

REFERENCE: U-5606

PROJECT: 45834

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

STRUCTURE
SUBSURFACE INVESTIGATION

COUNTY PITT
PROJECT DESCRIPTION SR 1598 (DICKINSON AVENUE) FROM NC 11 TO SR 1610

SITE DESCRIPTION WALLS 1-7

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-5606	1	11

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) 707-6850. 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

ZIMARINO, S. N.

SMITH, R. E.

EDMONDSON, J. M.

INVESTIGATED BY BOTTOMS, T. C.

DRAWN BY CORNETTE, C. J.

CHECKED BY ARGENBRIGHT, D. N.

SUBMITTED BY ARGENBRIGHT, D. N.

DATE JANUARY 2018



DocuSigned by:

Tyler C. Bottoms

3/13/2018

48A2D3BD08CF446 SIGNATURE

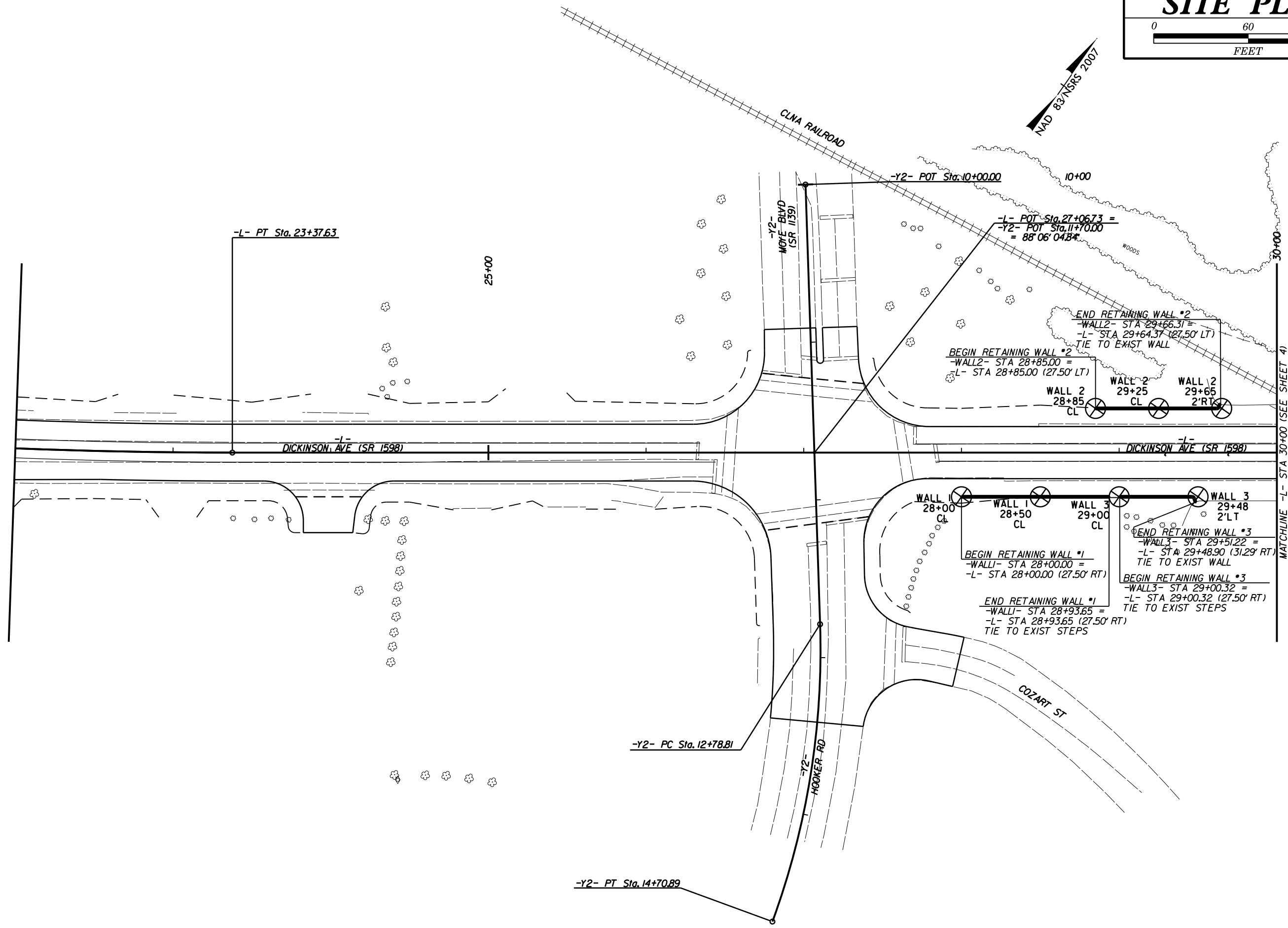
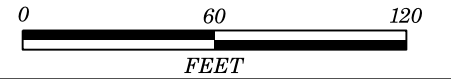
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**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

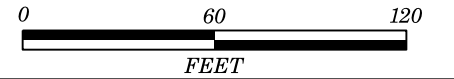
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT
SUBSURFACE INVESTIGATION
SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

Table with 4 main columns: SOIL DESCRIPTION, GRADATION, ROCK DESCRIPTION, and TERMS AND DEFINITIONS. It contains detailed technical information including soil classification tables, gradation and rock descriptions, and various symbols and abbreviations used in geotechnical engineering.

SITE PLAN



SITE PLAN



30+00

35+00

MATCHLINE -L- STA 30+00 (SEE SHEET 3)

MATCHLINE -L- STA 38+50 (SEE SHEET 5)

MTL S

ISMTLBUS

ISMTLBUS

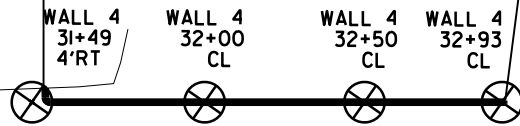
ISBLKBUS

TRAILER

ISBLKBUS

BEGIN RETAINING WALL #4
 -WALL4- STA 31+45.73 =
 -L- STA 31+49.63 (32.37' LT)
 TIE TO EXIST WALL

END RETAINING WALL #4
 -WALL4- STA 32+94.00 =
 -L- STA 32+94.00 (27.50' LT)



DICKINSON AVE (SR 1598)
 N 55° 03' 55.5" E

BEGIN RETAINING WALL #5
 -WALL5- STA 31+82.09 =
 -L- STA 31+84.21 (31.87' RT)
 TIE TO EXIST WALL

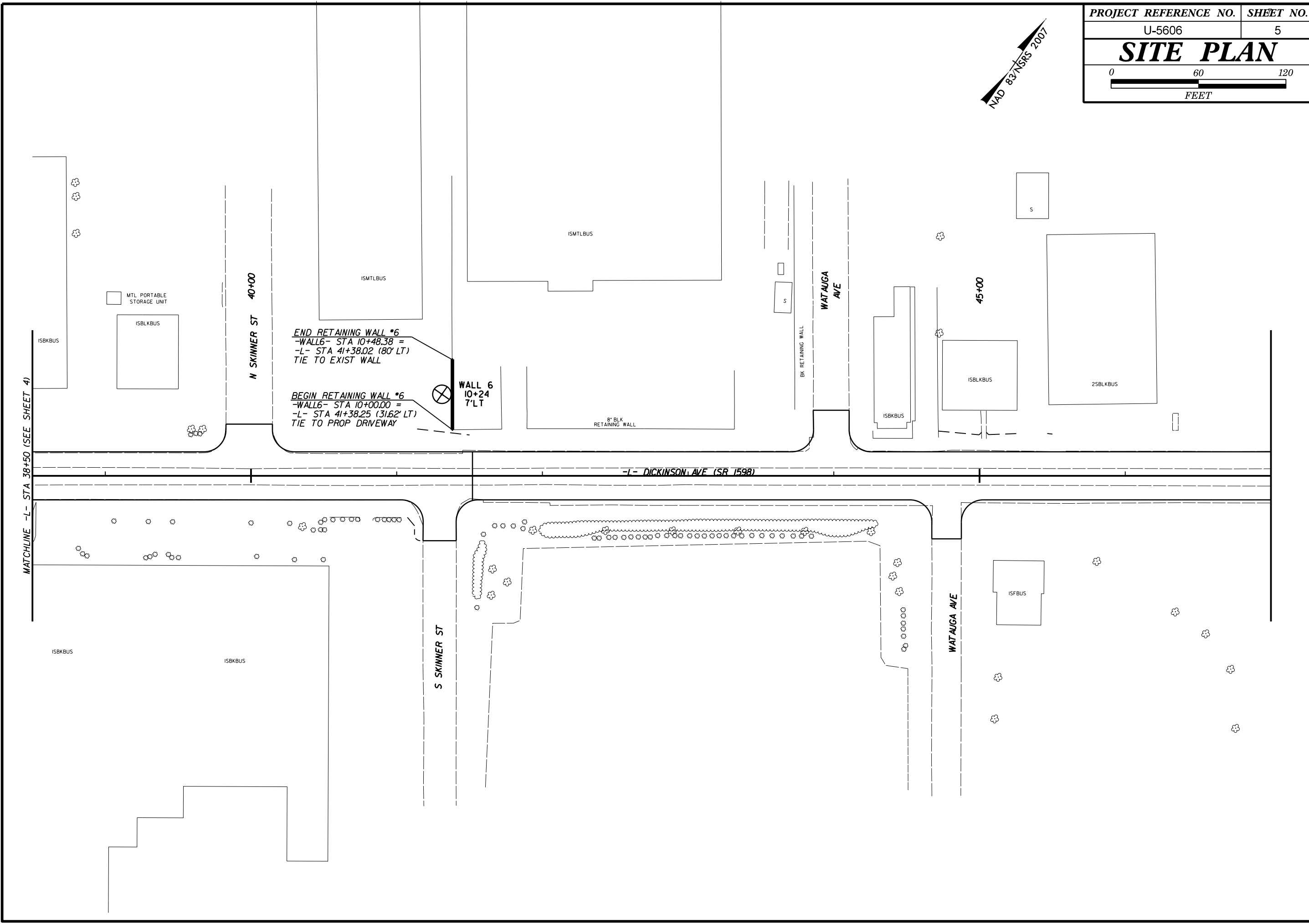
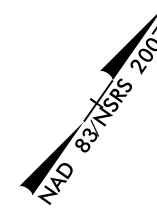
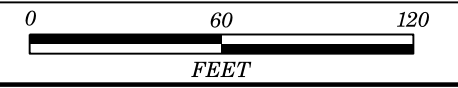
WALL 5 32+08 CL
 END RETAINING WALL #5
 -WALL5- STA 32+09.50 =
 -L- STA 32+09.50 (27.50' RT)

CLNA RAILROAD

ISMTLBUS

ISBLKBUS

SITE PLAN



END RETAINING WALL #6
 -WALL6- STA 10+48.38 =
 -L- STA 41+38.02 (80' LT)
 TIE TO EXIST WALL

BEGIN RETAINING WALL #6
 -WALL6- STA 10+00.00 =
 -L- STA 41+38.25 (3162' LT)
 TIE TO PROP DRIVEWAY

WALL 6
 10+24
 7' LT

MATCHLINE -L- STA 38+50 (SEE SHEET 4)

-L- DICKINSON AVE (SR 1598)

N SKINNER ST 40+00

45+00

S SKINNER ST

WAT AUGA AVE

MTL PORTABLE STORAGE UNIT

ISBLKBUS

ISBKBUS

ISMTLBUS

ISMTLBUS

WAT AUGA AVE

SK RETAINING WALL

ISBLKBUS

2SBLKBUS

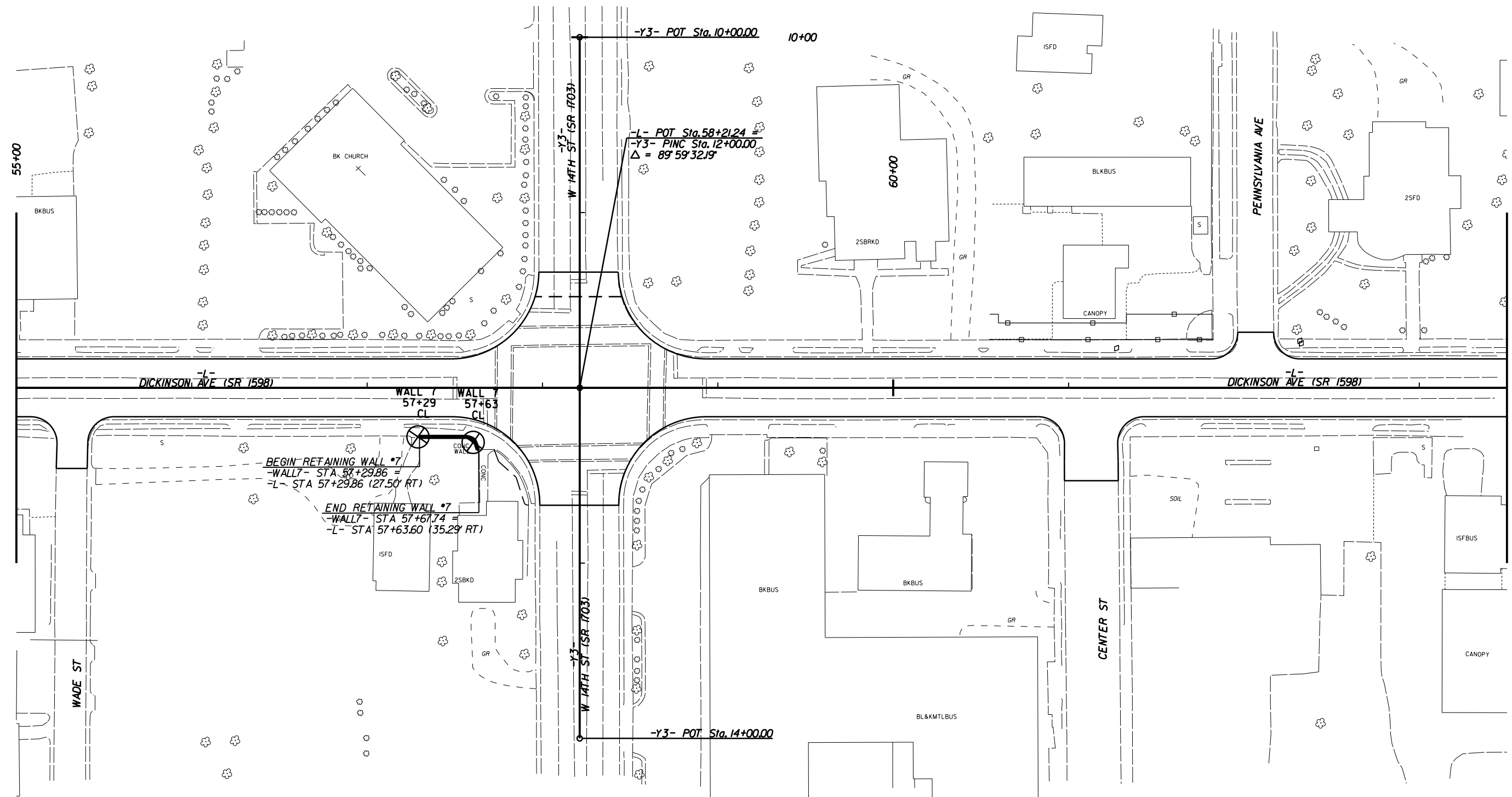
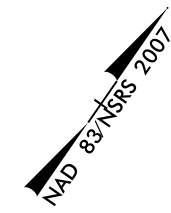
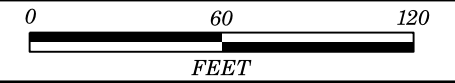
ISBKBUS

ISBKBUS

ISBKBUS

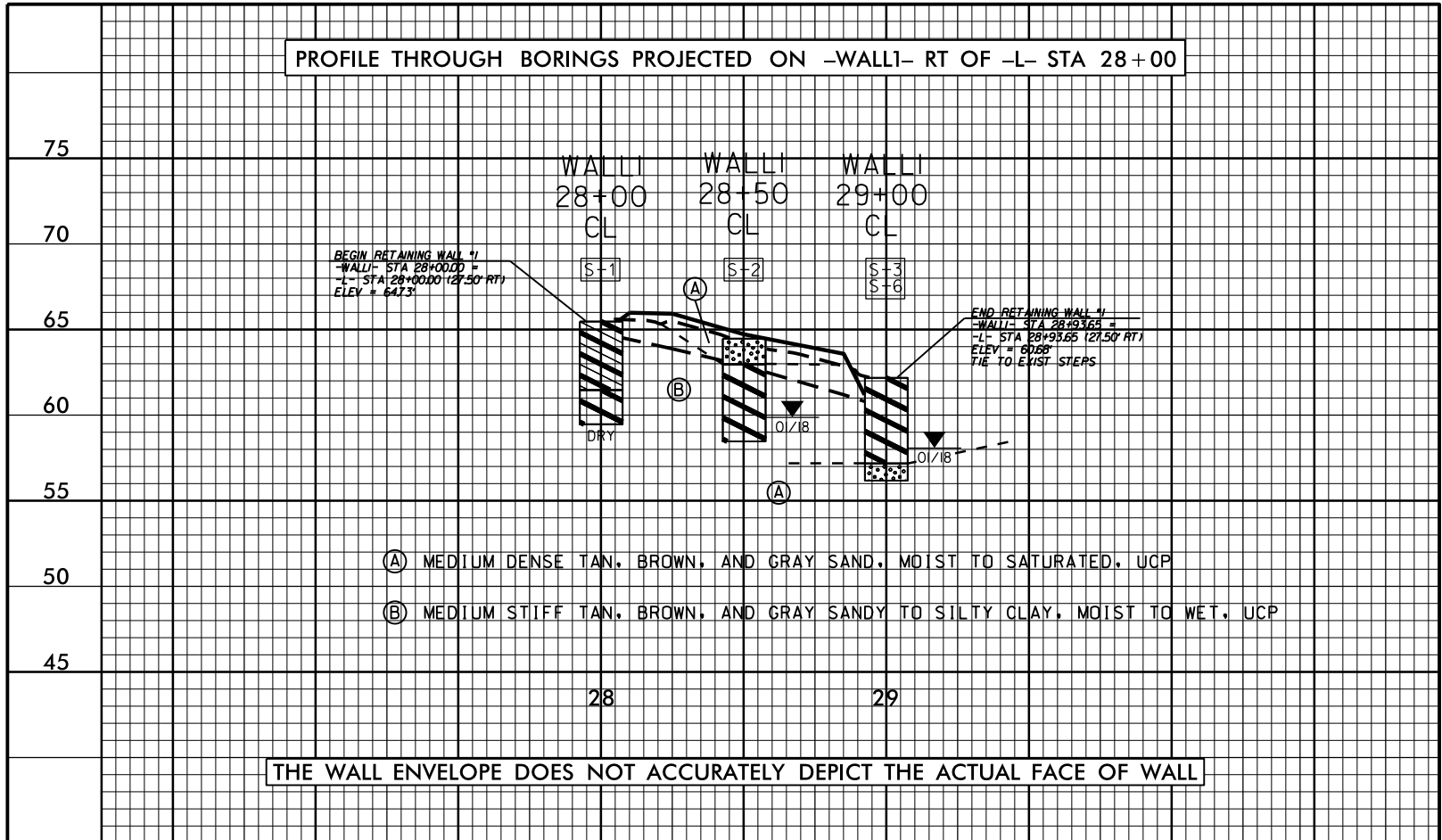
ISFBUS

SITE PLAN

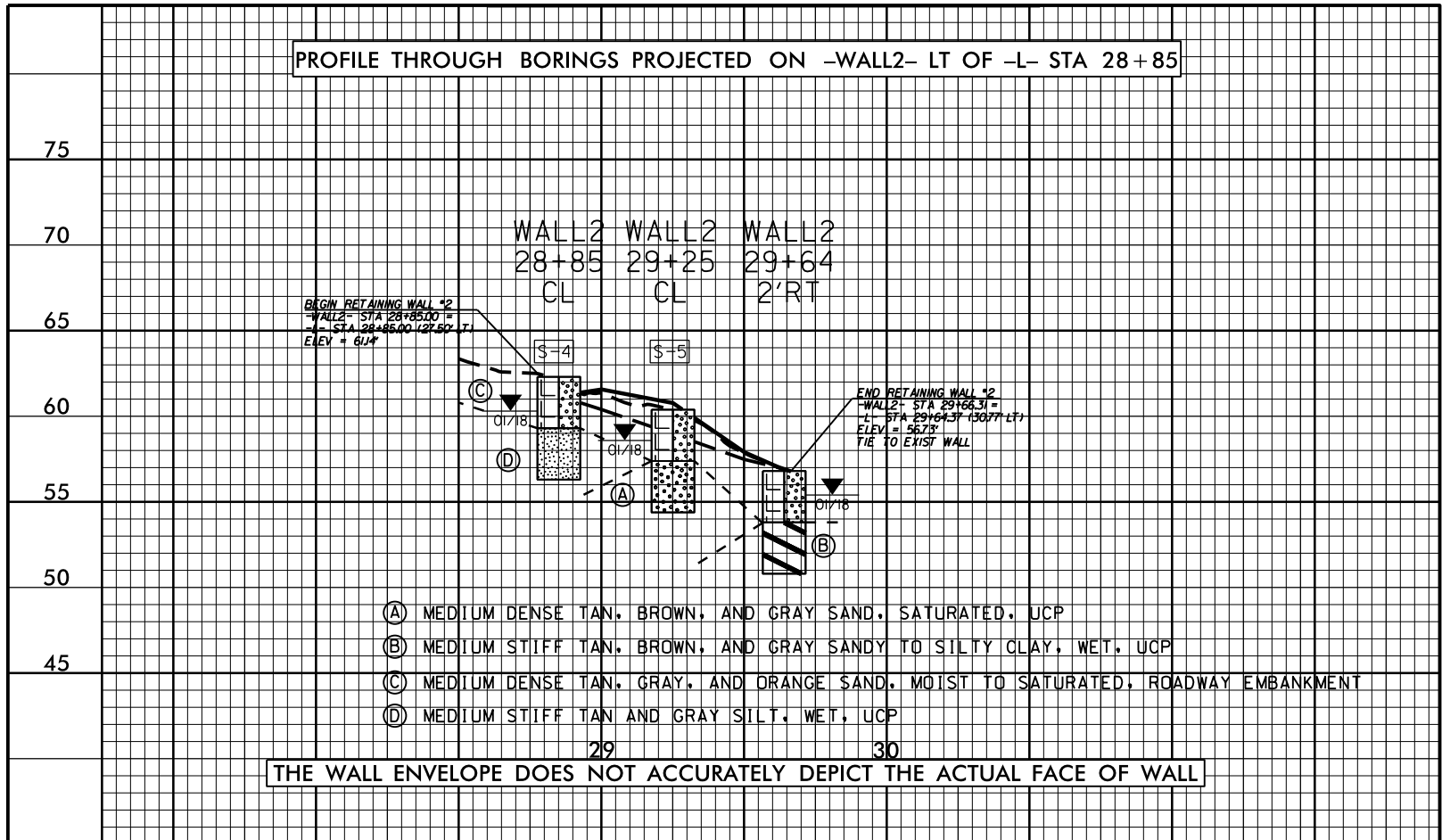


VE = 6

PROFILE THROUGH BORINGS PROJECTED ON -WALL1- RT OF -L- STA 28+00



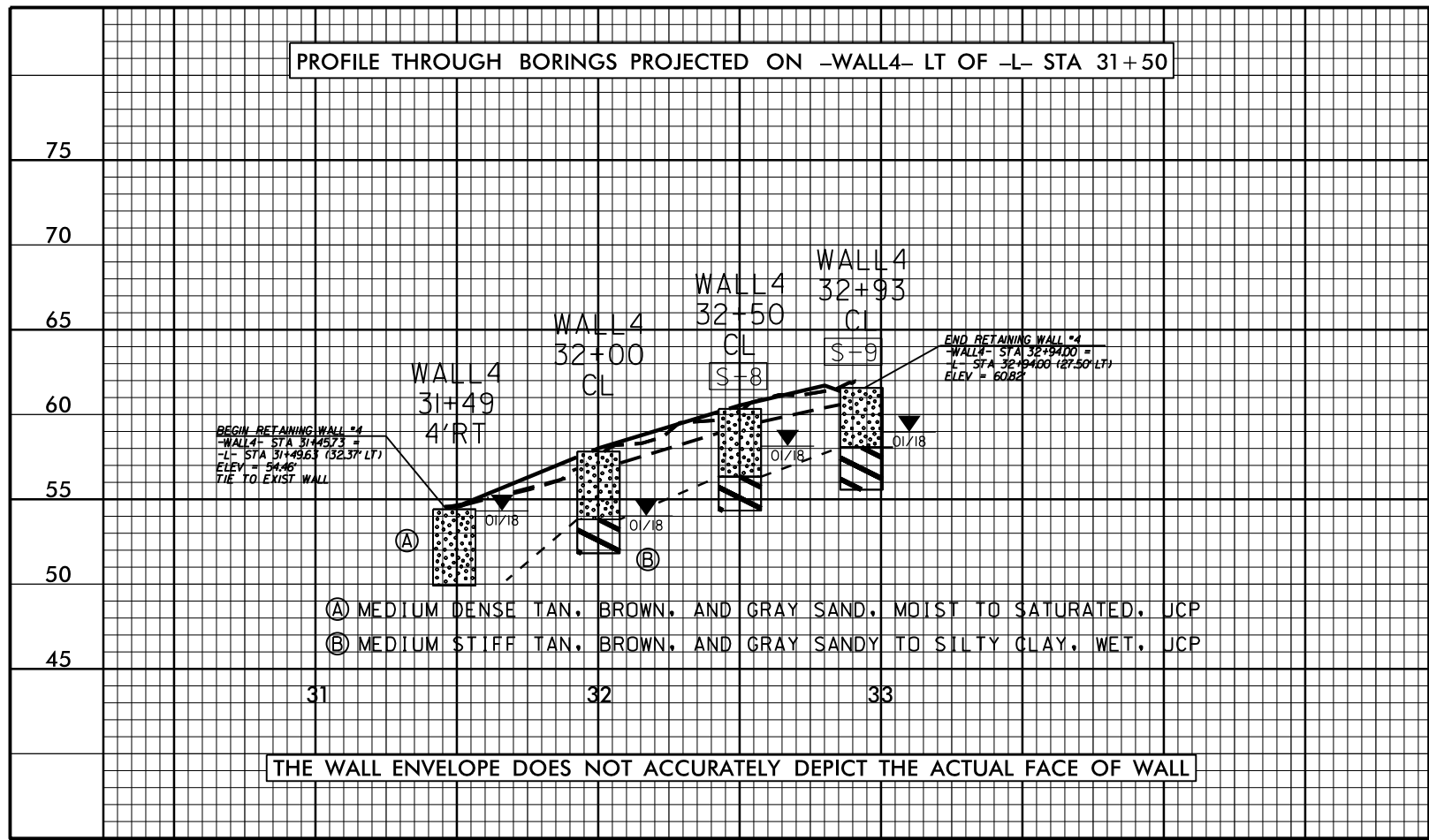
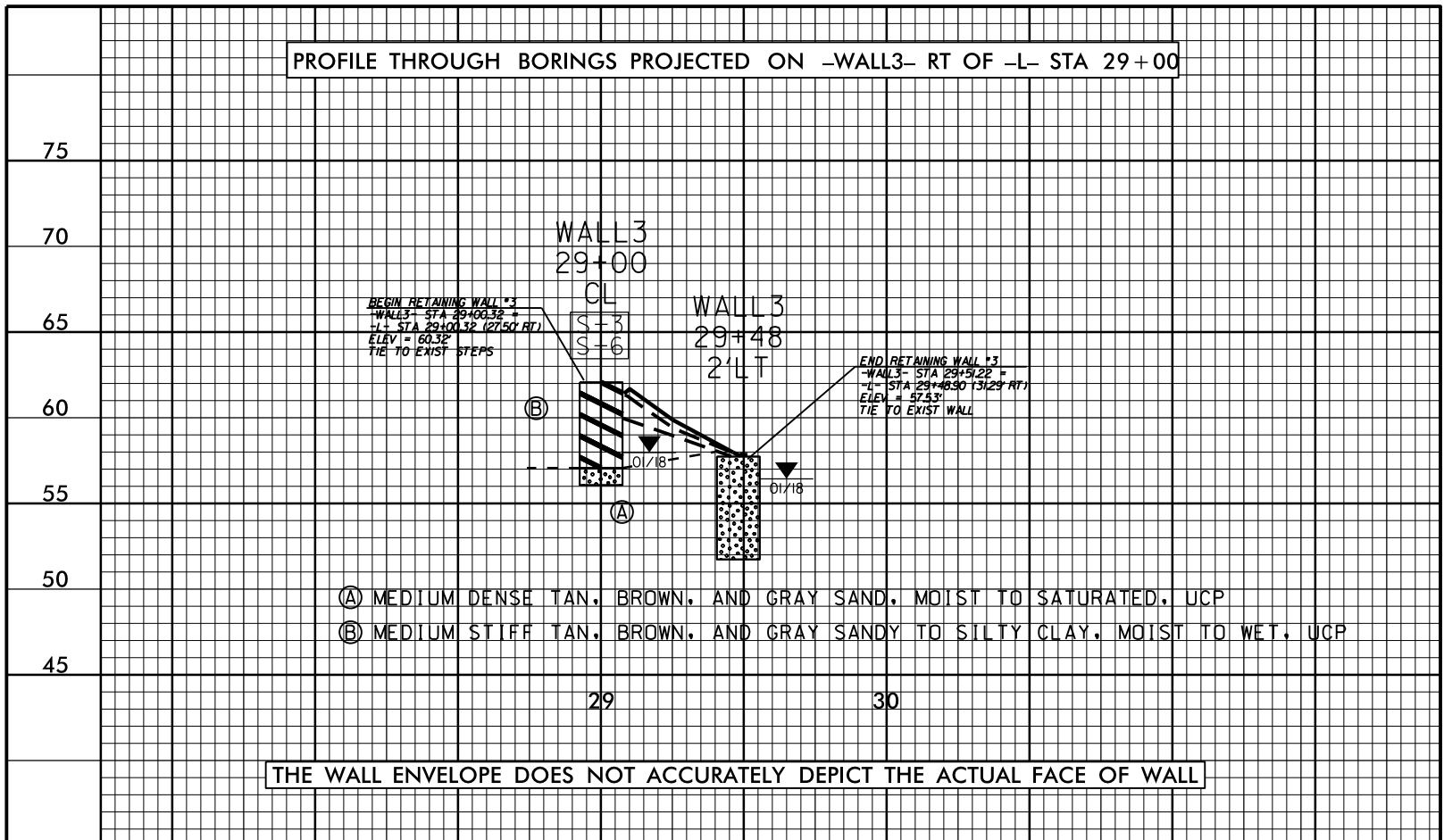
PROFILE THROUGH BORINGS PROJECTED ON -WALL2- LT OF -L- STA 28+85



NOTE: GROUNDLINE PROFILE ALONG -L-
TAKEN FROM u5606_rdy_wpf1.dgn
DATED 12/19/17

NOTE: INFERRED STRATIGRAPHY IS DRAWN
THROUGH THE BORINGS WITH BOTH
PROJECTED ONTO THE PROFILE

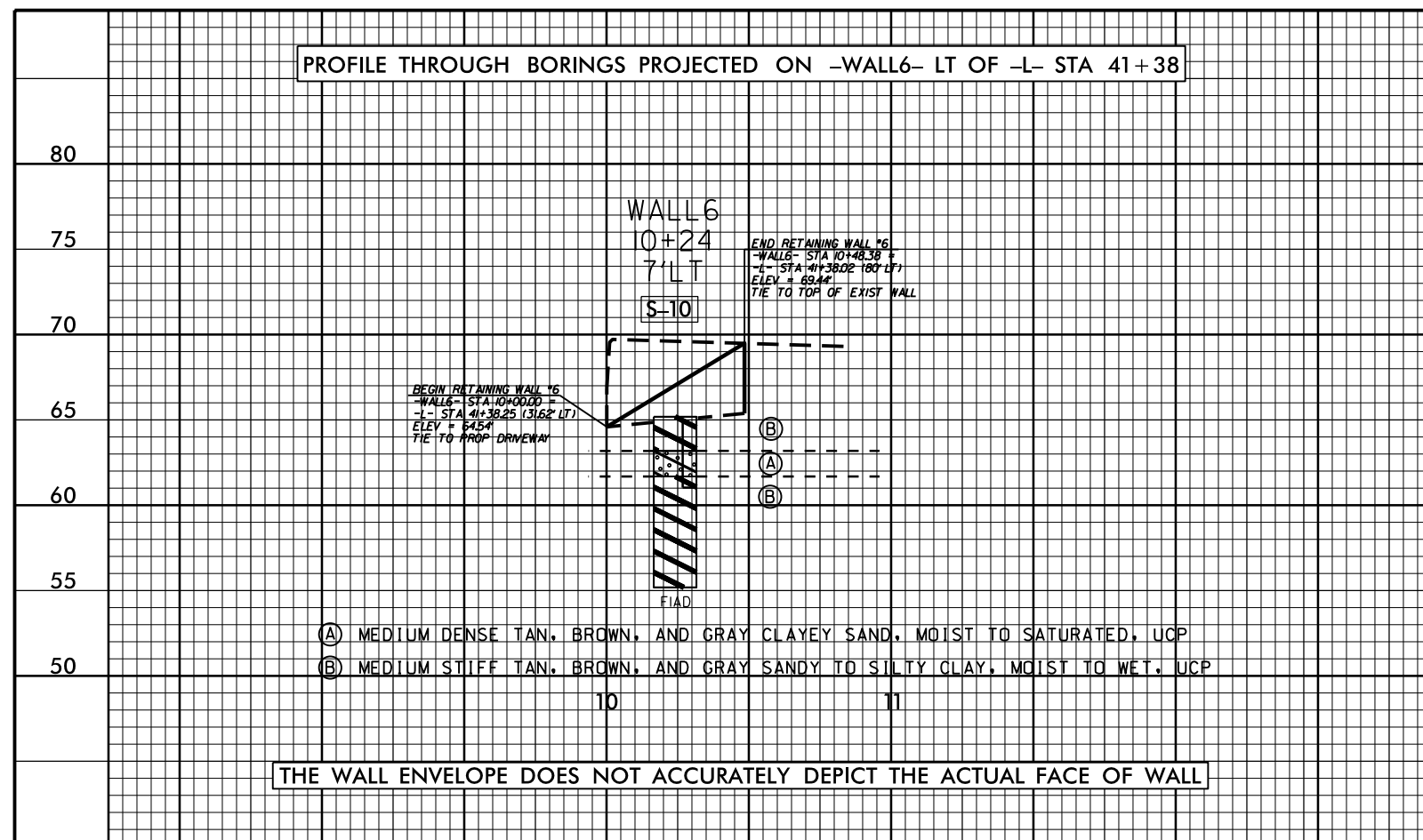
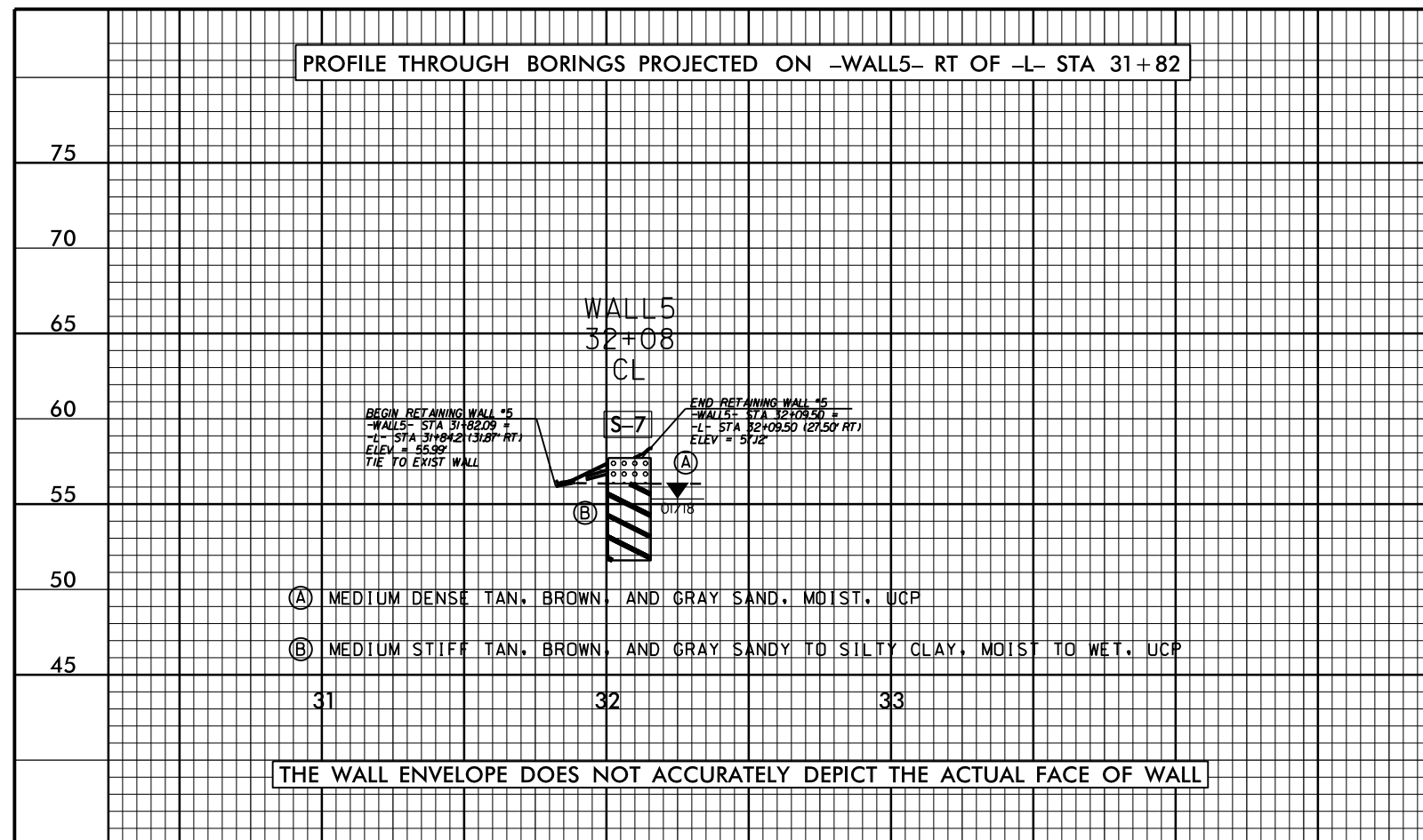
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NOTE: GROUNDLINE PROFILE ALONG -L- TAKEN FROM u5606_rdy_wpf1.dgn DATED 12/19/17

NOTE: INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORINGS WITH BOTH PROJECTED ONTO THE PROFILE

VE = 6

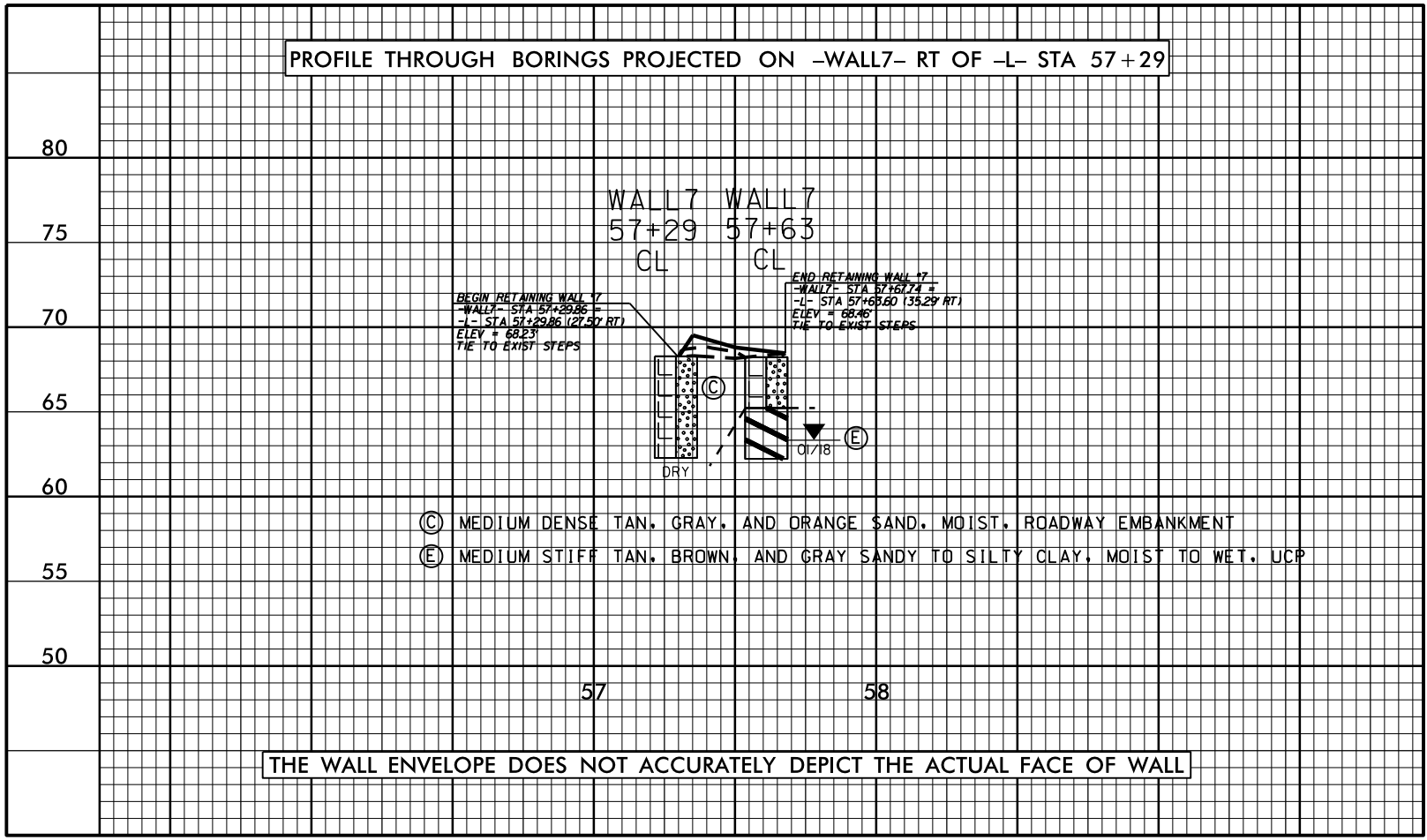


NOTE: GROUNDLINE PROFILE ALONG -L-
TAKEN FROM u5606_rdy_wpf1.dgn
DATED 12/19/17

NOTE: INFERRED STRATIGRAPHY IS DRAWN
THROUGH THE BORINGS WITH BOTH
PROJECTED ONTO THE PROFILE

PROJECT REFERENCE NO. U-5606	SHEET NO. 10
GEOTECHNICAL ENGINEER	ROADWAY DESIGN ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

VE = 6



NOTE: GRONDLINE PROFILE ALONG -L- TAKEN FROM BRIDGE SURVEY AND HYDRAULIC DESIGN REPORT DATED XX/XX/XX

NOTE: INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORINGS WITH BOTH PROJECTED ONTO THE PROFILE

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-1	CL	28+00	0.0-4.0	A-6(4)	30	16	7.5	47.5	16.8	28.3	100	97	48	-	-
S-2	CL	28+50	1.5-6.0	A-7-6(64)	80	58	0.6	4.8	27.9	66.7	100	100	97	40.4	-
S-3	CL	29+00	0.0-2.5	A-7-6(52)	69	47	0.2	5.7	29.5	64.6	100	100	98	-	-
S-4	CL	28+85	3.0-6.0	A-4(0)	-	NP	2.6	60.2	25.1	12.1	100	99	48	-	-
S-5	CL	29+25	3.0-6.0	A-2-4(0)	-	NP	18.0	62.0	16.0	4.0	100	93	27	-	-
S-6	CL	29+00	2.5-5.0	A-7-6(48)	65	45	1.0	6.9	29.5	62.6	100	99	96	-	-
S-7	CL	32+08	1.5-6.0	A-7-5(23)	53	21	3.2	8.9	53.5	34.3	100	99	91	-	-
S-8	CL	32+50	4.0-6.0	A-7-6(17)	45	19	4.4	17.0	36.2	42.4	100	99	82	59.4	-
S-9	CL	32+93	3.5-6.0	A-7-6(41)	64	39	0.4	9.3	21.6	68.7	100	100	93	-	-
S-10	7' LT	10+24	3.5-10.0	A-7-6(26)	47	29	2.0	20.2	27.3	50.5	100	99	87	40.3	-