

SEE SHEET 3 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.	I-5987A	1	1093

CONTENTS

LINE	STATION	PLAN
-L-	67+00 - 495+00	4 - 32
-Y1A-	17+65 - 56+35	17, 35, 37
-Y1ARPA-	10+00 - 29+39	17 - 18
-Y1ARPB-	10+00 - 28+66	16 - 17
-Y1ARPC-	10+00 - 27+14	16 - 17
-Y1ARPD-	10+00 - 26+74	17 - 18
-Y1RPA-	10+00 - 18+82	6
-Y1RPB-	10+00 - 19+60	5 - 6
-Y1RPC-	10+00 - 18+70	5 - 6
-Y1RPD-	10+00 - 19+60	6
-Y2-	12+15 - 39+00	13, 33 - 34
-Y3-	16+50 - 43+50	30, 38 - 39
-DR1-	10+00 - 12+75	30, 39
-DR2-	10+00 - 11+85	33
-DR3-	10+00 - 16+24	13, 33
-DR4-	10+00 - 12+54	34
-DR5-	10+20 - 11+08	35
-DR6-	10+15 - 11+14	35
-DR7-	11+12 - 11+31	17
-DR8-	10+15 - 11+14	37
-DR9-	10+00 - 11+77	33
-SR2-	17+60 - 44+68	17, 36 - 37
-SR6-	30+67 - 56+00	4 - 6
-SR7-	30+67 - 46+00	4 - 5
-SR8-	10+00 - 20+46	5 - 6
-WSRPA-	10+00 - 16+90	14 - 15
-WSRPB-	10+00 - 15+95	14
-WSRPC-	10+00 - 16+50	14
-WSRPD-	10+00 - 16+00	14

CROSS SECTIONS

LINE	STATION	SHEETS
-L-	67+00 - 112+00	40 - 213
-L-	117+00	214 - 215
-L-	119+50	214 - 215
-L-	122+00	216 - 217
-L-	123+50 - 127+00	216 - 225
-L-	132+00	224 - 225
-L-	133+00 - 145+00	226 - 251
-L-	147+00	250 - 251
-L-	148+50 - 151+00	252 - 257
-L-	152+00	256 - 257
-L-	154+50 - 162+00	258 - 277
-L-	163+00 - 187+00	278 - 349
-L-	190+00 - 197+00	350 - 363
-L-	198+50 - 209+00	362 - 383
-L-	210+00 - 217+00	382 - 399
-L-	219+50	400 - 401
-L-	222+00	400 - 401
-L-	224+00	402 - 403
-L-	225+00 - 225+50	402 - 405
-L-	227+00	404 - 405
-L-	232+00	406 - 407
-L-	237+00	408 - 410
-L-	239+00 - 239+50	411 - 412
-L-	242+00 - 242+50	413 - 416
-L-	245+00	417 - 418
-L-	247+00	419 - 420
-L-	250+00	421 - 422
-L-	251+00 - 256+00	423 - 438
-L-	257+00	437 - 438
-L-	260+00	439 - 440
-L-	262+00	441 - 442
-L-	265+00 - 270+50	441 - 454
-L-	272+00	453 - 454
-L-	275+00	455 - 457
-L-	276+50 - 277+00	458 - 463
-L-	278+50	464 - 466
-L-	280+50	467 - 469
-L-	282+00 - 282+50	470 - 473
-L-	284+00 - 286+00	474 - 481
-L-	287+00	482 - 483
-L-	288+00 - 289+00	484 - 487
-L-	290+50 - 294+00	488 - 504
-L-	297+00	505 - 507
-L-	298+00	508 - 510
-L-	299+50 - 302+00	511 - 527
-L-	304+00	526 - 527
-L-	305+00	528 - 529

ROADWAY
SUBSURFACE INVESTIGATION

COUNTY ROBESON
PROJECT DESCRIPTION I-95 IMPROVEMENTS FROM
SOUTH OF US 301 (EXIT 22) TO NORTH OF
SR 1758 (McDUFFIE CROSSING ROAD)

INVENTORY

CROSS SECTIONS (CONTINUED)

LINE	STATION	SHEETS
-L-	306+00 - 311+00	530 - 547
-L-	312+00 - 319+00	548 - 563
-L-	322+00	564 - 565
-L-	327+00	564 - 565
-L-	330+00	566 - 567
-L-	332+00	568 - 569
-L-	335+00	568 - 569
-L-	337+00 - 339+50	570 - 581
-L-	342+00 - 342+50	582 - 585
-L-	344+00 - 347+00	584 - 593
-L-	349+00 - 428+50	592 - 775
-L-	430+00	774 - 775
-L-	431+00 - 437+00	776 - 793
-L-	441+00 - 443+50	794 - 805
-L-	445+00	804 - 805
-L-	446+00 - 474+50	806 - 881
-L-	477+00	882 - 883
-L-	482+00	882 - 883
-L-	486+00 - 495+00	884 - 903
-Y1A-	19+50	904
-Y1A-	22+00	904
-Y1A-	24+50	905
-Y1A-	27+00	905
-Y1A-	28+50	906
-Y1A-	33+00	907
-Y1A-	35+50	908 - 909
-Y1A-	38+00	910
-Y1A-	40+00	911 - 912
-Y1A-	41+50	913 - 914
-Y1A-	42+50	915 - 917
-Y1A-	44+00	918
-Y1A-	47+50	919
-Y1A-	50+50	920
-Y1A-	52+00 - 56+35	920 - 924
-Y1ARPA-	10+88	528
-Y1ARPA-	11+88	526
-Y1ARPA-	13+88	526
-Y1ARPA-	14+39	523 - 524
-Y1ARPA-	14+89	520 - 521
-Y1ARPA-	15+39	517 - 518
-Y1ARPA-	15+90	514 - 515
-Y1ARPA-	16+41	511 - 512
-Y1ARPA-	17+94	508
-Y1ARPA-	18+96	505
-Y1ARPA-	20+00	925
-Y1ARPA-	22+00	925
-Y1ARPA-	23+50	926
-Y1ARPA-	26+00	927 - 928
-Y1ARPA-	27+50	929 - 930
-Y1ARPB-	10+16 - 23+23	447, 449, 451, 453, 455, 458, 461, 464, 467
-Y1ARPB-	26+00	931 - 932
-Y1ARPC-	10+09 - 17+19	452, 454, 457, 460, 463
-Y1ARPC-	18+50	933 - 934
-Y1ARPC-	20+50	933 - 934
-Y1ARPC-	22+00	935 - 936
-Y1ARPC-	26+00	937 - 938

CROSS SECTIONS (CONTINUED)

LINE	STATION	SHEETS
-Y1ARPD-	12+72 - 21+30	498, 501, 504, 507, 510, 512-513, 515-516, 518-519, 521-522, 524-525
-Y1ARPD-	22+00	939
-Y1ARPD-	25+00	940 - 941
-Y1RPA-	10+43 - 18+07	185, 188, 191-192, 194-195, 197-198, 200, 202, 204, 206
-Y1RPB-	10+28 - 15+87	116, 118, 121, 124, 127, 130, 133, 136, 139, 141-142, 145, 148
-Y1RPB-	16+00 - 19+50	942 - 946
-Y1RPC-	10+06 - 18+18	107, 109, 111, 113, 115, 117, 119, 122, 125, 128, 131, 134, 137, 140, 143, 147, 150
-Y1RPC-	18+50	947
-Y1RPD-	10+38 - 15+97	187, 190, 193, 196, 199, 201, 203
-Y1RPD-	17+00	948
-Y2-	12+15 - 18+50	949 - 955
-Y2-	20+00	956
-Y2-	22+50 - 29+00	957 - 983
-Y2-	30+00	984 - 985
-Y2-	31+00 - 39+00	986 - 1001
-Y3-	16+00 - 22+50	1002 - 1008
-Y3-	24+50 - 25+00	1009 - 1012
-Y3-	27+00	1013 - 1014
-Y3-	28+50 - 29+00	1015 - 1016
-Y3-	30+00 - 30+50	1017 - 1020
-Y3-	32+00 - 33+00	1021 - 1025
-Y3-	35+00	1026 - 1027
-Y3-	38+00	1028
-Y3-	39+50 - 43+50	1028 - 1032
-SR2-	19+00	1033
-SR2-	22+50	1033
-SR2-	25+00 - 28+50	1034 - 1037
-SR2-	30+00	1038
-SR2-	31+50 - 33+00	1039 - 1041
-SR2-	34+50	1041
-SR2-	36+50	1042
-SR2-	38+50 - 44+00	1042 - 1046
-SR6-	30+67 - 54+80	40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120-121, 123-124, 126-127, 129-130, 132-133, 135, 138, 141, 144-145

APPENDICES

APPENDIX	TITLE	SHEETS
A	ADDITIONAL BORE LOGS (DRILLED OFF LIMITS OF CONSTRUCTION) LAB TESTING SUMMARY	1048
B	TERRACON - CPT LOGS CATLIN - CPT LOGS	1049 - 1060 1062 - 1068 1069 - 1093

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.

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Dec 5, 2021

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SIGNATURE

DATE

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

REFERENCE: I-5987A

PROJECT: 47533

**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																																																												
<p>SOIL IS CONSIDERED 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 THE STANDARD PENETRATION TEST (AASHTO T 206, ASTM D1586). SOIL CLASSIFICATION IS BASED ON THE AASHTO SYSTEM. BASIC DESCRIPTIONS GENERALLY INCLUDE THE FOLLOWING: CONSISTENCY, COLOR, TEXTURE, MOISTURE, AASHTO CLASSIFICATION, AND OTHER PERTINENT FACTORS SUCH AS MINERALOGICAL COMPOSITION, ANGULARITY, STRUCTURE, PLASTICITY, ETC. FOR EXAMPLE, <i>VERY STIFF, GRAY, SILTY CLAY, MOIST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6</i></p>										<p>WELL GRADED - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE. UNIFORMLY GRADED - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE. GAP-GRADED - INDICATES A MIXTURE OF UNIFORM PARTICLE SIZES OF TWO OR MORE SIZES.</p>										<p>HARD ROCK IS NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT REFUSAL IF TESTED, 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, SUCH 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 DISLODGED 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>																																																												
SOIL LEGEND AND AASHTO CLASSIFICATION										MINERALOGICAL COMPOSITION										WEATHERING										ROCK HARDNESS																																																												
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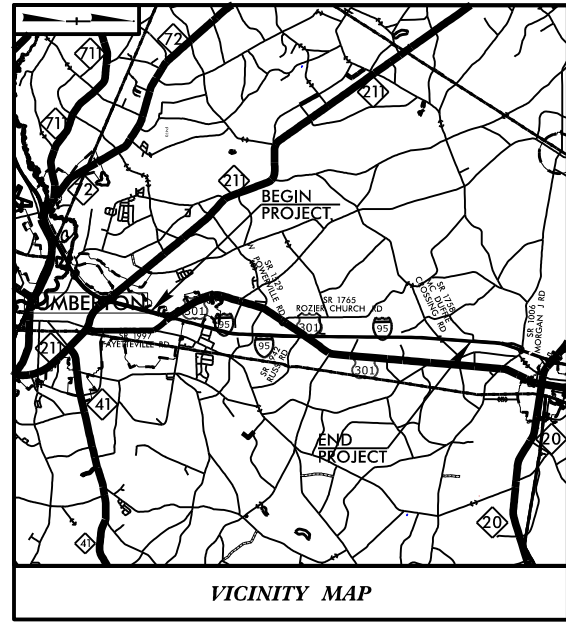
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5987A	3	1093
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
47533.1.2	NHP-0095 (056)	PE	

See Sheet 1A For Index of Sheets

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

ROBESON COUNTY

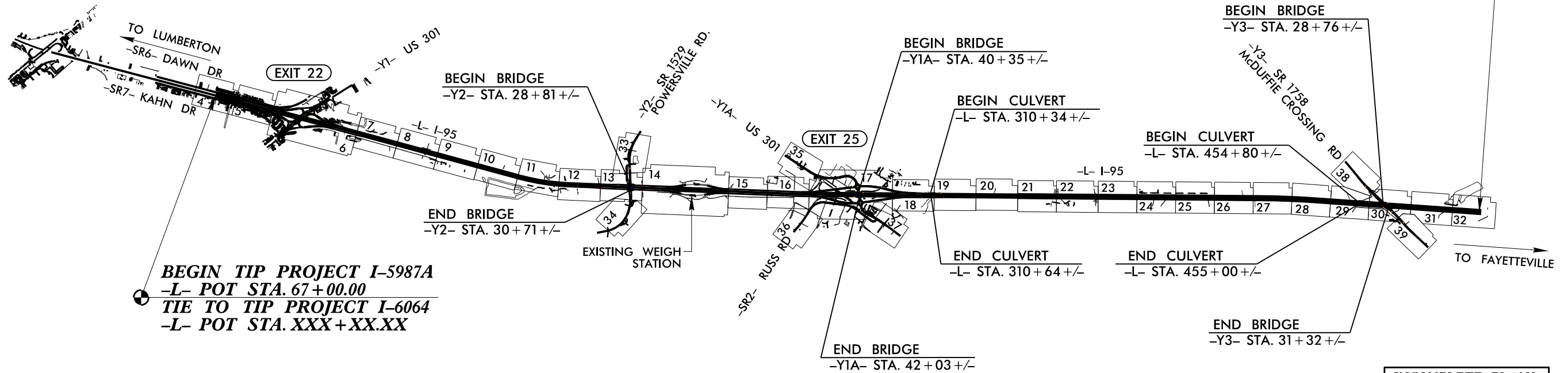
LOCATION: I-95 IMPROVEMENTS
FROM SOUTH OF US 301 (EXIT 22)
TO NORTH OF SR 1758 (McDUFFIE CROSSING RD.)
TYPE OF WORK: GRADING, PAVING, DRAINAGE, STRUCTURES,
CULVERTS, AND RETAINING WALLS



FDFI PLAN SUBMITTAL



END TIP PROJECT I-5987A
-L- POT STA. 495+00.00
TIE TO TIP PROJECT I-5987B
-L- POT STA. 495+00.00



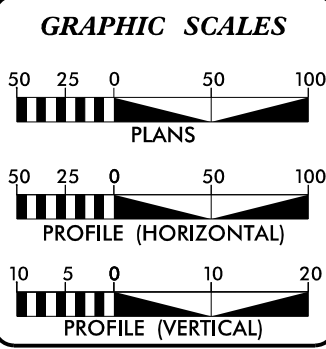
BEGIN TIP PROJECT I-5987A
-L- POT STA. 67+00.00
TIE TO TIP PROJECT I-6064
-L- POT STA. XXX+XX.XX

A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF LUMBERTON. CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD _____. THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

TIP PROJECT: I-5987A

CONTRACT:



DESIGN DATA

ADT 2022 =	69,300
ADT 2042 =	101,750
DHV =	8 %
D =	55 %
T =	16 % *
V =	75 MPH
* TTST =	13% DUAL 3%
FUNC CLASS =	INTERSTATE
STATEWIDE TIER	

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-5987A	=	8.097 MILES
LENGTH STRUCTURES TIP PROJECT I-5987A	=	0.009 MILES
TOTAL LENGTH TIP PROJECT I-5987A	=	8.106 MILES

PREPARED IN THE OFFICE OF:

NIV15
NIVS ENGINEERS & CONSULTANTS, INC.
7500 E. INDEPENDENCE BLVD., STE 100
CHARLOTTE, NC 28227
P: 704.537.7300 www.NIV15.com

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MAY 26, 2021

LETTING DATE: JULY 19, 2022

NCDOT CONTACT: CRAIG A. FREEMAN JR., PE
DIVISION PROJECT ENGINEER

HYDRAULICS ENGINEER

STEVE A. DRUM, P.E.
PROJECT ENGINEER

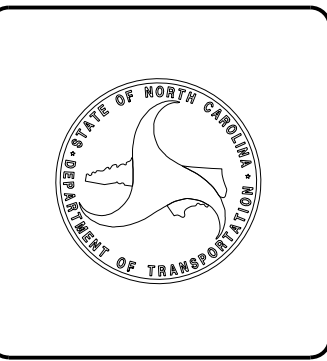
MICHAEL A. HOLT, P.E.
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



01-NOV-2021 14:01 E:\Projects\5987A\5987A_GEO_RDWY_modifier\CADD_GEO\TECH\PlanProf\5987A_RDY_TSH.dgn wdfields AT WXE-70023347

Date: November 18, 2021

WBS Number: 47533.1.2

TIP Number: I-5987A

County: Robeson

Description: I-95 Improvements from south of US 301 (Exit 22) to north SR 1758 (McDuffie Crossing Road)

Subject: Roadway Geotechnical Report - Inventory

Project Description

The project is located in Robeson County, North Carolina on I-95 from south of US 301 (Exit 22) to north of SR 1758 (McDuffie Crossing Road). The total length of the project is approximately 8.106 miles. The project consists of widening I-95 and improving the intersections of US 301 at Exits 22 and 25, the existing weighing station, and three new two-span bridge structures over I-95 with MSE wall abutments at -Y2- SR 1529 (Powersville Road, -Y1A- US 301 (Exit 25) and -Y3- SR 1758 (McDuffie Crossings Road). Additionally, a retaining wall will be constructed south of Exit 22 and seven (7) reinforced concrete box culverts (RCBC) will be constructed along existing drainage features. The project is in a rural area, comprised of some low-lying swamp land and agricultural fields along interstate I-95.

The initial geotechnical subsurface investigation was performed as part of a Design-Build letting by two firms over a three-year period. Froehling and Robertson (F&R) performed their geotechnical investigation from December 2019 to February of 2020 and completed a total of 70 borings. F&R investigated retaining walls, bridges, and culverts. Standard penetration test (SPT) borings were advanced using a Mobile B-57 and multiple CME-55 rotary drill rigs equipped with recently calibrated automatic hammers. Borings were advanced utilizing mud rotary drilling techniques to the necessary depths. Two Shelby tube samples were obtained near the proposed -Y1A- and -Y2- bridge crossings for consolidation testing to determine in-situ shear strength properties. Representative soil samples were collected in the field for visual classification and selected samples were submitted for laboratory analysis by Froehling and Robertson's soil testing laboratory. Laboratory testing was performed in accordance with the AASHTO Soil Classification System.

Catlin performed their geotechnical investigation along the roadways from December 2019 to March of 2020 and completed a total of 269 borings. Standard penetration test (SPT) borings were advanced using both a CME-55 and CME-45B rotary drill rigs equipped with recently calibrated automatic hammers. Borings were advanced utilizing mud rotary and hollow stem auger drilling techniques to the necessary depths. For locations that could not be reached by a drill rig, hand auger borings were utilized for boring investigation to necessary depths. Catlin also performed CPT borings along the roadway investigation using a CPT/DPT-01 rig and advanced borings to necessary depths. Representative soil samples were collected in the field for visual classification and selected samples were submitted for laboratory analysis by Catlin's soil testing laboratory. Laboratory testing was performed in accordance with the AASHTO Soil Classification System.

Terracon was added to the project in 2020 as part of the Design Bid/Build team to complete the geotechnical investigation. Terracon performed a total of 167 borings from January to May of 2021 to supplement the original Design-Build information for the Design Bid/Build team. Standard penetration test (SPT) borings were advanced using both an Acker Renegade and Diedrich D-50 rotary drill rigs equipped with recently calibrated automatic hammers. Borings were advanced utilizing mud rotary and hollow stem auger drilling techniques to the necessary depths. For locations that could not be reached by a drill rig, hand augers were utilized for boring investigation to necessary depths. Terracon also performed 12 CPT borings at structure locations to supplement SPT testing and to help determine the thicknesses and continuity of clay layers and to better estimate strength properties as well as obtain pore pressure dissipation data. The CPT investigation was performed using a Geoprobe 477 rig and advanced borings to necessary depths. Representative soil samples were collected in the field for visual classification and selected samples were submitted for laboratory analysis by Terracon's soil testing laboratory. Laboratory testing was performed in accordance with the AASHTO Soil Classification System.

The following alignments were investigated by soil testing and visual reconnaissance:

Alignment	Stations(±)
-L-	67+00 to 495+00
-Y1A-	17+65 to 56+35
-Y1ARPA-	10+00 to 29+39
-Y1ARPB-	10+00 to 28+66
-Y1ARPC-	10+00 to 27+14
-Y1ARPD-	10+00 to 26+74
-Y1RPA-	10+00 to 18+82
-Y1RPB-	10+00 to 19+60
-Y1RPC-	10+00 to 18+70
-Y1RPD-	10+00 to 19+60
-Y2-	12+15 to 39+00
-Y3-	16+50 to 43+50
-SR2-	17+60 to 44+68
-SR6-	30+67 to 56+00

Physiography and Geology

The site is located within the Inner Coastal Plain Physiographic and Geologic Province of North Carolina in Robeson County. The Coastal Plain Province is characterized by subdued topographic features. In general, the topography at this site is generally flat and gently sloping. Natural grades along the investigated corridor range from approximately elevation 123 feet in the south to approximately 165 feet in the north. Embankment fill heights at existing bridge crossings are as high as elevation 188 feet.

The Inner Coastal Plain Physiographic Province consists of a wedge of unconsolidated sands, silt, marl, and other clays interbedded with occasional limestone strata, which rests atop crystalline basement rock. Undivided Coastal Plain soils are present at the surface throughout the project and are made up of soils of the underlying



Coastal Plain formations. These soils typically consist of mottled colored sands, silts and clays with various amounts of organic contents.

Based on previous mapping (N.C. Geologic Map 1985) and our knowledge of the local geology, the site falls within the Duplin Formation of Miocene age and the Black Creek Formation of Upper Cretaceous age. The Duplin Formation is bluish gray, shelly, medium to coarse grained sand, sandy marl, and limestone. The formation is mainly in an area south of the Neuse River.

The Black Creek Formation consists of gray to black lignitic clay, that contain thin beds and laminae of fine-grained micaceous sand, and thick lenses of cross bedded sand. Glauconitic and fossiliferous clayey sand layers can also be found in the upper part of the Black Creek Formation.

Soil Properties

Soils encountered during this investigation are separated into four categories based on their origin. The soils encountered consist of roadway embankment fill, alluvial deposits, Undivided Coastal Plain deposits, and Coastal Plain formational soils.

Roadway embankment soils encountered along the existing roadways and along I-95 appear to be reworked near-by Coastal Plain deposits. Roadway embankment fill was encountered up to a maximum depth of about 12 feet along I-95 and up to about 28 feet at the existing bridge approach crossings. The roadway embankment soils consist of slightly to highly plastic soft to stiff, moist to wet, sandy and silty clay (A-7-6, A-7-5, A-6) and sandy silt (A-4). The plasticity indices of the clayey soils range from 17 to 37 percent with 40 to 55 percent passing the #200 sieve and natural moisture contents of 14 to 27 percent based on laboratory testing. Layers of very loose to very dense, dry to saturated, silty and clayey fine to coarse sand and gravel (A-2-4, A-2-6, A-3, A-1-b) were also encountered within the roadway embankments. The clayey sands were slightly to moderately plastic and exhibited plasticity indices of 11 to 17 percent with 18 to 31 percent passing the #200 sieve.

Alluvial soils were encountered at the following approximate locations:

<u>Alignment</u>	<u>Stations (±)</u>
-L-	110+00 to 112+50
-L-	240+50 to 244+25
-L-	264+00 to 265+15
-L-	309+95 to 318+75
-L-	339+10 to 354+75
-L-	364+90 to 368+40
-L-	398+85 to 402+75
-L-	453+20 to 456+45
-Y3-	24+55 to 24+90

Alluvial soils are present within the adjacent tributaries, branches, creeks and swamps indicated by the alluvial boundary areas shown on the plan sheets. These soils consist primarily of slightly to highly plastic, very soft to stiff, moist to saturated, sandy silt (A-4) and sandy to silty clay (A-6, A-7-5, A-7-6). Layers of very loose to medium dense, moist to saturated, fine sand (A-3) and clayey to silty fine to coarse sand (A-2-6, A-2-4) with muck and trace to moderate amounts of organics and wood debris were also encountered within the alluvial material. Organic contents of alluvial materials tested range from 4.5 to 27.4 percent. Based on laboratory testing, the clayey soils exhibited plasticity indices of up to 32 with up to 84 percent passing the #200 sieve.

Undivided Coastal Plain deposits are present at the surface throughout the project and underlie the embankment fill and alluvial soils. The Undivided Coastal Plain soils can be generalized as slightly plastic to highly plastic, very soft to very stiff, moist to saturated, sandy to silty clay (A-6, A-7-6, A-7-5) and sandy to clayey silt (A-4, A-5). Layers of non-plastic to highly plastic, very loose to medium dense, dry to saturated, fine to coarse sand, and silty to clayey fine to coarse sand and gravel (A-2-4, A-2-6, A-2-7, A-3, A-1-b) were also encountered within the Undivided Coastal Plain soils. The Undivided Coastal Plain soils also contain trace to moderate amounts of organics and wood fragments. Organic contents of these materials tested ranged from 1.7 to 16 percent. The moderately to highly plastic Undivided Coastal Plain soils are indicated on the attached cross section graphics.

Coastal Plain soils are present at the surface along and throughout the project and underlie the embankment fill, Undivided Coastal Plain deposits, and alluvial soils. The Duplin Formation soils can be generalized as slightly to highly plastic, very soft to medium stiff, moist to saturated, sandy to silty clay (A,6, A-7-6, A-7-5) and sandy silt (A-4). Layers of non to moderately plastic, very loose to medium dense, wet to saturated, fine to coarse sand, and silty and clayey fine to coarse sand (A-2-4, A-2-6, A-3) and shells were also encountered within the Duplin Formation. The Black Creek Formation soils can be generalized as moderately to highly plastic, very soft to hard, dry to saturated, sandy to silty clay (A,6, A-7-6, A-7-5) and sandy silt (A-4). Layers of non-plastic to moderately plastic, very loose to very dense, moist to saturated, fine to coarse sand, and silty and clayey fine to coarse sand (A-2-4, A-2-6, A-3) with glauconite and lignite were also encountered within the Black Creek Formation. The moderately to highly plastic Coastal Plain soils are indicated on the attached cross section graphics.

Laboratory testing on the Undivided Coastal Plain deposits and the Coastal Plain formational soils indicate the plasticity indices of the clayey soils range from 11 to 69 percent with 36 to 96 percent passing the #200 sieve. The clayey sands exhibited plasticity indices of 11 to 39 percent with 12 to 93 percent passing the #200 sieve.

Groundwater

In general, the corridor drains southeast to the Lumber River from Fivemile Branch, Meadow Branch, Cowpen Branch, TenMile Swamp, and a few unnamed tributaries of the Lumber River. Groundwater was encountered at the surface to depths of about 12 feet below the existing ground surface. Typical groundwater depths are less than 4 feet and range in elevation from about 123 to 164 feet, respectively from south to north along the I-95 corridor. The depth of groundwater, beneath the ground surface, will fluctuate with seasonal precipitation and may occur at higher levels at other times of the year above less permeable clayey soils.

Areas of Special Geotechnical Interest

1) Plastic Soils – Moderately to highly plastic soils with plastic indices (PI) of 16 and greater occur throughout the project and may impact grading at the following locations:

<u>Alignment</u>	<u>Stations(±)</u>
-L-	67+00 to 69+25
-L-	69+75 to 87+75
-L-	88+25 to 114+50
-L-	120+50 to 135+75
-L-	137+75 to 208+75
-L-	209+50 to 212+25
-L-	213+75 to 218+00
-L-	221+00 to 263+50
-L-	265+25 to 273+50
-L-	275+75 to 276+75
-L-	281+50 to 288+25
-L-	288+75 to 293+25
-L-	295+50 to 318+00
-L-	324+50 to 336+00
-L-	337+25 to 392+25
-L-	393+75 to 428+25
-L-	431+25 to 443+25
-L-	446+25 to 479+50
-L-	486+50 to 495+00
-Y1A-	31+00 to 56+35
-Y1ARPA-	10+00 to 18+44
-Y1ARPA-	24+75 to 29+39
-Y1ARPB-	13+65 to 16+16
-Y1ARPB-	18+43 to 19+44
-Y1ARPB-	24+61 to 28+66
-Y1ARPC-	10+00 to 12+85
-Y1ARPC-	16+05 to 16+93
-Y1ARPC-	24+00 to 27+14
-Y1ARPD-	10+00 to 20+54
-Y1ARPD-	21+05 to 21+65
-Y1ARPD-	23+50 to 26+74
-Y1RPA-	10+00 to 18+82
-Y1RPB-	10+00 to 12+03
-Y1RPB-	12+53 to 19+60
-Y1RPC-	10+00 to 14+32
-Y1RPC-	14+82 to 17+90
-Y1RPD-	10+00 to 15+69

<u>Alignment</u>	<u>Stations(±)</u>
-Y2-	12+15 to 39+00
-Y3-	16+50 to 36+50
-Y3-	39+00 to 43+50
-SR2-	25+75 to 35+50
-SR2-	38+75 to 44+68
-SR6-	30+76 to 32+92
-SR6-	33+42 to 51+42
-SR6-	51+93 to 56+00

A discussion of these plastic soils is located above in the section titled “Soil Properties”.

2) Soft Wet Soils- Soft wet near surface soils which have the potential to cause embankment stability/settlement problems occur through the following sections:

<u>Alignment</u>	<u>Station (±)</u>
-L-	306+50 to 310+40
-L-	313+00 to 317+50
-L-	340+00 to 353+50
-L-	366+20 to 366+40
-Y1A-	42+00 to 43+00
-Y2-	25+75 to 28+80
-Y2-	32+75 to 33+25
-Y3-	22+50 to 28+80
-Y3-	31+50 to 34+00

A discussion of these soft wet near surface soils is located above in the section titled “Soil Properties”.

3) Groundwater- High water tables, seasonal high ground water, as well as potential perched groundwater within 4 feet of existing grades were encountered at the following locations.

<u>Alignment</u>	<u>Station (±)</u>
-L-	67+00 to 91+00
-L-	94+50 to 163+25
-L-	165+75 to 288+25
-L-	288+75 to 353+50
-L-	355+00 to 379+50
-L-	382+00 to 389+00
-L-	392+00 to 433+50
-L-	436+00 to 462+25
-L-	462+75 to 463+25
-L-	463+75 to 464+50
-L-	465+50 to 495+00

<u>Alignment</u>	<u>Stations(±)</u>
-Y1A-	17+65 to 56+35
-Y1ARPA-	10+00 to 29+39
-Y1ARPB-	10+00 to 28+66
-Y1ARPC-	10+00 to 26+00
-Y1ARPD-	10+00 to 26+74
-Y1RPA-	10+00 to 18+82
-Y1RPB-	10+00 to 19+60
-Y1RPC-	10+00 to 17+66
-Y1RPD-	10+00 to 19+60
-Y2-	12+15 to 29+75
-Y2-	32+00 to 39+00
-Y3-	16+50 to 27+75
-Y3-	28+75 to 31+25
-Y3-	32+25 to 34+00
-Y3-	36+50 to 43+50
-SR2-	17+60 to 44+68
-SR6-	30+67 to 54+80

UNDISTURBED SAMPLES

The following "Shelby" tube samples were taken to provide data for consolidation and in-situ strength of the soil.

<u>Sample No.</u>	<u>Location</u>	<u>Depth (ft.)</u>	<u>Test</u>
ST-100	27+20 -Y2- 39' LT	12.0 – 14.0	Consolidation & CU Triaxial
ST-1502	288+02 -L- 75' LT	10.0 – 12.0	Consolidation & CU Triaxial
ST-1503	288+02 -L- 75' LT	12.0 – 14.0	Consolidation & CU Triaxial

4) Culverts – RCBC will be constructed at the following locations:

<u>Alignment</u>	<u>Station (±)</u>
-L-	111+25
-L-	242+85
-L-	310+73
-L-	354+06
-L-	366+29
-L-	454+90
-Y3-	24+79

5) Groundwater Wells – Private wells are at the following locations:

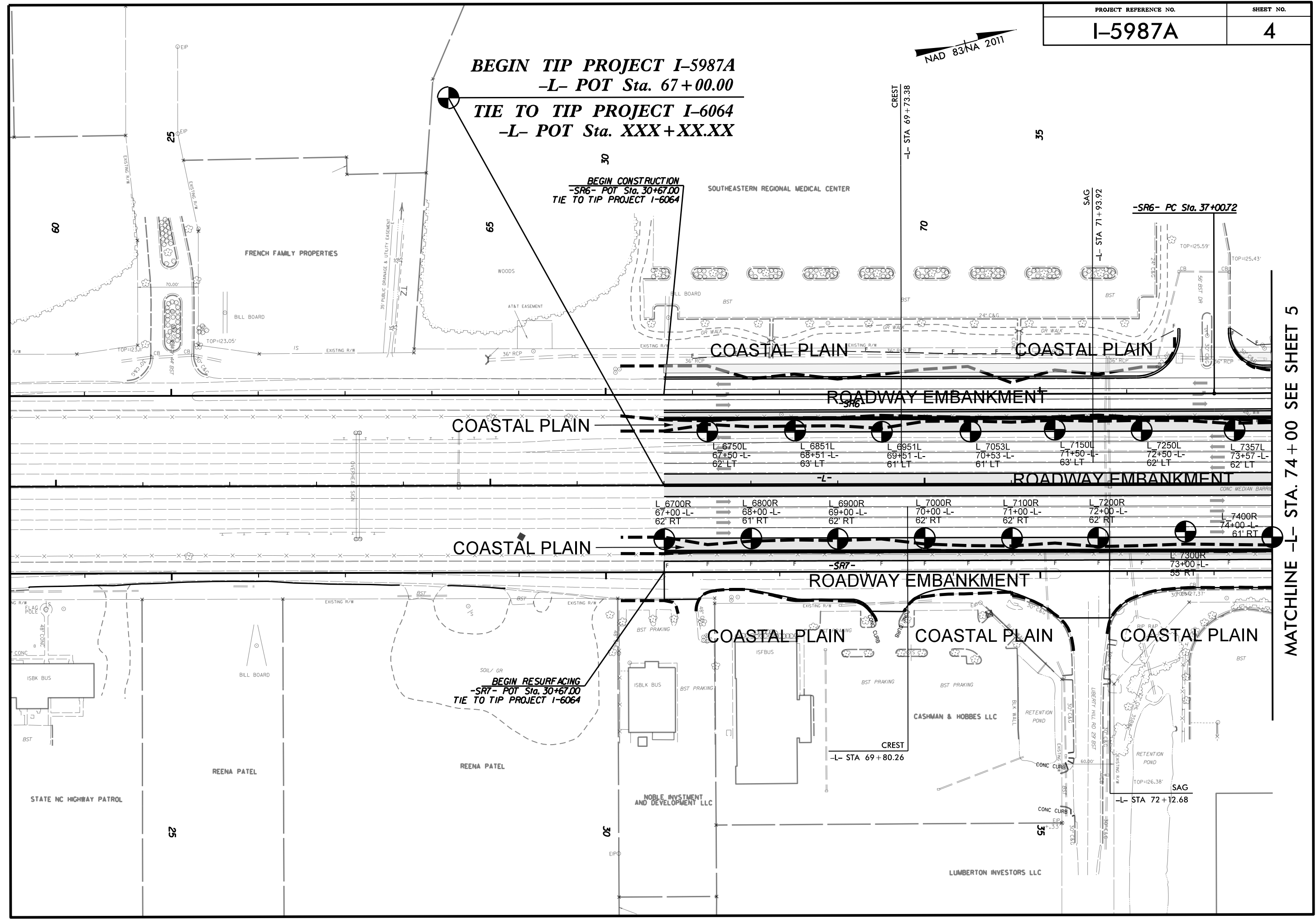
<u>Alignment</u>	<u>Stations (±)</u>	<u>Offset (ft.)</u>
-L-	144+28	300 RT
-L-	404+26	250 LT
-SR2-	40+32	259 RT



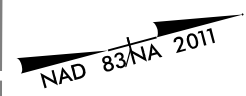
BEGIN TIP PROJECT I-5987A
-L- POT Sta. 67+00.00
TIE TO TIP PROJECT I-6064
-L- POT Sta. XXX+XX.XX

BEGIN CONSTRUCTION
-SR6- POT Sta. 30+67.00
TIE TO TIP PROJECT I-6064

BEGIN RESURFACING
-SR7- POT Sta. 30+67.00
TIE TO TIP PROJECT I-6064

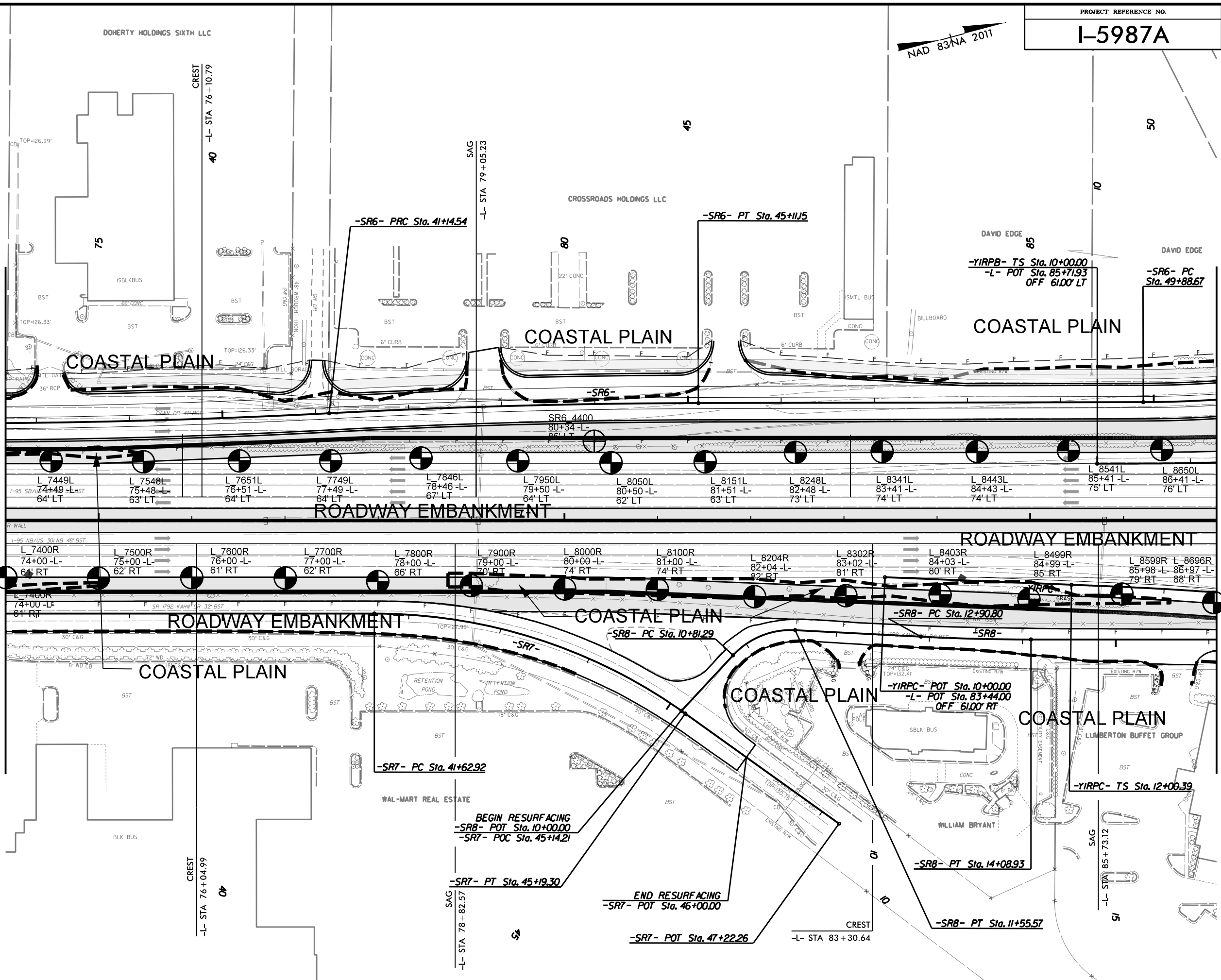


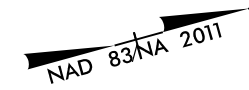
MATCHLINE -L- STA. 74+00 SEE SHEET 5



MATCHLINE -L- STA. 74+00 SEE SHEET 4

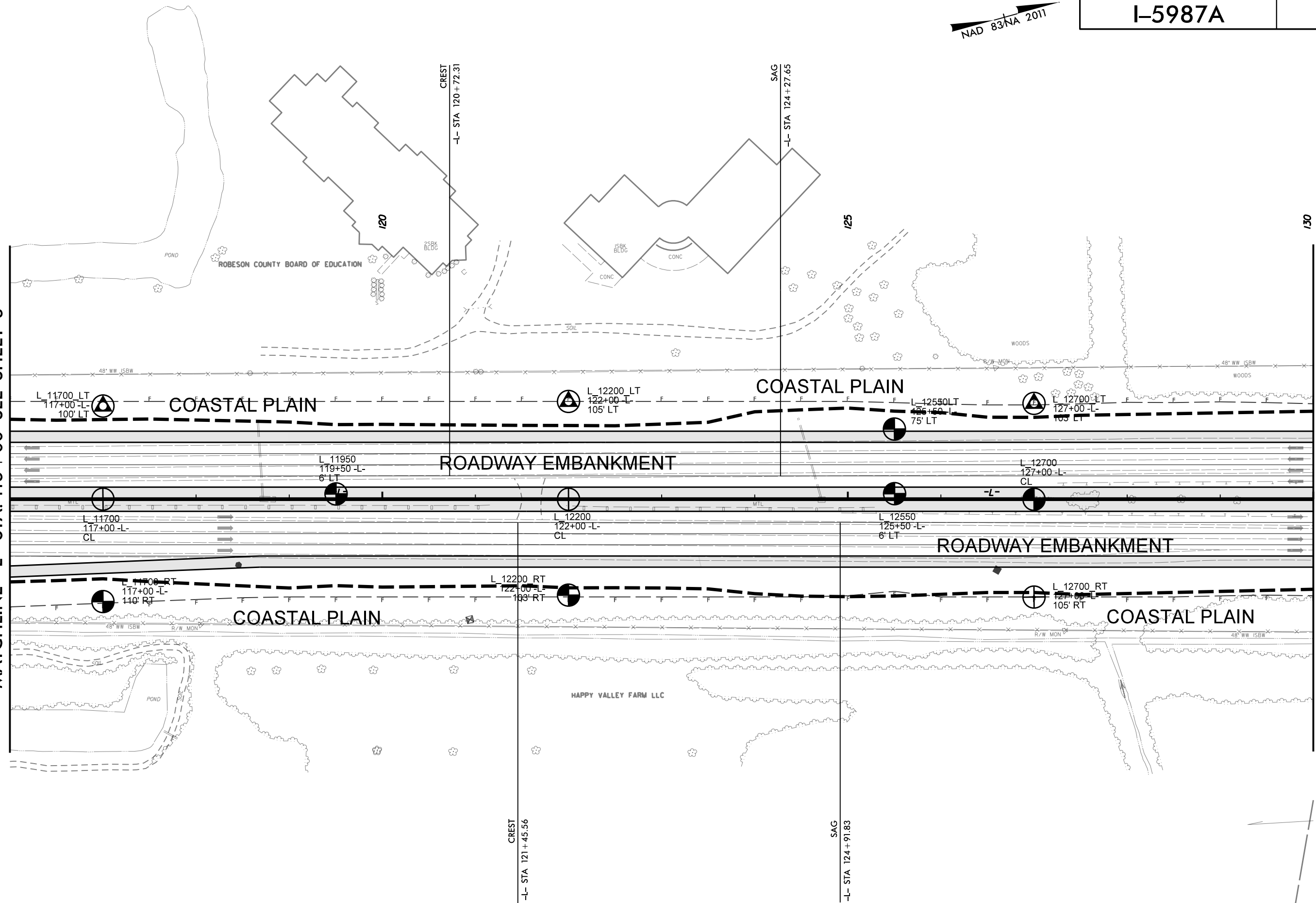
MATCHLINE -L- STA. 87+00 SEE SHEET 6





MATCHLINE -L- STA. 116 + 00 SEE SHEET 6

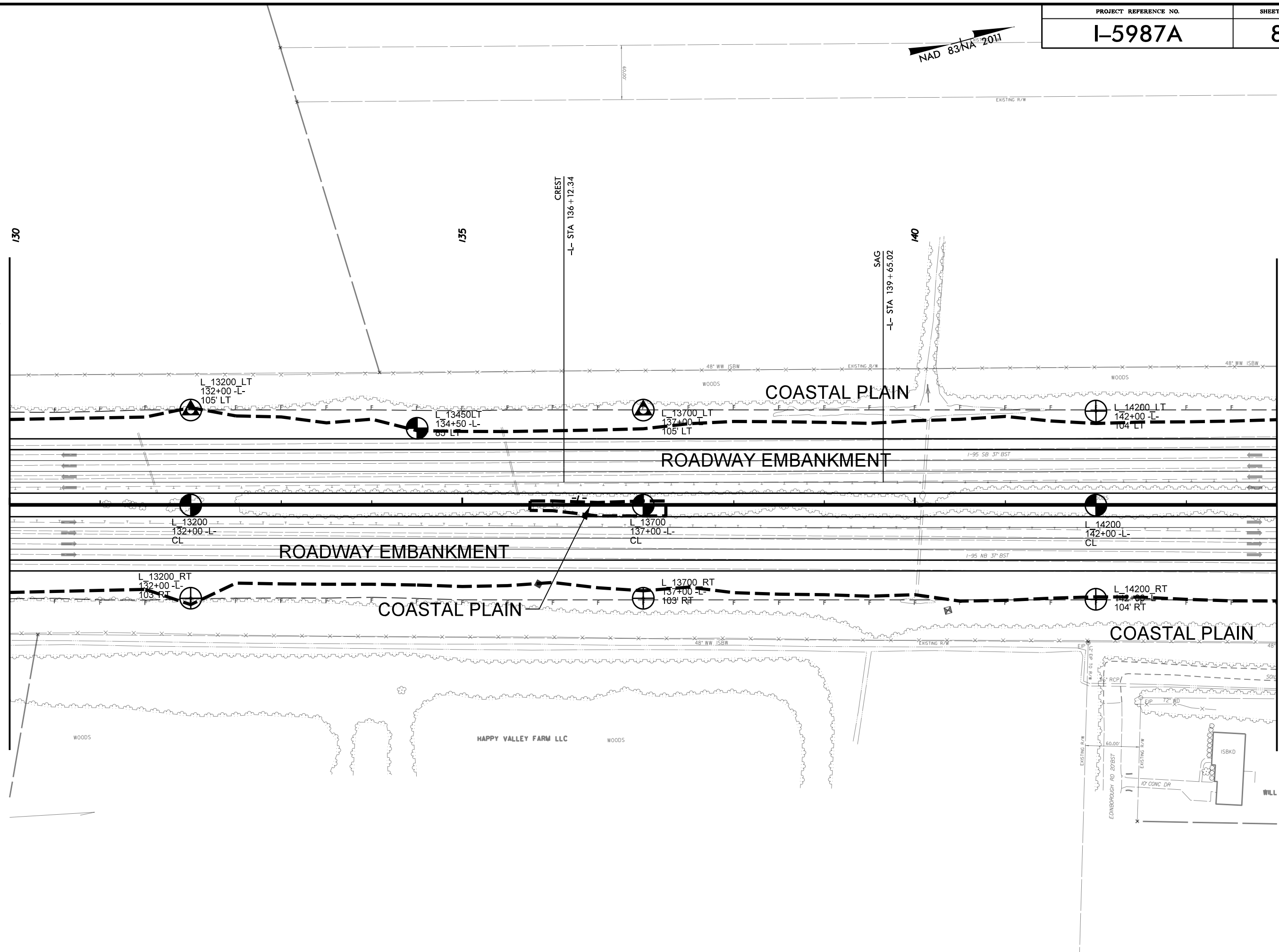
MATCHLINE -L- STA. 130 + 00 SEE SHEET 8



NAD 83/NA 2011

MATCHLINE -L- STA. 130+00 SEE SHEET 7

MATCHLINE -L- STA. 144+00 SEE SHEET 9



130

135

140

L 13200 LT
132+00 -L-
105' LT

L 13450 LT
134+50 -L-
85' LT

L 13700 LT
137+00 -L-
105' LT

L 14200 LT
142+00 -L-
104' LT

L 13200
132+00 -L-
CL

L 13700
137+00 -L-
CL

L 14200
142+00 -L-
CL

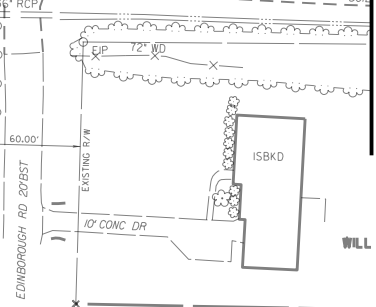
L 13200 RT
132+00 -L-
103' RT

L 13700 RT
137+00 -L-
103' RT

L 14200 RT
142+00 -L-
104' RT

HAPPY VALLEY FARM LLC

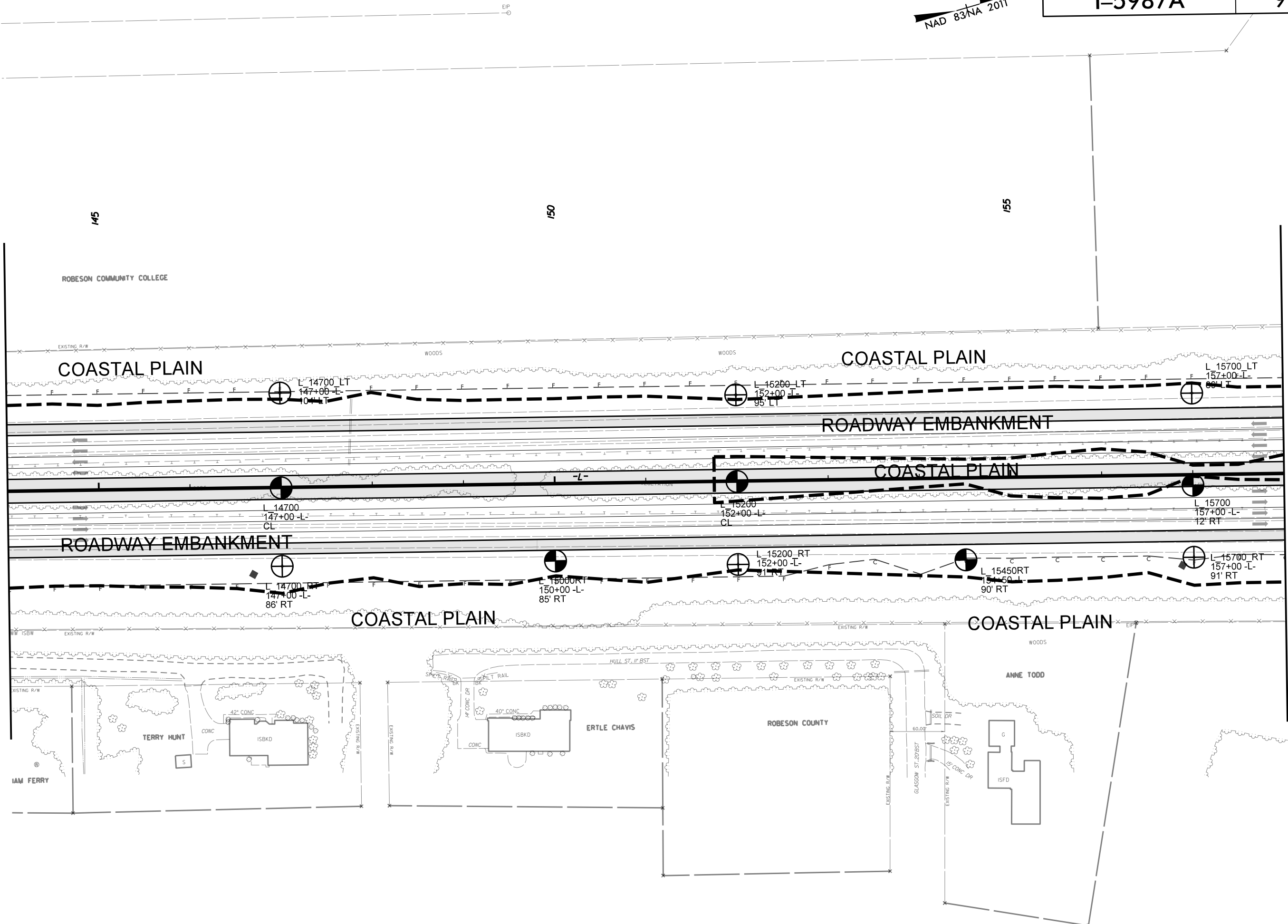
COASTAL PLAIN





MATCHLINE -L- STA. 144+00 SEE SHEET 8

MATCHLINE -L- STA. 158+00 SEE SHEET 10



145

150

155

ROBESON COMMUNITY COLLEGE

COASTAL PLAIN

WOODS

WOODS

COASTAL PLAIN

ROADWAY EMBANKMENT

COASTAL PLAIN

ROADWAY EMBANKMENT

COASTAL PLAIN

COASTAL PLAIN

IAM FERRY

TERRY HUNT

CONC

ISBKD

SALT RAIL

HULL ST. 1/2" BST

ERTLE CHAVIS

ROBESON COUNTY

ANNE TODD

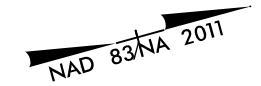
SOIL DR

GLASGOW ST. 20" BST

15" CONC DR

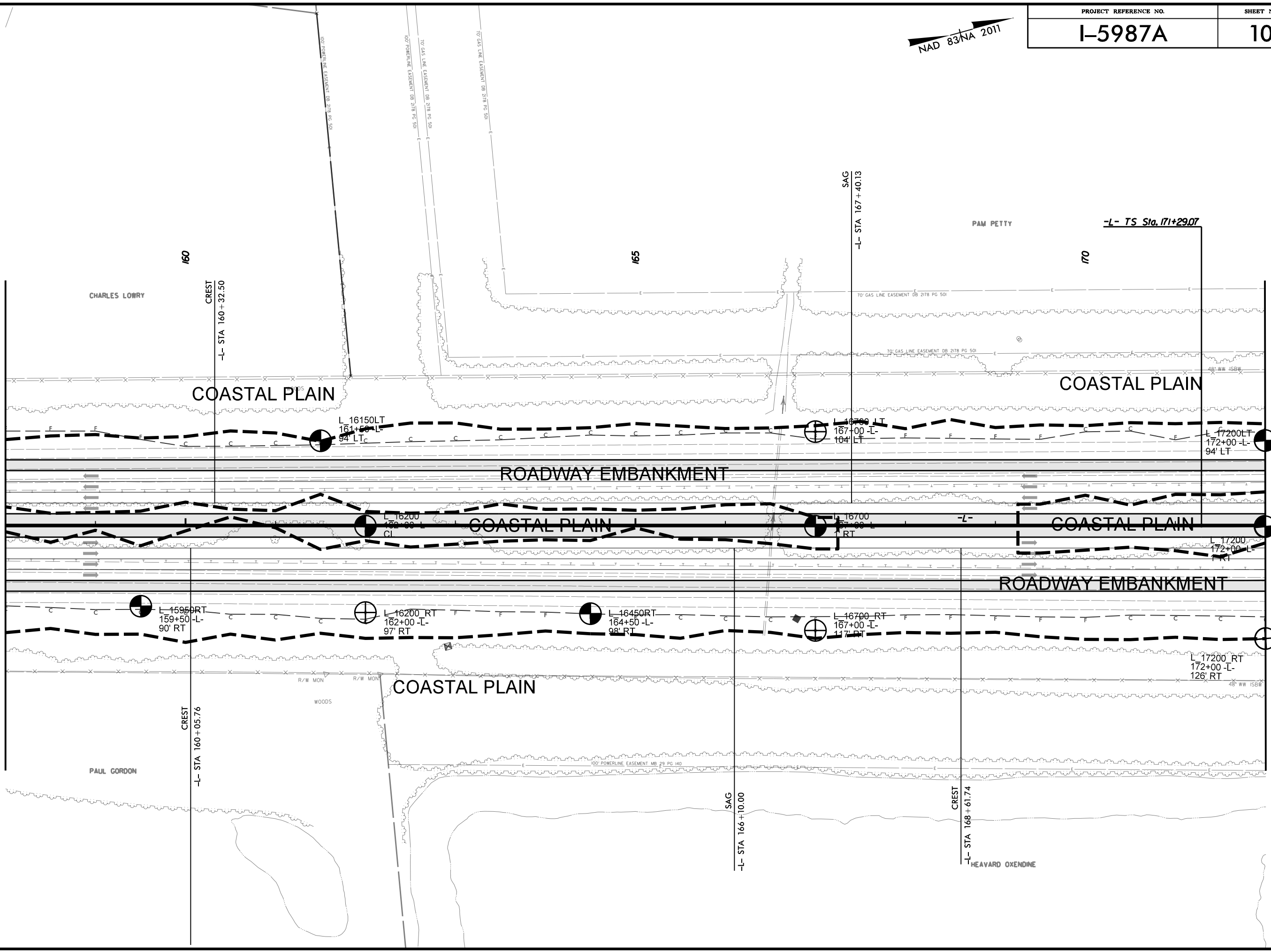
CONC

ISFD

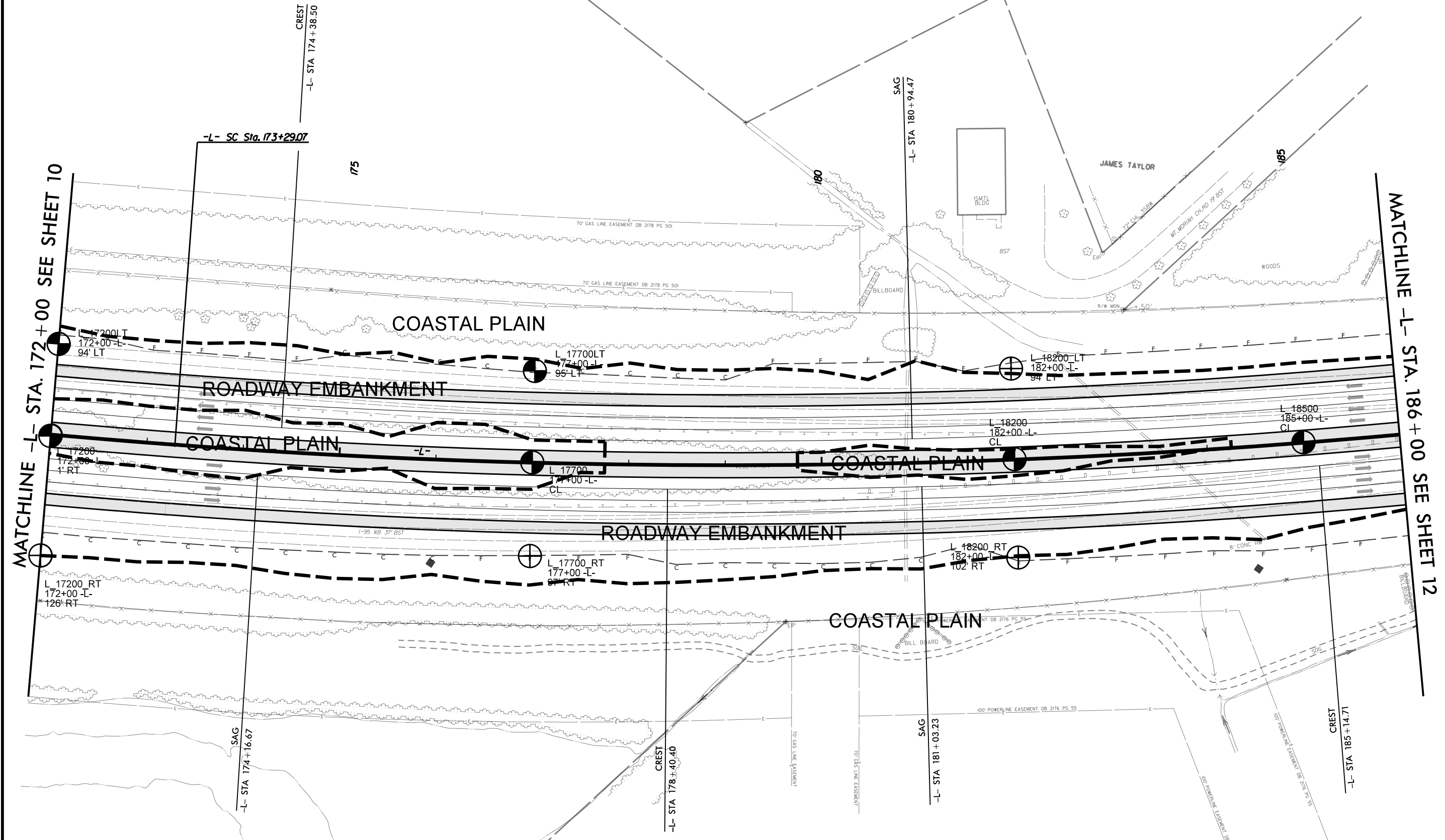


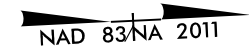
MATCHLINE -L- STA. 158+00 SEE SHEET 9

MATCHLINE -L- STA. 172+00 SEE SHEET 11



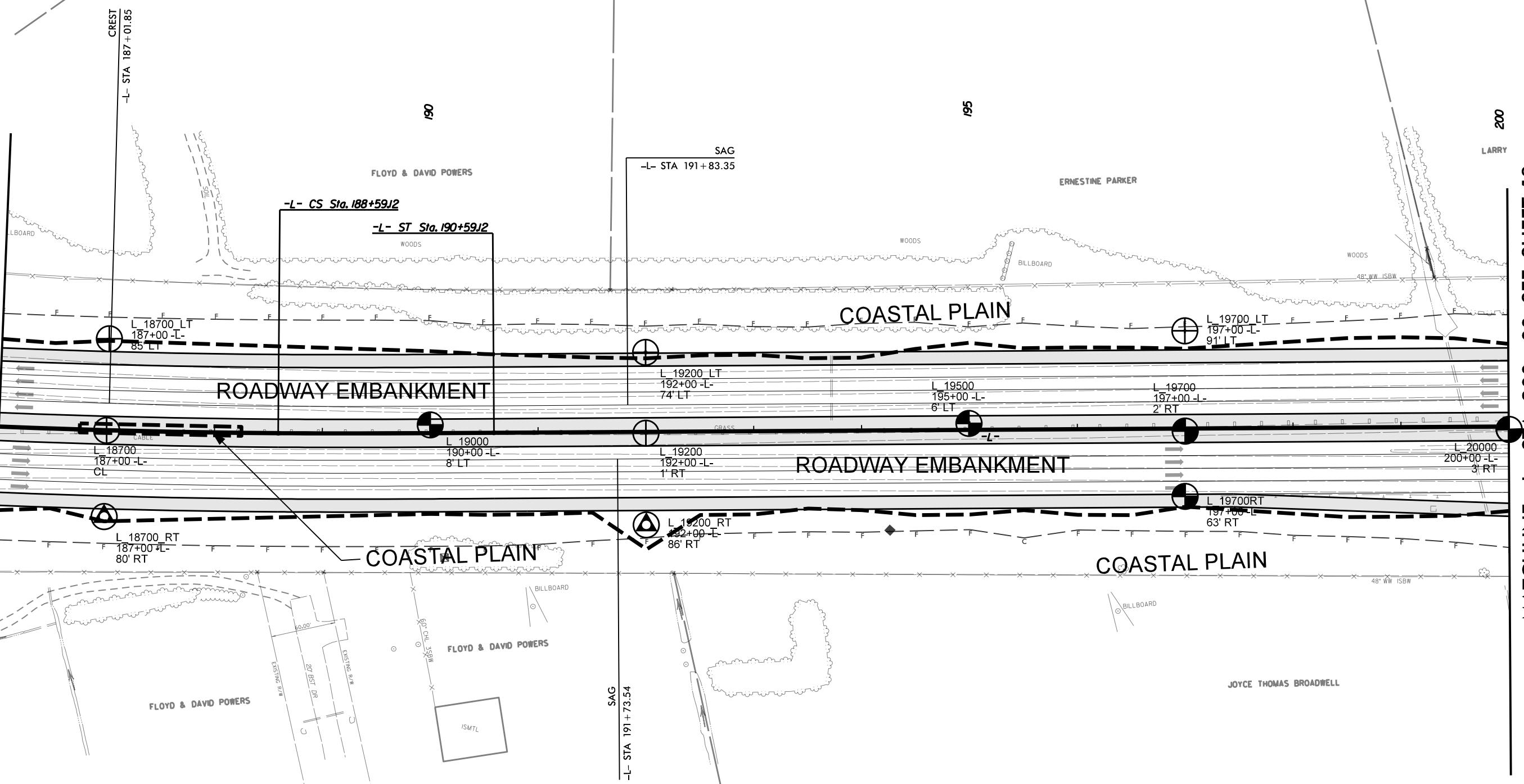
NAD 83/NA 2011





MATCHLINE -L- STA. 186+00 SEE SHEET 11

MATCHLINE -L- STA. 200+00 SEE SHEET 13



CREST
-L- STA 187+01.85

190

195

200

FLOYD & DAVID POWERS

SAG
-L- STA 191+83.35

ERNESTINE PARKER

LARRY

-L- CS Sta. 188+59.12

-L- ST Sta. 190+59.12

COASTAL PLAIN

L 18700 LT
187+00 -L-
85' LT

L 19700 LT
197+00 -L-
91' LT

ROADWAY EMBANKMENT

L 19200 LT
192+00 -L-
74' LT

L 19500
195+00 -L-
6' LT

L 19700
197+00 -L-
2' RT

L 18700
187+00 -L-
CL

L 19000
190+00 -L-
8' LT

L 19200
192+00 -L-
1' RT

ROADWAY EMBANKMENT

L 20000
200+00 -L-
3' RT

L 18700 RT
187+00 -L-
80' RT

L 19200 RT
192+00 -L-
86' RT

L 19700 RT
197+00 -L-
63' RT

COASTAL PLAIN

COASTAL PLAIN

FLOYD & DAVID POWERS

FLOYD & DAVID POWERS

SAG
-L- STA 191+73.54

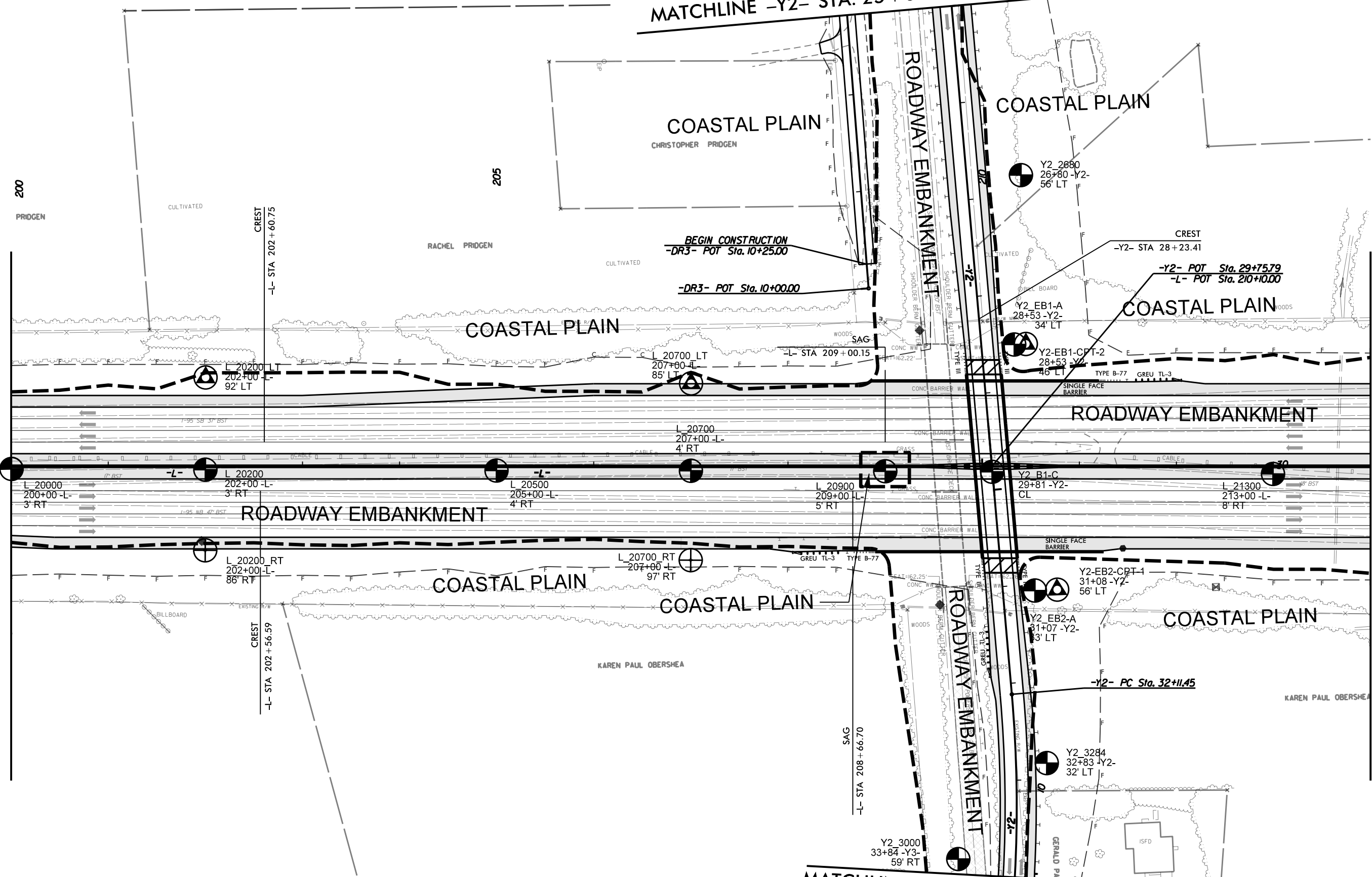
JOYCE THOMAS BROADWELL

NAD 83/NA 2011

MATCHLINE -Y2- STA. 25+00 SEE SHEET 33

MATCHLINE -L- STA. 200+00 SEE SHEET 12

MATCHLINE -L- STA. 214+00 SEE SHEET 14

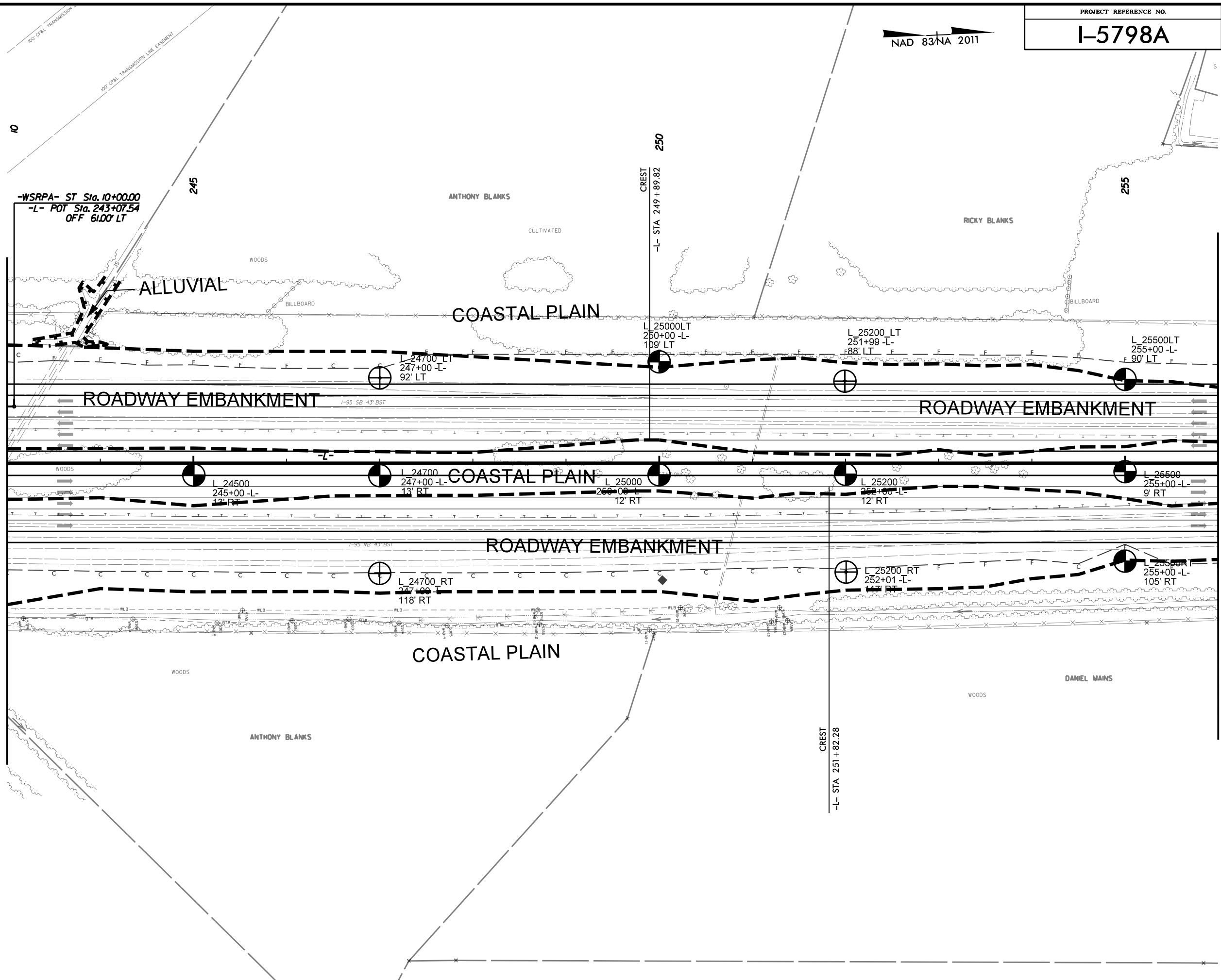


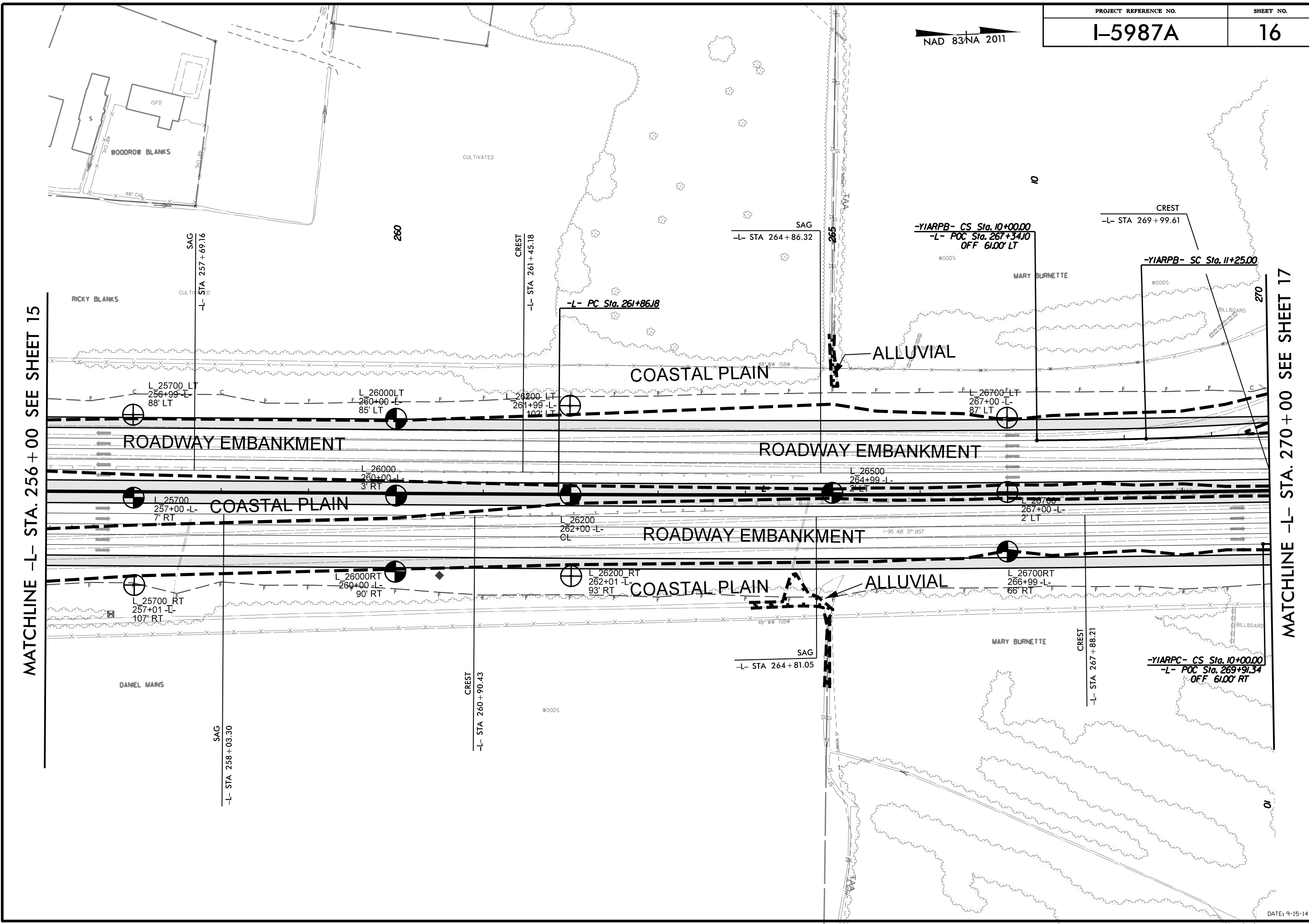
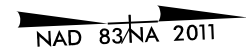
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NAD 83/NA 2011

MATCHLINE -L- STA. 243 + 00 SEE SHEET 14

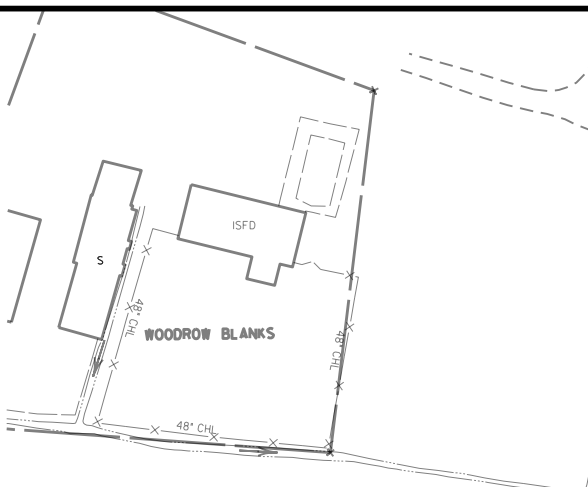
MATCHLINE -L- STA. 256 + 00 SEE SHEET 16





MATCHLINE -L- STA. 256+00 SEE SHEET 15

MATCHLINE -L- STA. 270+00 SEE SHEET 17



RICKY BLANKS

DANIEL MAINS

CULTIVATED

WOODS

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

ALLUVIAL

ALLUVIAL

MARY BURNETTE

MARY BURNETTE

CREST
-L- STA 269+99.61

CREST
-L- STA 267+88.21

SAG
-L- STA 264+86.32

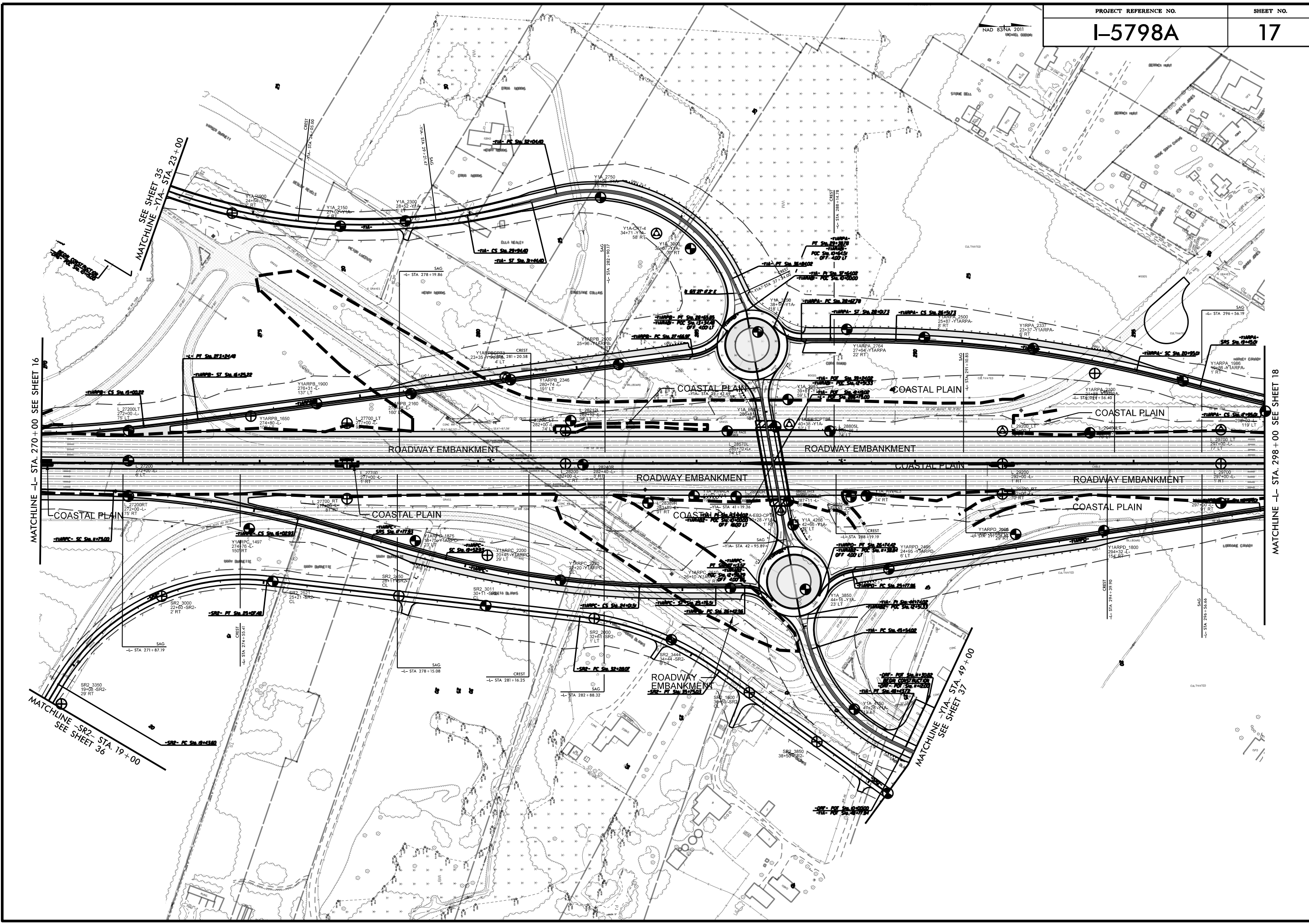
SAG
-L- STA 264+81.05

-YIARPB- CS Sta. 10+00.00
-L- POC Sta. 267+34.10
OFF 61.00' LT

-YIARPB- SC Sta. 11+25.00

-YIARPC- CS Sta. 10+00.00
-L- POC Sta. 269+91.34
OFF 61.00' RT

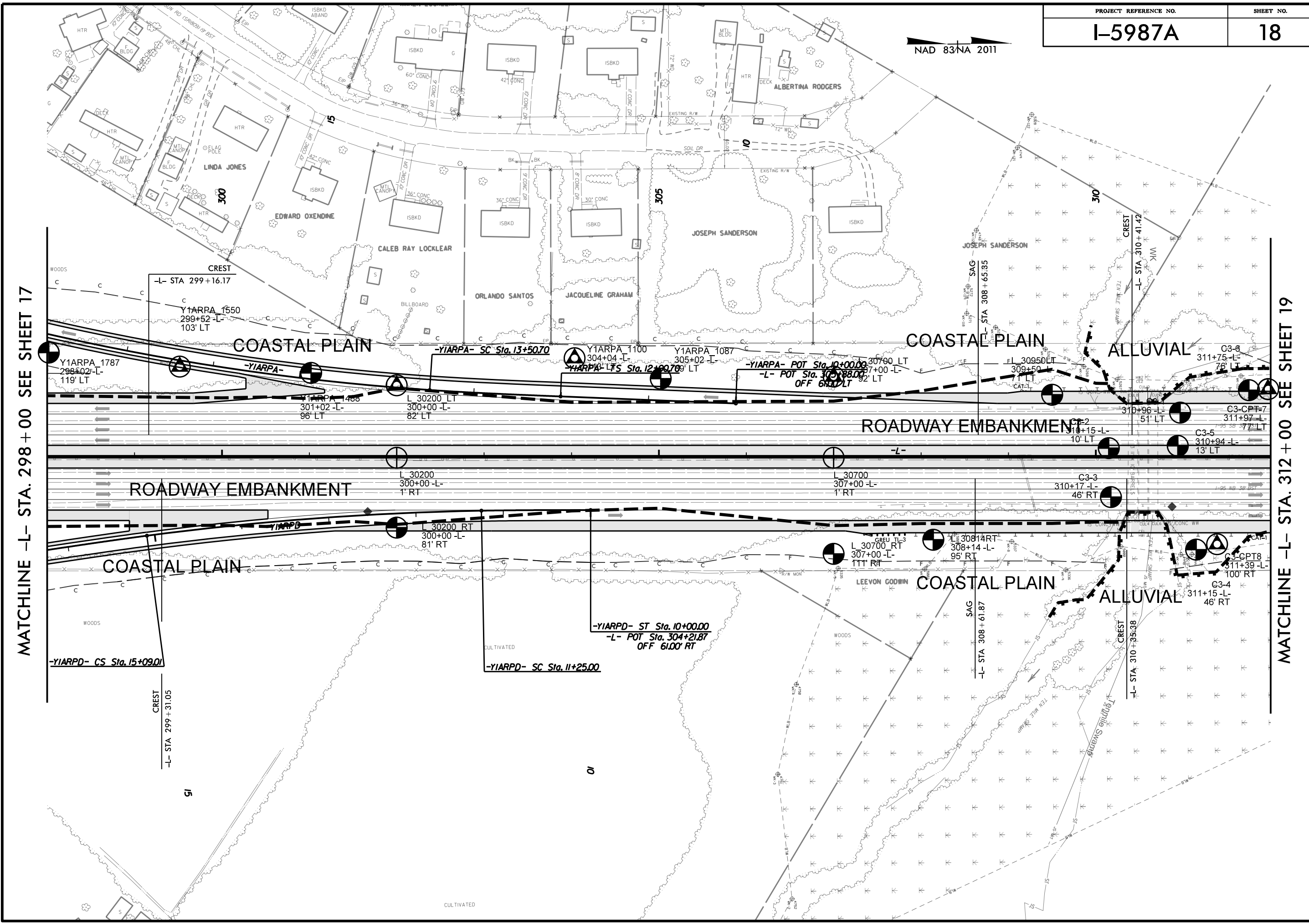
NAD 83/NA 2011
MICHAEL BAKER

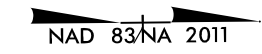


NAD 83/NA 2011

MATCHLINE -L- STA. 298 + 00 SEE SHEET 17

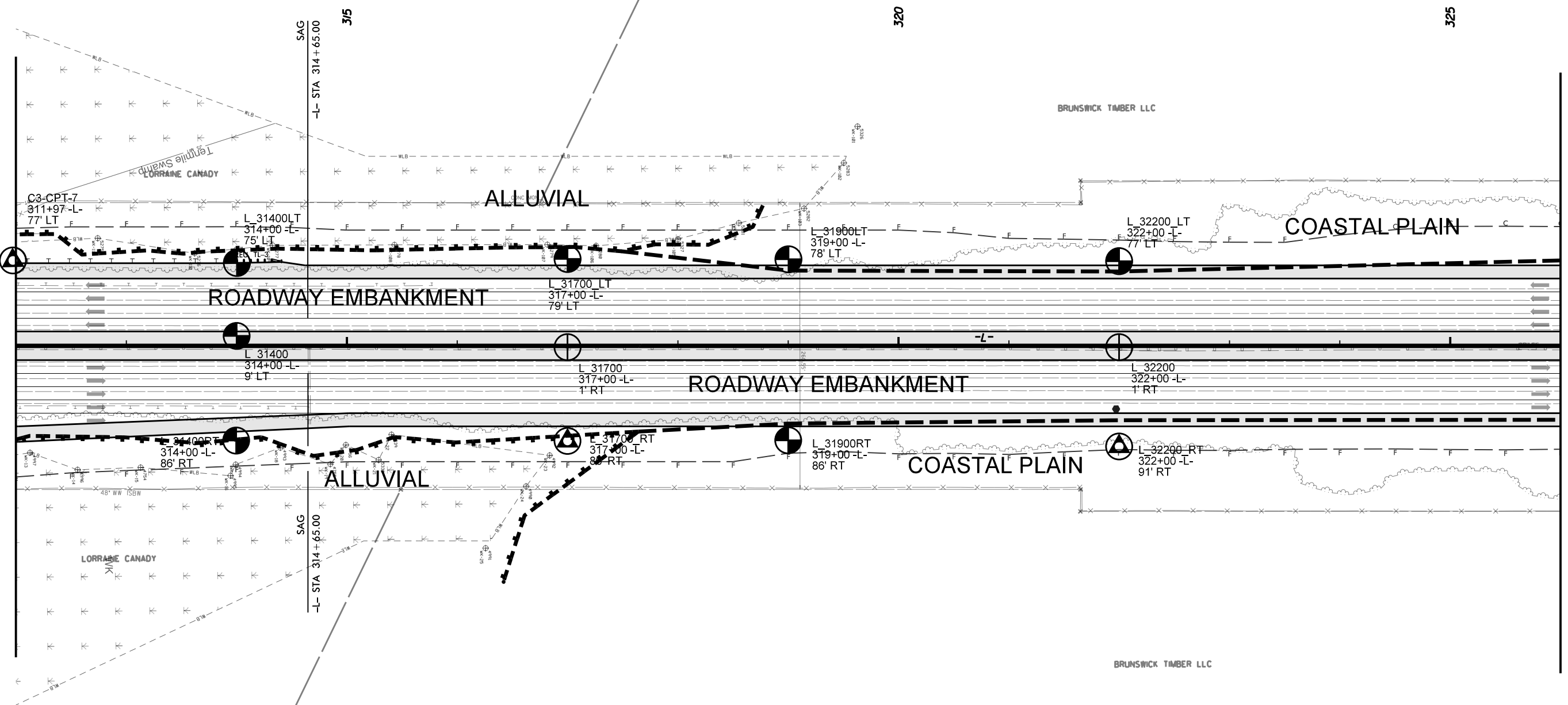
MATCHLINE -L- STA. 312 + 00 SEE SHEET 19





MATCHLINE -L- STA. 312 + 00 SEE SHEET 18

MATCHLINE -L- STA. 326 + 00 SEE SHEET 20



315

320

325

315

BRUNSWICK TIMBER LLC

LORRAINE CANADY

BRUNSWICK TIMBER LLC

LORRAINE CANADY

ALLUVIAL

COASTAL PLAIN

ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

ALLUVIAL

COASTAL PLAIN

C3-CPT-7
311+97-L-
77' LT

L 31400LT
314+00 -L-
75' LT

L 31900LT
319+00 -L-
78' LT

L 32200LT
322+00 -L-
77' LT

L 31700LT
317+00 -L-
79' LT

L 31400
314+00 -L-
9' LT

L 31700
317+00 -L-
1' RT

L 32200
322+00 -L-
1' RT

L 31400RT
314+00 -L-
86' RT

L 31700RT
317+00 -L-
86' RT

L 31900RT
319+00 -L-
86' RT

L 32200RT
322+00 -L-
91' RT

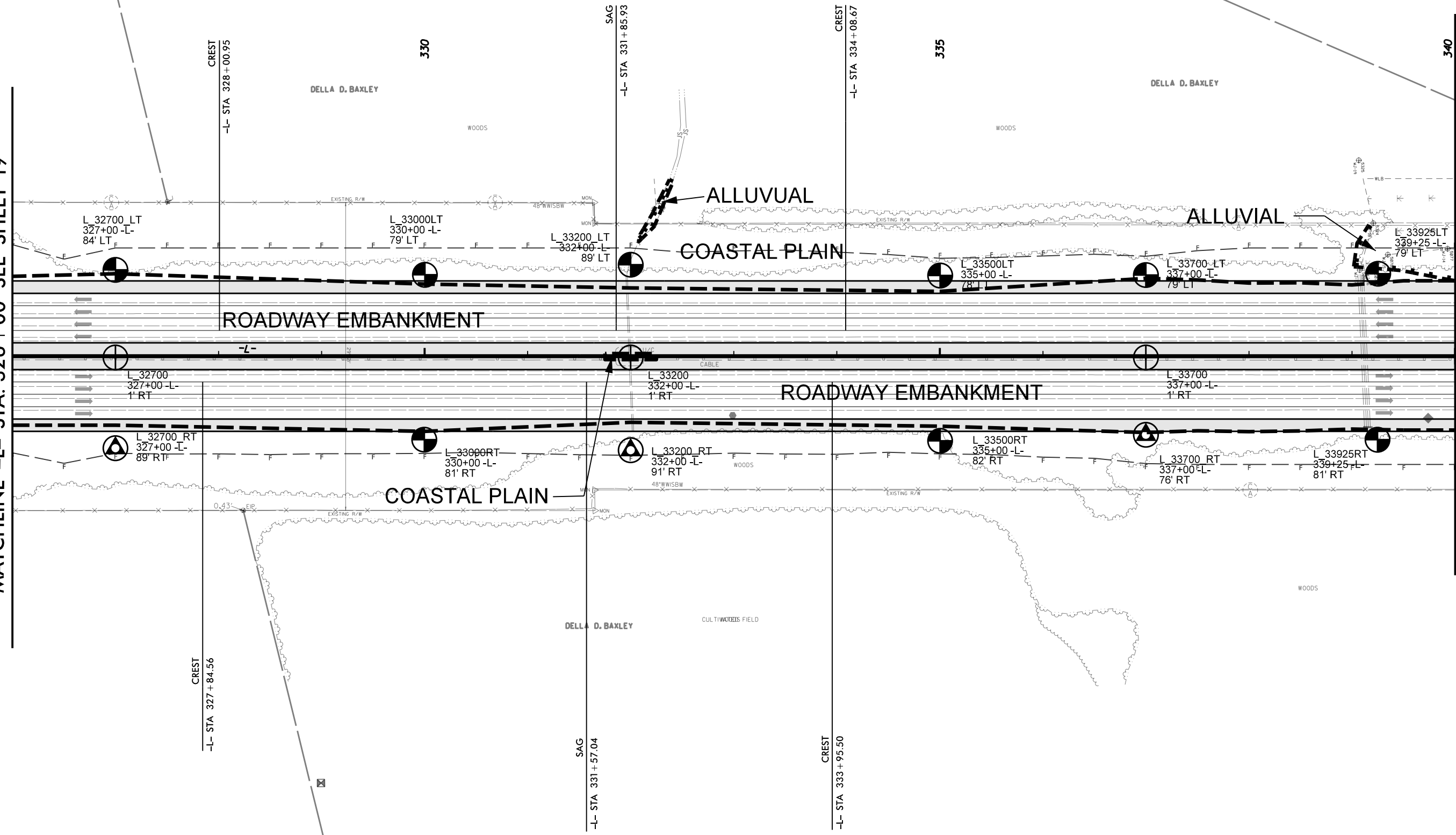
SAG
-L- STA 314 + 65.00

SAG
-L- STA 314 + 65.00

NAD 83/NA 2011

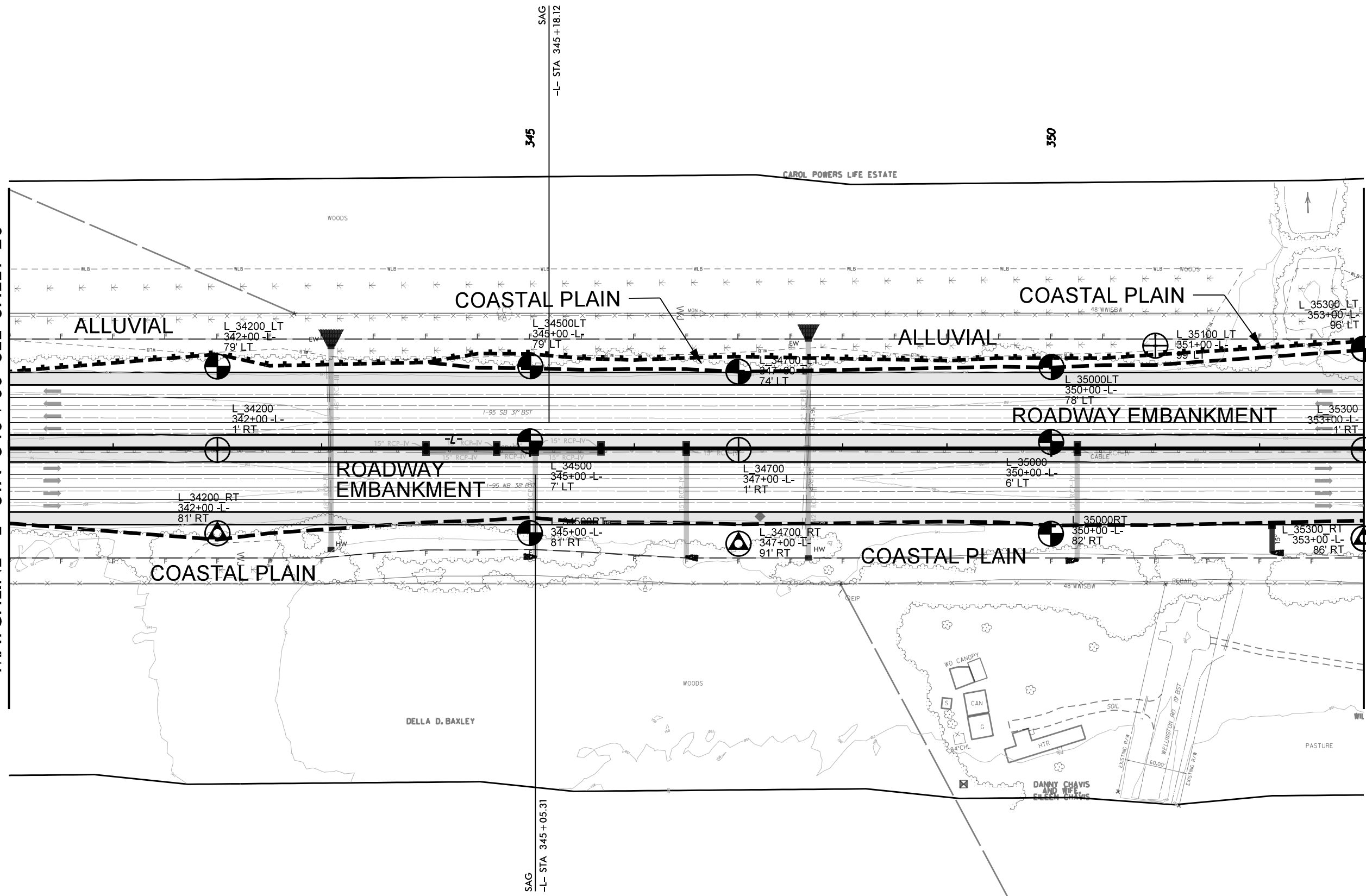
MATCHLINE -L- STA. 326 + 00 SEE SHEET 19

MATCHLINE -L- STA. 340 + 00 SEE SHEET 21



MATCHLINE -L- STA 340 + 00 SEE SHEET 20

MATCHLINE -L- STA 353 + 00 SEE SHEET 22



SAG
-L- STA 345 + 18.12

350

SAG
-L- STA 345 + 05.31

CAROL POWERS LIFE ESTATE

WOODS

COASTAL PLAIN

COASTAL PLAIN

ALLUVIAL

ALLUVIAL

ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

COASTAL PLAIN

COASTAL PLAIN

DELLA D. BAXLEY

WOODS

WO CANOPY
CAN
G
HTR

DANNY CHAVIS
AND WIFE
GREEN CHURCH

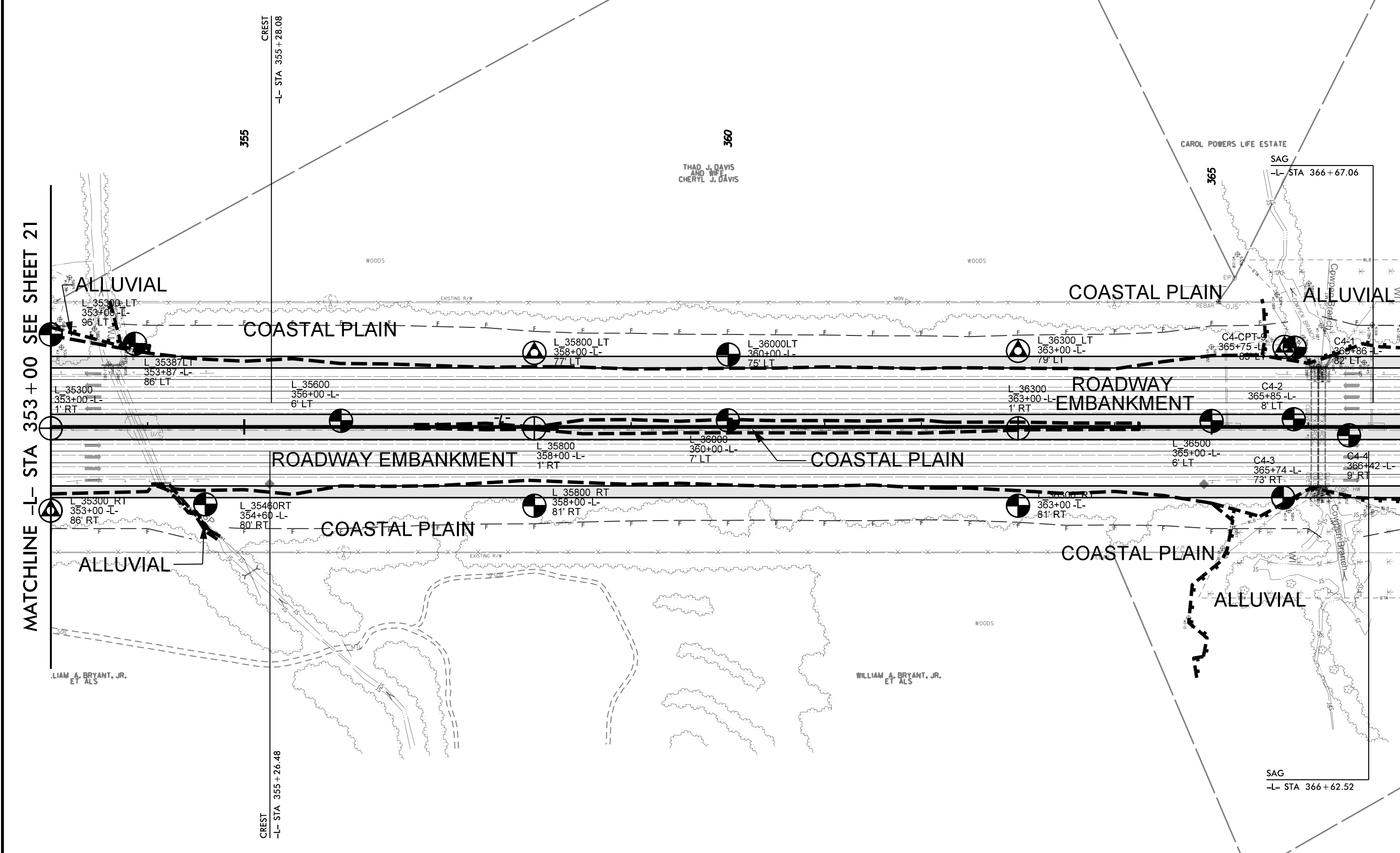
PASTURE

WELLINGTON RD 18' BST

NAD 83/NA 2011

MATCHLINE -L- STA 353 + 00 SEE SHEET 21

MATCHLINE -L- STA 367 + 00 SEE SHEET 23



CREST
-L- STA 355 + 28.08

CREST
-L- STA 355 + 26.48

THAD J. DAVIS
AND WIFE
CHERYL J. DAVIS

WILLIAM A. BRYANT, JR.
ET ALS

CAROL POWERS LIFE ESTATE
SAG
-L- STA 366 + 67.06

SAG
-L- STA 366 + 62.52

ALLUVIAL

COASTAL PLAIN

COASTAL PLAIN

ALLUVIAL

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

ALLUVIAL

ALLUVIAL

LIAM A. BRYANT, JR.
ET ALS

L 35300 LT
353+00 -L-
96' LT

L 35387 LT
353+87 -L-
86' LT

L 35300
353+00 -L-
1' RT

L 35300 RT
353+00 -L-
86' RT

L 35600
356+00 -L-
6' LT

L 35460 RT
354+60 -L-
80' RT

L 35800 LT
358+00 -L-
77' LT

L 35800
358+00 -L-
1' RT

L 35800 RT
358+00 -L-
81' RT

L 36000 LT
360+00 -L-
75' LT

L 36000
360+00 -L-
7' LT

L 36300 LT
363+00 -L-
79' LT

L 36300
363+00 -L-
1' RT

L 36300 RT
363+00 -L-
81' RT

C4-CPT-9
365+75 -L-
90' LT

C4-2
365+85 -L-
8' LT

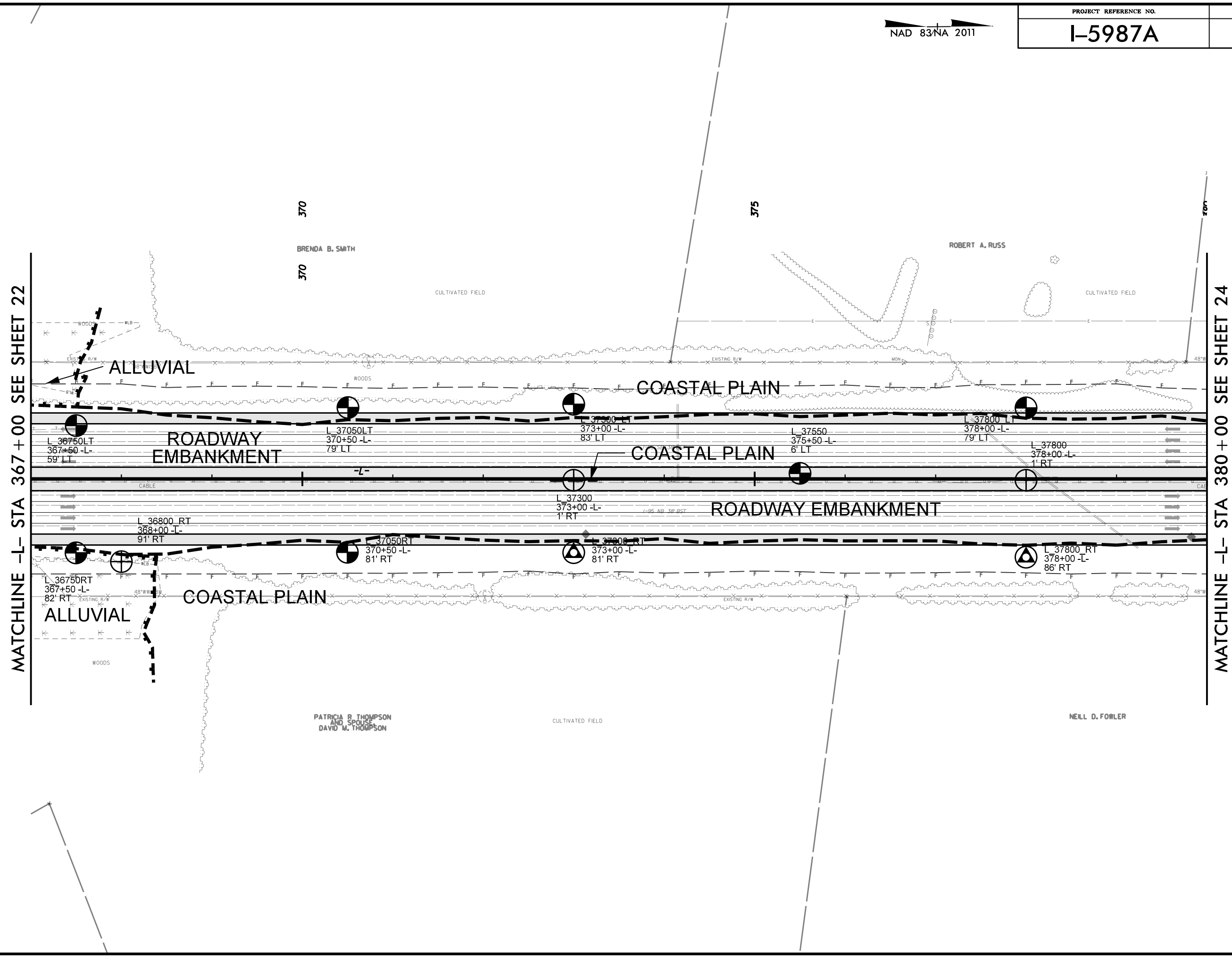
C4-3
365+74 -L-
73' RT

C4-1
366+86 -L-
82' LT

C4-4
366+42 -L-
9' RT

NAD 83/NA 2011

PROJECT REFERENCE NO.	SHEET NO.
I-5987A	23



MATCHLINE -L- STA 367 + 00 SEE SHEET 22

MATCHLINE -L- STA 380 + 00 SEE SHEET 24

370

BRENDA B. SMITH

370

CULTIVATED FIELD

375

ROBERT A. RUSS

CULTIVATED FIELD

ALLUVIAL

COASTAL PLAIN

ROADWAY EMBANKMENT

COASTAL PLAIN

ROADWAY EMBANKMENT

COASTAL PLAIN

ALLUVIAL

PATRICIA B. THOMPSON AND SPOUSE
DAVID M. THOMPSON

CULTIVATED FIELD

NELL D. FOWLER

L 36750LT
367+50 -L-
59' LT

L 37050LT
370+50 -L-
79' LT

L 37300
373+00 -L-
83' LT

L 37550
375+50 -L-
6' LT

L 37800 LT
378+00 -L-
79' LT

L 37800
378+00 -L-
1' RT

L 36800 RT
368+00 -L-
91' RT

L 37050RT
370+50 -L-
81' RT

L 37300
373+00 -L-
1' RT

L 37800 RT
373+00 -L-
81' RT

L 37800 RT
378+00 -L-
86' RT

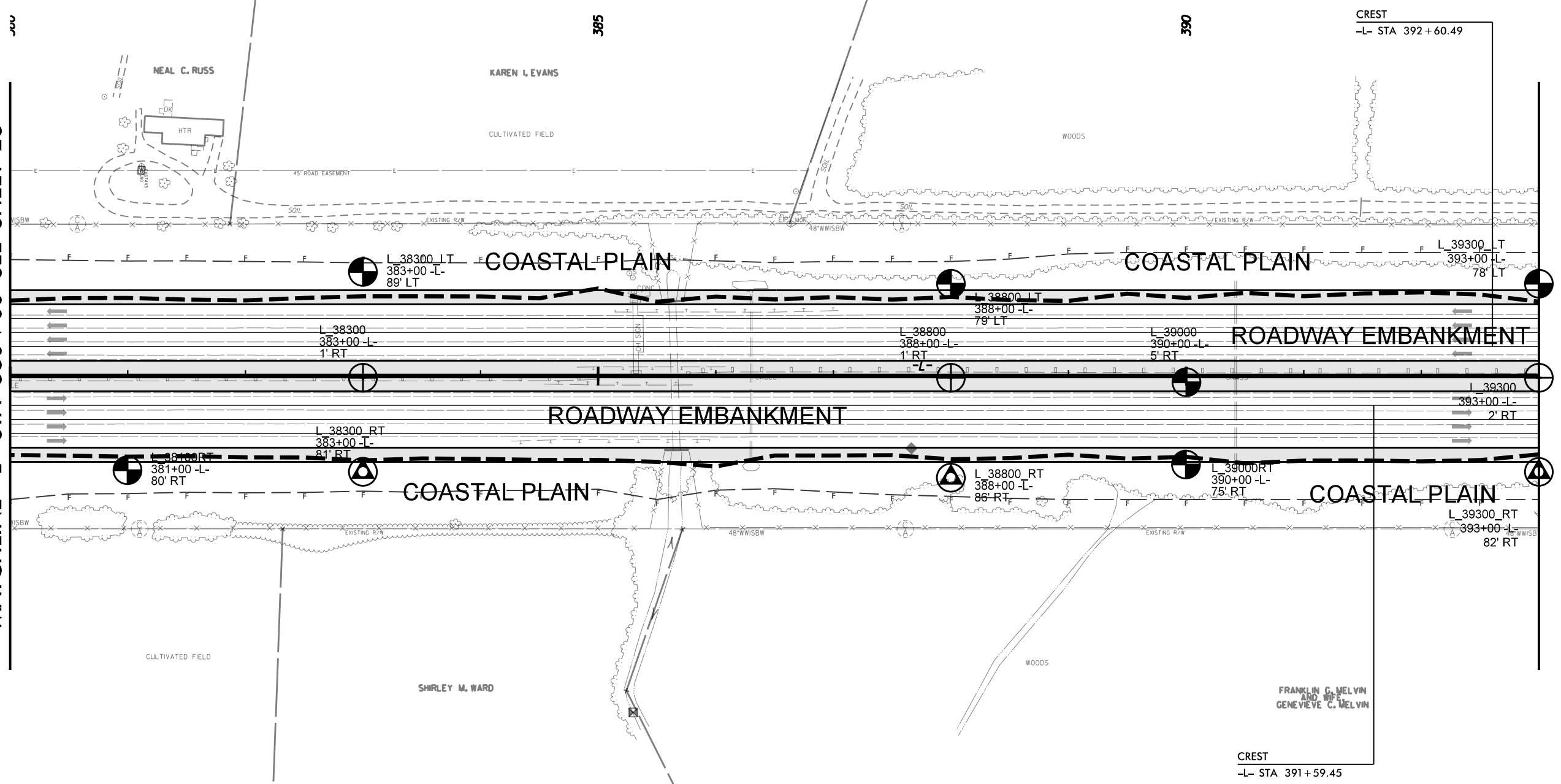
L 36750RT
367+50 -L-
82' RT

NAD 83/NA 2011

PROJECT REFERENCE NO.	SHEET NO.
I-5987A	24

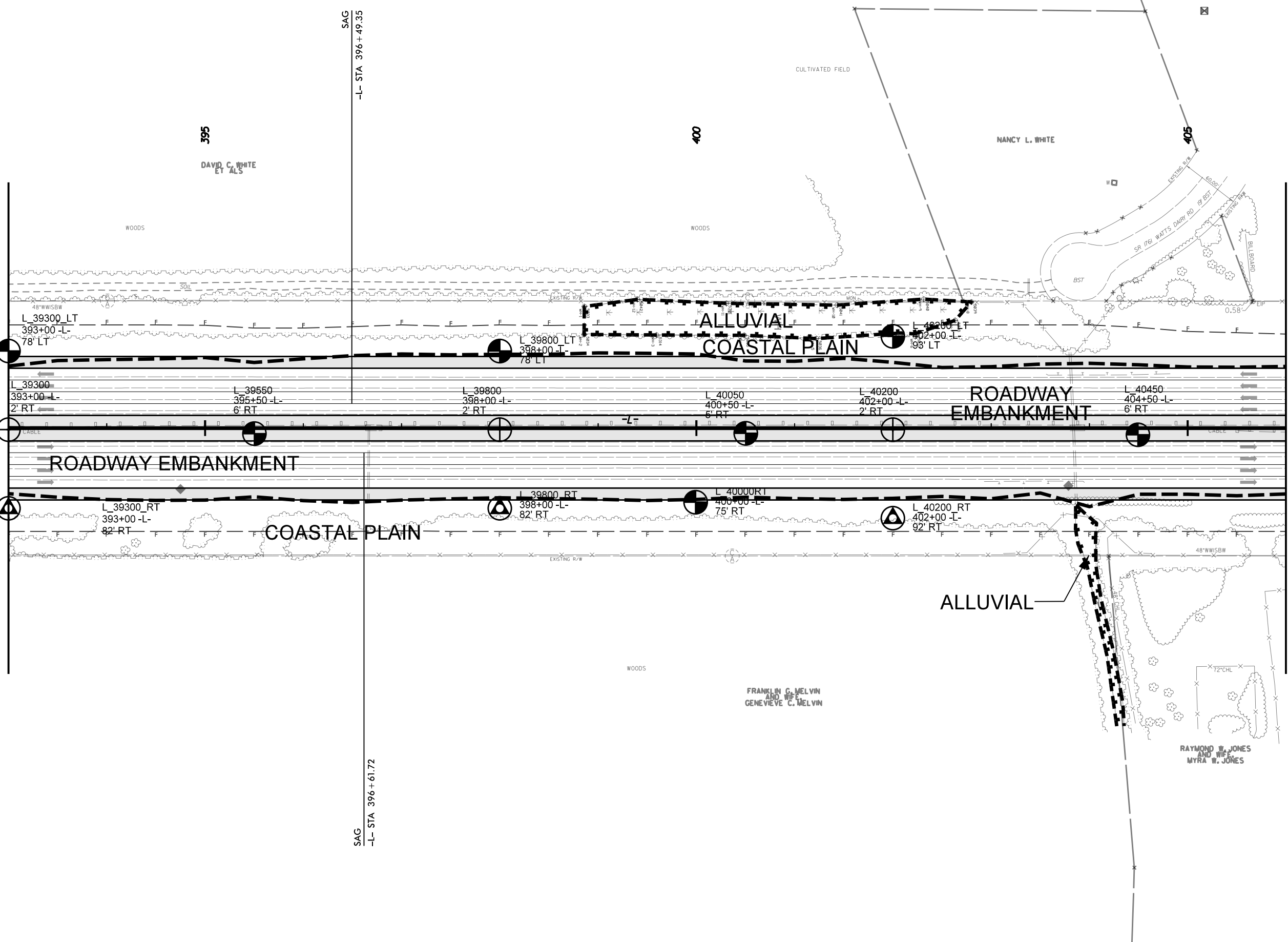
MATCHLINE -L- STA 380+00 SEE SHEET 23

MATCHLINE -L- STA 393+00 SEE SHEET 25



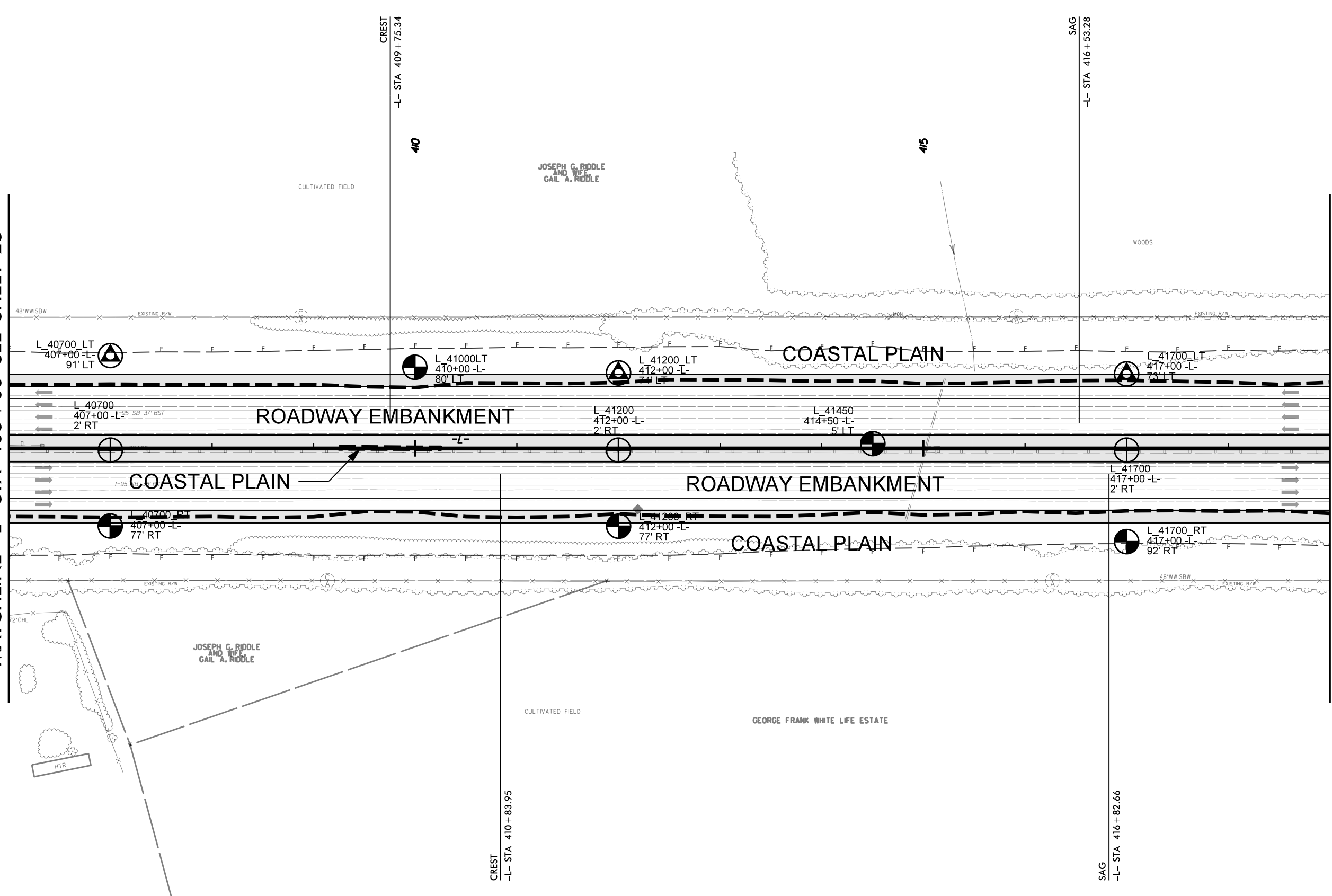
MATCHLINE -L- STA 393 + 00 SEE SHEET 24

MATCHLINE -L- STA 406 + 00 SEE SHEET 26



MATCHLINE -L- STA 406 + 00 SEE SHEET 25

MATCHLINE -L- STA 419 + 00 SEE SHEET 27



MARY JANE TUCKER HARRELL LIFE ESTATE
ET ALS

420

425

430

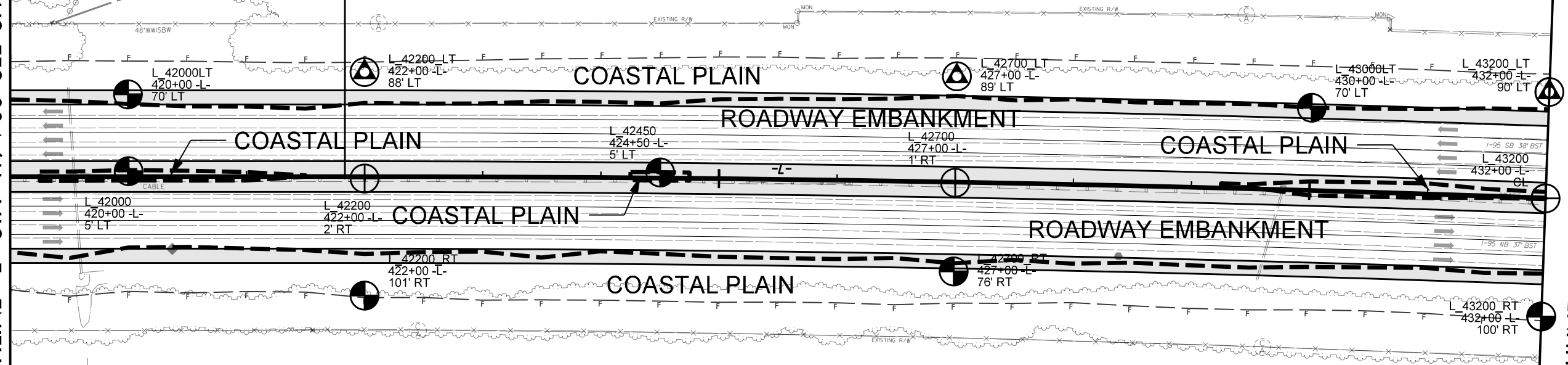
WOODS

PALMETTO PROPERTIES, INC

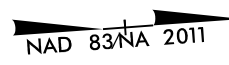
MATCHLINE -L- STA 419 + 00 SEE SHEET 26

MATCHLINE -L- STA 432 + 00 SEE SHEET 28

-L- PC Sta. 421+83.26

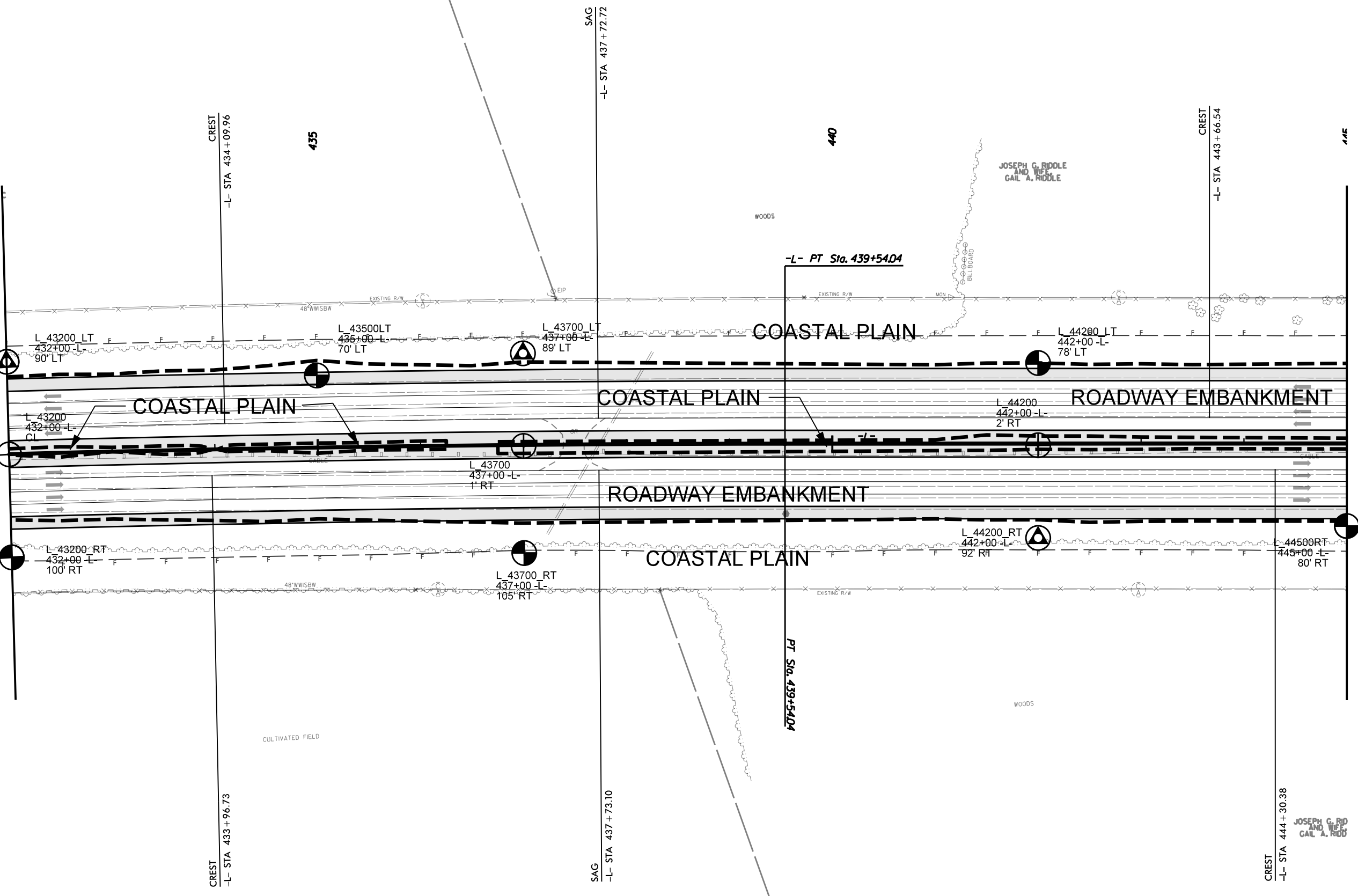


CULTIVATED FIELD



MATCHLINE -L- STA 432 + 00 SEE SHEET 27

MATCHLINE -L- STA 445 + 00 SEE SHEET 29



CREST
-L- STA 434 + 09.96

435

SAG
-L- STA 437 + 72.72

440

CREST
-L- STA 443 + 66.54

445

JOSEPH G. RIDDLE
AND WIFE
GAIL A. RIDDLE

-L- PT Sta. 439+54.04

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

COASTAL PLAIN

CREST
-L- STA 433 + 96.73

SAG
-L- STA 437 + 73.10

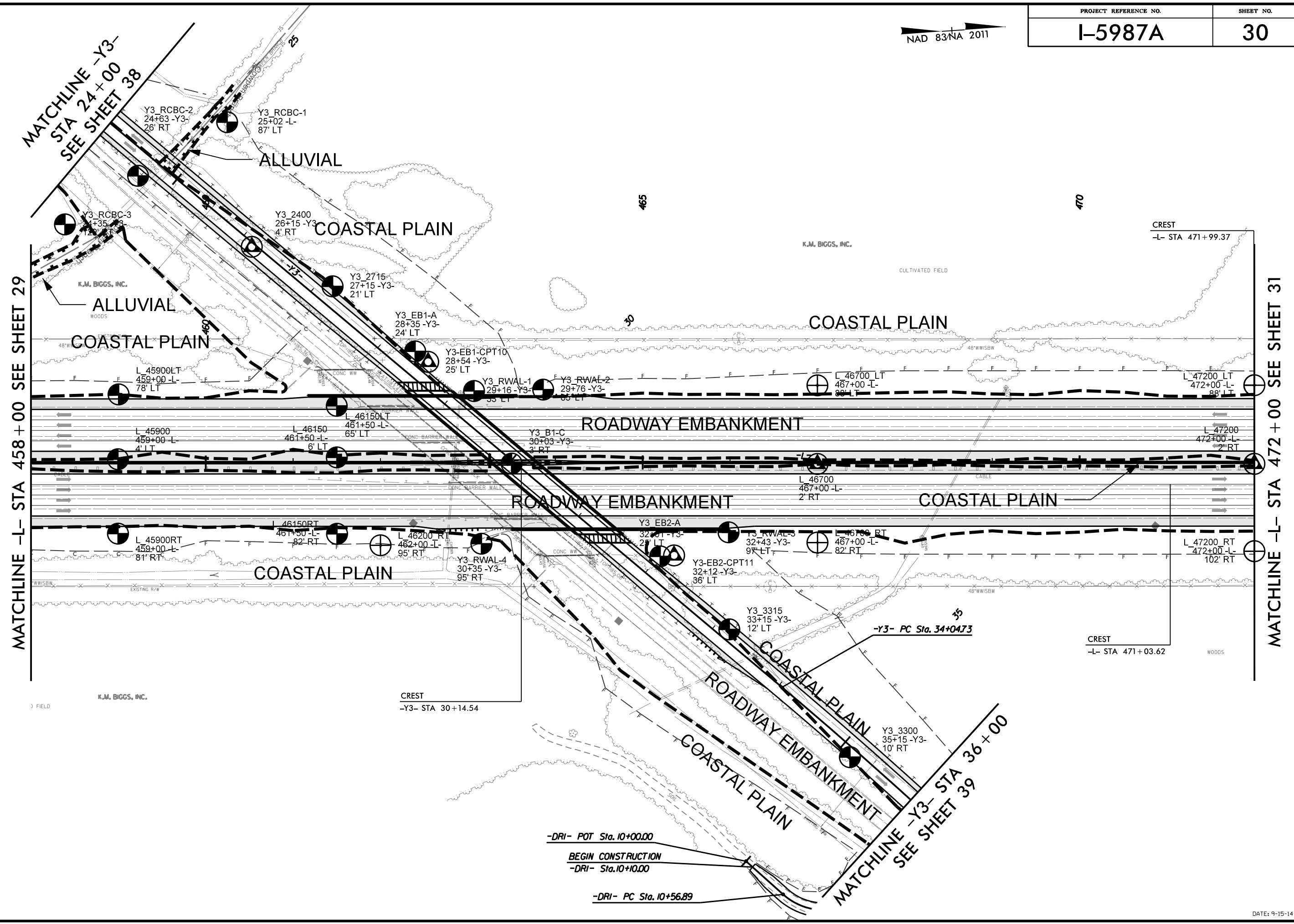
CREST
-L- STA 444 + 30.38

JOSEPH G. RIDDLE
AND WIFE
GAIL A. RIDDLE

PT Sta. 439+54.04

WOODS

CULTIVATED FIELD



MATCHLINE -L- STA 458 + 00 SEE SHEET 29

MATCHLINE -L- STA 472 + 00 SEE SHEET 31

MATCHLINE -Y3-
STA 24 + 00
SEE SHEET 38

MATCHLINE -Y3-
STA 36 + 00
SEE SHEET 39

FIELD

K.M. BIGGS, INC.

CREST
-Y3- STA 30+14.54

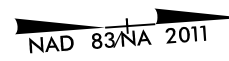
-DRI- POT Sta. 10+00.00

BEGIN CONSTRUCTION
-DRI- Sta. 10+10.00

-DRI- PC Sta. 10+56.89

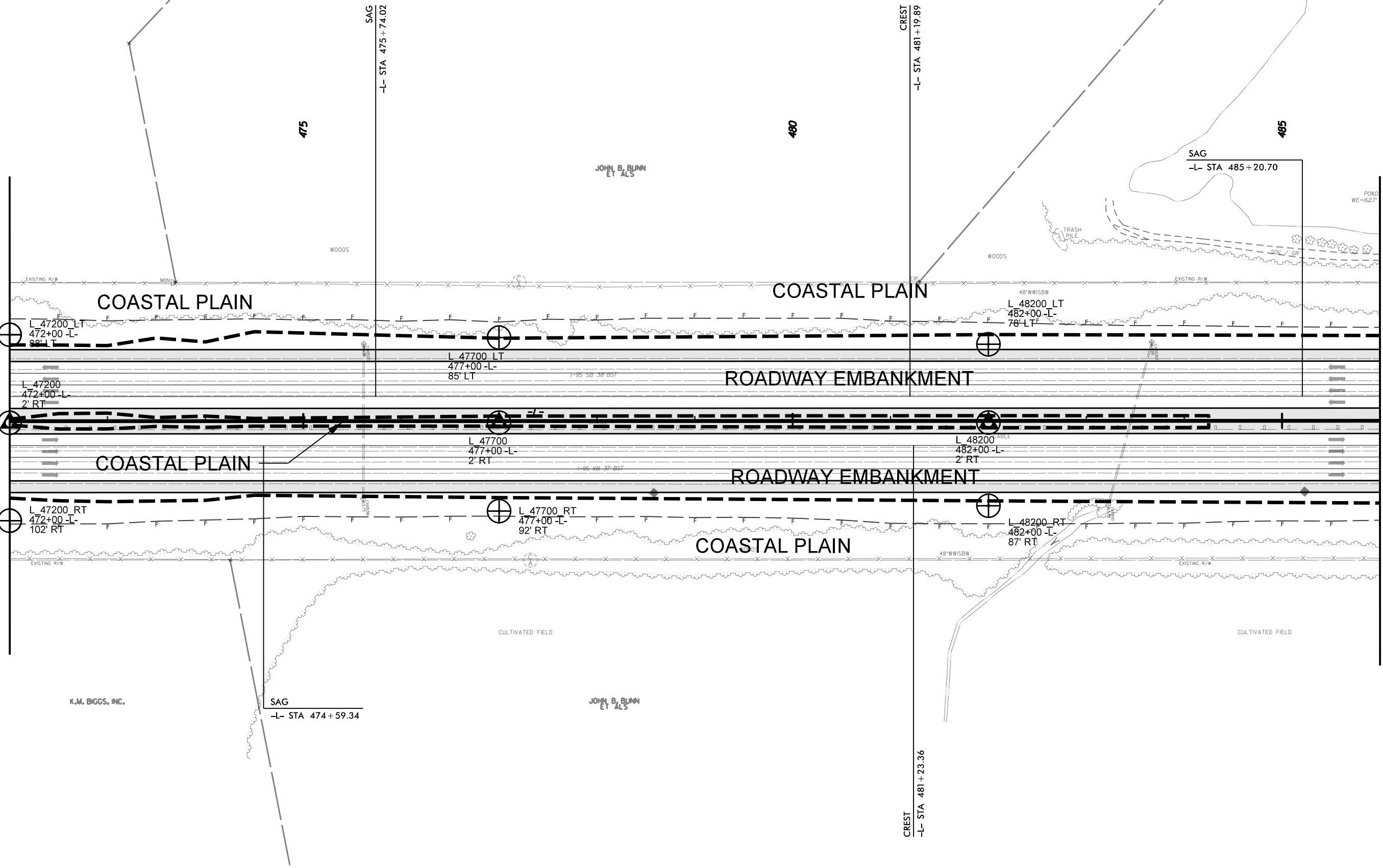
CREST
-L- STA 471+03.62

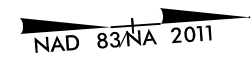
CREST
-L- STA 471+99.37



MATCHLINE -L- STA 472 + 00 SEE SHEET 30

MATCHLINE -L- STA 486 + 00 SEE SHEET 32





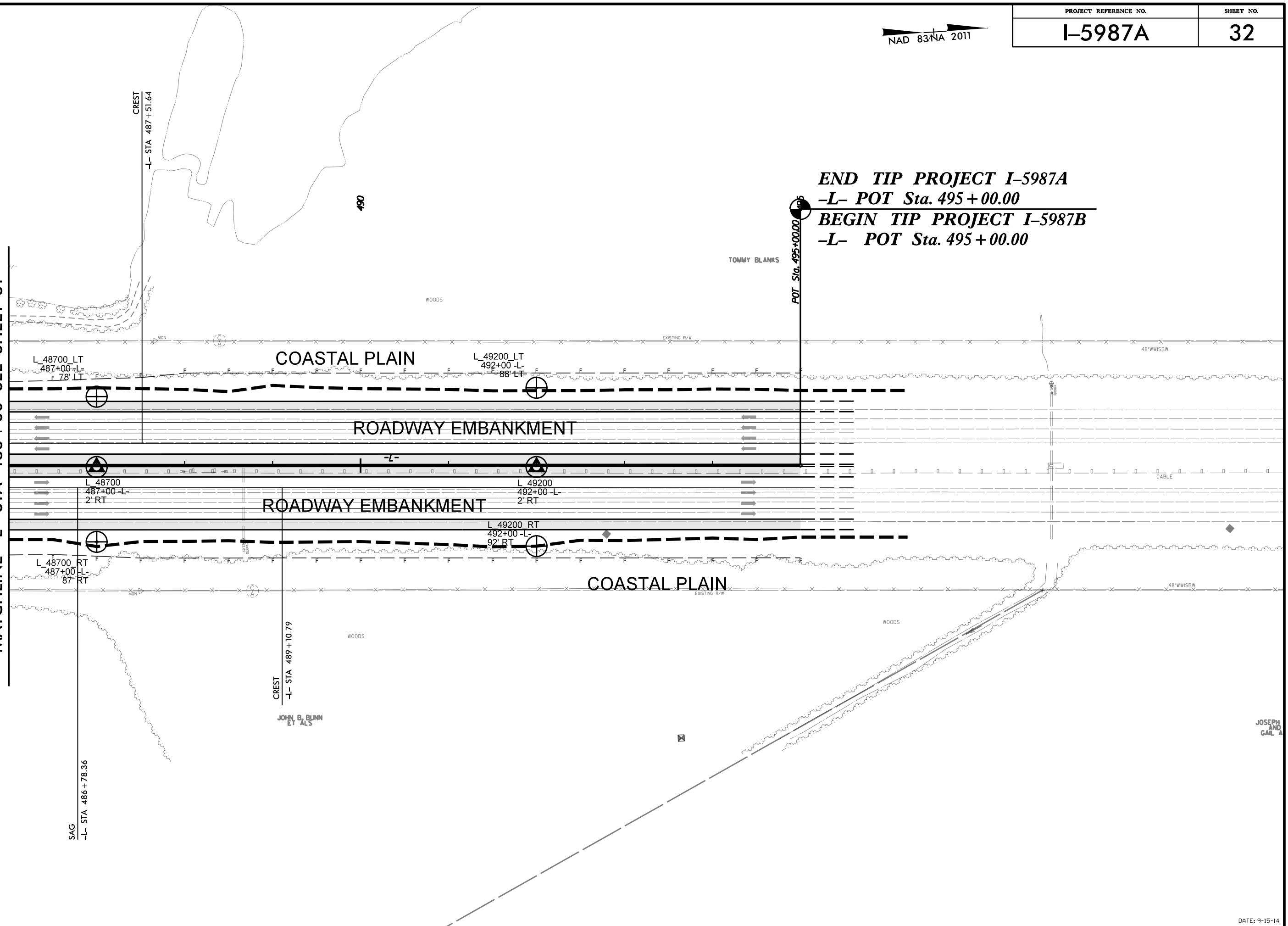
END TIP PROJECT I-5987A

-L- POT Sta. 495 + 00.00

BEGIN TIP PROJECT I-5987B

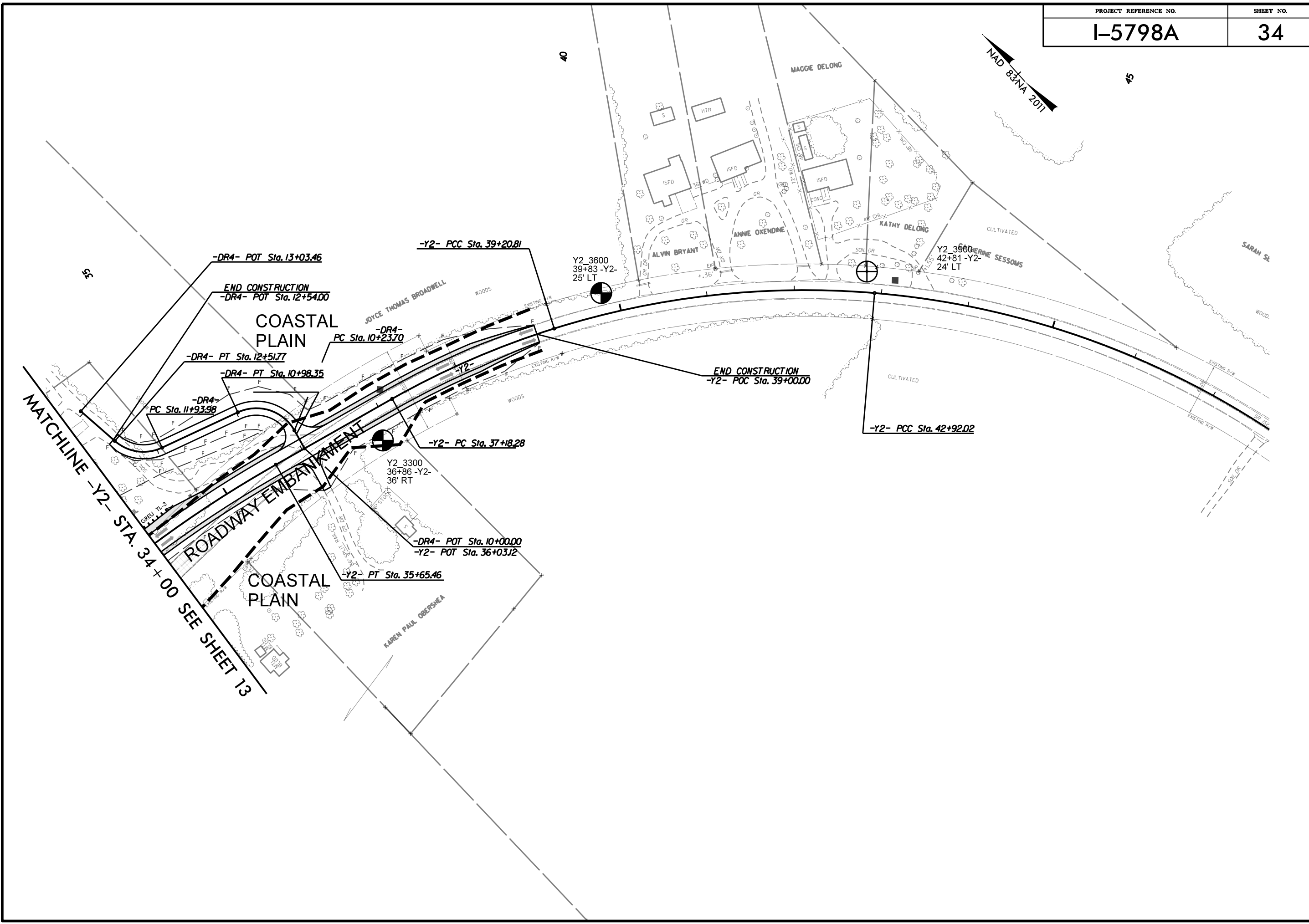
-L- POT Sta. 495 + 00.00

MATCHLINE -L- STA 486 + 00 SEE SHEET 31



JOHN B. BUNN
ET ALS

JOSEPH
AND
GAR. A



MATCHLINE -Y2- STA. 34+00 SEE SHEET 13

COASTAL PLAIN

COASTAL PLAIN

ROADWAY EMBANKMENT

-DR4- POT Sta. 13+03.46

END CONSTRUCTION
-DR4- POT Sta. 12+54.00

-DR4- PT Sta. 12+51.77

-DR4- PT Sta. 10+98.35

-DR4- PC Sta. 11+93.98

-Y2- PCC Sta. 39+20.81

-DR4- PC Sta. 10+23.70

-Y2- PC Sta. 37+18.28

Y2_3300
36+86 -Y2-
36' RT

-DR4- POT Sta. 10+00.00
-Y2- POT Sta. 36+03.12

-Y2- PT Sta. 35+65.46

END CONSTRUCTION
-Y2- POC Sta. 39+00.00

-Y2- PCC Sta. 42+92.02

Y2_3600
39+83 -Y2-
25' LT

Y2_3600
42+81 -Y2-
24' LT

KAREN PAUL OBERSHEA

JOYCE THOMAS BROADWELL

ALVIN BRYANT

ANNE OXENDINE

MAGGE DELONG

KATHY DELONG

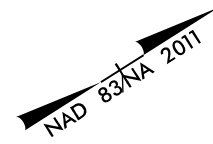
BERNE SESSOMS

SARAH SE

35

40

45



MATCHLINE -YIA- STA. 23+00 SEE SHEET 17

-YIA- POT Sta. 10+00.00

HAROLD STEPHEN BELL

15 GOLBER HARDIN

20

EDDIE LEMONS

GOLBER HARDIN

JOHN HARDIN

-YIA- TS Sta. 19+12.68

JIMMY BURNETTE

-DR6- POT Sta. 11+14.37

-YIA- POT Sta. 22+68.99

SAG
-YIA- STA 22+53.22

-YIA- SC Sta. 20+62.68

-DR5- POT Sta. 11+08.25
-YIA- POT Sta. 22+25.40

Y1A 1650
22+05 -Y1A-
5' RT

US HWY 301.261 EAST

-YIA-

BEGIN CONSTRUCTION
-YIA- POT Sta. 17+65.00

Y1A 1400
19+55 -Y1A-
25' RT -YIA- STA 20+65.95

COASTAL PLAIN

-DR5- POT Sta. 10+00.00

-DR6-
PT Sta. 10+41.43

-DR6-
PC Sta. 10+13.51

-DR6-
POT Sta. 10+00.00

BEGIN CONSTRUCTION
-DR5- POT Sta. 10+20.00

BEGIN CONSTRUCTION
-DR6- POC Sta. 10+15.00

BLANKS

HAROLD STEPHEN BELL

GOLBER HARDIN

WOODS

EXISTING R/W

EXISTING R/W

80' TMS

BLK BUS

CONC
SEC
BLDG

FLAG POLE

EIP

72\"/>

72\"/>

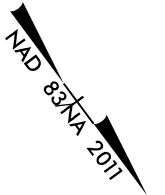
72\"/>

72\"/>

72\"/>

72\"/>

72\"/>



MATCHLINE -SR2- STA. 19+00 SEE SHEET 17



-SR2- POT Sta. 10+00.00

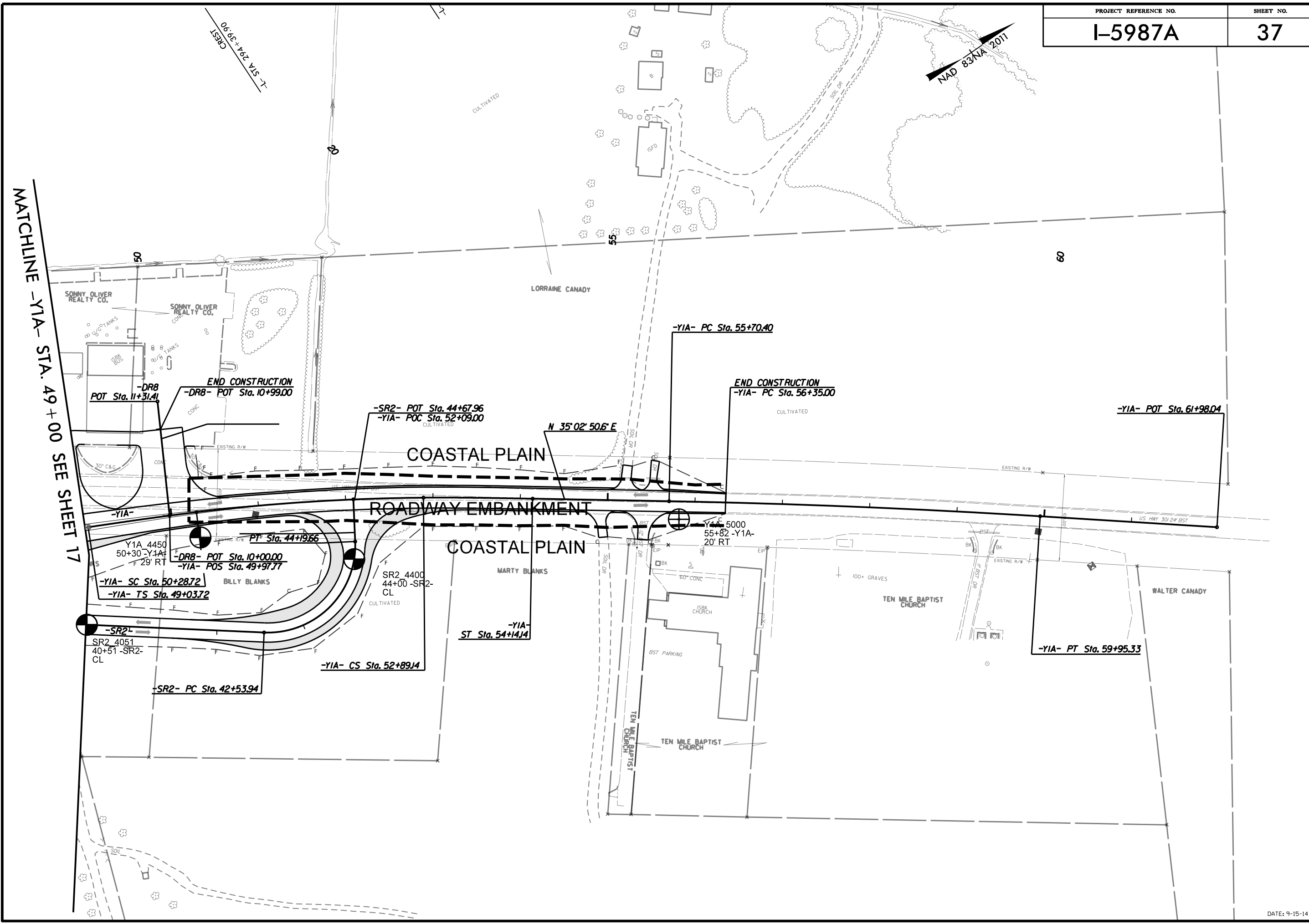
-SR2- PT Sta. 17+14.29

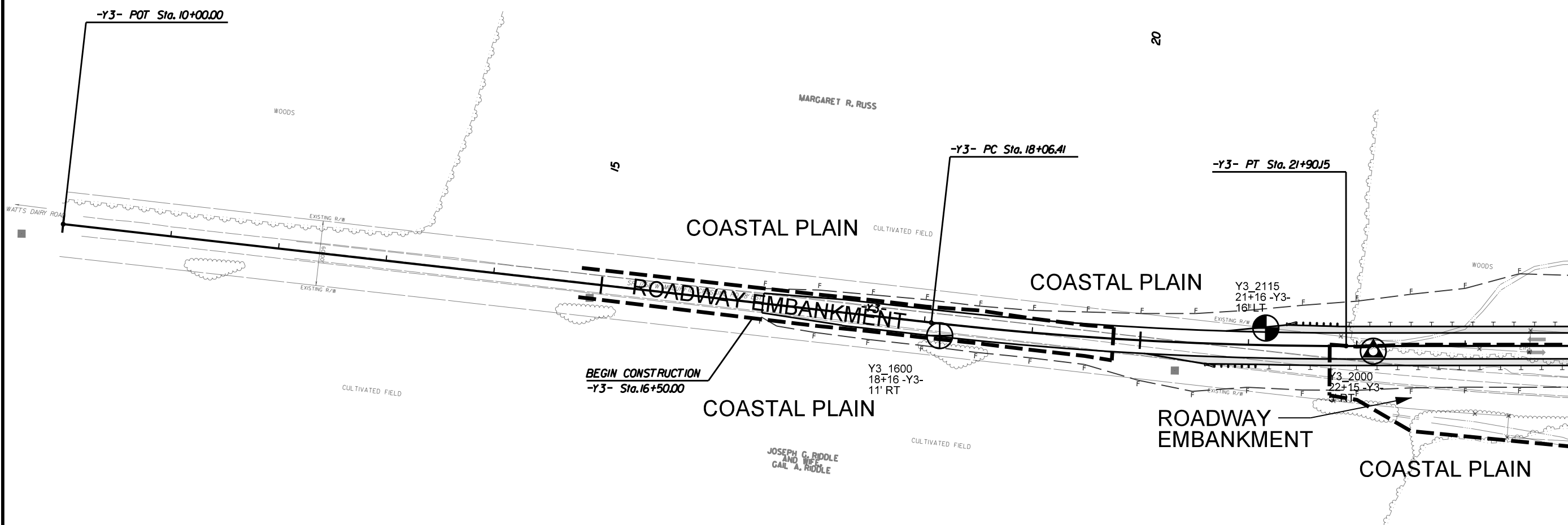
BEGIN CONSTRUCTION
-SR2- POT Sta. 17+60.00

-SR2- PC Sta. 13+49.36

01

15

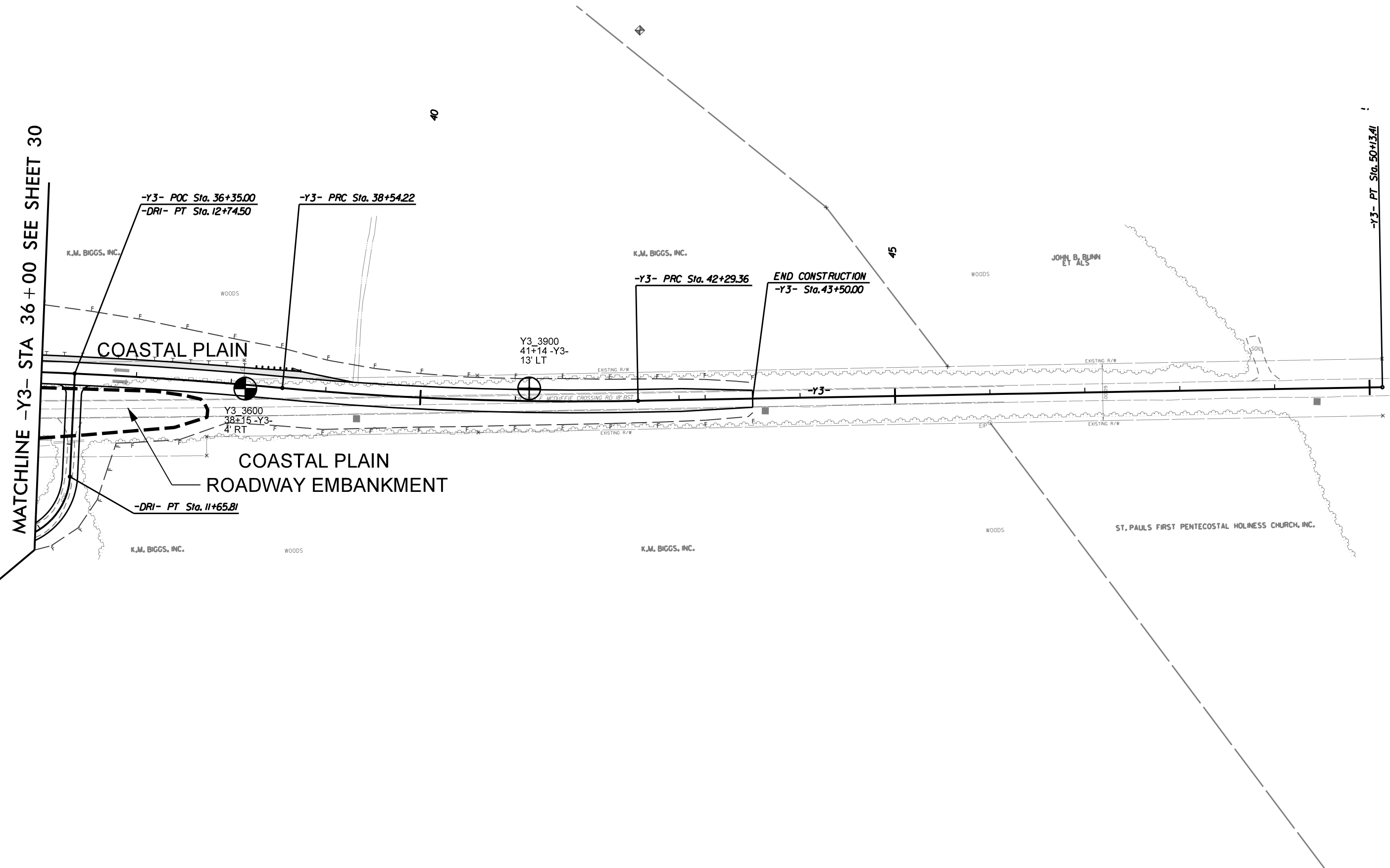






MATCHLINE -Y3- STA 36+00 SEE SHEET 30

-Y3- PT Sta. 50+13.41



-Y3- POC Sta. 36+35.00
-DRI- PT Sta. 12+74.50

-Y3- PRC Sta. 38+54.22

K.M. BIGGS, INC.

-Y3- PRC Sta. 42+29.36

END CONSTRUCTION
-Y3- Sta. 43+50.00

Y3 3900
41+14 -Y3-
13' LT

Y3 3600
38+15 -Y3-
4 RT

COASTAL PLAIN
ROADWAY EMBANKMENT

-DRI- PT Sta. 11+65.81

K.M. BIGGS, INC.

WOODS

K.M. BIGGS, INC.

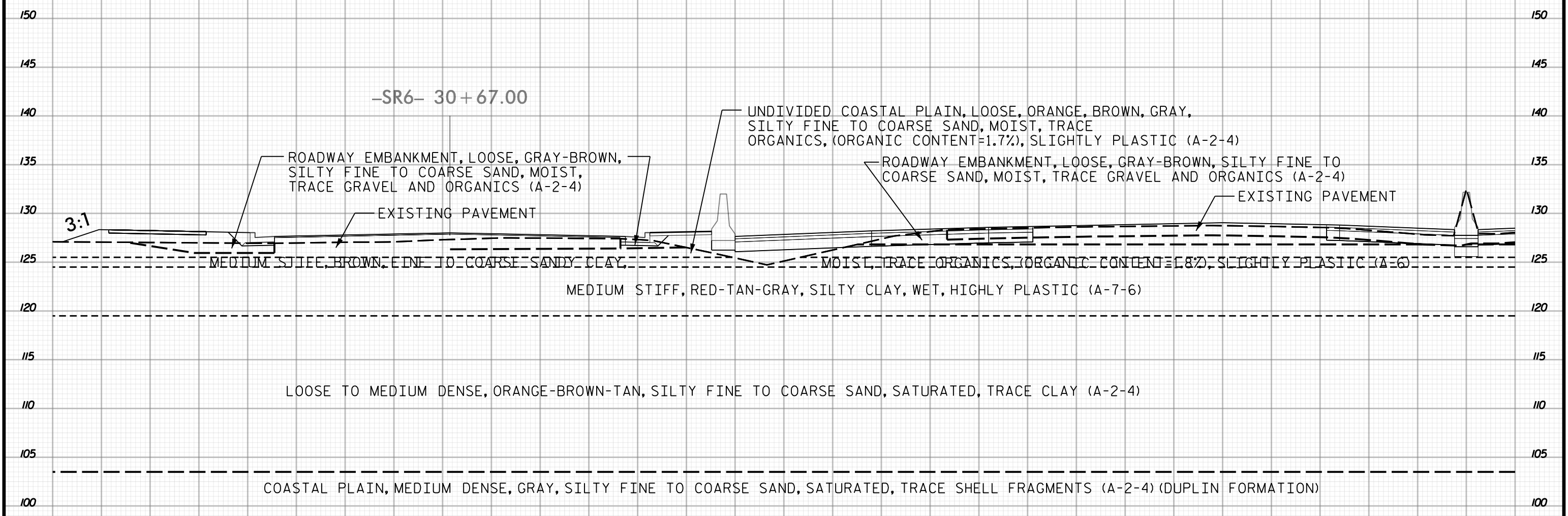
WOODS

ST. PAULS FIRST PENTECOSTAL HOLINESS CHURCH, INC.

JOHN B. BLINN
ET ALS

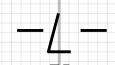


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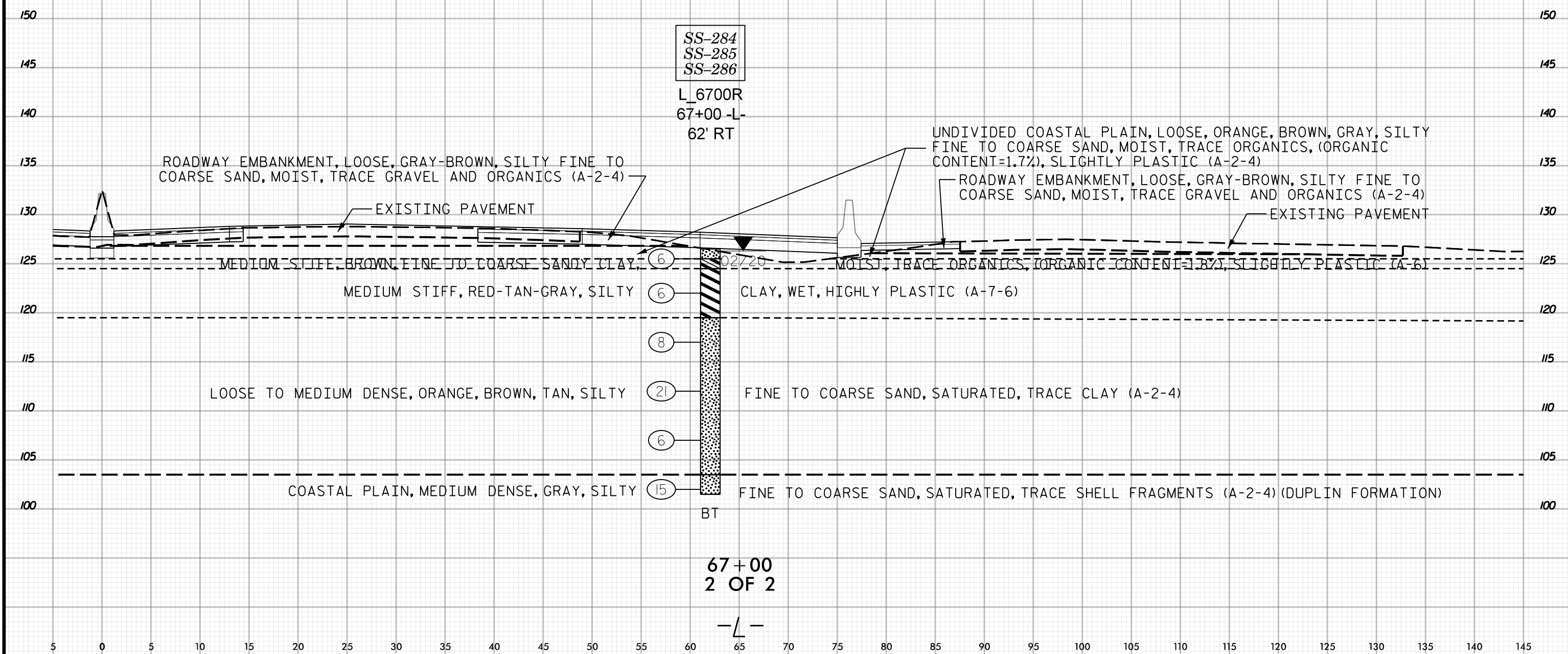
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67+00
1 OF 2

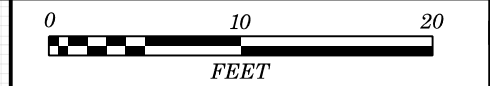




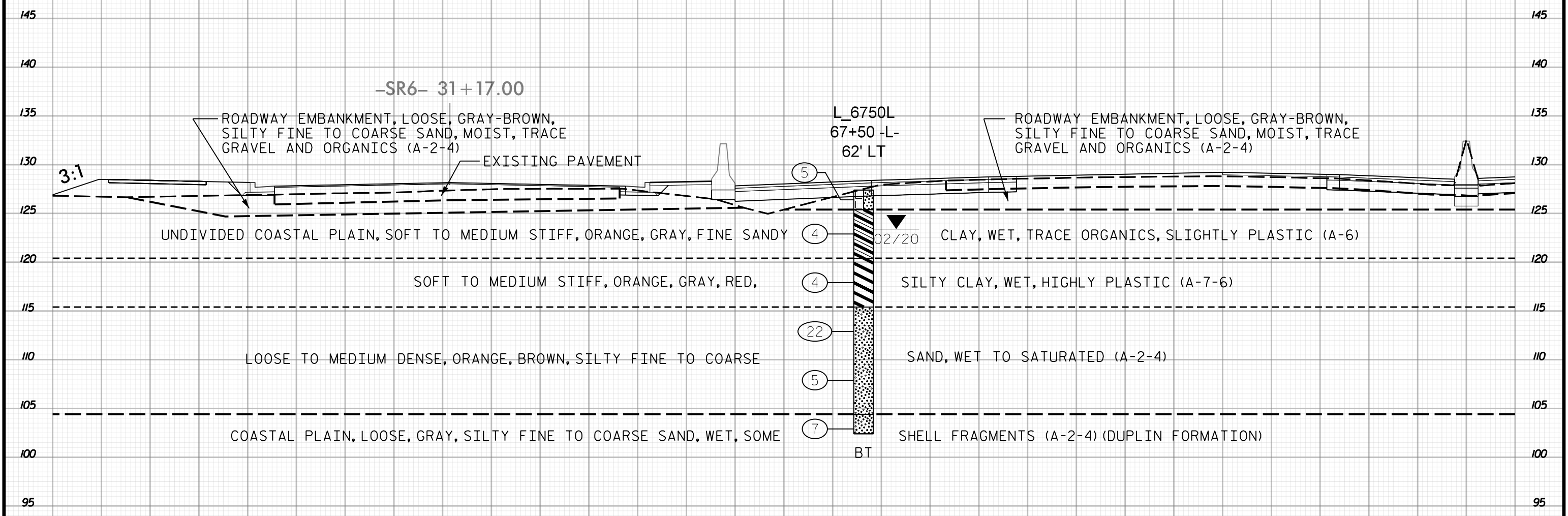
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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



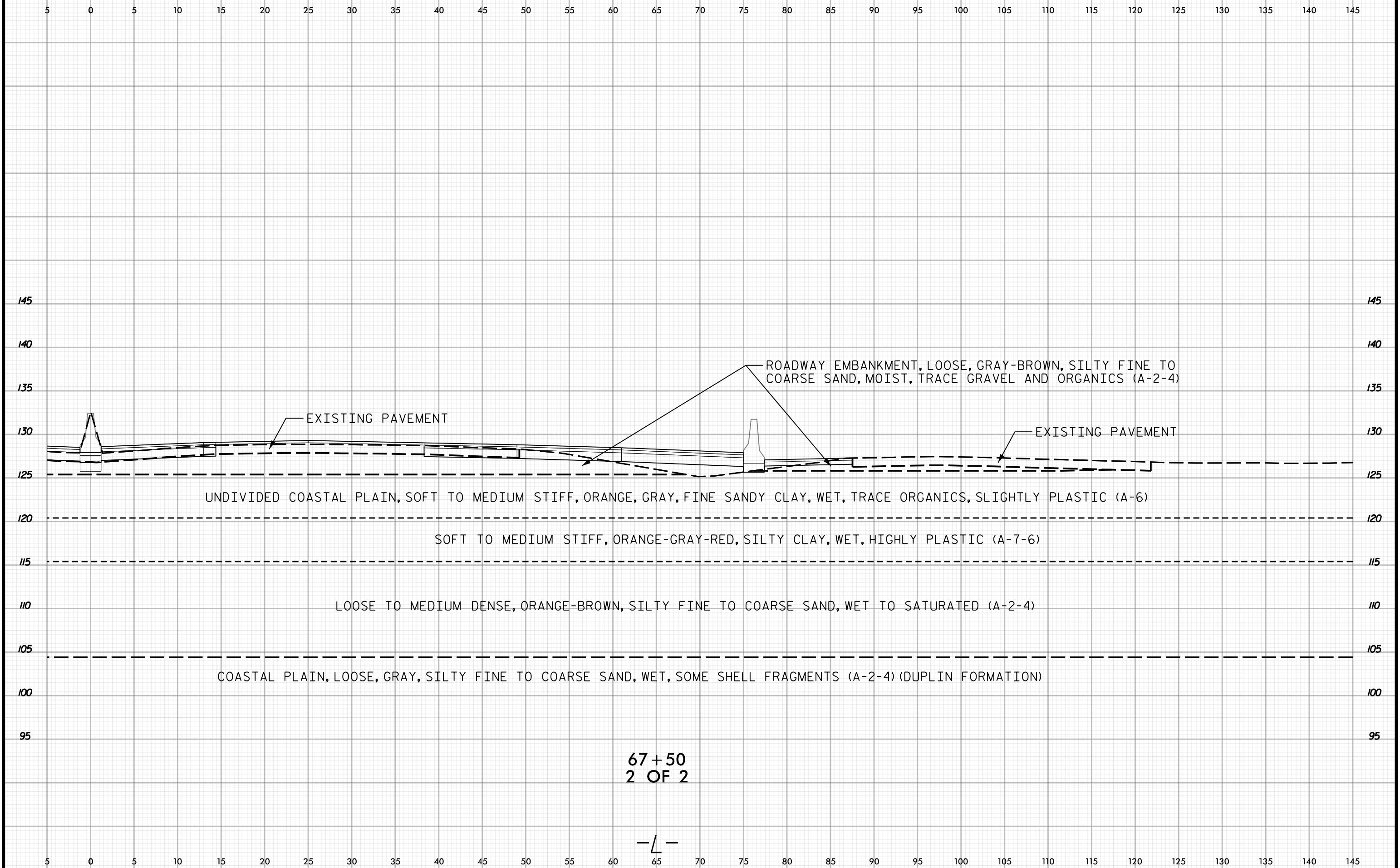
-SR6- 31+17.00

L_6750L
67+50 -L-
62' LT

67+50
1 OF 2

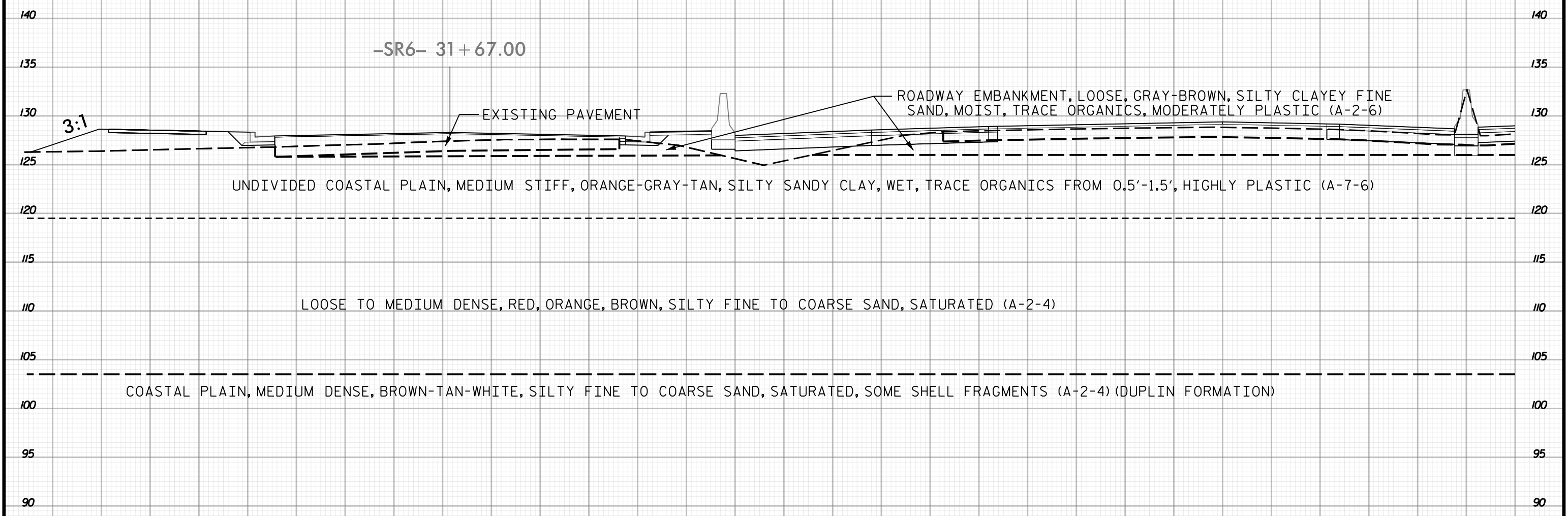
-L-

145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5

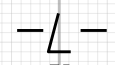




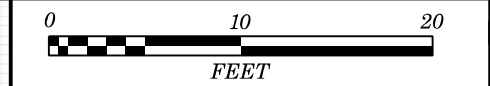
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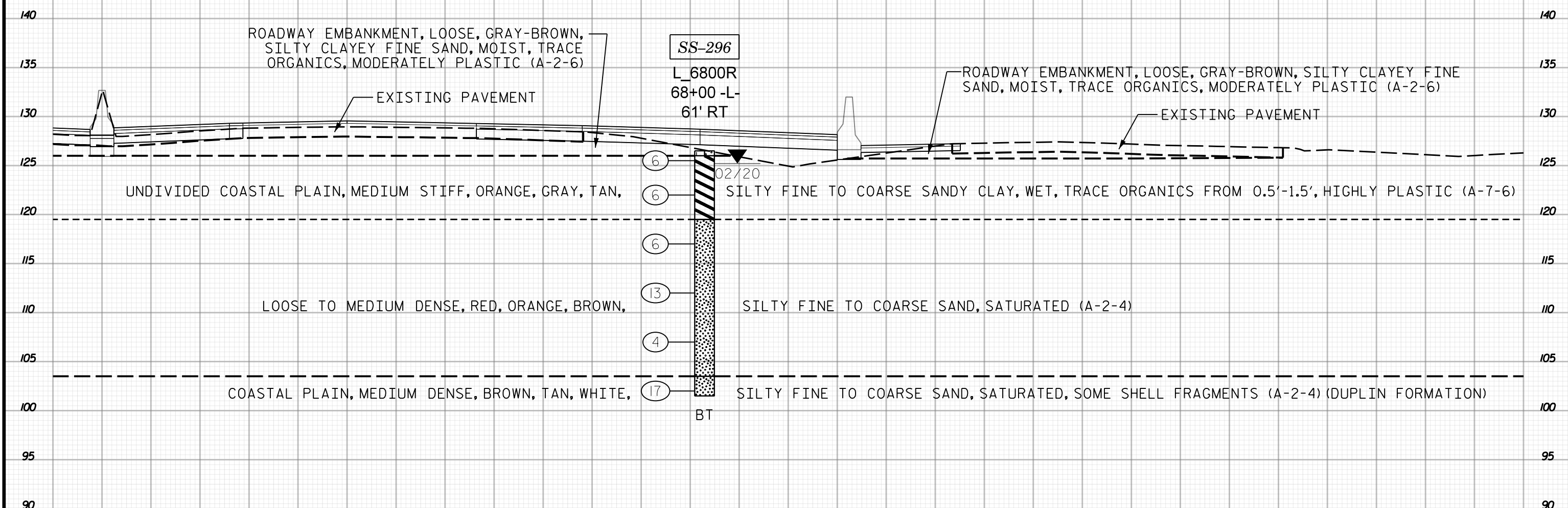
68+00
1 OF 2



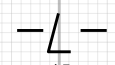
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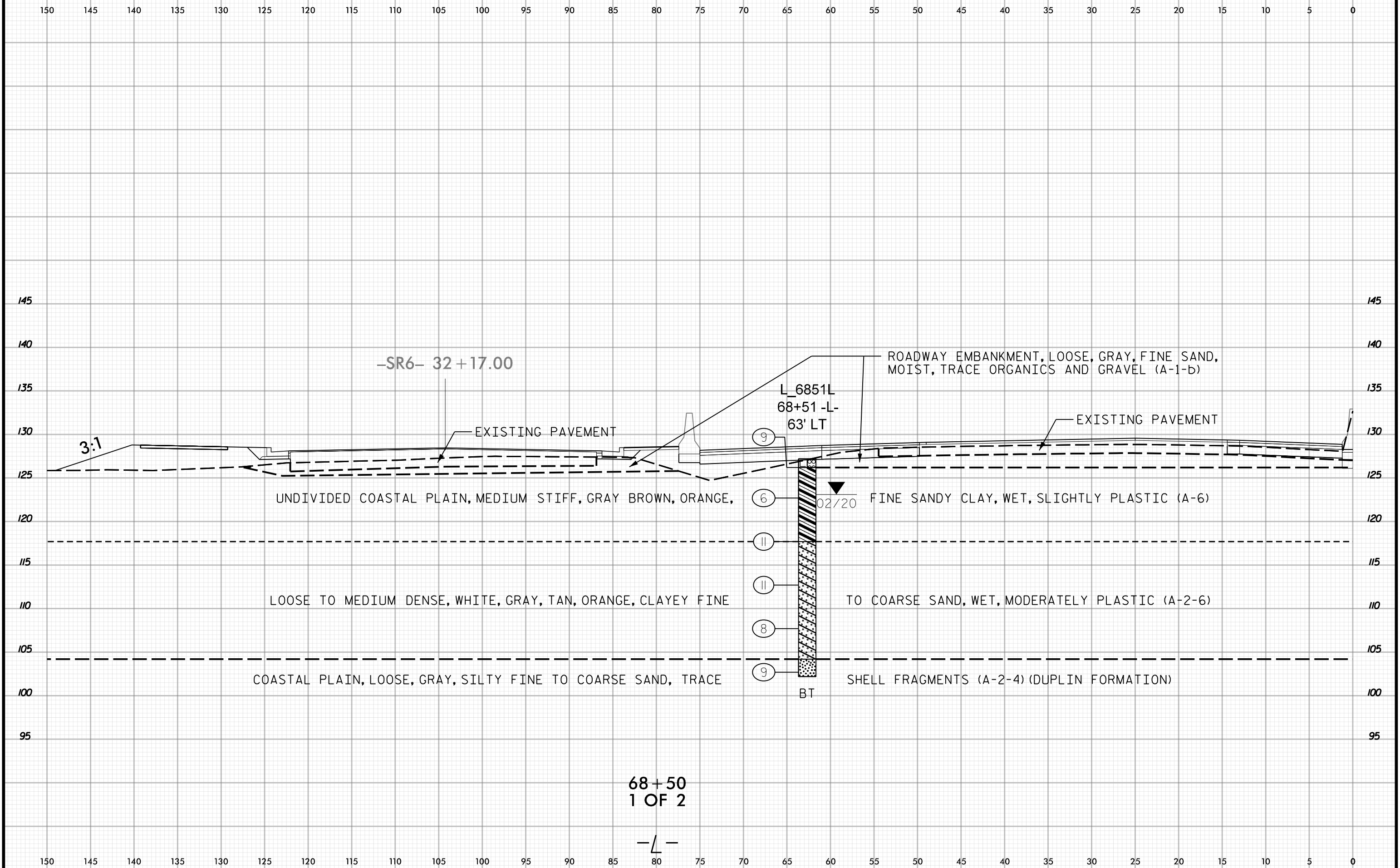
5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



68+00
2 OF 2



5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145

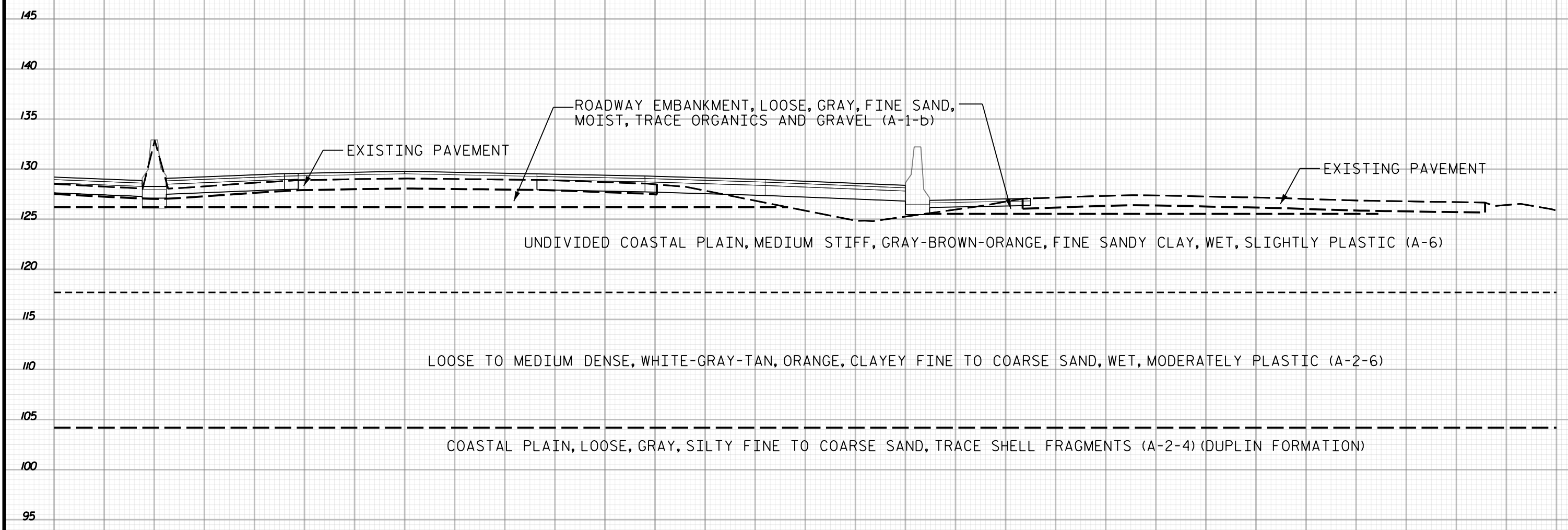


68+50
1 OF 2

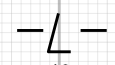
-L-



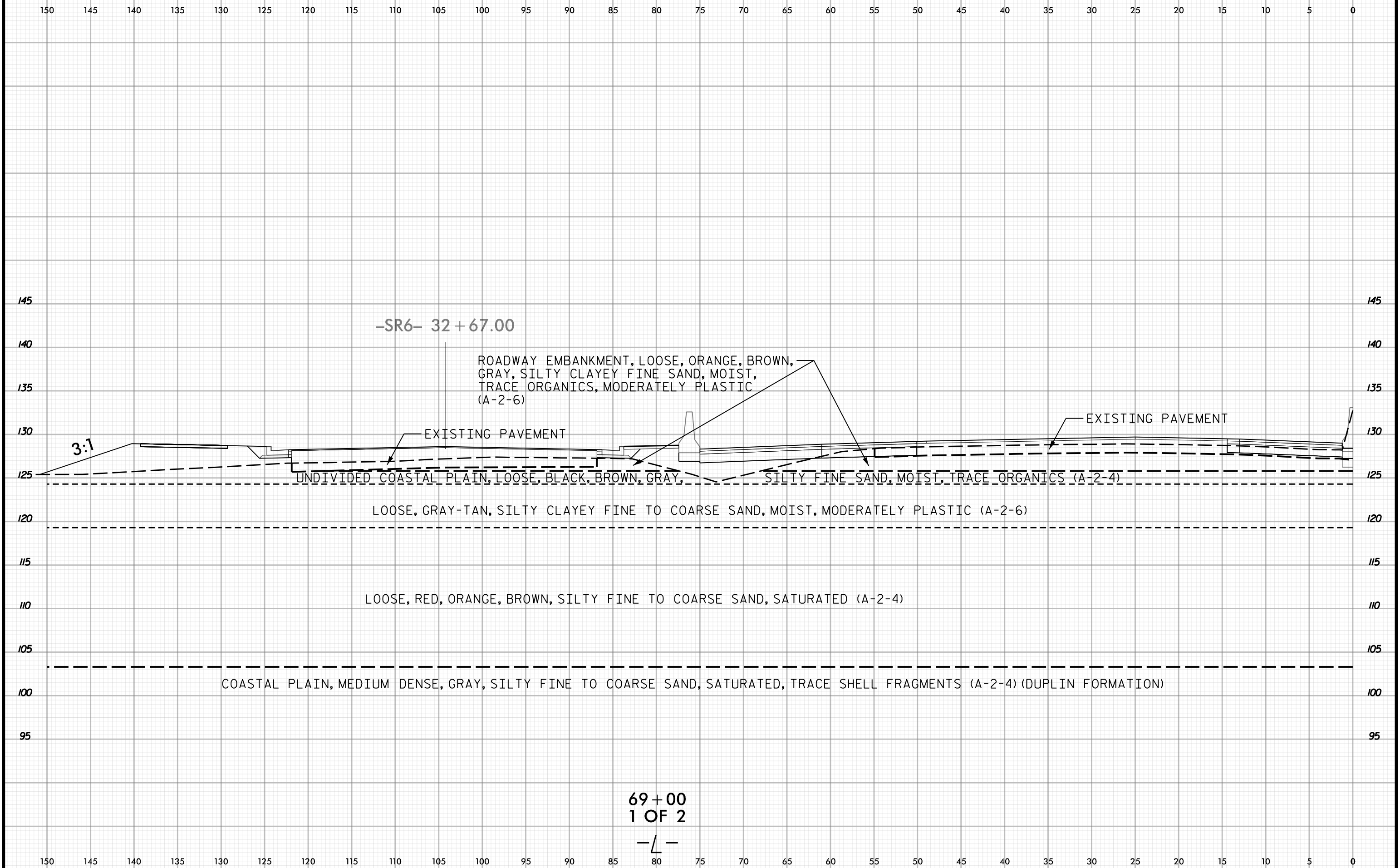
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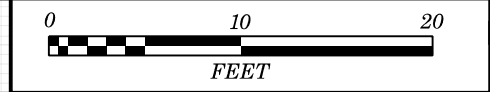


68+50
2 OF 2

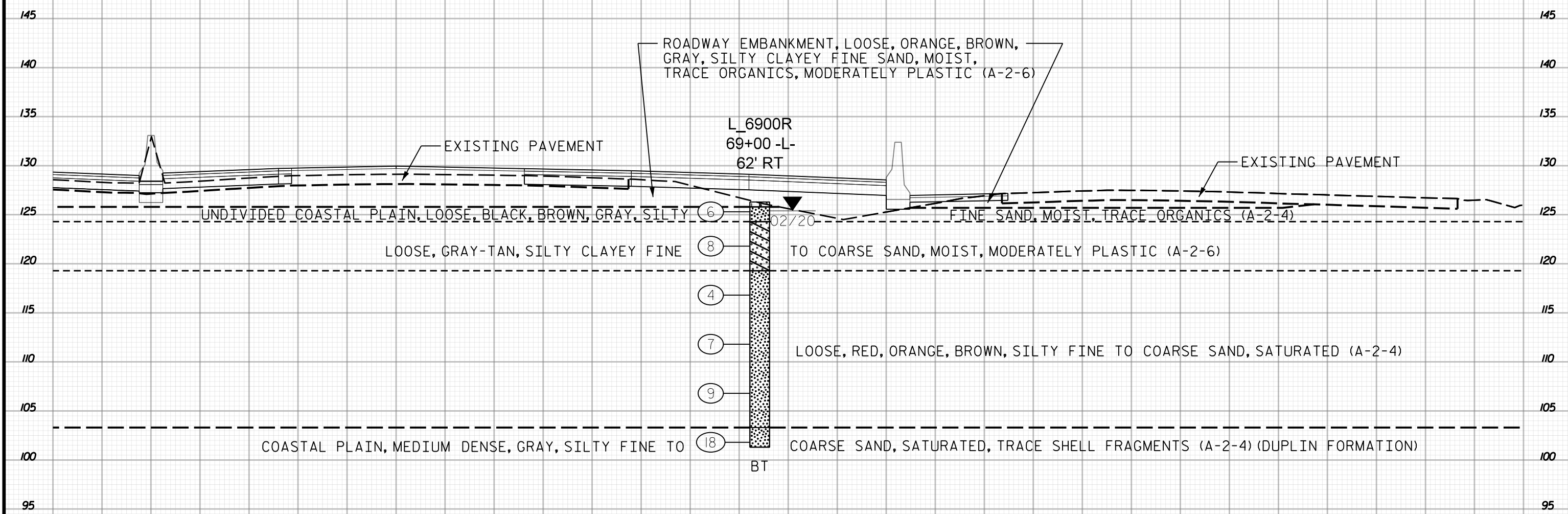


10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140





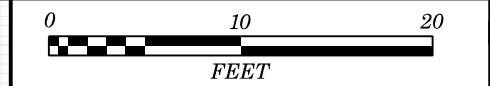
10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



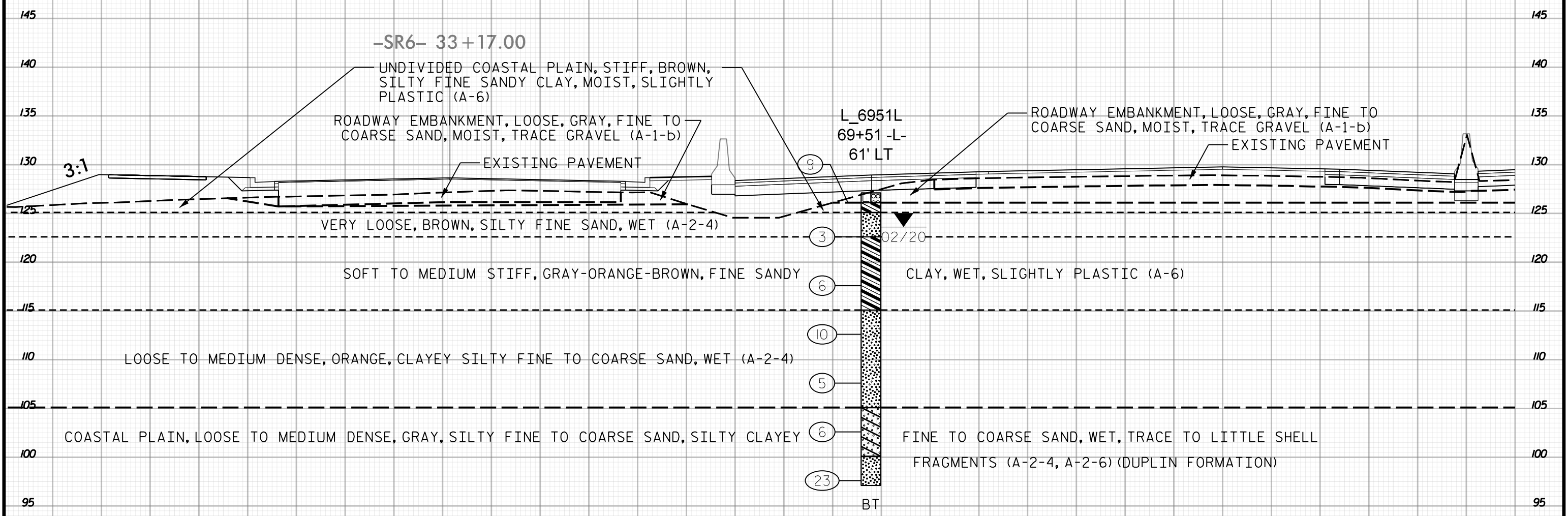
69+00
2 OF 2

-L-

10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



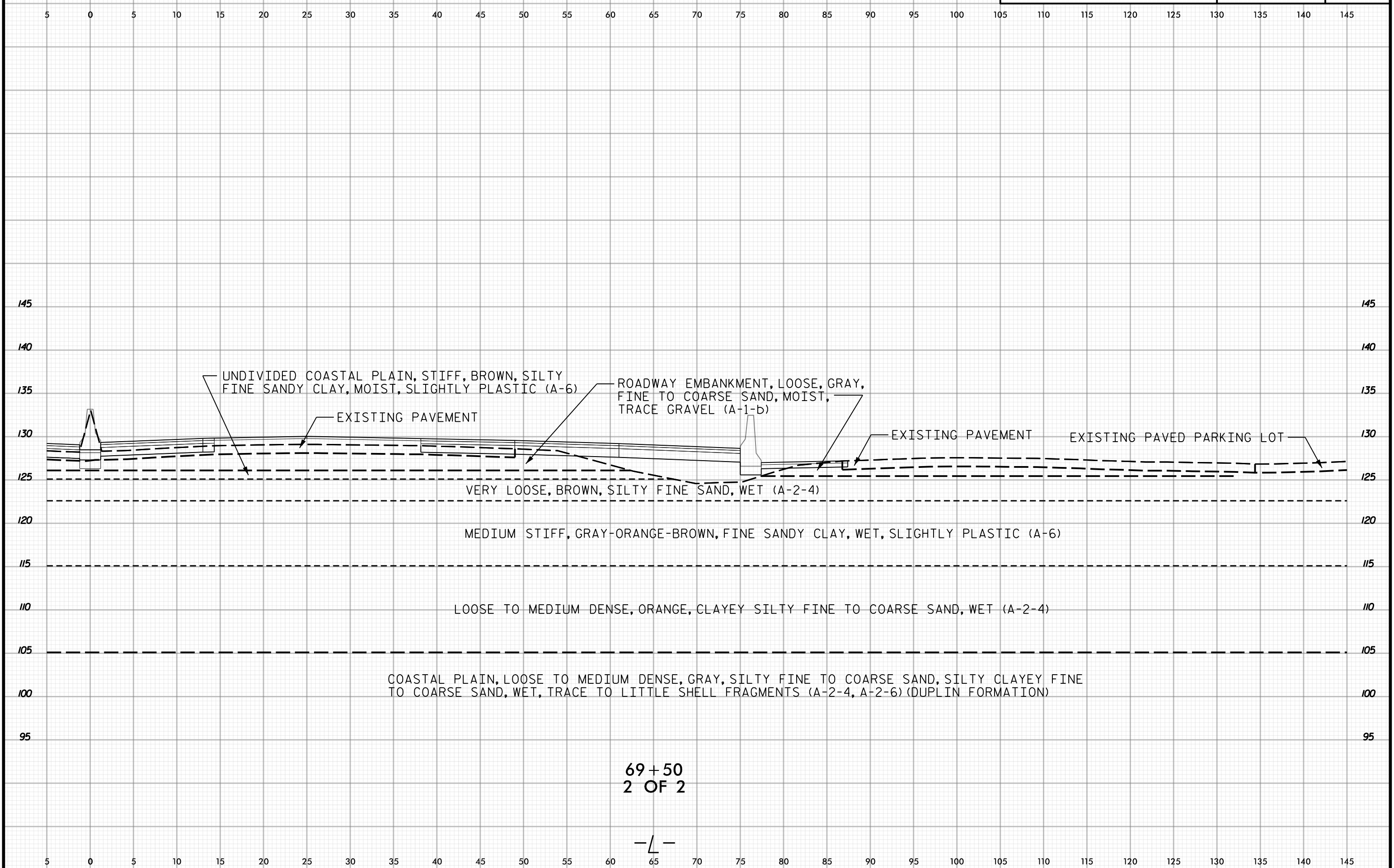
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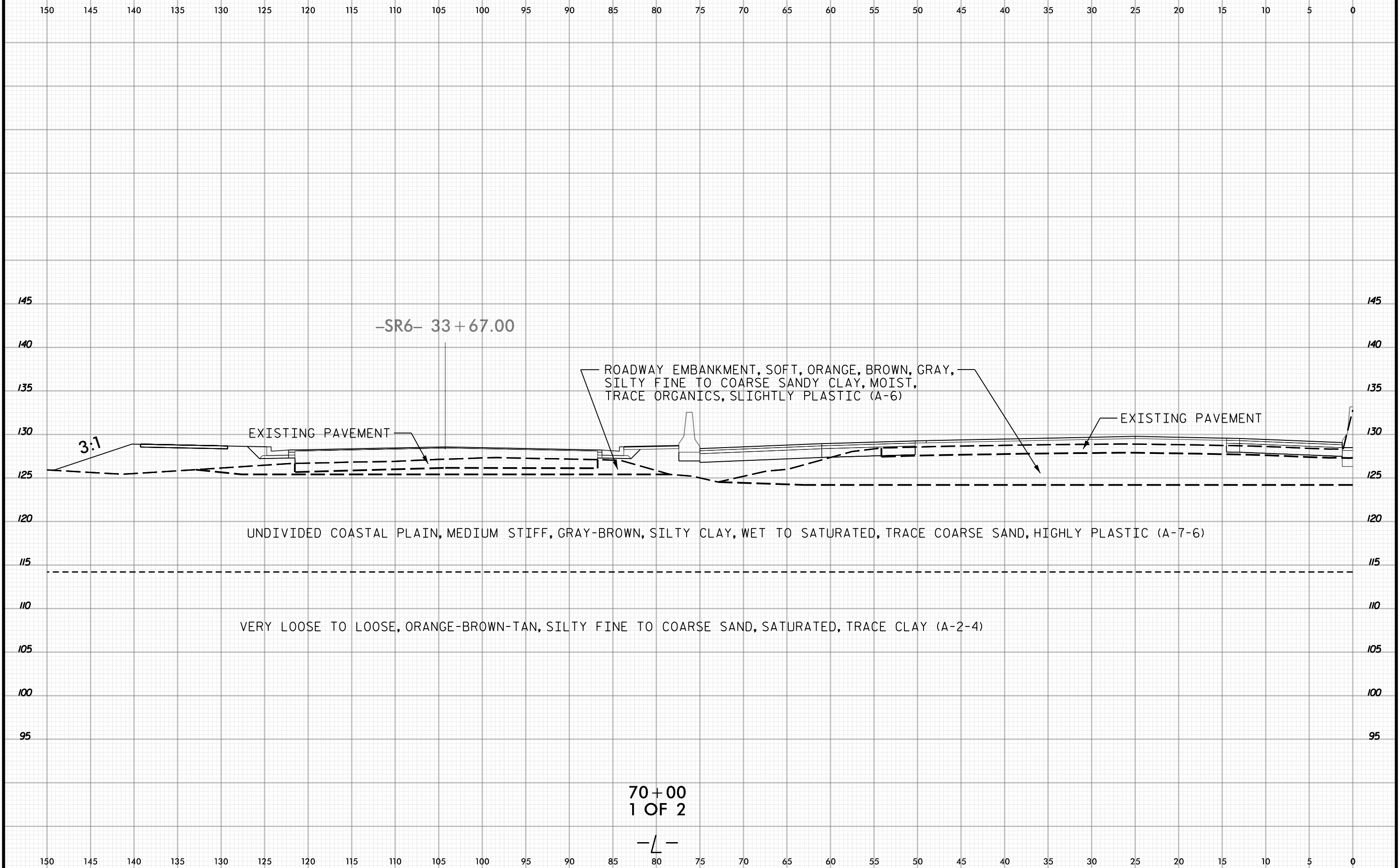


69+50
1 OF 2

-L-

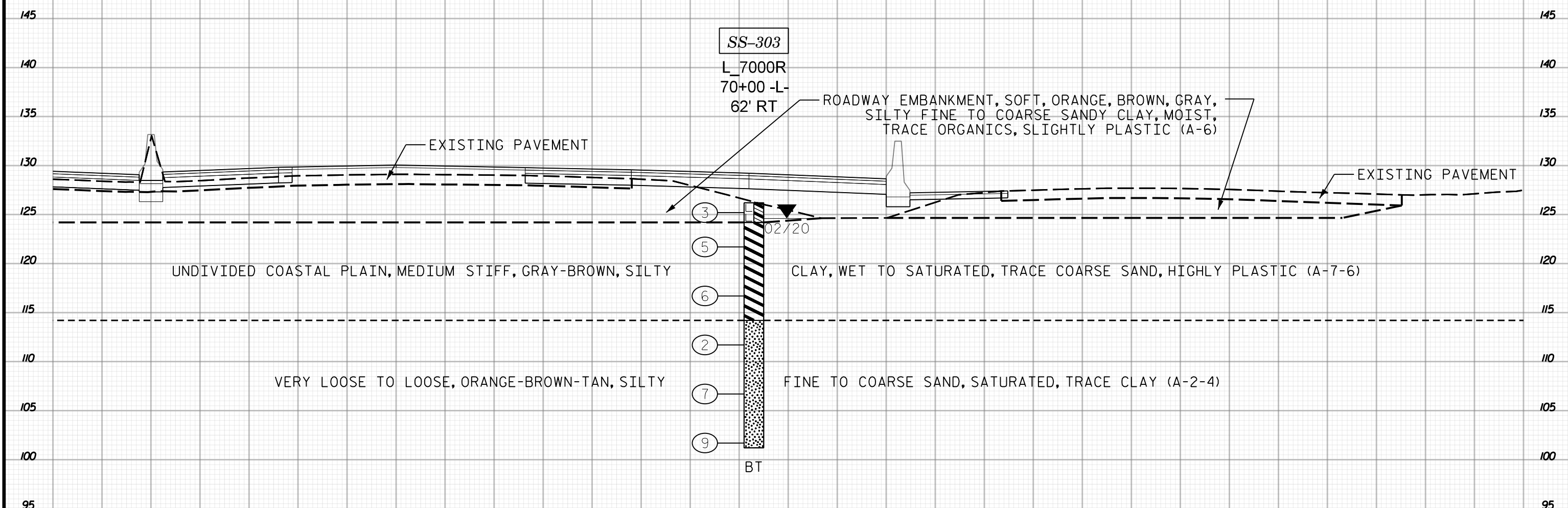
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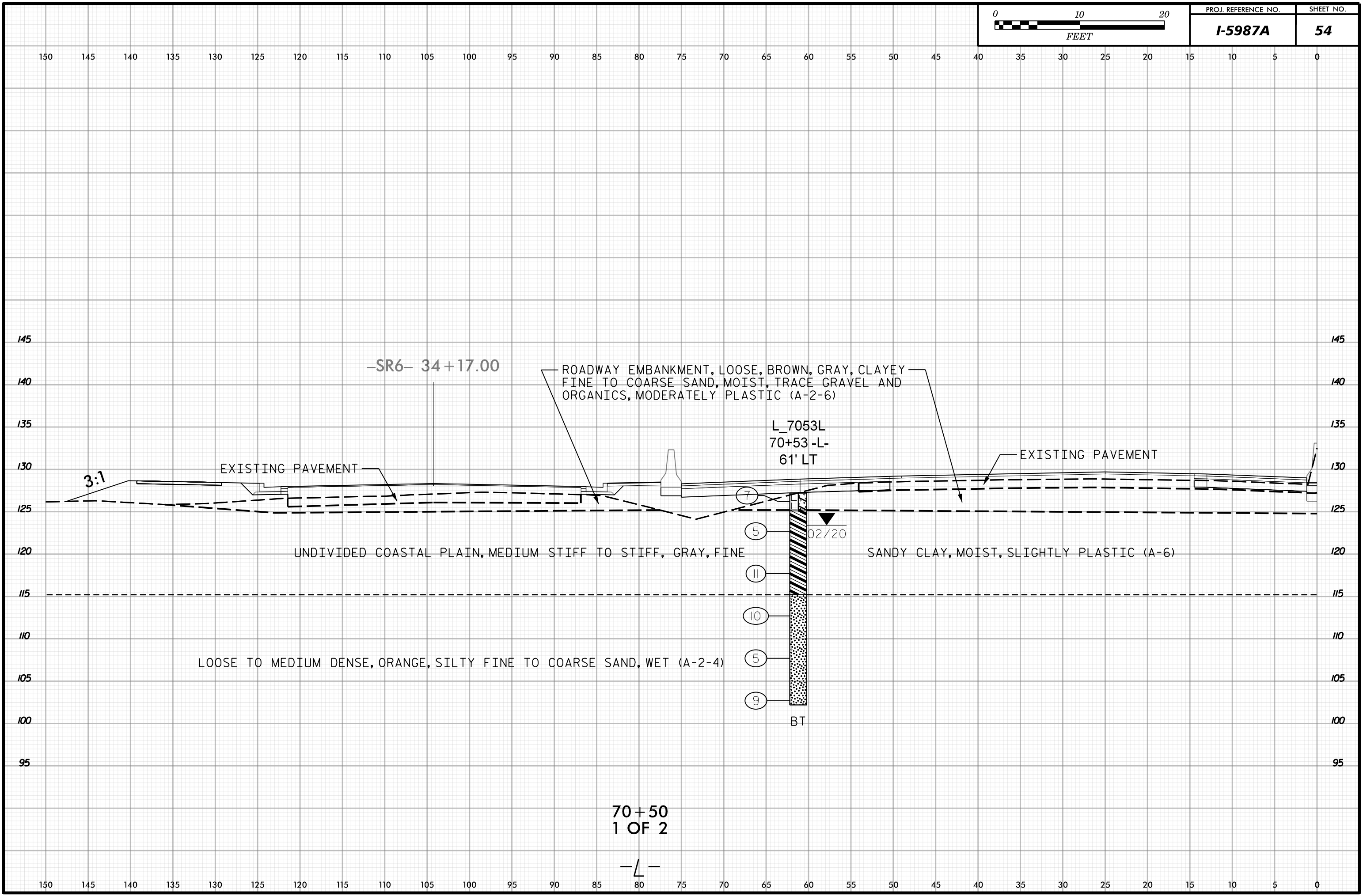
10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



70+00
2 OF 2

-L-

10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



-SR6- 34+17.00

ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MOIST, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

L_7053L
70+53 -L-
61' LT

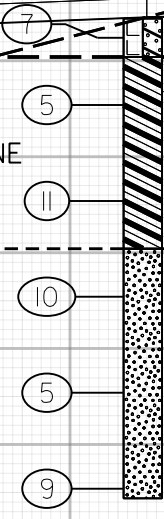
EXISTING PAVEMENT

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, FINE

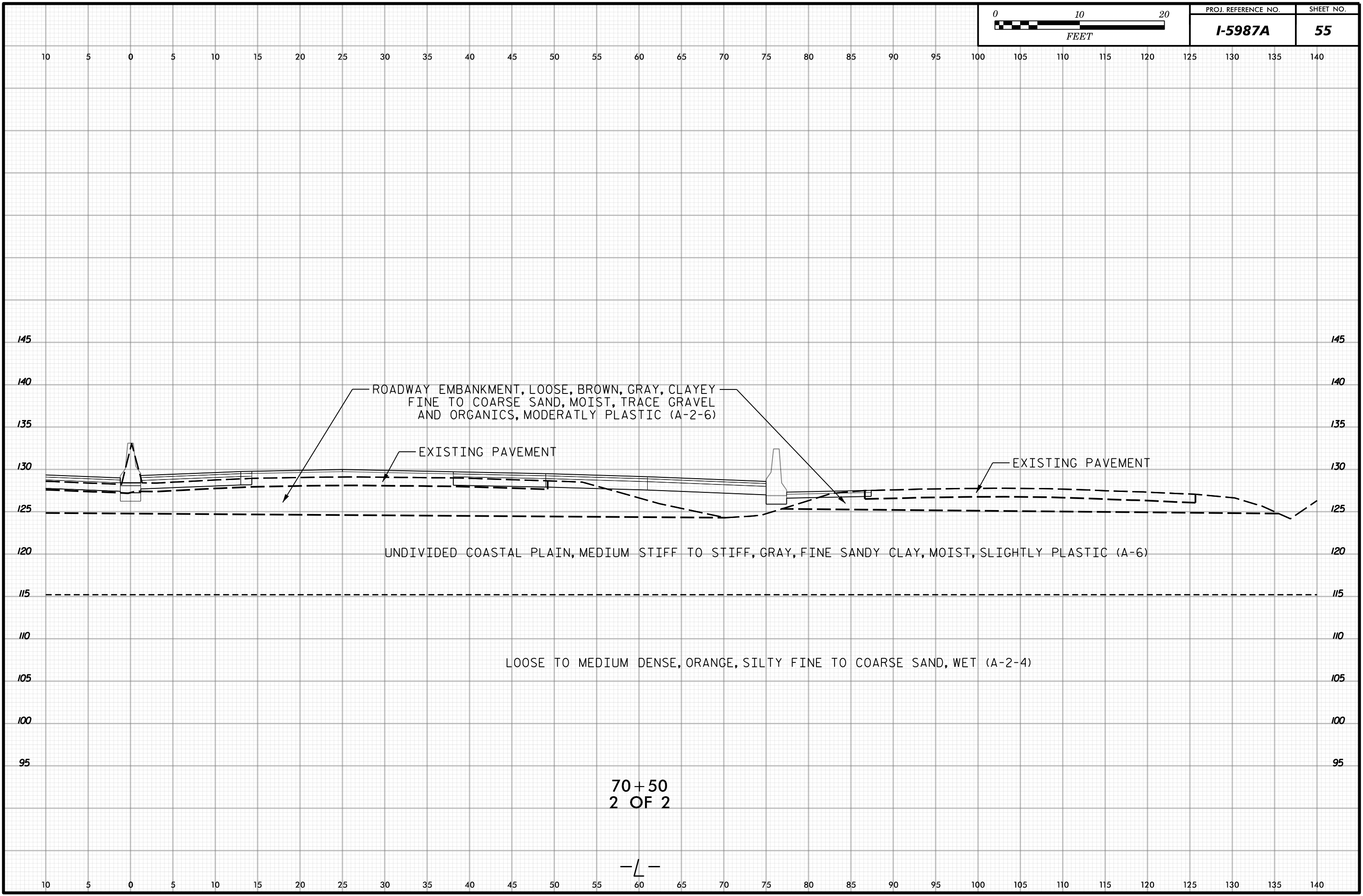
SANDY CLAY, MOIST, SLIGHTLY PLASTIC (A-6)

LOOSE TO MEDIUM DENSE, ORANGE, SILTY FINE TO COARSE SAND, WET (A-2-4)



70+50
1 OF 2

-L-



ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, CLAYEY
FINE TO COARSE SAND, MOIST, TRACE GRAVEL
AND ORGANICS, MODERATLY PLASTIC (A-2-6)

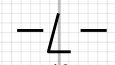
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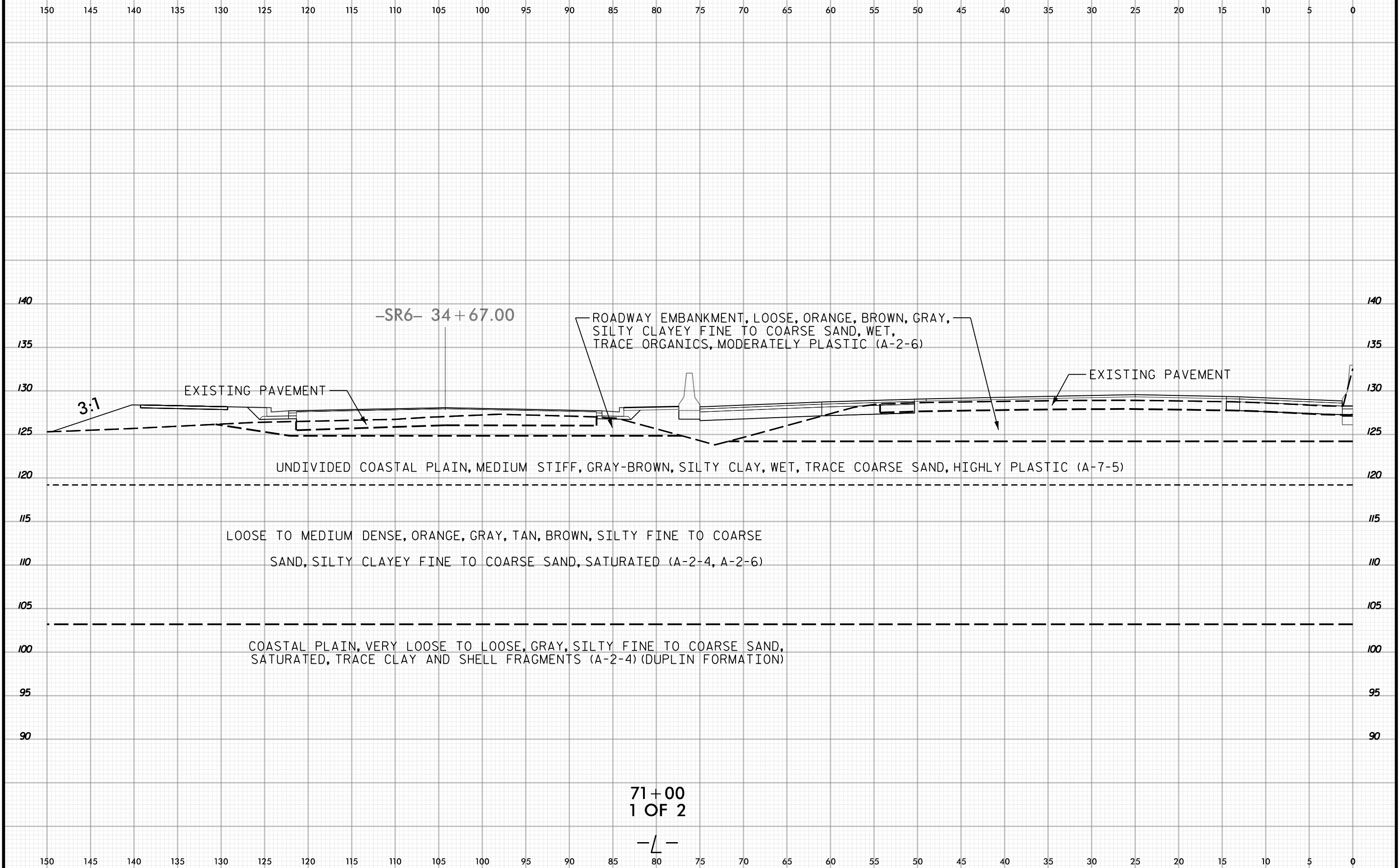
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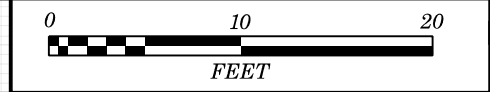
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, FINE SANDY CLAY, MOIST, SLIGHTLY PLASTIC (A-6)

LOOSE TO MEDIUM DENSE, ORANGE, SILTY FINE TO COARSE SAND, WET (A-2-4)

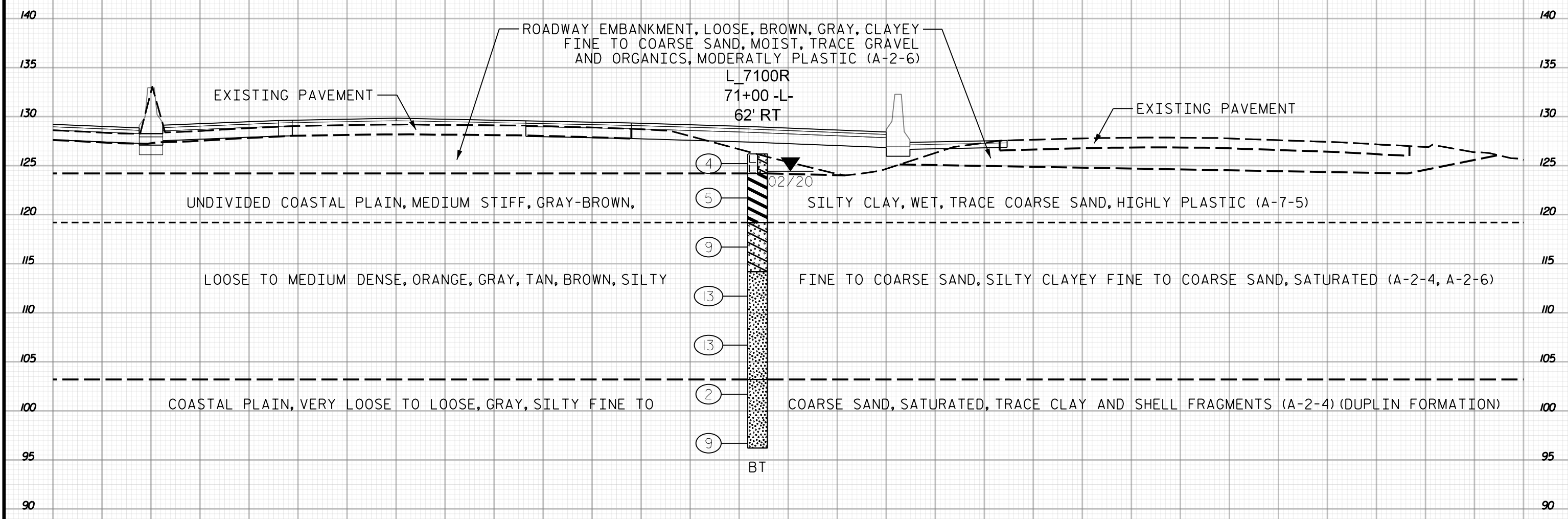
70+50
2 OF 2







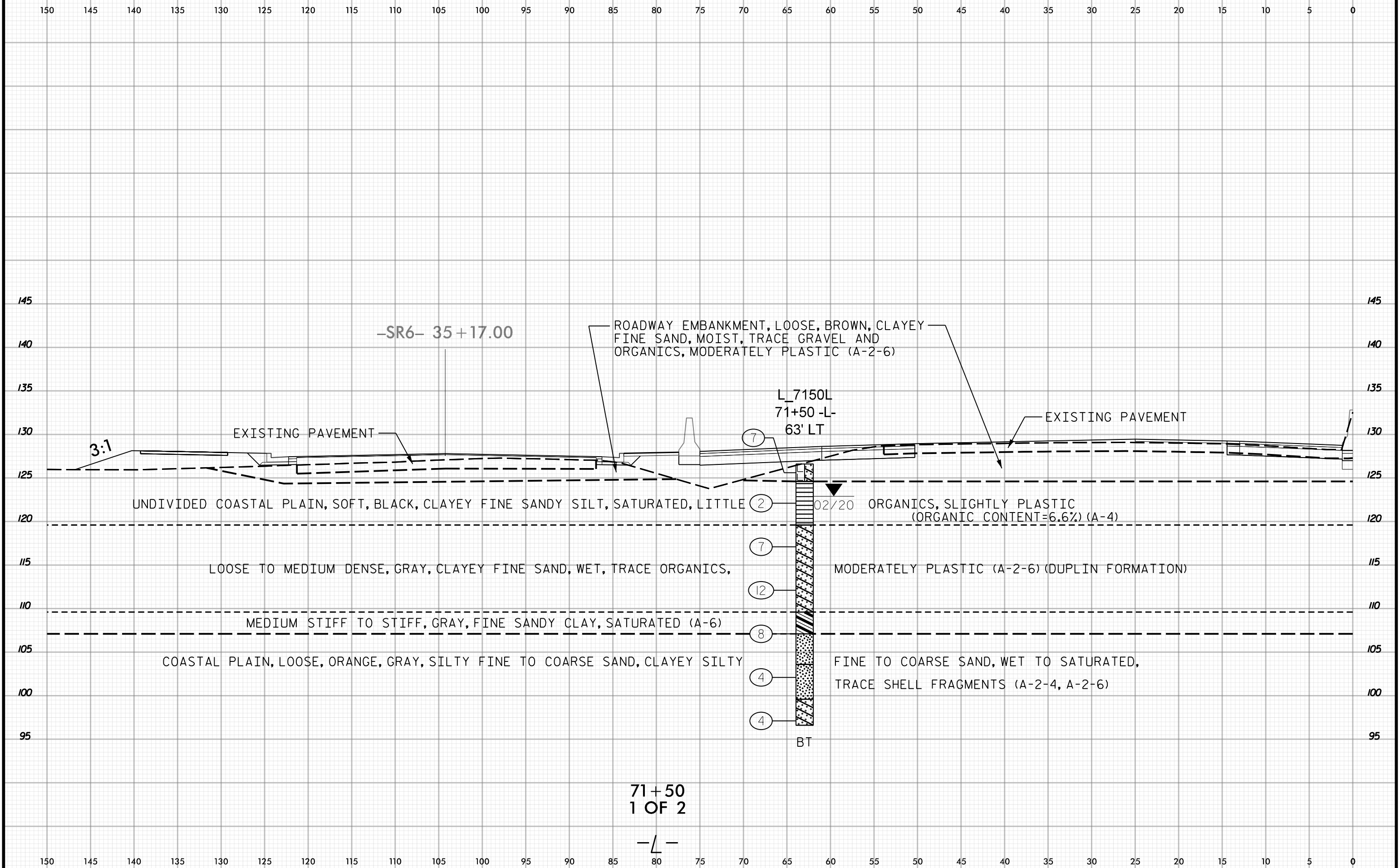
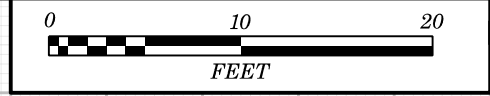
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71+00
2 OF 2

-L-

10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



-SR6- 35+17.00

ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE SAND, MOIST, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

L_7150L
71+50 -L-
63' LT

EXISTING PAVEMENT

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, SOFT, BLACK, CLAYEY FINE SANDY SILT, SATURATED, LITTLE

2 ORGANICS, SLIGHTLY PLASTIC (ORGANIC CONTENT=6.6%) (A-4)

LOOSE TO MEDIUM DENSE, GRAY, CLAYEY FINE SAND, WET, TRACE ORGANICS,

7 MODERATELY PLASTIC (A-2-6) (DUPLIN FORMATION)

12 MEDIUM STIFF TO STIFF, GRAY, FINE SANDY CLAY, SATURATED (A-6)

8 COASTAL PLAIN, LOOSE, ORANGE, GRAY, SILTY FINE TO COARSE SAND, CLAYEY SILTY

4 FINE TO COARSE SAND, WET TO SATURATED, TRACE SHELL FRAGMENTS (A-2-4, A-2-6)

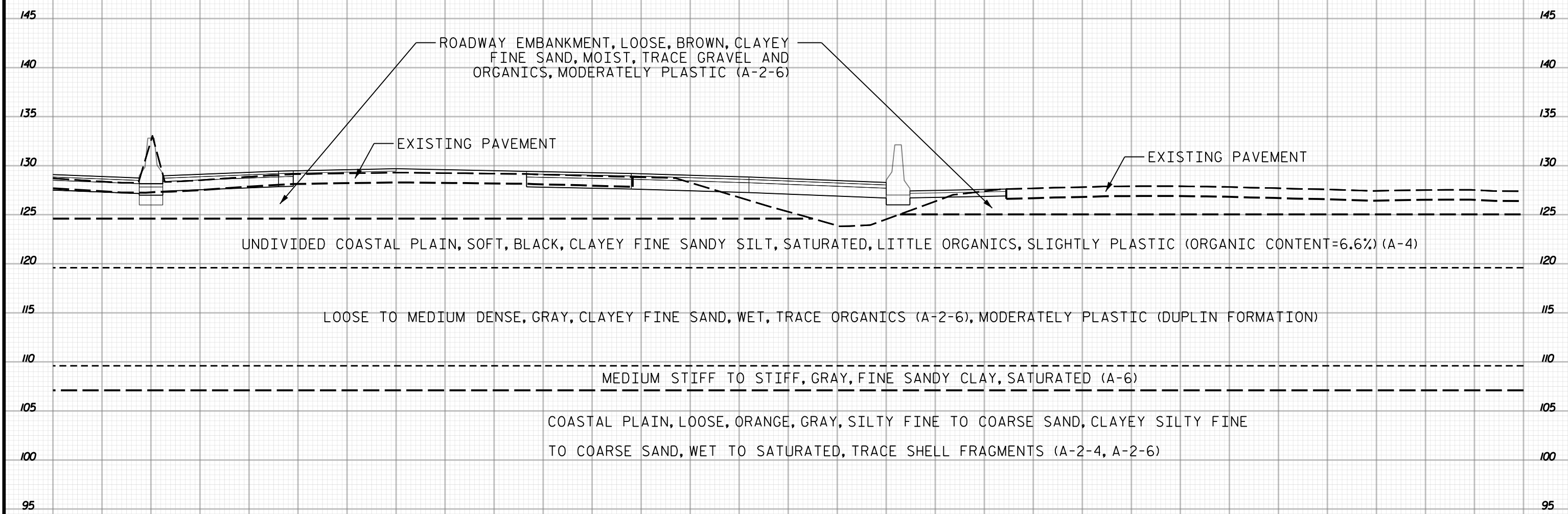
4 BT

71+50
1 OF 2

-L-



10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE SAND, MOIST, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

EXISTING PAVEMENT

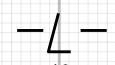
UNDIVIDED COASTAL PLAIN, SOFT, BLACK, CLAYEY FINE SANDY SILT, SATURATED, LITTLE ORGANICS, SLIGHTLY PLASTIC (ORGANIC CONTENT=6.6%) (A-4)

LOOSE TO MEDIUM DENSE, GRAY, CLAYEY FINE SAND, WET, TRACE ORGANICS (A-2-6), MODERATELY PLASTIC (DUPLIN FORMATION)

MEDIUM STIFF TO STIFF, GRAY, FINE SANDY CLAY, SATURATED (A-6)

COASTAL PLAIN, LOOSE, ORANGE, GRAY, SILTY FINE TO COARSE SAND, CLAYEY SILTY FINE TO COARSE SAND, WET TO SATURATED, TRACE SHELL FRAGMENTS (A-2-4, A-2-6)

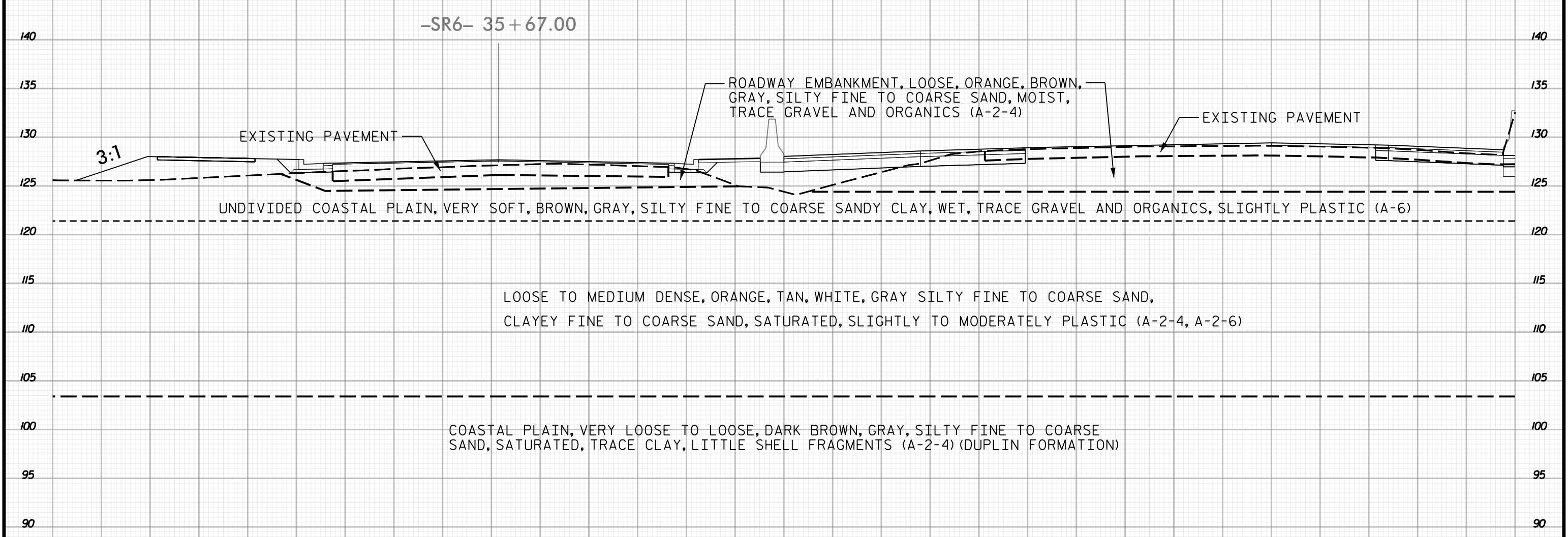
71+50
2 OF 2



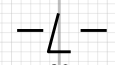
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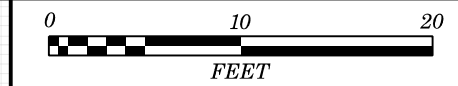
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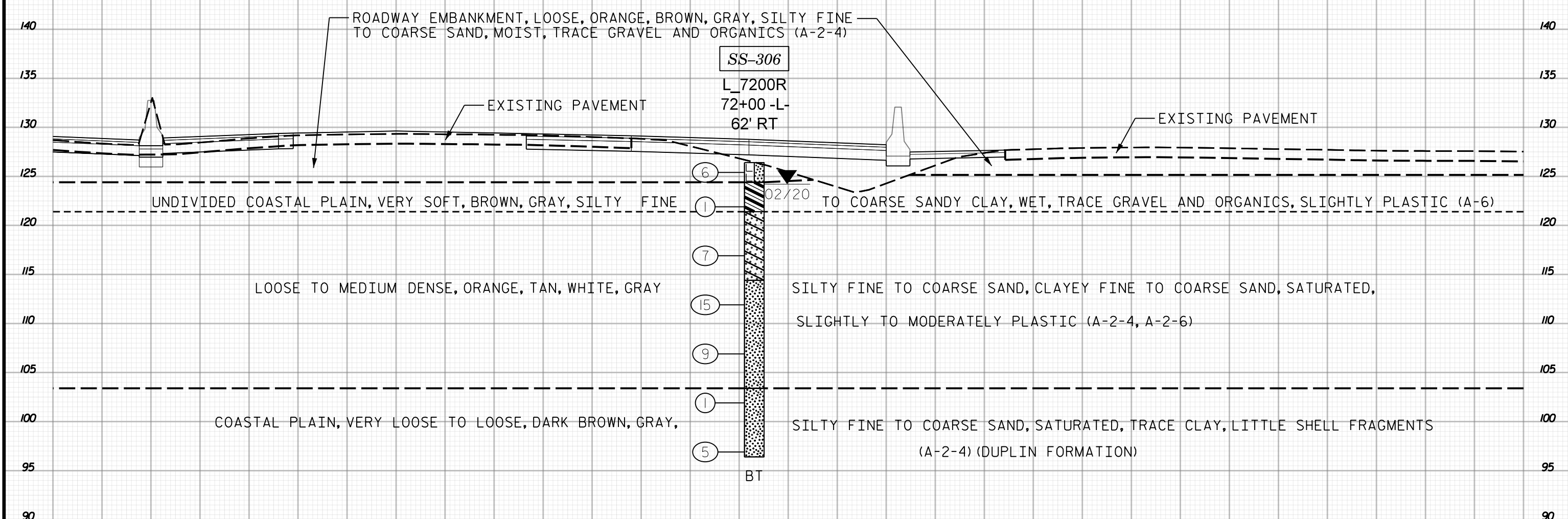
72+00
1 OF 2



150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0



10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



SS-306
L_7200R
72+00 -L-
62' RT

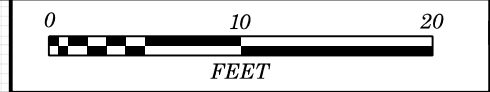
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- 1
- 7
- 15
- 9
- 1
- 5

BT

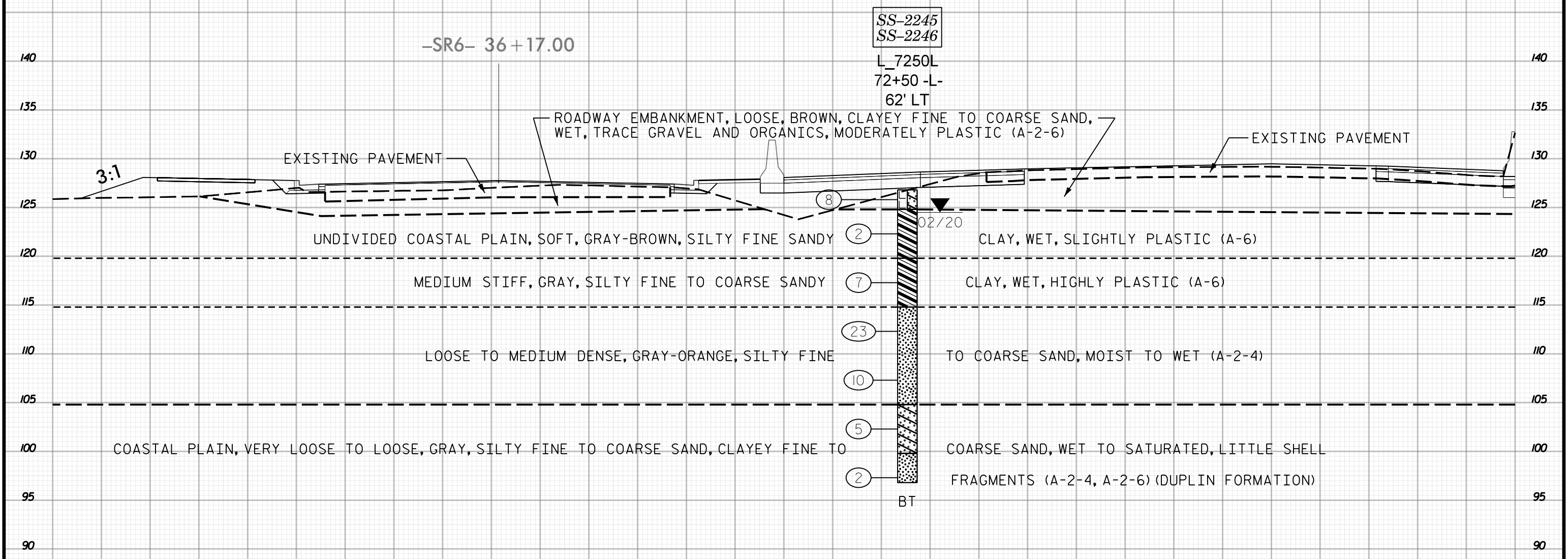
72+00
2 OF 2

-L-

10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0



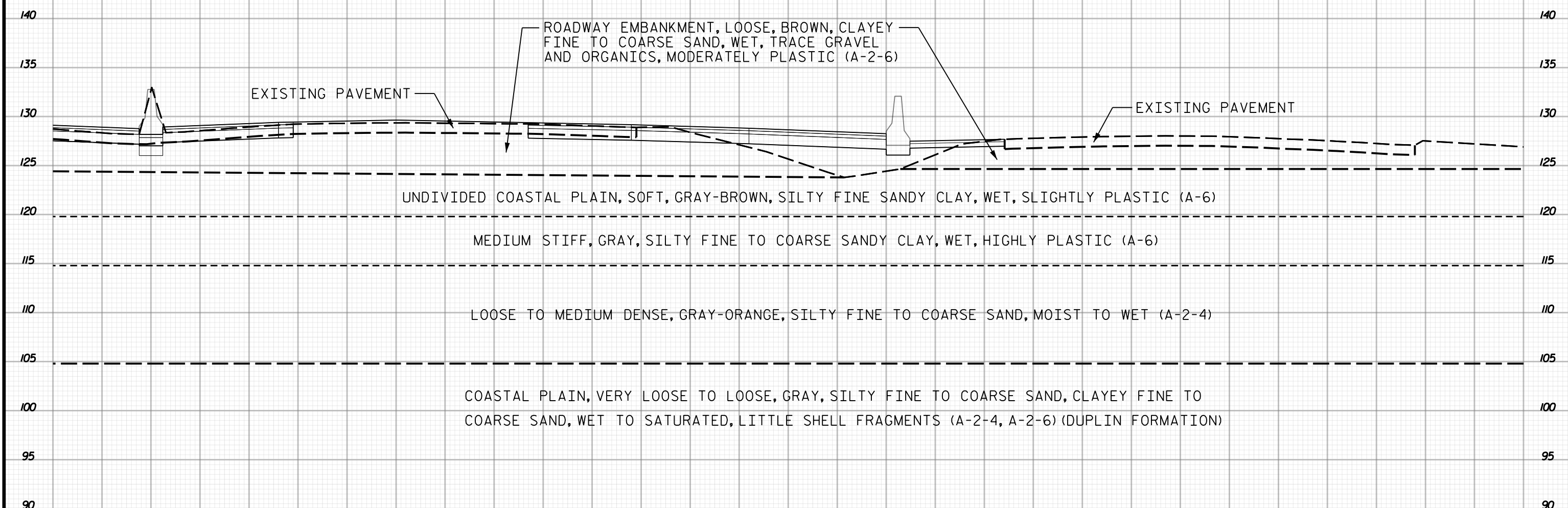
72+50
1 OF 2

-L-

150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0



10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, WET, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

EXISTING PAVEMENT

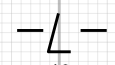
UNDIVIDED COASTAL PLAIN, SOFT, GRAY-BROWN, SILTY FINE SANDY CLAY, WET, SLIGHTLY PLASTIC (A-6)

MEDIUM STIFF, GRAY, SILTY FINE TO COARSE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

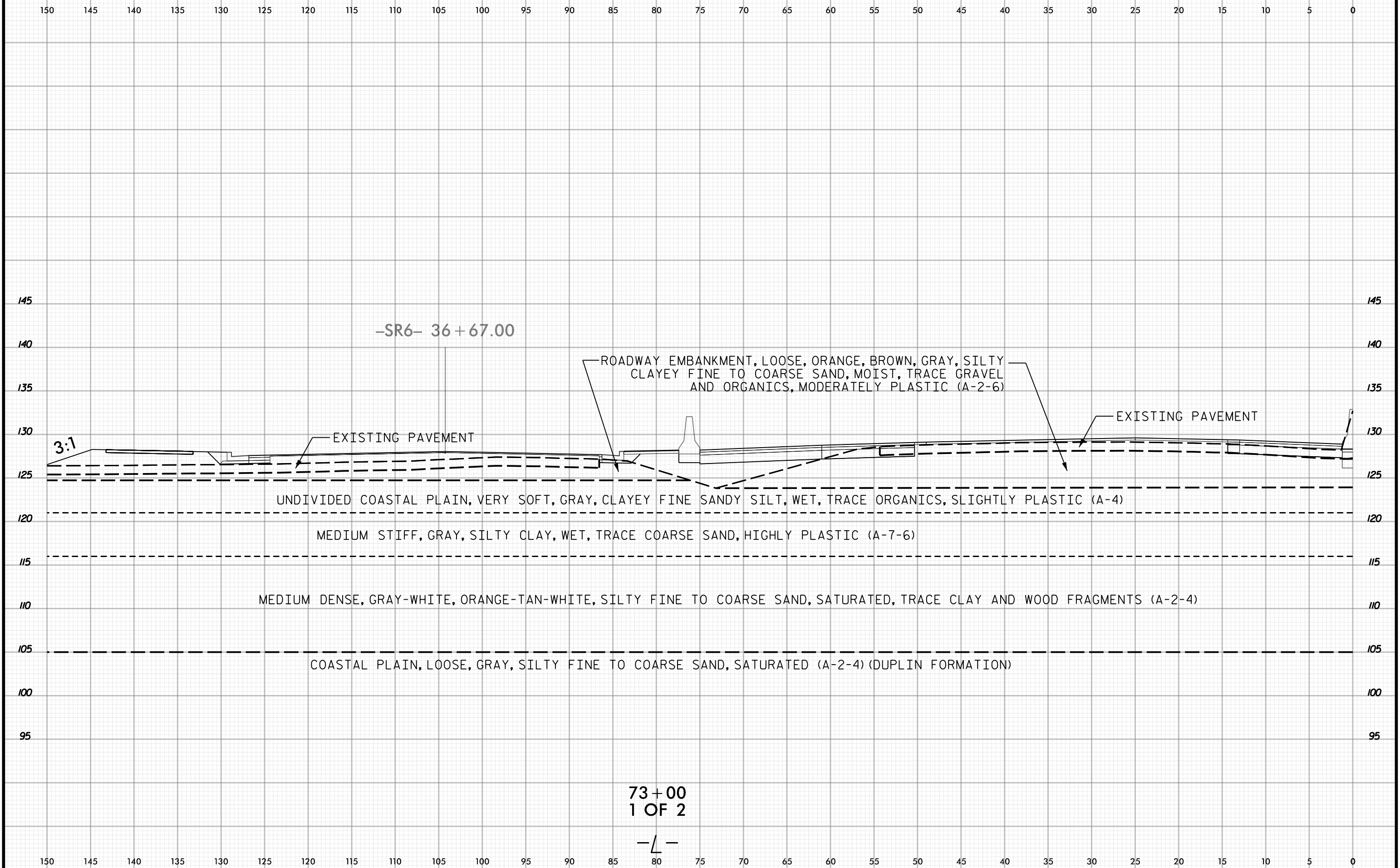
LOOSE TO MEDIUM DENSE, GRAY-ORANGE, SILTY FINE TO COARSE SAND, MOIST TO WET (A-2-4)

COASTAL PLAIN, VERY LOOSE TO LOOSE, GRAY, SILTY FINE TO COARSE SAND, CLAYEY FINE TO COARSE SAND, WET TO SATURATED, LITTLE SHELL FRAGMENTS (A-2-4, A-2-6) (DUPLIN FORMATION)

72+50
2 OF 2

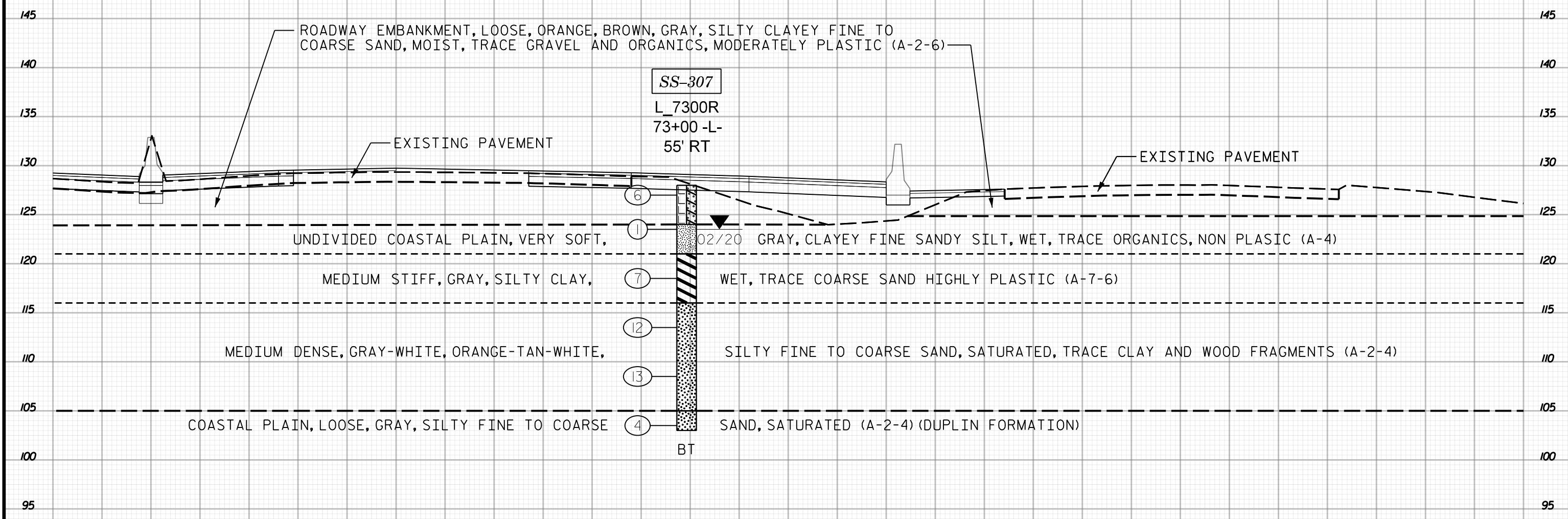


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10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



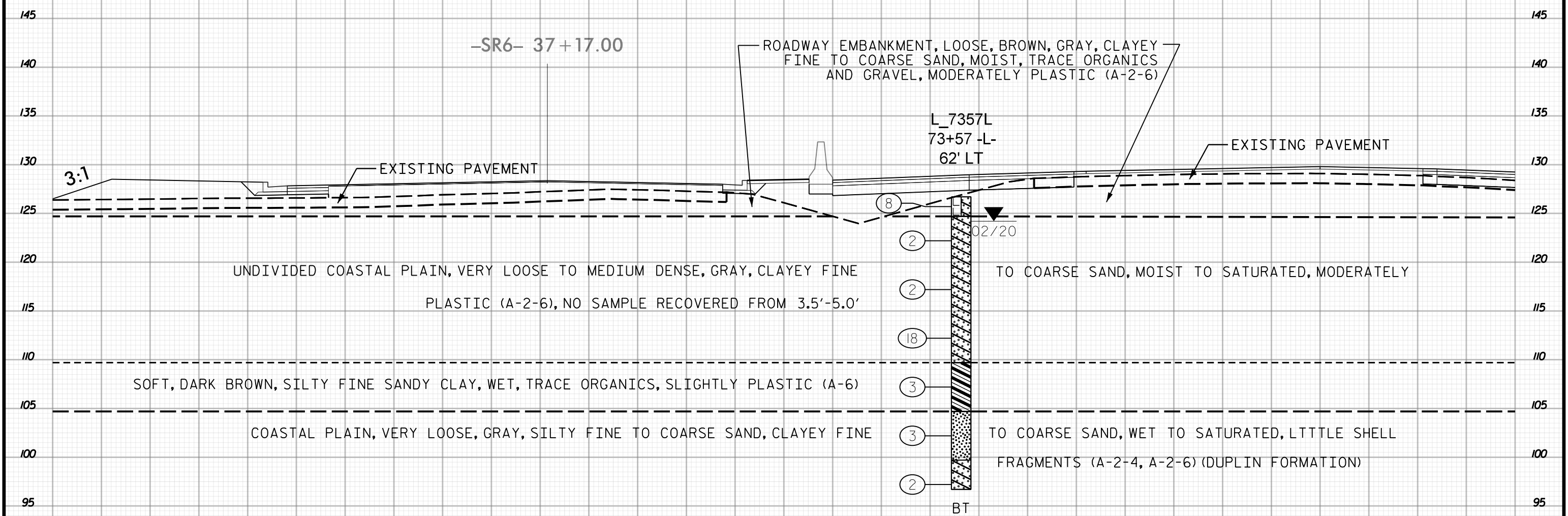
73+00
2 OF 2

-L-

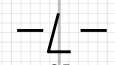
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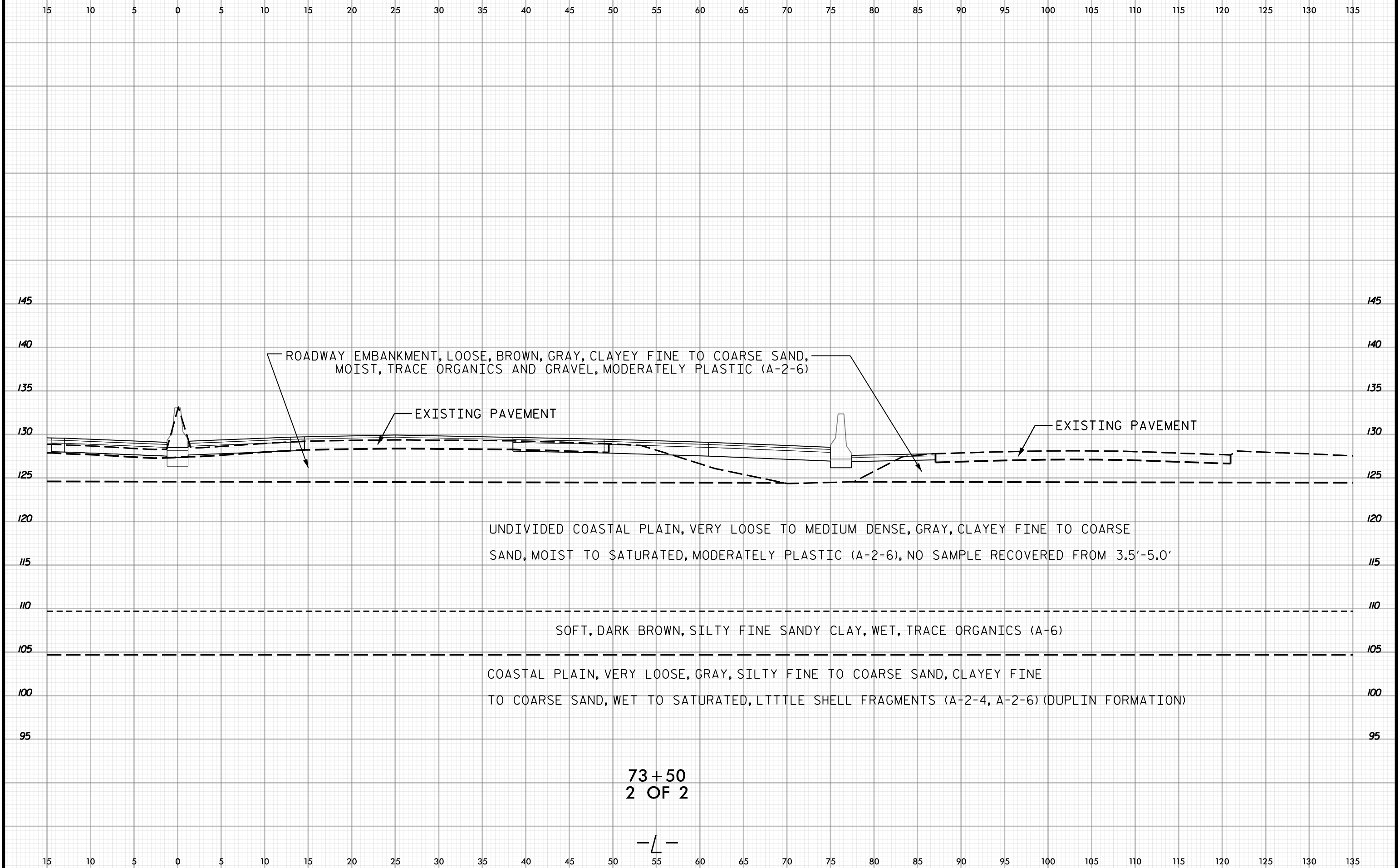


155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5



155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5





ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS AND GRAVEL, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

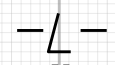
EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, GRAY, CLAYEY FINE TO COARSE SAND, MOIST TO SATURATED, MODERATELY PLASTIC (A-2-6), NO SAMPLE RECOVERED FROM 3.5'-5.0'

SOFT, DARK BROWN, SILTY FINE SANDY CLAY, WET, TRACE ORGANICS (A-6)

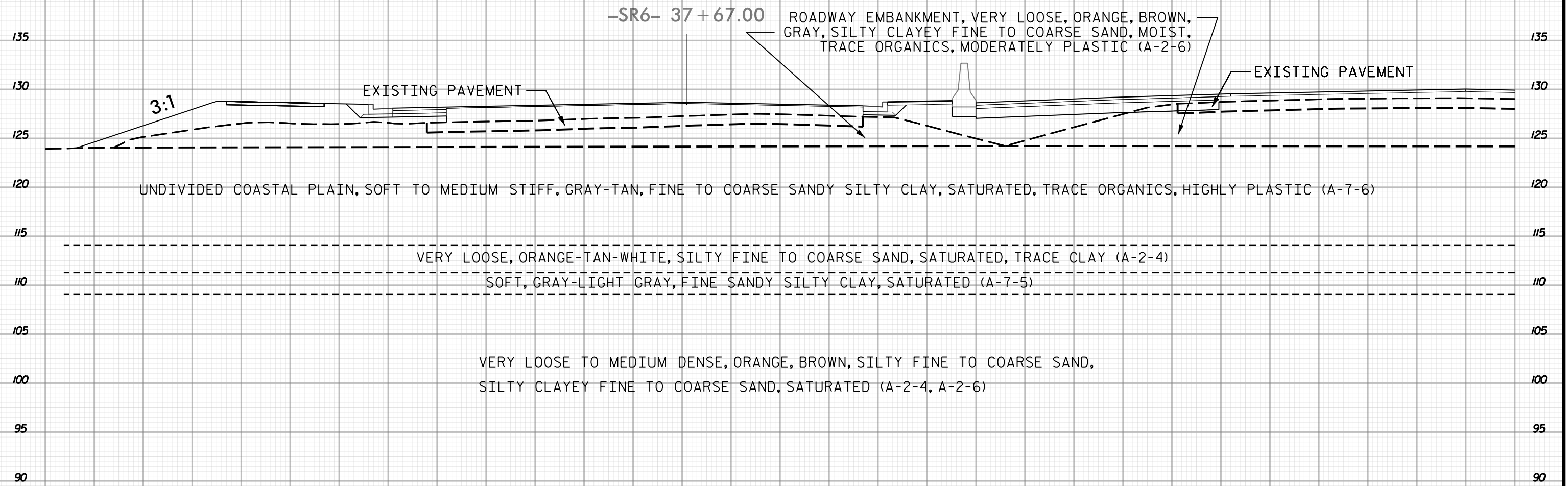
COASTAL PLAIN, VERY LOOSE, GRAY, SILTY FINE TO COARSE SAND, CLAYEY FINE TO COARSE SAND, WET TO SATURATED, LITTLE SHELL FRAGMENTS (A-2-4, A-2-6) (DUPLIN FORMATION)

73+50
2 OF 2





170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20



-SR6- 37 + 67.00

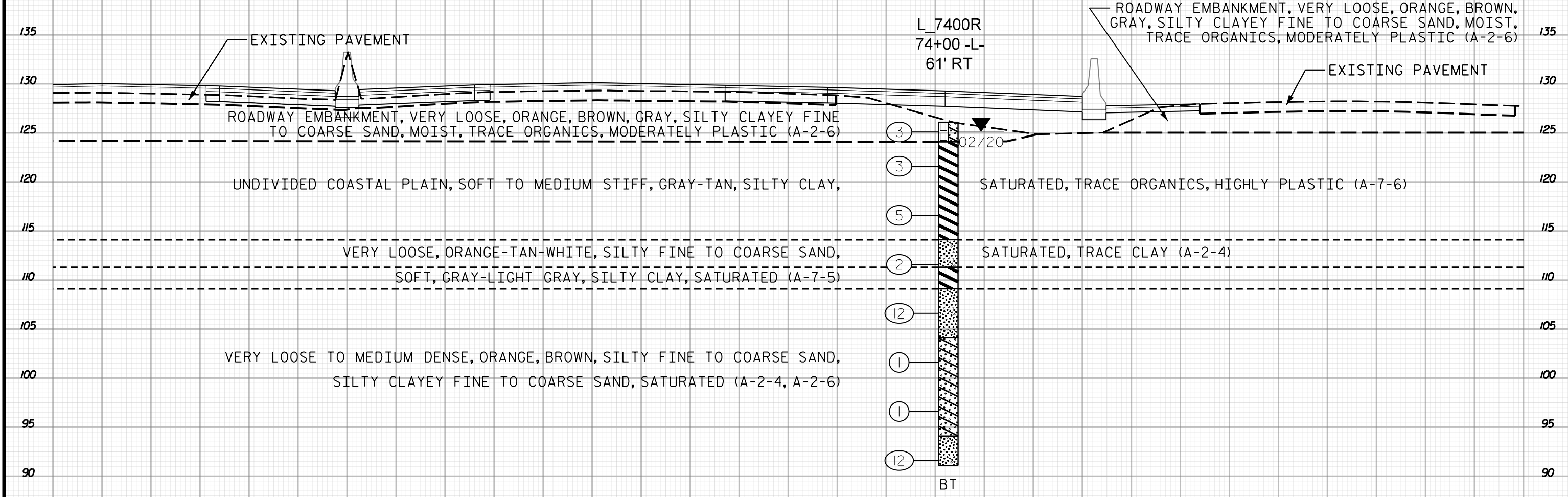
74 + 00
1 OF 2

-L-

170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20



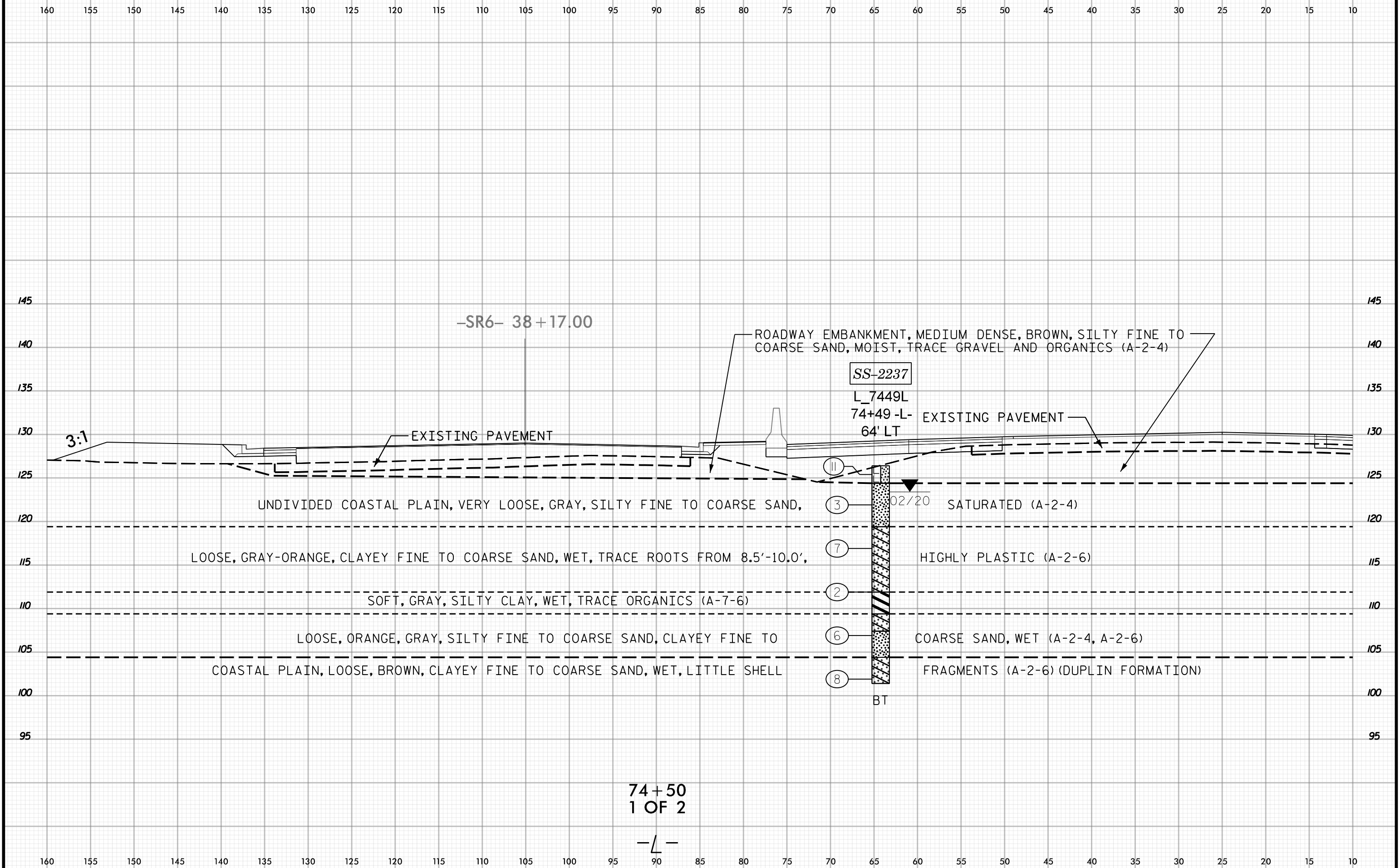
30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



74+00
2 OF 2

—L—

30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



-SR6- 38+17.00

ROADWAY EMBANKMENT, MEDIUM DENSE, BROWN, SILTY FINE TO COARSE SAND, MOIST, TRACE GRAVEL AND ORGANICS (A-2-4)

SS-2237

L_7449L
74+49 -L-
64' LT

EXISTING PAVEMENT

EXISTING PAVEMENT

3:1

UNDIVIDED COASTAL PLAIN, VERY LOOSE, GRAY, SILTY FINE TO COARSE SAND,

02/20 SATURATED (A-2-4)

LOOSE, GRAY-ORANGE, CLAYEY FINE TO COARSE SAND, WET, TRACE ROOTS FROM 8.5'-10.0',

HIGHLY PLASTIC (A-2-6)

SOFT, GRAY, SILTY CLAY, WET, TRACE ORGANICS (A-7-6)

LOOSE, ORANGE, GRAY, SILTY FINE TO COARSE SAND, CLAYEY FINE TO

COARSE SAND, WET (A-2-4, A-2-6)

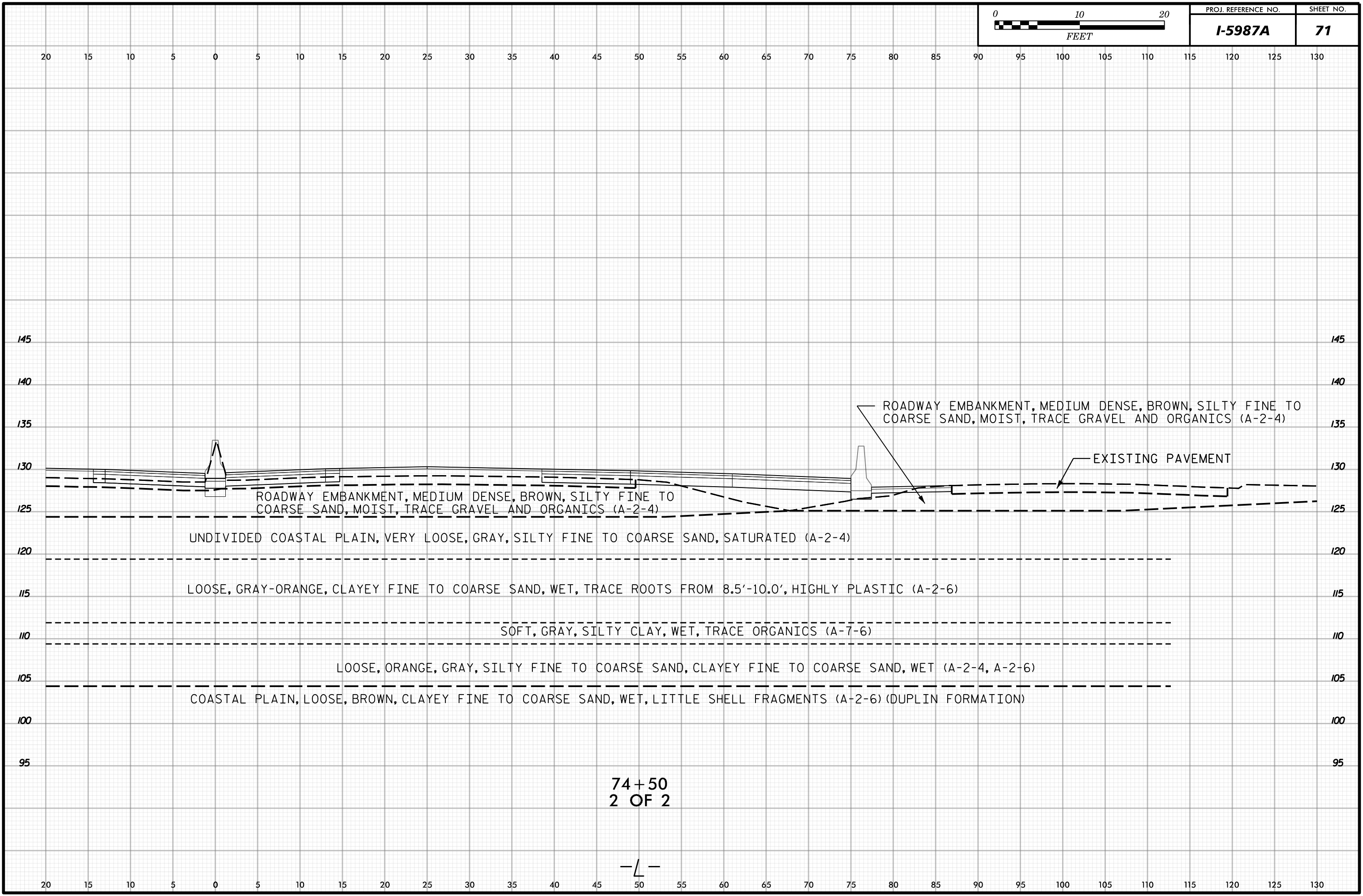
COASTAL PLAIN, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, WET, LITTLE SHELL

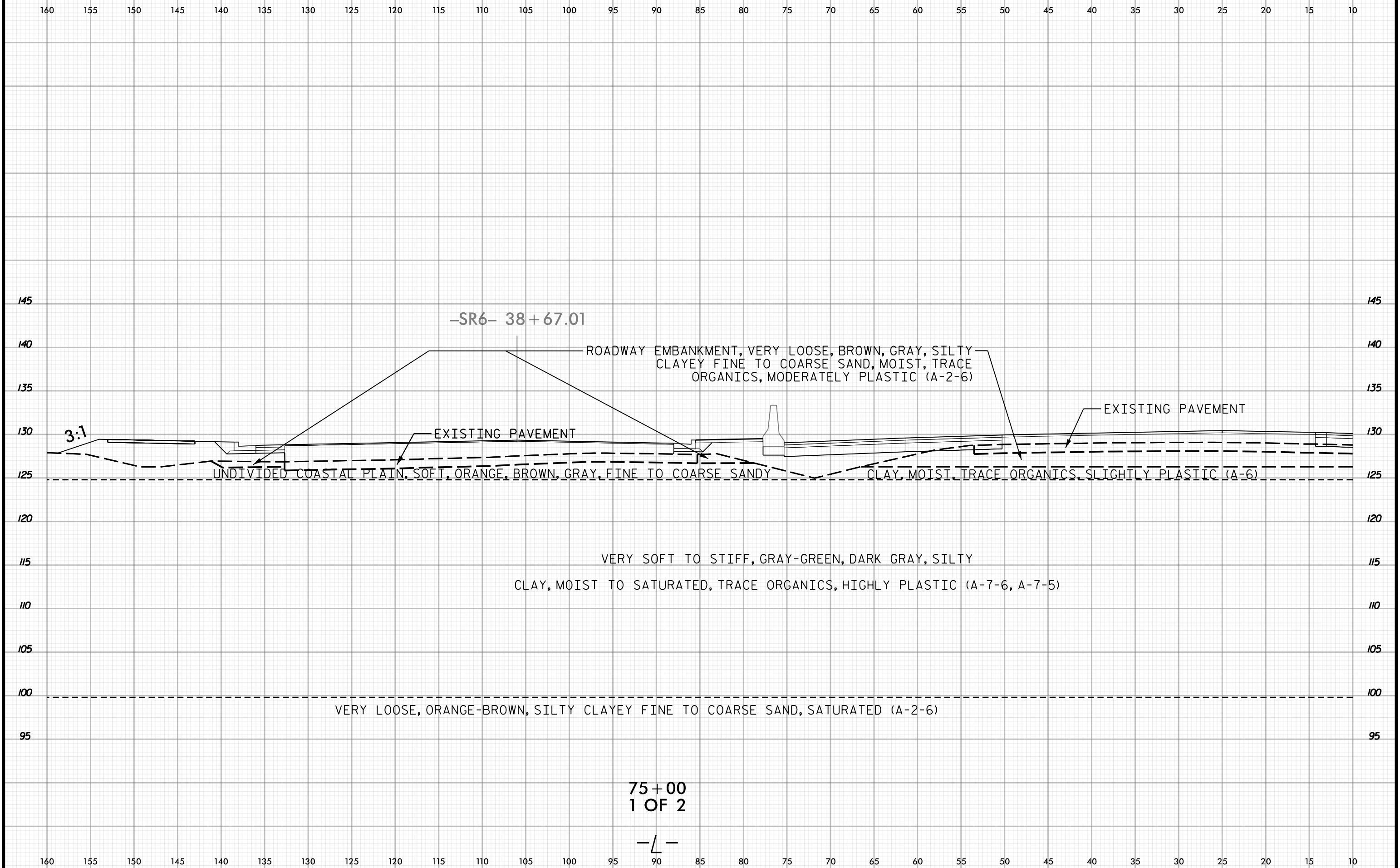
FRAGMENTS (A-2-6) (DUPLIN FORMATION)

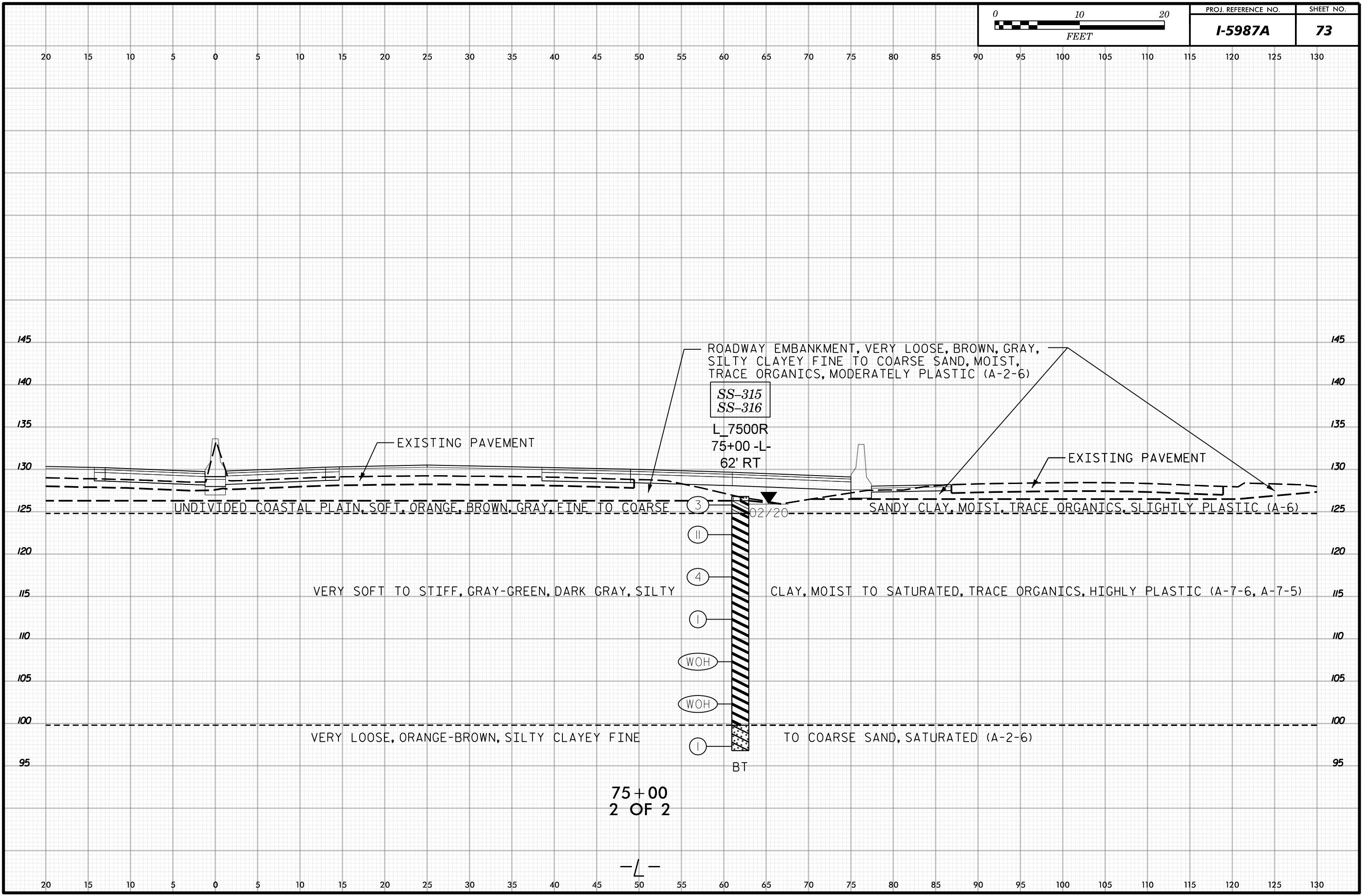
BT

74+50
1 OF 2

-L-







ROADWAY EMBANKMENT, VERY LOOSE, BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS, MODERATELY PLASTIC (A-2-6)

SS-315
SS-316

L_7500R
75+00 -L-
62' RT

EXISTING PAVEMENT

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, SOFT, ORANGE, BROWN, GRAY, FINE TO COARSE

SANDY CLAY, MOIST, TRACE ORGANICS, SLIGHTLY PLASTIC (A-6)

VERY SOFT TO STIFF, GRAY-GREEN, DARK GRAY, SILTY

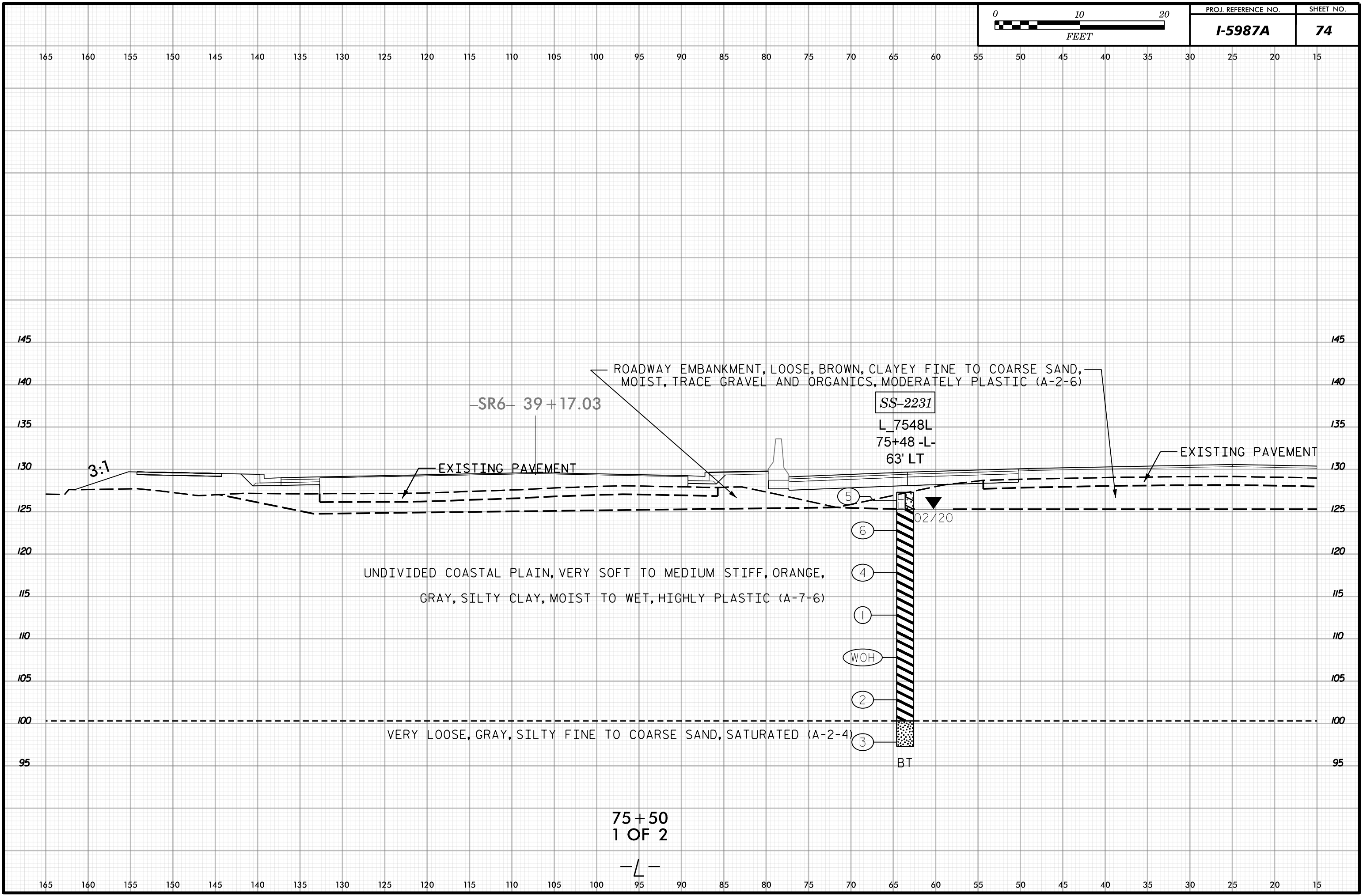
CLAY, MOIST TO SATURATED, TRACE ORGANICS, HIGHLY PLASTIC (A-7-6, A-7-5)

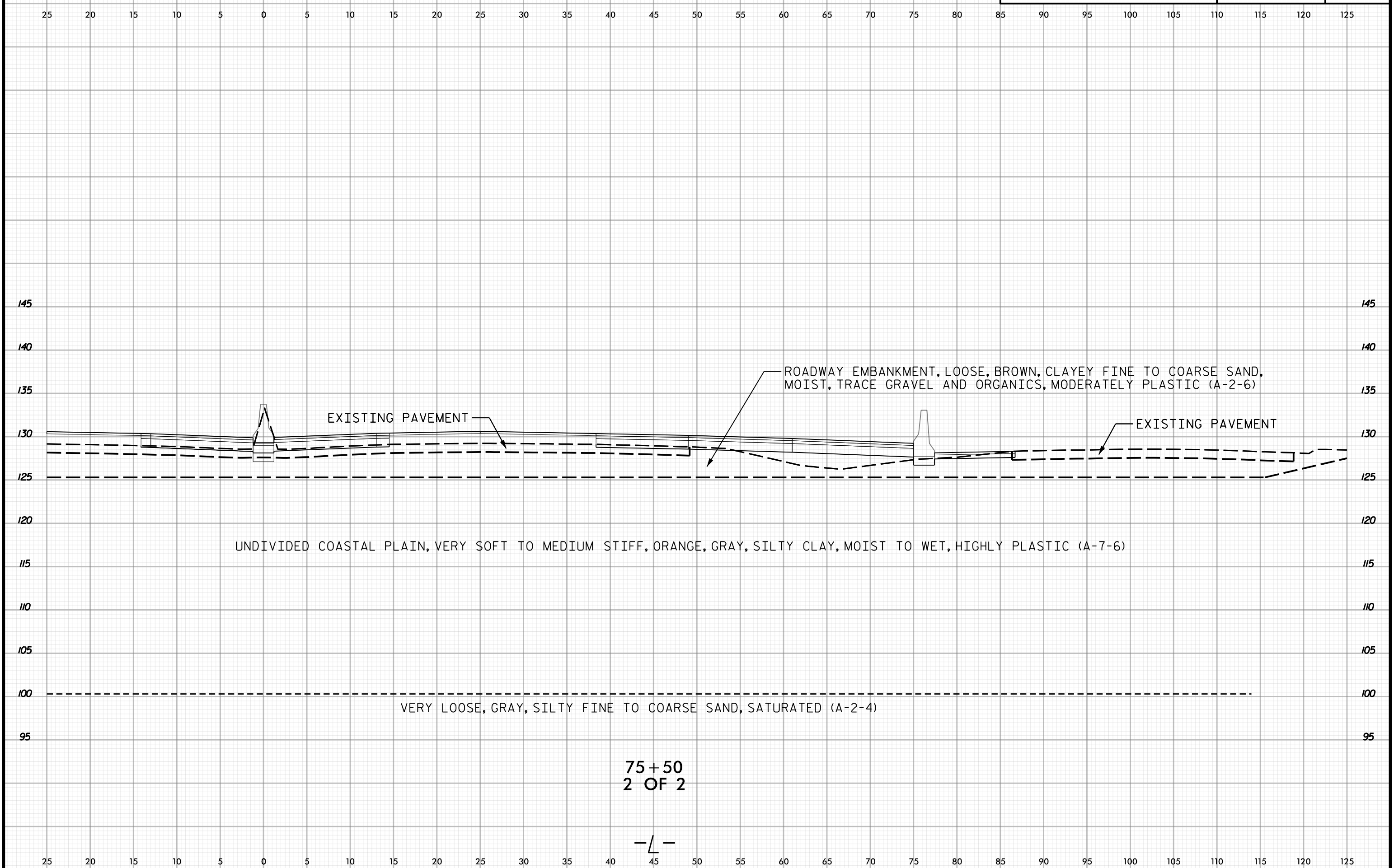
VERY LOOSE, ORANGE-BROWN, SILTY CLAYEY FINE

TO COARSE SAND, SATURATED (A-2-6)

75+00
2 OF 2

-L-





EXISTING PAVEMENT

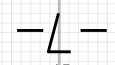
ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, MOIST, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

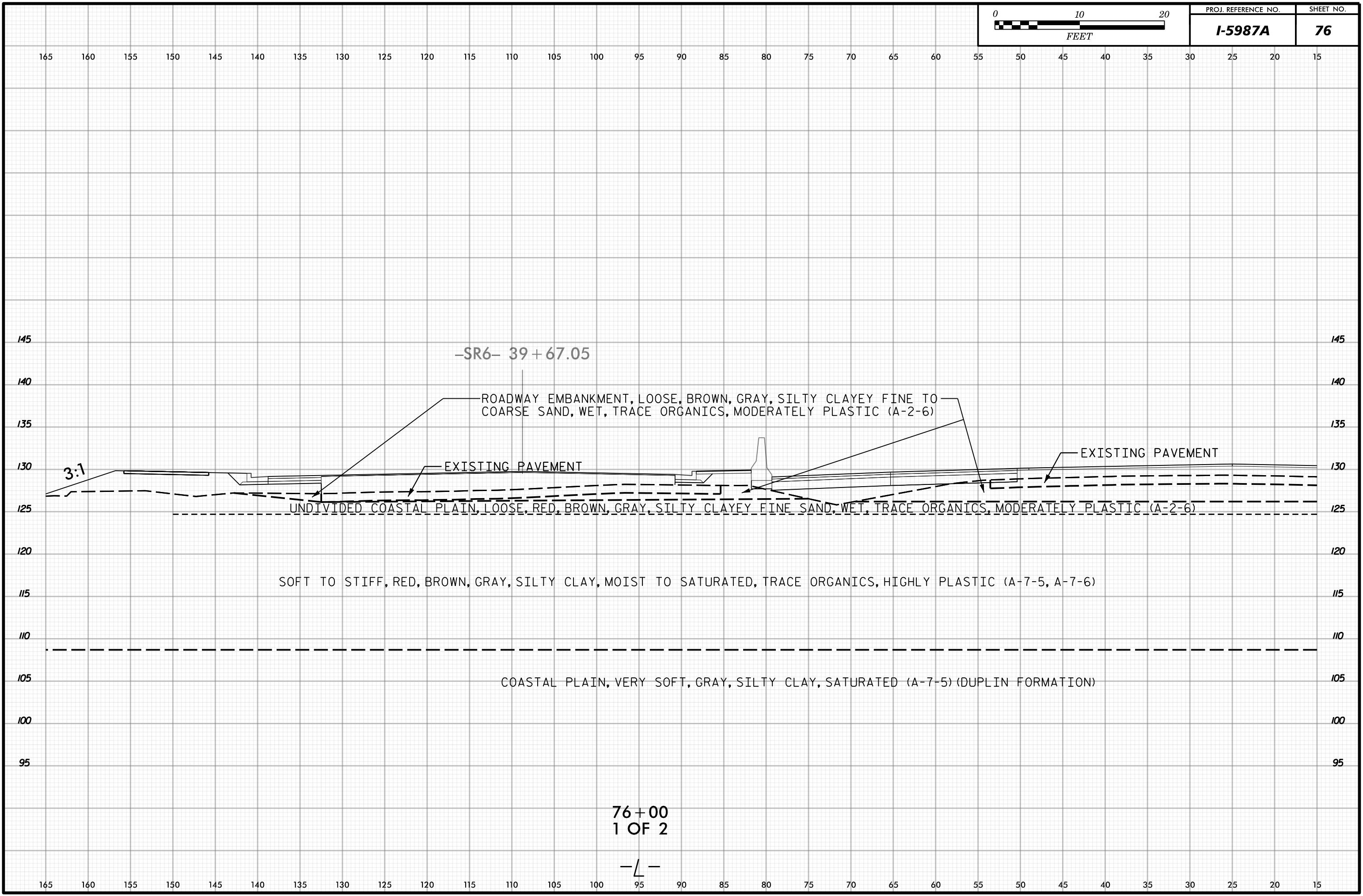
EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, VERY SOFT TO MEDIUM STIFF, ORANGE, GRAY, SILTY CLAY, MOIST TO WET, HIGHLY PLASTIC (A-7-6)

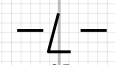
VERY LOOSE, GRAY, SILTY FINE TO COARSE SAND, SATURATED (A-2-4)

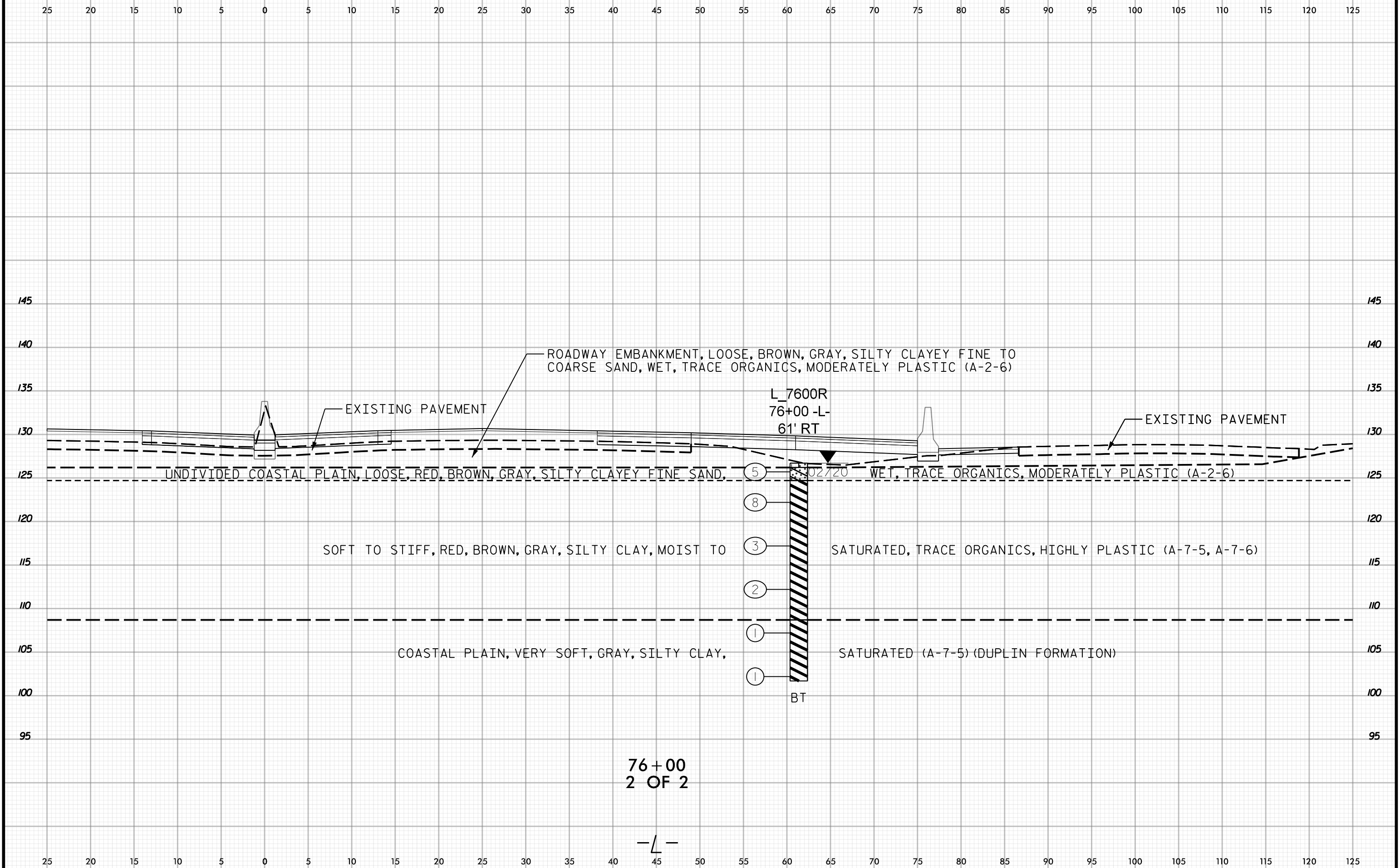
75+50
2 OF 2





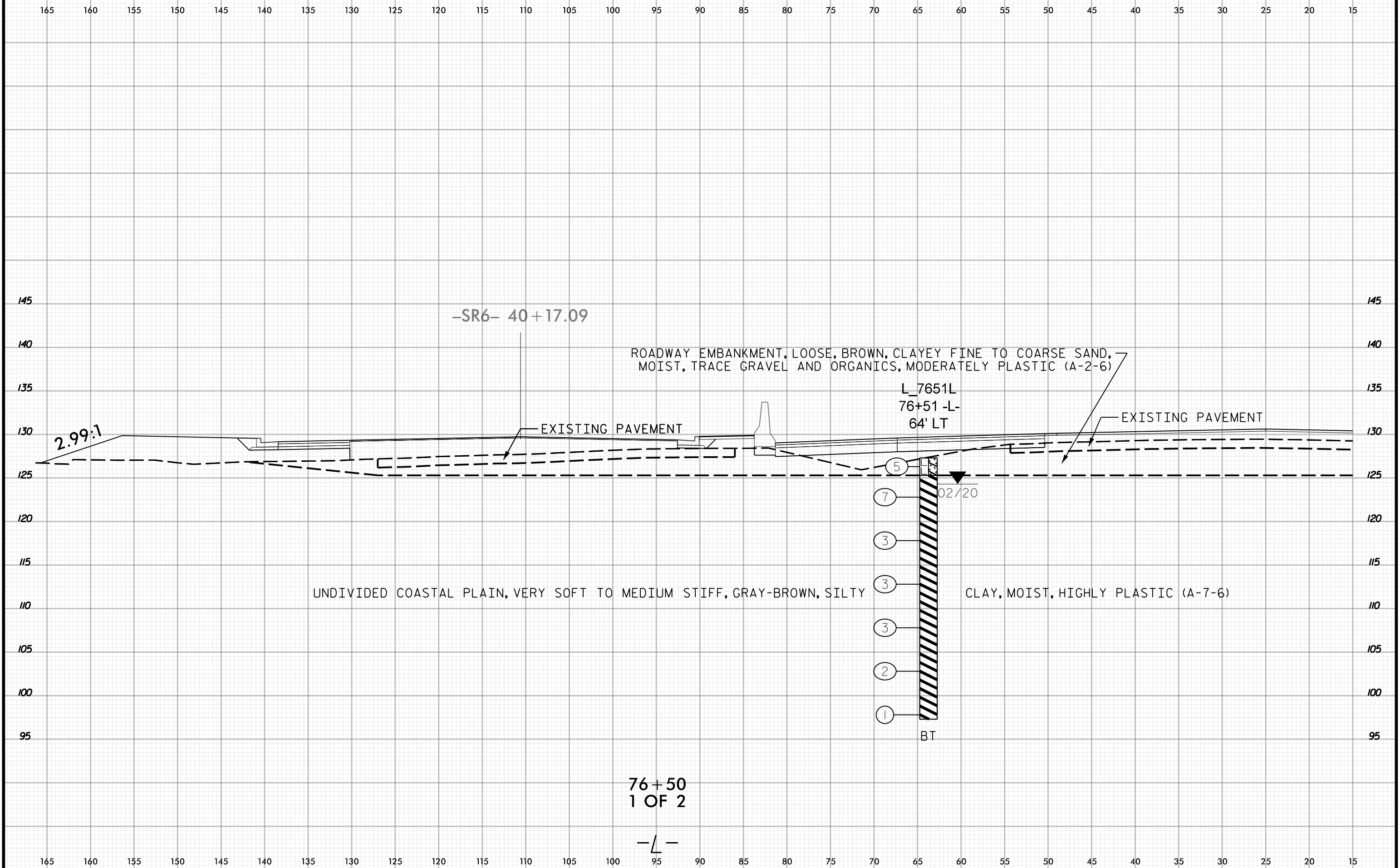
76+00
1 OF 2





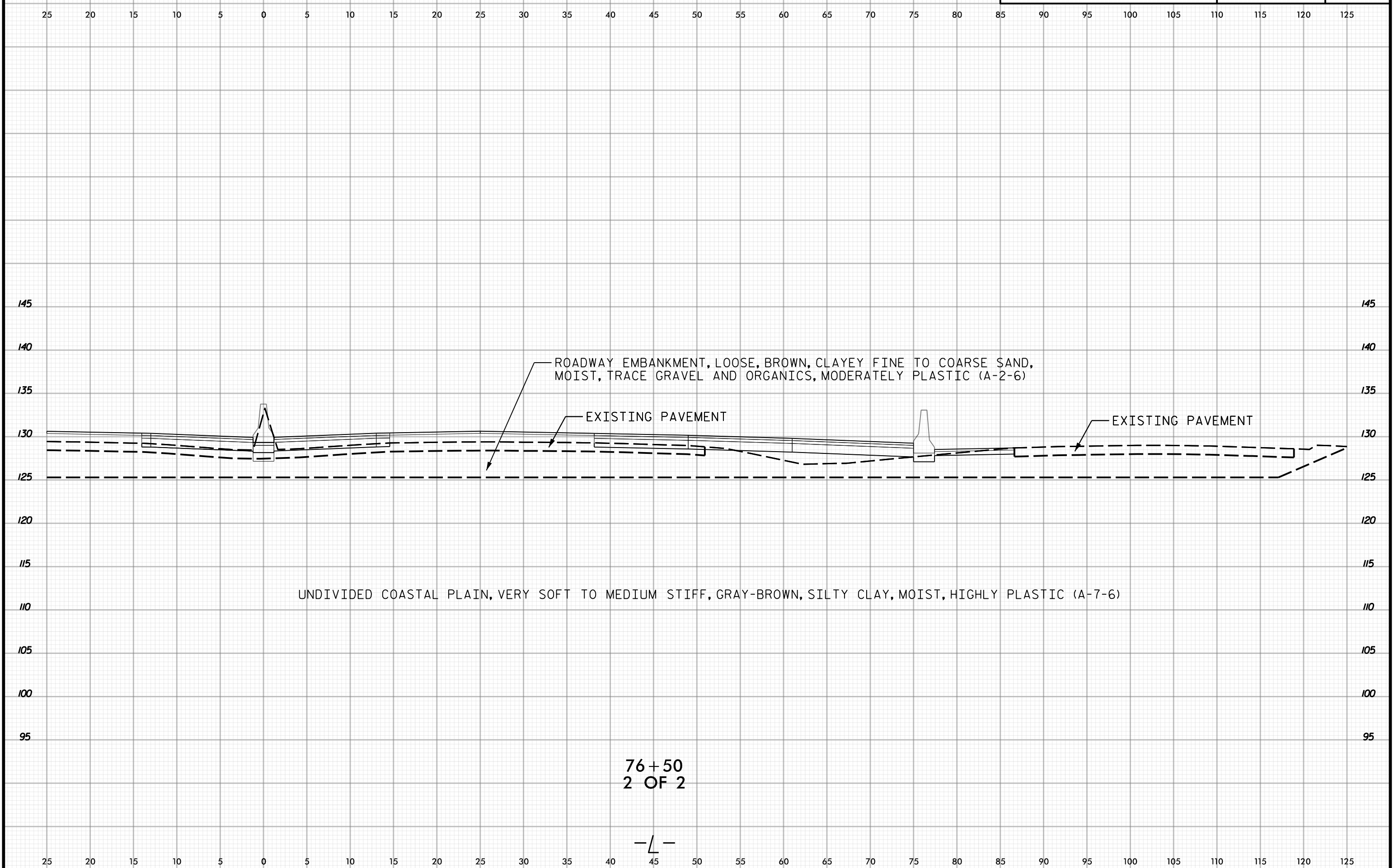
76+00
2 OF 2

-L-



76+50
1 OF 2

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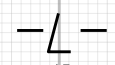
UNDIVIDED COASTAL PLAIN, VERY SOFT TO MEDIUM STIFF, GRAY-BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

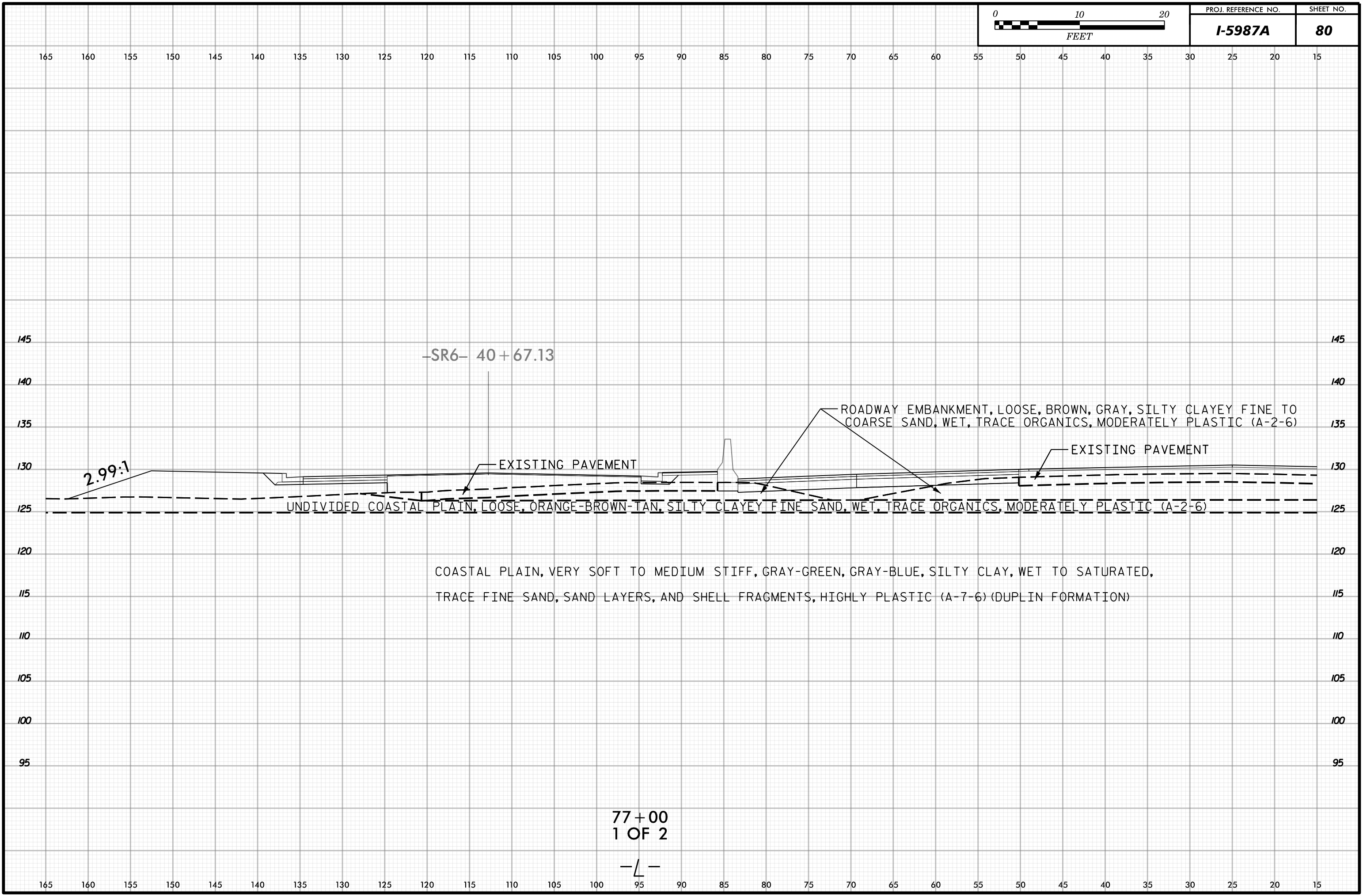
ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, MOIST, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

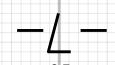
EXISTING PAVEMENT

76+50
2 OF 2



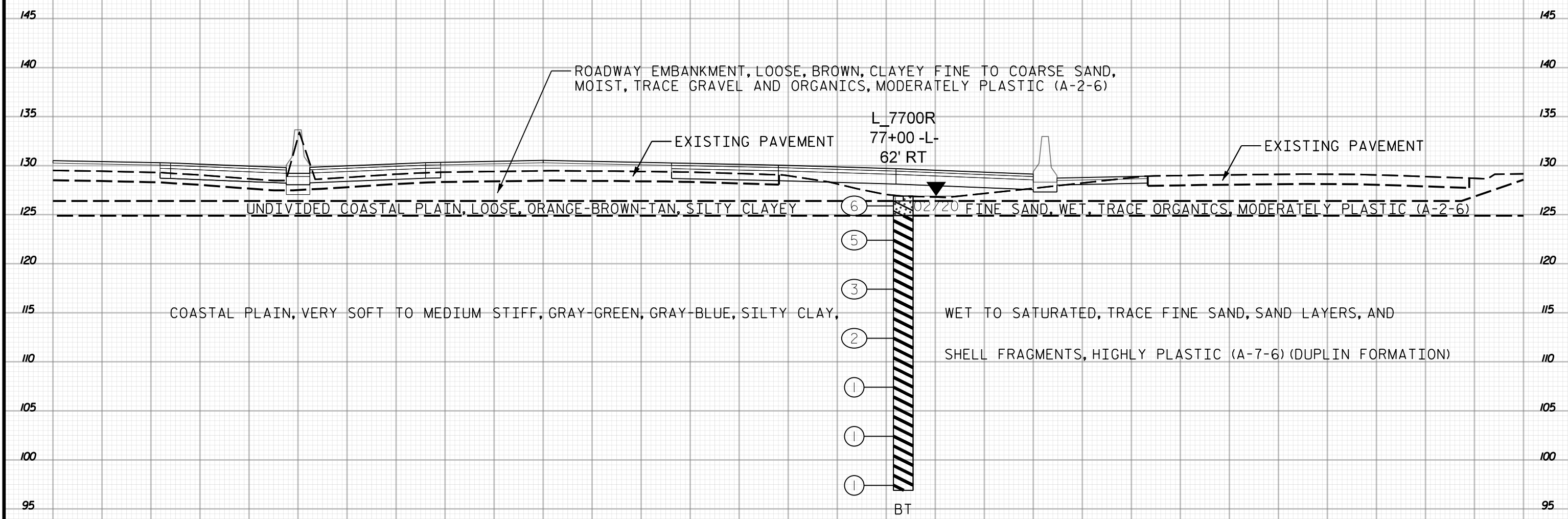


77+00
1 OF 2





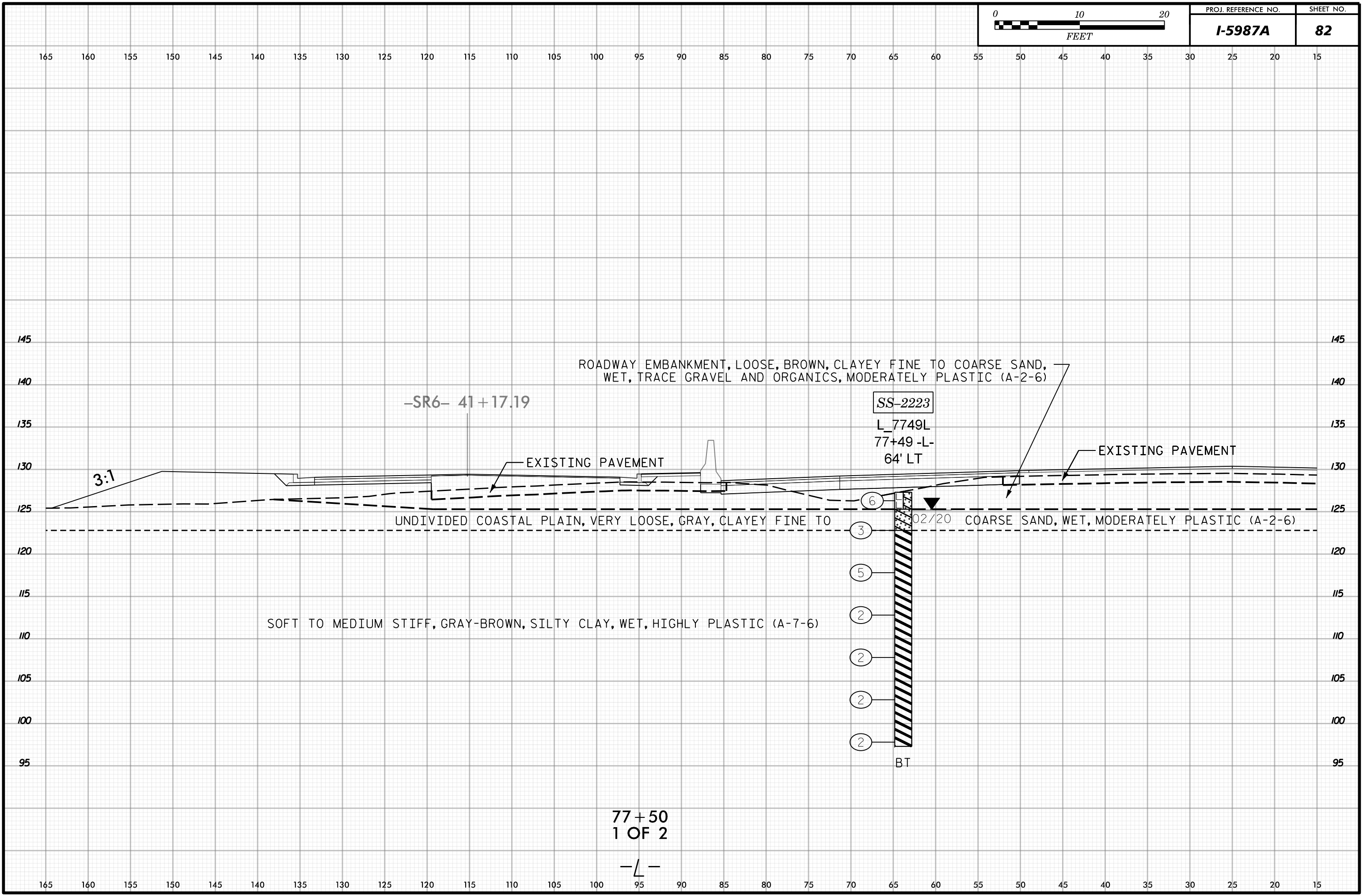
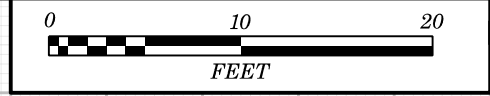
25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125



77+00
2 OF 2

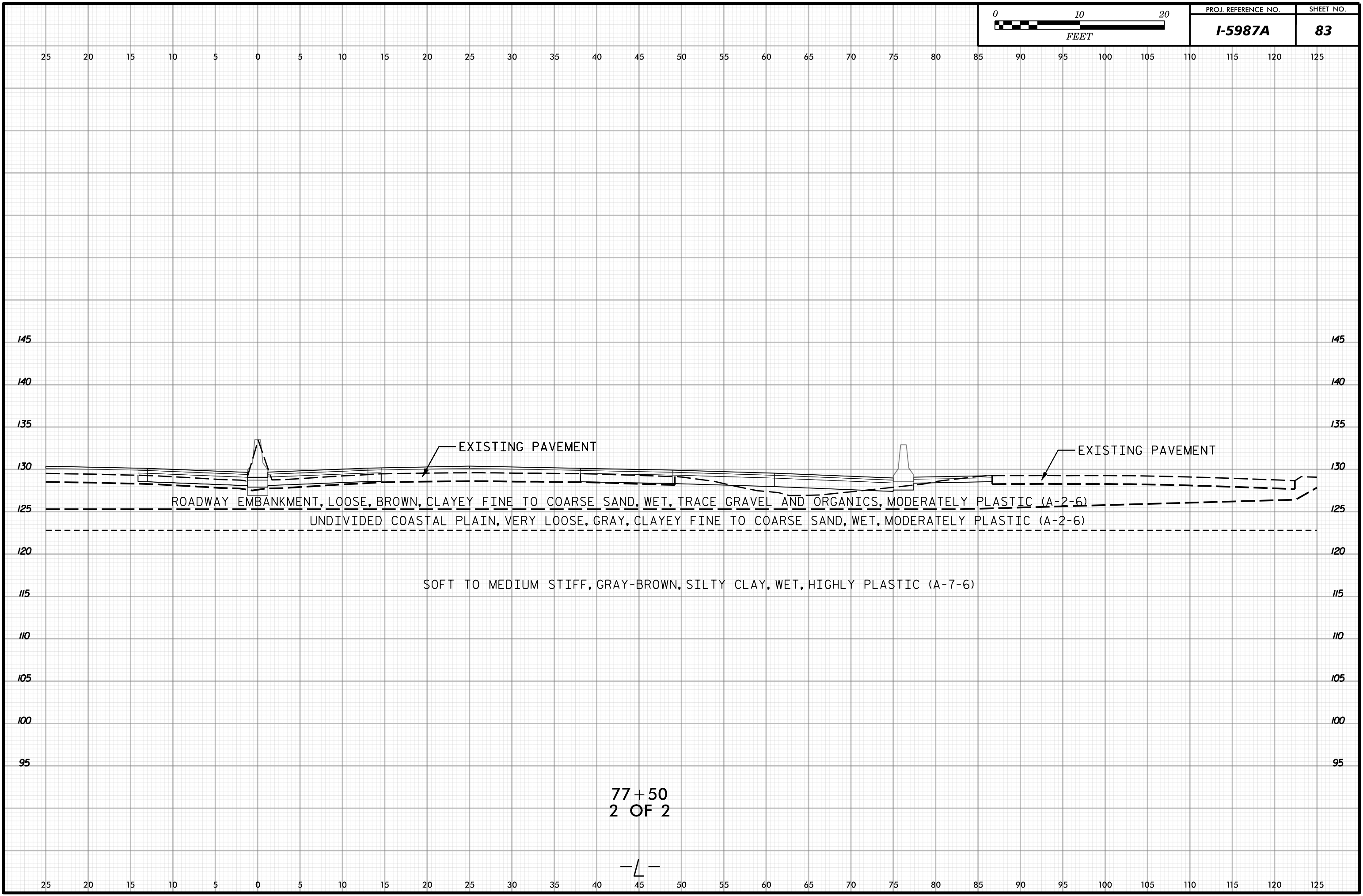
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25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125



77+50
1 OF 2

-L-



EXISTING PAVEMENT

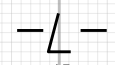
EXISTING PAVEMENT

ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, WET, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, VERY LOOSE, GRAY, CLAYEY FINE TO COARSE SAND, WET, MODERATELY PLASTIC (A-2-6)

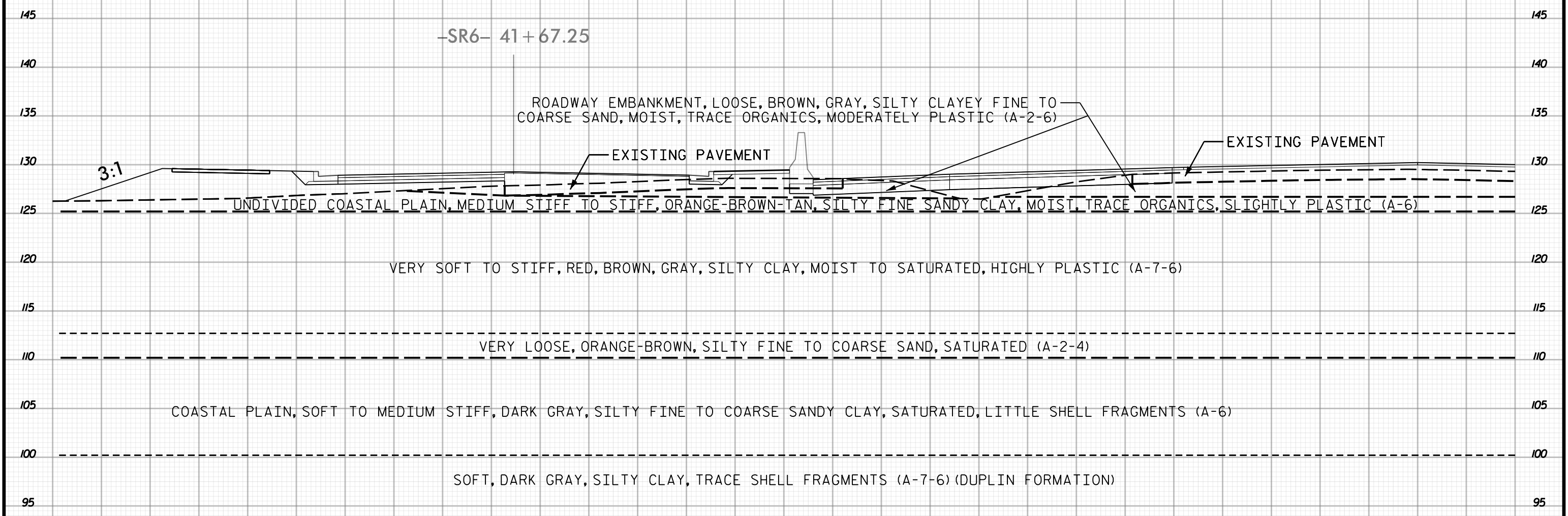
SOFT TO MEDIUM STIFF, GRAY-BROWN, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

77+50
2 OF 2

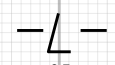




165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15



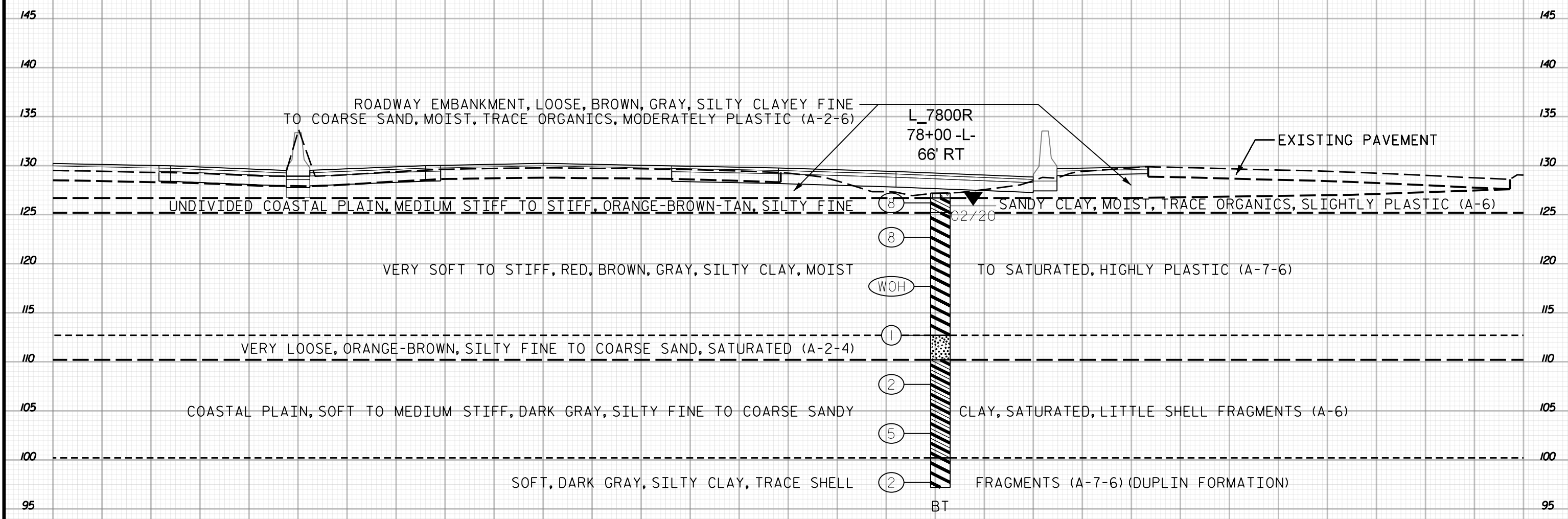
78+00
1 OF 2



165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15



25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125



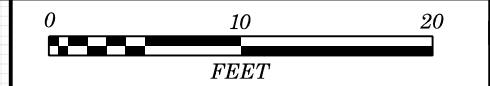
145
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95

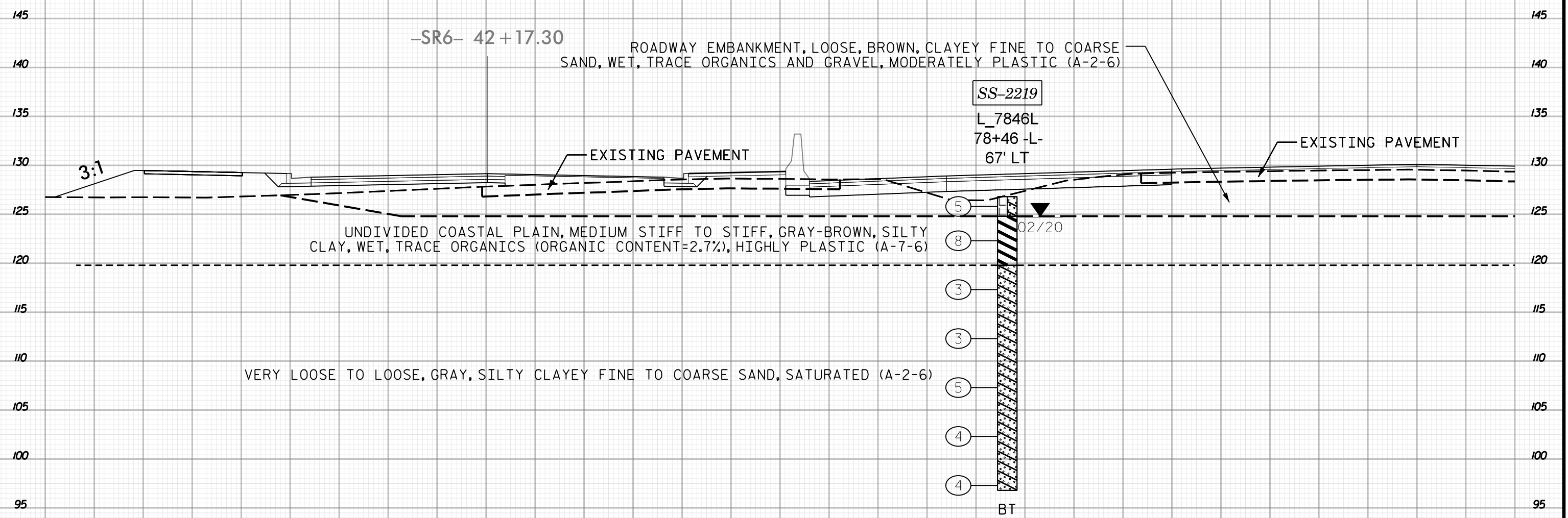
78+00
2 OF 2

-L-

25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125

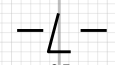


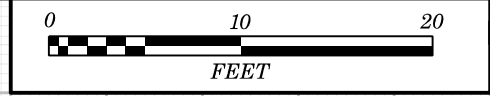
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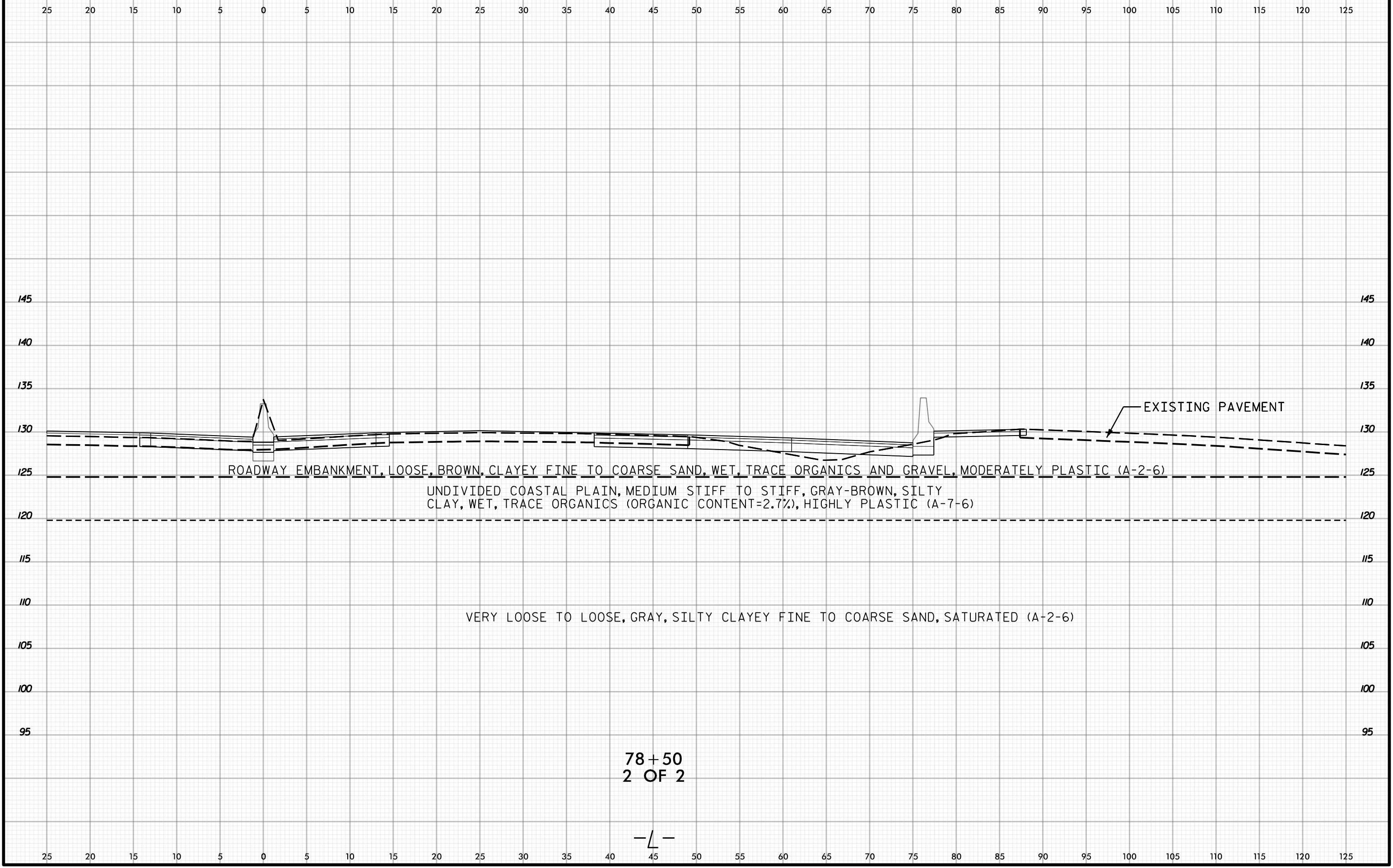
165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15

78+50
1 OF 2





PROJ. REFERENCE NO.	SHEET NO.
I-5987A	87

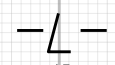


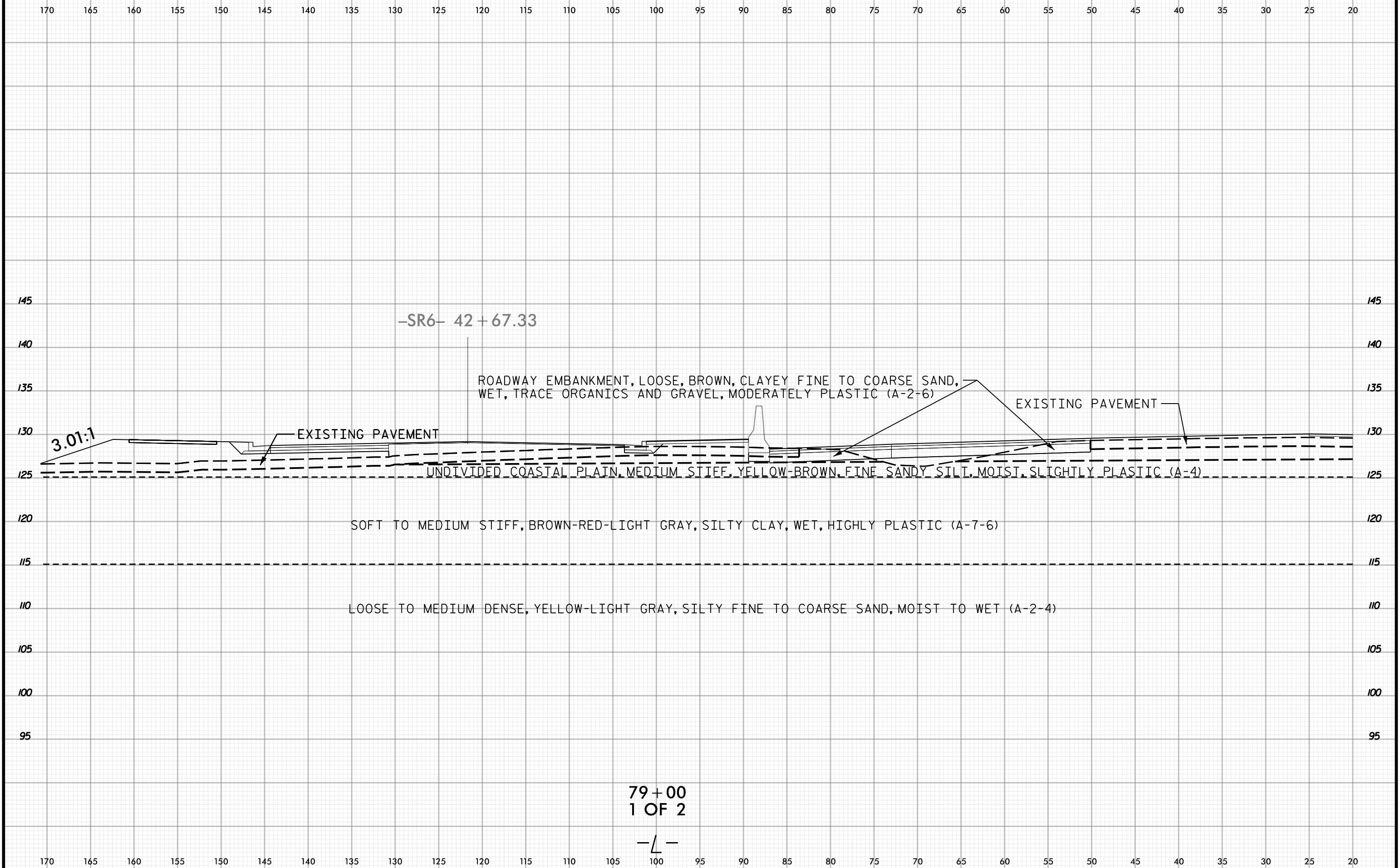
ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, WET, TRACE ORGANICS AND GRAVEL, MODERATELY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY-BROWN, SILTY CLAY, WET, TRACE ORGANICS (ORGANIC CONTENT=2.7%), HIGHLY PLASTIC (A-7-6)

VERY LOOSE TO LOOSE, GRAY, SILTY CLAYEY FINE TO COARSE SAND, SATURATED (A-2-6)

78+50
2 OF 2





-SR6- 42 + 67.33

ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, WET, TRACE ORGANICS AND GRAVEL, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

EXISTING PAVEMENT

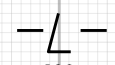
3.01:1

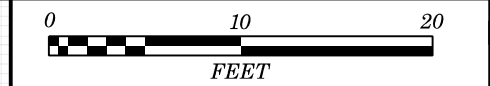
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, YELLOW-BROWN, FINE SANDY SILT, MOIST, SLIGHTLY PLASTIC (A-4)

SOFT TO MEDIUM STIFF, BROWN-RED-LIGHT GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

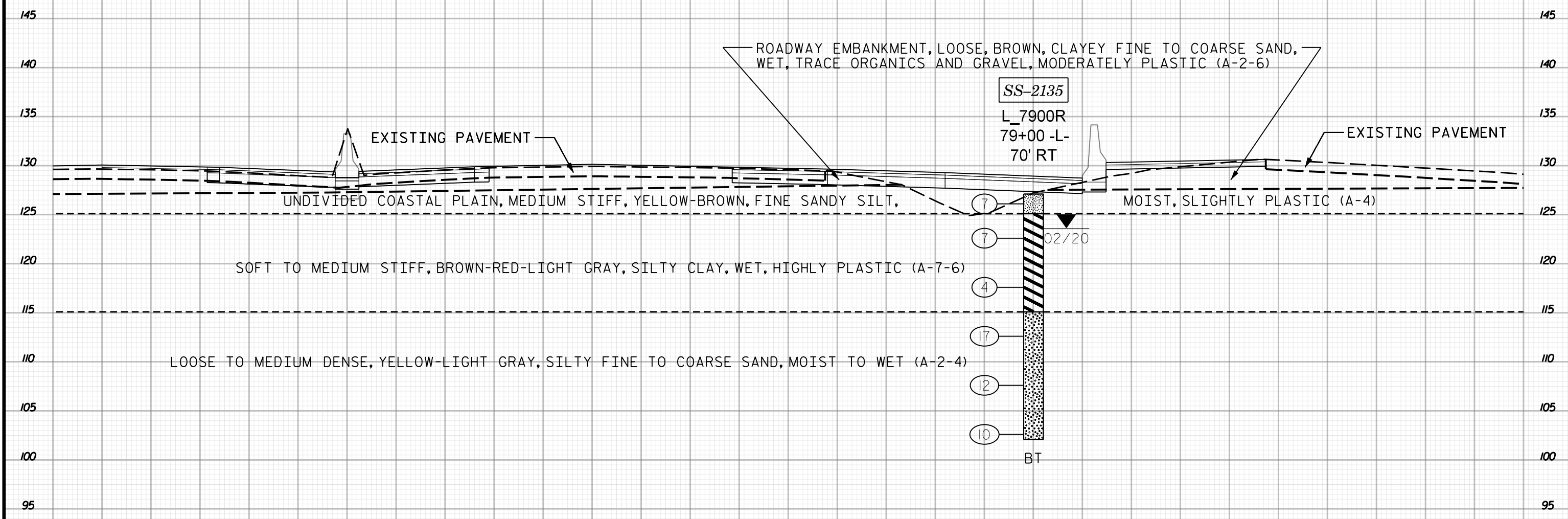
LOOSE TO MEDIUM DENSE, YELLOW-LIGHT GRAY, SILTY FINE TO COARSE SAND, MOIST TO WET (A-2-4)

79 + 00
1 OF 2





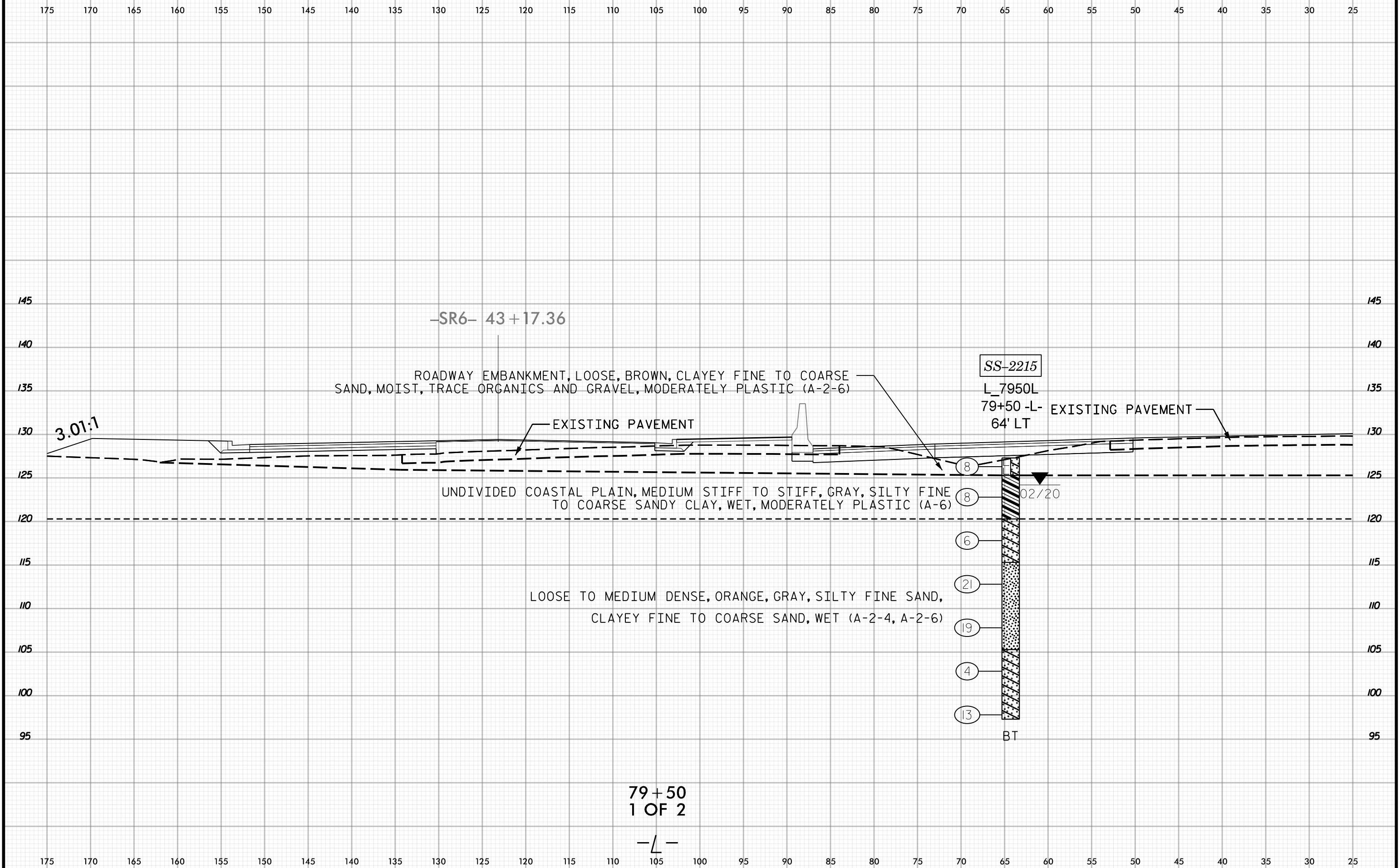
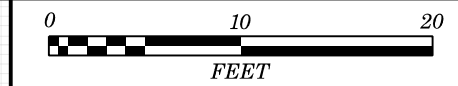
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79+00
2 OF 2

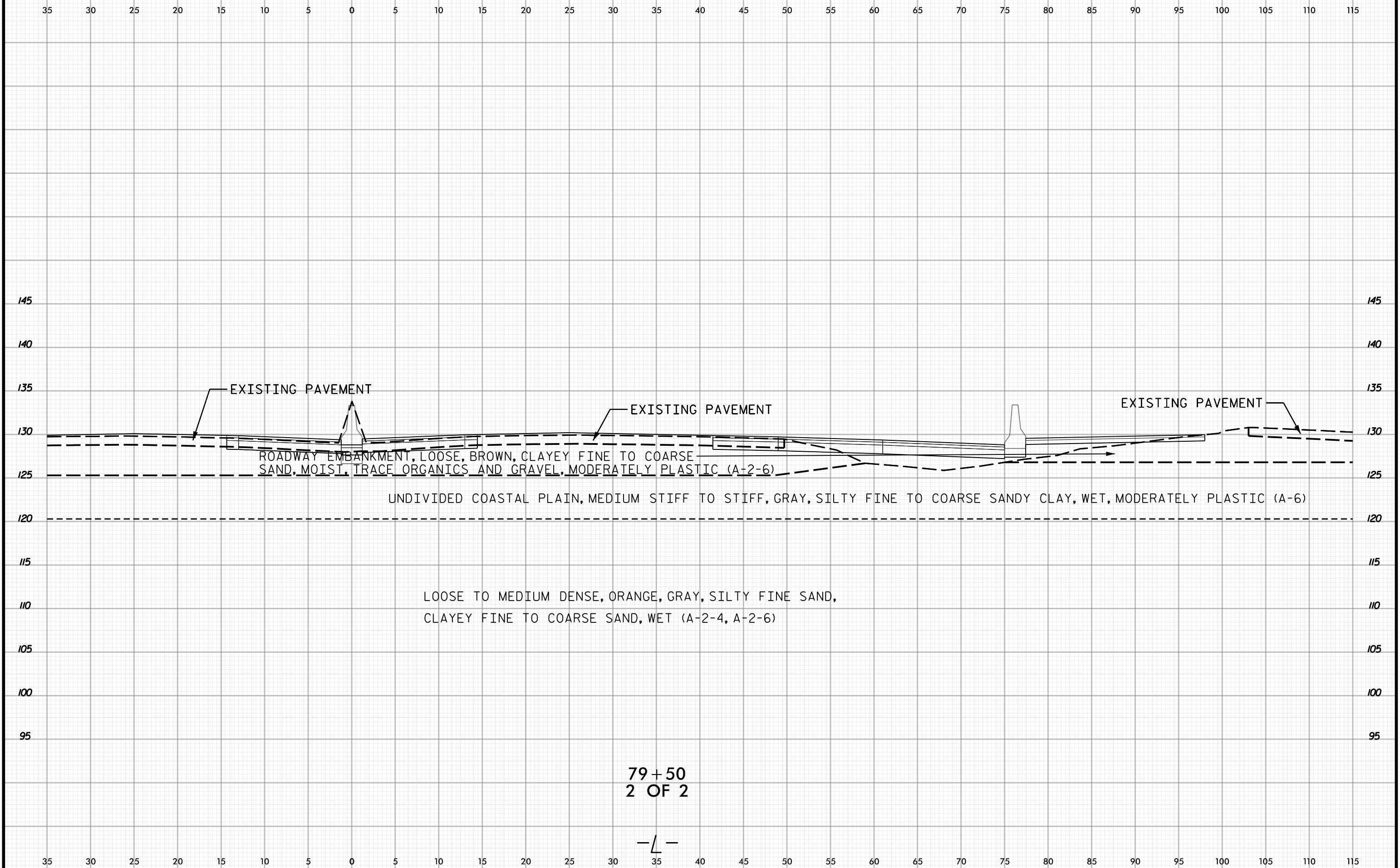
-L-

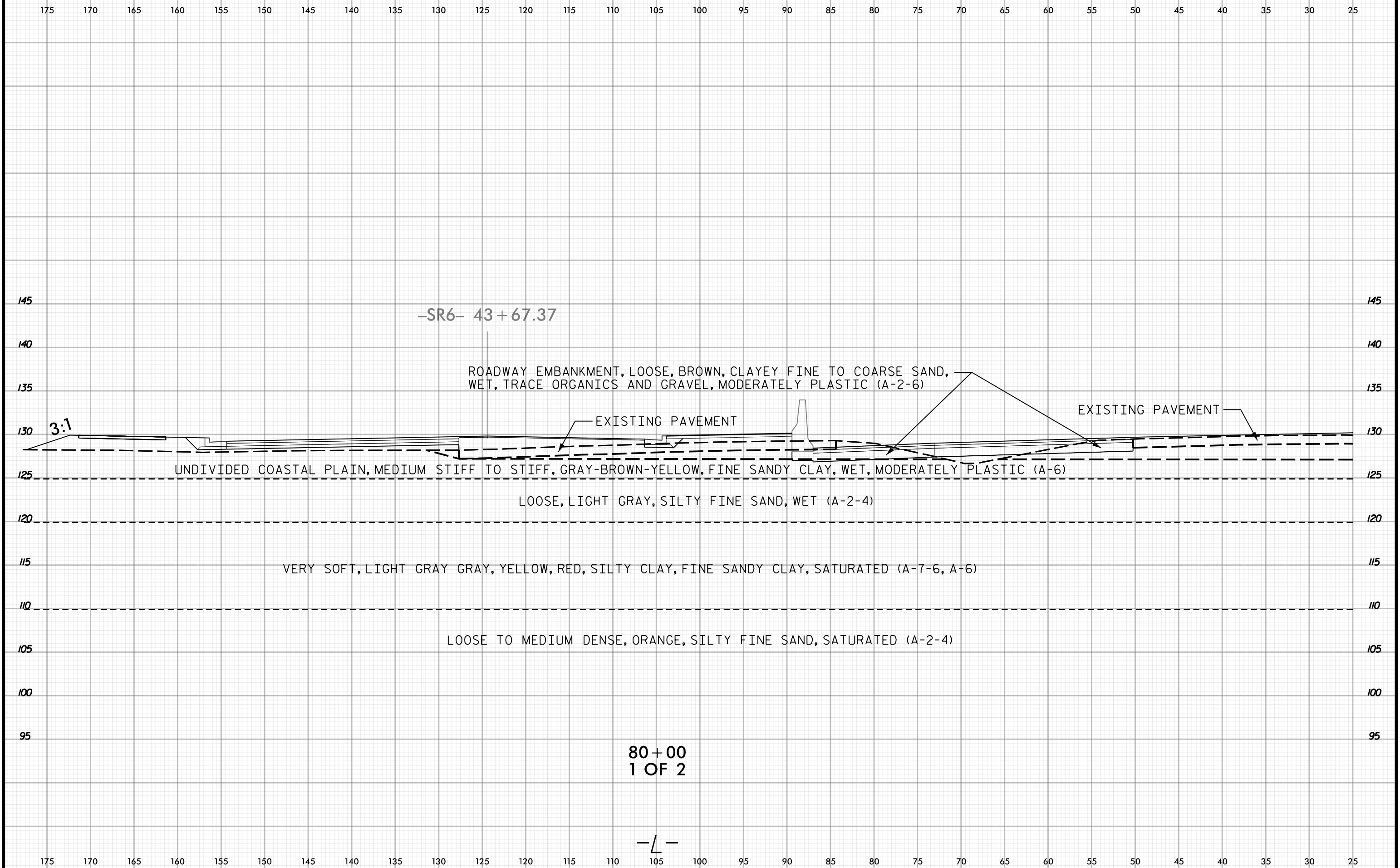
30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



79+50
1 OF 2

-L-





-SR6- 43 + 67.37

ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, WET, TRACE ORGANICS AND GRAVEL, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

EXISTING PAVEMENT

3:1

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY-BROWN-YELLOW, FINE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

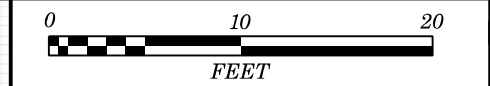
LOOSE, LIGHT GRAY, SILTY FINE SAND, WET (A-2-4)

VERY SOFT, LIGHT GRAY GRAY, YELLOW, RED, SILTY CLAY, FINE SANDY CLAY, SATURATED (A-7-6, A-6)

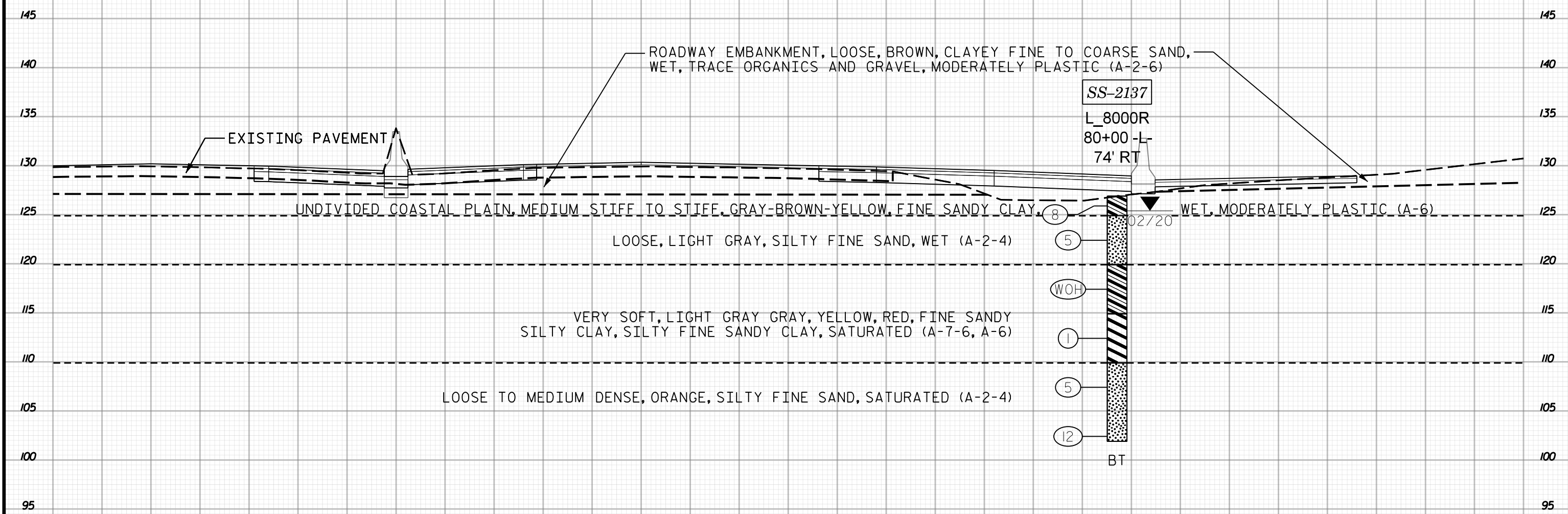
LOOSE TO MEDIUM DENSE, ORANGE, SILTY FINE SAND, SATURATED (A-2-4)

80+00
1 OF 2





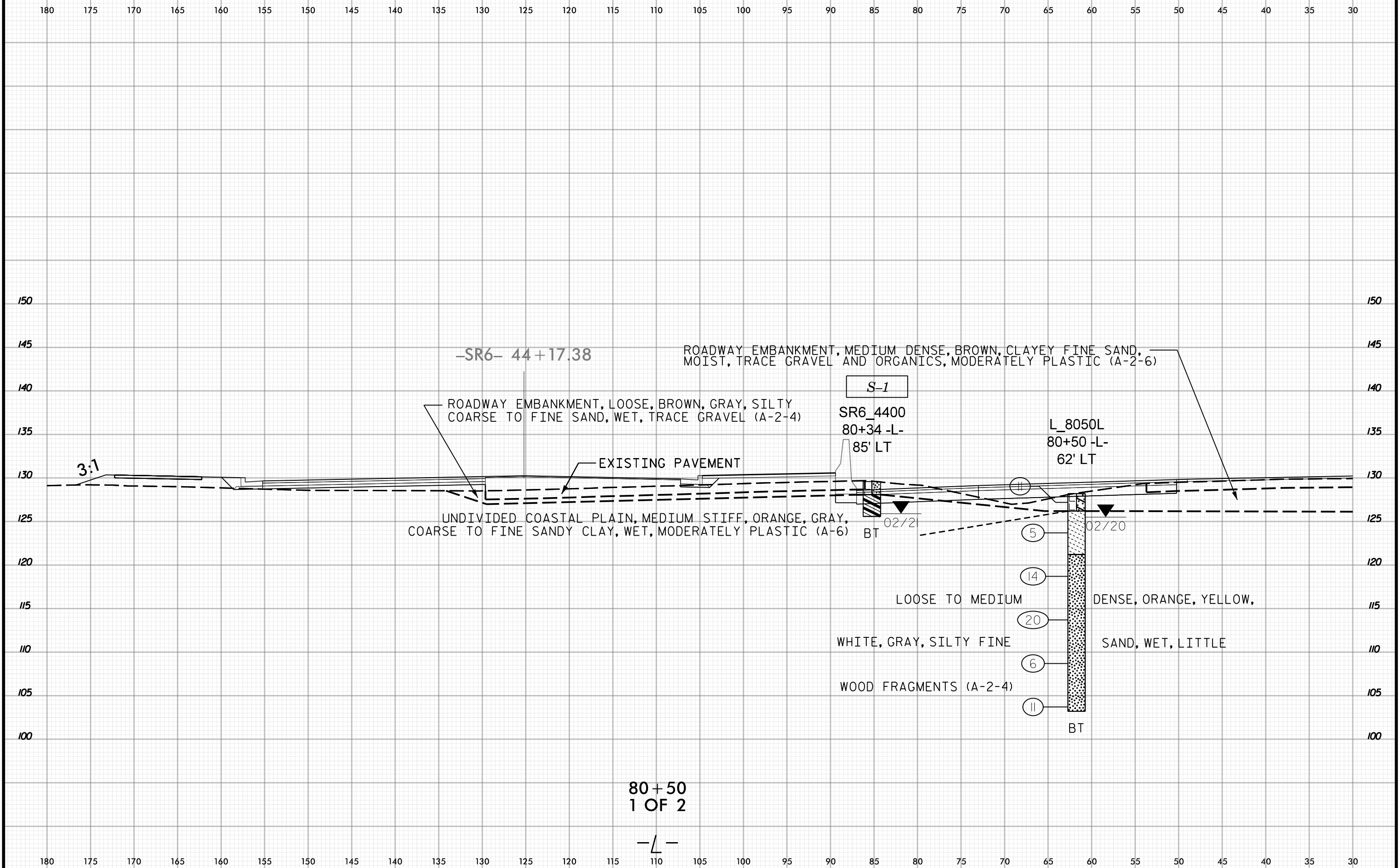
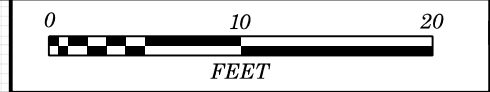
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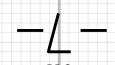
80+00
2 OF 2

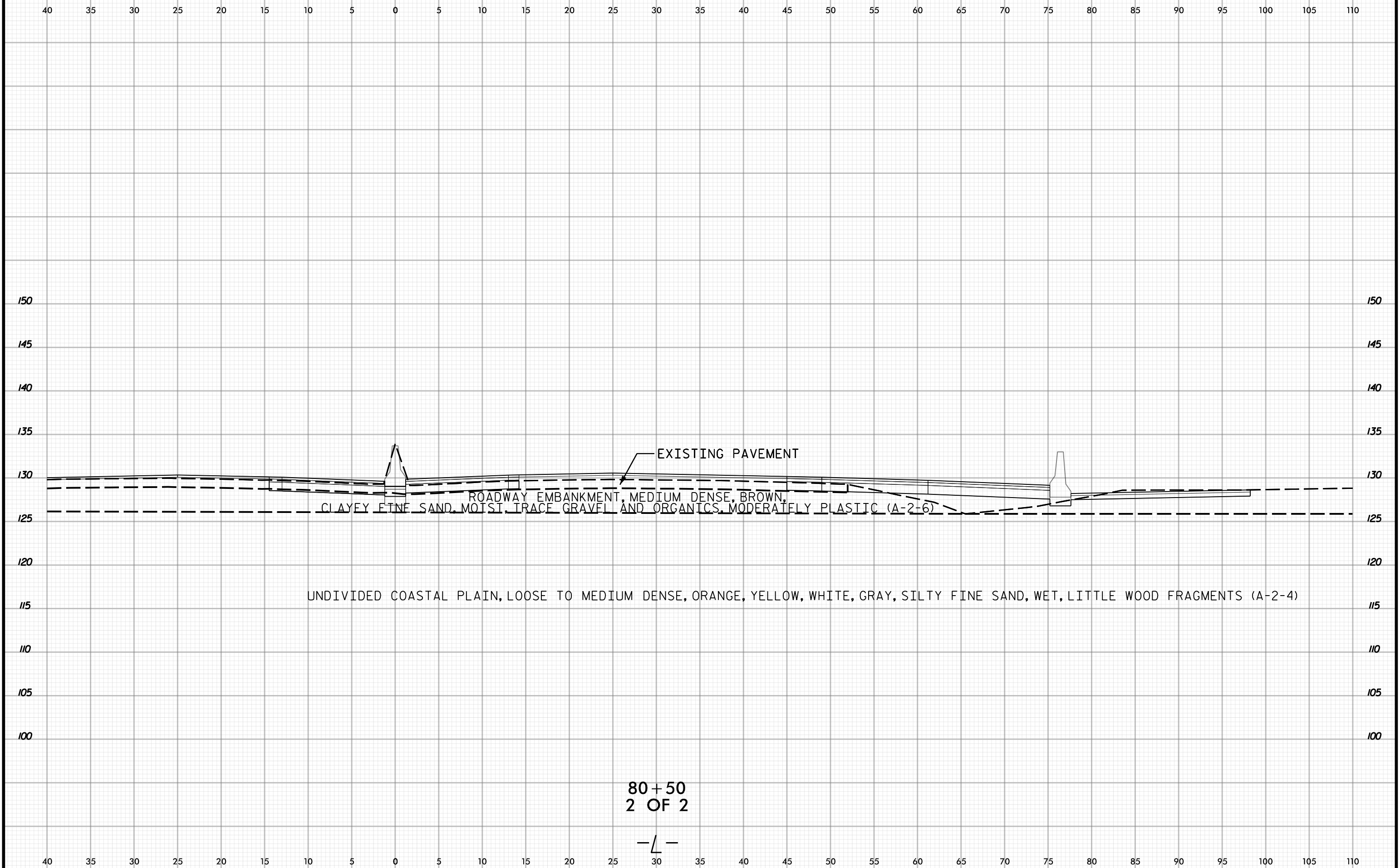
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35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115

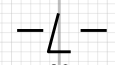


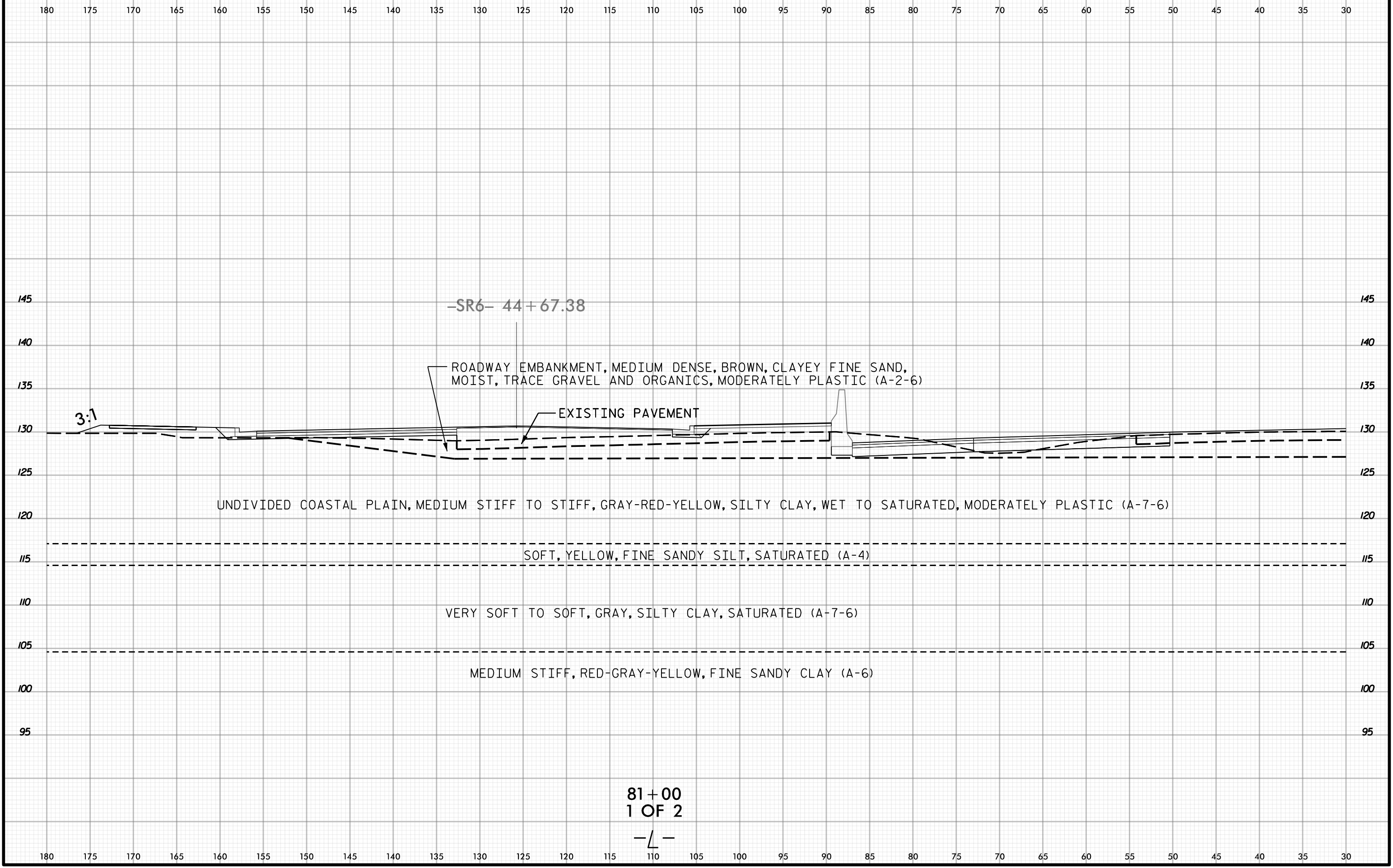
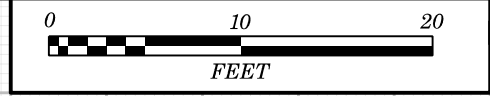
80 + 50
1 OF 2





80+50
2 OF 2





-SR6- 44+67.38

ROADWAY EMBANKMENT, MEDIUM DENSE, BROWN, CLAYEY FINE SAND, MOIST, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

3:1

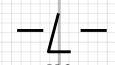
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY-RED-YELLOW, SILTY CLAY, WET TO SATURATED, MODERATELY PLASTIC (A-7-6)

SOFT, YELLOW, FINE SANDY SILT, SATURATED (A-4)

VERY SOFT TO SOFT, GRAY, SILTY CLAY, SATURATED (A-7-6)

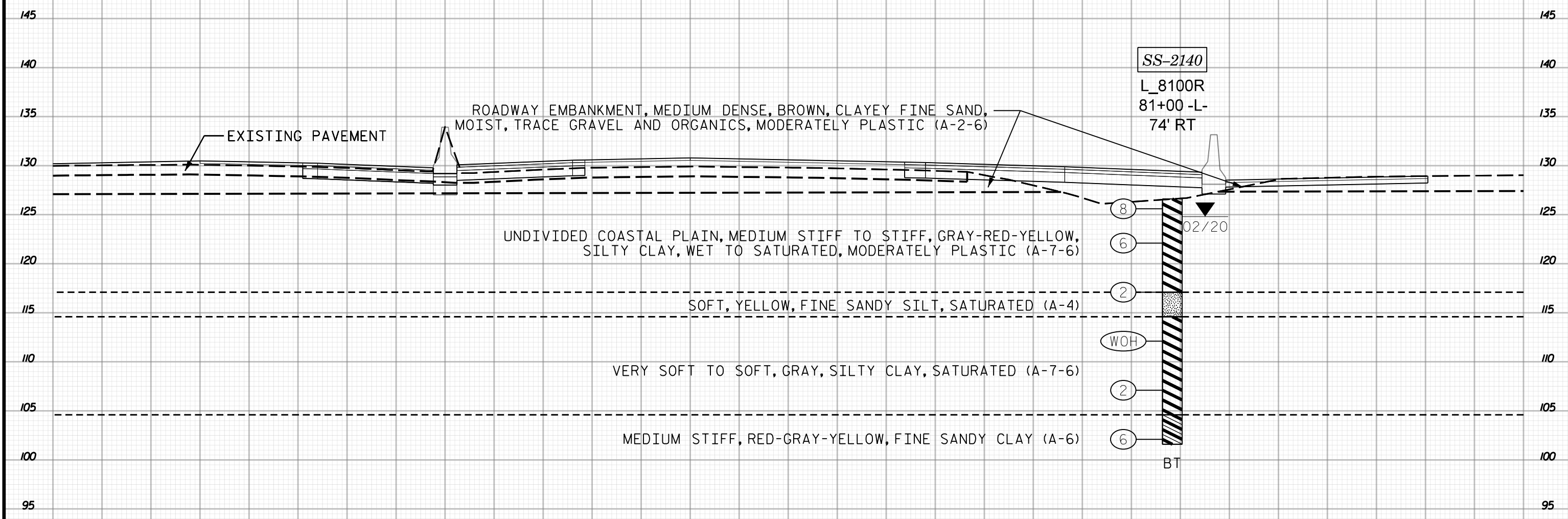
MEDIUM STIFF, RED-GRAY-YELLOW, FINE SANDY CLAY (A-6)

81+00
1 OF 2





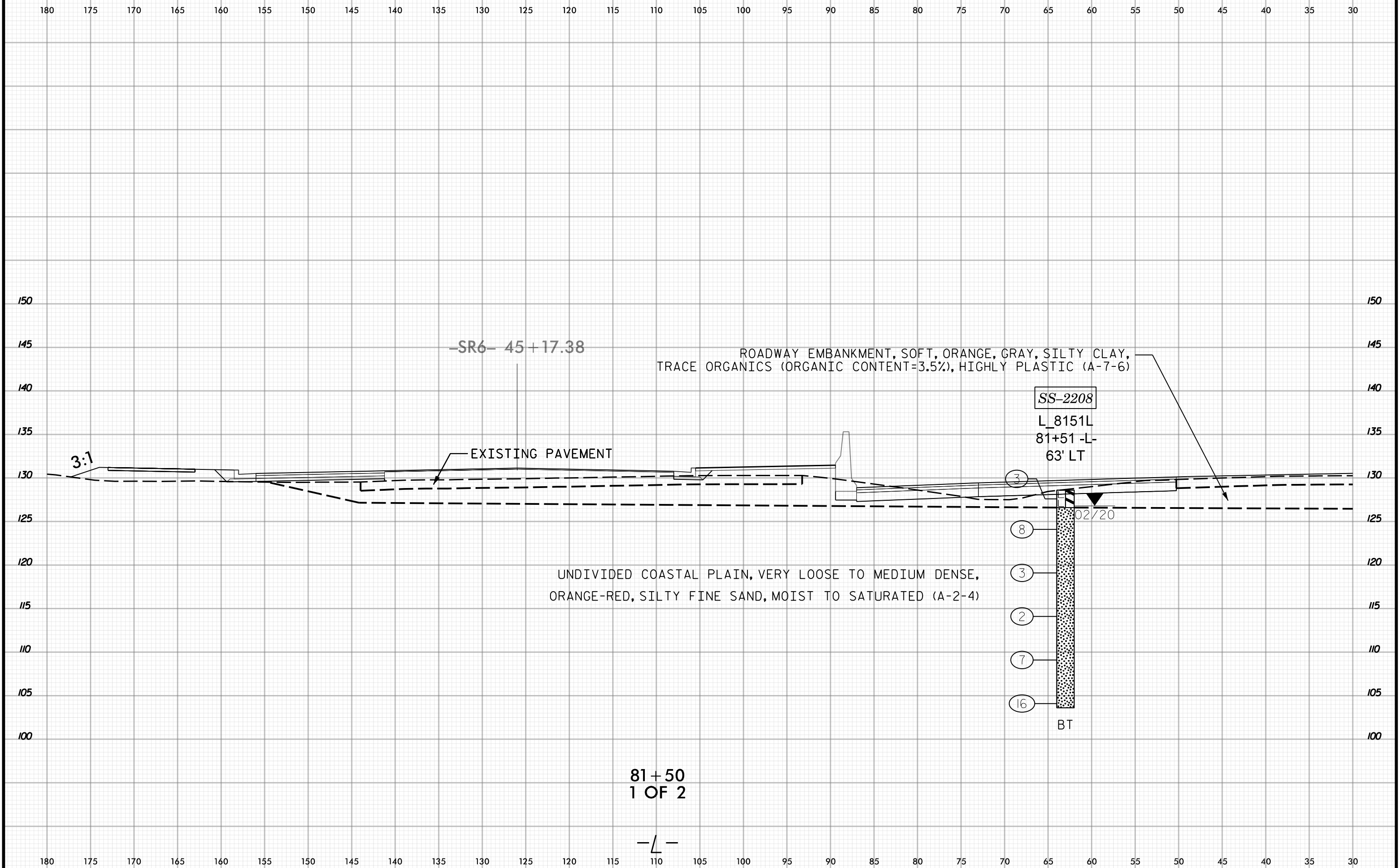
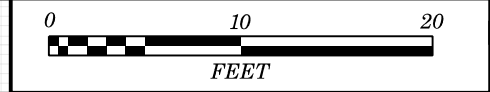
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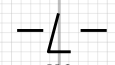
81+00
2 OF 2

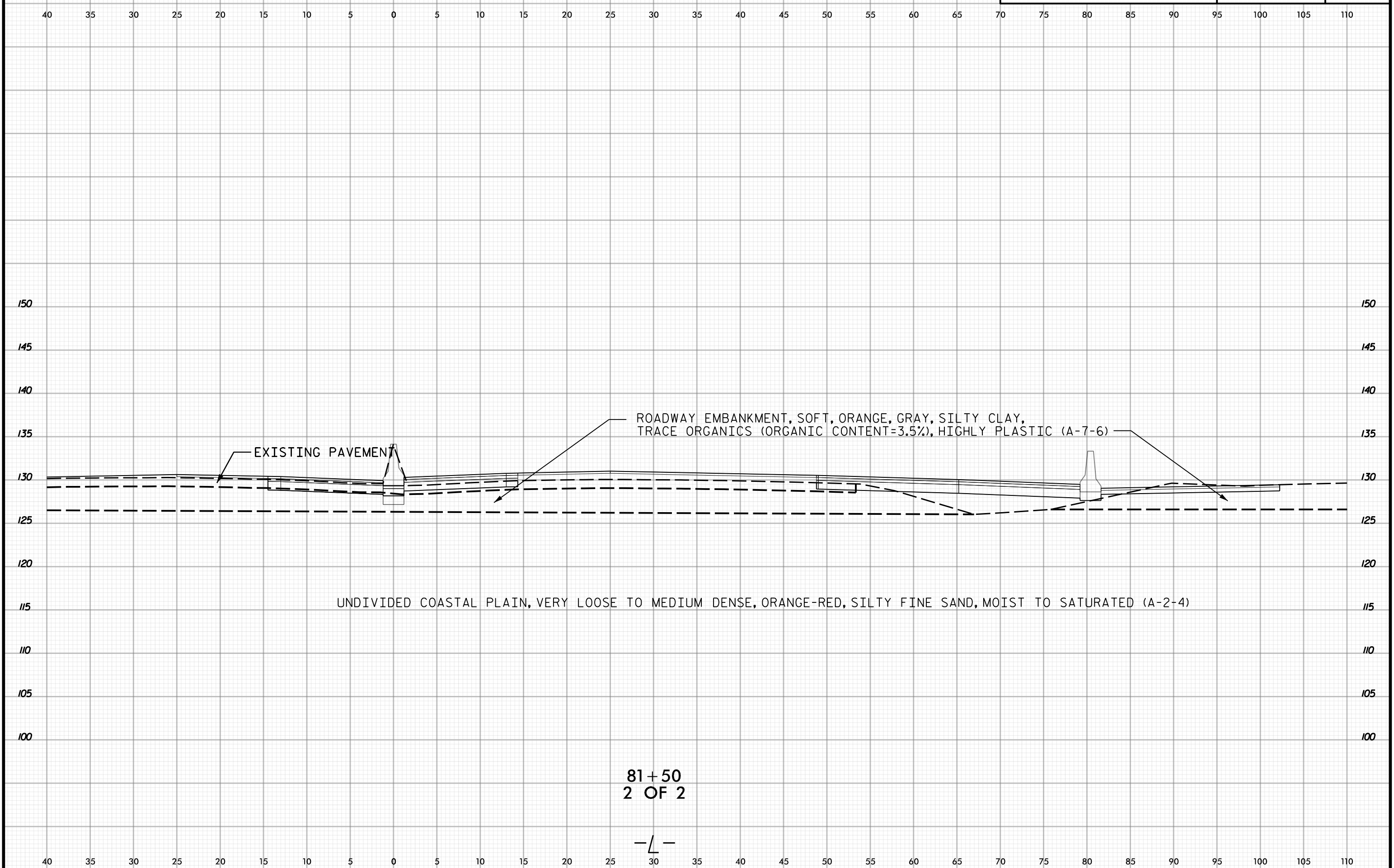
-L-

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110



81+50
1 OF 2





EXISTING PAVEMENT

ROADWAY EMBANKMENT, SOFT, ORANGE, GRAY, SILTY CLAY,
TRACE ORGANICS (ORGANIC CONTENT=3.5%), HIGHLY PLASTIC (A-7-6)

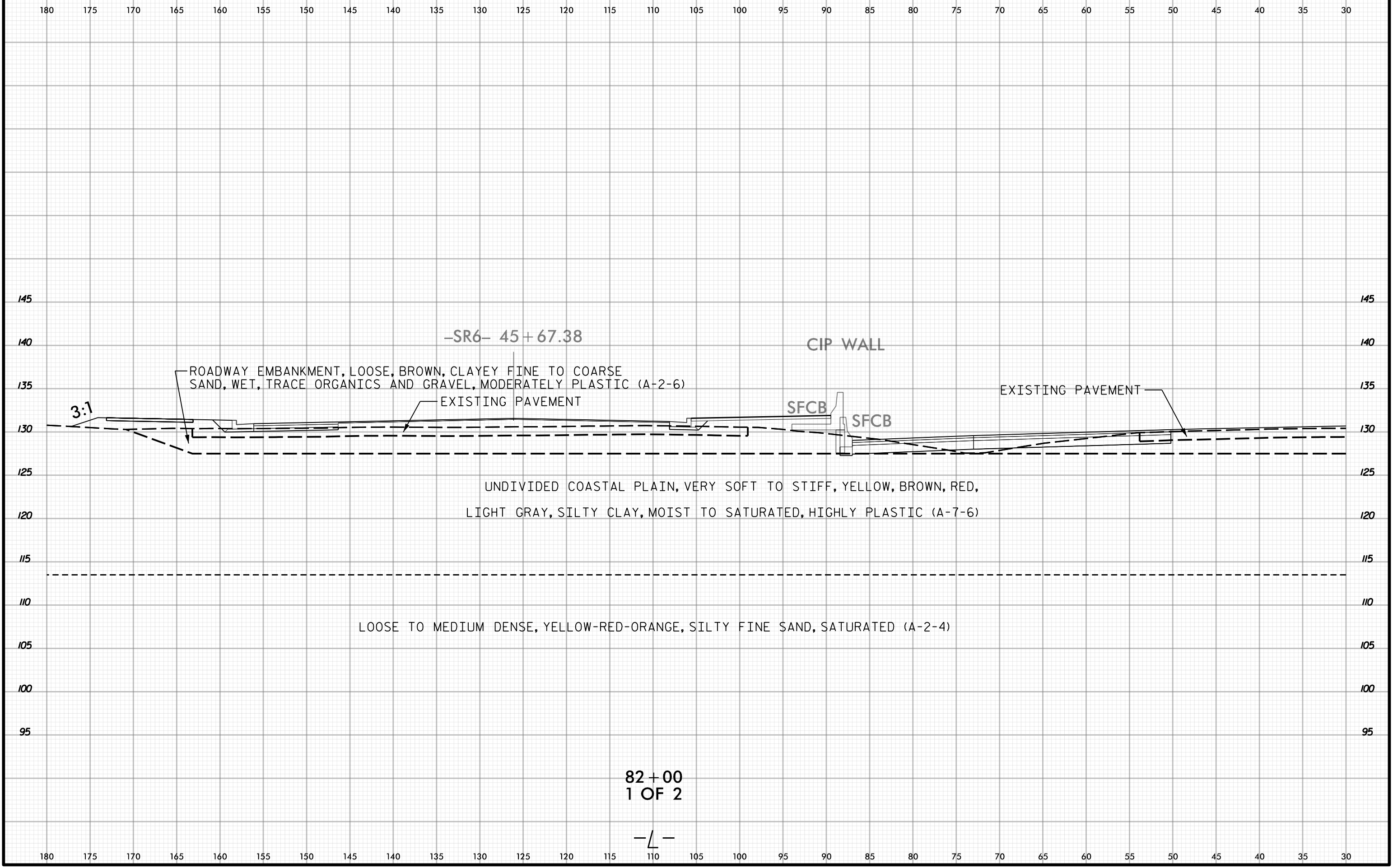
UNDIVIDED COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, ORANGE-RED, SILTY FINE SAND, MOIST TO SATURATED (A-2-4)

81+50
2 OF 2

—L—



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	100



-SR6- 45 + 67.38

CIP WALL

ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, WET, TRACE ORGANICS AND GRAVEL, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

SFCB

SFCB

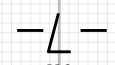
EXISTING PAVEMENT

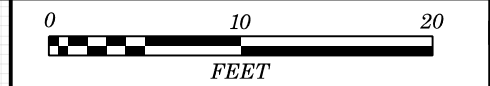
3:1

UNDIVIDED COASTAL PLAIN, VERY SOFT TO STIFF, YELLOW, BROWN, RED, LIGHT GRAY, SILTY CLAY, MOIST TO SATURATED, HIGHLY PLASTIC (A-7-6)

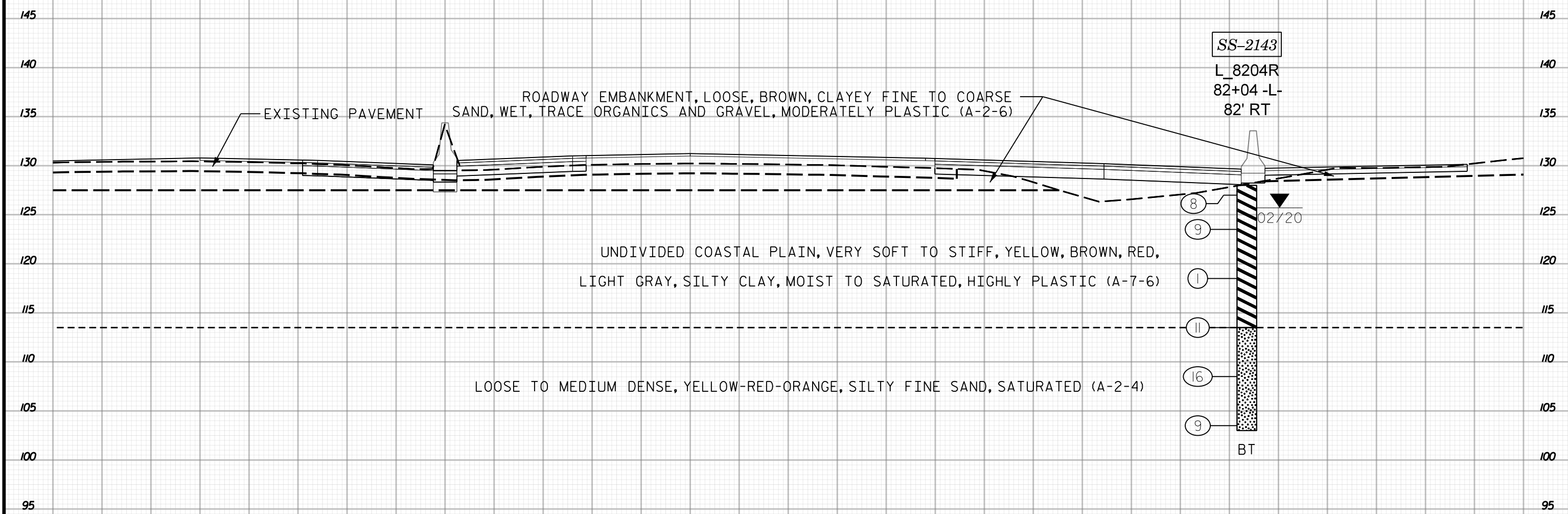
LOOSE TO MEDIUM DENSE, YELLOW-RED-ORANGE, SILTY FINE SAND, SATURATED (A-2-4)

82 + 00
1 OF 2

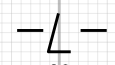




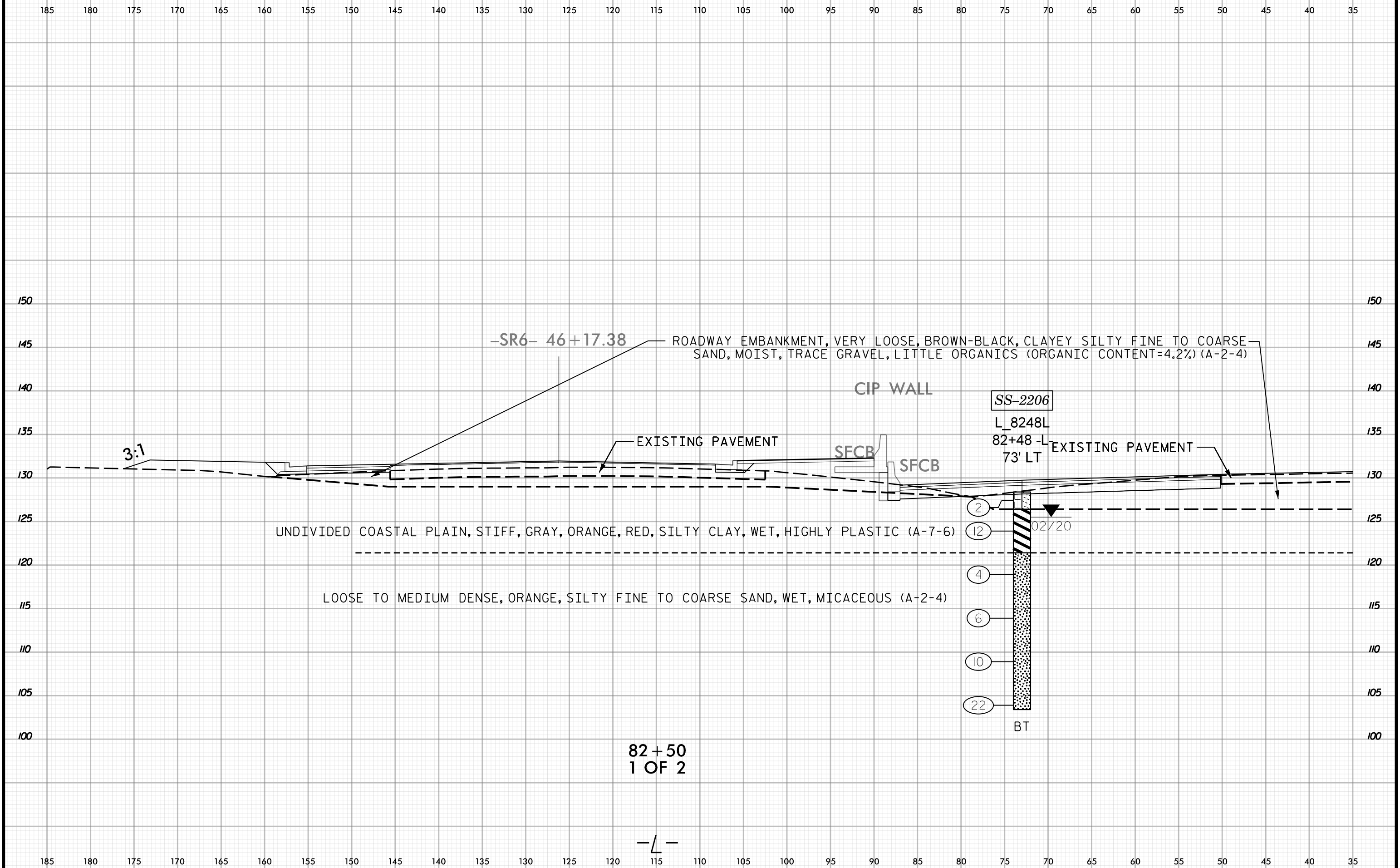
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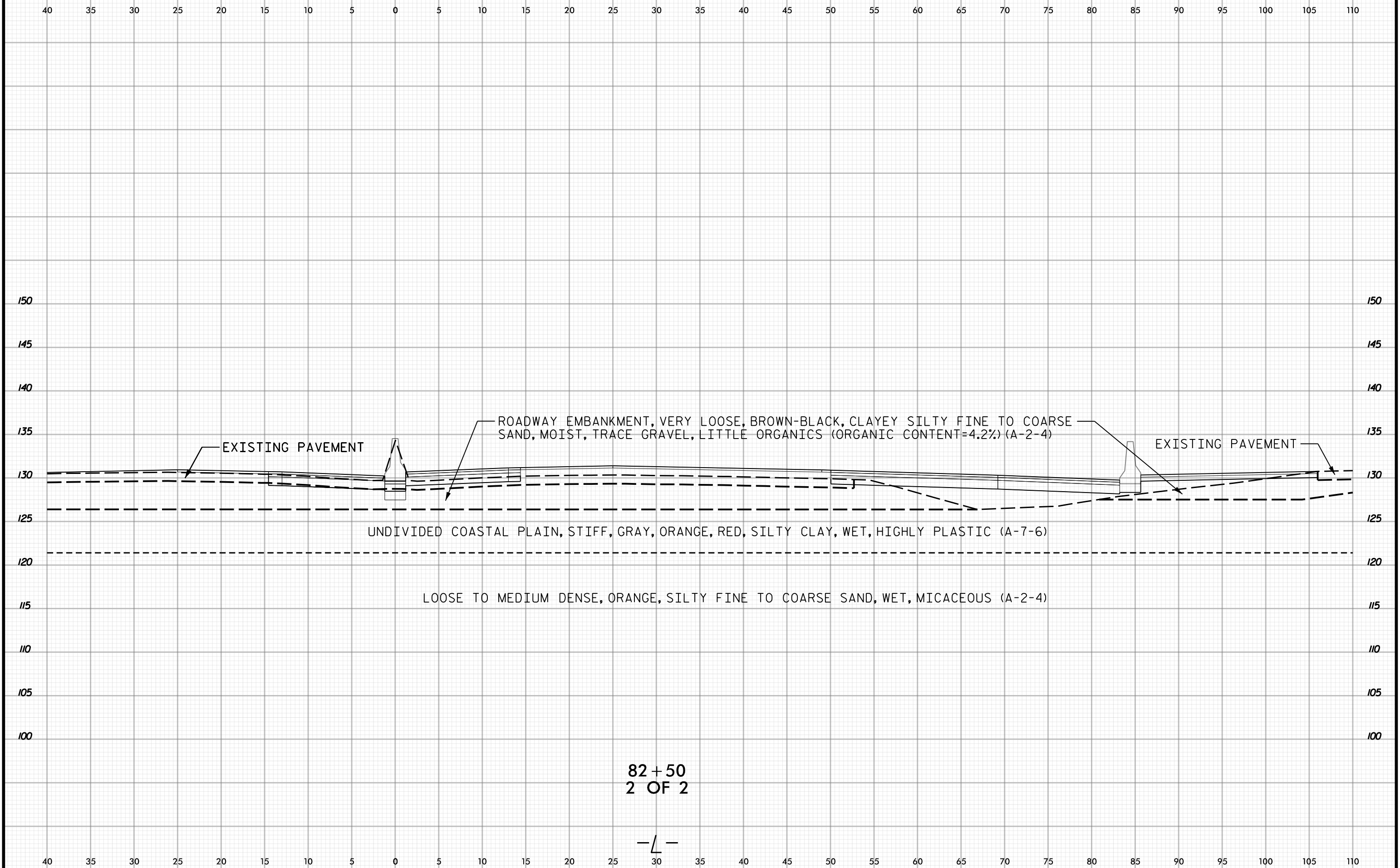
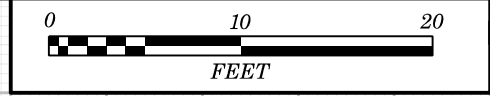


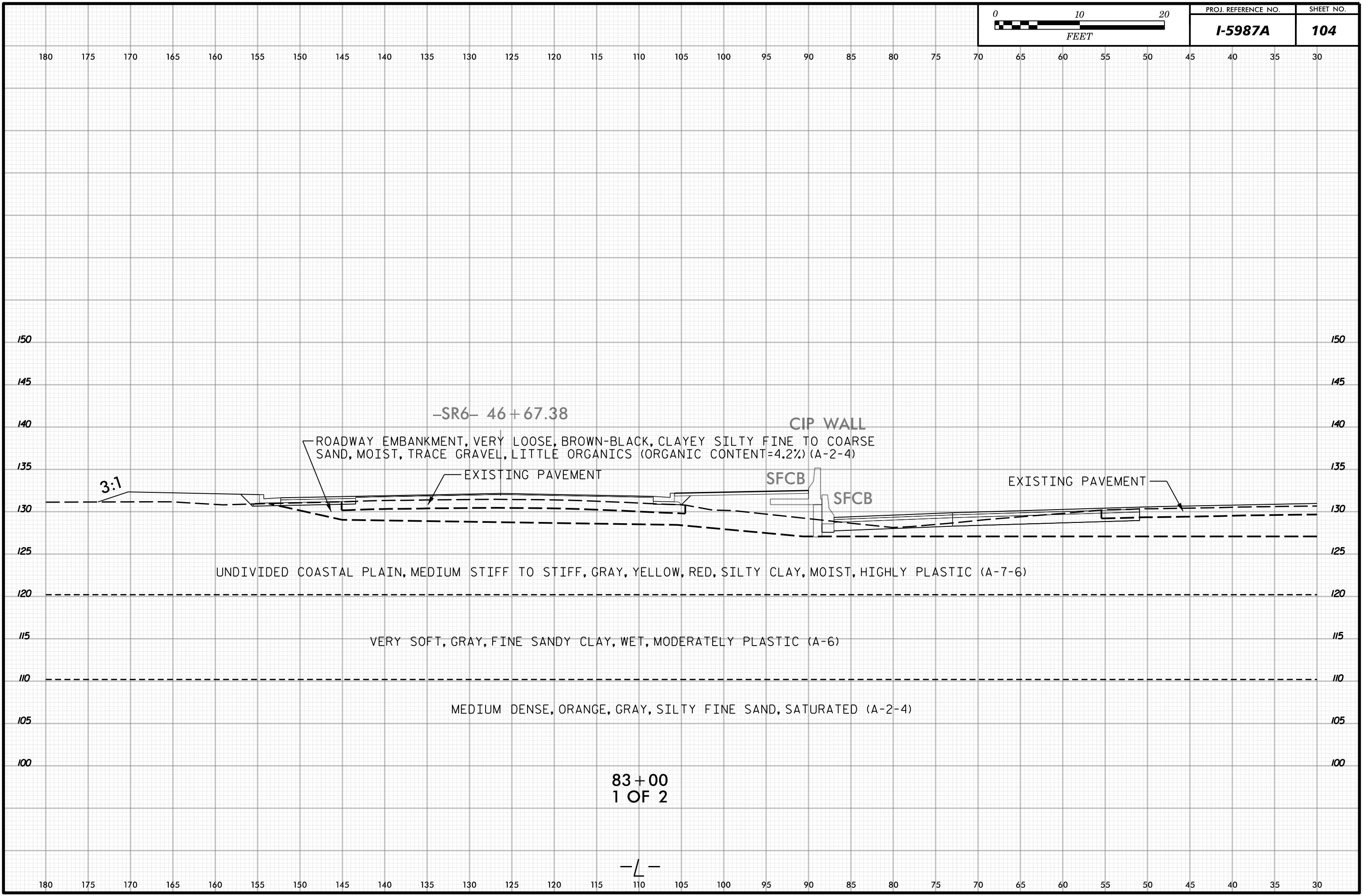
82 + 00
2 OF 2



40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110







-SR6- 46+67.38

CIP WALL

ROADWAY EMBANKMENT, VERY LOOSE, BROWN-BLACK, CLAYEY SILTY FINE TO COARSE SAND, MOIST, TRACE GRAVEL, LITTLE ORGANICS (ORGANIC CONTENT=4.2%) (A-2-4)

3:1

EXISTING PAVEMENT

SFCB

SFCB

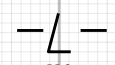
EXISTING PAVEMENT

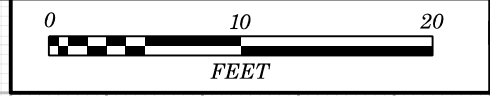
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, YELLOW, RED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

VERY SOFT, GRAY, FINE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

MEDIUM DENSE, ORANGE, GRAY, SILTY FINE SAND, SATURATED (A-2-4)

83+00
1 OF 2





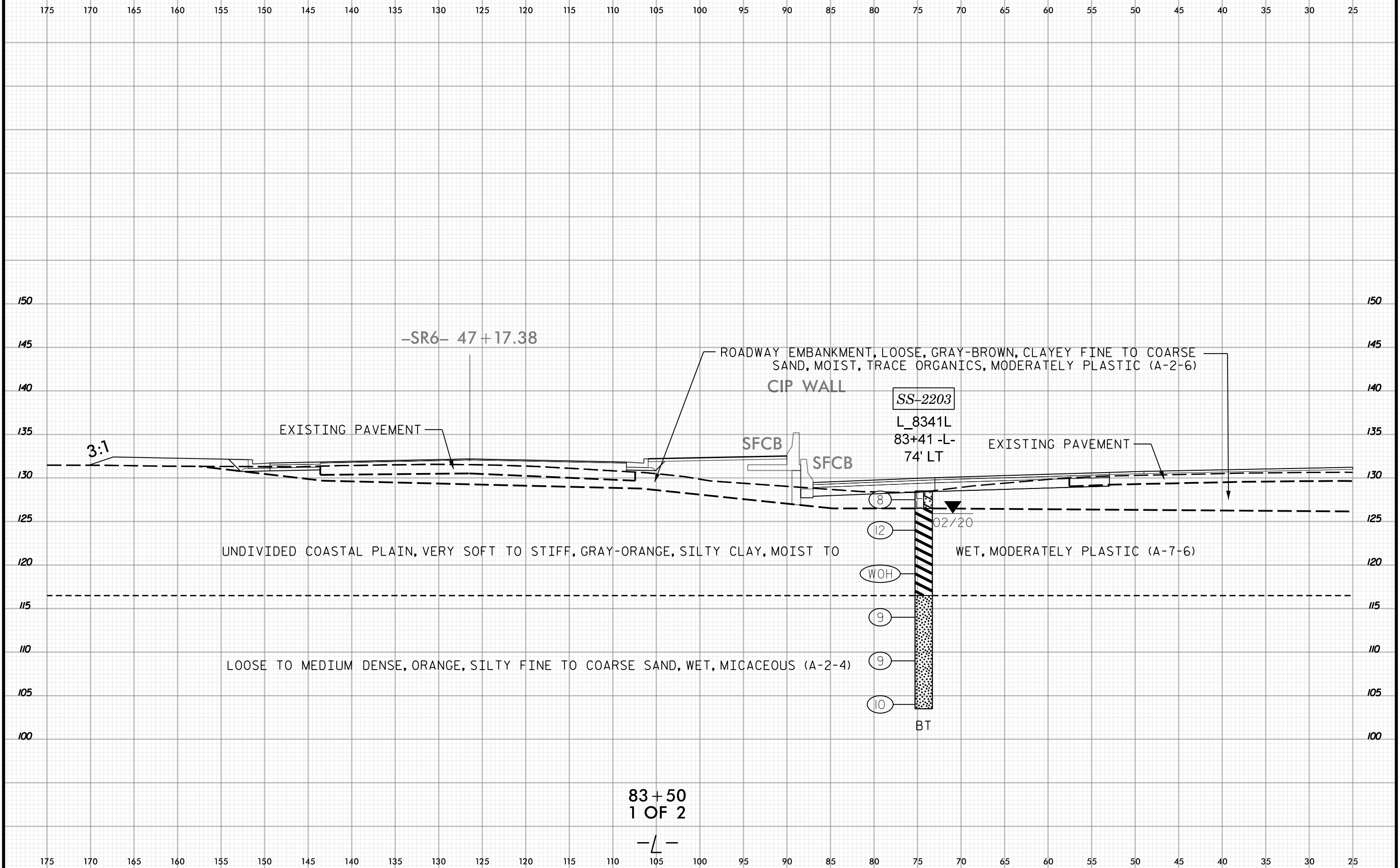
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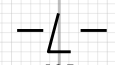
83+00
2 OF 2

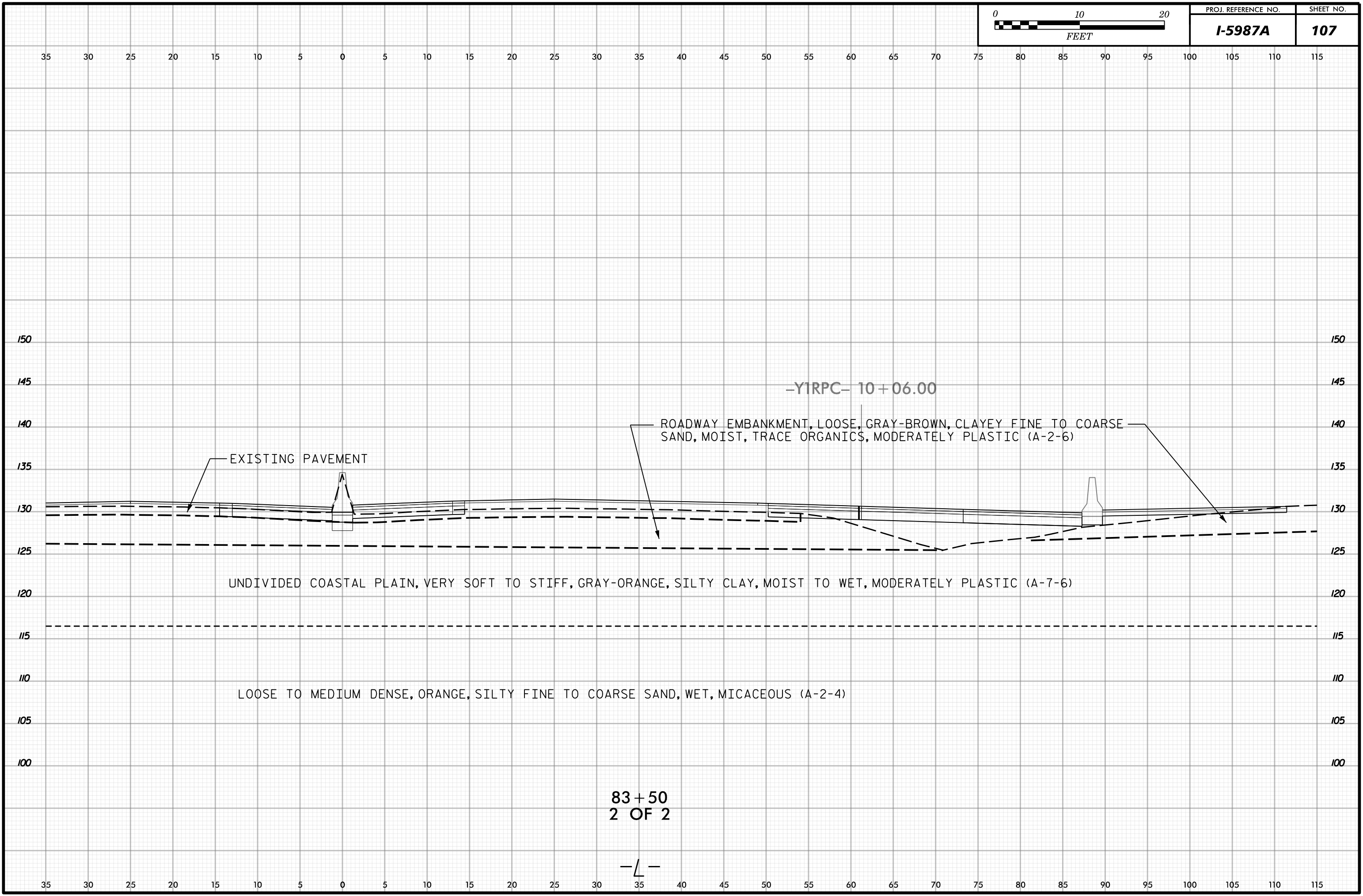
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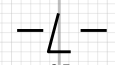


83+50
1 OF 2



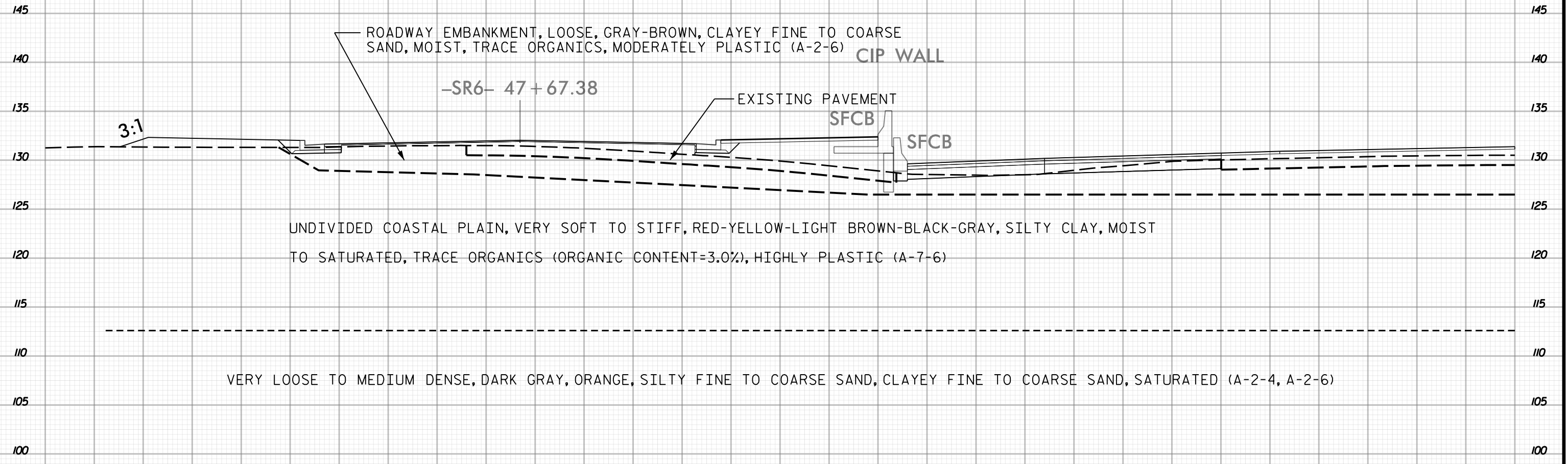


83+50
2 OF 2



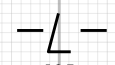


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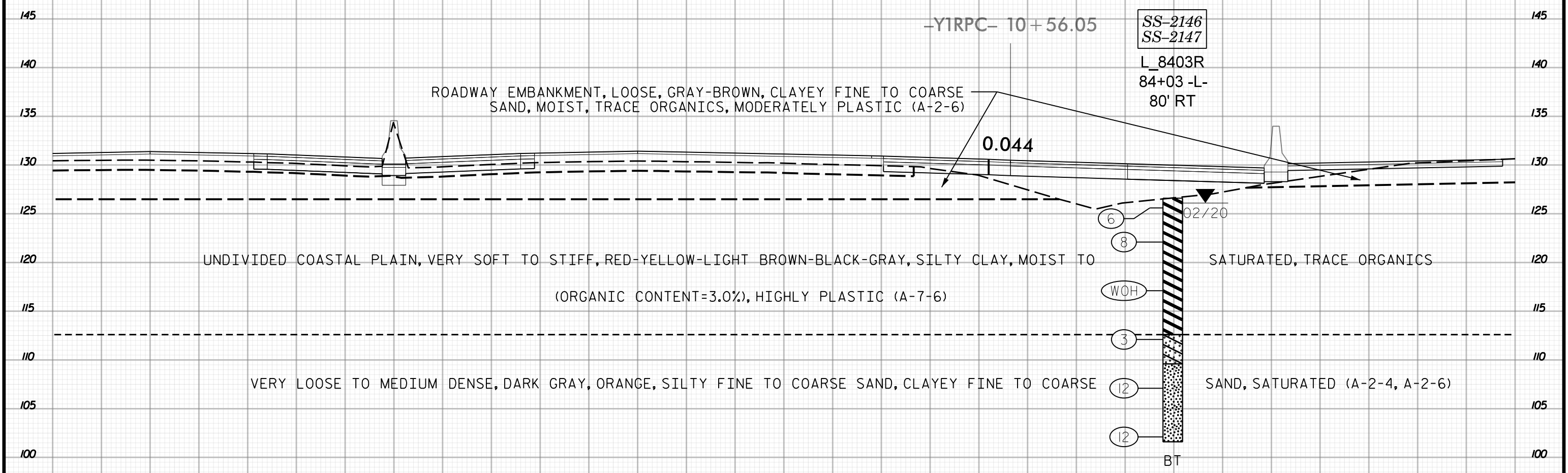
175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25

84 + 00
1 OF 2





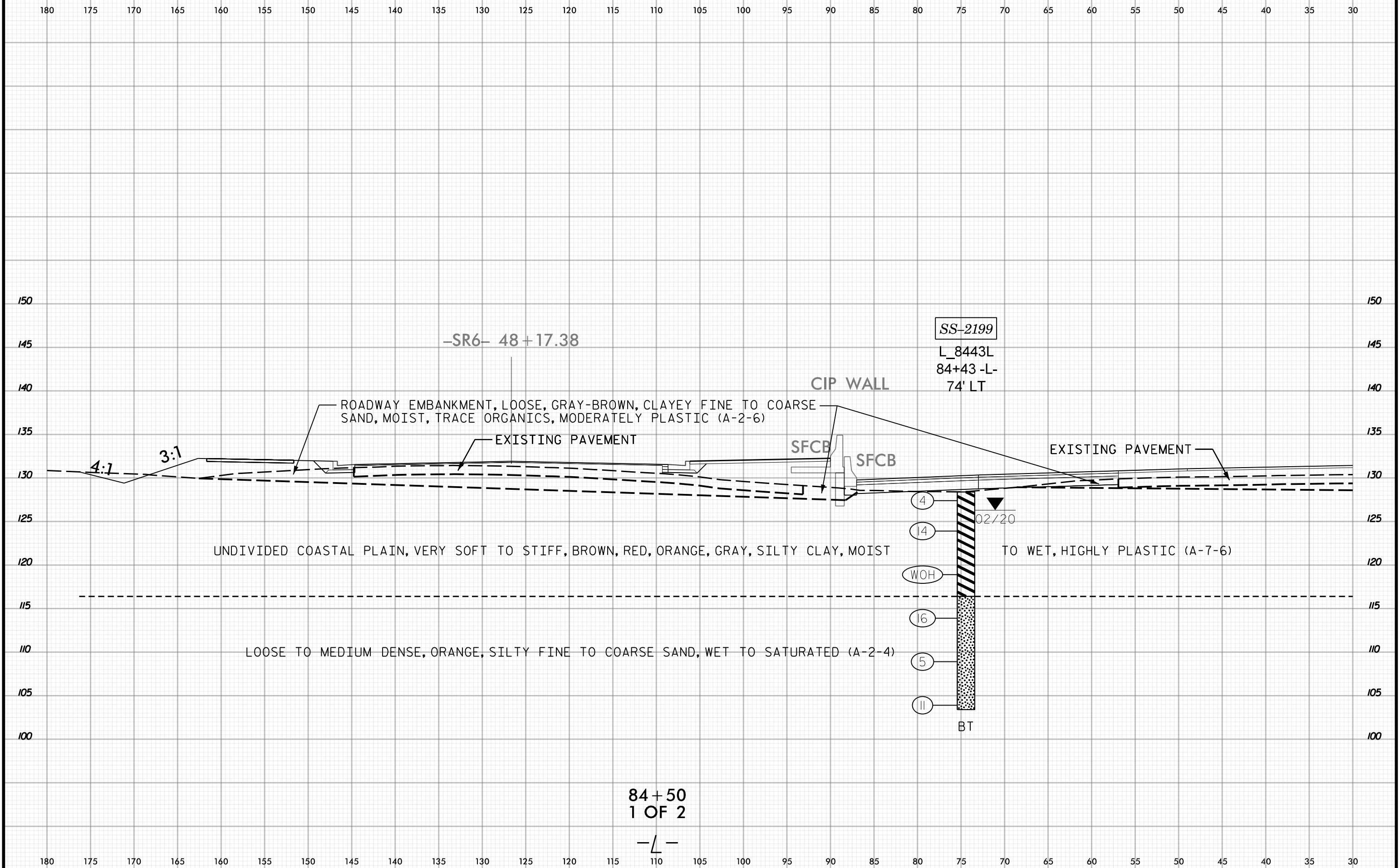
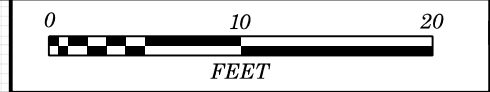
35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115



84+00
2 OF 2

—L—

35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115



-SR6- 48+17.38

SS-2199
L_8443L
84+43 -L-
74' LT

ROADWAY EMBANKMENT, LOOSE, GRAY-BROWN, CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

CIP WALL

SFCB

SFCB

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, VERY SOFT TO STIFF, BROWN, RED, ORANGE, GRAY, SILTY CLAY, MOIST

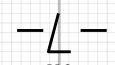
TO WET, HIGHLY PLASTIC (A-7-6)

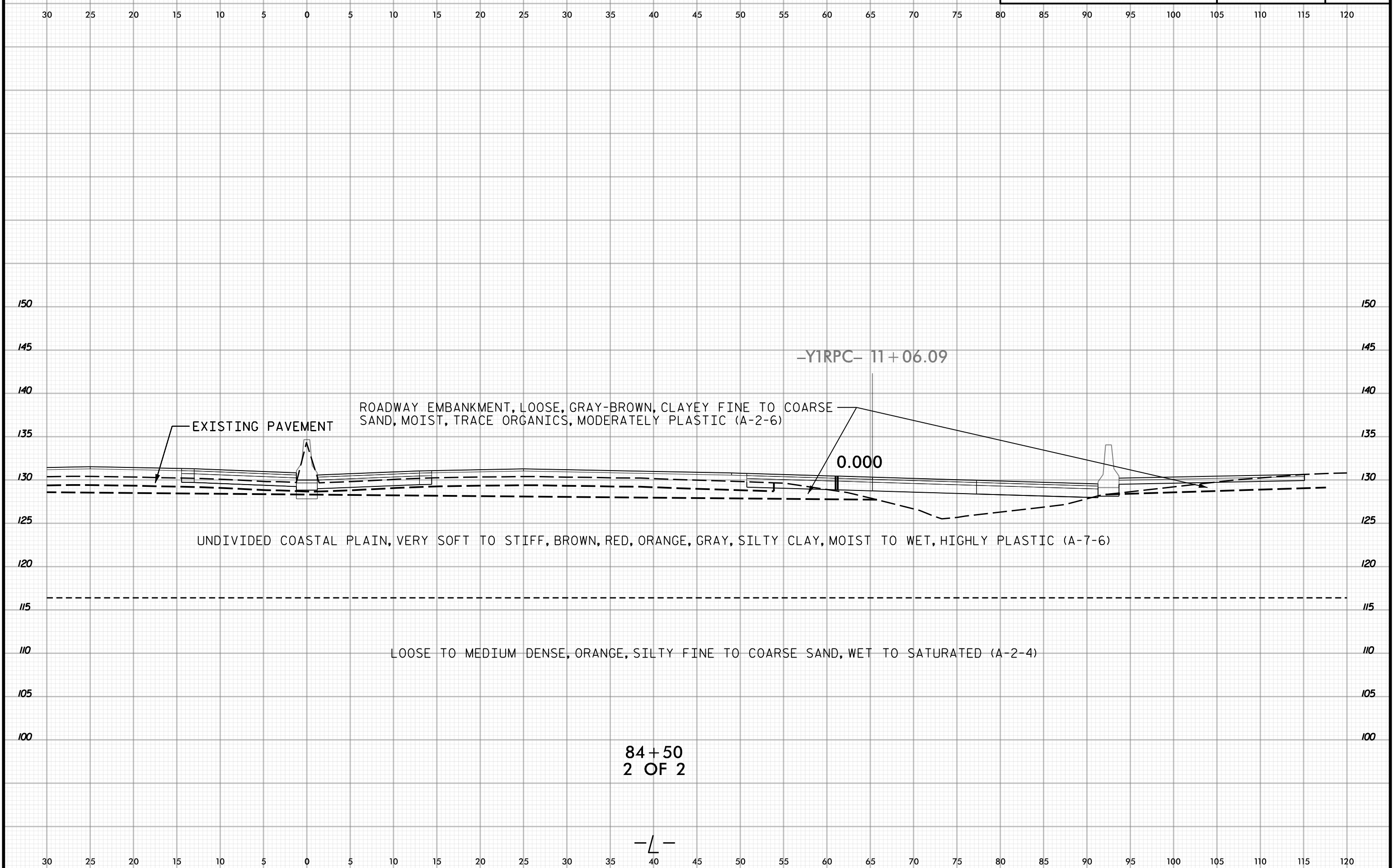
LOOSE TO MEDIUM DENSE, ORANGE, SILTY FINE TO COARSE SAND, WET TO SATURATED (A-2-4)

- (4)
- (14)
- WOH
- (16)
- (5)
- (11)

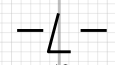
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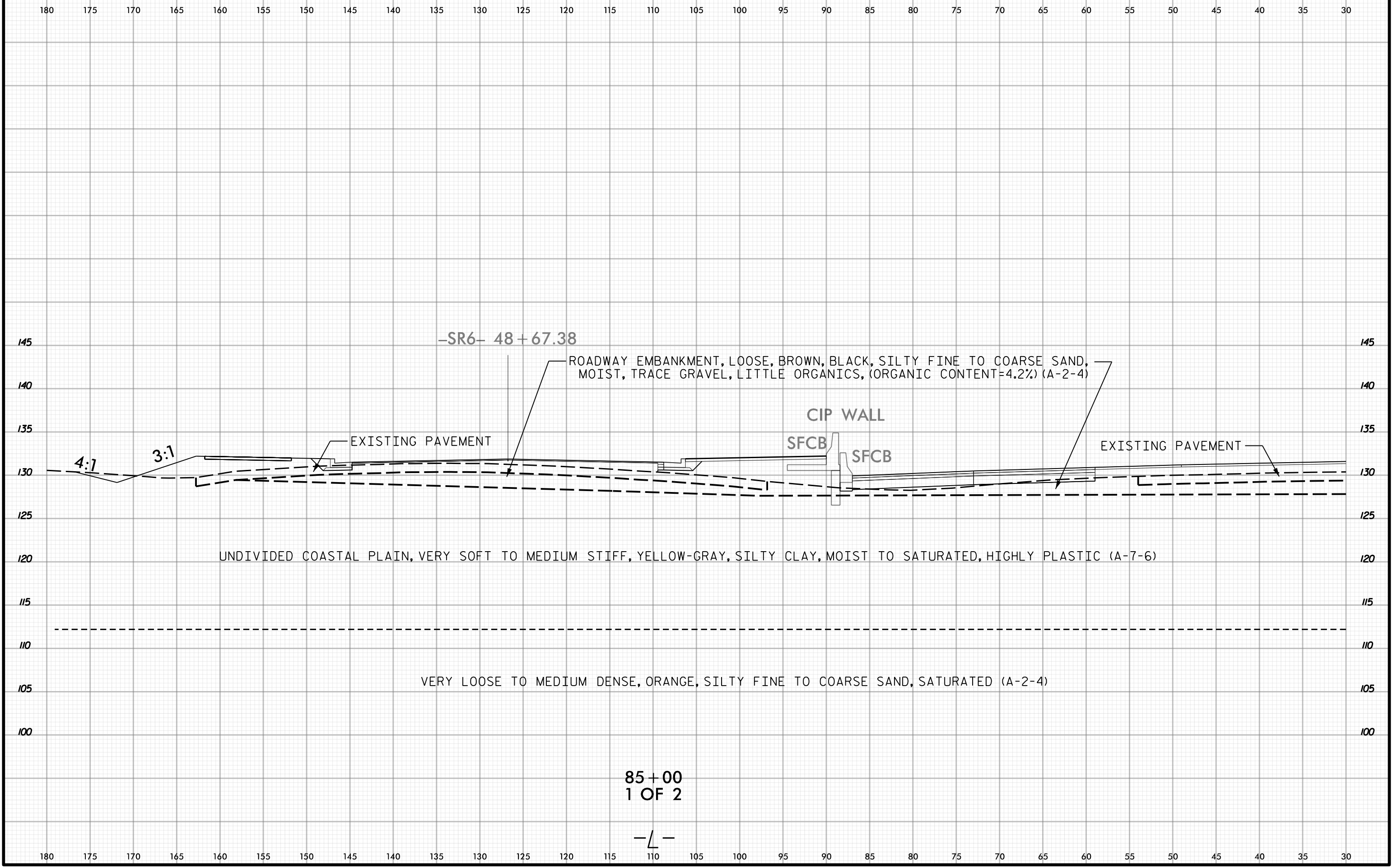
84+50
1 OF 2

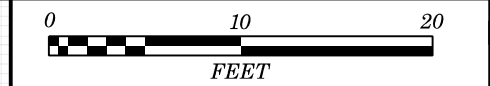




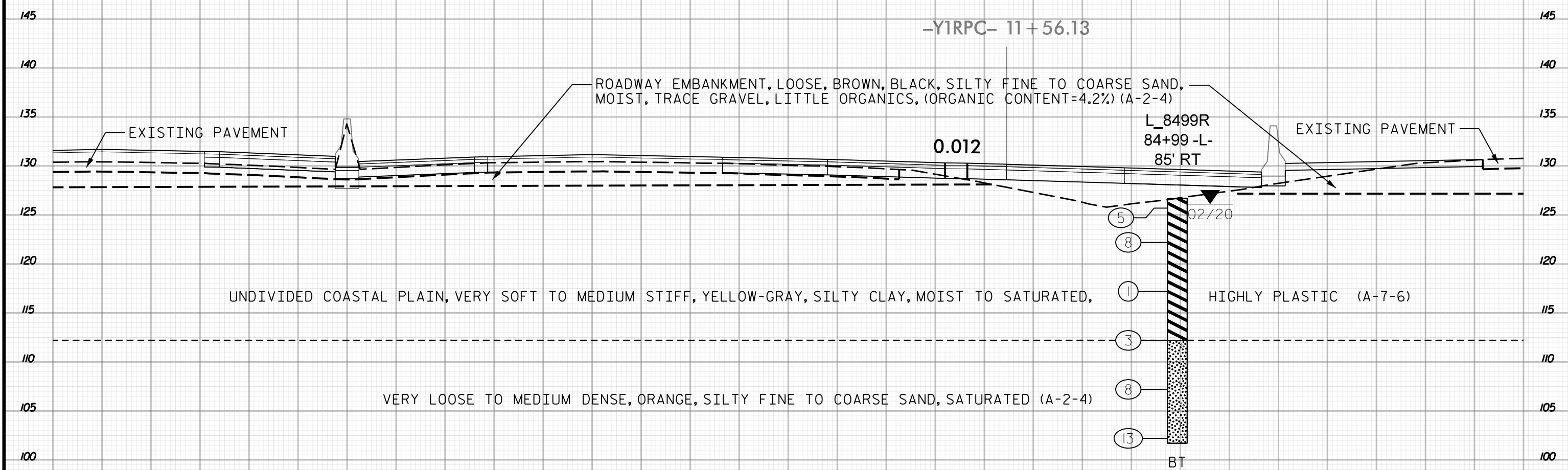
84 + 50
2 OF 2







30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



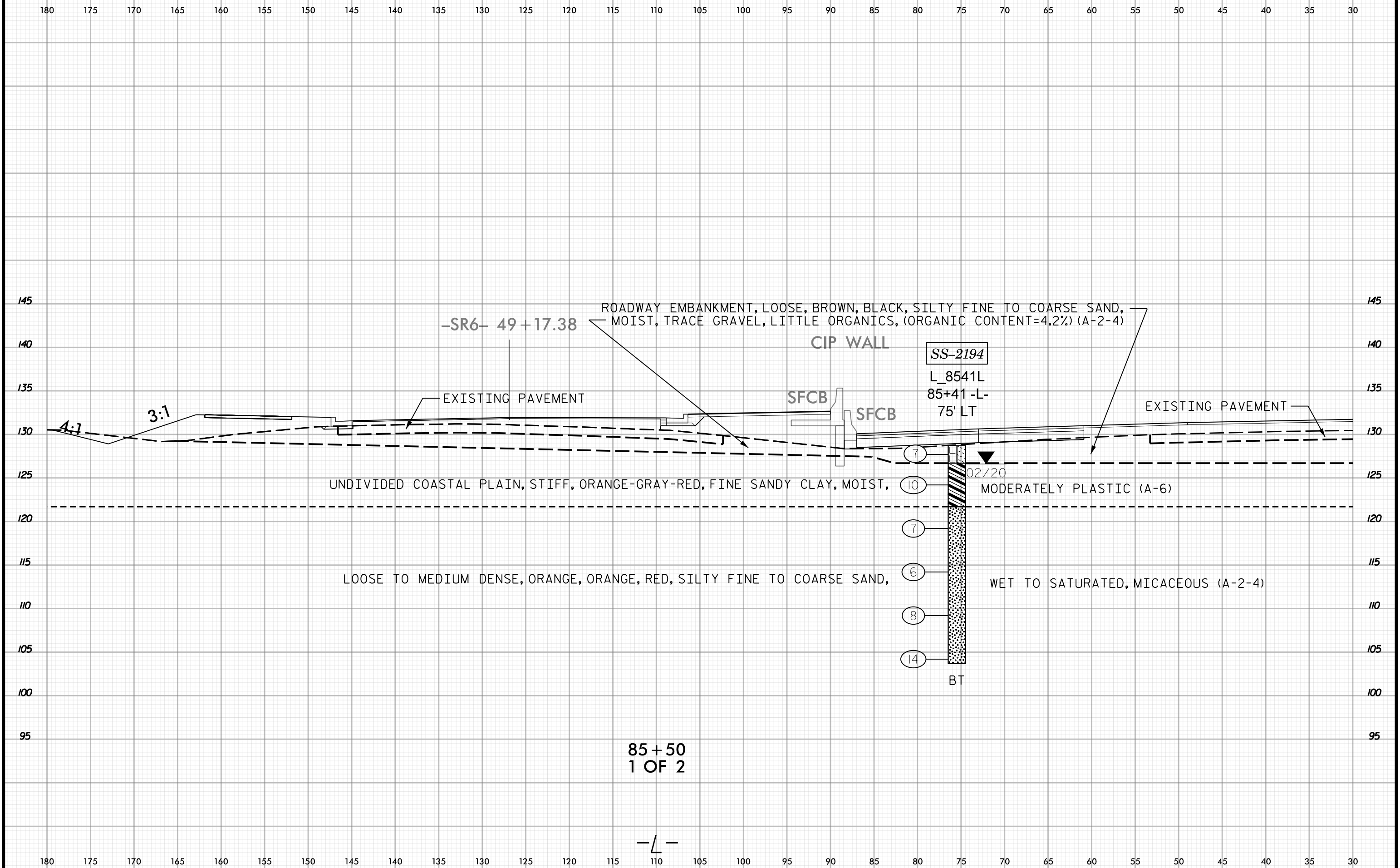
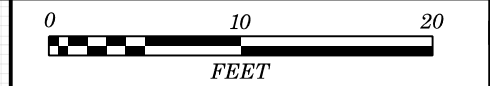
-Y1RPC- 11 + 56.13

02/20

85+00
2 OF 2

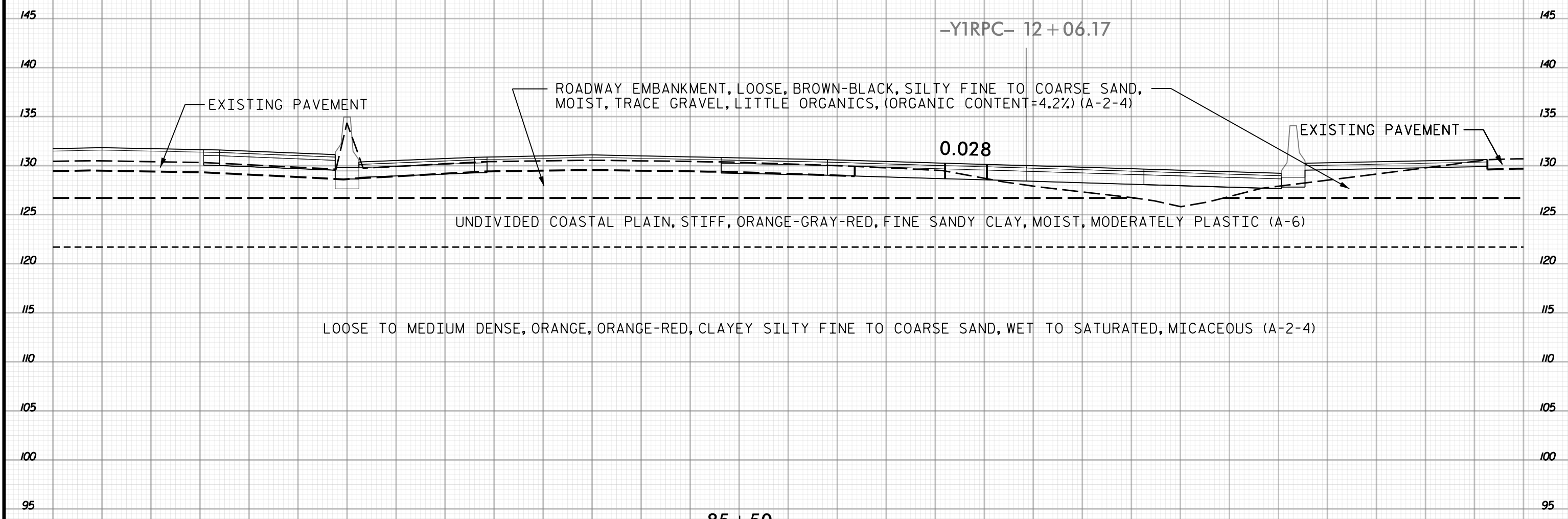
-L-

30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120

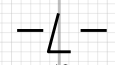




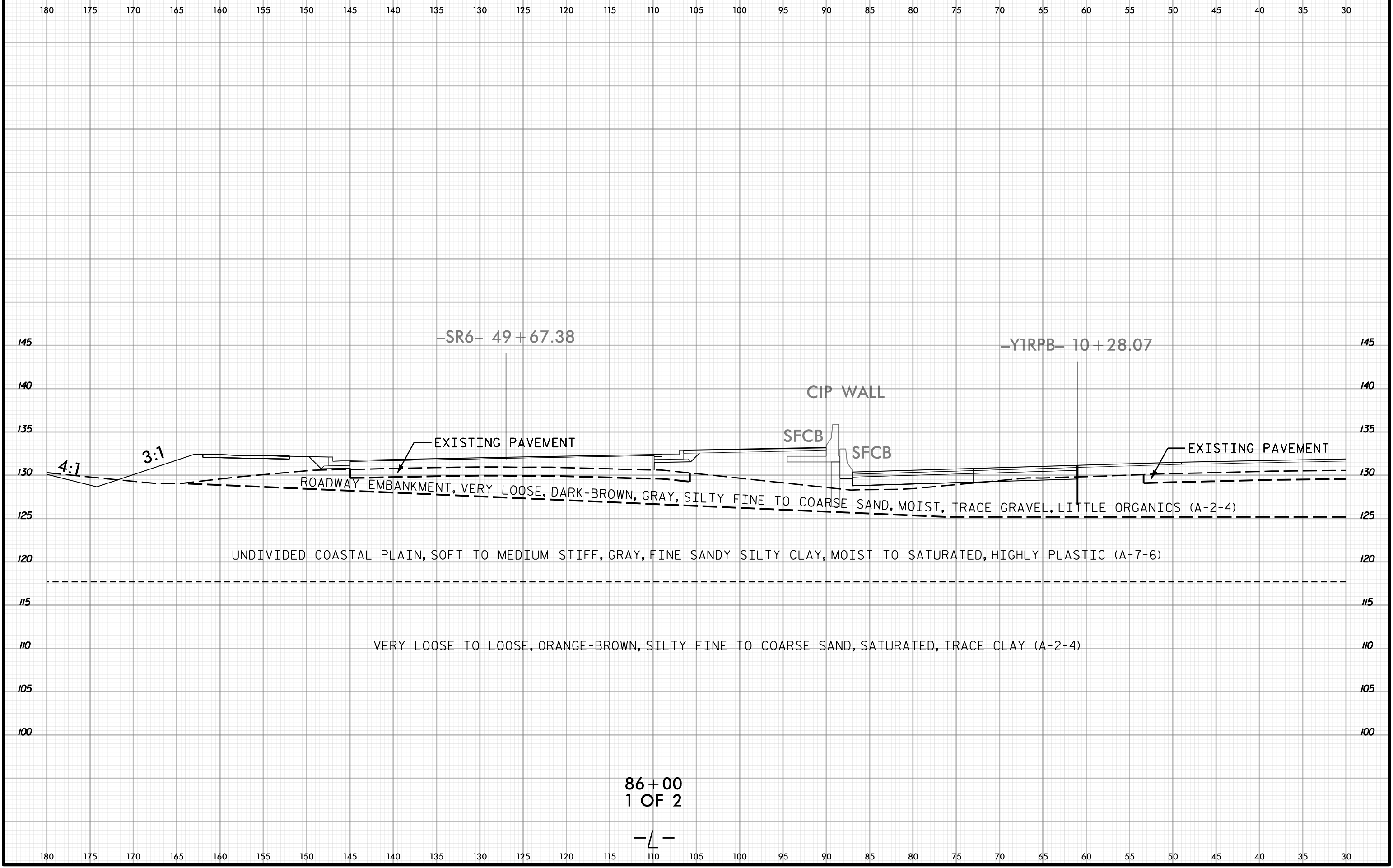
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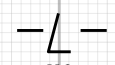
85 + 50
2 OF 2

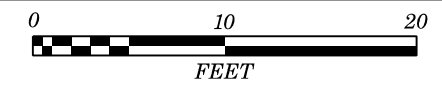


30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120

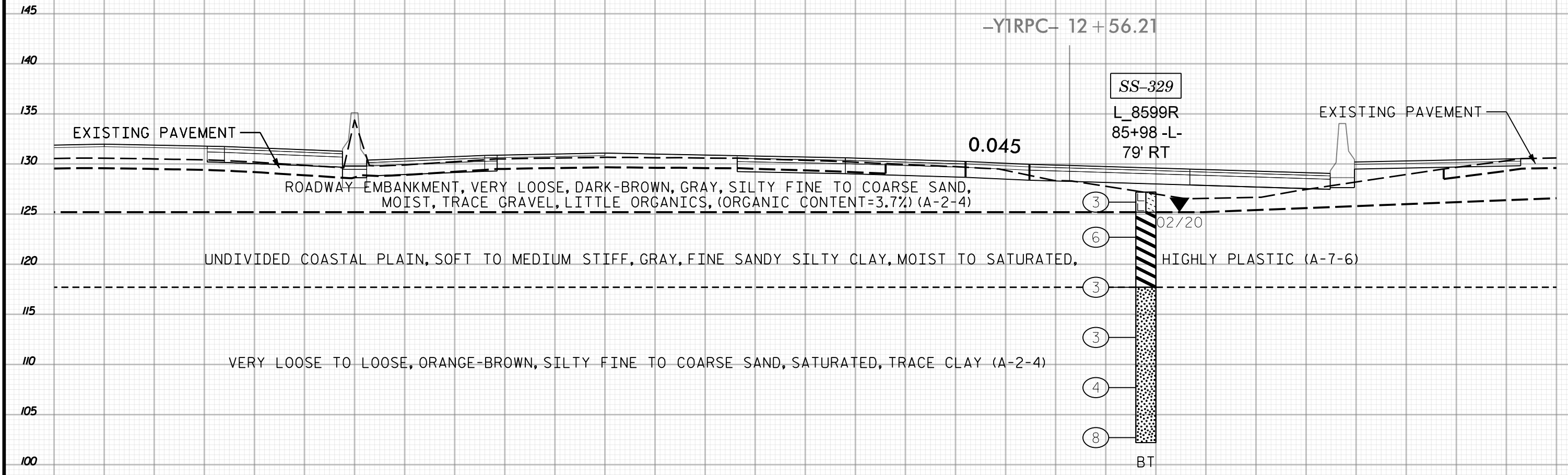


86+00
1 OF 2





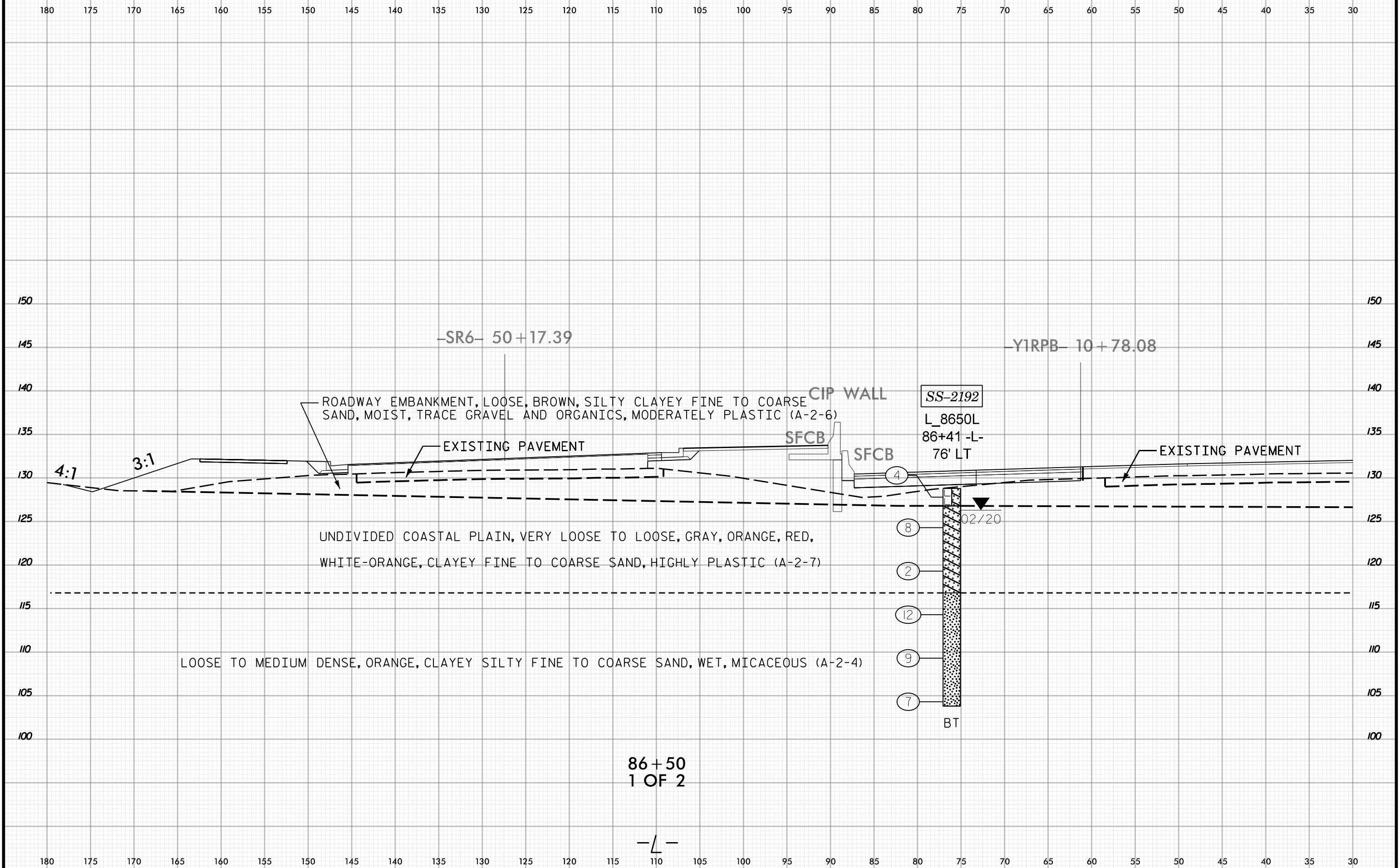
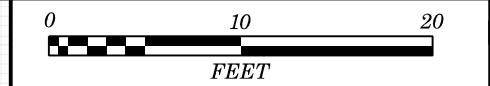
30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



86+00
2 OF 2

-L-

30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



ROADWAY EMBANKMENT, LOOSE, BROWN, SILTY CLAYEY FINE TO COARSE SAND, MOIST, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

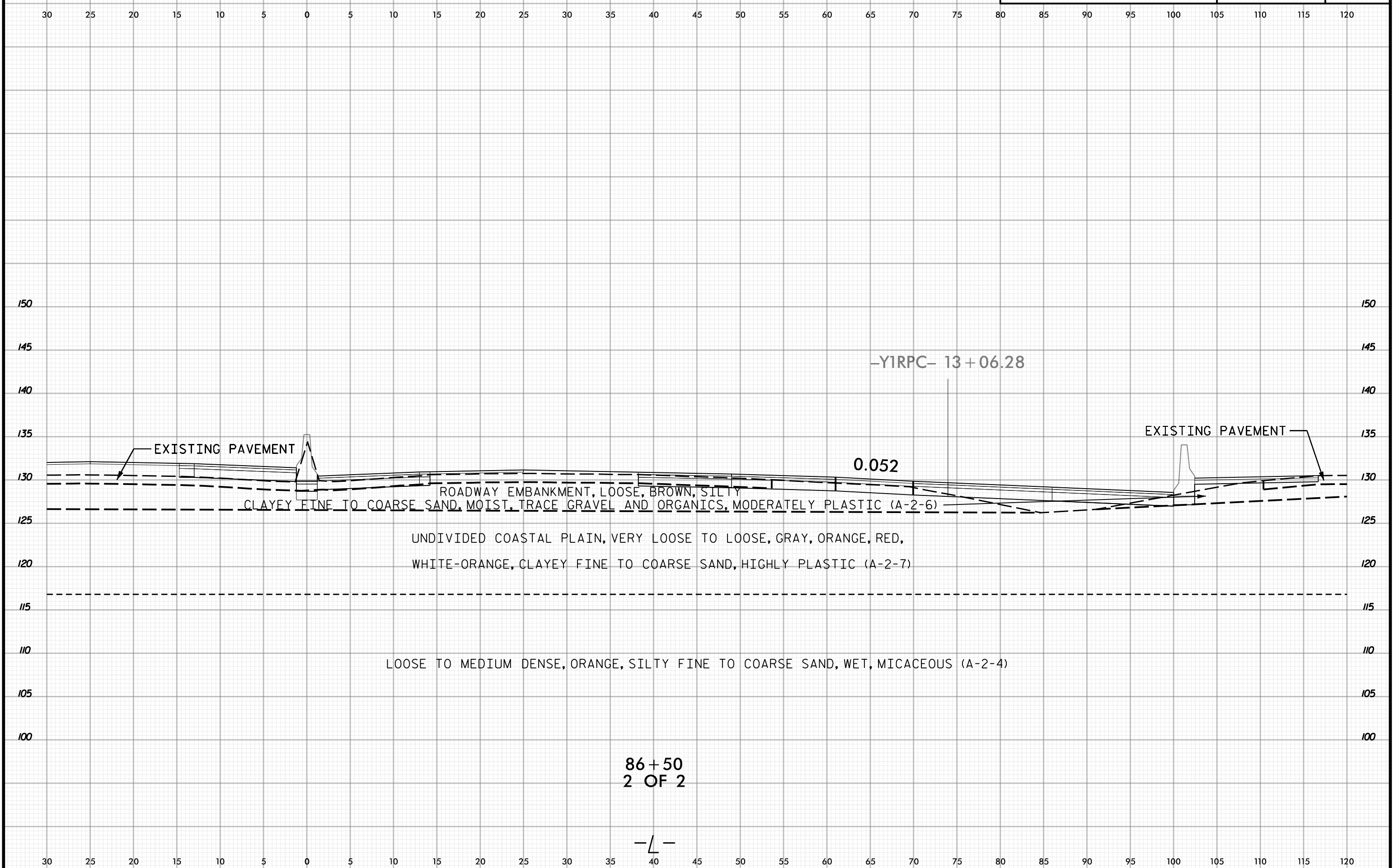
UNDIVIDED COASTAL PLAIN, VERY LOOSE TO LOOSE, GRAY, ORANGE, RED, WHITE-ORANGE, CLAYEY FINE TO COARSE SAND, HIGHLY PLASTIC (A-2-7)

LOOSE TO MEDIUM DENSE, ORANGE, CLAYEY SILTY FINE TO COARSE SAND, WET, MICACEOUS (A-2-4)

SS-2192
L_8650L
86+41 -L-
76' LT

86+50
1 OF 2

—L—



EXISTING PAVEMENT

-Y1RPC- 13 + 06.28

0.052

EXISTING PAVEMENT

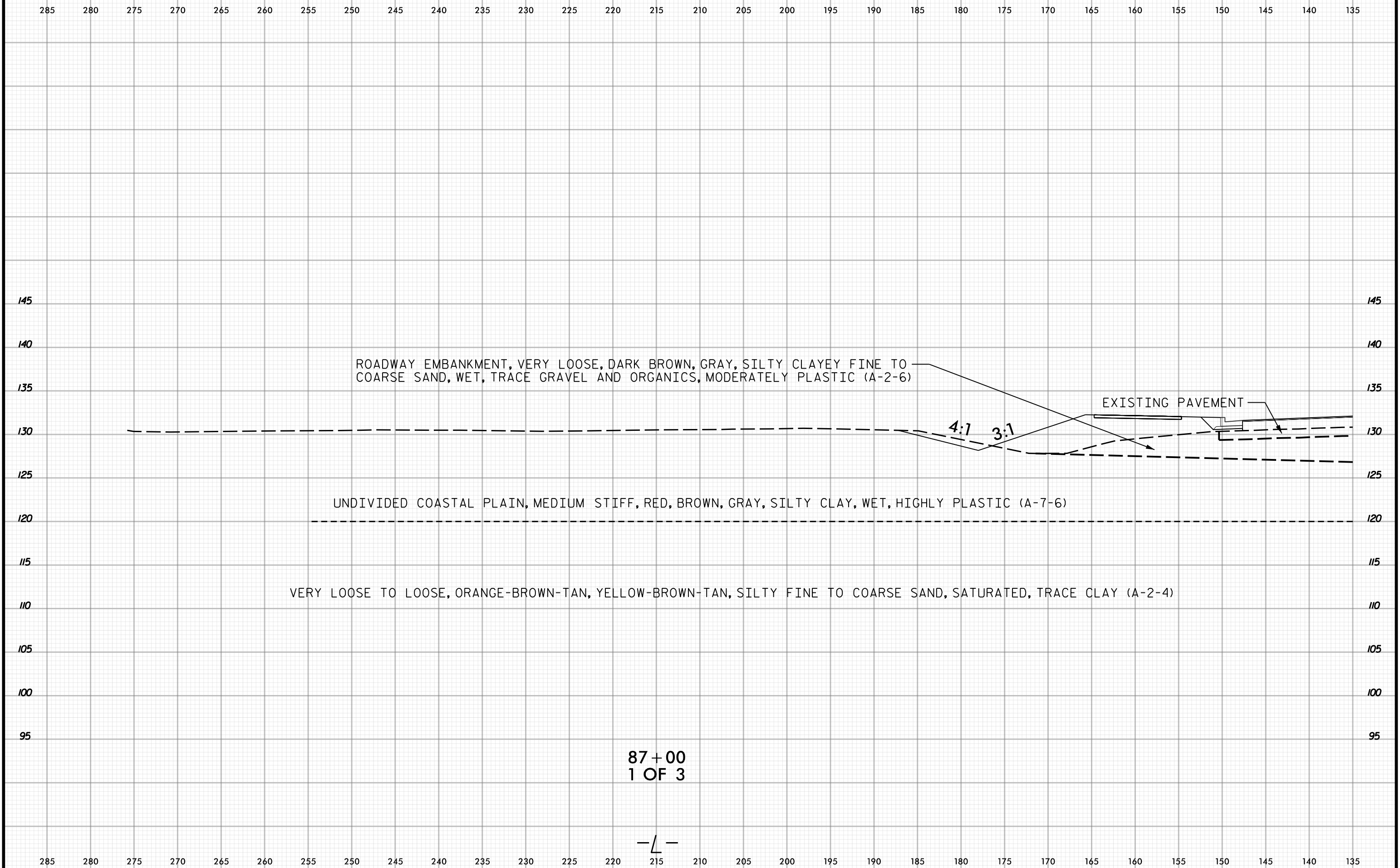
ROADWAY EMBANKMENT, LOOSE, BROWN, SILTY
CLAYEY FINE TO COARSE SAND, MOIST, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, VERY LOOSE TO LOOSE, GRAY, ORANGE, RED,
WHITE-ORANGE, CLAYEY FINE TO COARSE SAND, HIGHLY PLASTIC (A-2-7)

LOOSE TO MEDIUM DENSE, ORANGE, SILTY FINE TO COARSE SAND, WET, MICACEOUS (A-2-4)

86 + 50
2 OF 2





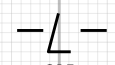
ROADWAY EMBANKMENT, VERY LOOSE, DARK BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, WET, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

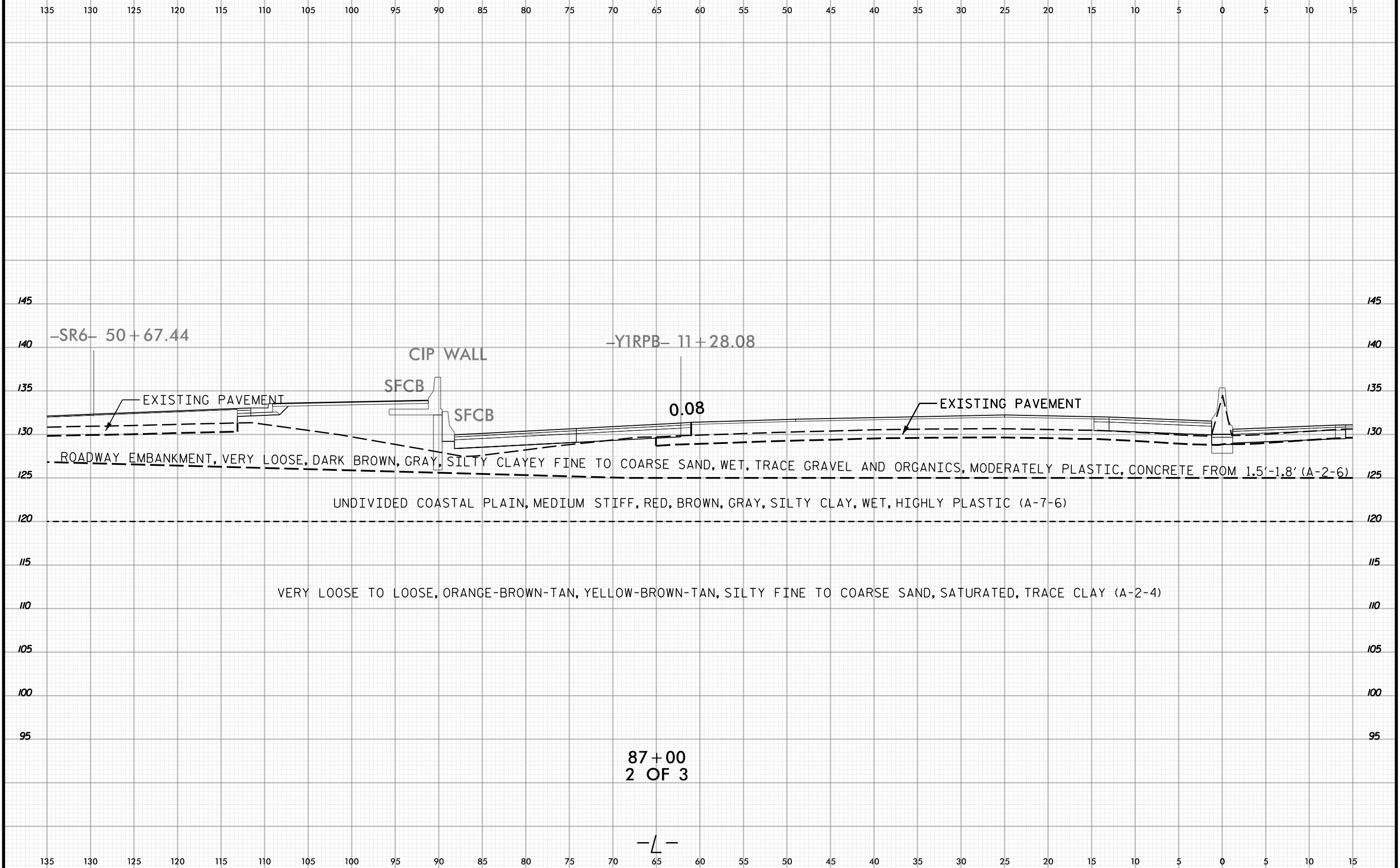
EXISTING PAVEMENT

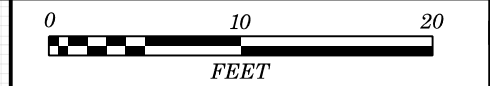
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED, BROWN, GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

VERY LOOSE TO LOOSE, ORANGE-BROWN-TAN, YELLOW-BROWN-TAN, SILTY FINE TO COARSE SAND, SATURATED, TRACE CLAY (A-2-4)

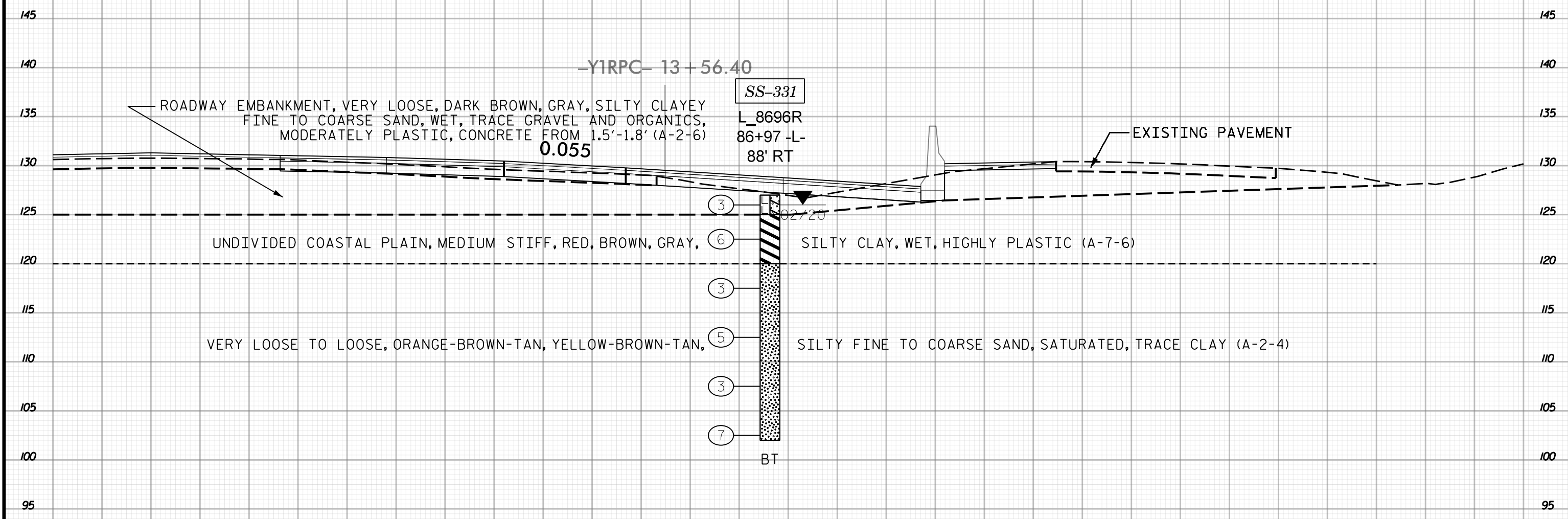
87+00
1 OF 3







15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165

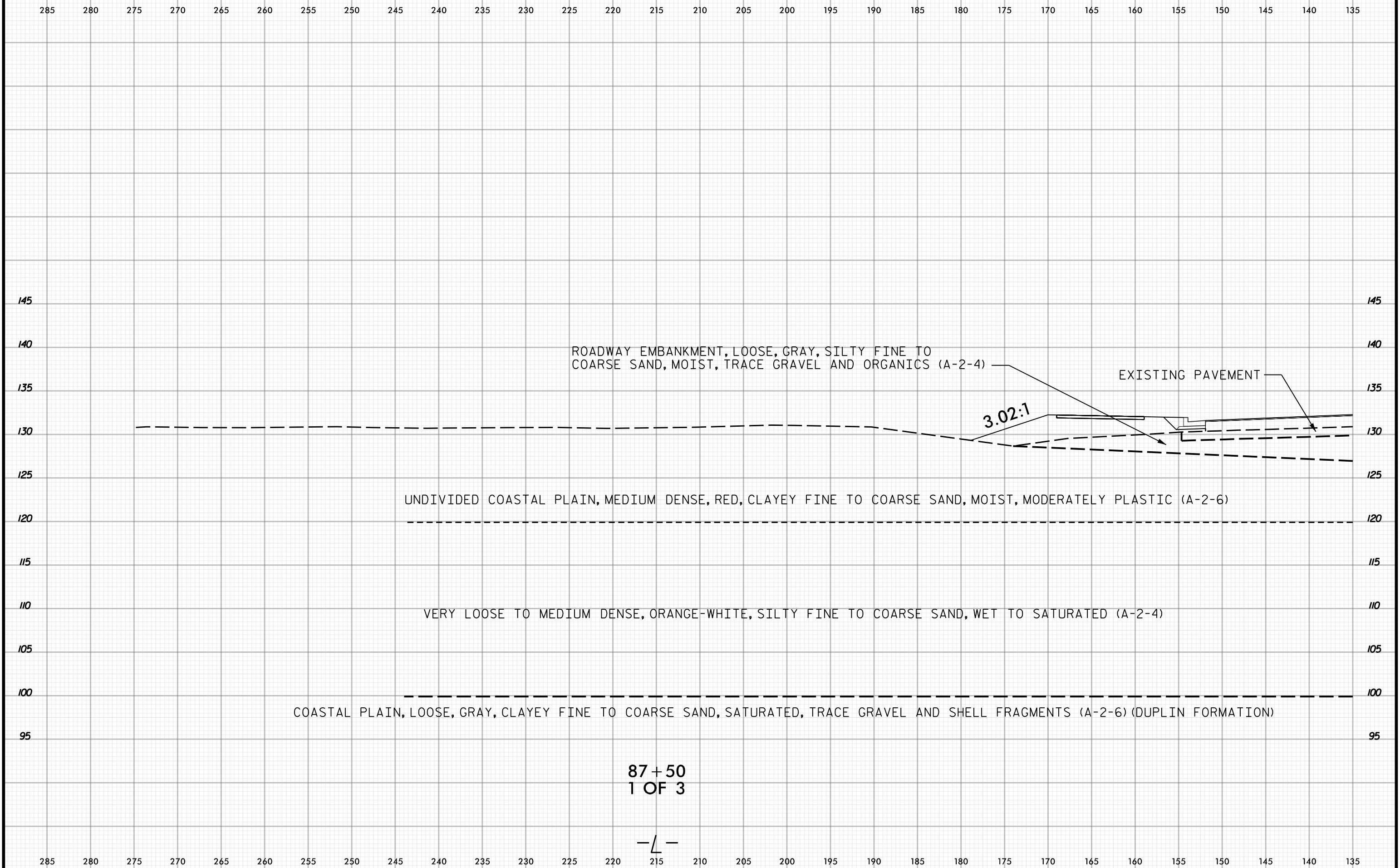


-Y1RPC- 13 + 56.40

87 + 00
3 OF 3

-L-

15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165



ROADWAY EMBANKMENT, LOOSE, GRAY, SILTY FINE TO COARSE SAND, MOIST, TRACE GRAVEL AND ORGANICS (A-2-4)

EXISTING PAVEMENT

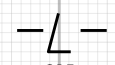
3.02:1

UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, RED, CLAYEY FINE TO COARSE SAND, MOIST, MODERATELY PLASTIC (A-2-6)

VERY LOOSE TO MEDIUM DENSE, ORANGE-WHITE, SILTY FINE TO COARSE SAND, WET TO SATURATED (A-2-4)

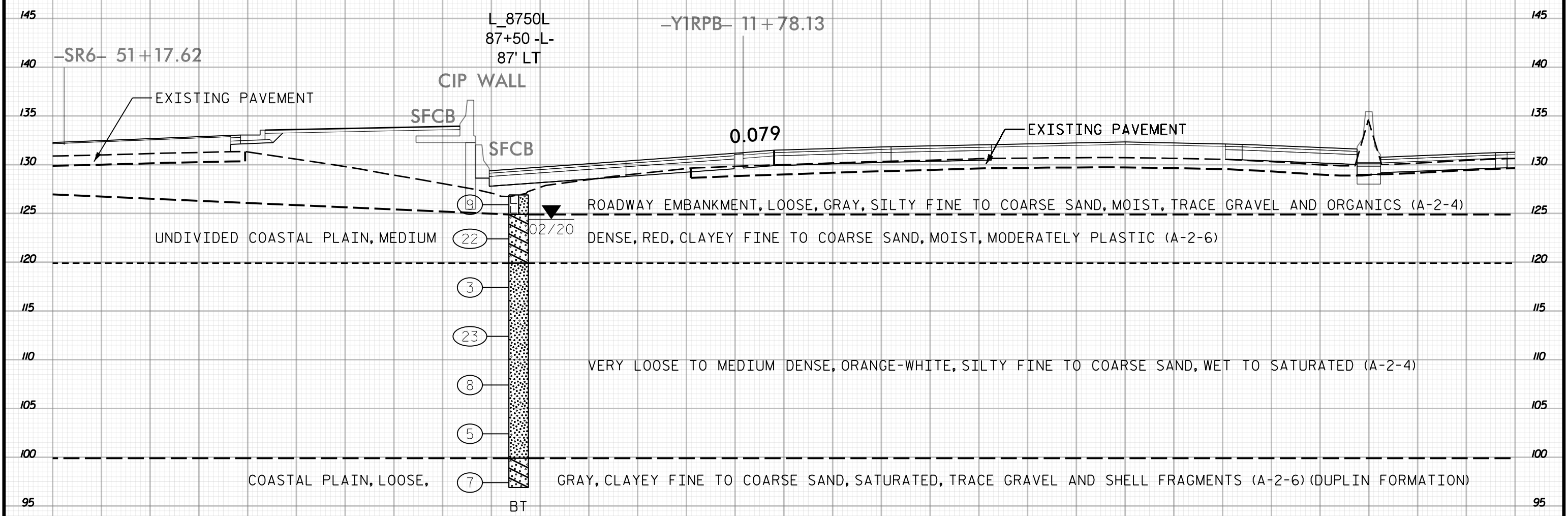
COASTAL PLAIN, LOOSE, GRAY, CLAYEY FINE TO COARSE SAND, SATURATED, TRACE GRAVEL AND SHELL FRAGMENTS (A-2-6) (DUPLIN FORMATION)

87+50
1 OF 3





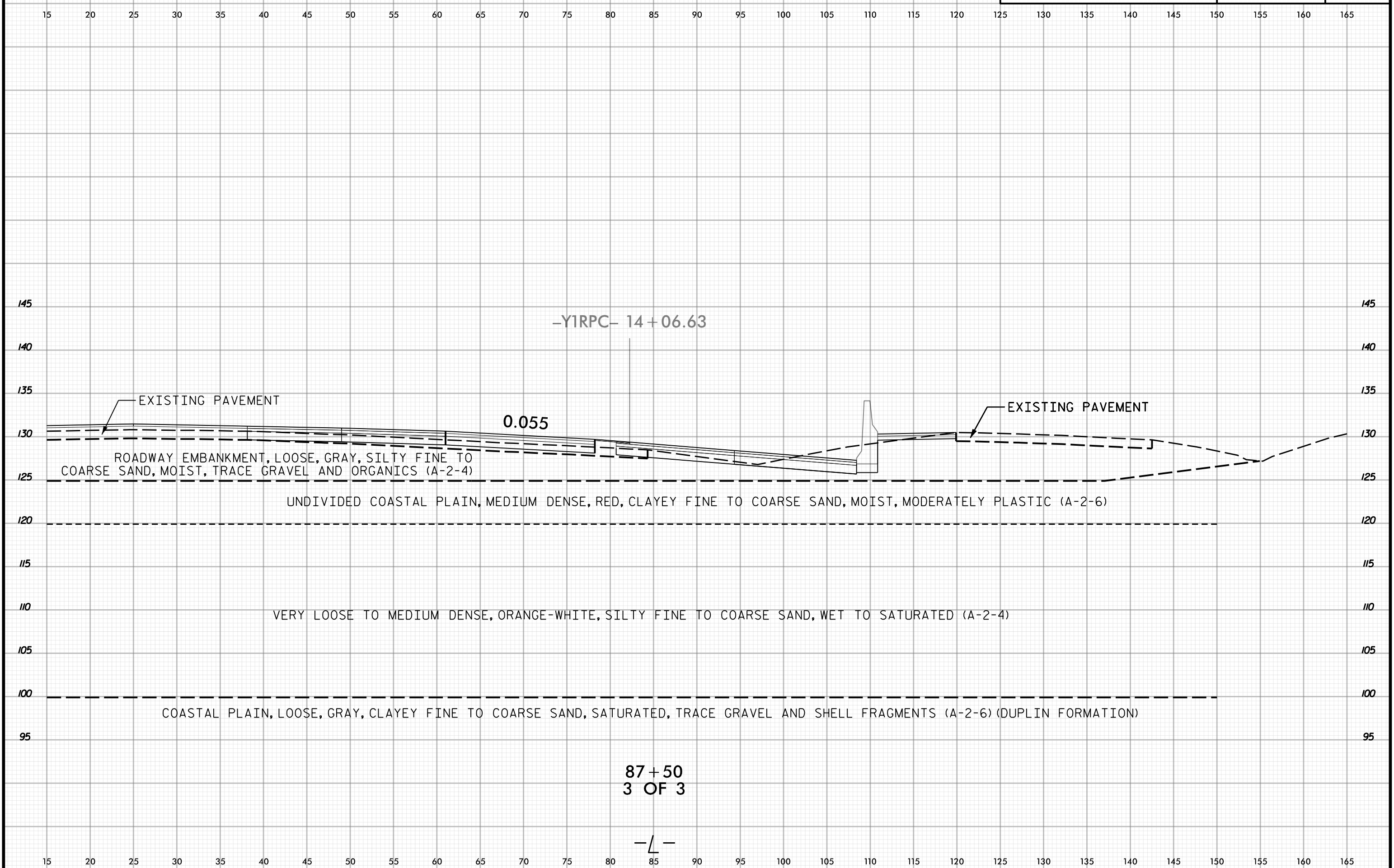
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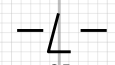
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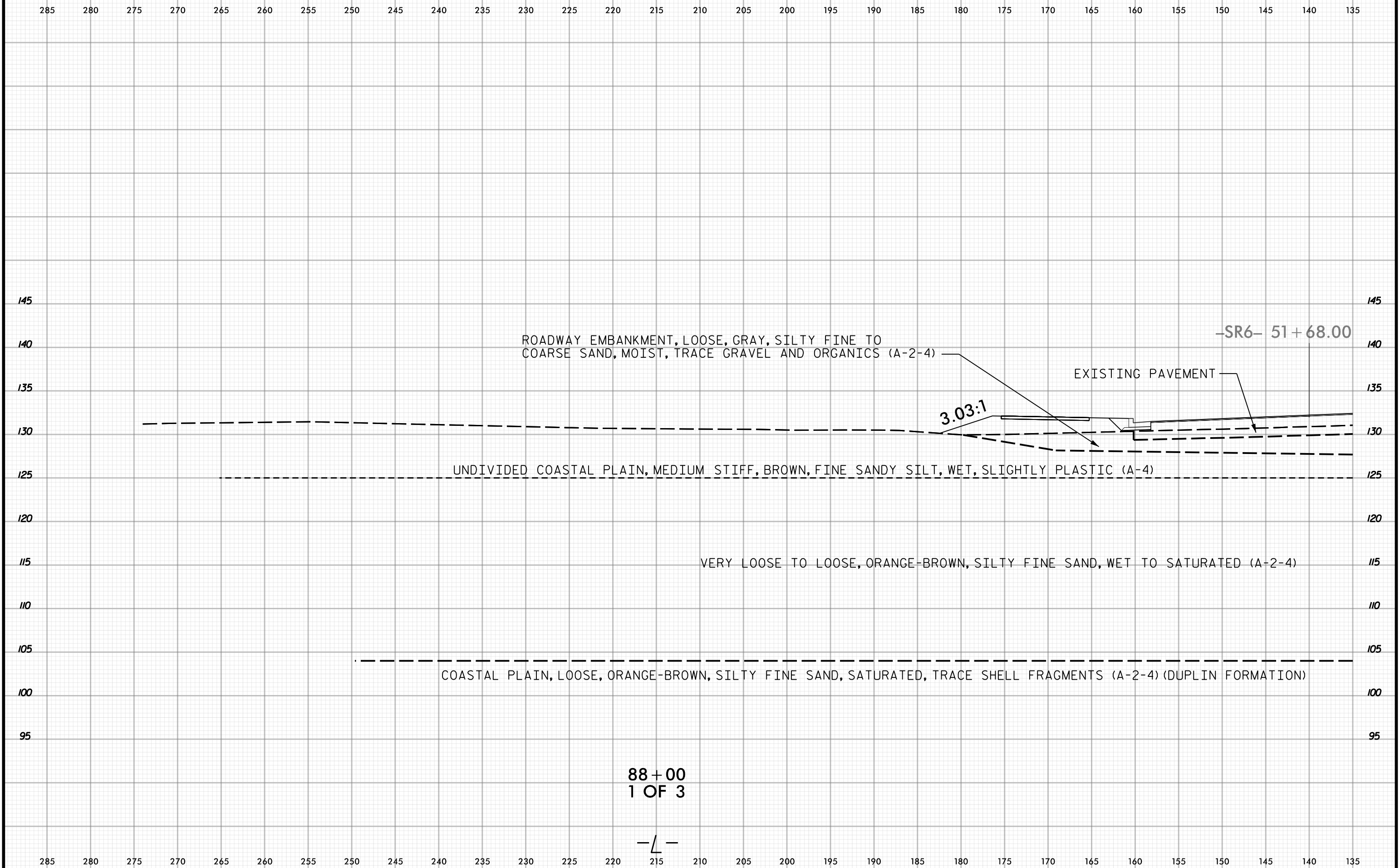
87+50
2 OF 3

-L-



87+50
3 OF 3





ROADWAY EMBANKMENT, LOOSE, GRAY, SILTY FINE TO COARSE SAND, MOIST, TRACE GRAVEL AND ORGANICS (A-2-4)

EXISTING PAVEMENT

3.03:1

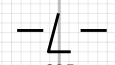
SR6- 51+68.00

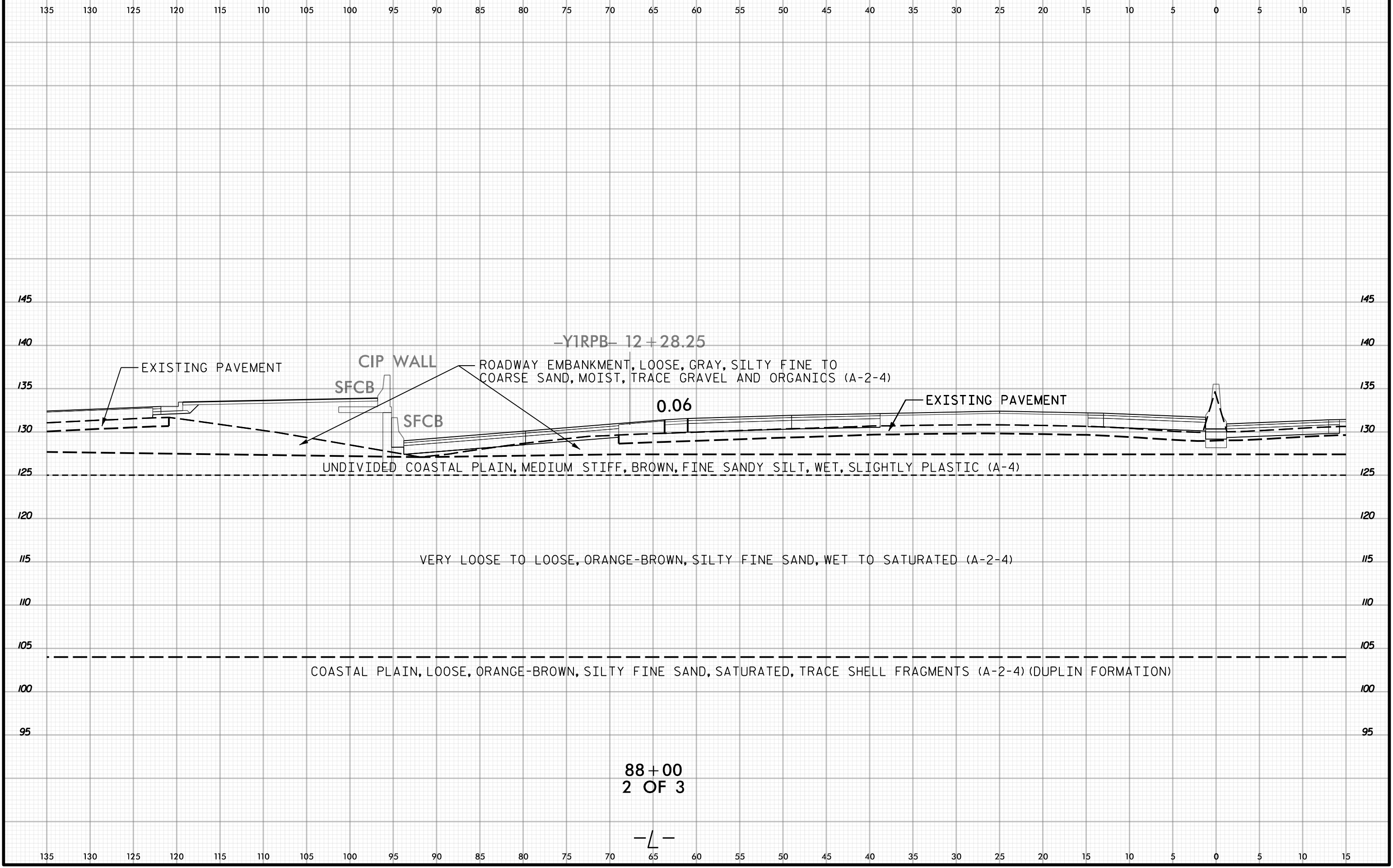
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, BROWN, FINE SANDY SILT, WET, SLIGHTLY PLASTIC (A-4)

VERY LOOSE TO LOOSE, ORANGE-BROWN, SILTY FINE SAND, WET TO SATURATED (A-2-4)

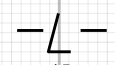
COASTAL PLAIN, LOOSE, ORANGE-BROWN, SILTY FINE SAND, SATURATED, TRACE SHELL FRAGMENTS (A-2-4) (DUPLIN FORMATION)

88+00
1 OF 3



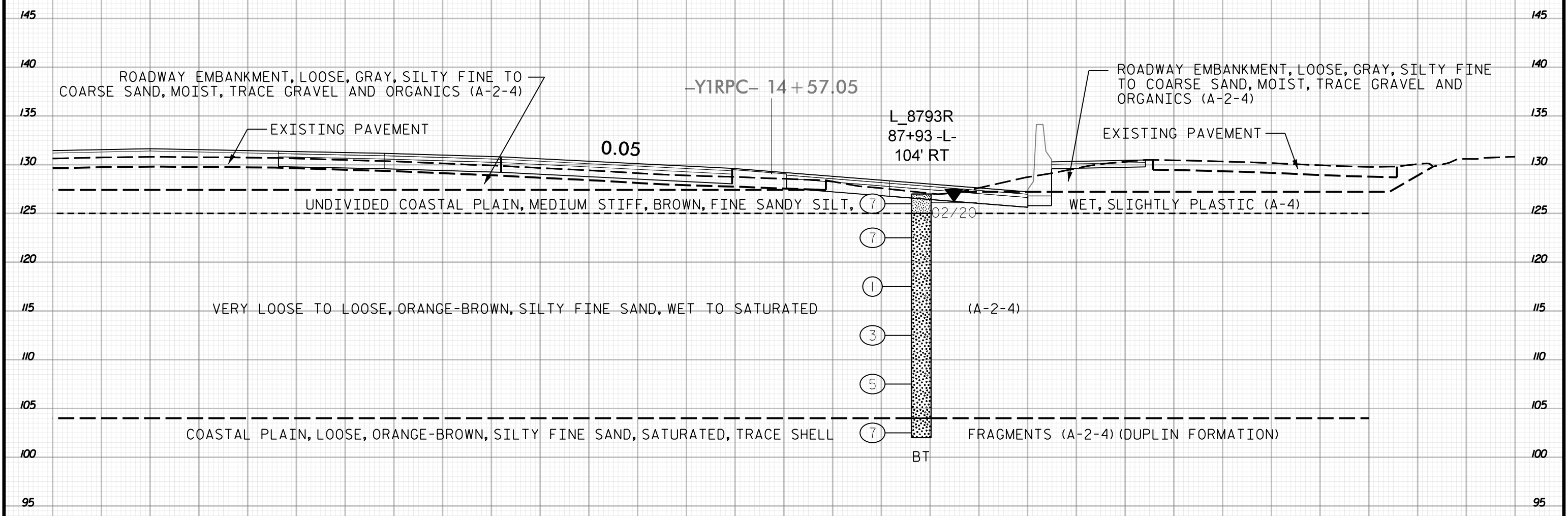


88 + 00
2 OF 3

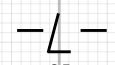




15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165



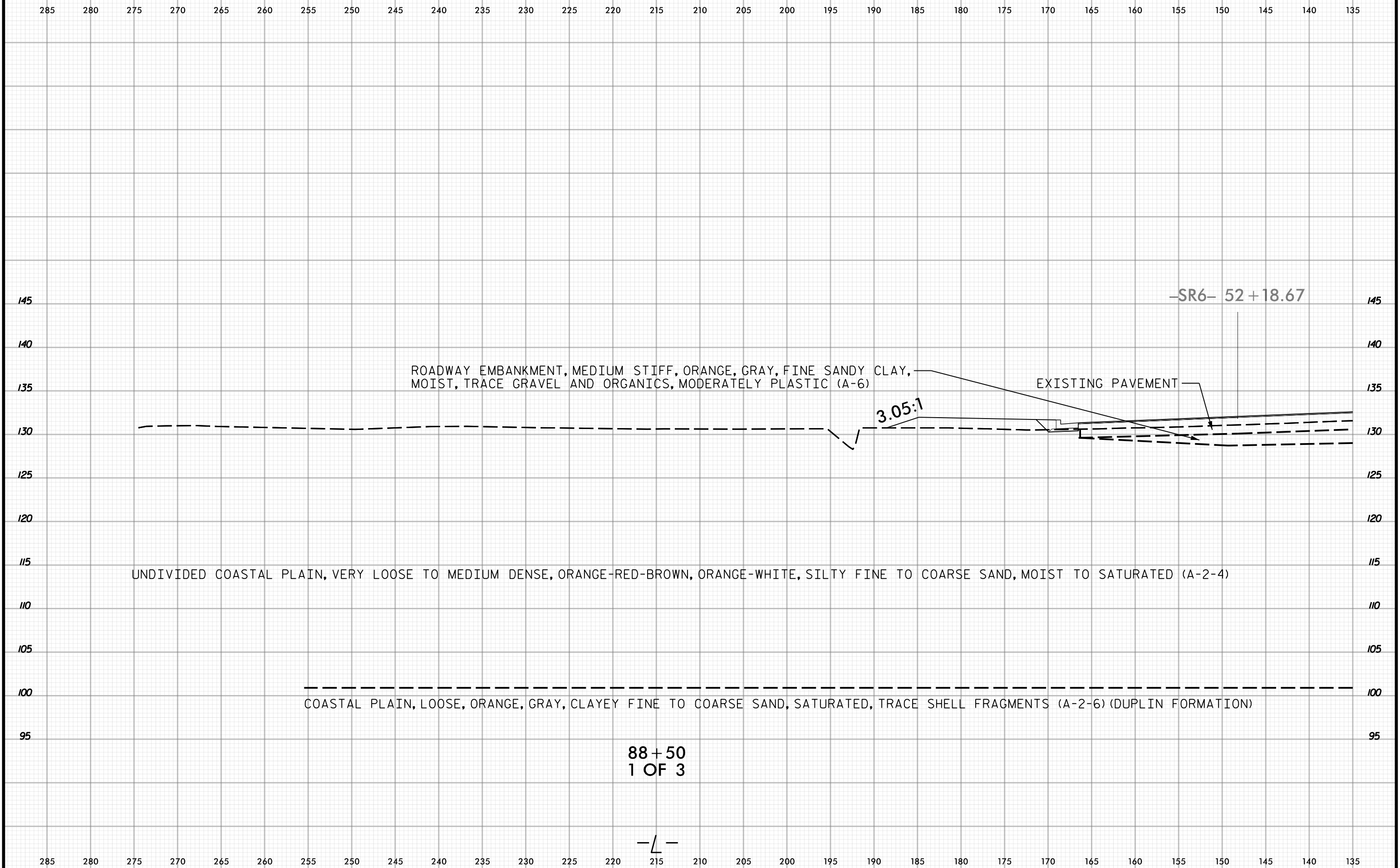
88 + 00
3 OF 3



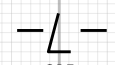
15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165

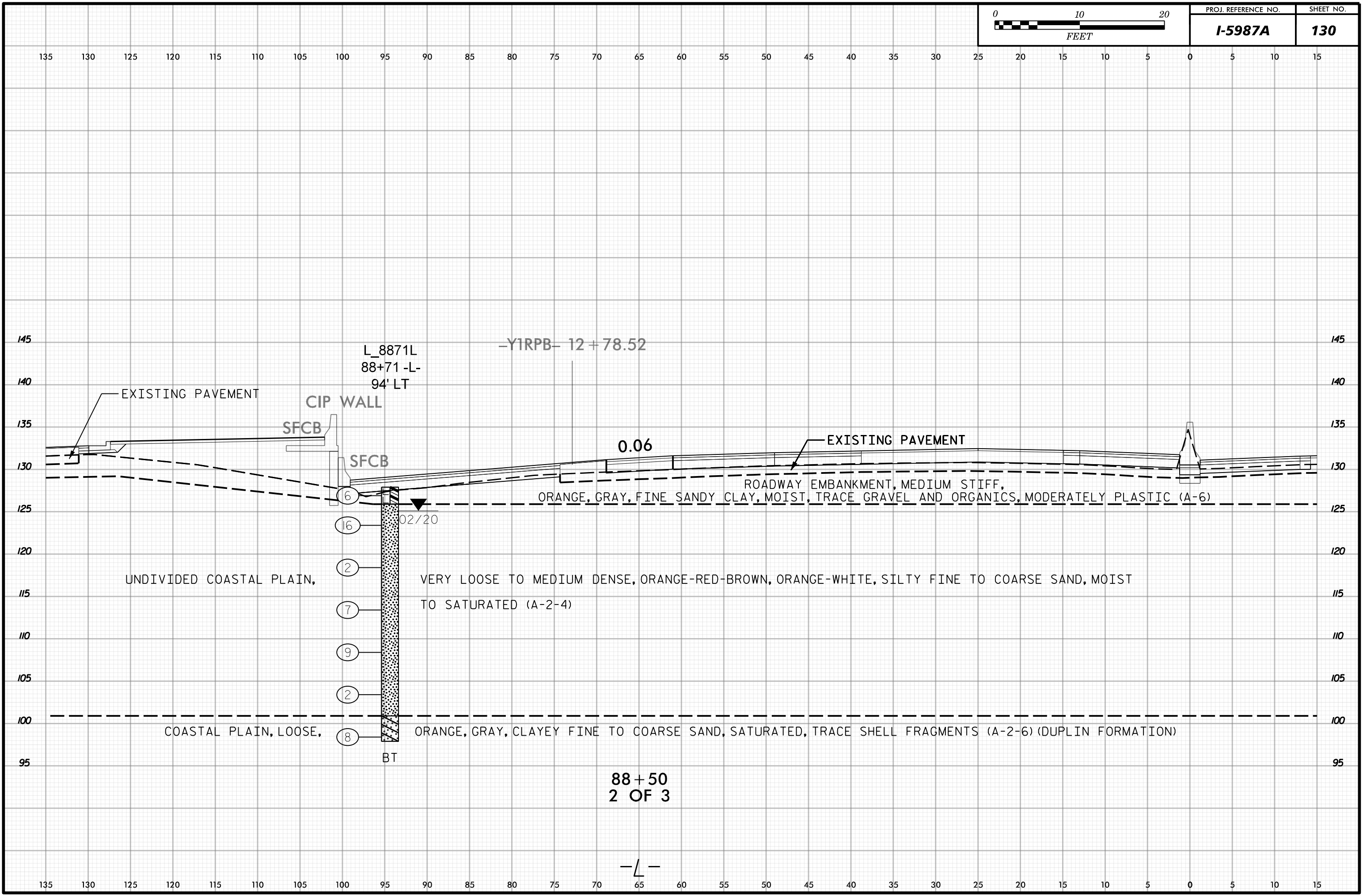
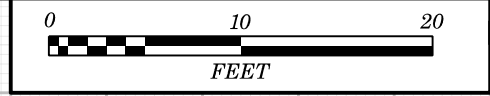


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	129



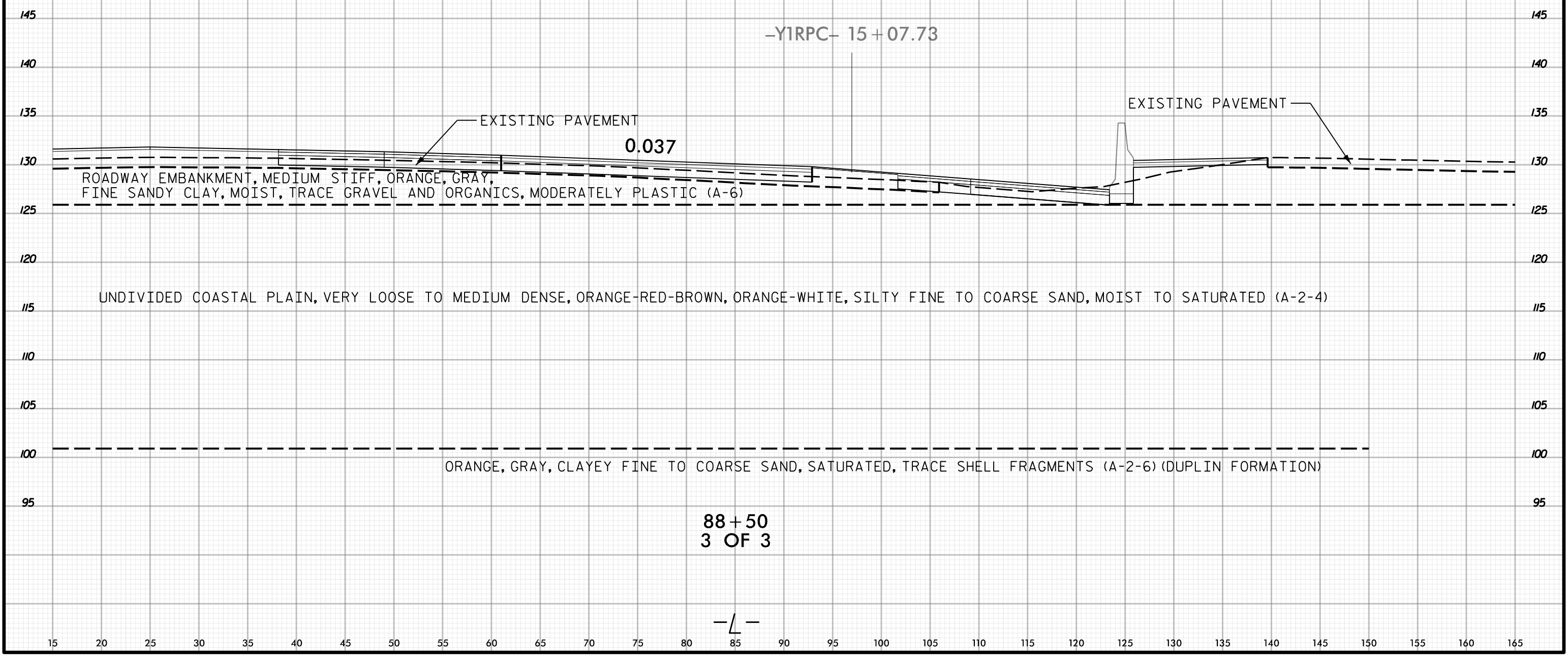
88+50
1 OF 3







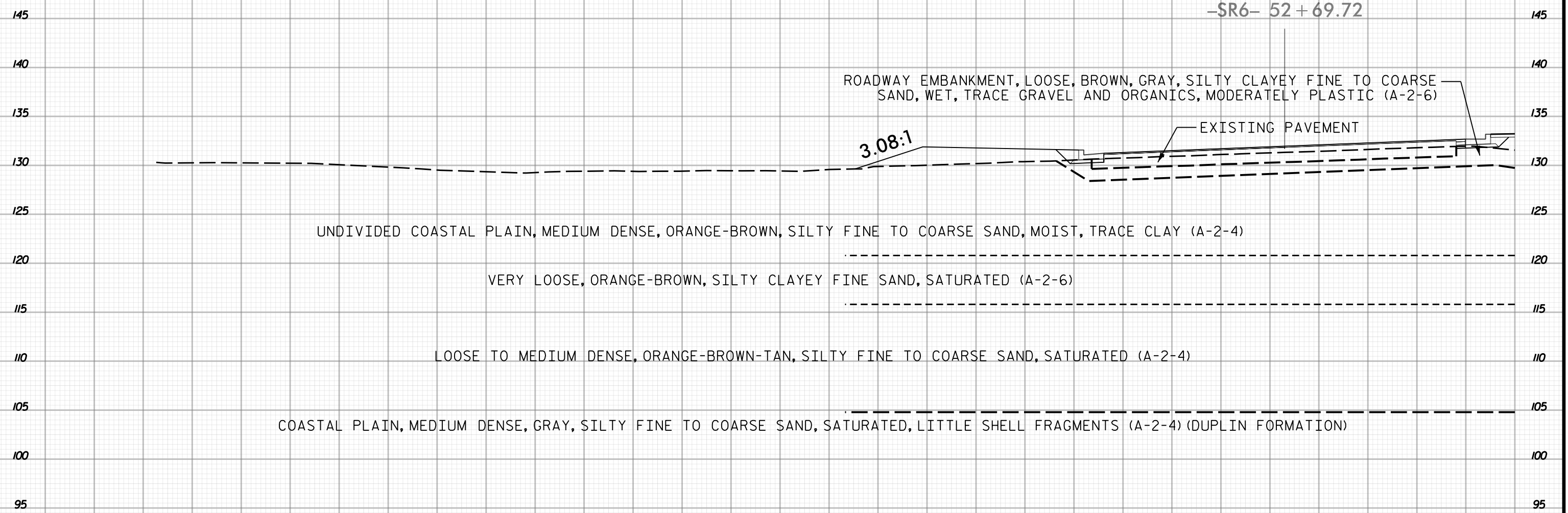
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	132

285 280 275 270 265 260 255 250 245 240 235 230 225 220 215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135



ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, WET, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

3.08:1

UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, ORANGE-BROWN, SILTY FINE TO COARSE SAND, MOIST, TRACE CLAY (A-2-4)

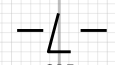
VERY LOOSE, ORANGE-BROWN, SILTY CLAYEY FINE SAND, SATURATED (A-2-6)

LOOSE TO MEDIUM DENSE, ORANGE-BROWN-TAN, SILTY FINE TO COARSE SAND, SATURATED (A-2-4)

COASTAL PLAIN, MEDIUM DENSE, GRAY, SILTY FINE TO COARSE SAND, SATURATED, LITTLE SHELL FRAGMENTS (A-2-4) (DUPLIN FORMATION)

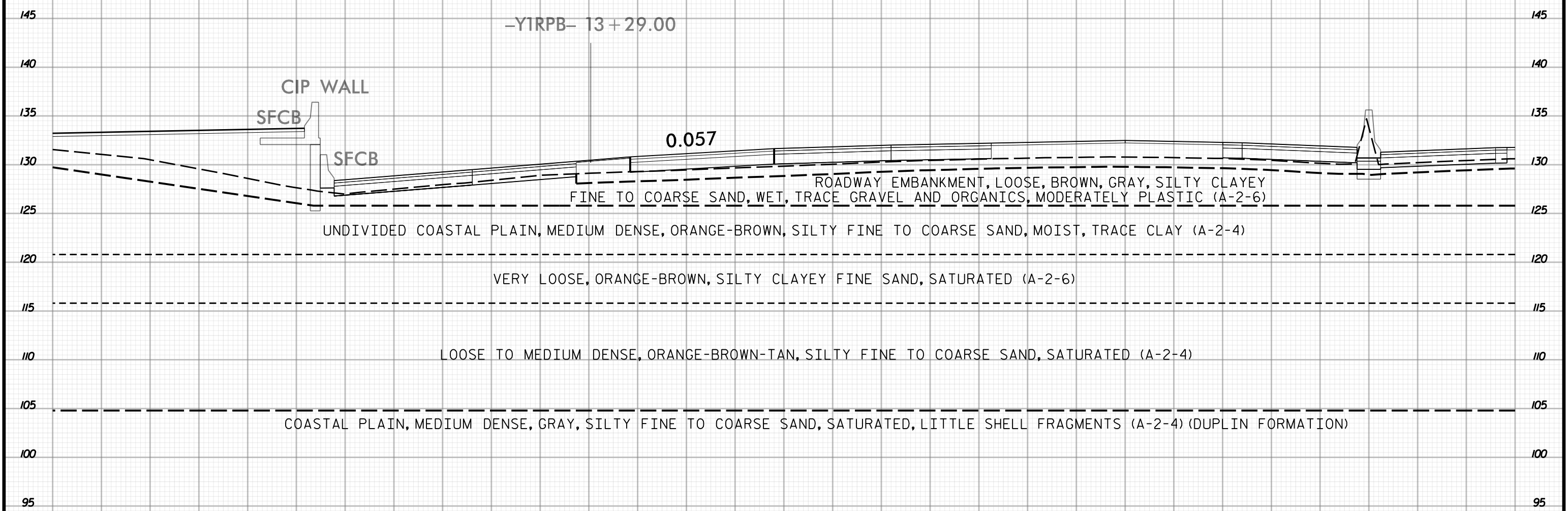
89+00
1 OF 3

285 280 275 270 265 260 255 250 245 240 235 230 225 220 215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135

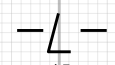




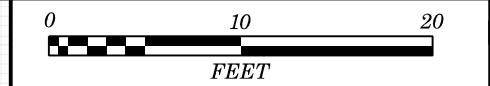
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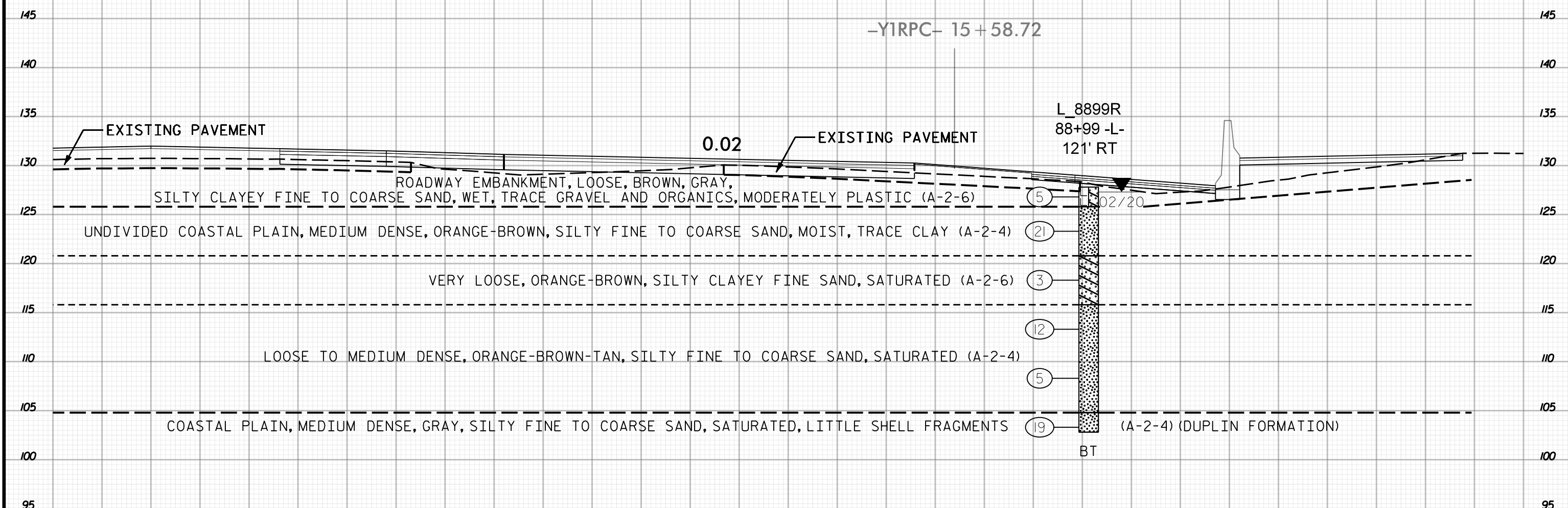
89+00
2 OF 3



135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15



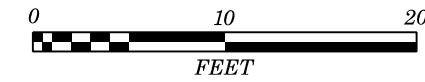
15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165



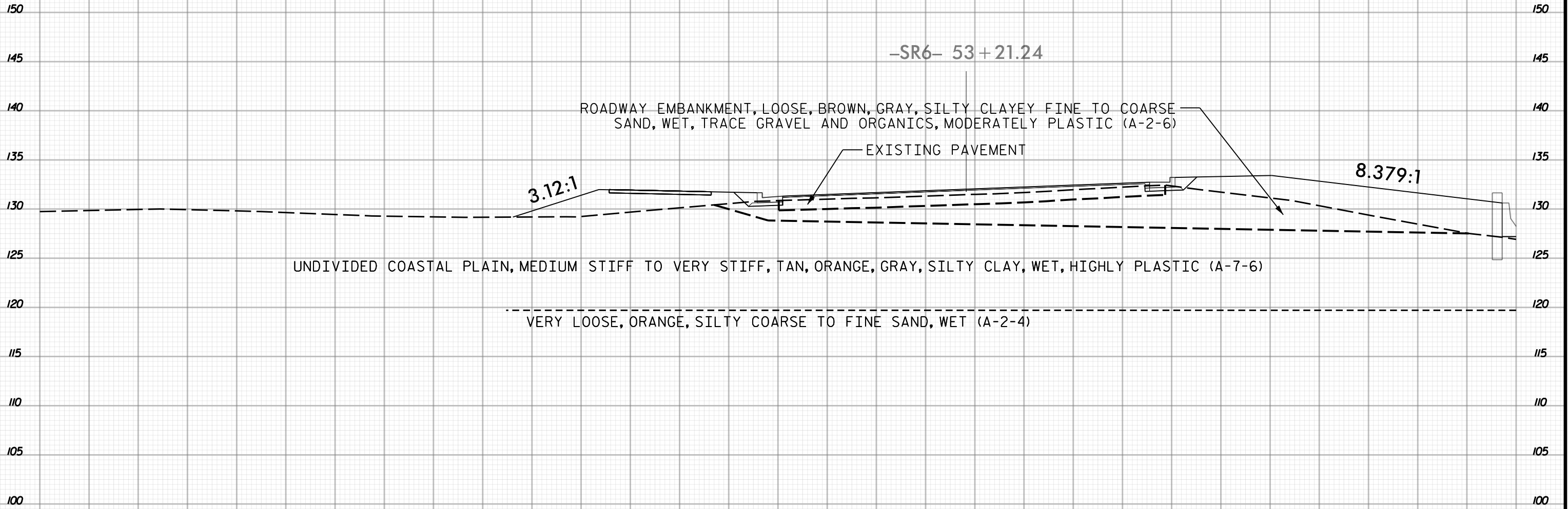
89+00
3 OF 3

-L-

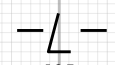
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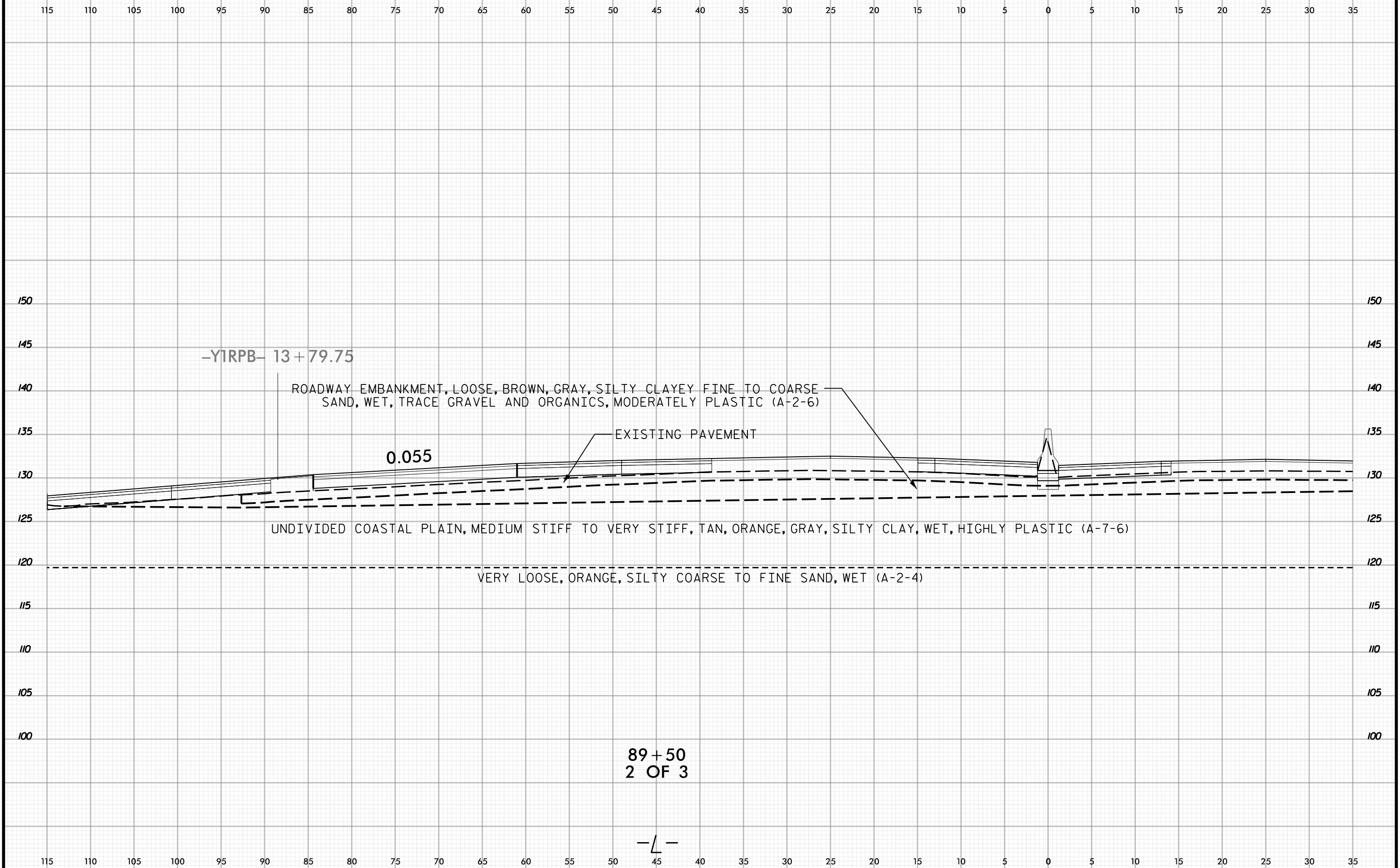
265 260 255 250 245 240 235 230 225 220 215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115



89 + 50
1 OF 3



265 260 255 250 245 240 235 230 225 220 215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115



-YIRPB- 13+79.75

ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, WET, TRACE GRAVEL AND ORGANICS, MODERATELY PLASTIC (A-2-6)

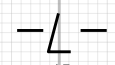
EXISTING PAVEMENT

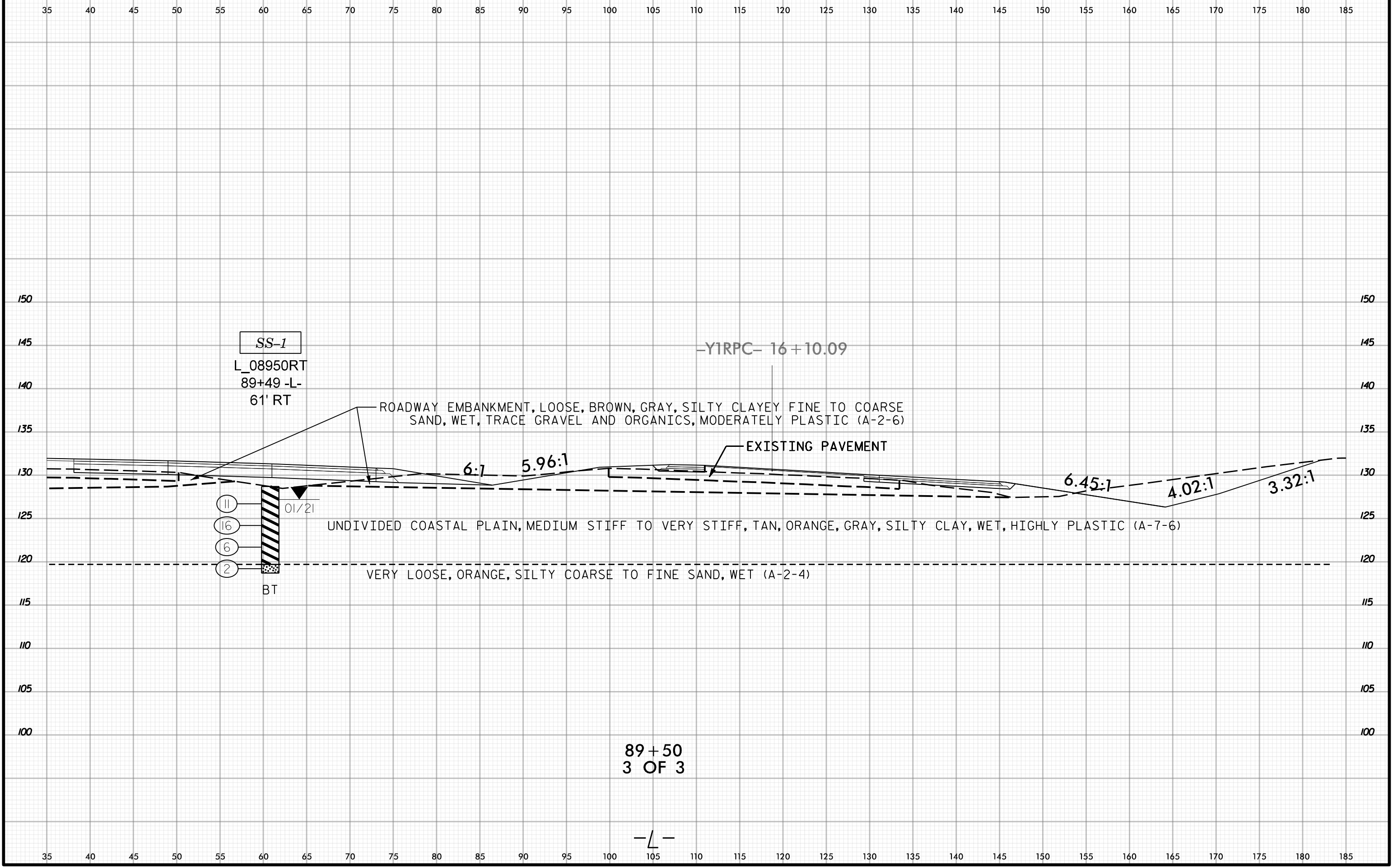
0.055

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO VERY STIFF, TAN, ORANGE, GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

VERY LOOSE, ORANGE, SILTY COARSE TO FINE SAND, WET (A-2-4)

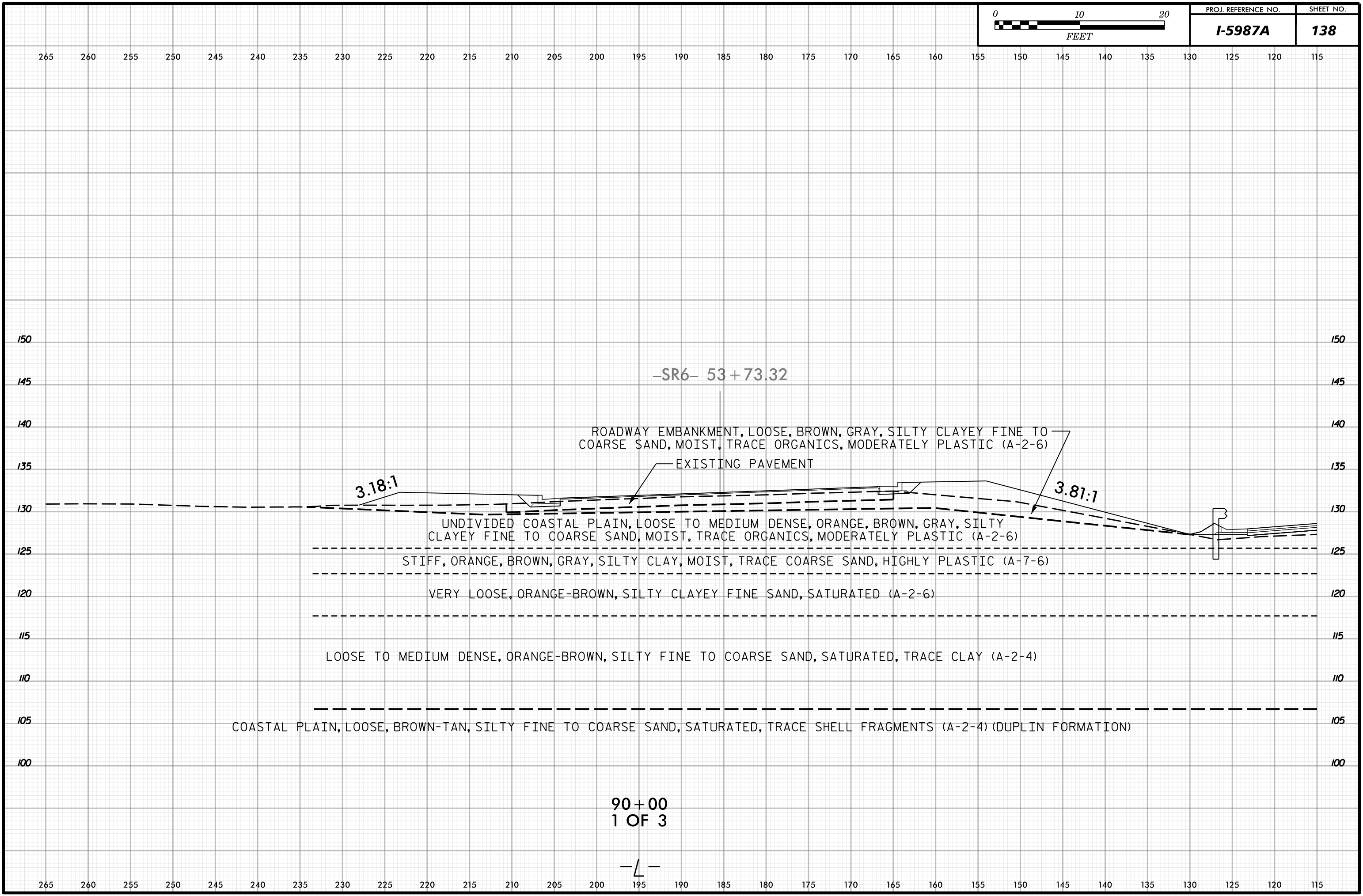
89+50
2 OF 3





89+50
3 OF 3

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-SR6- 53 + 73.32

ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

3.18:1

3.87:1

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, ORANGE, BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS, MODERATELY PLASTIC (A-2-6)

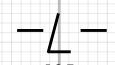
STIFF, ORANGE, BROWN, GRAY, SILTY CLAY, MOIST, TRACE COARSE SAND, HIGHLY PLASTIC (A-7-6)

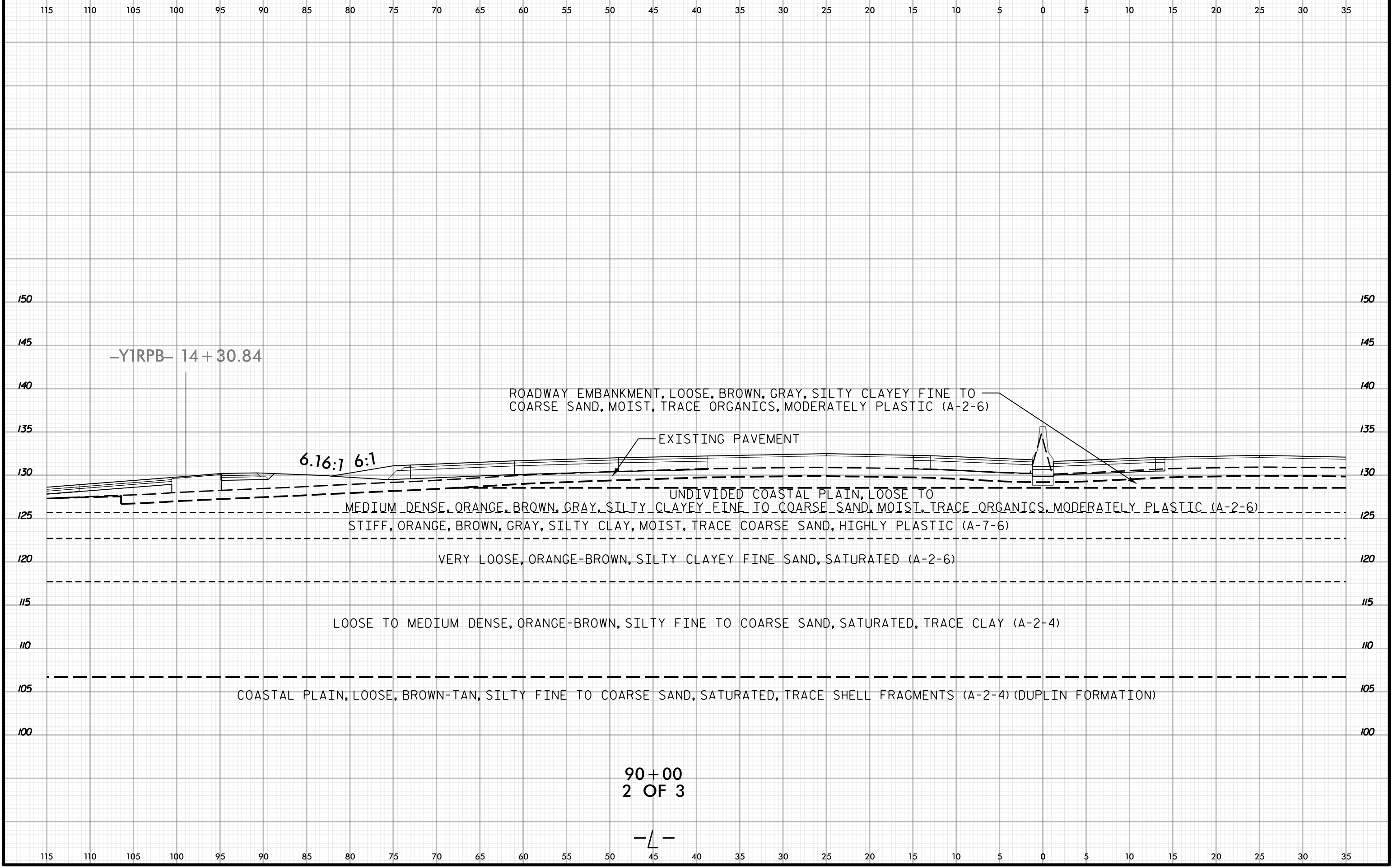
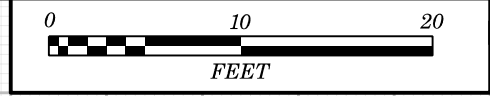
VERY LOOSE, ORANGE-BROWN, SILTY CLAYEY FINE SAND, SATURATED (A-2-6)

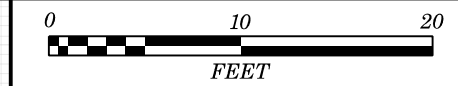
LOOSE TO MEDIUM DENSE, ORANGE-BROWN, SILTY FINE TO COARSE SAND, SATURATED, TRACE CLAY (A-2-4)

COASTAL PLAIN, LOOSE, BROWN-TAN, SILTY FINE TO COARSE SAND, SATURATED, TRACE SHELL FRAGMENTS (A-2-4) (DUPLIN FORMATION)

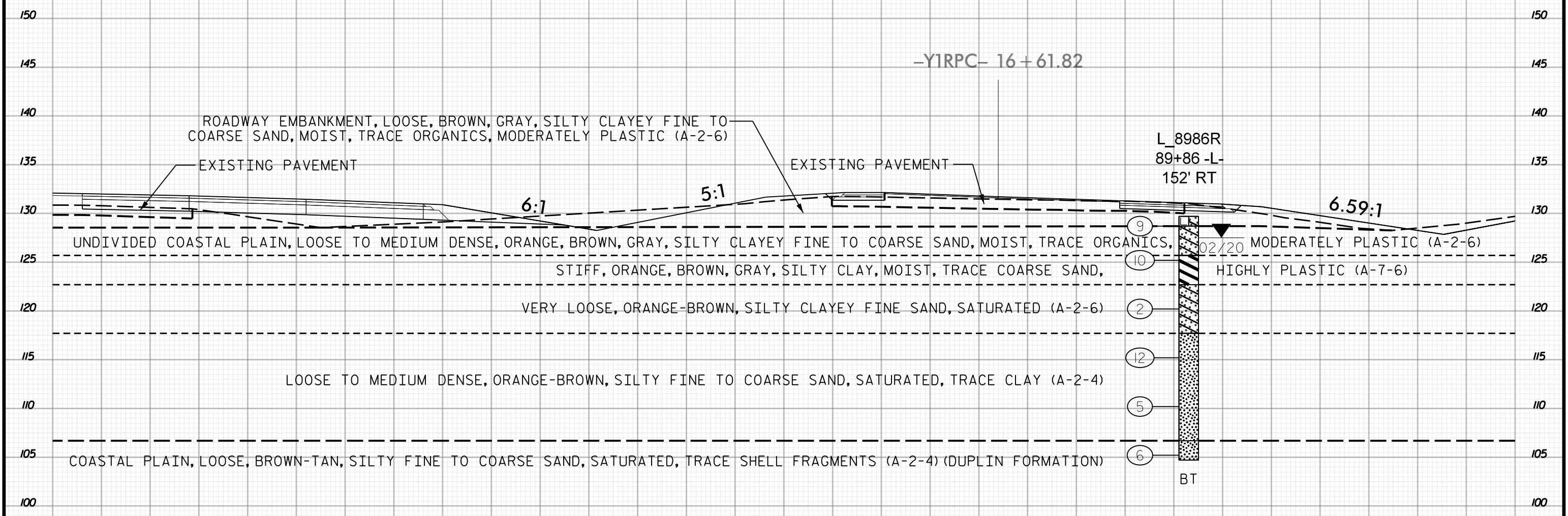
90+00
1 OF 3



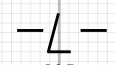




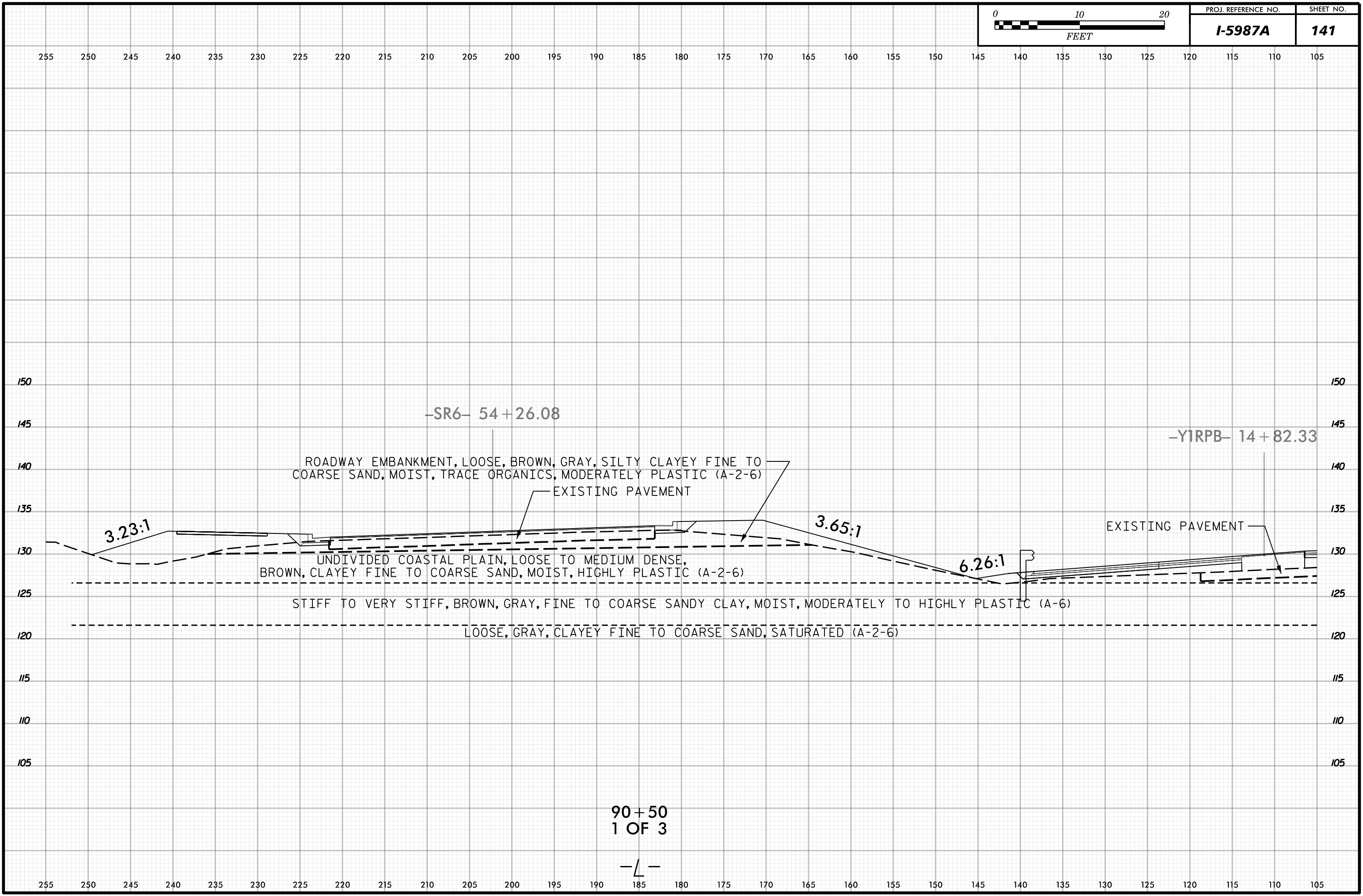
35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185



90+00
3 OF 3



35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185



-SR6- 54+26.08

ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, BROWN, CLAYEY FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-2-6)

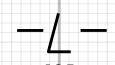
STIFF TO VERY STIFF, BROWN, GRAY, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY TO HIGHLY PLASTIC (A-6)

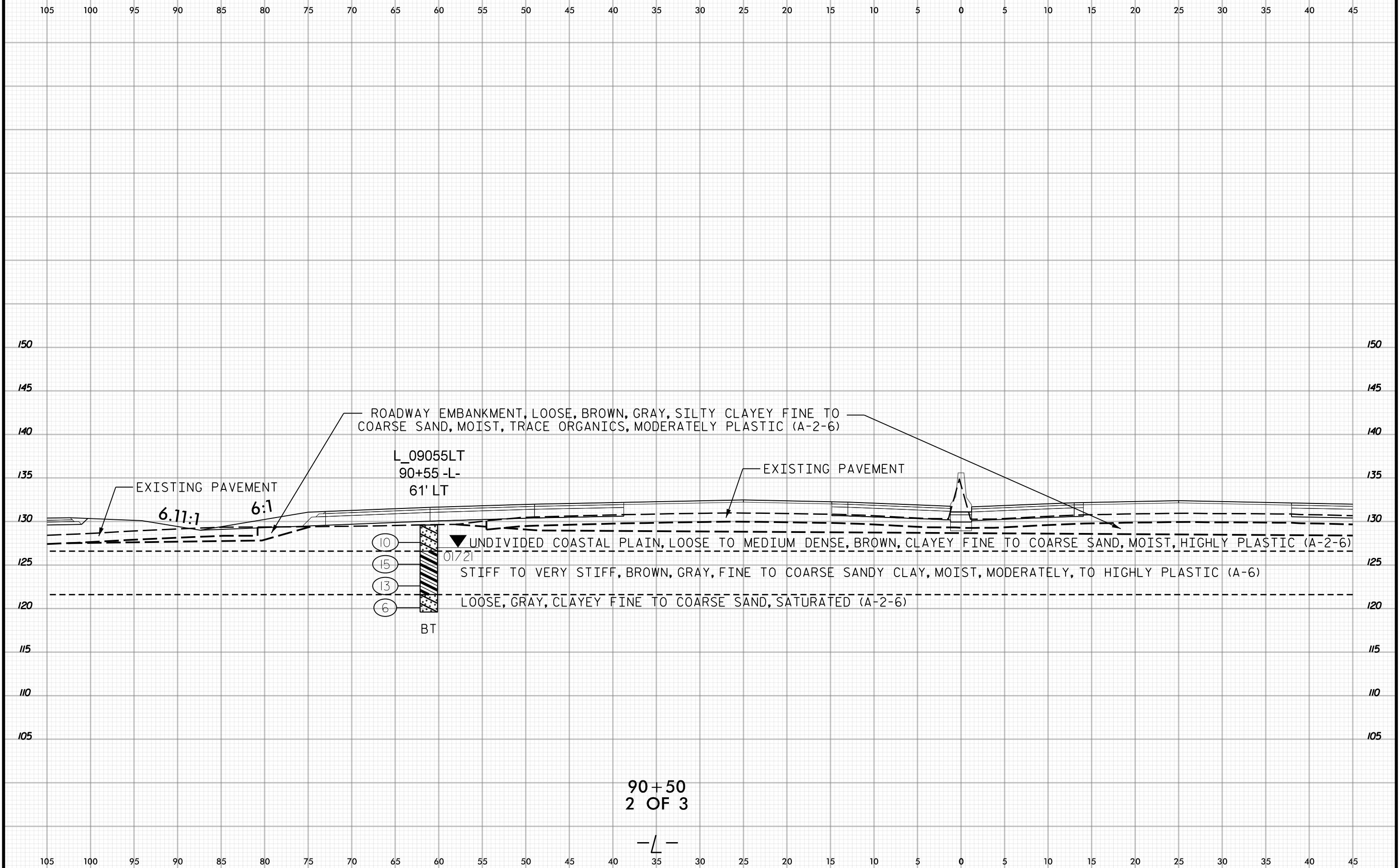
LOOSE, GRAY, CLAYEY FINE TO COARSE SAND, SATURATED (A-2-6)

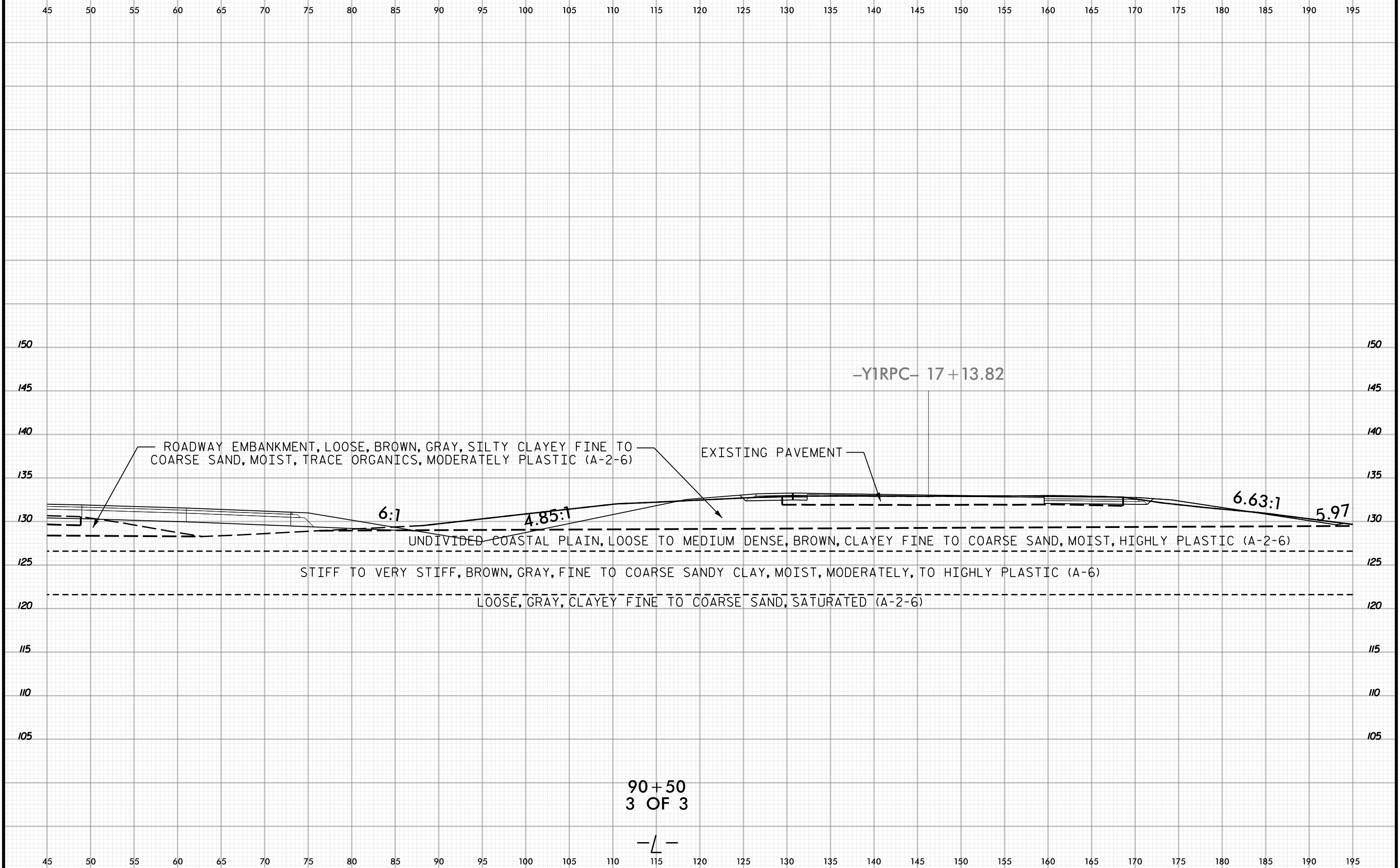
-Y1RPB- 14+82.33

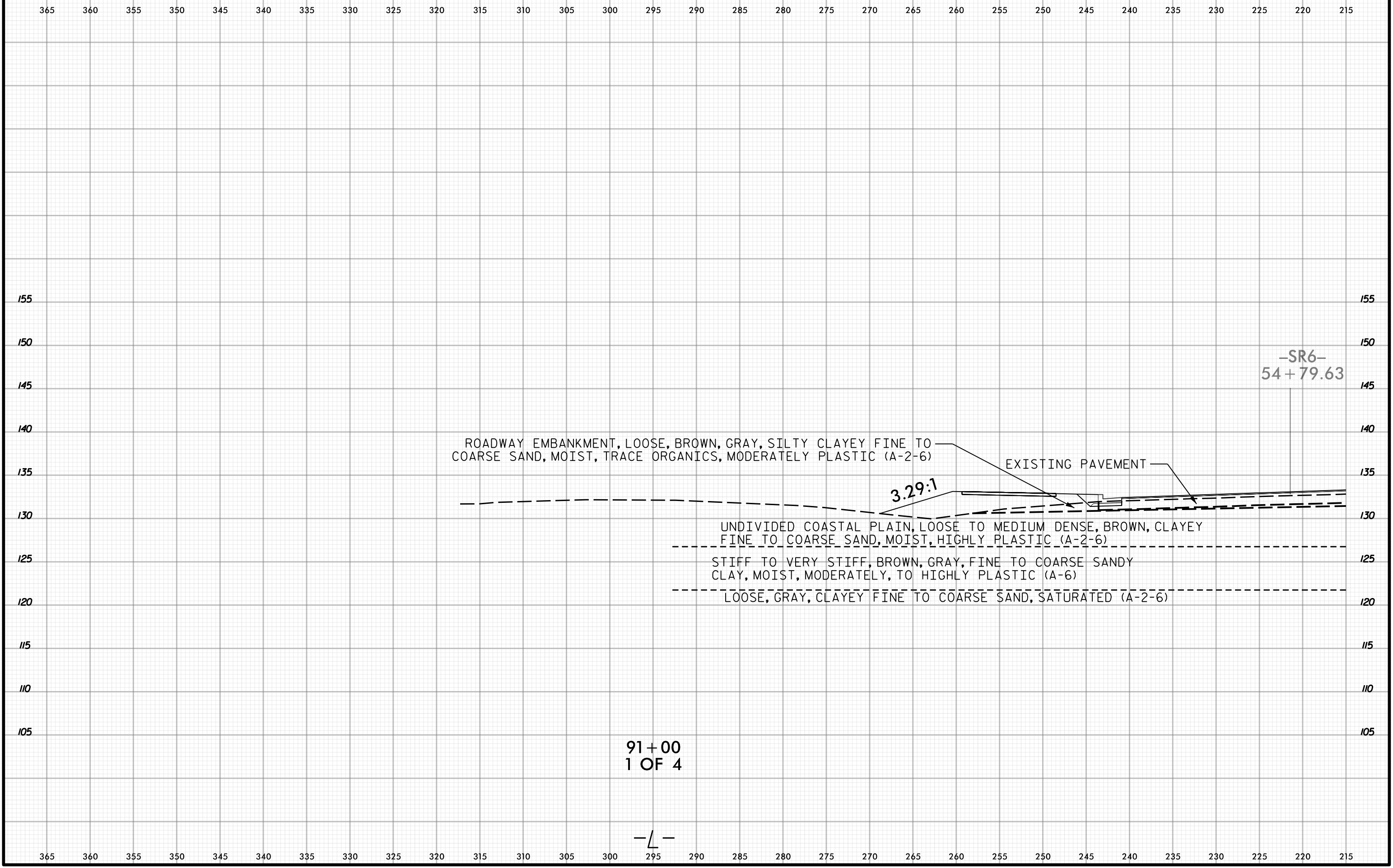
EXISTING PAVEMENT

90+50
1 OF 3









ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

3.29:1

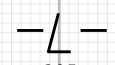
UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, BROWN, CLAYEY FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-2-6)

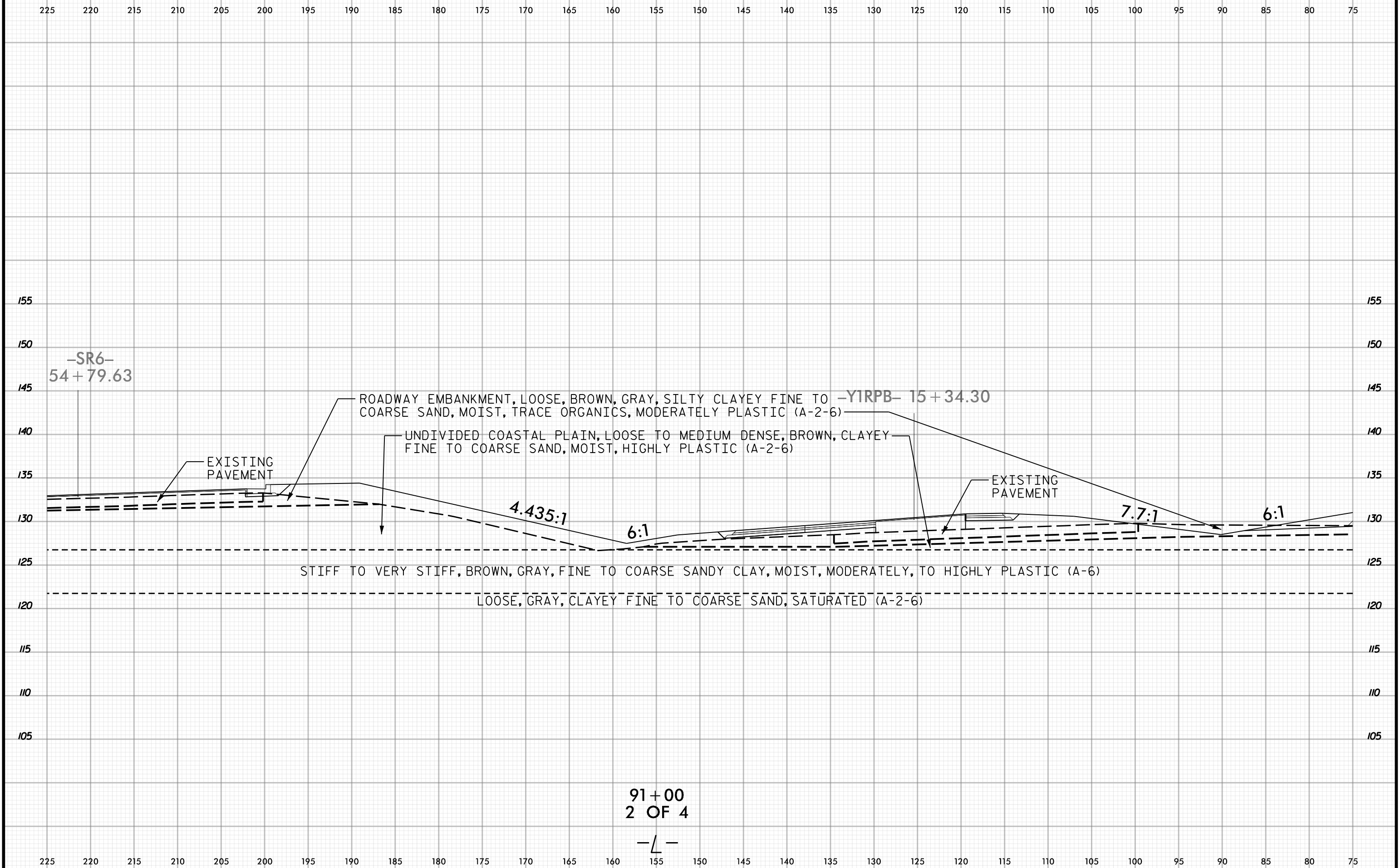
STIFF TO VERY STIFF, BROWN, GRAY, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY, TO HIGHLY PLASTIC (A-6)

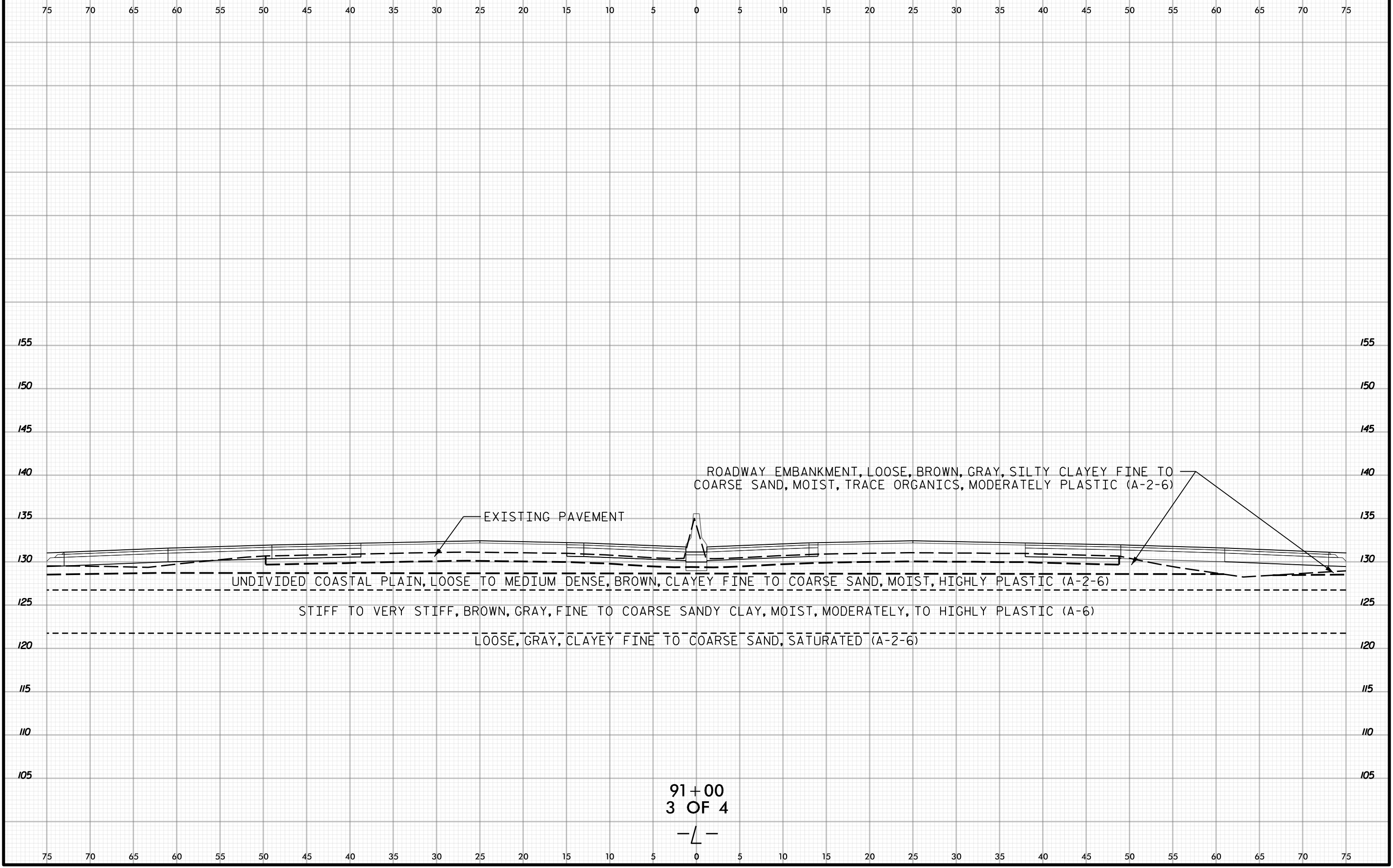
LOOSE, GRAY, CLAYEY FINE TO COARSE SAND, SATURATED (A-2-6)

-SR6-
54+79.63

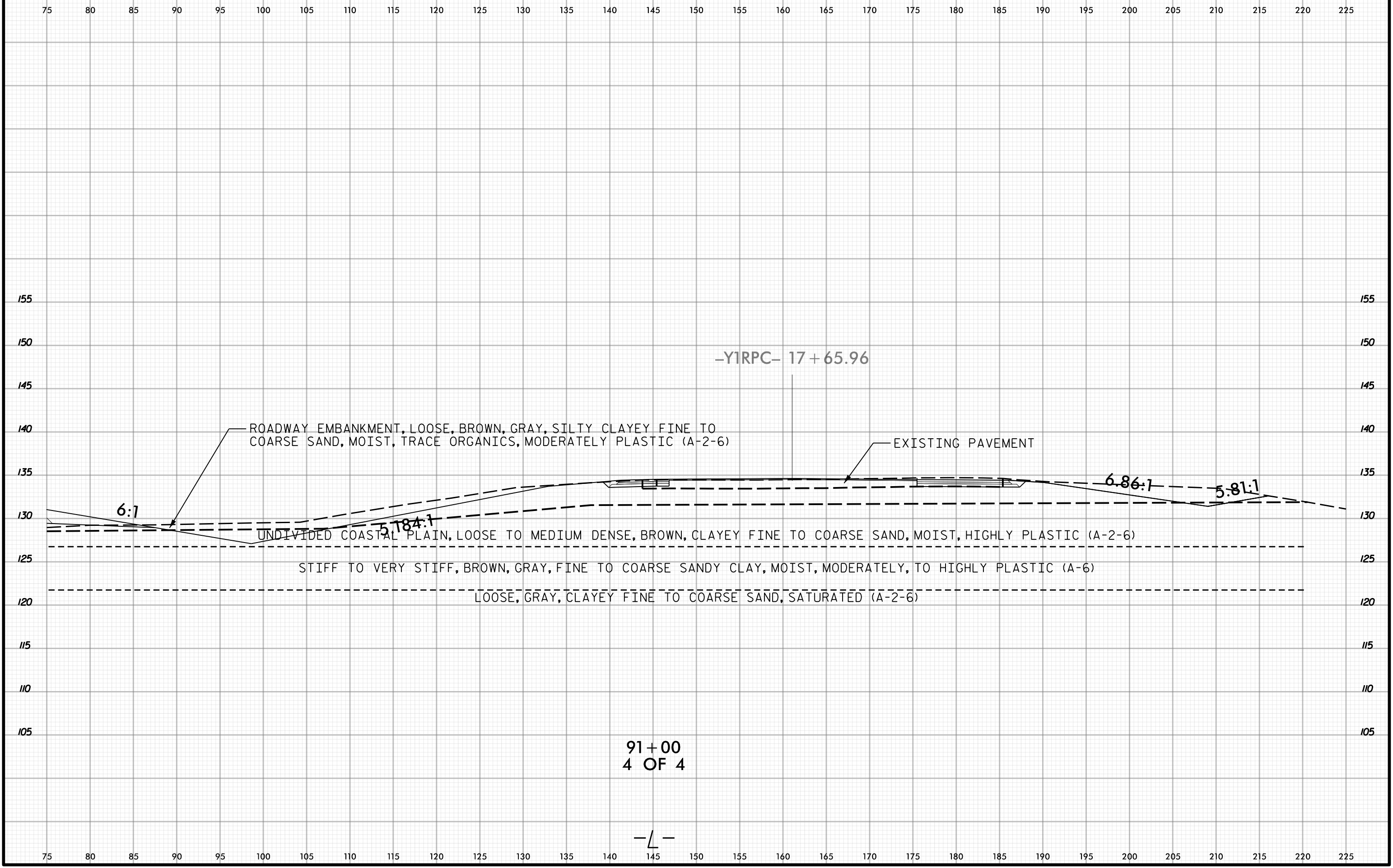
91+00
1 OF 4







91+00
3 OF 4
- / -



ROADWAY EMBANKMENT, LOOSE, BROWN, GRAY, SILTY CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS, MODERATELY PLASTIC (A-2-6)

EXISTING PAVEMENT

-YIRPC- 17 + 65.96

6:1

5.81:1

6.86:1

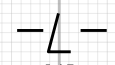
5.81:1

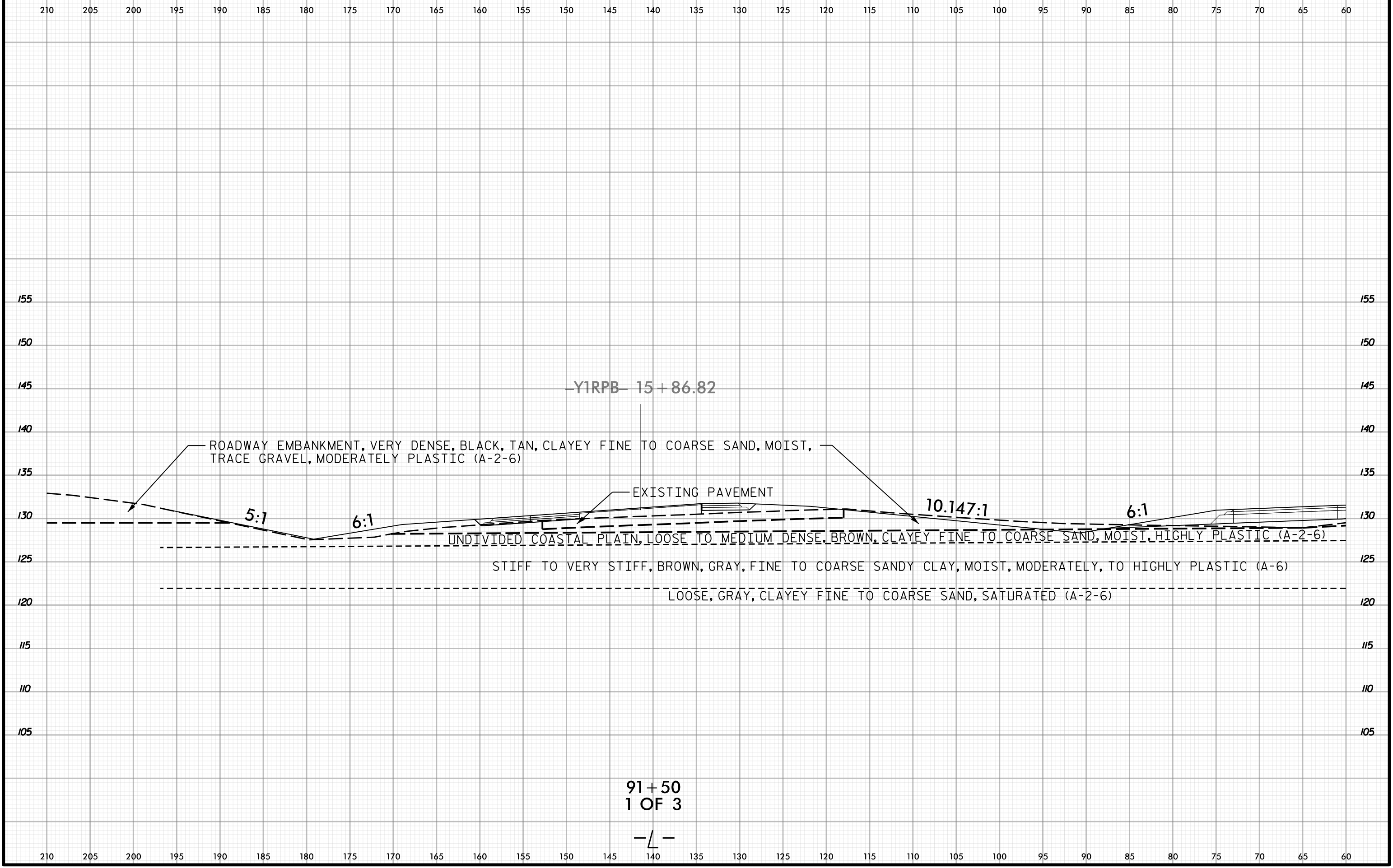
UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, BROWN, CLAYEY FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-2-6)

STIFF TO VERY STIFF, BROWN, GRAY, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY, TO HIGHLY PLASTIC (A-6)

LOOSE, GRAY, CLAYEY FINE TO COARSE SAND, SATURATED (A-2-6)

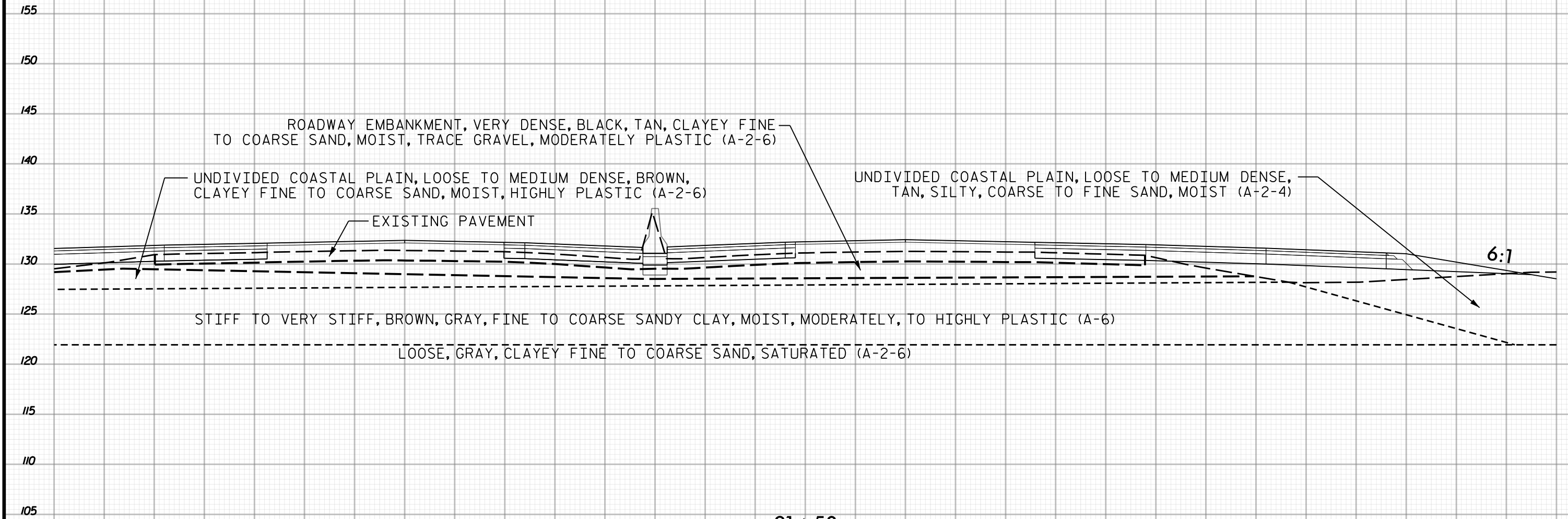
91+00
4 OF 4







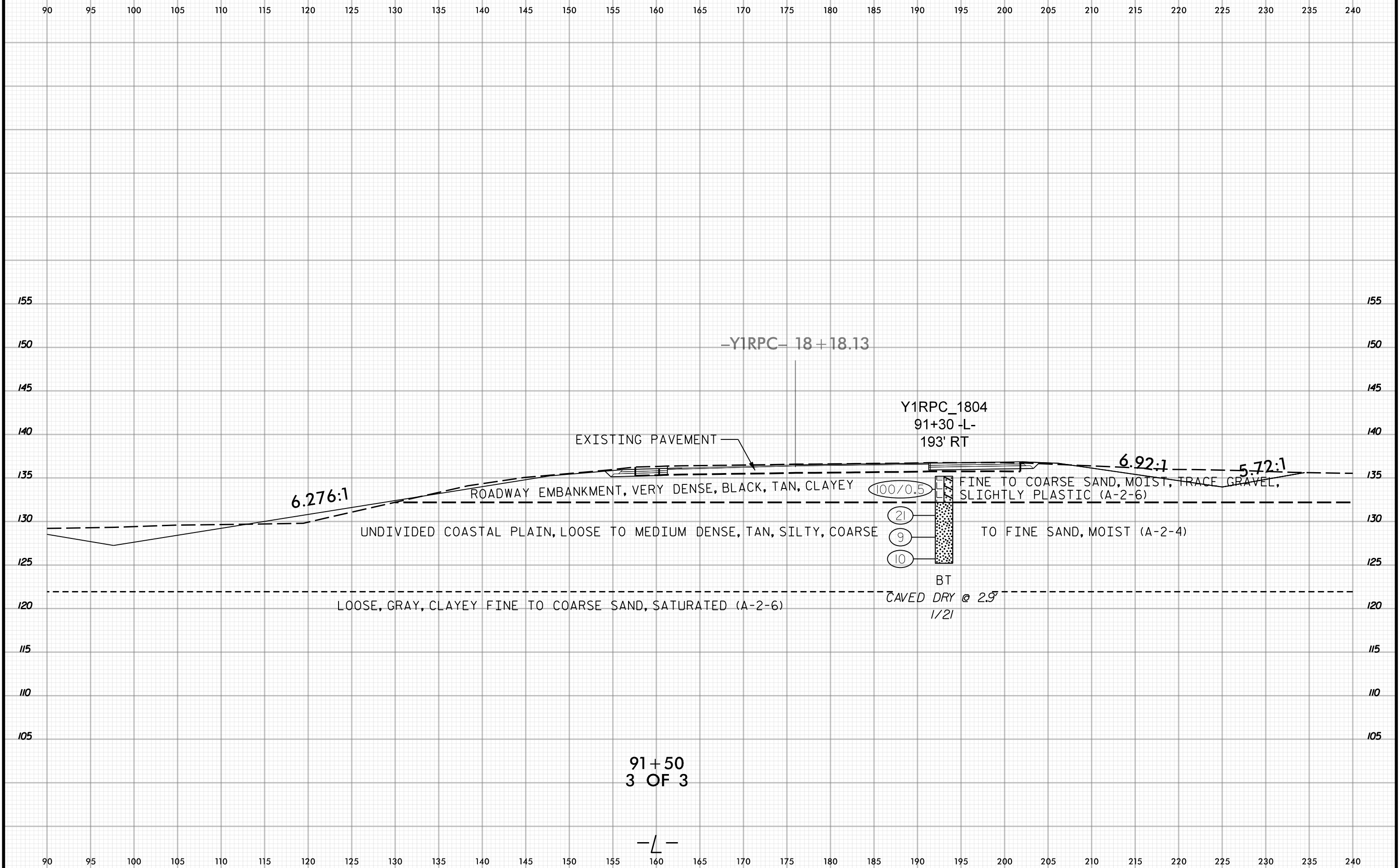
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91+50
2 OF 3

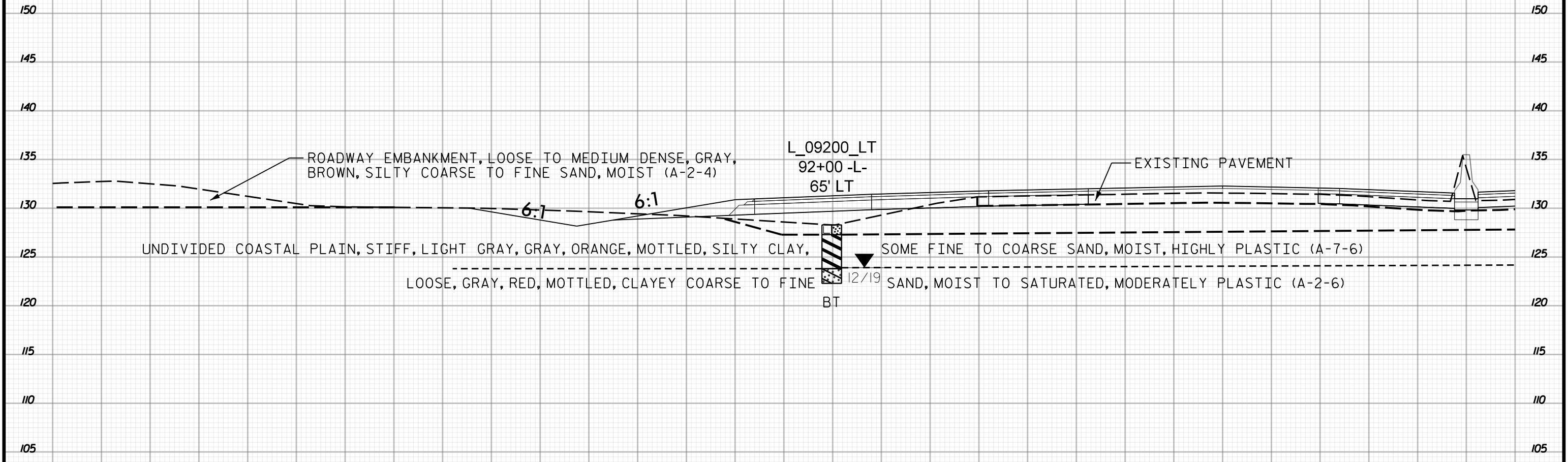
- / -

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90





145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



92+00
1 OF 2

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145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



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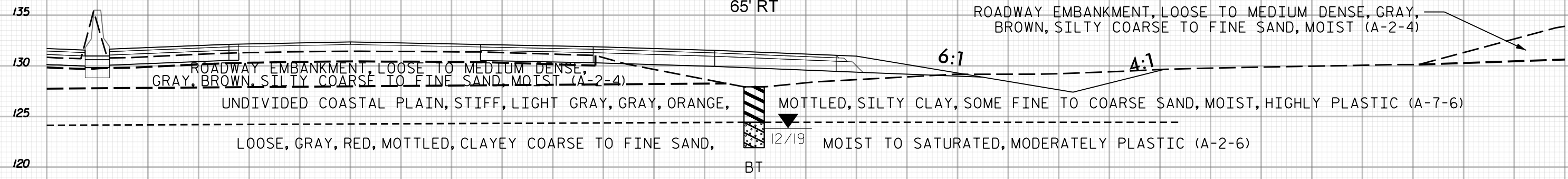
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115 115

110 110

105 105

5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



S-006
S-007

L_09200_RT
92+00 -L-
65' RT

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE,
GRAY, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

UNDIVIDED COASTAL PLAIN, STIFF, LIGHT GRAY, GRAY, ORANGE,

LOOSE, GRAY, RED, MOTTLED, CLAYEY COARSE TO FINE SAND,

6:1

4:1

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY,
BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

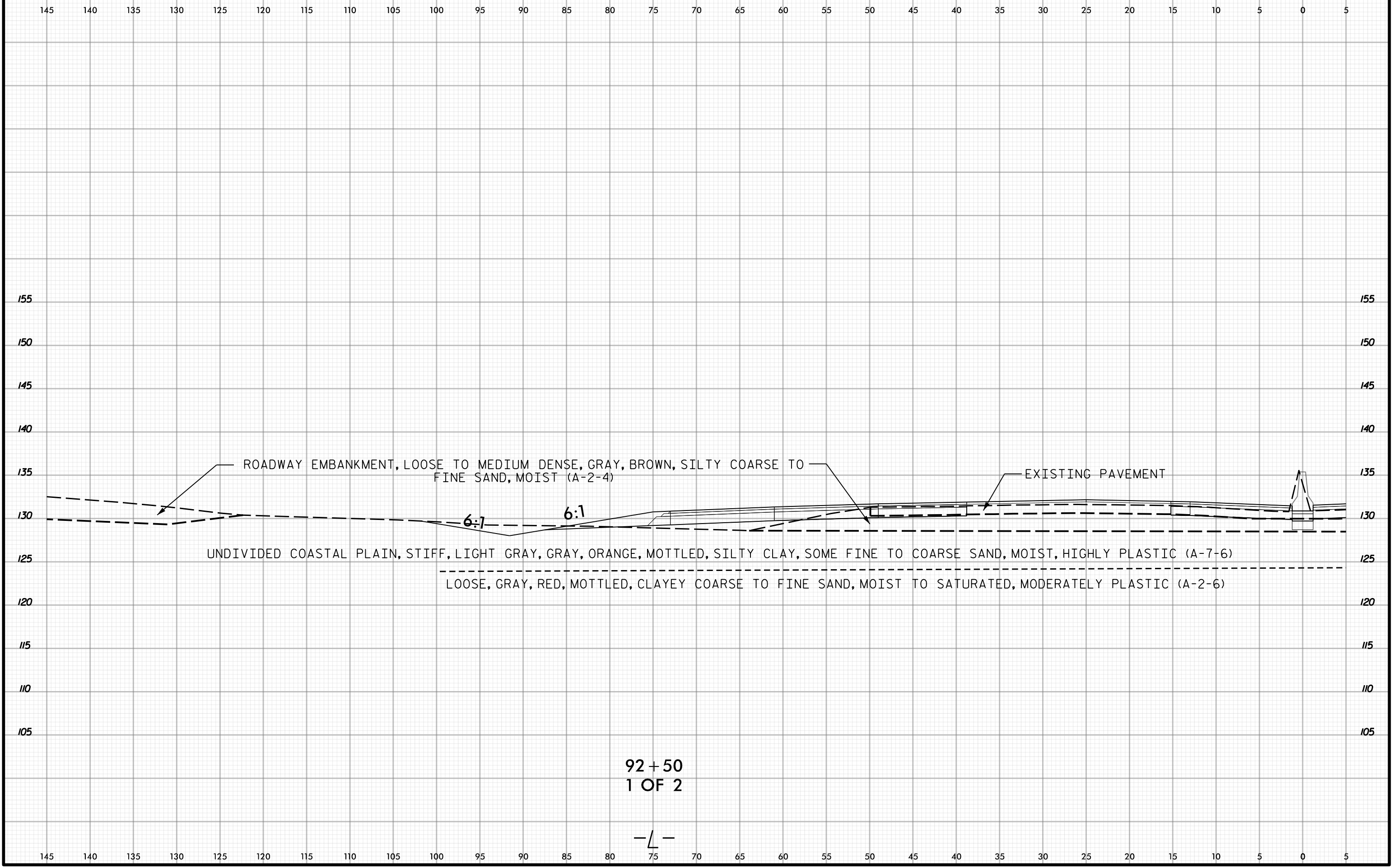
MOTTLED, SILTY CLAY, SOME FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-7-6)

12/19
MOIST TO SATURATED, MODERATELY PLASTIC (A-2-6)

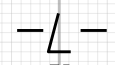
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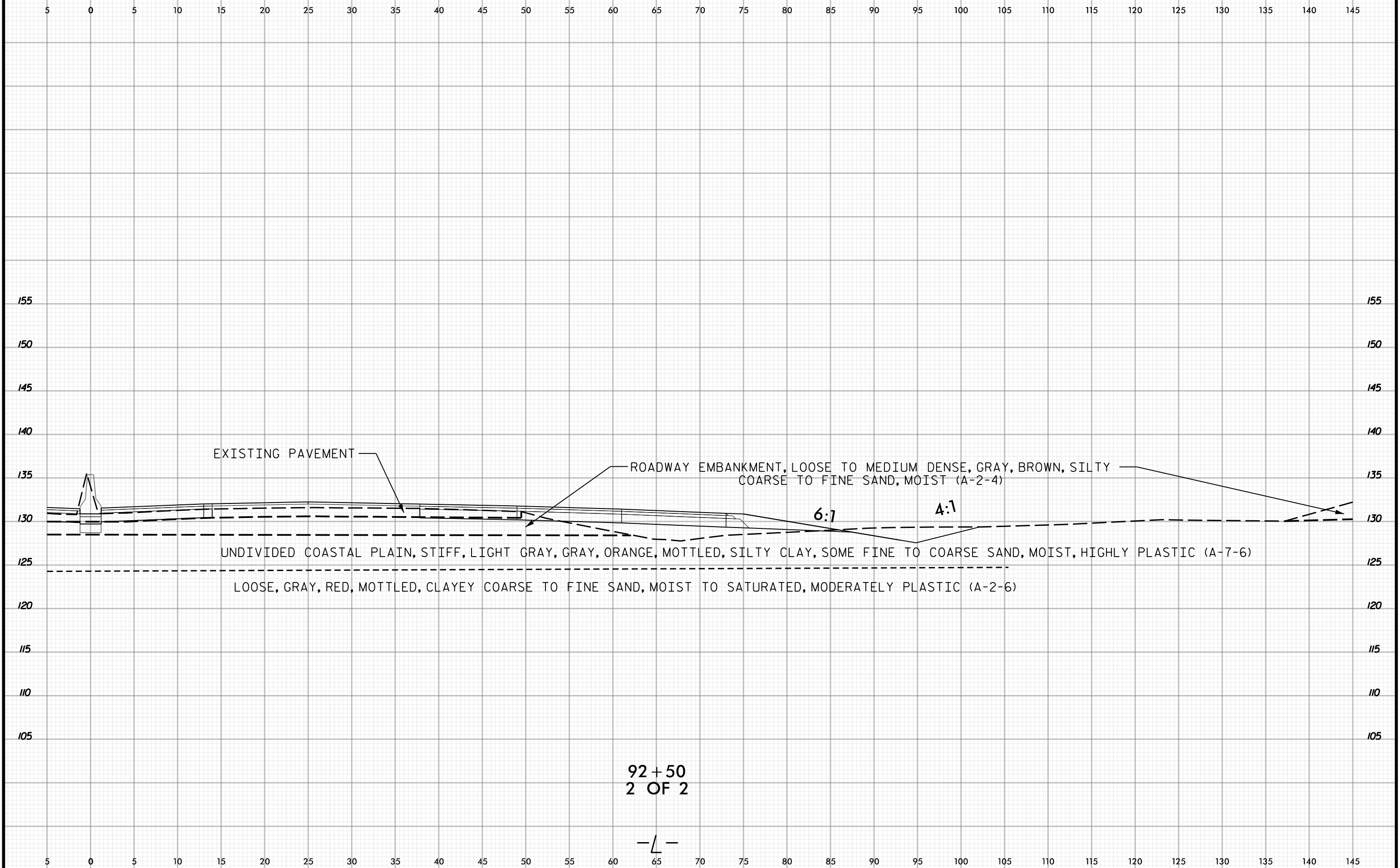
92+00
2 OF 2

-L-



92 + 50
1 OF 2





EXISTING PAVEMENT

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, BROWN, SILTY
COARSE TO FINE SAND, MOIST (A-2-4)

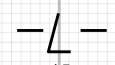
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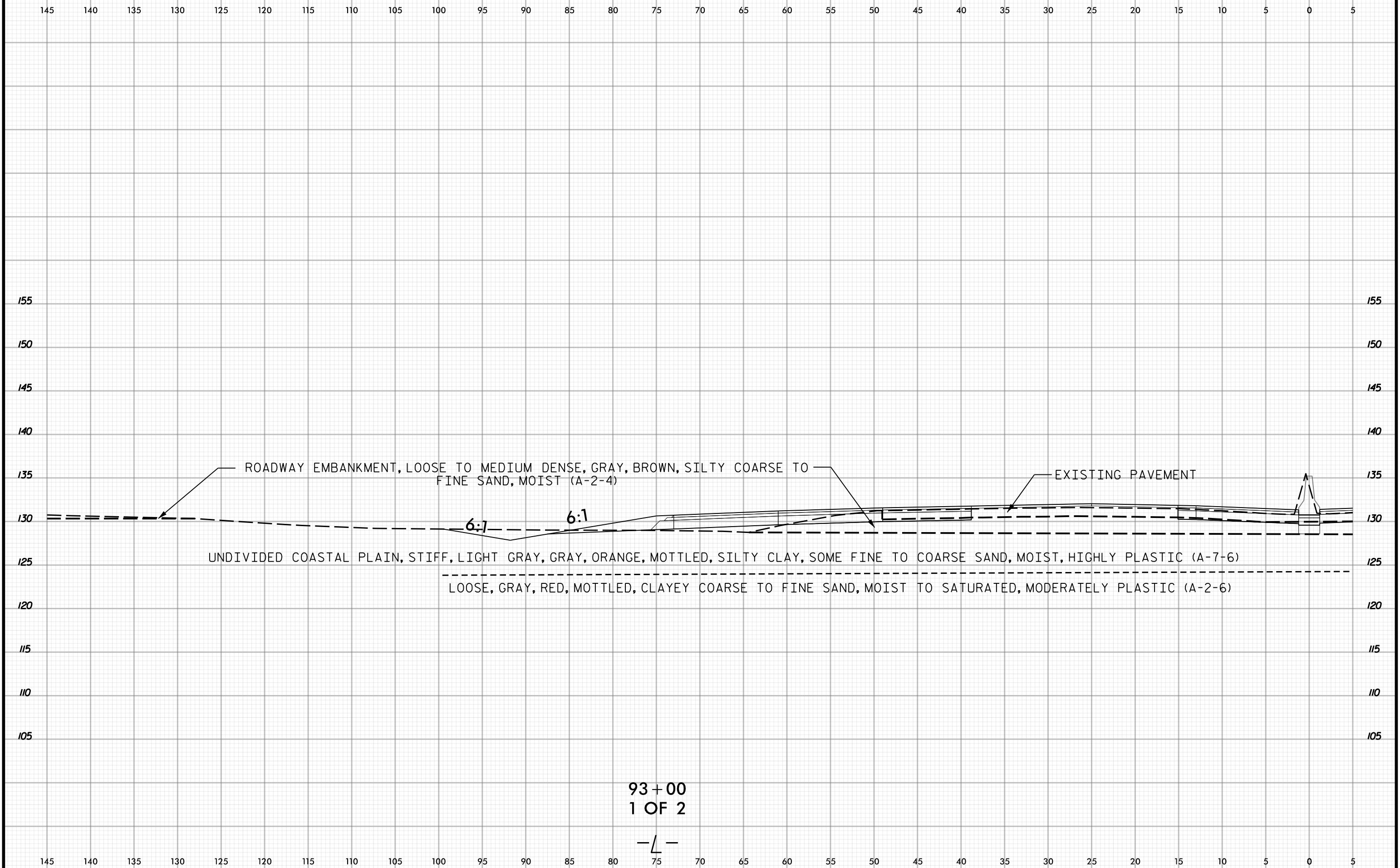
4:1

UNDIVIDED COASTAL PLAIN, STIFF, LIGHT GRAY, GRAY, ORANGE, MOTTLED, SILTY CLAY, SOME FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-7-6)

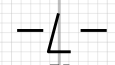
LOOSE, GRAY, RED, MOTTLED, CLAYEY COARSE TO FINE SAND, MOIST TO SATURATED, MODERATELY PLASTIC (A-2-6)

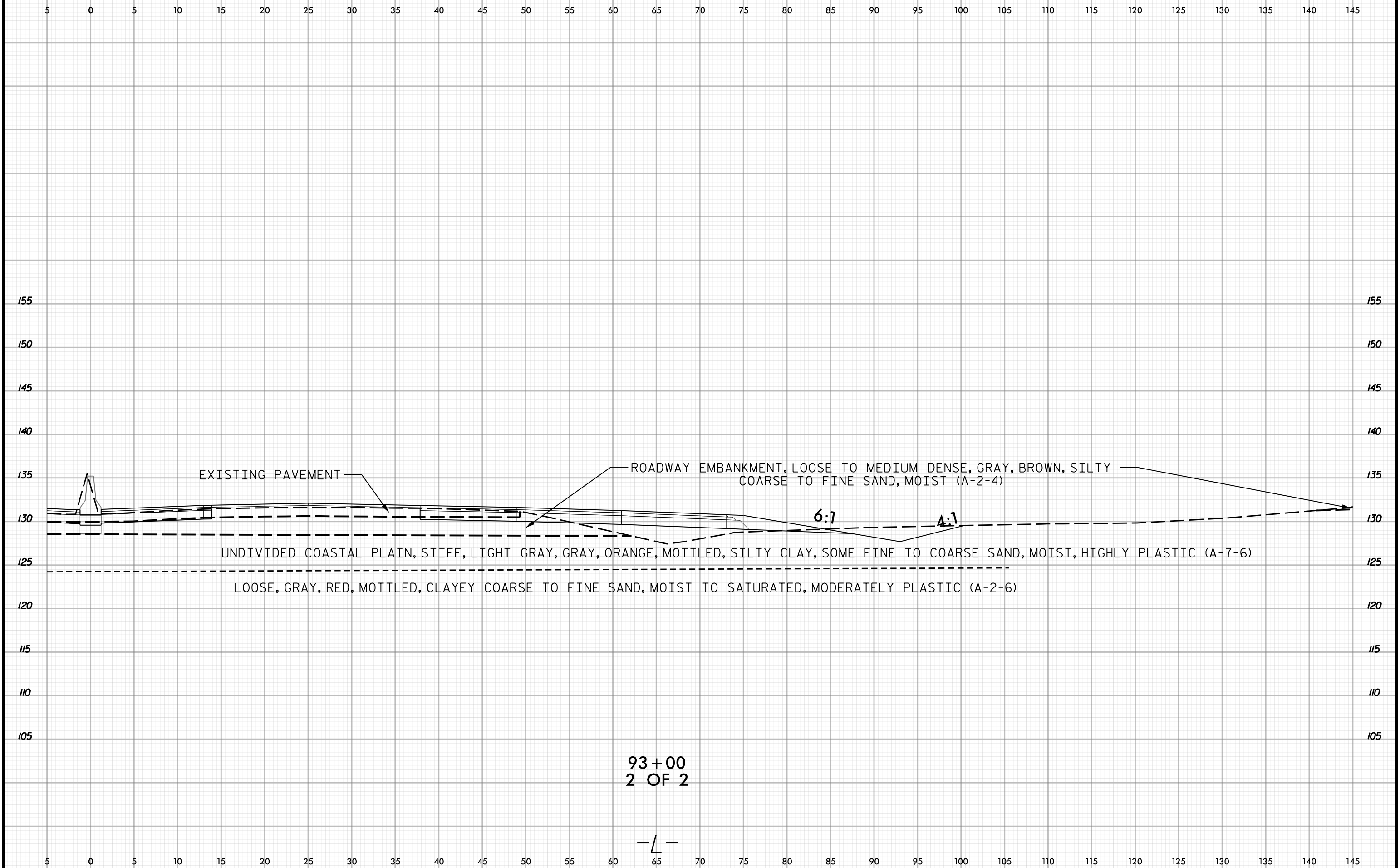
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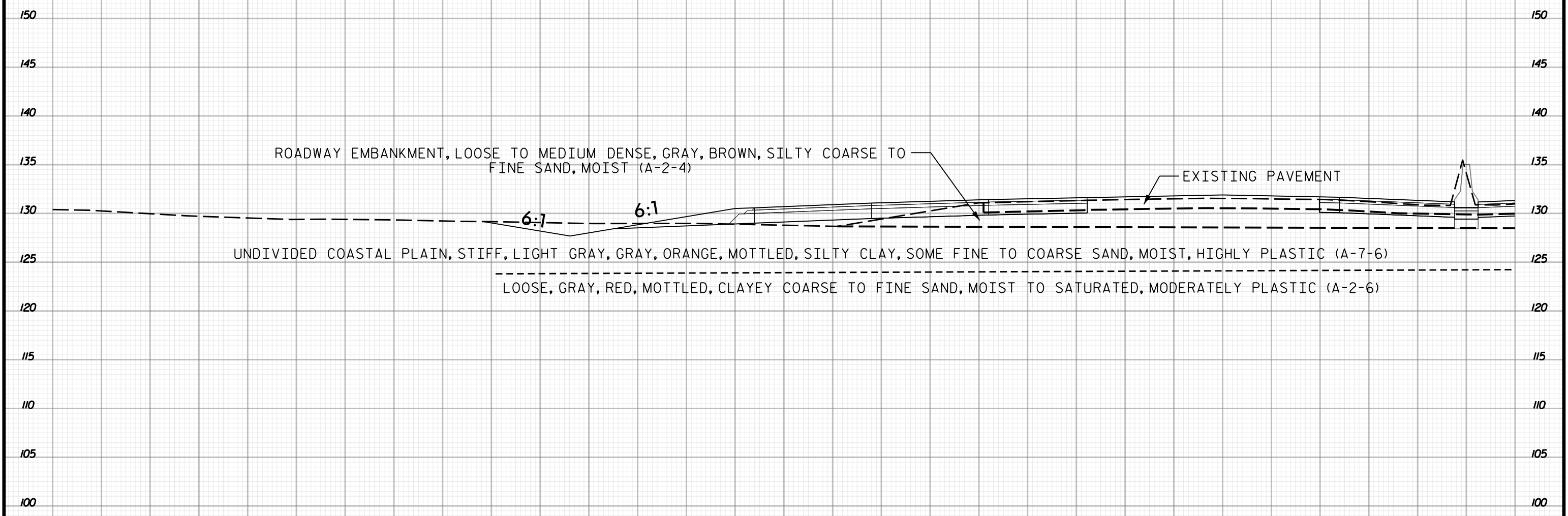
93+00
1 OF 2







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ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

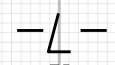
EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, STIFF, LIGHT GRAY, GRAY, ORANGE, MOTTLED, SILTY CLAY, SOME FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-7-6)

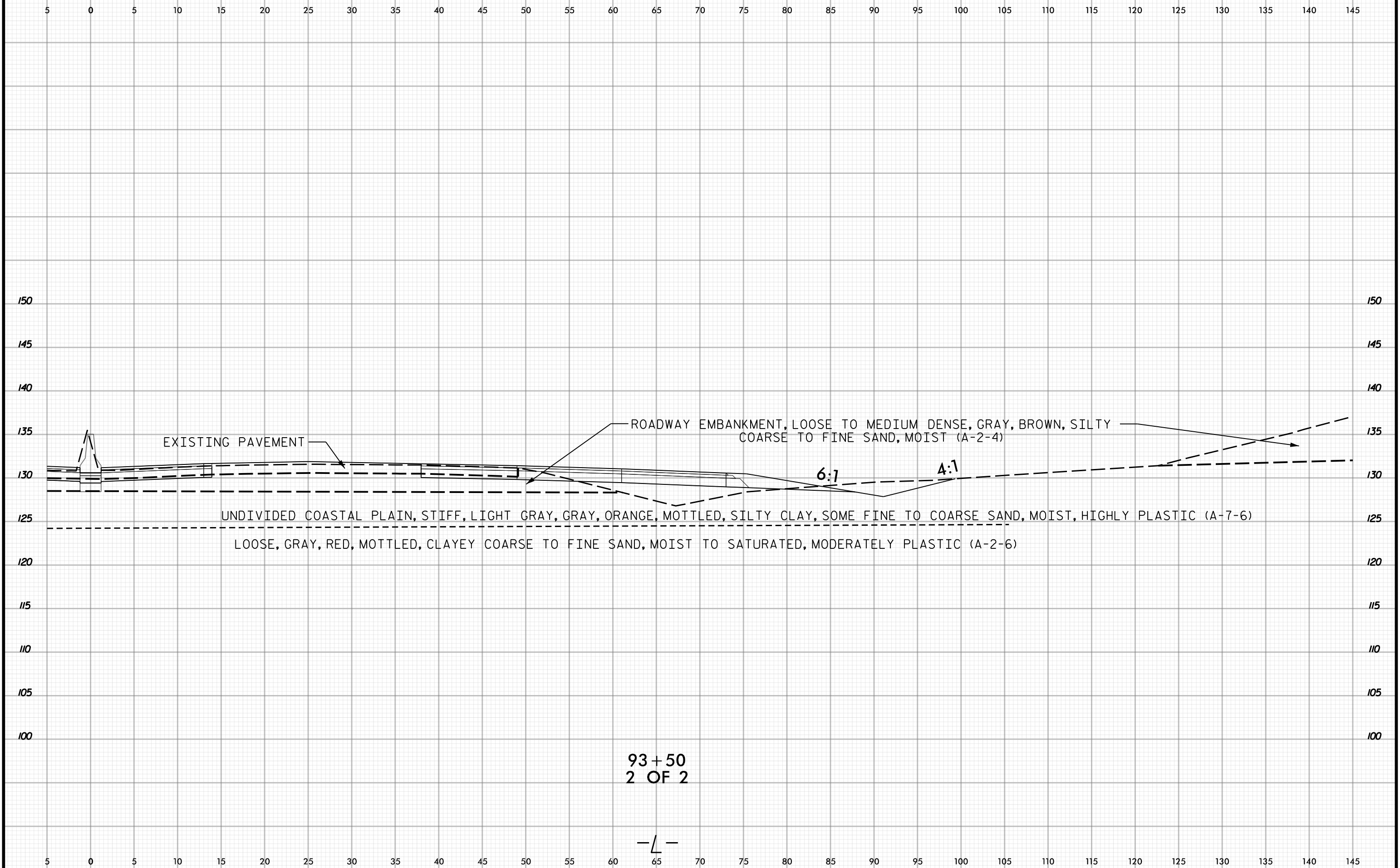
LOOSE, GRAY, RED, MOTTLED, CLAYEY COARSE TO FINE SAND, MOIST TO SATURATED, MODERATELY PLASTIC (A-2-6)

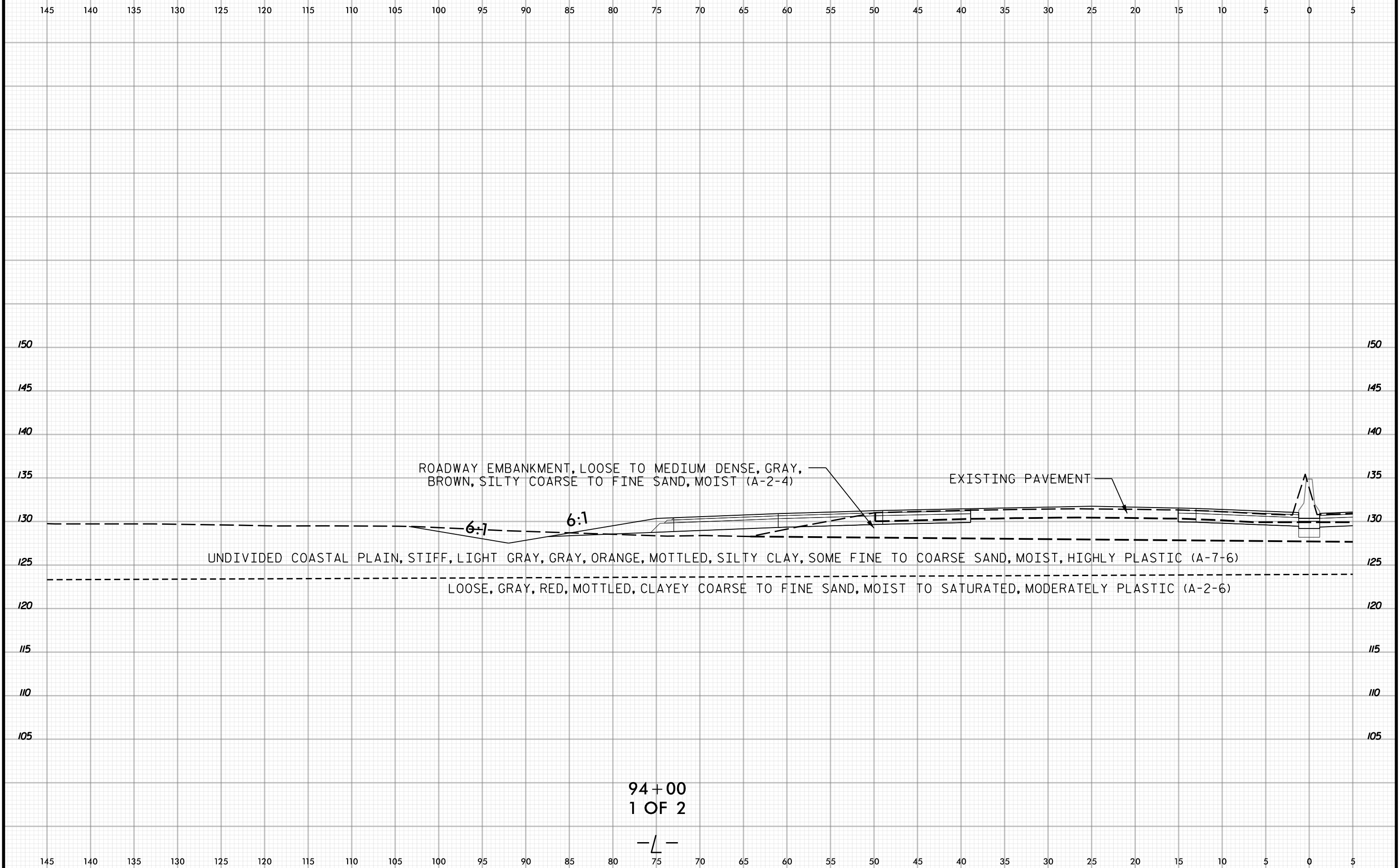
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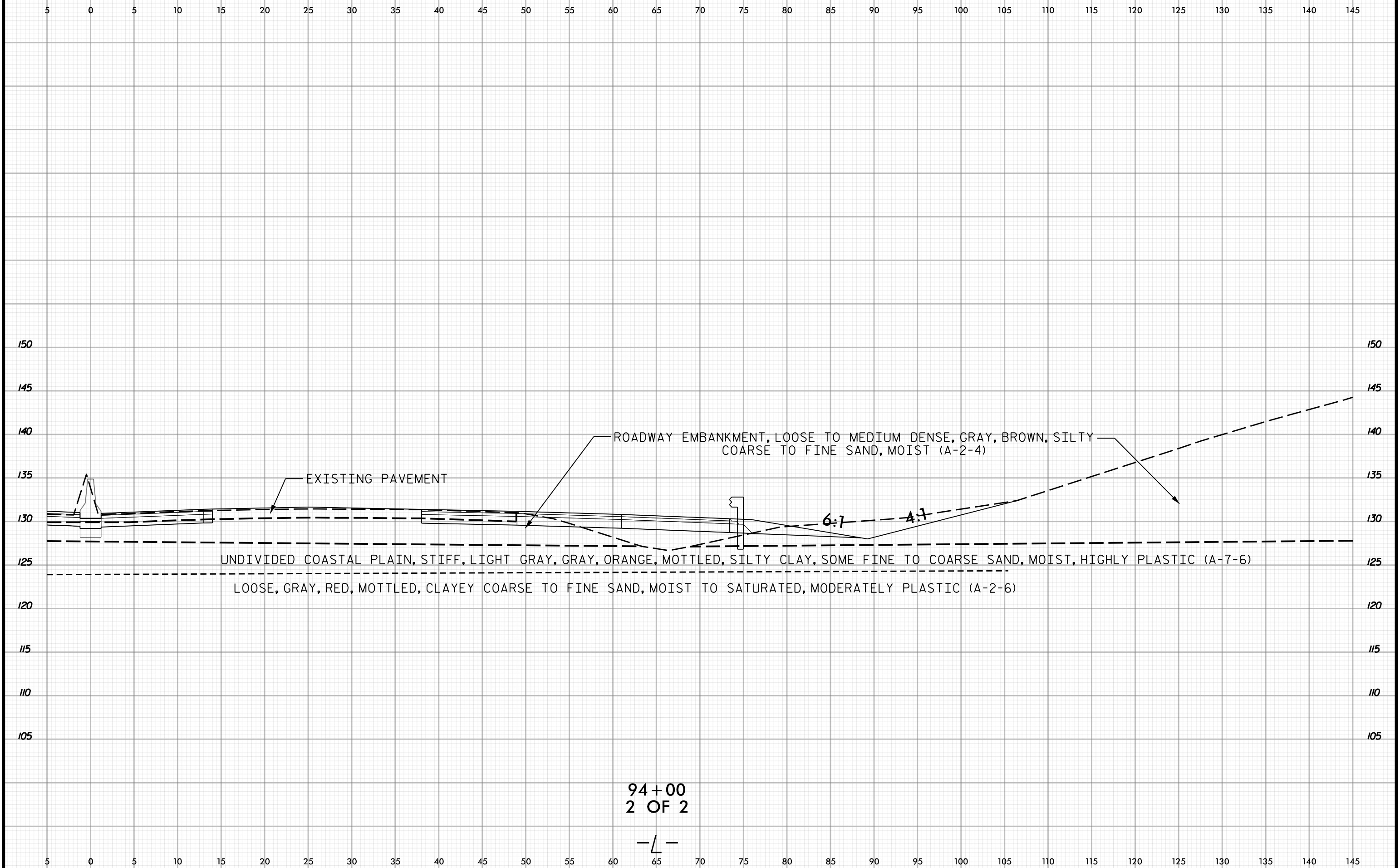
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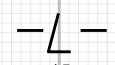
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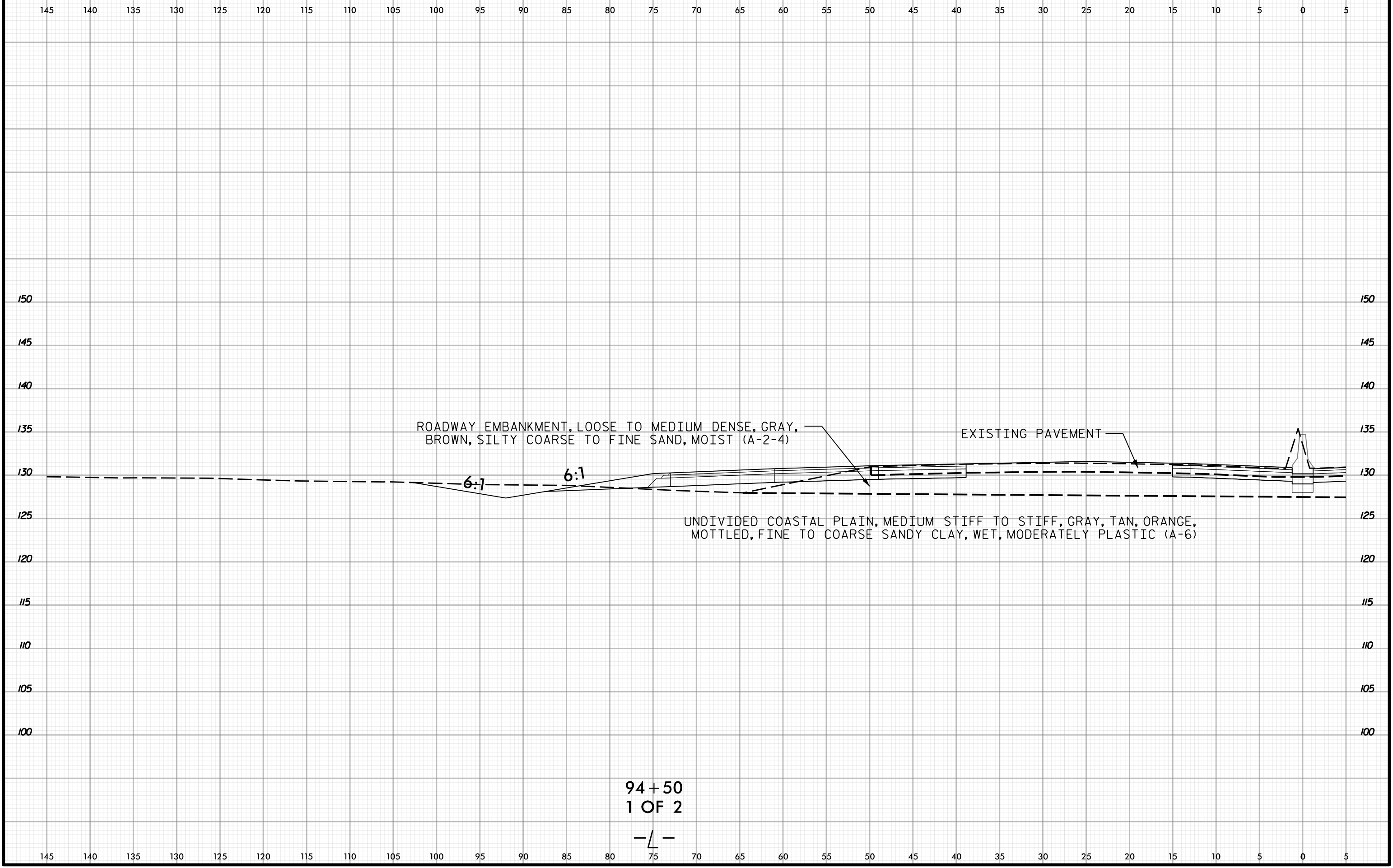
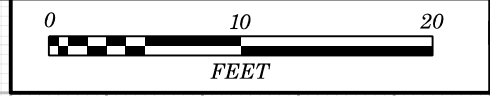




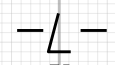


94+00
2 OF 2



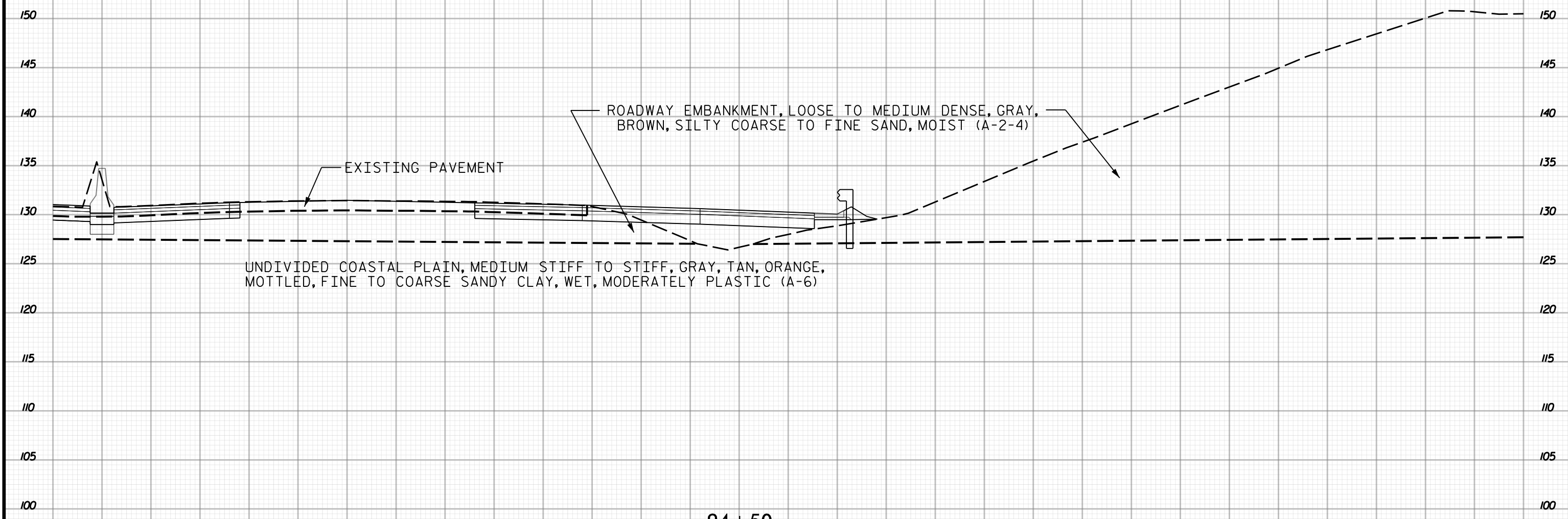


94+50
1 OF 2





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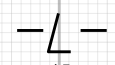


EXISTING PAVEMENT

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, TAN, ORANGE, MOTTLED, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

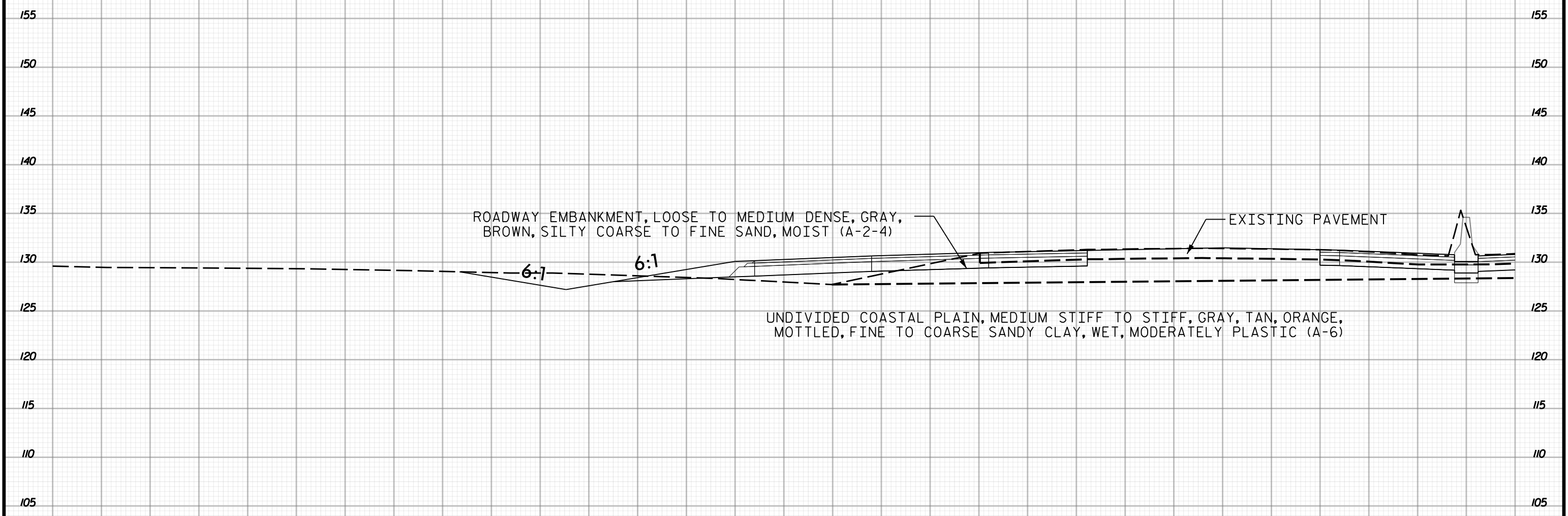
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2 OF 2



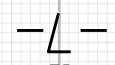
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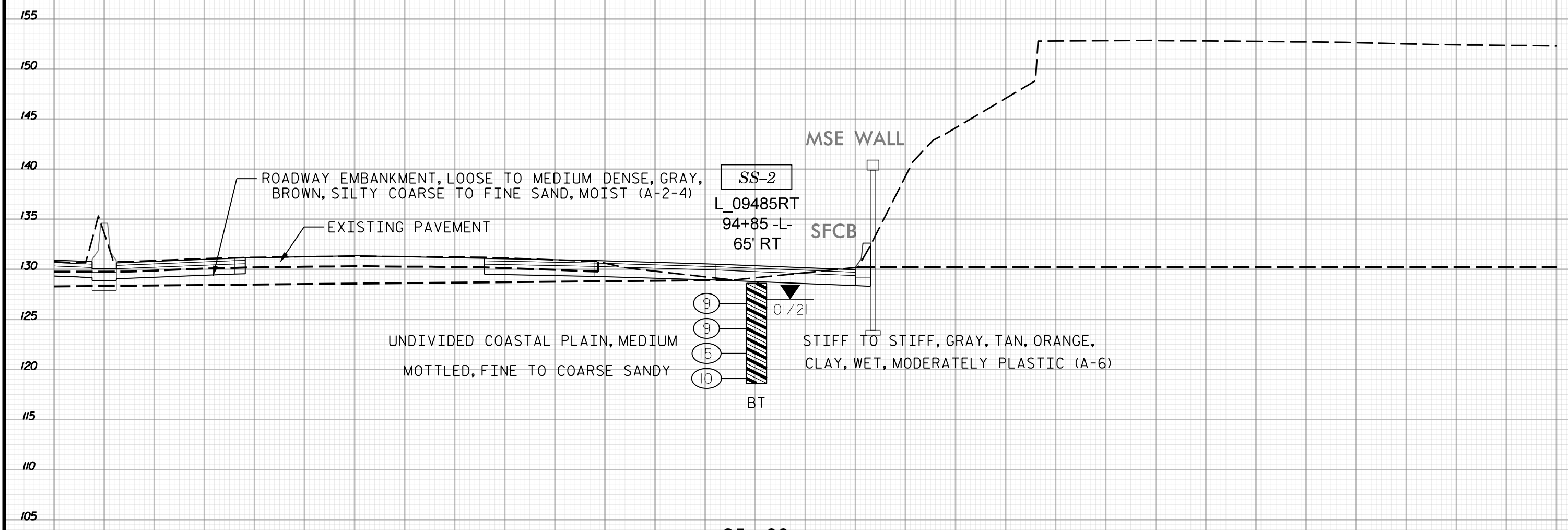
95+00
1 OF 2



145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



SS-2
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94+85 -L-
65' RT

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

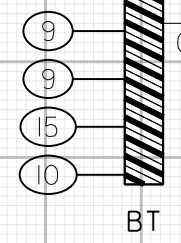
EXISTING PAVEMENT

MSE WALL

SFCB

UNDIVIDED COASTAL PLAIN, MEDIUM MOTTLED, FINE TO COARSE SANDY

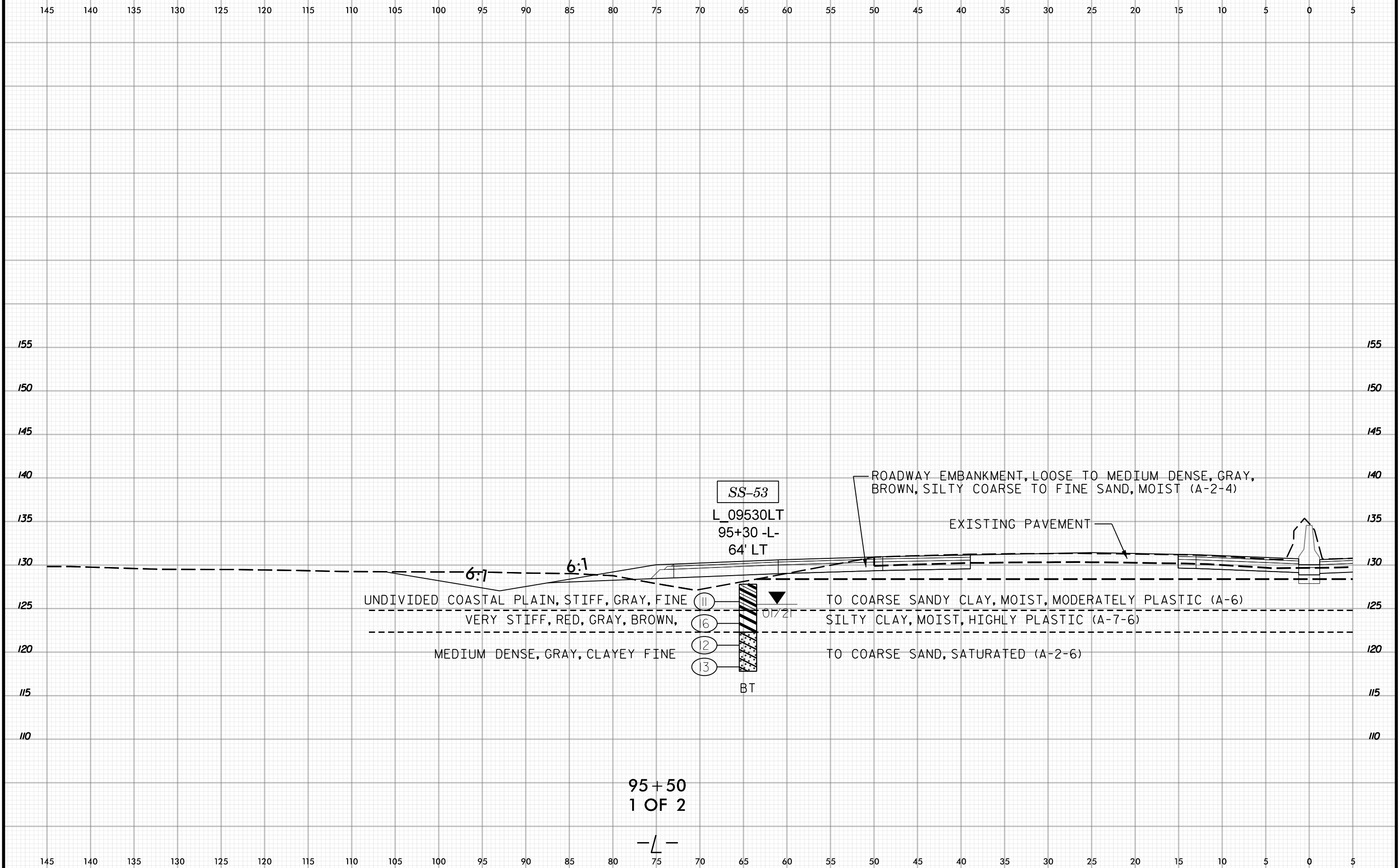
STIFF TO STIFF, GRAY, TAN, ORANGE, CLAY, WET, MODERATELY PLASTIC (A-6)



95+00
2 OF 2

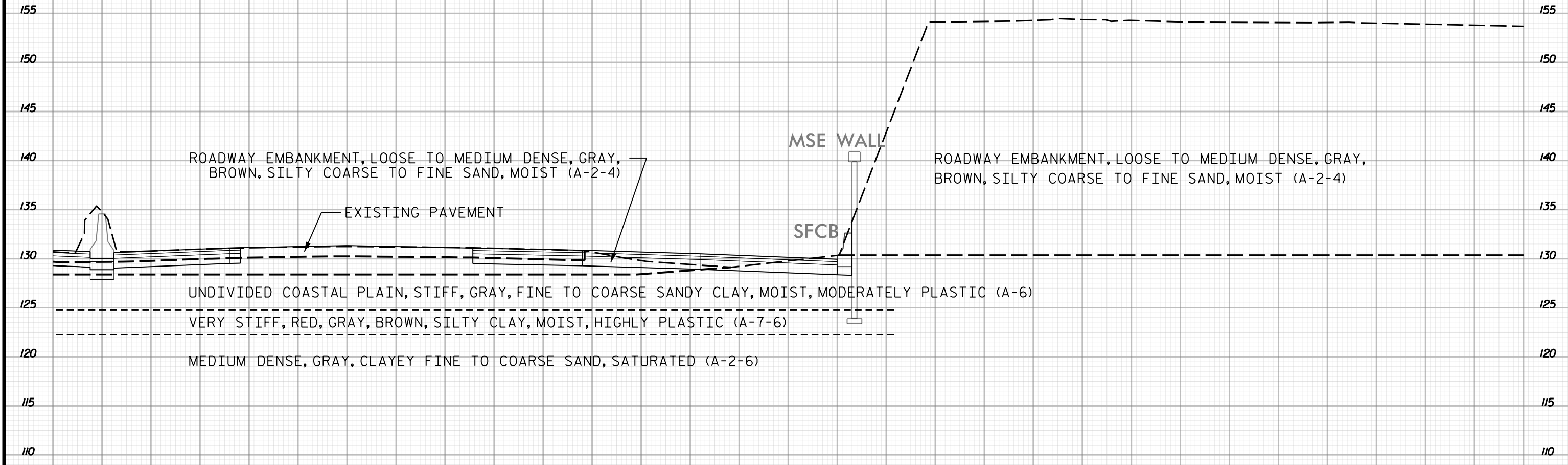
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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

EXISTING PAVEMENT

MSE WALL

SFCB

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

UNDIVIDED COASTAL PLAIN, STIFF, GRAY, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

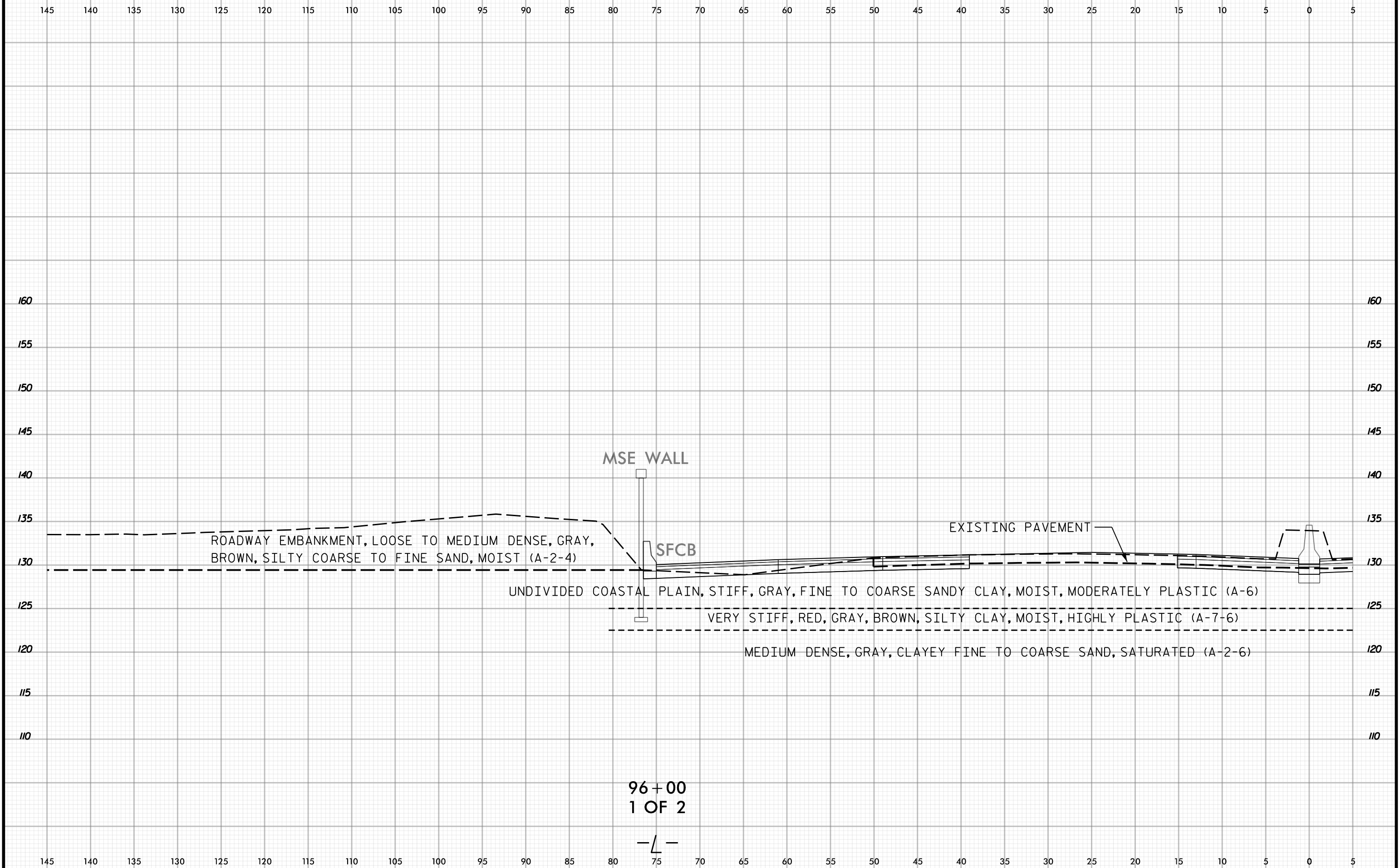
VERY STIFF, RED, GRAY, BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

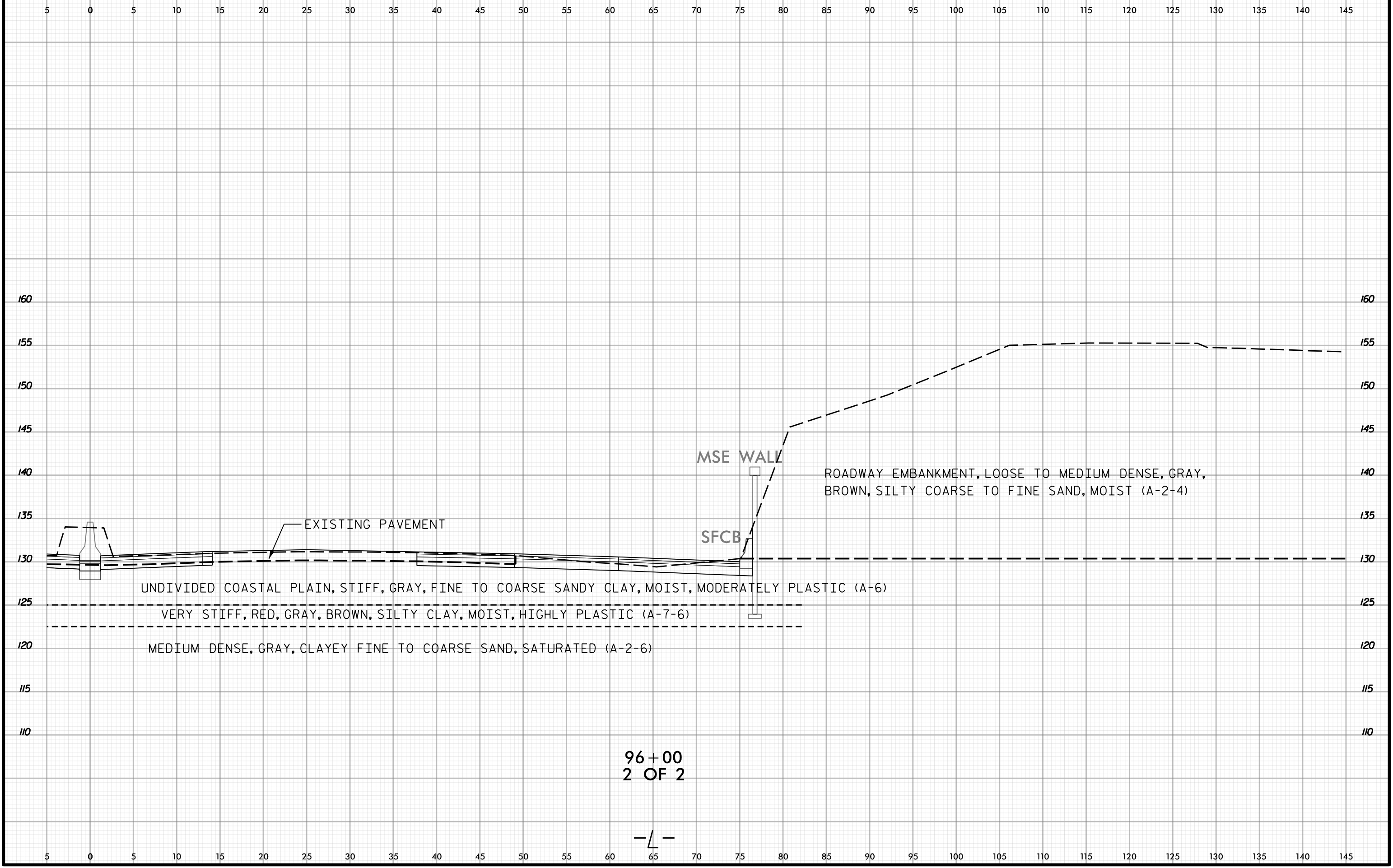
MEDIUM DENSE, GRAY, CLAYEY FINE TO COARSE SAND, SATURATED (A-2-6)

95+50
2 OF 2

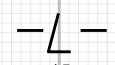


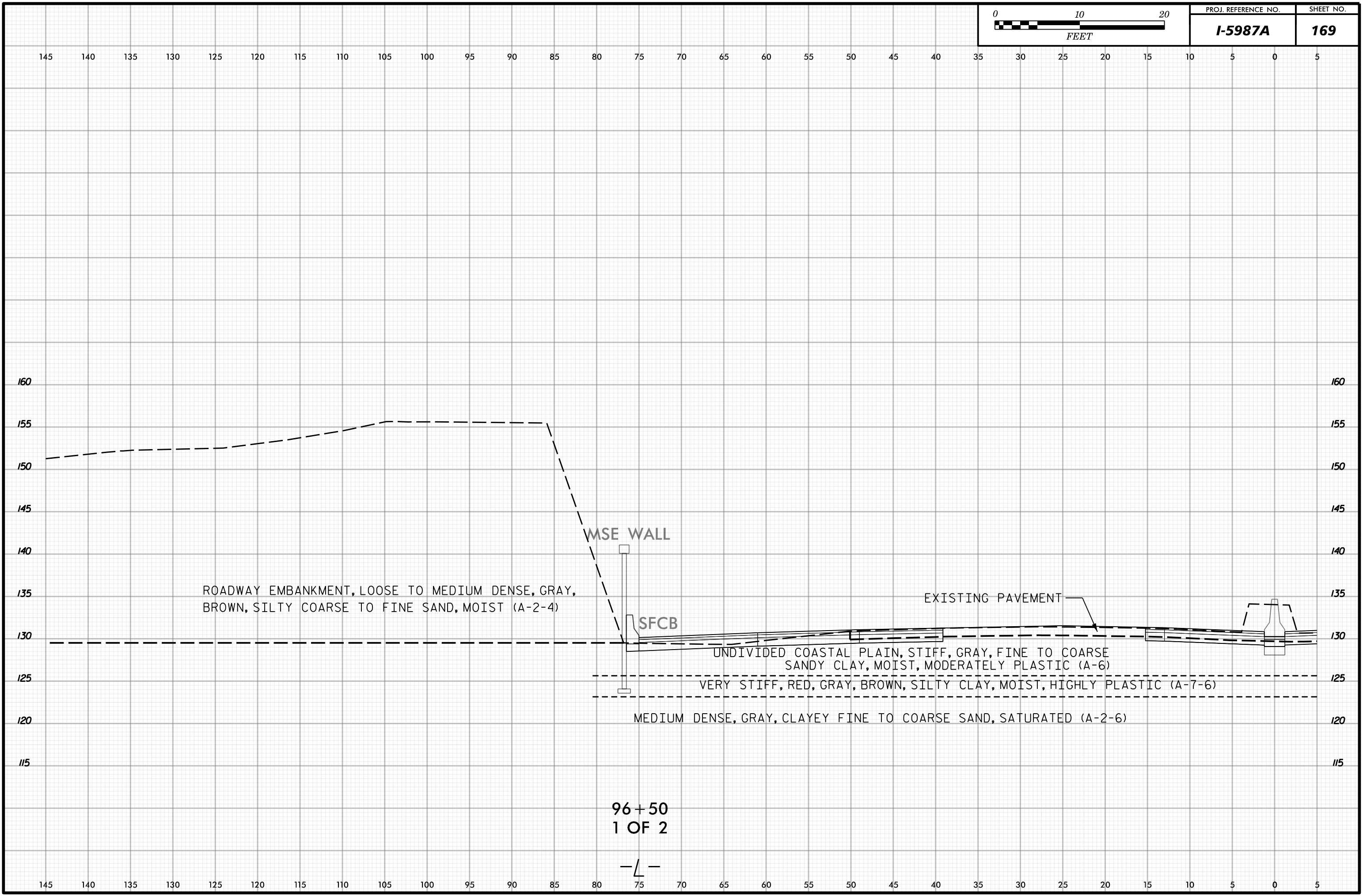
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96+00
2 OF 2







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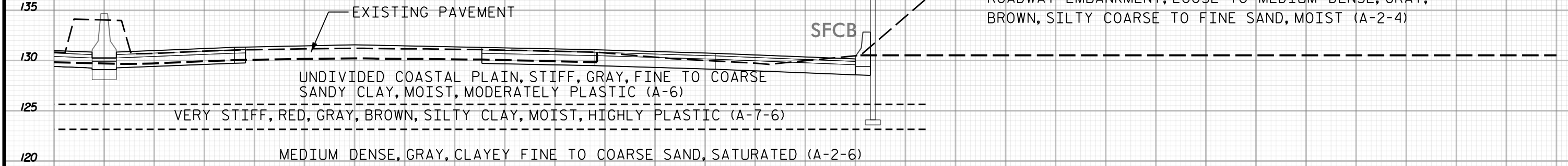
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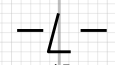
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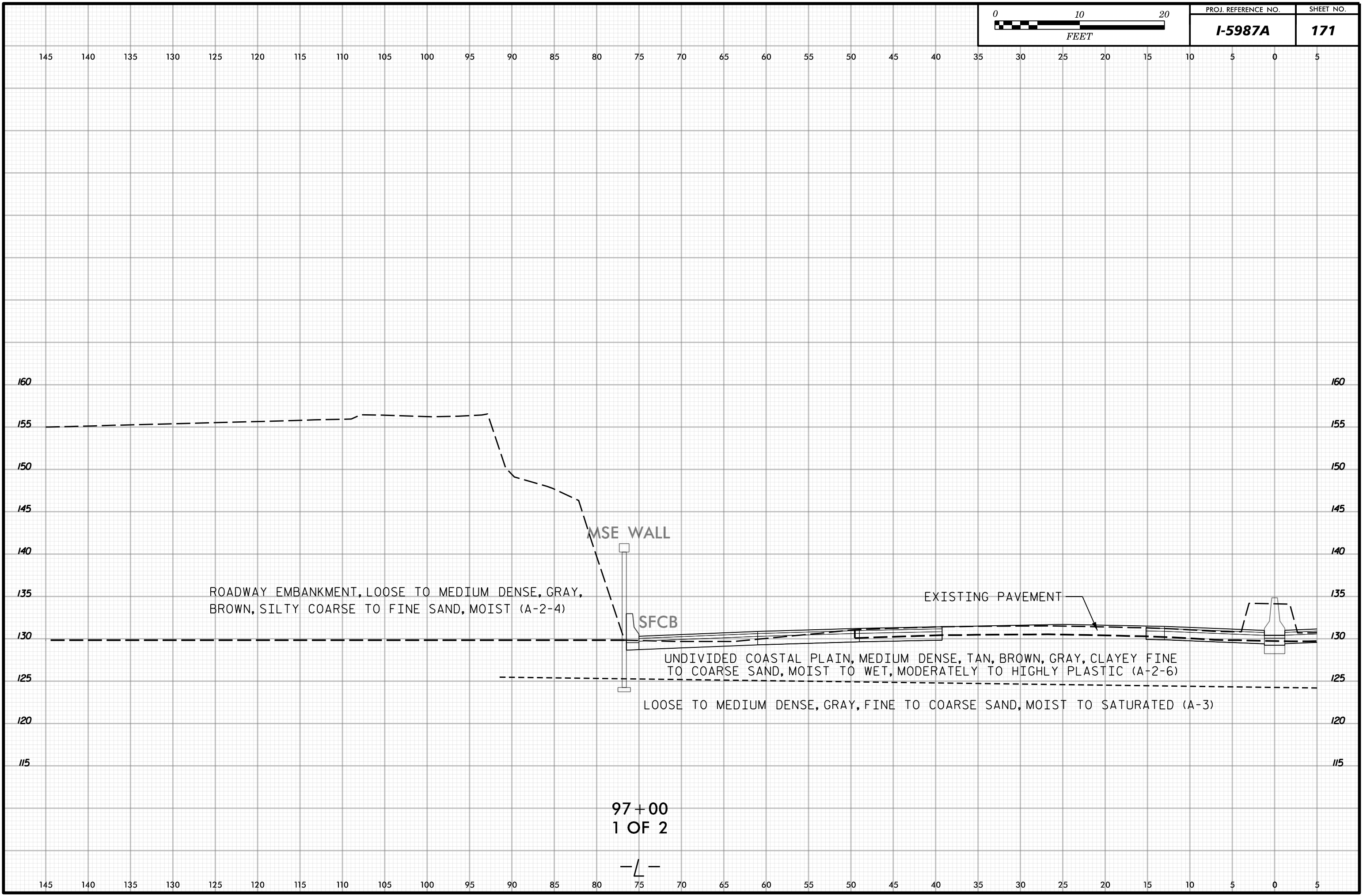
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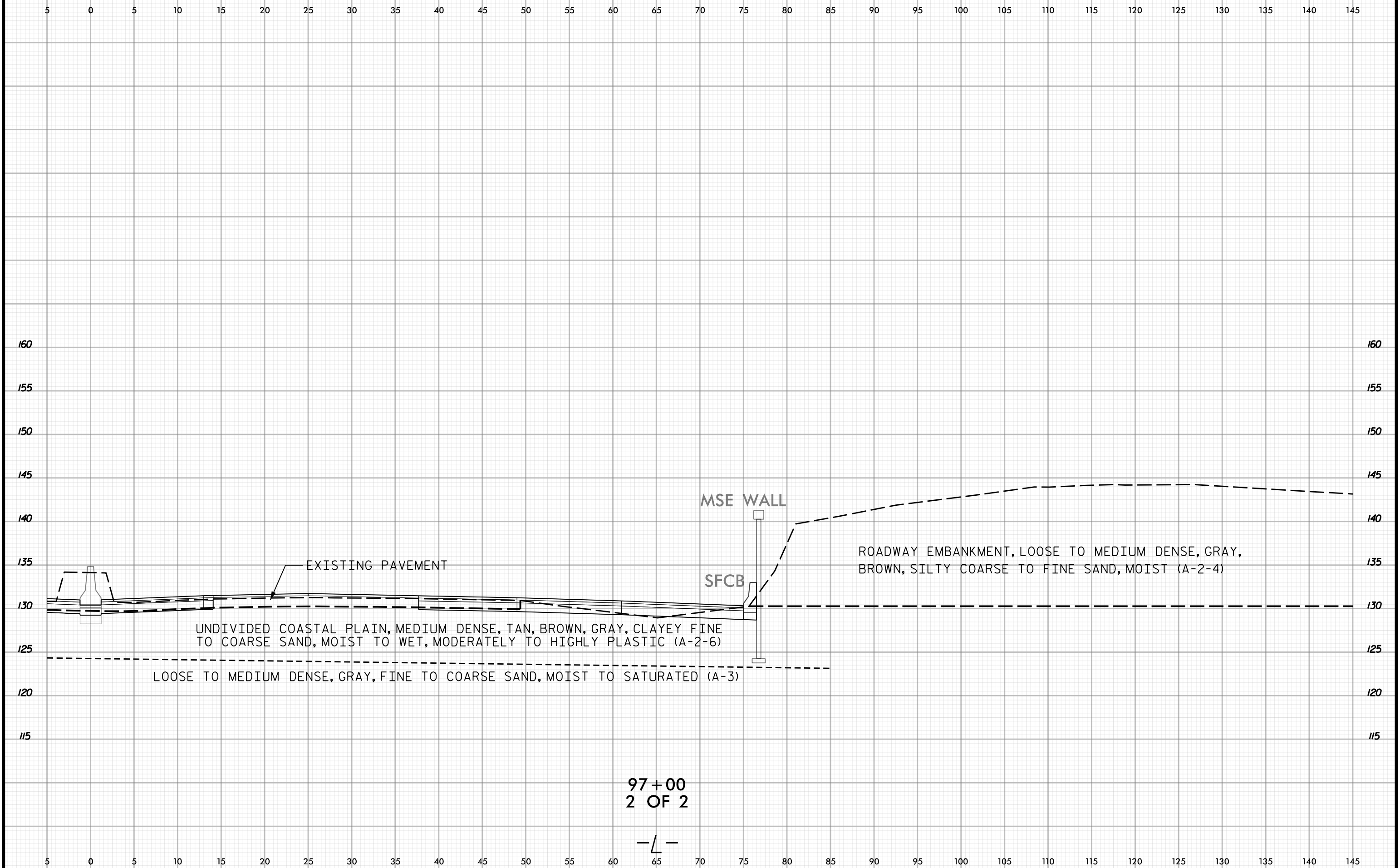
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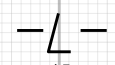
96+50
2 OF 2

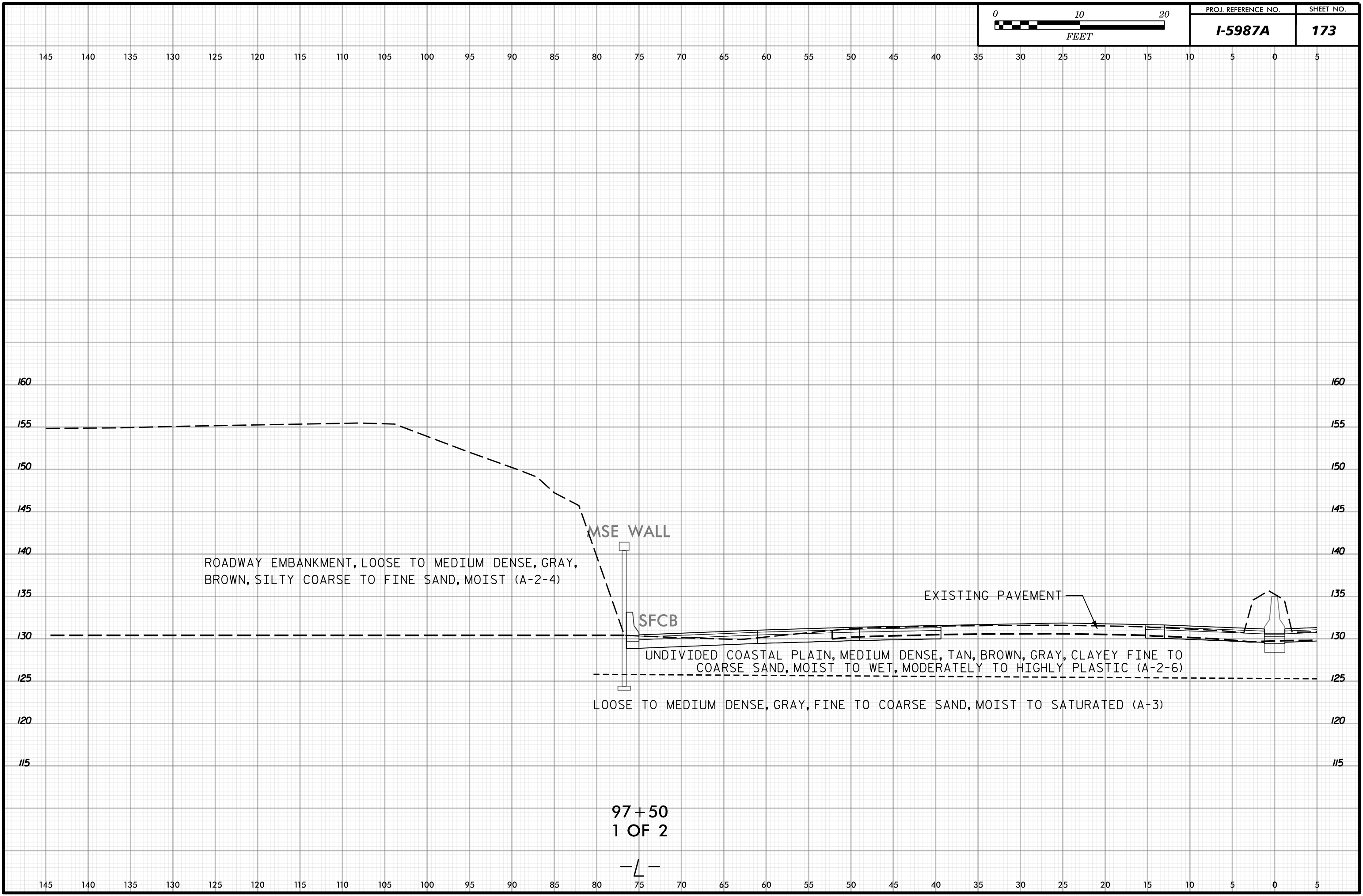






97+00
2 OF 2





ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

MSE WALL

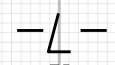
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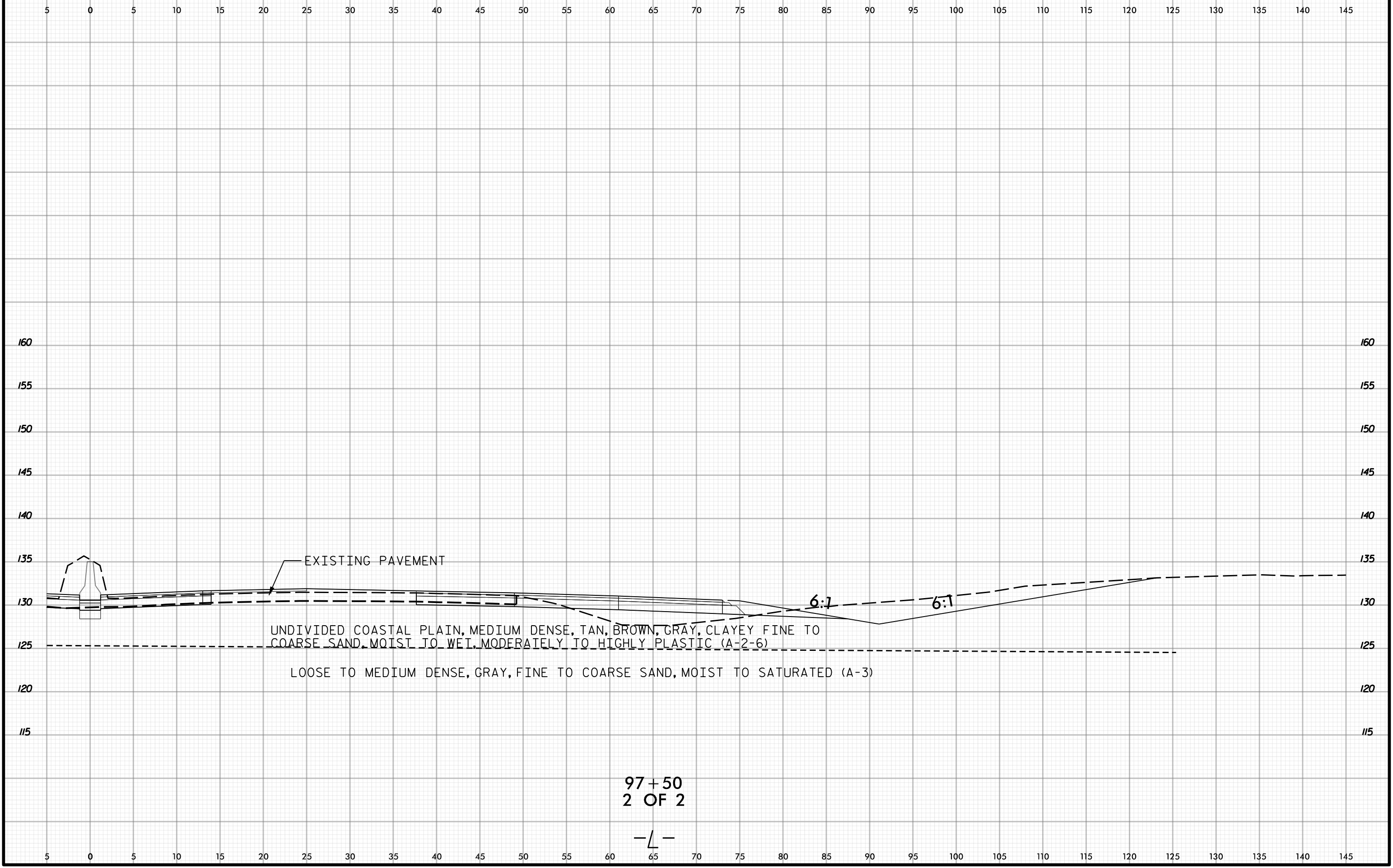
EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, TAN, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MOIST TO WET, MODERATELY TO HIGHLY PLASTIC (A-2-6)

LOOSE TO MEDIUM DENSE, GRAY, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

97+50
1 OF 2





EXISTING PAVEMENT

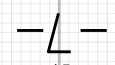
UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, TAN, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MOIST TO WET, MODERATELY TO HIGHLY PLASTIC (A-2-6)

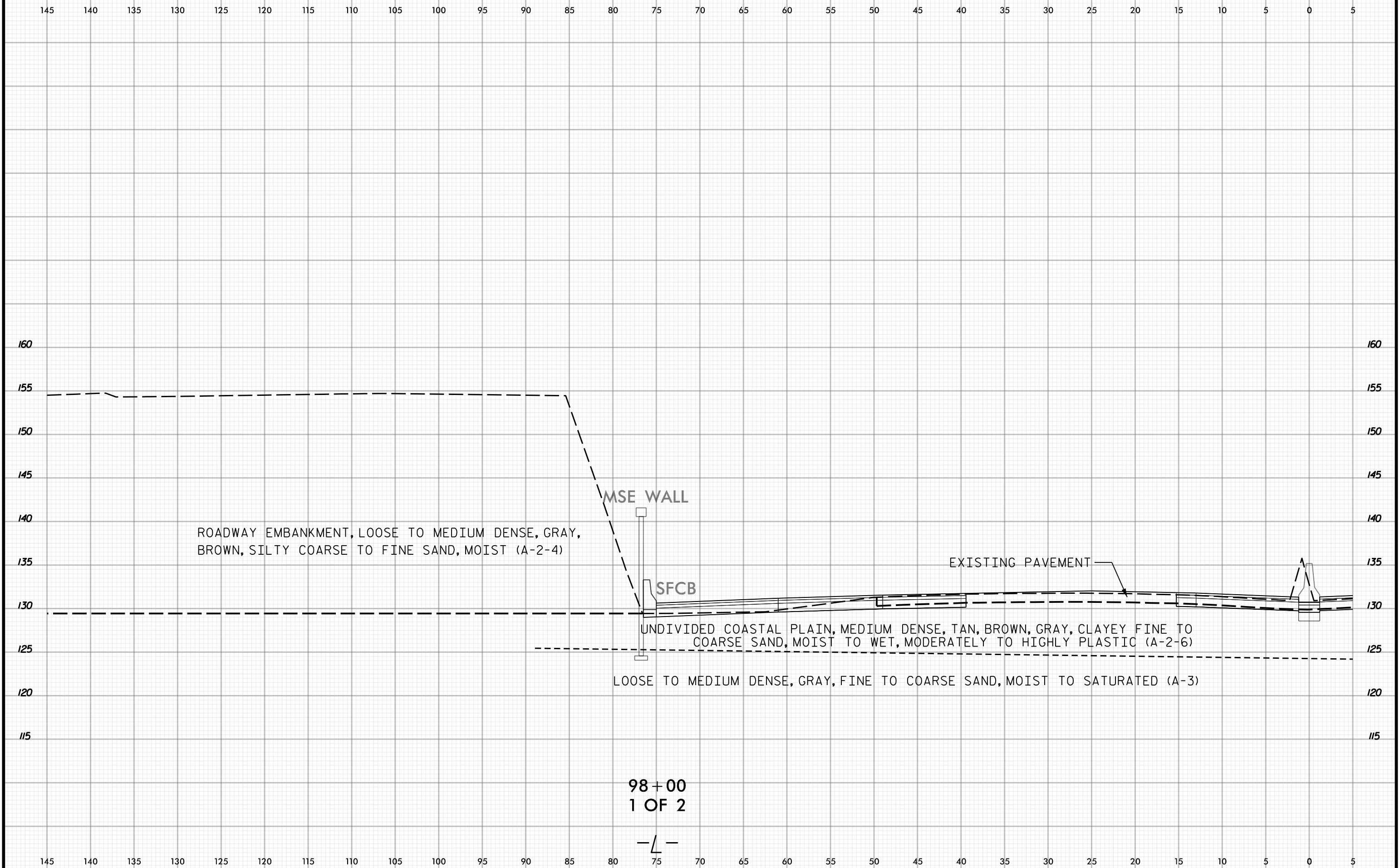
LOOSE TO MEDIUM DENSE, GRAY, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

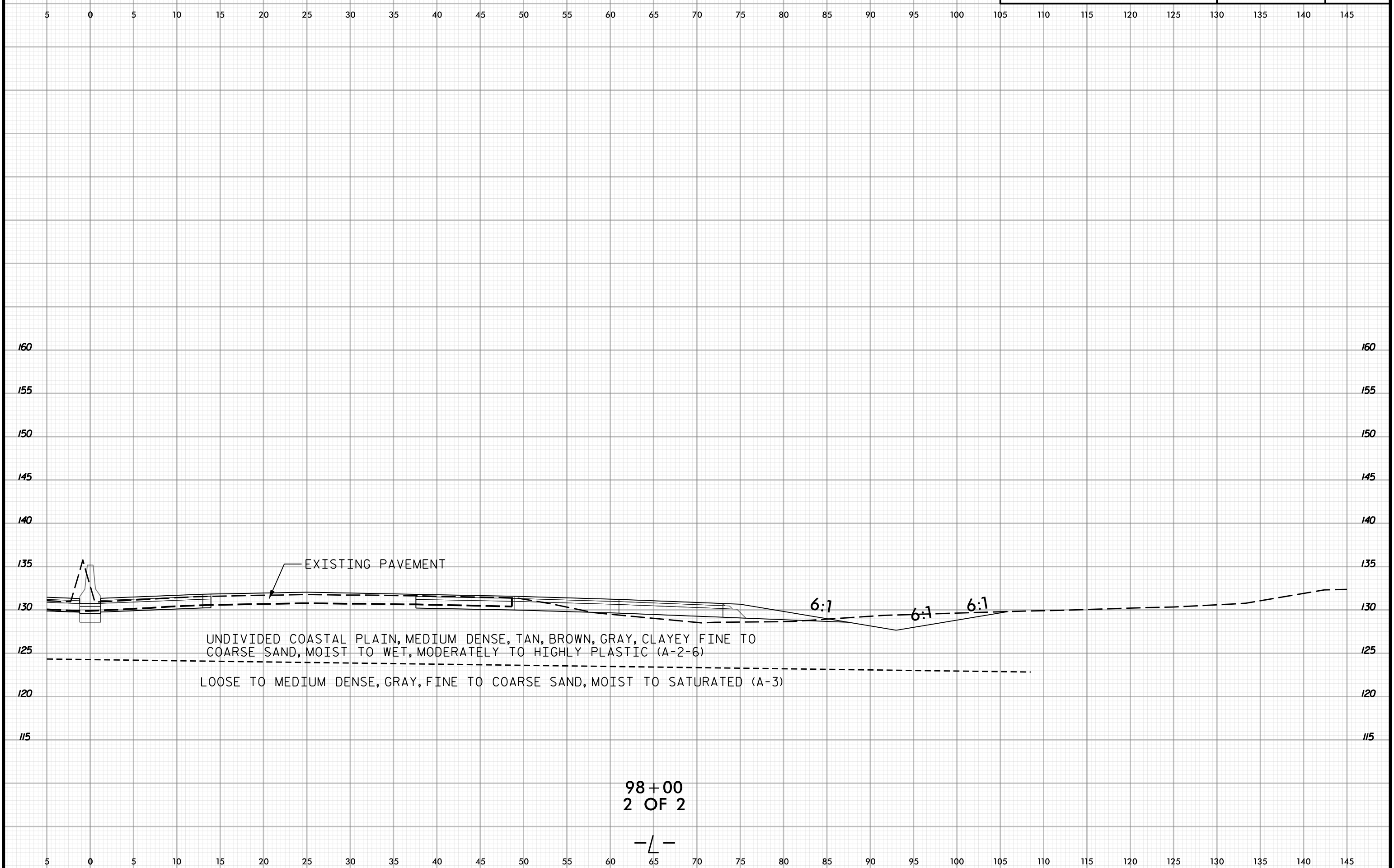
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6:1

97+50
2 OF 2







EXISTING PAVEMENT

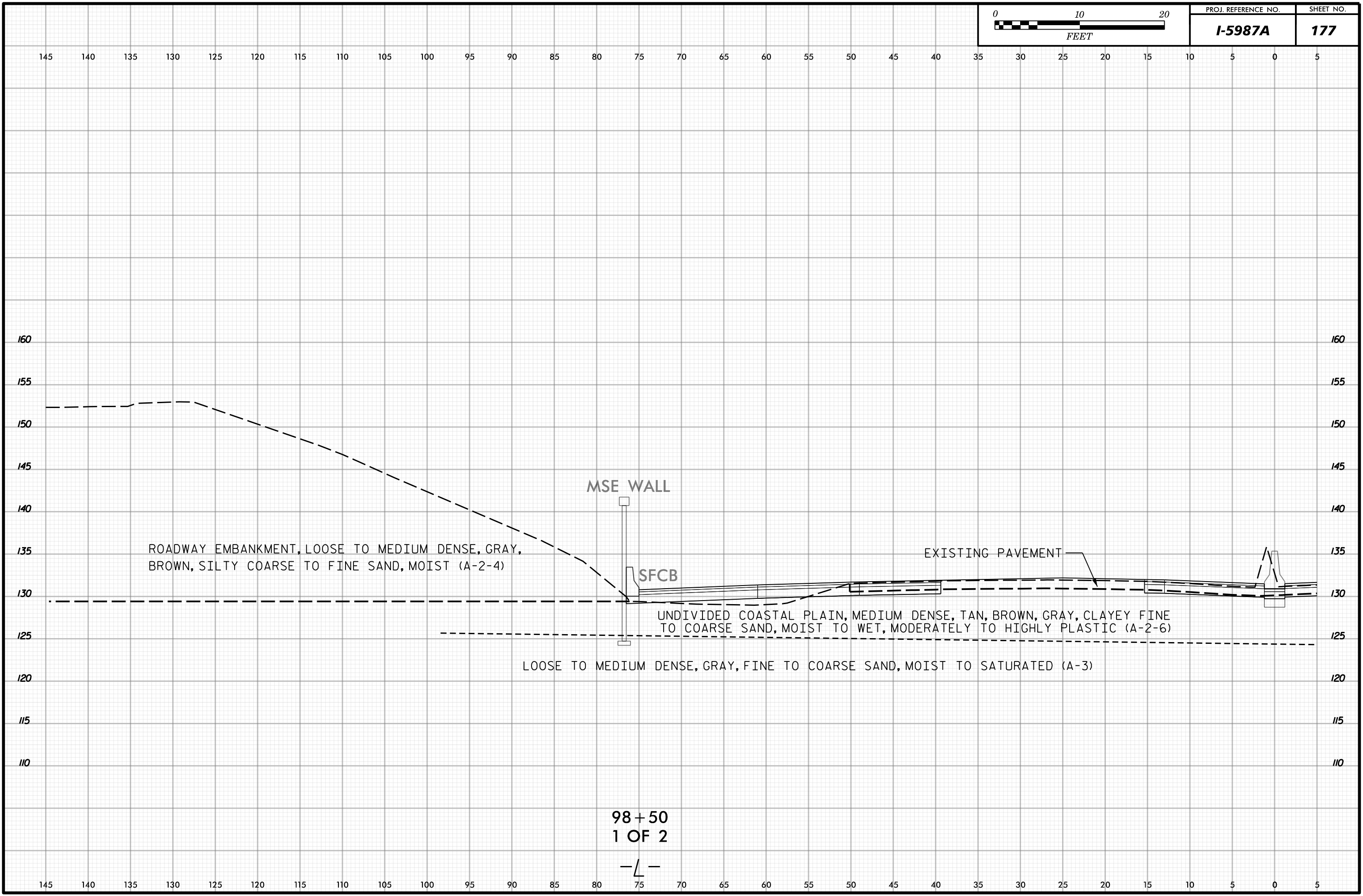
UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, TAN, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MOIST TO WET, MODERATELY TO HIGHLY PLASTIC (A-2-6)

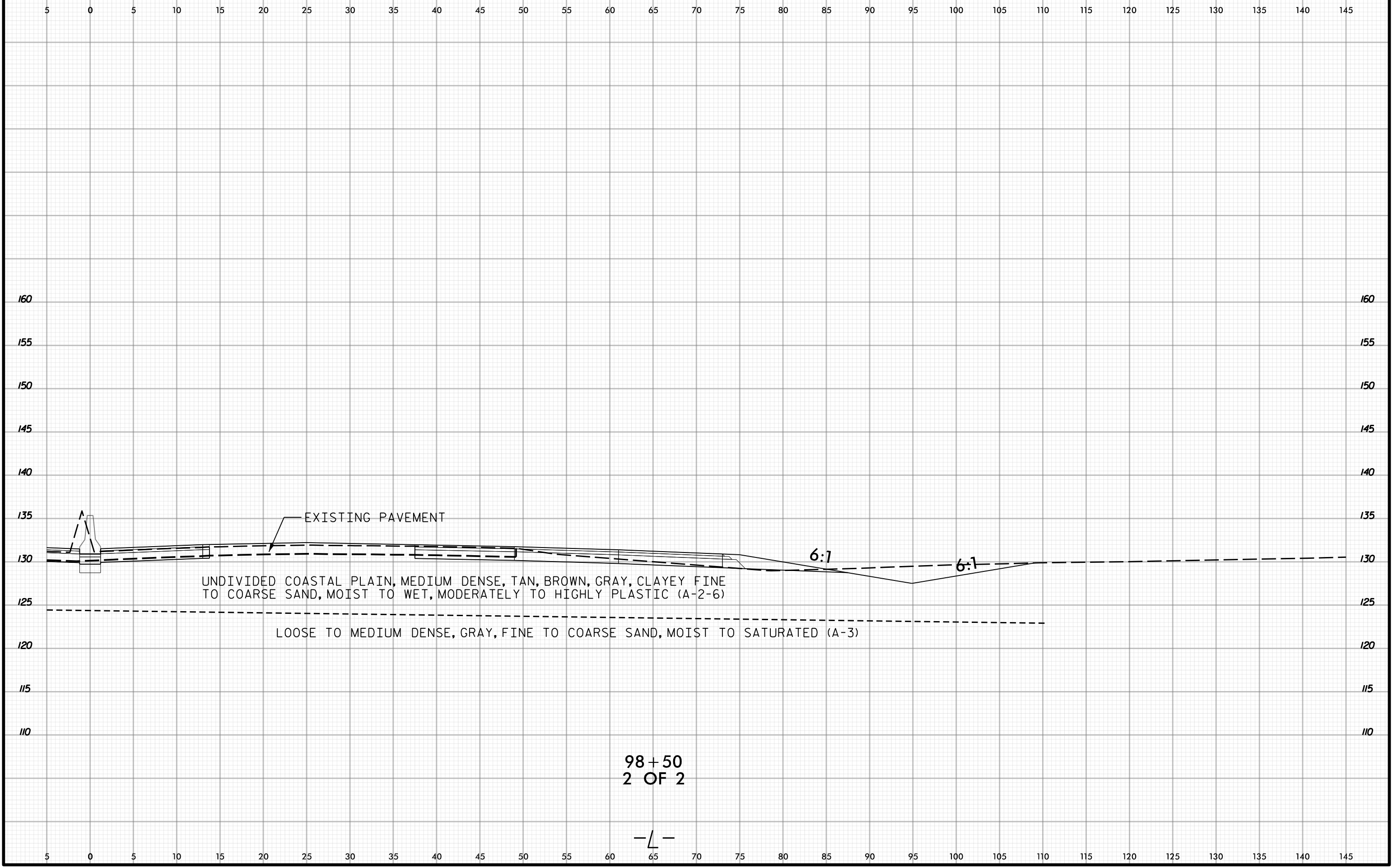
LOOSE TO MEDIUM DENSE, GRAY, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

6:1 6:1 6:1

98+00
2 OF 2

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EXISTING PAVEMENT

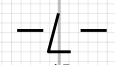
UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, TAN, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MOIST TO WET, MODERATELY TO HIGHLY PLASTIC (A-2-6)

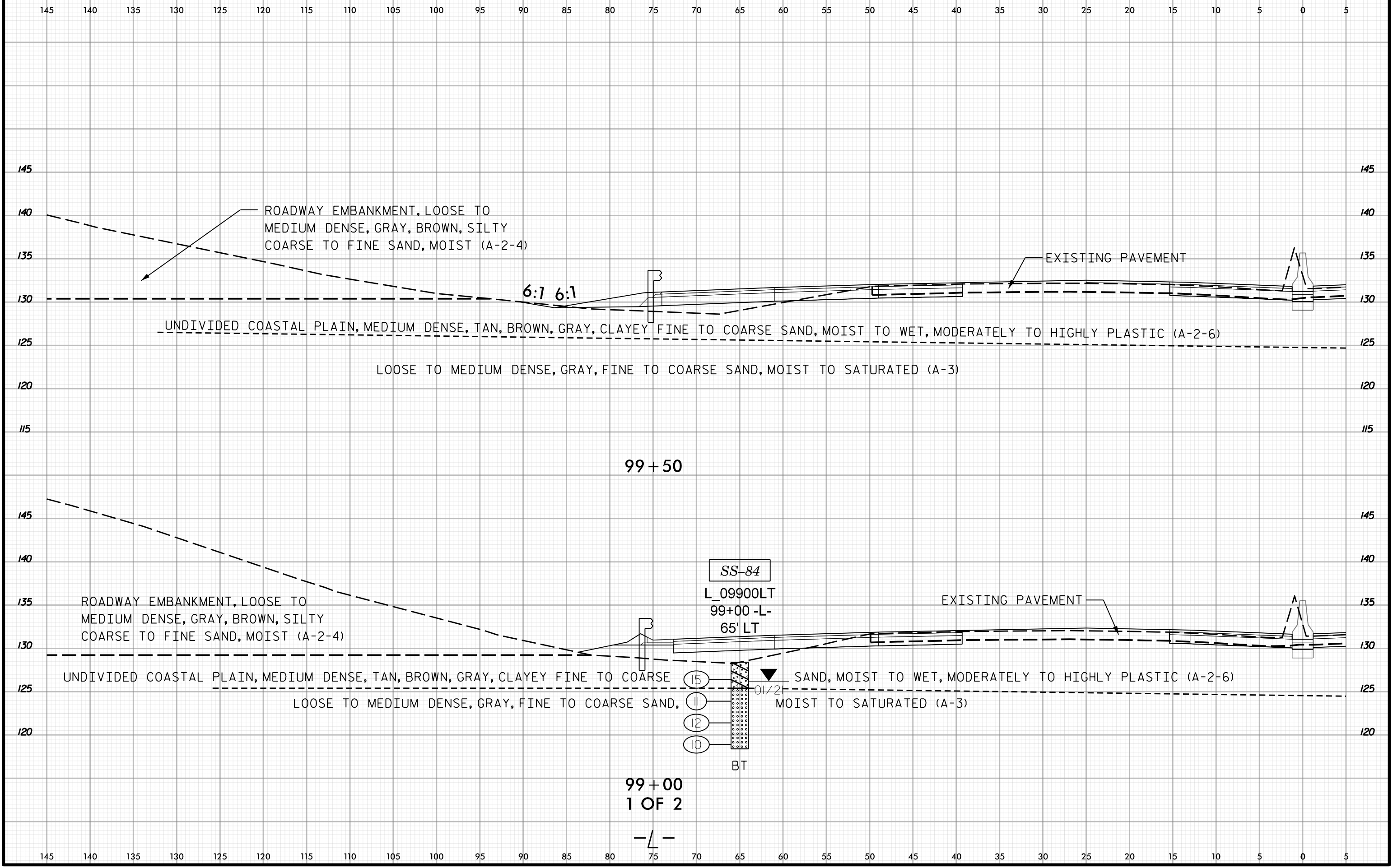
LOOSE TO MEDIUM DENSE, GRAY, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

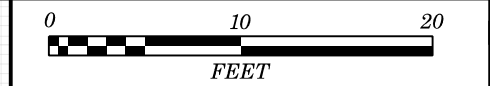
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6:1

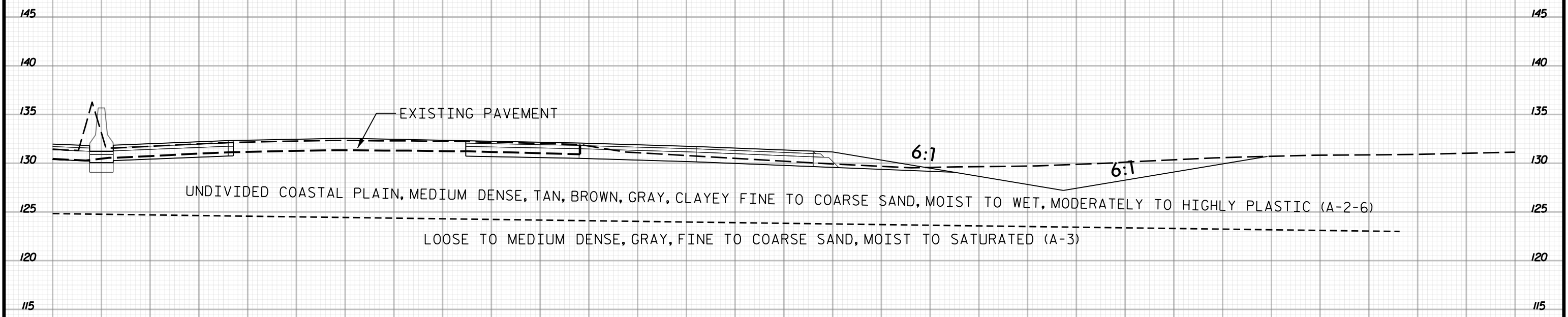
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2 OF 2



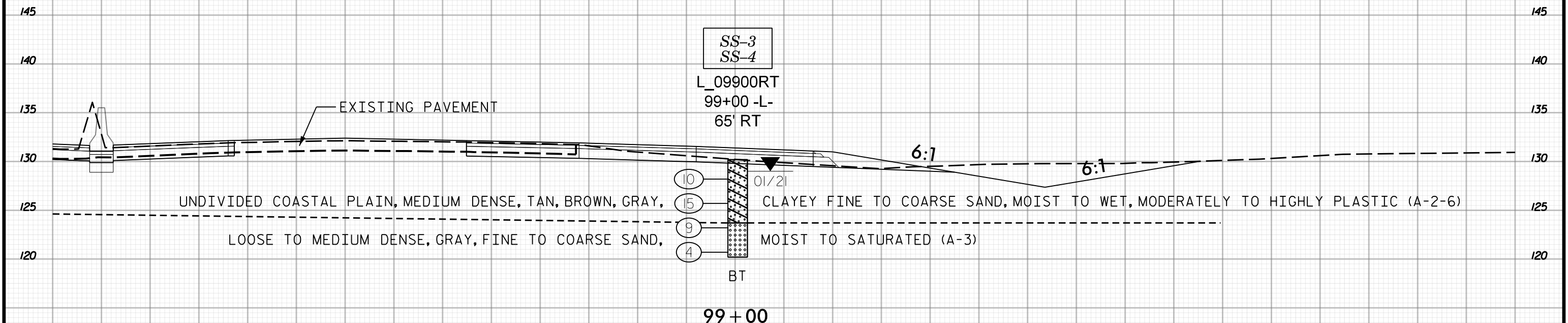




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99 + 50



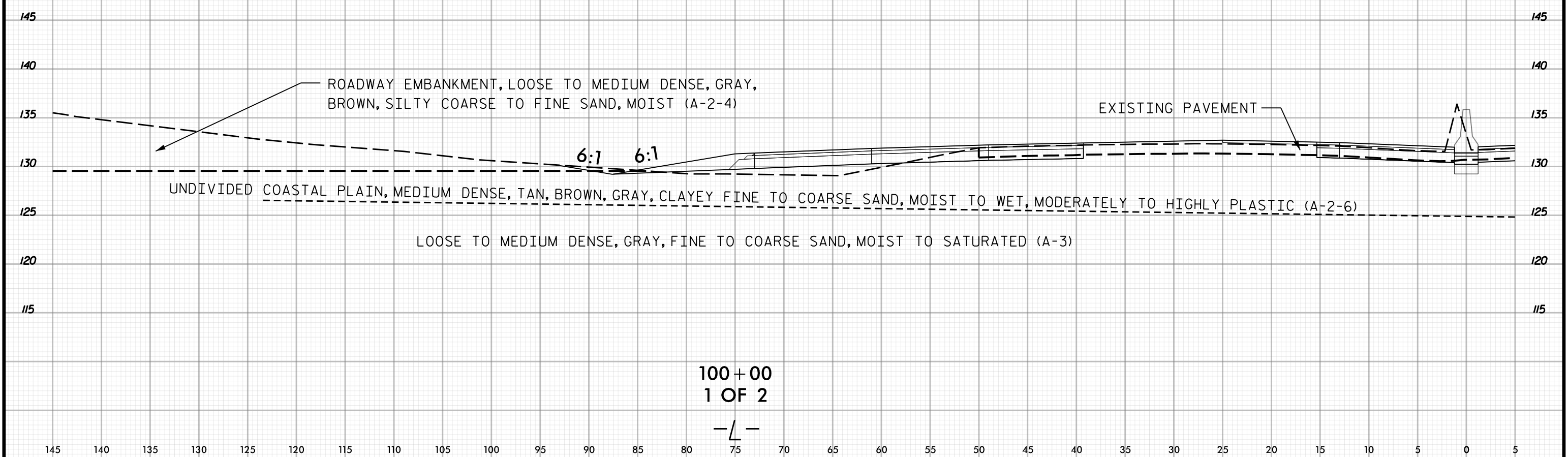
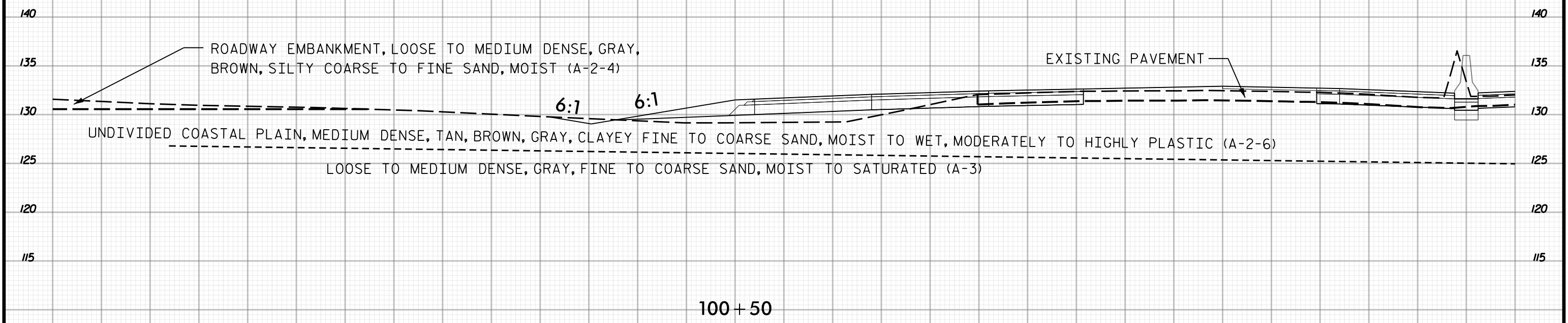
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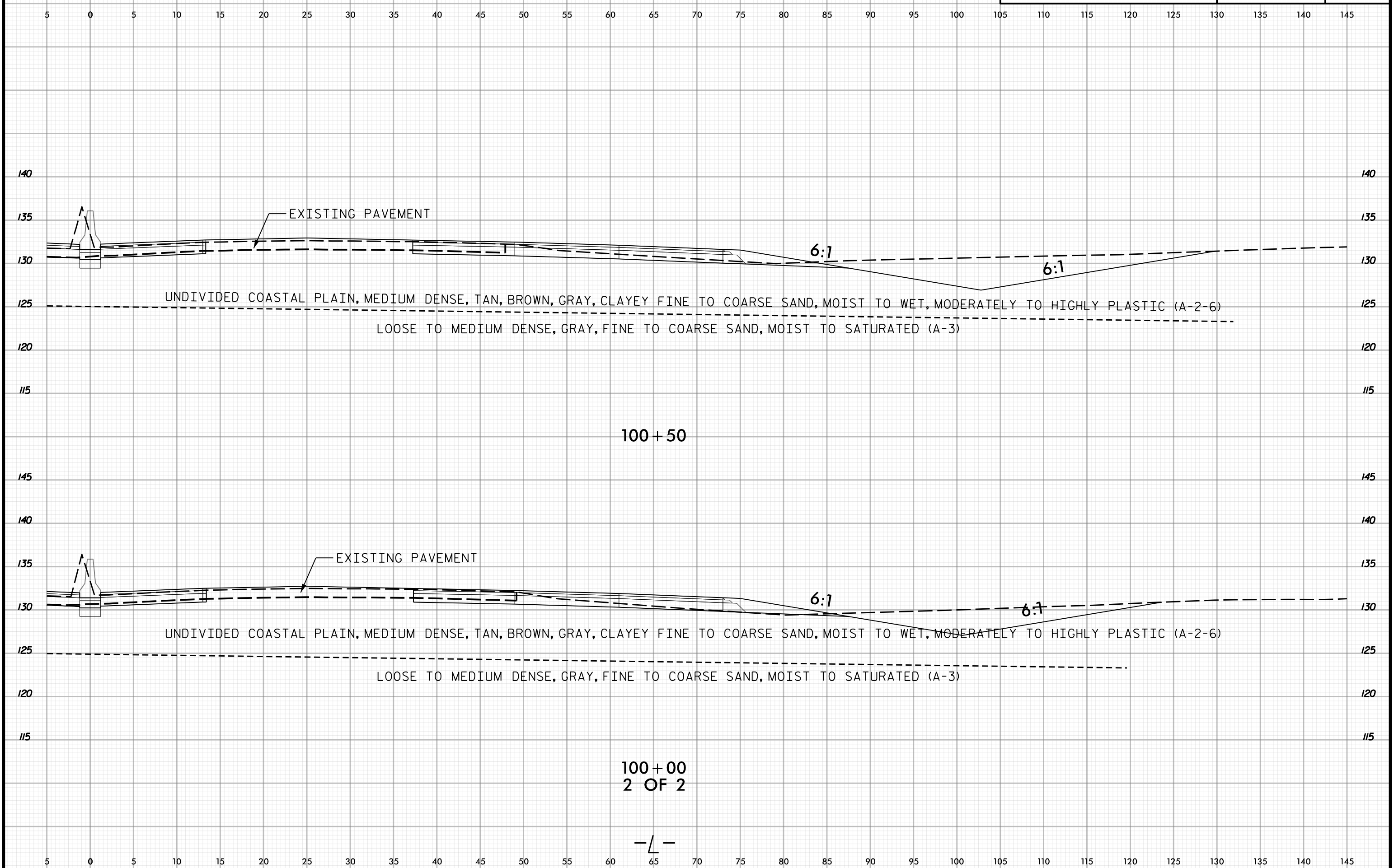
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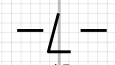
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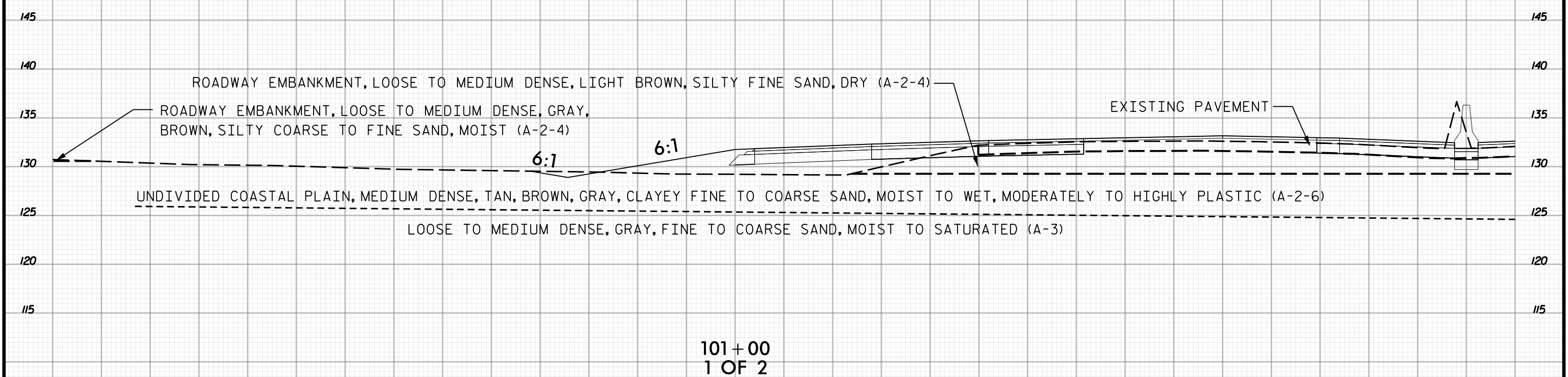
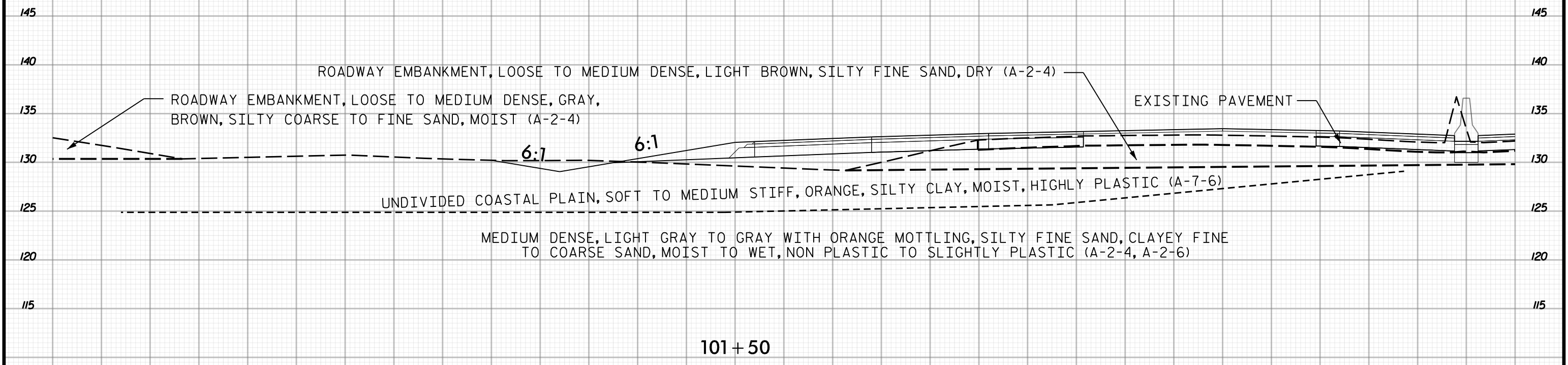
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100+00
2 OF 2





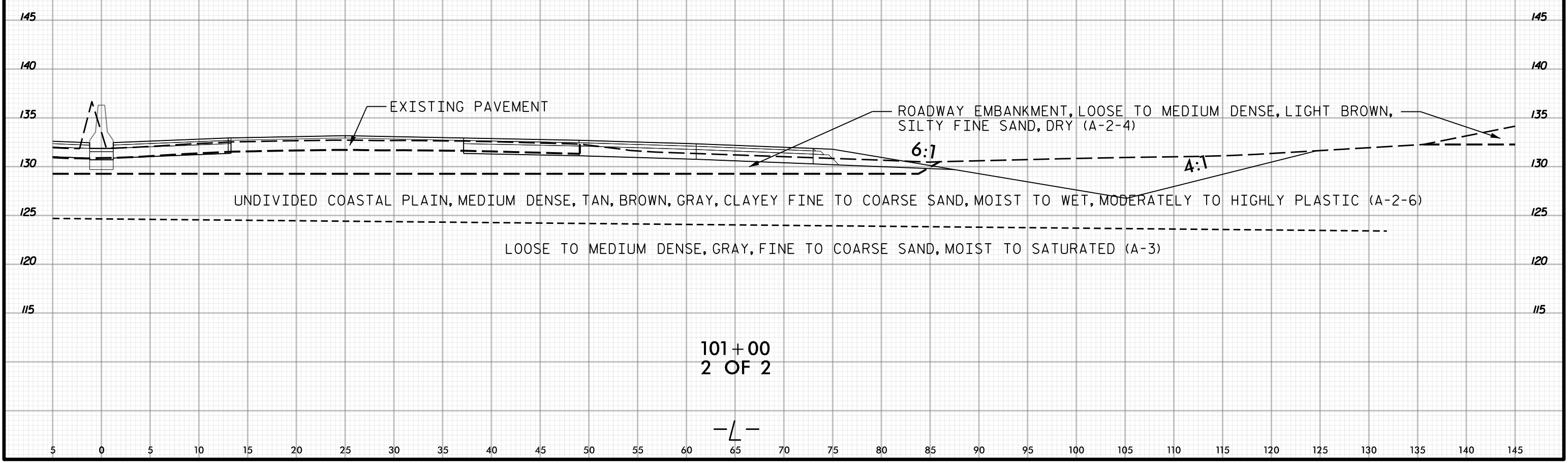
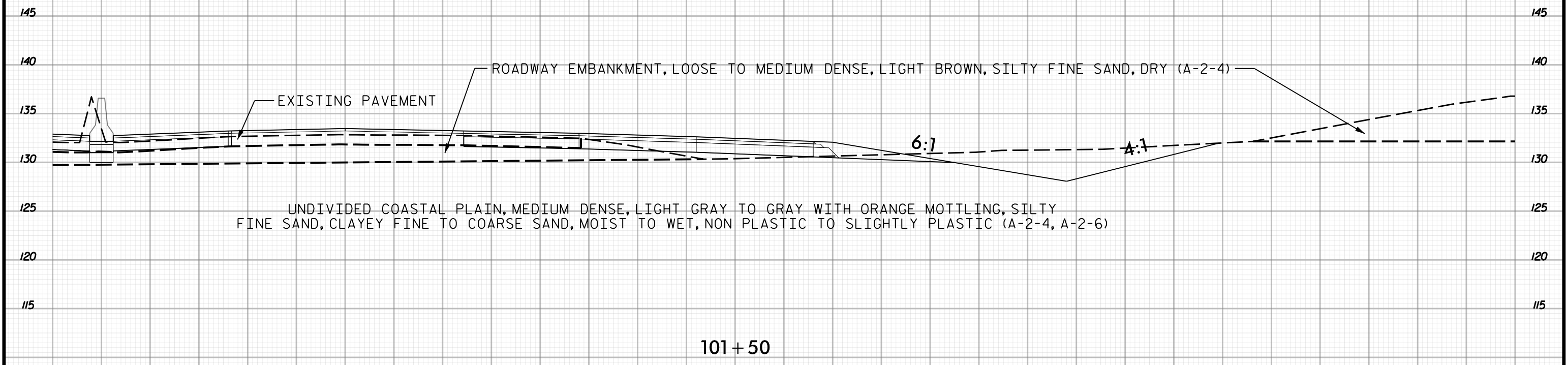
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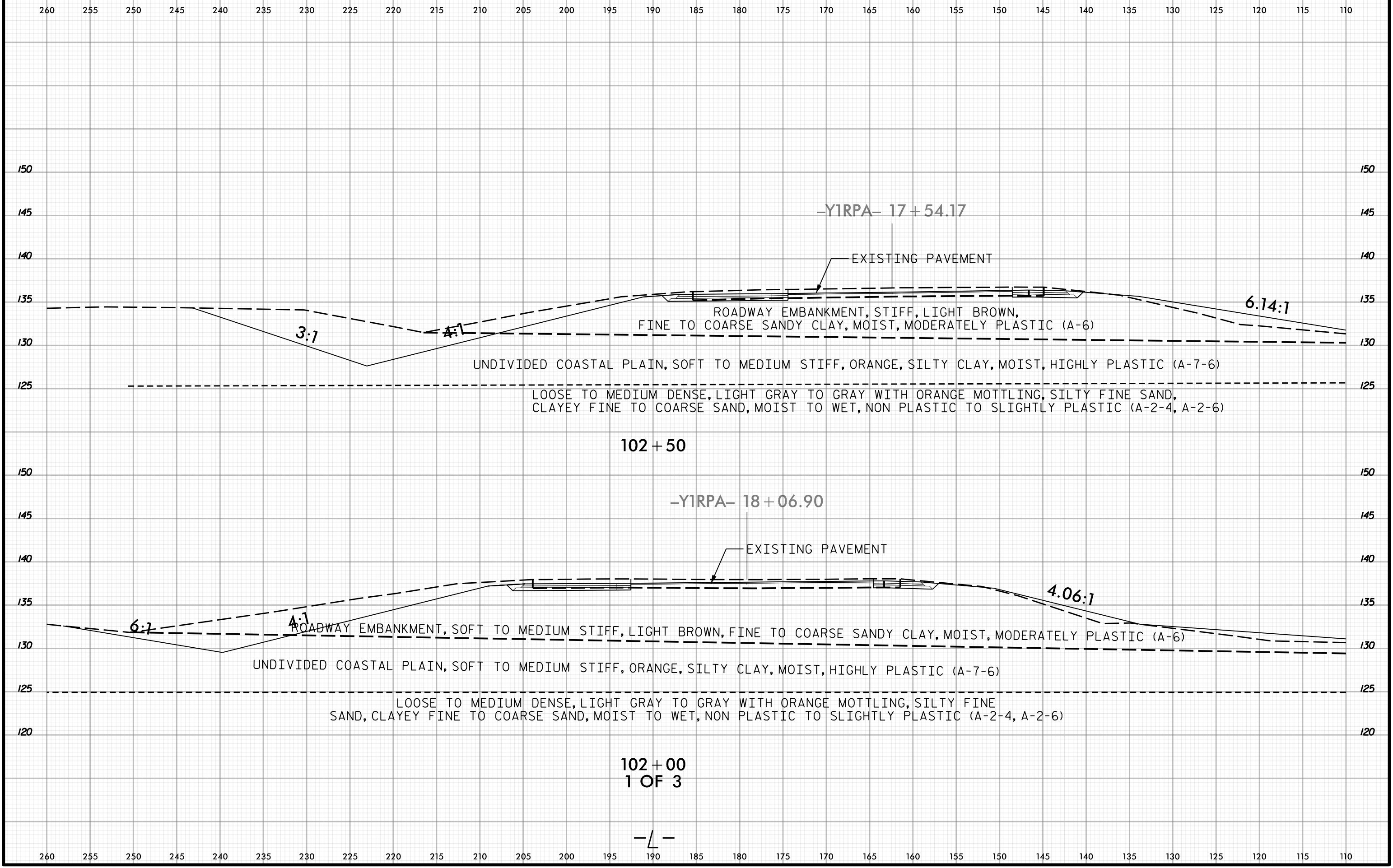


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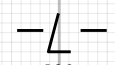


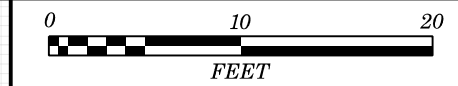


102 + 50

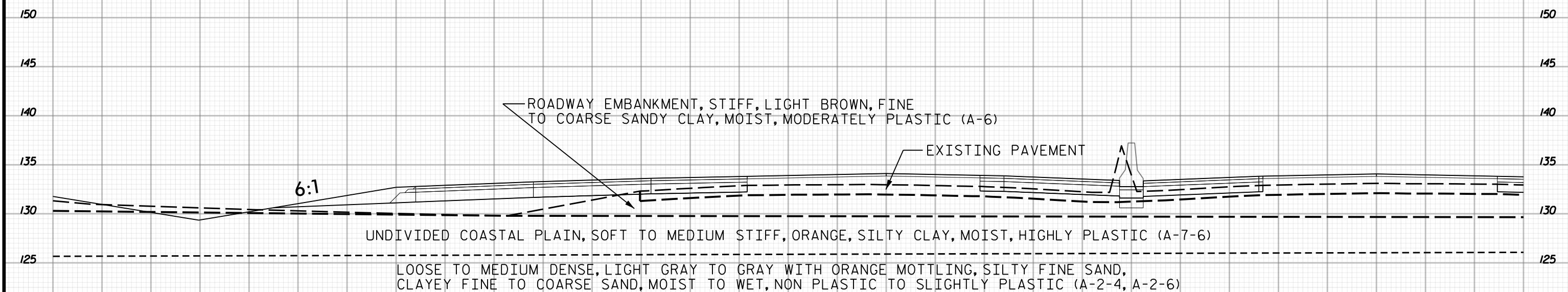
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102 + 00
1 OF 3

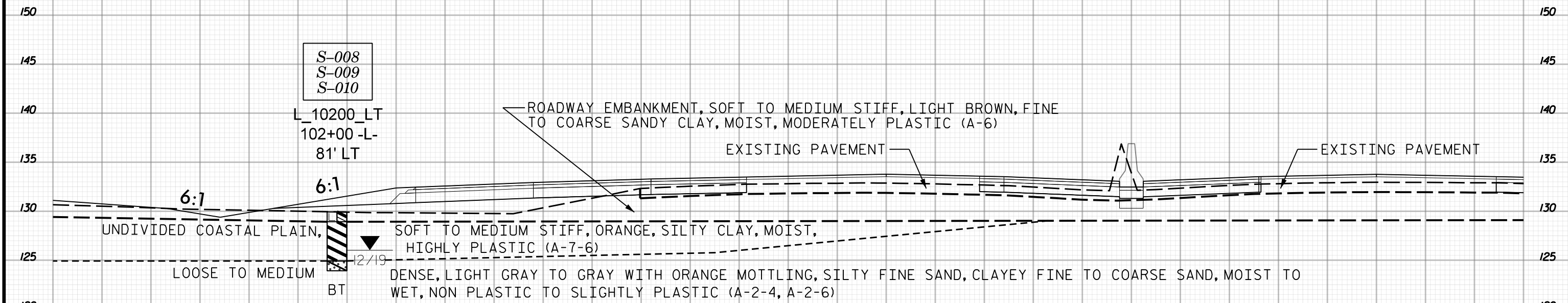




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102 + 50

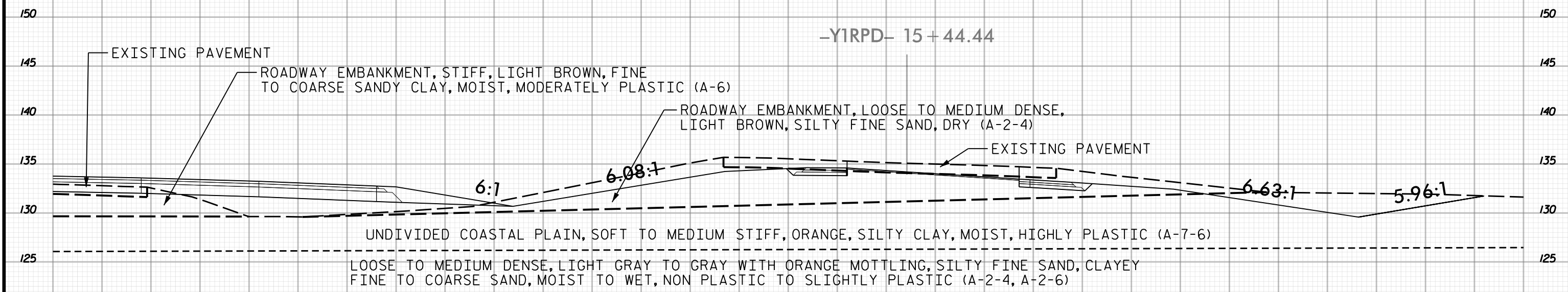


102 + 00
2 OF 3

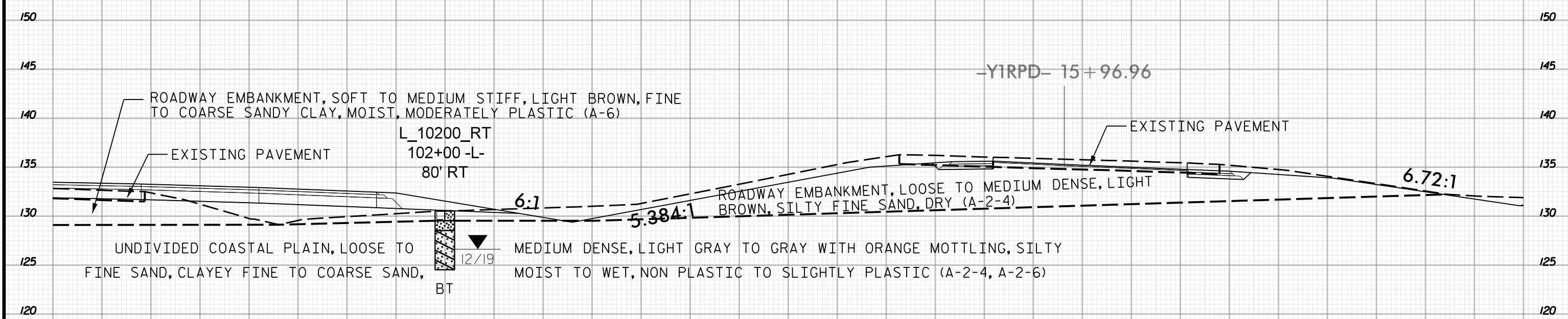
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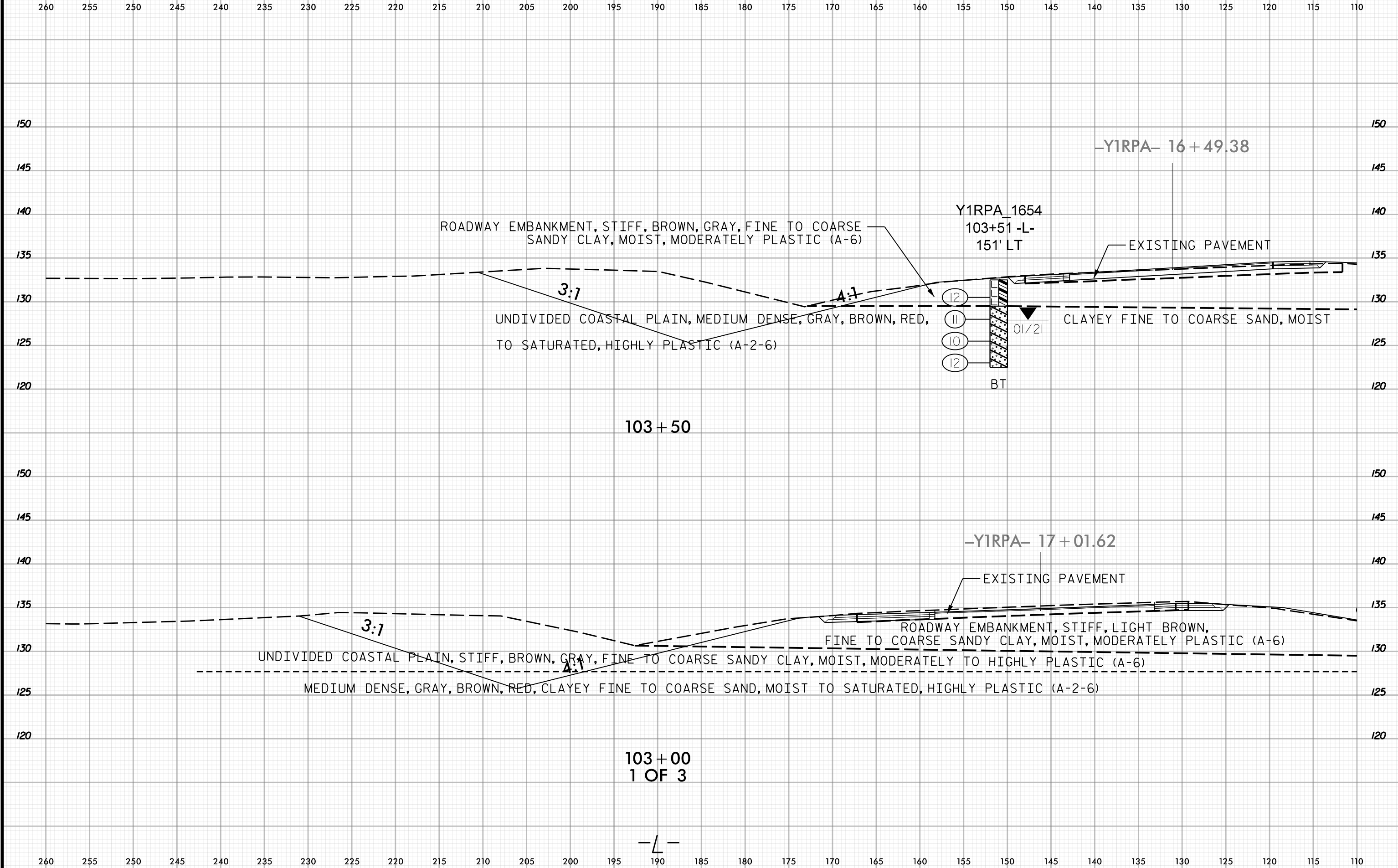
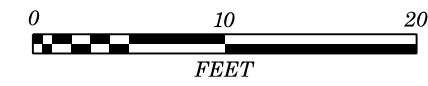


102 + 50



102 + 00
3 OF 3

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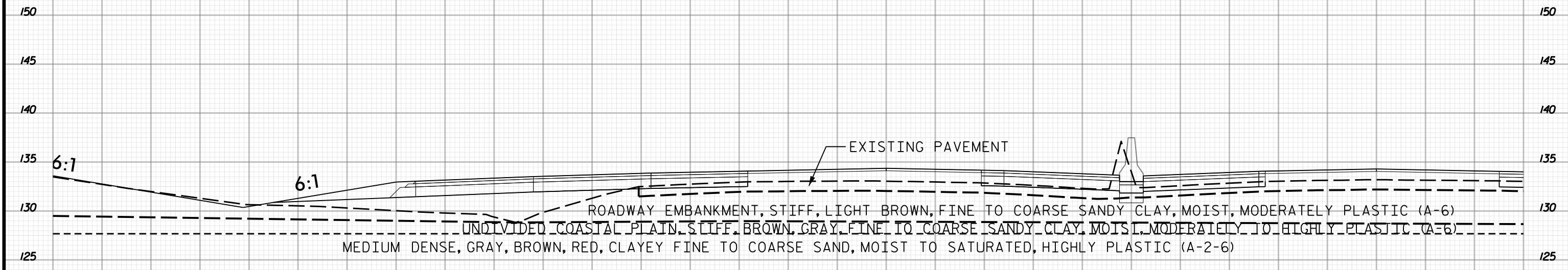
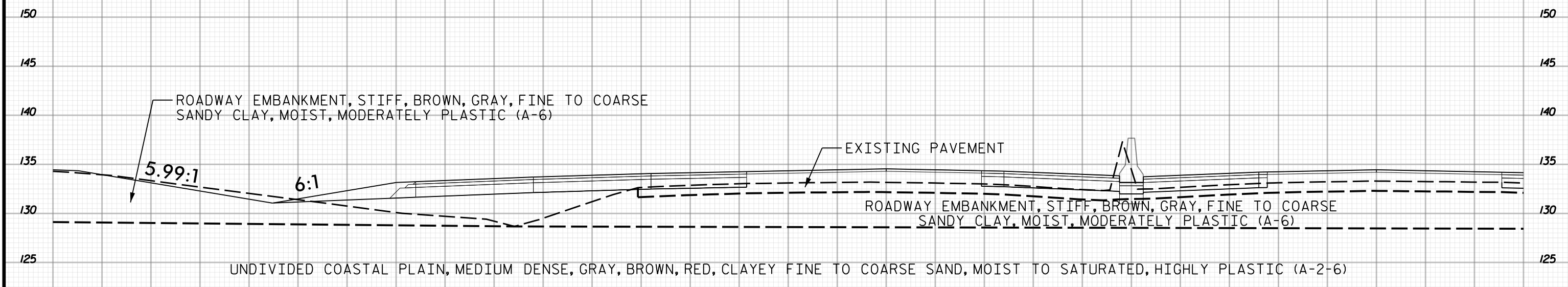


103 + 00
1 OF 3

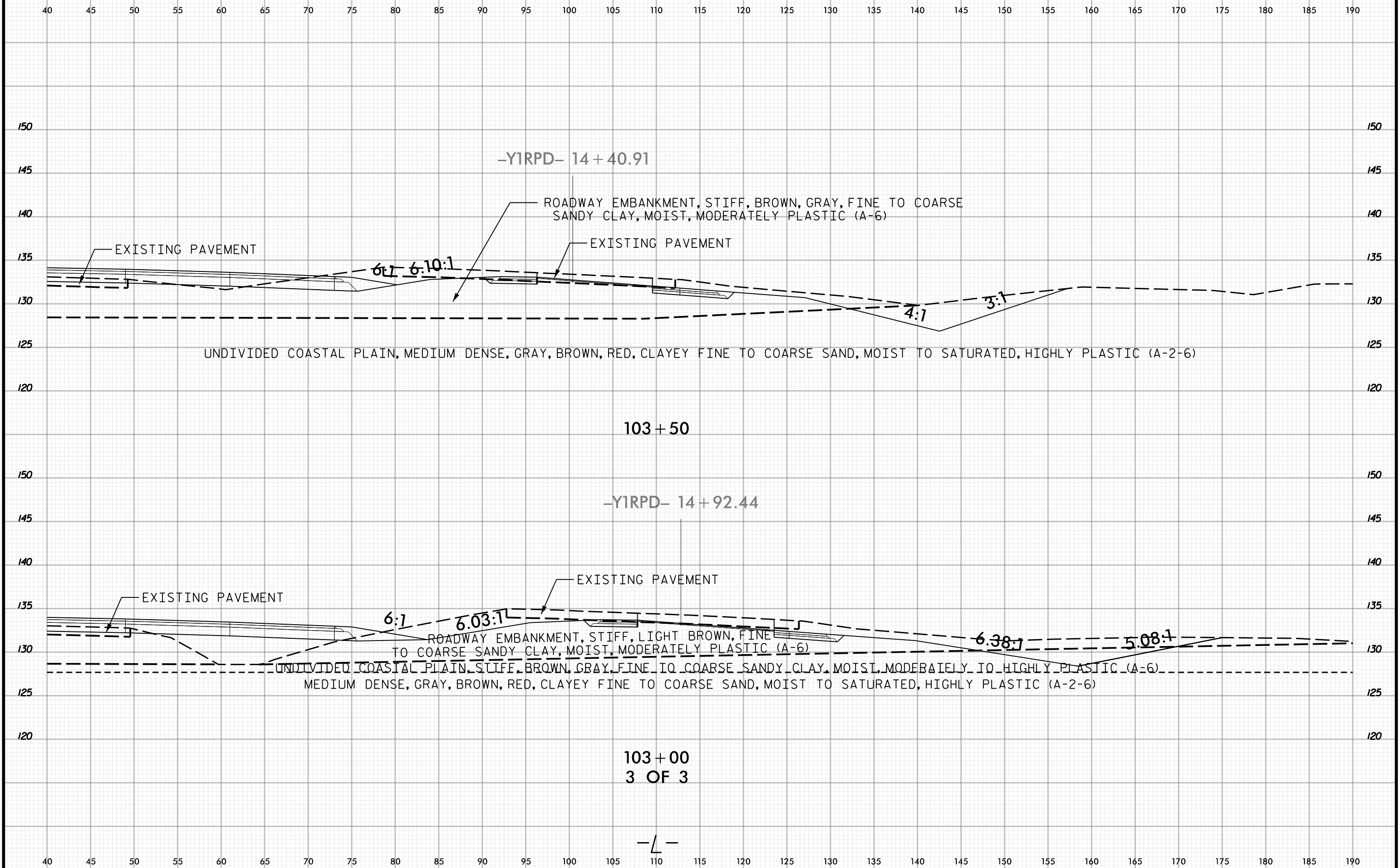




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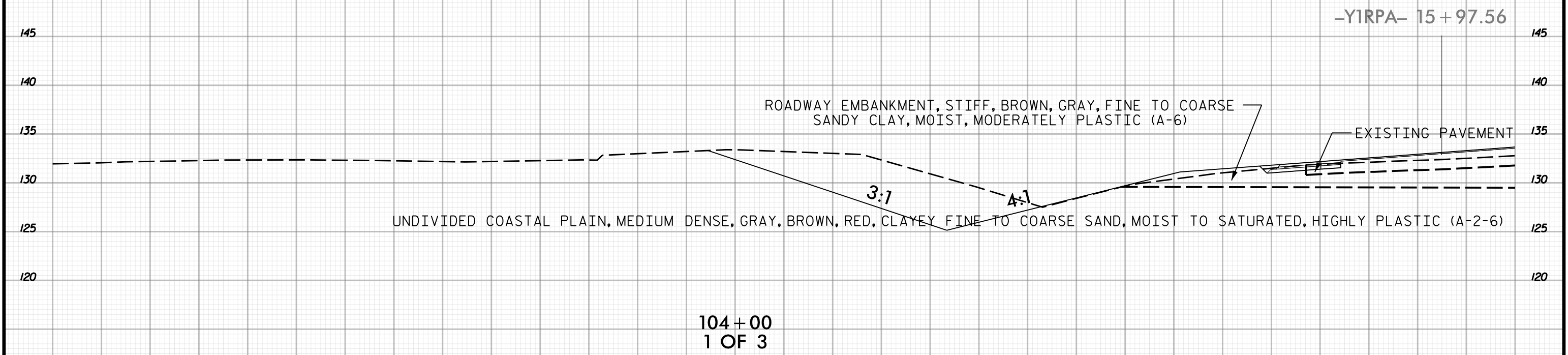
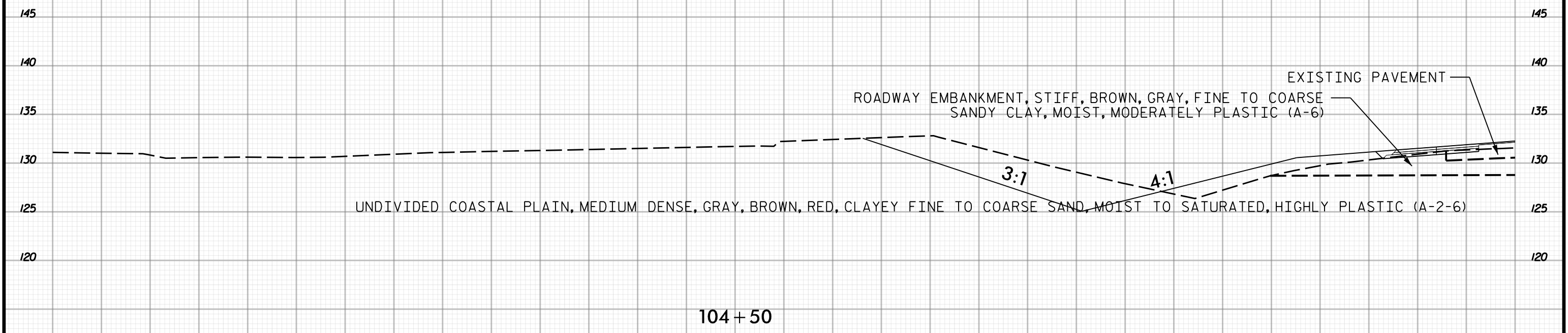


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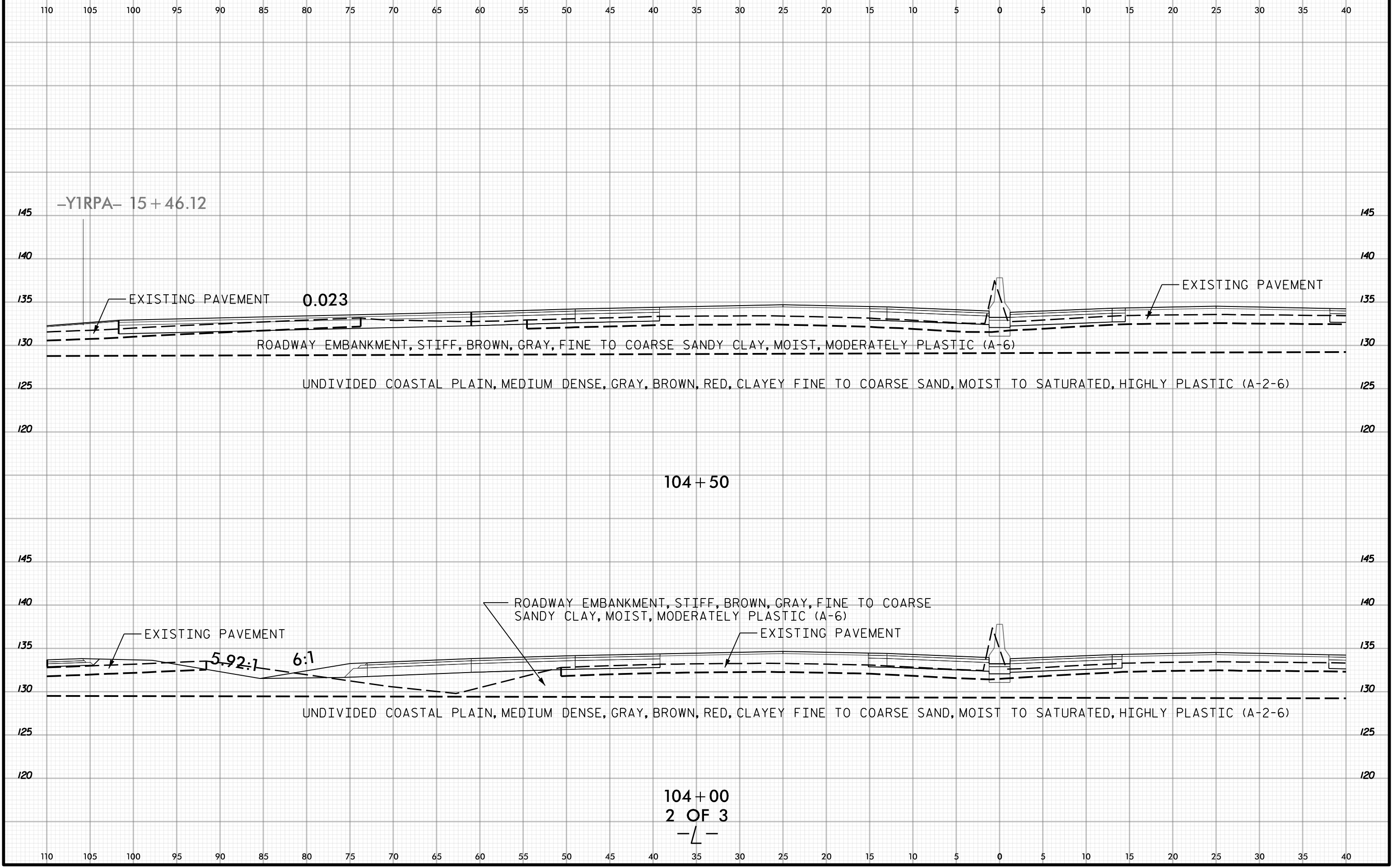




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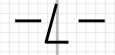


-YIRPA- 15 + 46.12

104 + 50

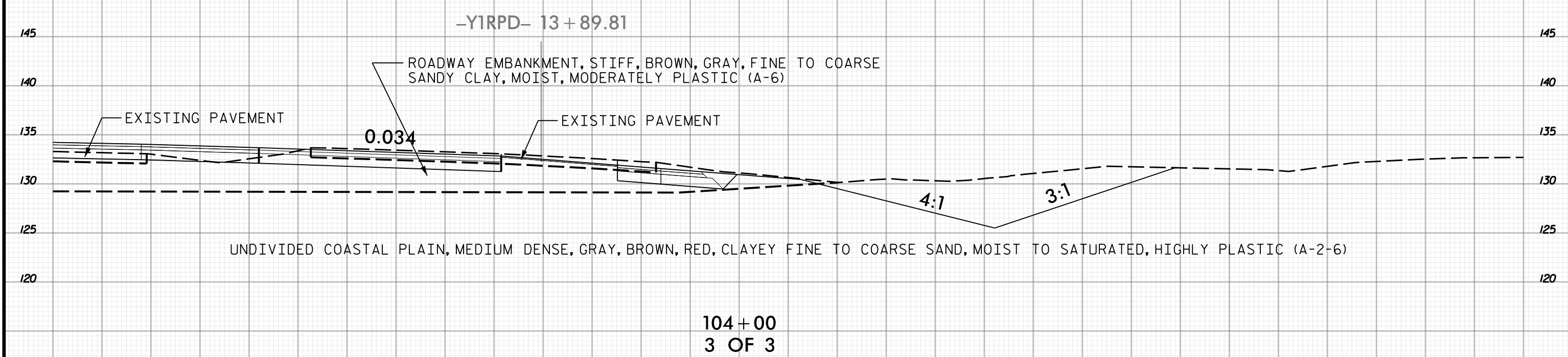
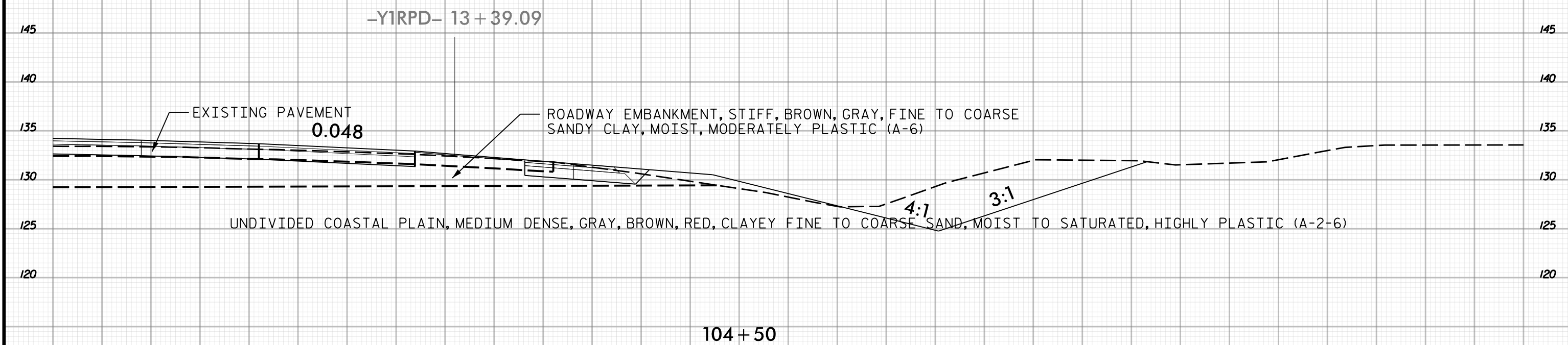
104 + 00

2 OF 3

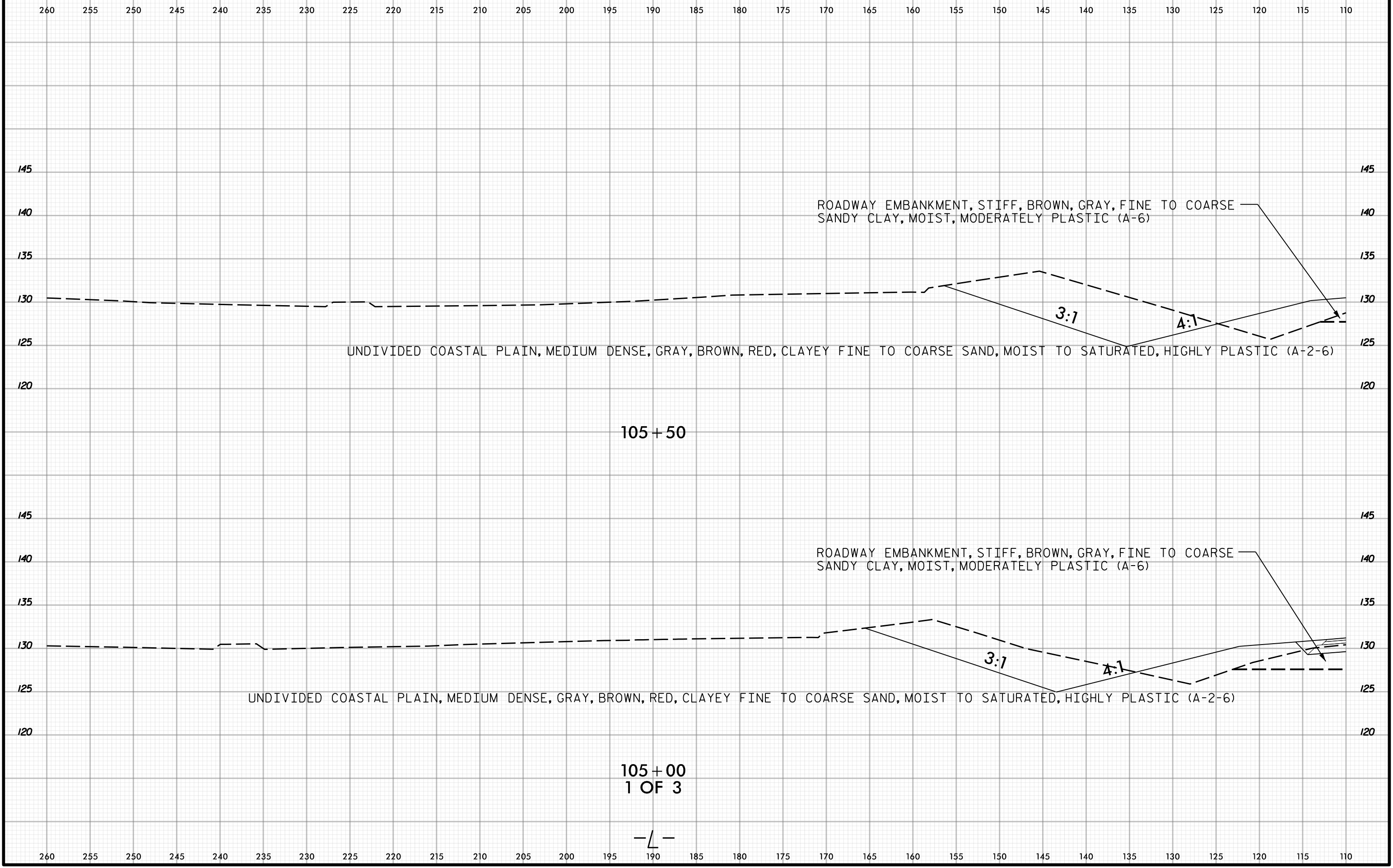




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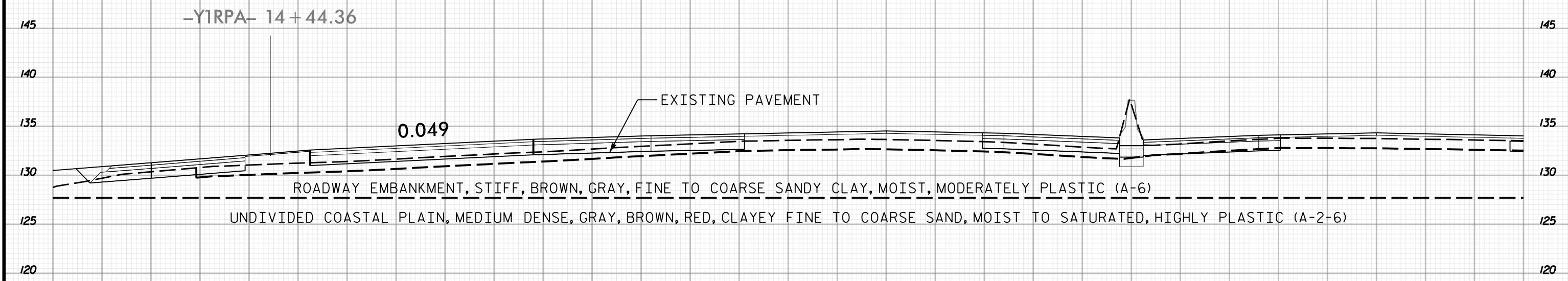


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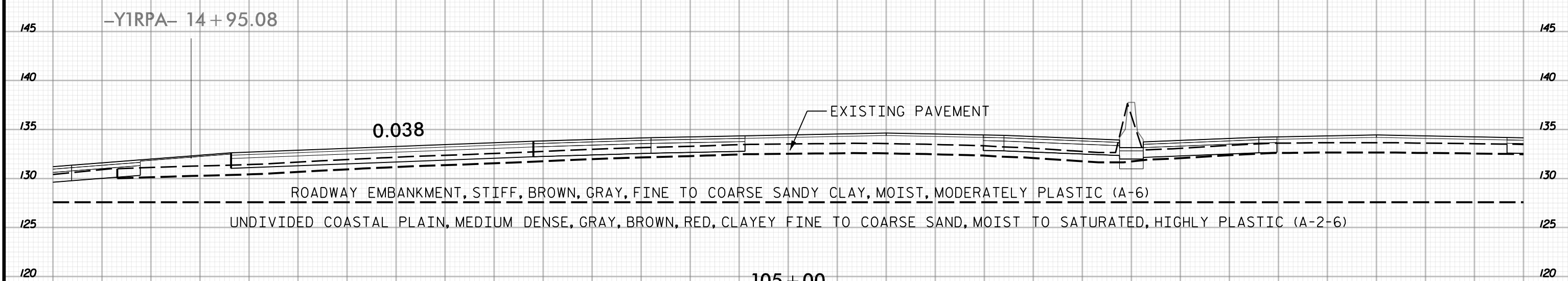




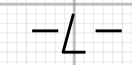
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105 + 50



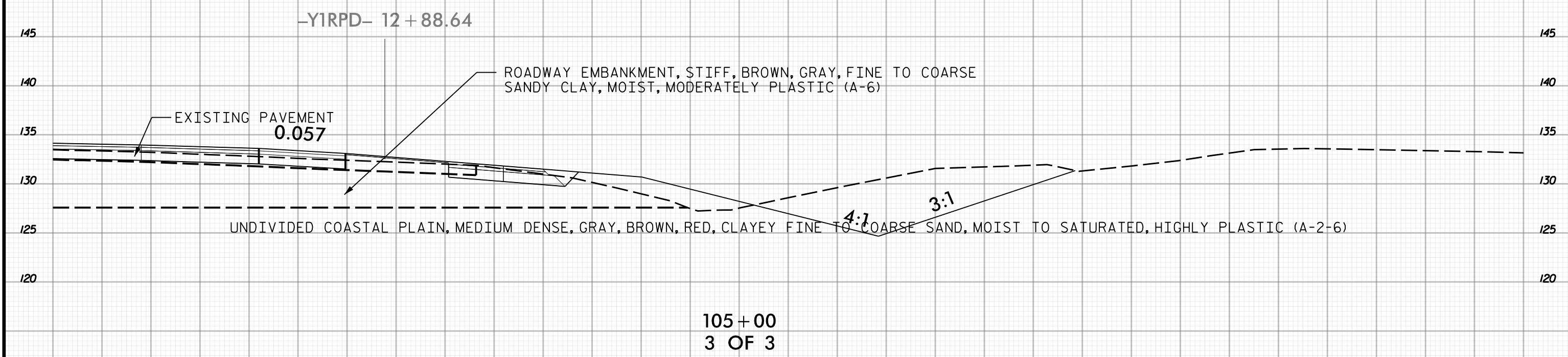
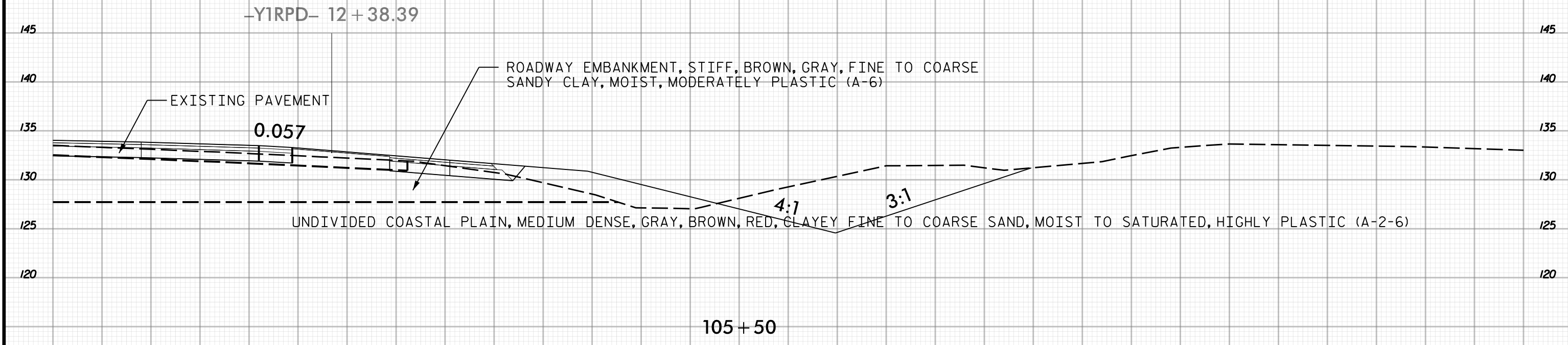
105 + 00
2 OF 3



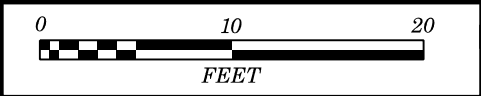
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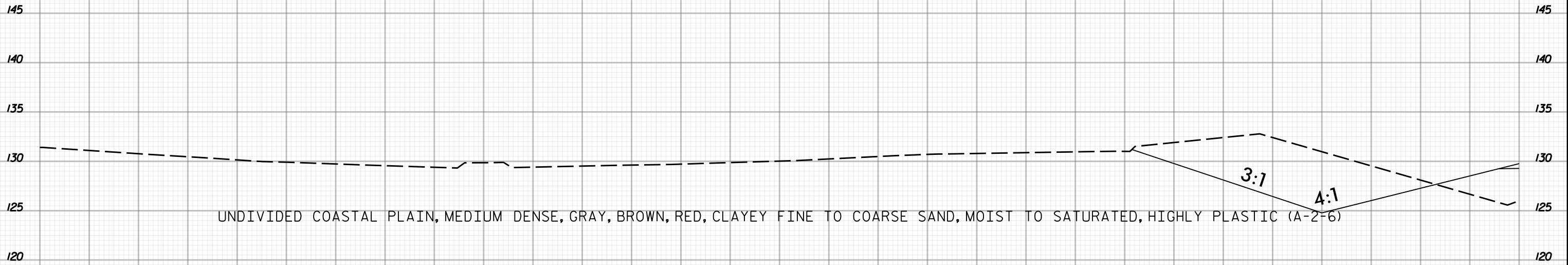
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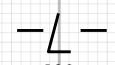
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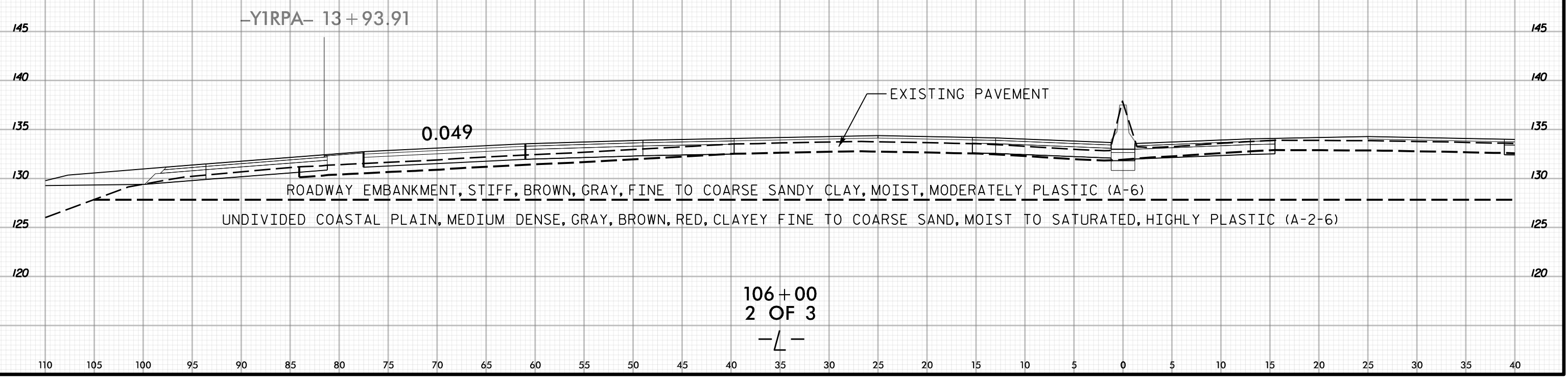
106+00
1 OF 3



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-YIRPA- 13 + 93.91

0.049

EXISTING PAVEMENT

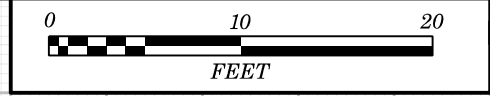
ROADWAY EMBANKMENT, STIFF, BROWN, GRAY, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, GRAY, BROWN, RED, CLAYEY FINE TO COARSE SAND, MOIST TO SATURATED, HIGHLY PLASTIC (A-2-6)

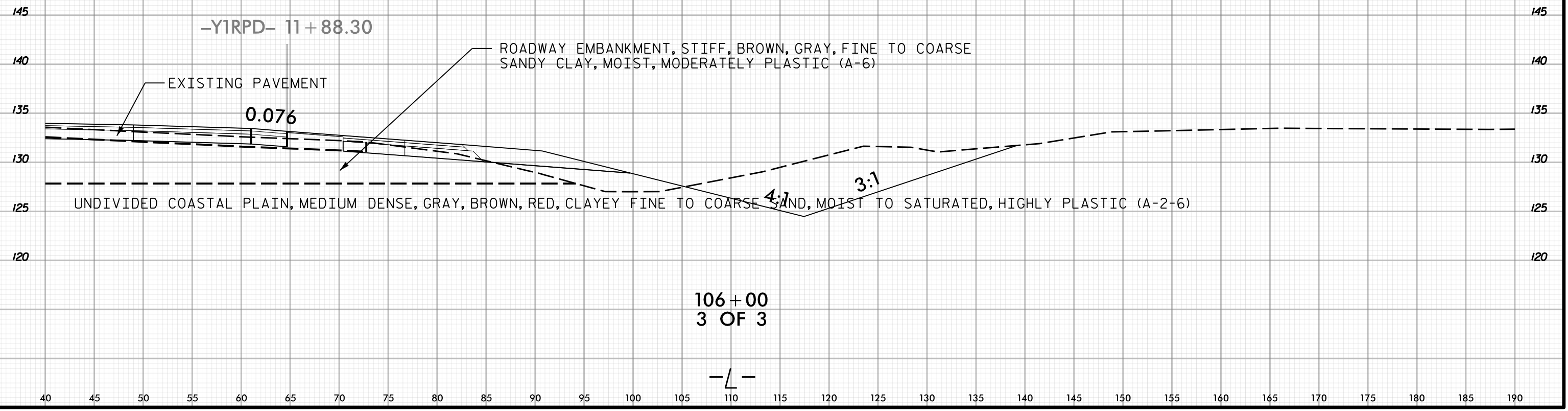
106 + 00
2 OF 3

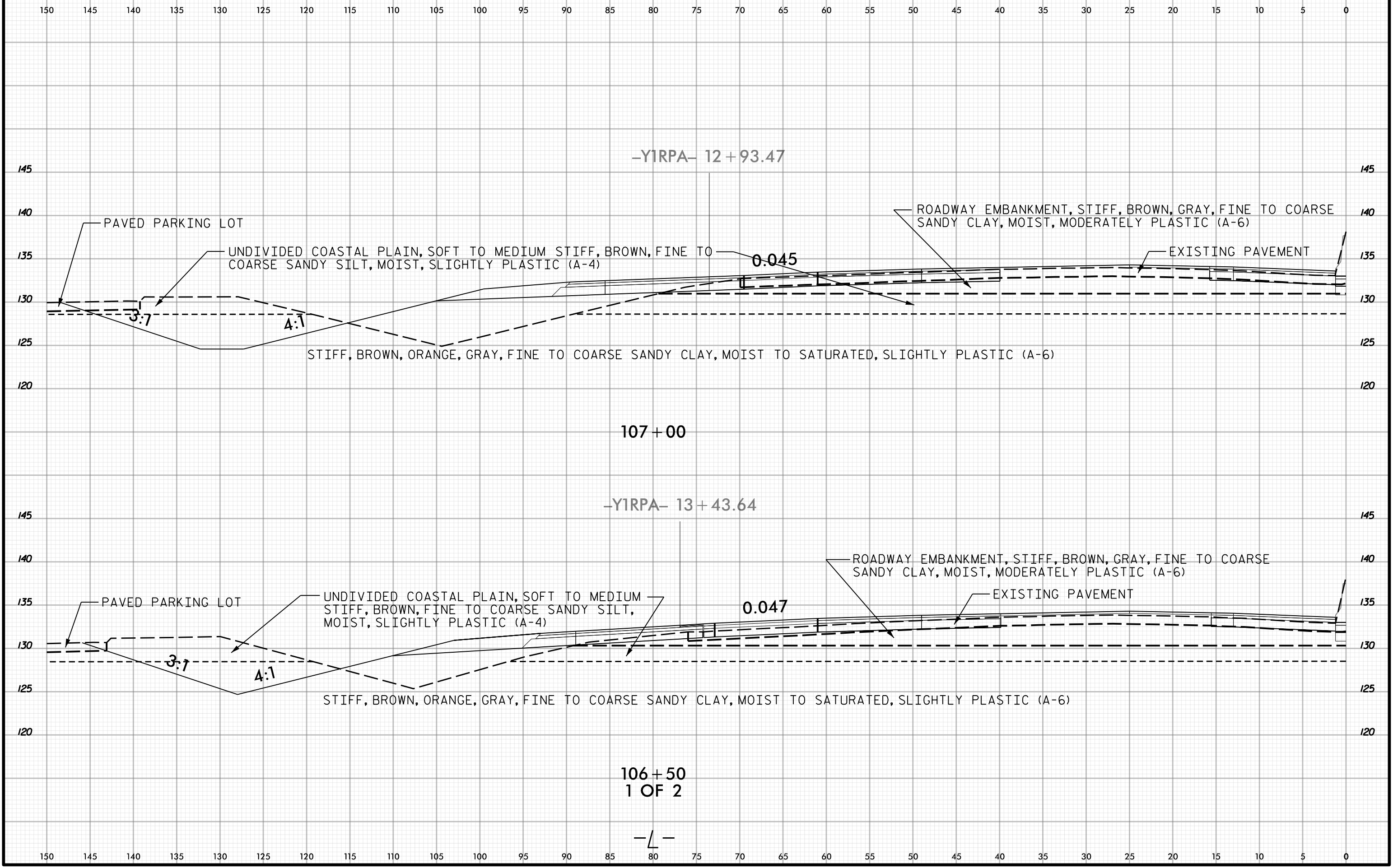
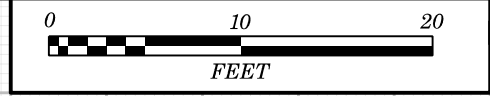
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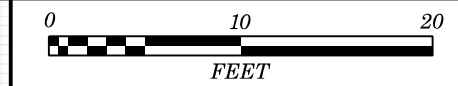
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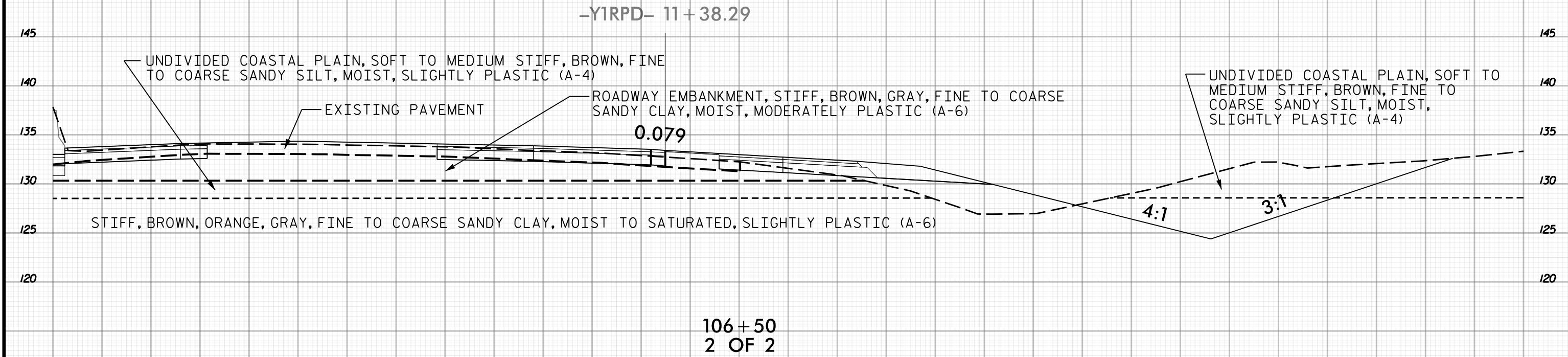
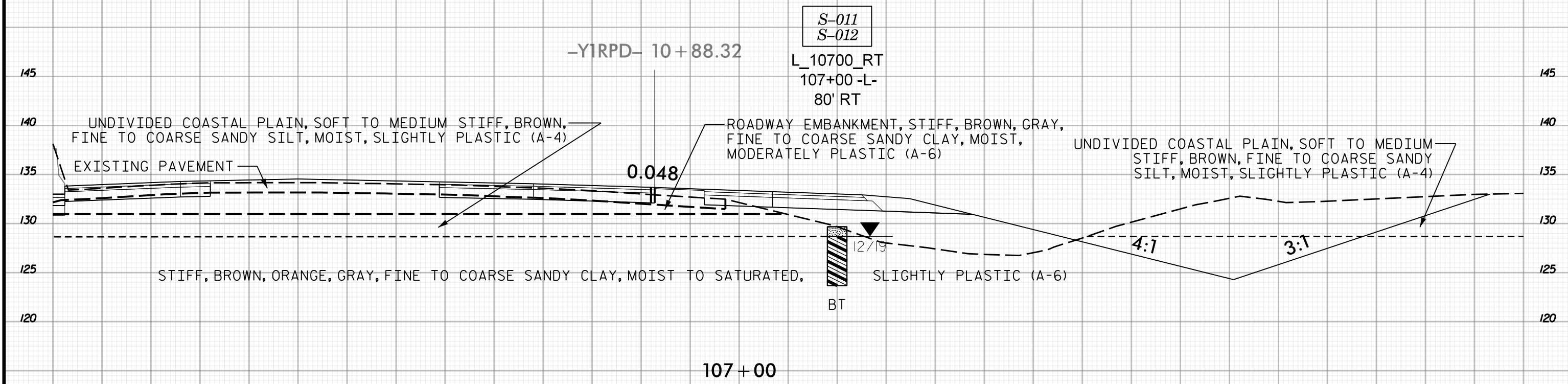
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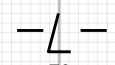


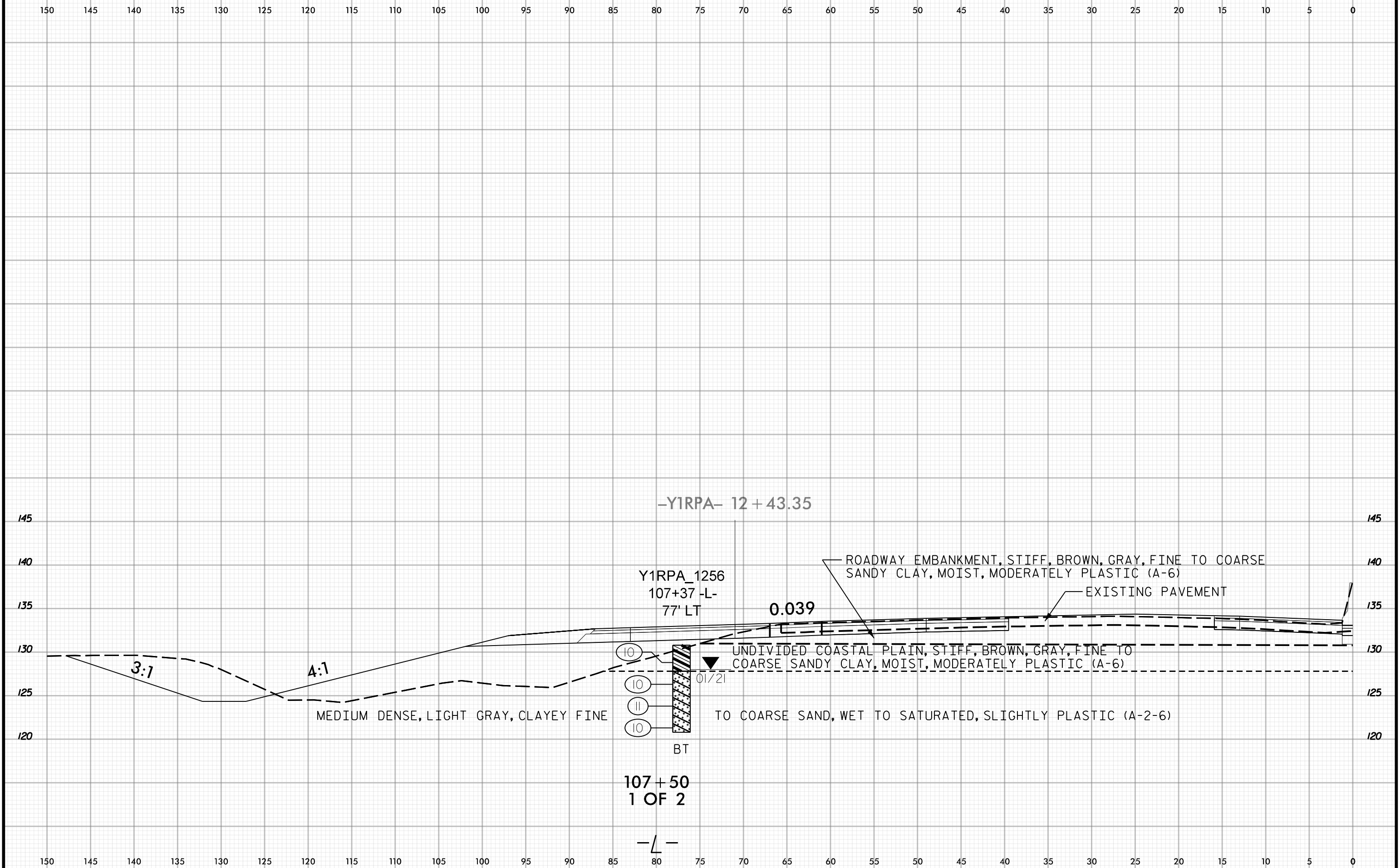


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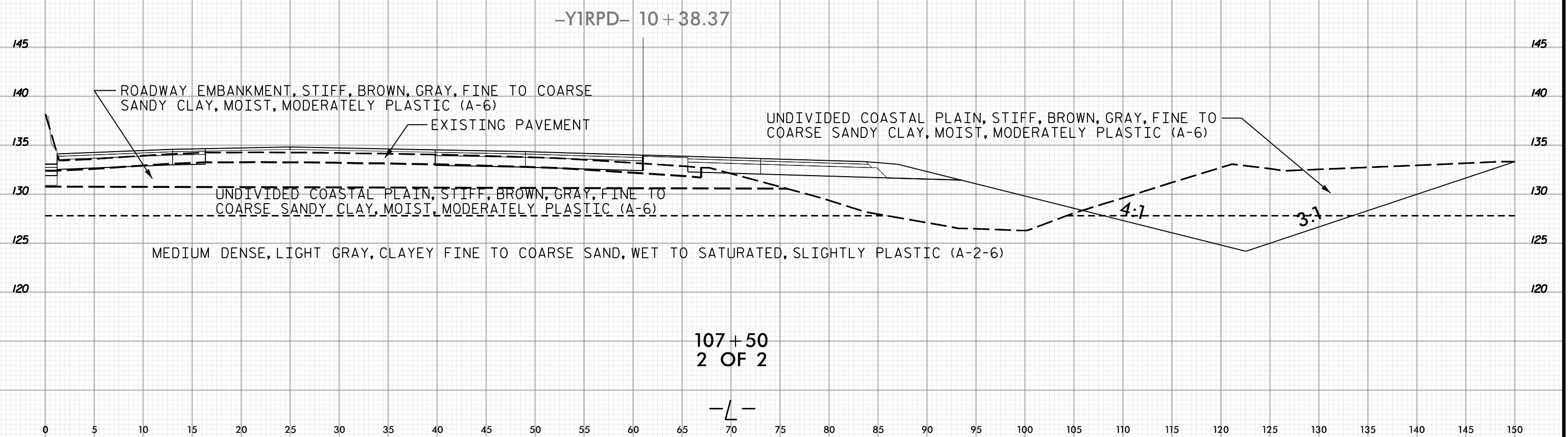
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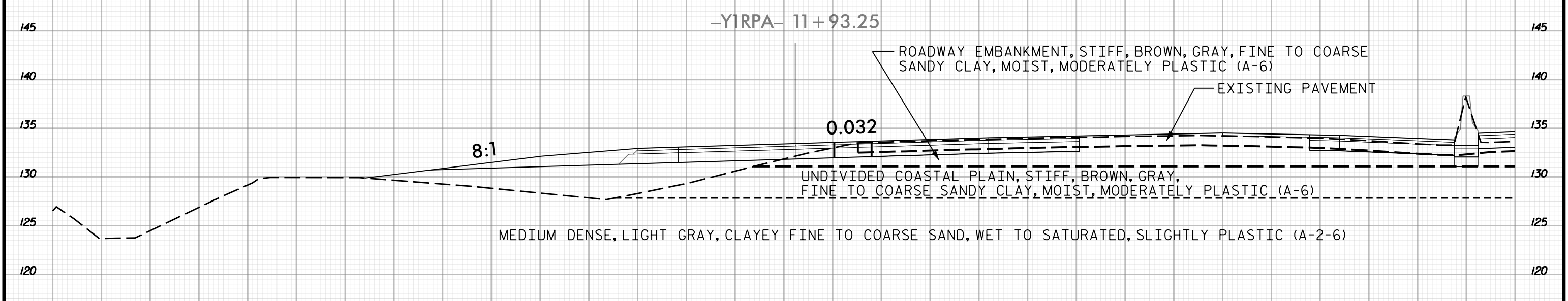
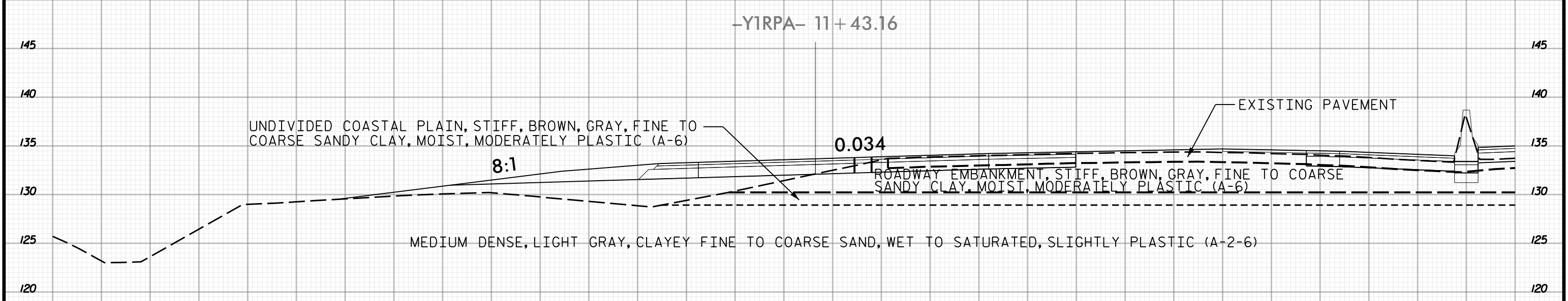
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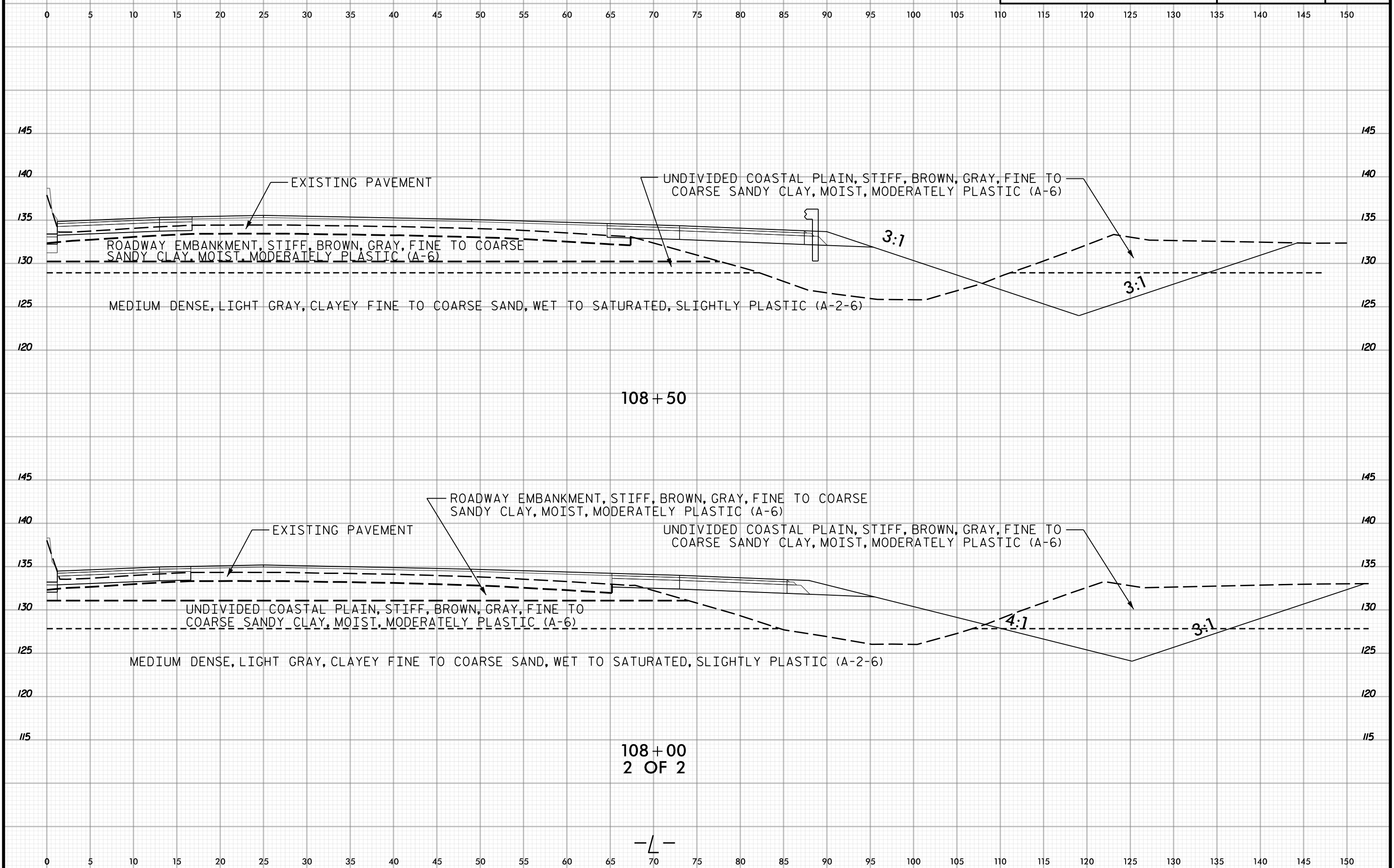
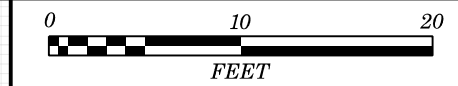
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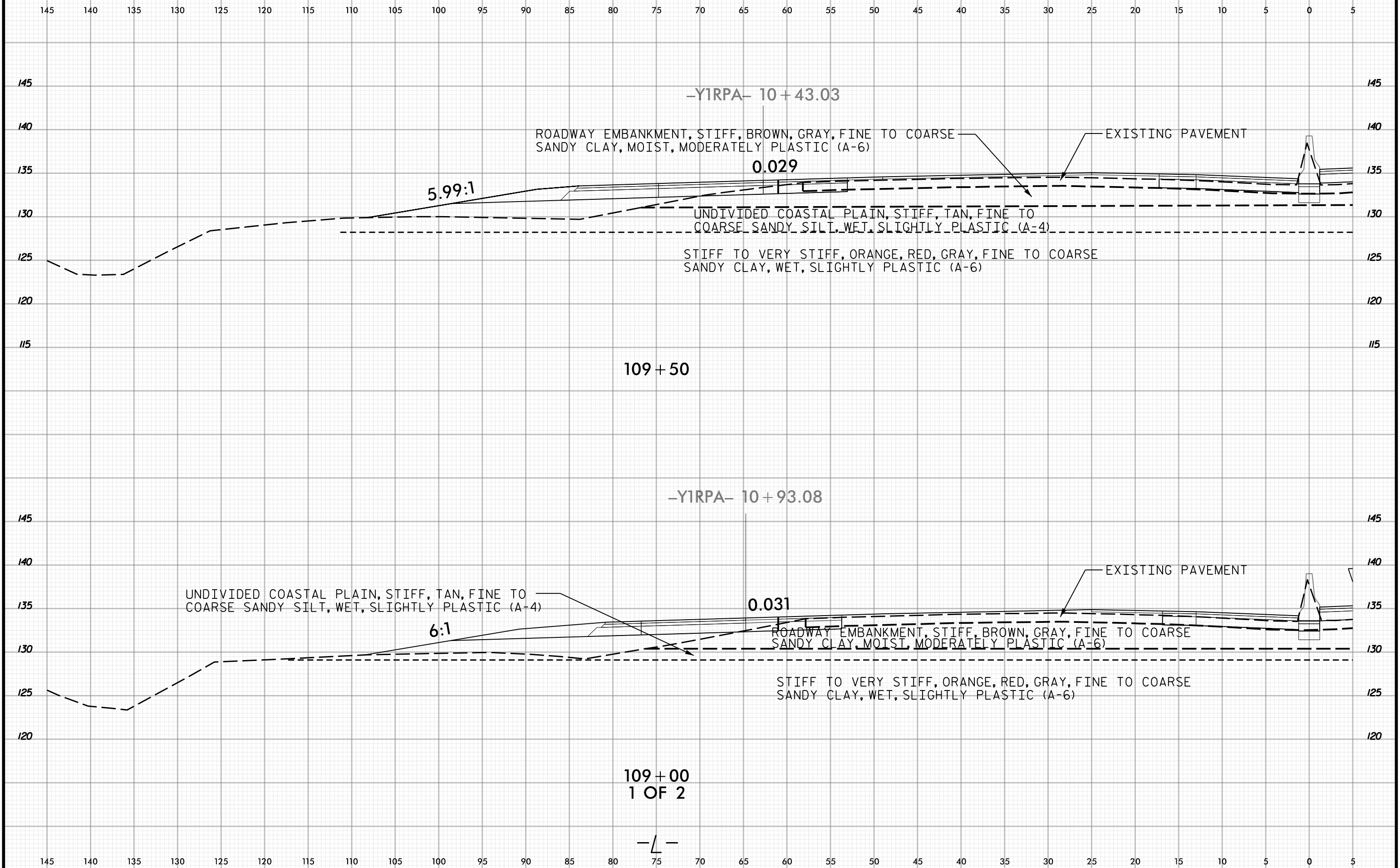


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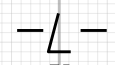


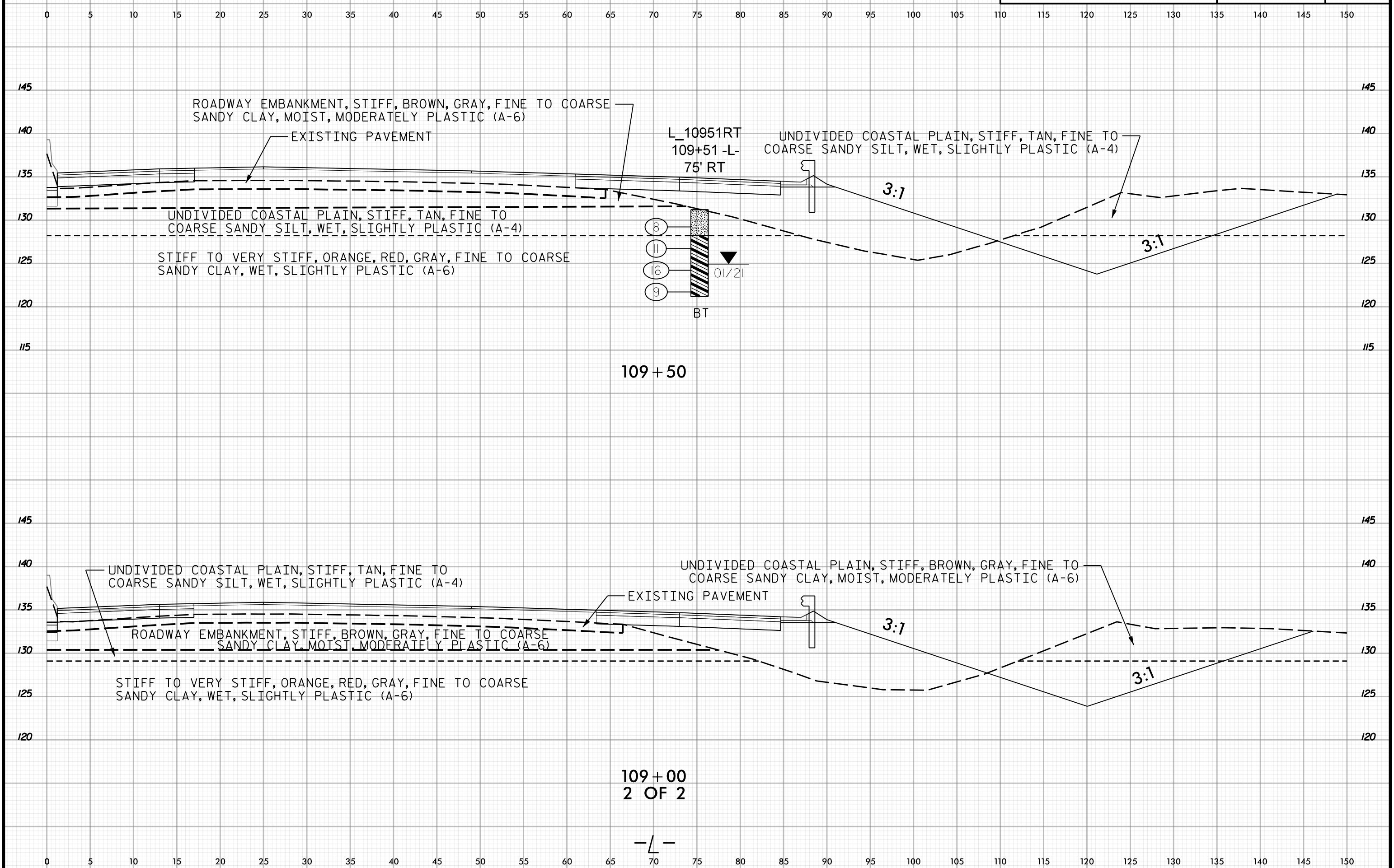
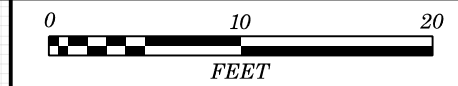


109 + 50

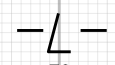
-Y1RPA- 10 + 93.08

109 + 00
1 OF 2



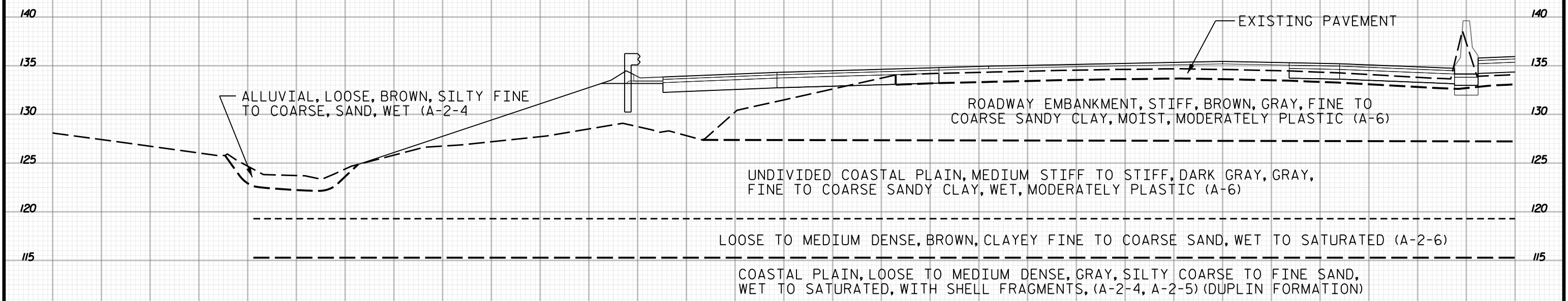


109+00
2 OF 2

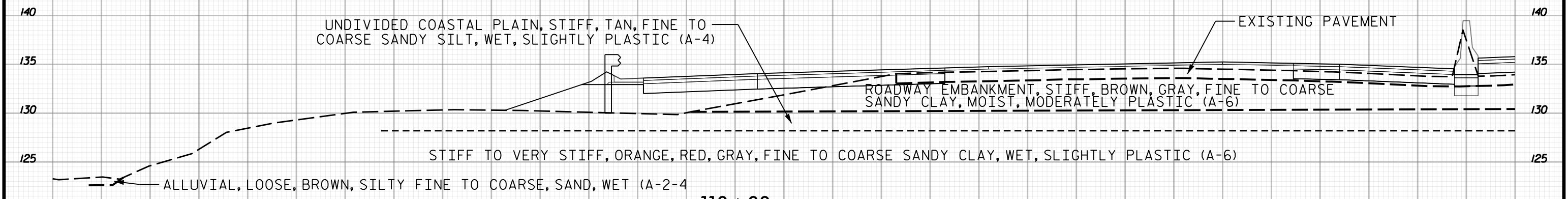




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110 + 50

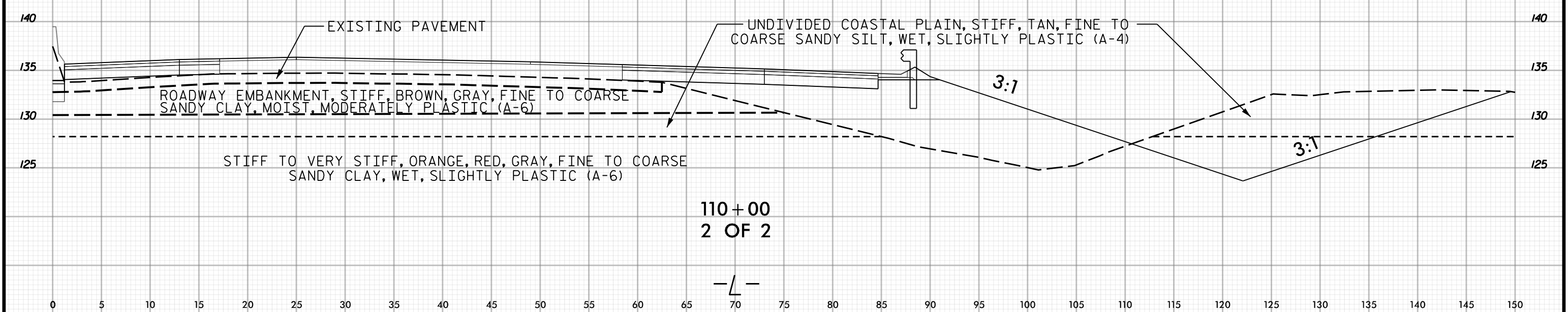
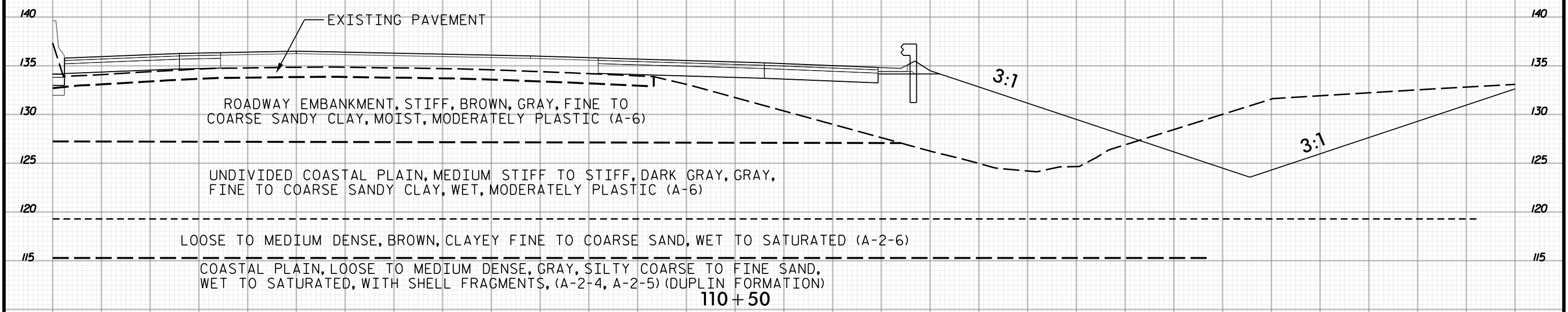


110 + 00
1 OF 2

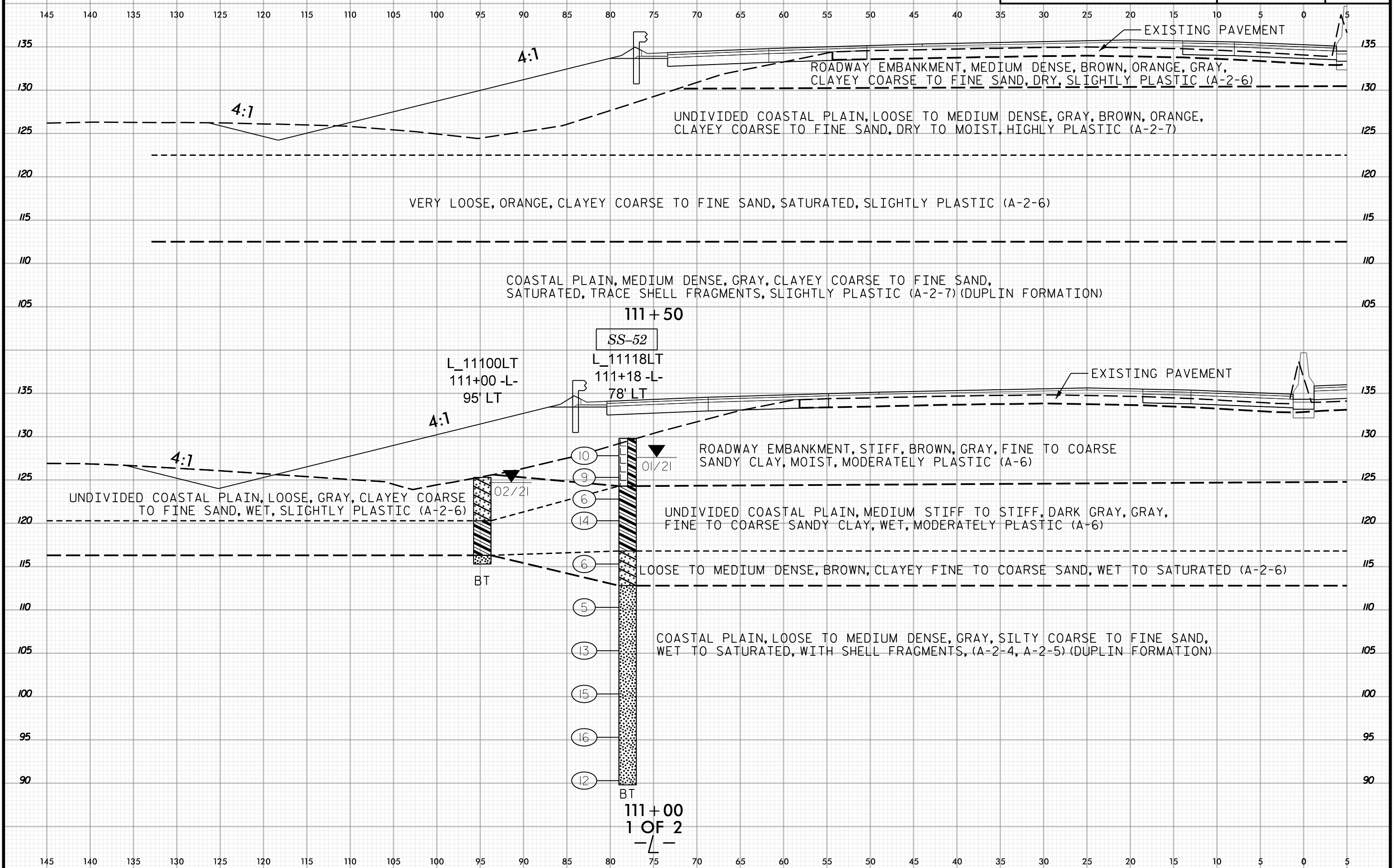
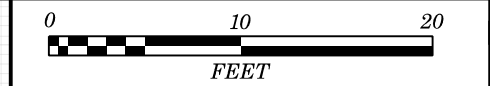
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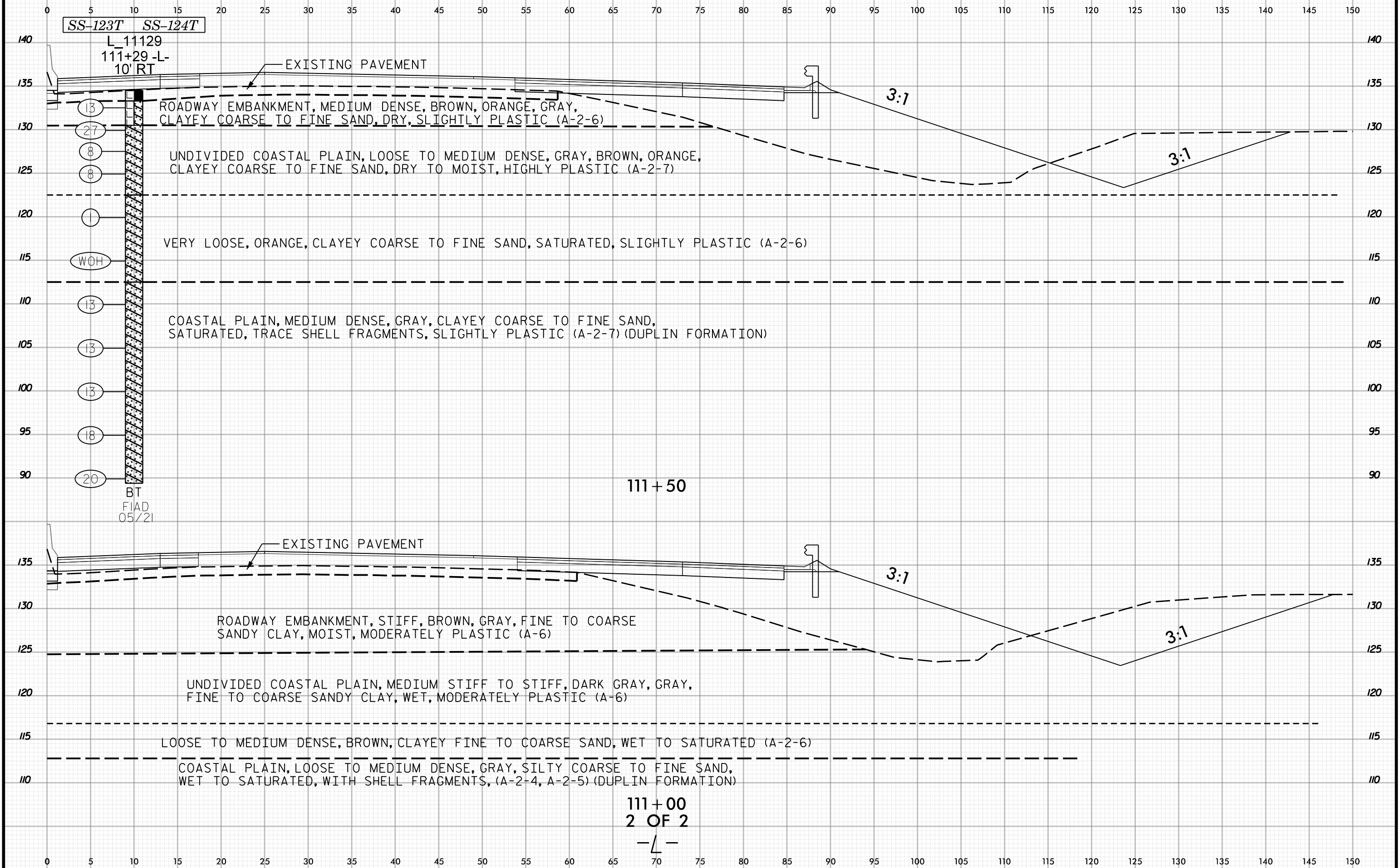
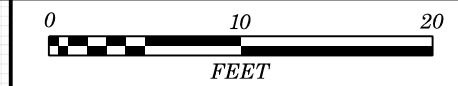


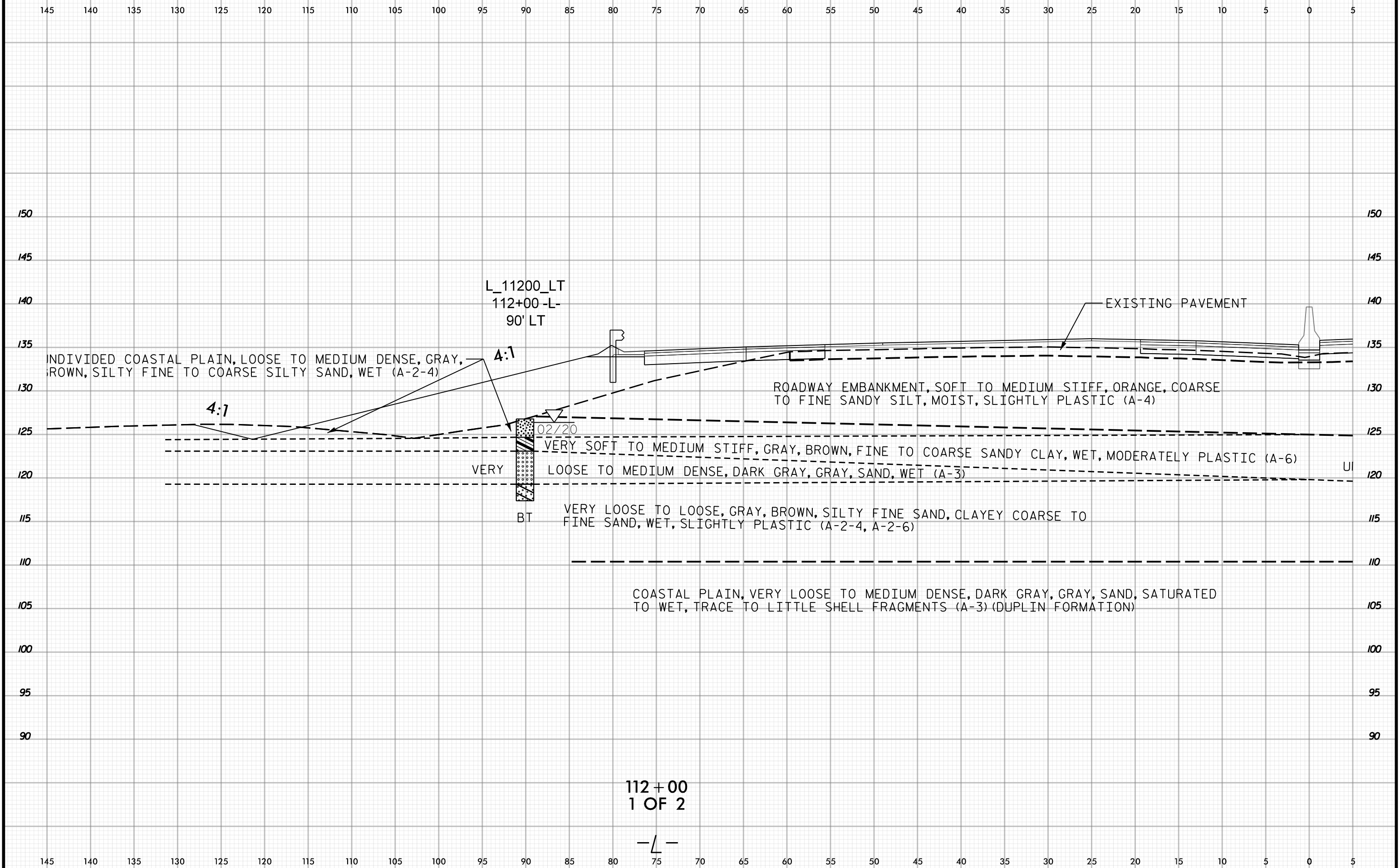
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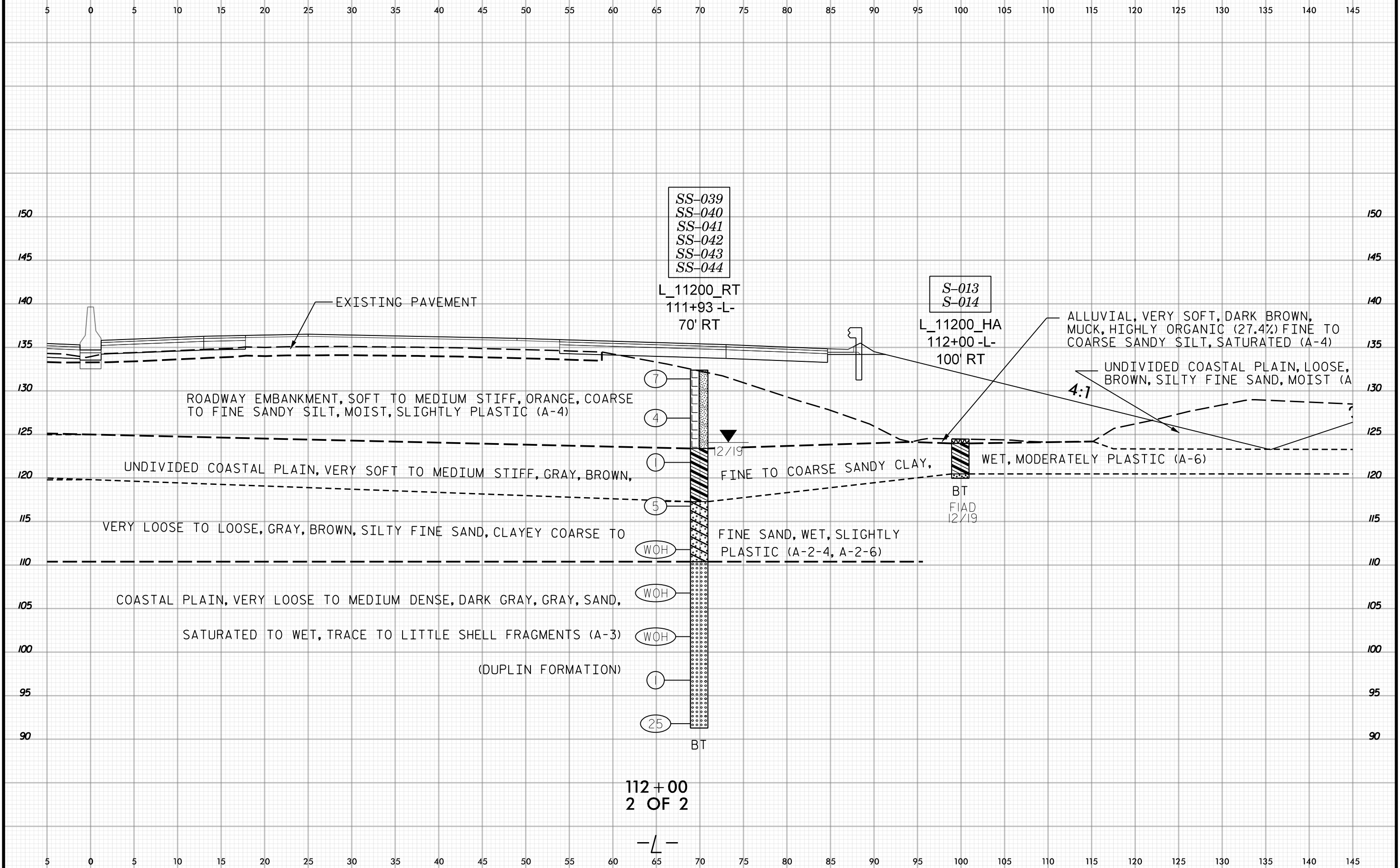
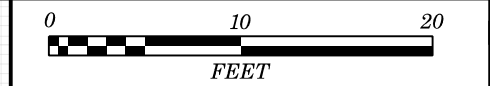


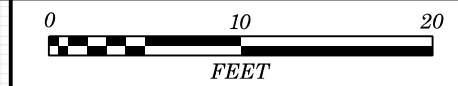
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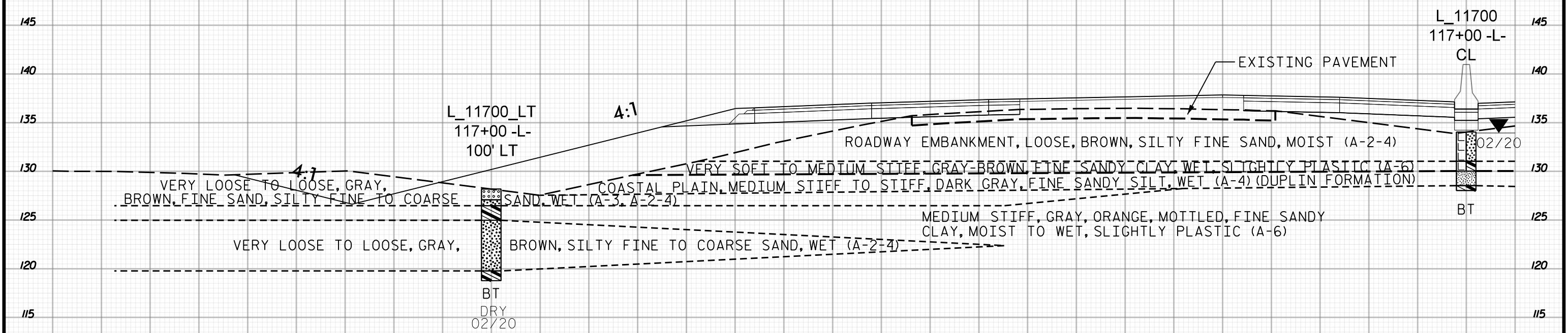
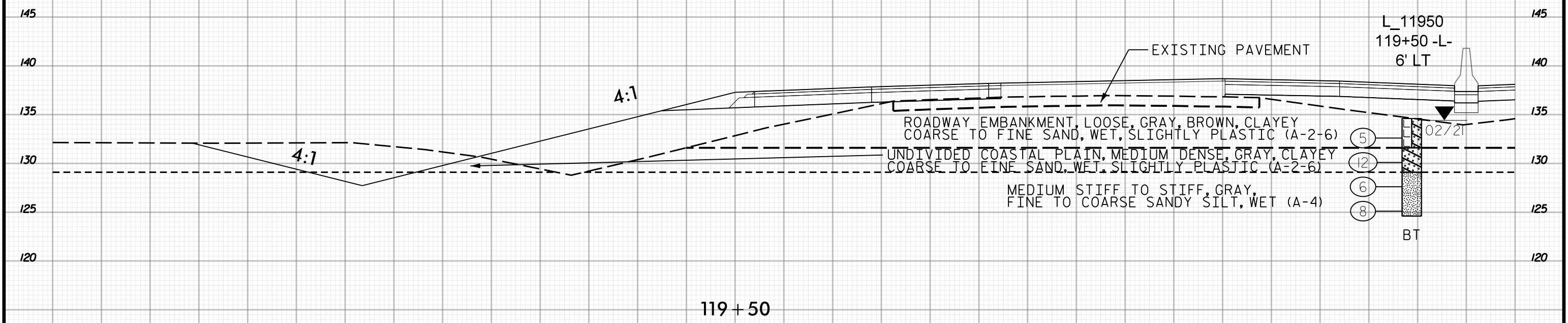








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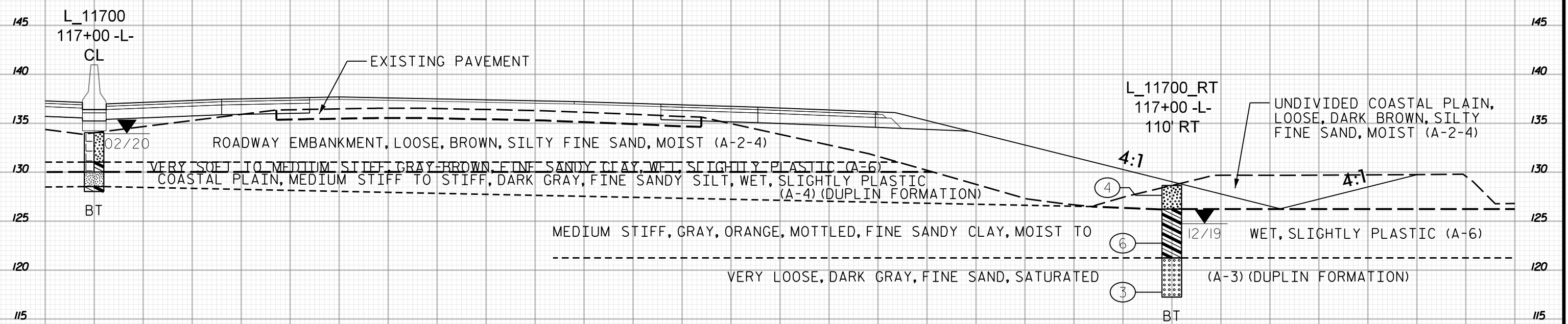
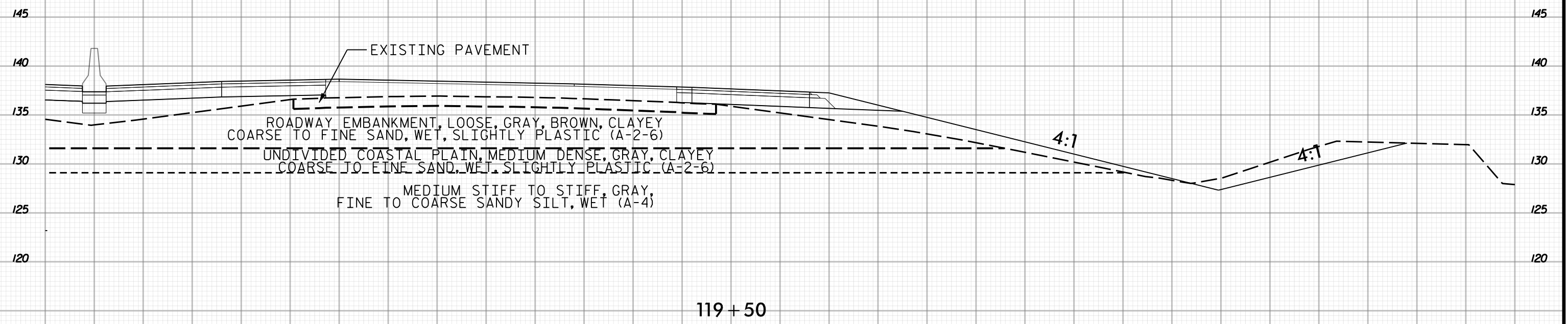
119 + 50

117 + 00
1 OF 2

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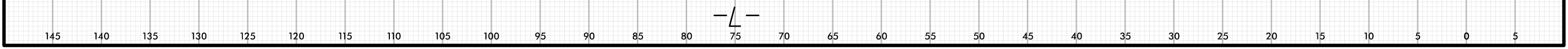
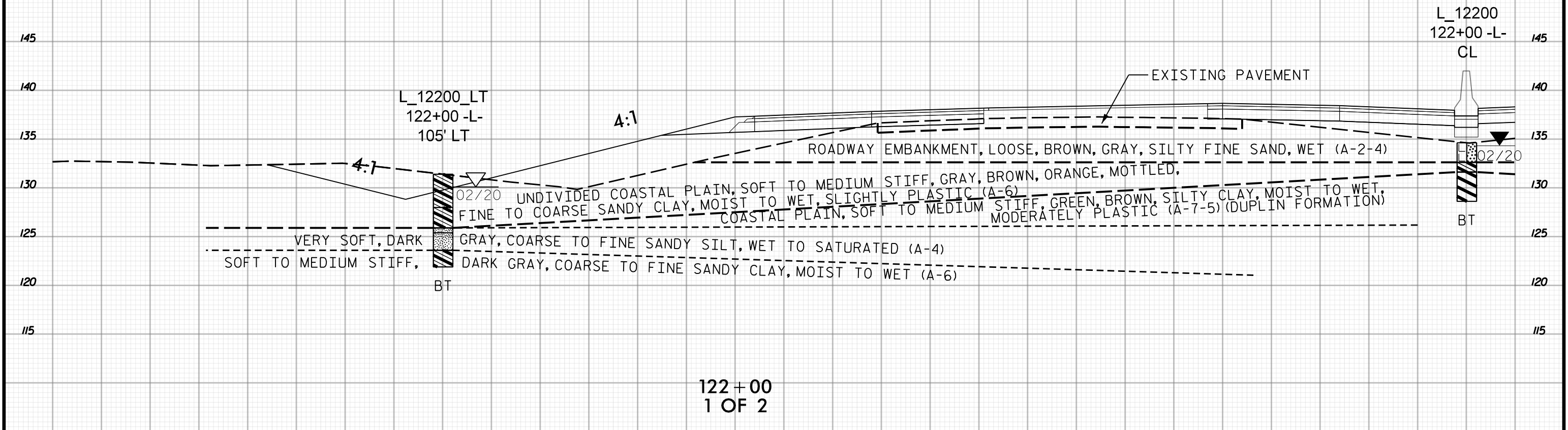
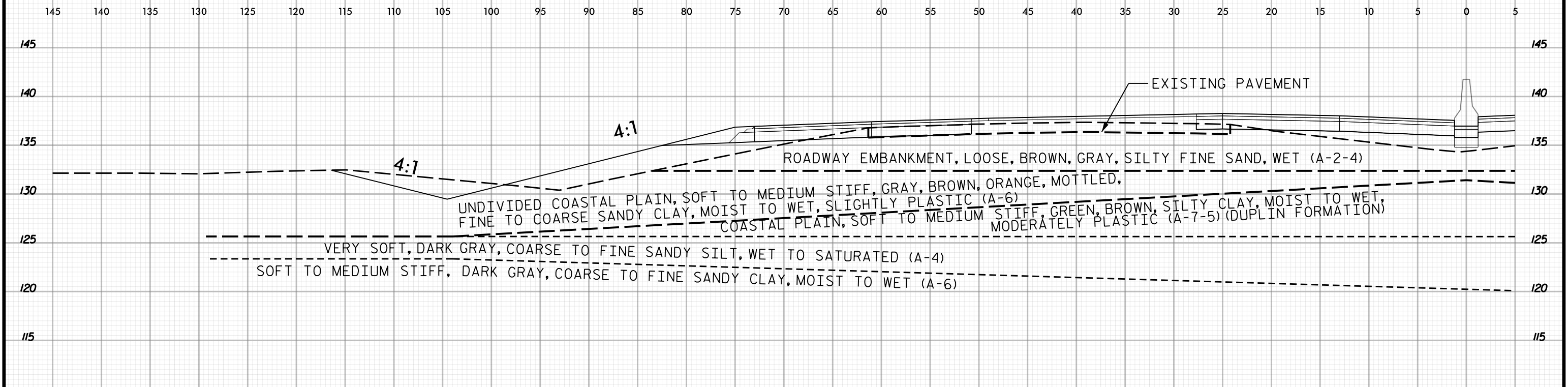
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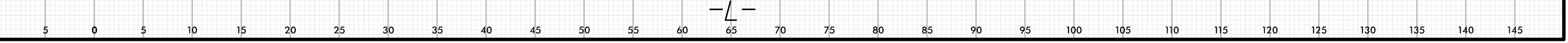
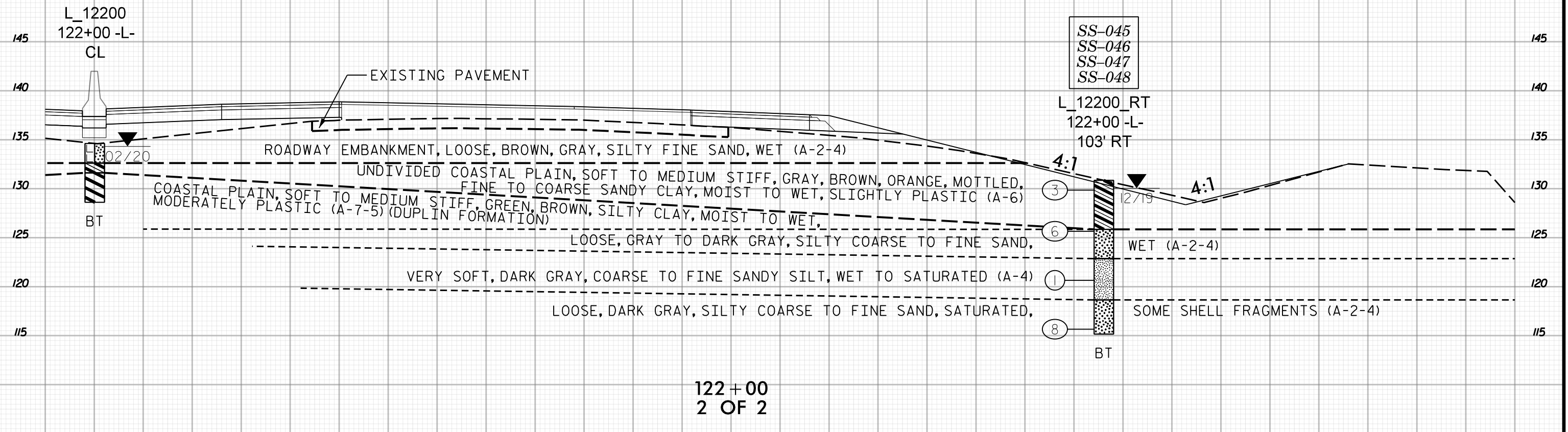
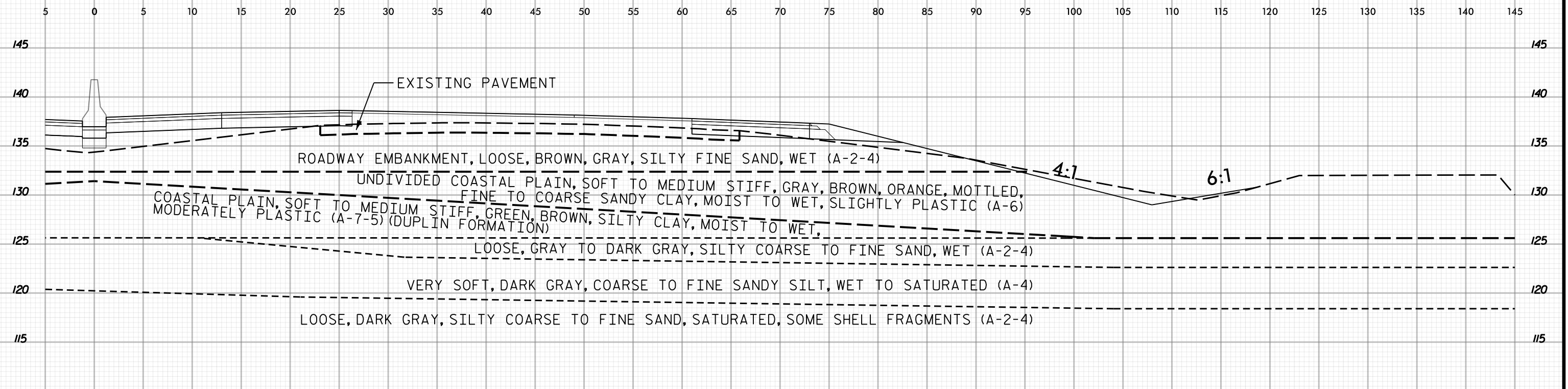
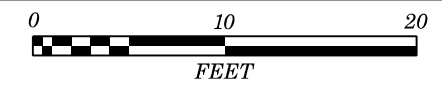


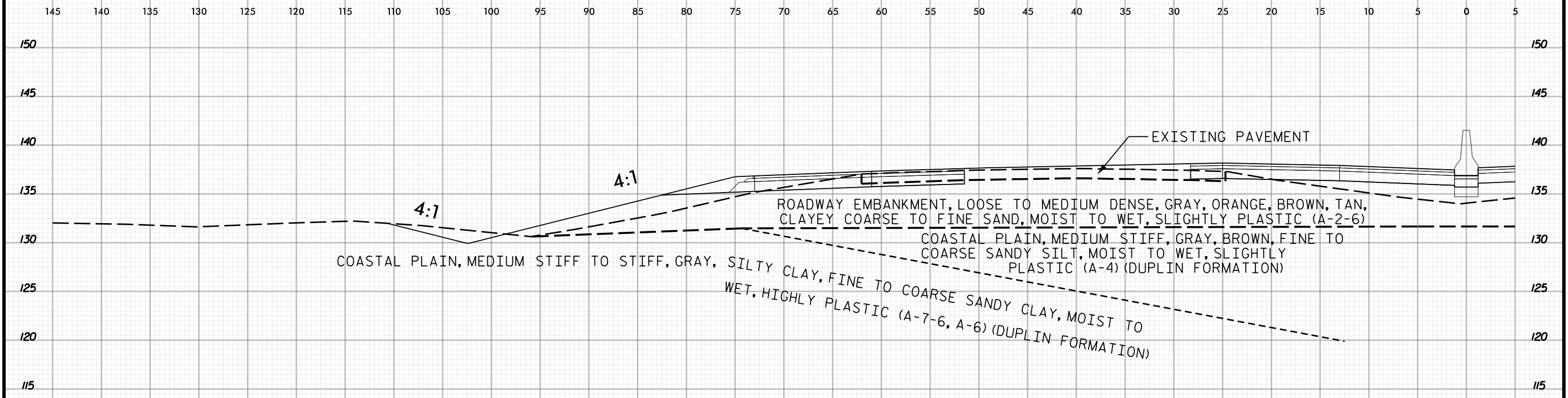
117 + 00
2 OF 2

-L-

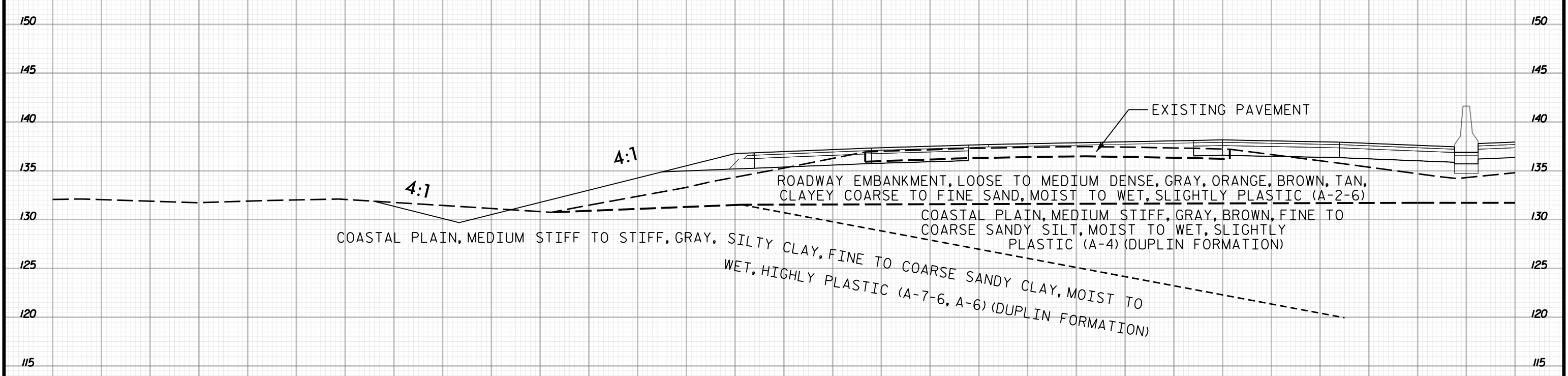
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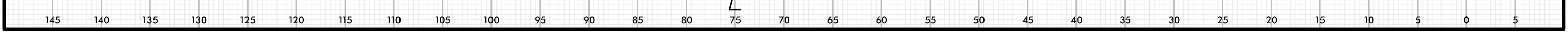
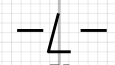


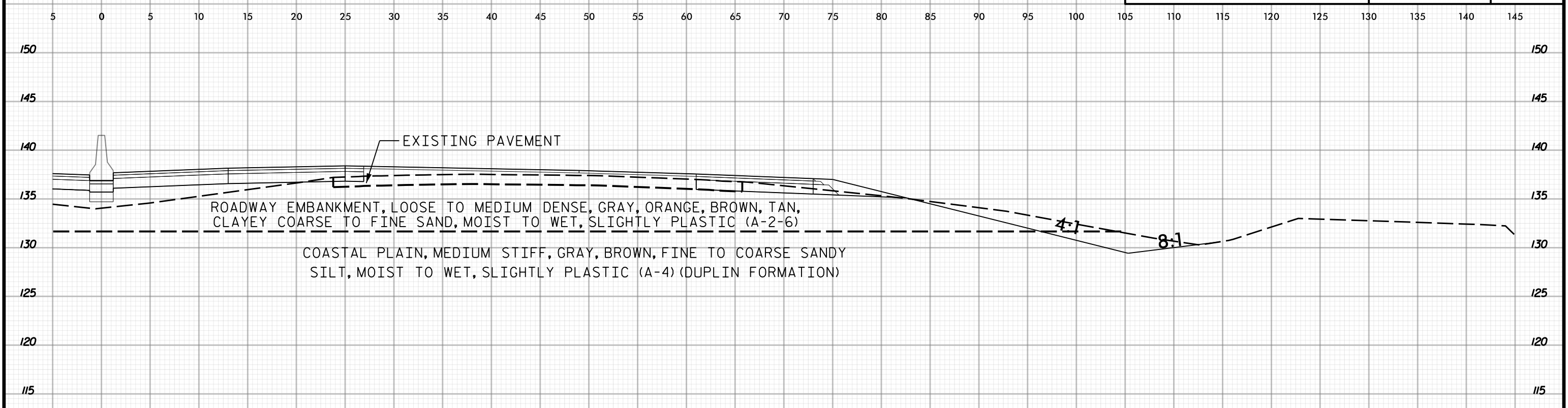


124+50

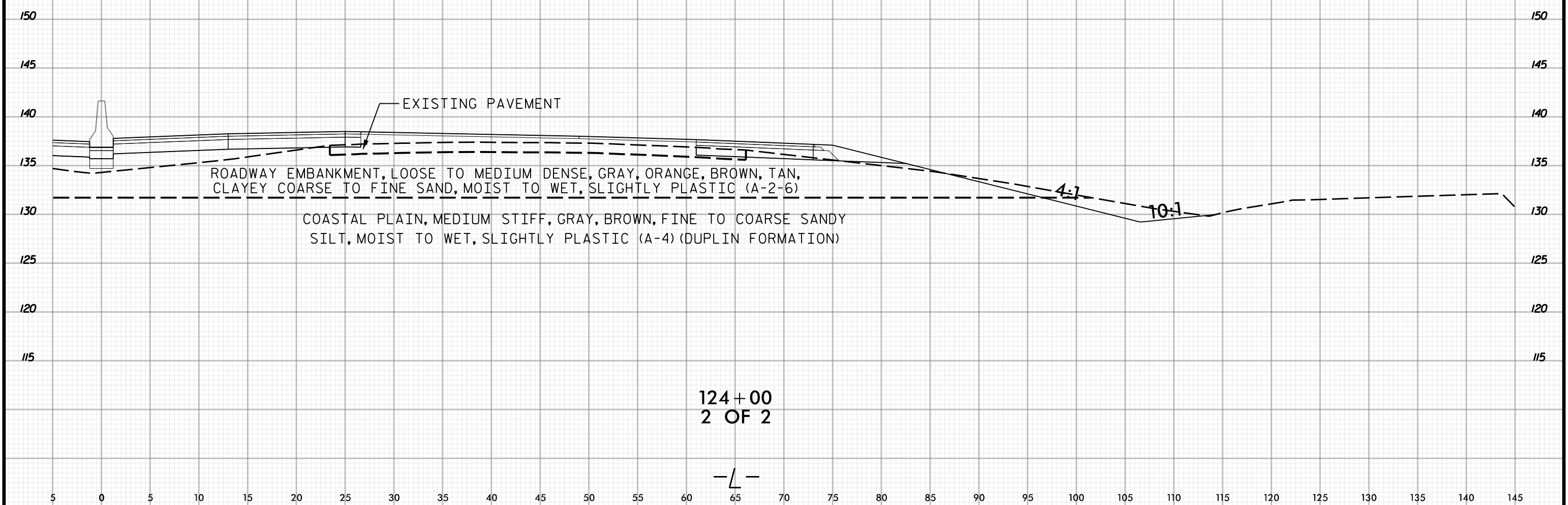


124+00
1 OF 2

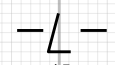


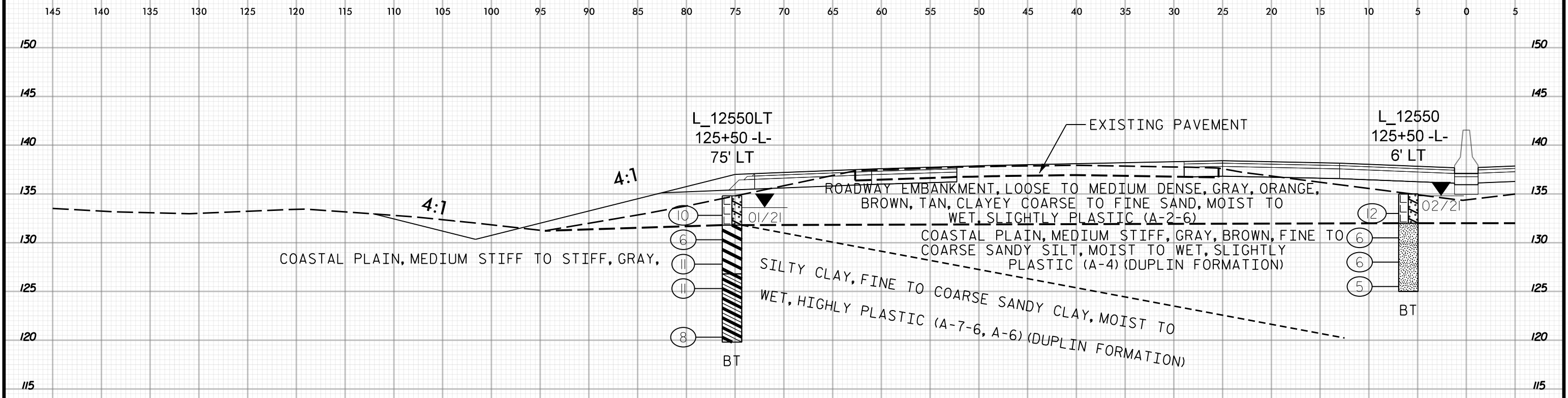


124 + 50

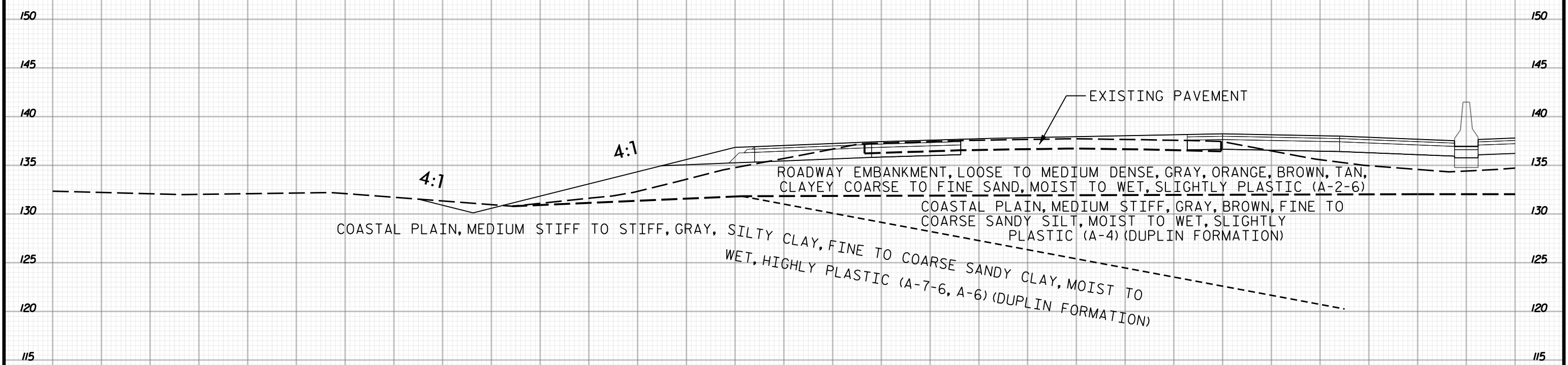


124 + 00
2 OF 2



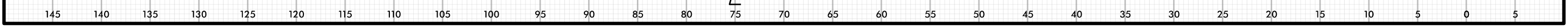


125 + 50



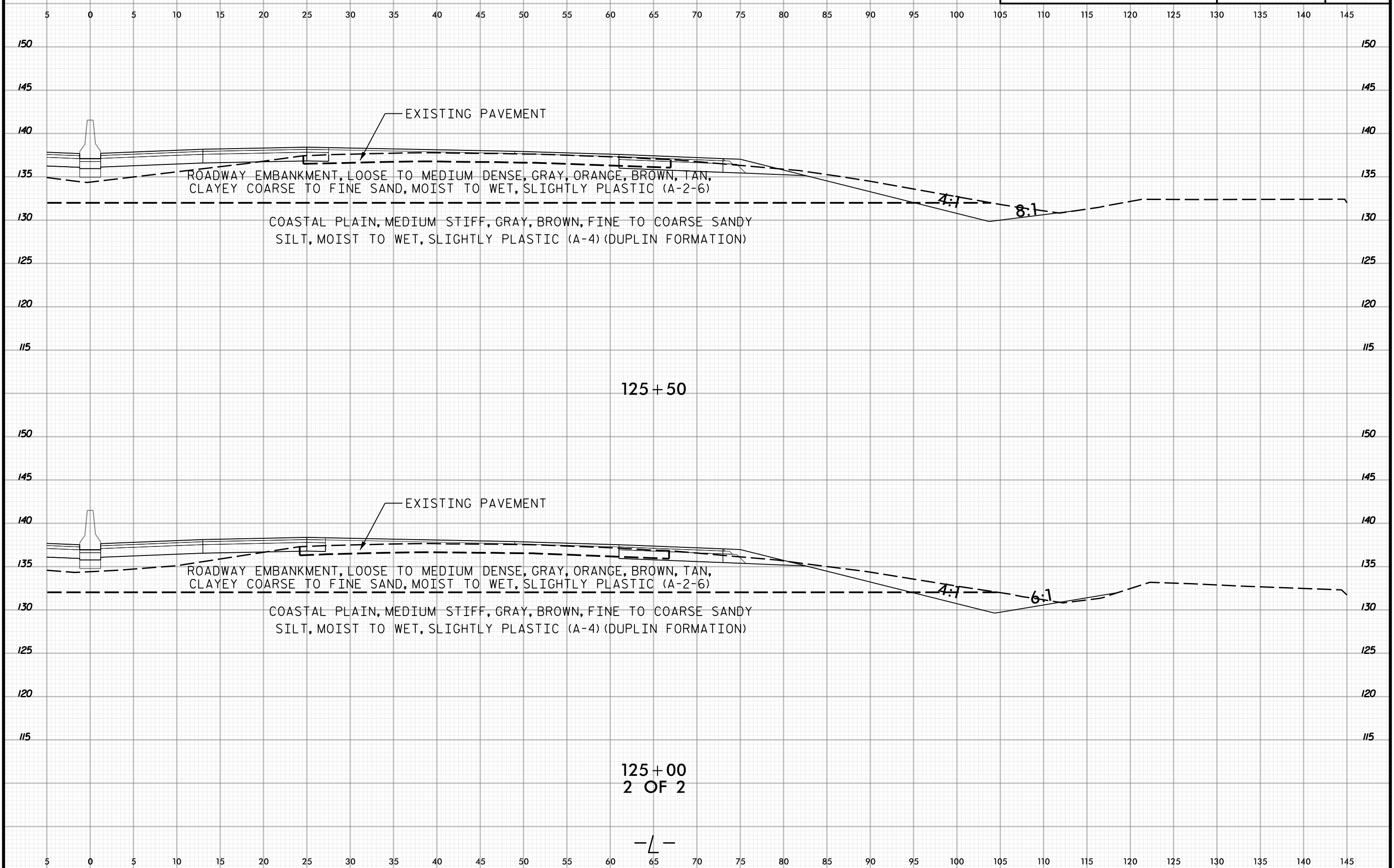
125 + 00
1 OF 2

-L-



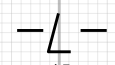


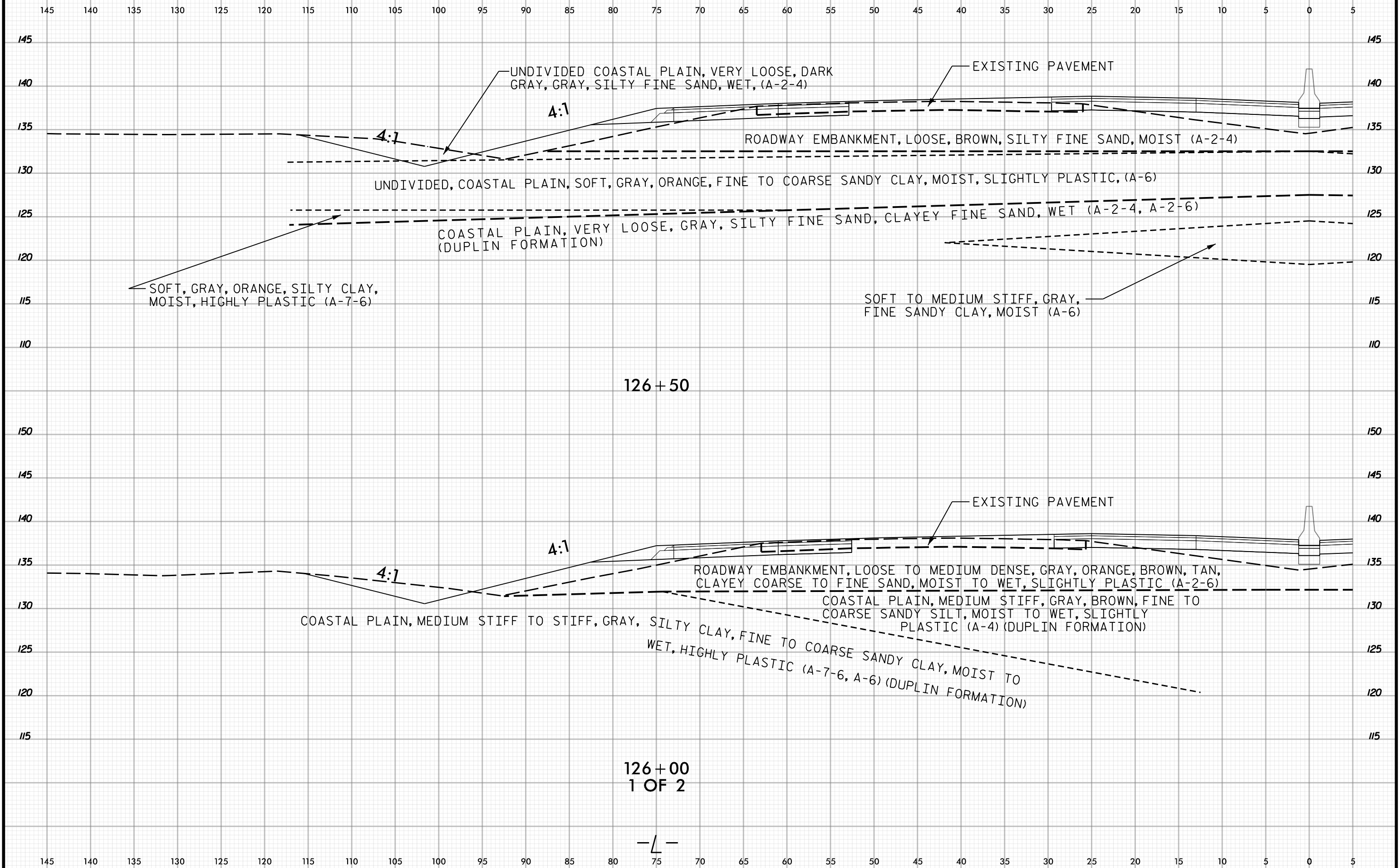
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	221



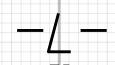
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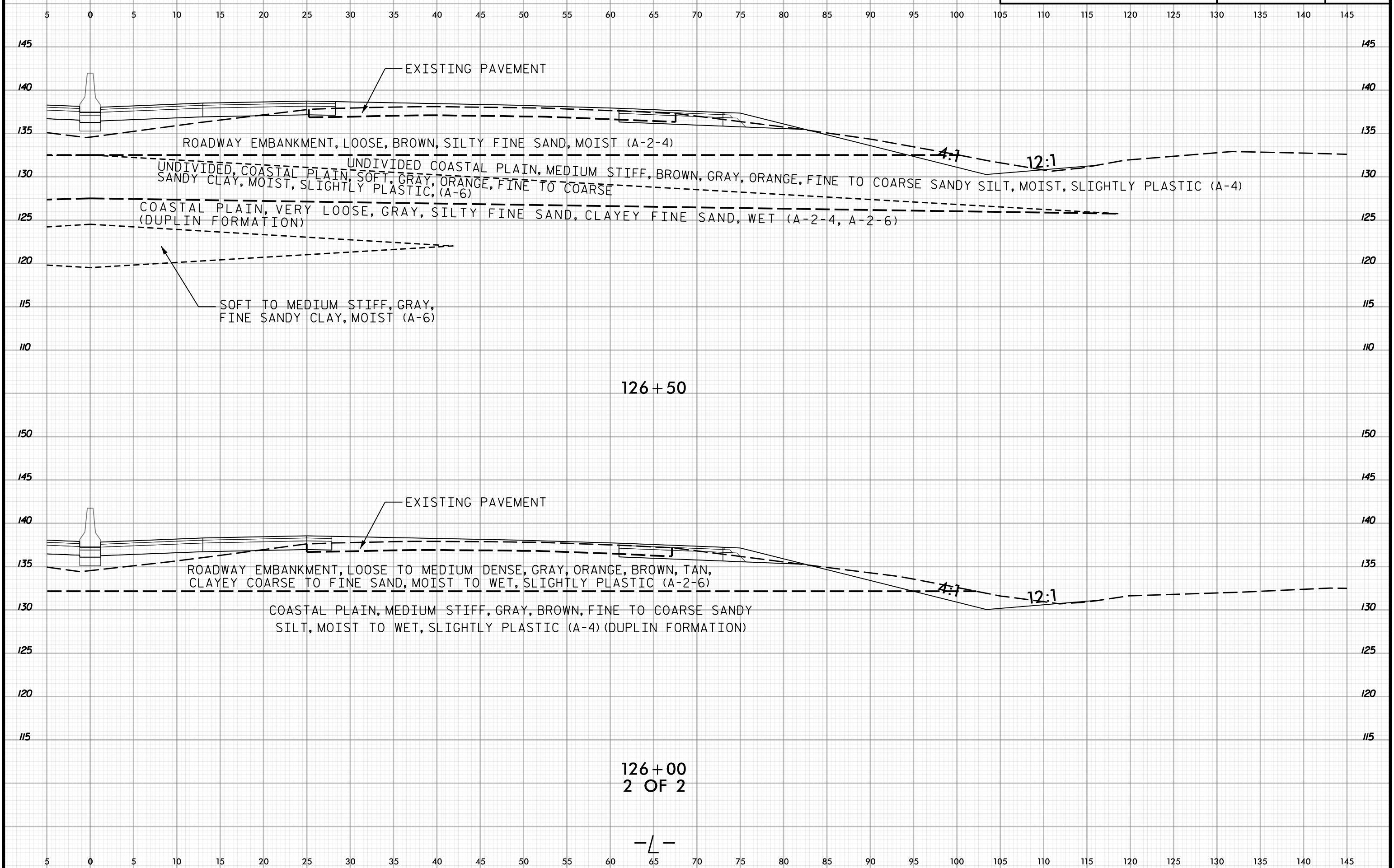
125+00
2 OF 2

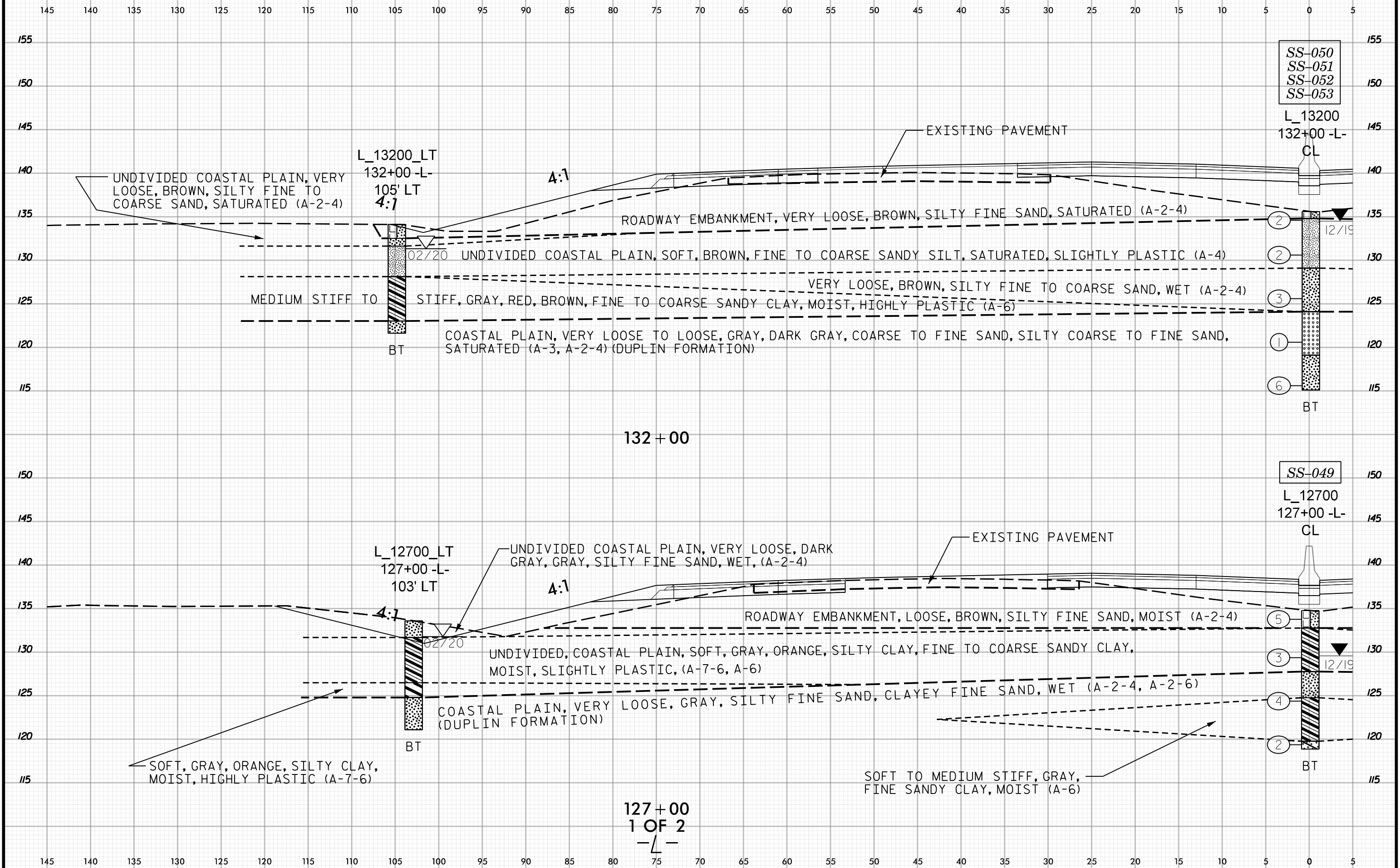
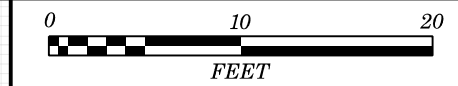


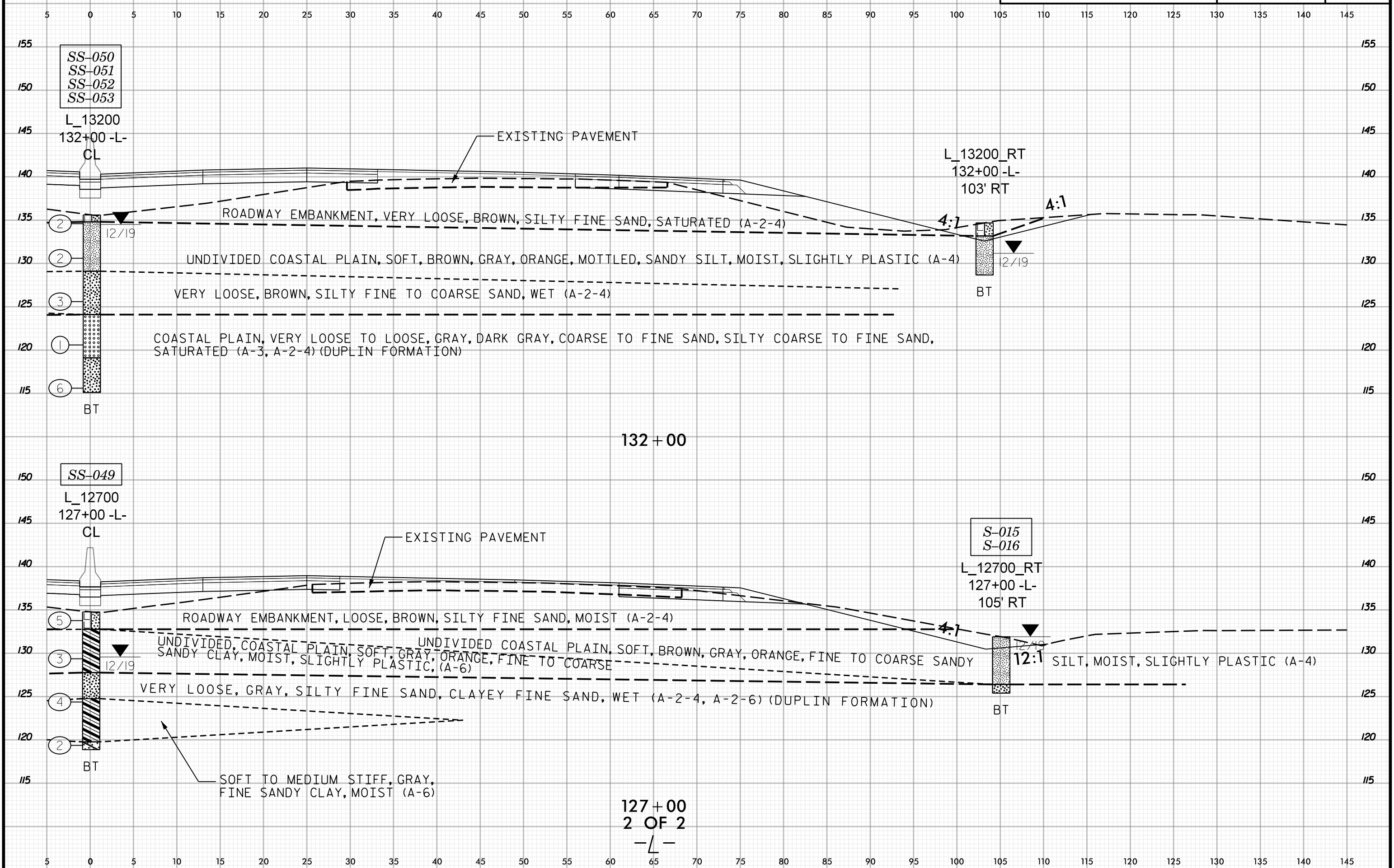
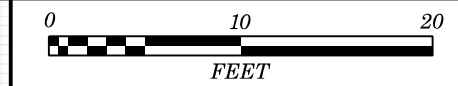


126+00
1 OF 2



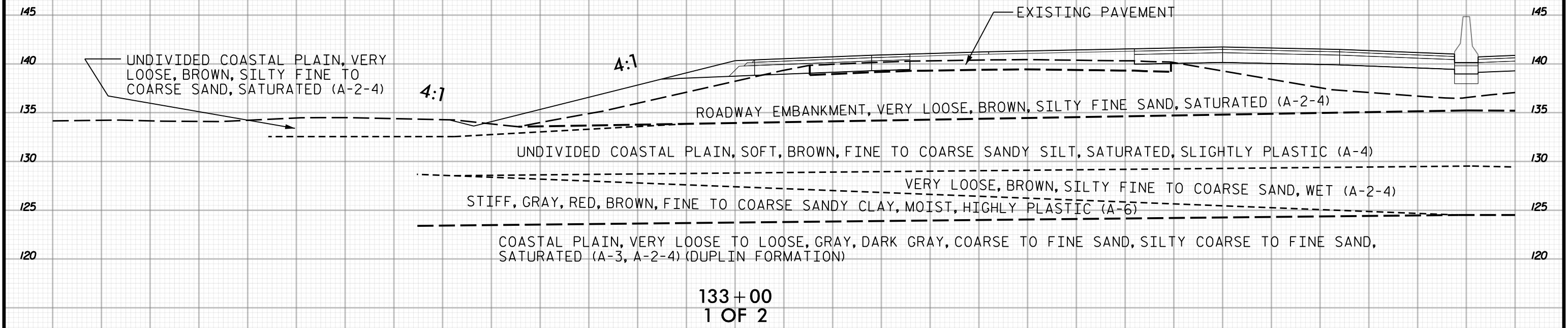
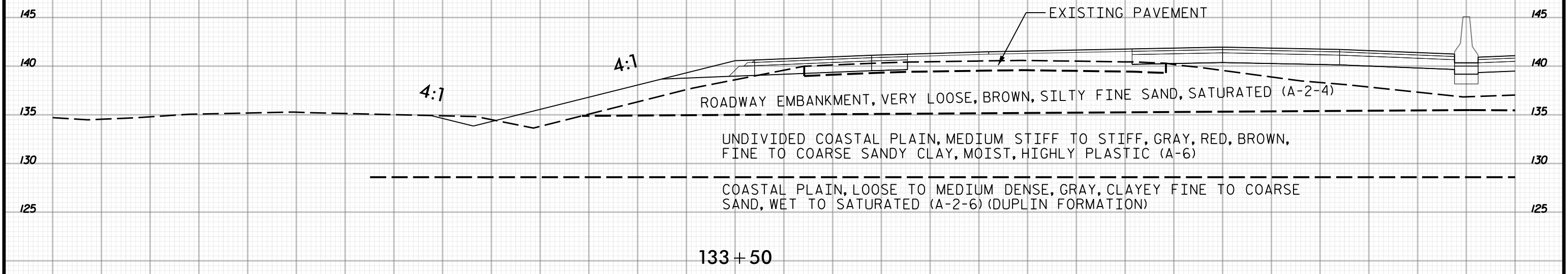








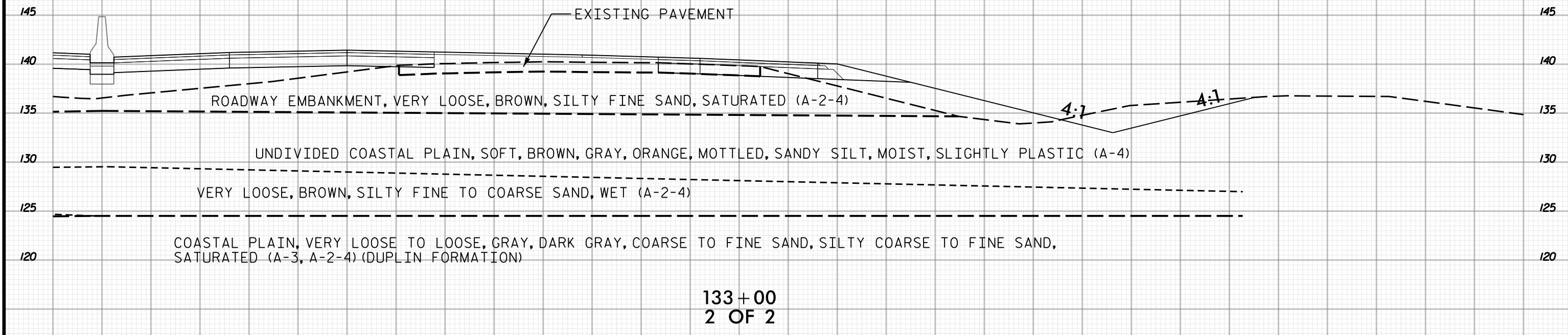
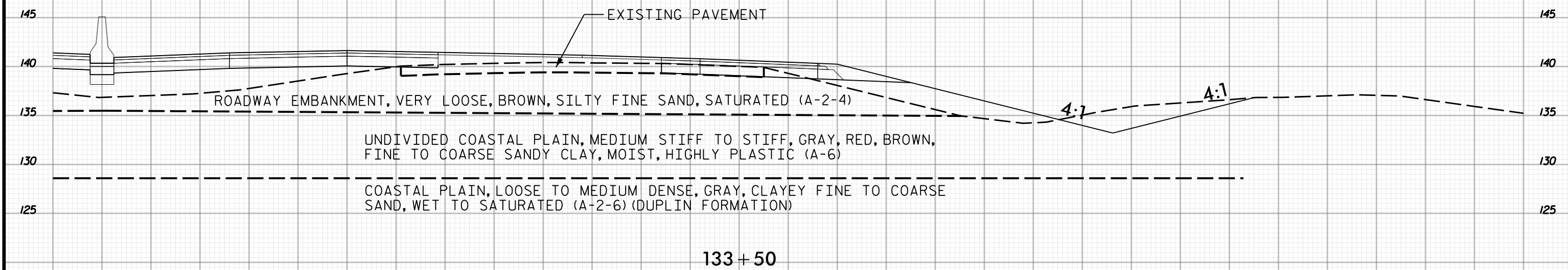
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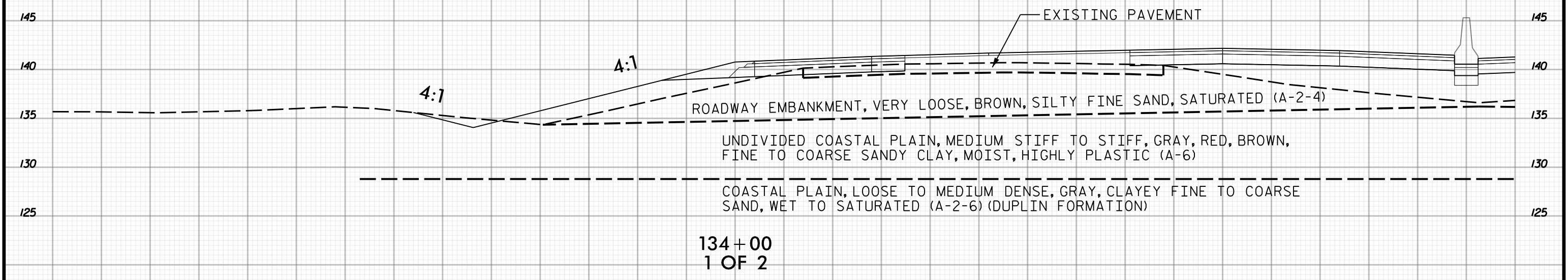
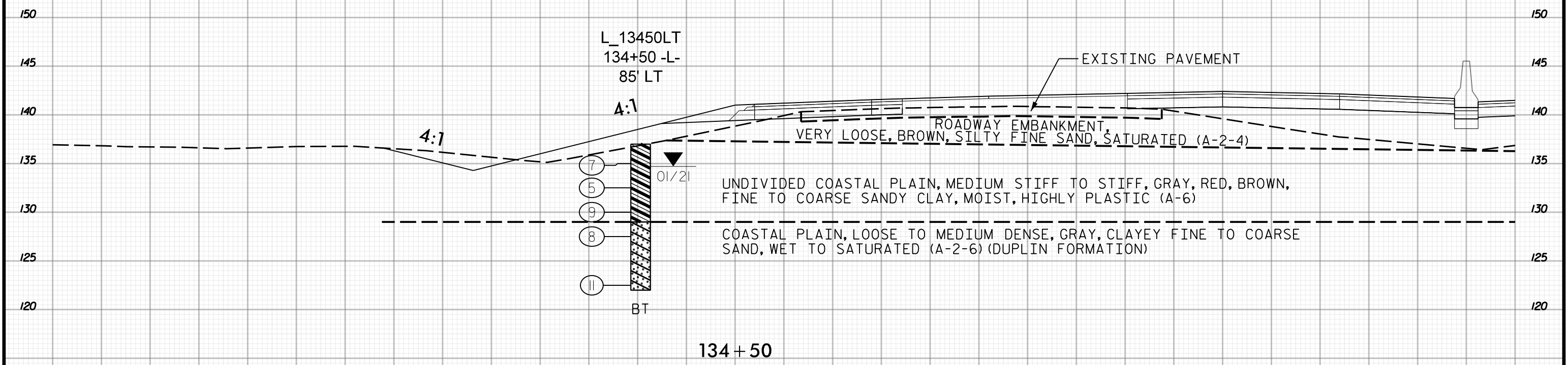
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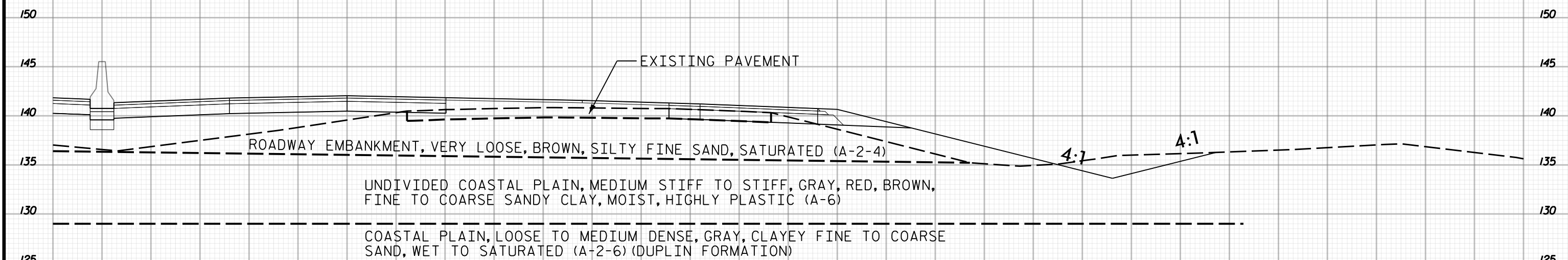
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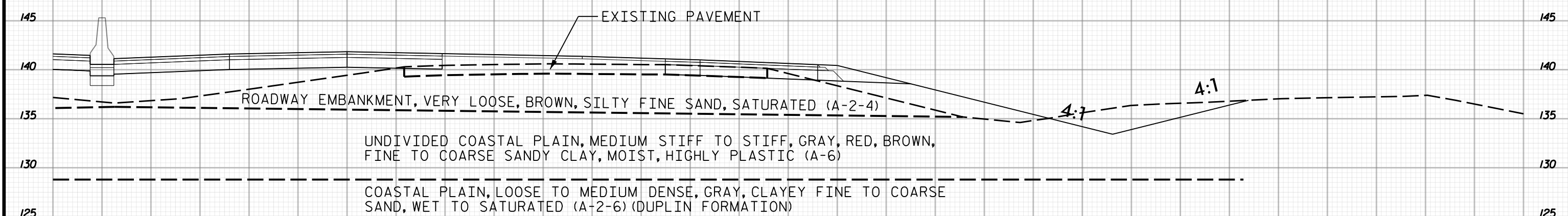
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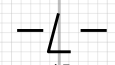
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134+50



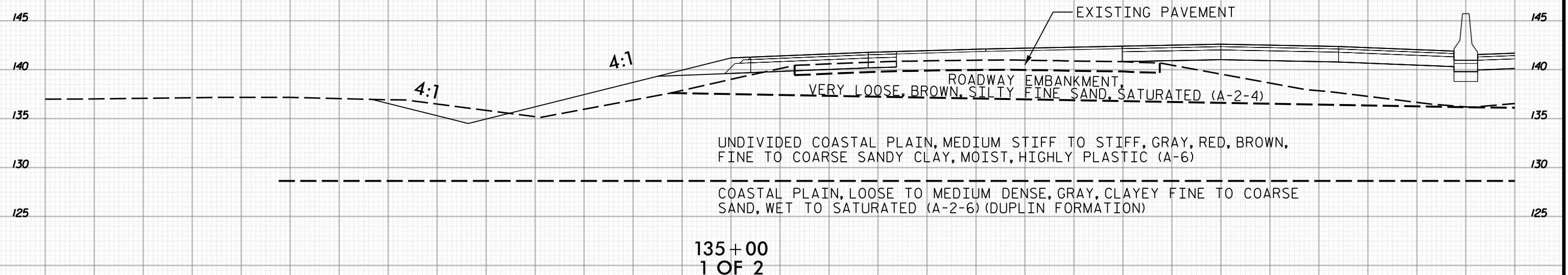
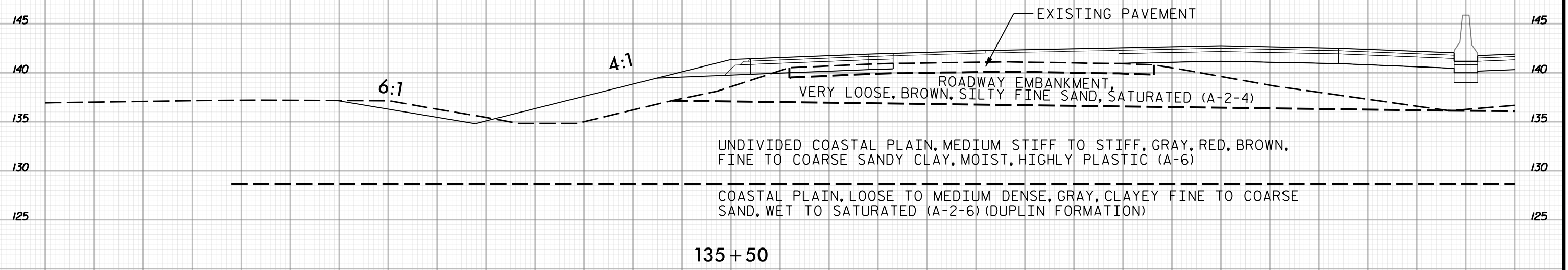
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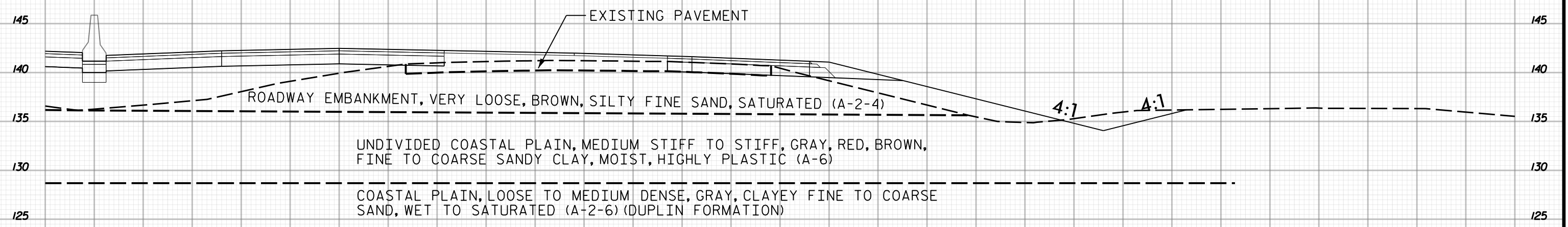
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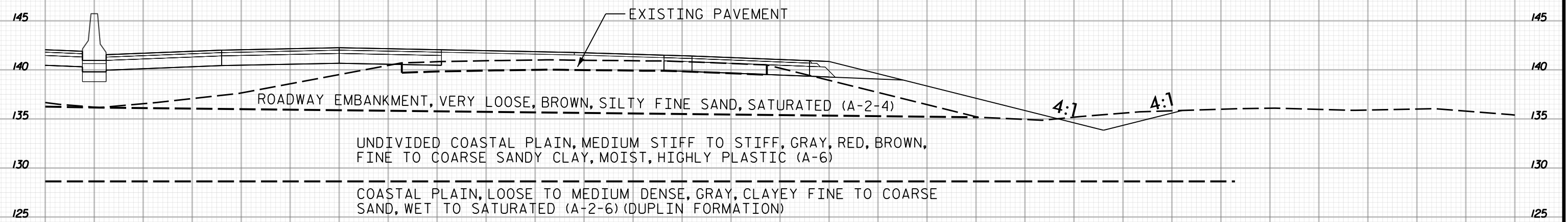
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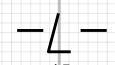
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135 + 50



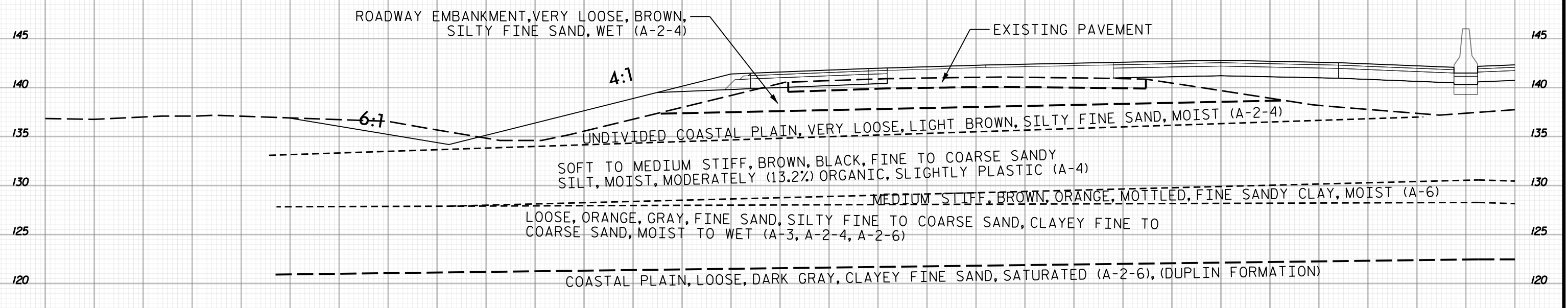
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2 OF 2



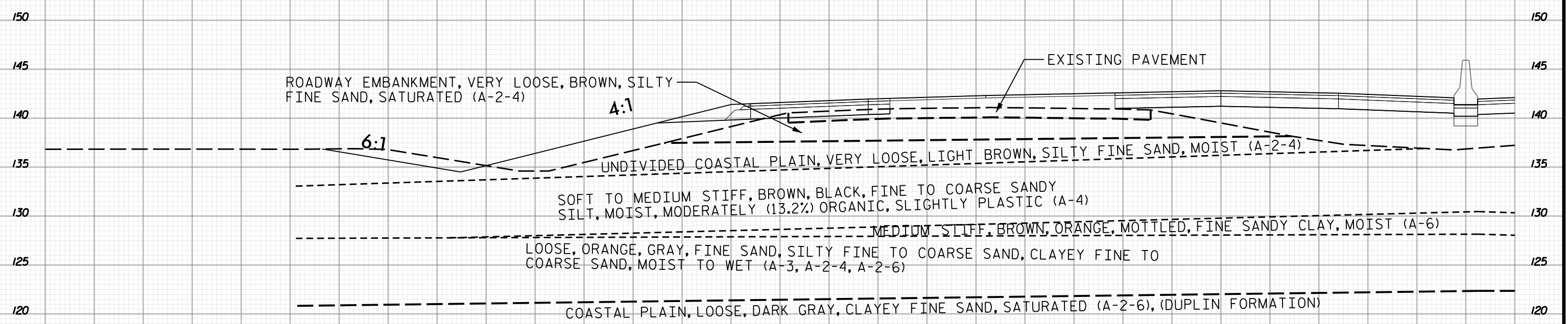
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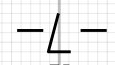
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136+50



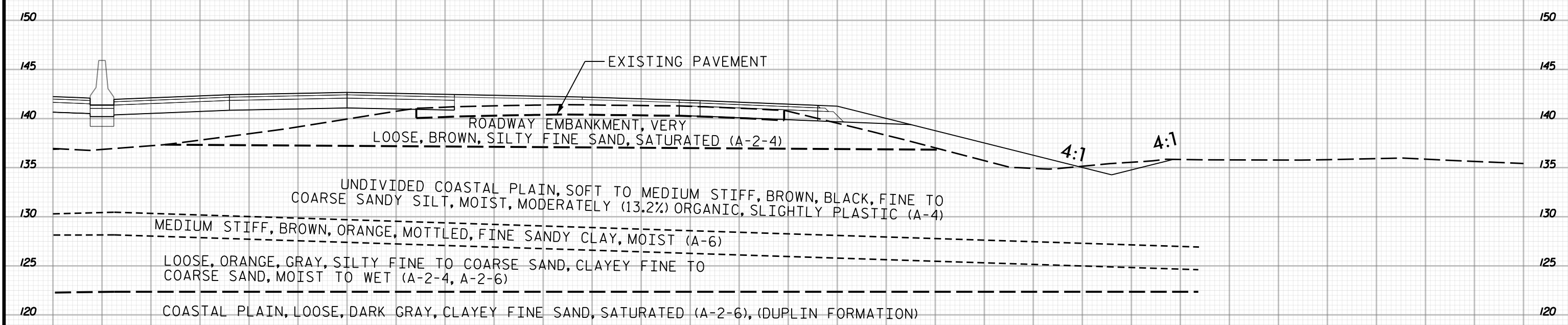
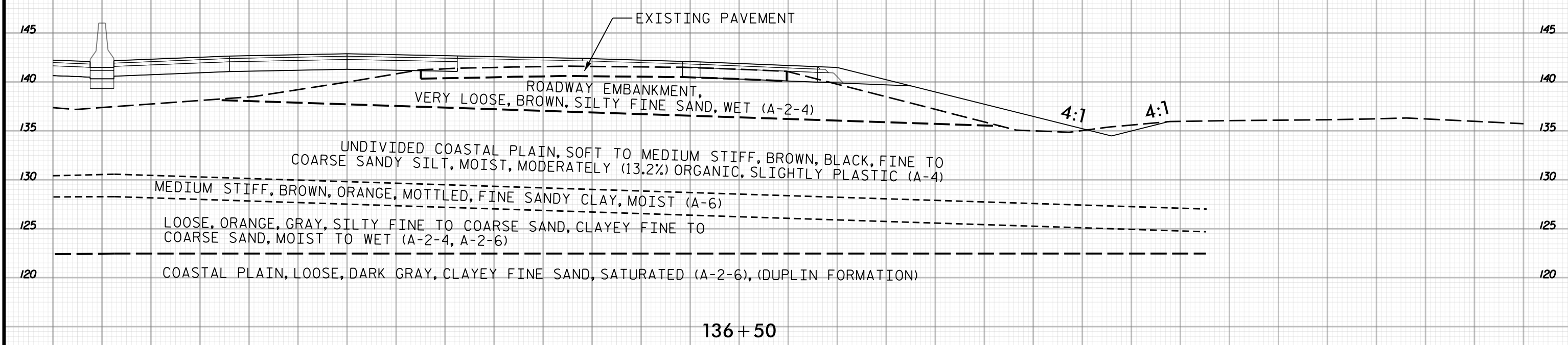
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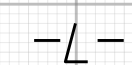


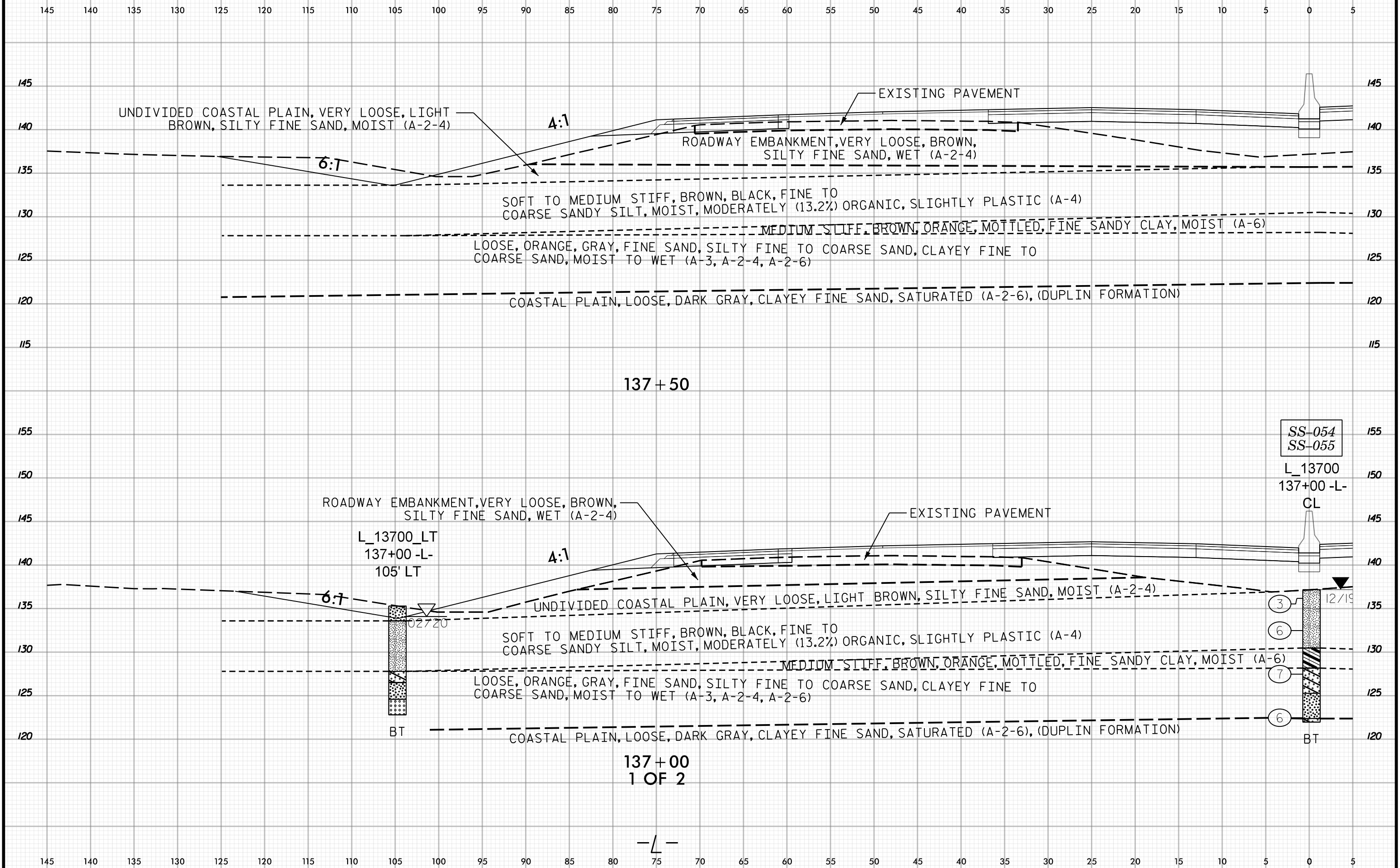
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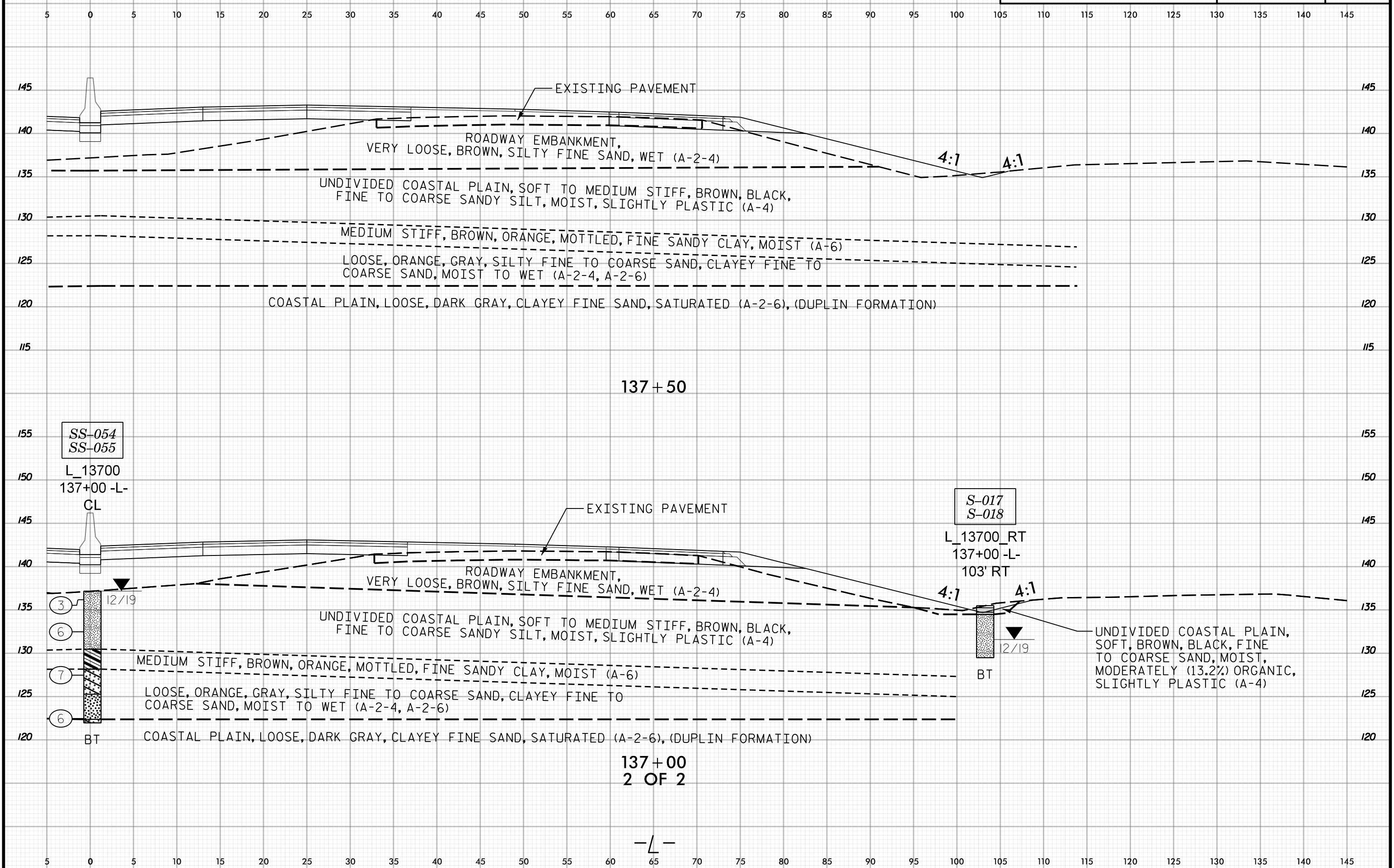


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136+00
2 OF 2

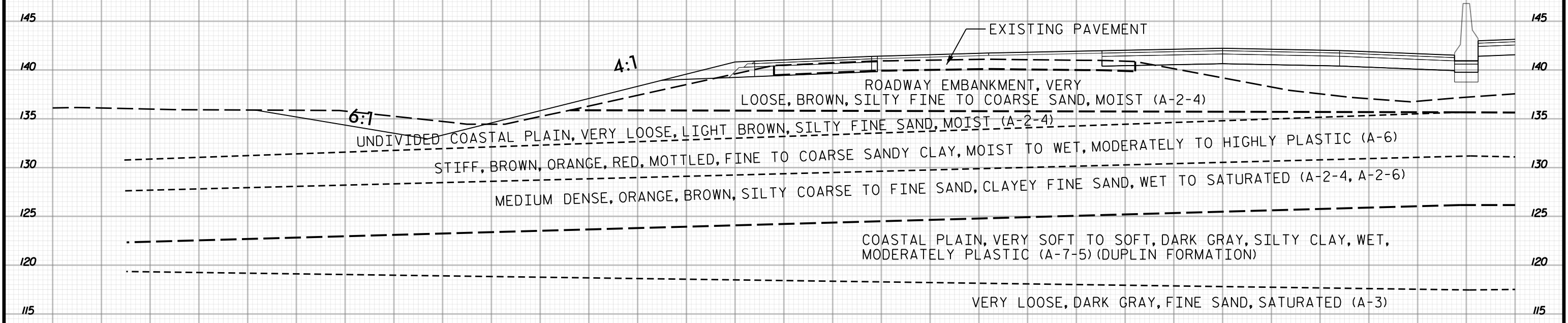




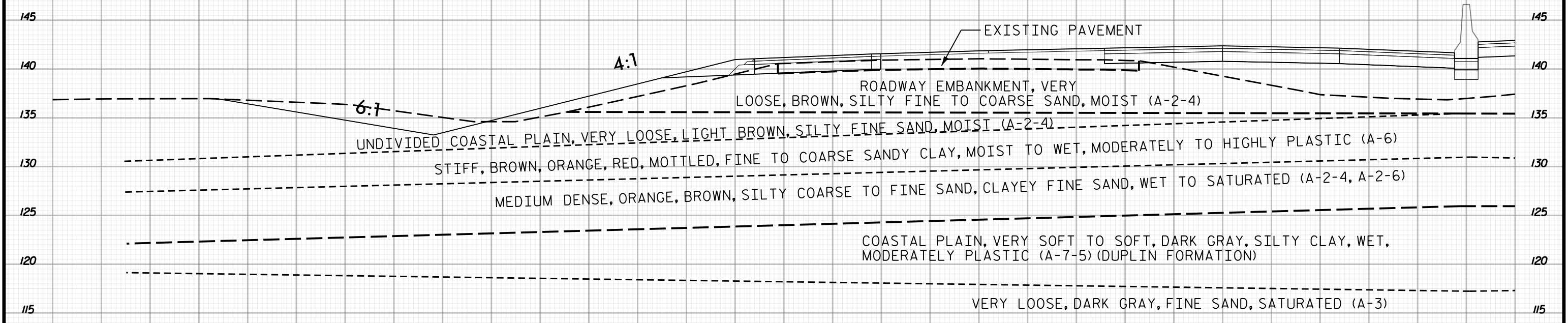




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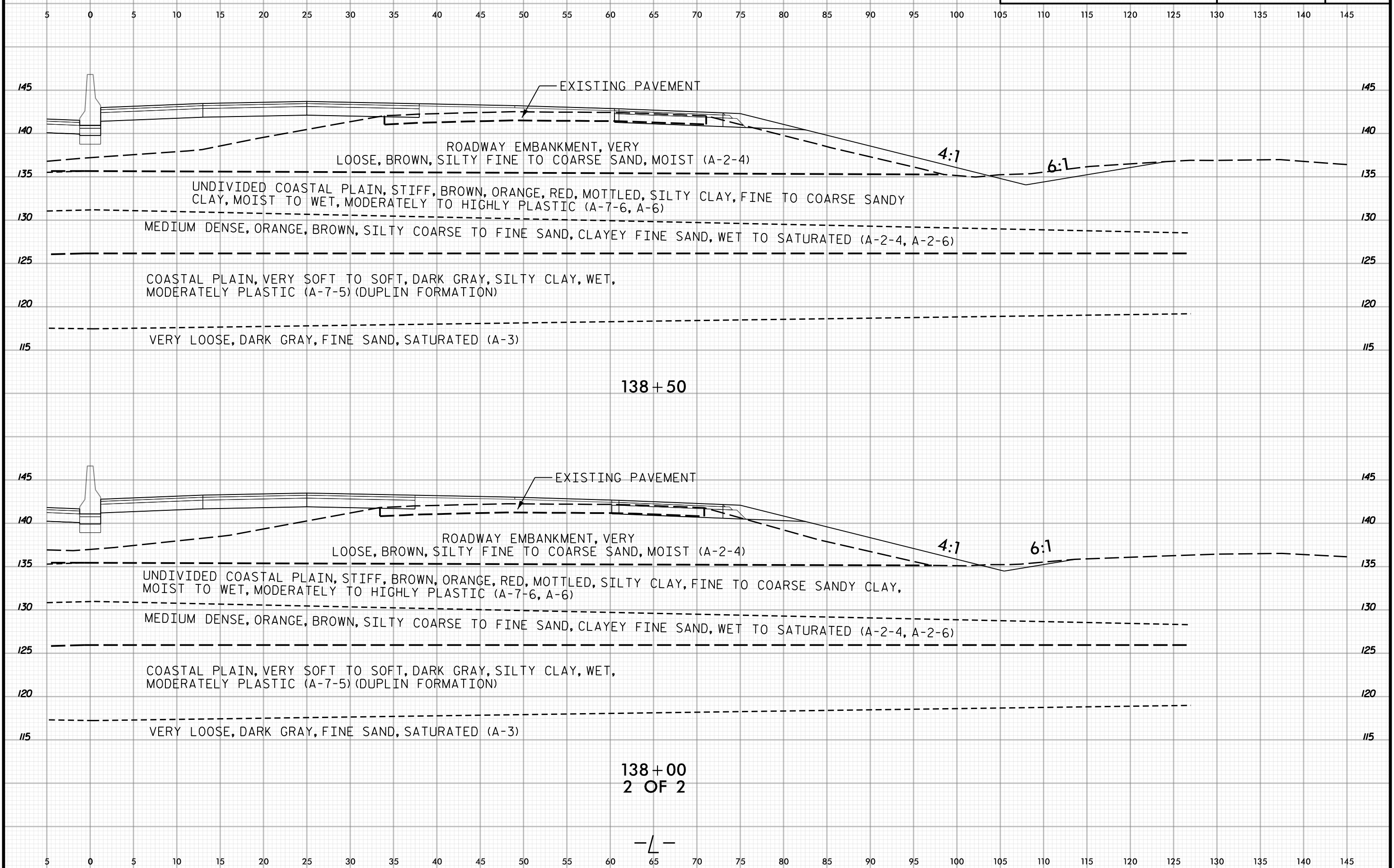
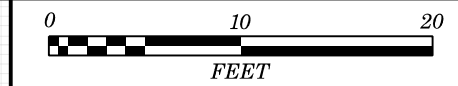


138+50



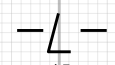
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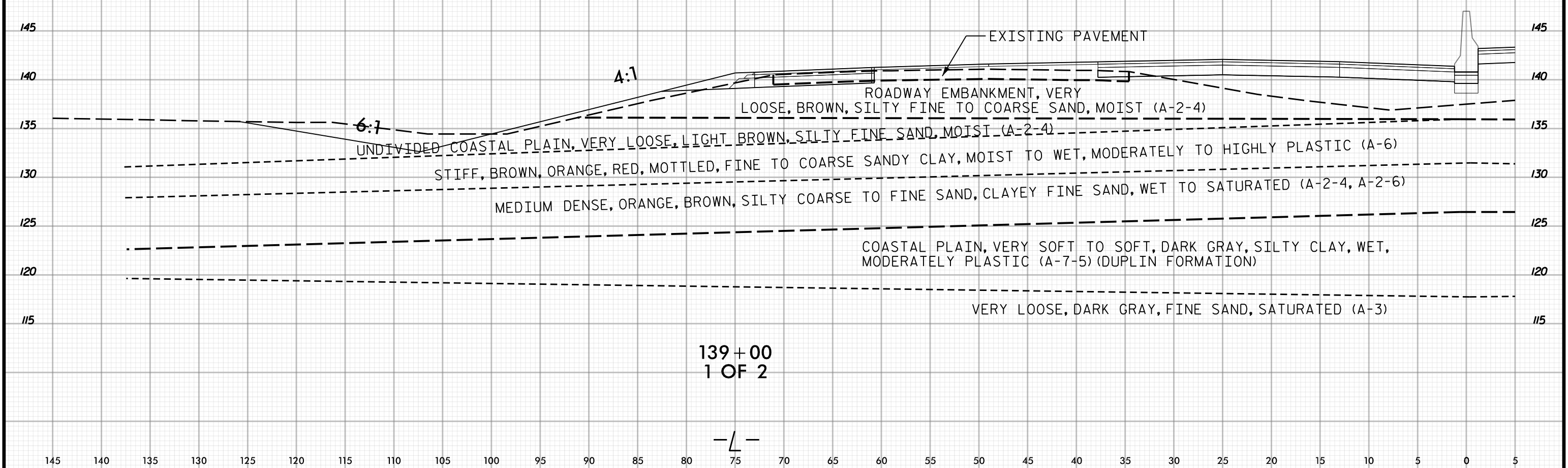
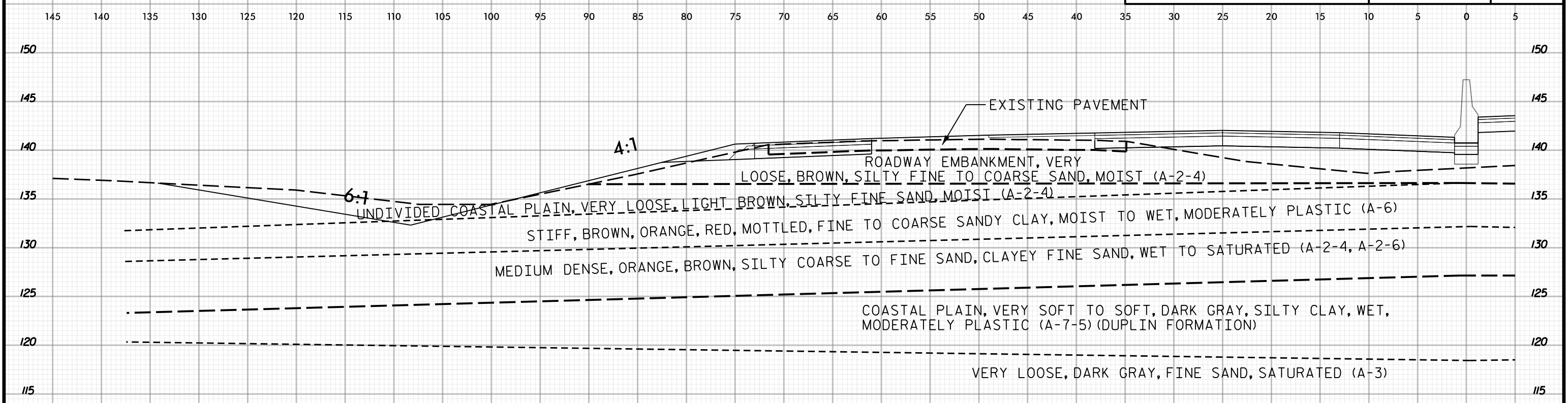
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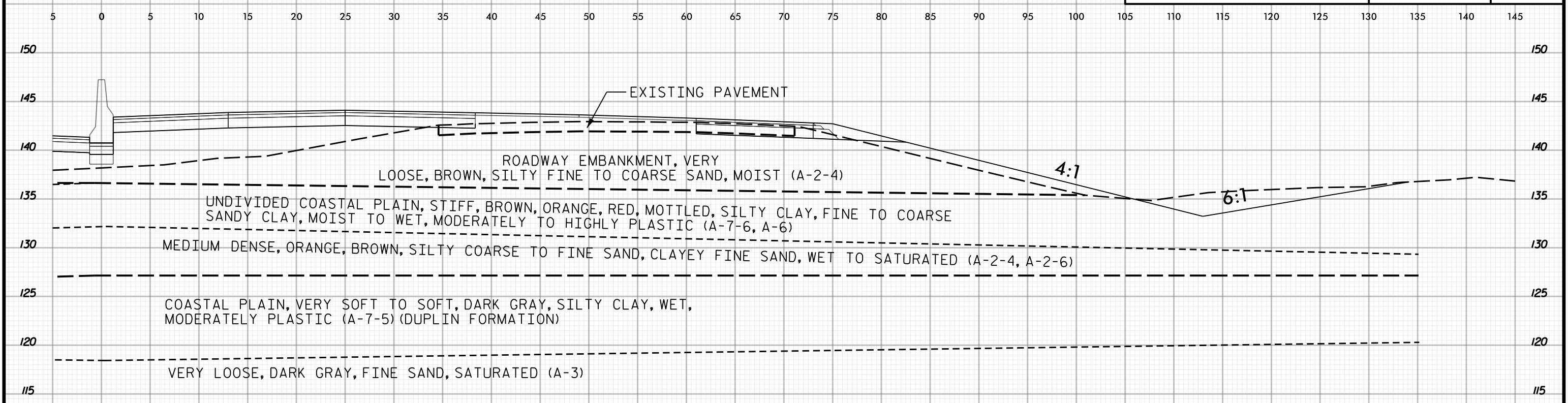
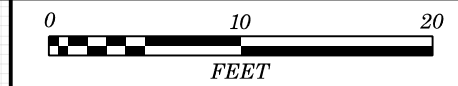


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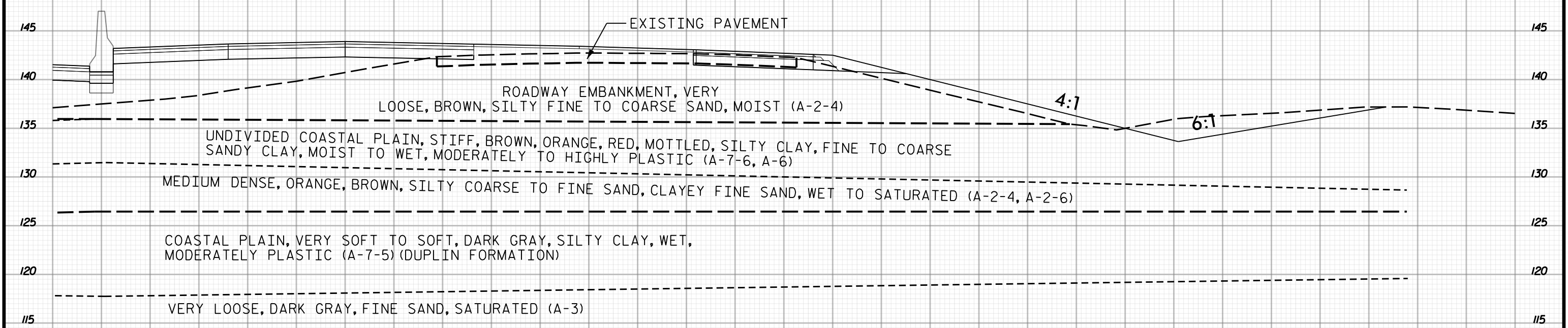
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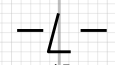




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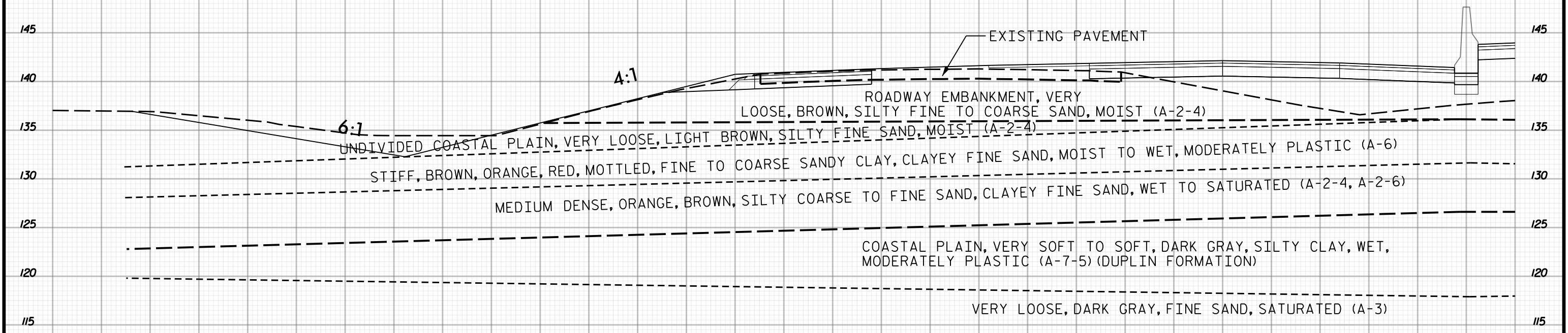


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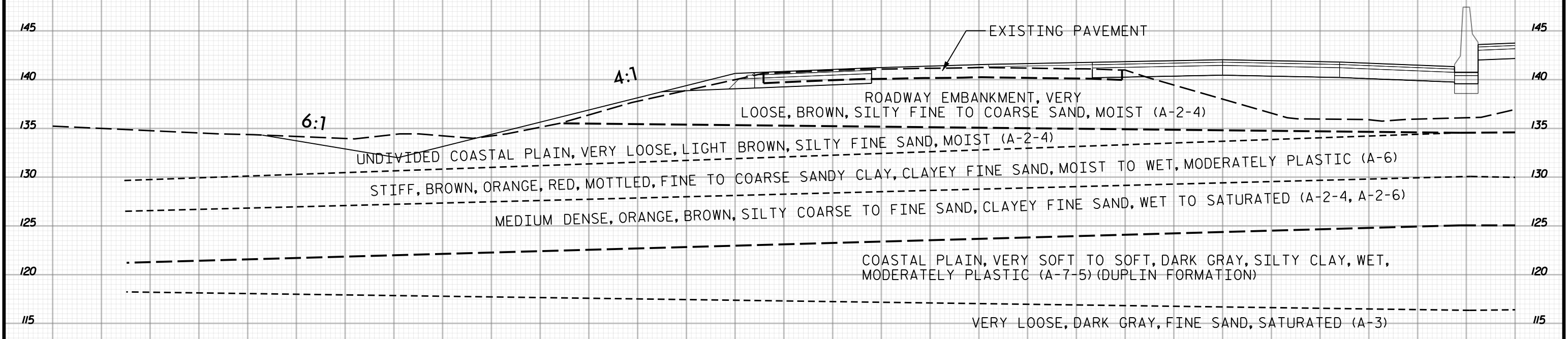




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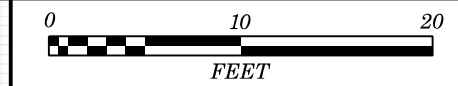


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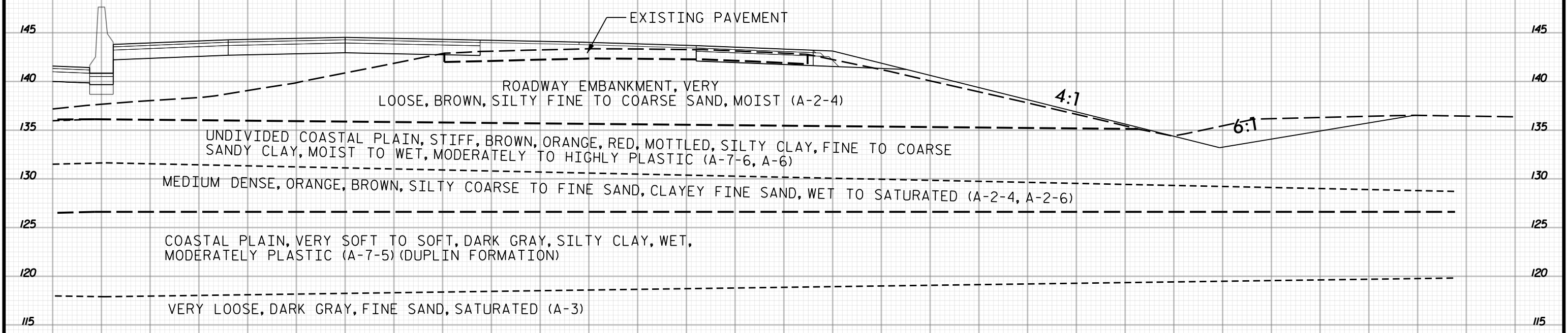


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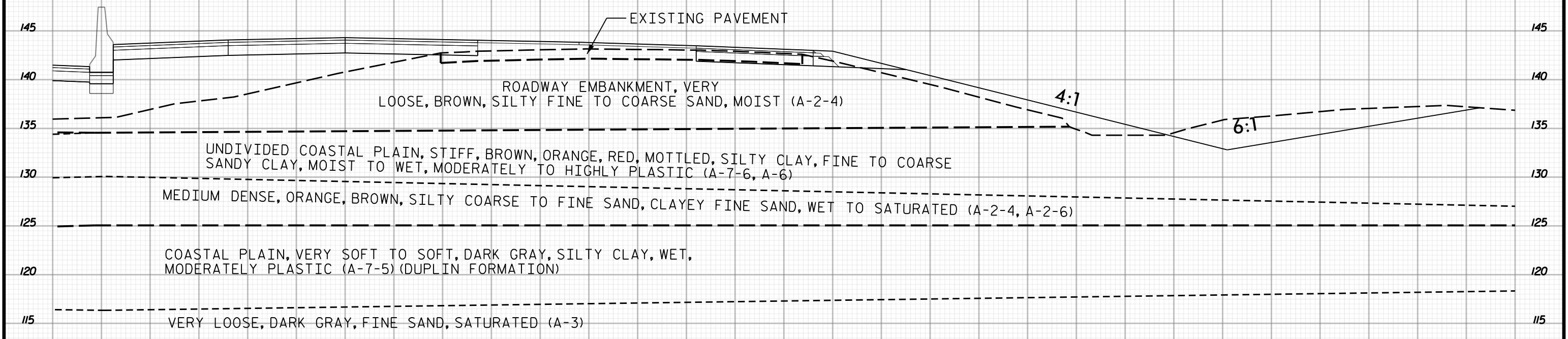
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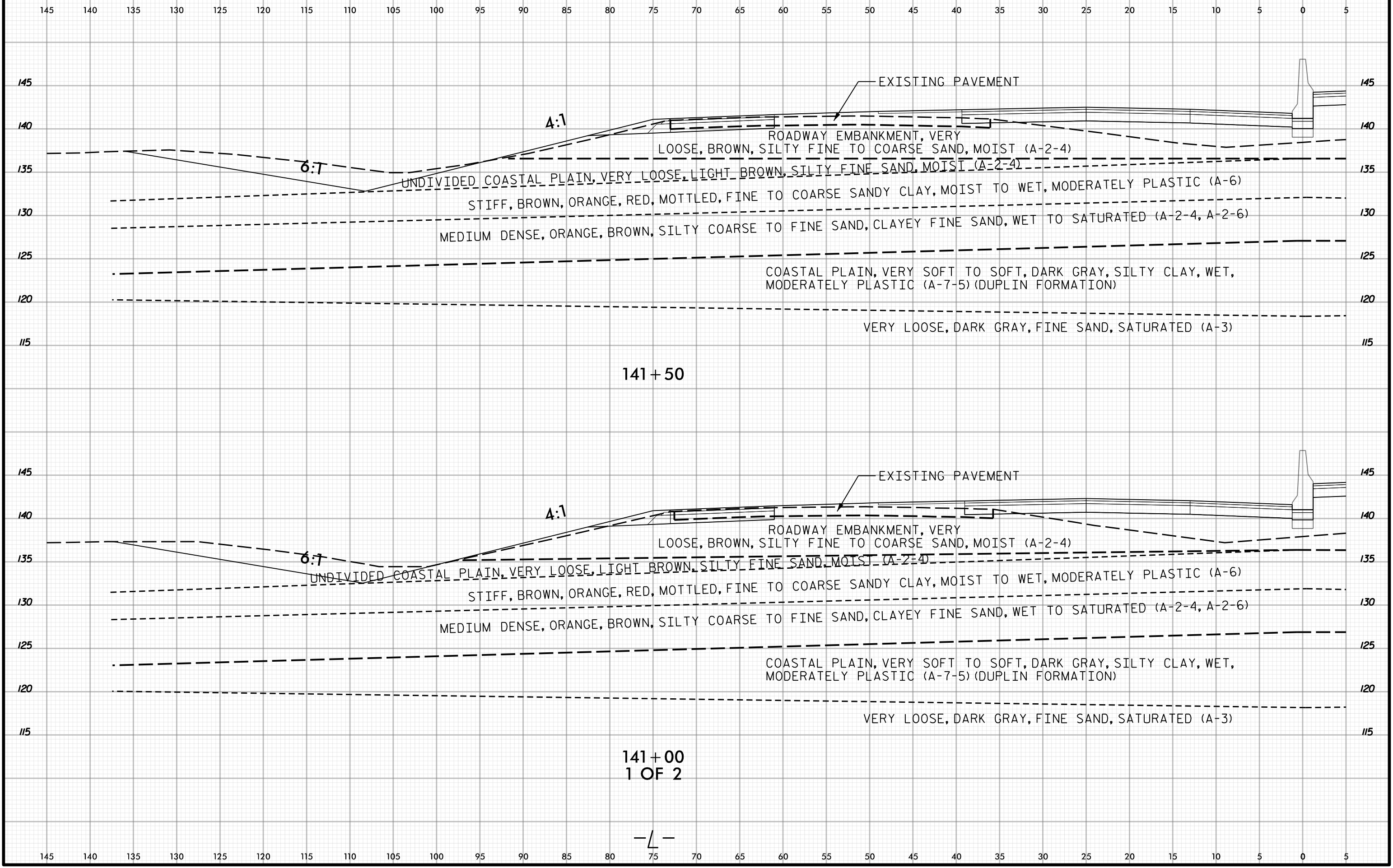


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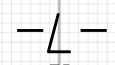
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2 OF 2

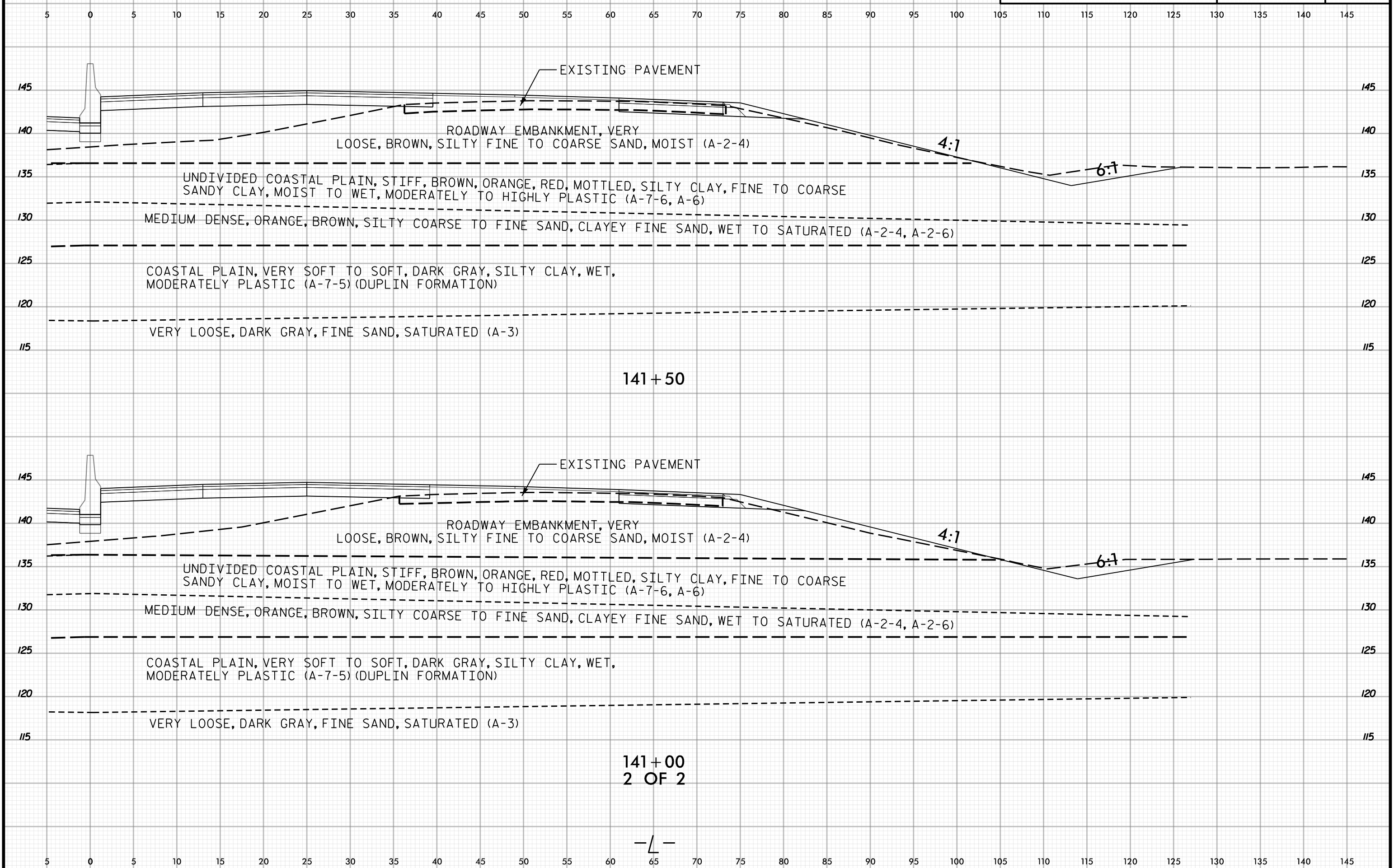
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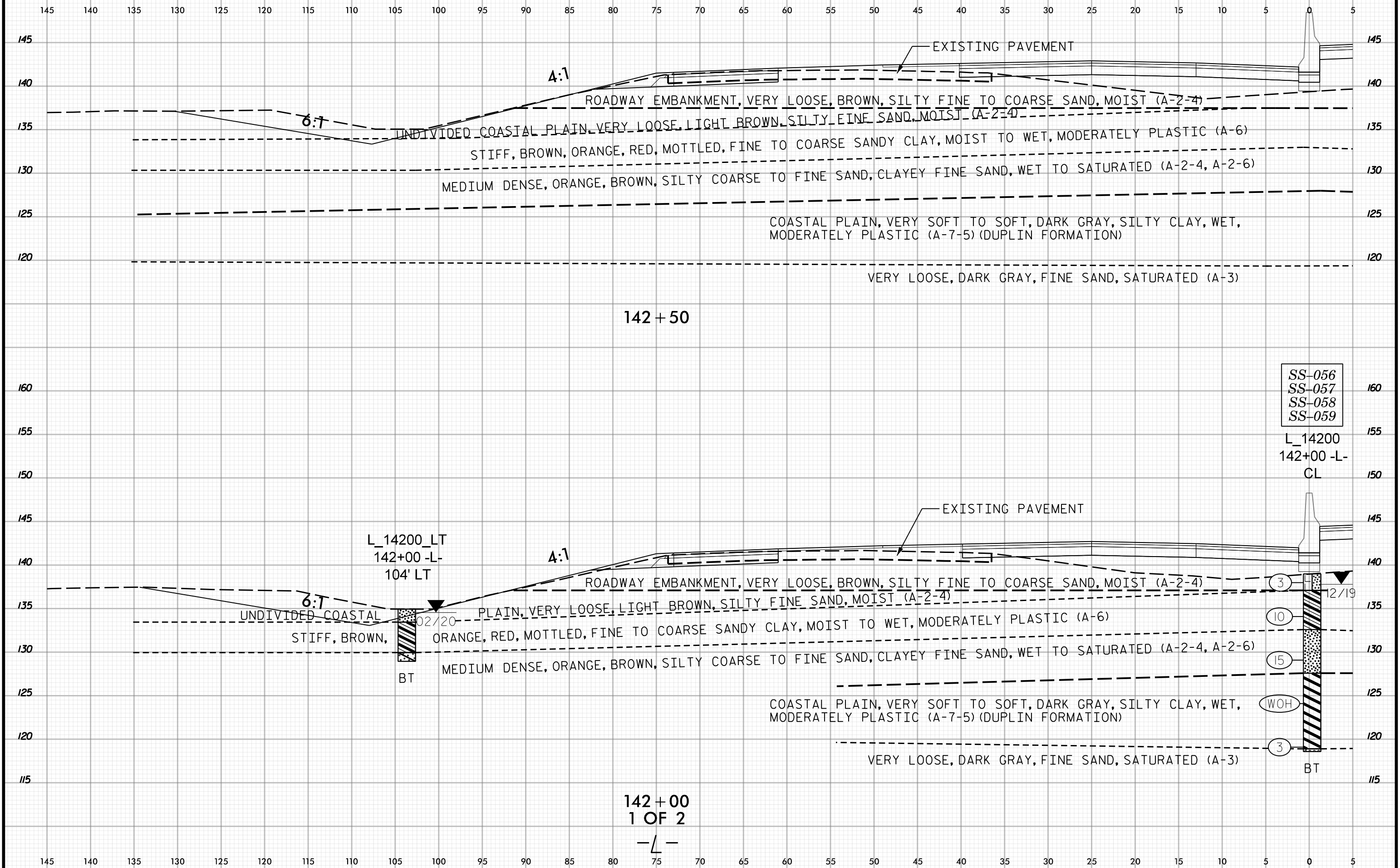
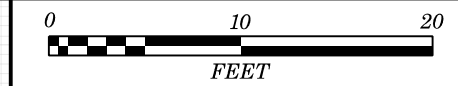


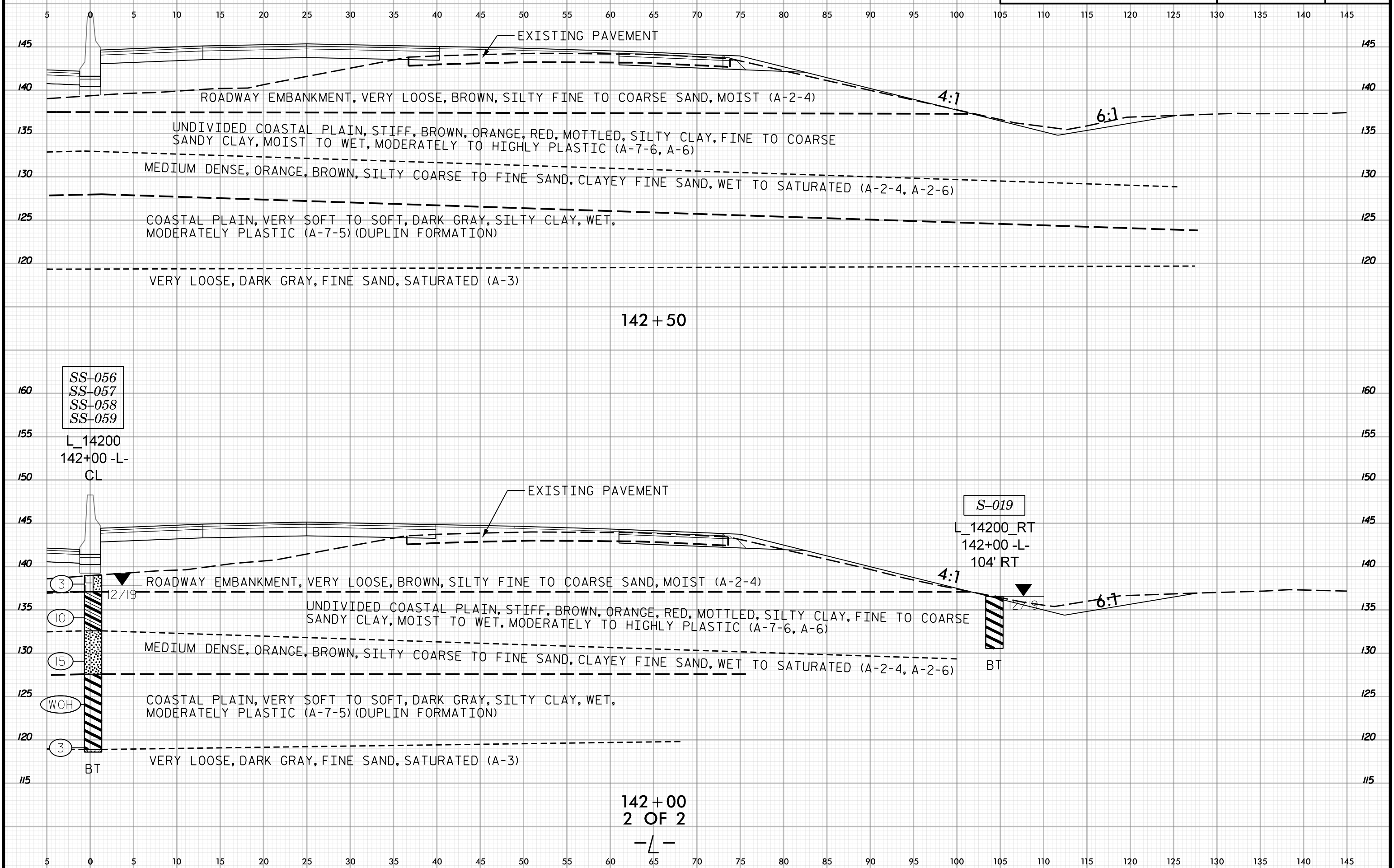
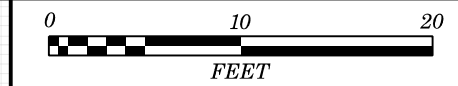
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141+00
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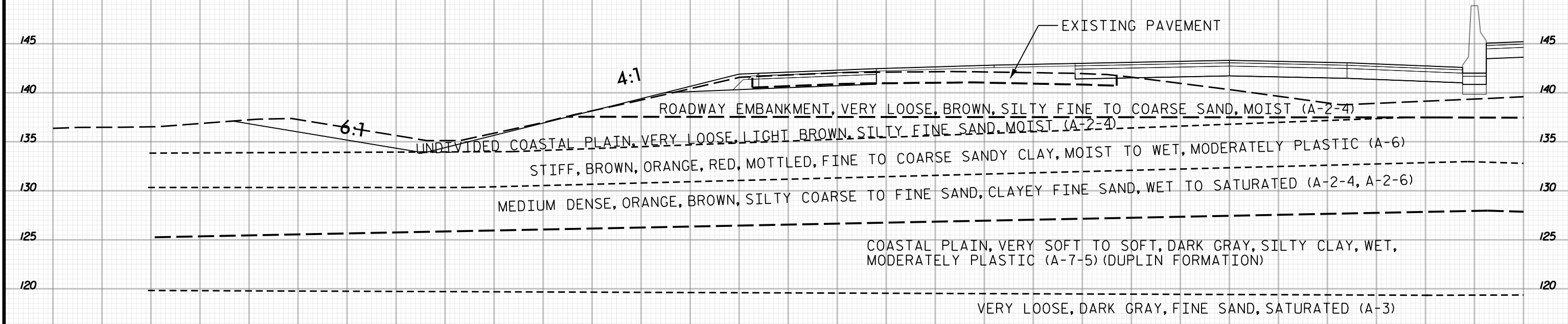




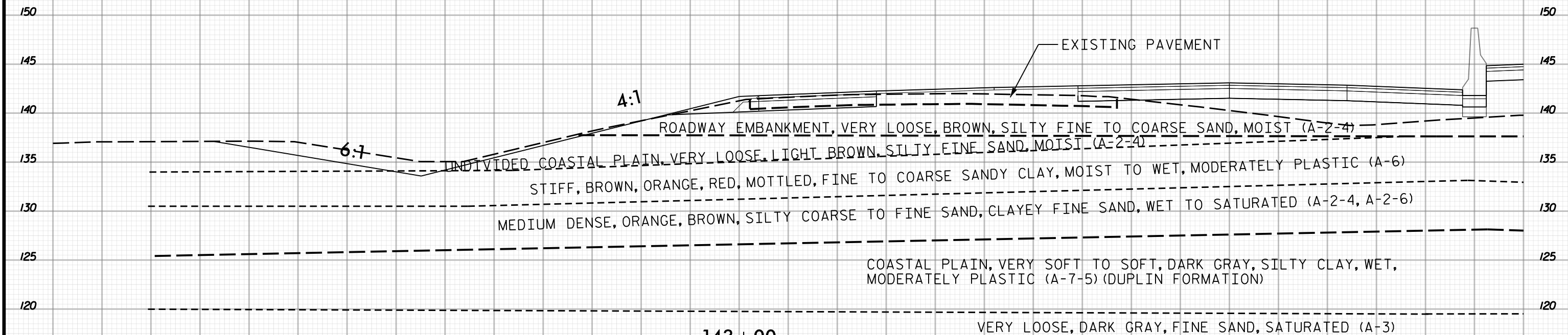




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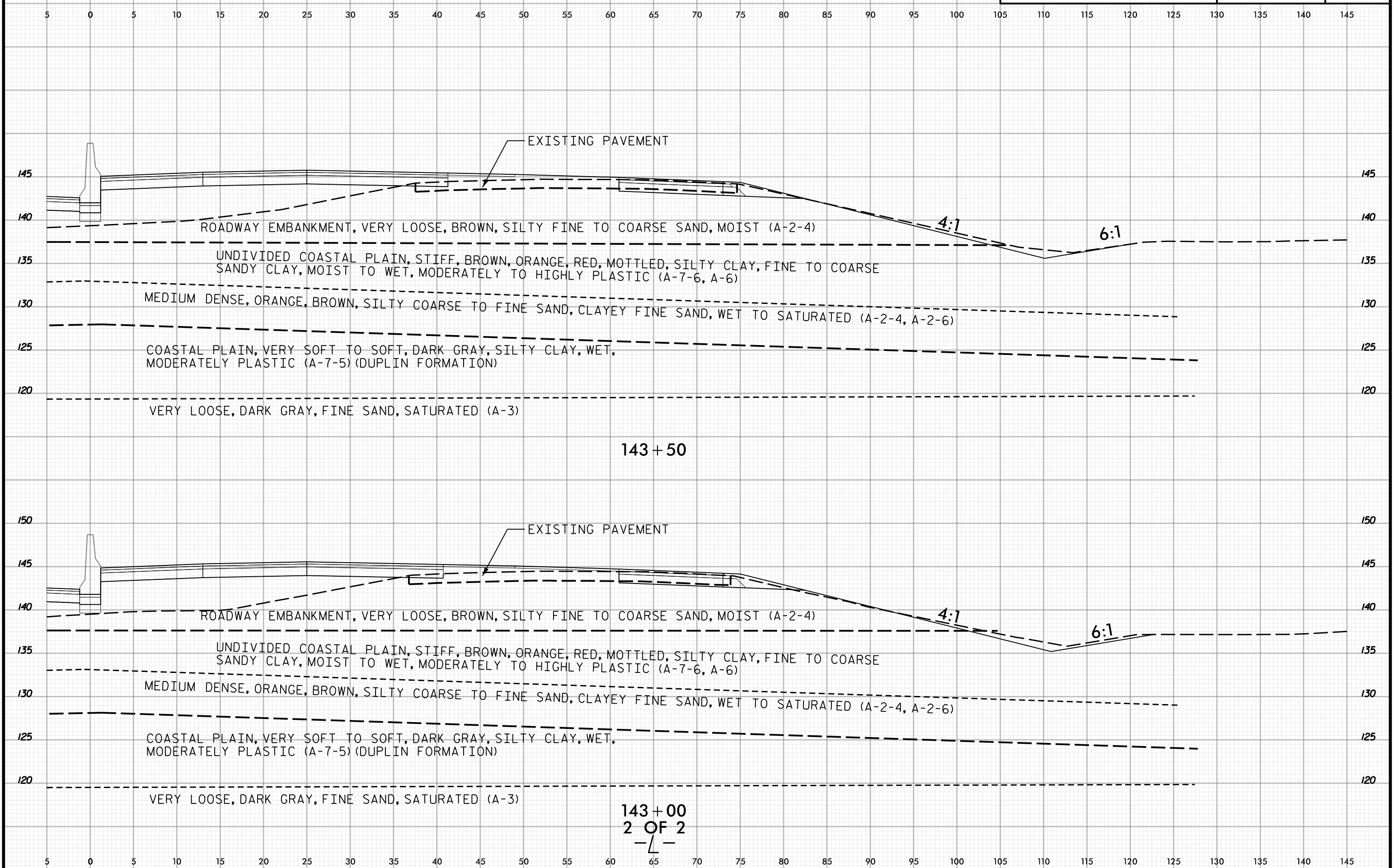
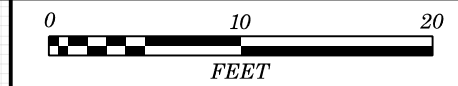


143+50

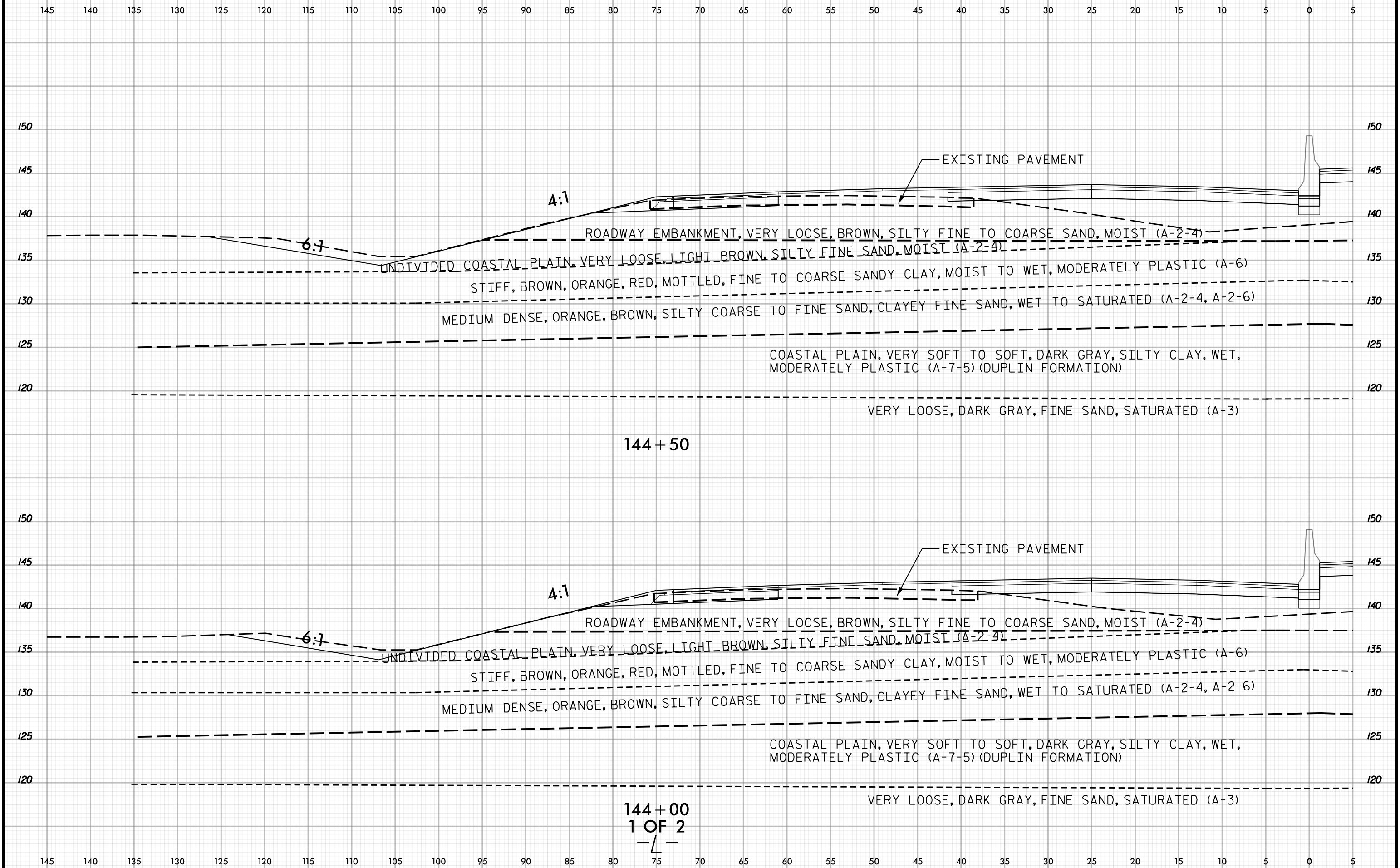


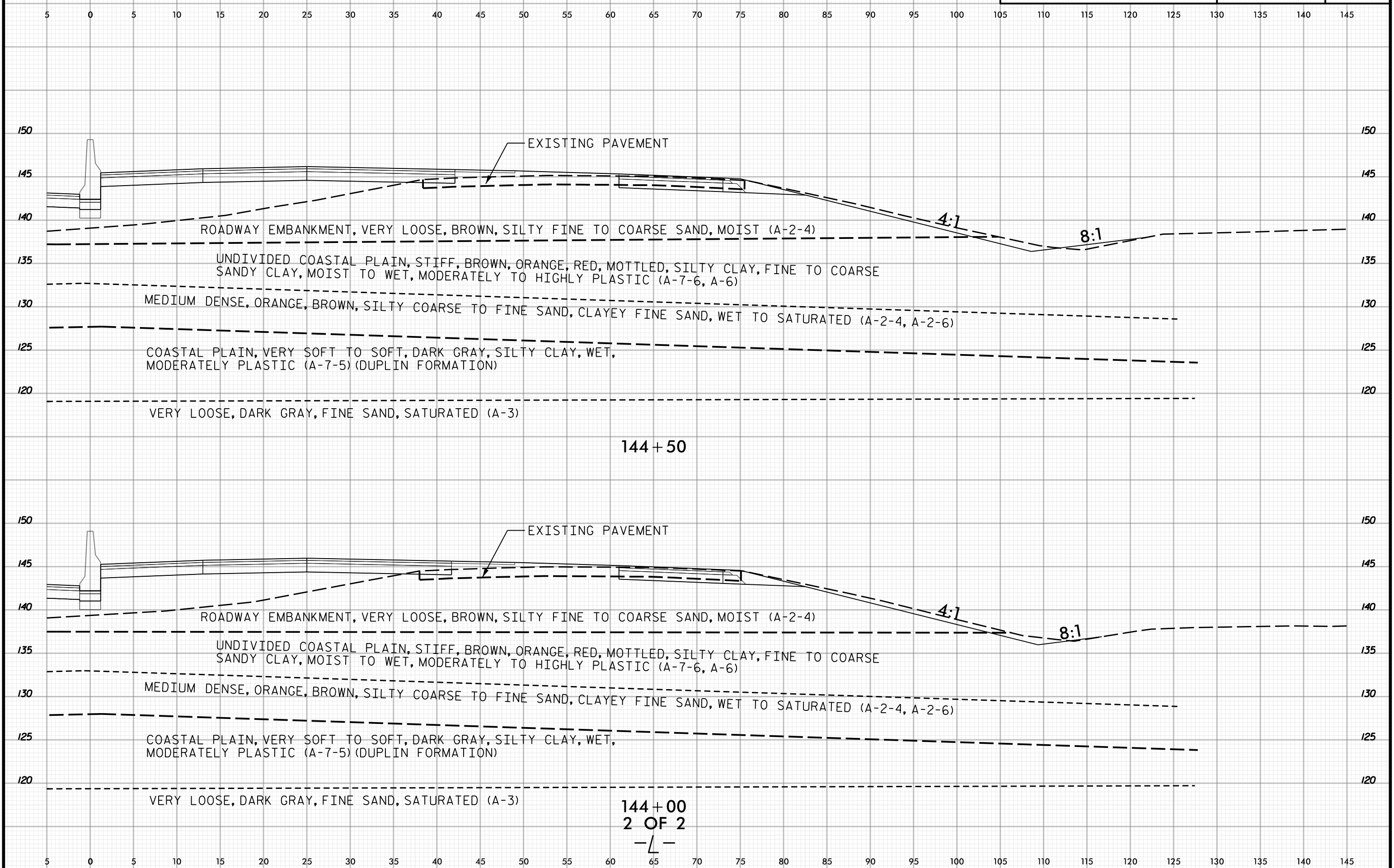
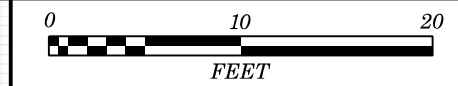
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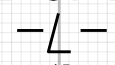
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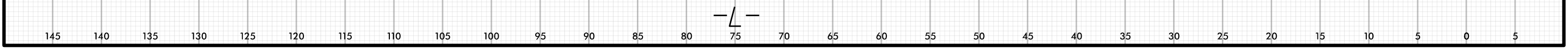
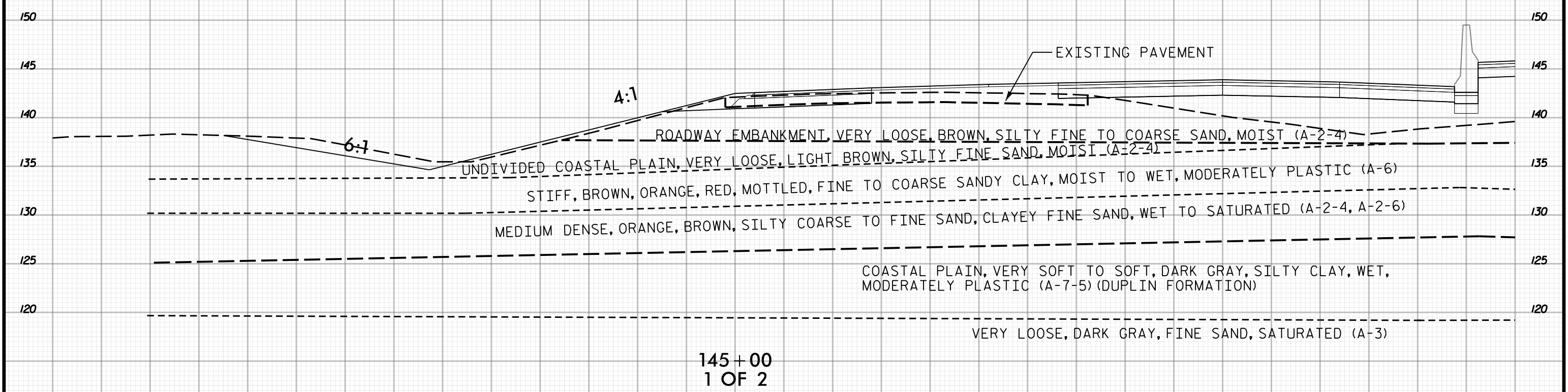
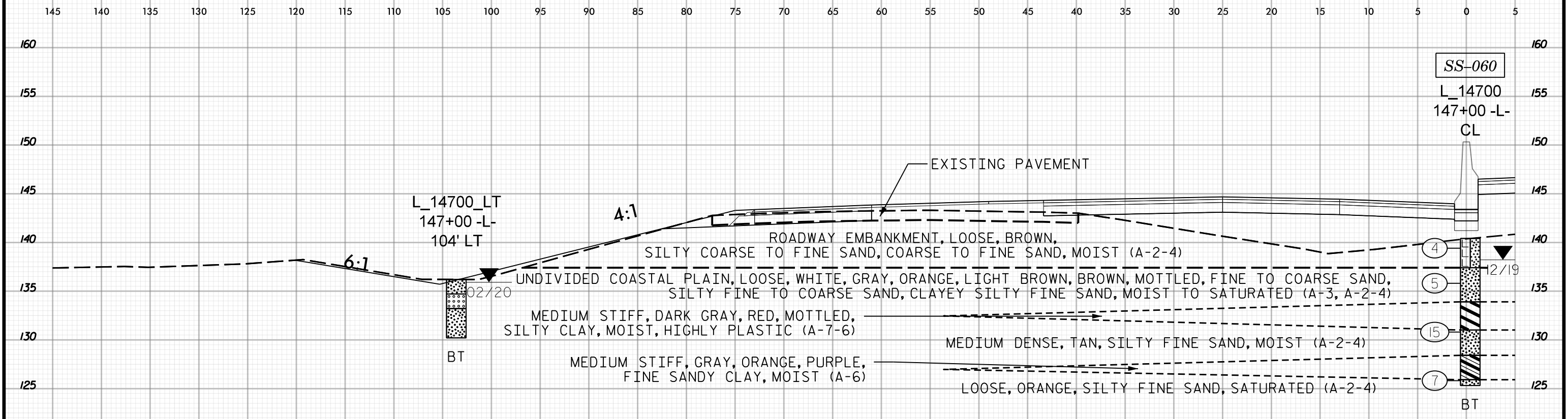
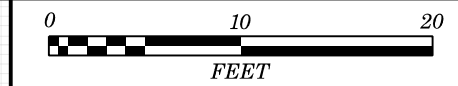


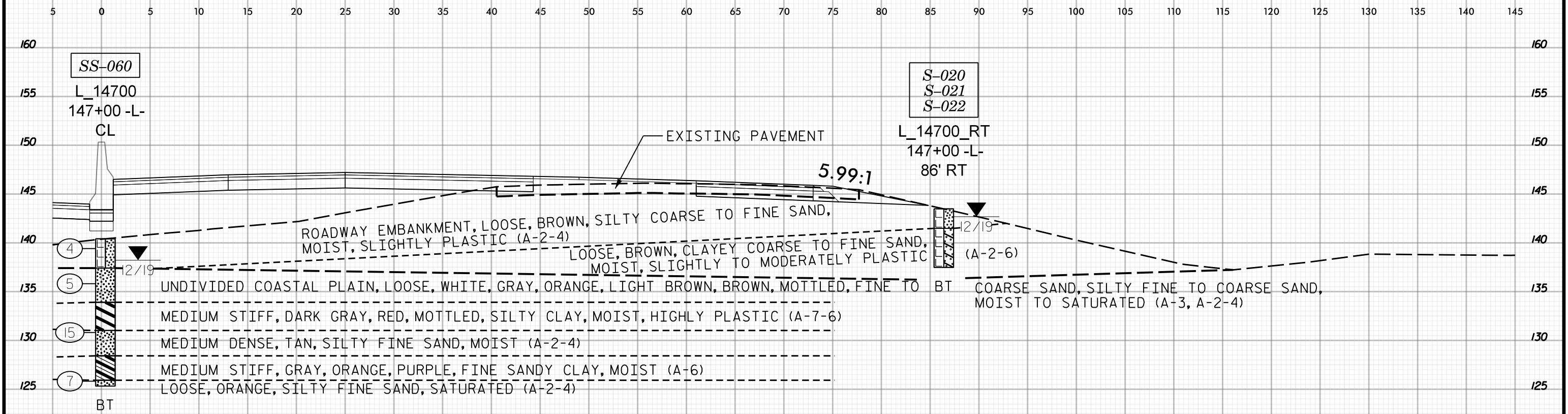


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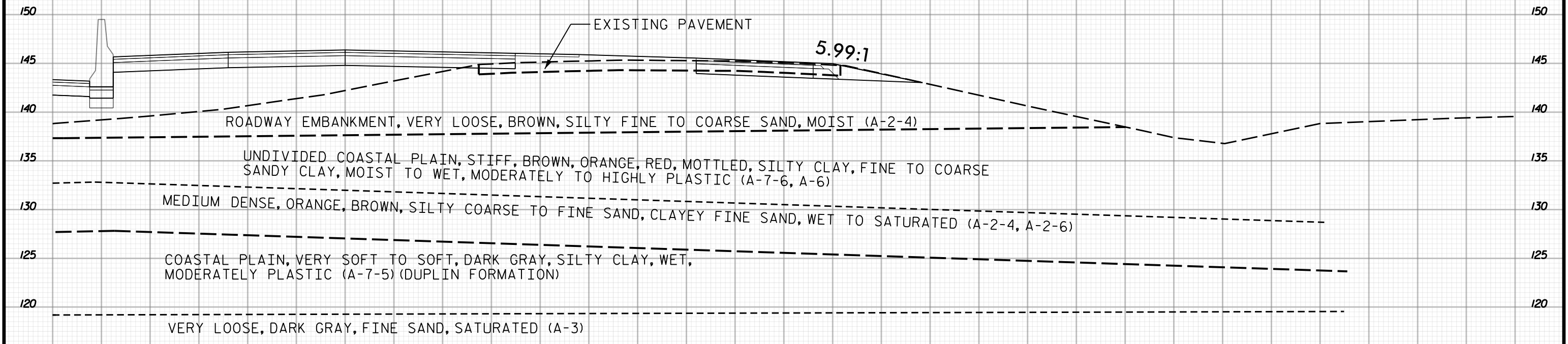
144 + 00
2 OF 2







147+00
2 OF 2

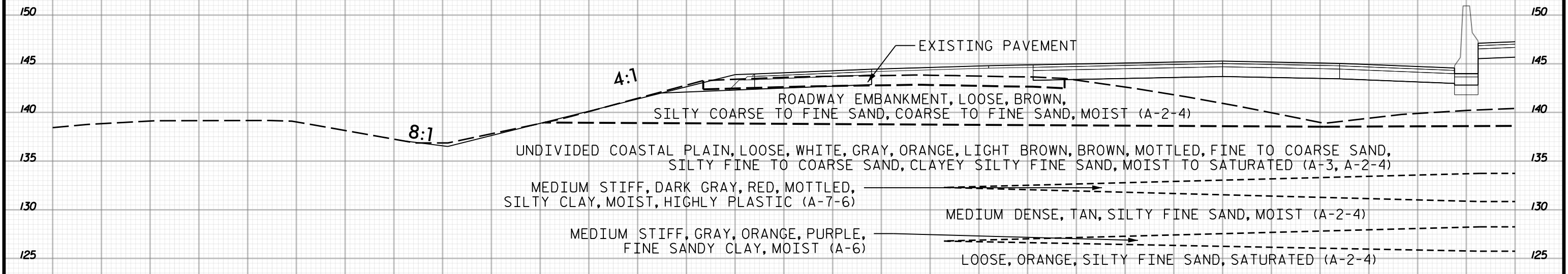
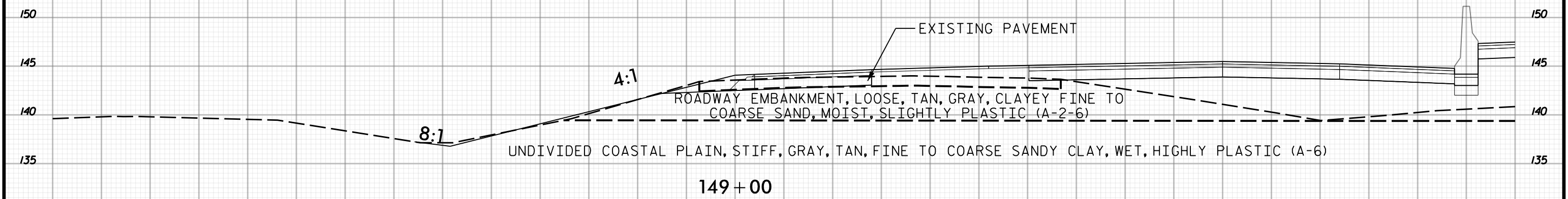


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-L-

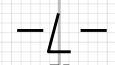


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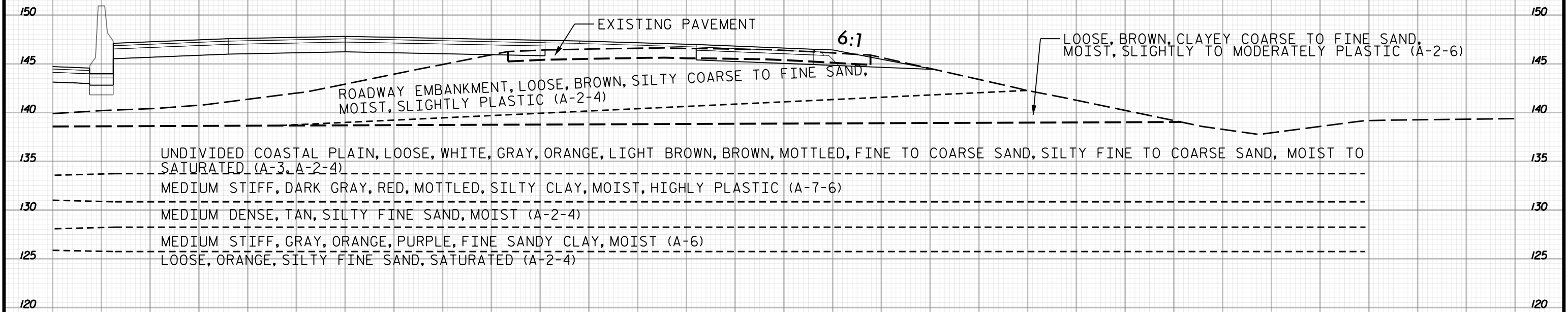
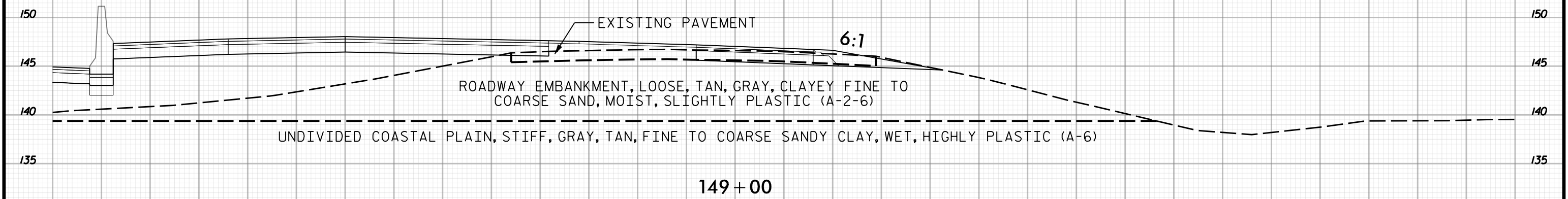
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148 + 50
1 OF 2

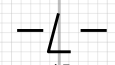




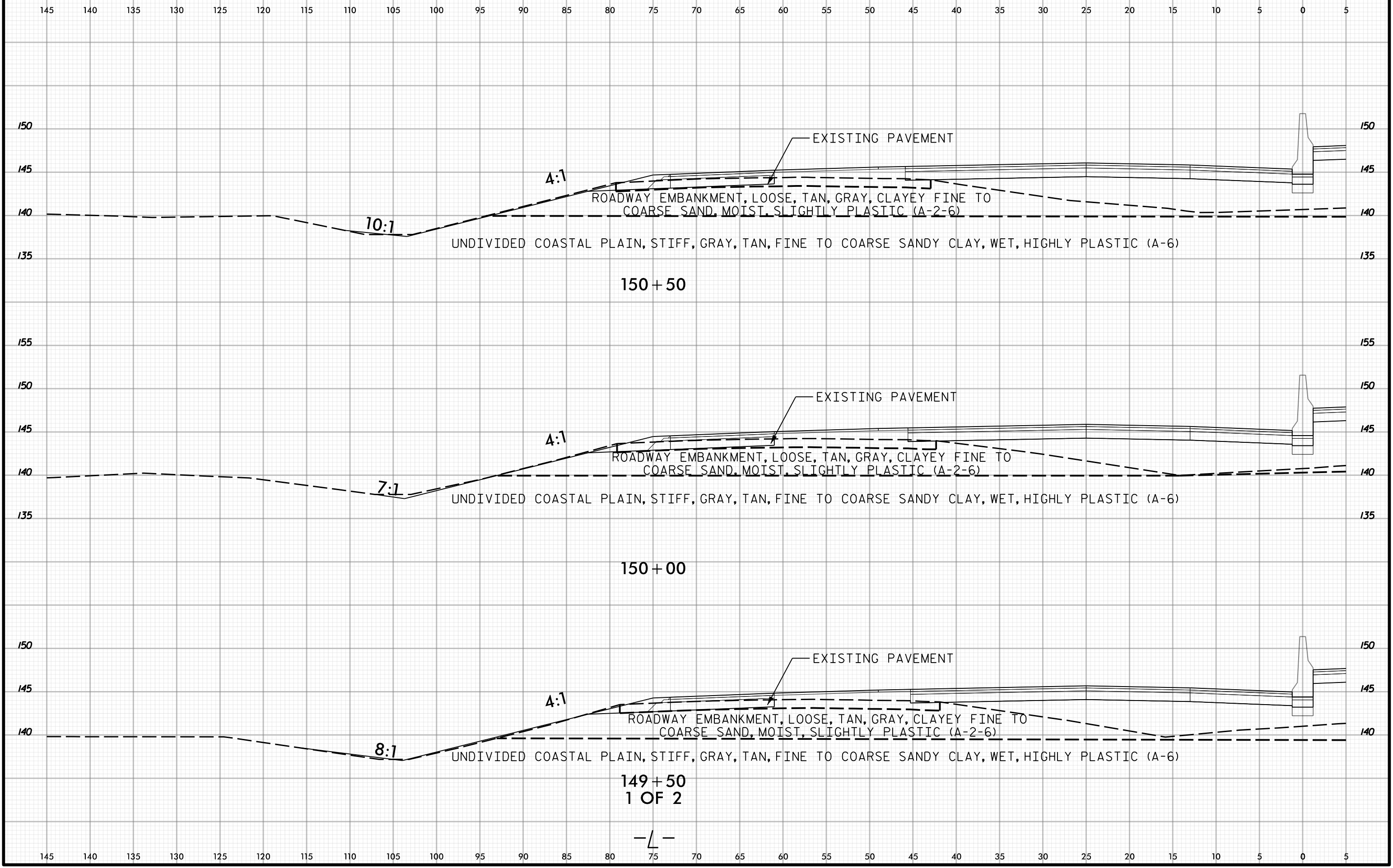
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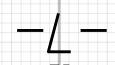
148 + 50
2 OF 2

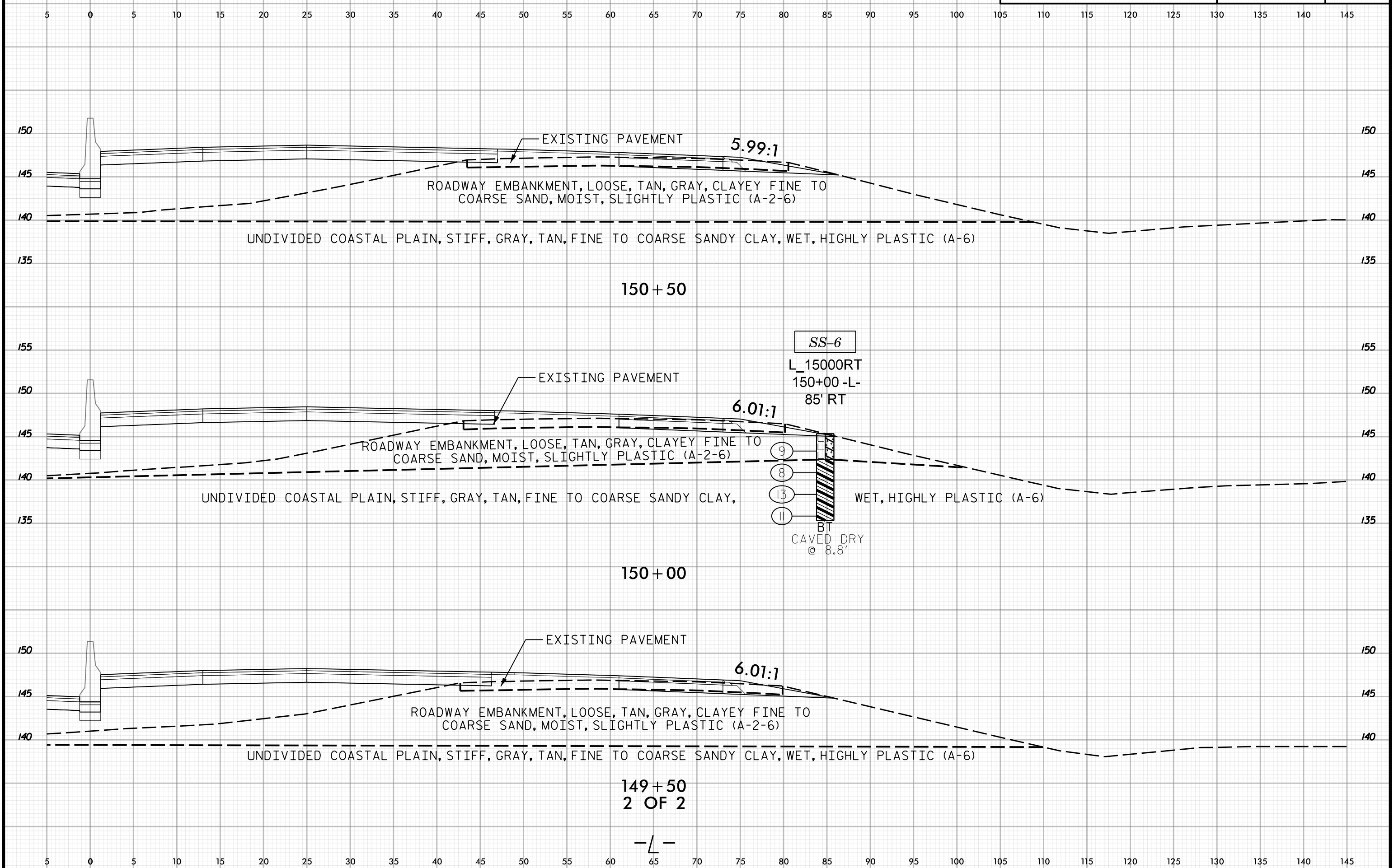


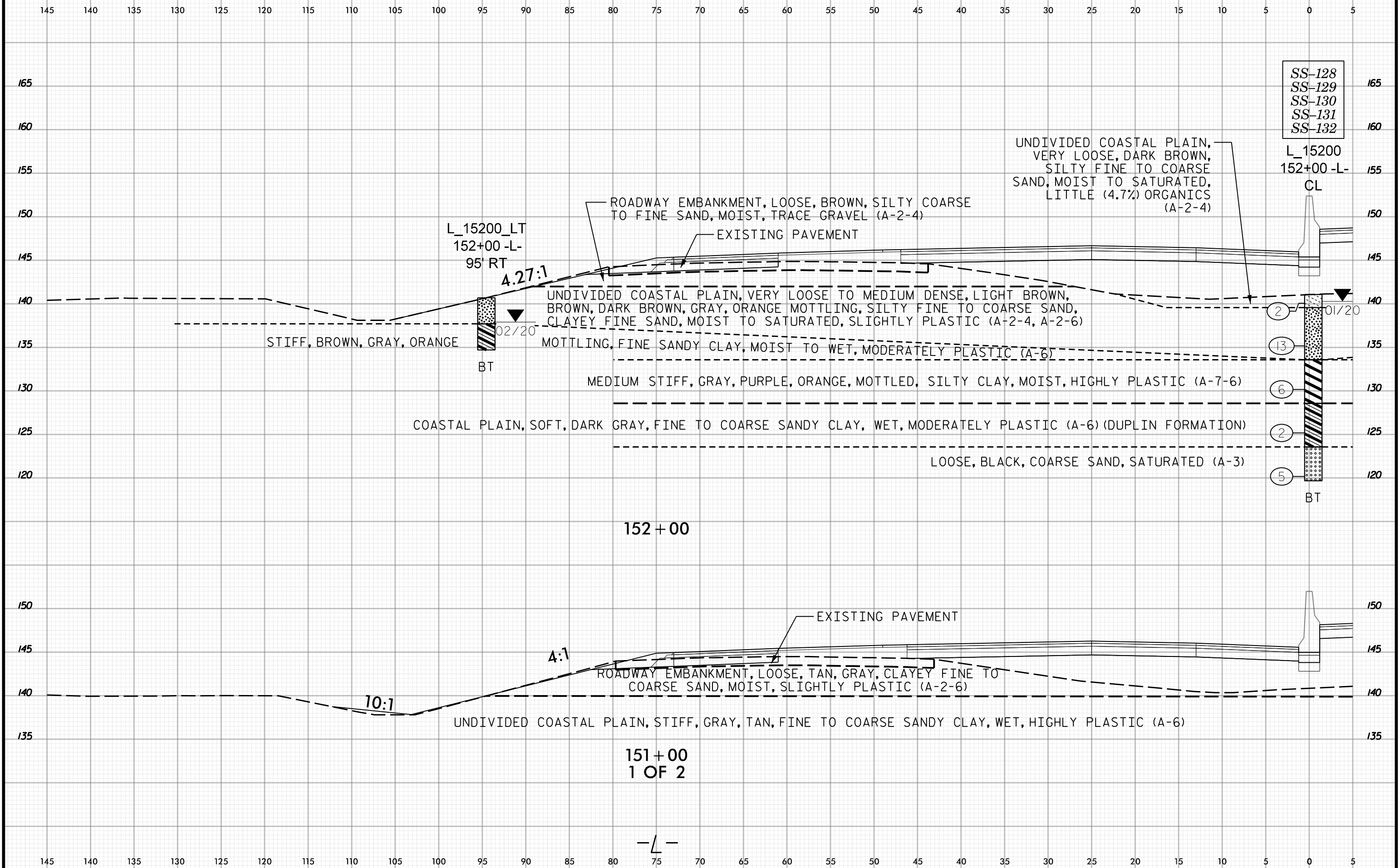
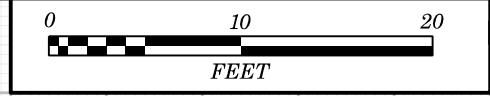
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149+50
1 OF 2



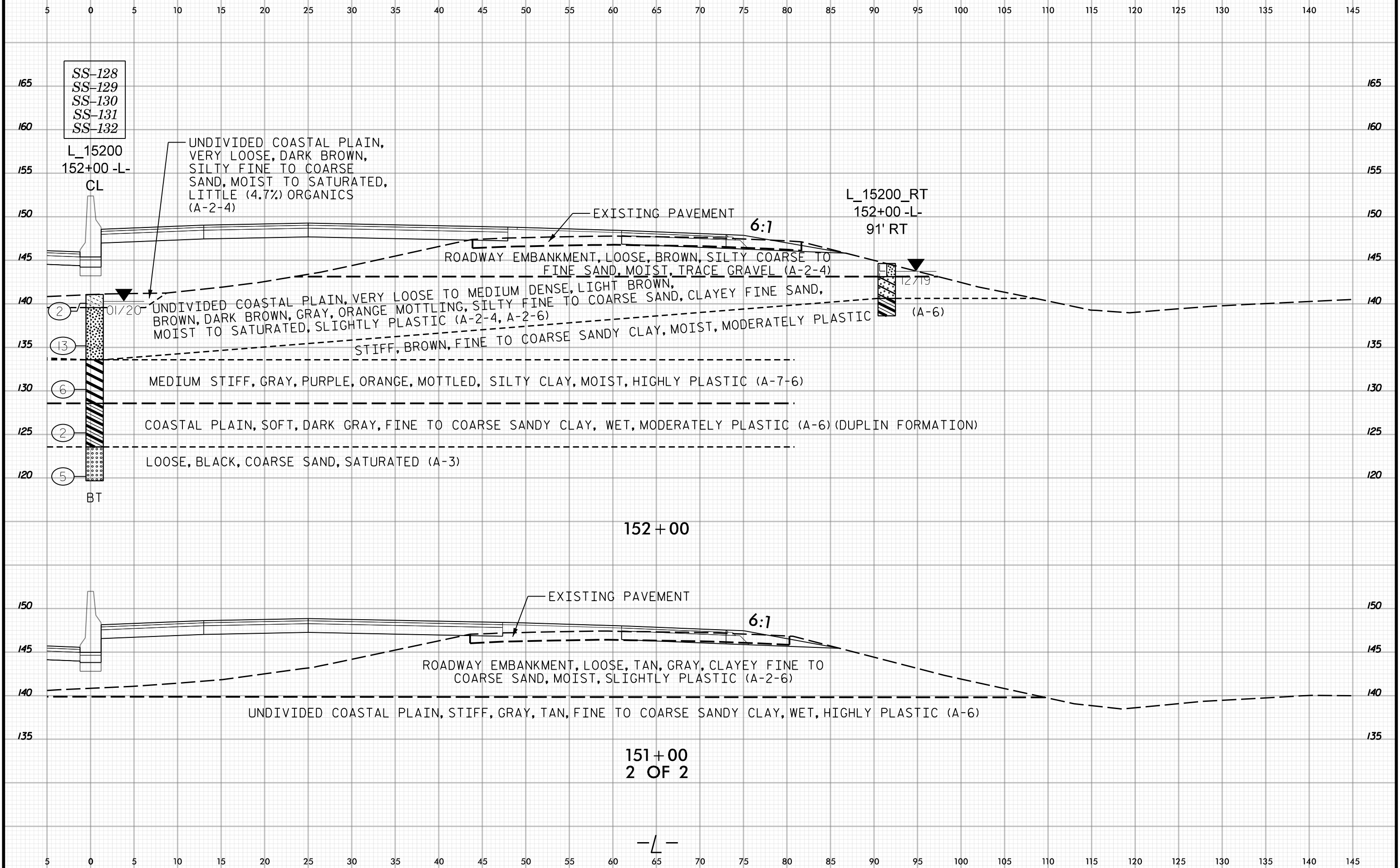




152 + 00

151 + 00
1 OF 2

-L-



SS-128
SS-129
SS-130
SS-131
SS-132

L_15200
152+00 -L-

CL

UNDIVIDED COASTAL PLAIN,
VERY LOOSE, DARK BROWN,
SILTY FINE TO COARSE
SAND, MOIST TO SATURATED,
LITTLE (4.7%) ORGANICS
(A-2-4)

EXISTING PAVEMENT

6:1

L_15200_RT
152+00 -L-
91' RT

ROADWAY EMBANKMENT, LOOSE, BROWN, SILTY COARSE TO
FINE SAND, MOIST, TRACE GRAVEL (A-2-4)

UNDIVIDED COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT BROWN,
BROWN, DARK BROWN, GRAY, ORANGE MOTTLING, SILTY FINE TO COARSE SAND, CLAYEY FINE SAND,
MOIST TO SATURATED, SLIGHTLY PLASTIC (A-2-4, A-2-6)

STIFF, BROWN, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

MEDIUM STIFF, GRAY, PURPLE, ORANGE, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

COASTAL PLAIN, SOFT, DARK GRAY, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6) (DUPLIN FORMATION)

LOOSE, BLACK, COARSE SAND, SATURATED (A-3)

152+00

EXISTING PAVEMENT

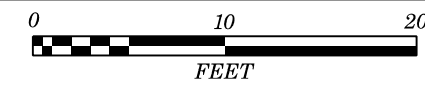
6:1

ROADWAY EMBANKMENT, LOOSE, TAN, GRAY, CLAYEY FINE TO
COARSE SAND, MOIST, SLIGHTLY PLASTIC (A-2-6)

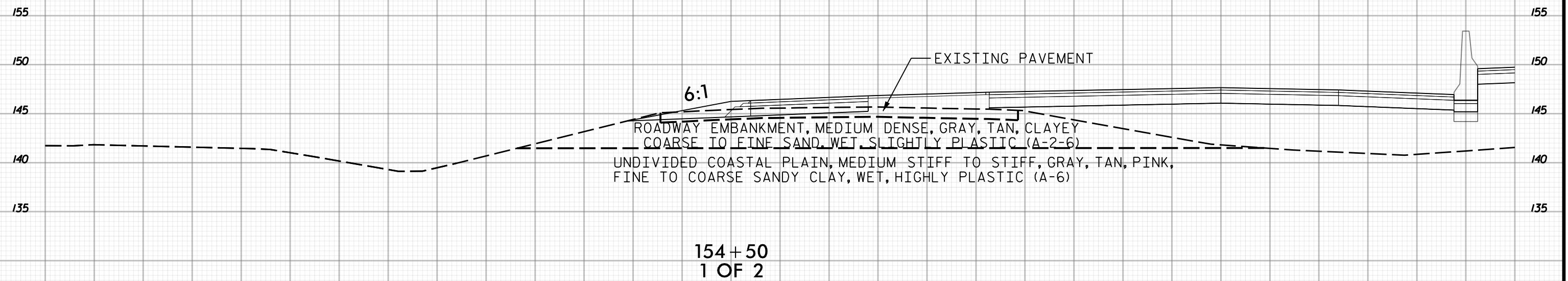
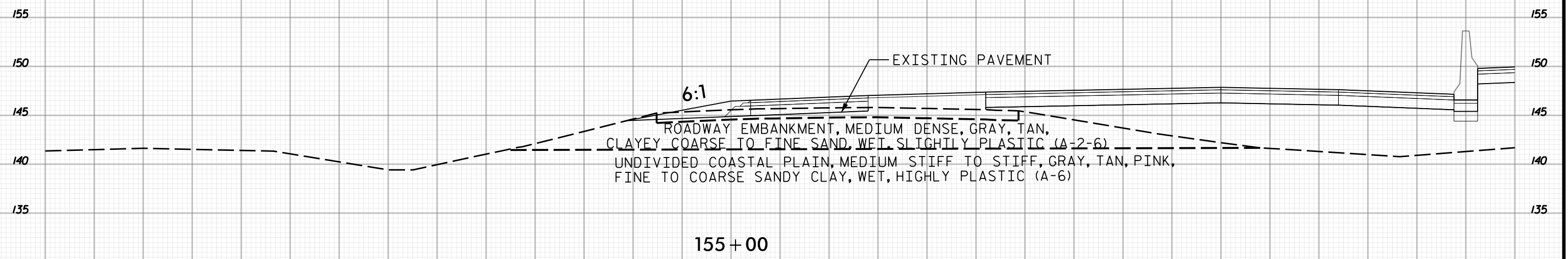
UNDIVIDED COASTAL PLAIN, STIFF, GRAY, TAN, FINE TO COARSE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

151+00
2 OF 2

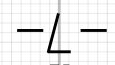
-L-

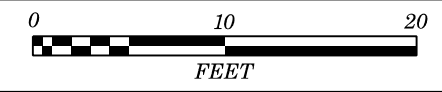


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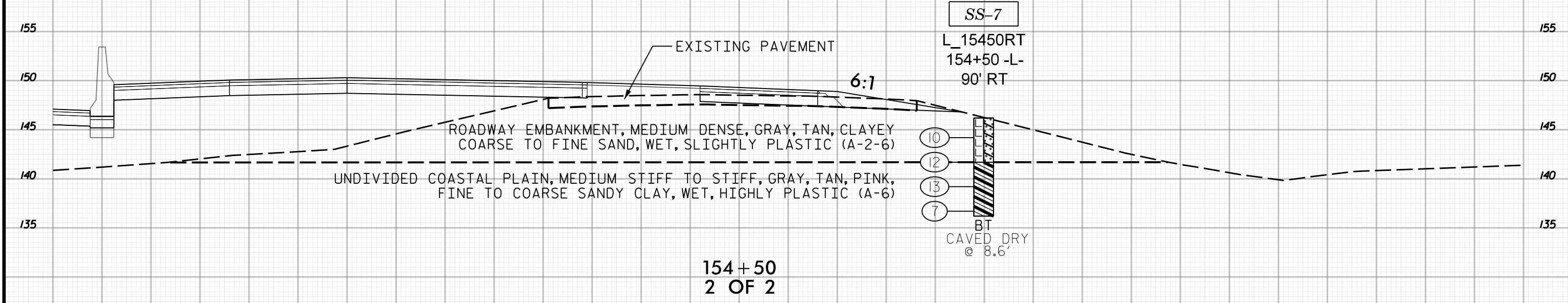
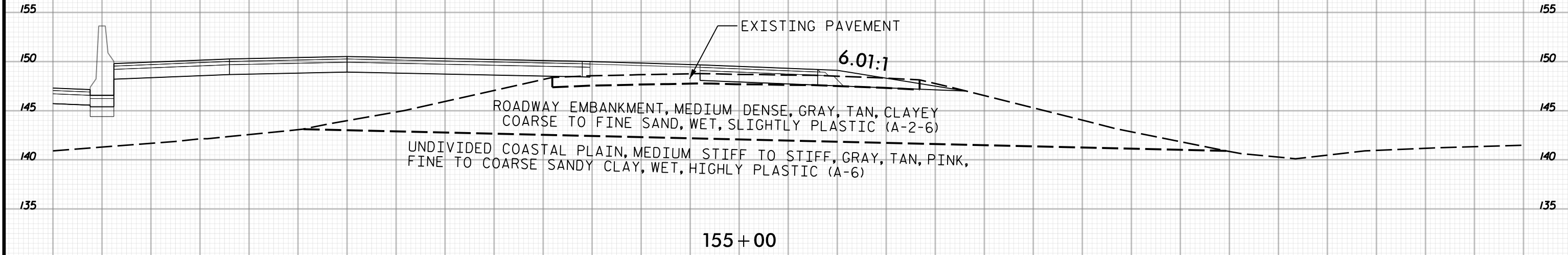


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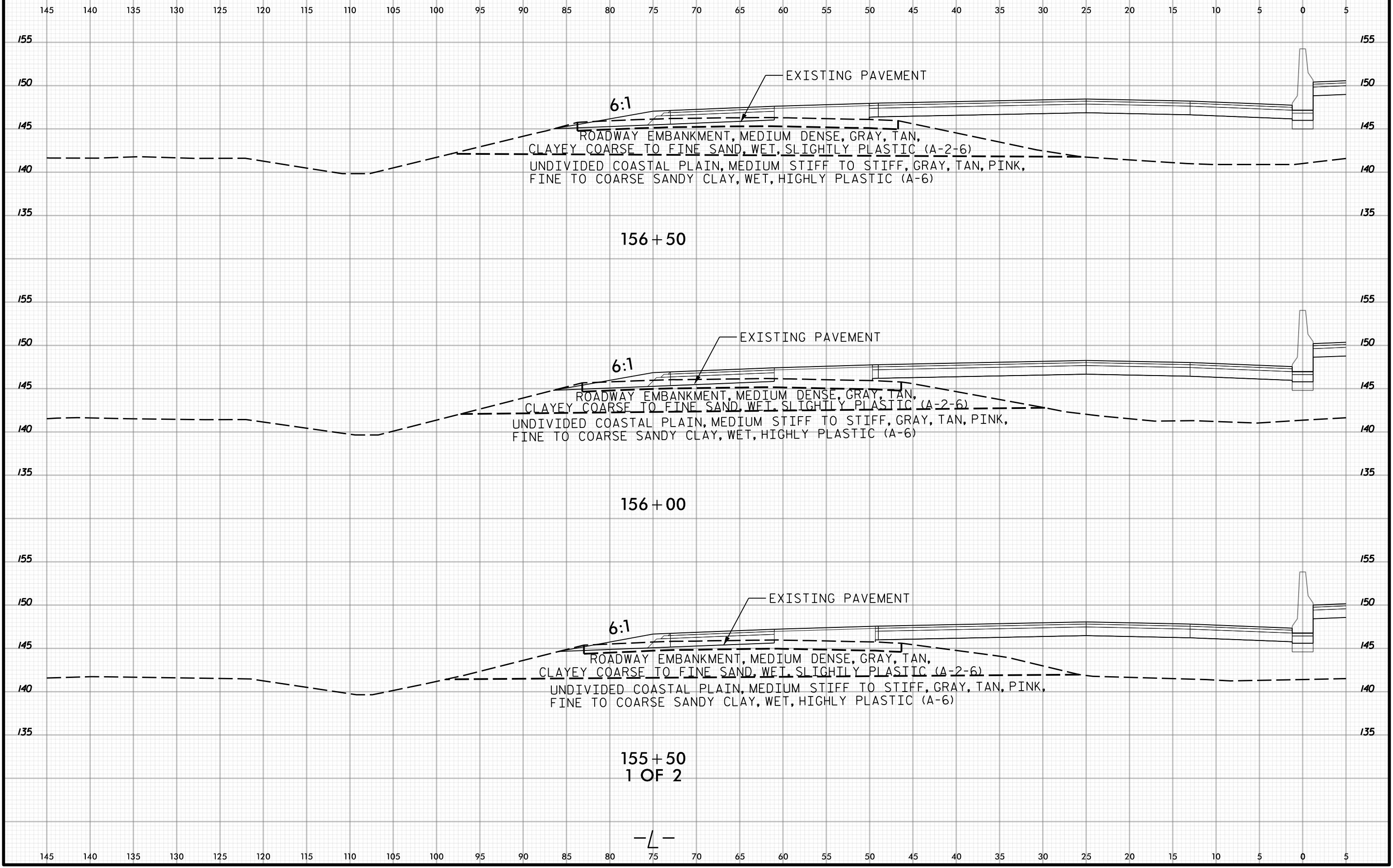
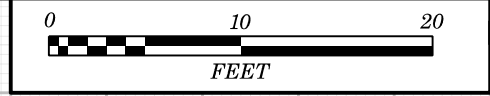


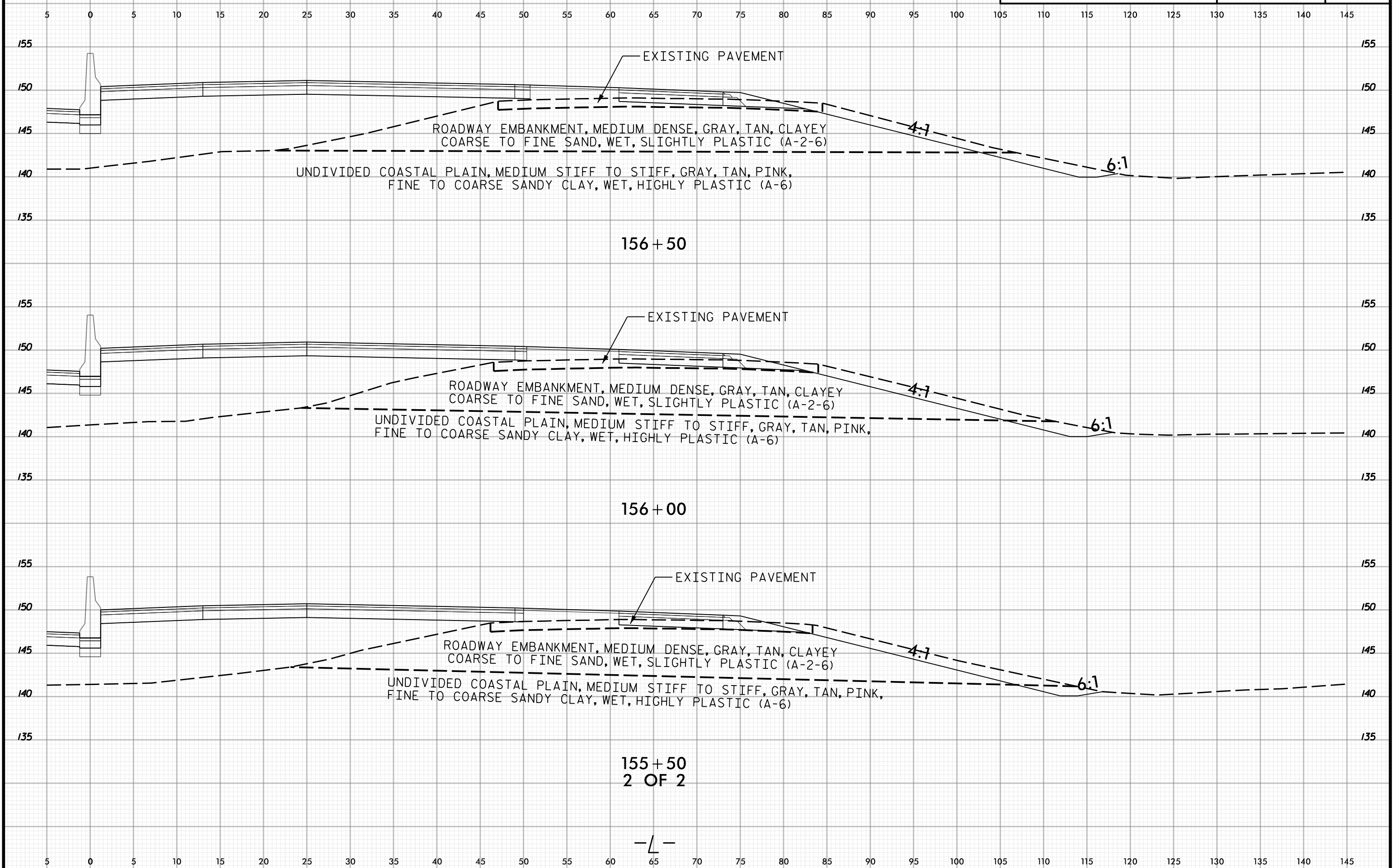
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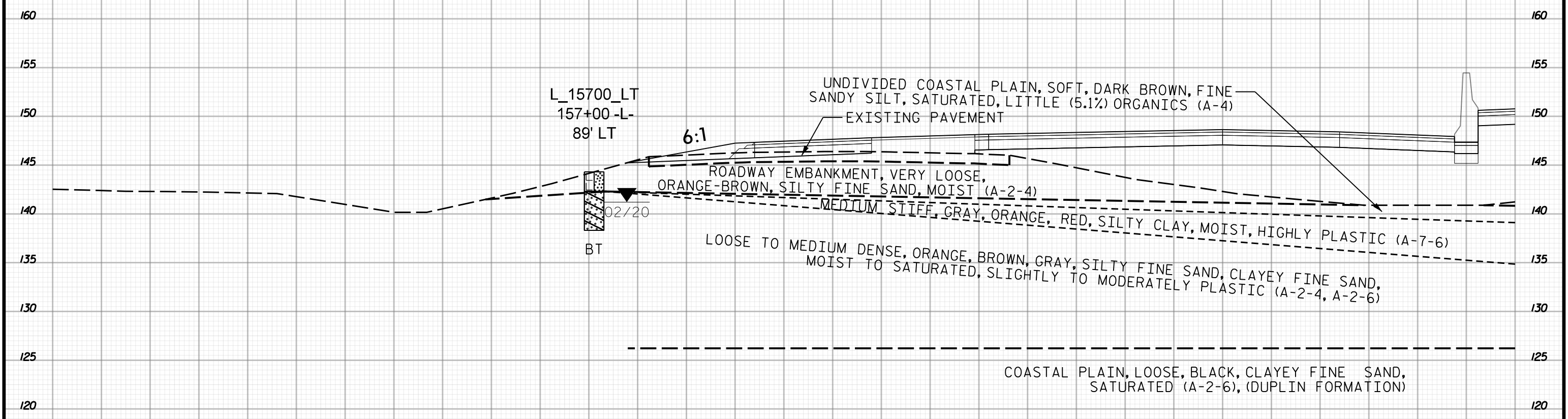
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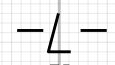




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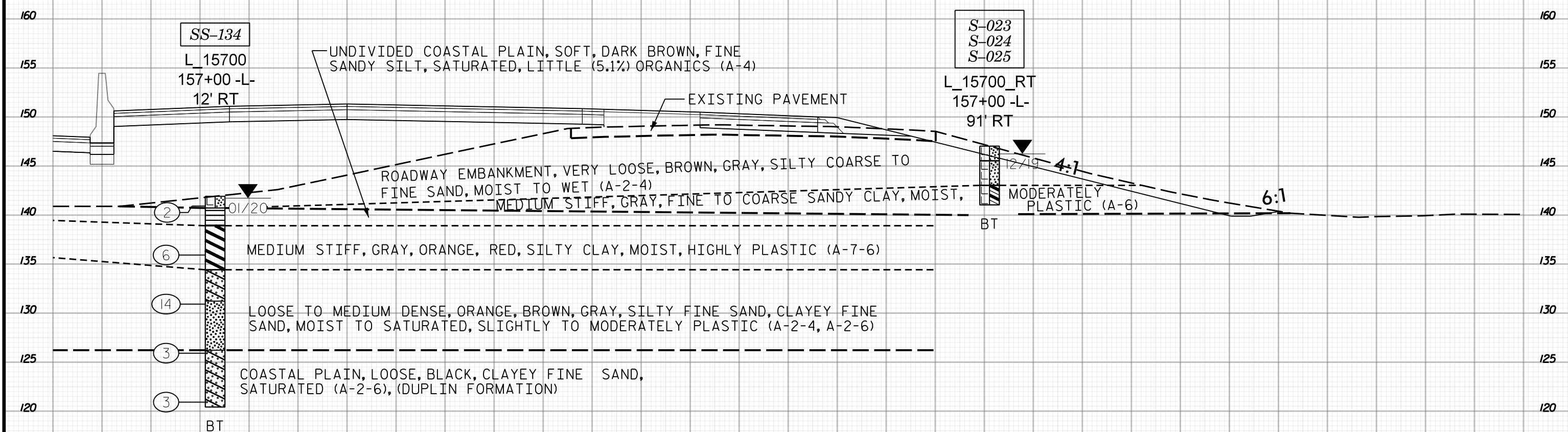
157+00
1 OF 2



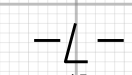
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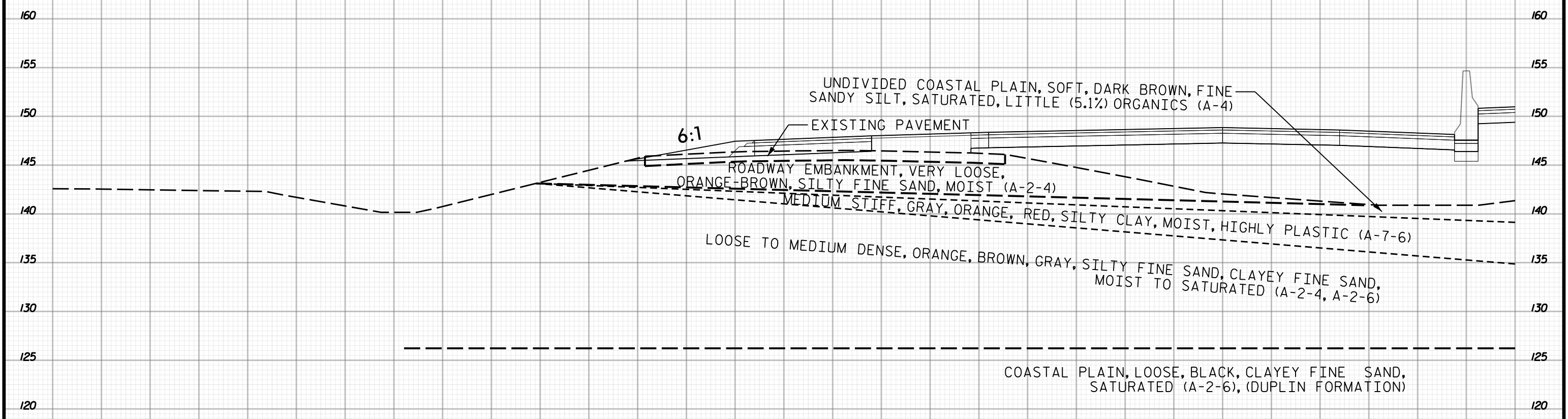
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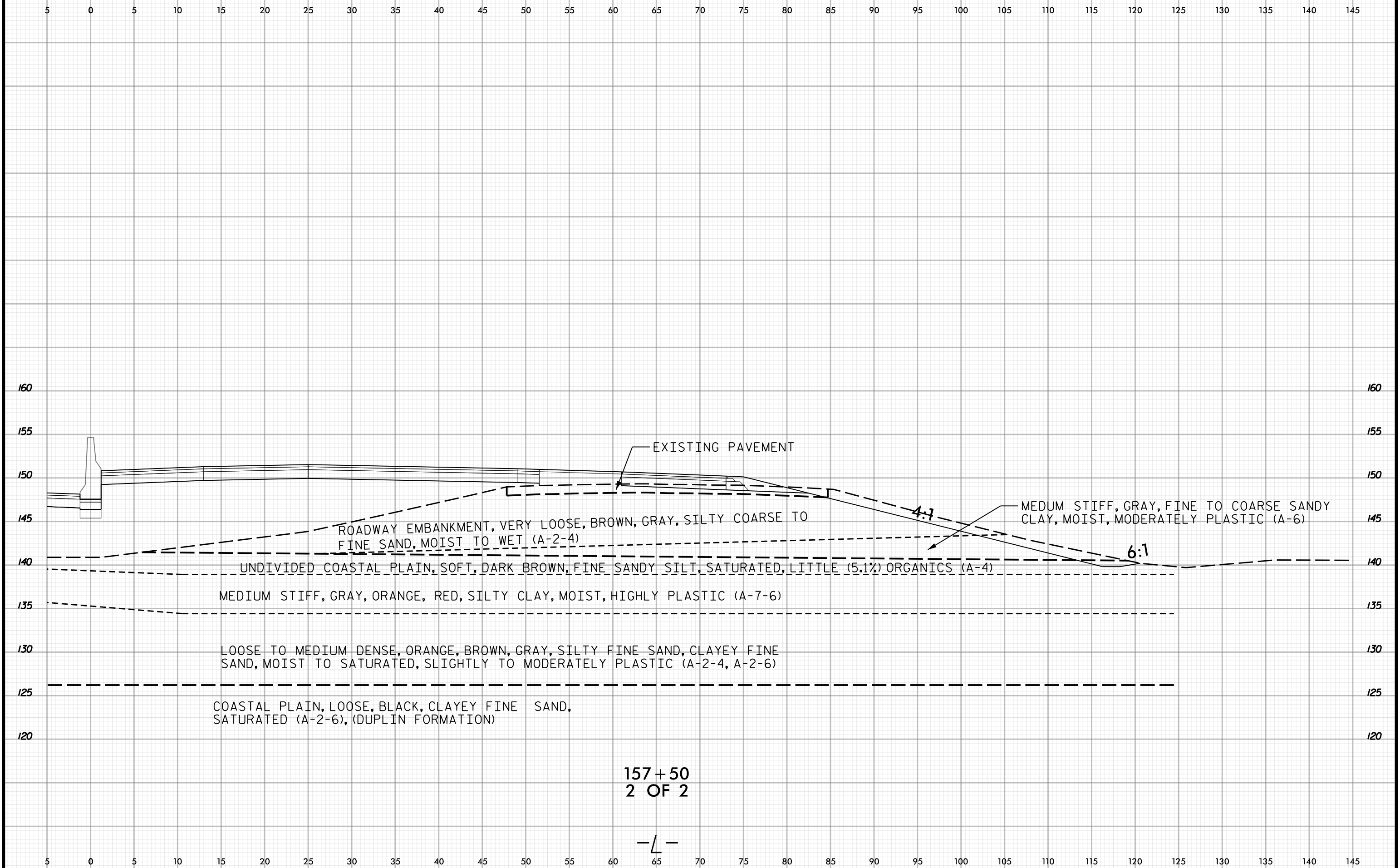


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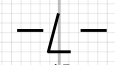
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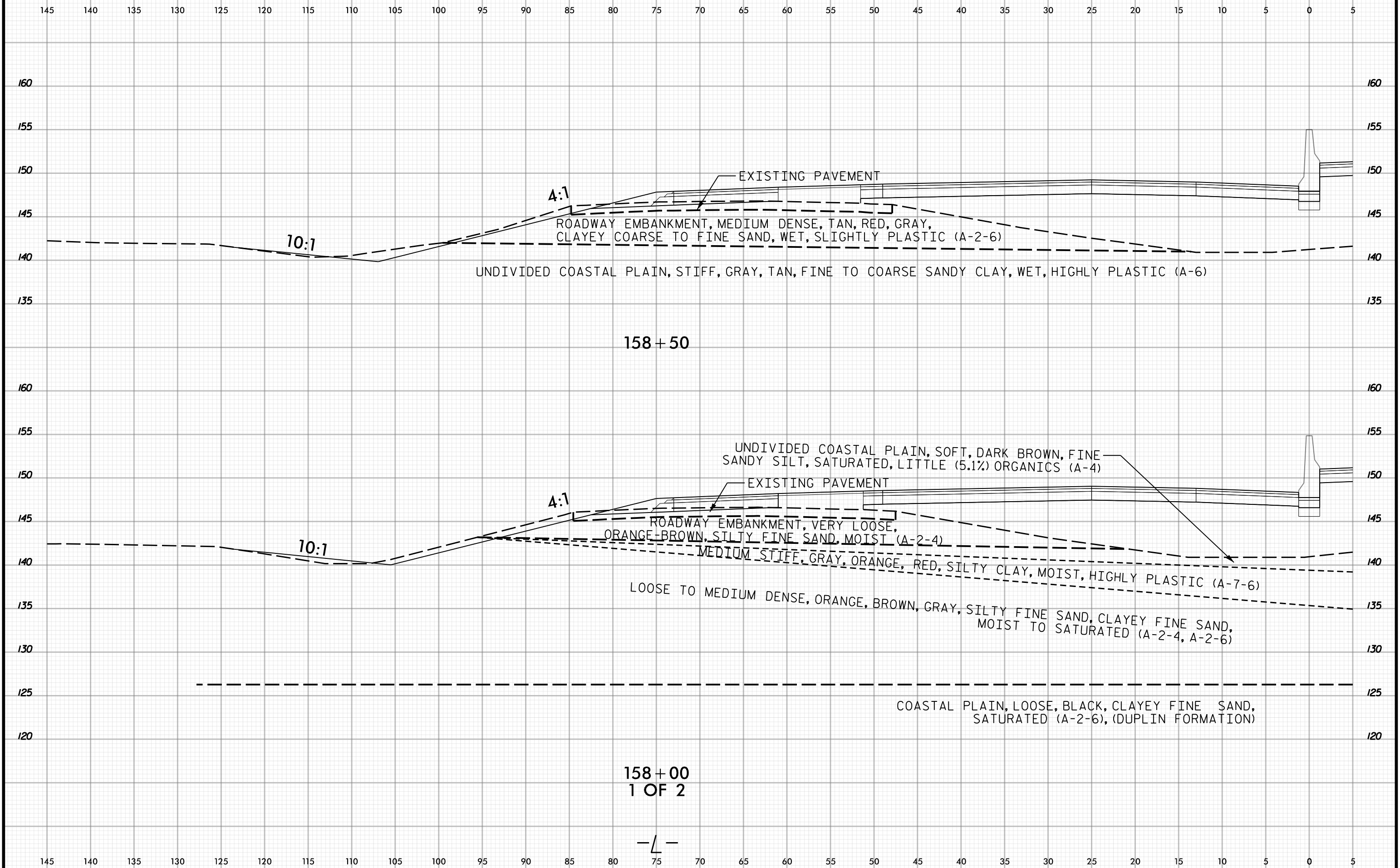
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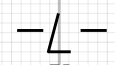


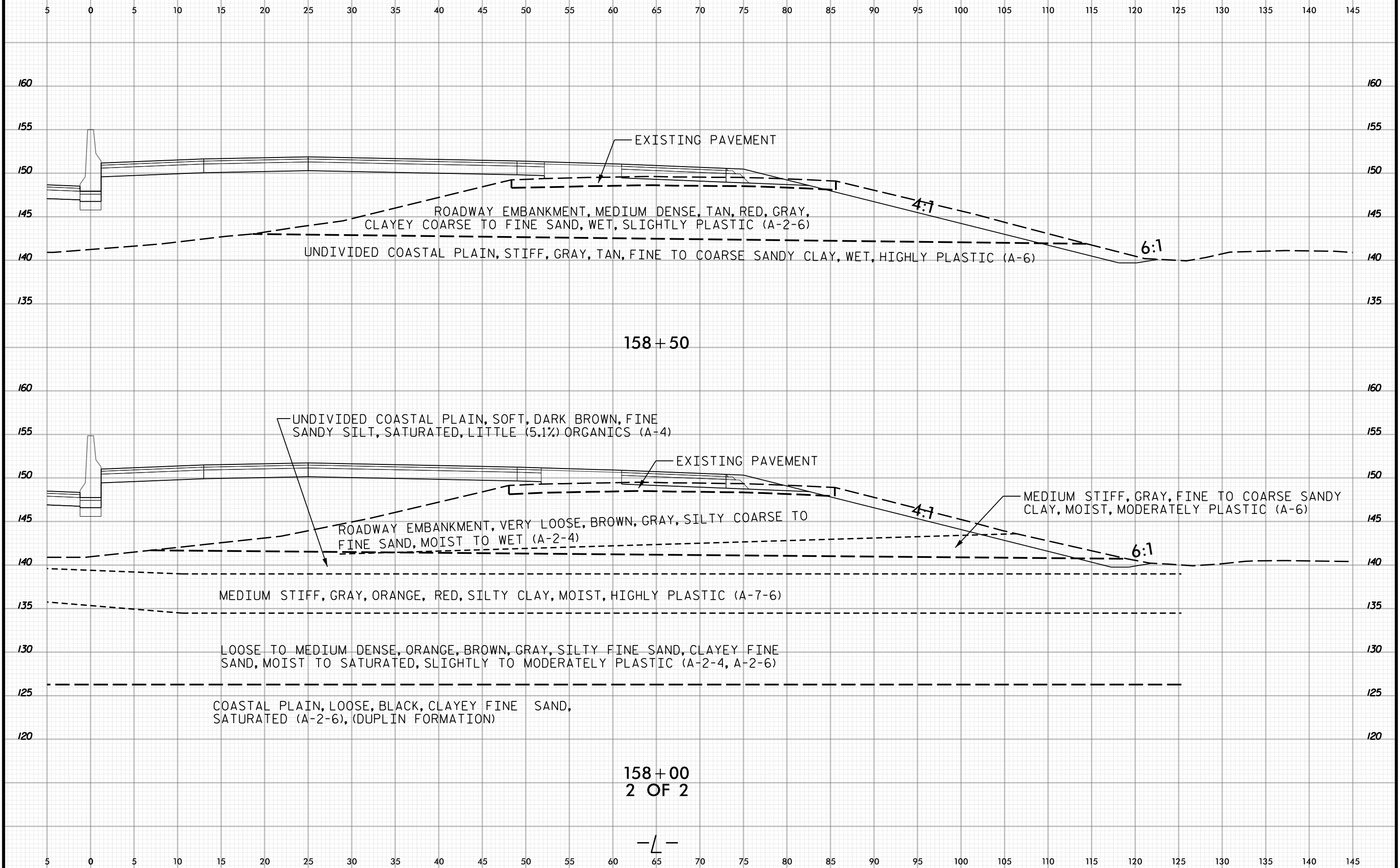
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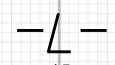


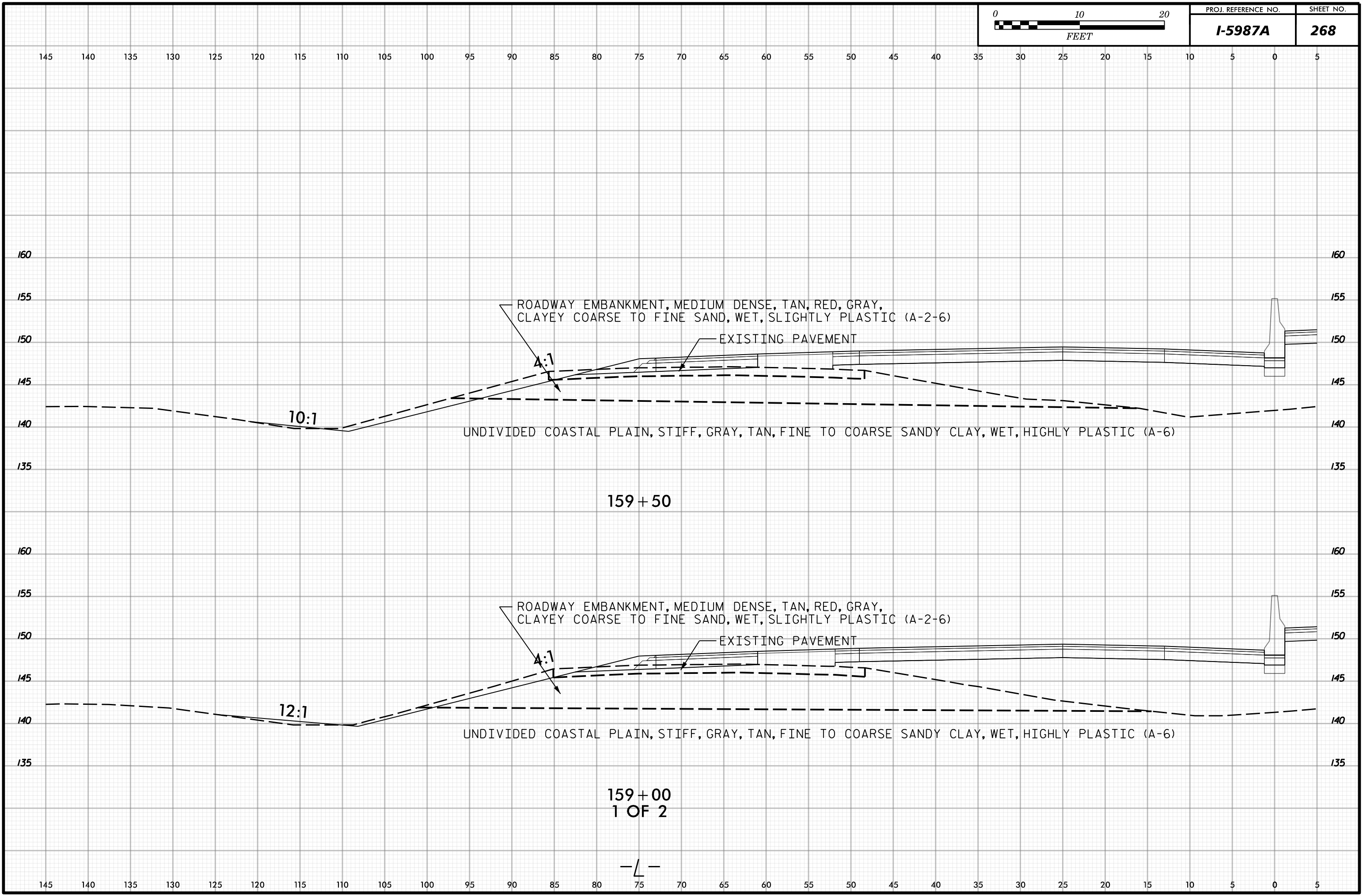
158 + 00
1 OF 2





158 + 00
2 OF 2





ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, RED, GRAY,
CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, STIFF, GRAY, TAN, FINE TO COARSE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

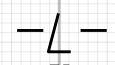
159 + 50

ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, RED, GRAY,
CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

EXISTING PAVEMENT

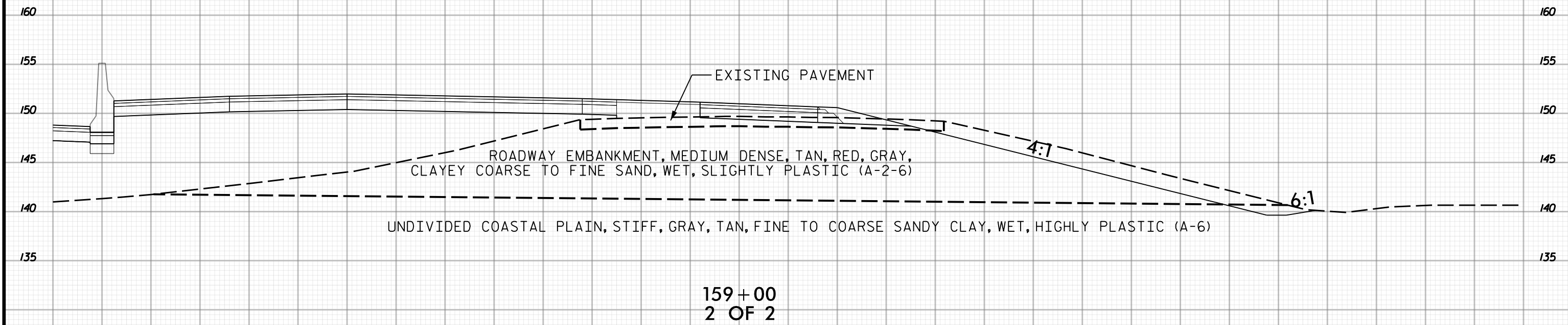
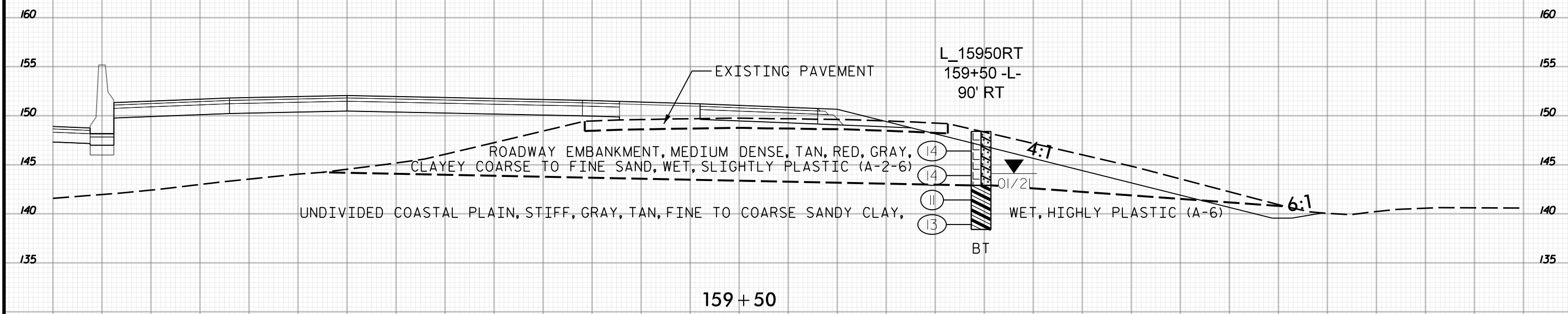
UNDIVIDED COASTAL PLAIN, STIFF, GRAY, TAN, FINE TO COARSE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

159 + 00
1 OF 2





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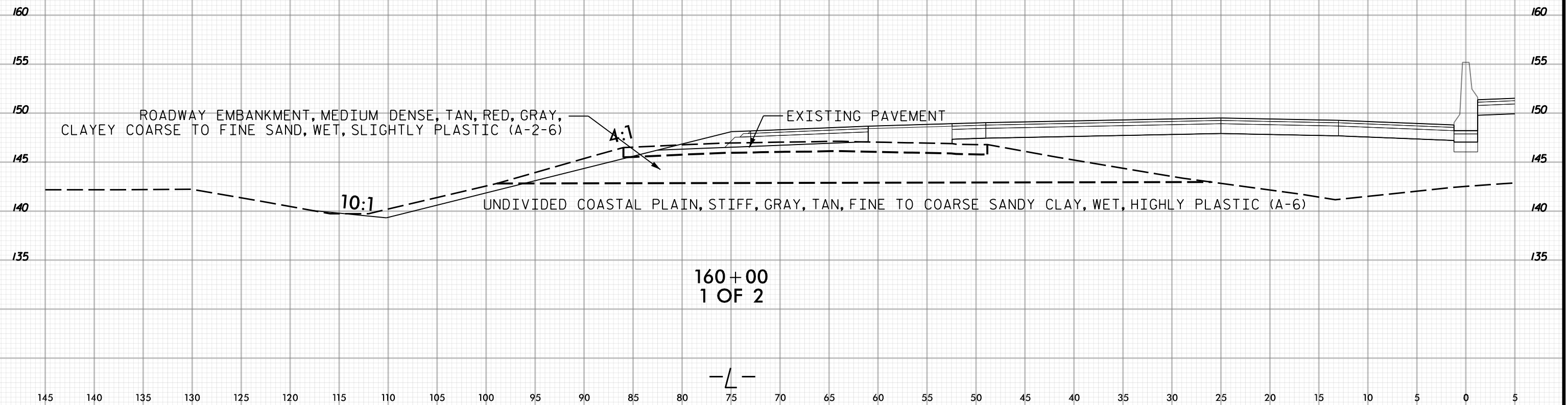


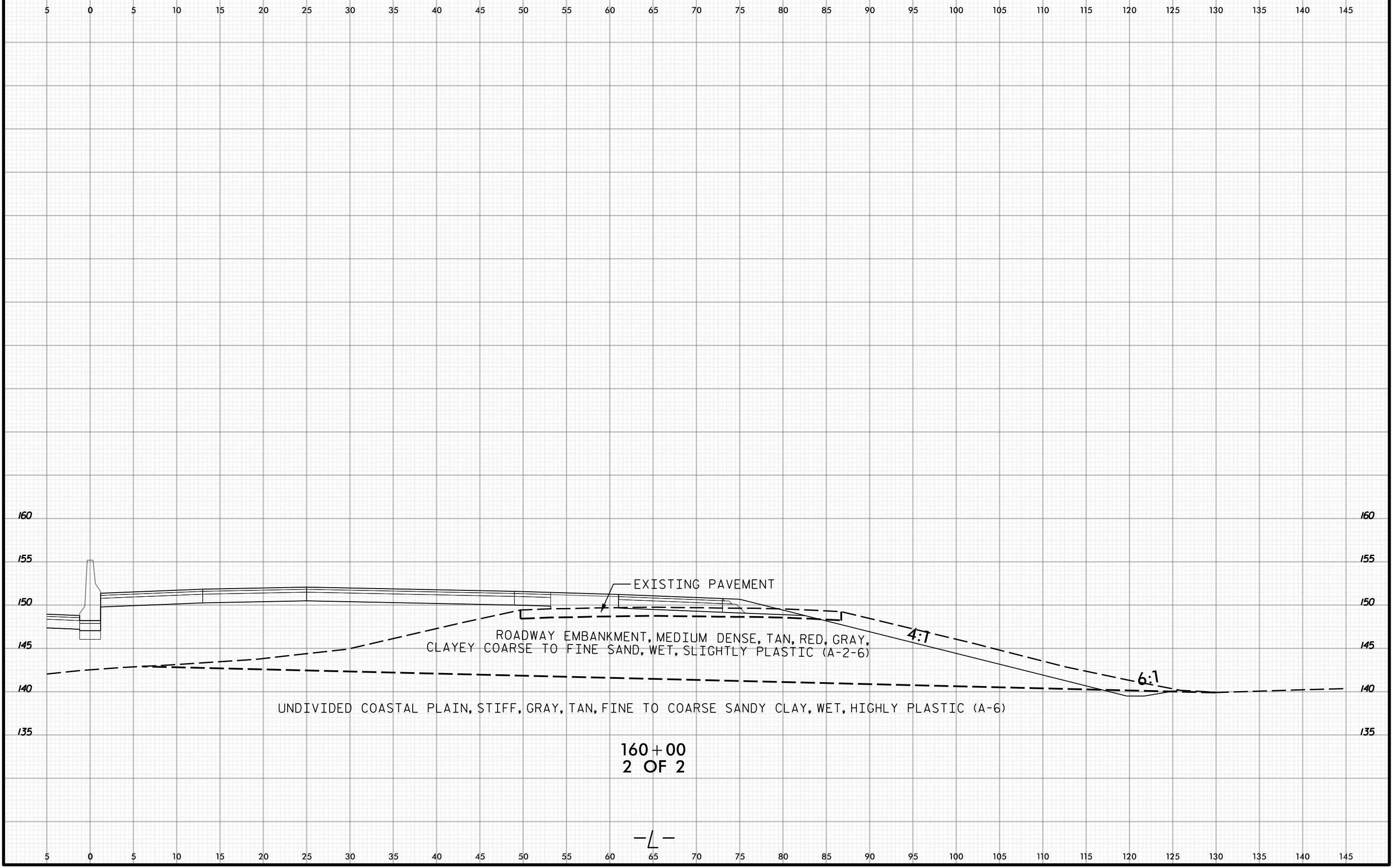
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	270

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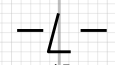


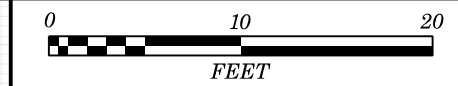


UNDIVIDED COASTAL PLAIN, STIFF, GRAY, TAN, FINE TO COARSE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

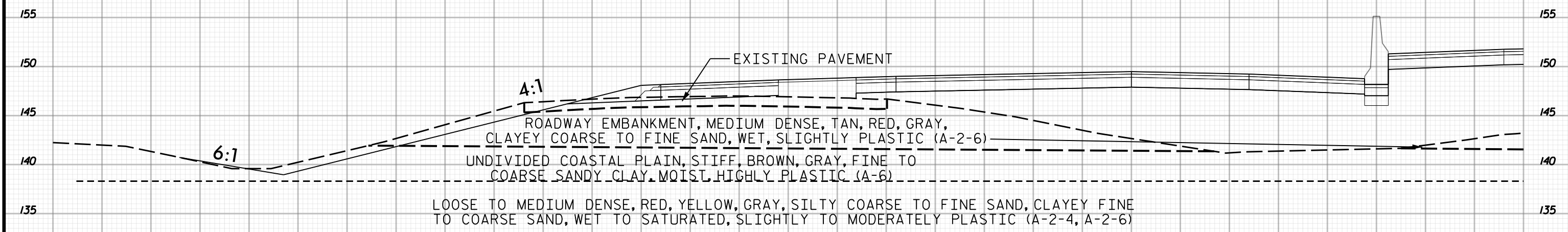
ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, RED, GRAY,
CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

160+00
2 OF 2

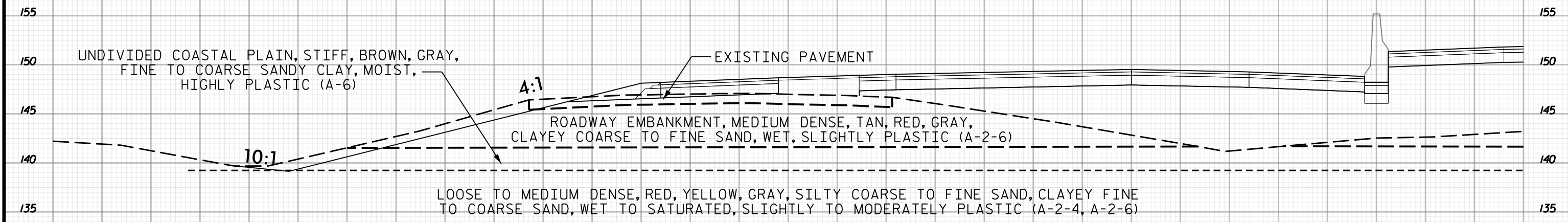




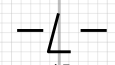
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161+00



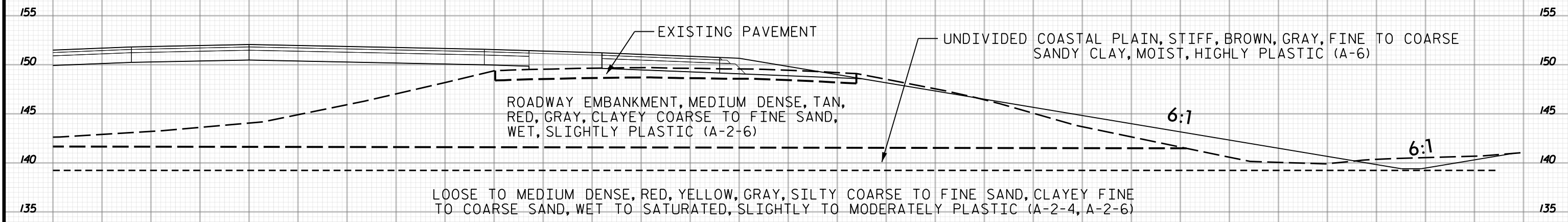
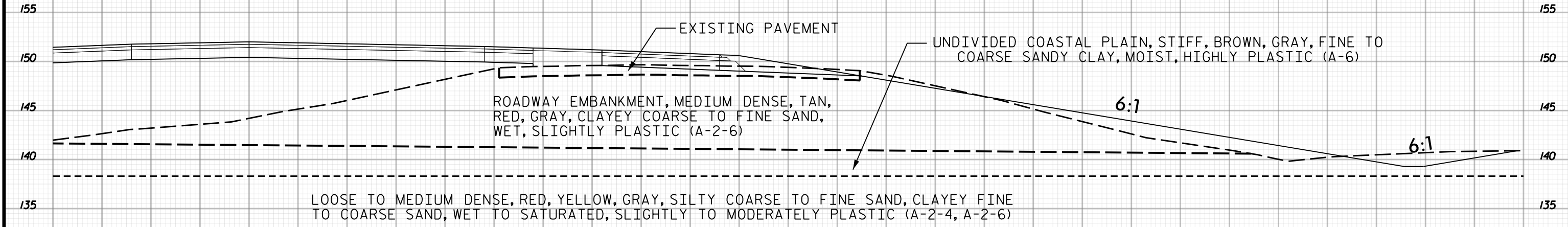
160+50
1 OF 2



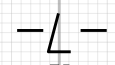
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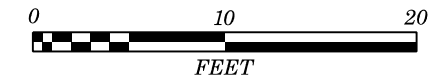
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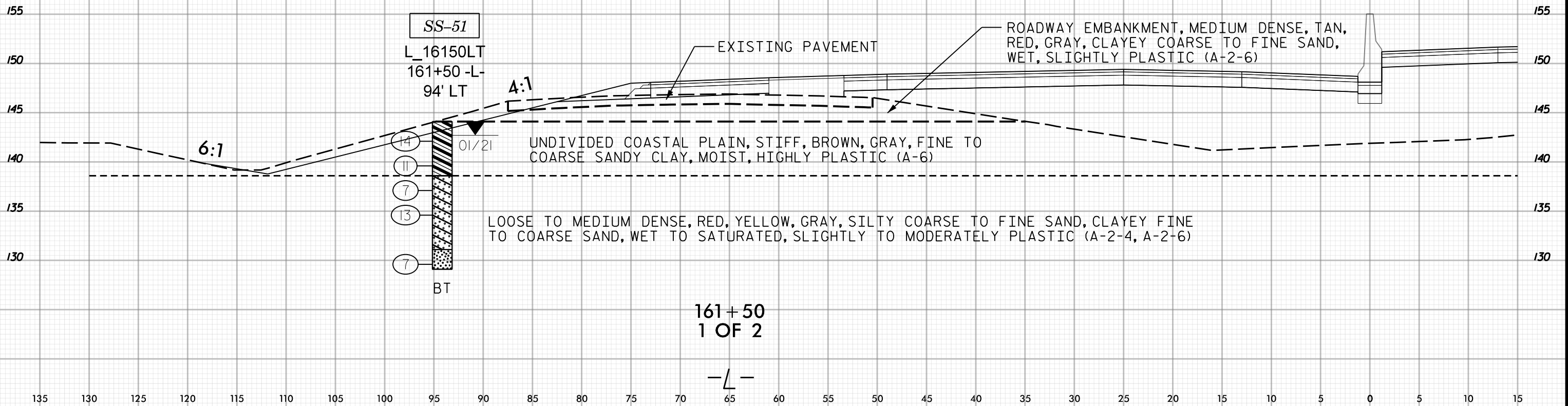
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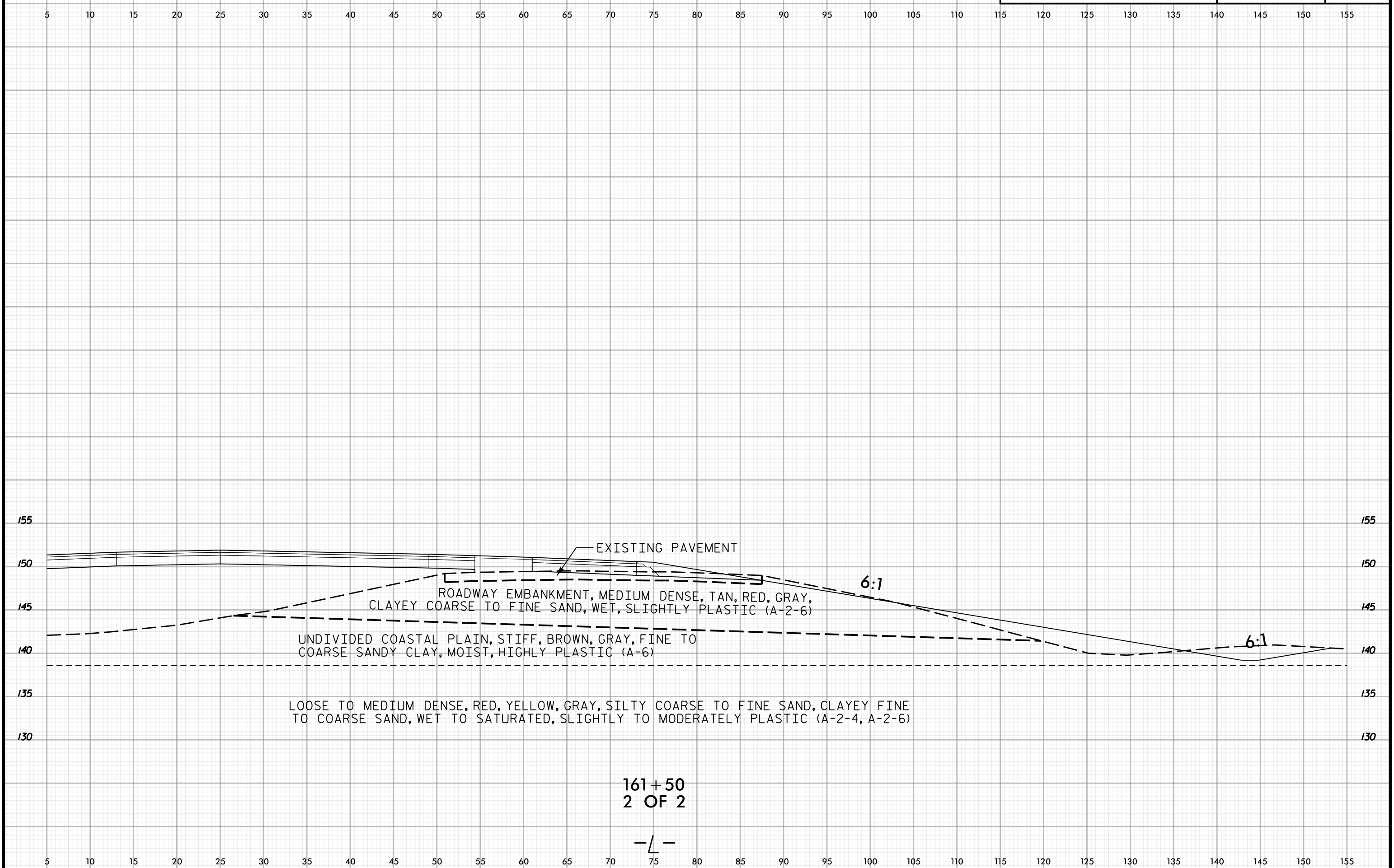
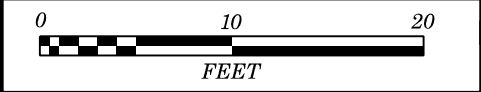


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135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15





EXISTING PAVEMENT

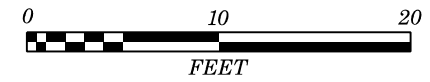
ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, RED, GRAY,
CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, STIFF, BROWN, GRAY, FINE TO
COARSE SANDY CLAY, MOIST, HIGHLY PLASTIC (A-6)

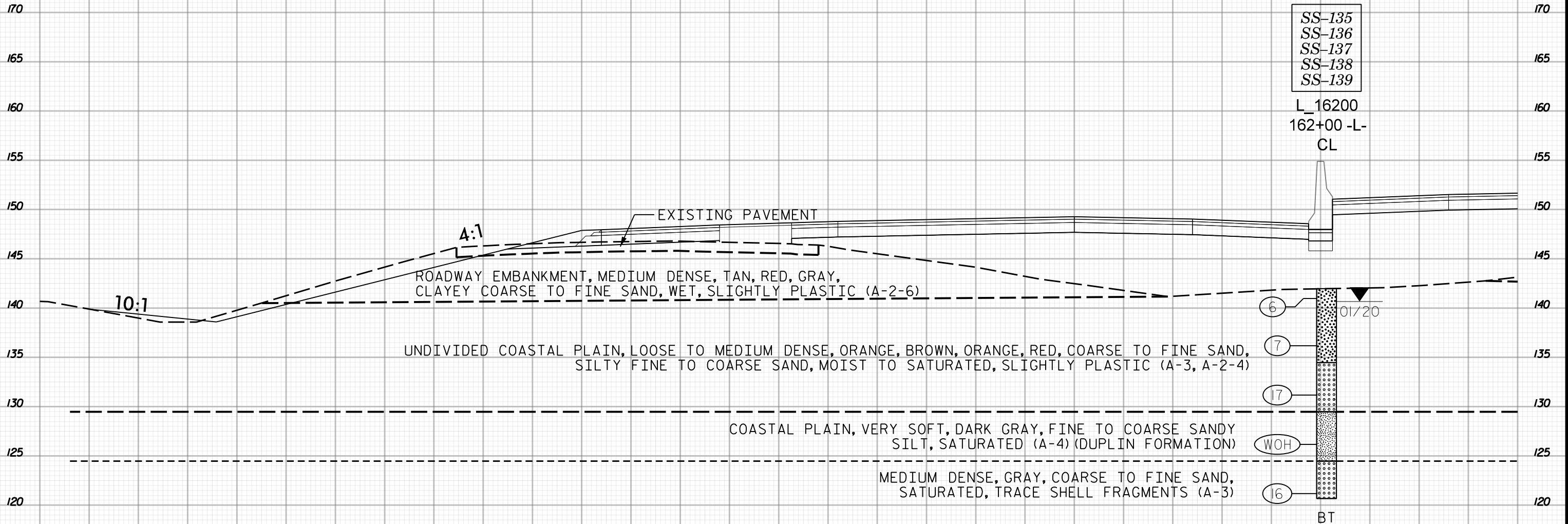
LOOSE TO MEDIUM DENSE, RED, YELLOW, GRAY, SILTY COARSE TO FINE SAND, CLAYEY FINE
TO COARSE SAND, WET TO SATURATED, SLIGHTLY TO MODERATELY PLASTIC (A-2-4, A-2-6)

6:1

6:1



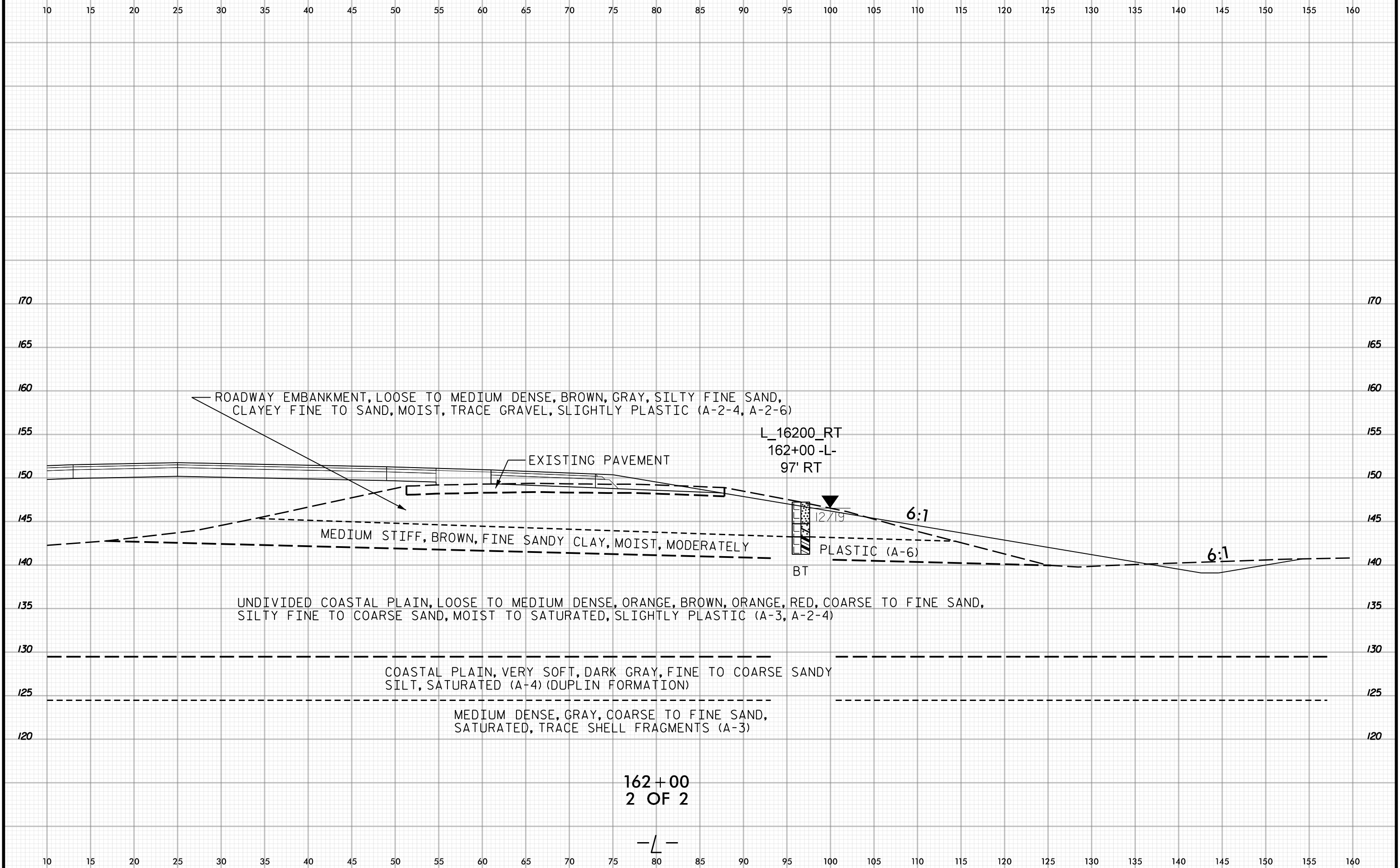
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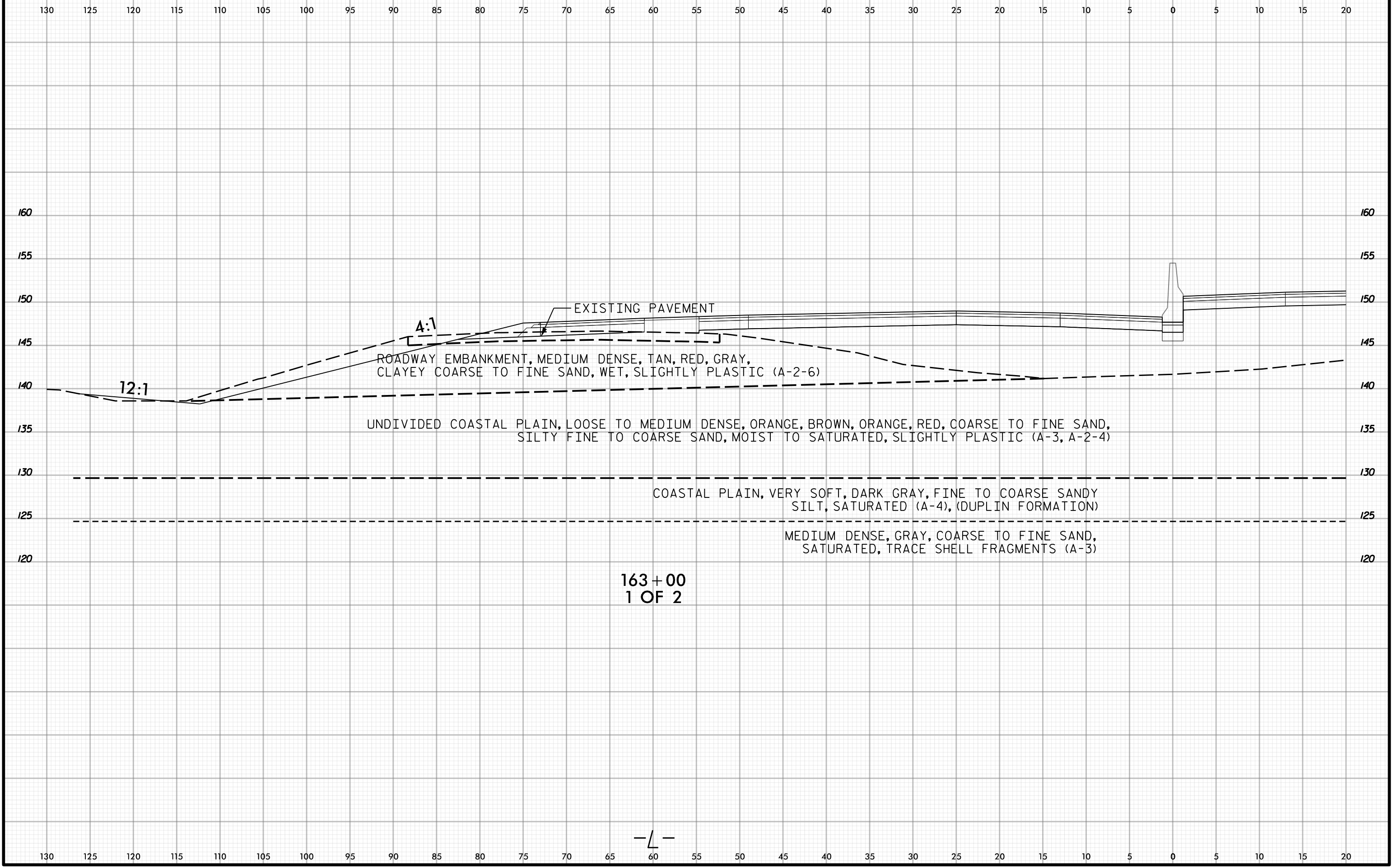


162+00
1 OF 2



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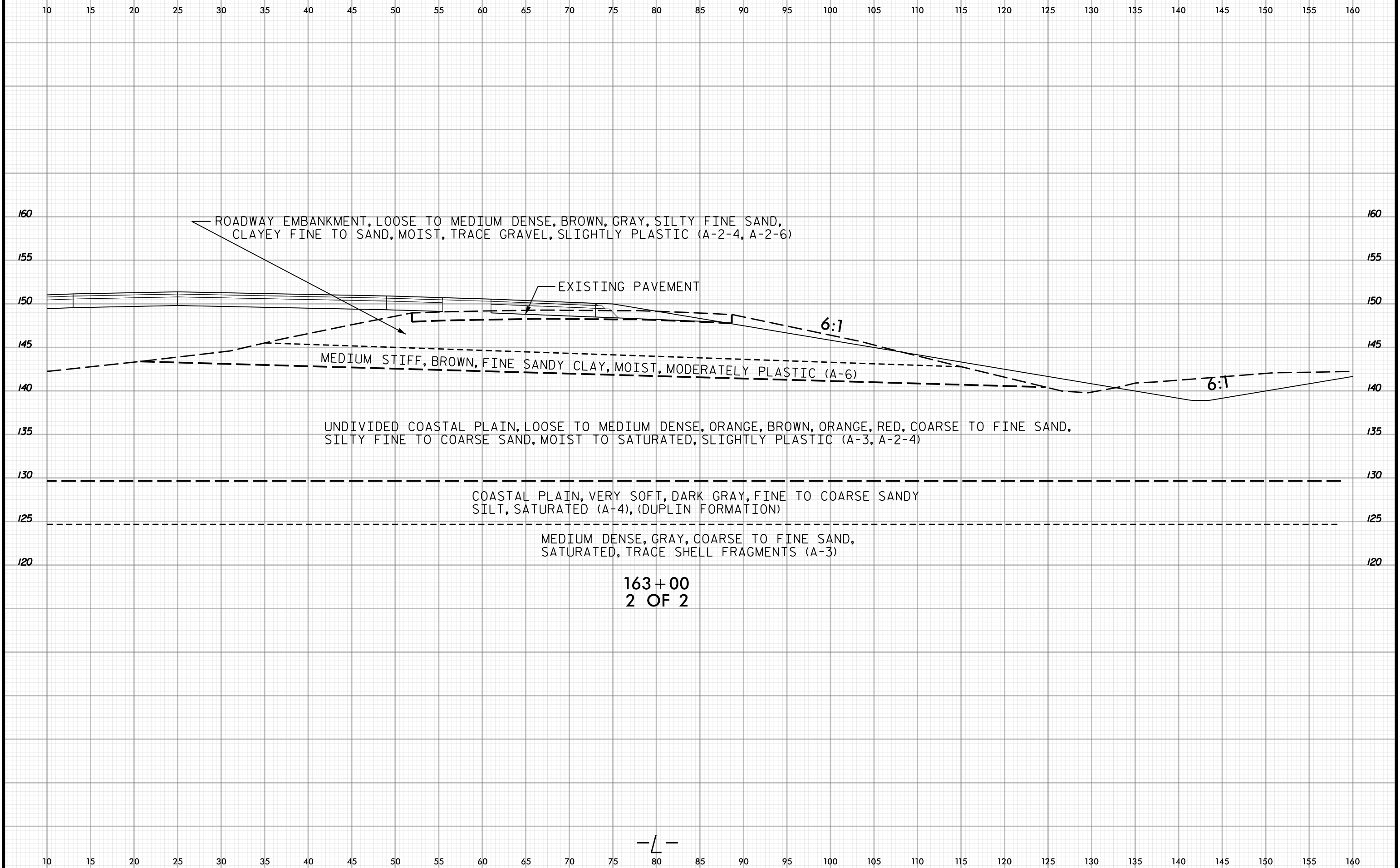
ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, RED, GRAY,
CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, ORANGE, BROWN, ORANGE, RED, COARSE TO FINE SAND,
SILTY FINE TO COARSE SAND, MOIST TO SATURATED, SLIGHTLY PLASTIC (A-3, A-2-4)

COASTAL PLAIN, VERY SOFT, DARK GRAY, FINE TO COARSE SANDY
SILT, SATURATED (A-4), (DUPLIN FORMATION)

MEDIUM DENSE, GRAY, COARSE TO FINE SAND,
SATURATED, TRACE SHELL FRAGMENTS (A-3)

163+00
1 OF 2

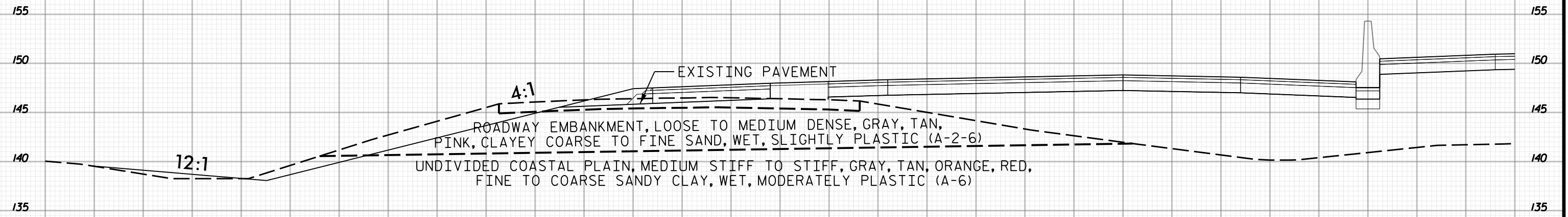


163+00
2 OF 2



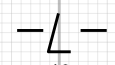
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	280

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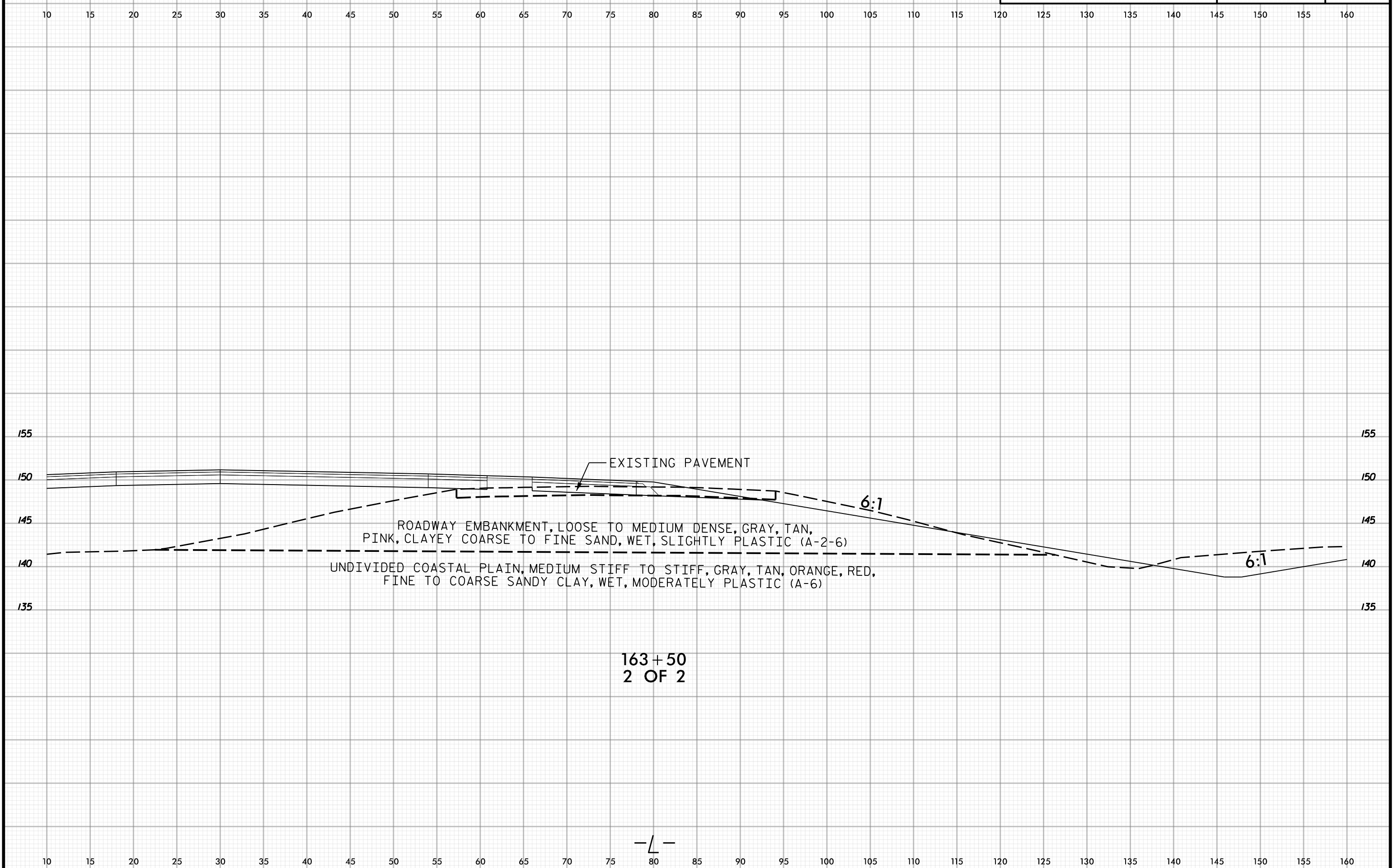


EXISTING PAVEMENT
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, TAN,
PINK, CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, TAN, ORANGE, RED,
FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

163+50
1 OF 2



130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20



EXISTING PAVEMENT

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, TAN,
PINK, CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, TAN, ORANGE, RED,
FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

6:1

6:1

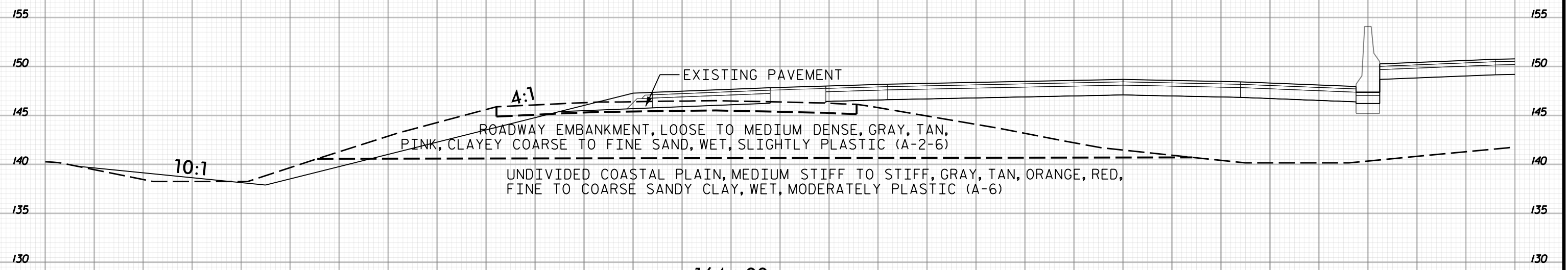
163+50
2 OF 2

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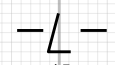


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	282

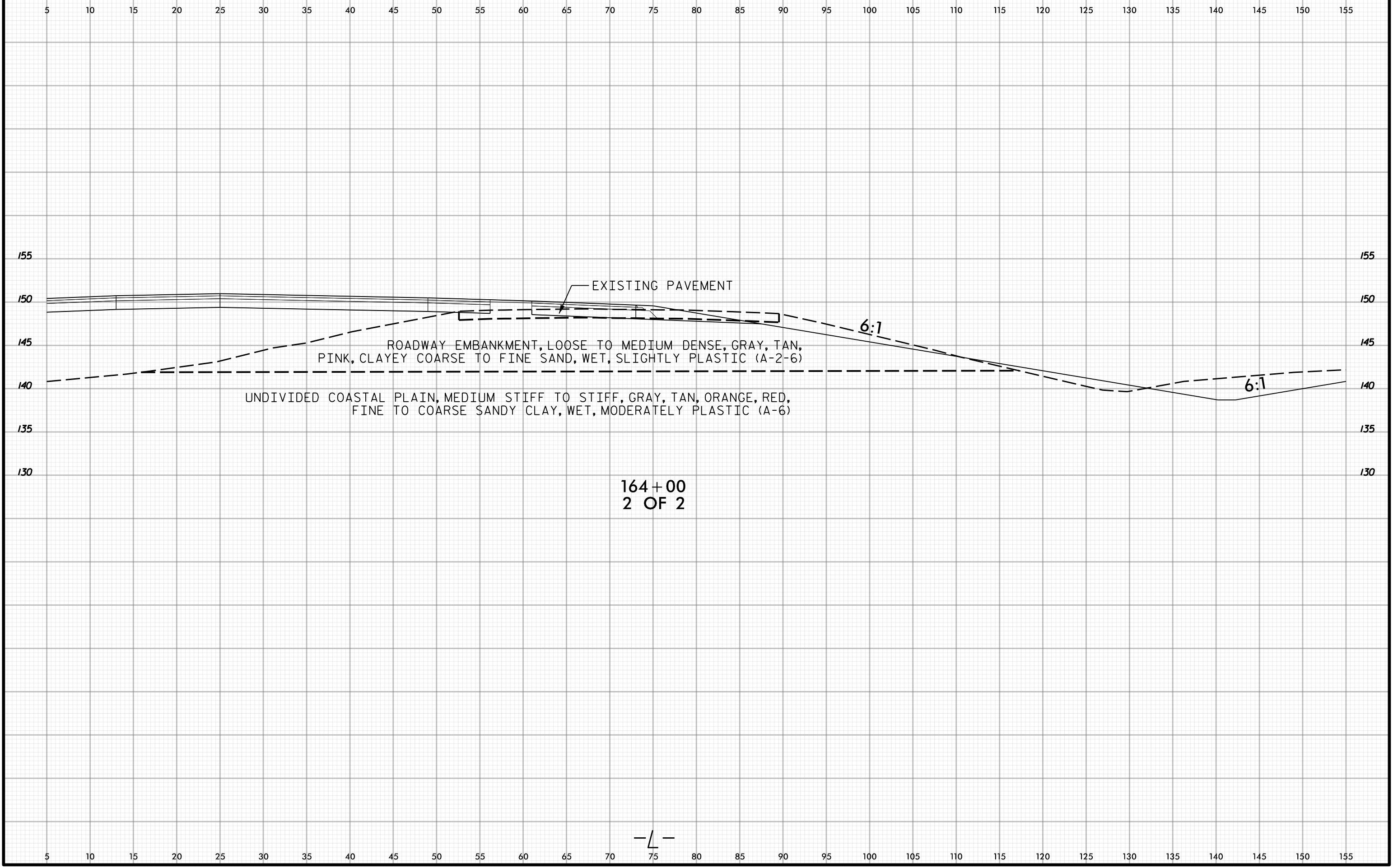
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164+00
1 OF 2



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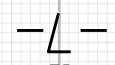


EXISTING PAVEMENT

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, TAN,
PINK, CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

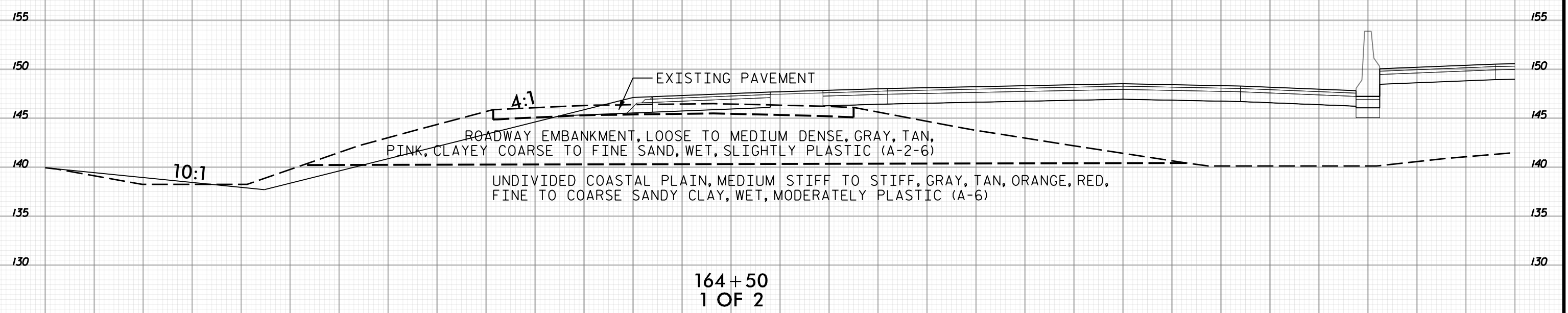
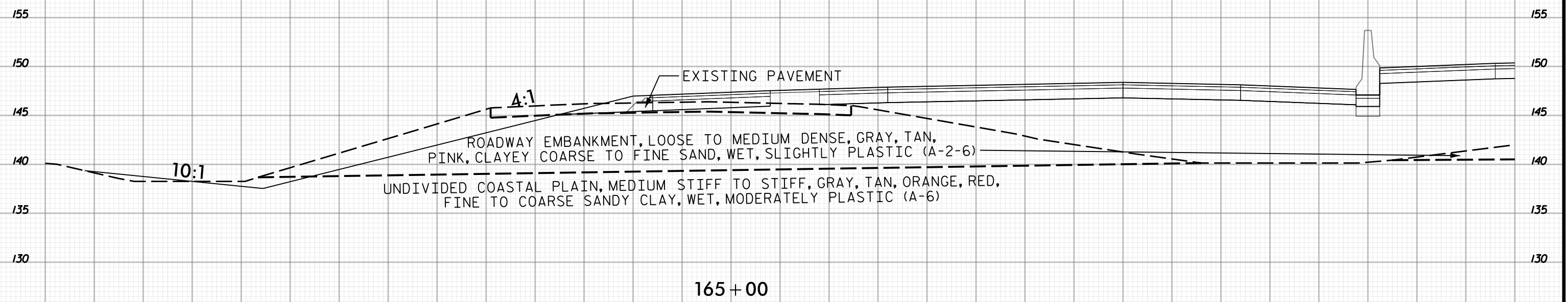
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, TAN, ORANGE, RED,
FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

164+00
2 OF 2

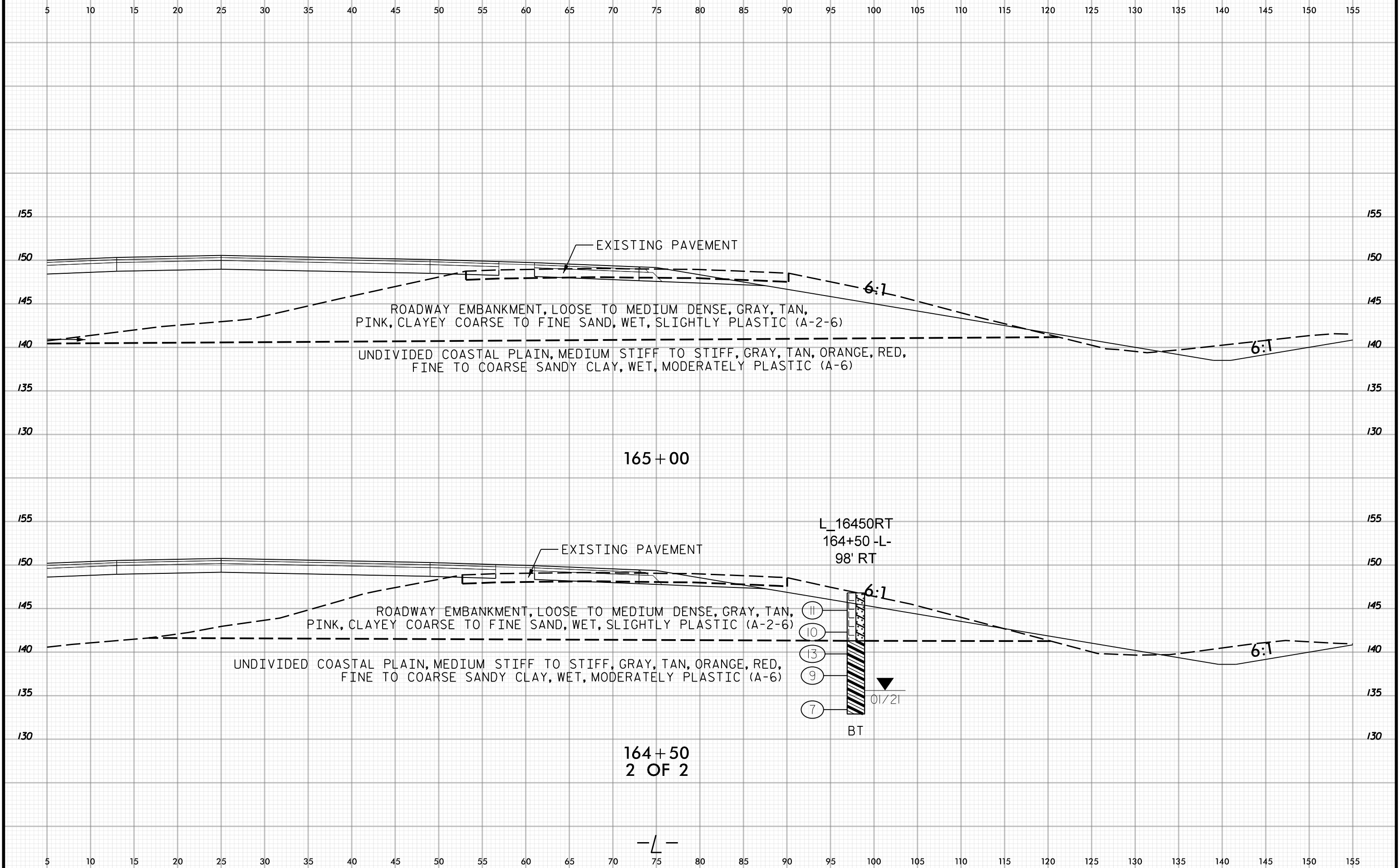


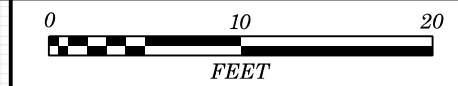


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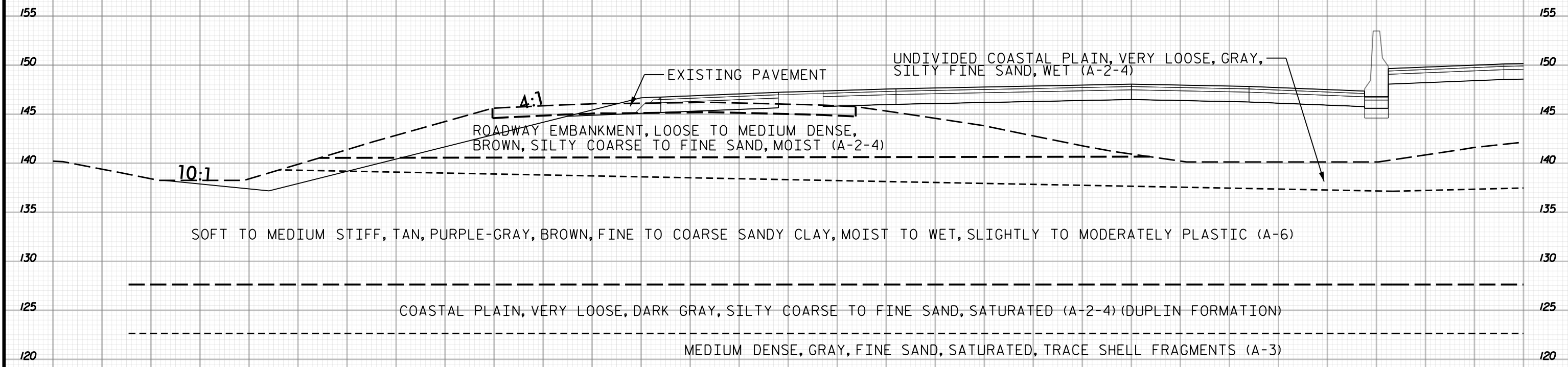


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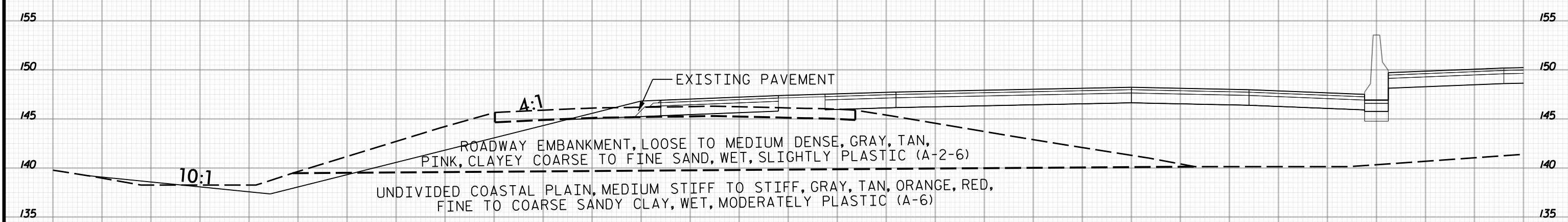




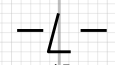
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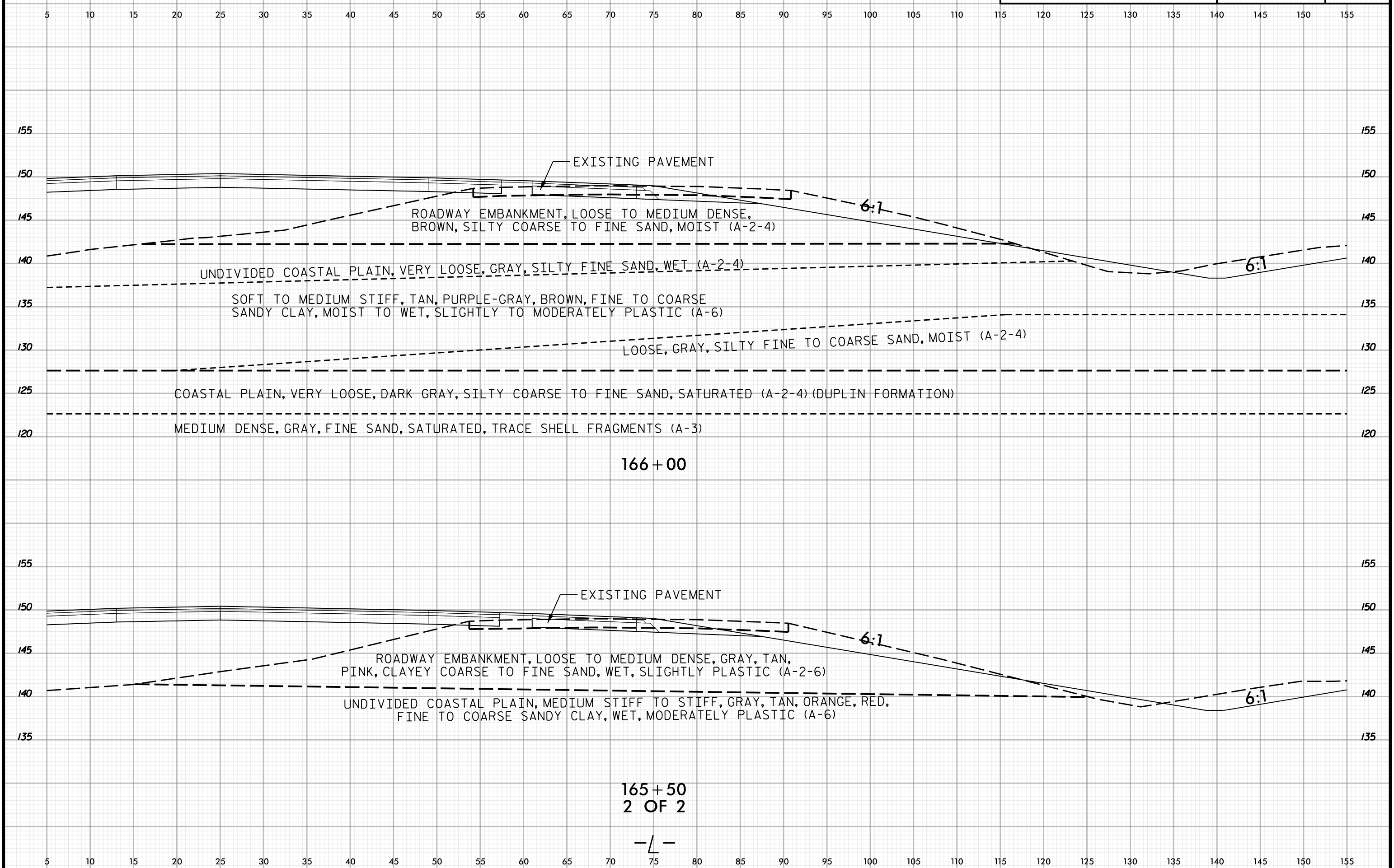
166 + 00



165 + 50
1 OF 2

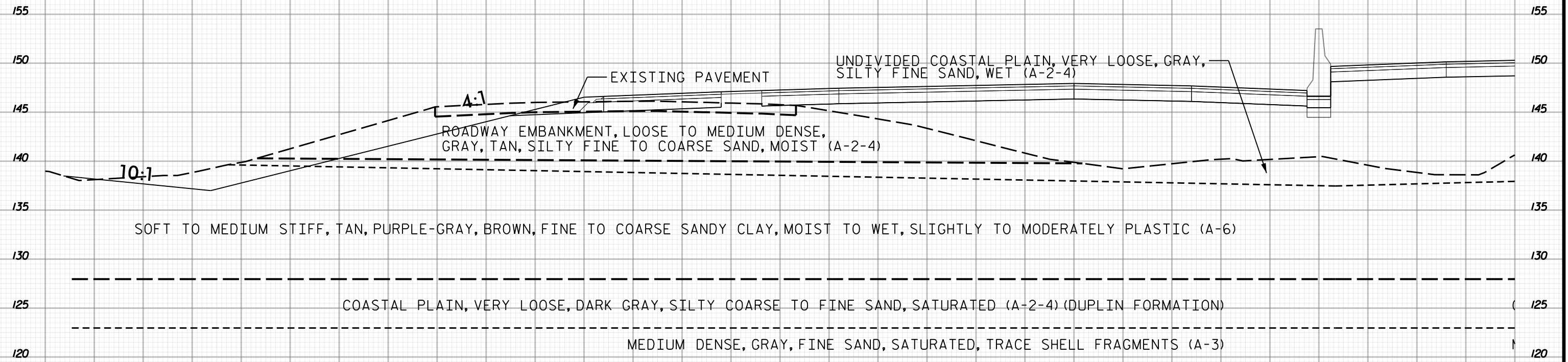


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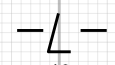




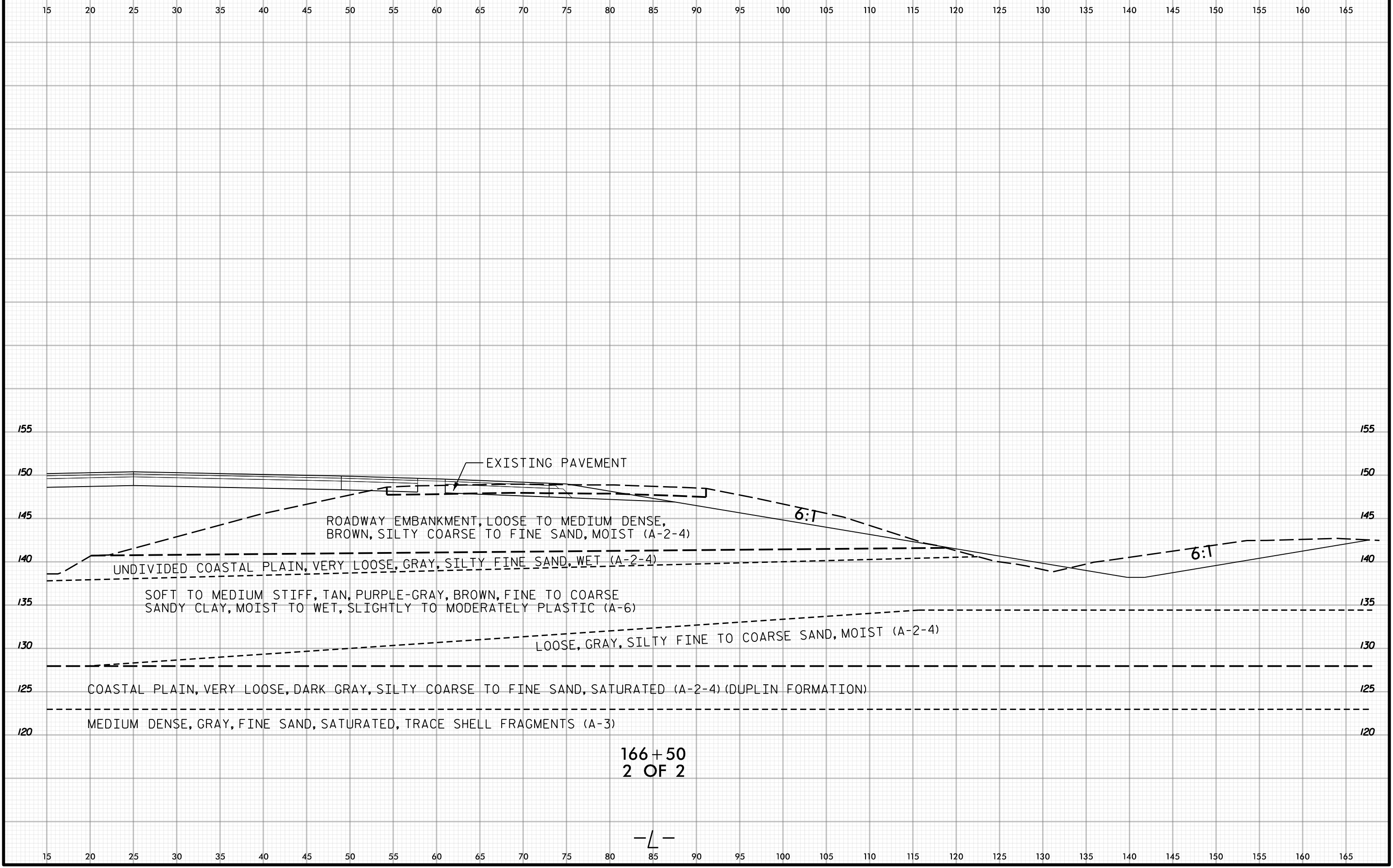
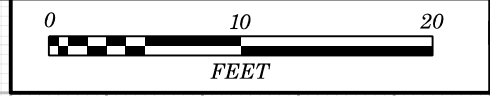
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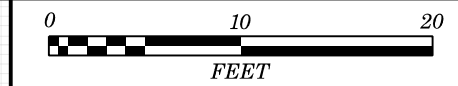


166 + 50
1 OF 2

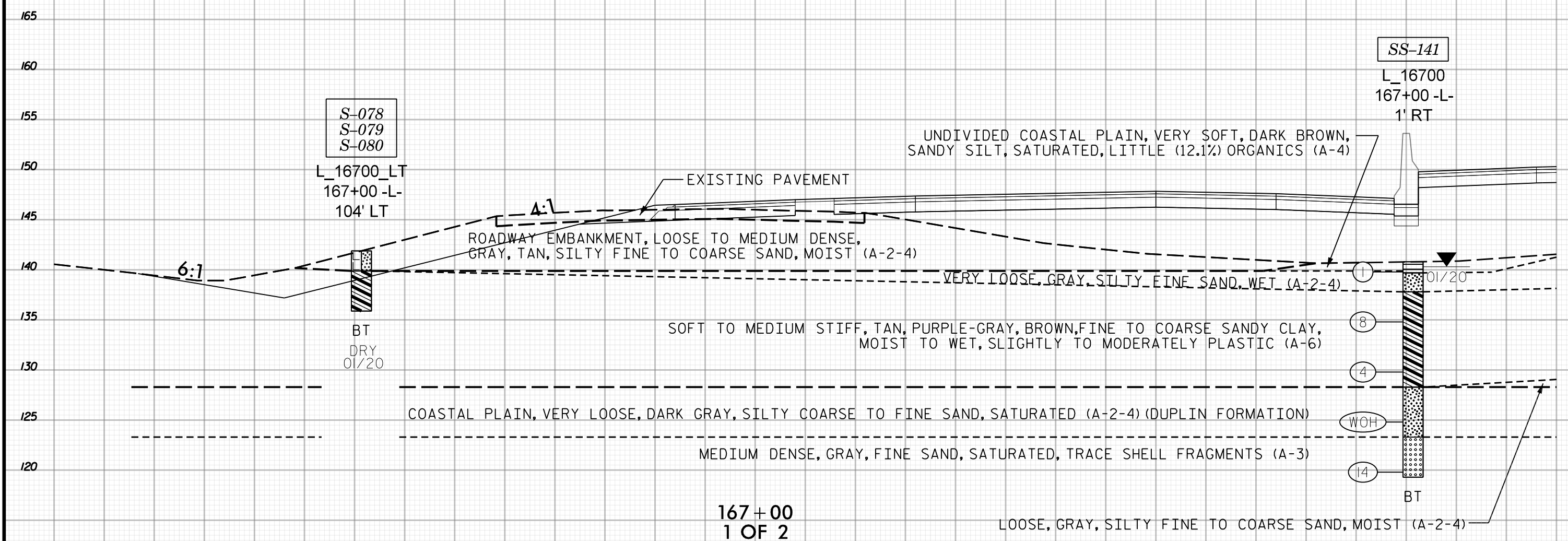


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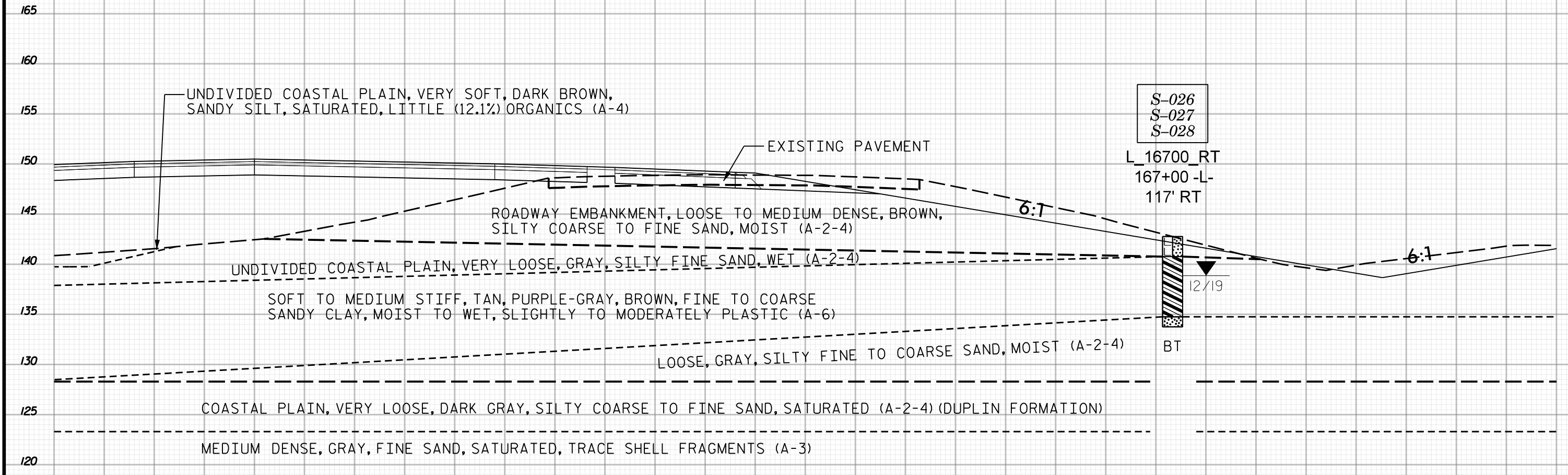
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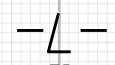
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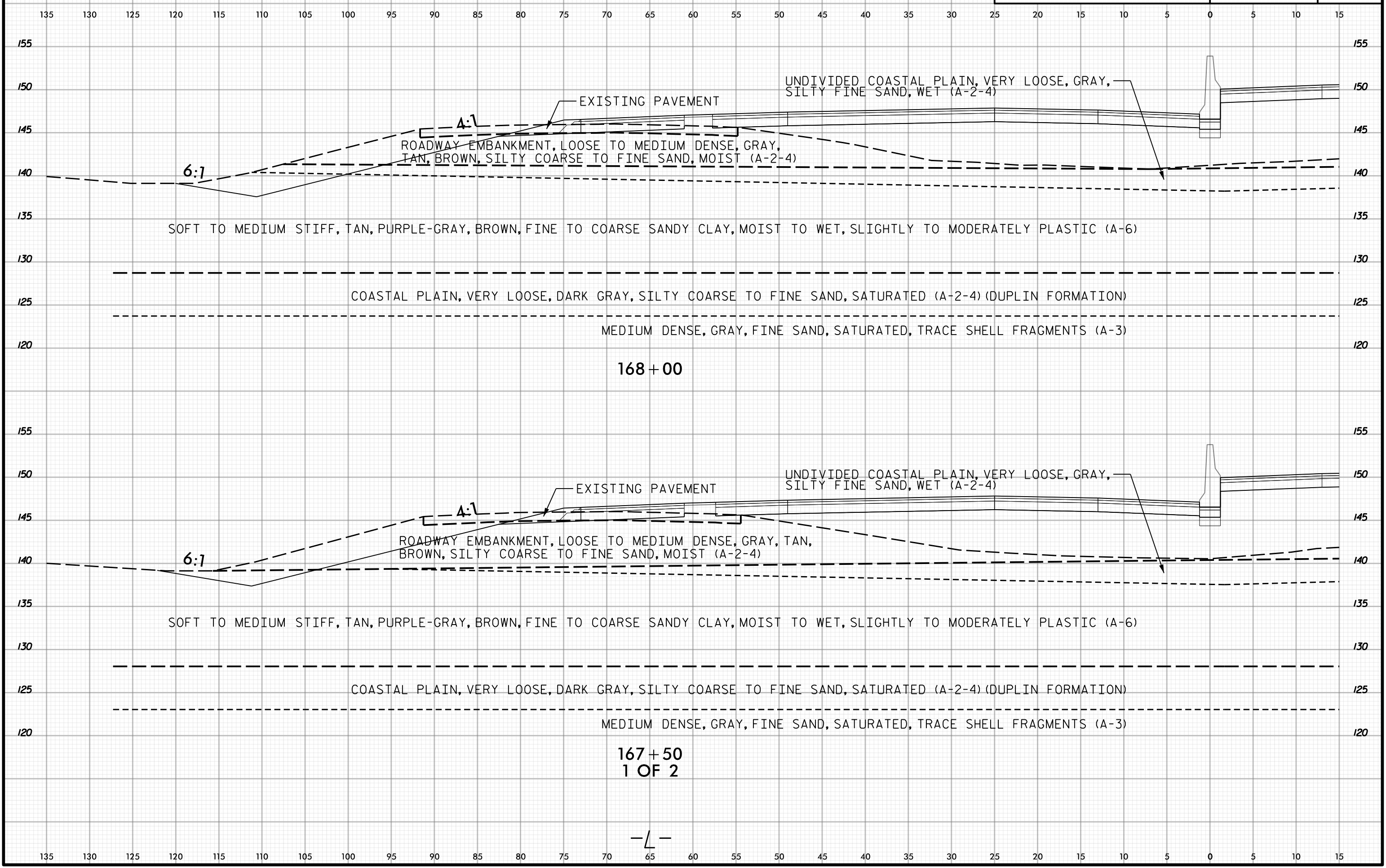
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167+00
2 OF 2

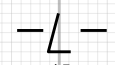


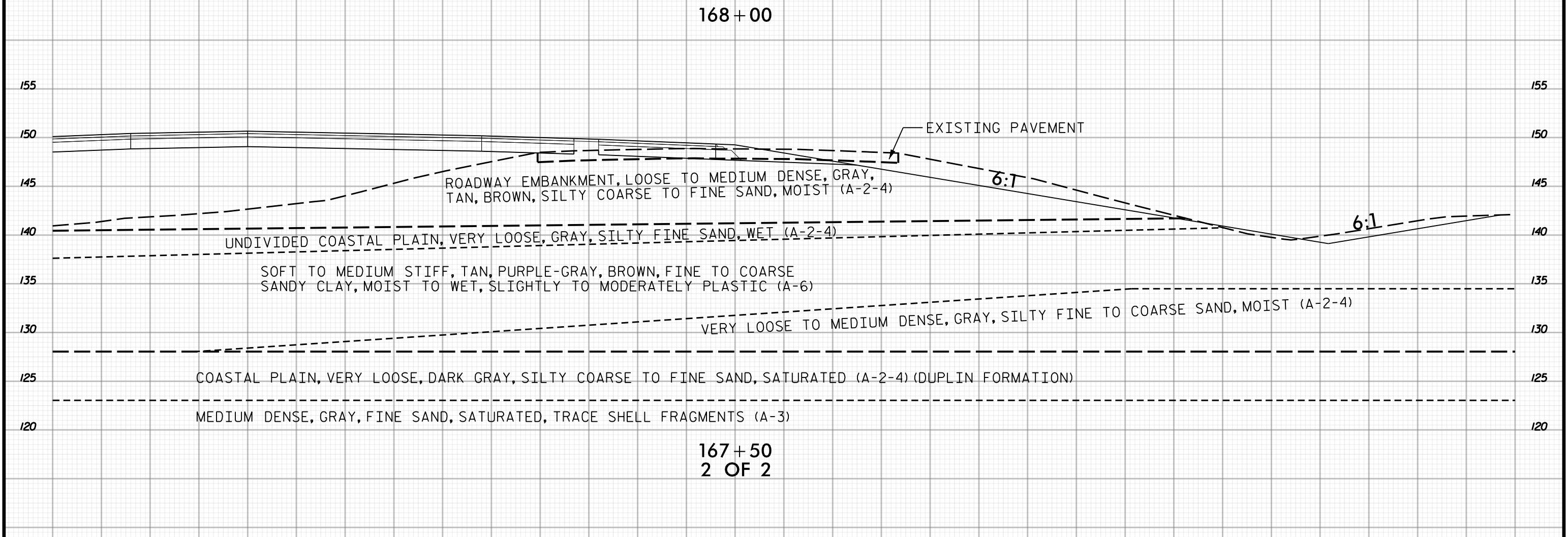
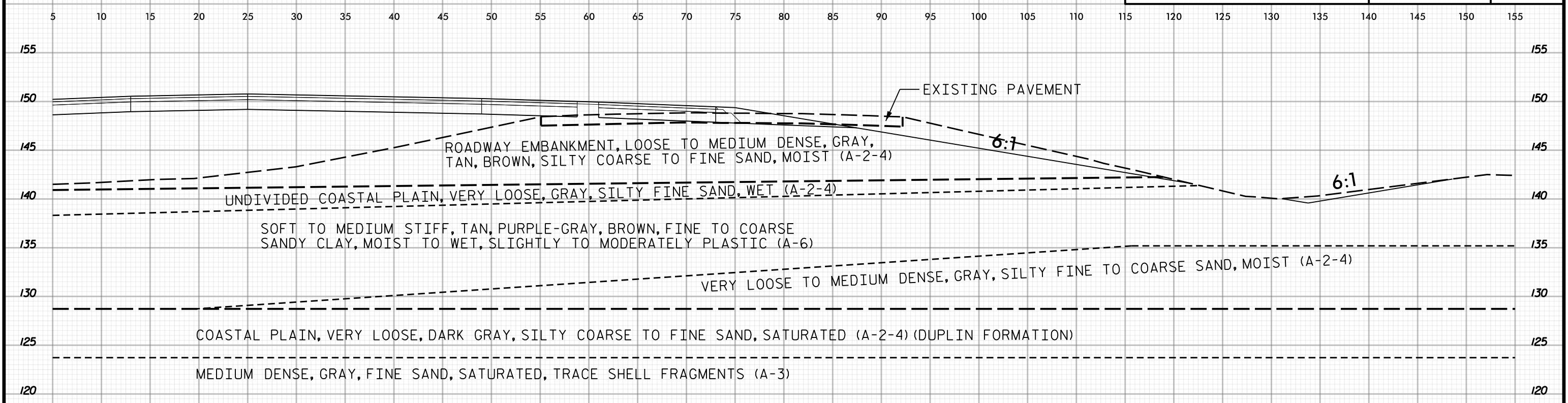
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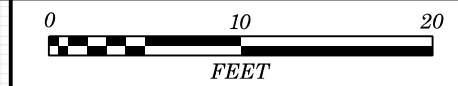


168+00

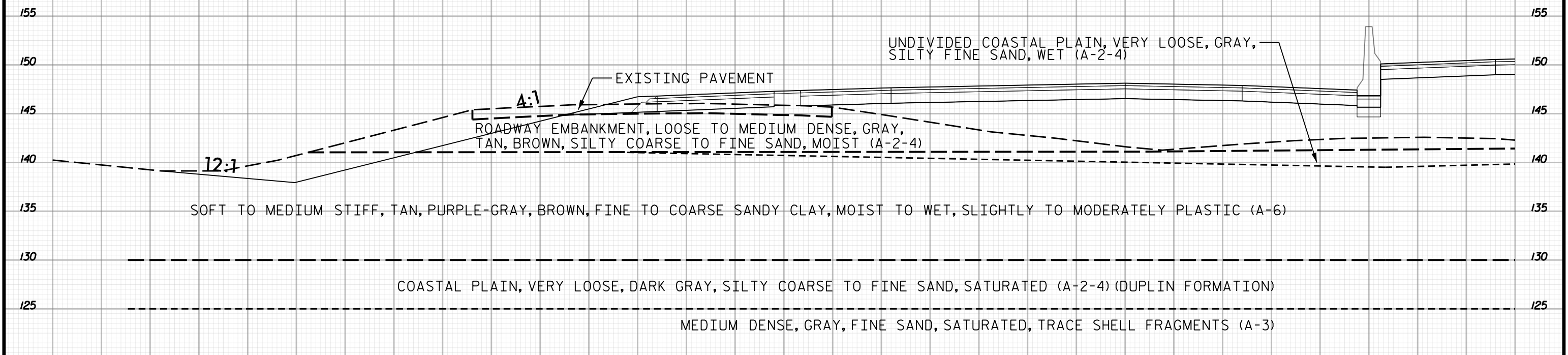
167+50
1 OF 2



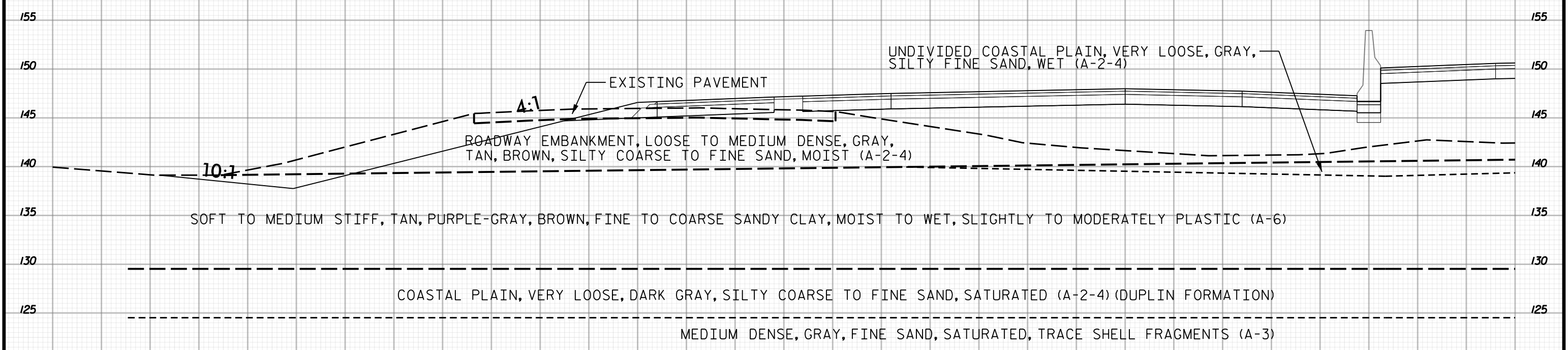




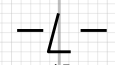
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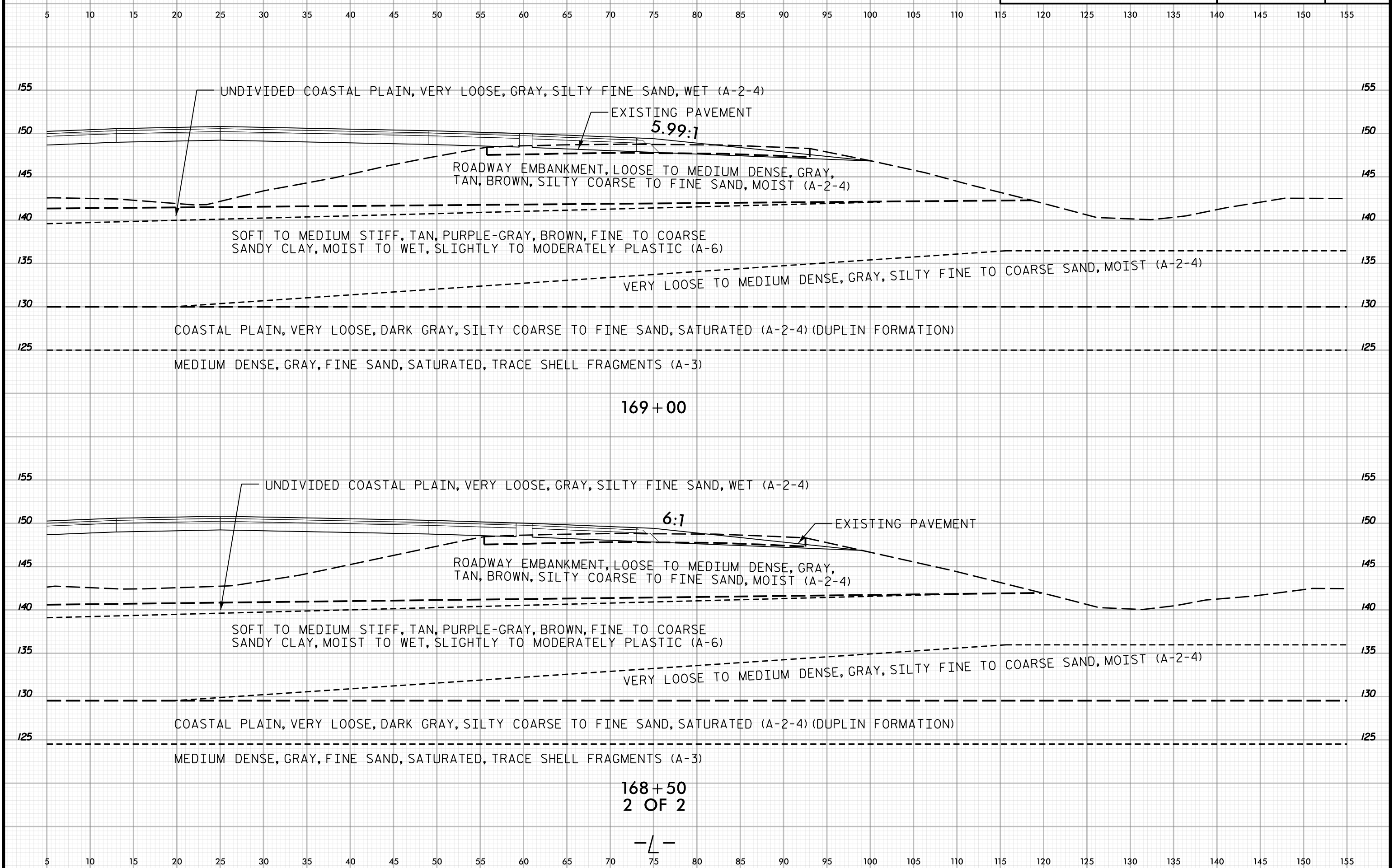
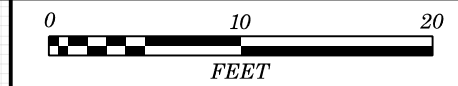
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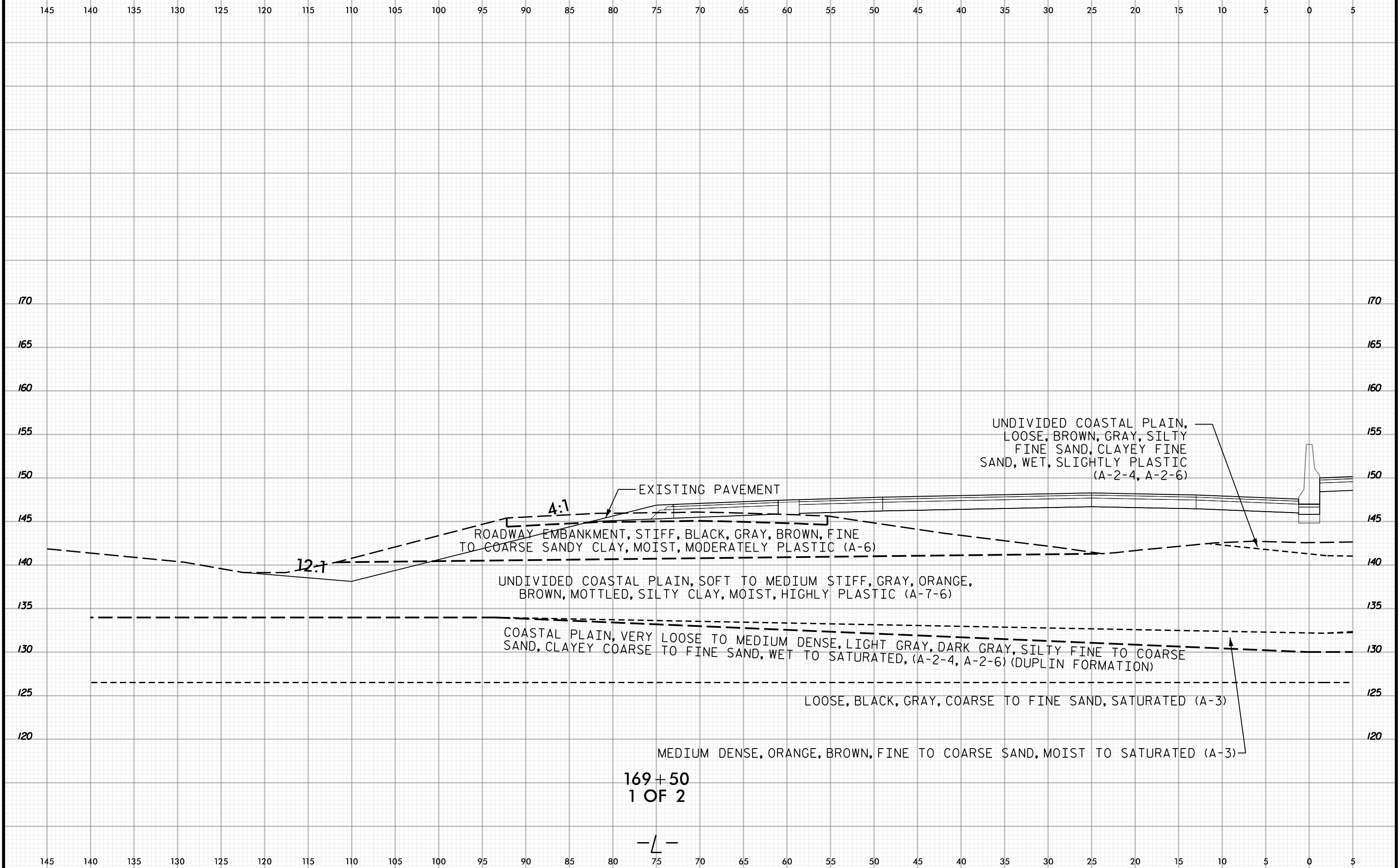


168+50
1 OF 2



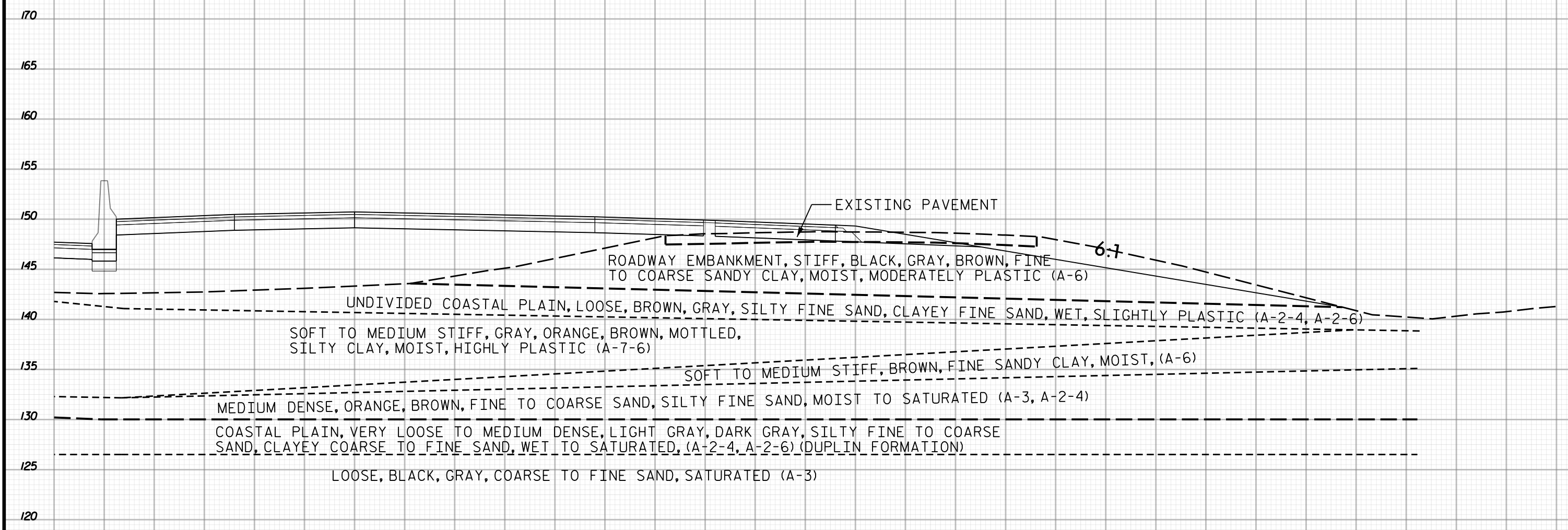
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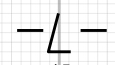




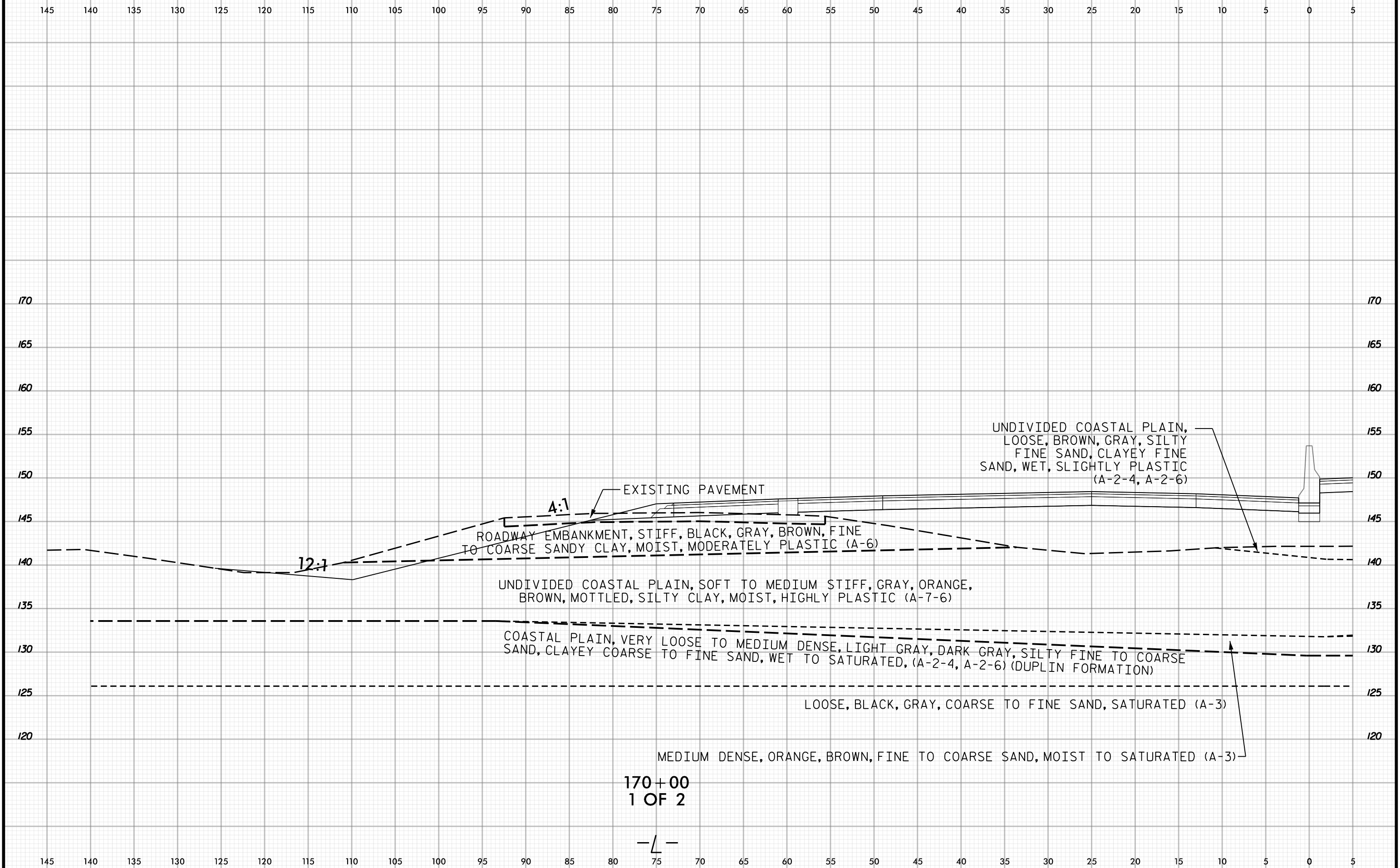
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169+50
2 OF 2

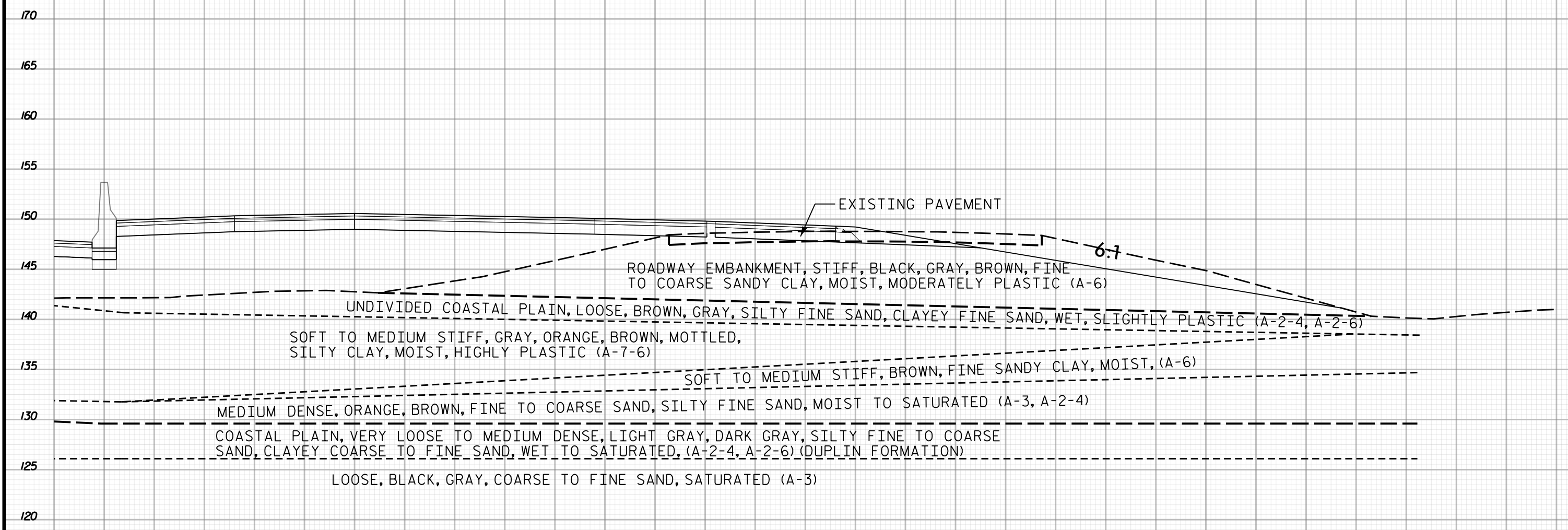


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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



EXISTING PAVEMENT

6.7

ROADWAY EMBANKMENT, STIFF, BLACK, GRAY, BROWN, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, GRAY, SILTY FINE SAND, CLAYEY FINE SAND, WET, SLIGHTLY PLASTIC (A-2-4, A-2-6)

SOFT TO MEDIUM STIFF, GRAY, ORANGE, BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

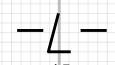
SOFT TO MEDIUM STIFF, BROWN, FINE SANDY CLAY, MOIST, (A-6)

MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

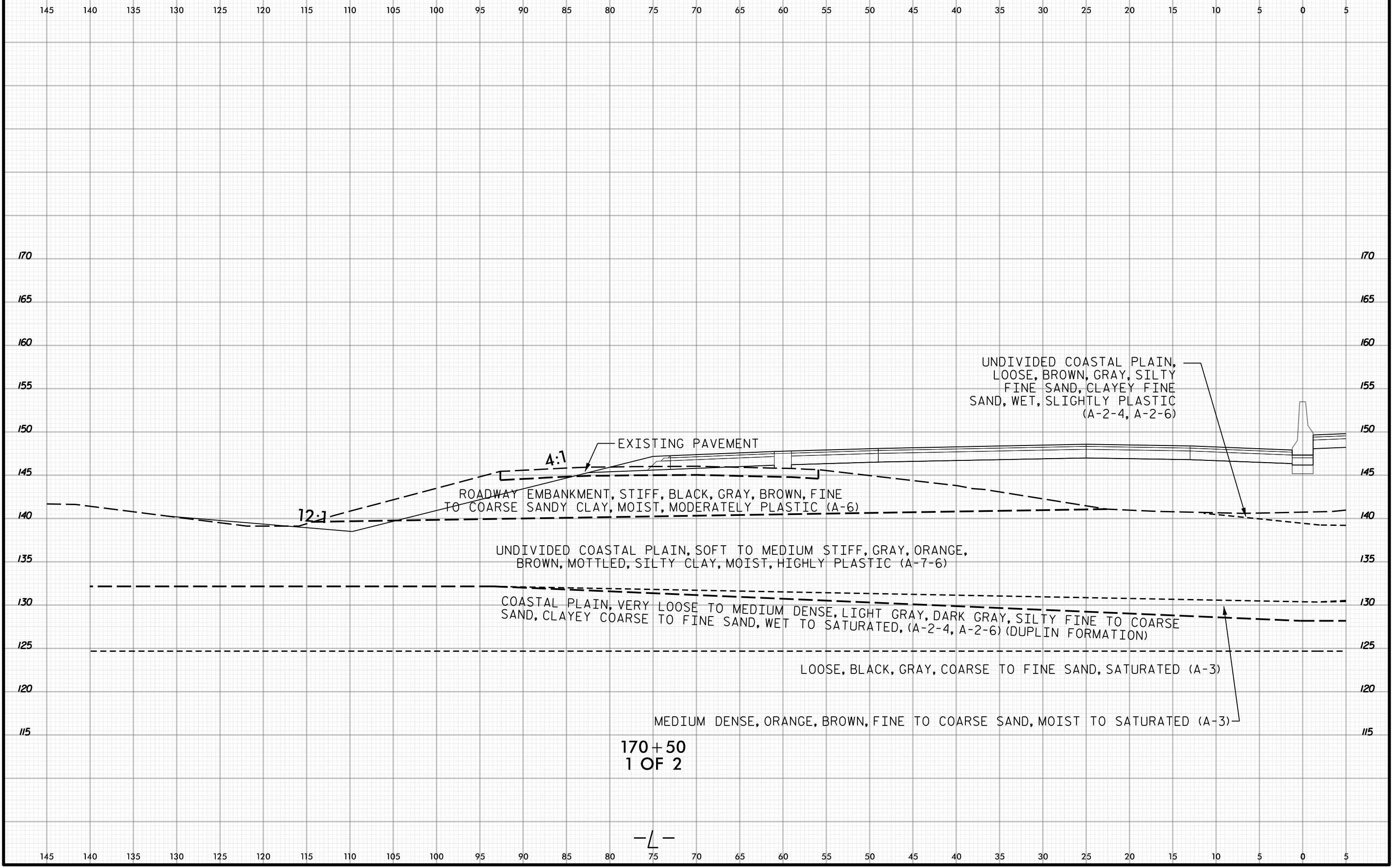
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

170+00
2 OF 2



5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



4:1 EXISTING PAVEMENT

12:1

ROADWAY EMBANKMENT, STIFF, BLACK, GRAY, BROWN, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, GRAY, SILTY FINE SAND, CLAYEY FINE SAND, WET, SLIGHTLY PLASTIC (A-2-4, A-2-6)

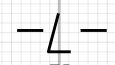
UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, ORANGE, BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

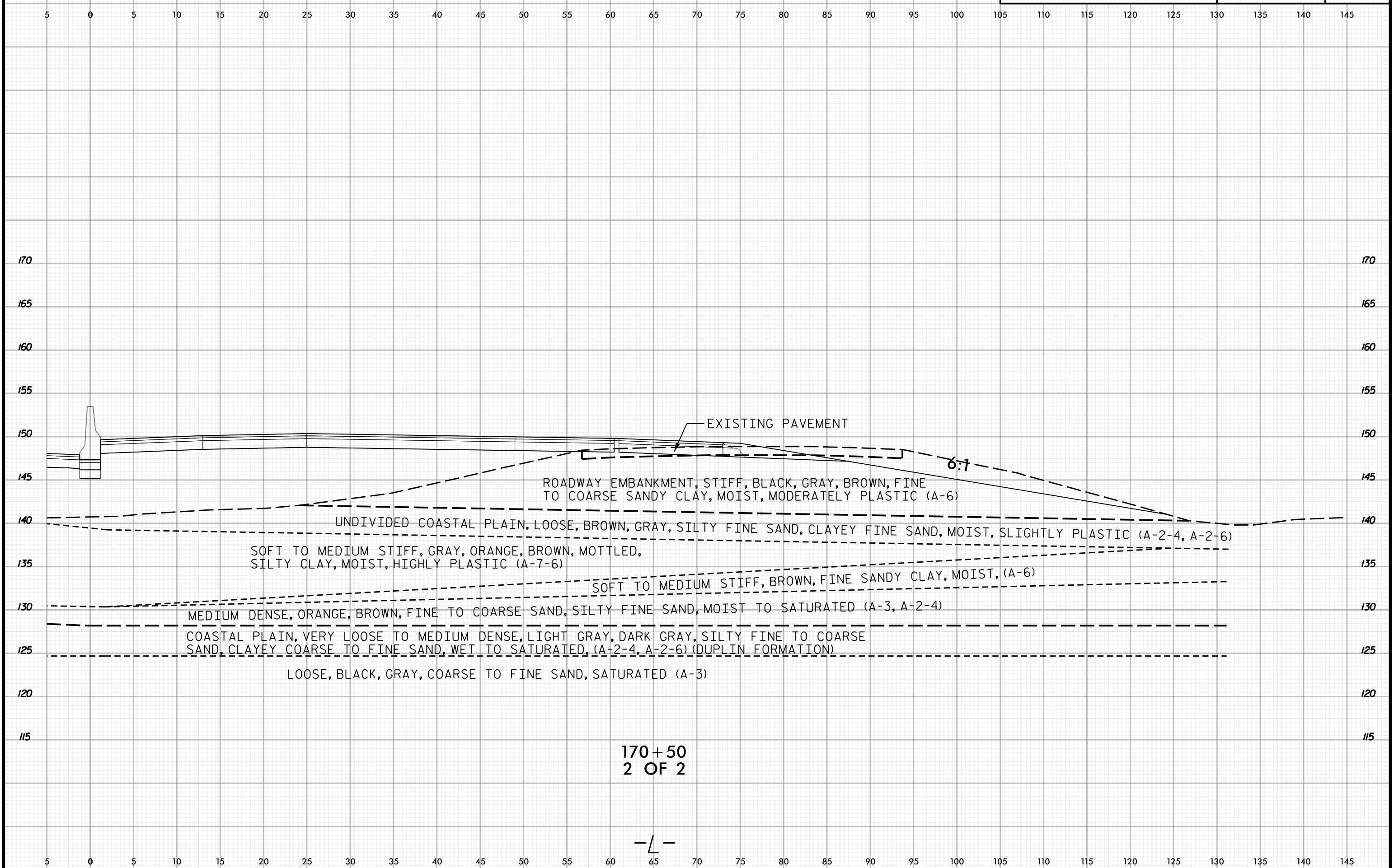
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

170+50
1 OF 2





EXISTING PAVEMENT

ROADWAY EMBANKMENT, STIFF, BLACK, GRAY, BROWN, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, GRAY, SILTY FINE SAND, CLAYEY FINE SAND, MOIST, SLIGHTLY PLASTIC (A-2-4, A-2-6)

SOFT TO MEDIUM STIFF, GRAY, ORANGE, BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

SOFT TO MEDIUM STIFF, BROWN, FINE SANDY CLAY, MOIST, (A-6)

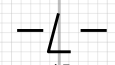
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

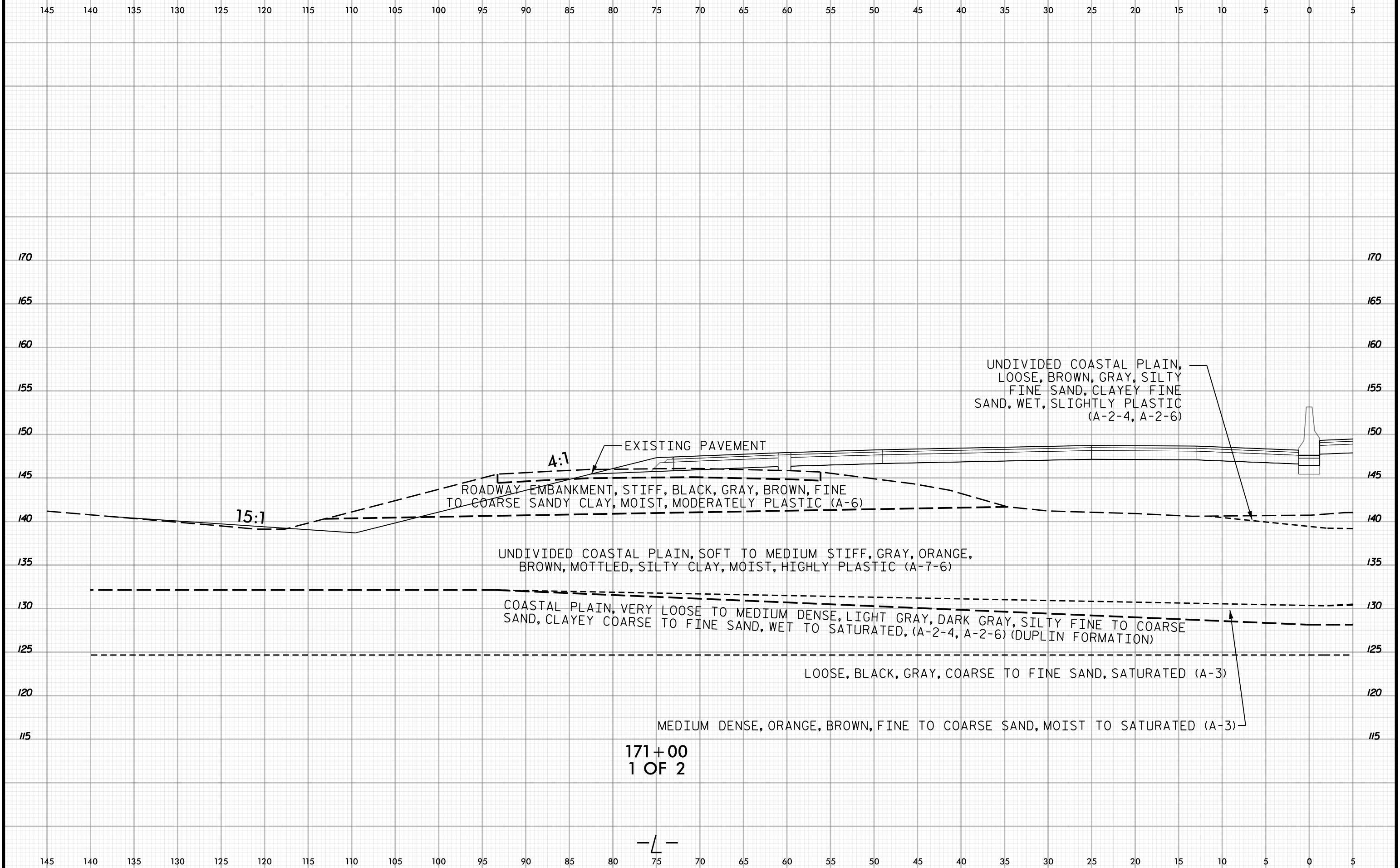
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

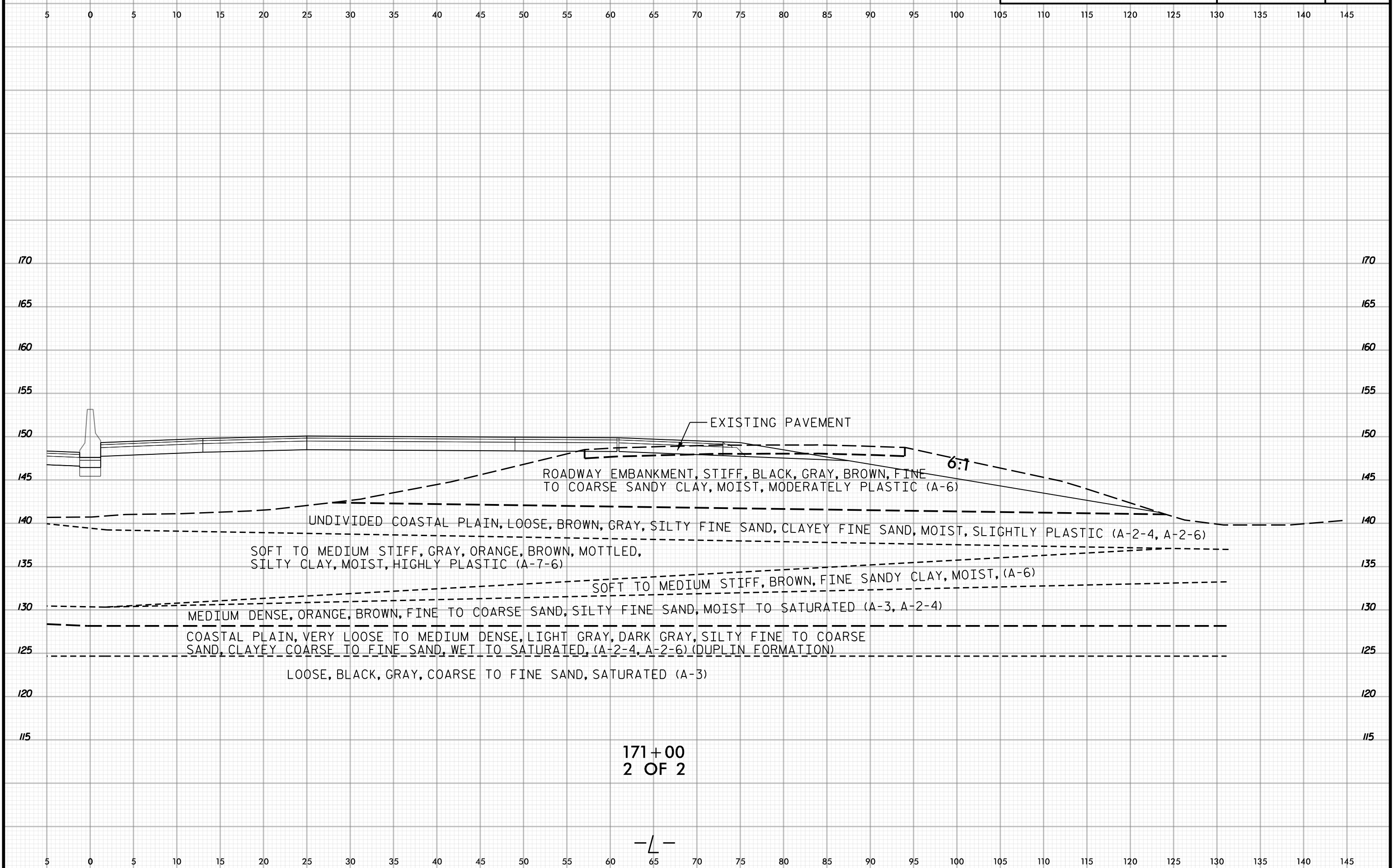
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

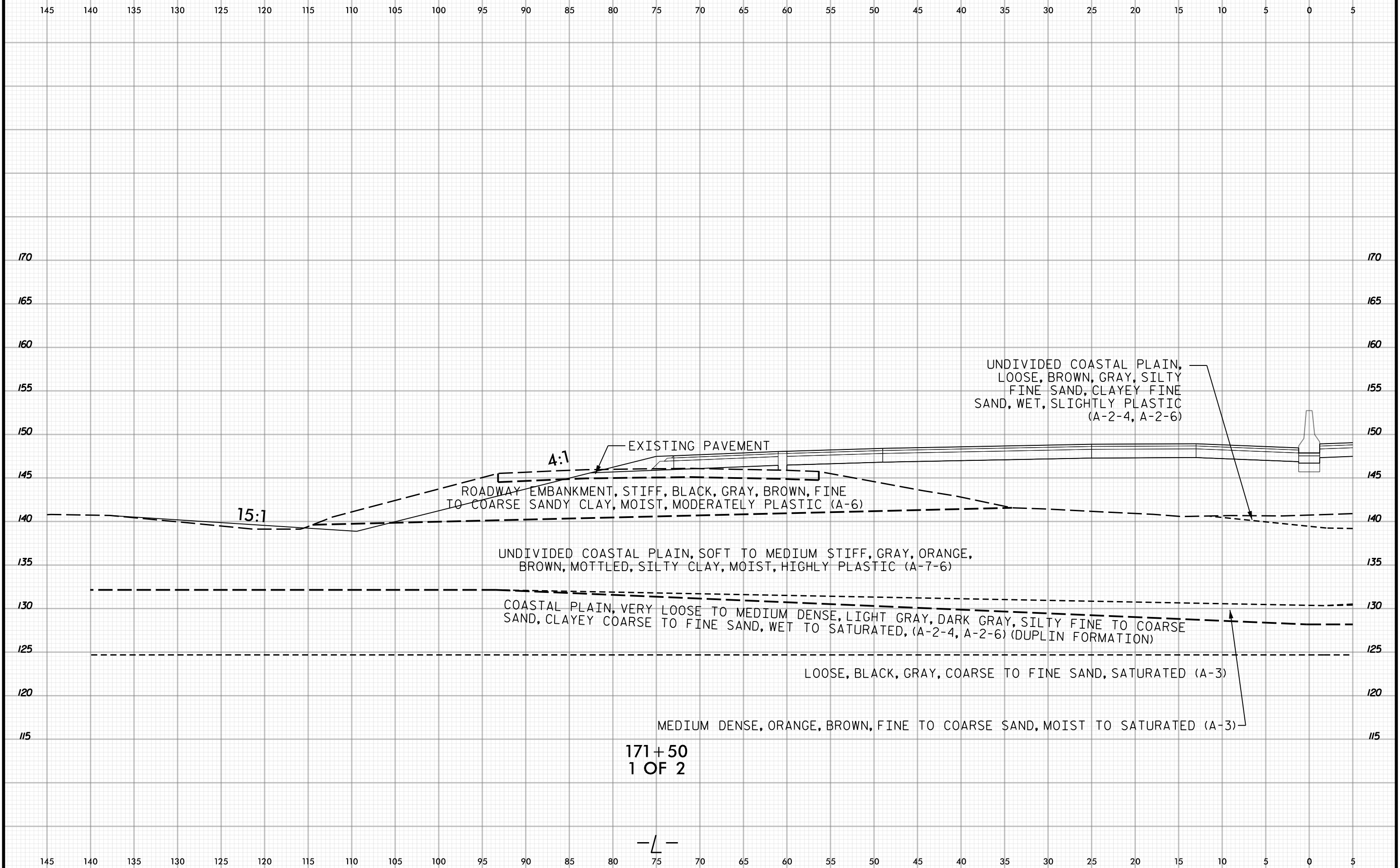
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170+50
2 OF 2











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170 170

165 165

160 160

155 155

150 150

145 145

140 140

135 135

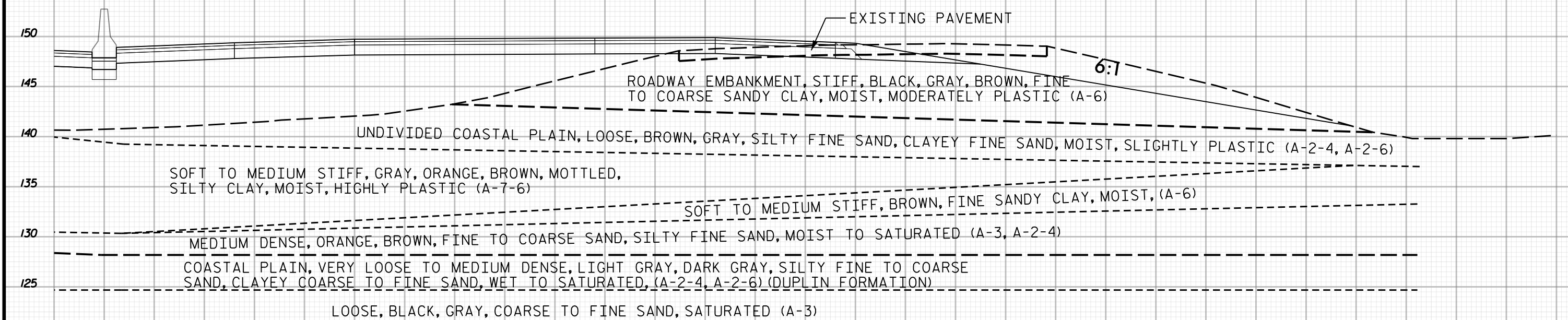
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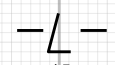
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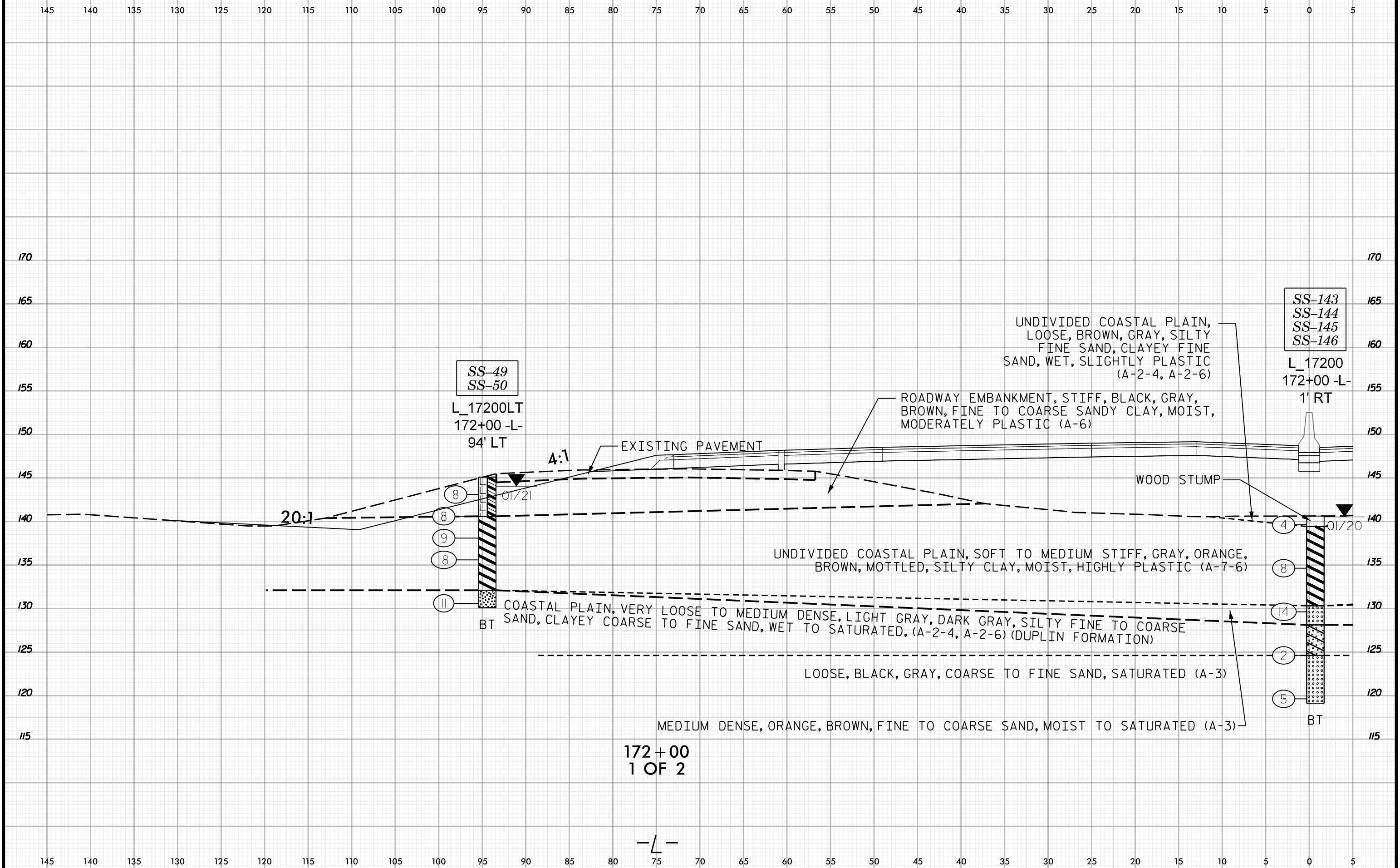
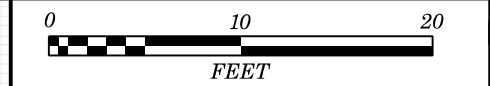
115 115

5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



171+50
2 OF 2





SS-49
SS-50

L_17200LT
172+00 -L-
94' LT

UNDIVIDED COASTAL PLAIN,
LOOSE, BROWN, GRAY, SILTY
FINE SAND, CLAYEY FINE
SAND, WET, SLIGHTLY PLASTIC
(A-2-4, A-2-6)

SS-143
SS-144
SS-145
SS-146

L_17200
172+00 -L-
1' RT

ROADWAY EMBANKMENT, STIFF, BLACK, GRAY,
BROWN, FINE TO COARSE SANDY CLAY, MOIST,
MODERATELY PLASTIC (A-6)

EXISTING PAVEMENT

WOOD STUMP

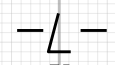
UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, ORANGE,
BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

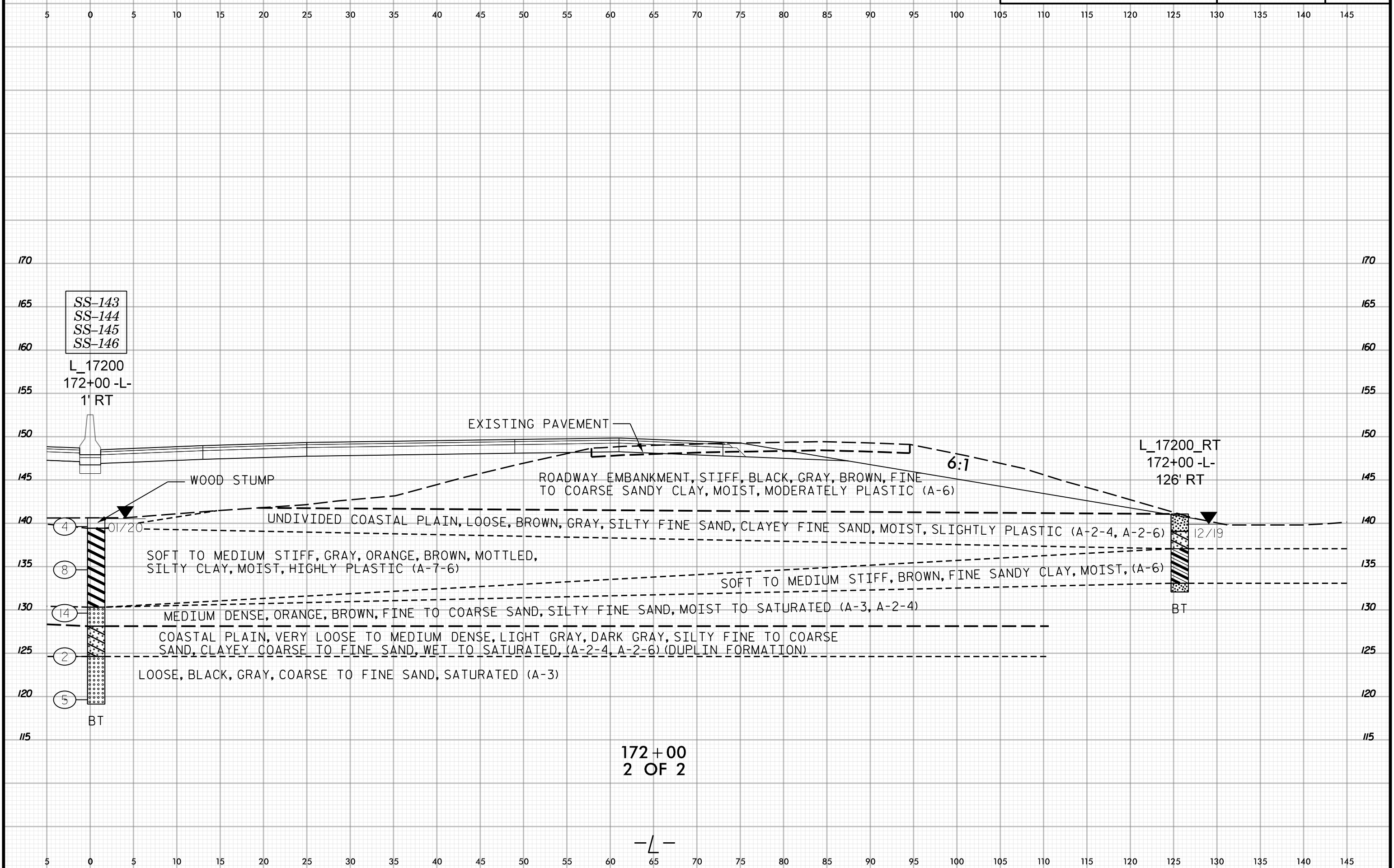
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE
SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

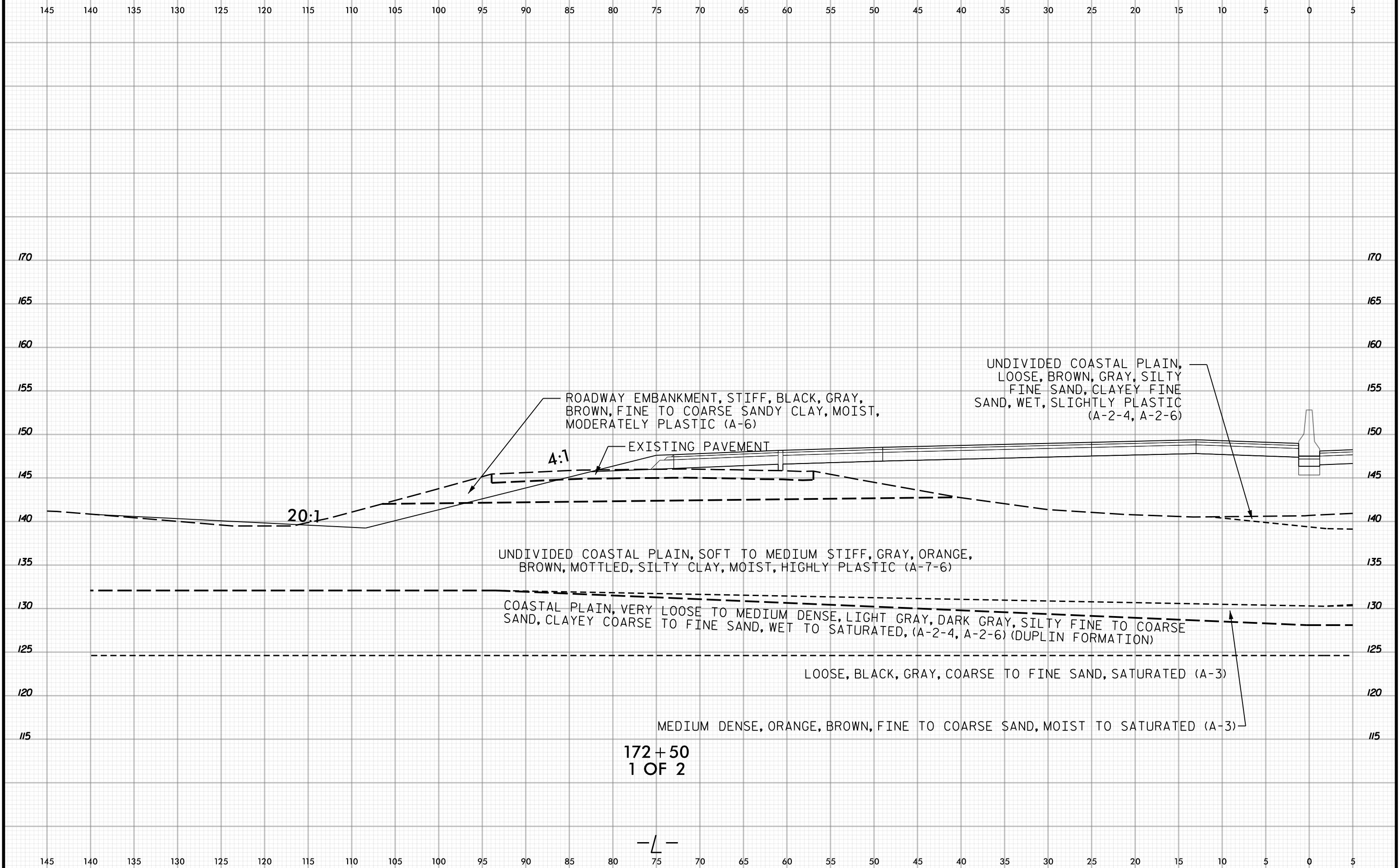
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

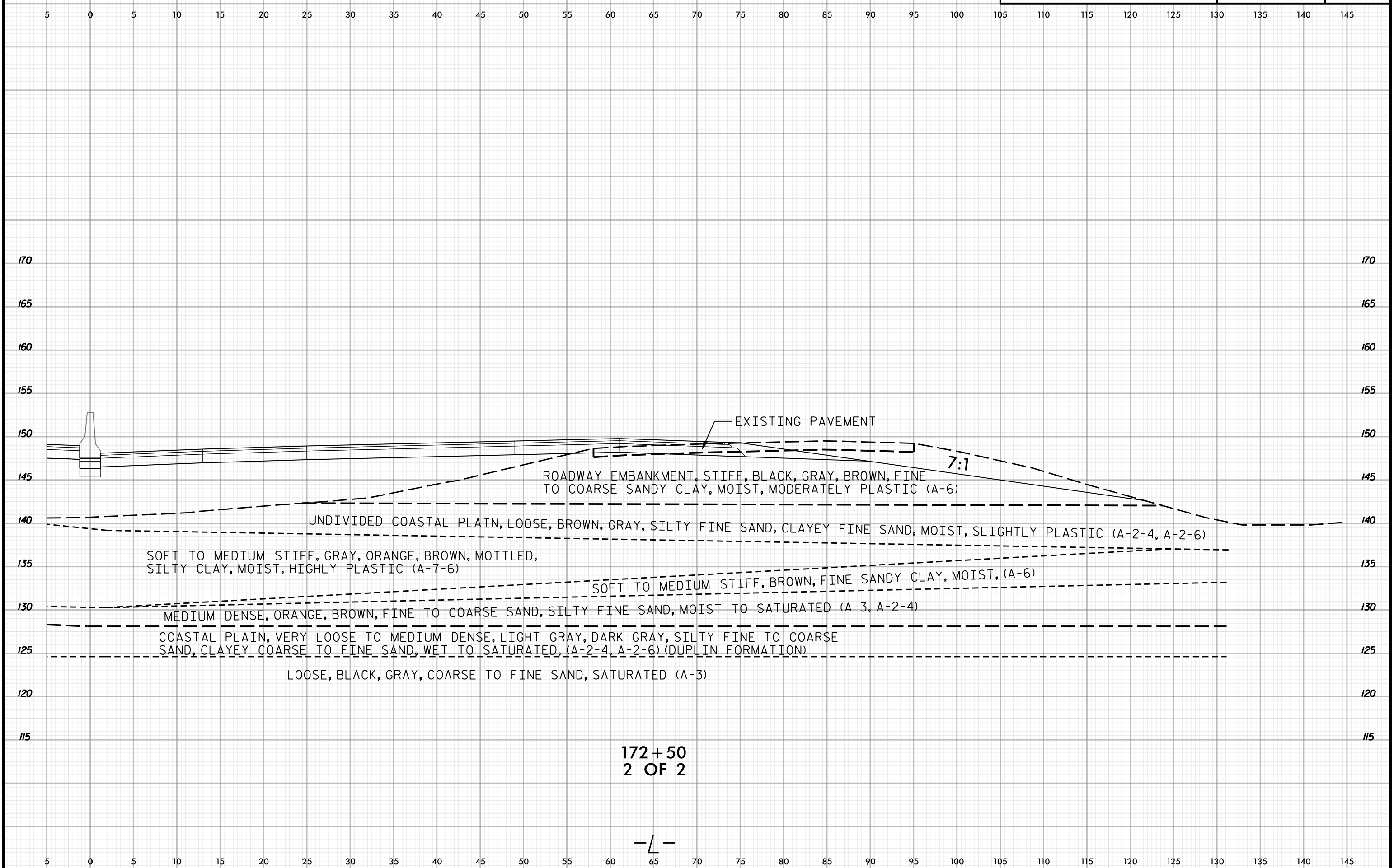
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

172+00
1 OF 2

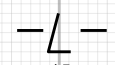


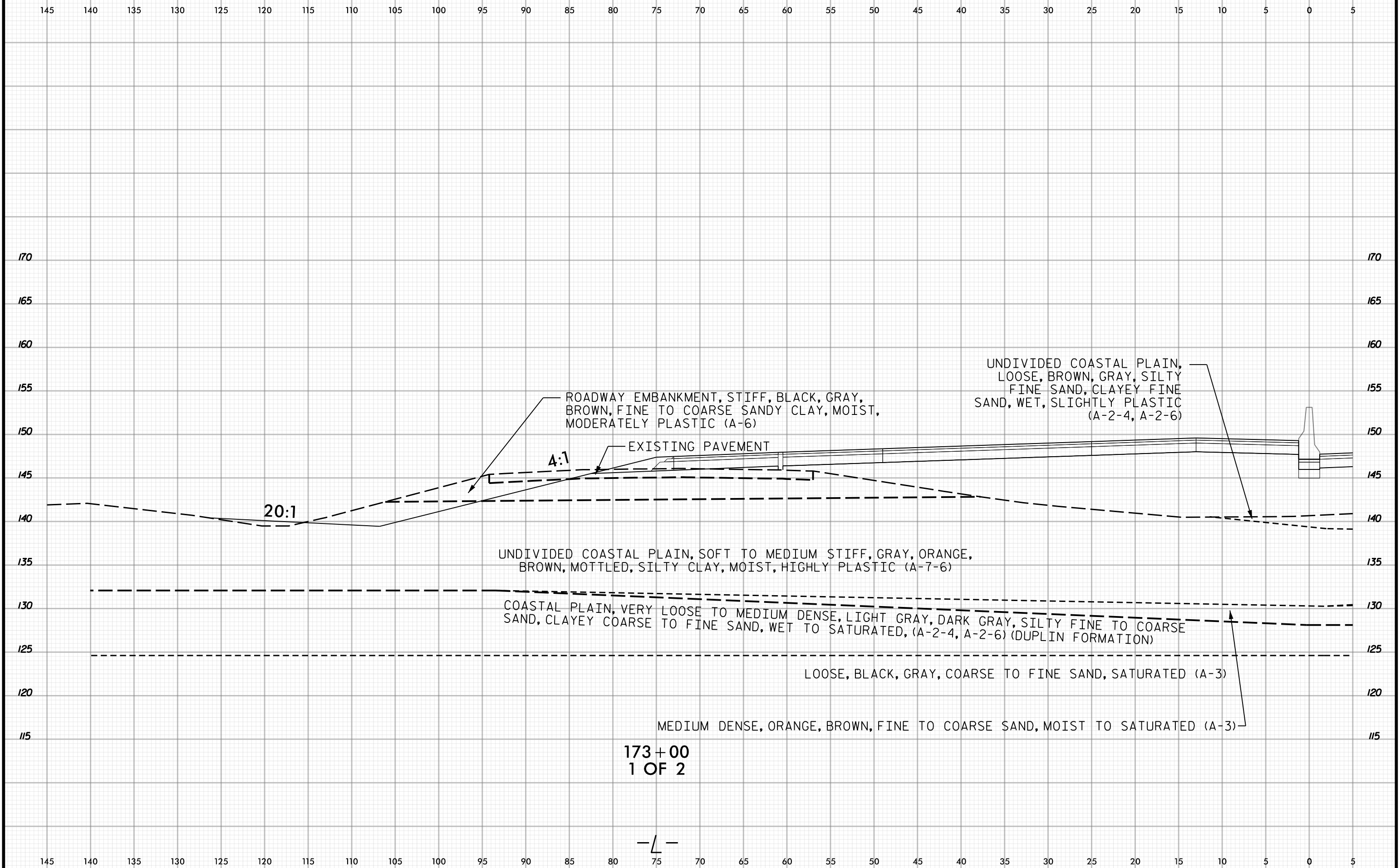


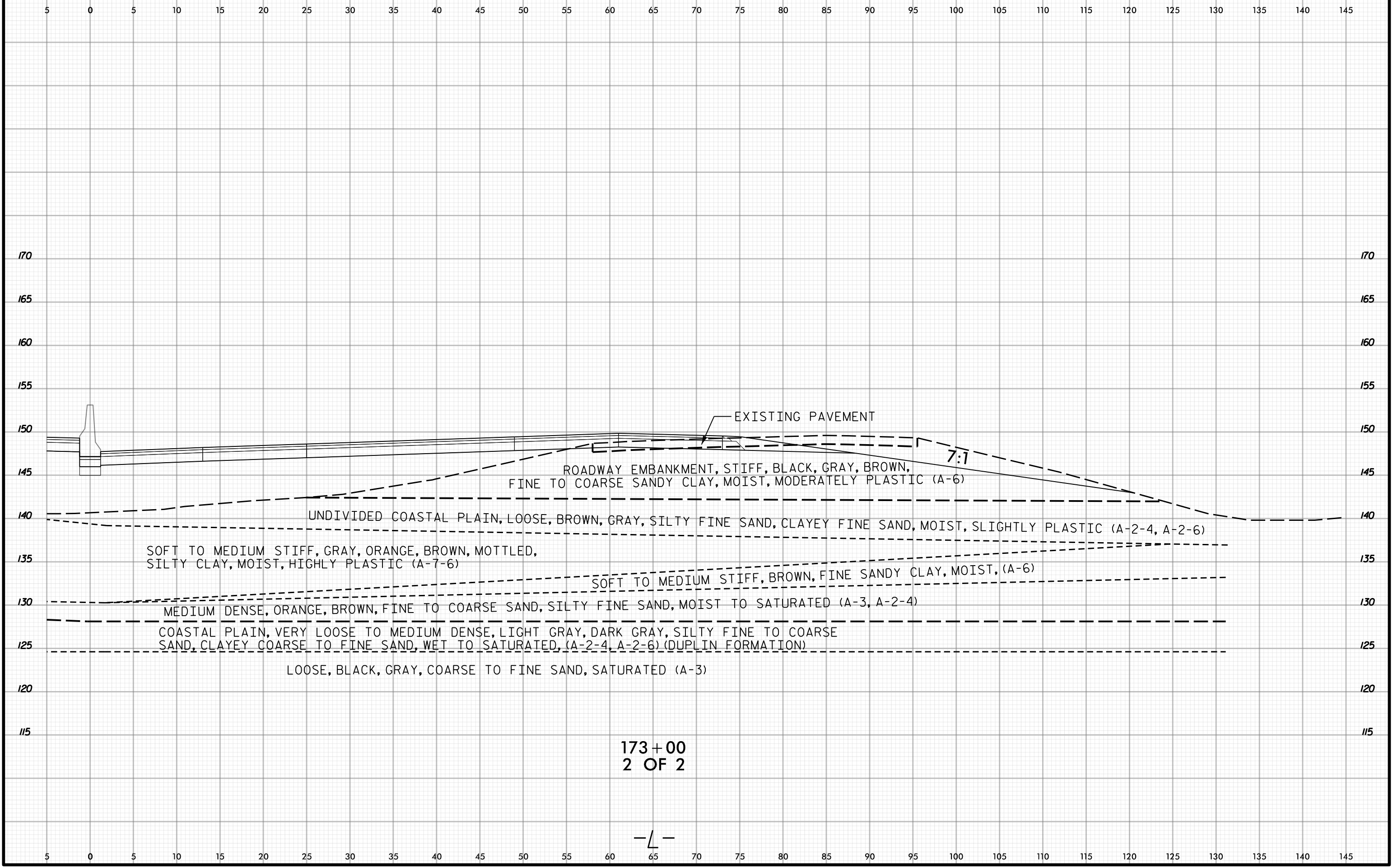


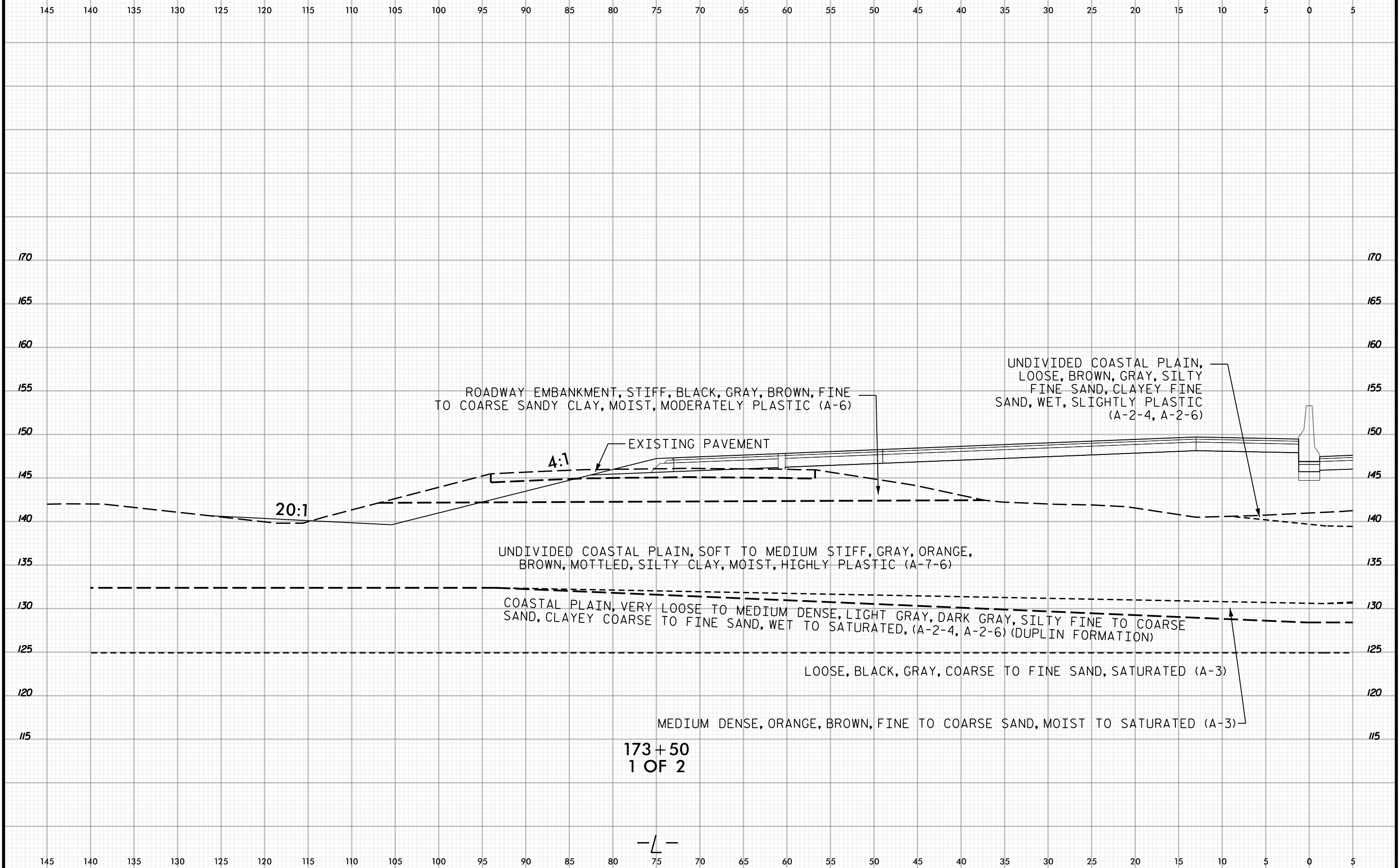


172 + 50
2 OF 2











5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145

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150 150

145 145

140 140

135 135

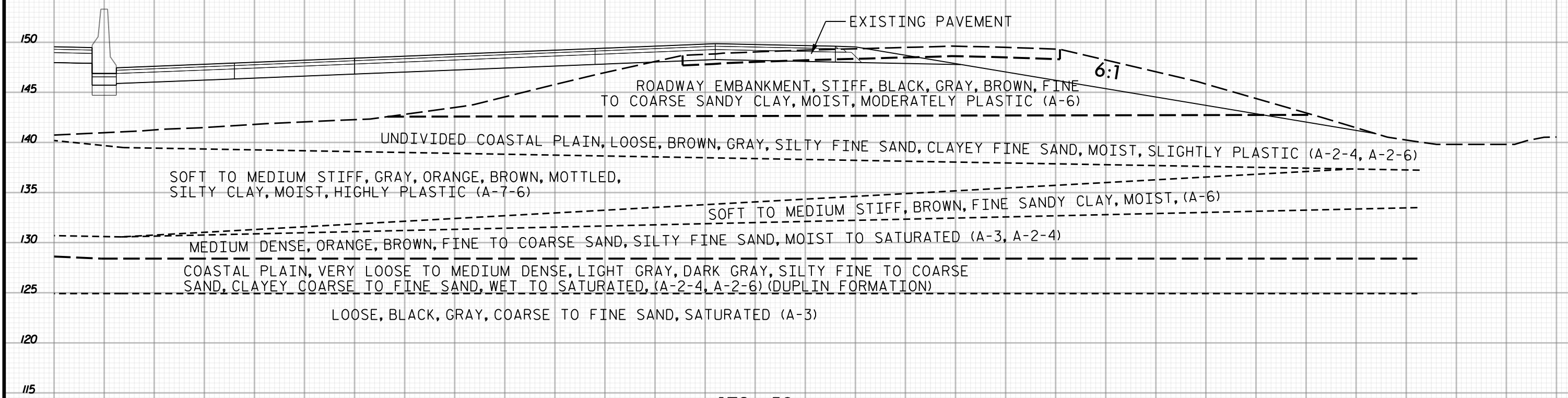
130 130

125 125

120 120

115 115

5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



EXISTING PAVEMENT

6:1

ROADWAY EMBANKMENT, STIFF, BLACK, GRAY, BROWN, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, GRAY, SILTY FINE SAND, CLAYEY FINE SAND, MOIST, SLIGHTLY PLASTIC (A-2-4, A-2-6)

SOFT TO MEDIUM STIFF, GRAY, ORANGE, BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

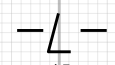
SOFT TO MEDIUM STIFF, BROWN, FINE SANDY CLAY, MOIST, (A-6)

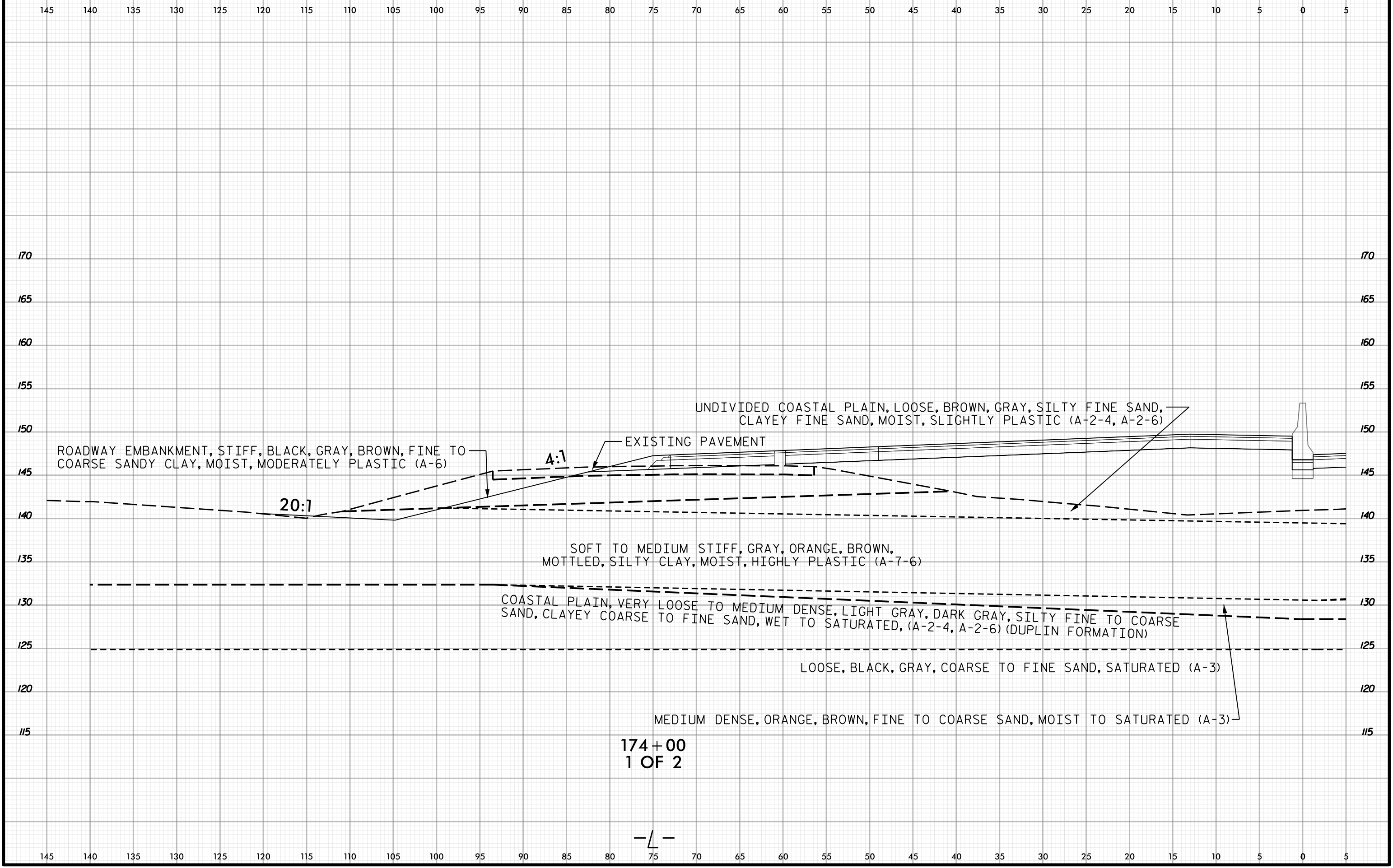
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

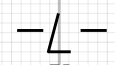
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

173+50
2 OF 2





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1 OF 2





5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145

170 170

165 165

160 160

155 155

150 150

145 145

140 140

135 135

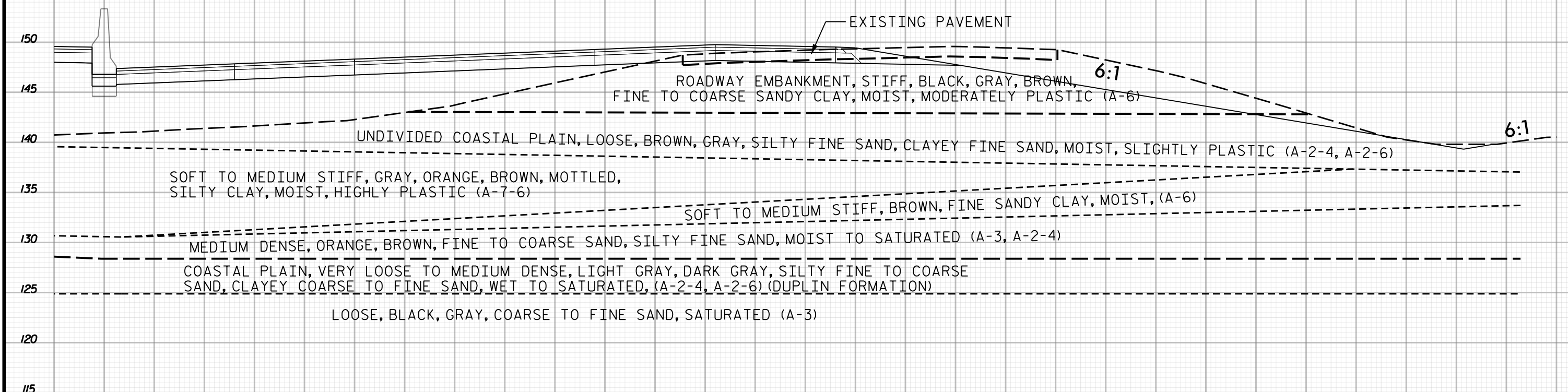
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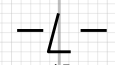
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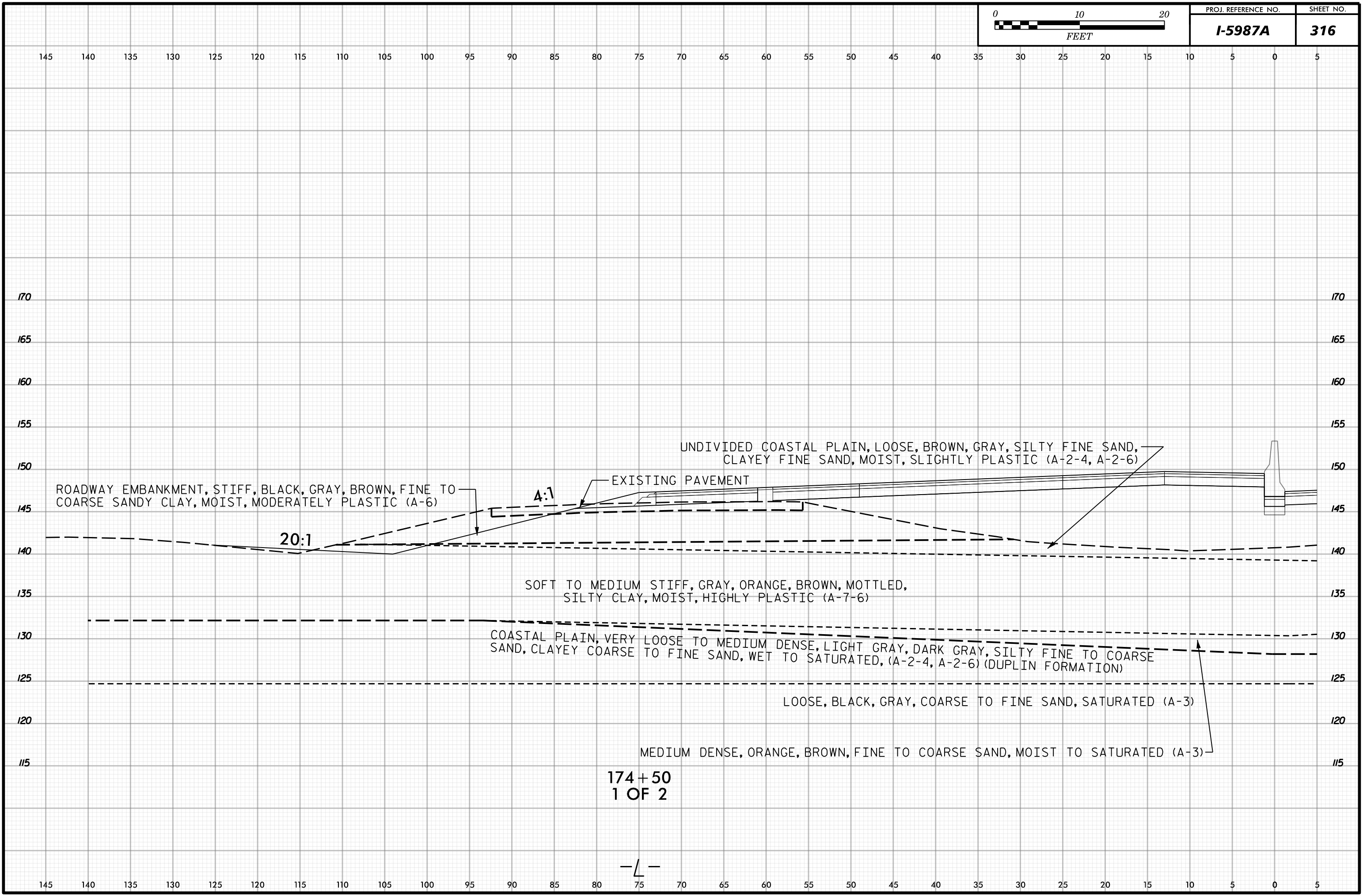
115 115

5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



174+00
2 OF 2





ROADWAY EMBANKMENT, STIFF, BLACK, GRAY, BROWN, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, GRAY, SILTY FINE SAND, CLAYEY FINE SAND, MOIST, SLIGHTLY PLASTIC (A-2-4, A-2-6)

EXISTING PAVEMENT

4:1

20:1

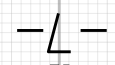
SOFT TO MEDIUM STIFF, GRAY, ORANGE, BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

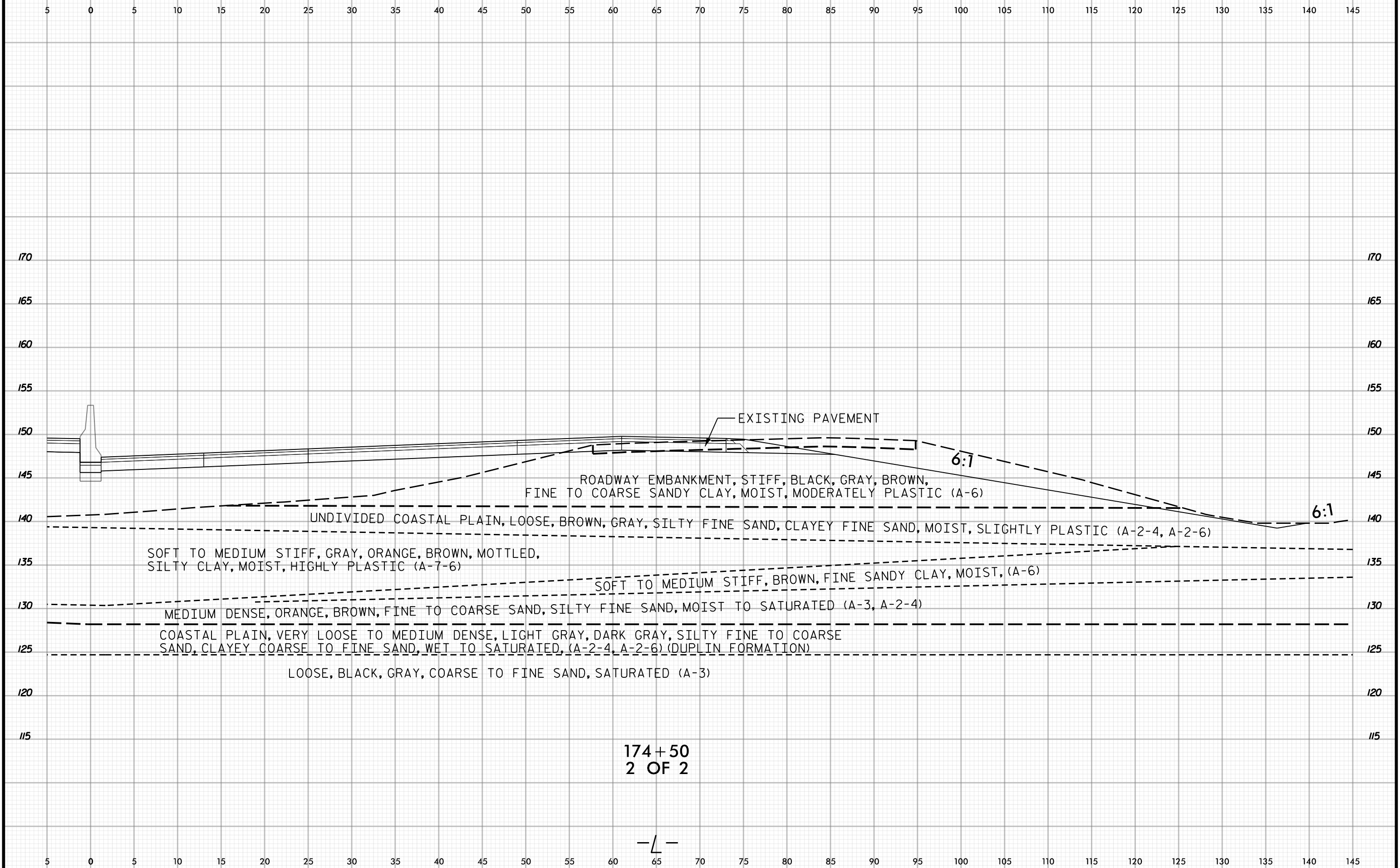
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

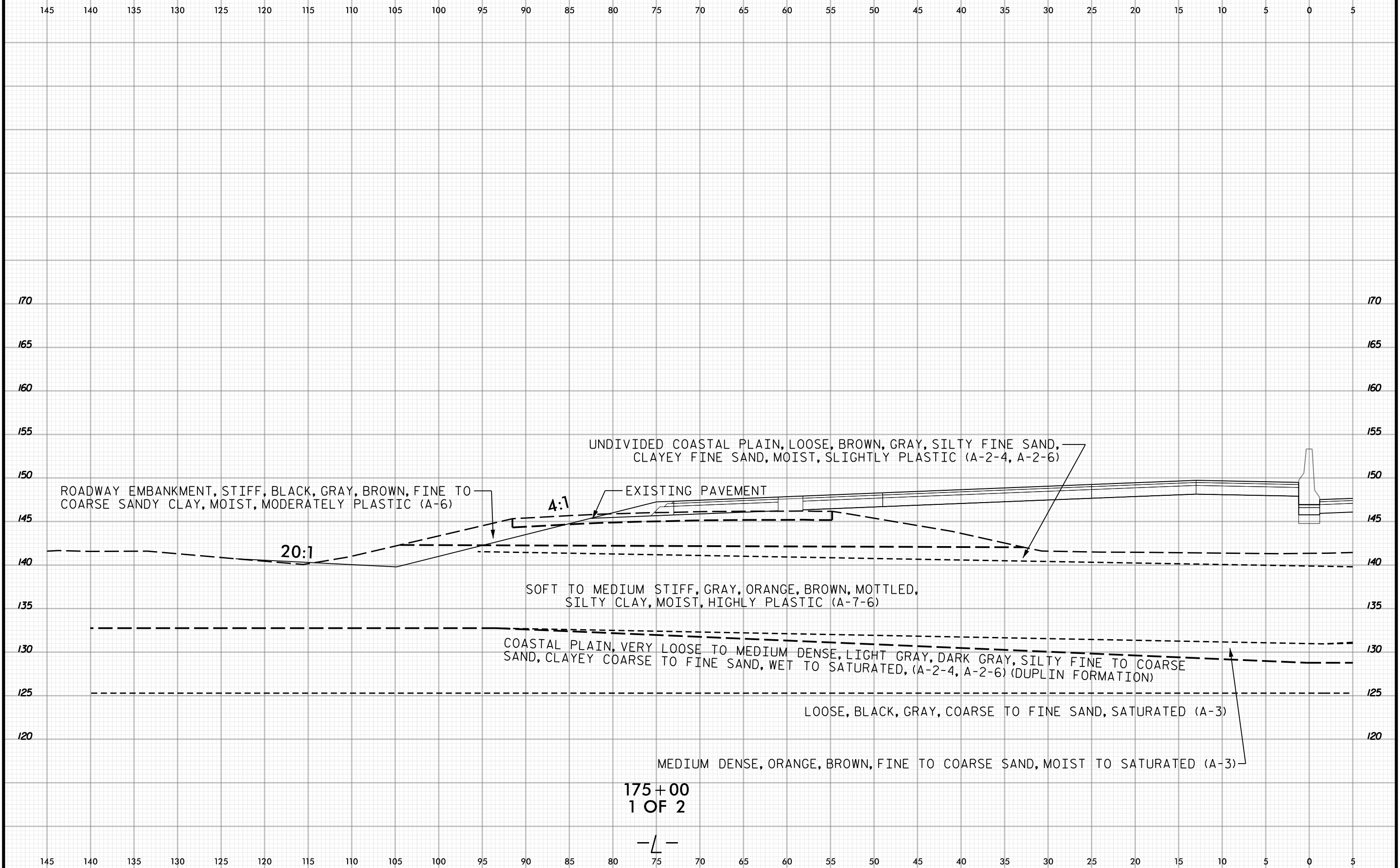
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

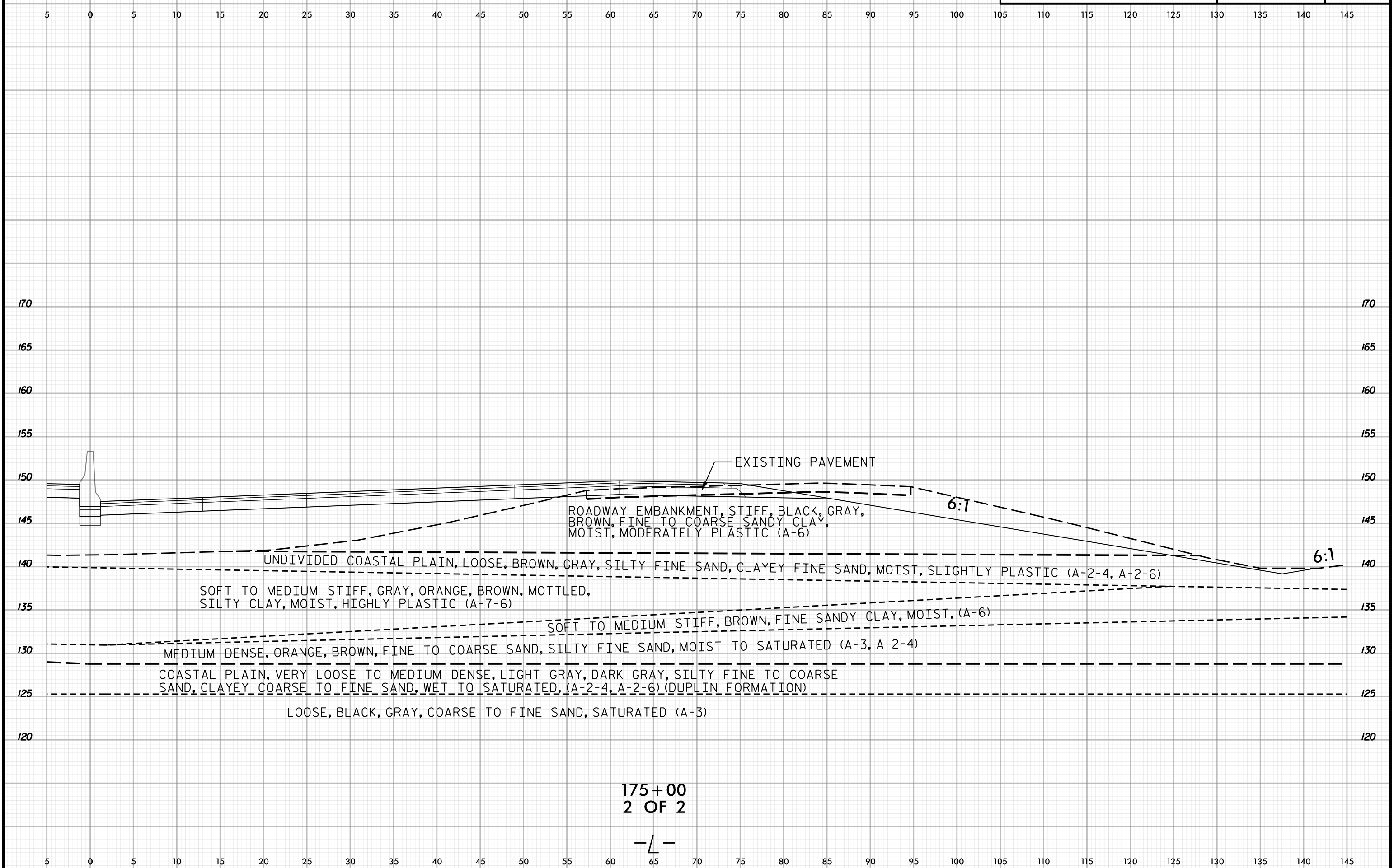
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

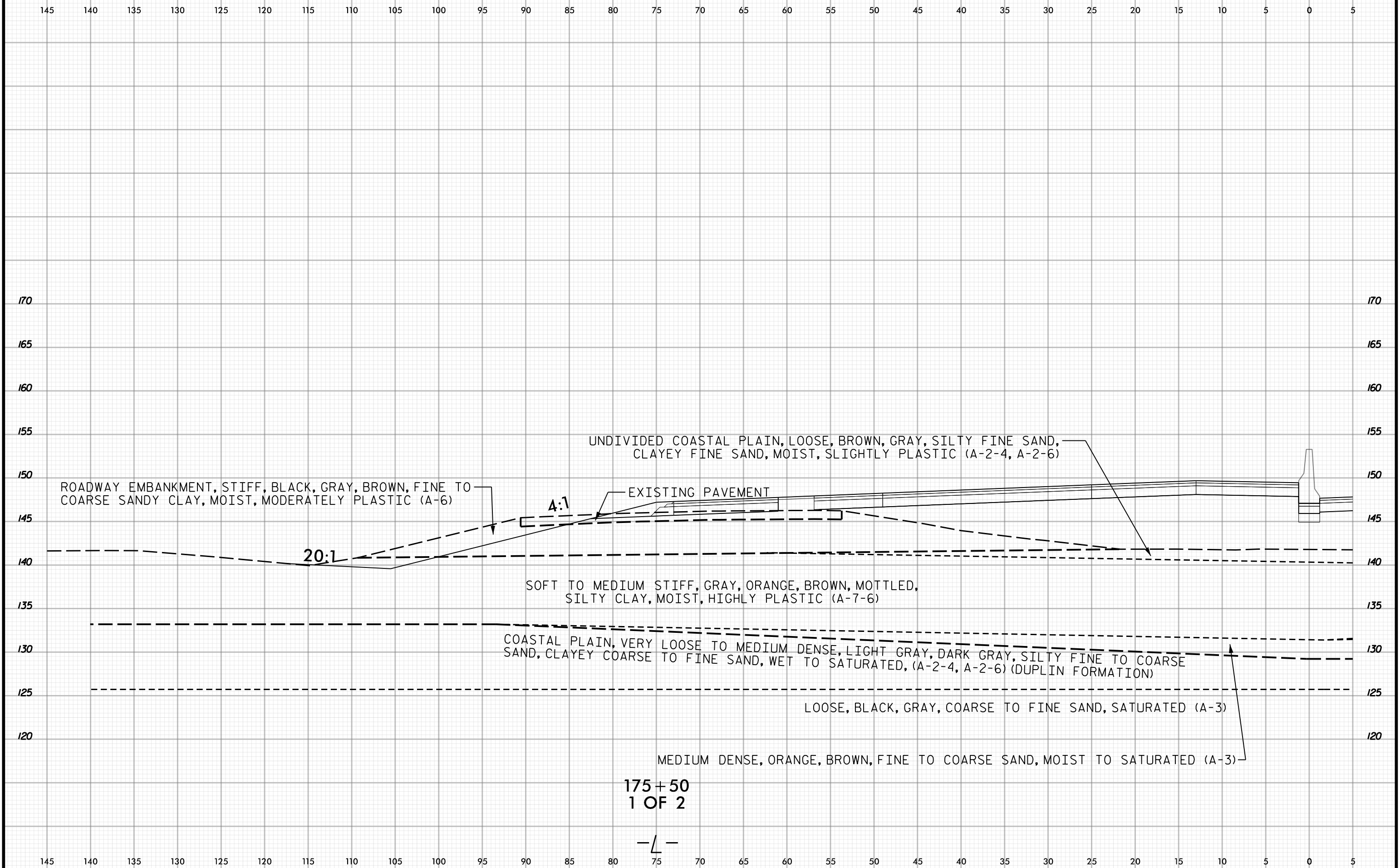
174+50
1 OF 2

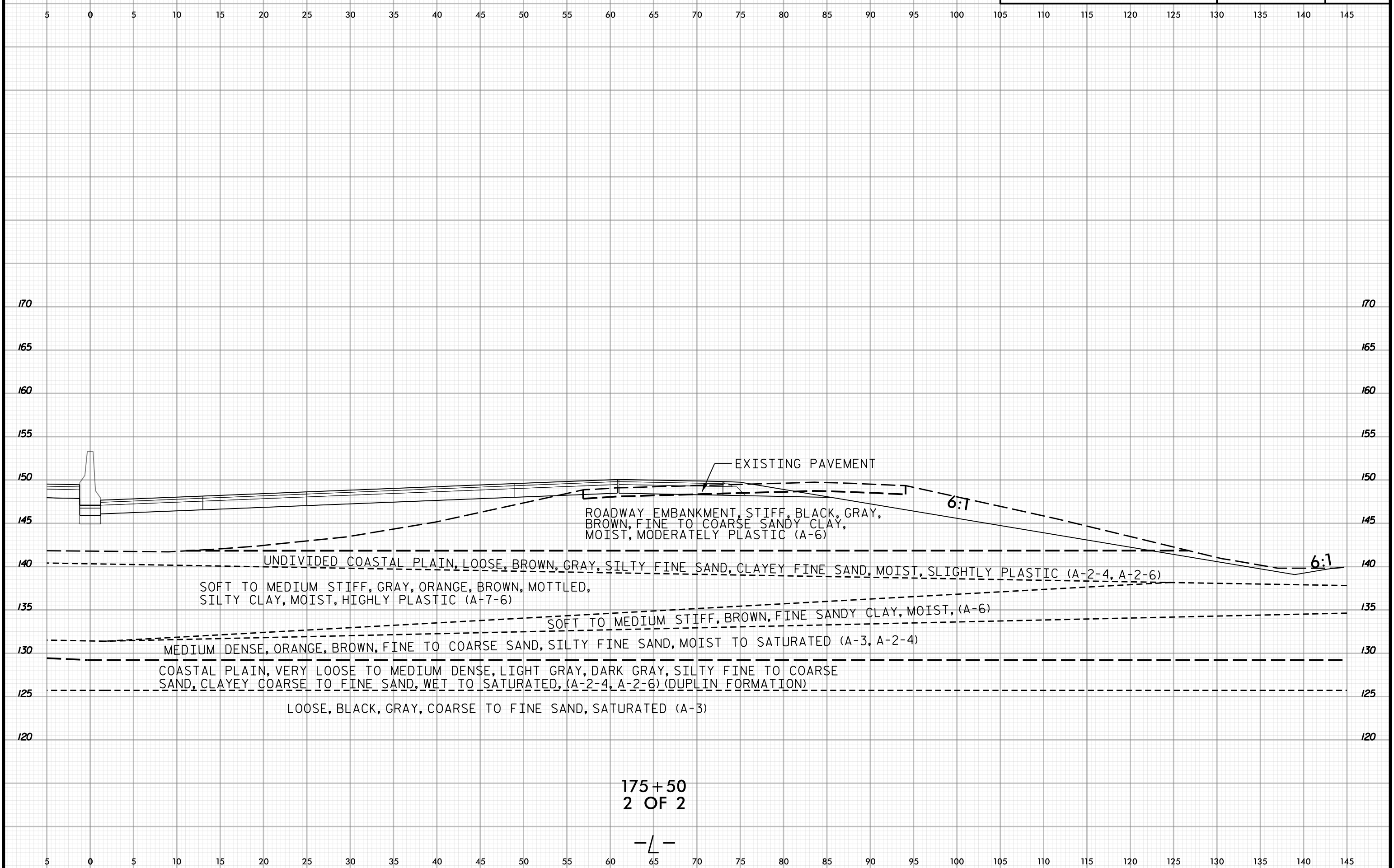






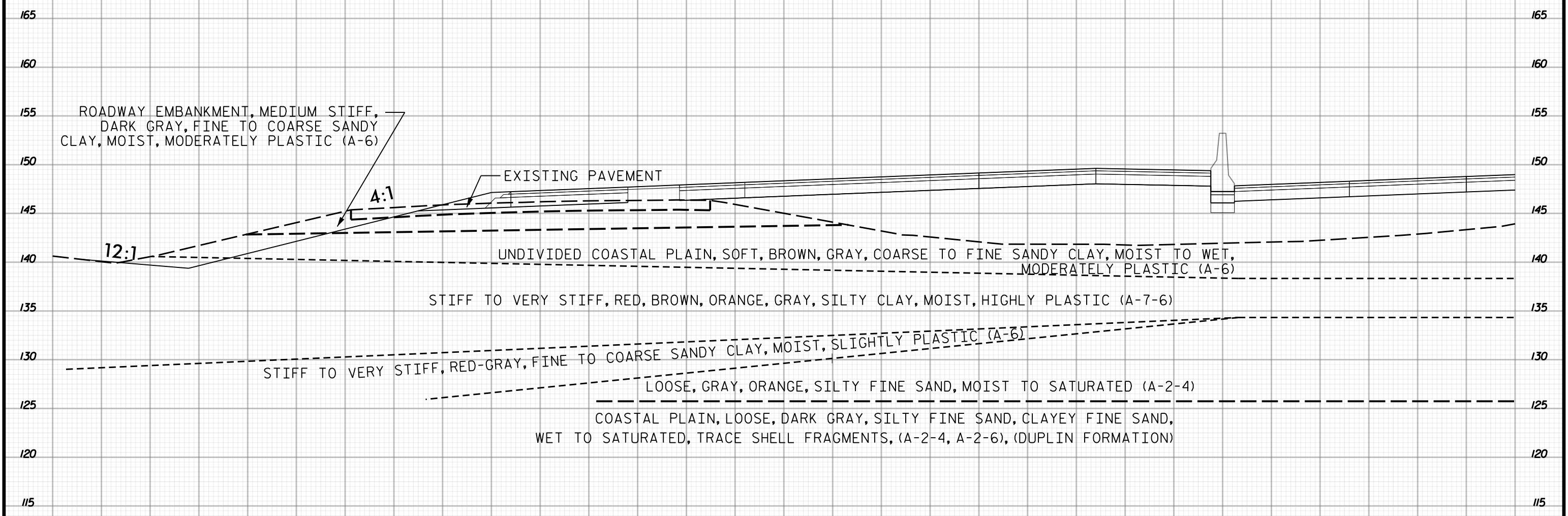




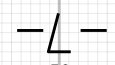




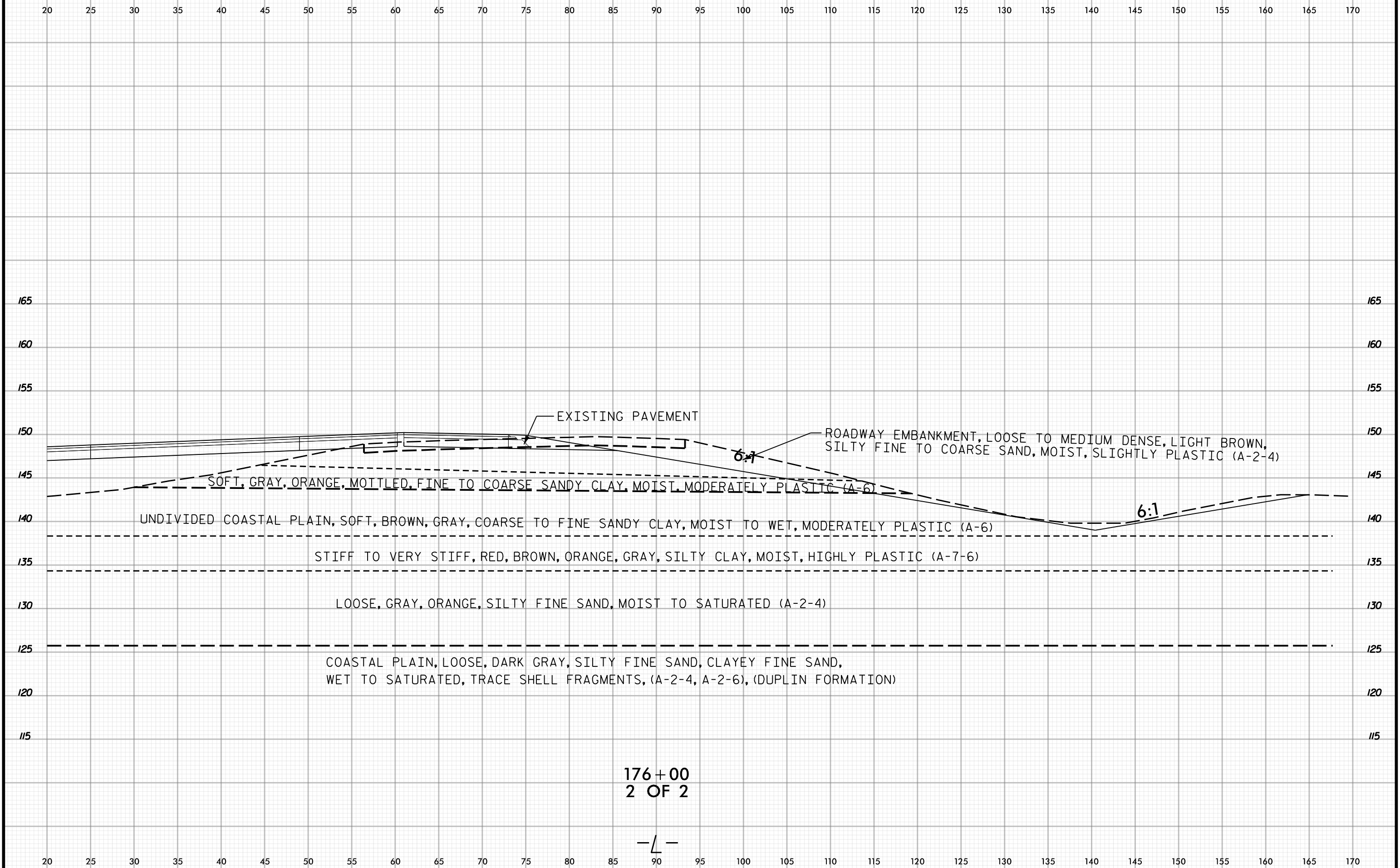
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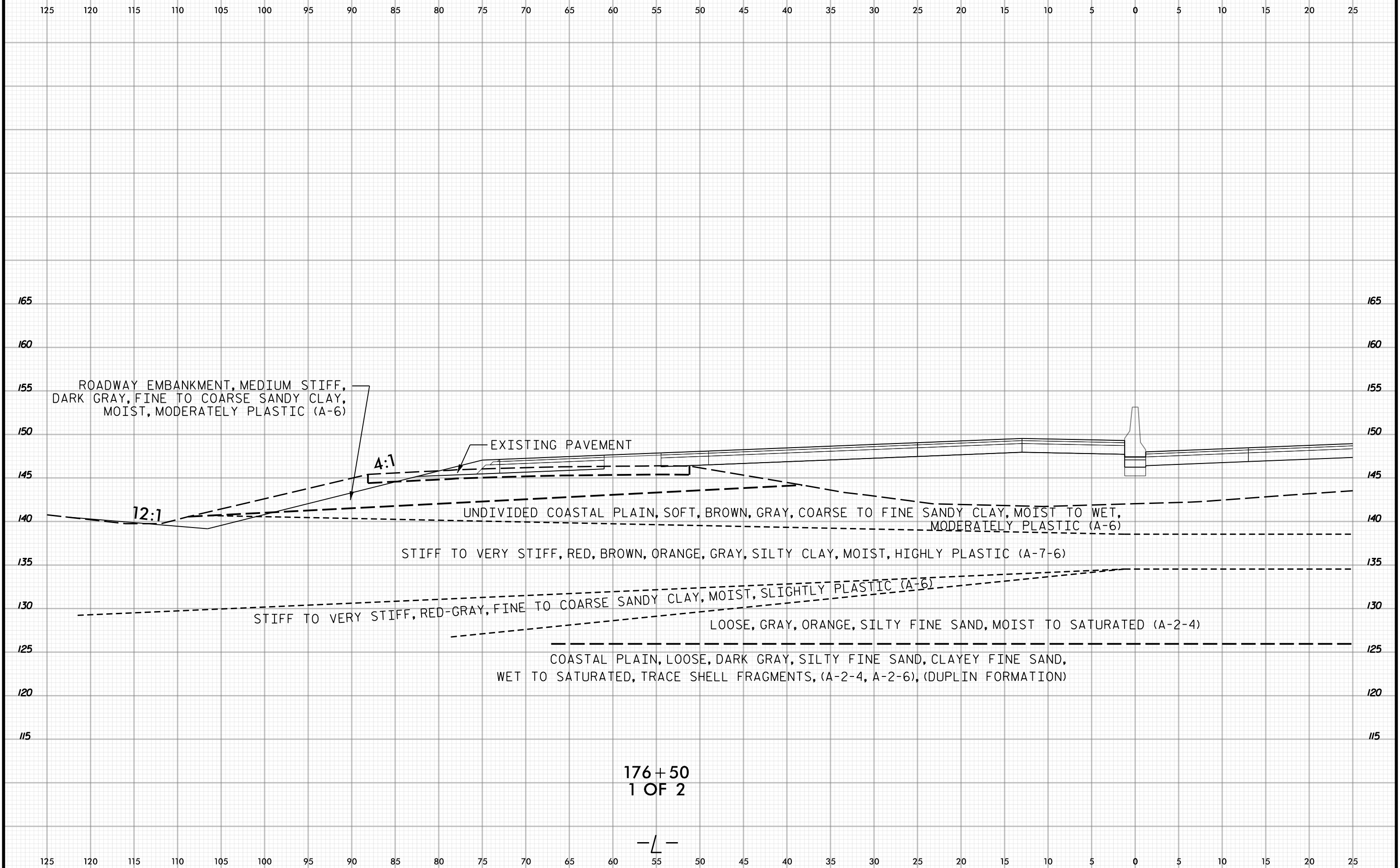


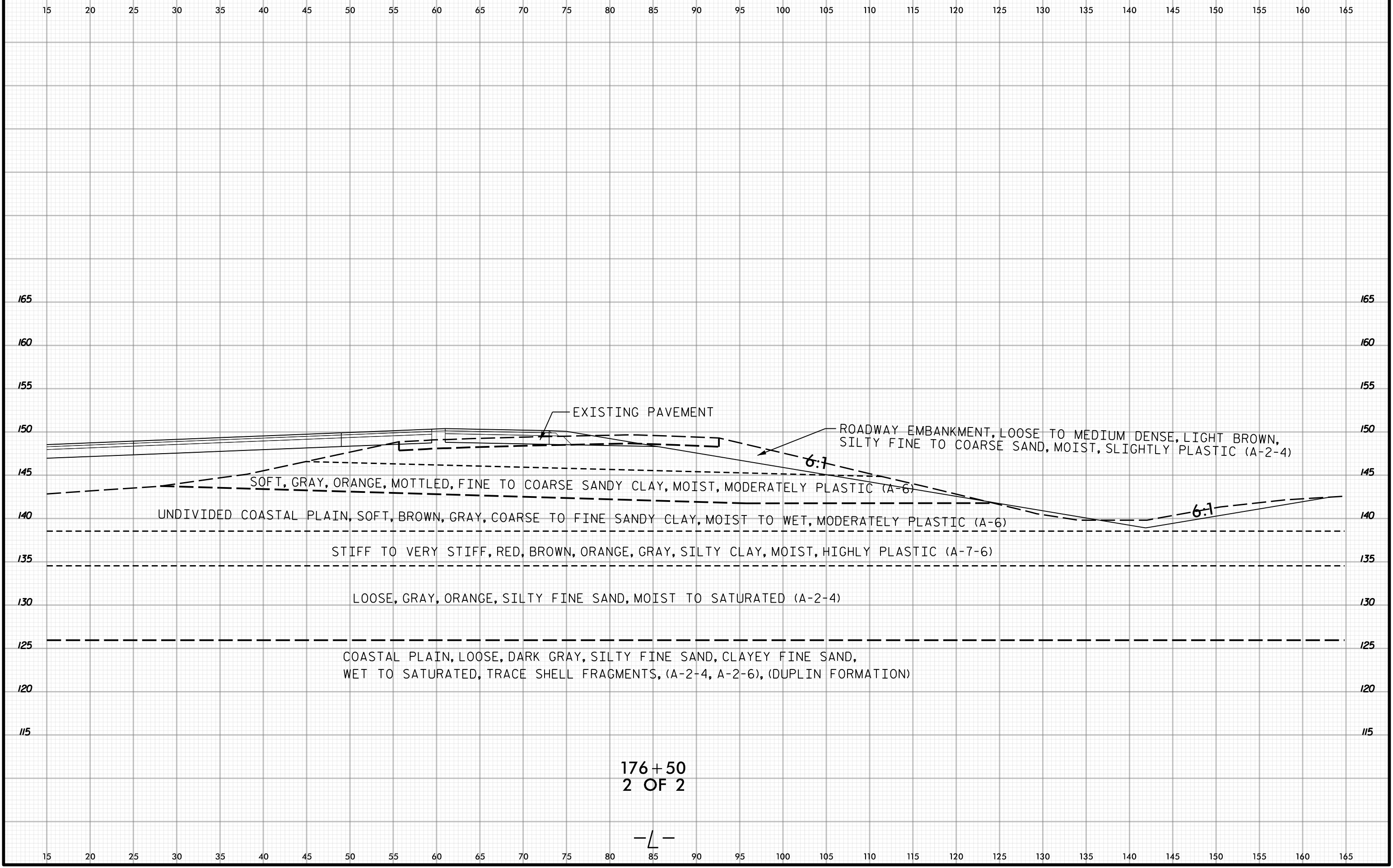
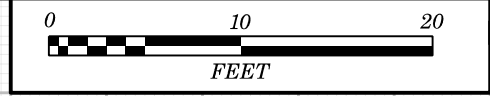
176+00
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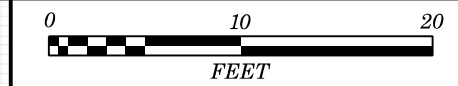


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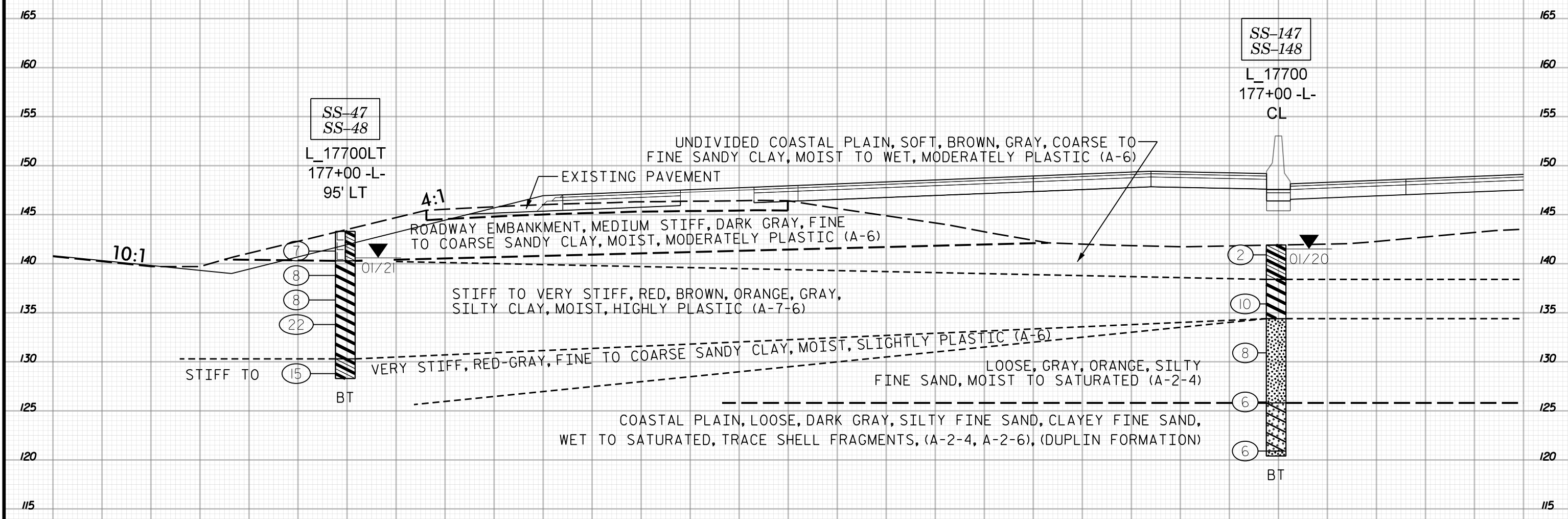




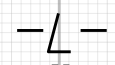




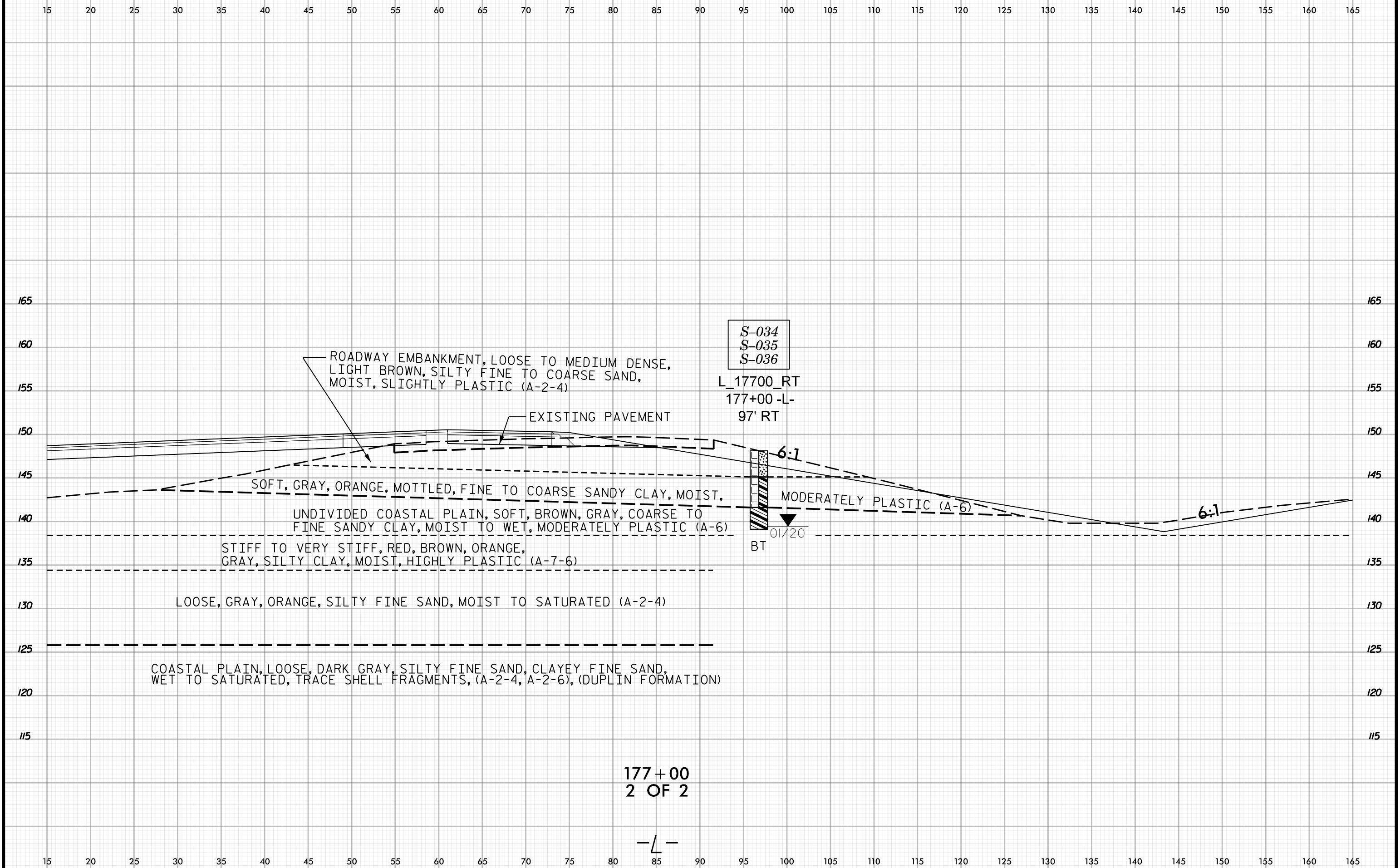
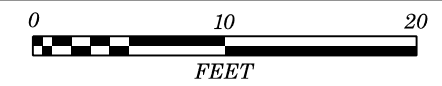
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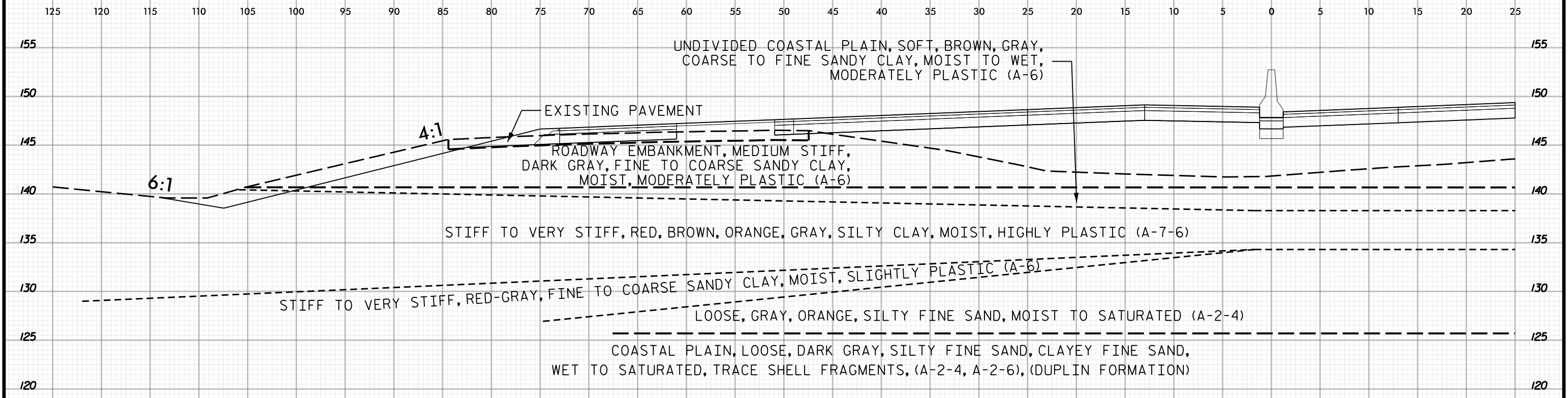


177+00
1 OF 2

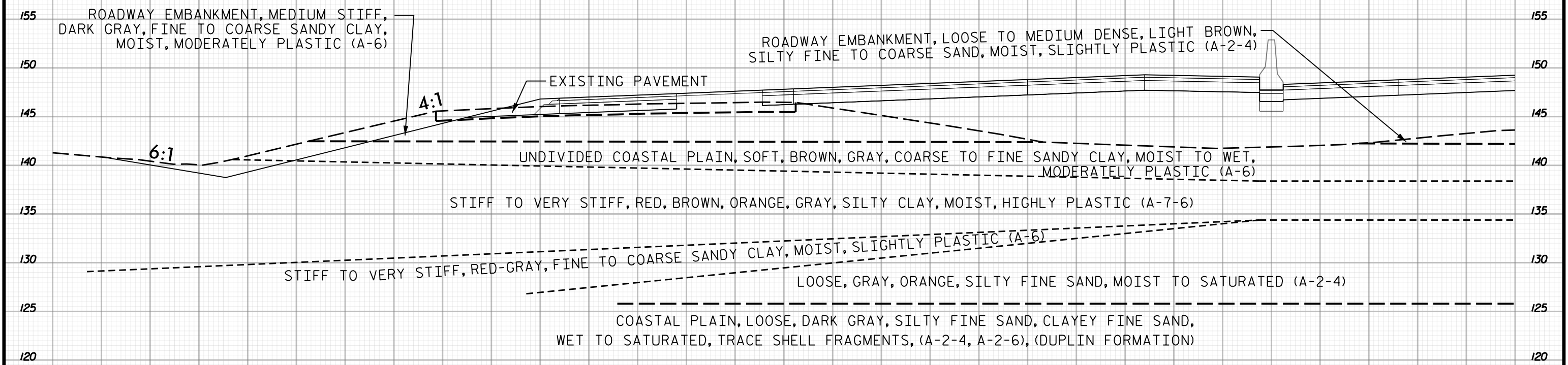


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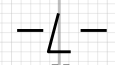


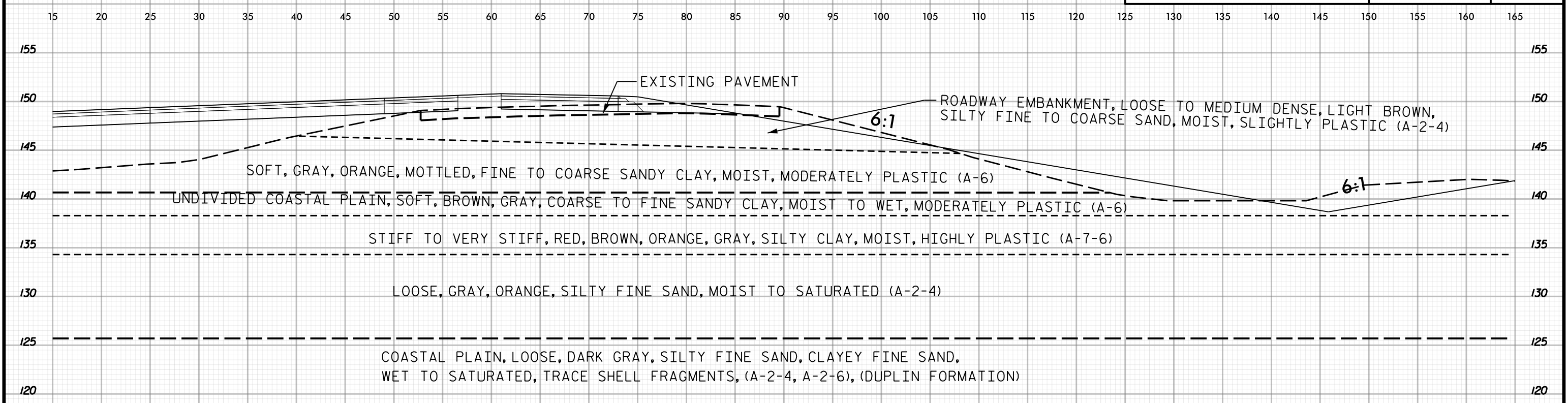


178+00

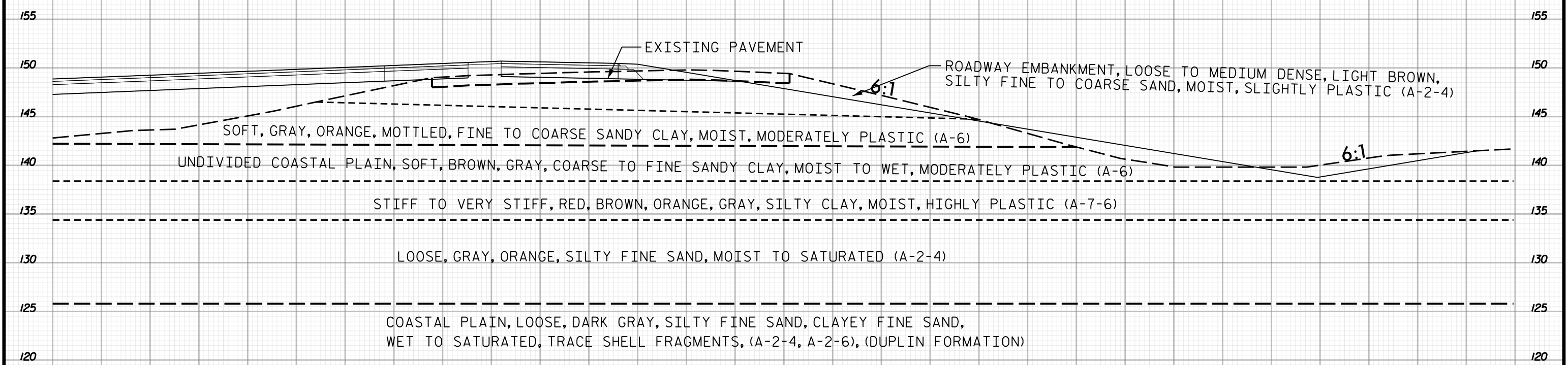


177+50
1 OF 2

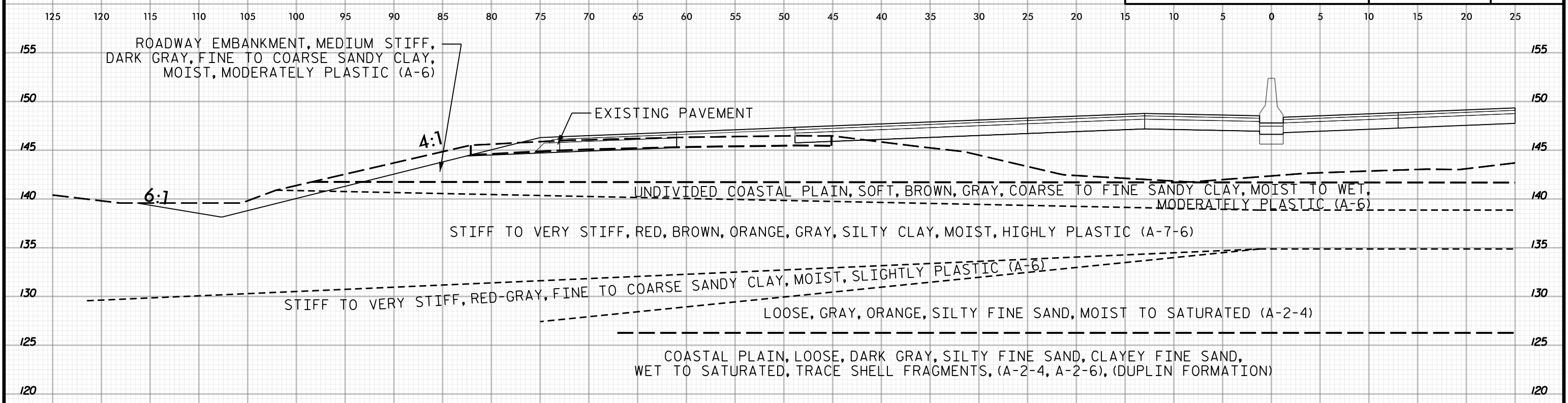




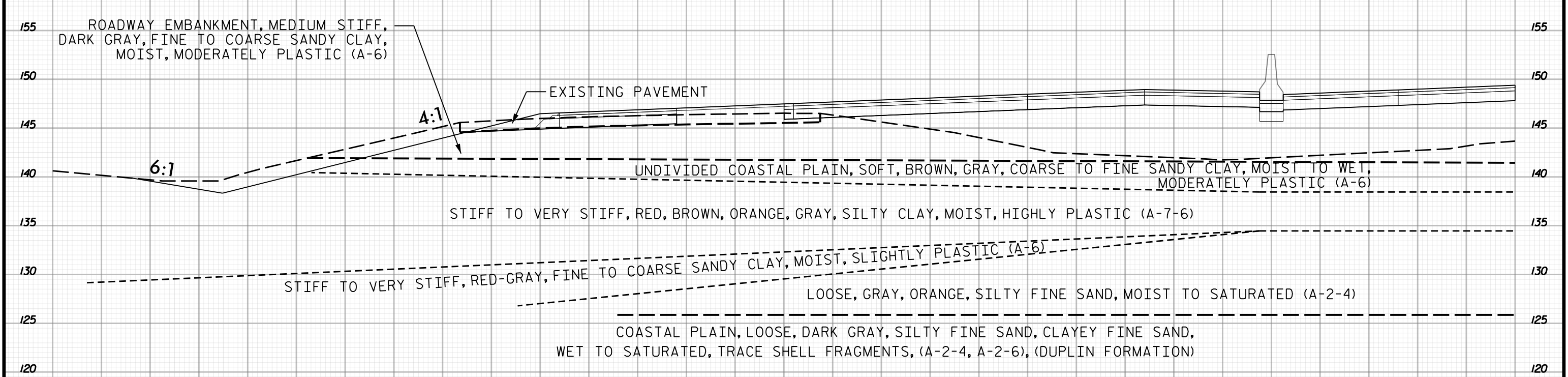
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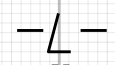
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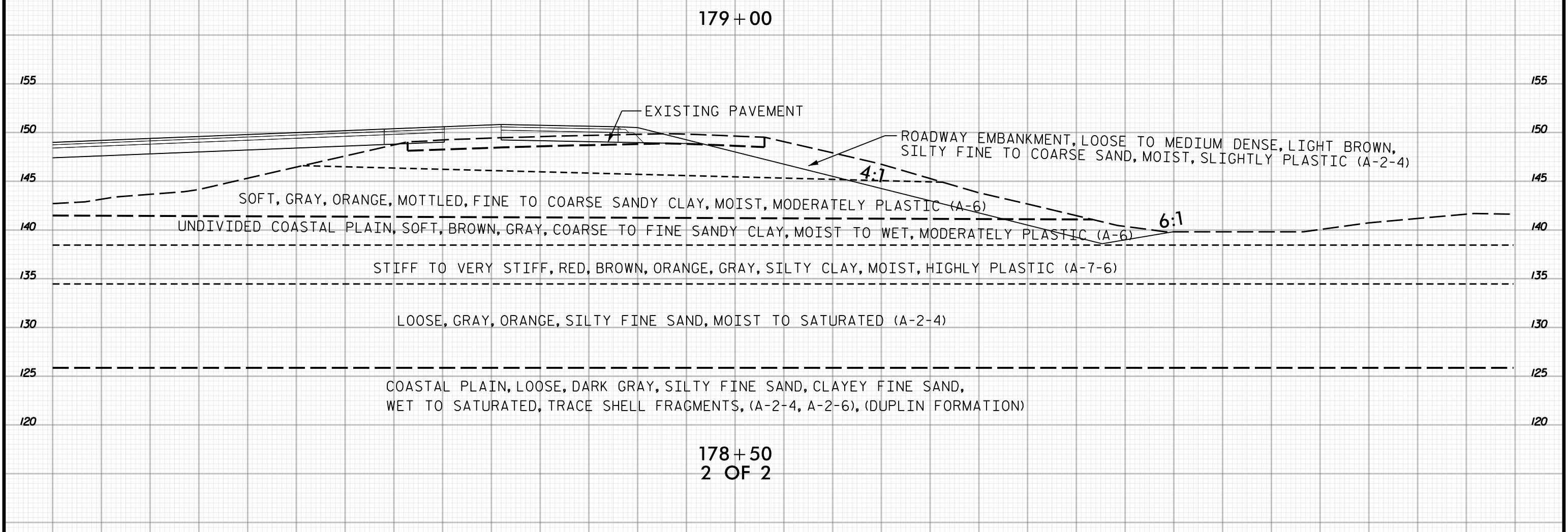
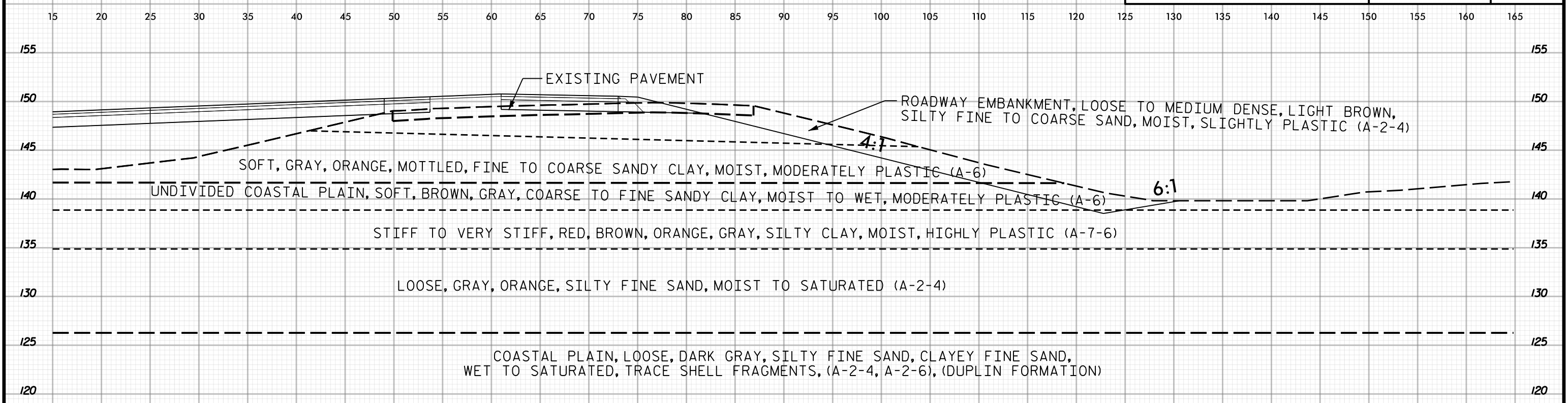


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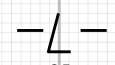


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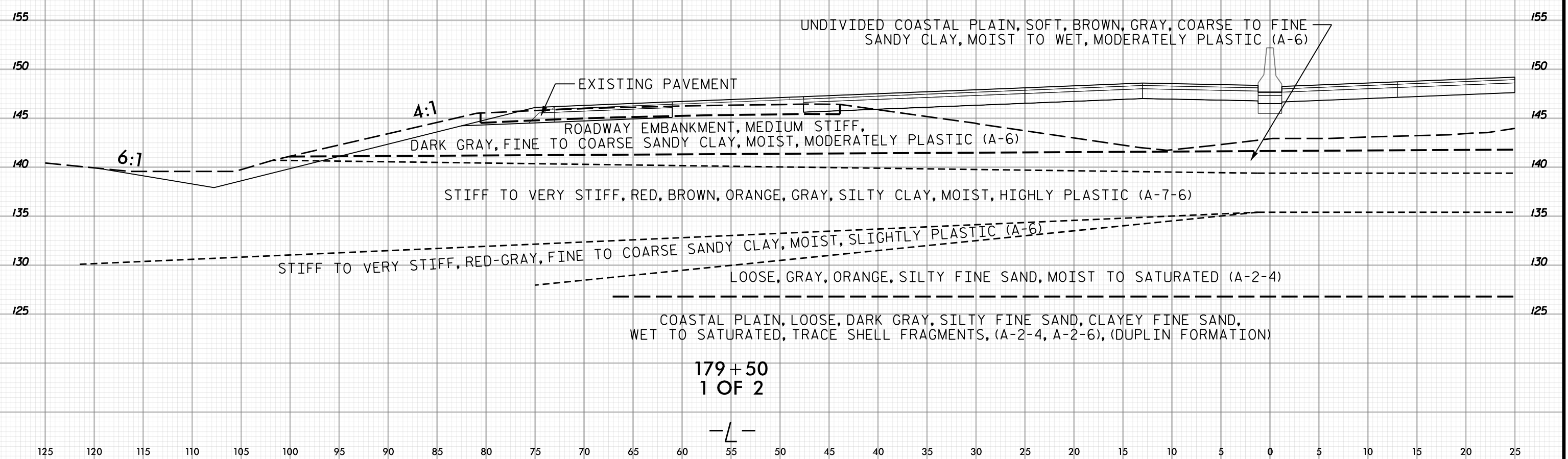


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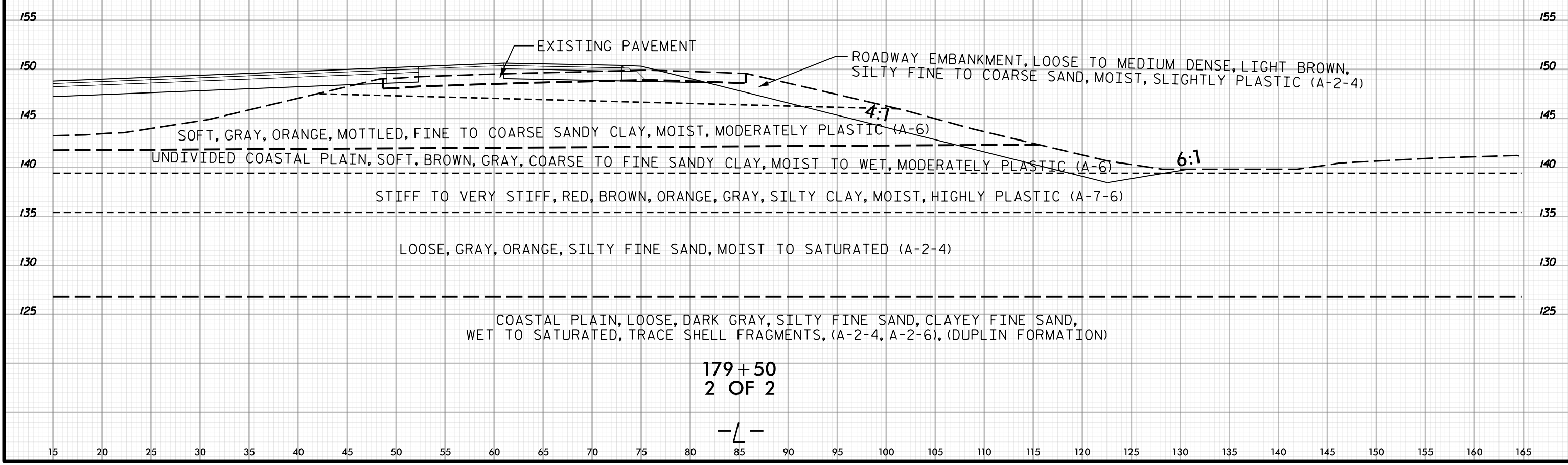
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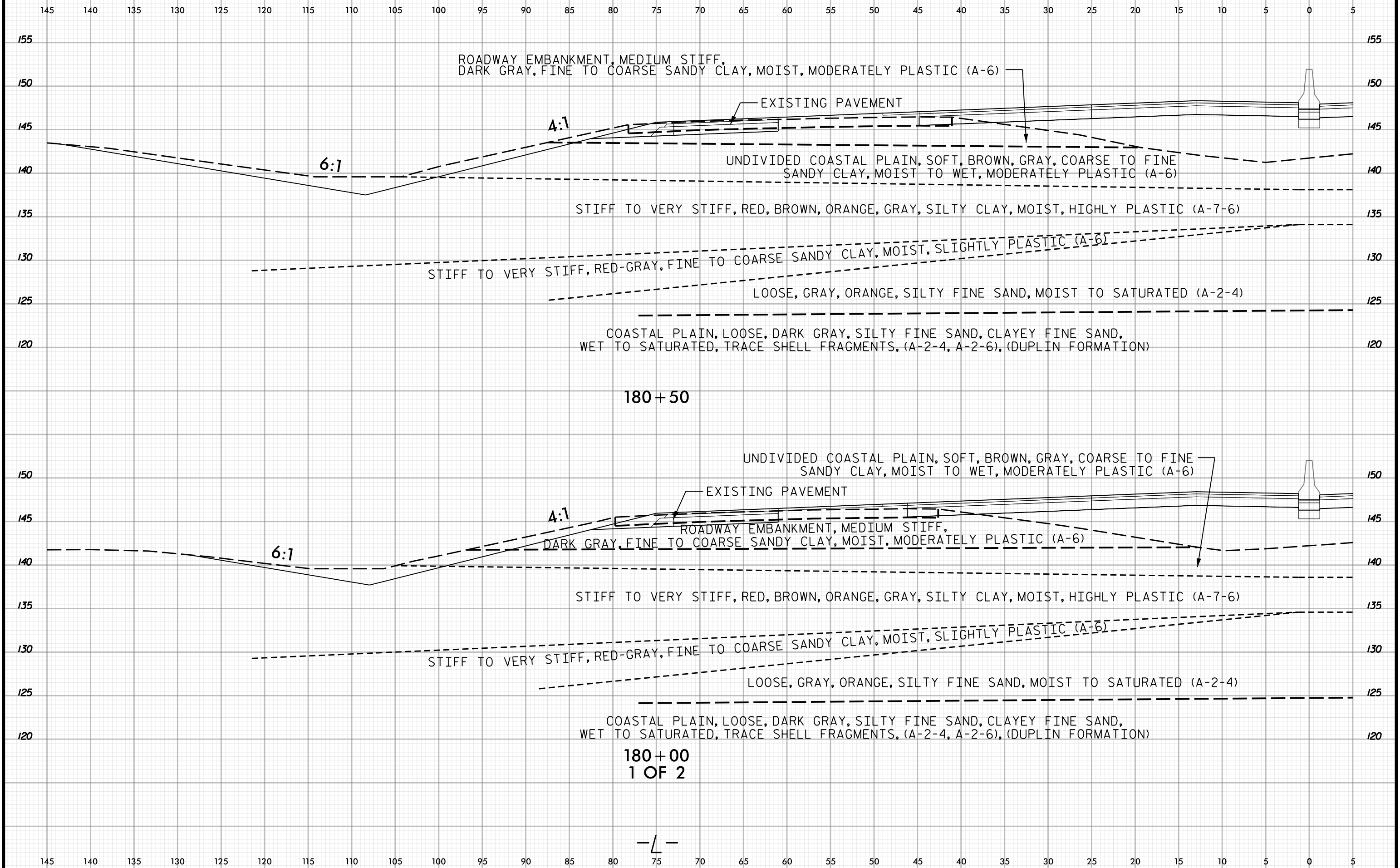


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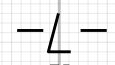
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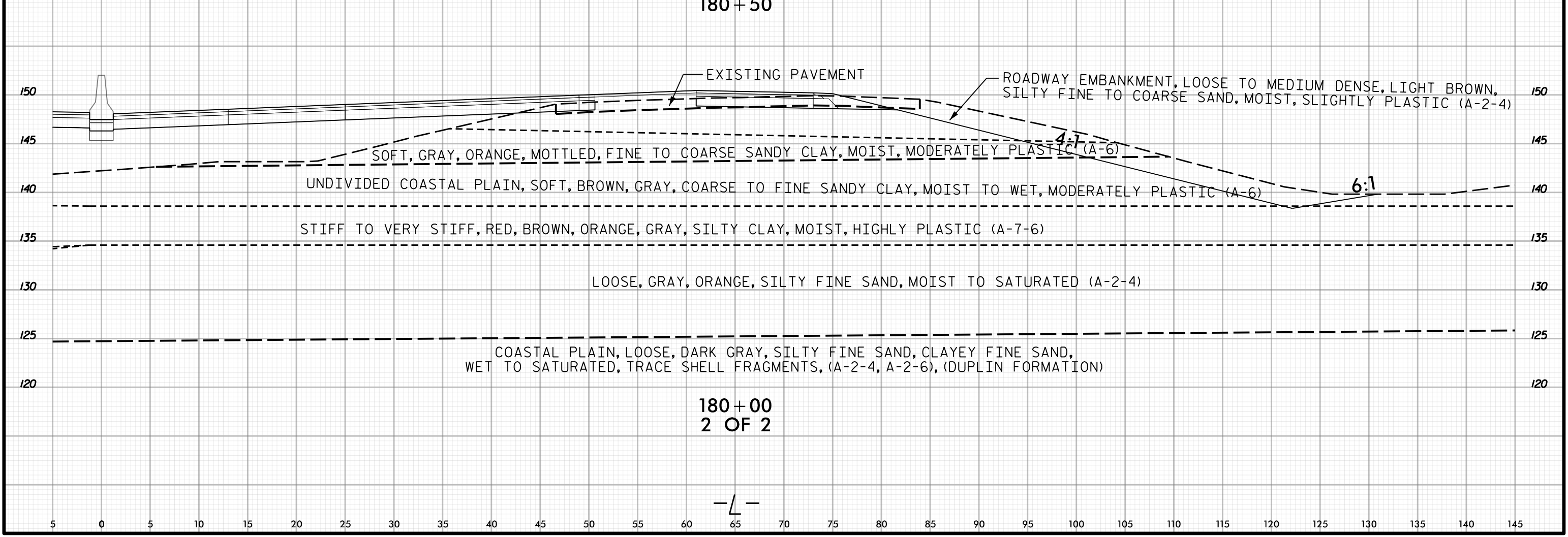
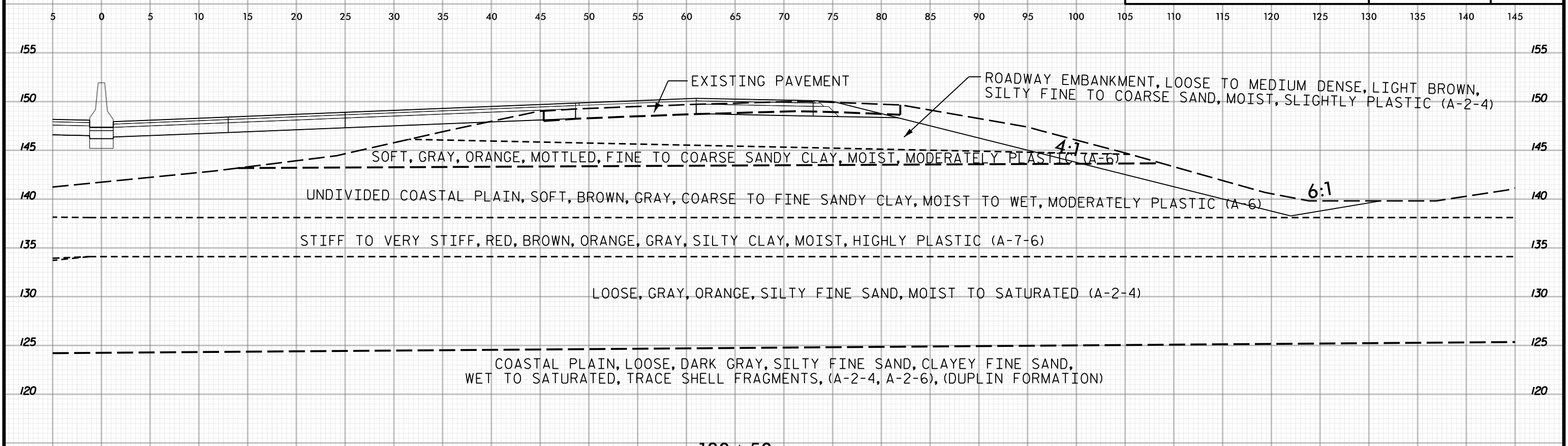




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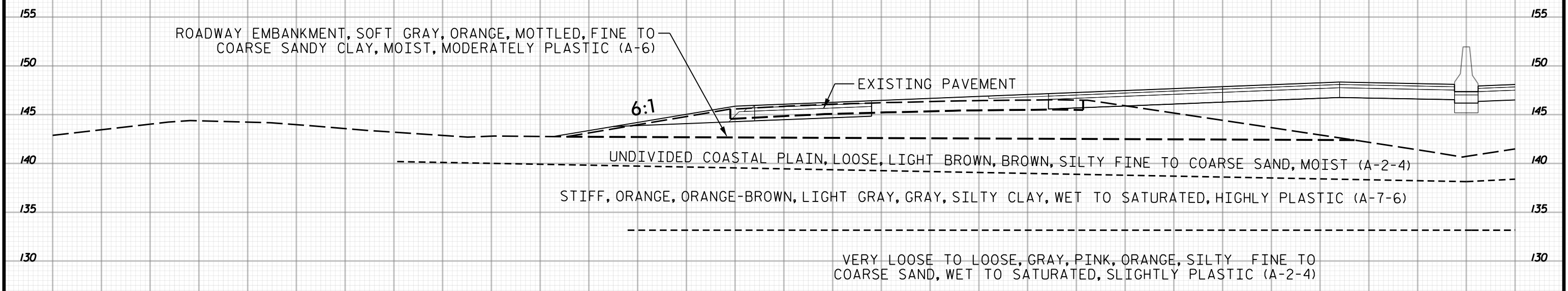
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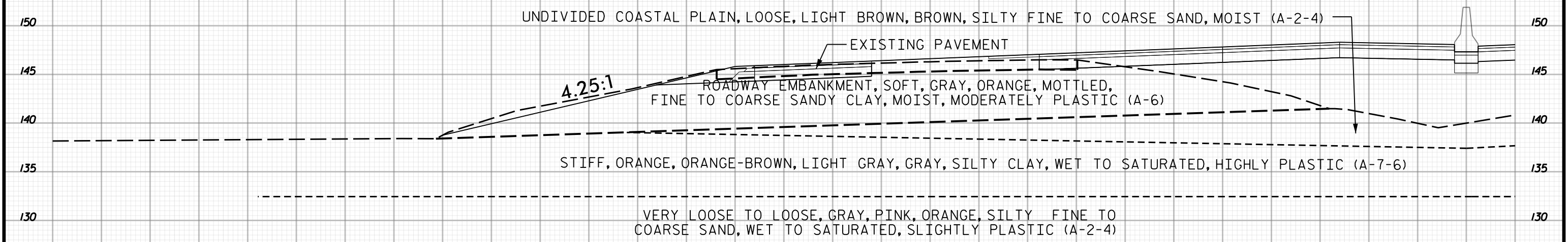




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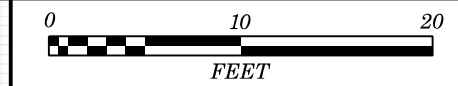


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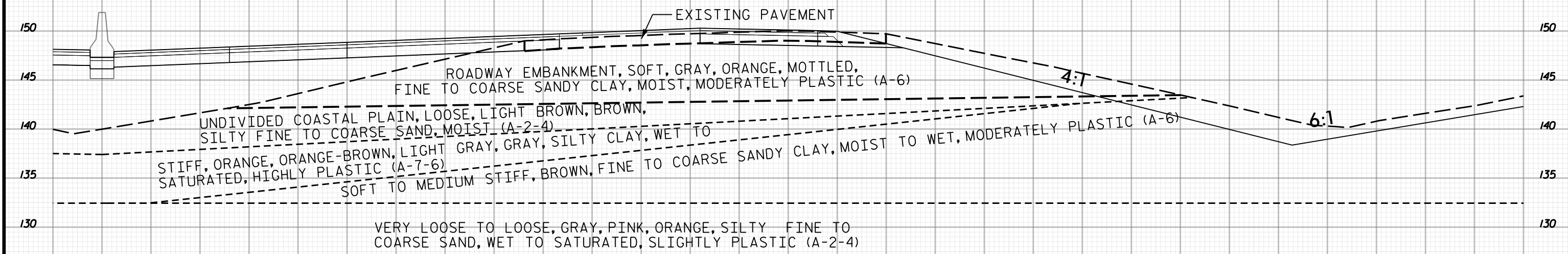
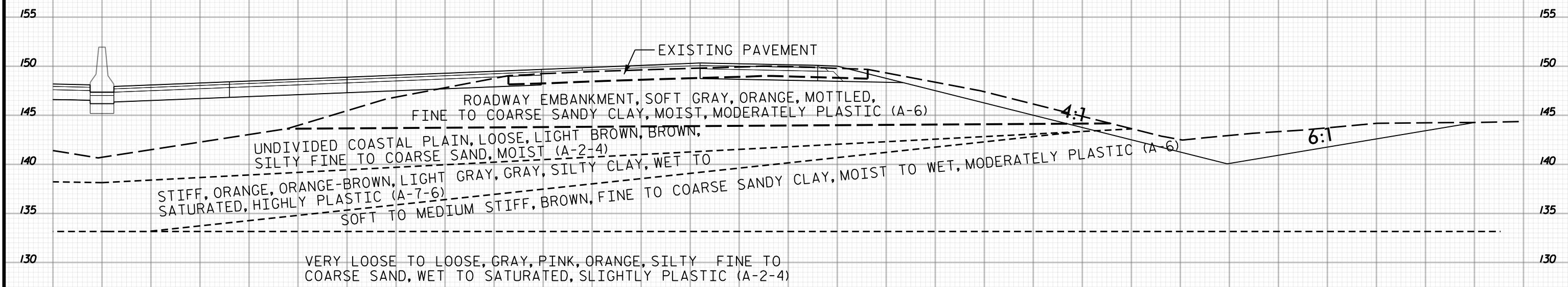


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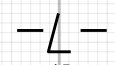
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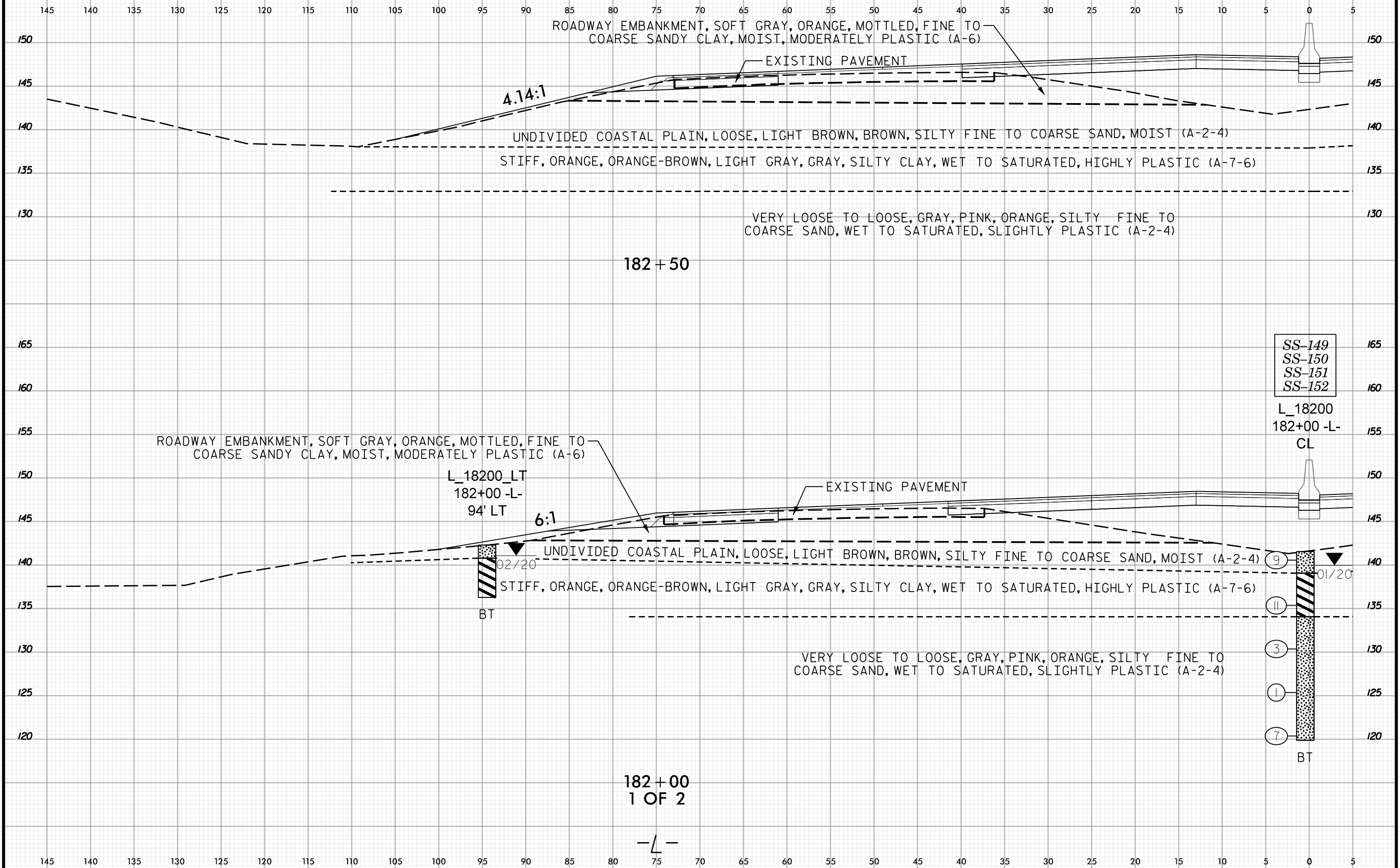
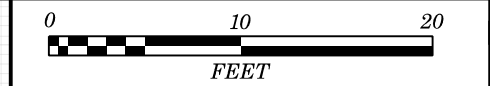


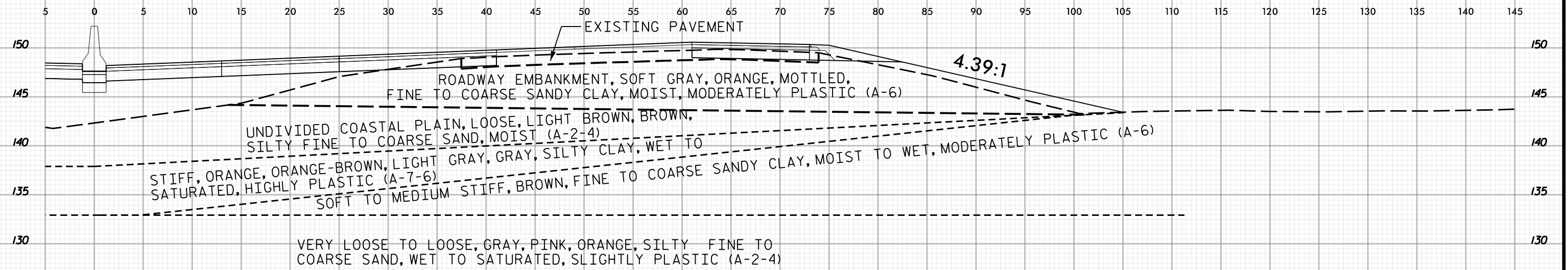
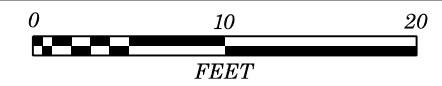
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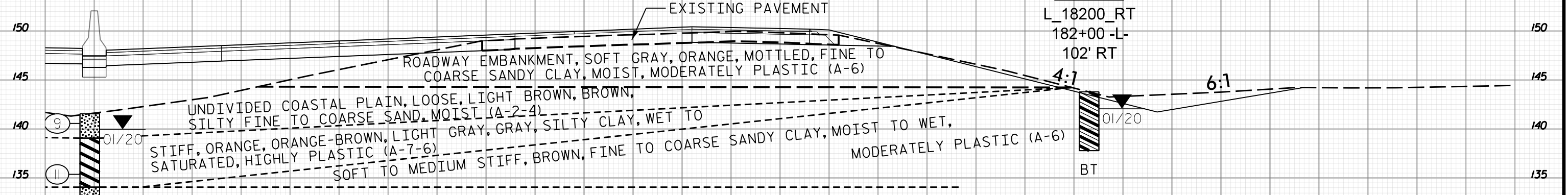






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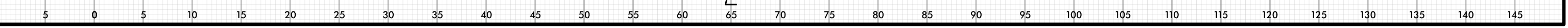
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SS-150
SS-151
SS-152
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182+00 -L-
CL



182+00
2 OF 2

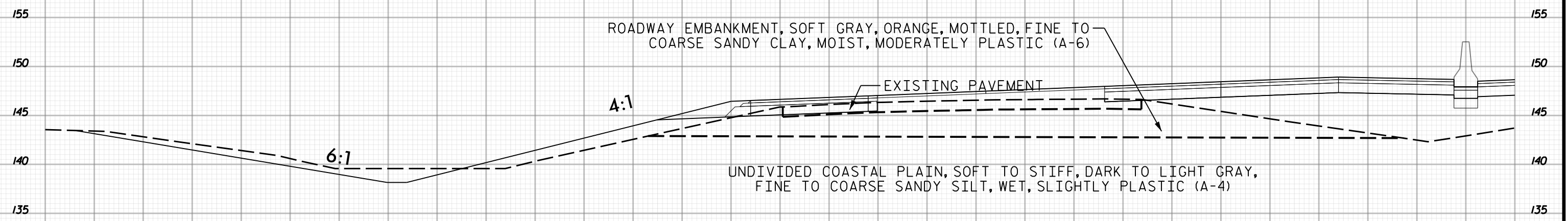
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7
BT

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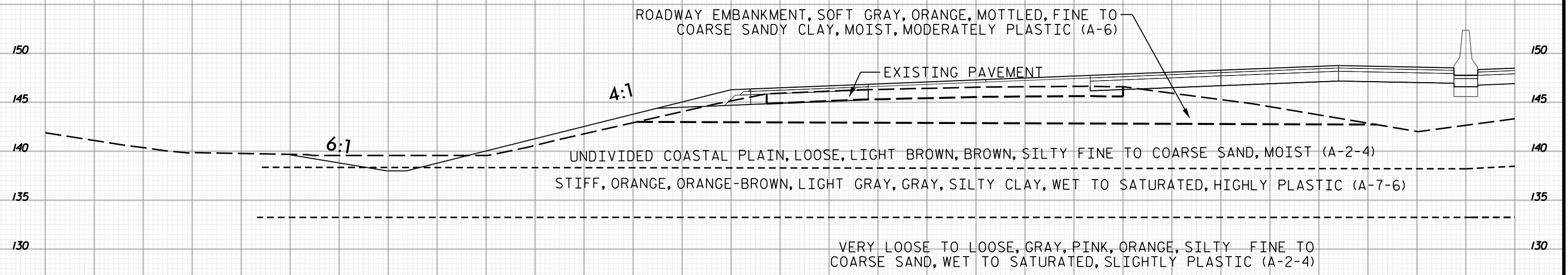




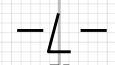
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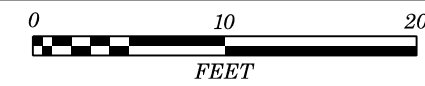
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183+00
1 OF 2

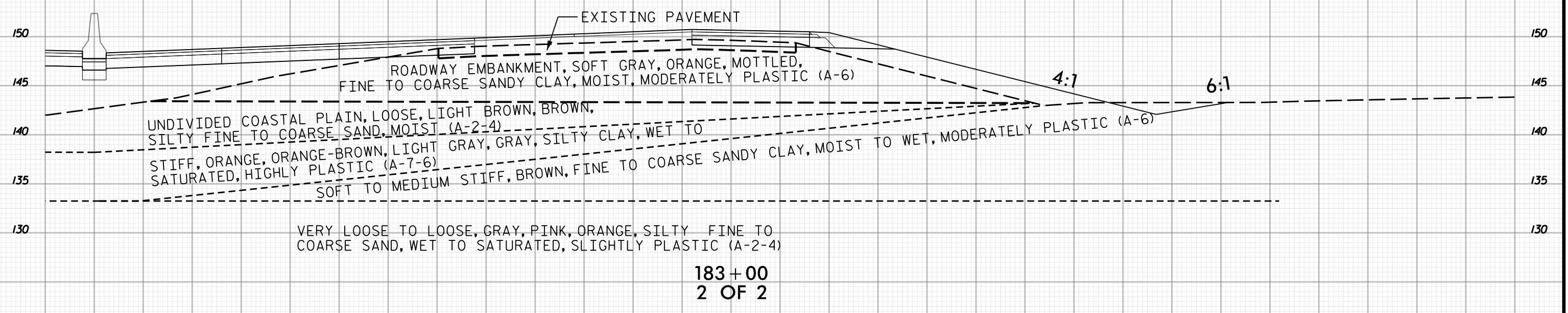
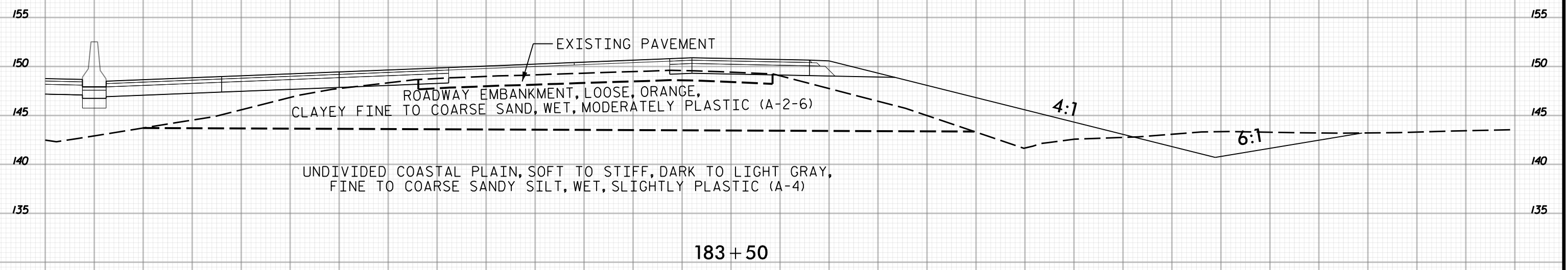


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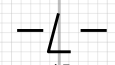


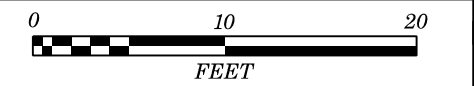
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	341

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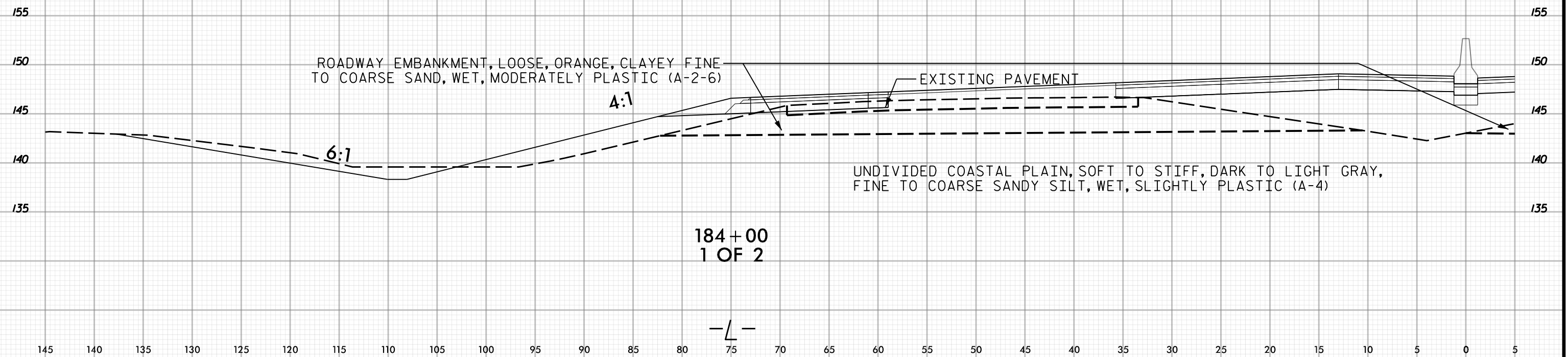


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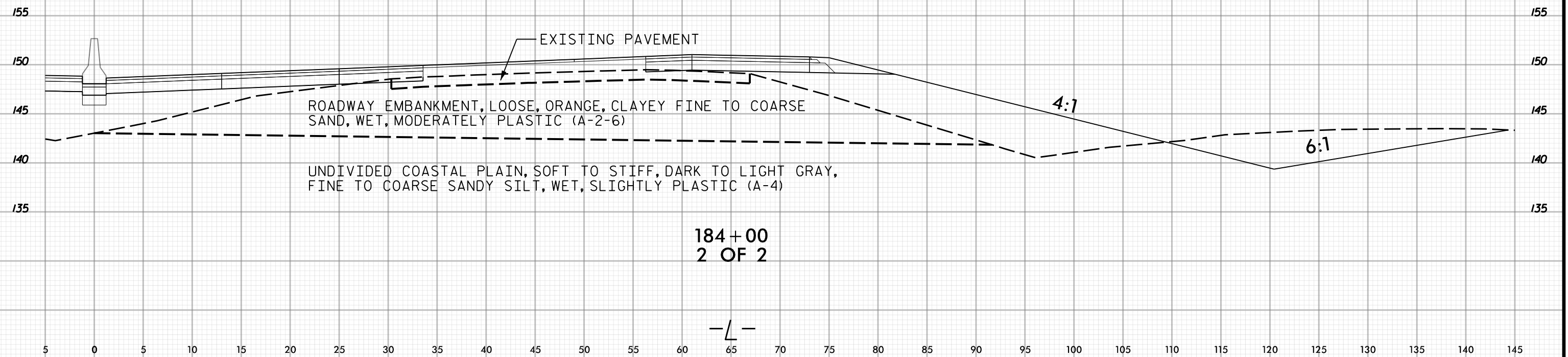
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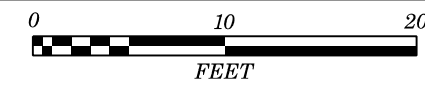


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I-5987A	343

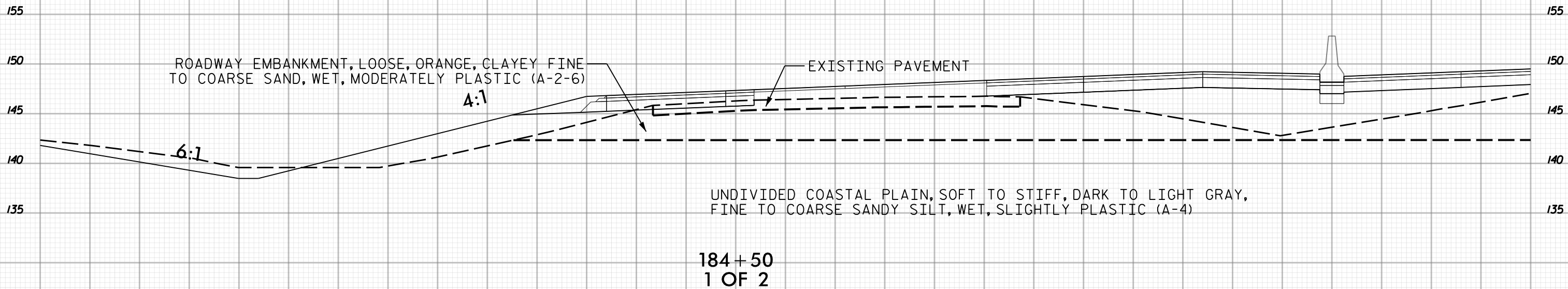
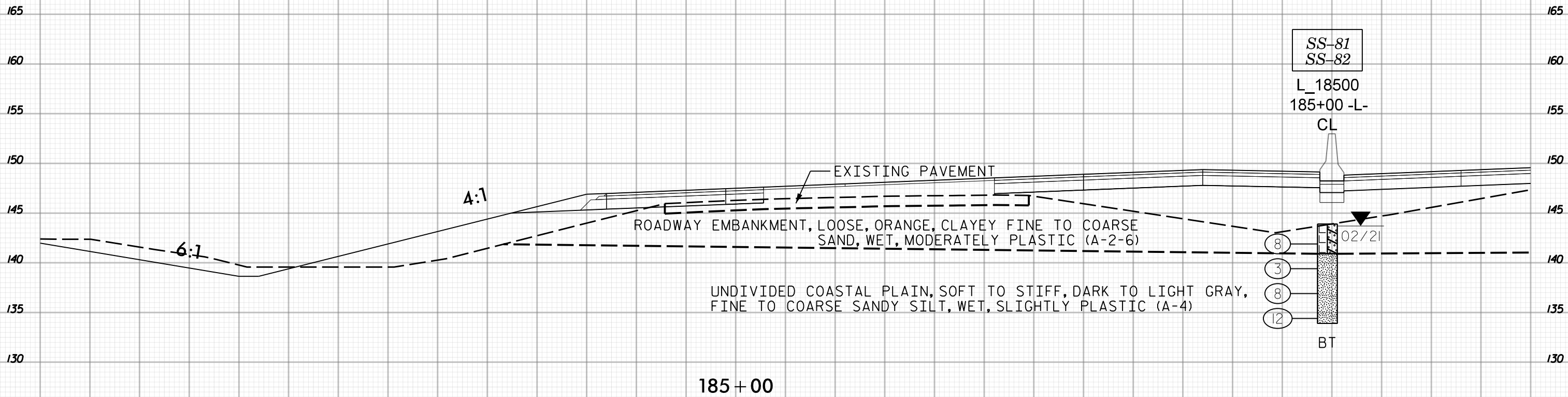
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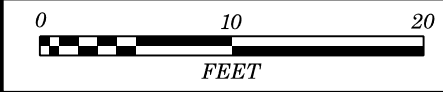
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10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160

165 165

160 160

155 155

150 150

EXISTING PAVEMENT

145 145

ROADWAY EMBANKMENT, LOOSE, ORANGE, CLAYEY FINE TO COARSE SAND, WET, MODERATELY PLASTIC (A-2-6)

140 140

UNDIVIDED COASTAL PLAIN, SOFT TO STIFF, DARK TO LIGHT GRAY, FINE TO COARSE SANDY SILT, WET, SLIGHTLY PLASTIC (A-4)

135 135

130 130

185+00

155 155

150 150

EXISTING PAVEMENT

145 145

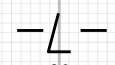
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140 140

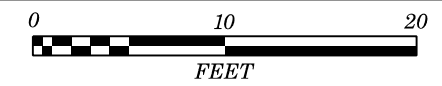
UNDIVIDED COASTAL PLAIN, SOFT TO STIFF, DARK TO LIGHT GRAY, FINE TO COARSE SANDY SILT, WET, SLIGHTLY PLASTIC (A-4)

135 135

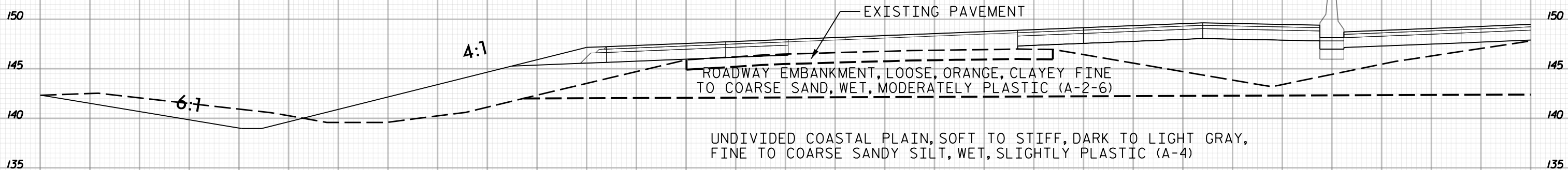
184+50
2 OF 2



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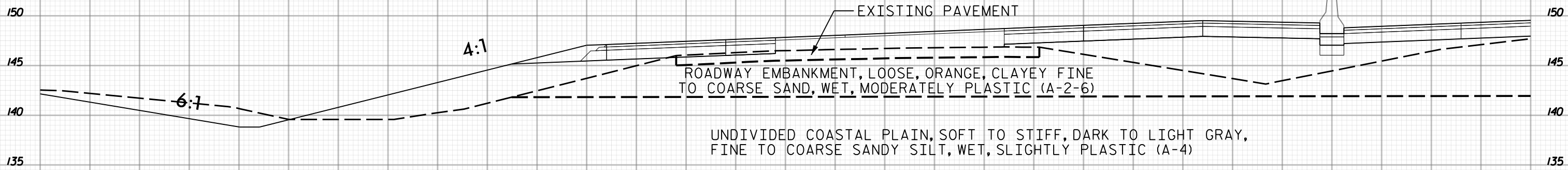
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EXISTING PAVEMENT
ROADWAY EMBANKMENT, LOOSE, ORANGE, CLAYEY FINE TO COARSE SAND, WET, MODERATELY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, SOFT TO STIFF, DARK TO LIGHT GRAY, FINE TO COARSE SANDY SILT, WET, SLIGHTLY PLASTIC (A-4)

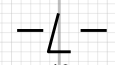
186+00



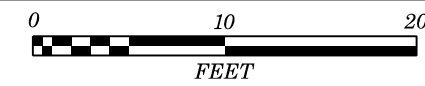
EXISTING PAVEMENT
ROADWAY EMBANKMENT, LOOSE, ORANGE, CLAYEY FINE TO COARSE SAND, WET, MODERATELY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, SOFT TO STIFF, DARK TO LIGHT GRAY, FINE TO COARSE SANDY SILT, WET, SLIGHTLY PLASTIC (A-4)

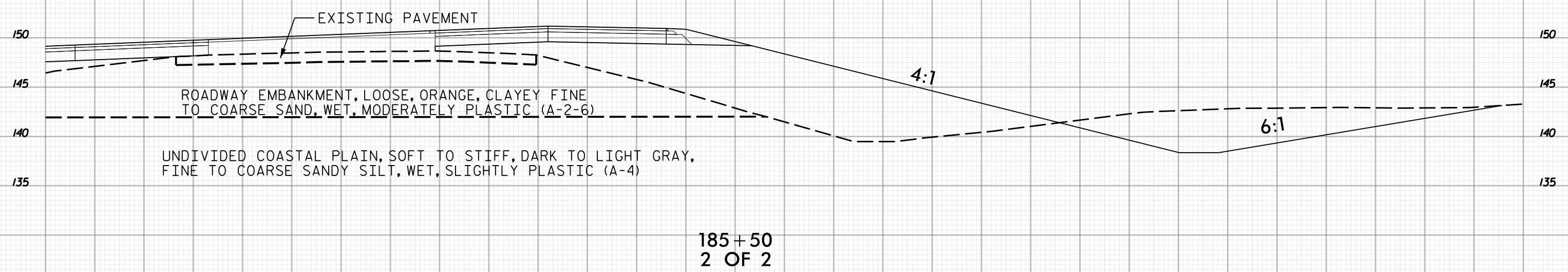
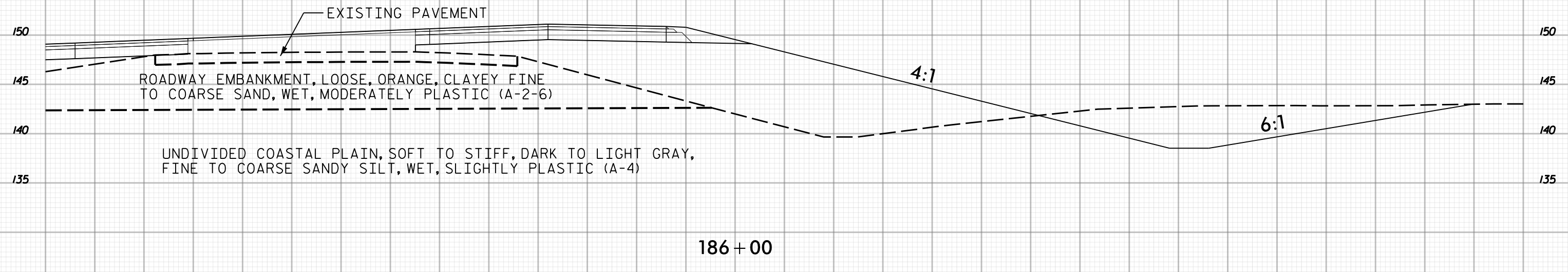
185+50
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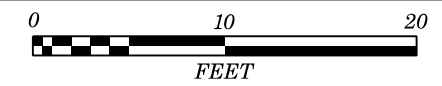
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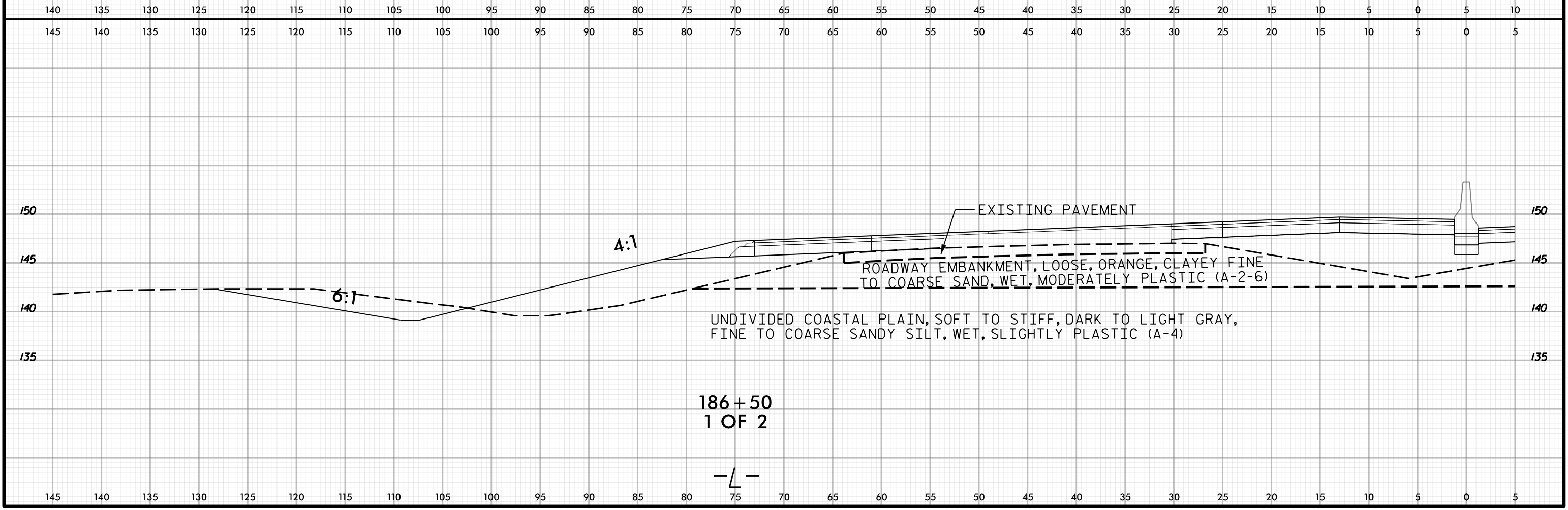
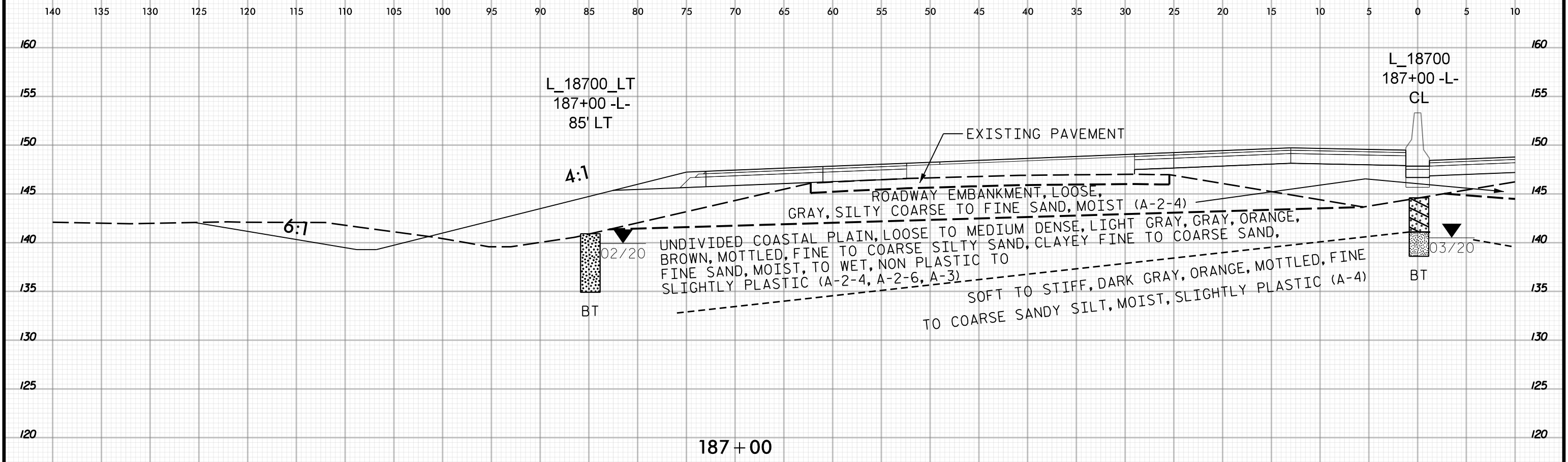
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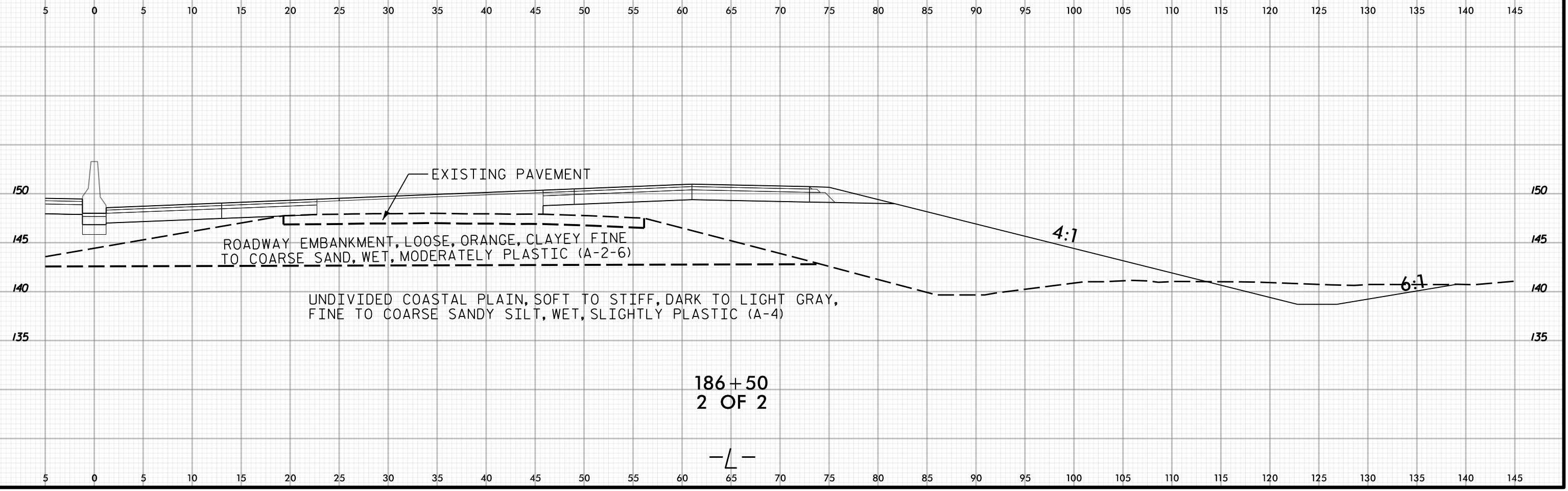
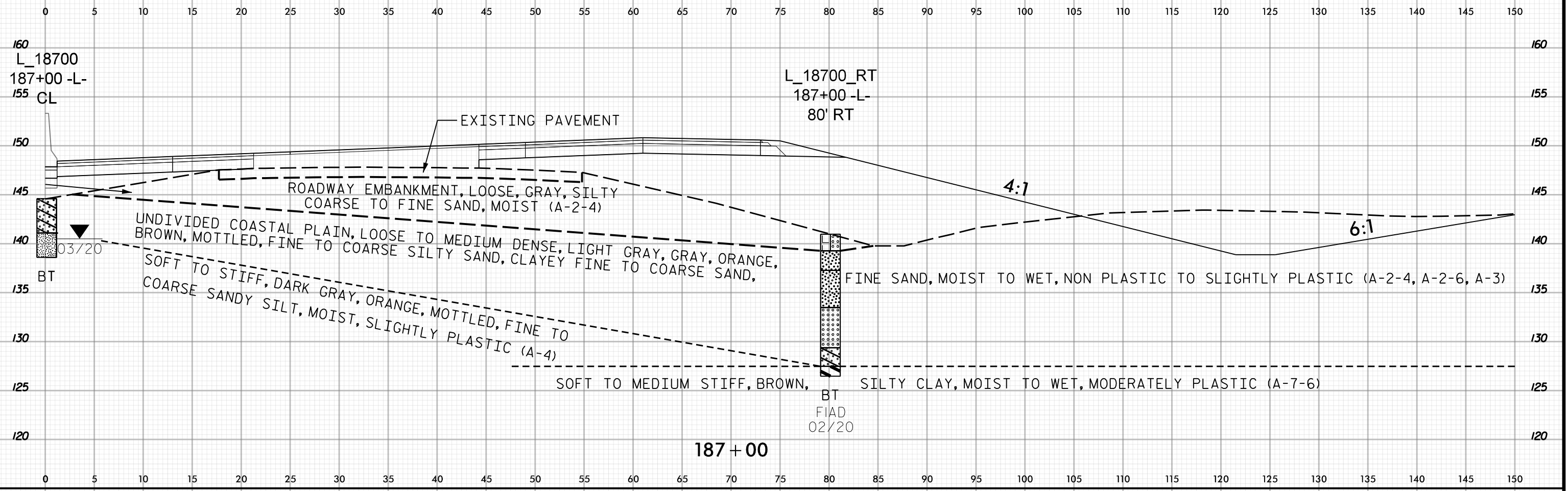
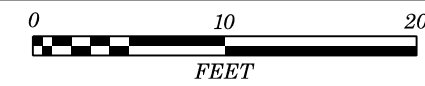


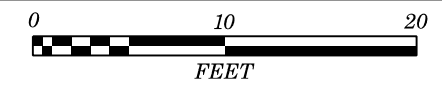
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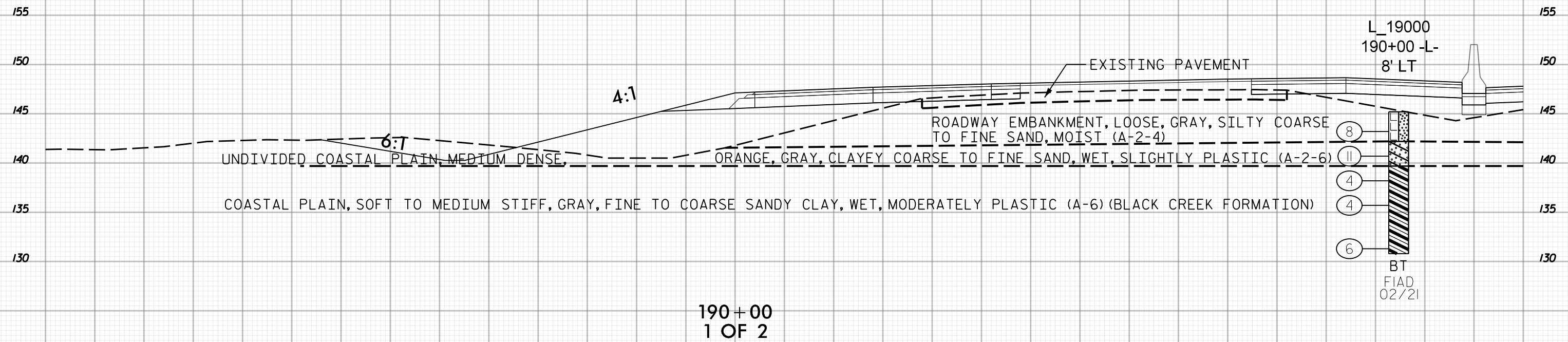
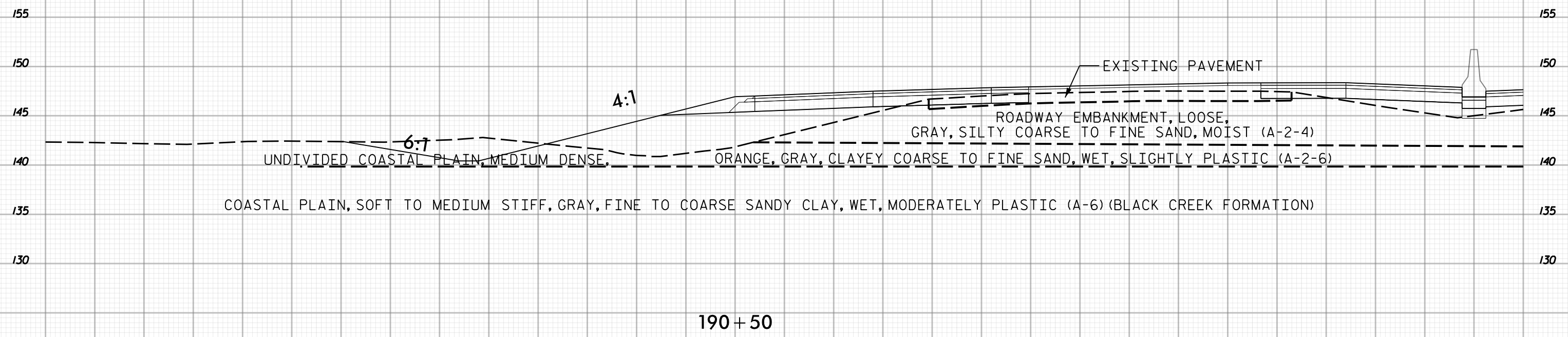
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	348



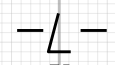




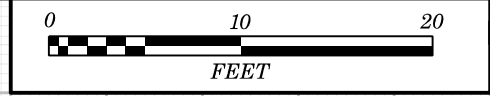
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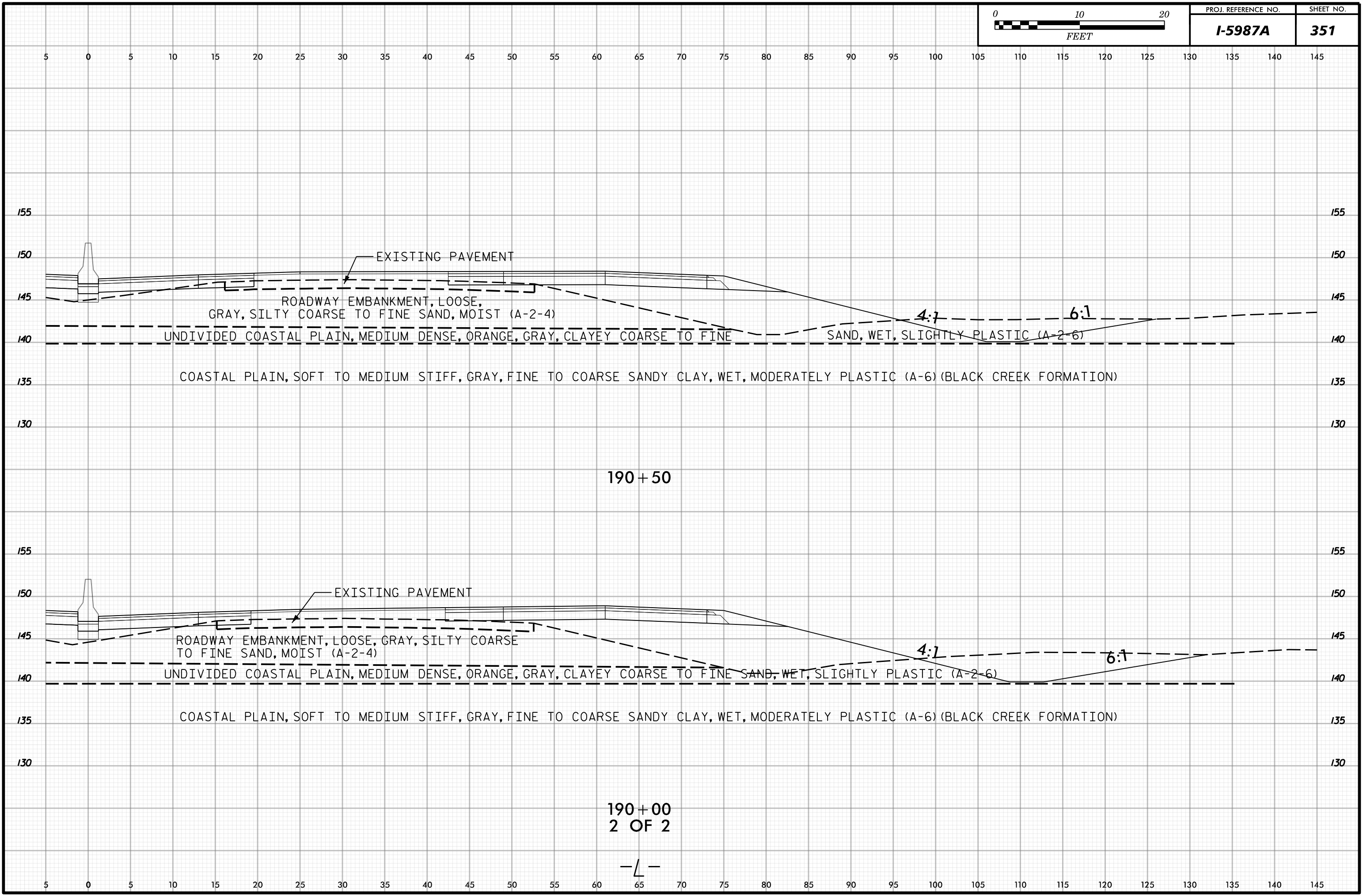
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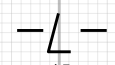


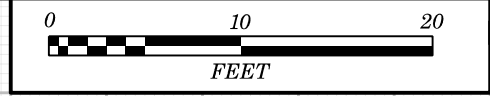
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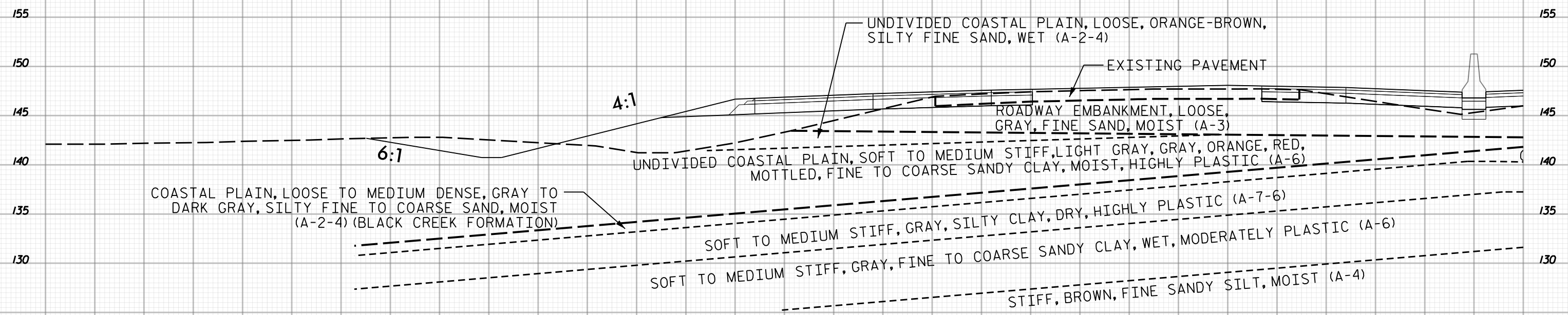
190+50

190+00
2 OF 2

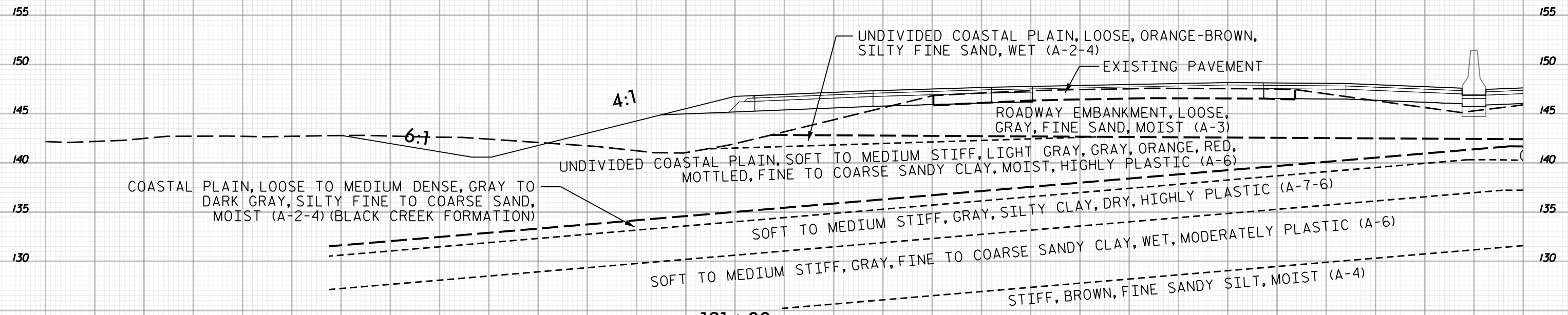




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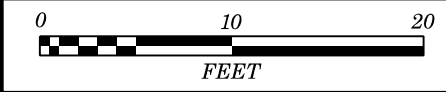


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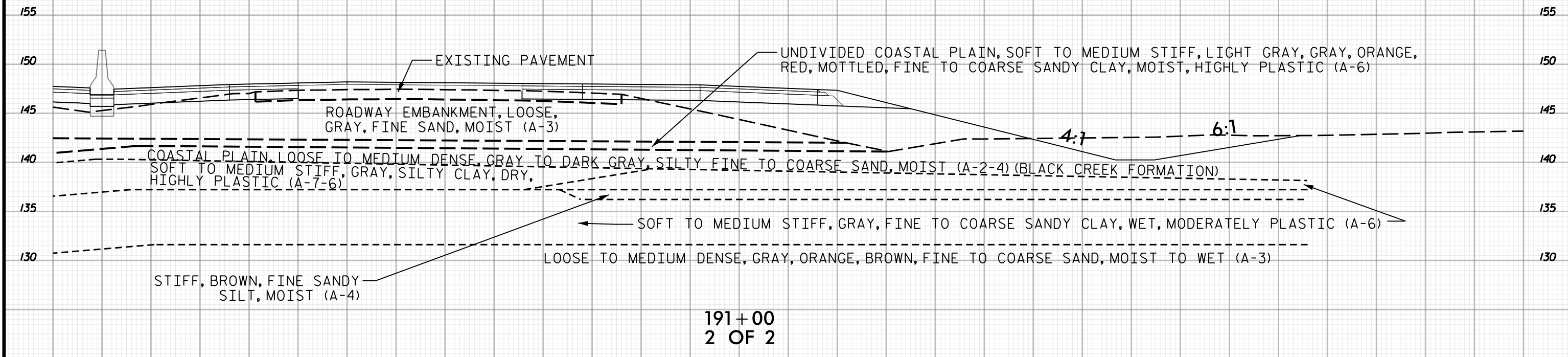
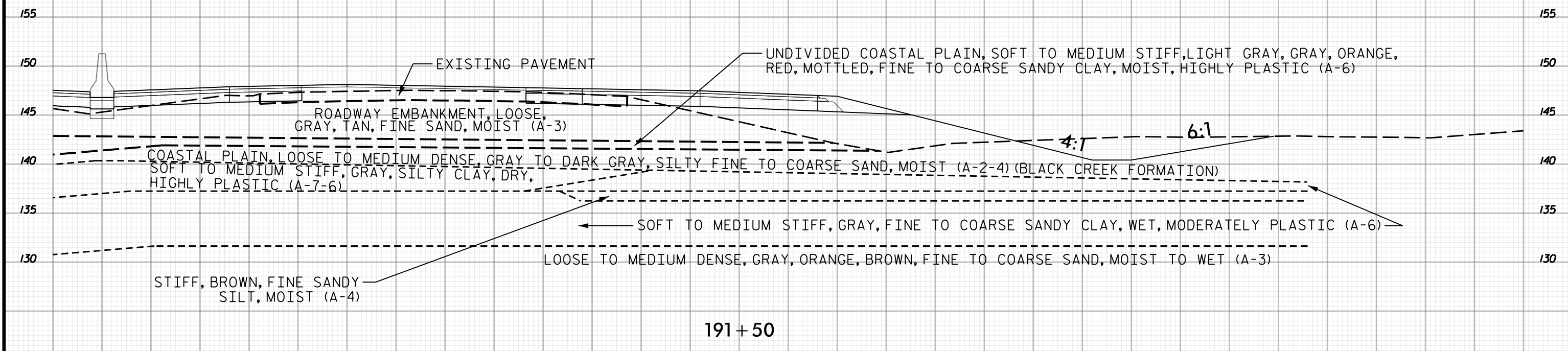


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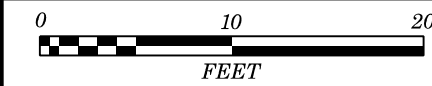
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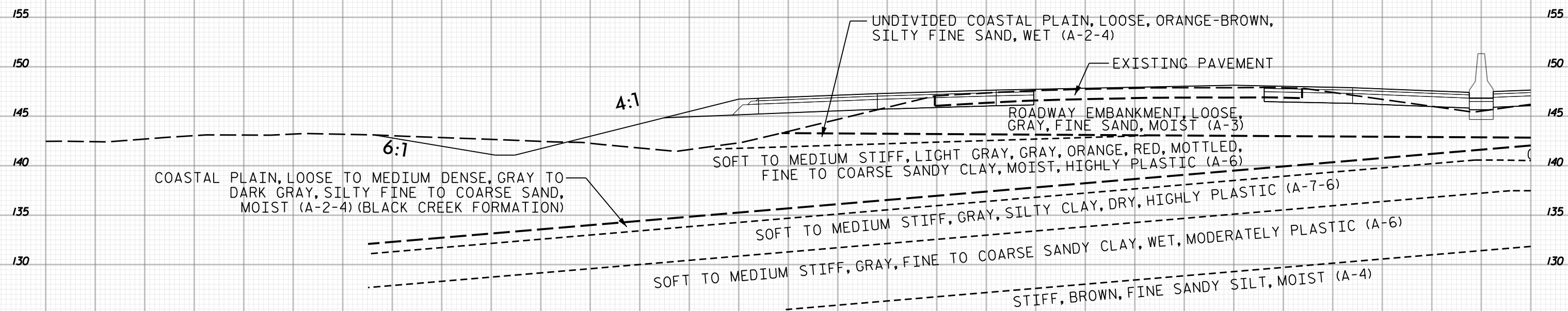
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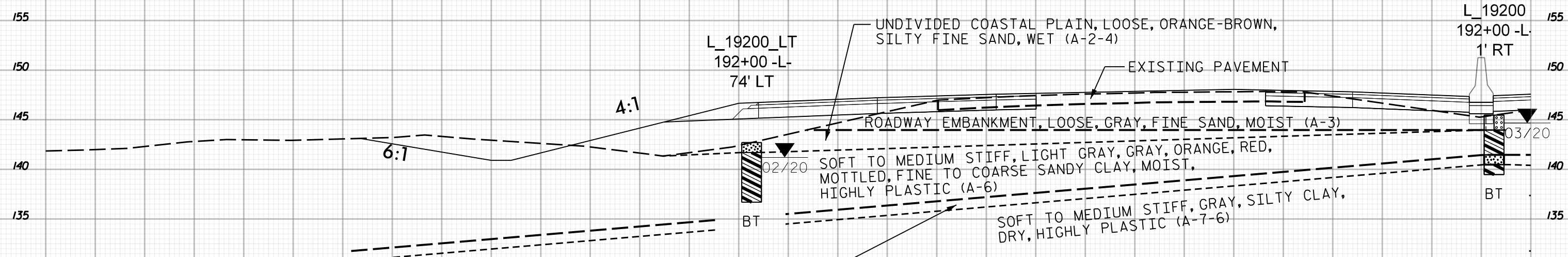
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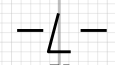
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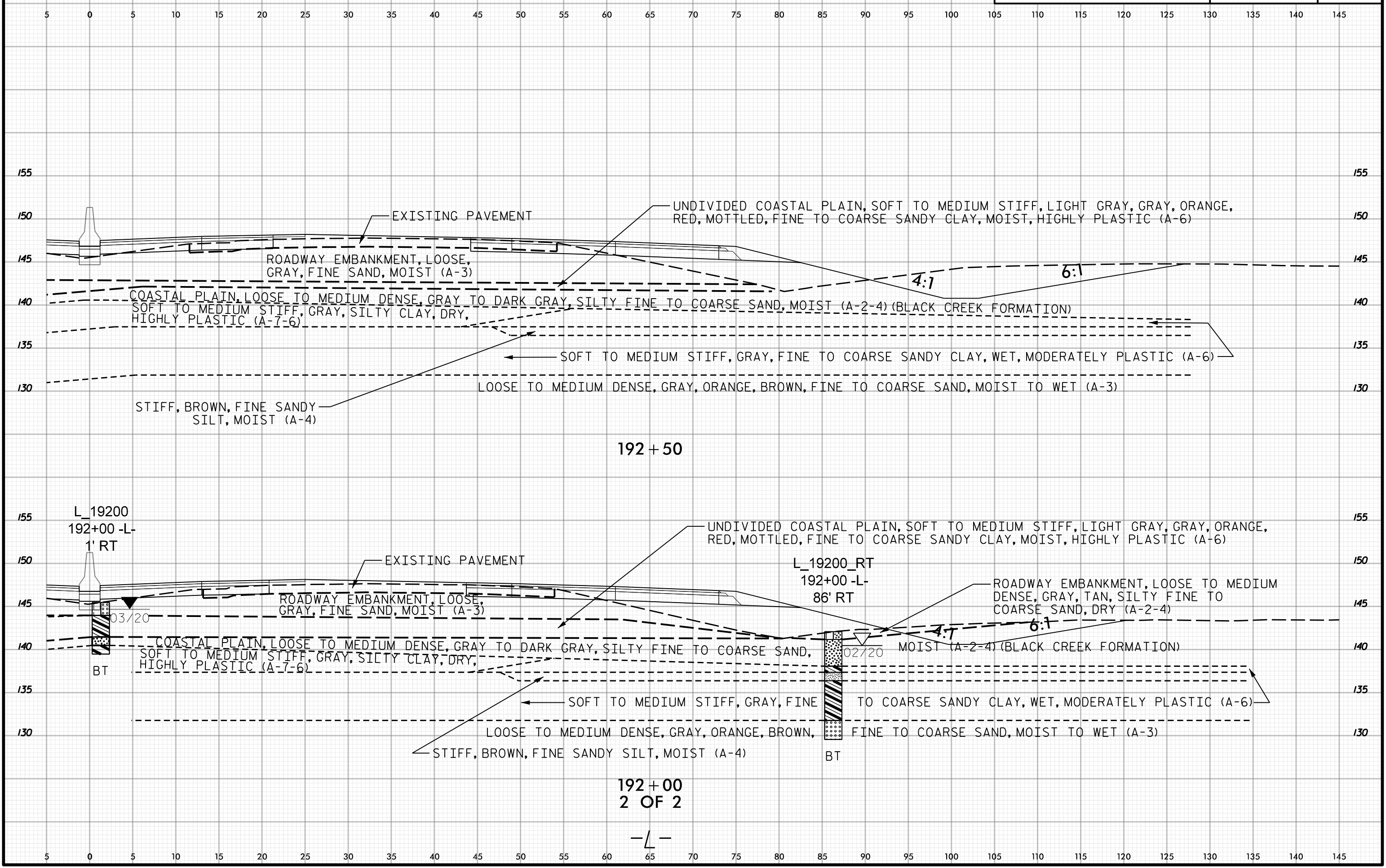
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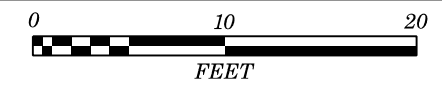


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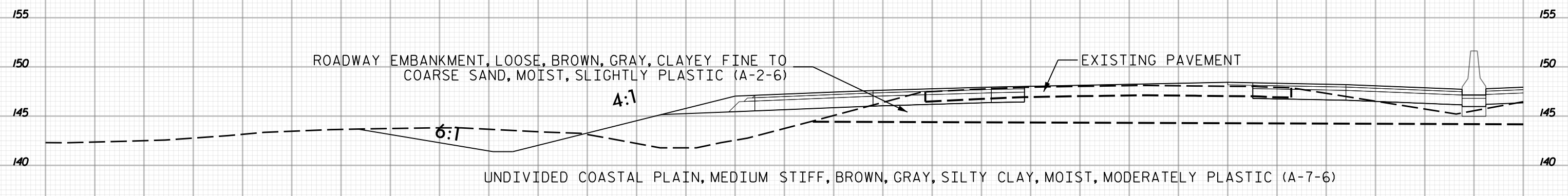


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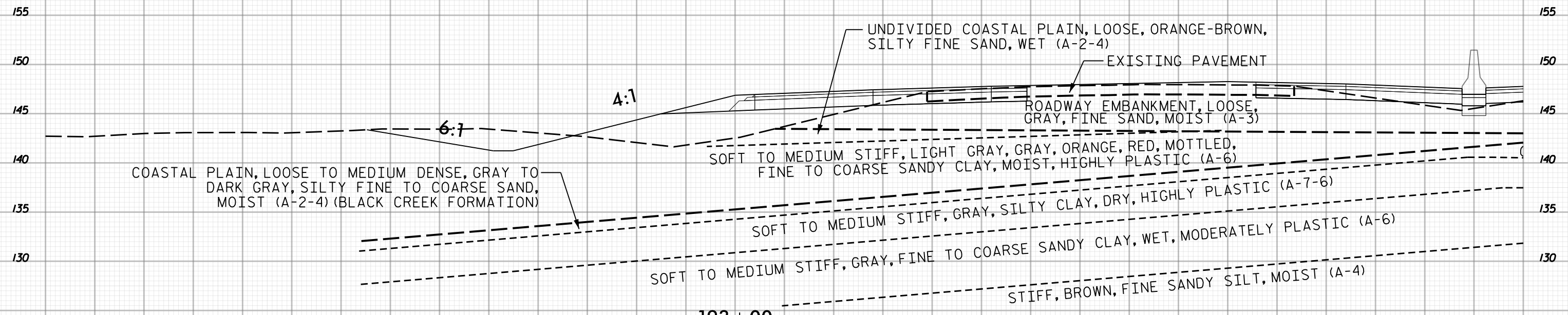




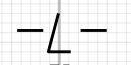
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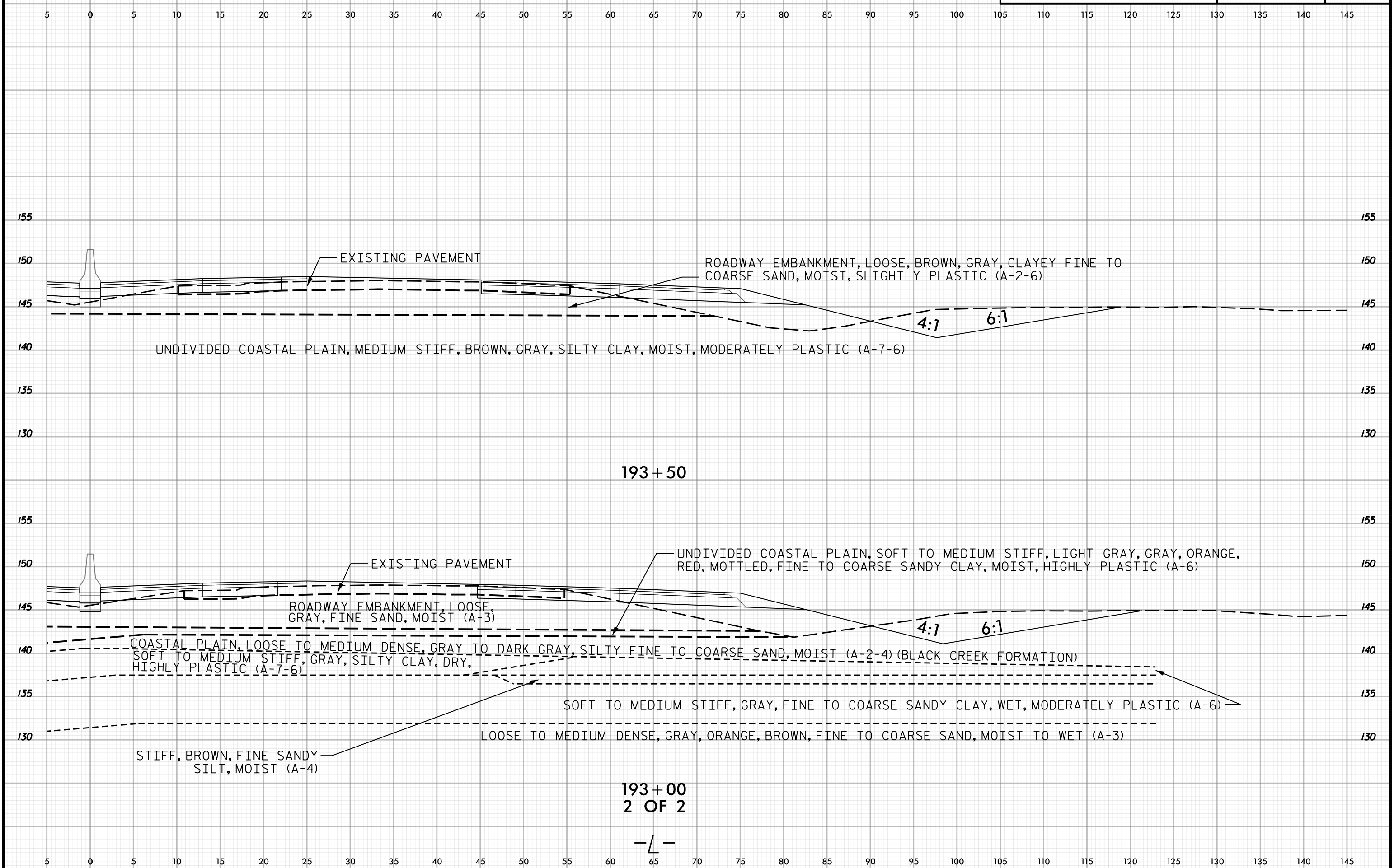
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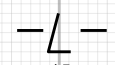
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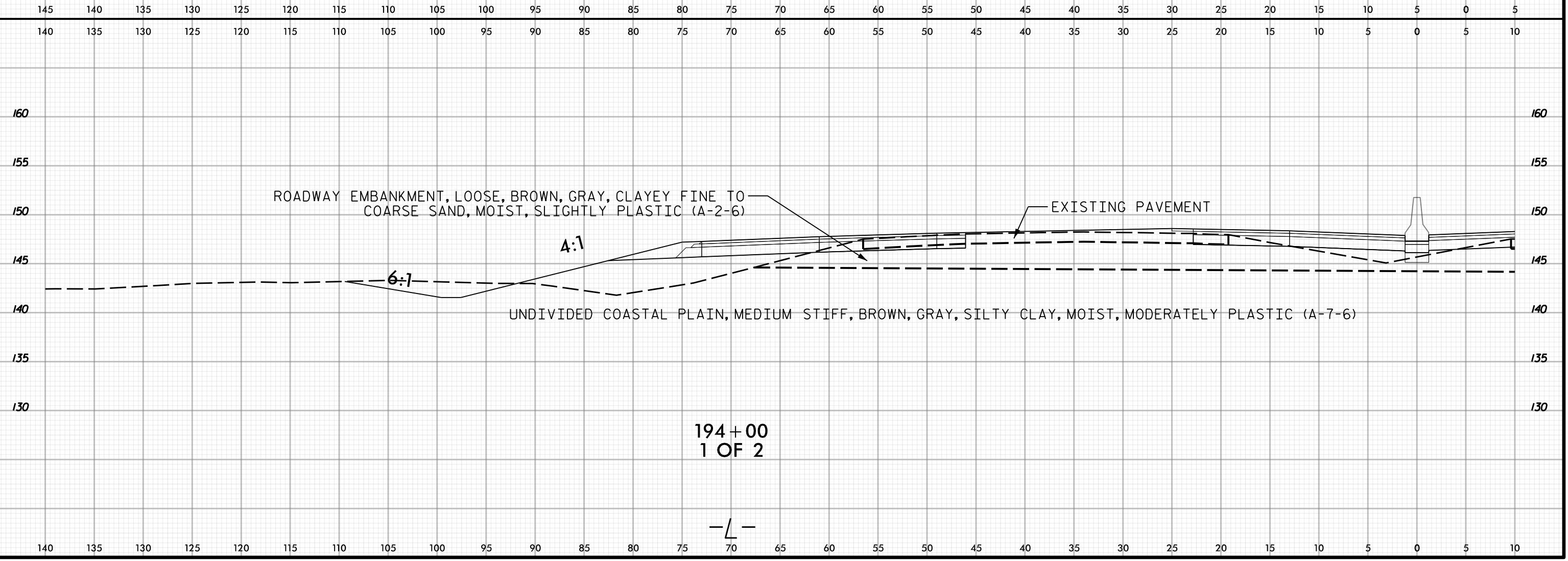
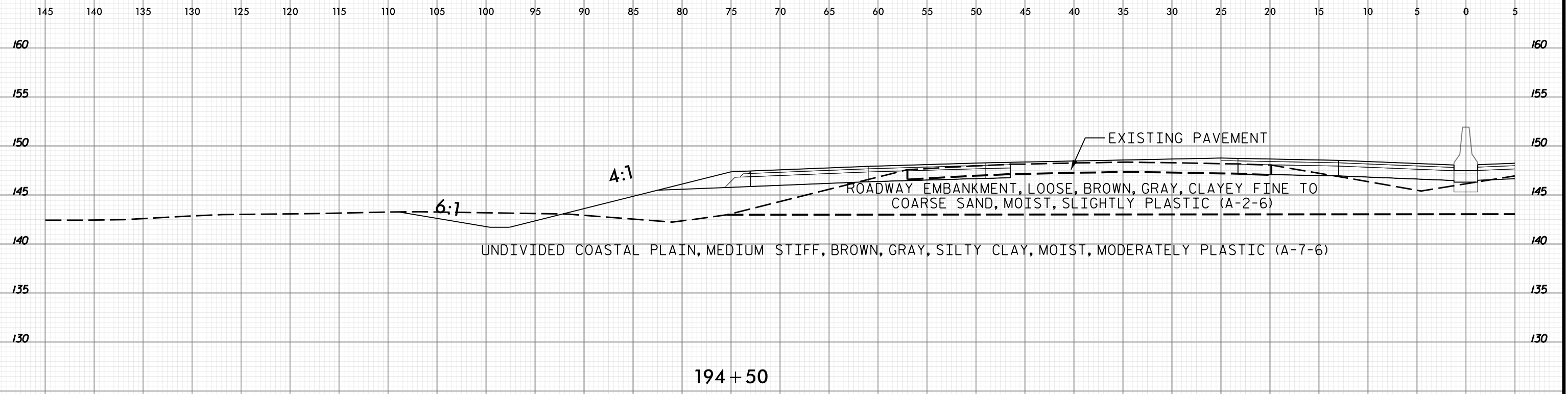
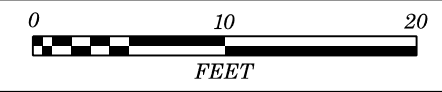


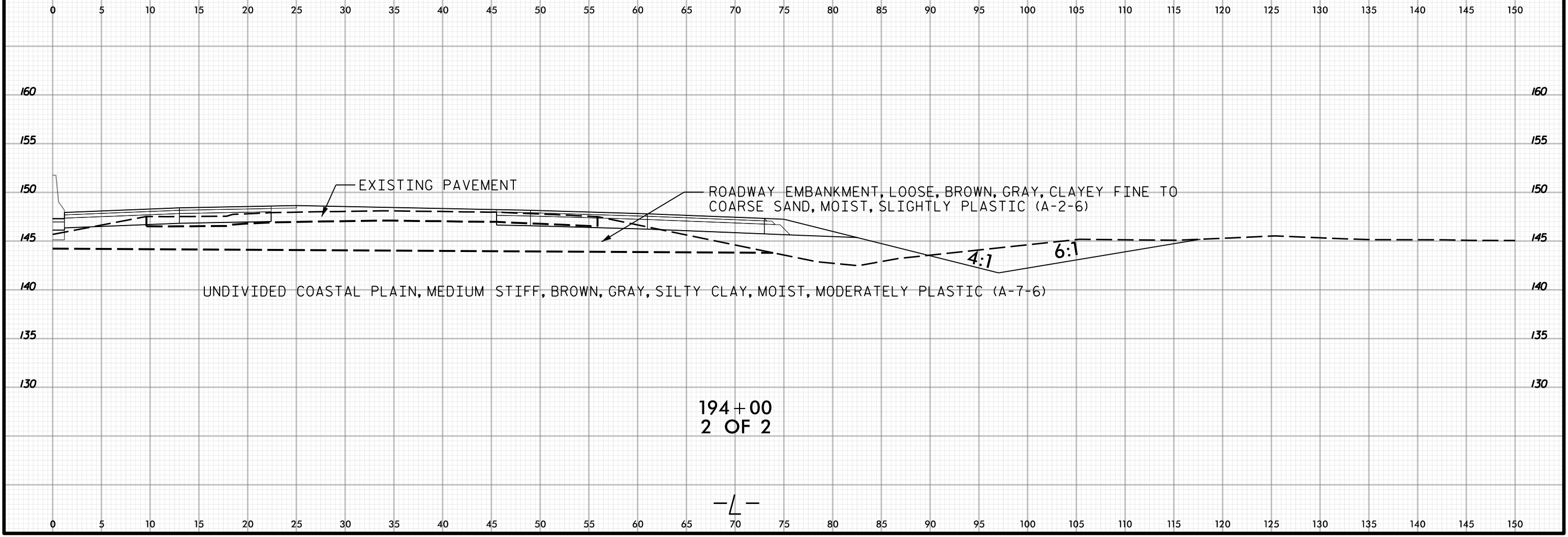
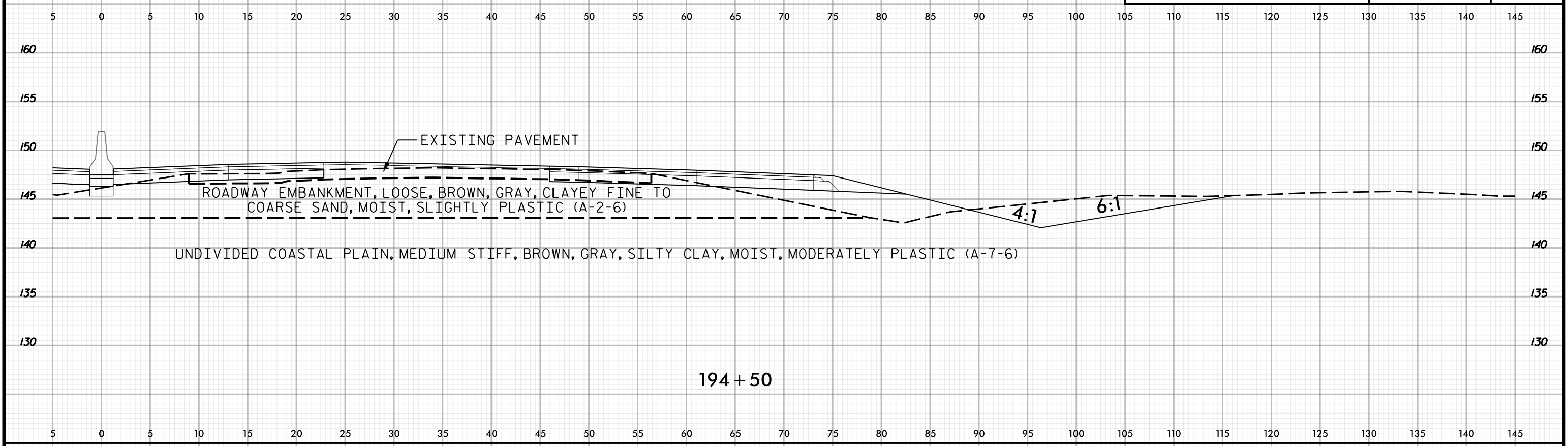
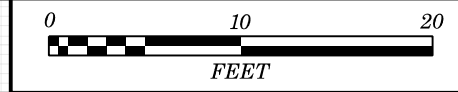
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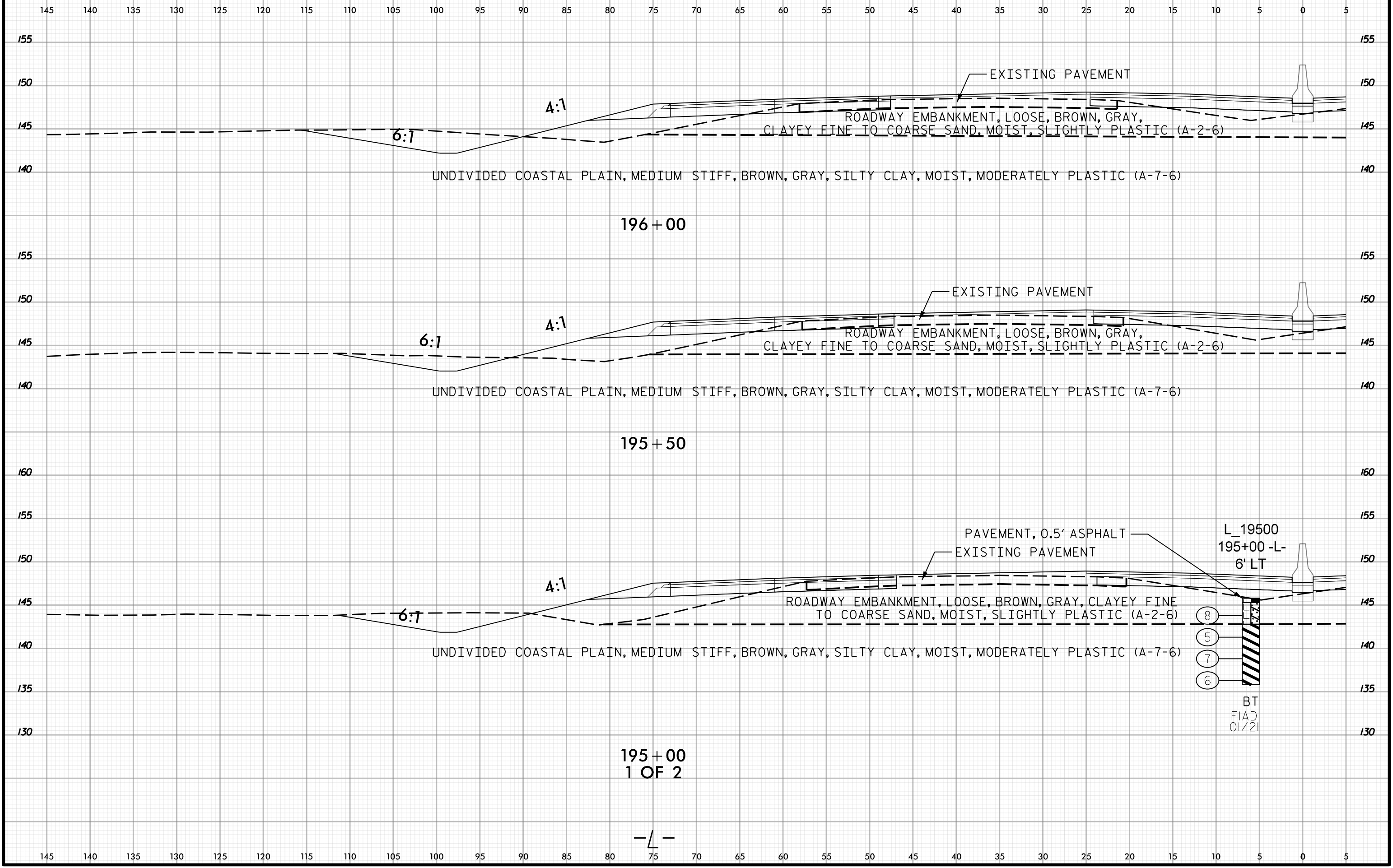
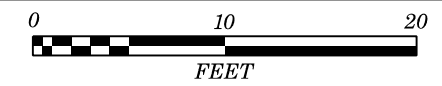


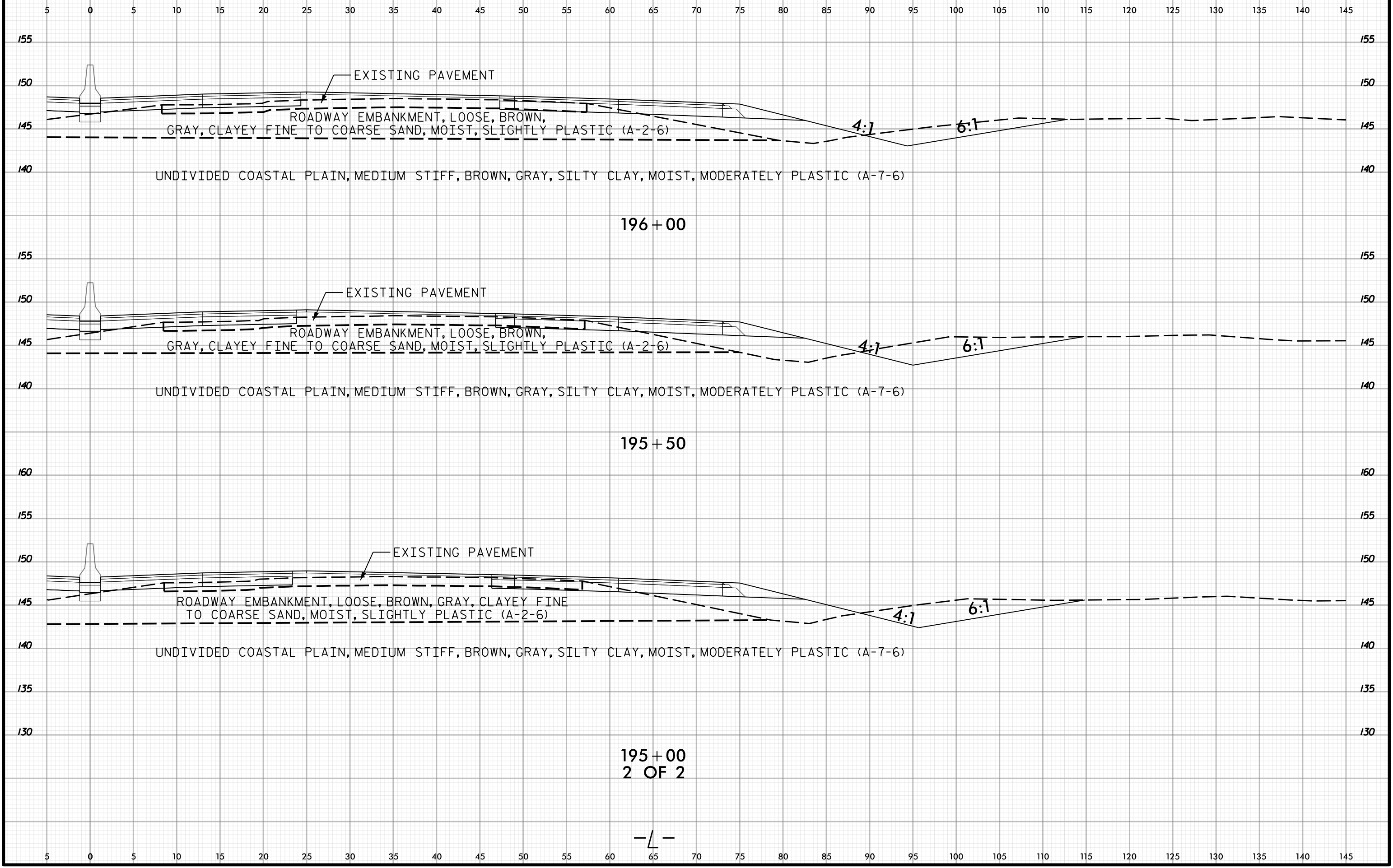
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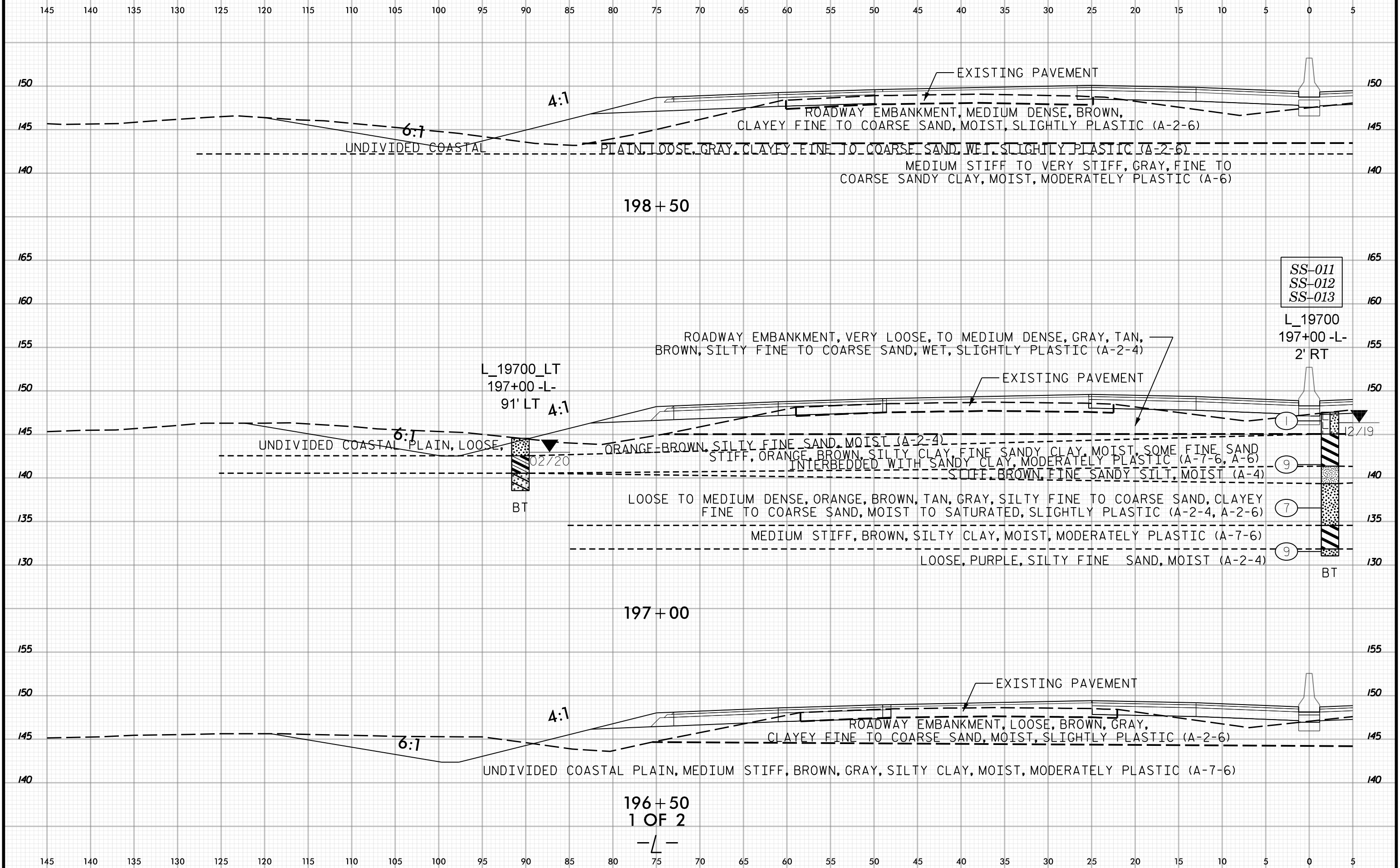
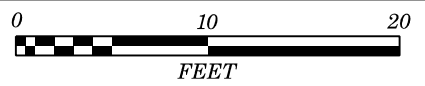


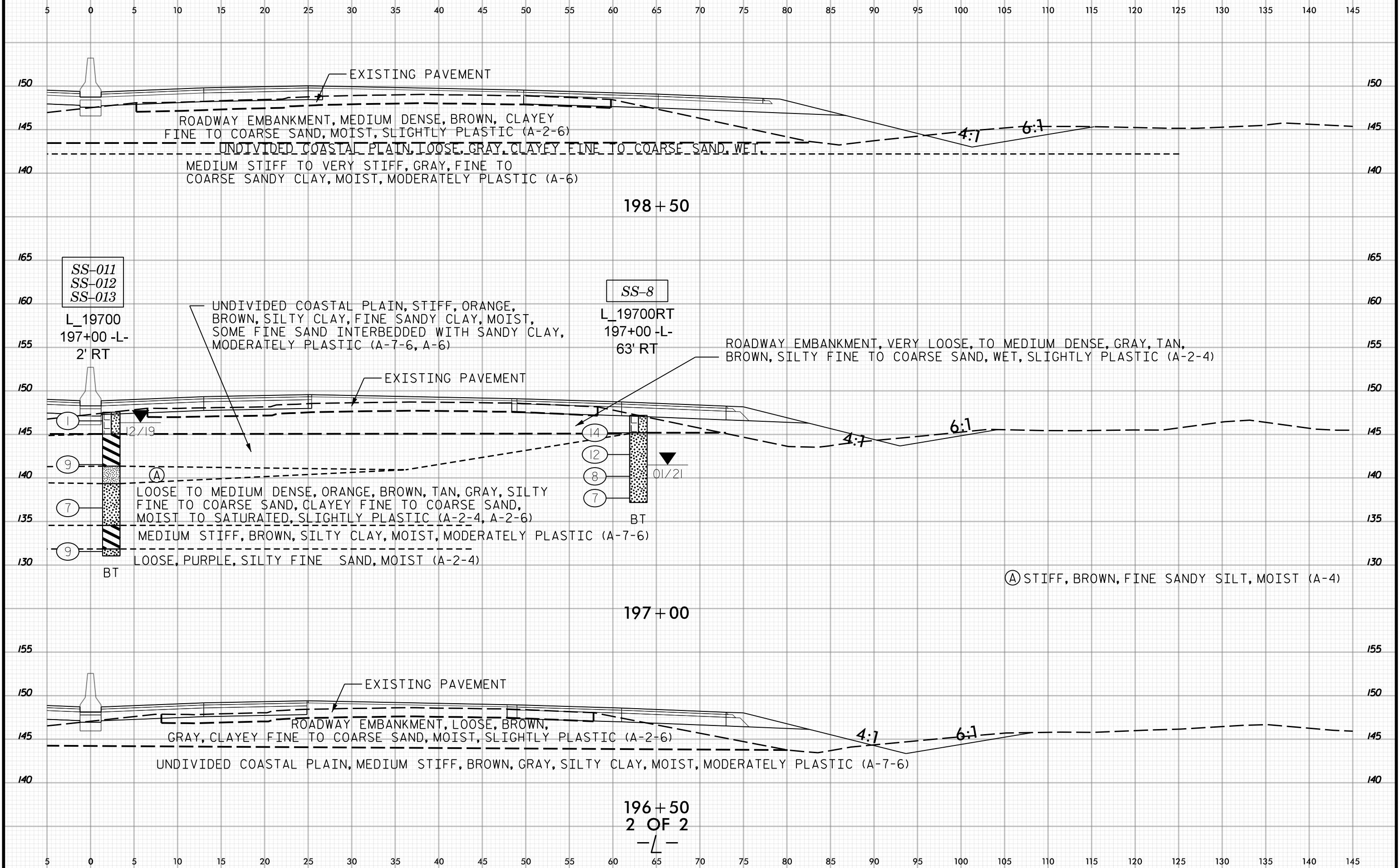
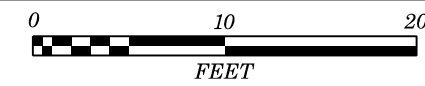


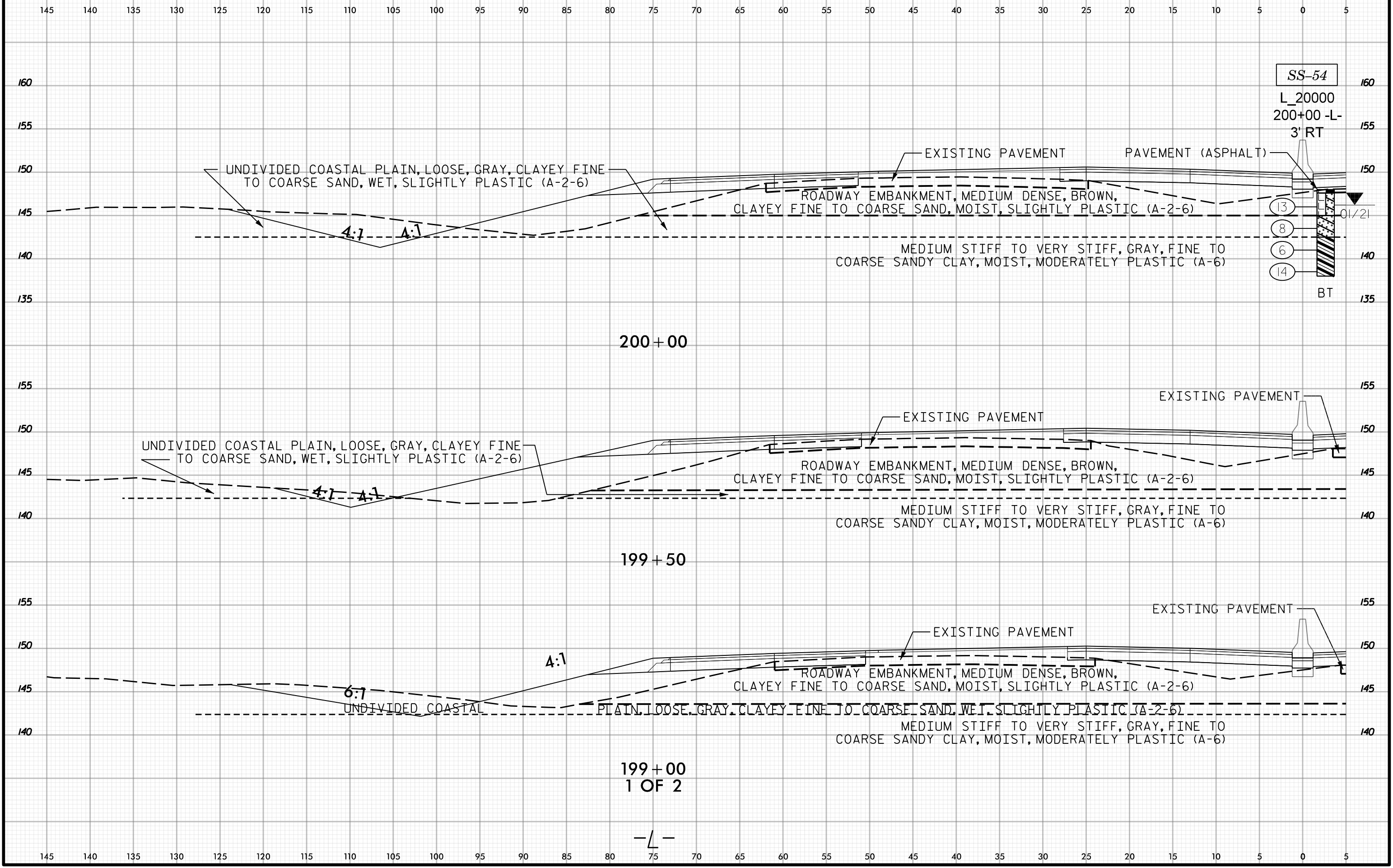
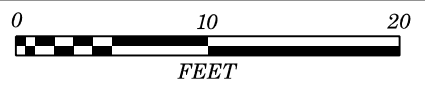


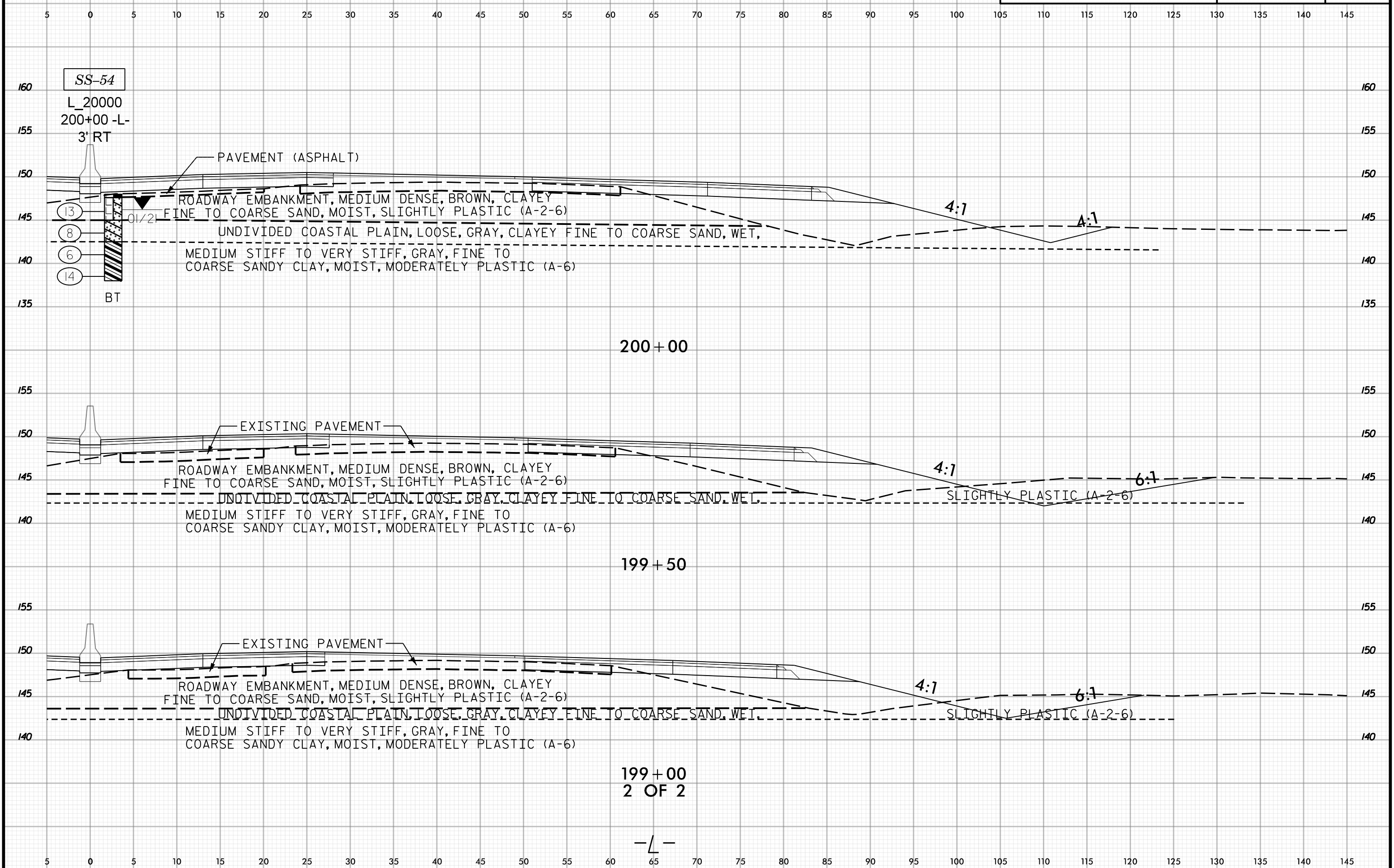
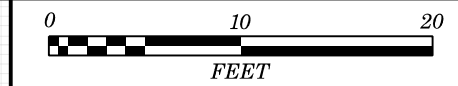


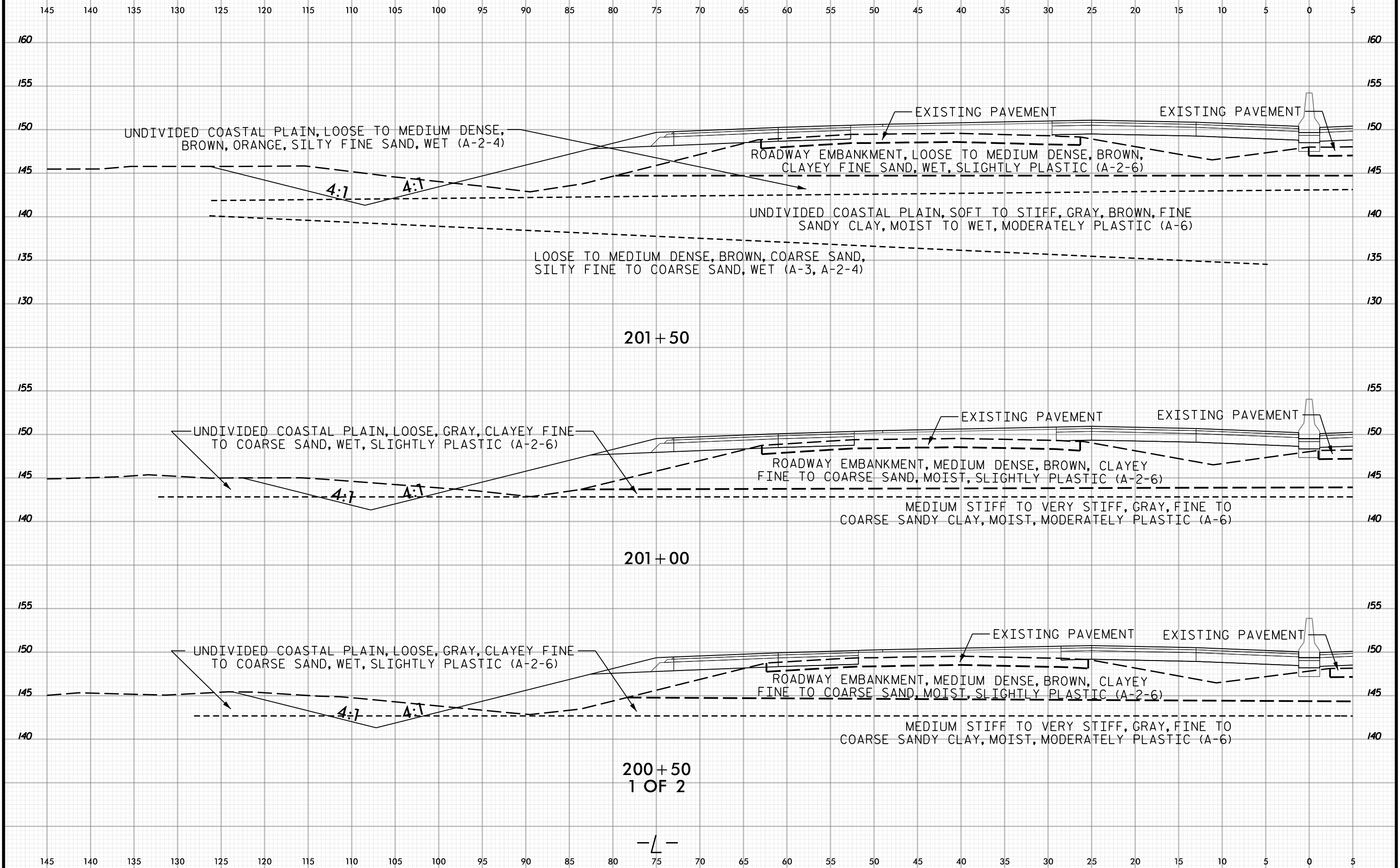


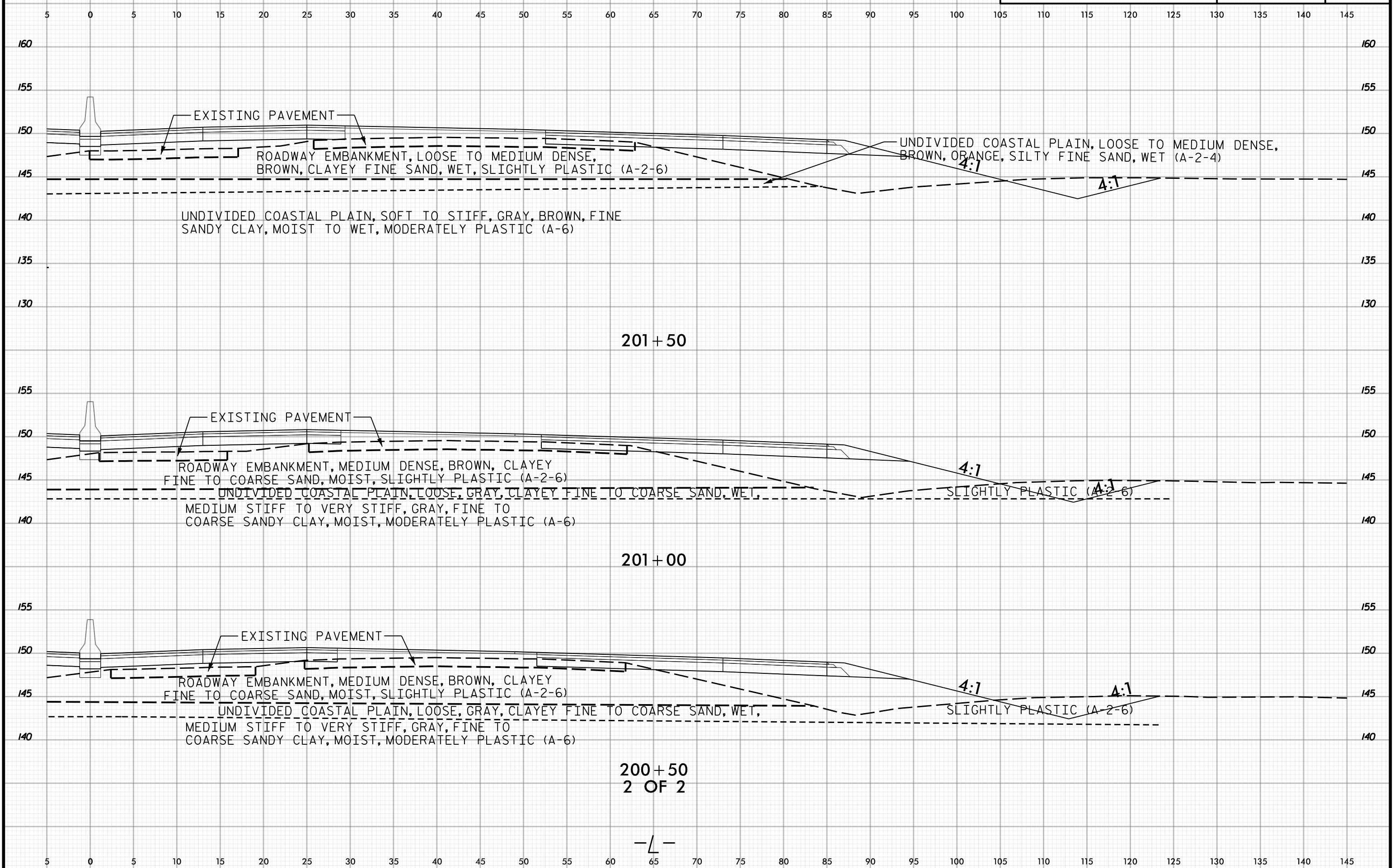
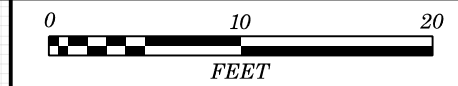




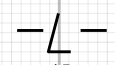


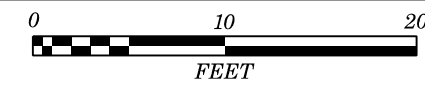




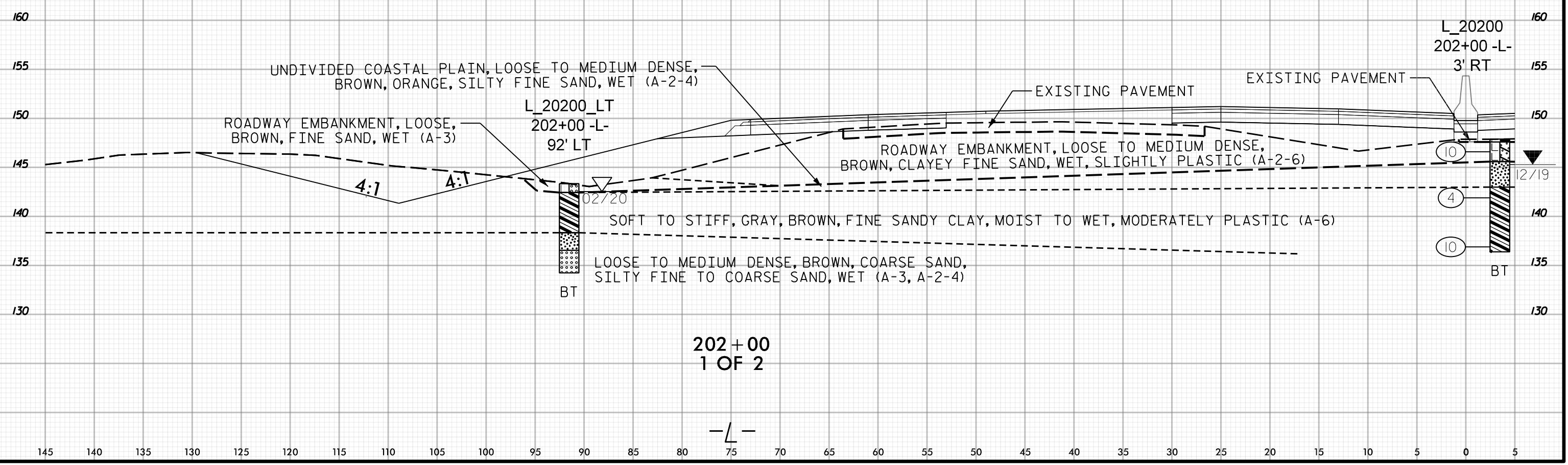
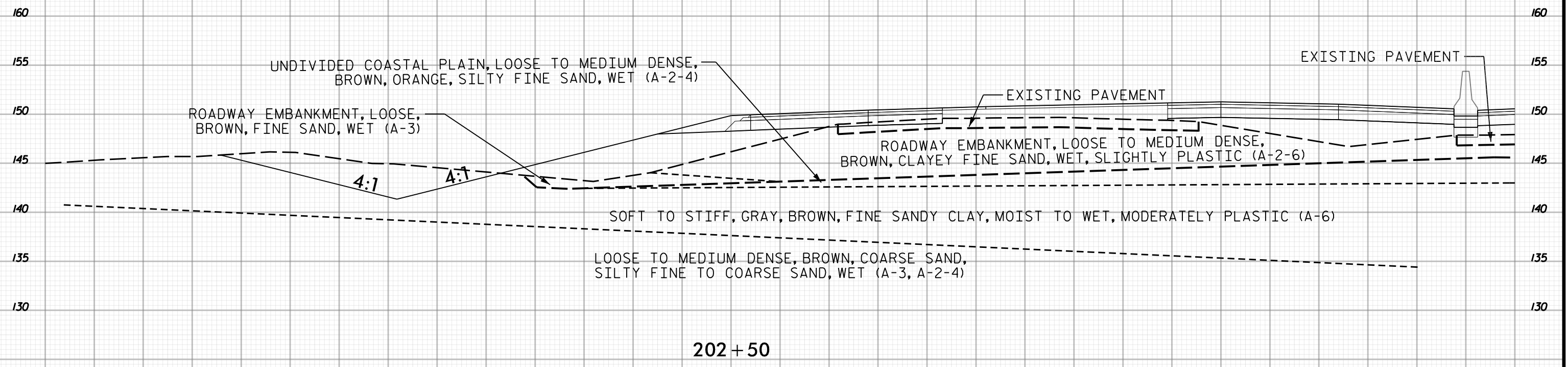


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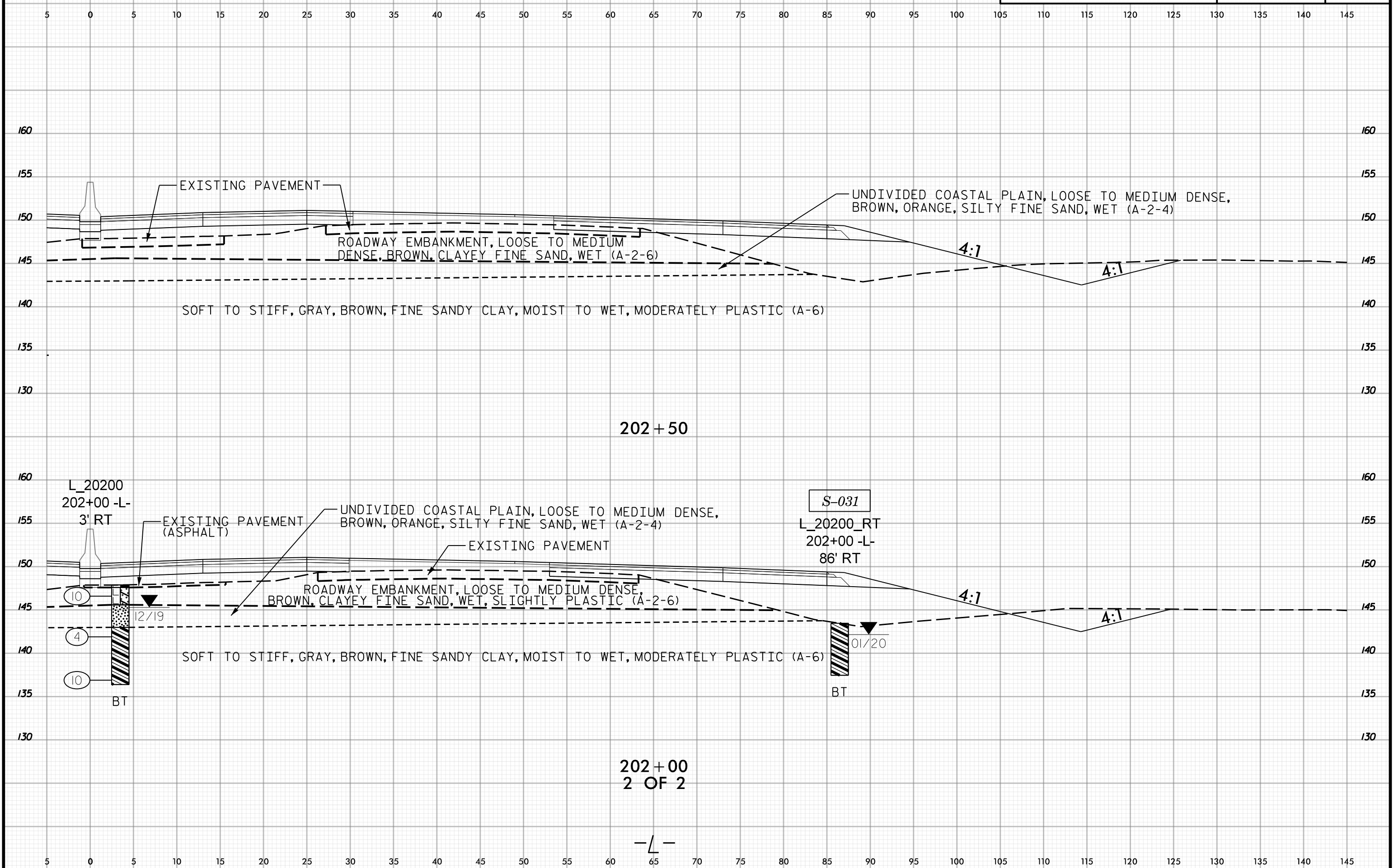
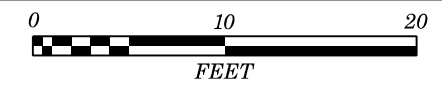


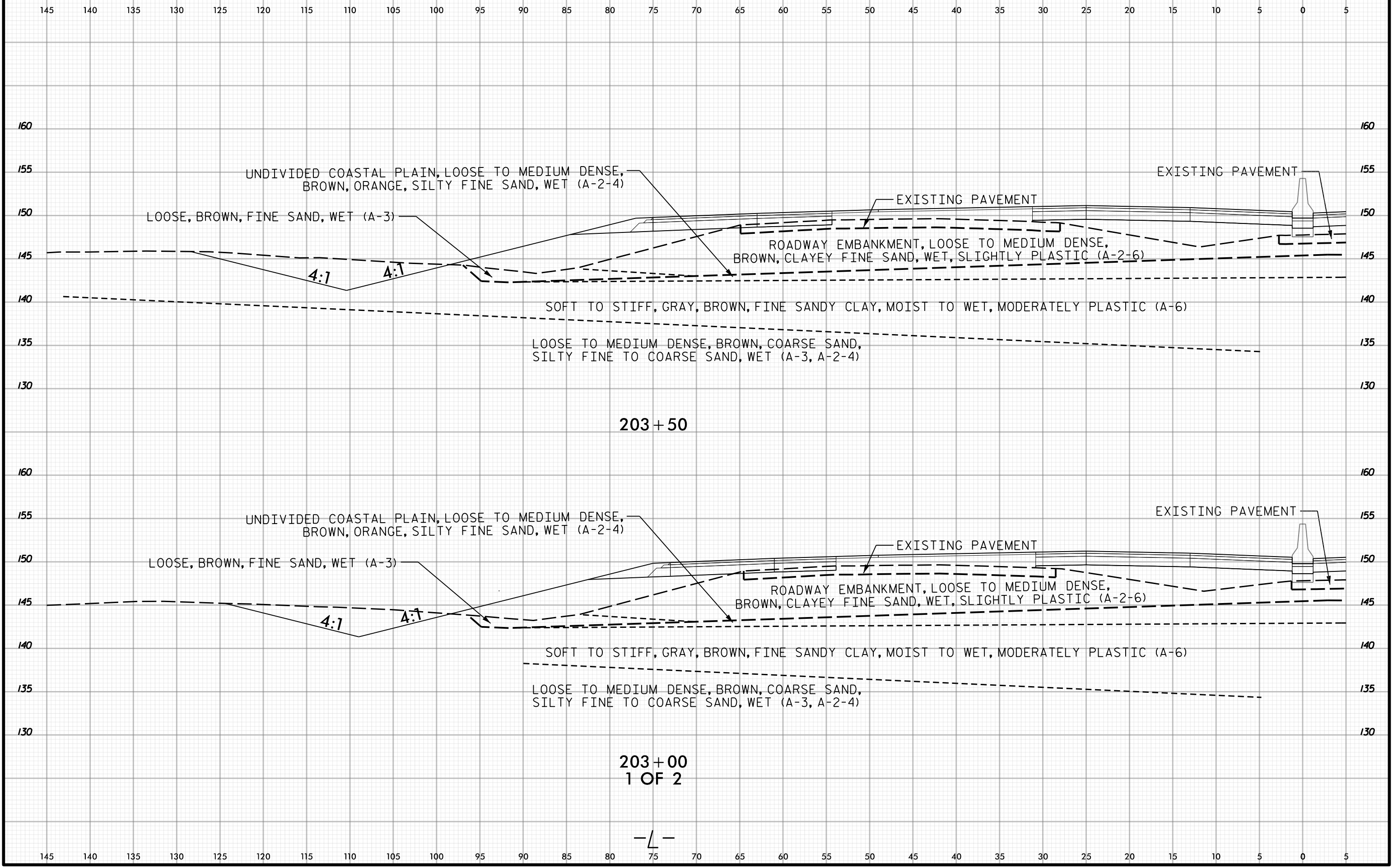


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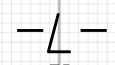
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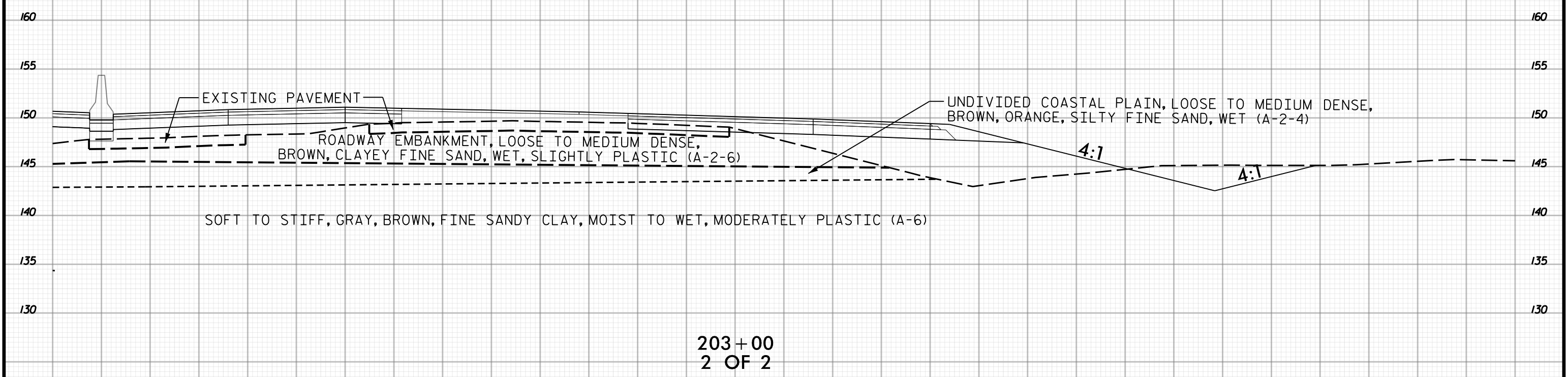
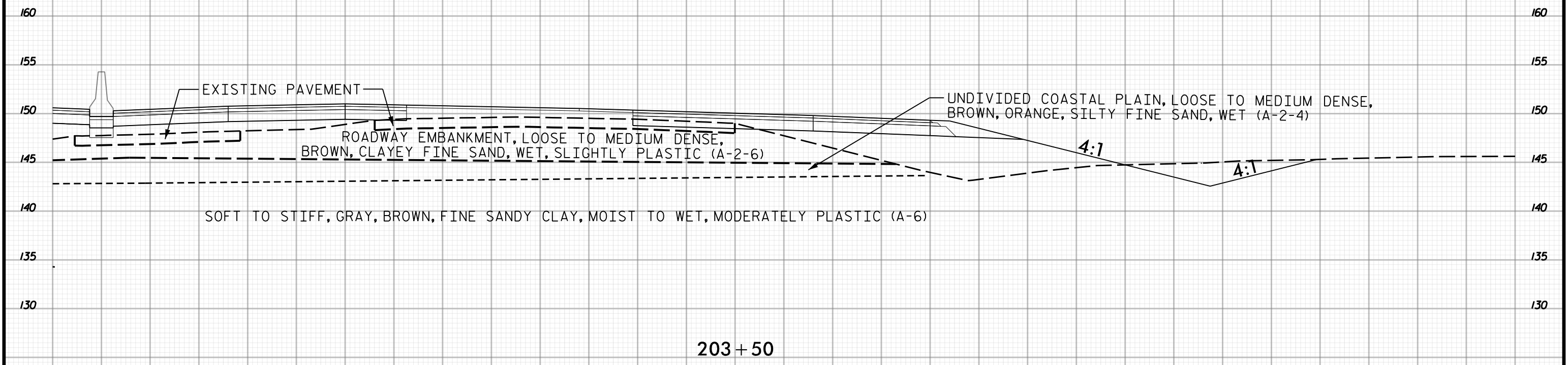
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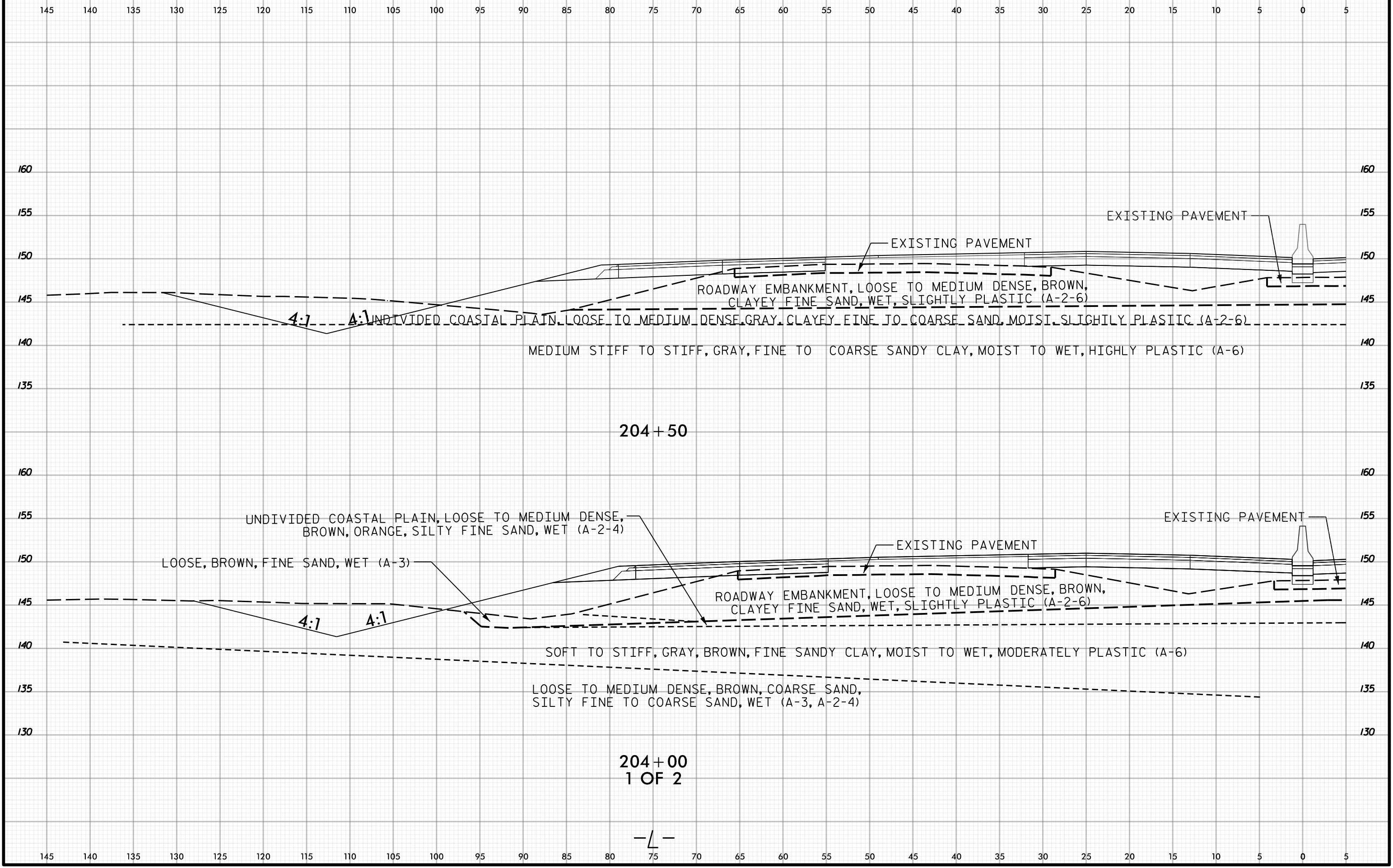


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	371

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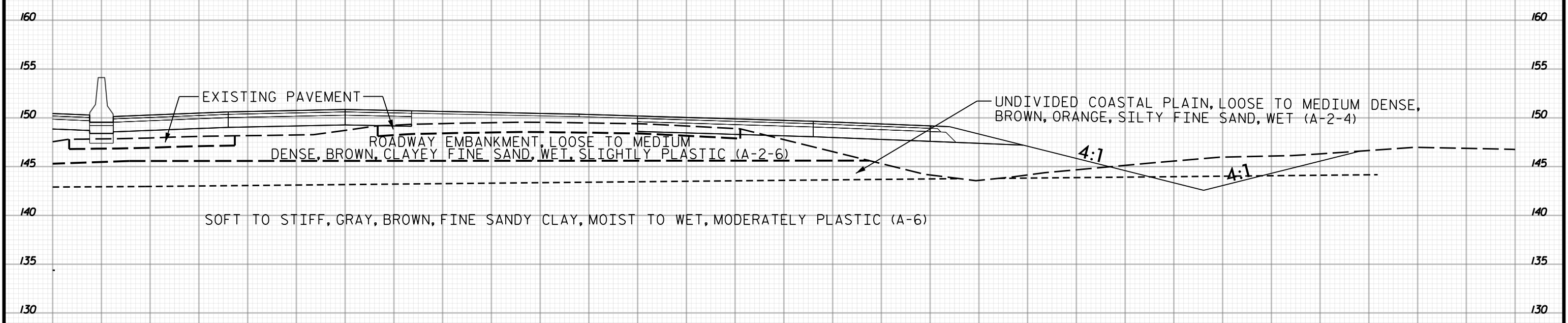
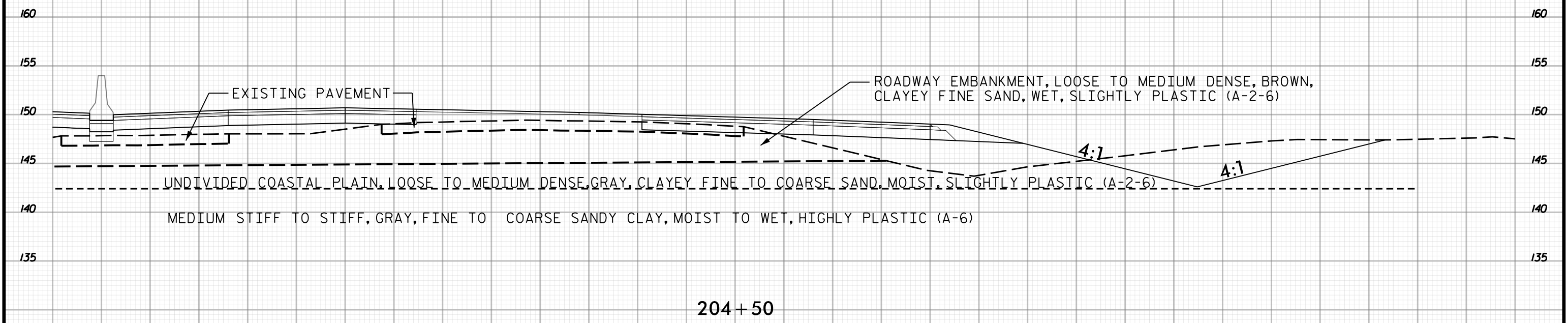


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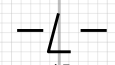




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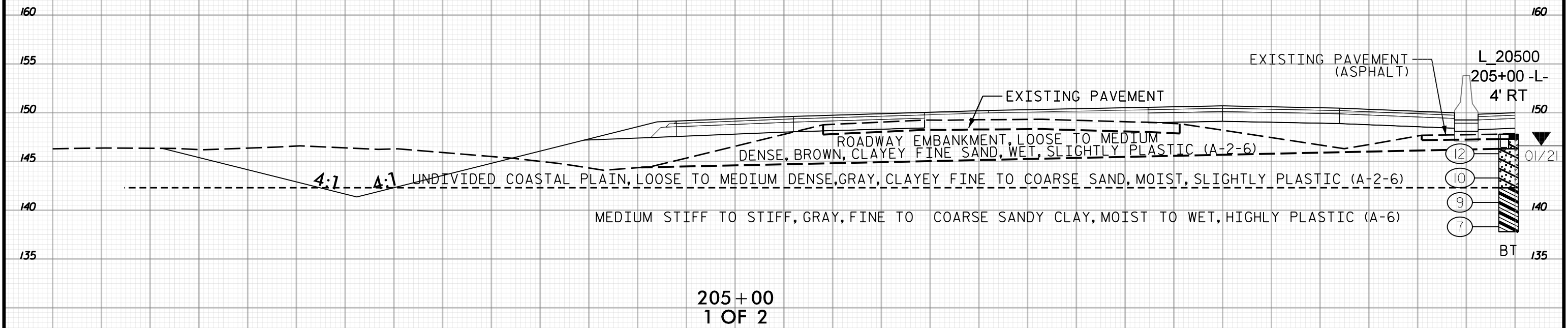
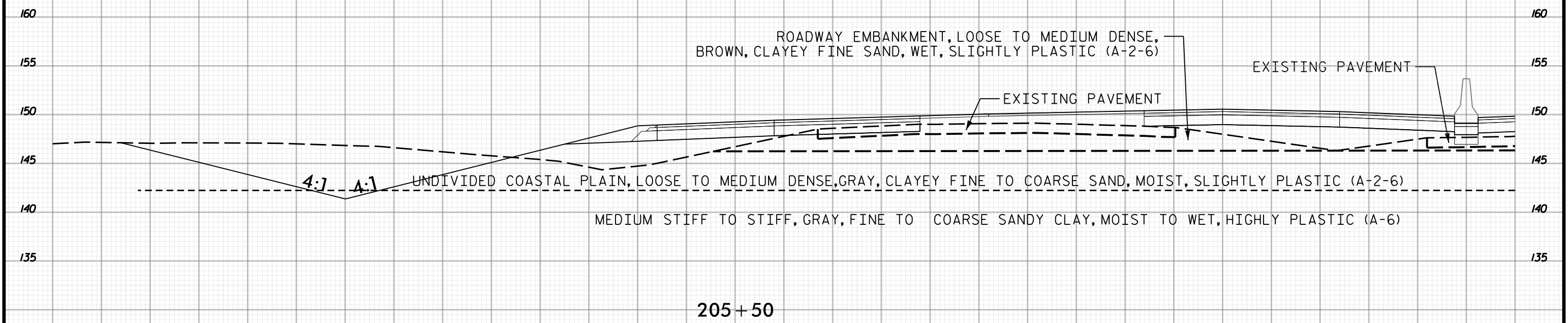
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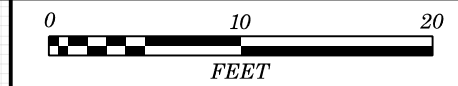
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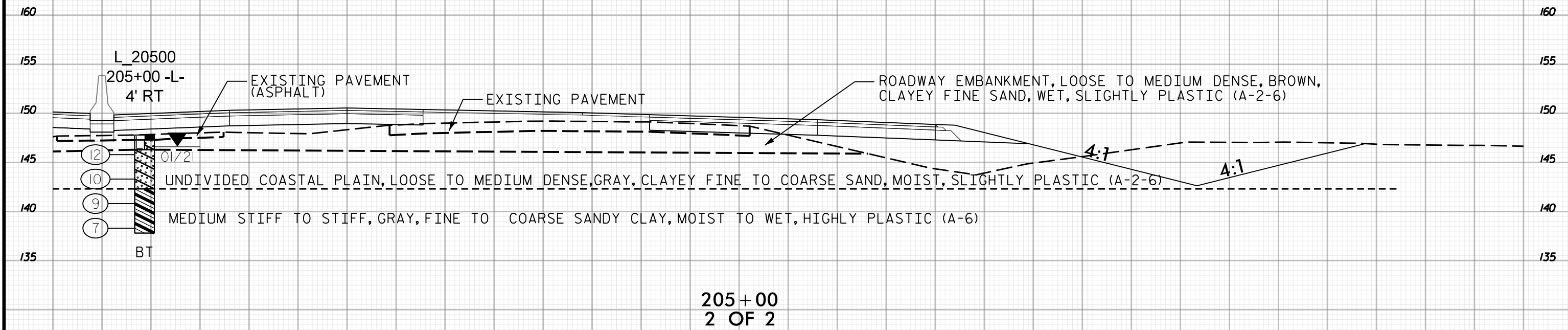
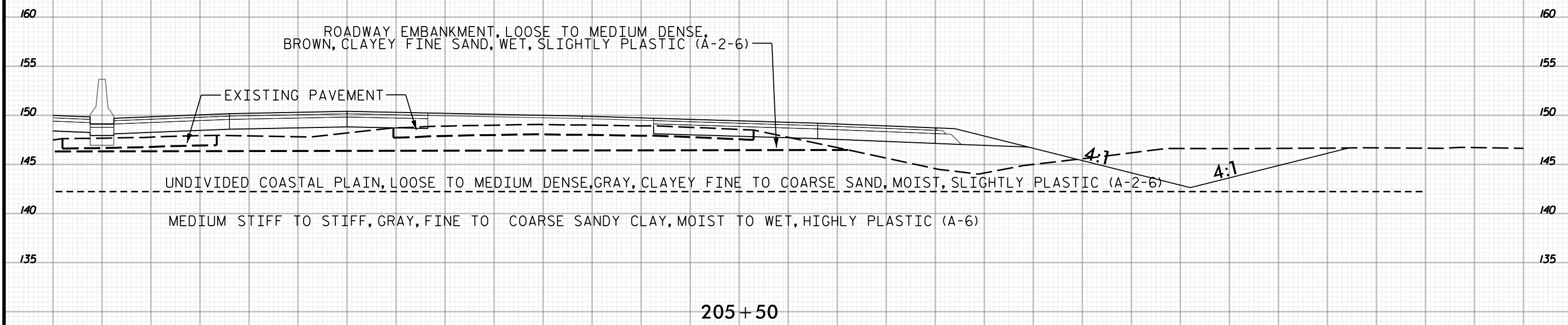
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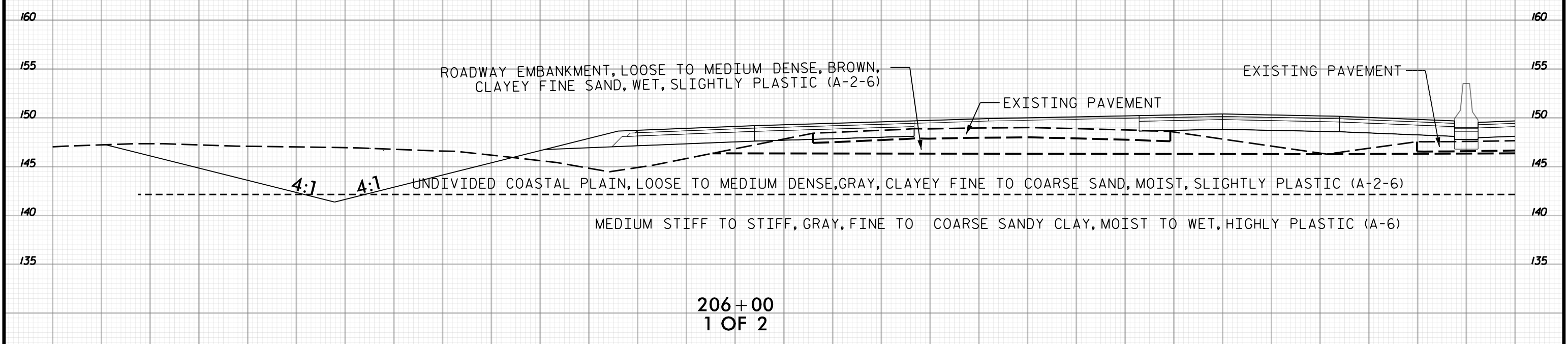
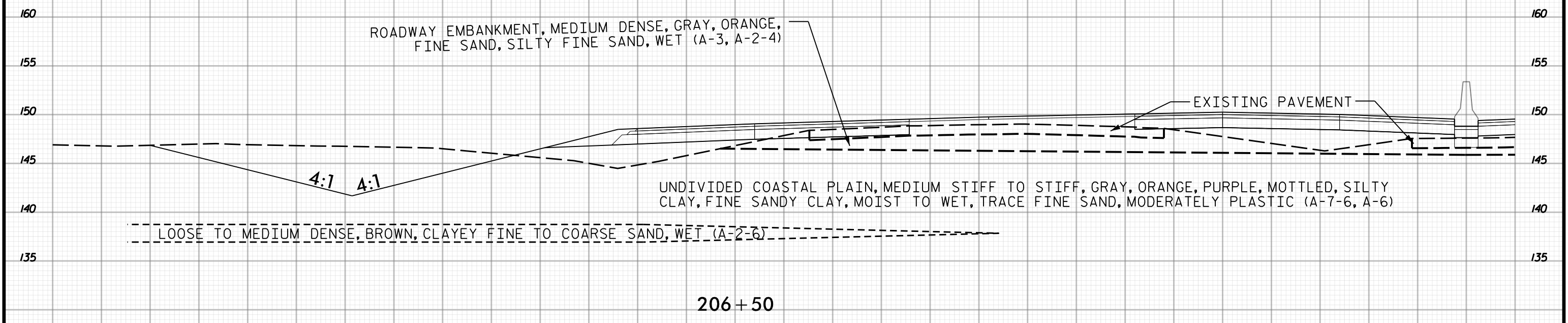
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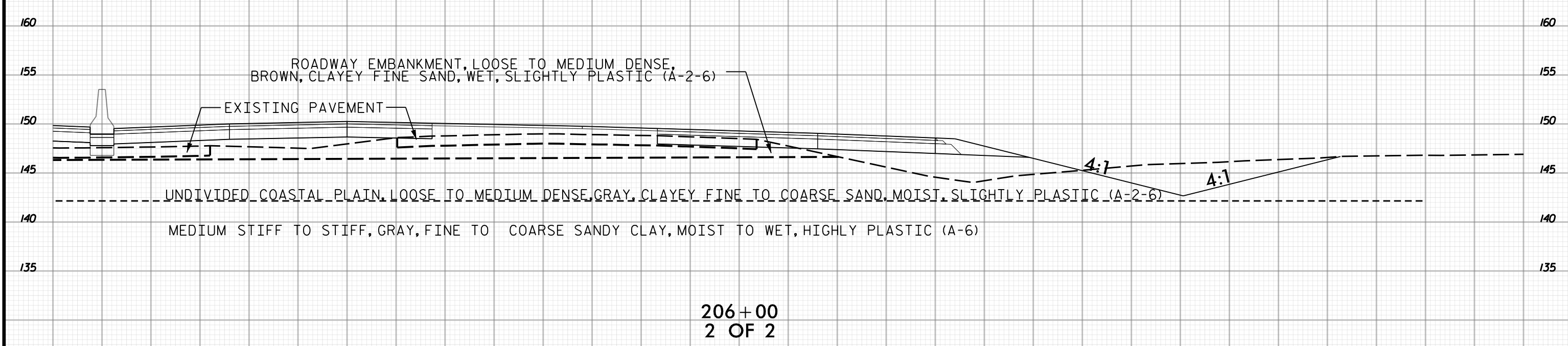
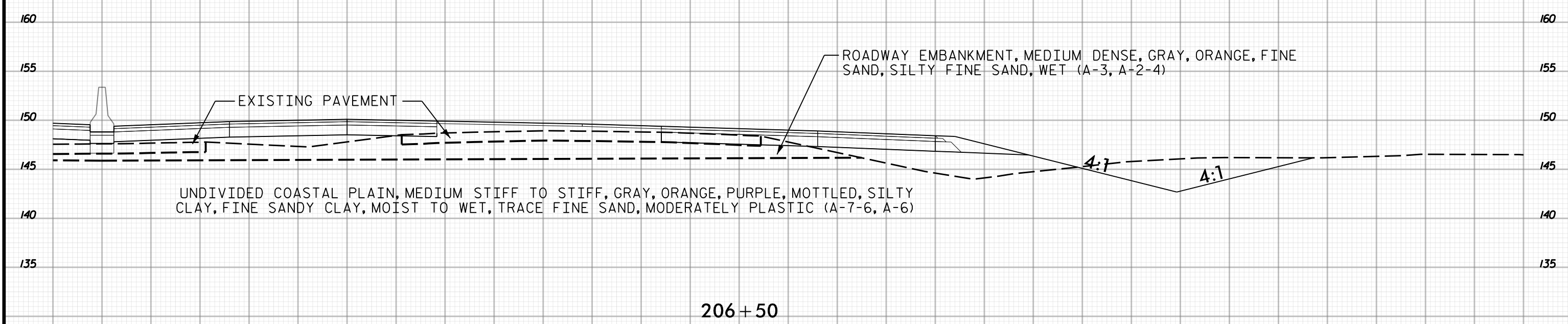
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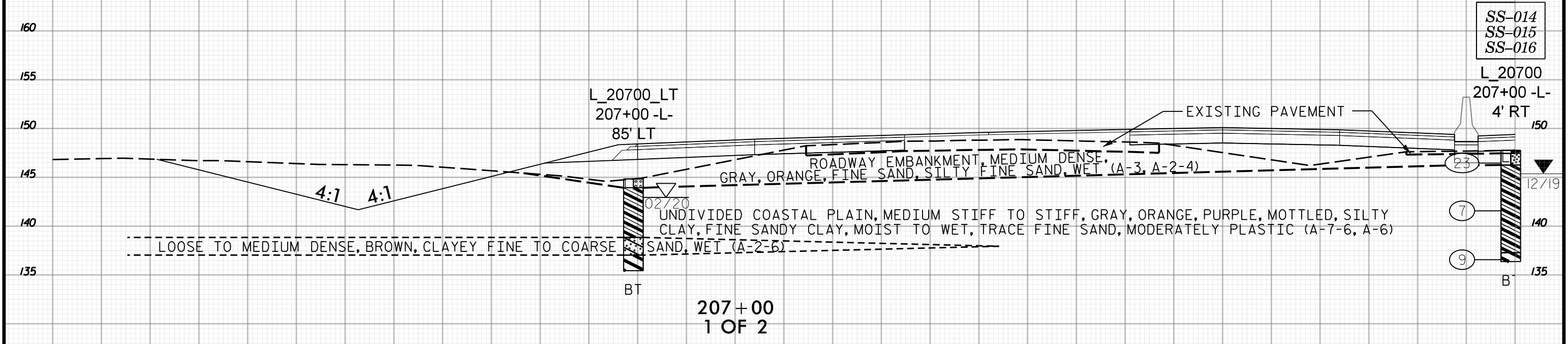
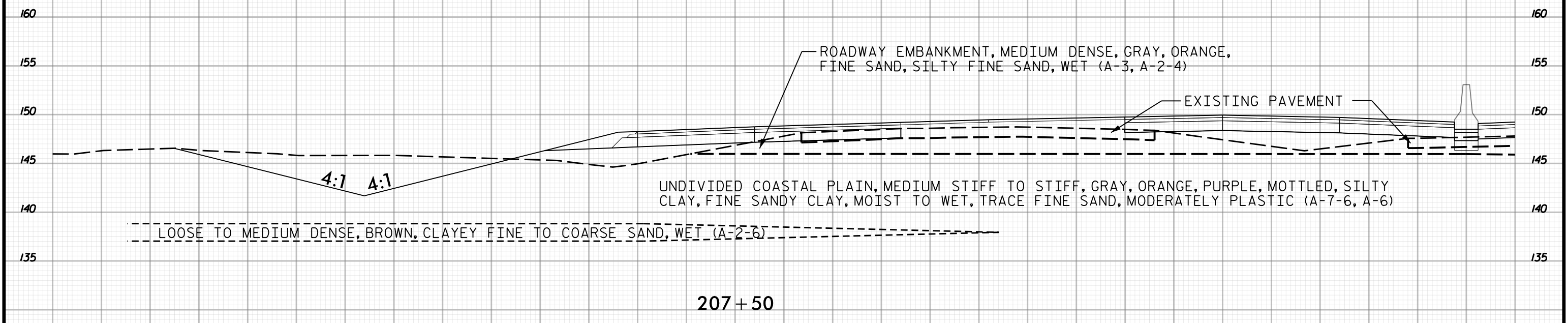
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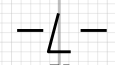


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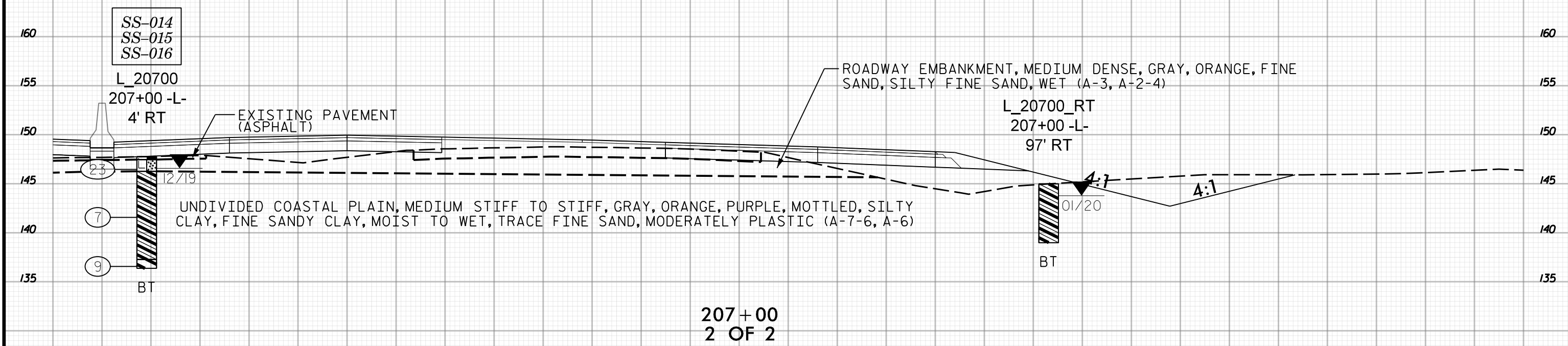
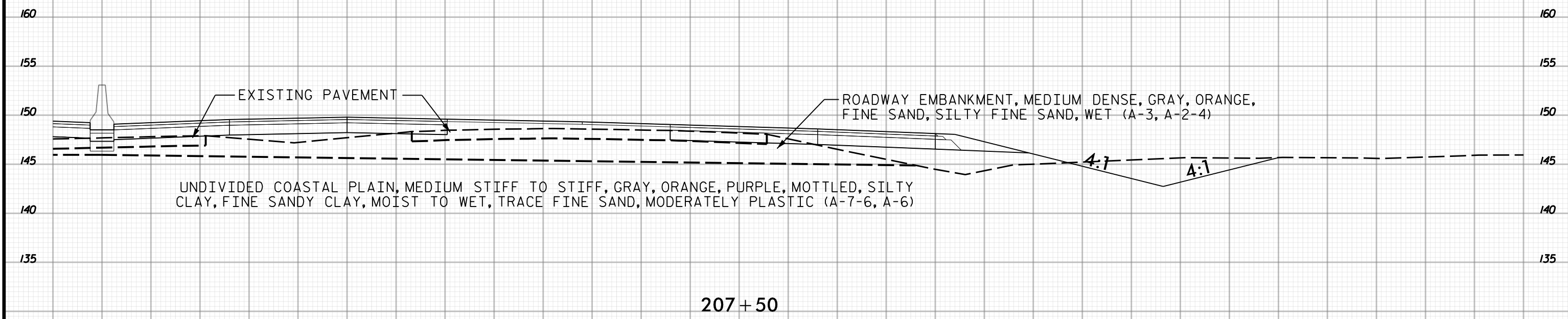
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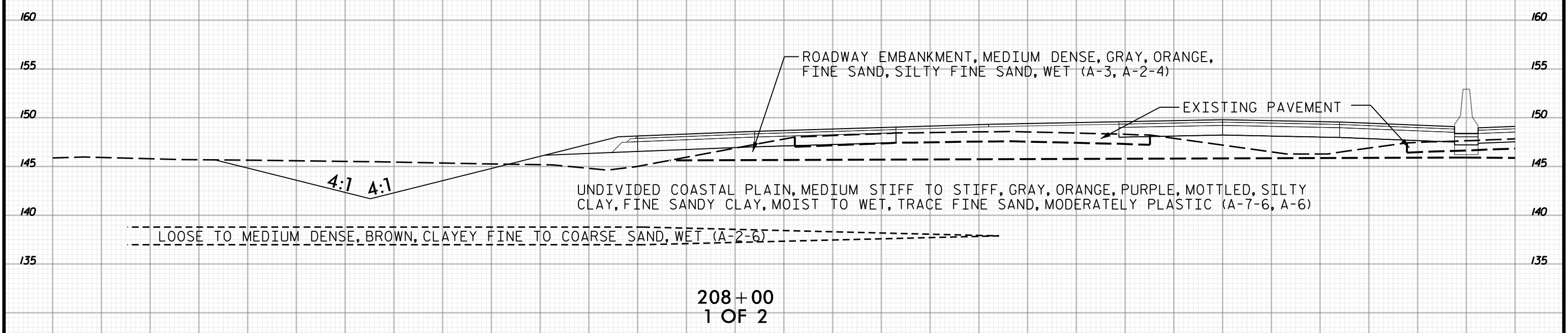
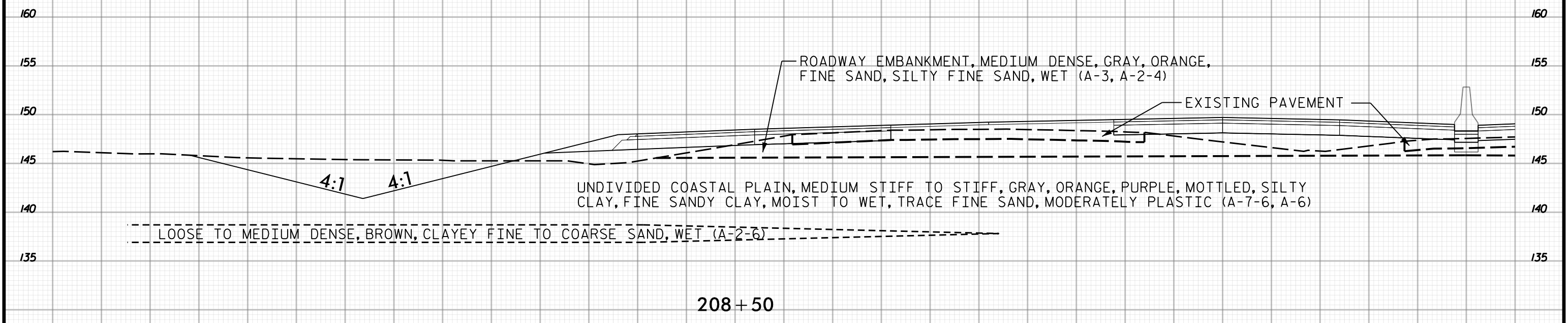
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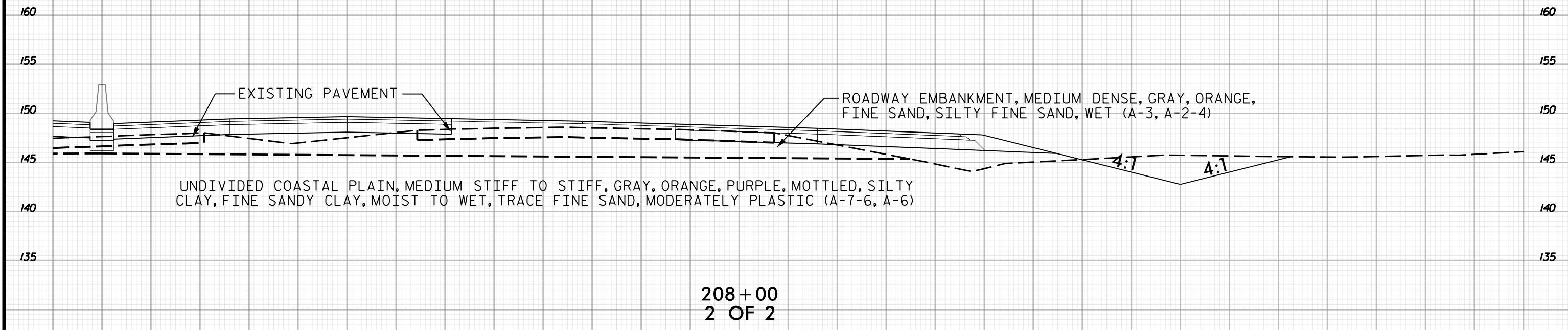
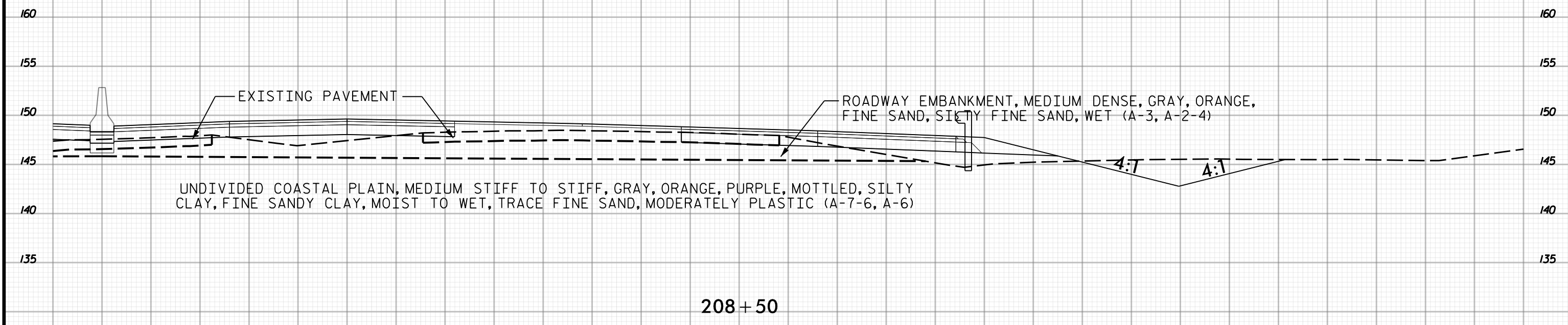


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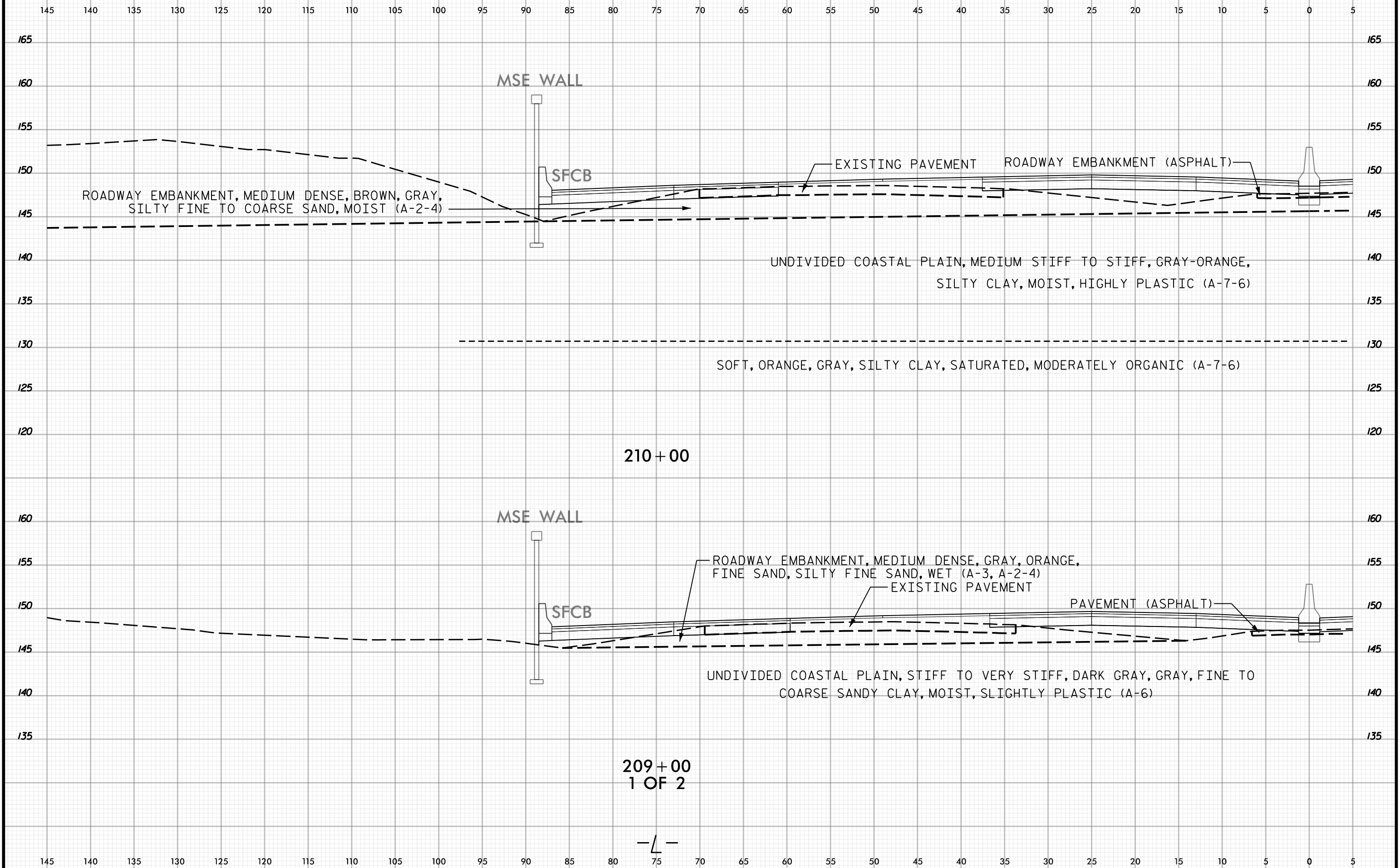
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	381

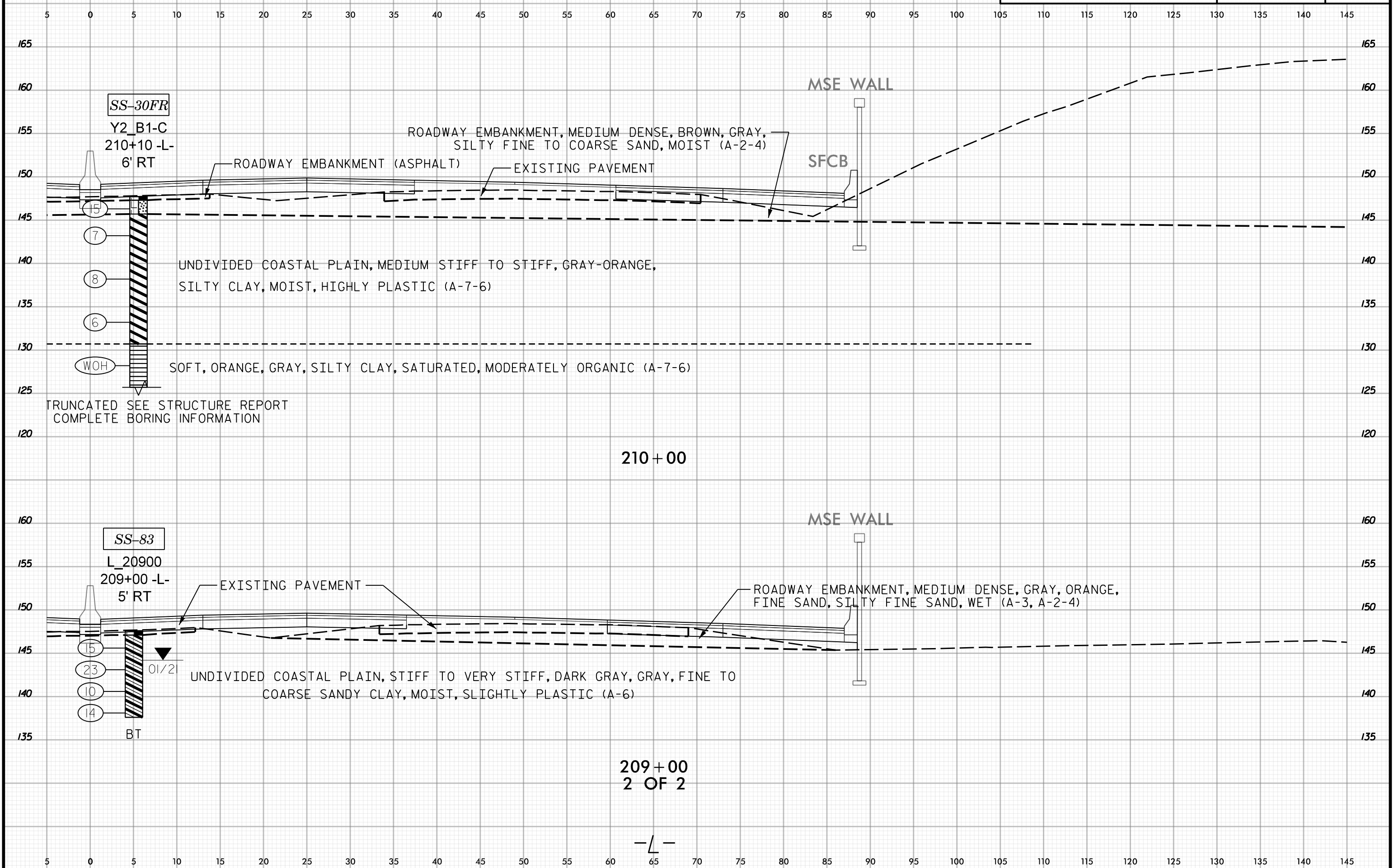
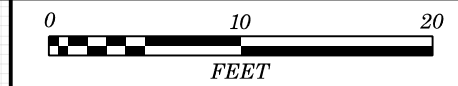
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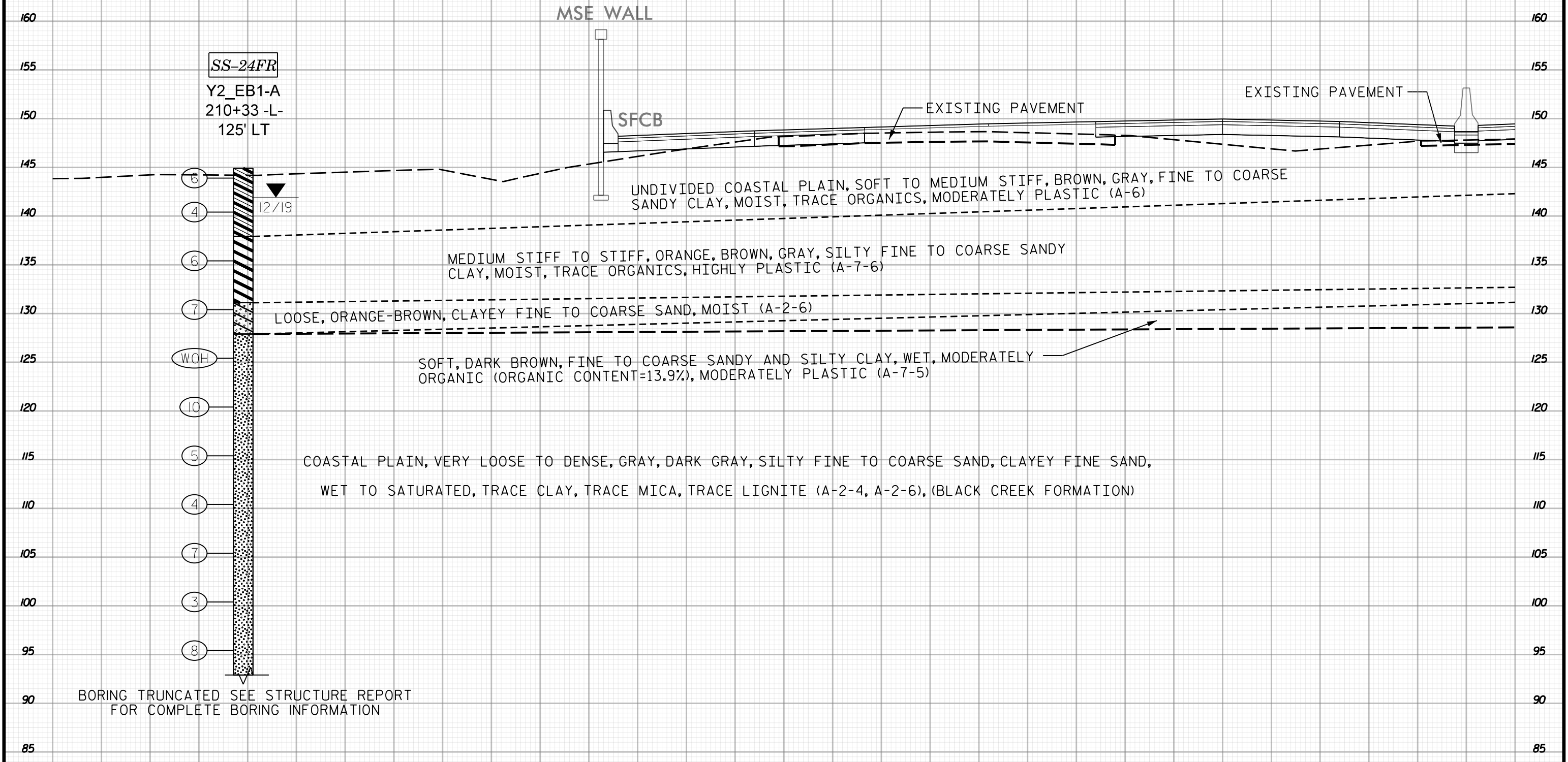
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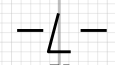




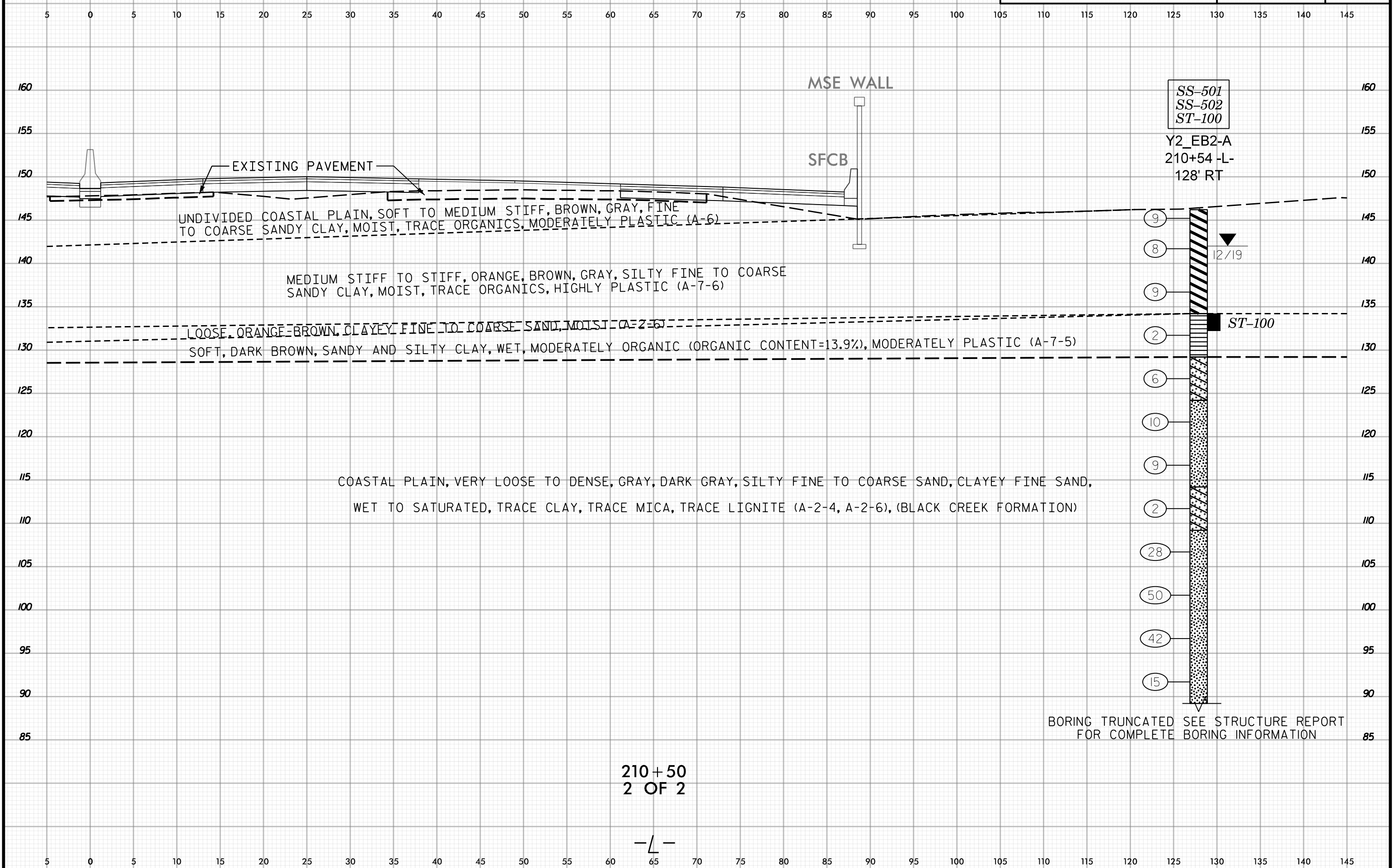
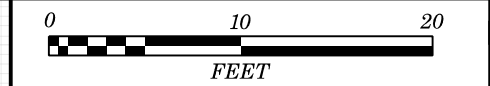
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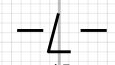
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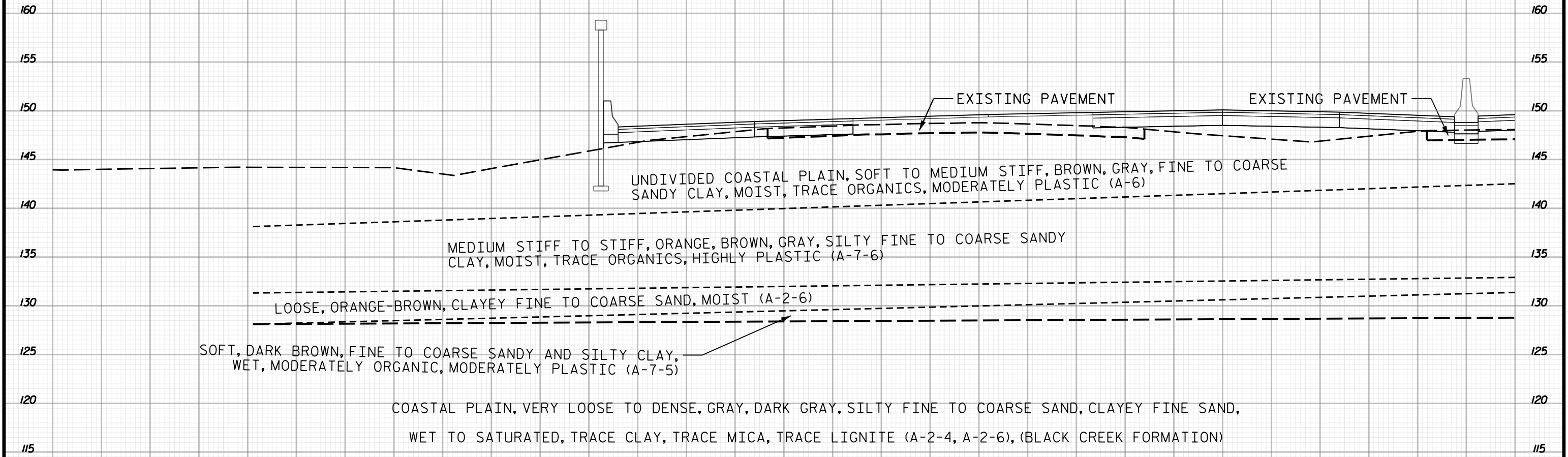


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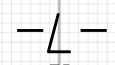




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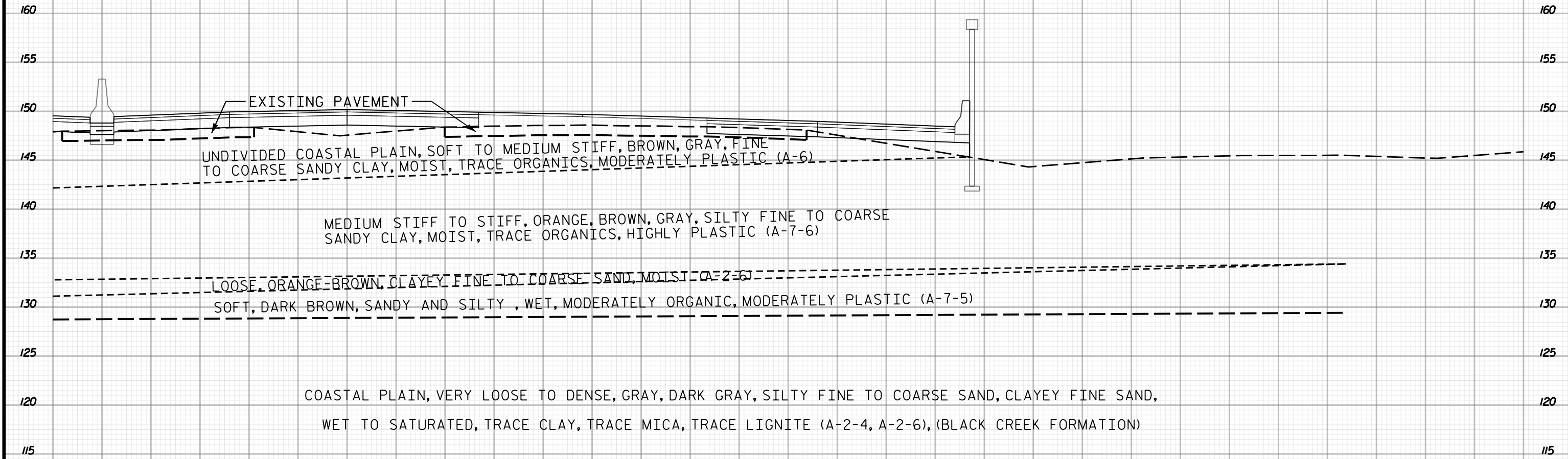
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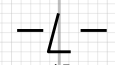
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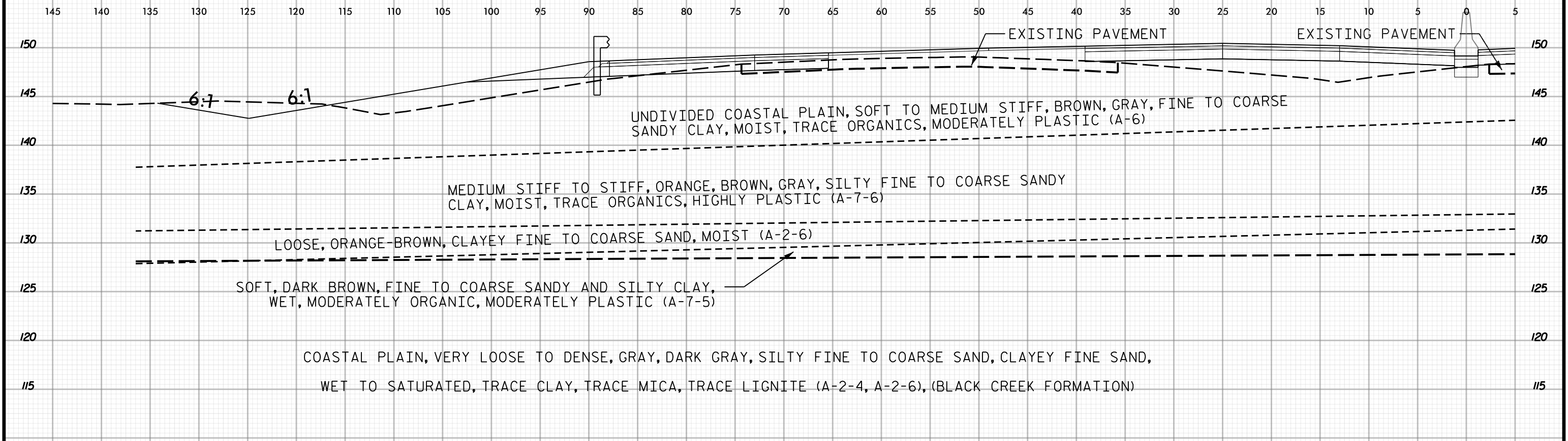
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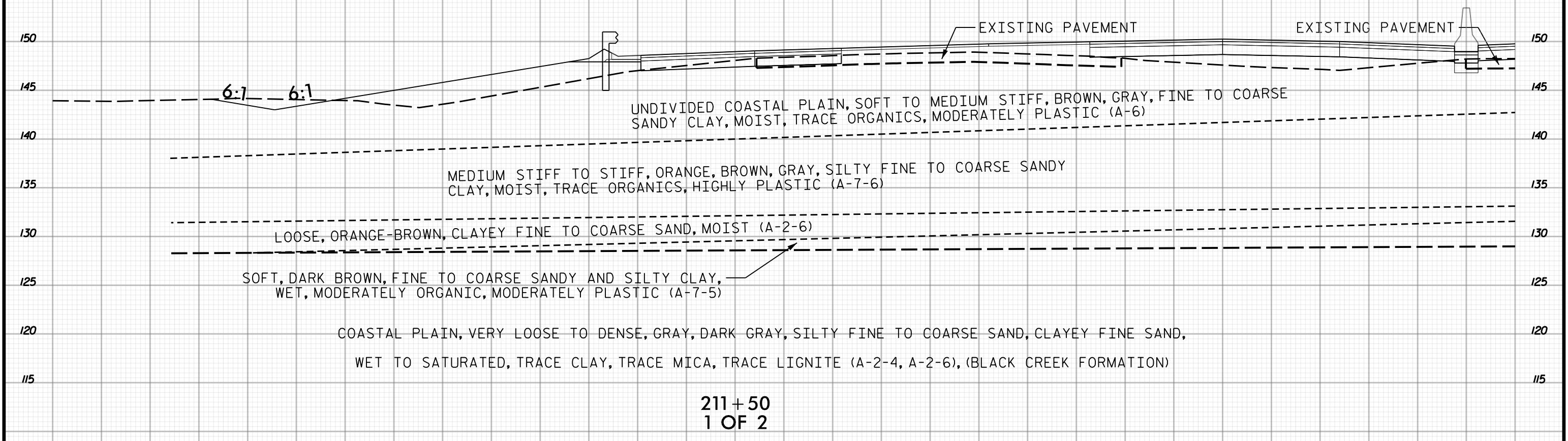
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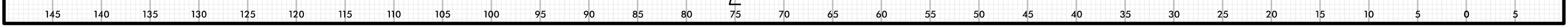
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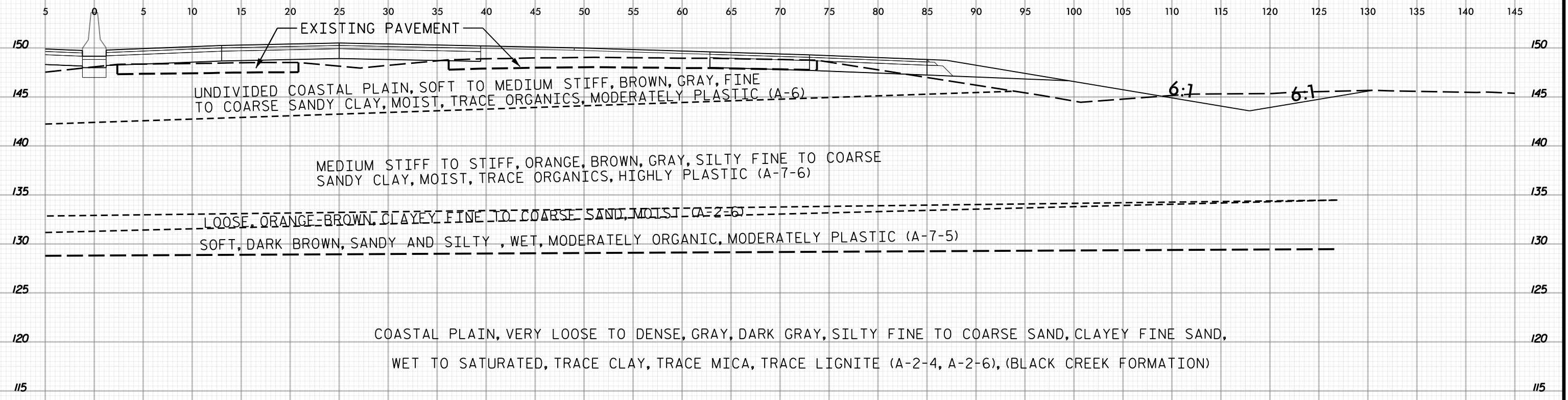
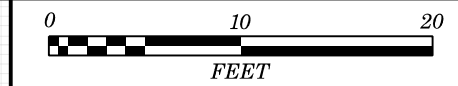


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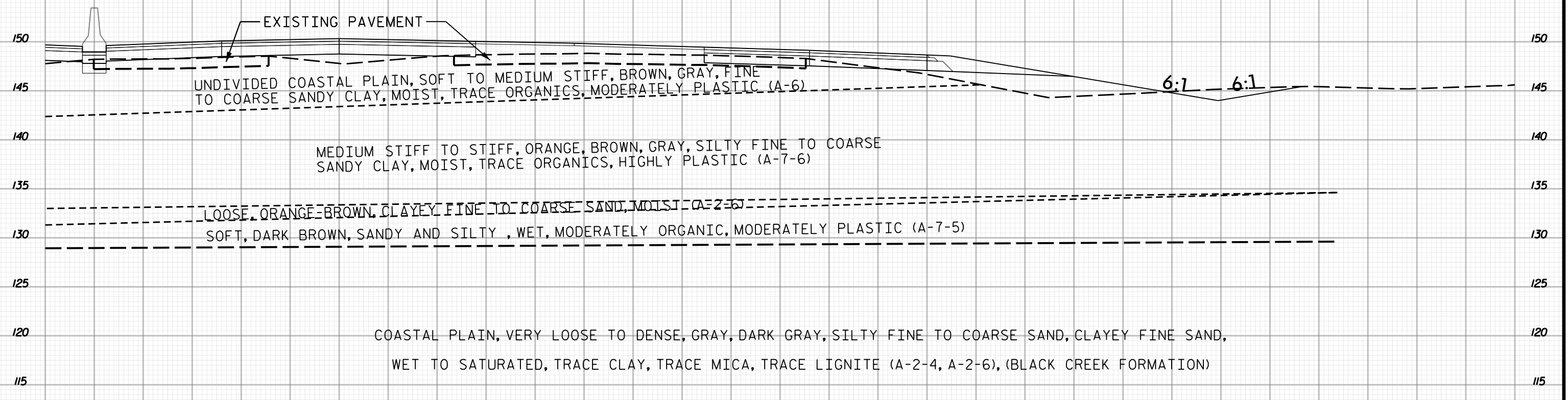


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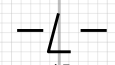


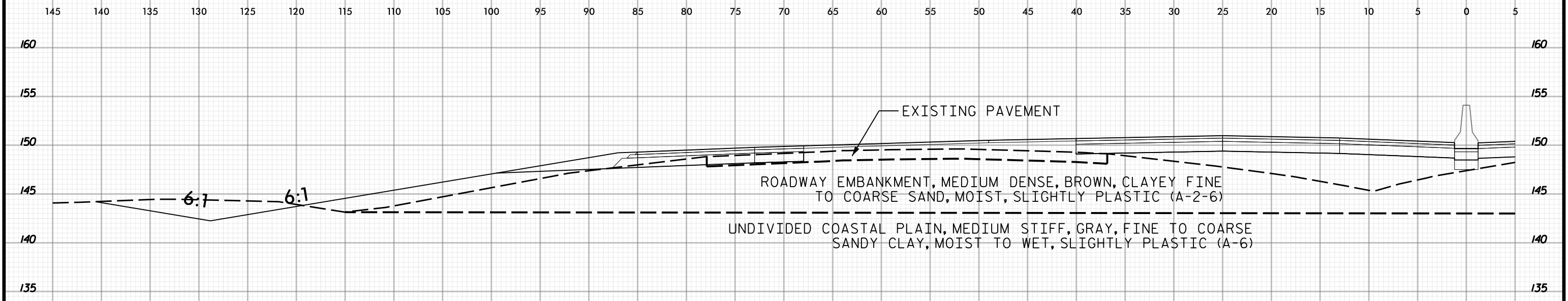


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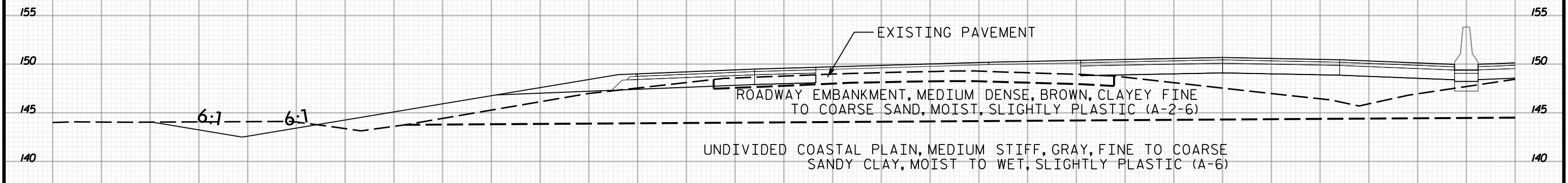


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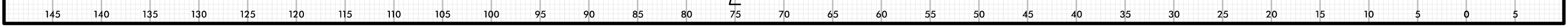
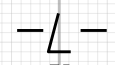


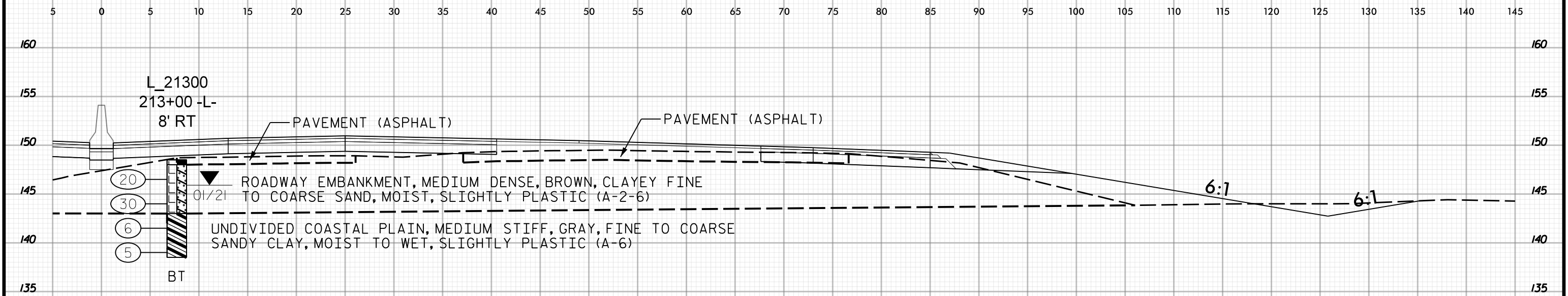


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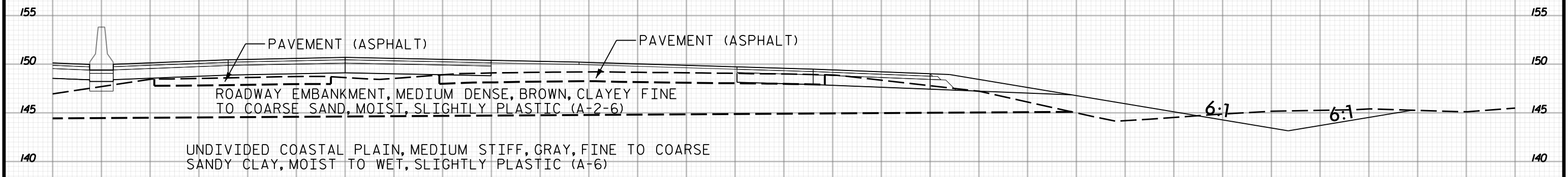


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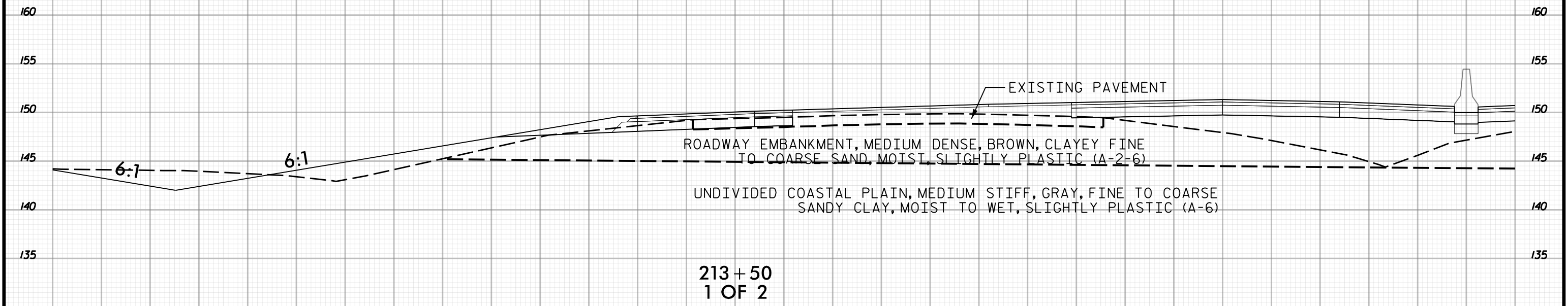
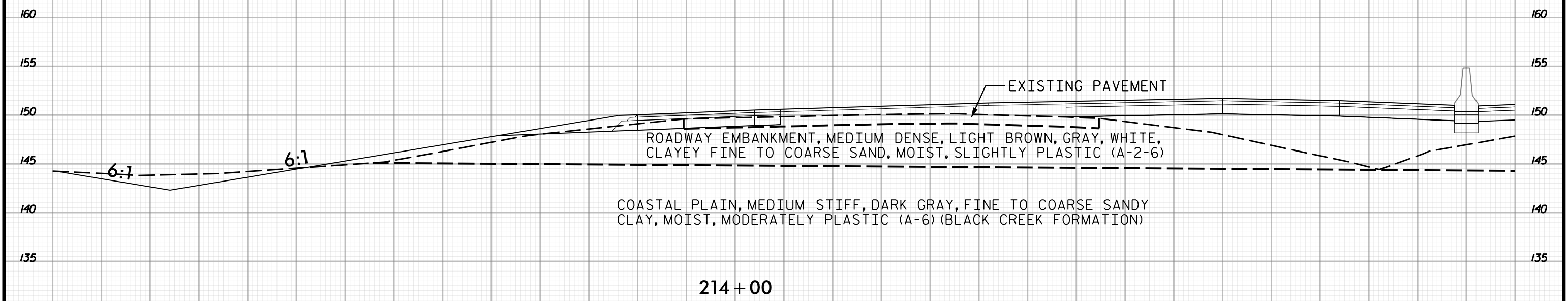


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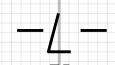
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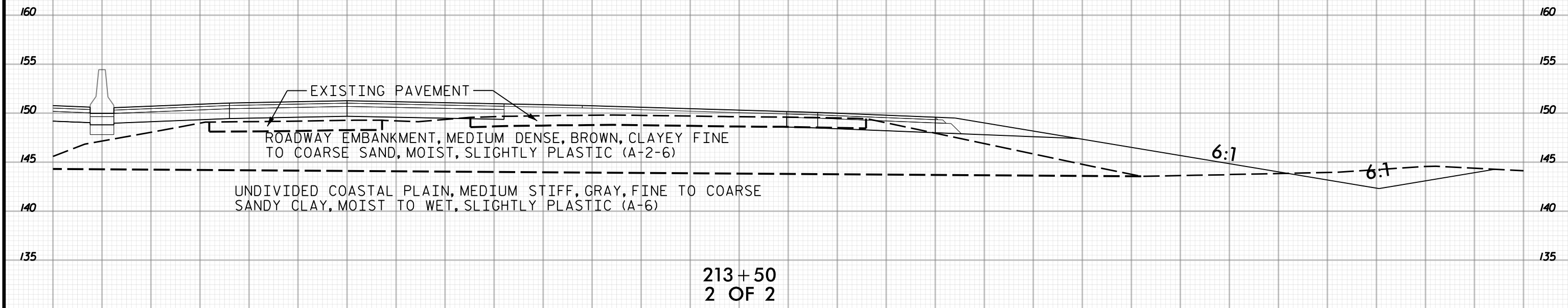
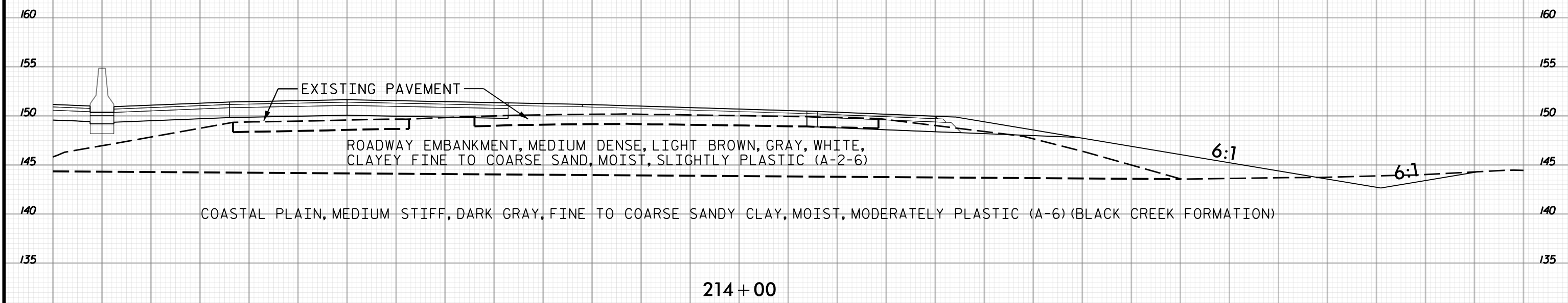


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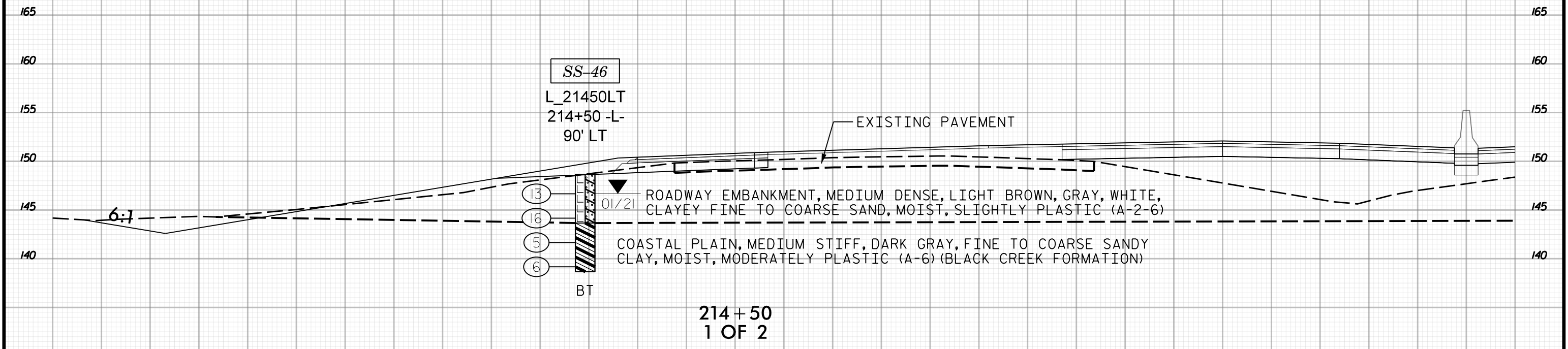
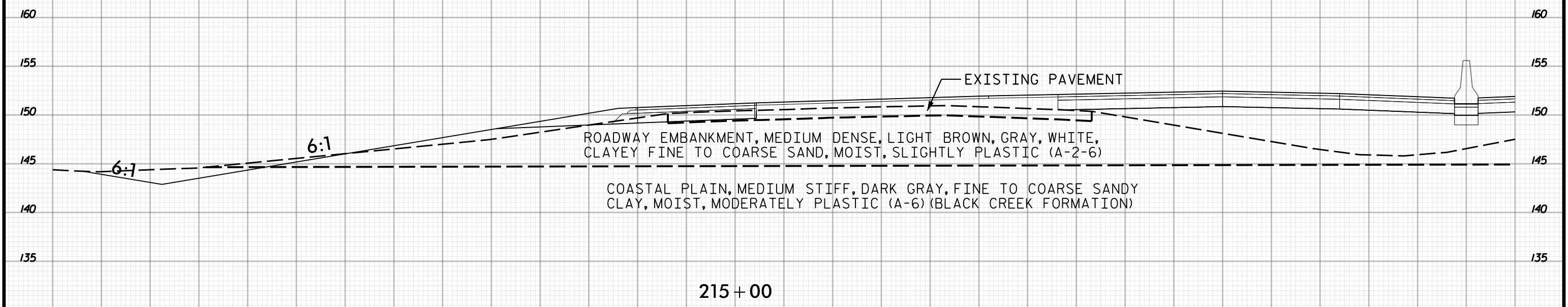
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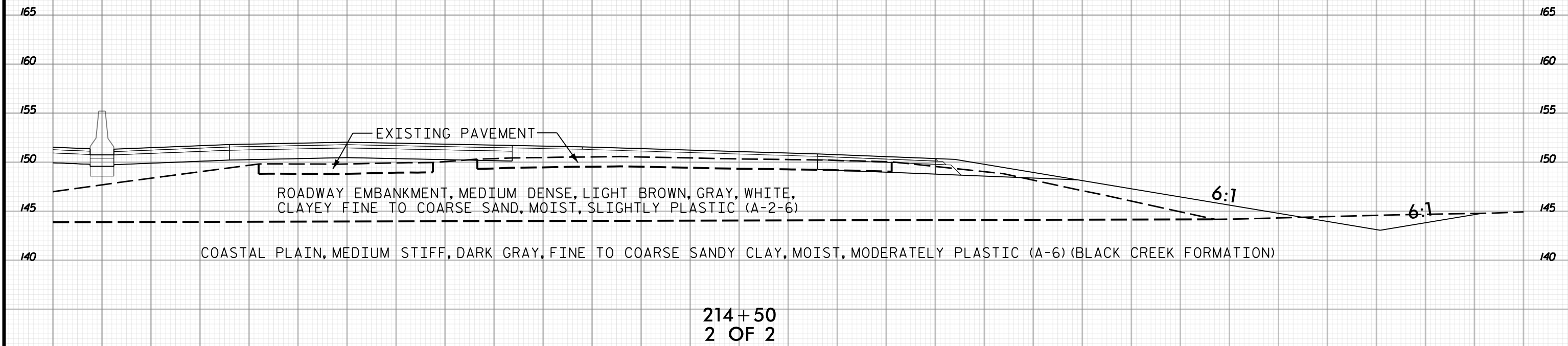
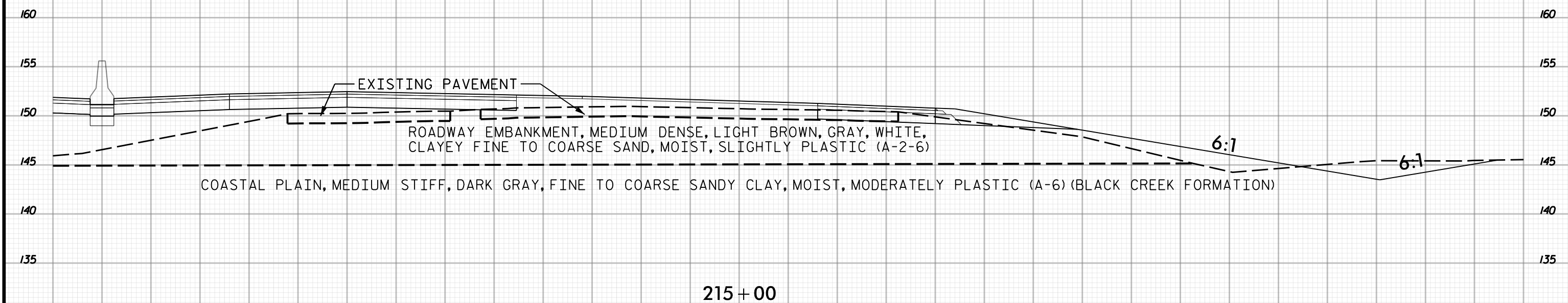


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	395

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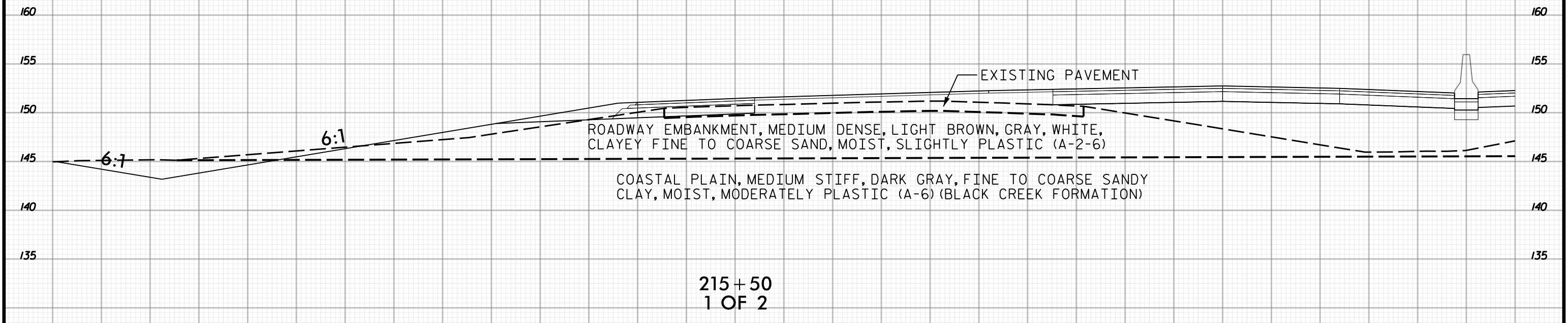
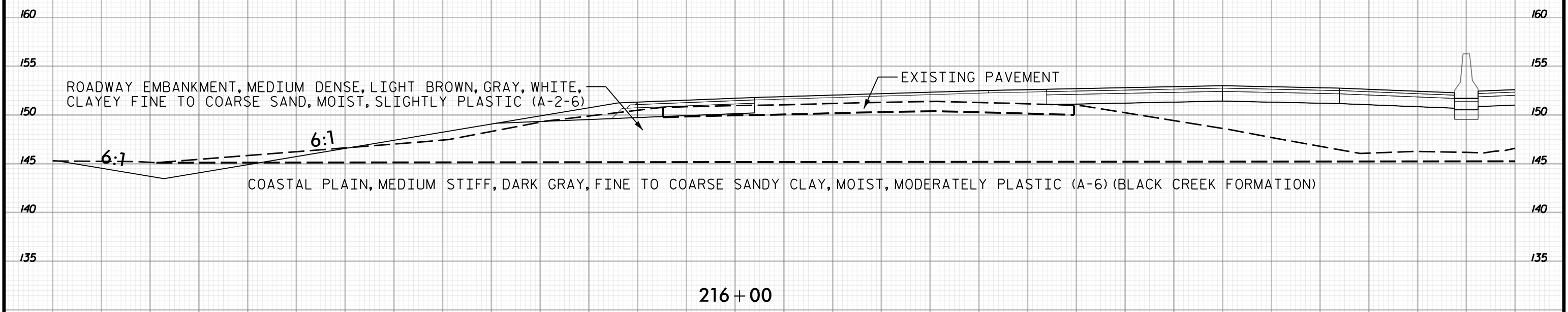


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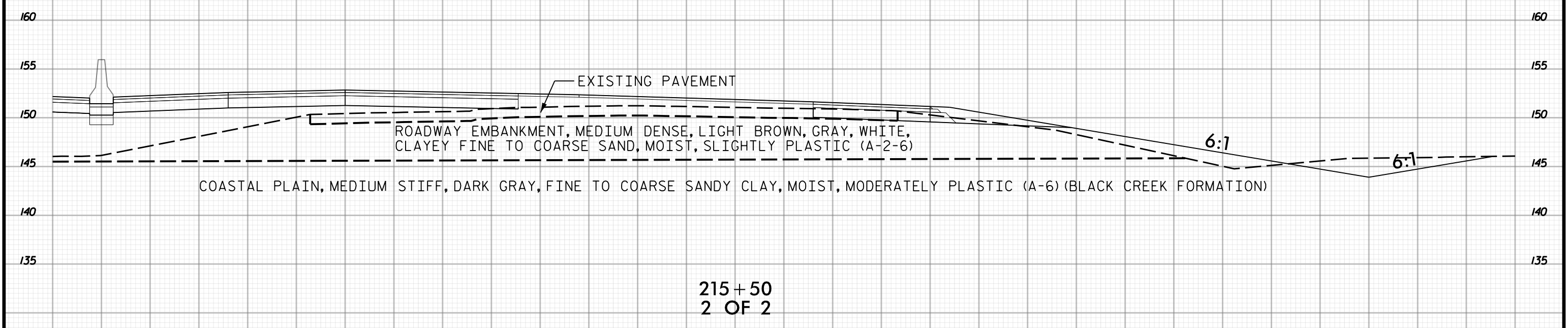
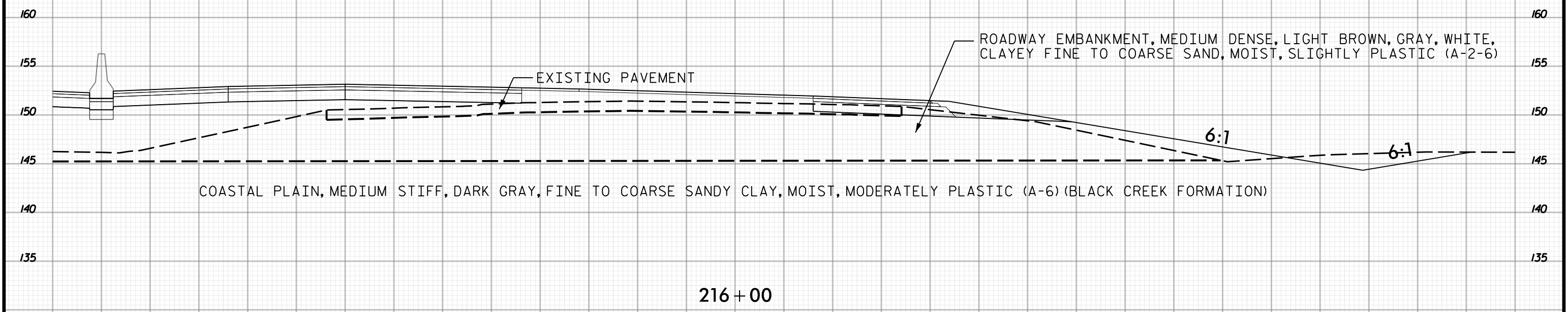
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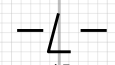


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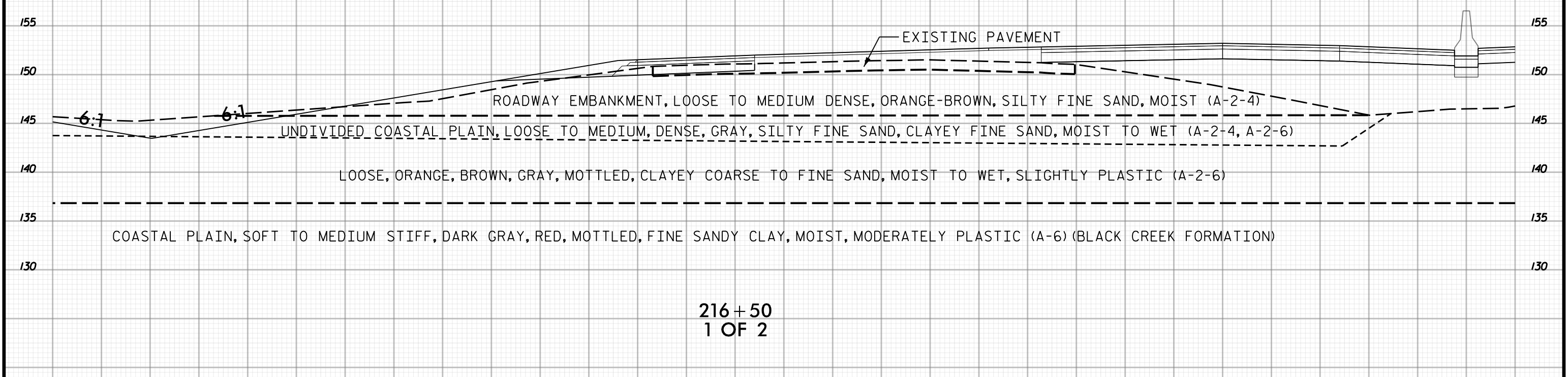
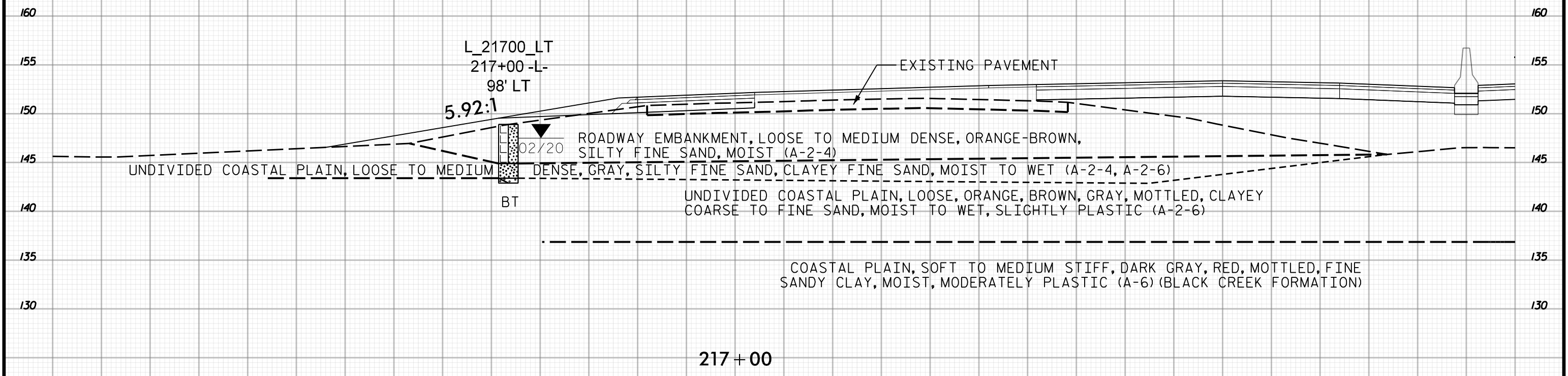
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215+50
2 OF 2

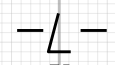


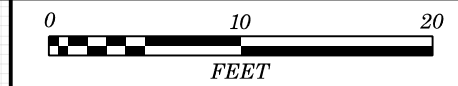


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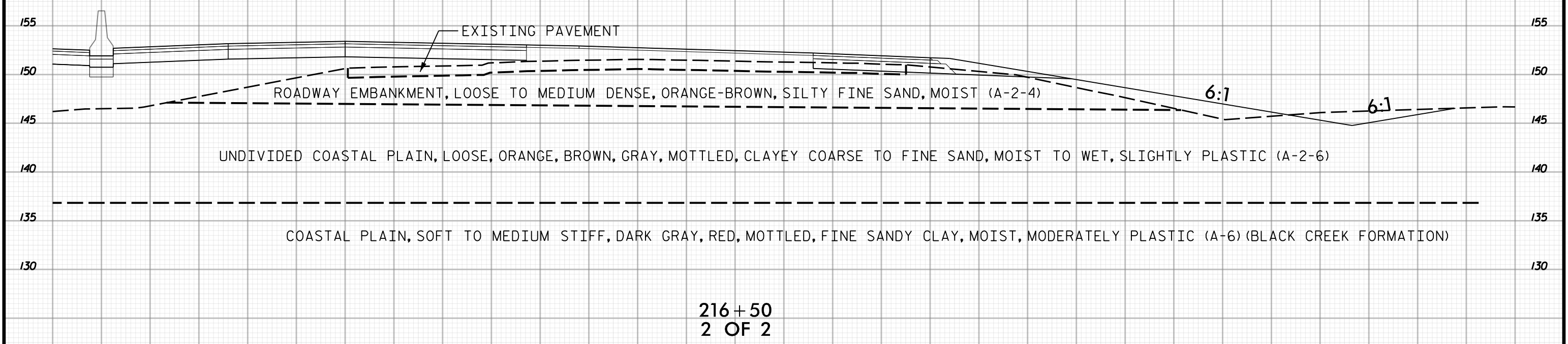
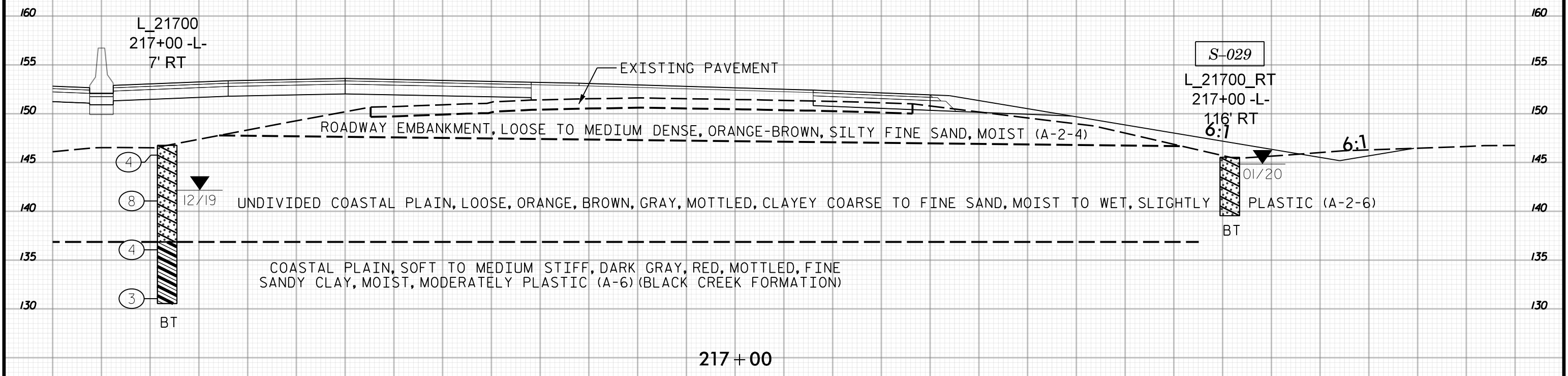


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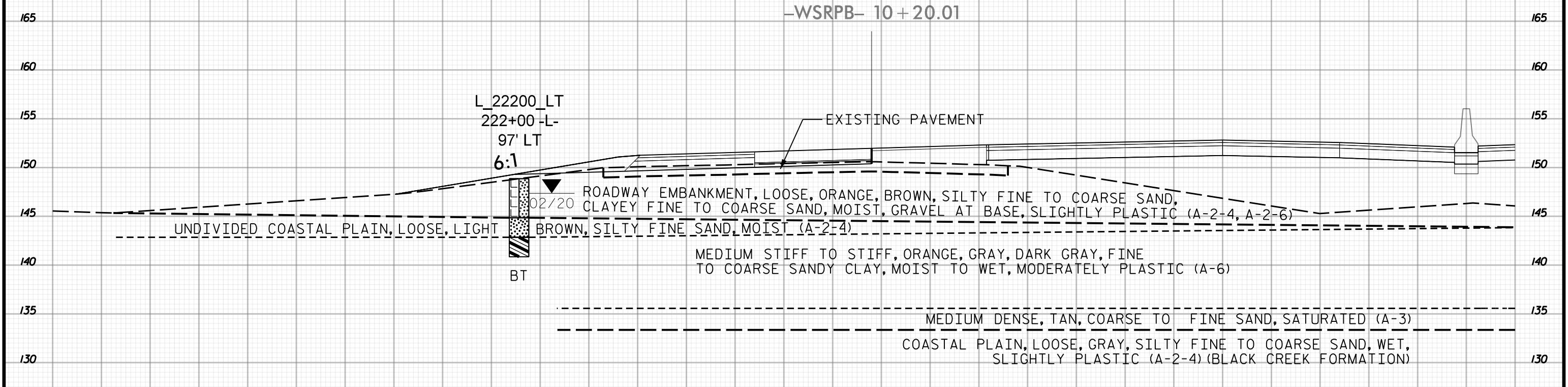
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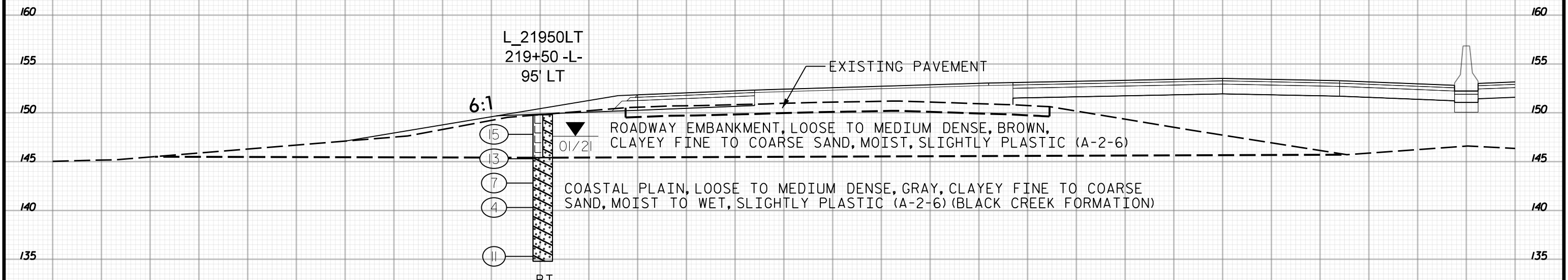
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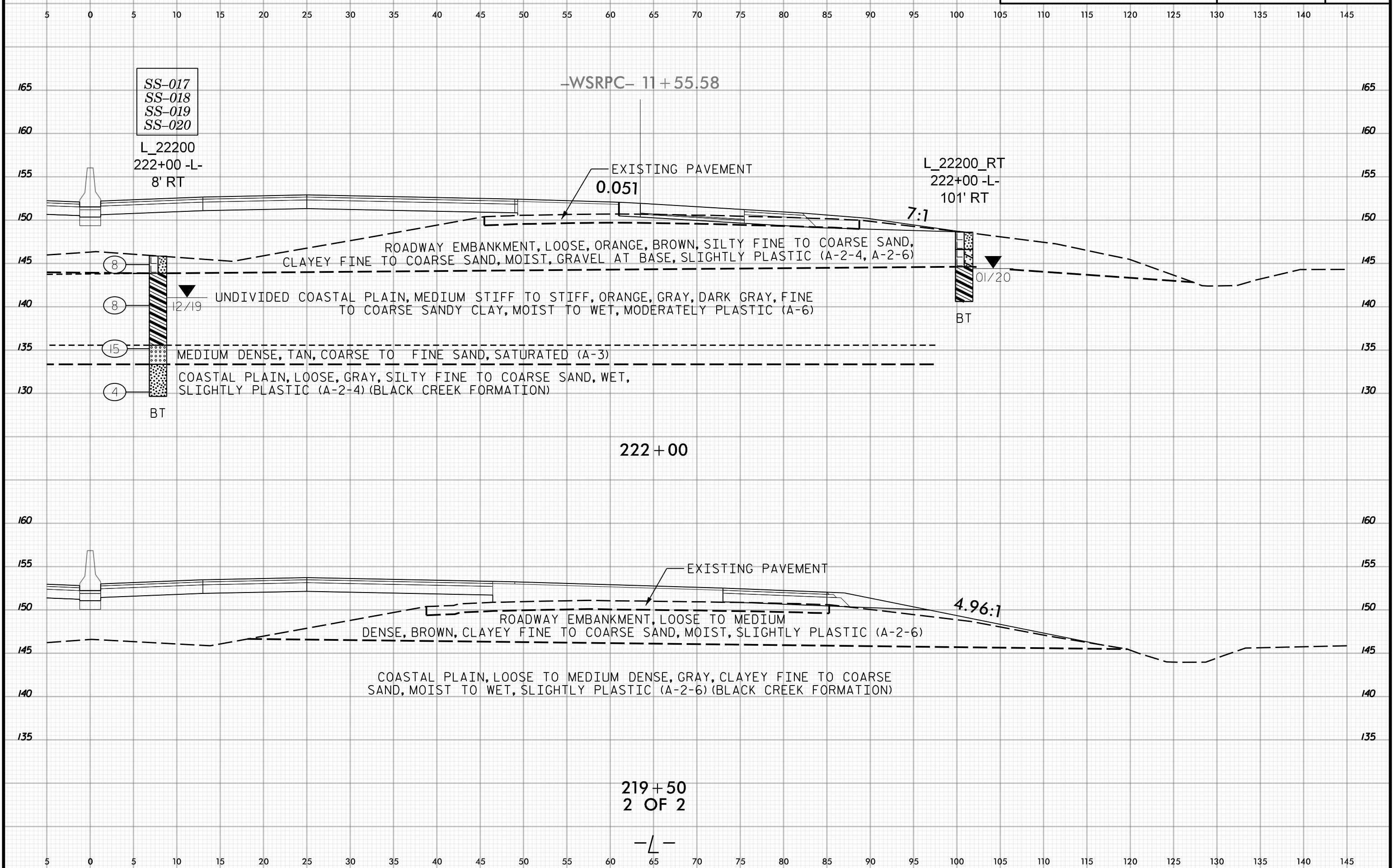


222 + 00



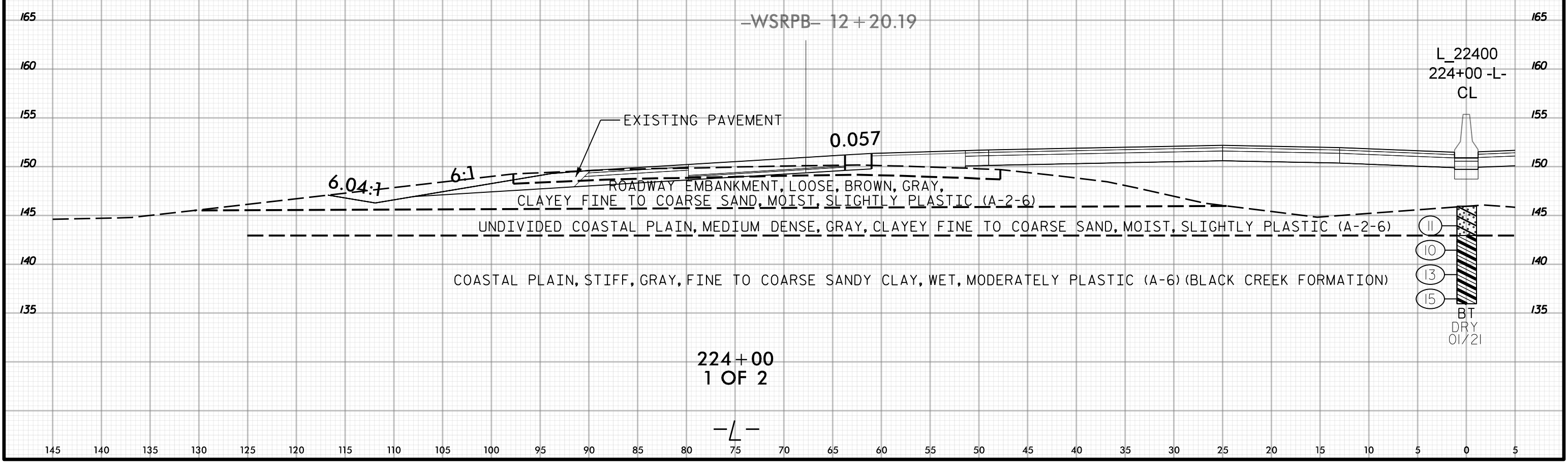
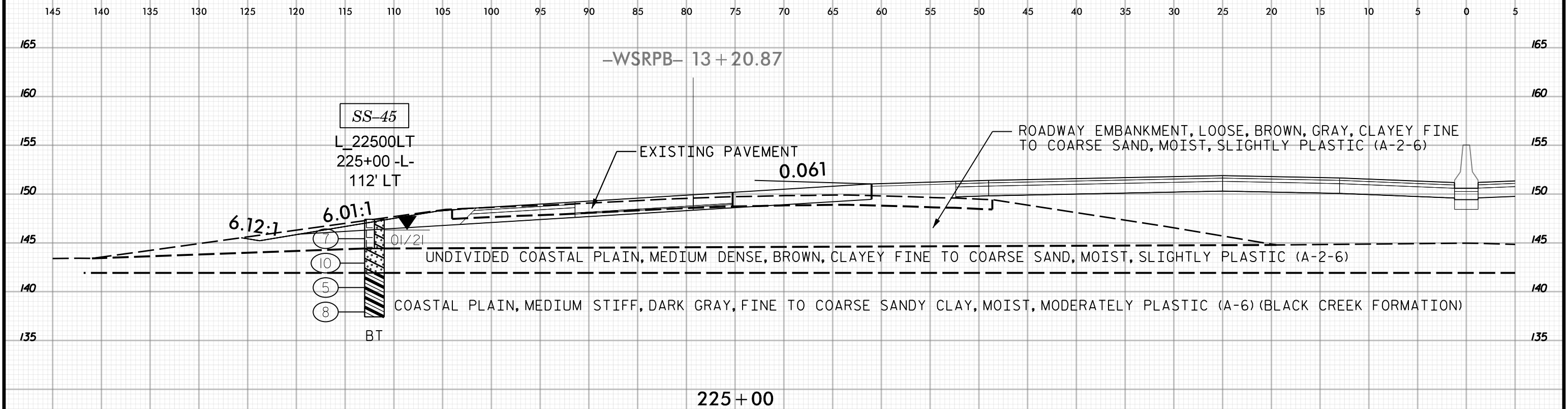
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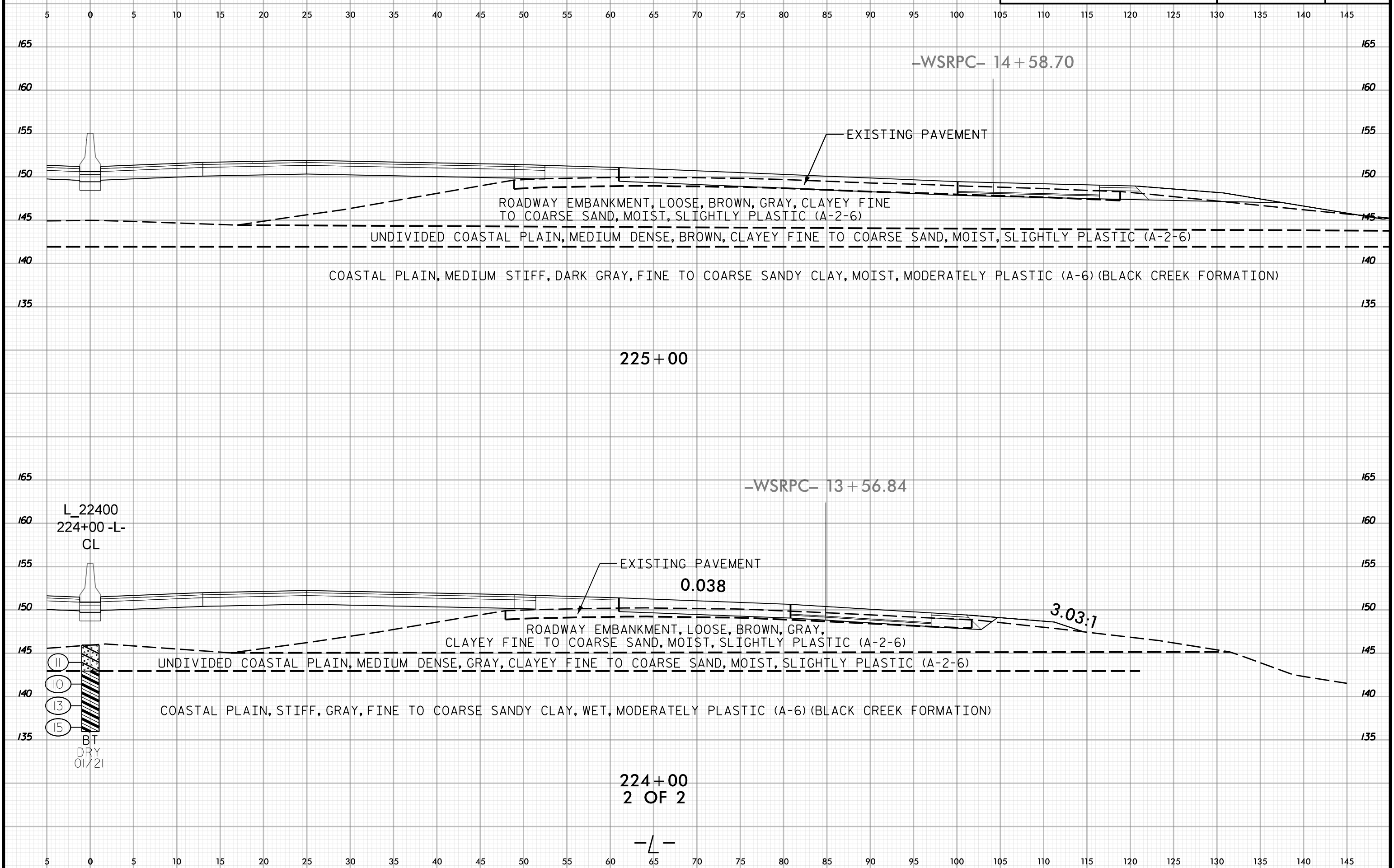
219 + 50
2 OF 2

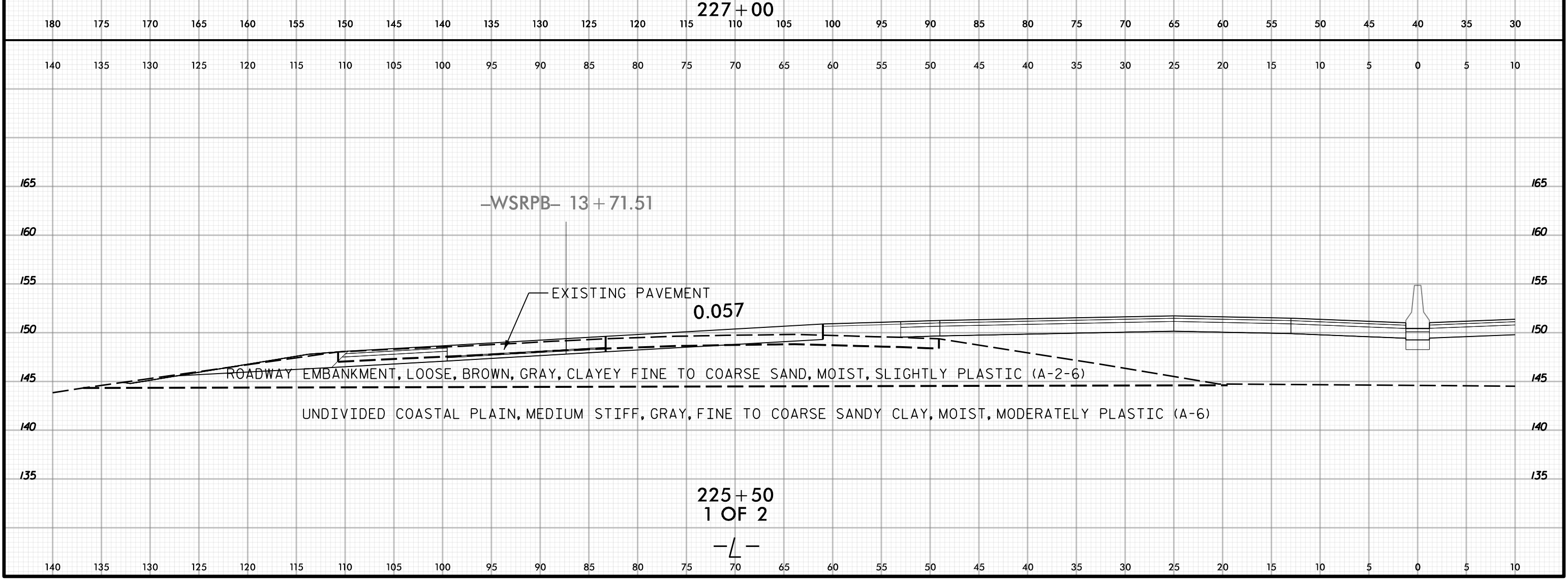
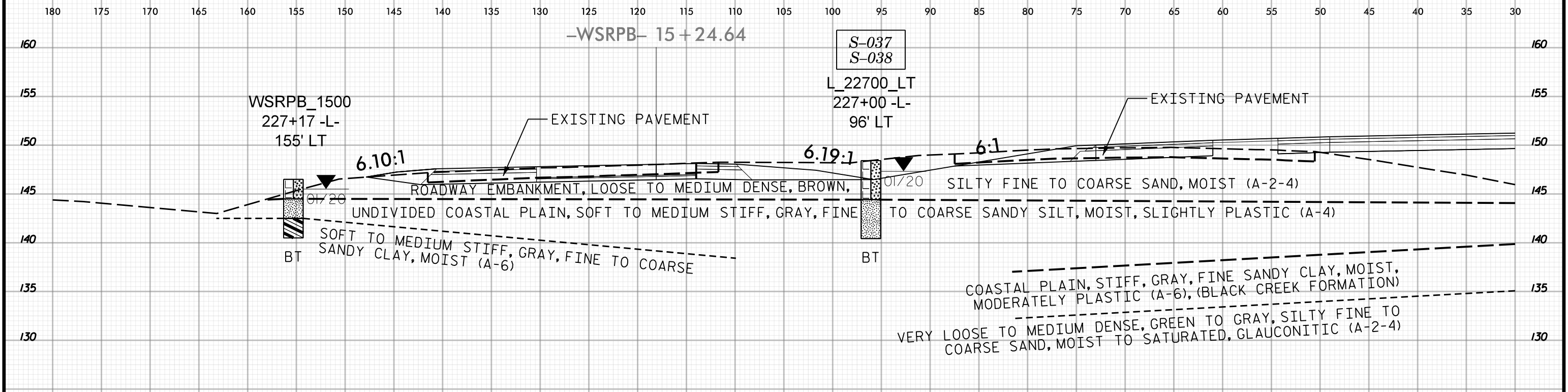
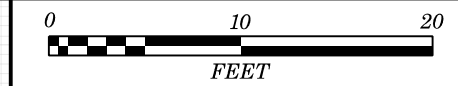
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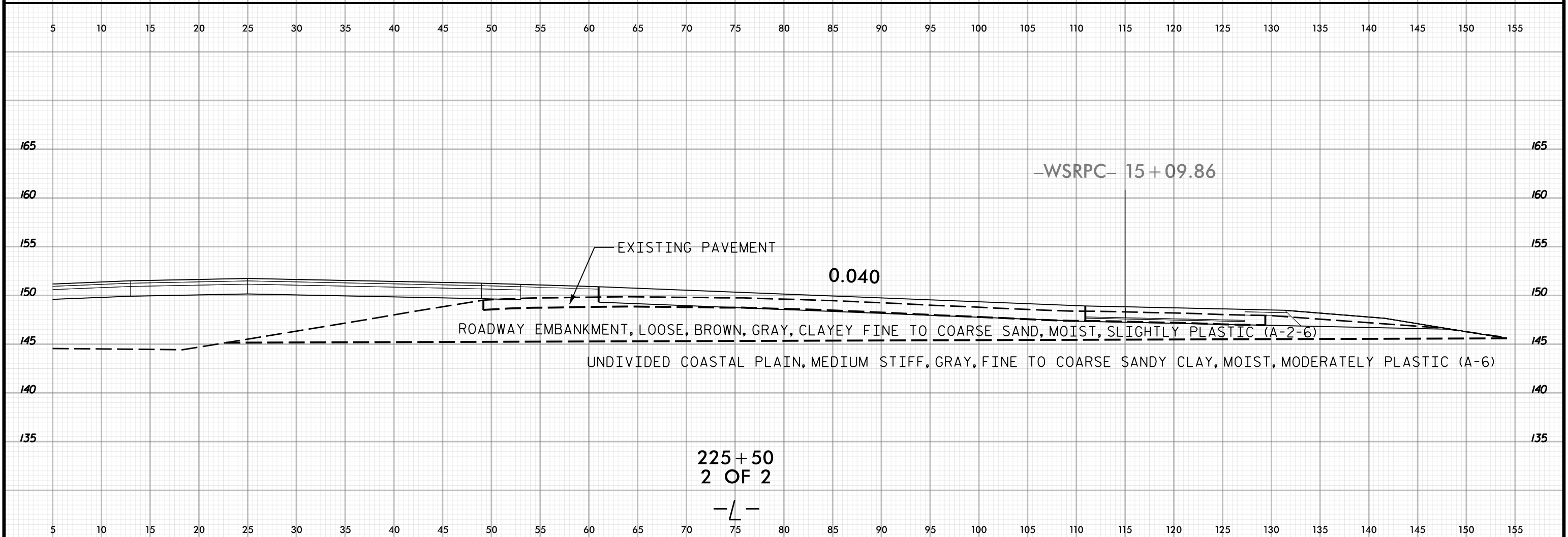
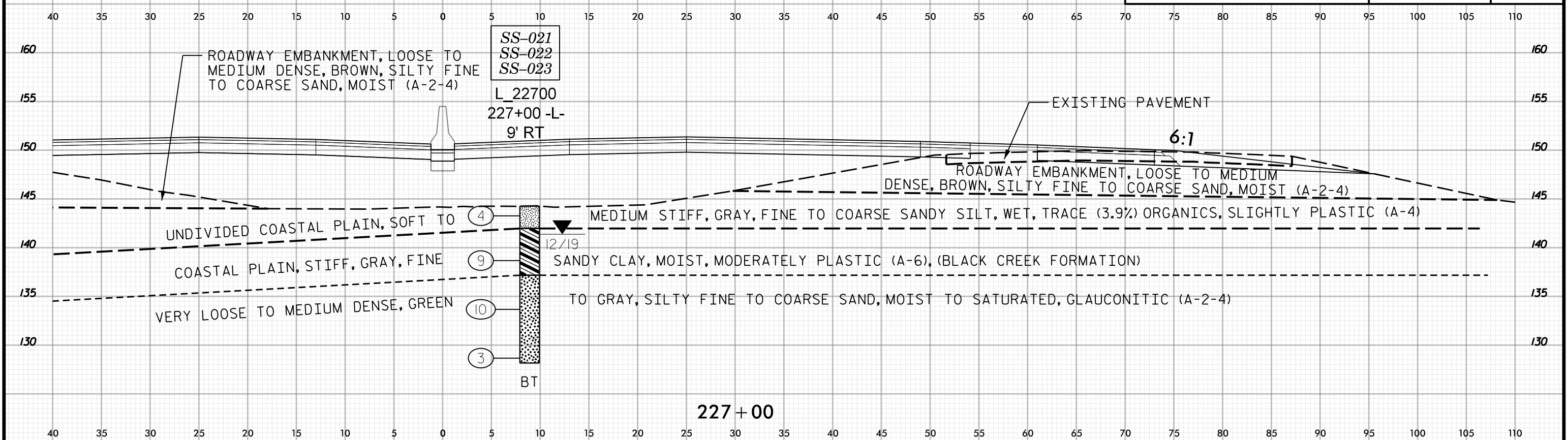
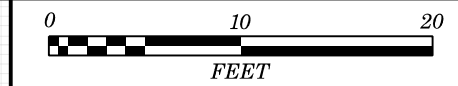


224+00
1 OF 2

—L—

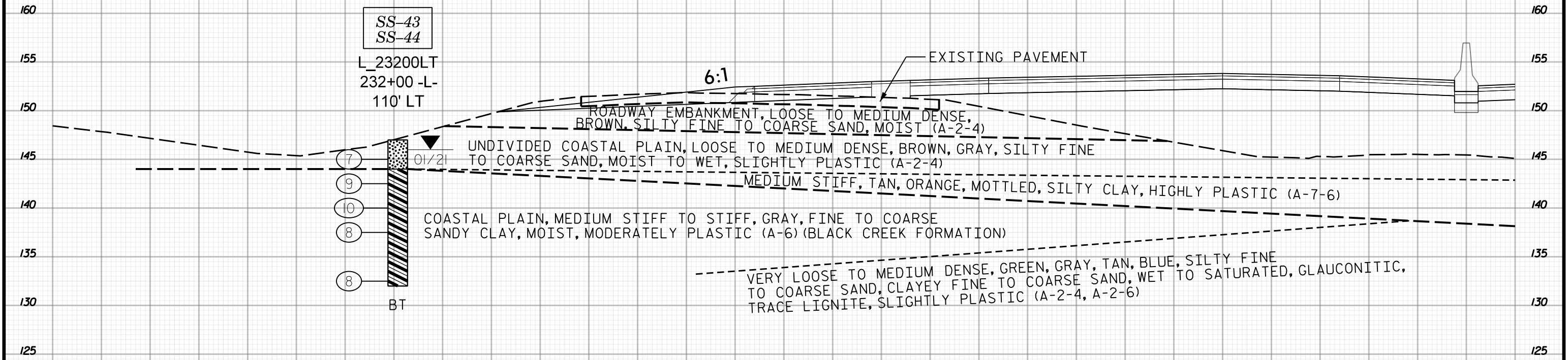






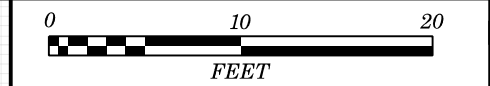


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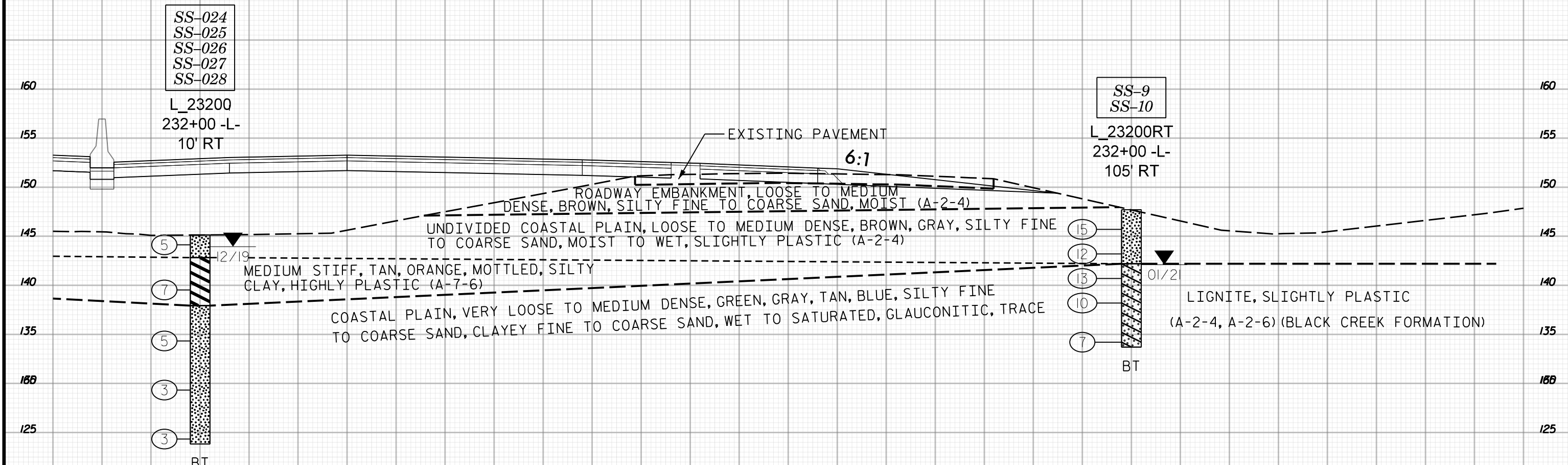


232+00
1 OF 2

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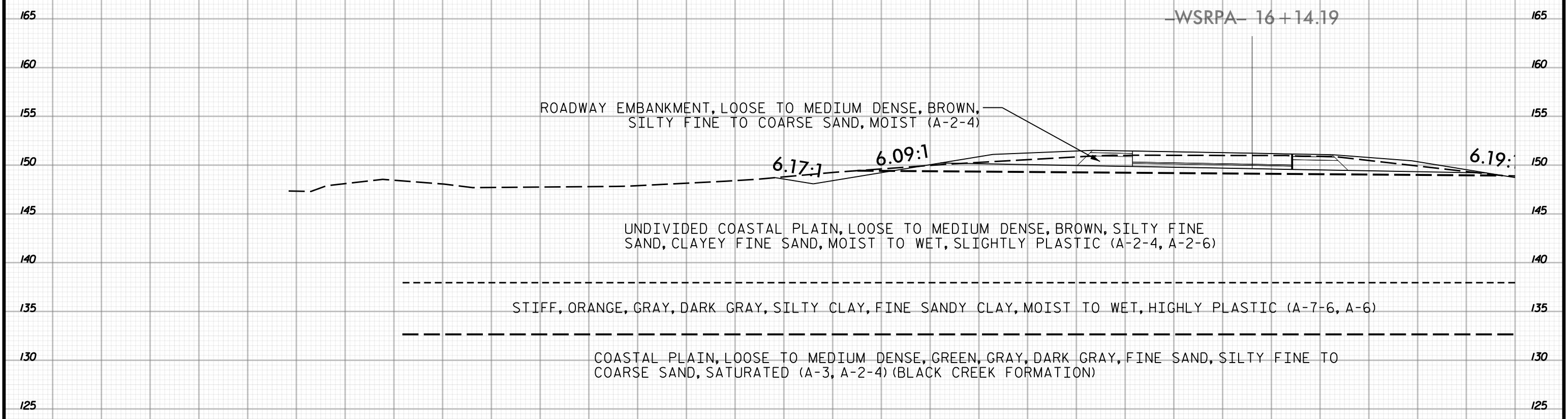
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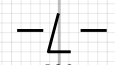
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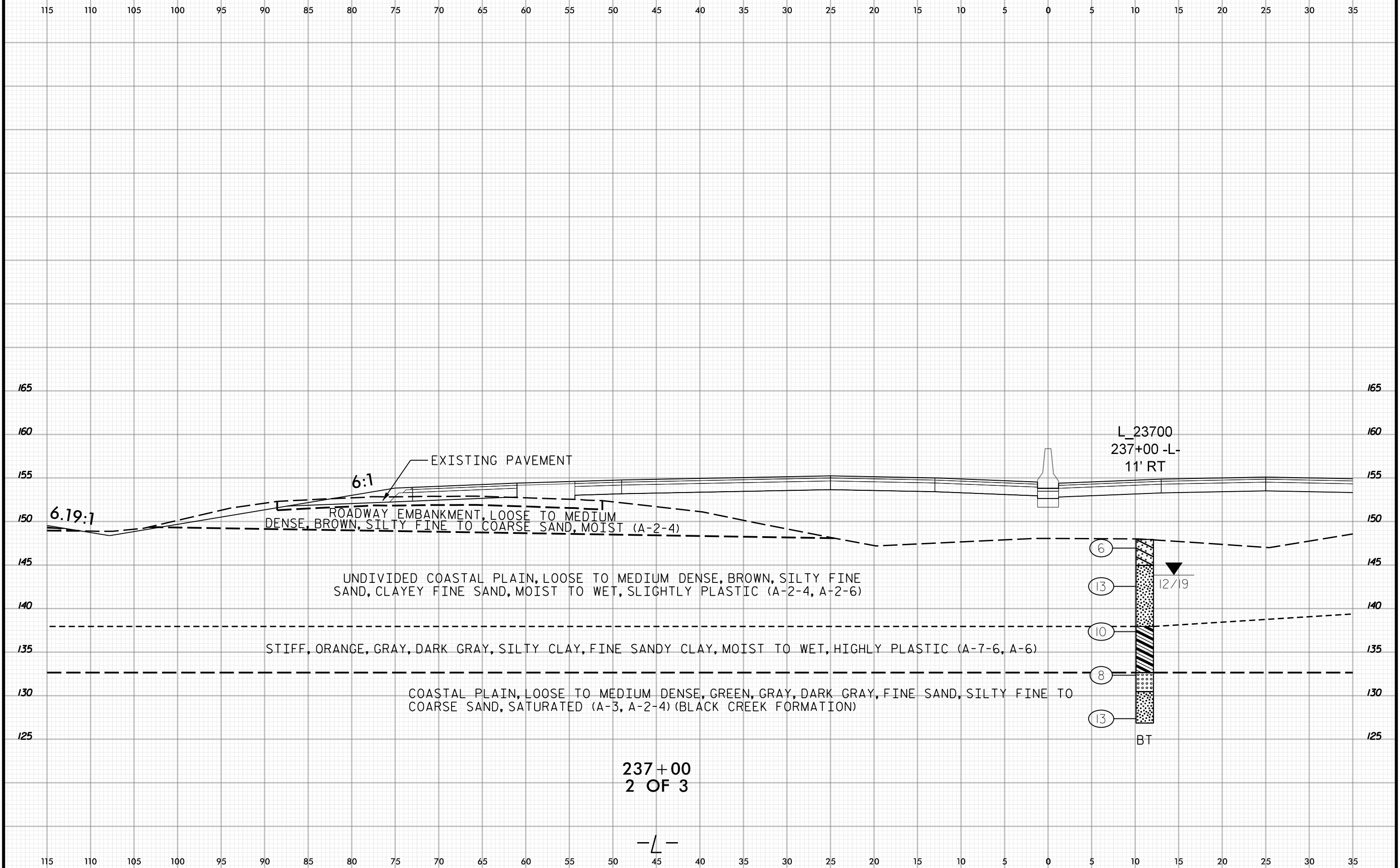
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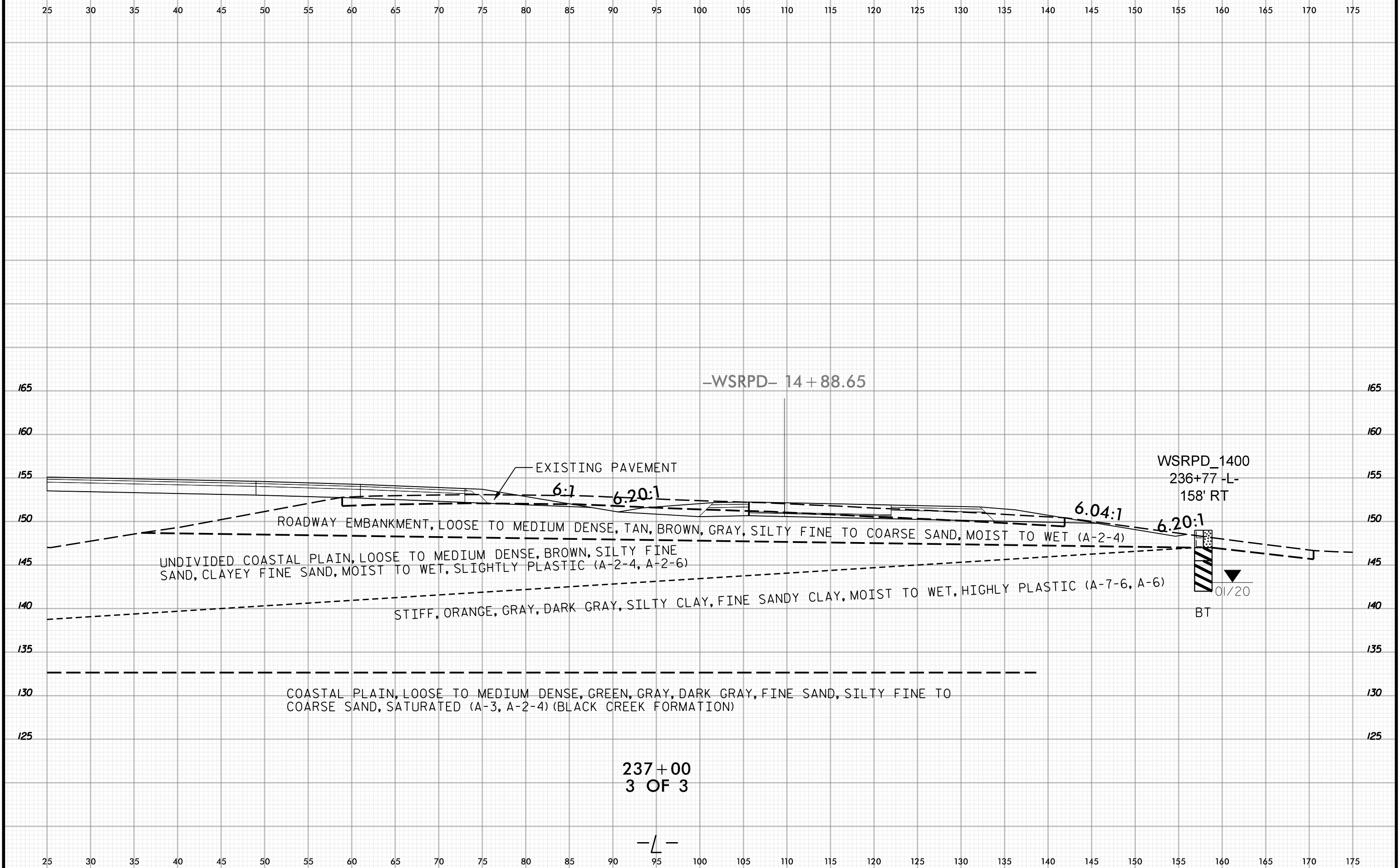


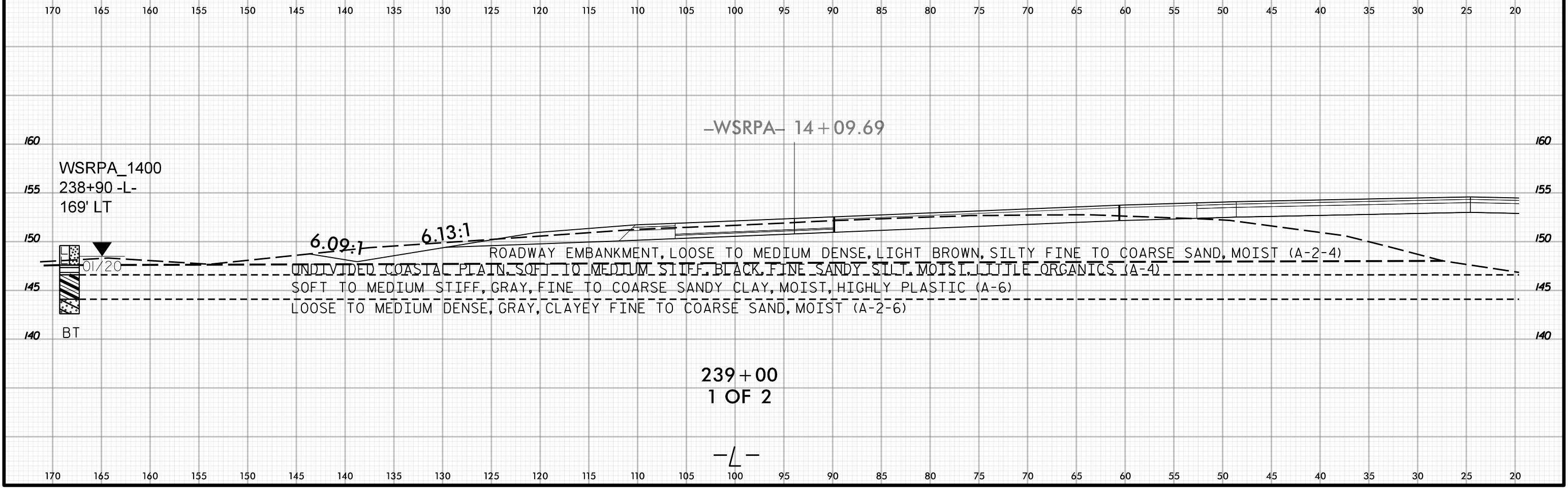
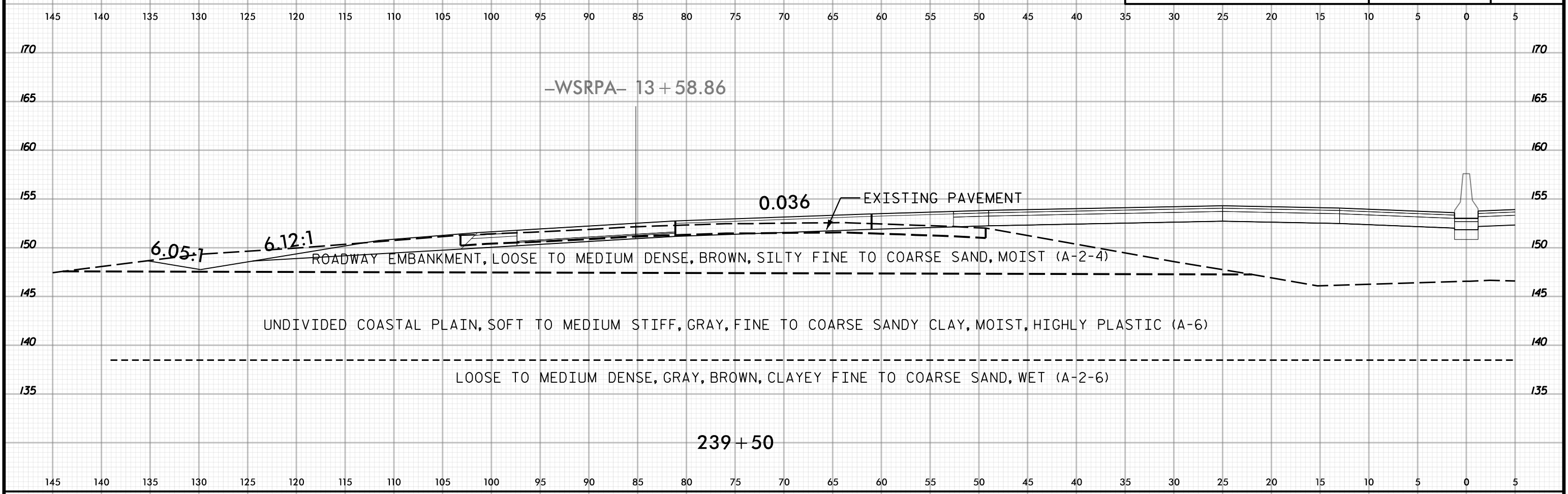
237 + 00
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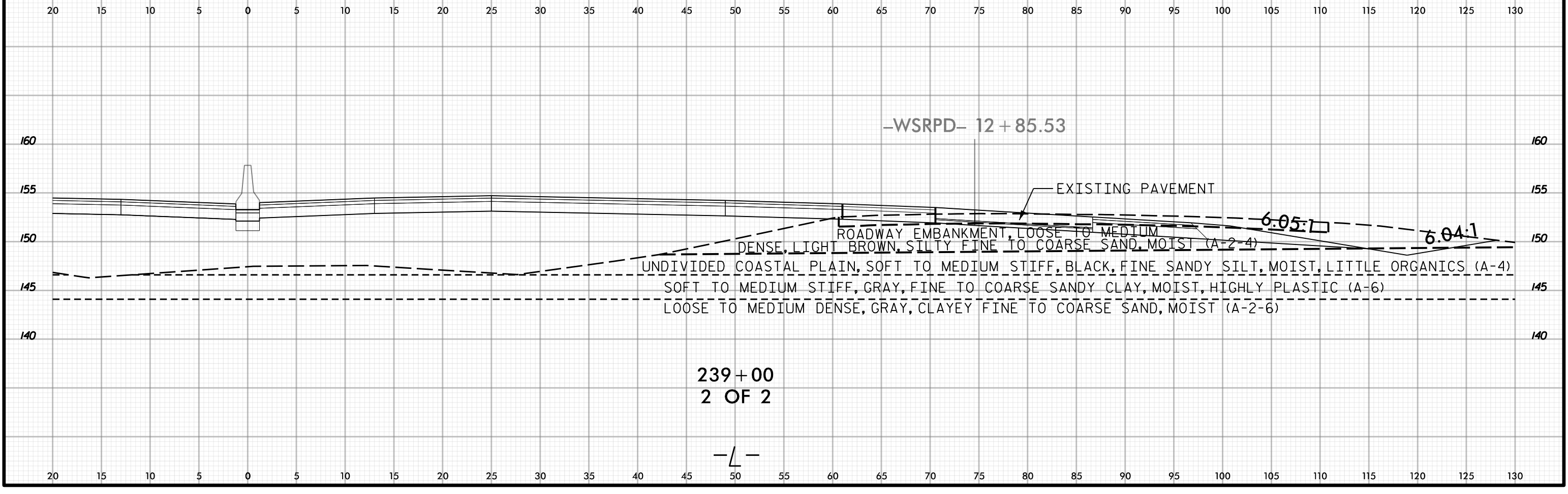
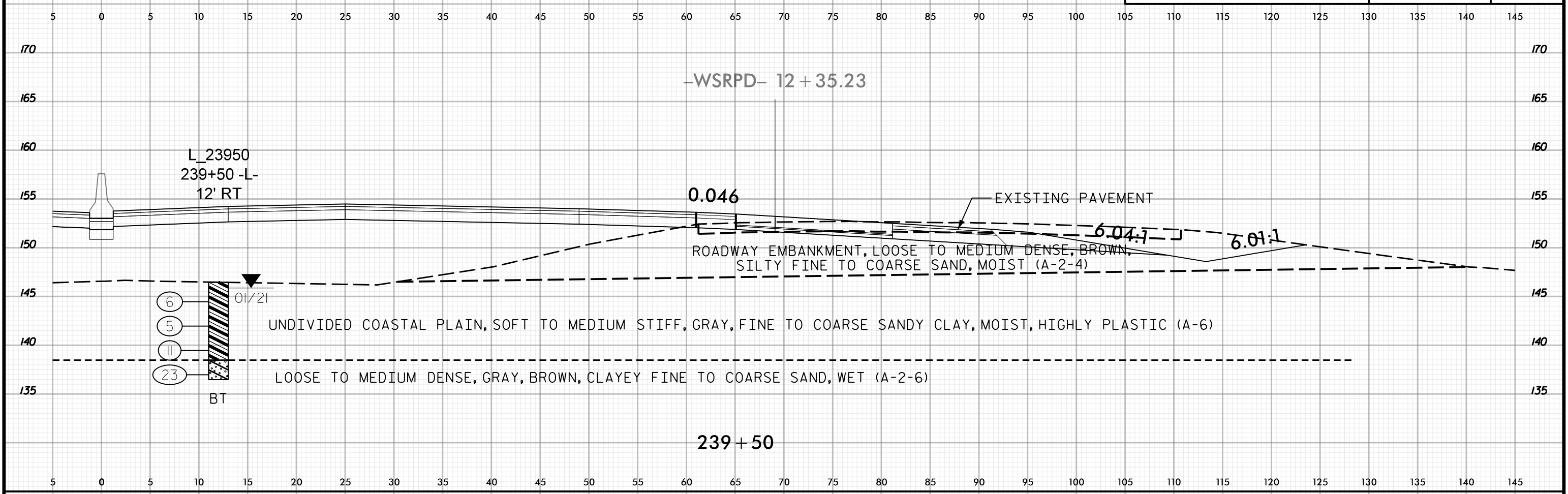
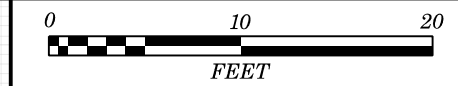


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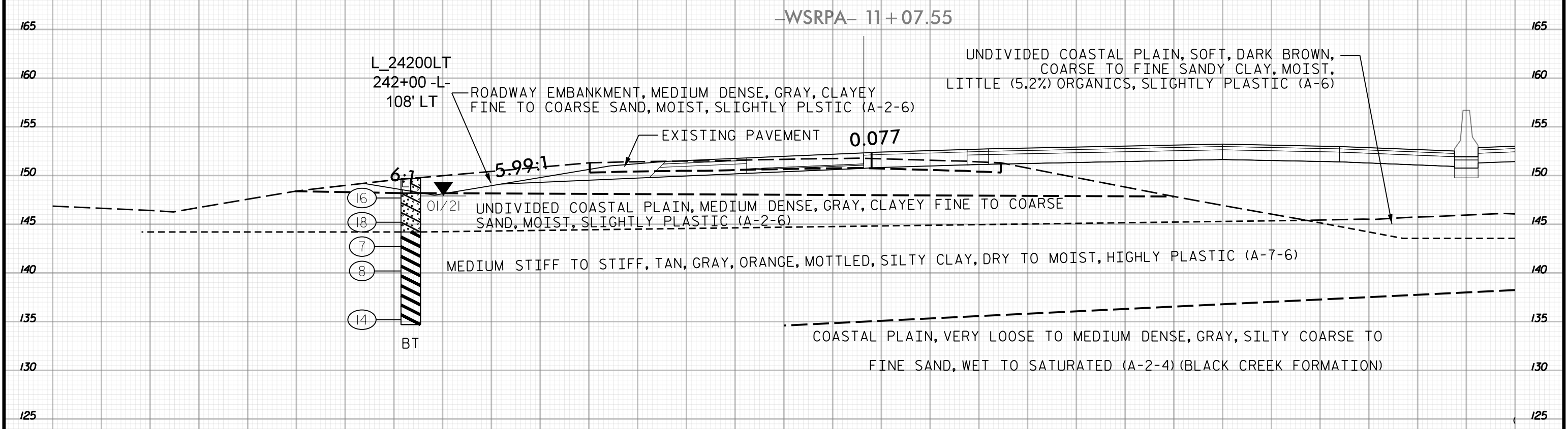


239+00
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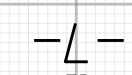
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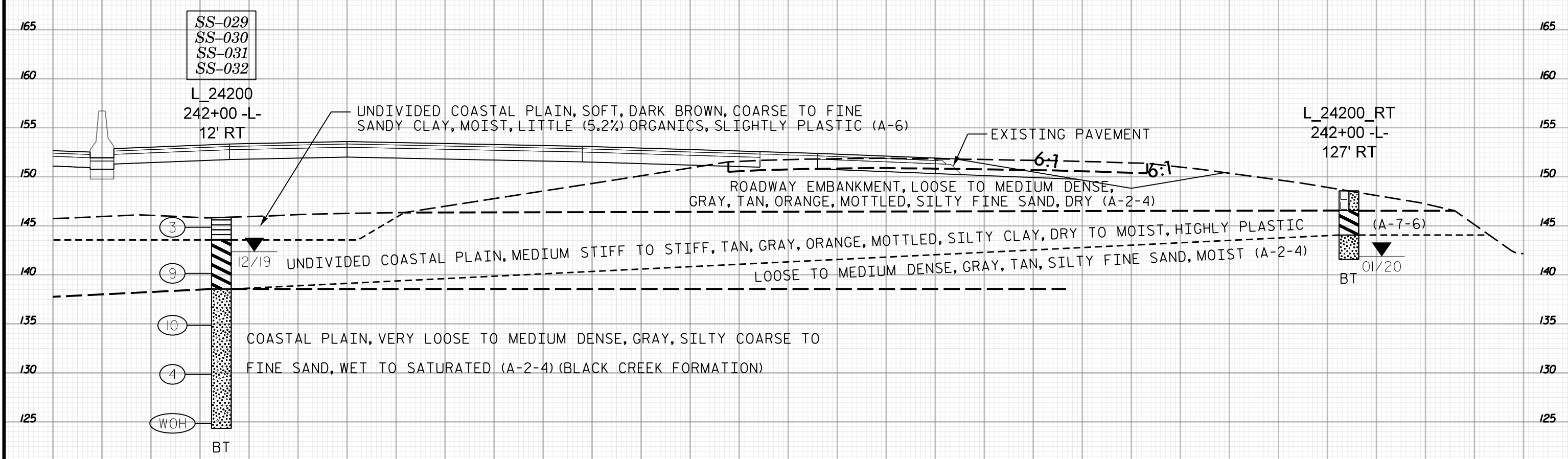
242 + 00
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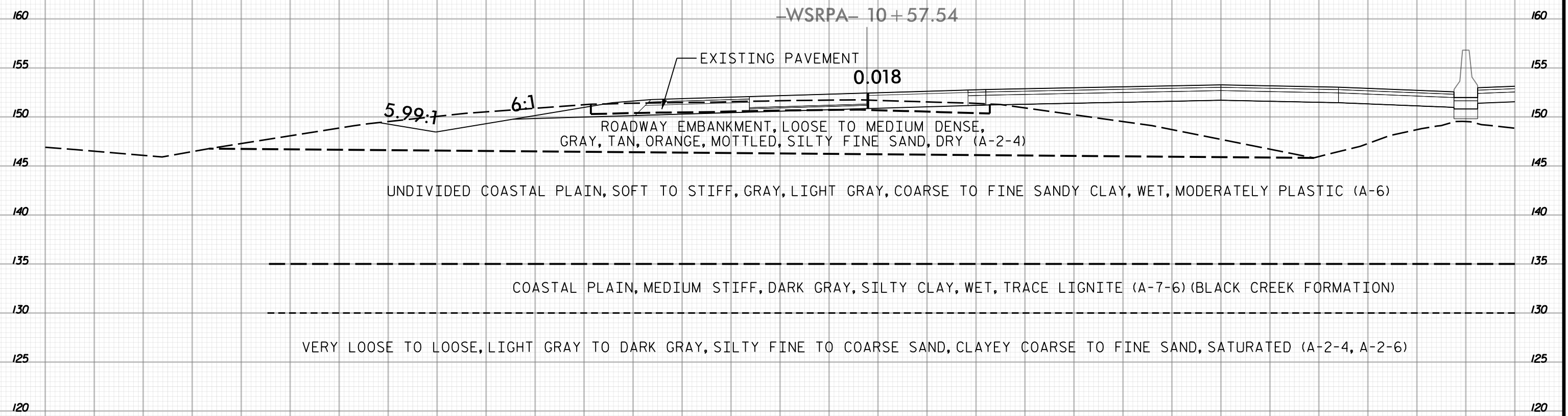
242+00
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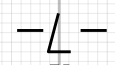
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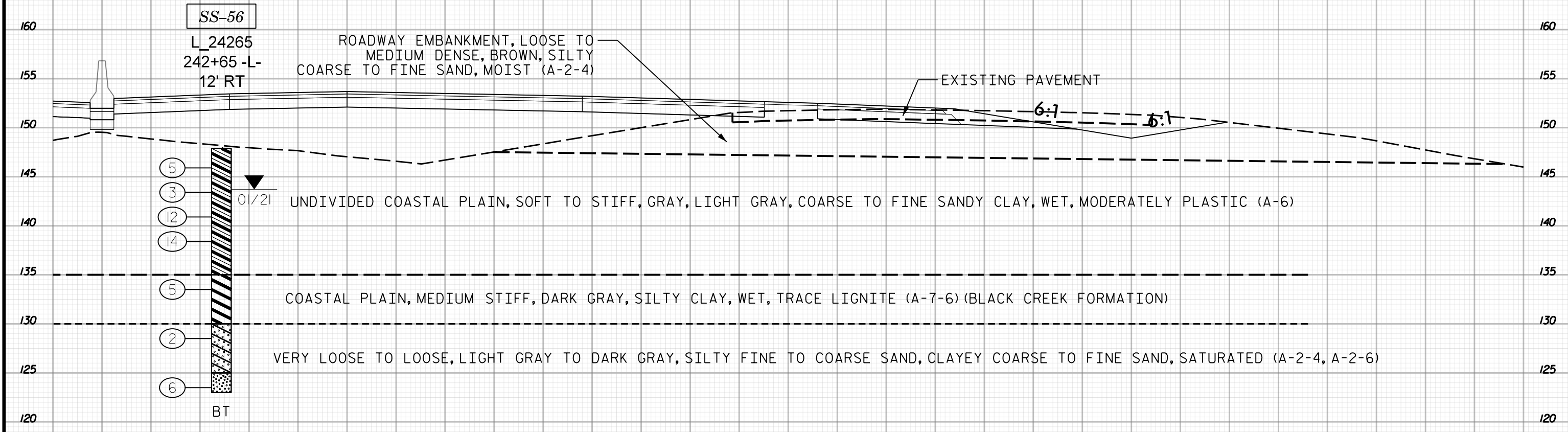
242 + 50
1 OF 2



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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



SS-56
L_24265
242+65 -L-
12' RT

ROADWAY EMBANKMENT, LOOSE TO
MEDIUM DENSE, BROWN, SILTY
COARSE TO FINE SAND, MOIST (A-2-4)

EXISTING PAVEMENT

6:1 6:1

- 5
- 3
- 12
- 14
- 5
- 2
- 6

01/21

UNDIVIDED COASTAL PLAIN, SOFT TO STIFF, GRAY, LIGHT GRAY, COARSE TO FINE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

COASTAL PLAIN, MEDIUM STIFF, DARK GRAY, SILTY CLAY, WET, TRACE LIGNITE (A-7-6) (BLACK CREEK FORMATION)

VERY LOOSE TO LOOSE, LIGHT GRAY TO DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, SATURATED (A-2-4, A-2-6)

BT

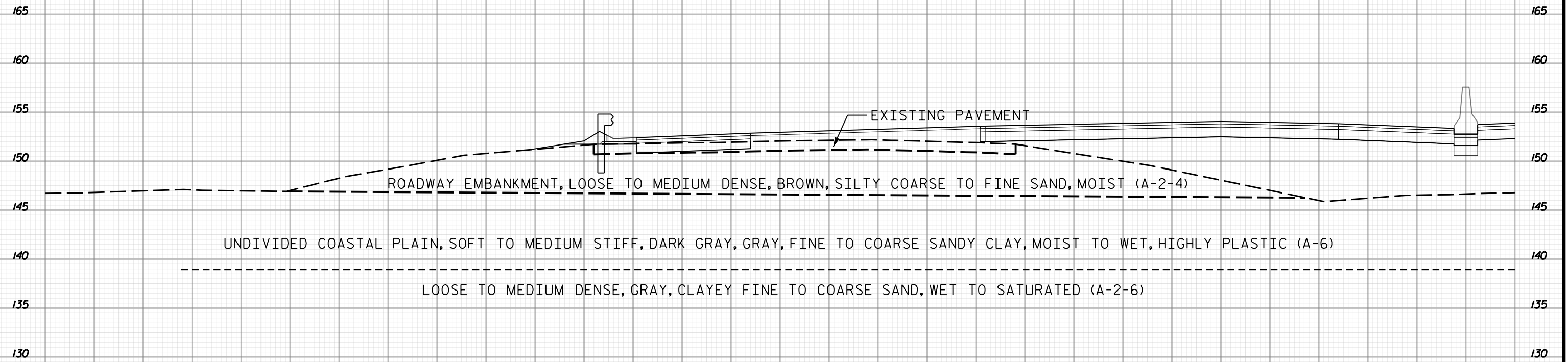
242+50
2 OF 2

-L-

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145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5

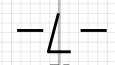


ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, DARK GRAY, GRAY, FINE TO COARSE SANDY CLAY, MOIST TO WET, HIGHLY PLASTIC (A-6)

LOOSE TO MEDIUM DENSE, GRAY, CLAYEY FINE TO COARSE SAND, WET TO SATURATED (A-2-6)

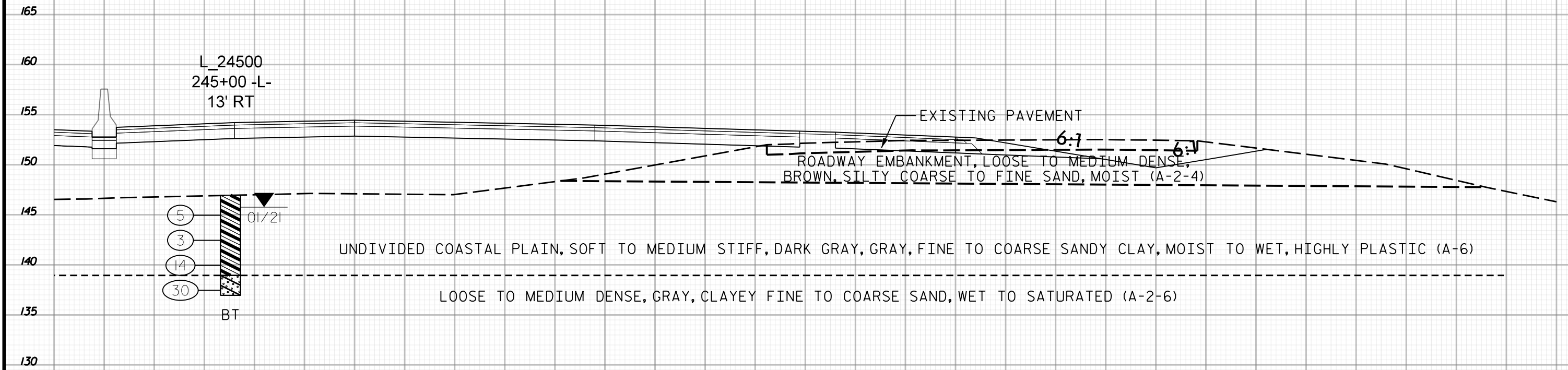
245+00
1 OF 2



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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, DARK GRAY, GRAY, FINE TO COARSE SANDY CLAY, MOIST TO WET, HIGHLY PLASTIC (A-6)

LOOSE TO MEDIUM DENSE, GRAY, CLAYEY FINE TO COARSE SAND, WET TO SATURATED (A-2-6)

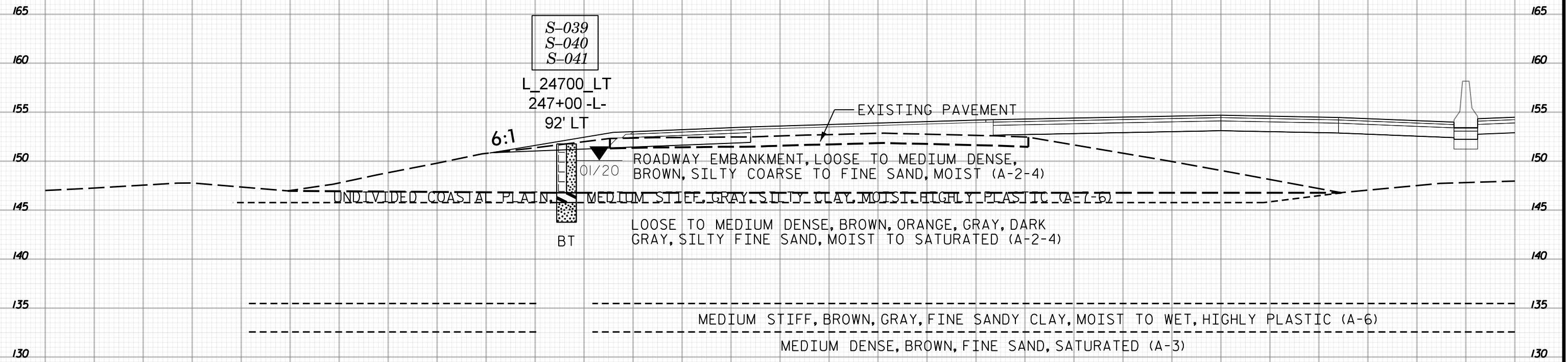
245+00
2 OF 2

—L—

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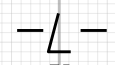
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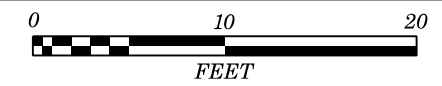
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160
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145
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135
130

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135
130

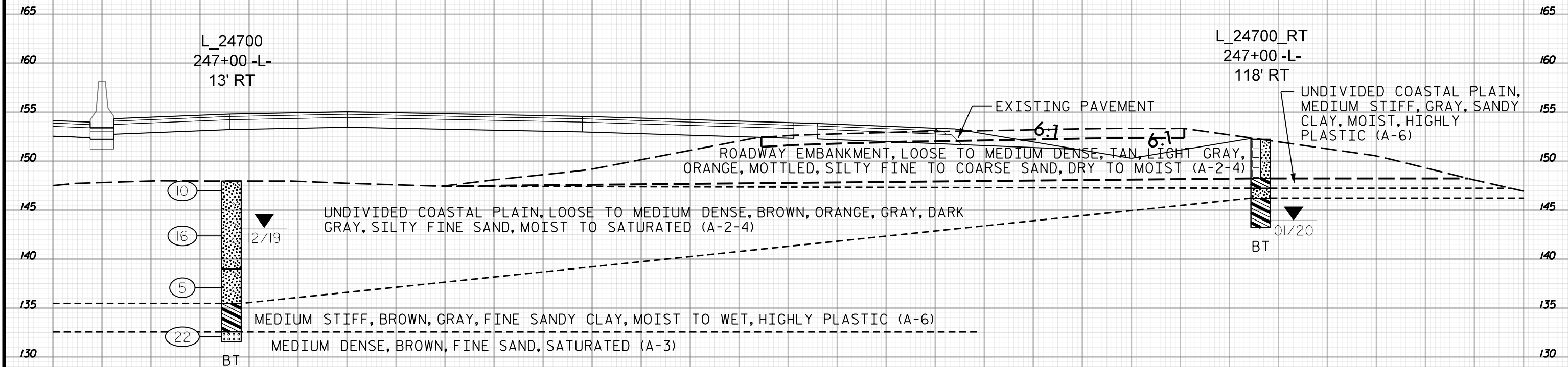
247+00
1 OF 2



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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



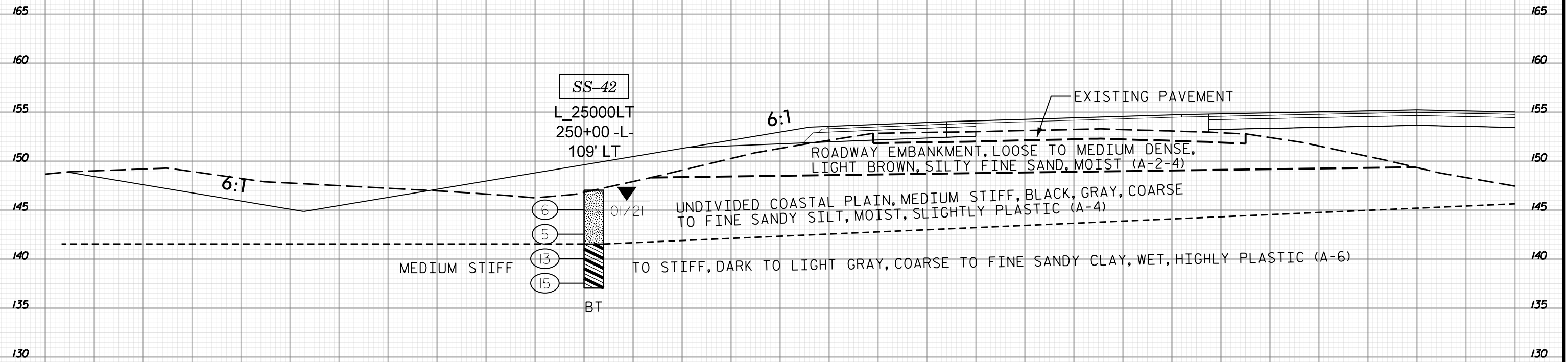
247+00
2 OF 2

-L-

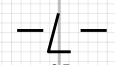
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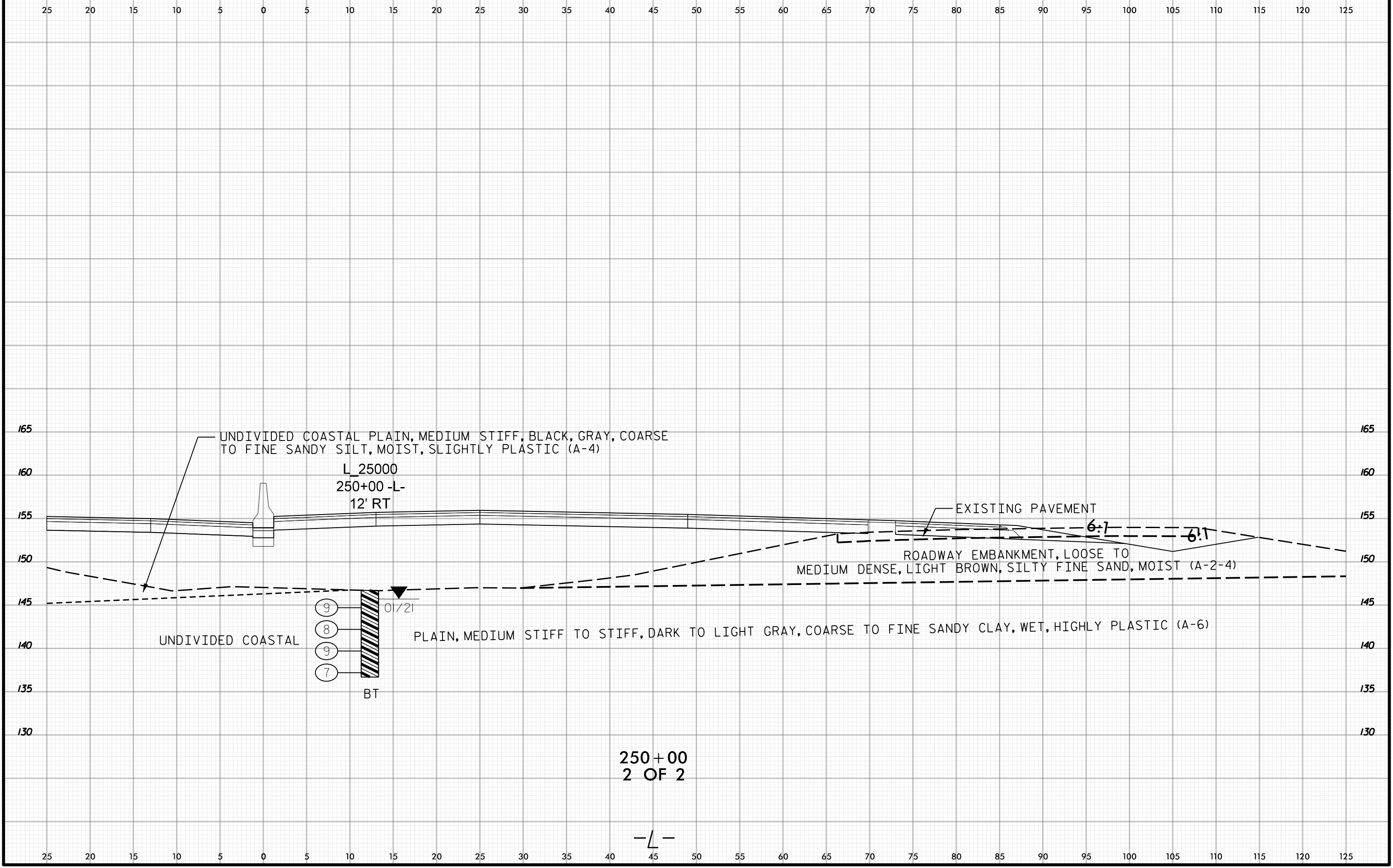
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250+00
1 OF 2

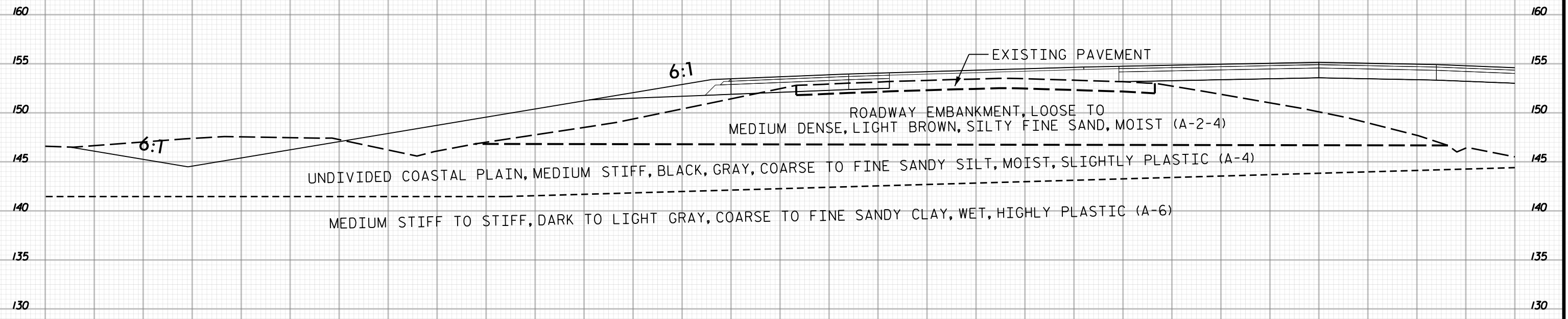


165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15

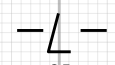




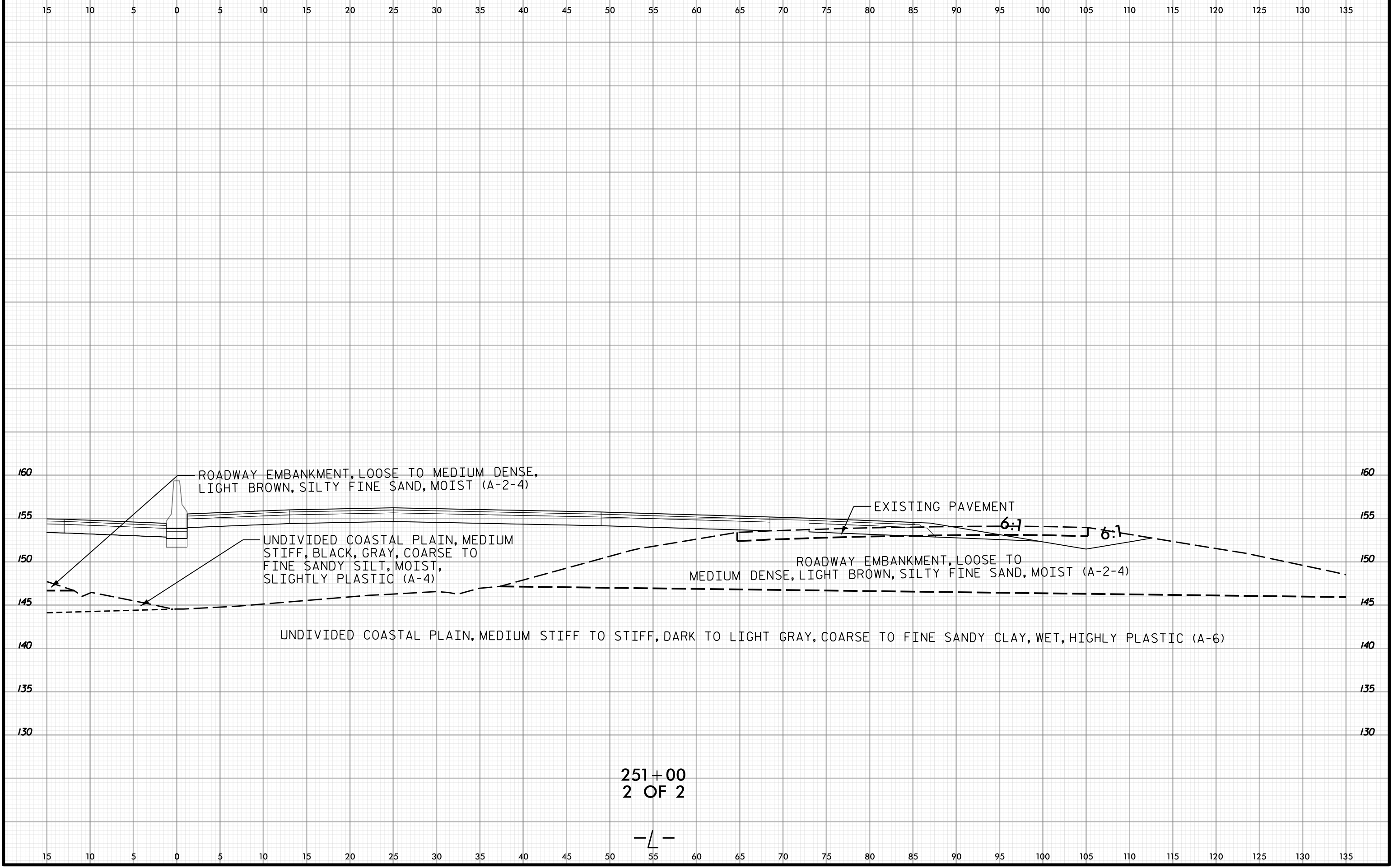
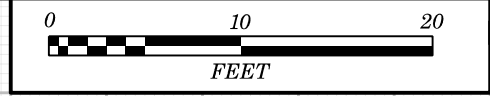
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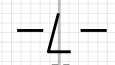
251+00
1 OF 2



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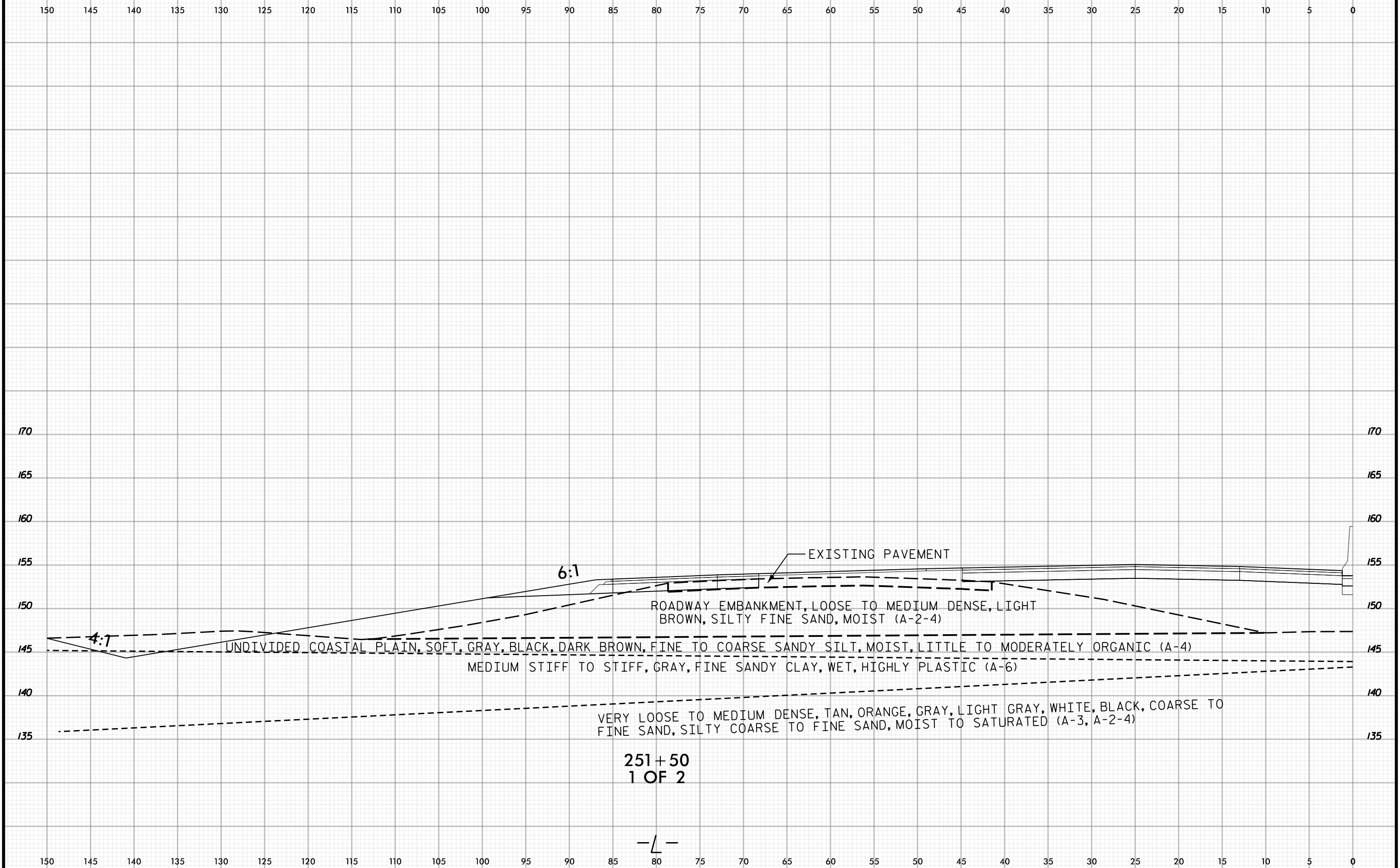


251+00
2 OF 2



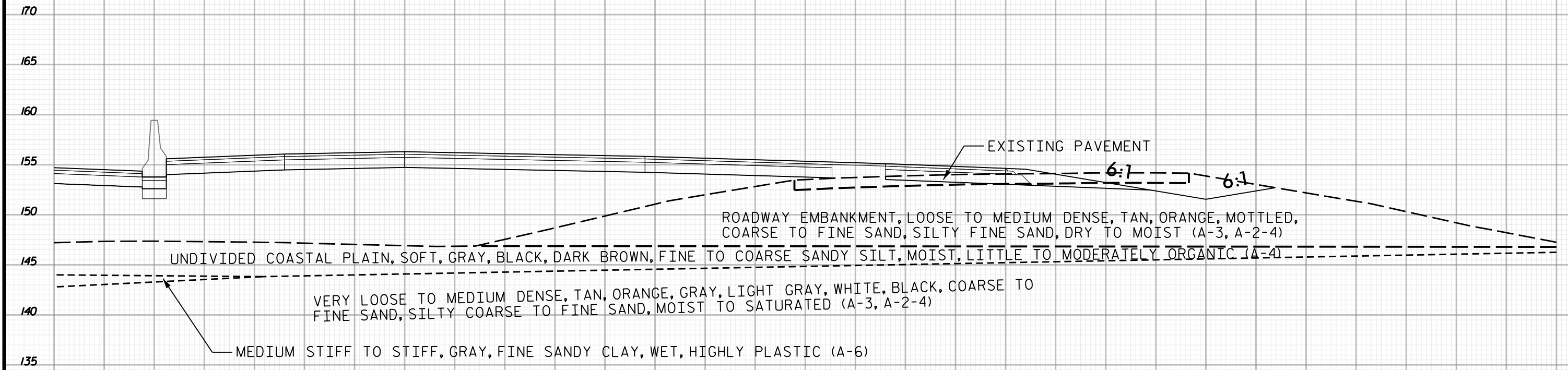


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	425

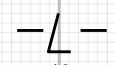




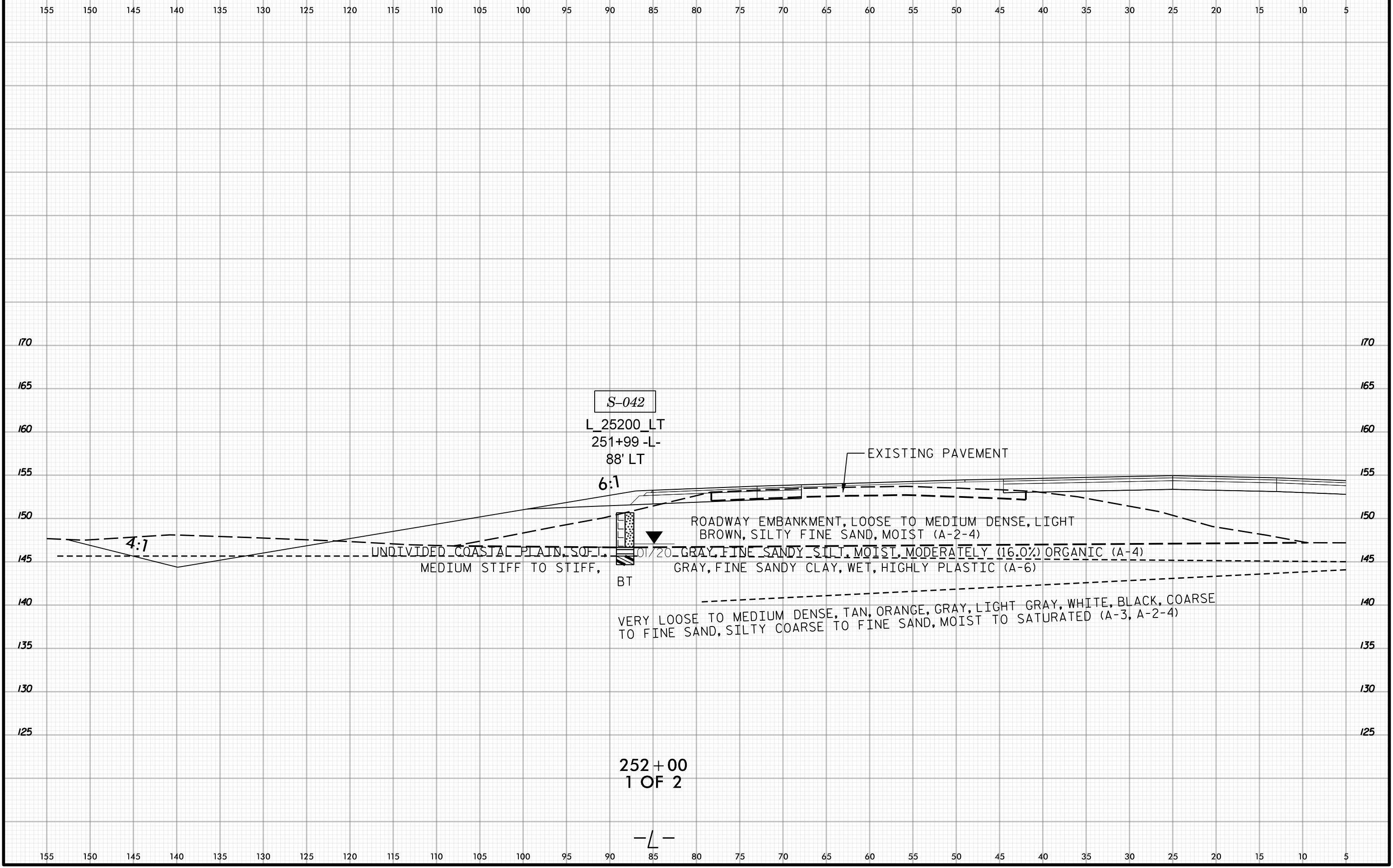
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251+50
2 OF 2



10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



S-042
 L 25200 LT
 251+99 -L-
 88' LT

EXISTING PAVEMENT

6:1

4:1

UNDIVIDED COASTAL PLAIN, SOFT, MEDIUM STIFF TO STIFF,

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, LIGHT BROWN, SILTY FINE SAND, MOIST (A-2-4)
 01/20 GRAY, FINE SANDY SILT, MOIST, MODERATELY (16.0%) ORGANIC (A-4)
 GRAY, FINE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

BT

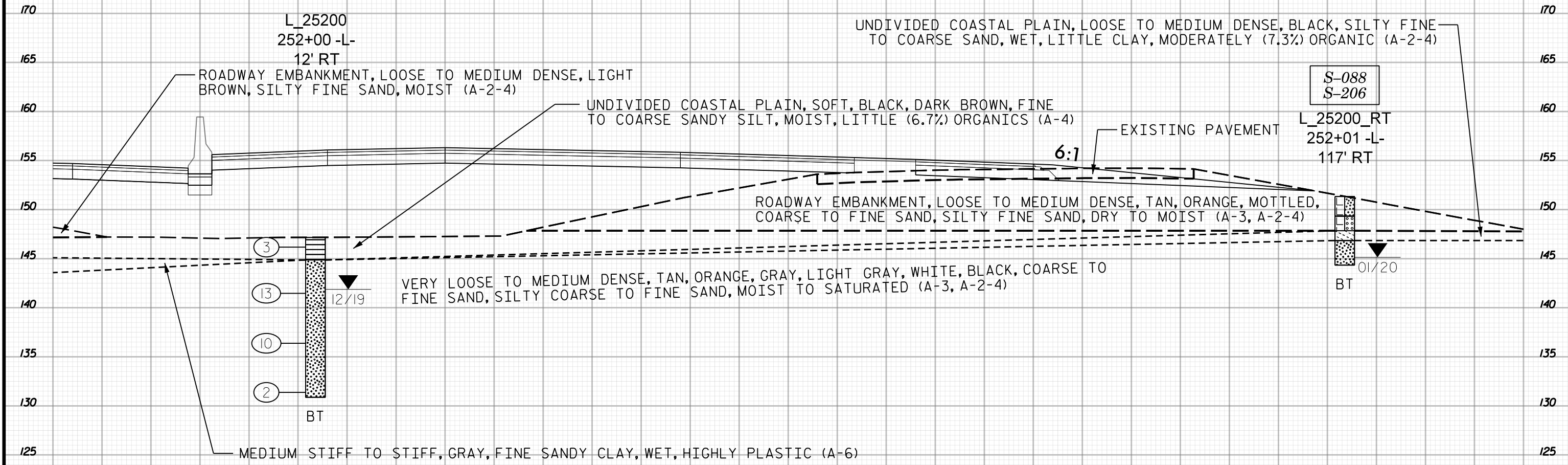
VERY LOOSE TO MEDIUM DENSE, TAN, ORANGE, GRAY, LIGHT GRAY, WHITE, BLACK, COARSE TO FINE SAND, SILTY COARSE TO FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

252+00
 1 OF 2

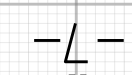
-L-



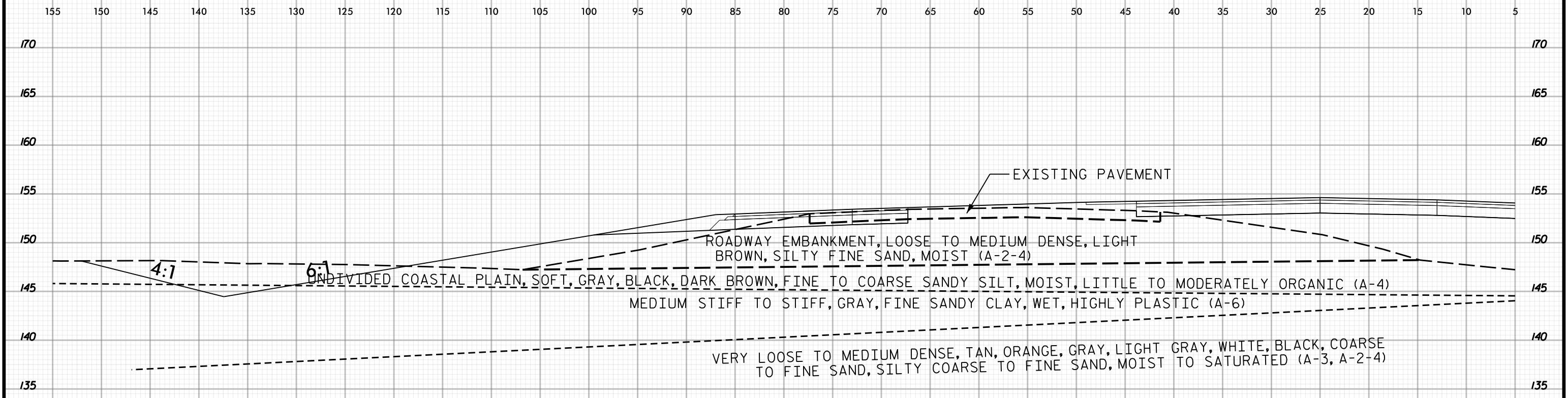
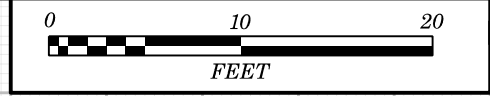
15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135



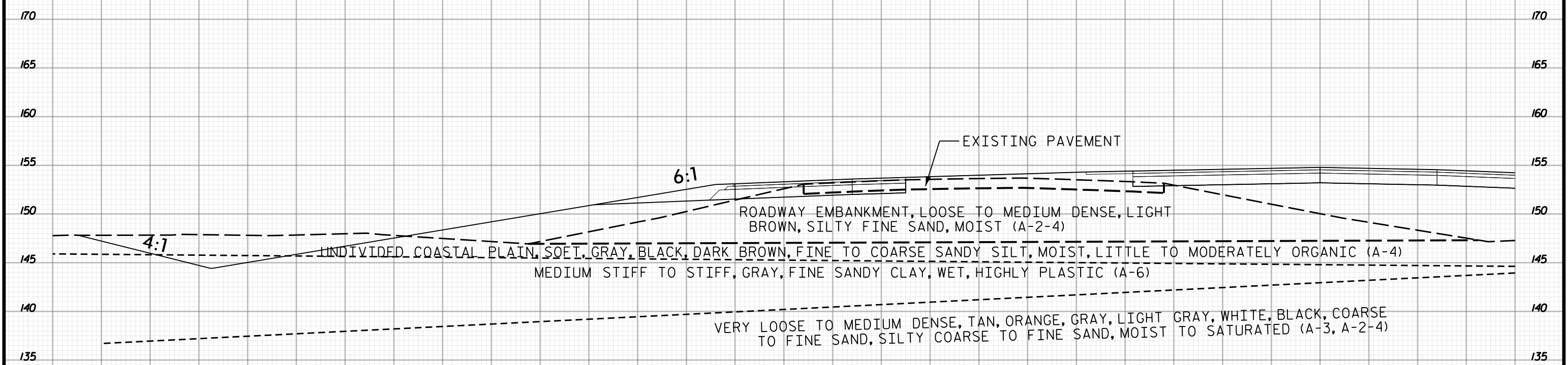
252+00
2 OF 2



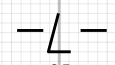
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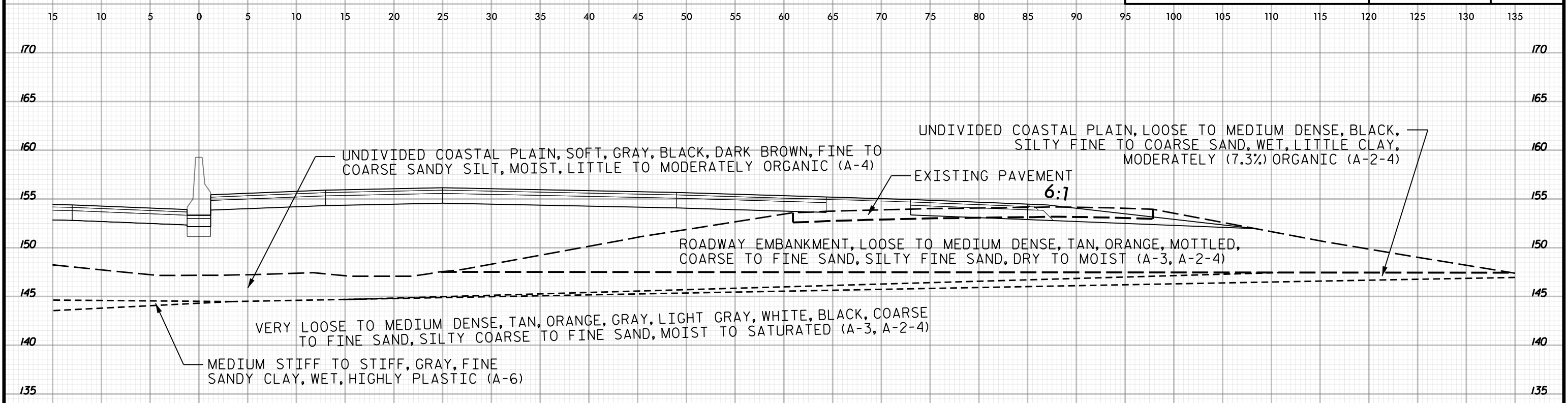
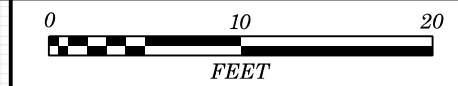


253+00

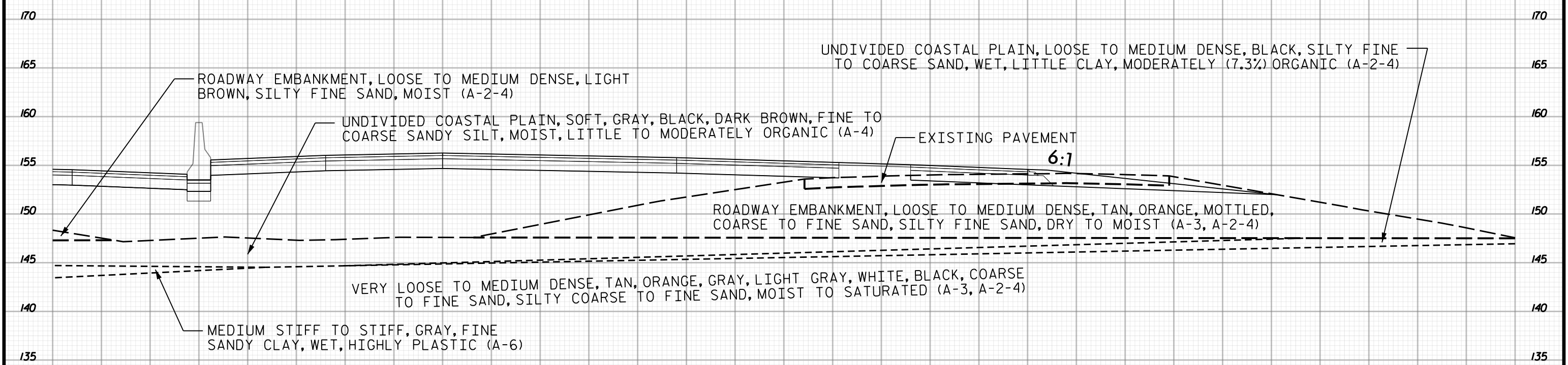


252+50
1 OF 2

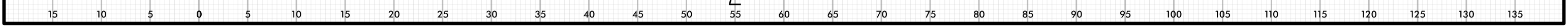
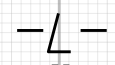


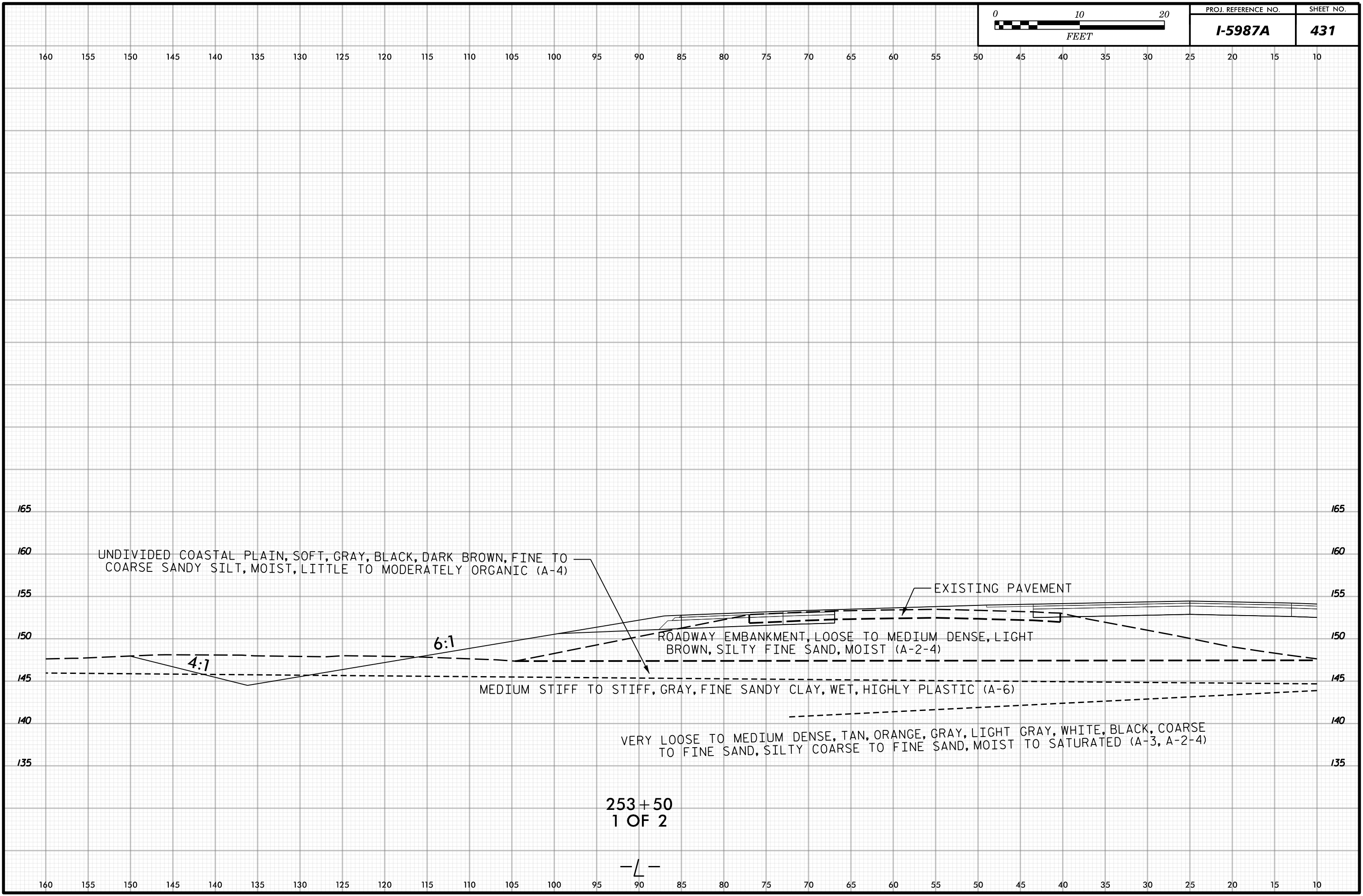


253+00



252+50
2 OF 2





UNDIVIDED COASTAL PLAIN, SOFT, GRAY, BLACK, DARK BROWN, FINE TO COARSE SANDY SILT, MOIST, LITTLE TO MODERATELY ORGANIC (A-4)

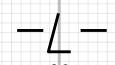
EXISTING PAVEMENT

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, LIGHT BROWN, SILTY FINE SAND, MOIST (A-2-4)

MEDIUM STIFF TO STIFF, GRAY, FINE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

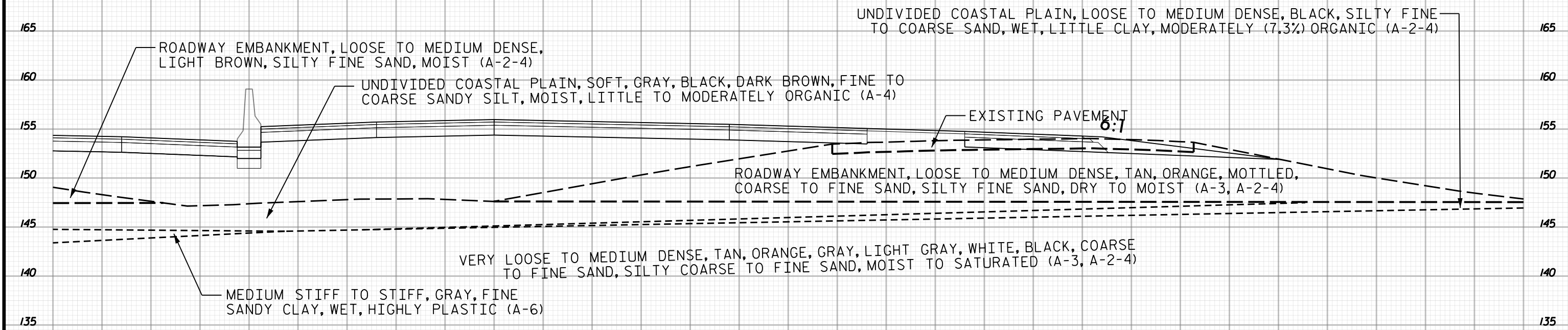
VERY LOOSE TO MEDIUM DENSE, TAN, ORANGE, GRAY, LIGHT GRAY, WHITE, BLACK, COARSE TO FINE SAND, SILTY COARSE TO FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

253+50
1 OF 2

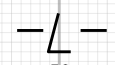




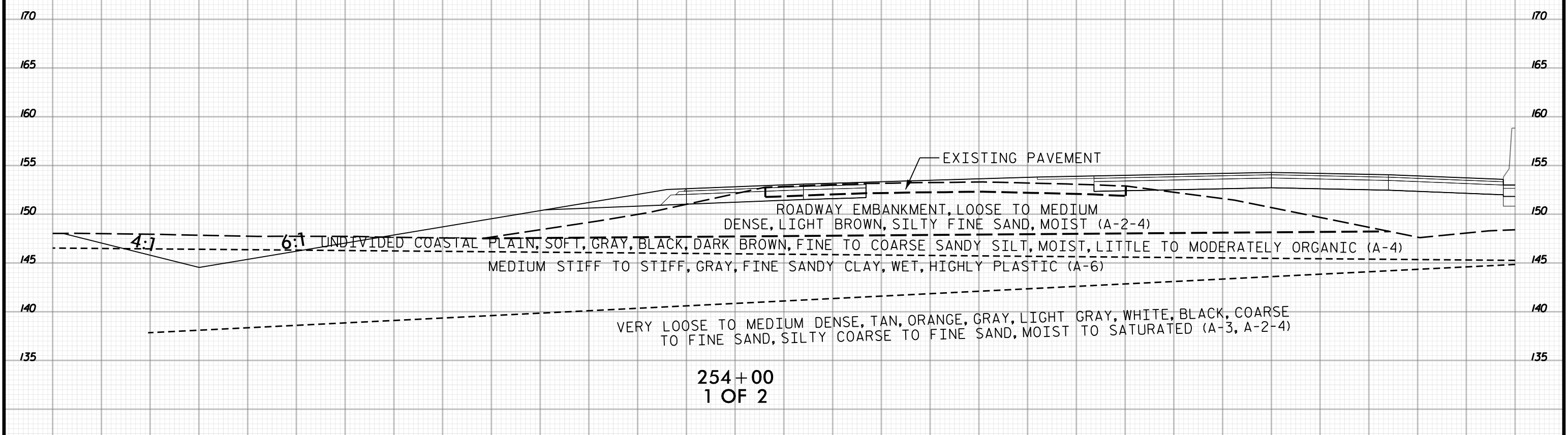
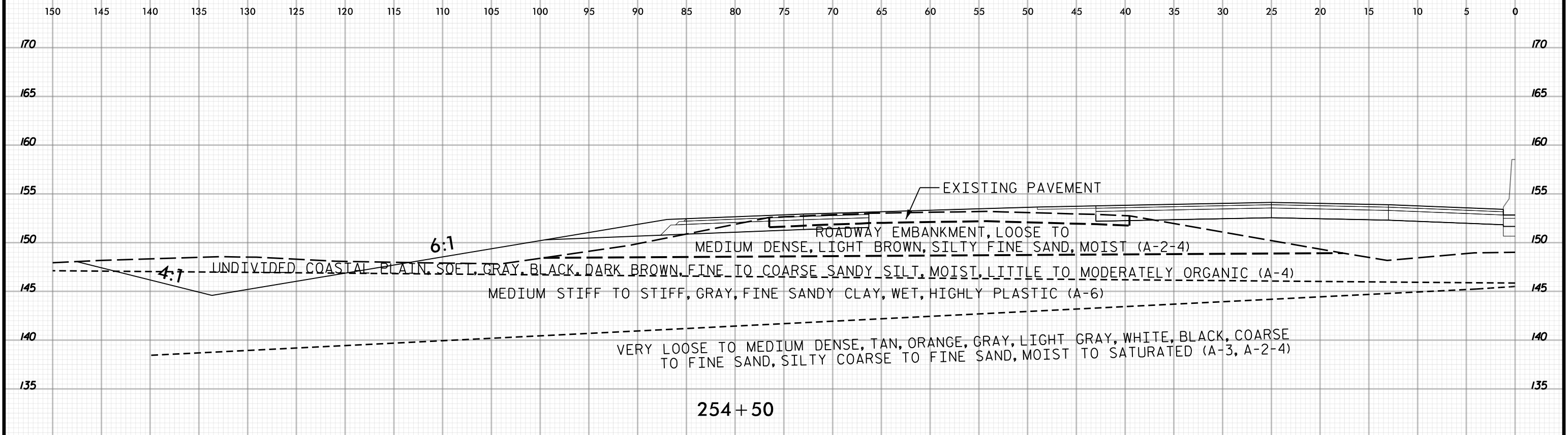
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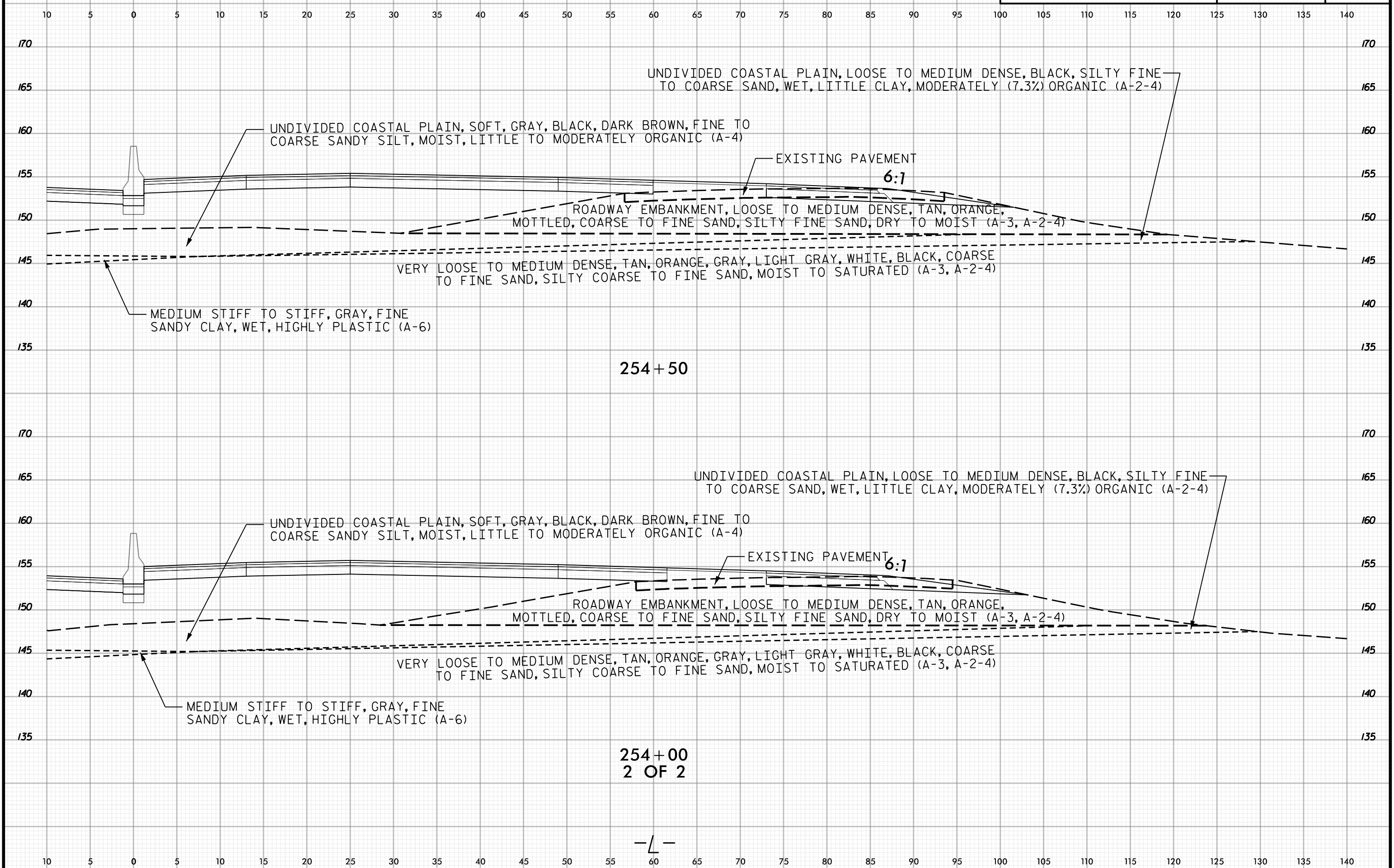
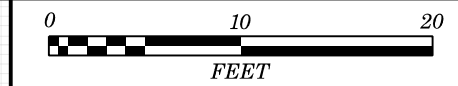


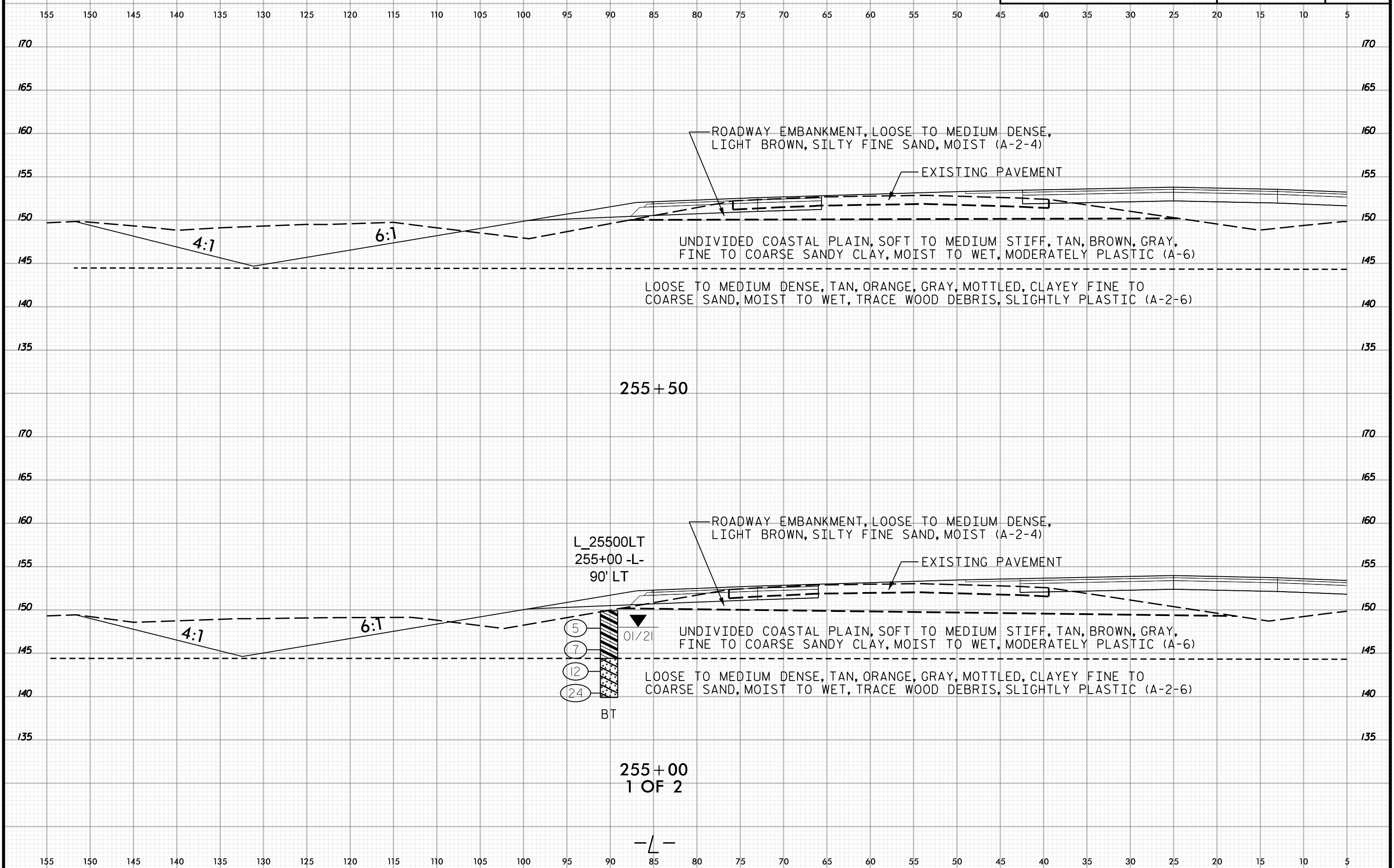
253+50
2 OF 2



20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130

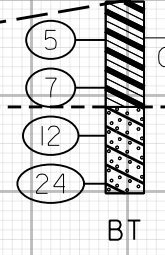






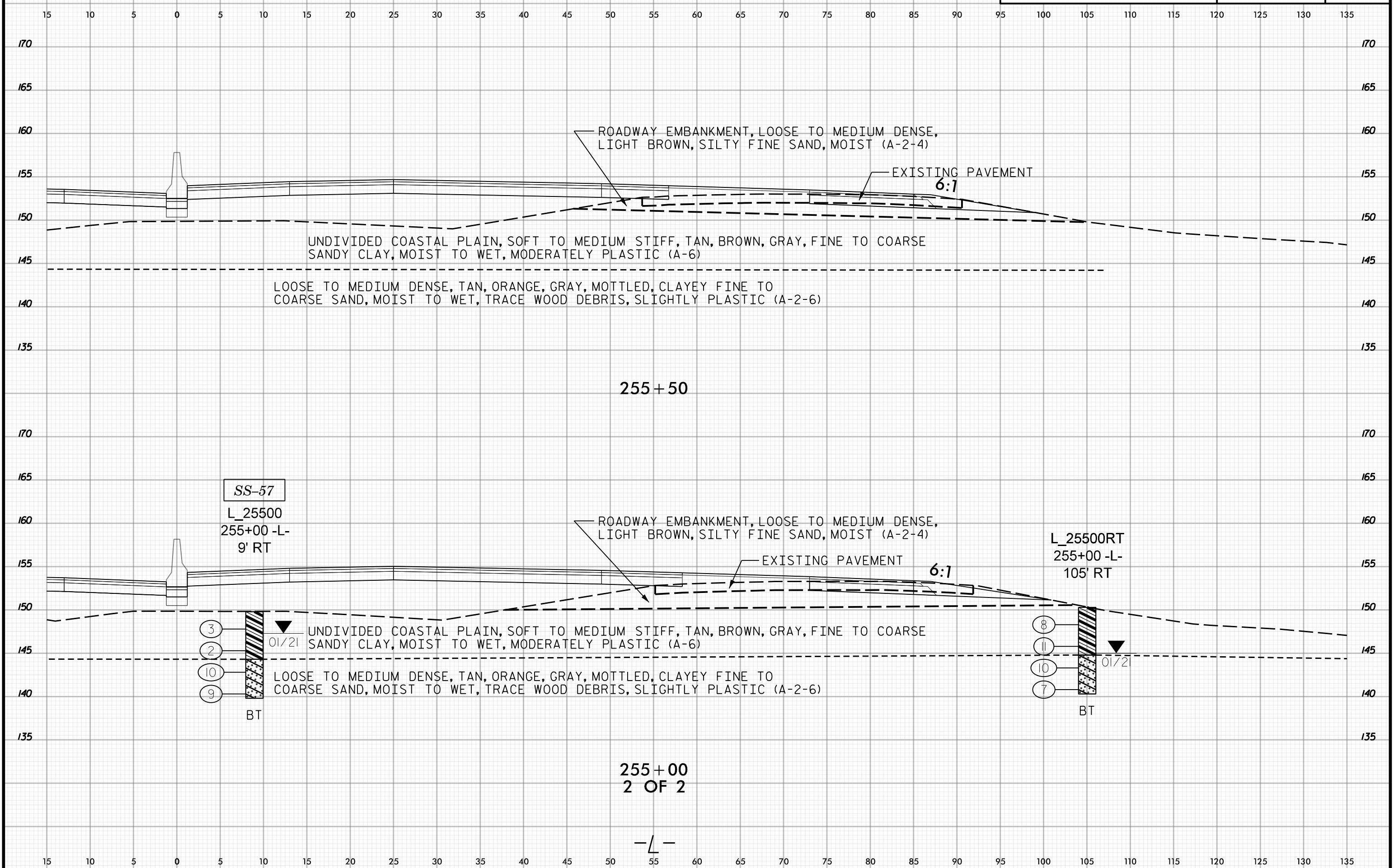
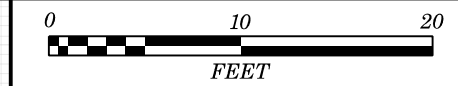
255+50

L_25500LT
255+00 -L-
90' LT



255+00
1 OF 2

-L-



ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, LIGHT BROWN, SILTY FINE SAND, MOIST (A-2-4)

EXISTING PAVEMENT
6:1

UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, TAN, BROWN, GRAY, FINE TO COARSE SANDY CLAY, MOIST TO WET, MODERATELY PLASTIC (A-6)

LOOSE TO MEDIUM DENSE, TAN, ORANGE, GRAY, MOTTLED, CLAYEY FINE TO COARSE SAND, MOIST TO WET, TRACE WOOD DEBRIS, SLIGHTLY PLASTIC (A-2-6)

255+50

SS-57

L_25500
255+00 -L-
9' RT

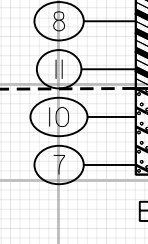
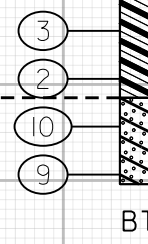
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, LIGHT BROWN, SILTY FINE SAND, MOIST (A-2-4)

EXISTING PAVEMENT
6:1

L_25500RT
255+00 -L-
105' RT

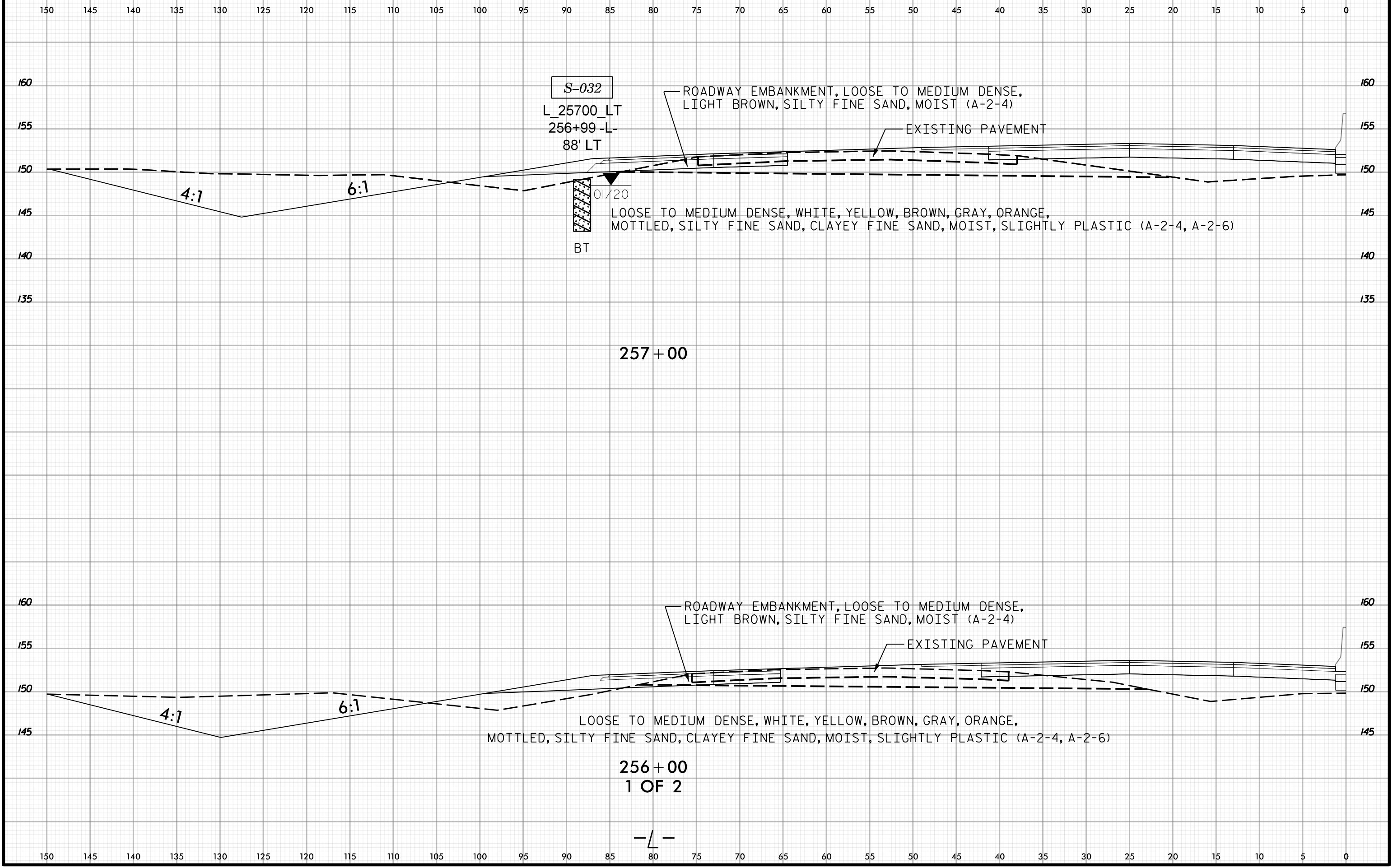
UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, TAN, BROWN, GRAY, FINE TO COARSE SANDY CLAY, MOIST TO WET, MODERATELY PLASTIC (A-6)

LOOSE TO MEDIUM DENSE, TAN, ORANGE, GRAY, MOTTLED, CLAYEY FINE TO COARSE SAND, MOIST TO WET, TRACE WOOD DEBRIS, SLIGHTLY PLASTIC (A-2-6)

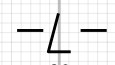


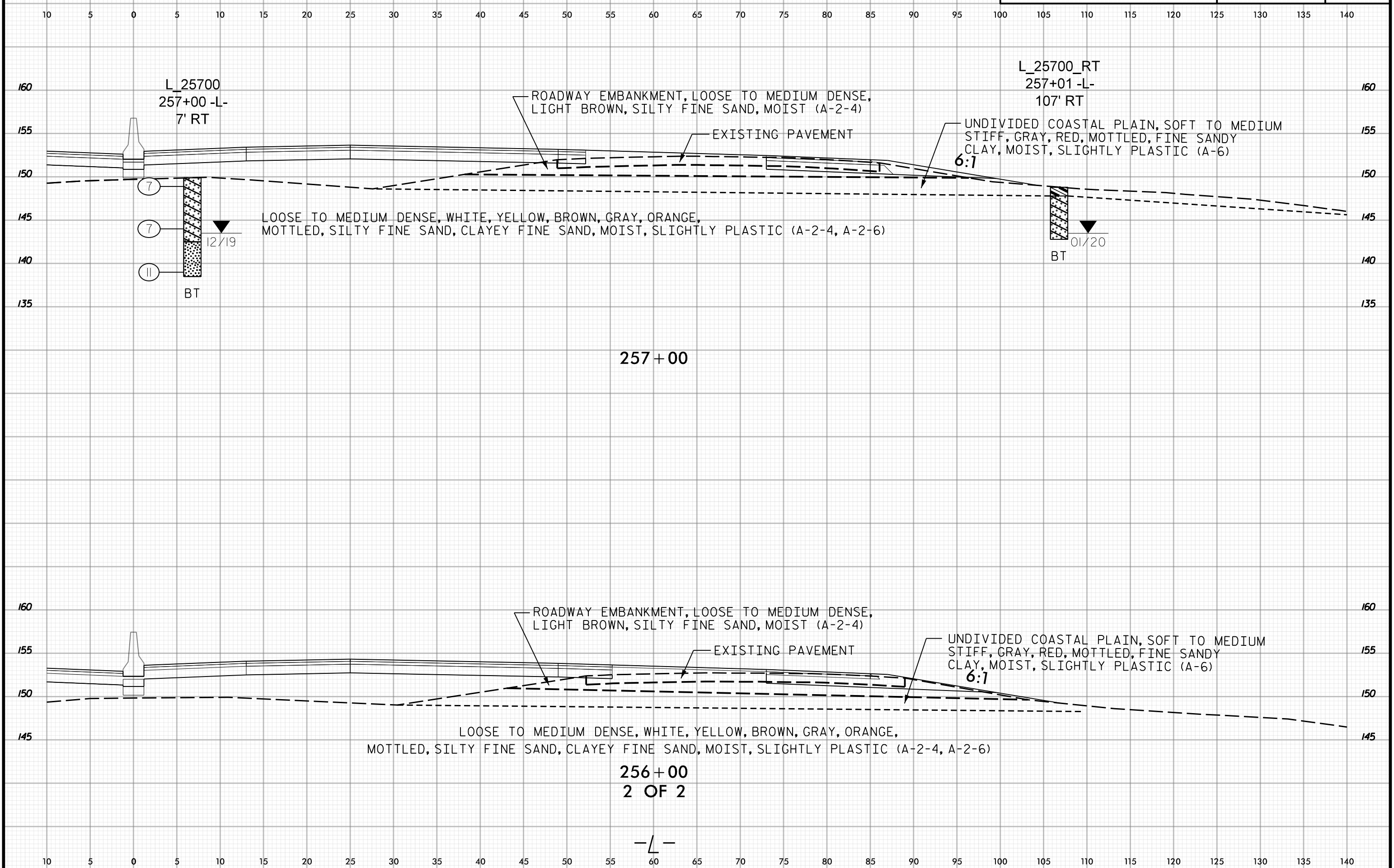
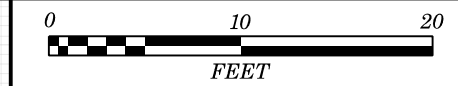
255+00
2 OF 2

-L-



256+00
1 OF 2





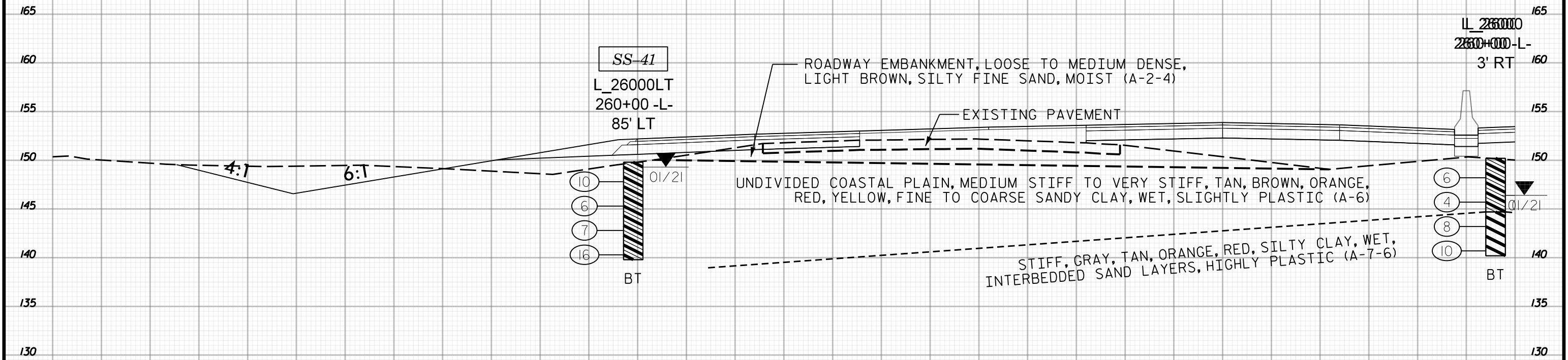
257+00

256+00
2 OF 2

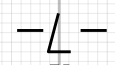
-L-



145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



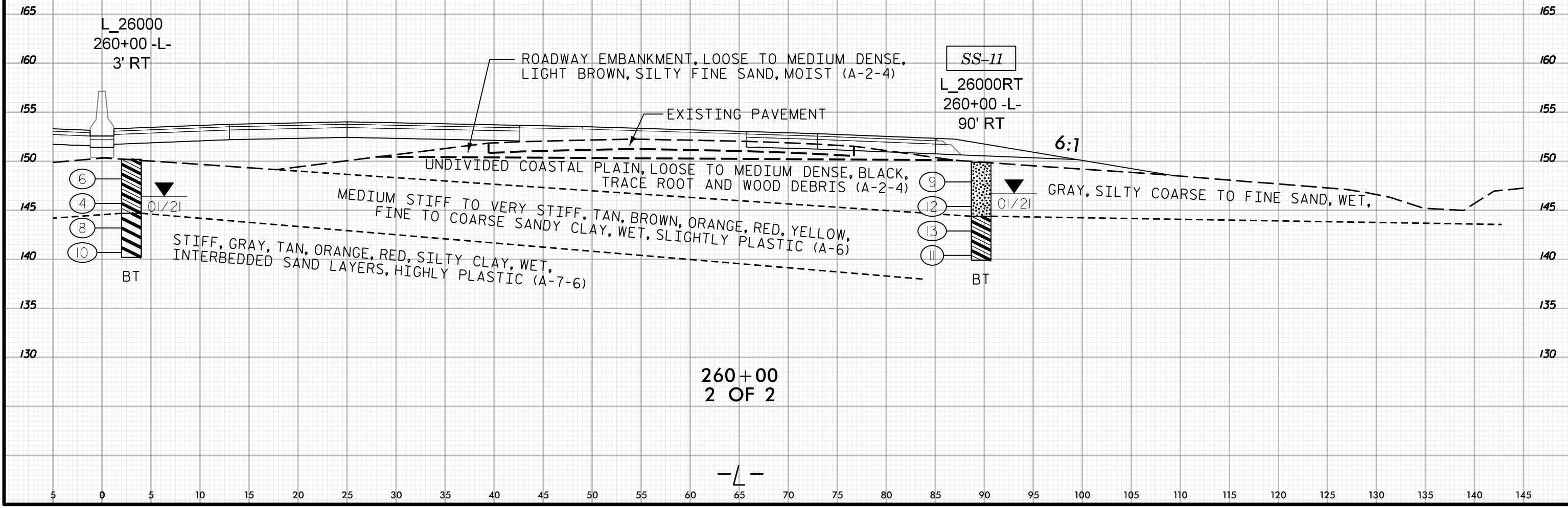
260+00
1 OF 2



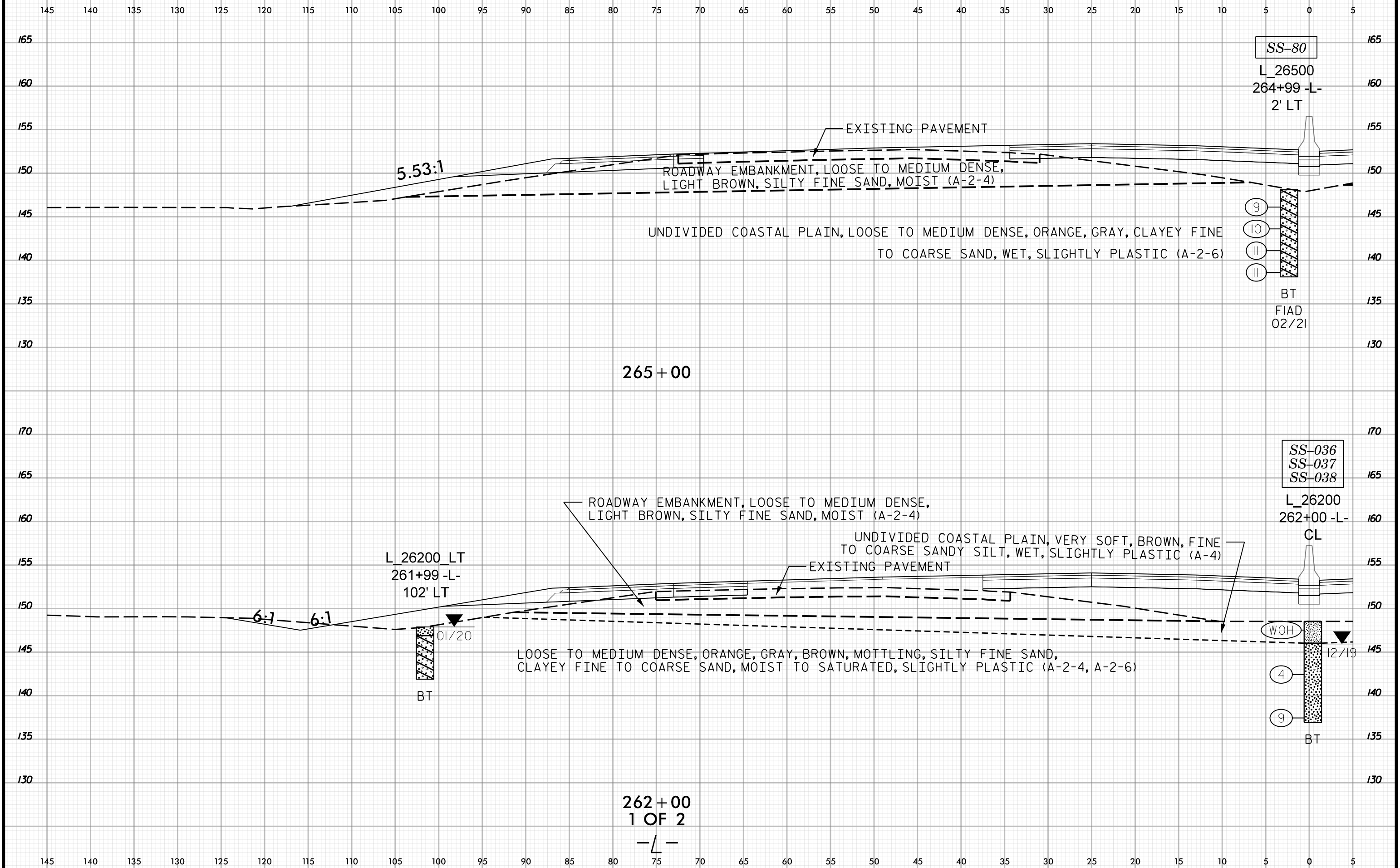
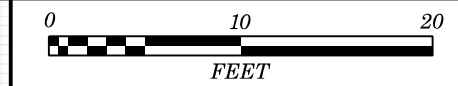
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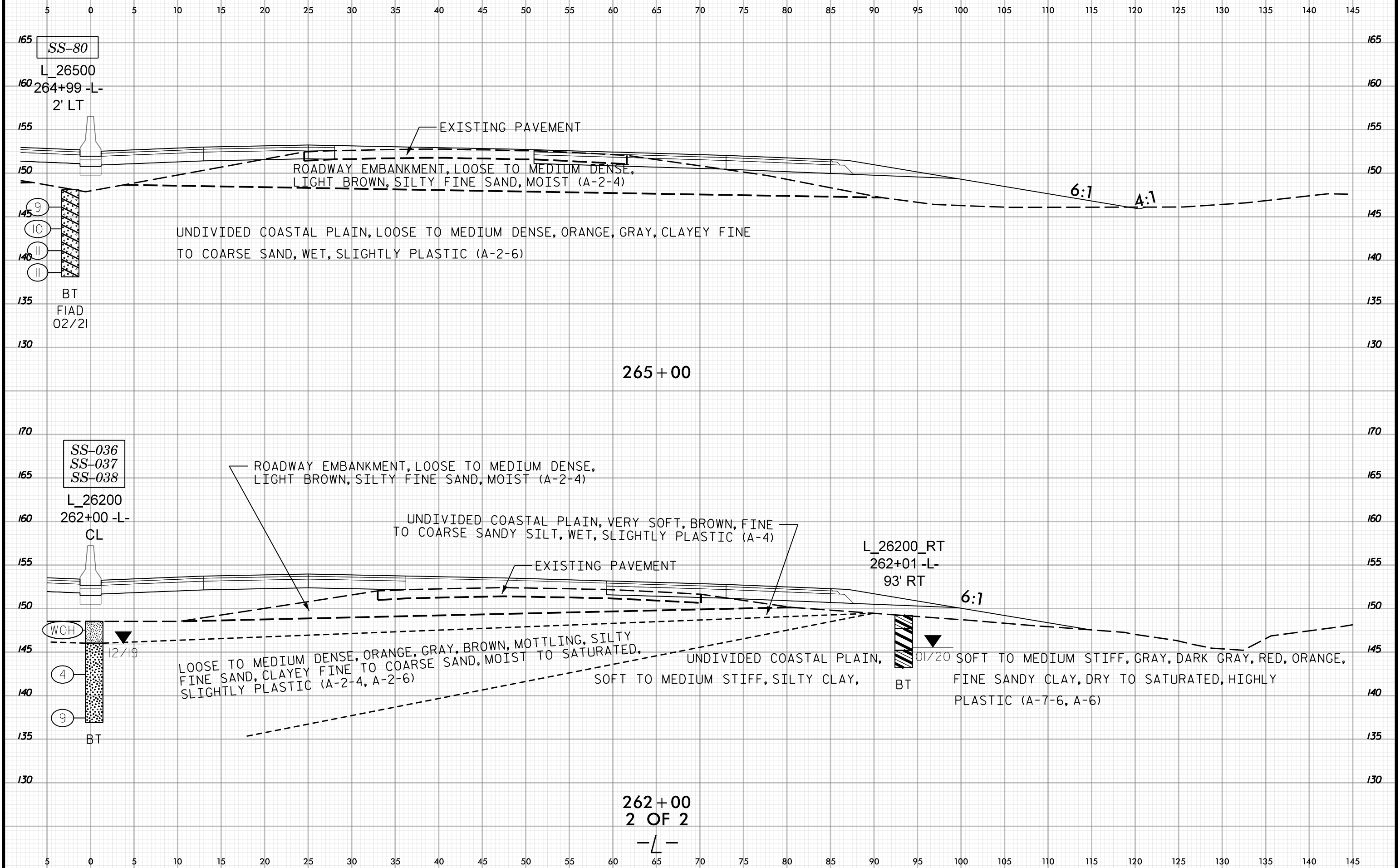
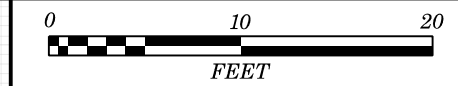


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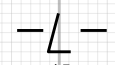
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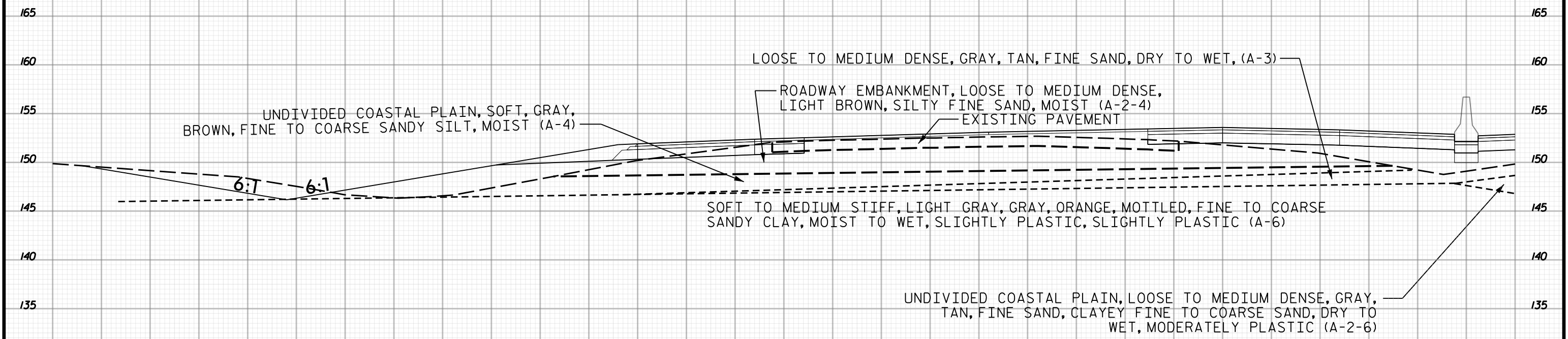
265+00

262+00
2 OF 2

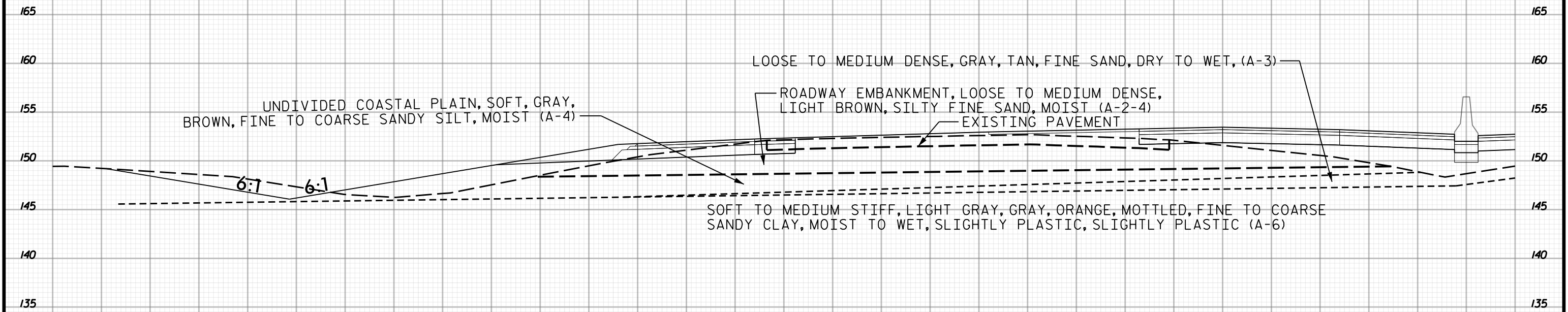




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266+00

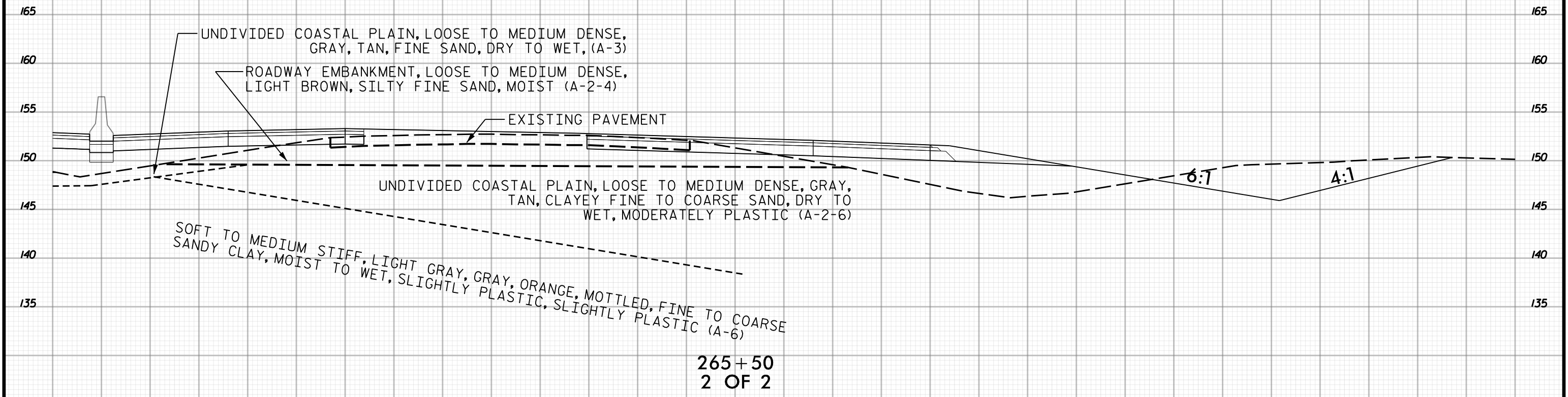
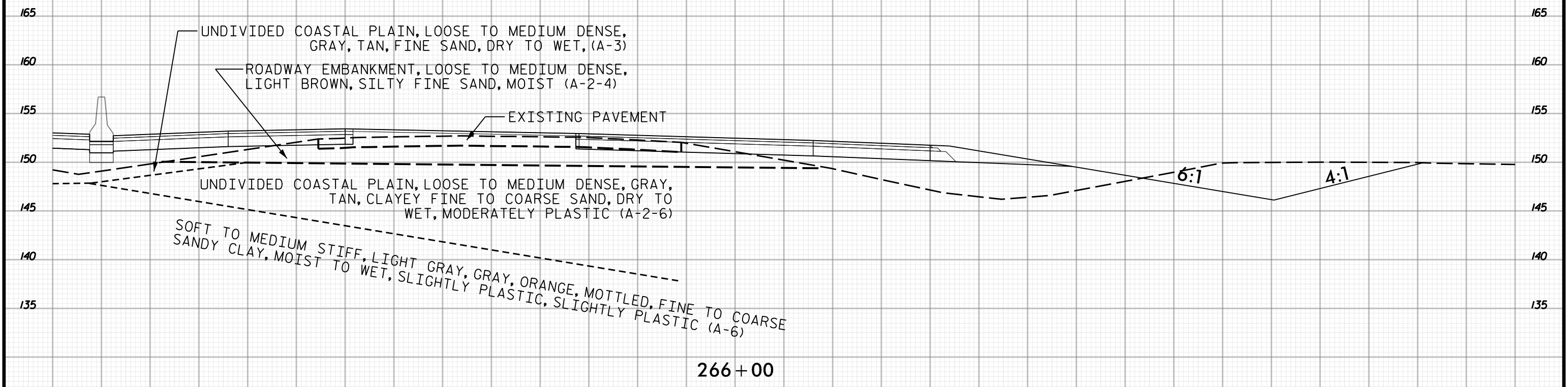


265+50
1 OF 2

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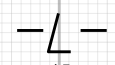


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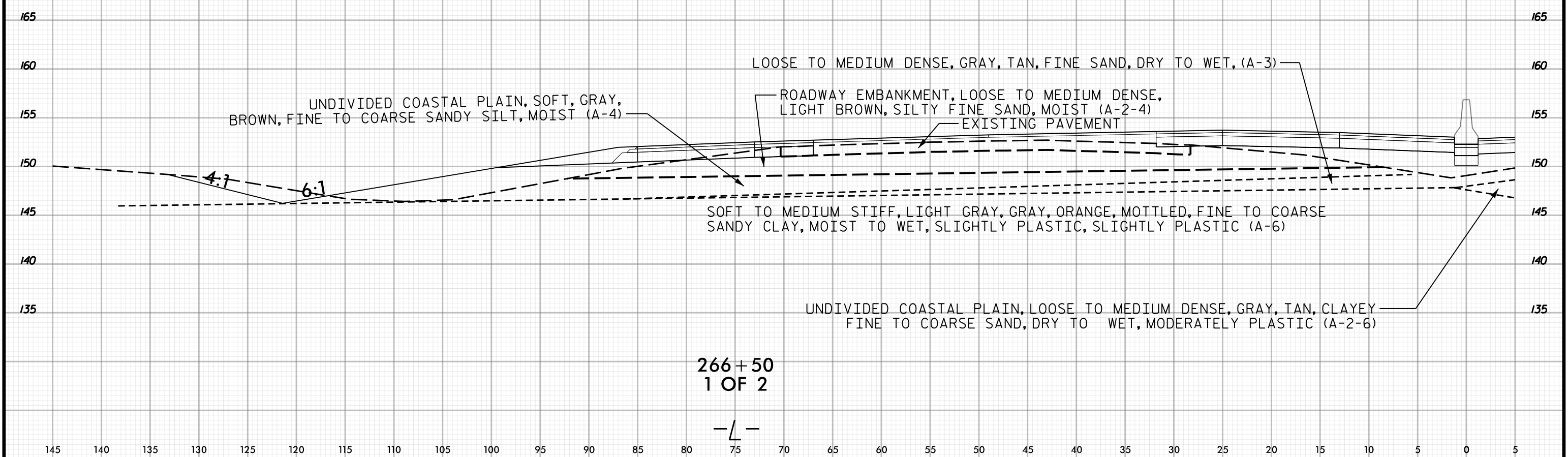
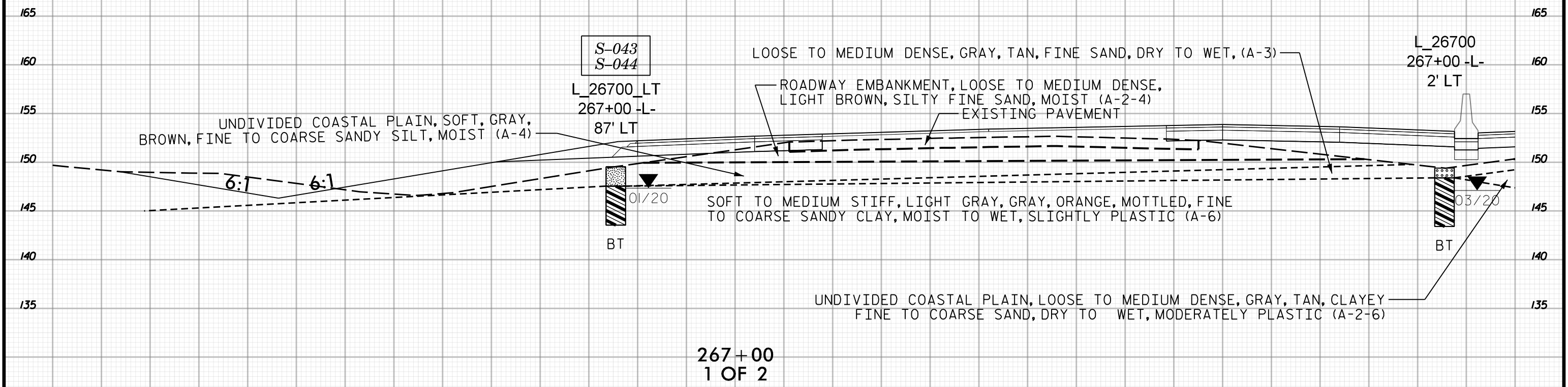
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265+50
2 OF 2

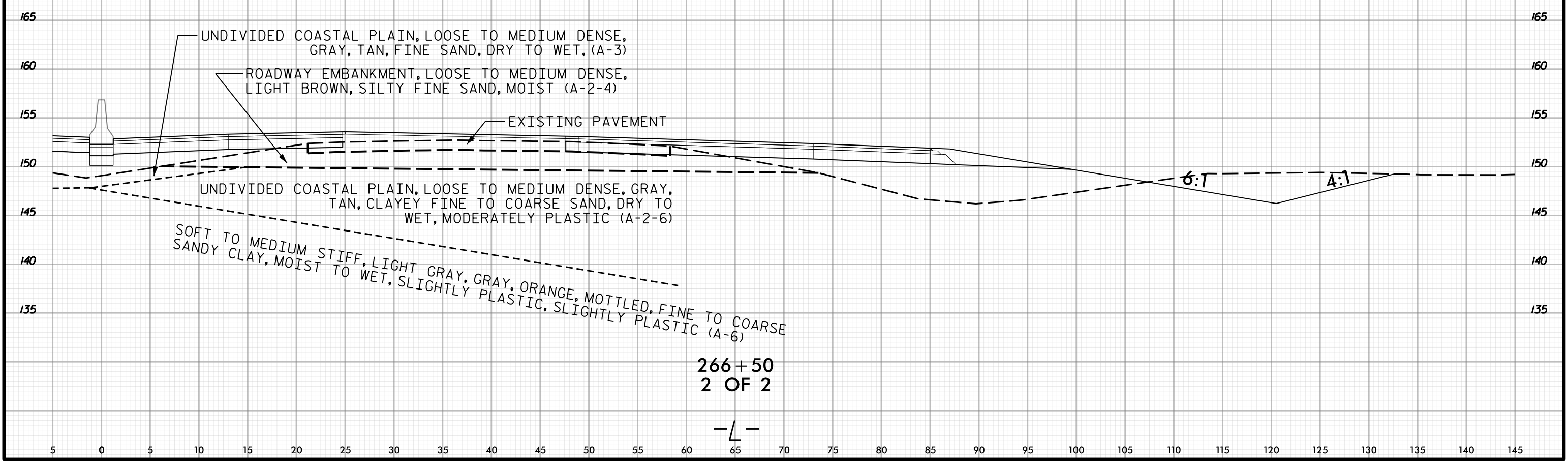
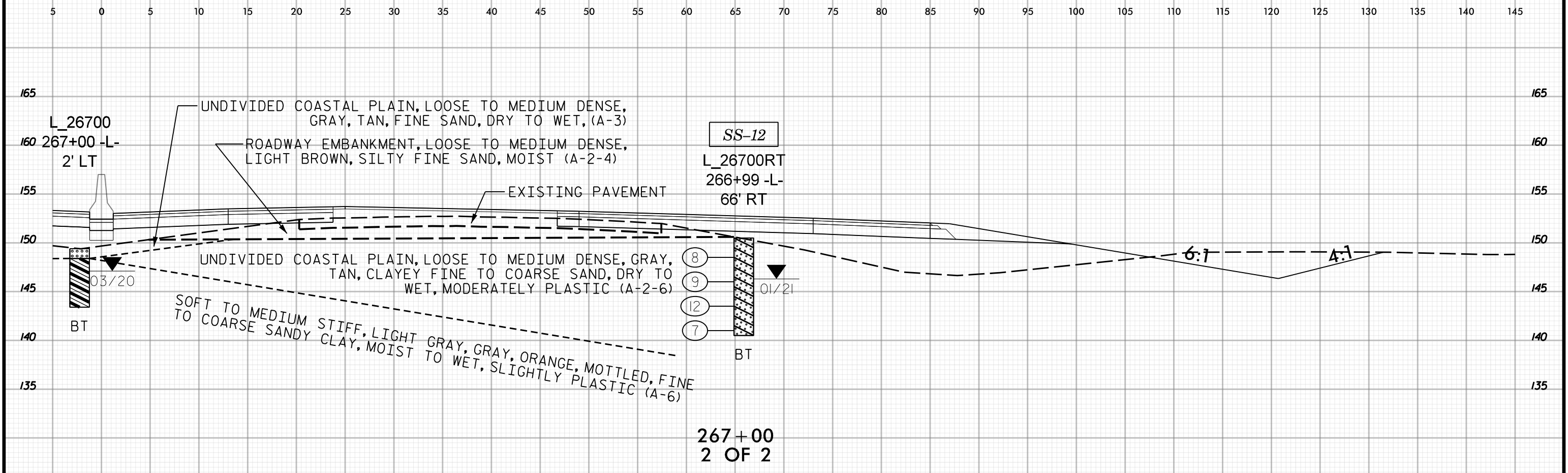
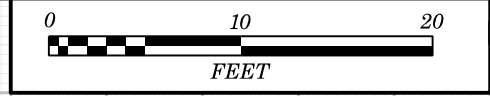




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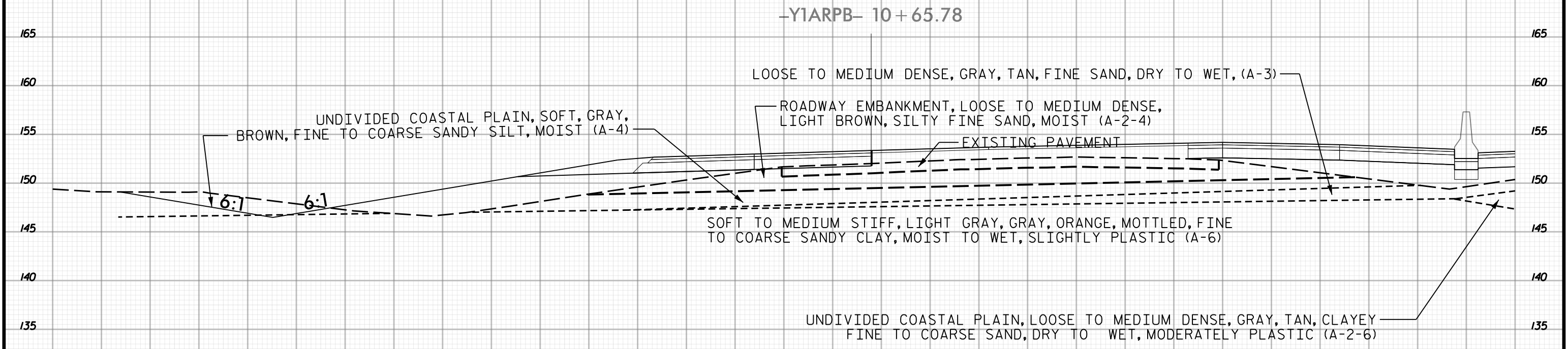


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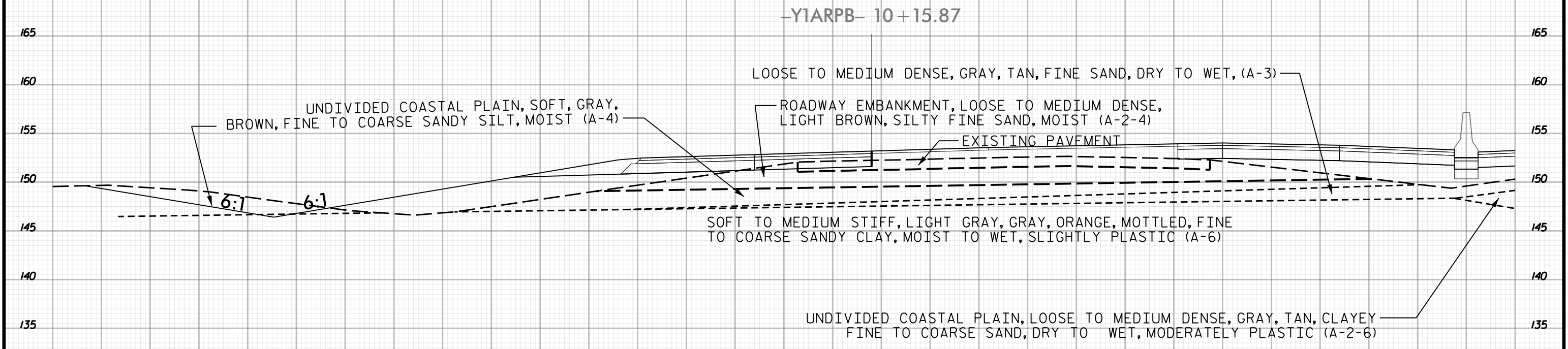




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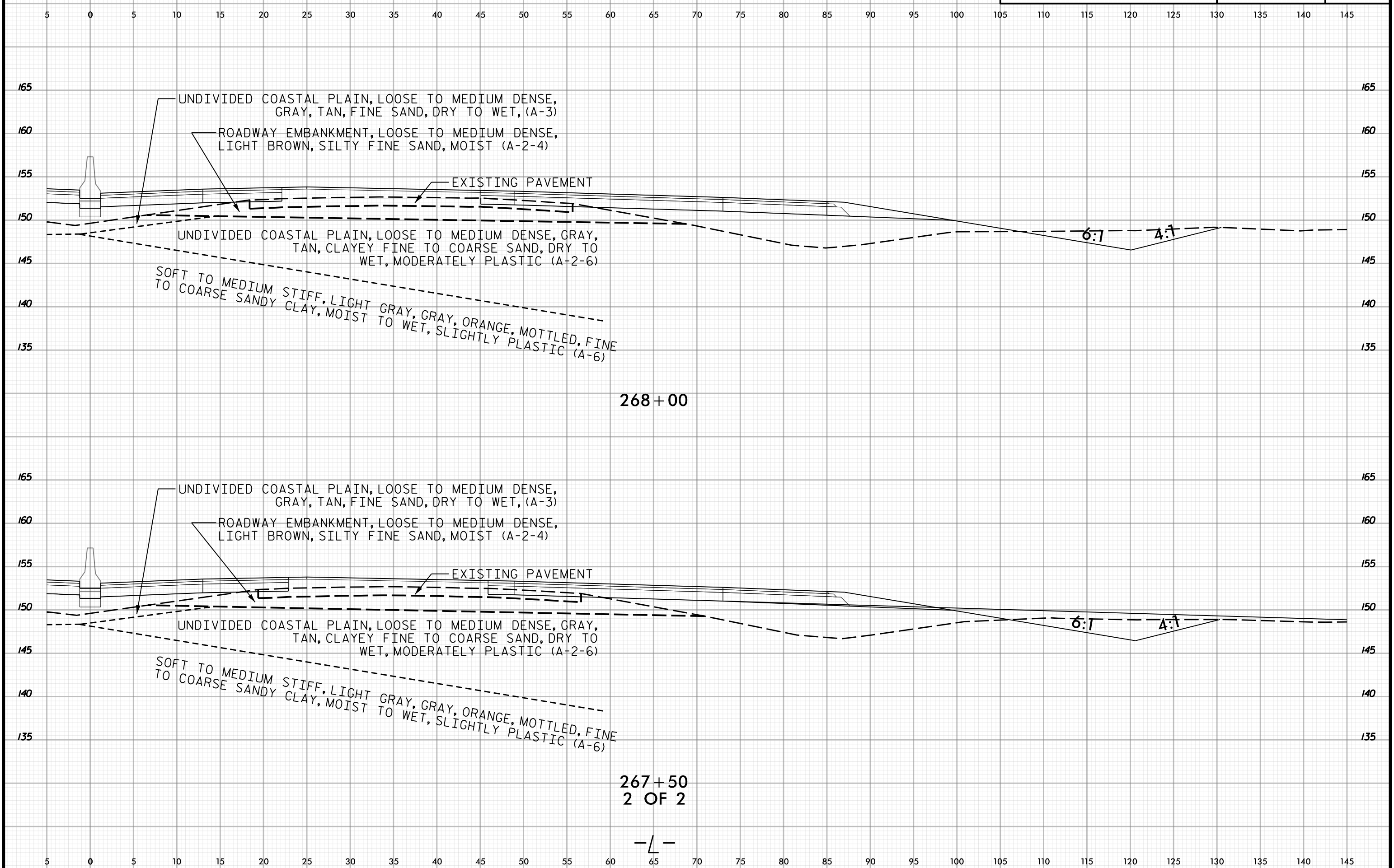


268 + 00



267 + 50
1 OF 2

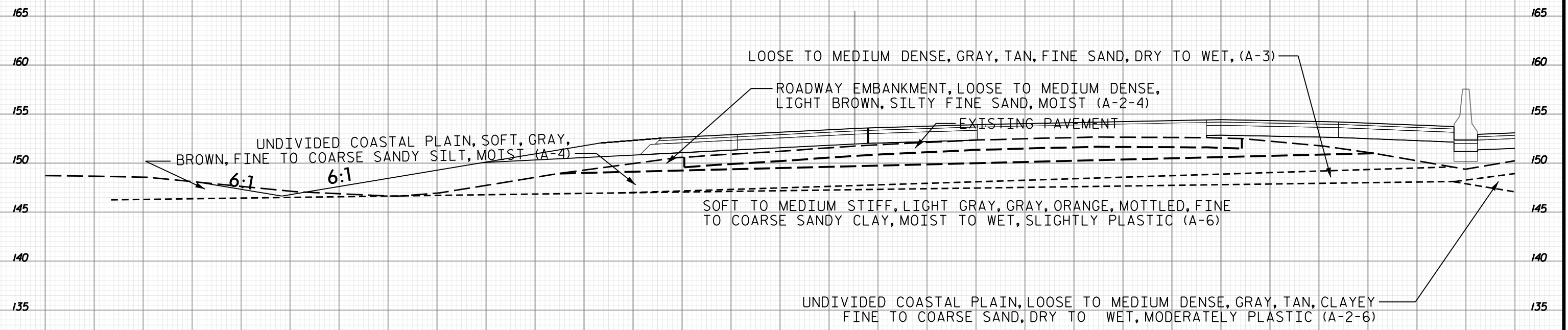
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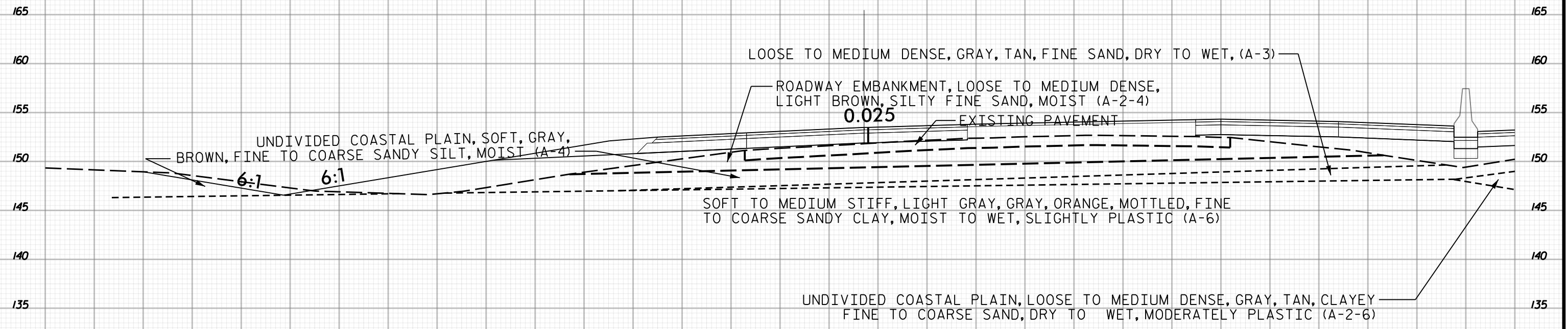
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-Y1ARPB- 11+ 65.62

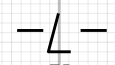


269+00

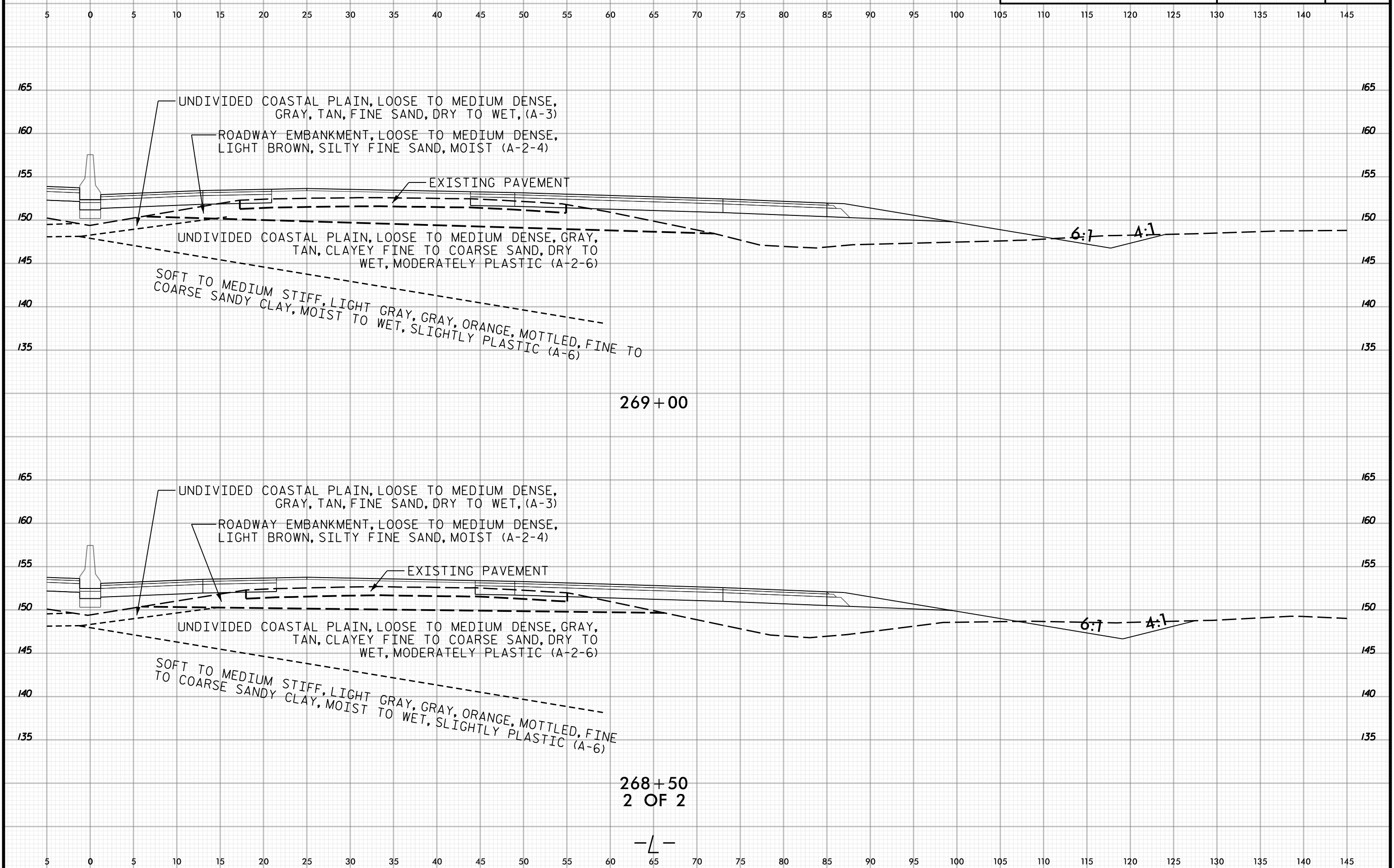
-Y1ARPB- 11+ 15.70



268+50
1 OF 2



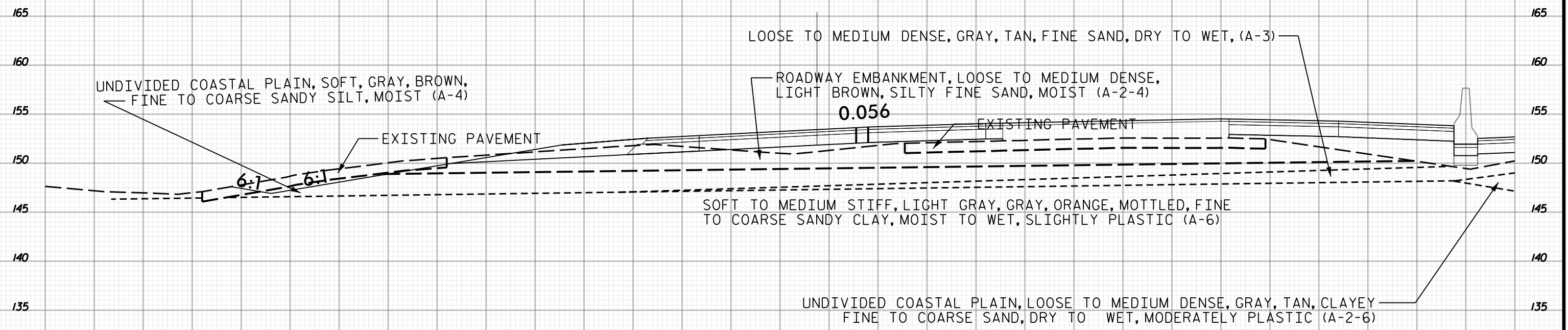
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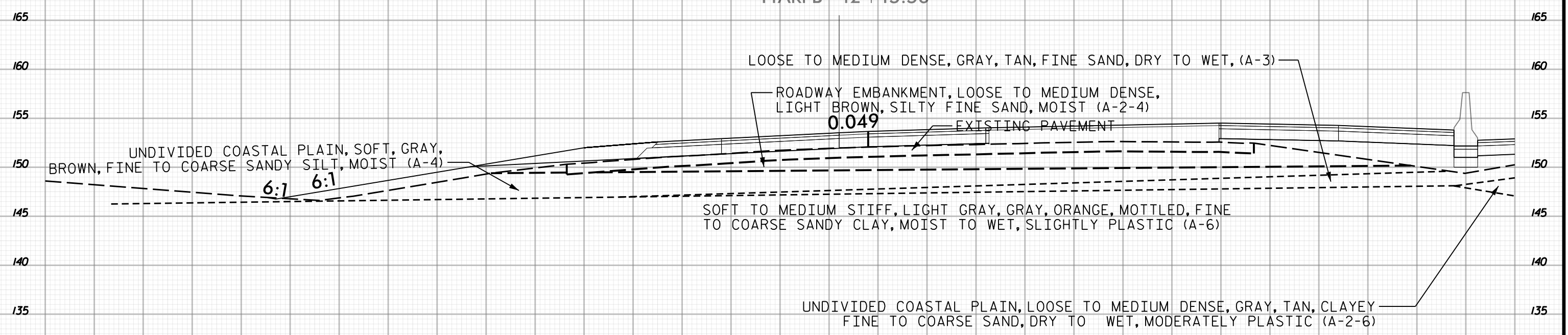
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-YIARPB- 12 + 65.52

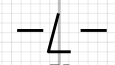


270 + 00

-YIARPB- 12 + 15.56



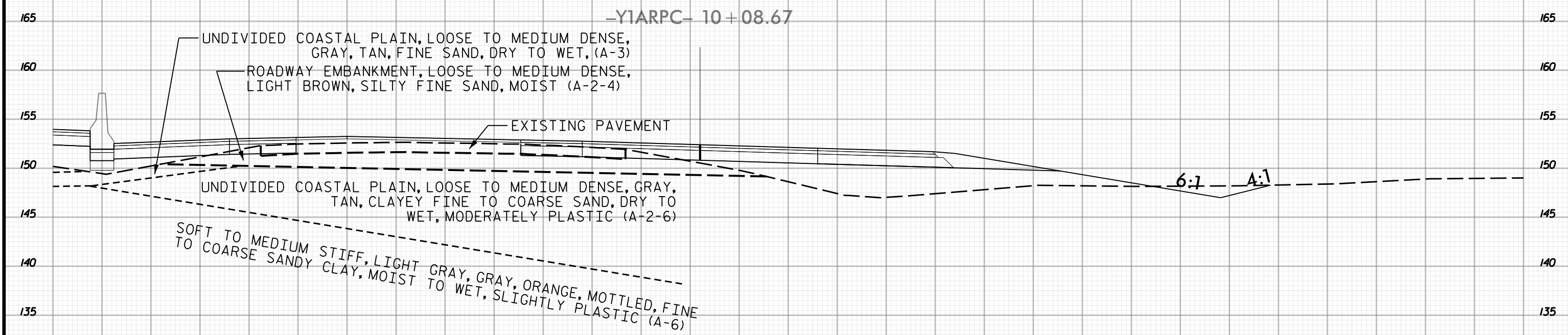
269 + 50
1 OF 2



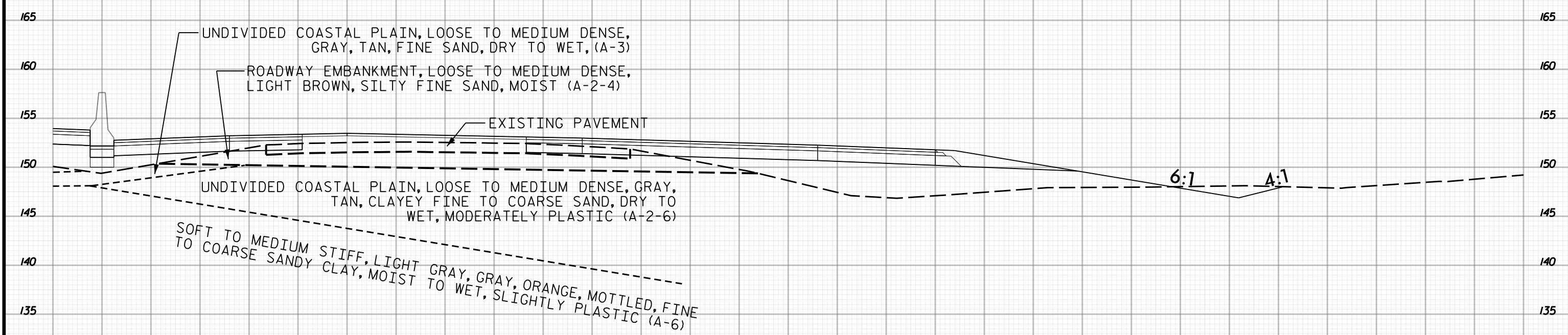
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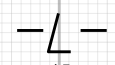
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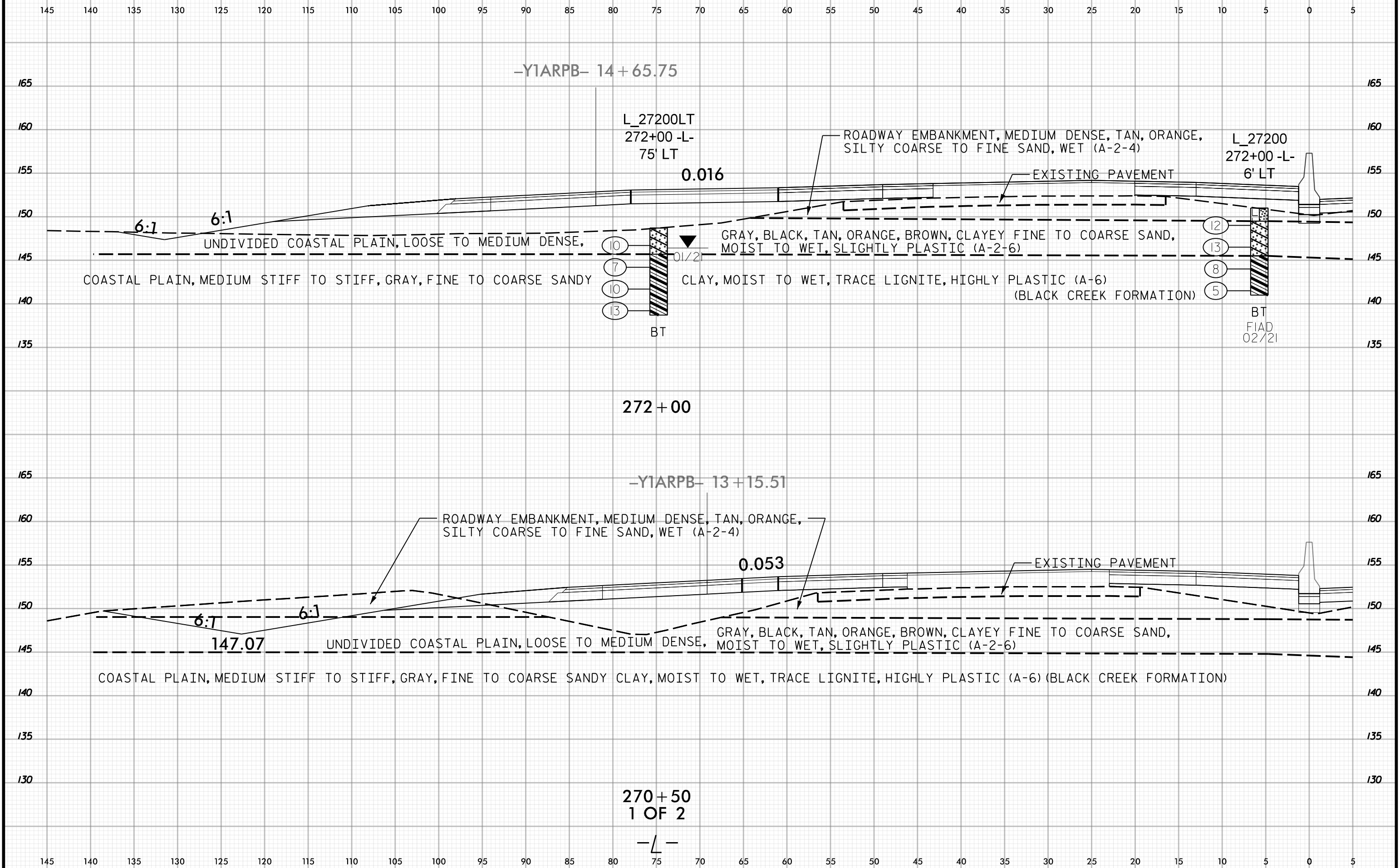
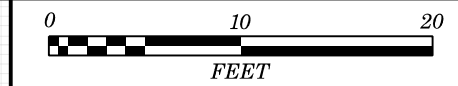
270+00



269+50
2 OF 2



5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



-YIARPB- 14 + 65.75

L_27200LT
272+00 -L-
75' LT

0.016

ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, ORANGE,
SILTY COARSE TO FINE SAND, WET (A-2-4)

EXISTING PAVEMENT

L_27200
272+00 -L-
6' LT

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE,

GRAY, BLACK, TAN, ORANGE, BROWN, CLAYEY FINE TO COARSE SAND,
MOIST TO WET, SLIGHTLY PLASTIC (A-2-6)

COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, FINE TO COARSE SANDY

CLAY, MOIST TO WET, TRACE LIGNITE, HIGHLY PLASTIC (A-6)

(BLACK CREEK FORMATION)

BT

BT
FIAD
02/21

272 + 00

-YIARPB- 13 + 15.51

ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, ORANGE,
SILTY COARSE TO FINE SAND, WET (A-2-4)

0.053

EXISTING PAVEMENT

147.07

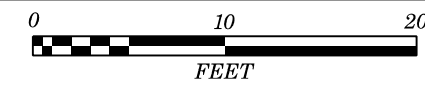
UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE,

GRAY, BLACK, TAN, ORANGE, BROWN, CLAYEY FINE TO COARSE SAND,
MOIST TO WET, SLIGHTLY PLASTIC (A-2-6)

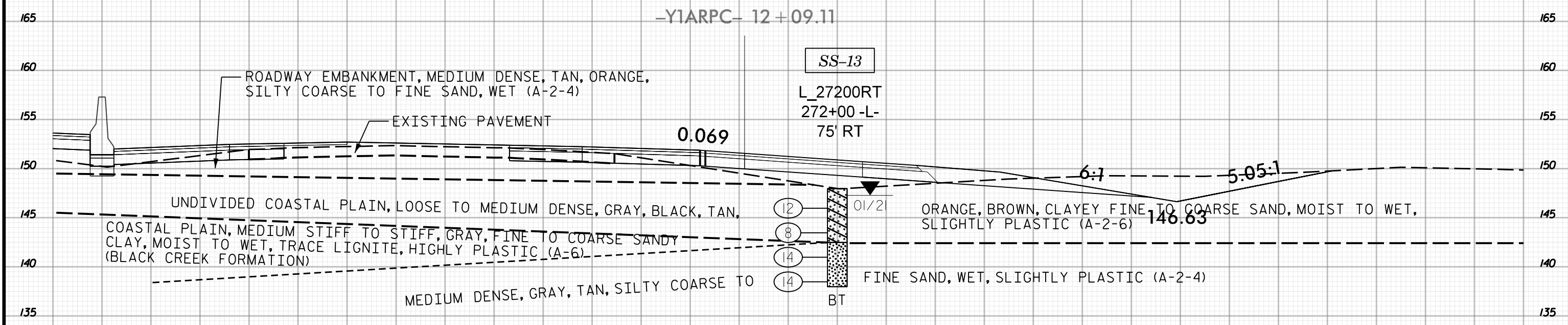
COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, FINE TO COARSE SANDY CLAY, MOIST TO WET, TRACE LIGNITE, HIGHLY PLASTIC (A-6) (BLACK CREEK FORMATION)

270 + 50
1 OF 2

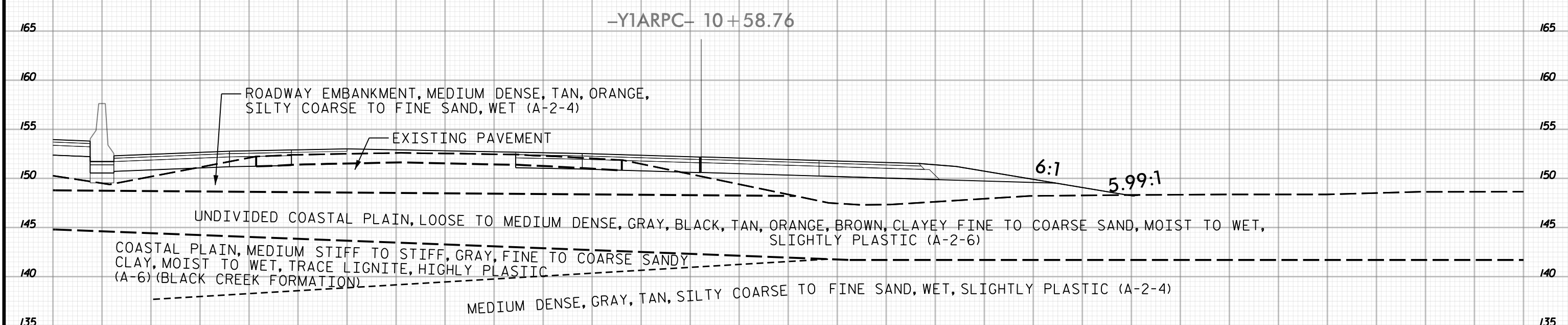
-L-



5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



272 + 00



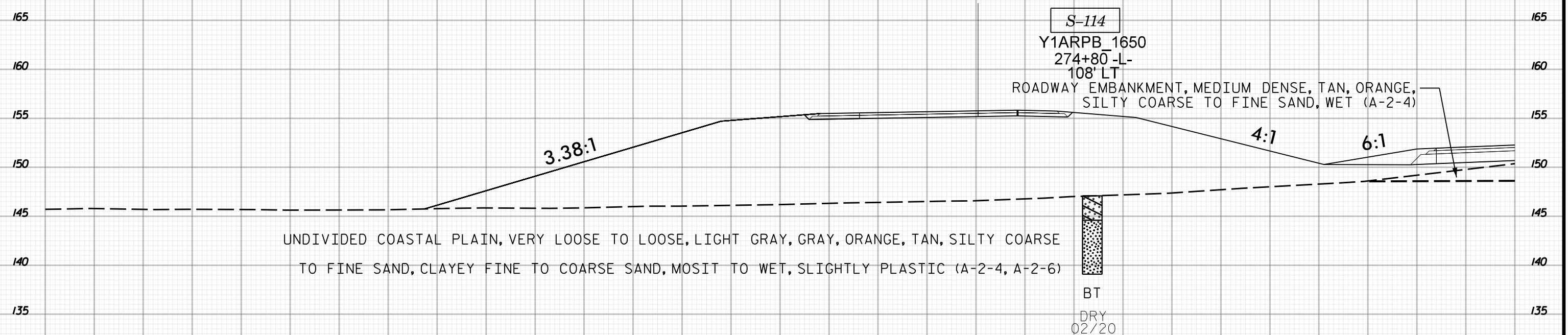
270 + 50
2 OF 2

5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	455

215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65



UNDIVIDED COASTAL PLAIN, VERY LOOSE TO LOOSE, LIGHT GRAY, GRAY, ORANGE, TAN, SILTY COARSE TO FINE SAND, CLAYEY FINE TO COARSE SAND, MOSIT TO WET, SLIGHTLY PLASTIC (A-2-4, A-2-6)

S-114
Y1ARPB_1650
274+80 -L-
108' LT
ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, ORANGE,
SILTY COARSE TO FINE SAND, WET (A-2-4)

BT
DRY
02/20

275+00
1 OF 3

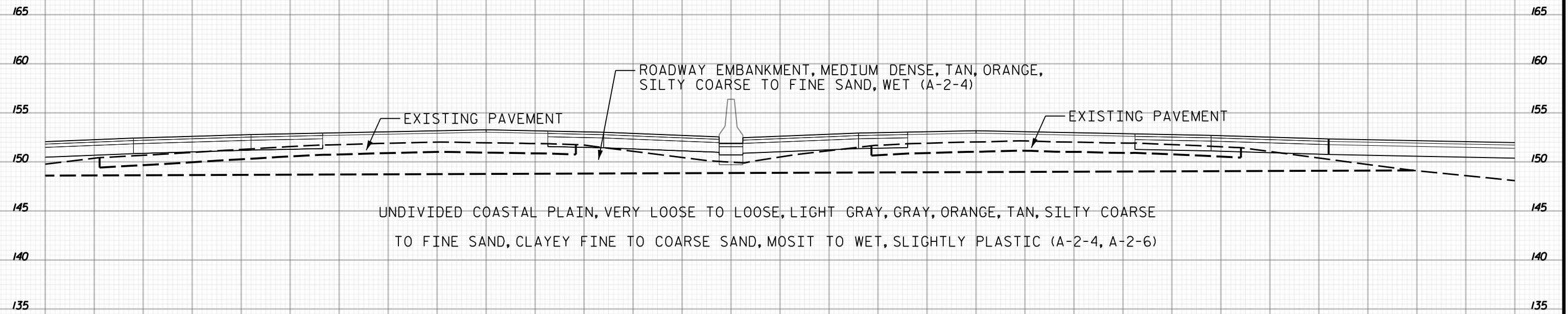
-L-

215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	456

70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80



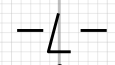
EXISTING PAVEMENT

ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, ORANGE,
SILTY COARSE TO FINE SAND, WET (A-2-4)

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, VERY LOOSE TO LOOSE, LIGHT GRAY, GRAY, ORANGE, TAN, SILTY COARSE
TO FINE SAND, CLAYEY FINE TO COARSE SAND, MOSIT TO WET, SLIGHTLY PLASTIC (A-2-4, A-2-6)

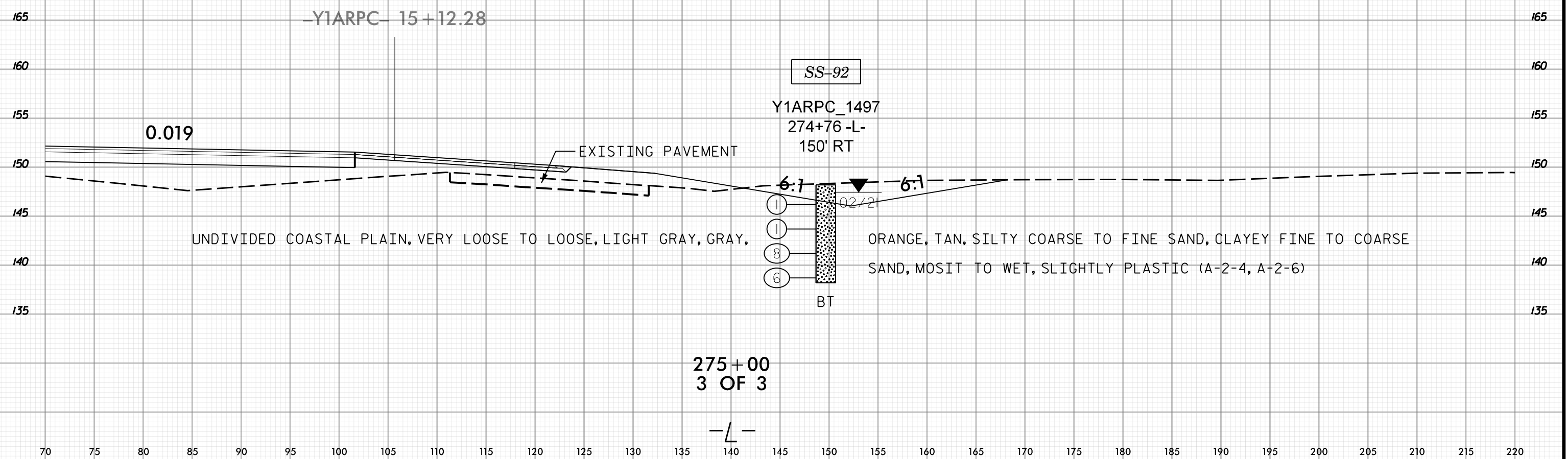
275+00
2 OF 3



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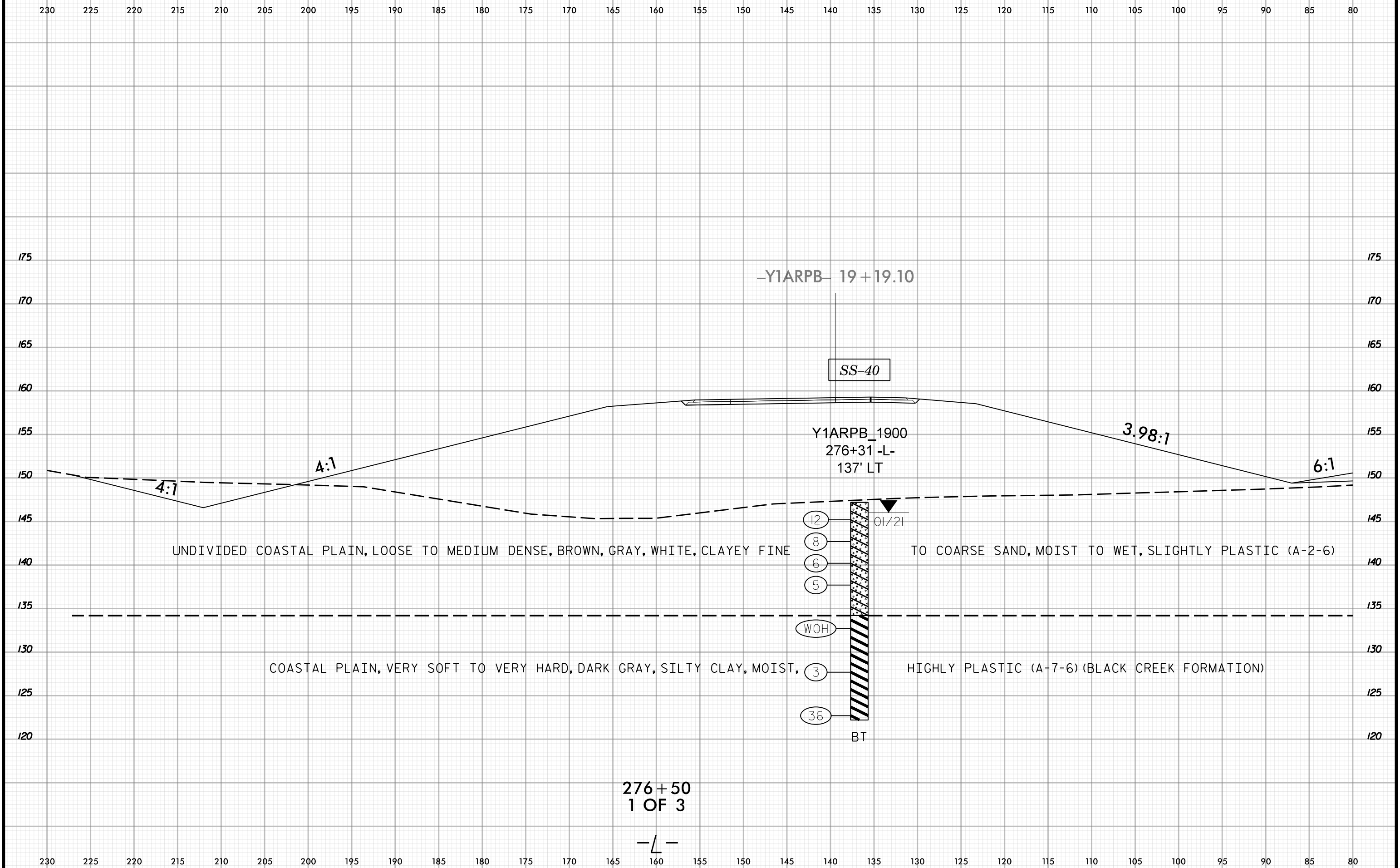
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275+00
3 OF 3

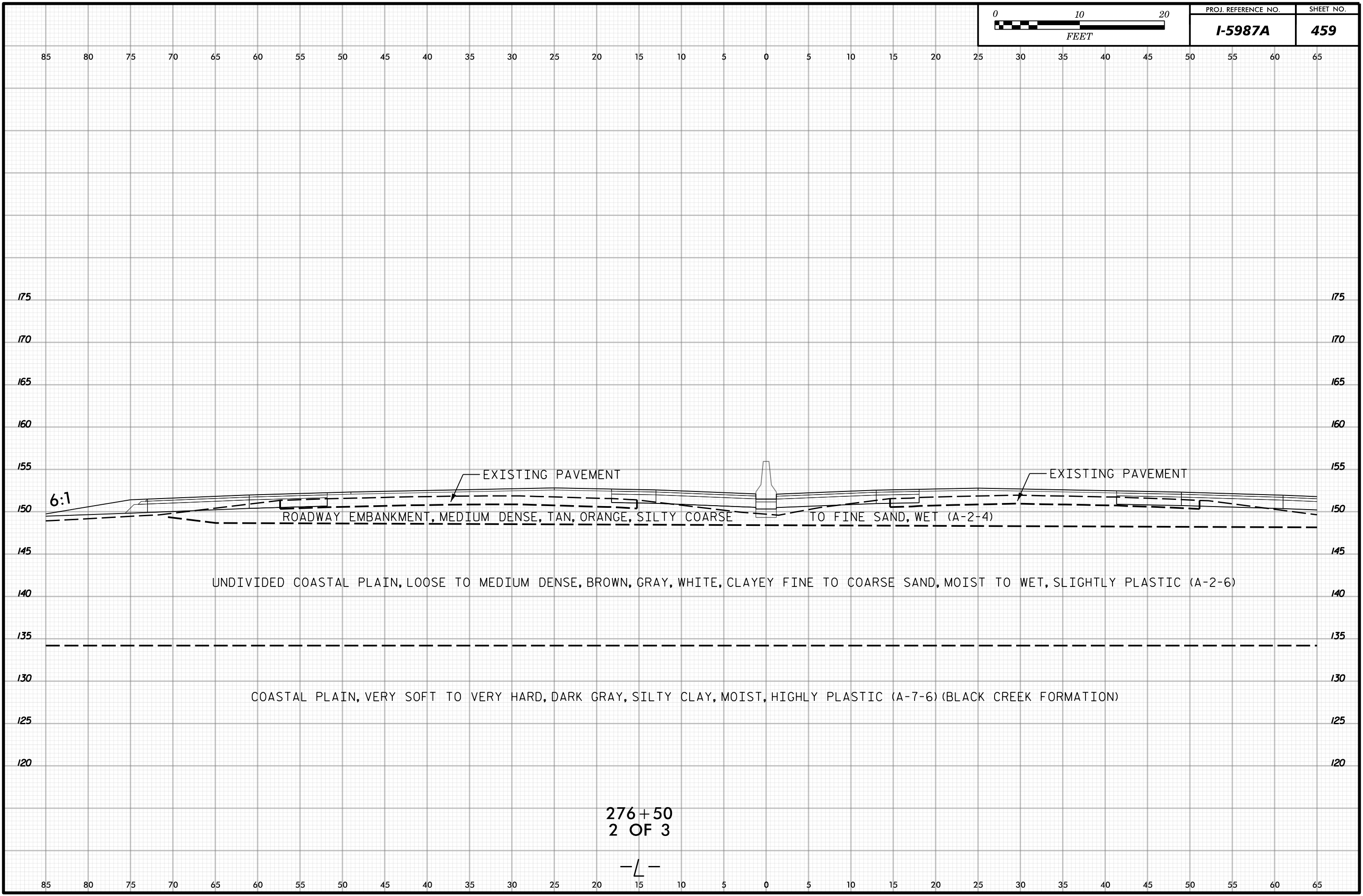
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276+50
1 OF 3

-L-

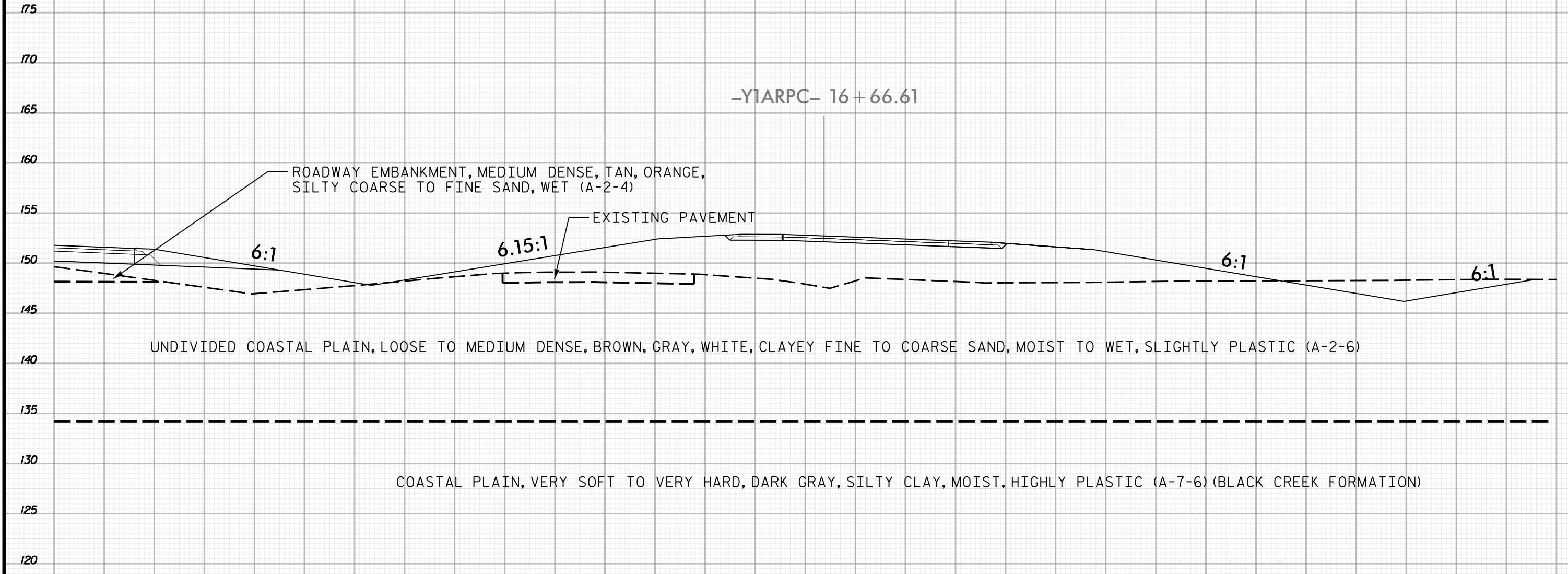


276+50
2 OF 3

—L—



65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215



-YIARPC- 16 + 66.61

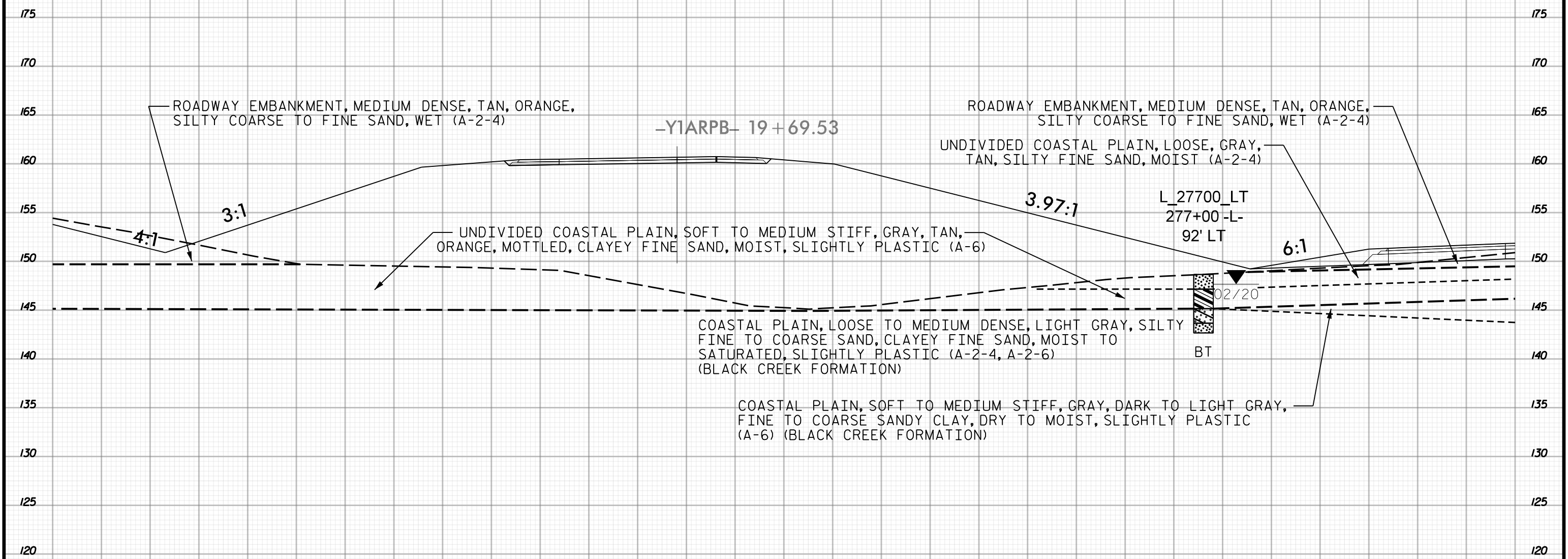
276 + 50
3 OF 3

-L-

65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215



210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60



ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, ORANGE, SILTY COARSE TO FINE SAND, WET (A-2-4)

-Y1ARPB- 19 + 69.53

ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, ORANGE, SILTY COARSE TO FINE SAND, WET (A-2-4)

UNDIVIDED COASTAL PLAIN, LOOSE, GRAY, TAN, SILTY FINE SAND, MOIST (A-2-4)

3:1

3.97:1

6:1

4:1

UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, TAN, ORANGE, MOTTLED, CLAYEY FINE SAND, MOIST, SLIGHTLY PLASTIC (A-6)

L_27700_LT
277+00-L-
92' LT

02/20

BT

COASTAL PLAIN, LOOSE TO MEDIUM DENSE, LIGHT GRAY, SILTY FINE TO COARSE SAND, CLAYEY FINE SAND, MOIST TO SATURATED, SLIGHTLY PLASTIC (A-2-4, A-2-6) (BLACK CREEK FORMATION)

COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, DARK TO LIGHT GRAY, FINE TO COARSE SANDY CLAY, DRY TO MOIST, SLIGHTLY PLASTIC (A-6) (BLACK CREEK FORMATION)

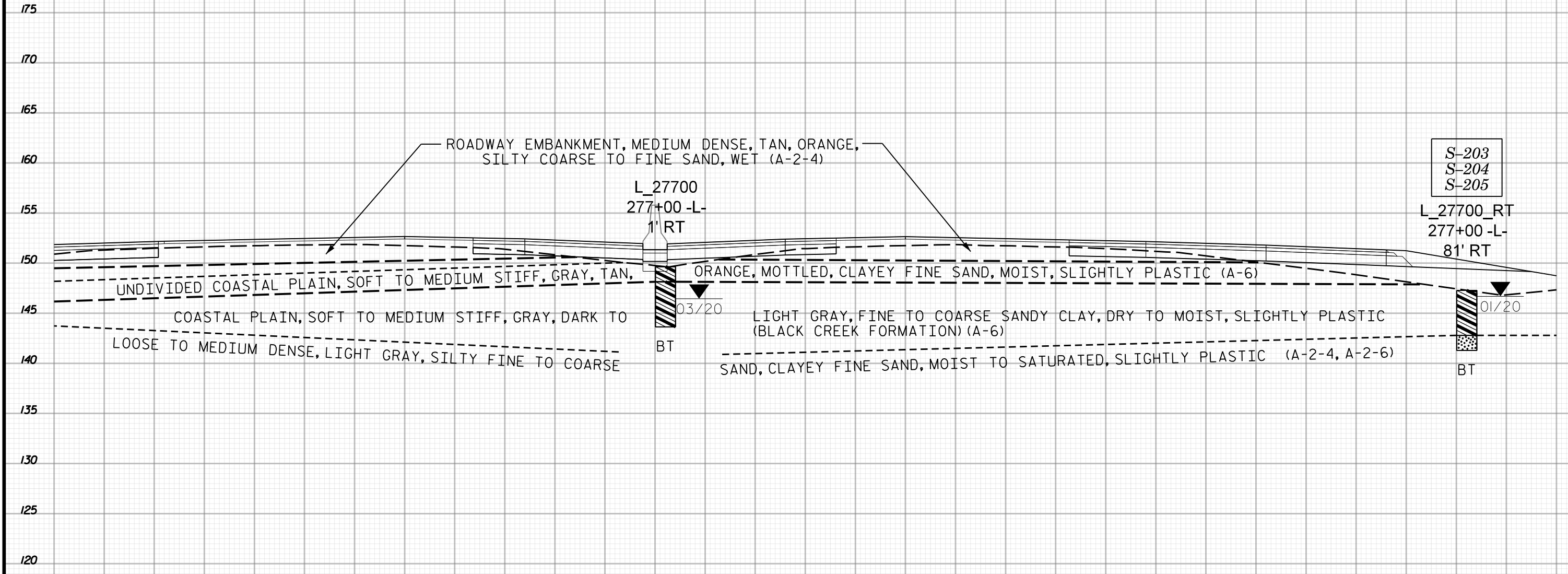
277+00
1 OF 3

-L-

210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60



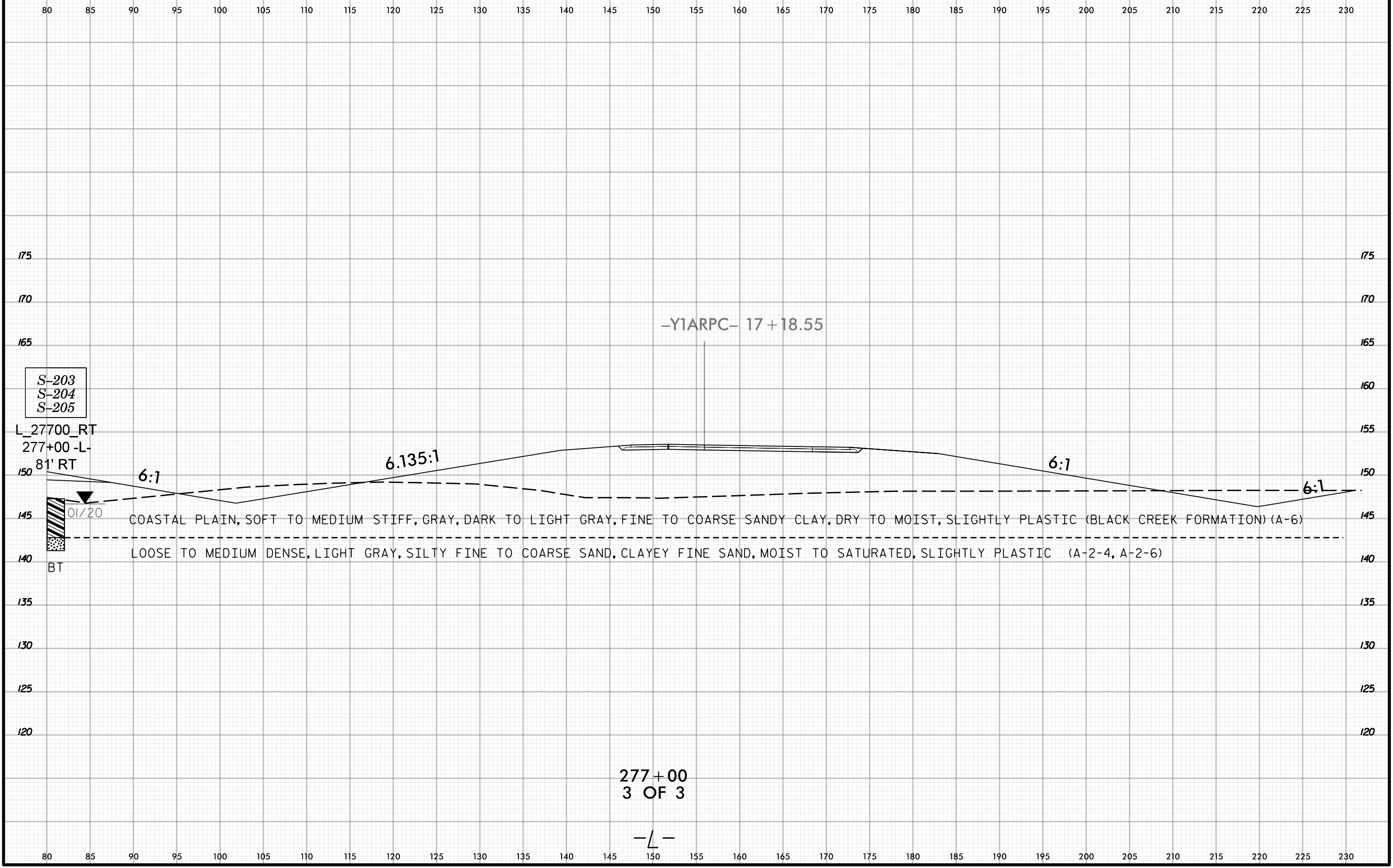
60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90



277+00
2 OF 3

-L-

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90



S-203
S-204
S-205

L_27700_RT
277+00 -L-
81' RT

-Y1ARPC- 17+18.55

6:1

6.135:1

6:1

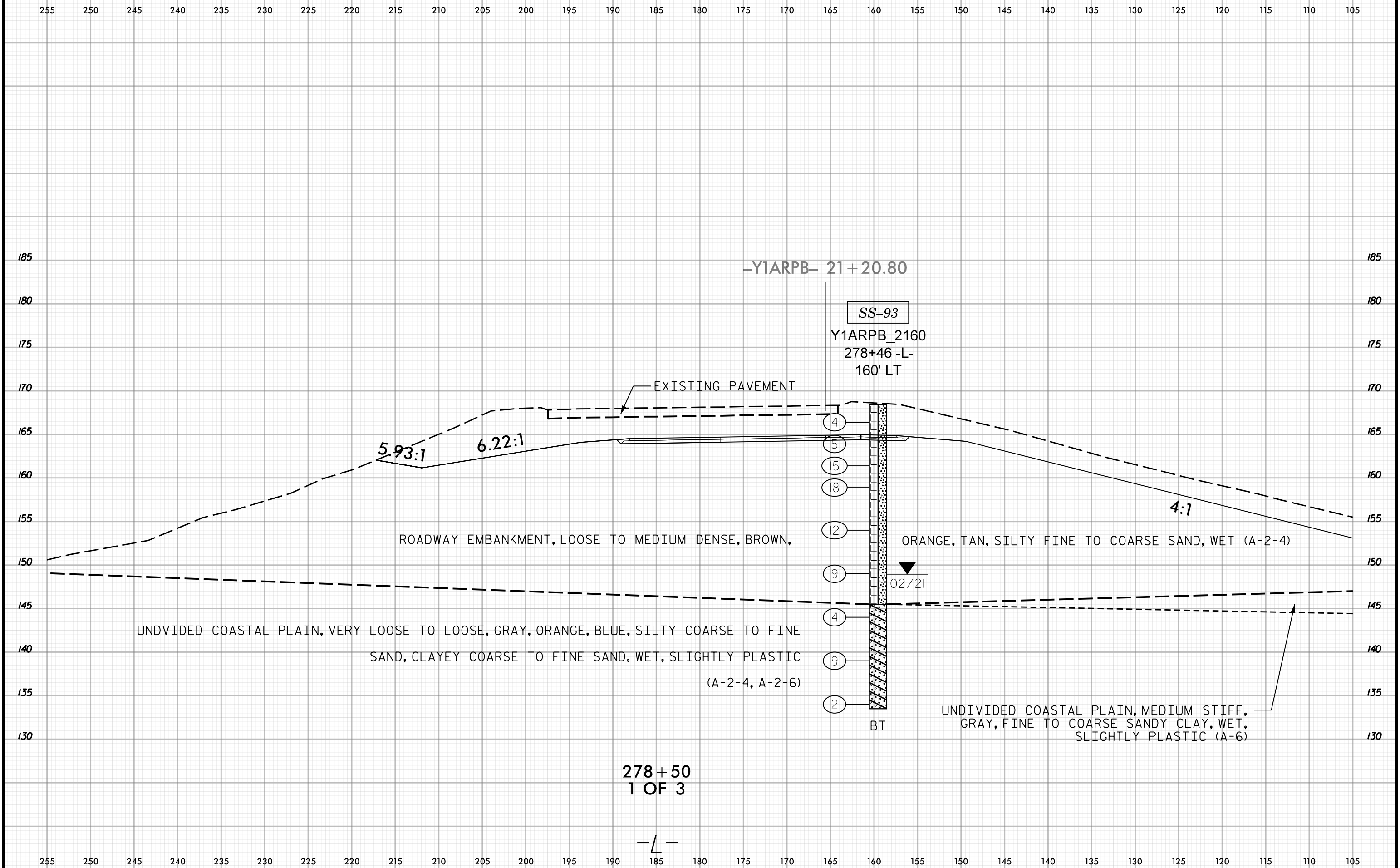
6:1

01/20 COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, DARK TO LIGHT GRAY, FINE TO COARSE SANDY CLAY, DRY TO MOIST, SLIGHTLY PLASTIC (BLACK CREEK FORMATION) (A-6)

BT LOOSE TO MEDIUM DENSE, LIGHT GRAY, SILTY FINE TO COARSE SAND, CLAYEY FINE SAND, MOIST TO SATURATED, SLIGHTLY PLASTIC (A-2-4, A-2-6)

277+00
3 OF 3

-L-



-Y1ARPB- 21+20.80

SS-93

Y1ARPB_2160
278+46 -L-
160' LT

EXISTING PAVEMENT

5.93:1

6.22:1

4:1

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, BROWN,

ORANGE, TAN, SILTY FINE TO COARSE SAND, WET (A-2-4)

02/21

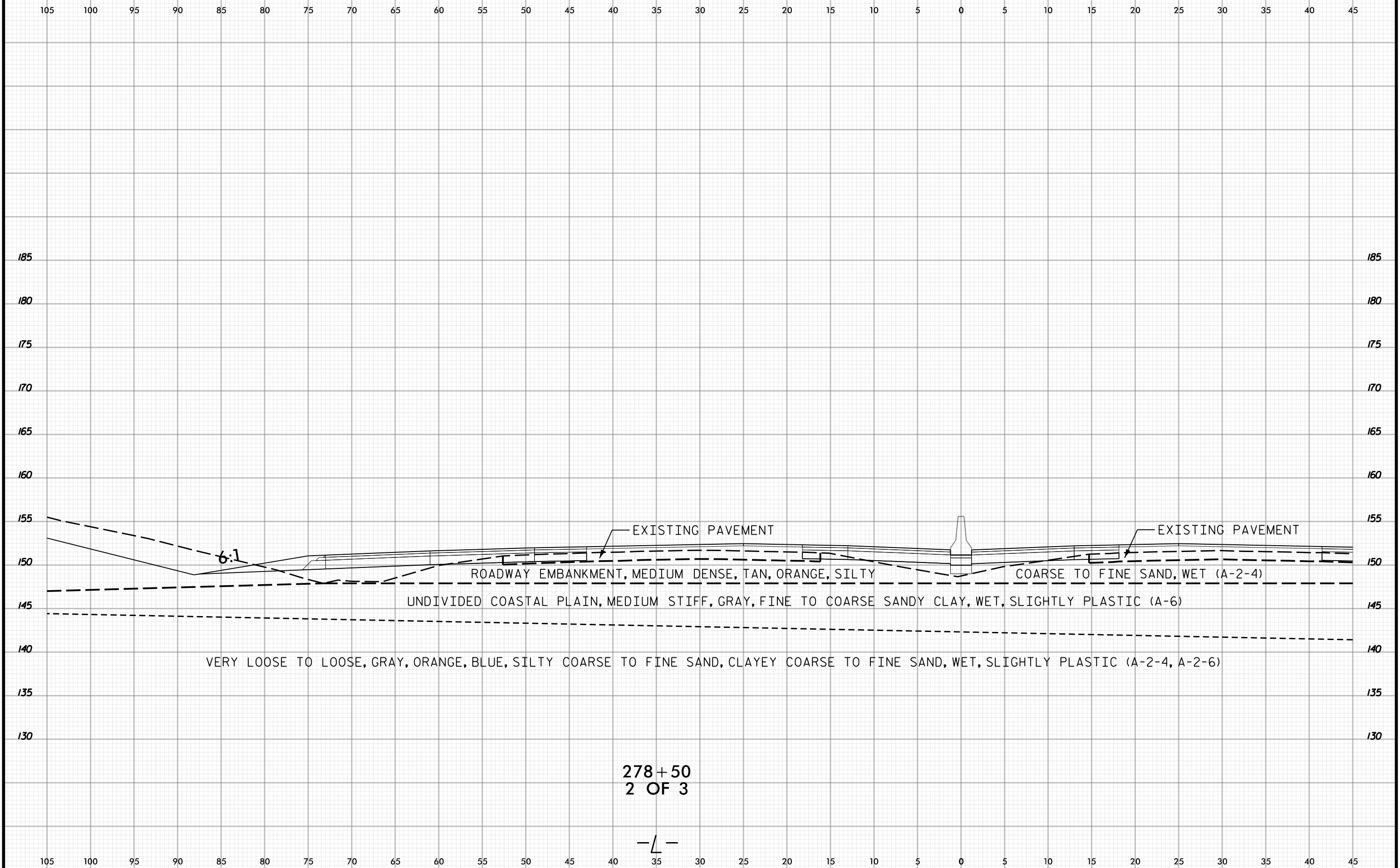
UNDIVIDED COASTAL PLAIN, VERY LOOSE TO LOOSE, GRAY, ORANGE, BLUE, SILTY COARSE TO FINE SAND, CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-4, A-2-6)

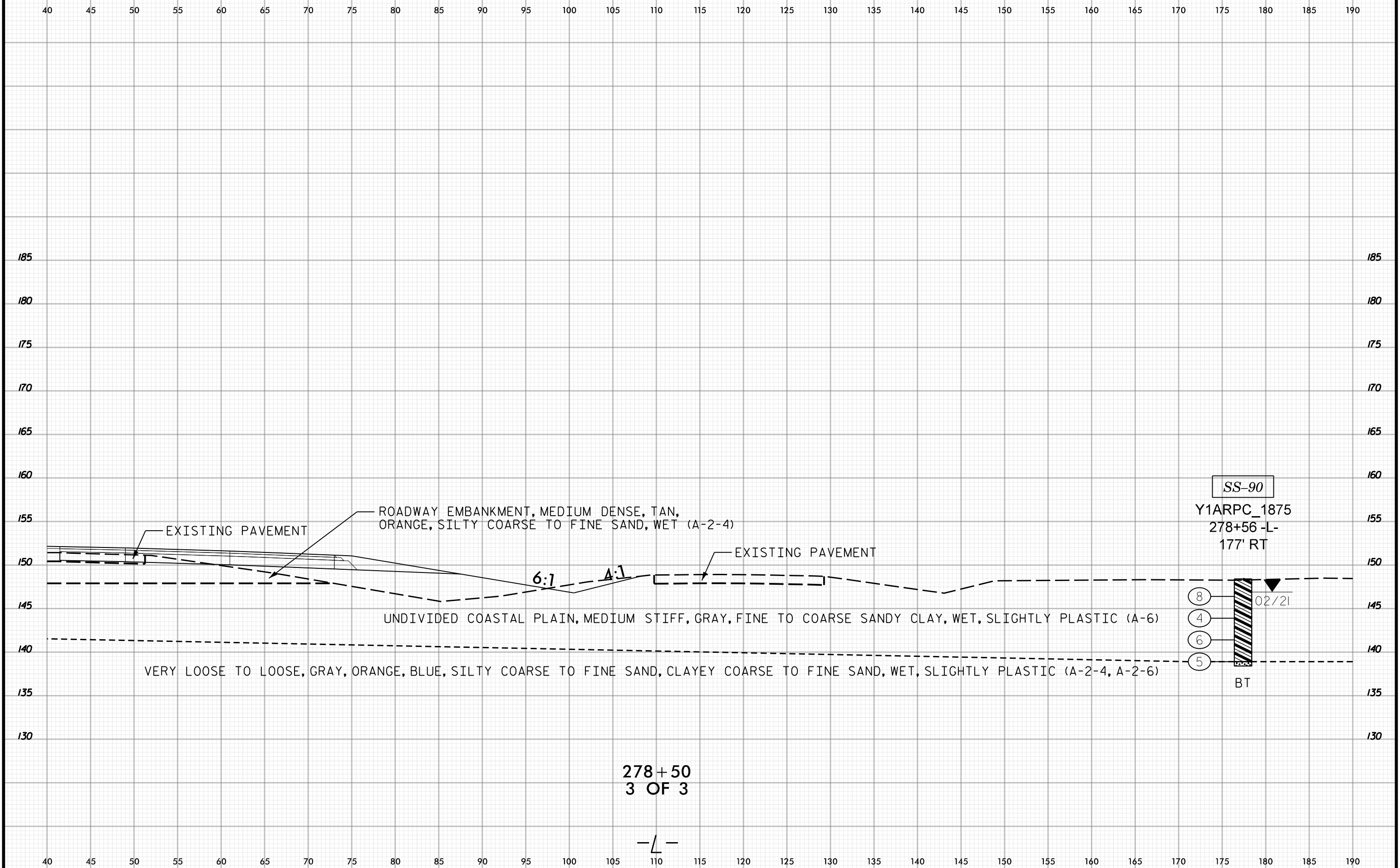
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, GRAY, FINE TO COARSE SANDY CLAY, WET, SLIGHTLY PLASTIC (A-6)

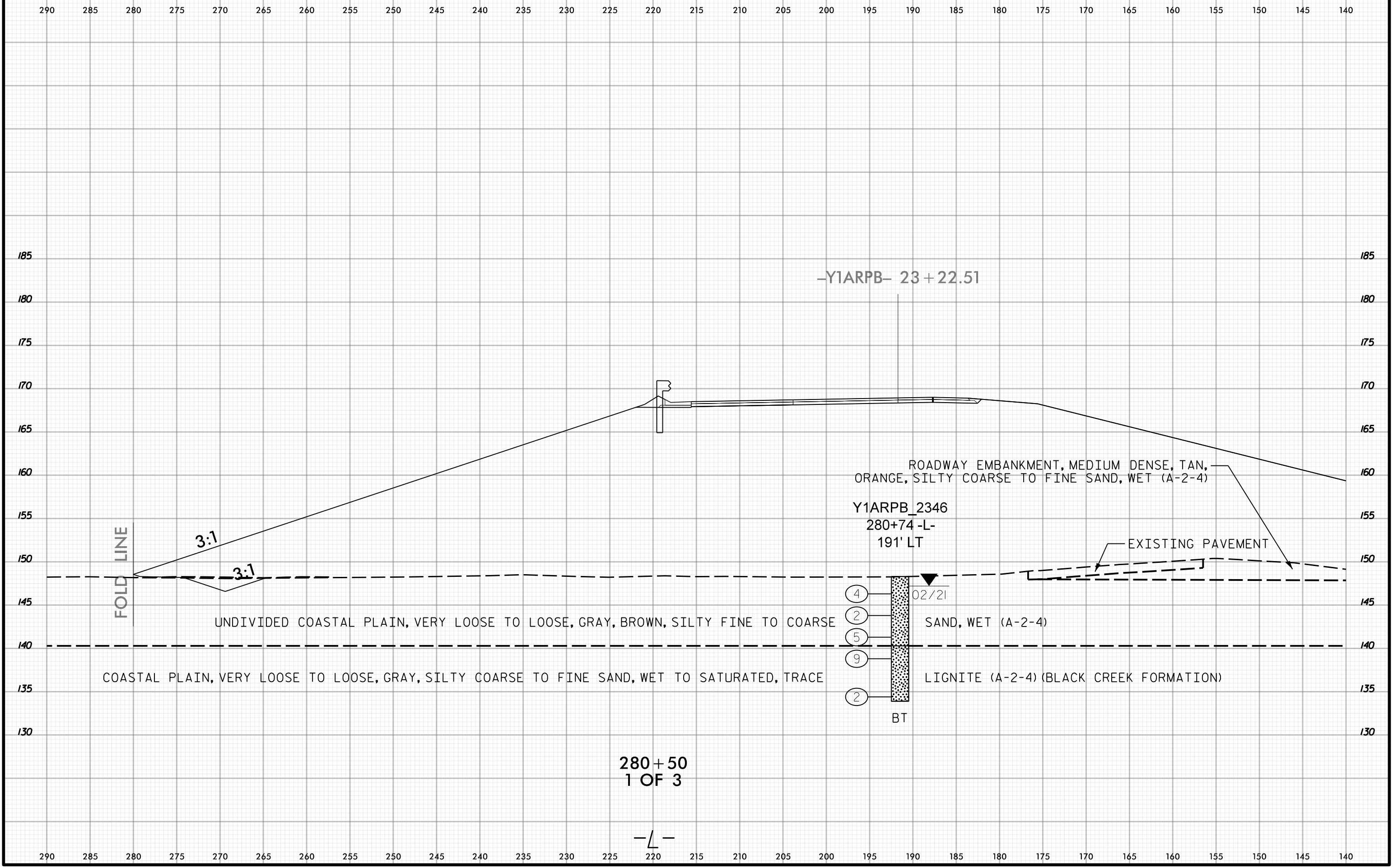
BT

278+50
1 OF 3

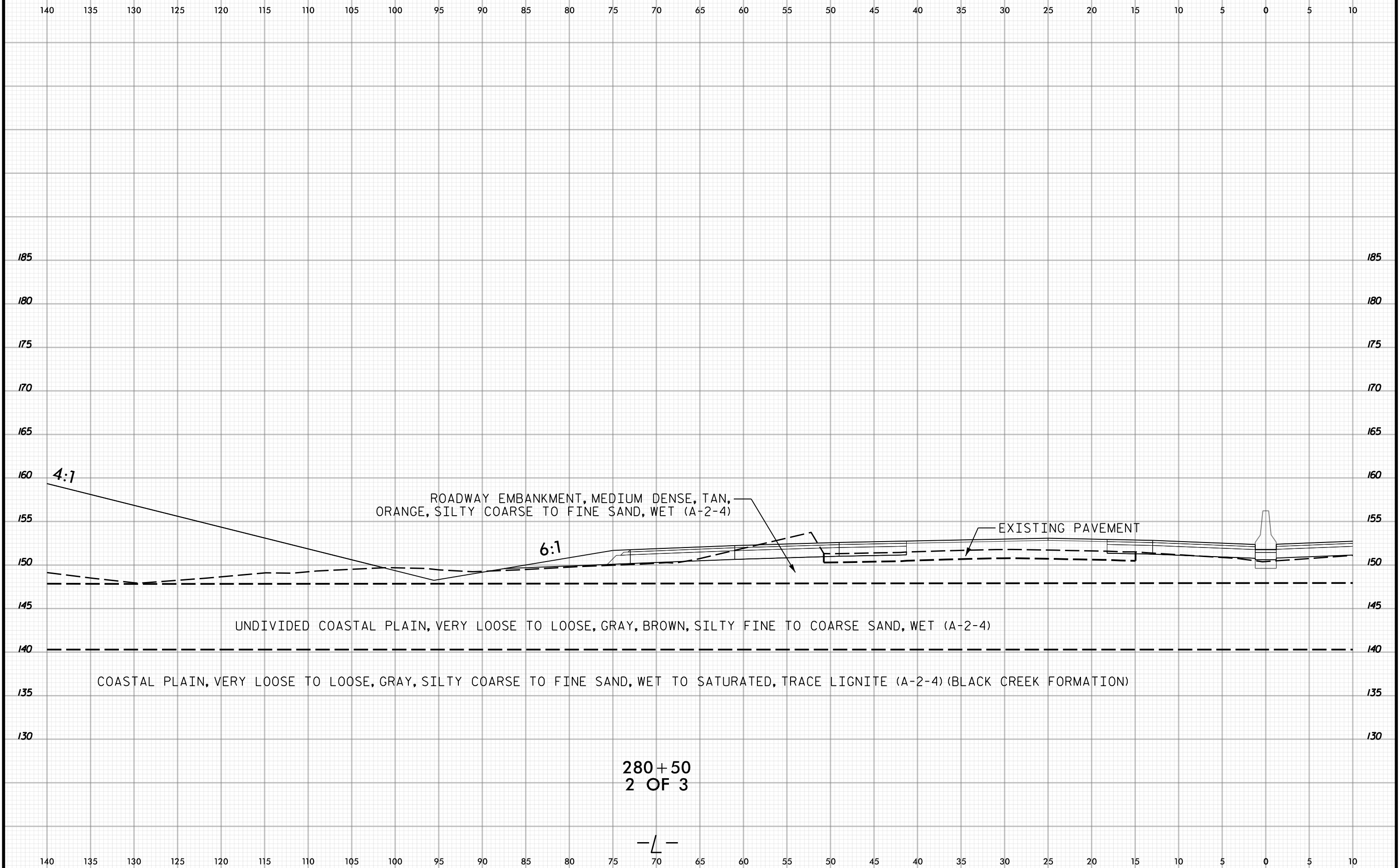
-L-



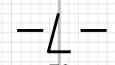


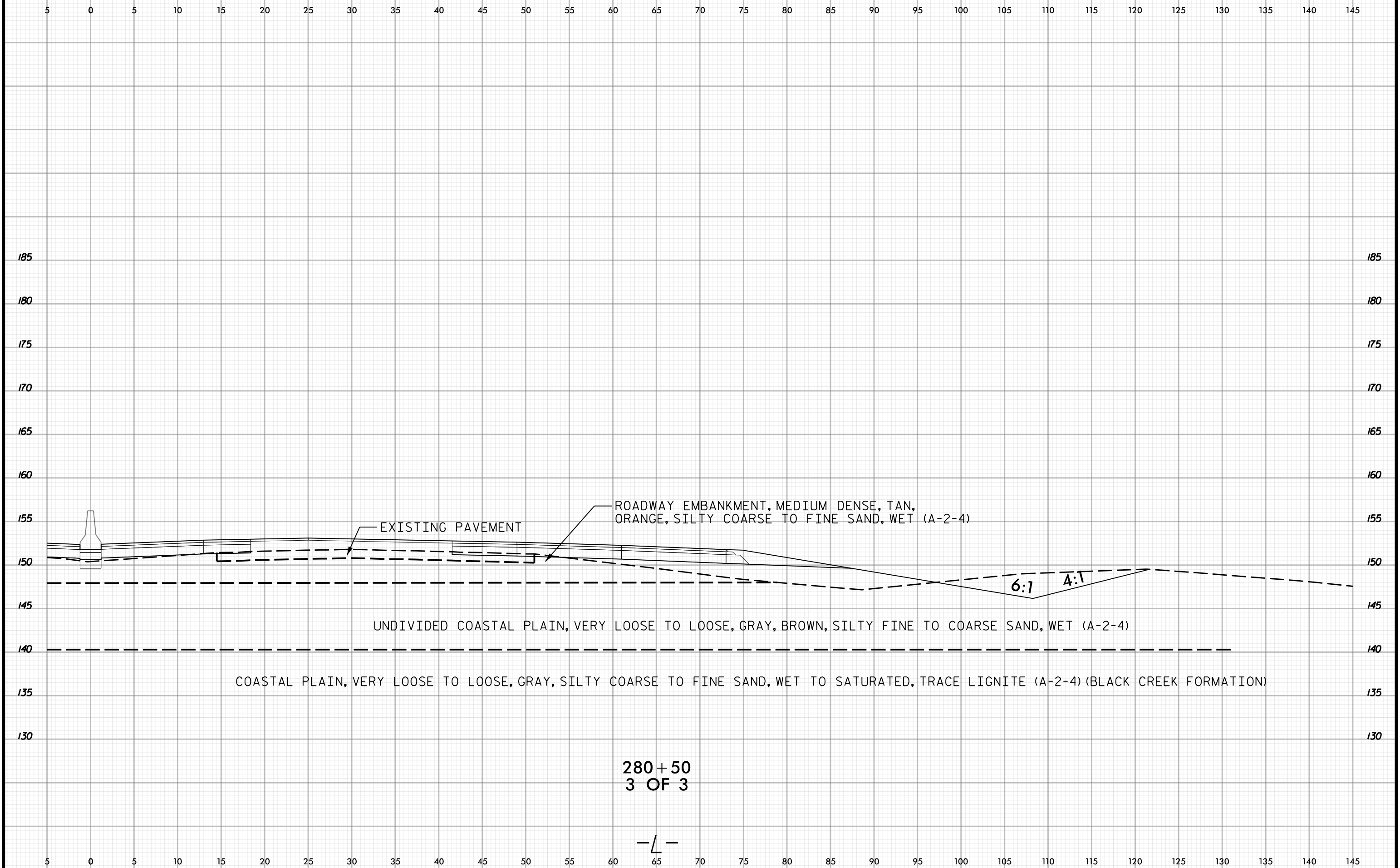


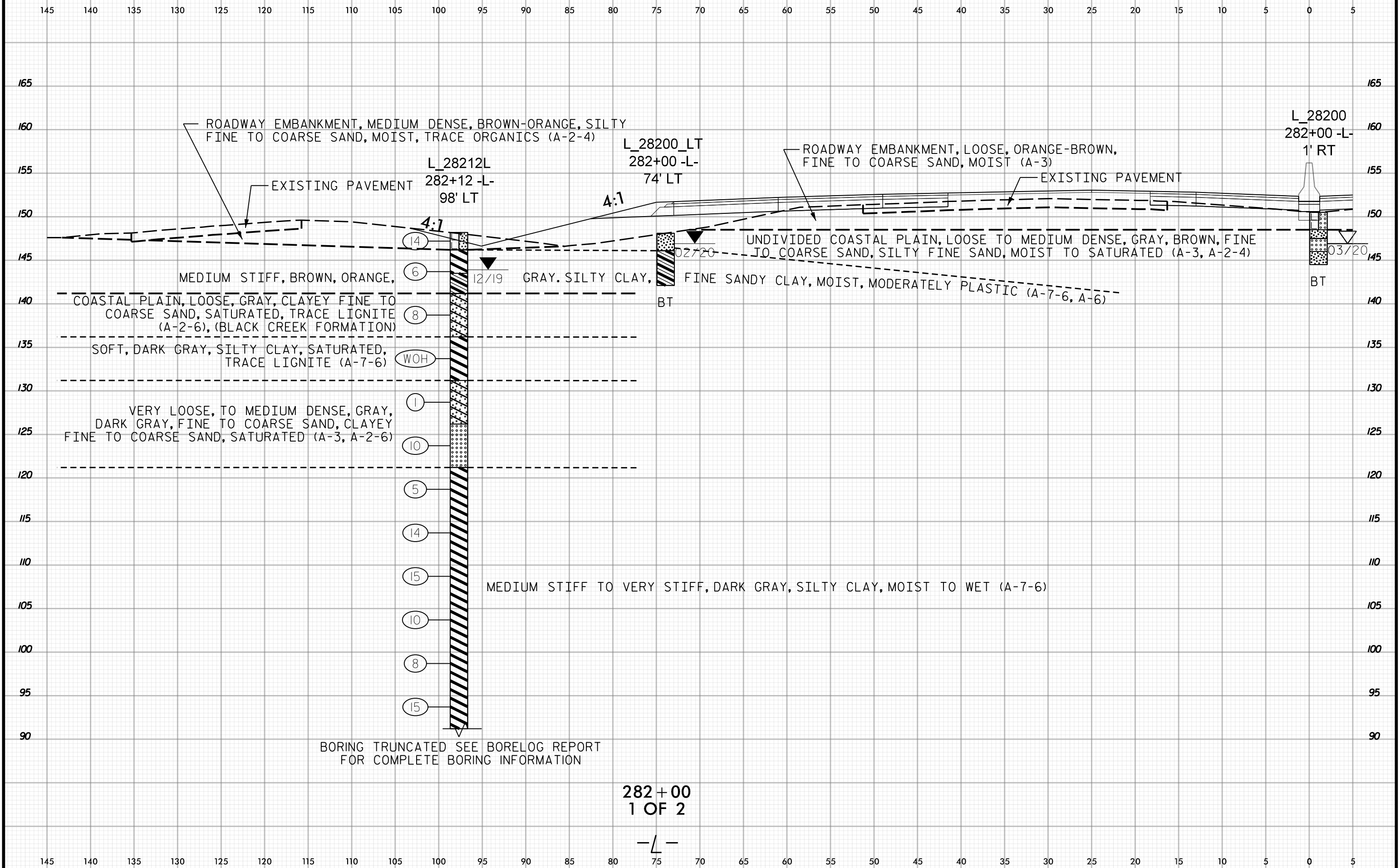
-Y1ARPB- 23 + 22.51



280+50
2 OF 3

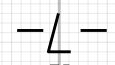






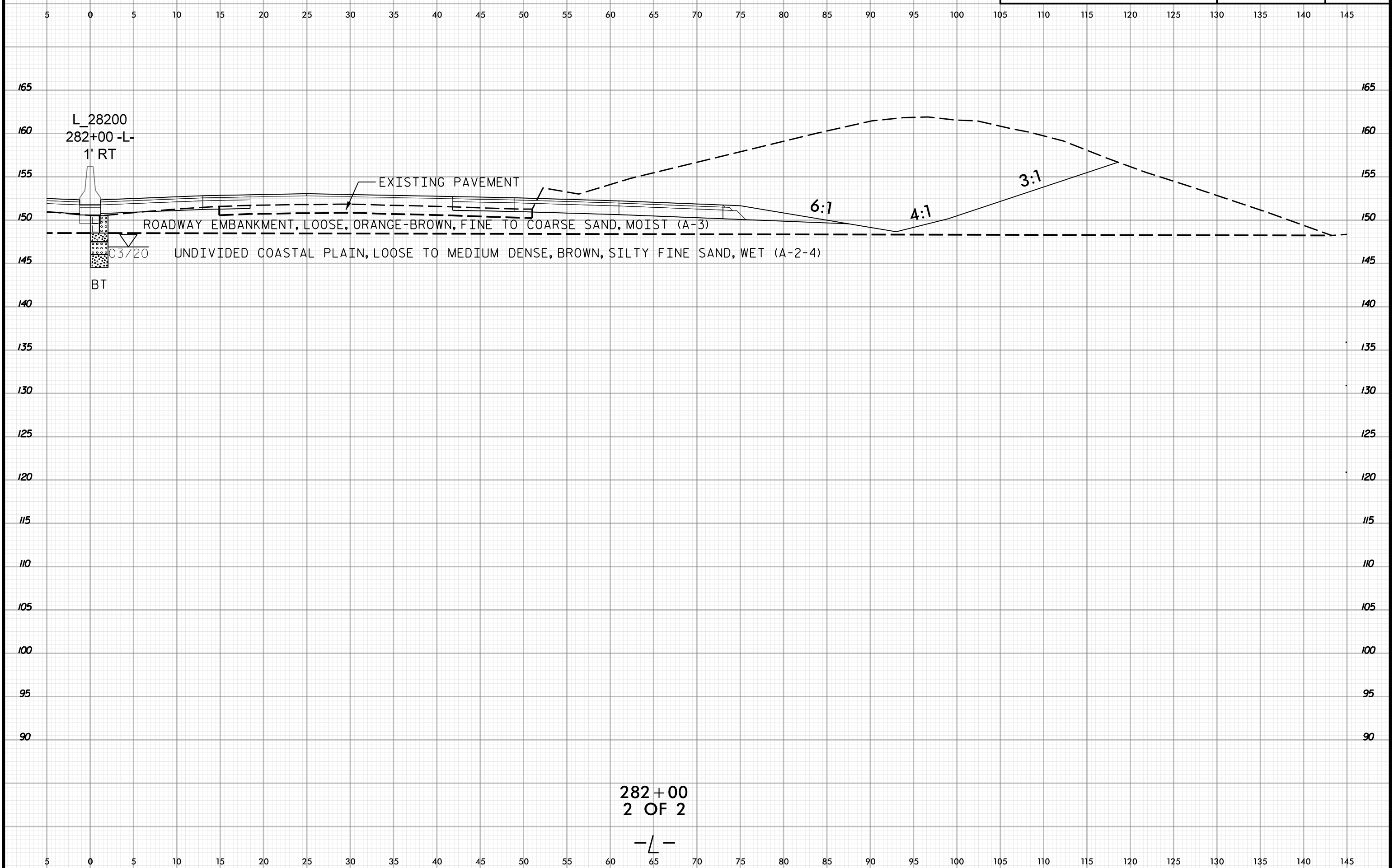
BORING TRUNCATED SEE BORELOG REPORT FOR COMPLETE BORING INFORMATION

282 + 00
1 OF 2



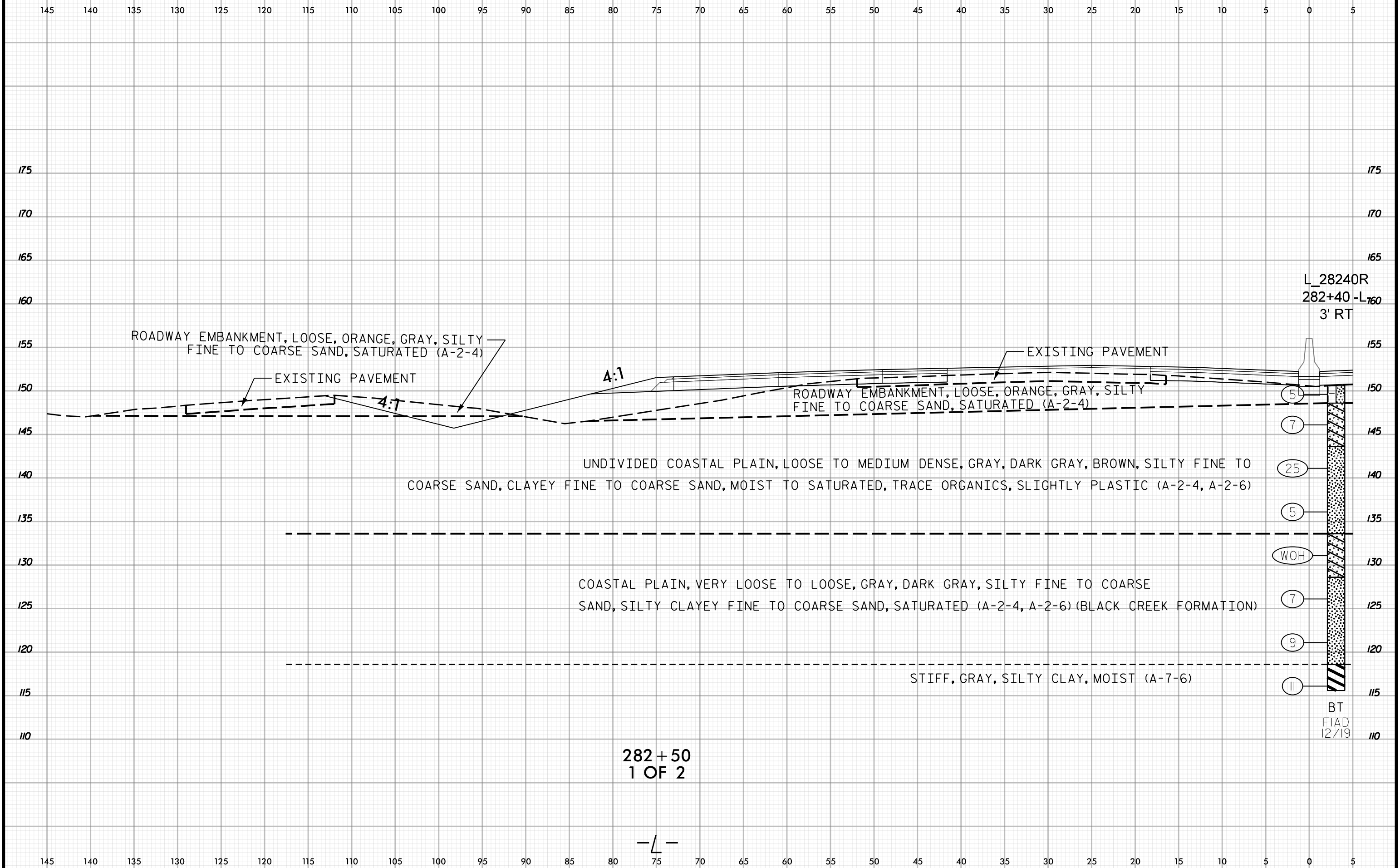
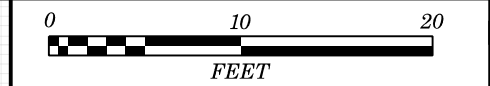


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	471



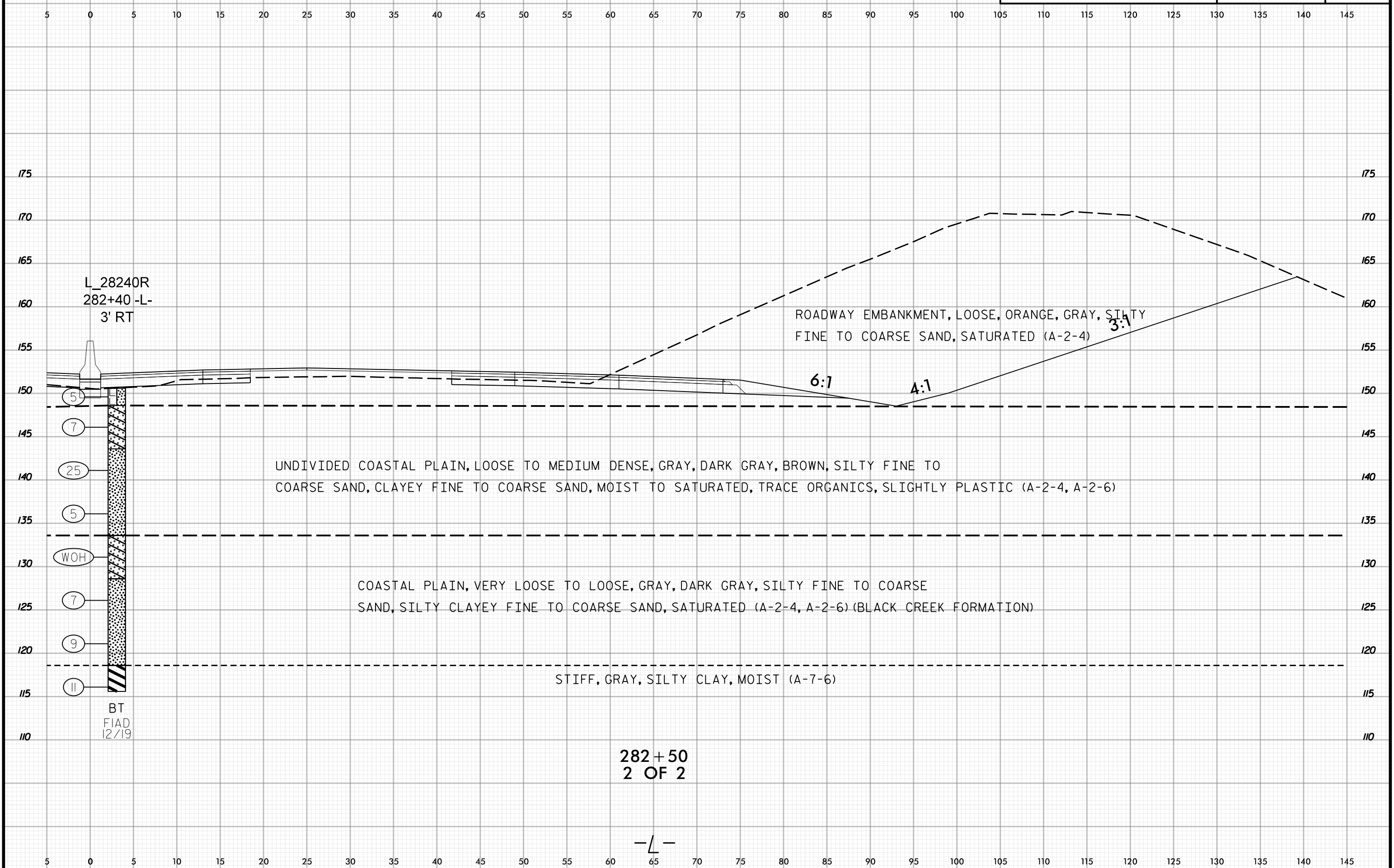
282+00
2 OF 2

—L—





PROJ. REFERENCE NO.	SHEET NO.
I-5987A	473



L_28240R
282+40 -L-
3' RT

ROADWAY EMBANKMENT, LOOSE, ORANGE, GRAY, SILTY
FINE TO COARSE SAND, SATURATED (A-2-4)

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, DARK GRAY, BROWN, SILTY FINE TO
COARSE SAND, CLAYEY FINE TO COARSE SAND, MOIST TO SATURATED, TRACE ORGANICS, SLIGHTLY PLASTIC (A-2-4, A-2-6)

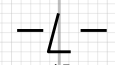
COASTAL PLAIN, VERY LOOSE TO LOOSE, GRAY, DARK GRAY, SILTY FINE TO COARSE
SAND, SILTY CLAYEY FINE TO COARSE SAND, SATURATED (A-2-4, A-2-6) (BLACK CREEK FORMATION)

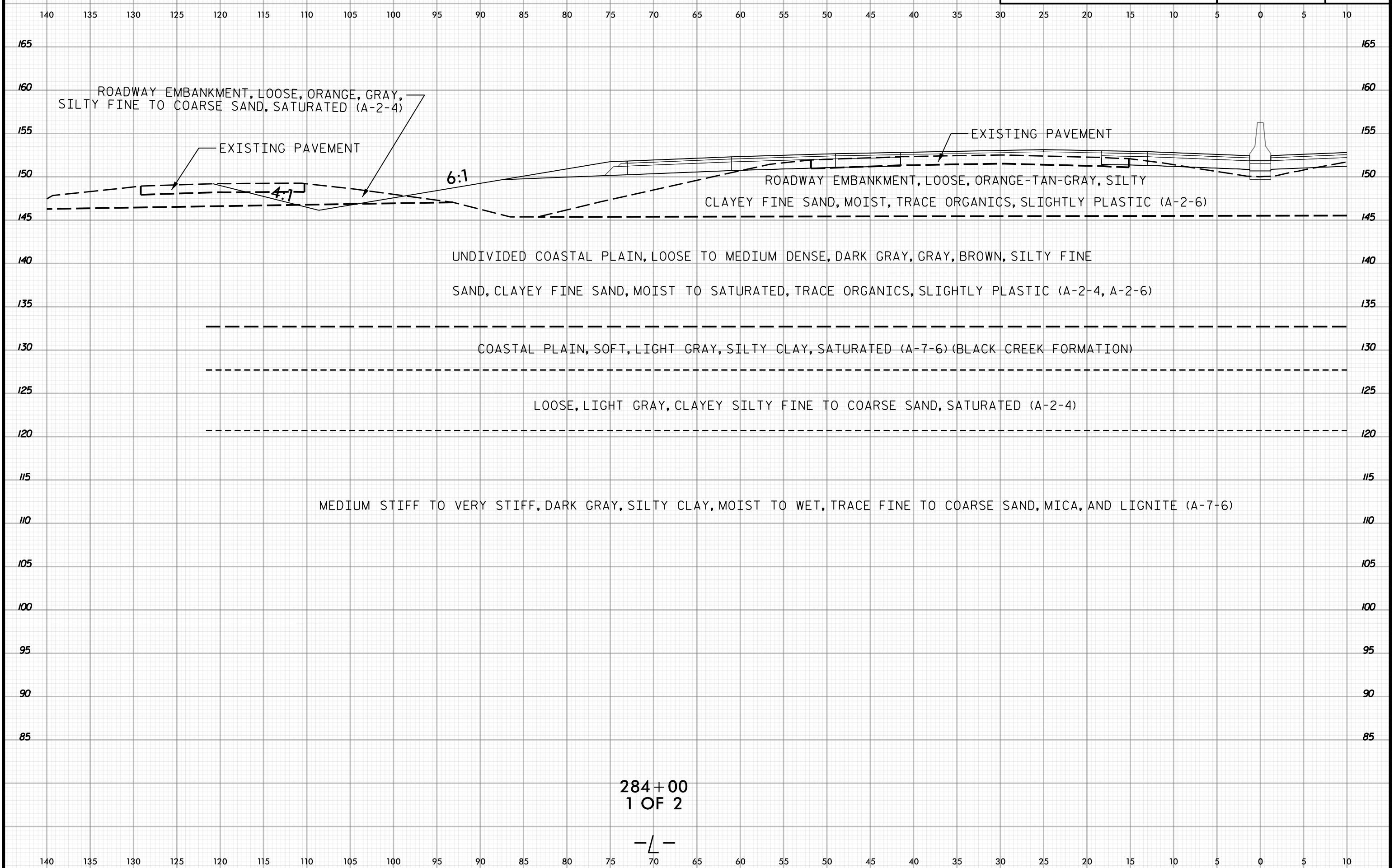
STIFF, GRAY, SILTY CLAY, MOIST (A-7-6)

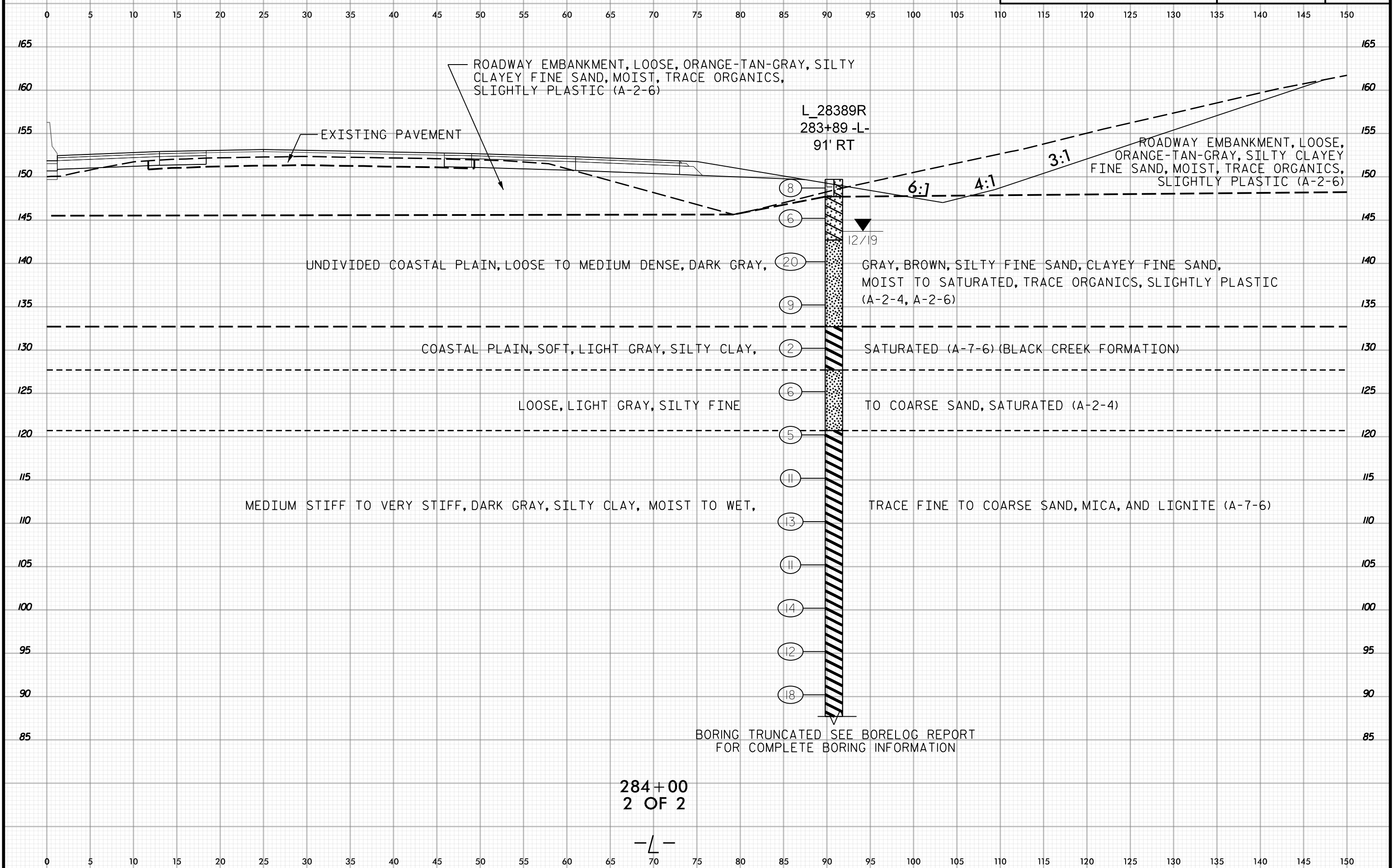
- 5
- 7
- 25
- 5
- WOH
- 7
- 9
- 11

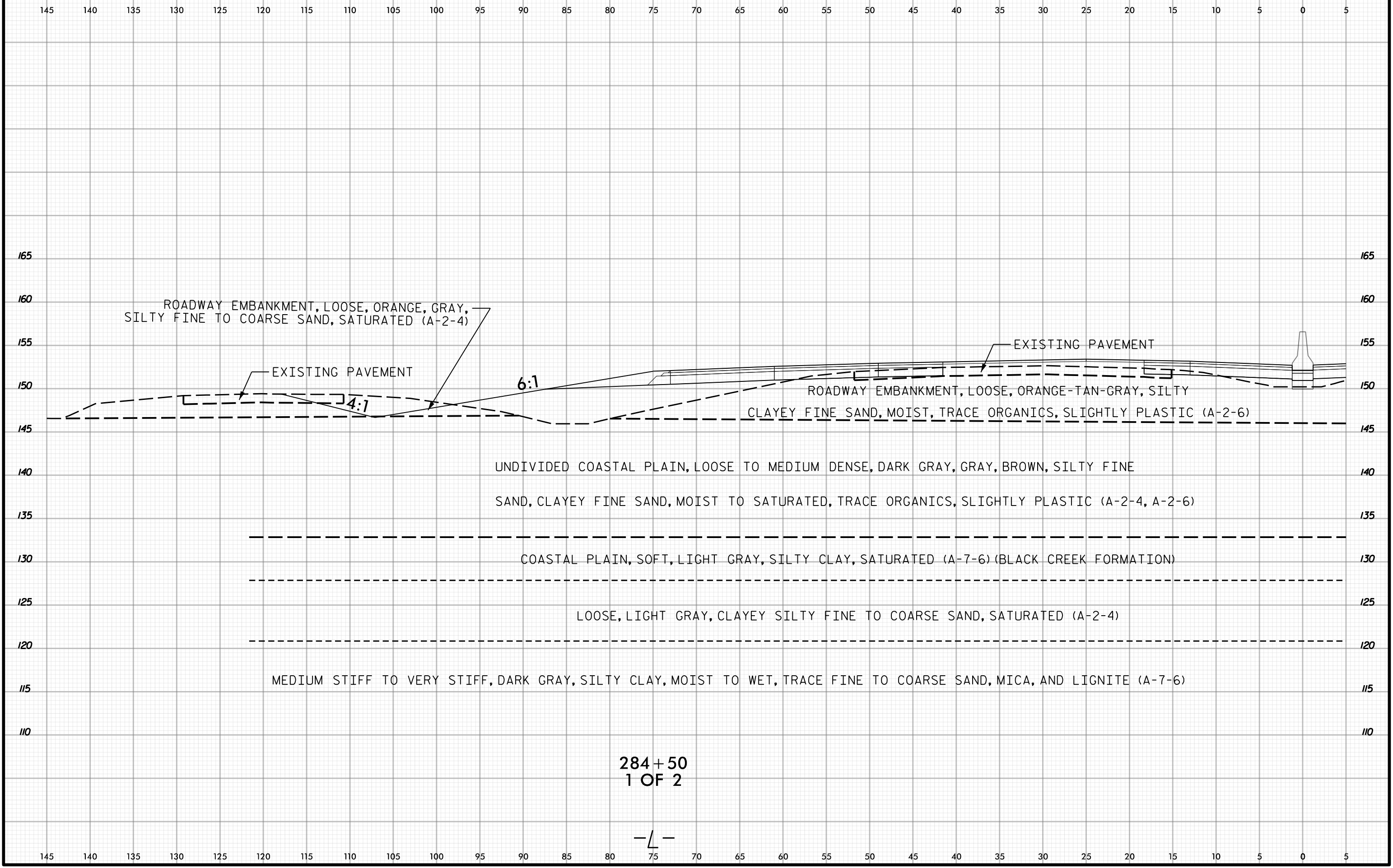
BT
FIAD
12/19

282 + 50
2 OF 2

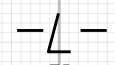






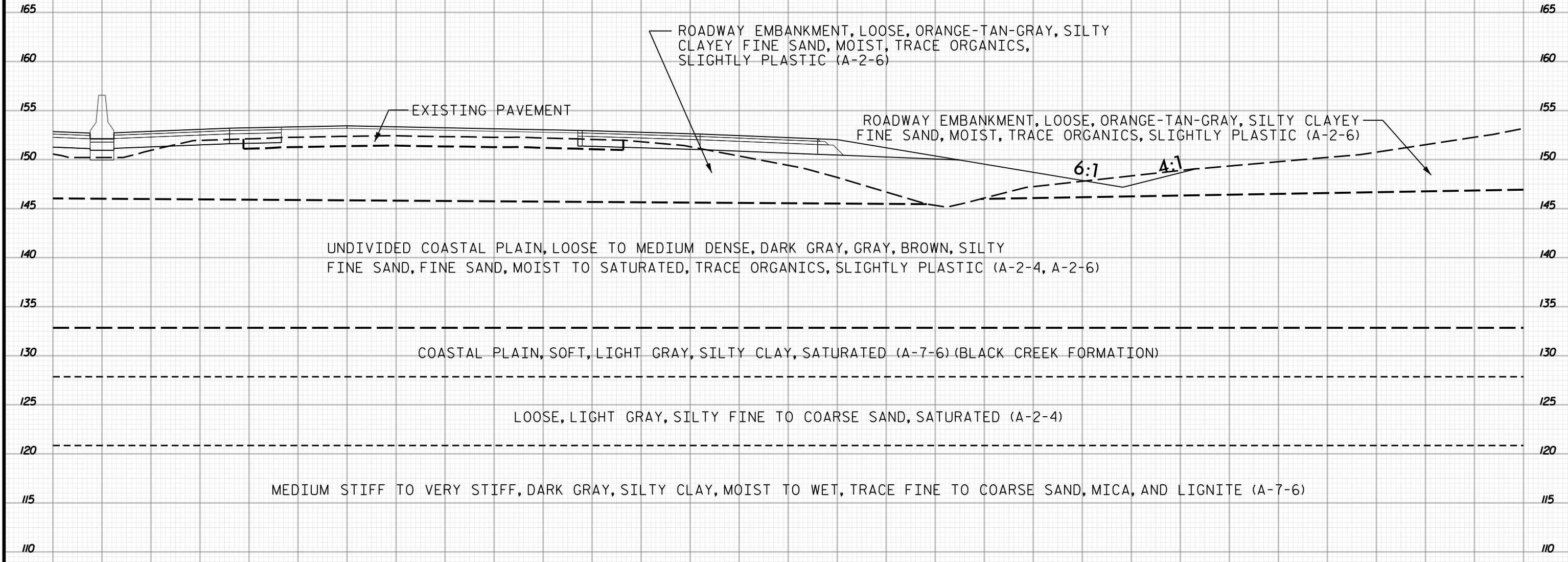


284+50
1 OF 2

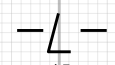




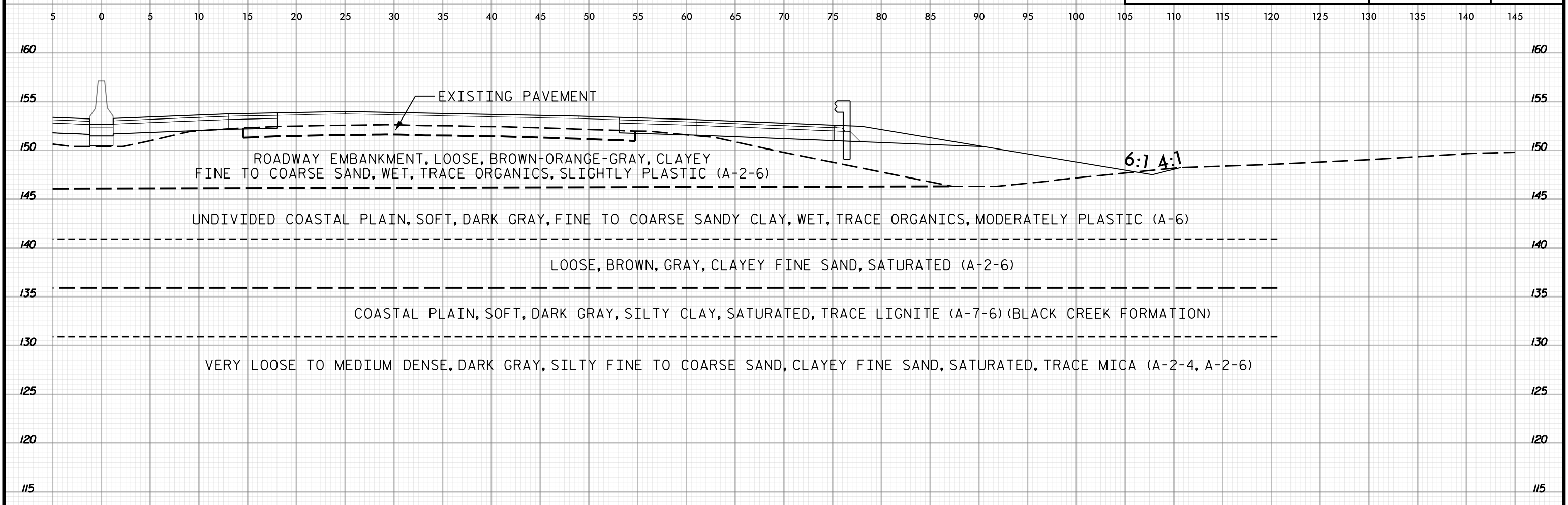
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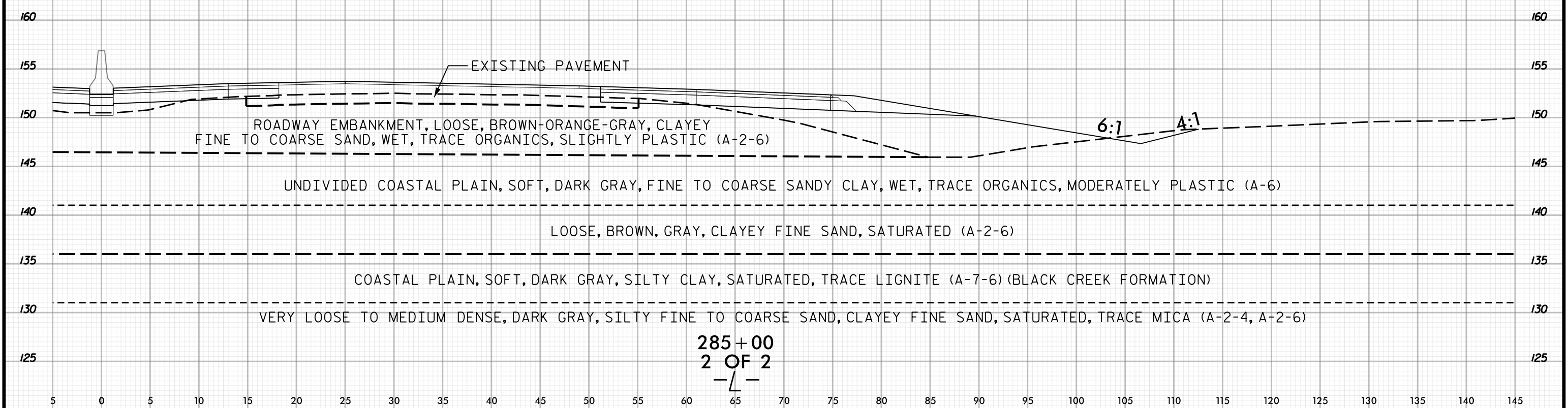
284 + 50
2 OF 2



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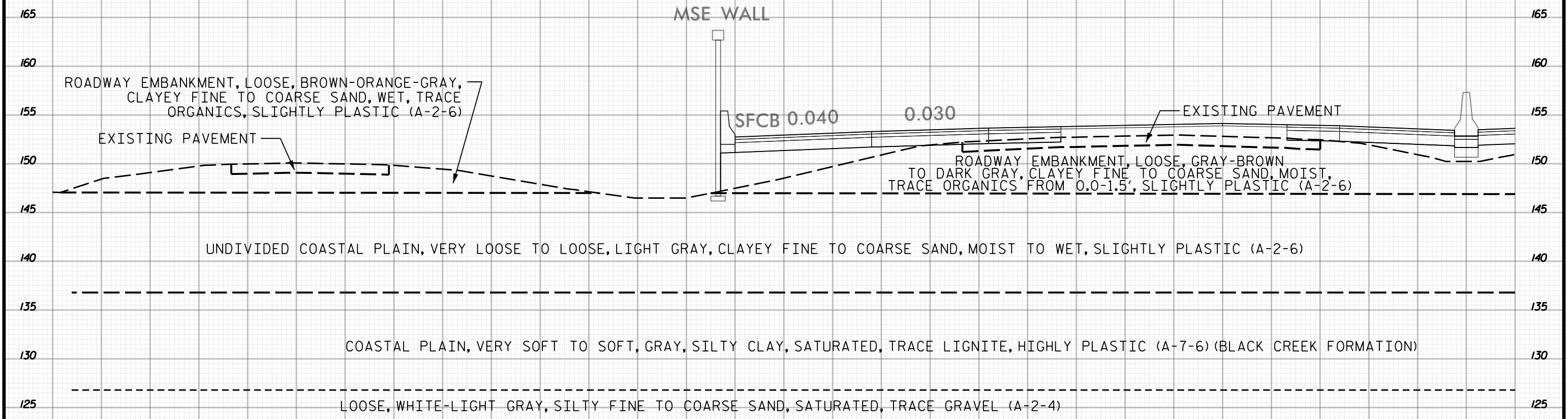
285 + 50



285 + 00
2 OF 2
-L-

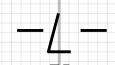


145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



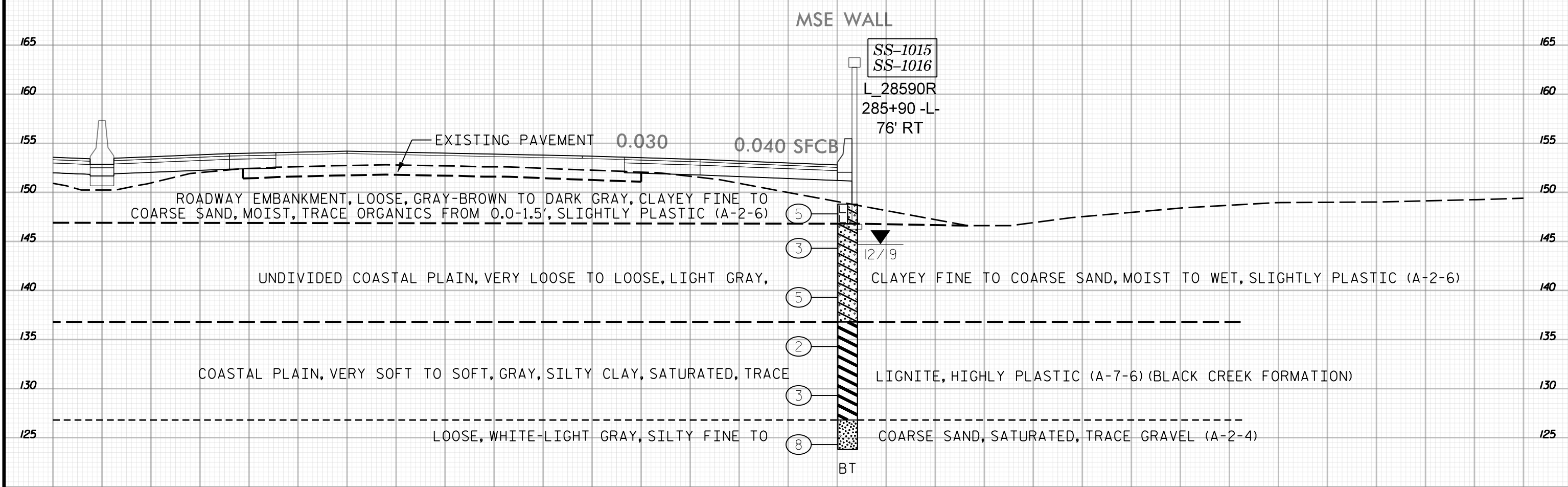
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286+00
1 OF 2





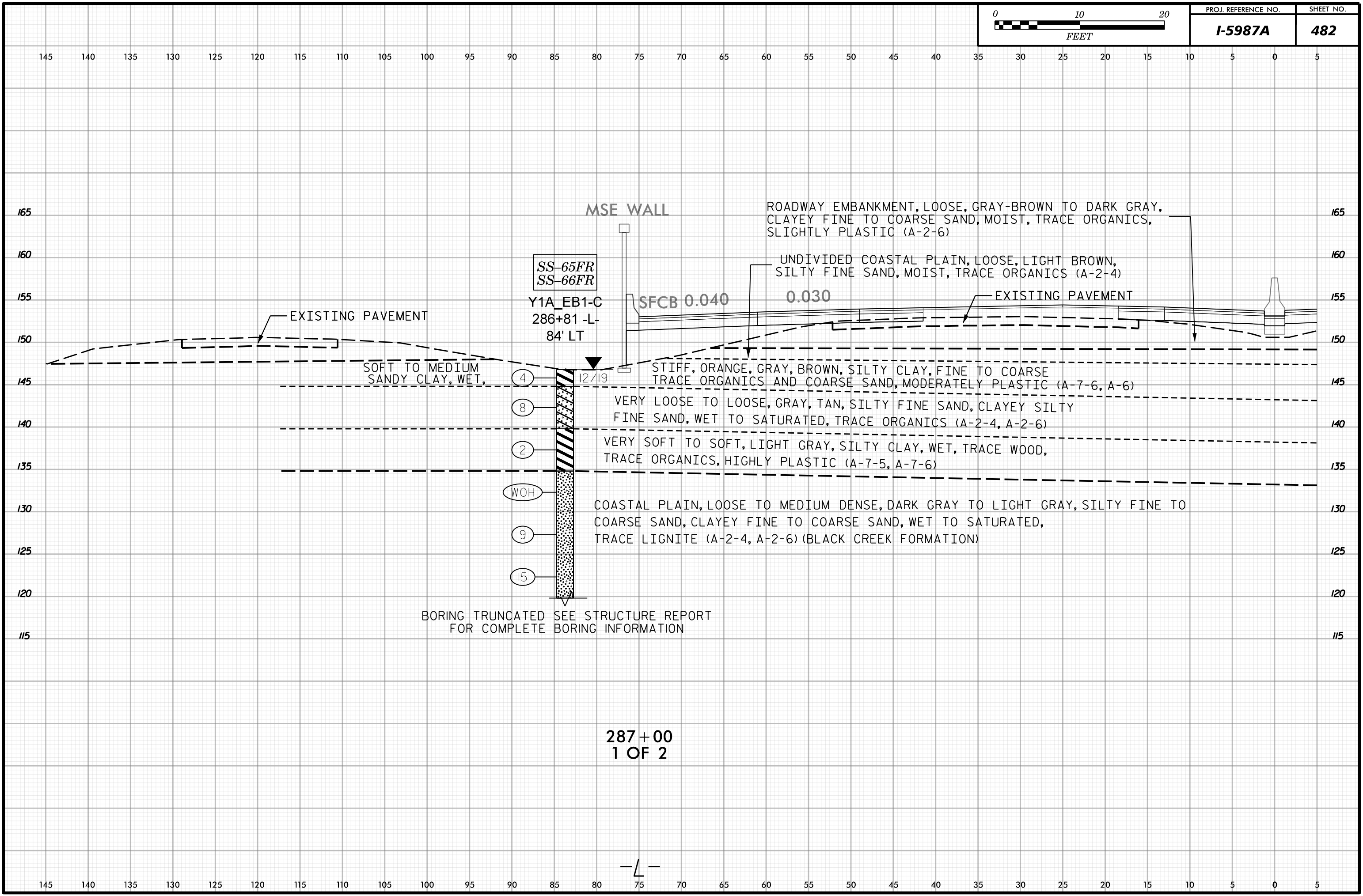
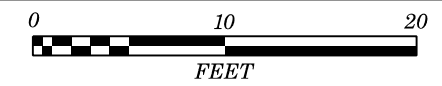
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286+00
2 OF 2

-L-

5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



SS-65FR
SS-66FR

Y1A_EB1-C
286+81 -L-
84' LT

MSE WALL

SFCB 0.040

ROADWAY EMBANKMENT, LOOSE, GRAY-BROWN TO DARK GRAY,
CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS,
SLIGHTLY PLASTIC (A-2-6)

UNDIVIDED COASTAL PLAIN, LOOSE, LIGHT BROWN,
SILTY FINE SAND, MOIST, TRACE ORGANICS (A-2-4)

0.030

EXISTING PAVEMENT

EXISTING PAVEMENT

SOFT TO MEDIUM
SANDY CLAY, WET,

STIFF, ORANGE, GRAY, BROWN, SILTY CLAY, FINE TO COARSE
TRACE ORGANICS AND COARSE SAND, MODERATELY PLASTIC (A-7-6, A-6)

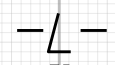
VERY LOOSE TO LOOSE, GRAY, TAN, SILTY FINE SAND, CLAYEY SILTY
FINE SAND, WET TO SATURATED, TRACE ORGANICS (A-2-4, A-2-6)

VERY SOFT TO SOFT, LIGHT GRAY, SILTY CLAY, WET, TRACE WOOD,
TRACE ORGANICS, HIGHLY PLASTIC (A-7-5, A-7-6)

COASTAL PLAIN, LOOSE TO MEDIUM DENSE, DARK GRAY TO LIGHT GRAY, SILTY FINE TO
COARSE SAND, CLAYEY FINE TO COARSE SAND, WET TO SATURATED,
TRACE LIGNITE (A-2-4, A-2-6) (BLACK CREEK FORMATION)

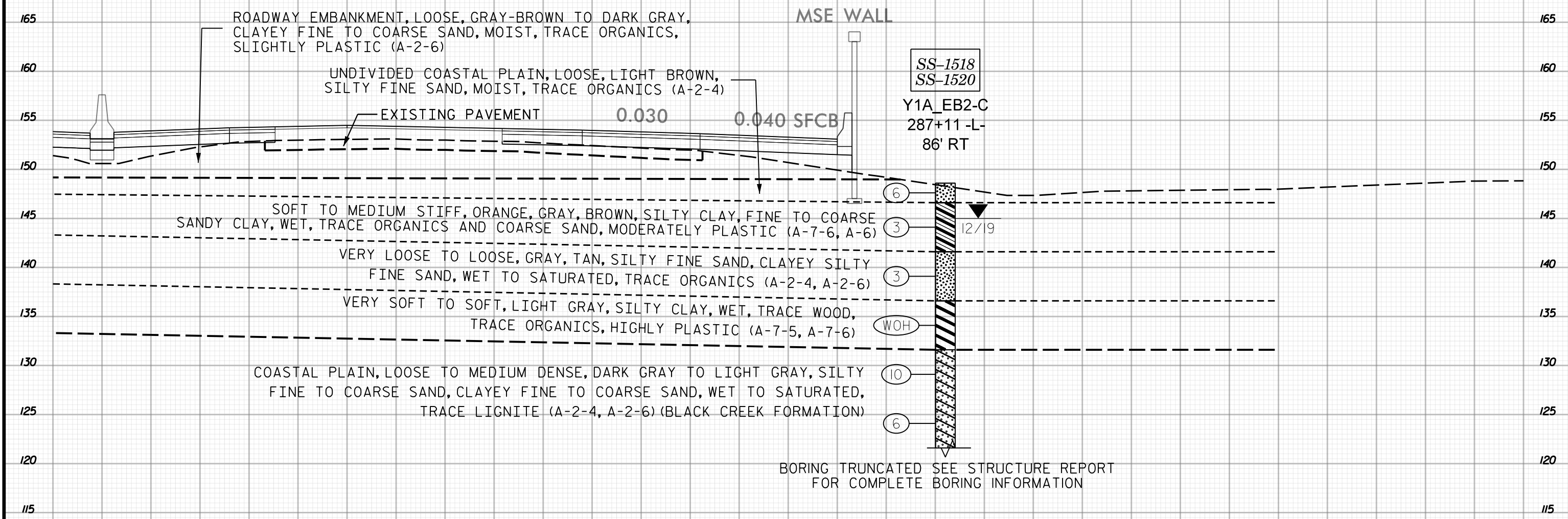
BORING TRUNCATED SEE STRUCTURE REPORT
FOR COMPLETE BORING INFORMATION

287+00
1 OF 2

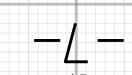




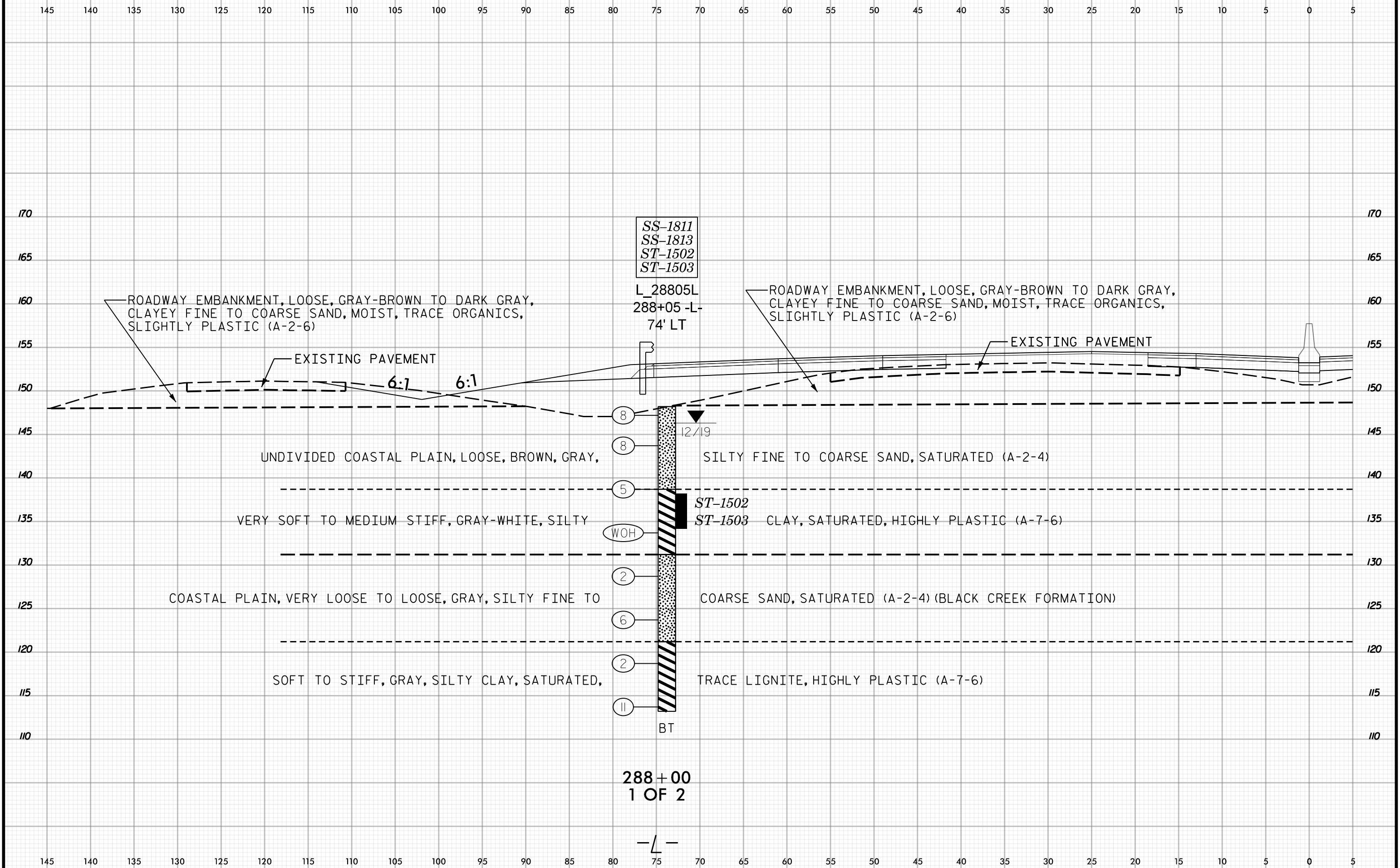
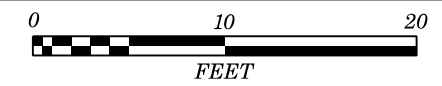
5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



287+00
2 OF 2



5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



SS-1811
SS-1813
ST-1502
ST-1503

L_28805L
288+05 -L-
74' LT

ROADWAY EMBANKMENT, LOOSE, GRAY-BROWN TO DARK GRAY,
CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS,
SLIGHTLY PLASTIC (A-2-6)

ROADWAY EMBANKMENT, LOOSE, GRAY-BROWN TO DARK GRAY,
CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS,
SLIGHTLY PLASTIC (A-2-6)

EXISTING PAVEMENT

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, GRAY,

SILTY FINE TO COARSE SAND, SATURATED (A-2-4)

VERY SOFT TO MEDIUM STIFF, GRAY-WHITE, SILTY

ST-1502
ST-1503 CLAY, SATURATED, HIGHLY PLASTIC (A-7-6)

COASTAL PLAIN, VERY LOOSE TO LOOSE, GRAY, SILTY FINE TO

COARSE SAND, SATURATED (A-2-4) (BLACK CREEK FORMATION)

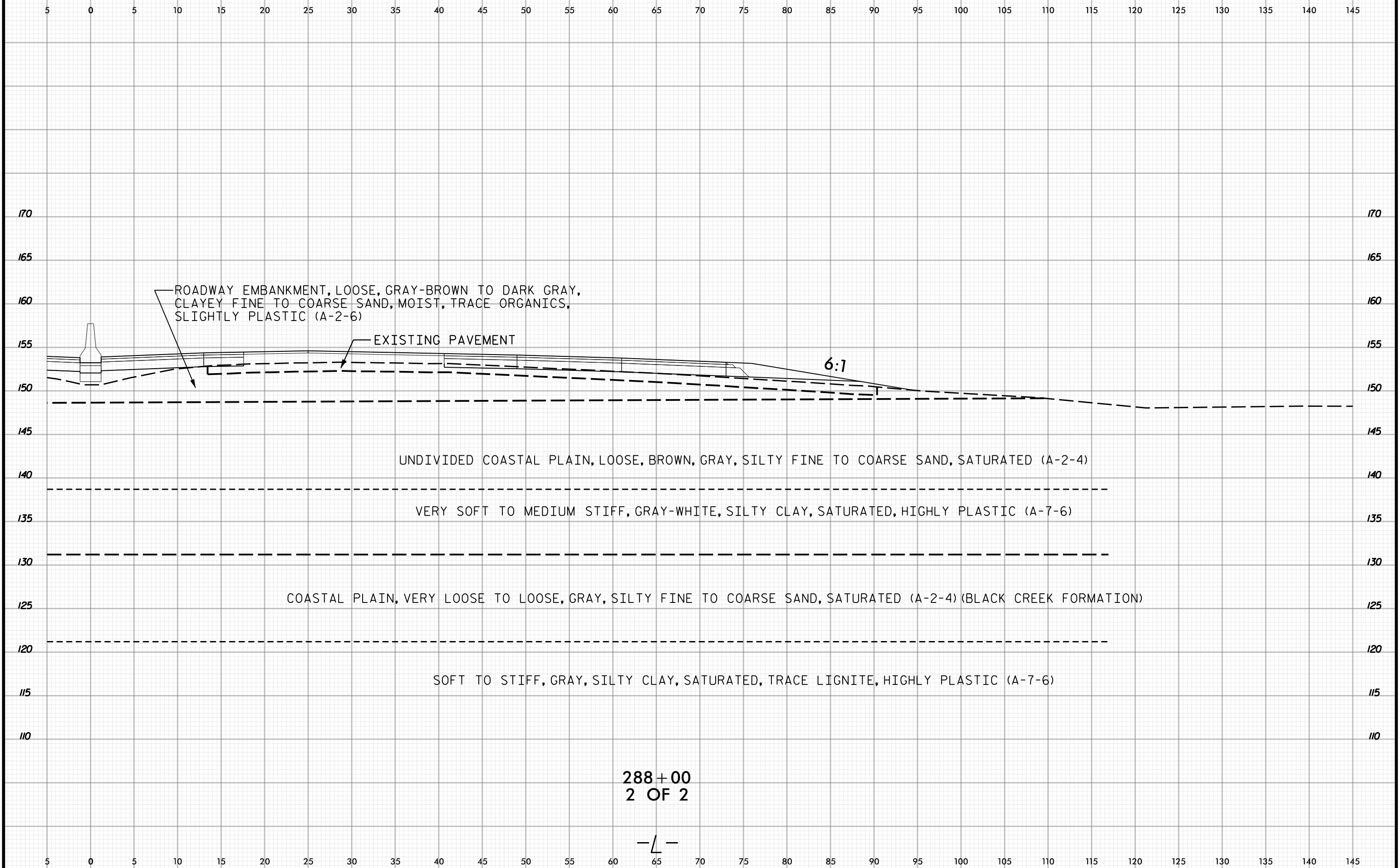
SOFT TO STIFF, GRAY, SILTY CLAY, SATURATED,

TRACE LIGNITE, HIGHLY PLASTIC (A-7-6)

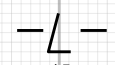
BT

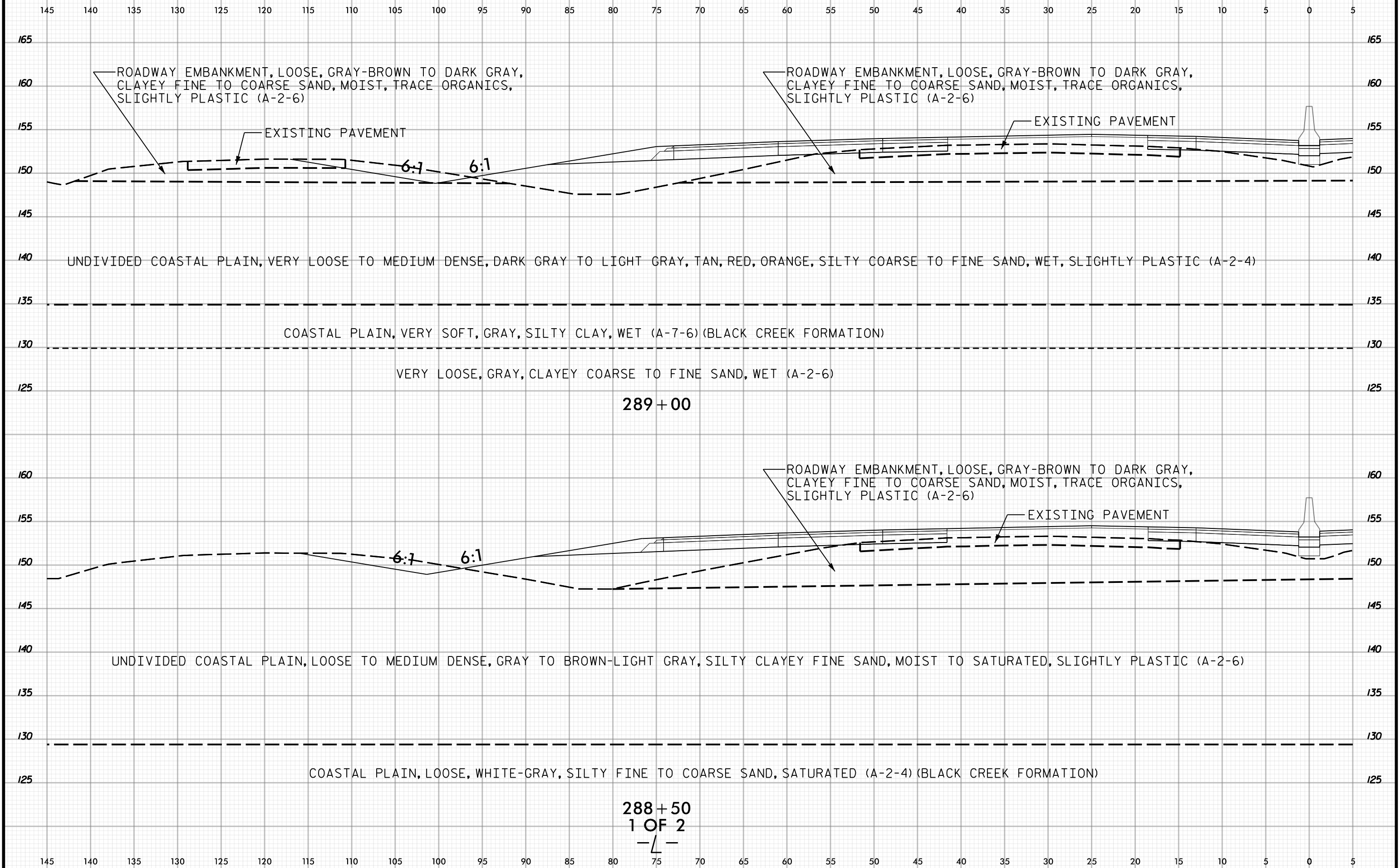
288+00
1 OF 2

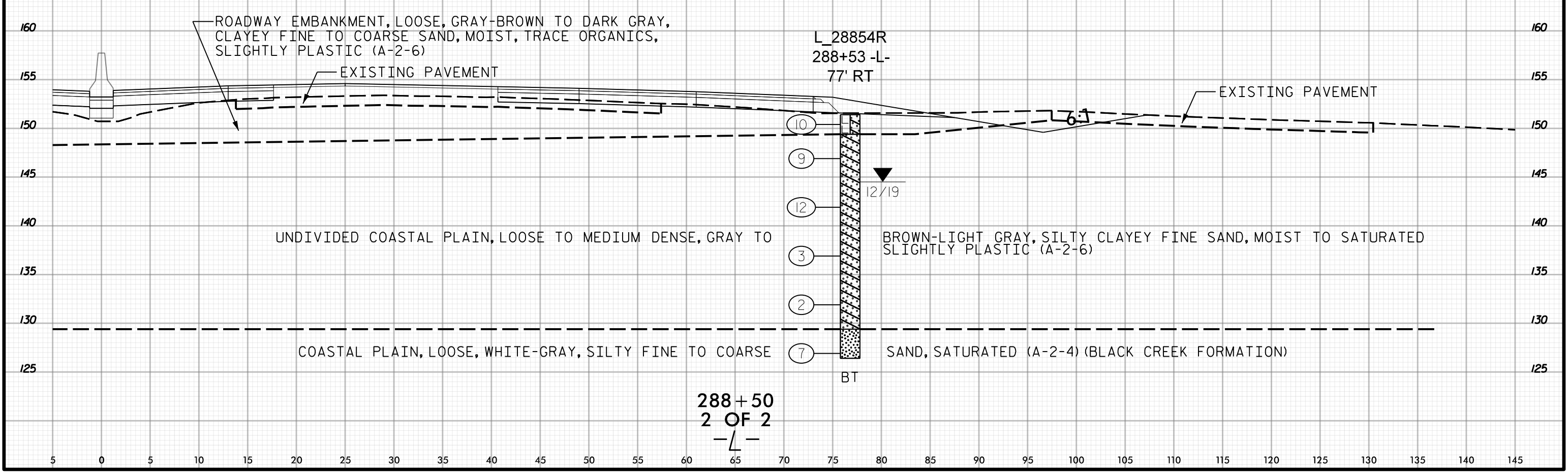
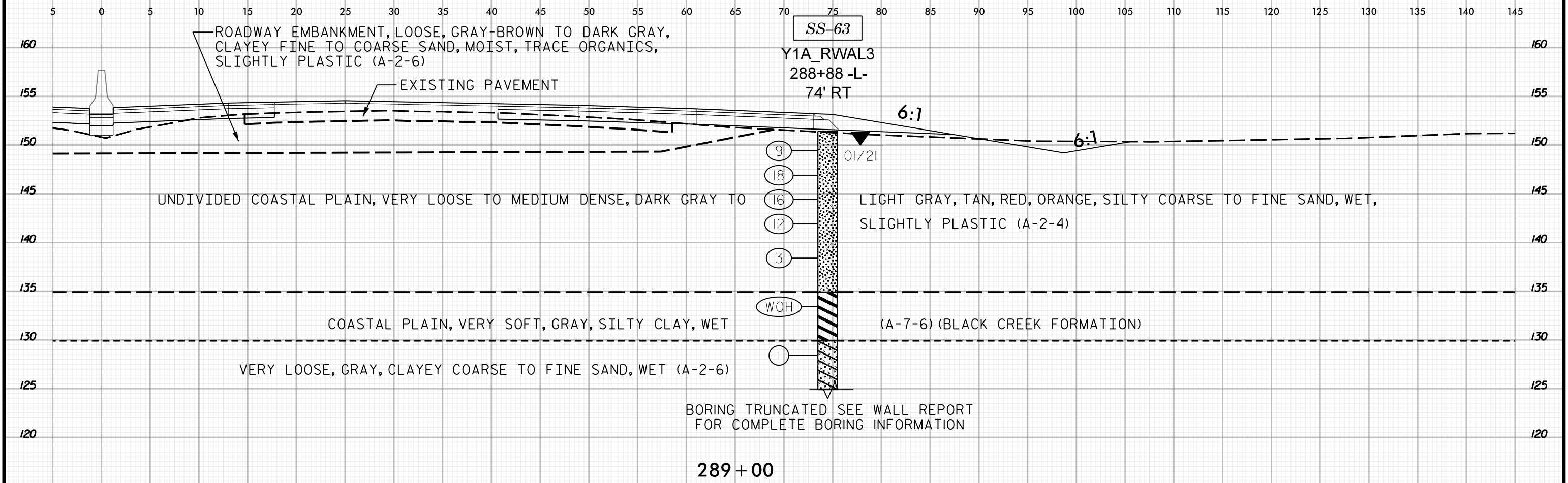
-L-



288+00
2 OF 2

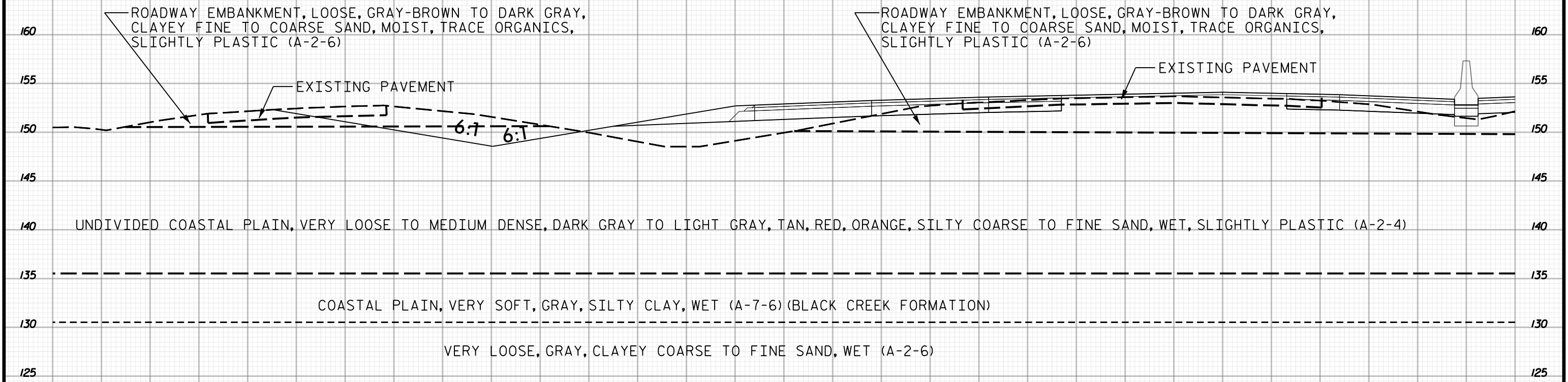




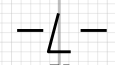




145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



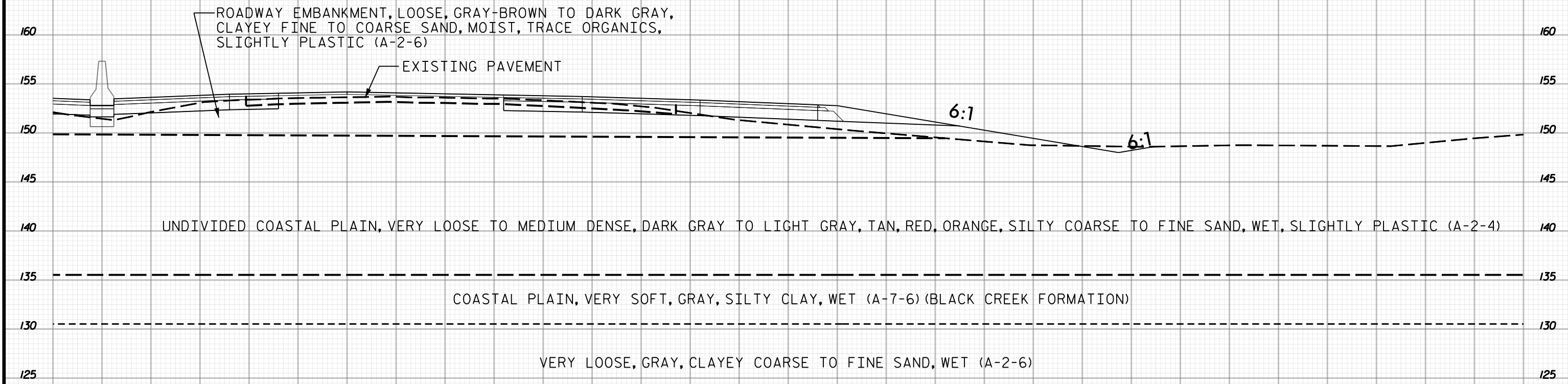
290+50
1 OF 2



145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



ROADWAY EMBANKMENT, LOOSE, GRAY-BROWN TO DARK GRAY, CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS, SLIGHTLY PLASTIC (A-2-6)

EXISTING PAVEMENT

6:1

6:1

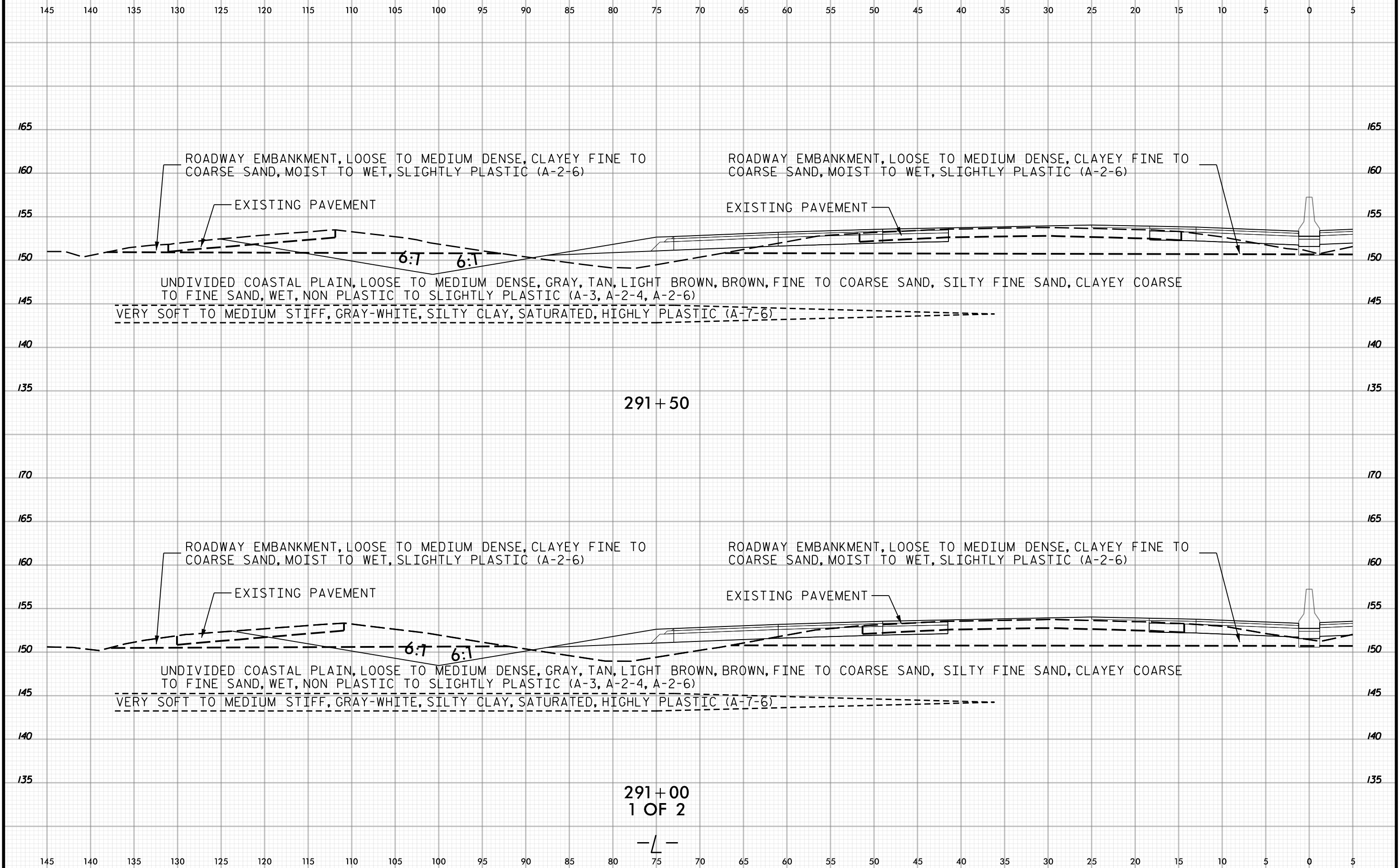
UNDIVIDED COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, DARK GRAY TO LIGHT GRAY, TAN, RED, ORANGE, SILTY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-4)

COASTAL PLAIN, VERY SOFT, GRAY, SILTY CLAY, WET (A-7-6) (BLACK CREEK FORMATION)

VERY LOOSE, GRAY, CLAYEY COARSE TO FINE SAND, WET (A-2-6)

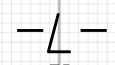
290+50
2 OF 2

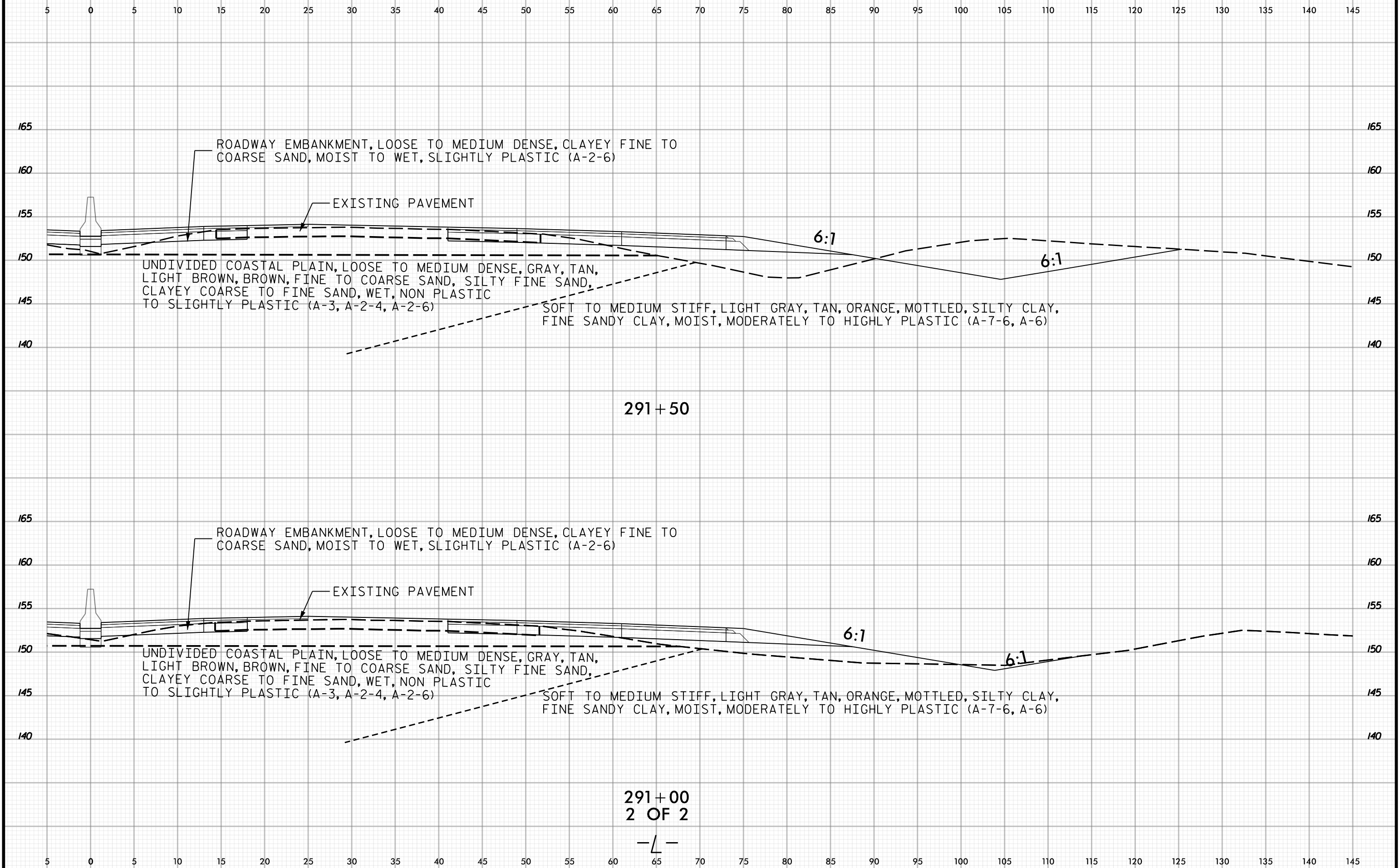
5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



291+50

291+00
1 OF 2





ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, CLAYEY FINE TO COARSE SAND, MOIST TO WET, SLIGHTLY PLASTIC (A-2-6)

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, TAN, LIGHT BROWN, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, CLAYEY COARSE TO FINE SAND, WET, NON PLASTIC TO SLIGHTLY PLASTIC (A-3, A-2-4, A-2-6)

SOFT TO MEDIUM STIFF, LIGHT GRAY, TAN, ORANGE, MOTTLED, SILTY CLAY, FINE SANDY CLAY, MOIST, MODERATELY TO HIGHLY PLASTIC (A-7-6, A-6)

291+50

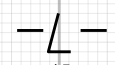
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, CLAYEY FINE TO COARSE SAND, MOIST TO WET, SLIGHTLY PLASTIC (A-2-6)

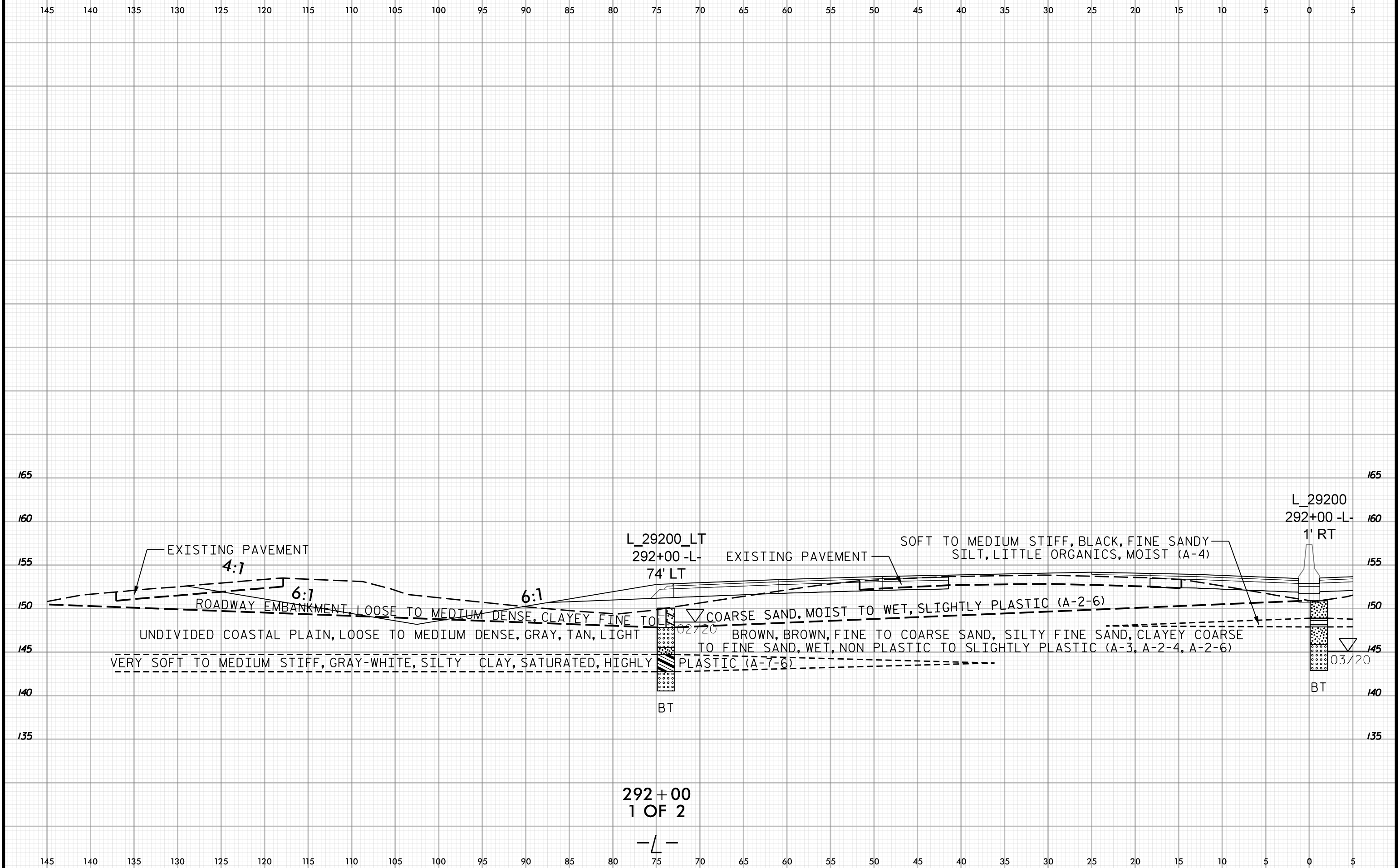
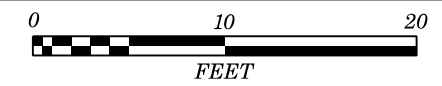
EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, TAN, LIGHT BROWN, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, CLAYEY COARSE TO FINE SAND, WET, NON PLASTIC TO SLIGHTLY PLASTIC (A-3, A-2-4, A-2-6)

SOFT TO MEDIUM STIFF, LIGHT GRAY, TAN, ORANGE, MOTTLED, SILTY CLAY, FINE SANDY CLAY, MOIST, MODERATELY TO HIGHLY PLASTIC (A-7-6, A-6)

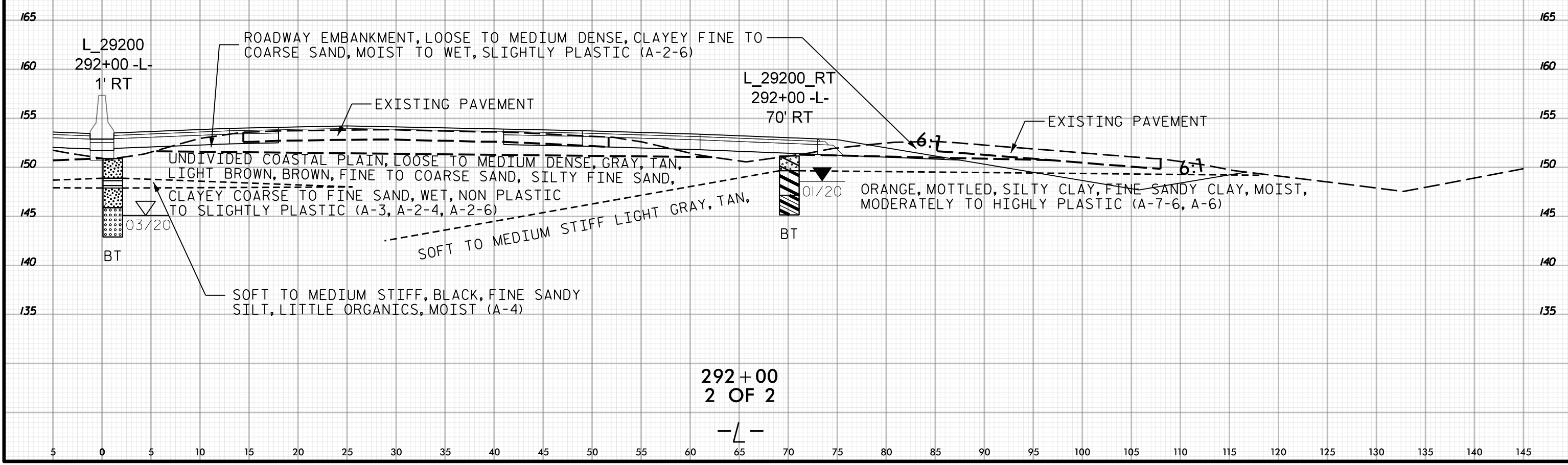
291+00
2 OF 2







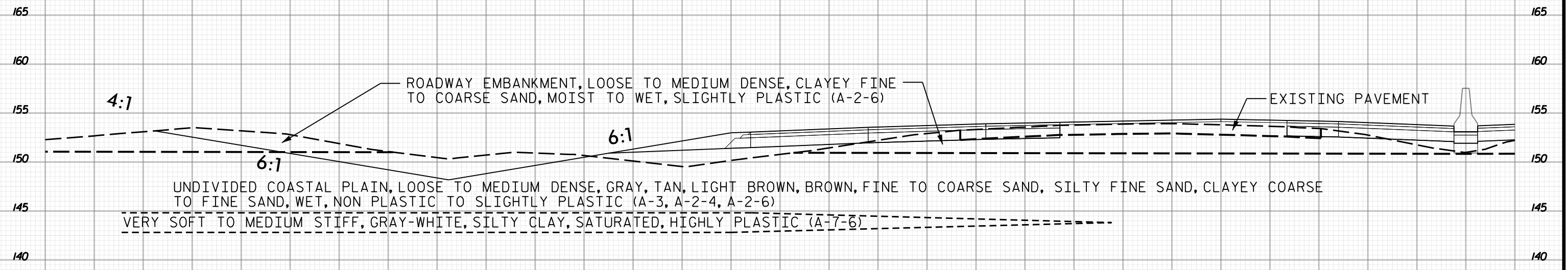
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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



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4:1

6:1

6:1

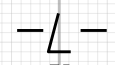
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, CLAYEY FINE TO COARSE SAND, MOIST TO WET, SLIGHTLY PLASTIC (A-2-6)

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, TAN, LIGHT BROWN, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, CLAYEY COARSE TO FINE SAND, WET, NON PLASTIC TO SLIGHTLY PLASTIC (A-3, A-2-4, A-2-6)

VERY SOFT TO MEDIUM STIFF, GRAY-WHITE, SILTY CLAY, SATURATED, HIGHLY PLASTIC (A-7-6)

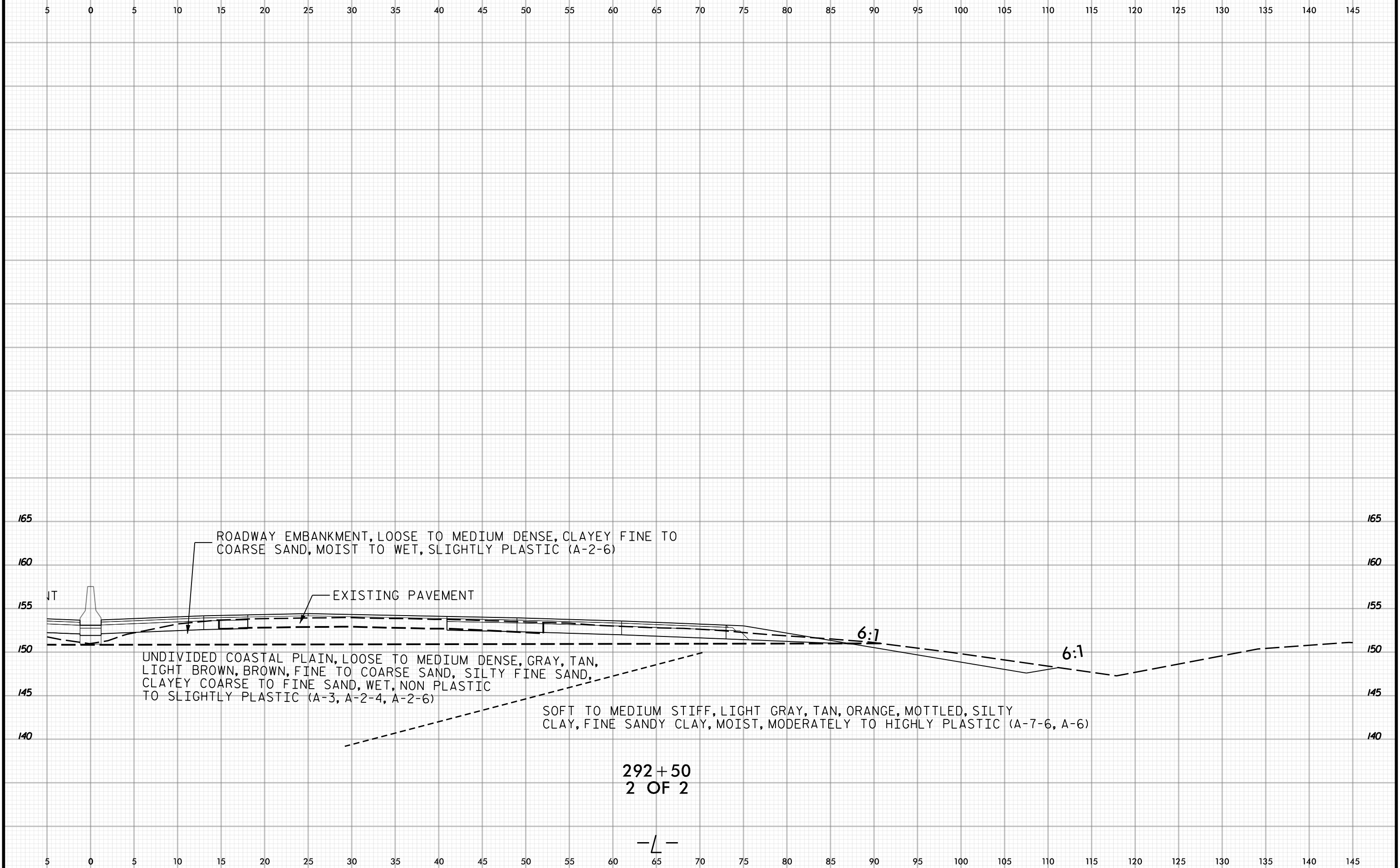
292 + 50
1 OF 2



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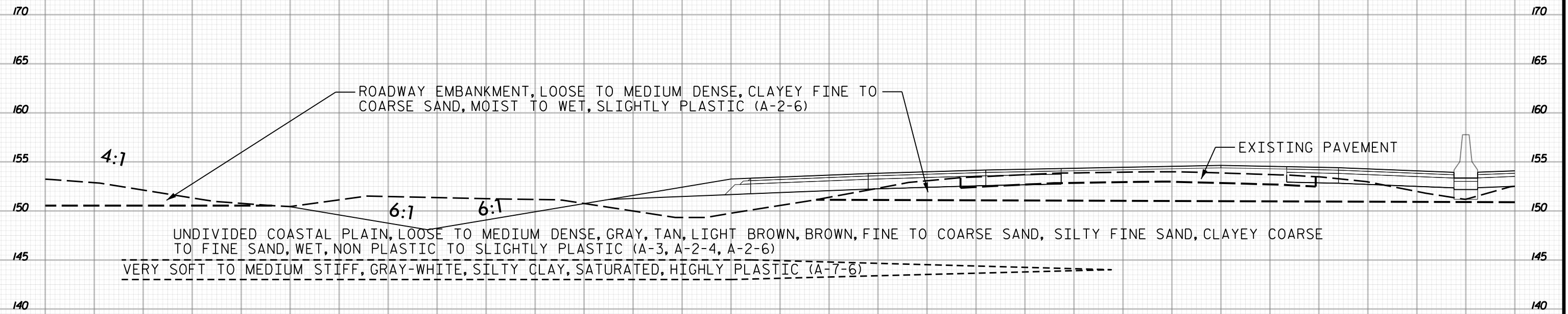


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	495

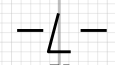




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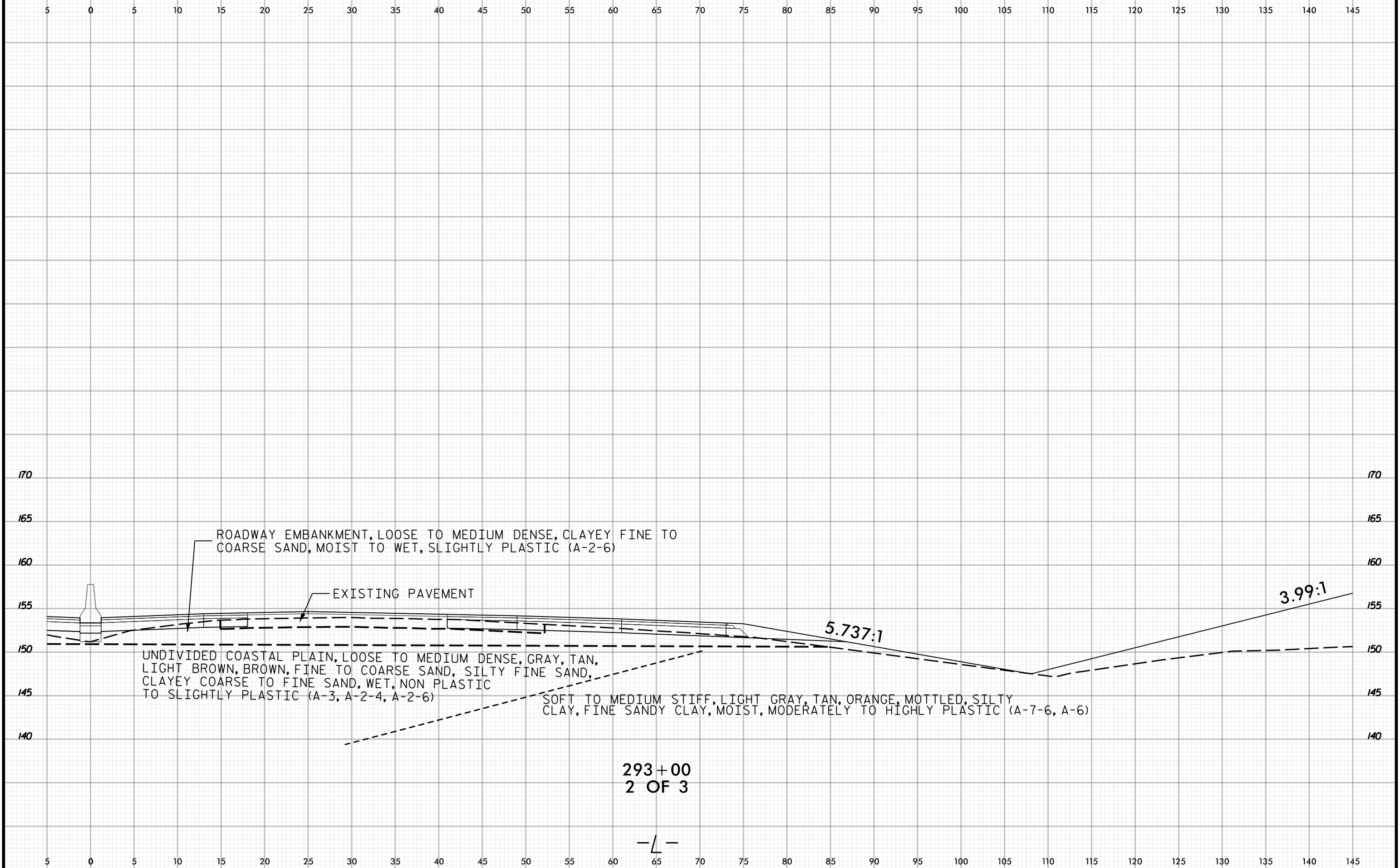
293+00
1 OF 3



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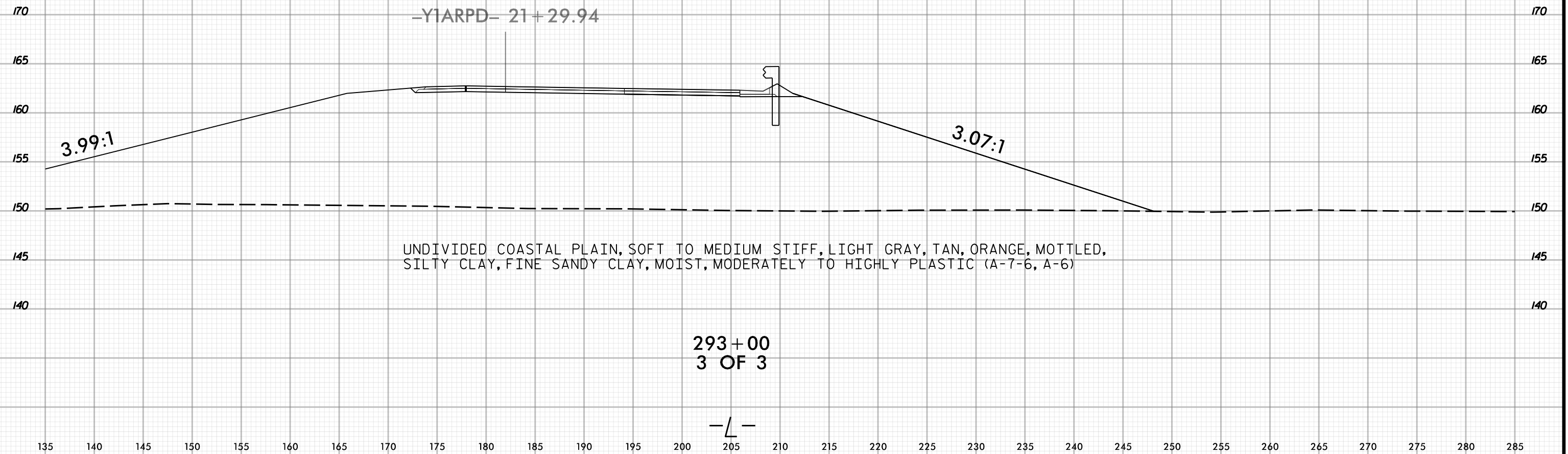


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	497





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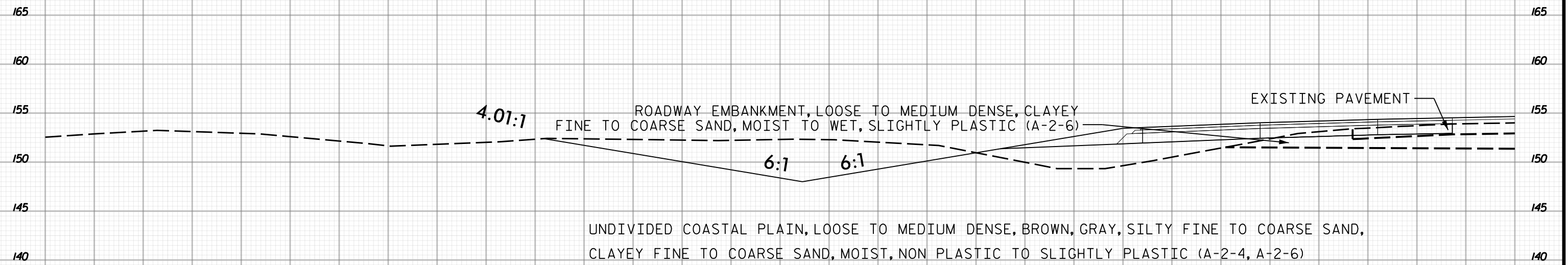


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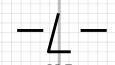


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	499

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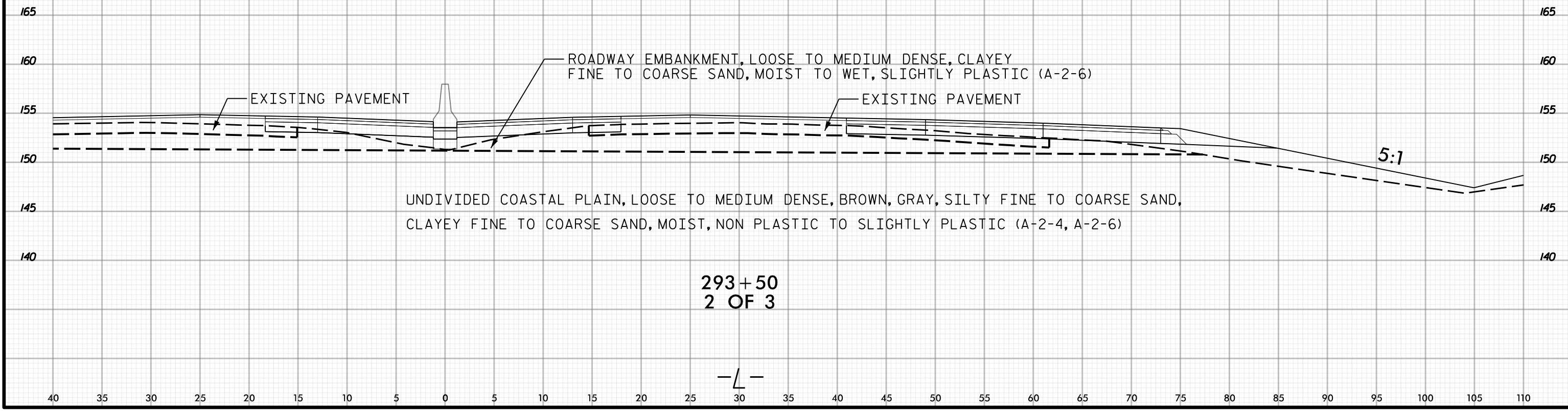
293+50
1 OF 3



185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35

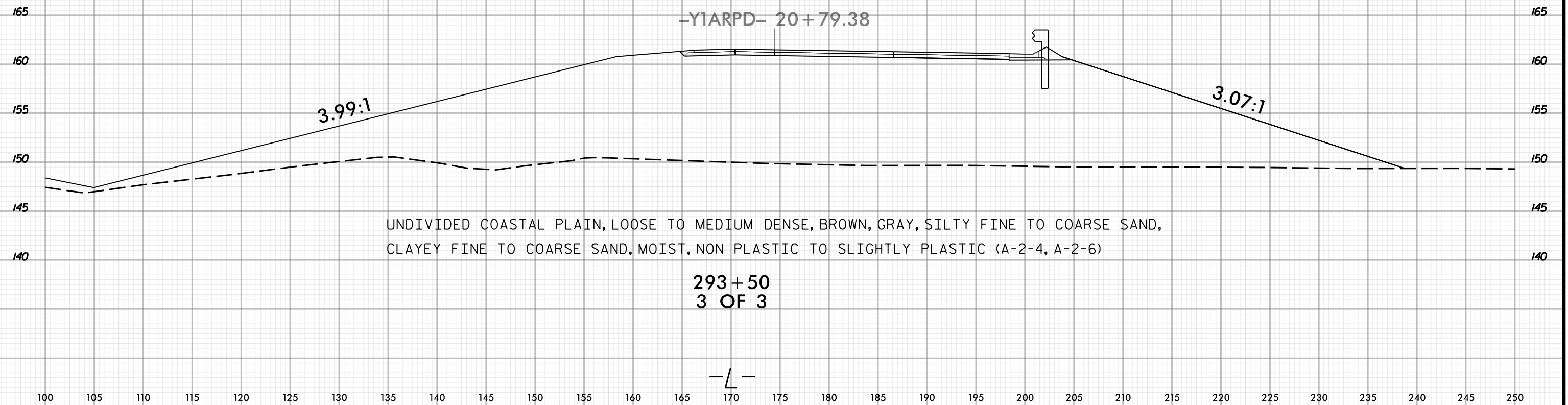


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100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225 230 235 240 245 250



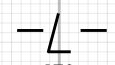
3.99:1

-YIARPD- 20+79.38

3.07:1

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, BROWN, GRAY, SILTY FINE TO COARSE SAND,
CLAYEY FINE TO COARSE SAND, MOIST, NON PLASTIC TO SLIGHTLY PLASTIC (A-2-4, A-2-6)

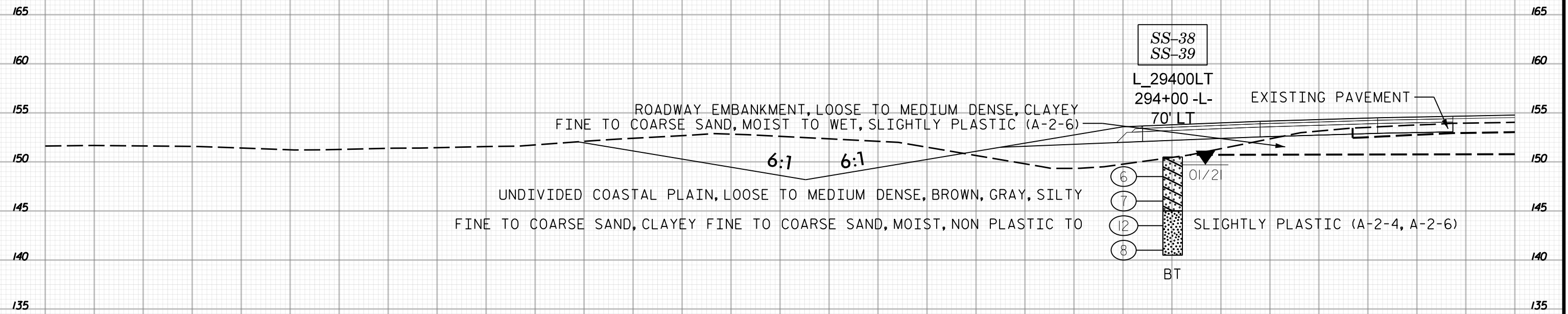
293+50
3 OF 3



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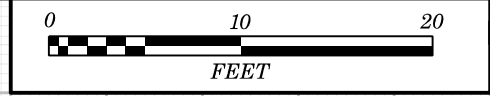
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294+00
1 OF 3

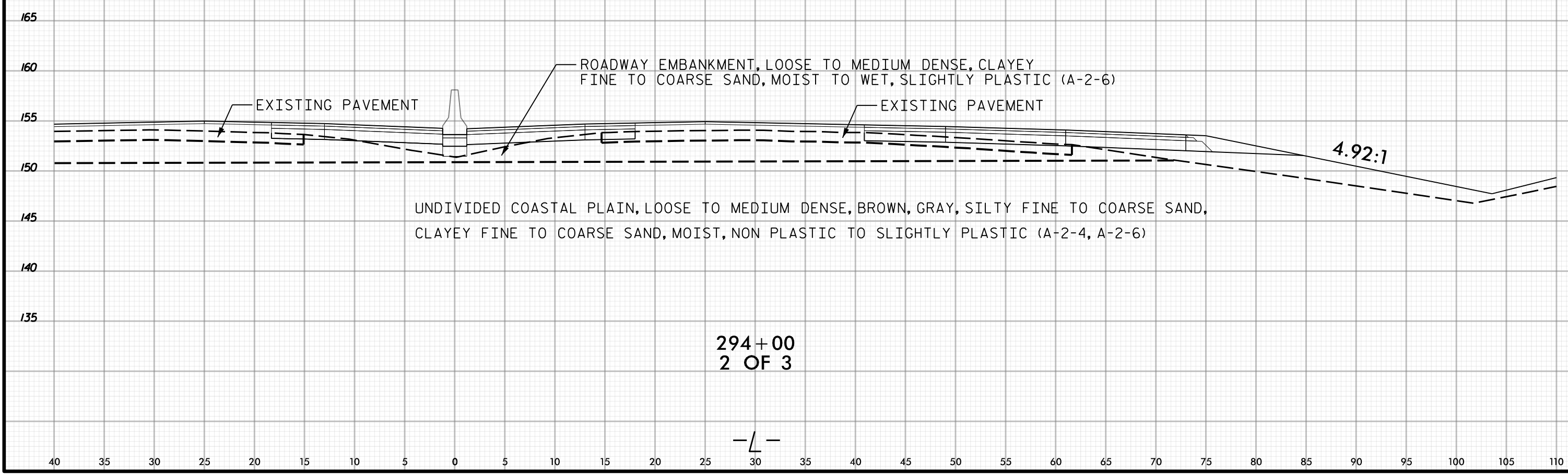
-L-

185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35



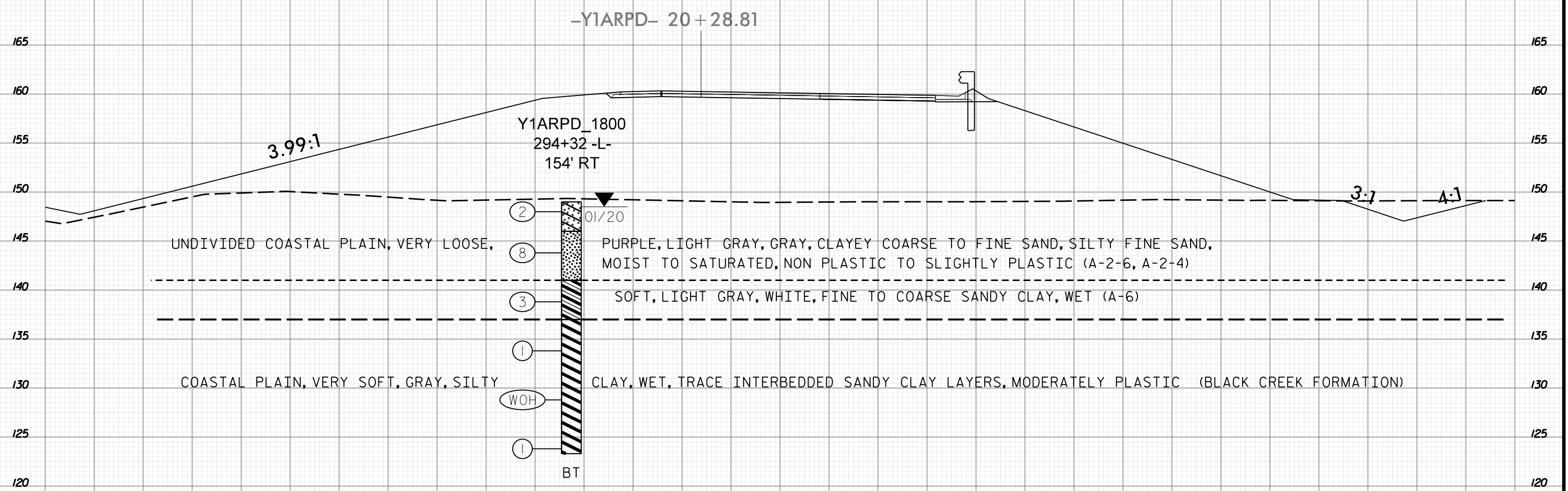
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	503

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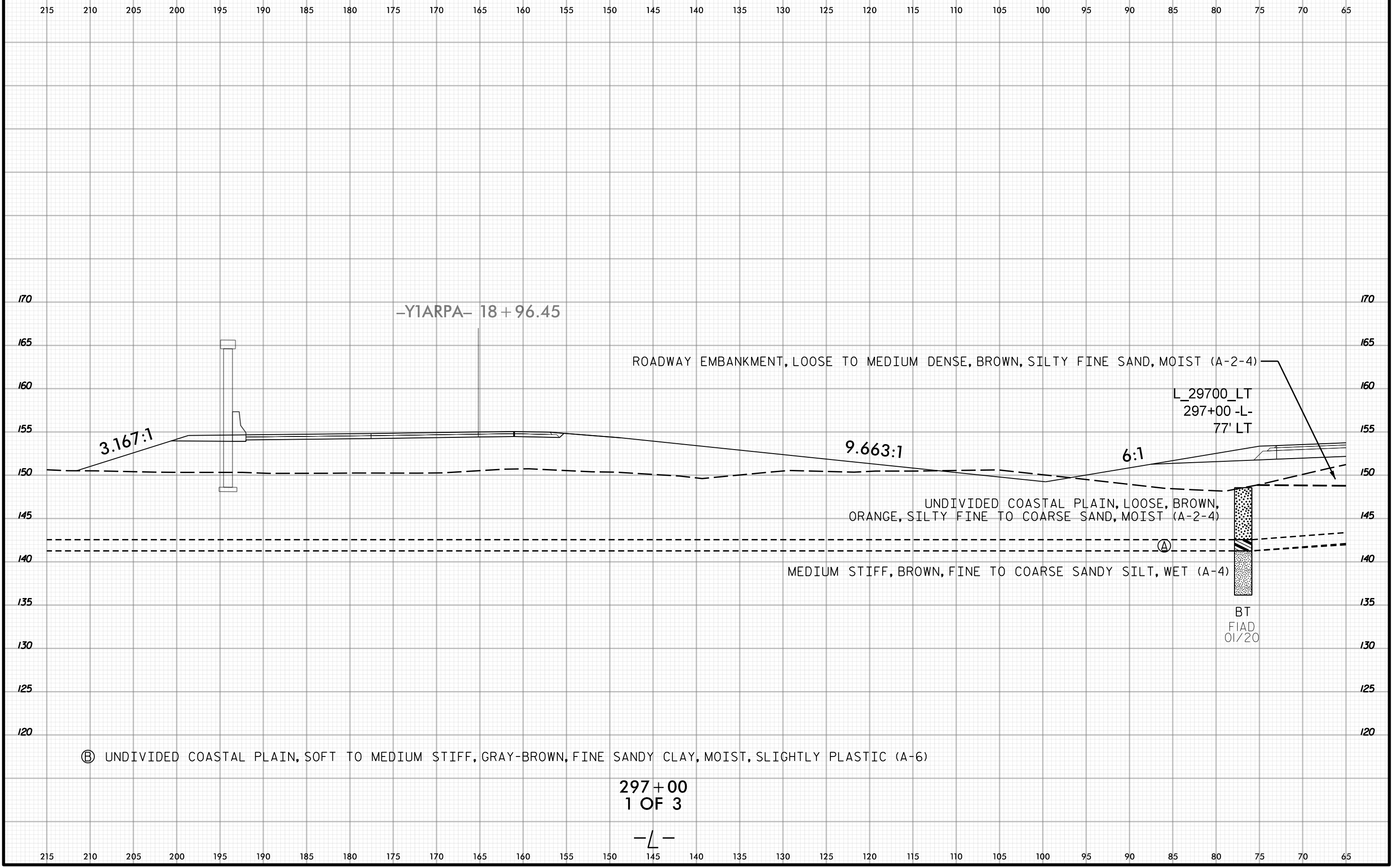
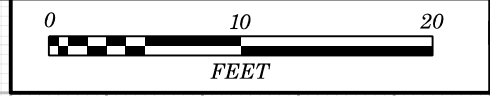
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294+00
3 OF 3

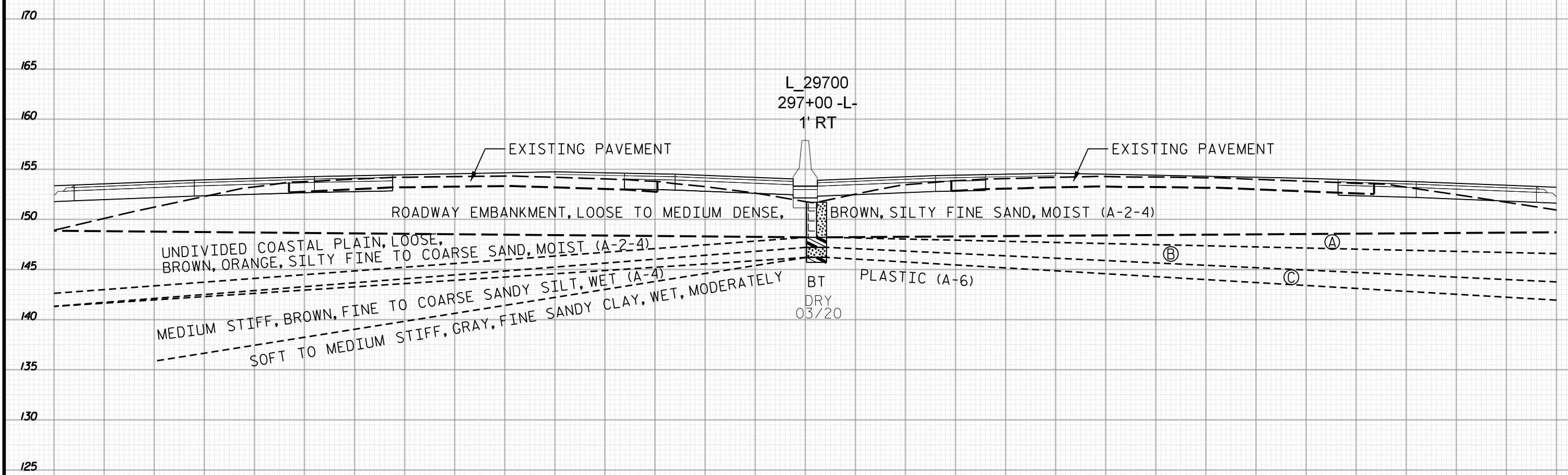
-L-

100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225 230 235 240 245 250





75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



- Ⓐ UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, ORANGE, SILTY FINE TO COARSE SAND, MOIST (A-2-4)
- Ⓑ UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY-BROWN, FINE SANDY CLAY, MOIST, SLIGHTLY PLASTIC (A-6)
- Ⓒ UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, BROWN, SILTY FINE SAND, WET (A-2-4)

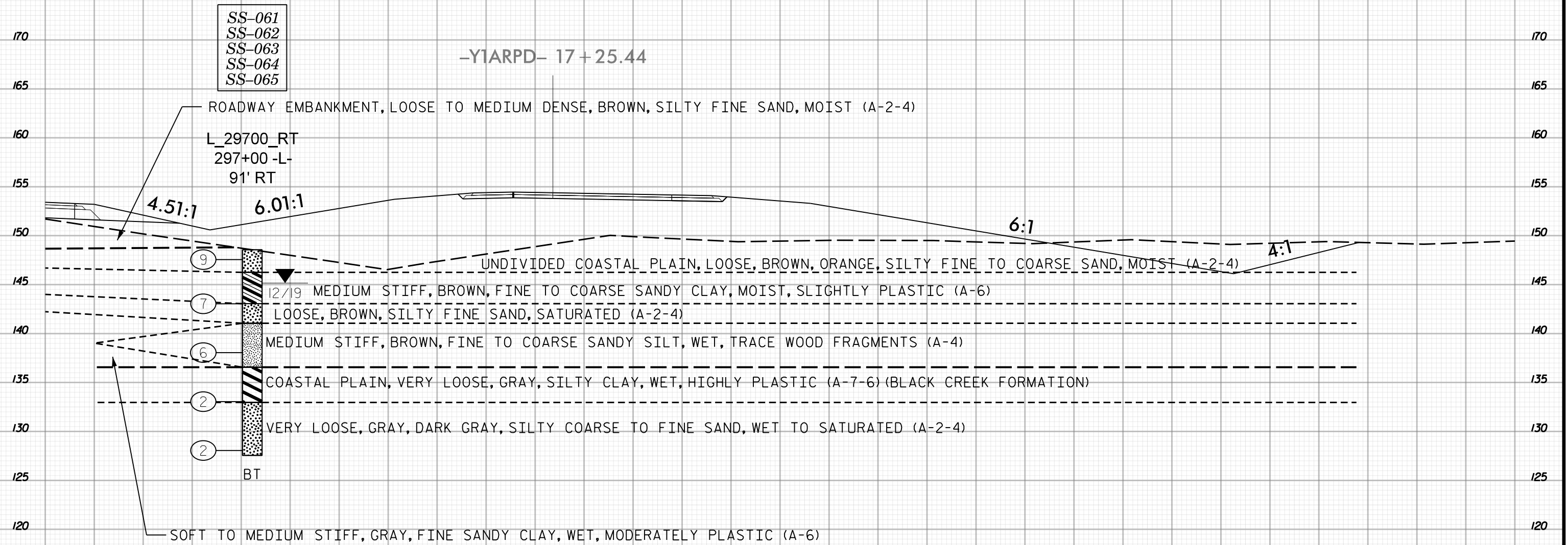
297+00
2 OF 3

-L-

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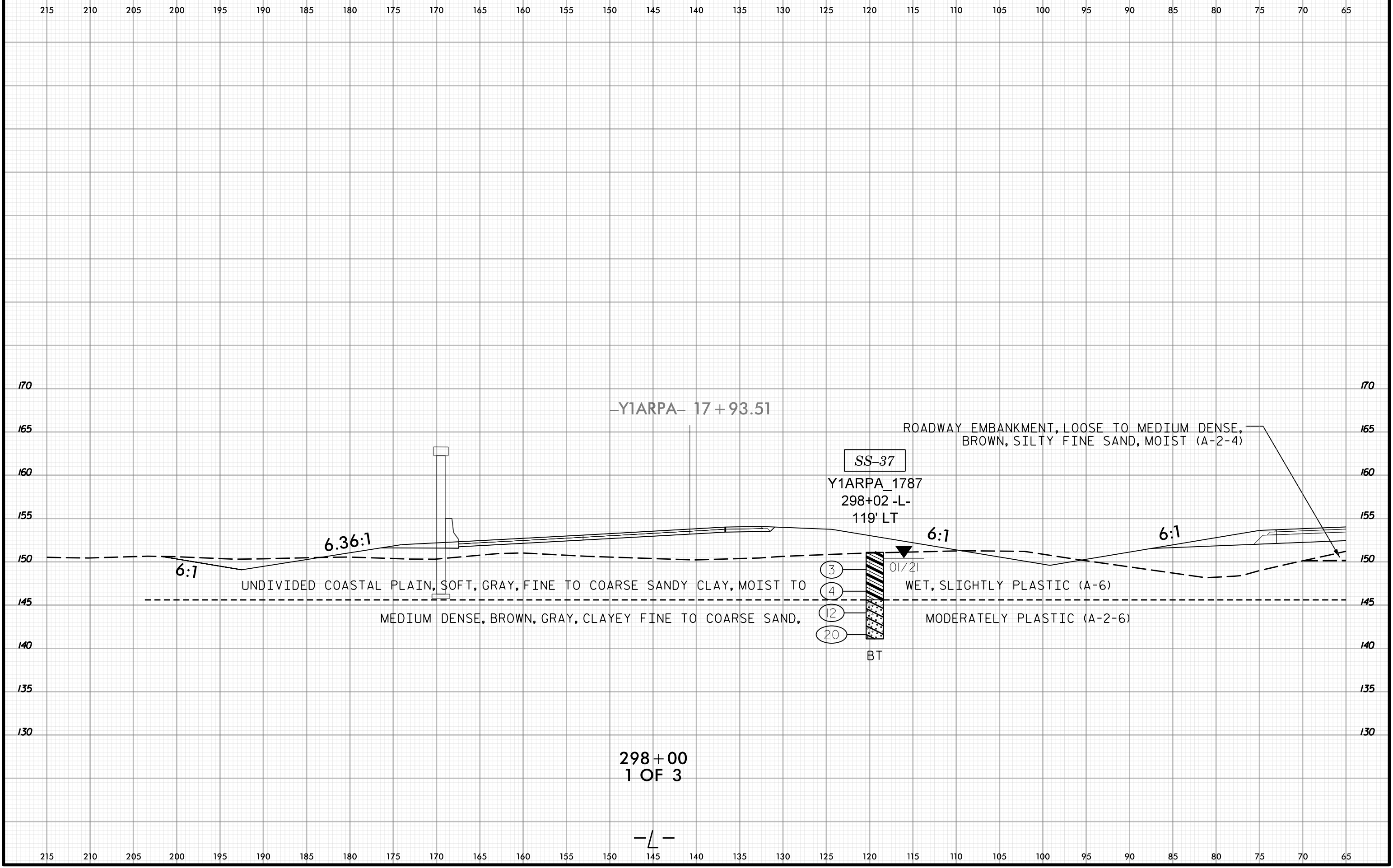
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297+00
3 OF 3

-L-

70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220



-YIARPA- 17 + 93.51

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE,
BROWN, SILTY FINE SAND, MOIST (A-2-4)

SS-37

YIARPA_1787
298+02 -L-
119' LT

6:1

6:1

6:1

6.36:1

UNDIVIDED COASTAL PLAIN, SOFT, GRAY, FINE TO COARSE SANDY CLAY, MOIST TO

WET, SLIGHTLY PLASTIC (A-6)

MEDIUM DENSE, BROWN, GRAY, CLAYEY FINE TO COARSE SAND,

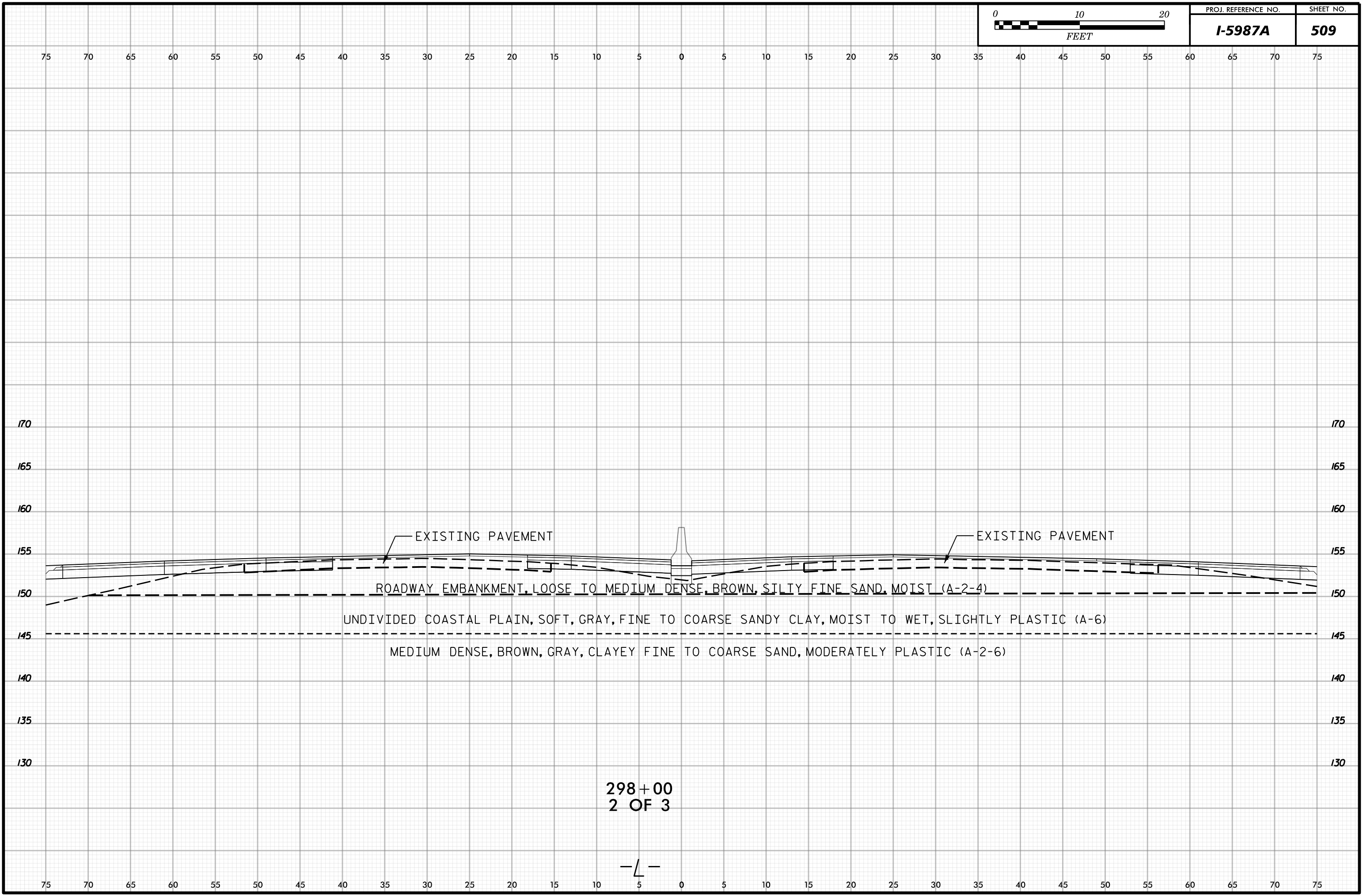
MODERATELY PLASTIC (A-2-6)

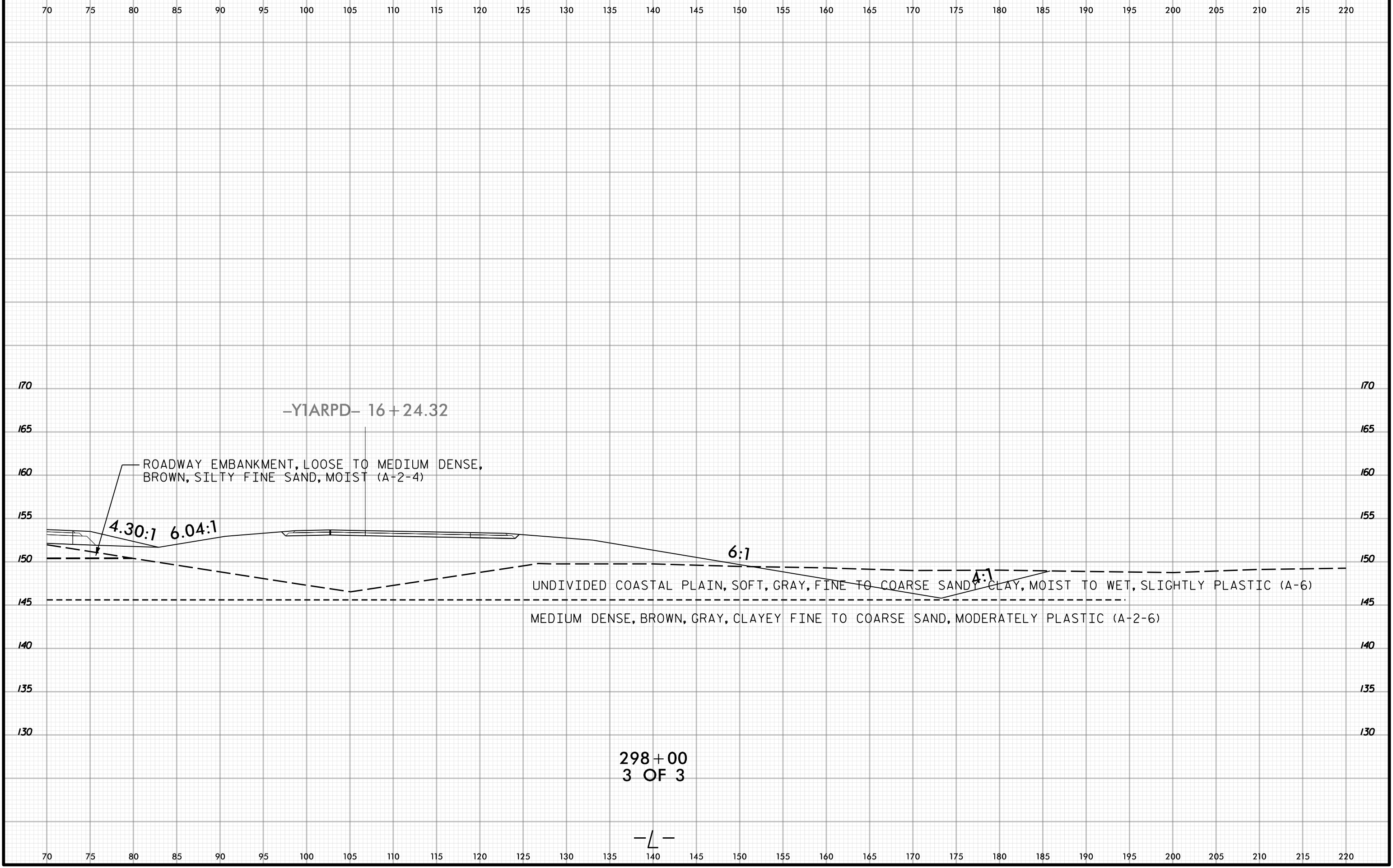
- 3
- 4
- 12
- 20

BT

298 + 00
1 OF 3

-L-





ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE,
BROWN, SILTY FINE SAND, MOIST (A-2-4)

-YIARPD- 16+24.32

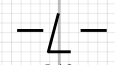
4.30:1 6.04:1

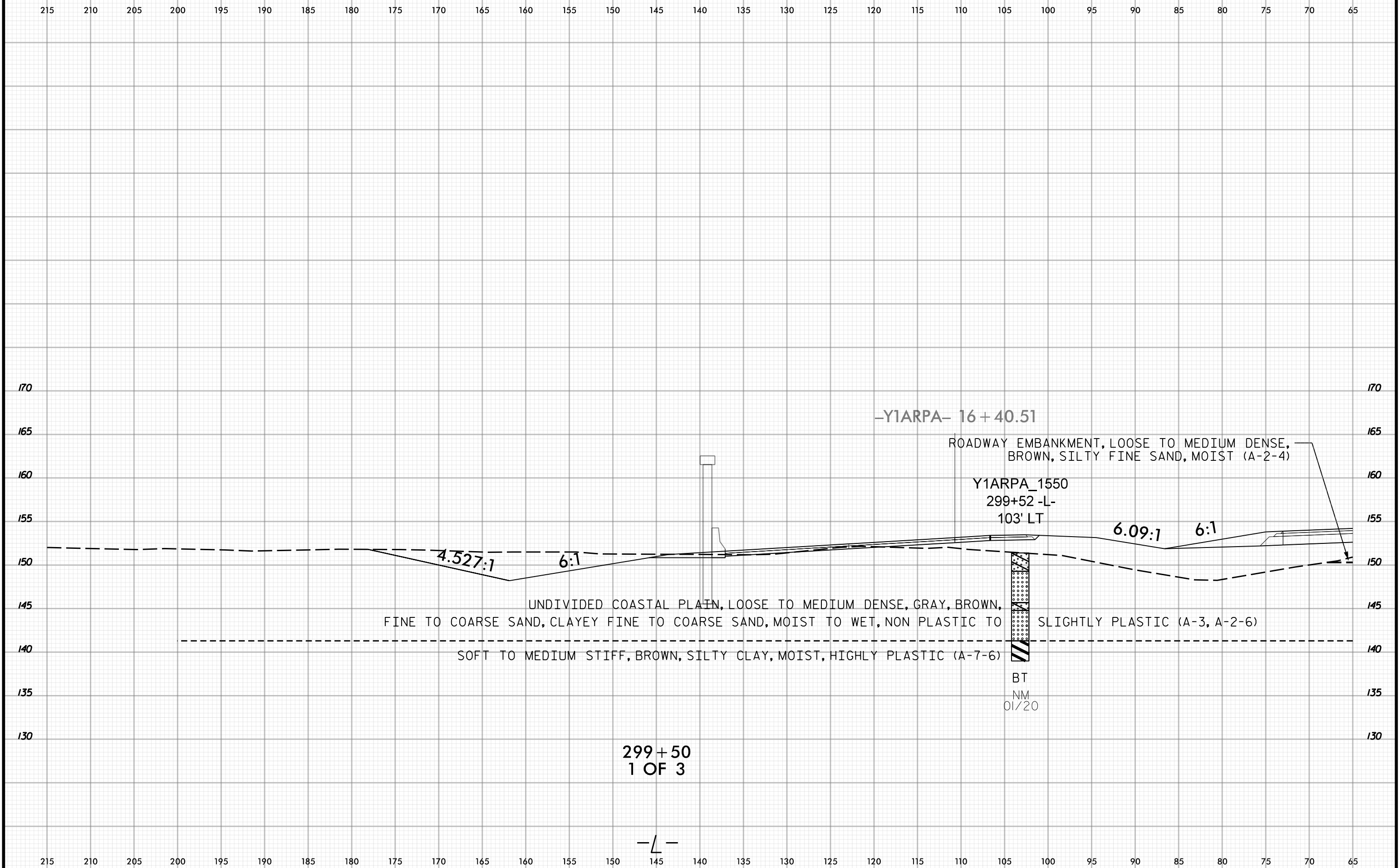
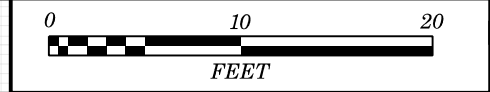
6:1

A-1

UNDIVIDED COASTAL PLAIN, SOFT, GRAY, FINE TO COARSE SANDY CLAY, MOIST TO WET, SLIGHTLY PLASTIC (A-6)
MEDIUM DENSE, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MODERATELY PLASTIC (A-2-6)

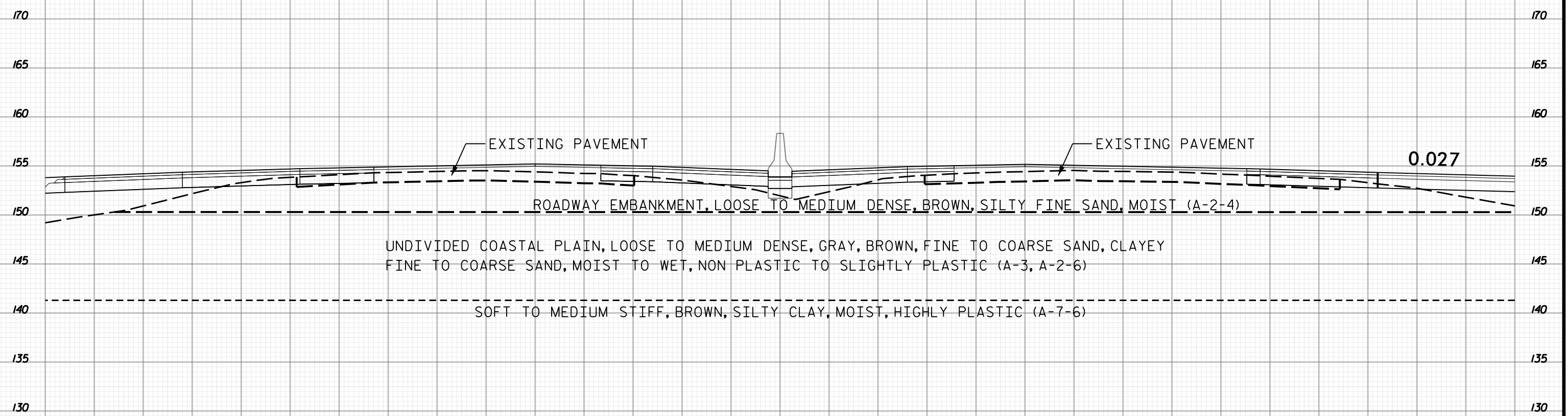
298+00
3 OF 3



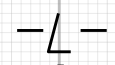




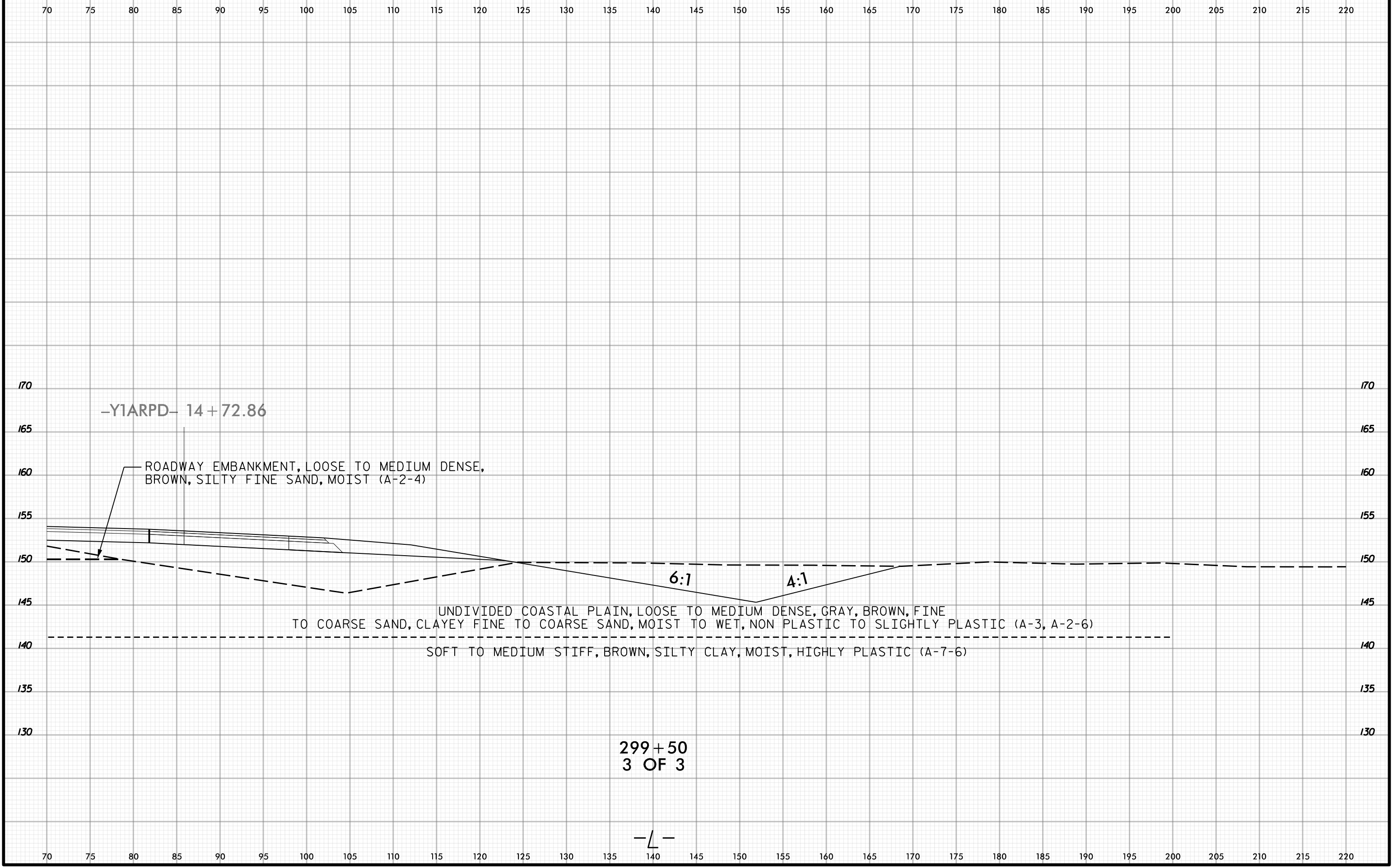
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299+50
2 OF 3



75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



-Y1ARPD- 14+72.86

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE,
BROWN, SILTY FINE SAND, MOIST (A-2-4)

6:1

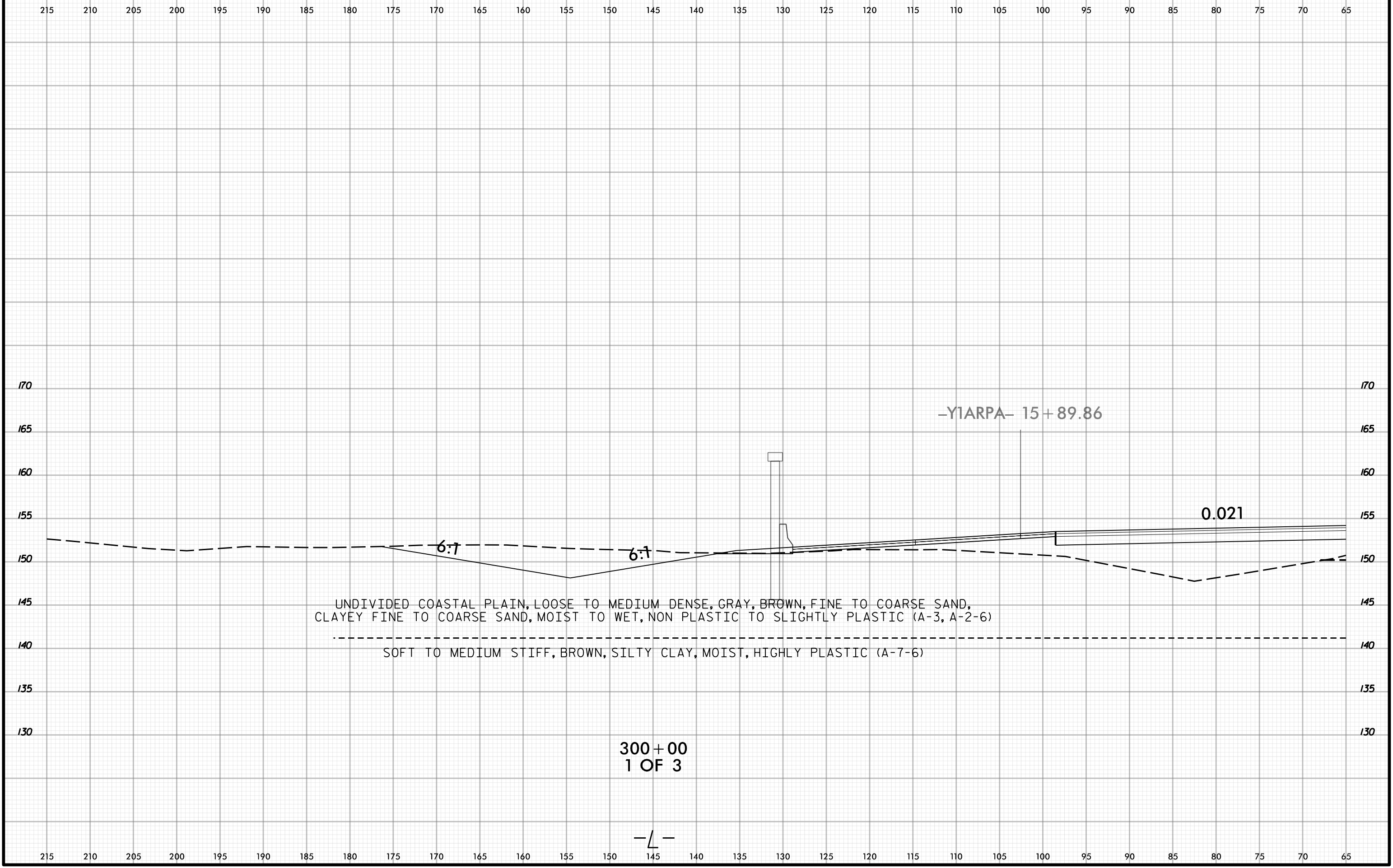
4:1

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, BROWN, FINE
TO COARSE SAND, CLAYEY FINE TO COARSE SAND, MOIST TO WET, NON PLASTIC TO SLIGHTLY PLASTIC (A-3, A-2-6)

SOFT TO MEDIUM STIFF, BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

299+50
3 OF 3

-L-



-YIARPA- 15+89.86

0.021

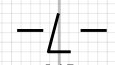
6:1

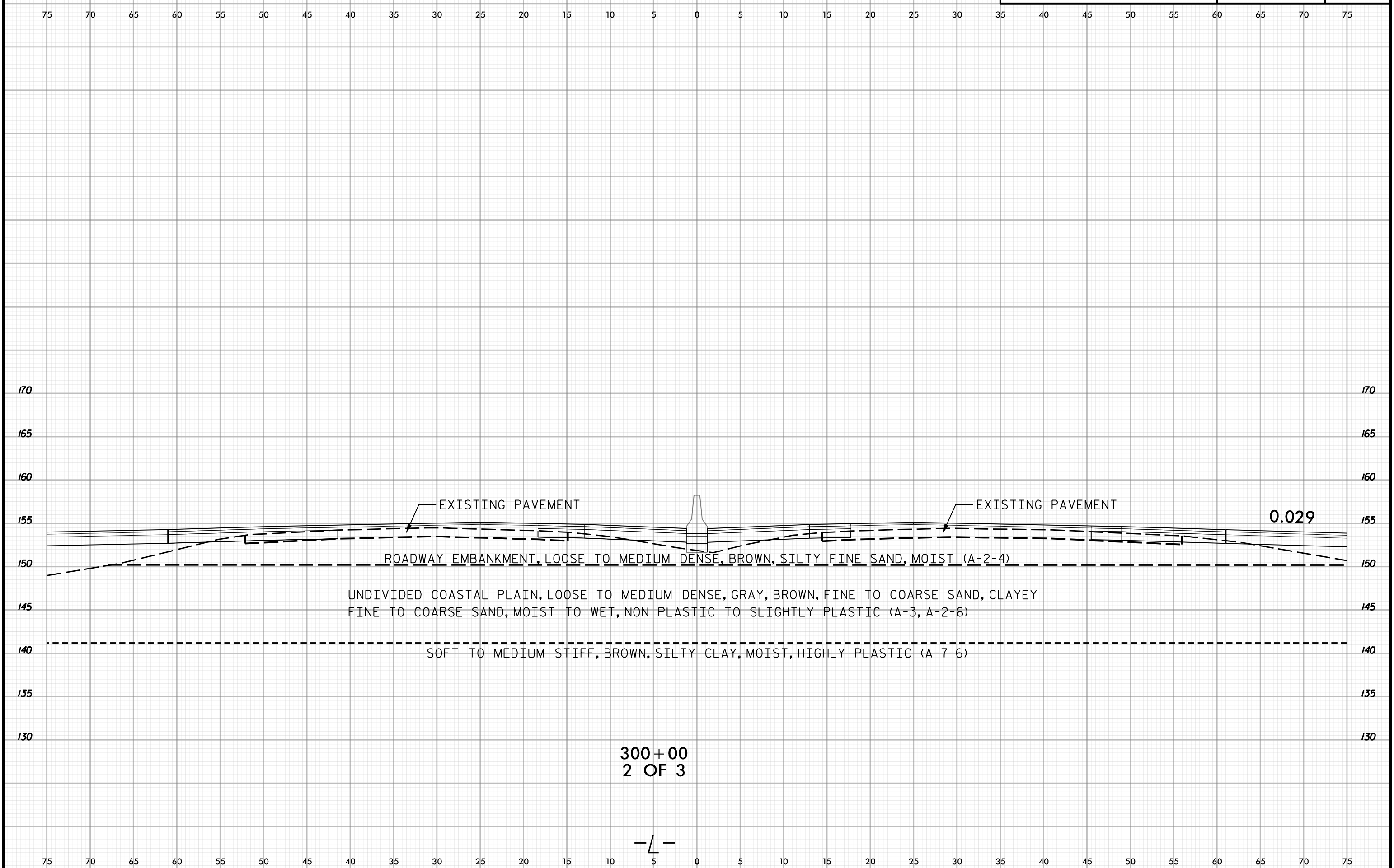
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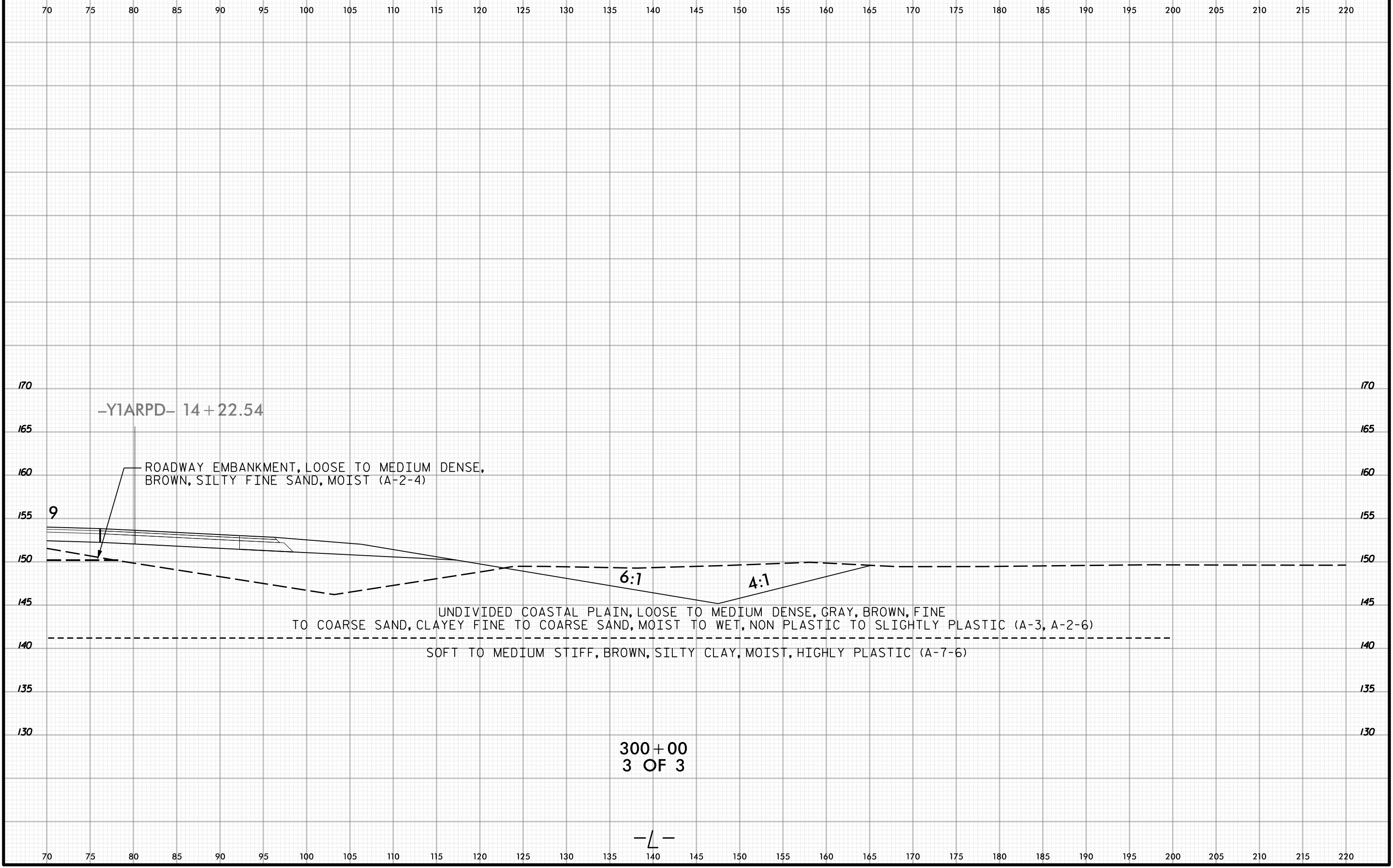
UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, BROWN, FINE TO COARSE SAND,
CLAYEY FINE TO COARSE SAND, MOIST TO WET, NON PLASTIC TO SLIGHTLY PLASTIC (A-3, A-2-6)

SOFT TO MEDIUM STIFF, BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

300+00
1 OF 3







-Y1ARPD- 14 + 22.54

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE,
BROWN, SILTY FINE SAND, MOIST (A-2-4)

9

6:1

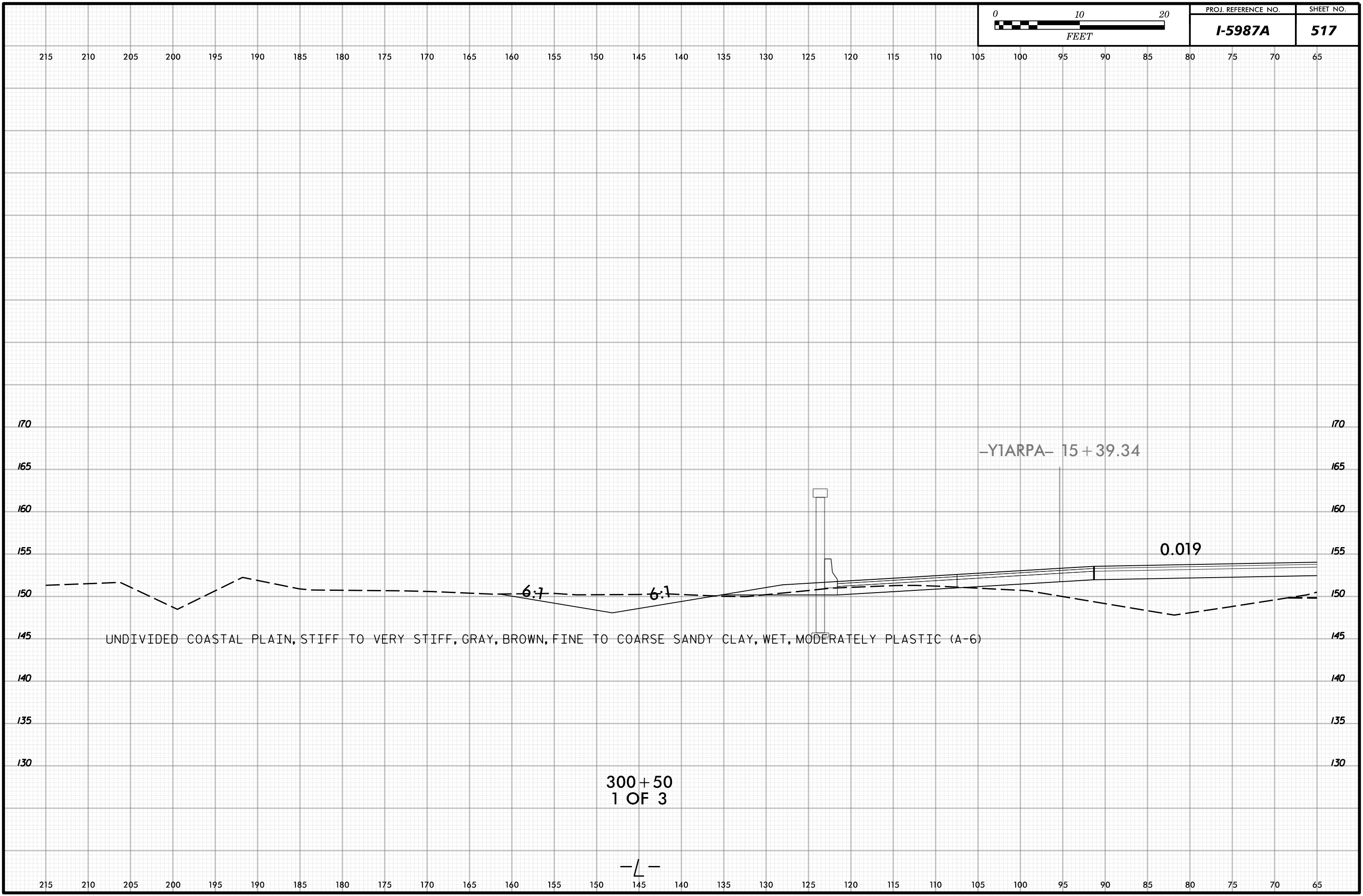
4:1

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, BROWN, FINE
TO COARSE SAND, CLAYEY FINE TO COARSE SAND, MOIST TO WET, NON PLASTIC TO SLIGHTLY PLASTIC (A-3, A-2-6)

SOFT TO MEDIUM STIFF, BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

300+00
3 OF 3

-L-



215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65

170 170

165 165

160 160

155 155

150 150

145 145

140 140

135 135

130 130

215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, BROWN, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

-Y1ARPA- 15 + 39.34

0.019

6:1

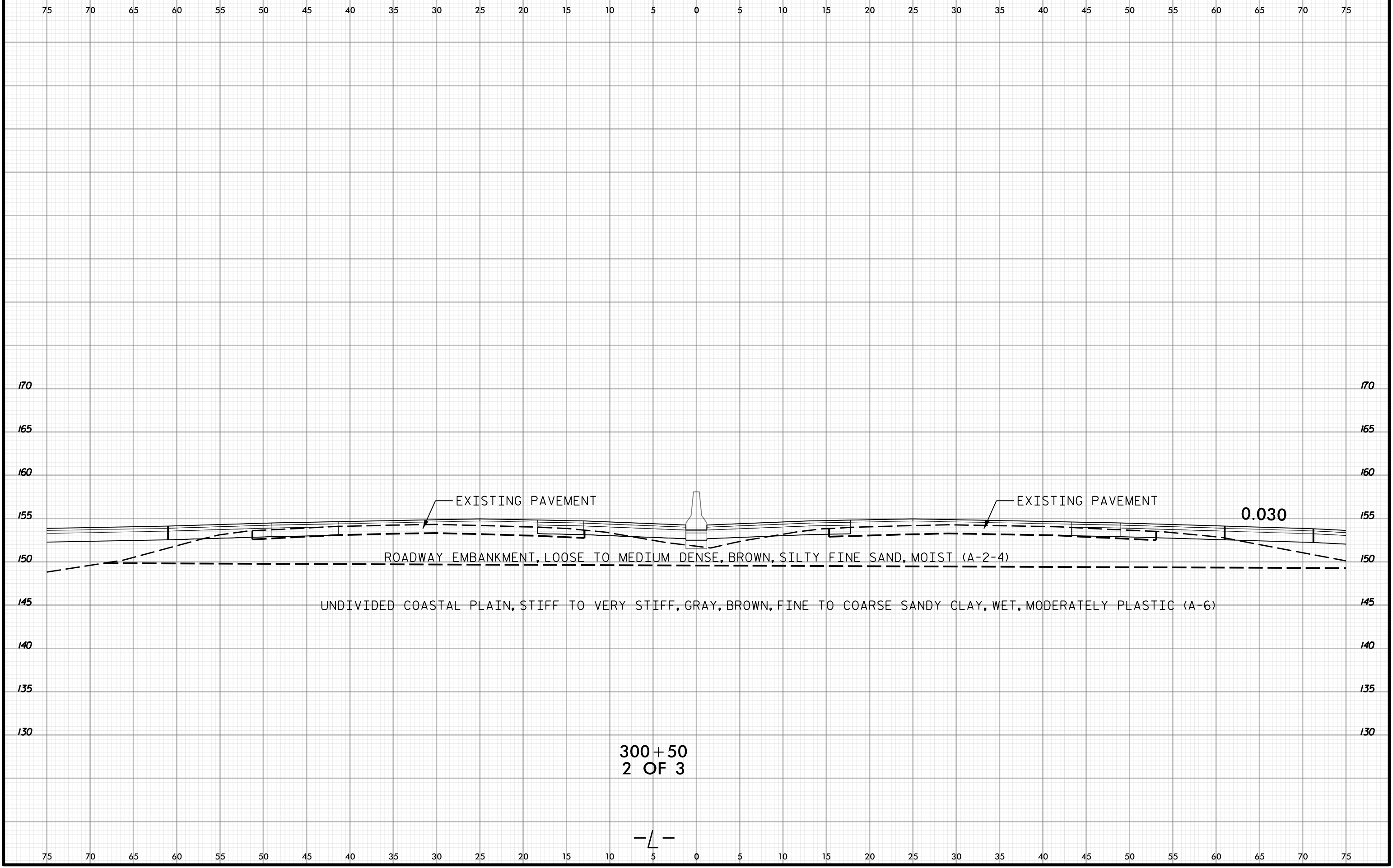
6:1

300 + 50
1 OF 3

-L-



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	518



EXISTING PAVEMENT

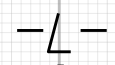
EXISTING PAVEMENT

0.030

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, BROWN, SILTY FINE SAND, MOIST (A-2-4)

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, BROWN, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

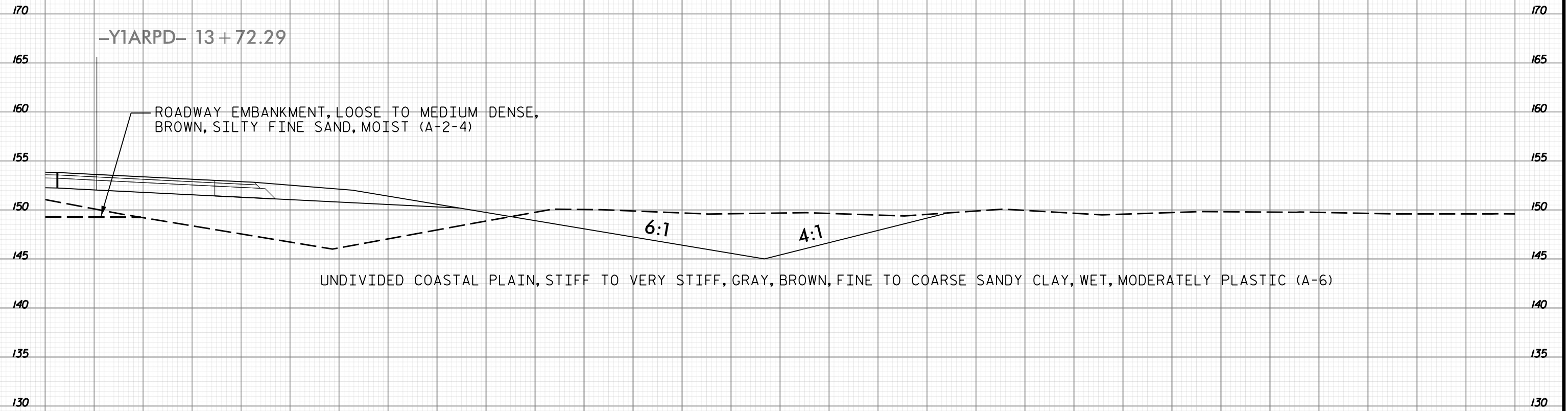
300 + 50
2 OF 3





PROJ. REFERENCE NO.	SHEET NO.
I-5987A	519

70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220



-Y1ARPD- 13+72.29

ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE,
BROWN, SILTY FINE SAND, MOIST (A-2-4)

6:1

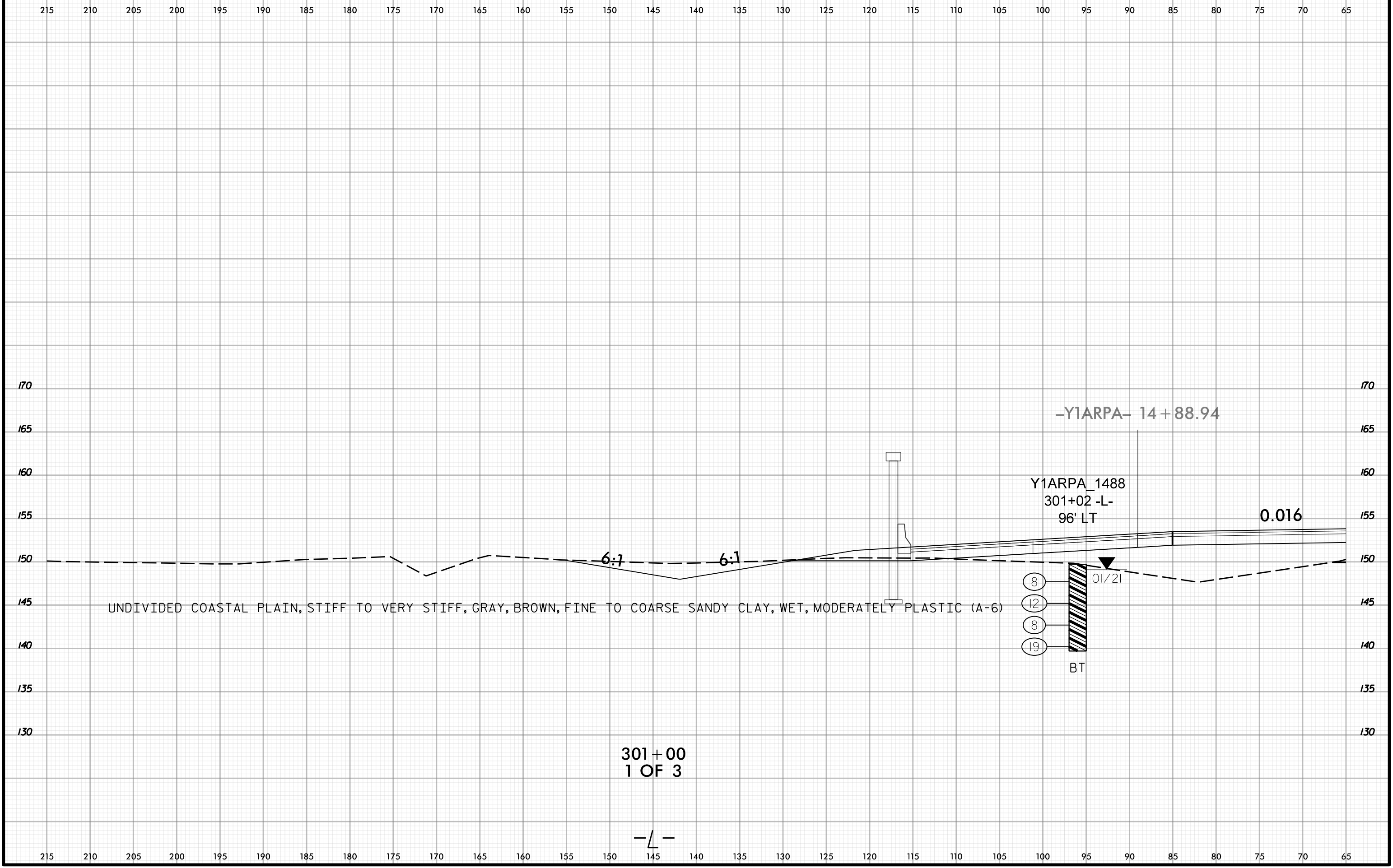
4:1

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, BROWN, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

300+50
3 OF 3

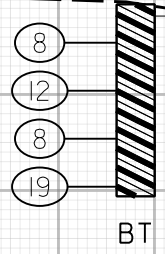
-L-

70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220



UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, BROWN, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

Y1ARPA_1488
301+02 -L-
96' LT



01/21

0.016

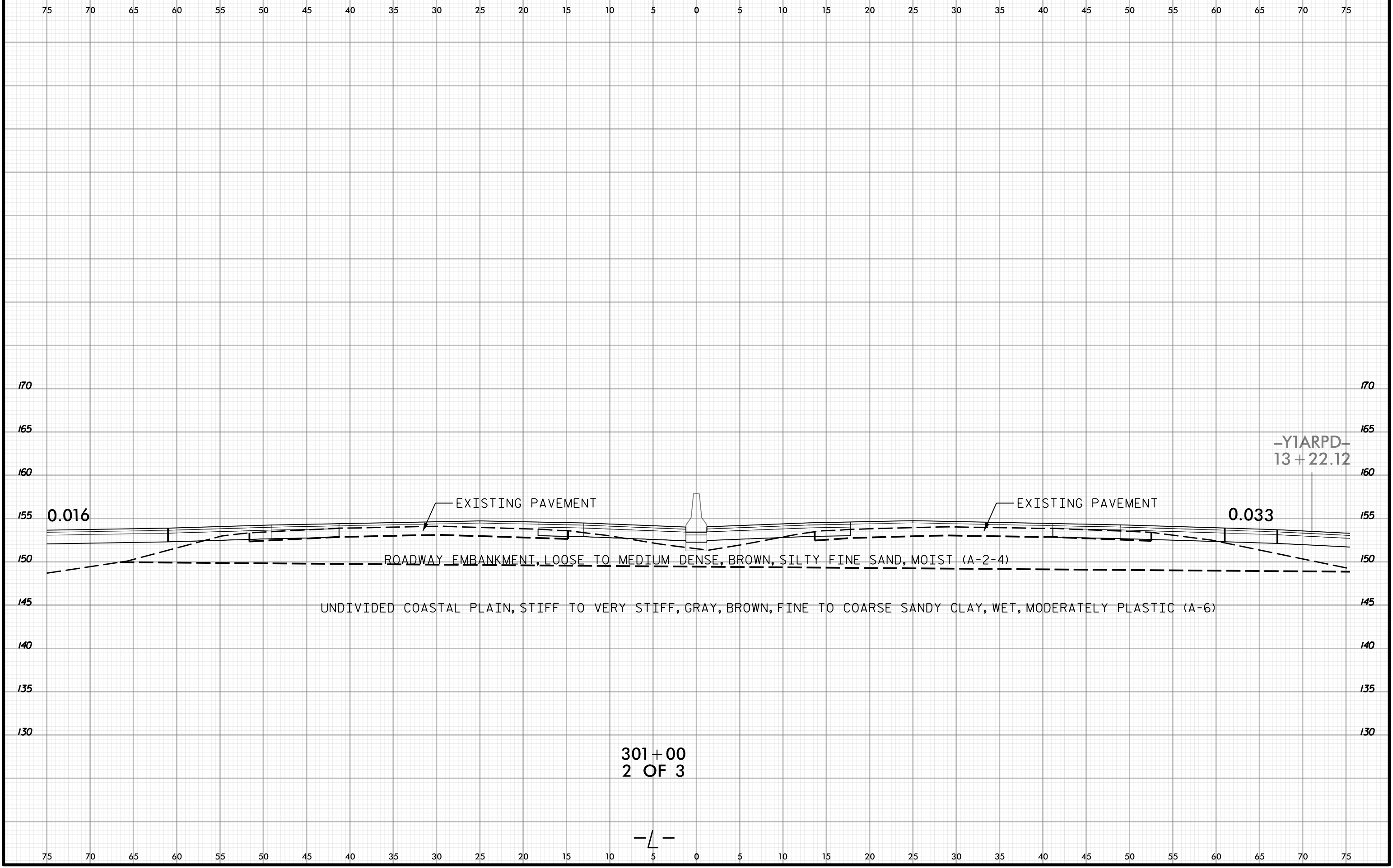
-Y1ARPA- 14 + 88.94

301+00
1 OF 3

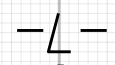
-L-



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	521



301+00
2 OF 3



-Y1ARPD-
13 + 22.12

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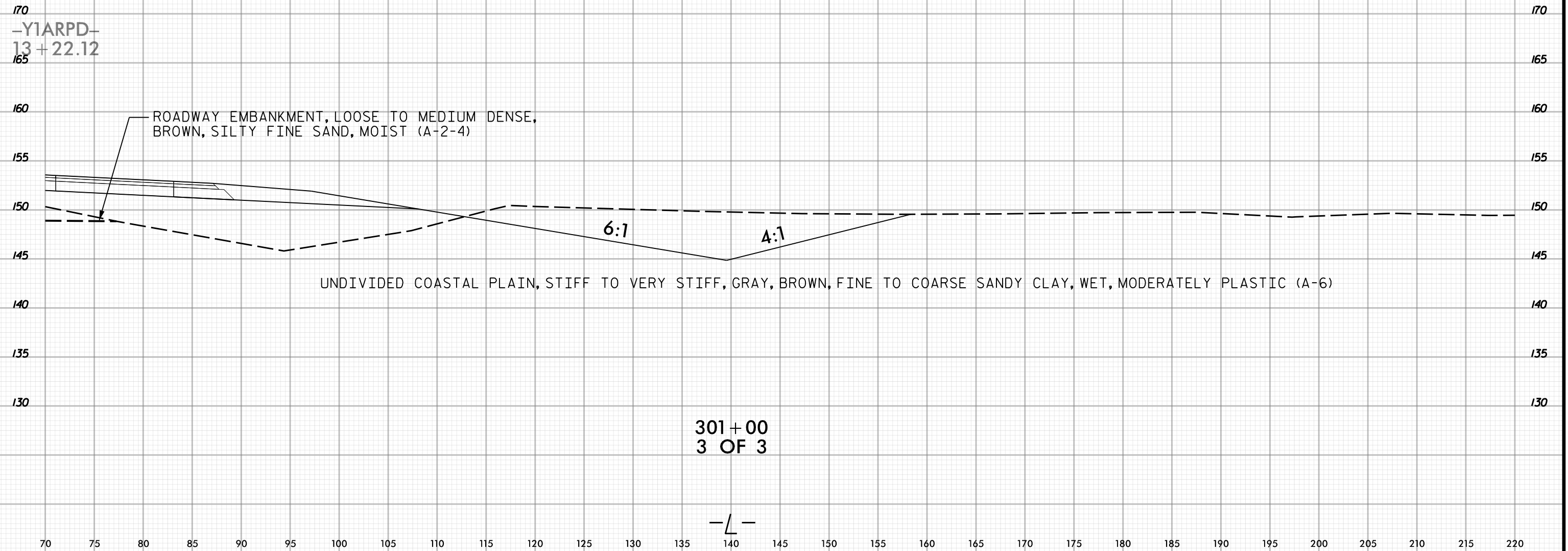
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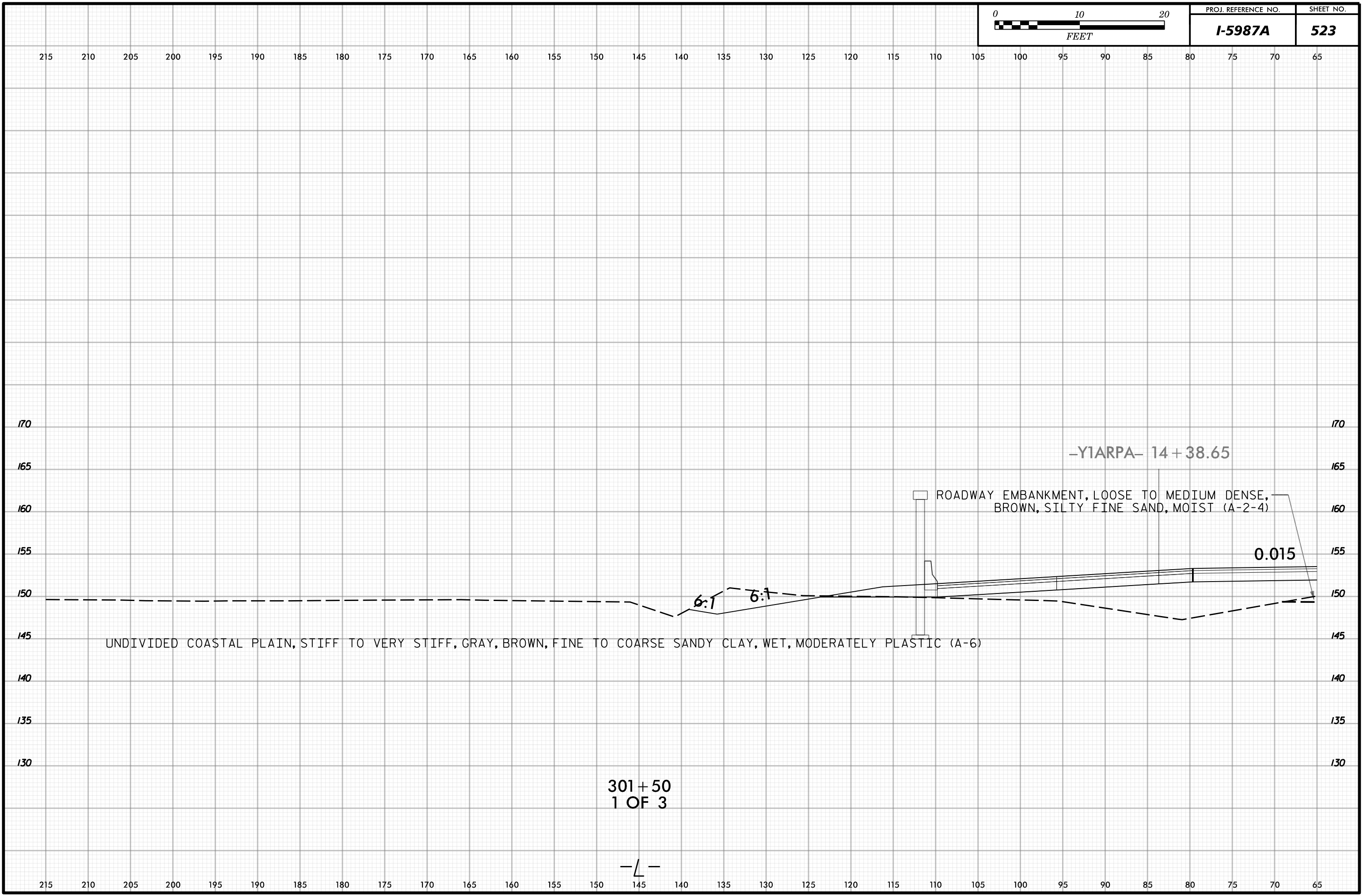
170 165 160 155 150 145 140 135 130



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	522

70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220





215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65

170 170

165 165

160 160

155 155

150 150

145 145

140 140

135 135

130 130

215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, BROWN, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

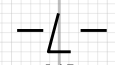
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, BROWN, SILTY FINE SAND, MOIST (A-2-4)

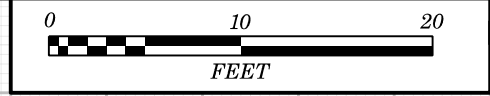
301+50
1 OF 3

-Y1ARPA- 14 + 38.65

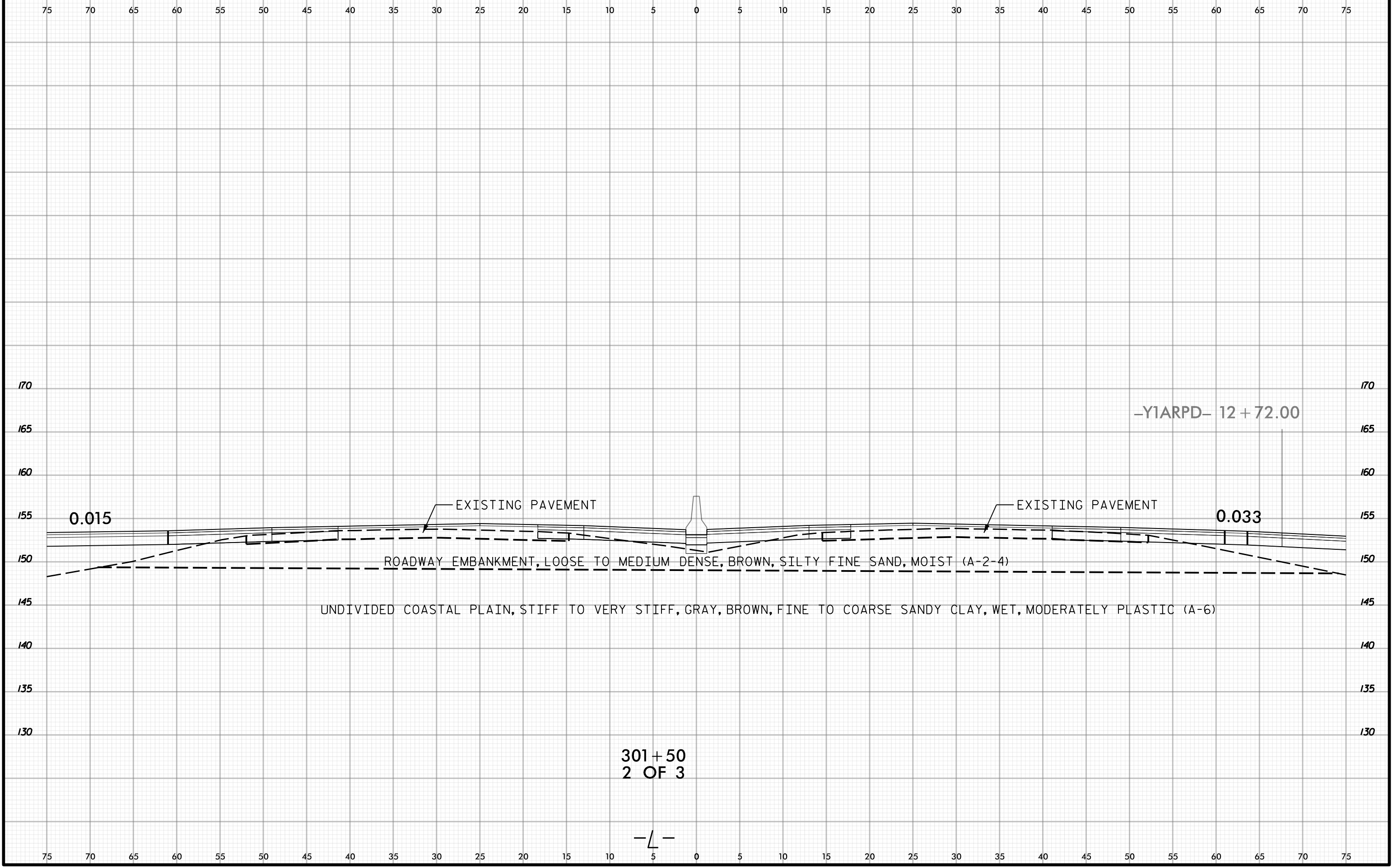
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6:1 6:1





PROJ. REFERENCE NO.	SHEET NO.
I-5987A	524





PROJ. REFERENCE NO.	SHEET NO.
I-5987A	525

