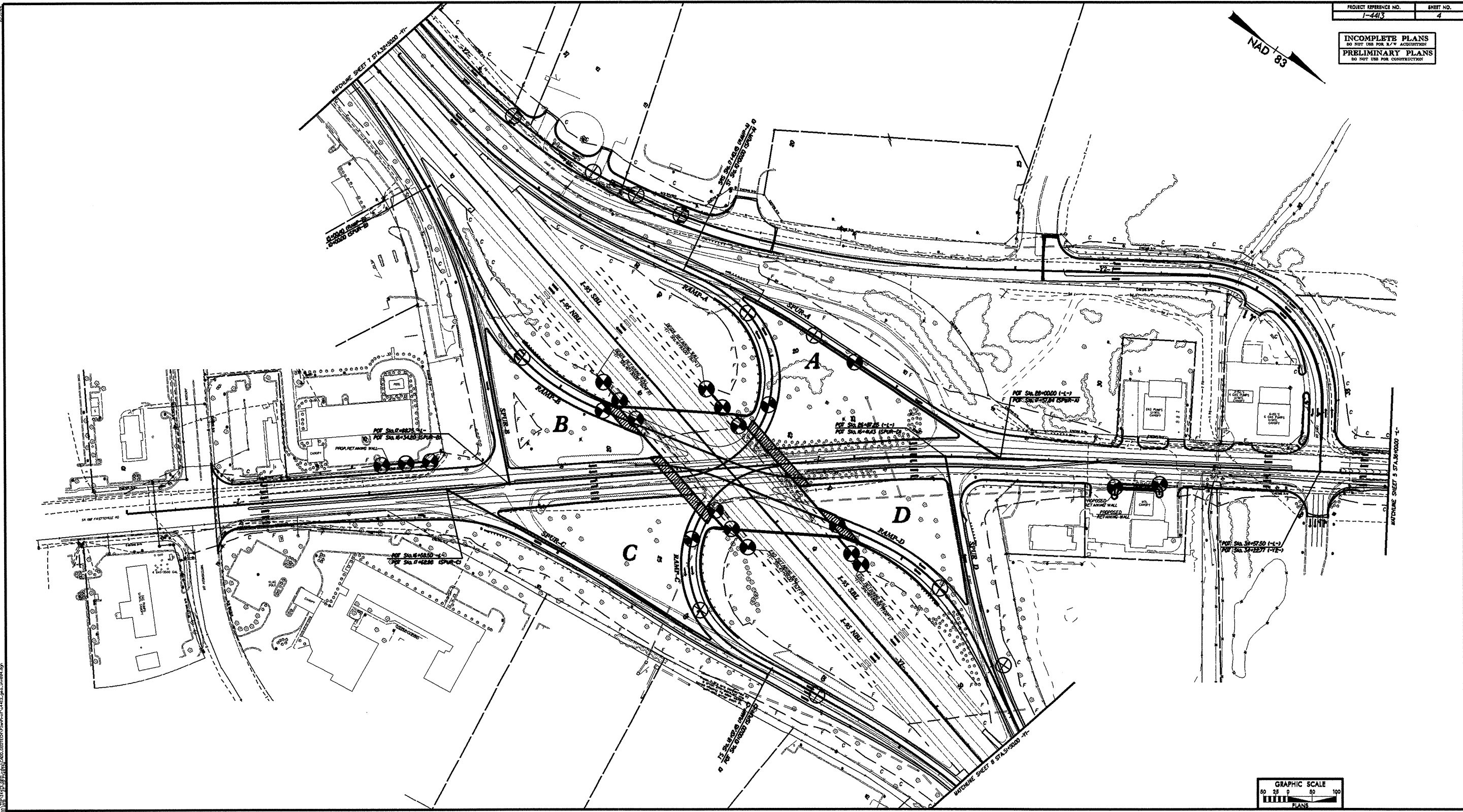
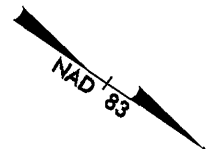
Onuoha B. Oti.

Project Engineering Geologist

STATION	STATION	EXCAVATION				EMBANKMENT				BORROW	WASTE				
		TOTAL UNCLASS.	ROCK	UNDERCUT	UNSUIT. UNCLASS.	SUITABLE UNCLASS.	TOTAL	ROCK	EARTH		EMBANK. +25%	ROCK	SUITABLE	UNSUIT.	TOTAL
L 12+00.00	21+31.06 (Beg. Bridge)	387				387		26,041	26,041	32,551	32,164				
Ramp B 15+81.45	21+37.23	390				390		9,256	9,256	11,570	11,180				
Ramp C 15+49.04	22+59.97	1,108				1,108		13,039	13,039	16,299	15,191				
Spur B 10+84.82	12+32.02	222				222		896	896	1,120	898				
Spur C 10+64.83	14+21.79							5,894	5,894	7,368	7,368				
SUBTOTAL (CY)		2,107				2,107		55,126	55,126	68,908	66,801				
L 23+44.07 (End Bridge)	42+50.00	2,345				2,345		35,716	35,716	44,645	42,300				
Ramp A 15+15.55	21+91.81	713				713		22,670	22,670	28,338	27,625				
Ramp D 16+05.95	21+42.87	1,242				1,242		9,842	9,842	12,303	11,061				
Spur A 10+79.26	14+47.71	1,307				1,307		9,138	9,138	11,423	10,116				
Spur D 11+00.00	12+18.14	98				98		2,190	2,190	2,738	2,640				
SUBTOTAL (CY)		5,705				5,705		79,556	79,556	99,447	93,742				
Y1 10+50.00	38+00.00	4,346				4,346		1,364	1,364	1,705			2,641		2,641
Y2 19+59.30	33+76.41	8,863				8,863		3,341	3,341	4,176			4,687		4,687
SUBTOTAL (CY)		13,209				13,209		4,705	4,705	5,881			7,328		7,328
Y1 49+50.00	77+00.00	5,282				5,282		5,762	5,762	7,203	1,921				
SUBTOTAL (CY)		5,282				5,282		5,762	5,762	7,203	1,921				
TOTAL (CY)		26,303				26,303		145,149	145,149	181,439	162,464		7,328		7,328
ESTIMATED SHOUDLER MATERIAL								5,750	5,750	7,188	7,188				
WASTE IN LIEU OF BORROW											-7,328		-7,328		-7,328
PROJECT TOTAL (CY)		26,303				26,303		150,899	150,899	188,627	162,324				
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT											8,117.00				
GRAND TOTAL (CY)		26,303				26,303		150,899	150,899	188,627	170,441				
SAY		27,000									170,500				
Drainage Ditch Excavation		1,400	CU YD												

NOTE: 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.

INCOMPLETE PLANS
DO NOT USE FOR A/V ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

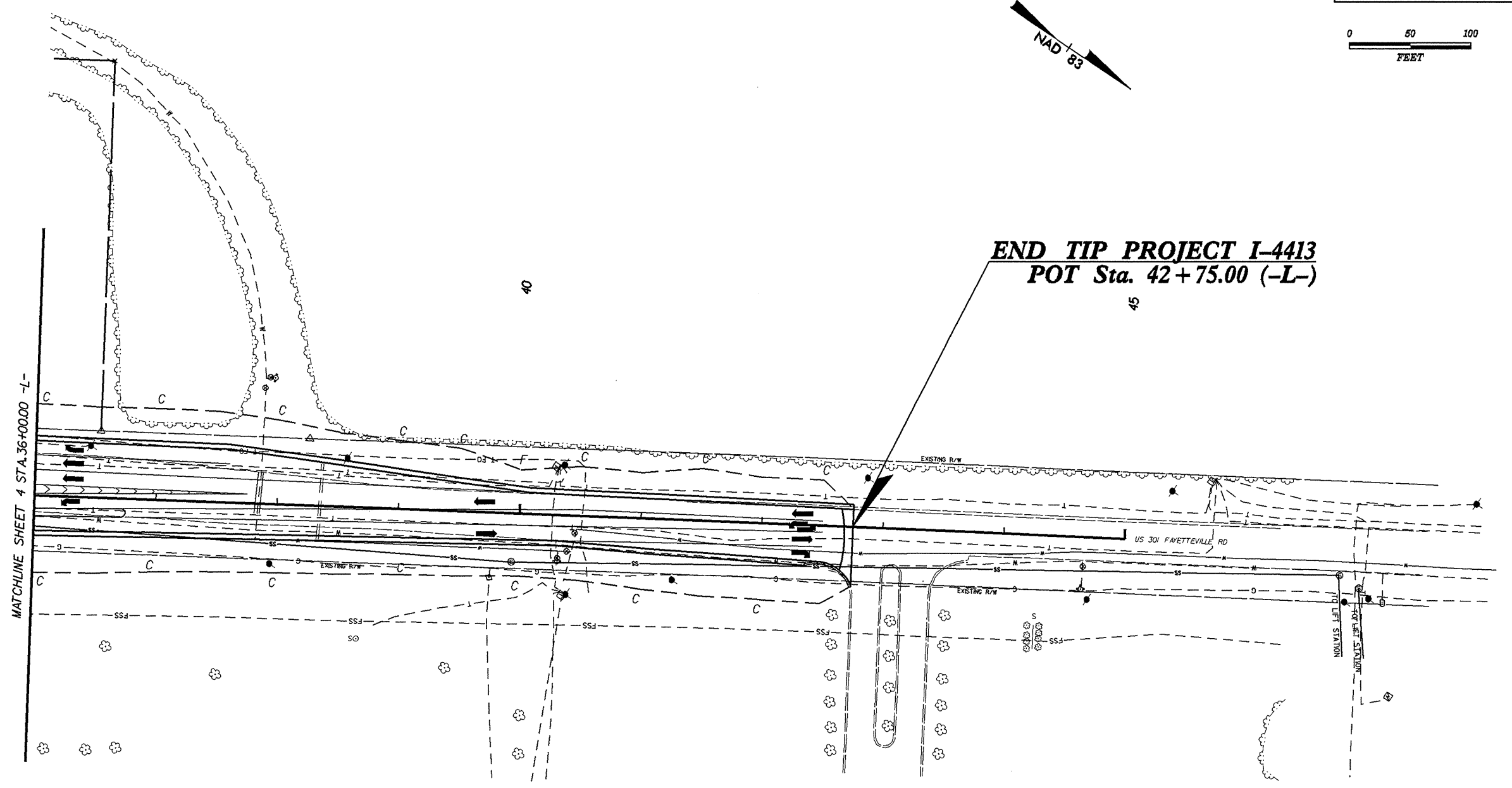
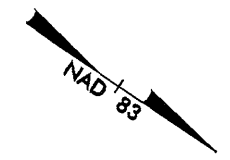


PROJECT NO. 1-443
 DRAWING NO. 1-443-4
 DATE: 11/14/83
 DRAWN BY: J. L. GOTTEN
 CHECKED BY: J. L. GOTTEN
 APPROVED BY: J. L. GOTTEN

8/17/99
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PROJECT REFERENCE NO.	SHEET NO.
1-4413	5

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



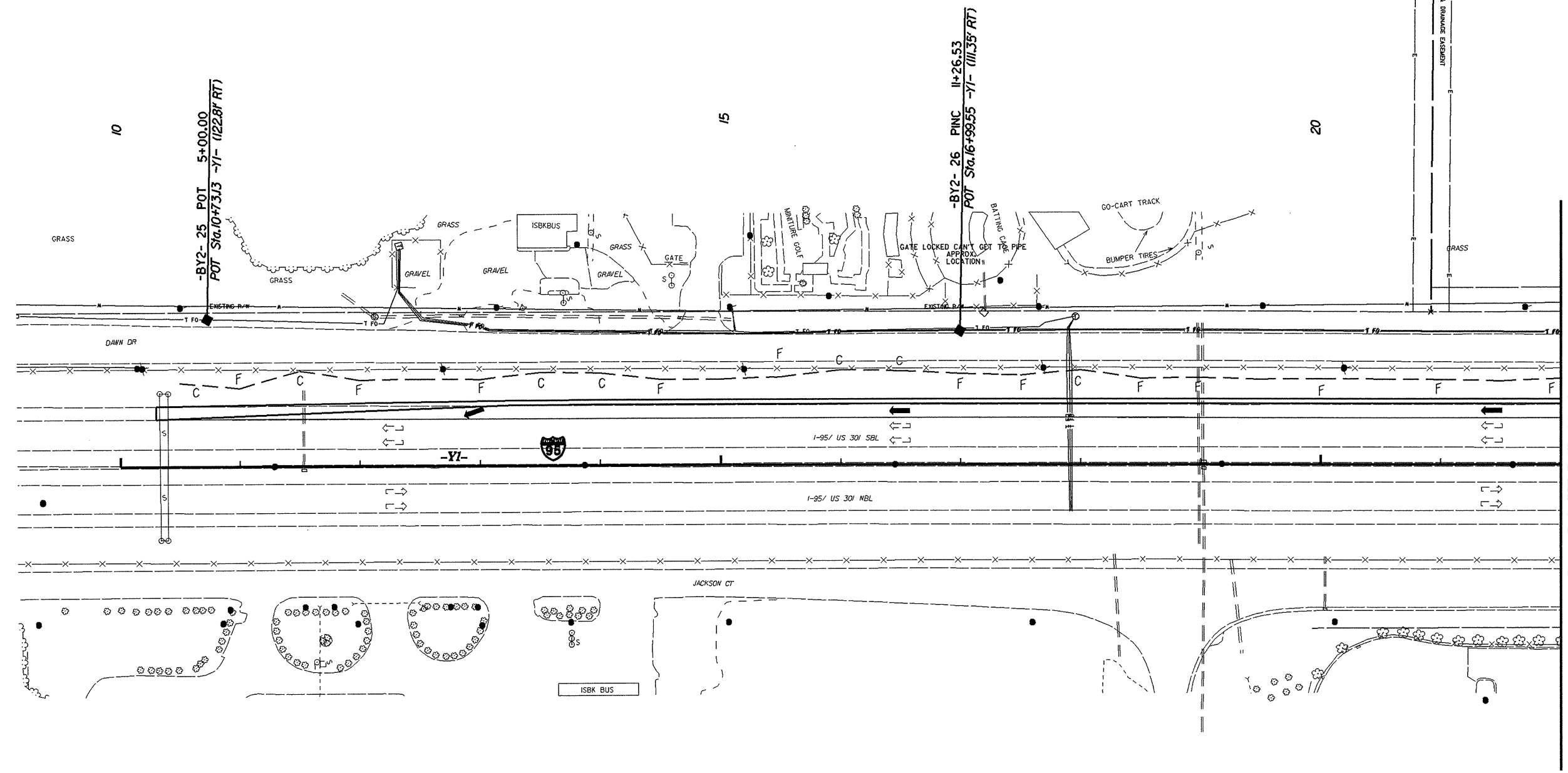
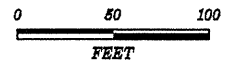
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POT Sta. 42+75.00 (-L-)

8/17/99

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DO NOT USE FOR CONSTRUCTION

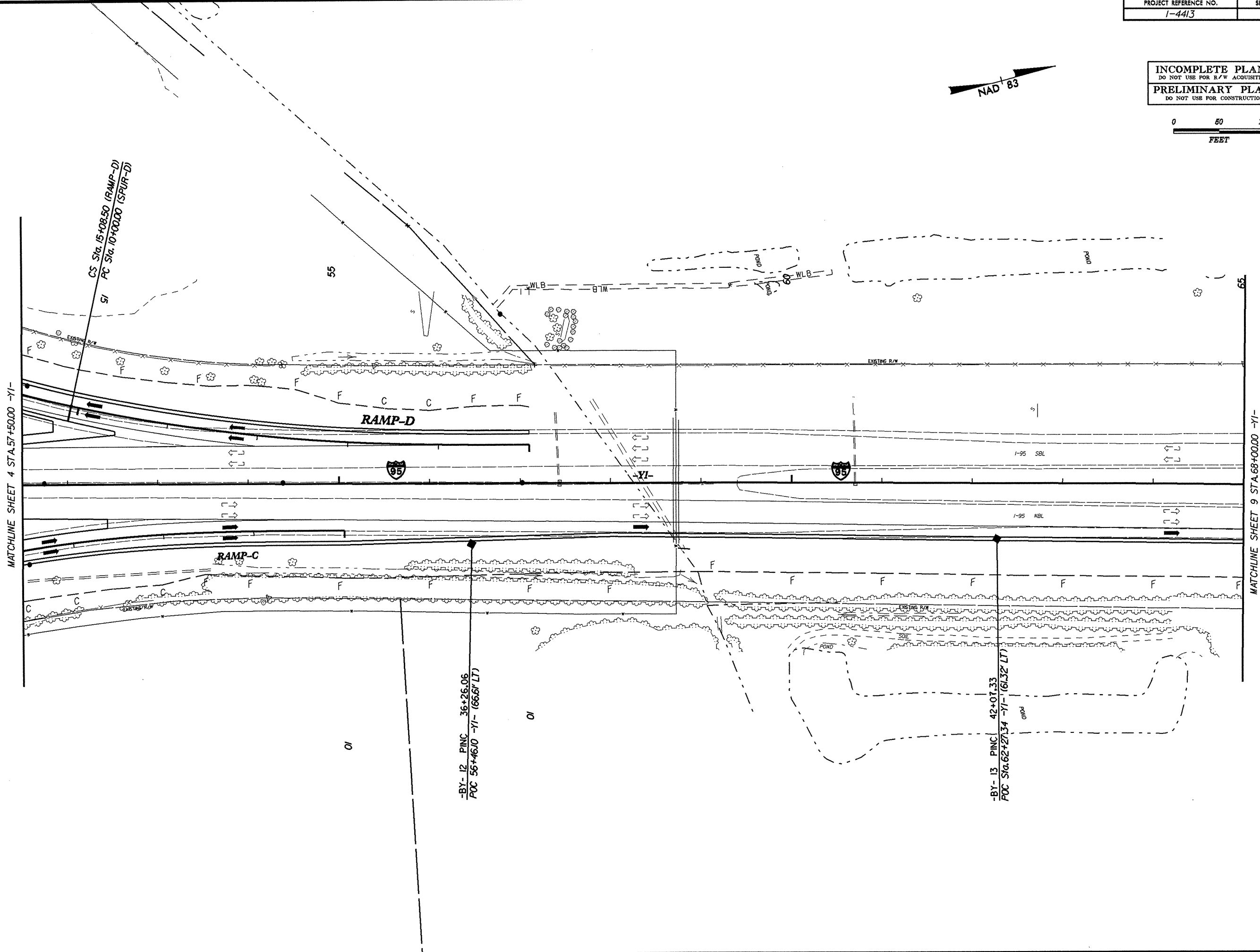
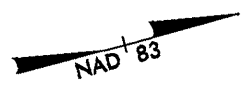


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PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

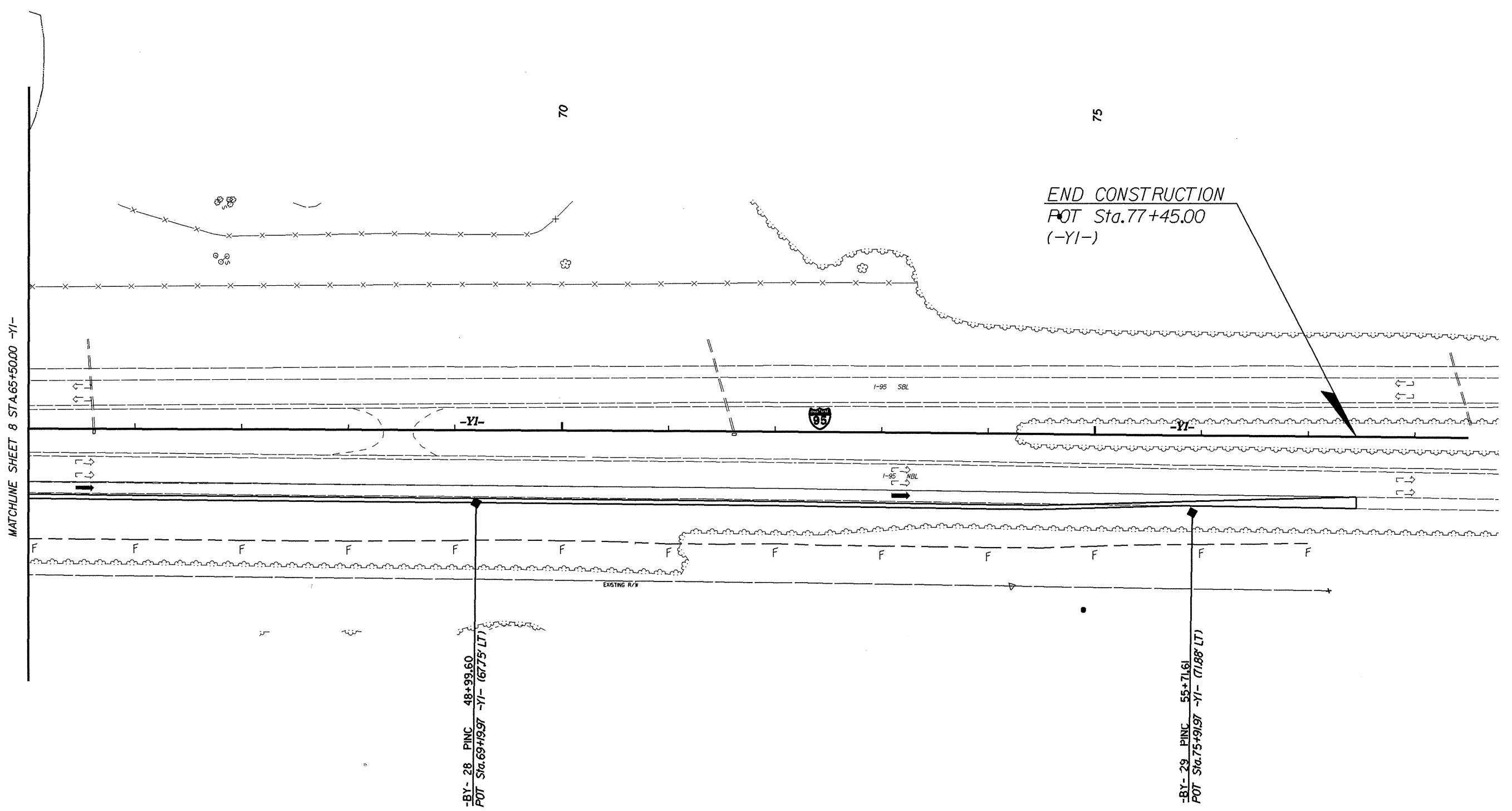
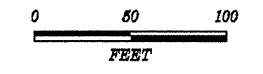


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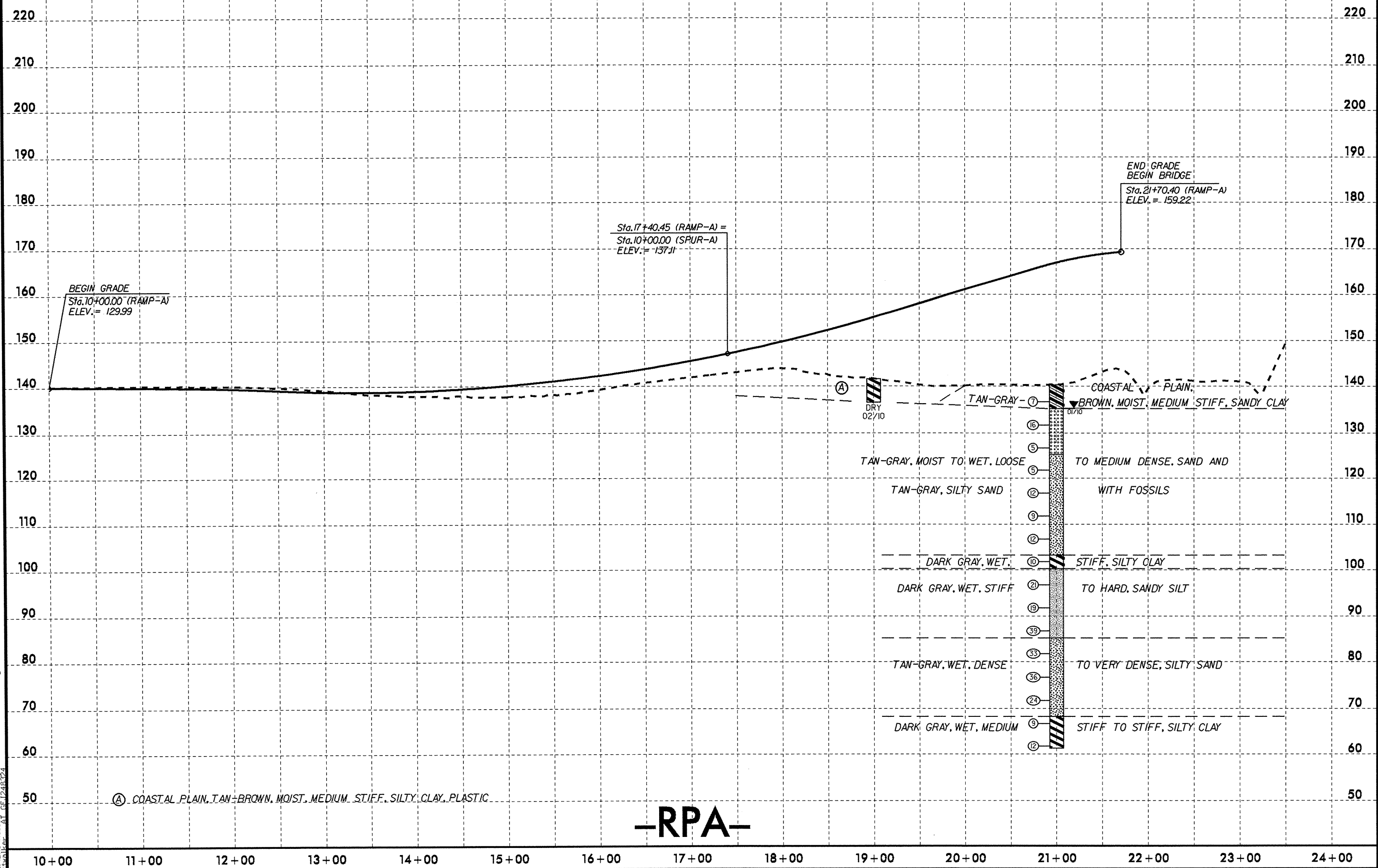
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PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



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-RPA-

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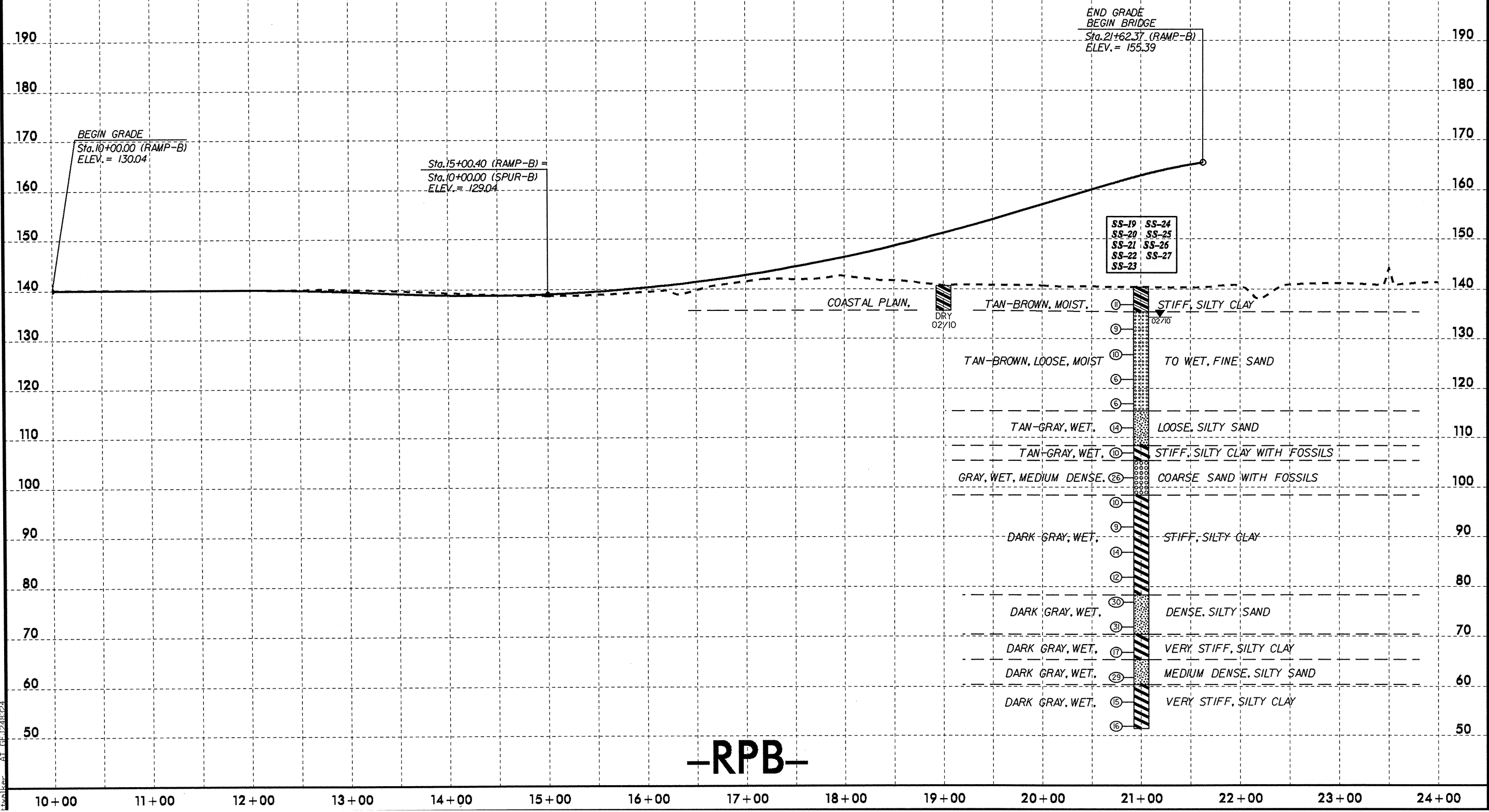
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

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-19	CL	21+00	2.5-4.0	A-6(6)	40	20	16.7	39.6	9.6	34.1	100	94	47	-	-
SS-20	CL	21+00	7.5-9.0	A-3(0)	23	NP	39.4	50.9	2.7	7.0	100	87	10	-	-
SS-21	CL	21+00	17.5-19.0	A-3(0)	21	NP	65.6	29.3	1.1	4.0	100	79	6	-	-
SS-22	CL	21+00	27.5-29.0	A-2-4(0)	22	NP	70.6	18.1	4.3	7.0	97	54	12	-	-
SS-23	CL	21+00	32.5-34.0	A-7-6(28)	52	27	4.4	5.8	45.4	44.3	100	97	93	-	-
SS-24	CL	21+00	37.5-39.0	A-1-b(0)	19	NP	73.8	13.3	6.9	6.0	100	50	15	-	-
SS-25	CL	21+00	42.5-44.0	A-7-6(49)	71	45	3.6	1.4	4.6	90.4	99	96	95	-	-
SS-26	CL	21+00	57.5-59.0	A-7-6(40)	62	37	4.2	1.8	11.6	82.3	100	97	94	-	-
SS-27	CL	21+00	62.5-64.0	A-2-4(0)	19	NP	50.4	31.7	5.8	12.0	100	76	20	-	-

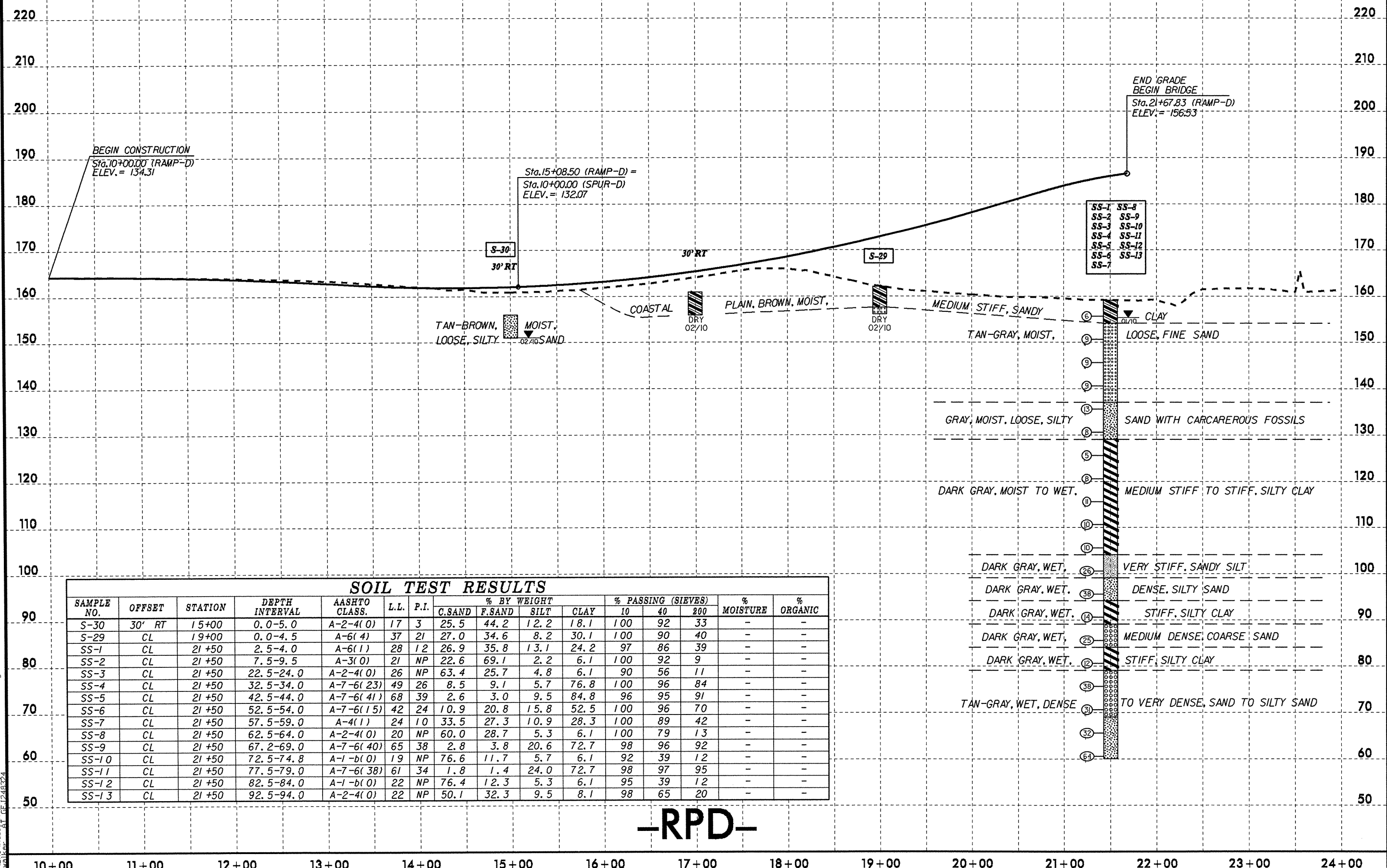
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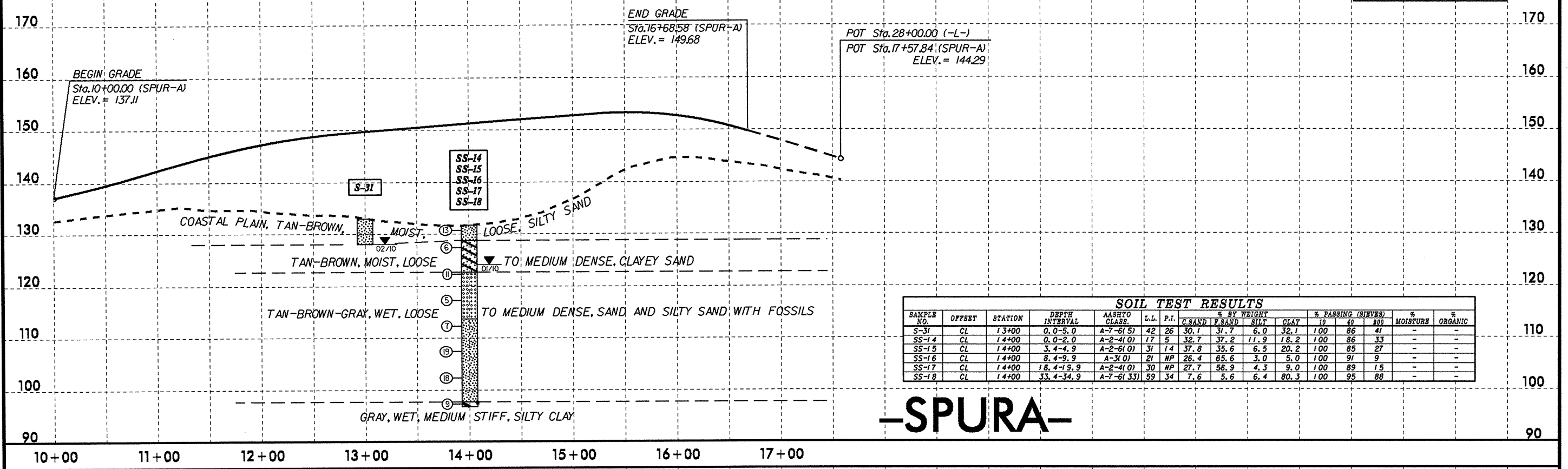


SOIL TEST RESULTS

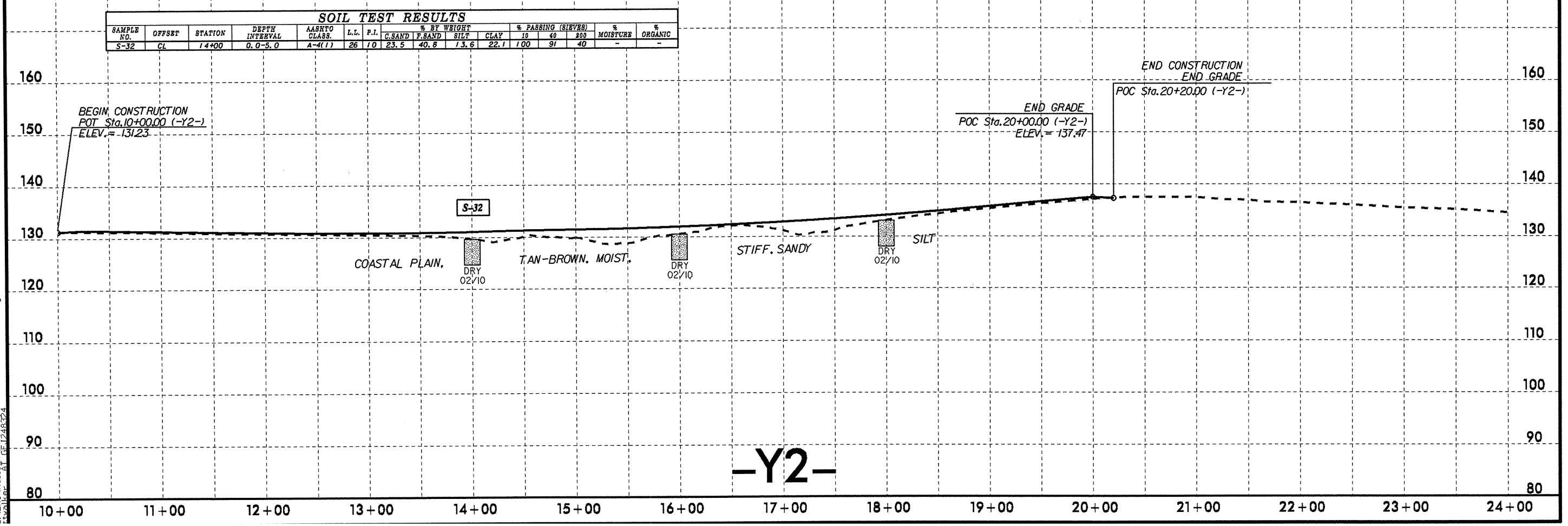
SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
S-30	30' RT	15+00	0.0-5.0	A-2-4(0)	17	3	25.5	44.2	12.2	18.1	100	92	33	-	-
S-29	CL	19+00	0.0-4.5	A-6(4)	37	21	27.0	34.6	8.2	30.1	100	90	40	-	-
SS-1	CL	21+50	2.5-4.0	A-6(1)	28	12	26.9	35.8	13.1	24.2	97	86	39	-	-
SS-2	CL	21+50	7.5-9.5	A-3(0)	21	NP	22.6	69.1	2.2	6.1	100	92	9	-	-
SS-3	CL	21+50	22.5-24.0	A-2-4(0)	26	NP	63.4	25.7	4.8	6.1	90	56	11	-	-
SS-4	CL	21+50	32.5-34.0	A-7-6(23)	49	26	8.5	9.1	5.7	76.8	100	96	84	-	-
SS-5	CL	21+50	42.5-44.0	A-7-6(41)	68	39	2.6	3.0	9.5	84.8	96	95	91	-	-
SS-6	CL	21+50	52.5-54.0	A-7-6(15)	42	24	10.9	20.8	15.8	52.5	100	96	70	-	-
SS-7	CL	21+50	57.5-59.0	A-4(1)	24	10	33.5	27.3	10.9	28.3	100	89	42	-	-
SS-8	CL	21+50	62.5-64.0	A-2-4(0)	20	NP	60.0	28.7	5.3	6.1	100	79	13	-	-
SS-9	CL	21+50	67.2-69.0	A-7-6(40)	65	38	2.8	3.8	20.6	72.7	98	96	92	-	-
SS-10	CL	21+50	72.5-74.8	A-1-b(0)	19	NP	76.6	11.7	5.7	6.1	92	39	12	-	-
SS-11	CL	21+50	77.5-79.0	A-7-6(38)	61	34	1.8	1.4	24.0	72.7	98	97	95	-	-
SS-12	CL	21+50	82.5-84.0	A-1-b(0)	22	NP	76.4	12.3	5.3	6.1	95	39	12	-	-
SS-13	CL	21+50	92.5-94.0	A-2-4(0)	22	NP	50.1	32.3	9.5	8.1	98	65	20	-	-

-RPD-

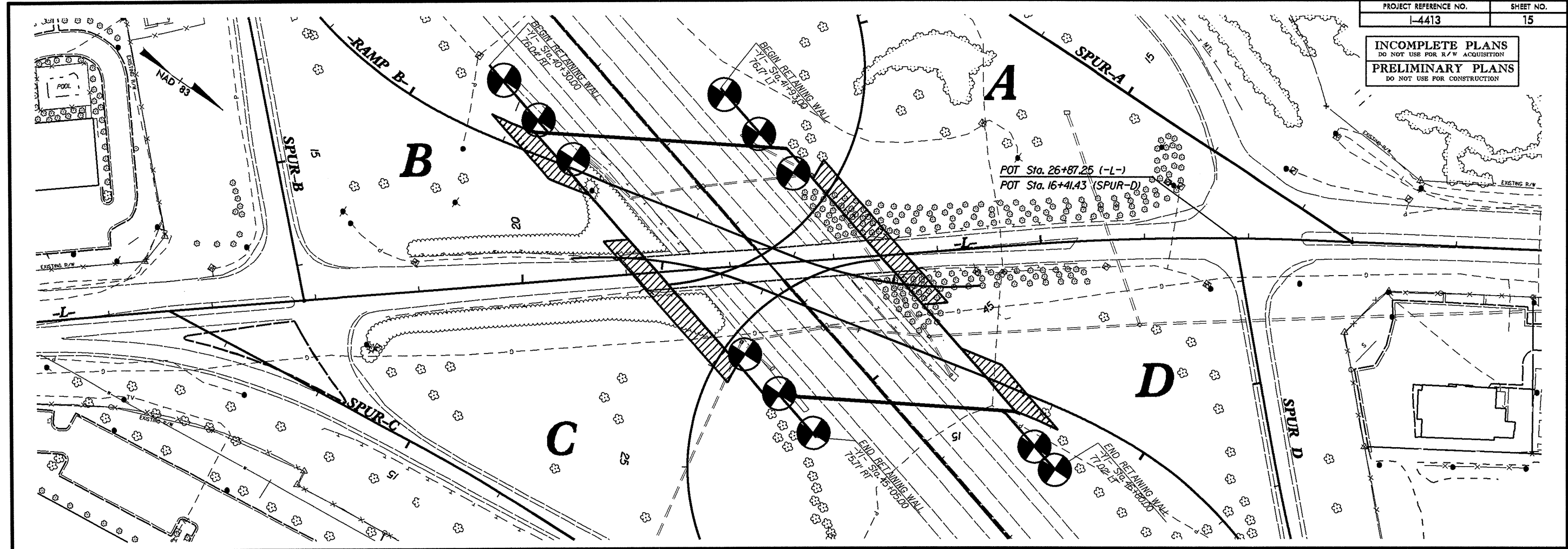
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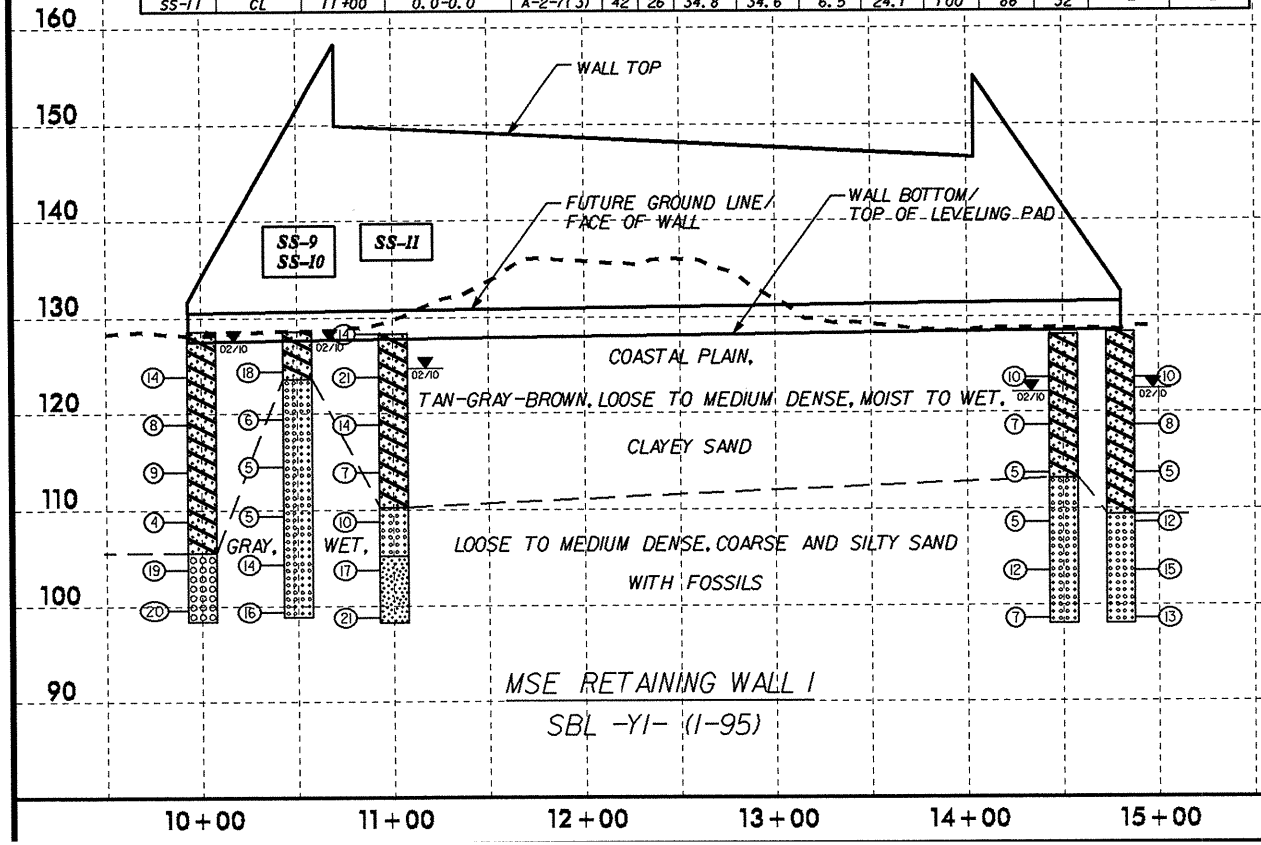
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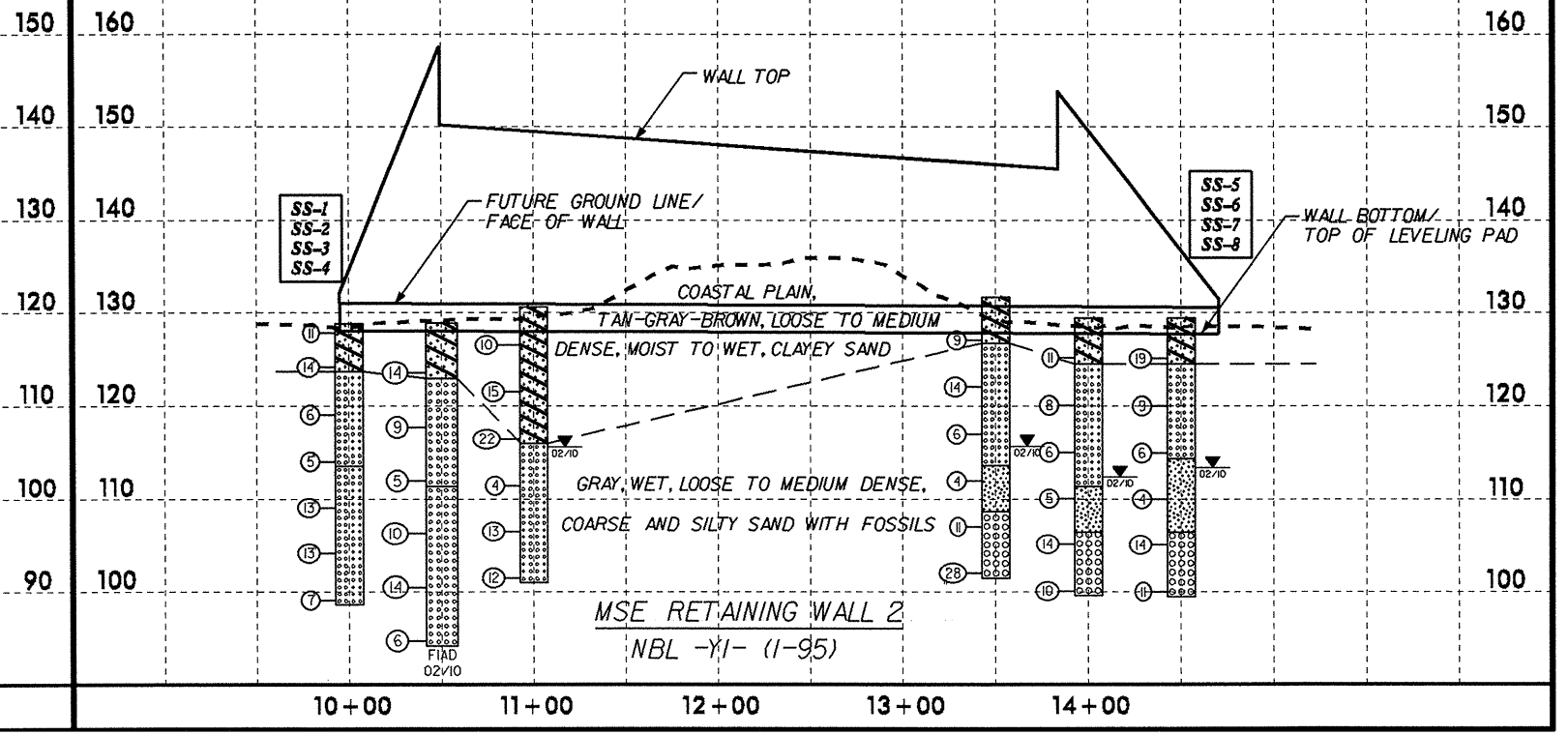
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

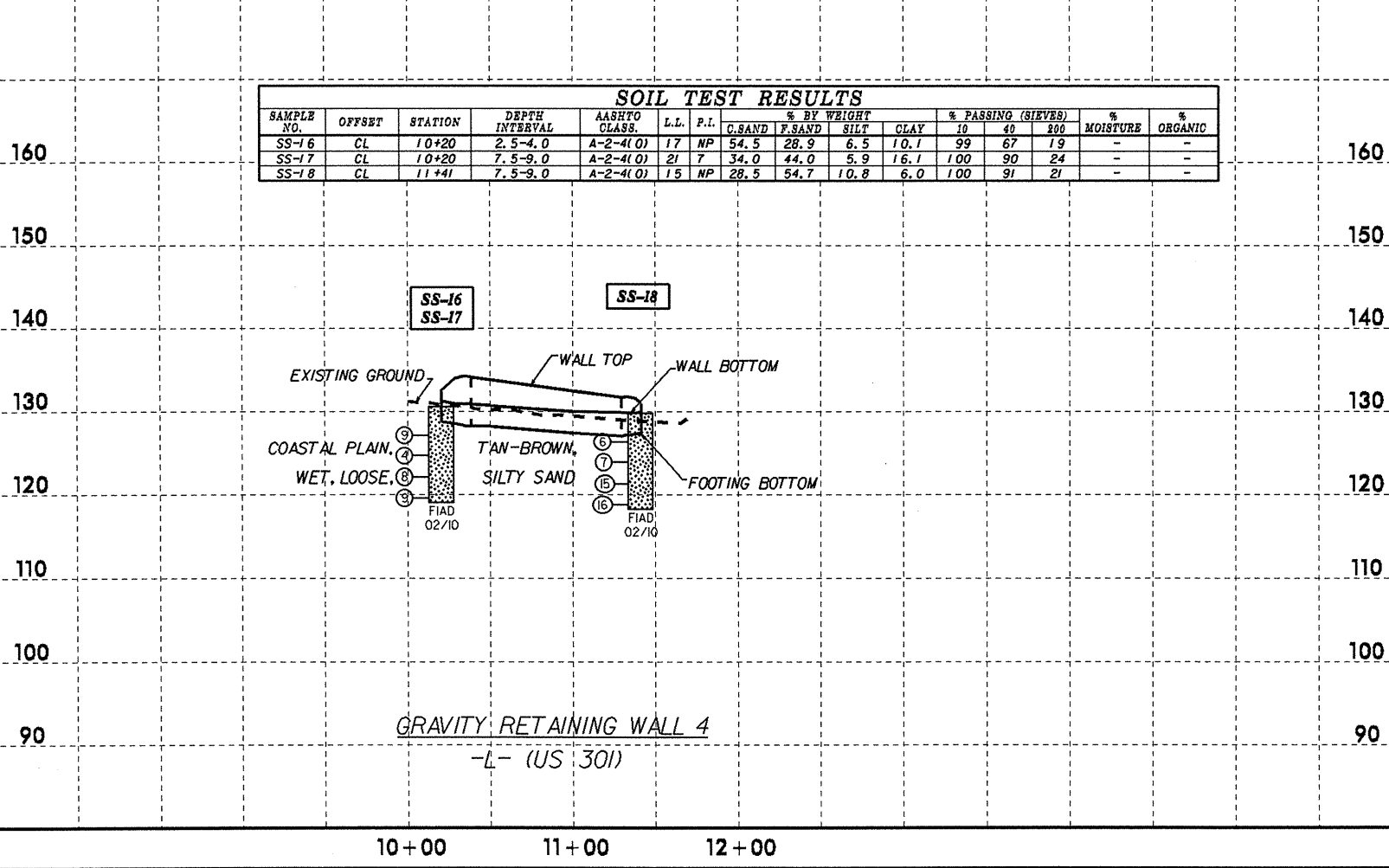
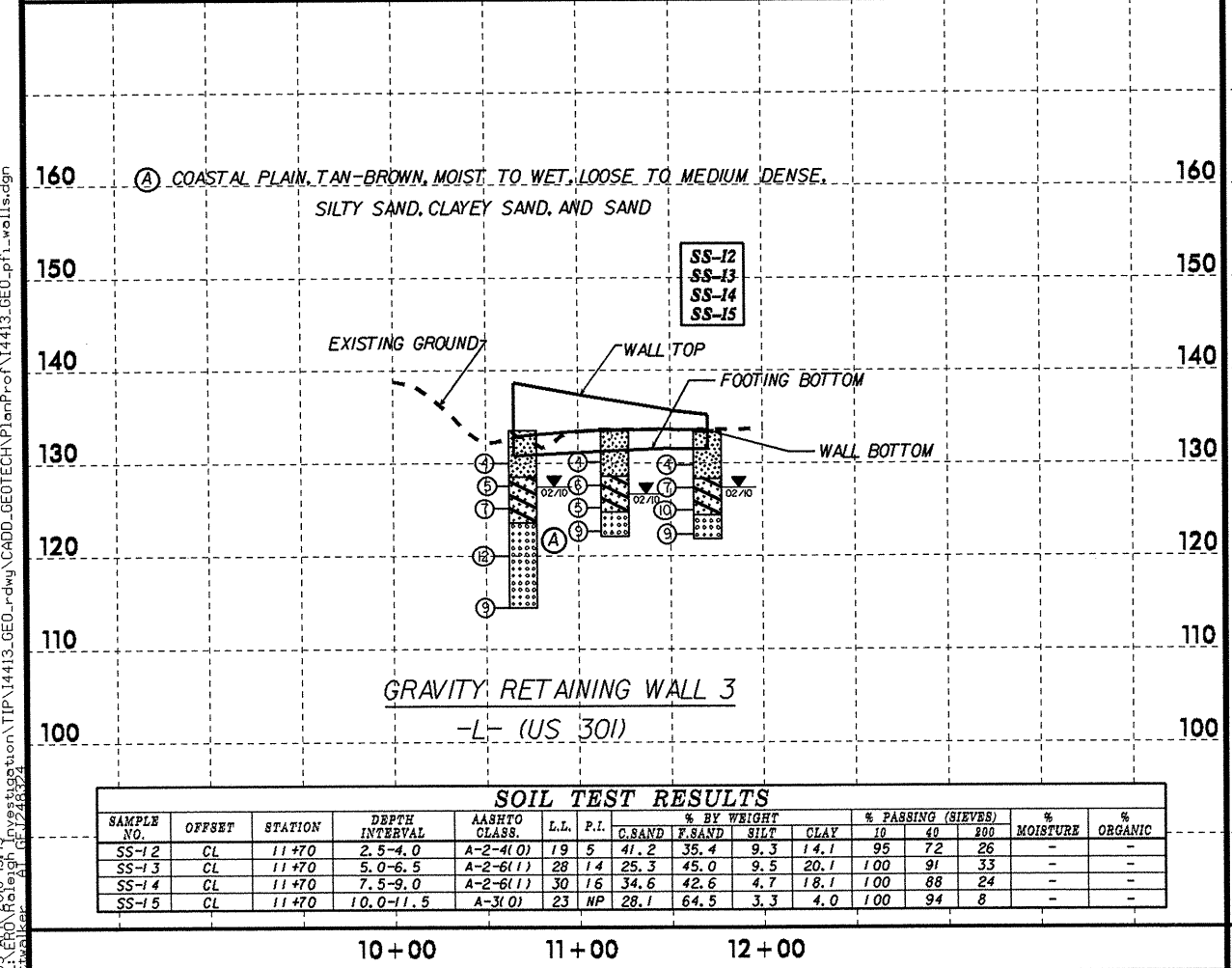
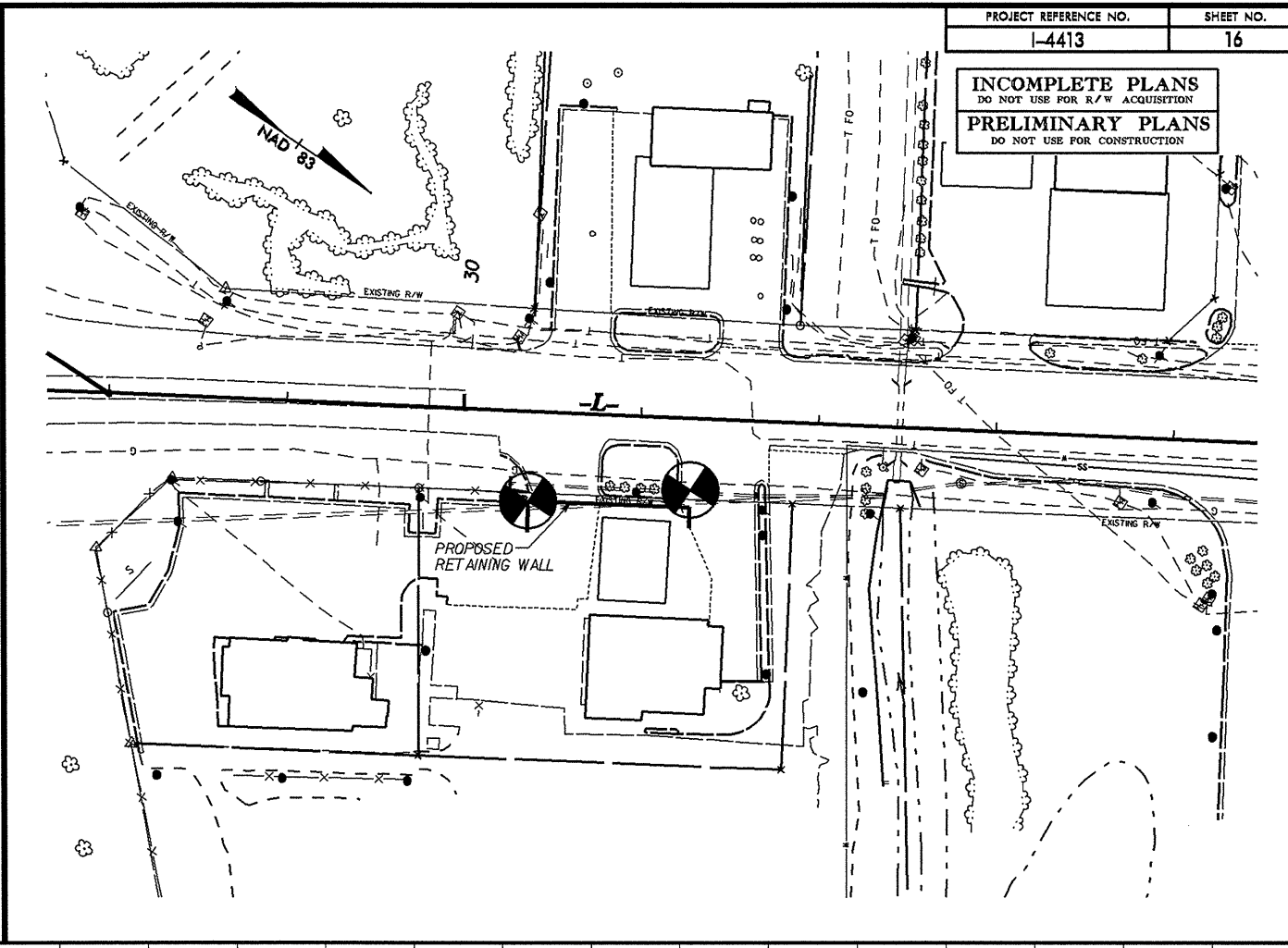
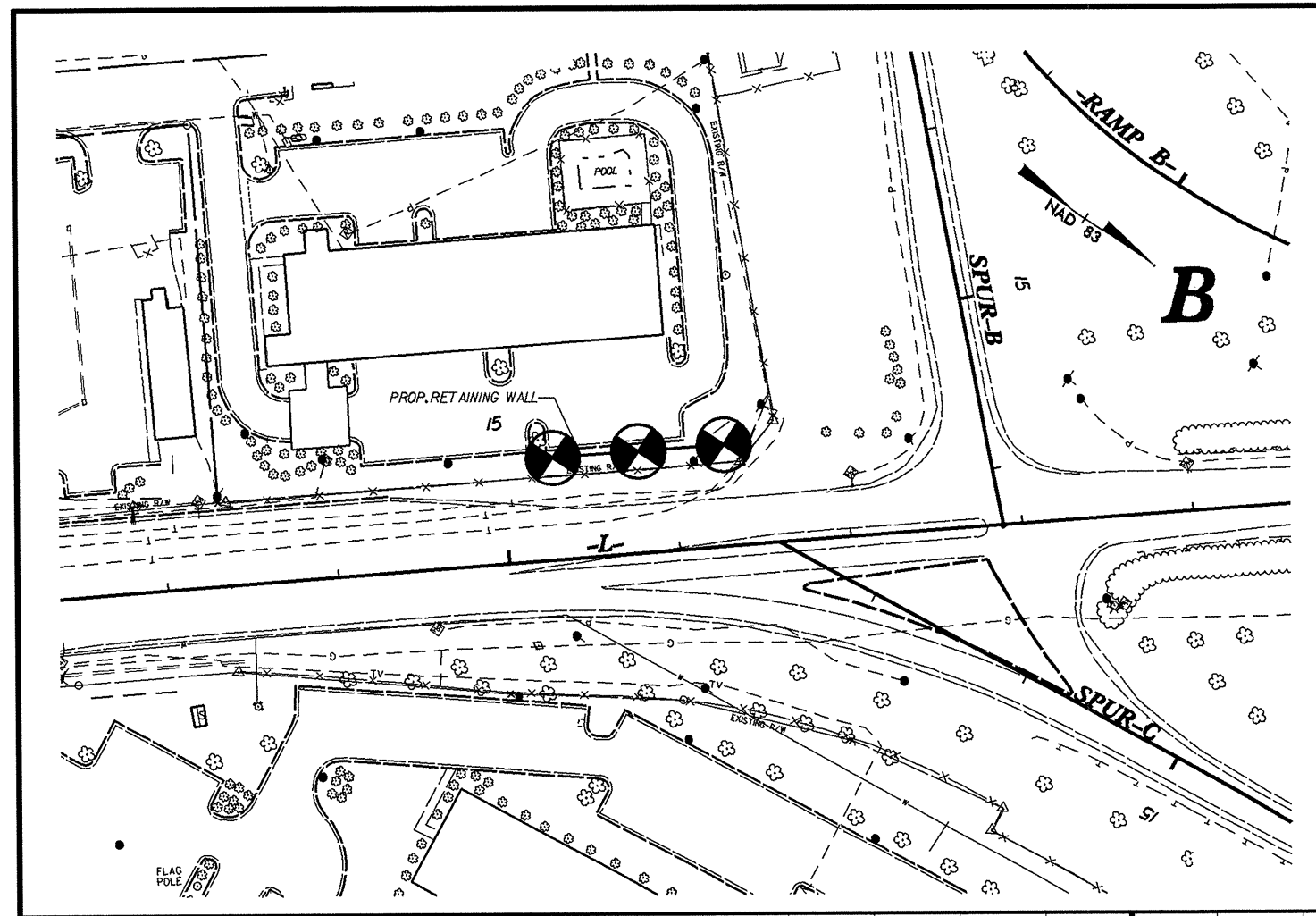


SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
SS-9	CL	10+50	8.5-10.0	A-2-6(0)	31	15	37.8	39.2	4.9	18.1	100	86	24	-	-
SS-10	CL	10+50	18.5-20.0	A-3(0)	23	NP	45.6	49.2	3.1	2.0	99	81	6	-	-
SS-11	CL	11+00	0.0-0.0	A-2-7(3)	42	26	34.8	34.6	6.5	24.1	100	86	32	-	-



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	CL	10+00	0.0-1.5	A-2-6(0)	28	12	26.1	41.6	6.1	26.1	100	91	34	-	-
SS-2	CL	10+00	3.7-5.2	A-2-7(2)	44	27	34.0	38.2	3.7	24.1	100	88	29	-	-
SS-3	CL	10+00	8.7-10.2	A-3(0)	25	NP	24.5	69.9	1.5	4.0	100	96	6	-	-
SS-4	CL	10+00	18.7-20.2	A-3(0)	31	NP	48.6	42.6	4.7	4.0	96	68	10	-	-
SS-5	CL	14+50	3.4-4.9	A-2-6(1)	34	19	30.8	40.6	4.5	24.1	100	89	30	-	-
SS-6	CL	14+50	8.4-9.9	A-3(0)	23	NP	45.8	48.4	3.7	2.0	100	79	6	-	-
SS-7	CL	14+50	18.4-19.9	A-2-4(0)	33	NP	32.2	52.1	3.7	12.1	93	74	16	-	-
SS-8	CL	14+50	23.4-24.9	A-1-b(0)	24	NP	45.2	38.4	6.3	10.1	73	50	13	-	-





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STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	35901.1.1(I-4413)	1	4

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

ROADWAY
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 35901.1.1(I-4413) F.A. PROJ. IMF-95-1(64)22
COUNTY ROBESON
PROJECT DESCRIPTION BRIDGE NO. 36 ON US 301 (FAYETTEVILLE RD.)
OVER I-95 (EXIT 22)

SITE DESCRIPTION RWALL 1-RETAINING WALL RIGHT OF -Y1- STA. 40+50
RWALL 2-RETAINING WALL LEFT OF -Y1- STA. 42+00
RWALL 3-RETAINING WALL LEFT OF -L- STA. 15+50
RWALL 4-RETAINING WALL RIGHT OF -L- STA. 30+50

RETAINING WALLS

CONTENTS

SHEET	DESCRIPTION
1	TITLE SHEET
2	LEGEND
3-4	SITE PLAN/PROFILE(S)

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 1931 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.

CONTRACT: 35901.1.1 ID: I-4413

PERSONNEL

O.B. OTI

H.R. CONLEY

D.W. DIXON

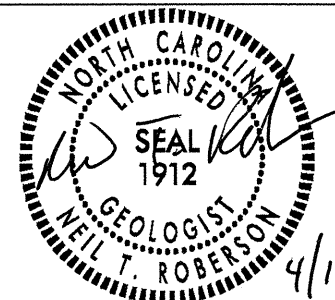
J.R. TURNAGE

INVESTIGATED BY O.B. OTI

CHECKED BY N.T. ROBERSON

SUBMITTED BY N.T. ROBERSON

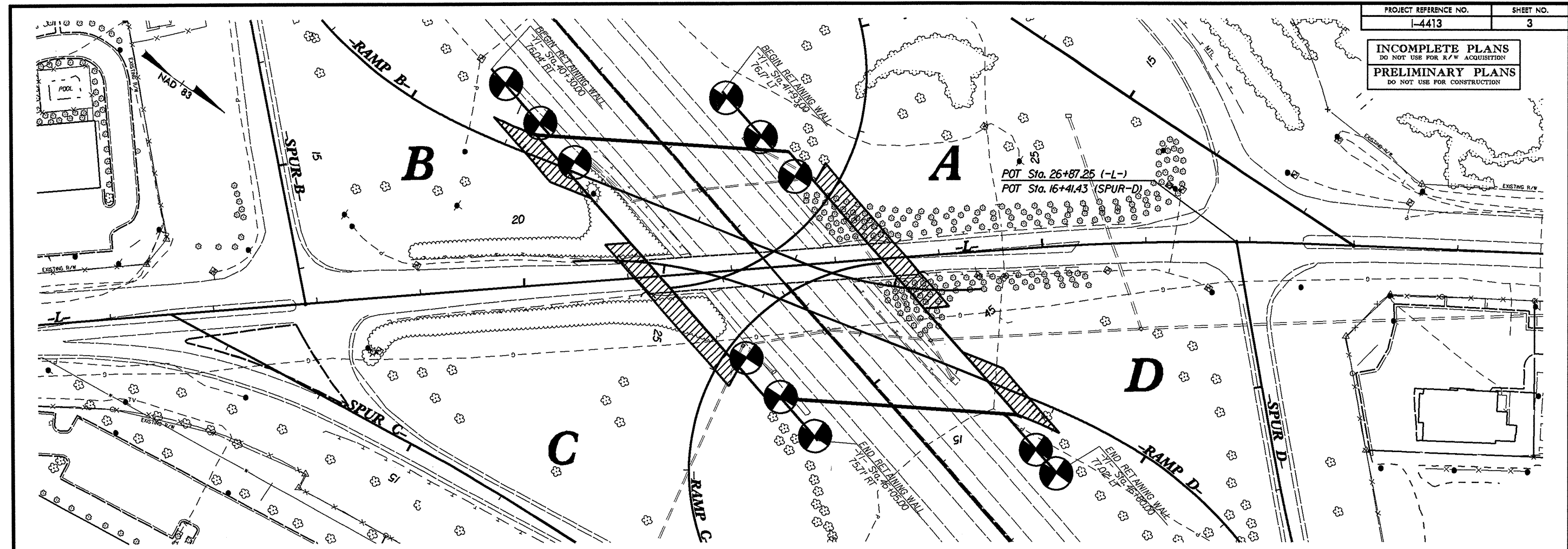
DATE APRIL 2010



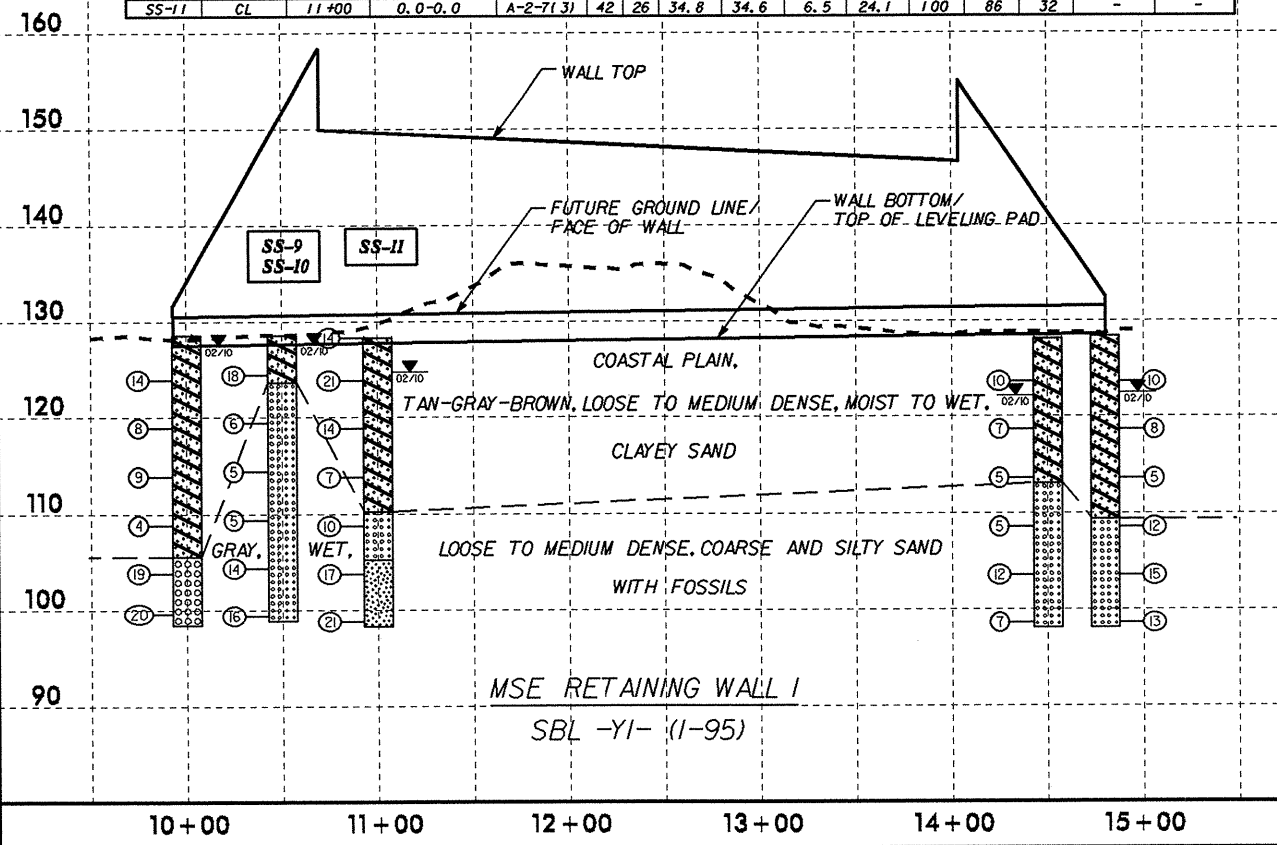
DRAWN BY: T.T. WALKER

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

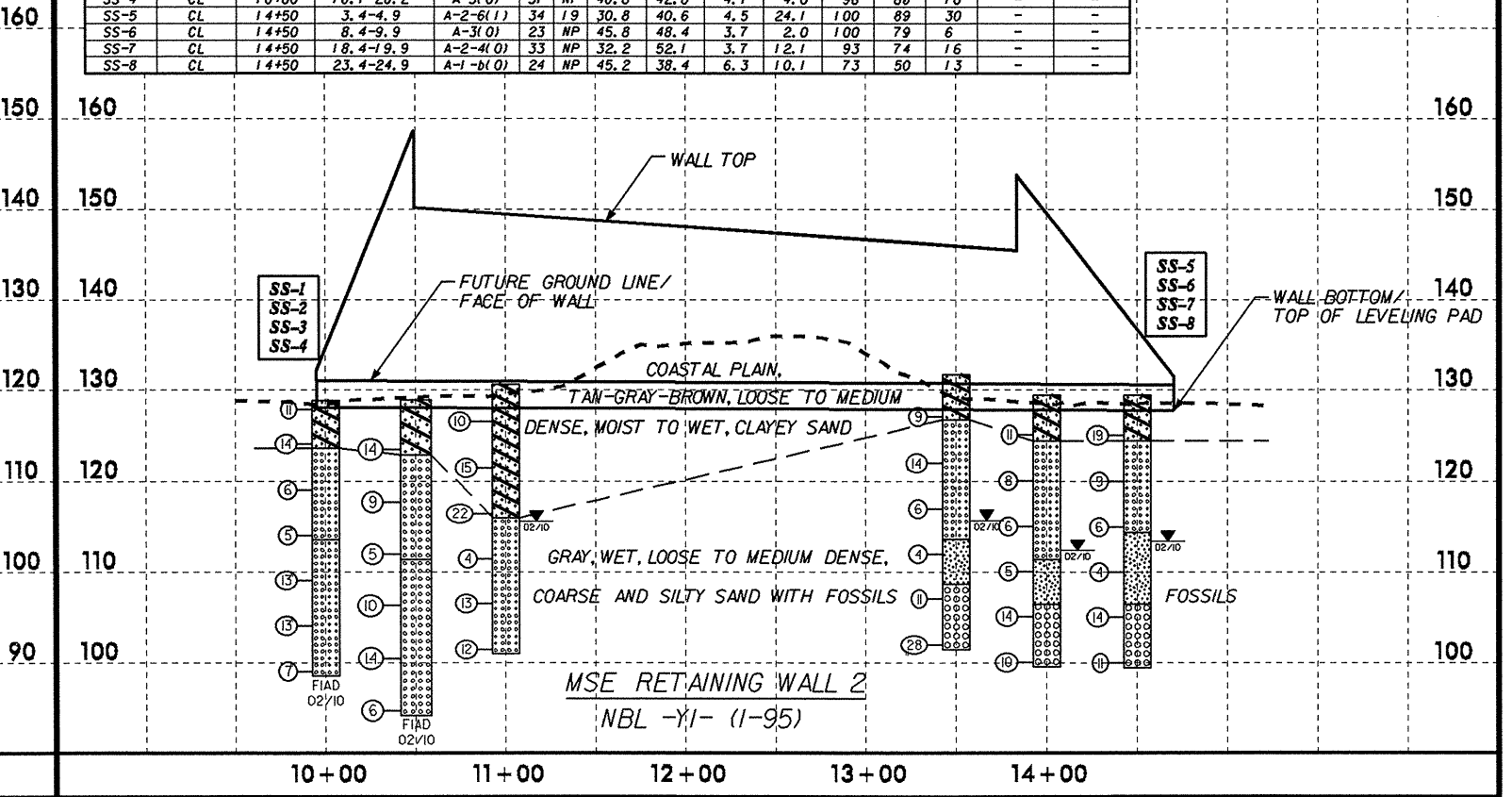
NOTE - BY HAVING REQUESTED THIS INFORMATION THE CONTRACTOR SPECIFICALLY WAIVES ANY CLAIMS FOR INCREASED COMPENSATION OR EXTENSION OF TIME BASED ON DIFFERENCES BETWEEN THE CONDITIONS INDICATED HEREIN AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

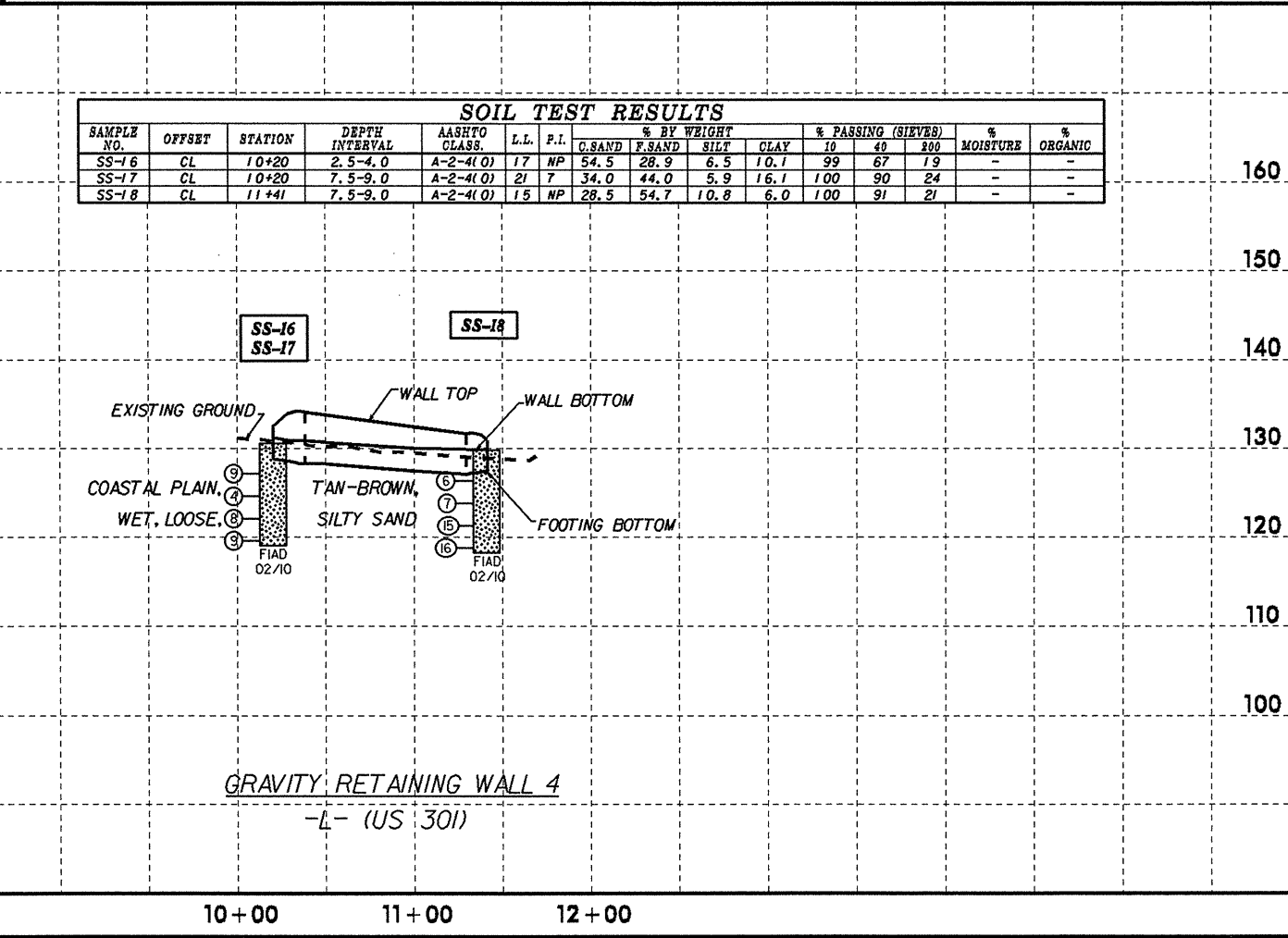
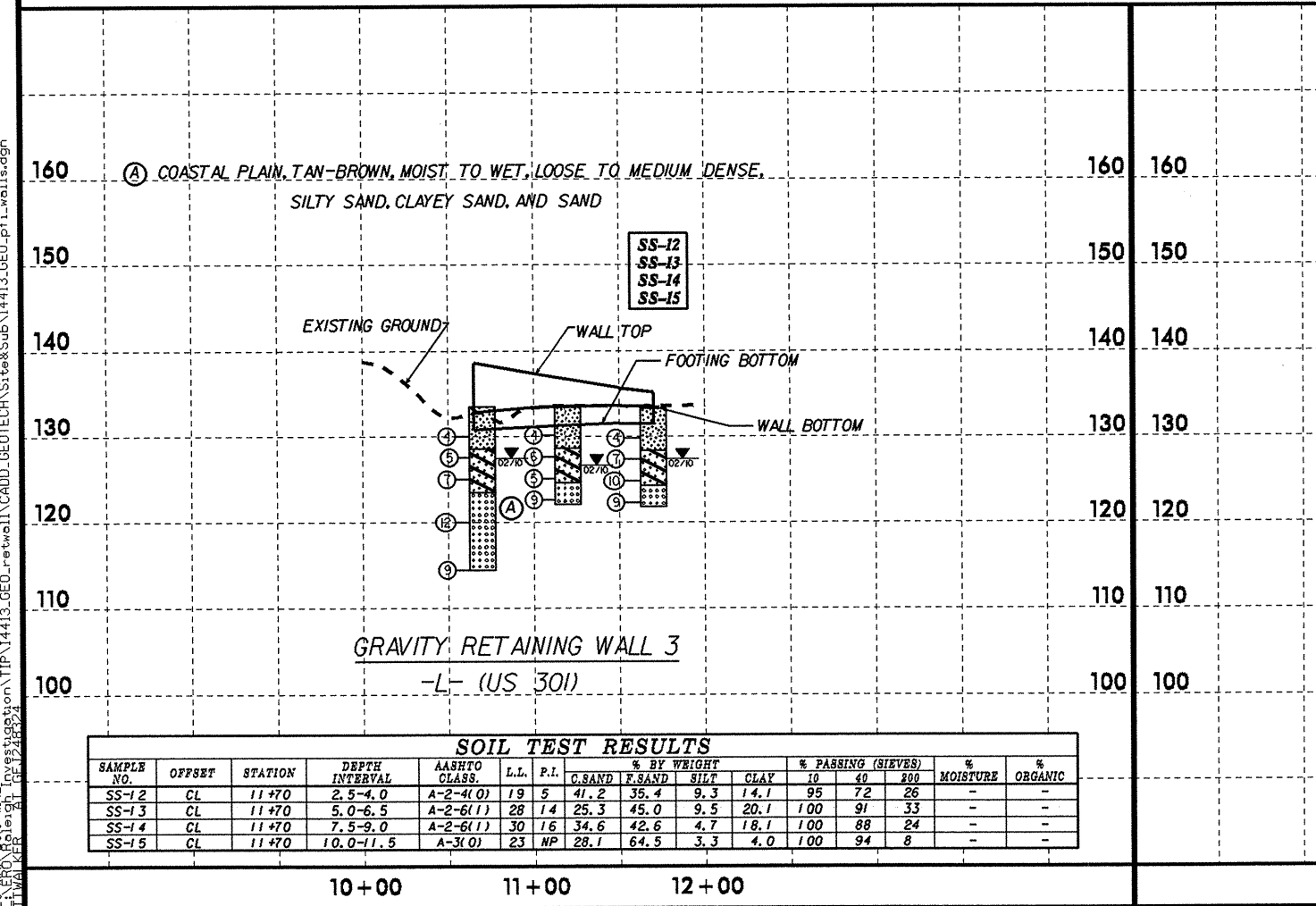
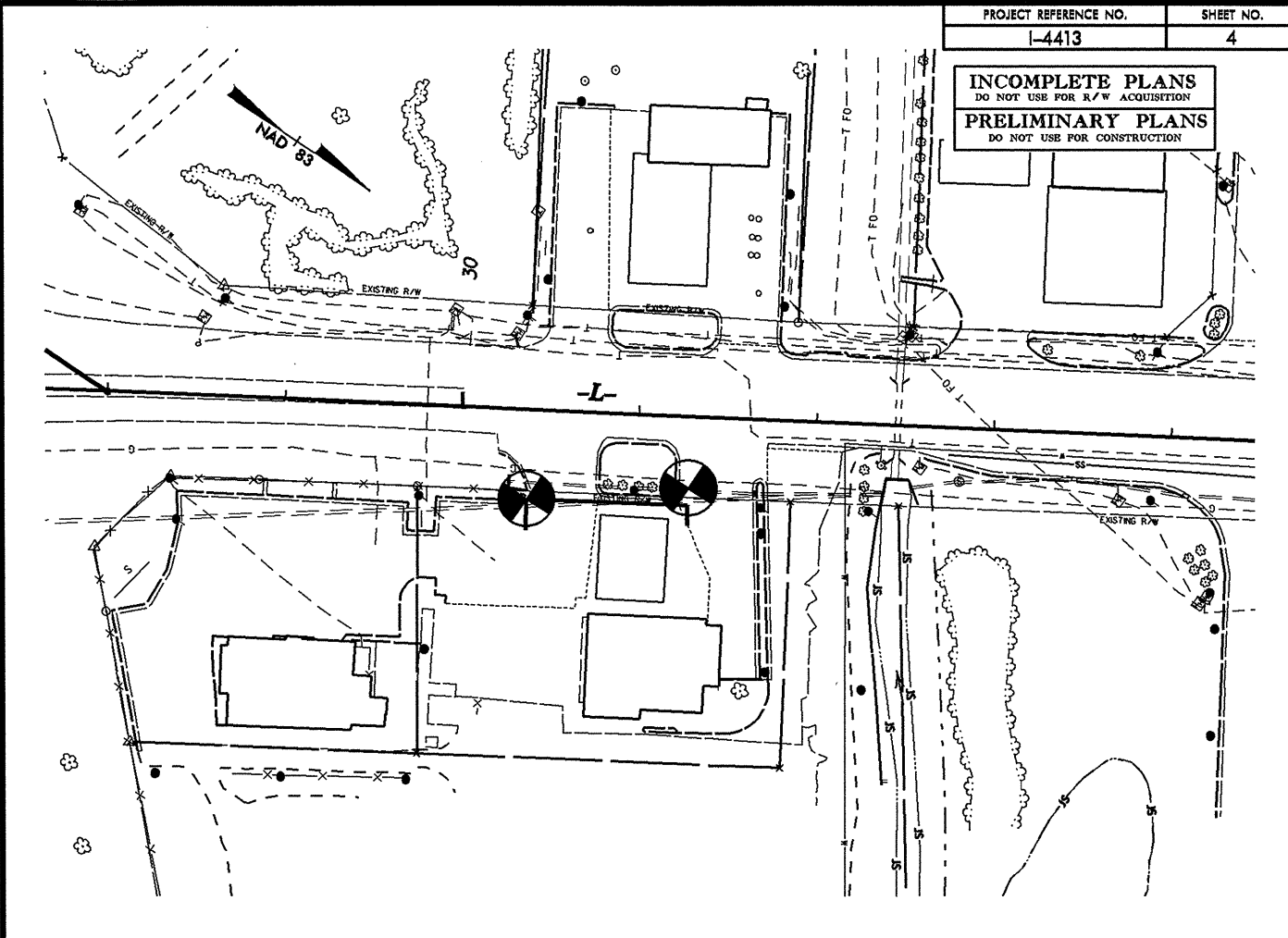
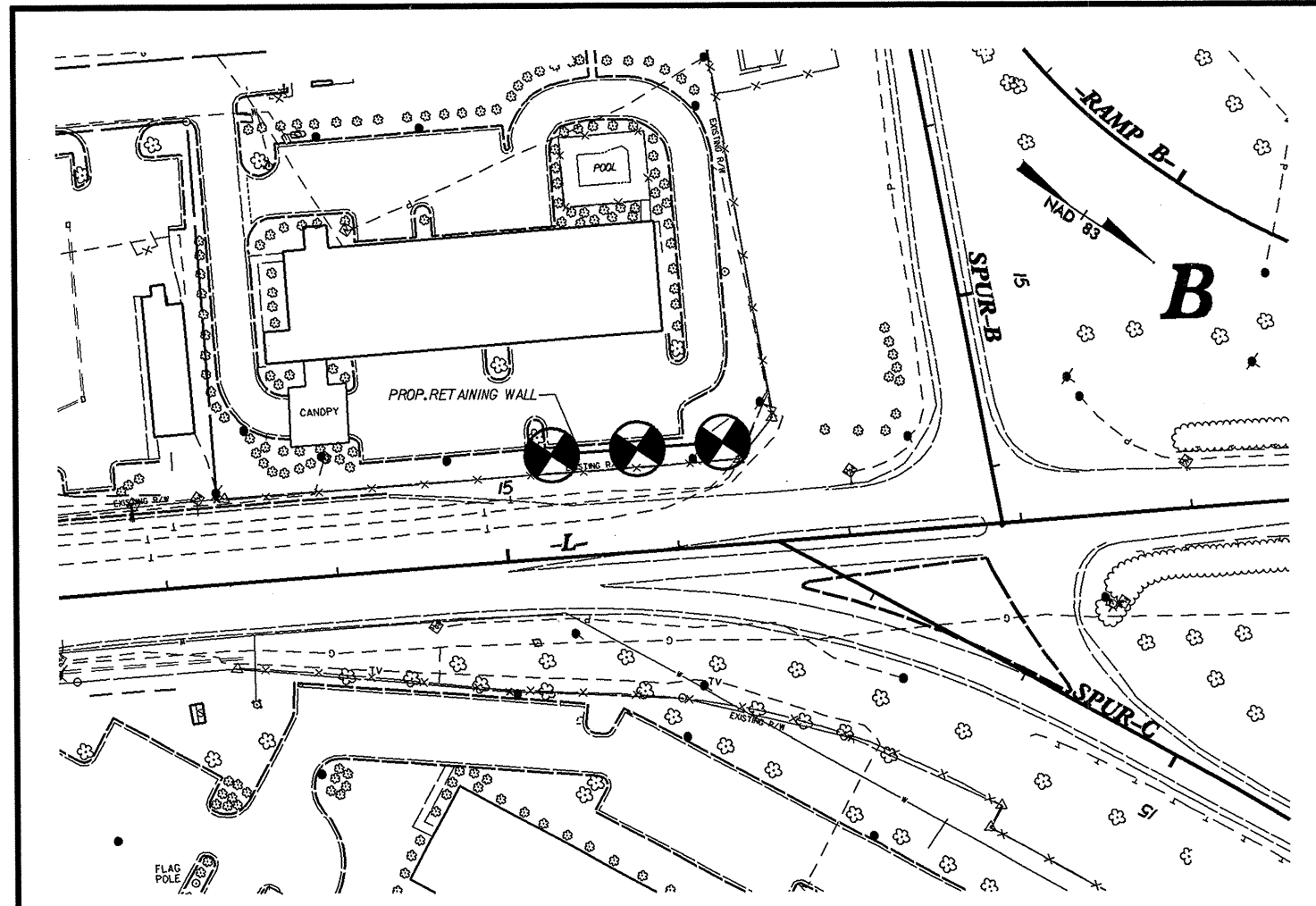


SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
SS-9	CL	10+50	8.5-10.0	A-2-6(0)	31	15	37.8	39.2	4.9	18.1	100	86	24	-	-
SS-10	CL	10+50	18.5-20.0	A-3(0)	23	NP	45.6	49.2	3.1	2.0	99	81	6	-	-
SS-11	CL	11+00	0.0-0.0	A-2-7(3)	42	26	34.8	34.6	6.5	24.1	100	86	32	-	-



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	CL	10+00	0.0-1.5	A-2-6(0)	28	12	26.1	41.6	6.1	26.1	100	91	34	-	-
SS-2	CL	10+00	3.7-5.2	A-2-7(2)	44	27	34.0	38.2	3.7	24.1	100	88	29	-	-
SS-3	CL	10+00	8.7-10.2	A-3(0)	25	NP	24.5	69.9	1.5	4.0	100	96	6	-	-
SS-4	CL	10+00	18.7-20.2	A-3(0)	31	NP	48.6	42.6	4.7	4.0	96	68	10	-	-
SS-5	CL	14+50	3.4-4.9	A-2-6(1)	34	19	30.8	40.6	4.5	24.1	100	89	30	-	-
SS-6	CL	14+50	8.4-9.9	A-3(0)	23	NP	45.8	48.4	3.7	2.0	100	79	6	-	-
SS-7	CL	14+50	18.4-19.9	A-2-4(0)	33	NP	32.2	52.1	3.7	12.1	93	74	16	-	-
SS-8	CL	14+50	23.4-24.9	A-1-b(0)	24	NP	45.2	38.4	6.3	10.1	73	50	13	-	-





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