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REFERENCE: I-5987A

PROJECT: 47533

SEE SHEET 3 FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

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

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-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
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STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5987A	1	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.

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 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.

NOTES: 1. 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.

PERSONNEL	
ALEXANDER, M. J.	FARMER, B. C.
DEGON, A. N.	PARDY, S. M.
DUGGINS, W. T.	KELLY, N. S.
MARPLES, Z. J.	SEME
CATLIN	F&R
TRIGON	NC DOT-RFO

INVESTIGATED BY	FARMER, B. C.
DRAWN BY	DZIWANOWSKI, C. M., FIELDS, W. D.
CHECKED BY	DZIWANOWSKI, C. M.
SUBMITTED BY	RIGGS, Jr., A. F.
DATE	DECEMBER 2021

Prepared in the Office of: Terracon Consulting Engineers and Scientists 2401 BRENTWOOD ROAD, SUITE 107 RALEIGH, NORTH CAROLINA 27694 NC REGISTERED ENGINEERING FIRM: F-0869 NC REGISTERED GEOLOGIC FIRM: C-367



DocuSigned by: Abner Riggs, Dec 5, 2021. SIGNATURE DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

GEOTECHNICAL ENGINEERING UNIT

SUBSURFACE INVESTIGATION

SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

Table with 4 main columns: SOIL DESCRIPTION, GRADATION, ROCK DESCRIPTION, and TERMS AND DEFINITIONS. Includes sub-sections like SOIL LEGEND AND AASHTO CLASSIFICATION, CONSISTENCY OR DENSENESS, TEXTURE OR GRAIN SIZE, SOIL MOISTURE - CORRELATION OF TERMS, PLASTICITY, COLOR, MISCELLANEOUS SYMBOLS, RECOMMENDATION SYMBOLS, ABBREVIATIONS, EQUIPMENT USED ON SUBJECT PROJECT, FRACTURE SPACING, BEDDING, INDURATION, and NOTES.

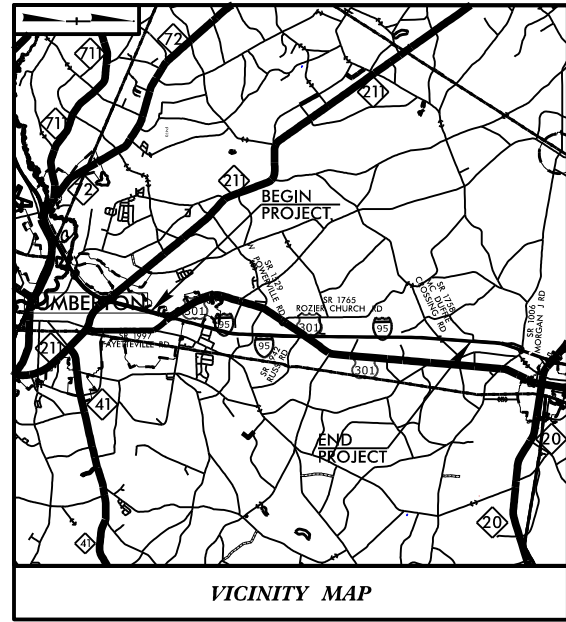
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5987A	3	1093
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
47533.1.2	NHP-0095 (056)	PE	

See Sheet 1A For Index of Sheets

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

ROBESON COUNTY

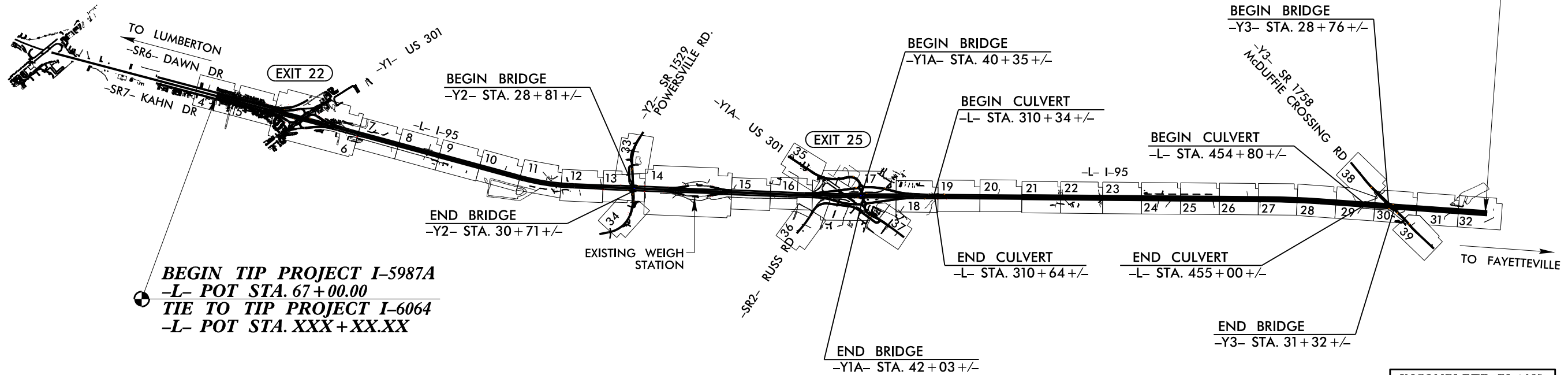
LOCATION: I-95 IMPROVEMENTS
FROM SOUTH OF US 301 (EXIT 22)
TO NORTH OF SR 1758 (McDUFFIE CROSSING RD.)
TYPE OF WORK: GRADING, PAVING, DRAINAGE, STRUCTURES,
CULVERTS, AND RETAINING WALLS



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

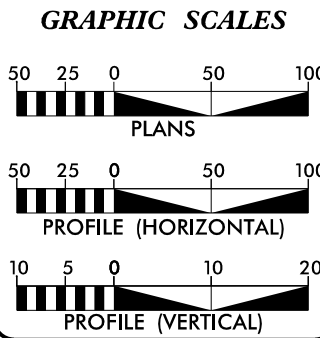


A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF LUMBERTON. CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD _____. THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

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:

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

moffatt & nichol
4700 FALLS OF NEUSE ROAD, SUITE 300
RALEIGH, NORTH CAROLINA - 27609
19191 781-4626 VOICE 19191 781-4869 FAX
NC License NO.: F-0105

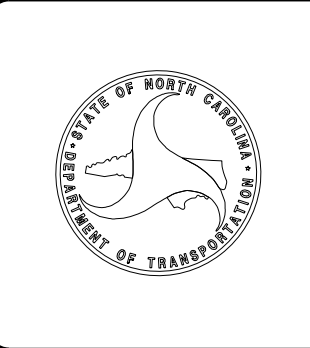
2018 STANDARD SPECIFICATIONS	RIGHT OF WAY DATE: MAY 26, 2021
LETTING DATE: JULY 19, 2022	STEVE A. DRUM, P.E. PROJECT ENGINEER
NCDOT CONTACT:	MICHAEL A. HOLT, P.E. PROJECT DESIGN ENGINEER
	CRAIG A. FREEMAN JR., PE DIVISION PROJECT ENGINEER

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:

<u>Alignment</u>	<u>Stations(±)</u>
-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:

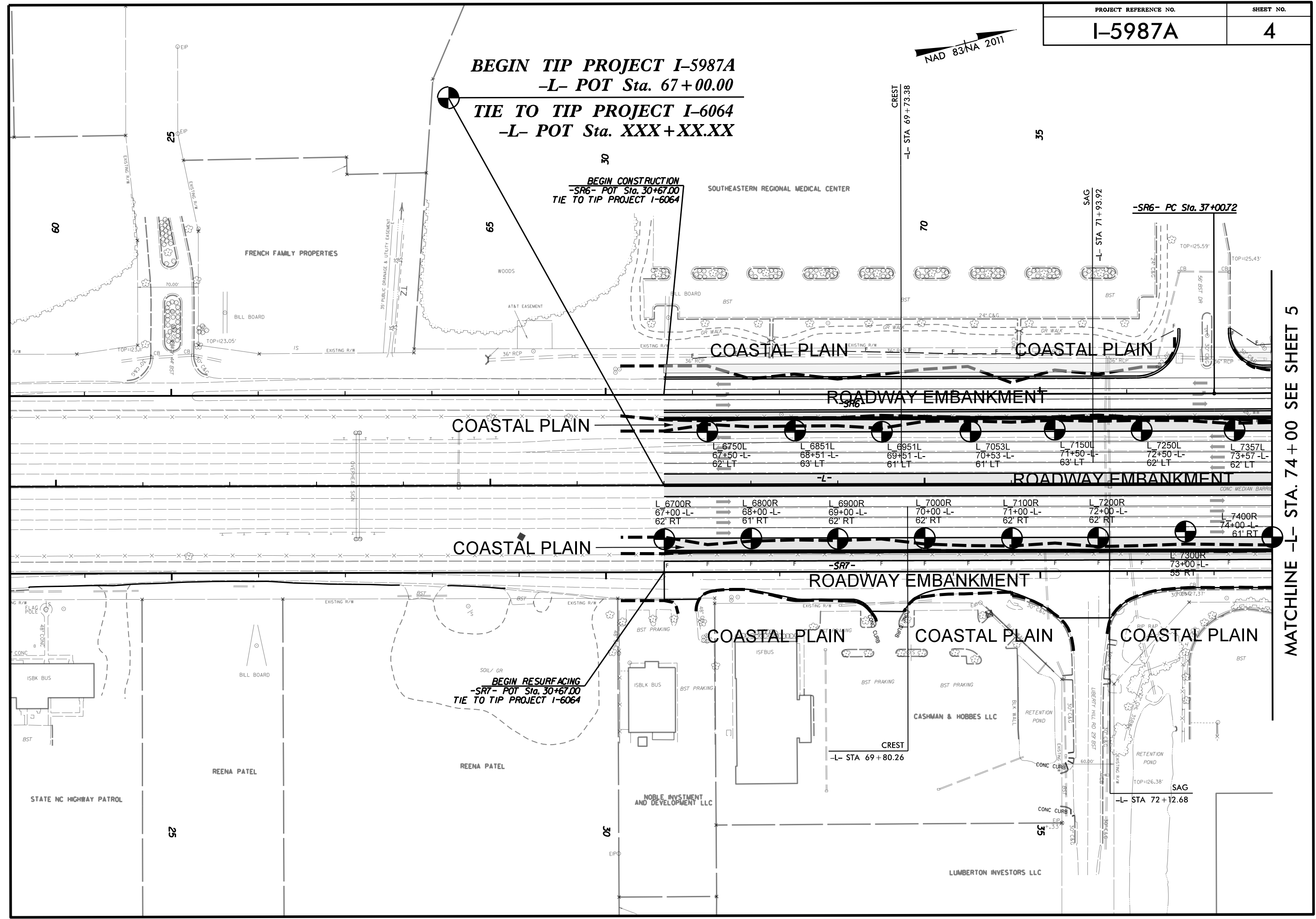
<u>Alignment</u>	<u>Stations (±)</u>	<u>Offset (ft.)</u>
-L-	144+28	300 RT
-L-	404+26	250 LT
-SR2-	40+32	259 RT



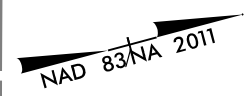
BEGIN TIP PROJECT I-5987A
-L- POT Sta. 67+00.00
TIE TO TIP PROJECT I-6064
-L- POT Sta. XXX+XX.XX

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

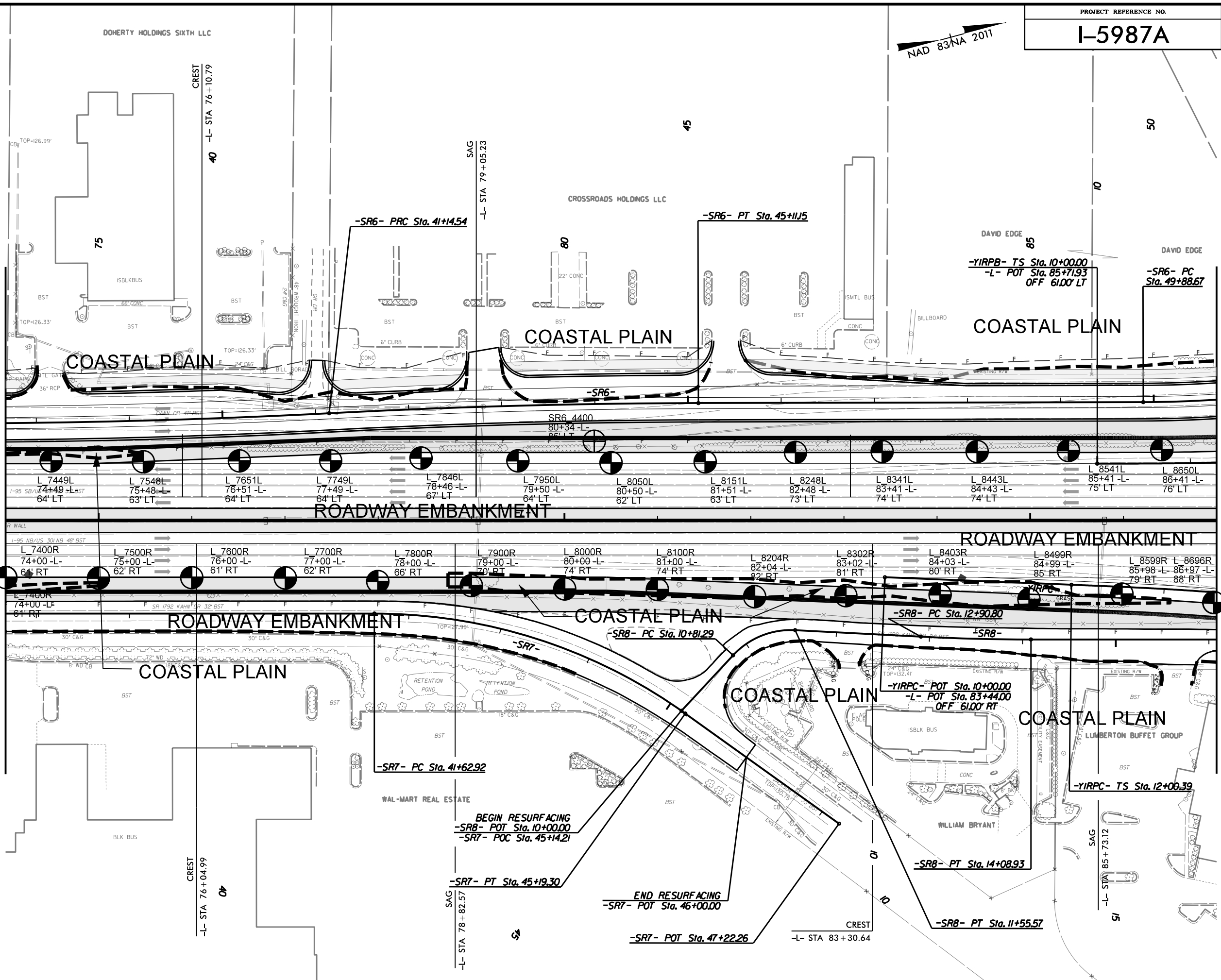


MATCHLINE -L- STA. 74+00 SEE SHEET 5



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

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

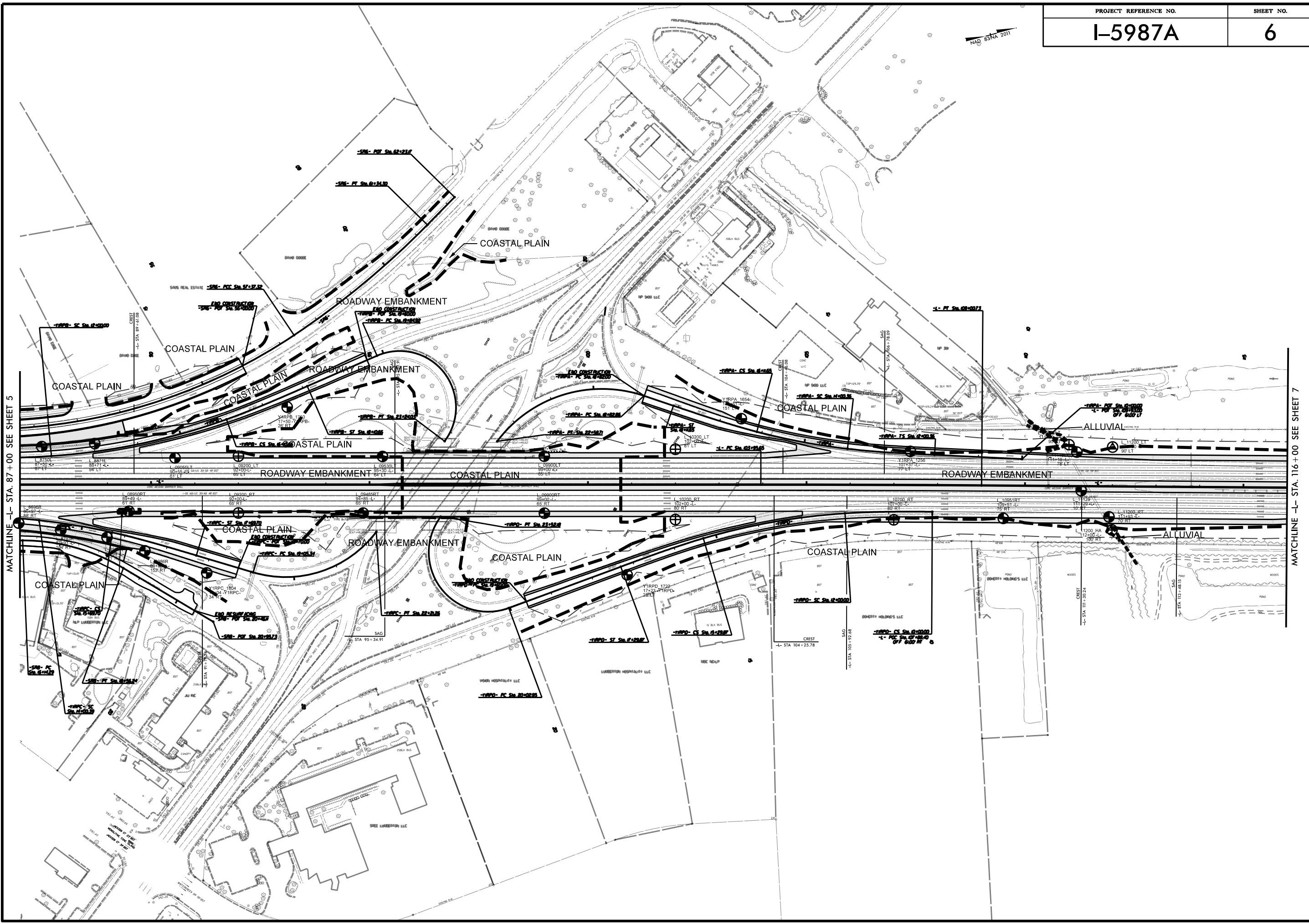
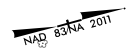


L 7449L 74+49 -L- 64' LT	L 7548L 75+48 -L- 63' LT	L 7651L 76+51 -L- 64' LT	L 7749L 77+49 -L- 64' LT	L 7846L 78+46 -L- 67' LT	L 7950L 79+50 -L- 64' LT	L 8050L 80+50 -L- 62' LT	L 8151L 81+51 -L- 63' LT	L 8248L 82+48 -L- 73' LT	L 8341L 83+41 -L- 74' LT	L 8443L 84+43 -L- 74' LT	L 8541L 85+41 -L- 75' LT	L 8650L 86+41 -L- 76' LT
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L 7400R 74+00 -L- 64' RT	L 7500R 75+00 -L- 62' RT	L 7600R 76+00 -L- 61' RT	L 7700R 77+00 -L- 62' RT	L 7800R 78+00 -L- 66' RT	L 7900R 79+00 -L- 70' RT	L 8000R 80+00 -L- 74' RT	L 8100R 81+00 -L- 74' RT	L 8204R 82+04 -L- 92' RT	L 8302R 83+02 -L- 81' RT	L 8403R 84+03 -L- 80' RT	L 8499R 84+99 -L- 85' RT	L 8599R 85+99 -L- 79' RT	L 8696R 86+97 -L- 88' RT
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BEGIN RESURFACING
-SR8- POT Sta. 10+00.00
-SR7- POC Sta. 45+14.21

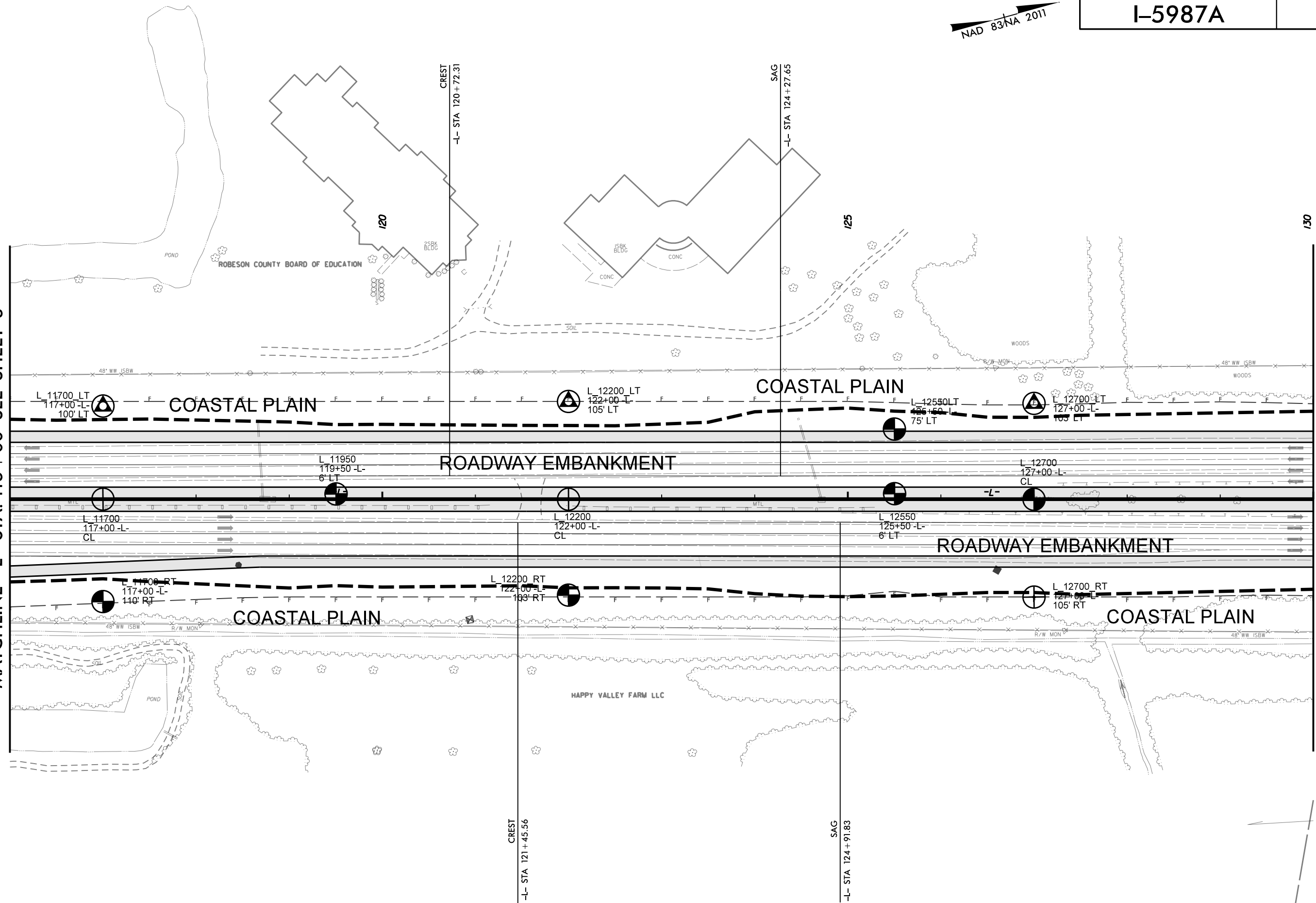
END RESURFACING
-SR7- POT Sta. 46+00.00





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

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



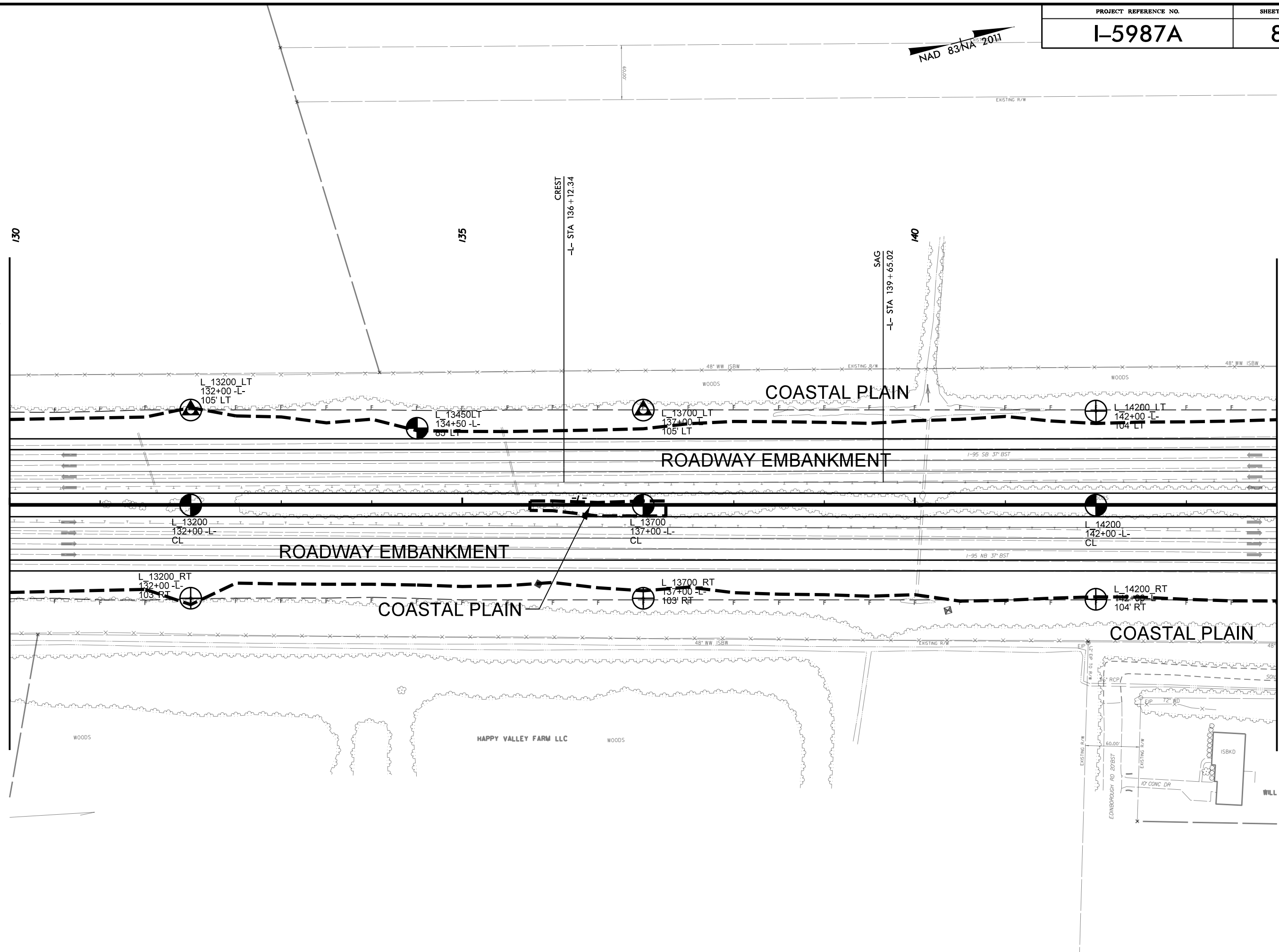
CREST
-L- STA 121 + 45.56

SAG
-L- STA 124 + 91.83

NAD 83/NA 2011

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

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



130

135

140

CREST
-L- STA 136+12.34

SAG
-L- STA 139+65.02

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

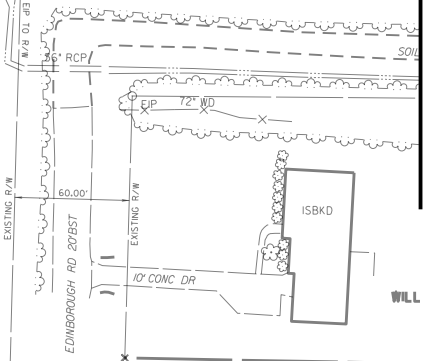
L 13200 RT
132+00 -L-
103' RT

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

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

HAPPY VALLEY FARM LLC

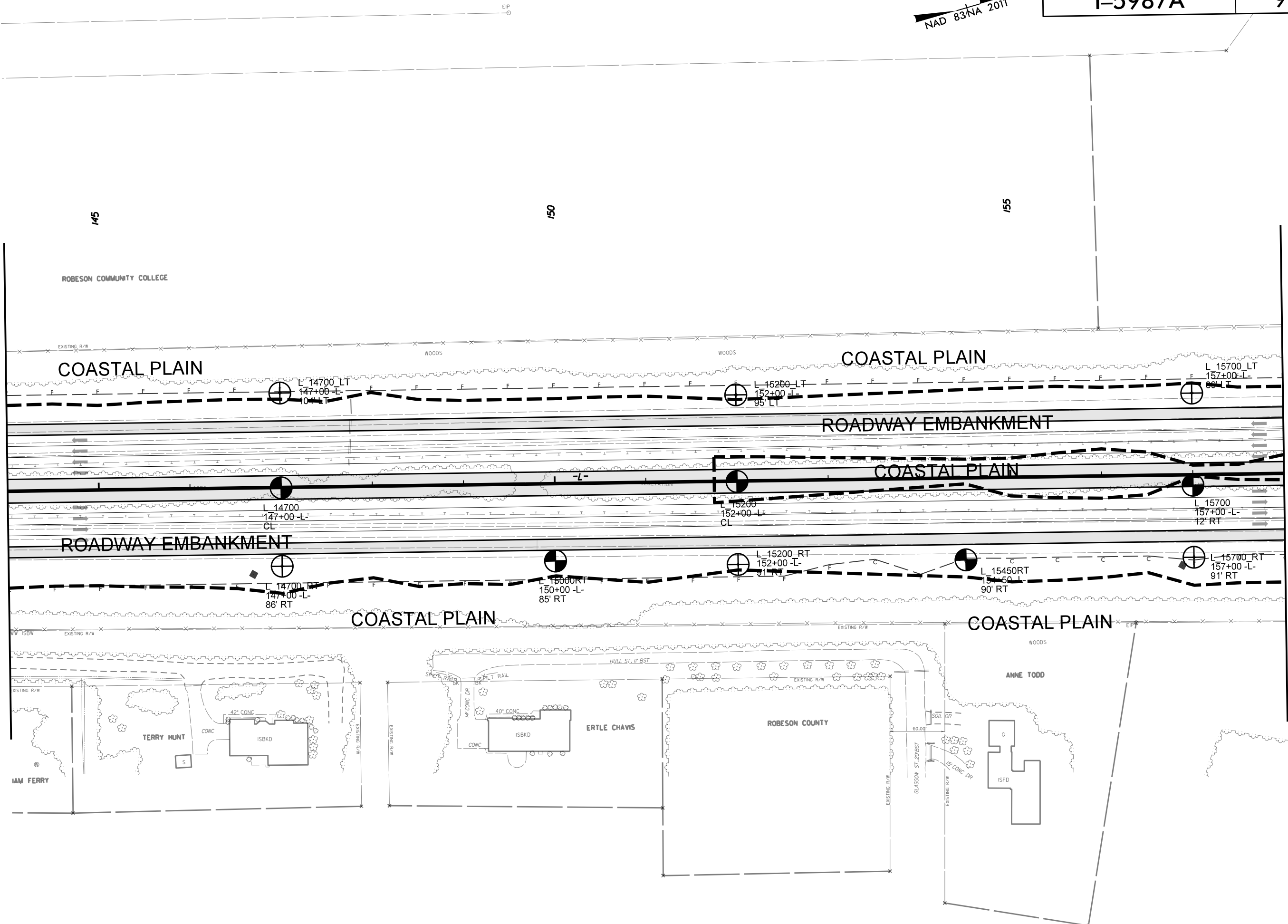
COASTAL PLAIN





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

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



145

150

155

ROBESON COMMUNITY COLLEGE

COASTAL PLAIN

COASTAL PLAIN

ROADWAY EMBANKMENT

COASTAL PLAIN

ROADWAY EMBANKMENT

COASTAL PLAIN

COASTAL PLAIN

IAM FERRY

TERRY HUNT

CONC

ISBKD

ERTLE CHAVIS

ROBESON COUNTY

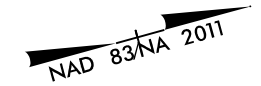
ANNE TODD

G

ISFD

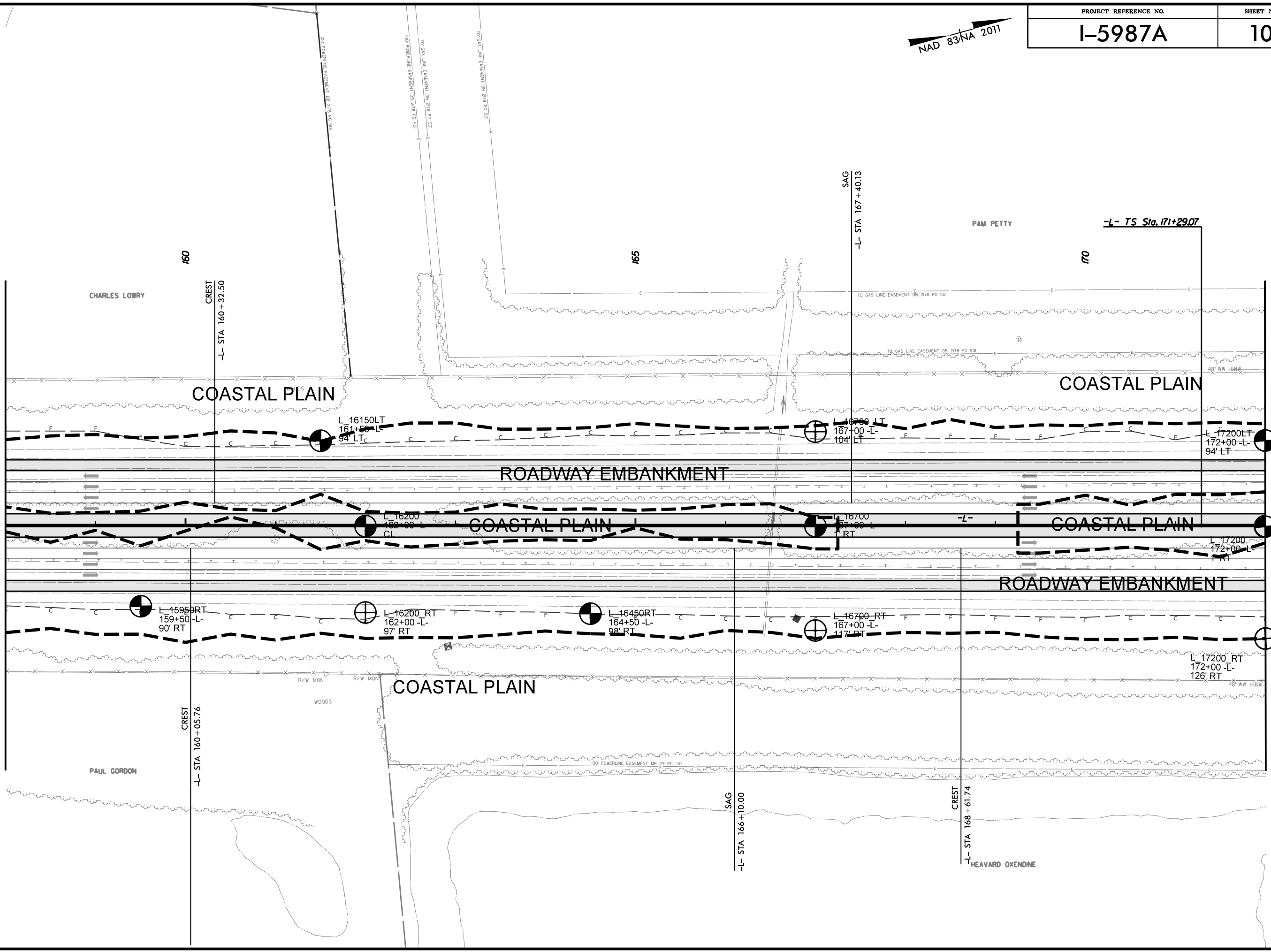
EIP

EIP



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

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



160

165

170

CHARLES LOWRY

PAM PETTY

PAUL GORDON

HEAVARD OXENDINE

CREST
-L- STA 160+32.50

SAG
-L- STA 167+40.13

SAG
-L- STA 166+10.00

CREST
-L- STA 168+61.74

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

WOODS

L 16150LT
161+50 -L-
94' LT

L 16200
162+00 -L-
CI

L 16200 RT
162+00 -L-
97' RT

L 16450RT
164+50 -L-
98' RT

L 16700 LT
167+00 -L-
104' LT

L 16700 RT
167+00 -L-
117' RT

L 17200LT
172+00 -L-
94' LT

L 17200
172+00 -L-
RT

L 17200 RT
172+00 -L-
126' RT

-L- TS Sta. 171+29.07

TO GAS LINE EASEMENT DB 2176 PG 501

TO GAS LINE EASEMENT DB 2176 PG 501

TO GAS LINE EASEMENT DB 2176 PG 501

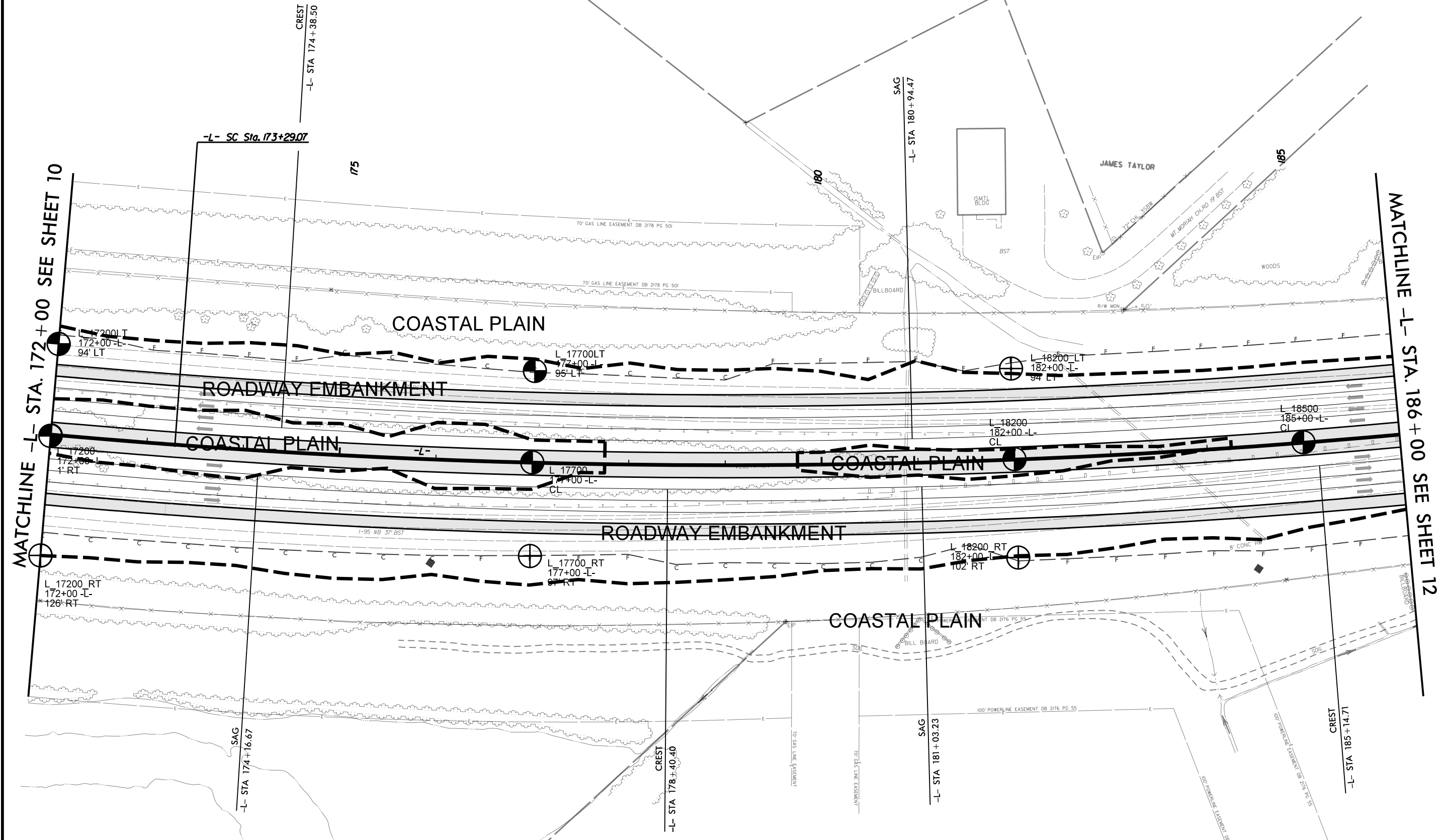
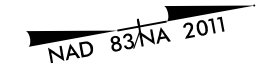
70' GAS LINE EASEMENT DB 2176 PG 501

70' GAS LINE EASEMENT DB 2176 PG 501

100' POWERLINE EASEMENT MB 29 PG 140

48' WW ISBW

48' WW ISBW



MATCHLINE -L- STA. 172+00 SEE SHEET 10

MATCHLINE -L- STA. 186+00 SEE SHEET 12

CREST
-L- STA 174+38.50

-L- SC Sta. 173+29.07

SAG
-L- STA 180+94.47

SAG
-L- STA 174+16.67

CREST
-L- STA 178+40.40

SAG
-L- STA 181+03.23

CREST
-L- STA 185+14.71

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

L 17200 LT
172+00 -L-
94' LT

L 17700 LT
177+00 -L-
95' LT

L 18200 LT
182+00 -L-
94' LT

L 17200 RT
172+00 -L-
126' RT

L 17700 RT
177+00 -L-
97' RT

L 18200 RT
182+00 -L-
102' RT

L 18500
185+00 -L-
CI

L 17200 RT
172+00 -L-
126' RT

L 17700 RT
177+00 -L-
97' RT

L 18200 RT
182+00 -L-
102' RT

L 18500
185+00 -L-
CI

70' GAS LINE EASEMENT DB 2178 PG 501

70' GAS LINE EASEMENT DB 2178 PG 501

I-95 NB 37' BST

100' POWERLINE EASEMENT DB 2176 PG 55

100' POWERLINE EASEMENT DB 2176 PG 55

JAMES TAYLOR

WOODS

ISMTL BLDG

BILLBOARD

BILLBOARD

BILLBOARD

MT. MORIAN CH. RD. 19' BST

R/W MON. 50'

72' CHL. 330W

TO GAS LINE EASEMENT

TO GAS LINE EASEMENT

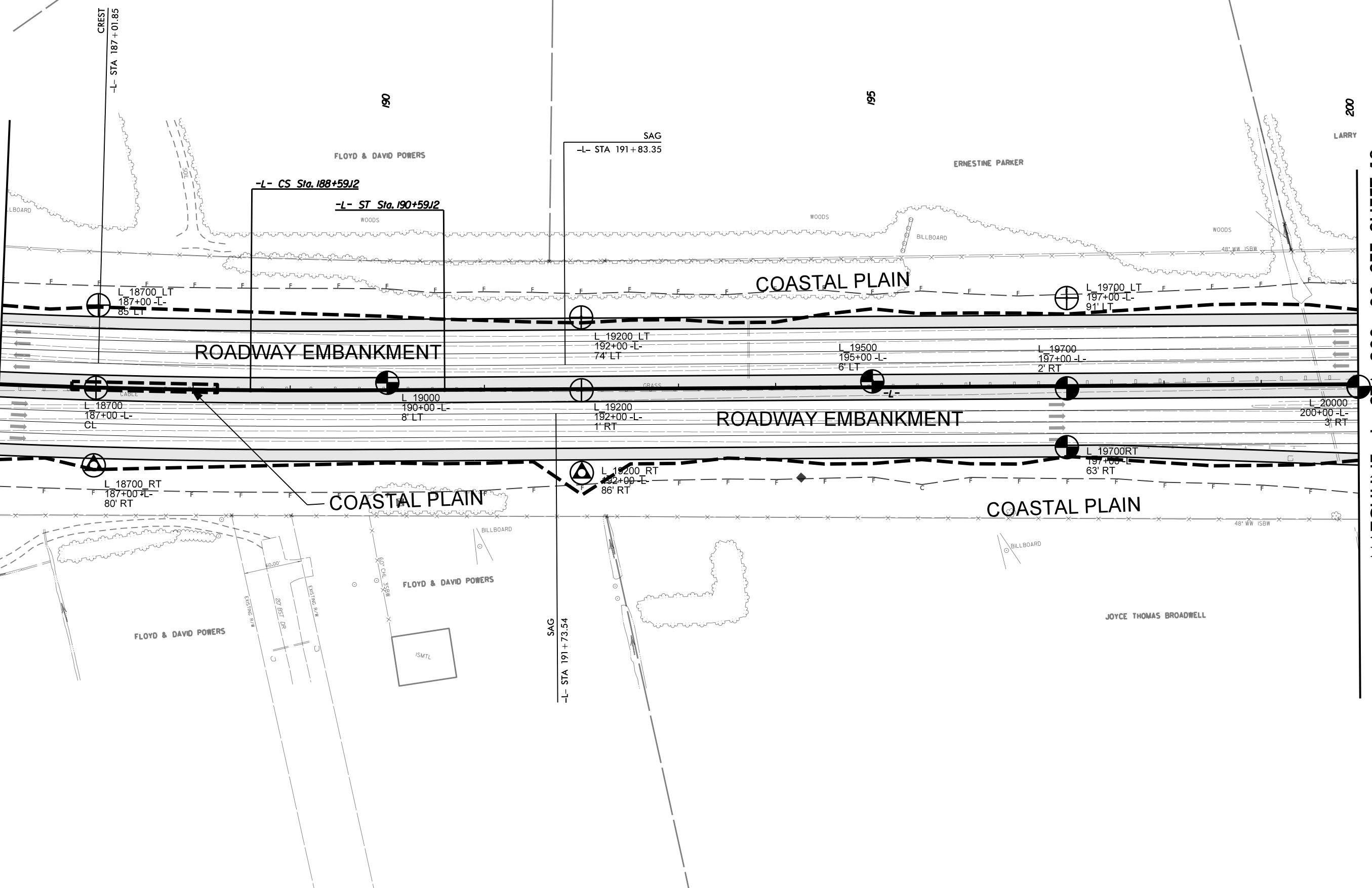
TO GAS LINE EASEMENT

TO POWERLINE EASEMENT DB 2176 PG 55

NAD 83/NA 2011

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

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



-L- CS Sta. 188+59.12
-L- ST Sta. 190+59.12

COASTAL PLAIN

ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

COASTAL PLAIN

COASTAL PLAIN

FLOYD & DAVID POWERS

FLOYD & DAVID POWERS

JOYCE THOMAS BROADWELL

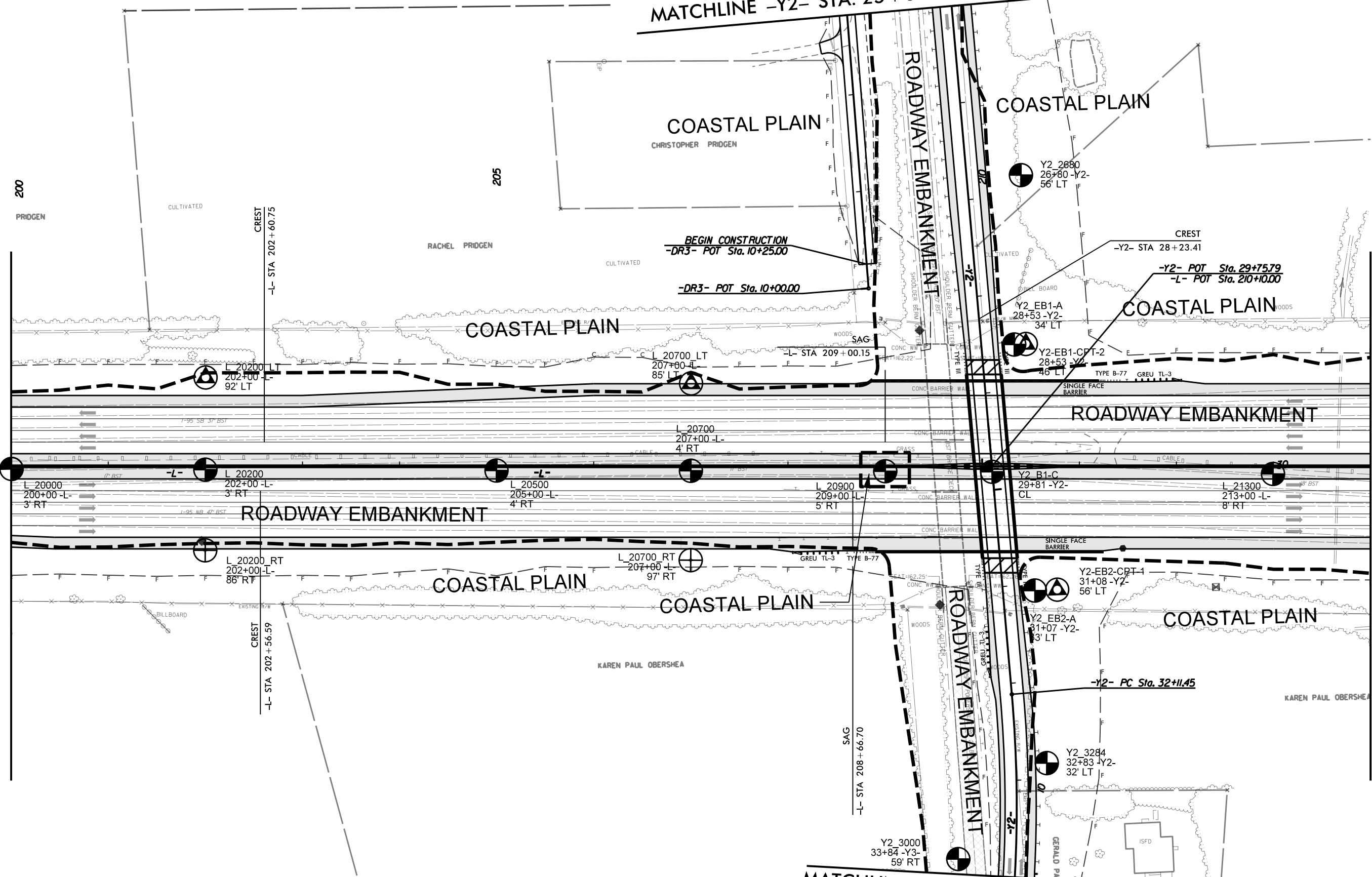
LARRY

NAD 83/NA 2011

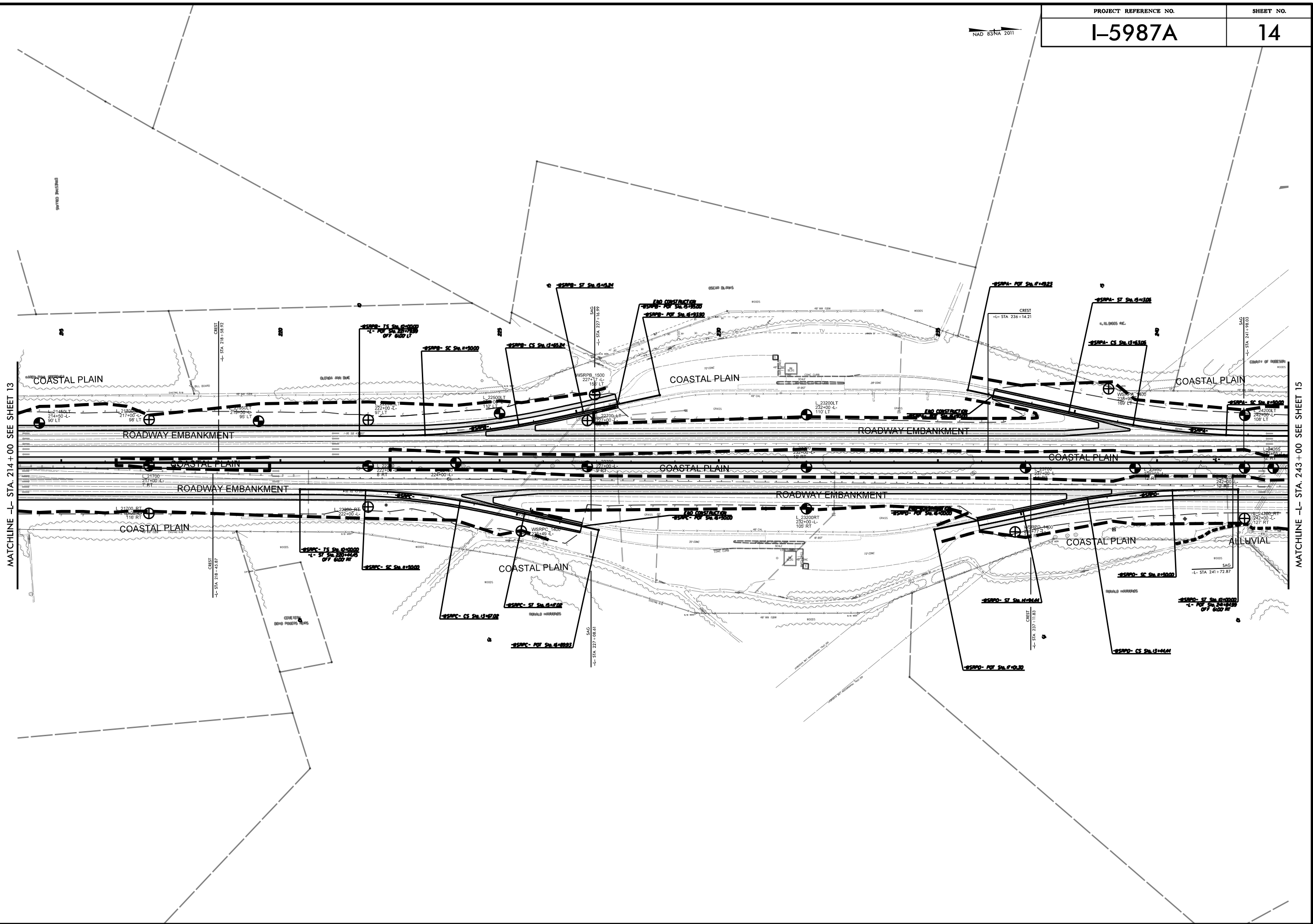
MATCHLINE -Y2- STA. 25+00 SEE SHEET 33

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

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

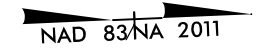


MATCHLINE -Y2- STA. 34+00 SEE SHEET 34



MATCHLINE -L- STA. 214+00 SEE SHEET 13

MATCHLINE -L- STA. 243+00 SEE SHEET 15

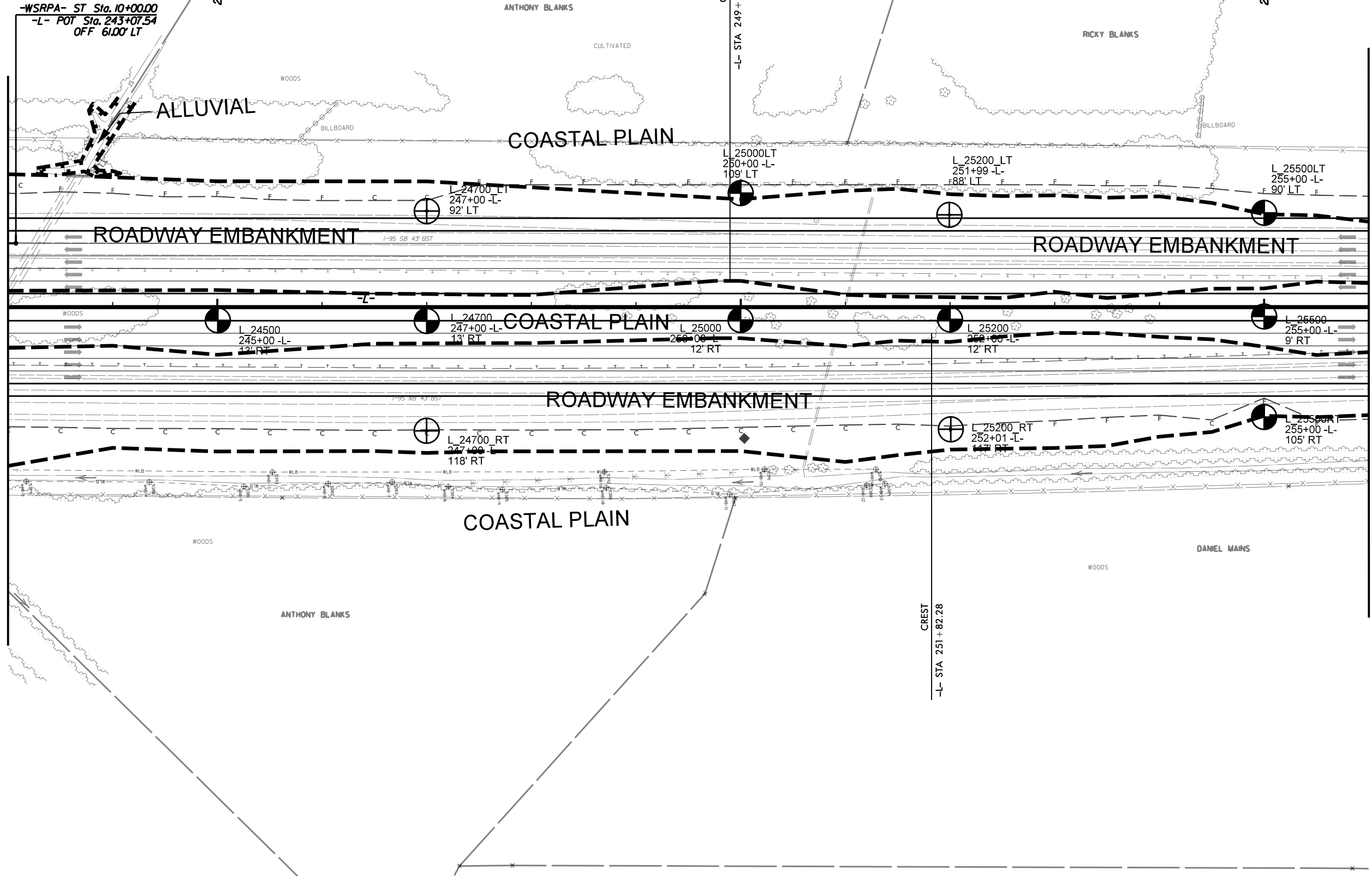


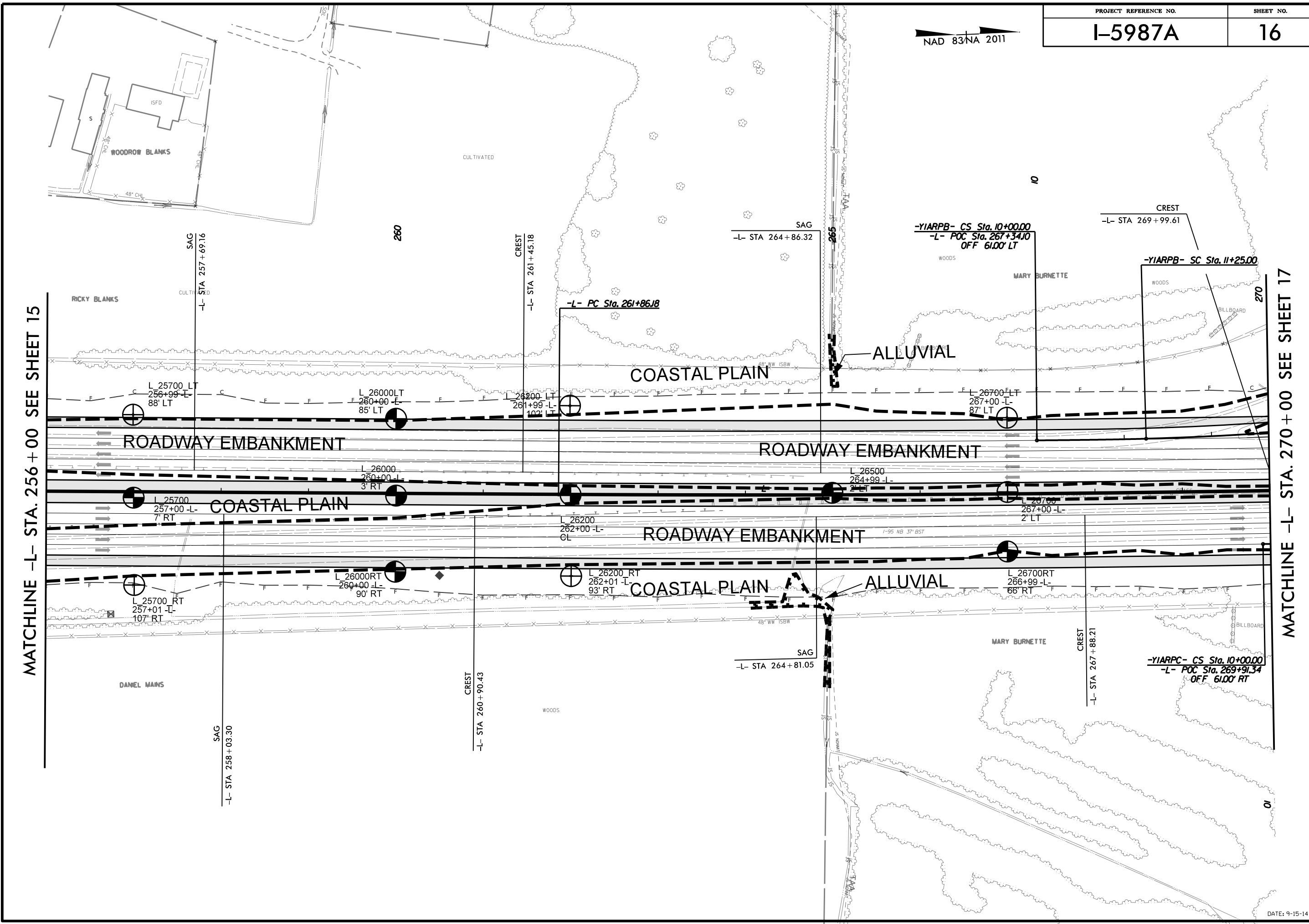
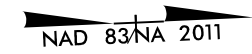
MATCHLINE -L- STA. 243 + 00 SEE SHEET 14

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

-WSRPA- ST Sta. 10+00.00
-L- POT Sta. 243+07.54
OFF 61.00' LT

100' CPAL TRANSMISSION
100' CPAL TRANSMISSION LINE EASEMENT





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

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



RICKY BLANKS

DANIEL MAINS

CULTIVATED

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

-L- PC Sta. 261+86.18

CREST
-L- STA 261+45.18

SAG
-L- STA 257+69.16

SAG
-L- STA 258+03.30

CREST
-L- STA 260+90.43

L 25700 LT
256+99 -L-
88' LT

L 26000 LT
260+00 -L-
85' LT

L 26200 LT
261+99 -L-
102' LT

L 26700 LT
267+00 -L-
87' LT

L 25700
257+00 -L-
7' RT

L 26000
260+00 -L-
3' RT

L 26200
262+00 -L-
GL

L 26500
264+99 -L-
2' LT

L 26700
267+00 -L-
2' LT

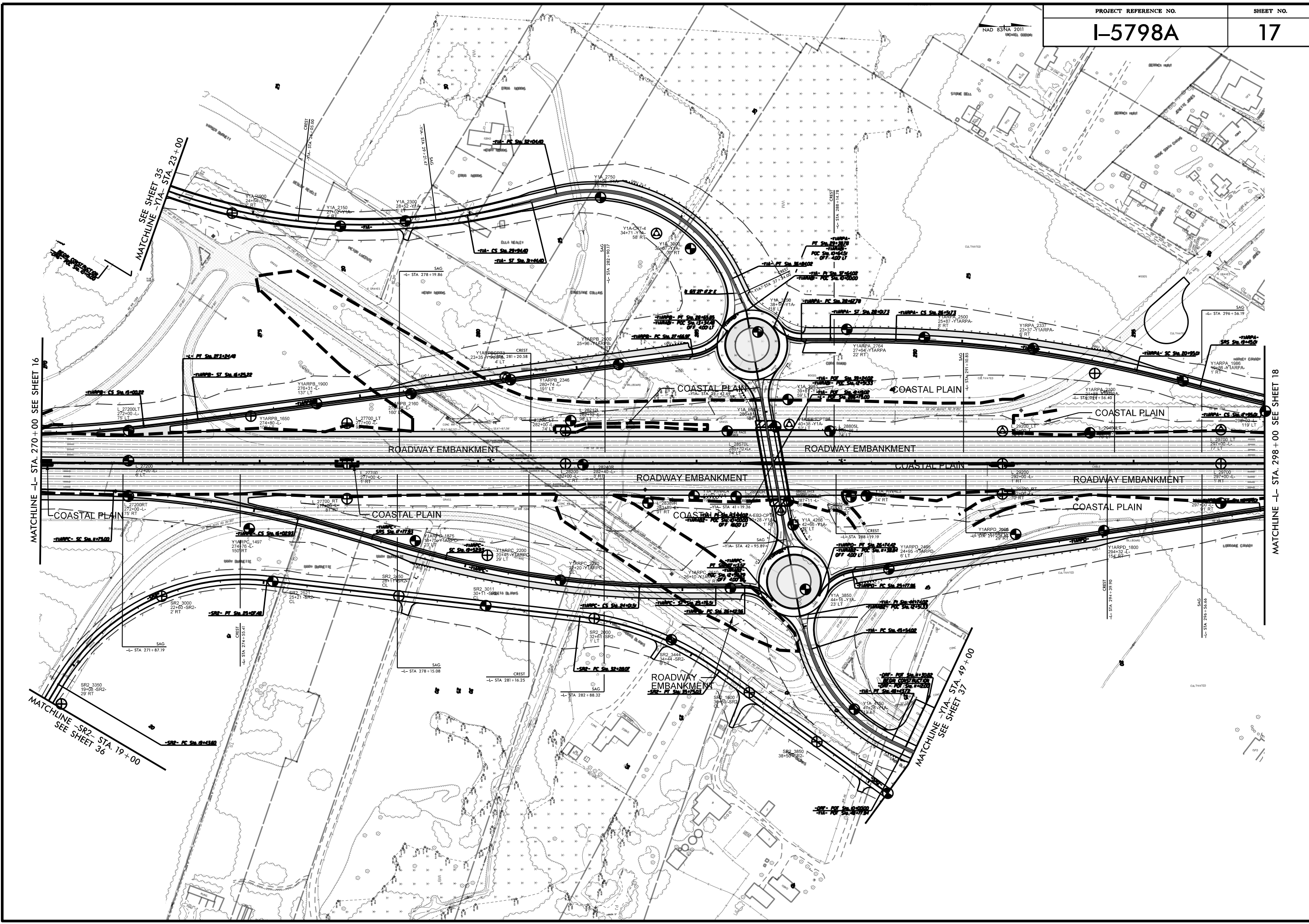
L 25700 RT
257+01 -L-
107' RT

L 26000 RT
260+00 -L-
90' RT

L 26200 RT
262+01 -L-
93' RT

L 26700 RT
266+99 -L-
66' RT

NAD 83/NA 2011
MICHEL, GERRON



MATCHLINE -L- STA. 270+00 SEE SHEET 16

MATCHLINE -L- STA. 298+00 SEE SHEET 18

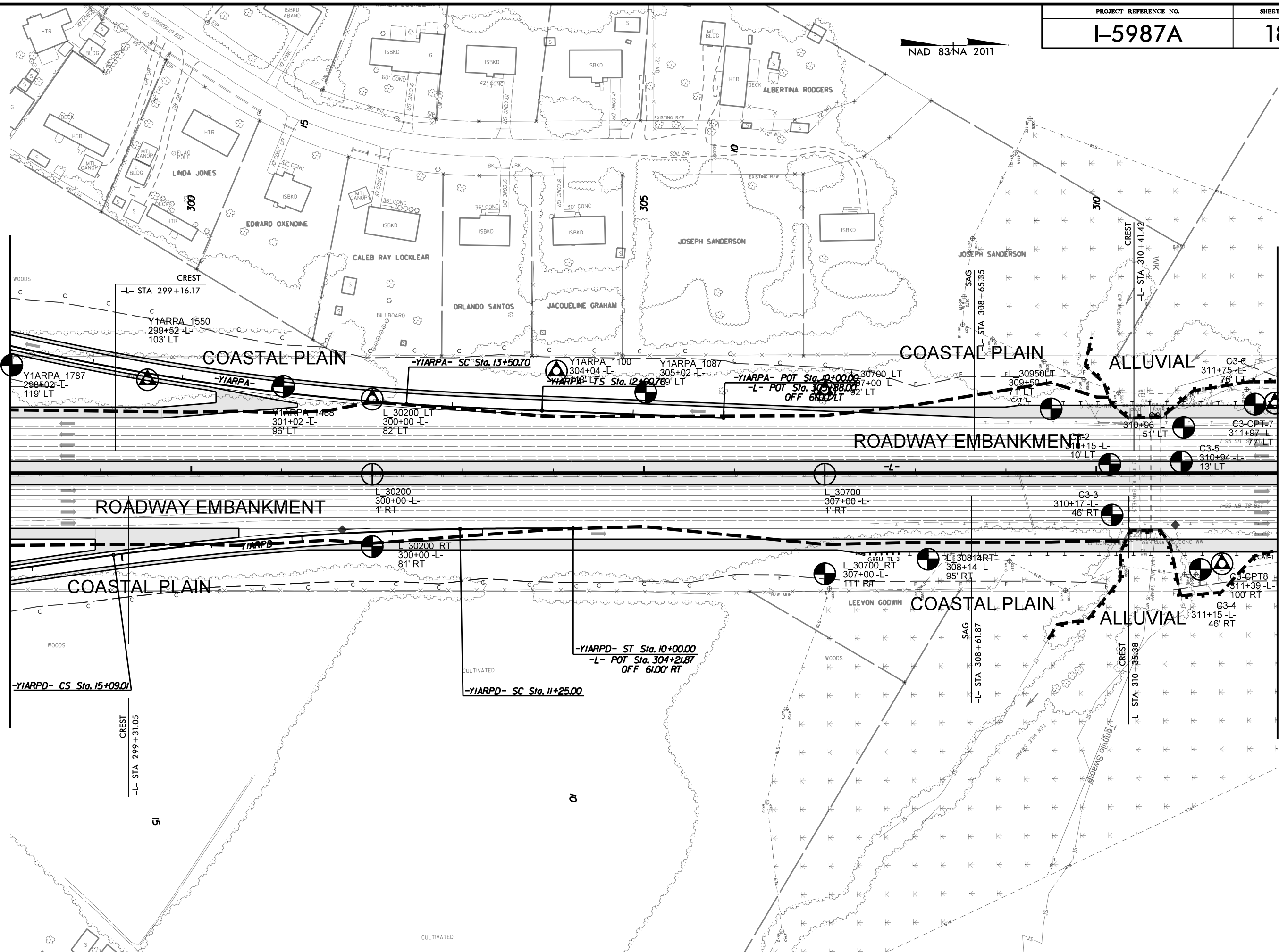
MATCHLINE -SR2- STA. 19+00
SEE SHEET 36

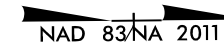
MATCHLINE -YIA- STA. 49+00
SEE SHEET 37

NAD 83/NA 2011

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

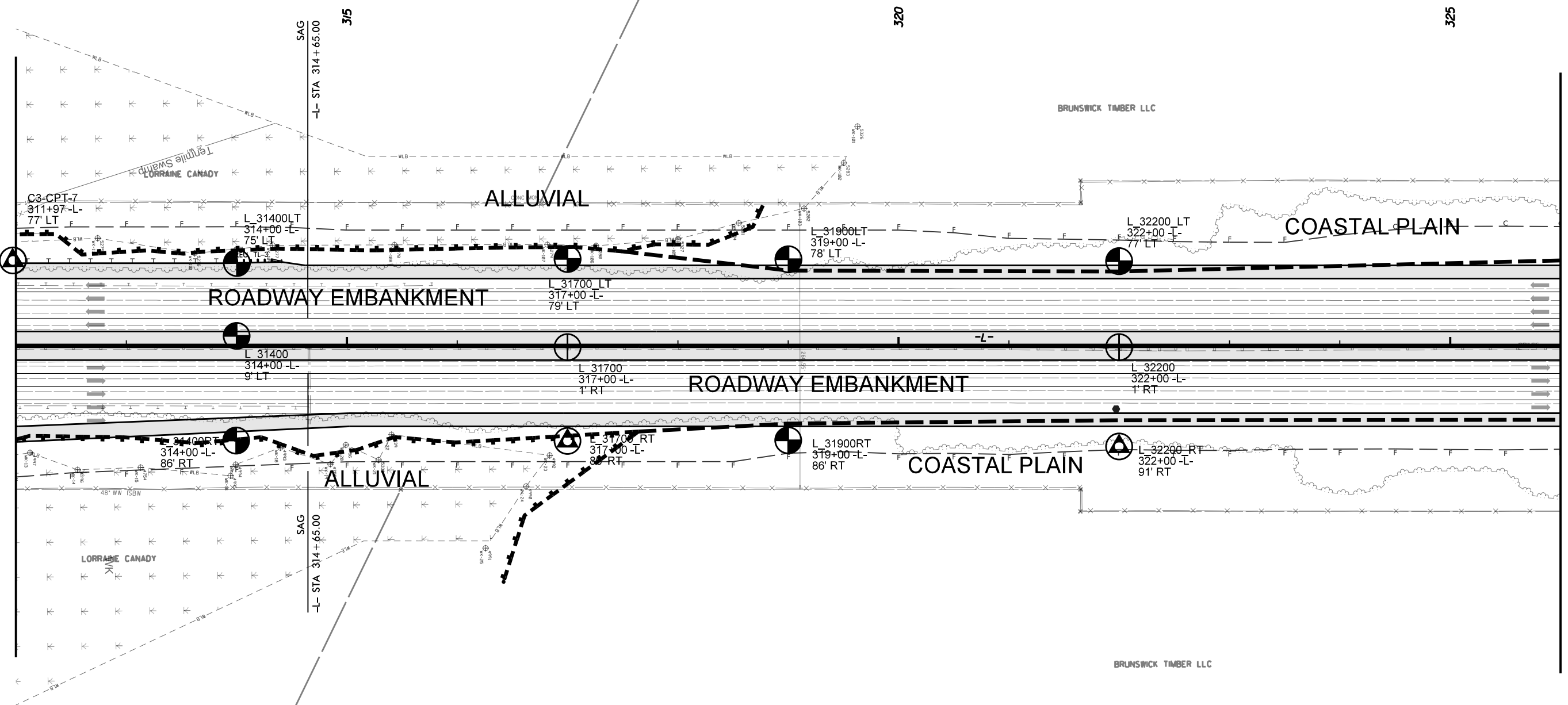
MATCHLINE -L- STA. 312 + 00 SEE SHEET 19





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

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



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

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

ALLUVIAL

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

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

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

BRUNSWICK TIMBER LLC

COASTAL PLAIN

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

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

ALLUVIAL

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

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

BRUNSWICK TIMBER LLC

COASTAL PLAIN

SAG
-L- STA 314+65.00
3/5

SAG
-L- STA 314+65.00

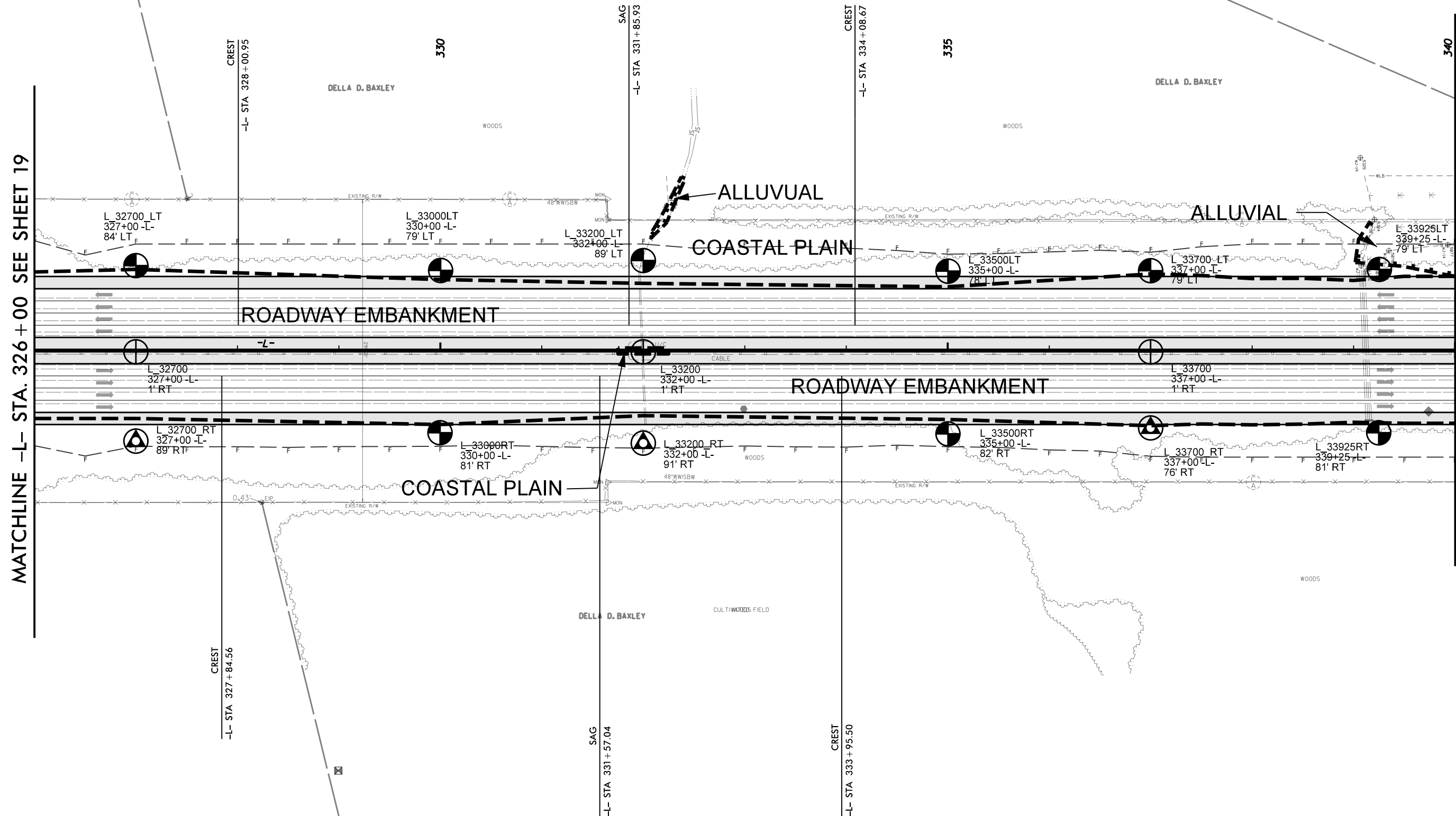
320

325

NAD 83/NA 2011

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

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



ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

ALLUVIAL
COASTAL PLAIN

ALLUVIAL

COASTAL PLAIN

CREST
-L- STA 328 + 00.95

SAG
-L- STA 331 + 85.93

CREST
-L- STA 334 + 08.67

CREST
-L- STA 327 + 84.56

SAG
-L- STA 331 + 57.04

CREST
-L- STA 333 + 95.50

L 32700 LT
327+00 -L-
84' LT

L 33000LT
330+00 -L-
79' LT

L 33200 LT
332+00 -L-
89' LT

L 33500LT
335+00 -L-
81' LT

L 33700 -LT
337+00 -L-
79' LT

L 33925LT
339+25 -L-
79' LT

L 32700
327+00 -L-
1' RT

L 33200
332+00 -L-
1' RT

L 33700
337+00 -L-
1' RT

L 32700 RT
327+00 -L-
89' RT

L 33000RT
330+00 -L-
81' RT

L 33200 RT
332+00 -L-
91' RT

L 33500RT
335+00 -L-
82' RT

L 33700 RT
337+00 -L-
76' RT

L 33925RT
339+25 -L-
81' RT

DELLA D. BAXLEY

DELLA D. BAXLEY

DELLA D. BAXLEY

CULTIWOODS FIELD

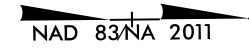
WOODS

WOODS

WOODS

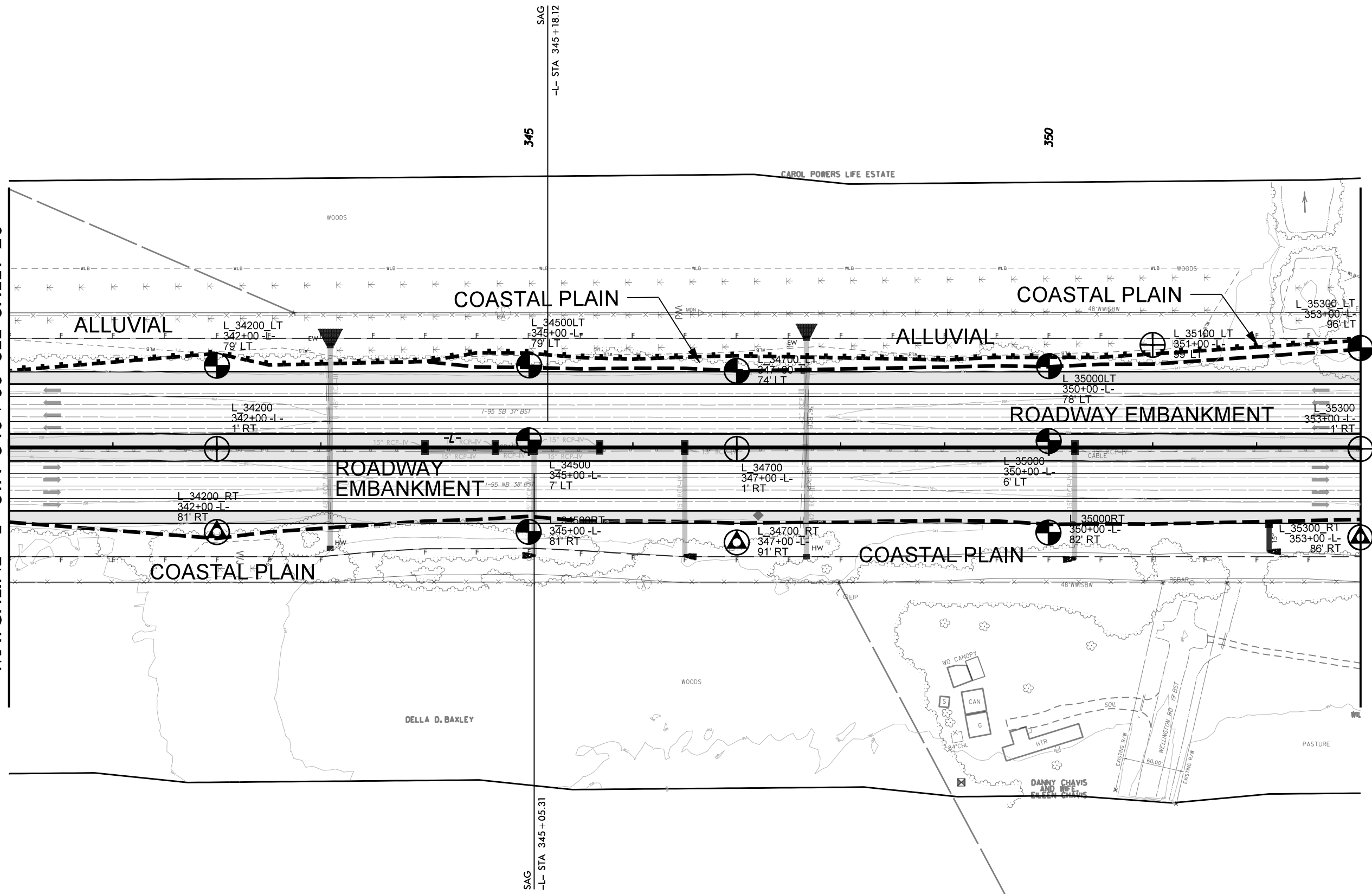
WOODS

WOODS



MATCHLINE -L- STA 340+00 SEE SHEET 20

MATCHLINE -L- STA 353+00 SEE SHEET 22

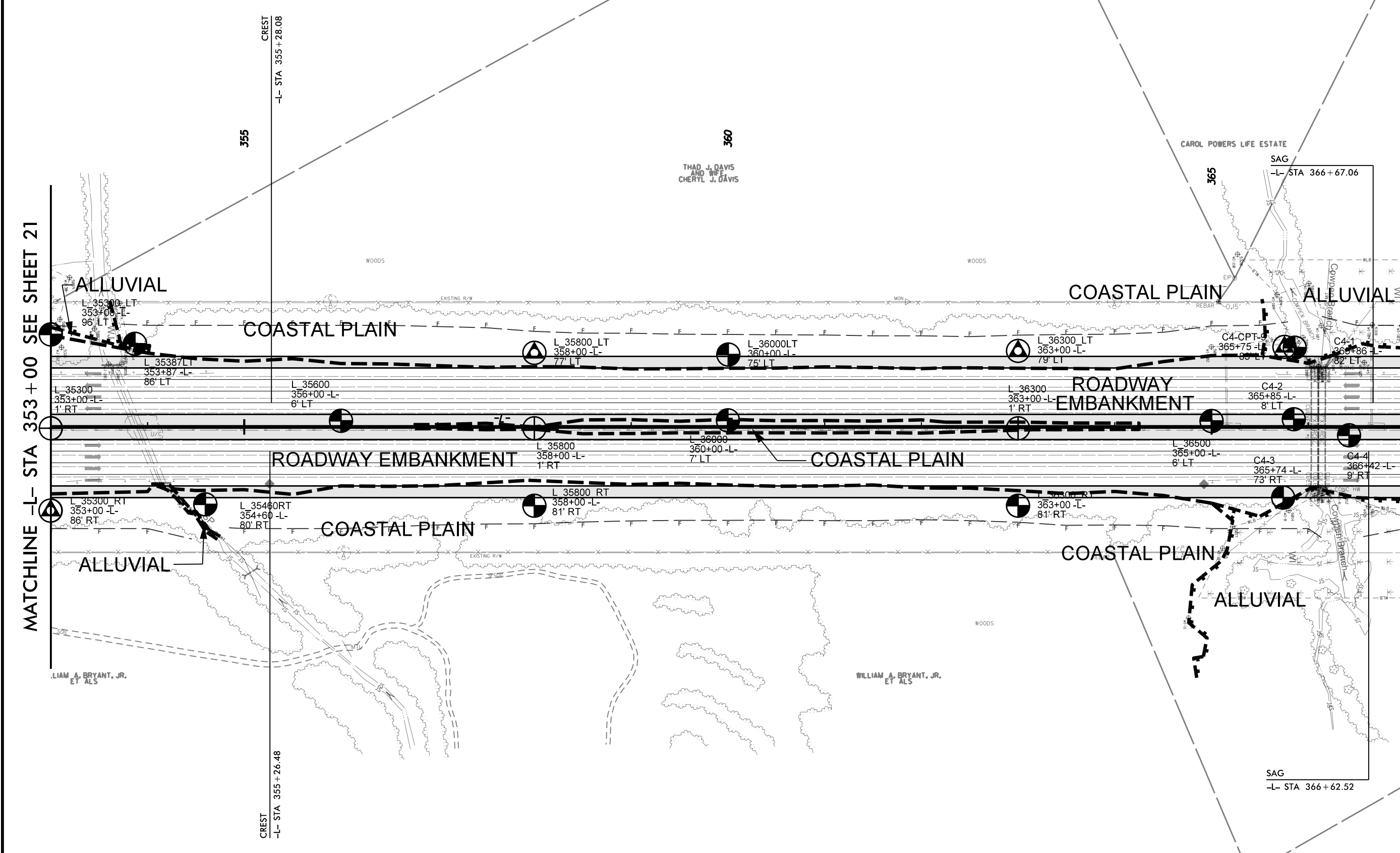


SAG
-L- STA 345+18.12

345

350

SAG
-L- STA 345+05.31



MATCHLINE -L- STA 353 + 00 SEE SHEET 21

MATCHLINE -L- STA 367 + 00 SEE SHEET 23

LIAM A. BRYANT, JR. ET ALS

WILLIAM A. BRYANT, JR. ET ALS

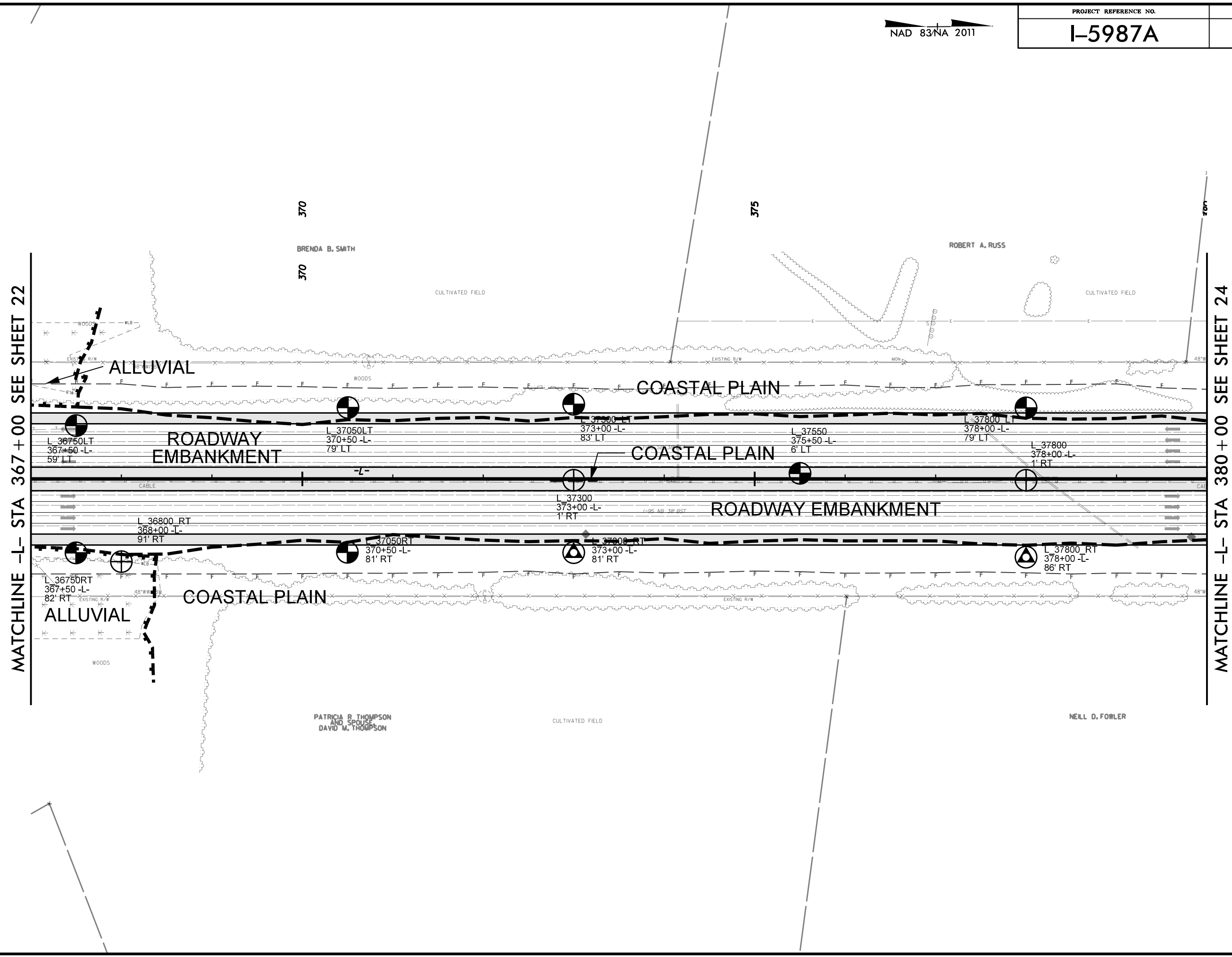
THAD J. DAVIS AND WIFE CHERYL J. DAVIS

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

SAG -L- STA 366 + 62.52

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

375

48'

BRENDA B. SMITH

ROBERT A. RUSS

PATRICIA B. THOMPSON AND SPOUSE
DAVID M. THOMPSON

NELL D. FOWLER

ALLUVIAL

COASTAL PLAIN

COASTAL PLAIN

ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

COASTAL PLAIN

ALLUVIAL

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

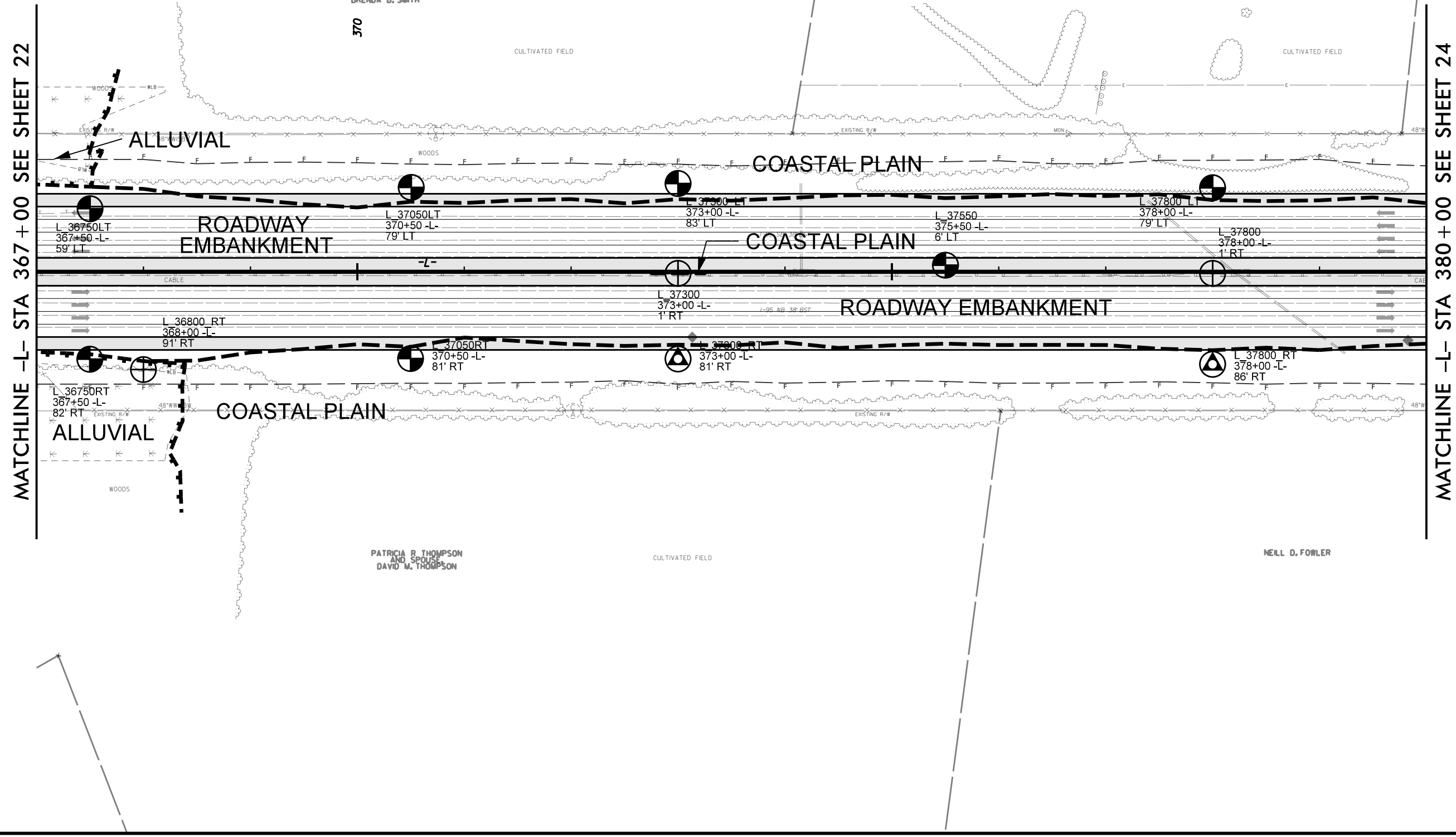
L 37300
373+00 -L-
1' RT

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

L 37300 RT
373+00 -L-
81' RT

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

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

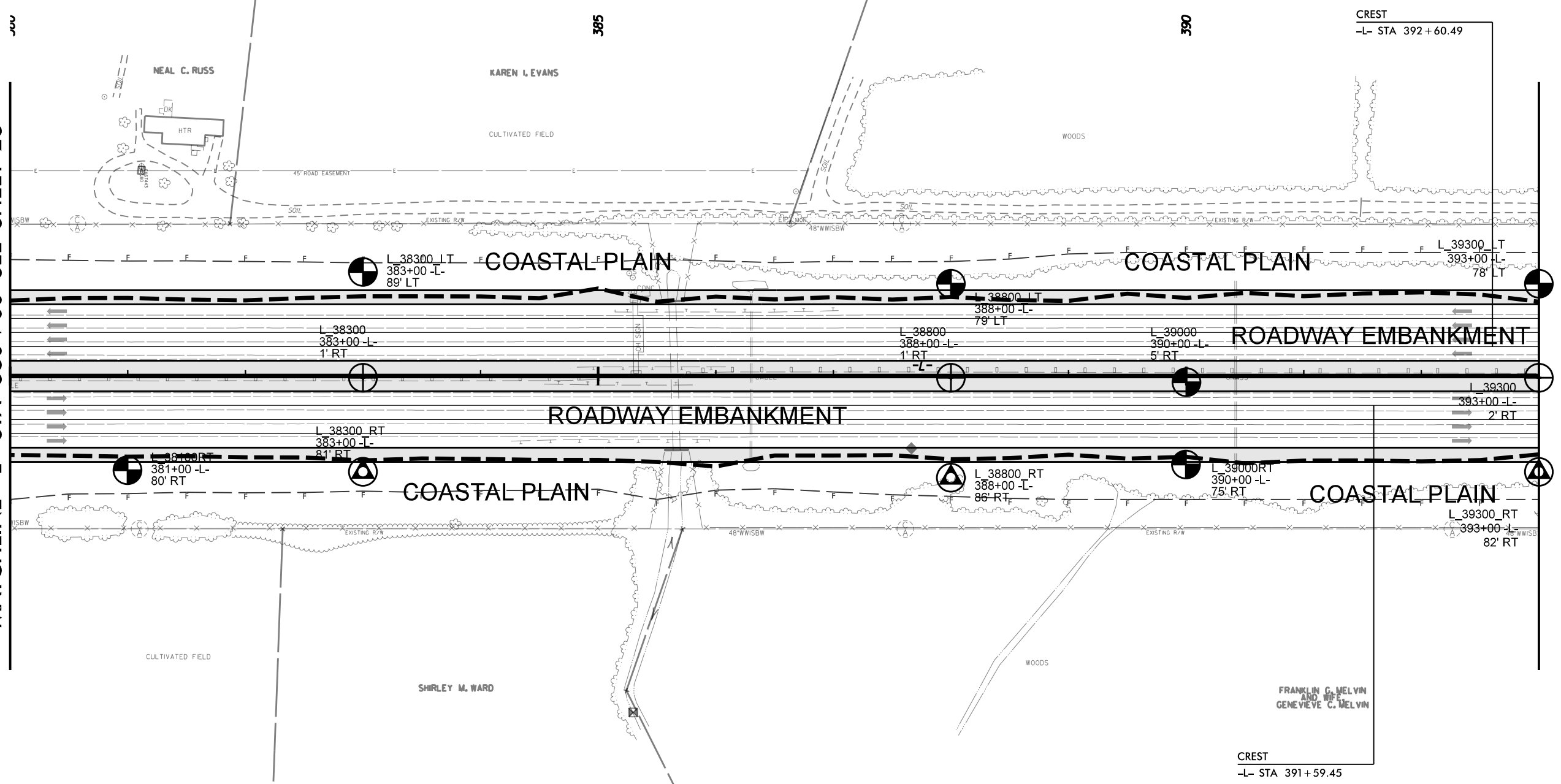


NAD 83/NA 2011

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

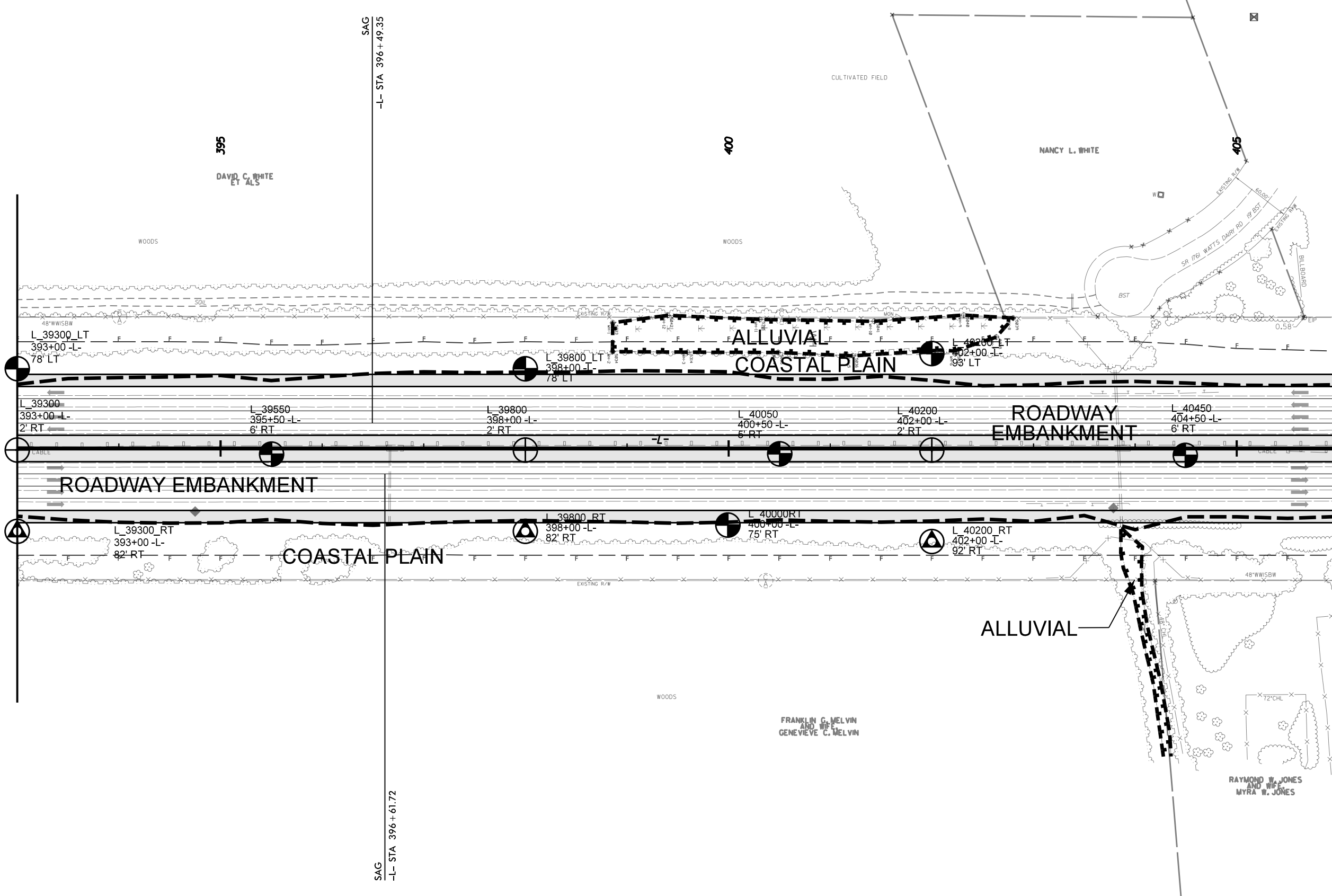
MATCHLINE -L- STA 380+00 SEE SHEET 23

MATCHLINE -L- STA 393+00 SEE SHEET 25



MATCHLINE -L- STA 393 + 00 SEE SHEET 24

MATCHLINE -L- STA 406 + 00 SEE SHEET 26



395
DAVID C. WHITE
ET ALS

400

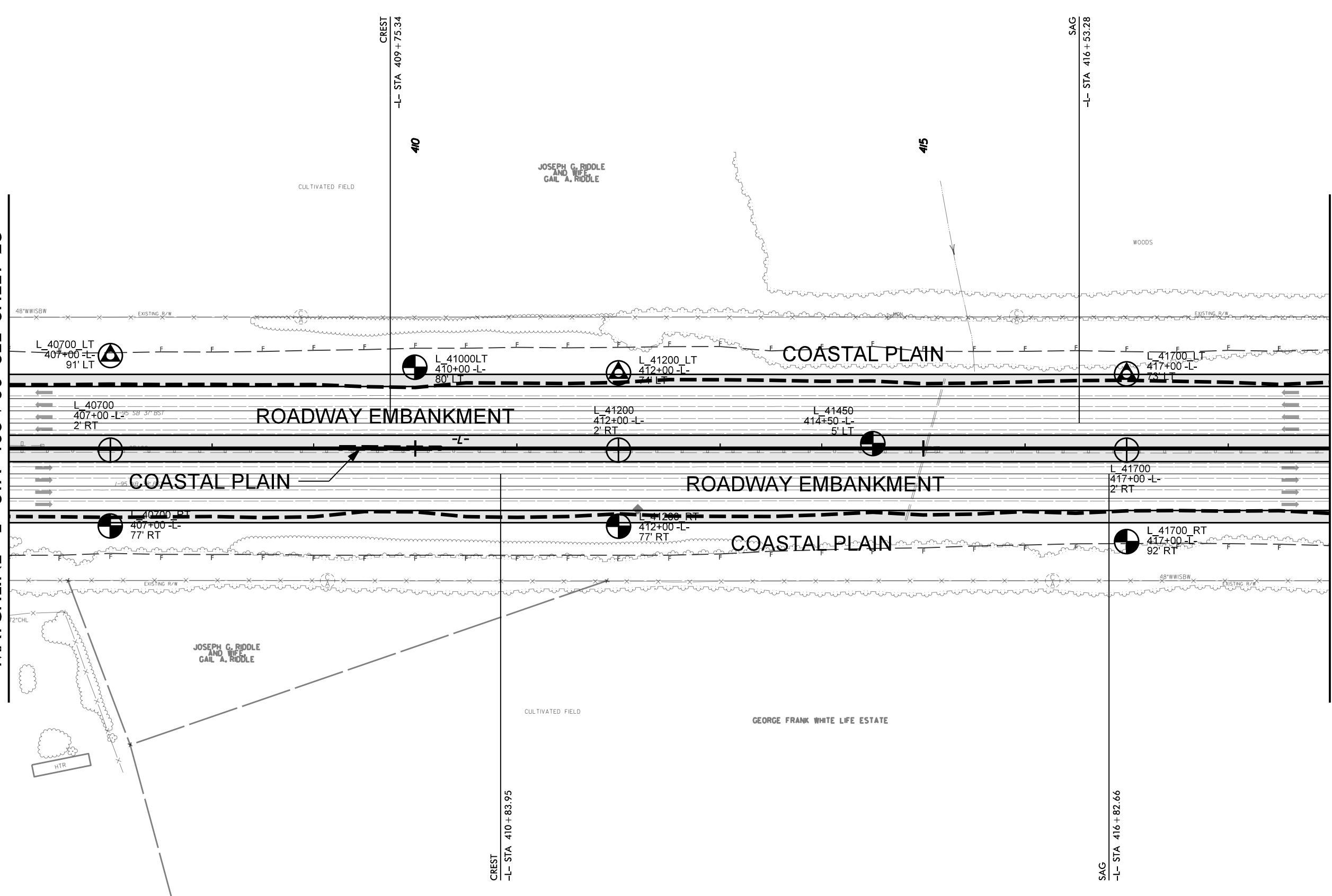
NANCY L. WHITE

RAYMOND W. JONES
AND WIFE
MYRA W. JONES

FRANKLIN G. MELVIN
AND WIFE
GENEVEVE C. MELVIN

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

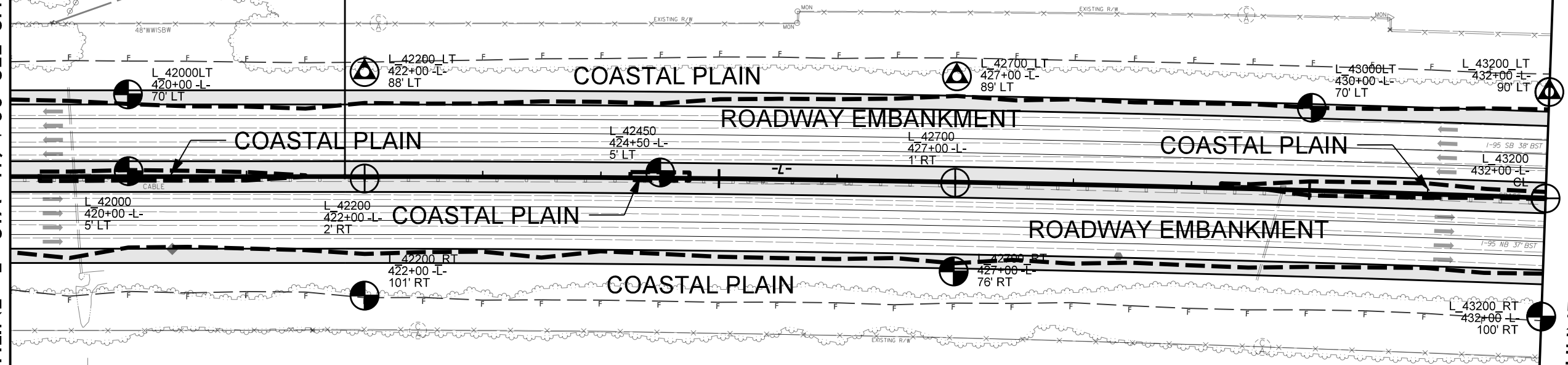
WOODS

PALMETTO PROPERTIES, INC

MATCHLINE -L- STA 419 + 00 SEE SHEET 26

MATCHLINE -L- STA 432 + 00 SEE SHEET 28

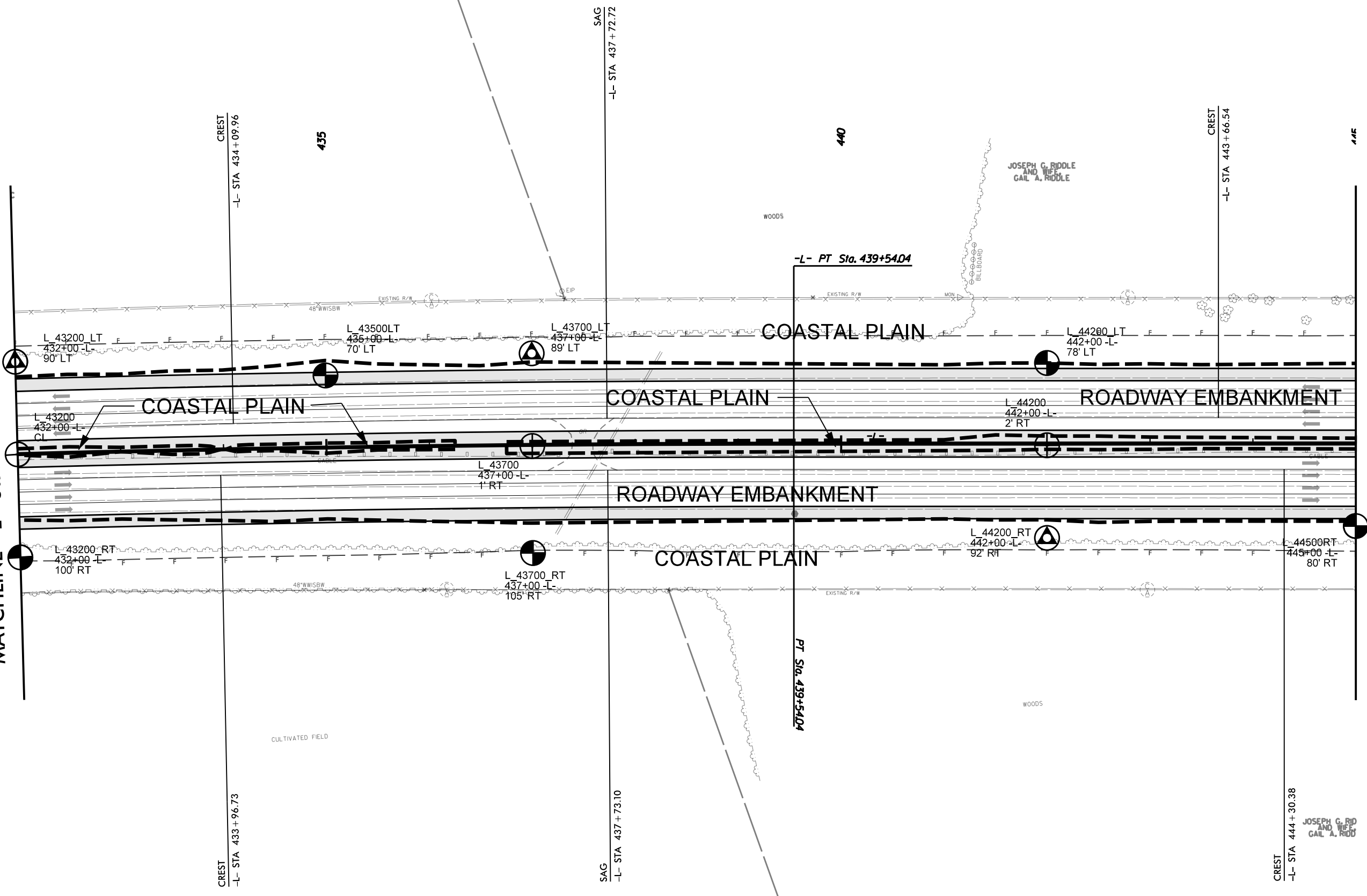
-L- PC Sta. 421+83.26



CULTIVATED FIELD

MATCHLINE -L- STA 432 + 00 SEE SHEET 27

MATCHLINE -L- STA 445 + 00 SEE SHEET 29



CREST
-L- STA 434 + 09.96

SAG
-L- STA 437 + 72.72

CREST
-L- STA 443 + 66.54

CREST
-L- STA 433 + 96.73

SAG
-L- STA 437 + 73.10

CREST
-L- STA 444 + 30.38

PT Sta. 439+54.04

435

440

445

JOSEPH G. RIDDE
AND WIFE
GAIL A. RIDDE

JOSEPH G. RID
AND WIFE
GAIL A. RID

COASTAL PLAIN

COASTAL PLAIN

COASTAL PLAIN

ROADWAY EMBANKMENT

ROADWAY EMBANKMENT

COASTAL PLAIN

L 43200 LT
432+00 -L-
90' LT

L 43500LT
435+00 -L-
70' LT

L 43700 LT
437+00 -L-
89' LT

L 44200 LT
442+00 -L-
78' LT

L 43200
432+00 -L-
CI

L 43700
437+00 -L-
1' RT

L 44200
442+00 -L-
2' RT

L 43200 RT
432+00 -L-
100' RT

L 43700 RT
437+00 -L-
105' RT

L 44200 RT
442+00 -L-
92' RT

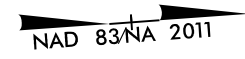
L 44500 RT
445+00 -L-
80' RT

CULTIVATED FIELD

WOODS

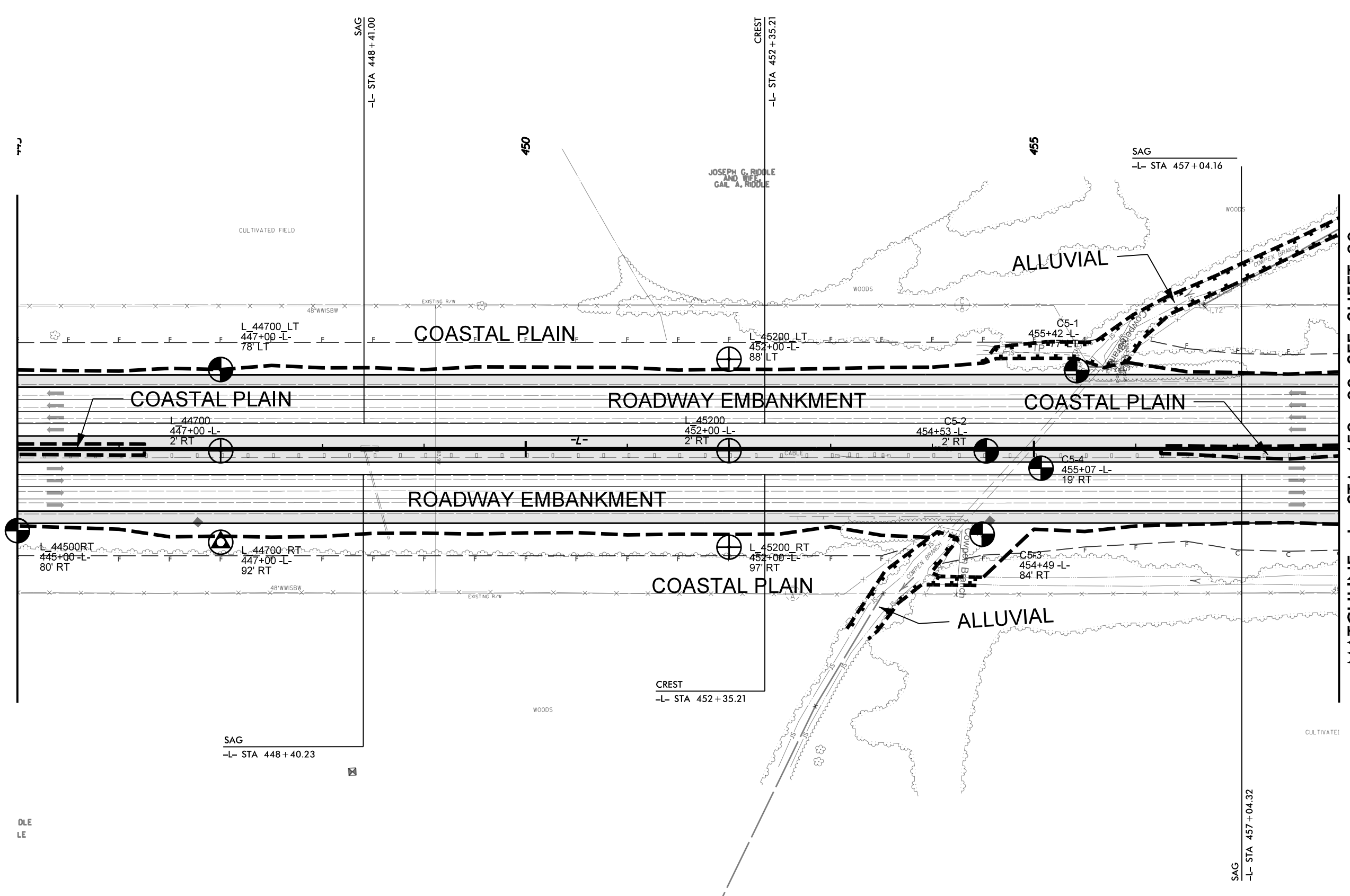
WOODS

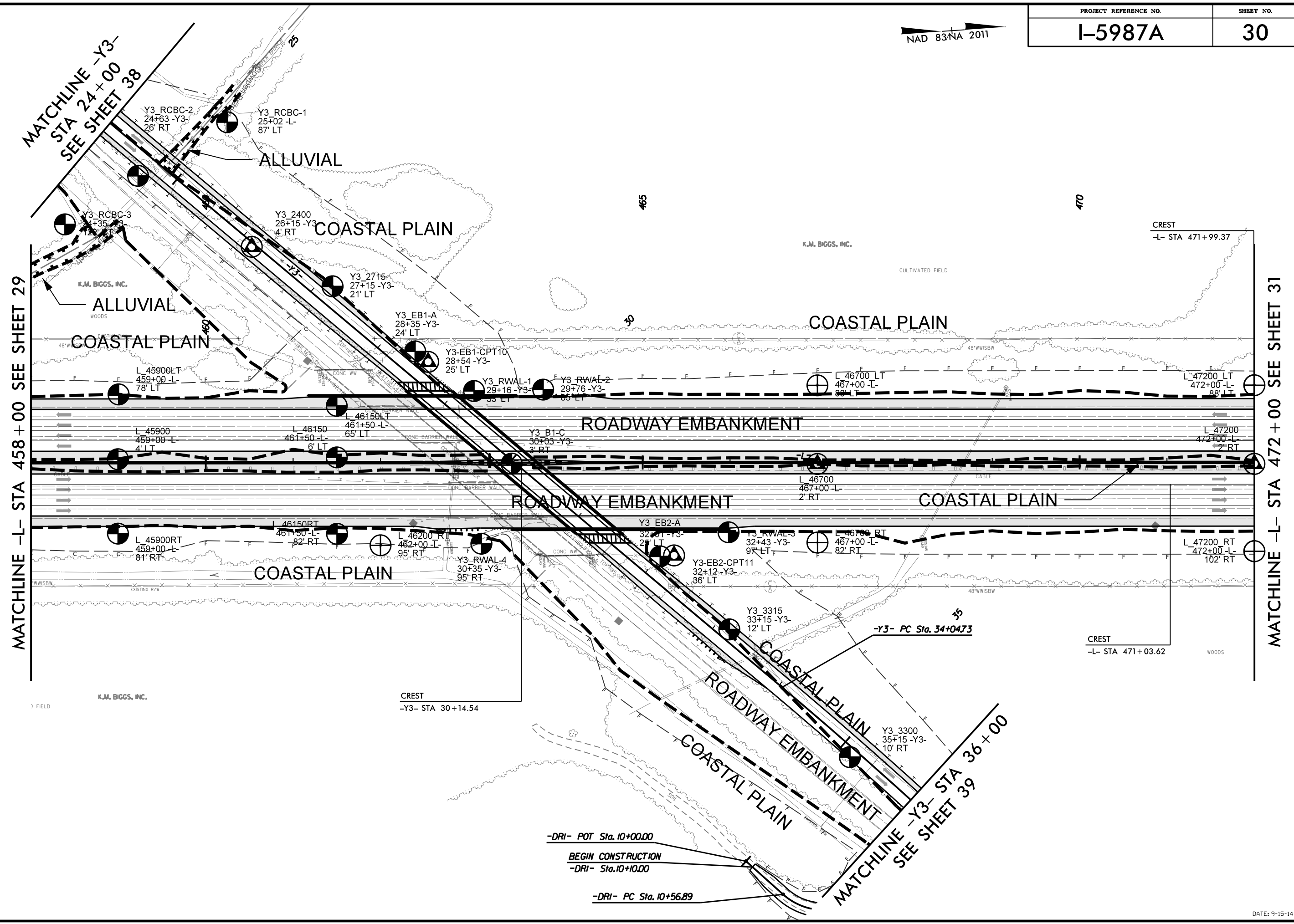
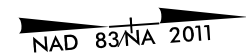
BILLBOARD



MATCHLINE -L- STA 445 + 00 SEE SHEET 28

MATCHLINE -L- STA 458 + 00 SEE SHEET 30





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

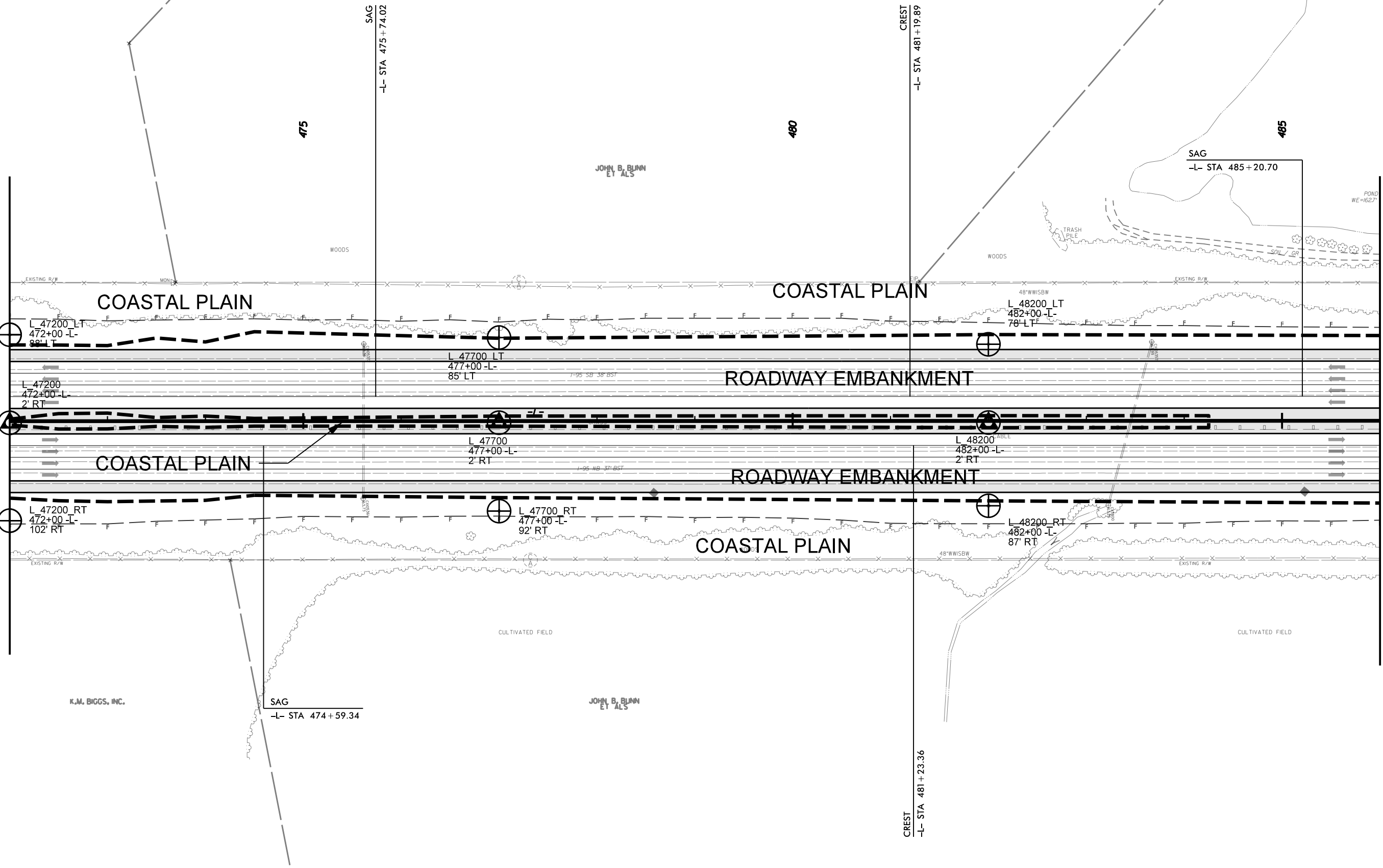
CREST
-L- STA 471+03.62

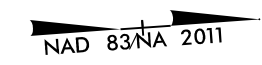
CREST
-L- STA 471+99.37

NAD 83/NA 2011

MATCHLINE -L- STA 472 + 00 SEE SHEET 30

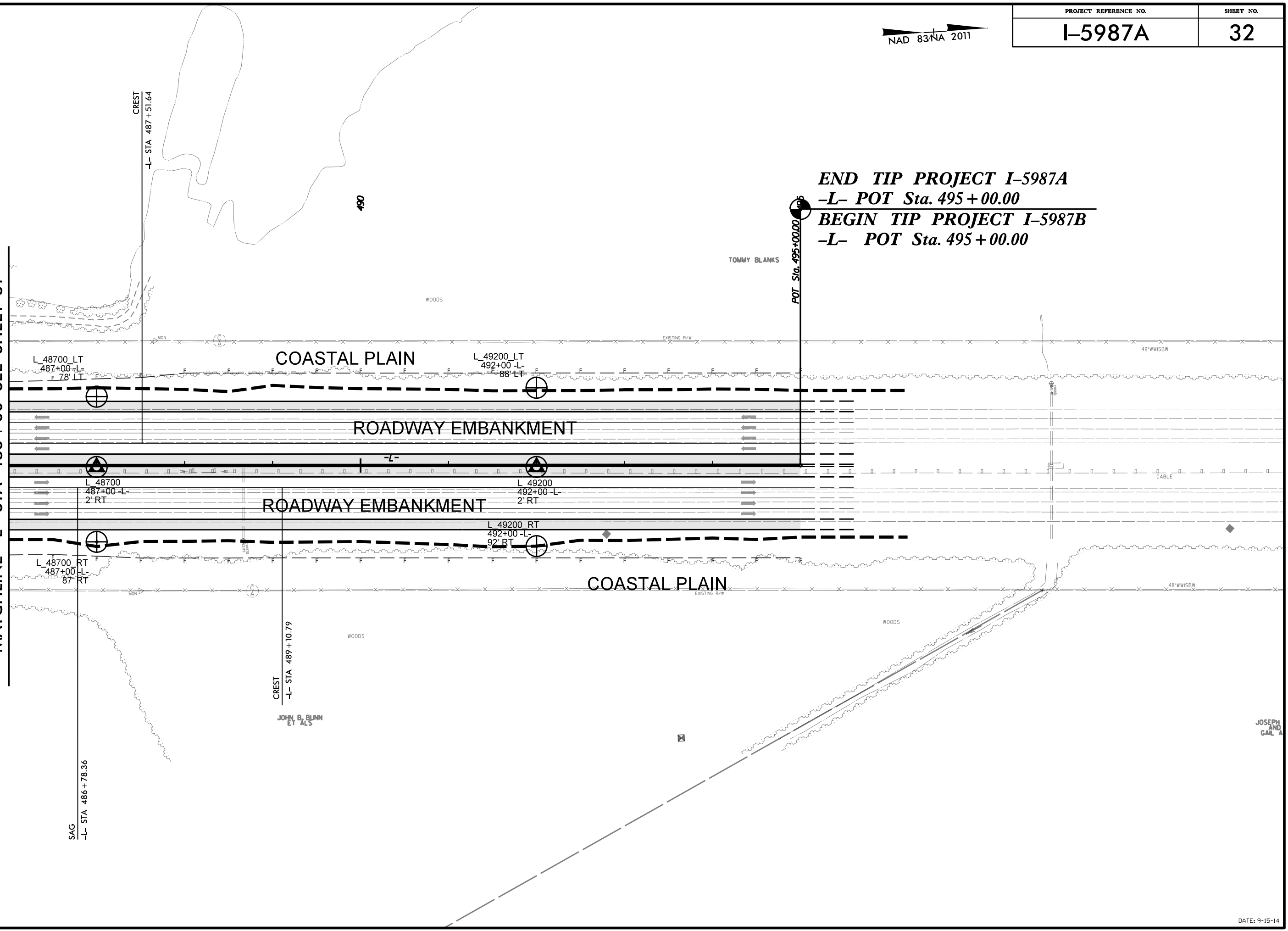
MATCHLINE -L- STA 486 + 00 SEE SHEET 32





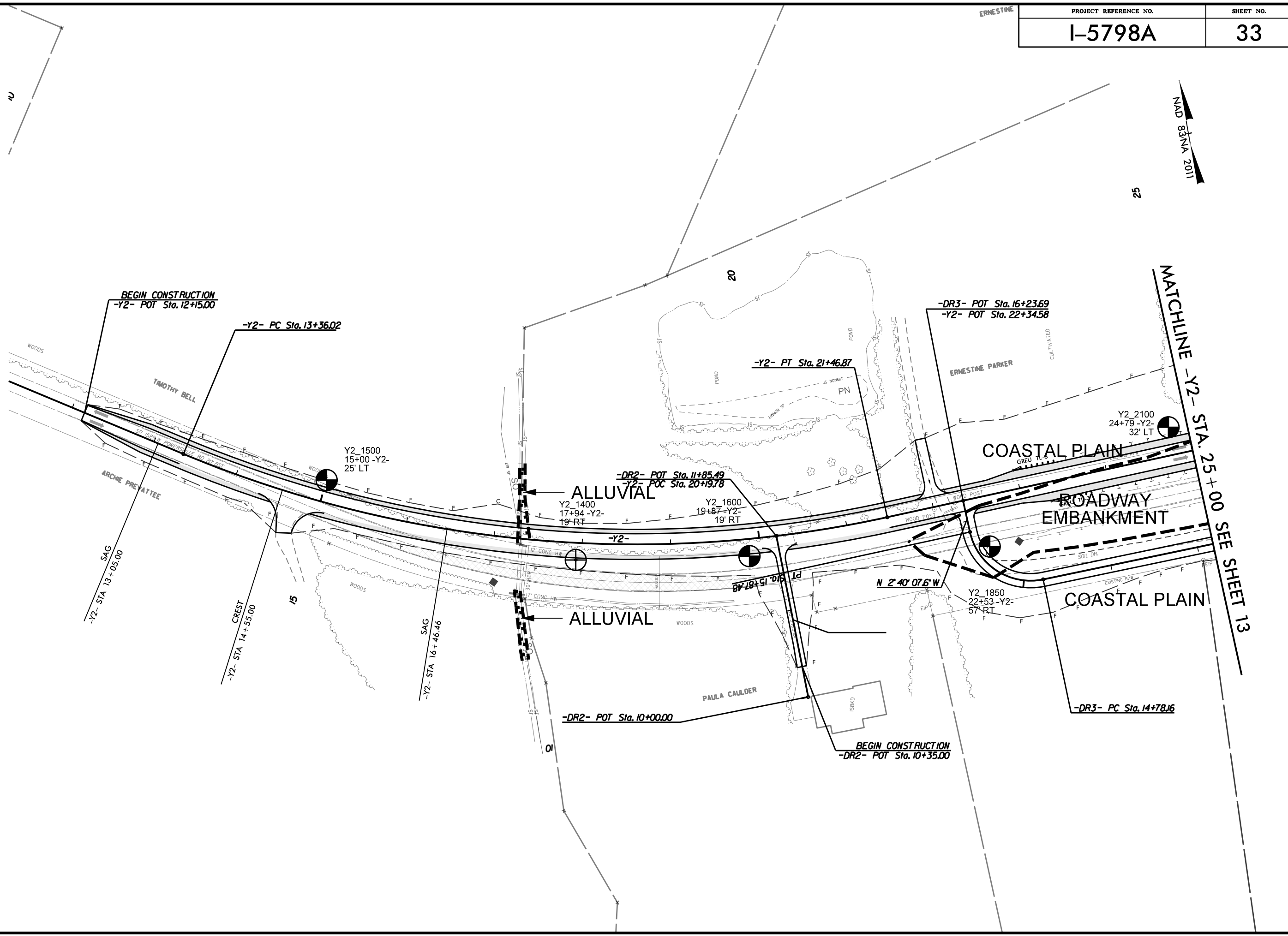
END TIP PROJECT I-5987A
-L- POT Sta. 495 + 00.00
BEGIN TIP PROJECT I-5987B
-L- POT Sta. 495 + 00.00

MATCHLINE -L- STA 486 + 00 SEE SHEET 31





25



BEGIN CONSTRUCTION
-Y2- POT Sta. 12+15.00

-Y2- PC Sta. 13+36.02

Y2_1500
15+00 -Y2-
25' LT

-DR2- POT Sta. 11+85.49
-Y2- POC Sta. 20+19.78

-Y2- PT Sta. 21+46.87

-DR3- POT Sta. 16+23.69
-Y2- POT Sta. 22+34.58

Y2_2100
24+79 -Y2-
32' LT

COASTAL PLAIN

ROADWAY
EMBANKMENT

COASTAL PLAIN

ALLUVIAL

PAULA CAULDER

-DR2- POT Sta. 10+00.00

BEGIN CONSTRUCTION
-DR2- POT Sta. 10+35.00

-DR3- PC Sta. 14+78.16

ARCHE PREVATTEE

-Y2- STA 13+05.00
SAG

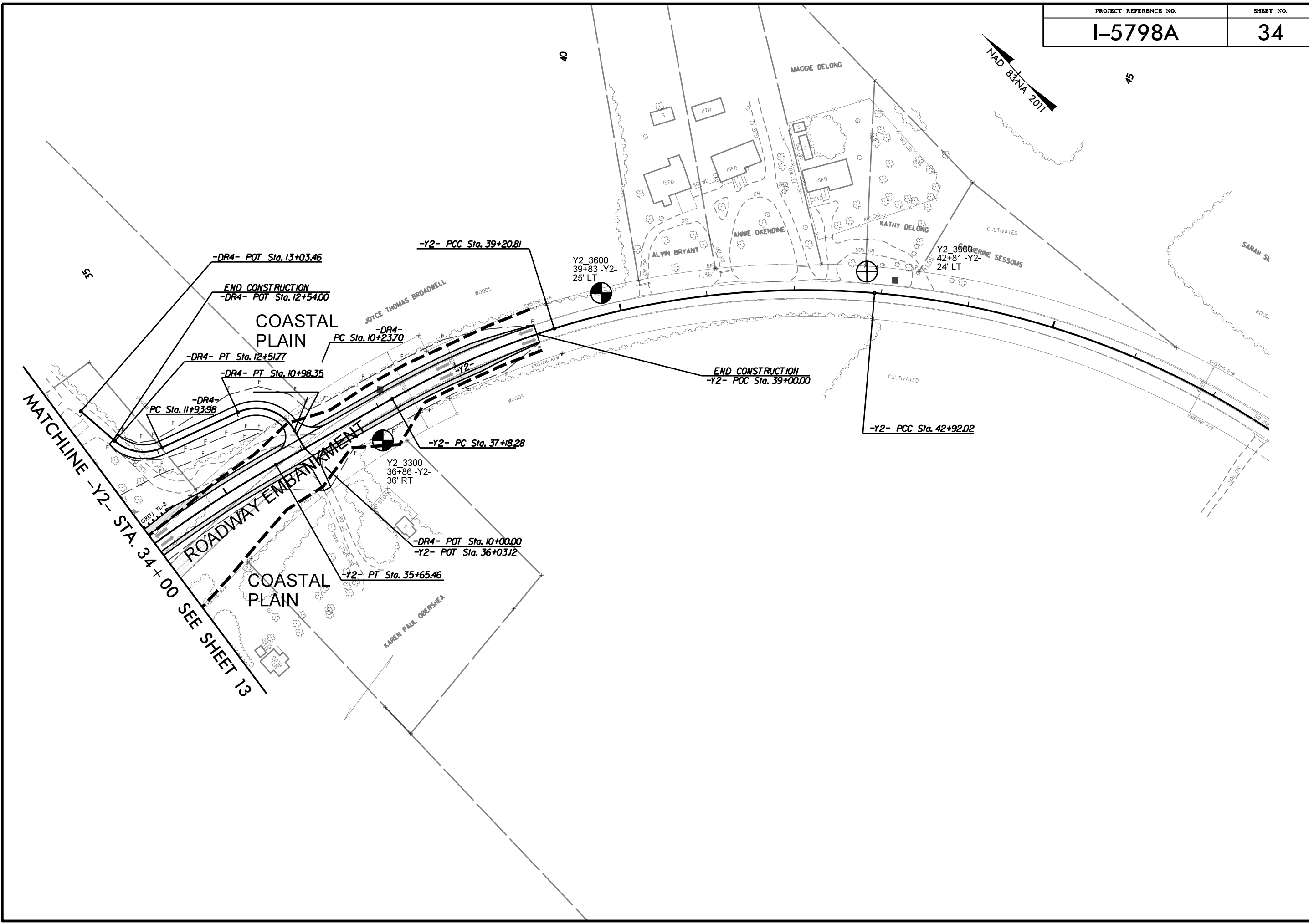
-Y2- STA 14+55.00
CREST

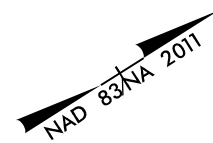
-Y2- STA 16+46.46
SAG

N 2° 40' 07.6" W

Y2_1850
22+53 -Y2-
57' RT

MATCHLINE -Y2- STA. 25 + 00 SEE SHEET 13





-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

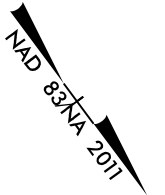
-DR6- PC Sta. 10+13.51

-DR6- POT Sta. 10+00.00

BEGIN CONSTRUCTION
-DR5- POT Sta. 10+20.00

BEGIN CONSTRUCTION
-DR6- POC Sta. 10+15.00

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



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



-SR2- POT Sta. 10+00.00

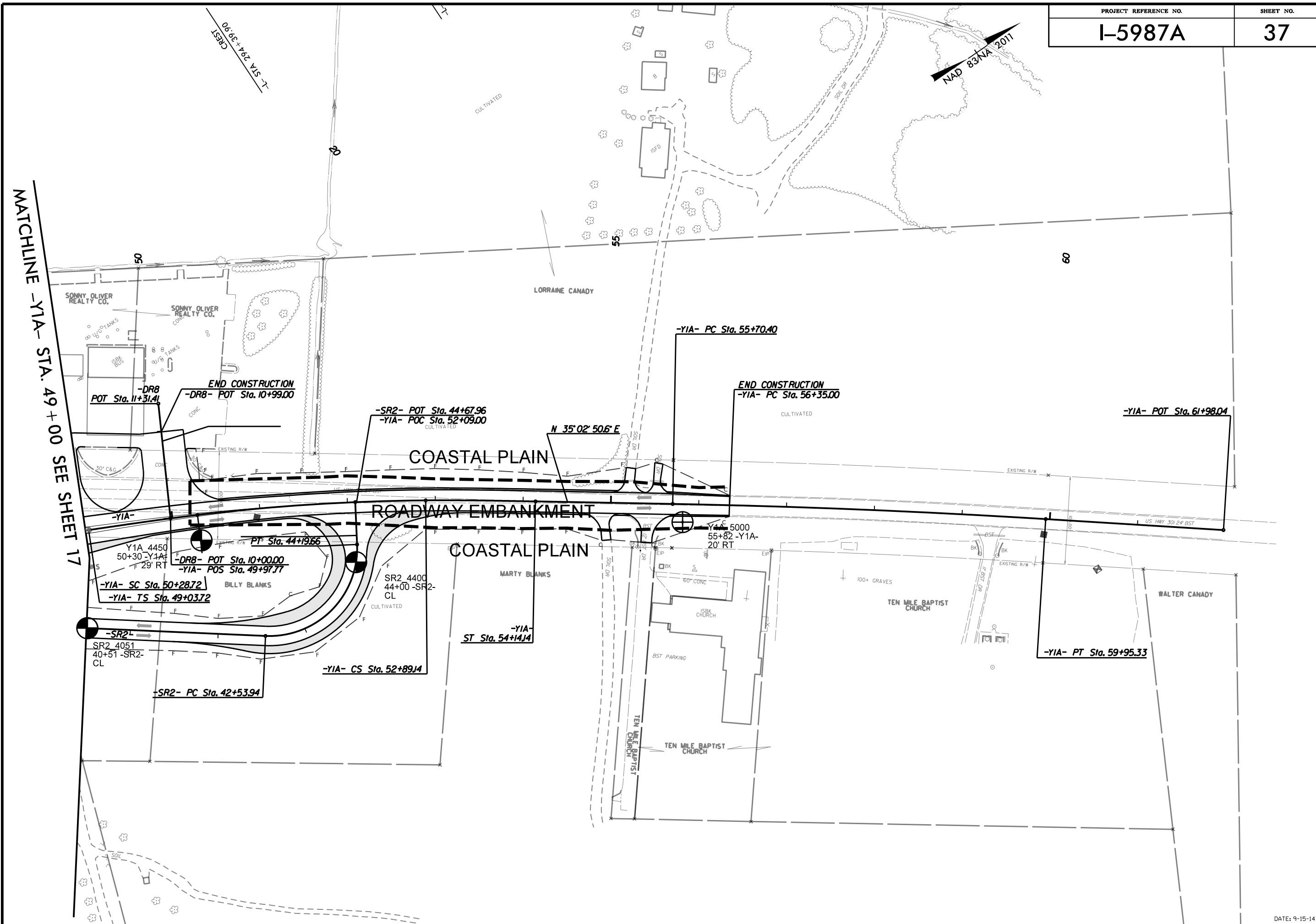
-SR2- PC Sta. 13+49.36

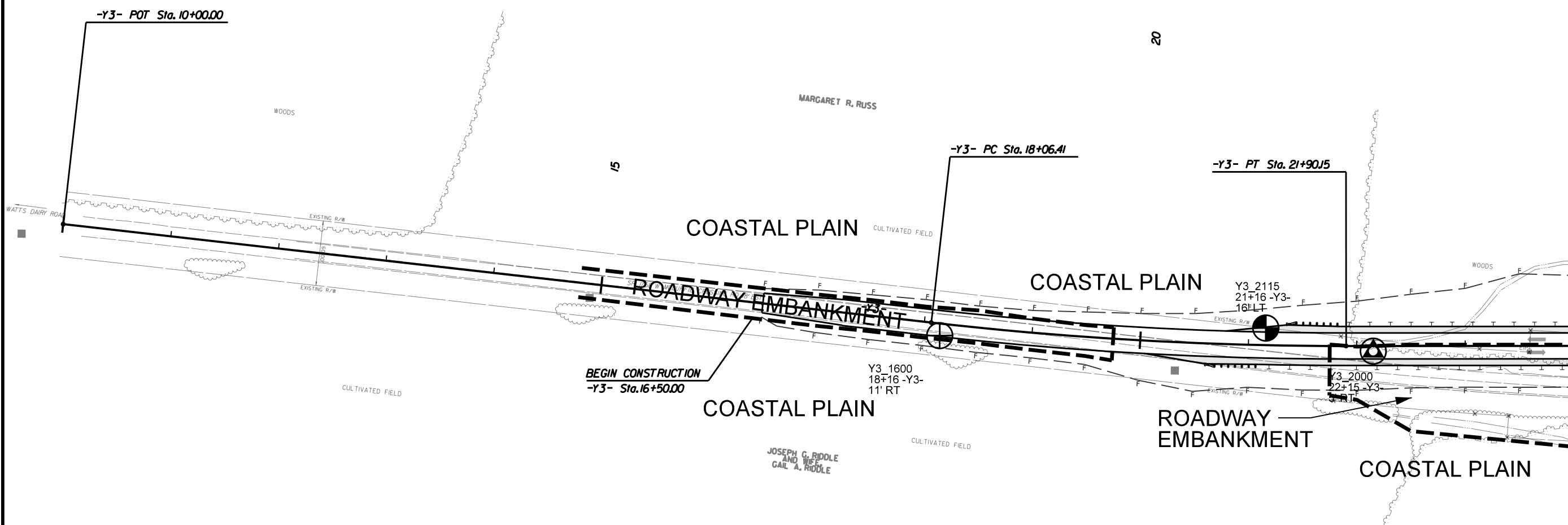
-SR2- PT Sta. 17+14.29

BEGIN CONSTRUCTION
-SR2- POT Sta. 17+60.00

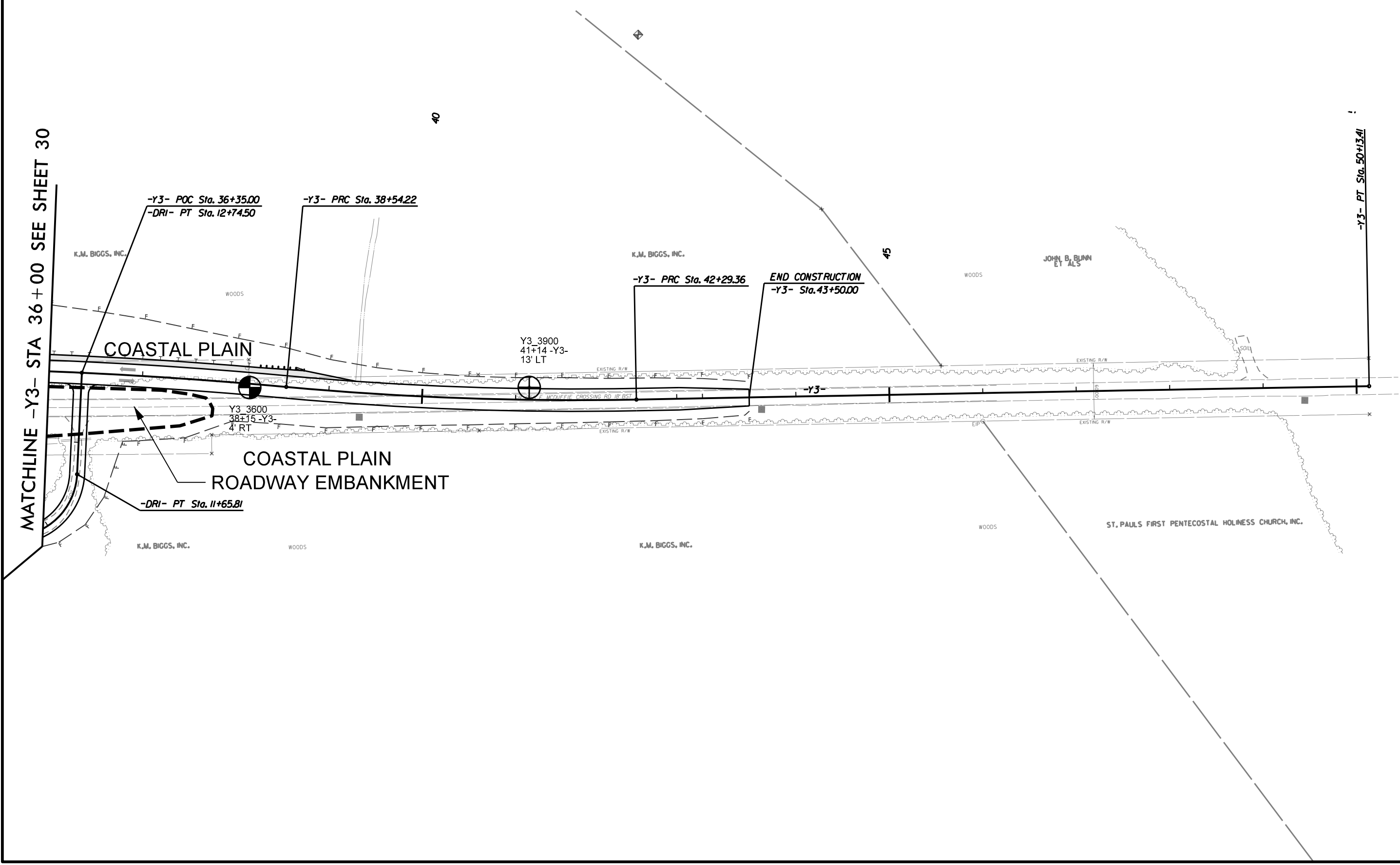
01

15





MATCHLINE -Y3- STA 24+00
SEE SHEET 30



MATCHLINE -Y3- STA 36+00 SEE SHEET 30

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

-Y3- PRC Sta. 38+54.22

K.M. BIGGS, INC.

K.M. BIGGS, INC.

JOHN B. BLINN
ET ALS

-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.

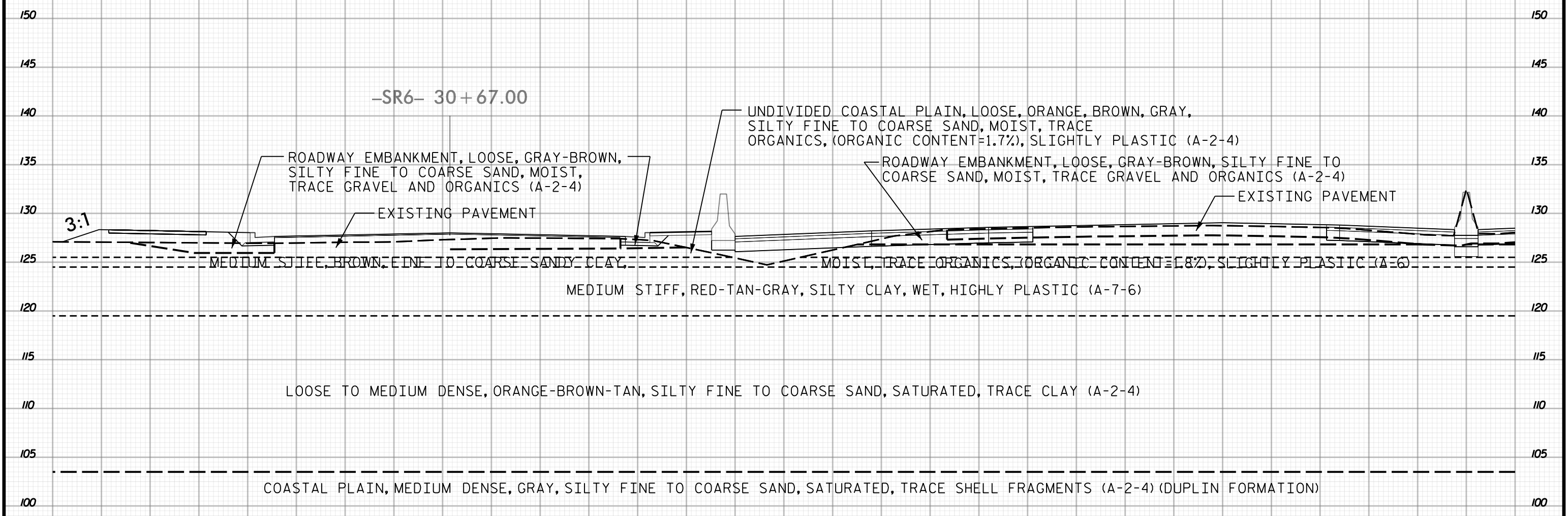
WOODS

ST. PAULS FIRST PENTECOSTAL HOLINESS CHURCH, INC.

-Y3- PT Sta. 50+13.41

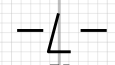


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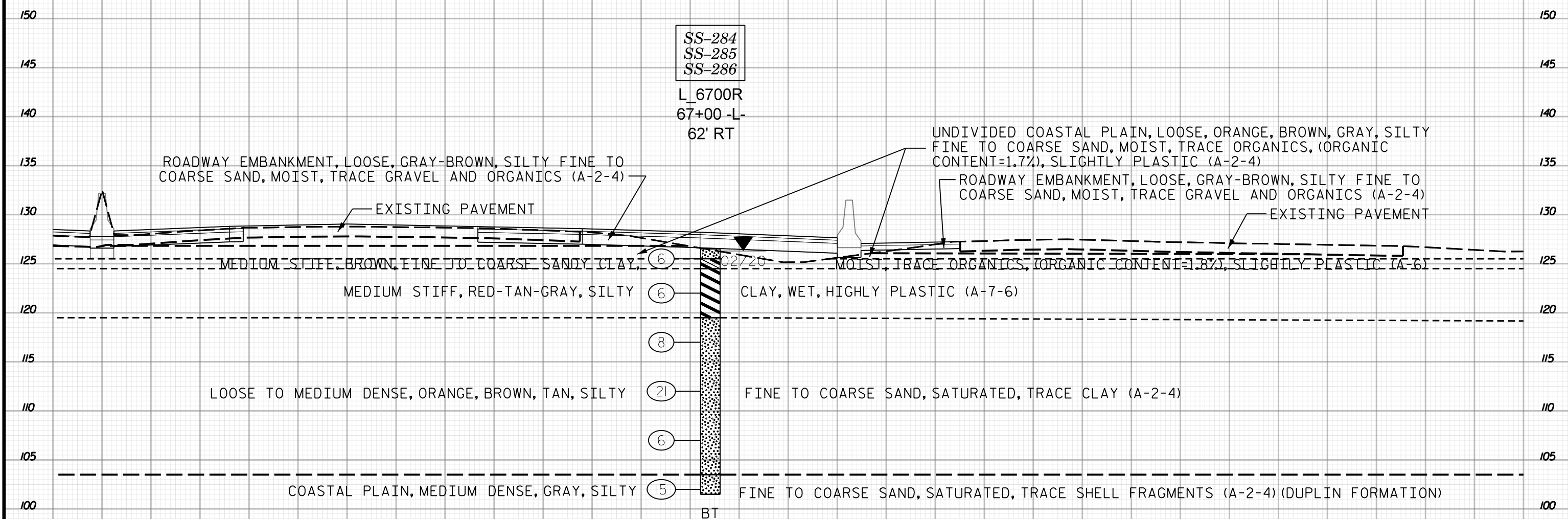
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67+00
1 OF 2





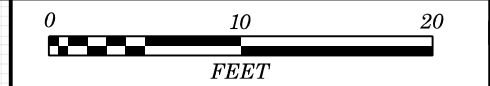
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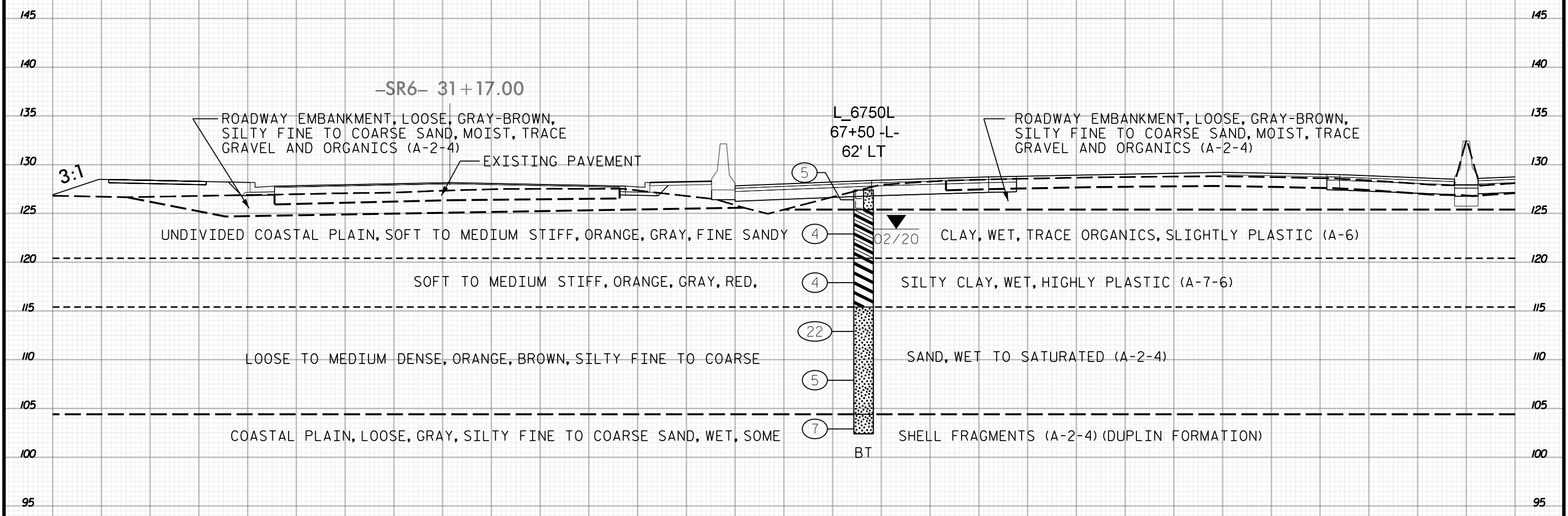
67+00
2 OF 2

-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



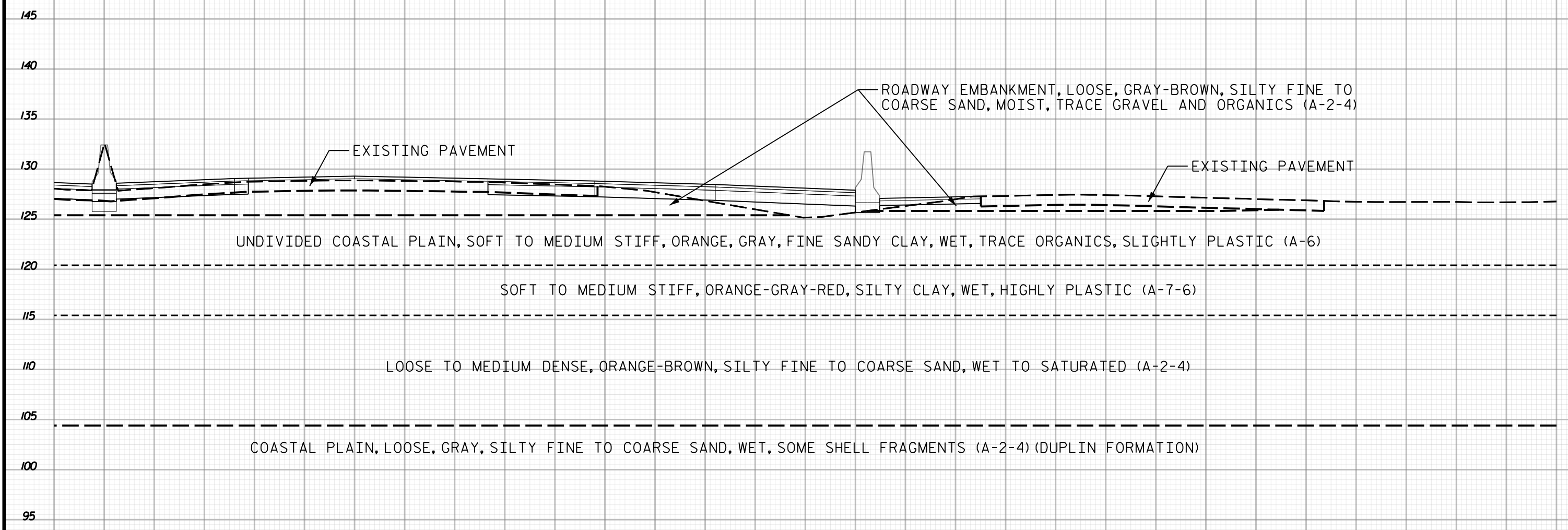
67+50
1 OF 2

-L-

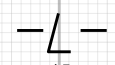
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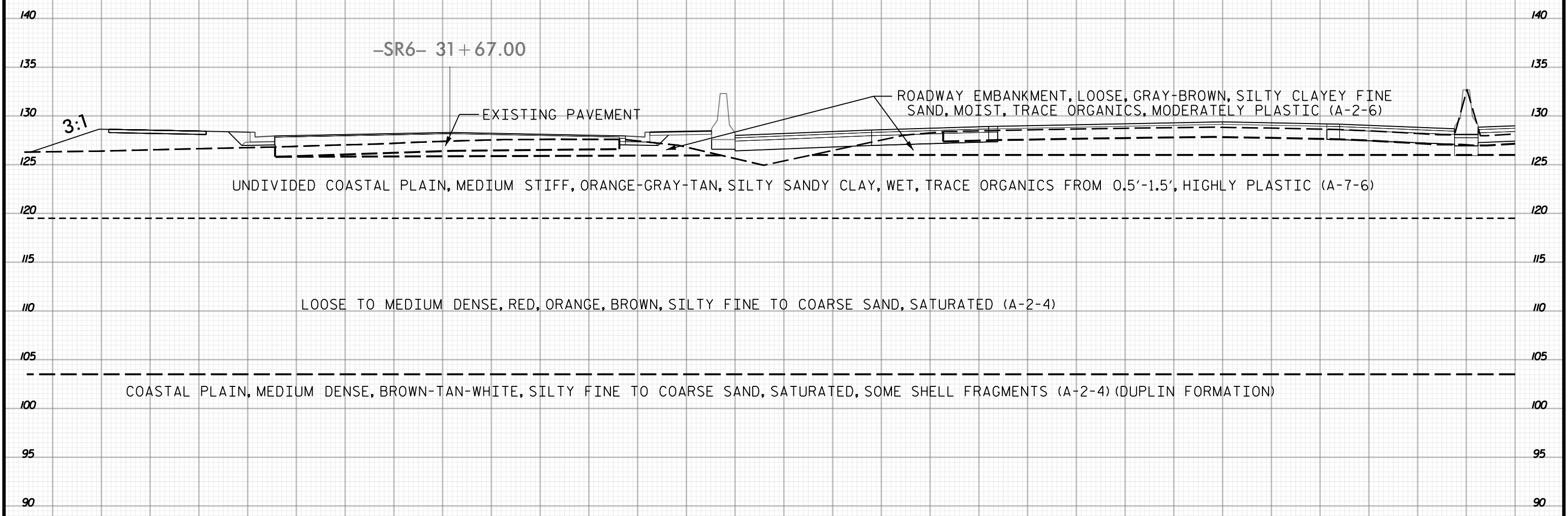
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2 OF 2



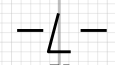
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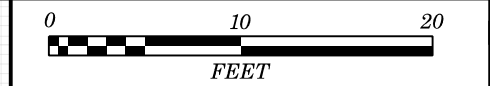
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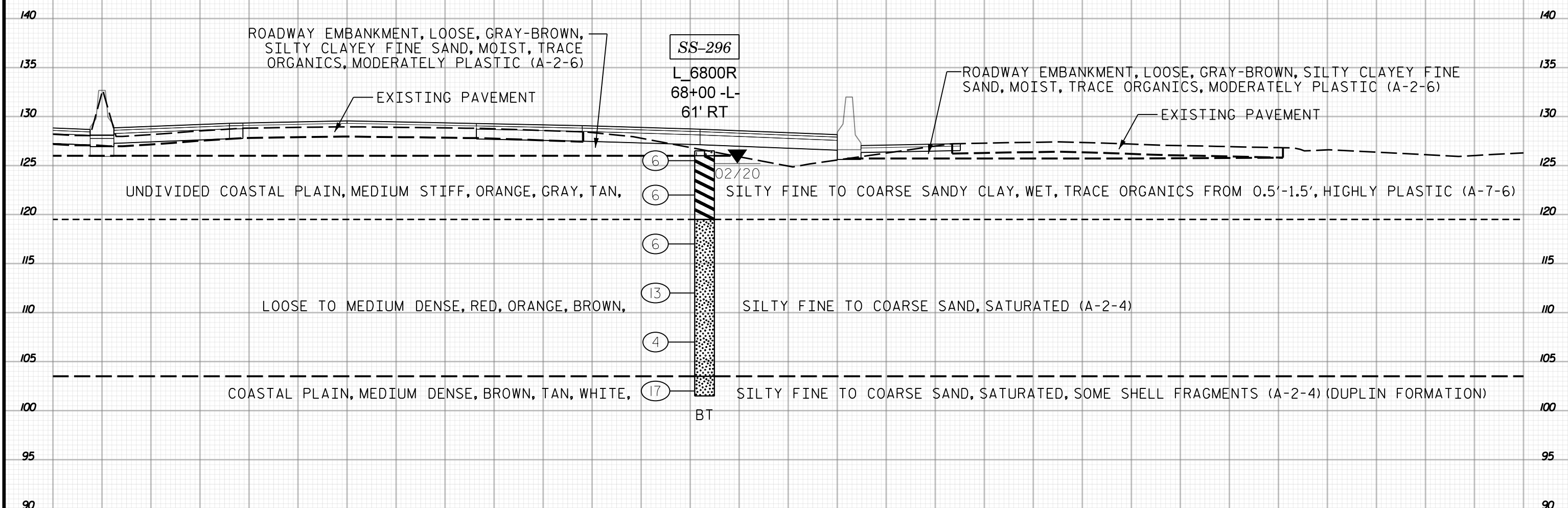
68+00
1 OF 2



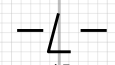
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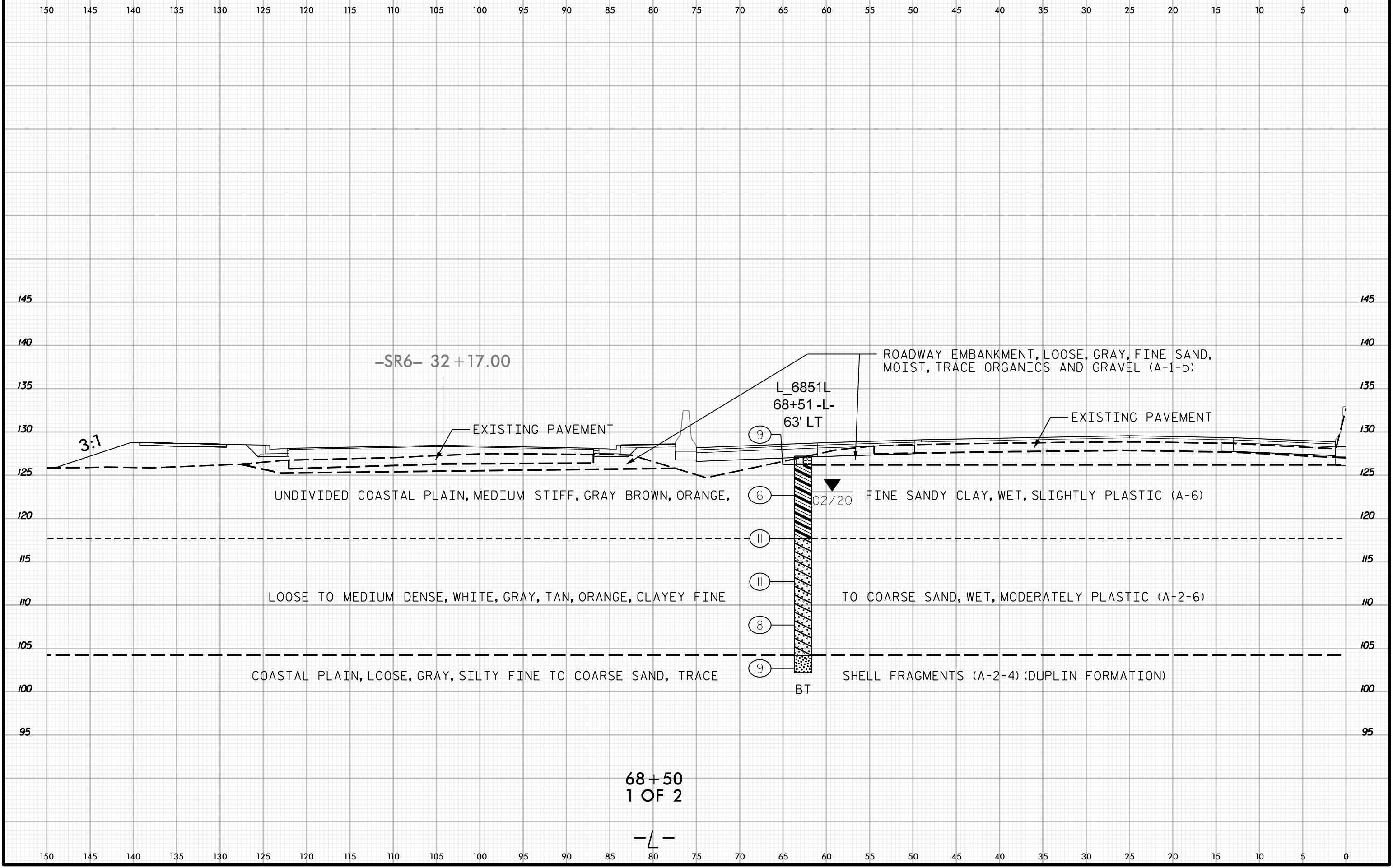
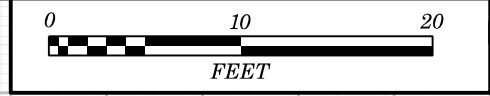
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68+00
2 OF 2

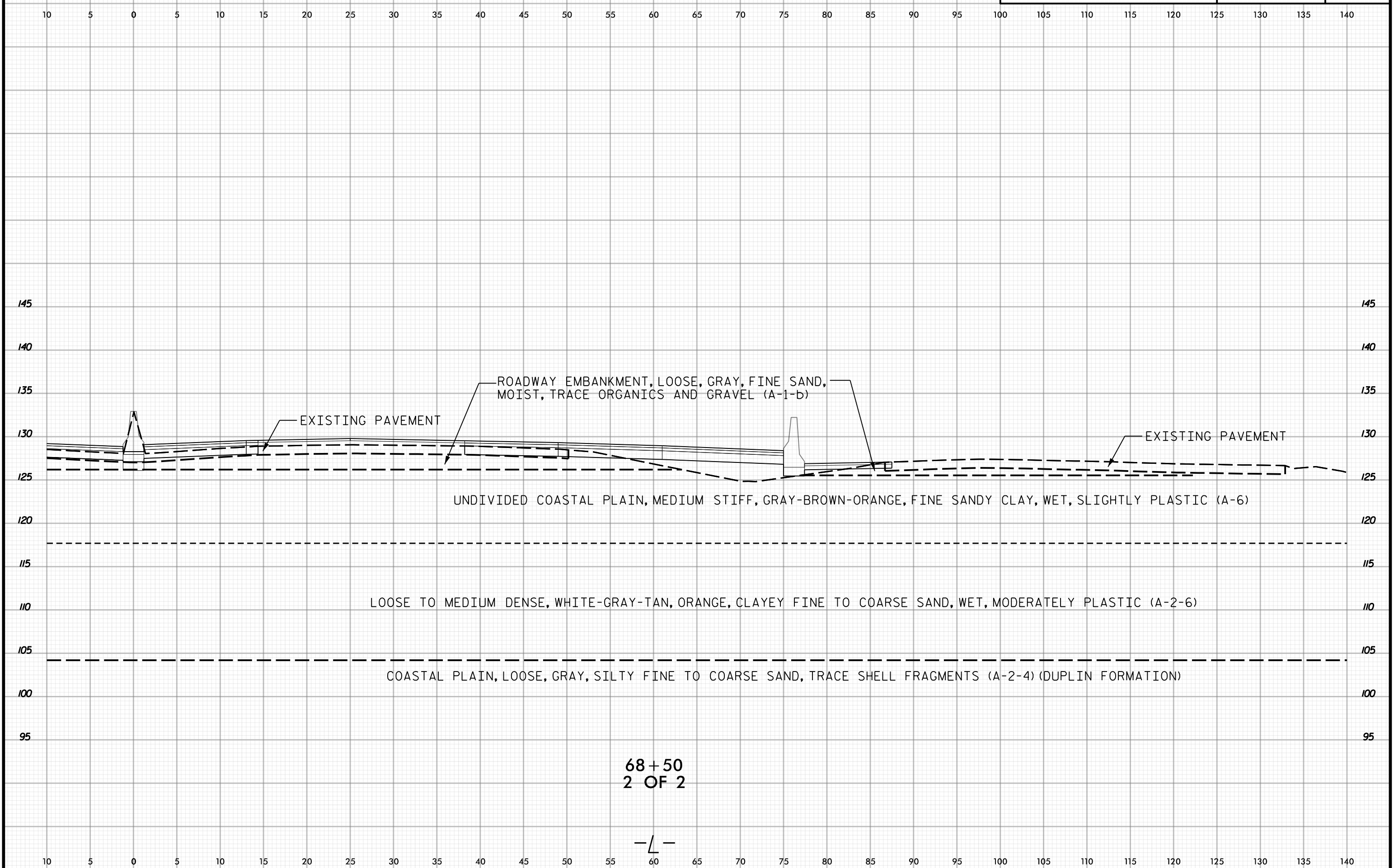


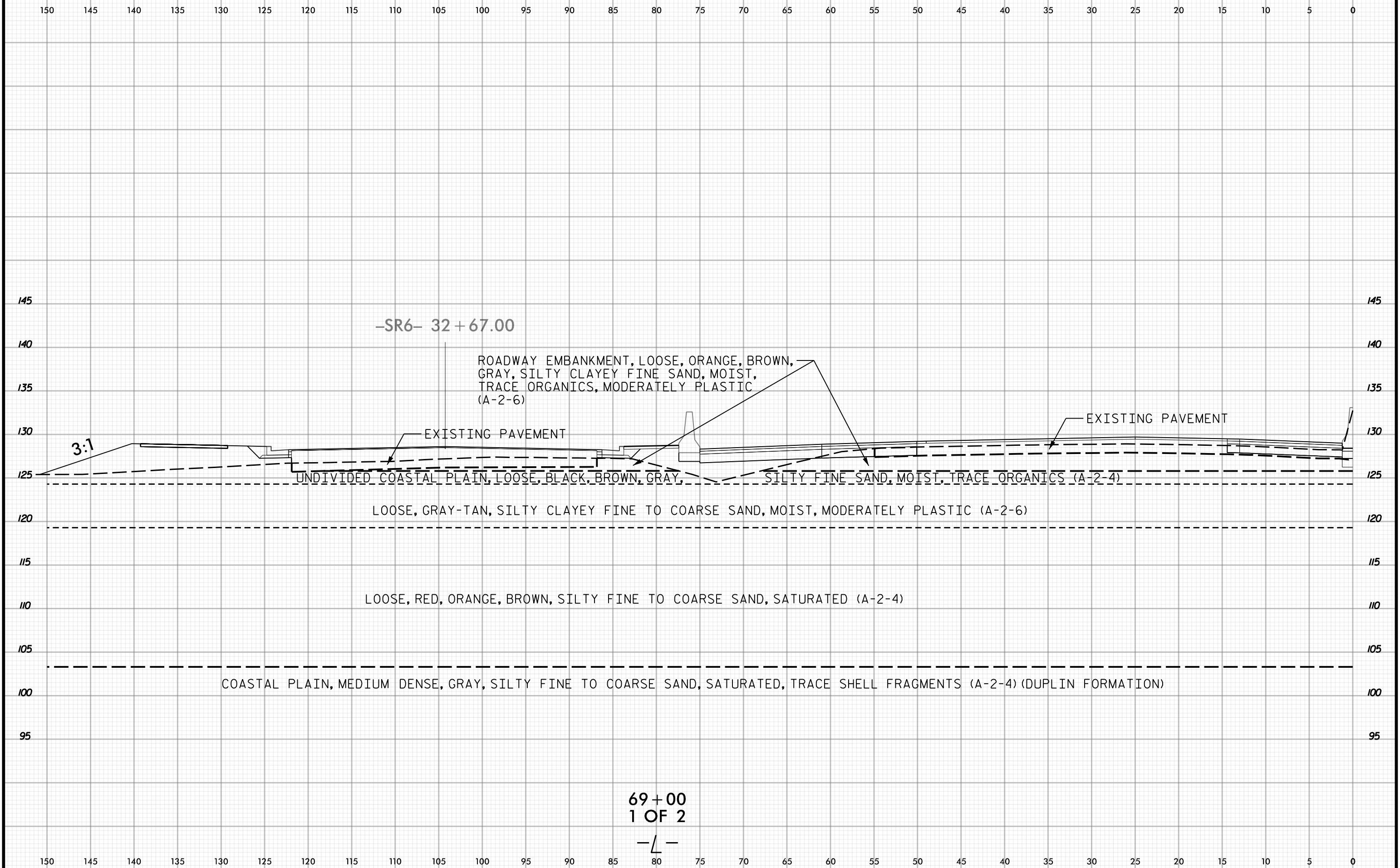
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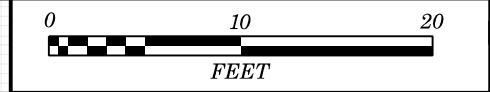


68+50
1 OF 2

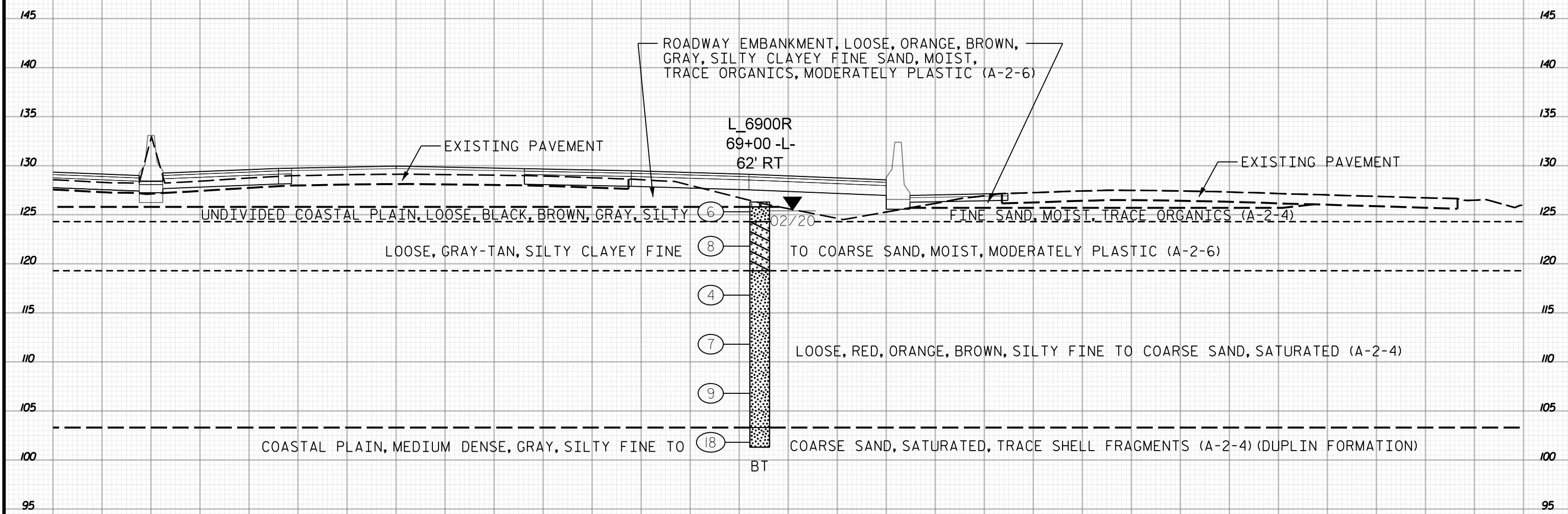
-L-







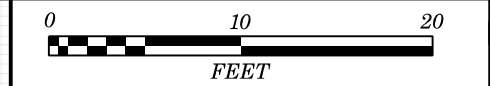
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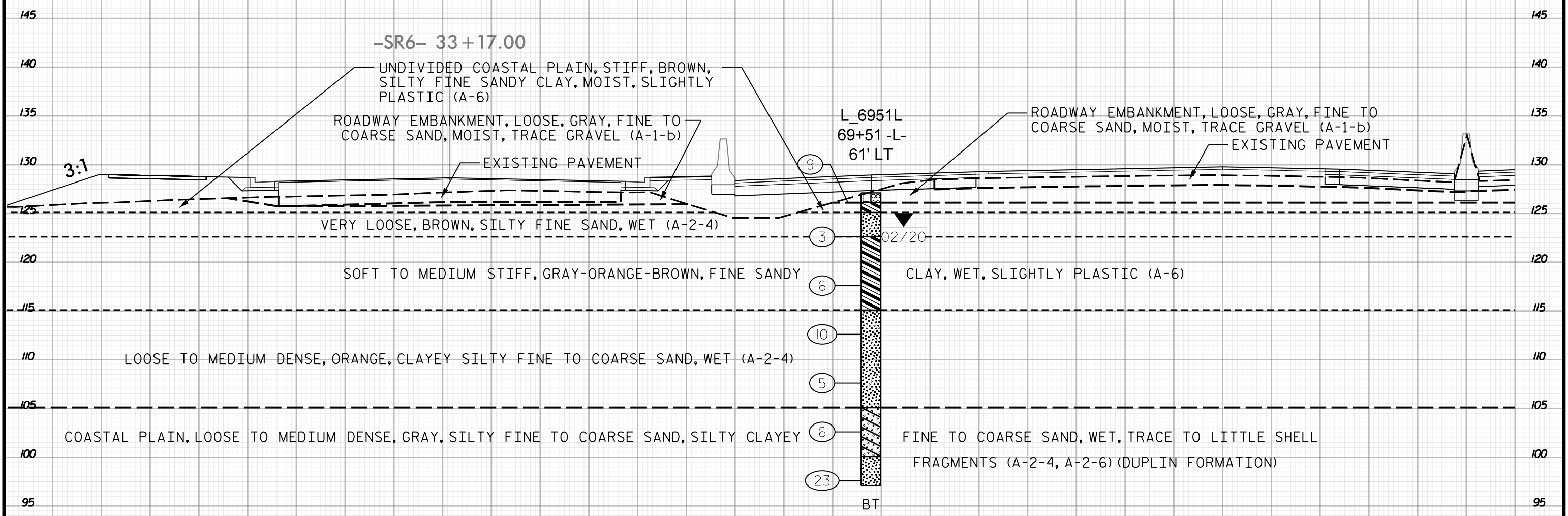
69+00
2 OF 2

-L-

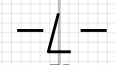
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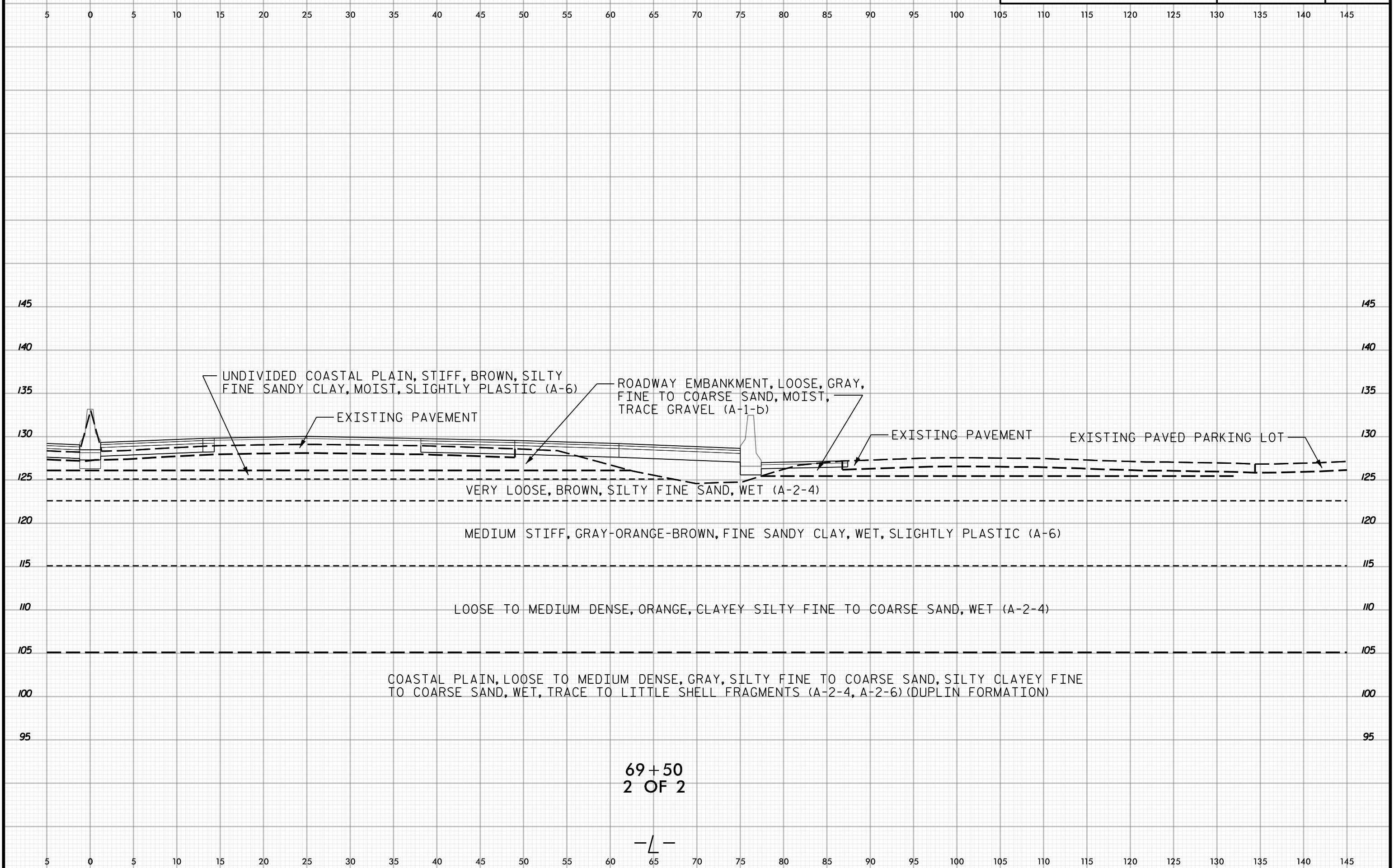
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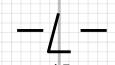
69+50
1 OF 2

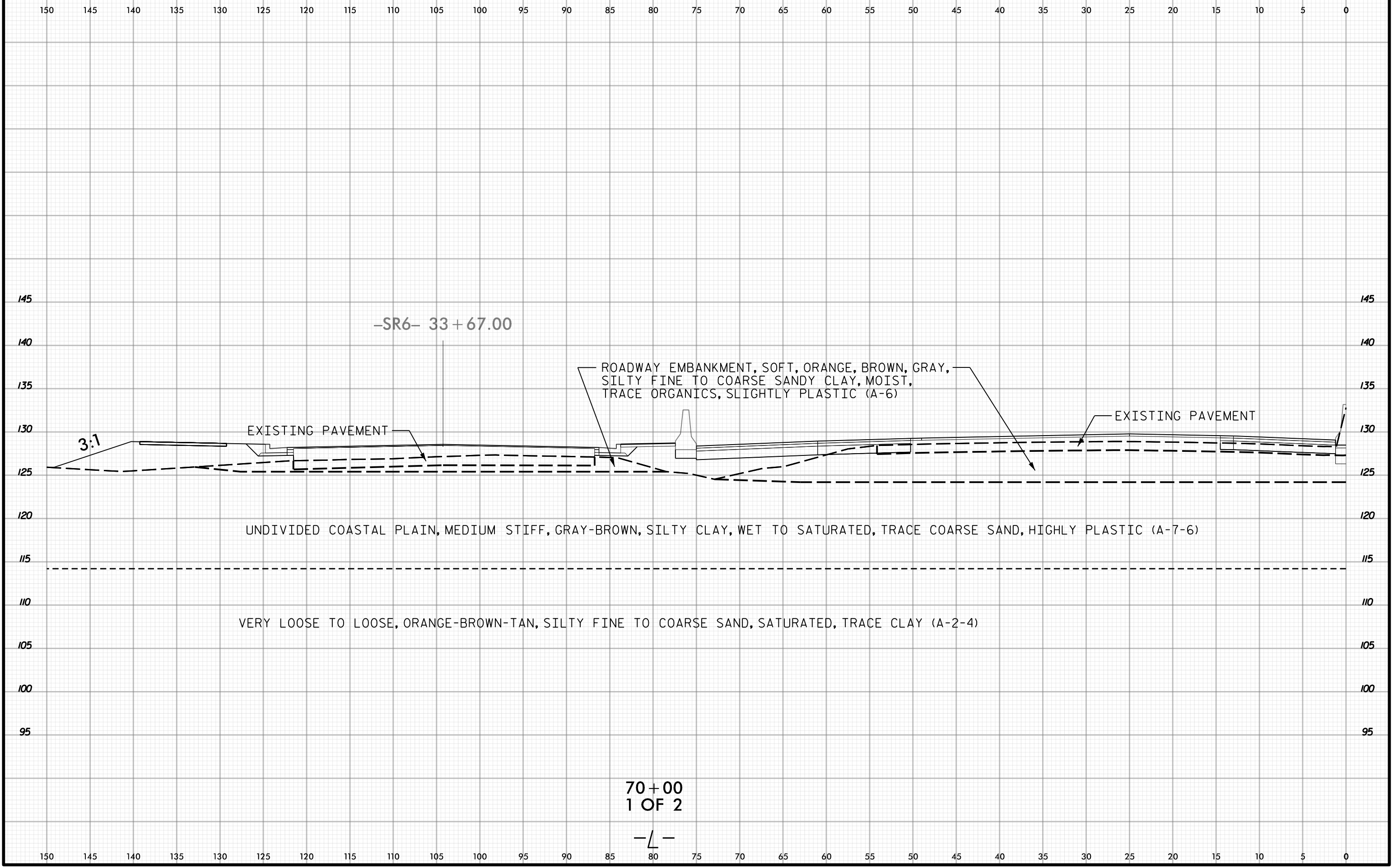


145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



69+50
2 OF 2





-SR6- 33+67.00

ROADWAY EMBANKMENT, SOFT, ORANGE, BROWN, GRAY,
SILTY FINE TO COARSE SANDY CLAY, MOIST,
TRACE ORGANICS, SLIGHTLY PLASTIC (A-6)

EXISTING PAVEMENT

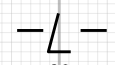
EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, GRAY-BROWN, SILTY CLAY, WET TO SATURATED, TRACE COARSE SAND, HIGHLY PLASTIC (A-7-6)

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

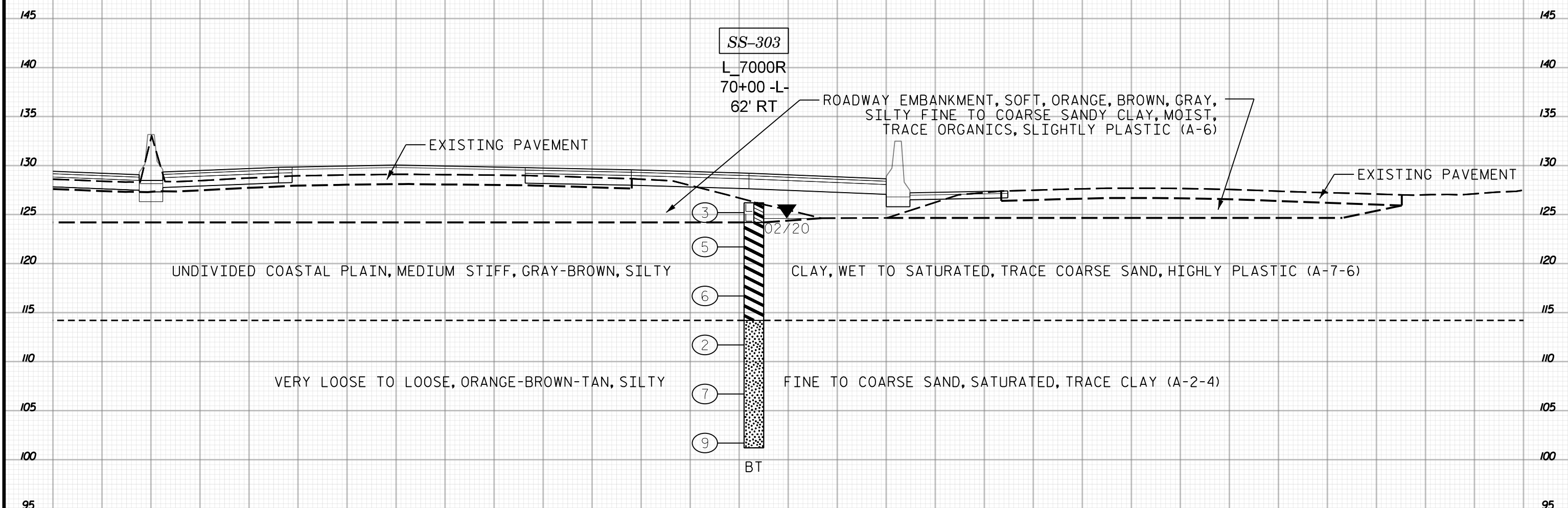
3:1

70+00
1 OF 2





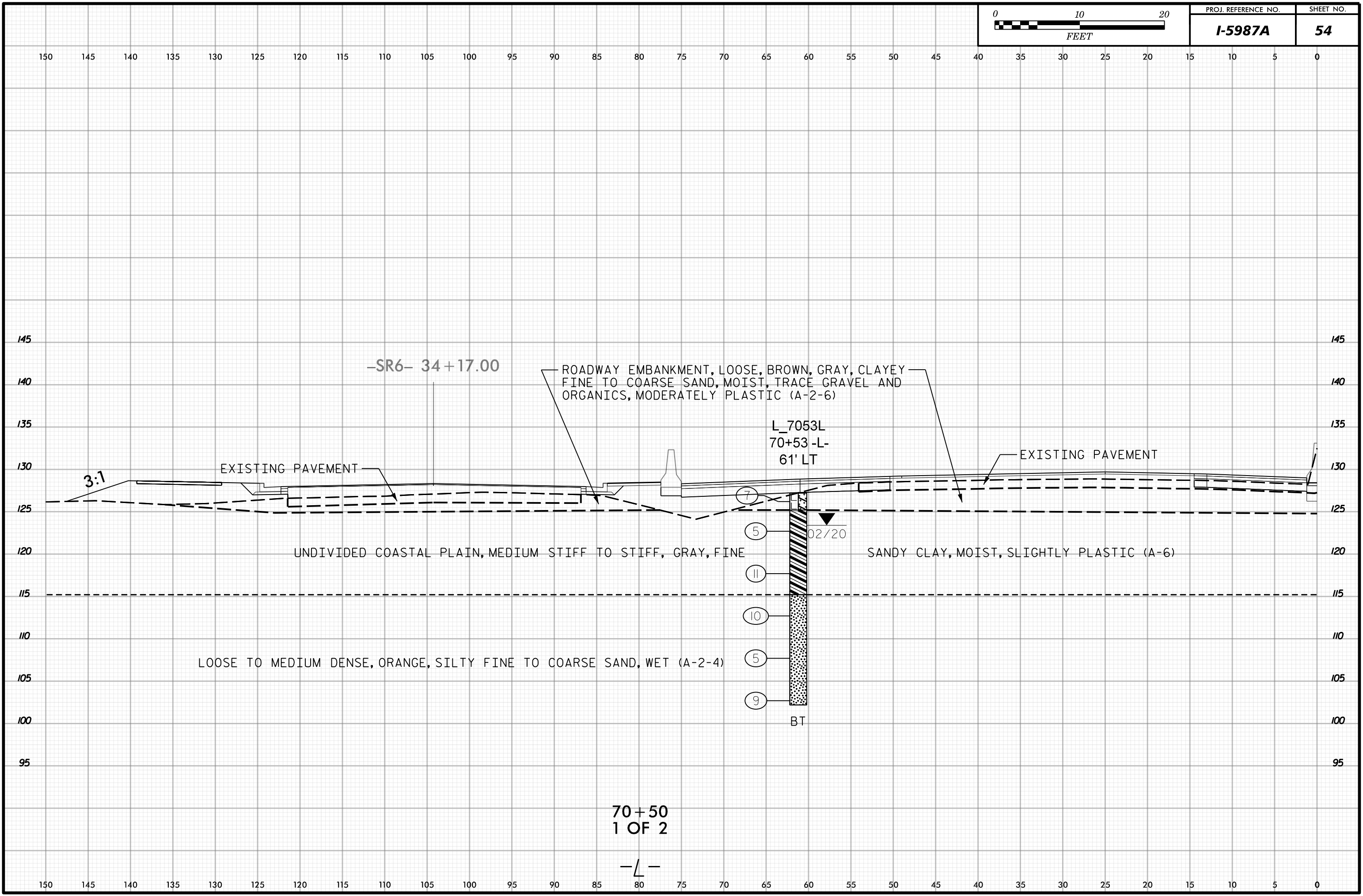
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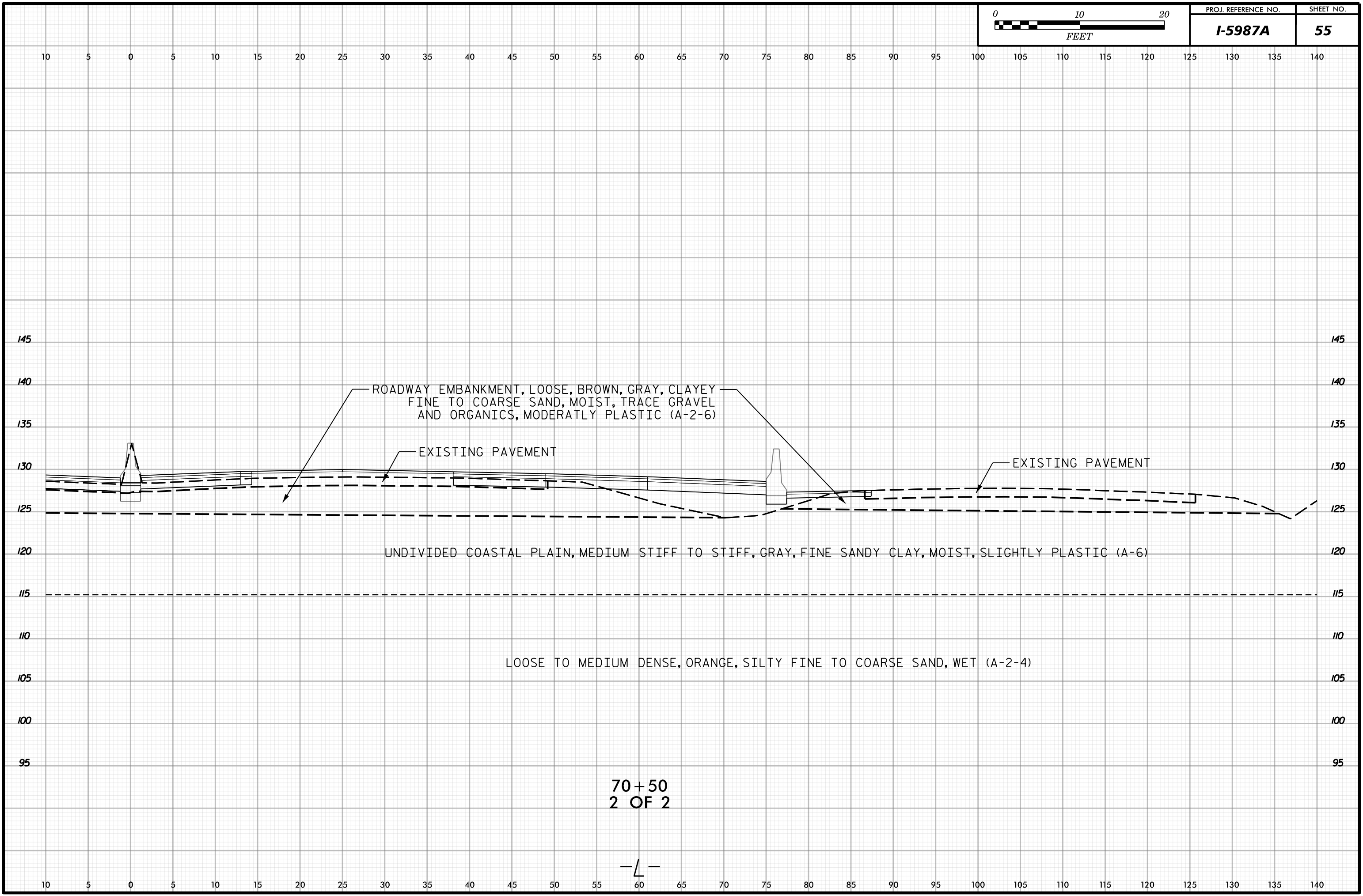


70+00
2 OF 2

-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





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

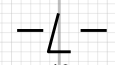
EXISTING PAVEMENT

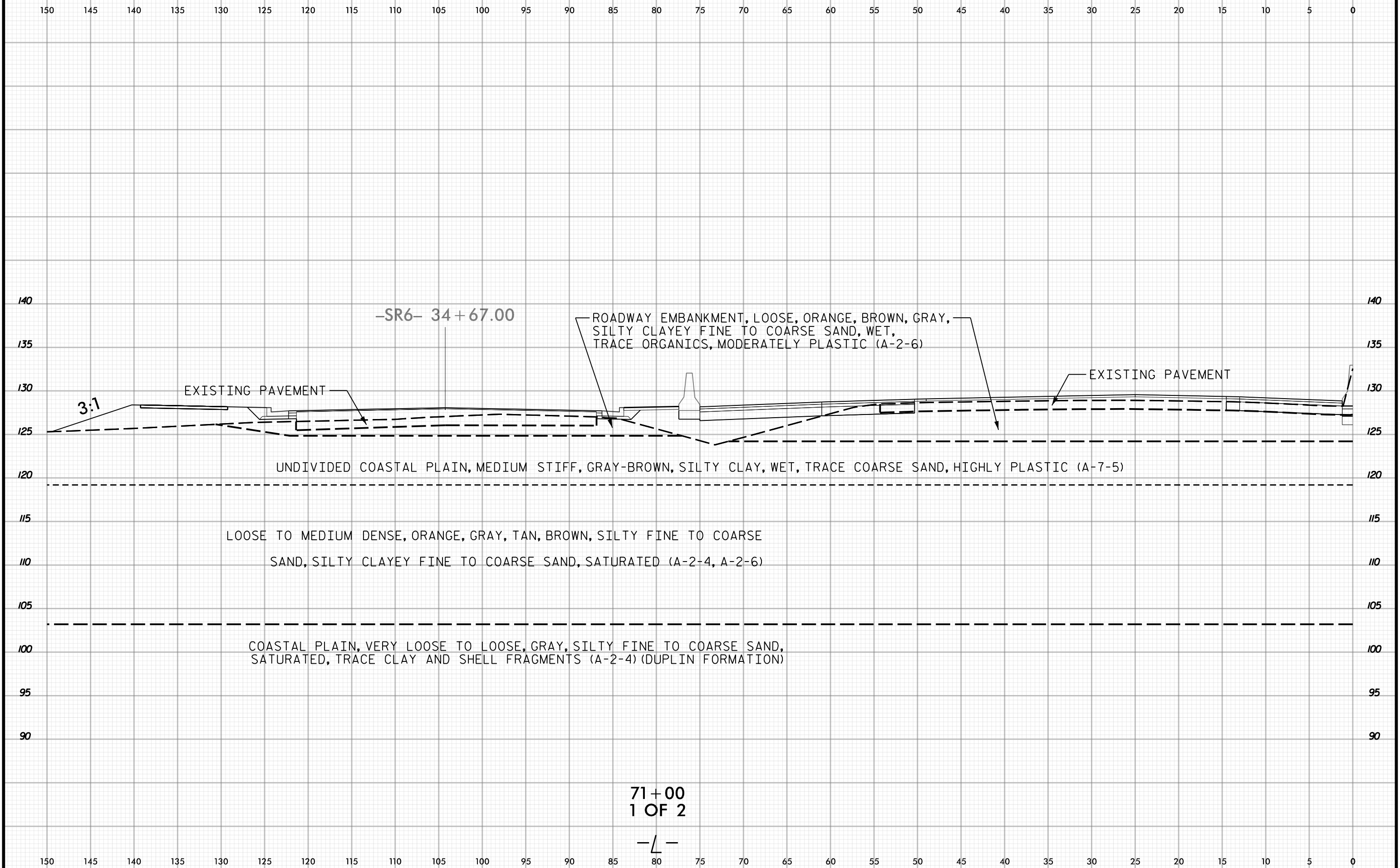
EXISTING PAVEMENT

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
2 OF 2





-SR6- 34 + 67.00

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

EXISTING PAVEMENT

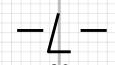
EXISTING PAVEMENT

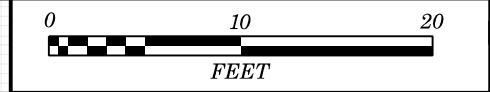
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, GRAY-BROWN, SILTY CLAY, WET, TRACE COARSE SAND, HIGHLY PLASTIC (A-7-5)

LOOSE TO MEDIUM DENSE, ORANGE, GRAY, TAN, BROWN, SILTY FINE TO COARSE SAND, SILTY CLAYEY FINE TO COARSE SAND, SATURATED (A-2-4, A-2-6)

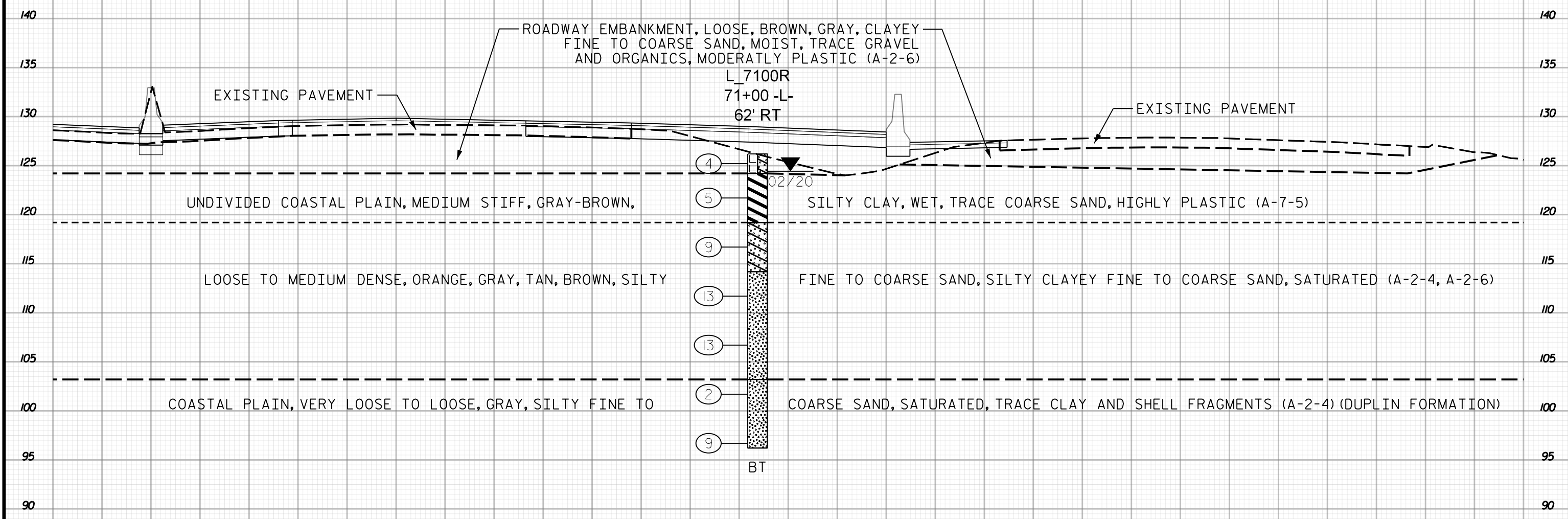
COASTAL PLAIN, VERY LOOSE TO LOOSE, GRAY, SILTY FINE TO COARSE SAND, SATURATED, TRACE CLAY AND SHELL FRAGMENTS (A-2-4) (DUPLIN FORMATION)

71+00
1 OF 2





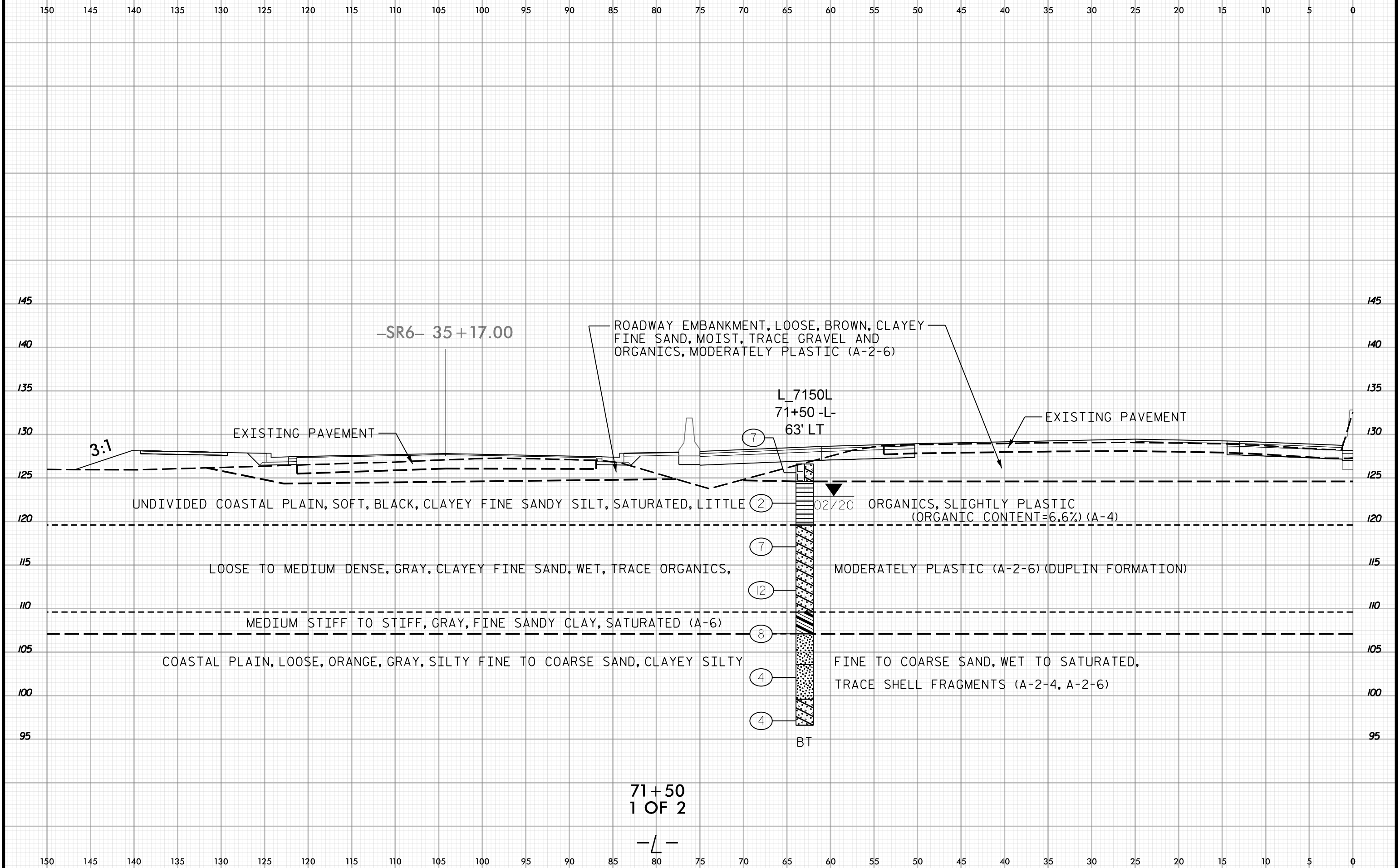
10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



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

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

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

MODERATELY PLASTIC (A-2-6) (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)

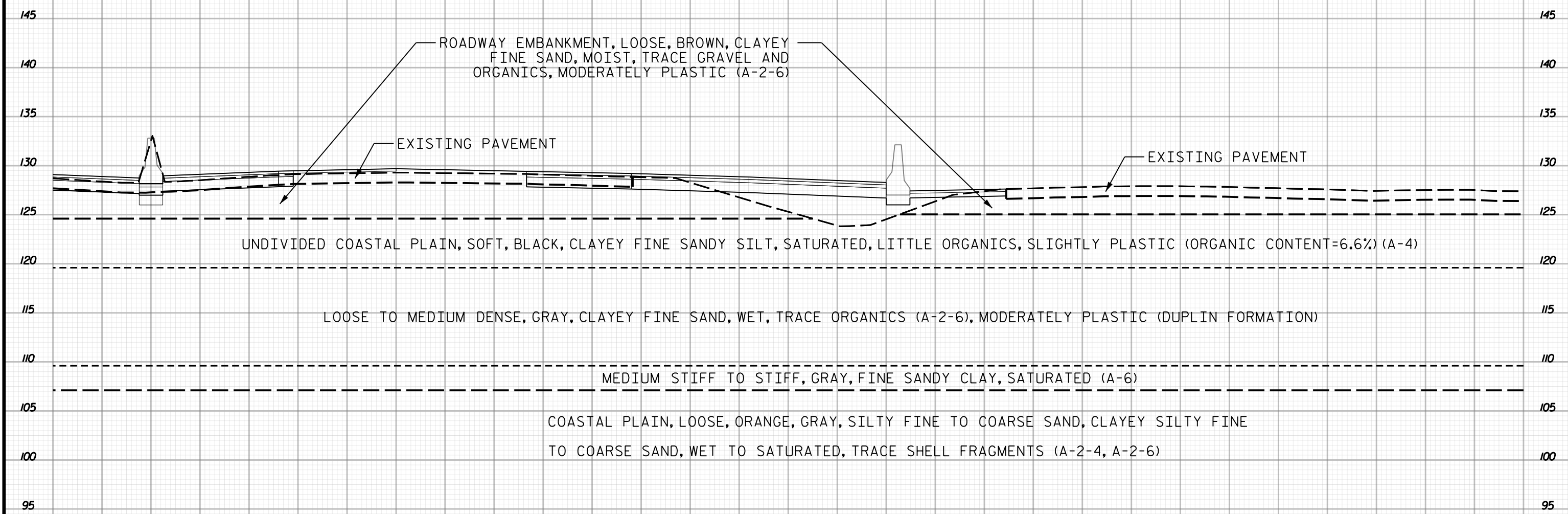
BT

71+50
1 OF 2

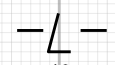
-L-



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



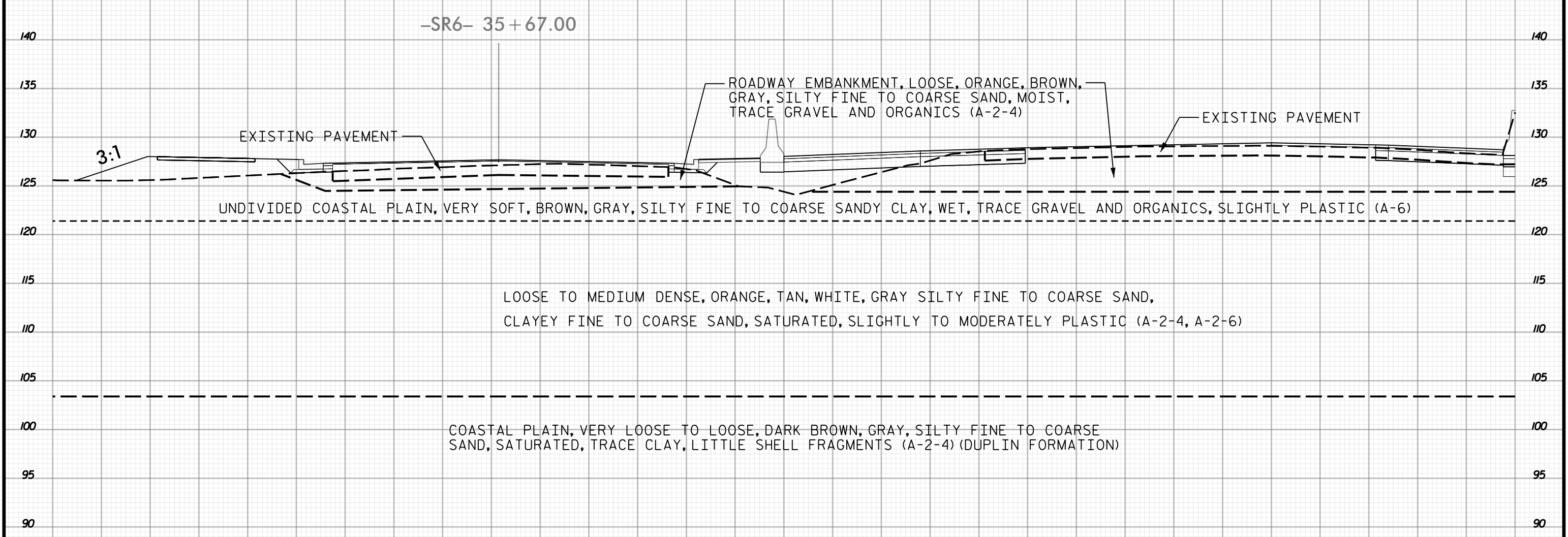
71+50
2 OF 2



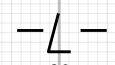
10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140



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



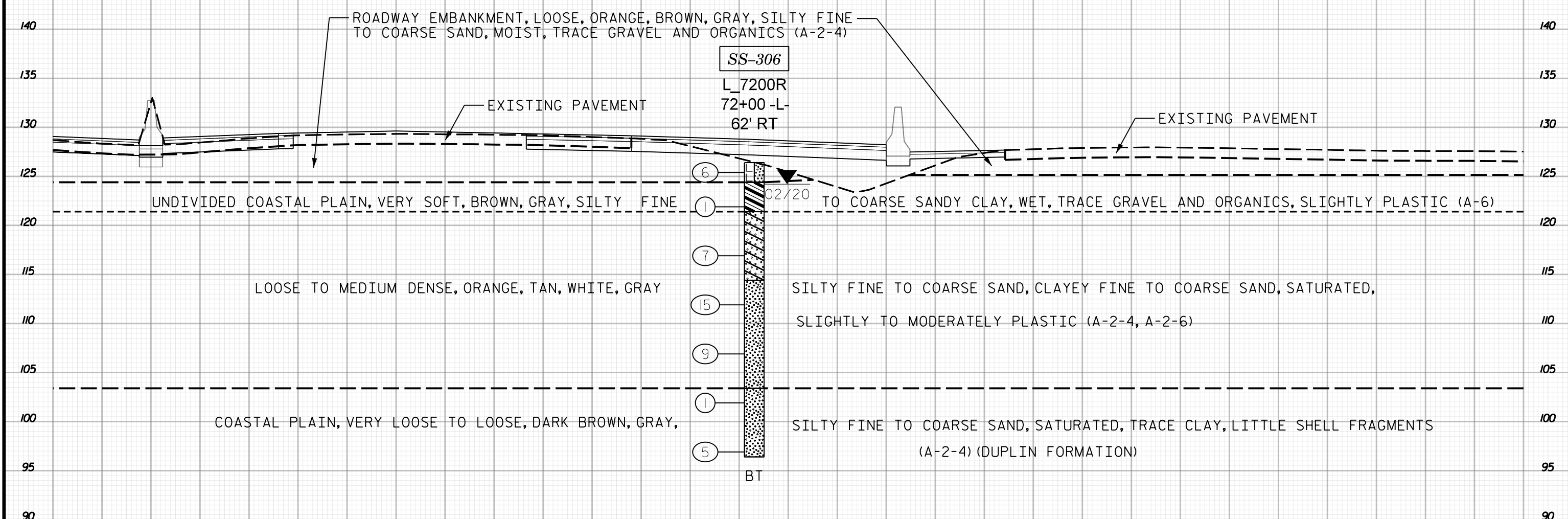
72+00
1 OF 2



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

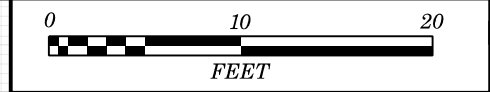


10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140

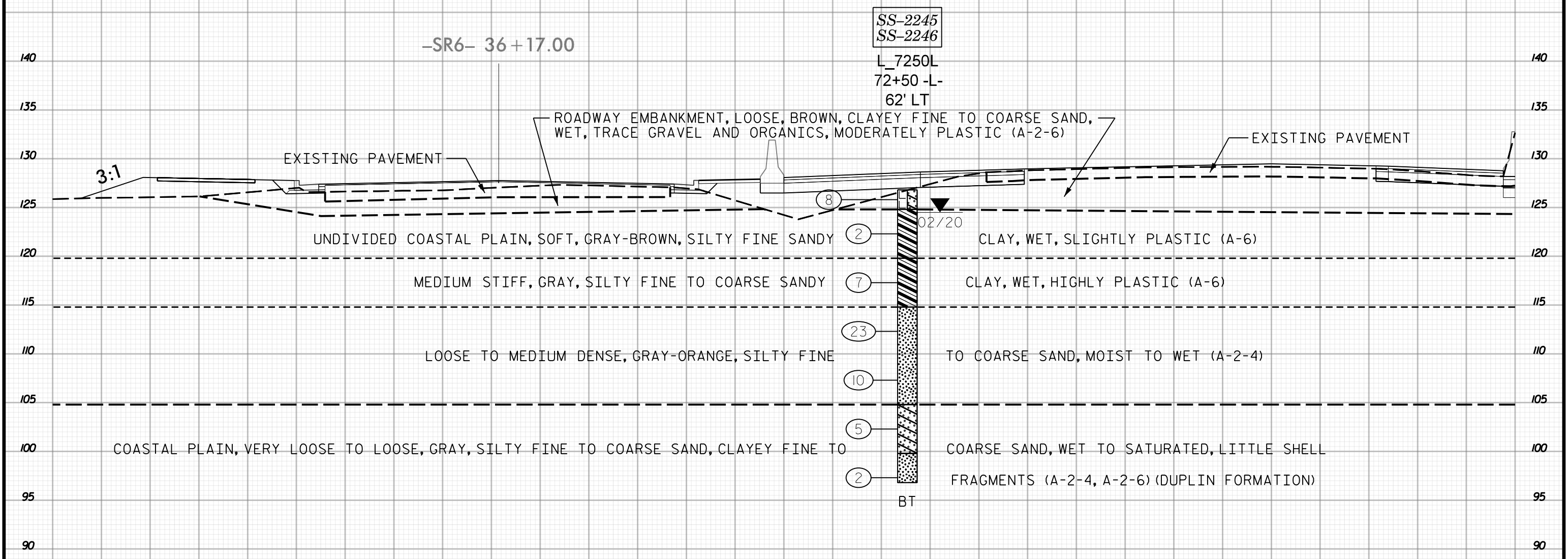


72+00
2 OF 2

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



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



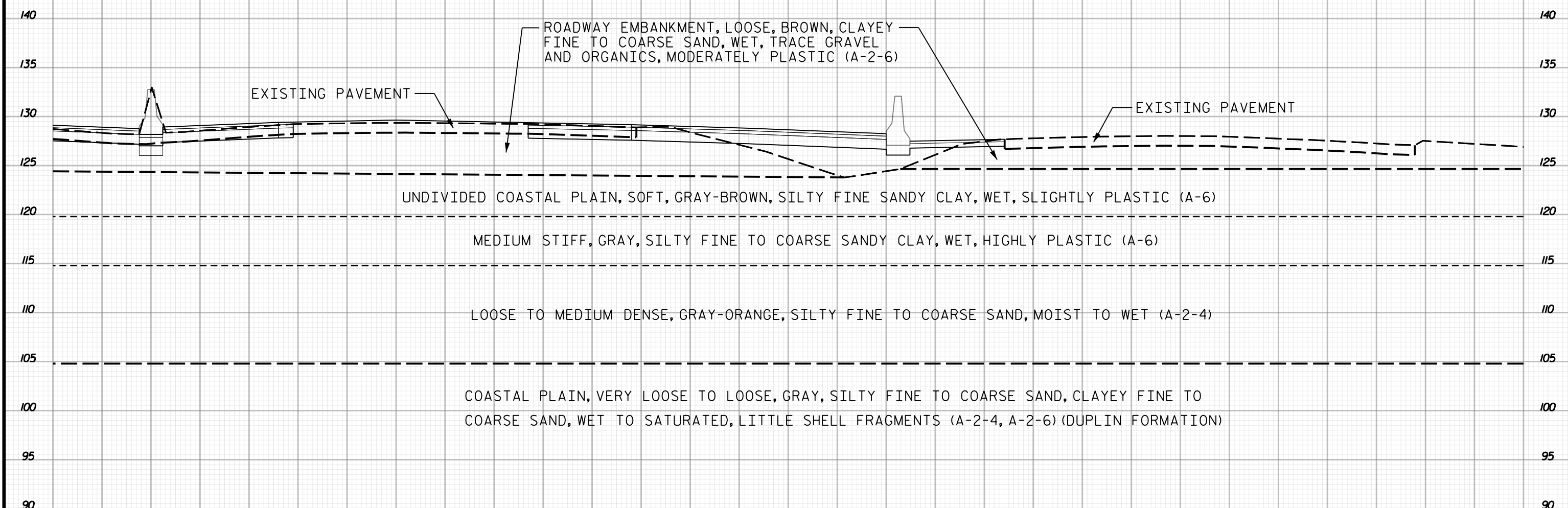
150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0

72+50
1 OF 2

-L-



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

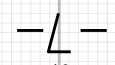
UNDIVIDED COASTAL PLAIN, SOFT, GRAY-BROWN, SILTY FINE SANDY CLAY, WET, SLIGHTLY PLASTIC (A-6)

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

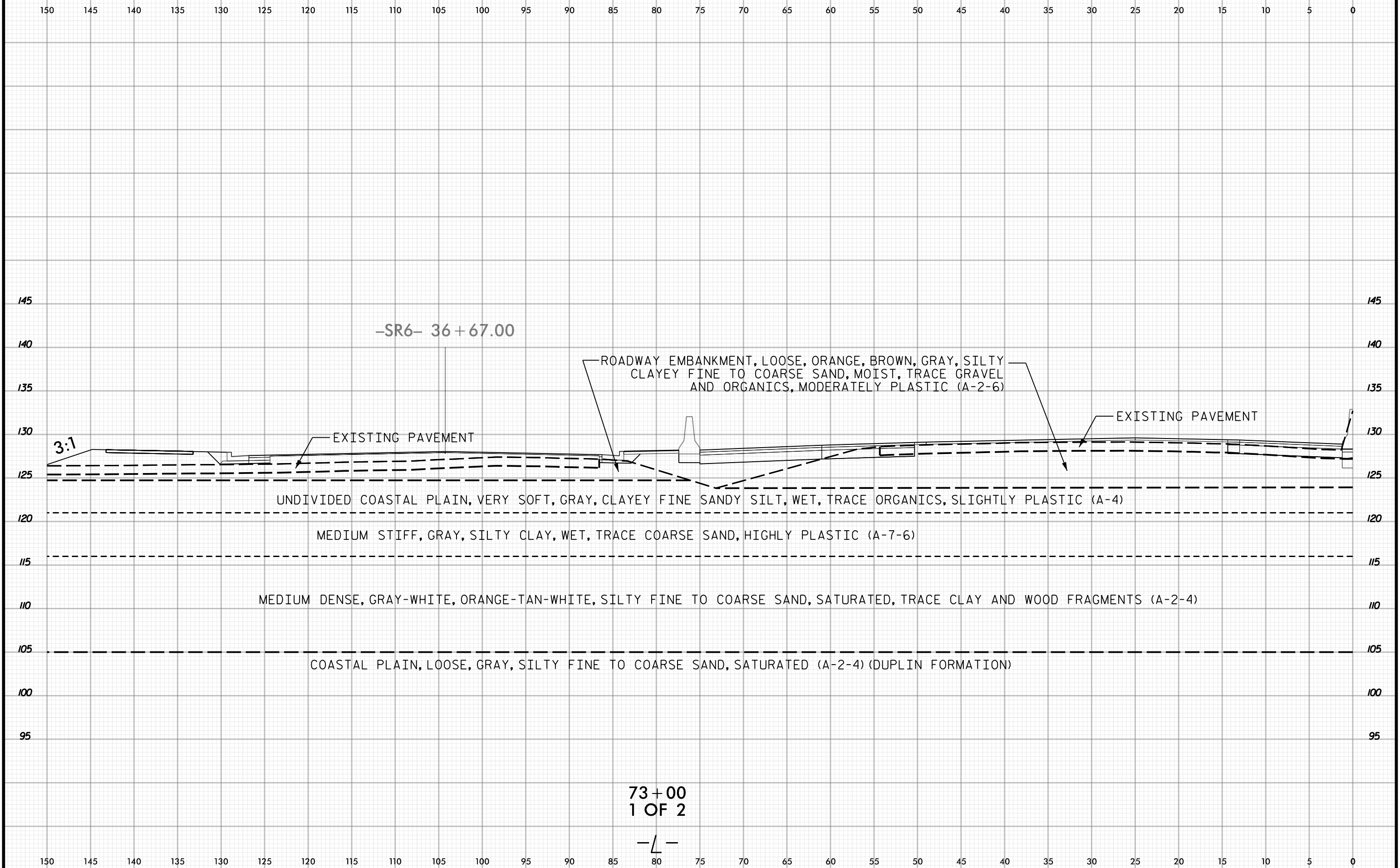
LOOSE TO MEDIUM DENSE, GRAY-ORANGE, SILTY FINE TO COARSE SAND, MOIST TO WET (A-2-4)

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

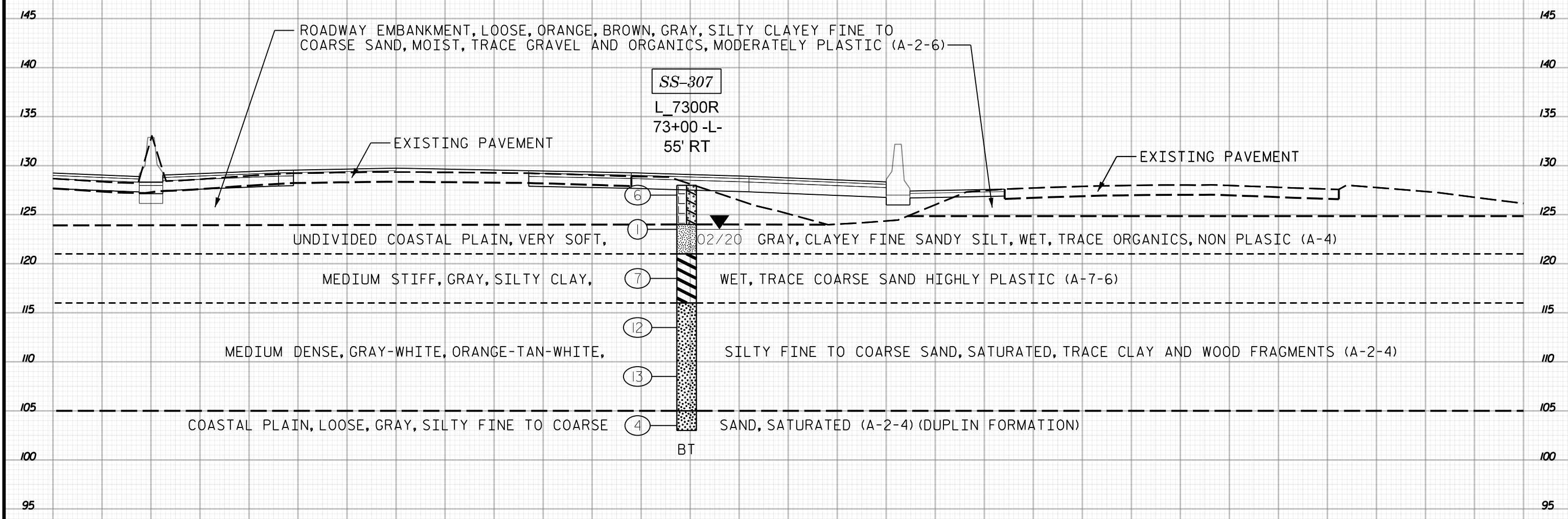


10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140





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



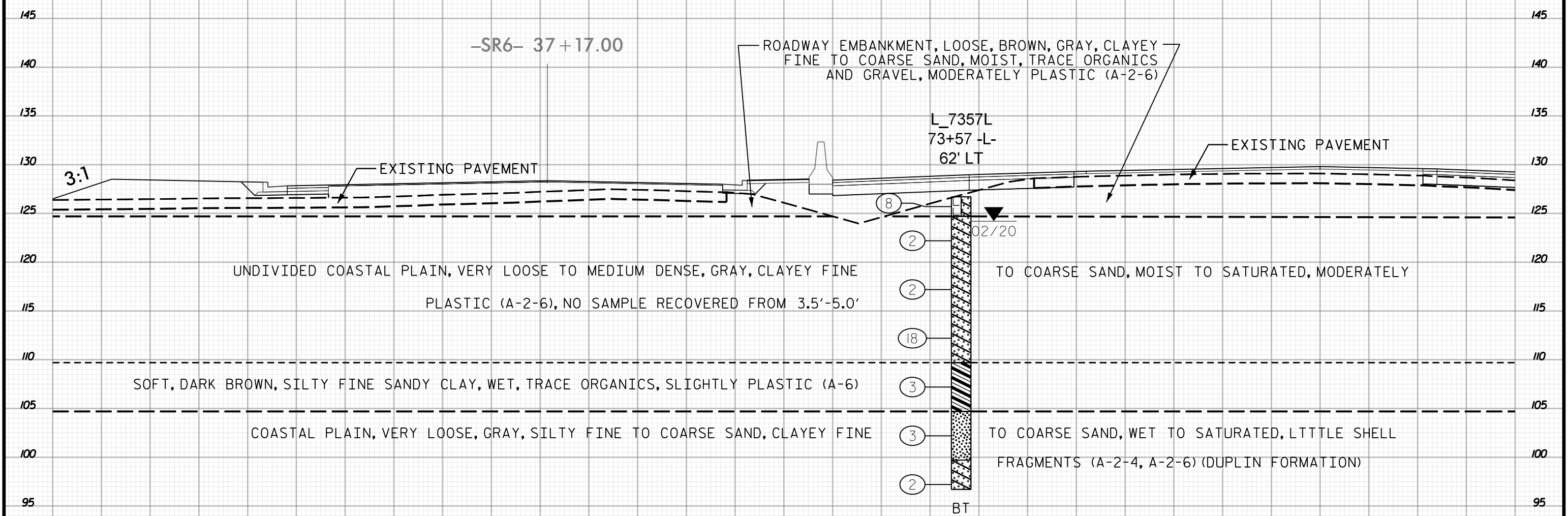
73+00
2 OF 2

-L-

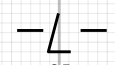
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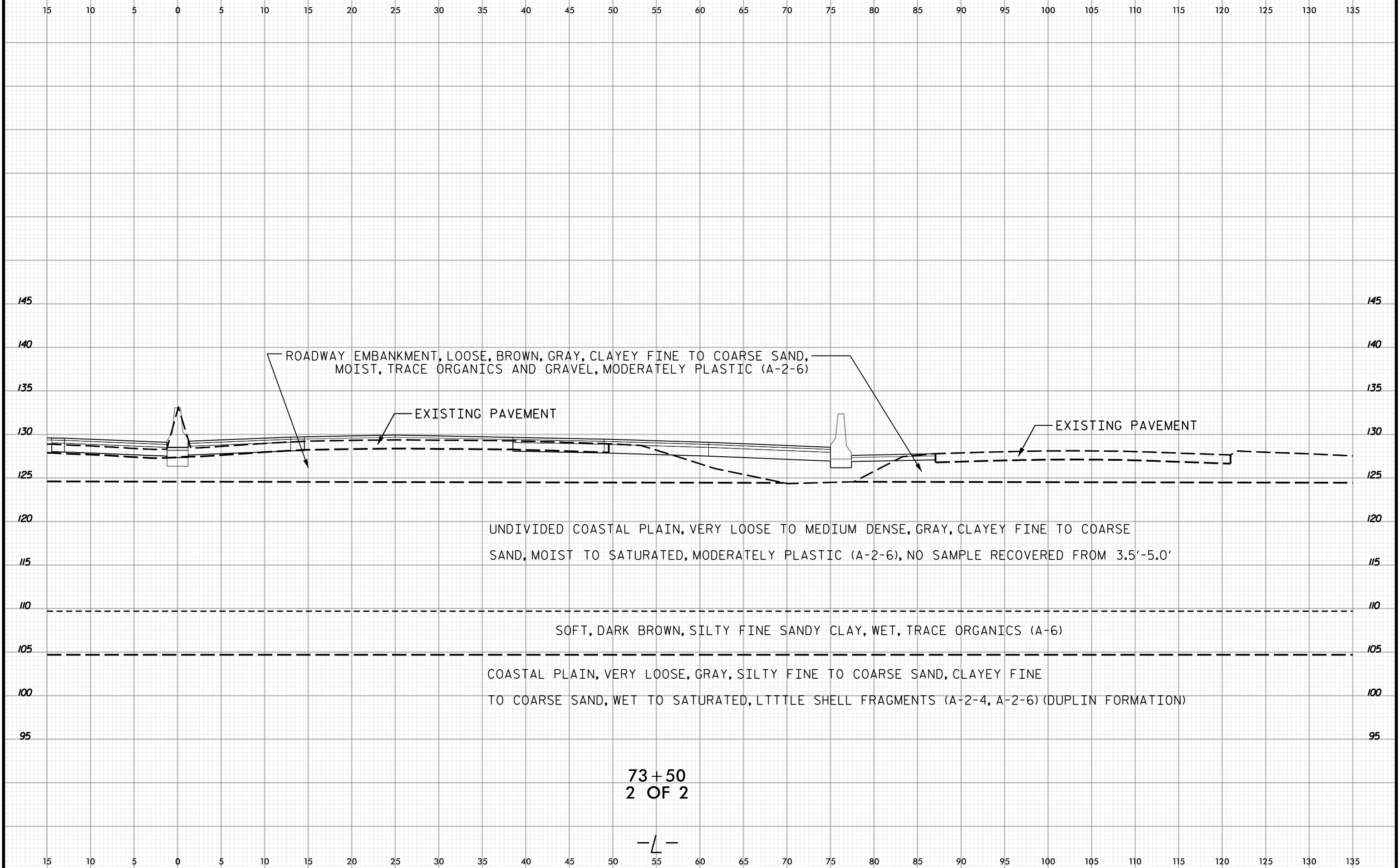
155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5



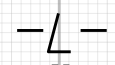
73+50
1 OF 2



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

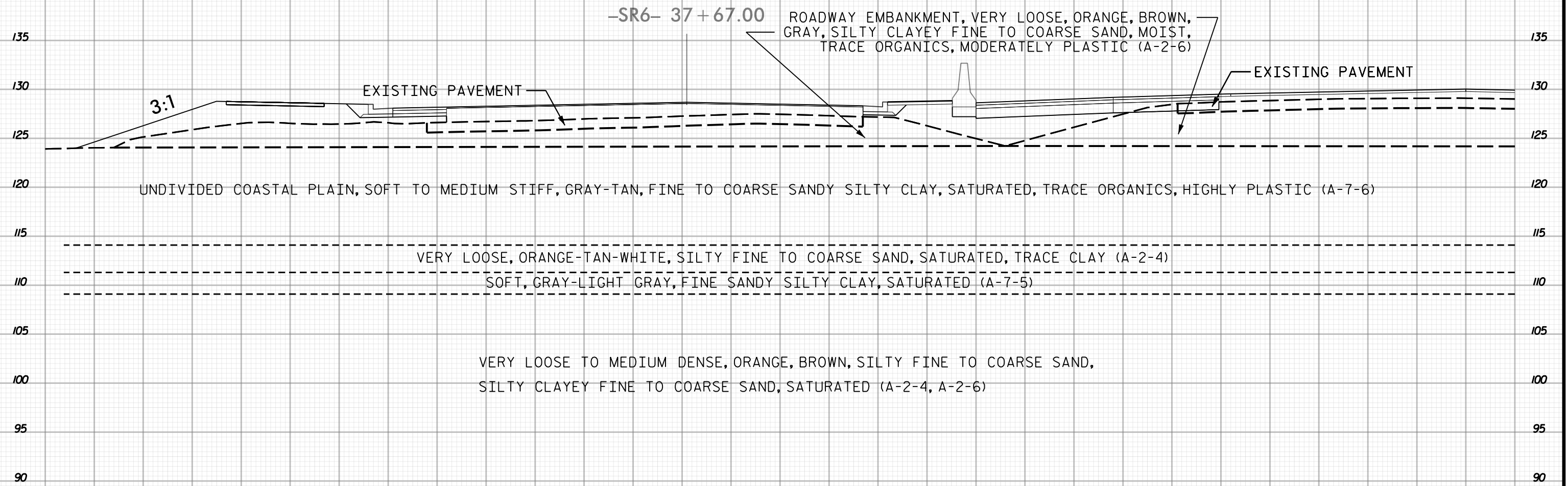


73+50
2 OF 2





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

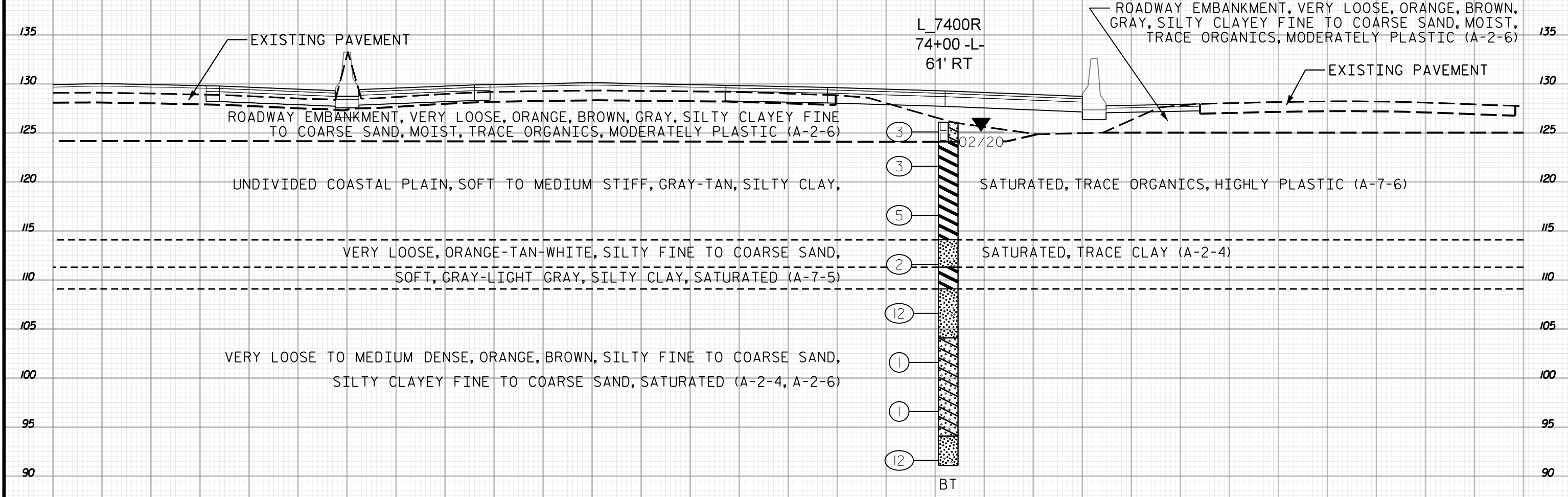
74 + 00
1 OF 2

-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



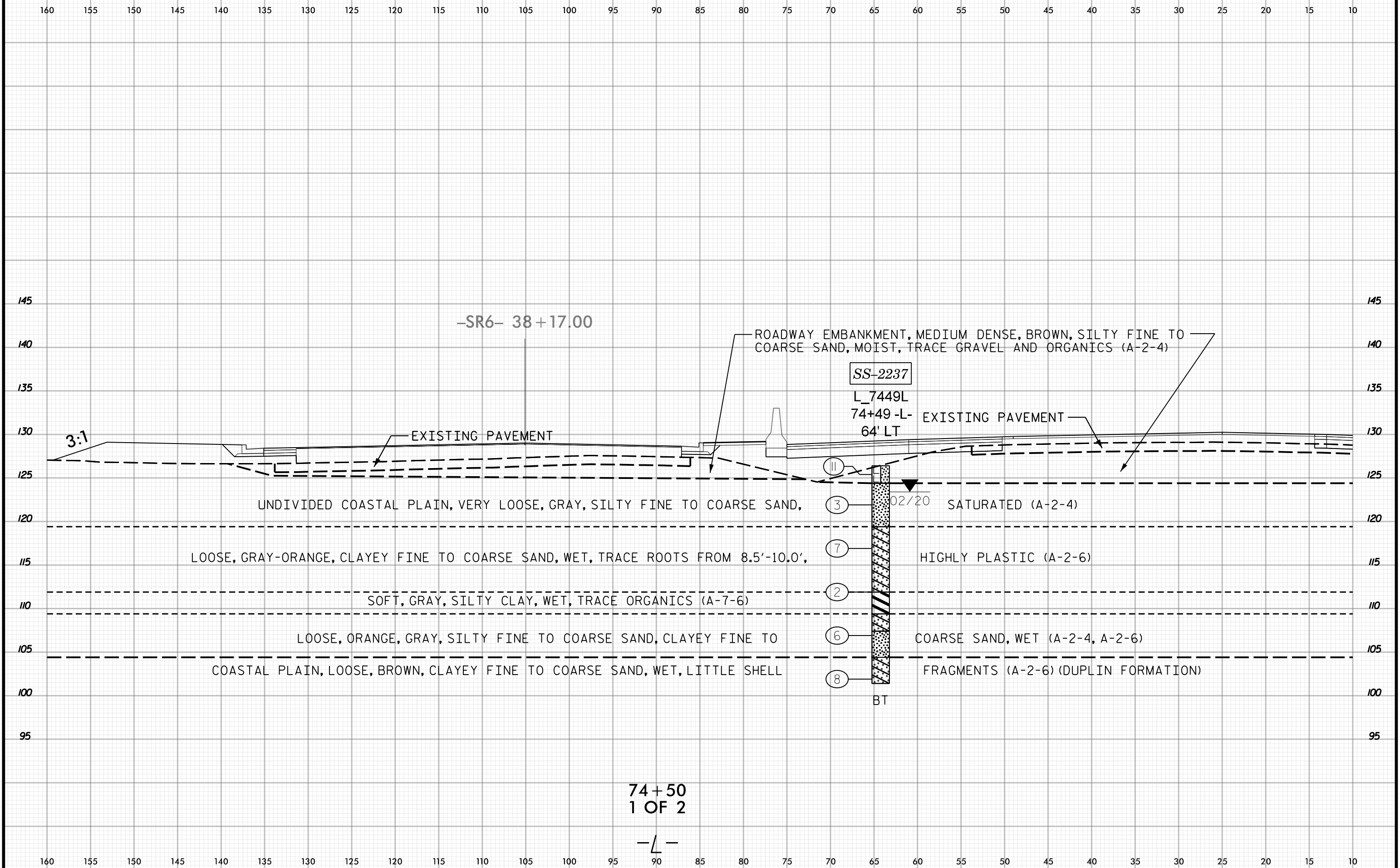
30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



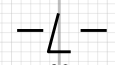
74+00
2 OF 2

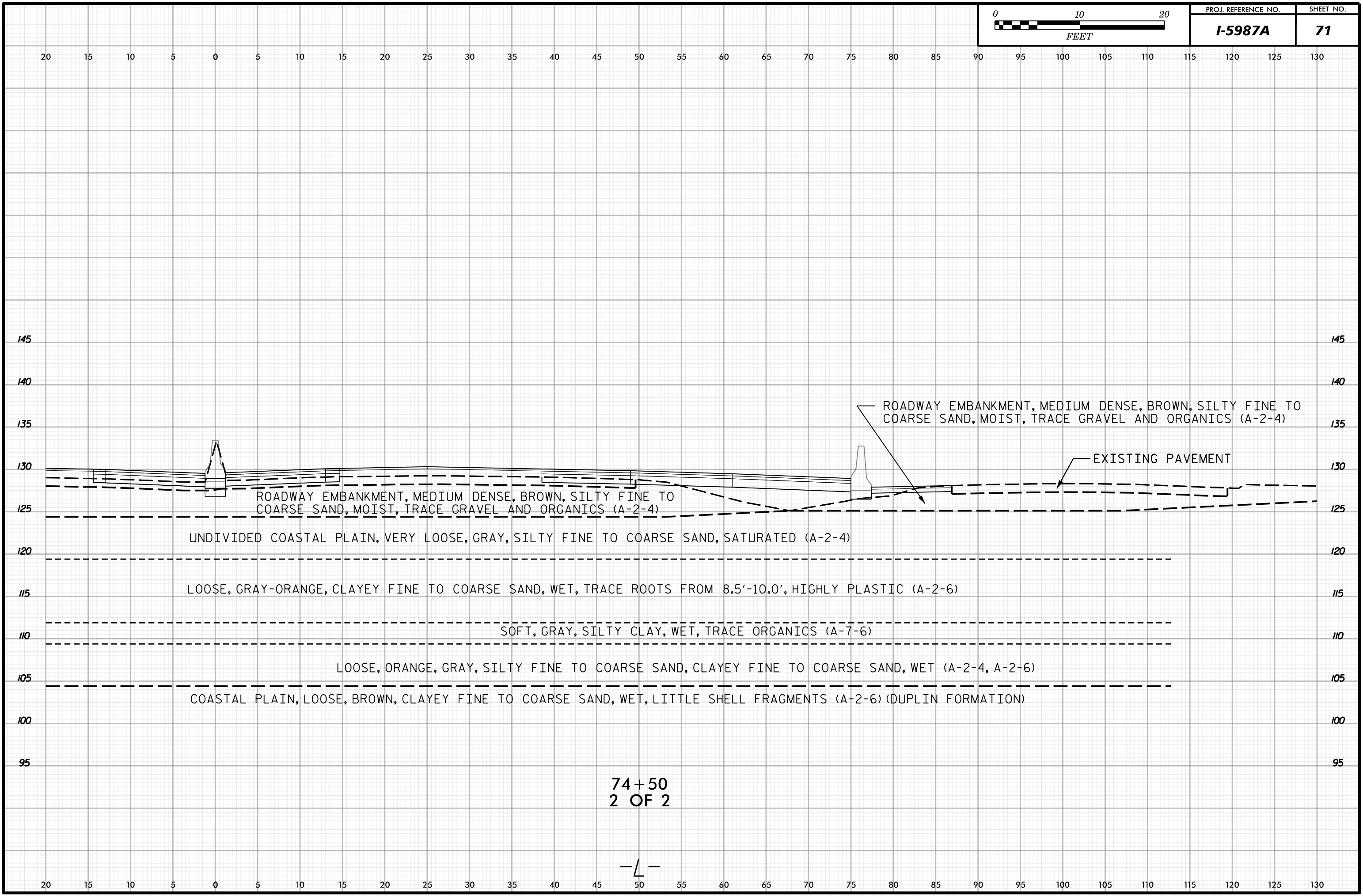
-L-

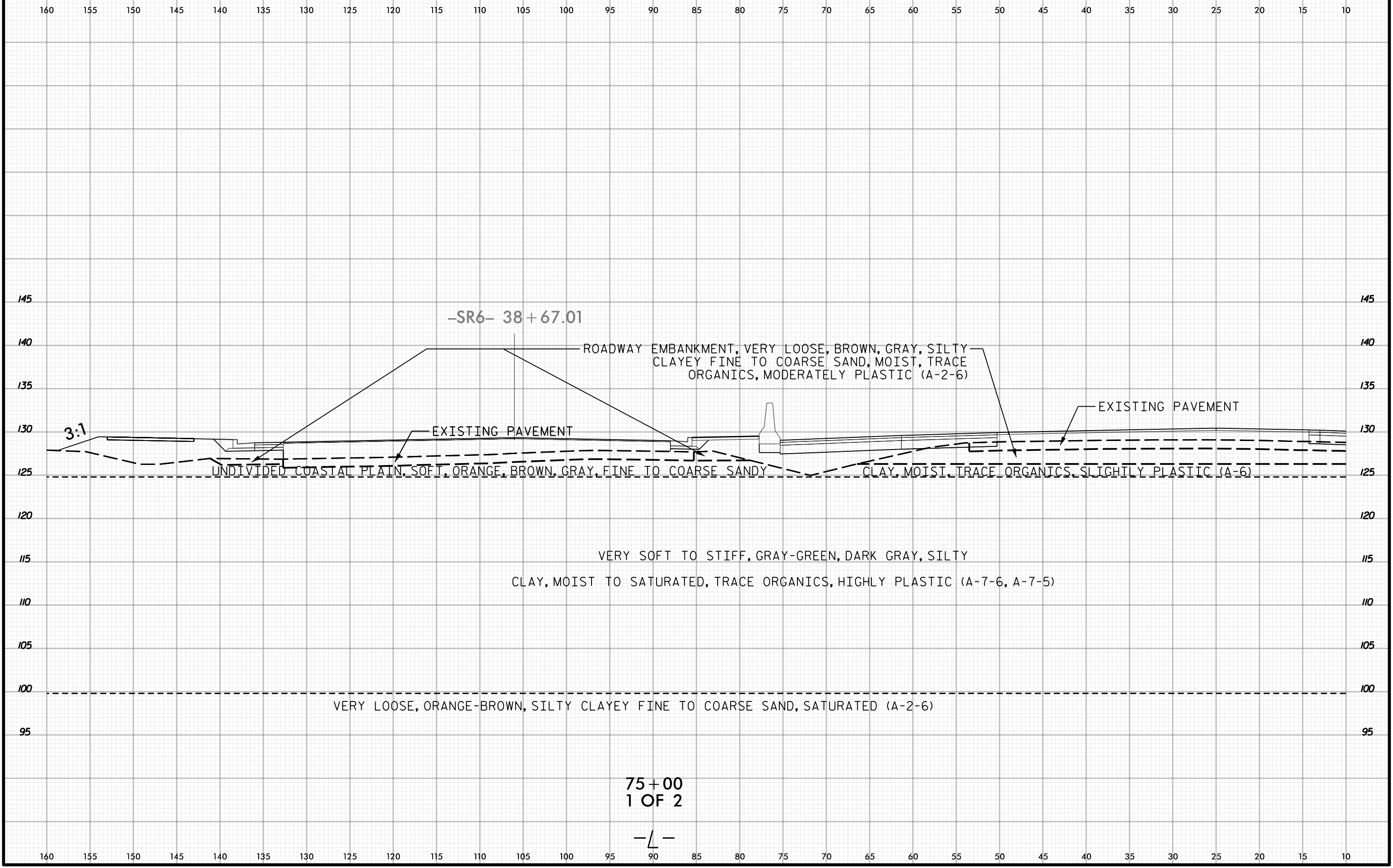
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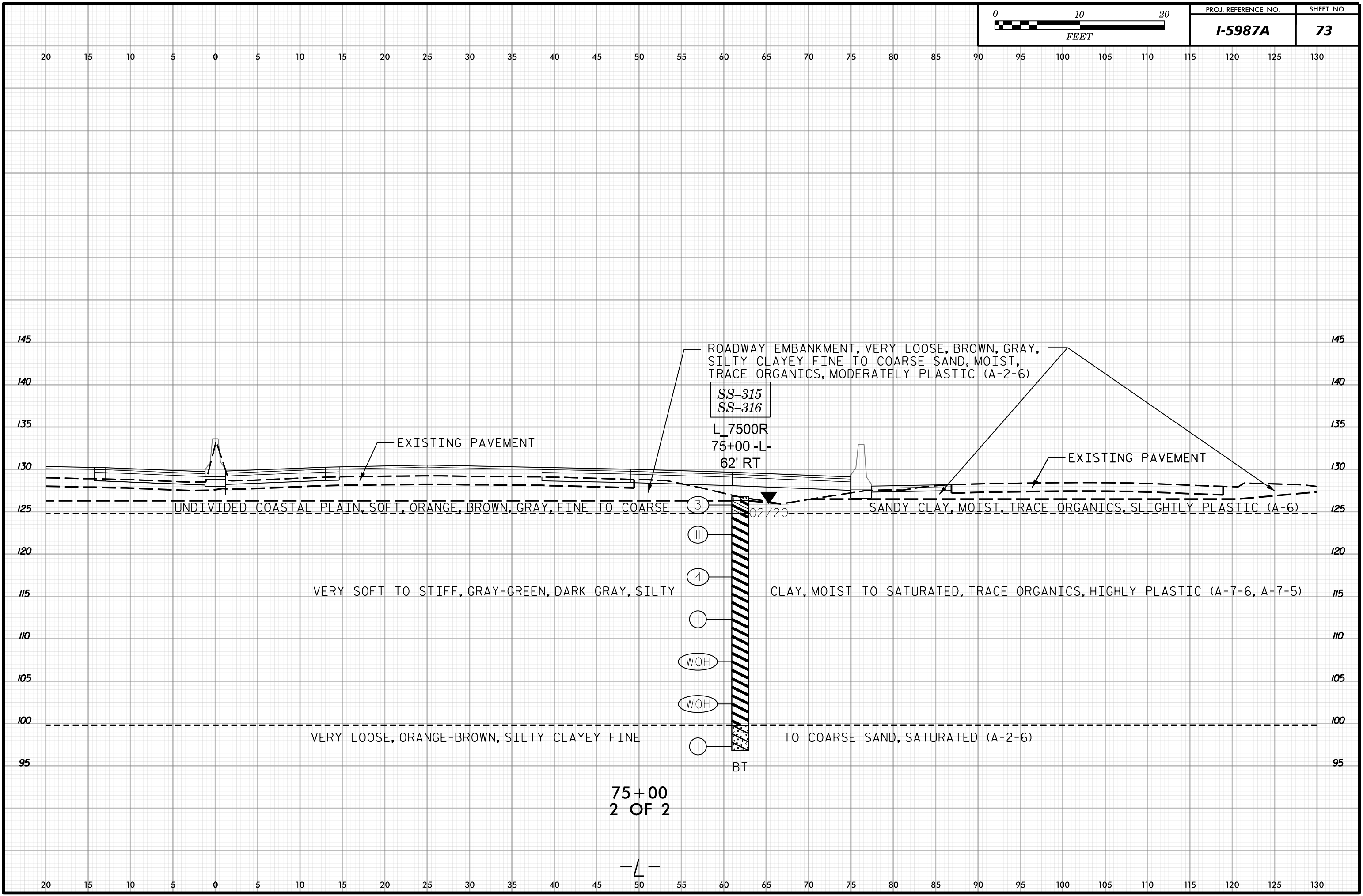


74+50
1 OF 2



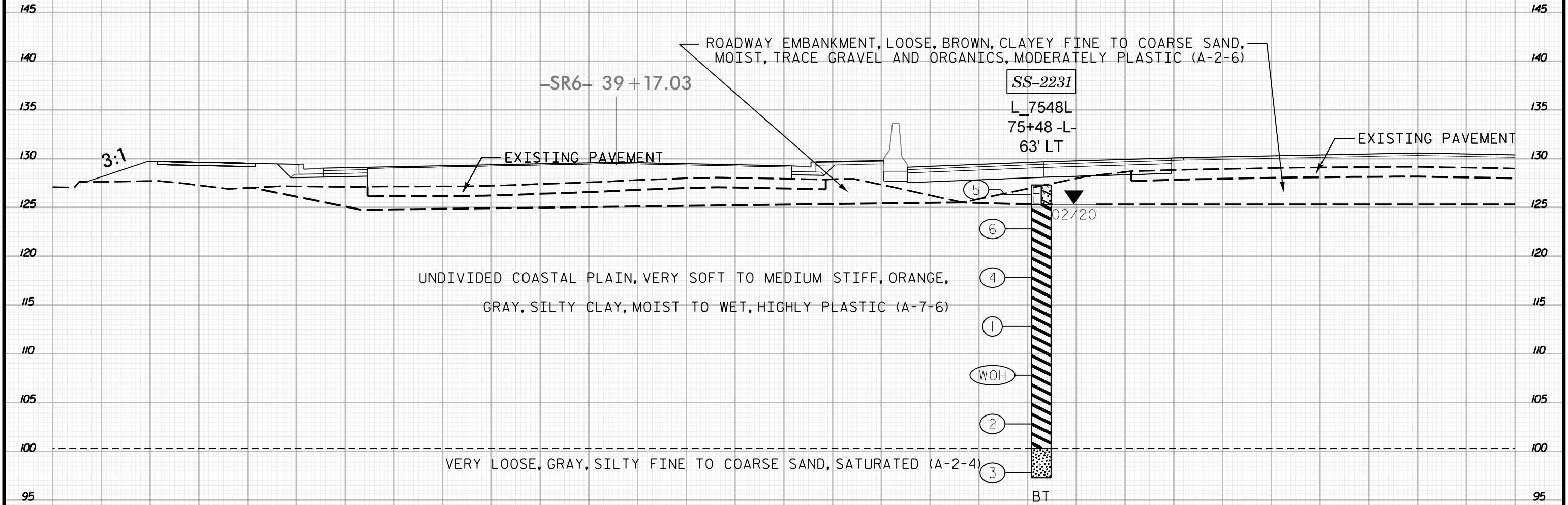






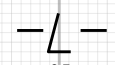


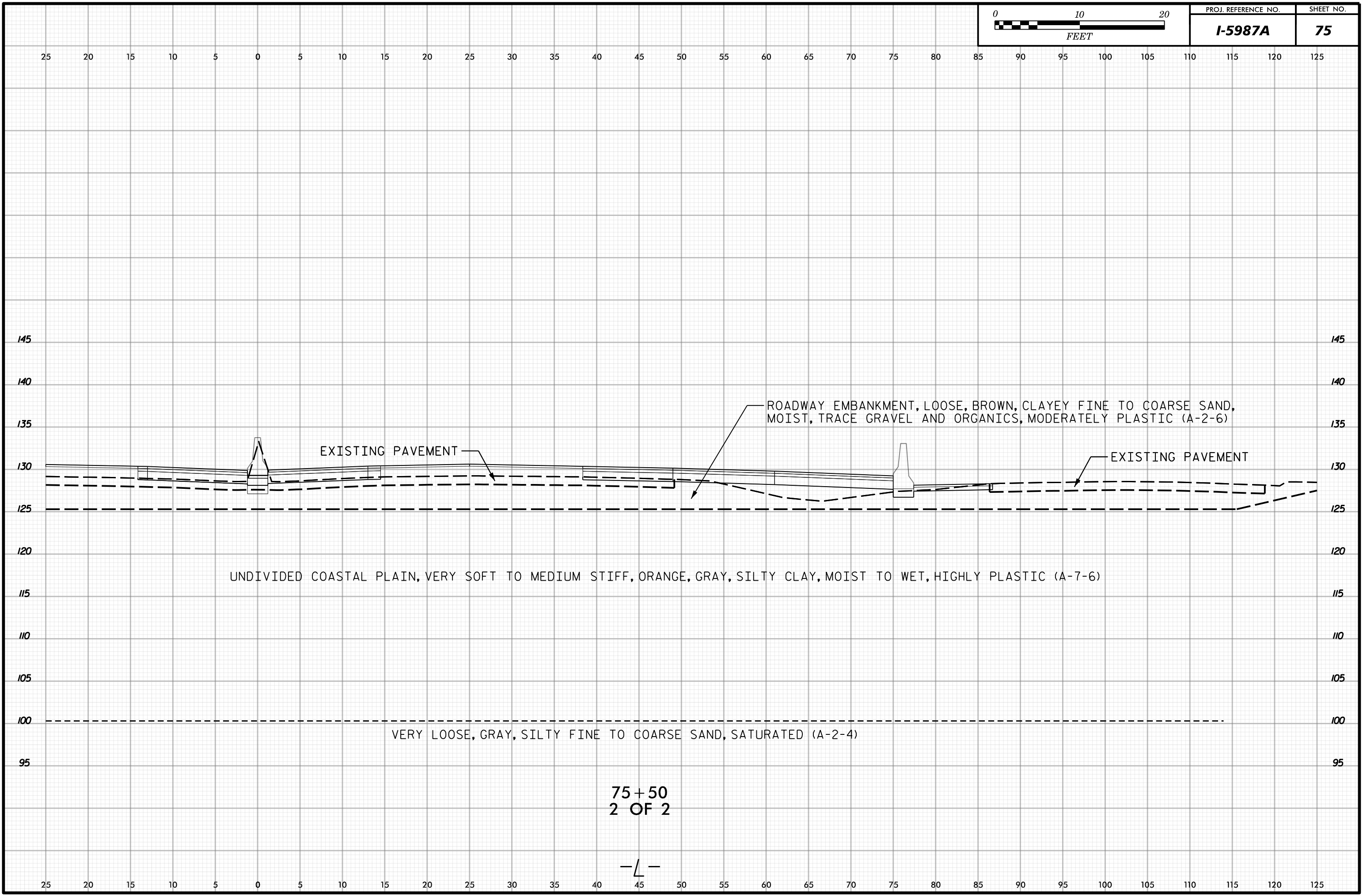
165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15



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

75+50
1 OF 2





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

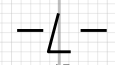
VERY LOOSE, GRAY, SILTY FINE TO COARSE SAND, SATURATED (A-2-4)

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

EXISTING PAVEMENT

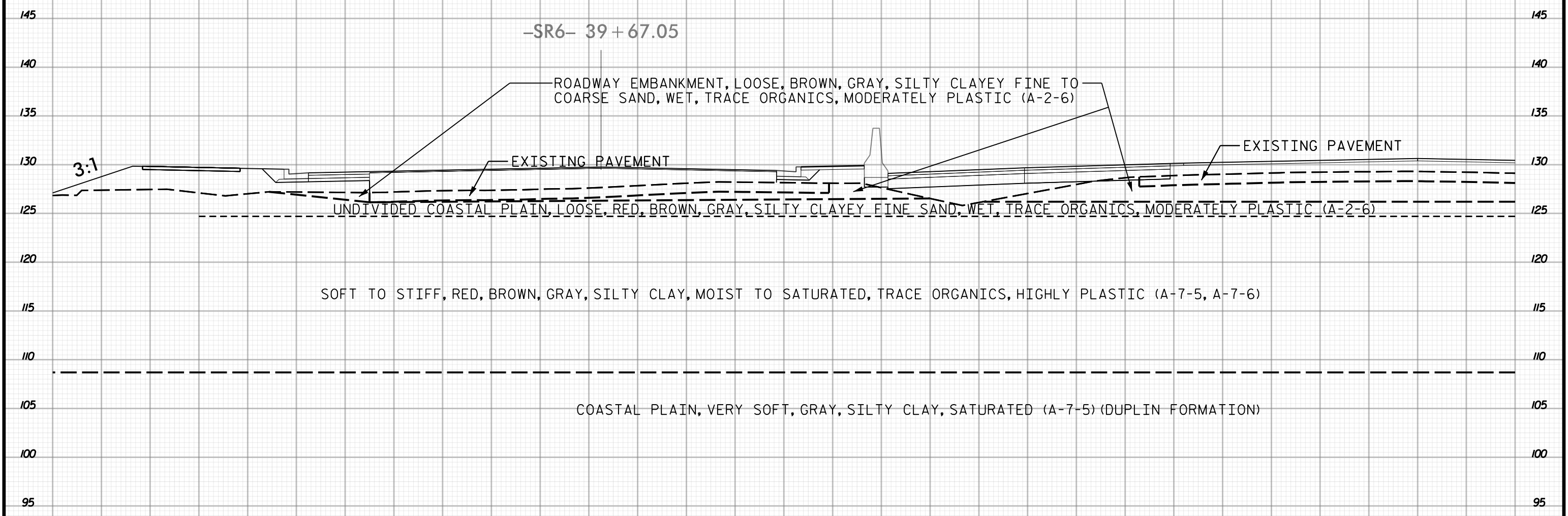
EXISTING PAVEMENT

75+50
2 OF 2



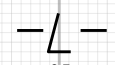


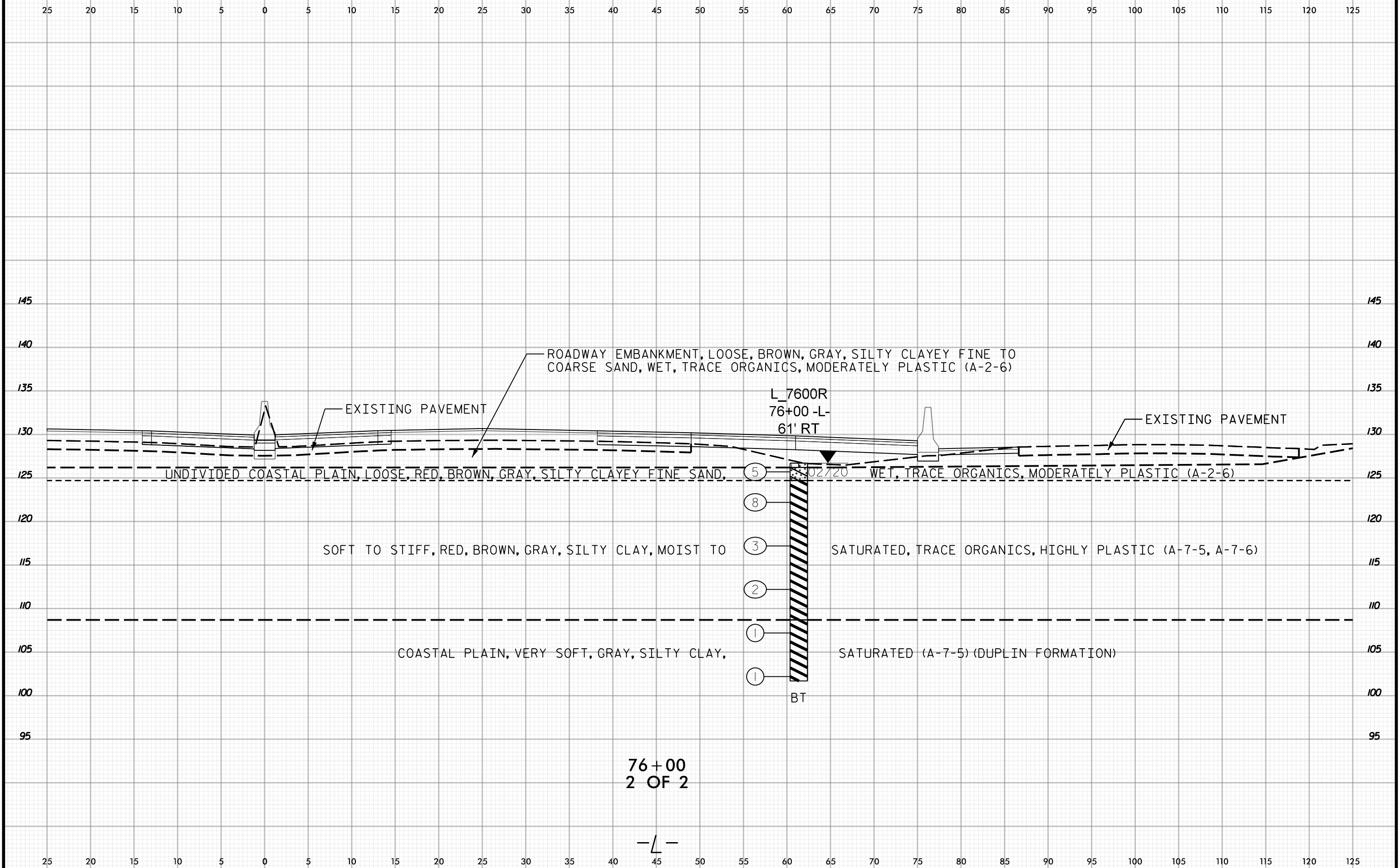
165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15



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

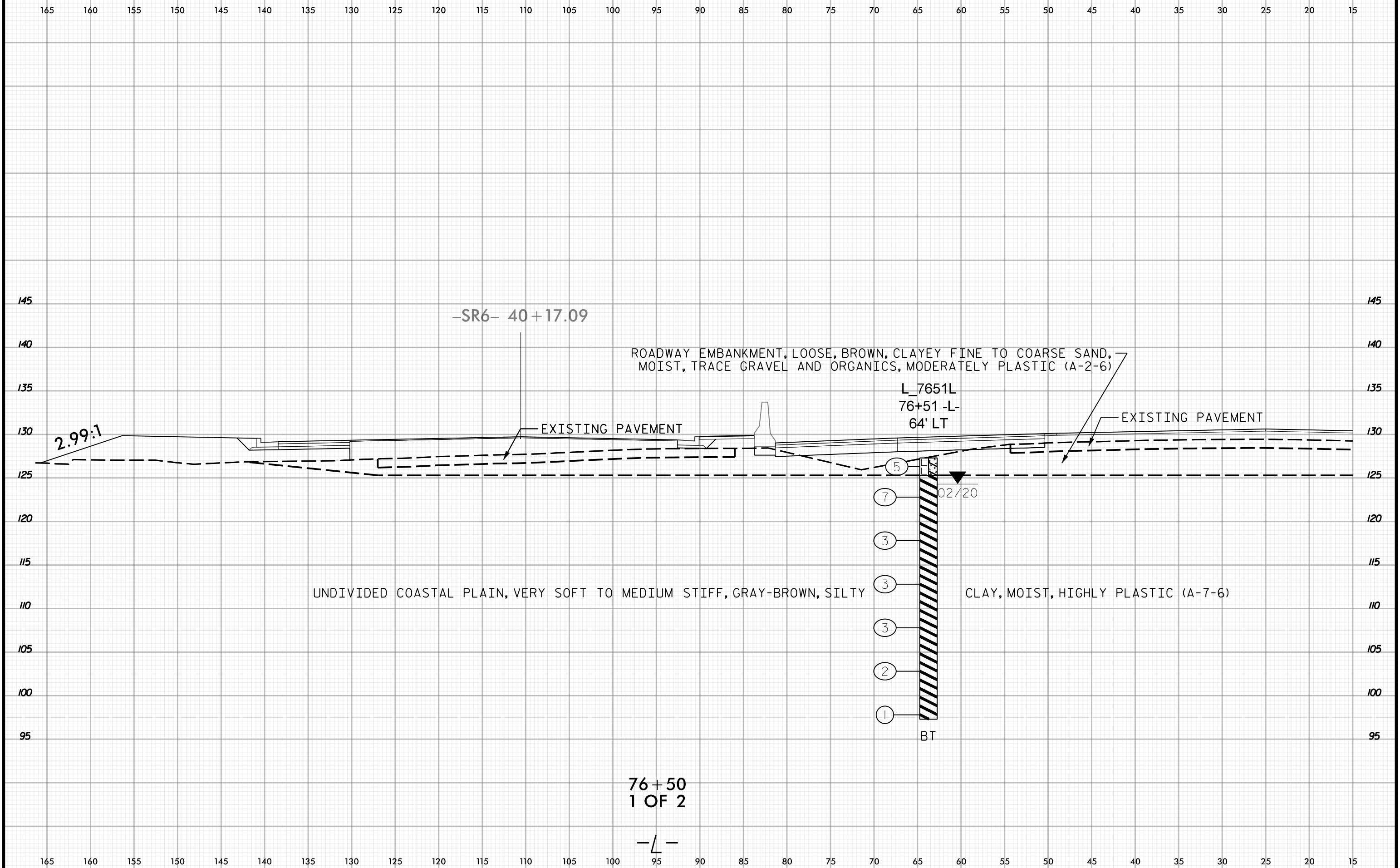
76+00
1 OF 2





76+00
2 OF 2

-L-



-SR6- 40+17.09

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

L_7651L
76+51 -L-
64' LT

EXISTING PAVEMENT

EXISTING PAVEMENT

2.99:1

02/20

- (5)
- (7)
- (3)
- (3)
- (3)
- (3)
- (2)
- (1)

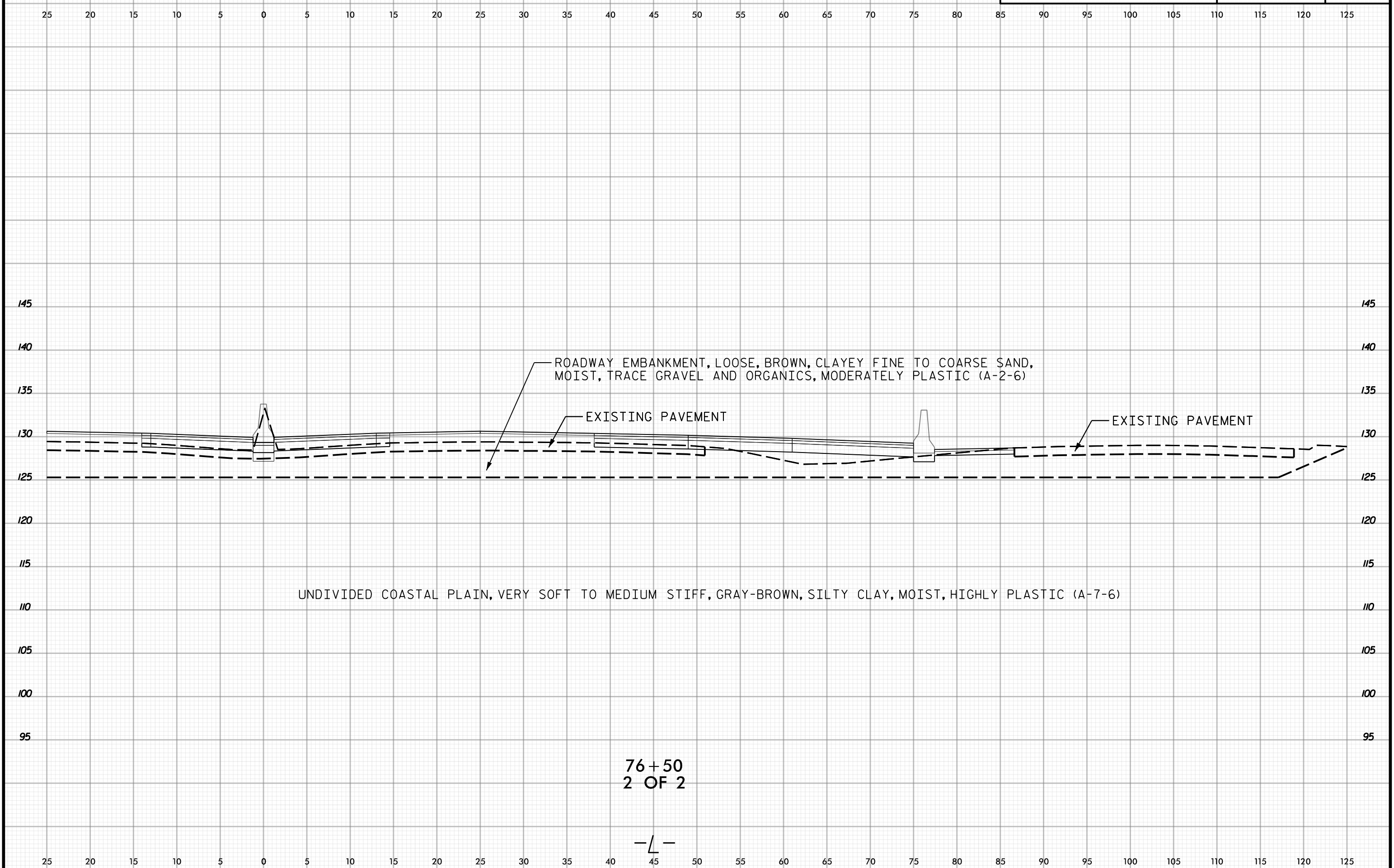
BT

UNDIVIDED COASTAL PLAIN, VERY SOFT TO MEDIUM STIFF, GRAY-BROWN, SILTY

CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

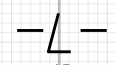
76+50
1 OF 2

-L-



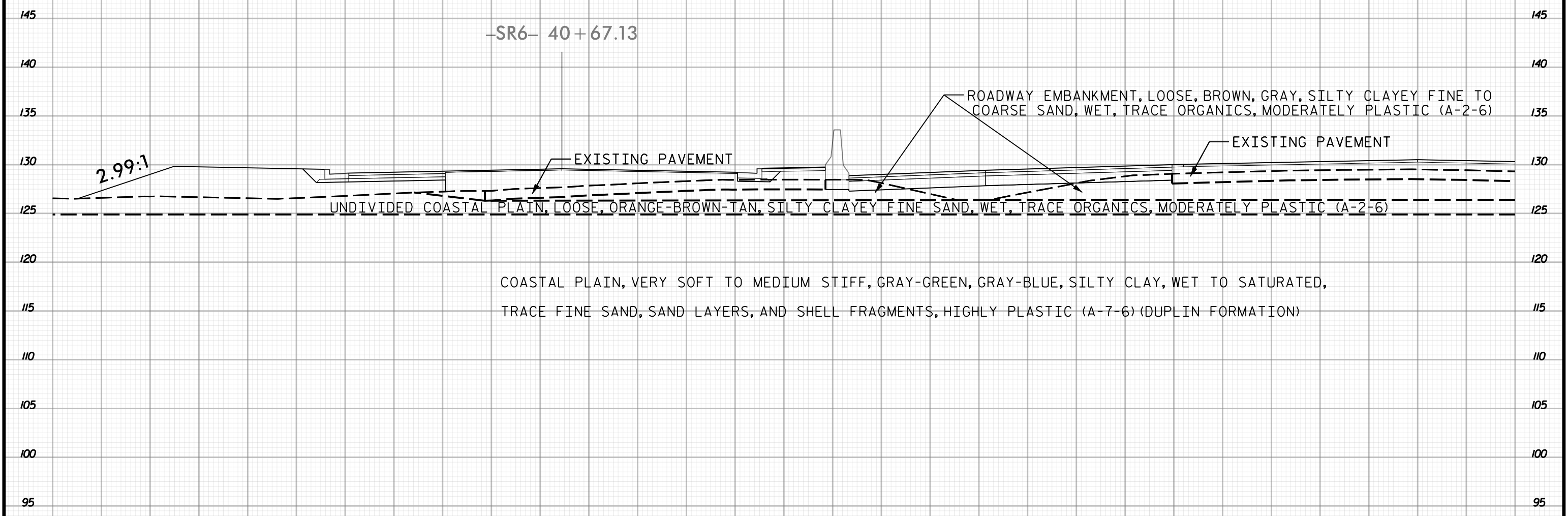
UNDIVIDED COASTAL PLAIN, VERY SOFT TO MEDIUM STIFF, GRAY-BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

76+50
2 OF 2

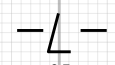




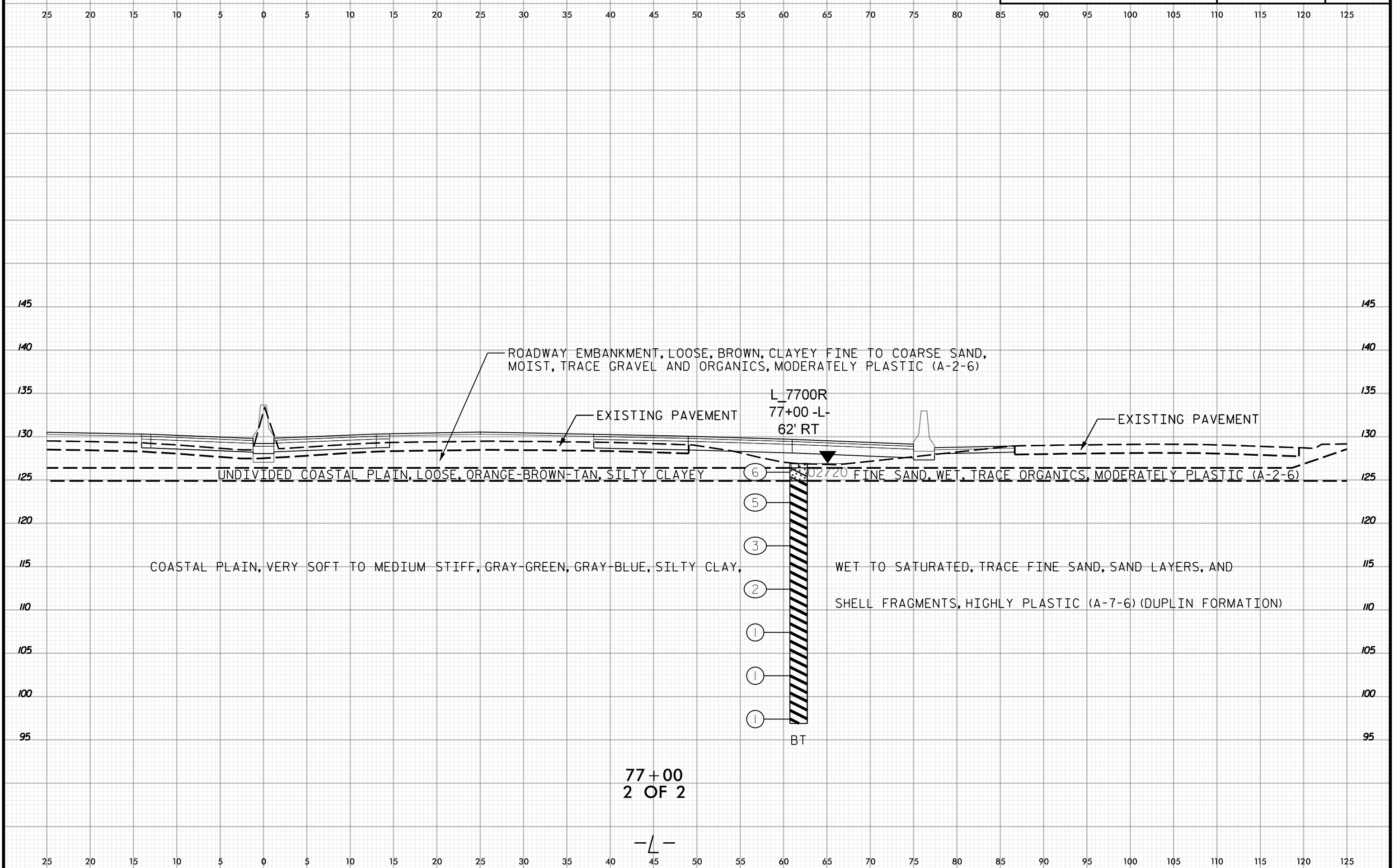
165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15



77+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



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

EXISTING PAVEMENT

L_7700R
77+00 -L-
62' RT

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, LOOSE, ORANGE-BROWN-TAN, SILTY CLAYEY

⑥ FINE SAND, WET, TRACE ORGANICS, MODERATELY PLASTIC (A-2-6)

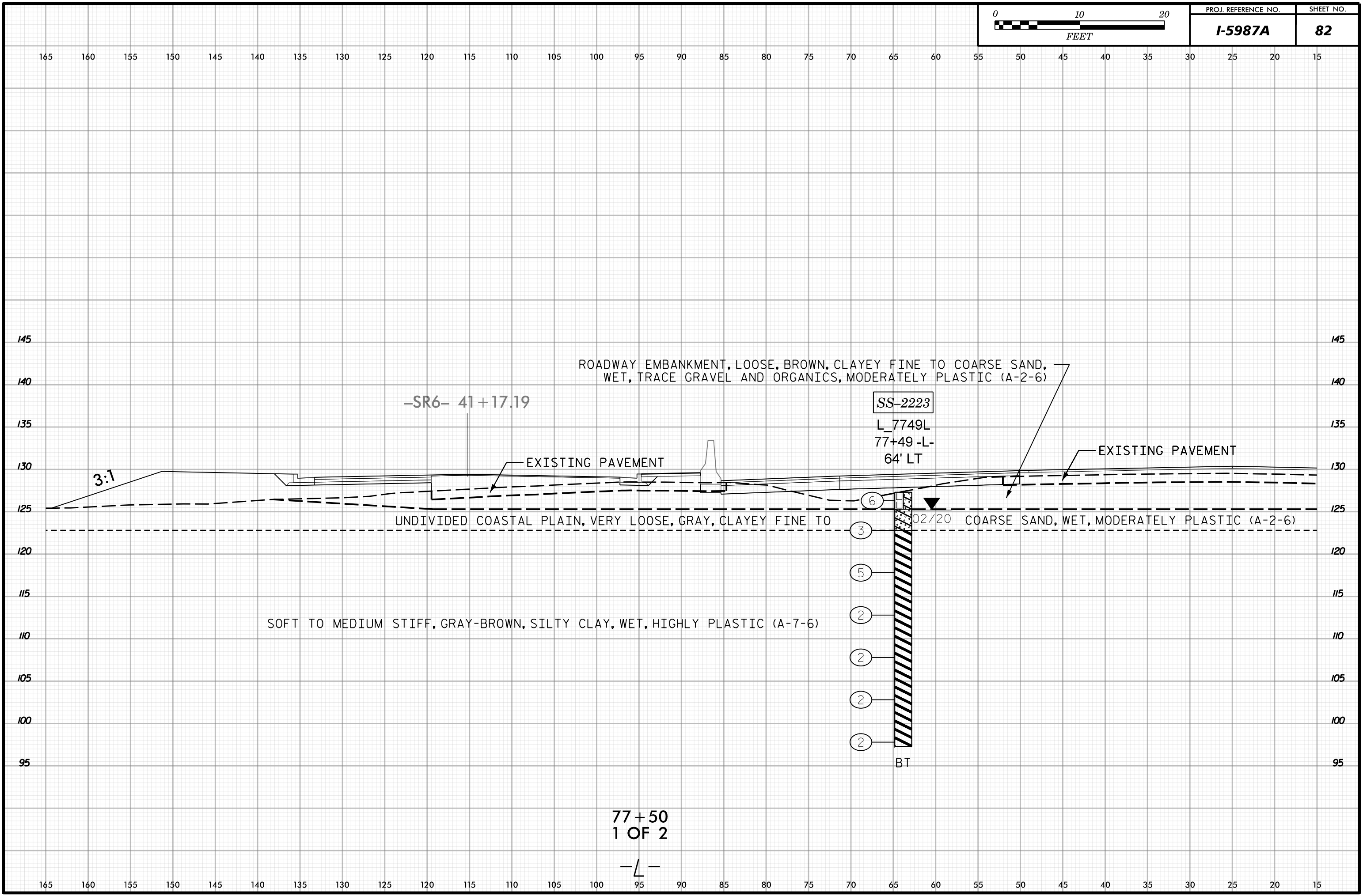
COASTAL PLAIN, VERY SOFT TO MEDIUM STIFF, GRAY-GREEN, GRAY-BLUE, SILTY CLAY,

⑤
③
②
①
①
①
WET TO SATURATED, TRACE FINE SAND, SAND LAYERS, AND SHELL FRAGMENTS, HIGHLY PLASTIC (A-7-6) (DUPLIN FORMATION)

BT

77+00
2 OF 2

-L-



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

-SR6- 41+17.19

SS-2223
L_7749L
77+49 -L-
64' LT

EXISTING PAVEMENT

EXISTING PAVEMENT

3:1

UNDIVIDED COASTAL PLAIN, VERY LOOSE, GRAY, CLAYEY FINE TO

60/20 COARSE SAND, WET, MODERATELY PLASTIC (A-2-6)

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

- (6)
- (3)
- (5)
- (2)
- (2)
- (2)
- (2)

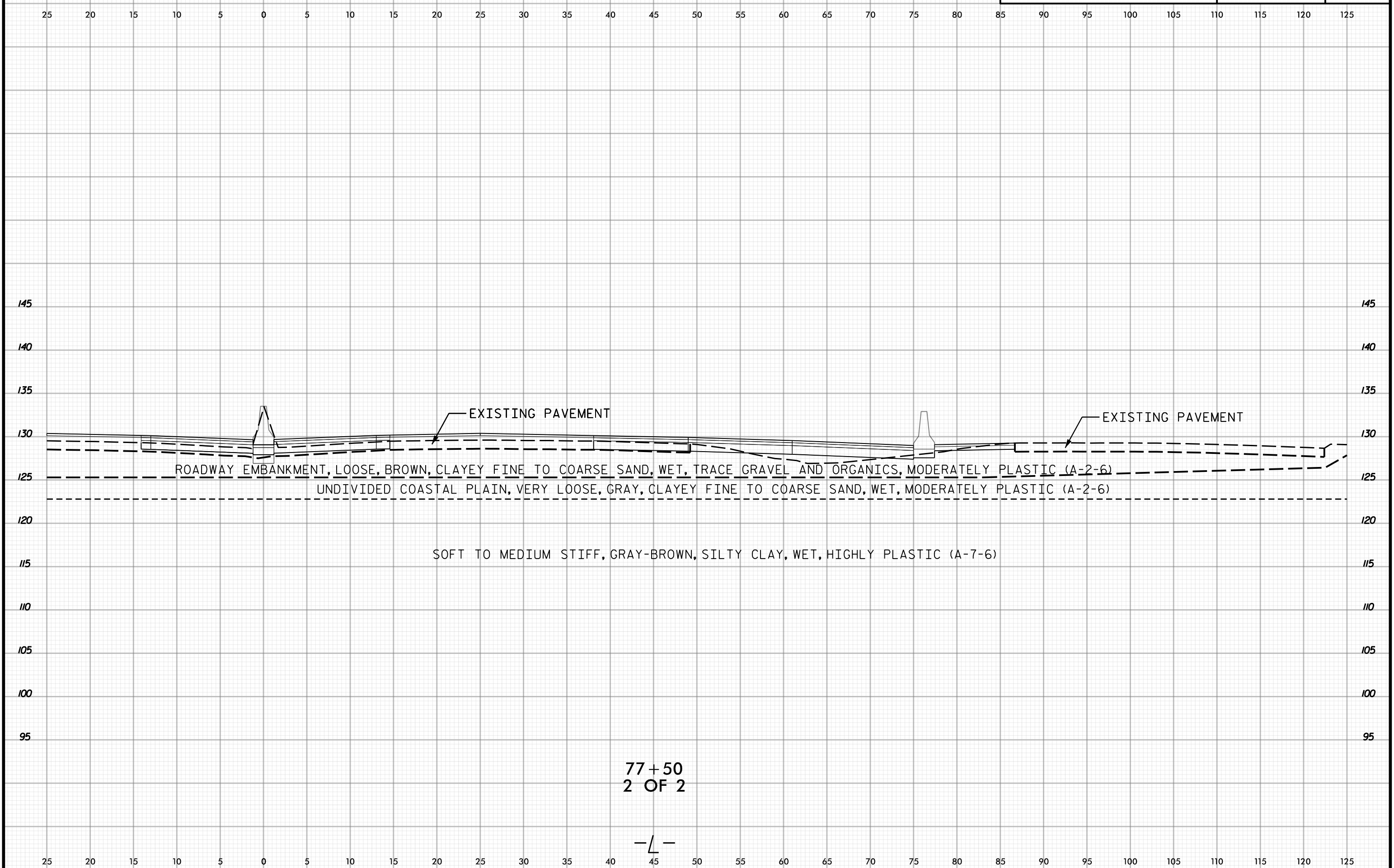
BT

77+50
1 OF 2

-L-



PROJ. REFERENCE NO.	SHEET NO.
I-5987A	83



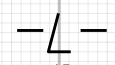
EXISTING PAVEMENT

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)

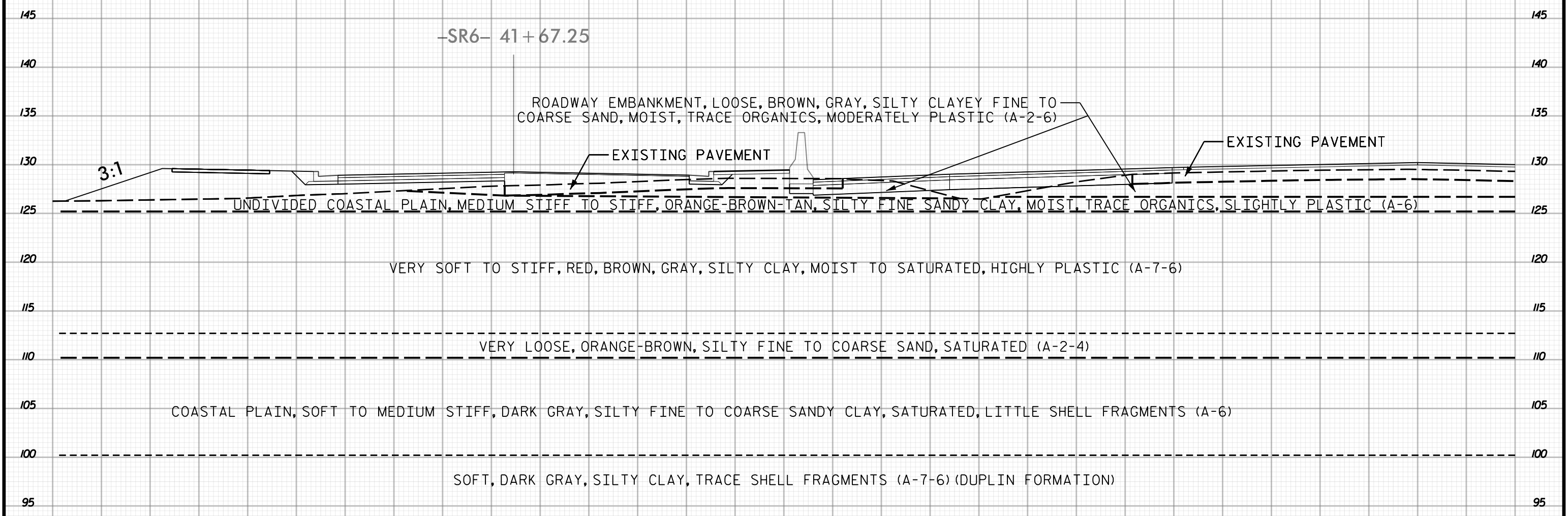
SOFT TO MEDIUM STIFF, GRAY-BROWN, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

77+50
2 OF 2





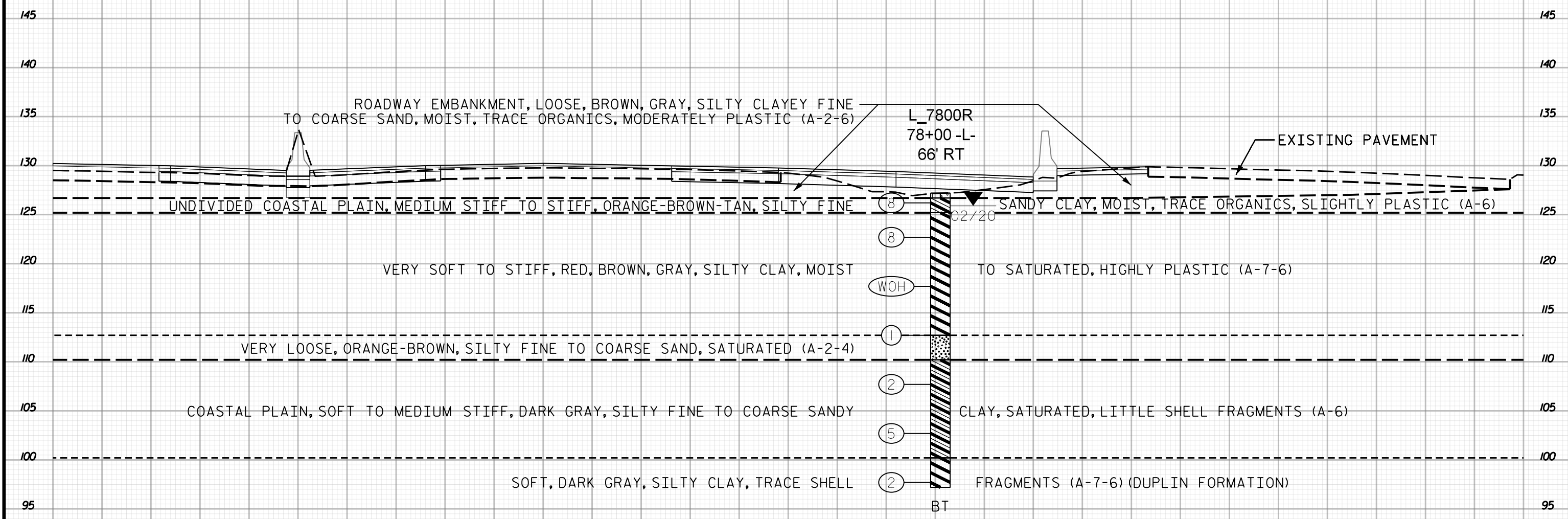
165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15



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



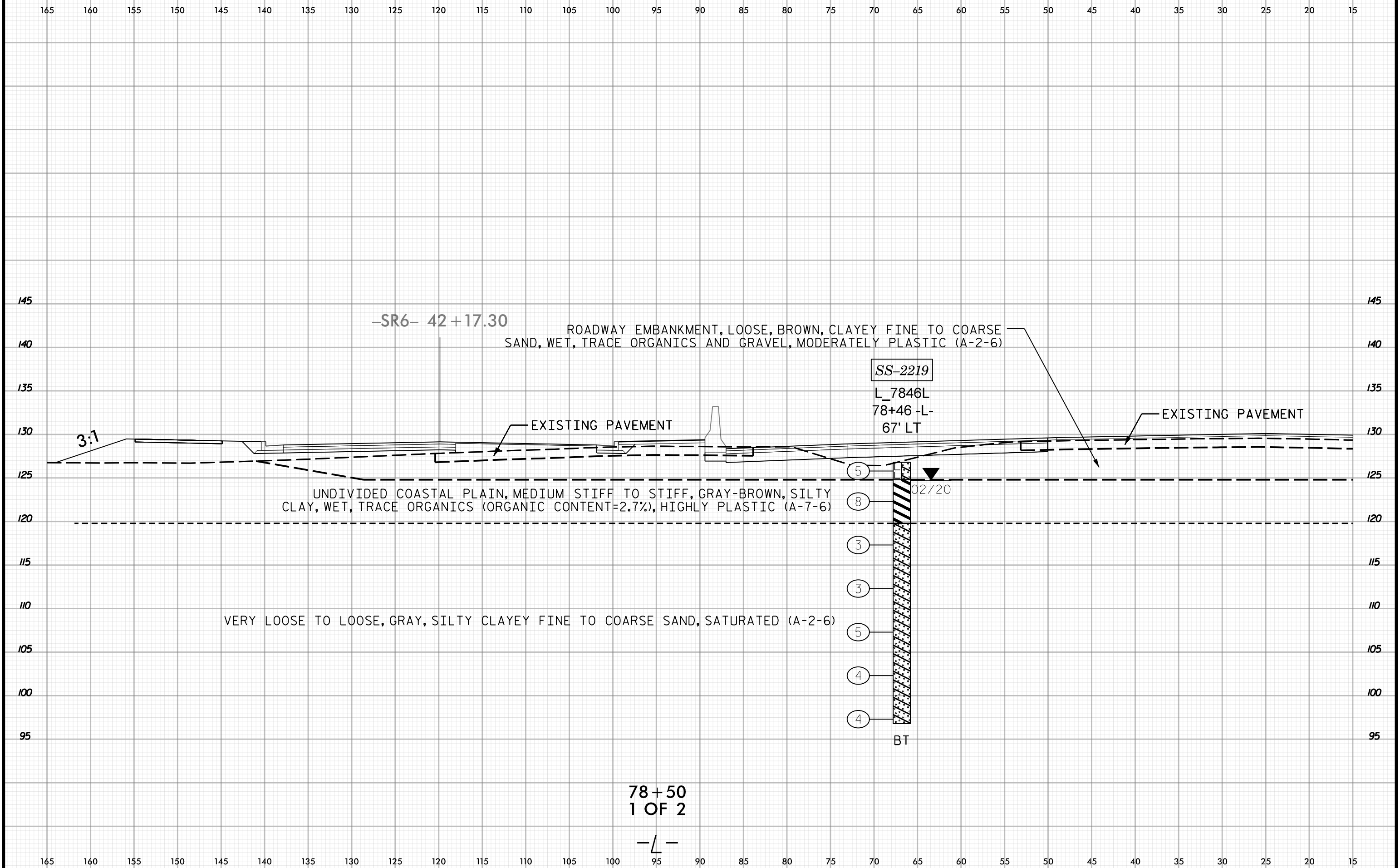
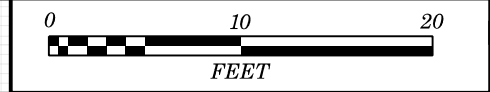
25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125



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



-SR6- 42+17.30

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

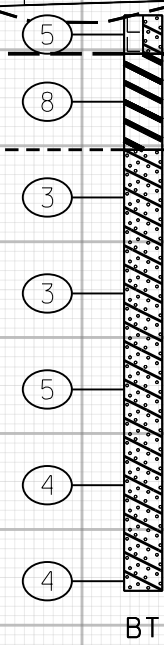
SS-2219
L_7846L
78+46 -L-
67' LT

EXISTING PAVEMENT

EXISTING PAVEMENT

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)

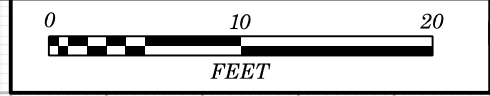


02/20

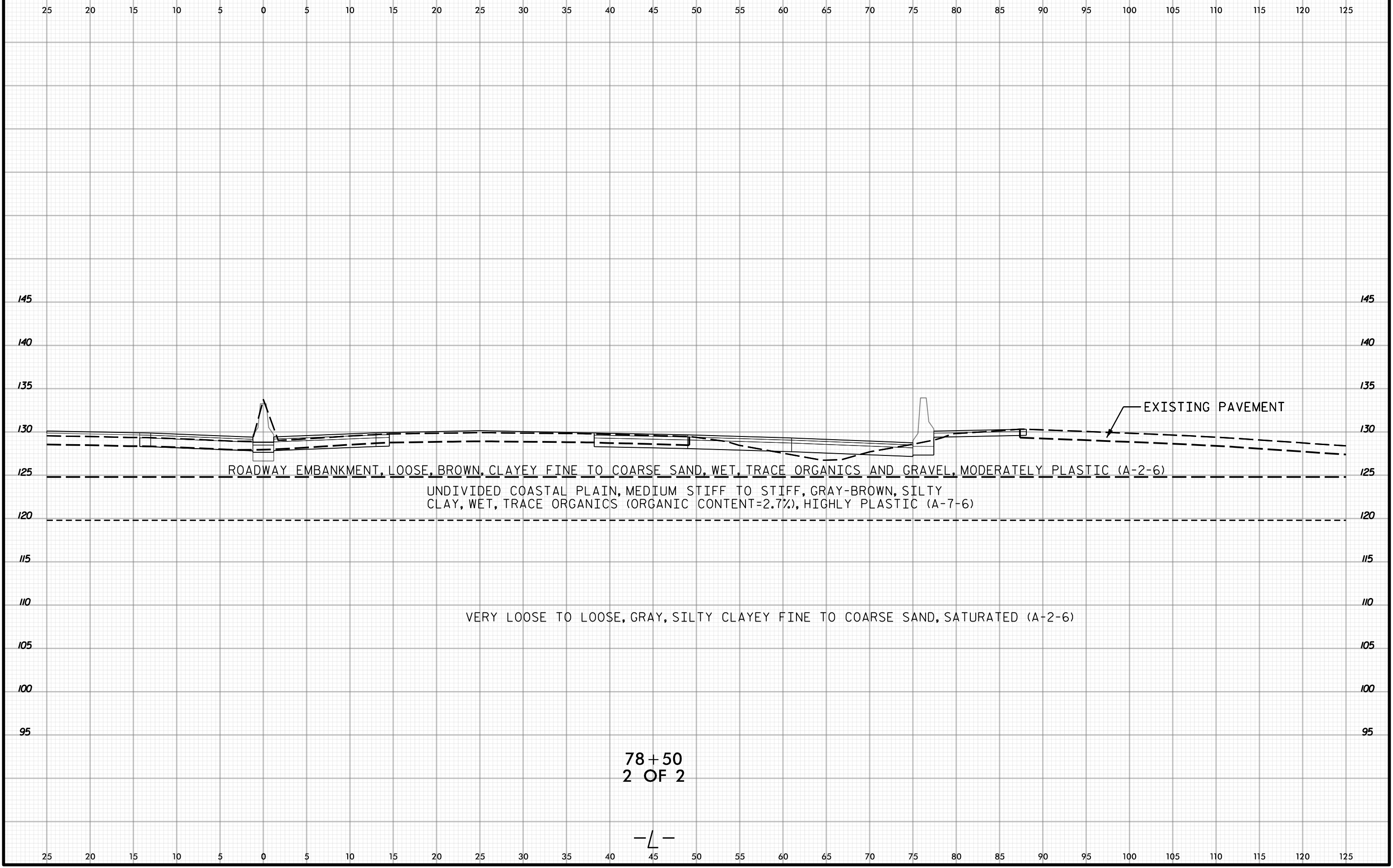
BT

78+50
1 OF 2

-L-



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

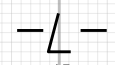


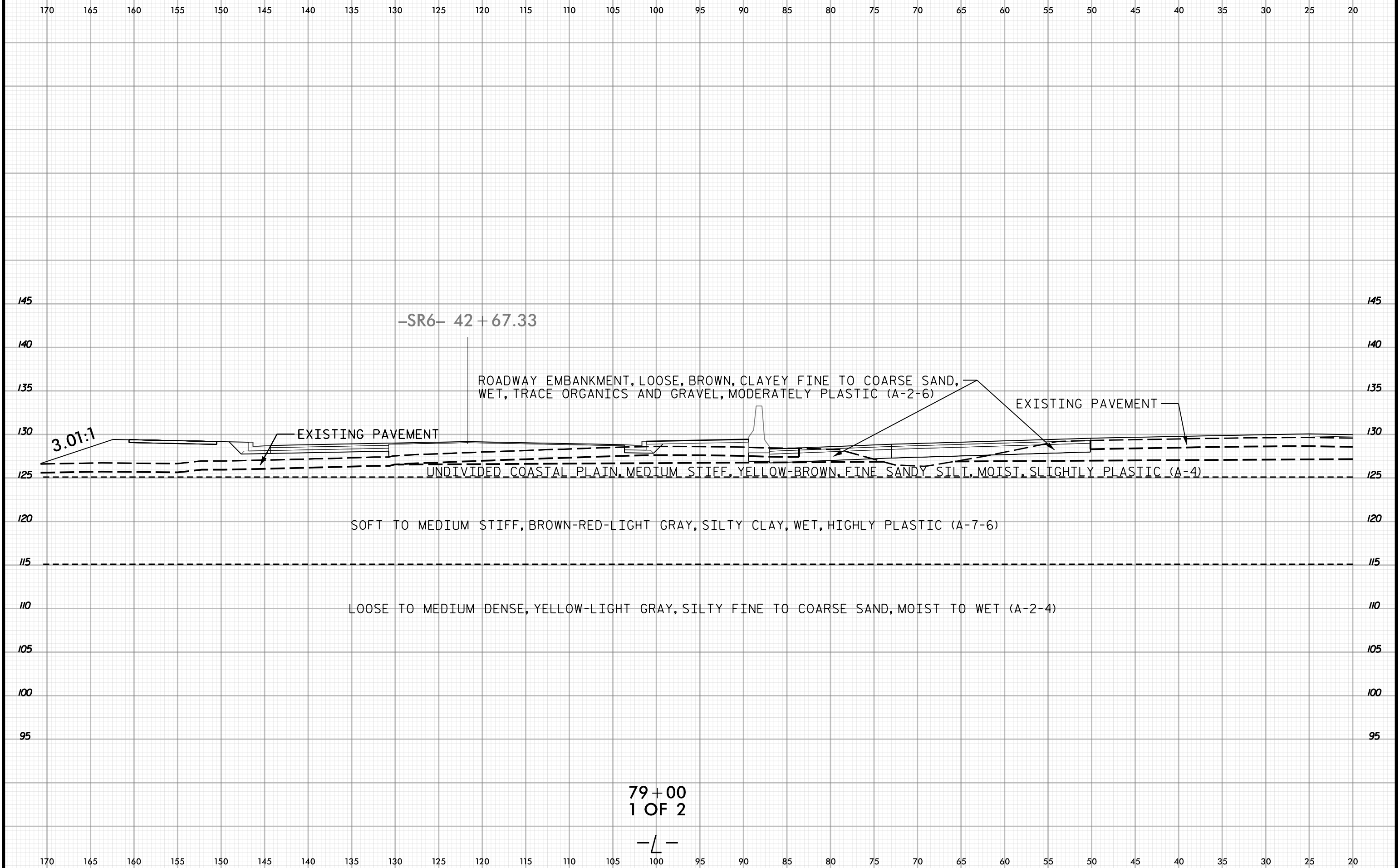
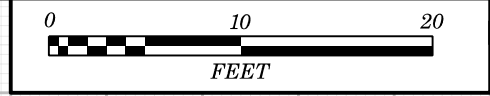
ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, WET, TRACE ORGANICS AND GRAVEL, MODERATELY PLASTIC (A-2-6)

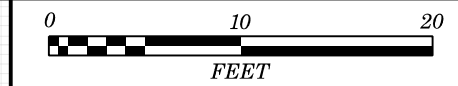
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY-BROWN, SILTY CLAY, WET, TRACE ORGANICS (ORGANIC CONTENT=2.7%), HIGHLY PLASTIC (A-7-6)

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

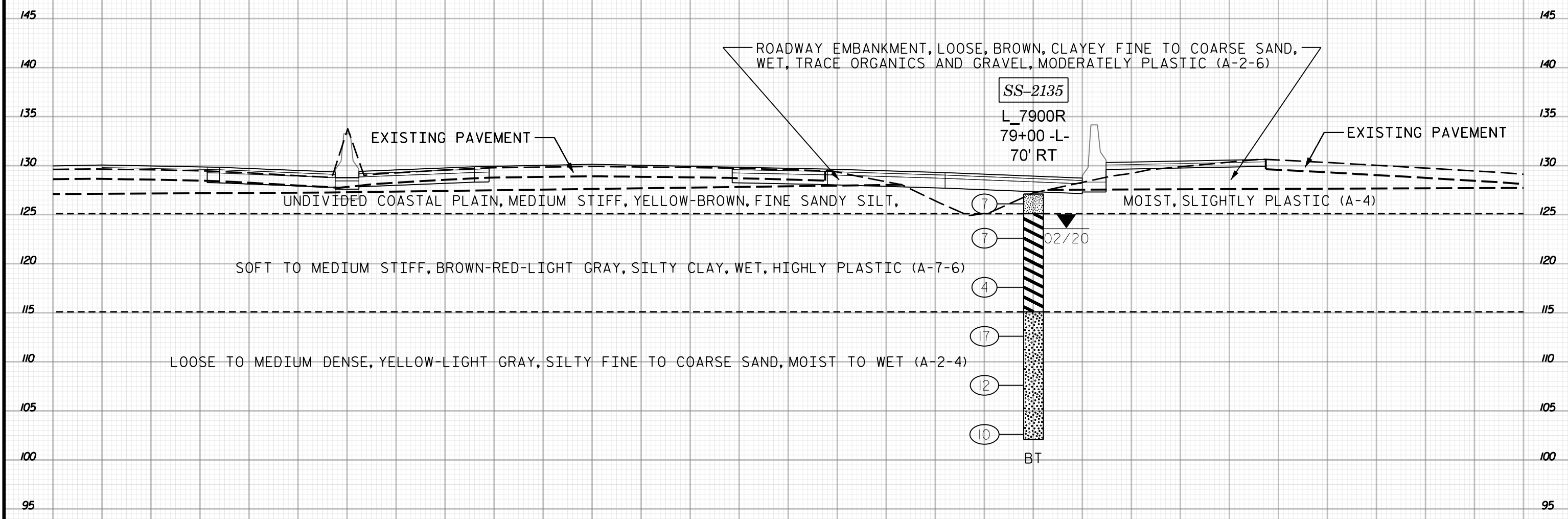
78+50
2 OF 2







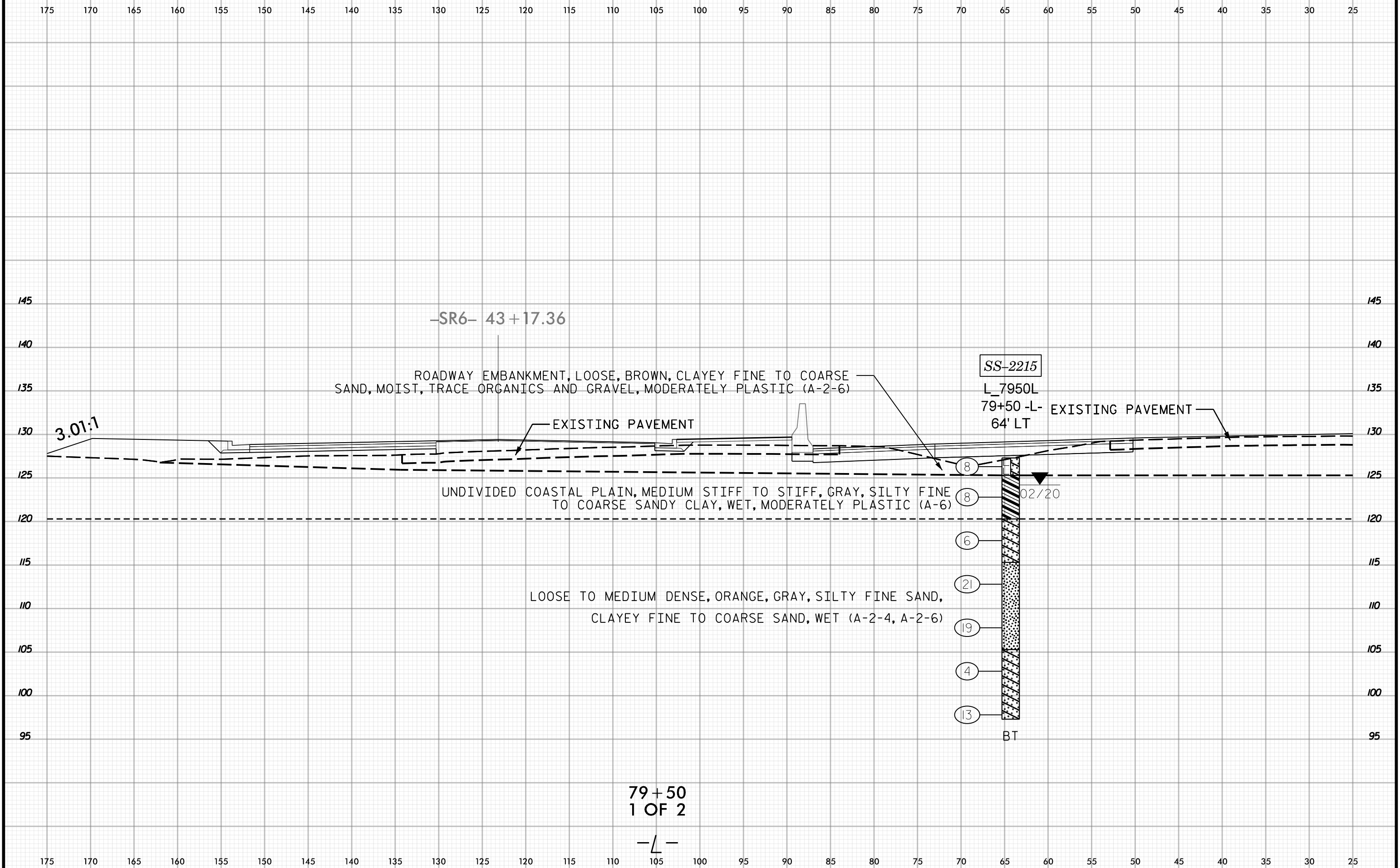
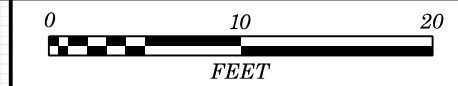
30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



79+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- 43 + 17.36

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

SS-2215

L_7950L
79+50 -L- EXISTING PAVEMENT
64' LT

3.01:1

EXISTING PAVEMENT

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

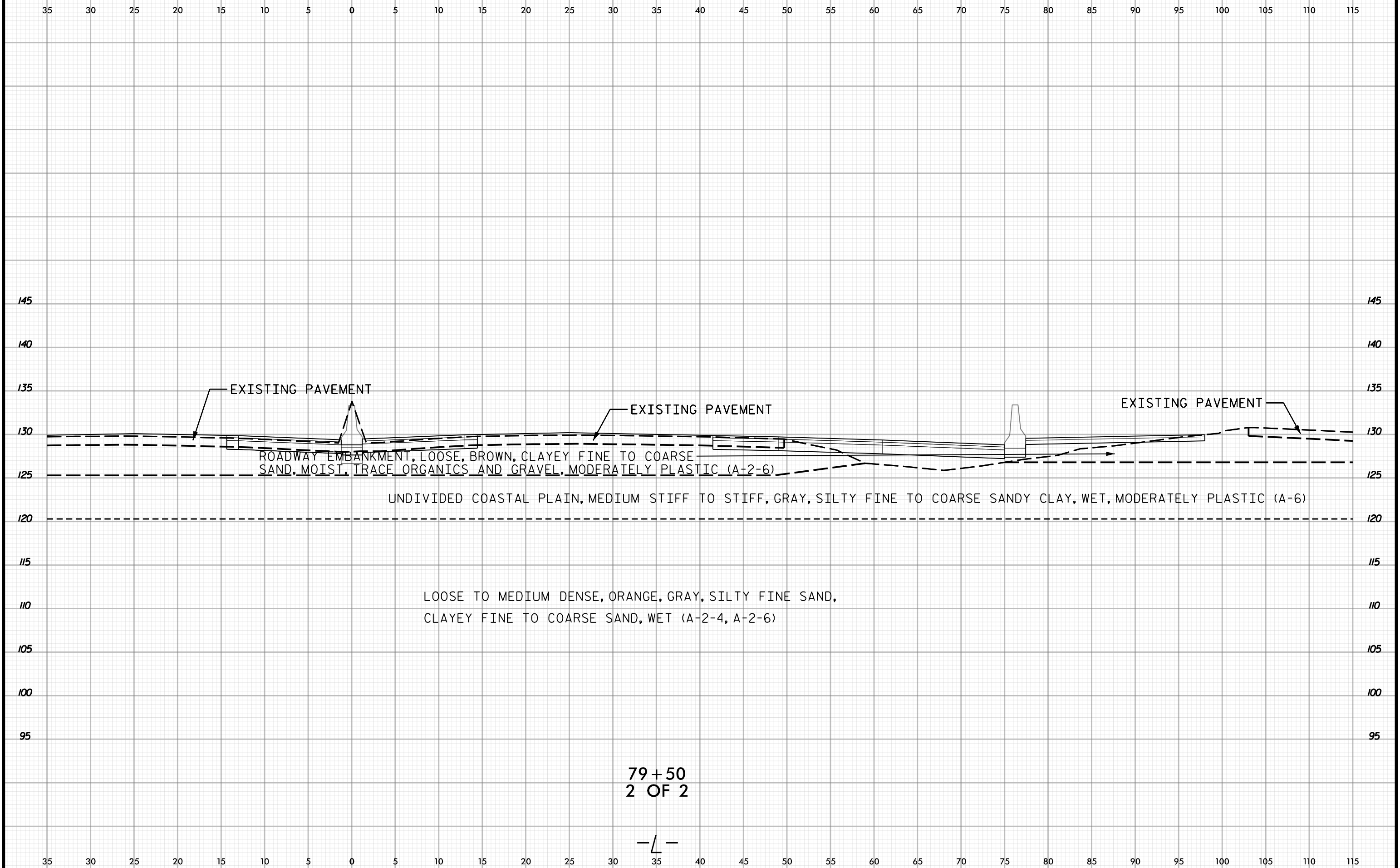
LOOSE TO MEDIUM DENSE, ORANGE, GRAY, SILTY FINE SAND, CLAYEY FINE TO COARSE SAND, WET (A-2-4, A-2-6)

02/20

BT

79 + 50
1 OF 2

-L-

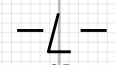


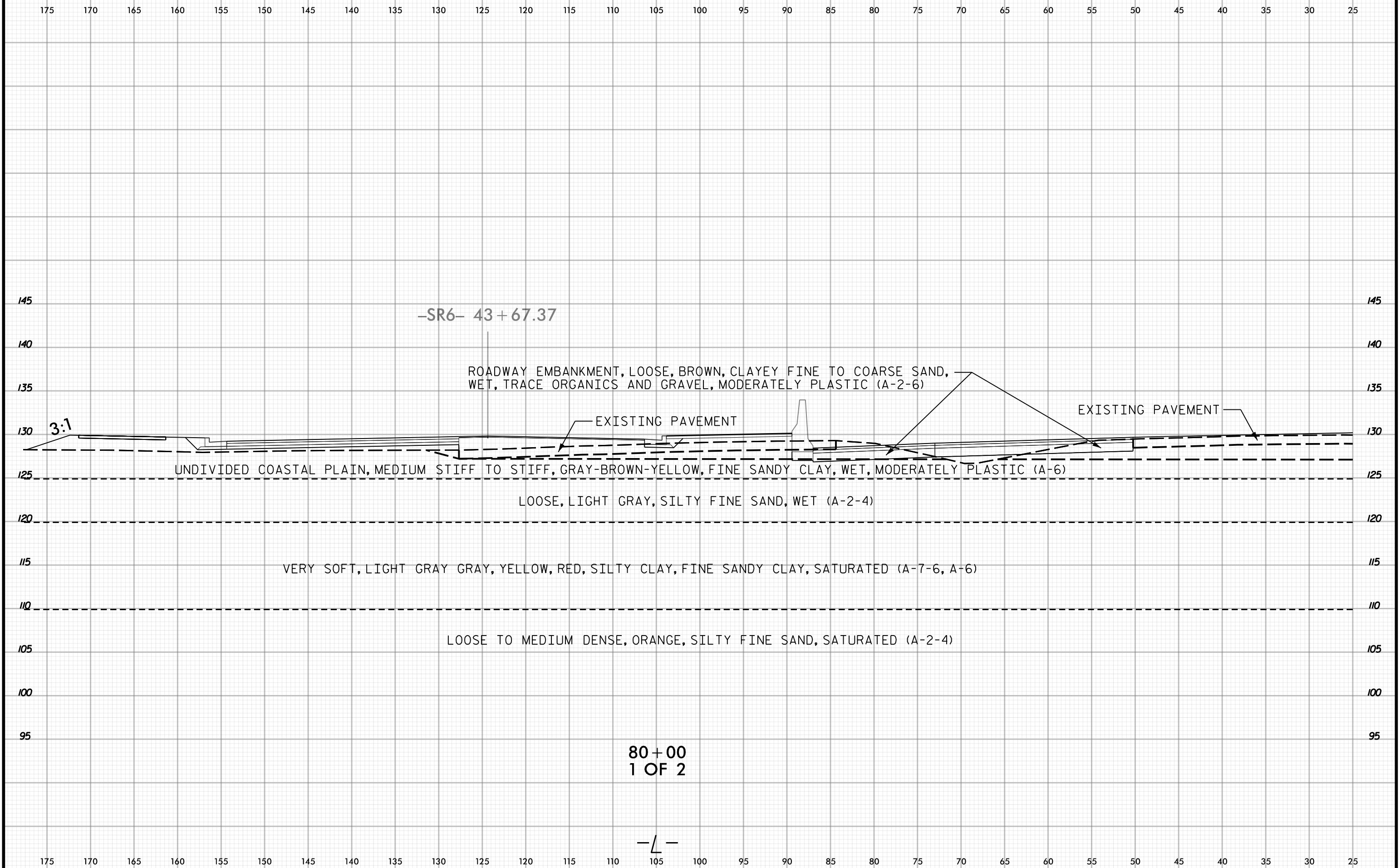
ROADWAY EMBANKMENT, LOOSE, BROWN, CLAYEY FINE TO COARSE SAND, MOIST, TRACE ORGANICS AND GRAVEL, MODERATELY PLASTIC (A-2-6)

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

LOOSE TO MEDIUM DENSE, ORANGE, GRAY, SILTY FINE SAND, CLAYEY FINE TO COARSE SAND, WET (A-2-4, A-2-6)

79+50
2 OF 2





-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

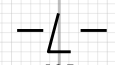
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY-BROWN-YELLOW, FINE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

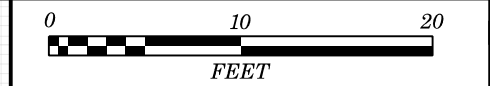
LOOSE, LIGHT GRAY, SILTY FINE SAND, WET (A-2-4)

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

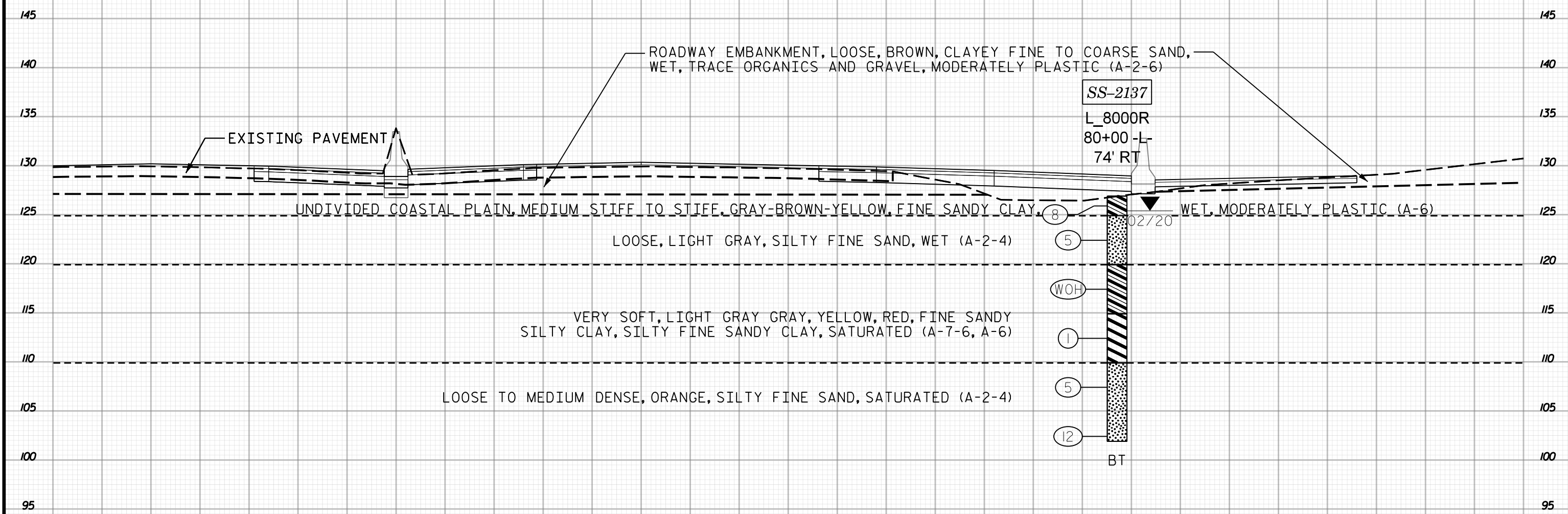
LOOSE TO MEDIUM DENSE, ORANGE, SILTY FINE SAND, SATURATED (A-2-4)

80+00
1 OF 2





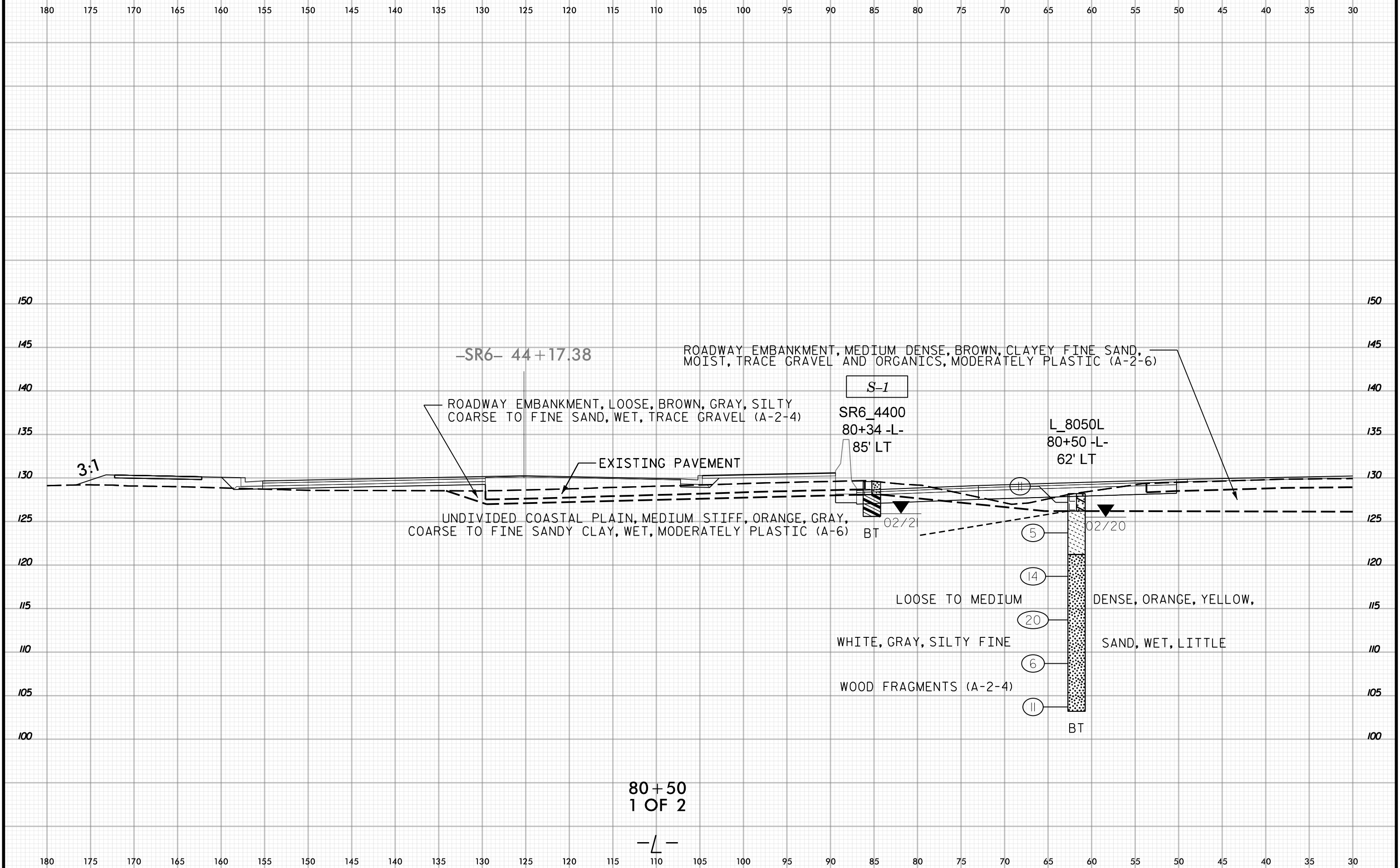
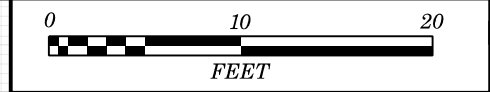
35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115



80+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- 44 + 17.38

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

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

S-1

SR6_4400
80+34 -L-
85' LT

L_8050L
80+50 -L-
62' LT

EXISTING PAVEMENT

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

BT 02/21

BT 02/20

LOOSE TO MEDIUM

DENSE, ORANGE, YELLOW,

WHITE, GRAY, SILTY FINE

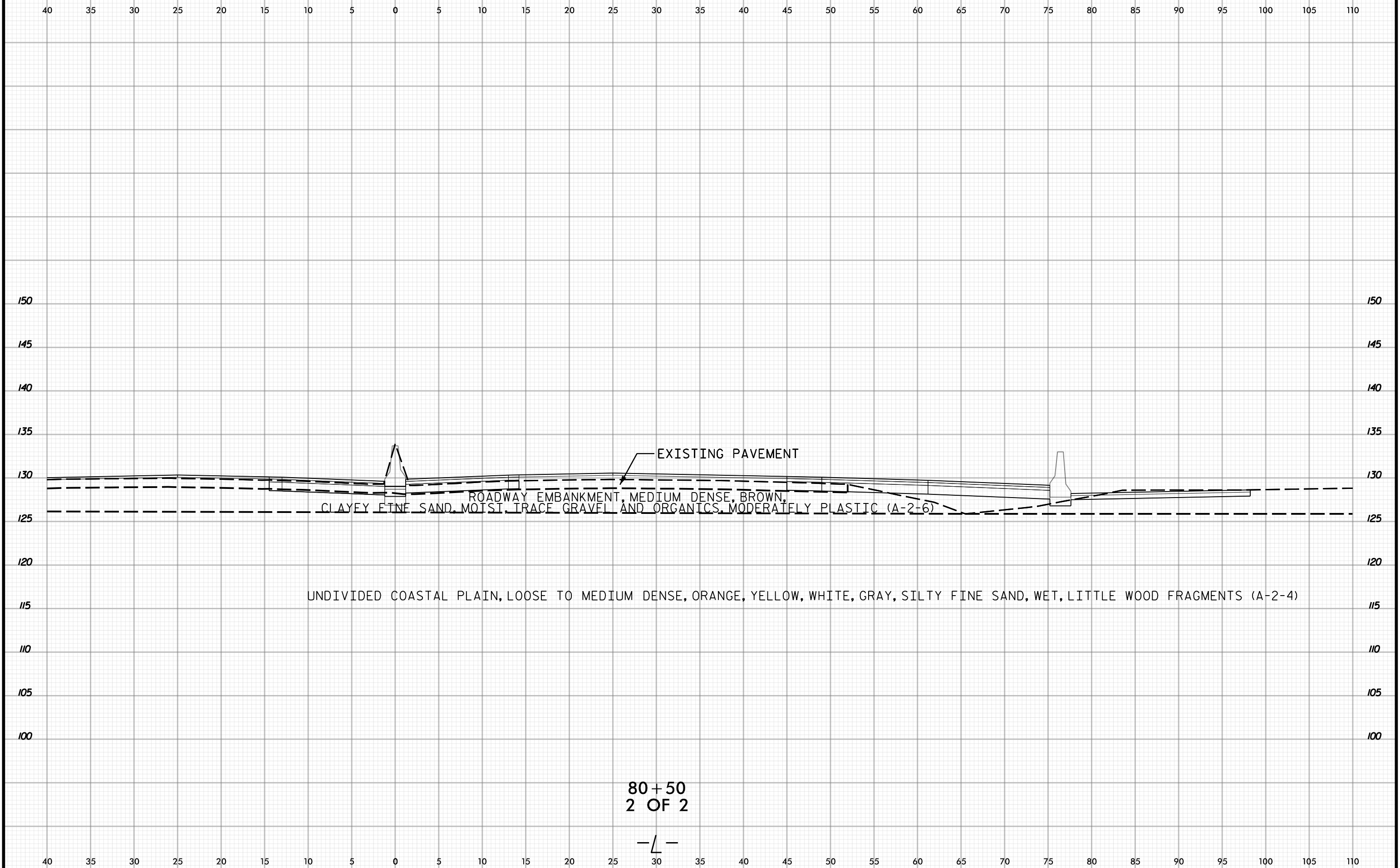
SAND, WET, LITTLE

WOOD FRAGMENTS (A-2-4)

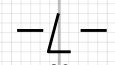
BT

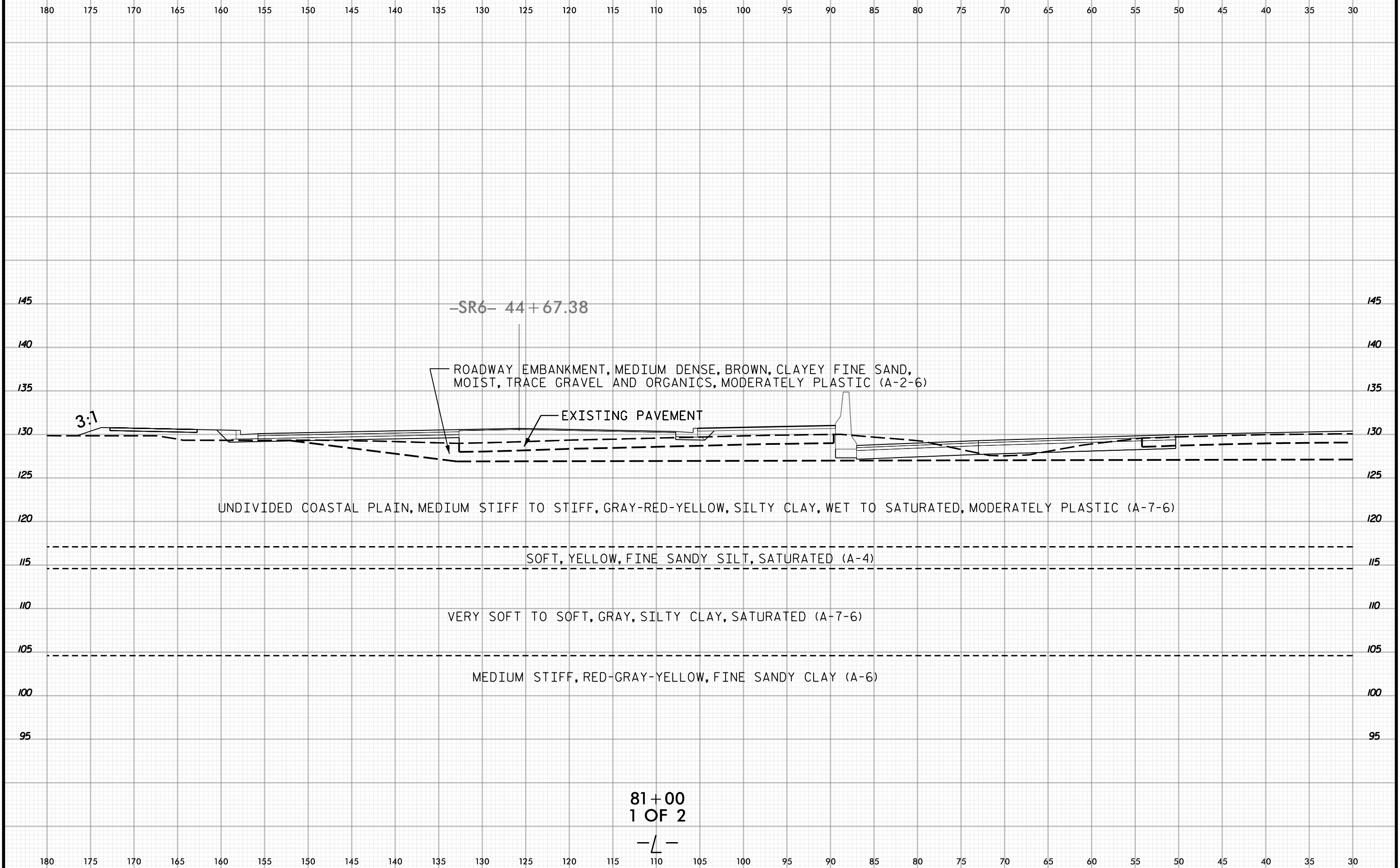
80 + 50
1 OF 2

-L-



80+50
2 OF 2





-SR6- 44+67.38

3:1

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

EXISTING PAVEMENT

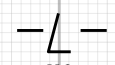
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY-RED-YELLOW, SILTY CLAY, WET TO SATURATED, MODERATELY PLASTIC (A-7-6)

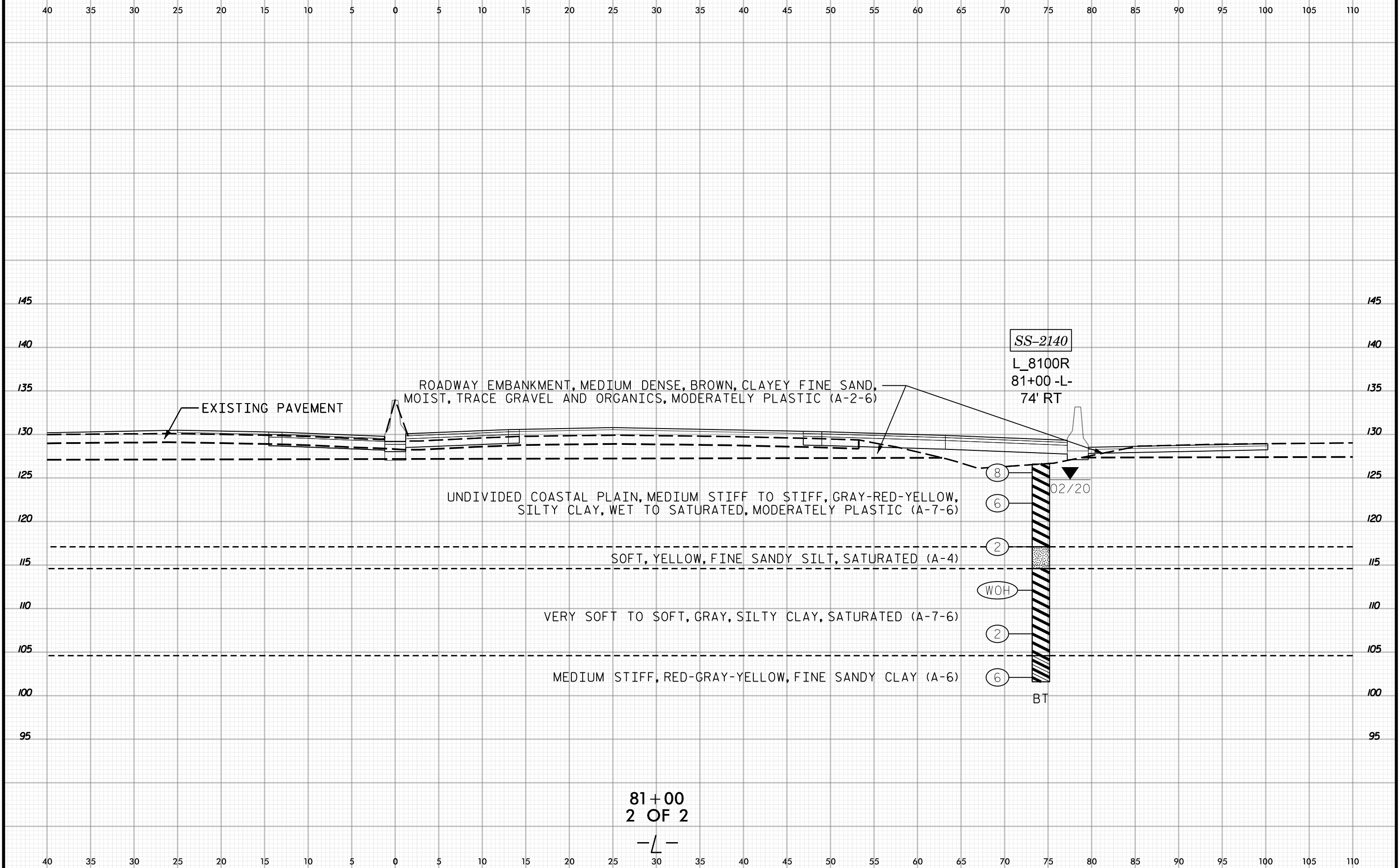
SOFT, YELLOW, FINE SANDY SILT, SATURATED (A-4)

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





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

EXISTING PAVEMENT

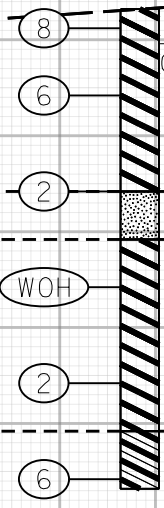
SS-2140
L_8100R
81+00 -L-
74' RT

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)

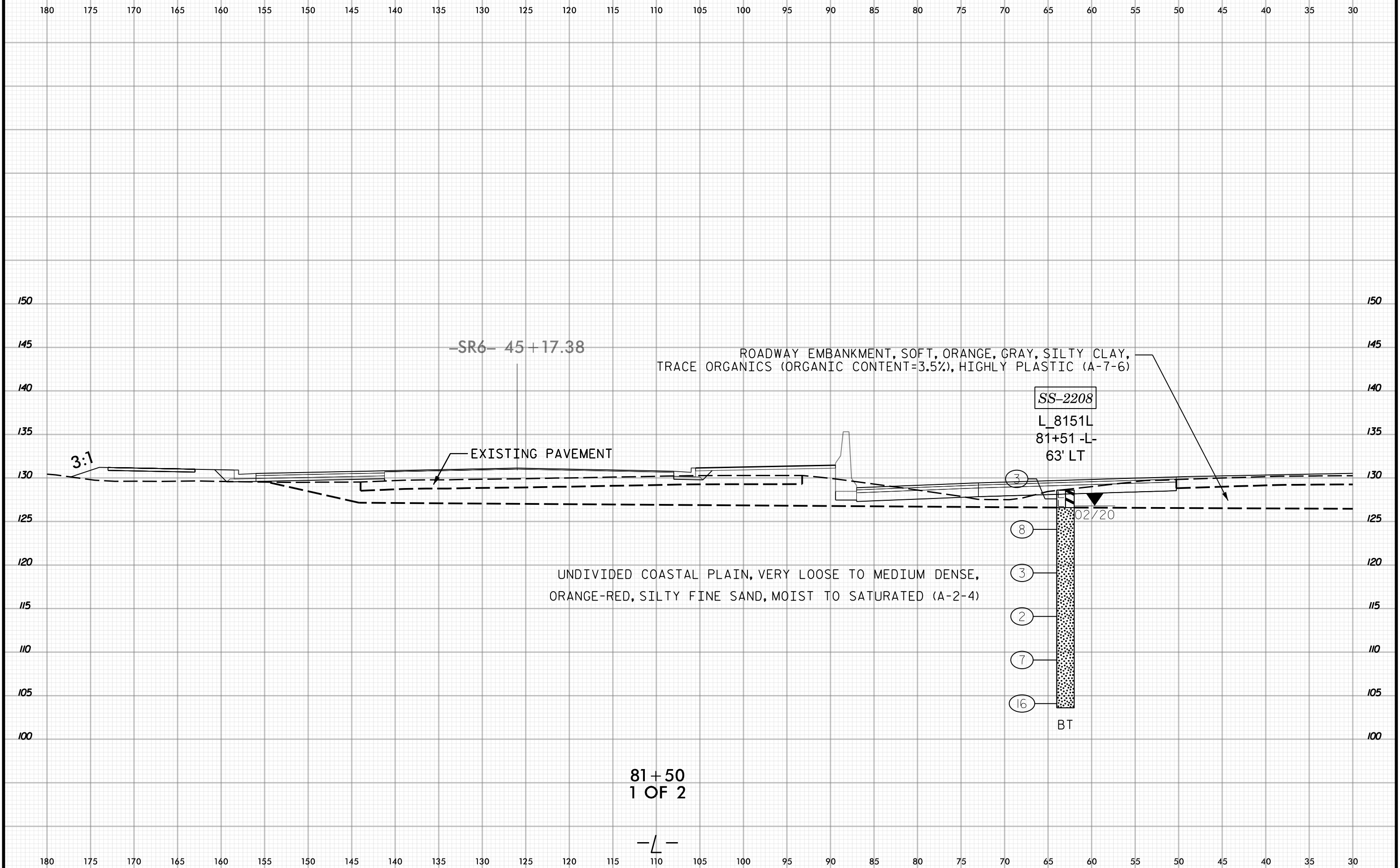
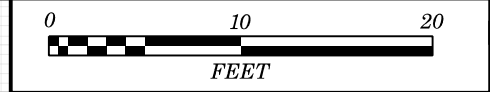
VERY SOFT TO SOFT, GRAY, SILTY CLAY, SATURATED (A-7-6)

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



81+00
2 OF 2

-L-



-SR6- 45+17.38

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

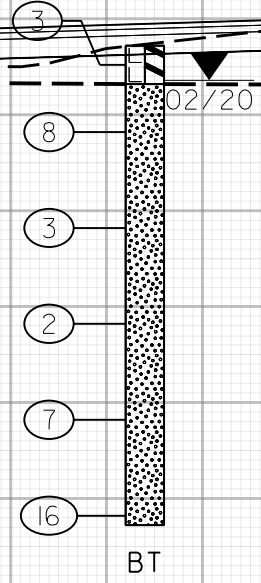
SS-2208

L_8151L
81+51 -L-
63' LT

EXISTING PAVEMENT

3:1

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

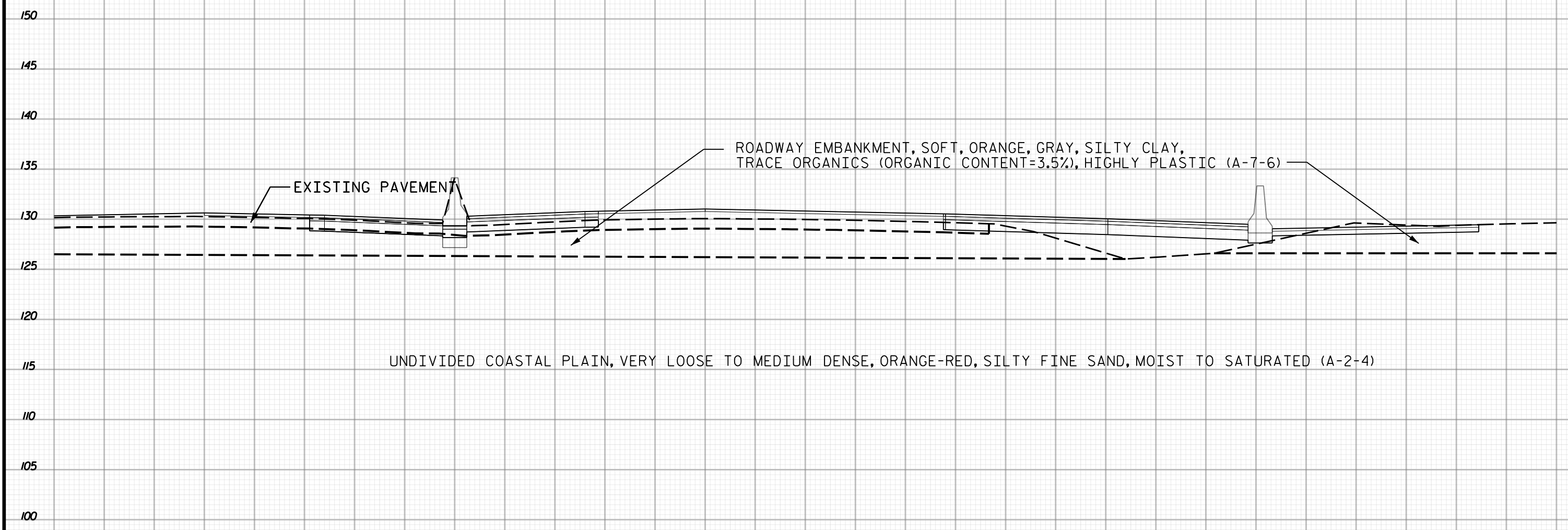


81+50
1 OF 2

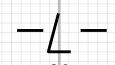
-L-



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



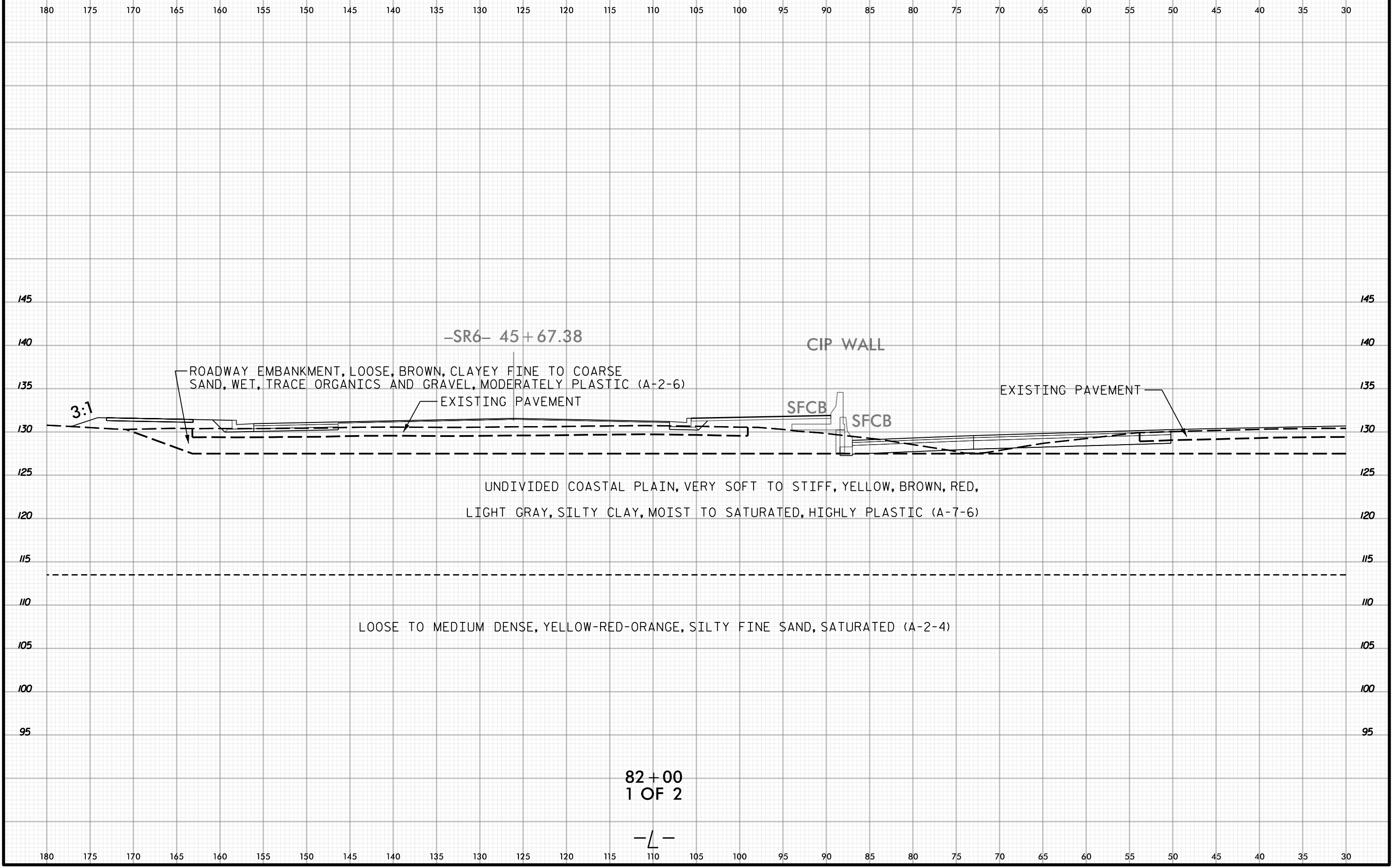
81+50
2 OF 2



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



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

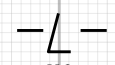
EXISTING PAVEMENT

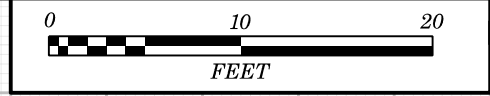
3:1

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

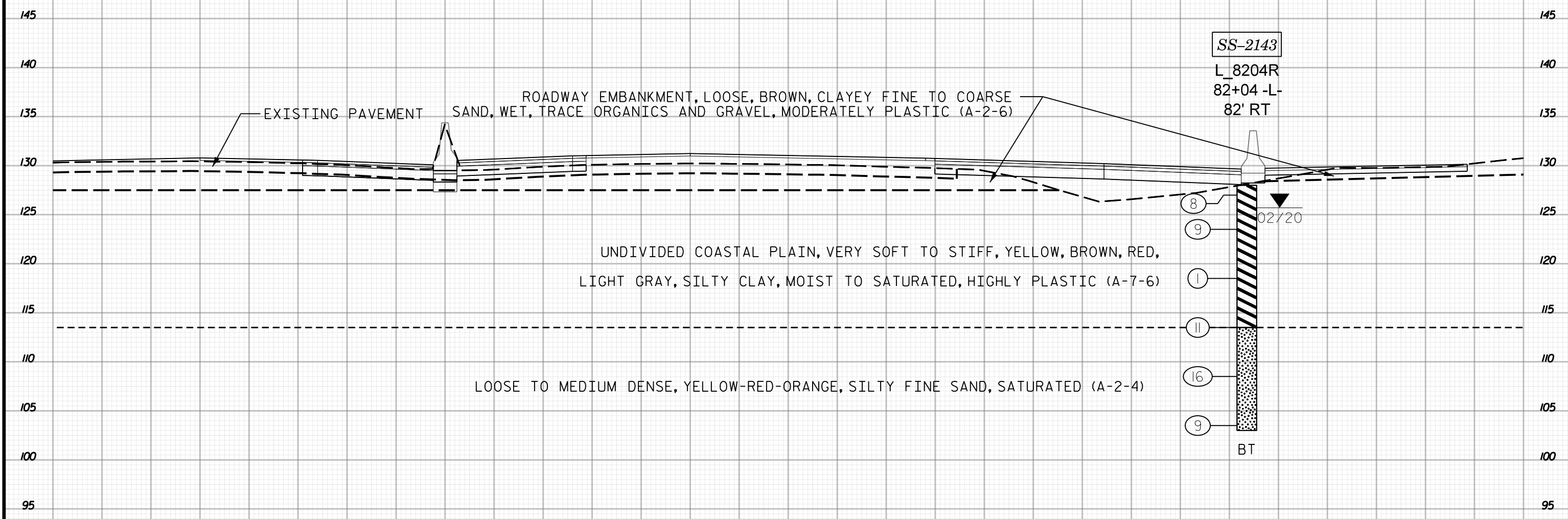
LOOSE TO MEDIUM DENSE, YELLOW-RED-ORANGE, SILTY FINE SAND, SATURATED (A-2-4)

82+00
1 OF 2

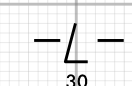




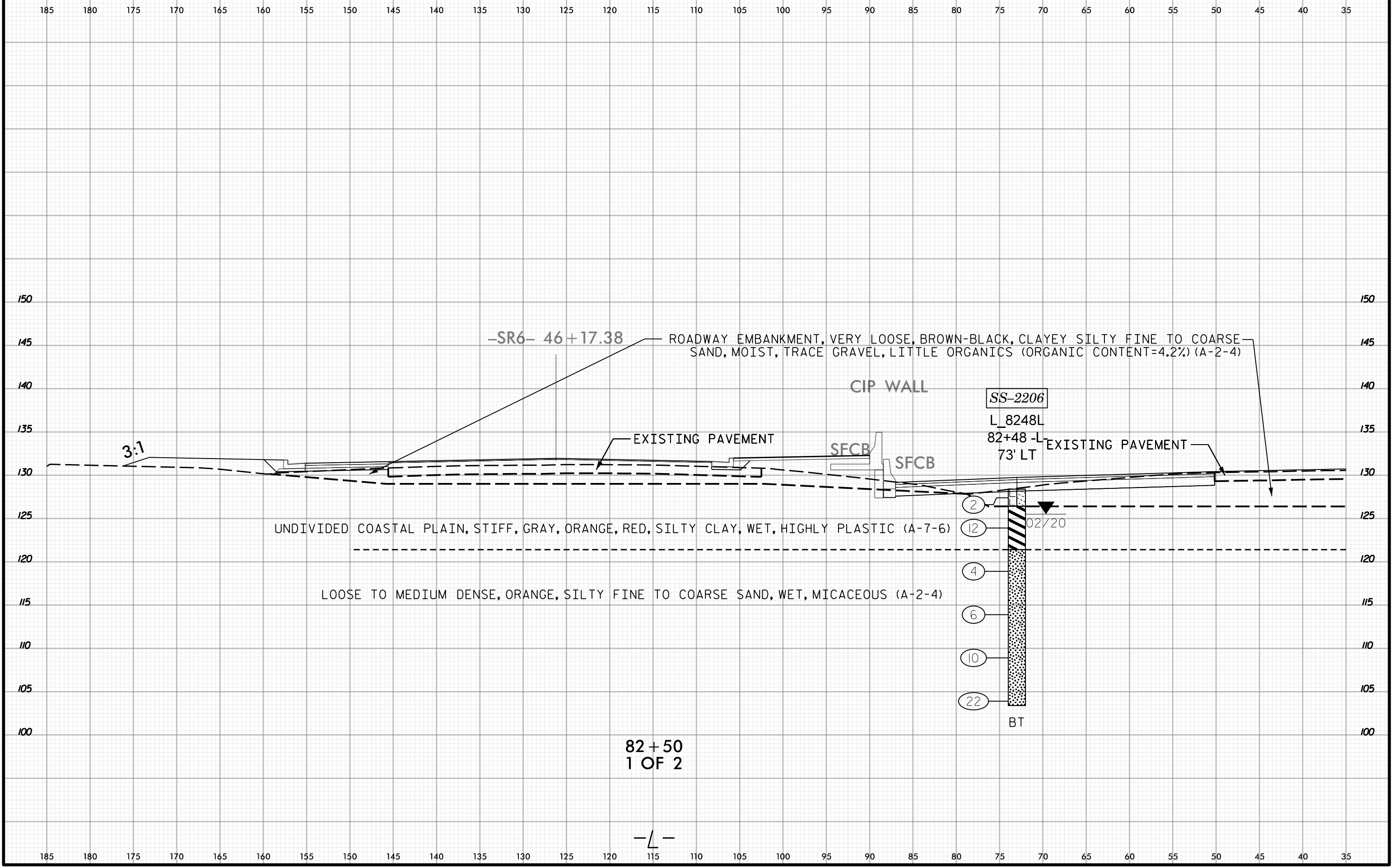
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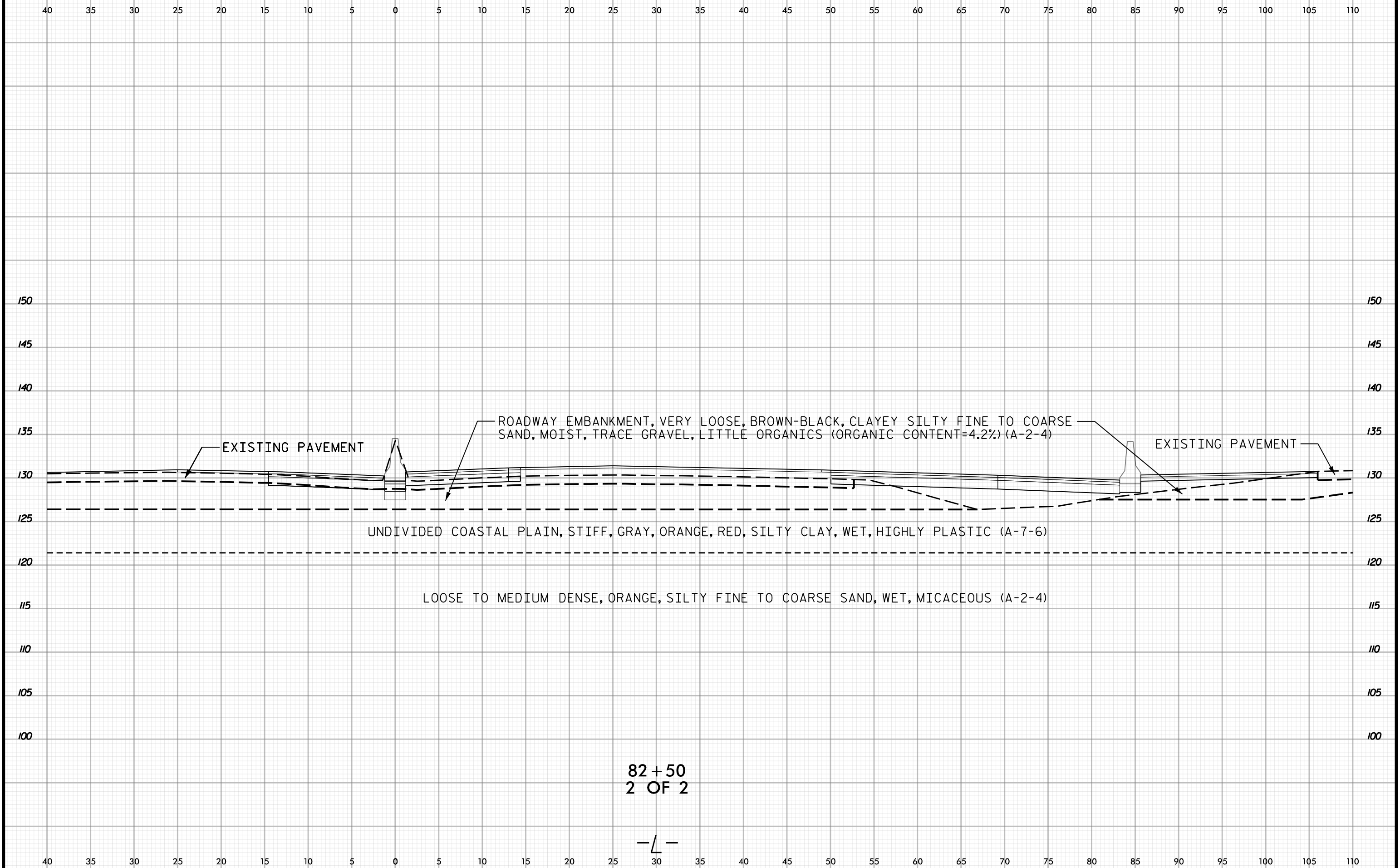


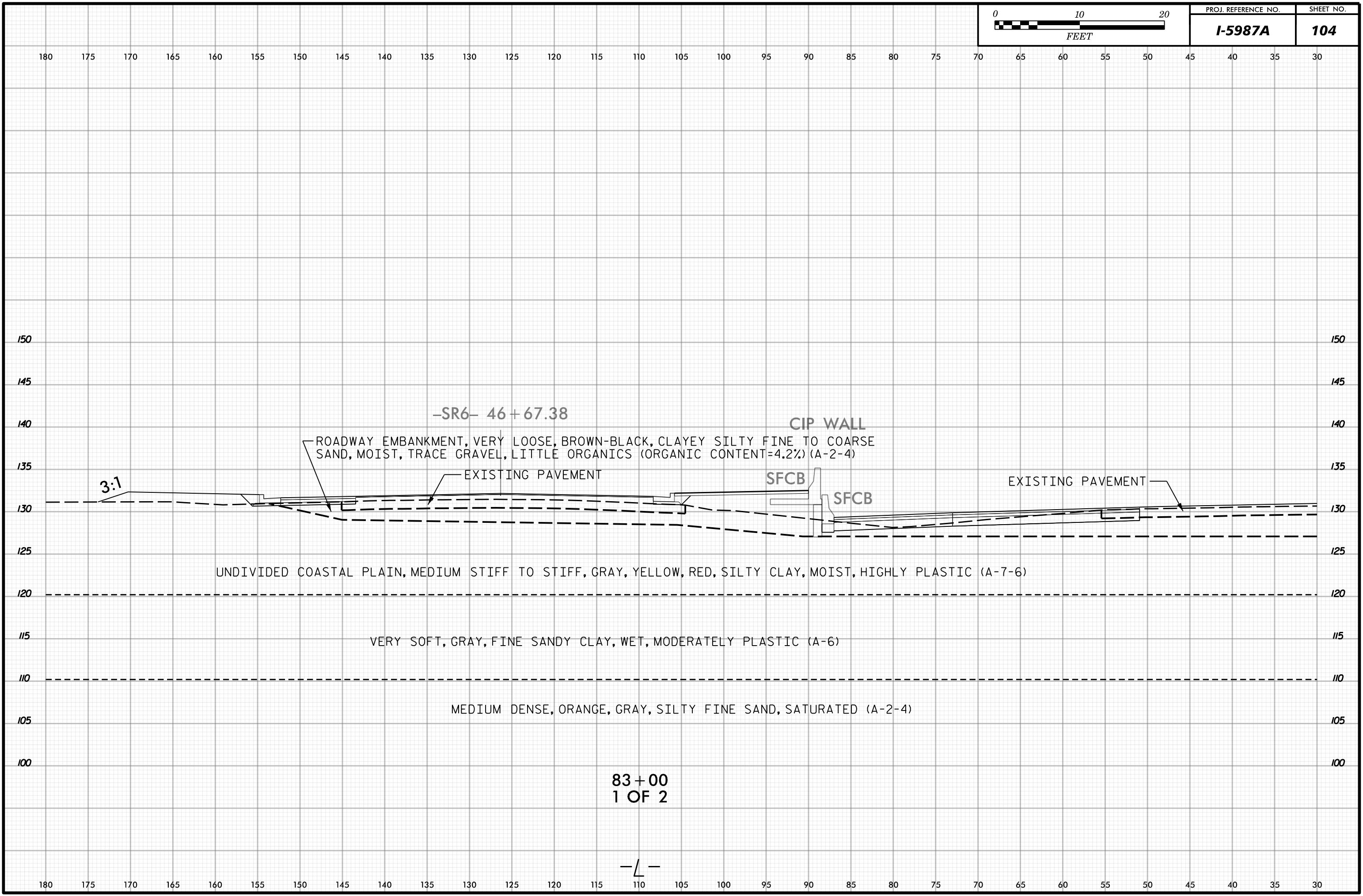
82 + 00
2 OF 2



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

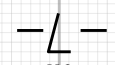
EXISTING PAVEMENT

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





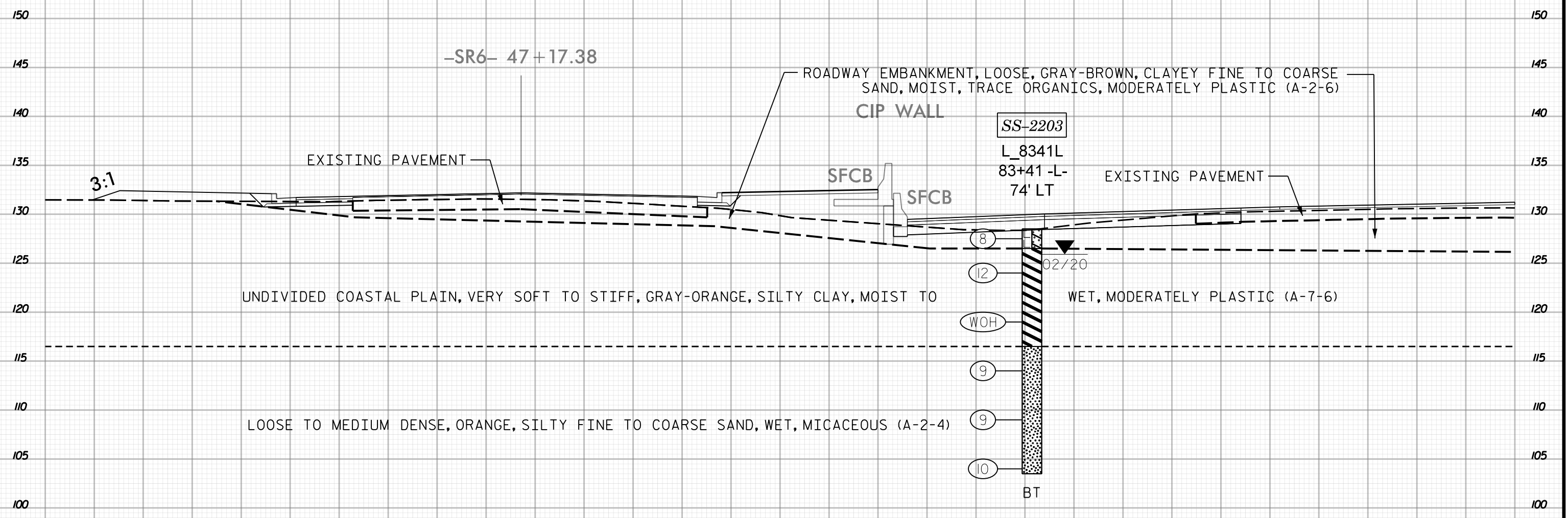
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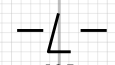
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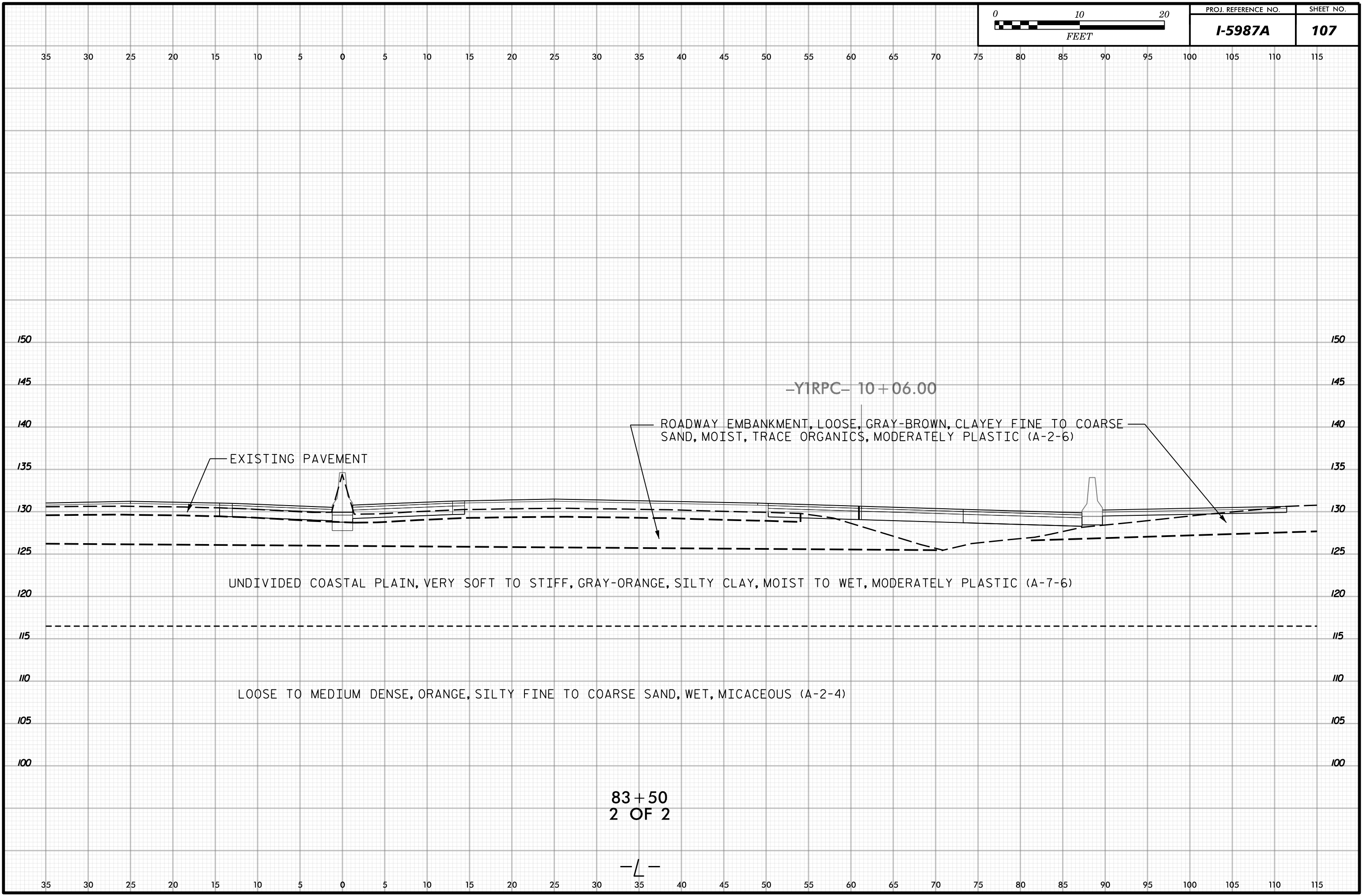
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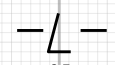
83+50
1 OF 2



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

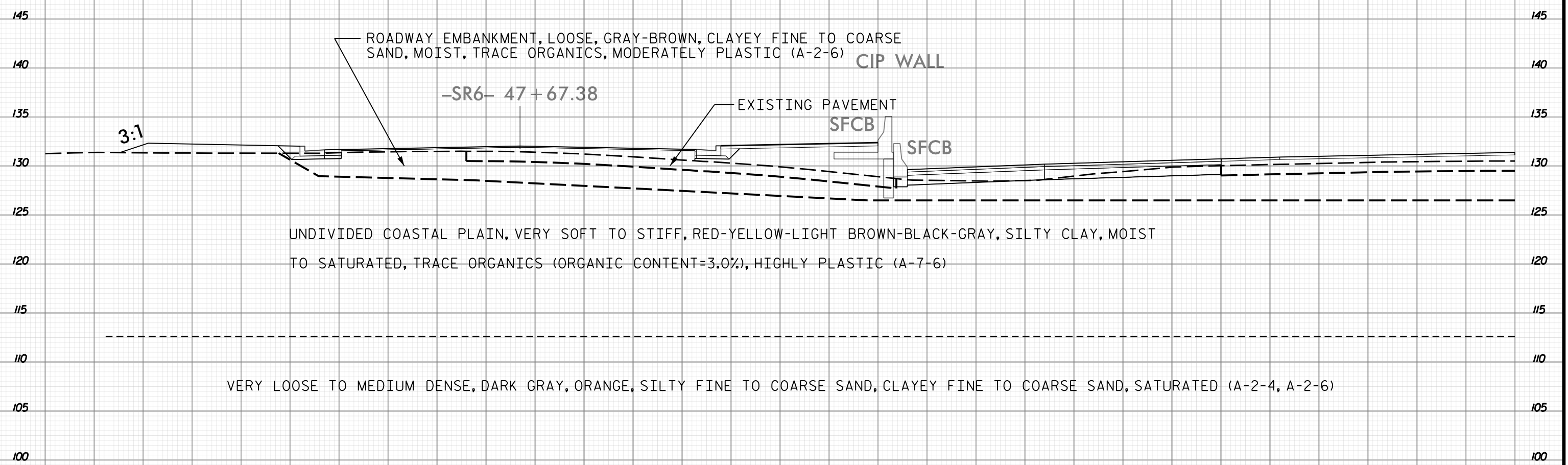


83+50
2 OF 2

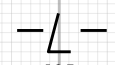




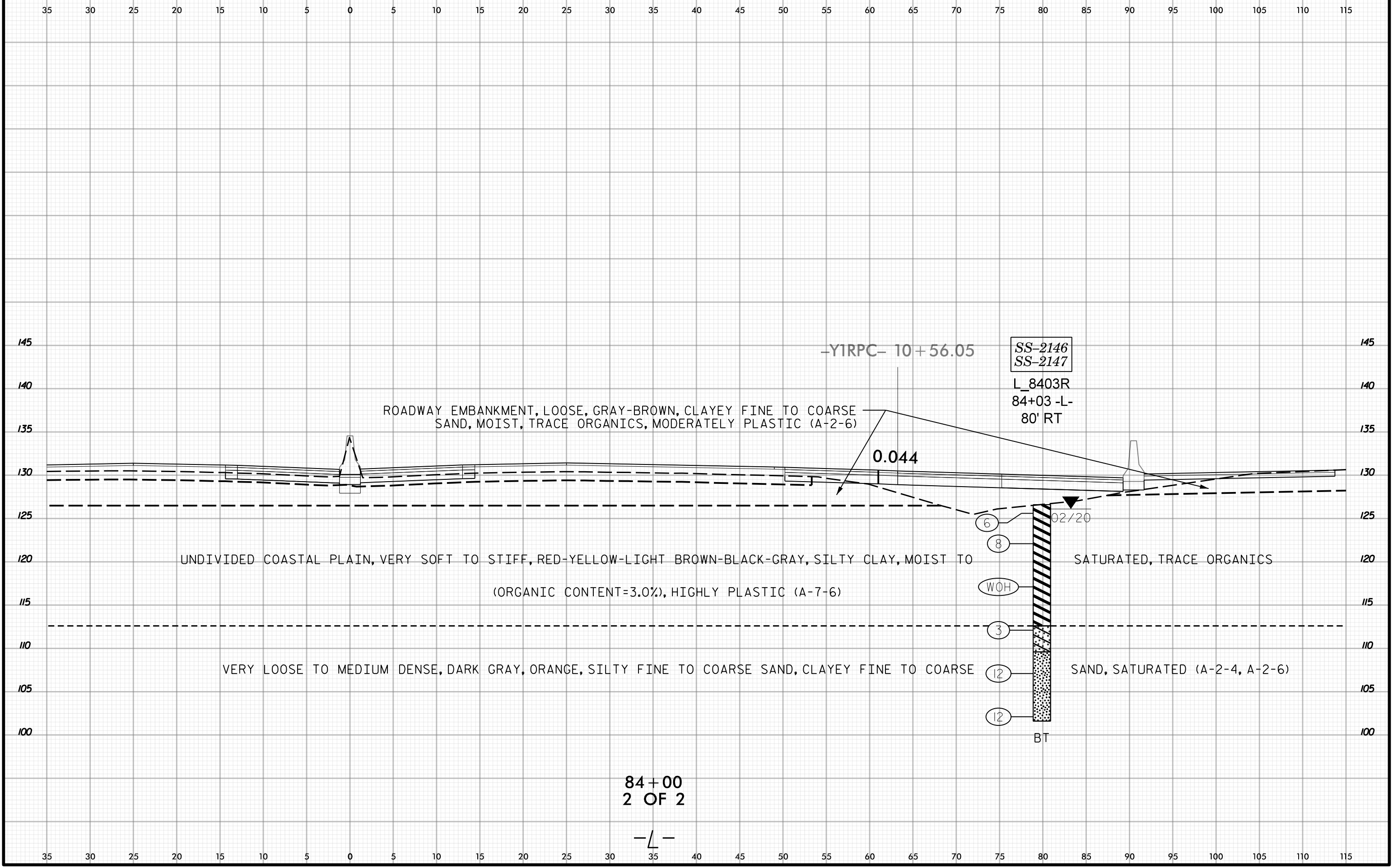
175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25



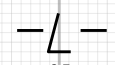
84 + 00
1 OF 2

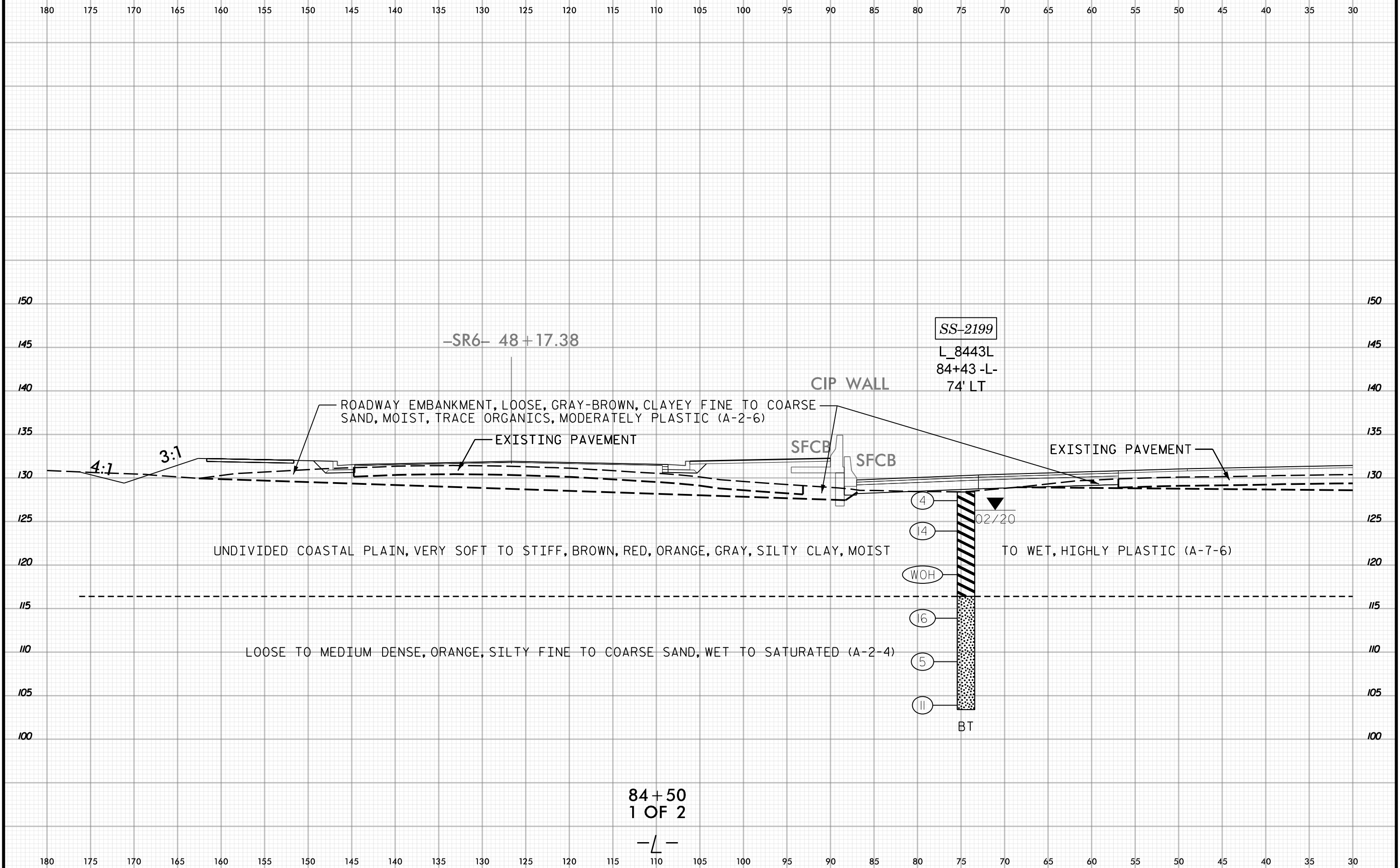
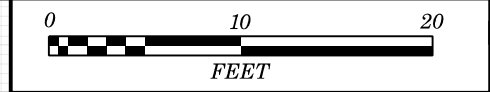


175 170 165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25



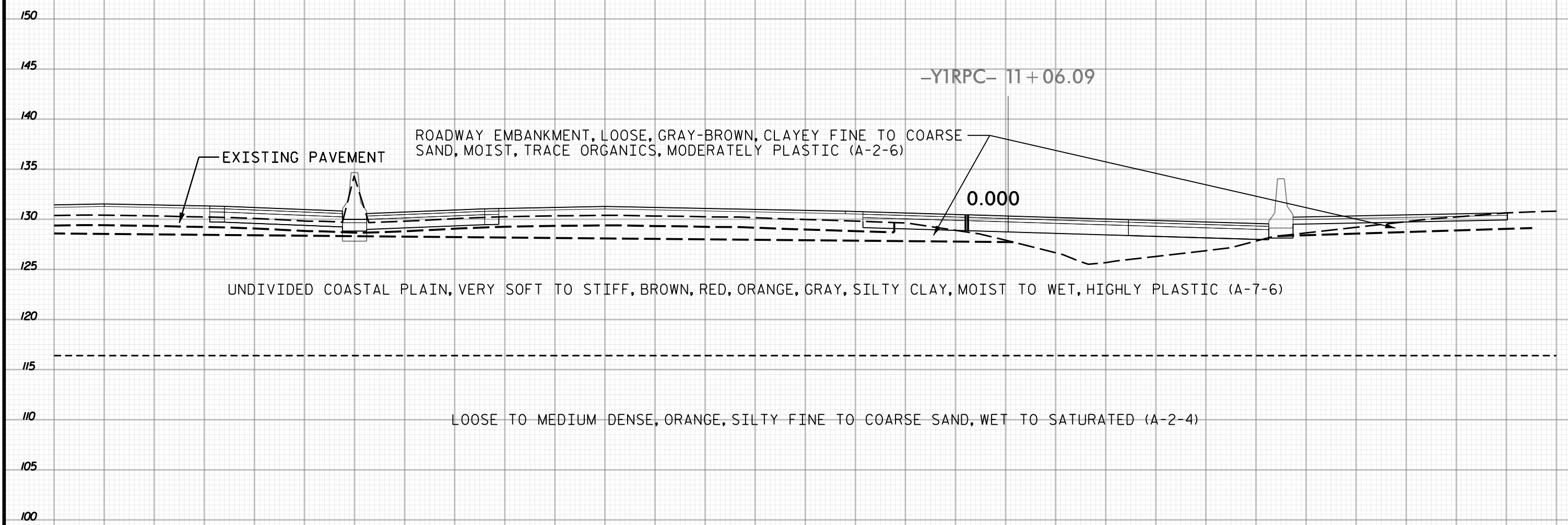
84+00
2 OF 2



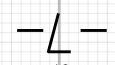




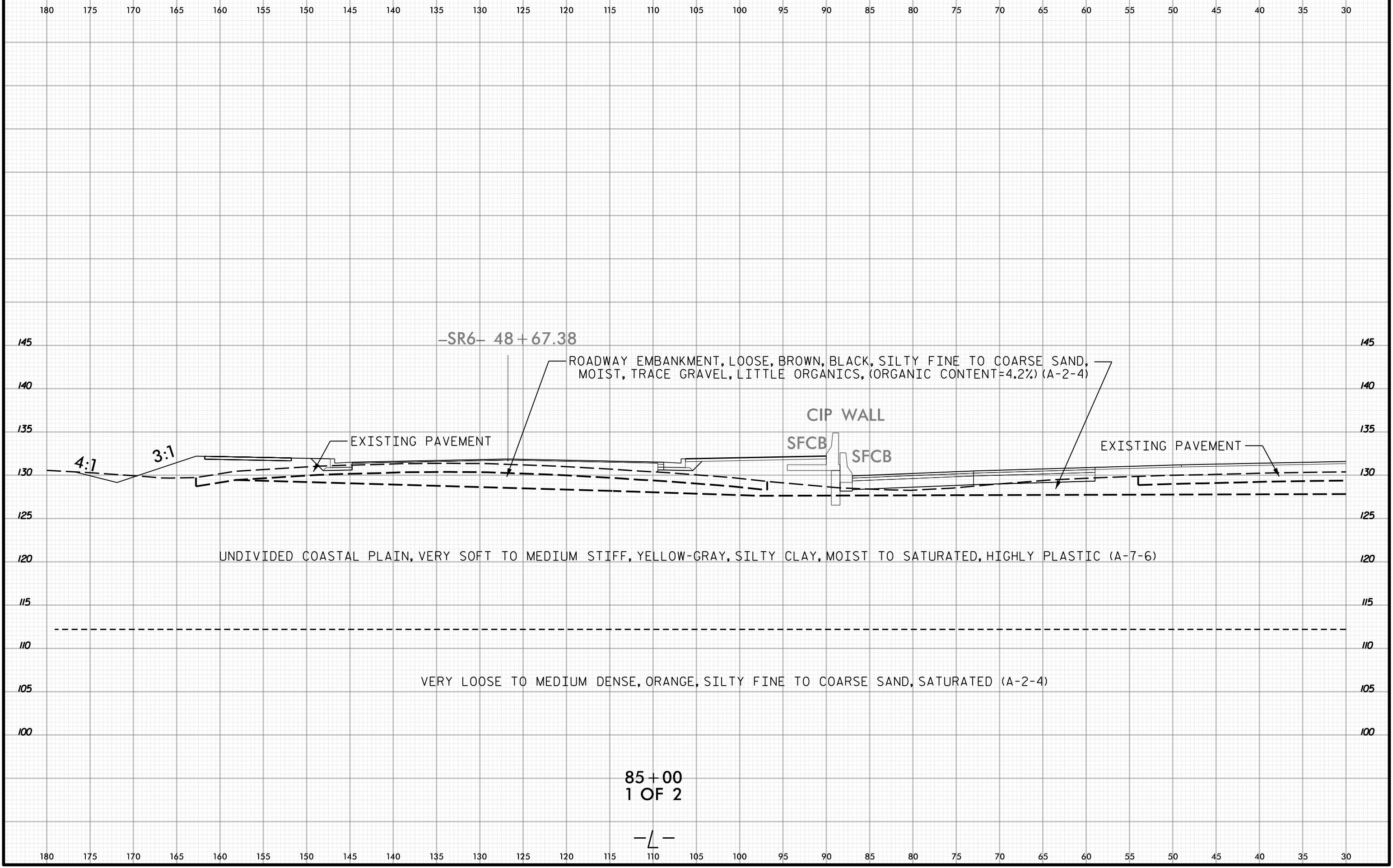
30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120



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



-SR6- 48 + 67.38

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

CIP WALL

SFCB

SFCB

EXISTING PAVEMENT

EXISTING PAVEMENT

4:1

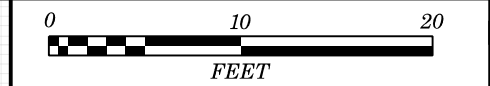
3:1

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

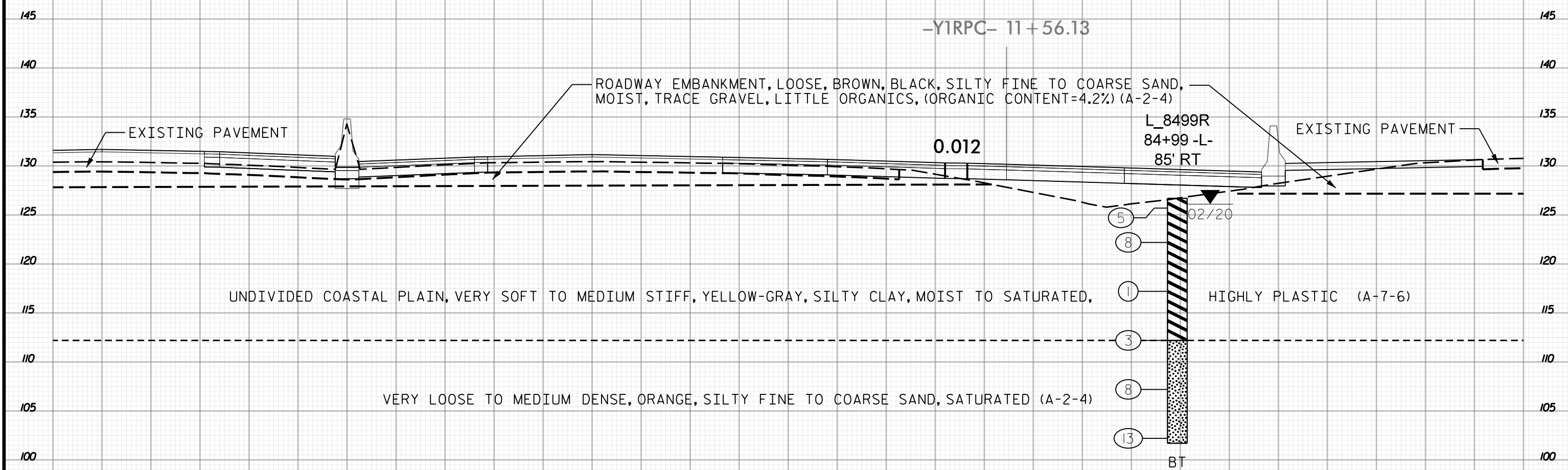
VERY LOOSE TO MEDIUM DENSE, ORANGE, SILTY FINE TO COARSE SAND, SATURATED (A-2-4)

85 + 00
1 OF 2

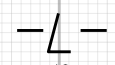
-L-



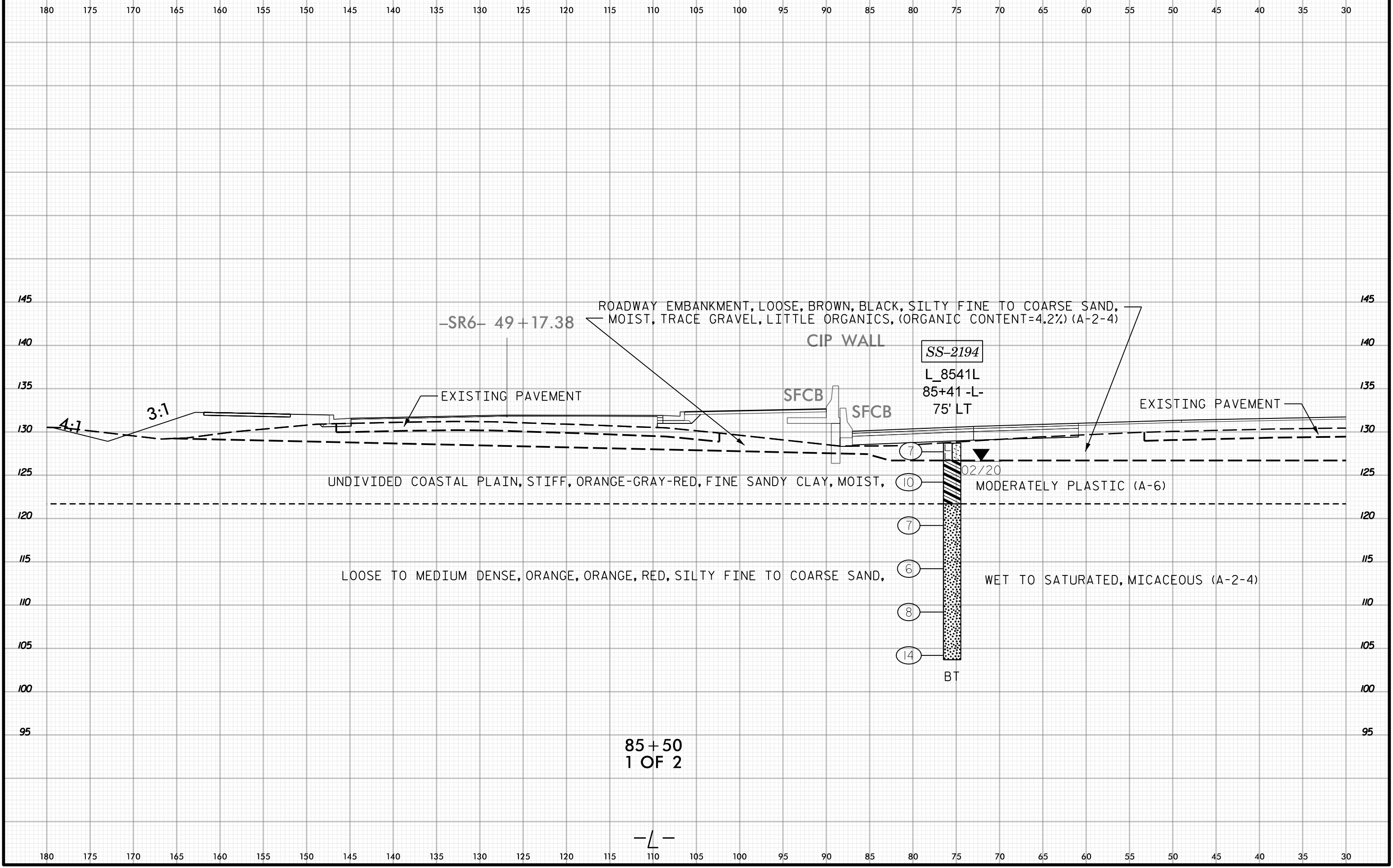
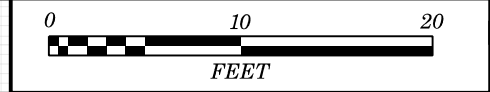
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85+00
2 OF 2

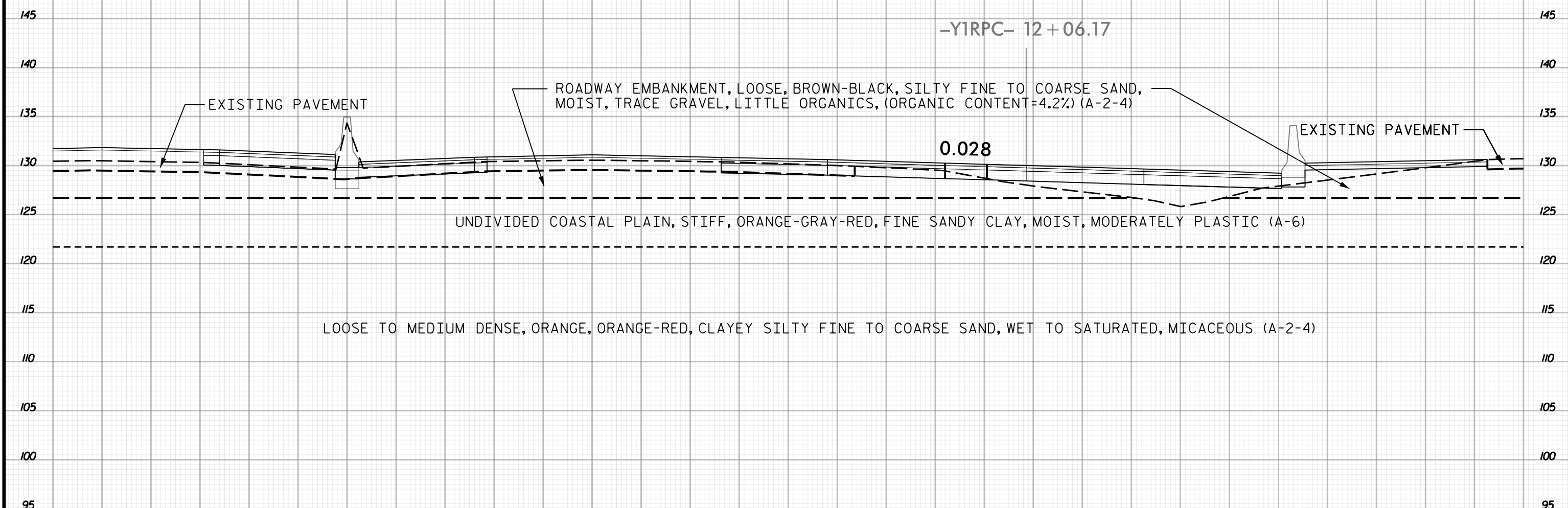


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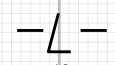




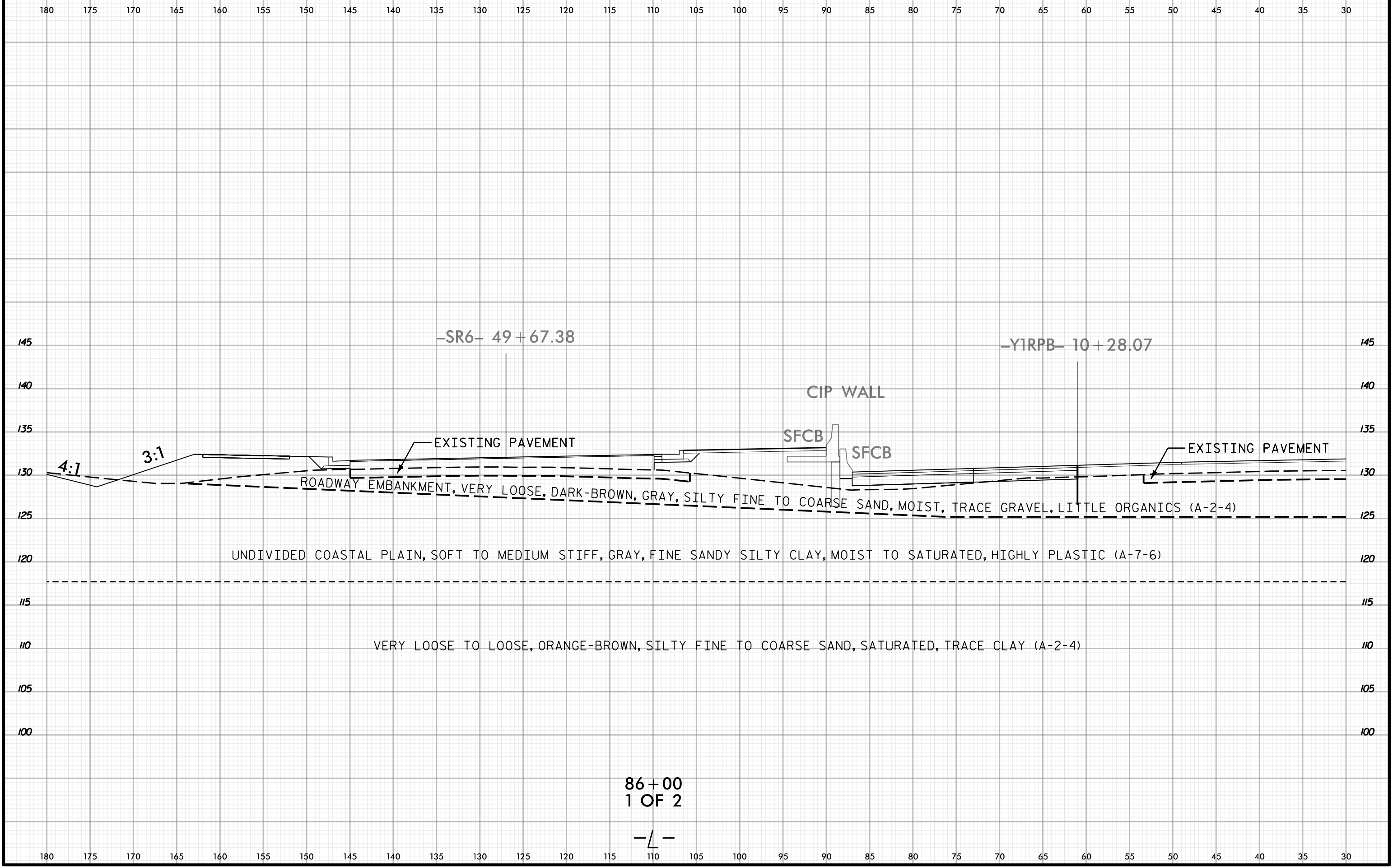
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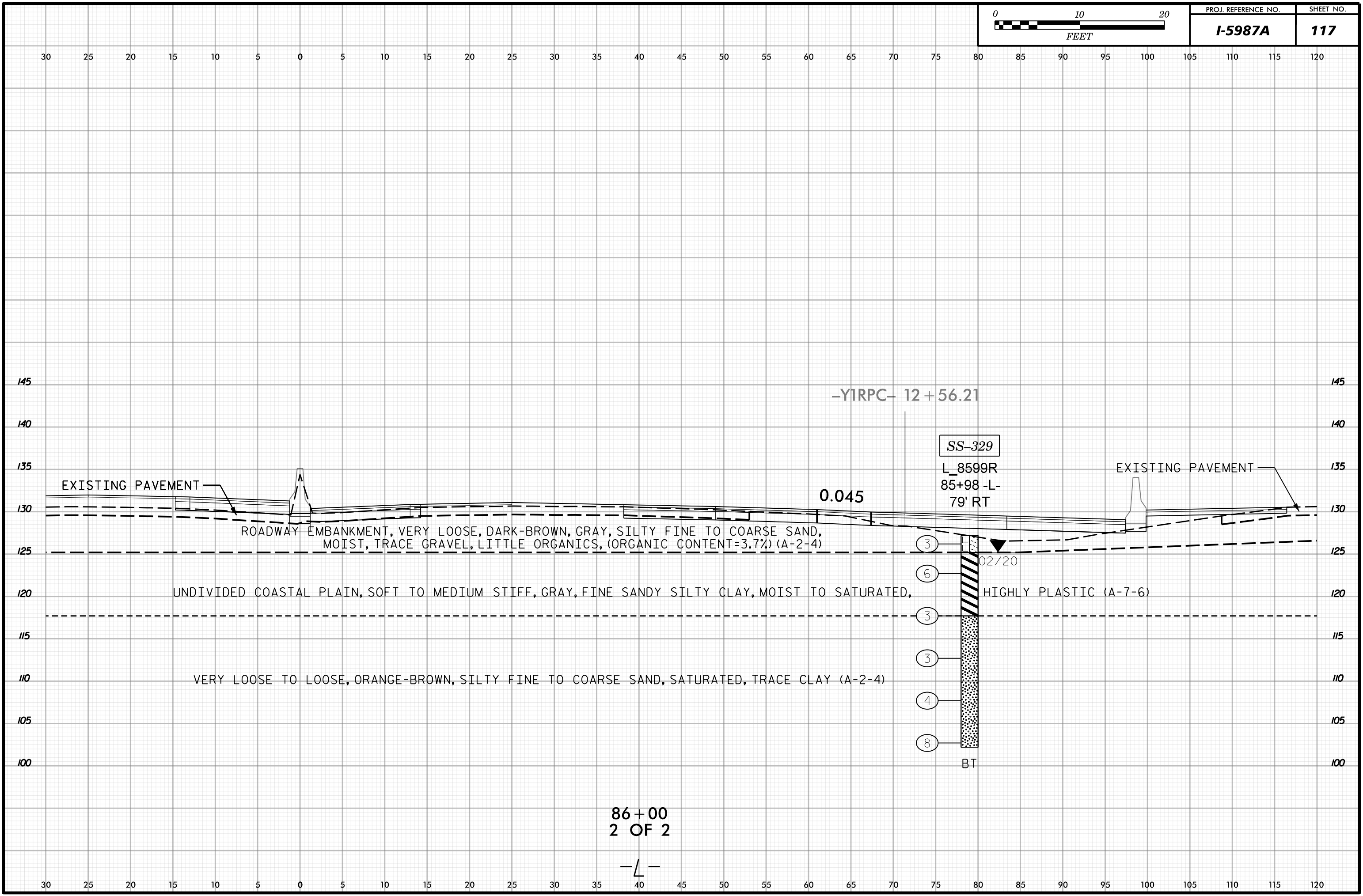
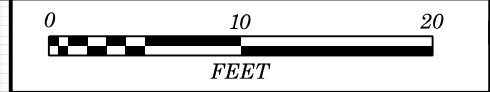


85 + 50
2 OF 2



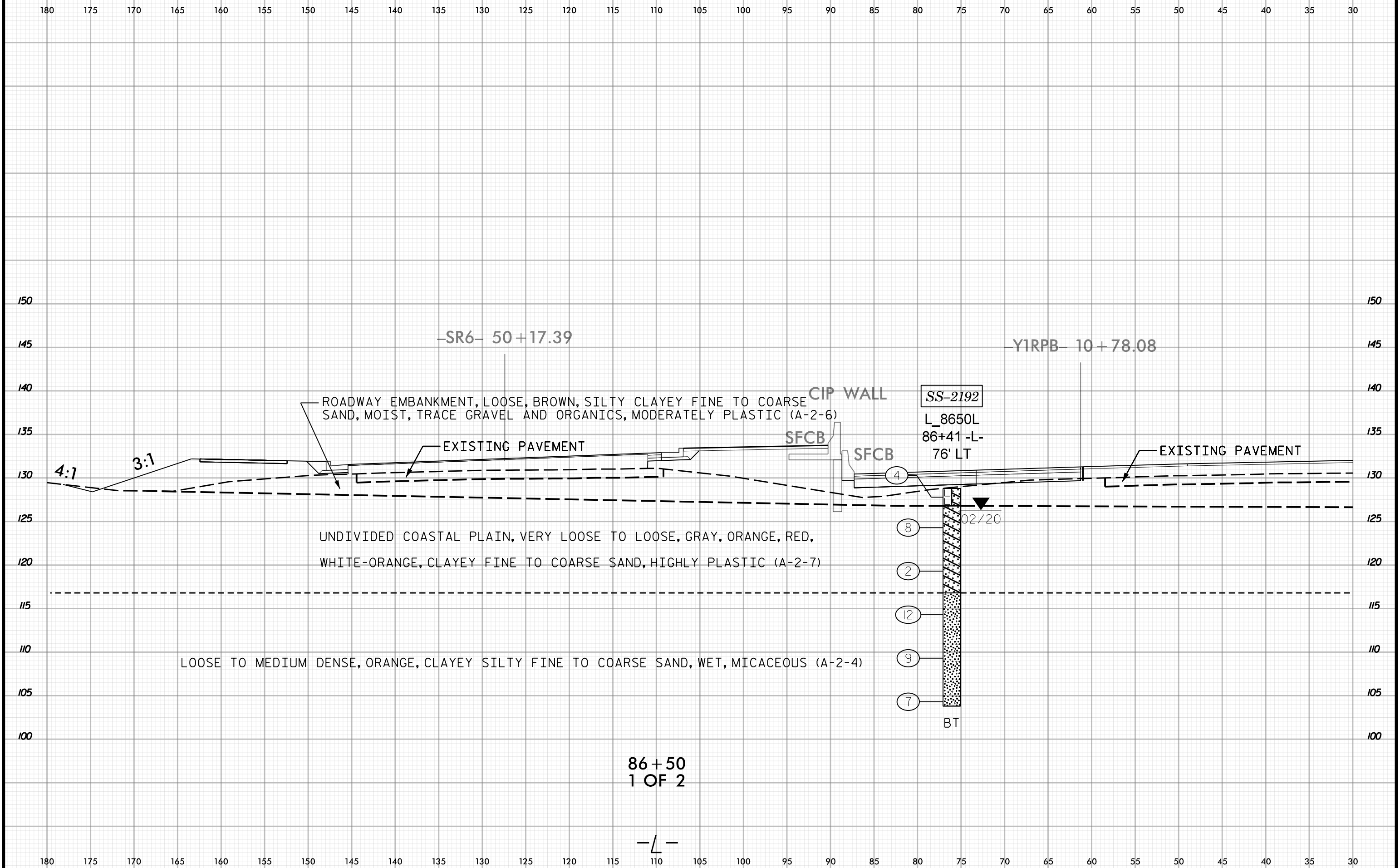
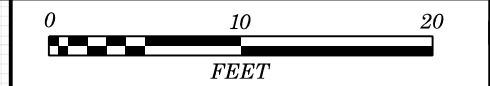
30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120

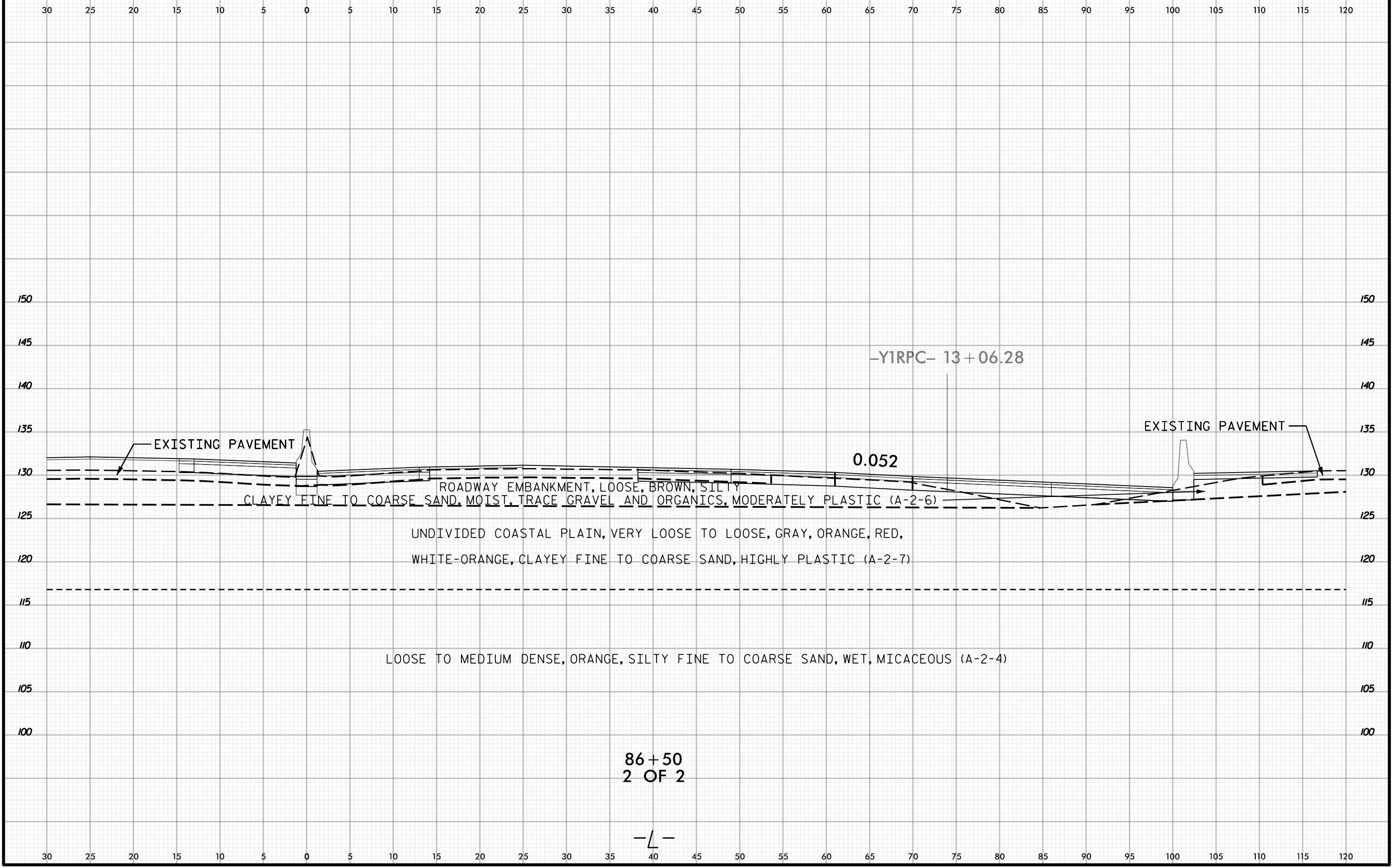


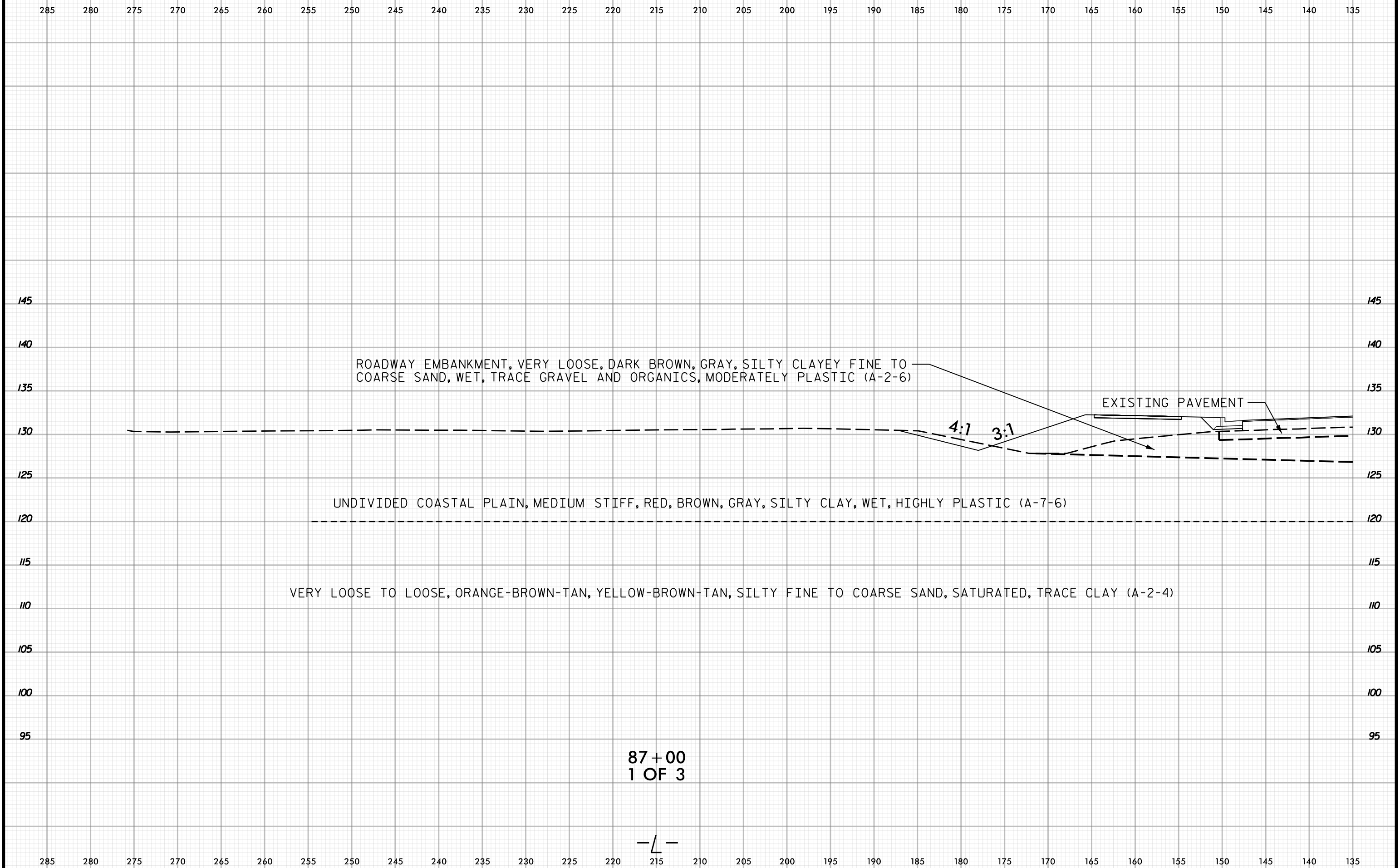


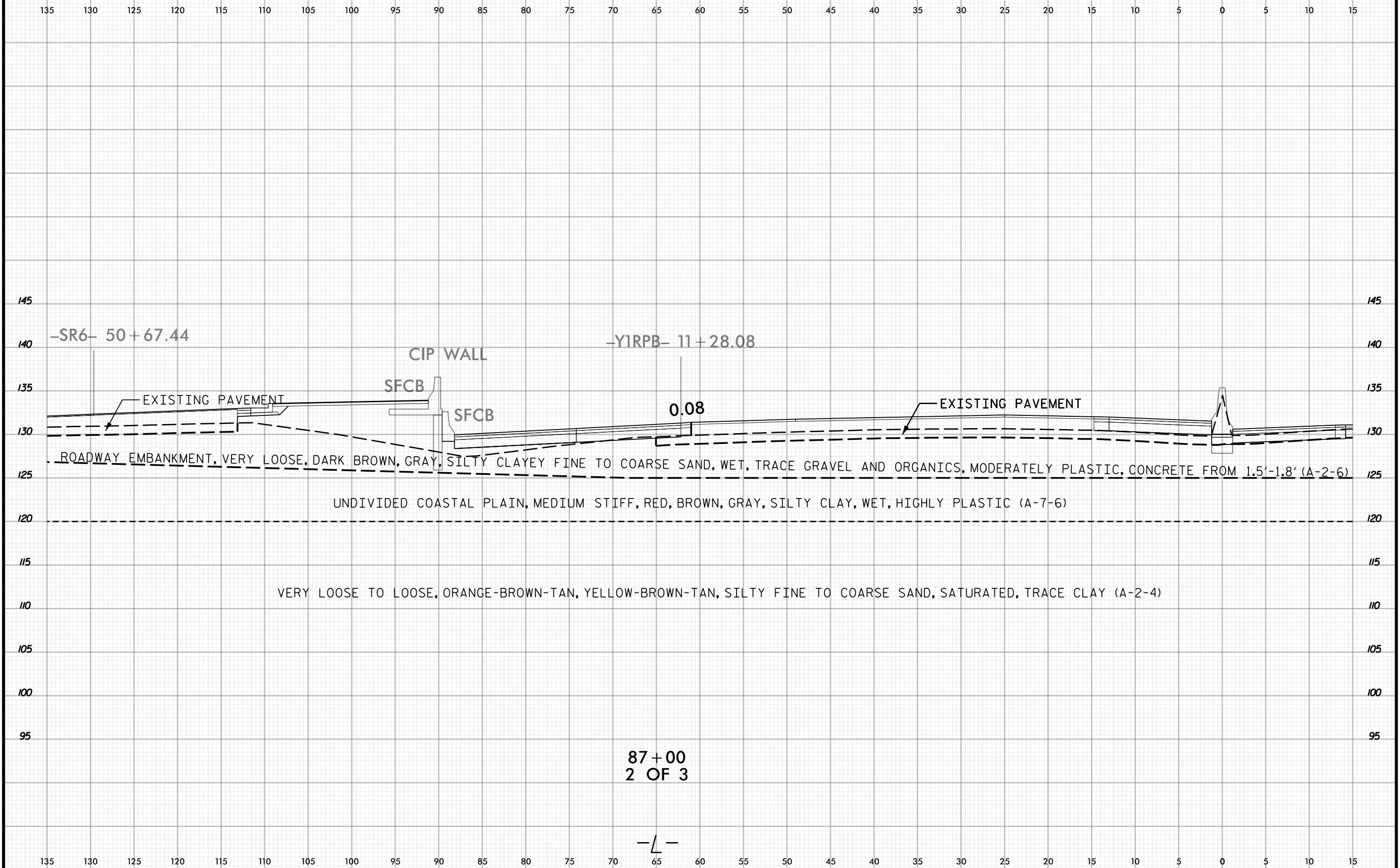
86+00
2 OF 2

-L-

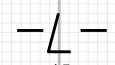


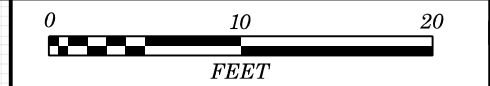




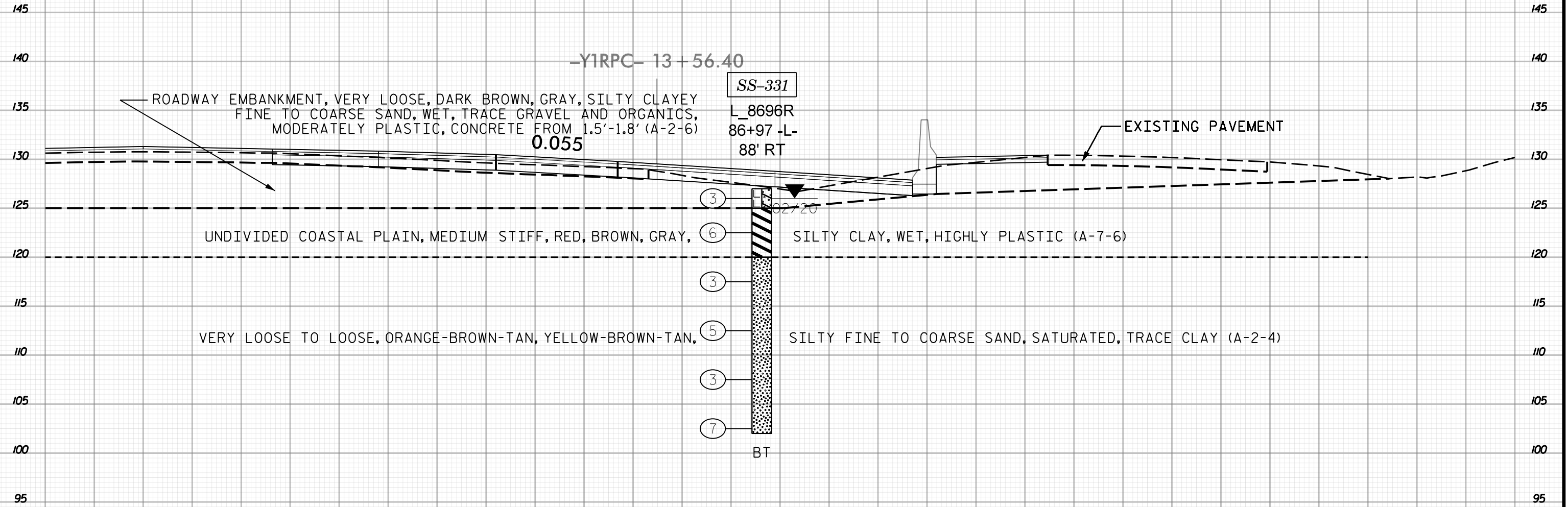


87 + 00
2 OF 3





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



-Y1RPC- 13 + 56.40

SS-331

L_8696R
86+97 -L-
88' RT

ROADWAY EMBANKMENT, VERY LOOSE, DARK BROWN, GRAY, SILTY CLAYEY
FINE TO COARSE SAND, WET, TRACE GRAVEL AND ORGANICS,
MODERATELY PLASTIC, CONCRETE FROM 1.5'-1.8' (A-2-6)
0.055

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED, BROWN, GRAY,

SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

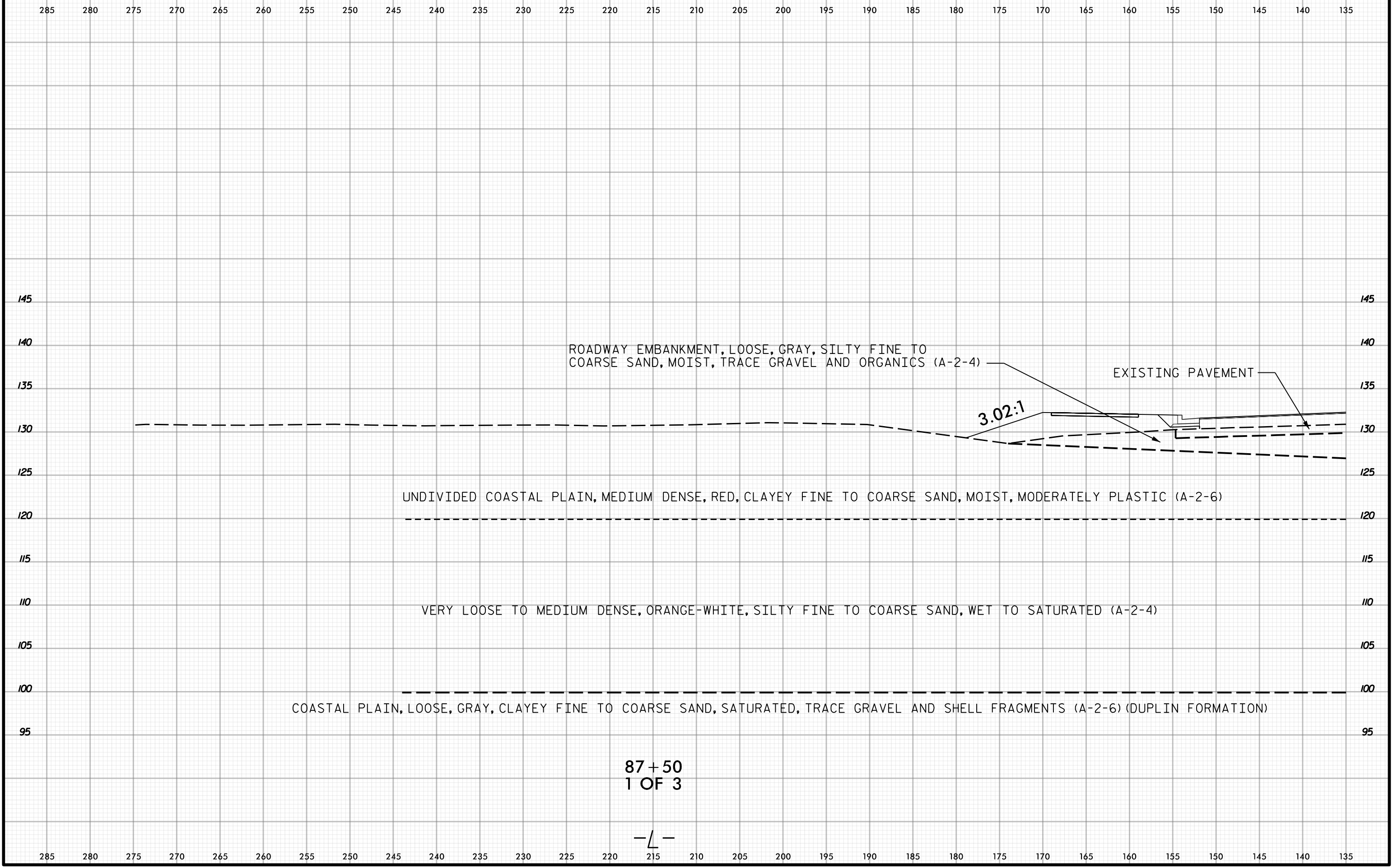
VERY LOOSE TO LOOSE, ORANGE-BROWN-TAN, YELLOW-BROWN-TAN,

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

87 + 00
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

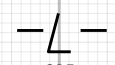
3.02:1

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)

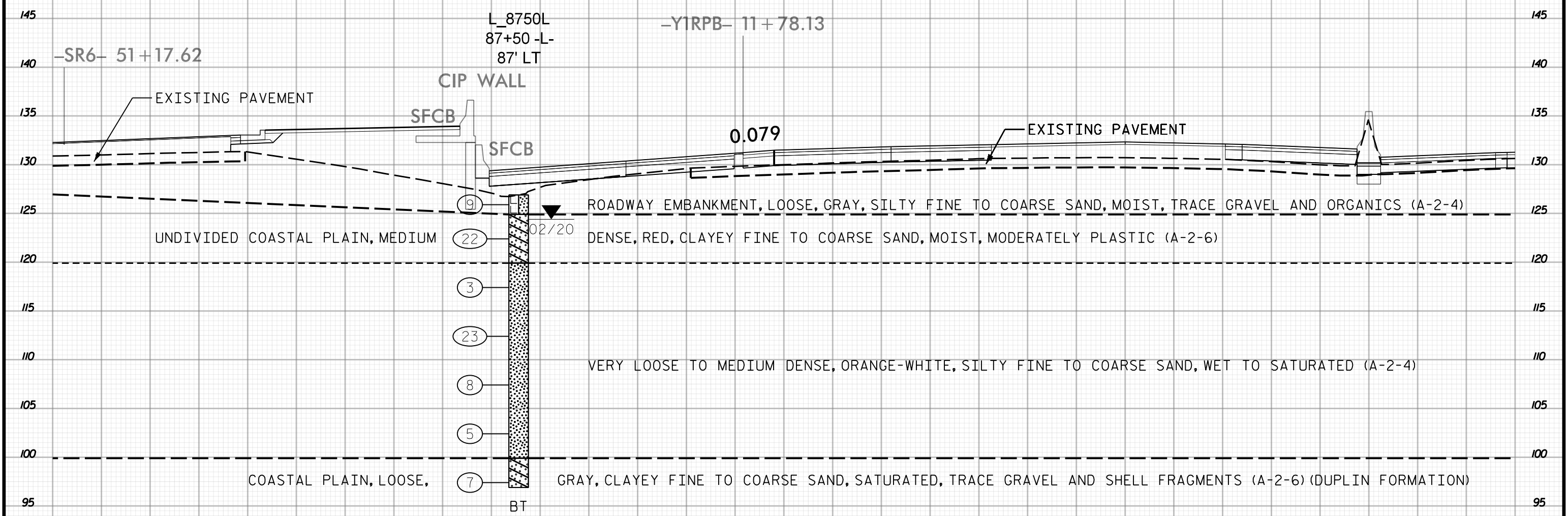
COASTAL PLAIN, LOOSE, GRAY, CLAYEY FINE TO COARSE SAND, SATURATED, TRACE GRAVEL AND SHELL FRAGMENTS (A-2-6) (DUPLIN FORMATION)

87+50
1 OF 3

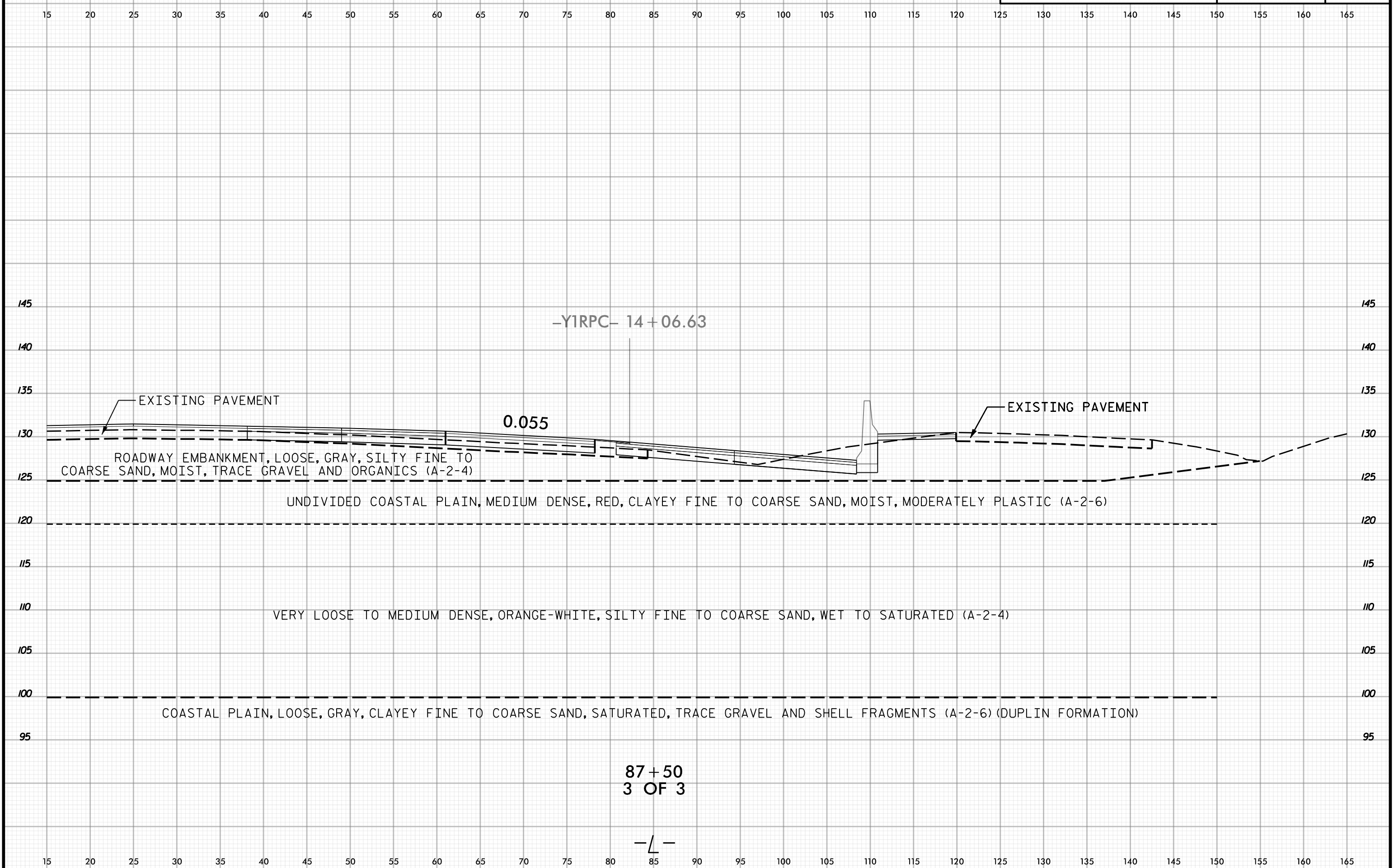




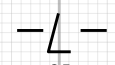
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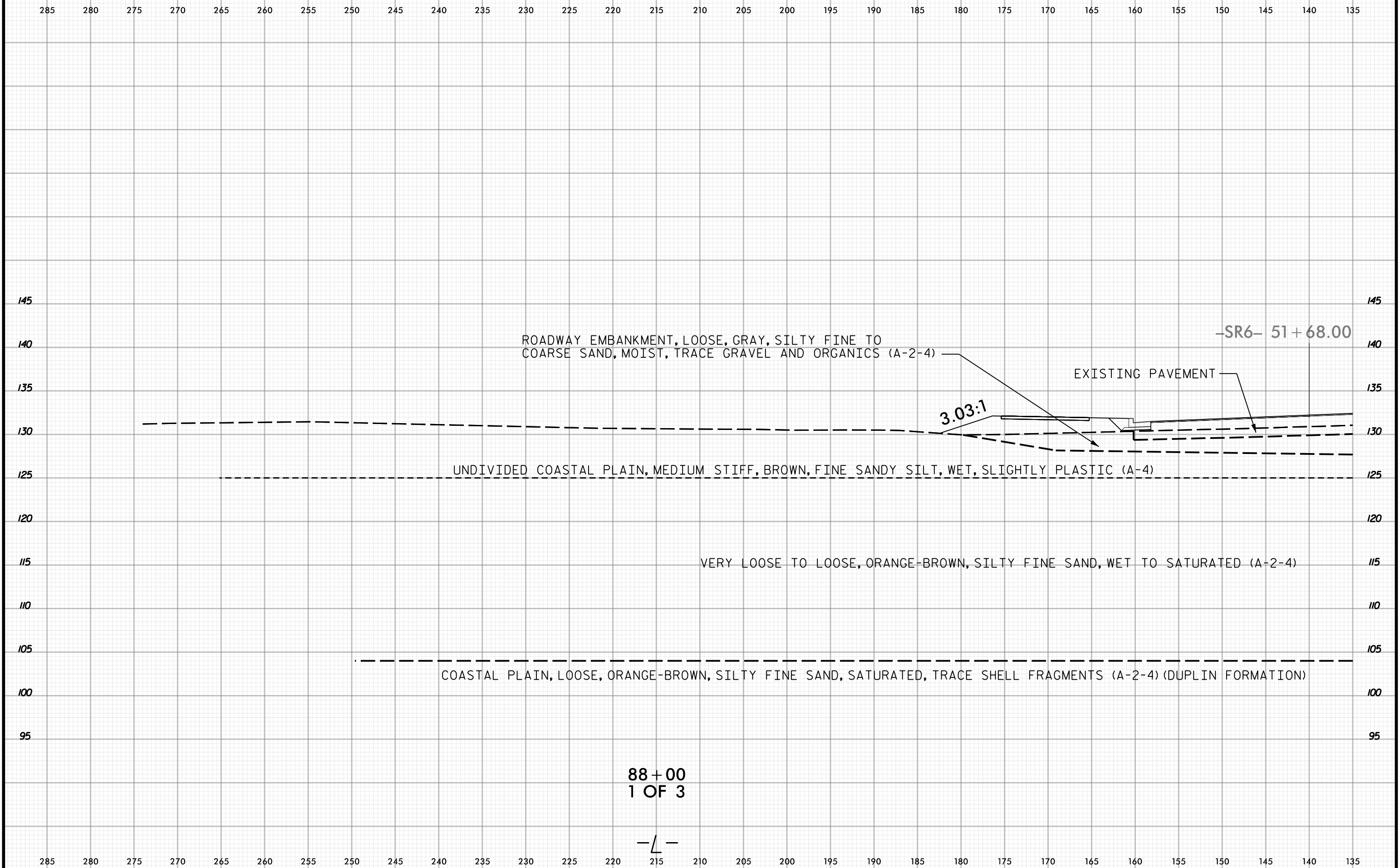


145
 140
 135
 130
 125
 120
 115
 110
 105
 100
 95
 87+50
 2 OF 3
 -L-
 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15



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

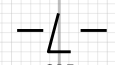
-SR6- 51+68.00

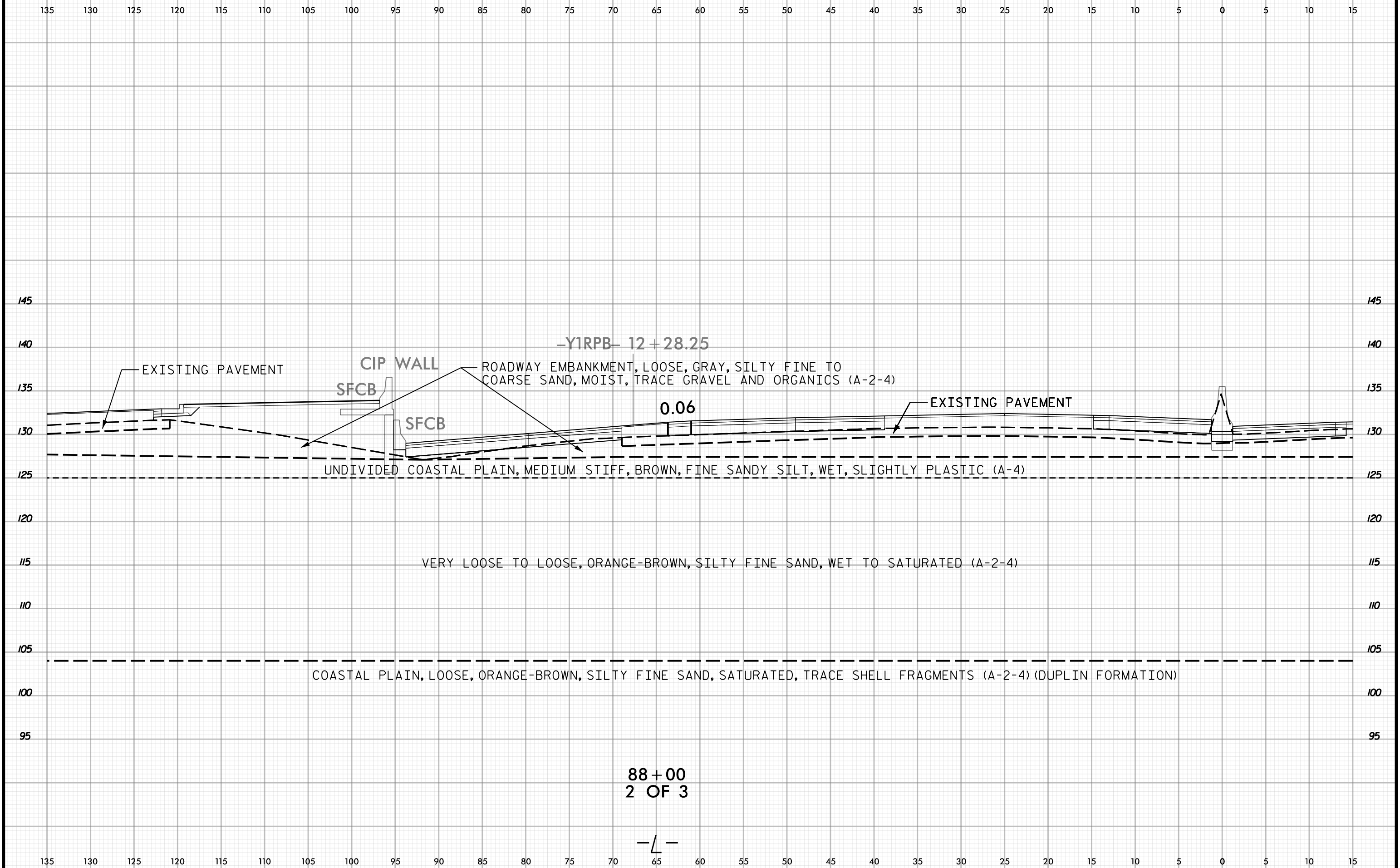
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, BROWN, FINE SANDY SILT, WET, SLIGHTLY PLASTIC (A-4)

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)

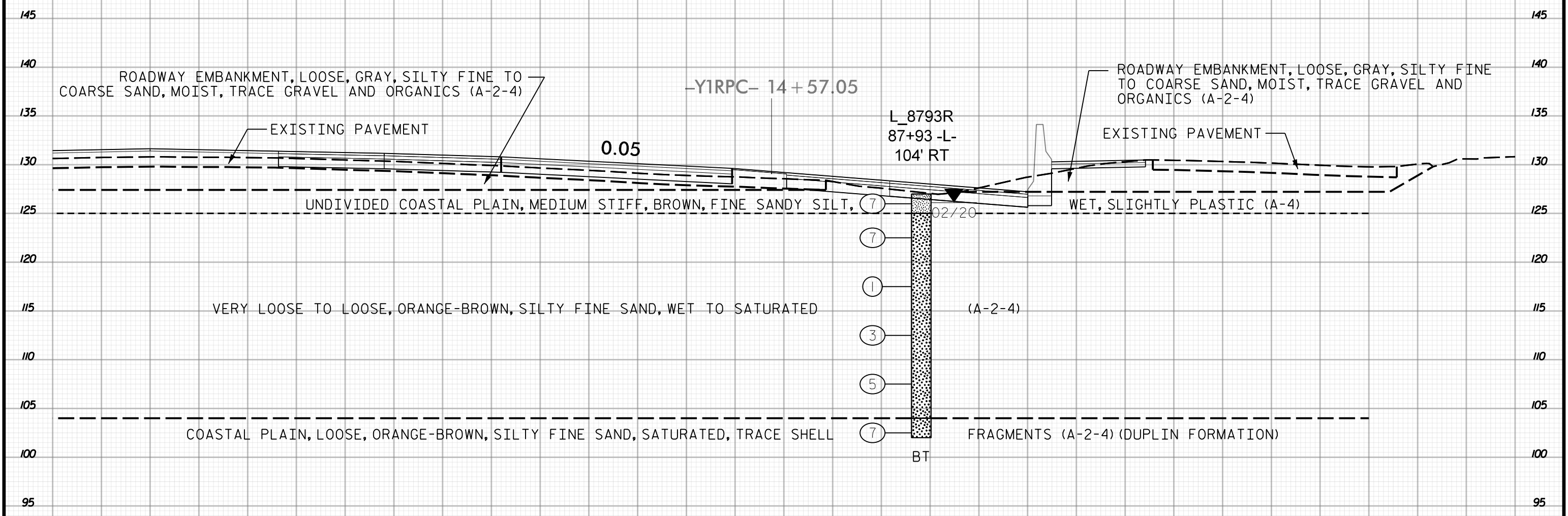
88+00
1 OF 3







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88 + 00
3 OF 3

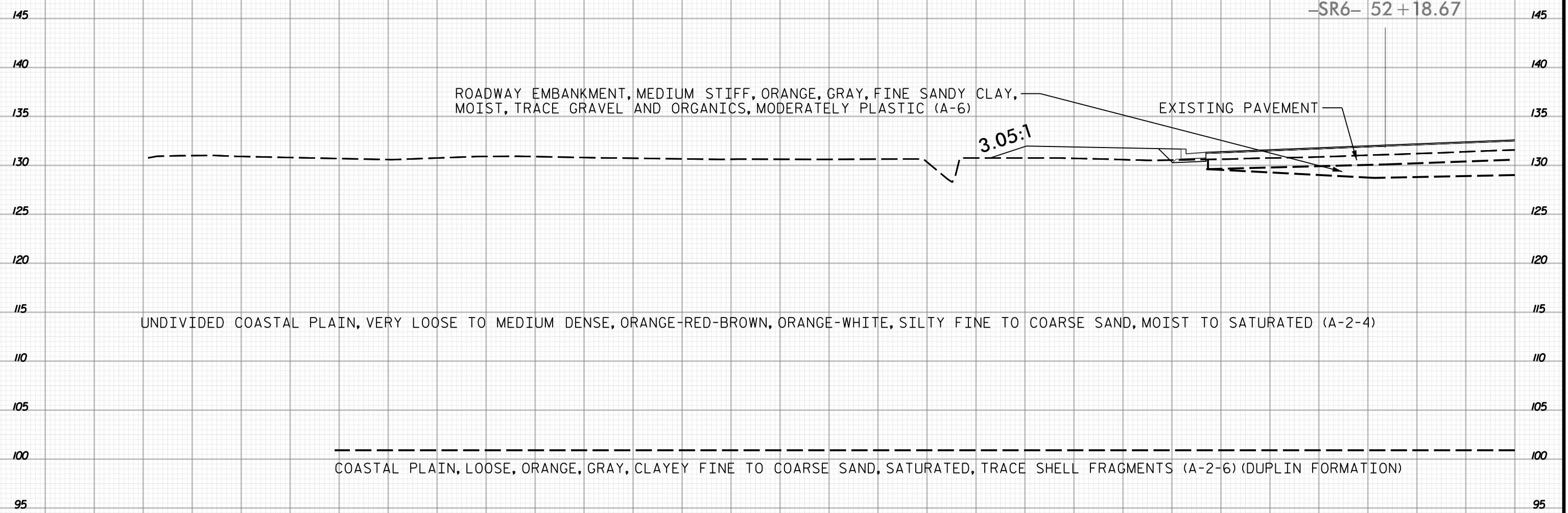
-L-

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



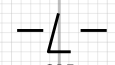
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	129

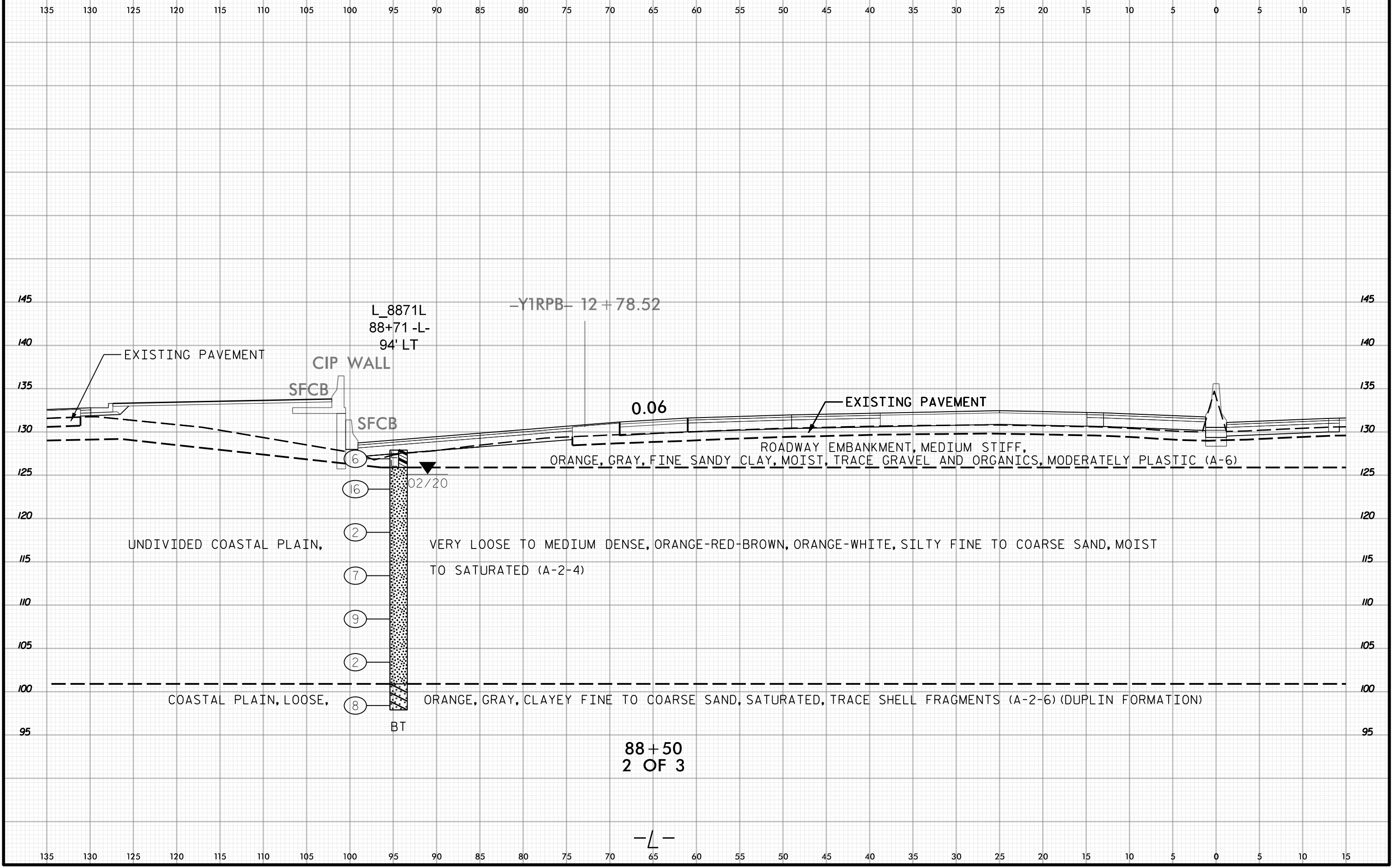
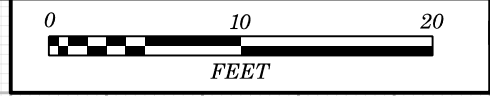
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285 280 275 270 265 260 255 250 245 240 235 230 225 220 215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135

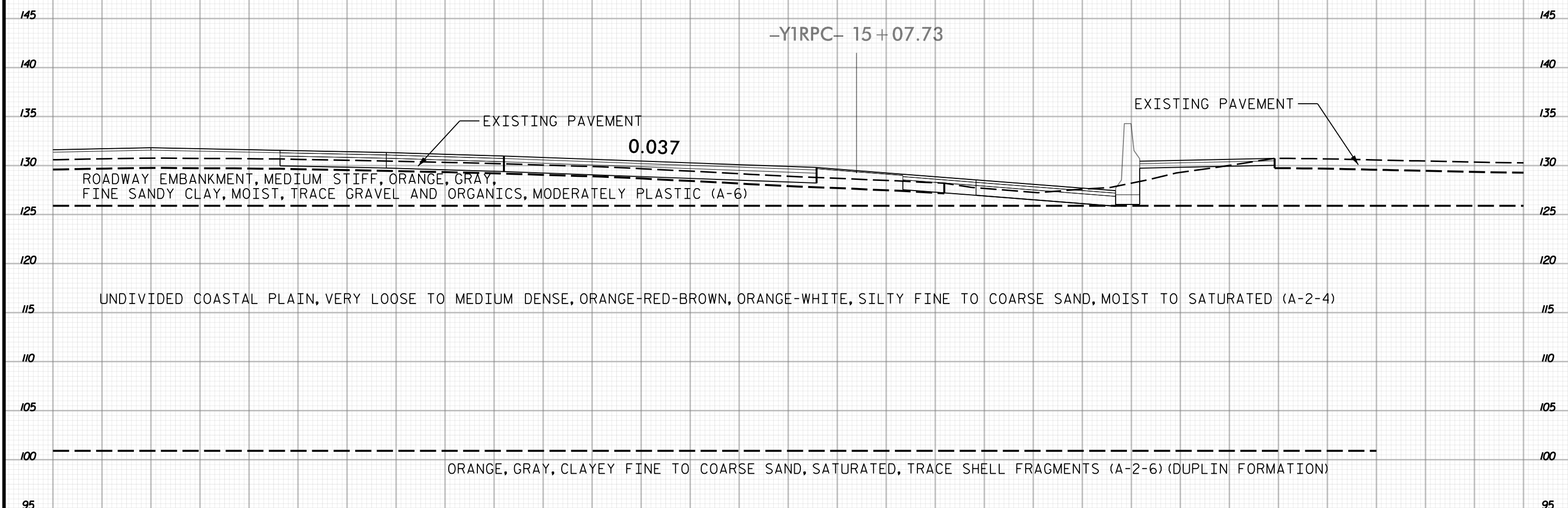
88+50
1 OF 3



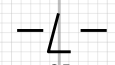




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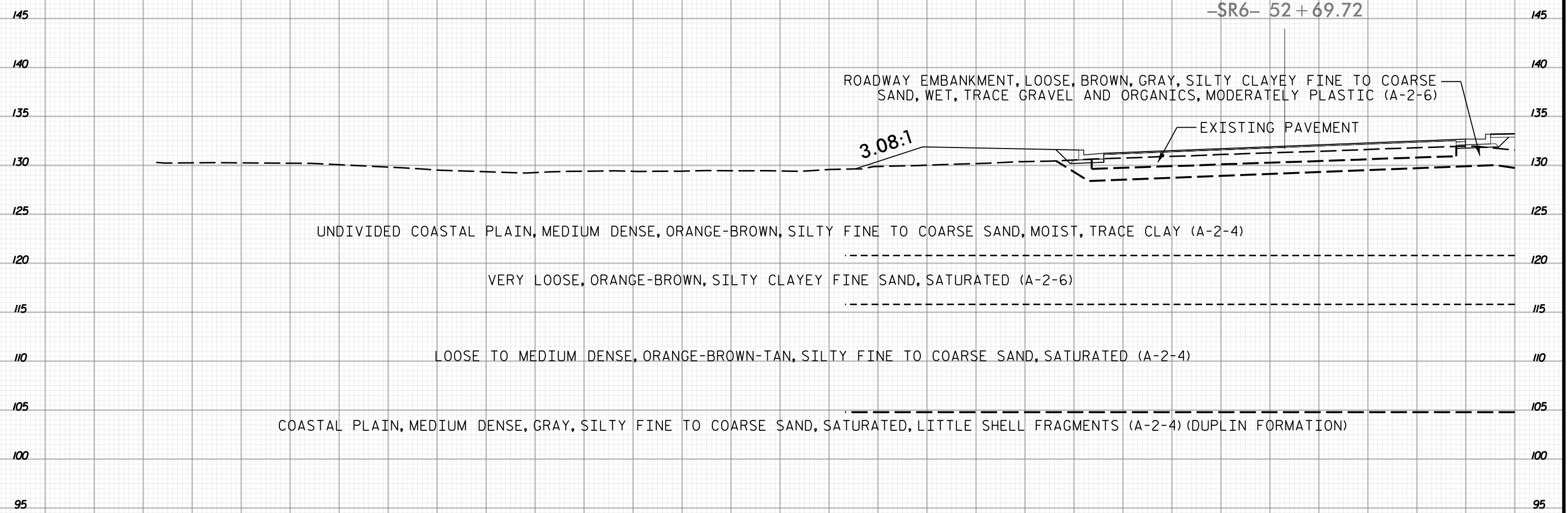
88+50
3 OF 3



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



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



-SR6- 52 + 69.72

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

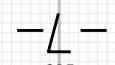
UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, ORANGE-BROWN, SILTY FINE TO COARSE SAND, MOIST, TRACE CLAY (A-2-4)

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)

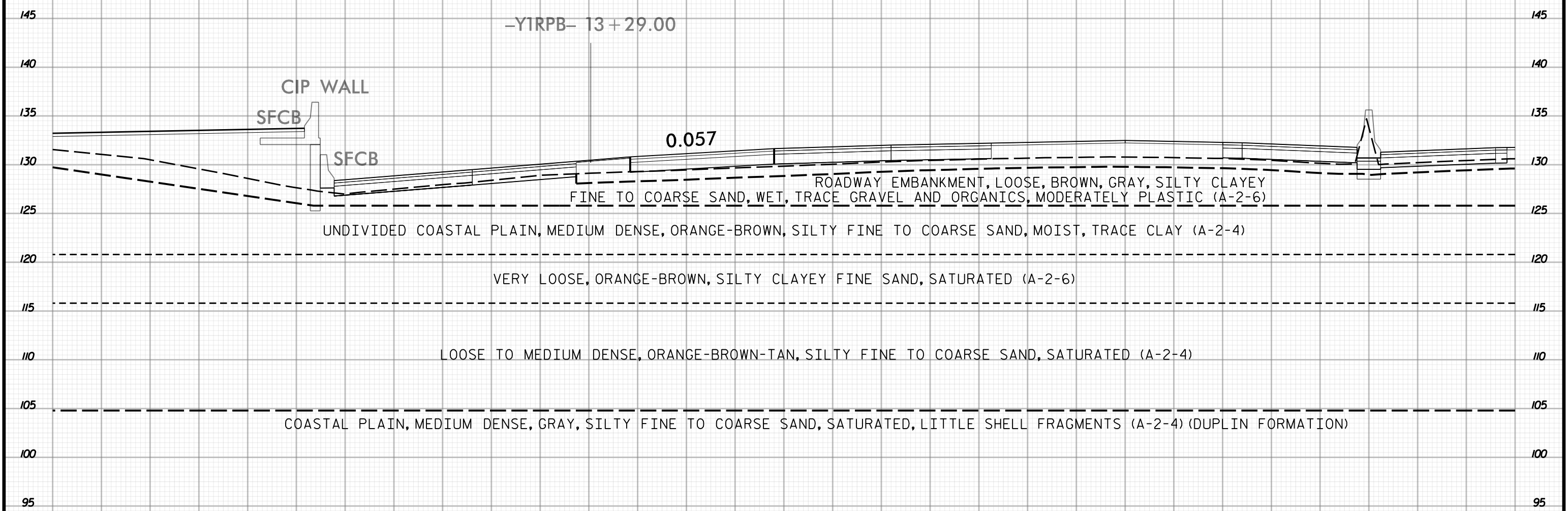
89 + 00
1 OF 3



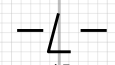
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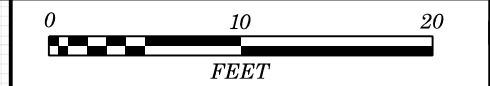
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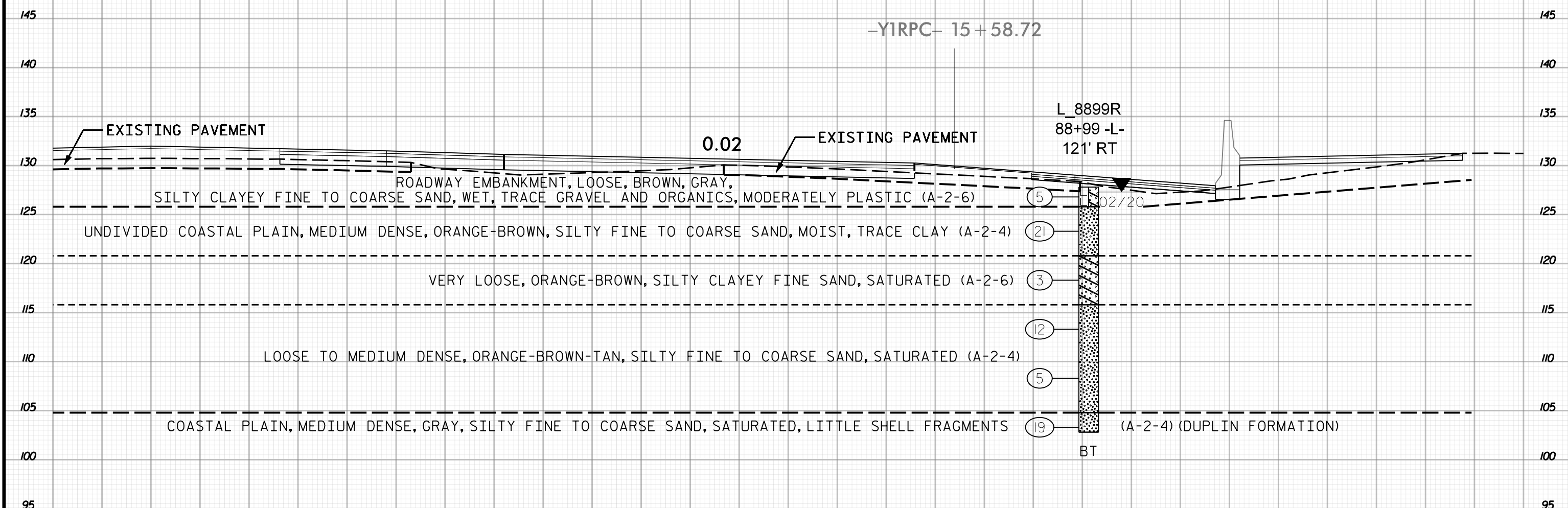
89+00
2 OF 3



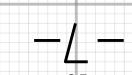
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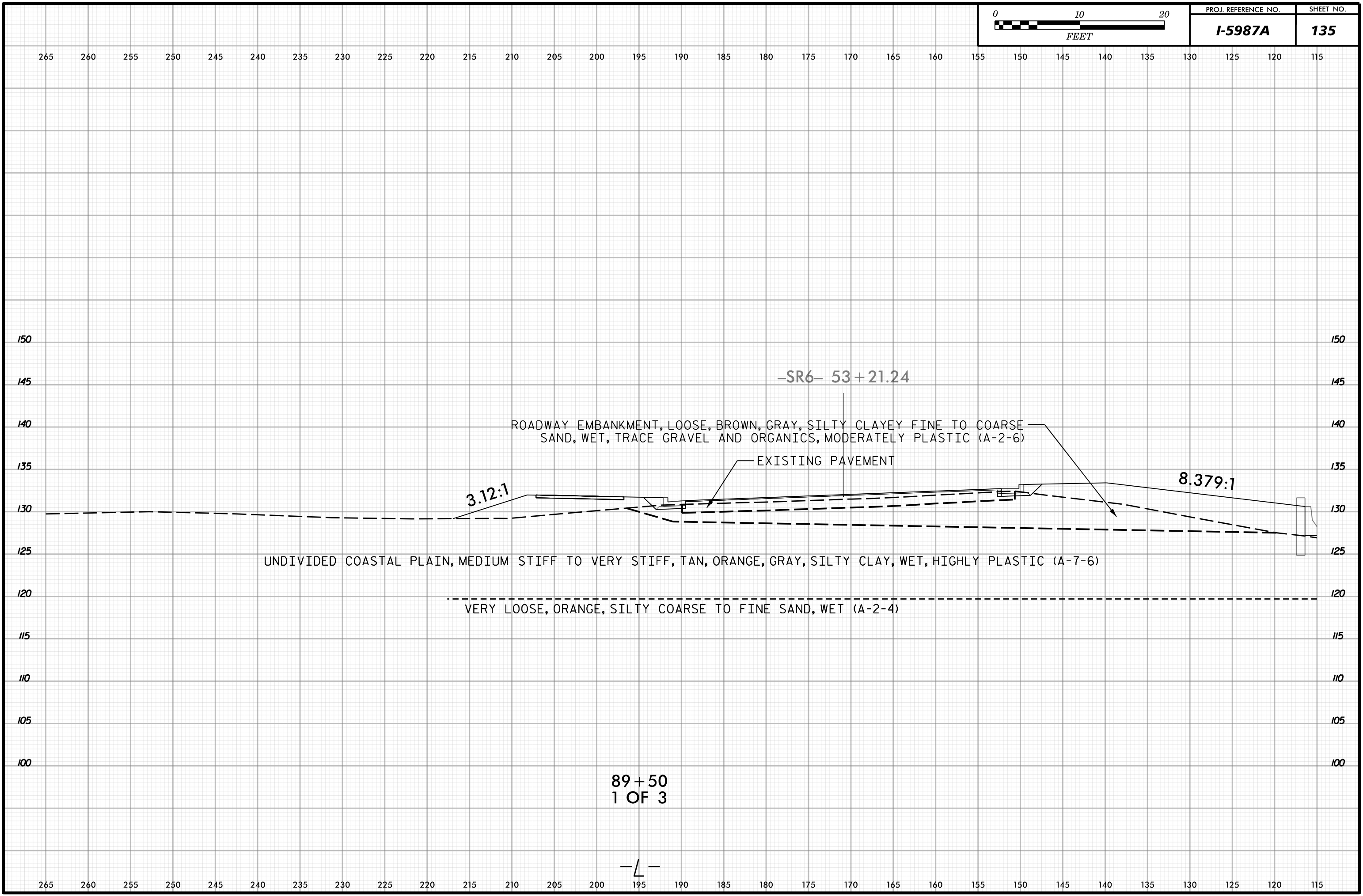
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89+00
3 OF 3



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



-SR6- 53 + 21.24

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

EXISTING PAVEMENT

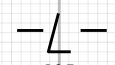
3.12:1

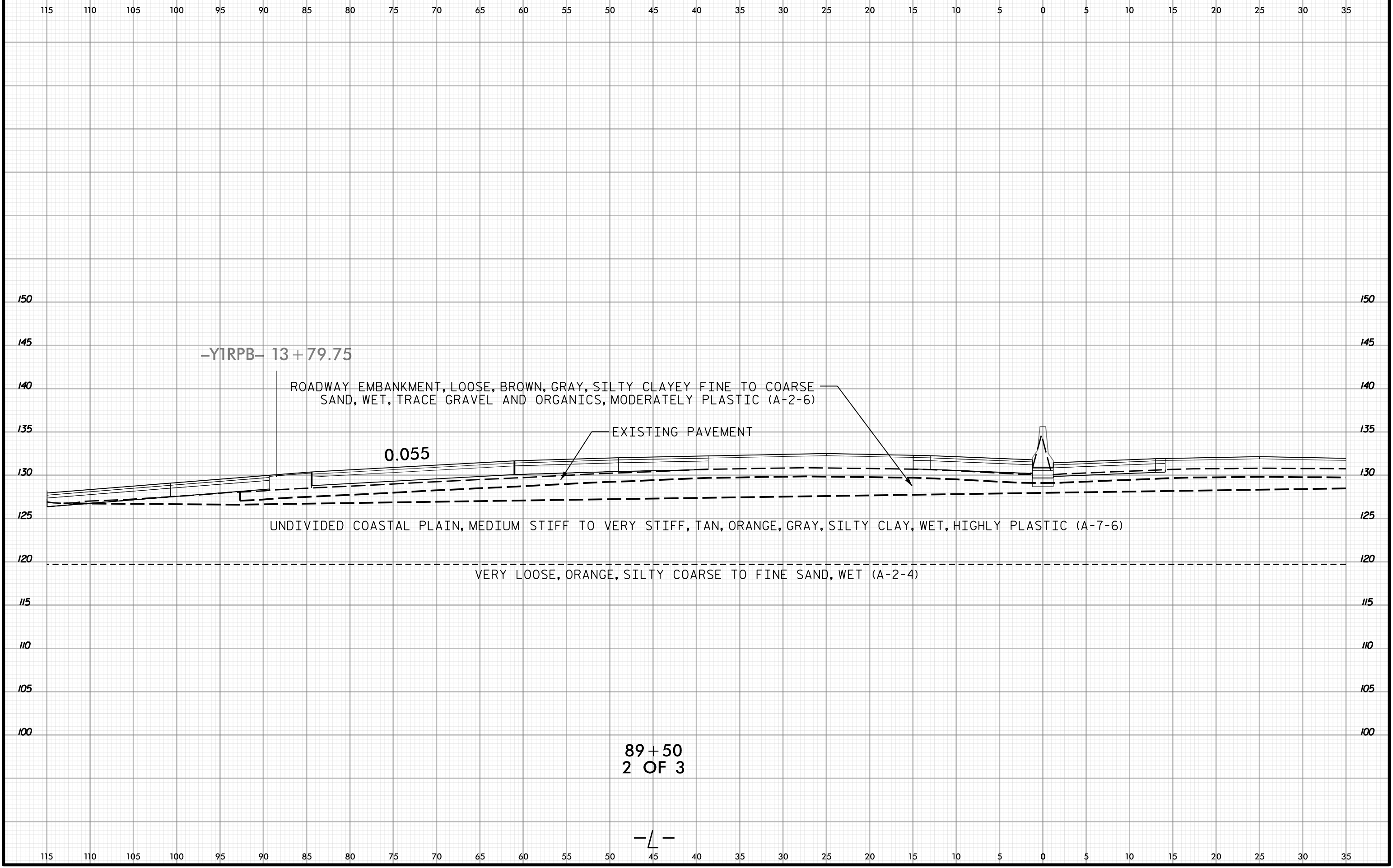
8.379:1

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
1 OF 3





-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)

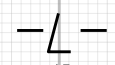
EXISTING PAVEMENT

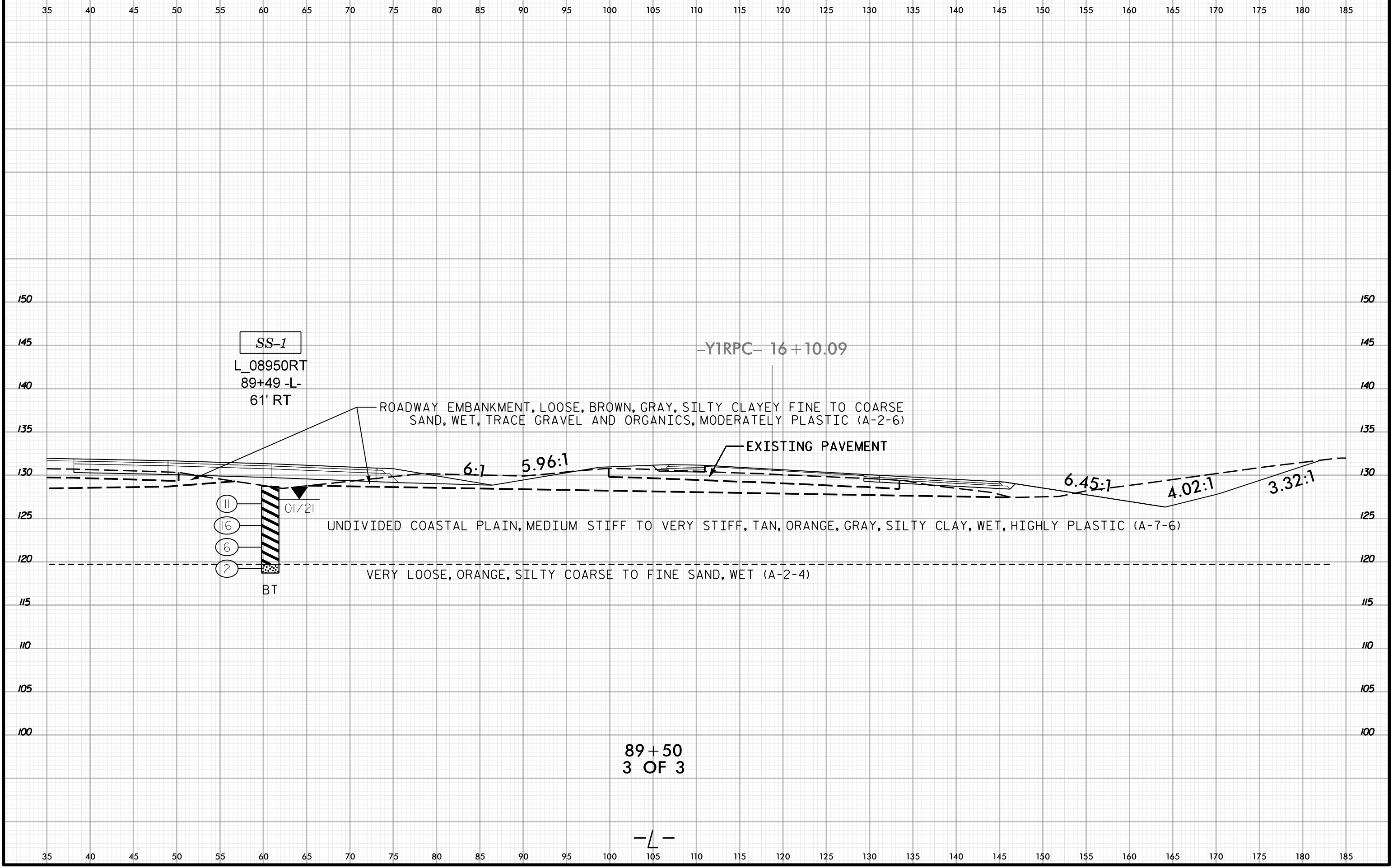
0.055

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

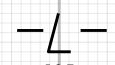
VERY LOOSE, ORANGE, SILTY COARSE TO FINE SAND, WET (A-2-4)

89+50
2 OF 3



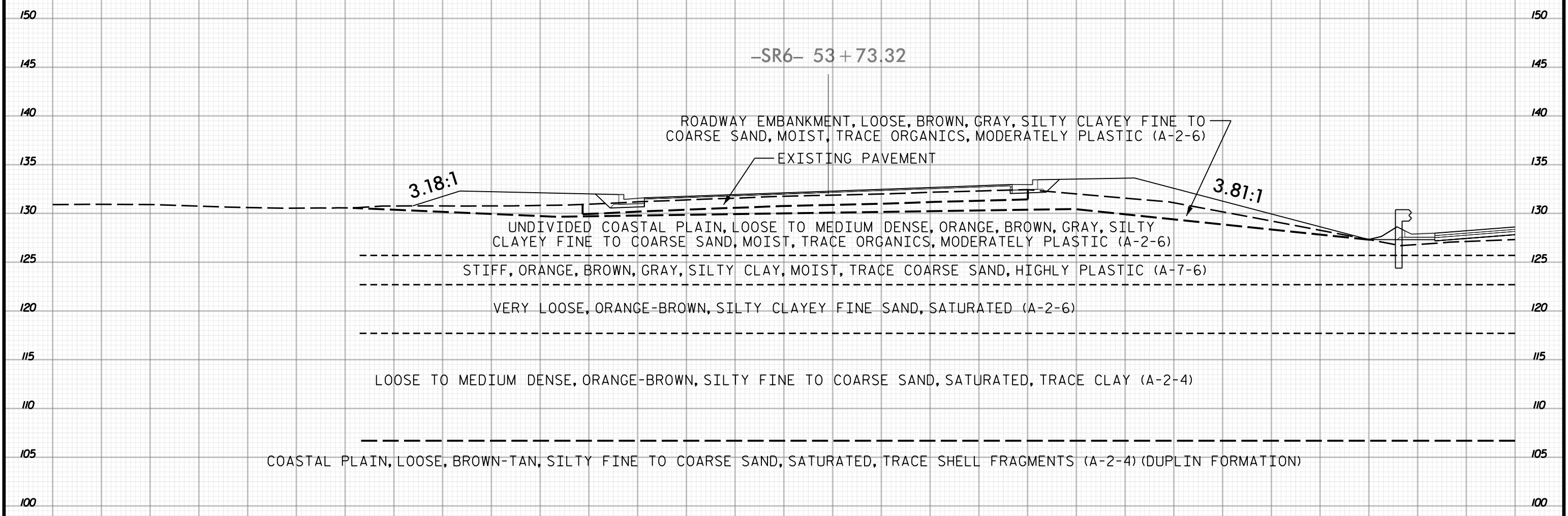


89+50
3 OF 3

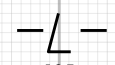




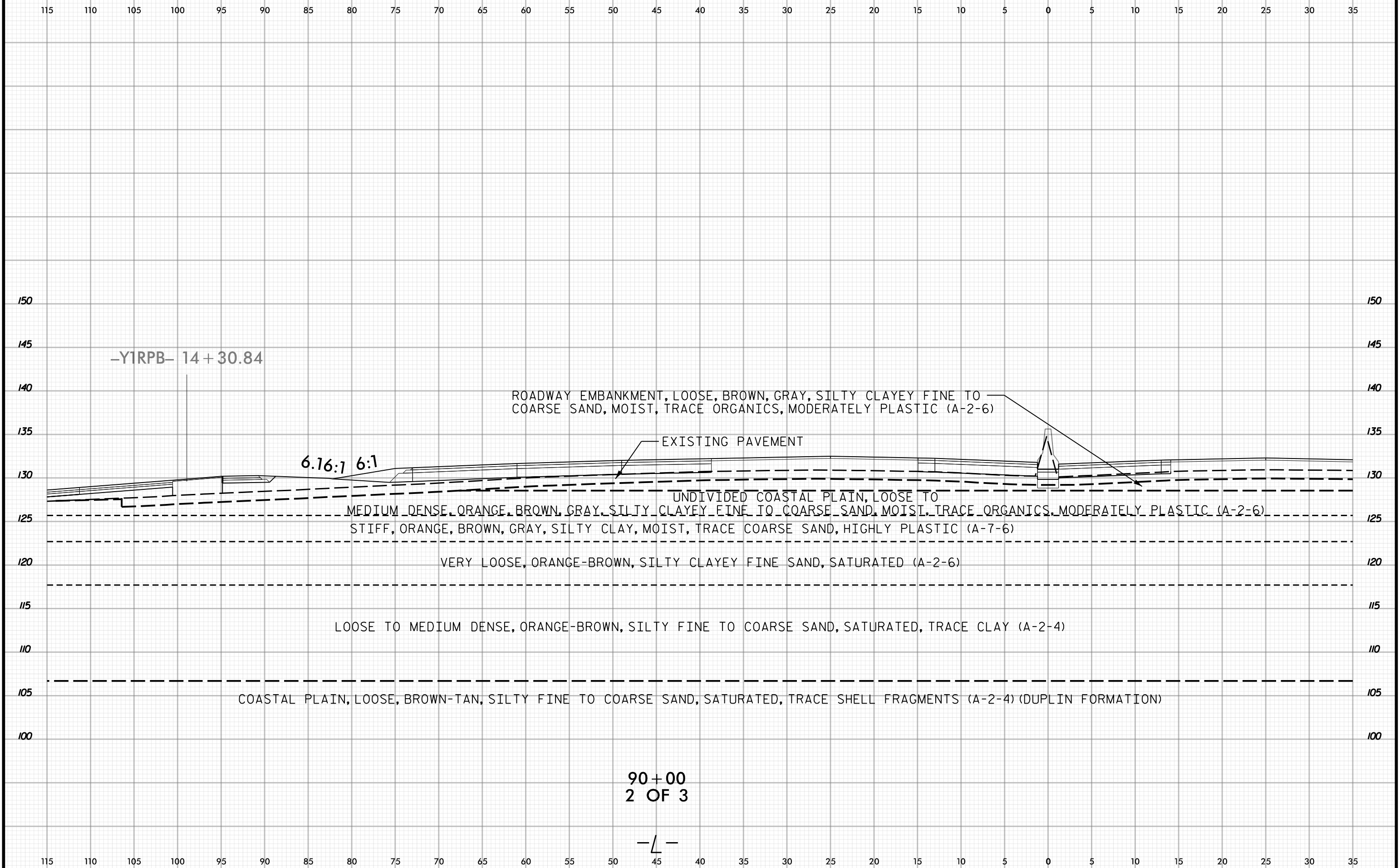
265 260 255 250 245 240 235 230 225 220 215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140 135 130 125 120 115



90+00
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



-Y1RPB- 14 + 30.84

6.16:1 6:1

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, 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)

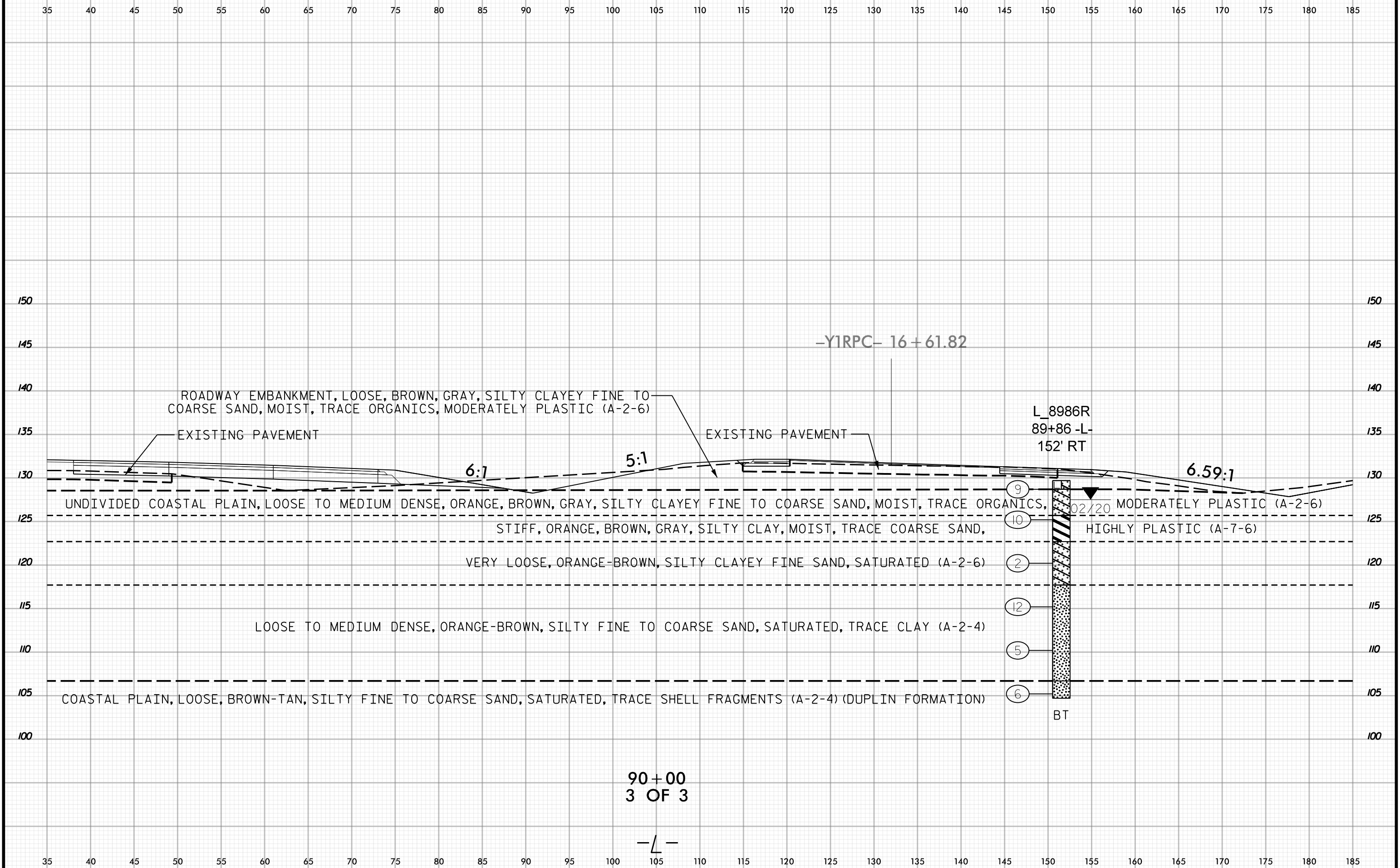
VERY LOOSE, ORANGE-BROWN, SILTY CLAYEY FINE SAND, SATURATED (A-2-6)

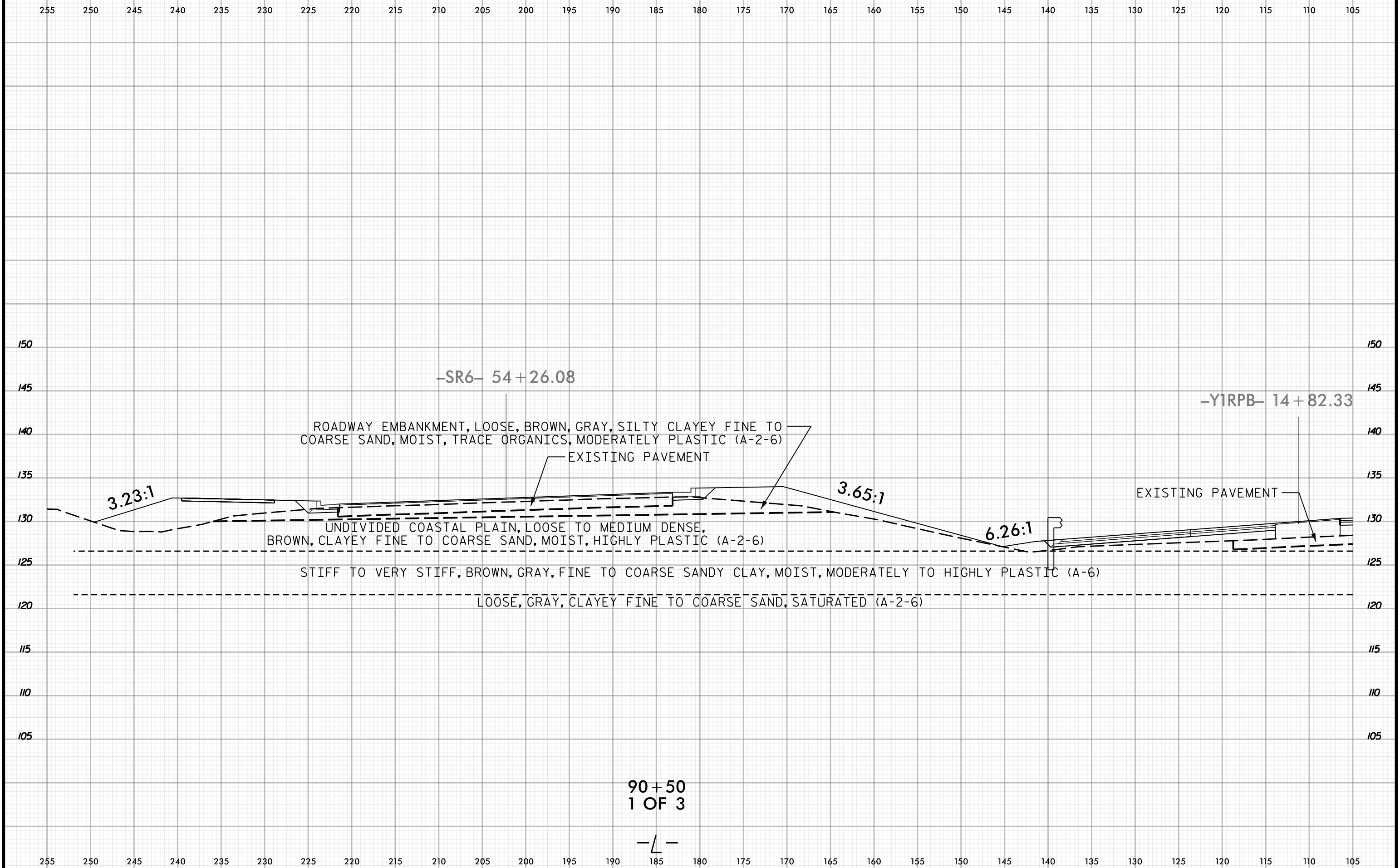
LOOSE TO MEDIUM DENSE, ORANGE-BROWN, SILTY FINE TO COARSE SAND, SATURATED, TRACE CLAY (A-2-4)

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

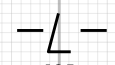
90+00
2 OF 3

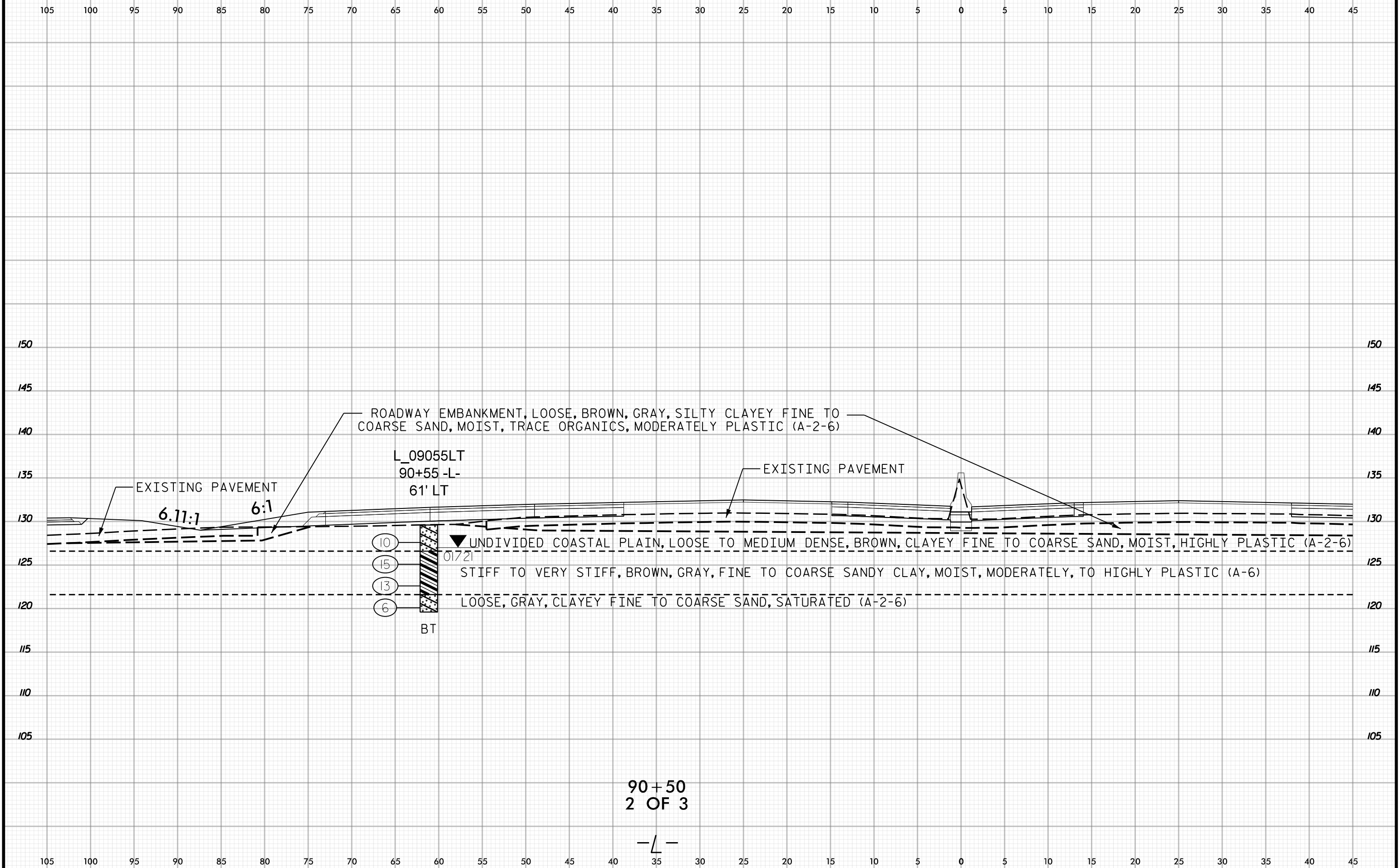
-L-

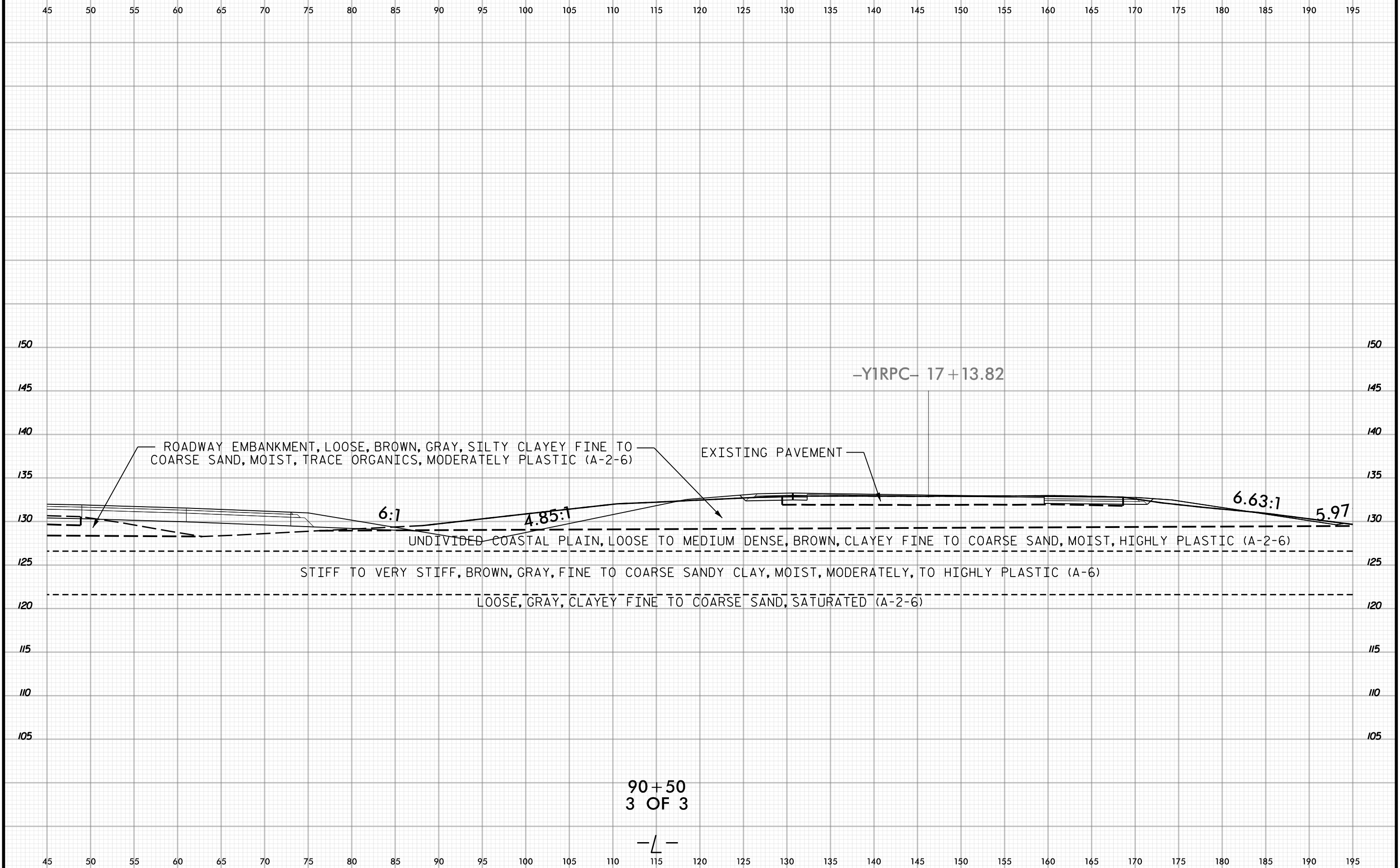


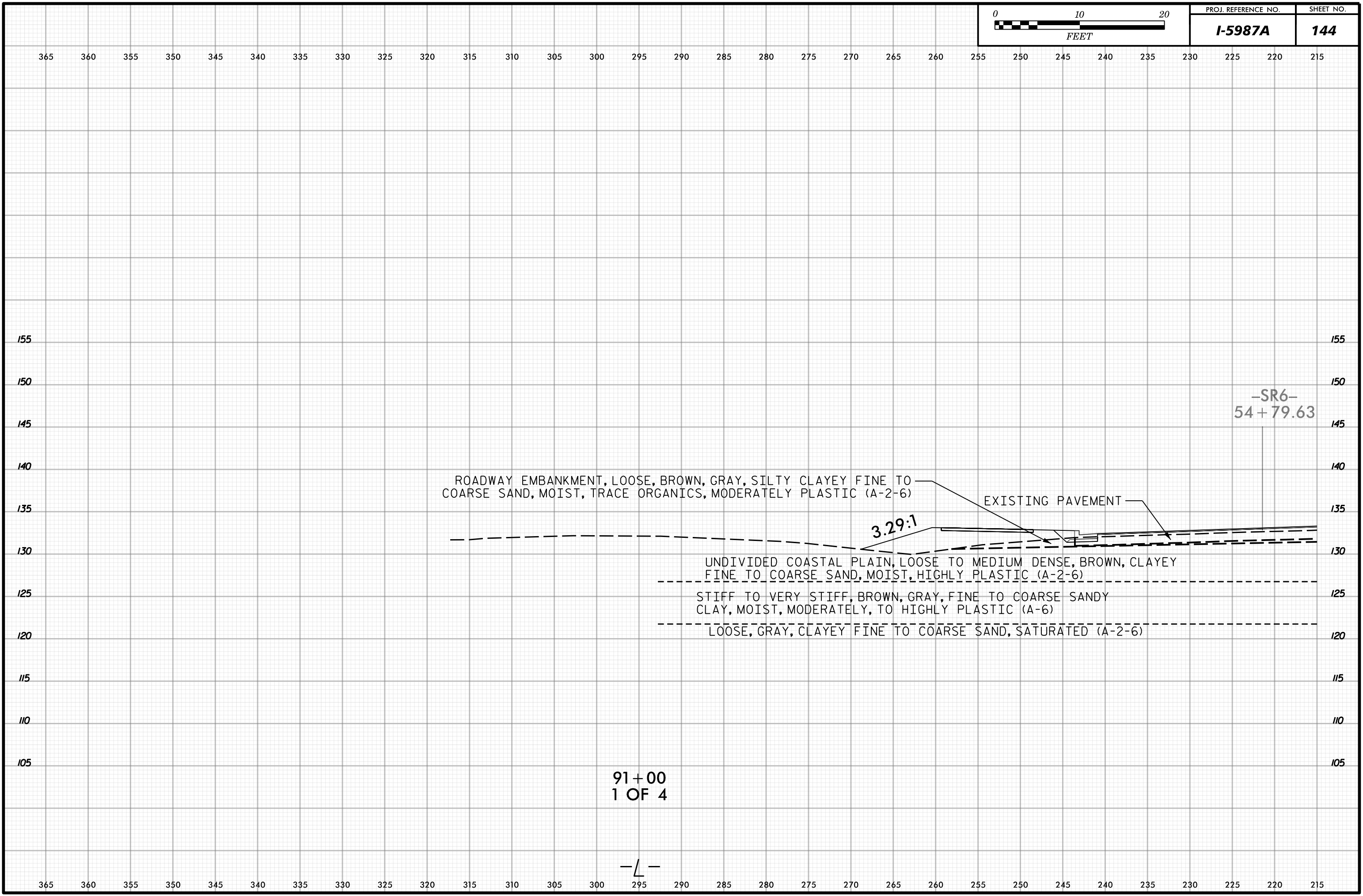


90+50
1 OF 3









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

EXISTING PAVEMENT

3.29:1

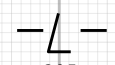
UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, BROWN, CLAYEY FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-2-6)

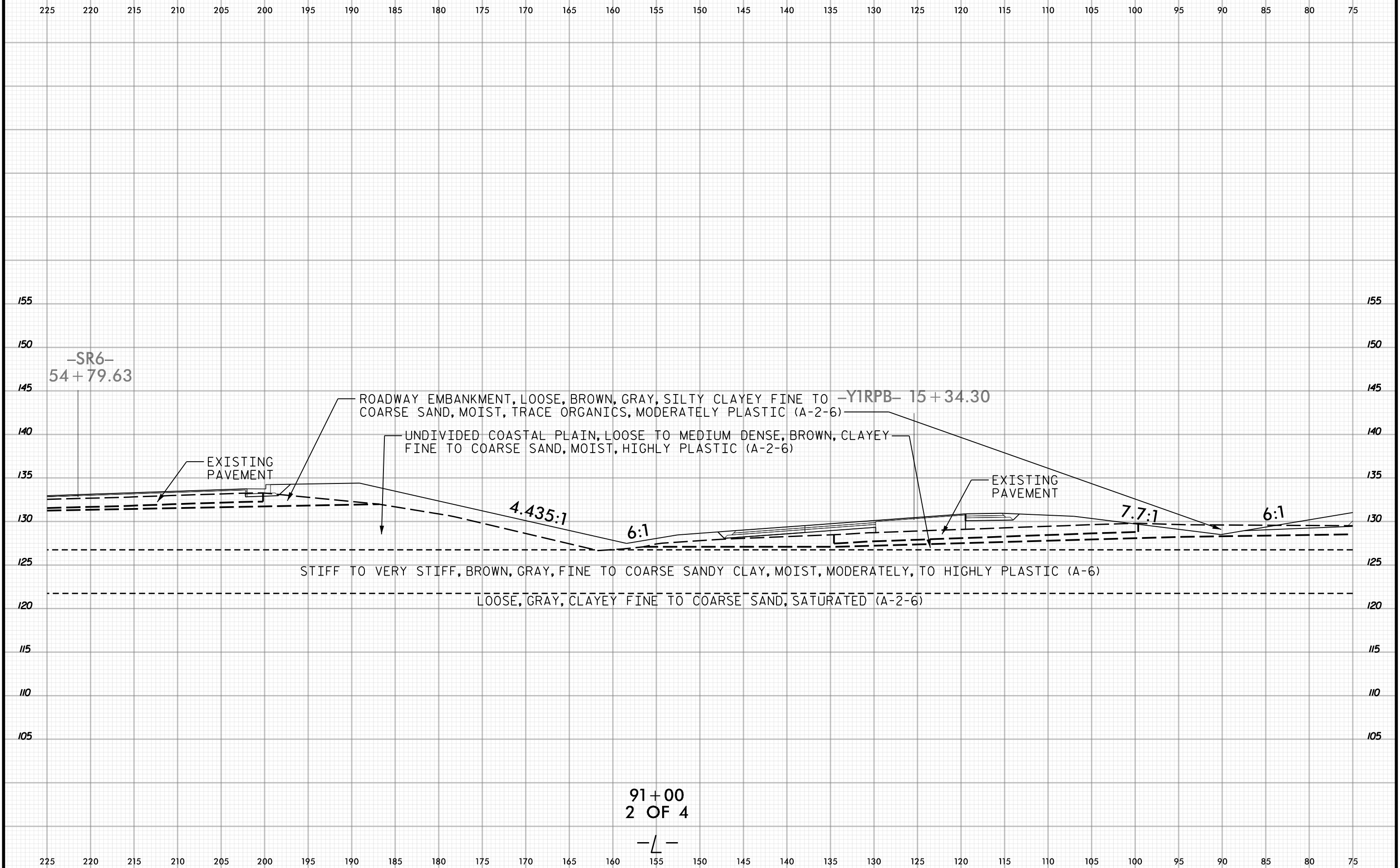
STIFF TO VERY STIFF, BROWN, GRAY, FINE TO COARSE SANDY CLAY, MOIST, MODERATELY, TO HIGHLY PLASTIC (A-6)

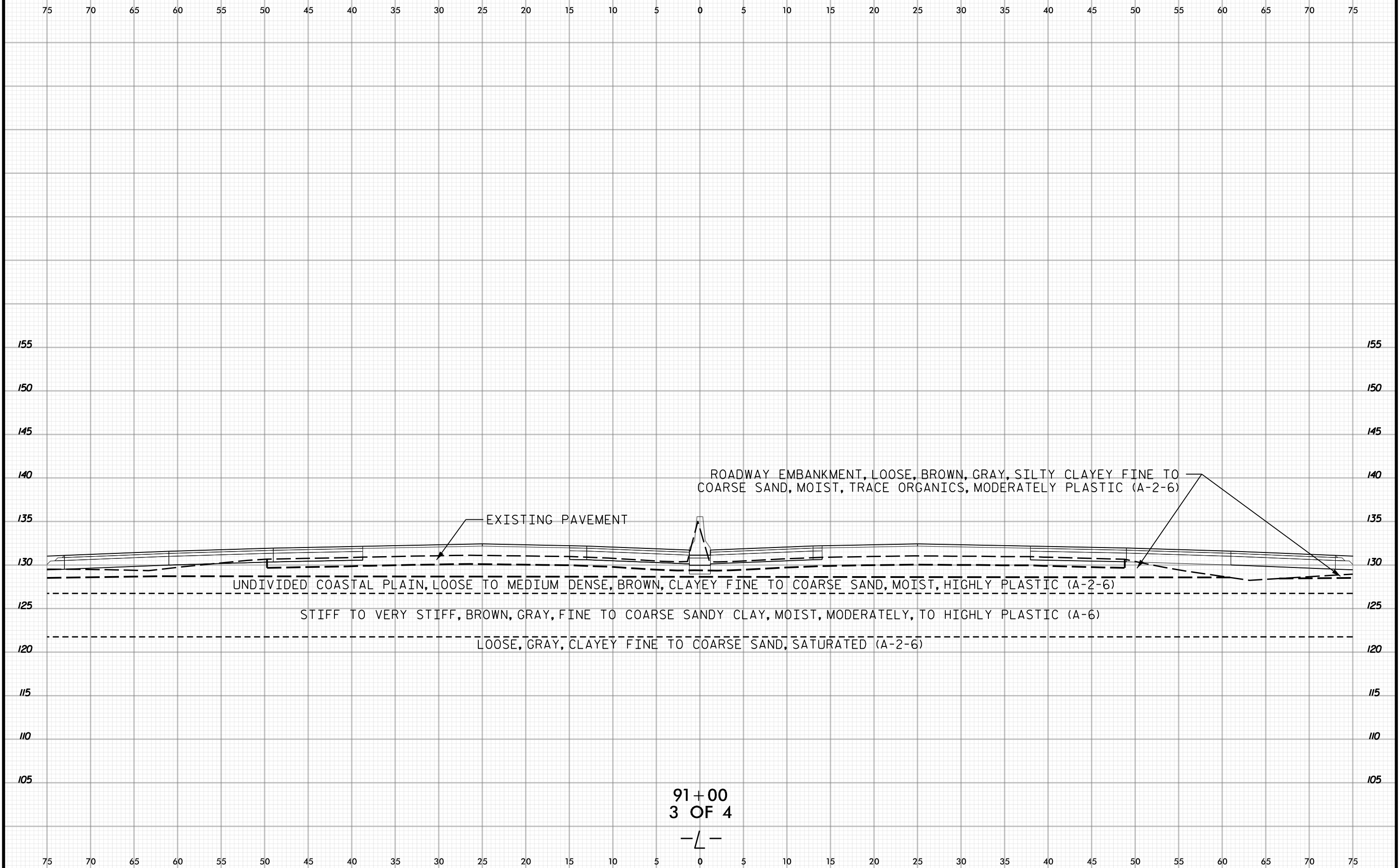
LOOSE, GRAY, CLAYEY FINE TO COARSE SAND, SATURATED (A-2-6)

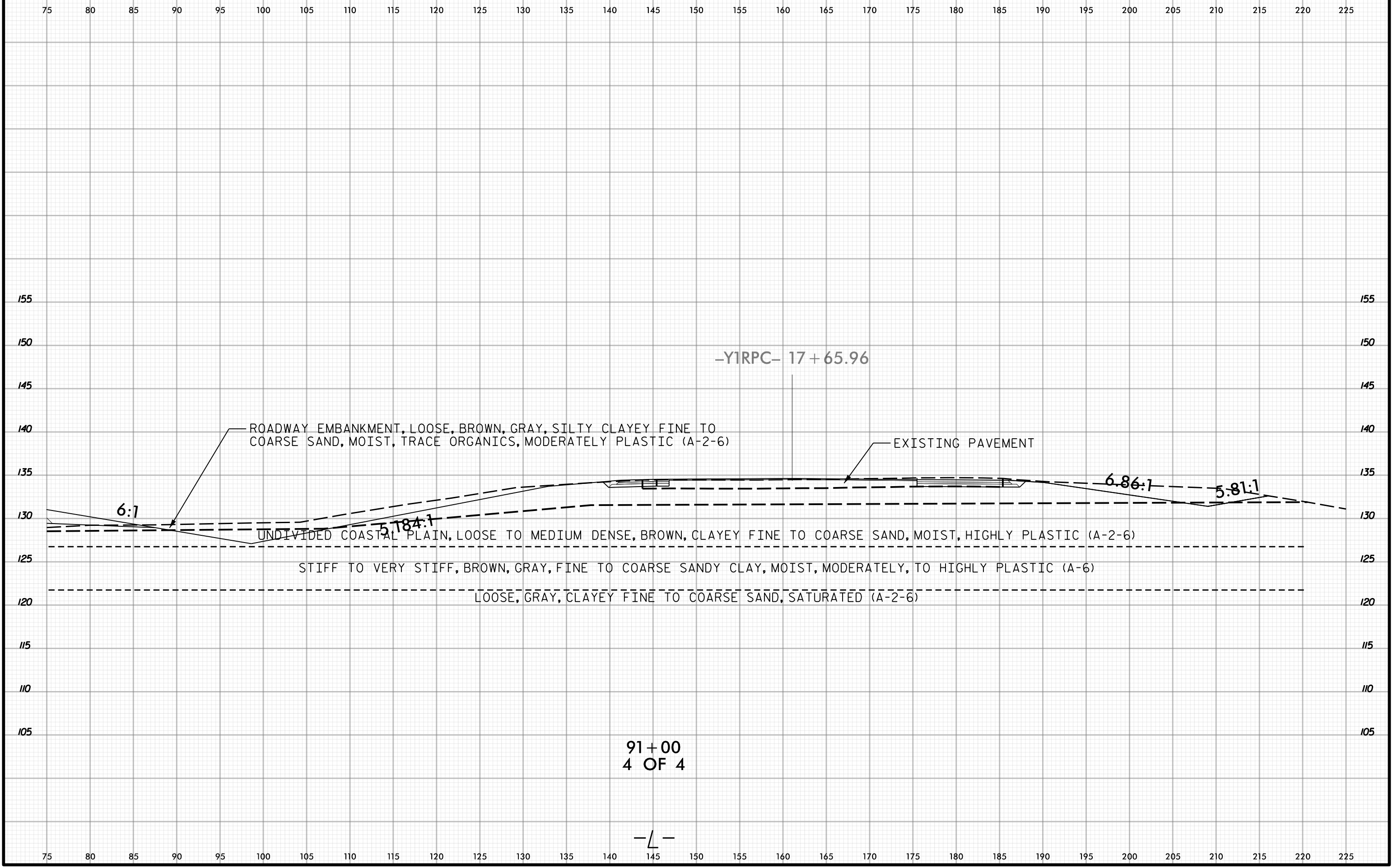
-SR6-
54+79.63

91+00
1 OF 4

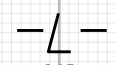


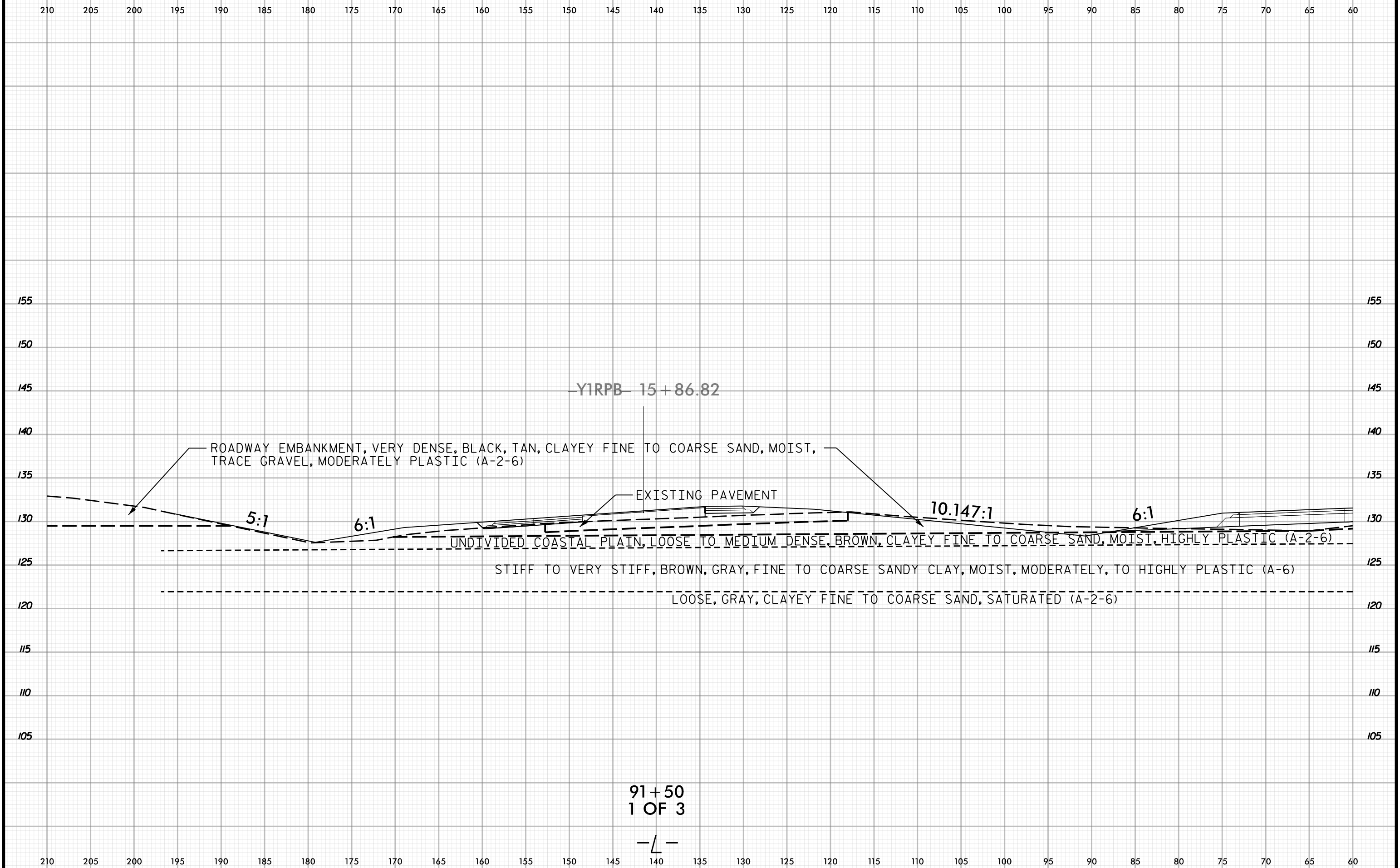






91+00
4 OF 4





ROADWAY EMBANKMENT, VERY DENSE, BLACK, TAN, CLAYEY FINE TO COARSE SAND, MOIST, TRACE GRAVEL, MODERATELY PLASTIC (A-2-6)

YIRPB 15+86.82

EXISTING PAVEMENT

5:1

6:1

10.147:1

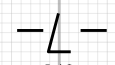
6:1

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)

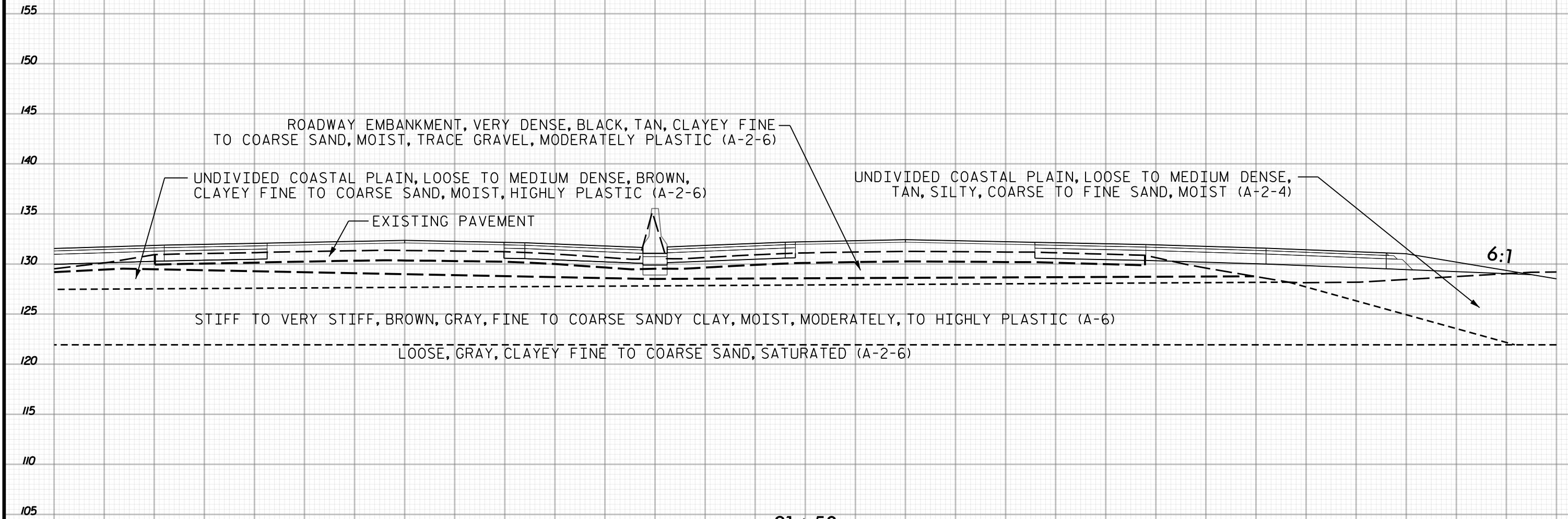
LOOSE, GRAY, CLAYEY FINE TO COARSE SAND, SATURATED (A-2-6)

91+50
1 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



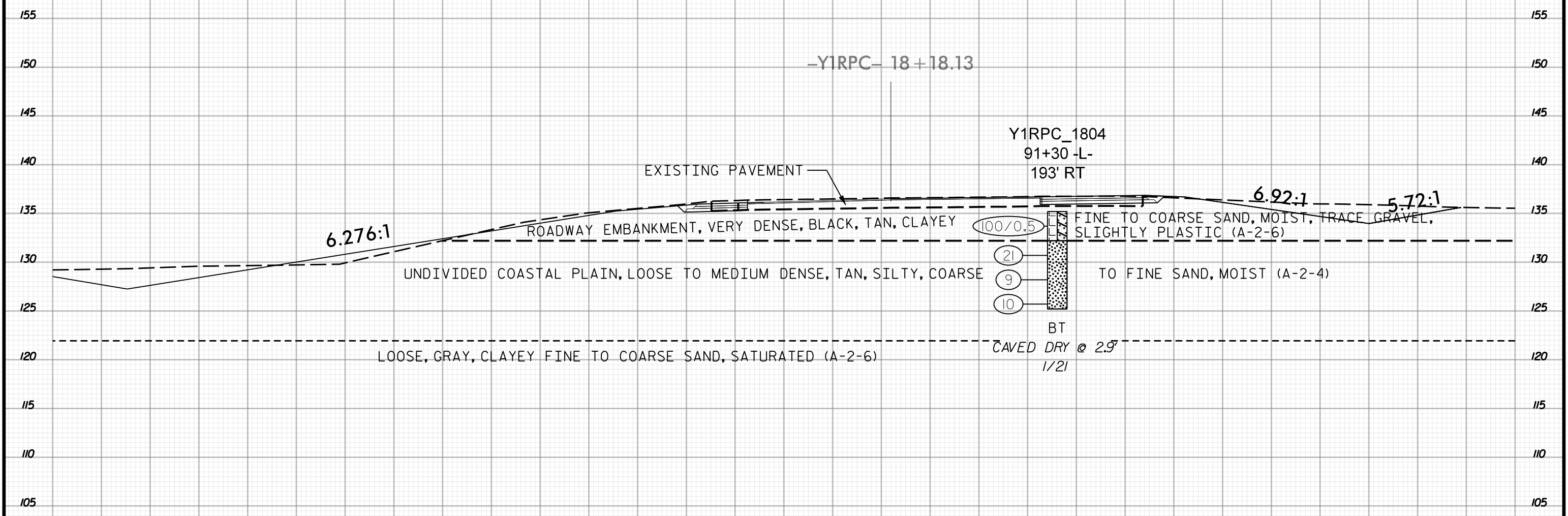
91+50
2 OF 3

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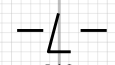
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90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225 230 235 240



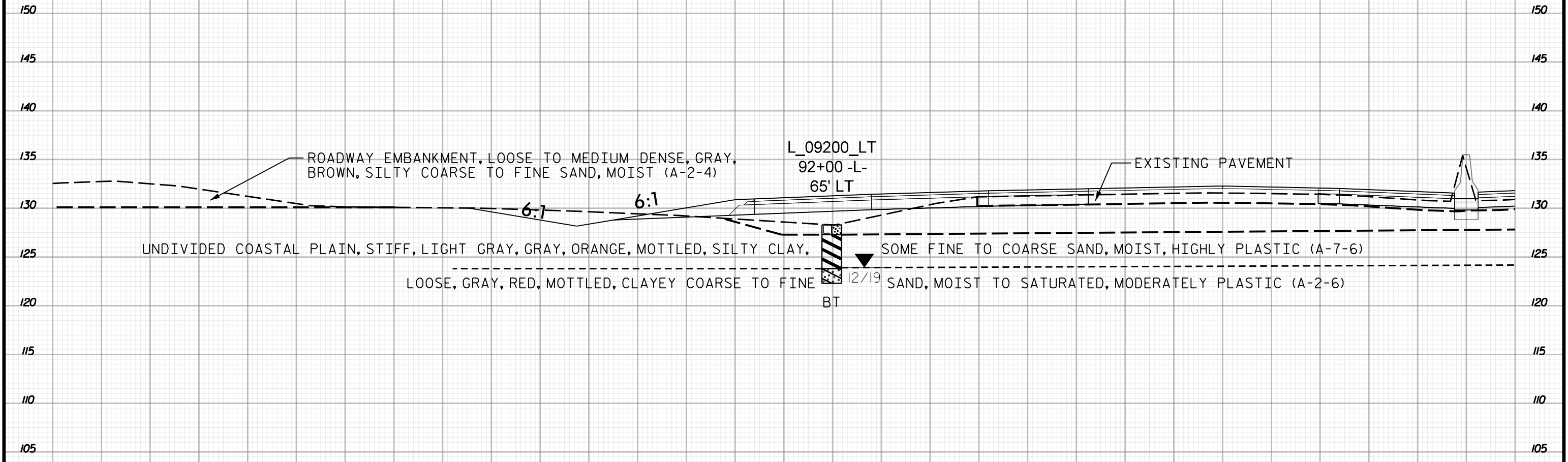
91+50
3 OF 3



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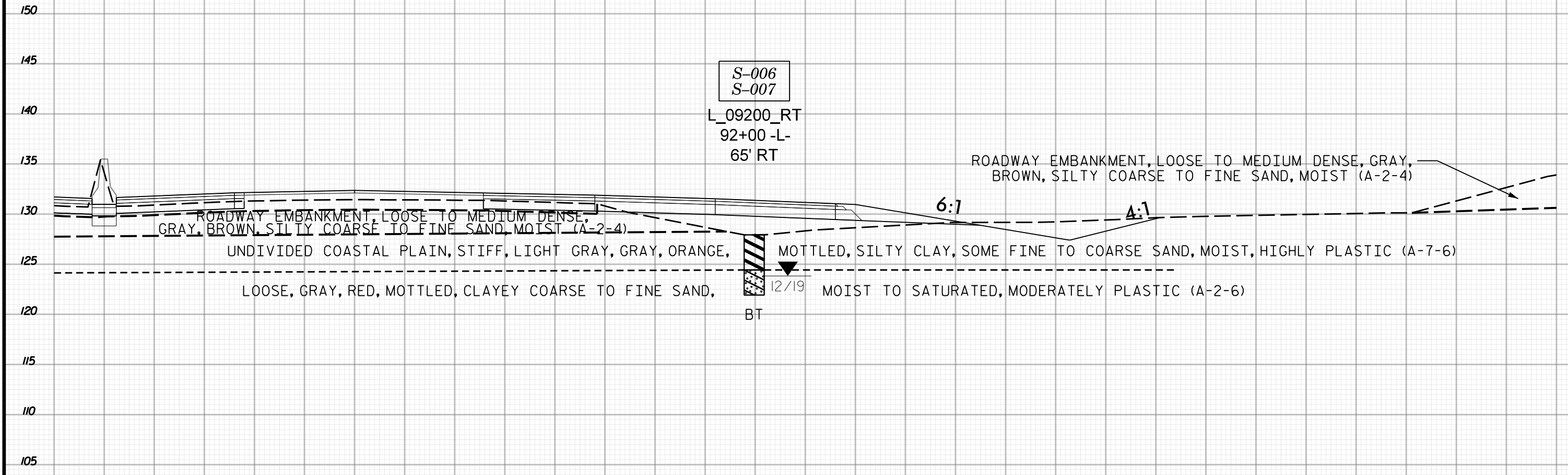
92+00
1 OF 2

-L-

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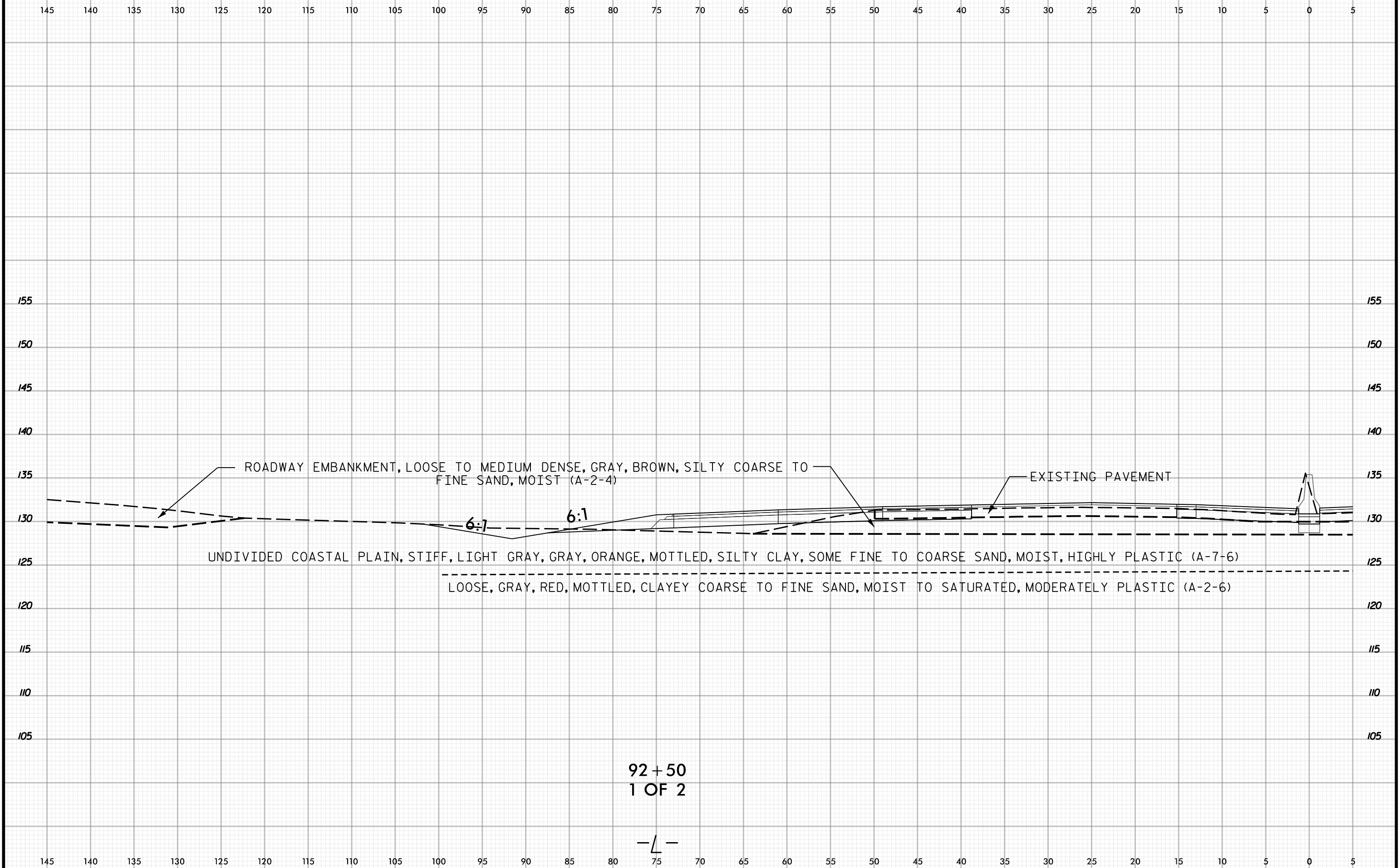
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92+00
2 OF 2

-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



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

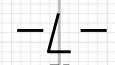
EXISTING PAVEMENT

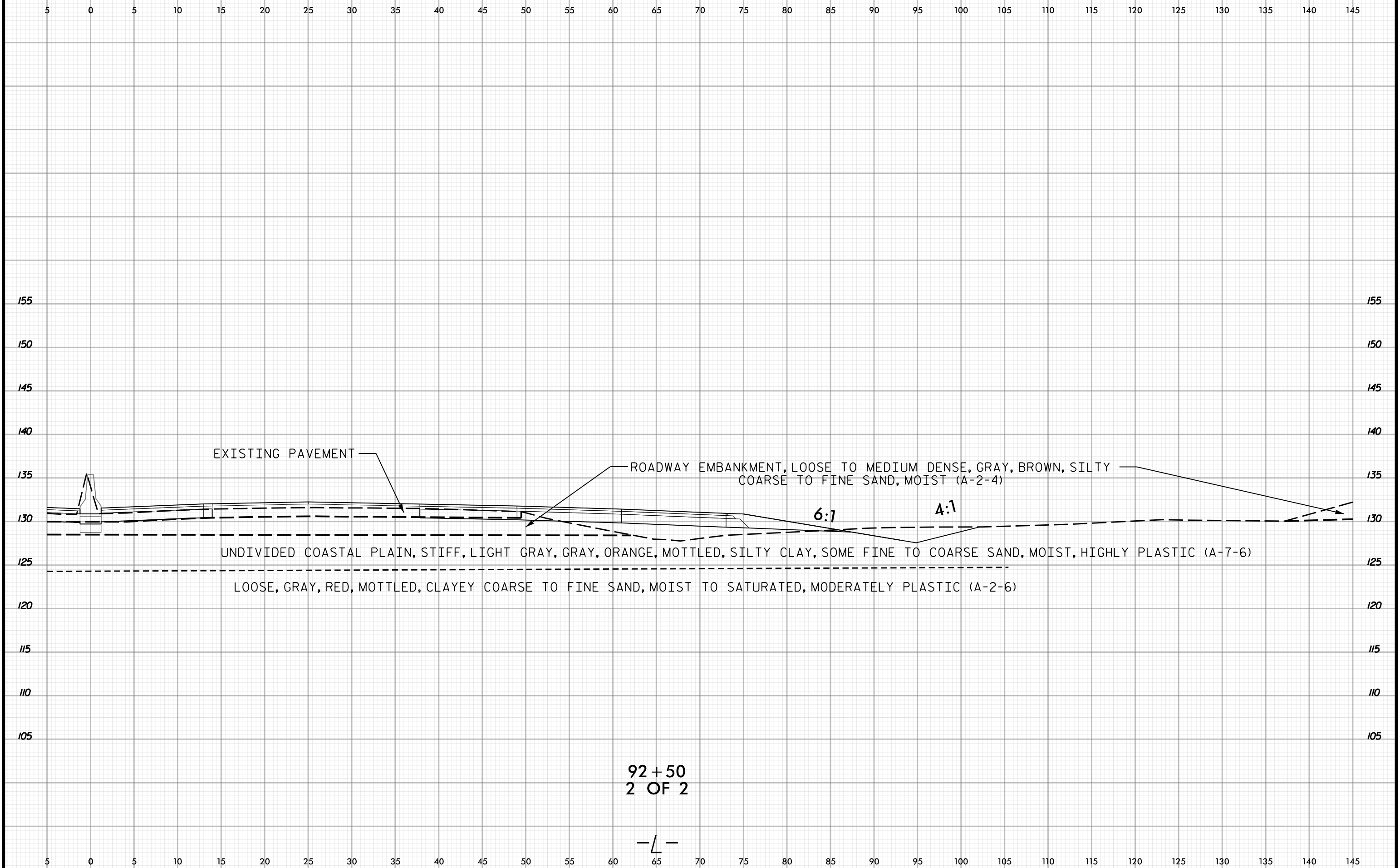
UNDIVIDED COASTAL PLAIN, STIFF, LIGHT GRAY, GRAY, ORANGE, MOTTLED, SILTY CLAY, SOME FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-7-6)

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

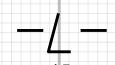
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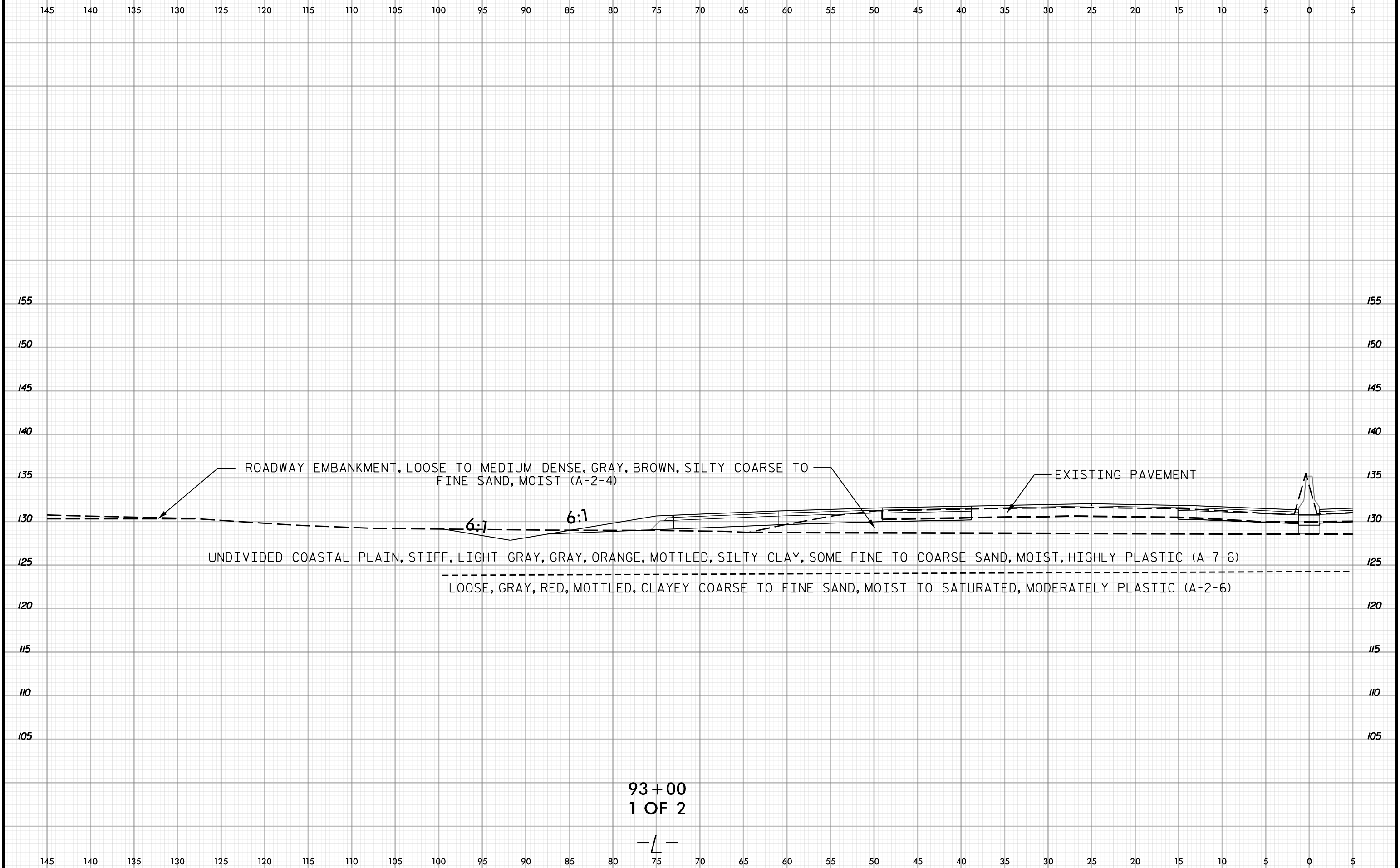
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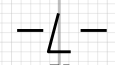


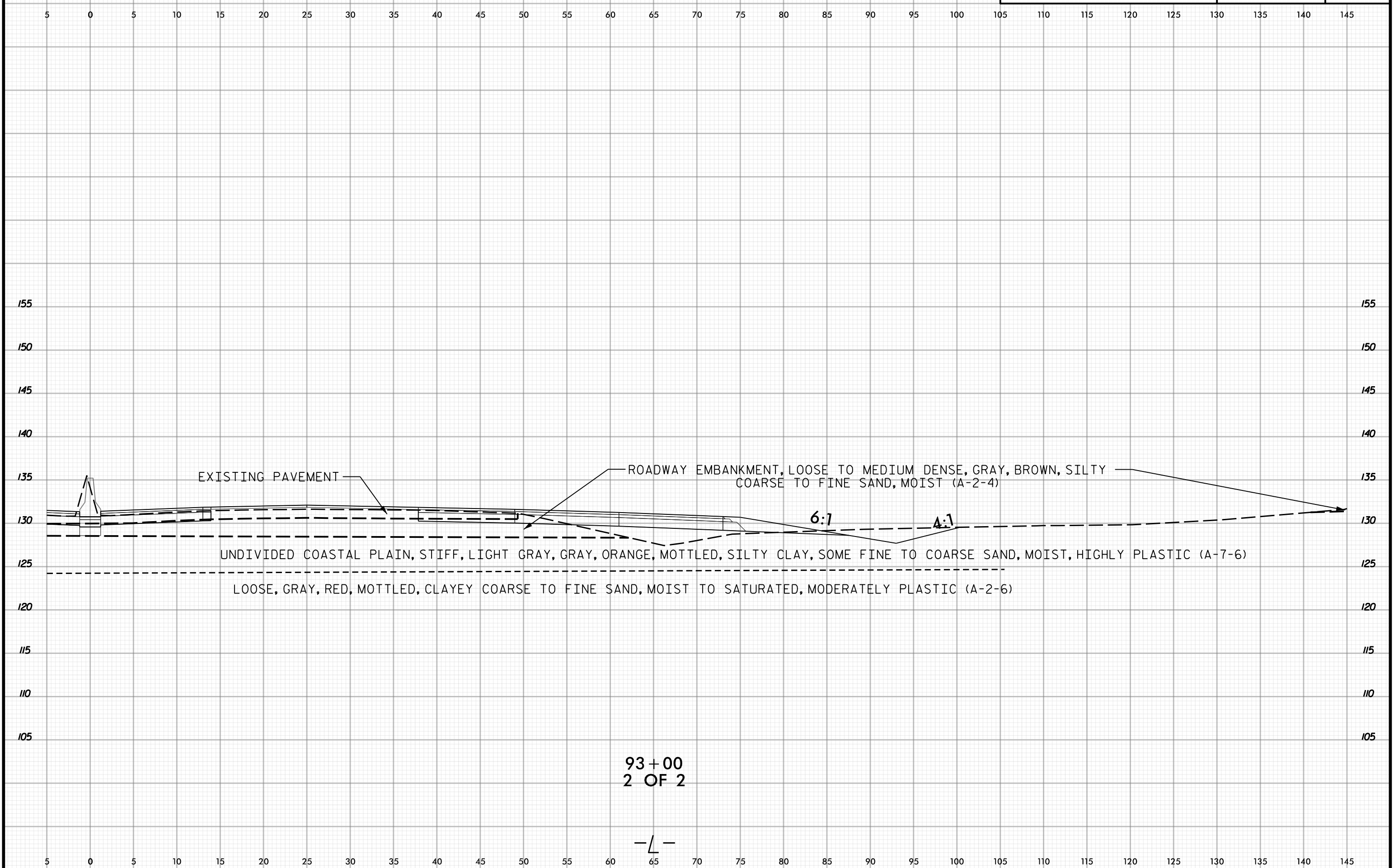
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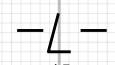


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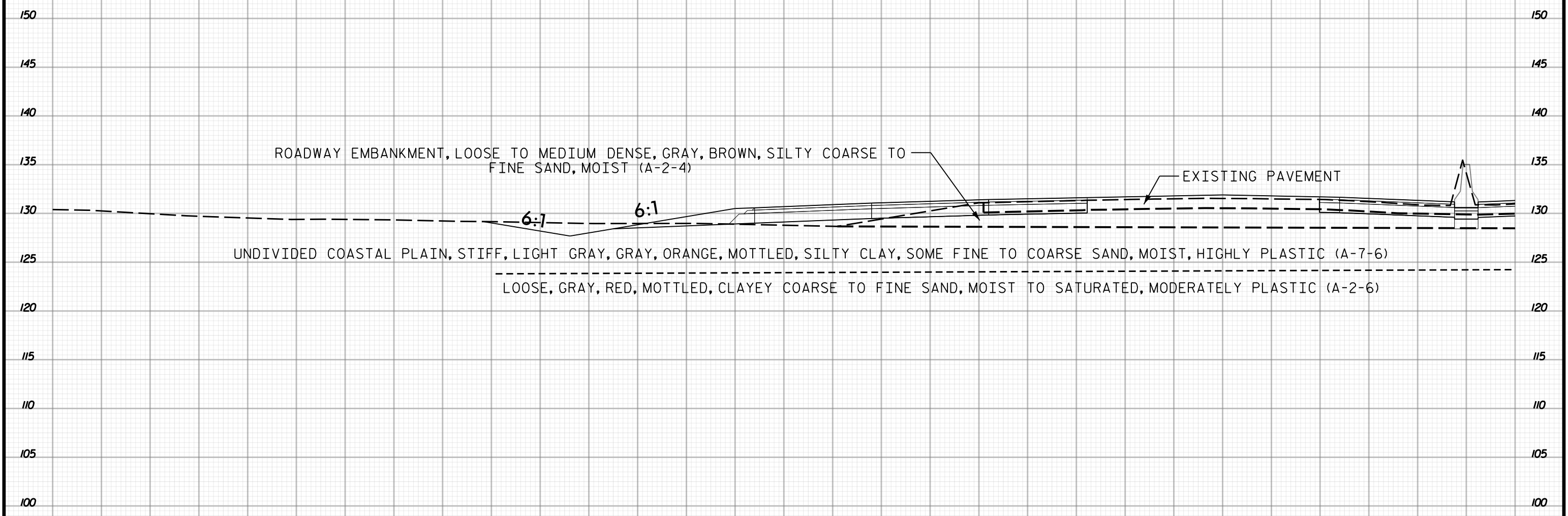


93+00
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ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, BROWN, SILTY COARSE TO FINE SAND, MOIST (A-2-4)

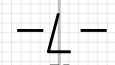
EXISTING PAVEMENT

6:1 6:1

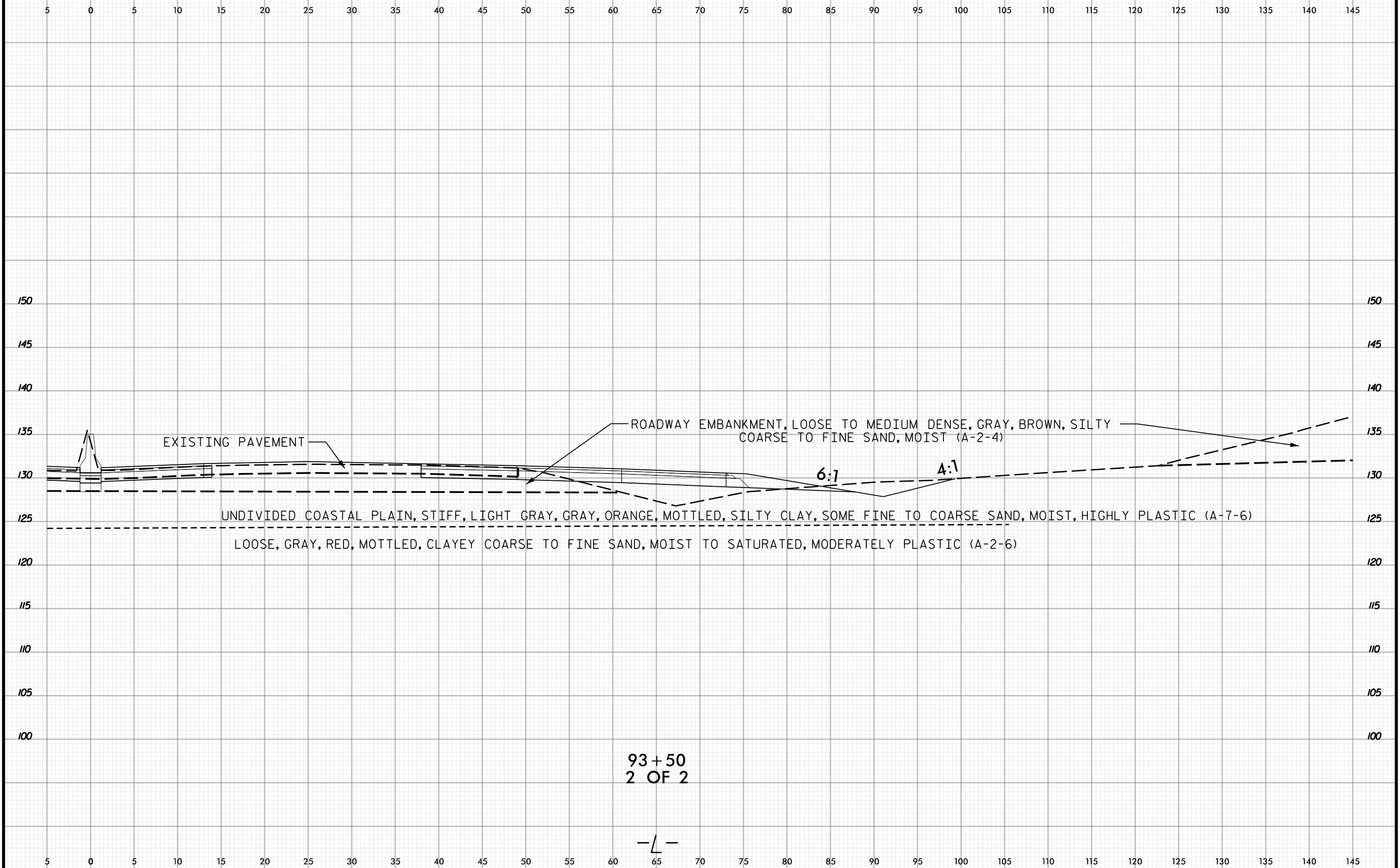
UNDIVIDED COASTAL PLAIN, STIFF, LIGHT GRAY, GRAY, ORANGE, MOTTLED, SILTY CLAY, SOME FINE TO COARSE SAND, MOIST, HIGHLY PLASTIC (A-7-6)

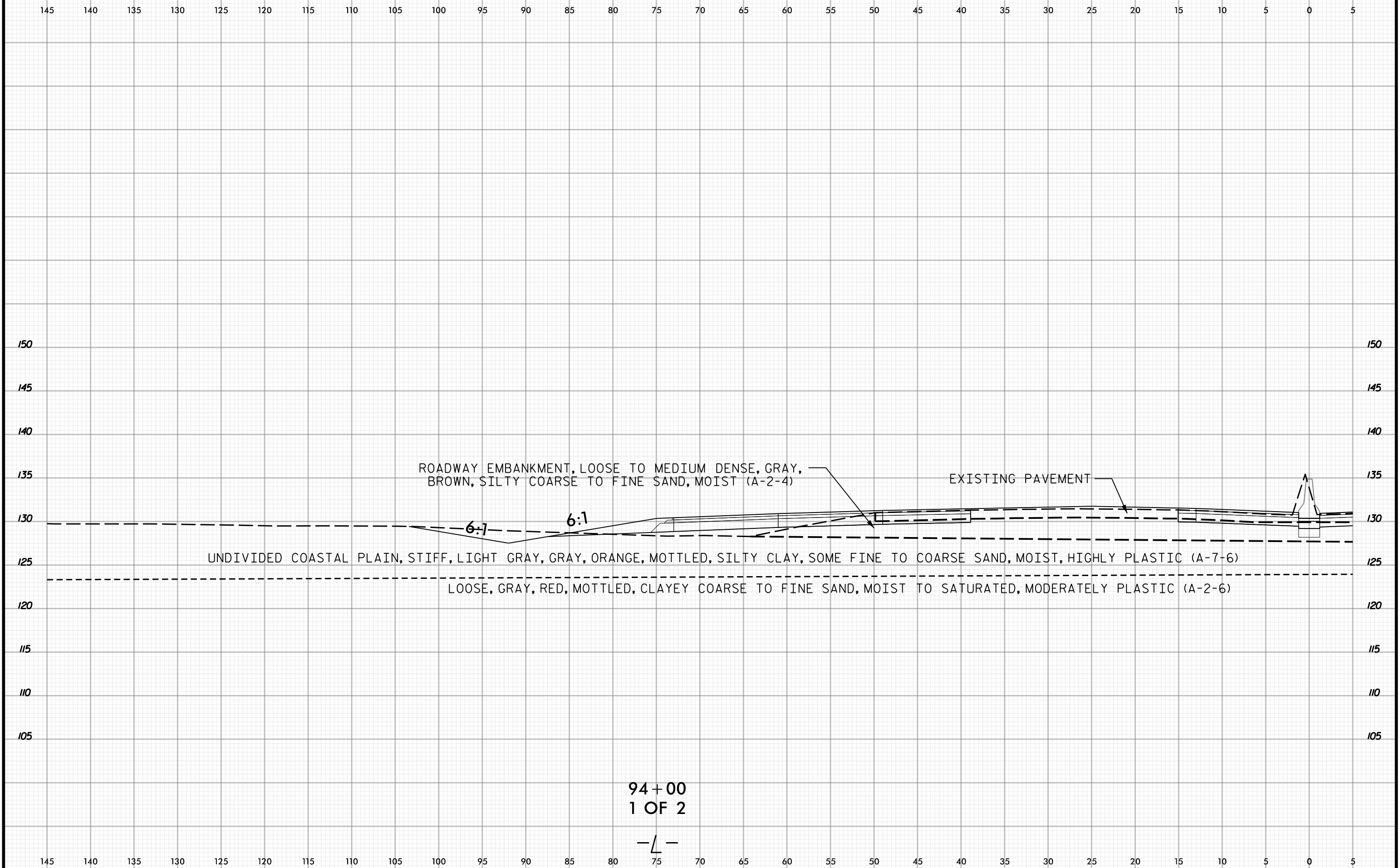
LOOSE, GRAY, RED, MOTTLED, CLAYEY COARSE TO FINE SAND, MOIST TO SATURATED, MODERATELY PLASTIC (A-2-6)

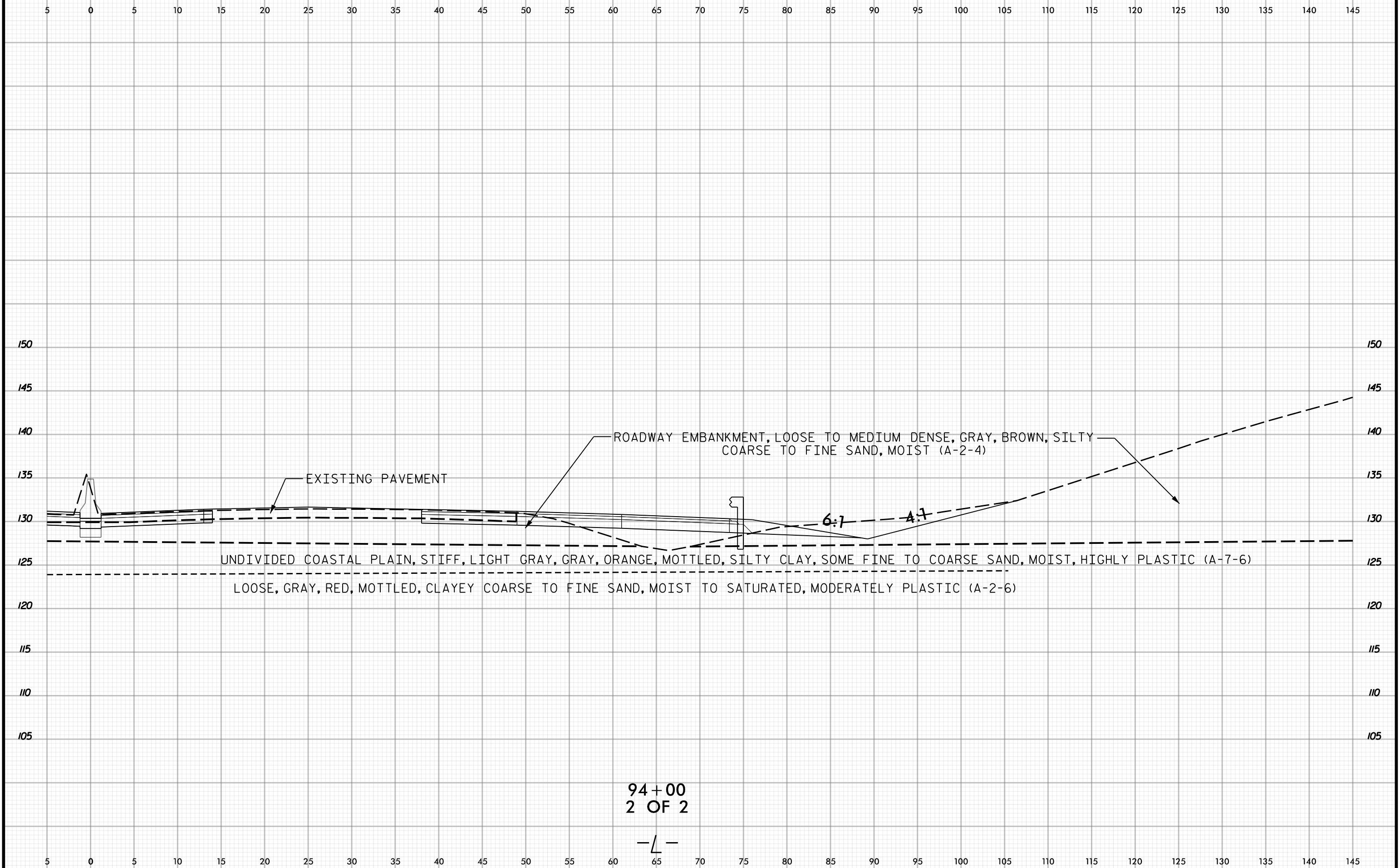
93+50
1 OF 2



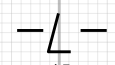
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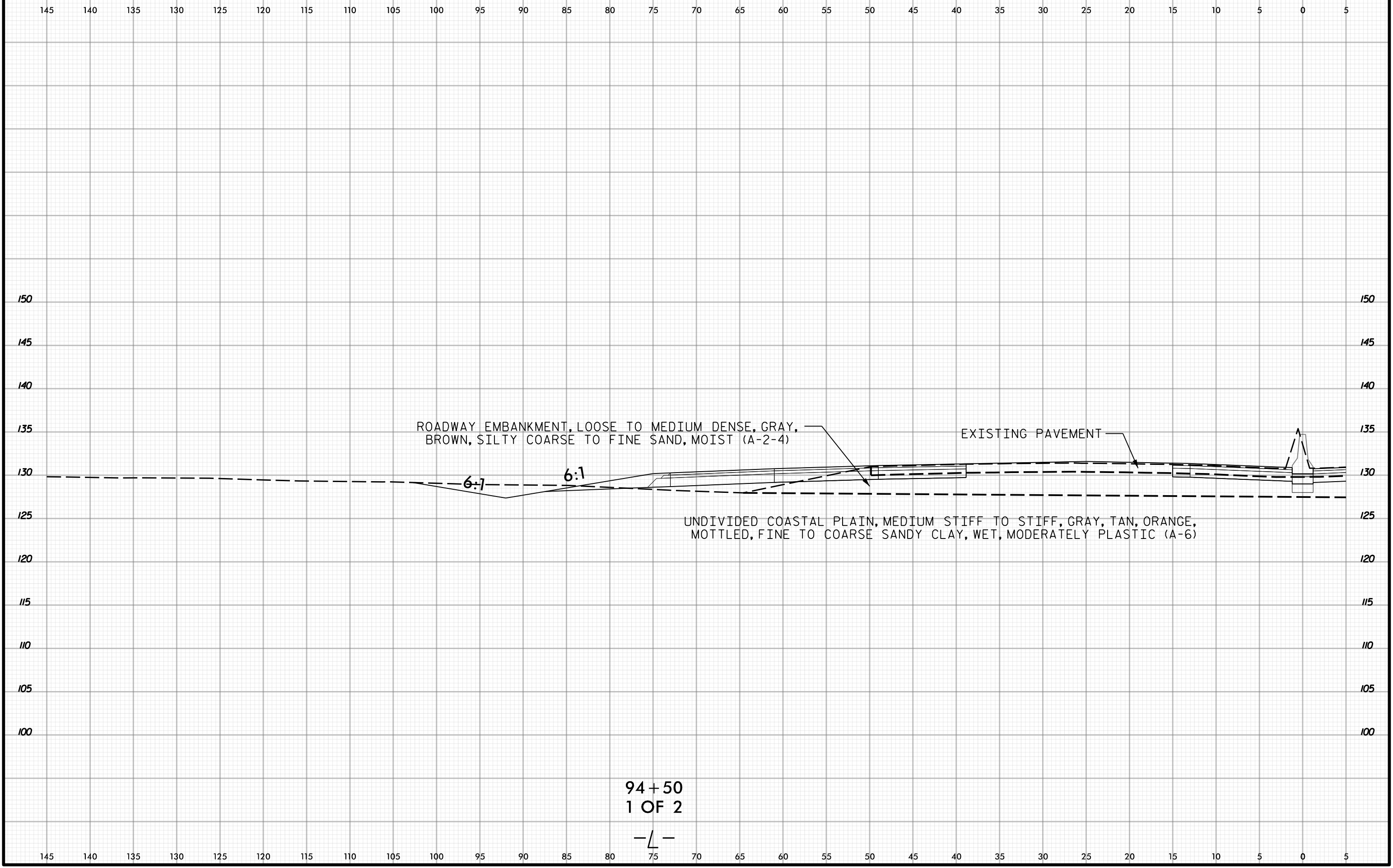
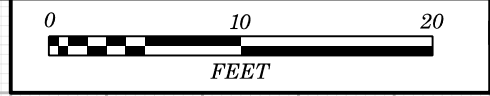


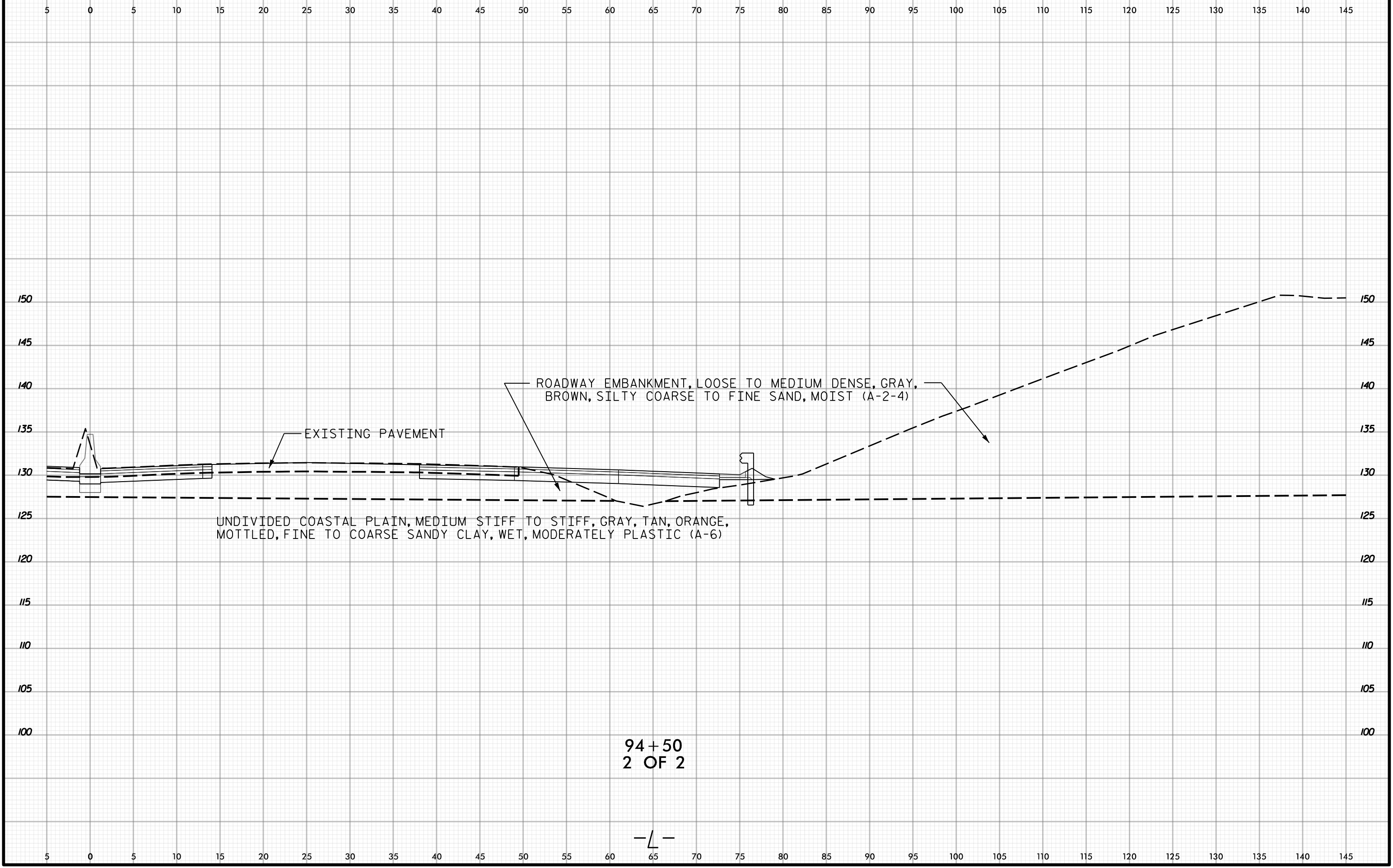




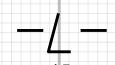
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2 OF 2

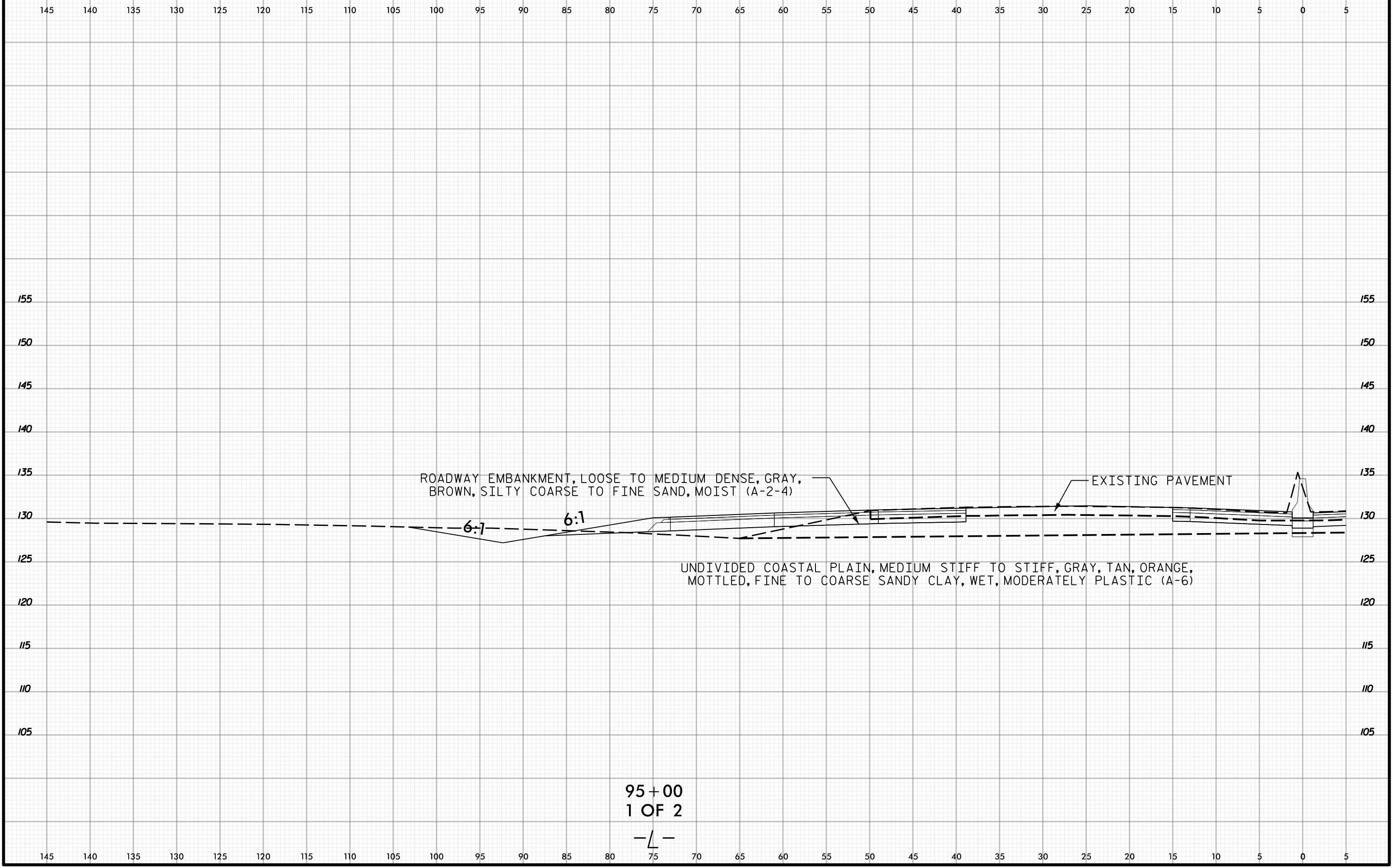


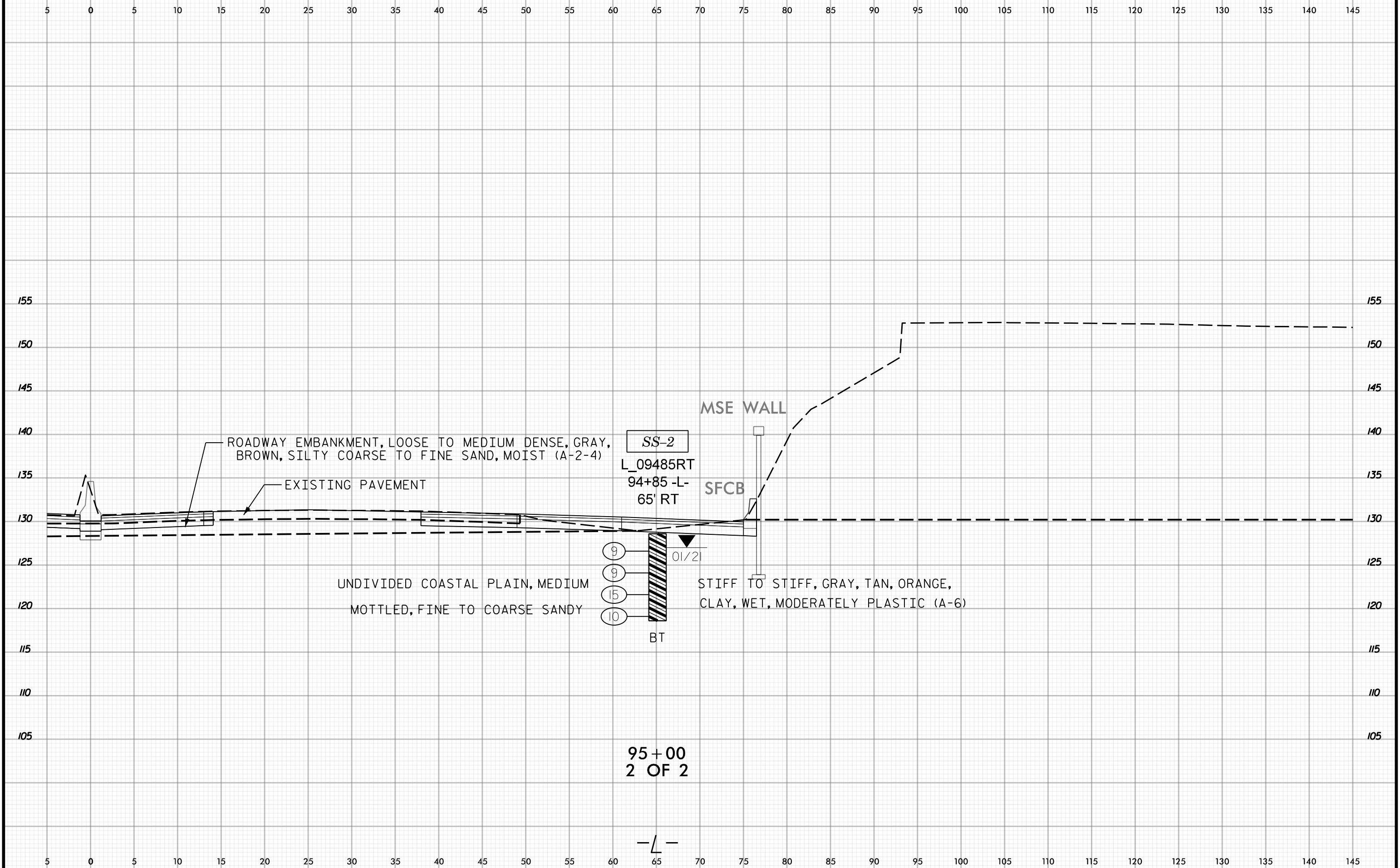




94+50
2 OF 2







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

EXISTING PAVEMENT

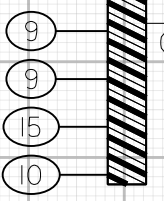
SS-2

L_09485RT
94+85 -L-
65' RT

MSE WALL

SFCB

UNDIVIDED COASTAL PLAIN, MEDIUM
MOTTLED, FINE TO COARSE SANDY



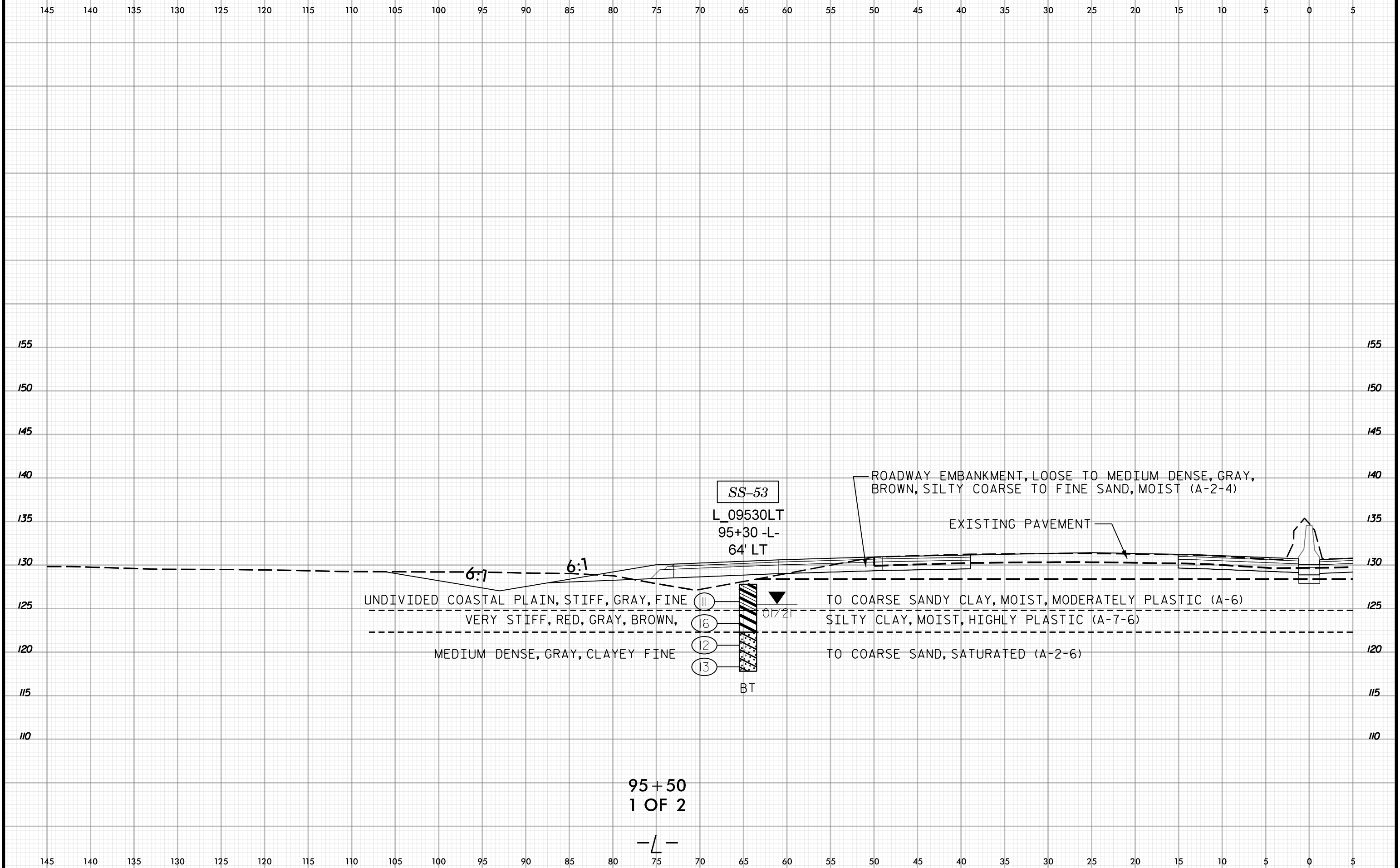
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01/21

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

95+00
2 OF 2

-L-



SS-53

L_09530LT
95+30 -L-
64' LT

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

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, STIFF, GRAY, FINE
VERY STIFF, RED, GRAY, BROWN,
MEDIUM DENSE, GRAY, CLAYEY FINE

- 11
- 16
- 12
- 13

TO COARSE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)
SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)
TO COARSE SAND, SATURATED (A-2-6)

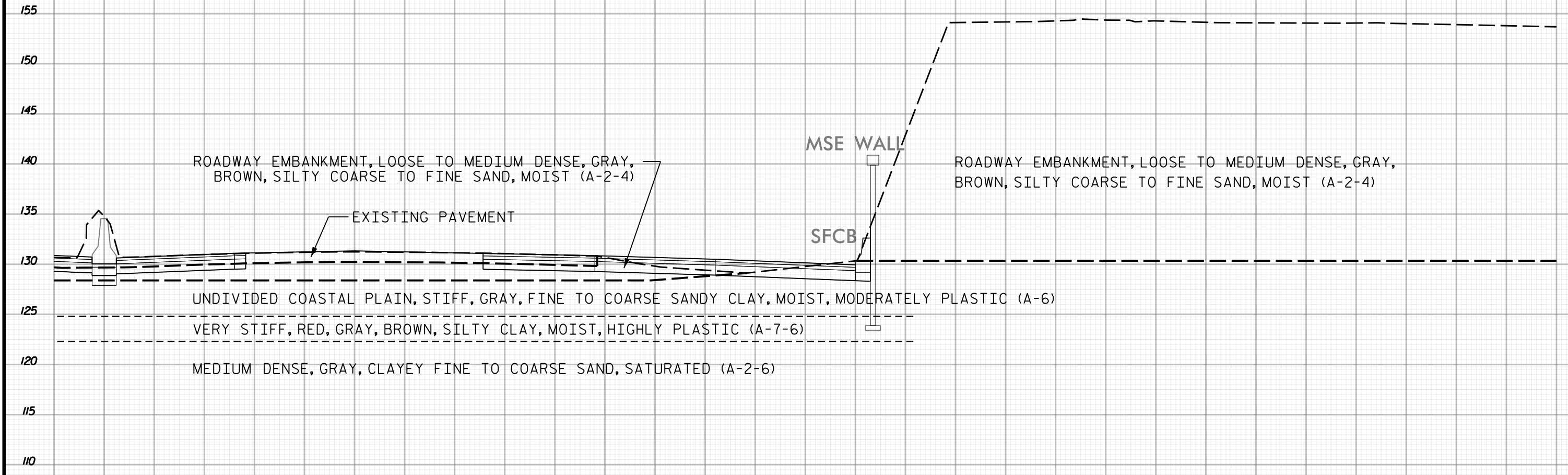
BT

95+50
1 OF 2

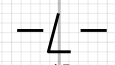
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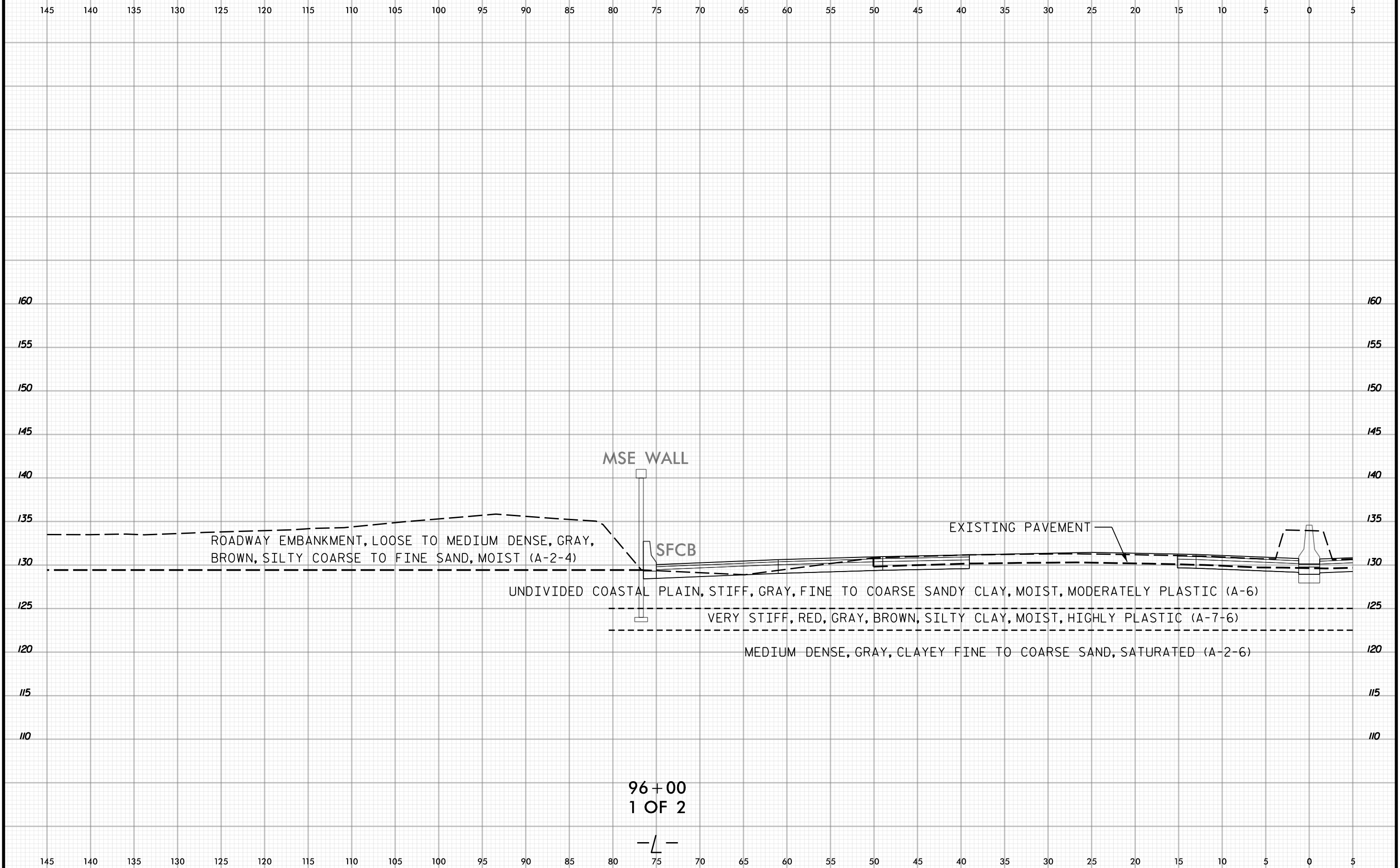
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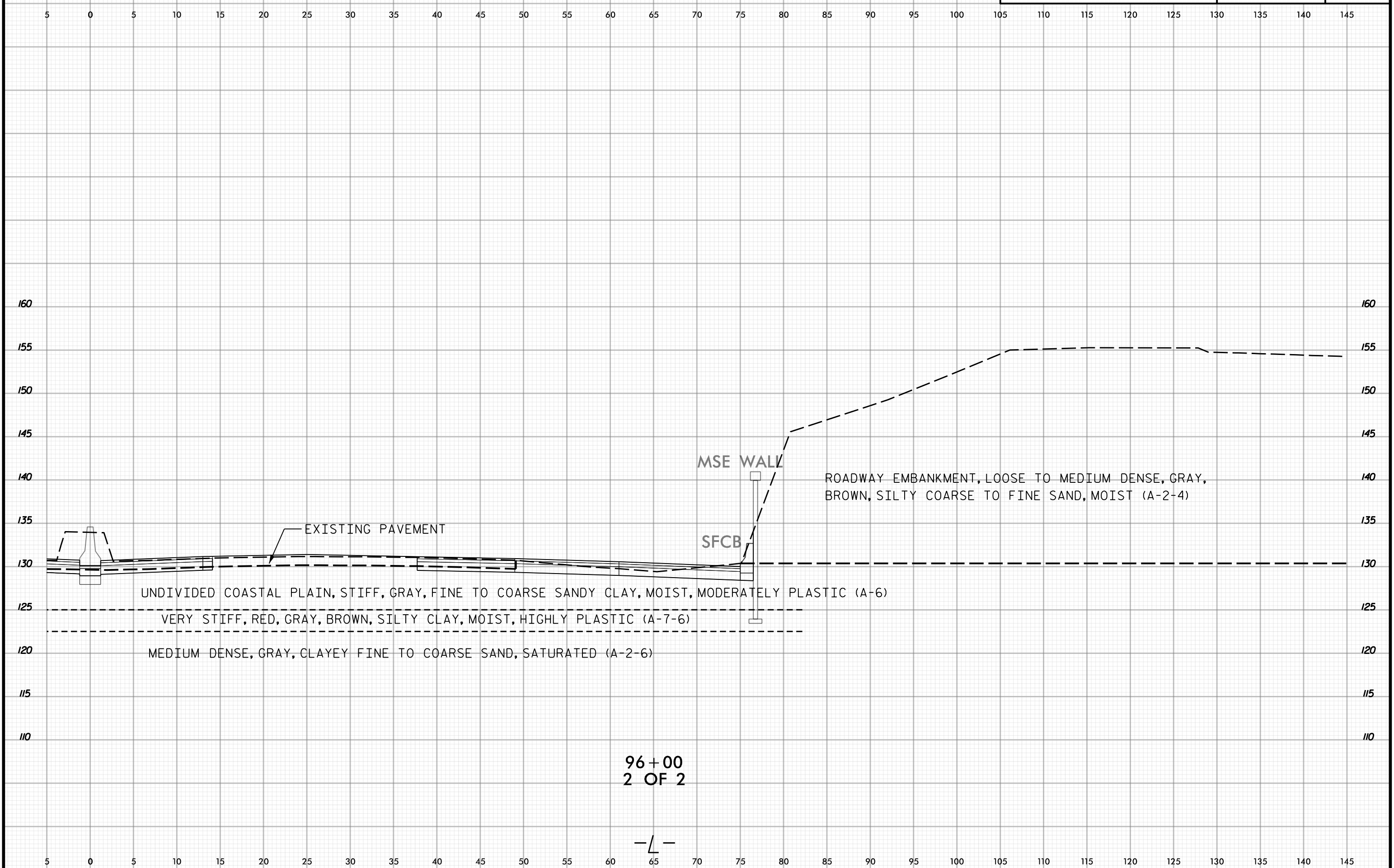


95+50
2 OF 2

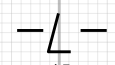


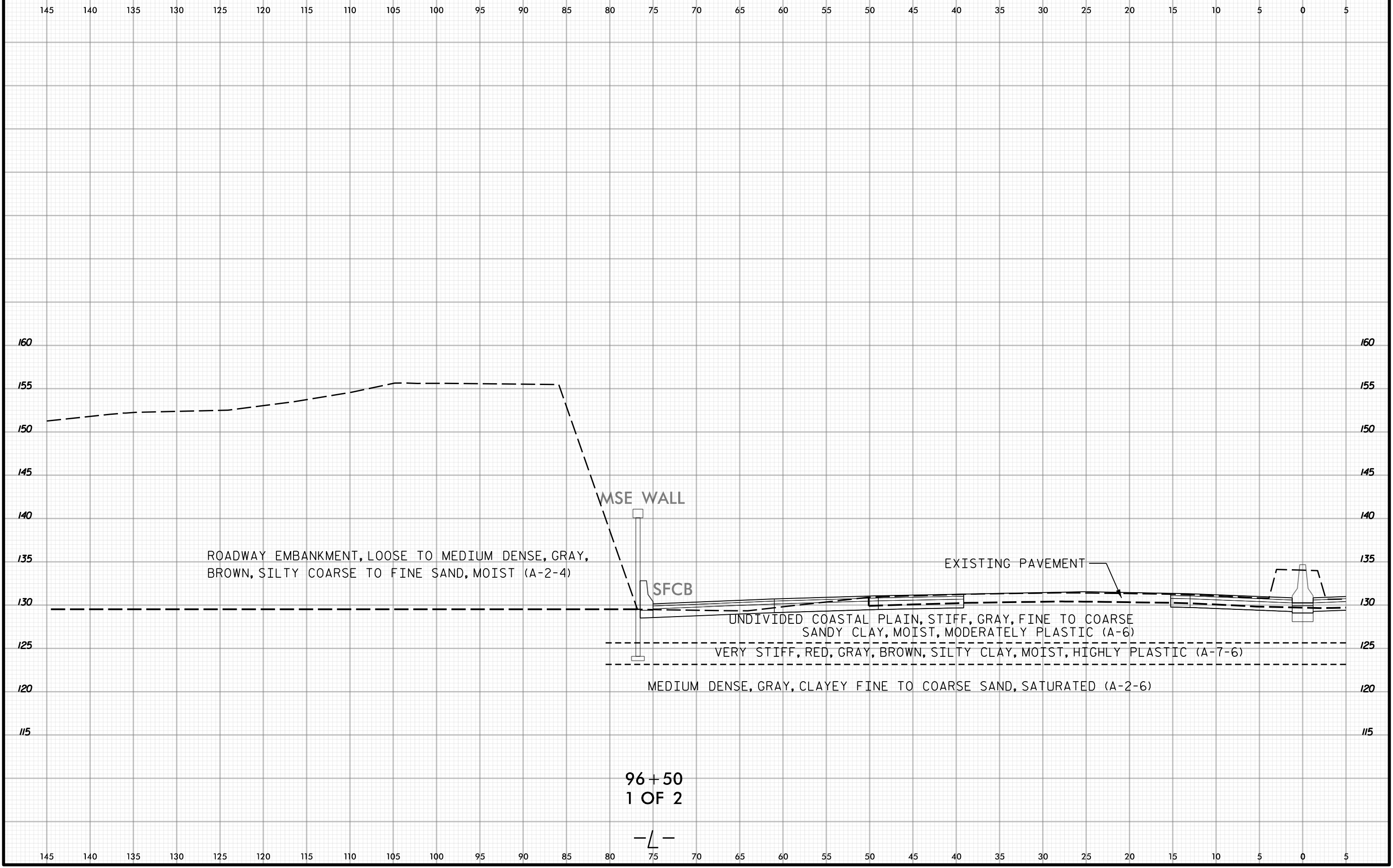
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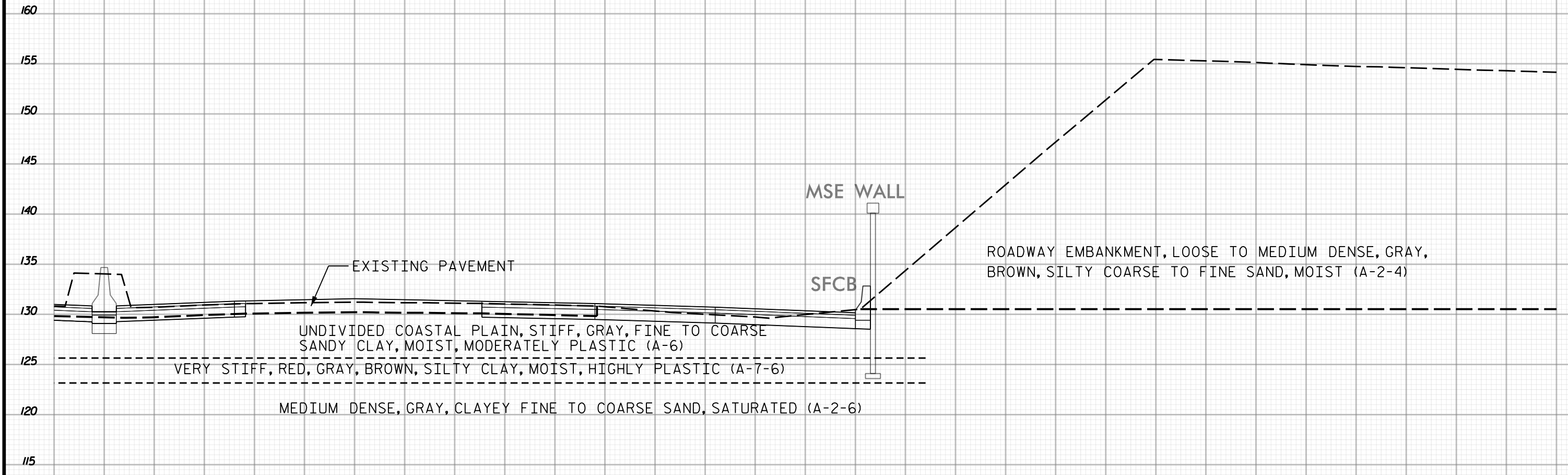
96+00
2 OF 2



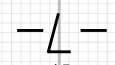




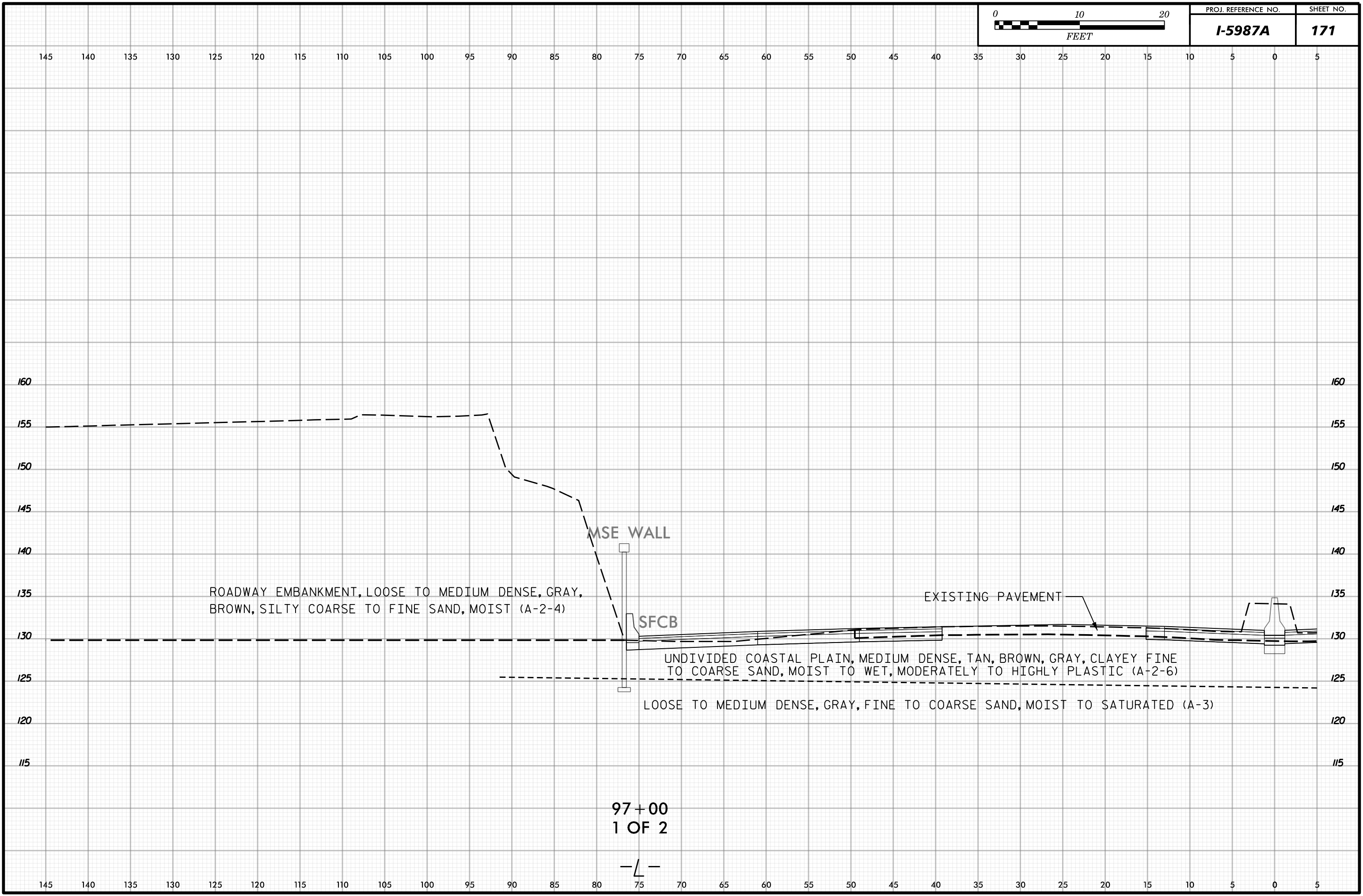
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96+50
2 OF 2



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



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

MSE WALL

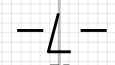
SFCB

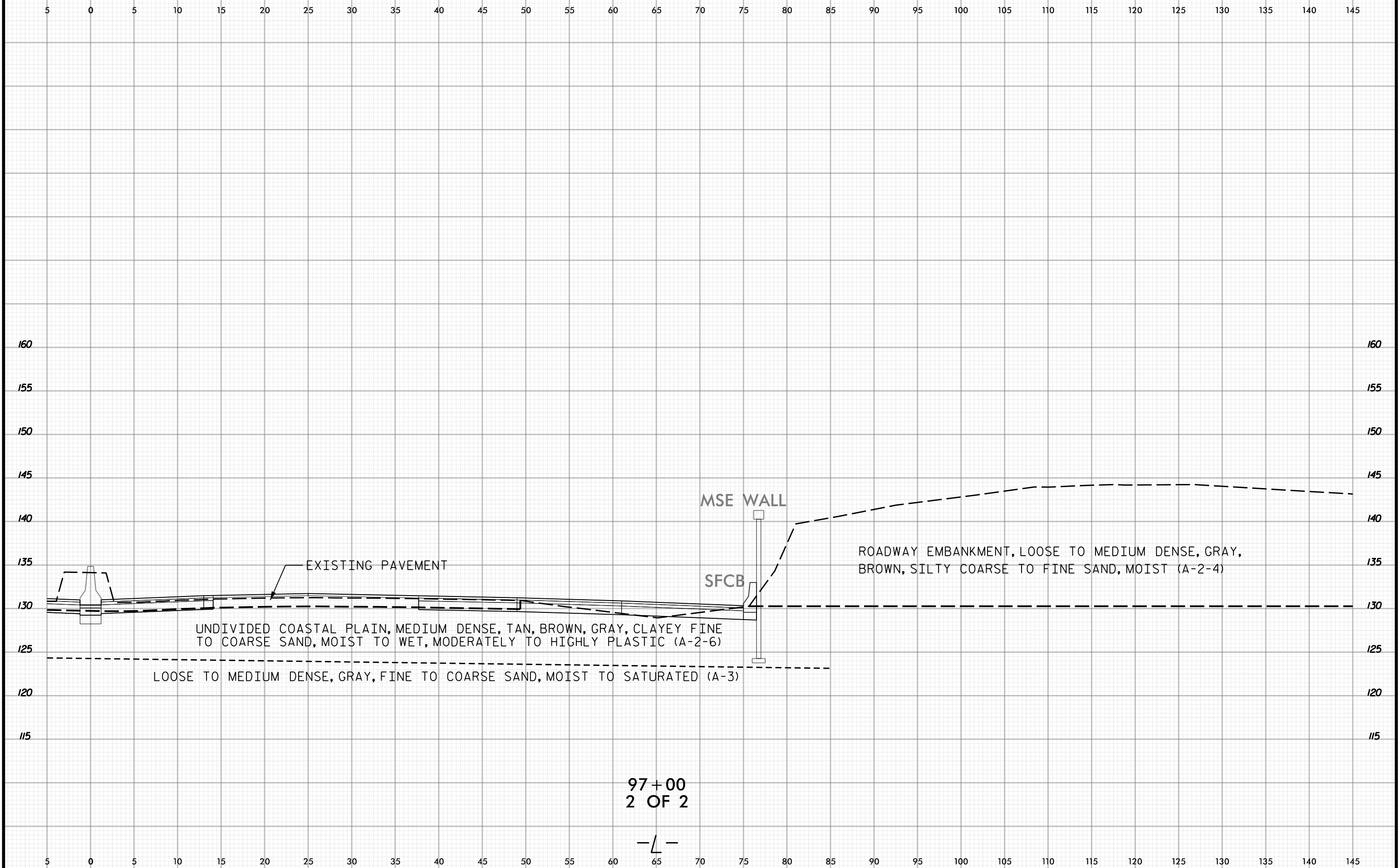
EXISTING PAVEMENT

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

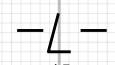
LOOSE TO MEDIUM DENSE, GRAY, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

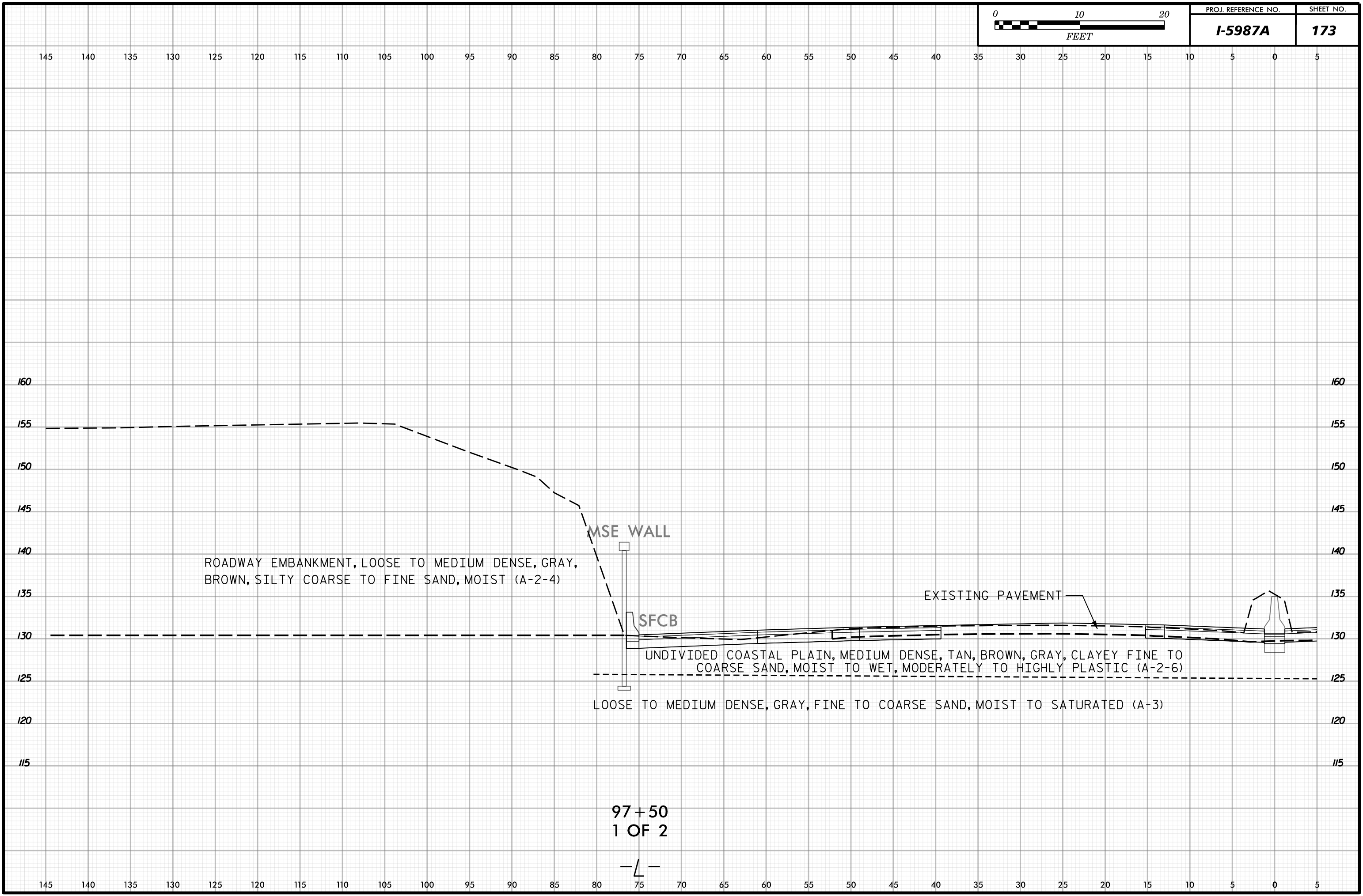
97+00
1 OF 2





97+00
2 OF 2





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

MSE WALL

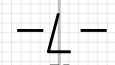
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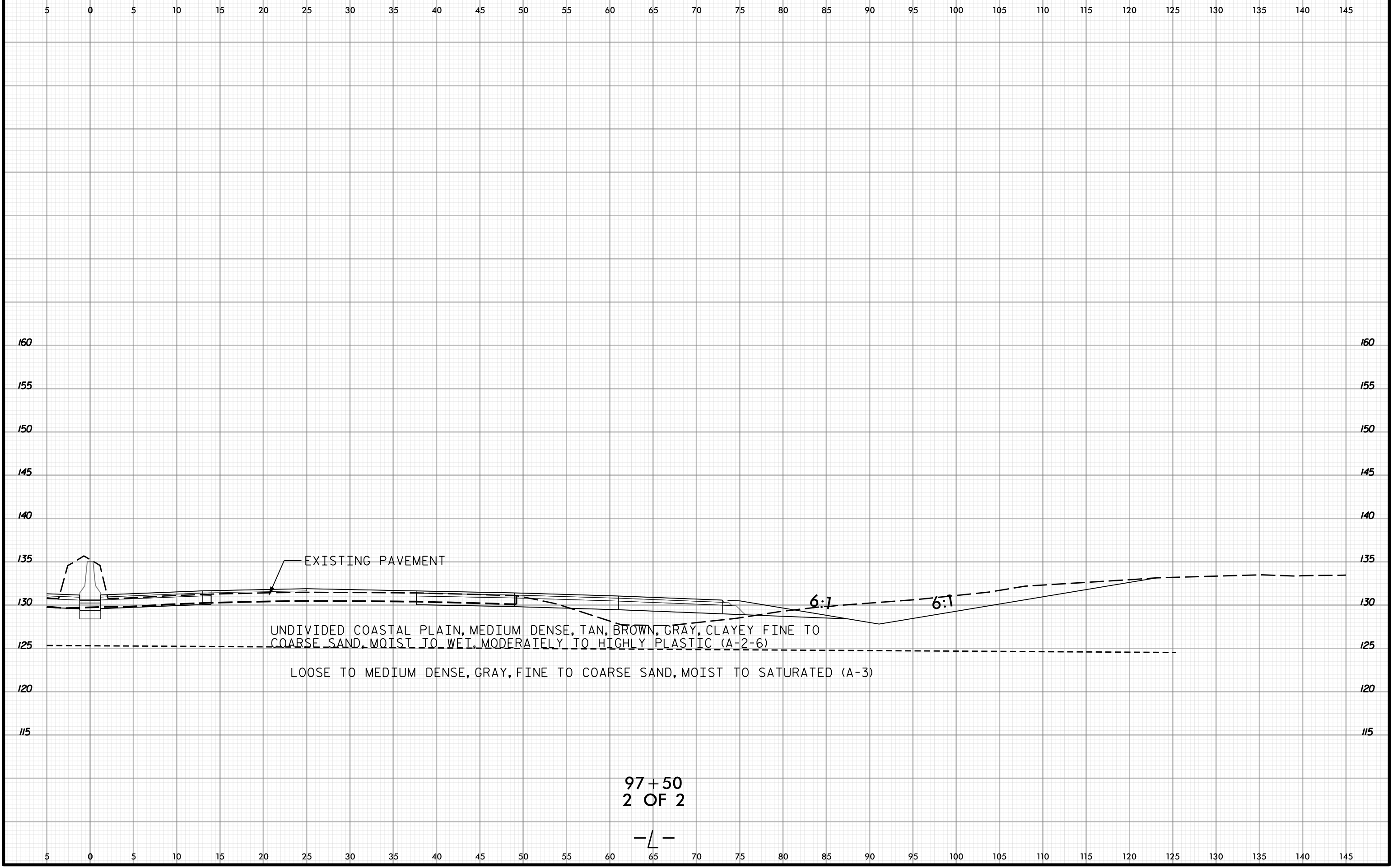
EXISTING PAVEMENT

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

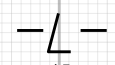
UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, TAN, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MOIST TO WET, MODERATELY TO HIGHLY PLASTIC (A-2-6)

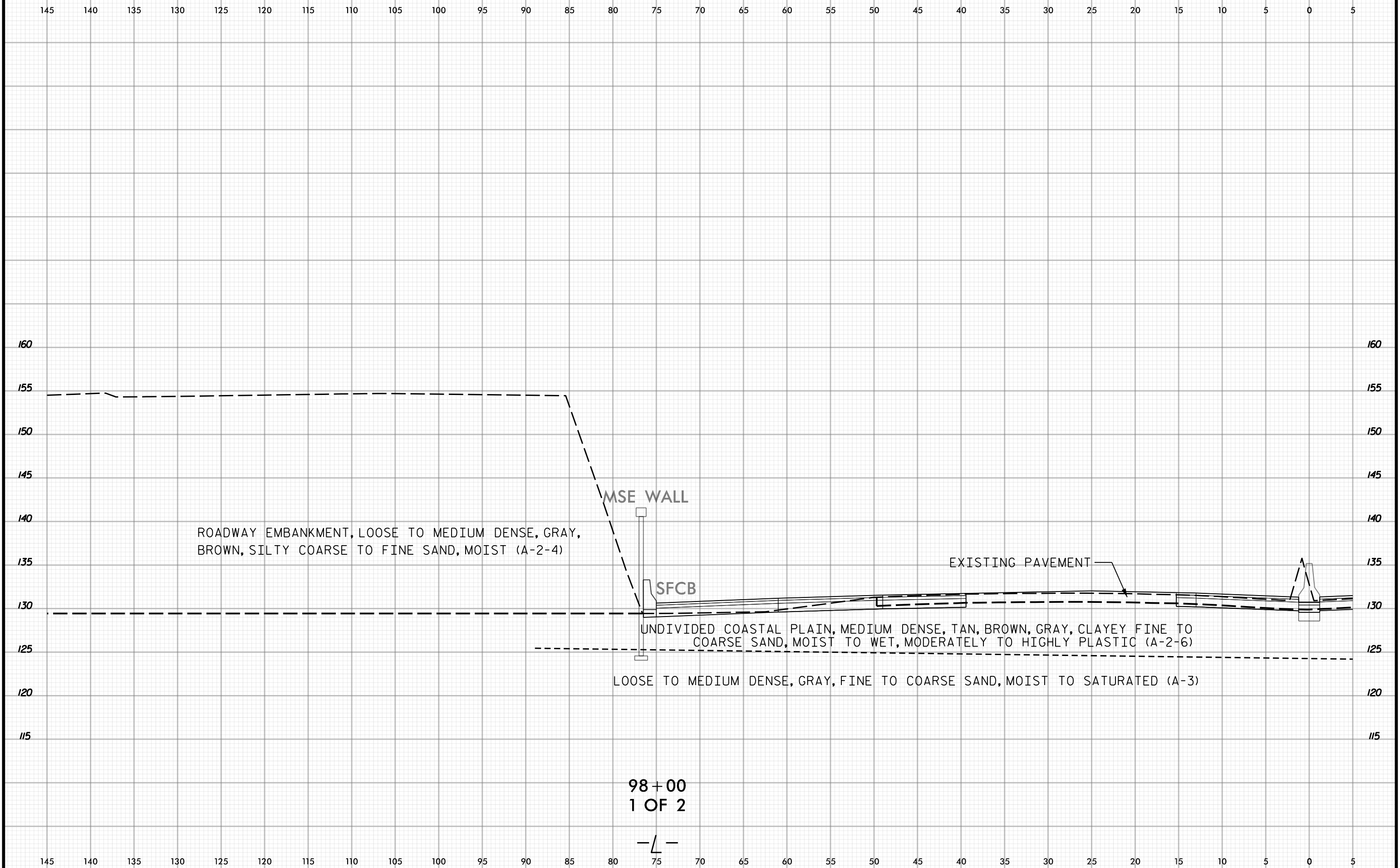
LOOSE TO MEDIUM DENSE, GRAY, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

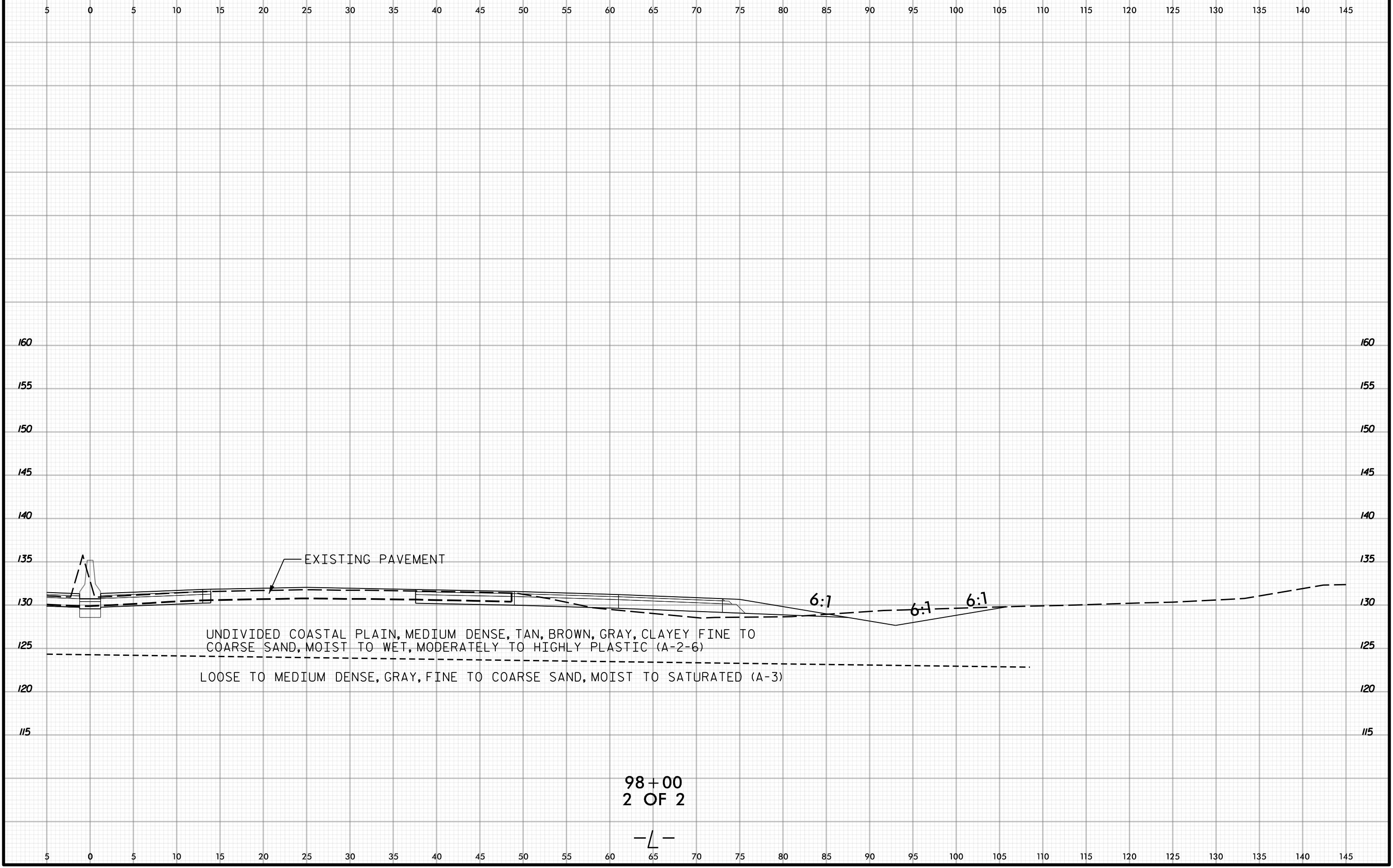
6:1

6:1

97+50
2 OF 2







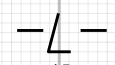
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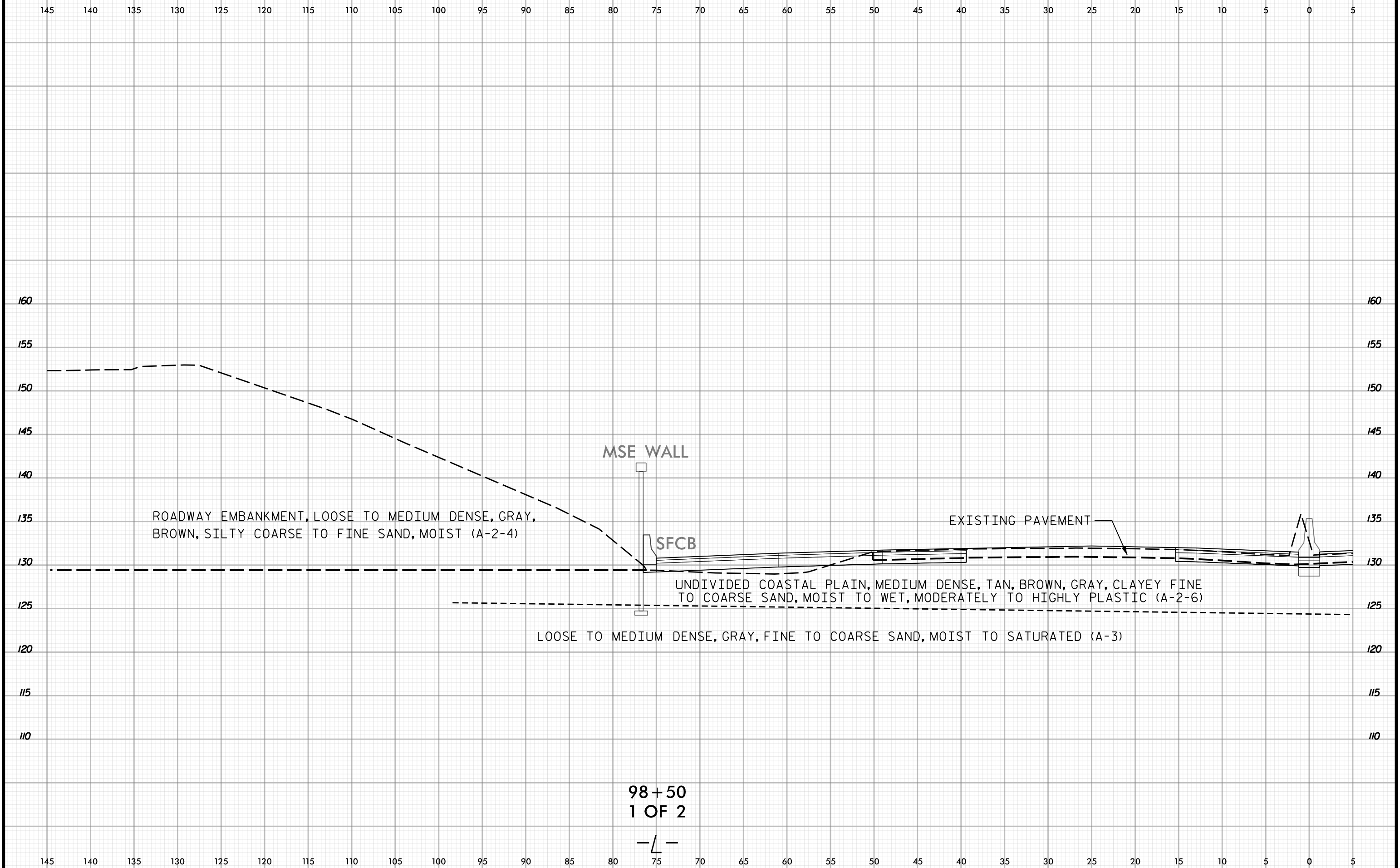
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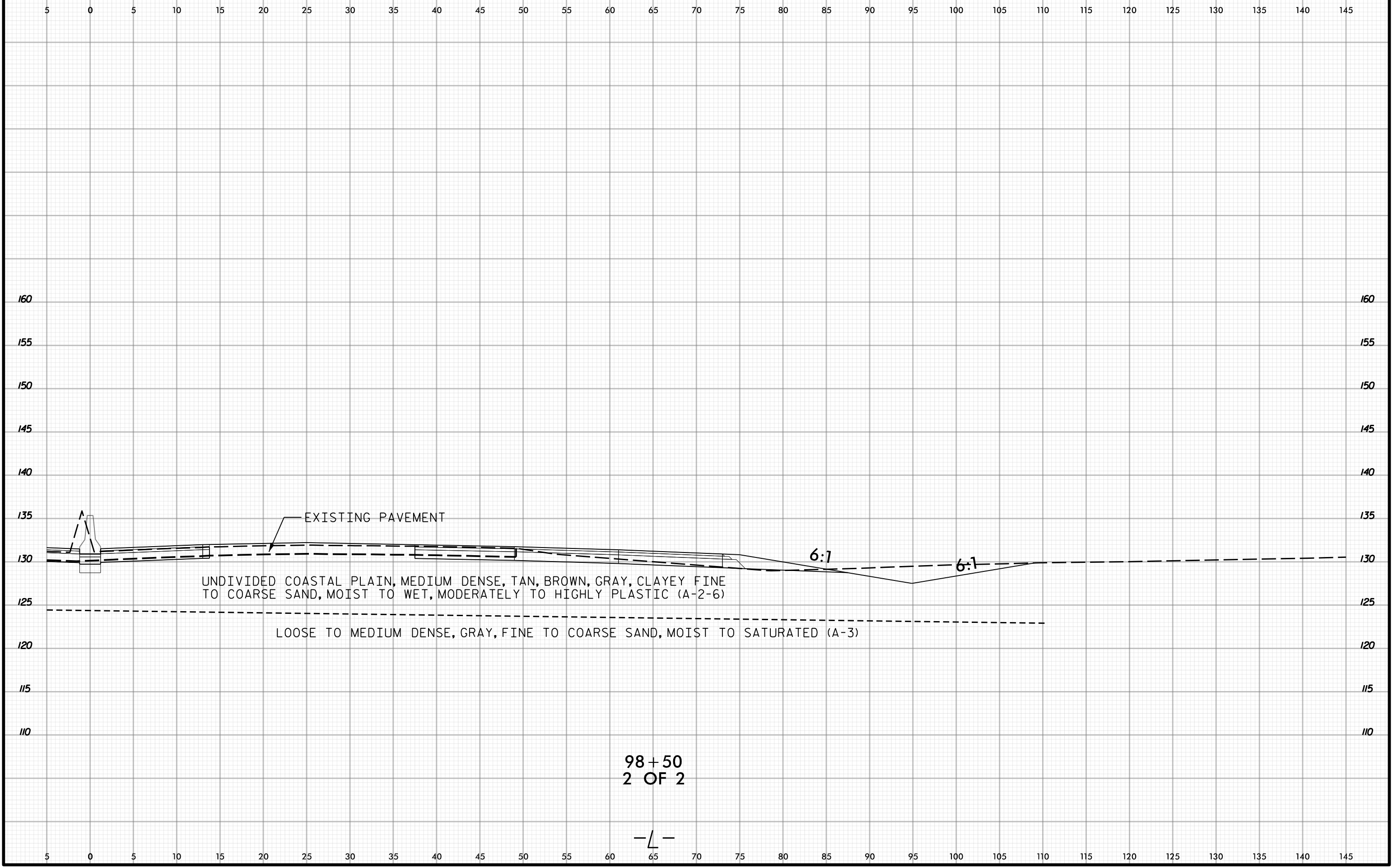
UNDIVIDED COASTAL PLAIN, MEDIUM DENSE, TAN, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MOIST TO WET, MODERATELY TO HIGHLY PLASTIC (A-2-6)

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

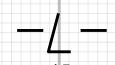
98+00
2 OF 2

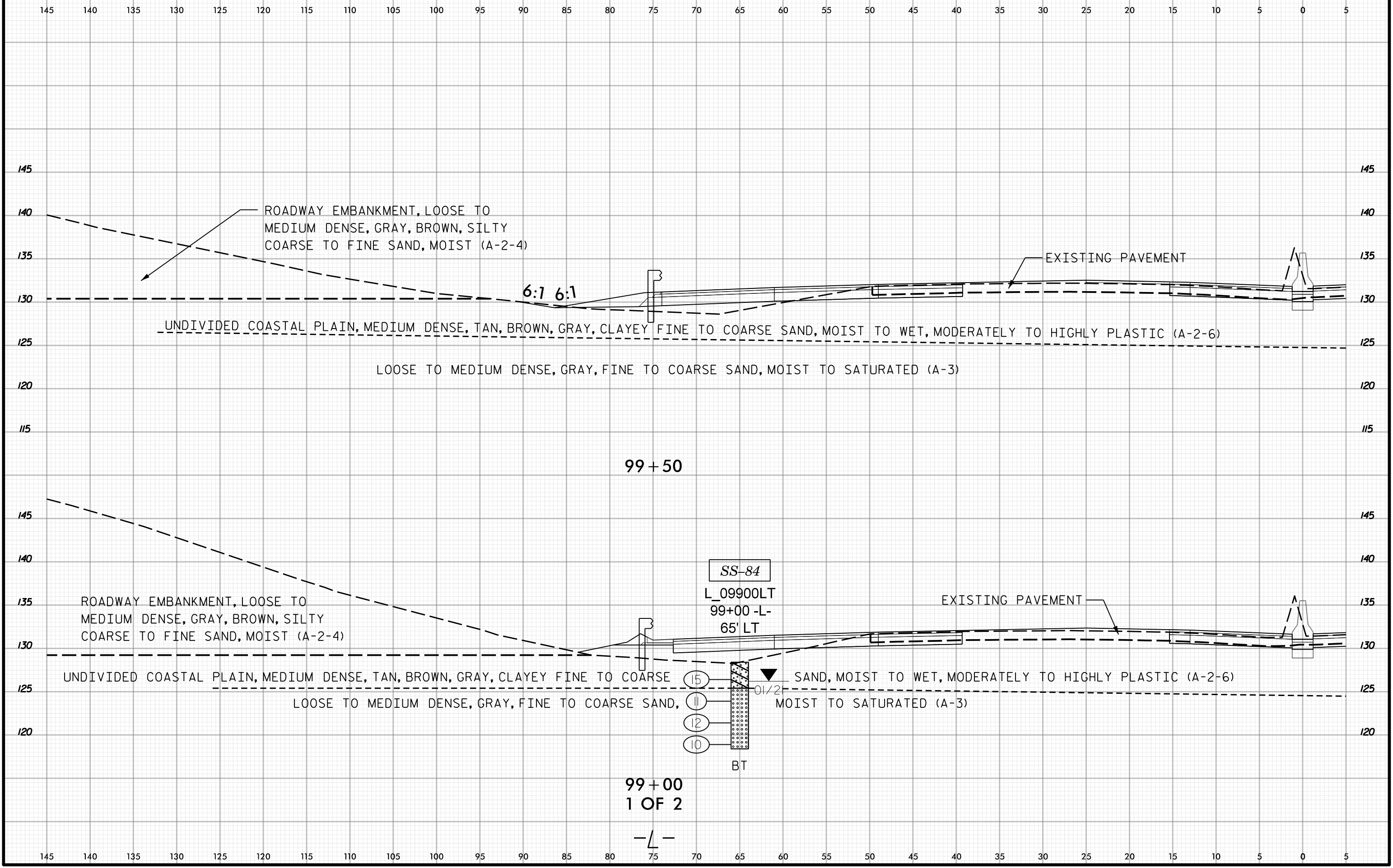


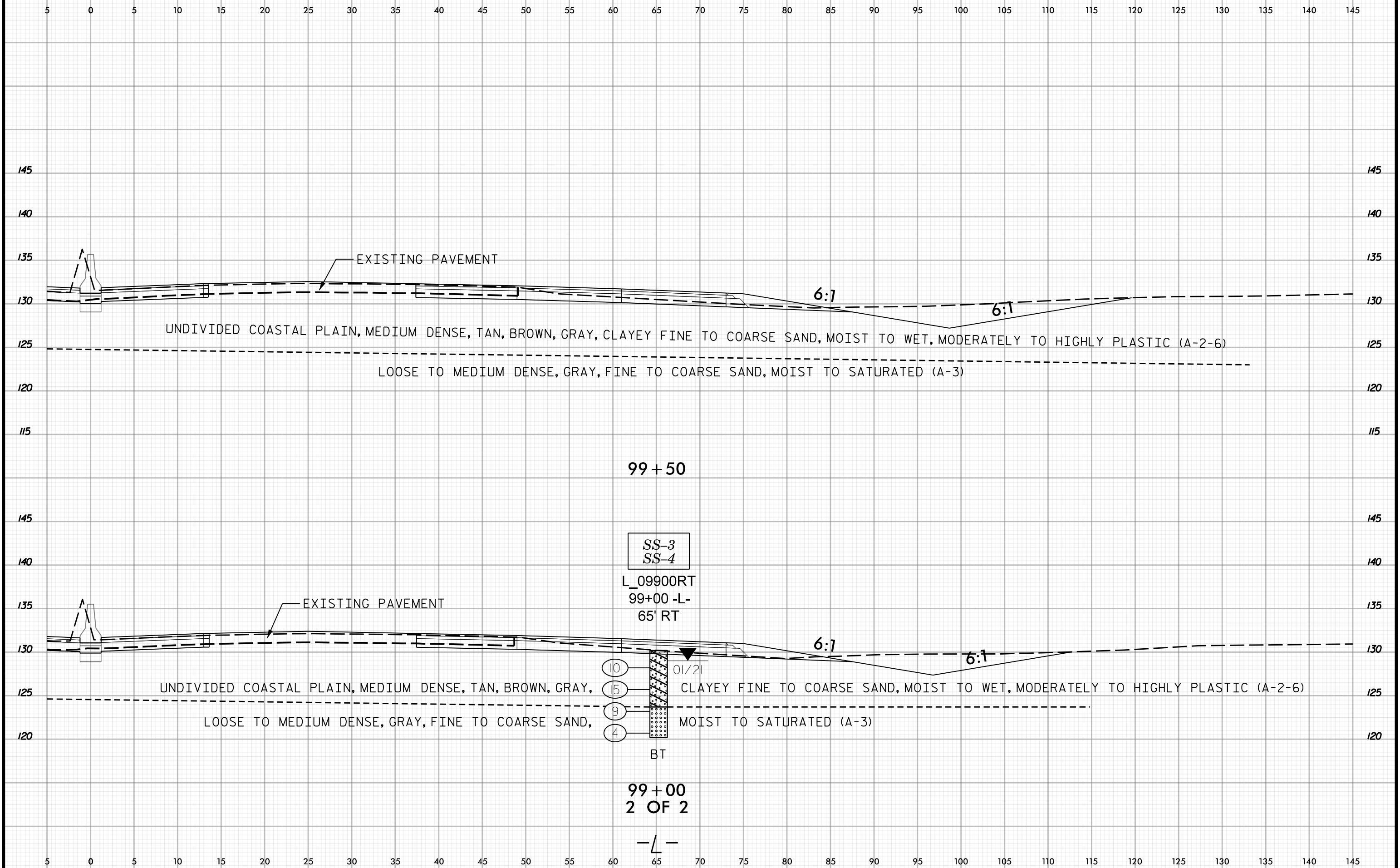
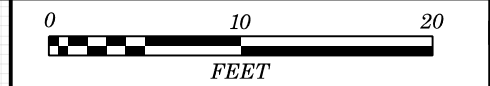




98+50
2 OF 2







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

99 + 50

SS-3
SS-4

L_09900RT
99+00 -L-
65' RT

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

10
15
9
4

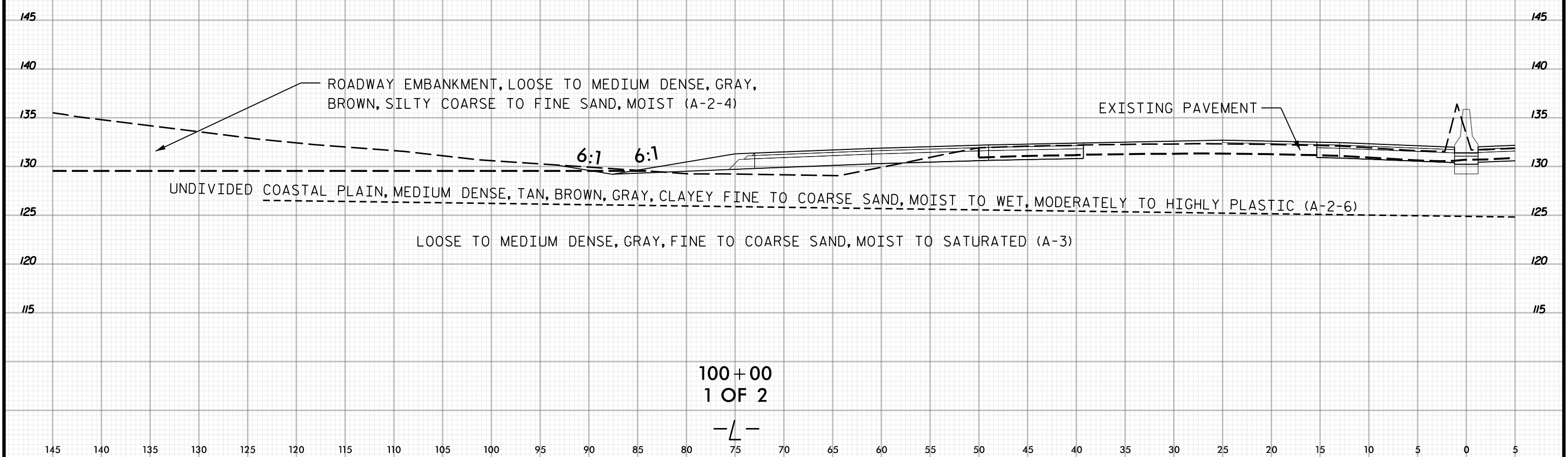
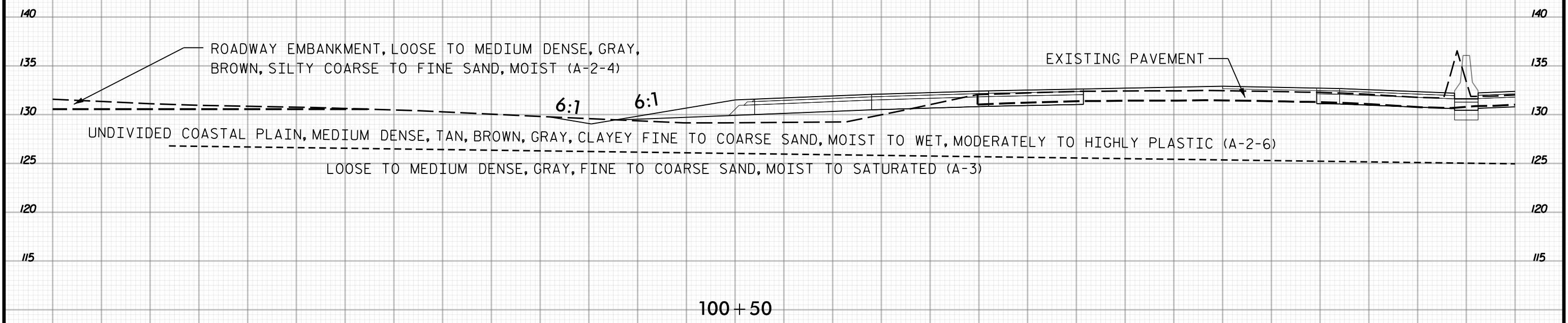
BT

99 + 00
2 OF 2

-L-



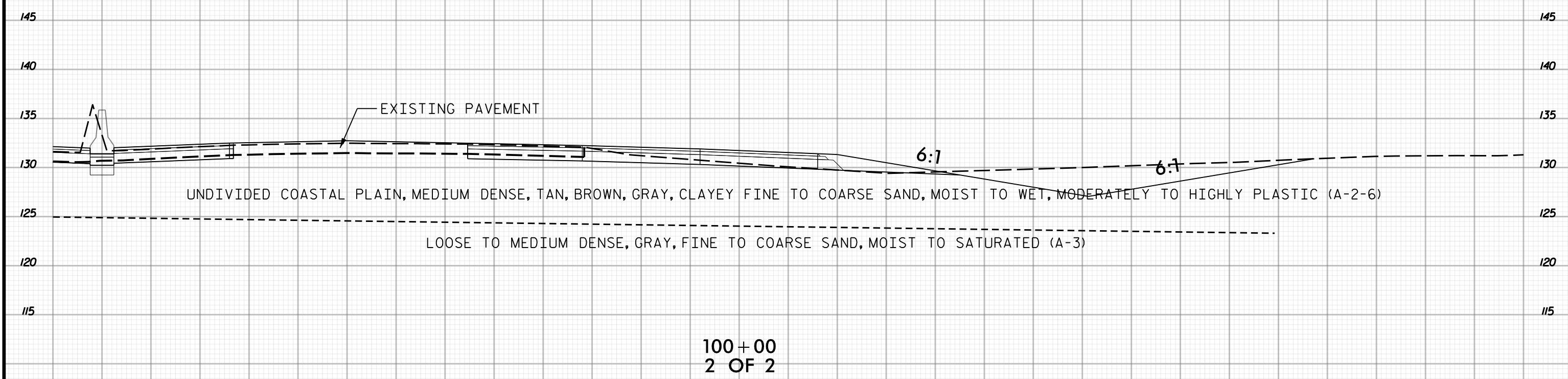
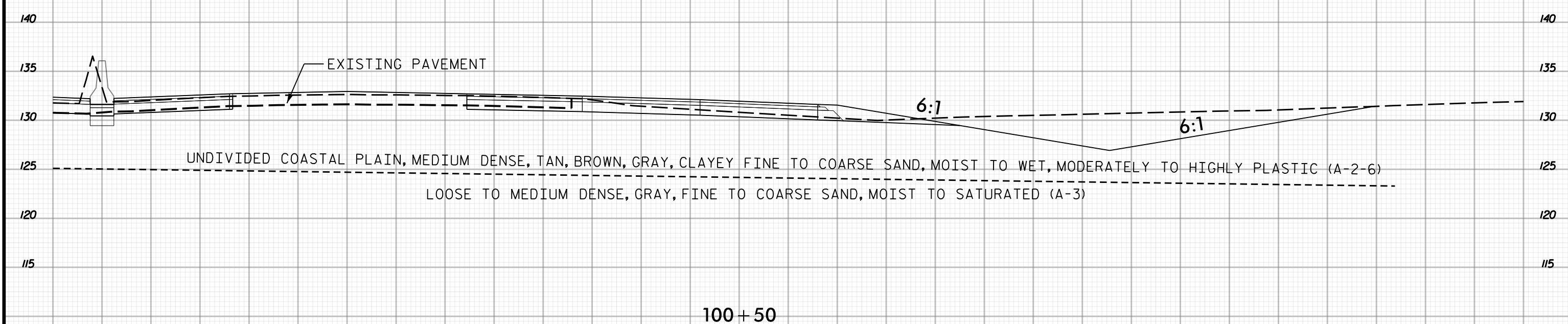
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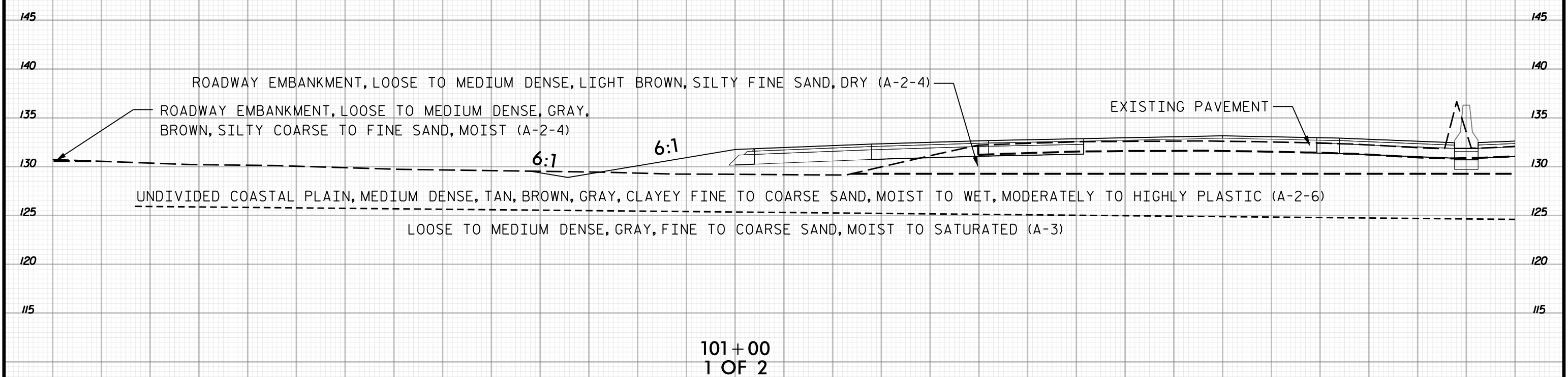
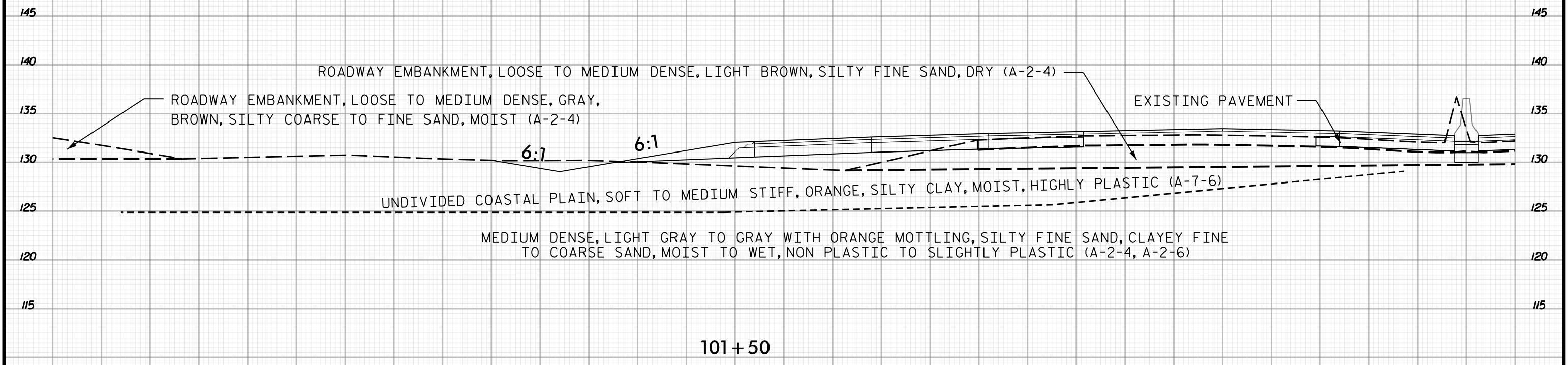
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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



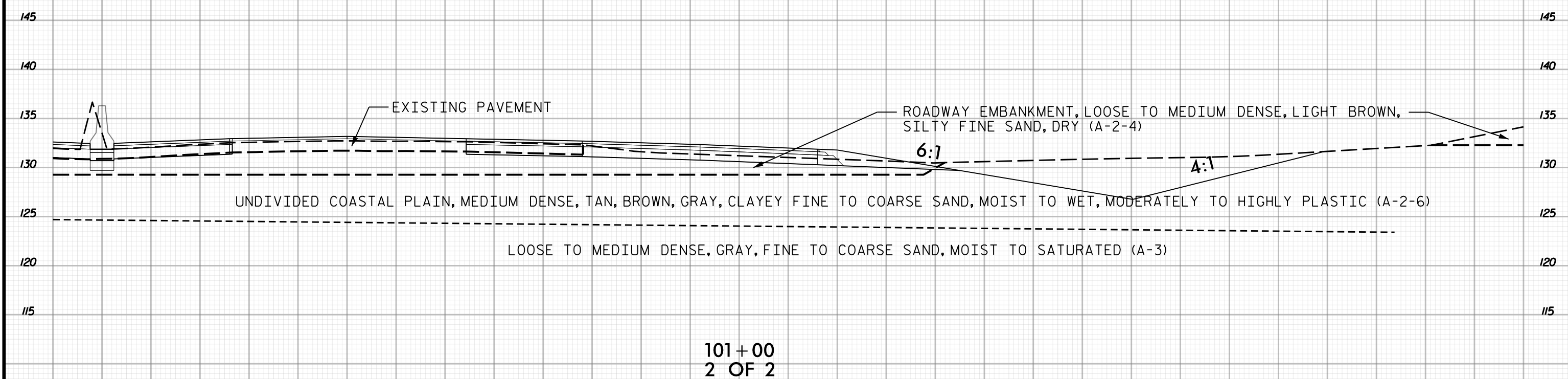
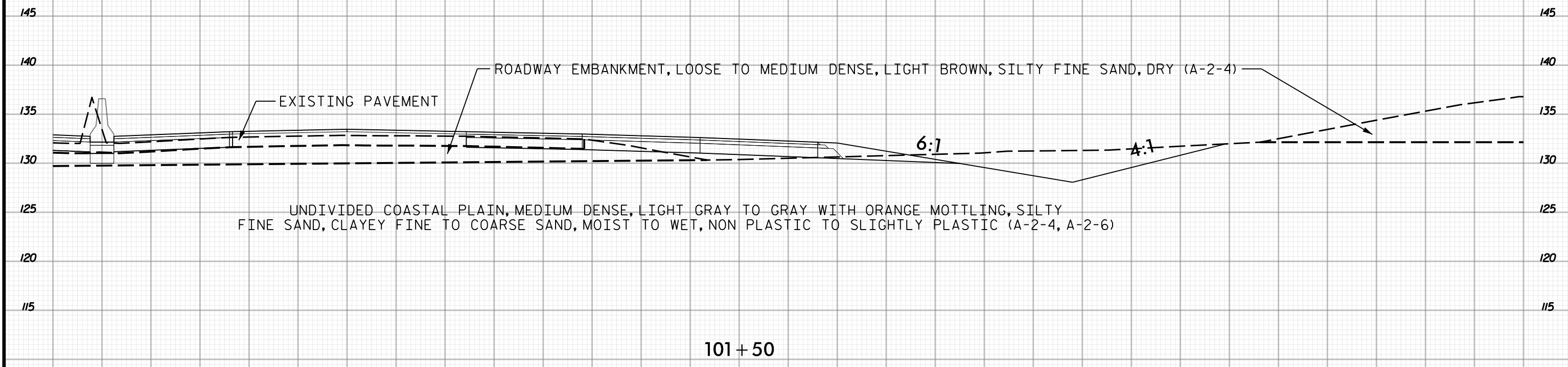
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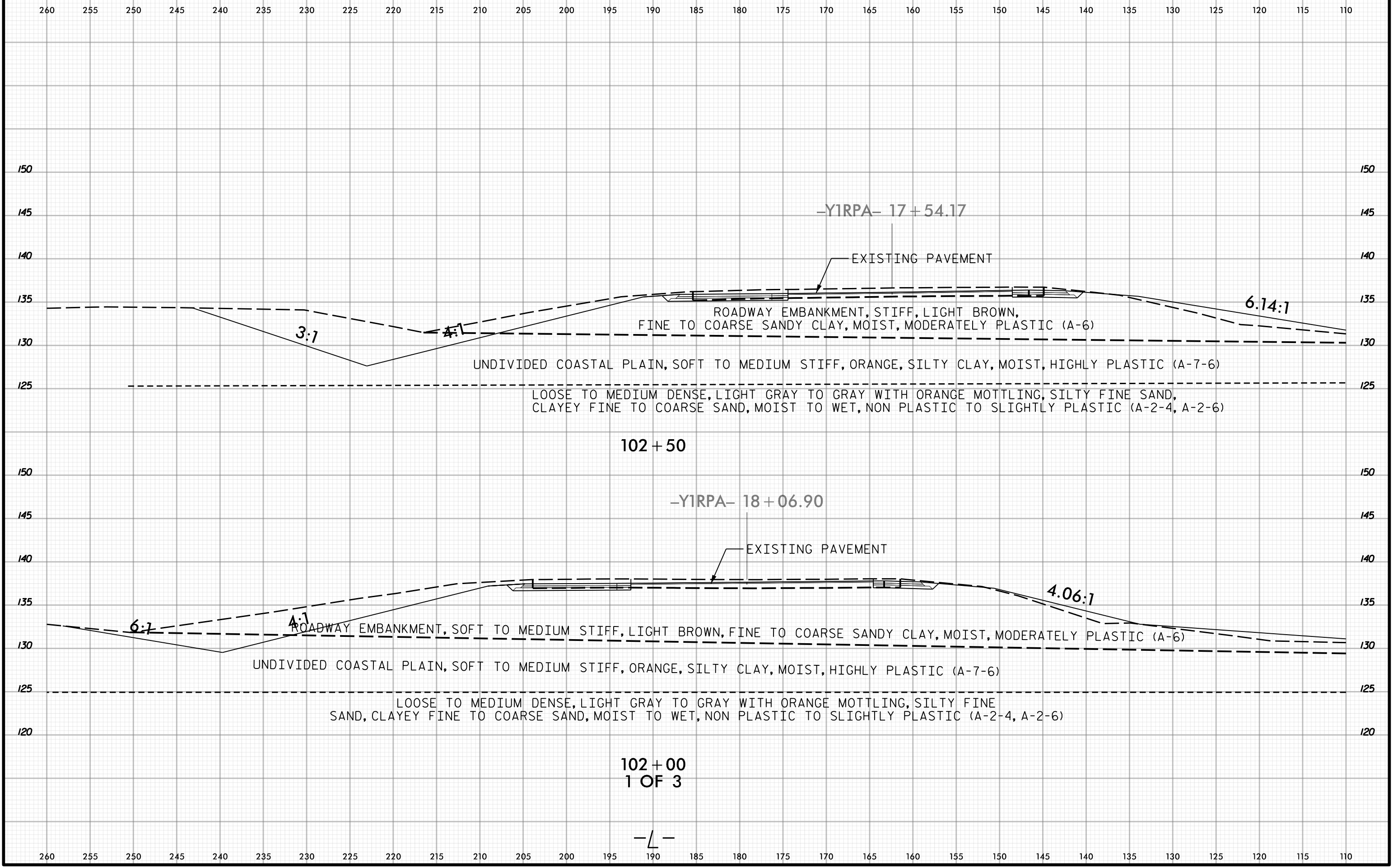
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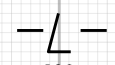
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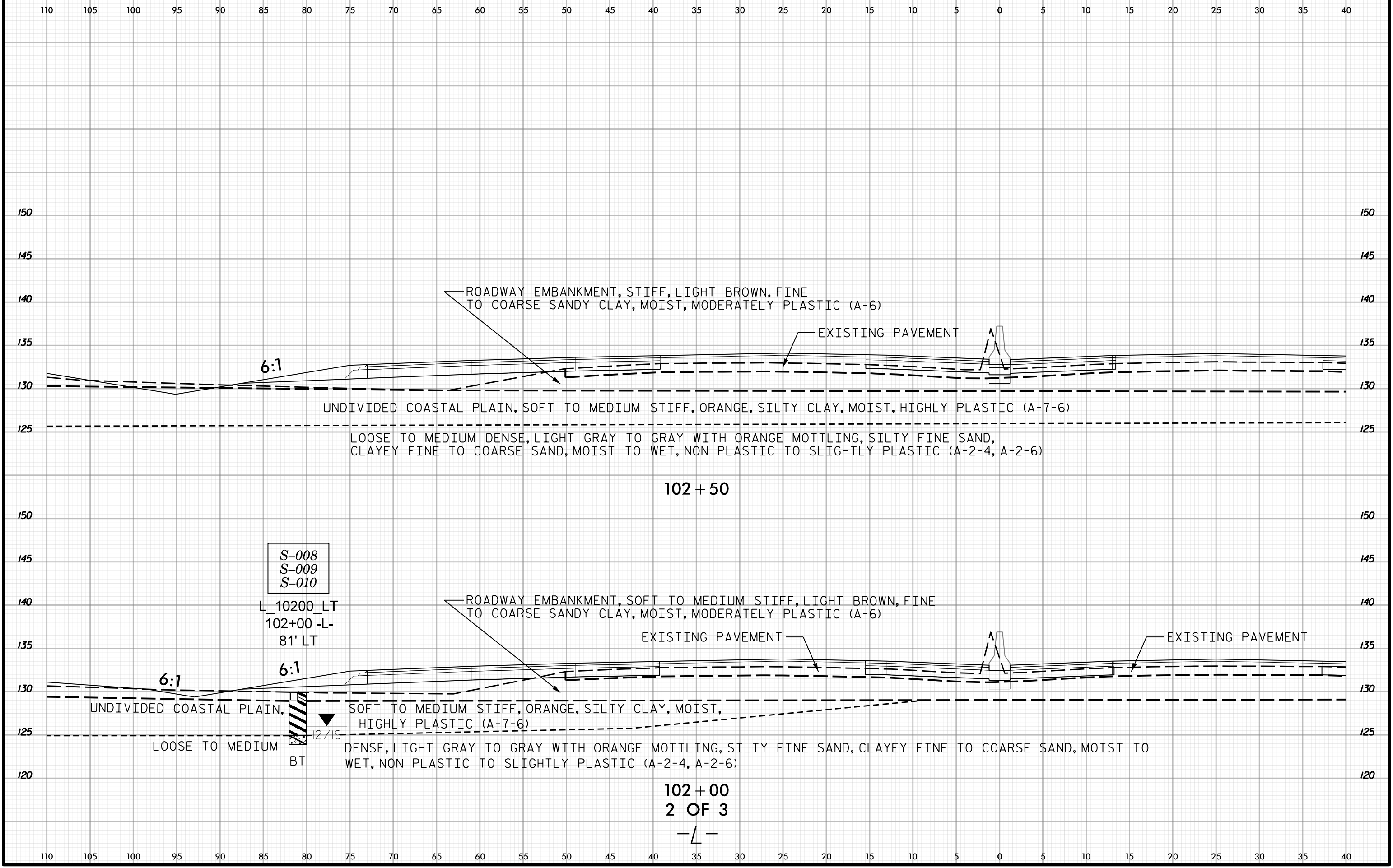
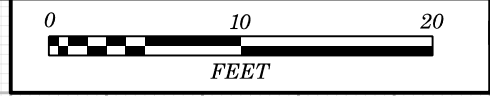


102 + 50

-Y1RPA- 18 + 06.90

102 + 00
1 OF 3





S-008
S-009
S-010

L_10200_LT
102+00 -L-
81' LT

BT

127.19

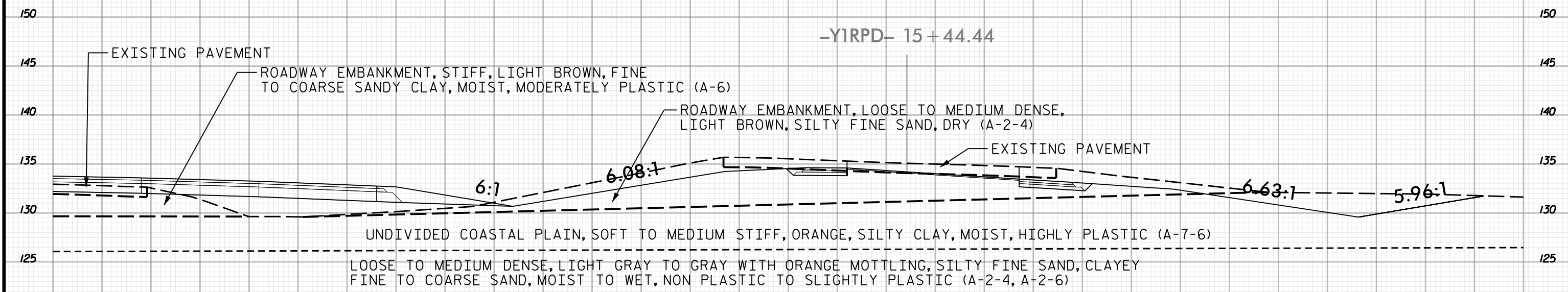
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102+00
2 OF 3

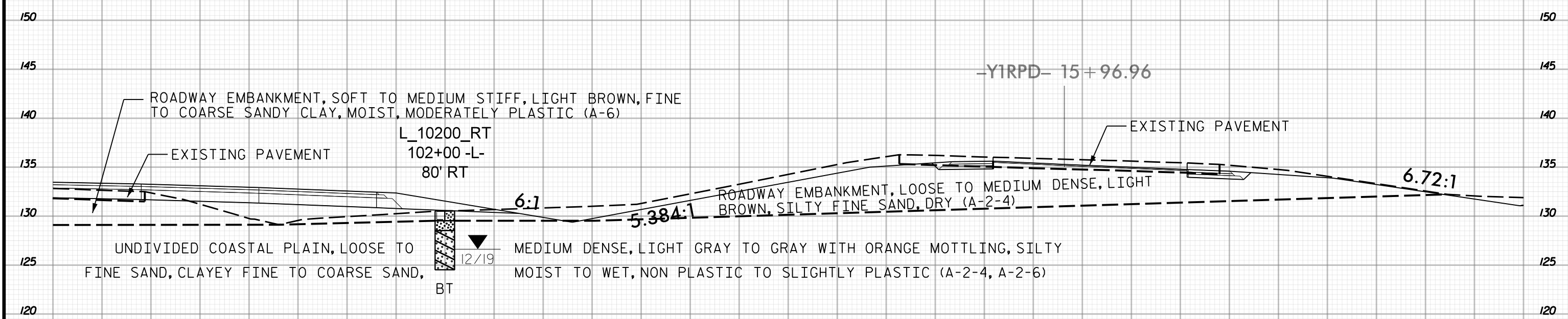
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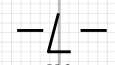
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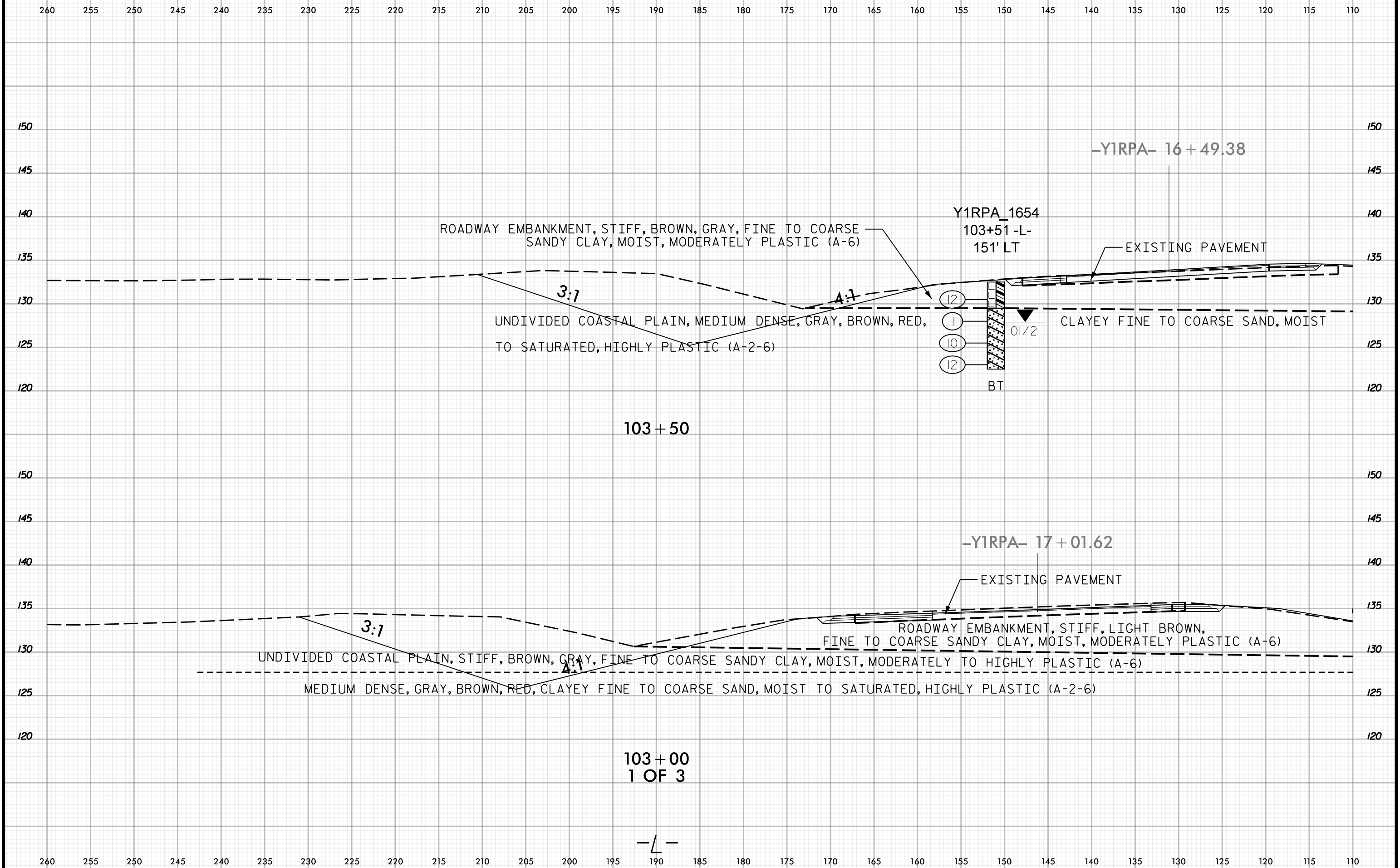
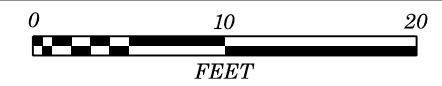
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102 + 00
3 OF 3



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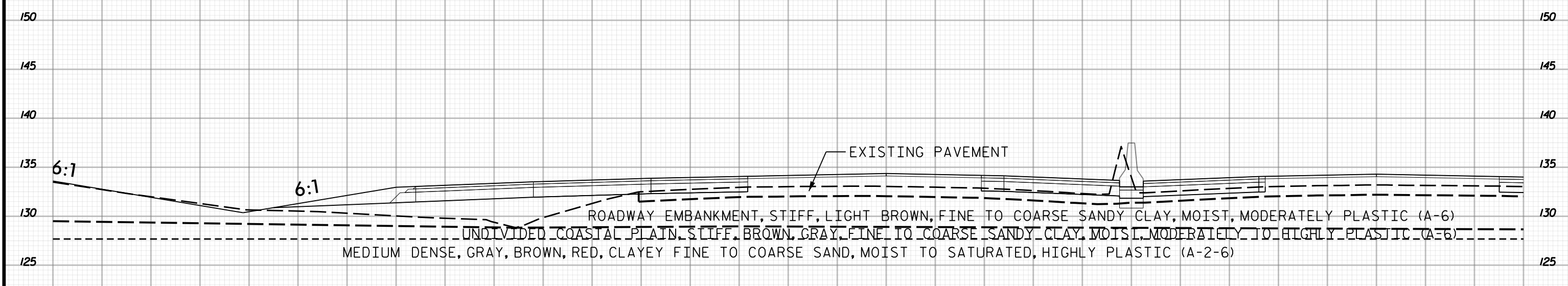
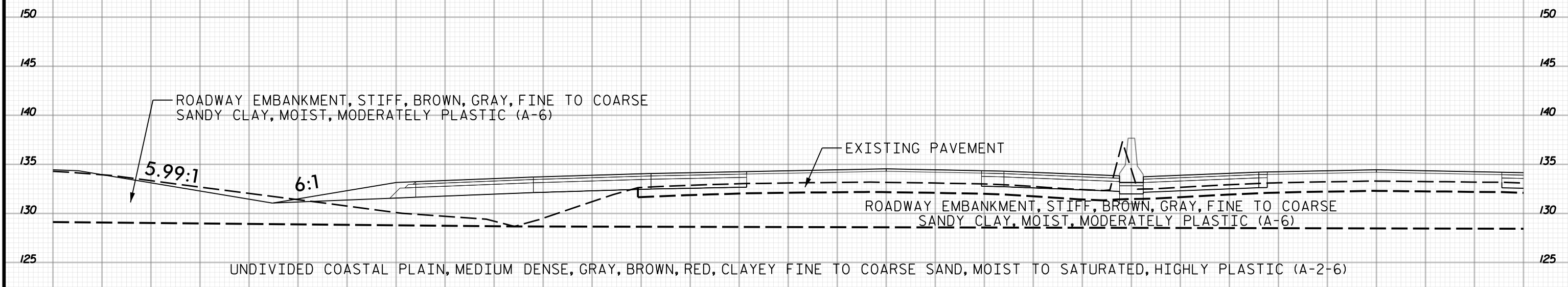
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103+00
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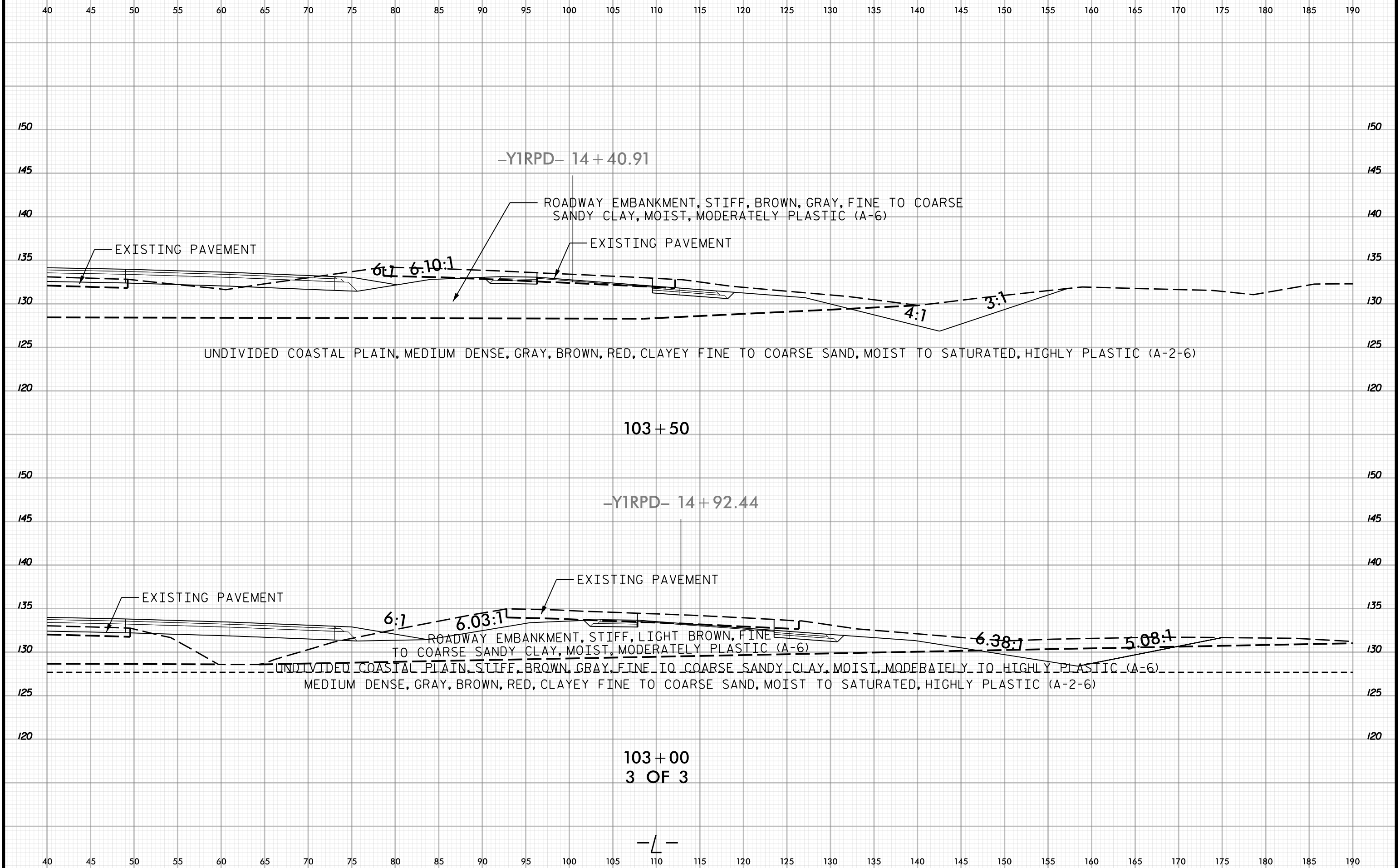




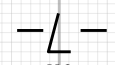
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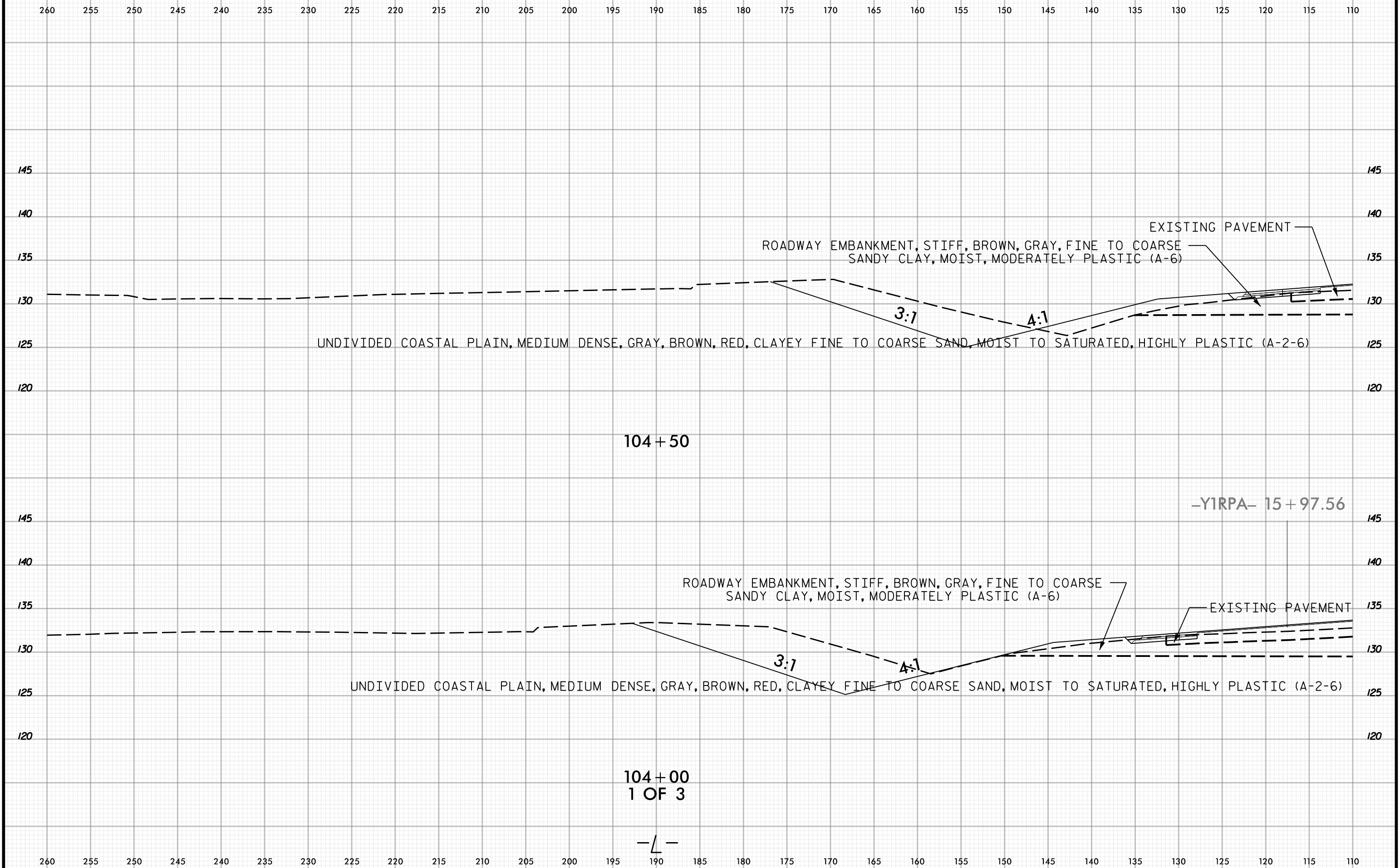


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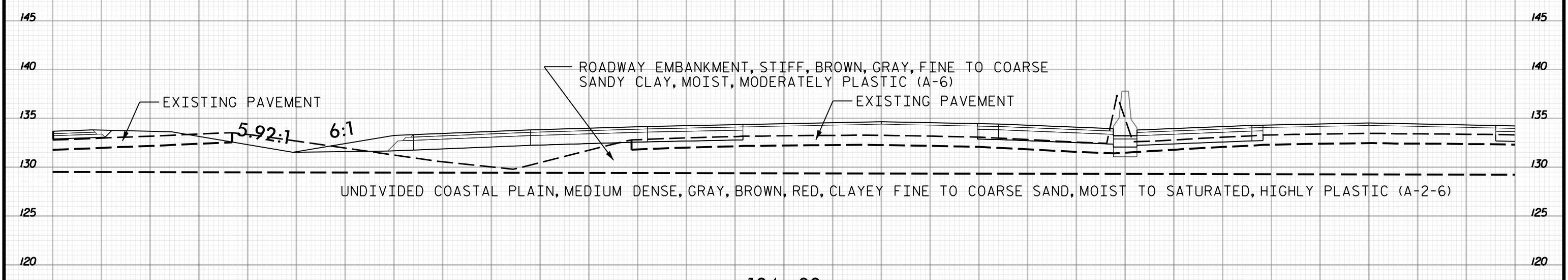
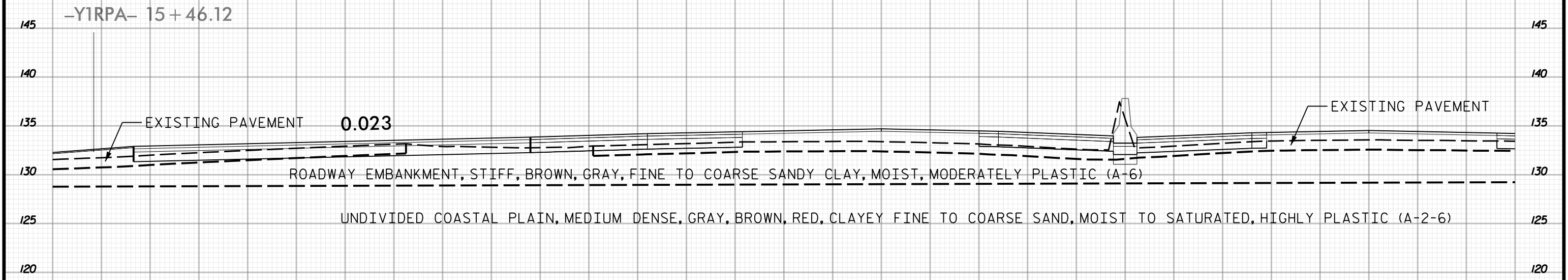
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3 OF 3







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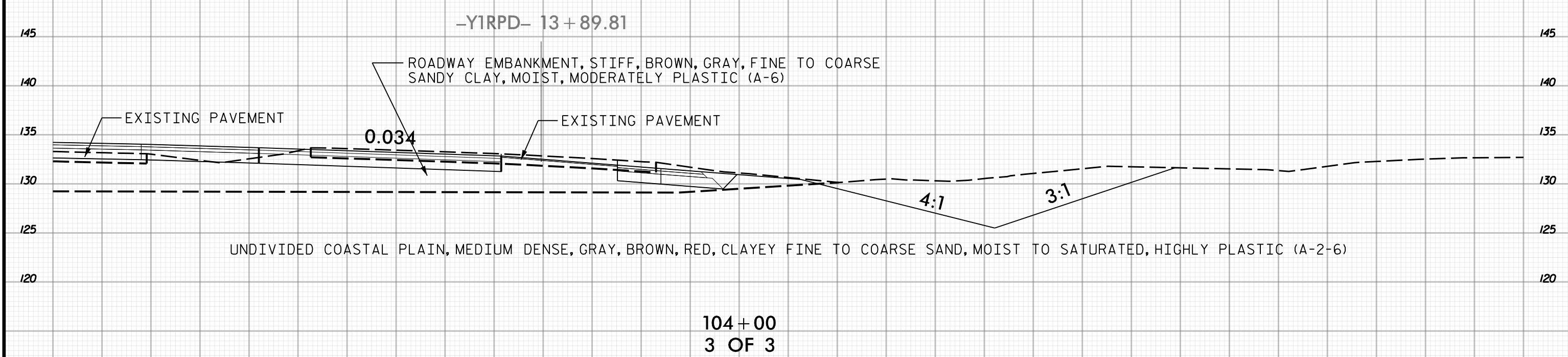
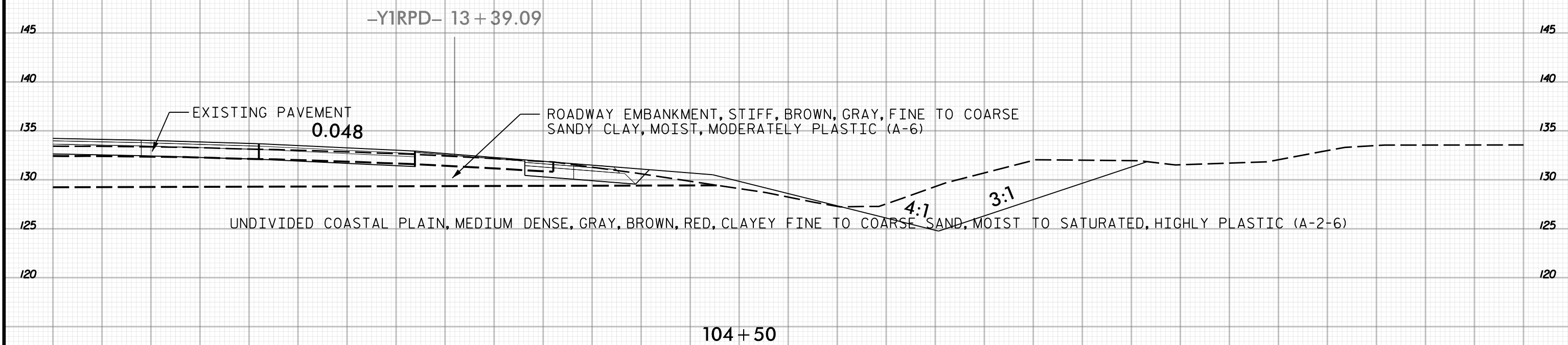


104 + 00
2 OF 3
- / -

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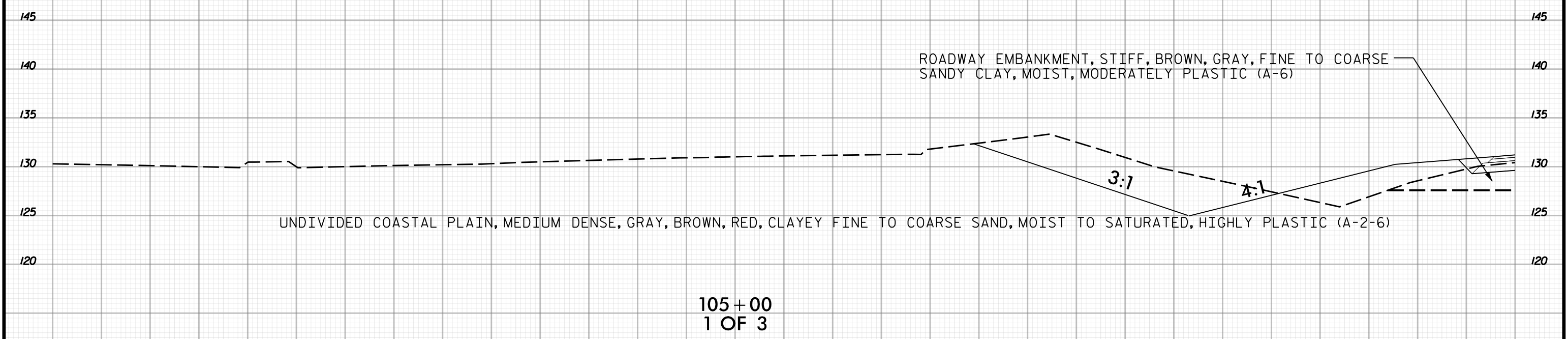
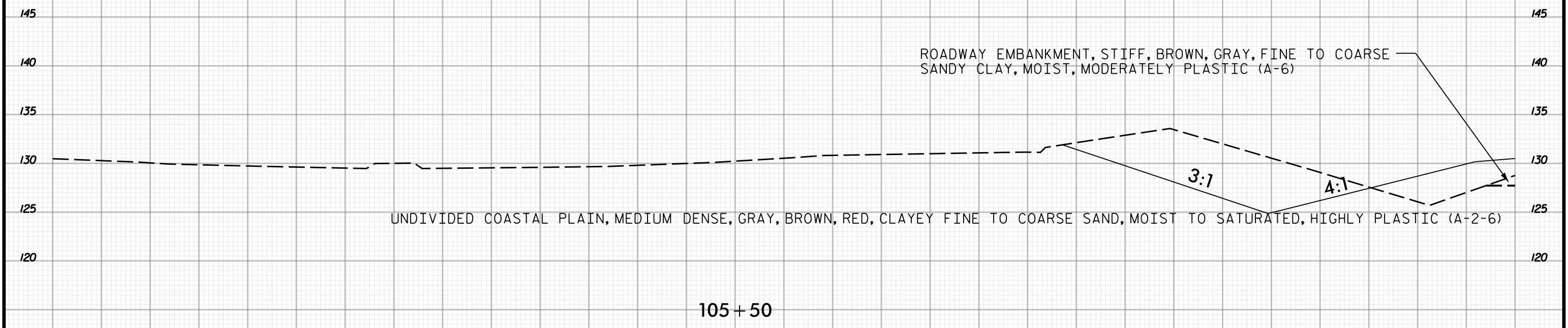
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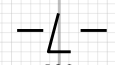
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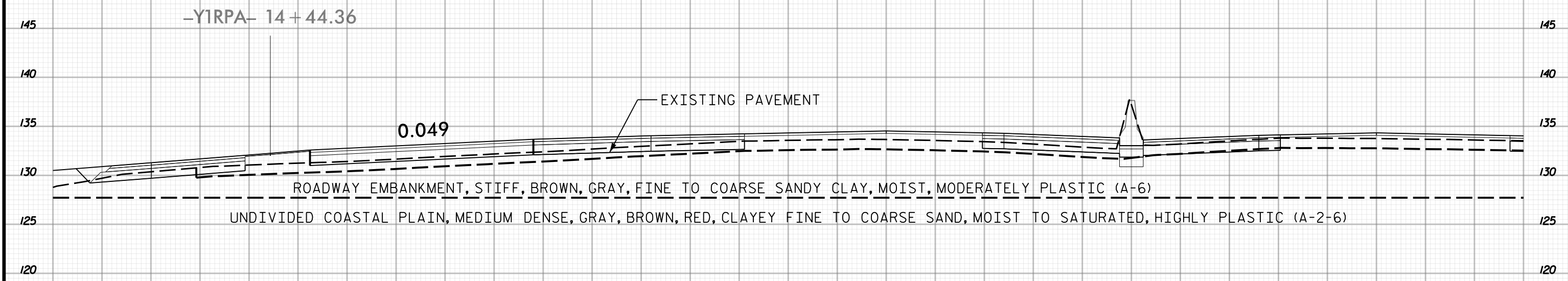


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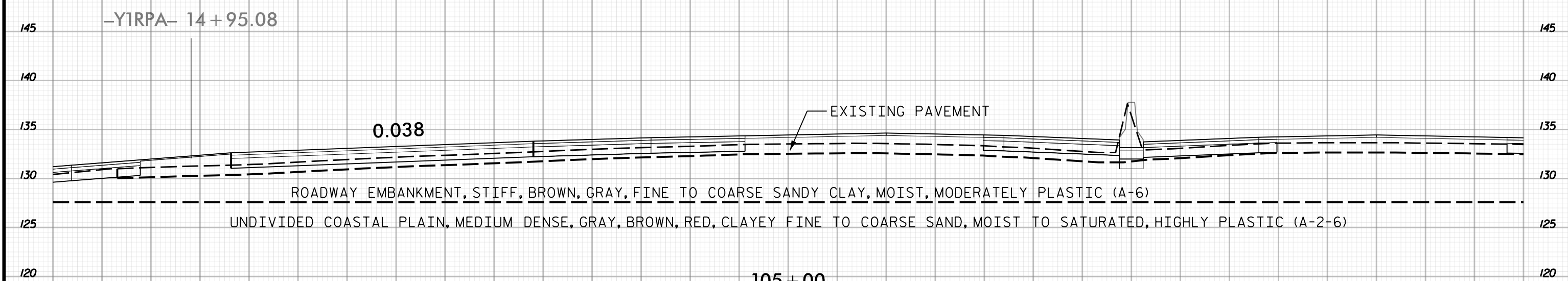




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105+50



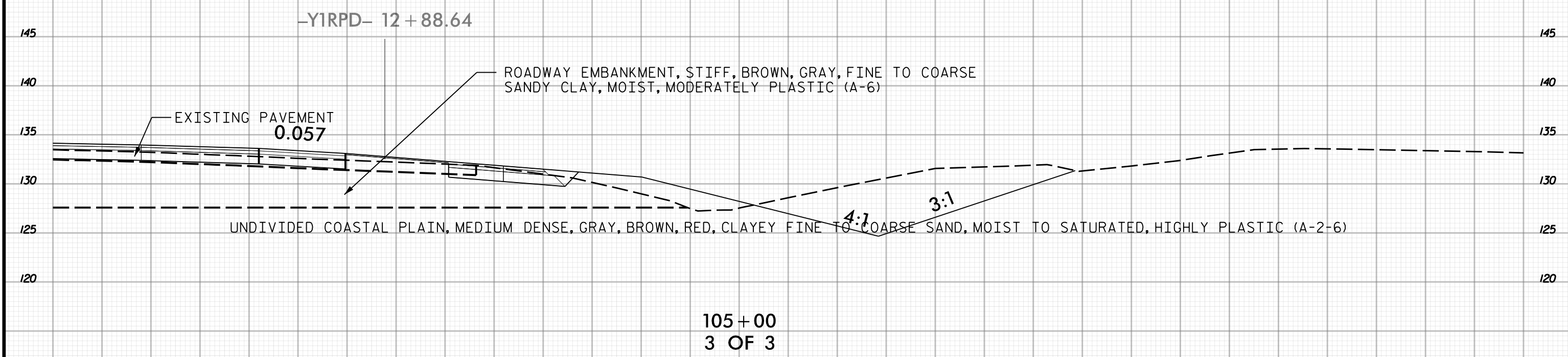
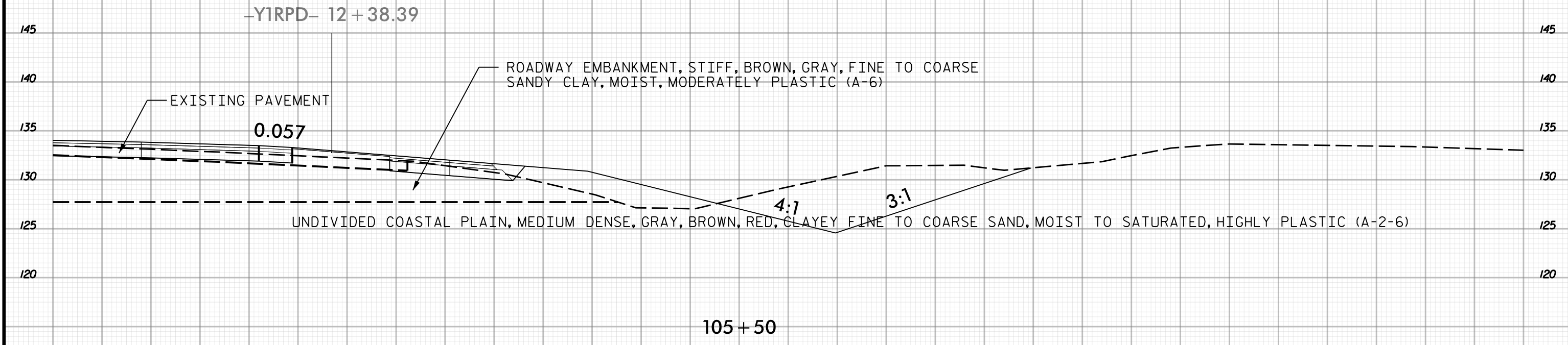
105+00
2 OF 3

- / -

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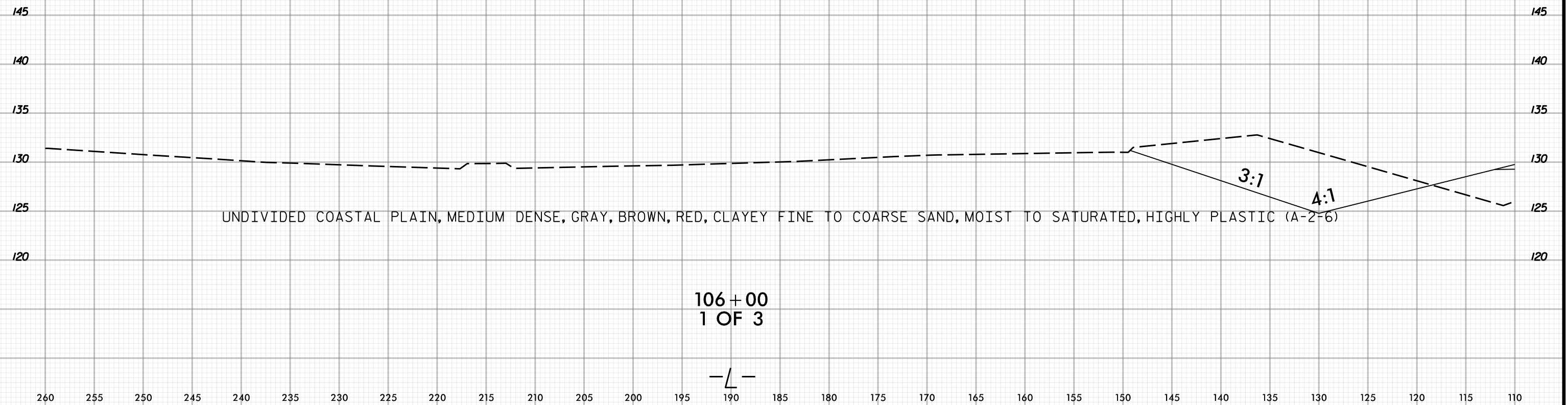


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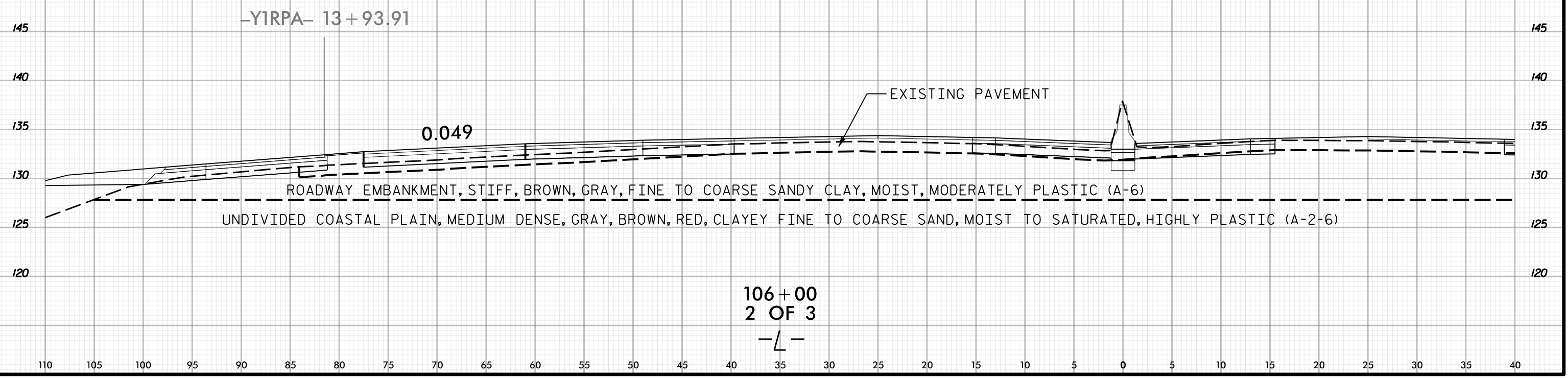
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	197

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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 25 30 35 40



-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)

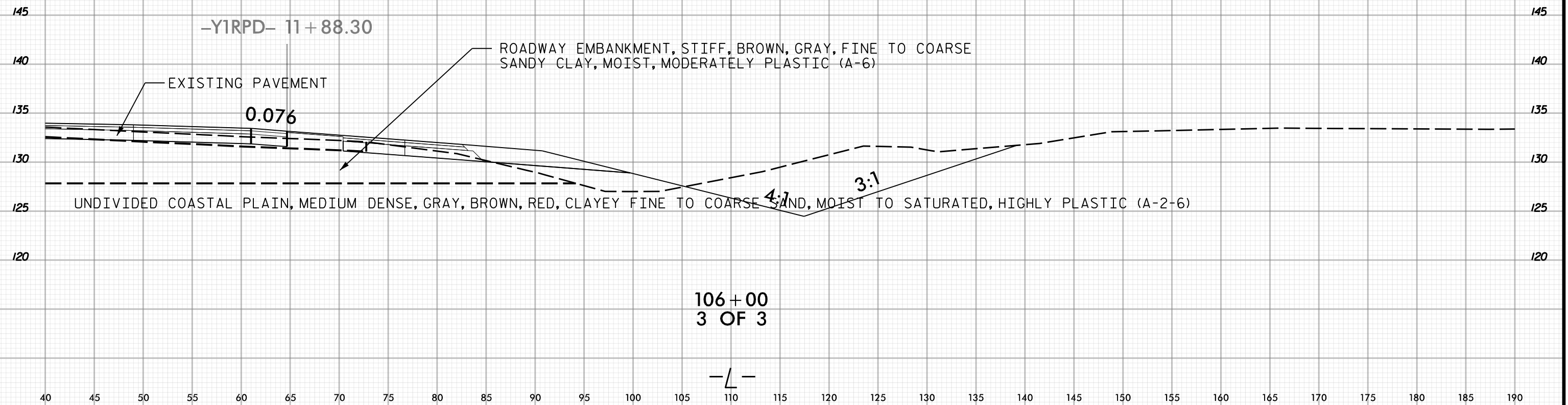
106 + 00
2 OF 3

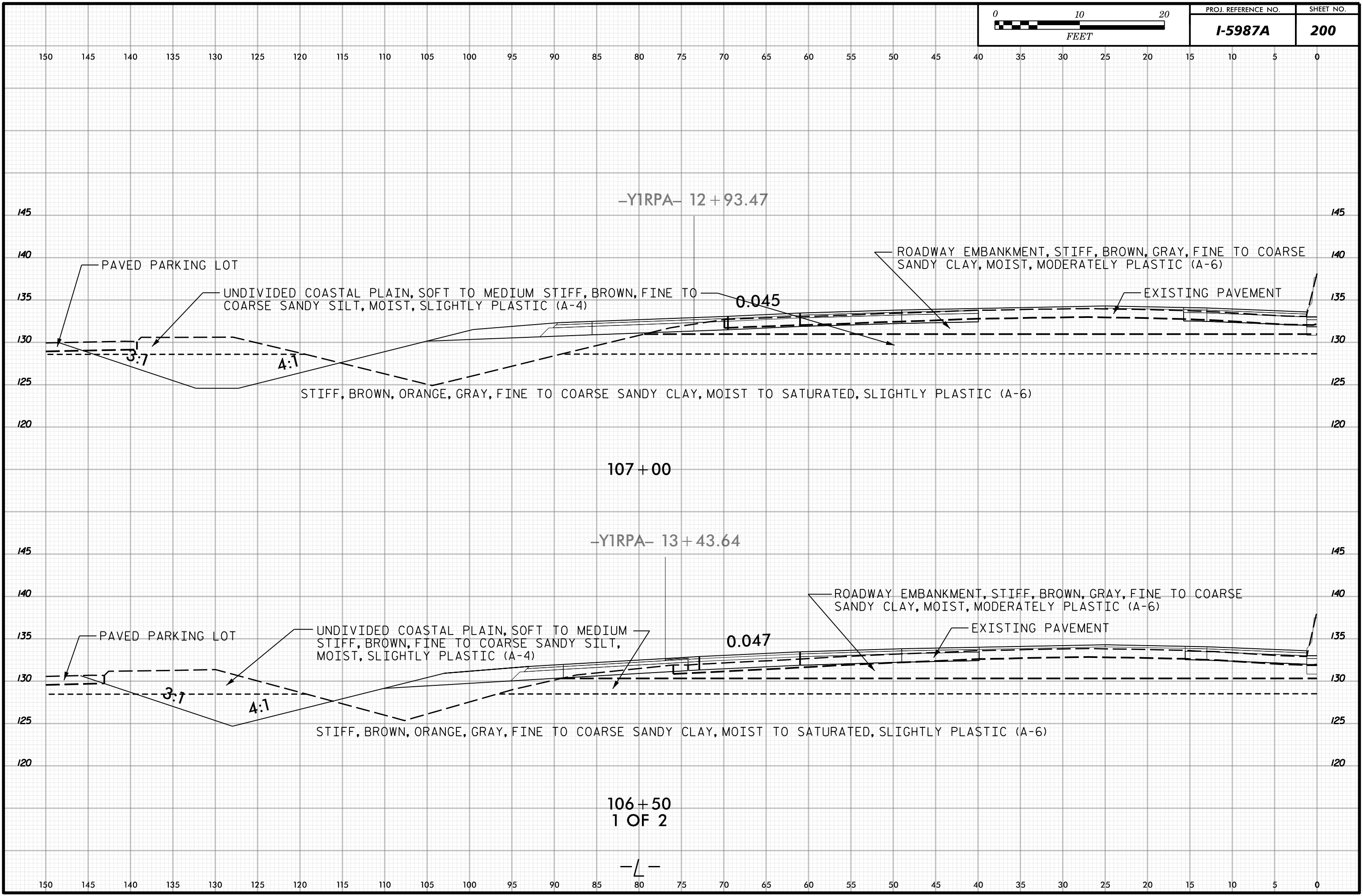
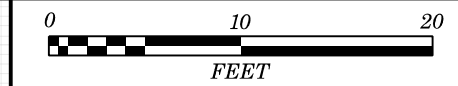
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40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190



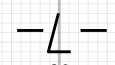


-YIRPA- 12+93.47

107+00

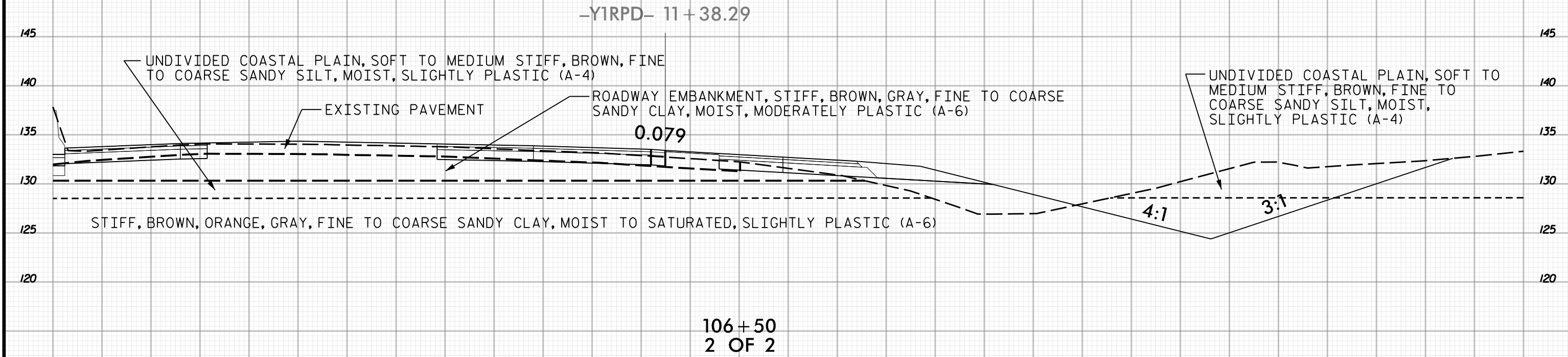
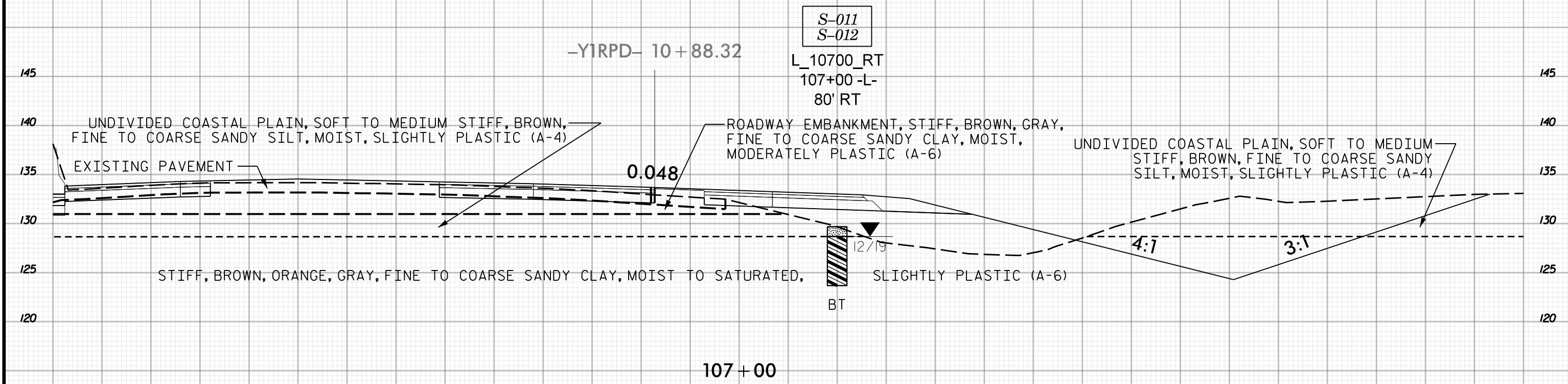
-YIRPA- 13+43.64

106+50
1 OF 2

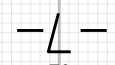




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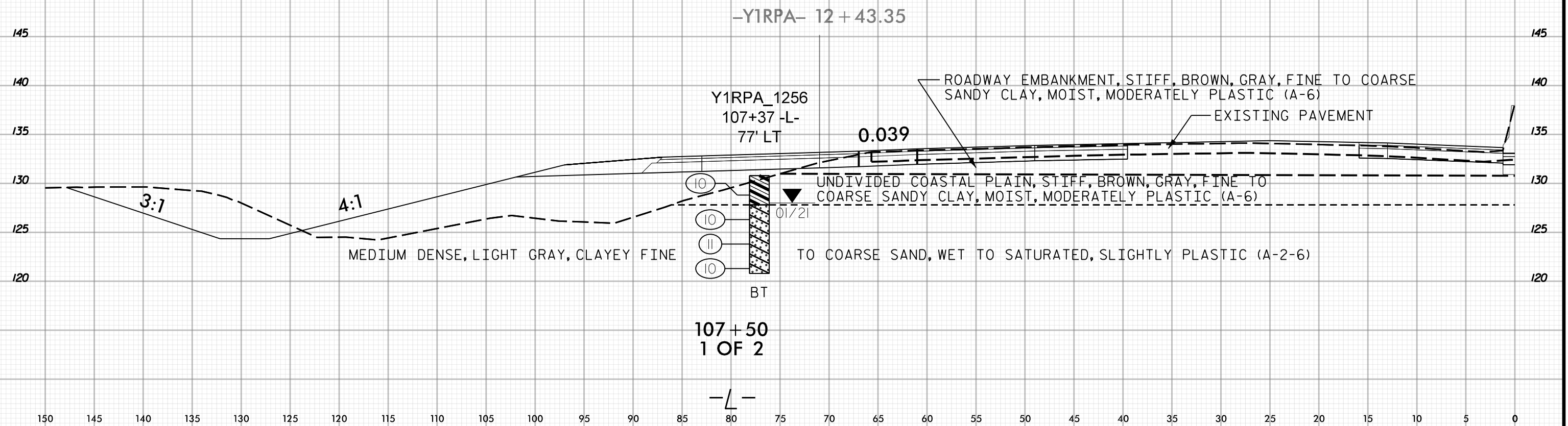
2 OF 2



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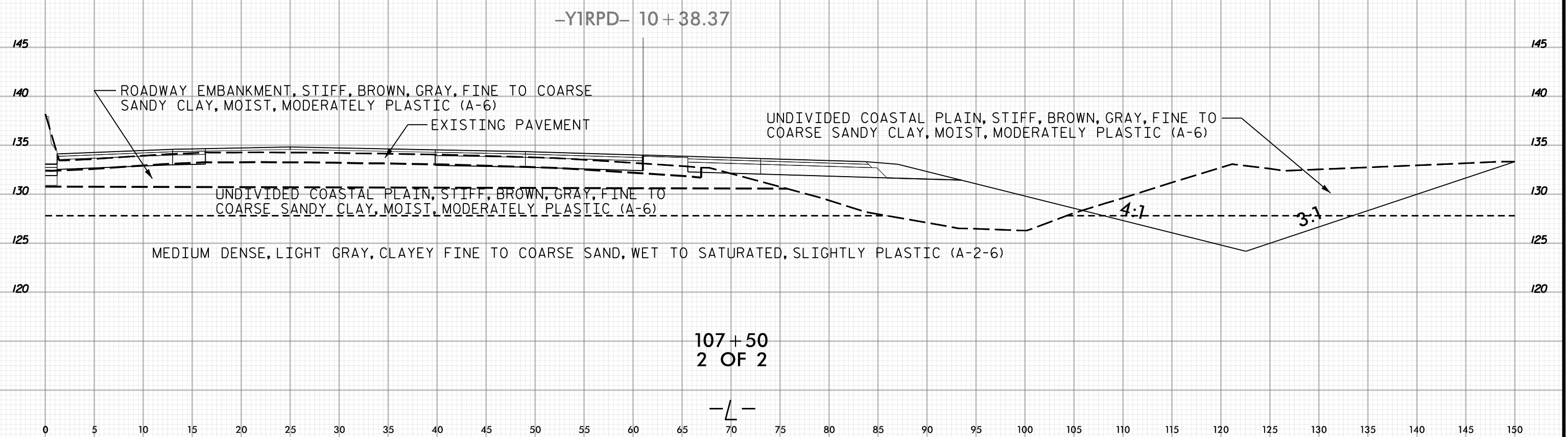


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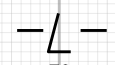




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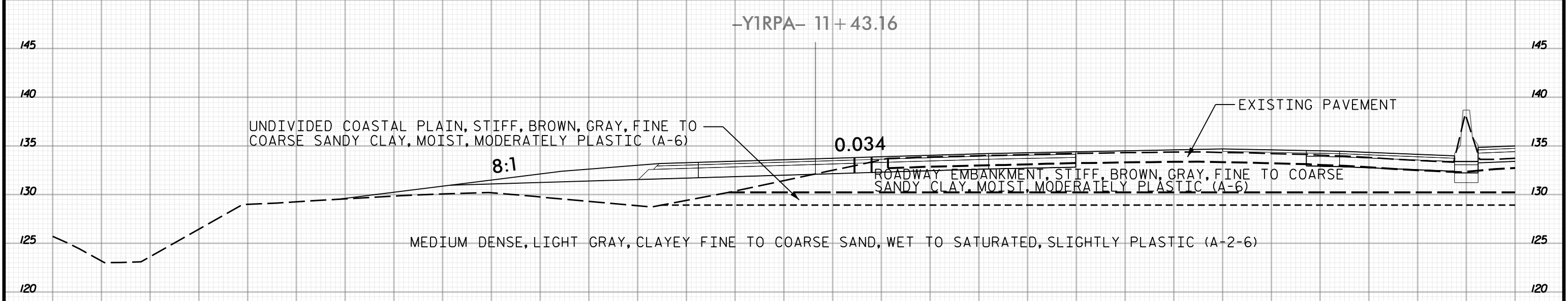


107+50
2 OF 2

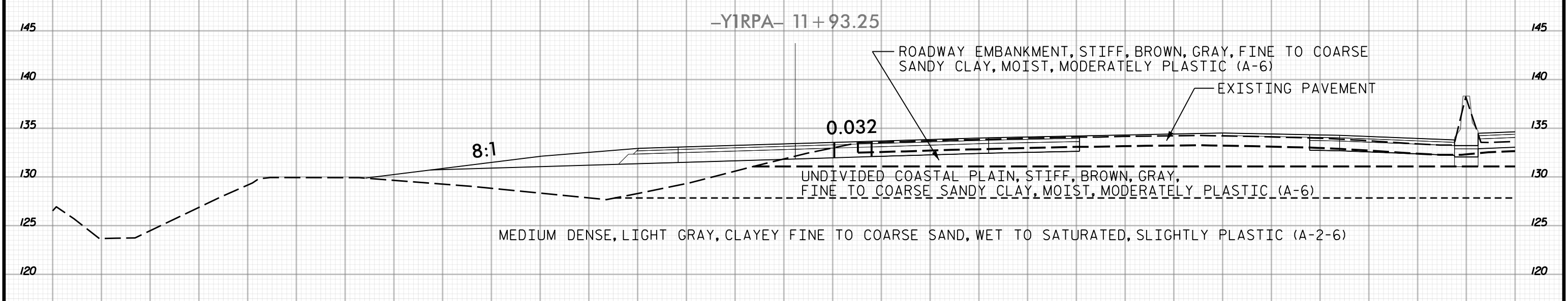




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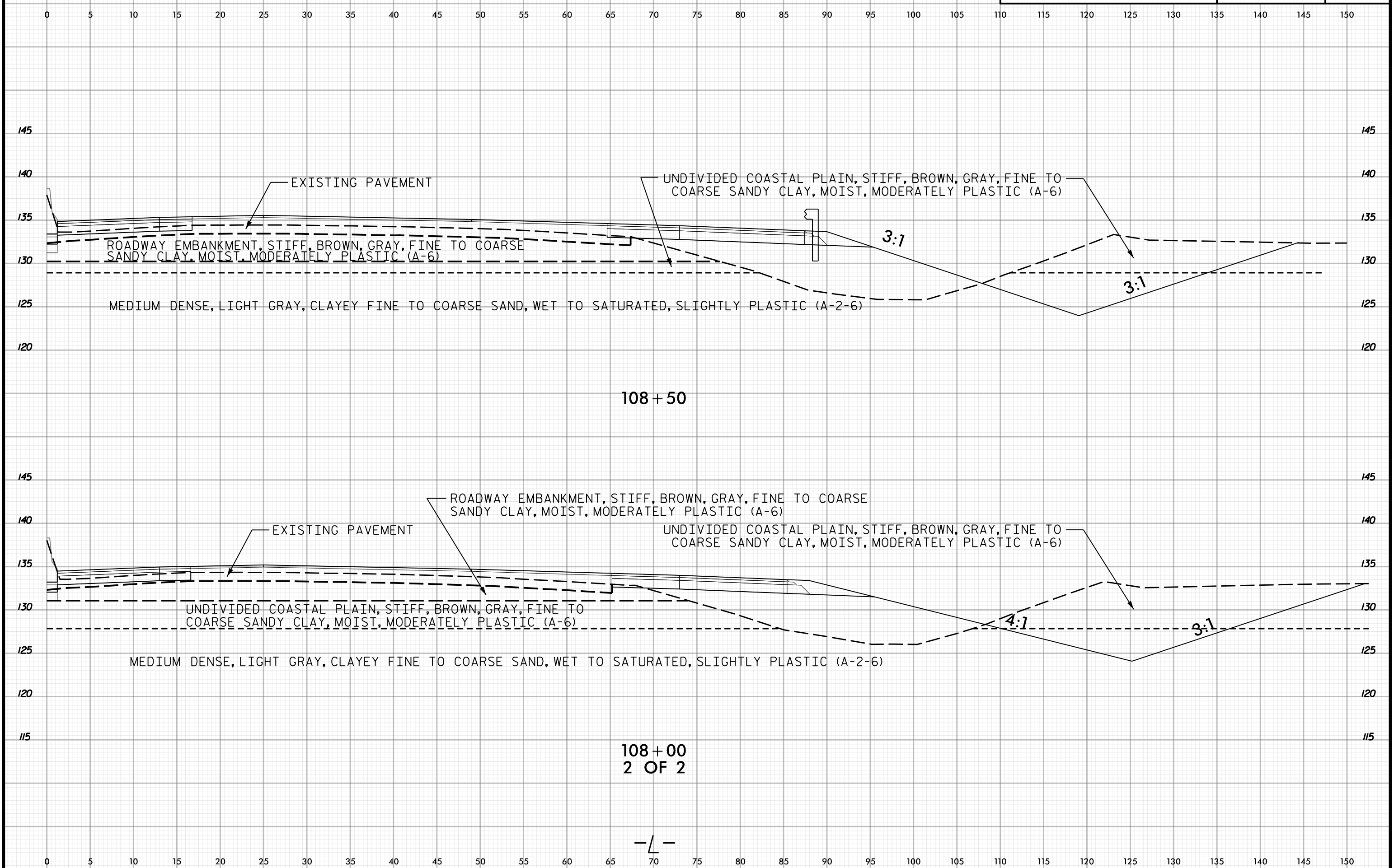


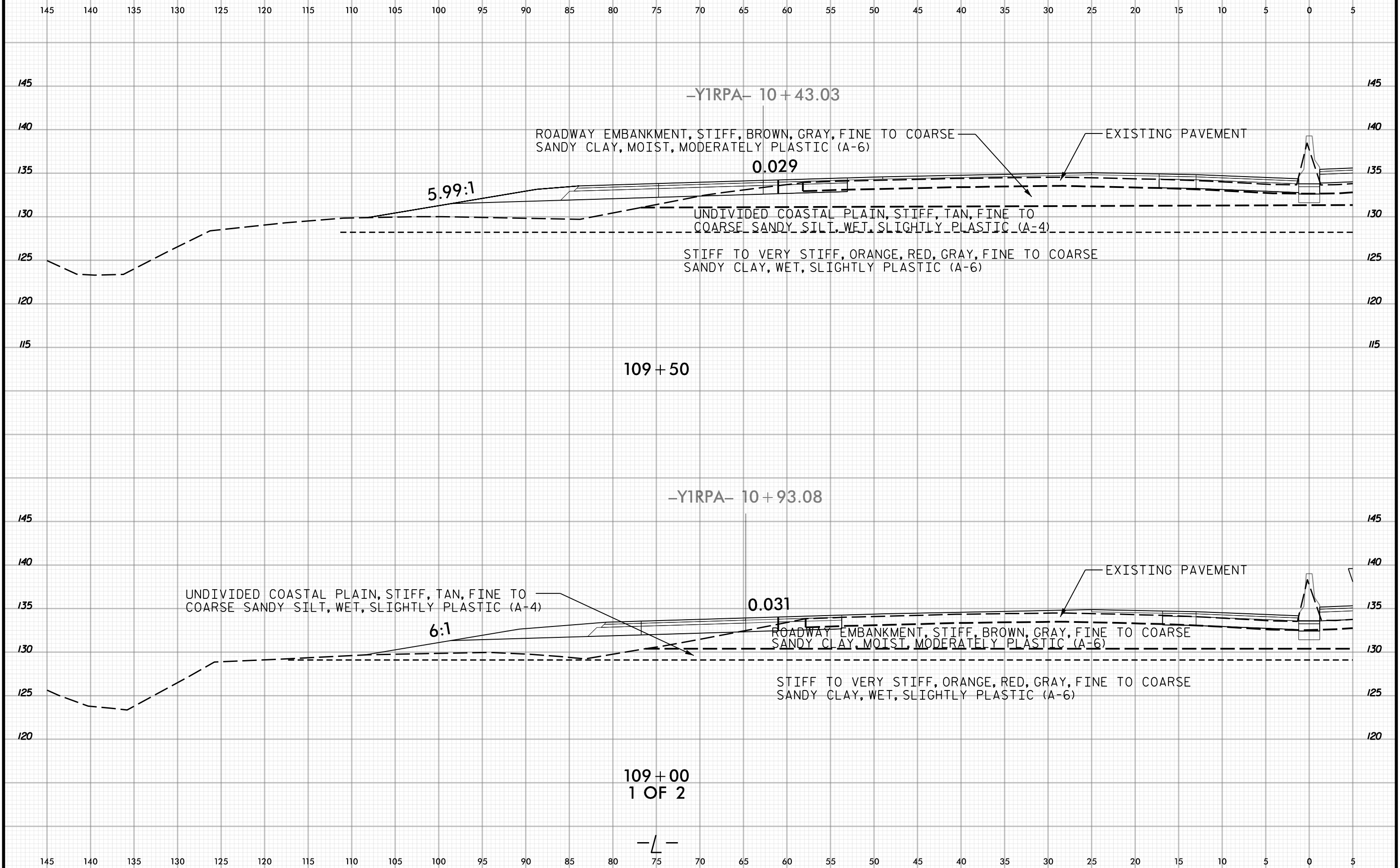
108+50



108+00
1 OF 2

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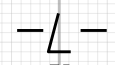


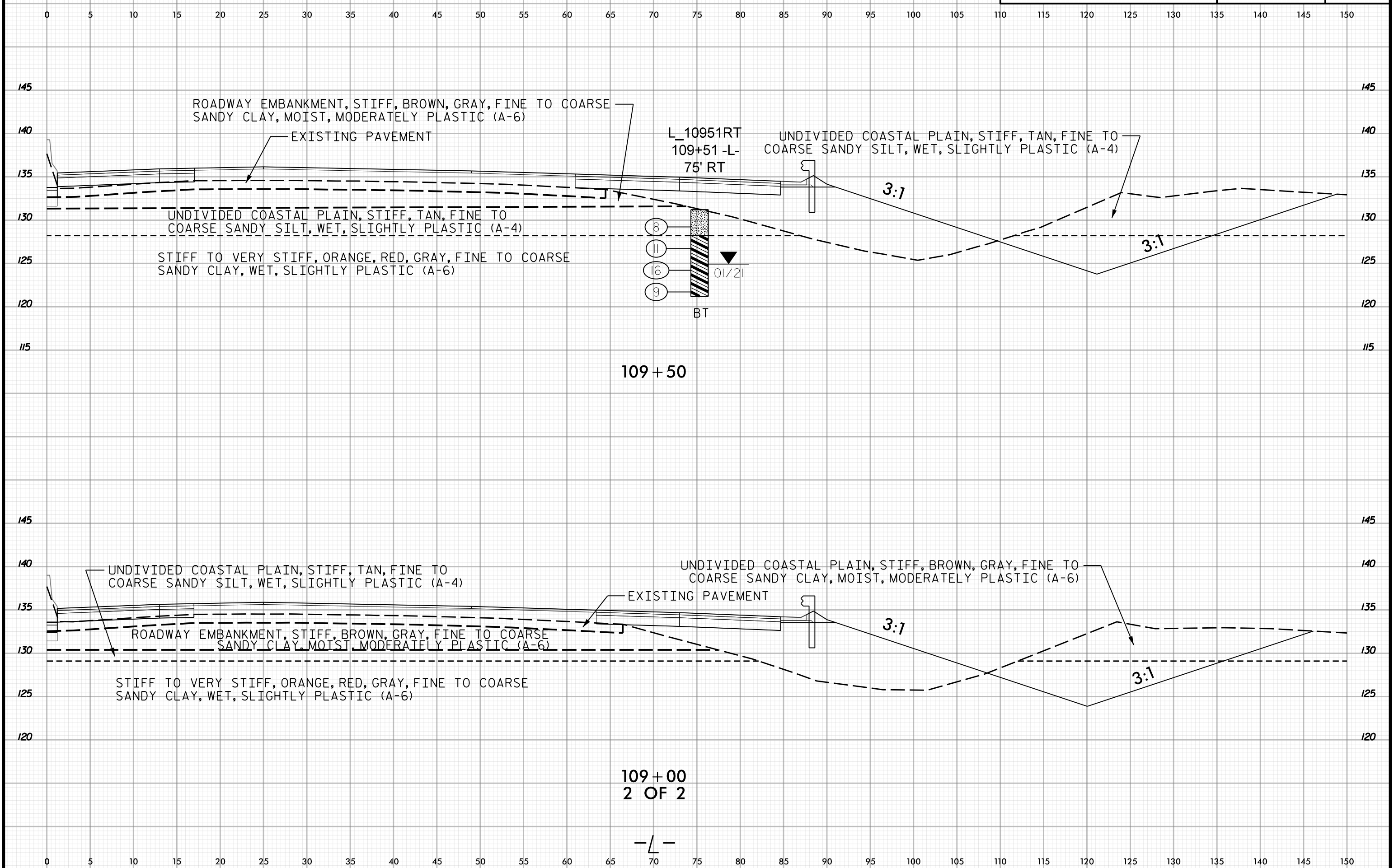
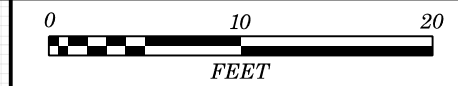


109 + 50

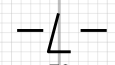
-Y1RPA- 10 + 93.08

109 + 00
1 OF 2



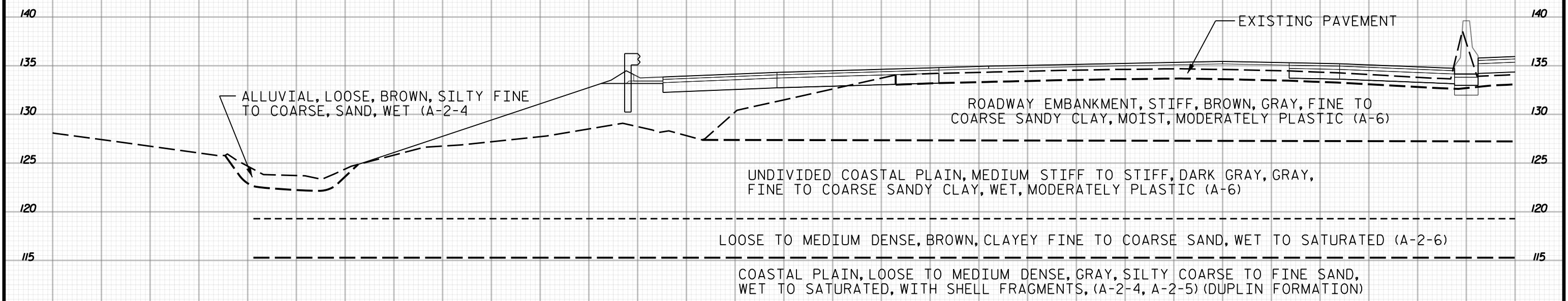


109+00
2 OF 2

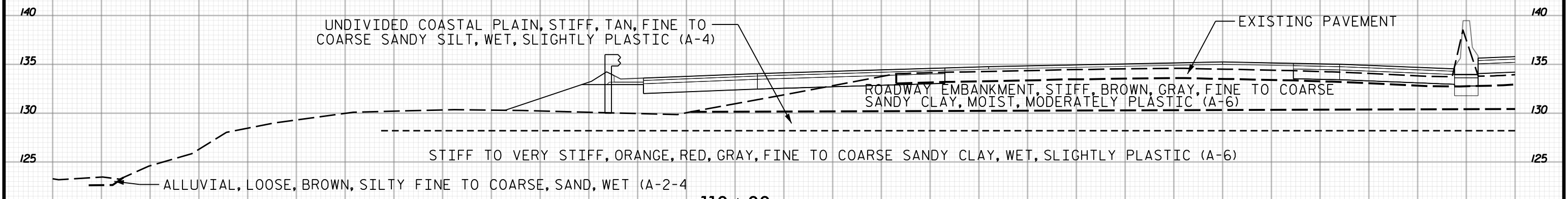




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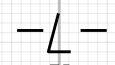


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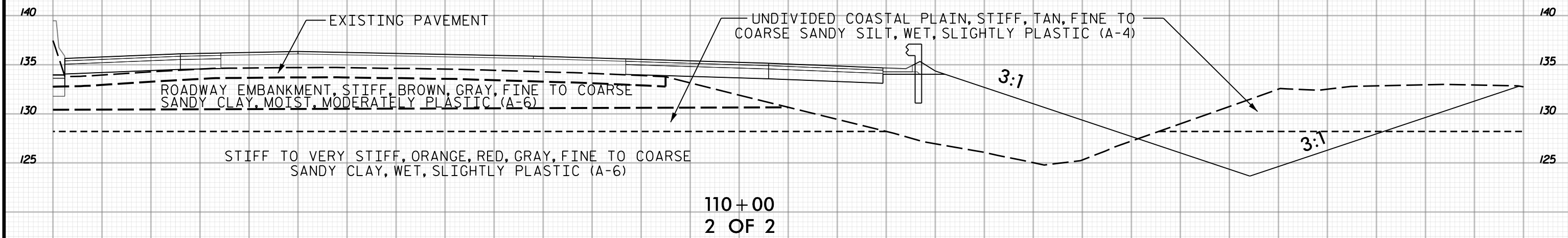
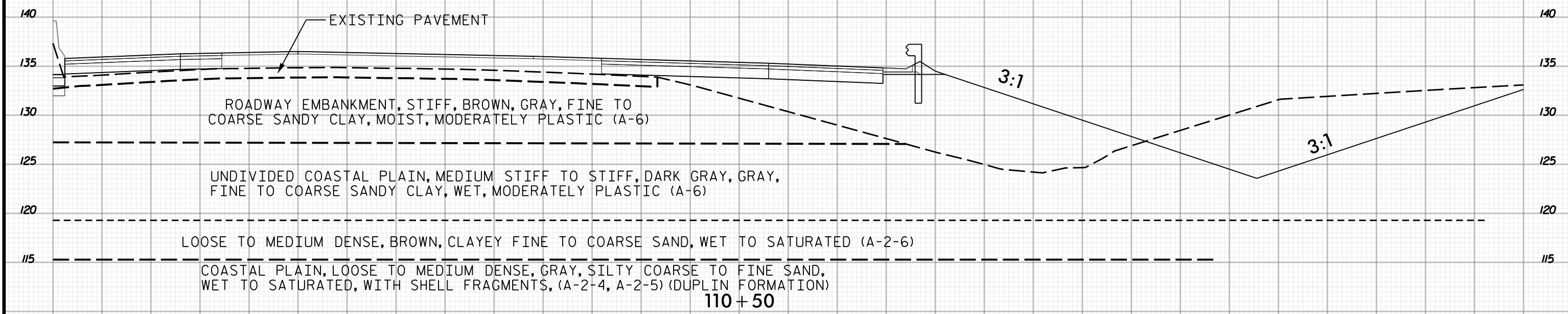
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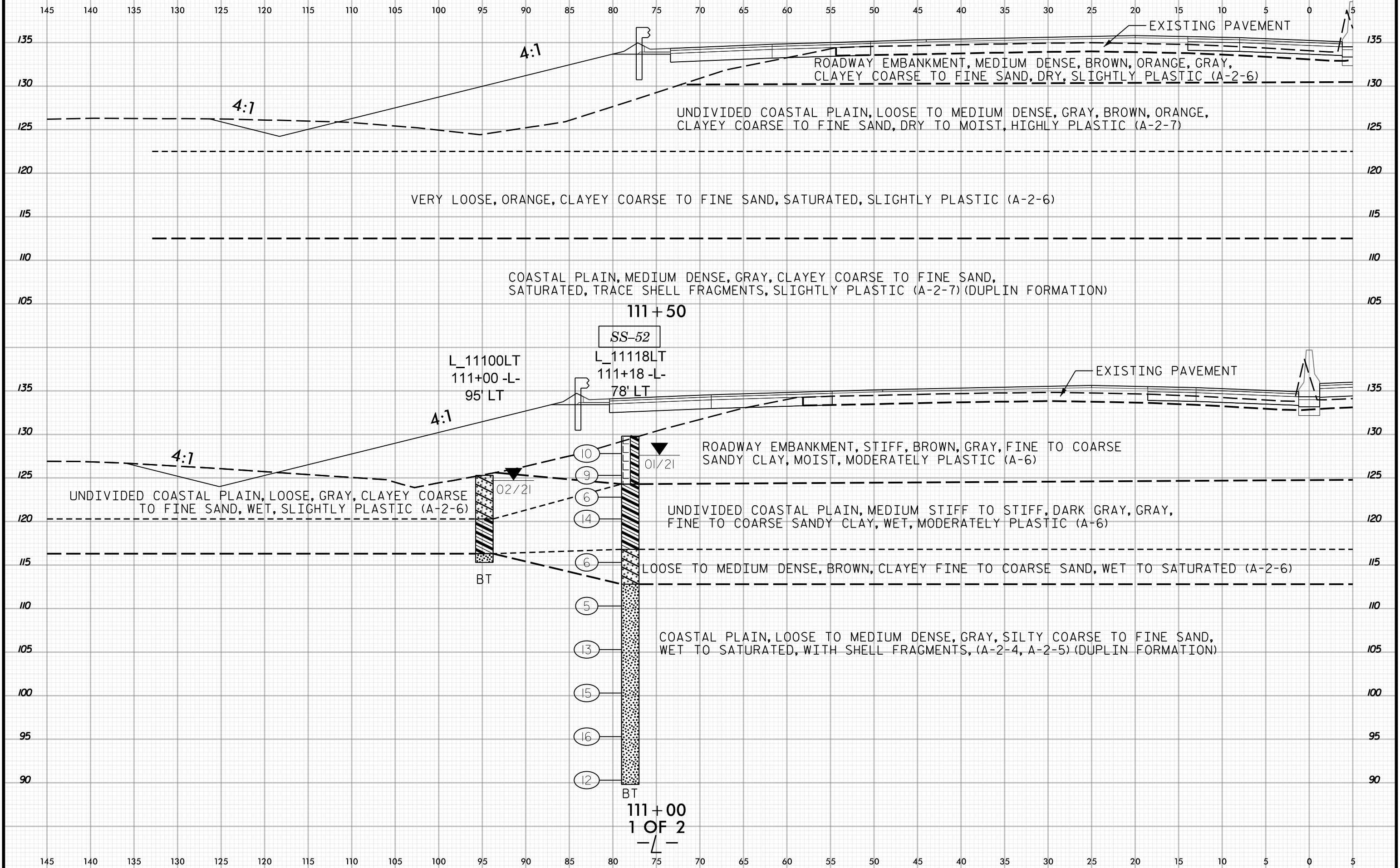
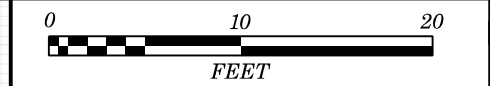


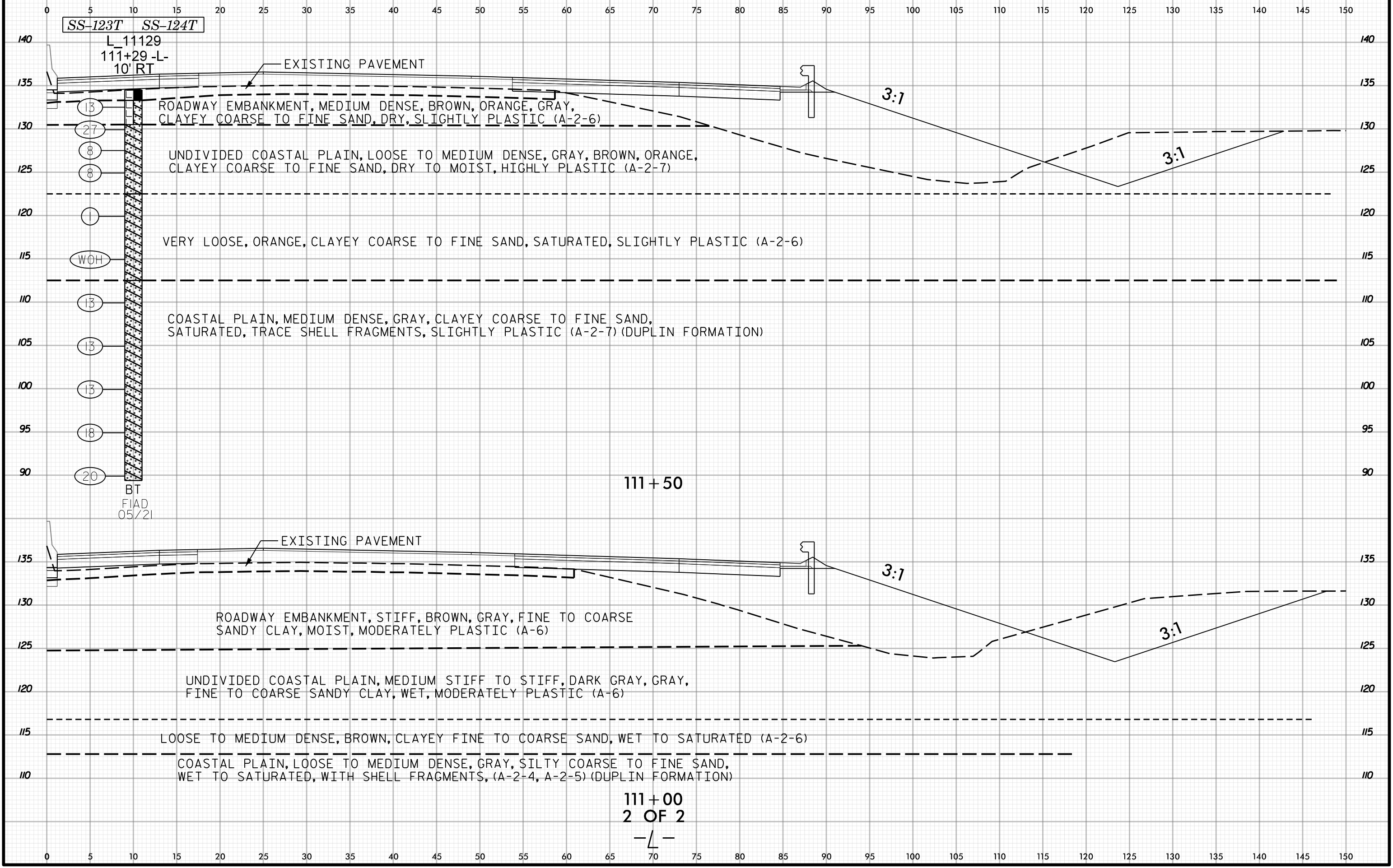
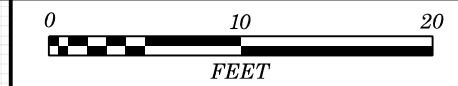


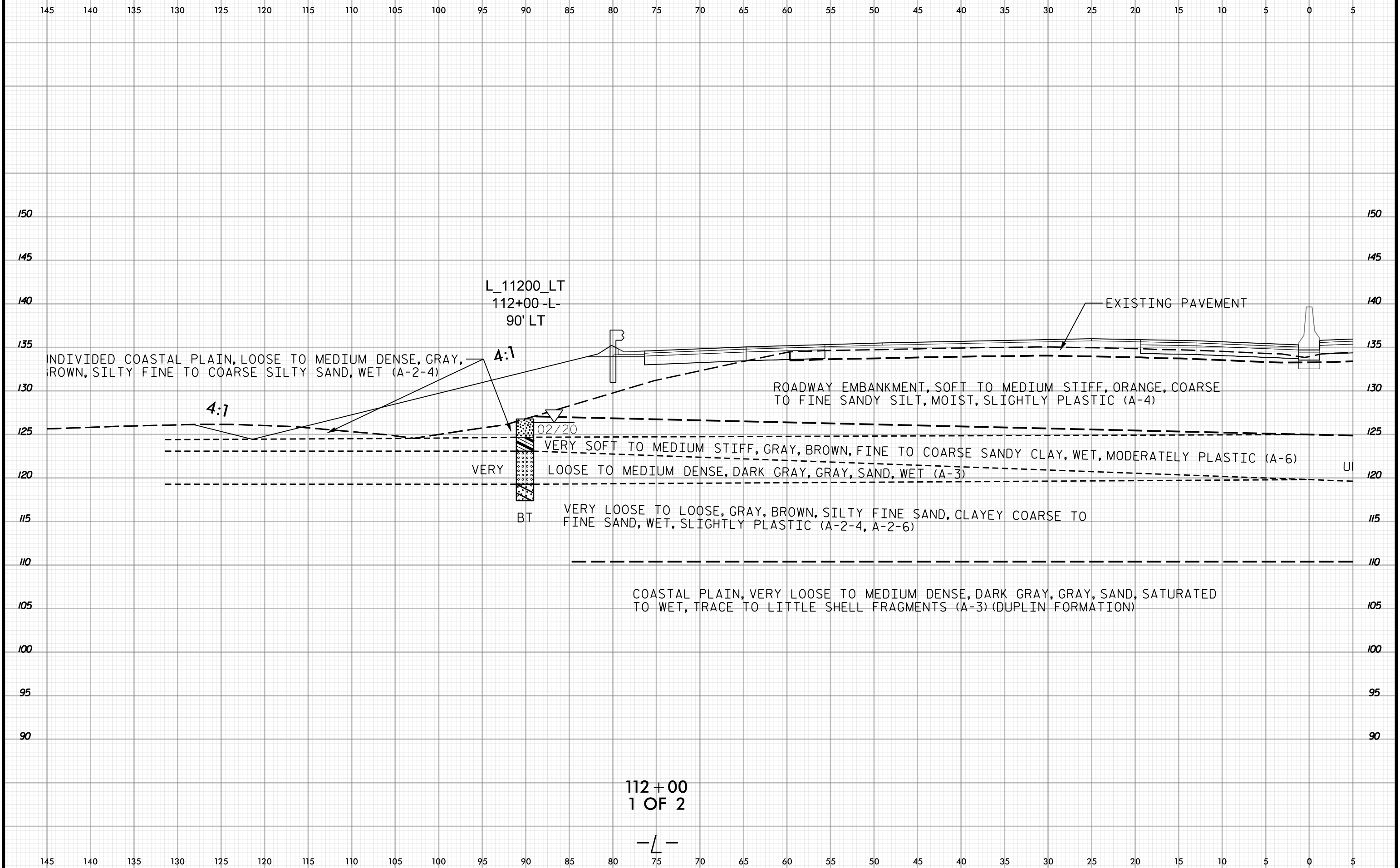
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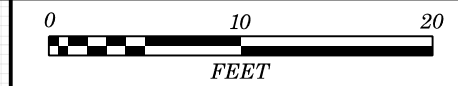


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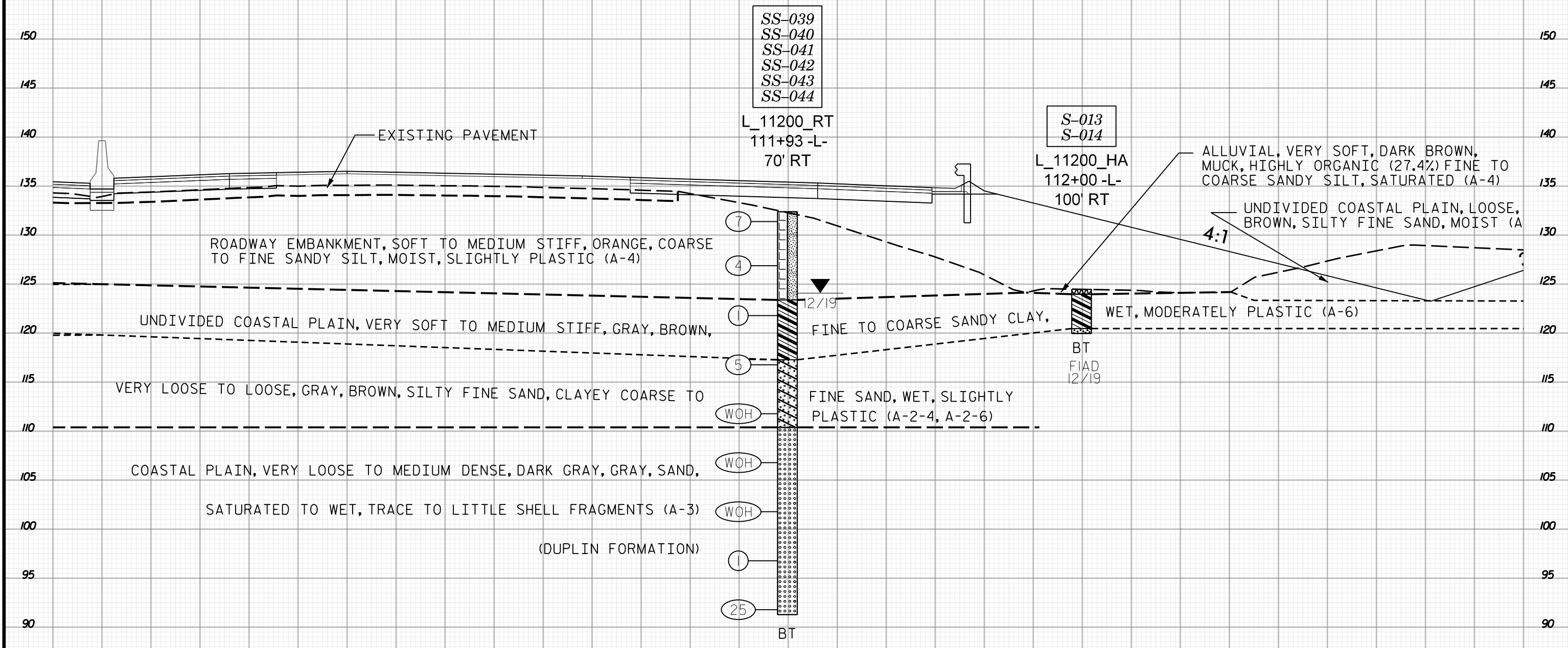




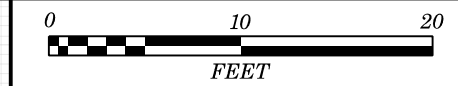




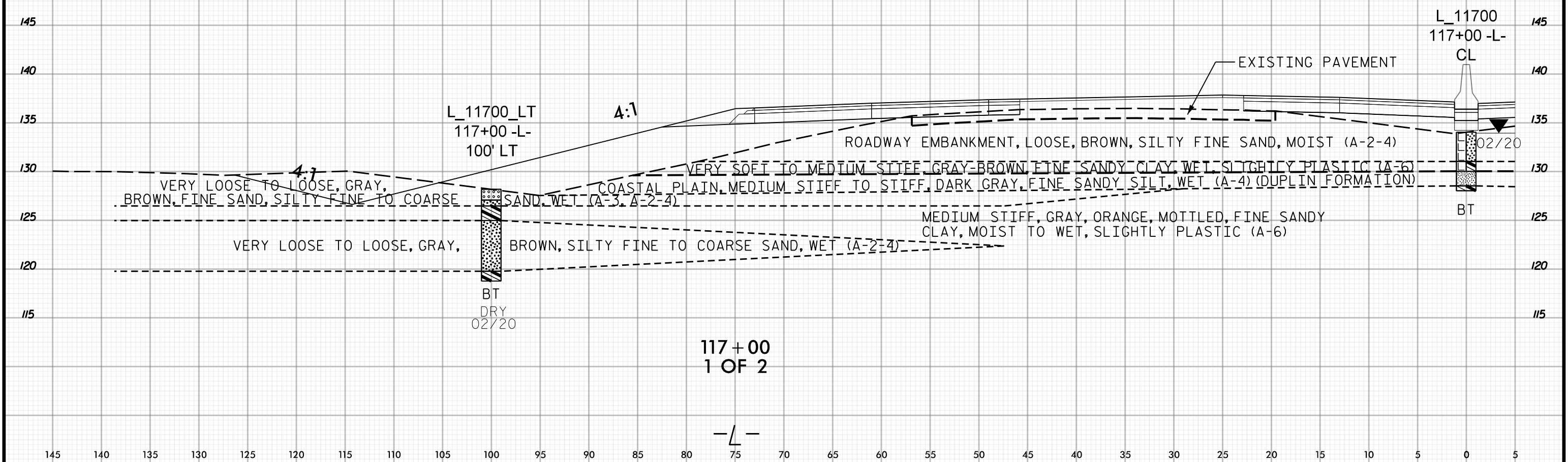
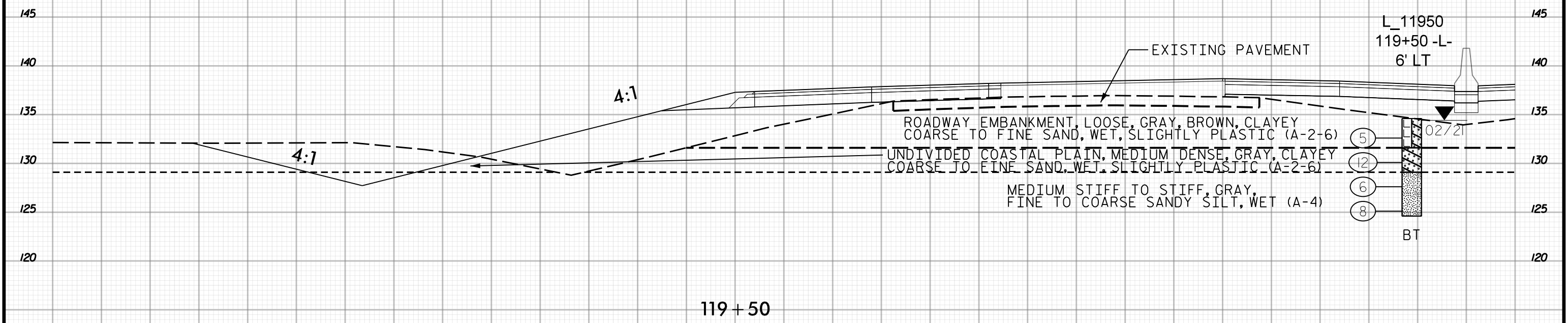
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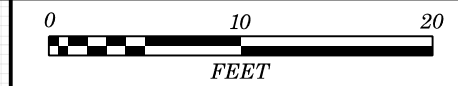
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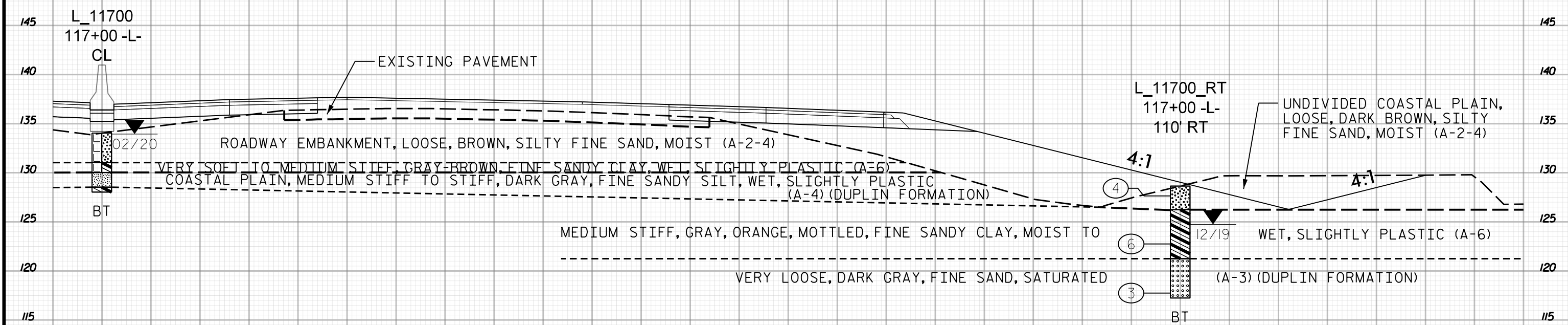
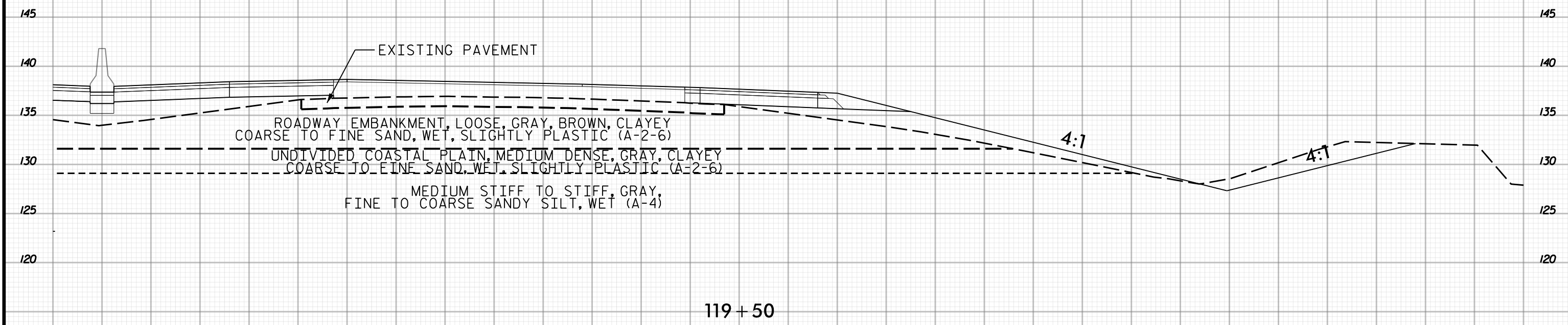
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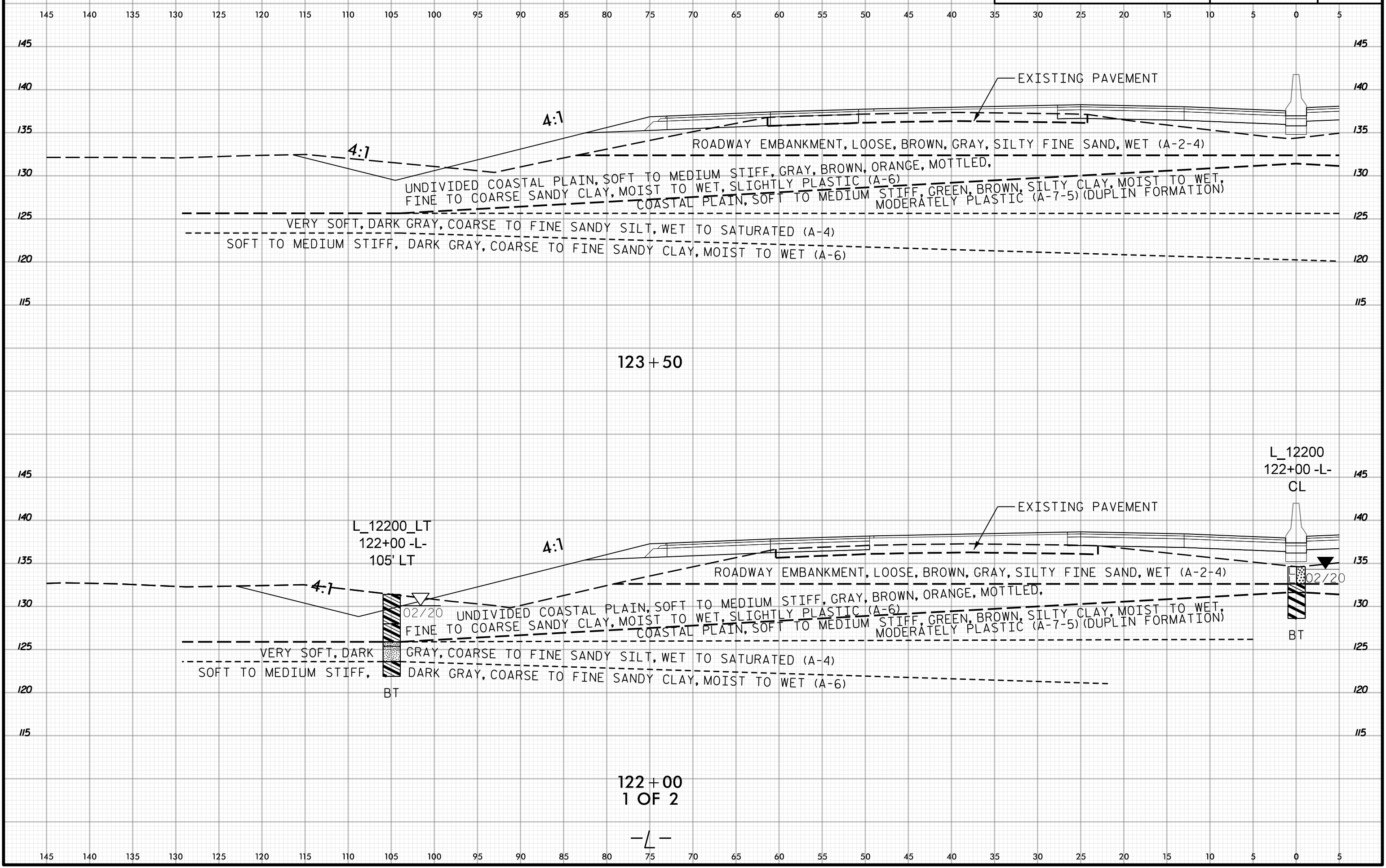
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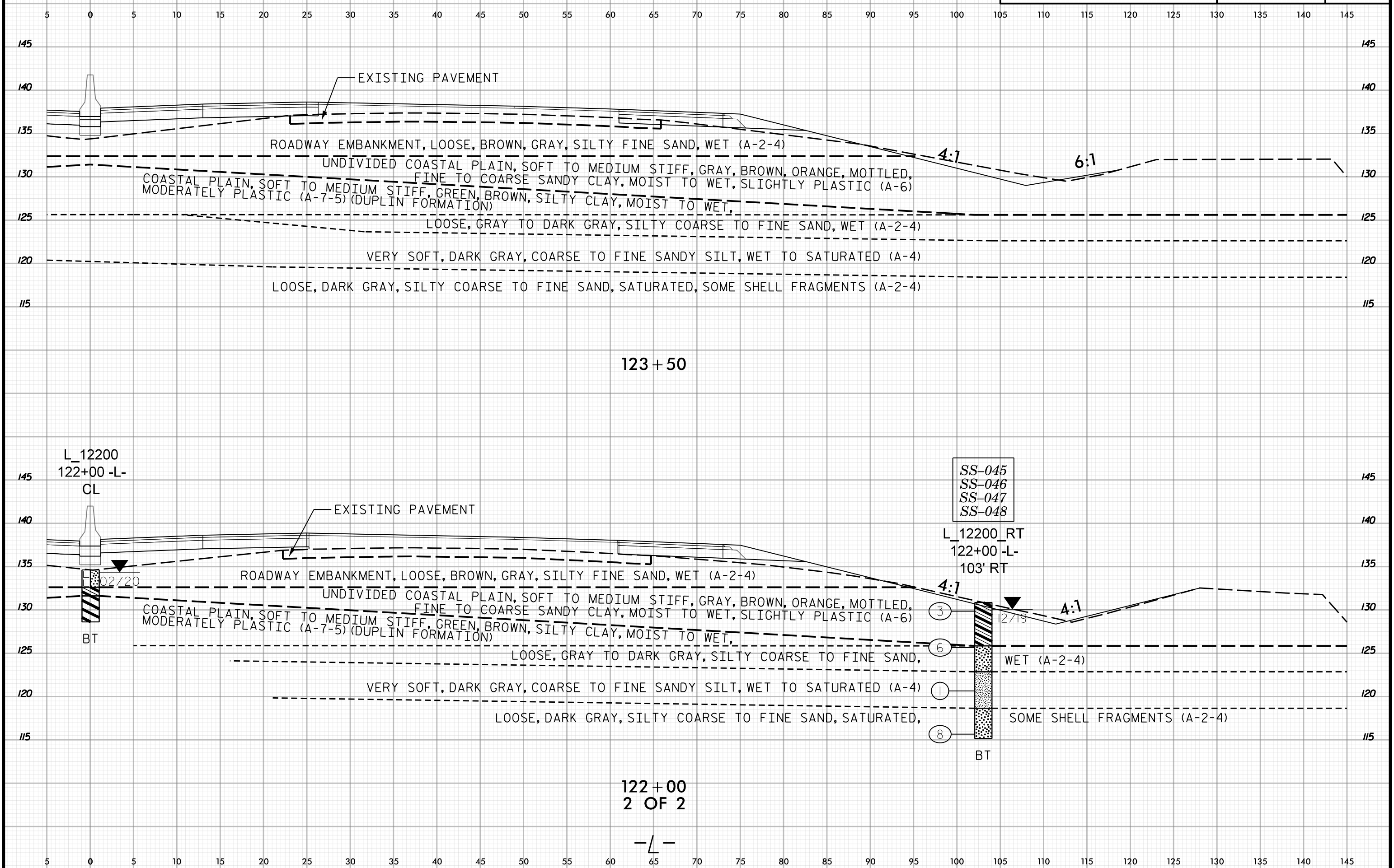


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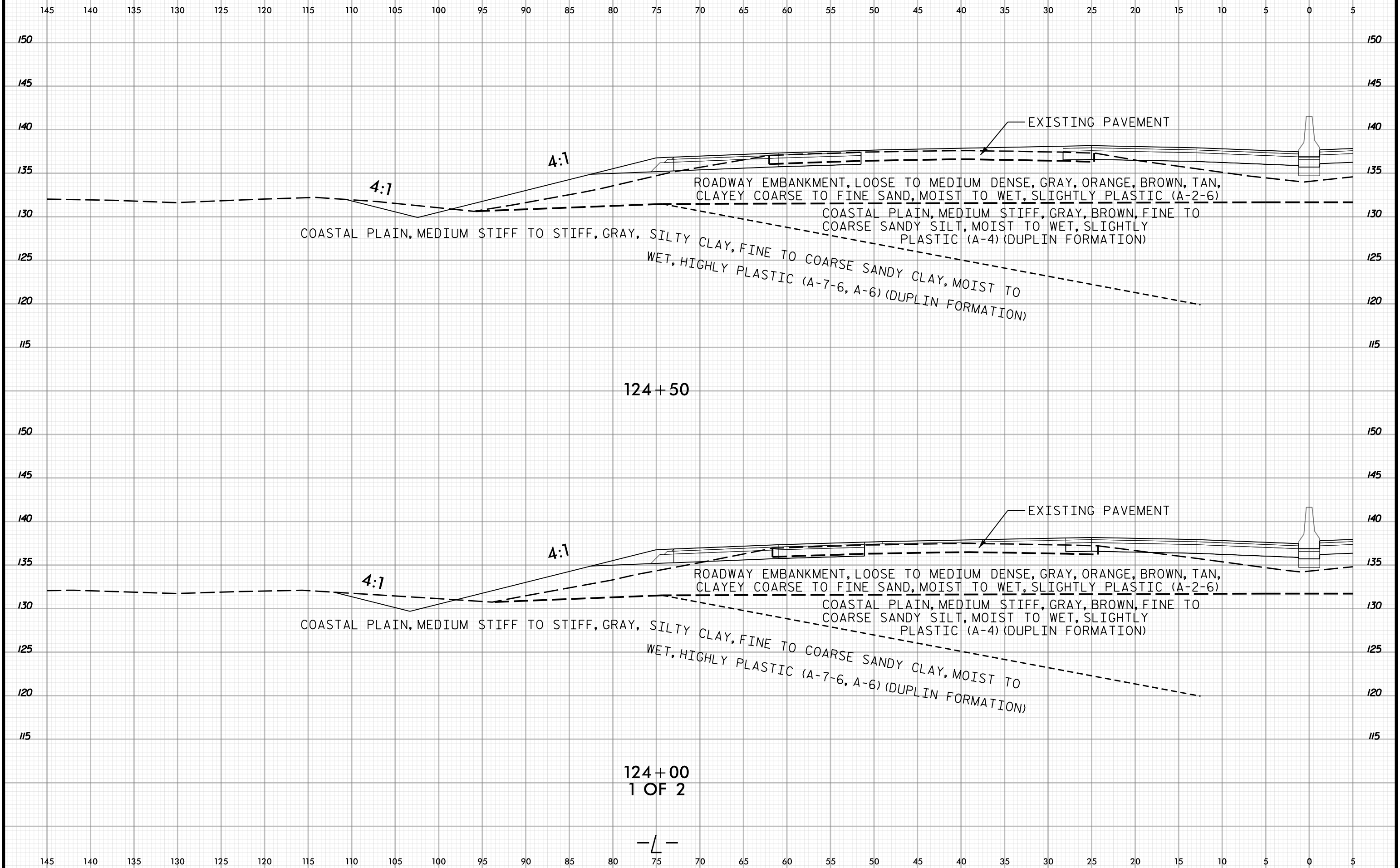
123 + 50

SS-045
SS-046
SS-047
SS-048

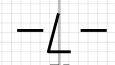
L_12200_RT
122+00 -L-
103' RT

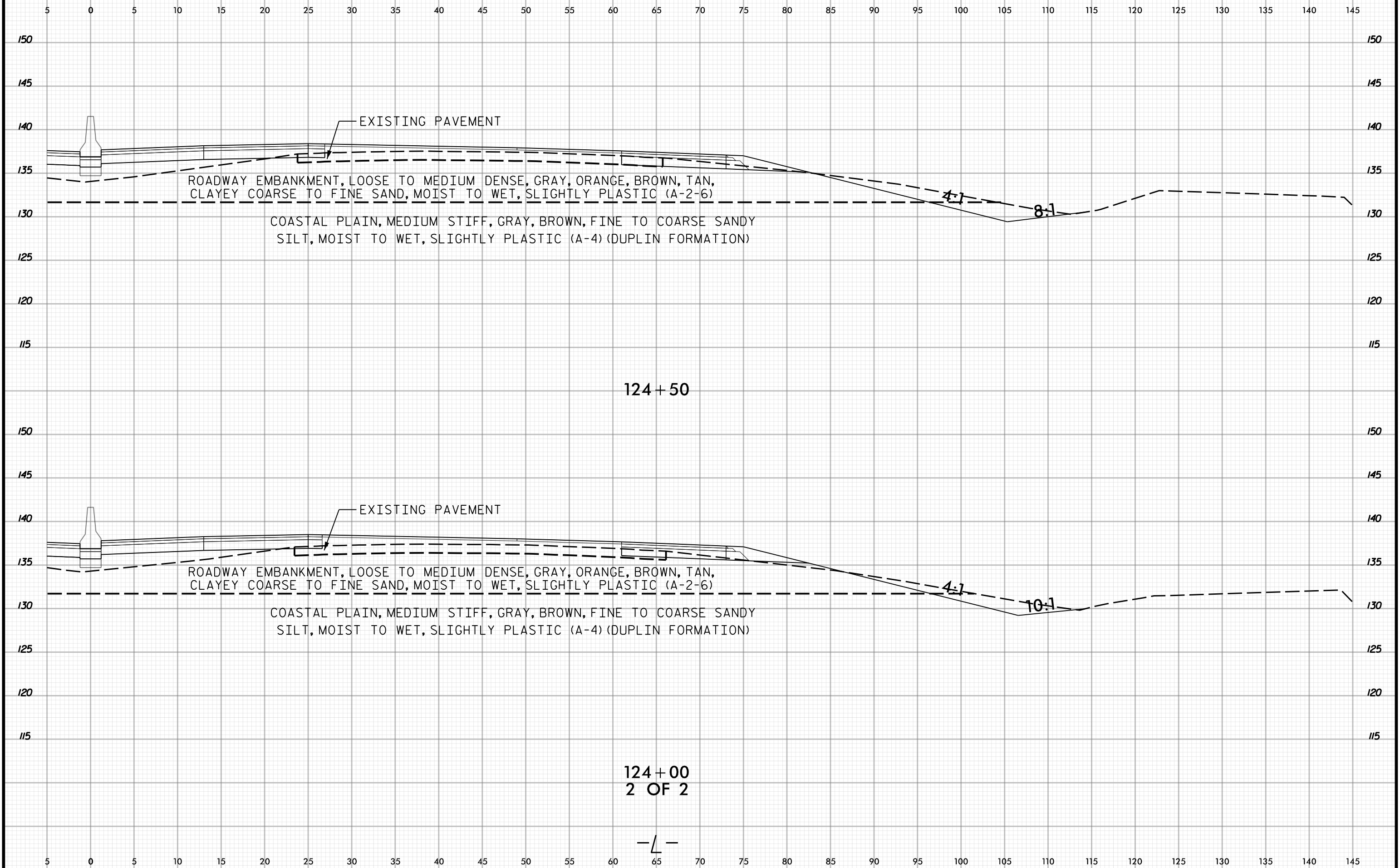
122 + 00
2 OF 2

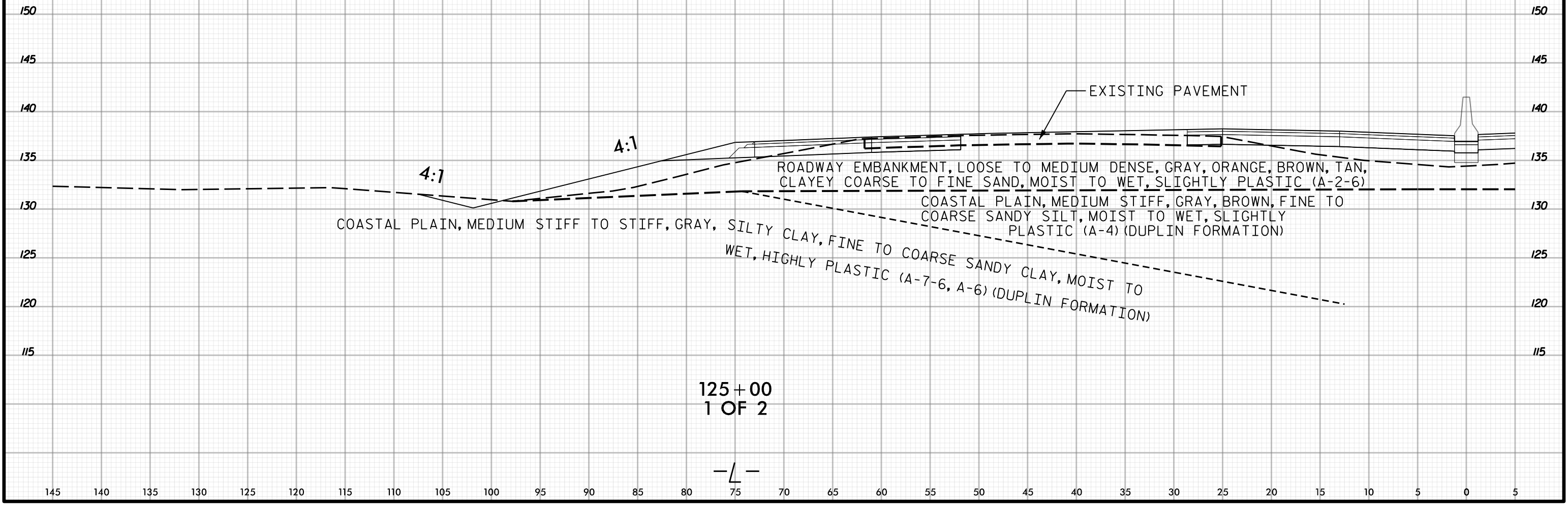
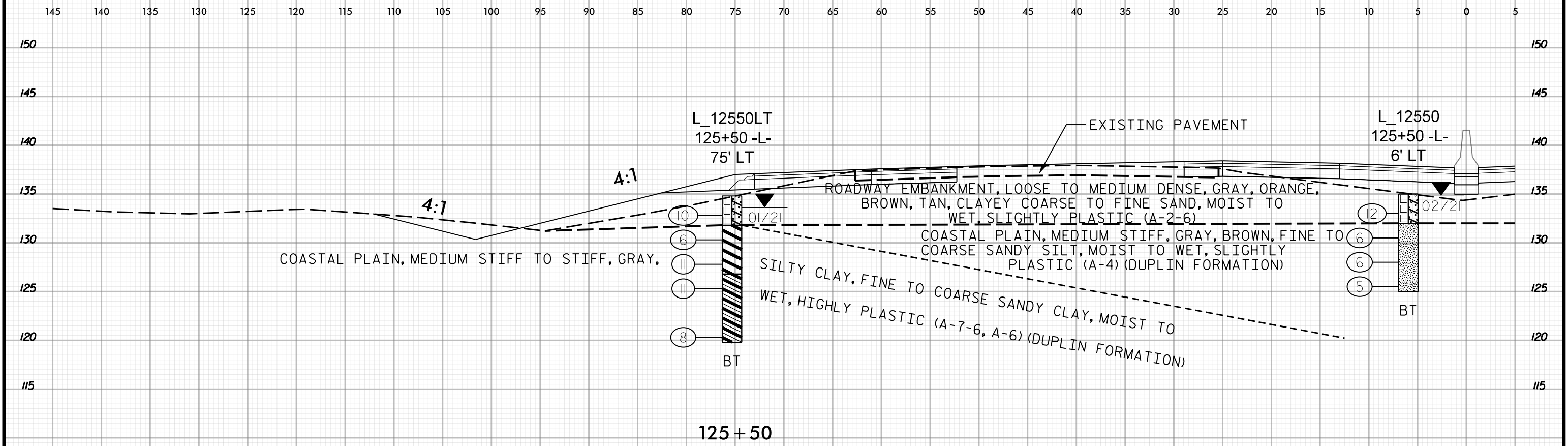
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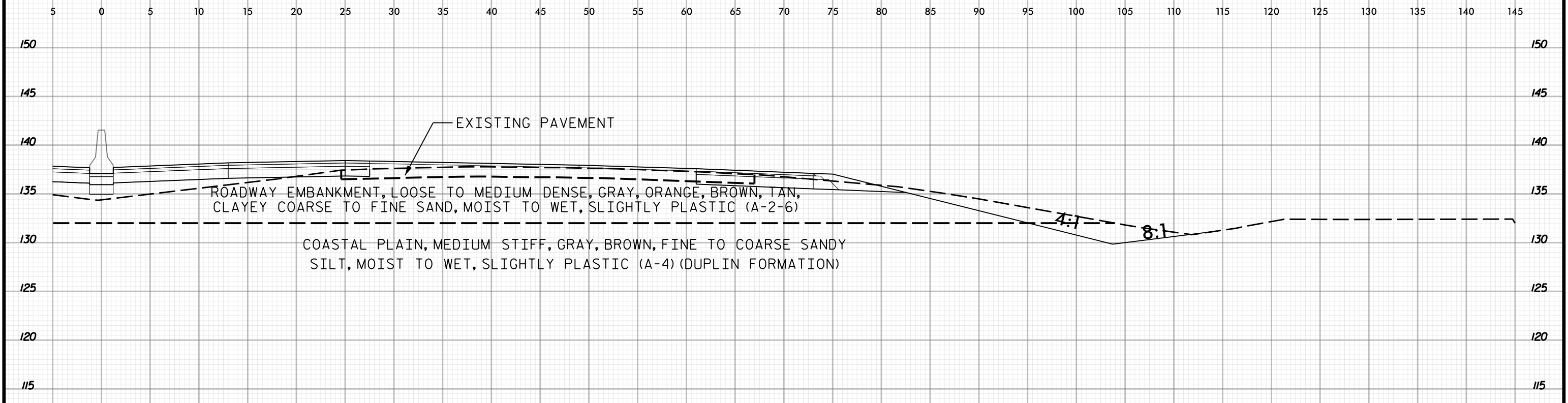


124+00
1 OF 2

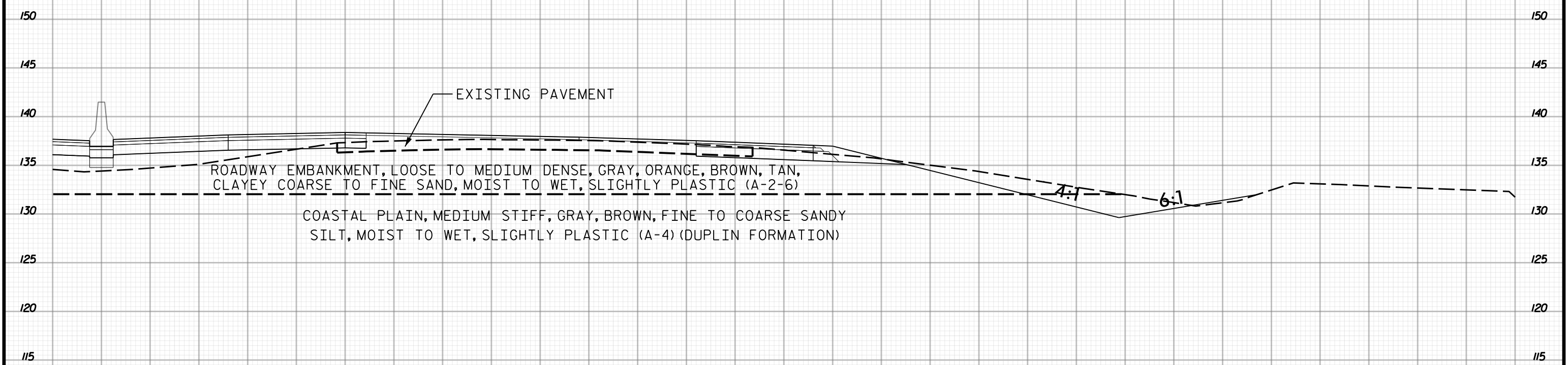




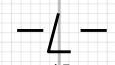


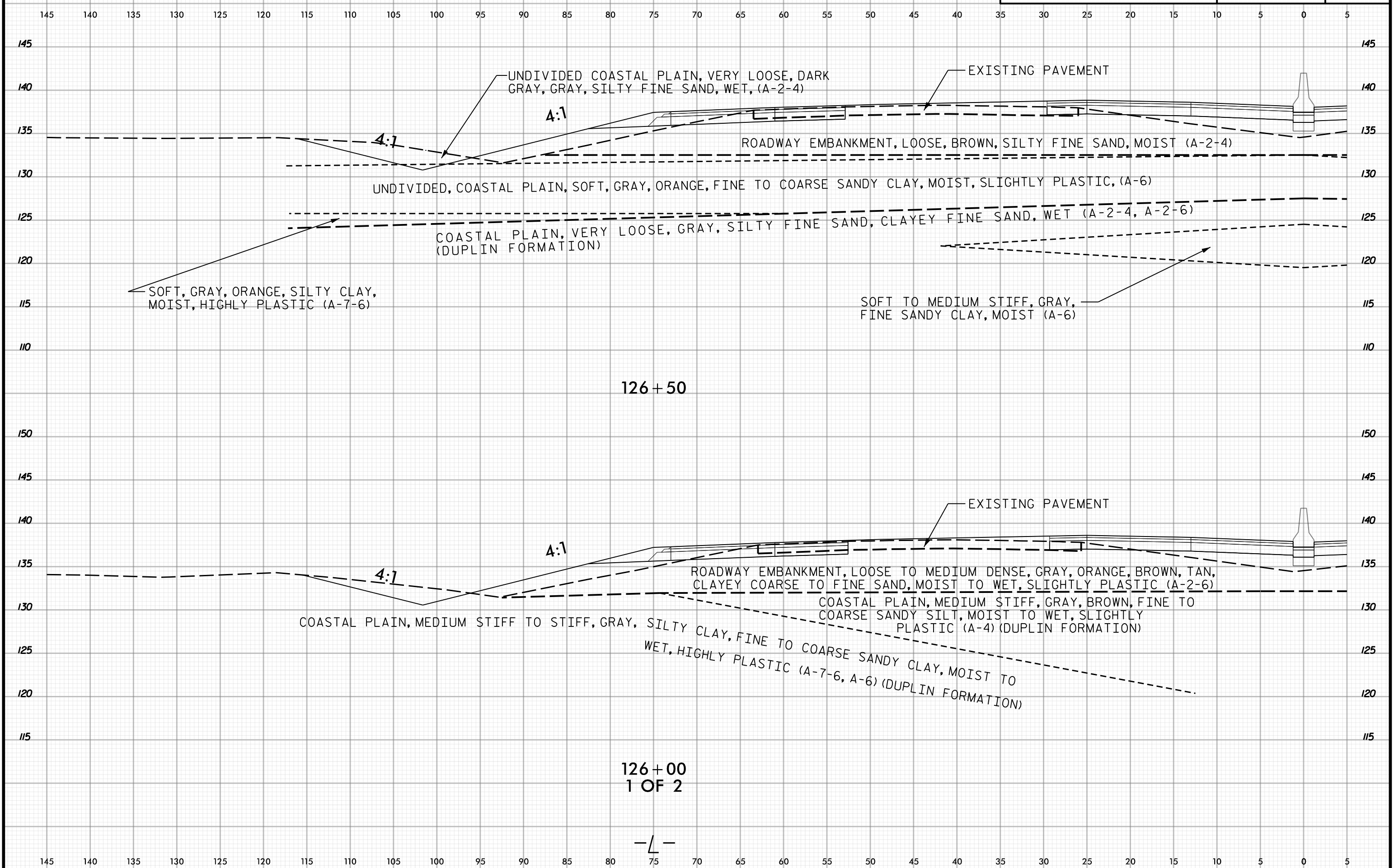


125+50

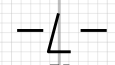


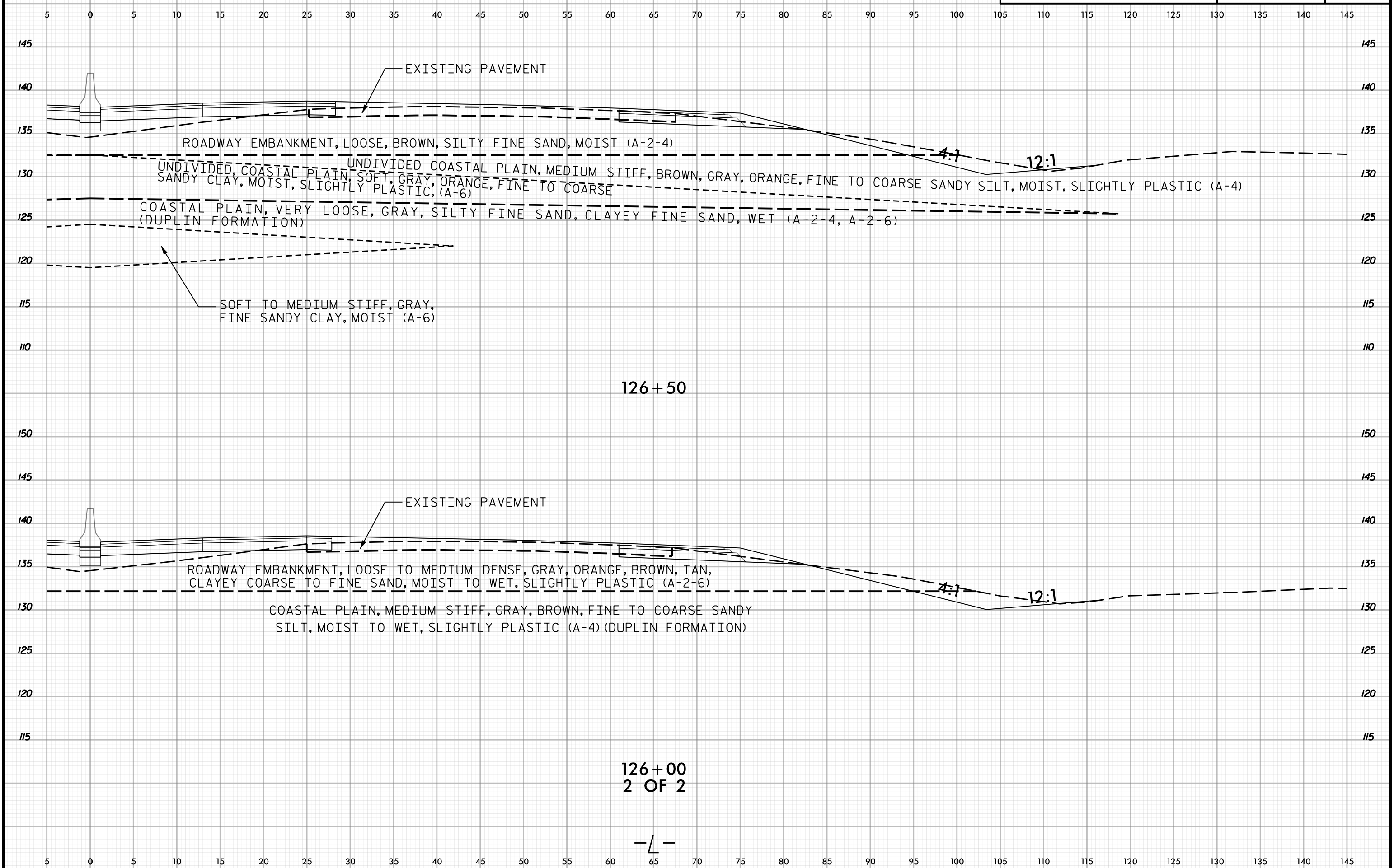
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2 OF 2

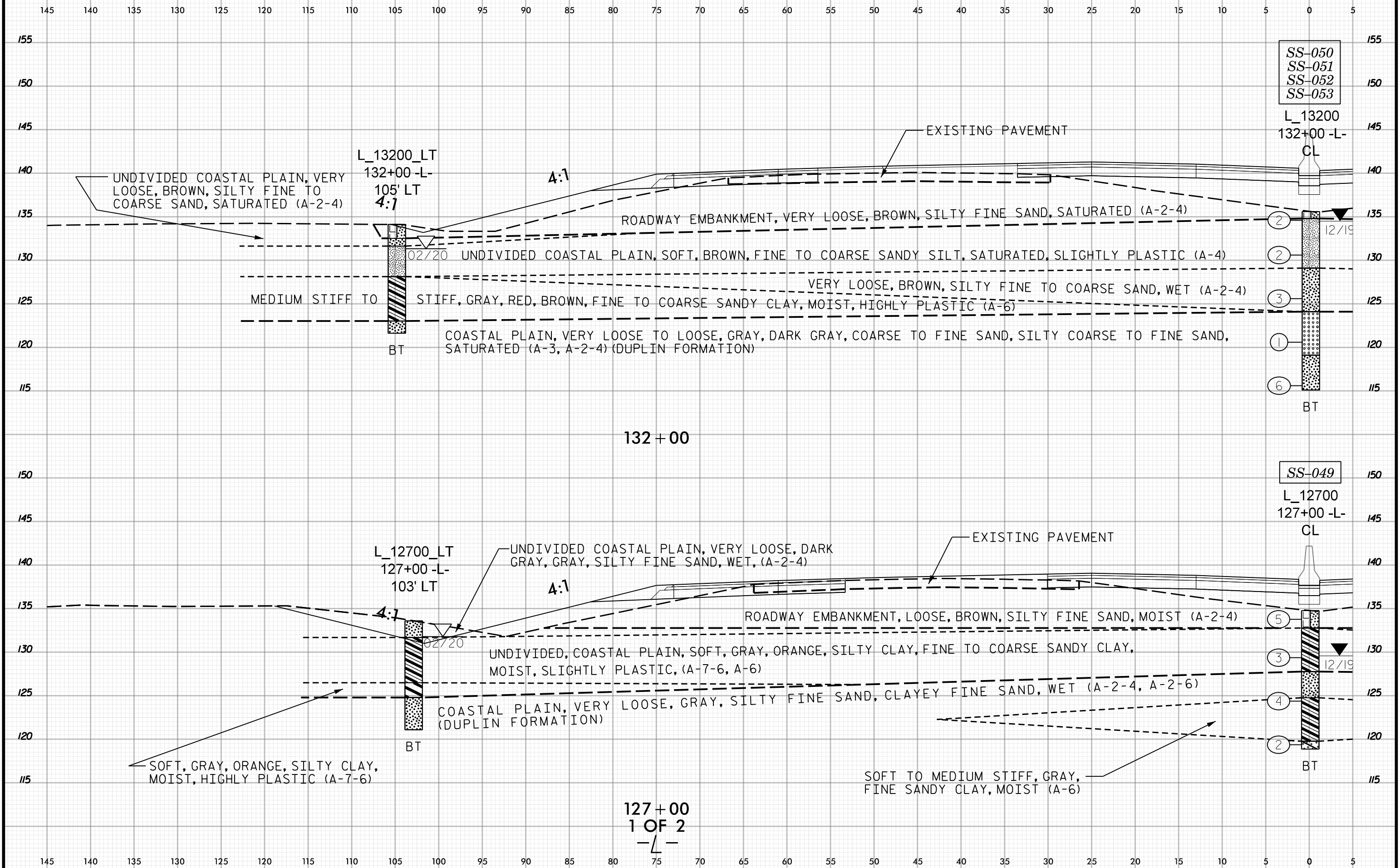
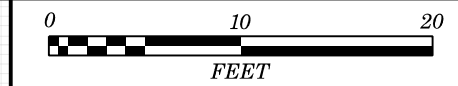


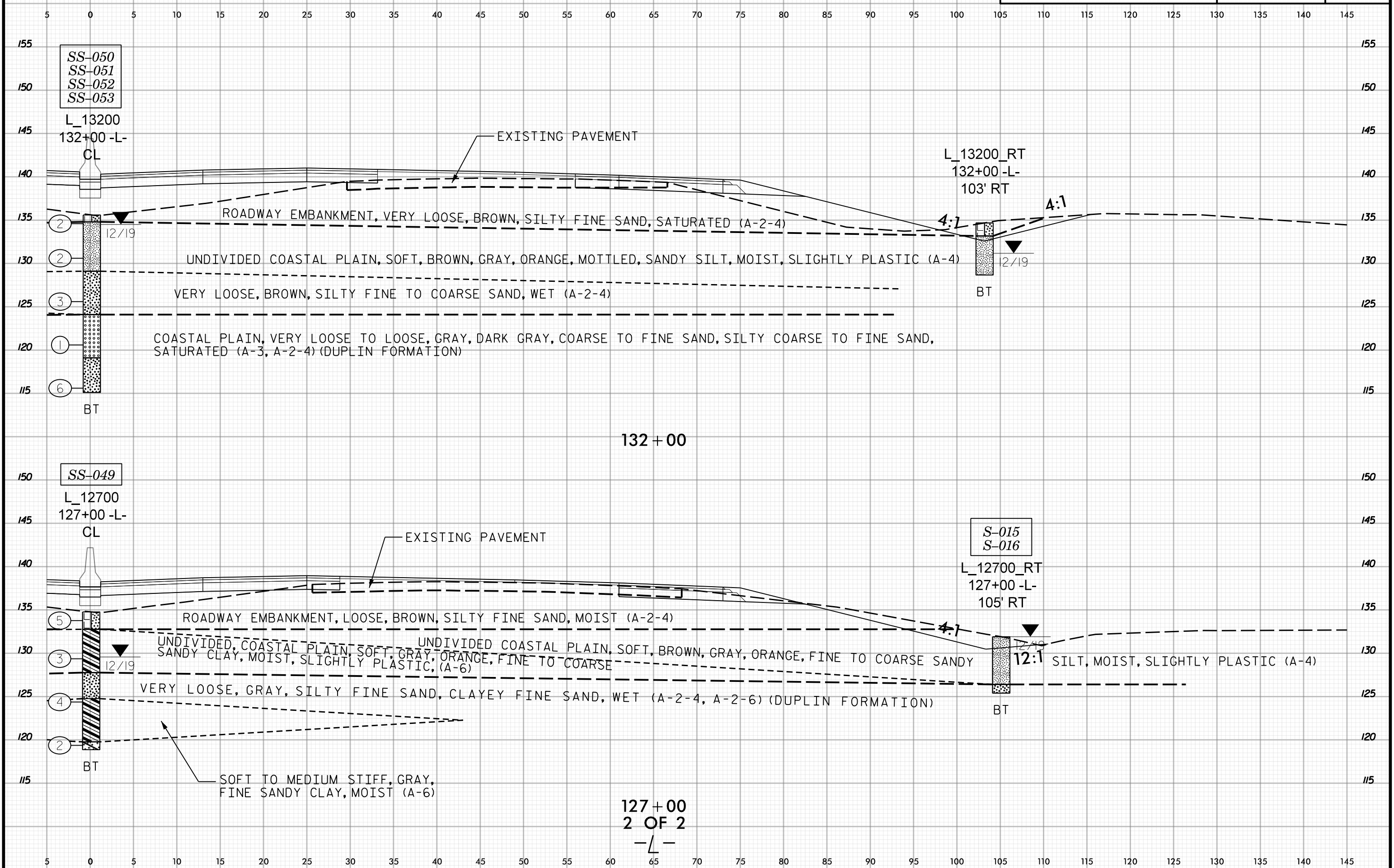


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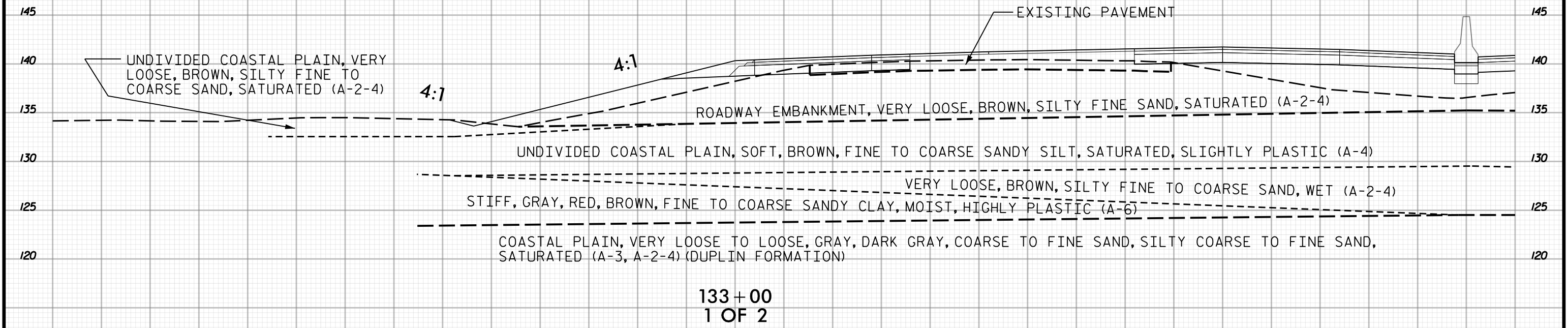
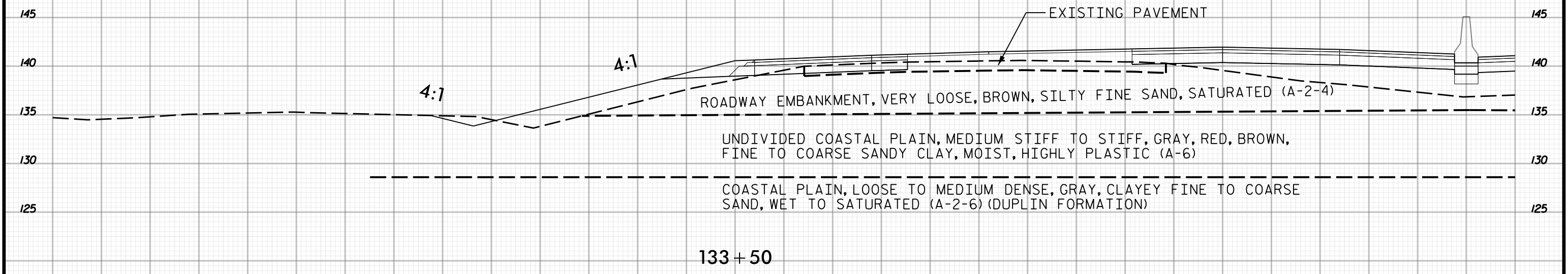








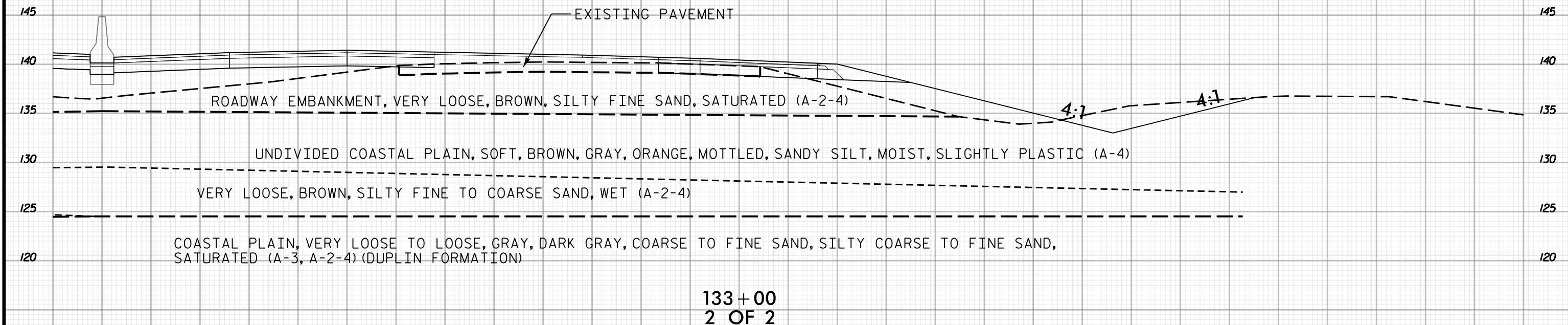
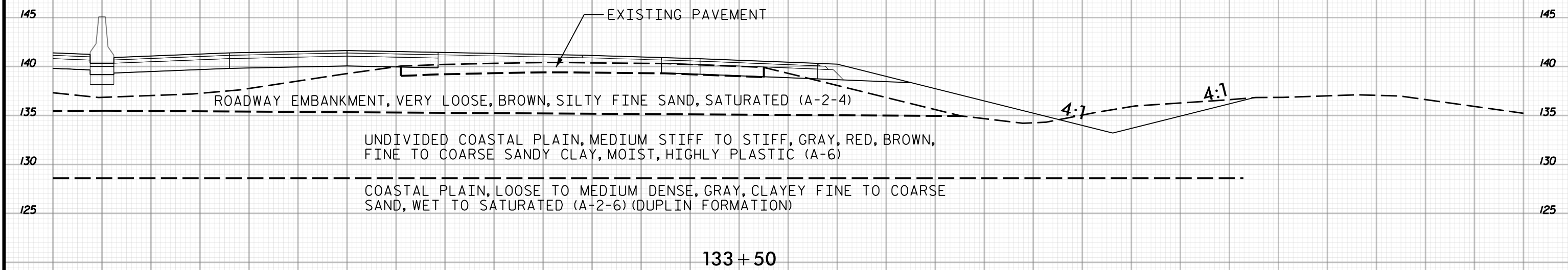
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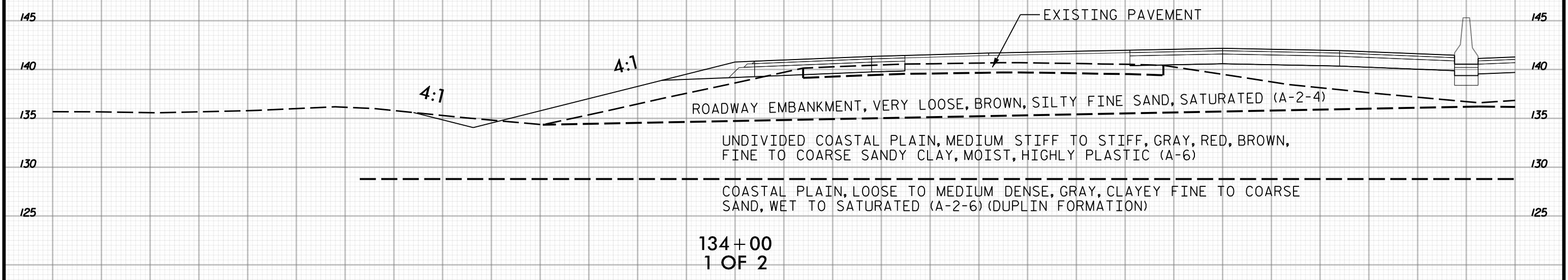
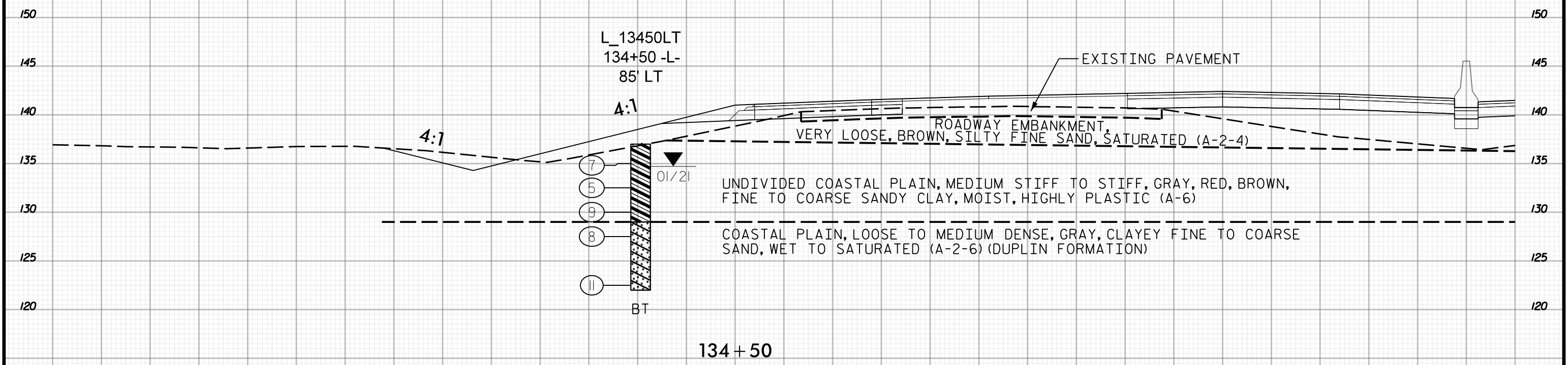
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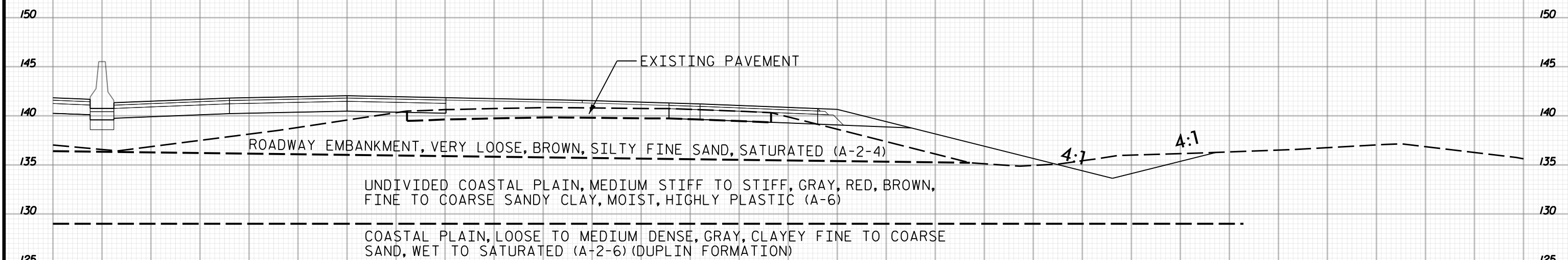
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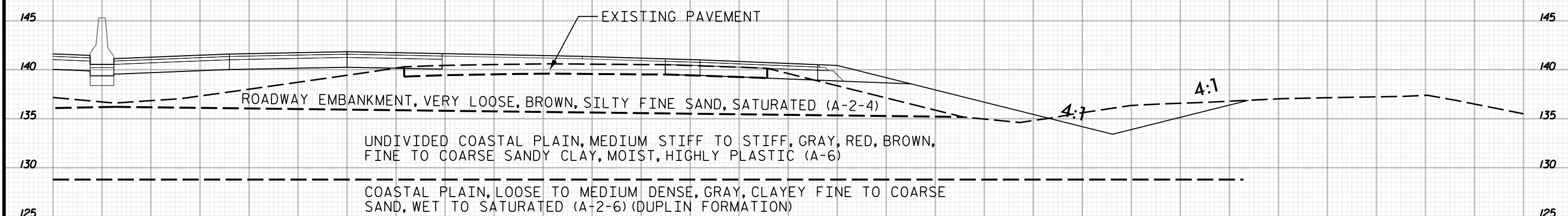
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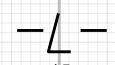
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134+50



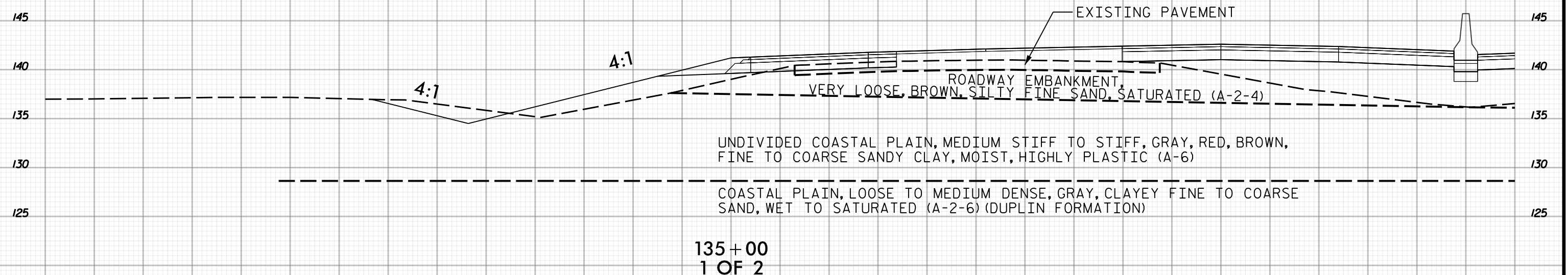
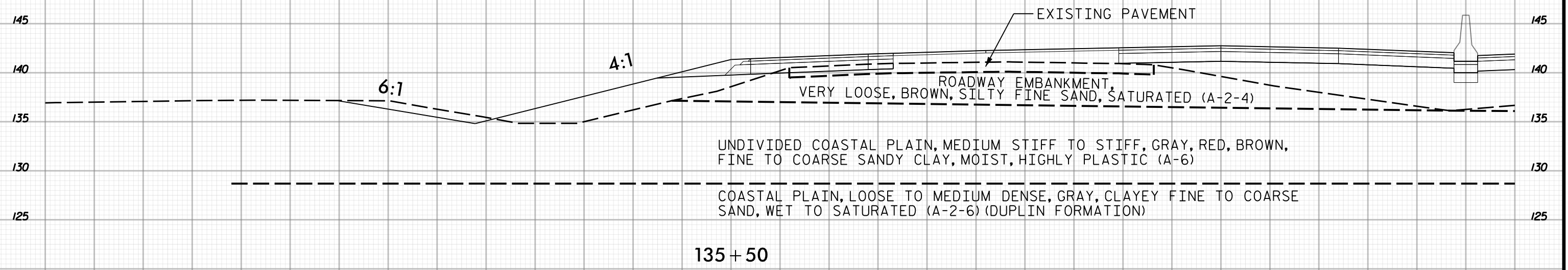
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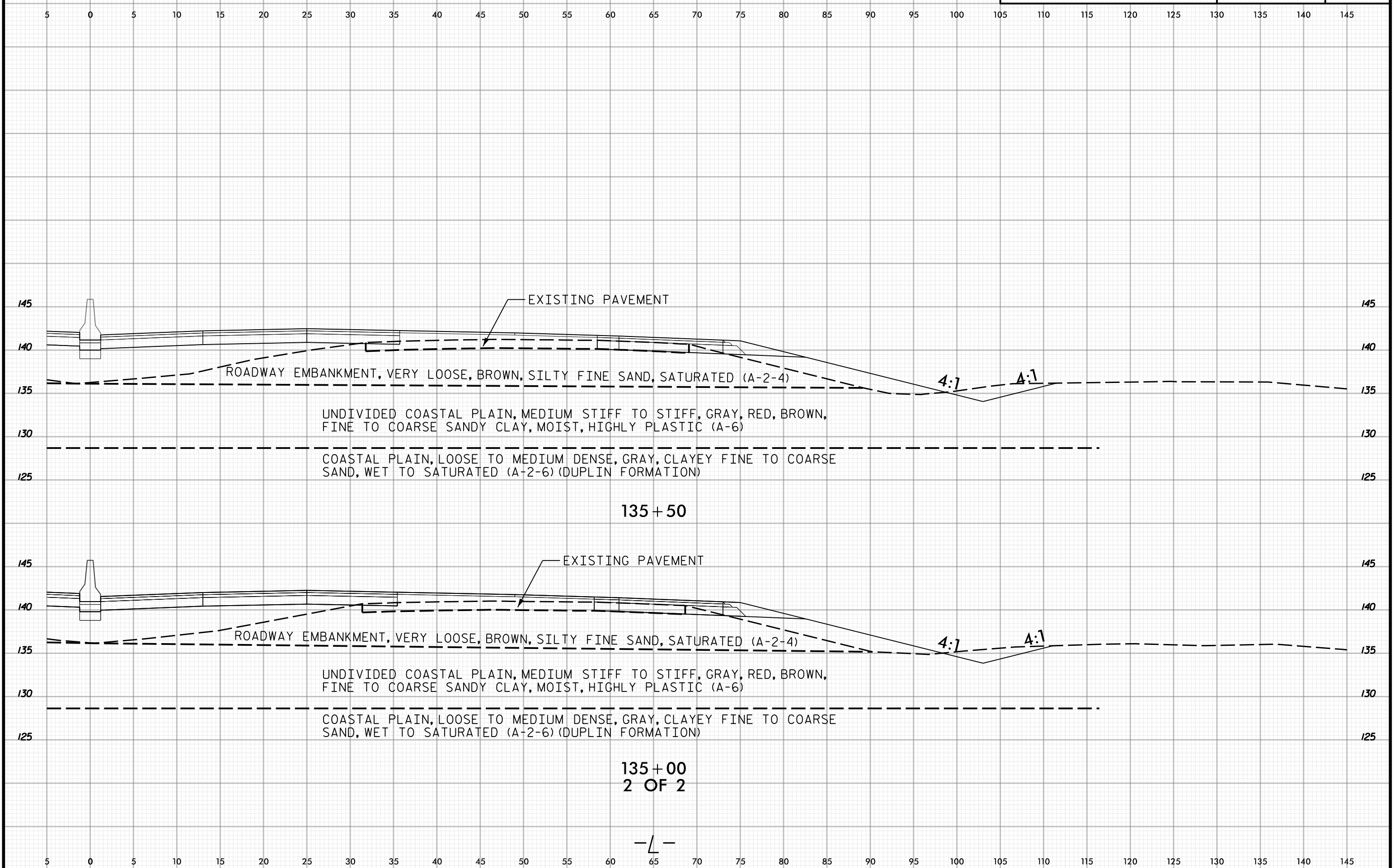
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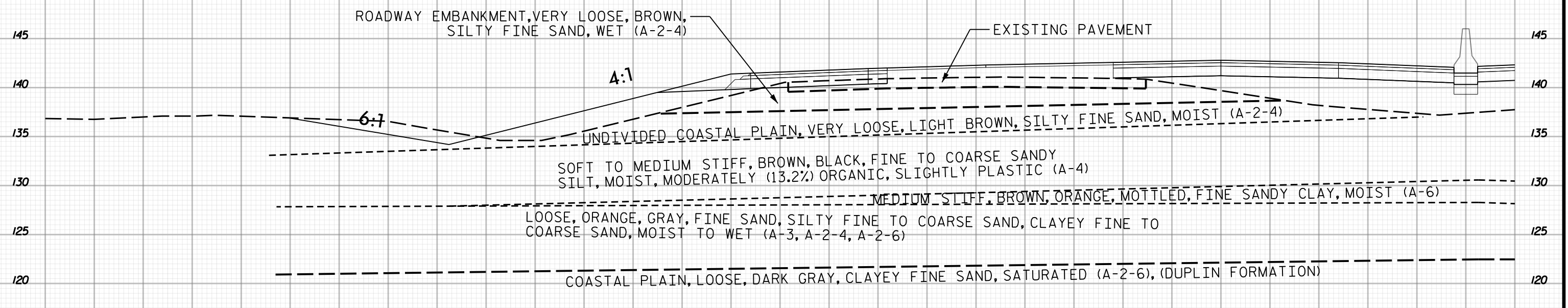


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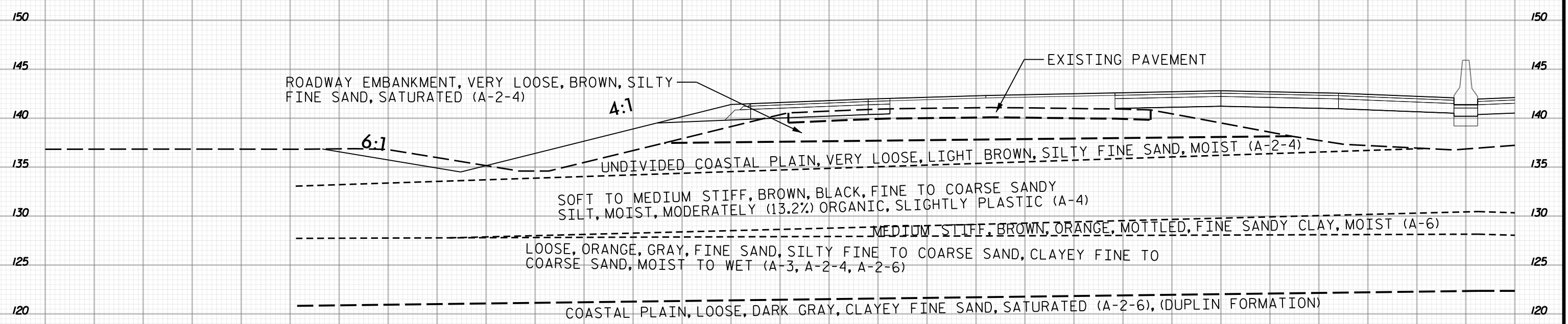




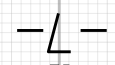
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136+50



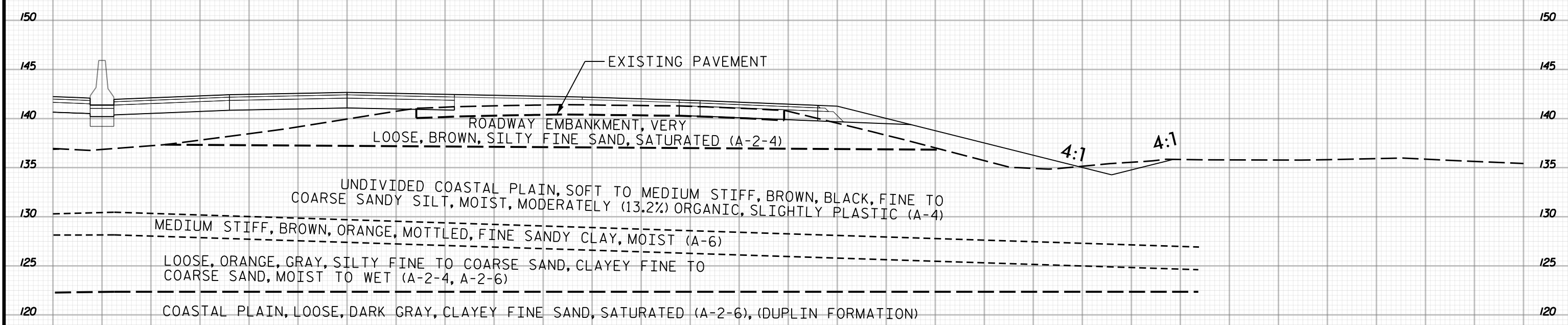
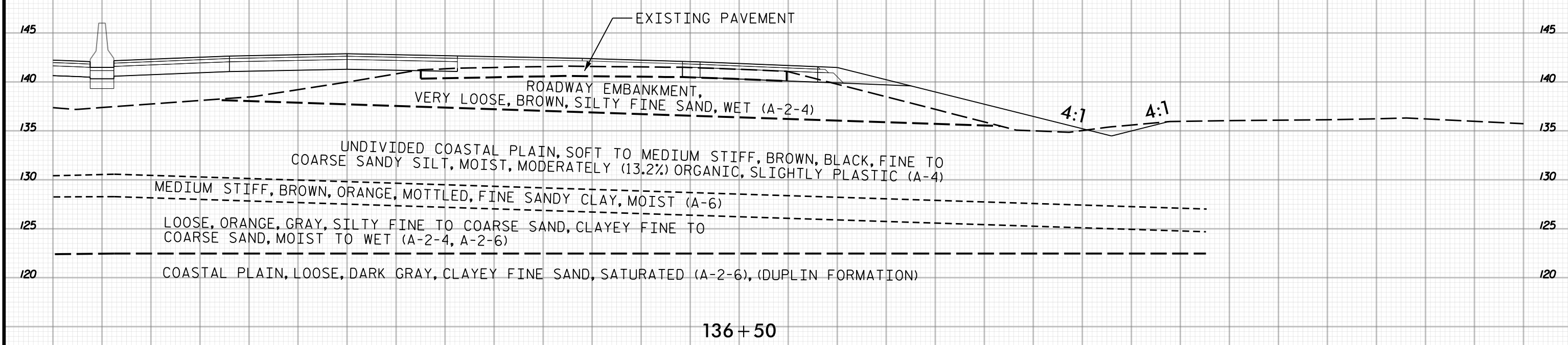
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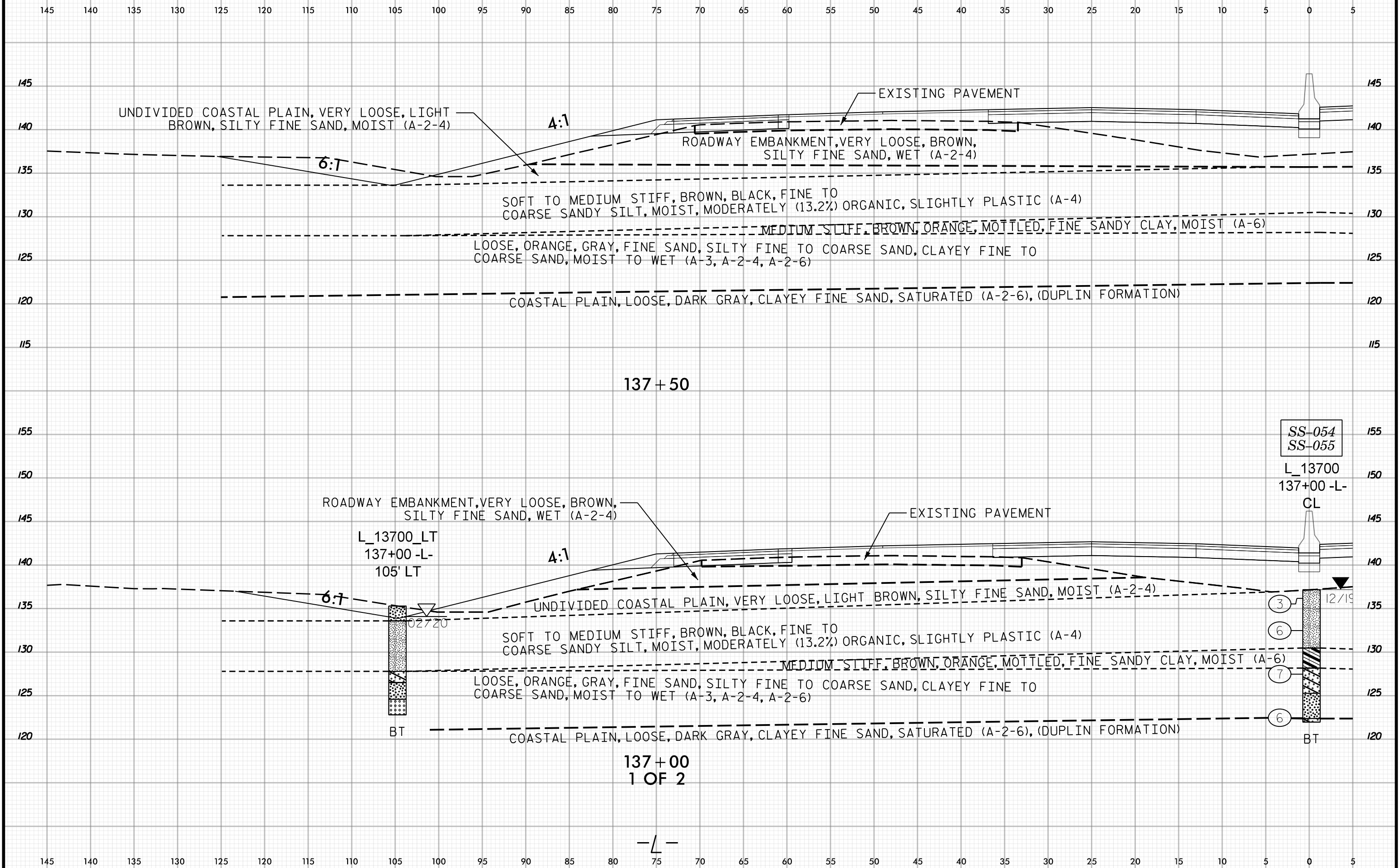
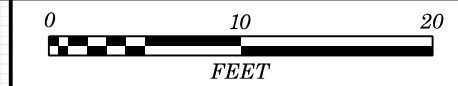


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136+00
2 OF 2

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



137+50

137+00
1 OF 2

-L-

SS-054
SS-055

L_13700
137+00 -L-
CL

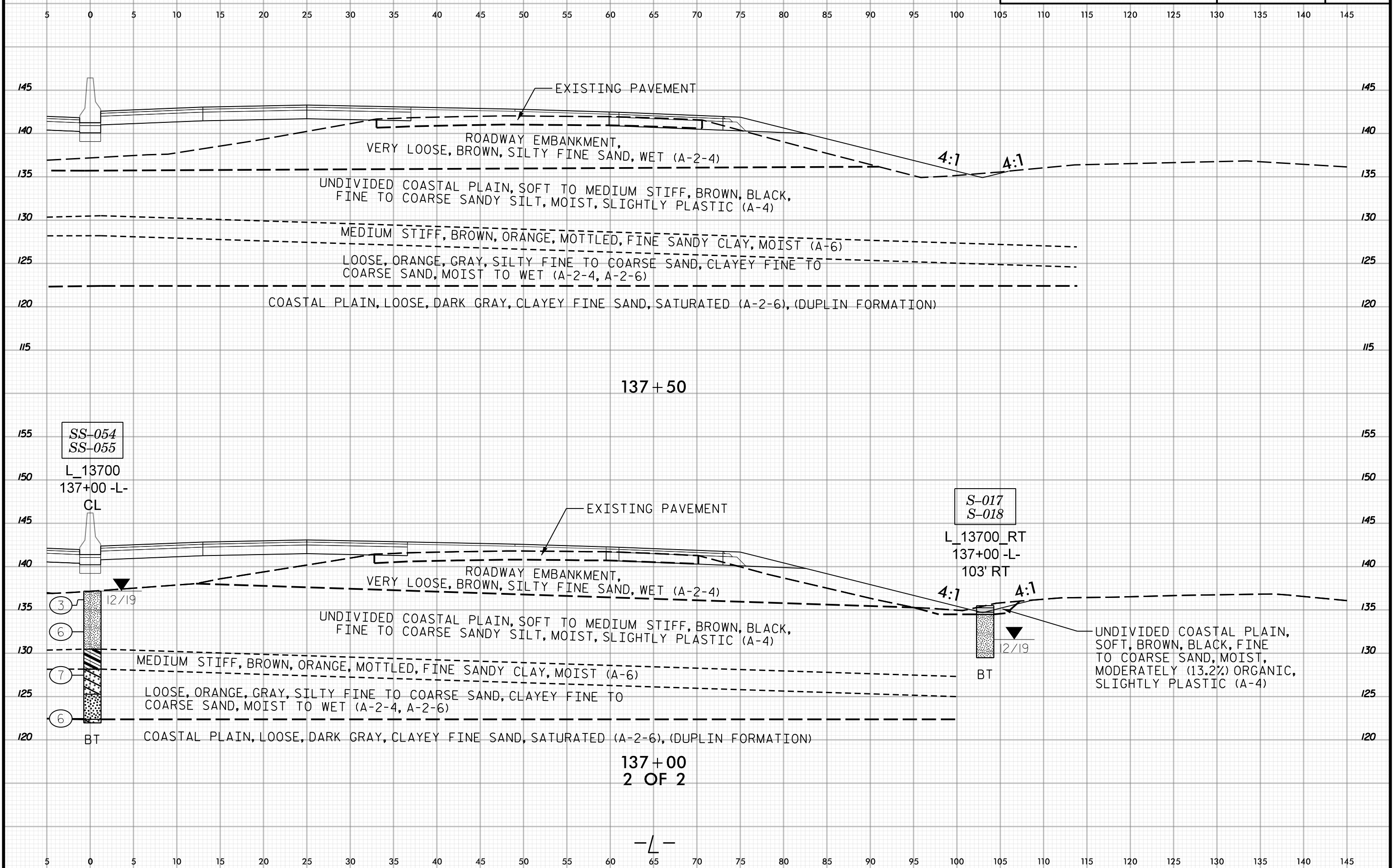
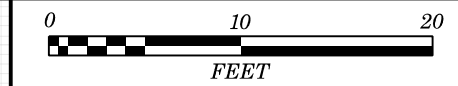
12/19

L_13700_LT
137+00 -L-
105' LT

02720

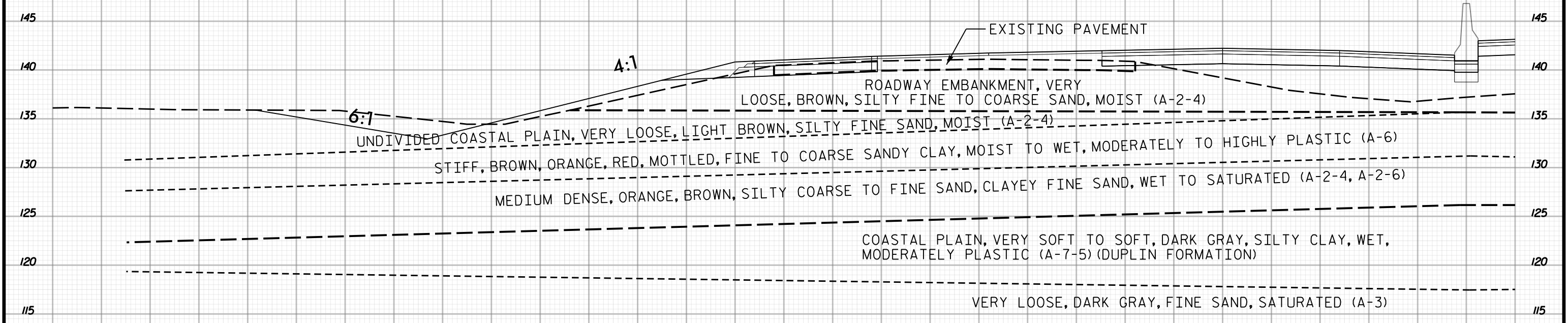
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BT

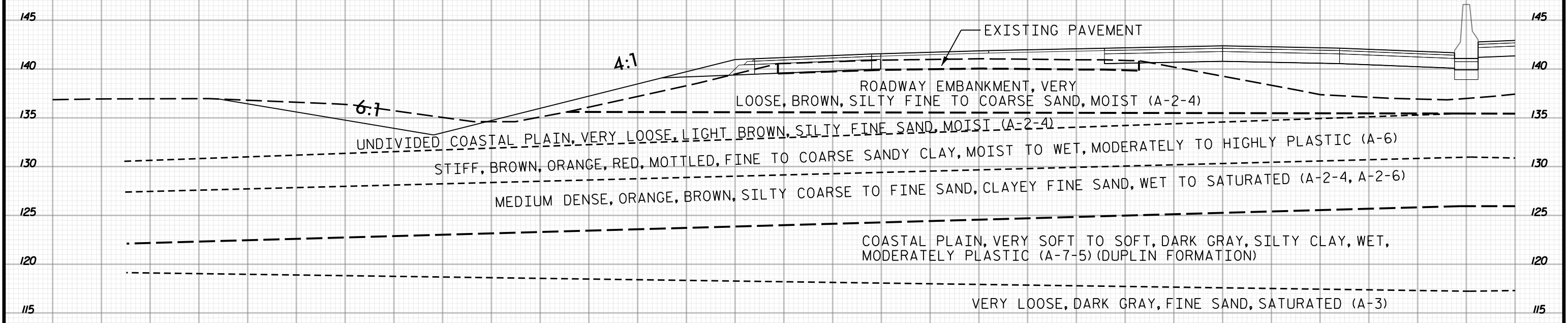




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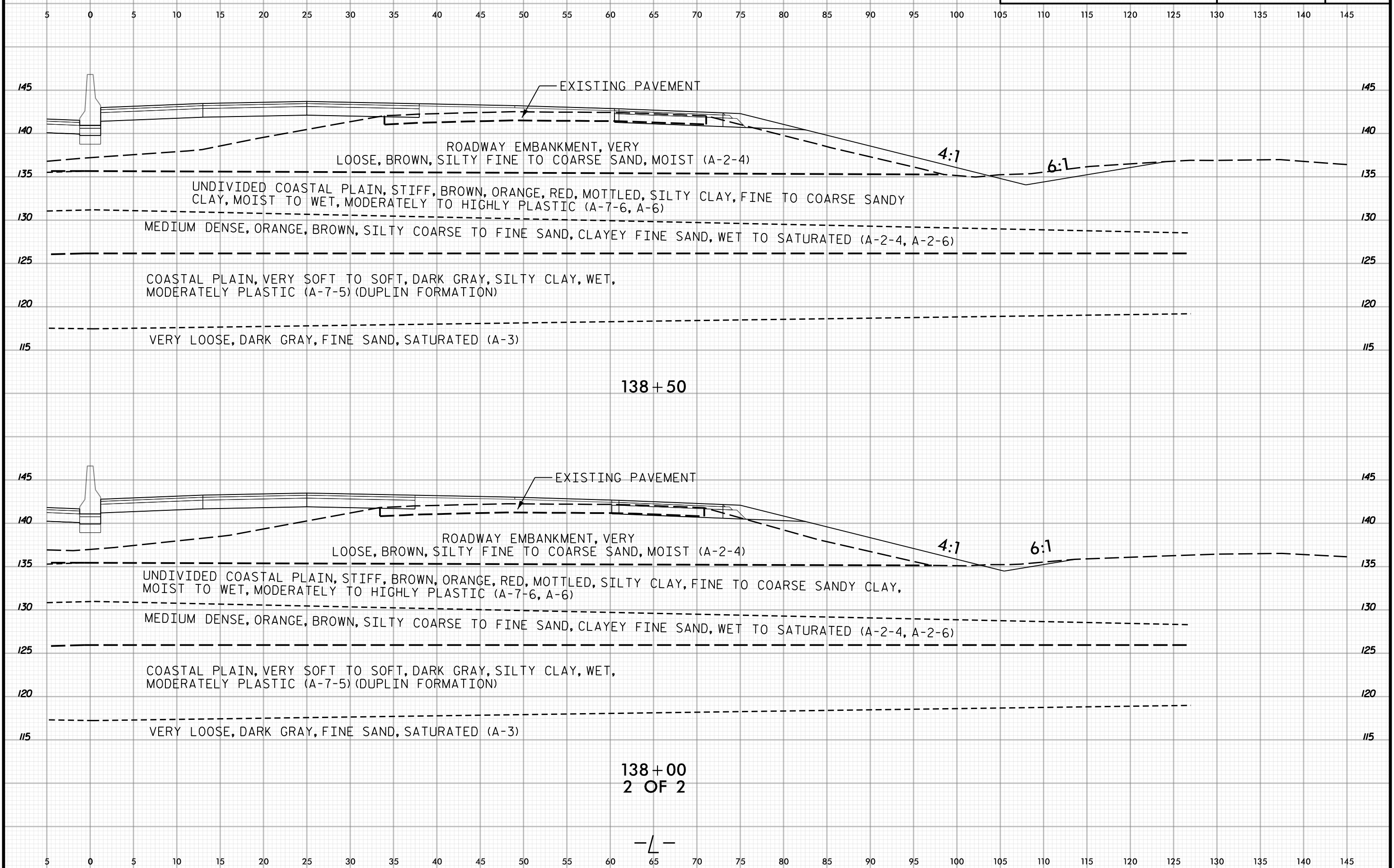
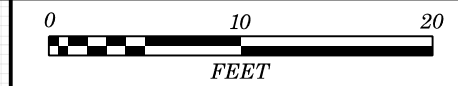


138+50



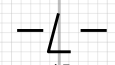
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1 OF 2

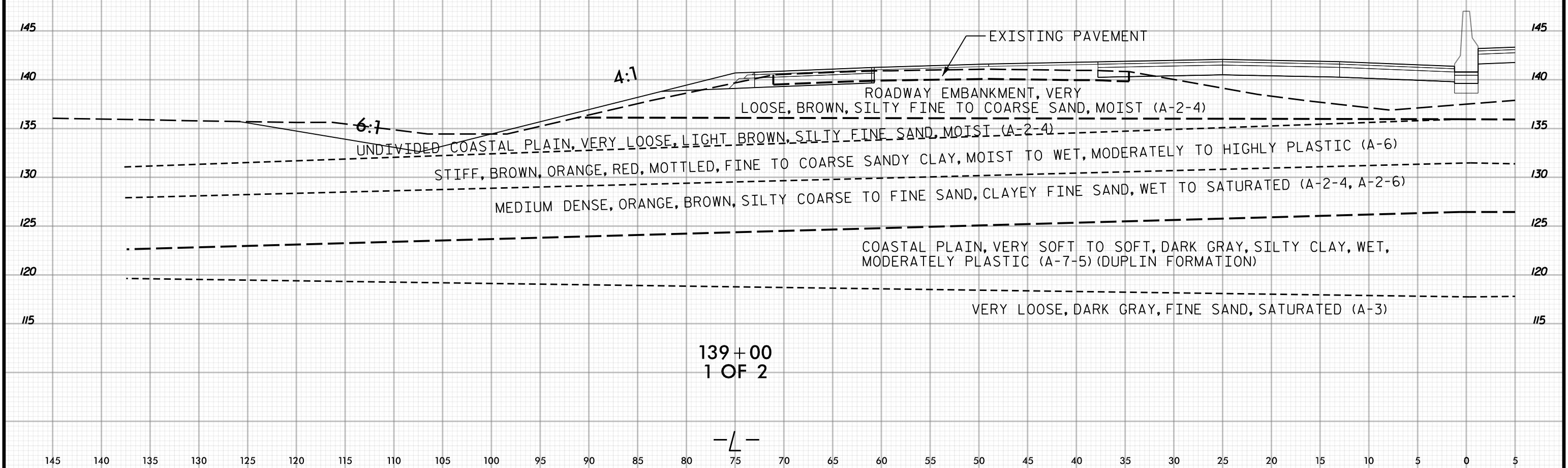
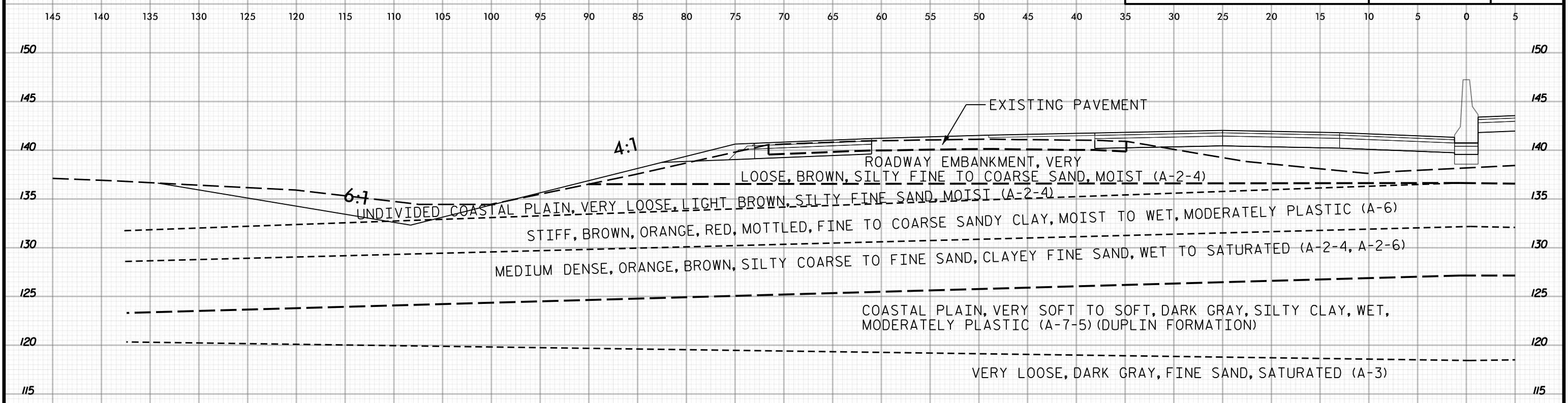
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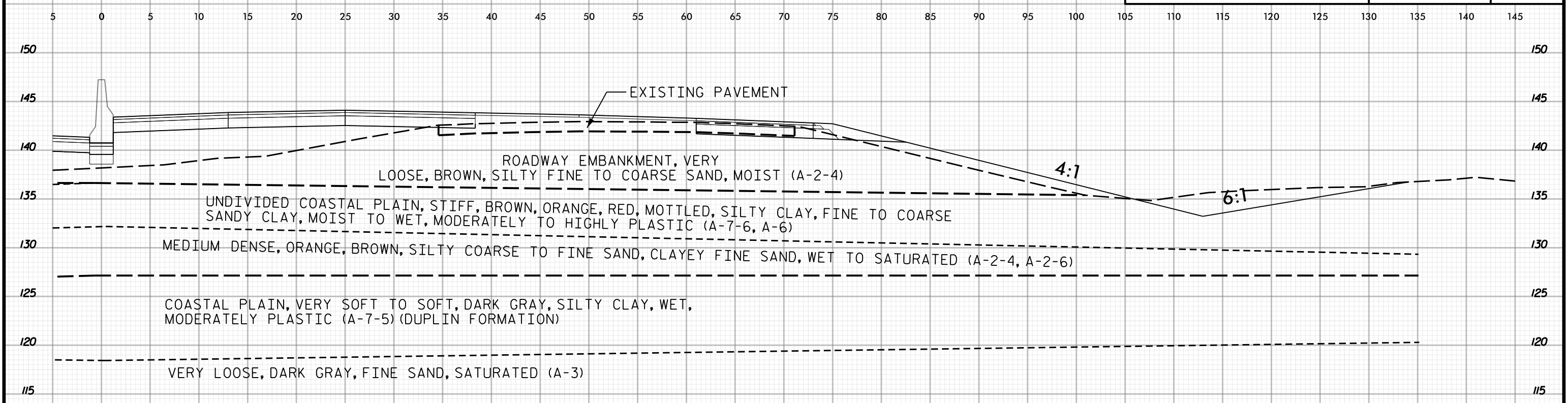


138+50

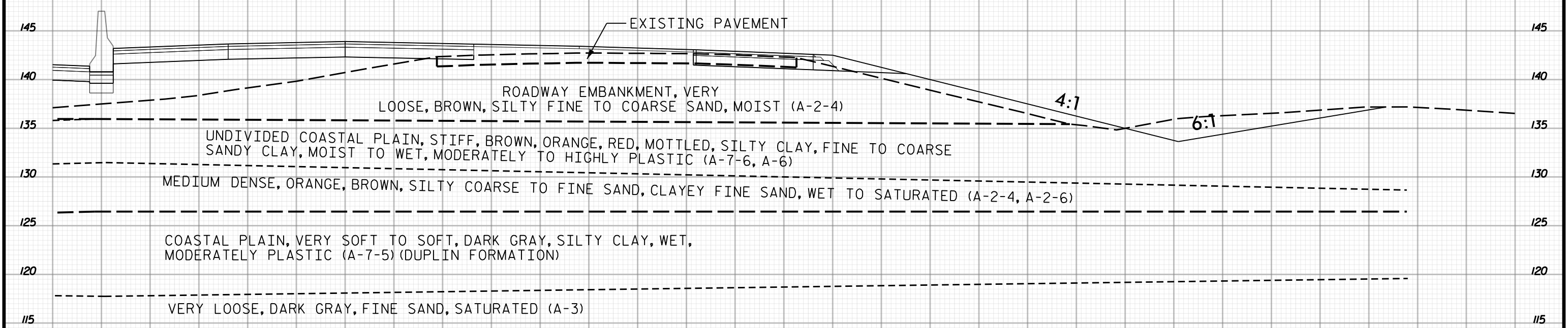
138+00
2 OF 2



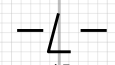




139 + 50

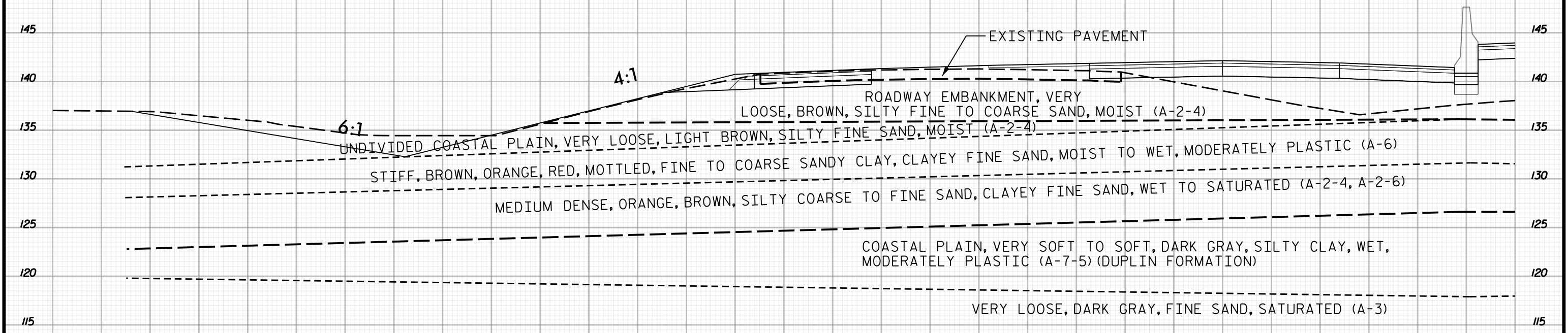


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2 OF 2

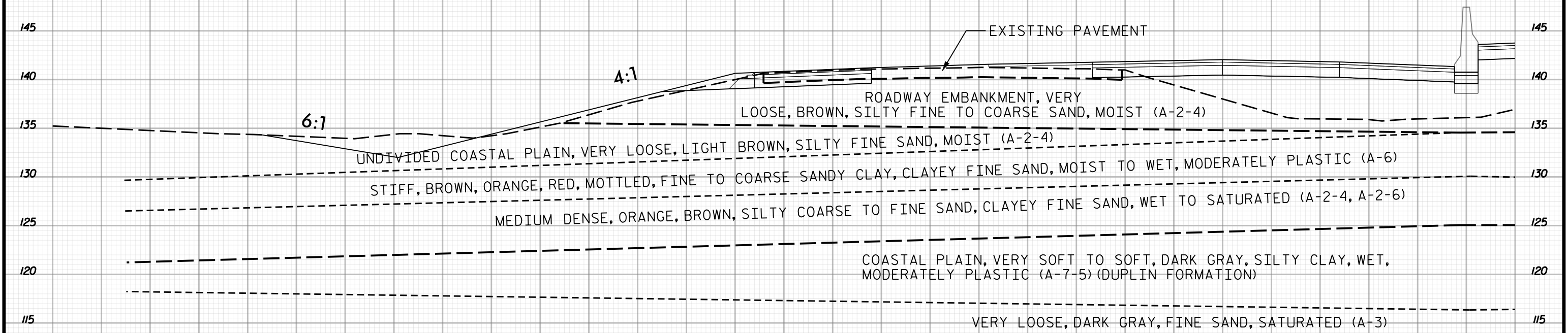




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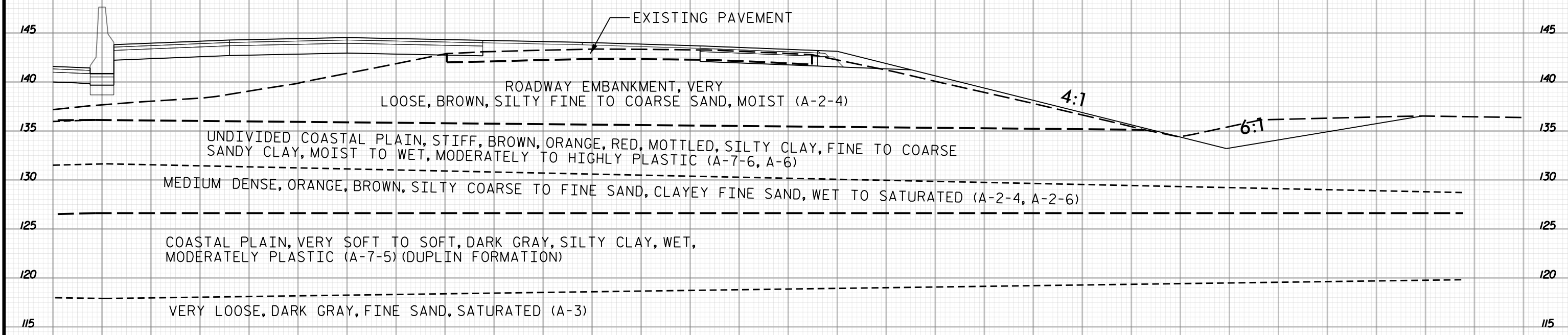


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1 OF 2

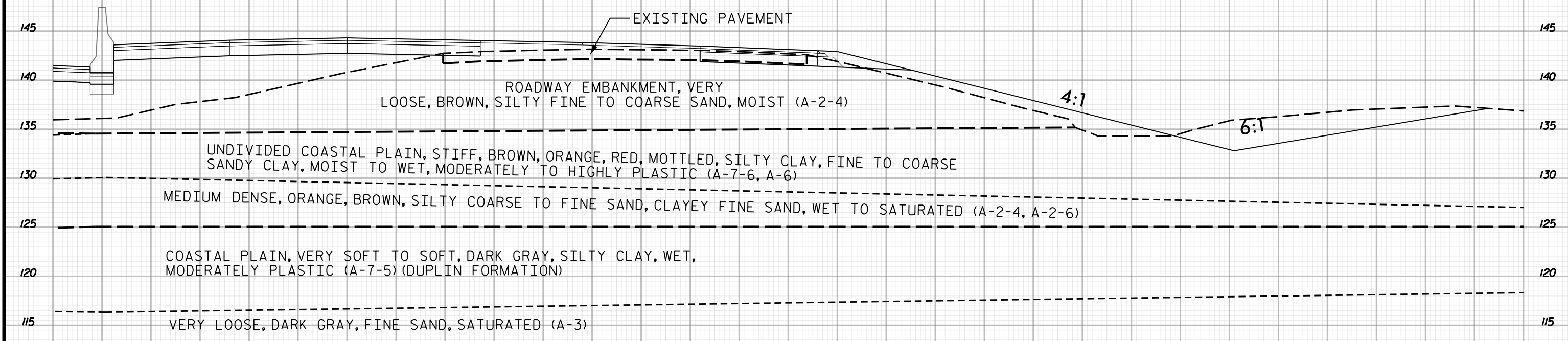
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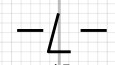
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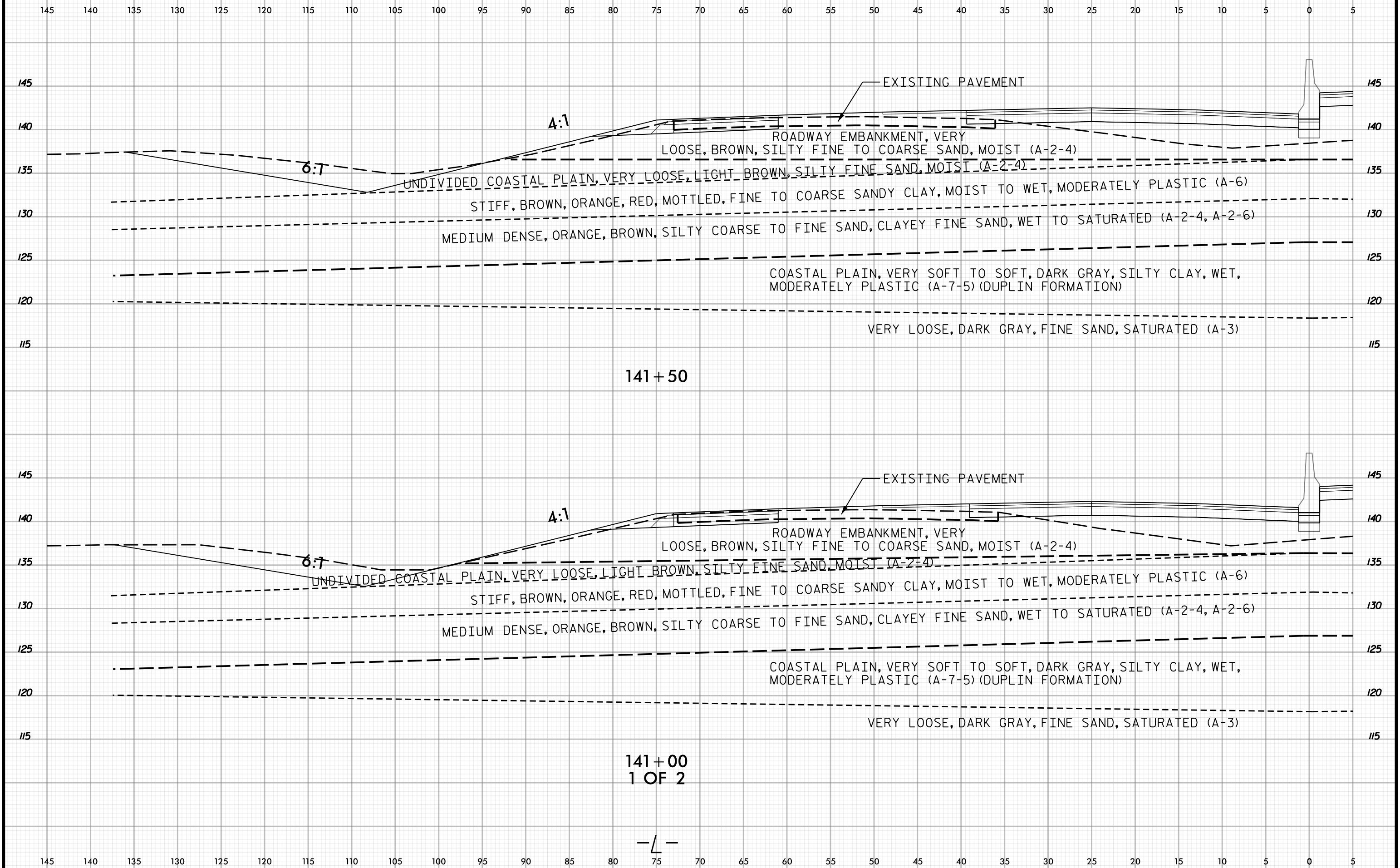
140+50



140+00
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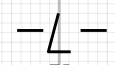


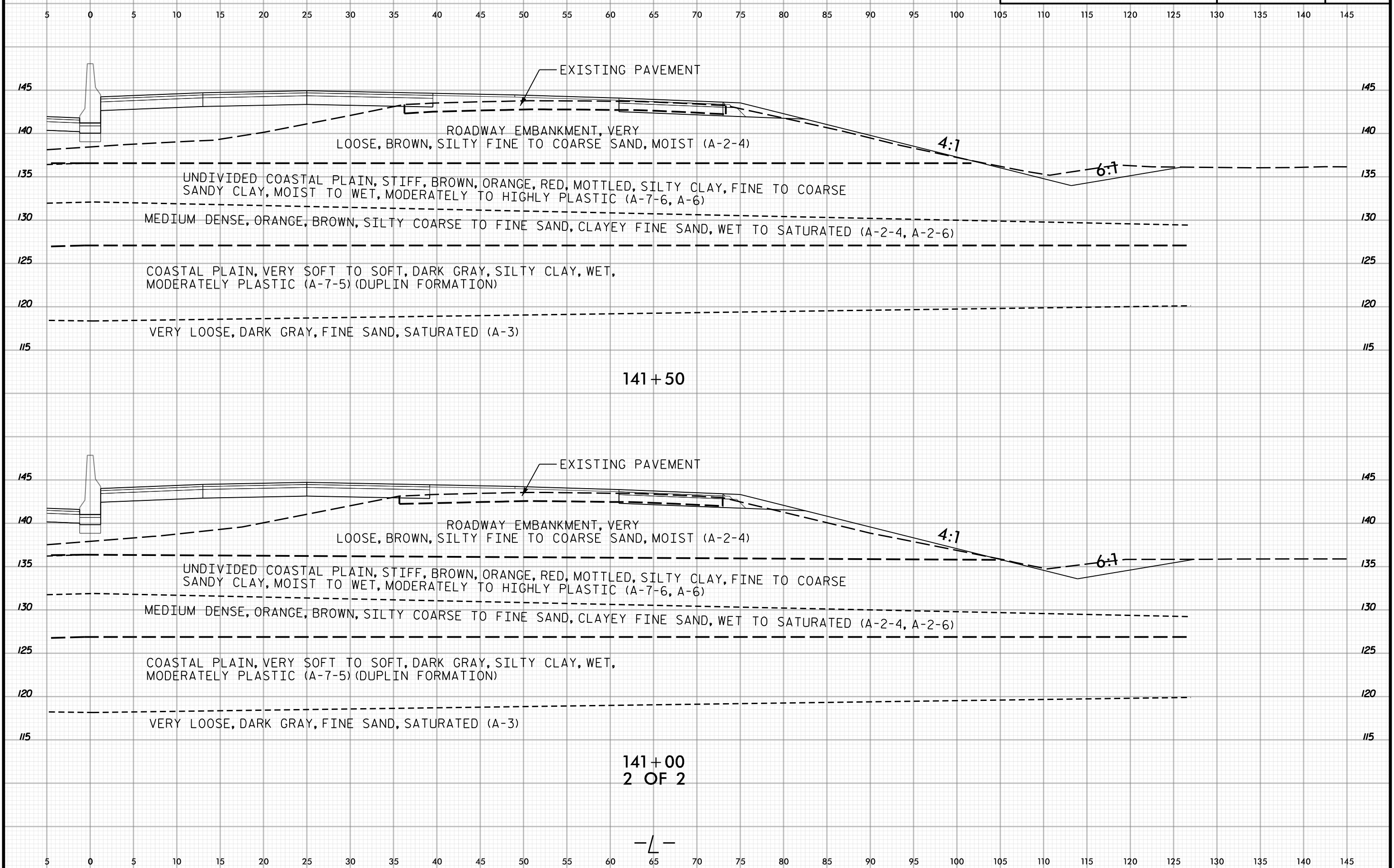
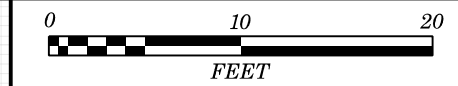
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141+50

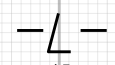
141+00
1 OF 2

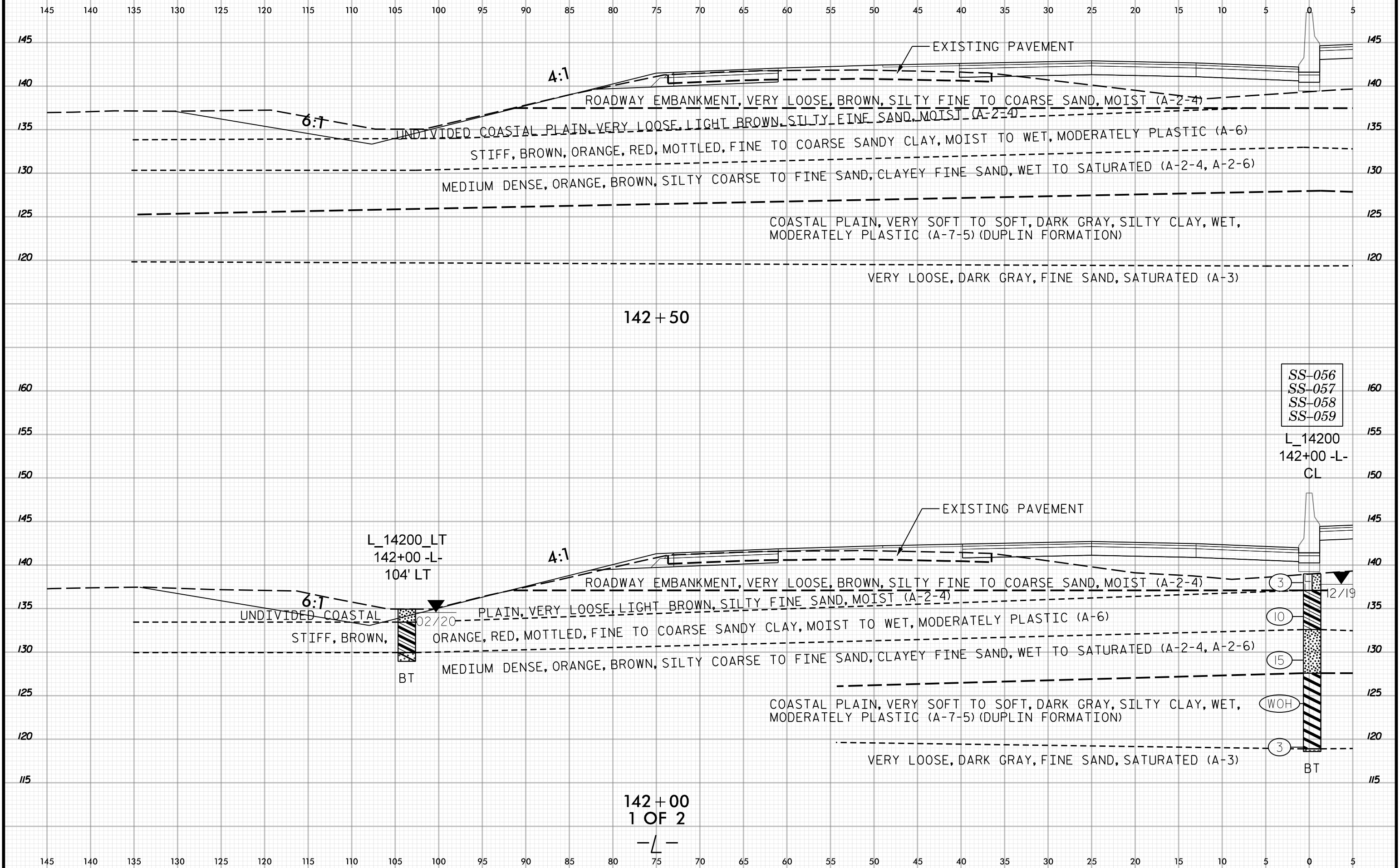
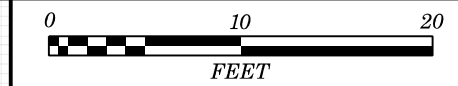




141+50

141+00
2 OF 2





142 + 50

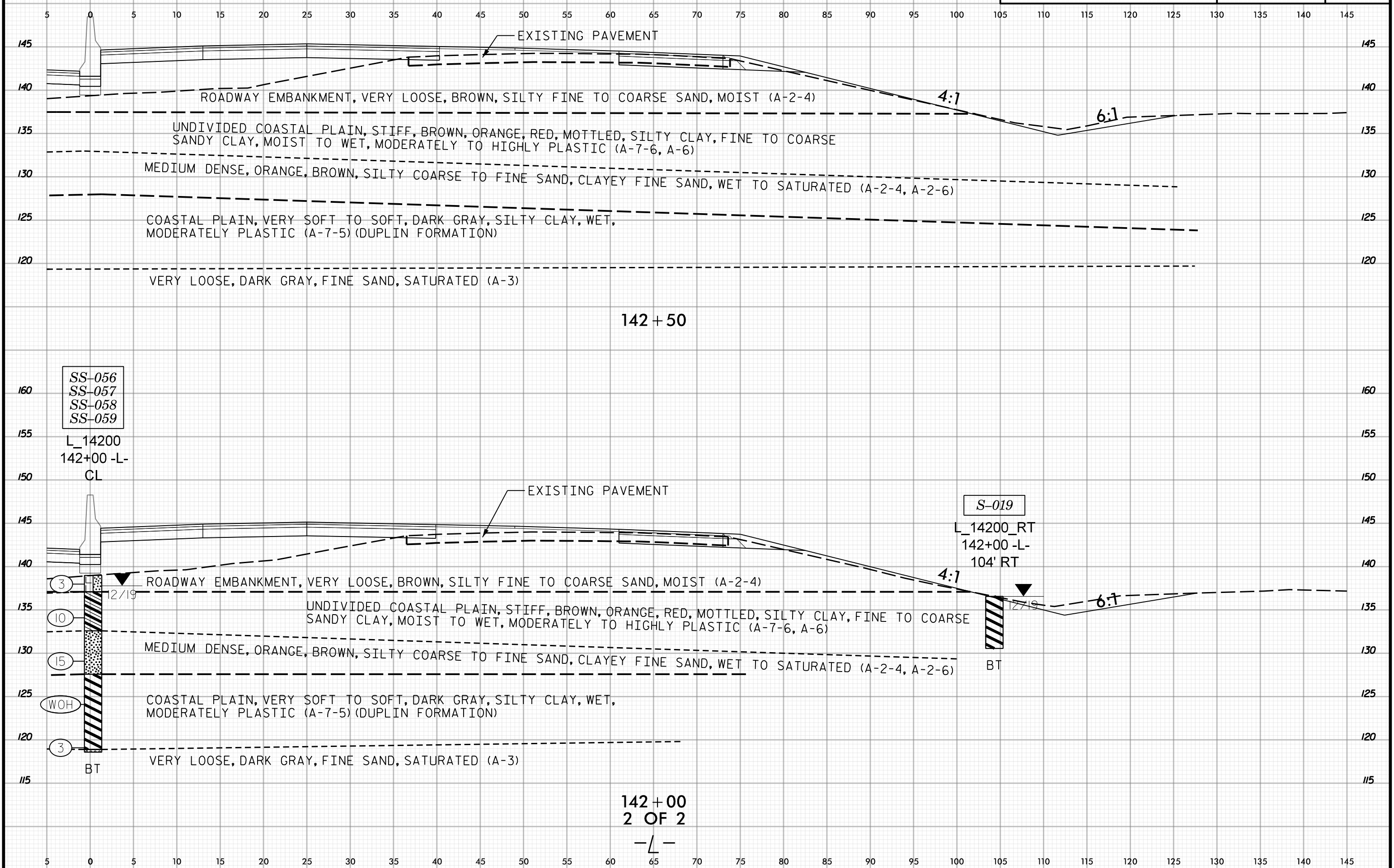
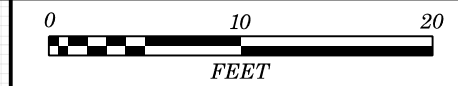
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SS-057
SS-058
SS-059

L_14200
142+00 -L-
CL

L_14200_LT
142+00 -L-
104' LT

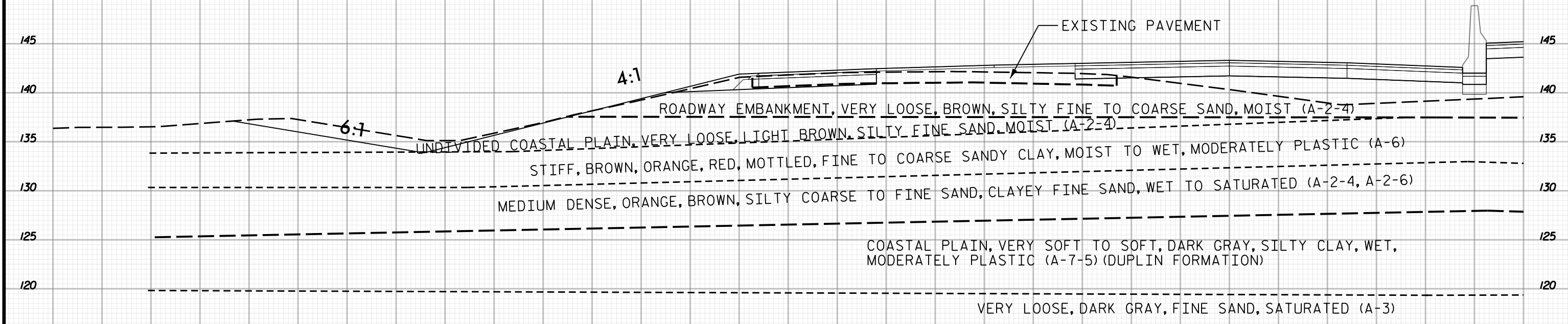
142 + 00
1 OF 2

-L-

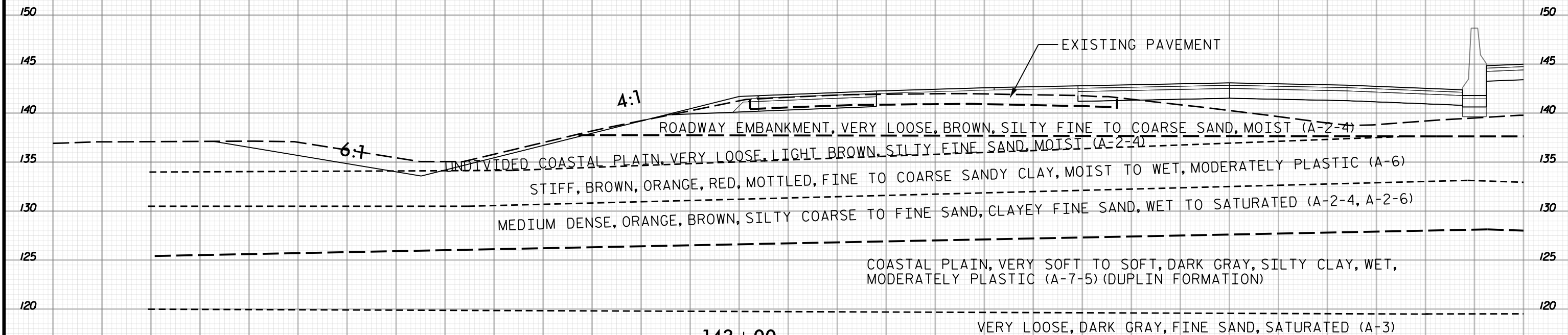




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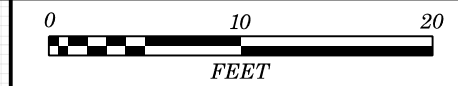


143+50

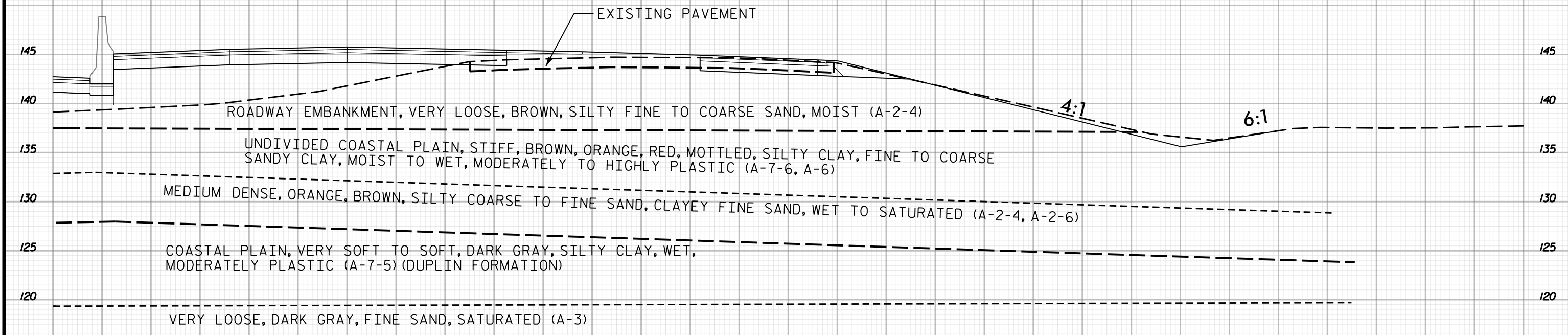


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1 OF 2

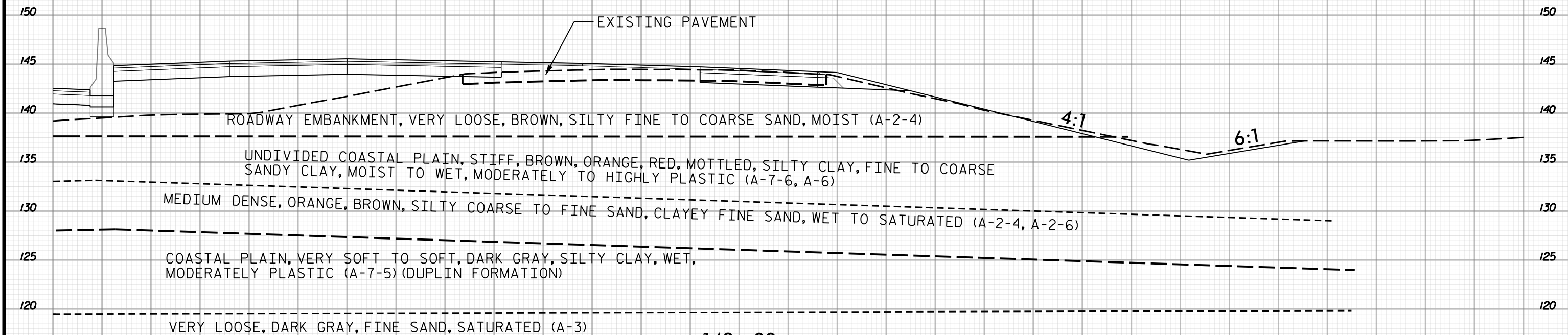
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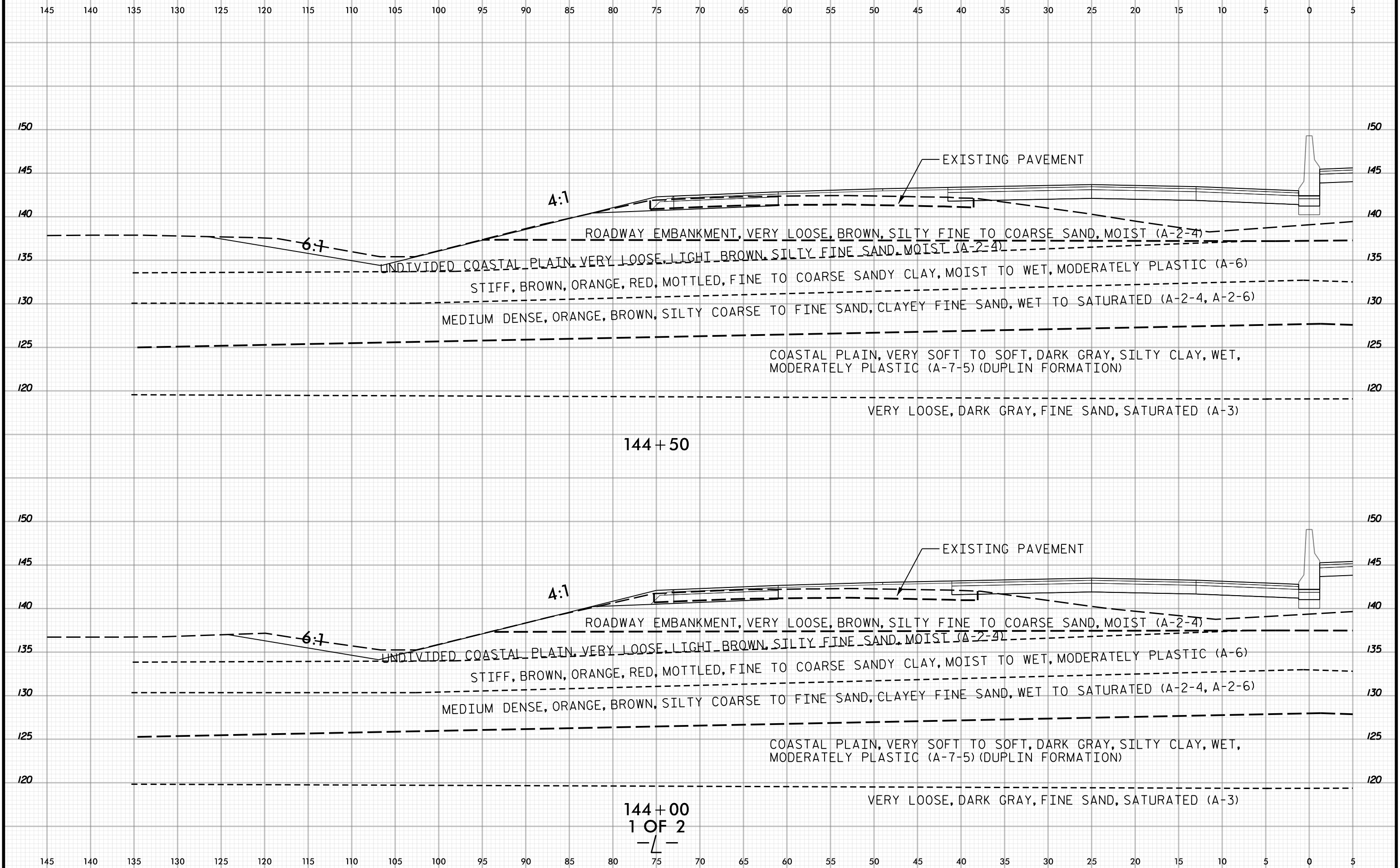


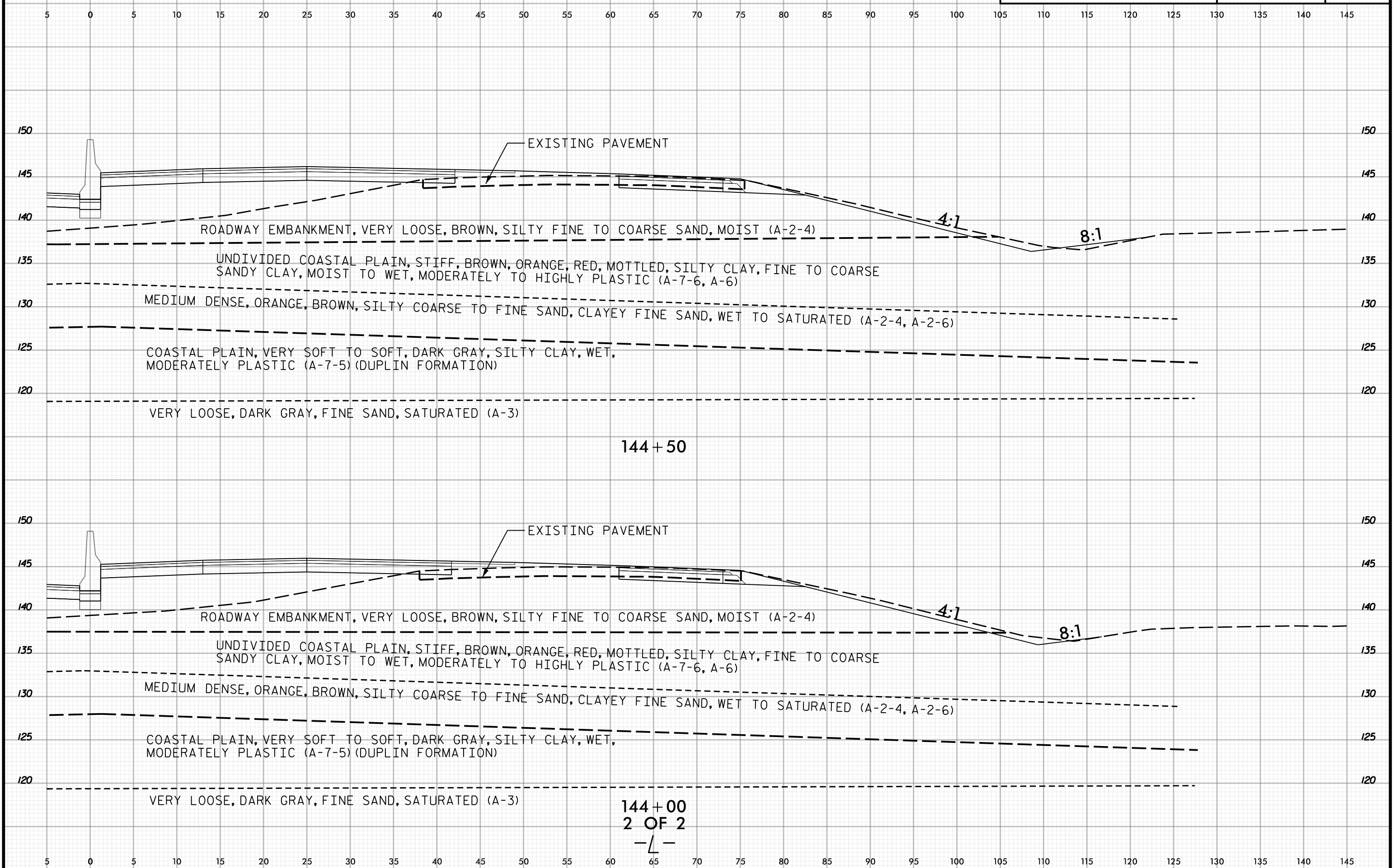
143 + 50



143 + 00
2 OF 2

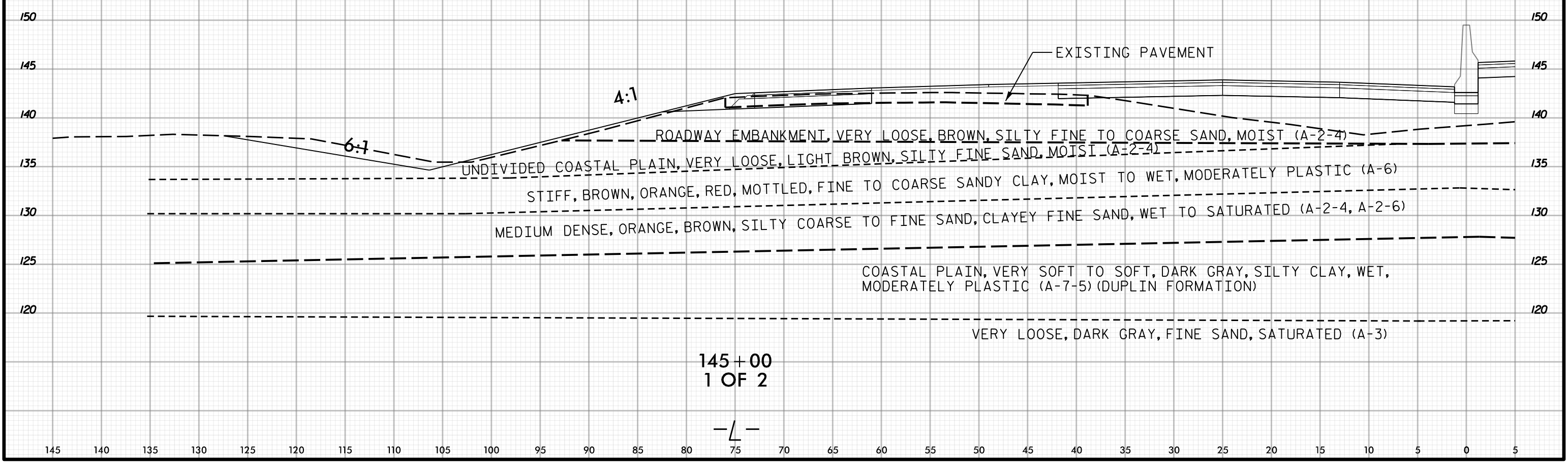
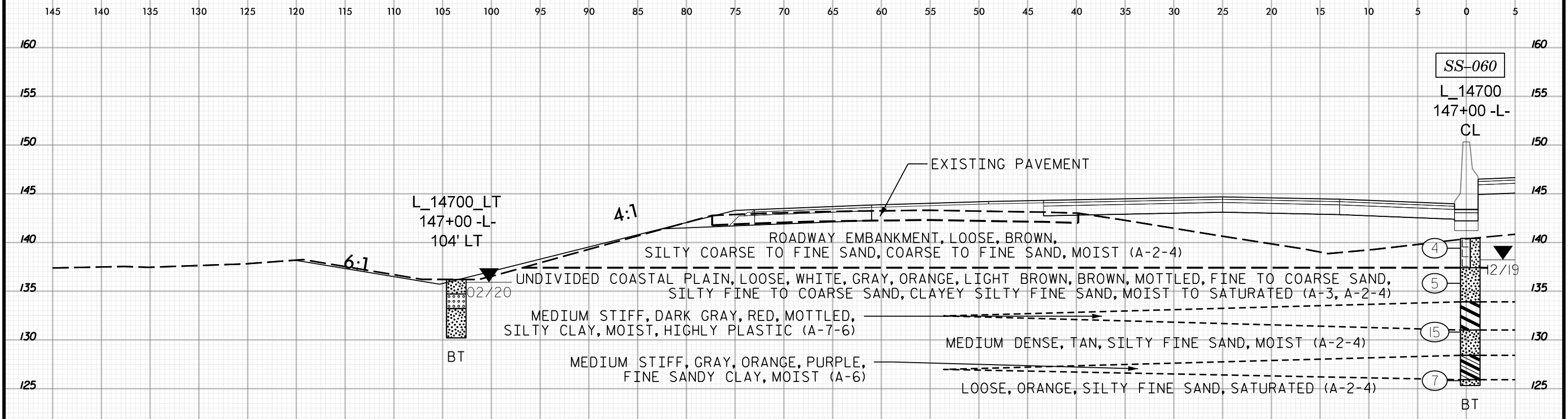
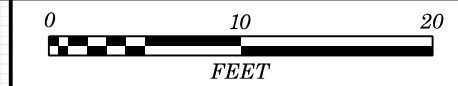
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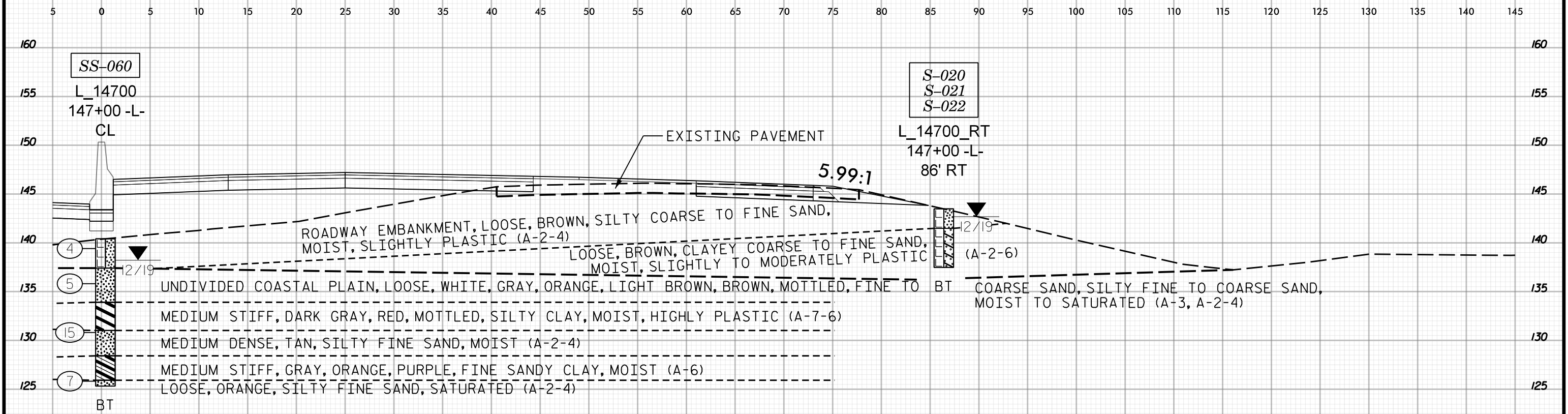
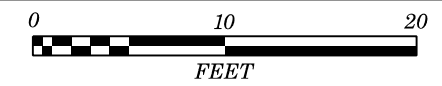




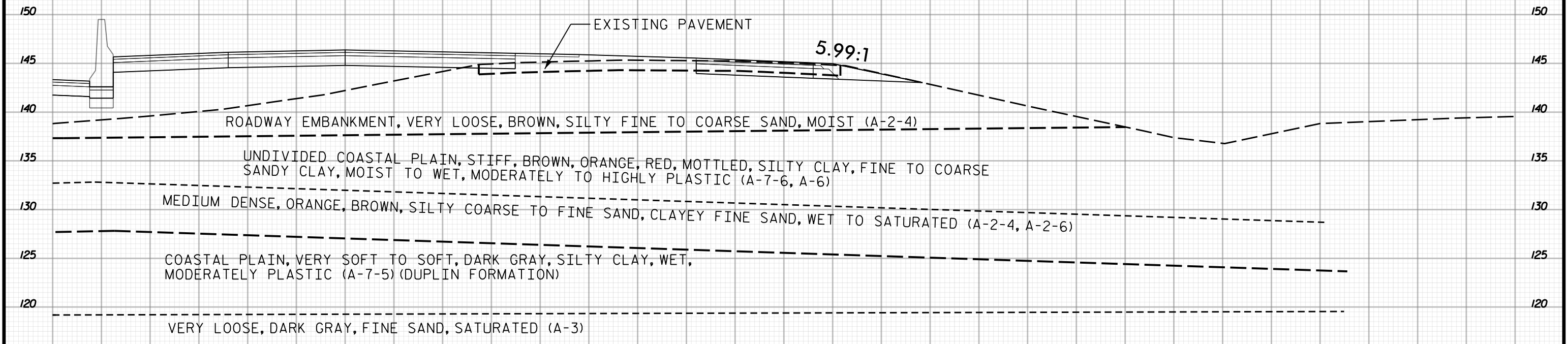
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144+00
2 OF 2



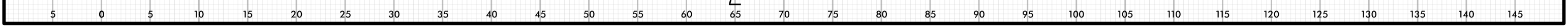


147+00
2 OF 2



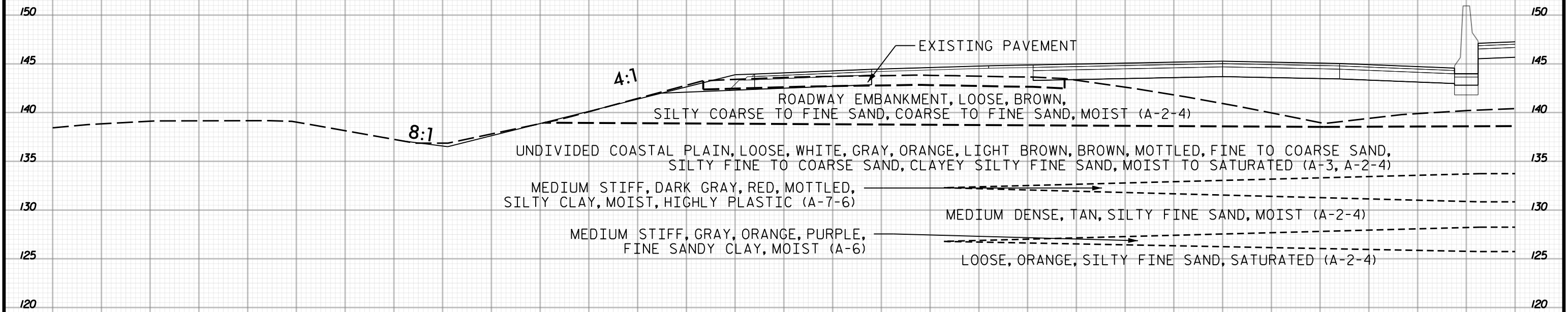
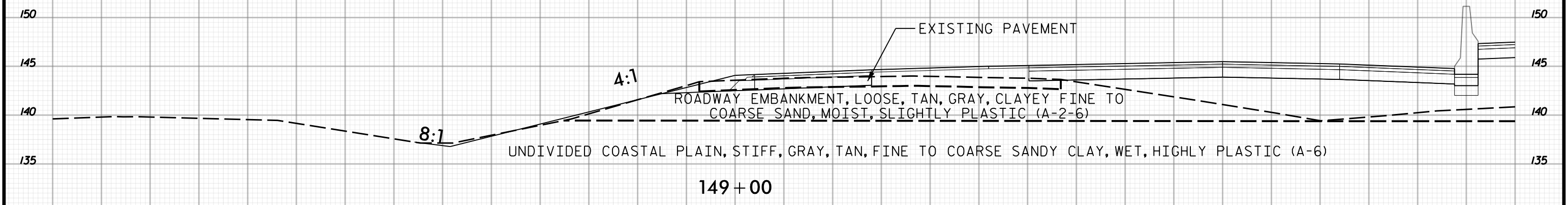
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2 OF 2

-L-





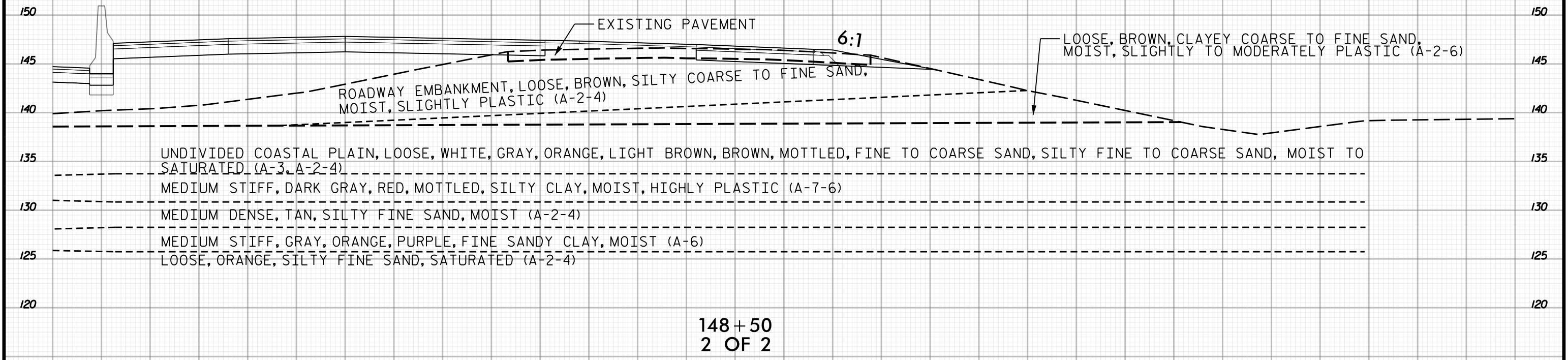
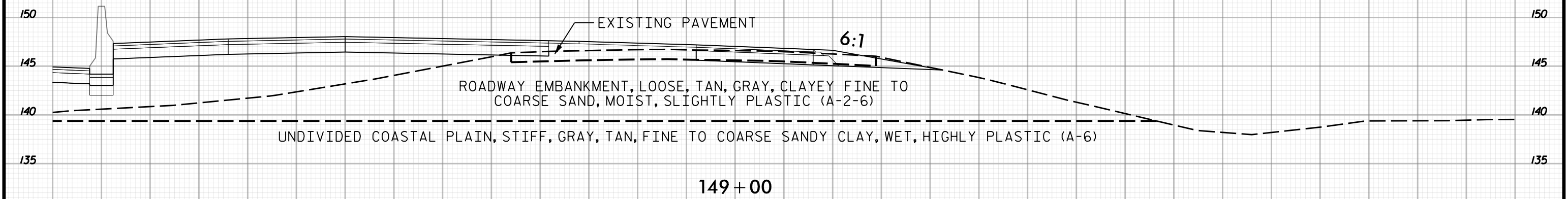
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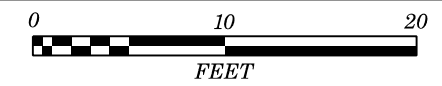
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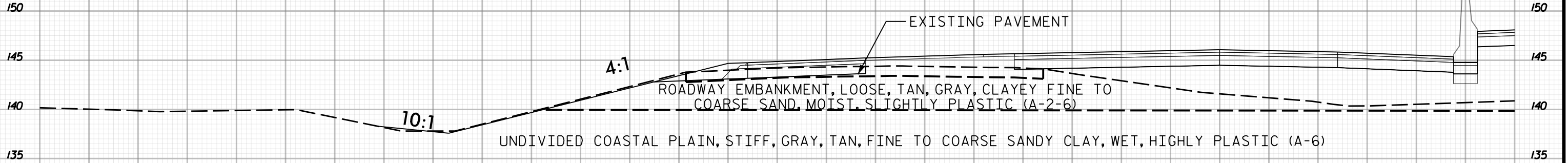
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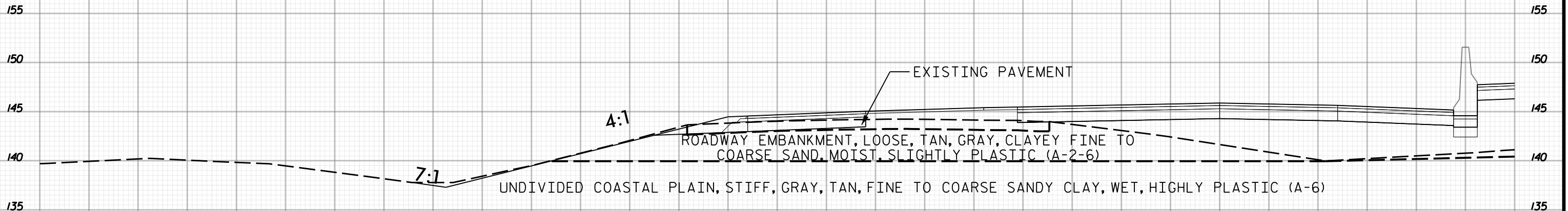
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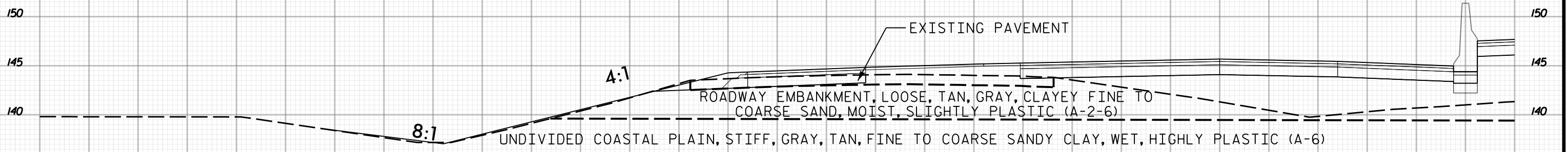
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150+50

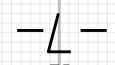


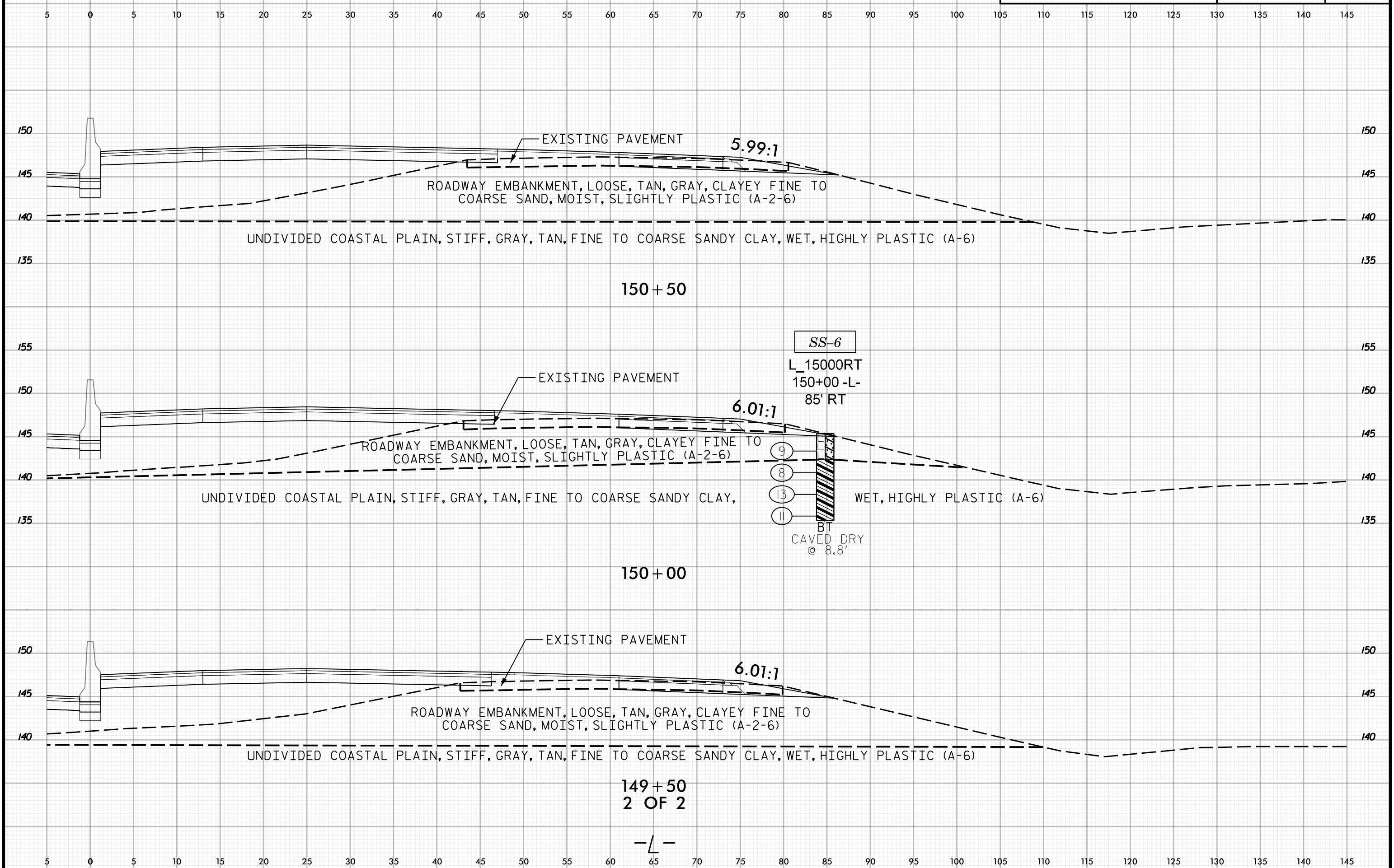
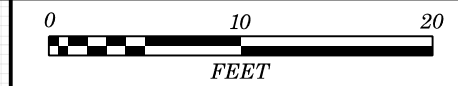
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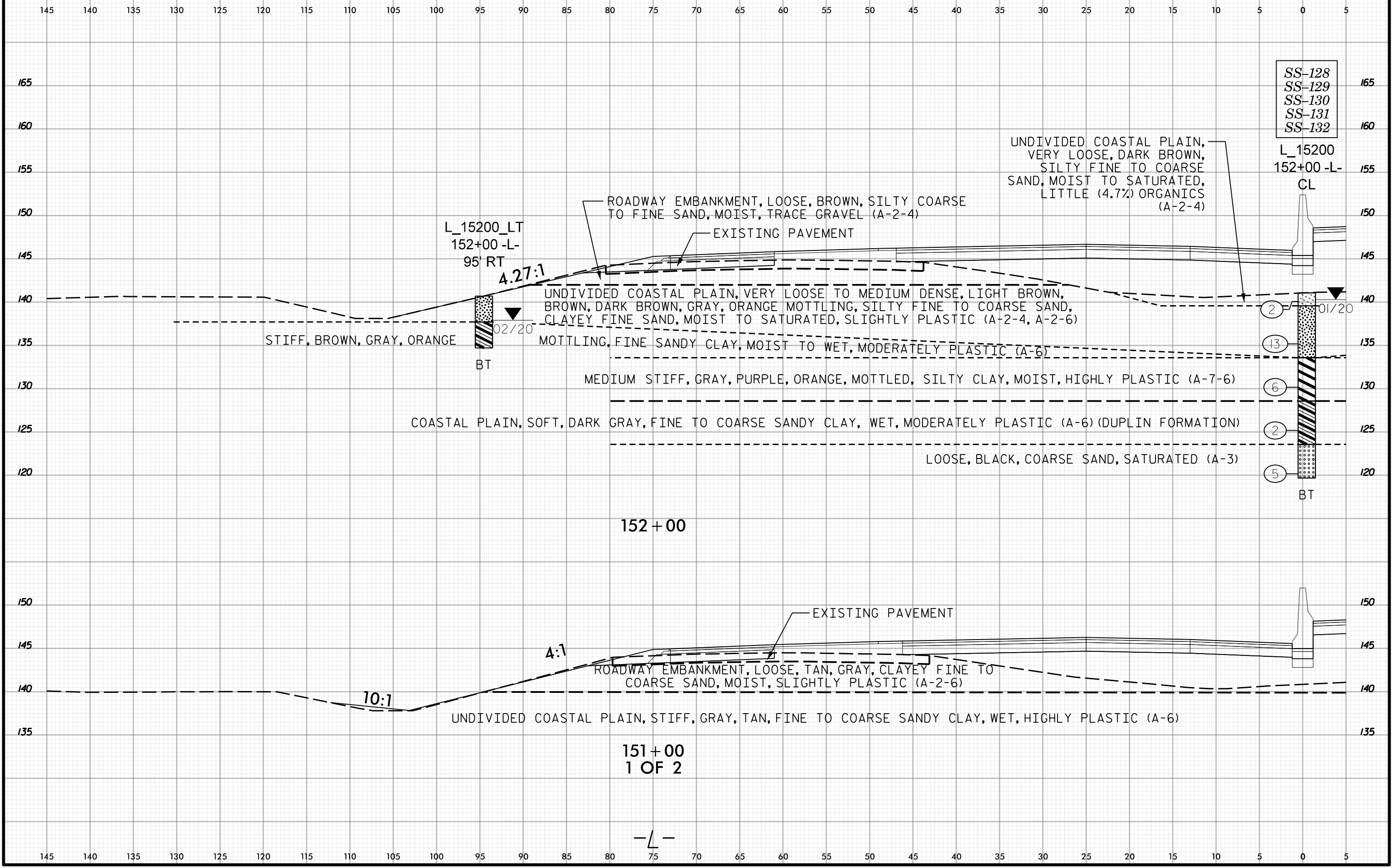
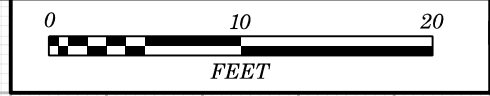


149+50
1 OF 2

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







L_15200_LT
152+00 -L-
95' RT
4.27:1
02/20
BT

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

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, VERY LOOSE, DARK BROWN, SILTY FINE TO COARSE SAND, MOIST TO SATURATED, LITTLE (4.7%) ORGANICS (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, GRAY, ORANGE

MOTTLING, FINE SANDY CLAY, MOIST TO WET, 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

4:1

EXISTING PAVEMENT

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

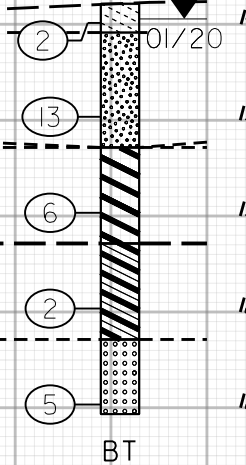
10:1

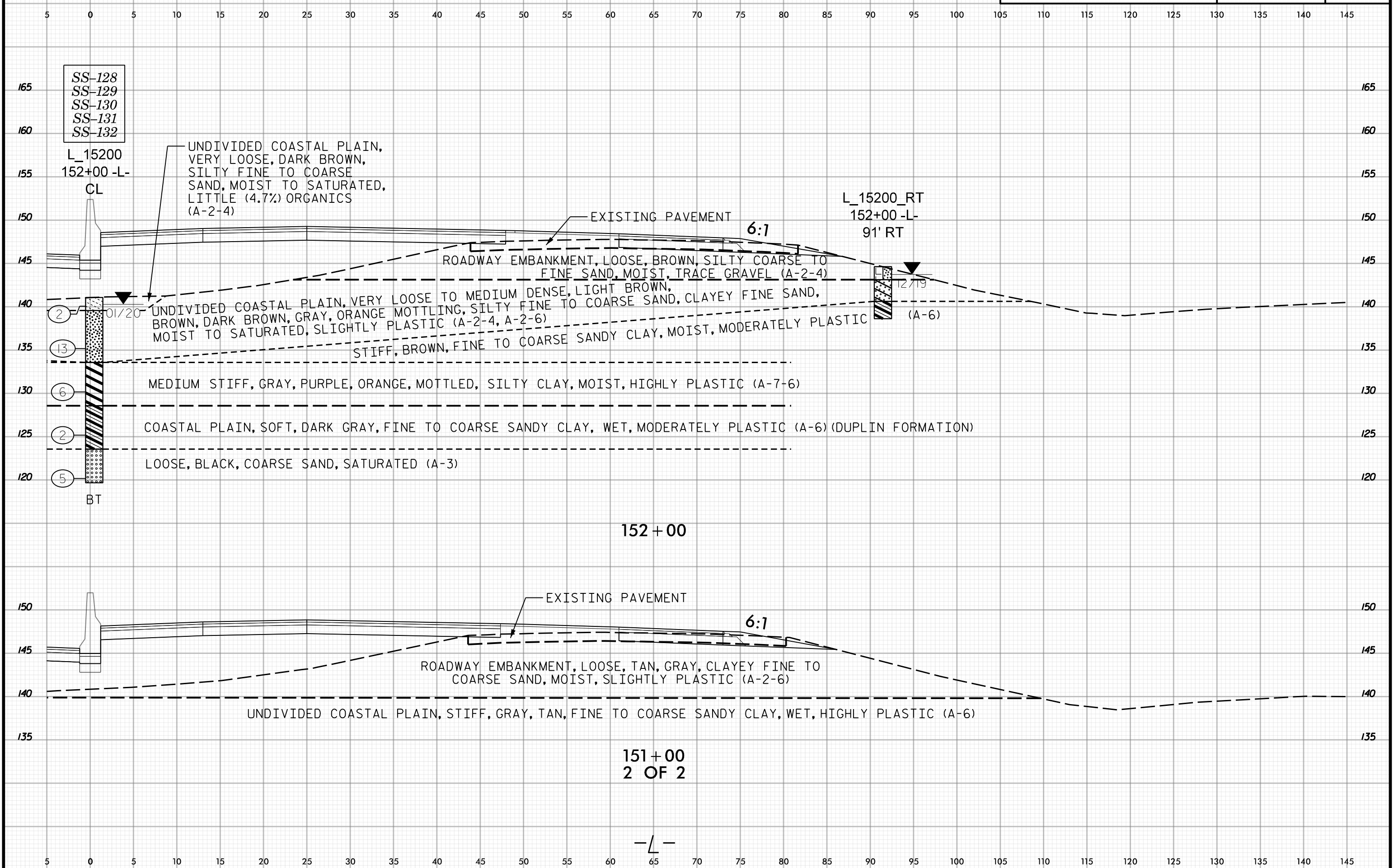
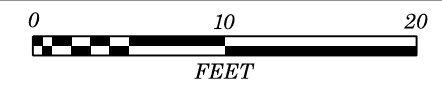
UNDIVIDED COASTAL PLAIN, STIFF, GRAY, TAN, FINE TO COARSE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

151 + 00
1 OF 2

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

L_15200
152+00 -L-
CL





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

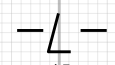
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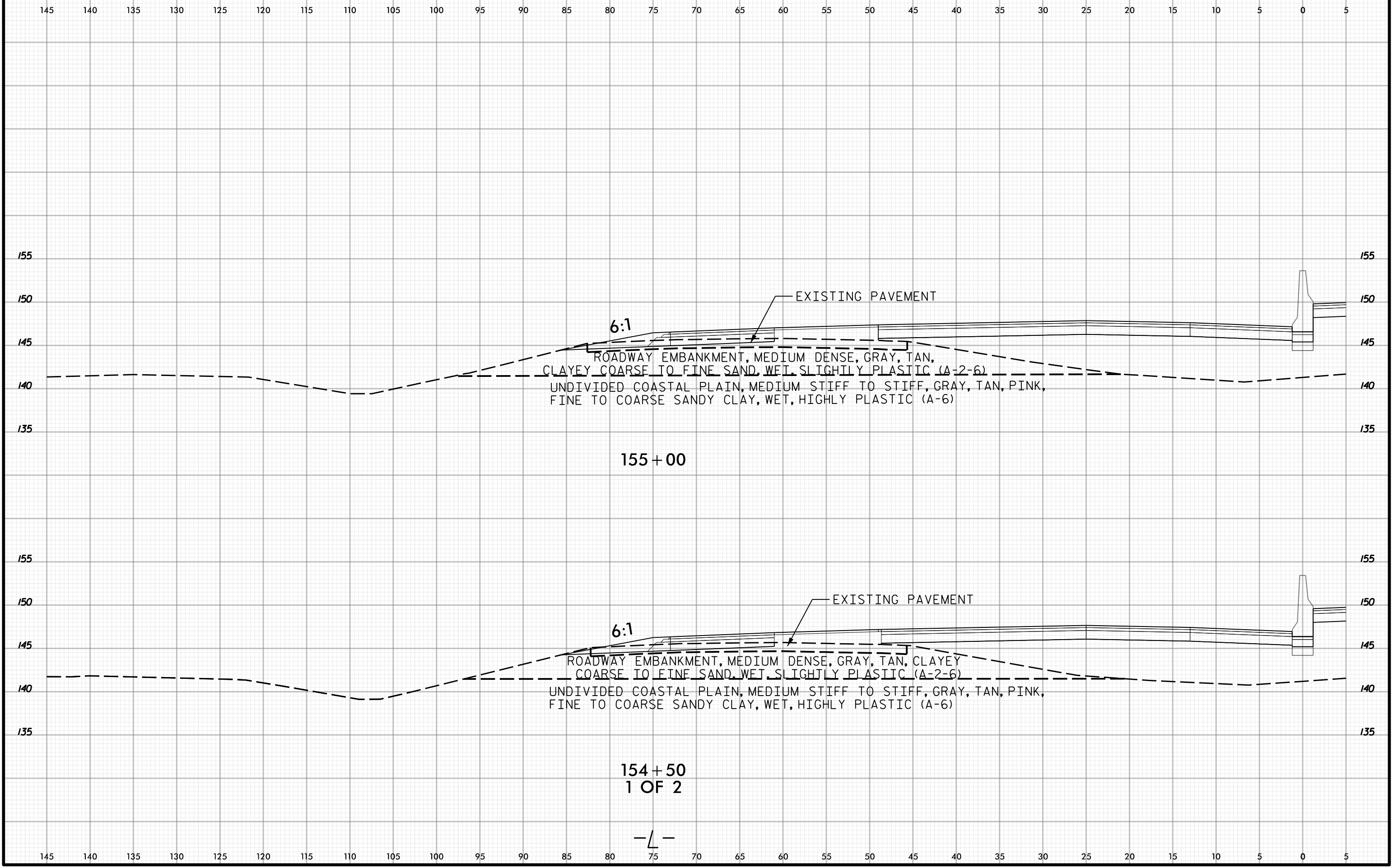
6:1

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)

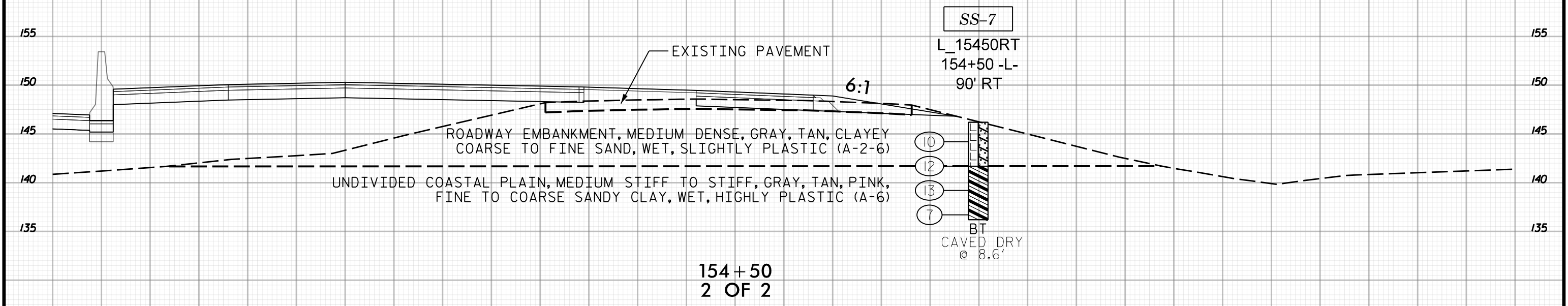
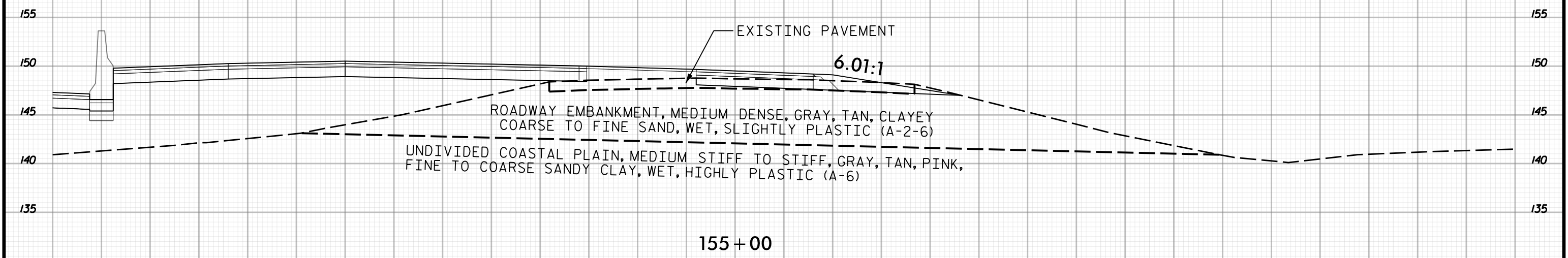
151+00
2 OF 2



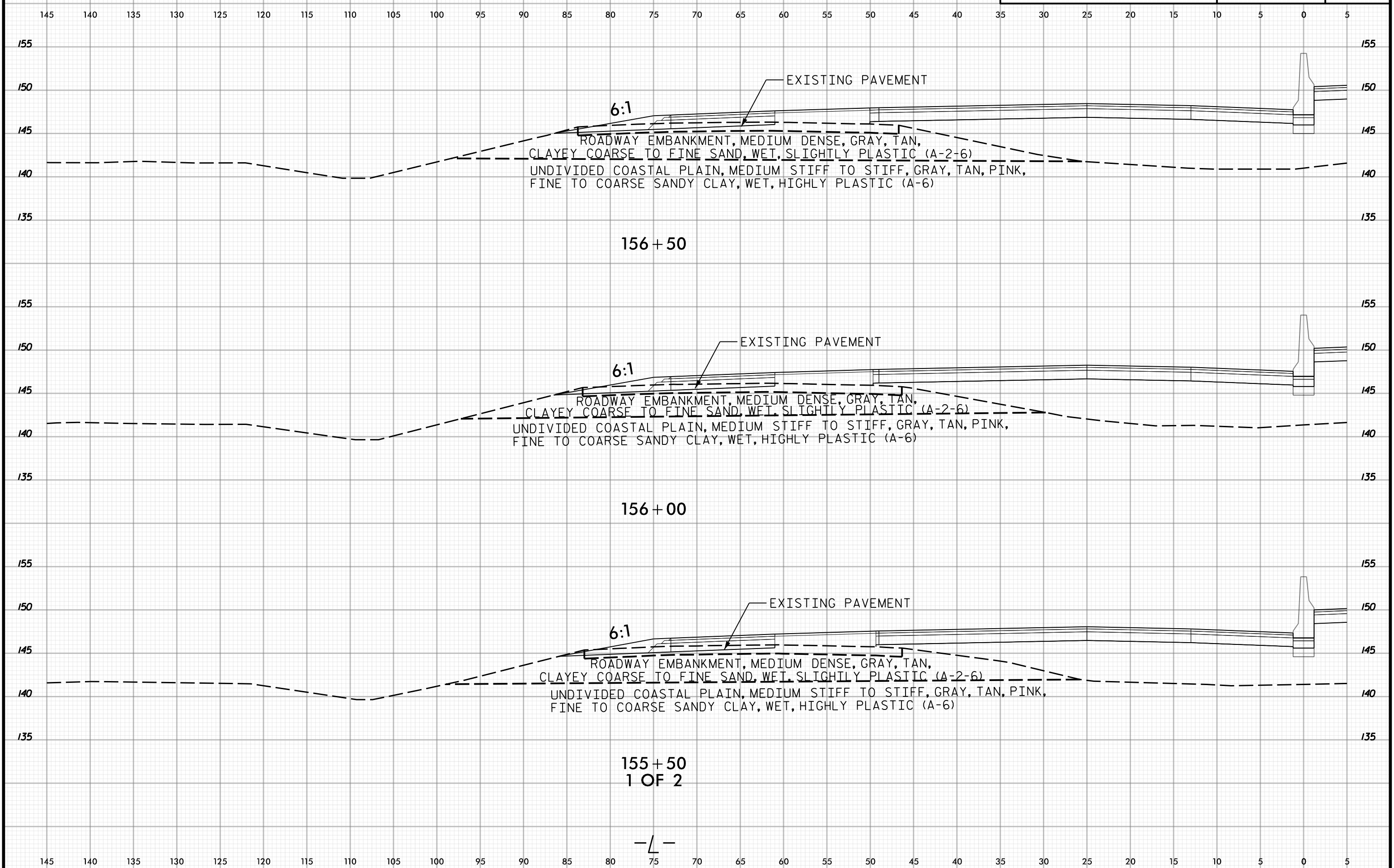




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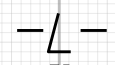
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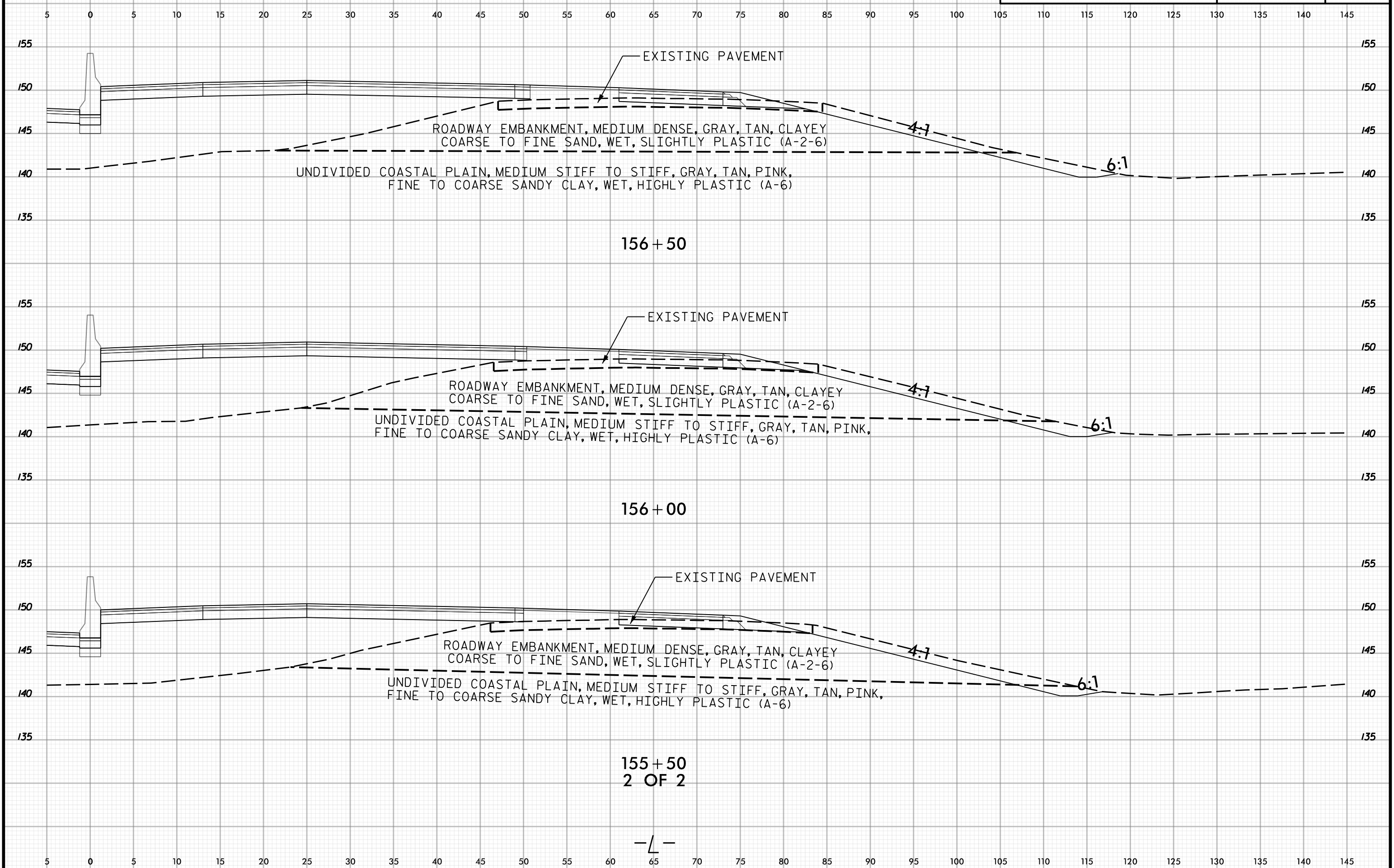


156 + 50

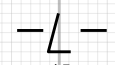
156 + 00

155 + 50
1 OF 2



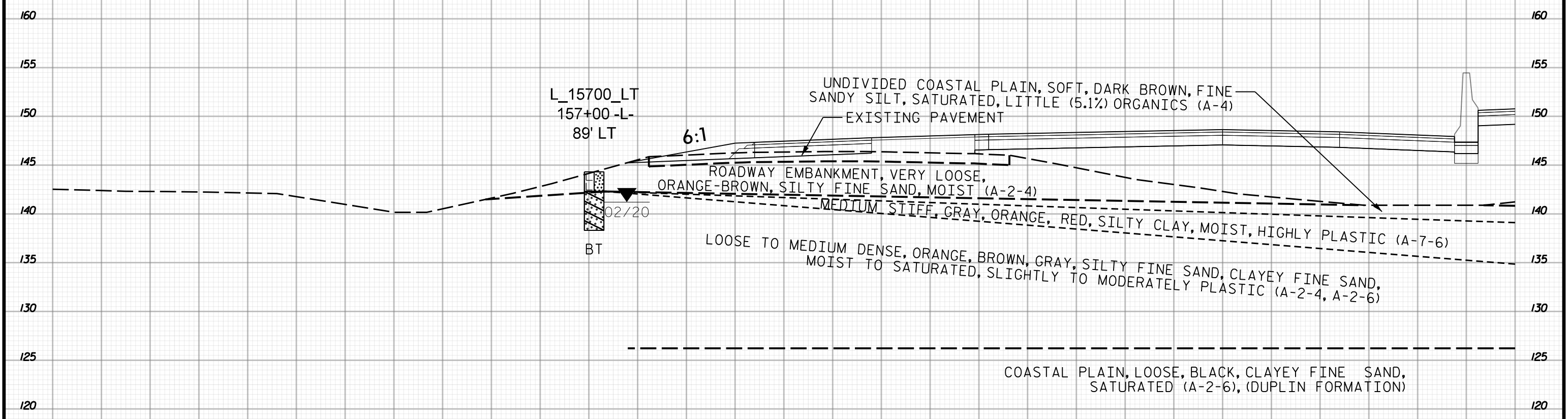


155+50
2 OF 2





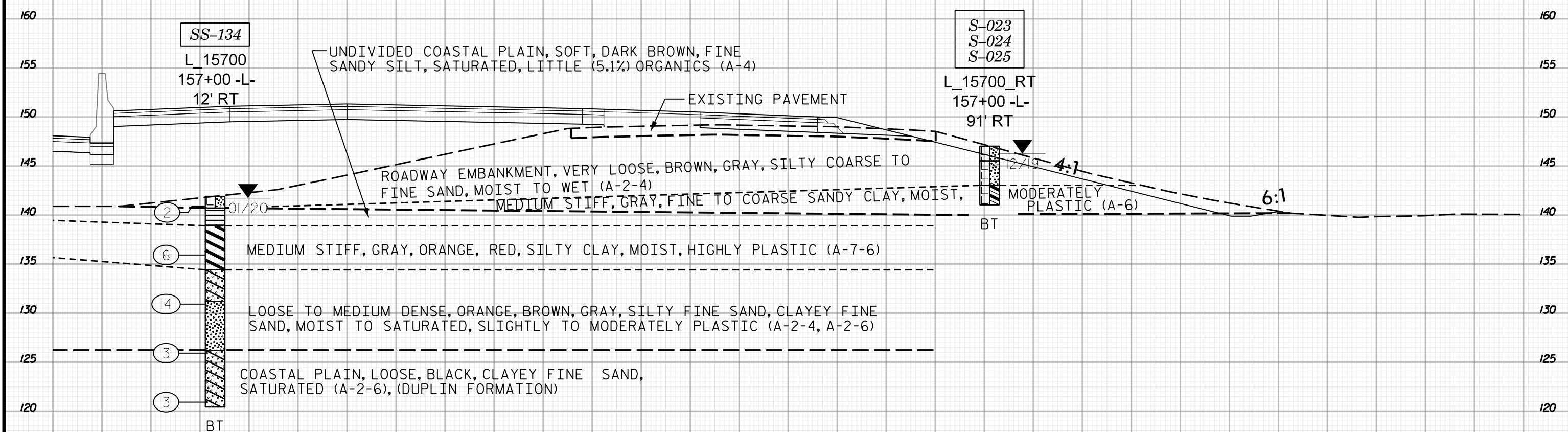
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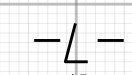
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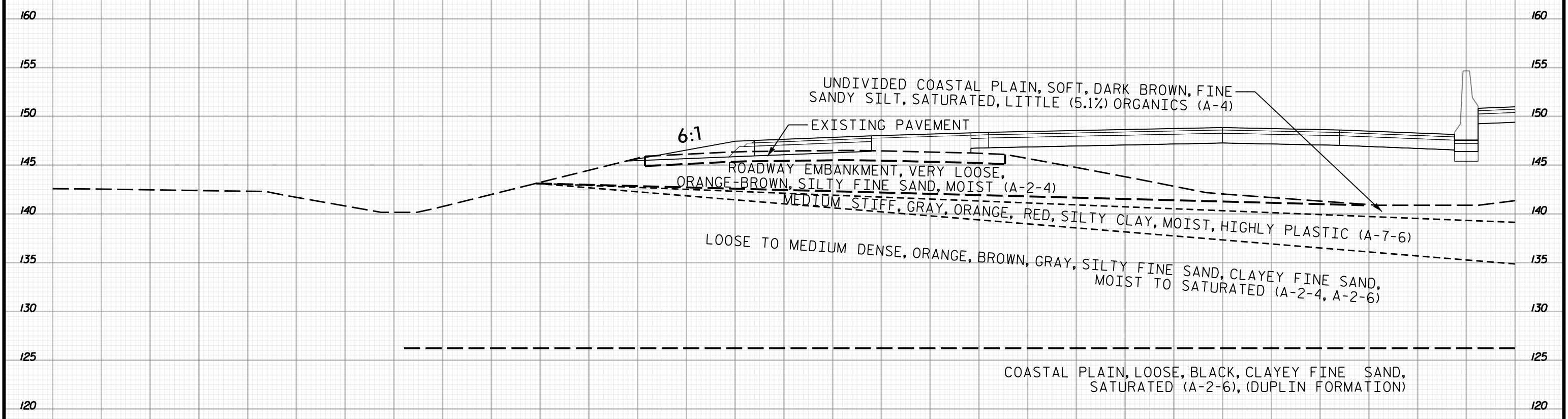
157+00
2 OF 2



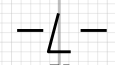
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157+50
1 OF 2

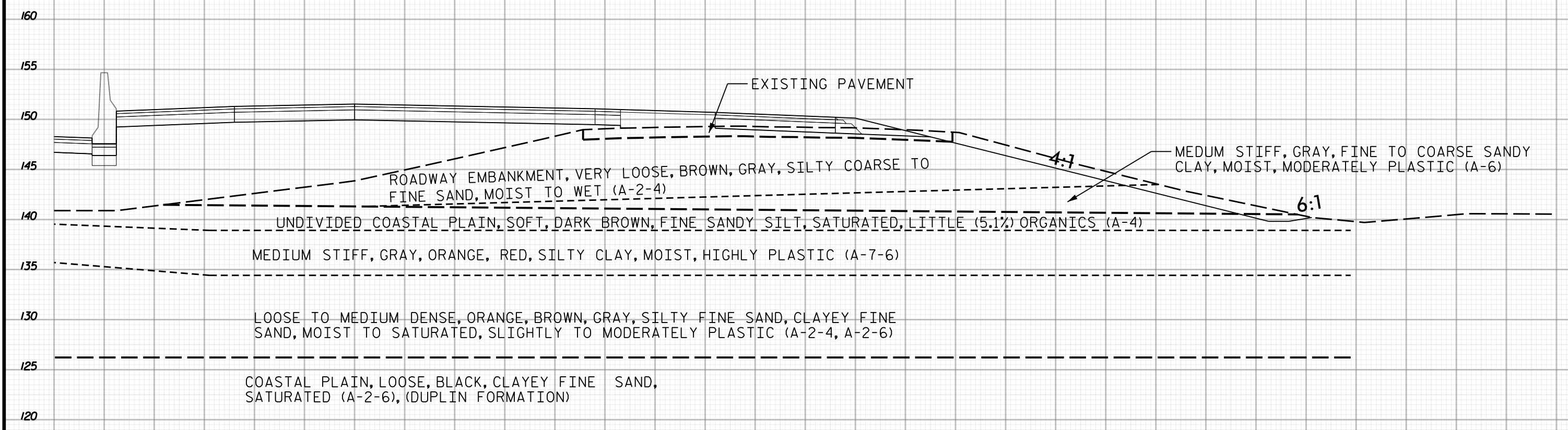


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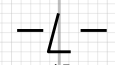


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	265

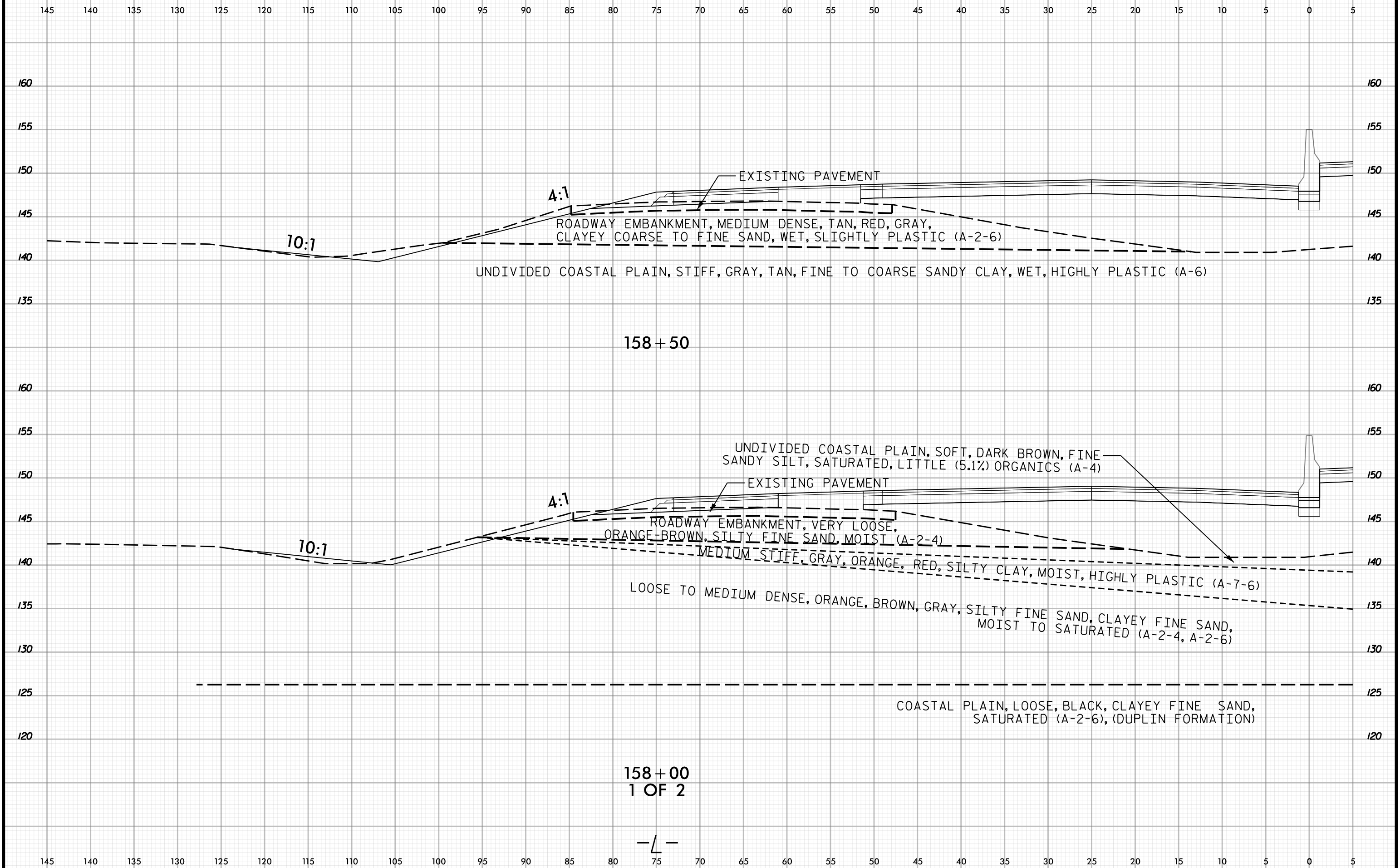
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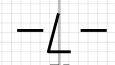
157+50
2 OF 2

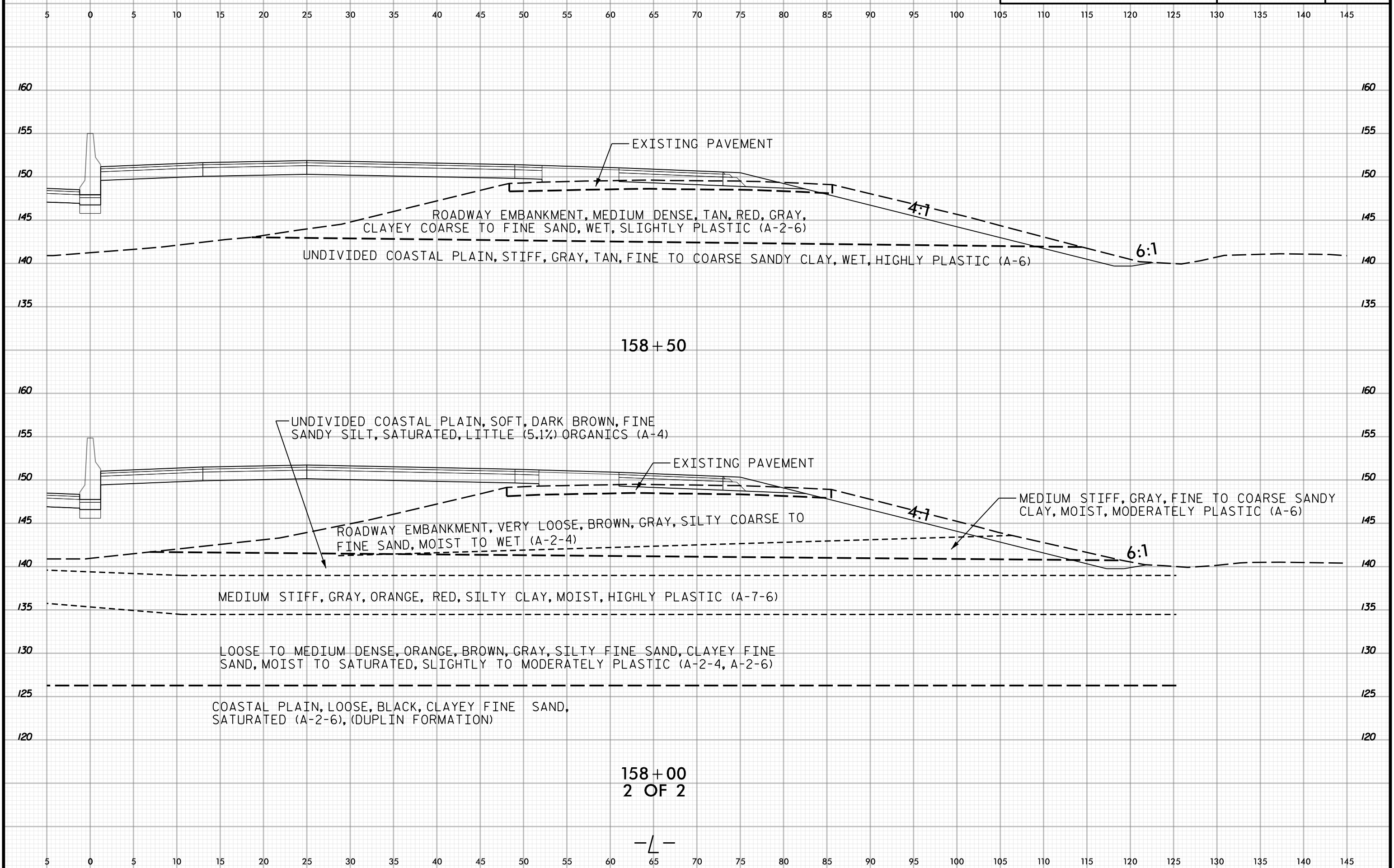


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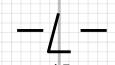


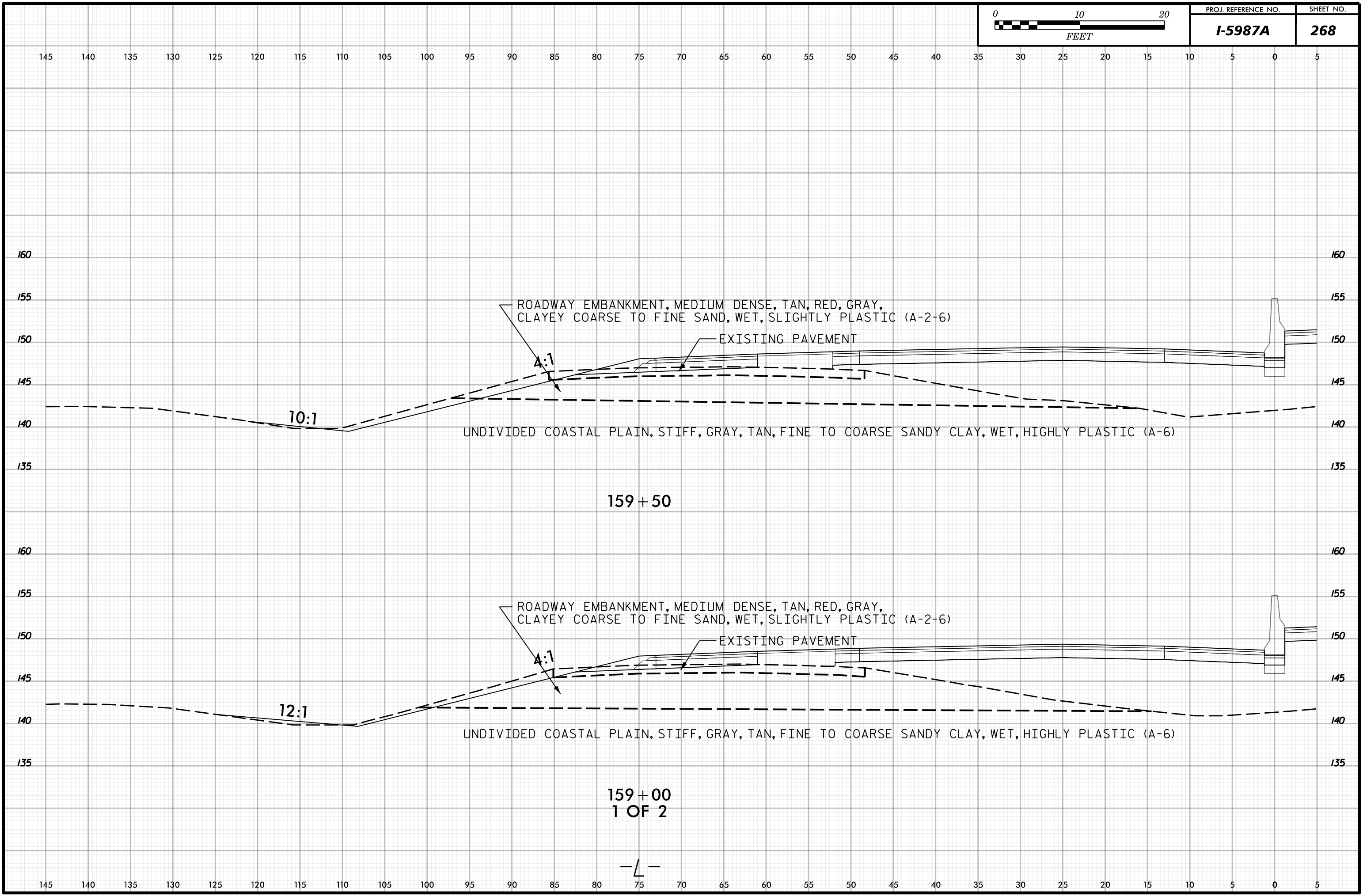
158 + 00
1 OF 2





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

4:1

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

159 + 50

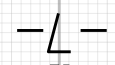
ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, RED, GRAY,
CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

EXISTING PAVEMENT

4:1

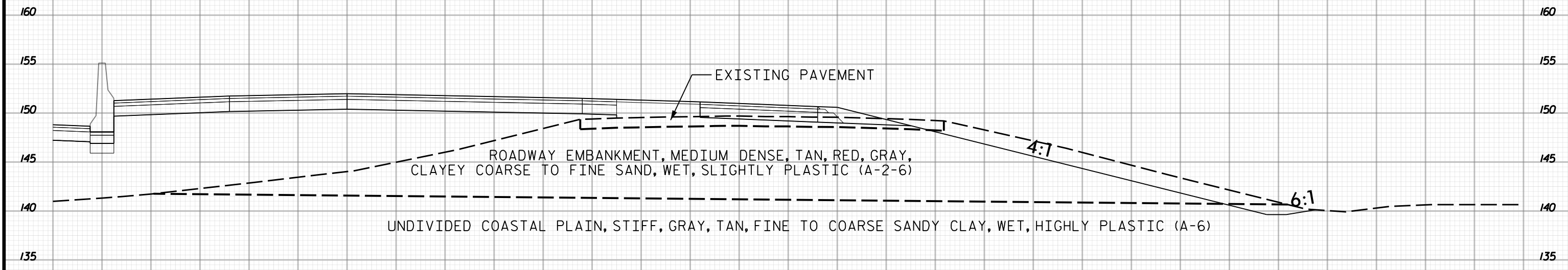
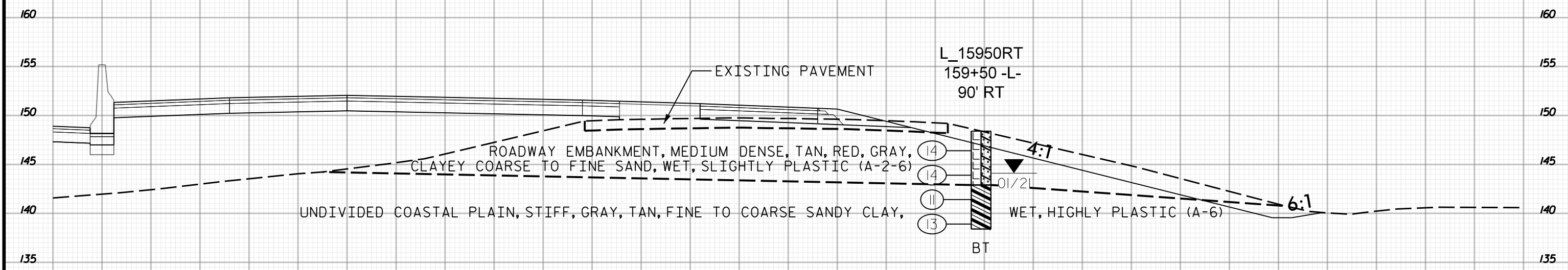
UNDIVIDED COASTAL PLAIN, STIFF, GRAY, TAN, FINE TO COARSE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

159 + 00
1 OF 2





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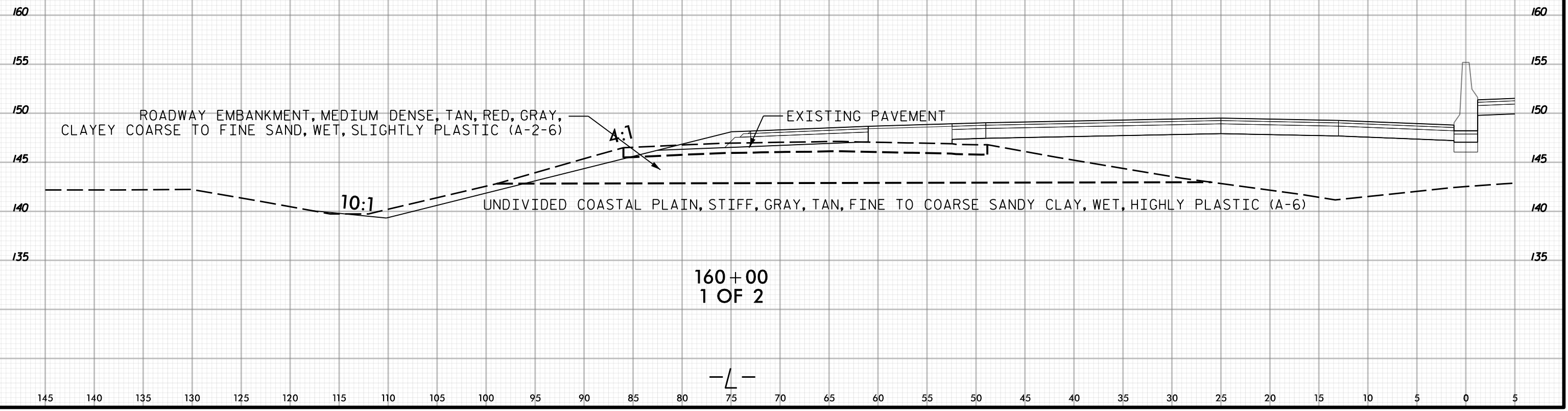


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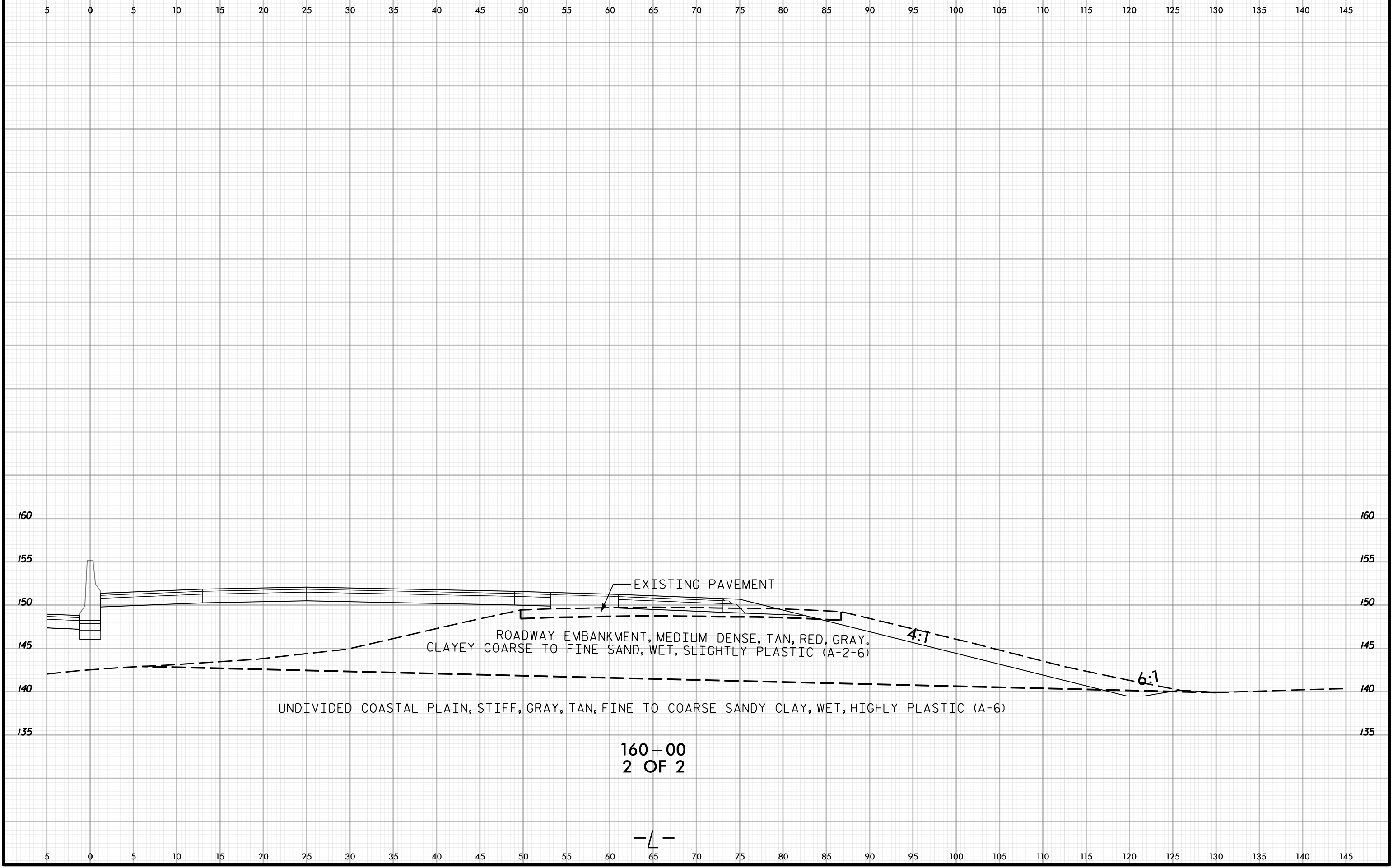
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	270

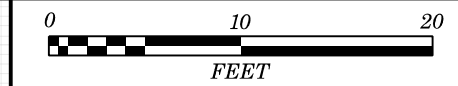
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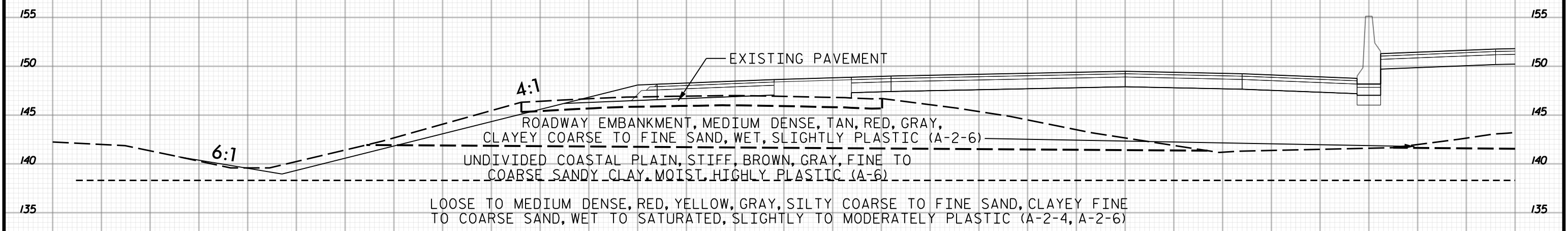


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I-5987A	271

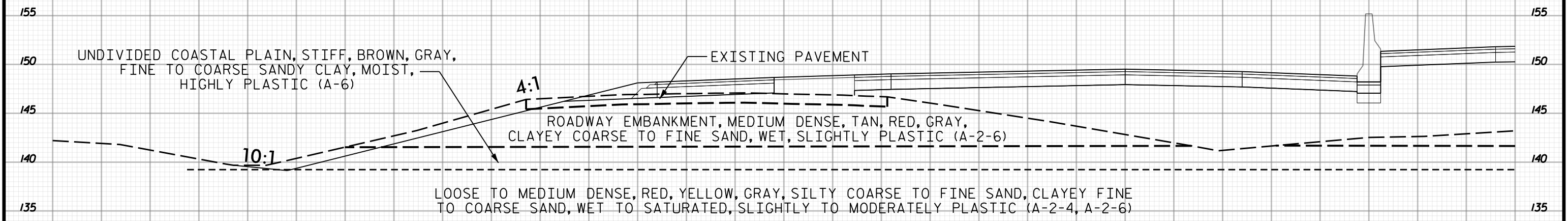




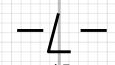
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161+00



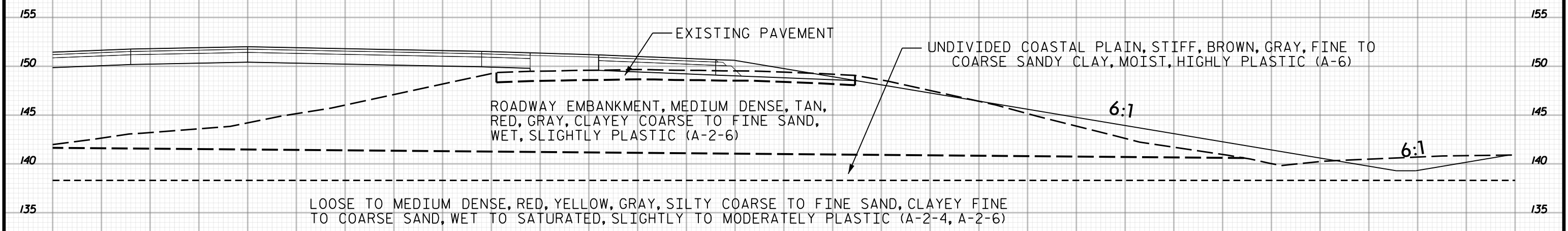
160+50
1 OF 2



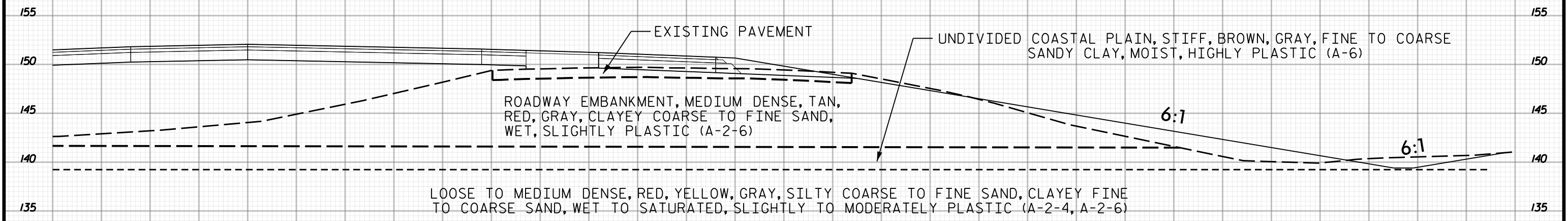
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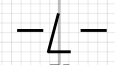
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161+00



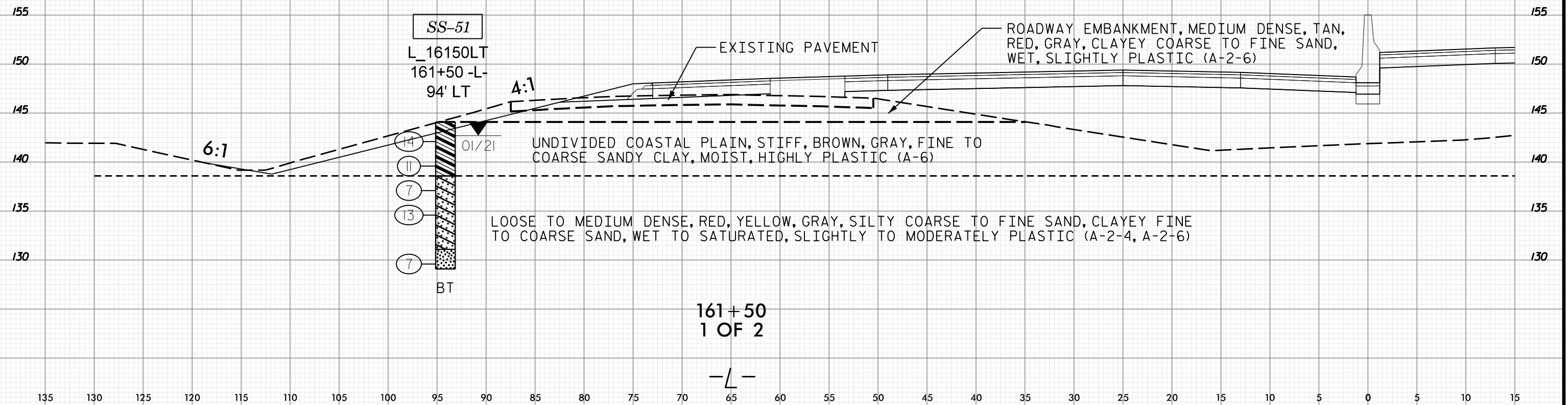
160+50
2 OF 2



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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



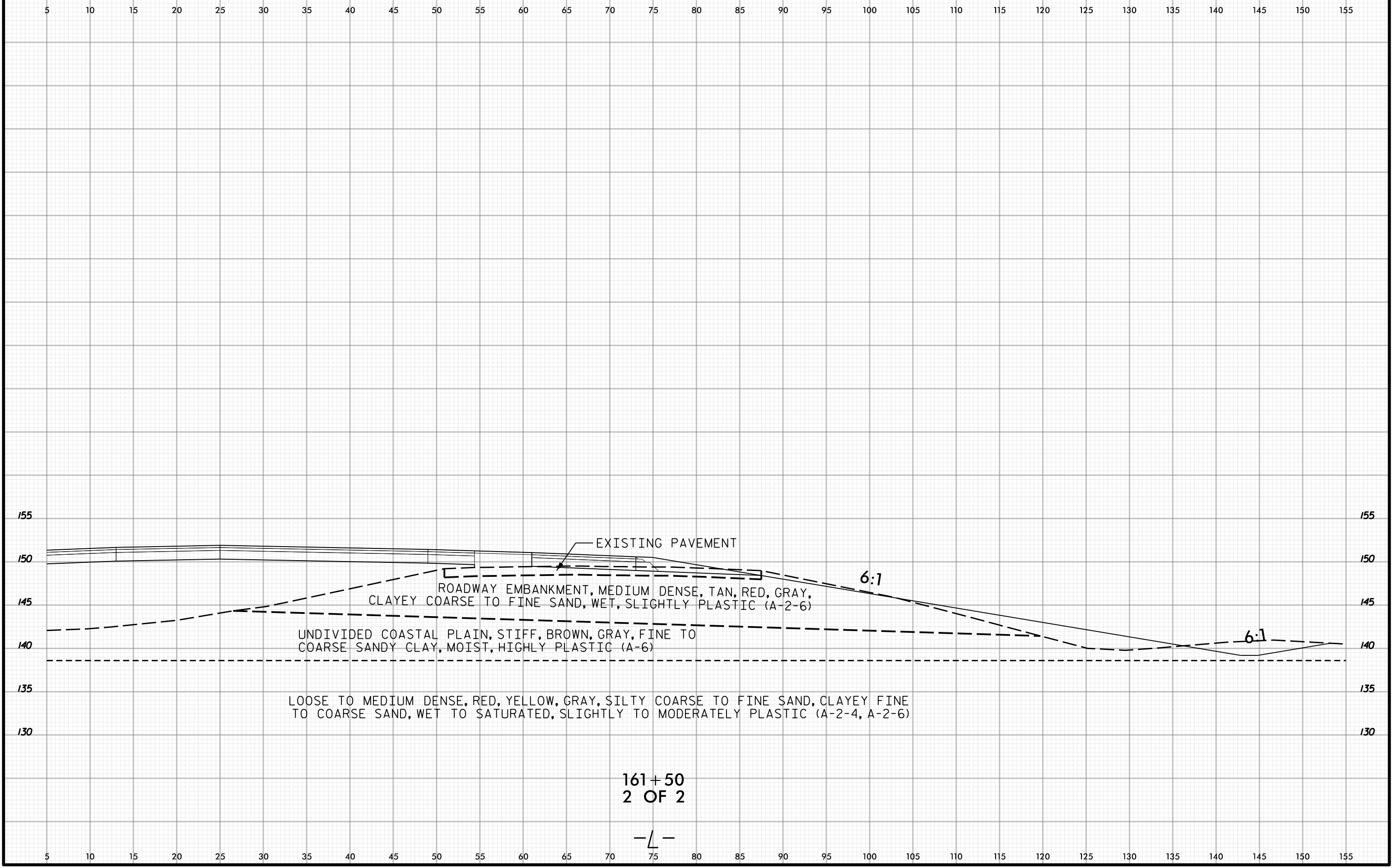
161+50
1 OF 2

—L—

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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	275



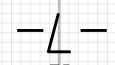
EXISTING PAVEMENT

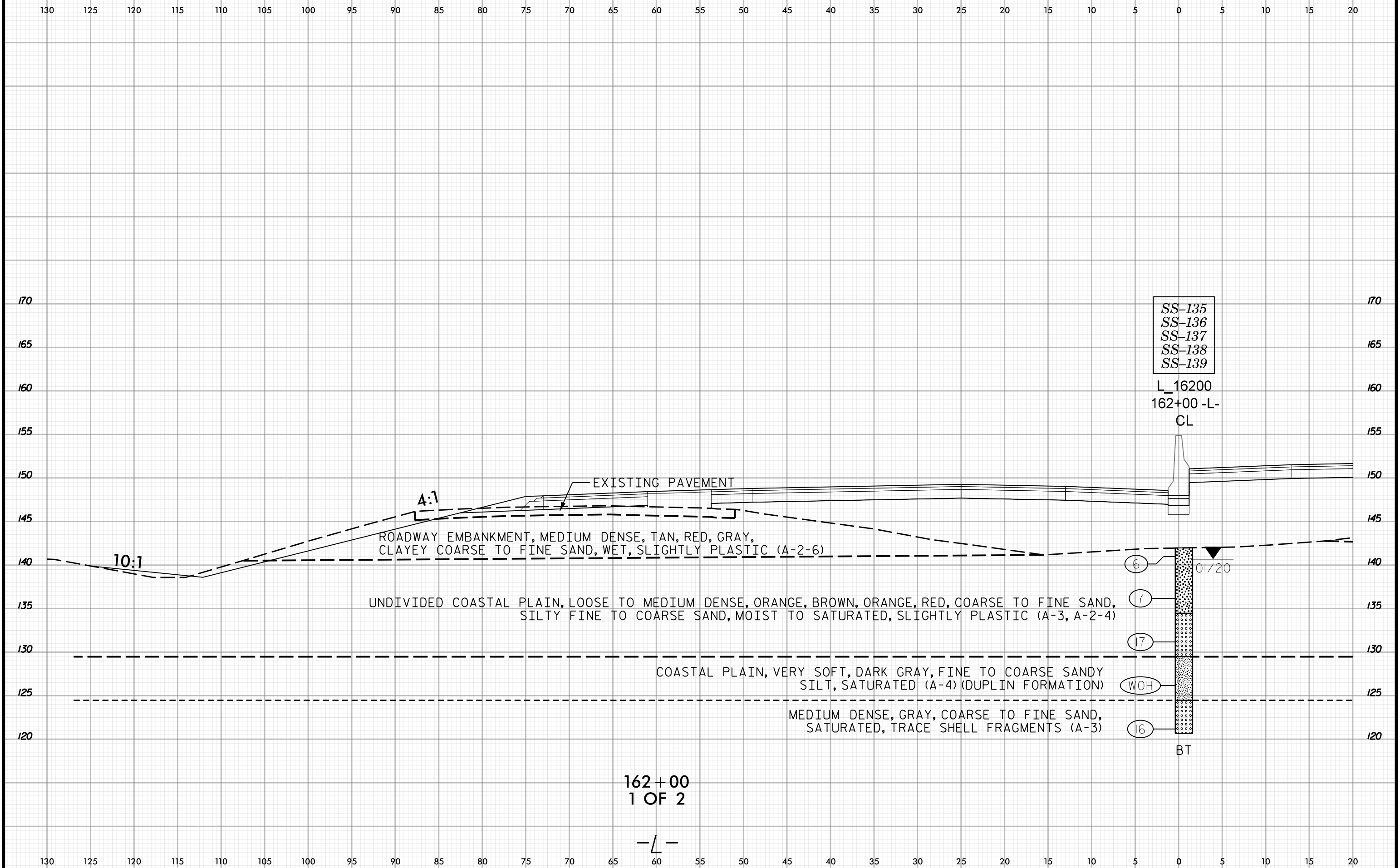
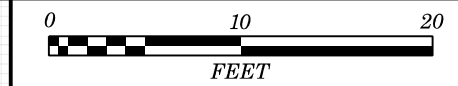
ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, RED, GRAY,
CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

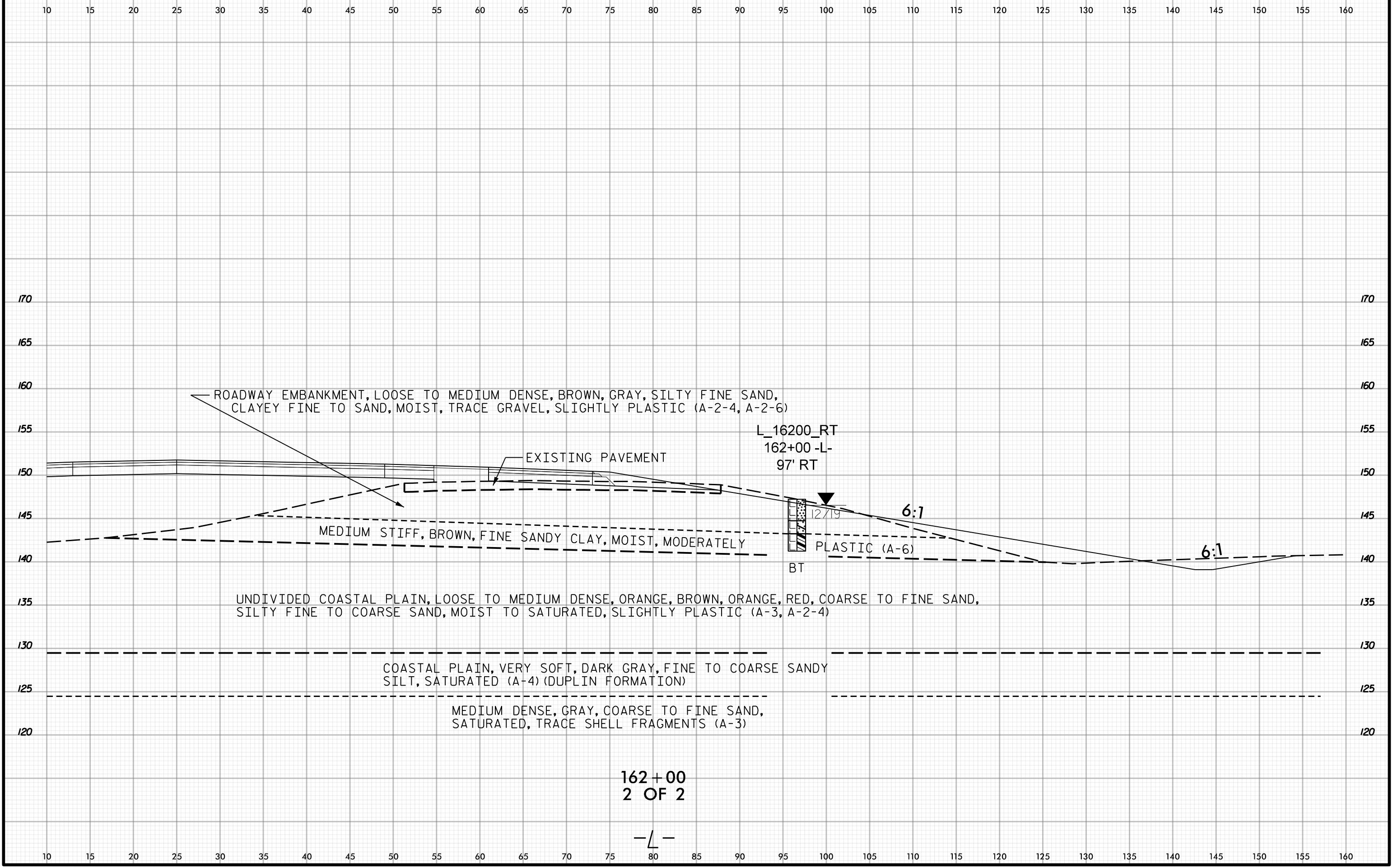
UNDIVIDED COASTAL PLAIN, STIFF, BROWN, GRAY, FINE TO
COARSE SANDY CLAY, MOIST, HIGHLY PLASTIC (A-6)

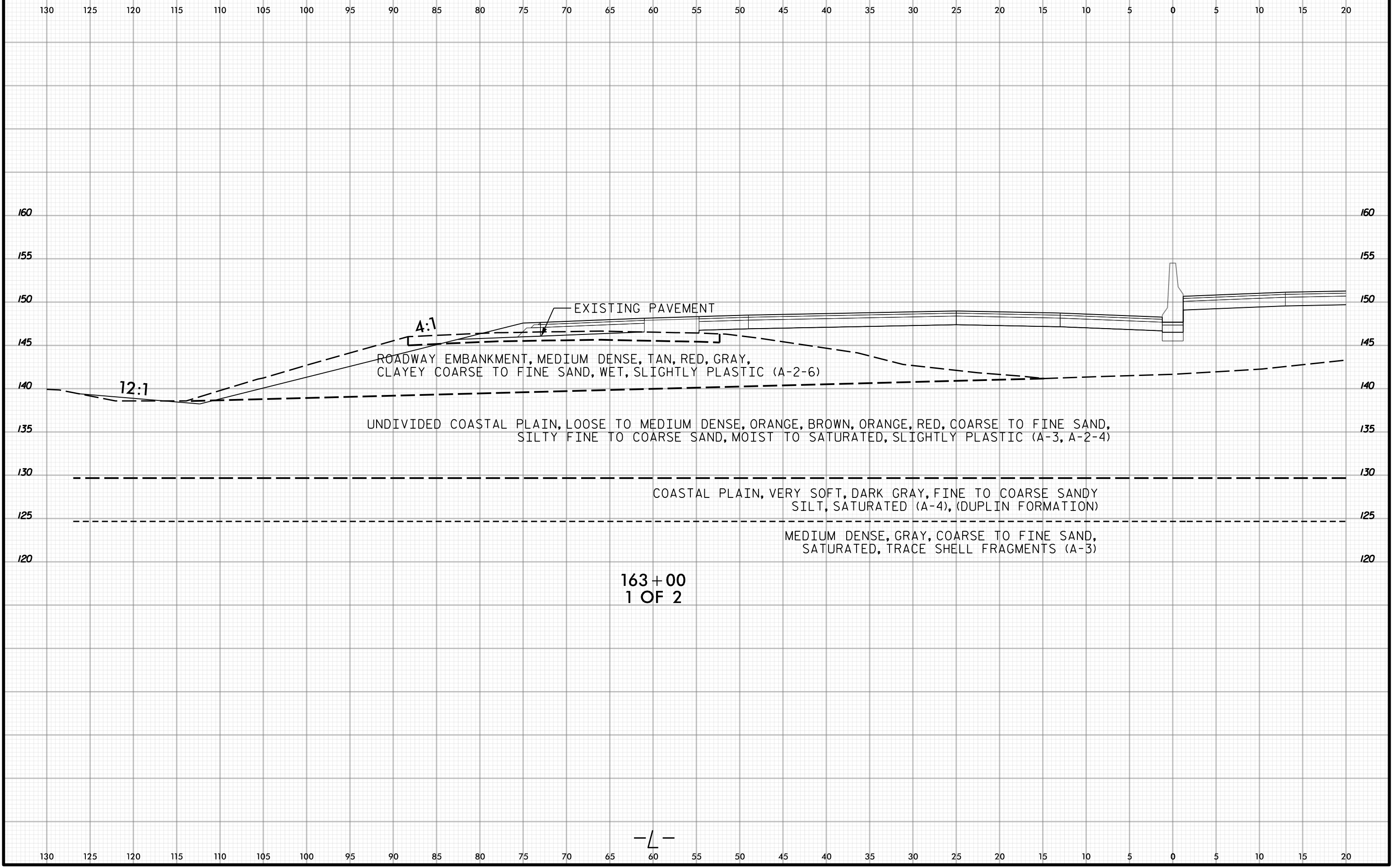
LOOSE TO MEDIUM DENSE, RED, YELLOW, GRAY, SILTY COARSE TO FINE SAND, CLAYEY FINE
TO COARSE SAND, WET TO SATURATED, SLIGHTLY TO MODERATELY PLASTIC (A-2-4, A-2-6)

161+50
2 OF 2









EXISTING PAVEMENT

4:1

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

12:1

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)

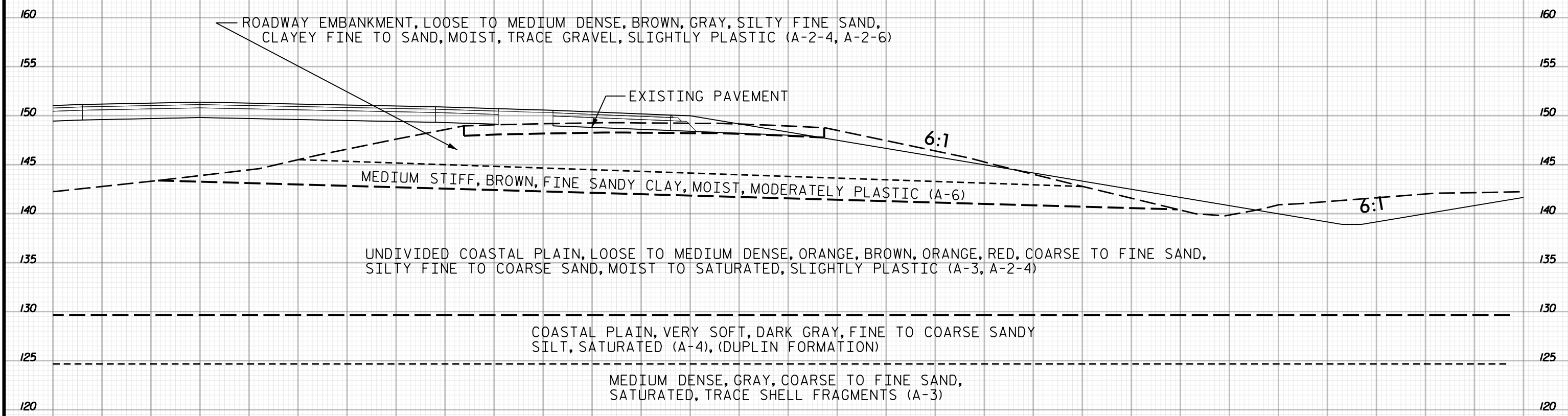
COASTAL PLAIN, VERY SOFT, DARK GRAY, FINE TO COARSE SANDY
SILT, SATURATED (A-4), (DUPLIN FORMATION)

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

163+00
1 OF 2



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

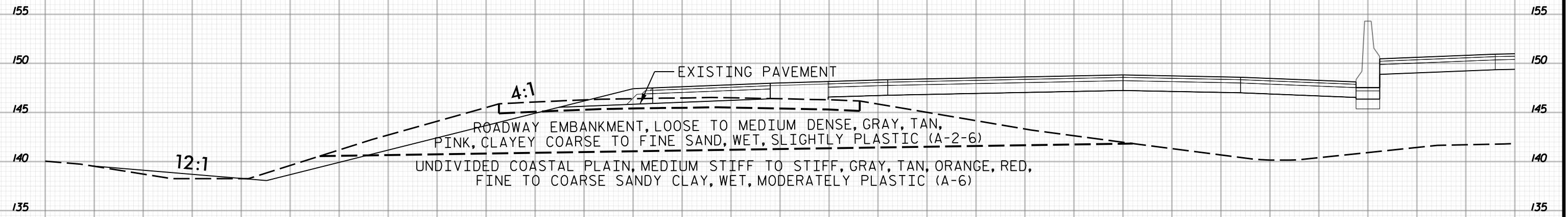


163+00
2 OF 2

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



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



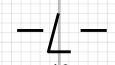
EXISTING PAVEMENT

4:1

12:1

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)

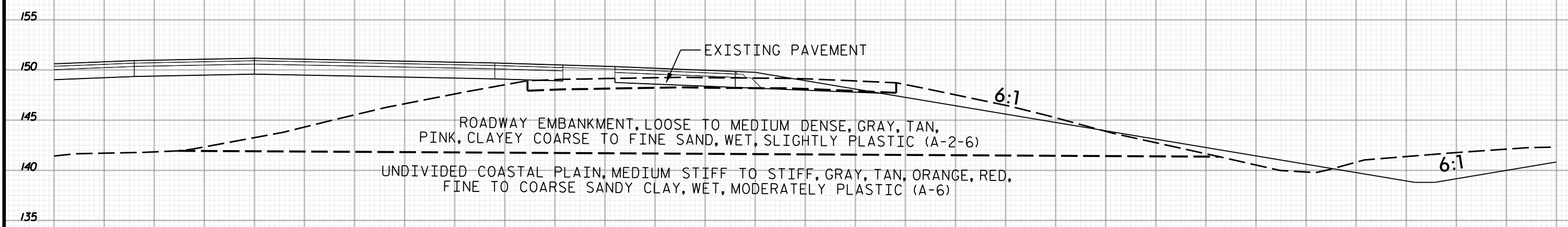
163+50
1 OF 2



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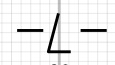
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ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, TAN,
PINK, CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

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

163+50
2 OF 2

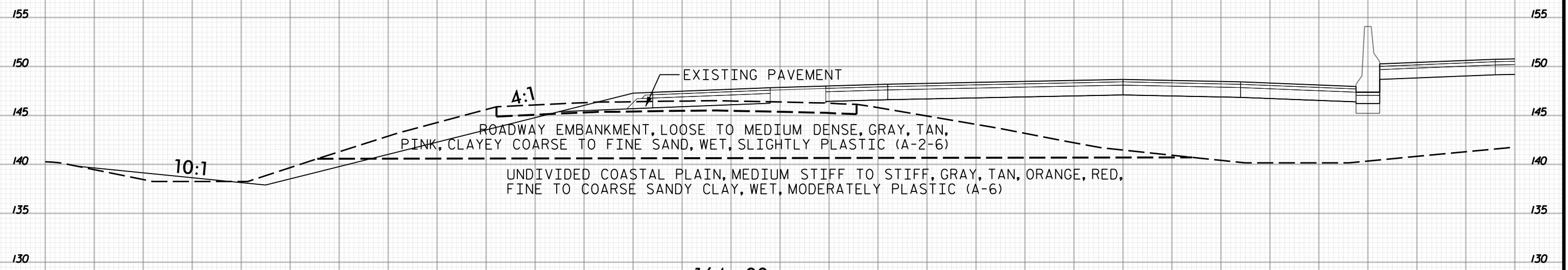


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	282

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

4:1

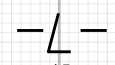
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, TAN, PINK, CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

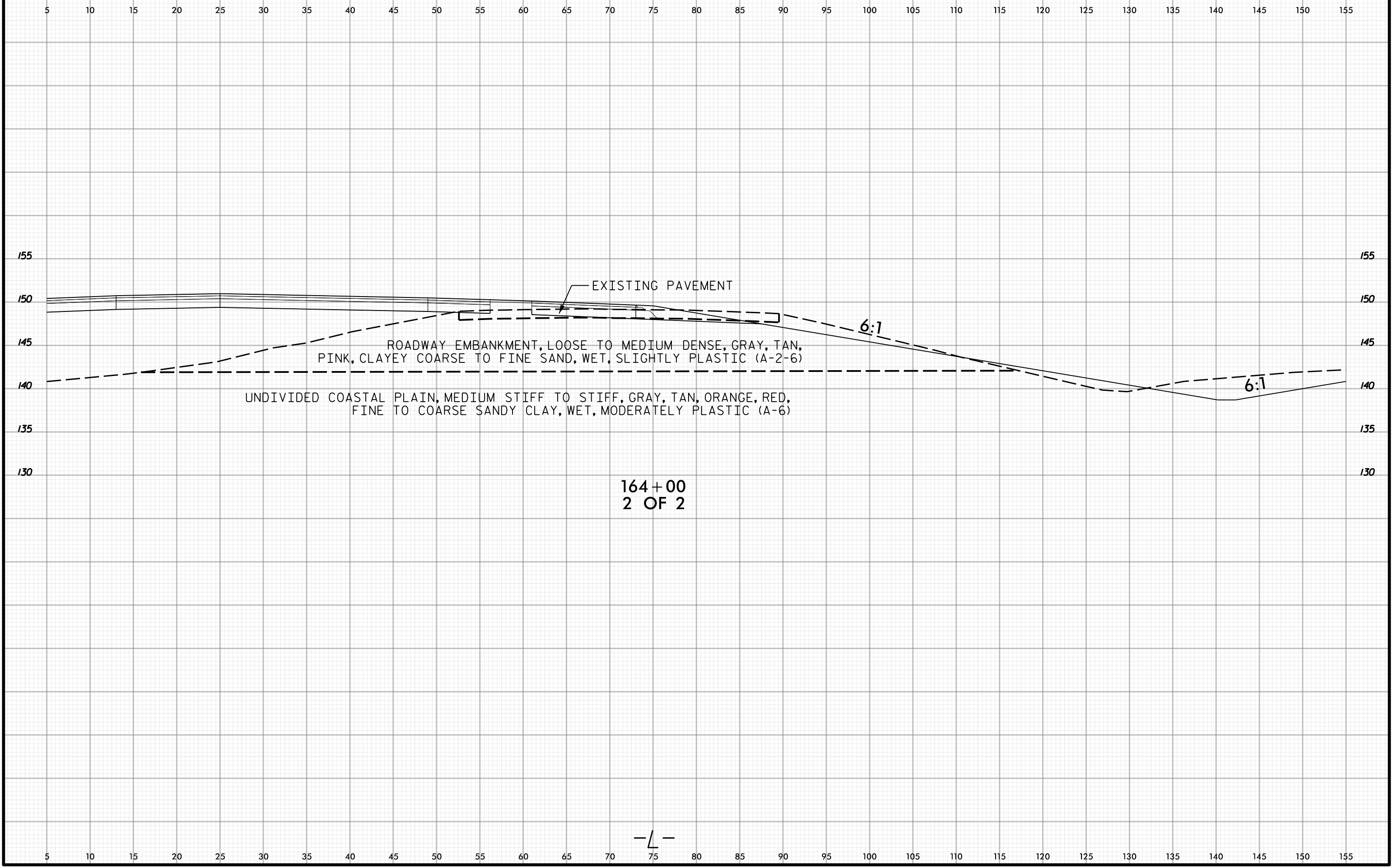
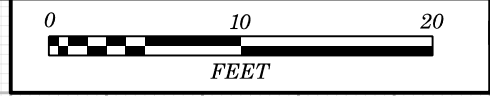
10:1

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

164+00
1 OF 2

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

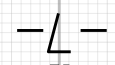




ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, GRAY, TAN,
PINK, CLAYEY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

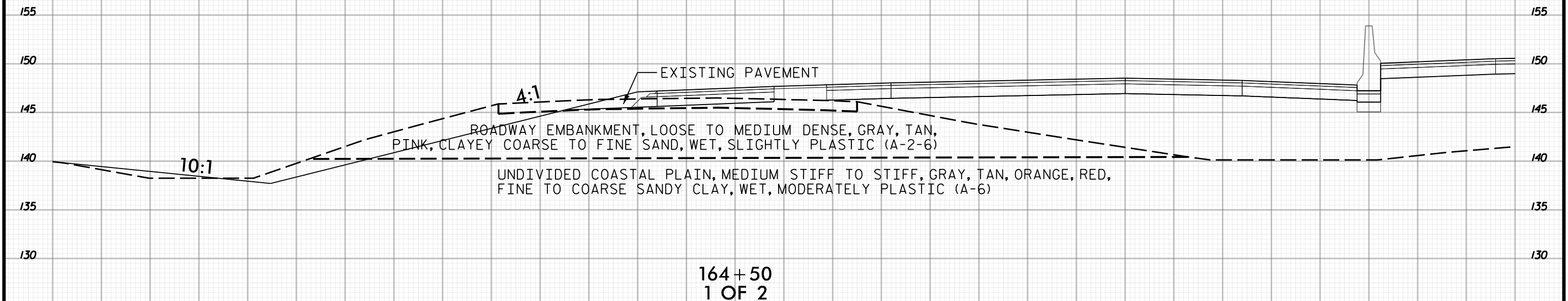
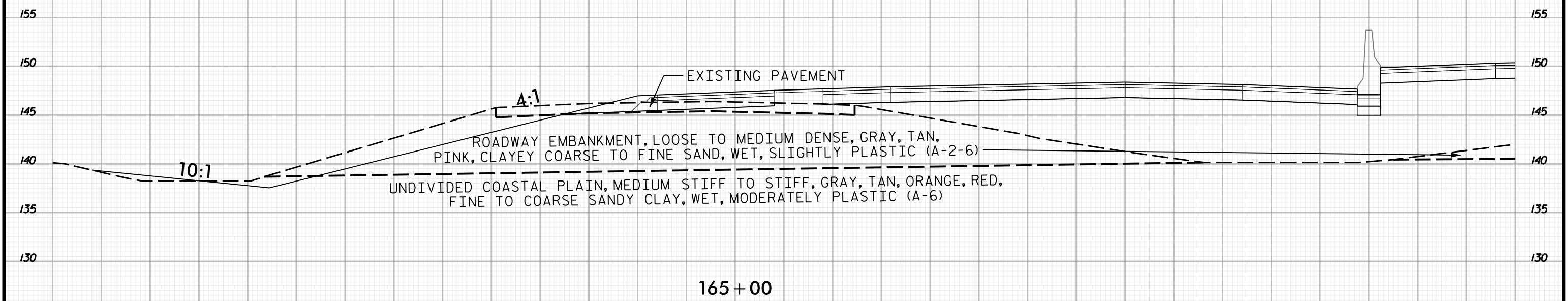
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, GRAY, TAN, ORANGE, RED,
FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

164+00
2 OF 2





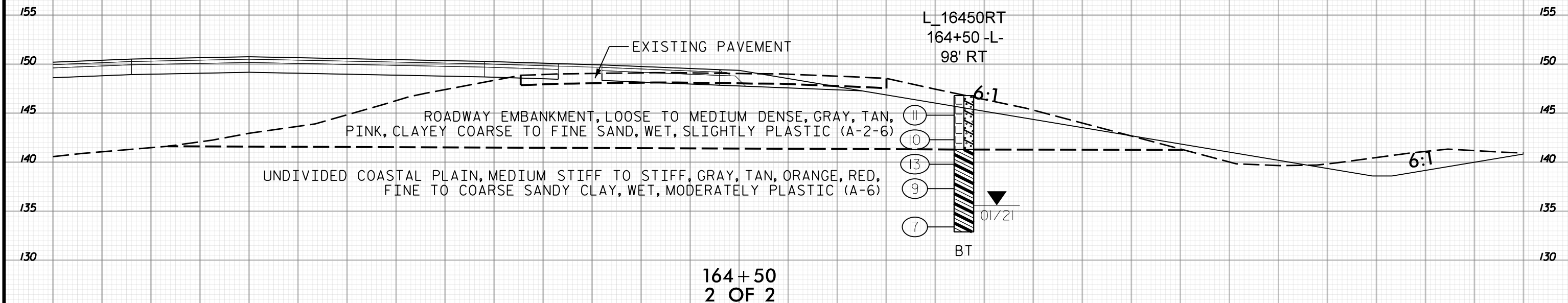
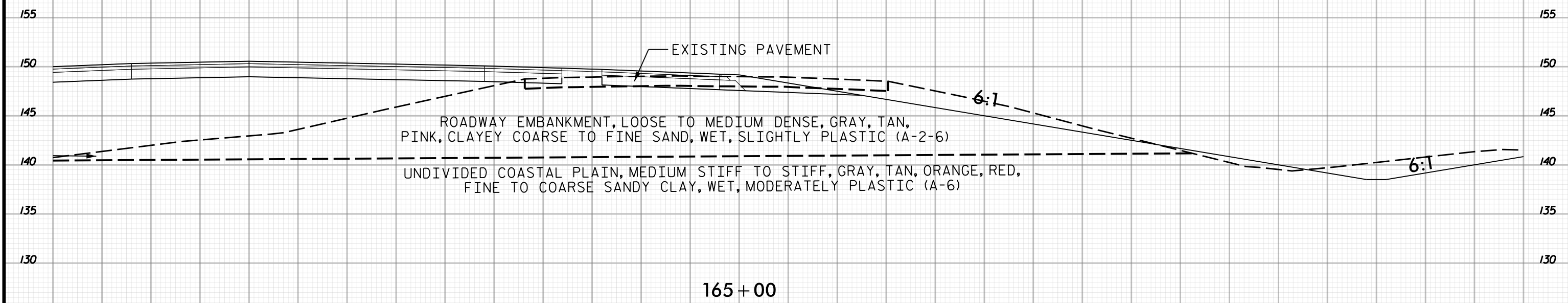
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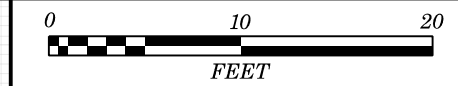
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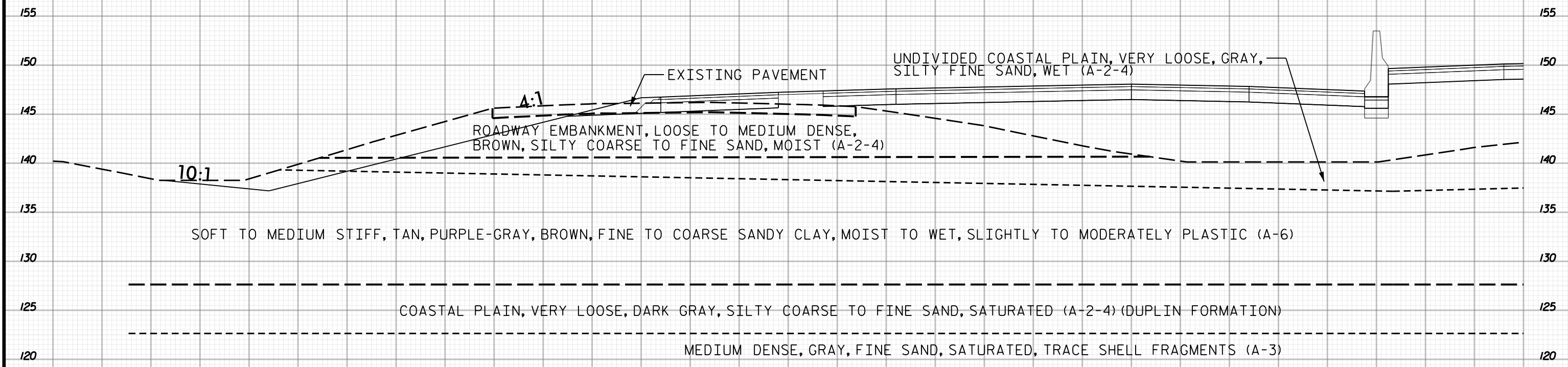
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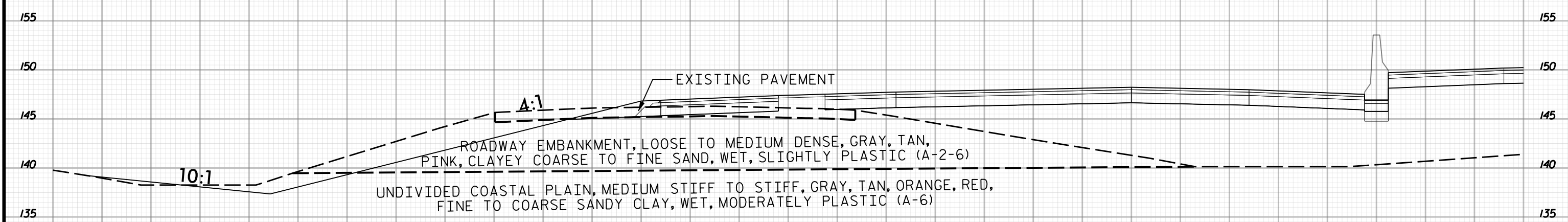
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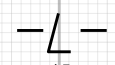
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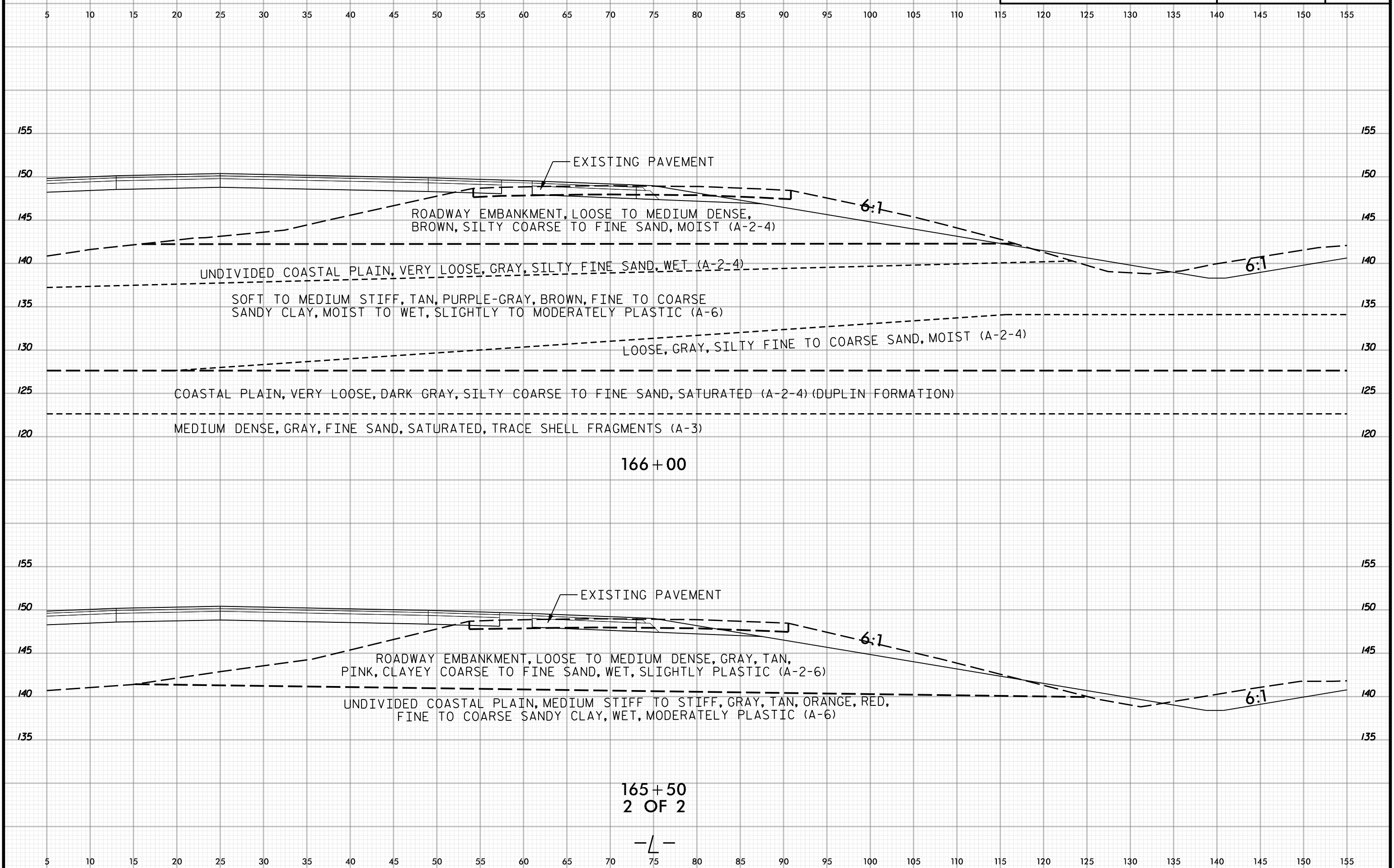
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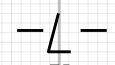
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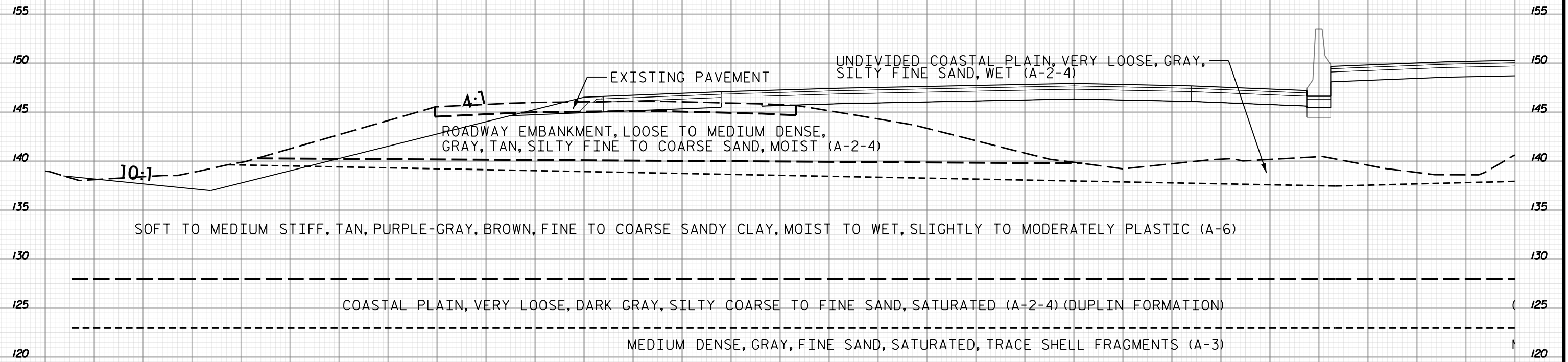
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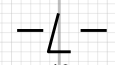


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	288

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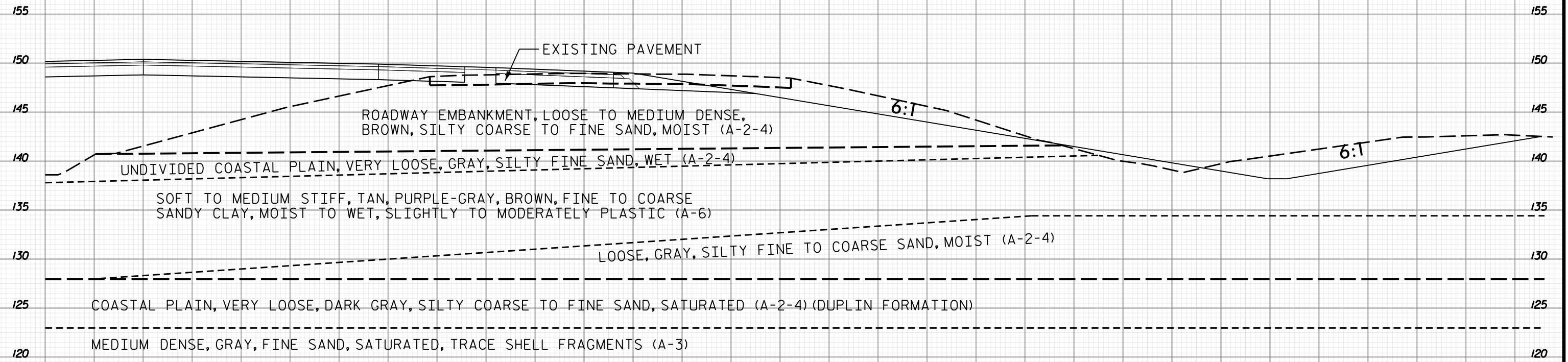
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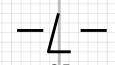
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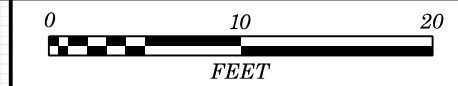
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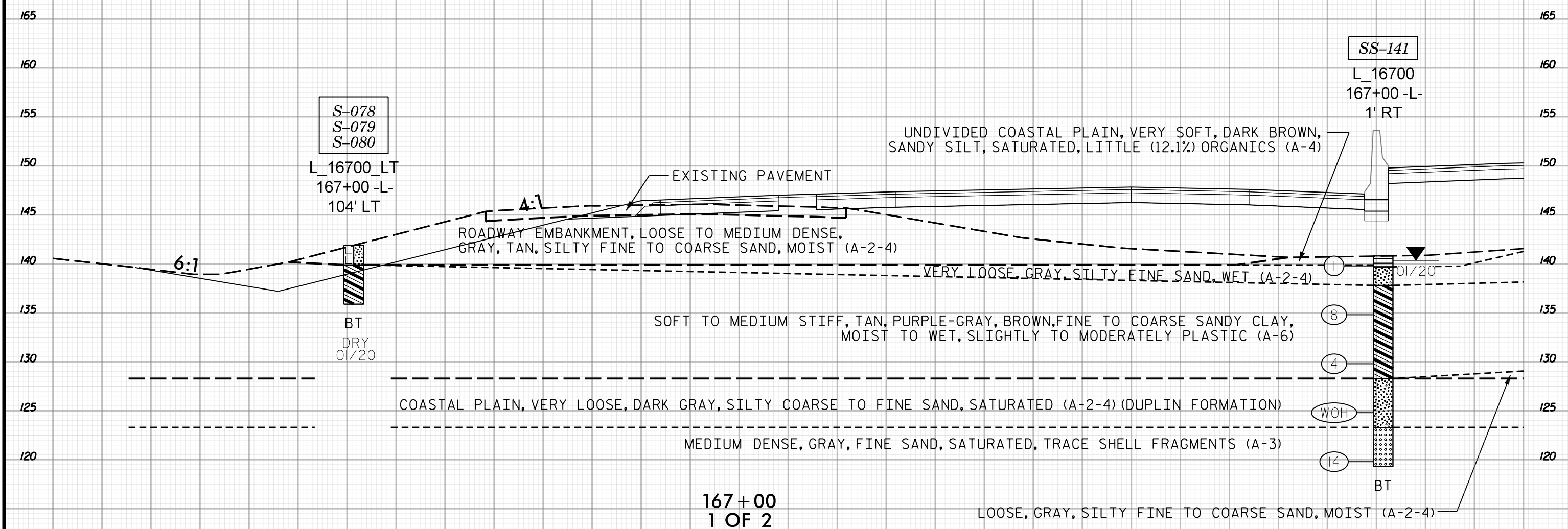
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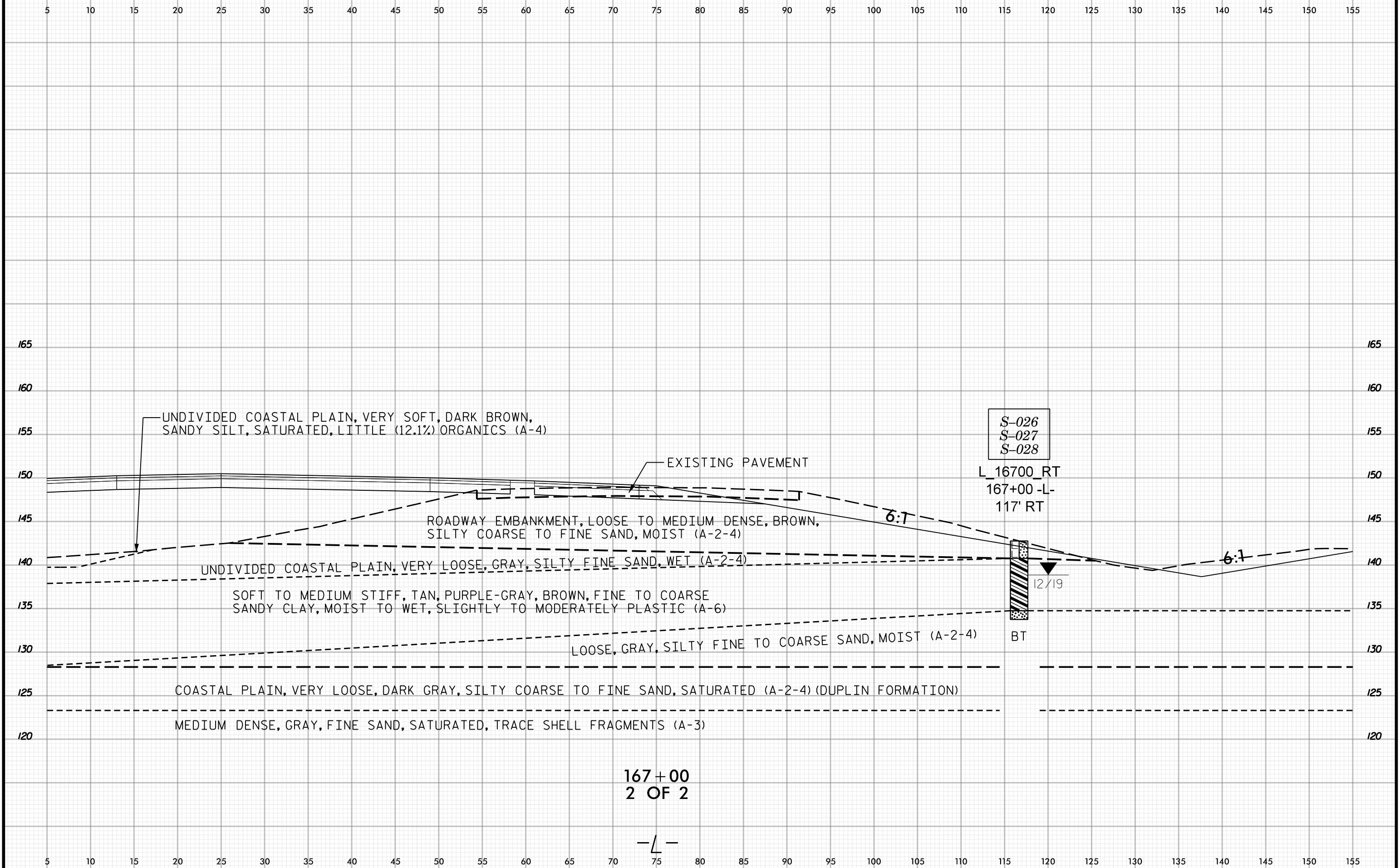
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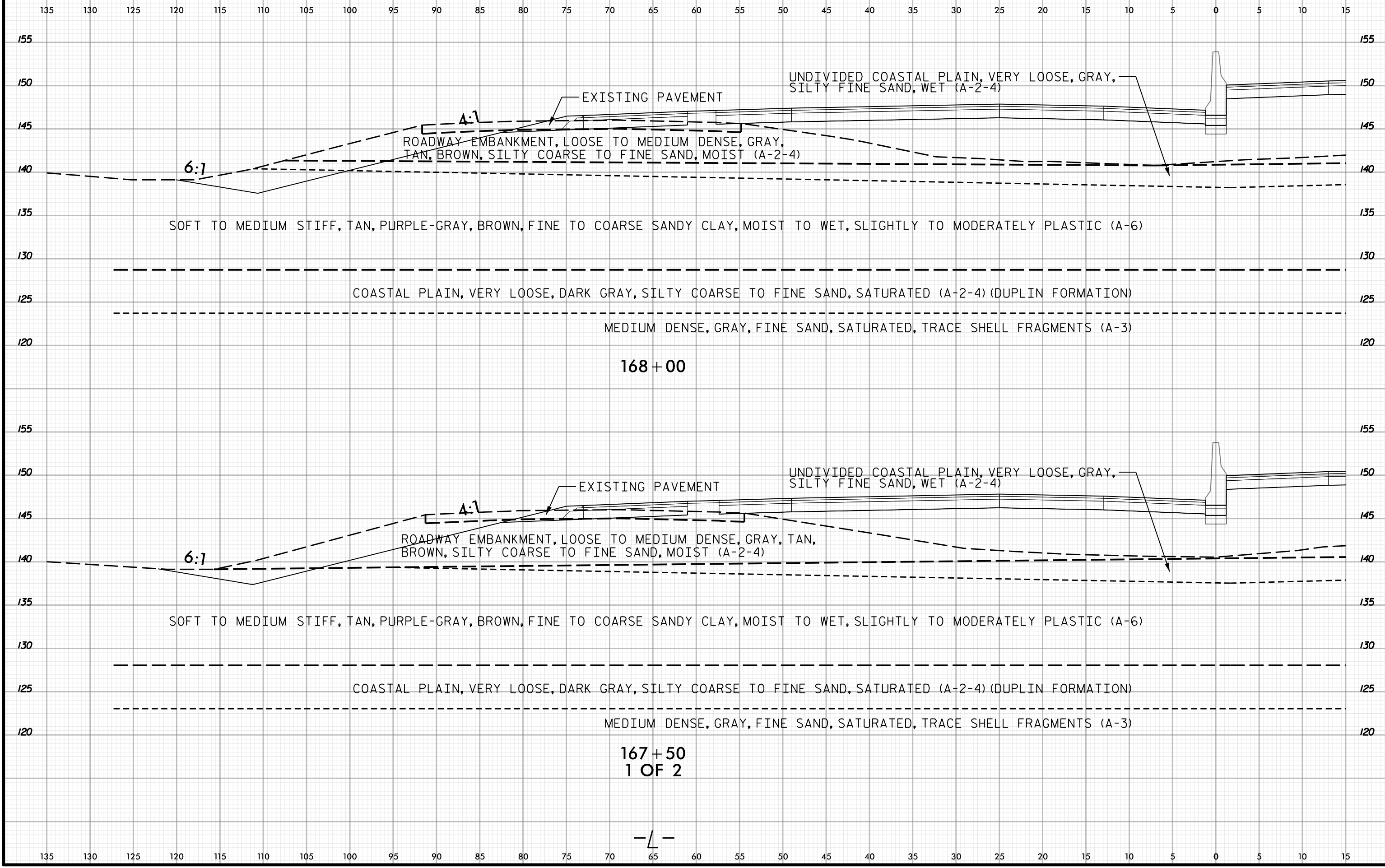
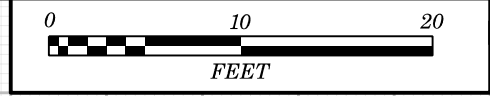


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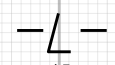
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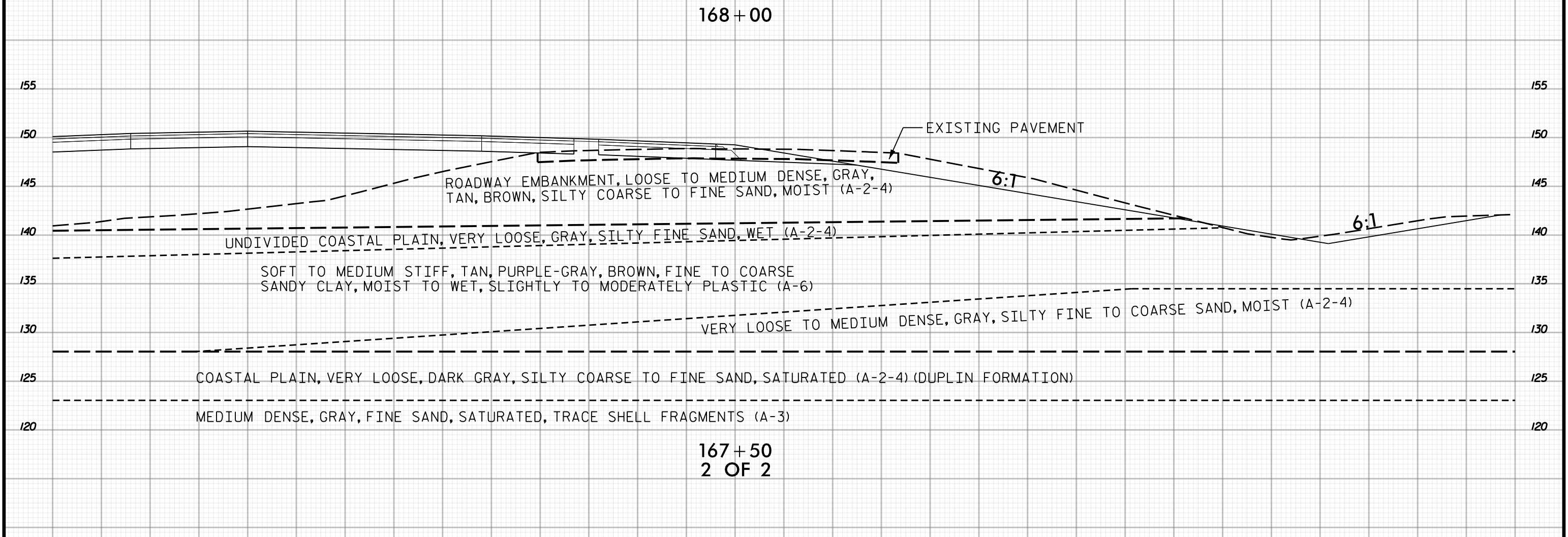
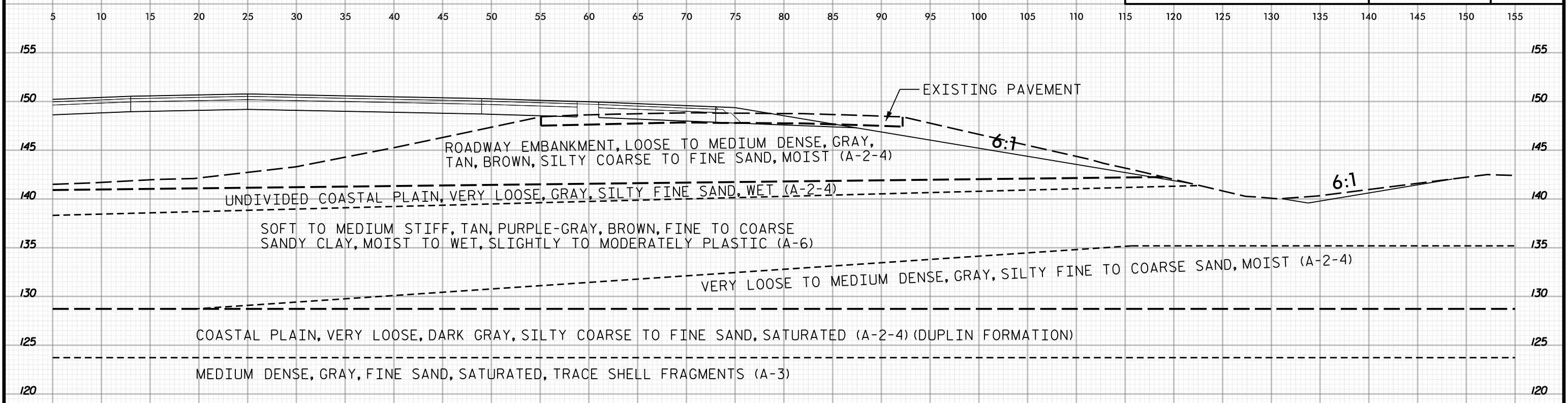
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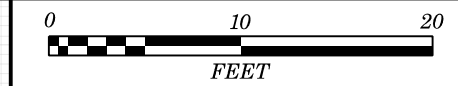


168 + 00

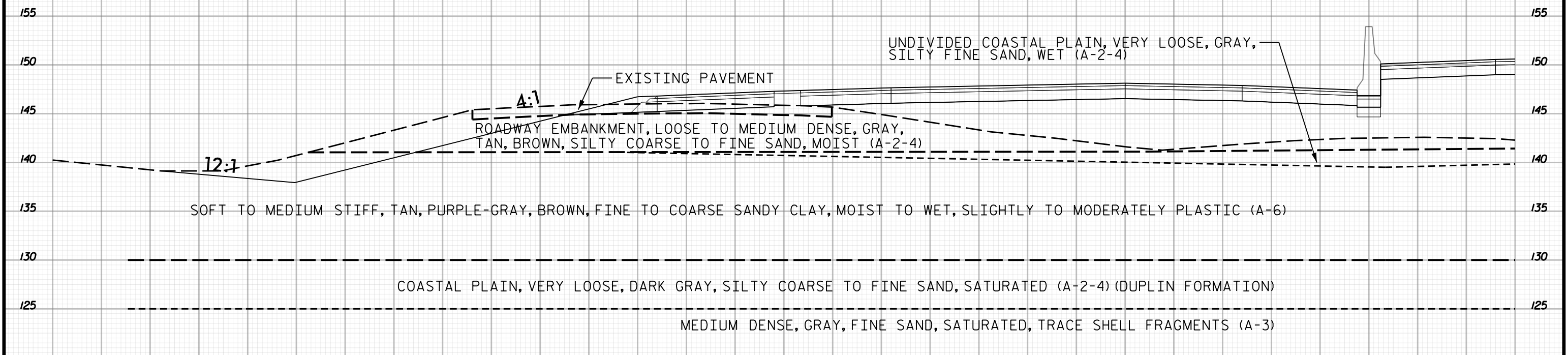
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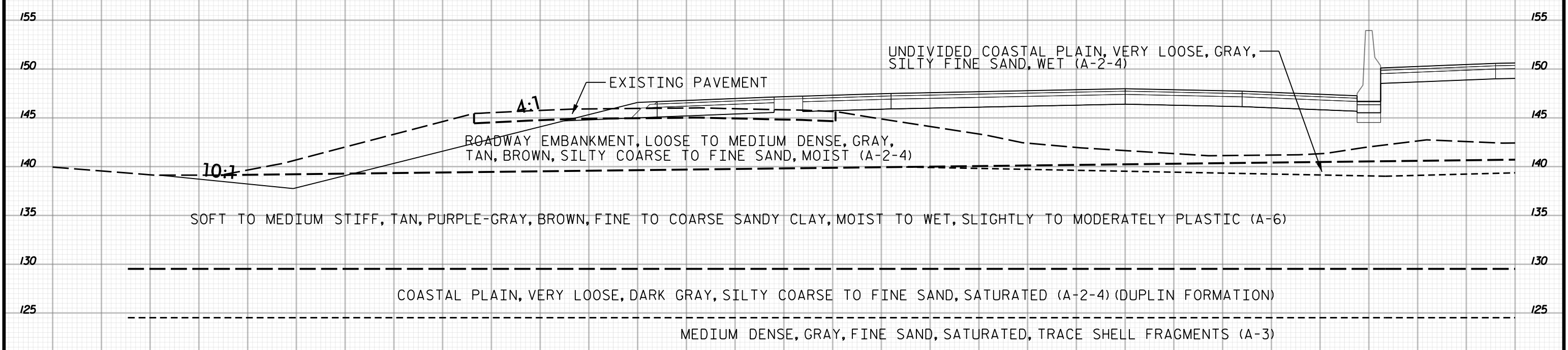




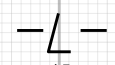
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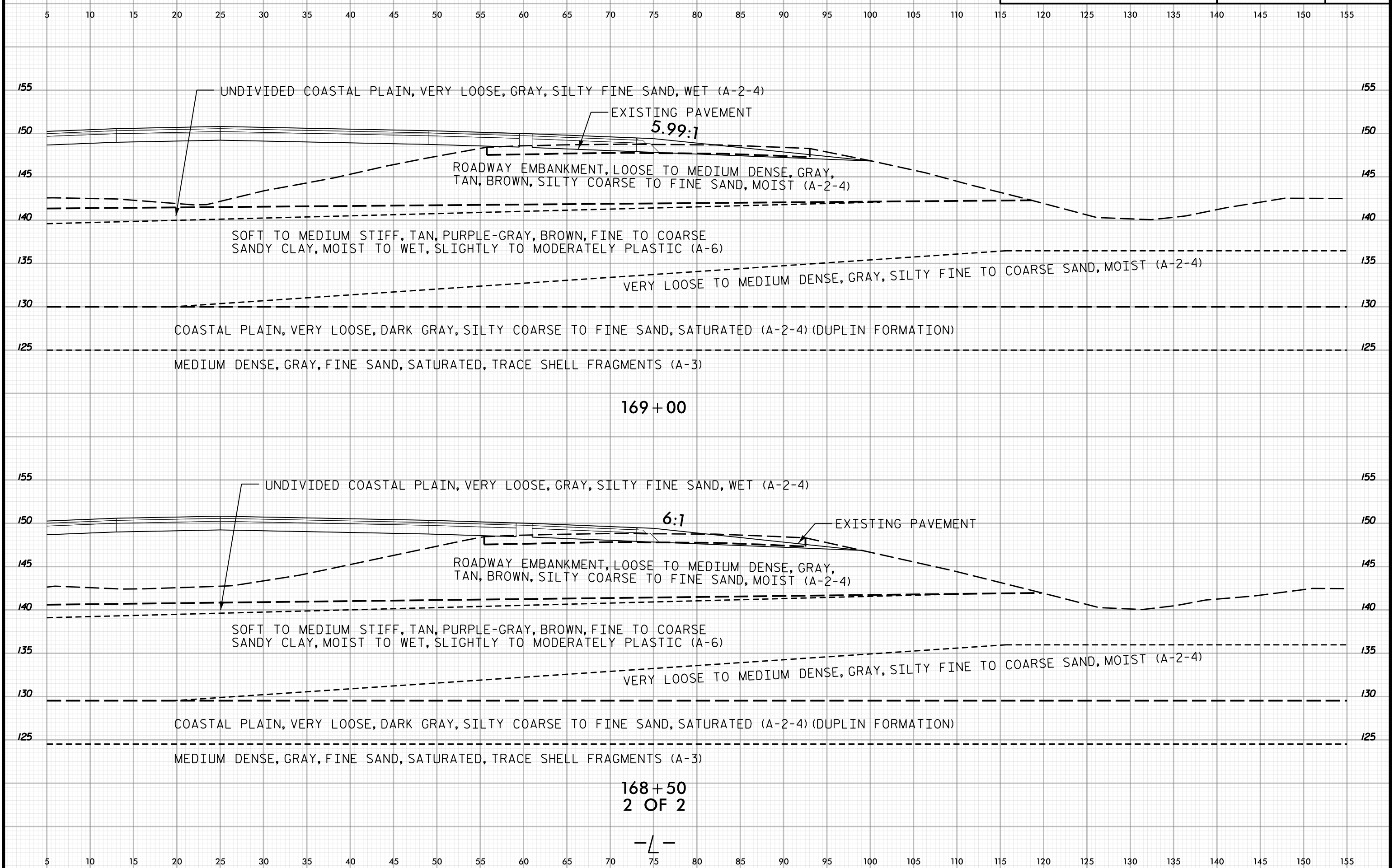
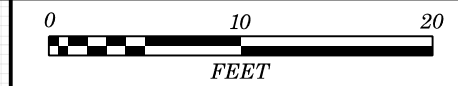
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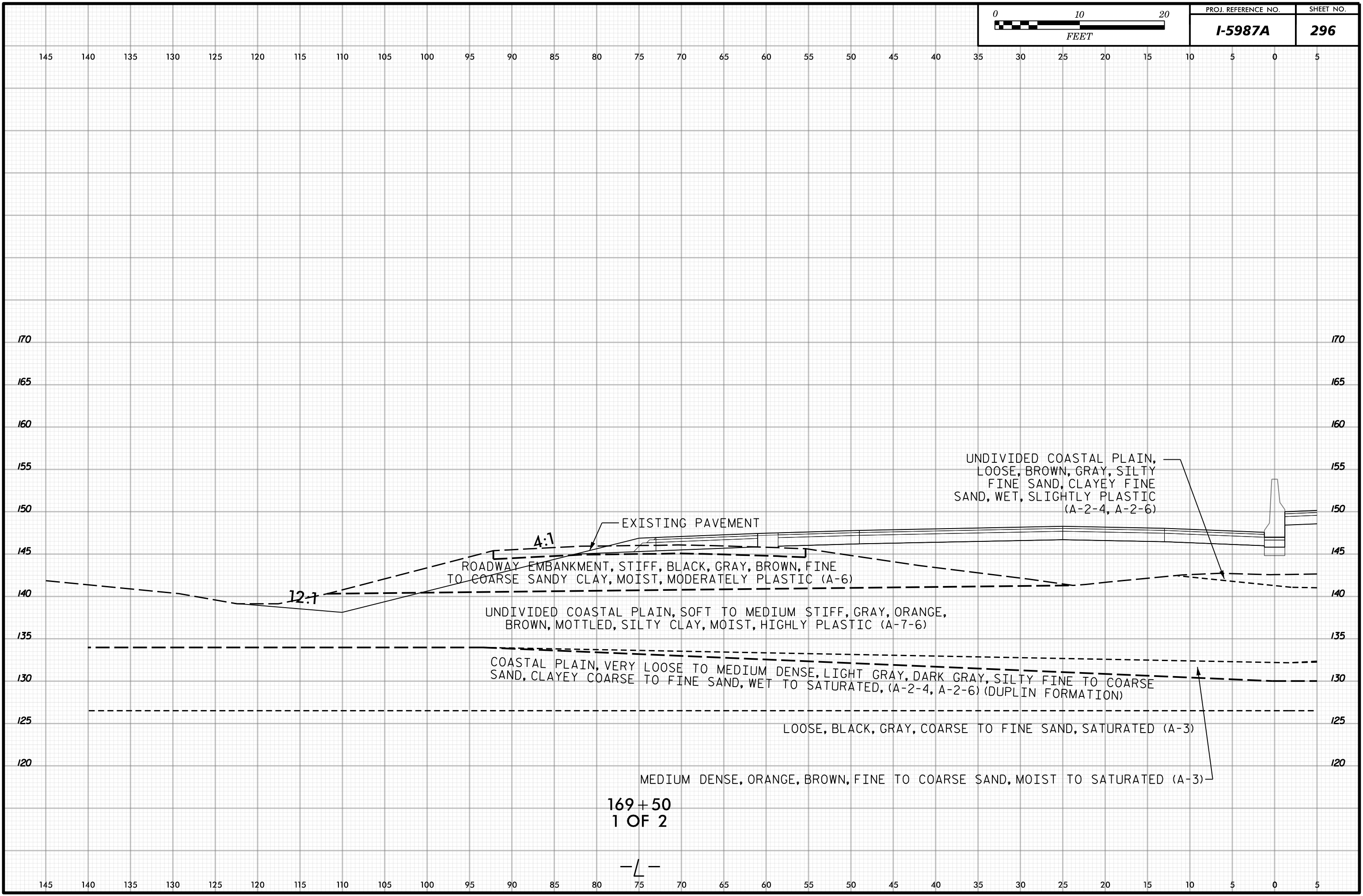


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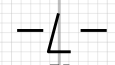


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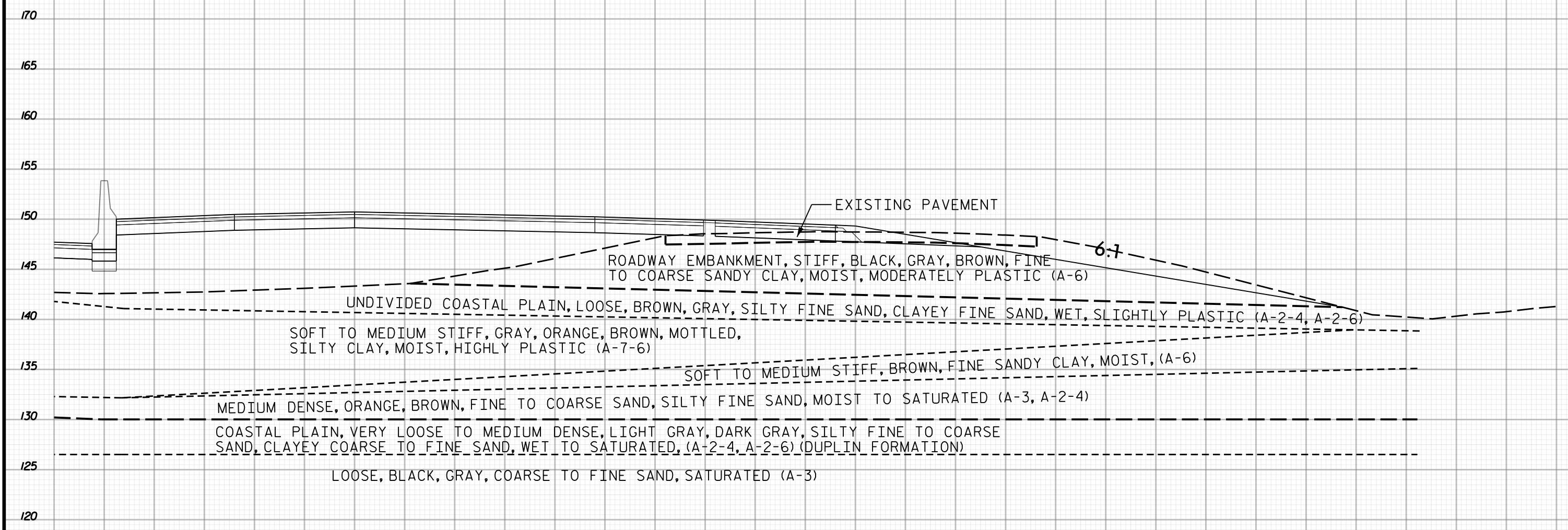


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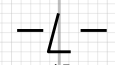




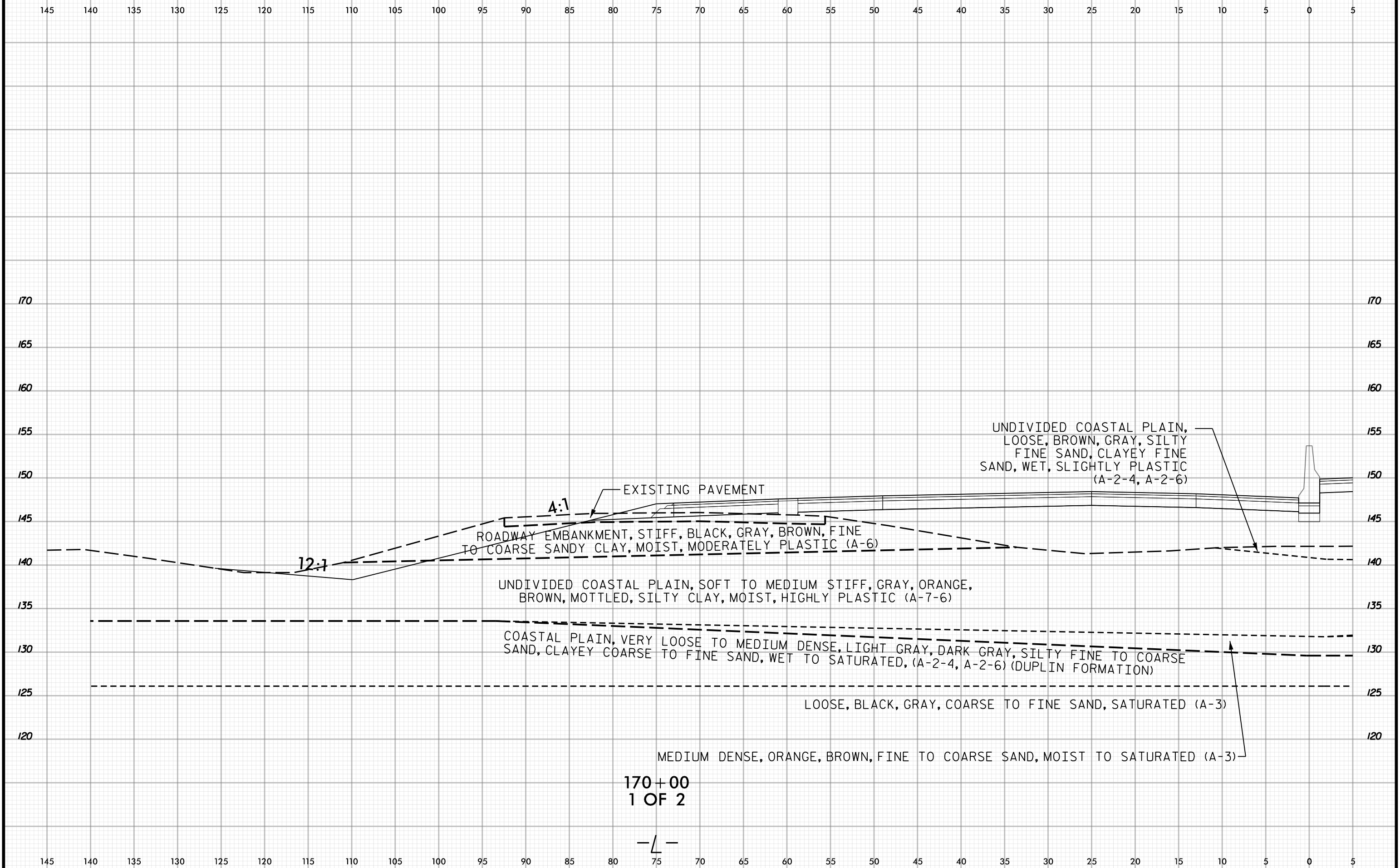
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169+50
2 OF 2

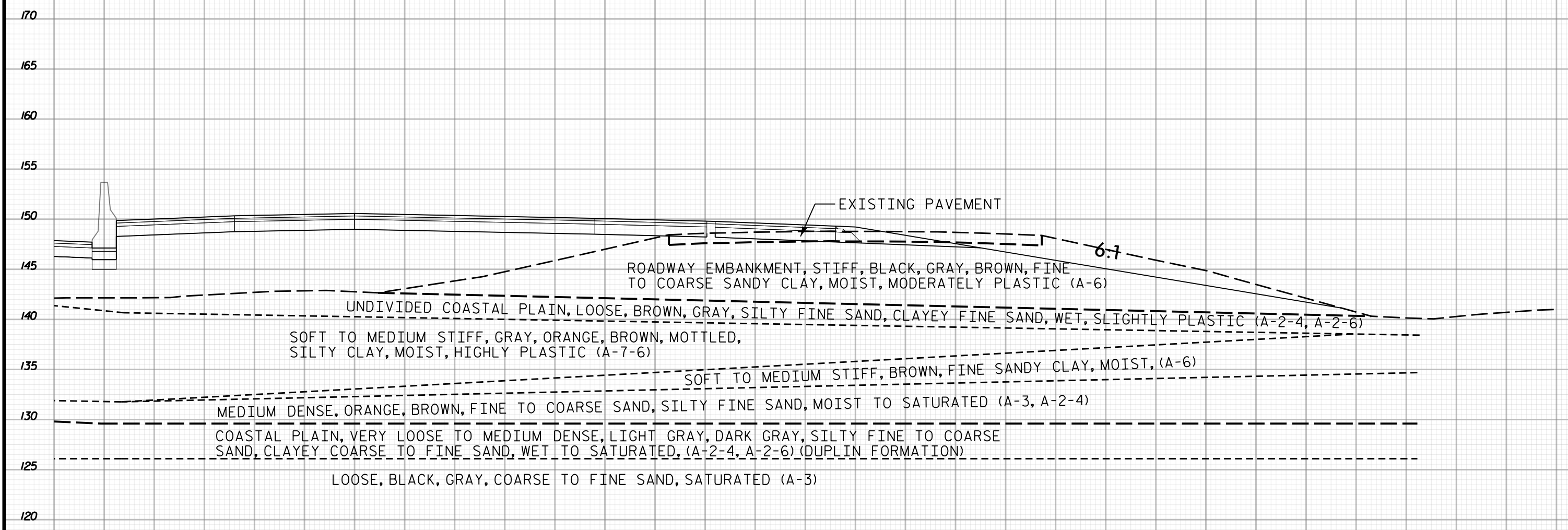


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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



EXISTING PAVEMENT

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)

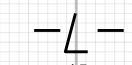
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

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)

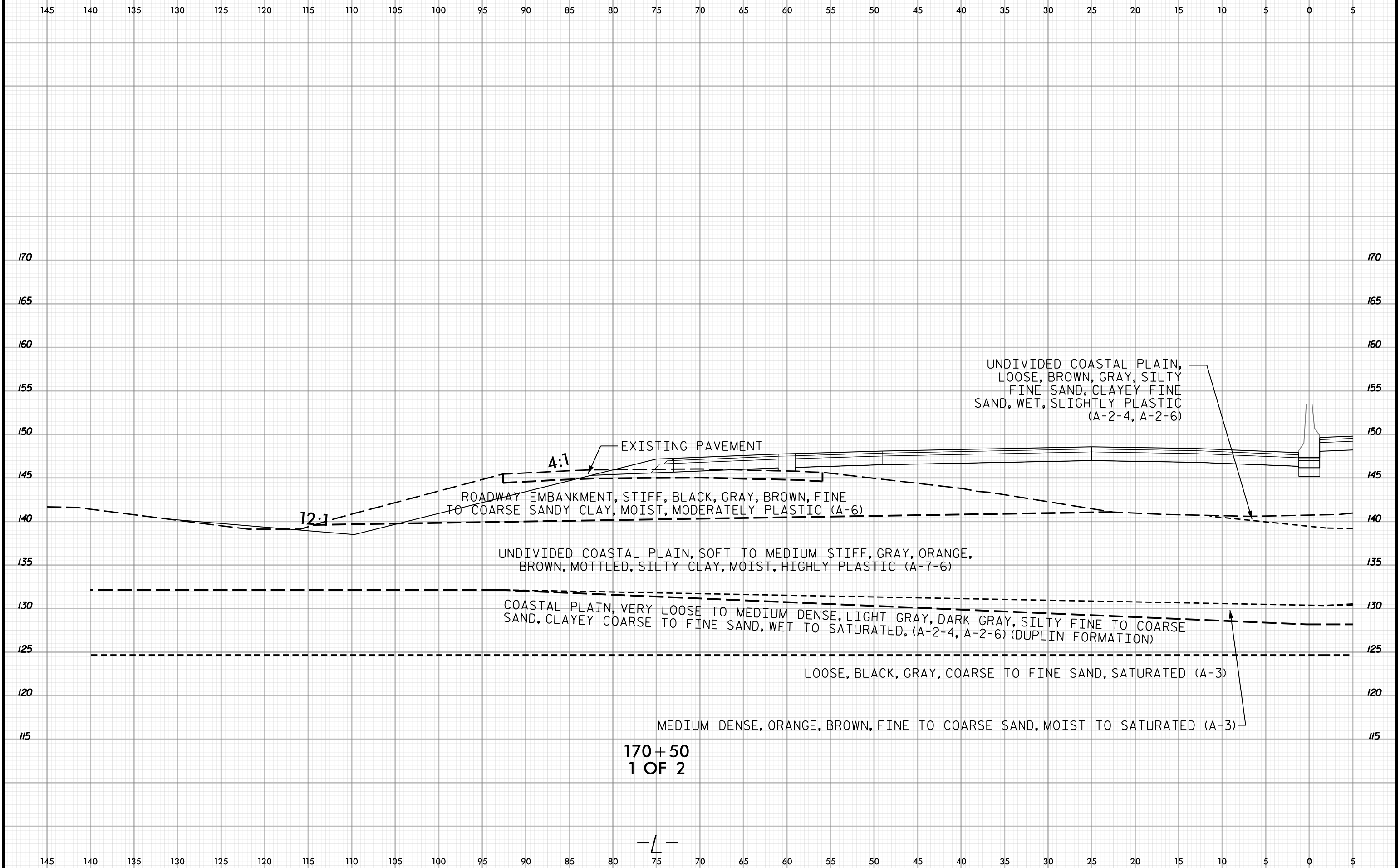
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

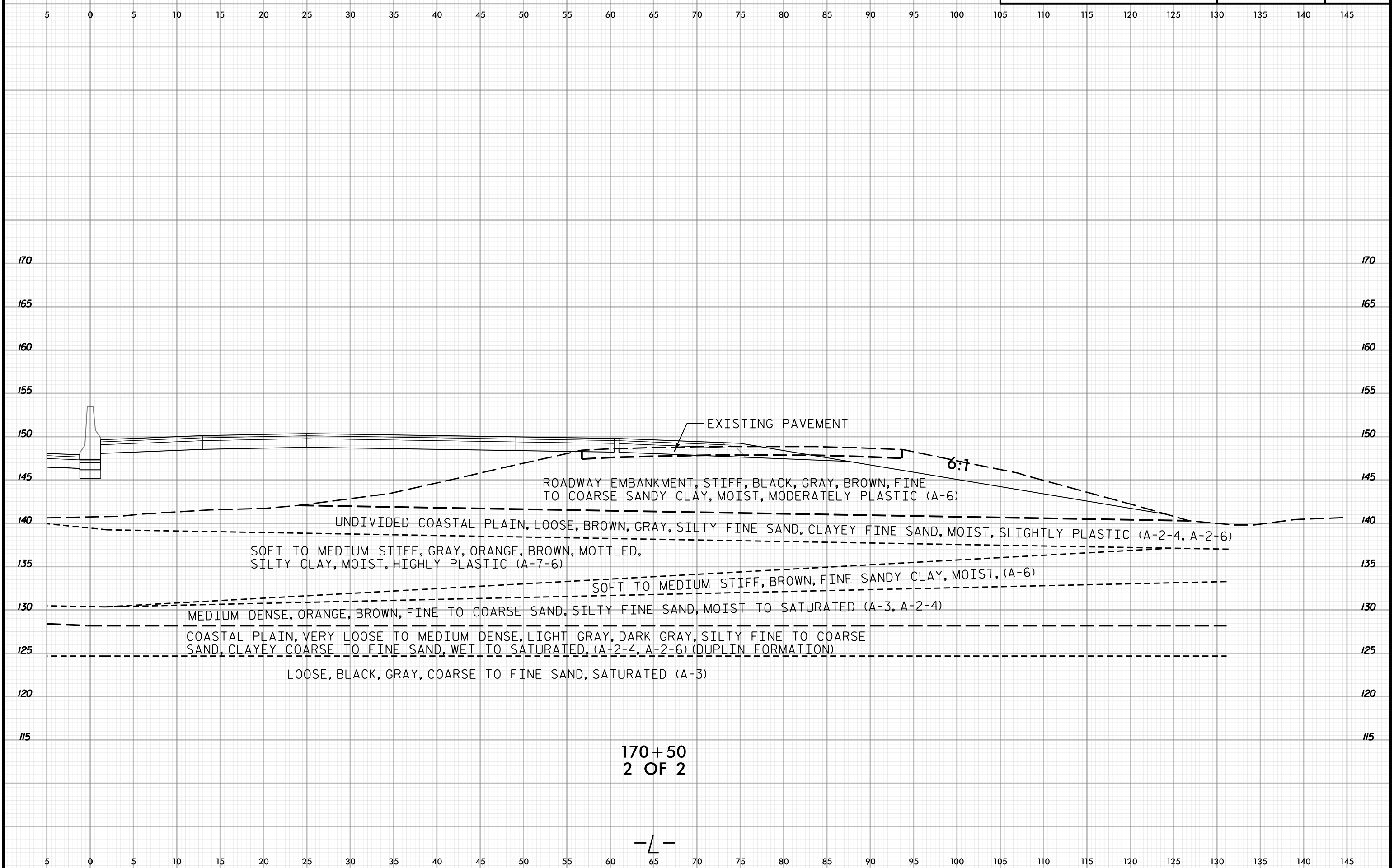
6.7

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





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)

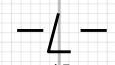
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

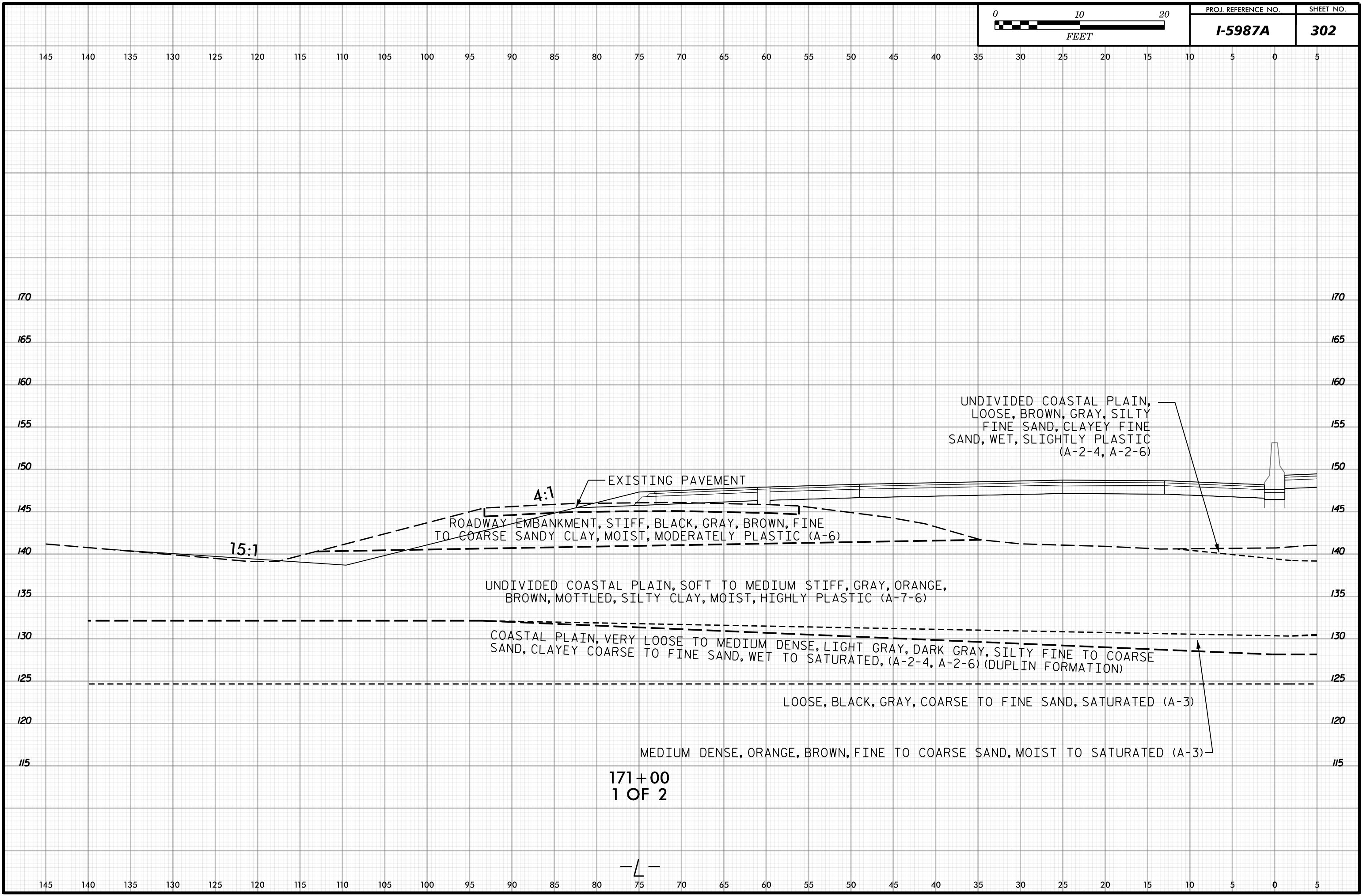
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

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

6:1

170+50
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

170 170

165 165

160 160

155 155

150 150

145 145

140 140

135 135

130 130

125 125

120 120

115 115

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

15:1

4:1

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, WET, SLIGHTLY PLASTIC (A-2-4, A-2-6)

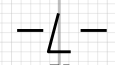
UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, ORANGE, BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

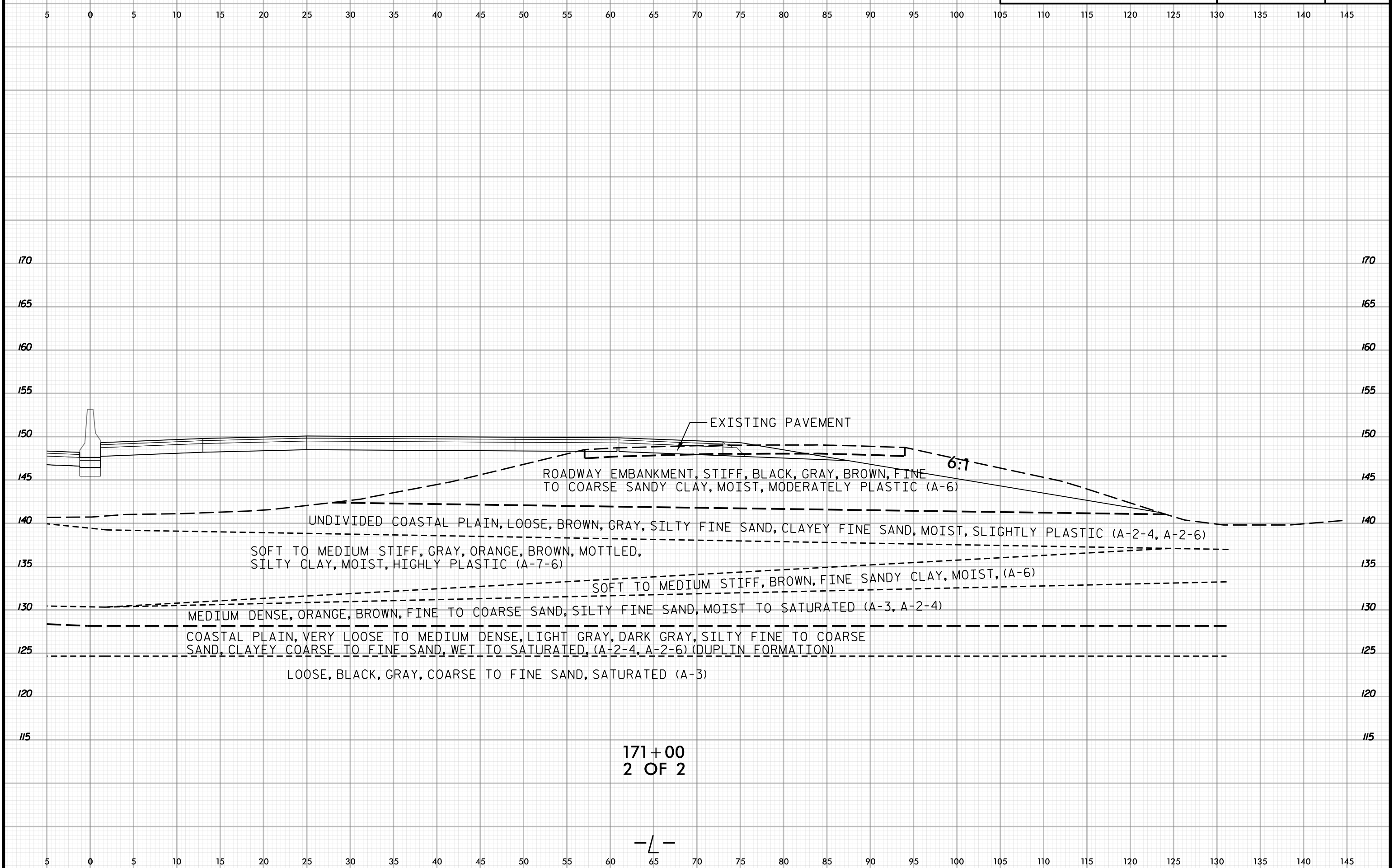
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

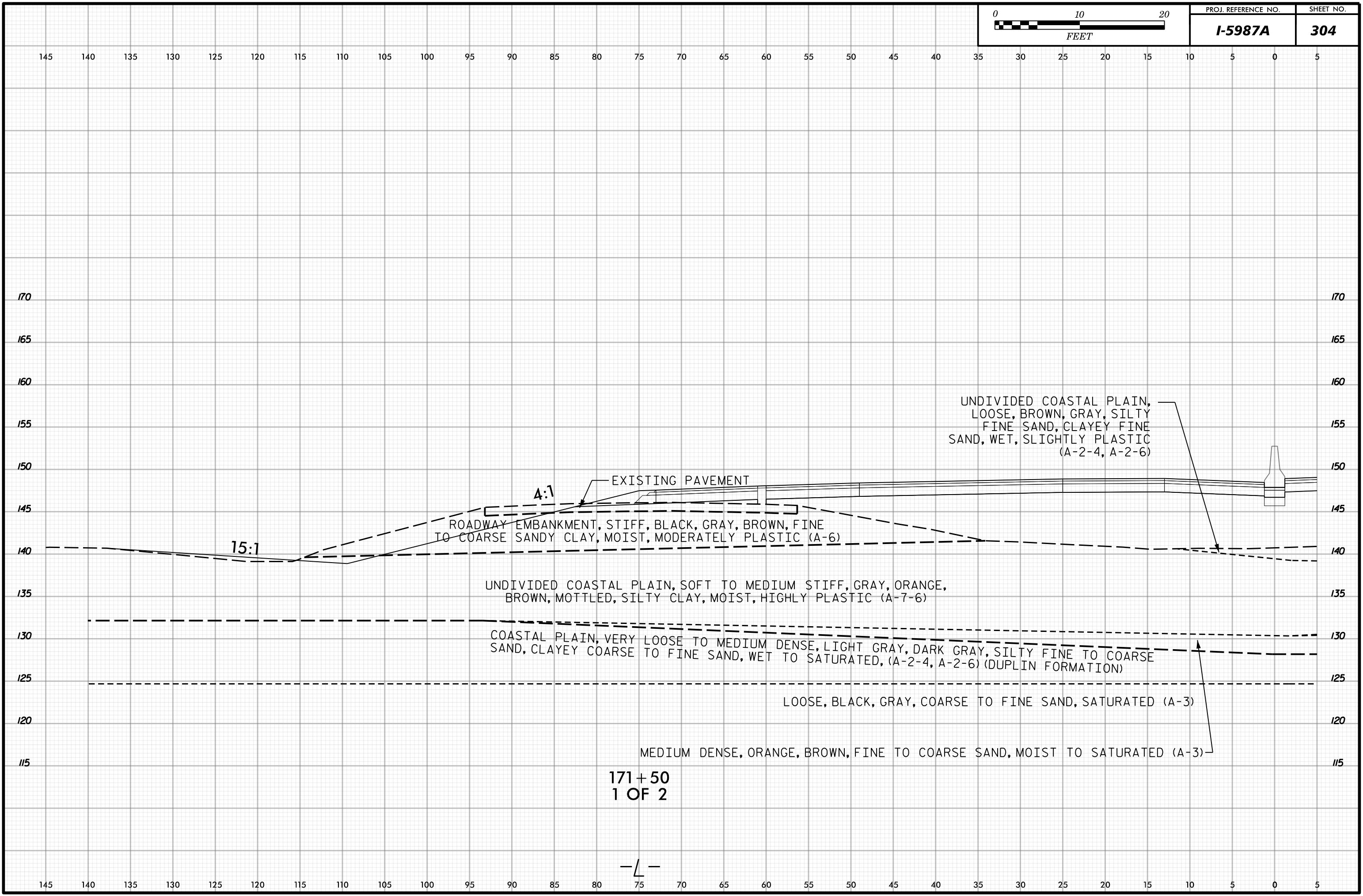
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

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

171+00
1 OF 2







4:1

15:1

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, WET, SLIGHTLY PLASTIC (A-2-4, A-2-6)

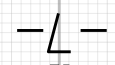
UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, ORANGE, BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

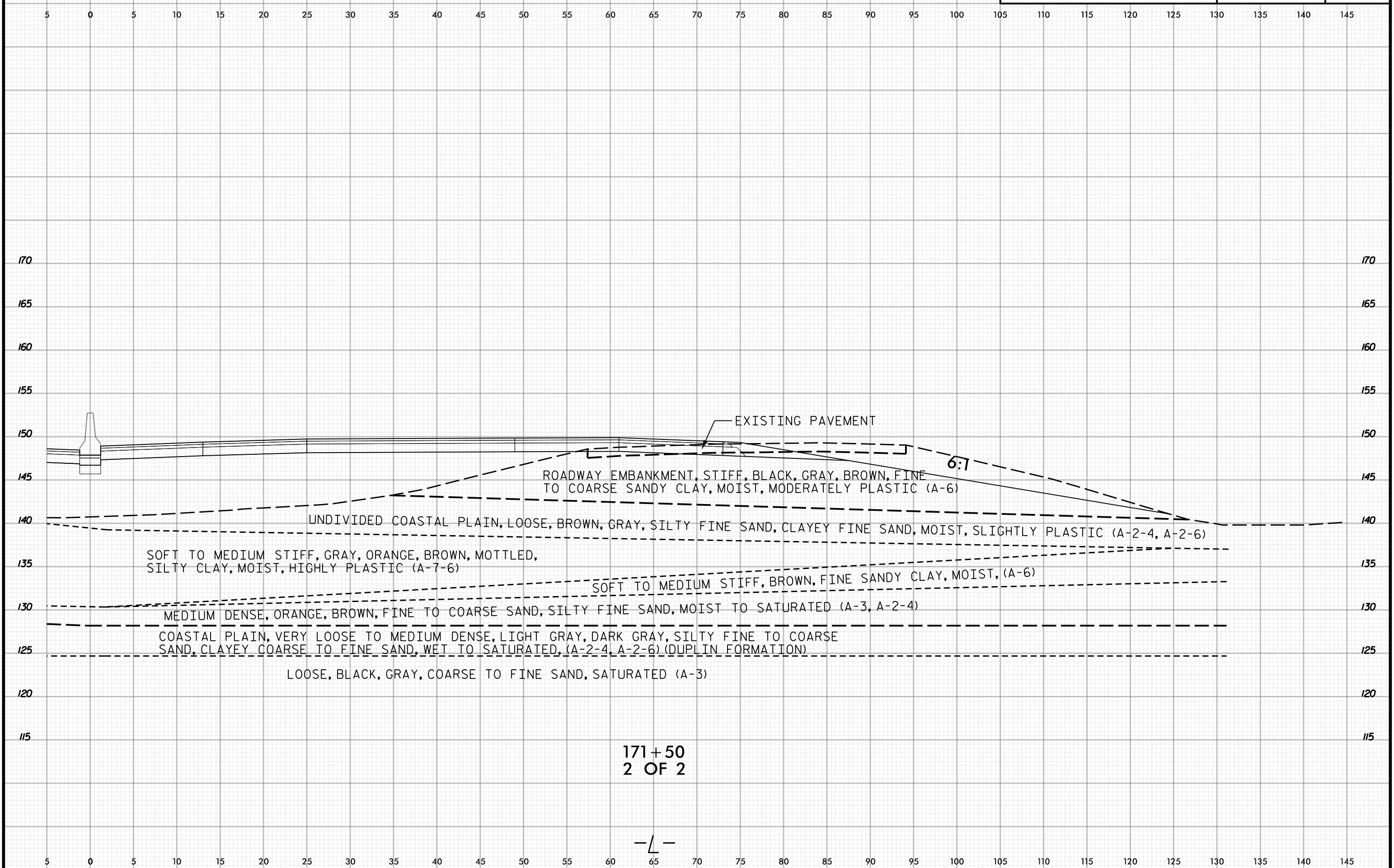
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

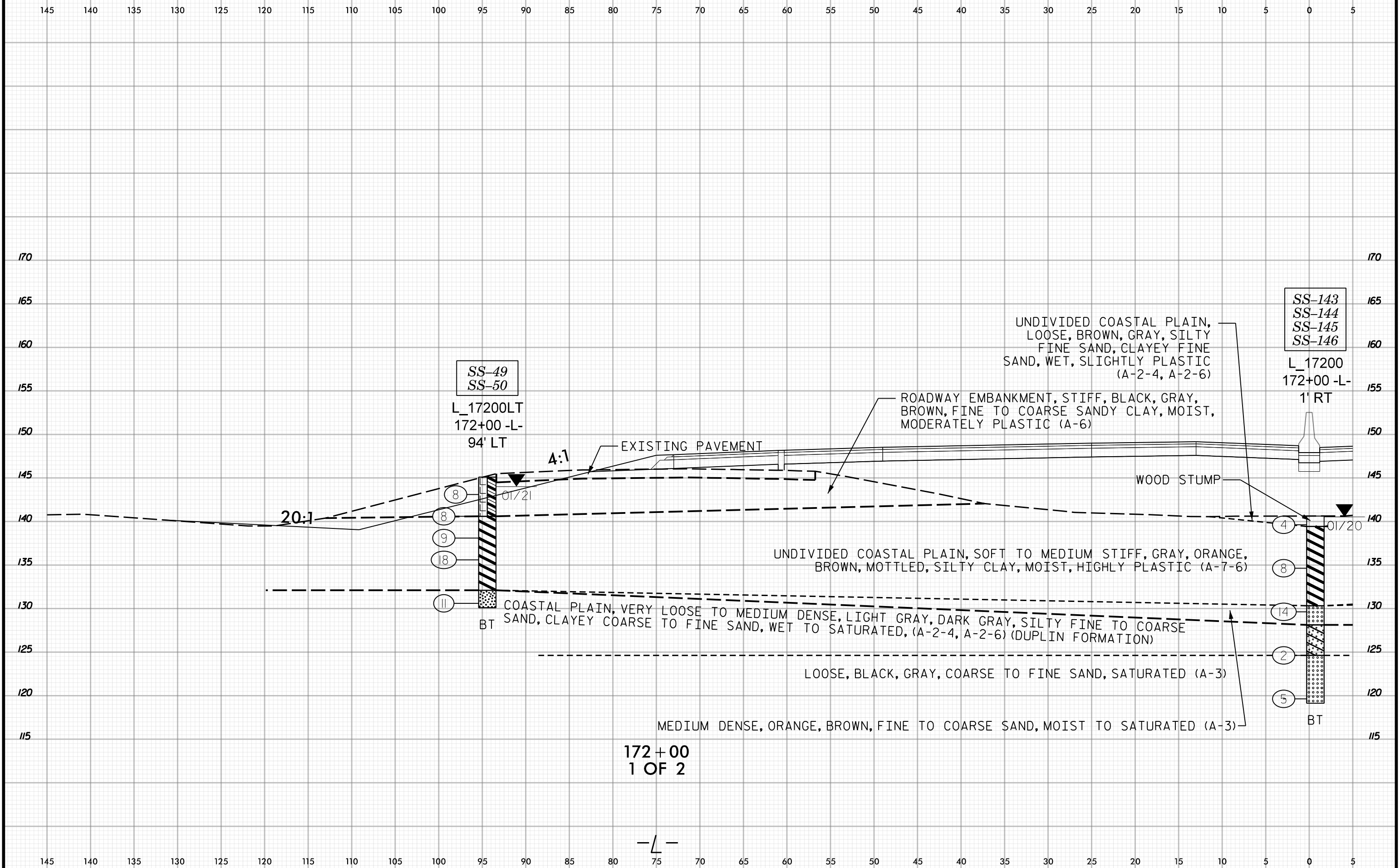
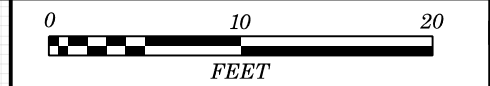
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

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

171+50
1 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)

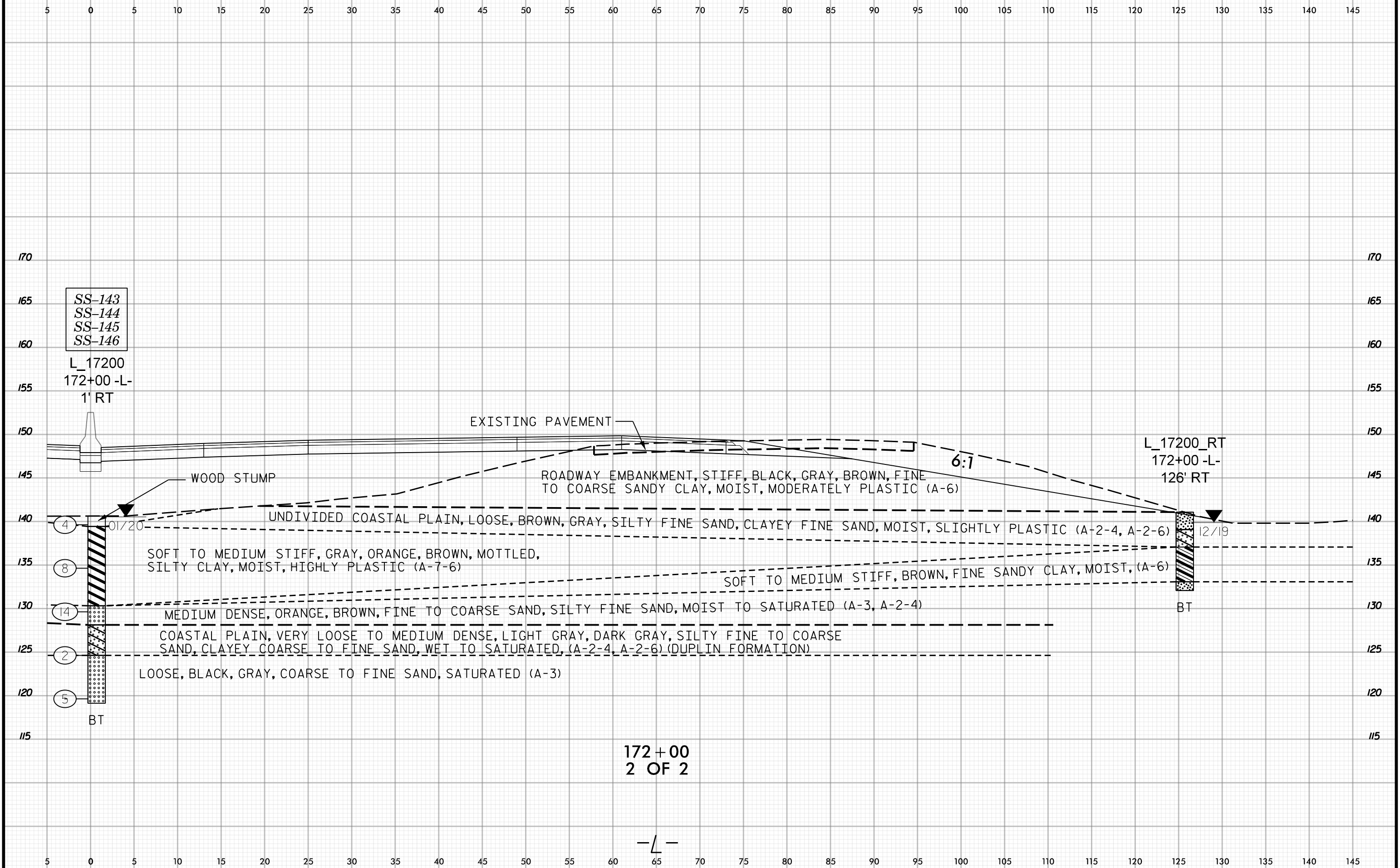
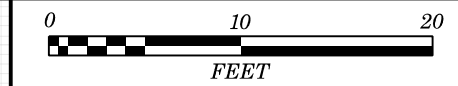
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE
SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

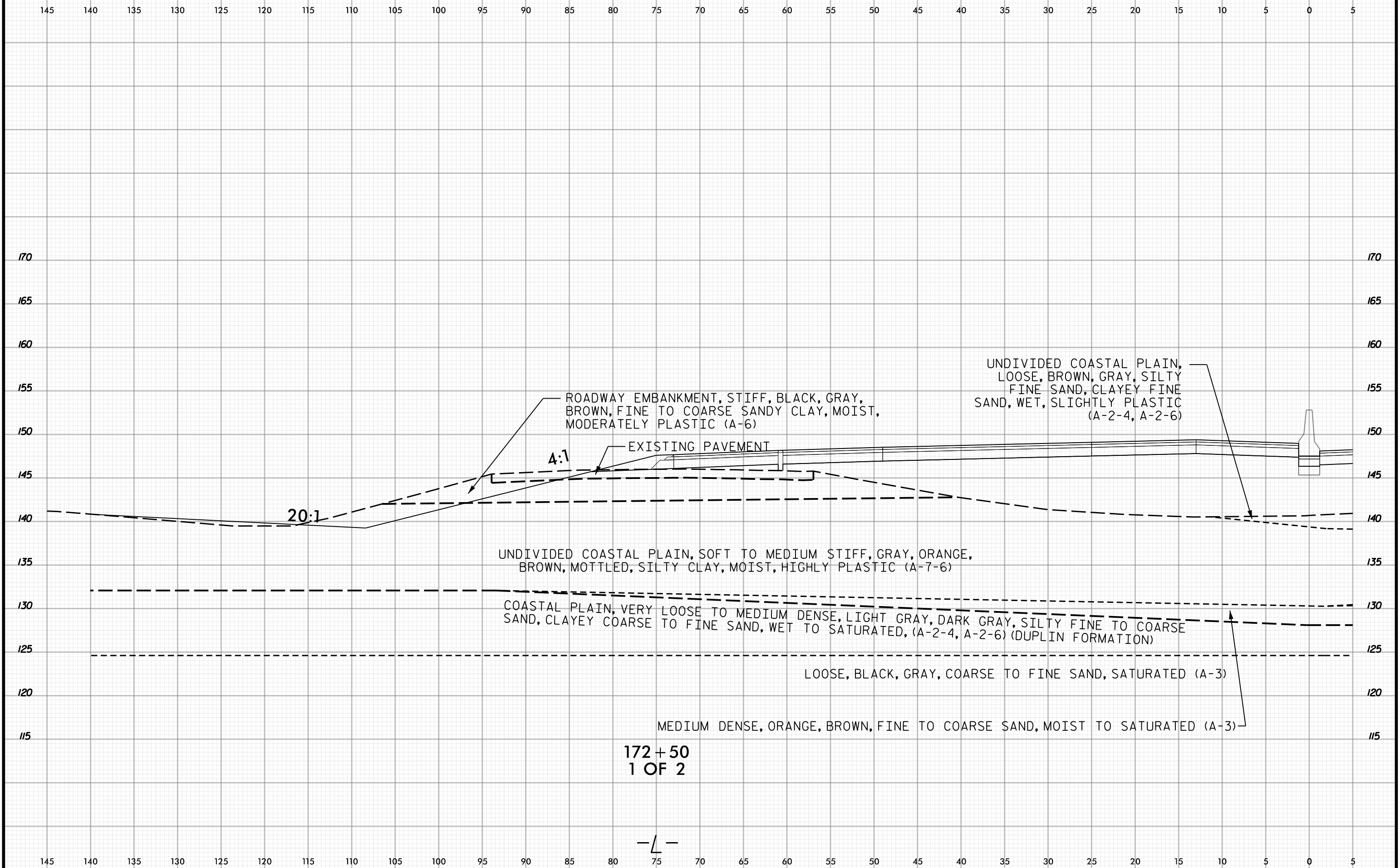
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

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

172+00
1 OF 2

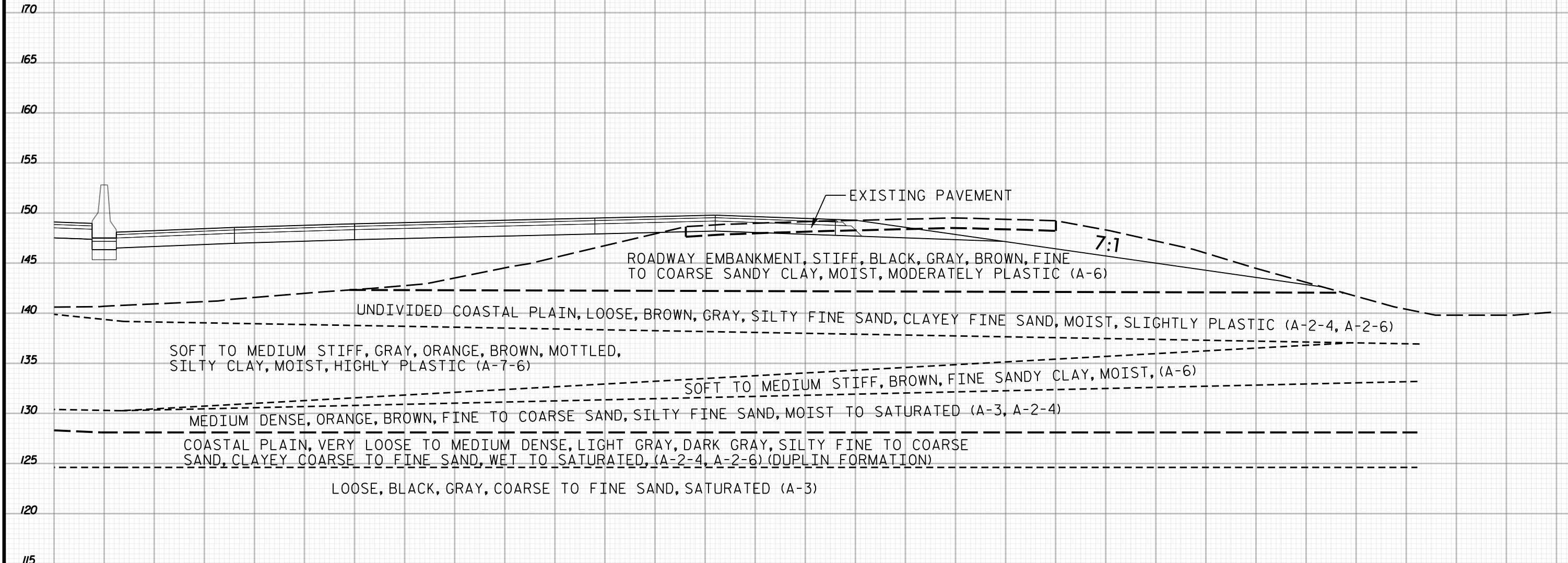
-L-







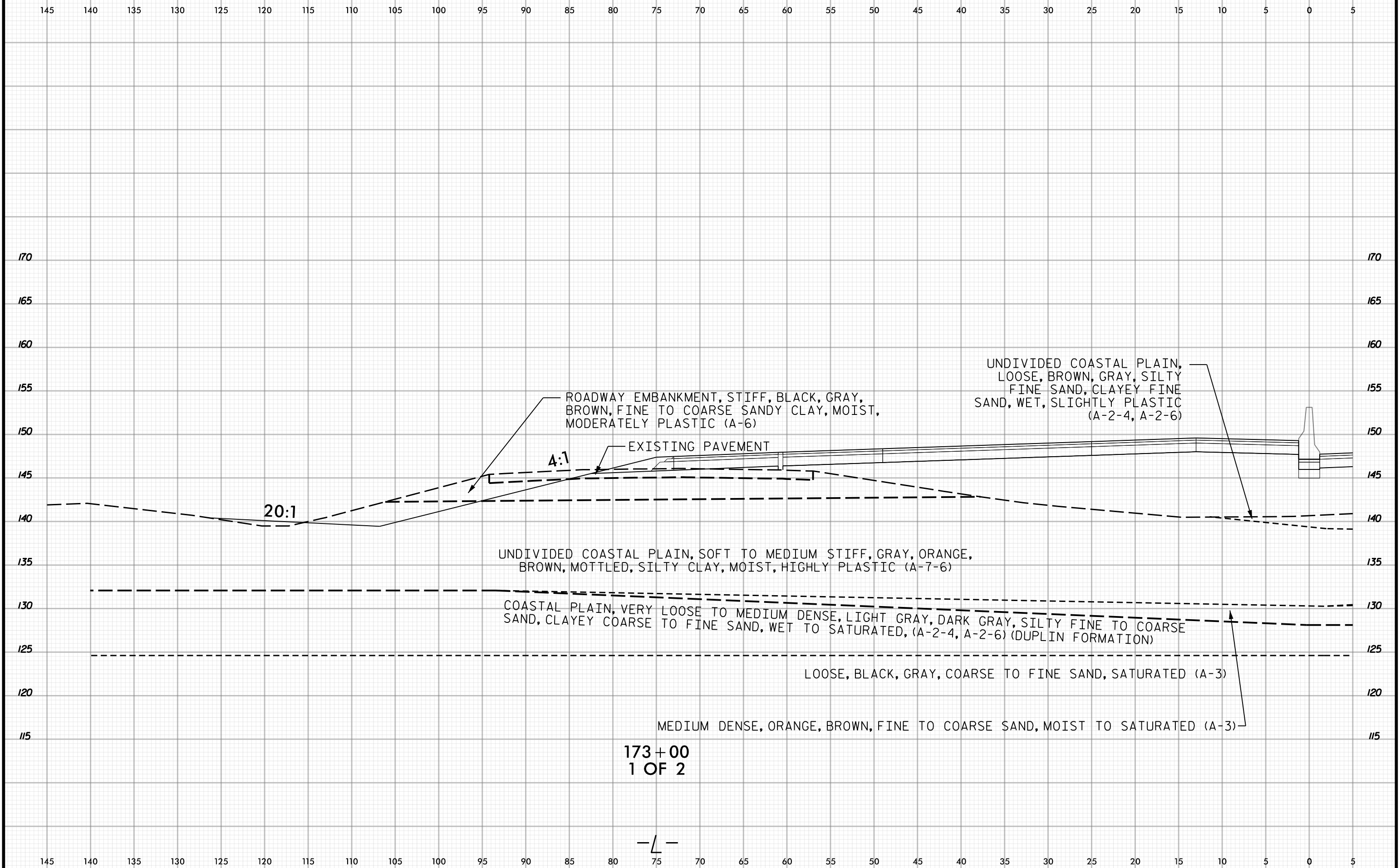
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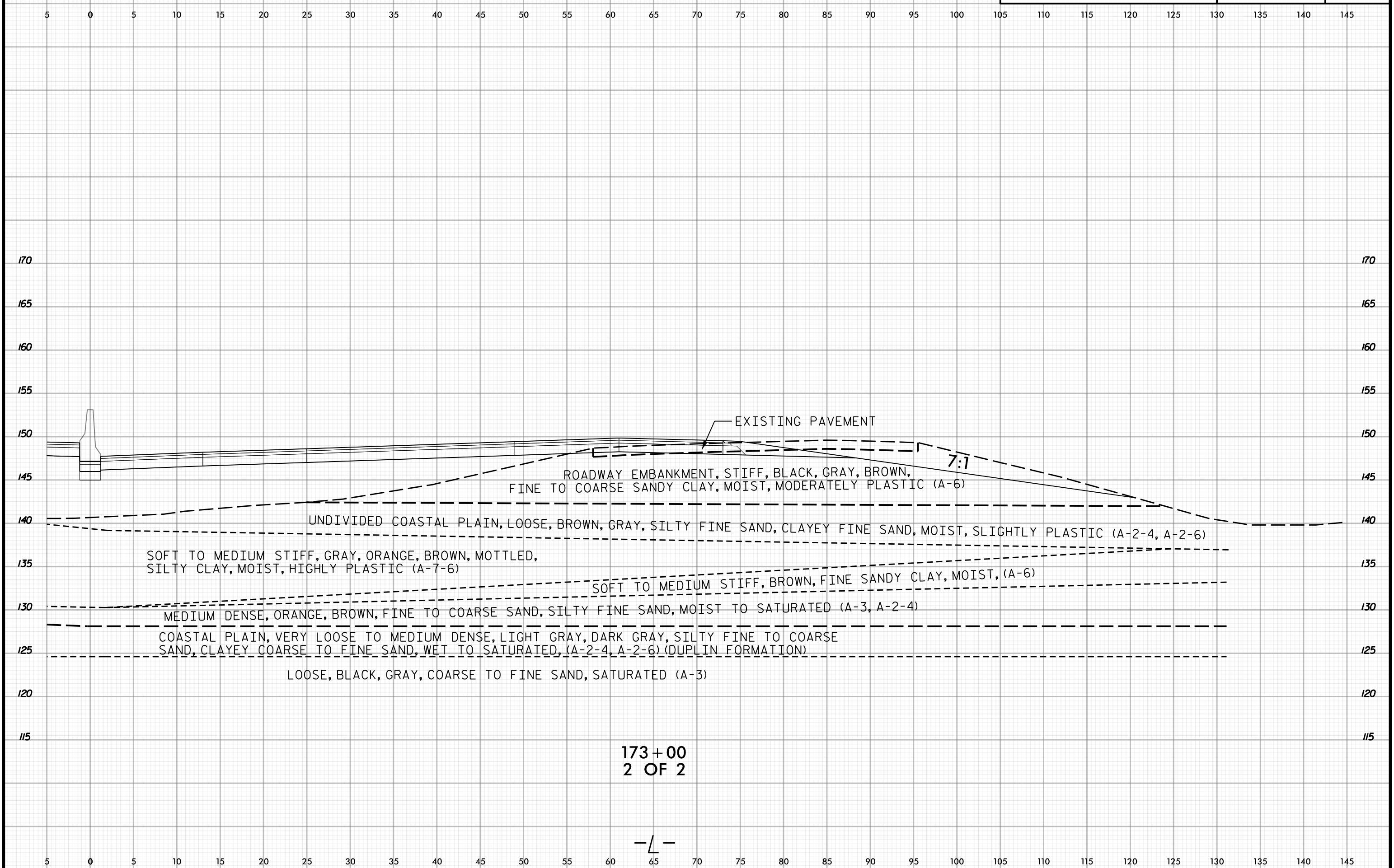


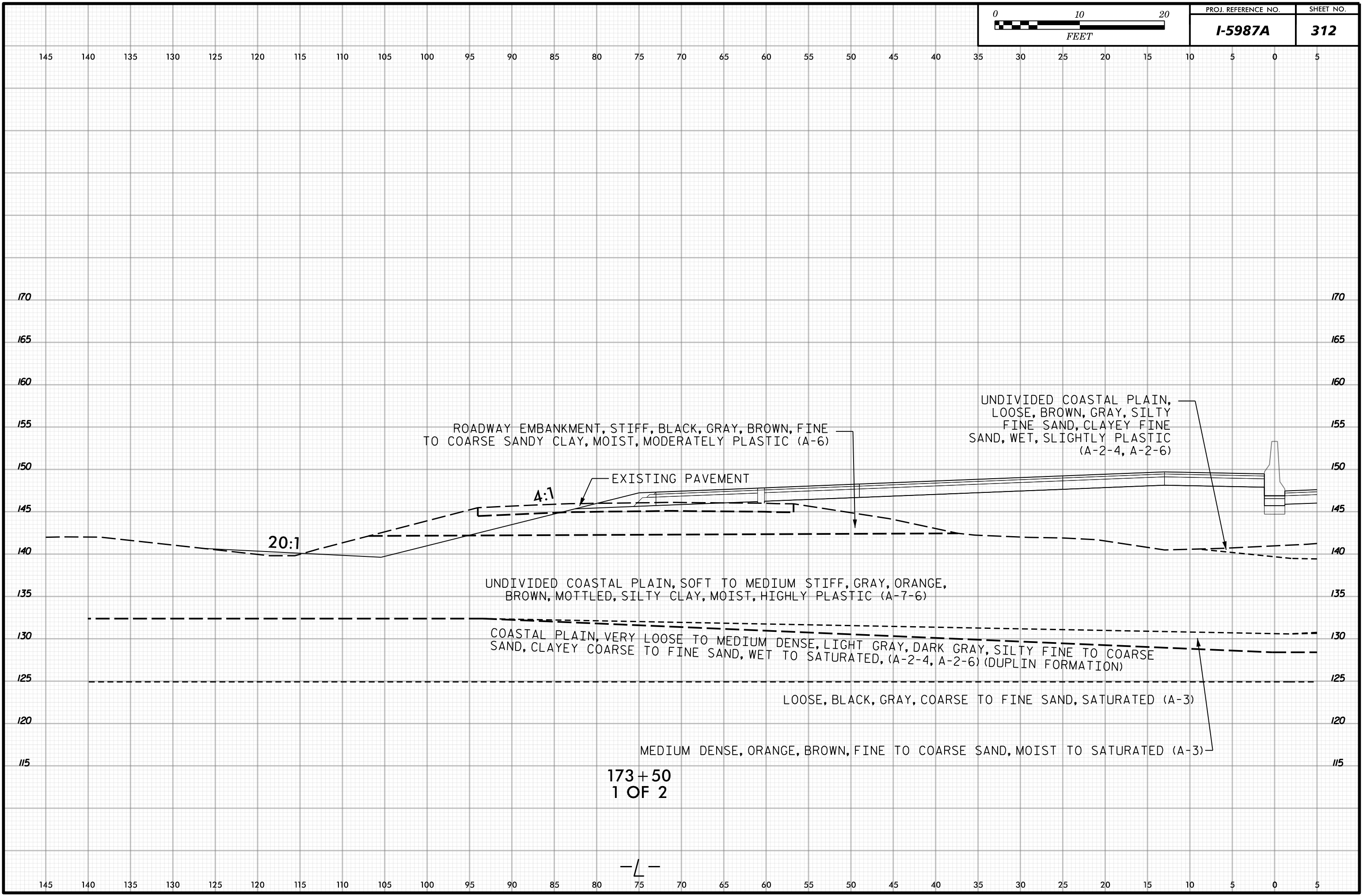
170
165
160
155
150
145
140
135
130
125
120
115

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







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)

EXISTING PAVEMENT

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)

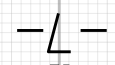
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

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

20:1

4:1

173+50
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

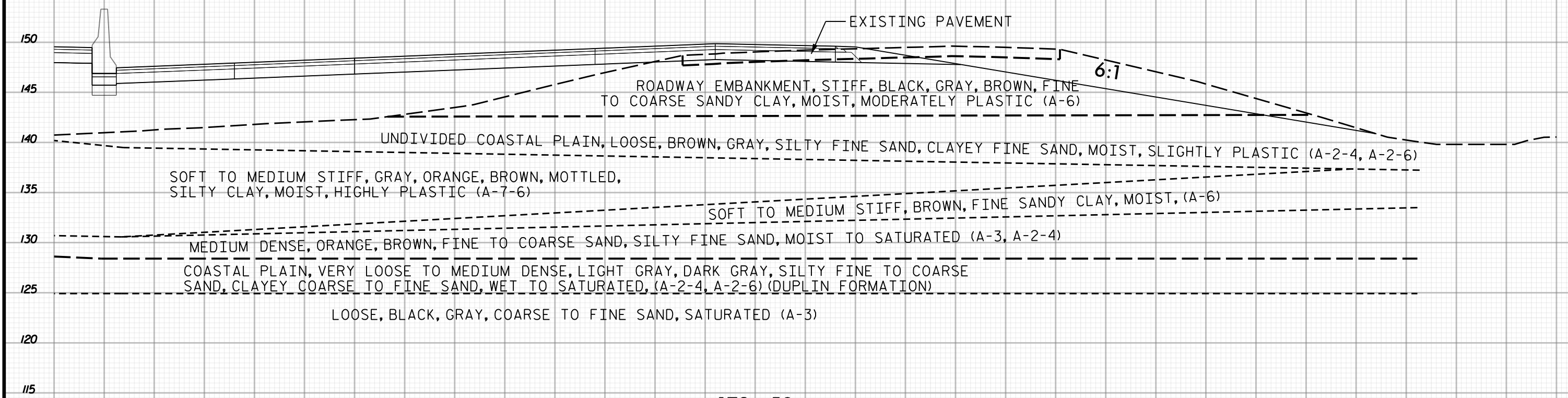
130 130

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)

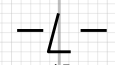
SOFT TO MEDIUM STIFF, BROWN, FINE SANDY CLAY, MOIST, (A-6)

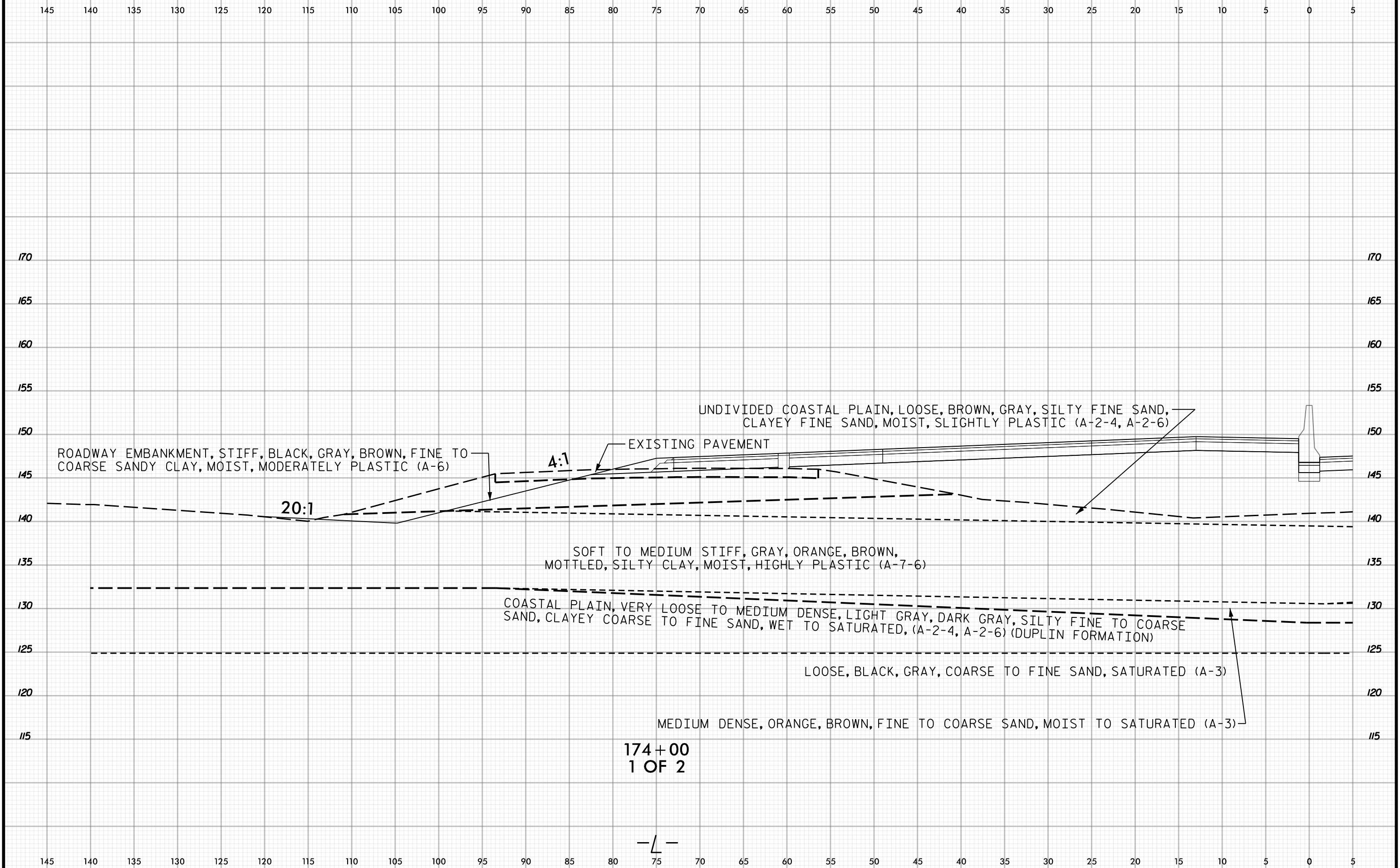
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

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)

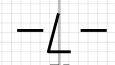
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

173+50
2 OF 2





174+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

170 170

165 165

160 160

155 155

150 150

145 145

140 140

135 135

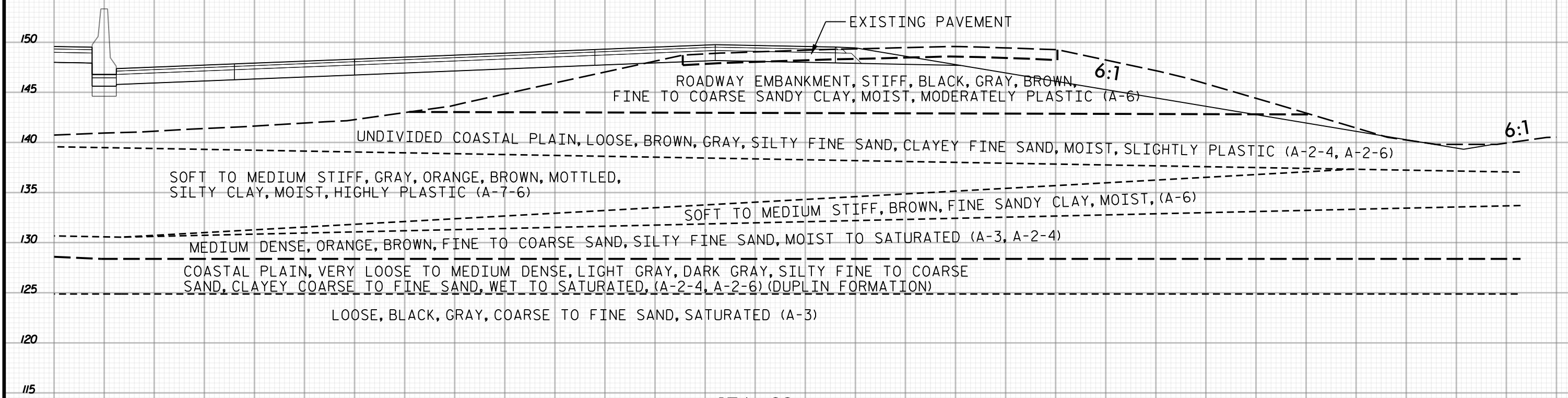
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125 125

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115 115

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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)

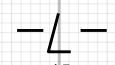
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

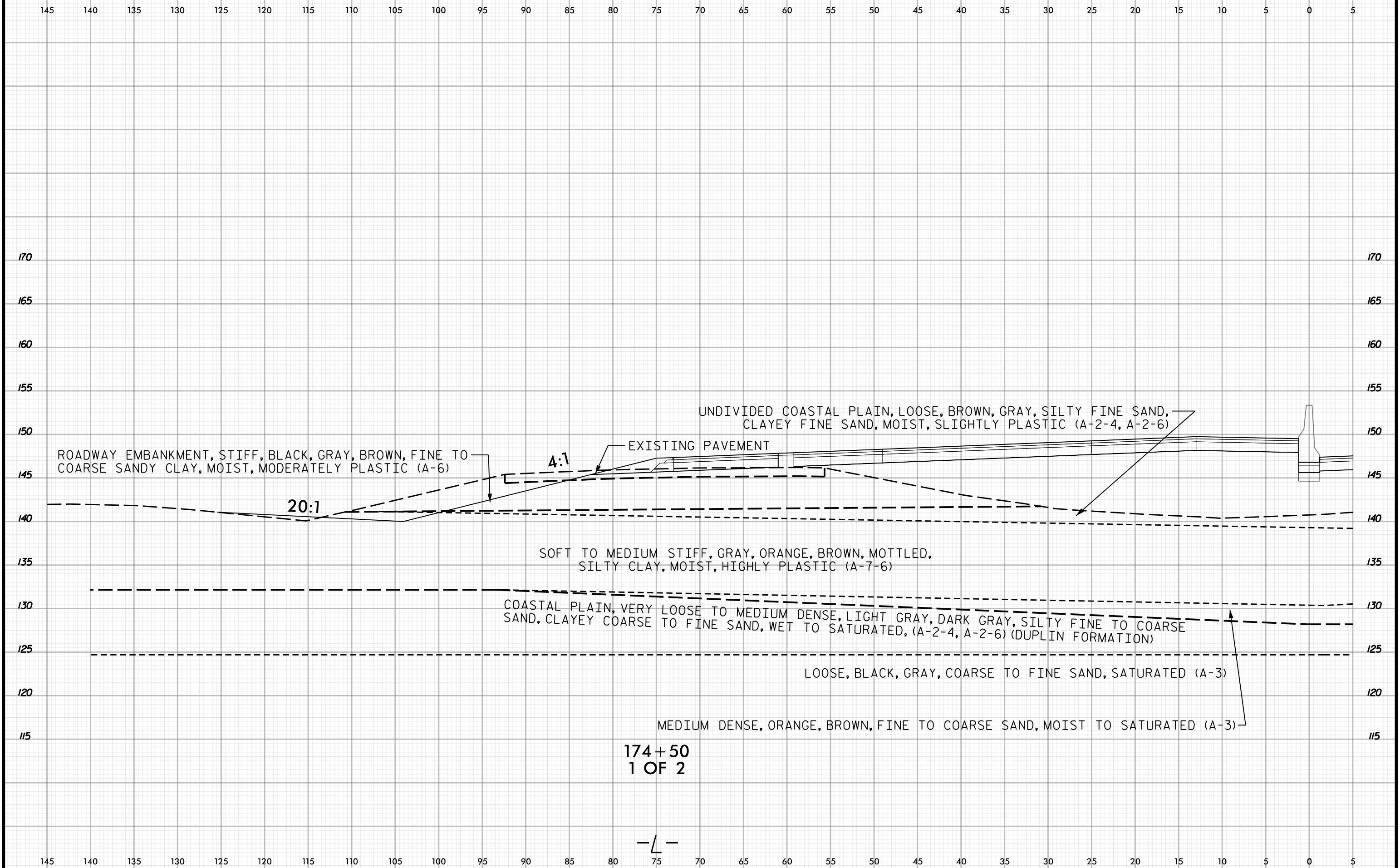
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

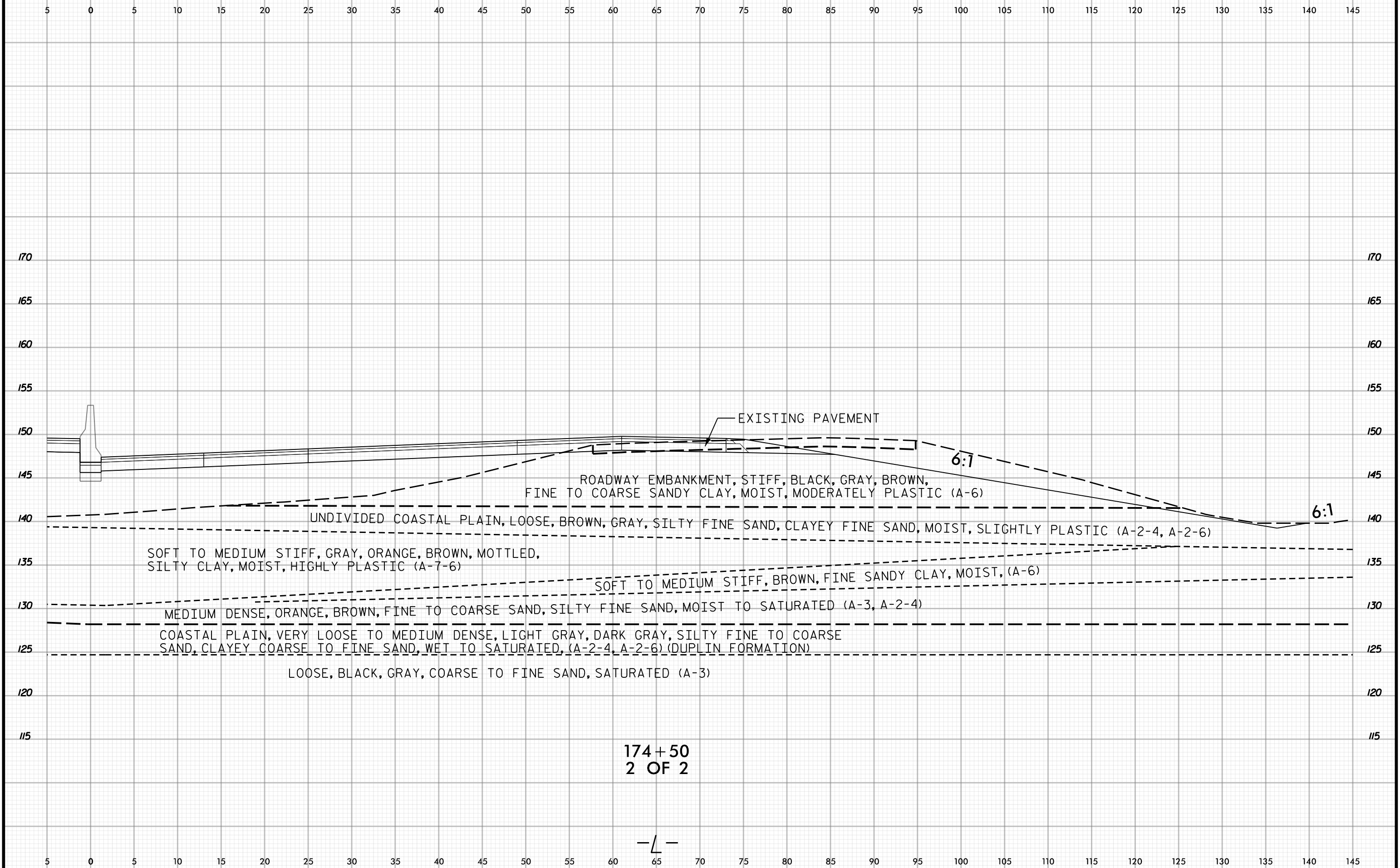
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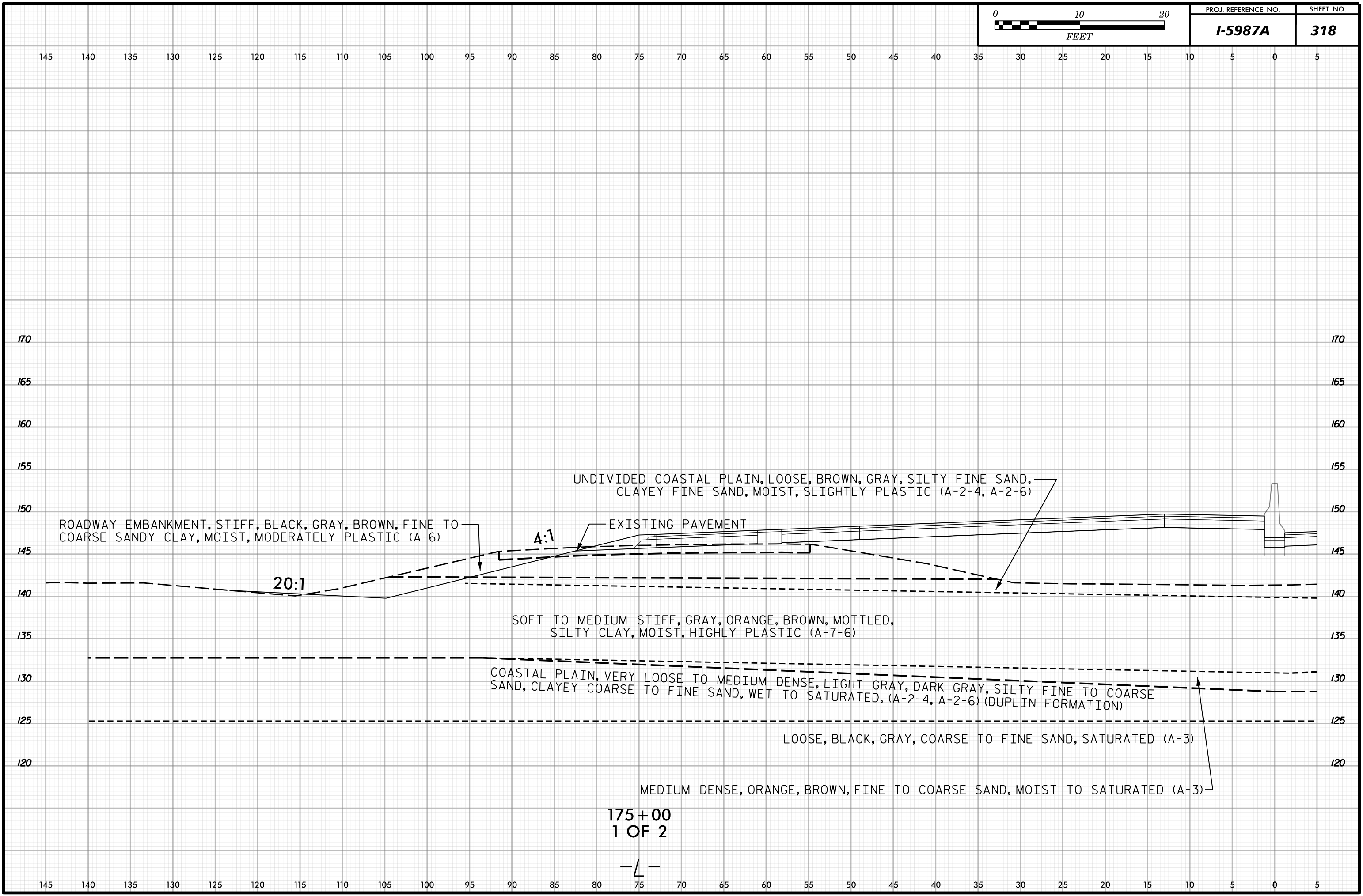
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174+00
2 OF 2









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

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)

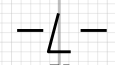
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

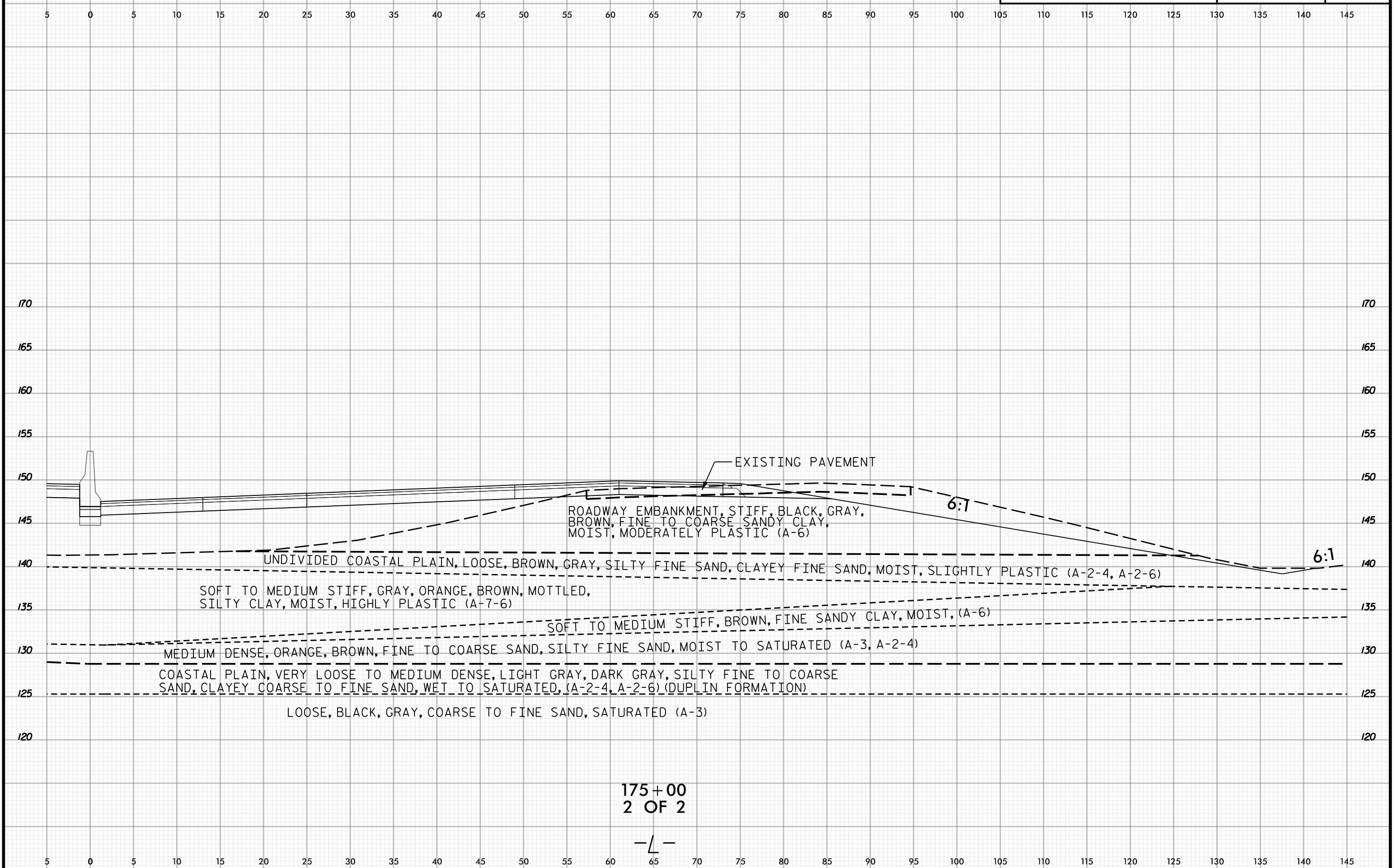
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

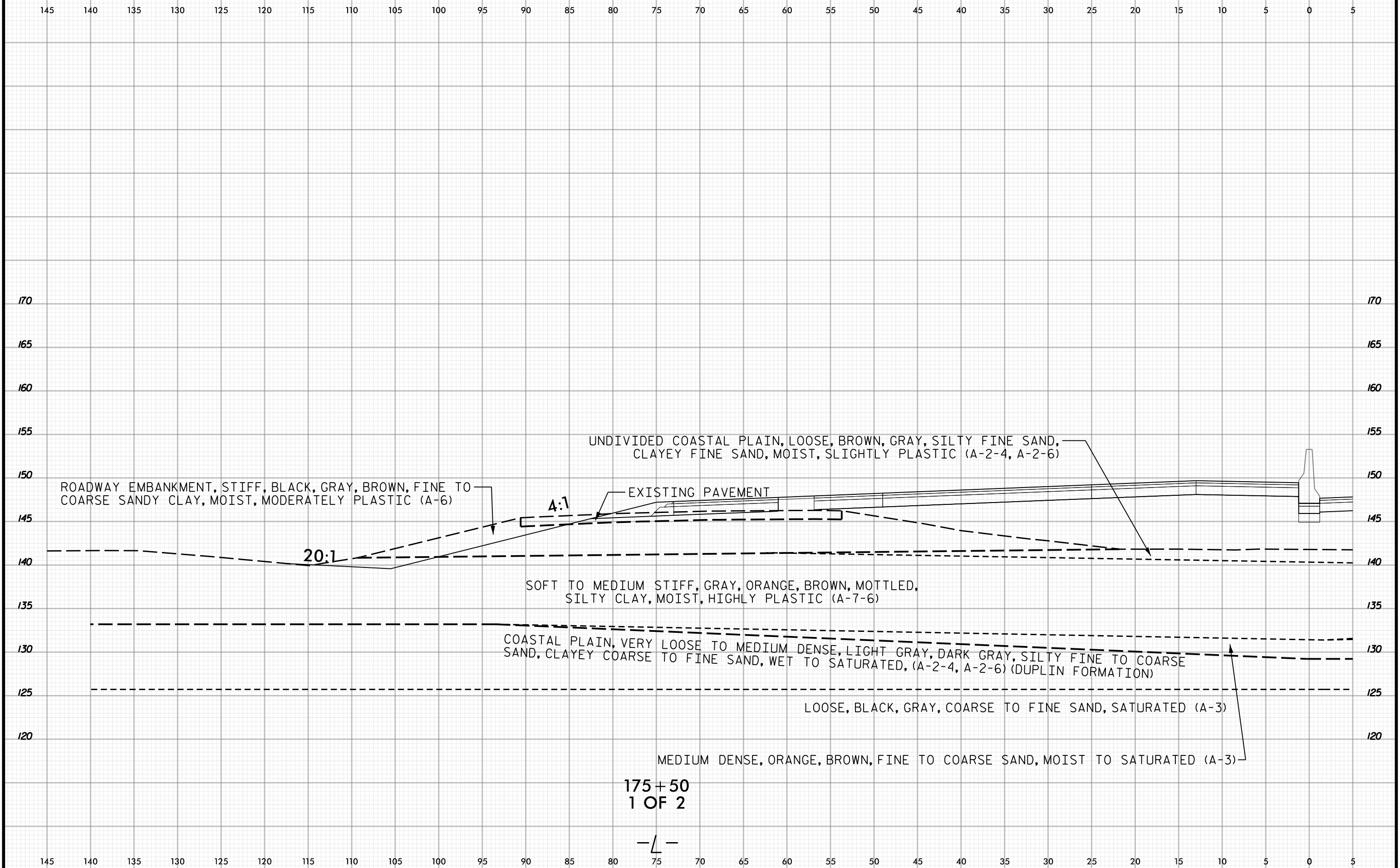
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4:1

175+00
1 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)

4:1

EXISTING PAVEMENT

20:1

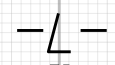
SOFT TO MEDIUM STIFF, GRAY, ORANGE, BROWN, MOTTLED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

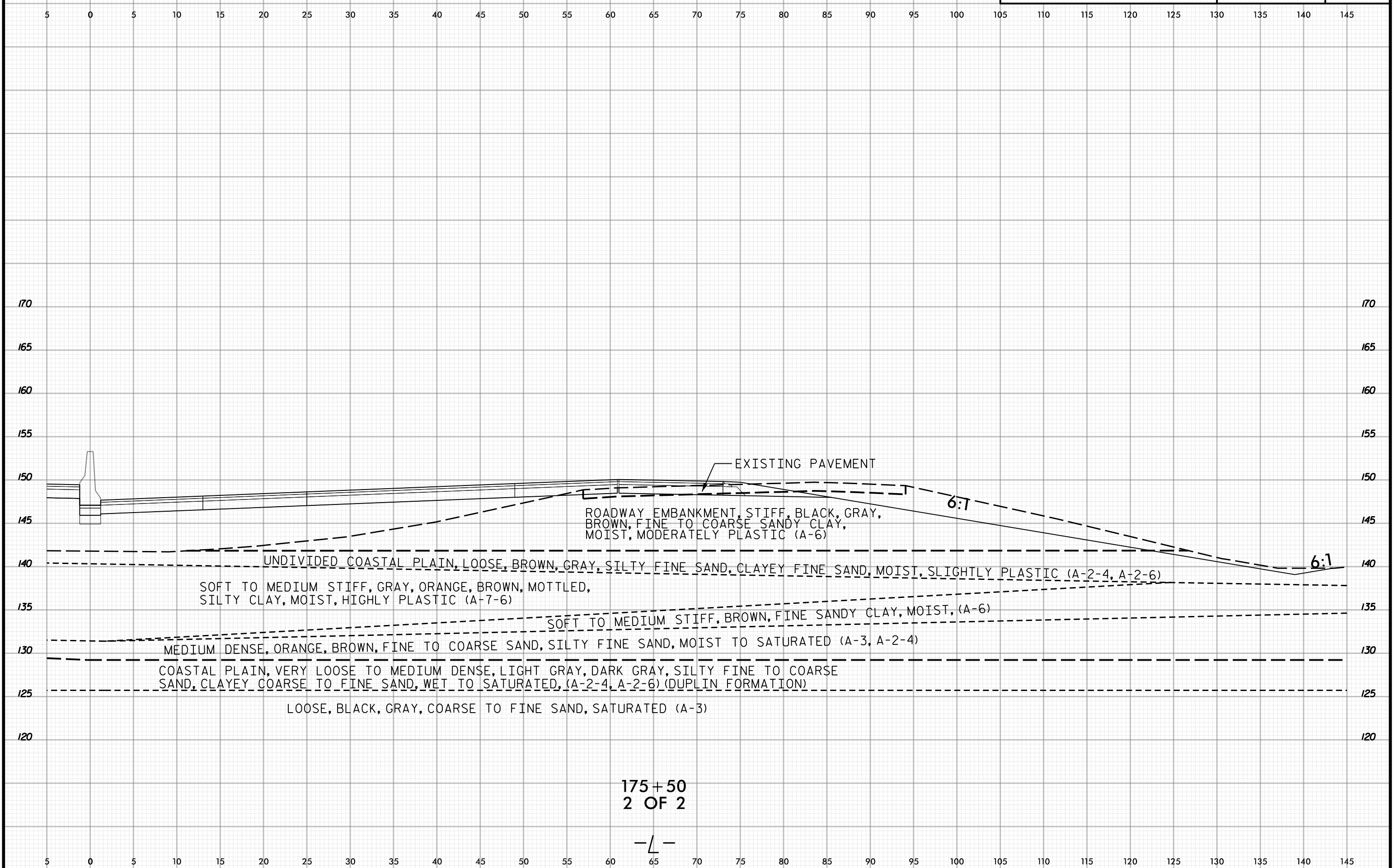
COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, LIGHT GRAY, DARK GRAY, SILTY FINE TO COARSE SAND, CLAYEY COARSE TO FINE SAND, WET TO SATURATED, (A-2-4, A-2-6) (DUPLIN FORMATION)

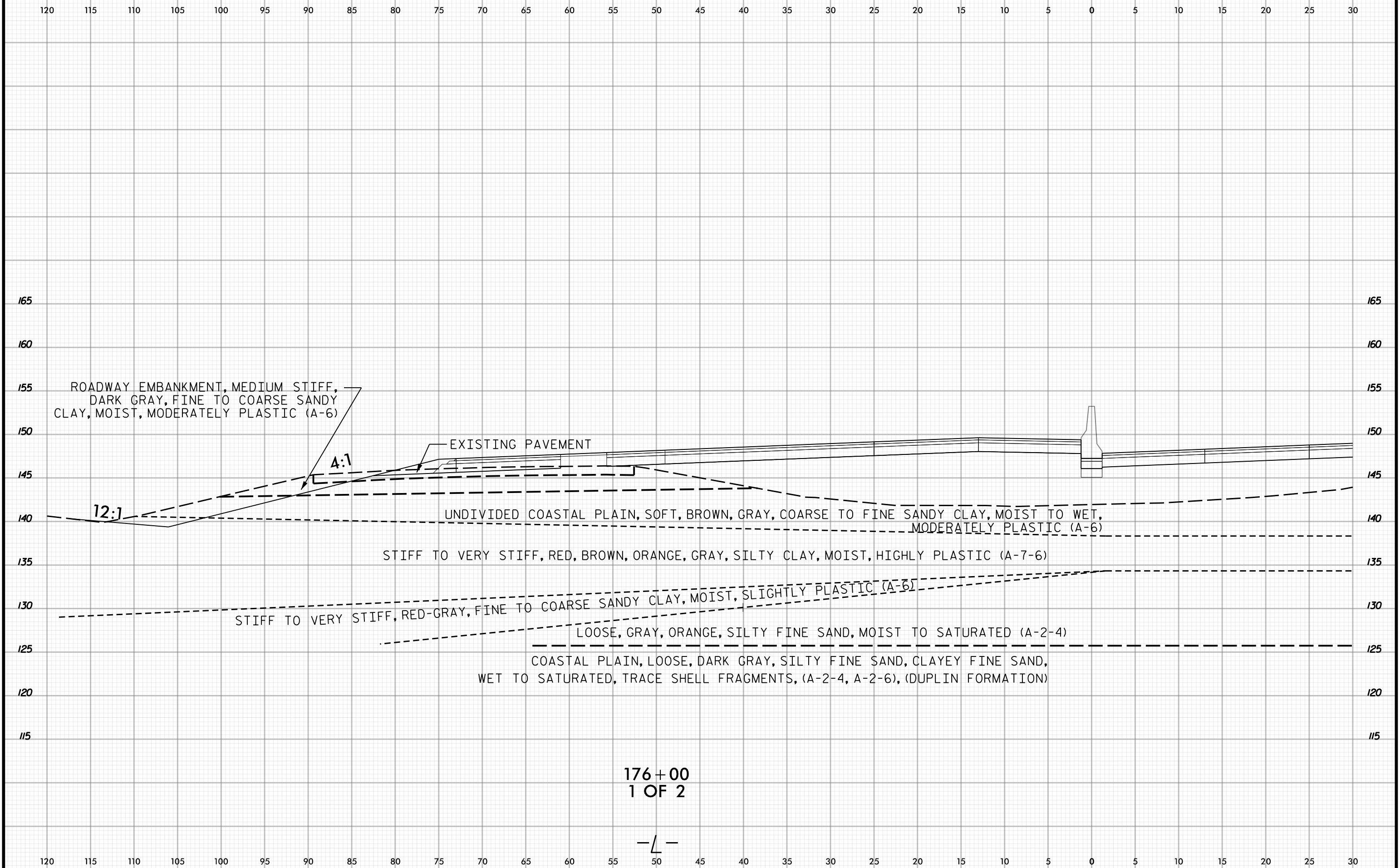
LOOSE, BLACK, GRAY, COARSE TO FINE SAND, SATURATED (A-3)

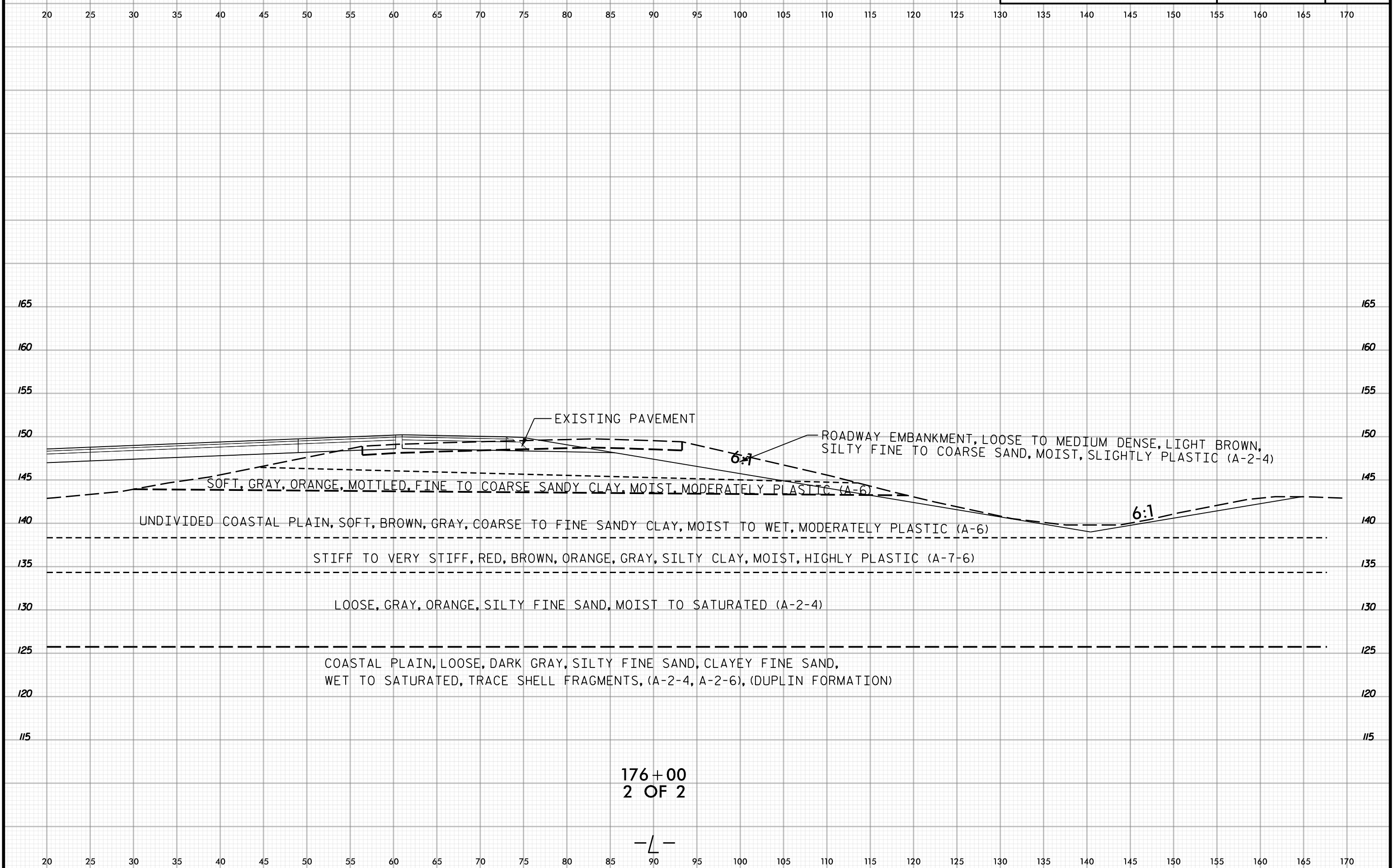
MEDIUM DENSE, ORANGE, BROWN, FINE TO COARSE SAND, MOIST TO SATURATED (A-3)

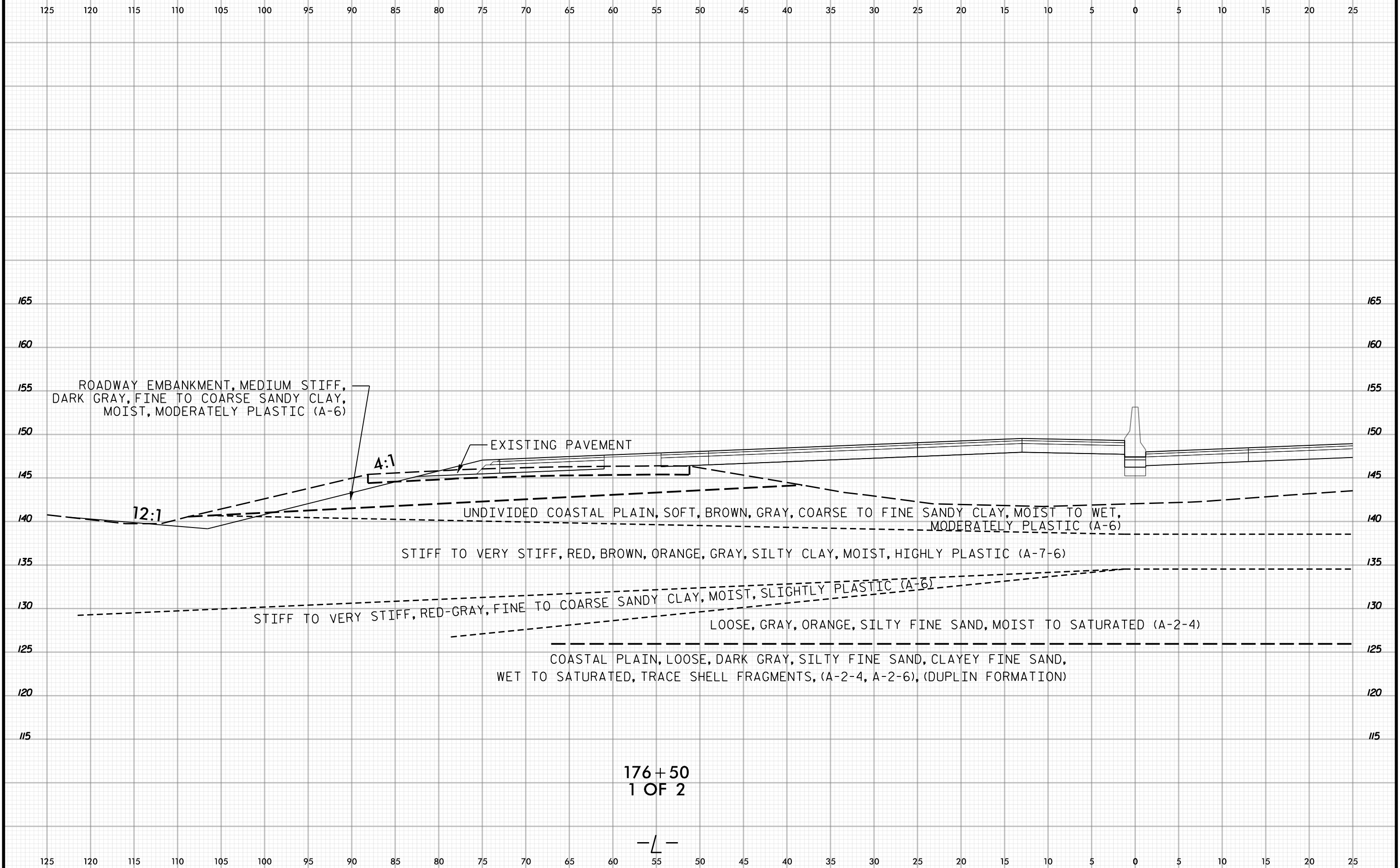
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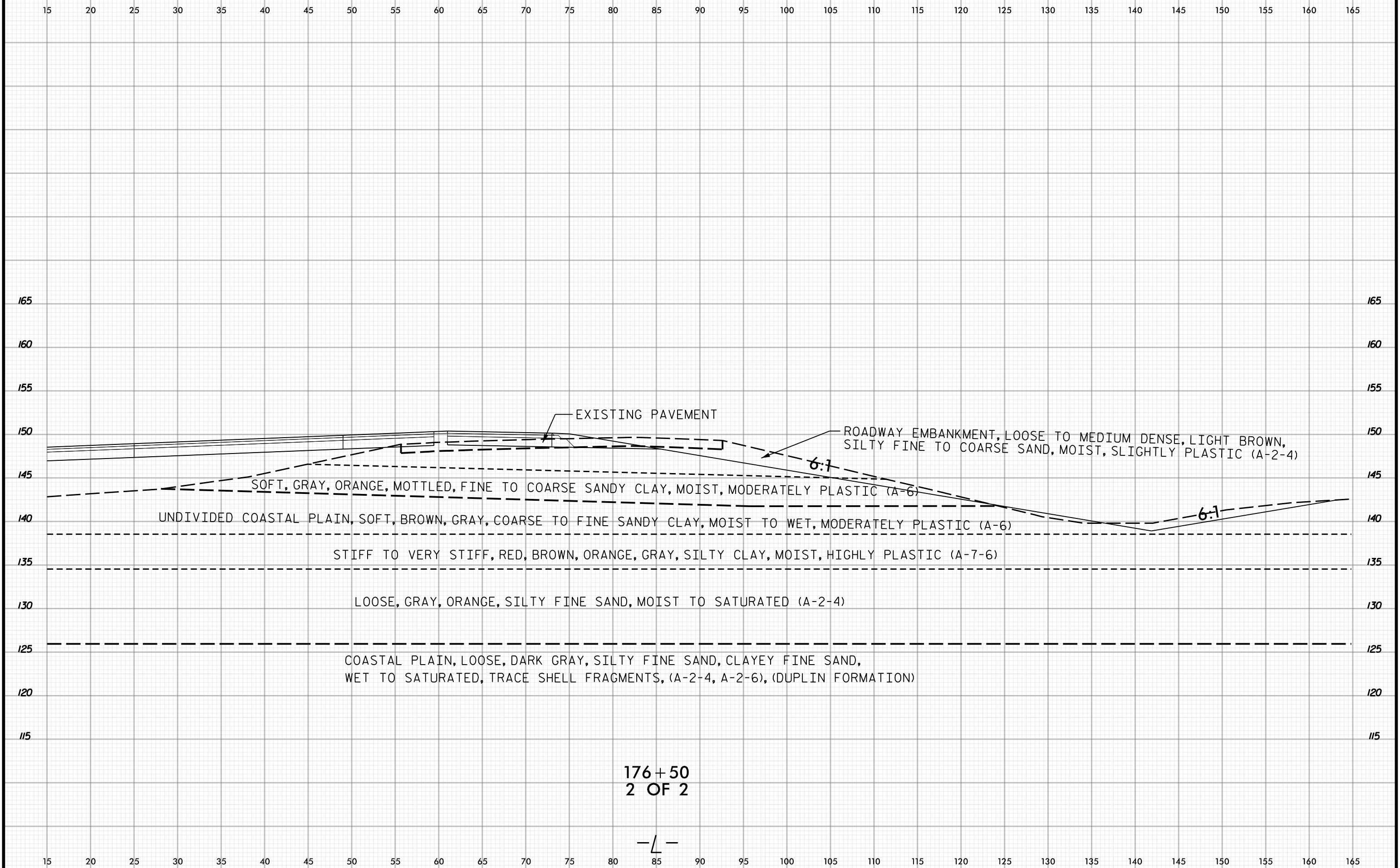


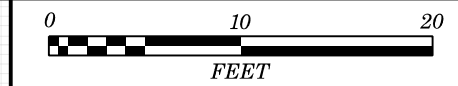




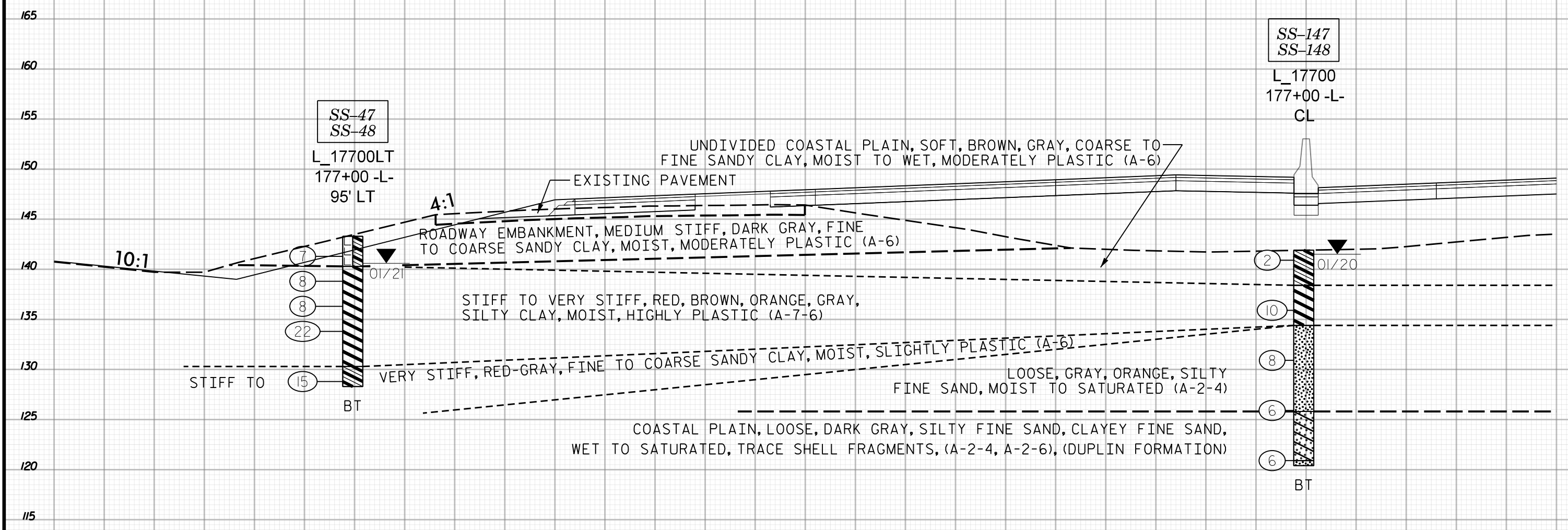








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SS-147
SS-148

L_17700
177+00 -L-
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UNDIVIDED COASTAL PLAIN, SOFT, BROWN, GRAY, COARSE TO FINE SANDY CLAY, MOIST TO WET, MODERATELY PLASTIC (A-6)

EXISTING PAVEMENT

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

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

VERY STIFF, RED-GRAY, FINE TO COARSE SANDY CLAY, MOIST, SLIGHTLY PLASTIC (A-6)

LOOSE, GRAY, ORANGE, SILTY FINE SAND, MOIST TO SATURATED (A-2-4)

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

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4:1

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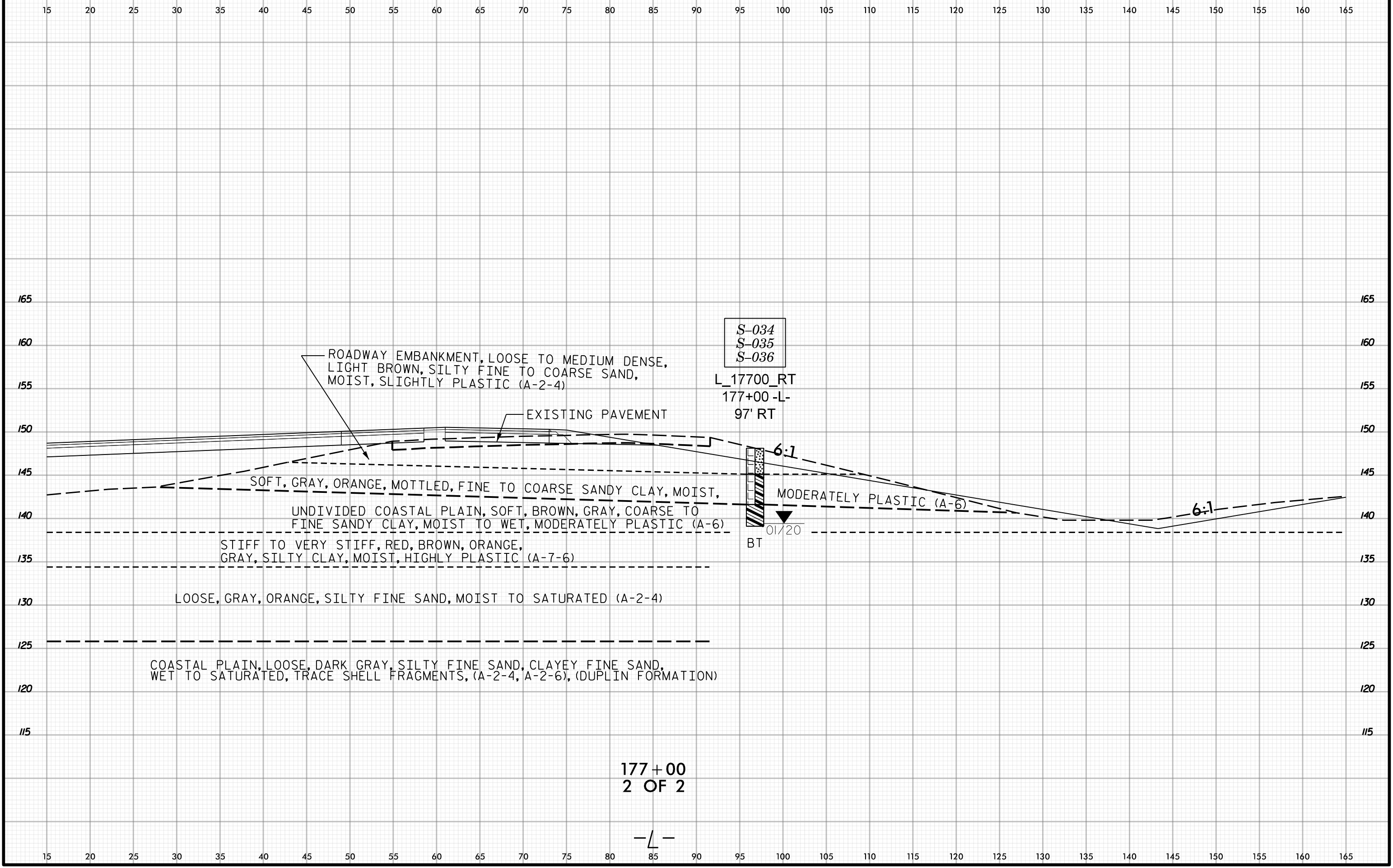
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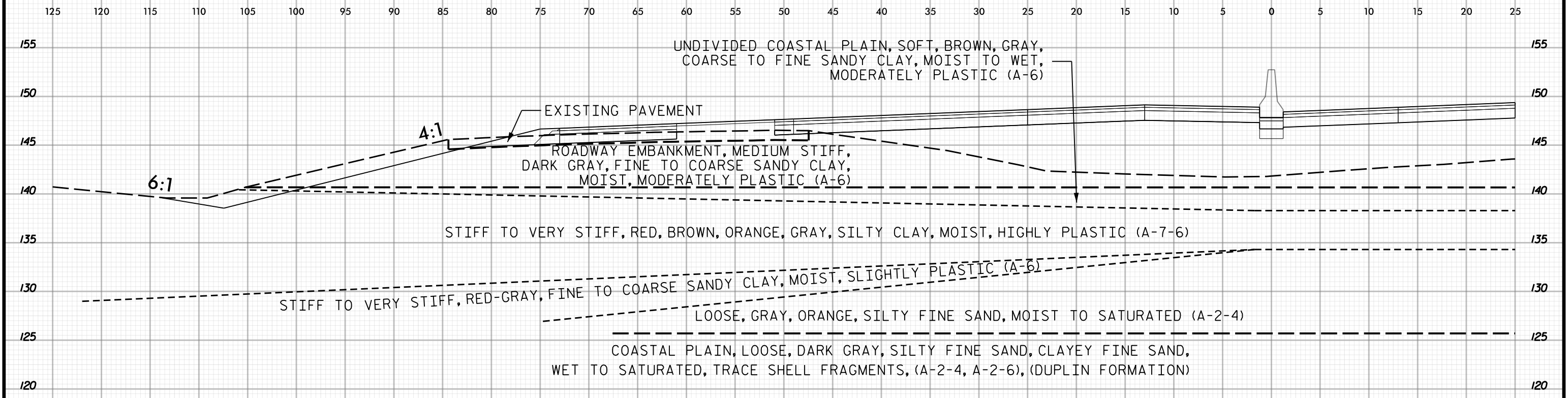
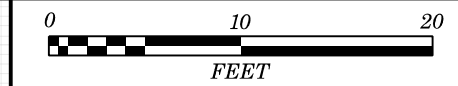
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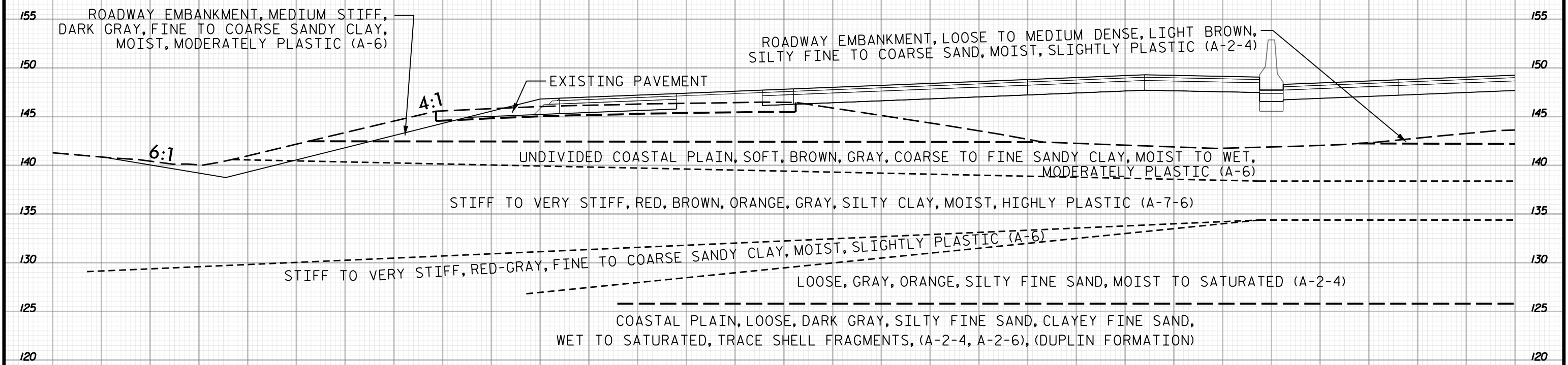
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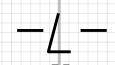


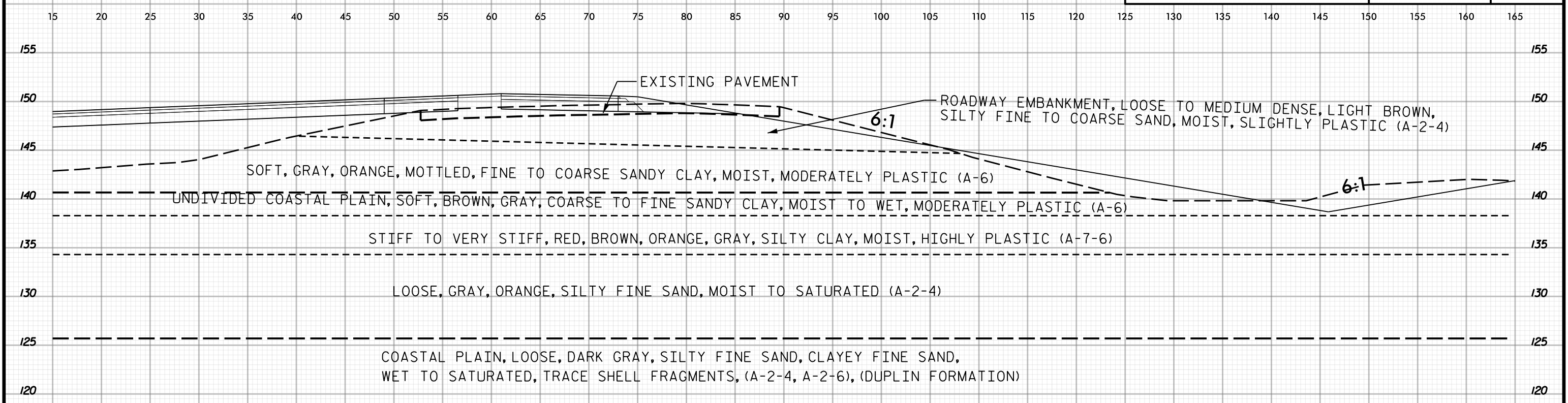


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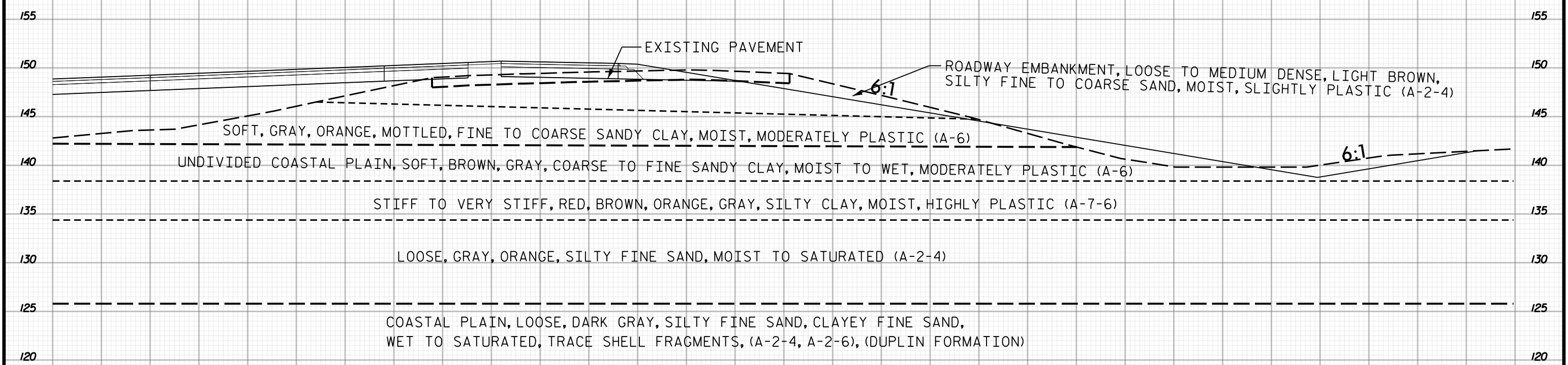


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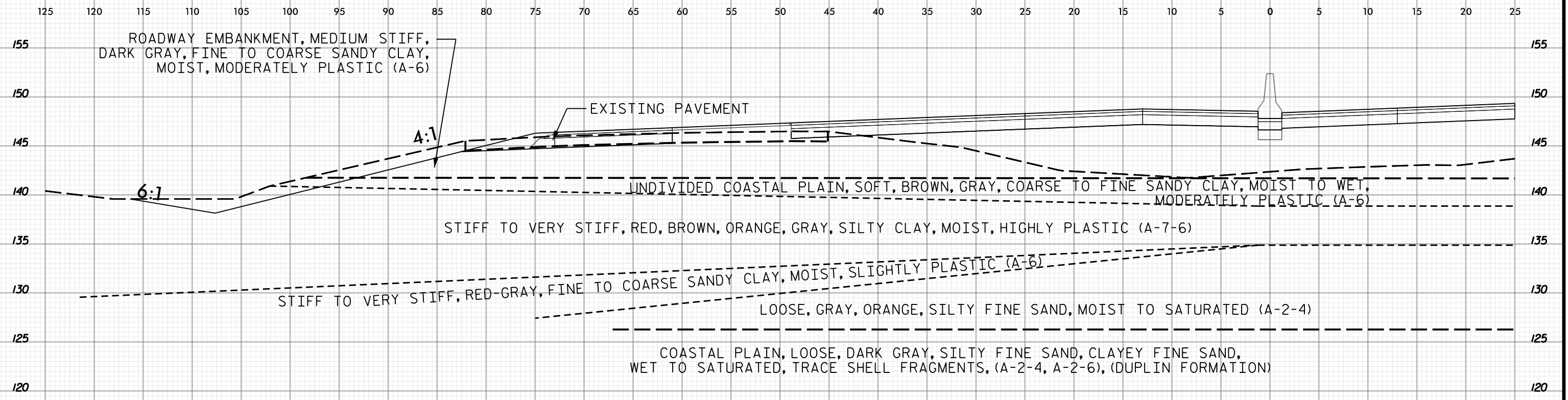




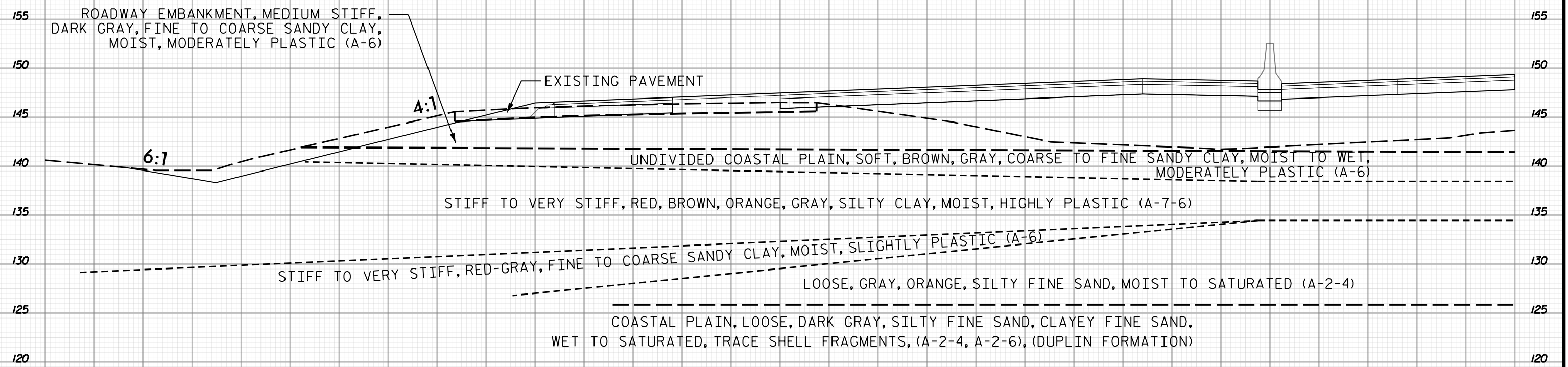
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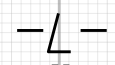
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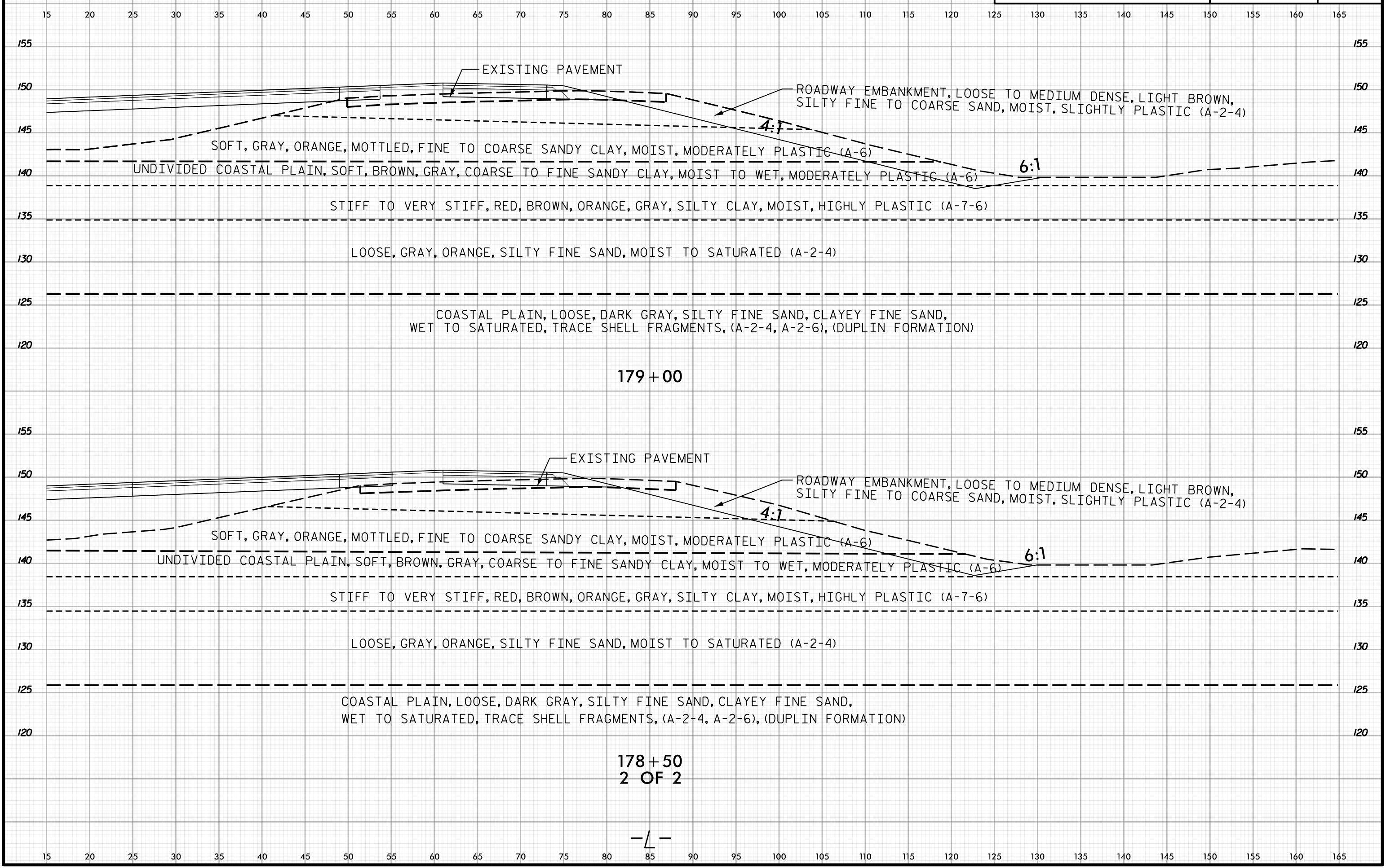


179 + 00



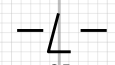
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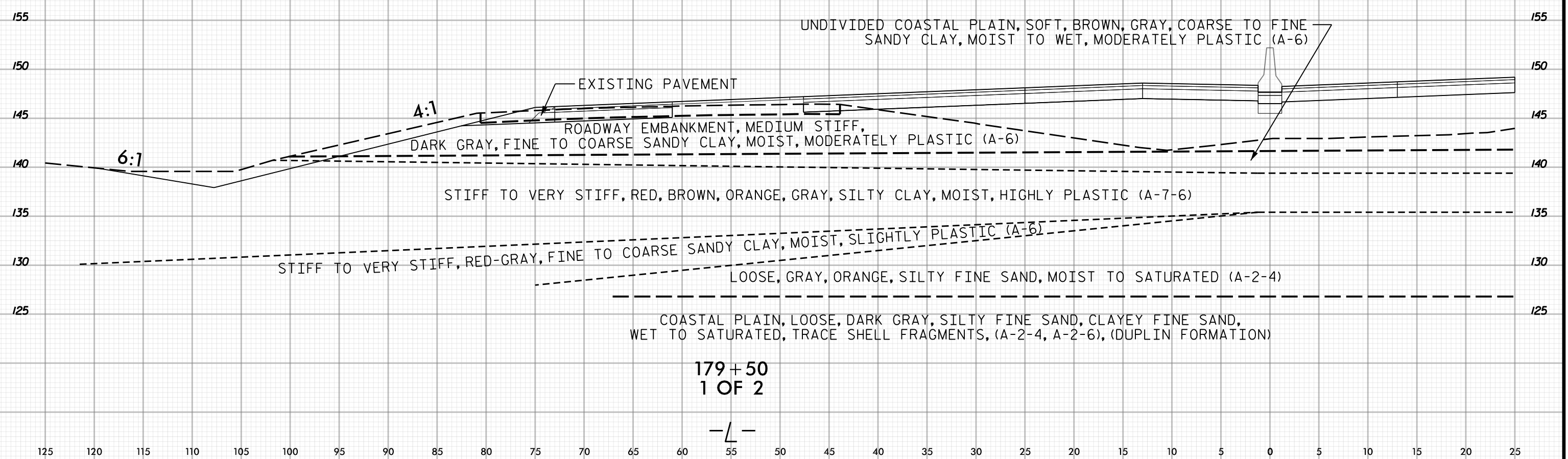
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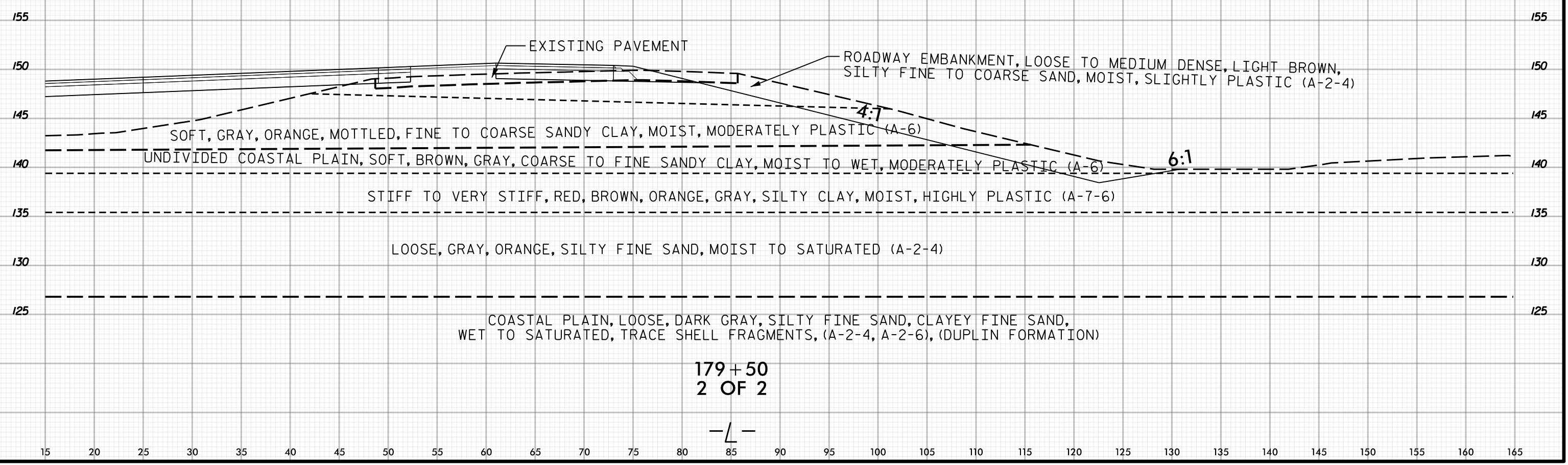
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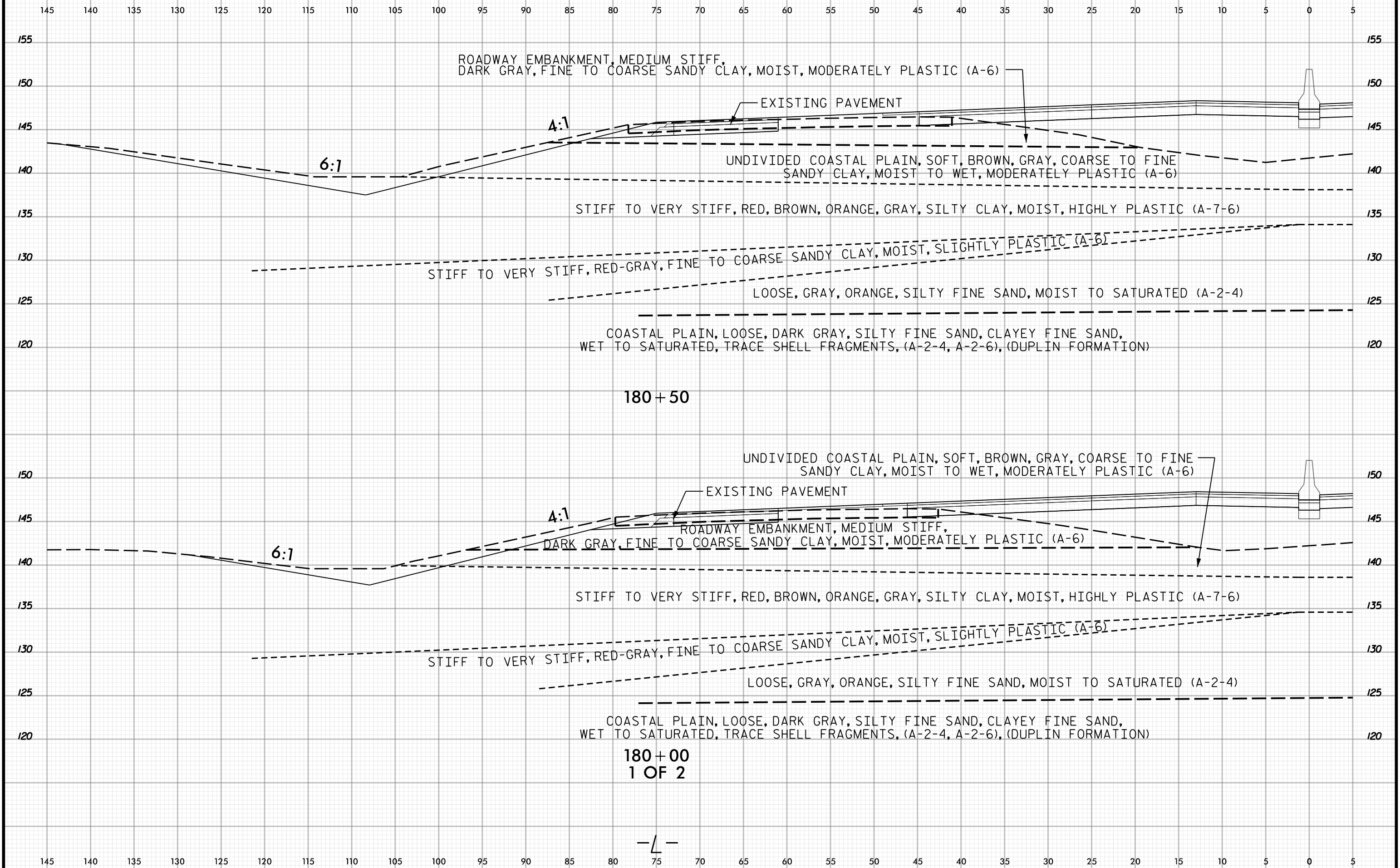


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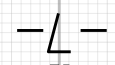
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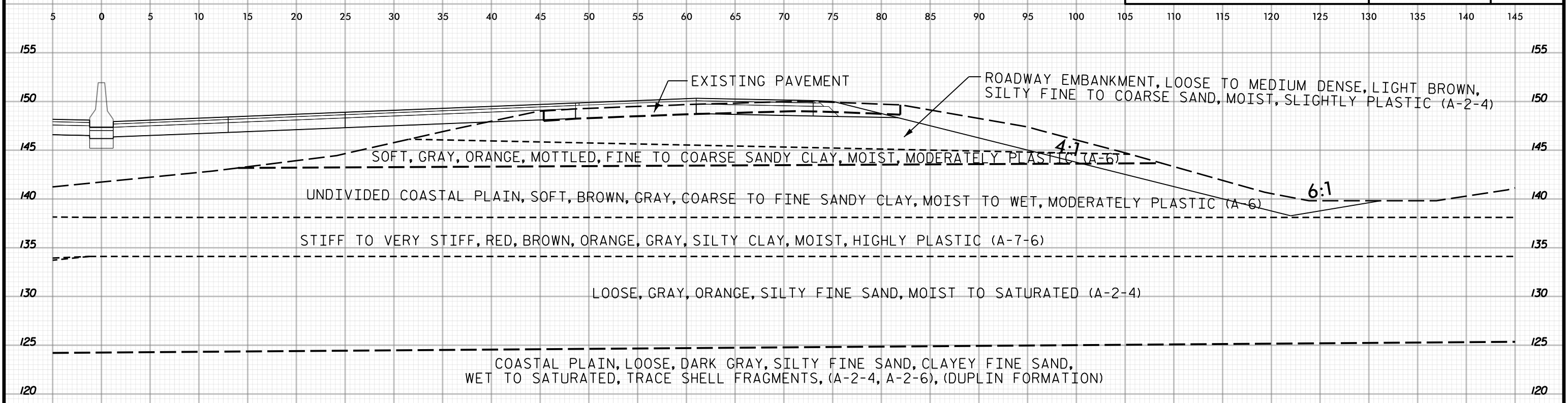
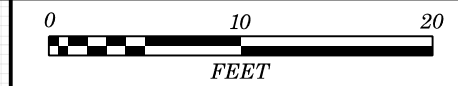




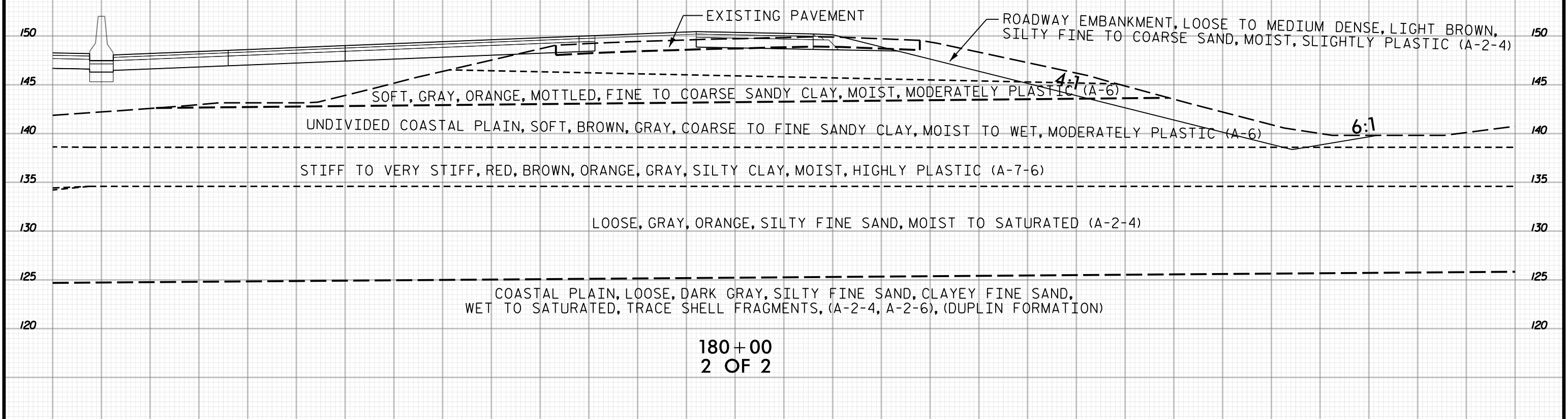
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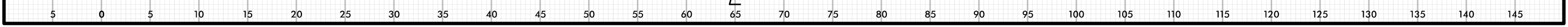
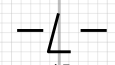




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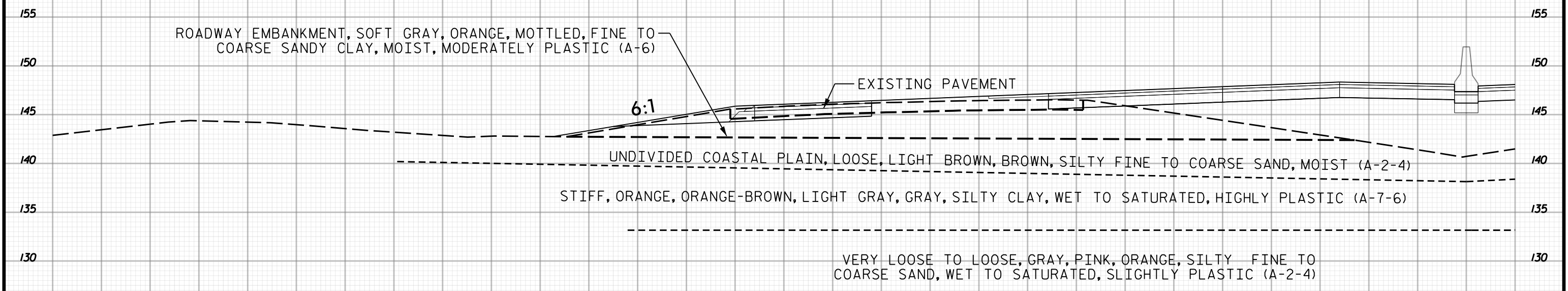


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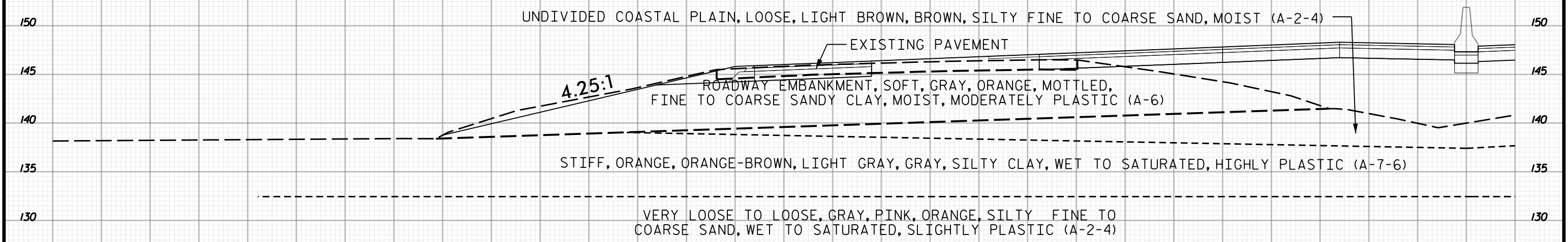




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181+50

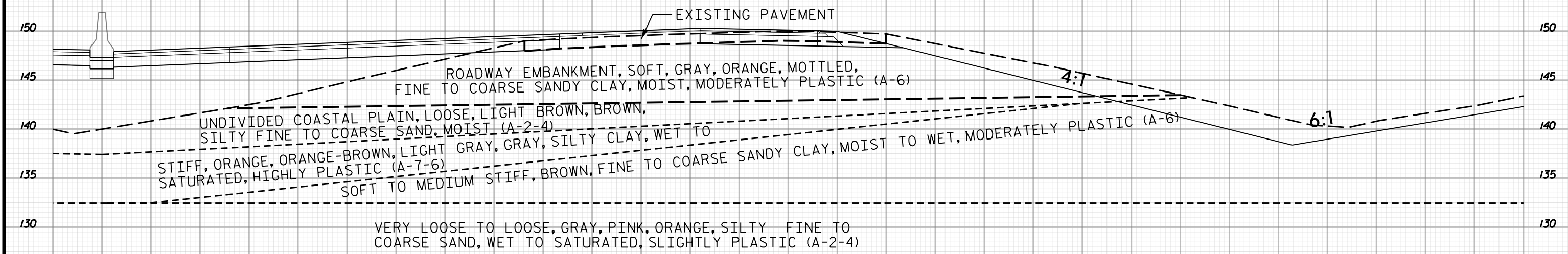
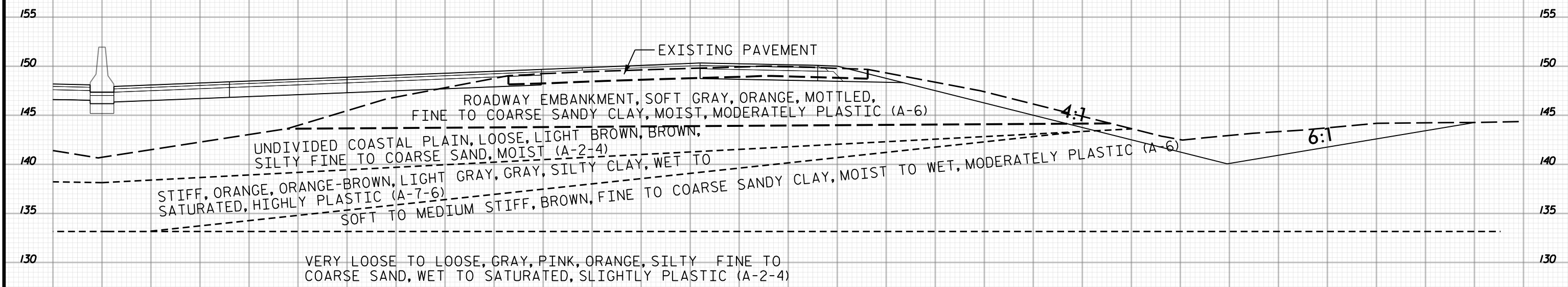


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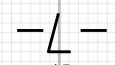
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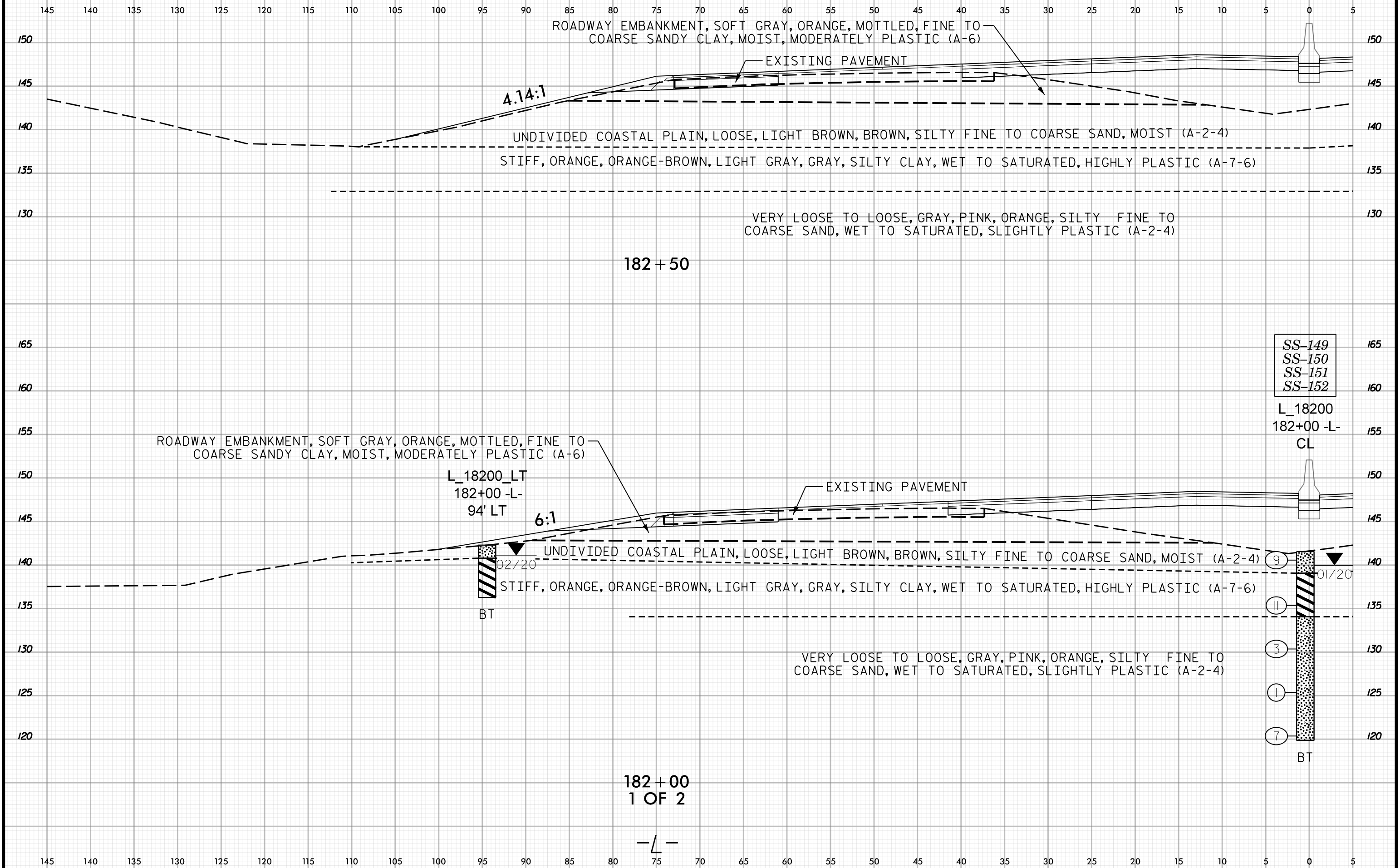
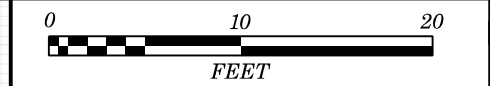


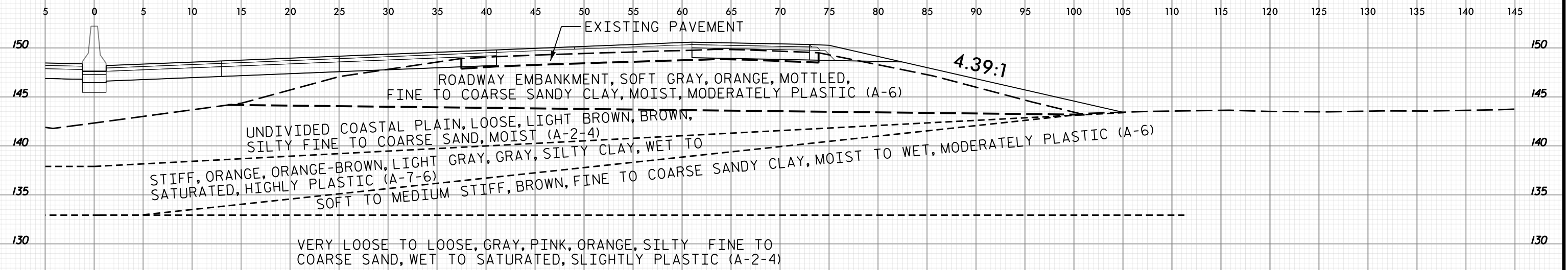
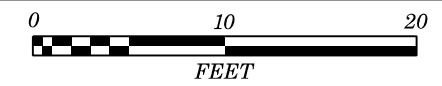
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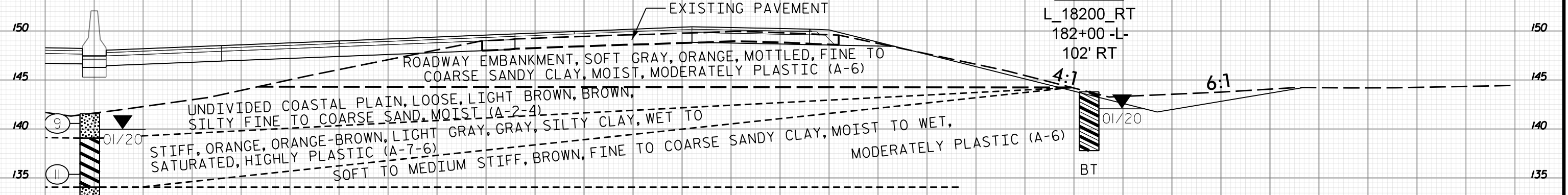




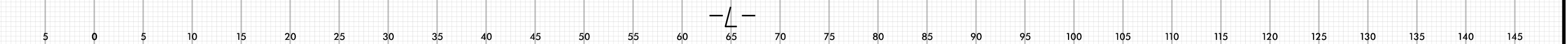


182+50

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182+00 -L-
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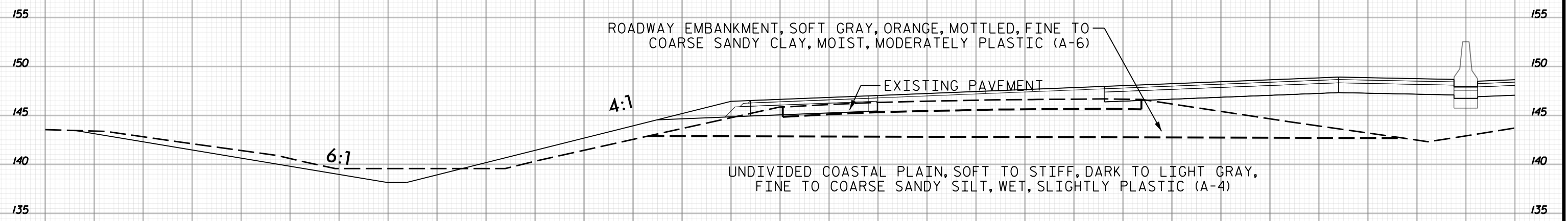


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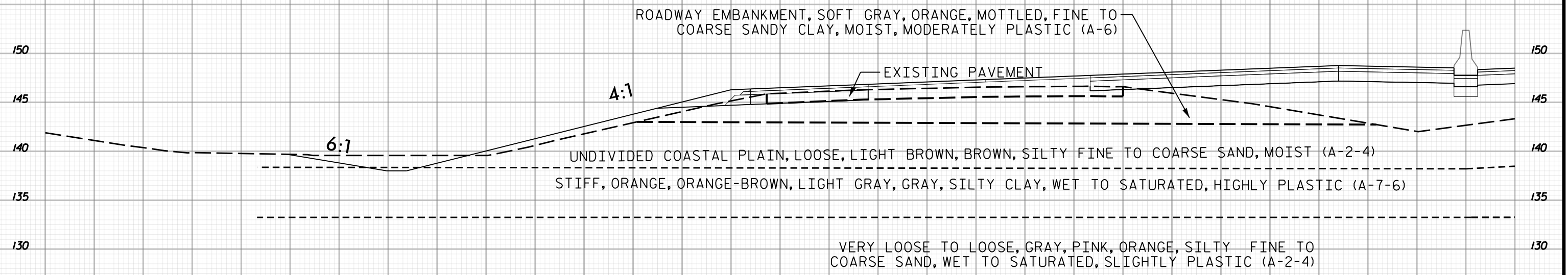




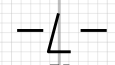
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183+50



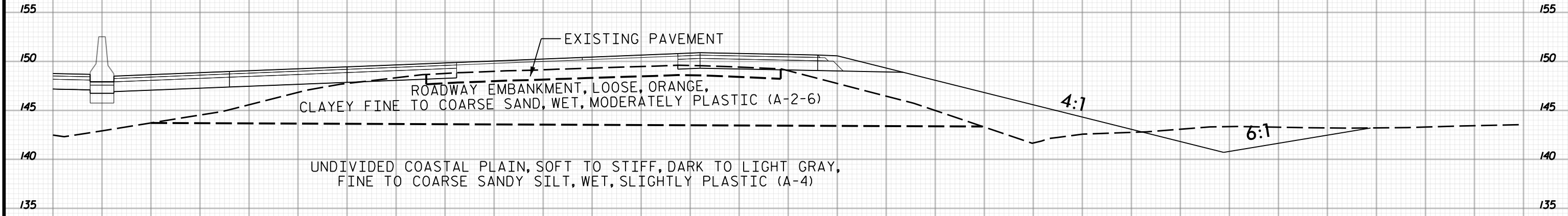
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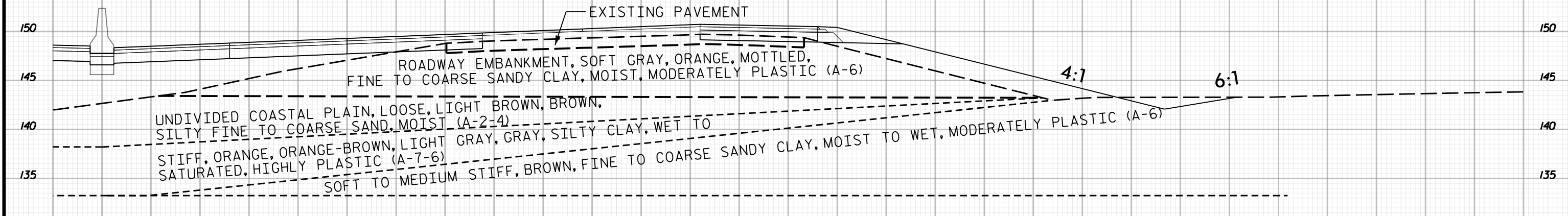
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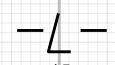
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183+50



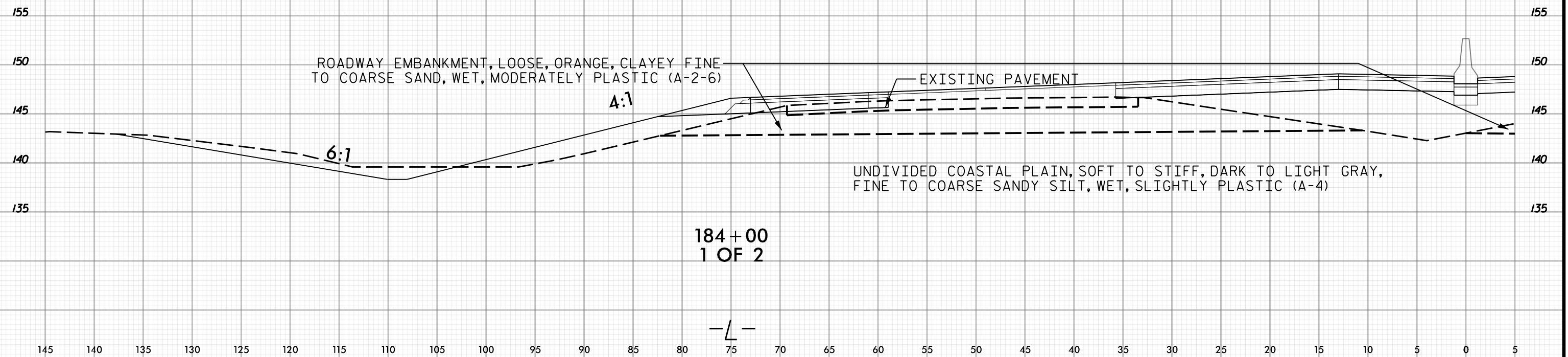
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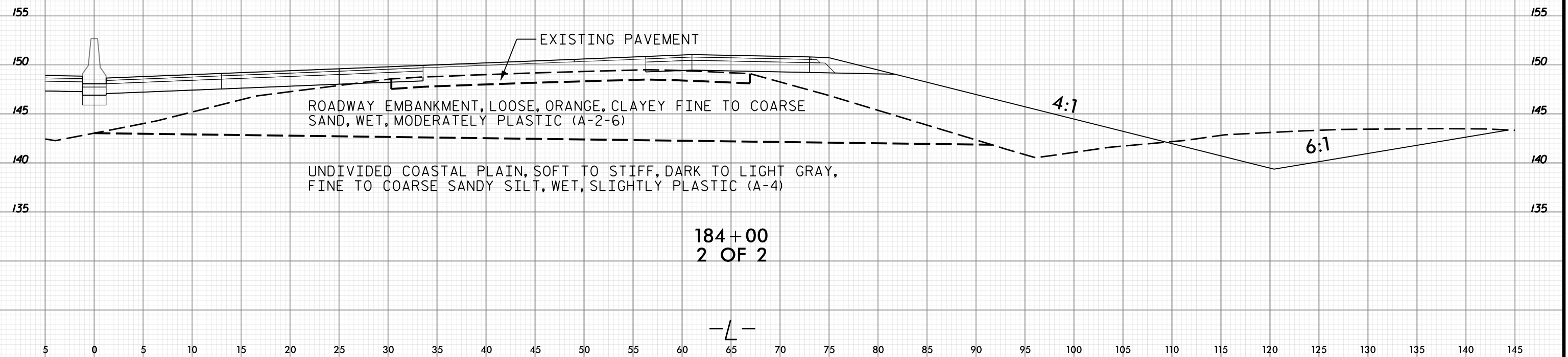
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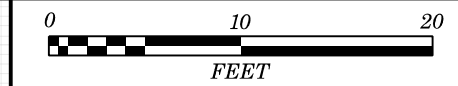




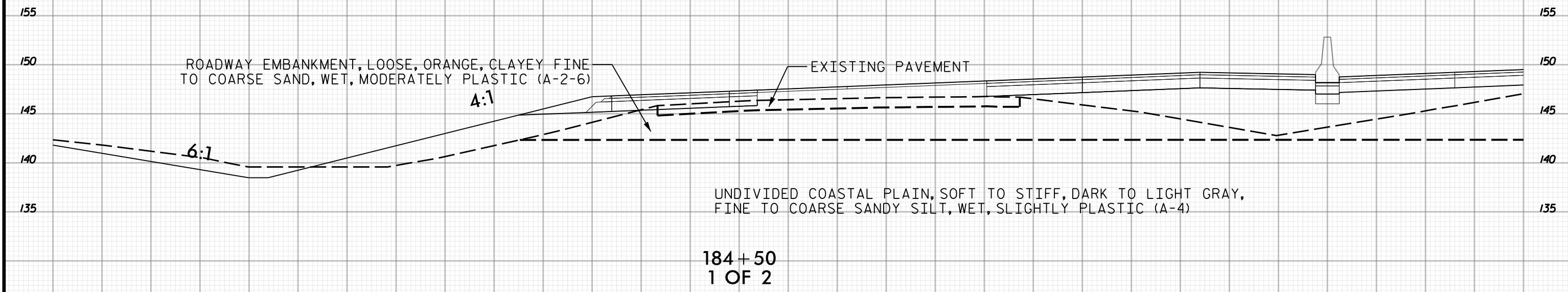
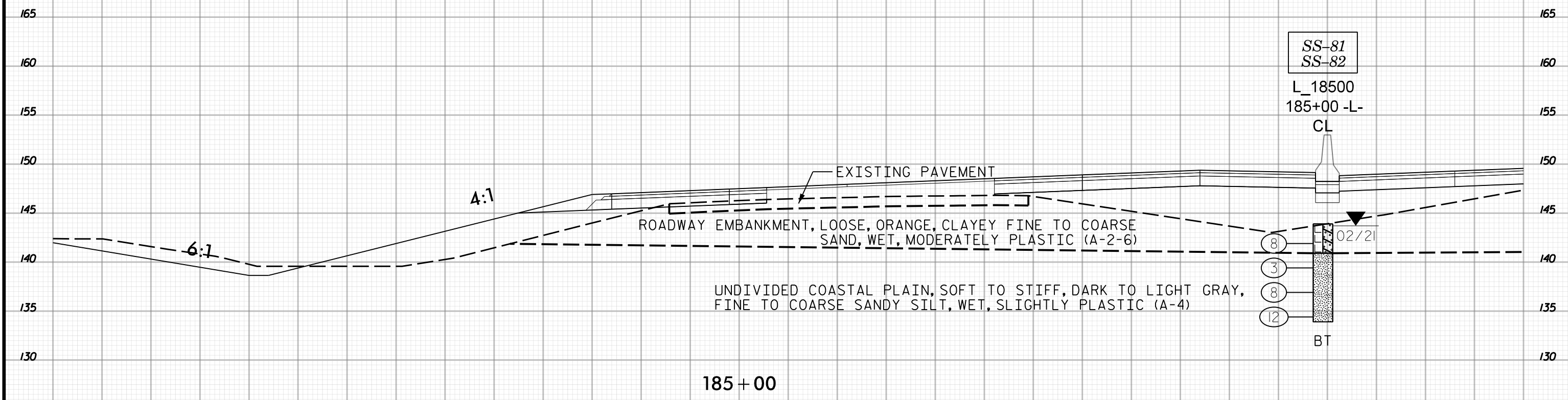
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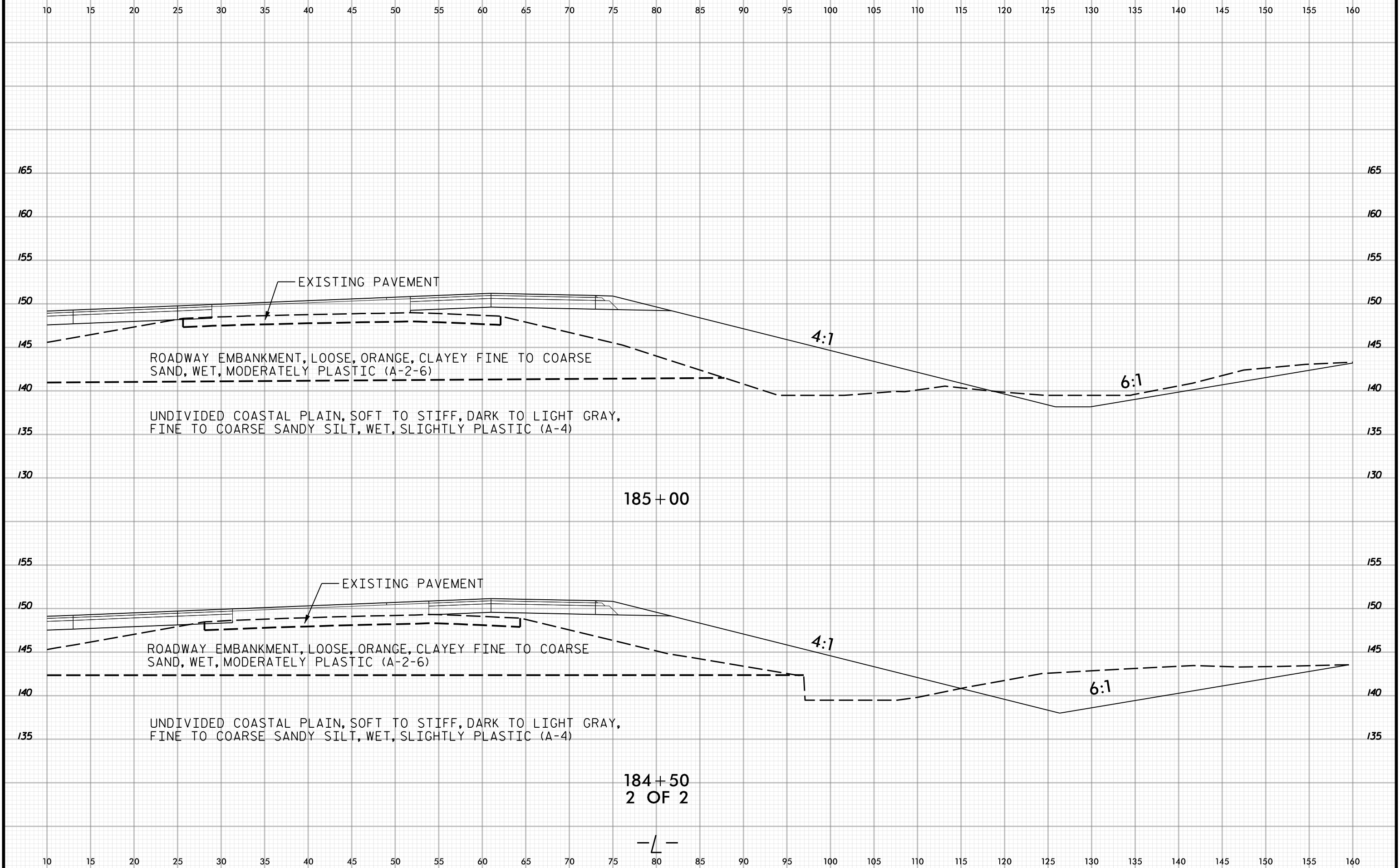




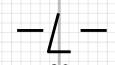
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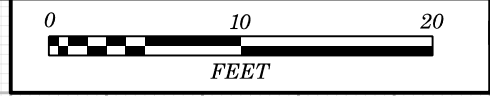


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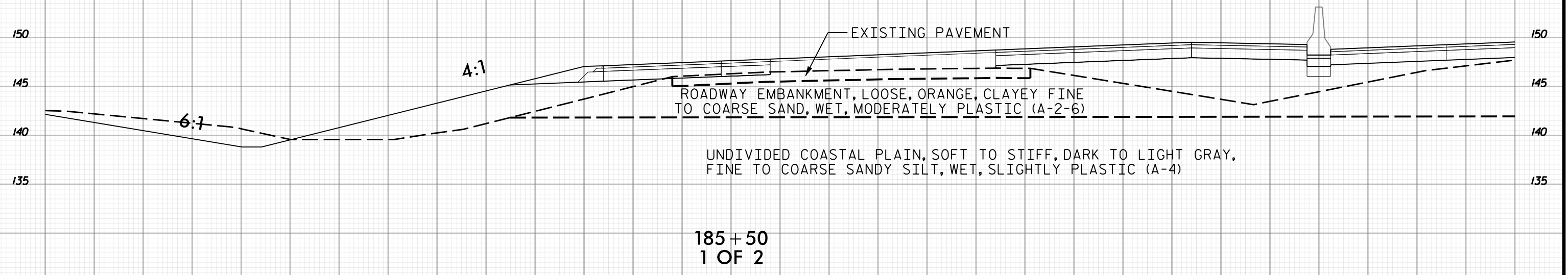
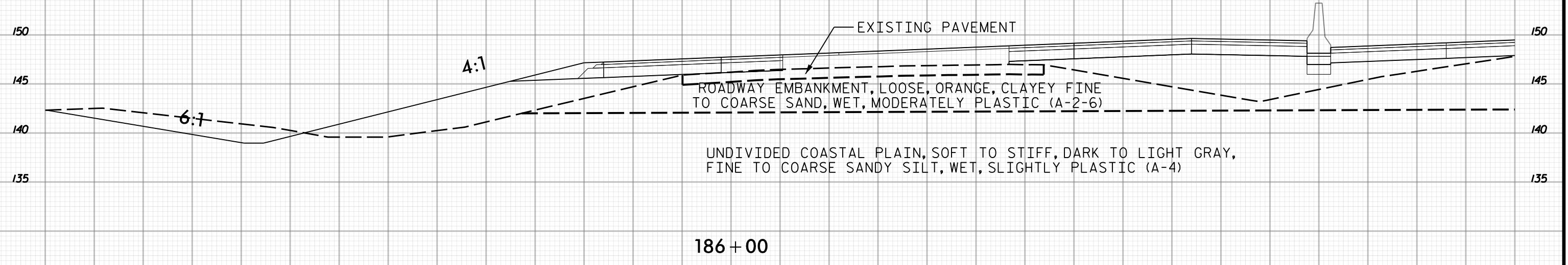


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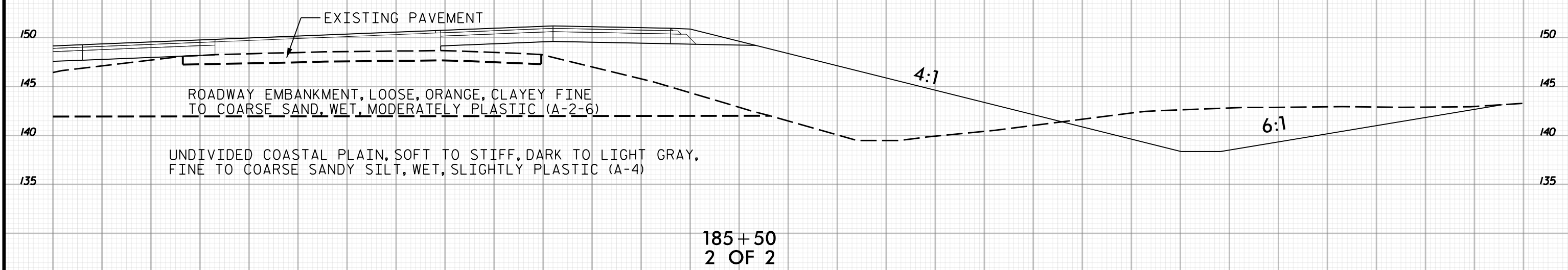
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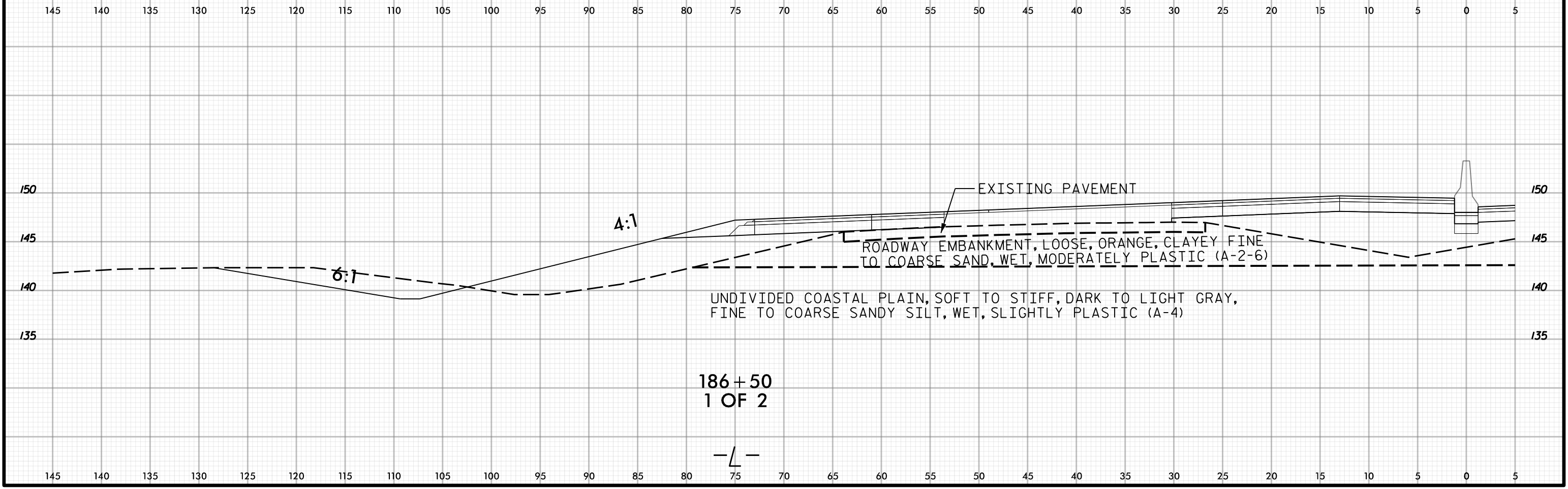
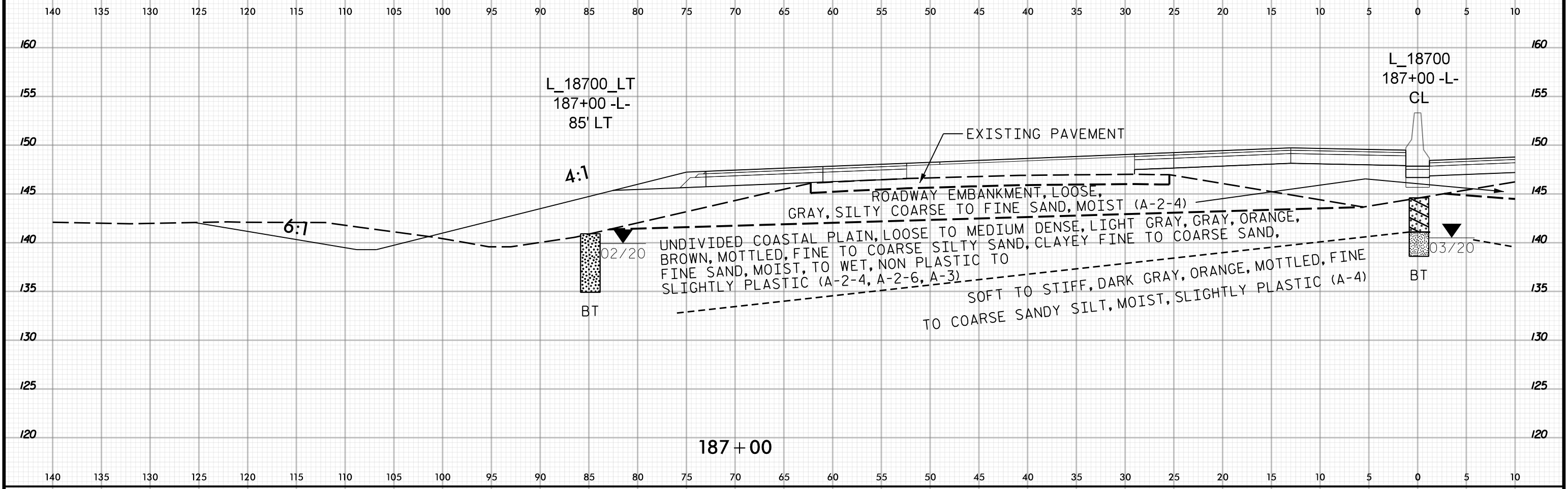
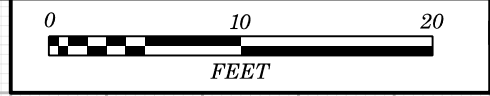
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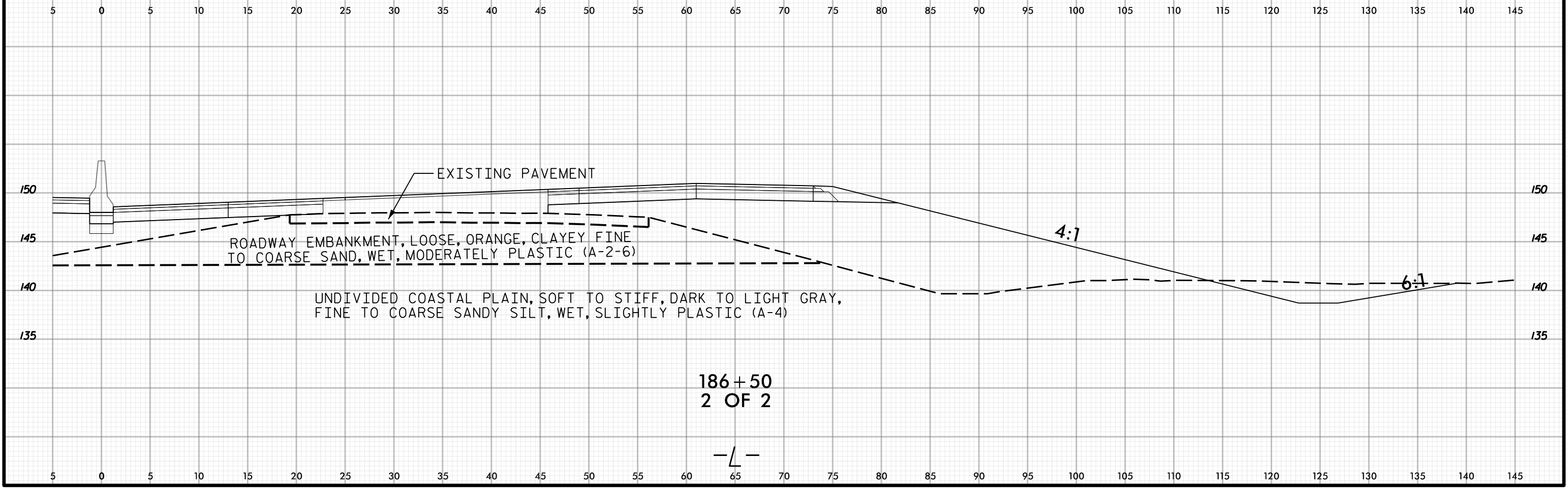
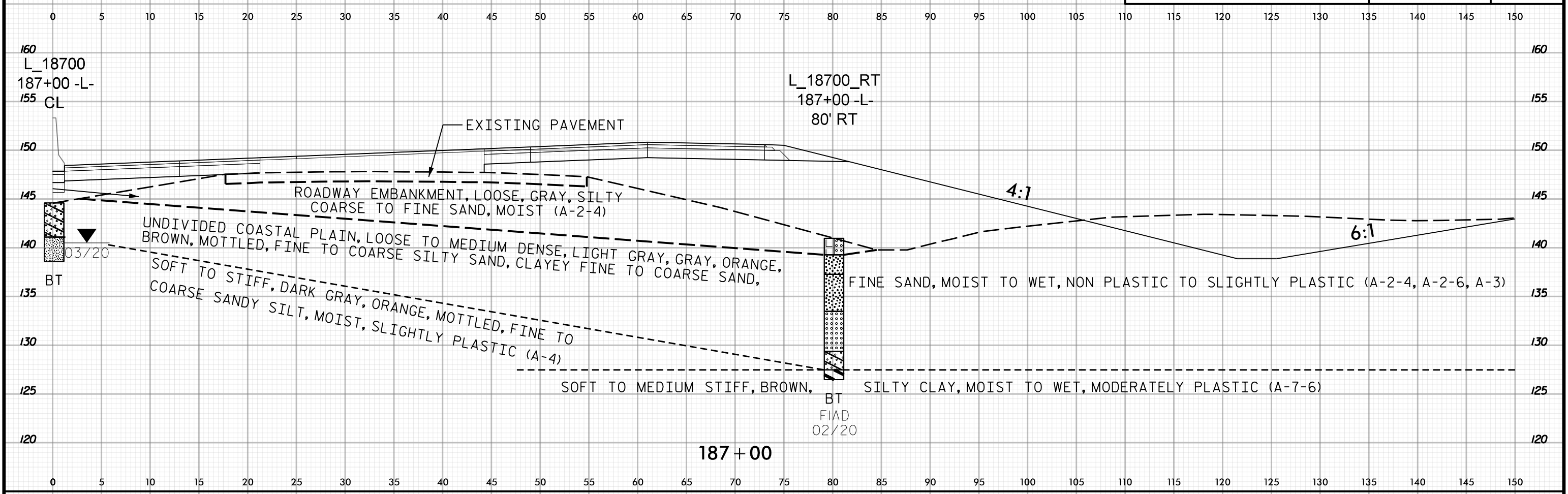


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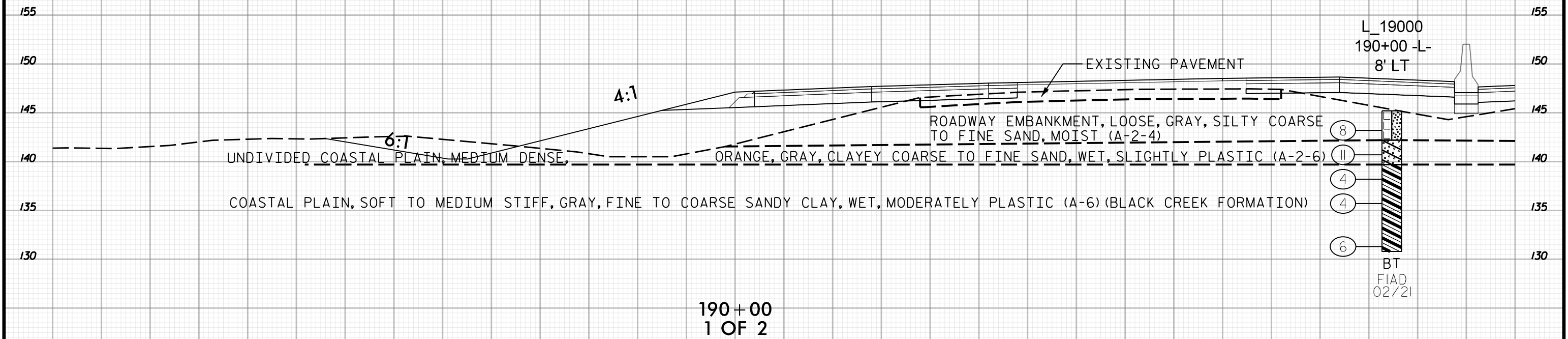
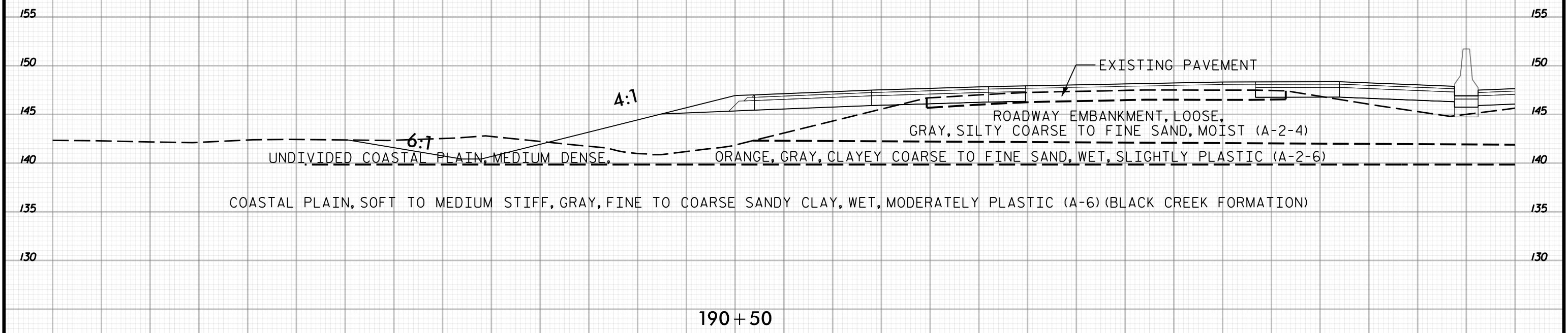
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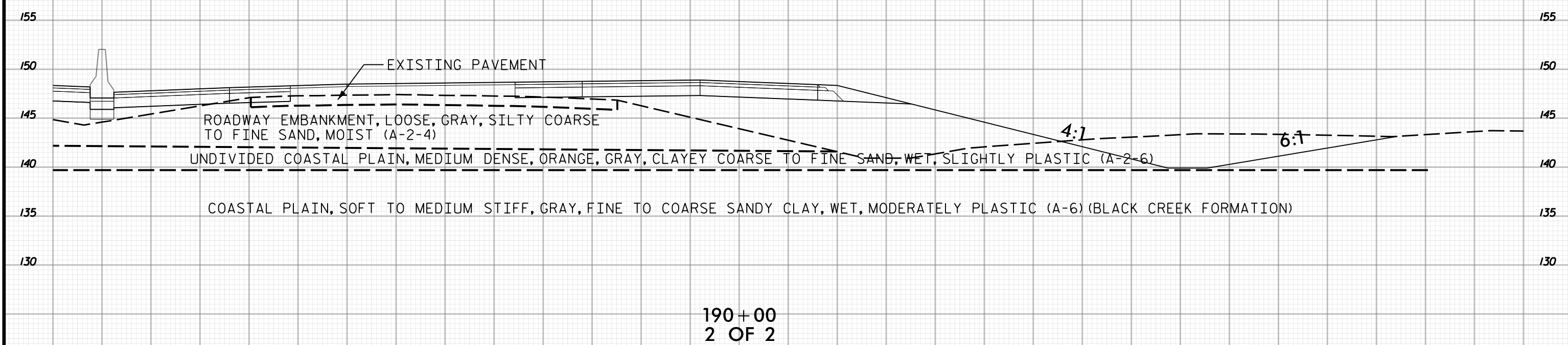
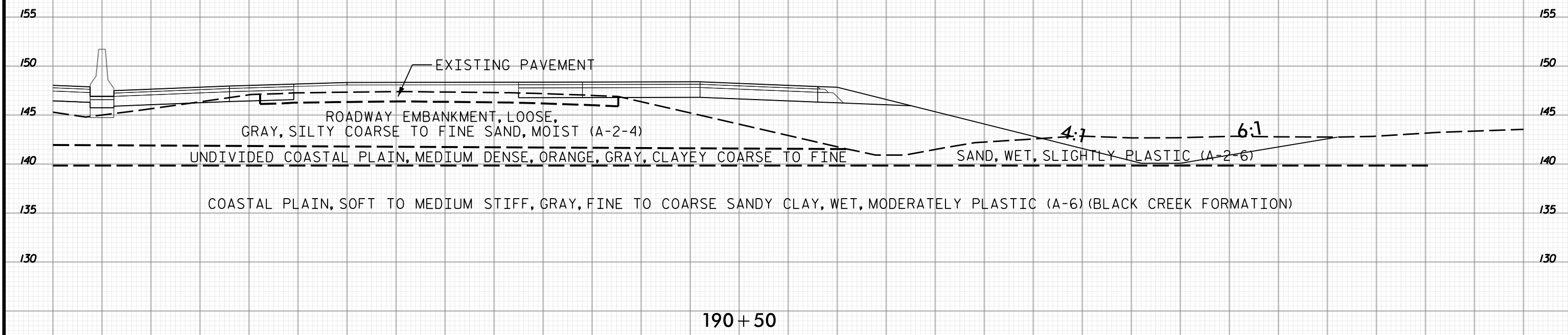
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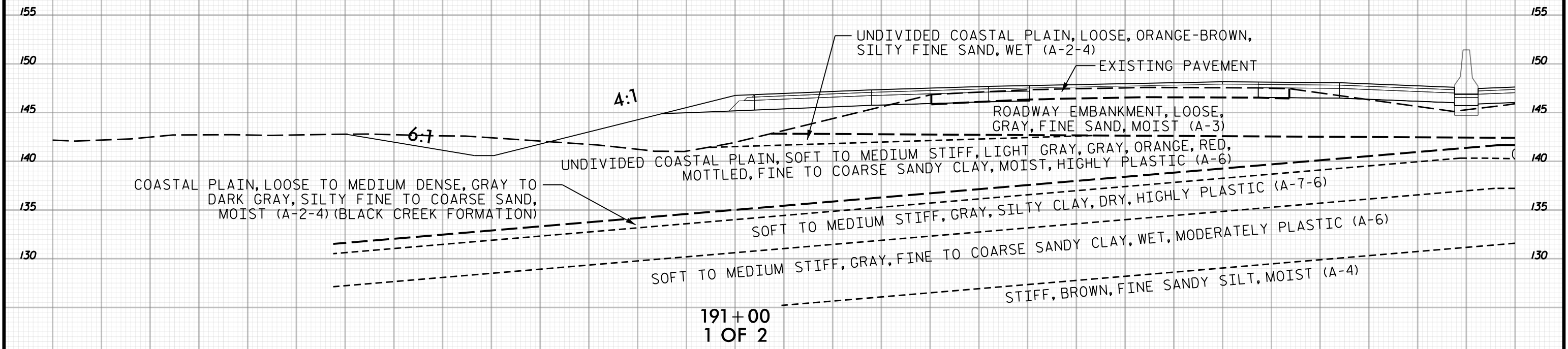
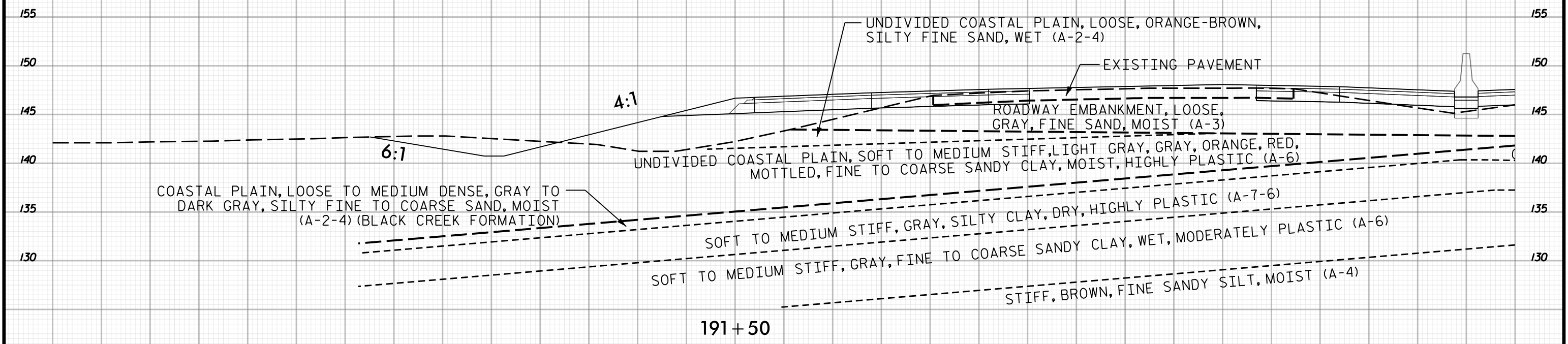
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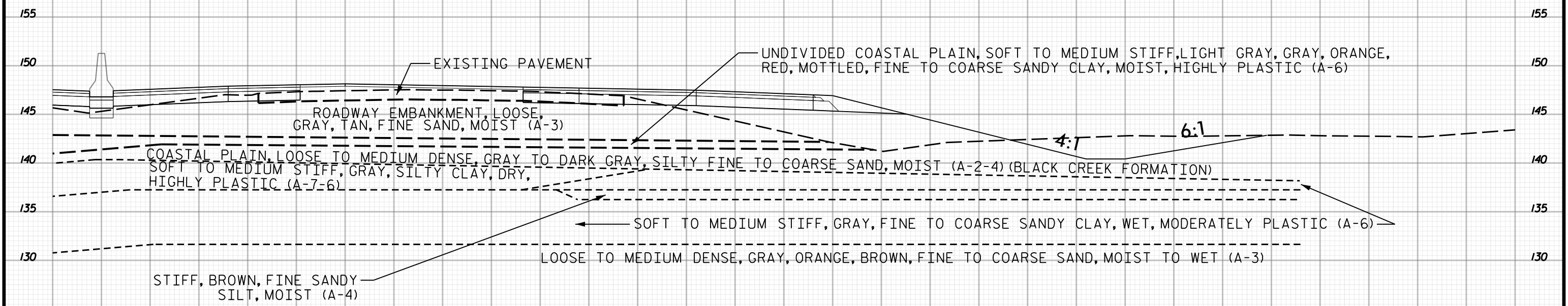
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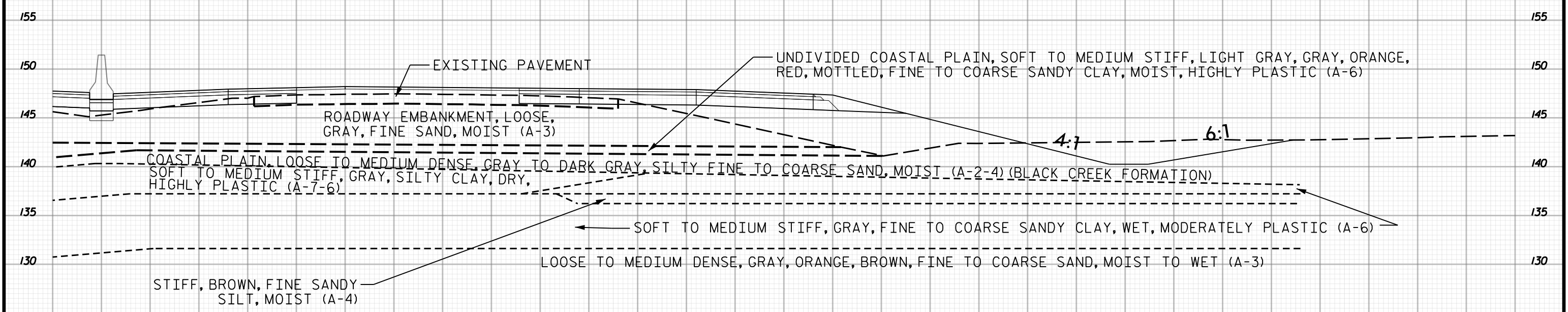
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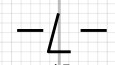
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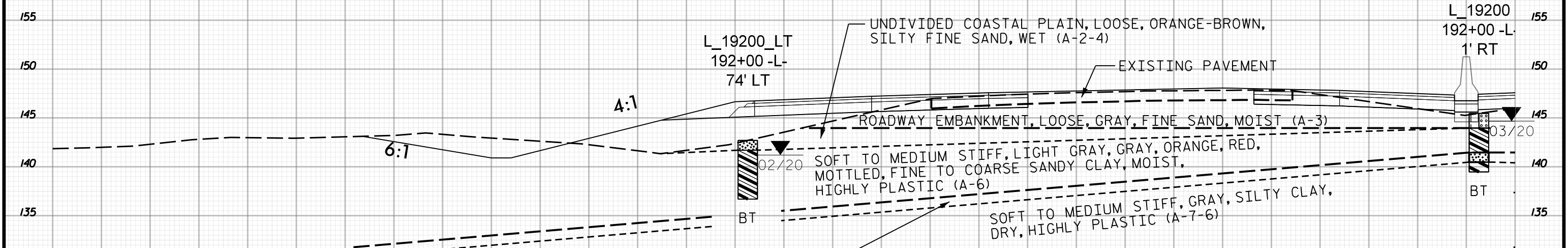
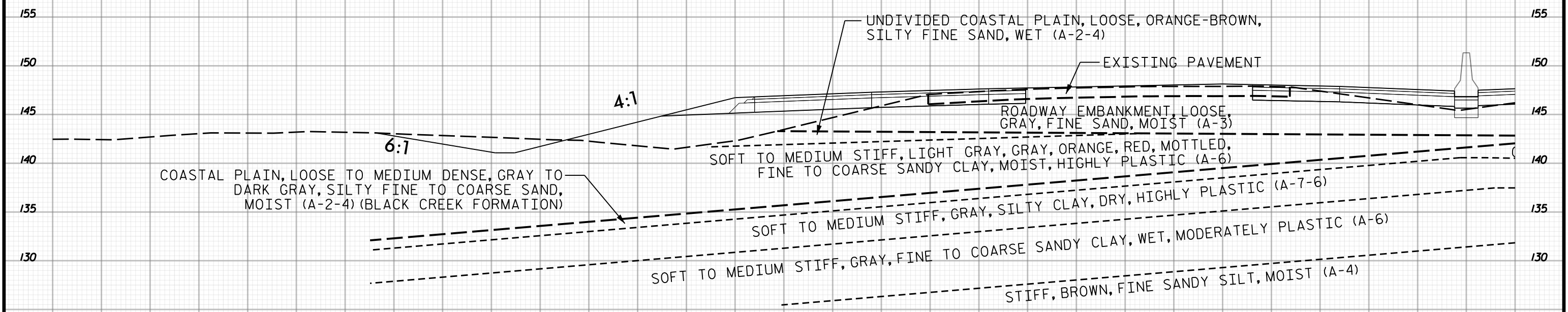
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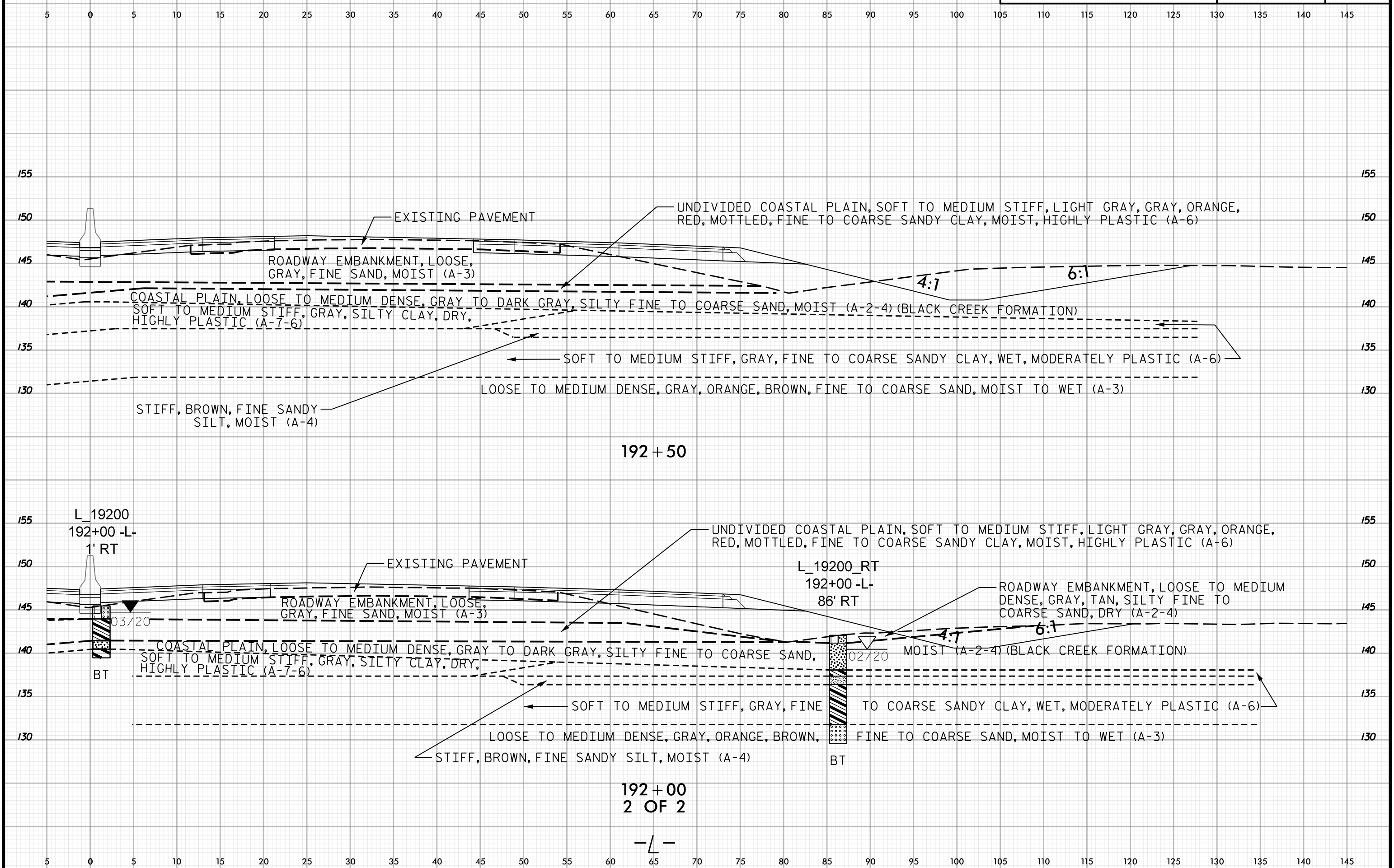


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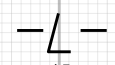
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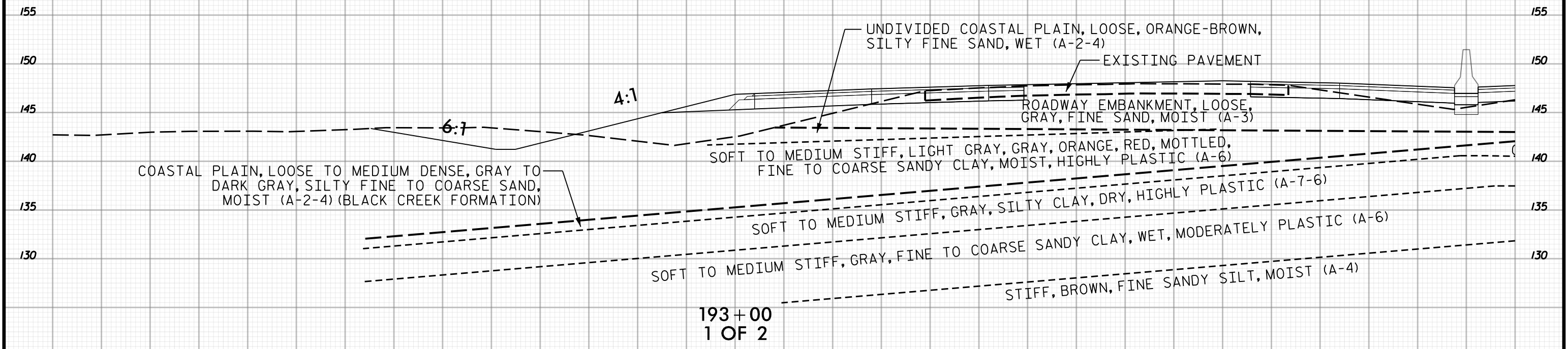
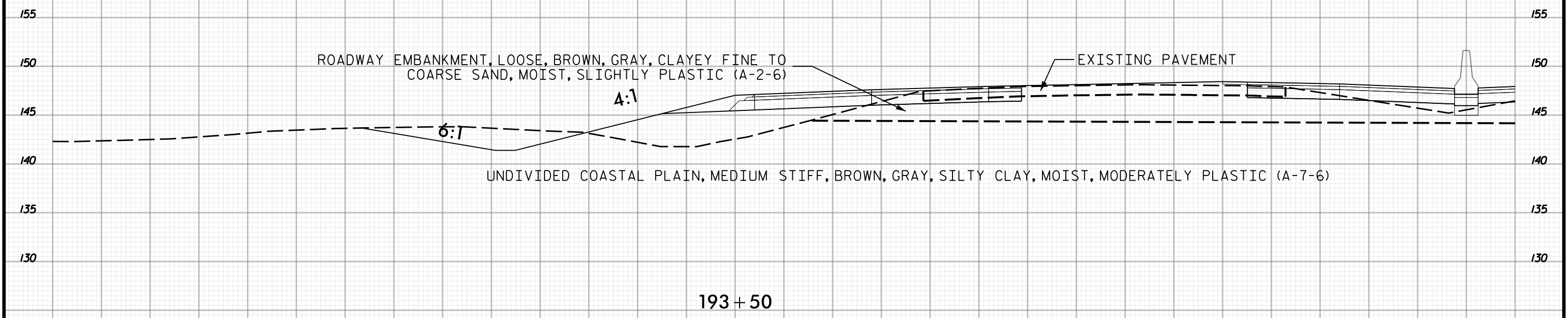
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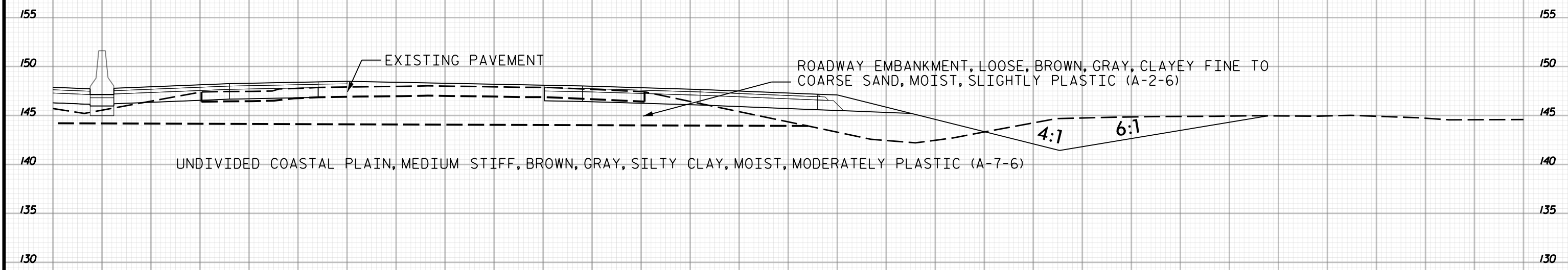
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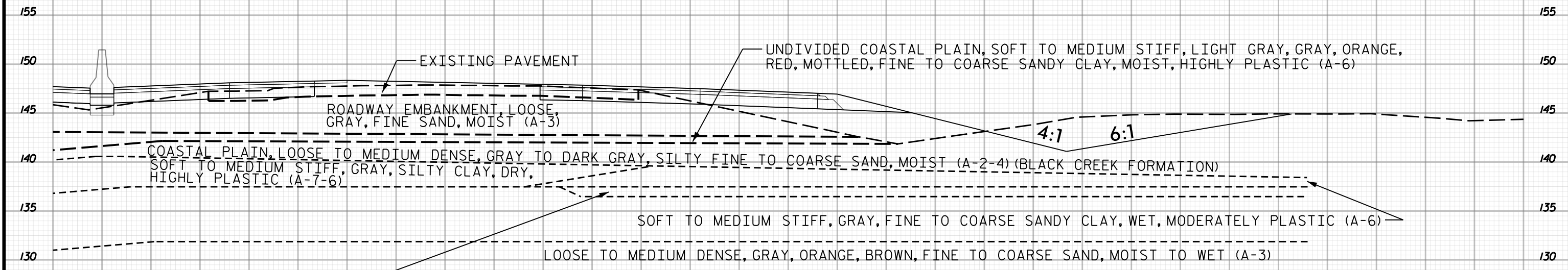
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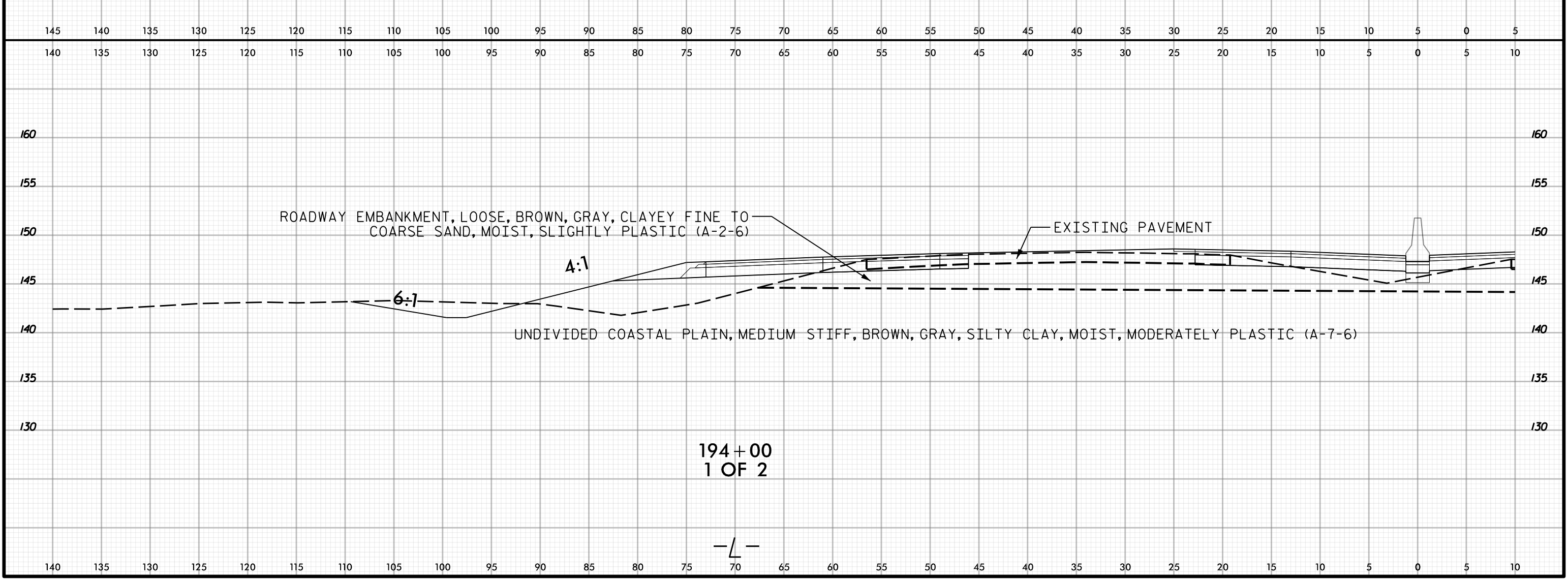
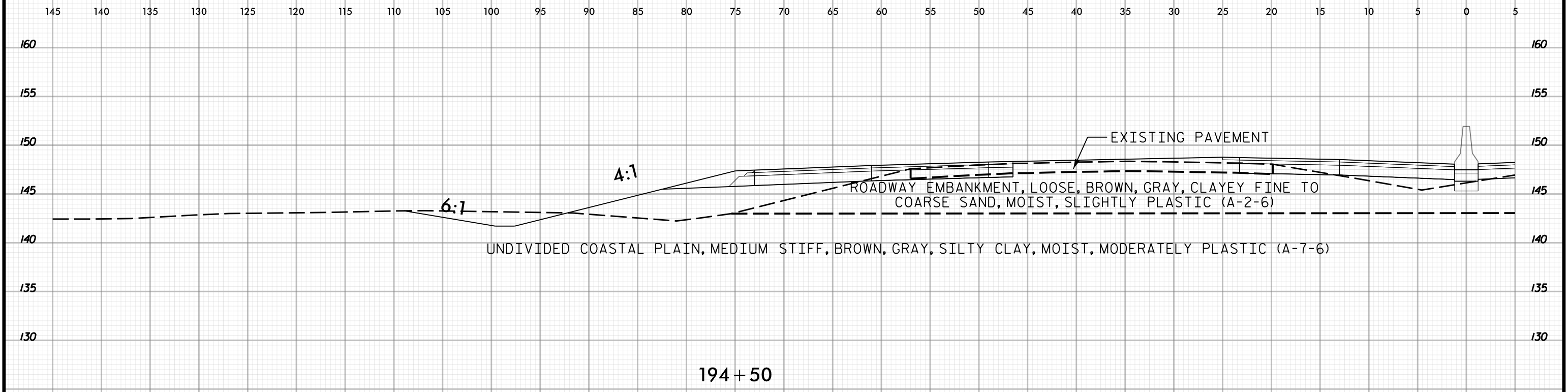
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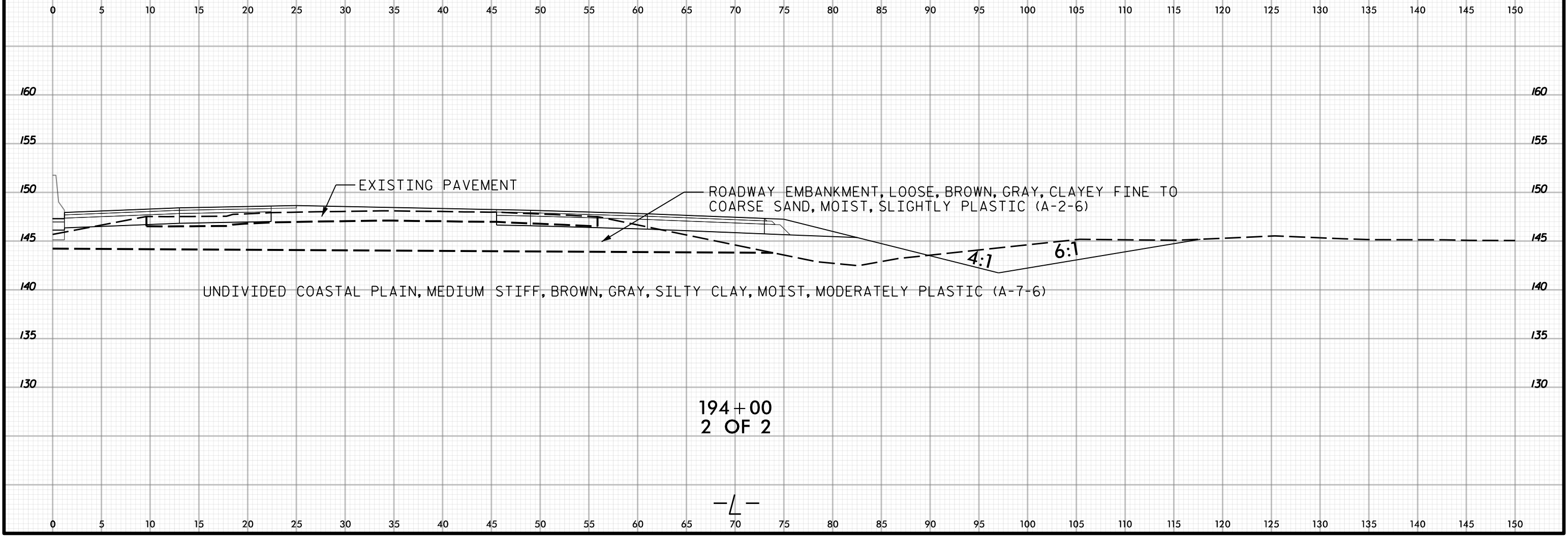
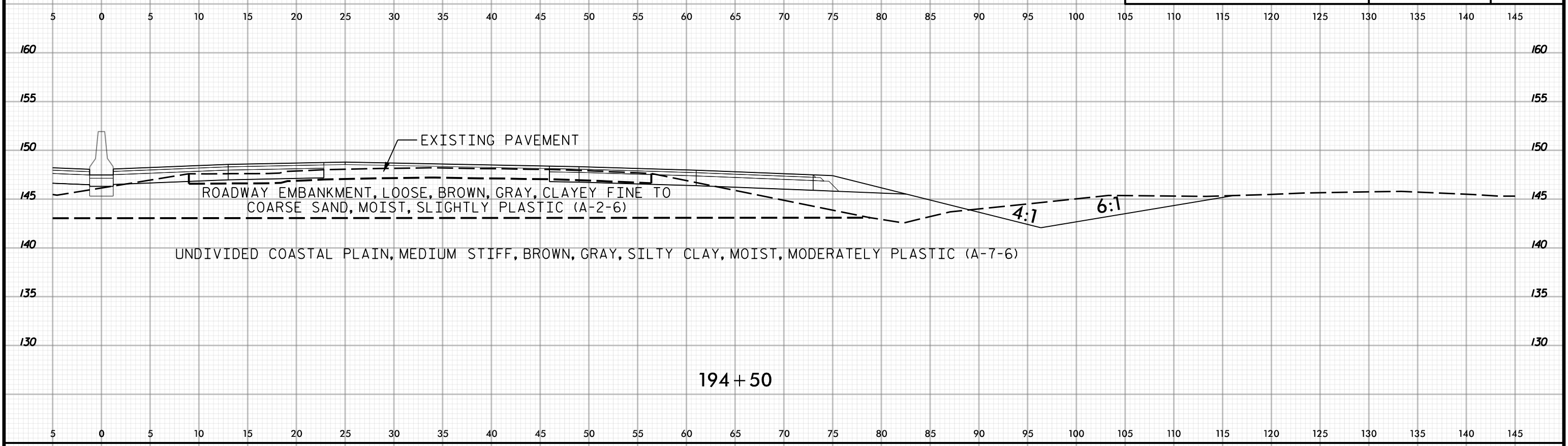


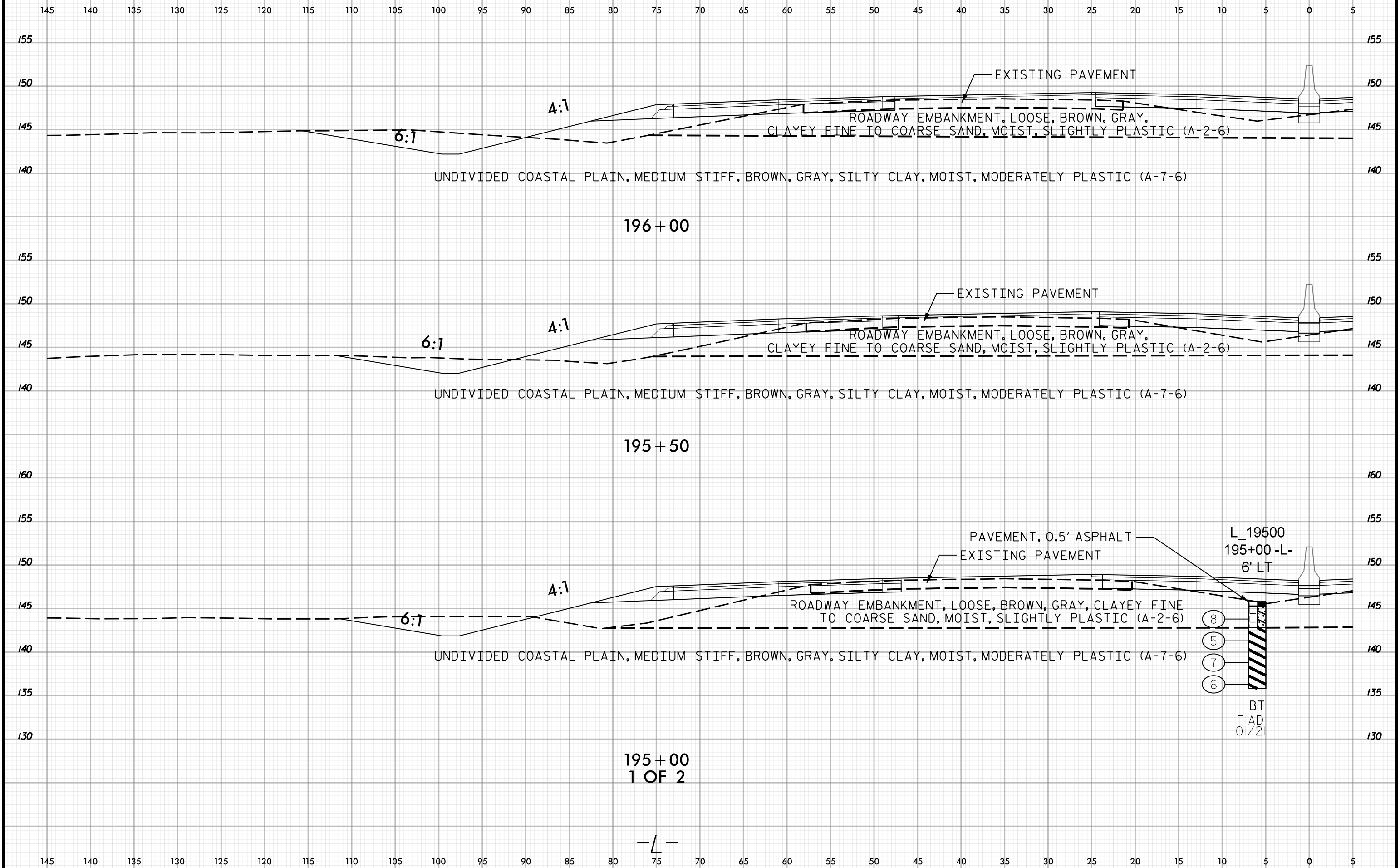
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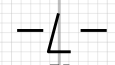


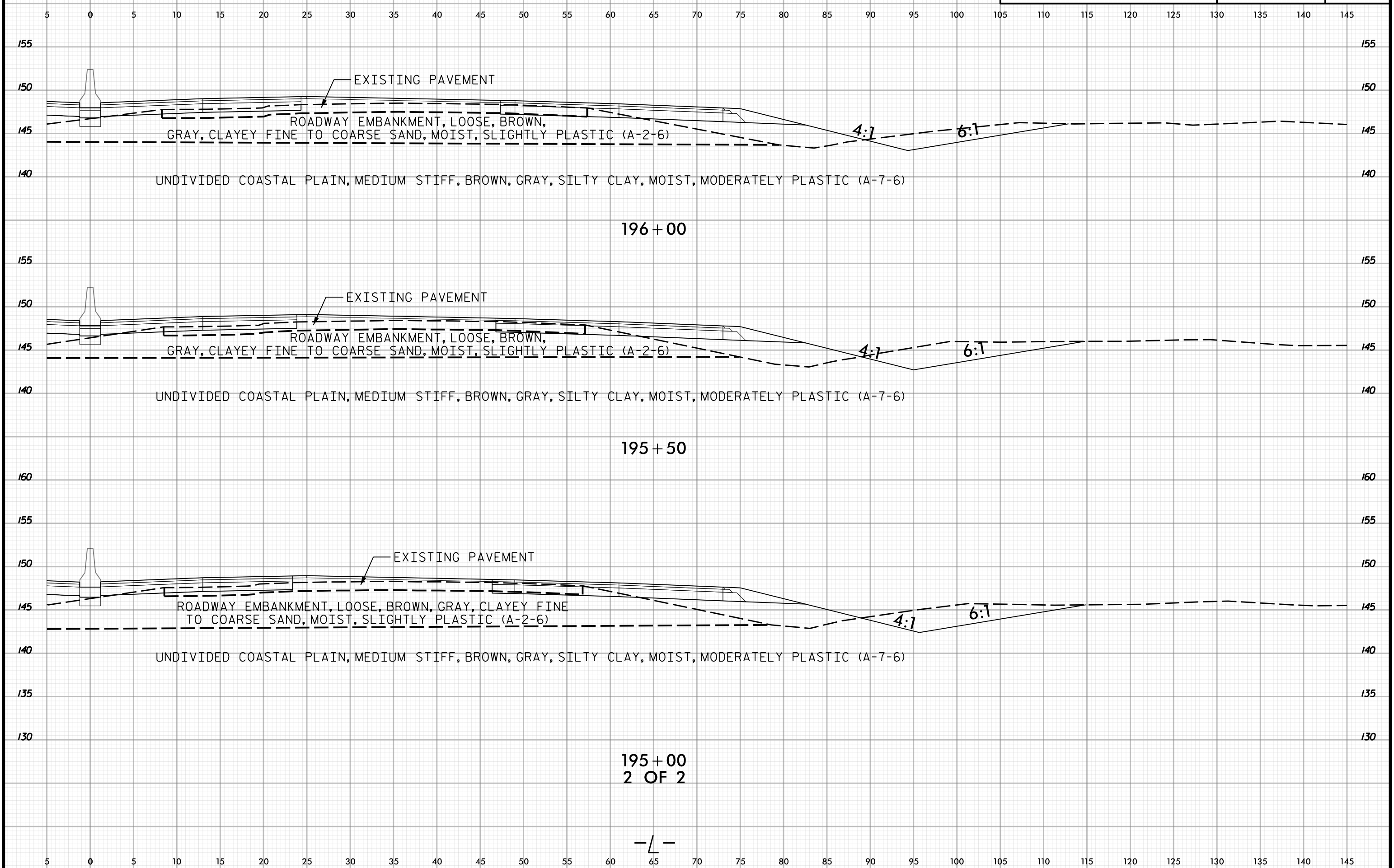
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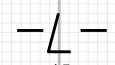


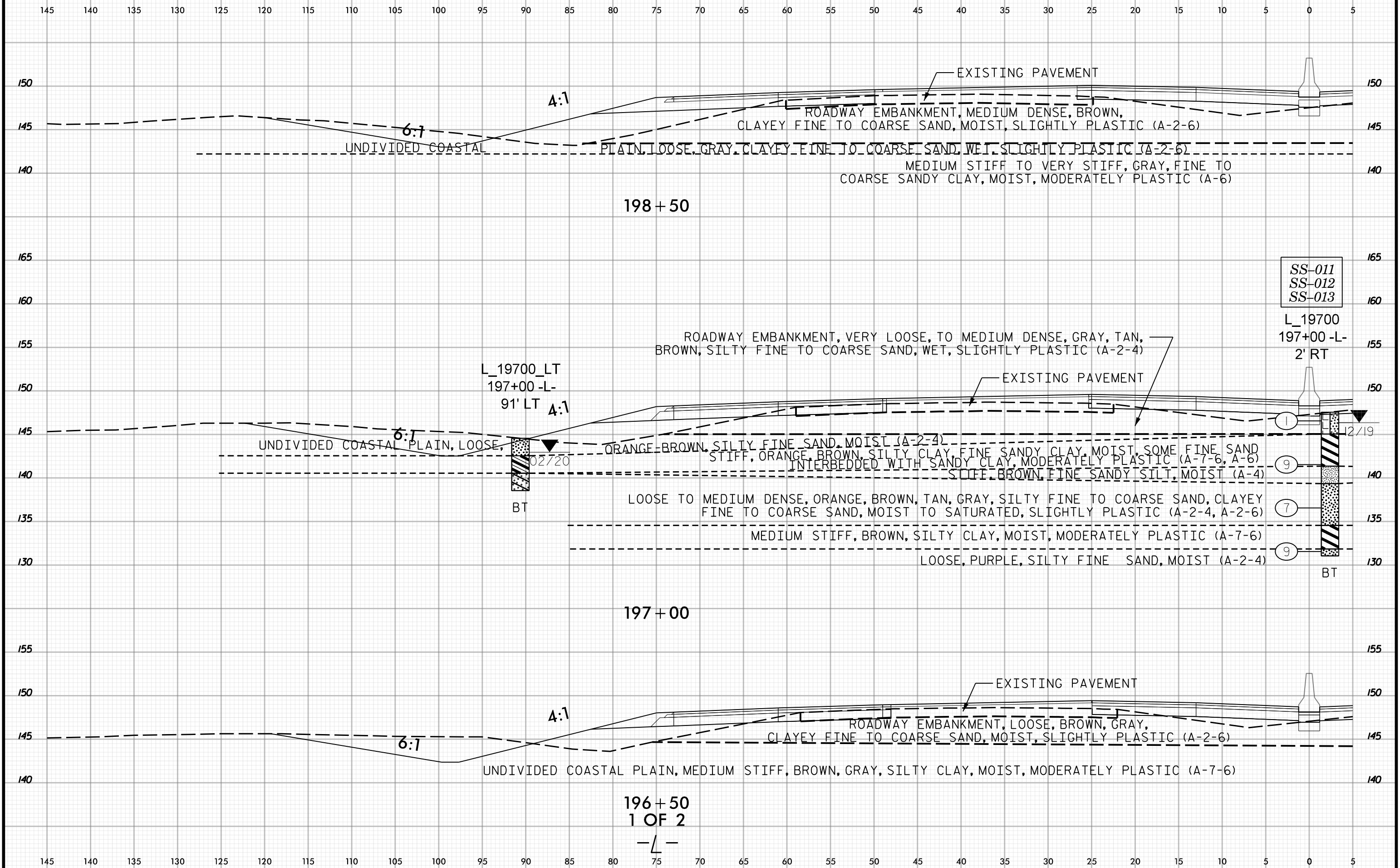
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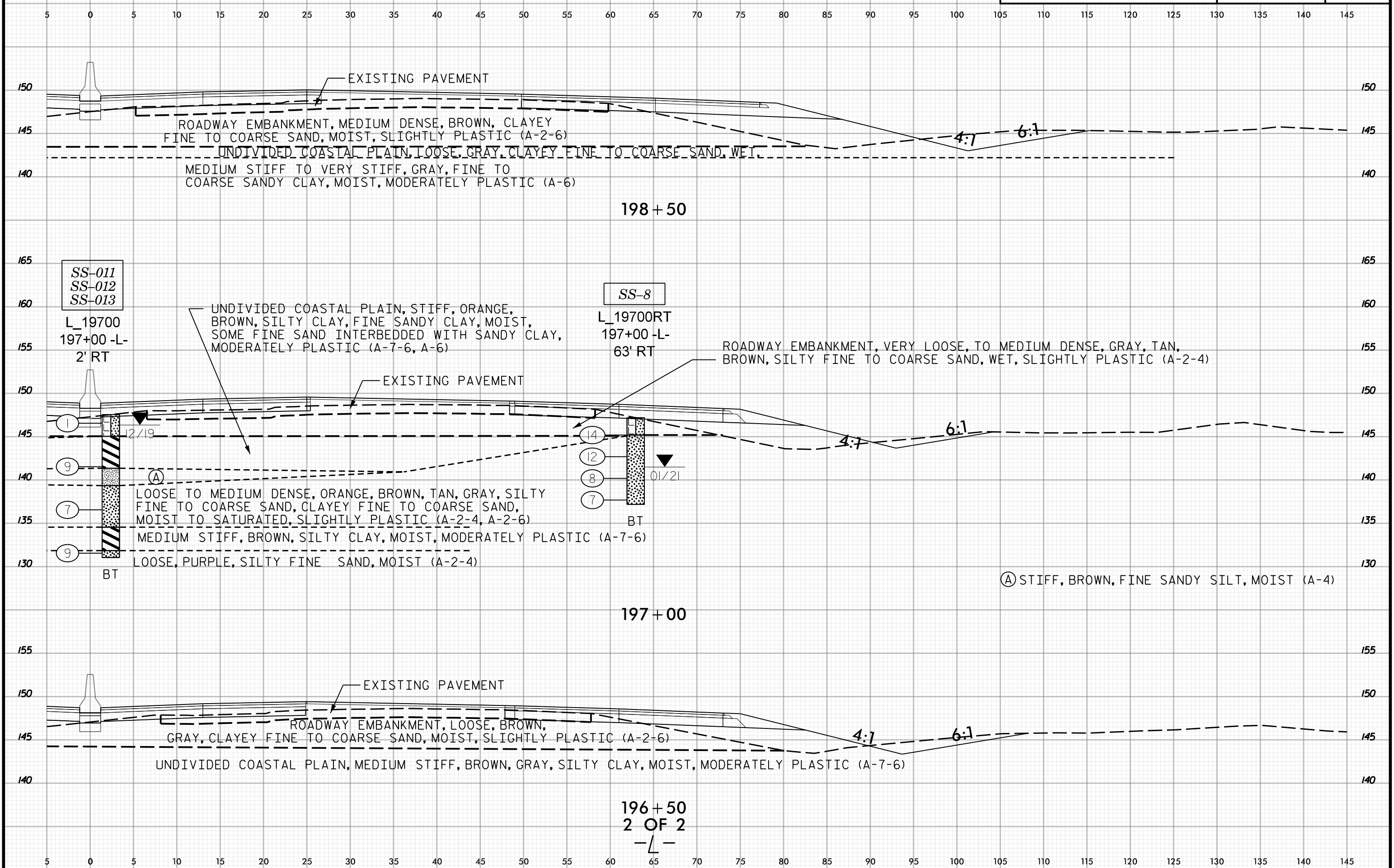
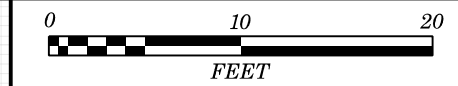


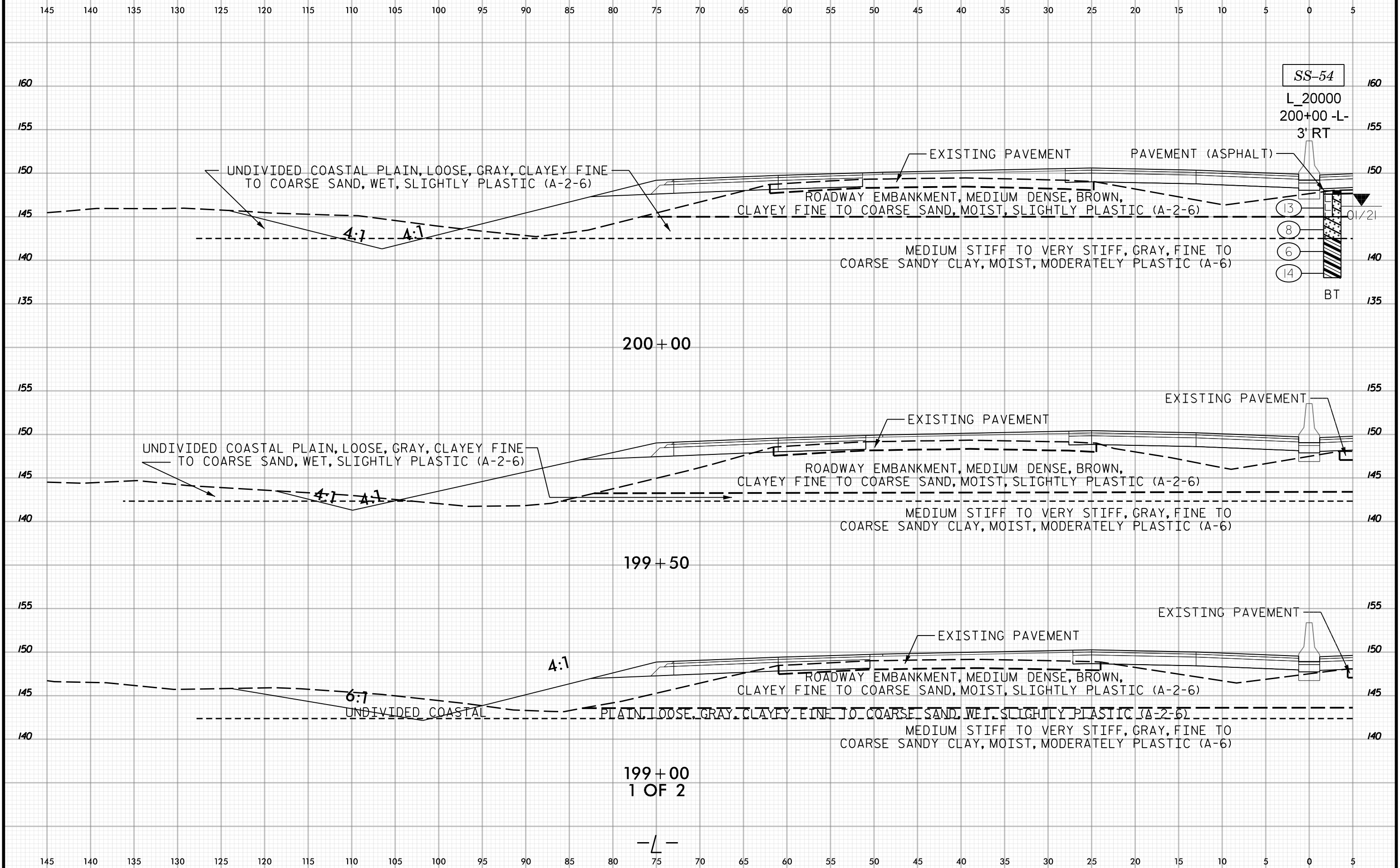


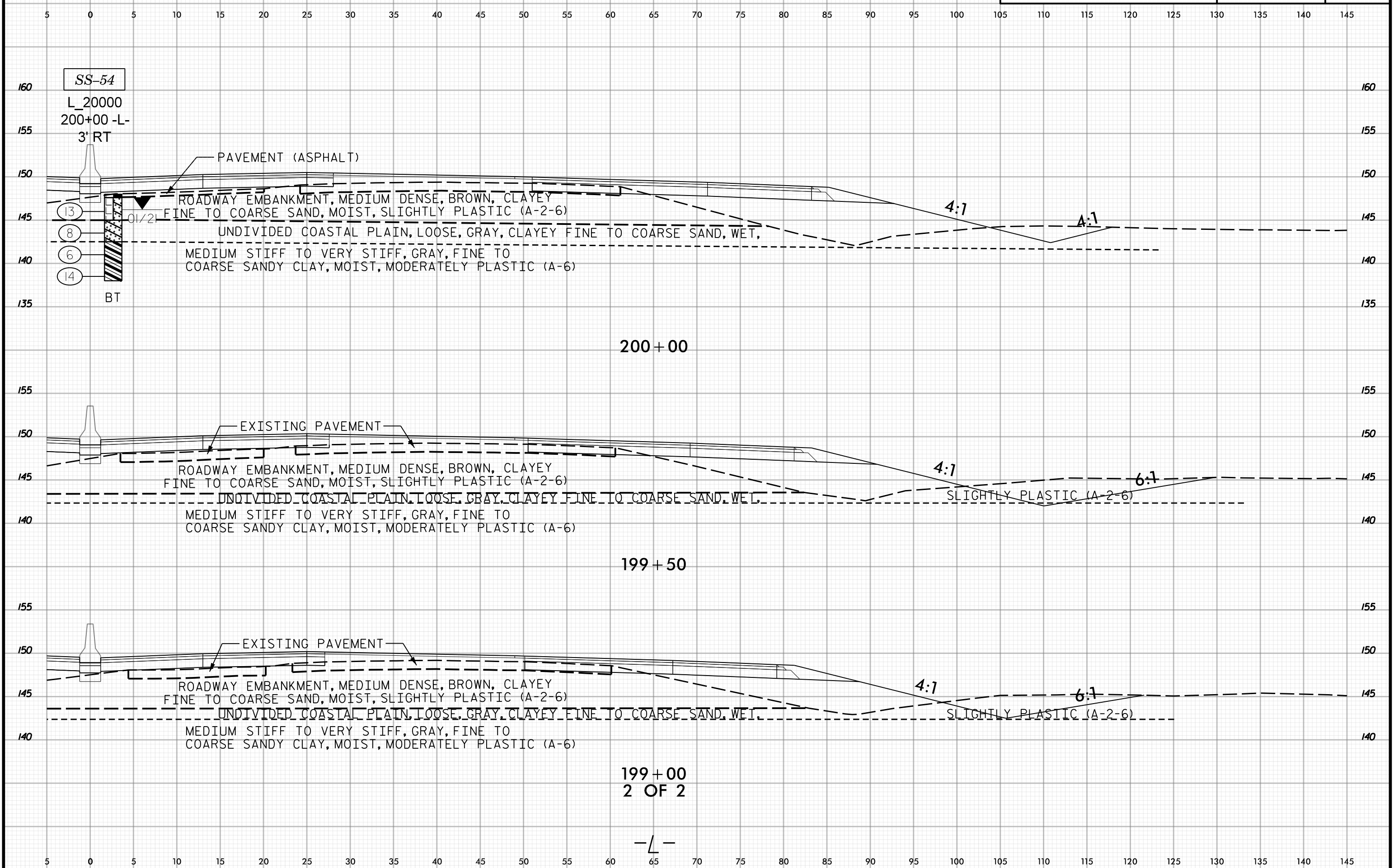
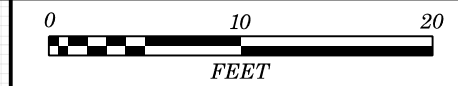
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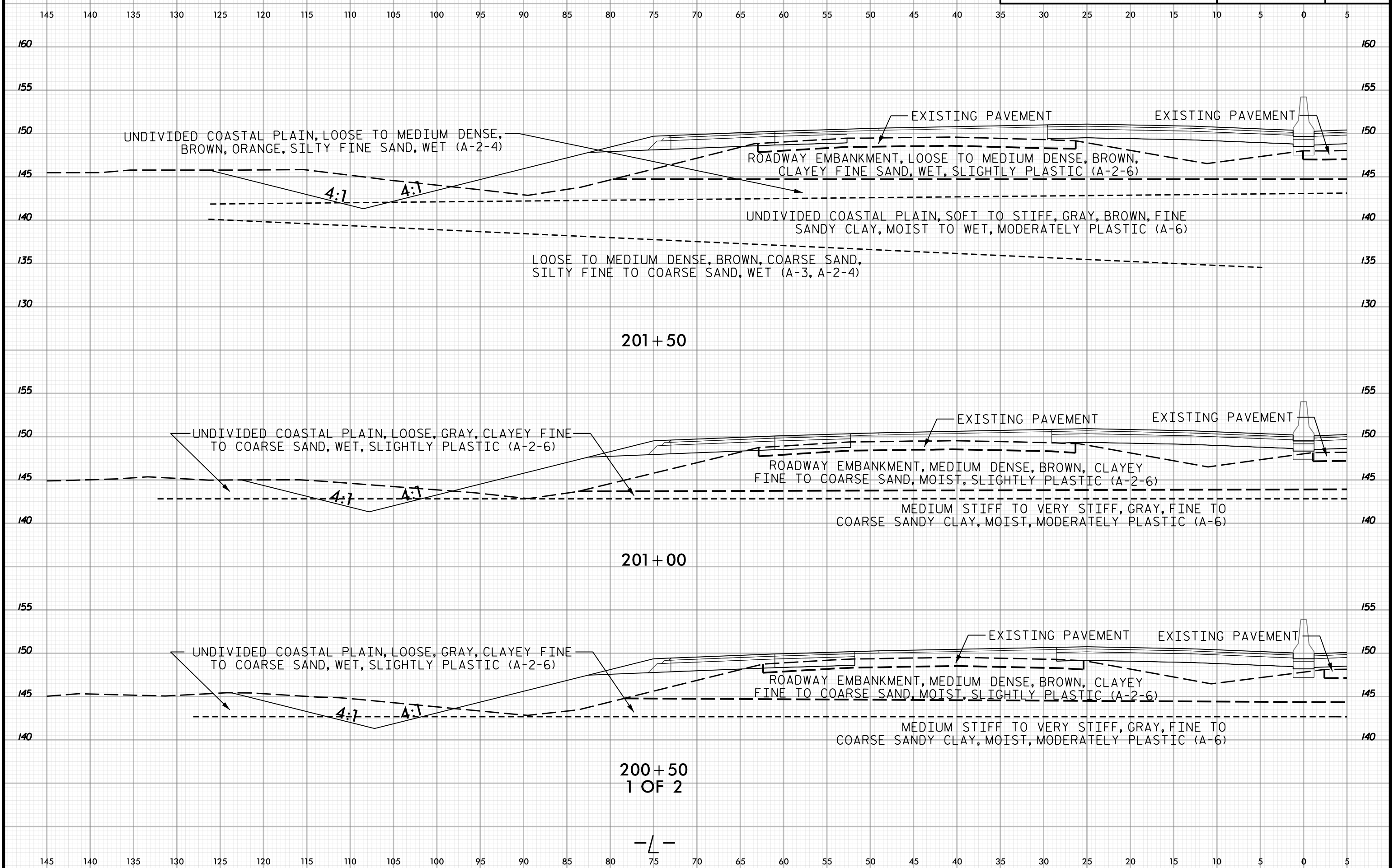








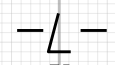


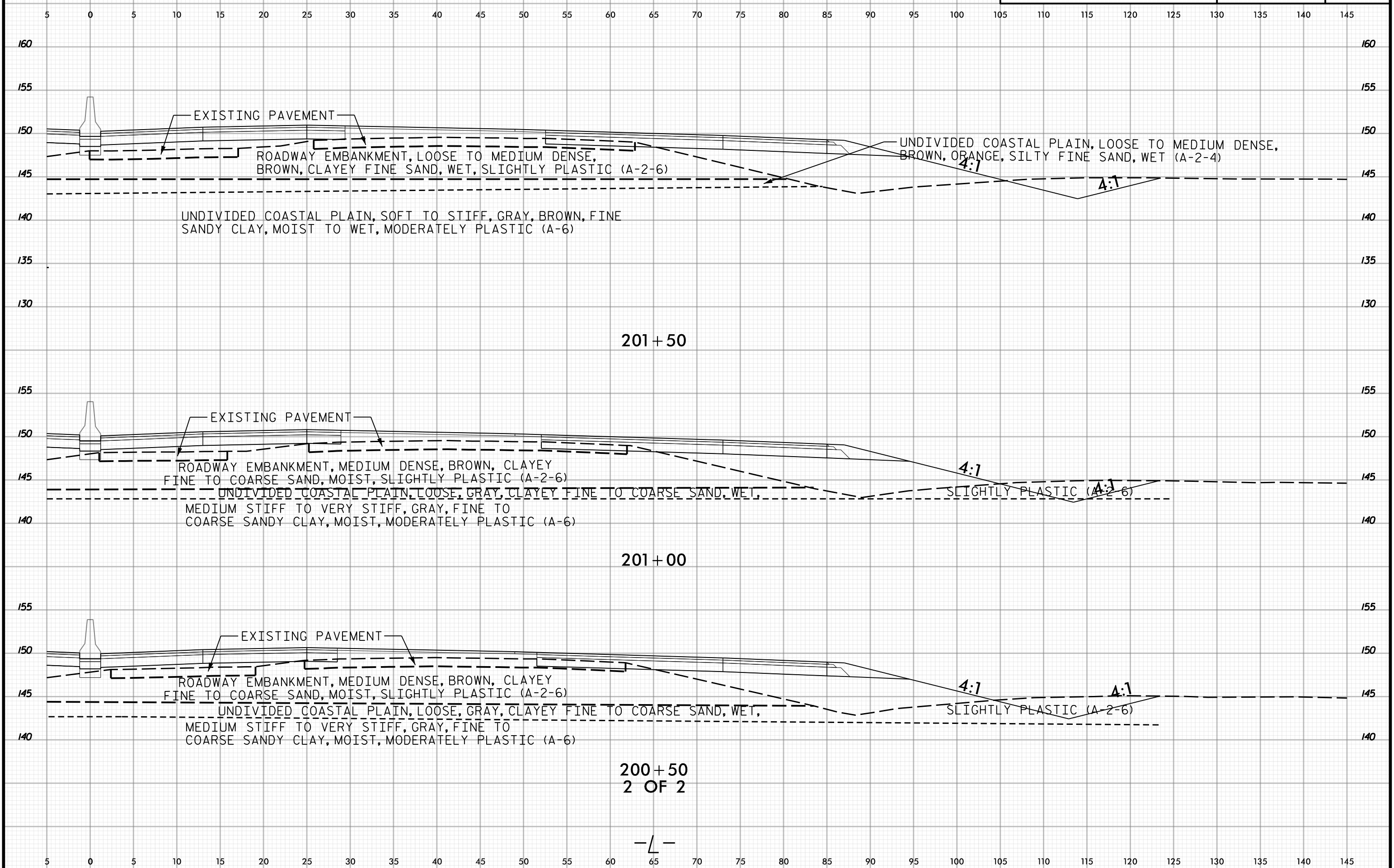


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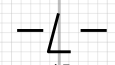
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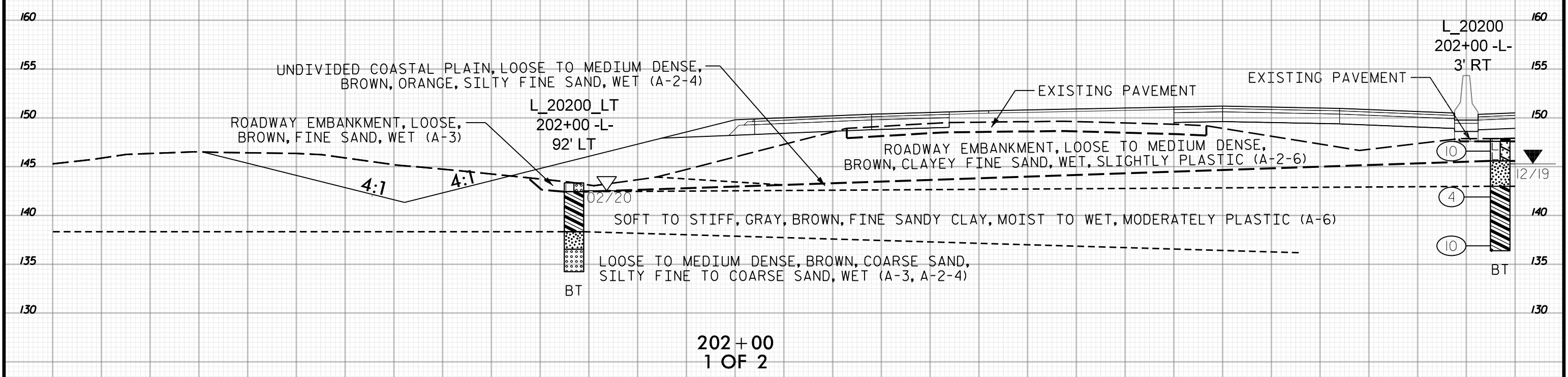
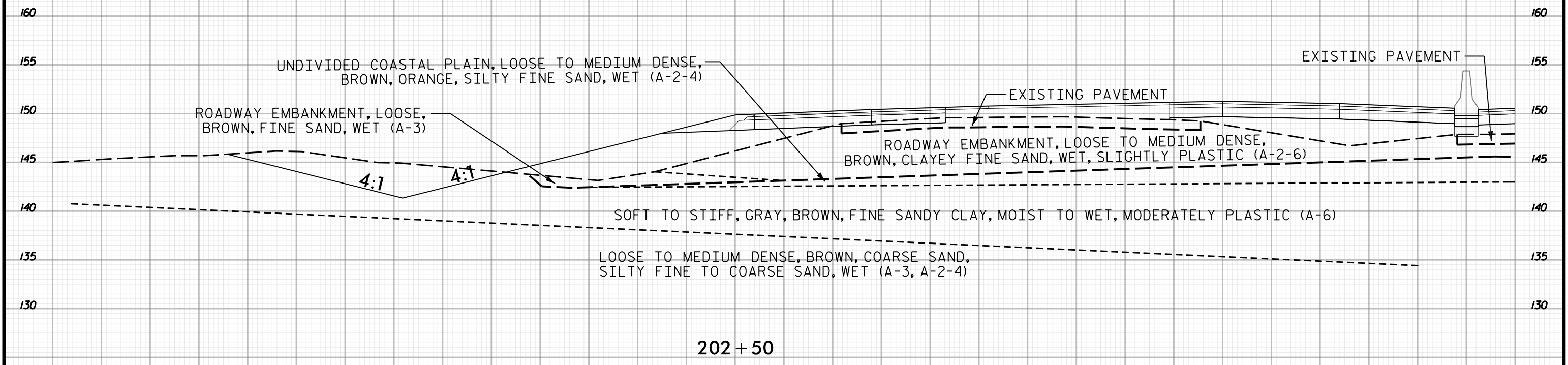


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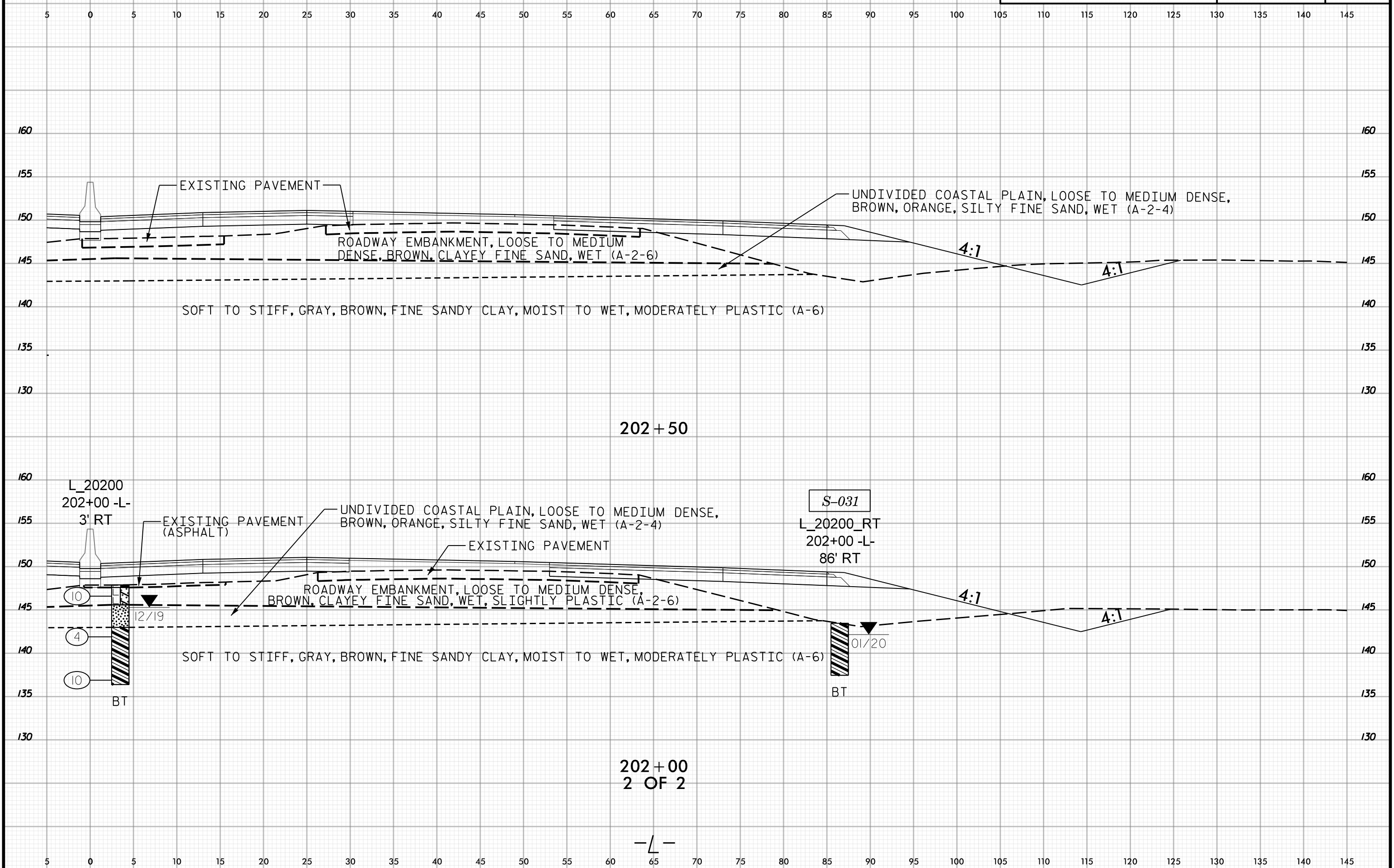




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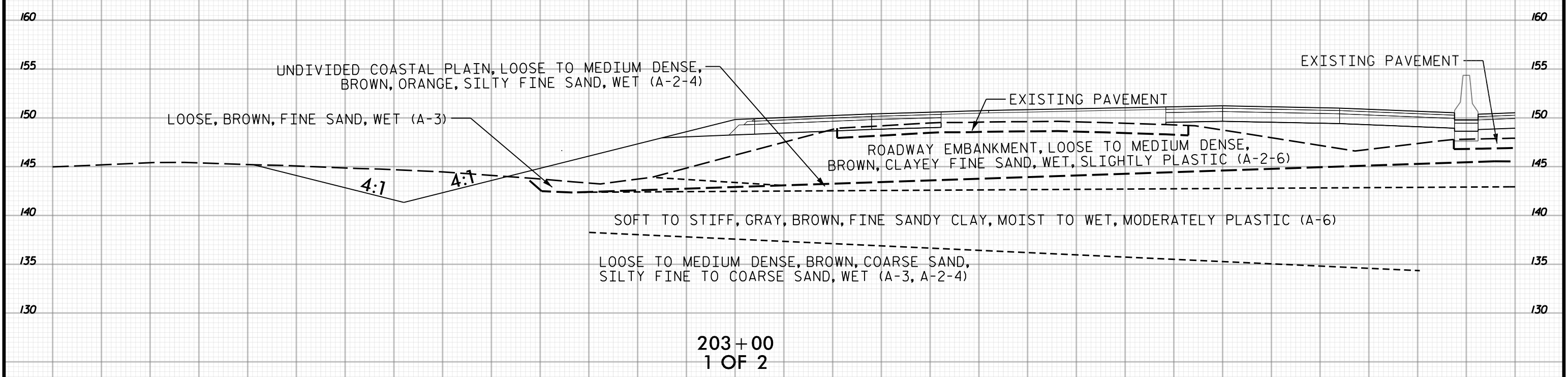
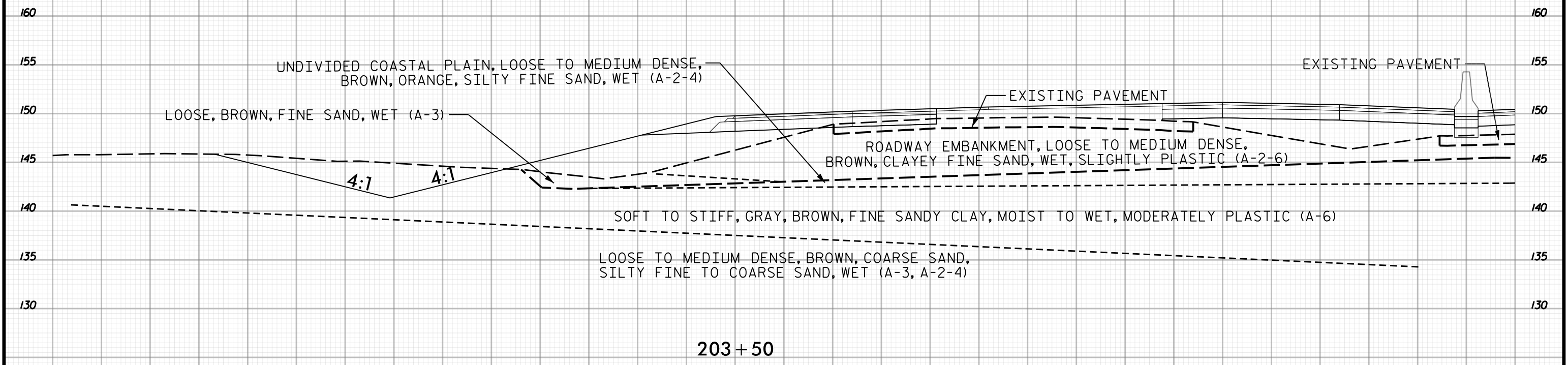


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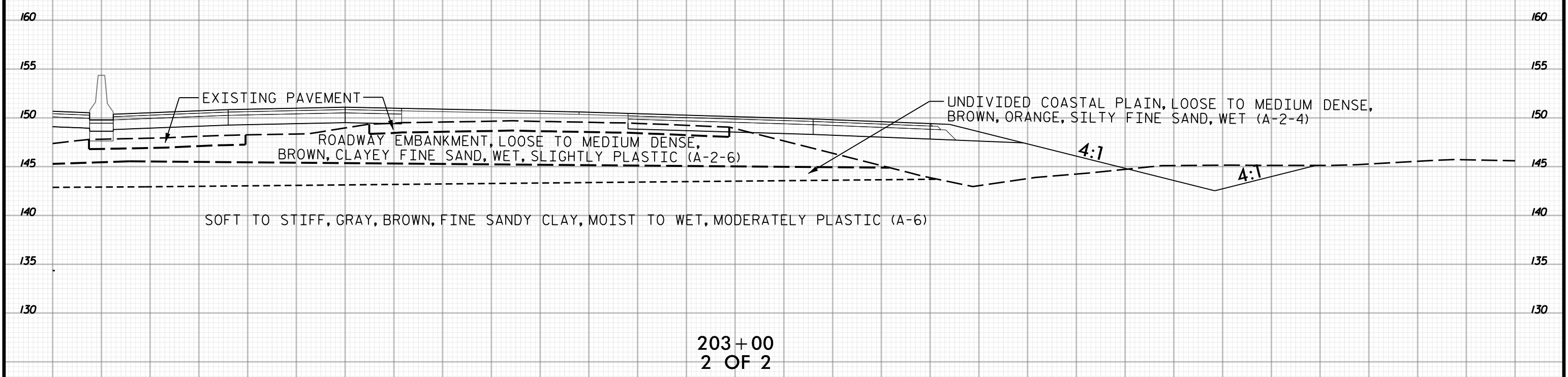
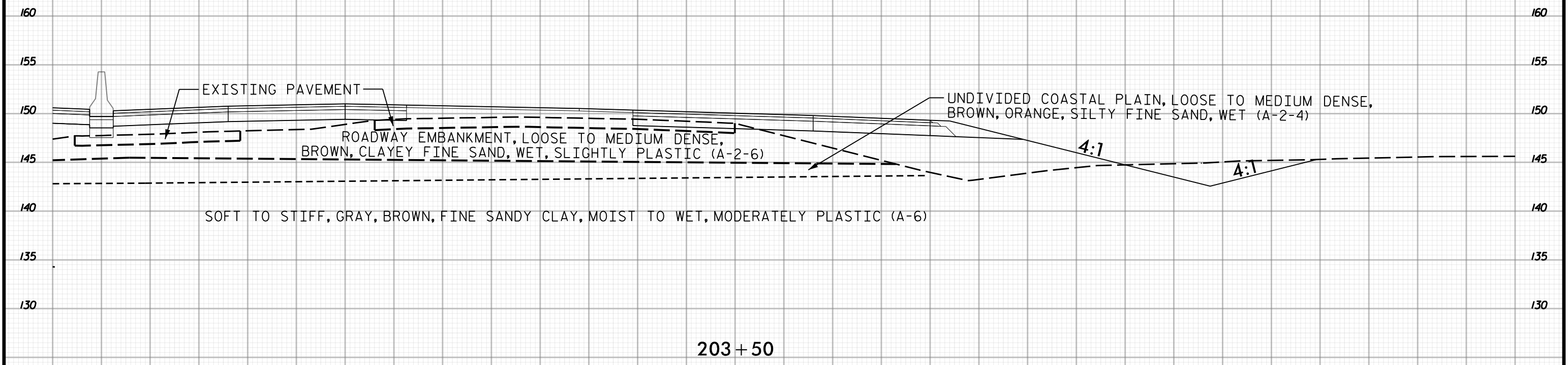
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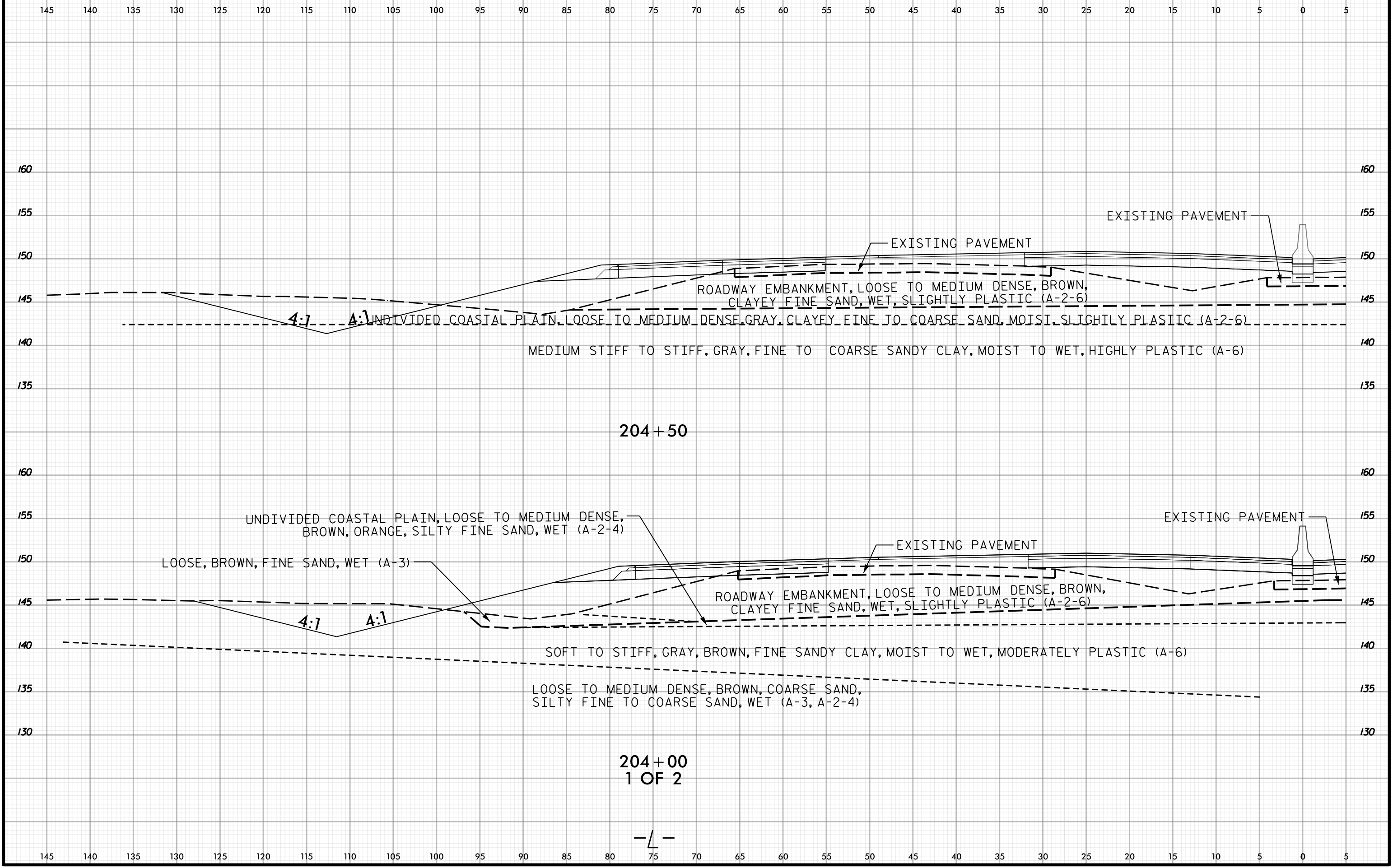
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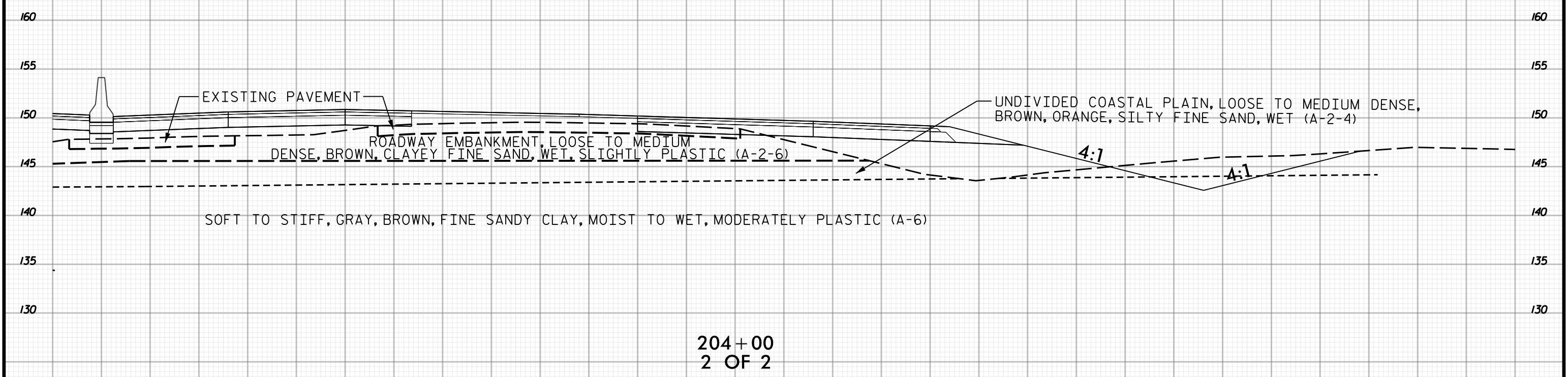
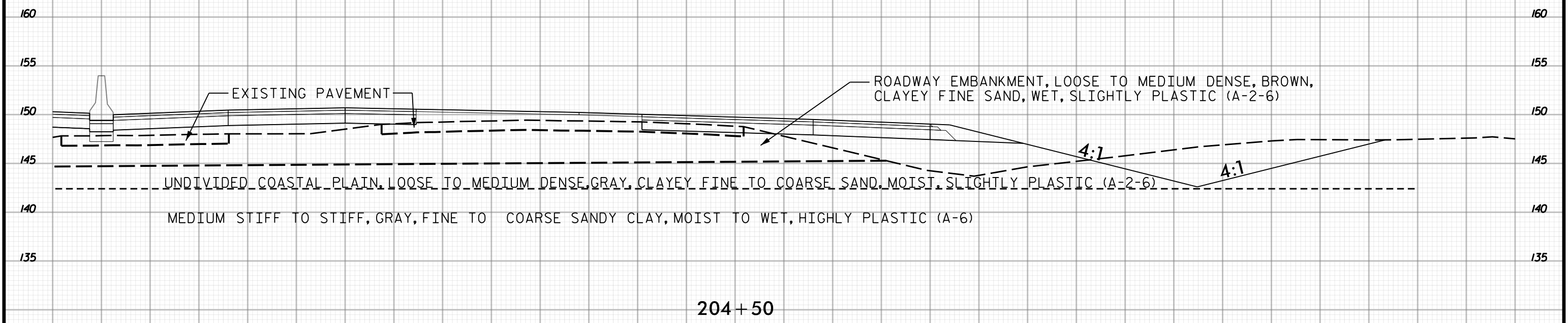


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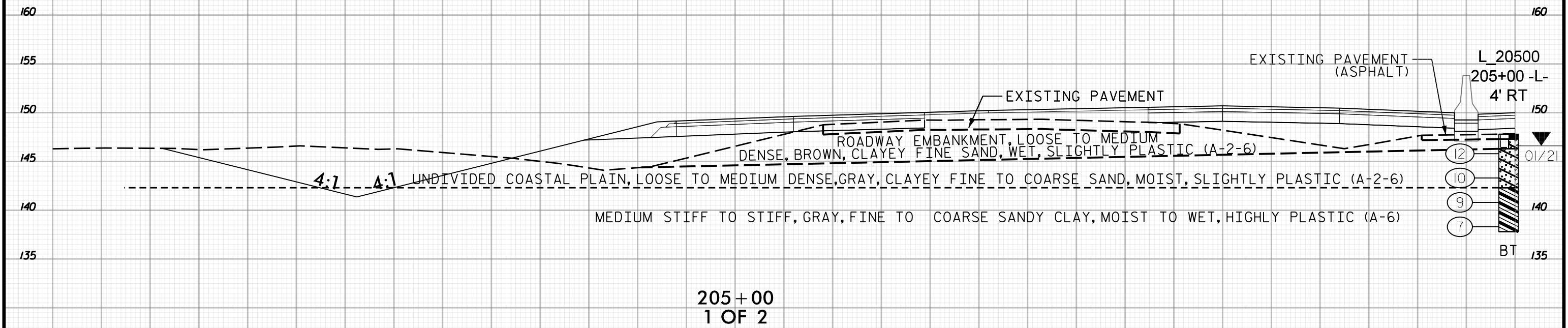
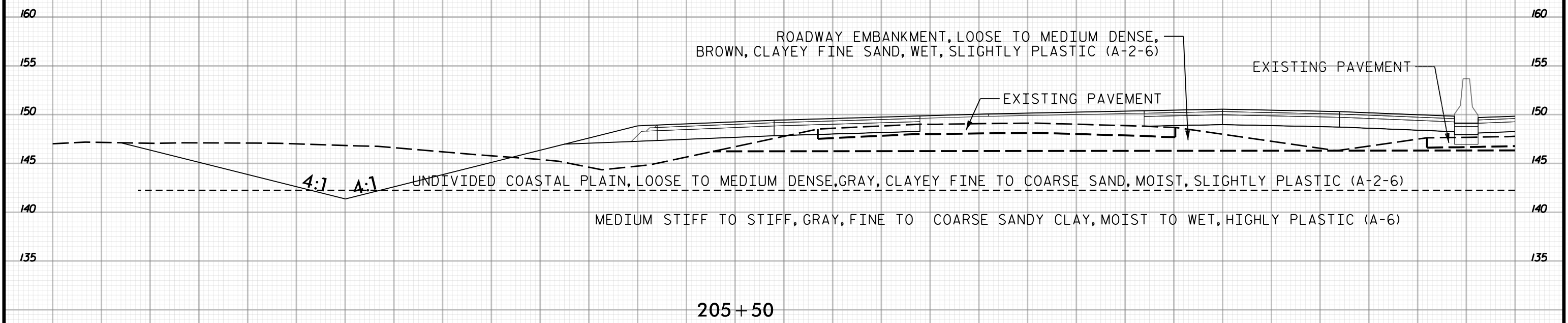
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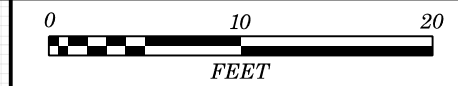
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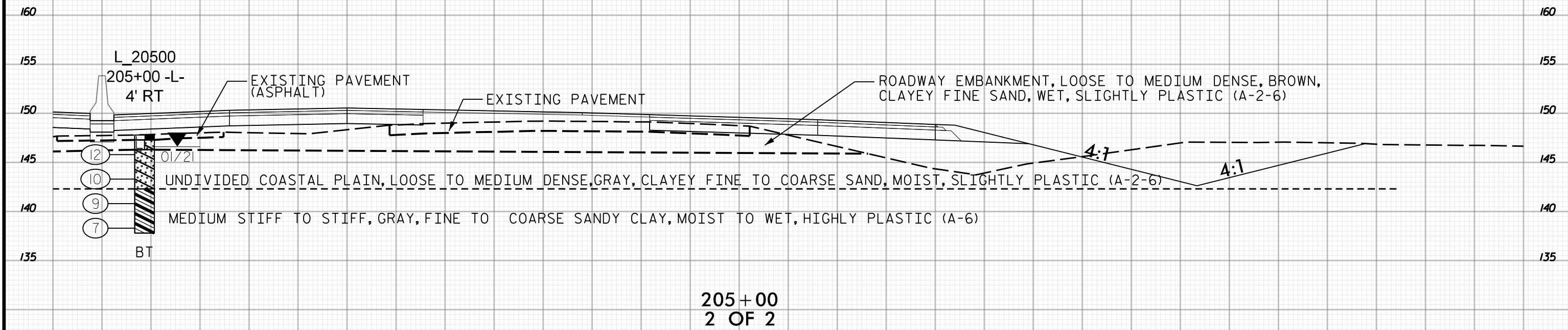
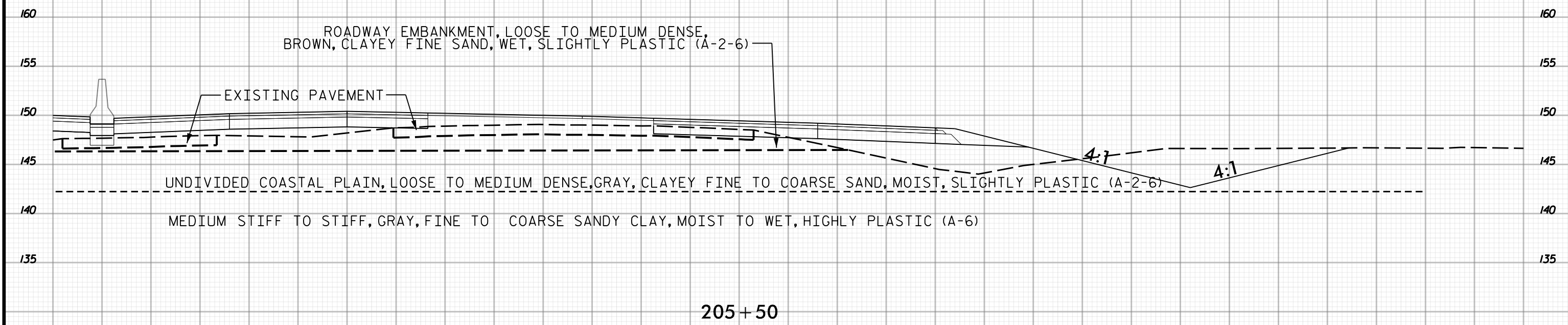
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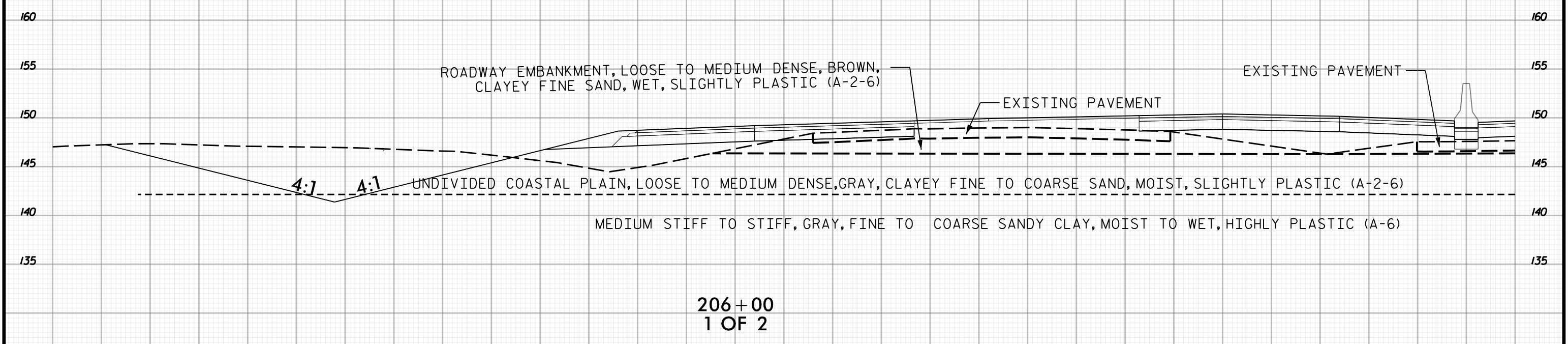
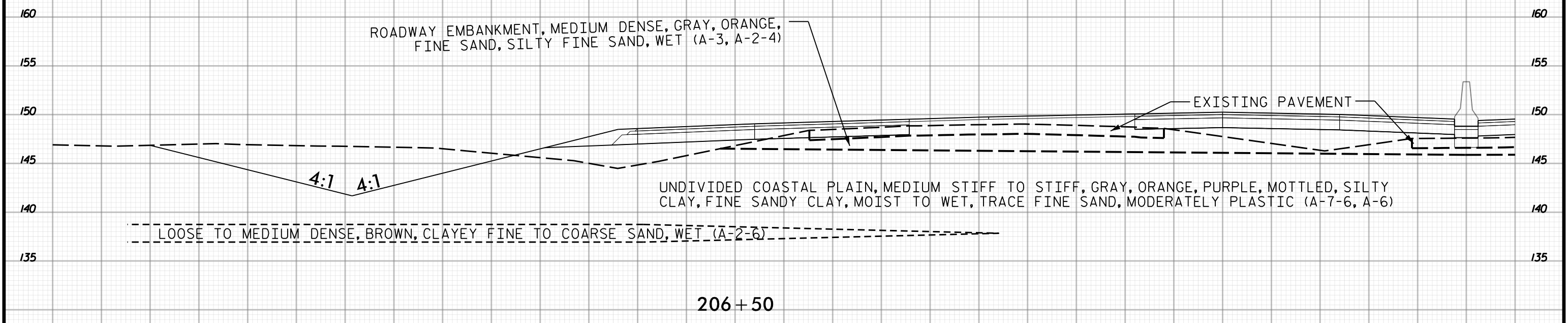
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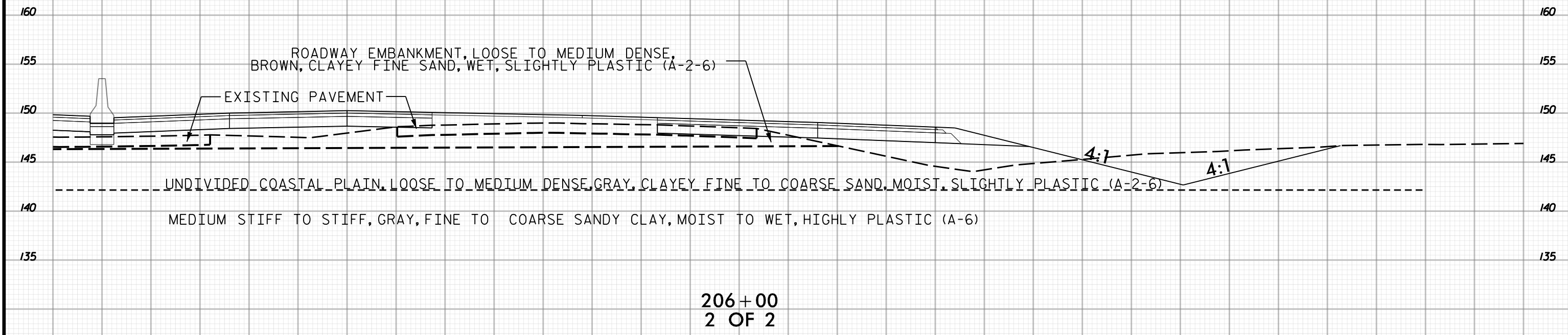
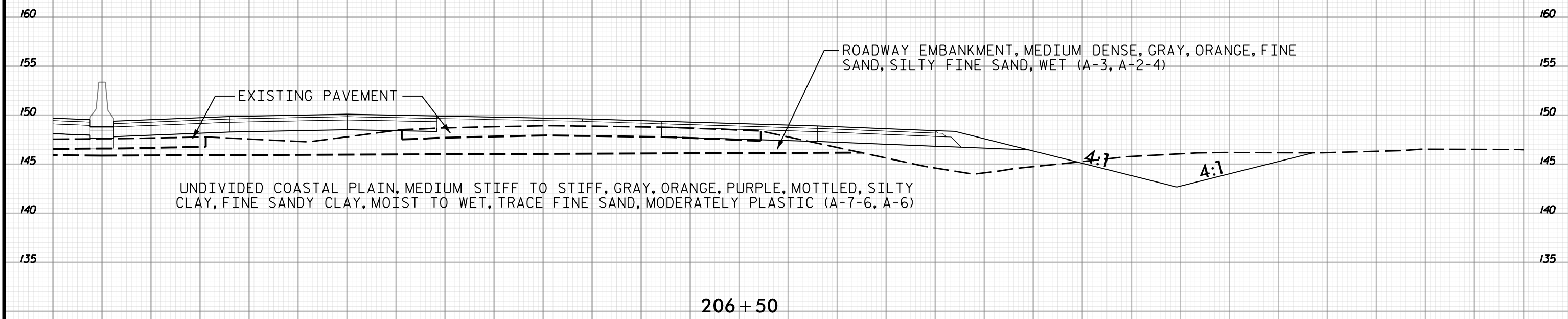
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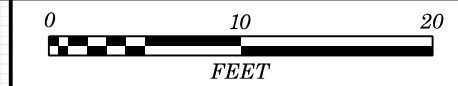
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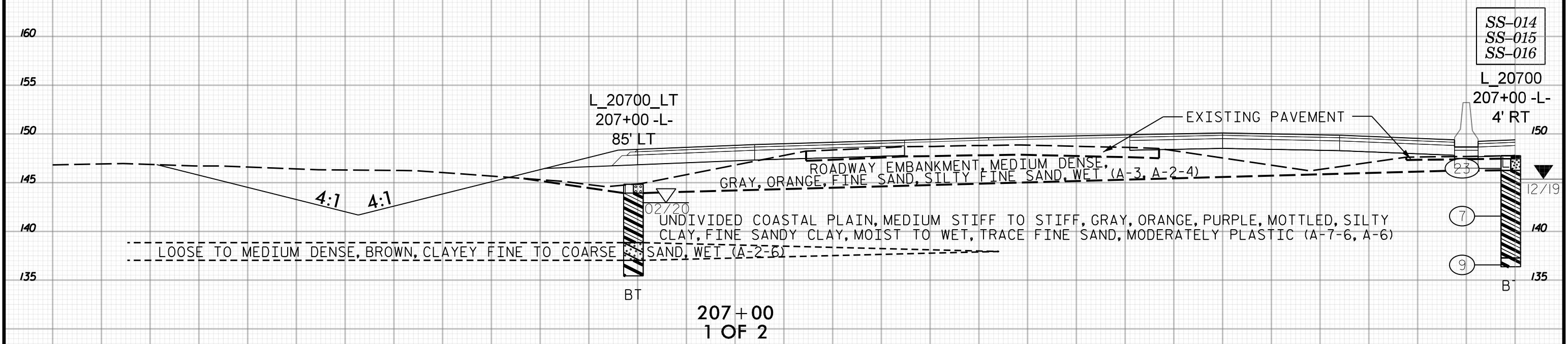
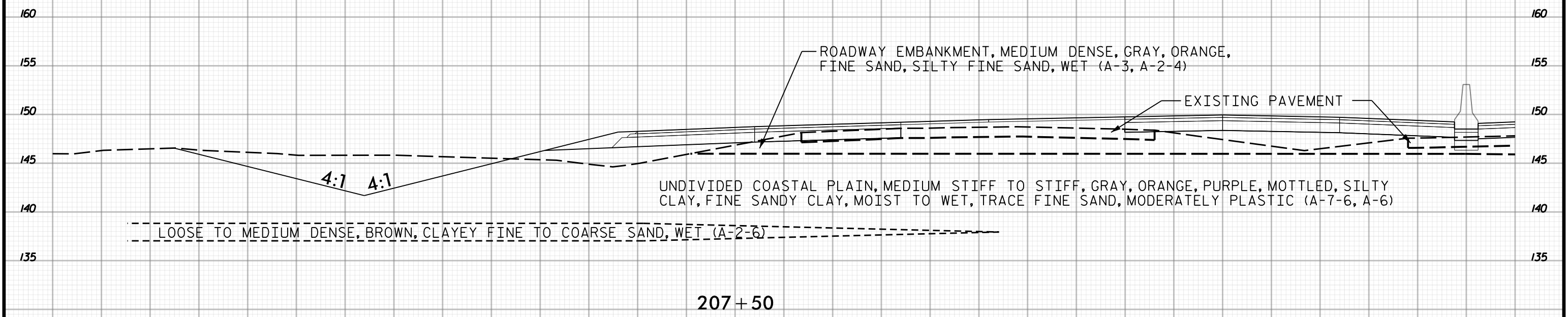
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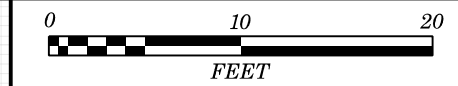
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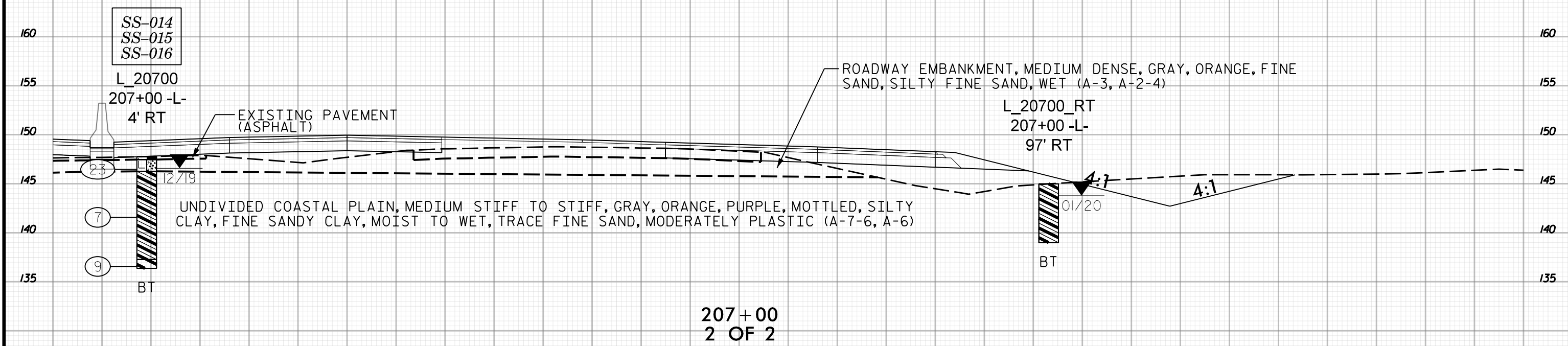
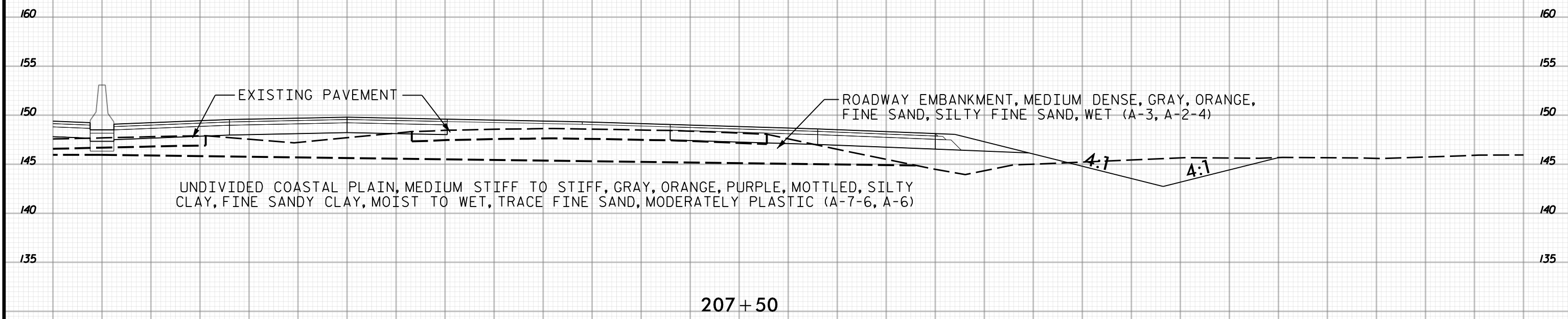
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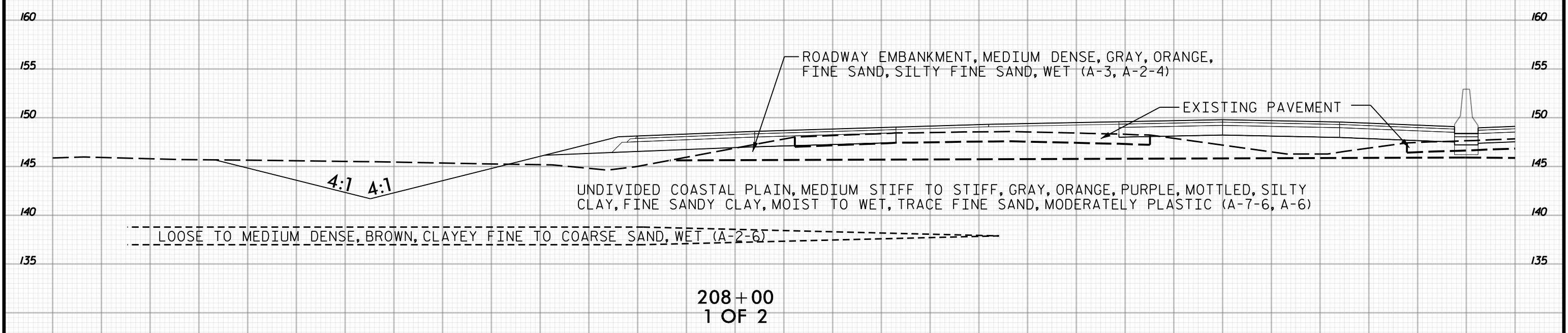
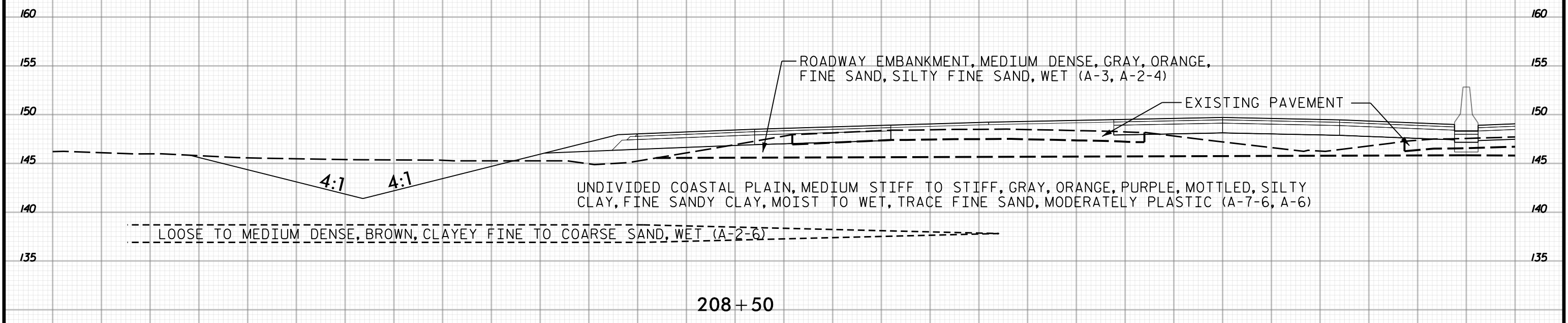
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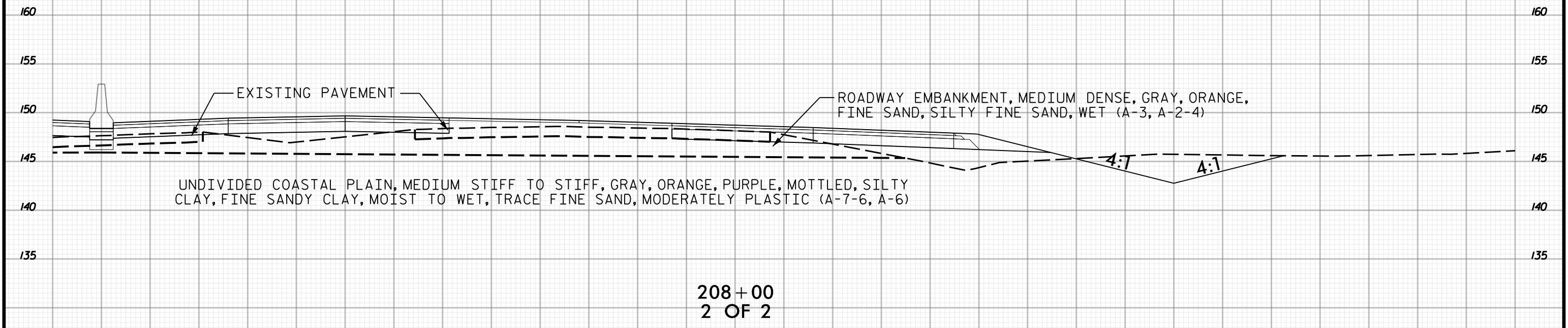
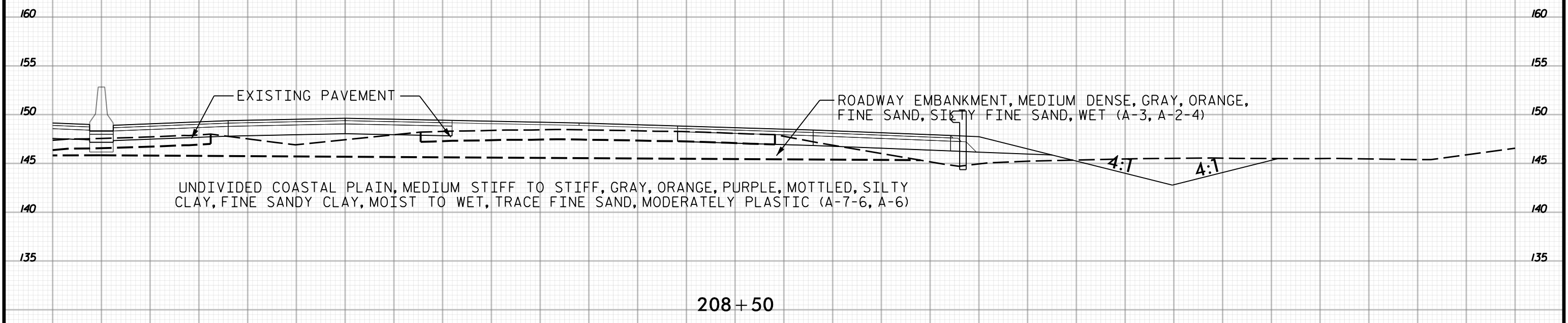


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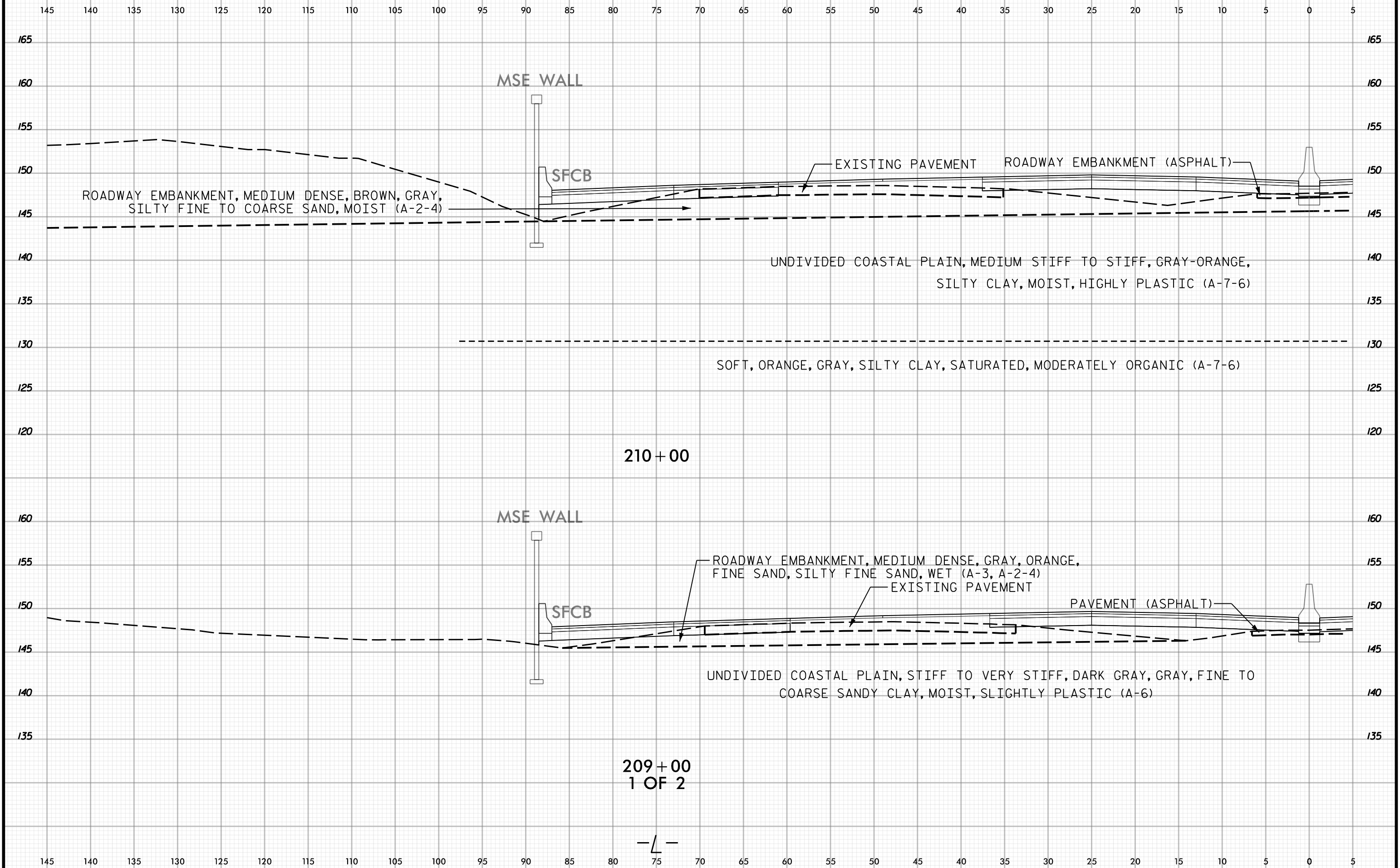
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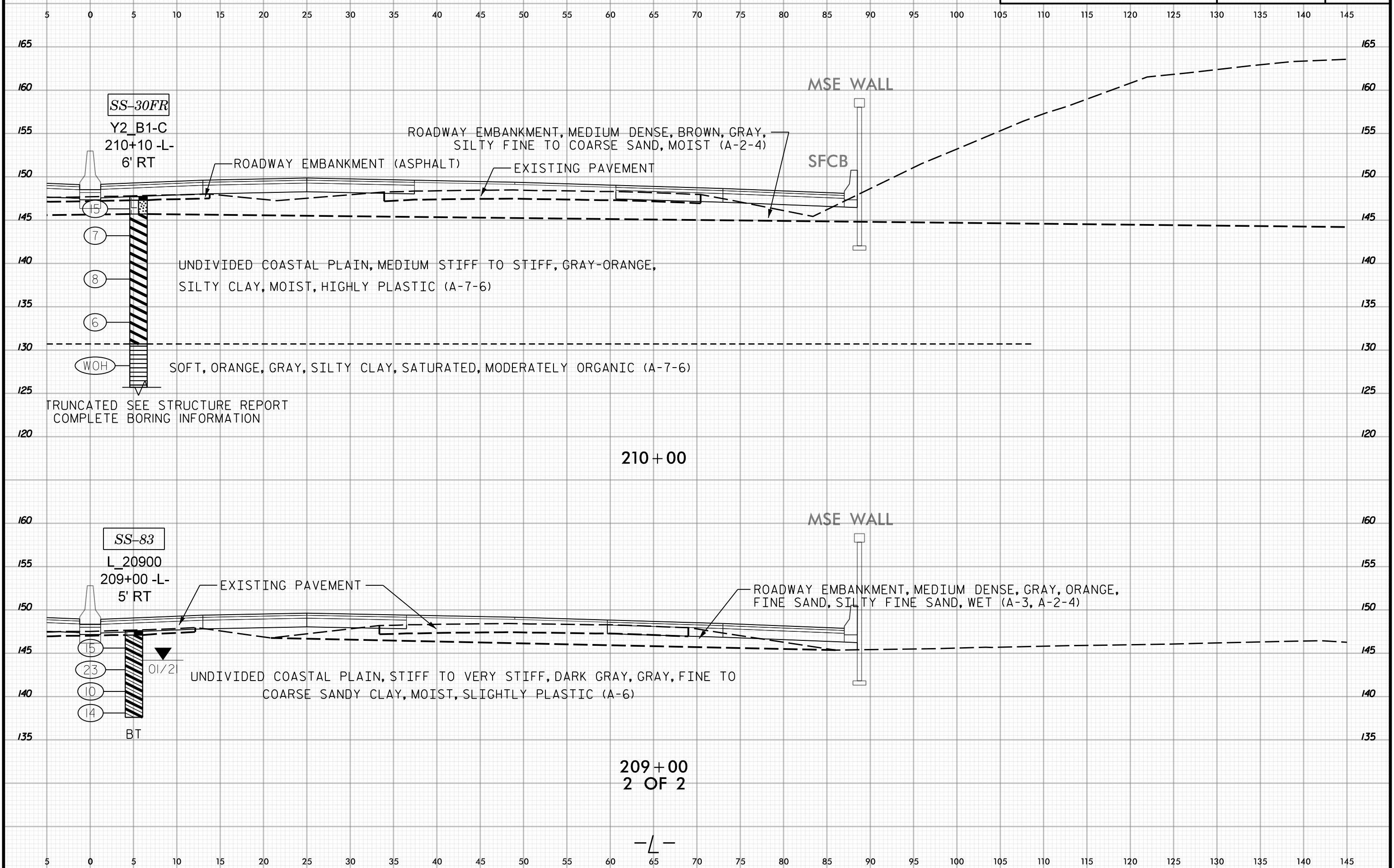
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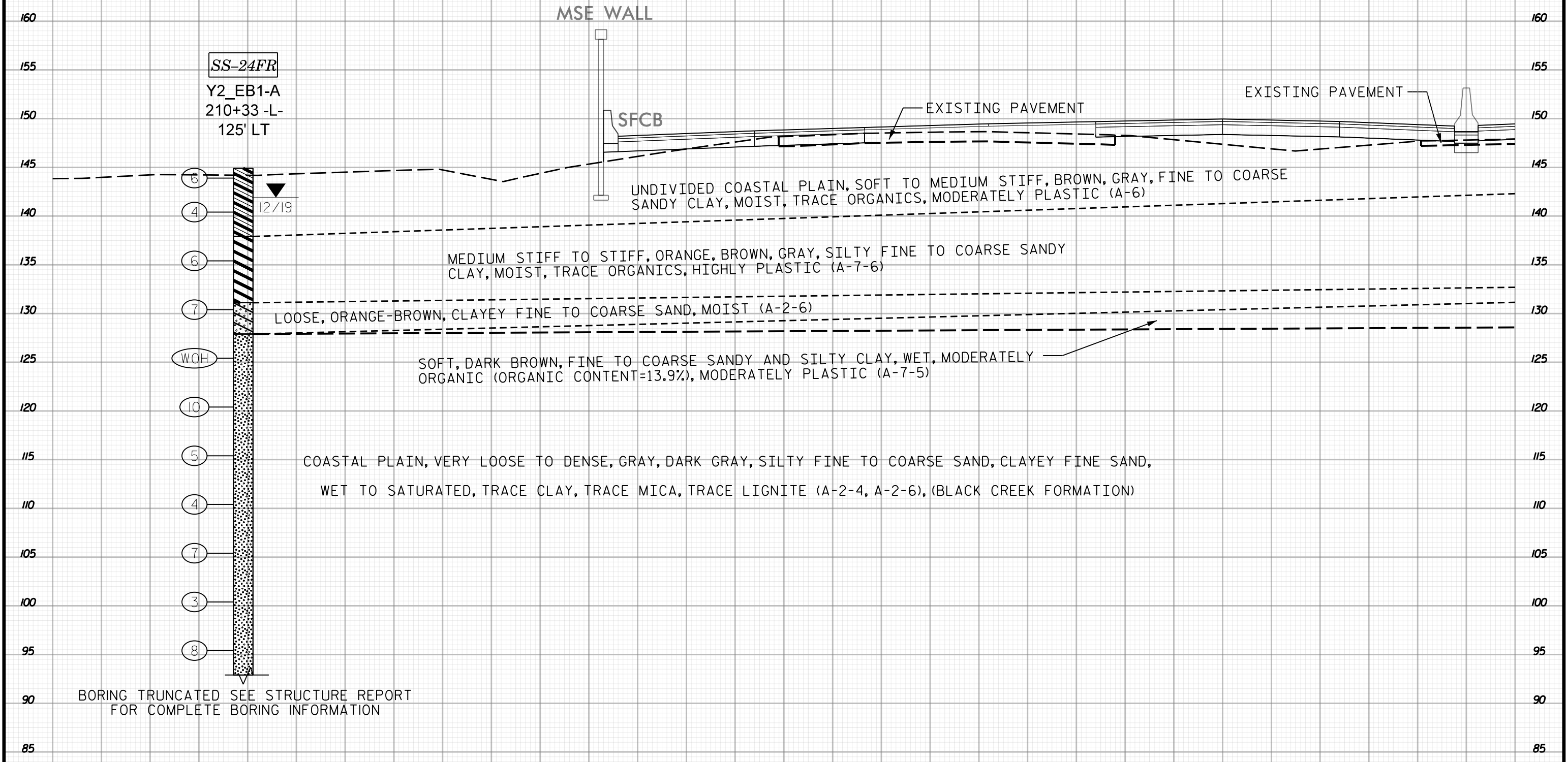


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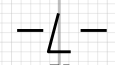
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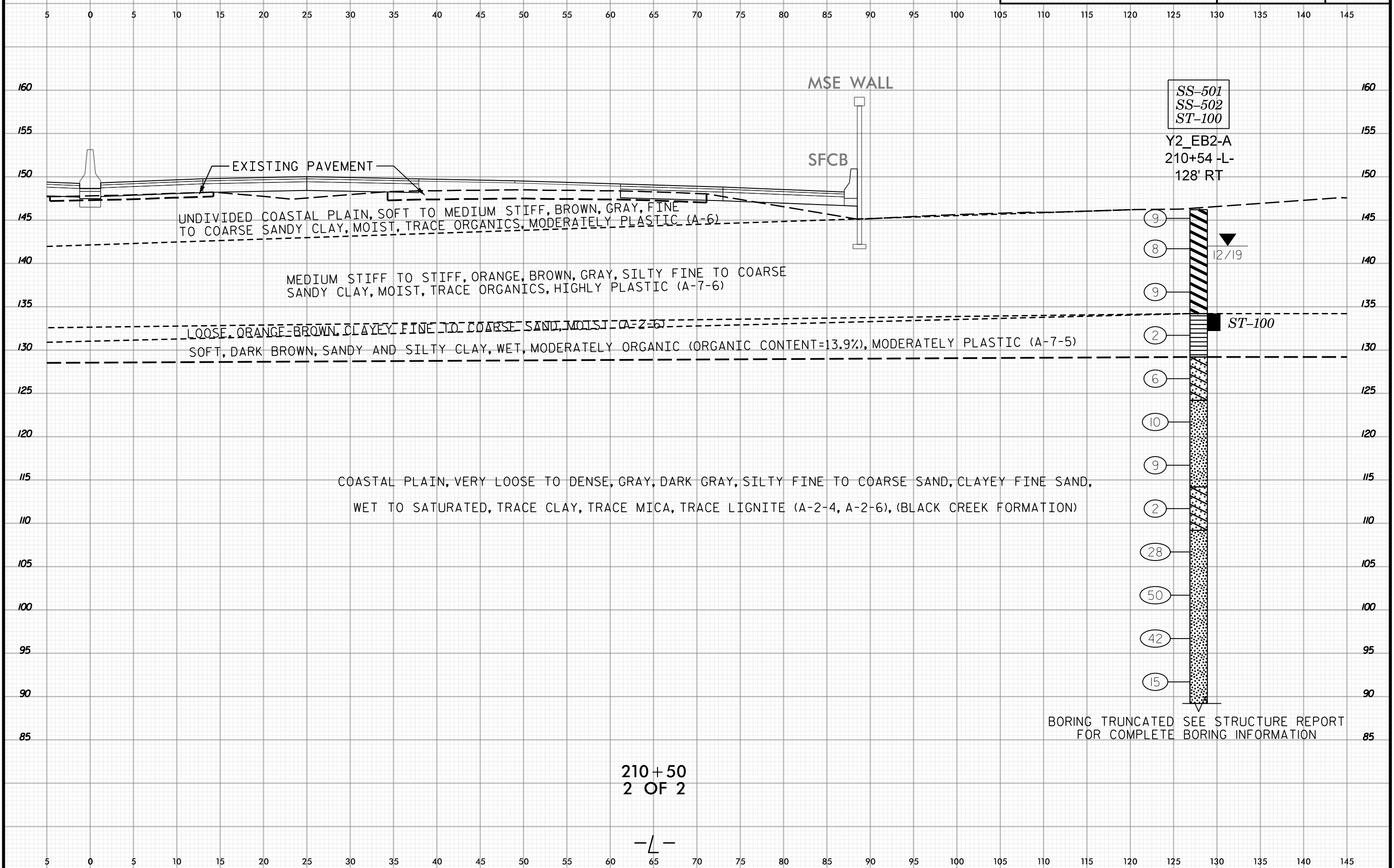
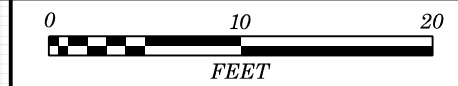
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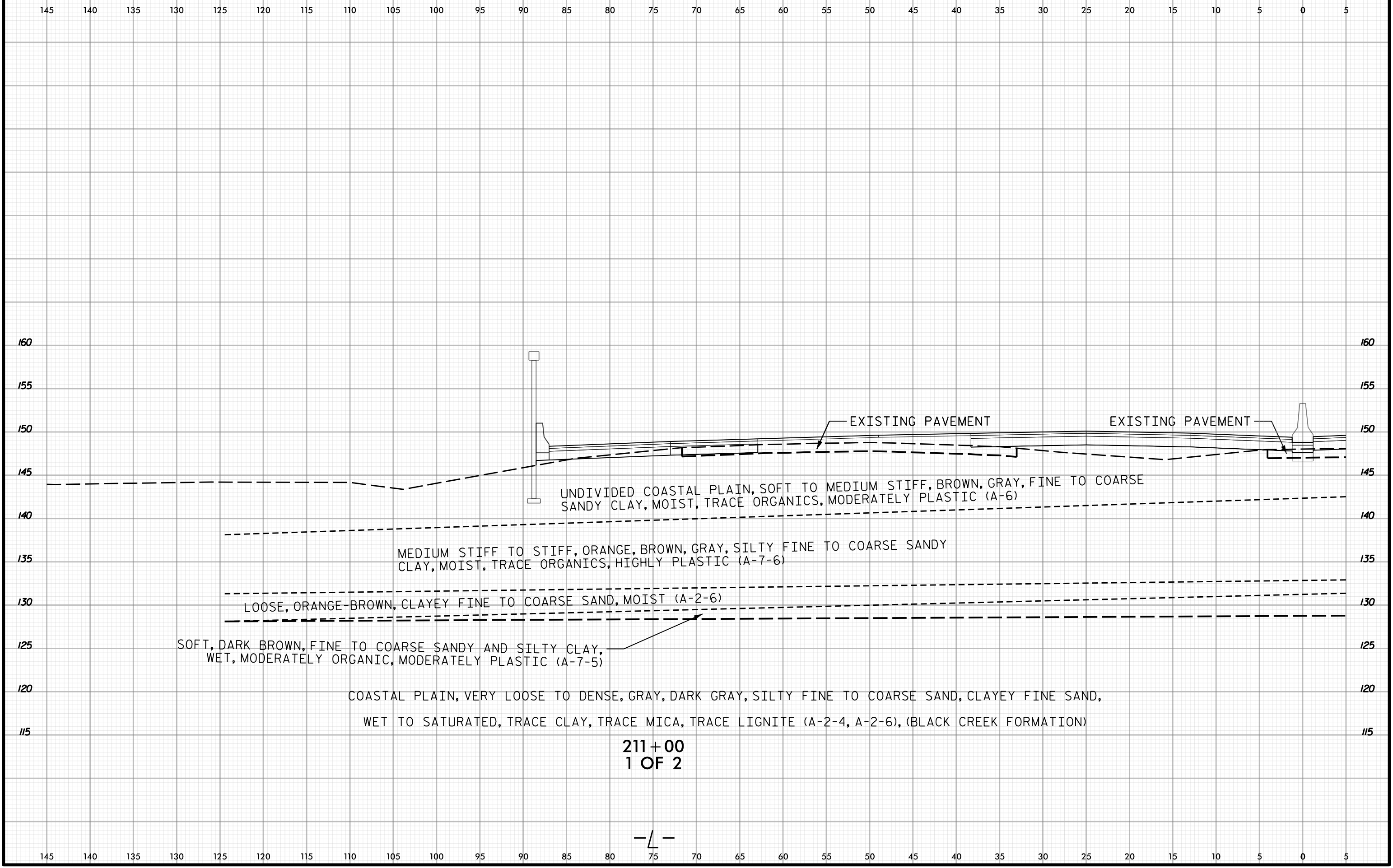


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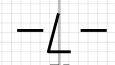


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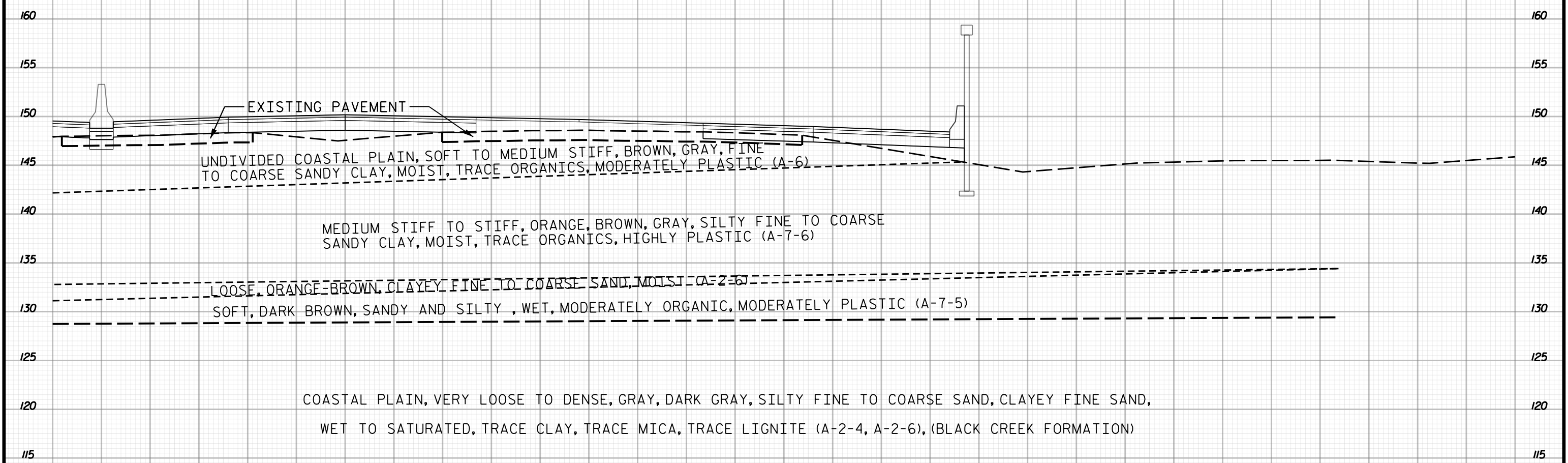


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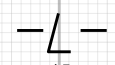




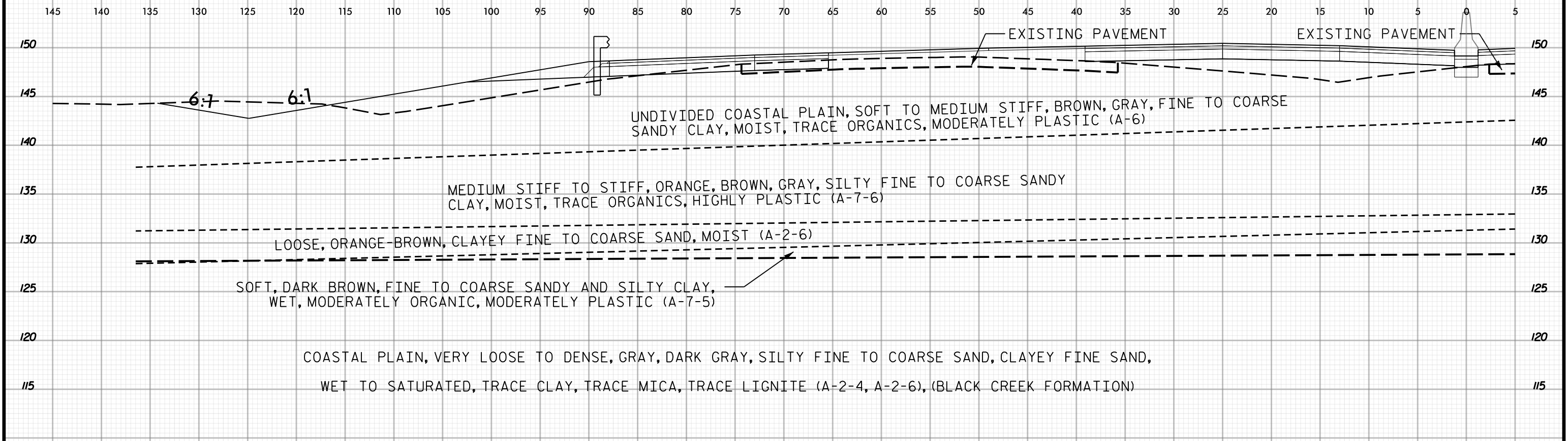
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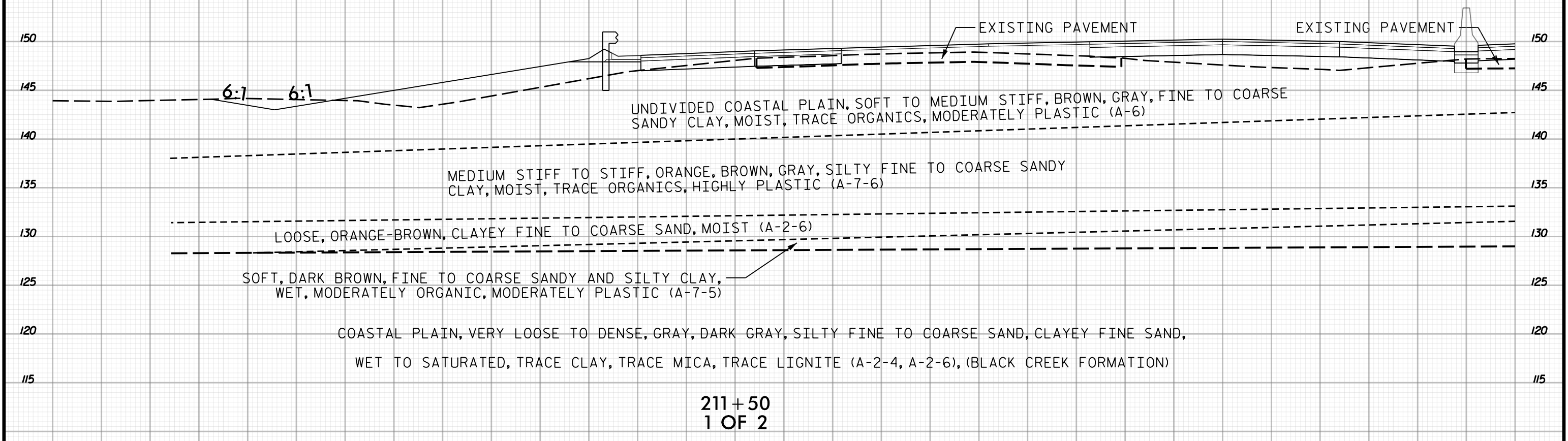
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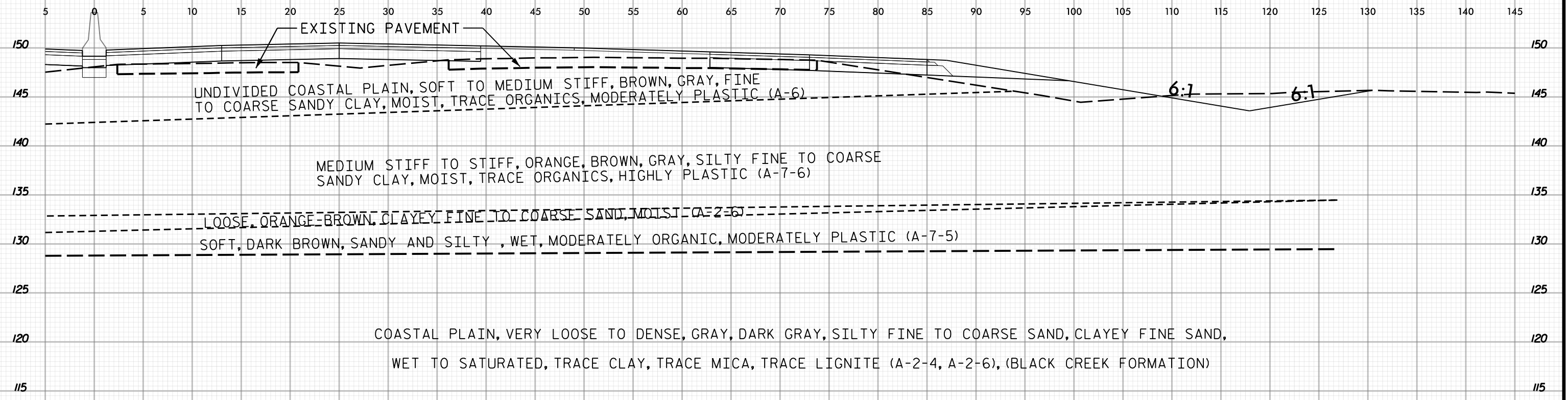
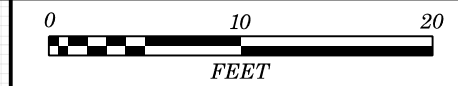


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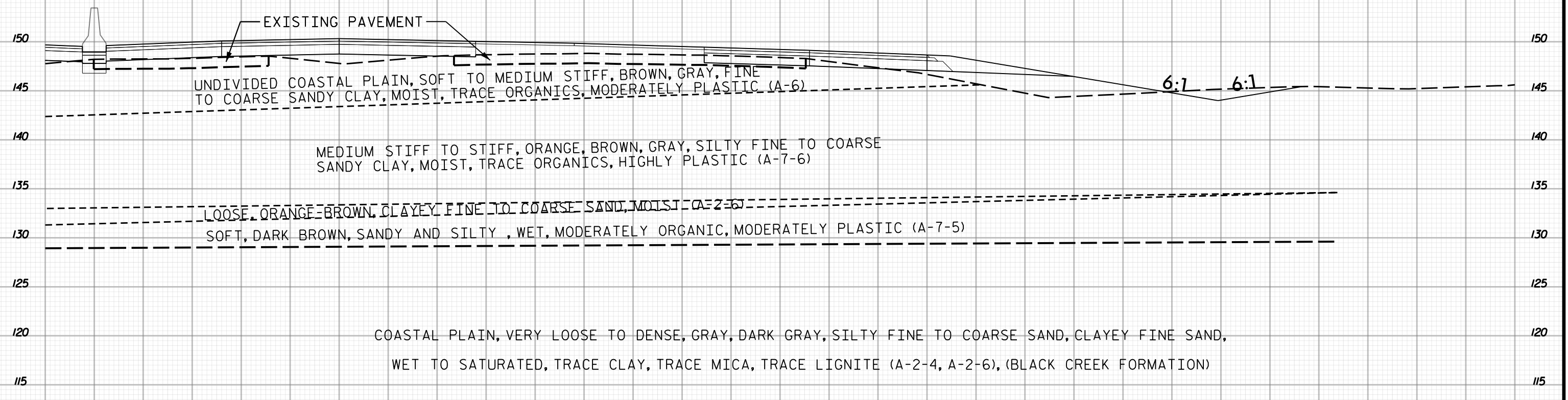


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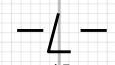


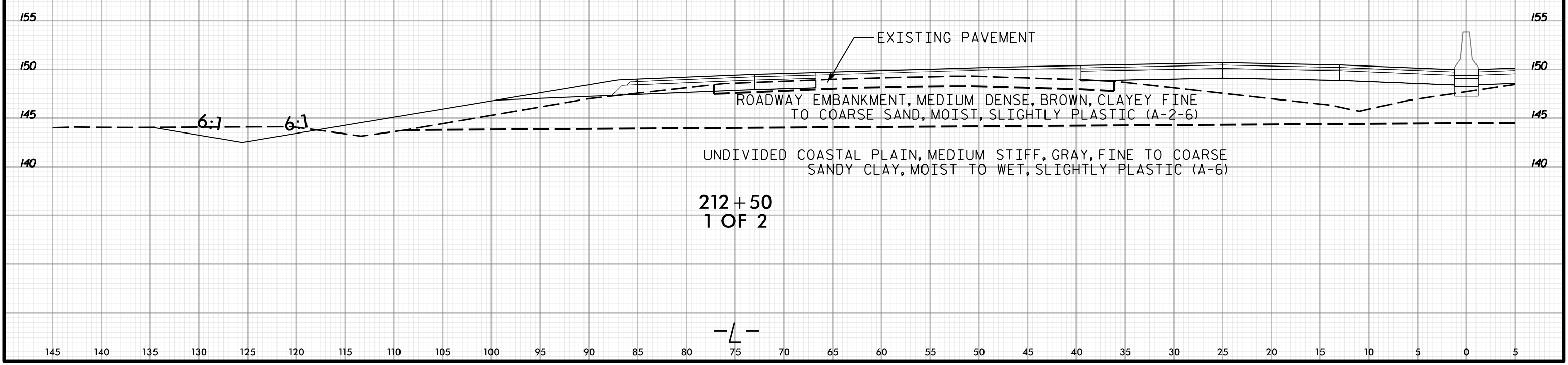
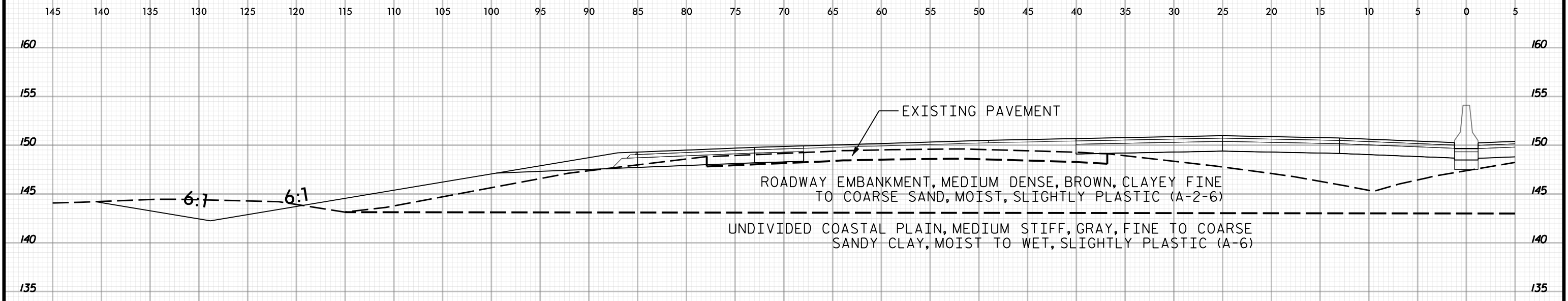
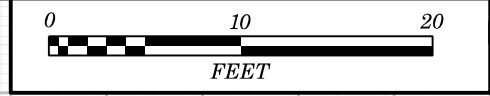


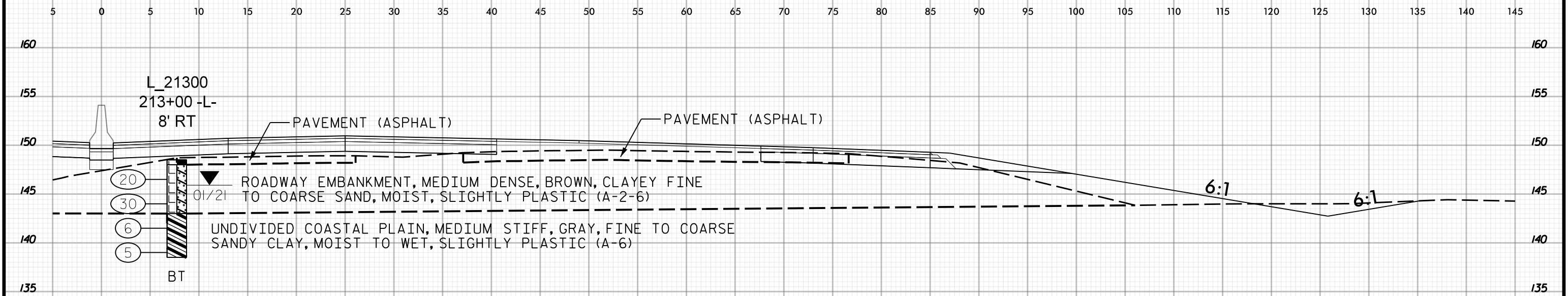
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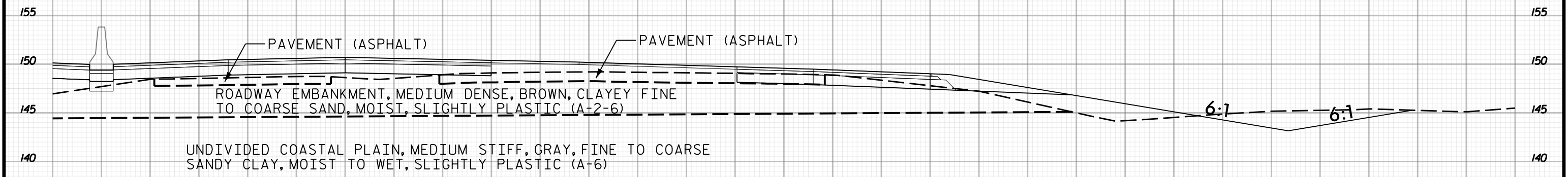
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213 + 00

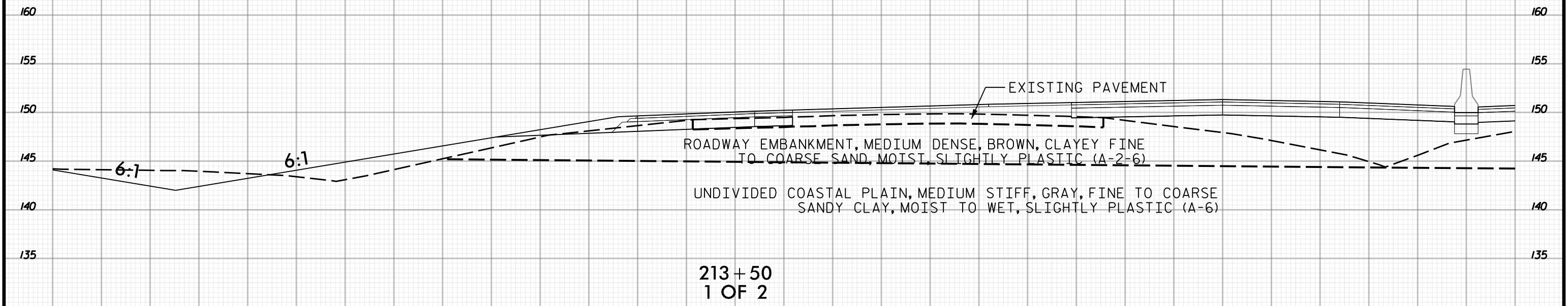
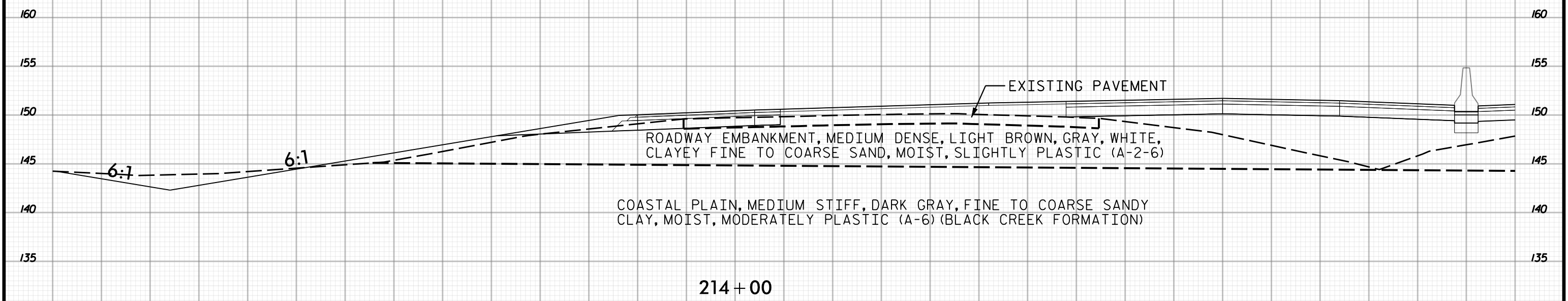


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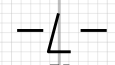
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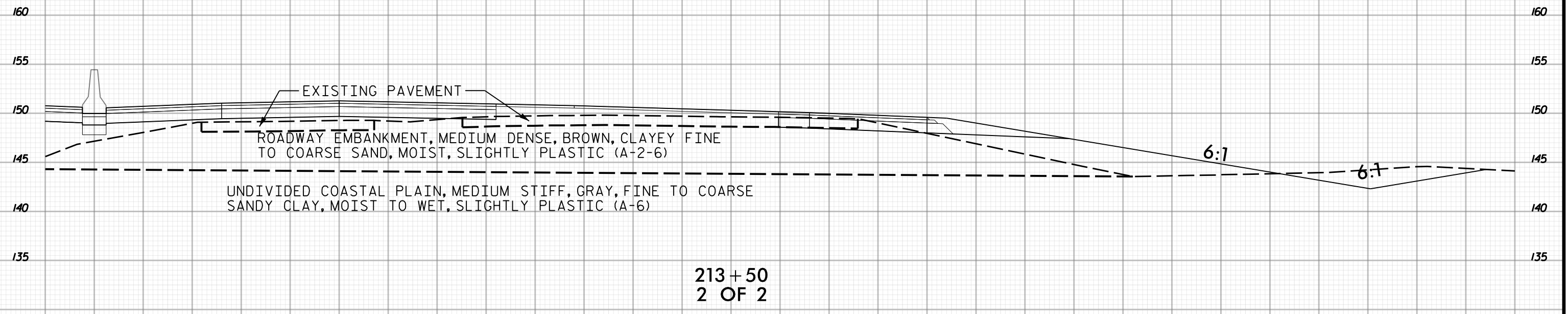
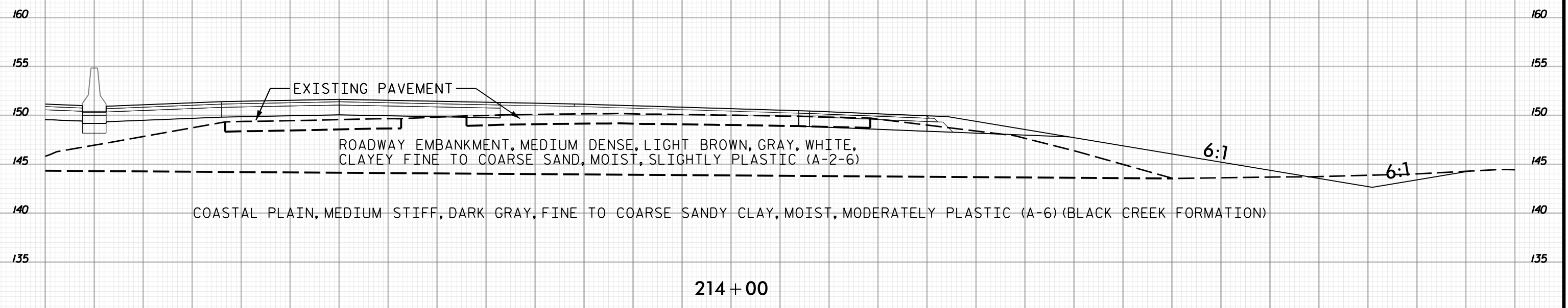
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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	393

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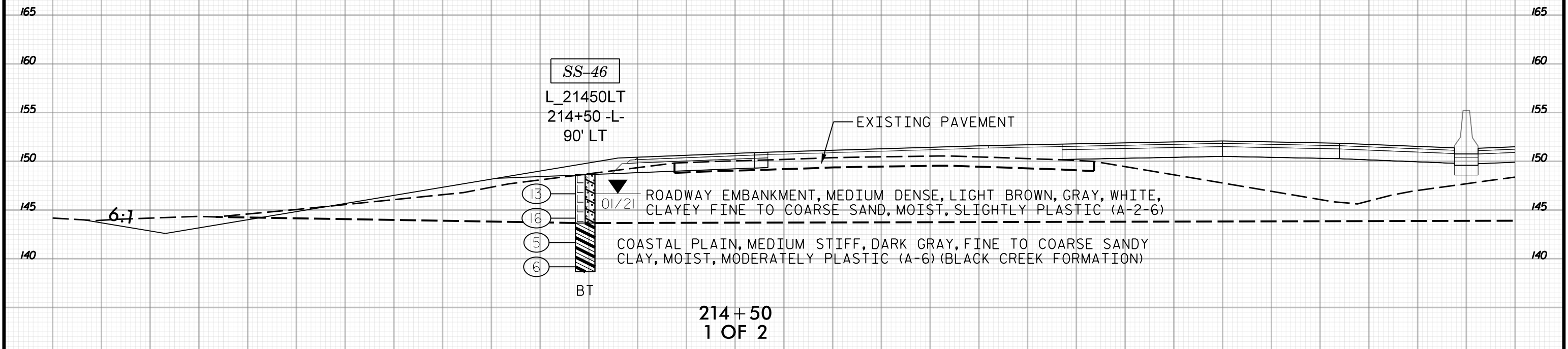
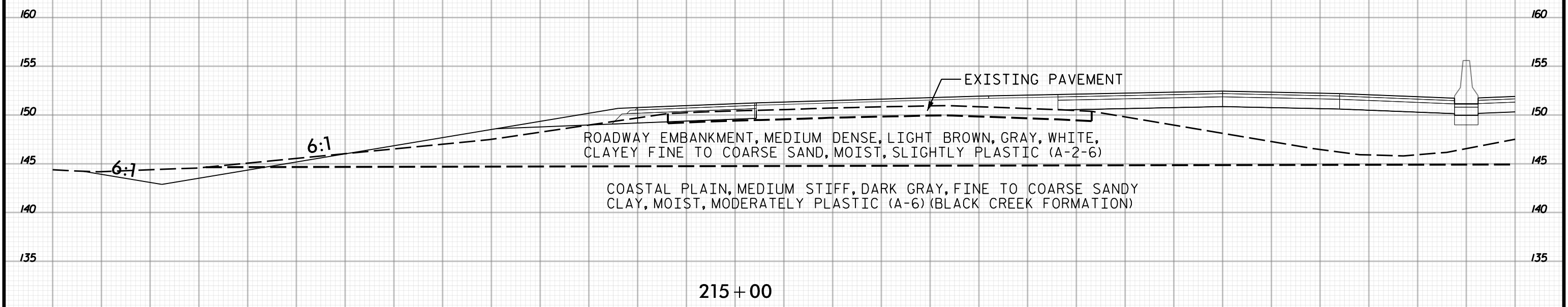


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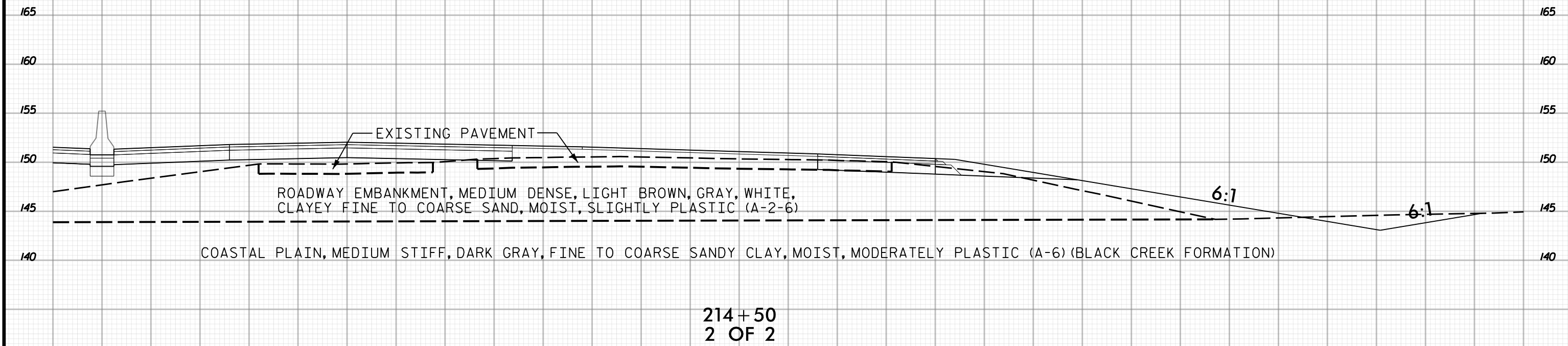
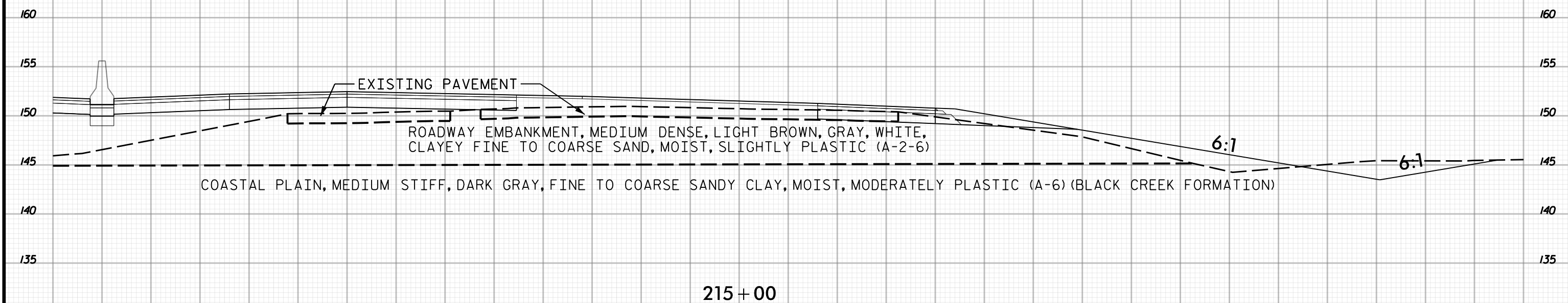
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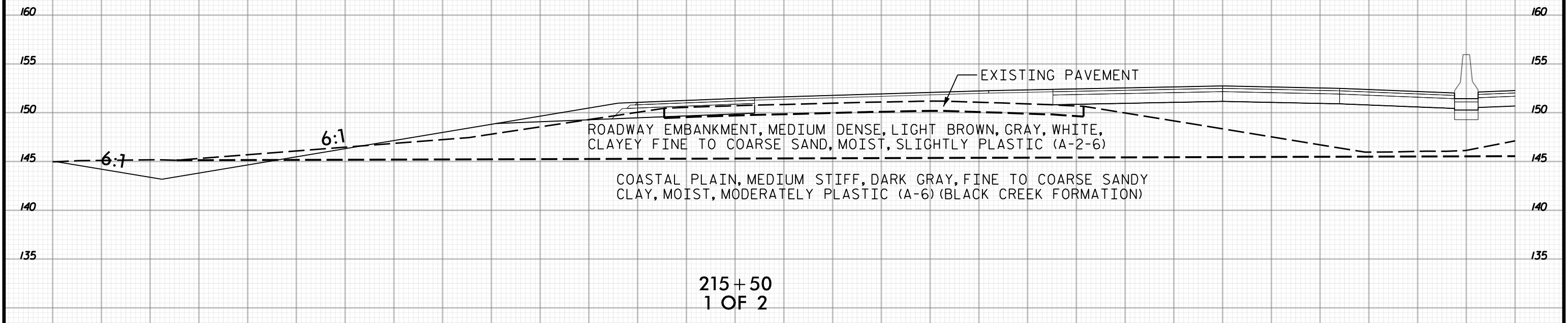
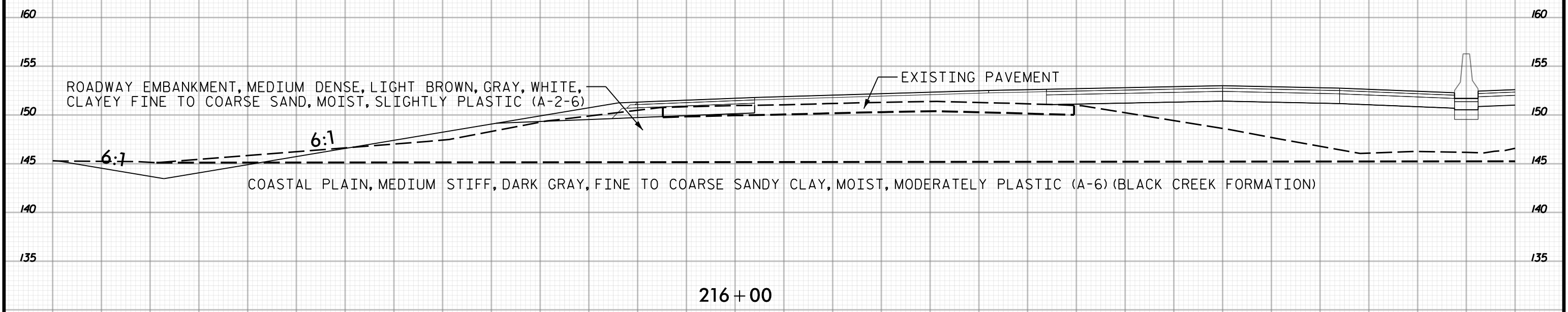
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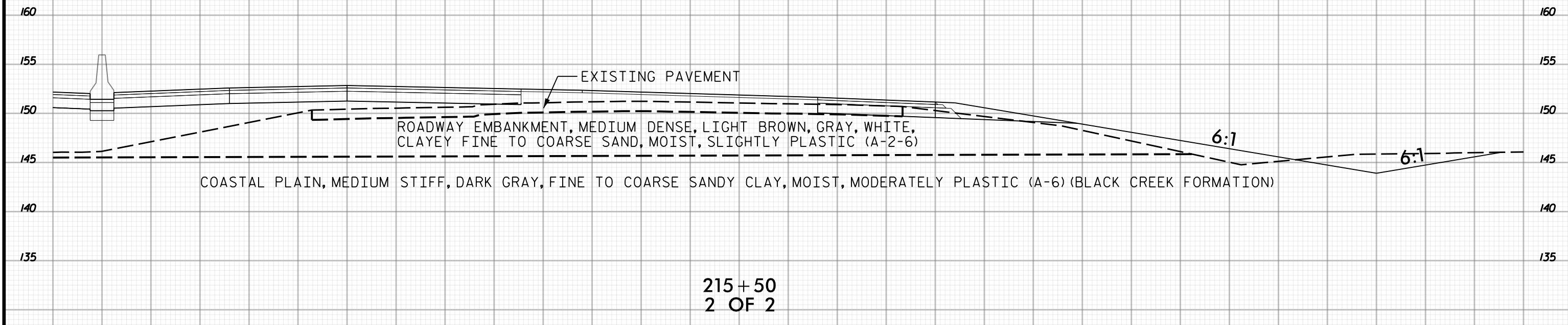
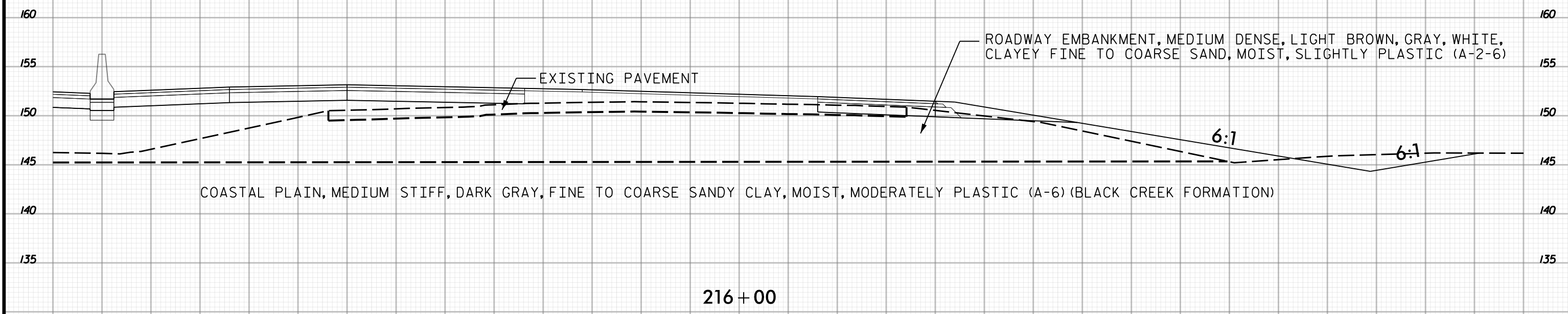


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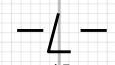


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	397

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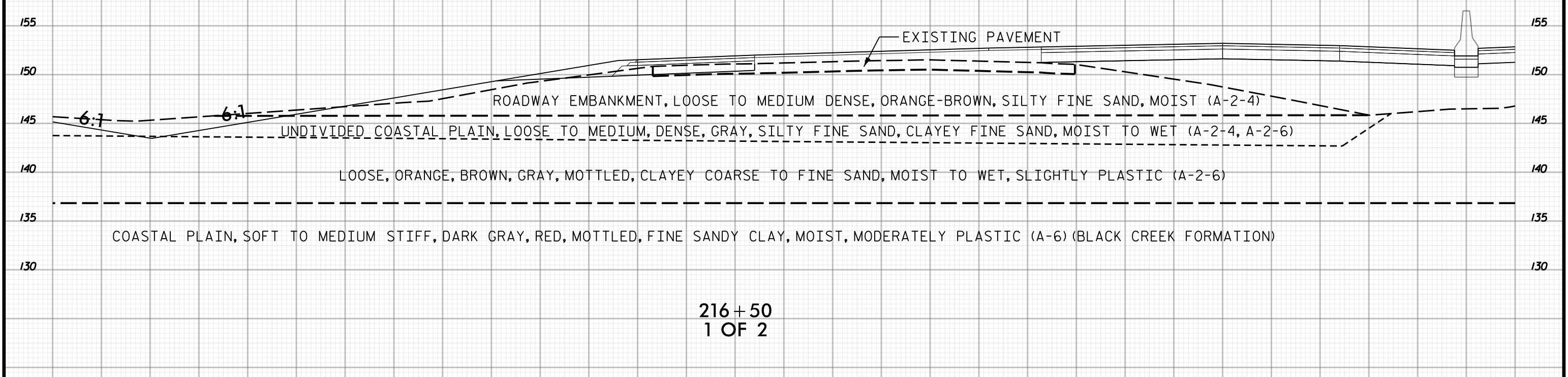
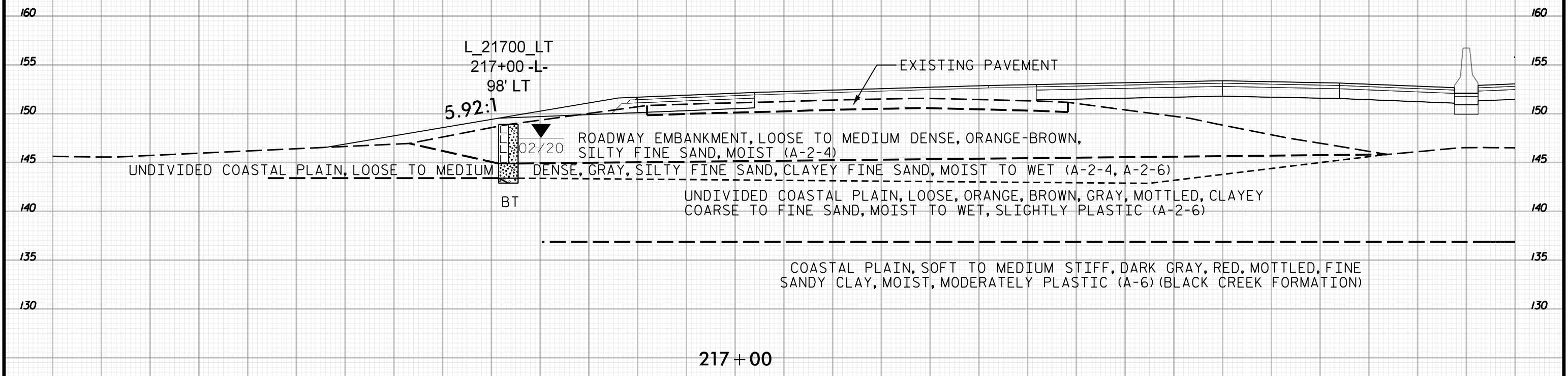


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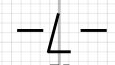


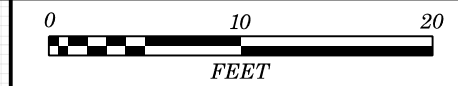
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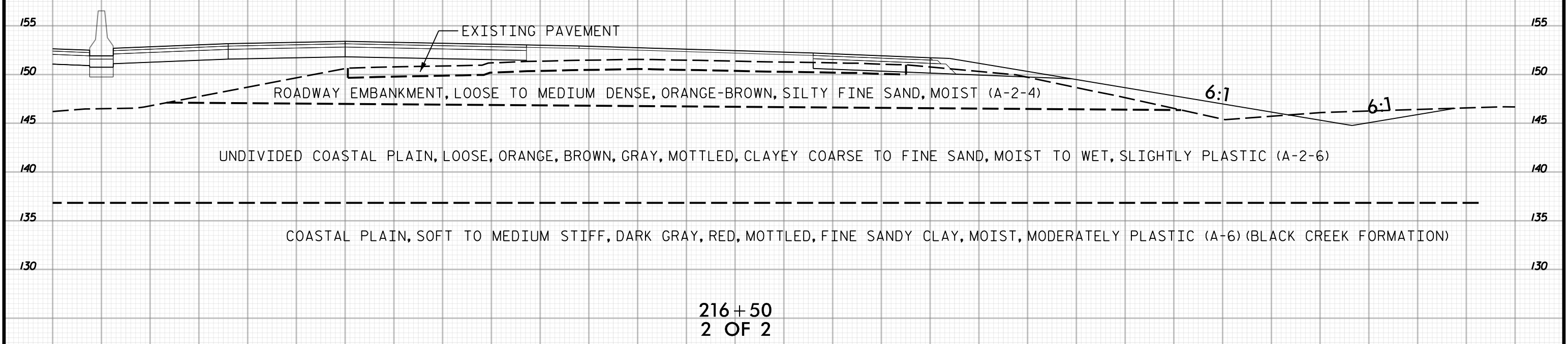
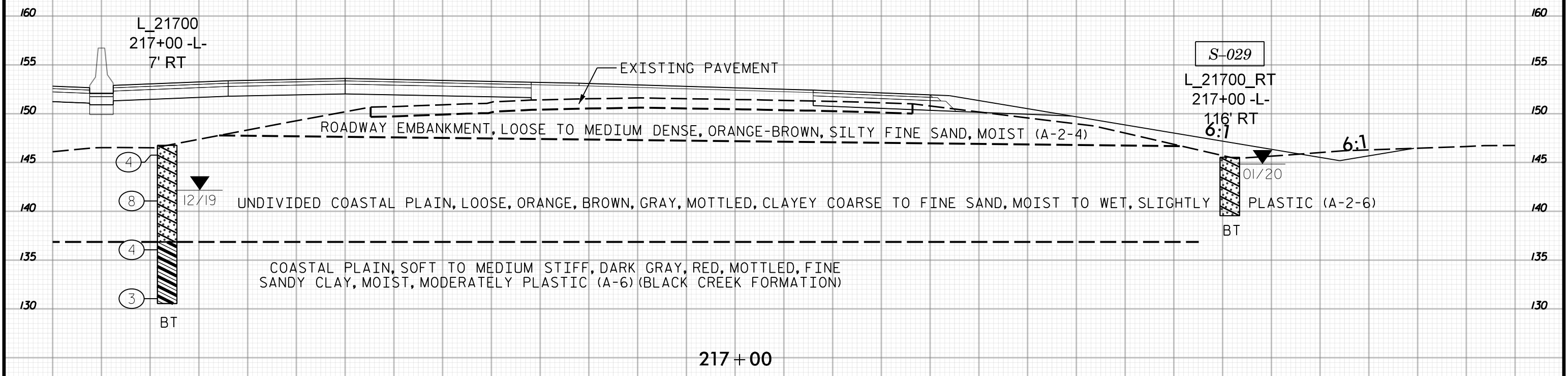
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1 OF 2



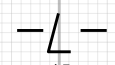


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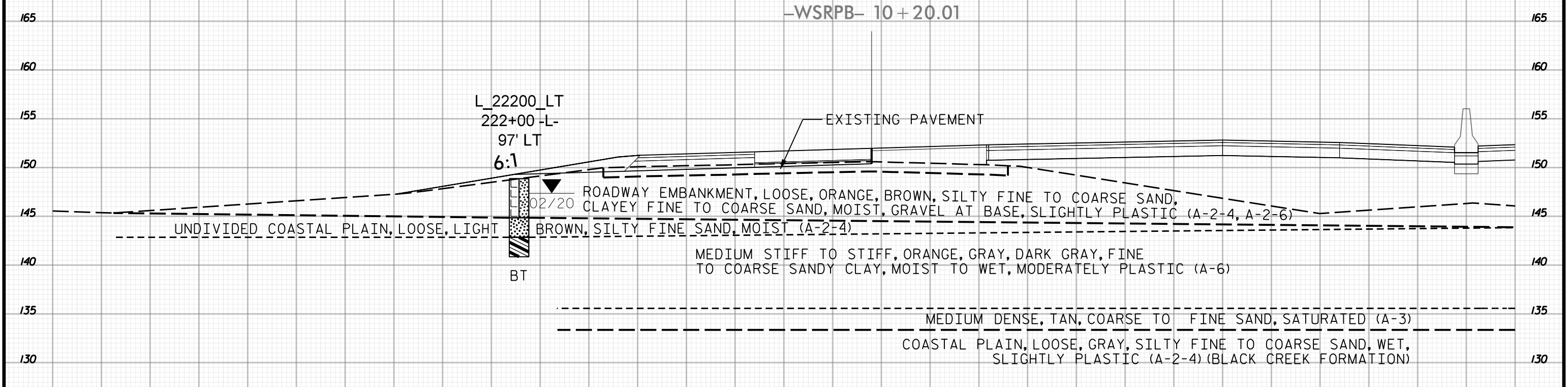
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2 OF 2

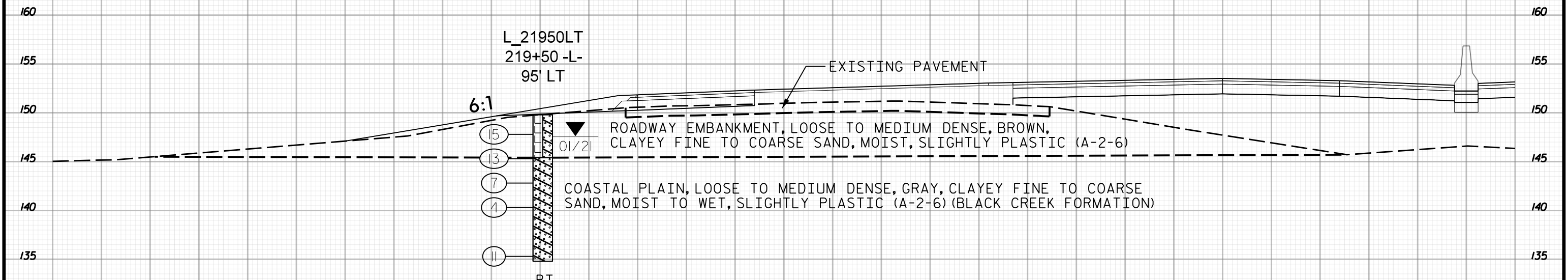




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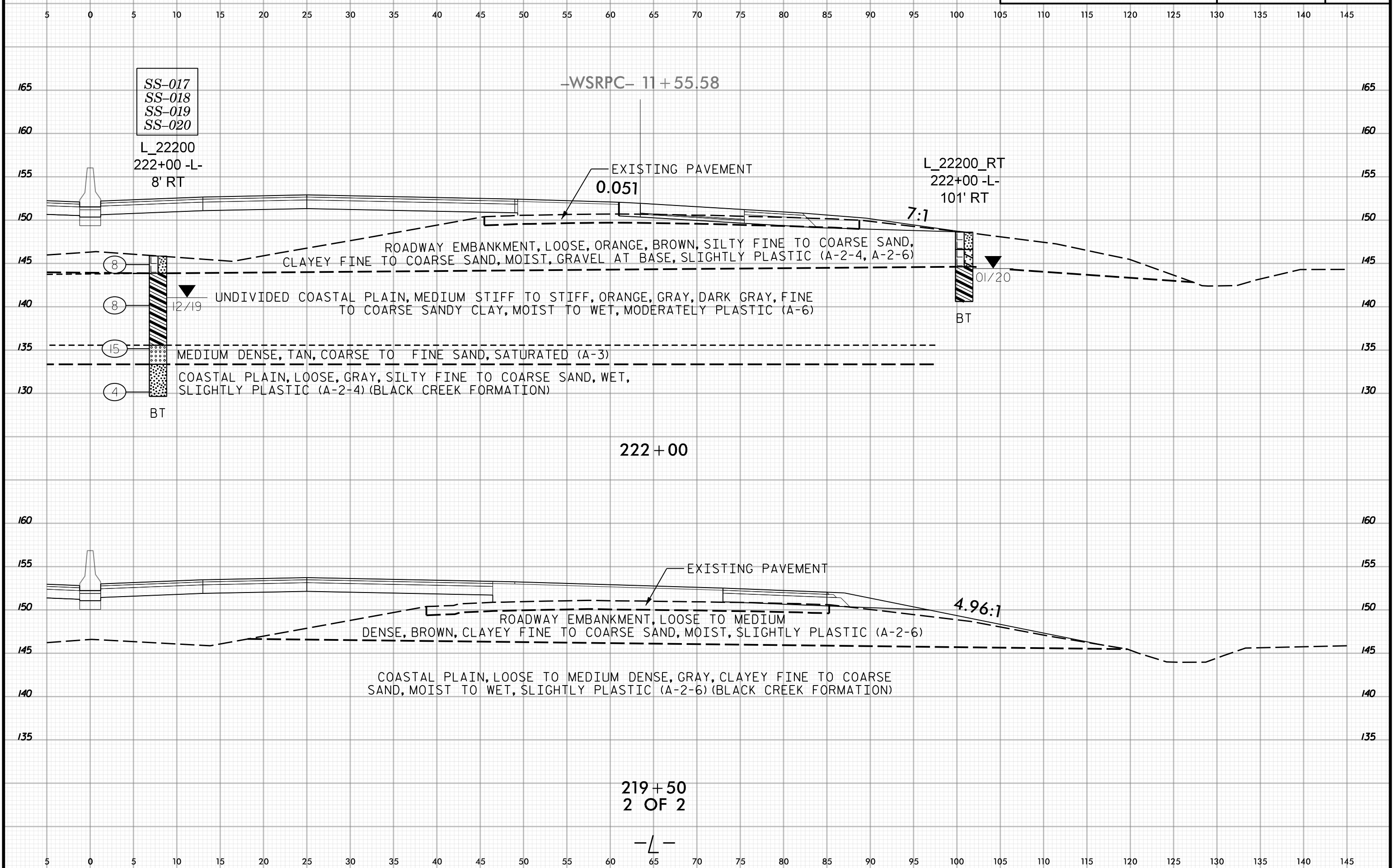


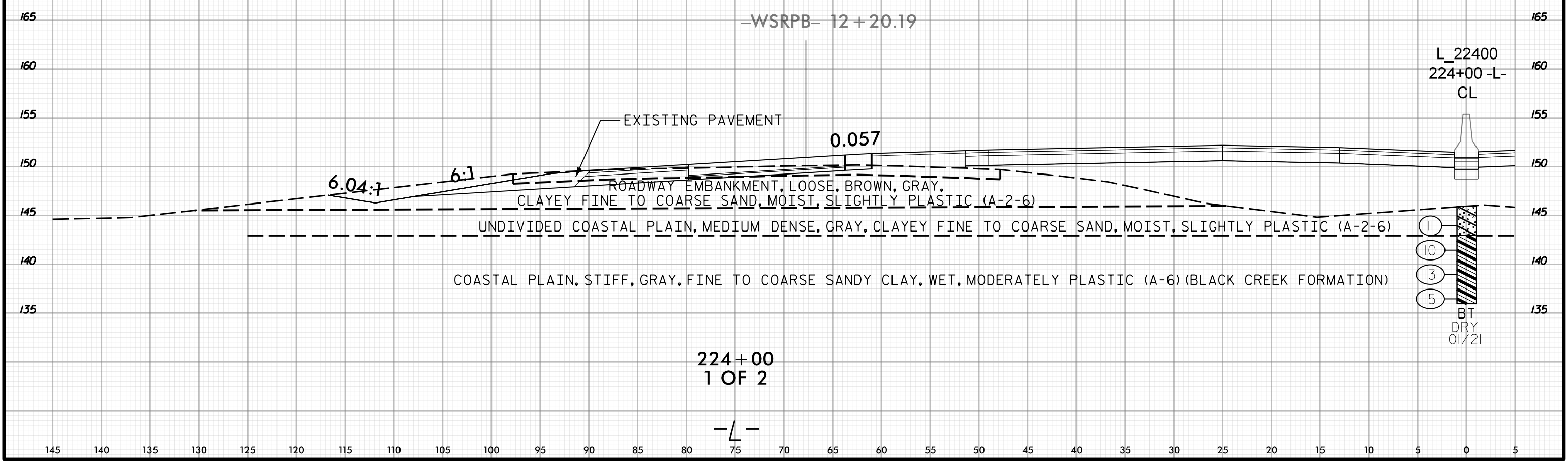
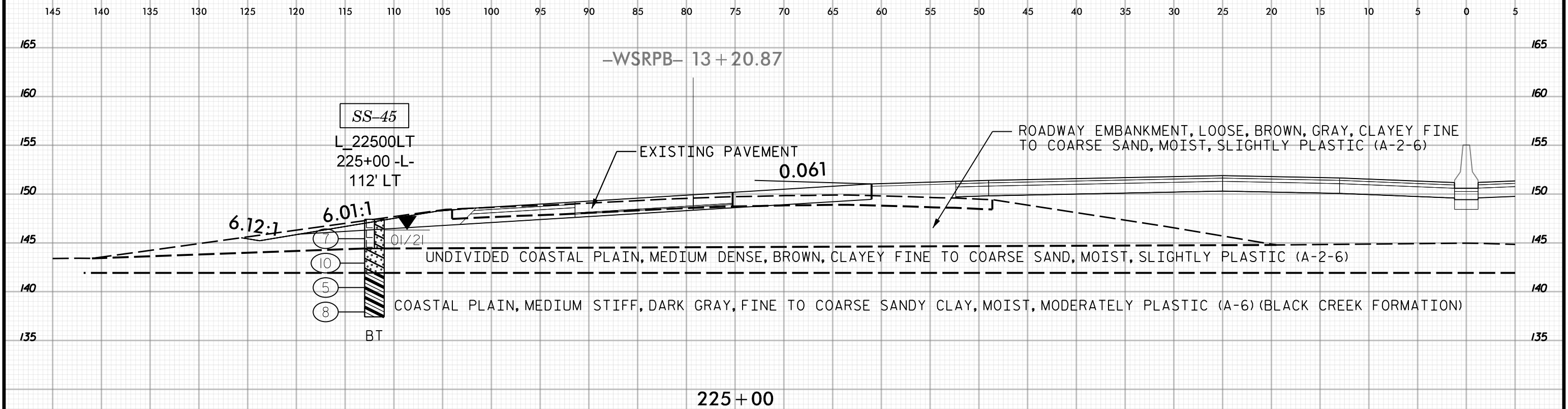
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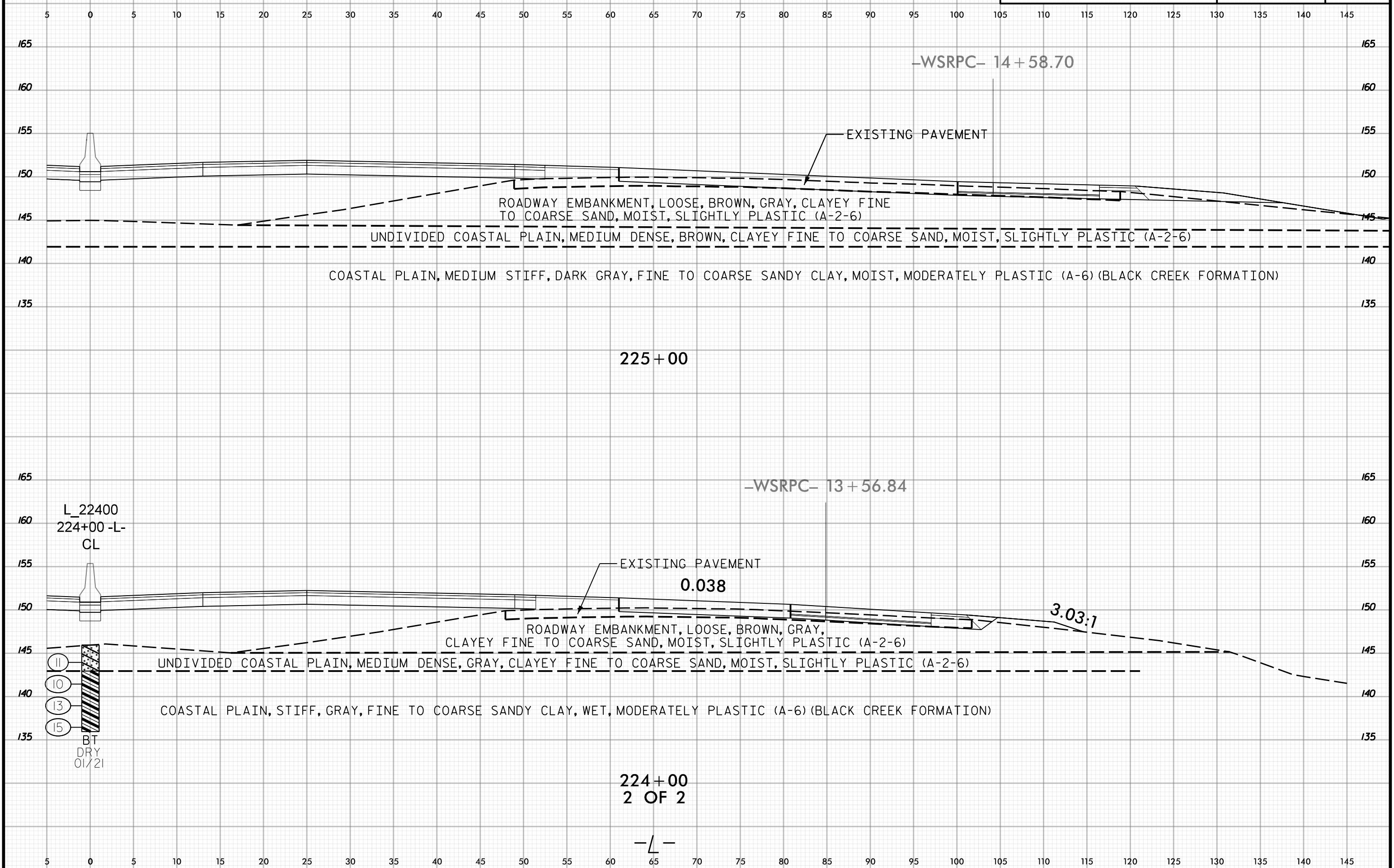
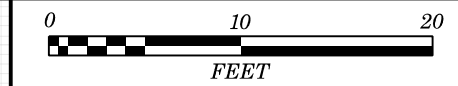


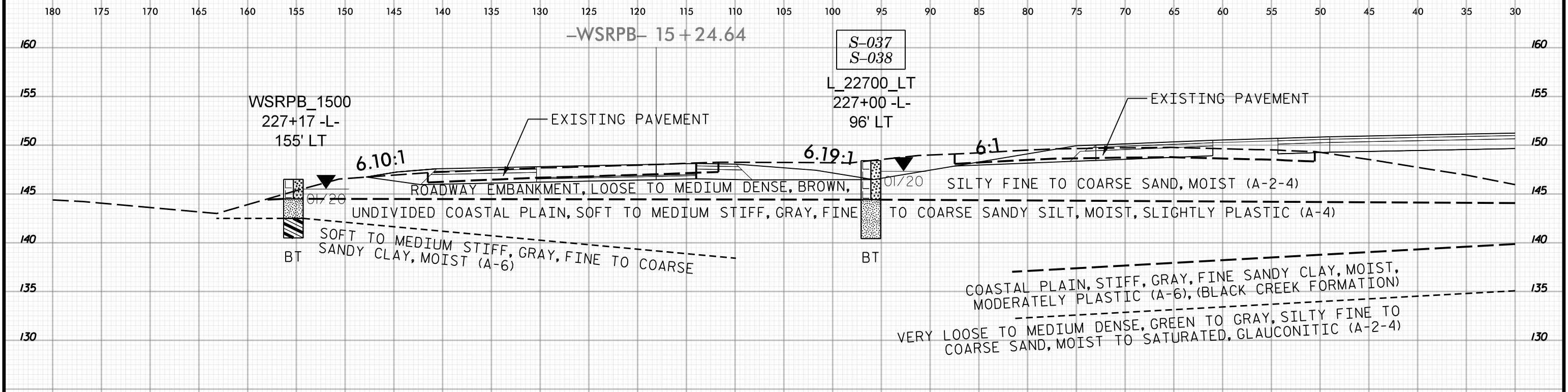
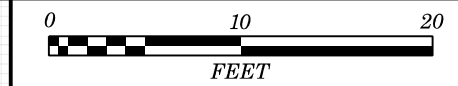
219 + 50
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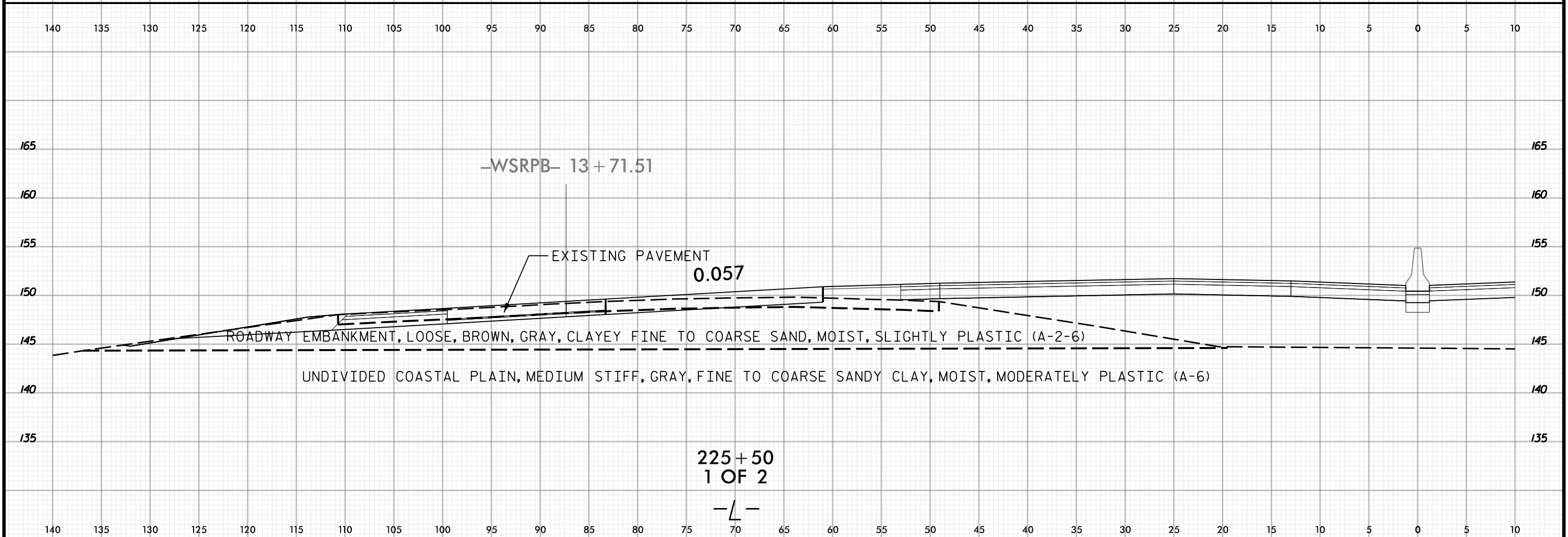






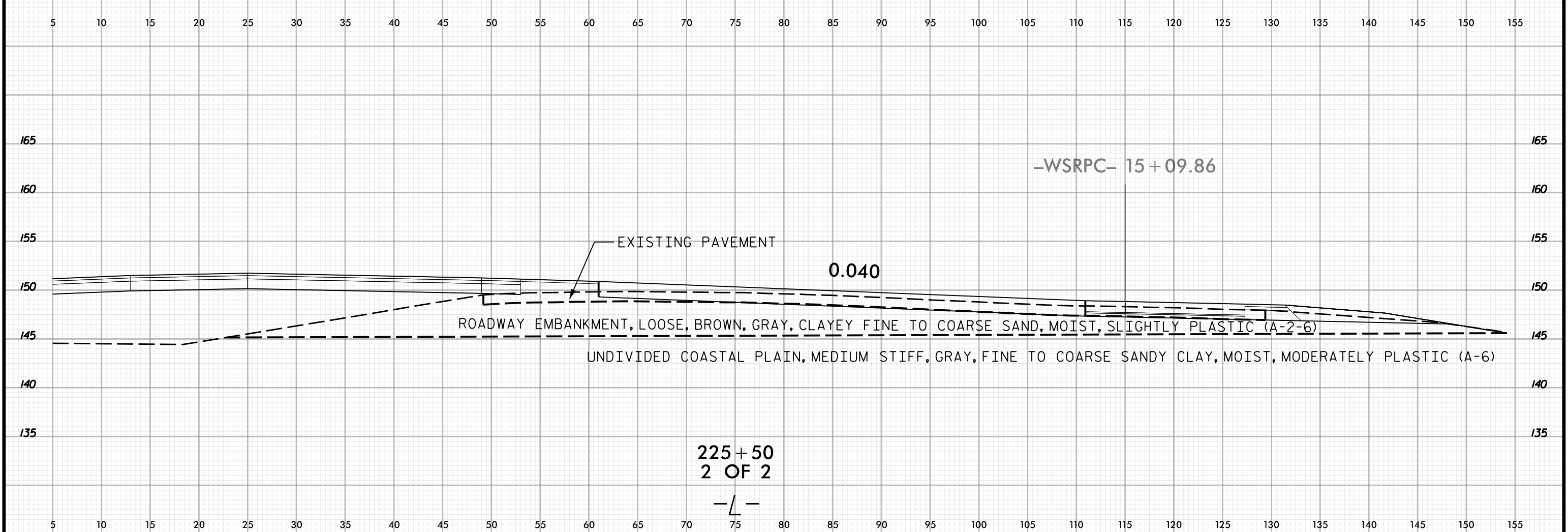
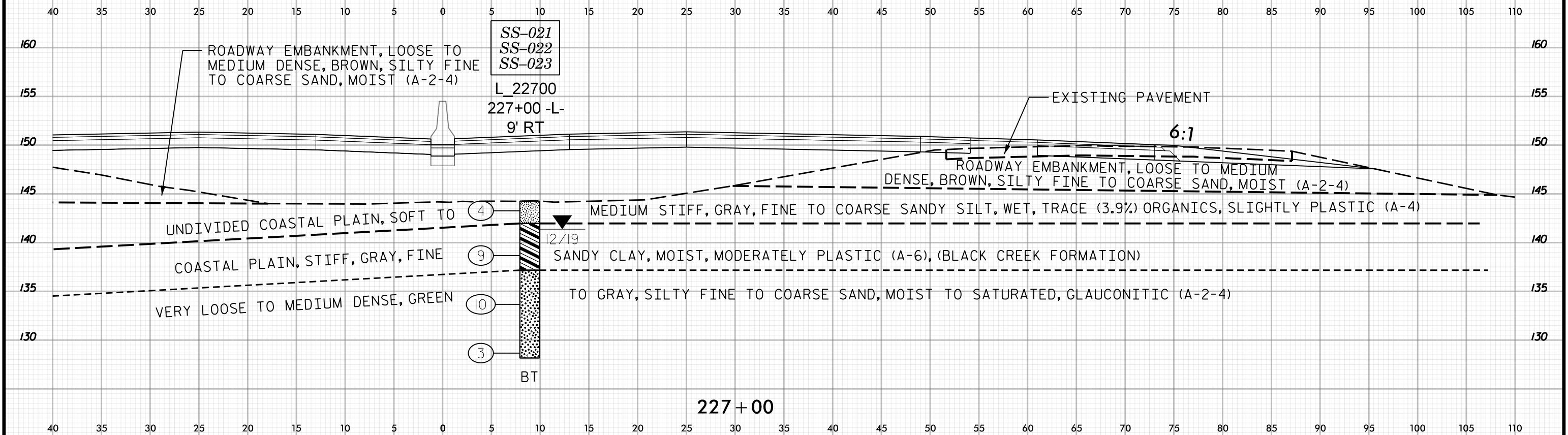
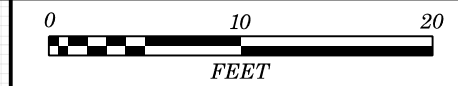


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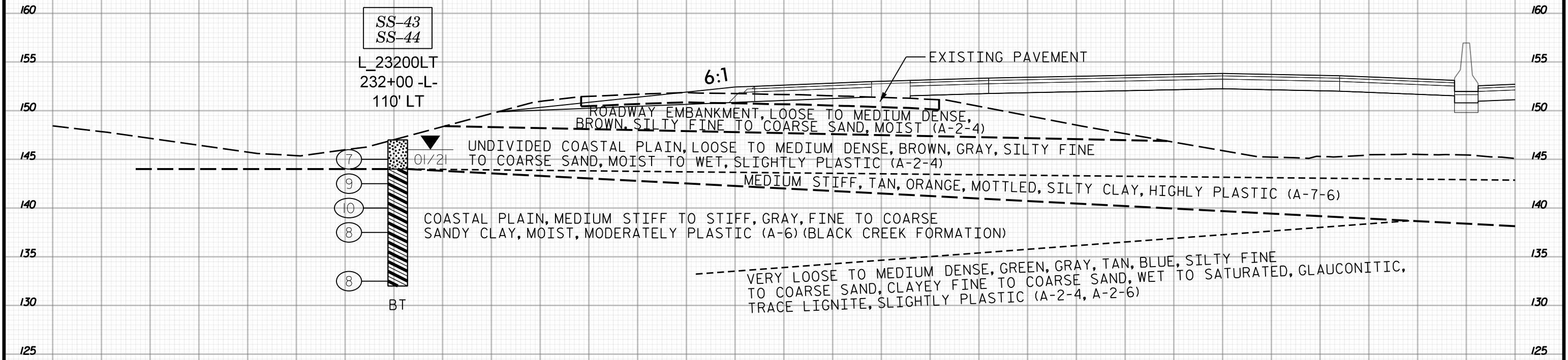
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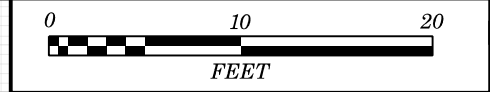




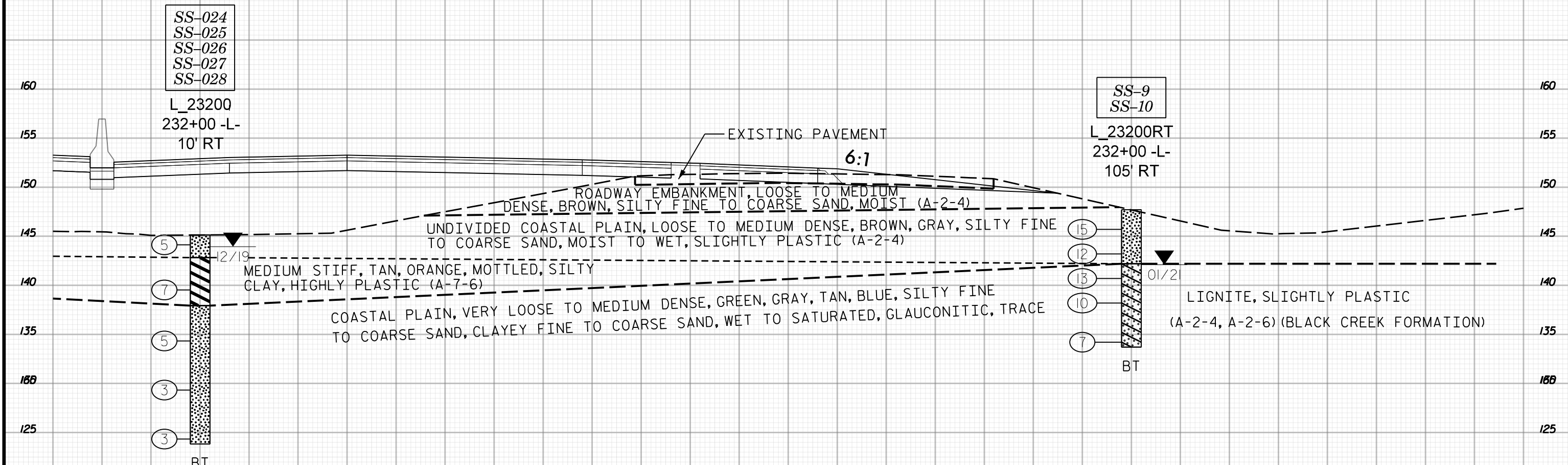
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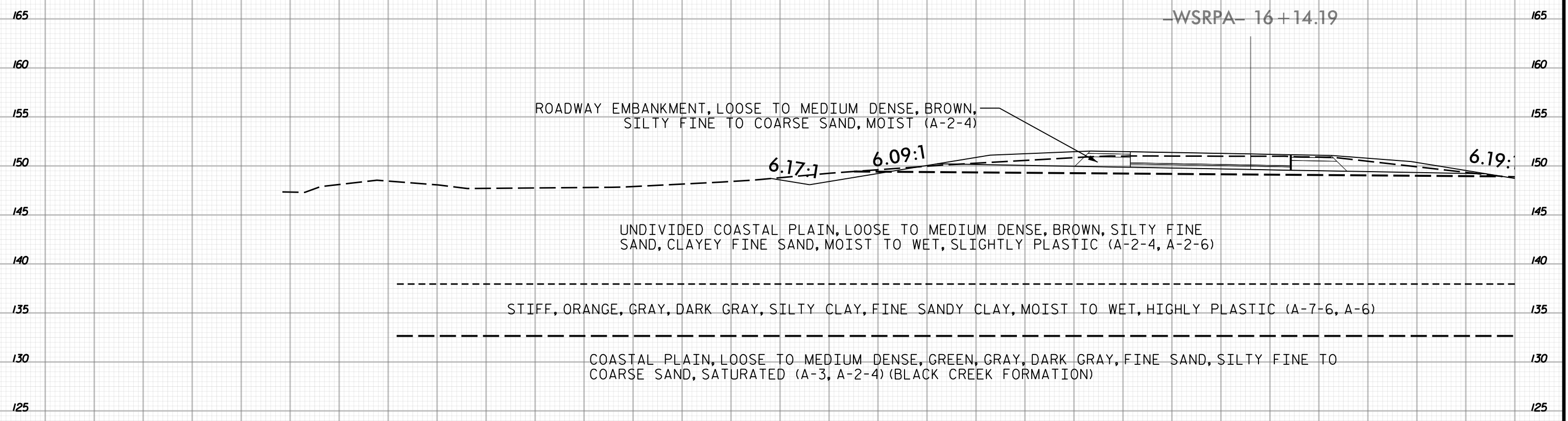
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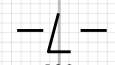
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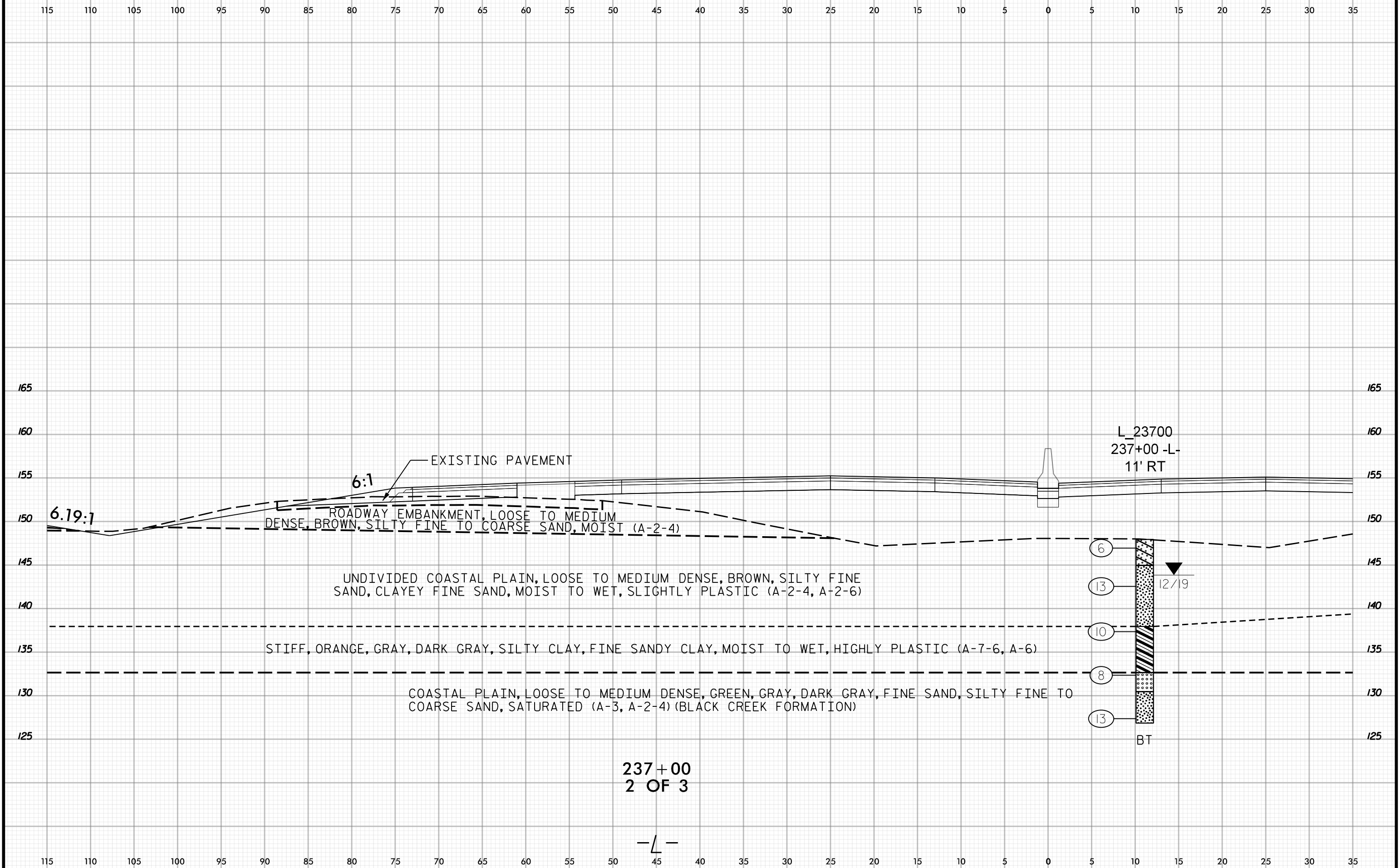
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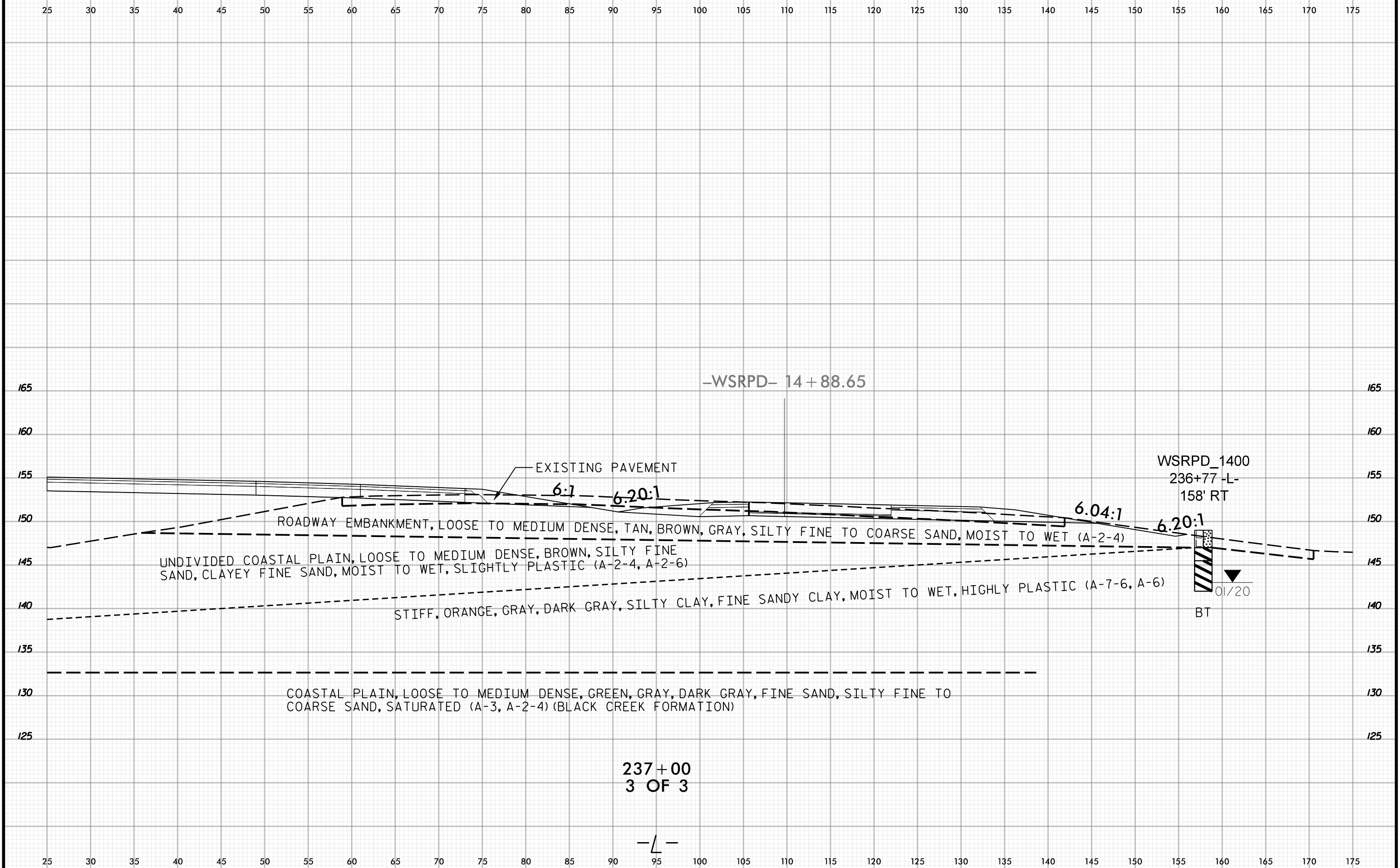


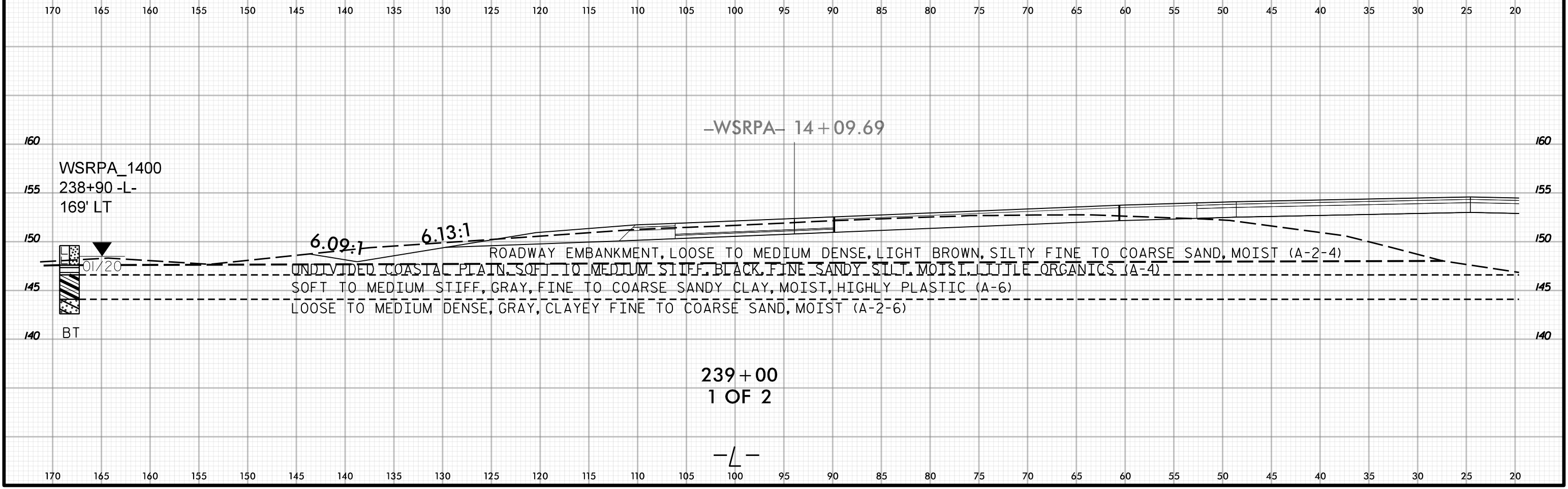
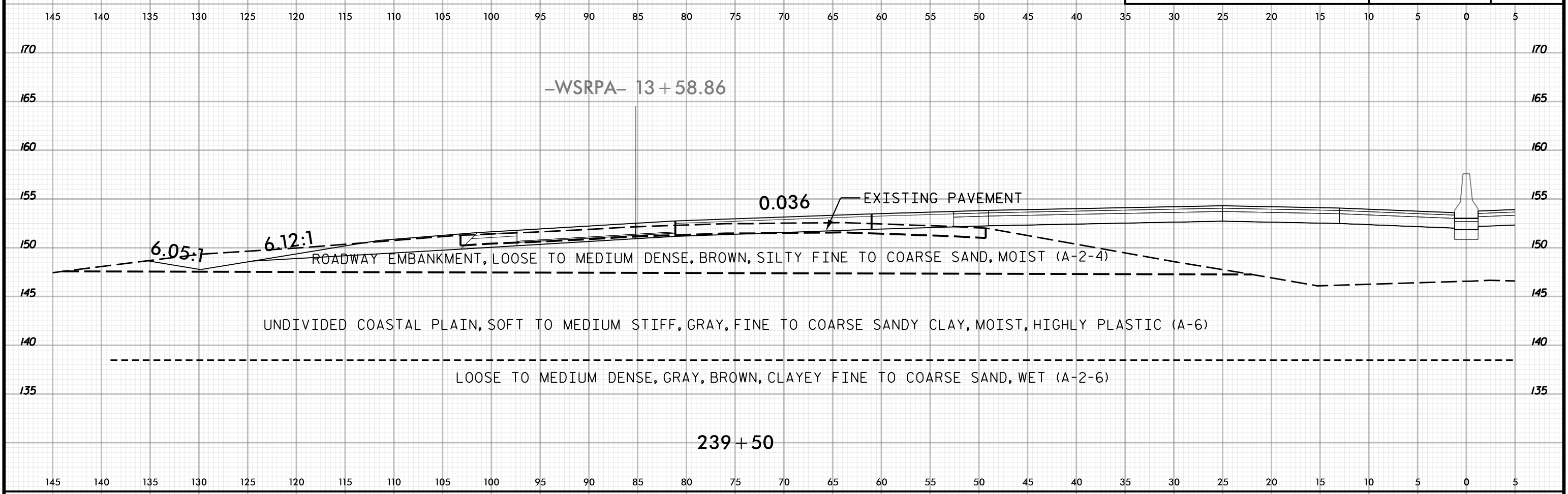
237 + 00
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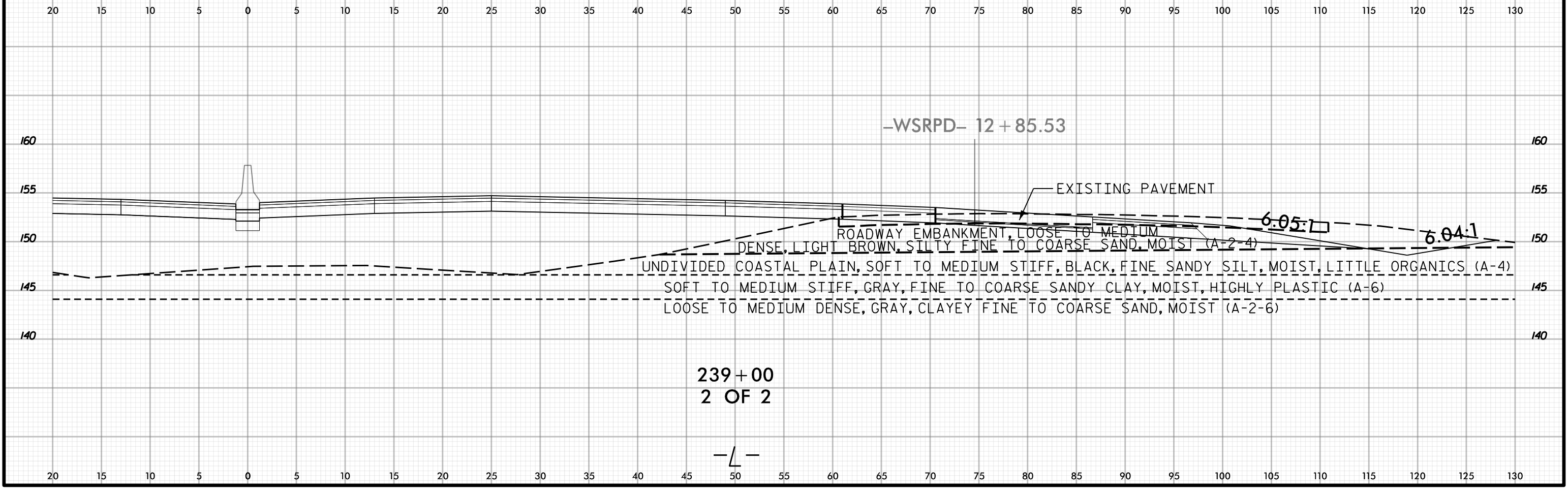
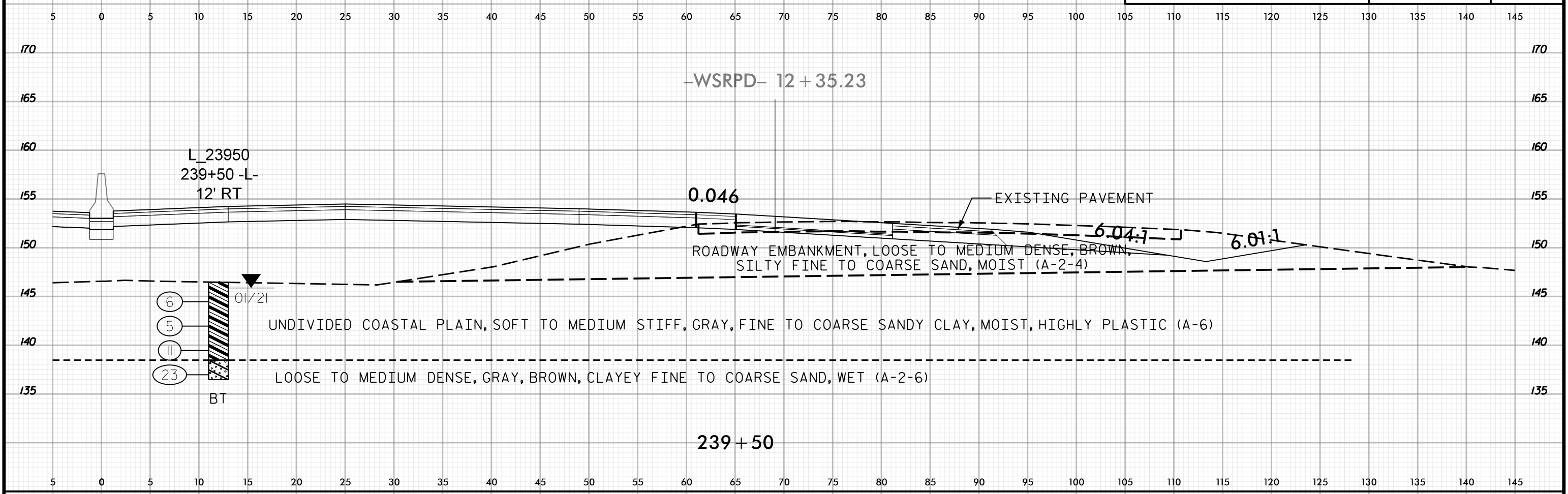
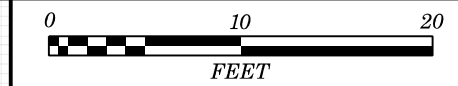


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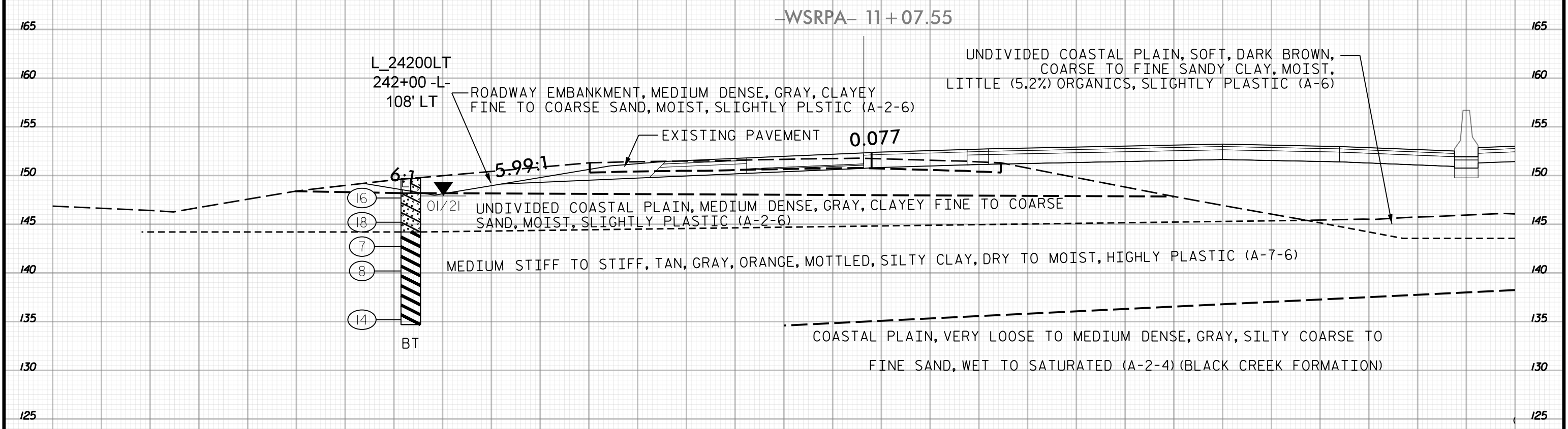




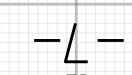




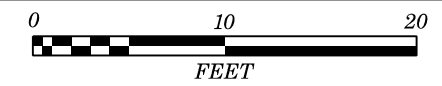
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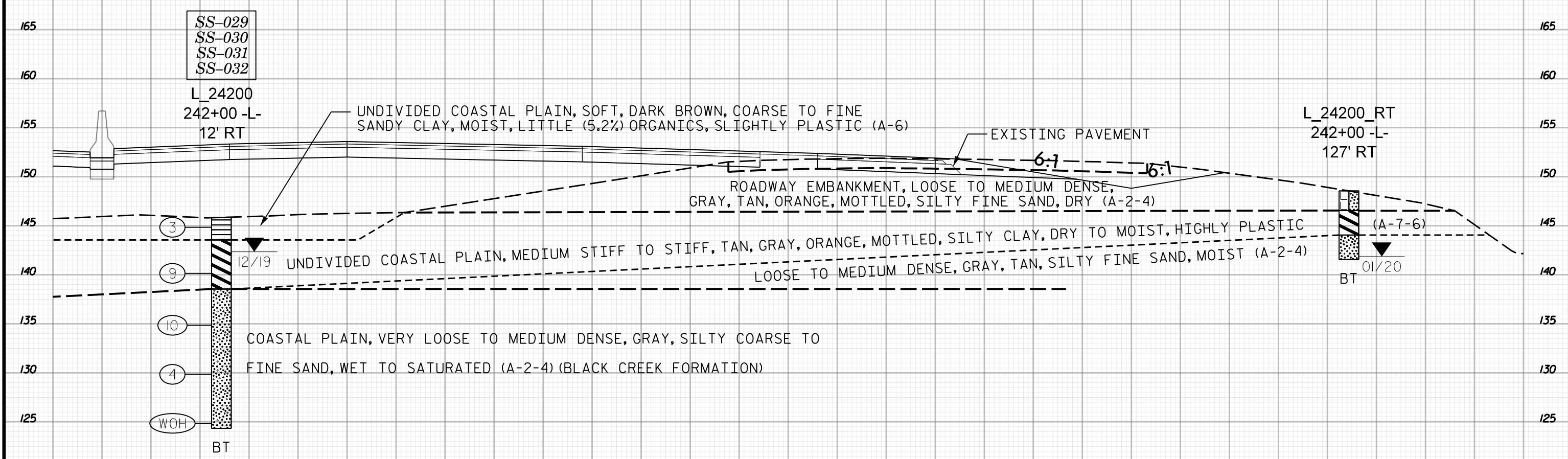
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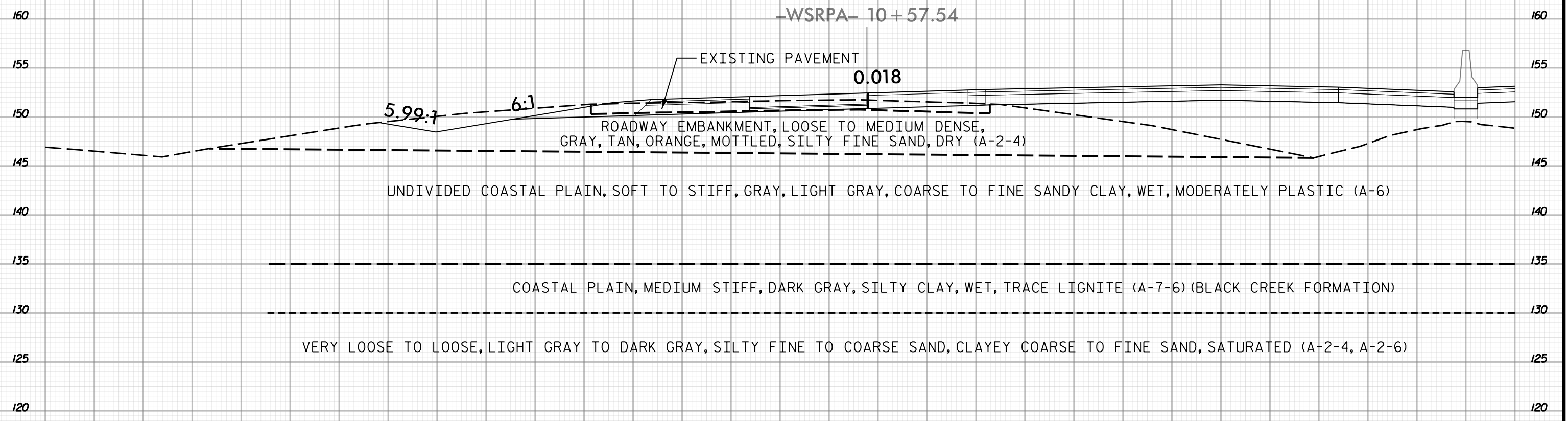
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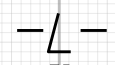
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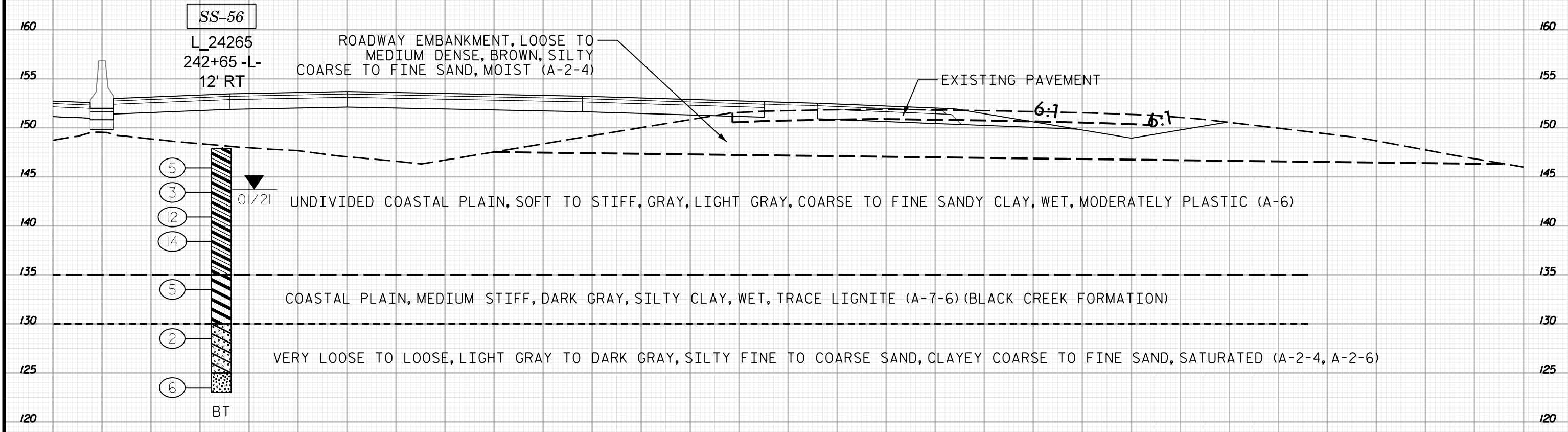
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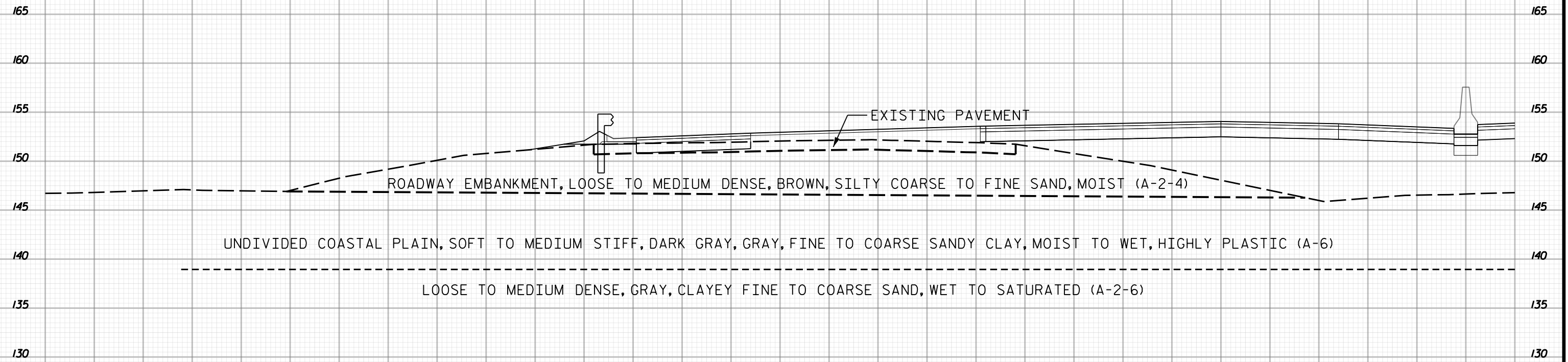
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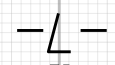
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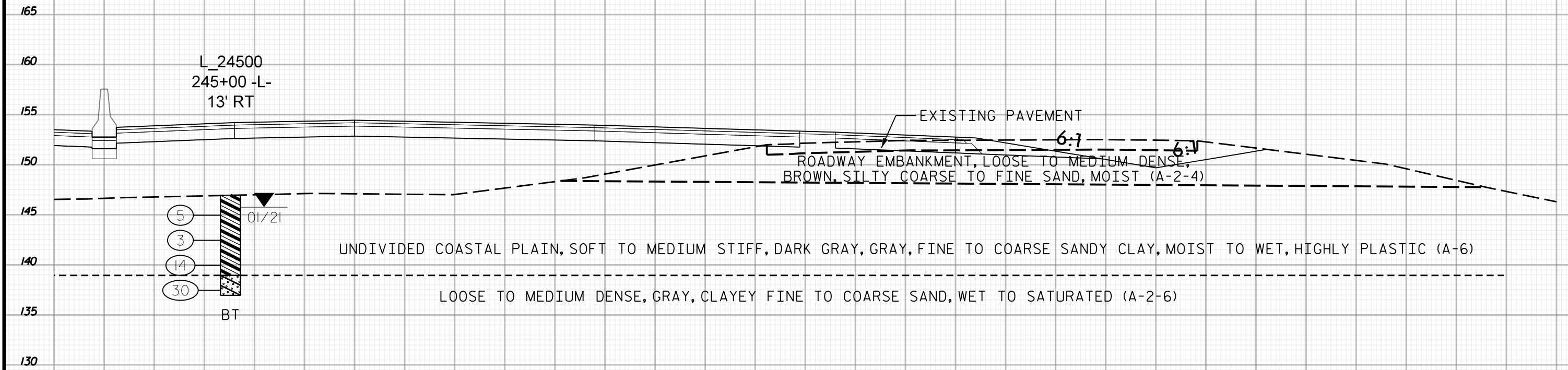
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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



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)

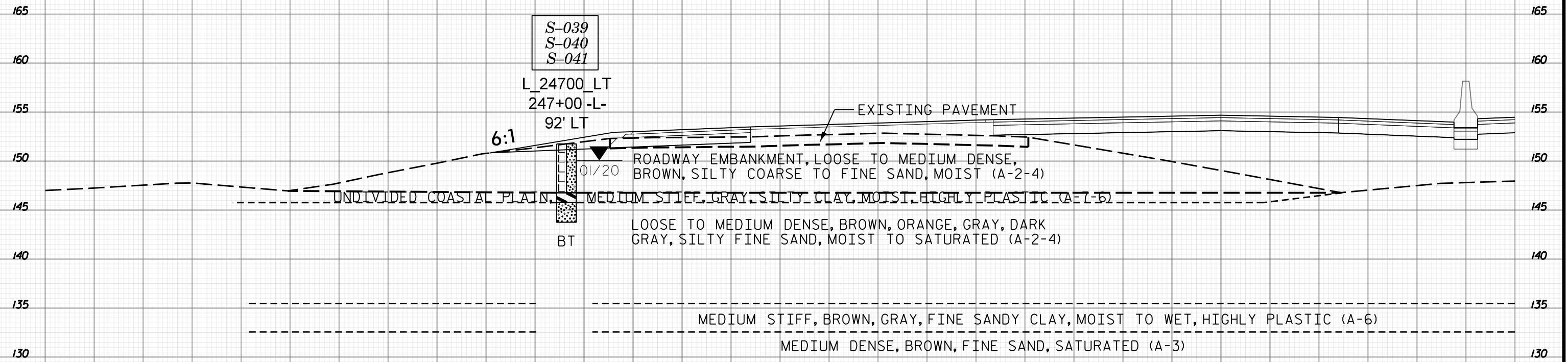
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2 OF 2

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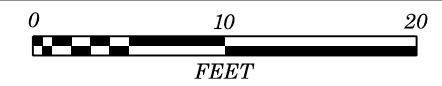
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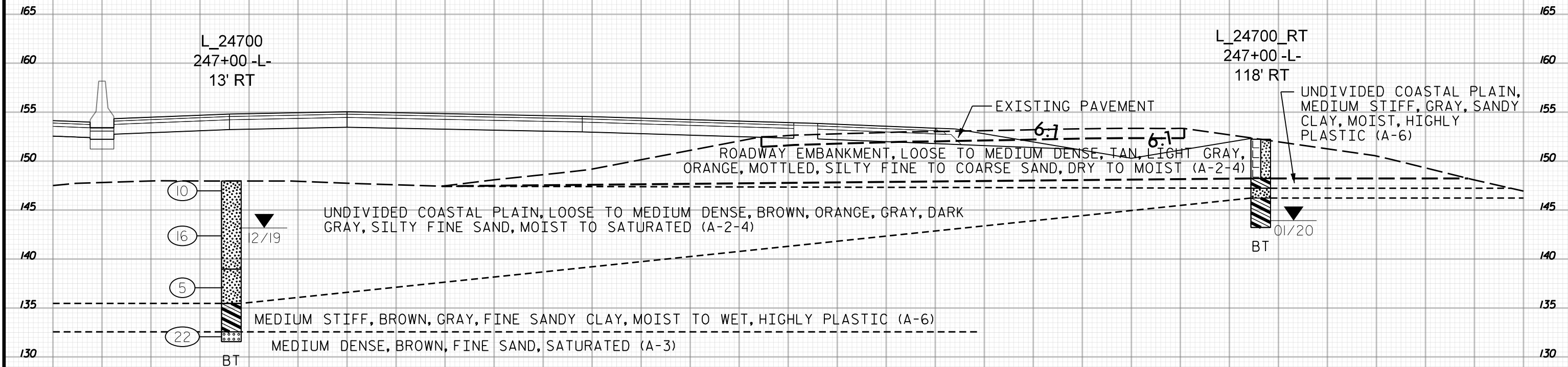
165 160 155 150 145 140 135 130

247+00
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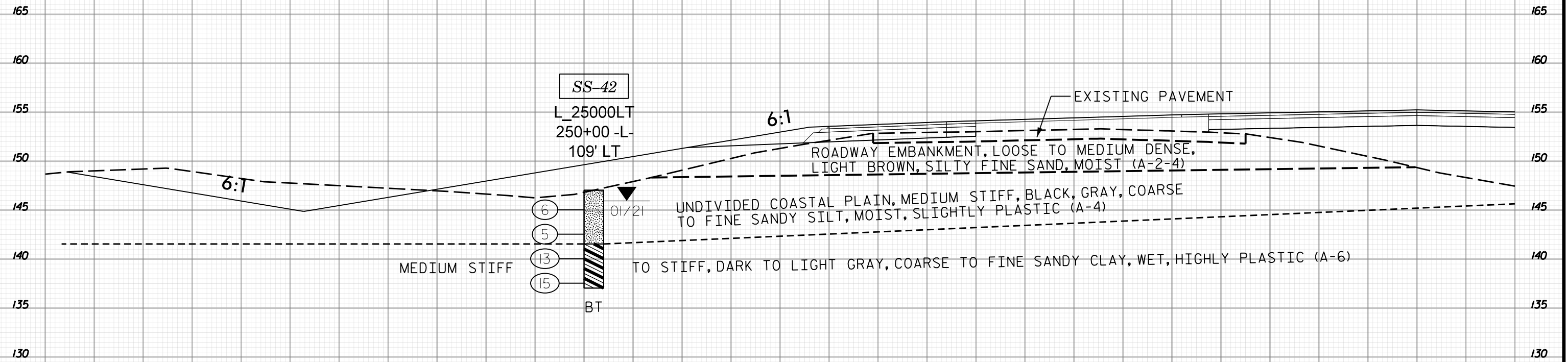
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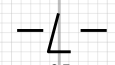
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165 160 155 150 145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15



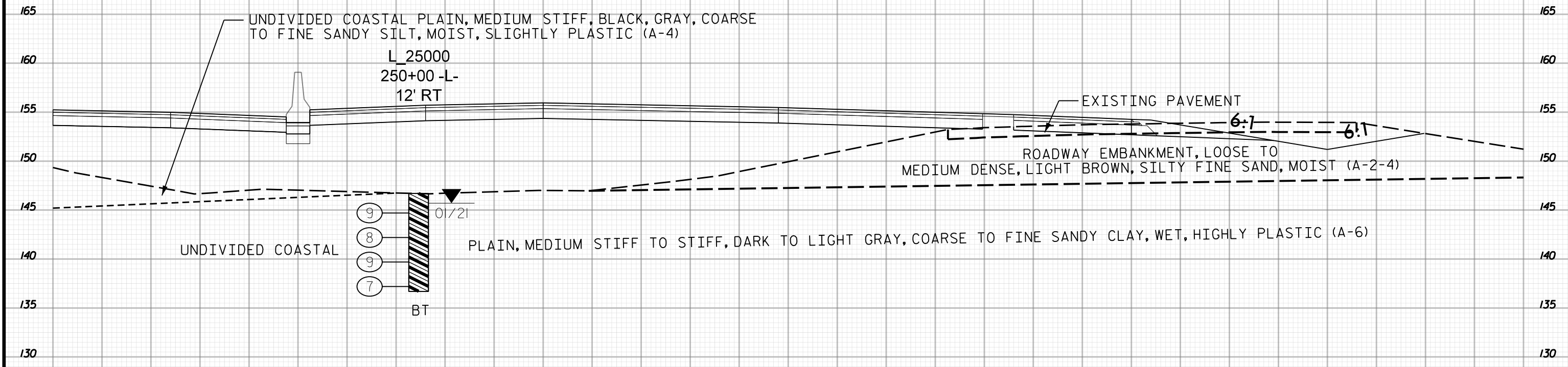
250+00
1 OF 2



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

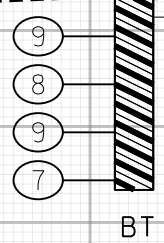


25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125



L_25000
250+00 -L-
12' RT

UNDIVIDED COASTAL



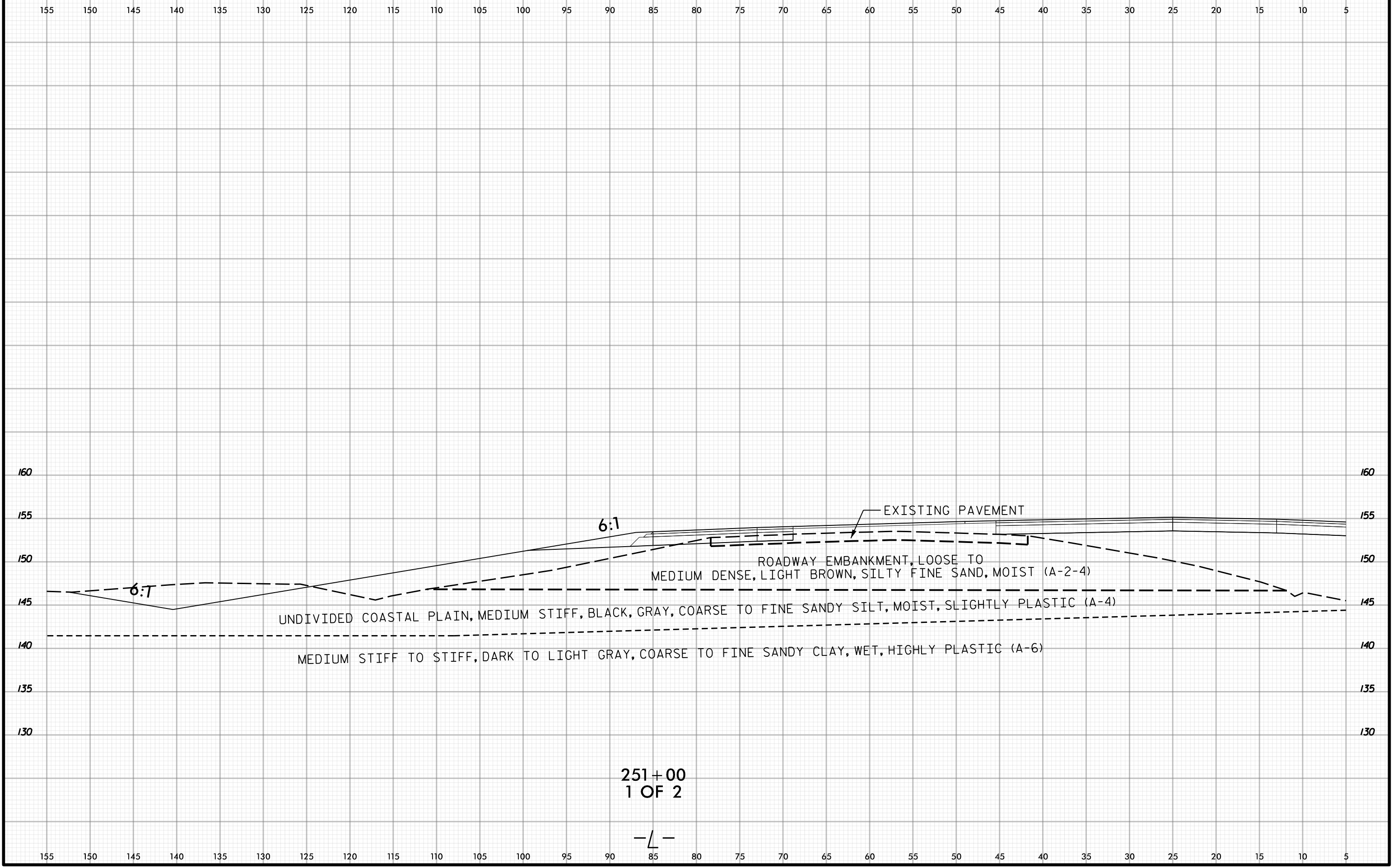
PLAIN, MEDIUM STIFF TO STIFF, DARK TO LIGHT GRAY, COARSE TO FINE SANDY CLAY, WET, HIGHLY PLASTIC (A-6)

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

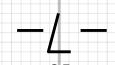
250+00
2 OF 2

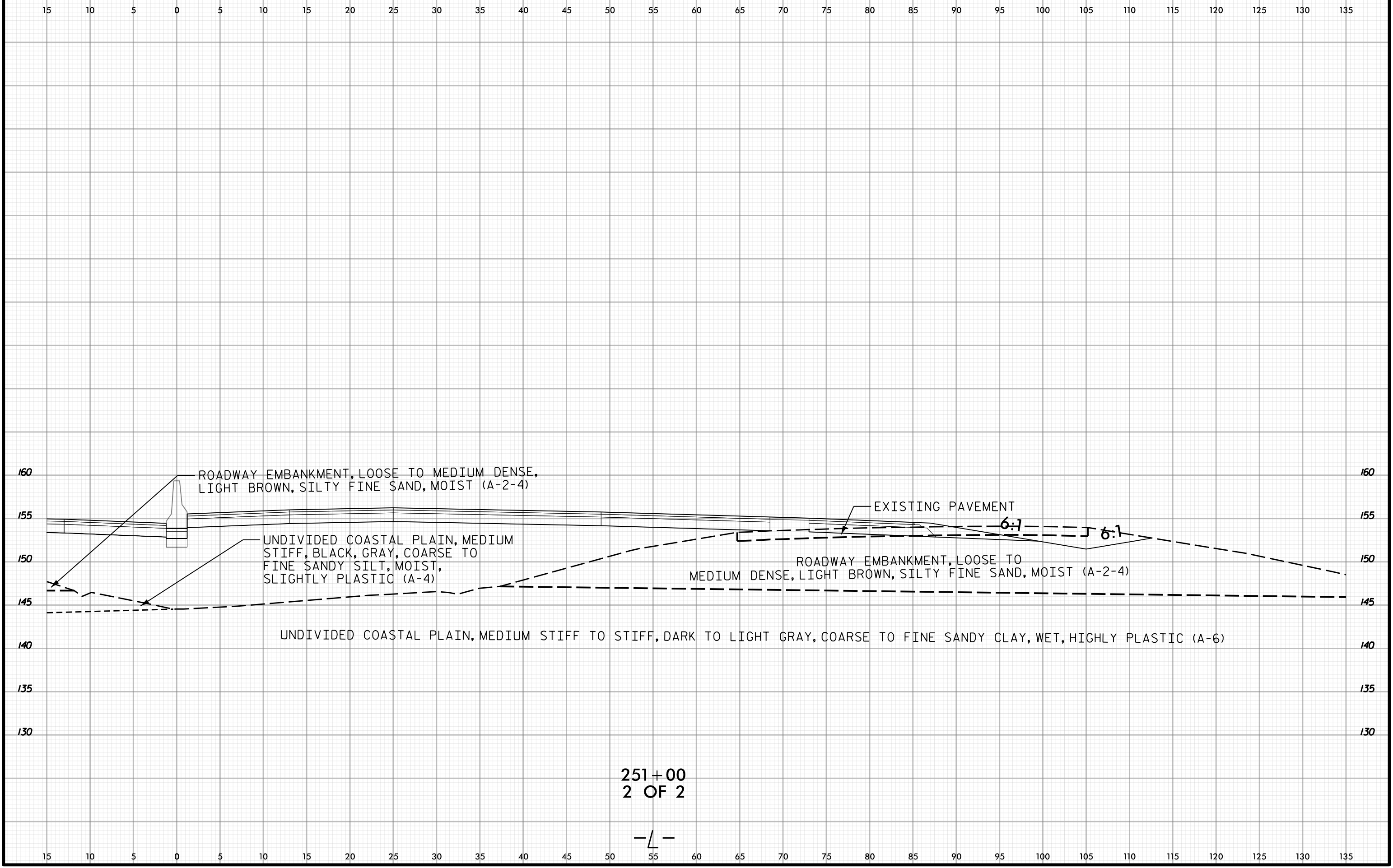
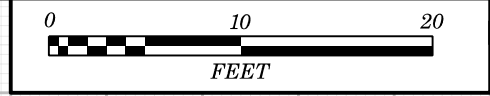
-L-

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

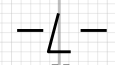


251+00
1 OF 2



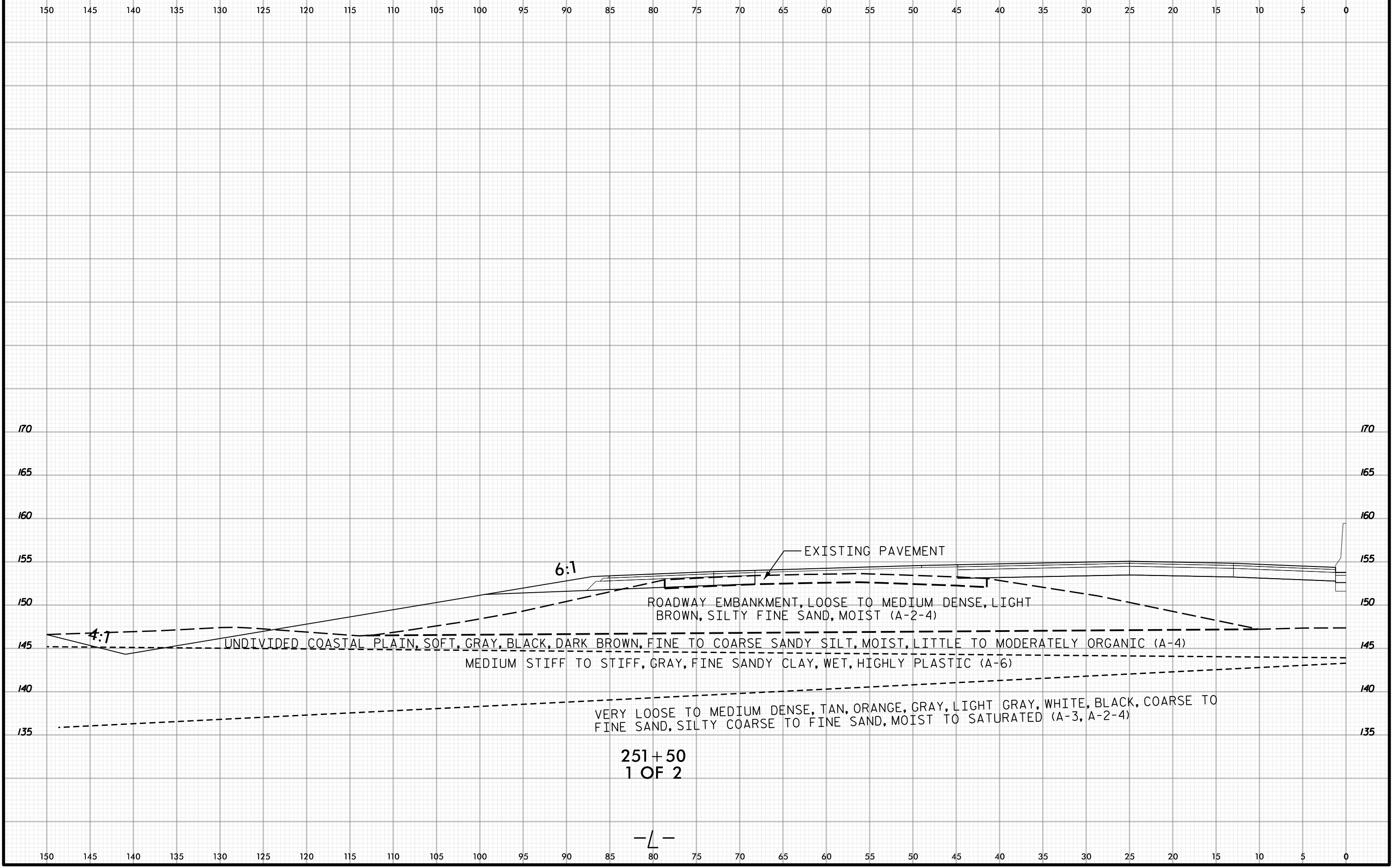


251+00
2 OF 2





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





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

170 170

165 165

160 160

155 155

150 150

145 145

140 140

135 135



EXISTING PAVEMENT

6:1

6:1

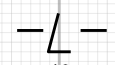
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, TAN, ORANGE, MOTTLED, COARSE TO FINE SAND, SILTY FINE SAND, DRY TO MOIST (A-3, A-2-4)

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

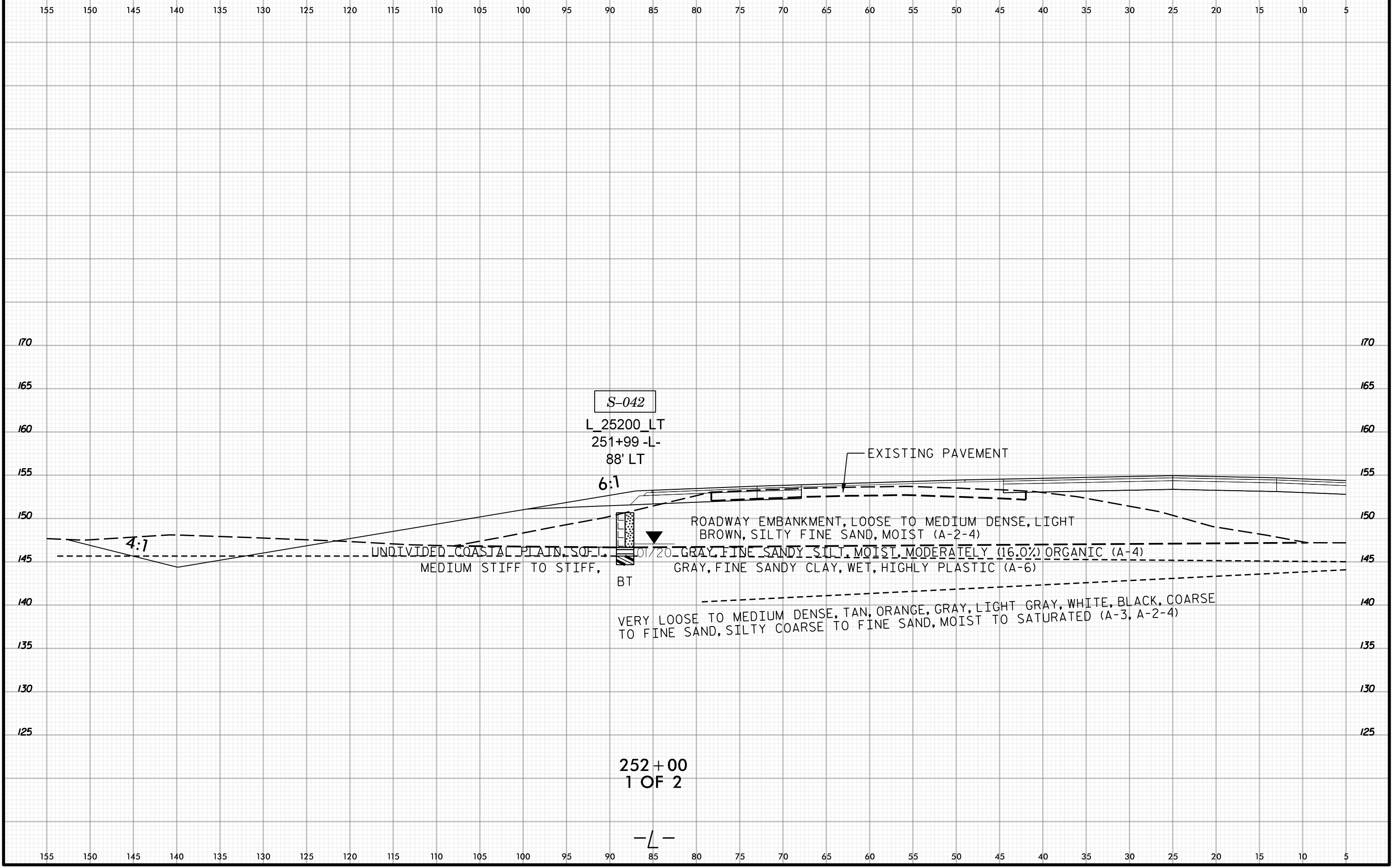
VERY LOOSE TO MEDIUM DENSE, TAN, ORANGE, GRAY, LIGHT GRAY, WHITE, BLACK, COARSE TO FINE SAND, SILTY COARSE TO FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

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

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,

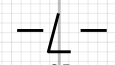


BT

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

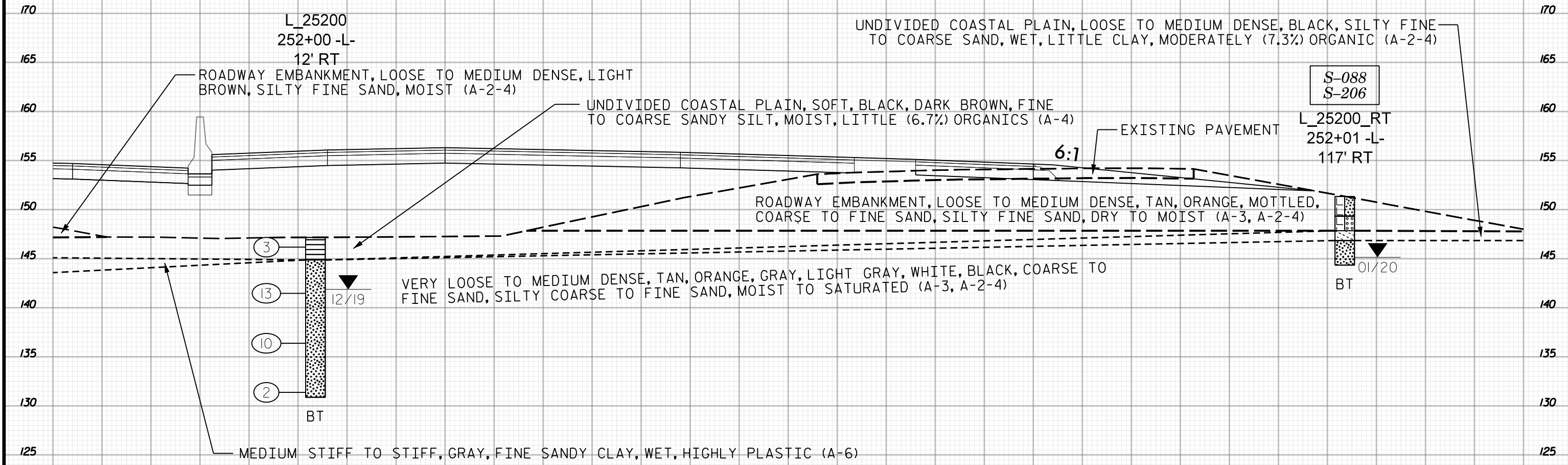
VERY LOOSE TO MEDIUM DENSE, TAN, ORANGE, GRAY, LIGHT GRAY, WHITE, BLACK, COARSE
 TO FINE SAND, SILTY COARSE TO FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

252+00
 1 OF 2

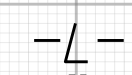




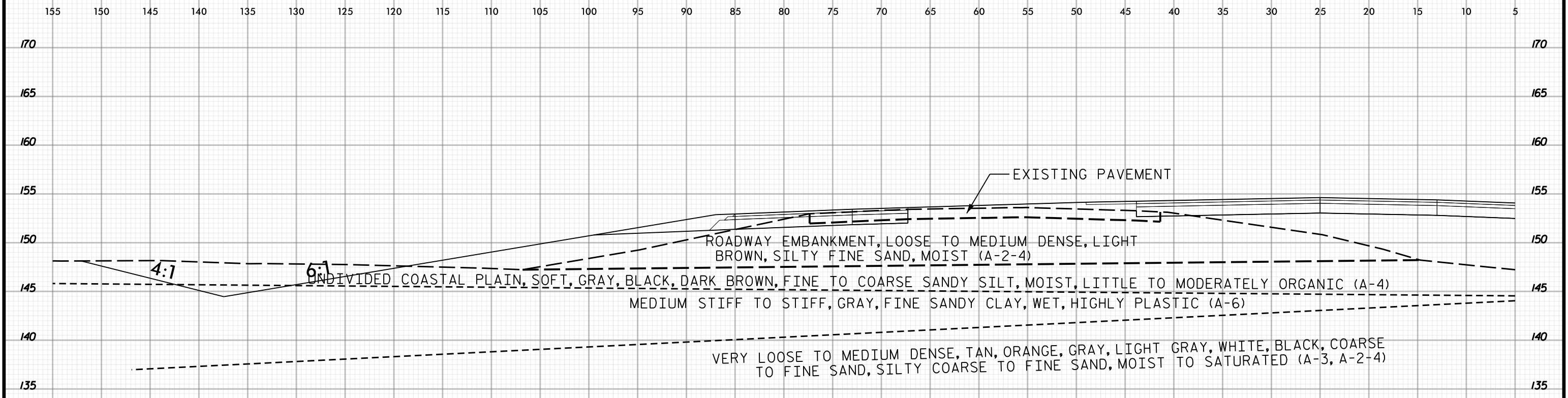
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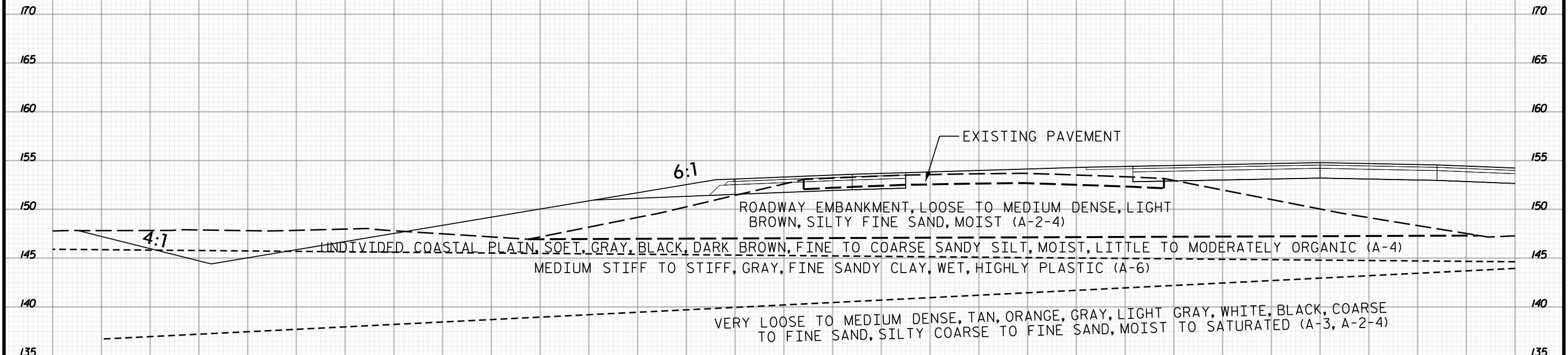
252+00
2 OF 2



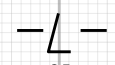
15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135

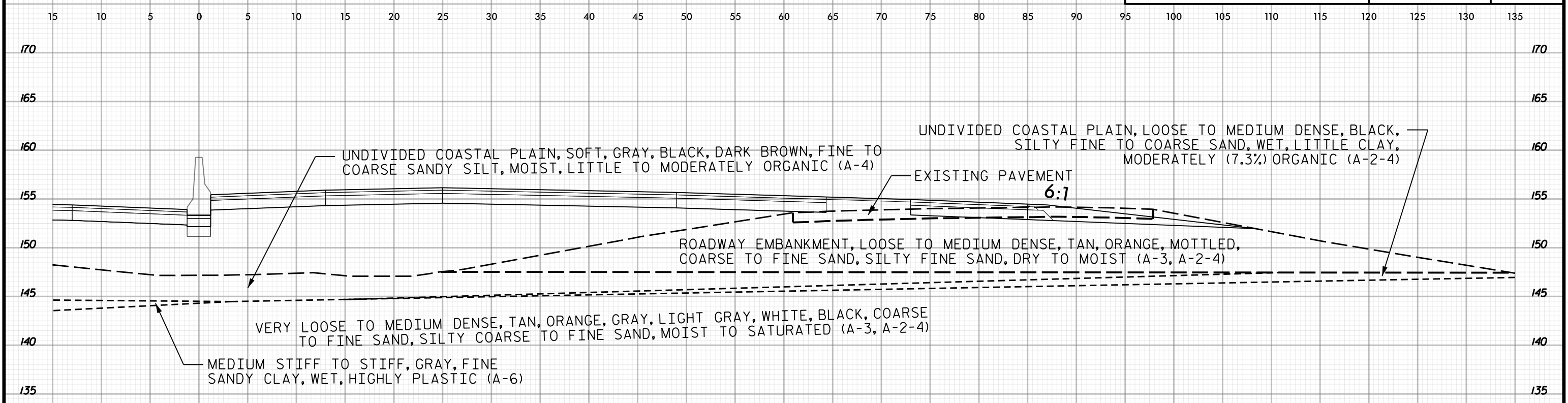
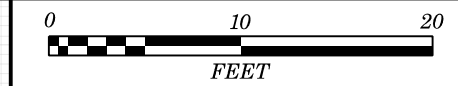


253+00

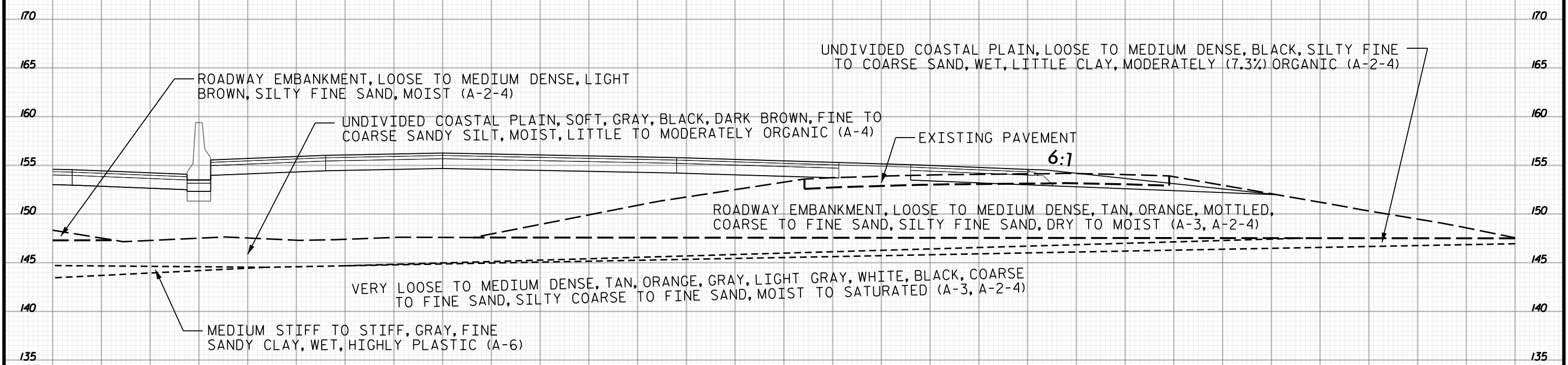


252+50
1 OF 2

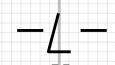


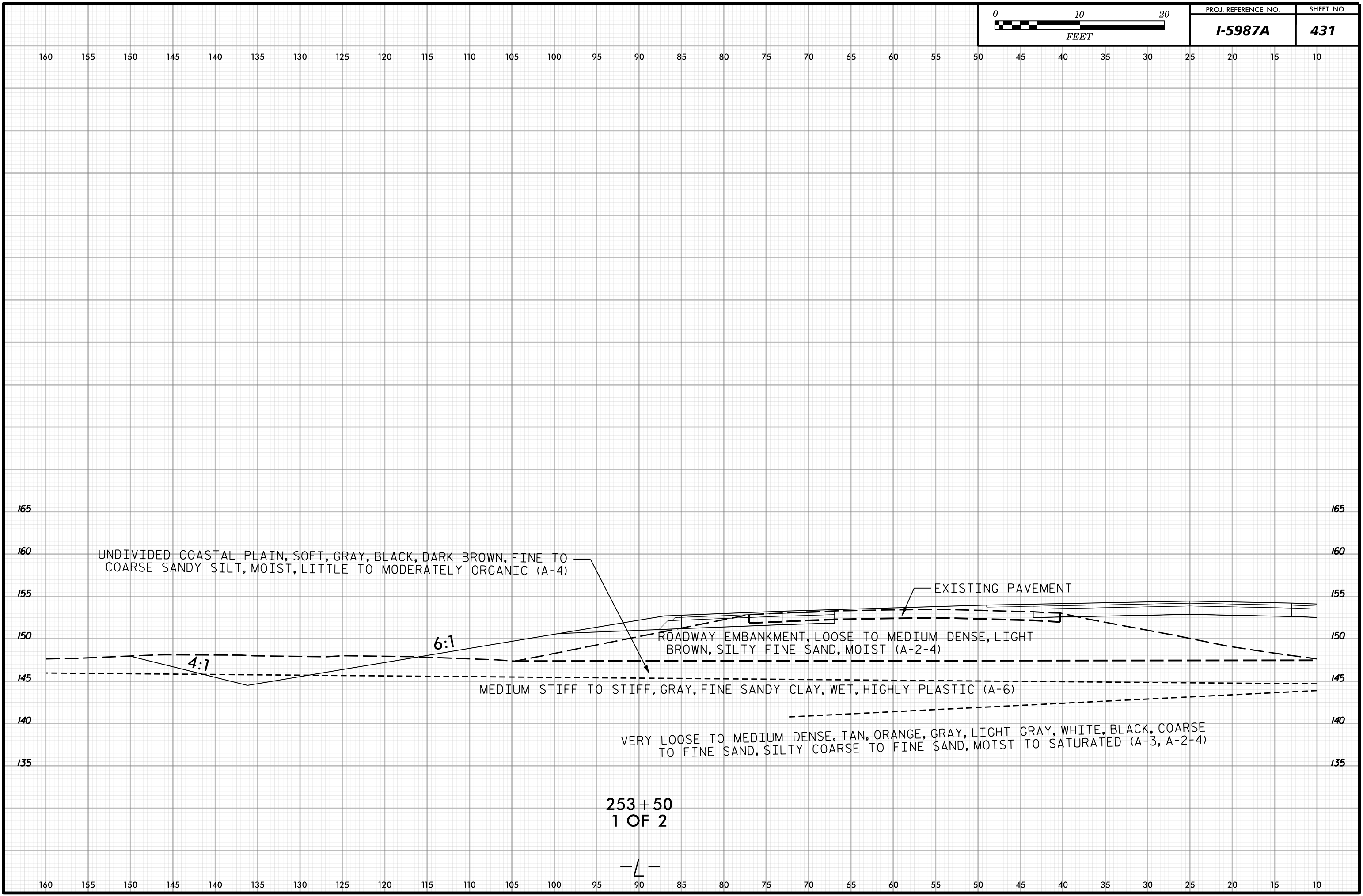


253+00



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)

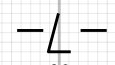
EXISTING PAVEMENT

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)

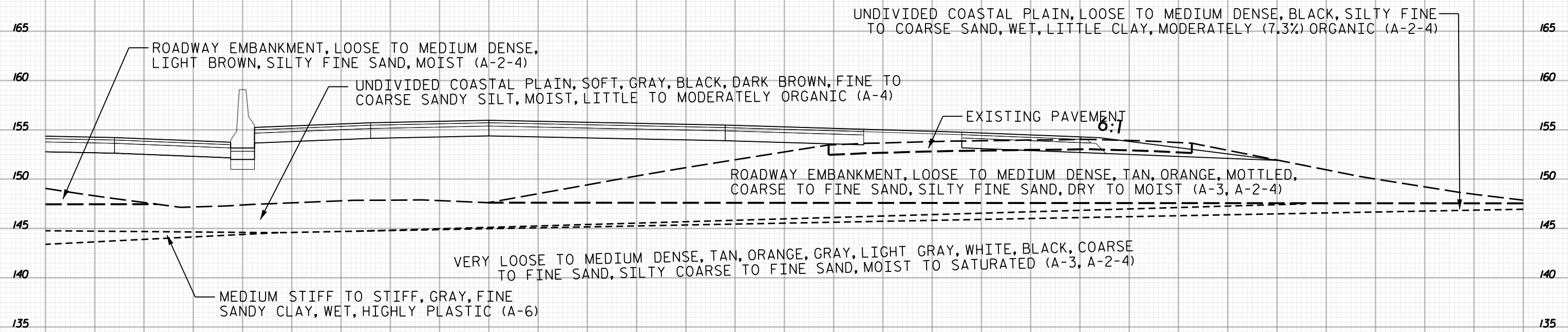
VERY LOOSE TO MEDIUM DENSE, TAN, ORANGE, GRAY, LIGHT GRAY, WHITE, BLACK, COARSE TO FINE SAND, SILTY COARSE TO FINE SAND, MOIST TO SATURATED (A-3, A-2-4)

253+50
1 OF 2



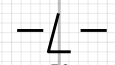


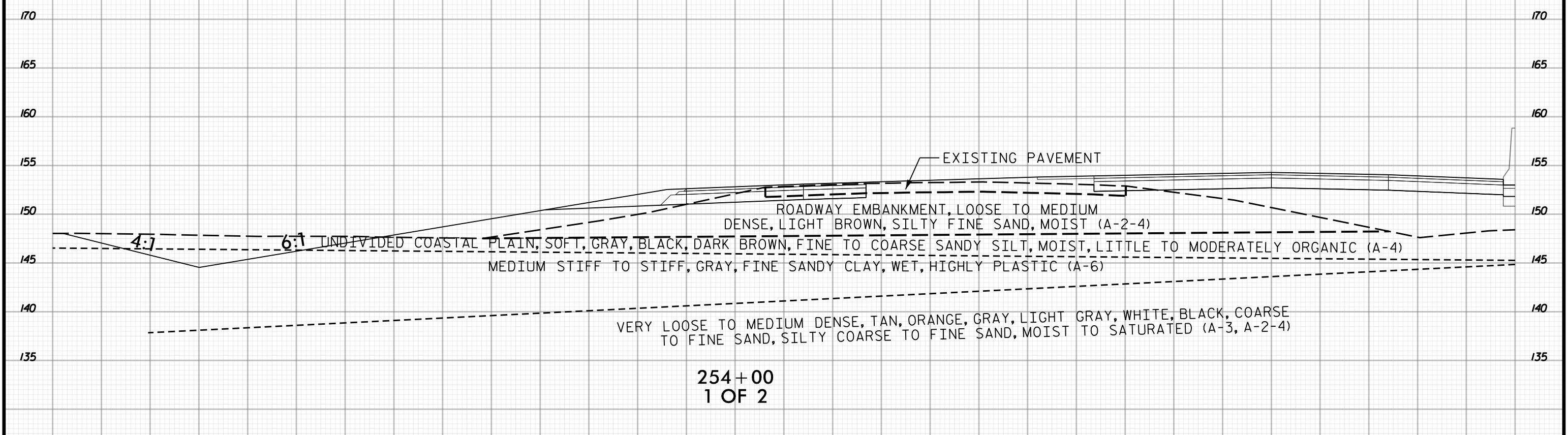
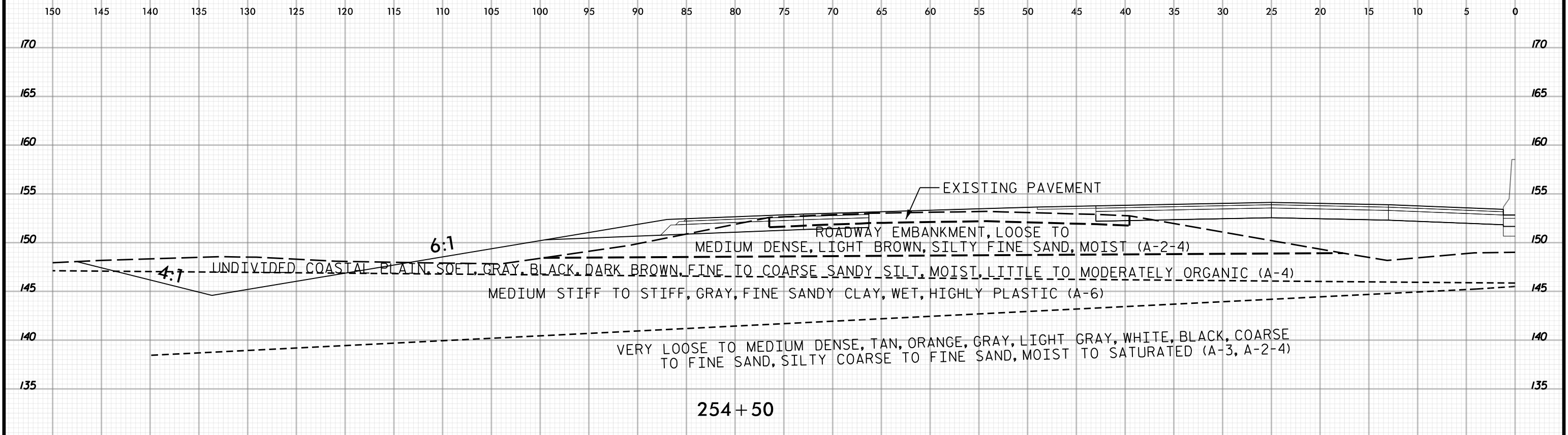
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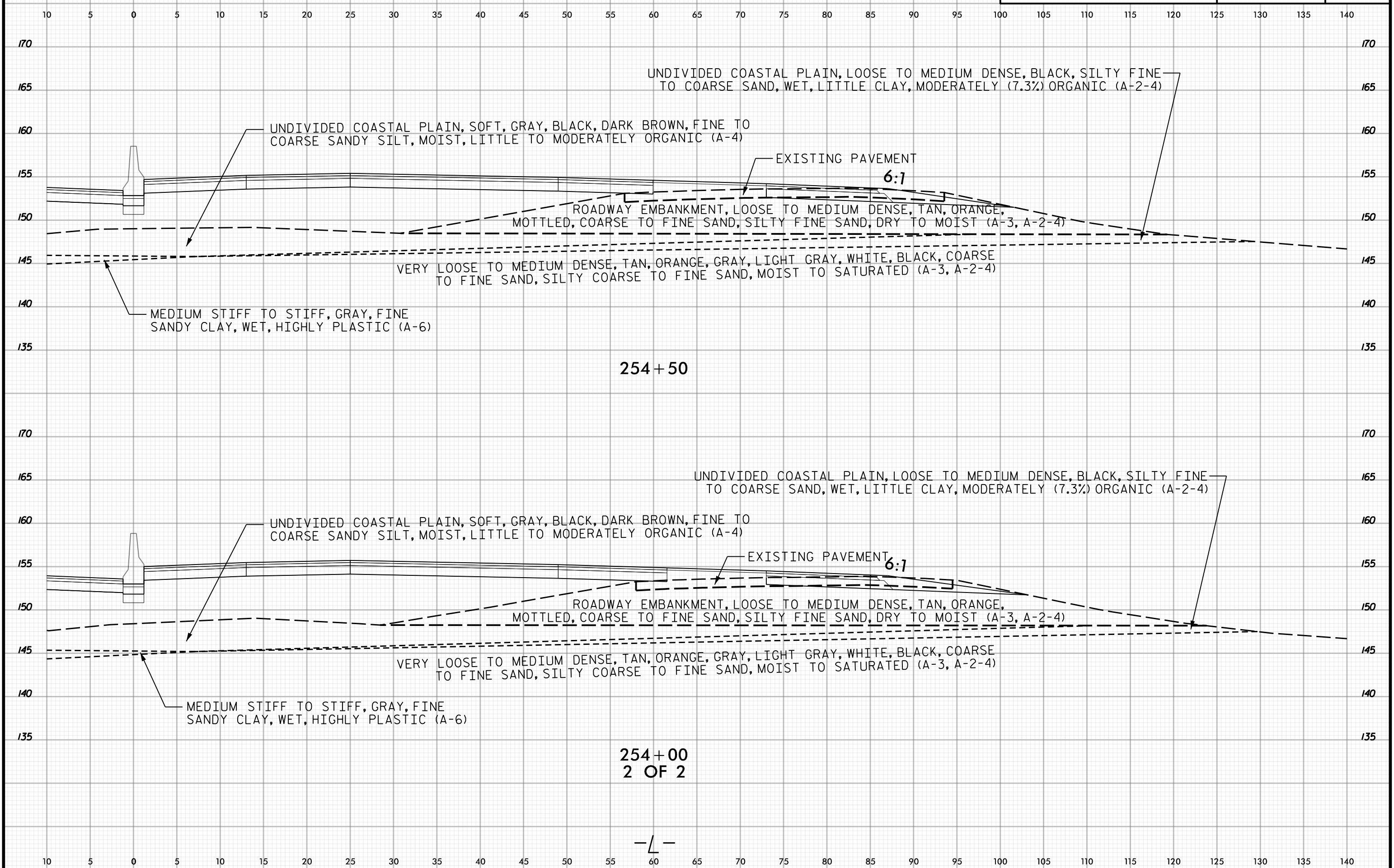
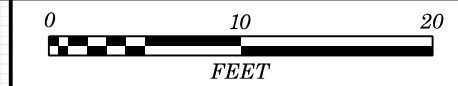


20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130

253+50
2 OF 2

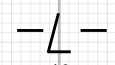


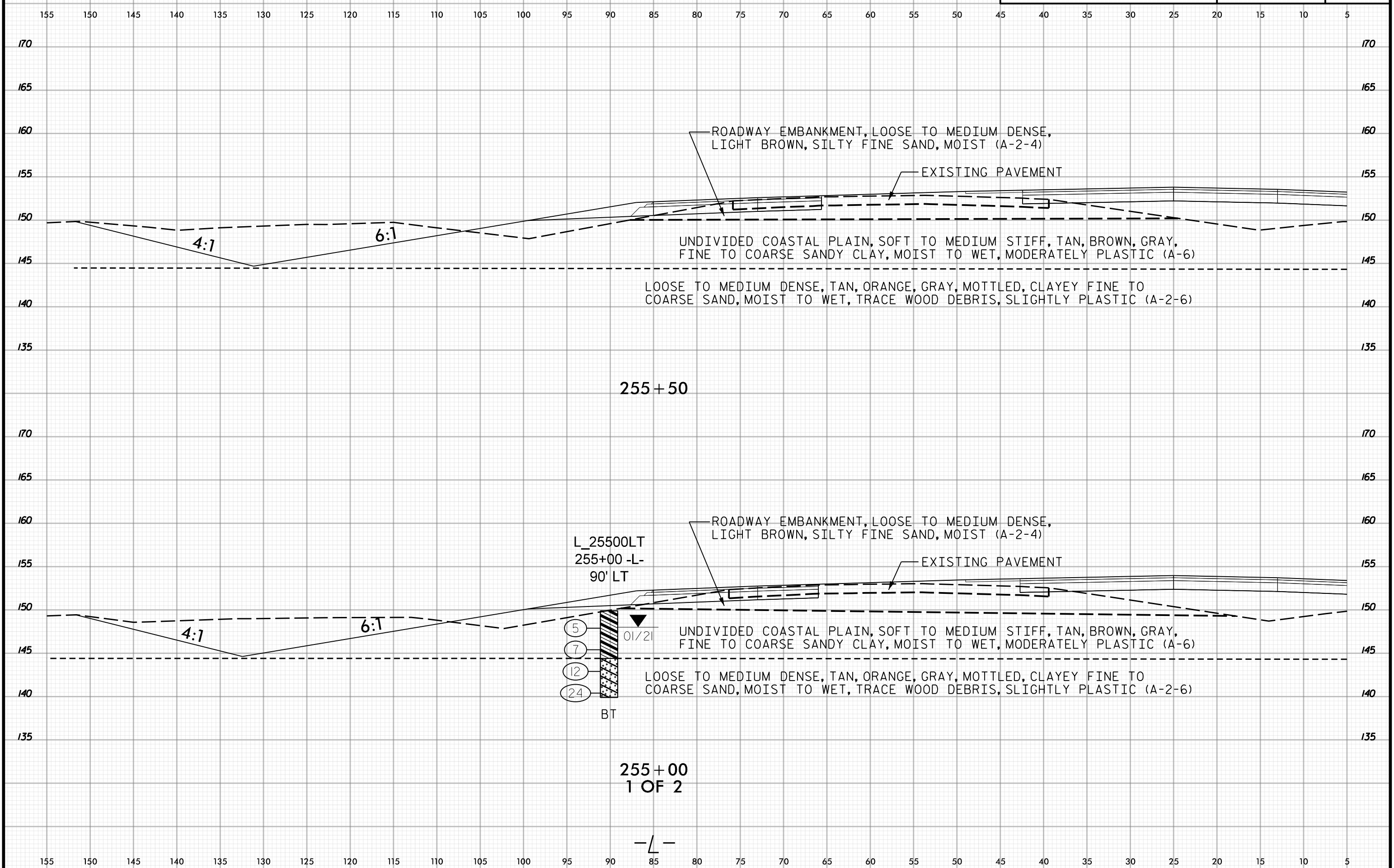




254+50

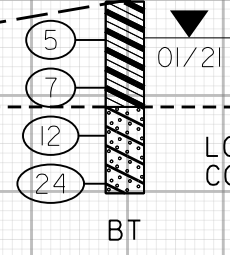
254+00
2 OF 2





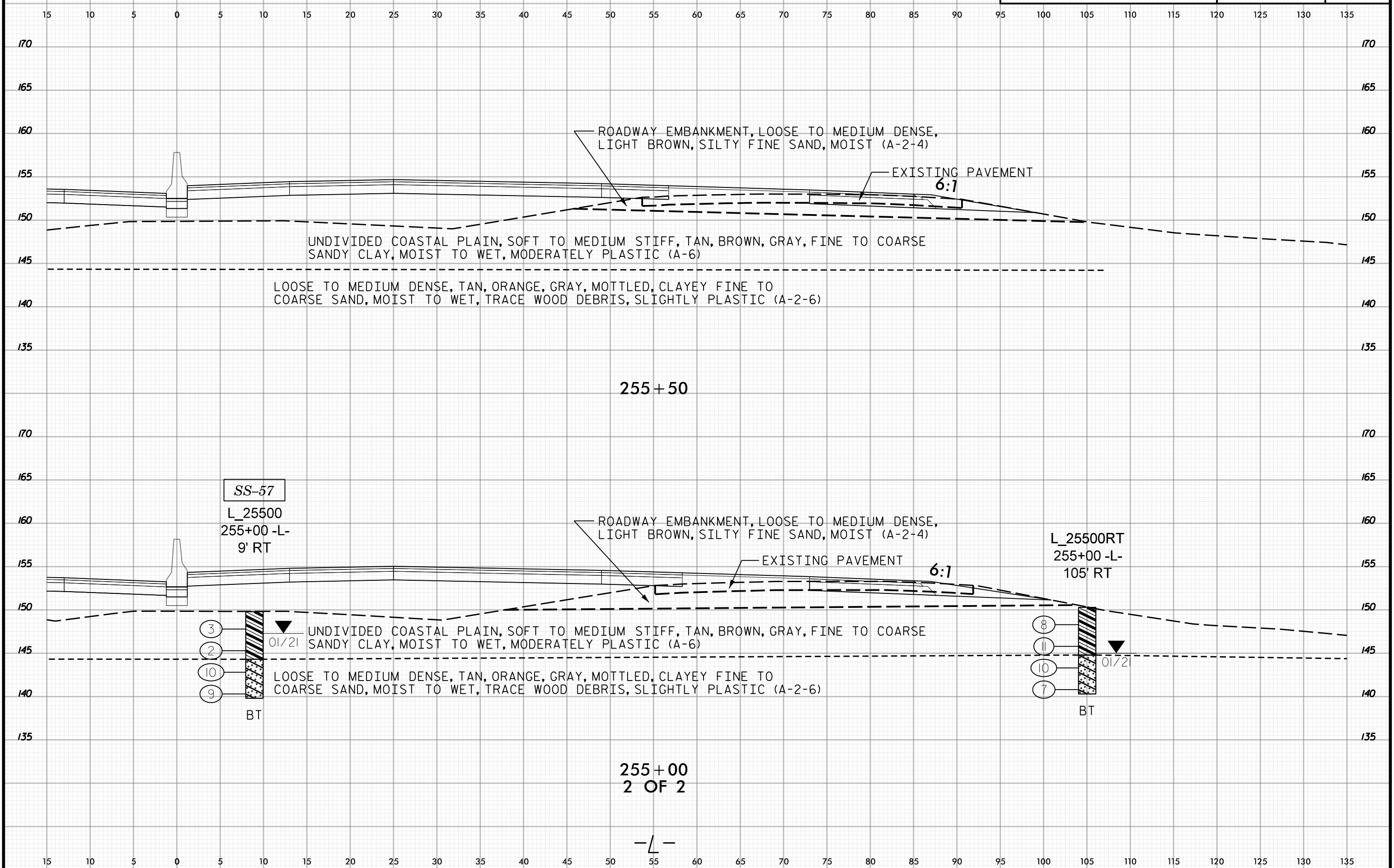
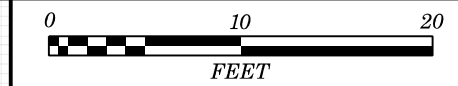
255+50

L_25500LT
255+00 -L-
90' LT



255+00
1 OF 2

-L-



255+50

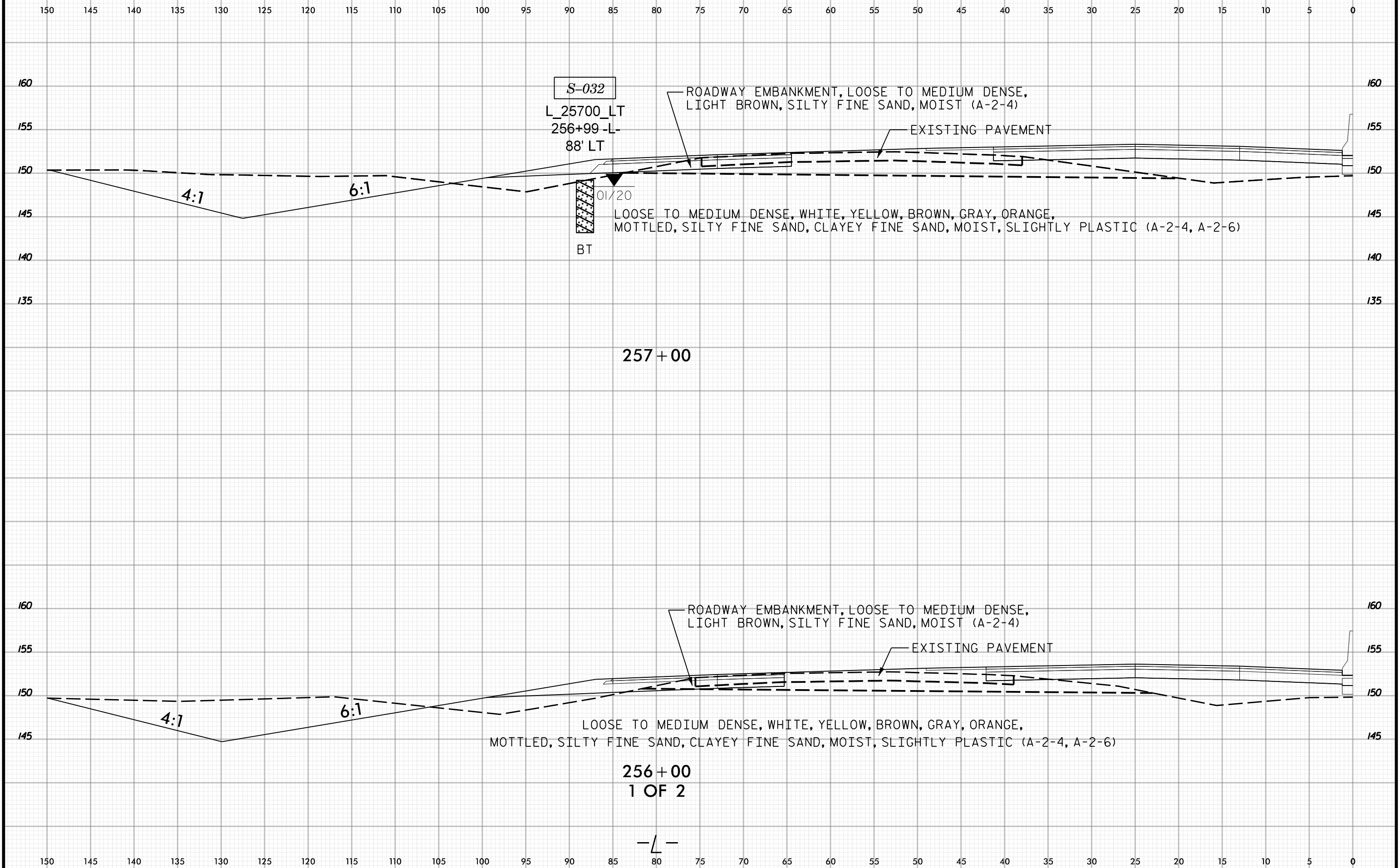
SS-57

L_25500
255+00 -L-
9' RT

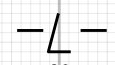
L_25500RT
255+00 -L-
105' RT

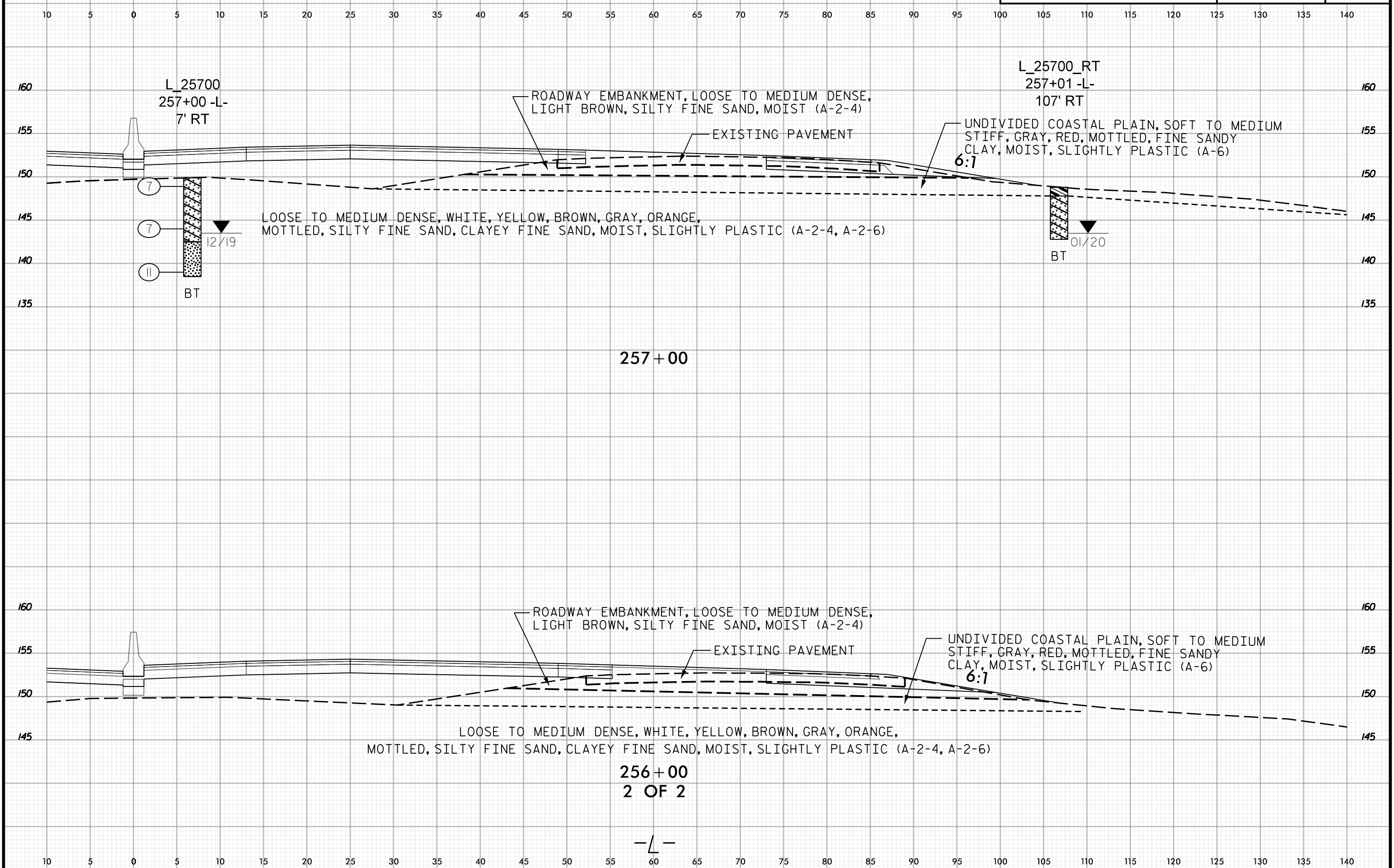
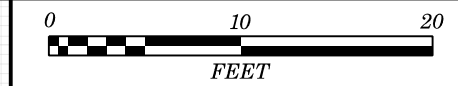
255+00
2 OF 2

-L-



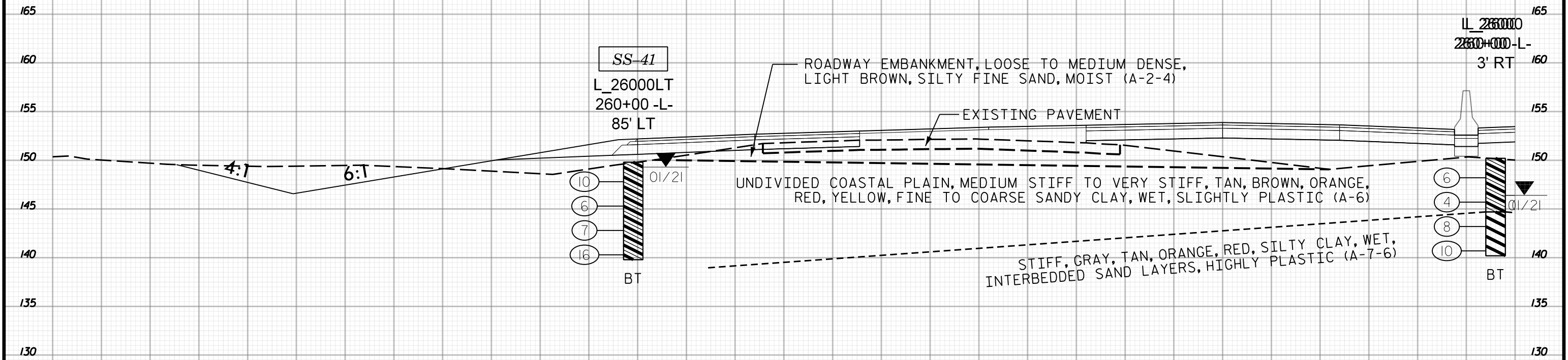
256+00
1 OF 2







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



SS-41
L_26000LT
260+00 -L-
85' LT

L_26000
260+00-L-
3' RT

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

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO VERY STIFF, TAN, BROWN, ORANGE,
RED, YELLOW, FINE TO COARSE SANDY CLAY, WET, SLIGHTLY PLASTIC (A-6)

STIFF, GRAY, TAN, ORANGE, RED, SILTY CLAY, WET,
INTERBEDDED SAND LAYERS, HIGHLY PLASTIC (A-7-6)

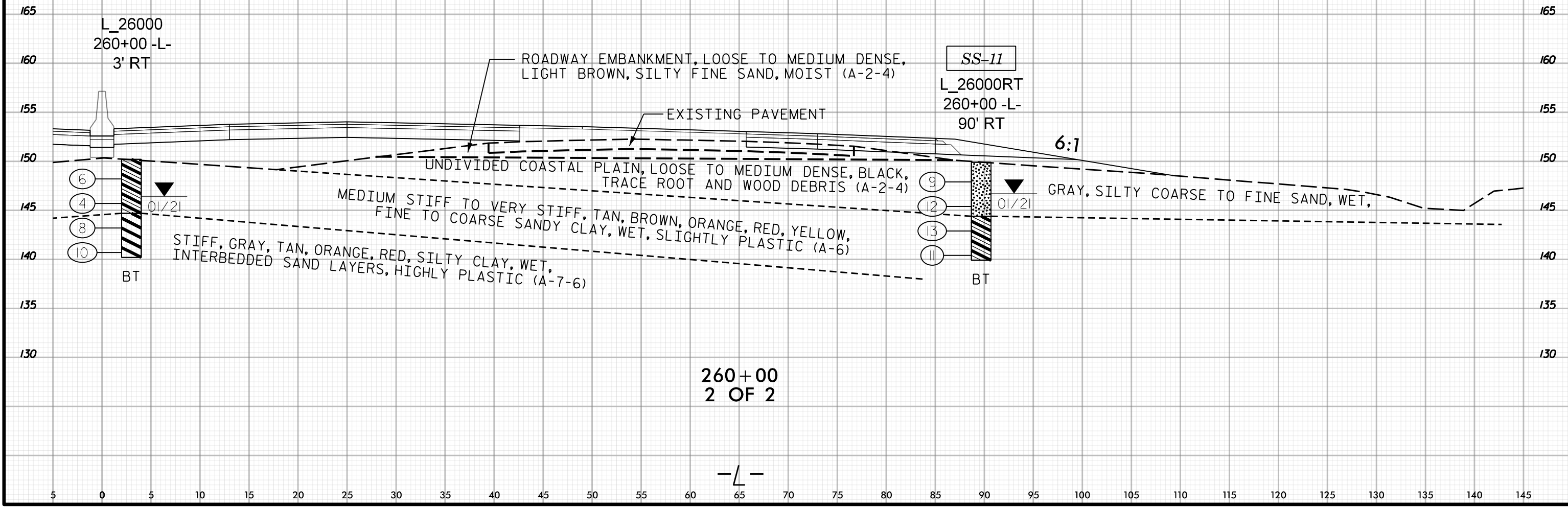
260+00
1 OF 2

-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

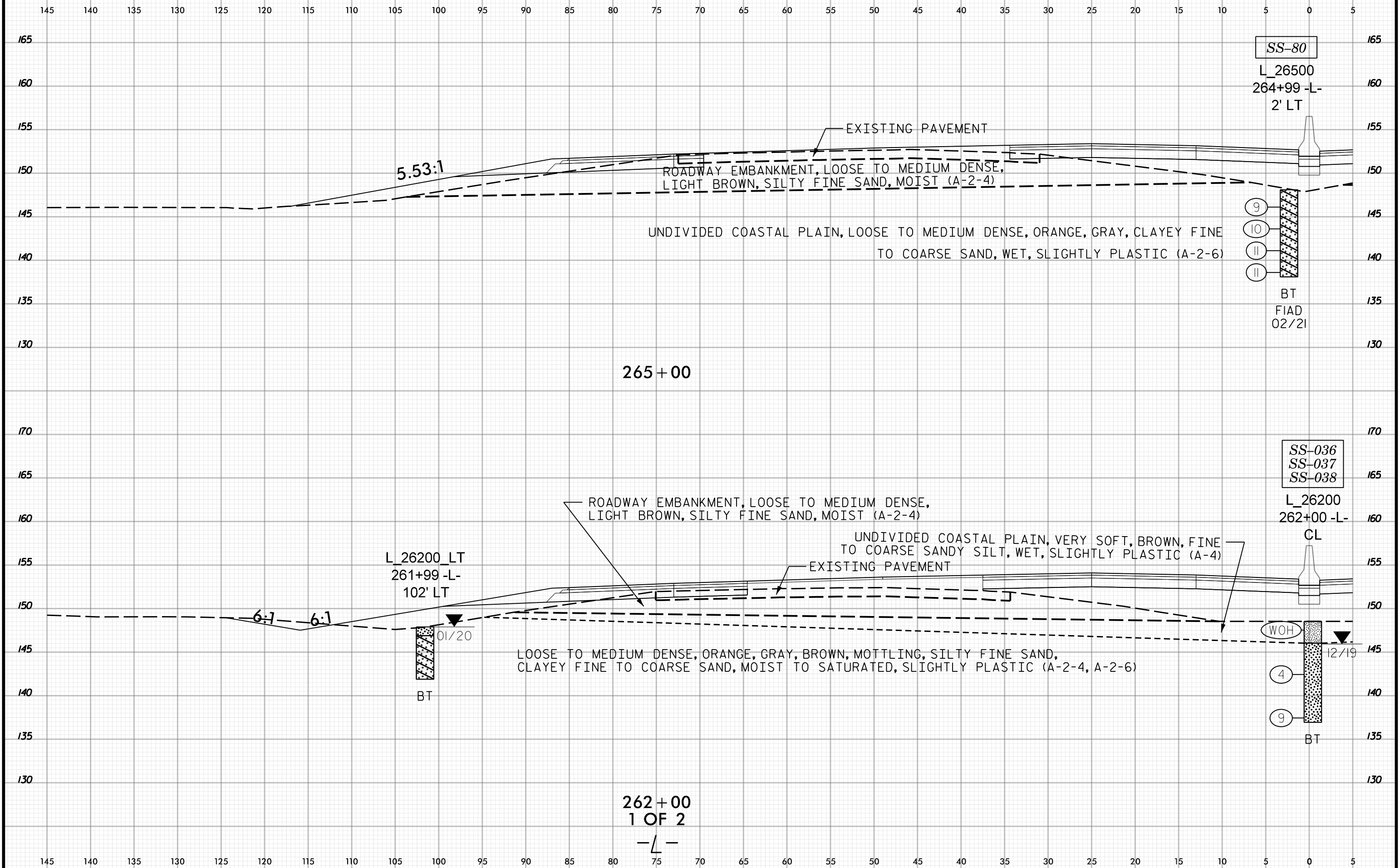


5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



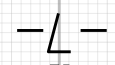
165
160
155
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140
135
130

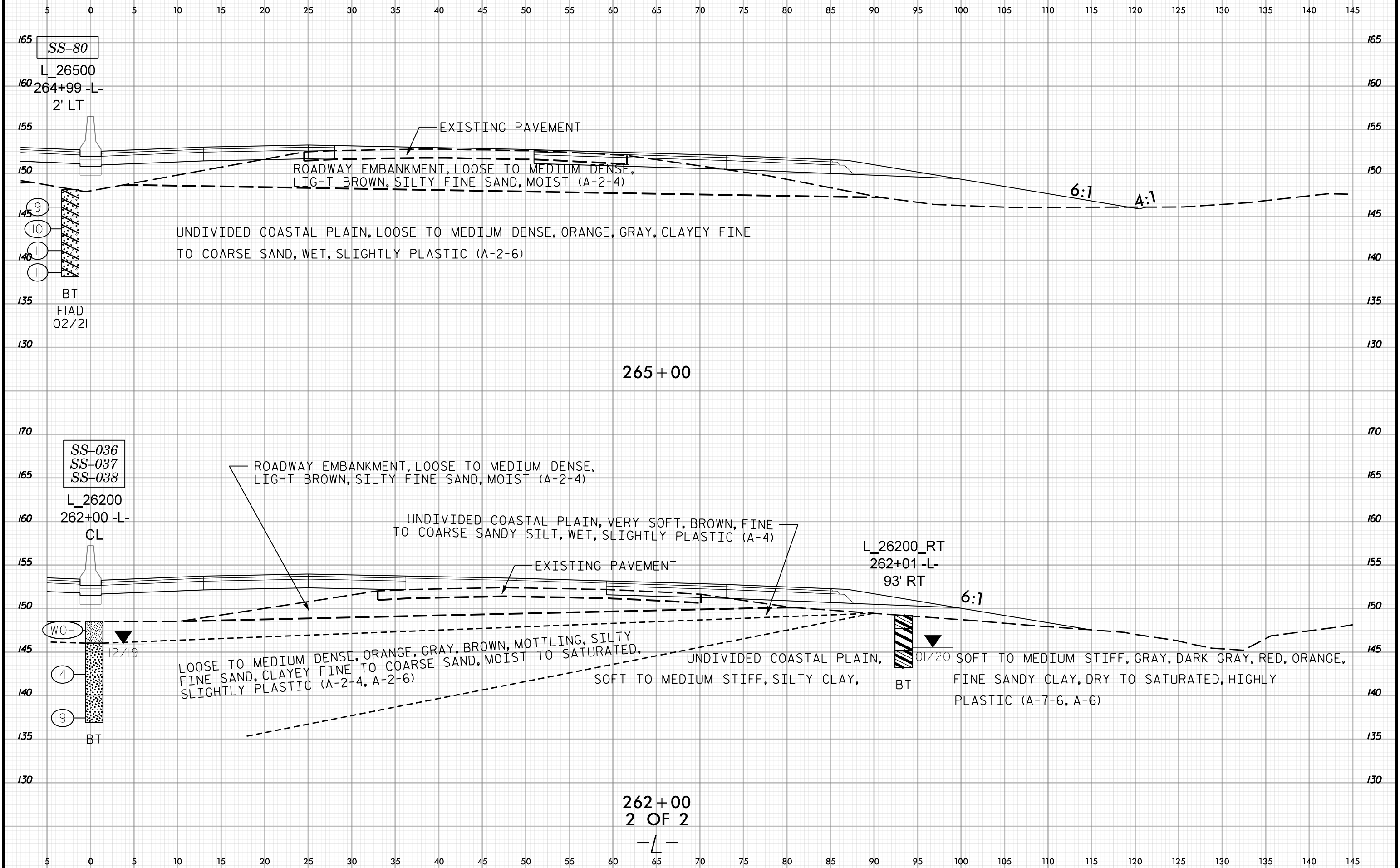
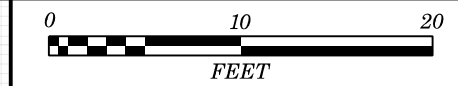
165
160
155
150
145
140
135
130



265+00

262+00
1 OF 2

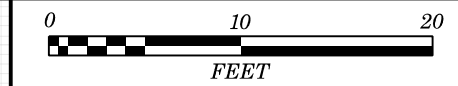




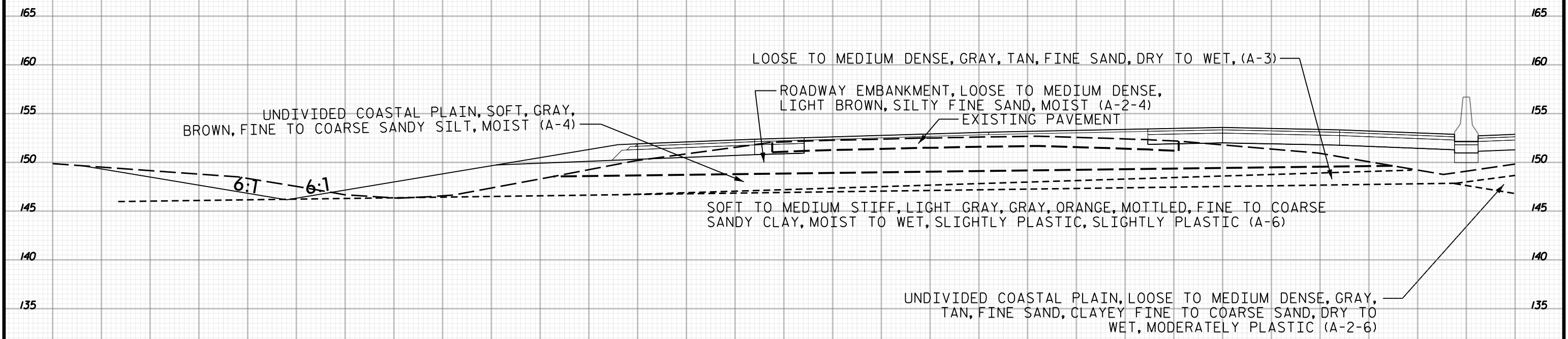
265+00

262+00
2 OF 2

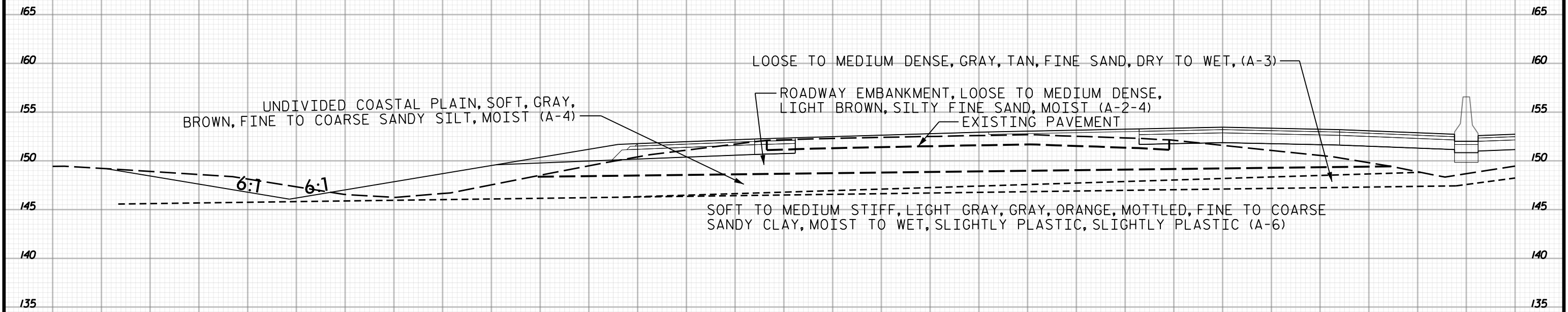
-L-



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

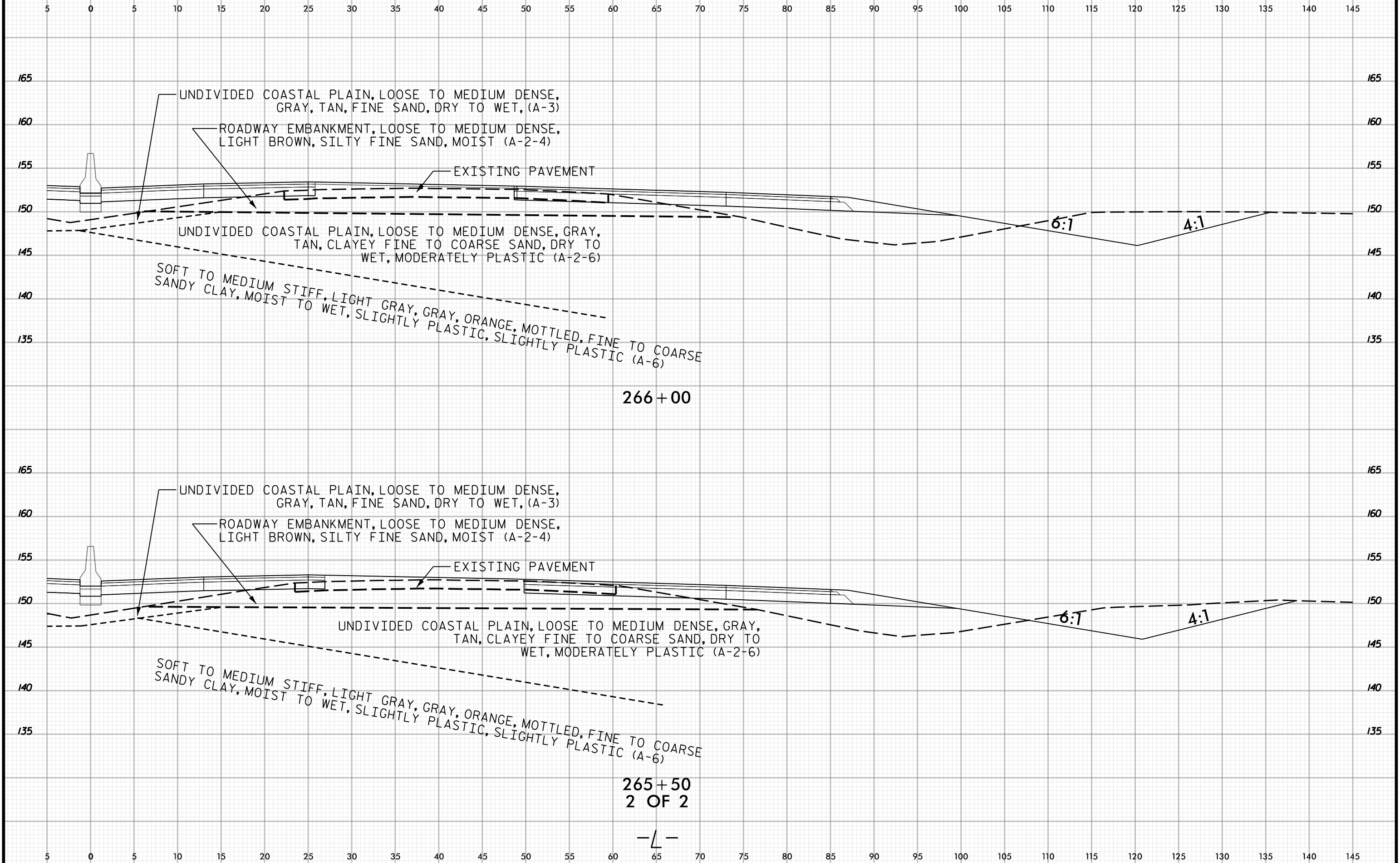


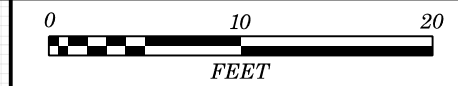
266+00



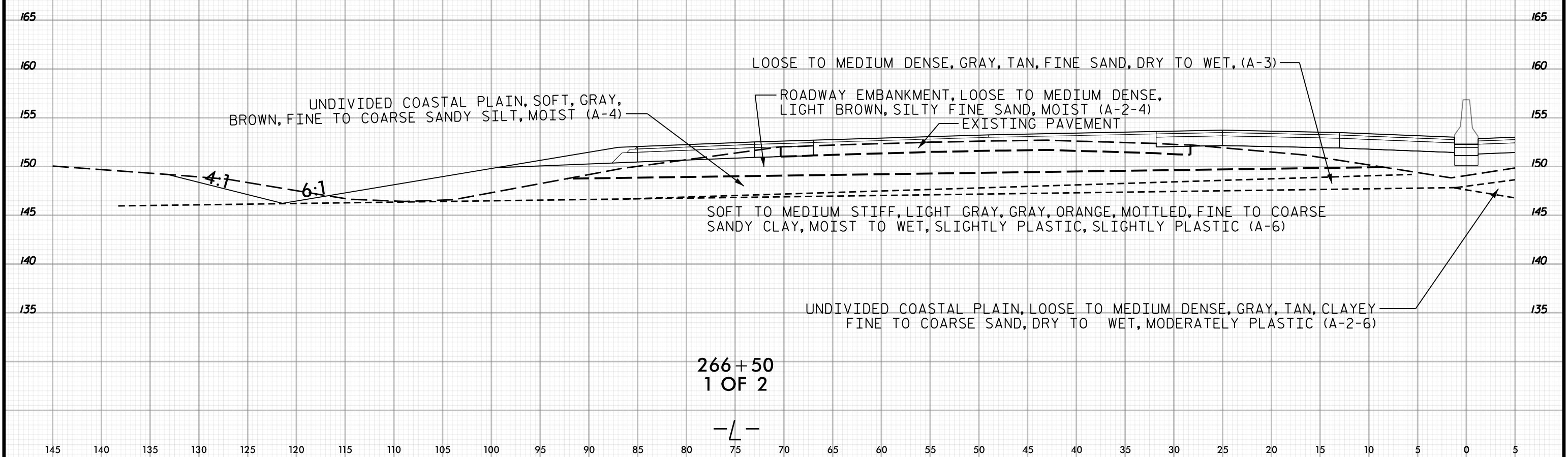
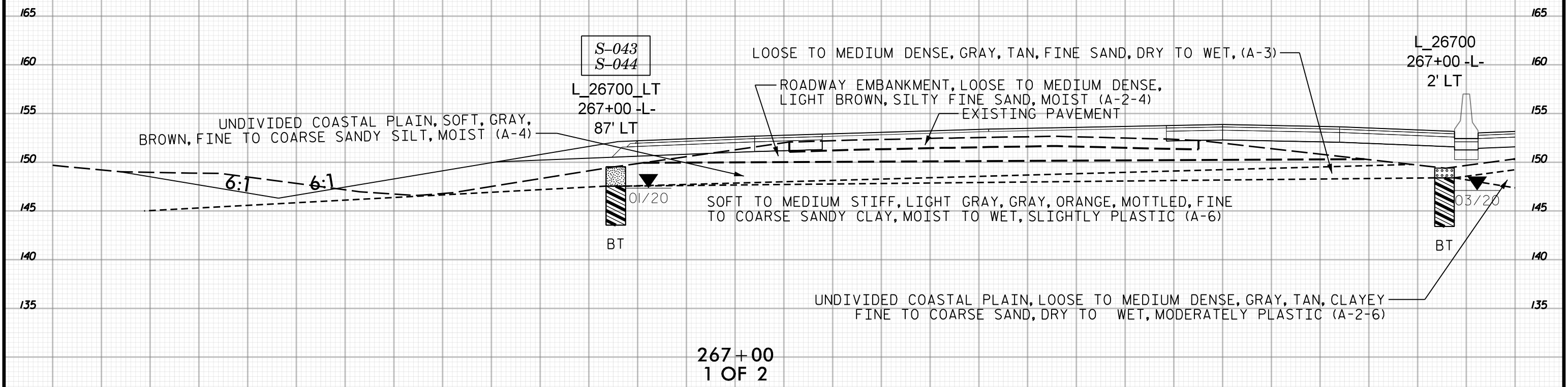
265+50
1 OF 2

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

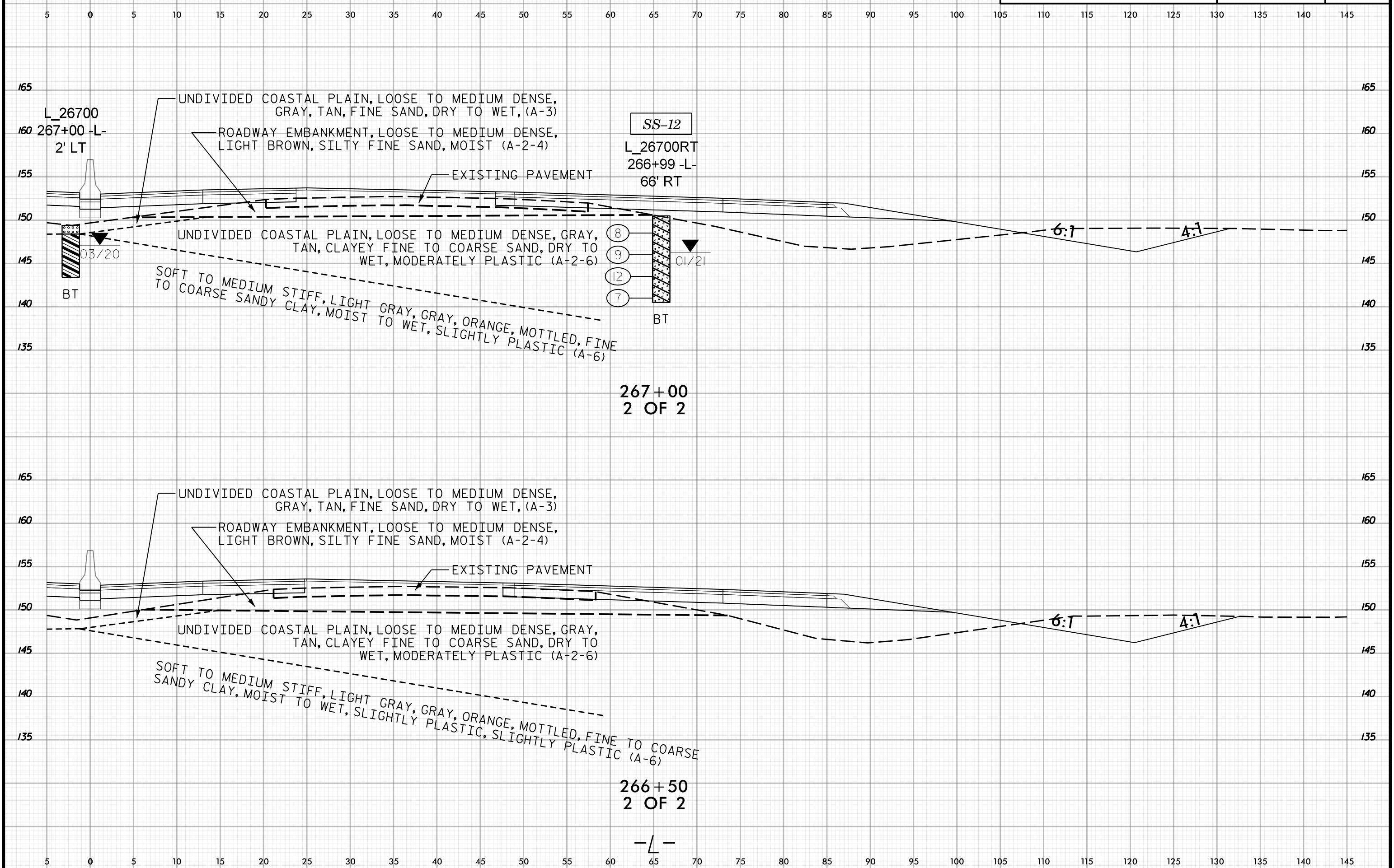
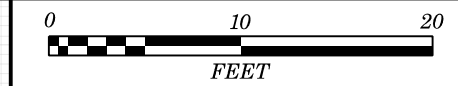




145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5

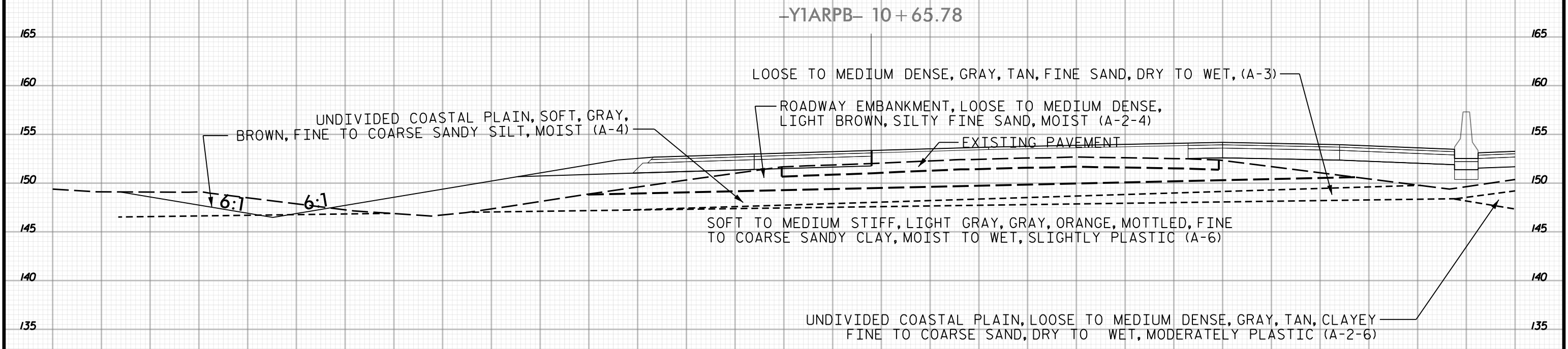


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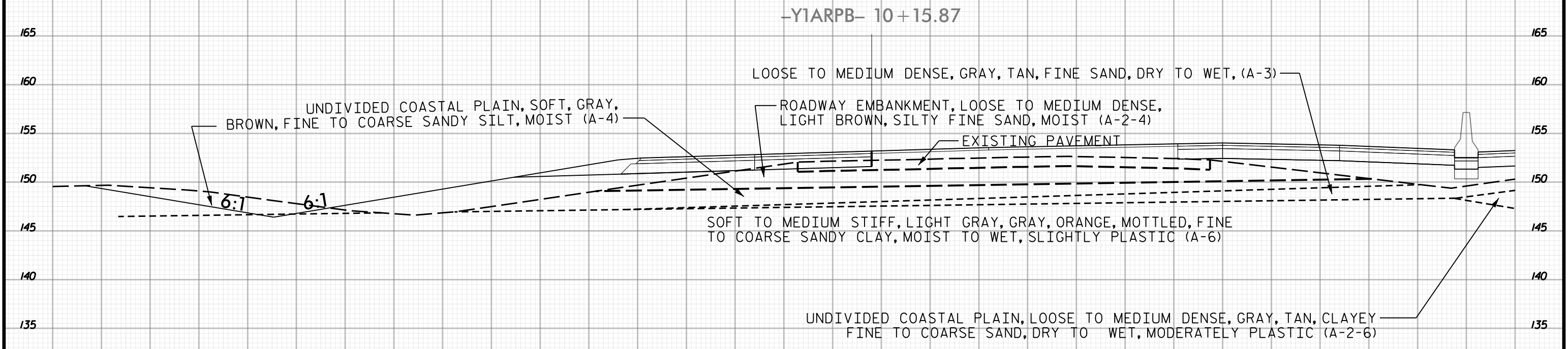




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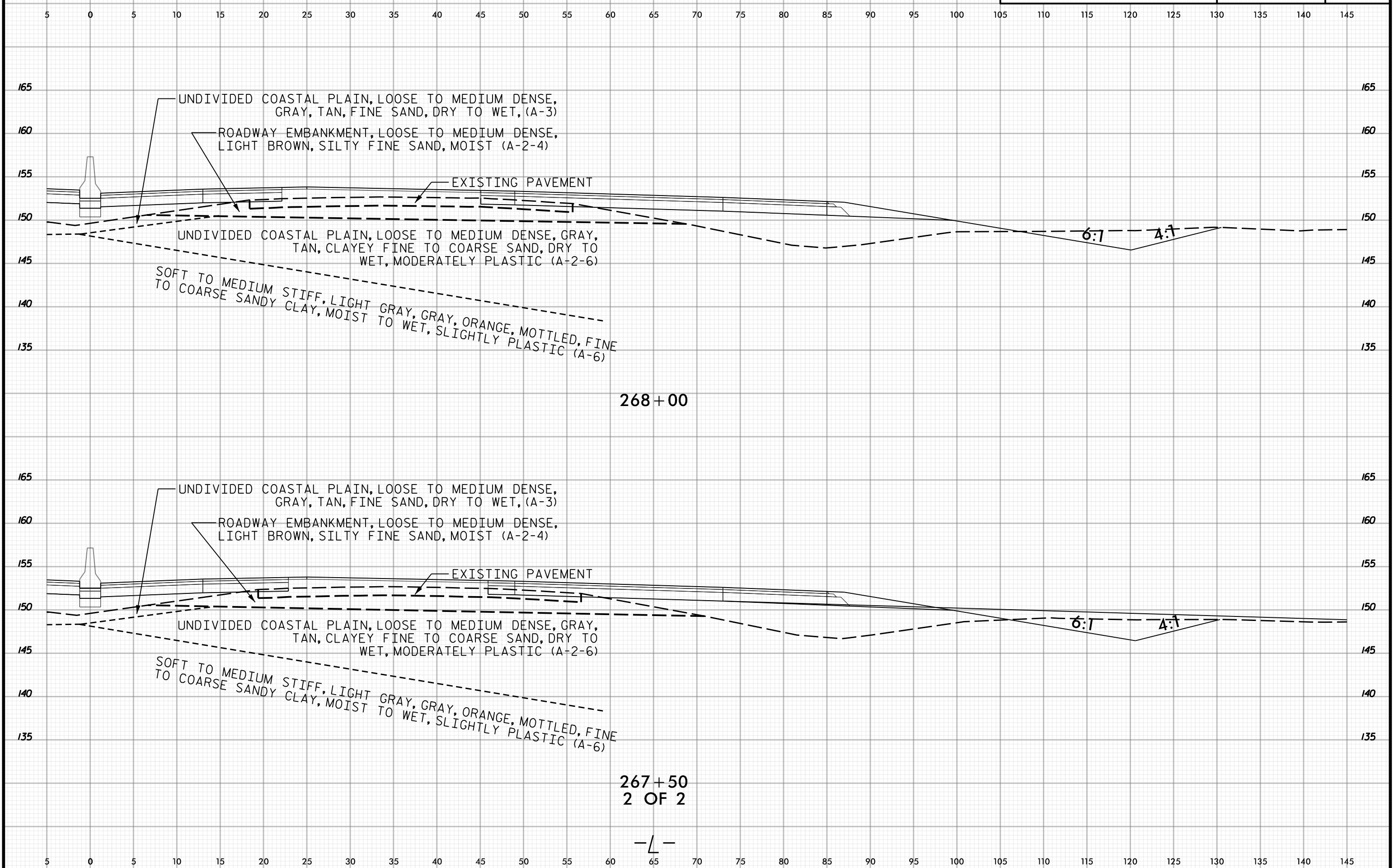


268 + 00



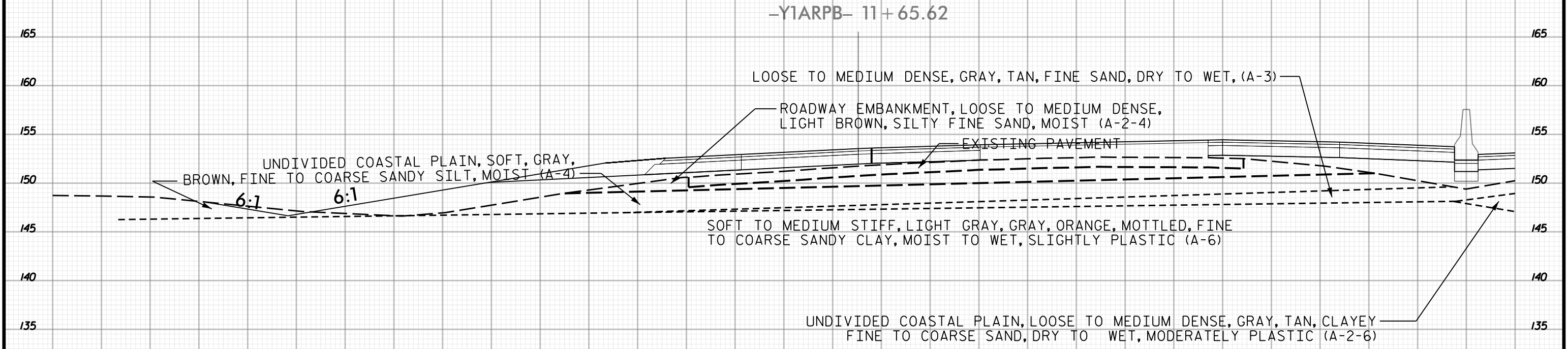
267 + 50
1 OF 2

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

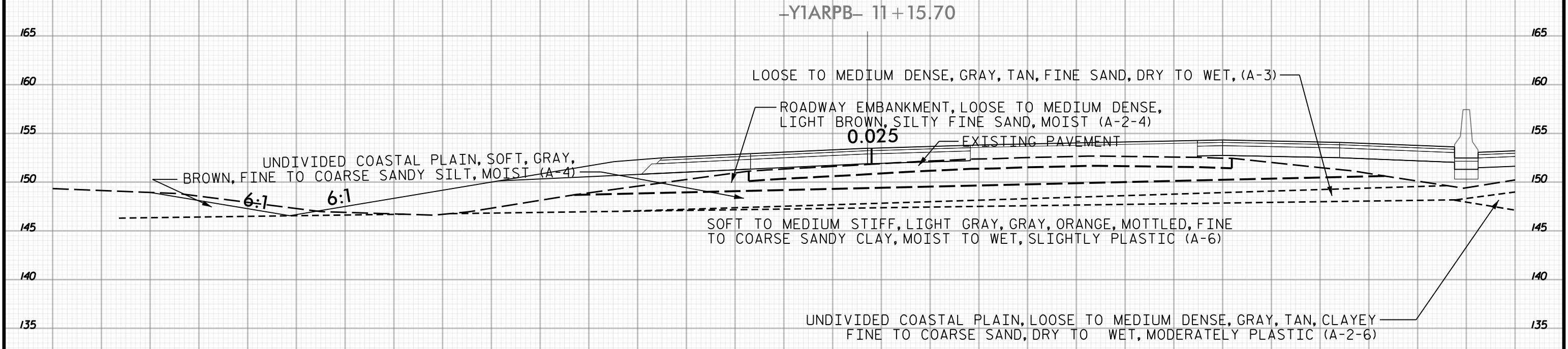




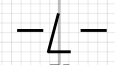
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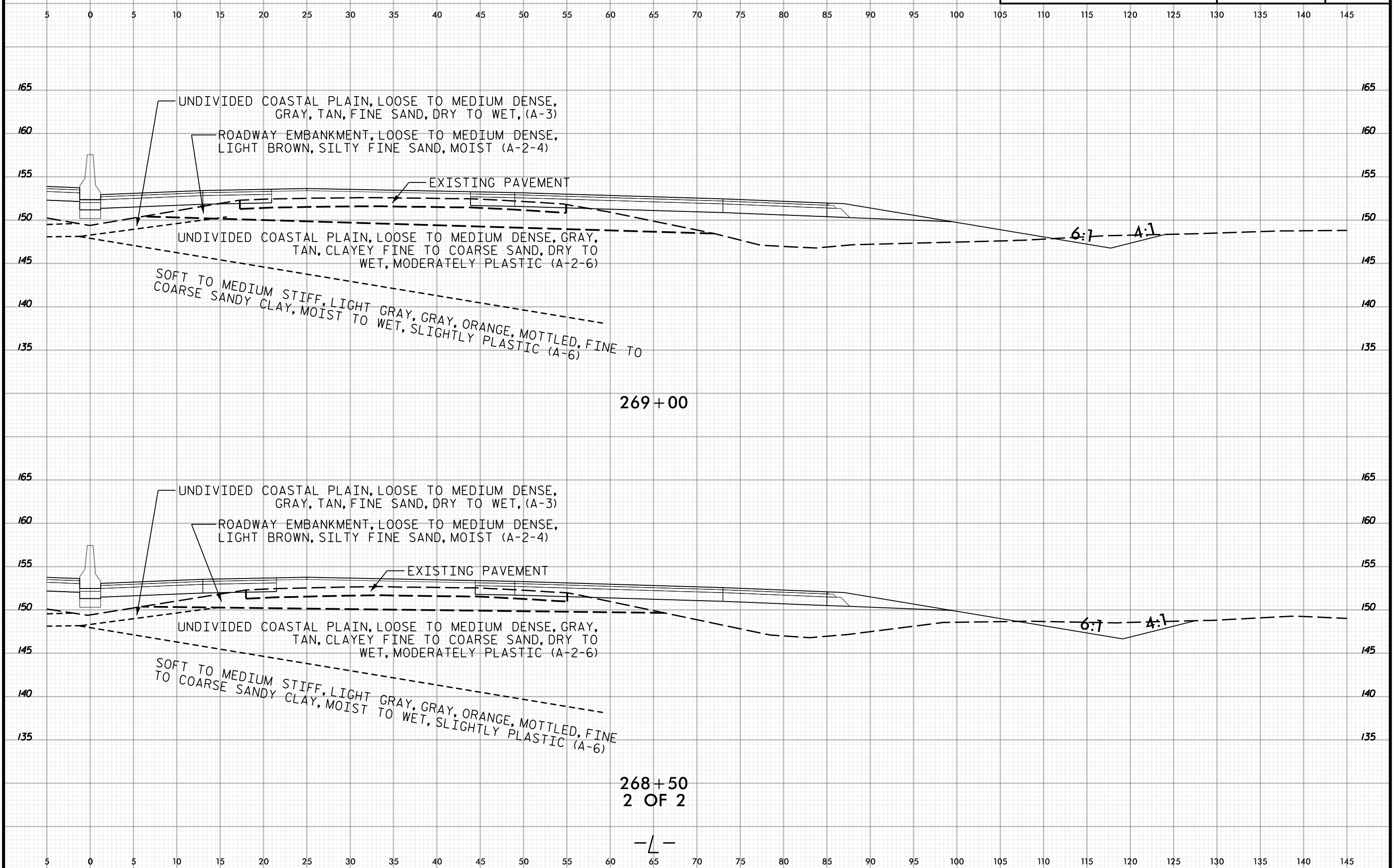
269+00



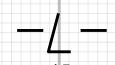
268+50
1 OF 2



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



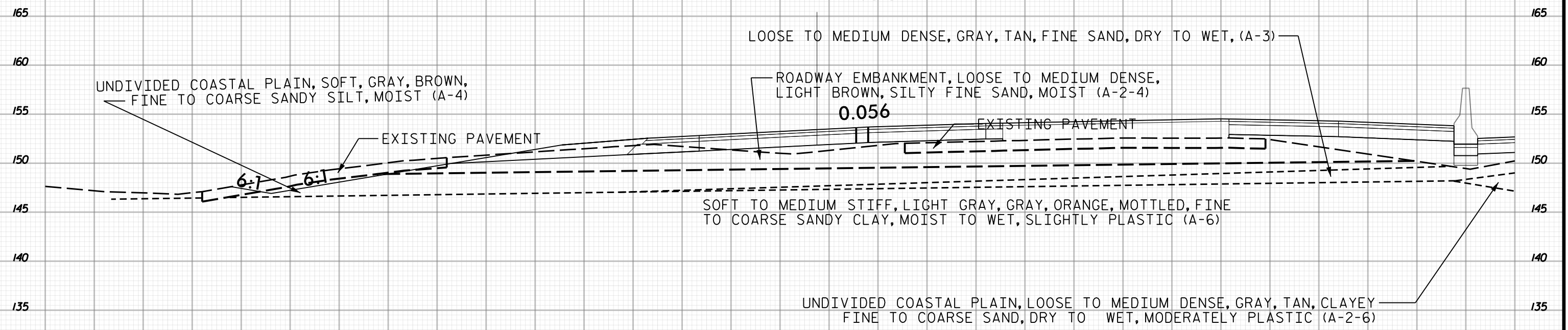
268+50
2 OF 2





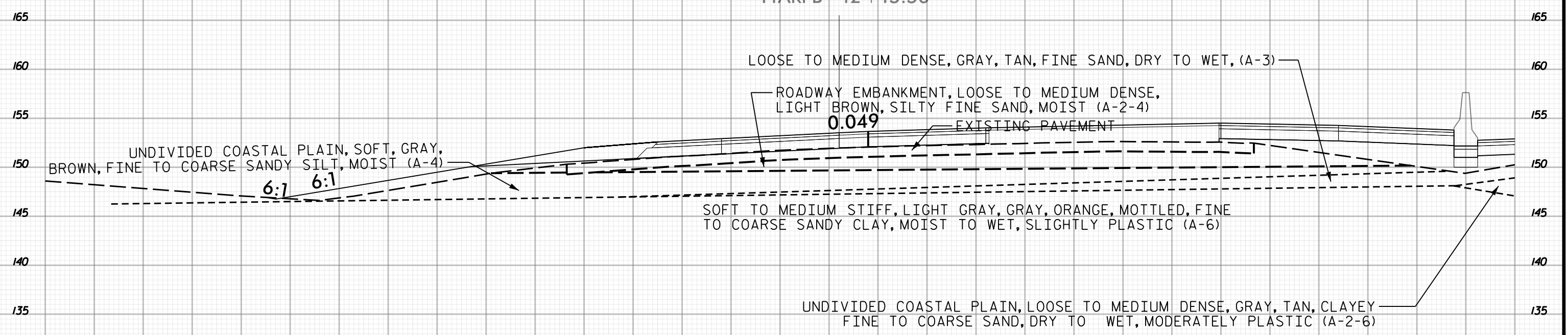
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-YIARPB- 12 + 65.52

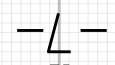


270 + 00

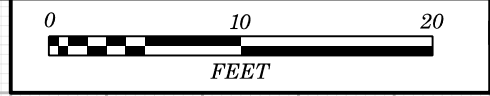
-YIARPB- 12 + 15.56



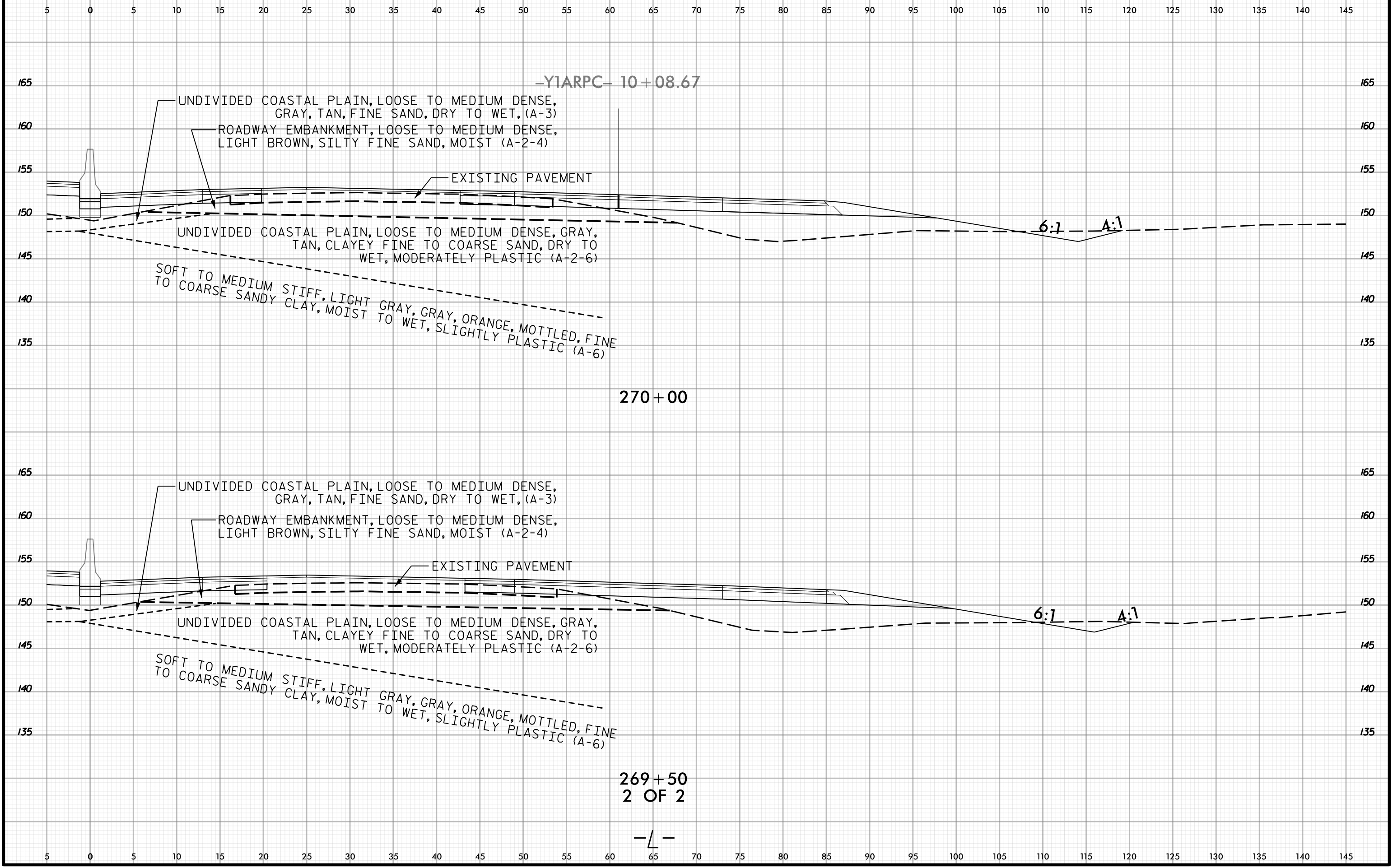
269 + 50
1 OF 2



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

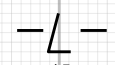


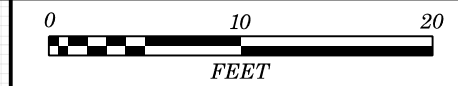
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	452



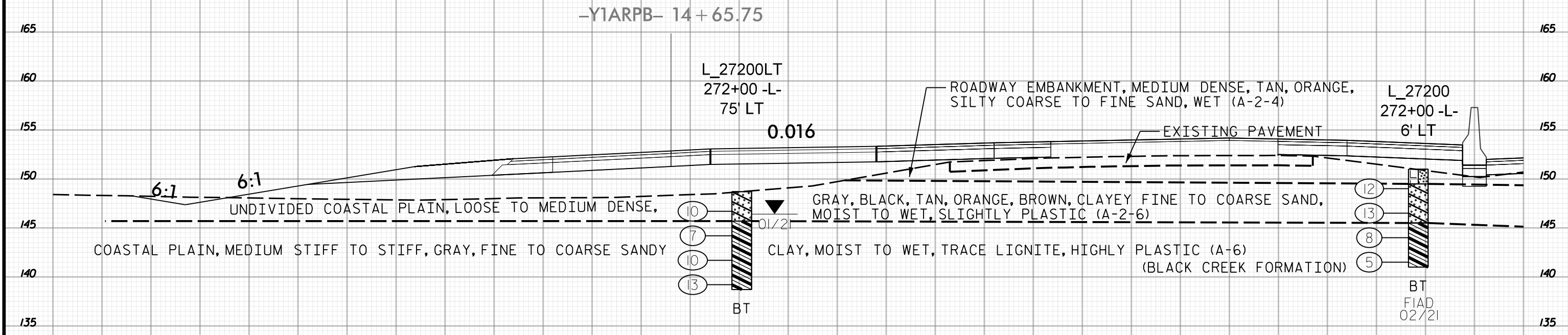
270+00

269+50
2 OF 2

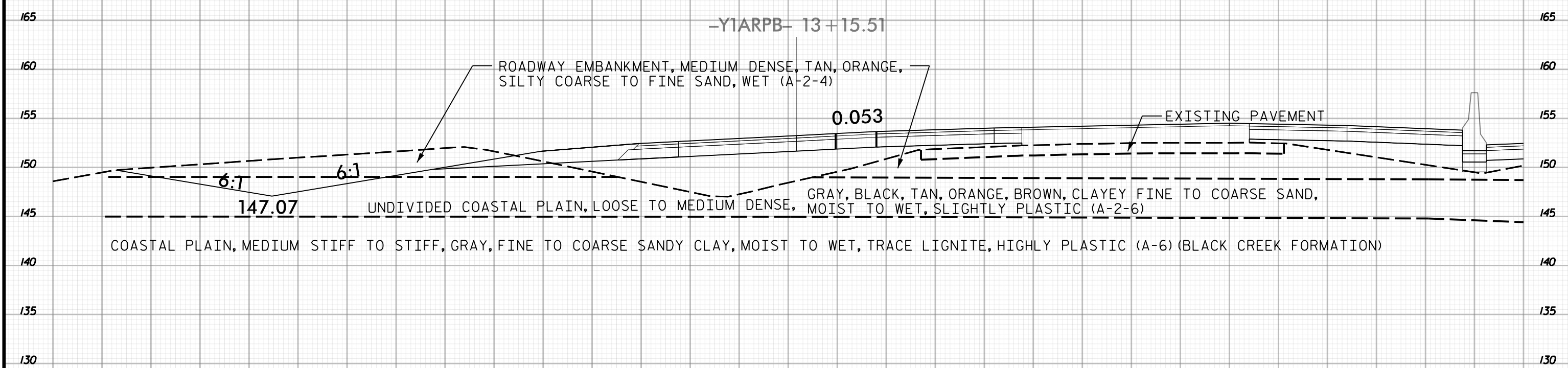




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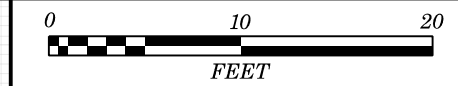


272 + 00

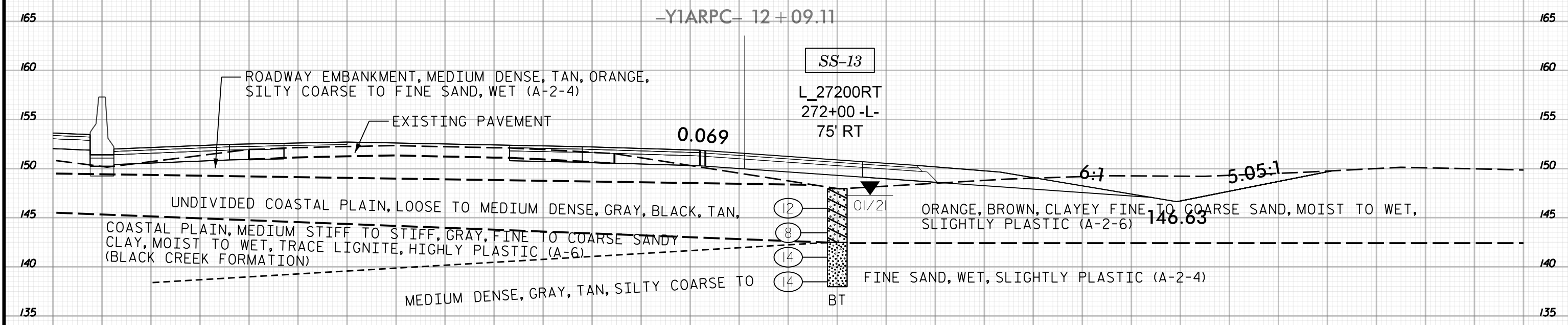


270 + 50
1 OF 2

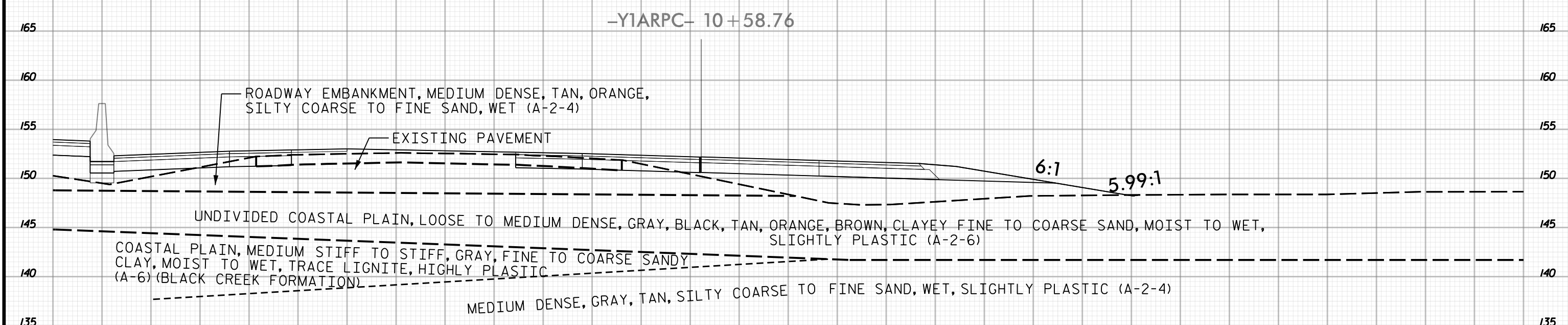
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5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



272 + 00

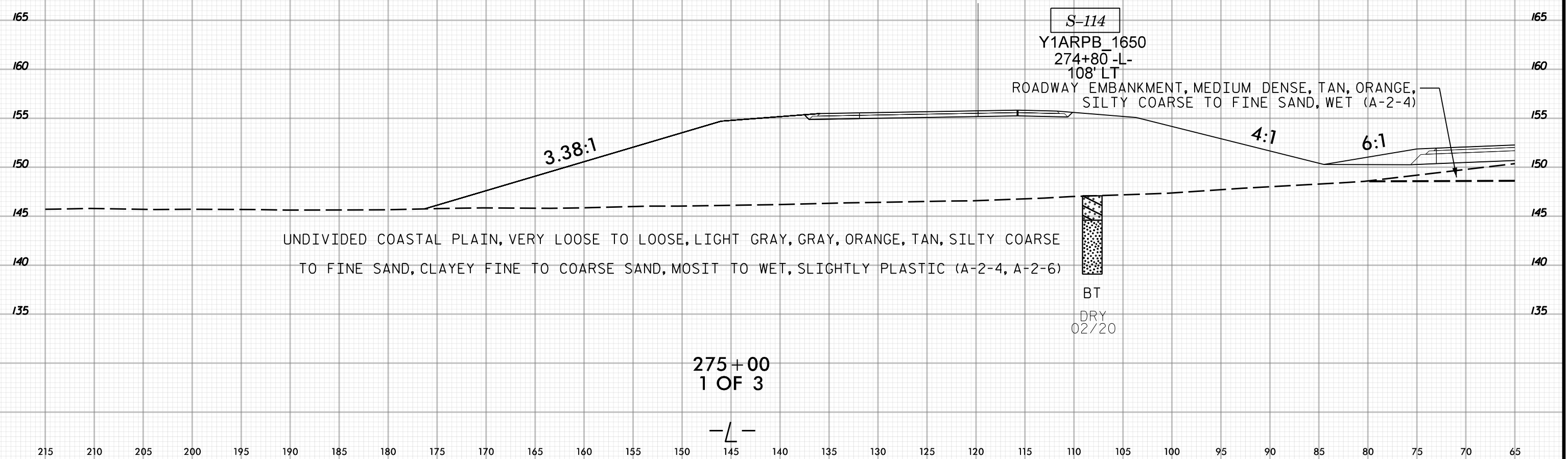


270 + 50
2 OF 2

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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

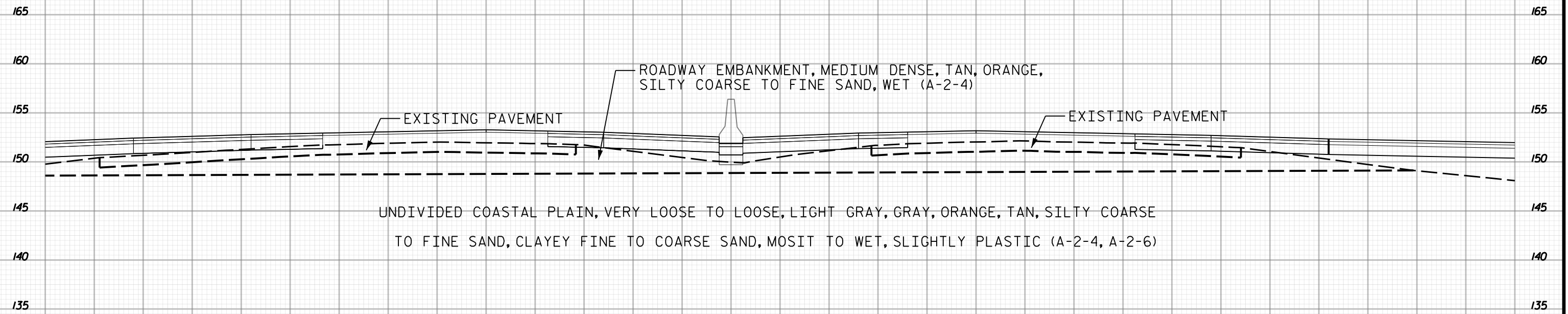


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	456

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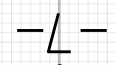
EXISTING PAVEMENT

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)

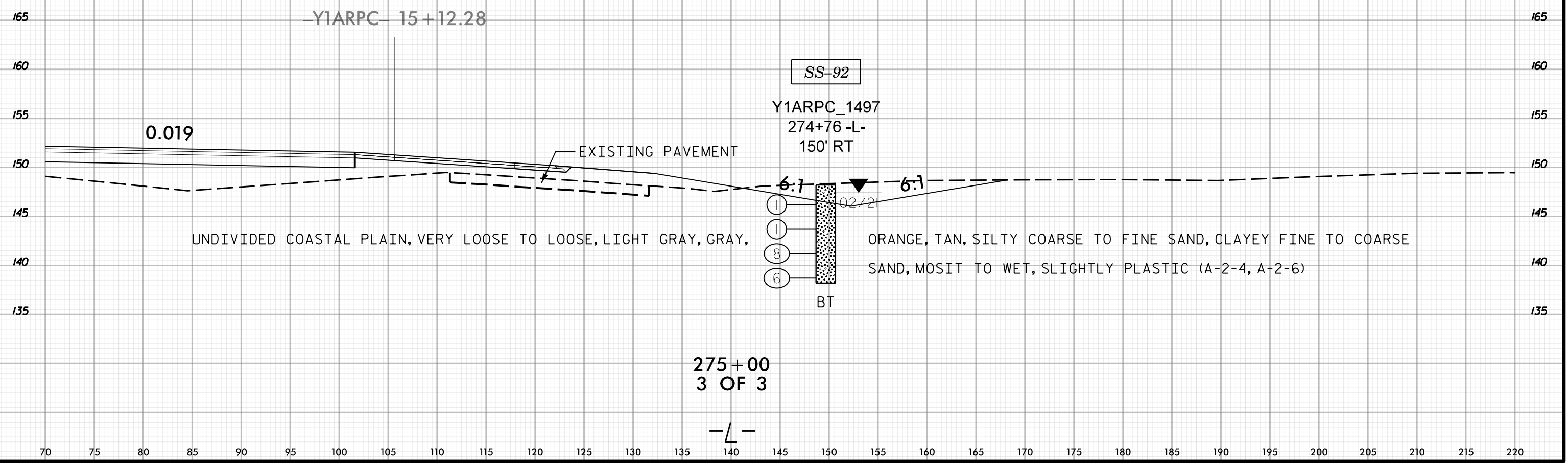
275+00
2 OF 3



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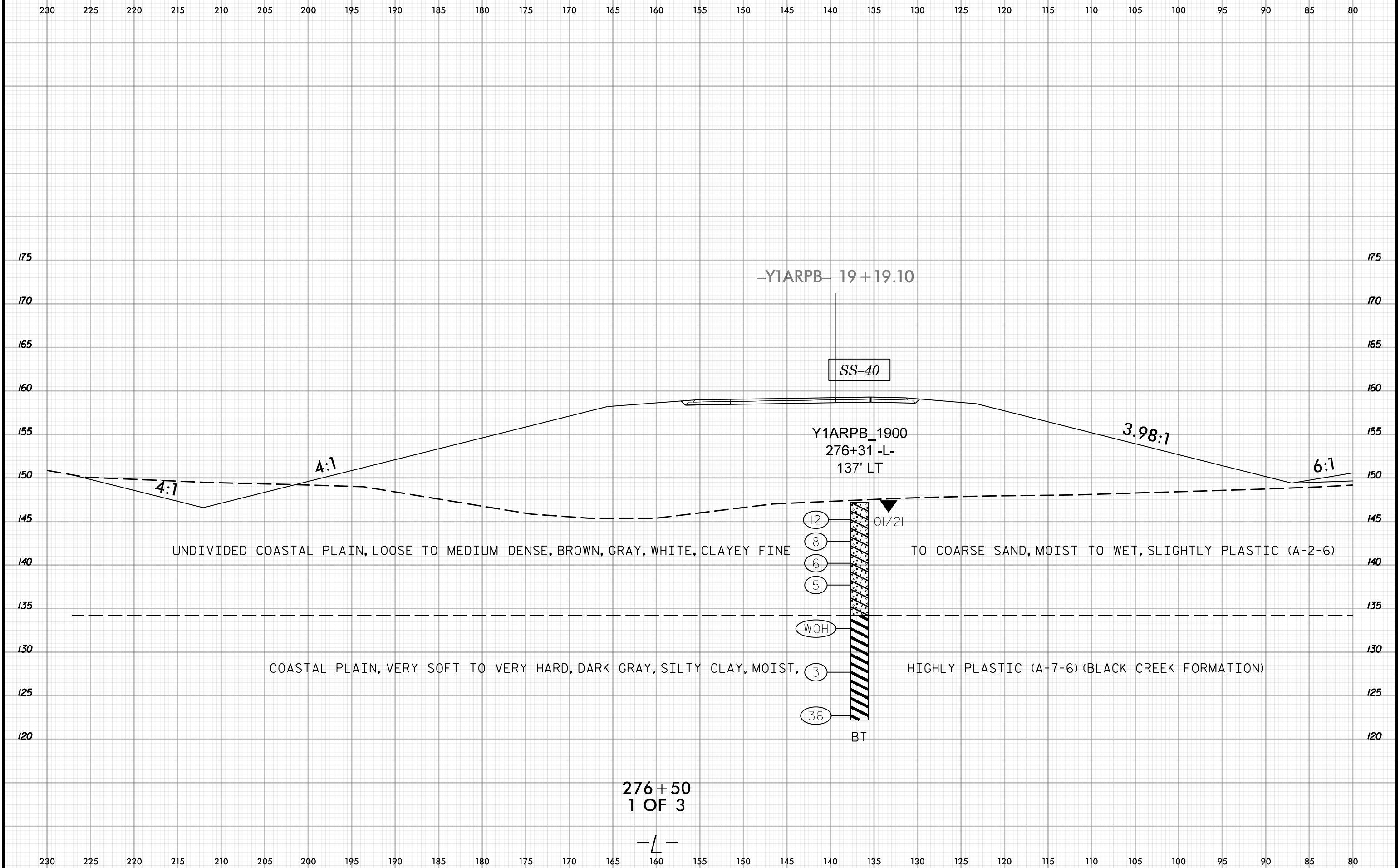
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275+00
3 OF 3

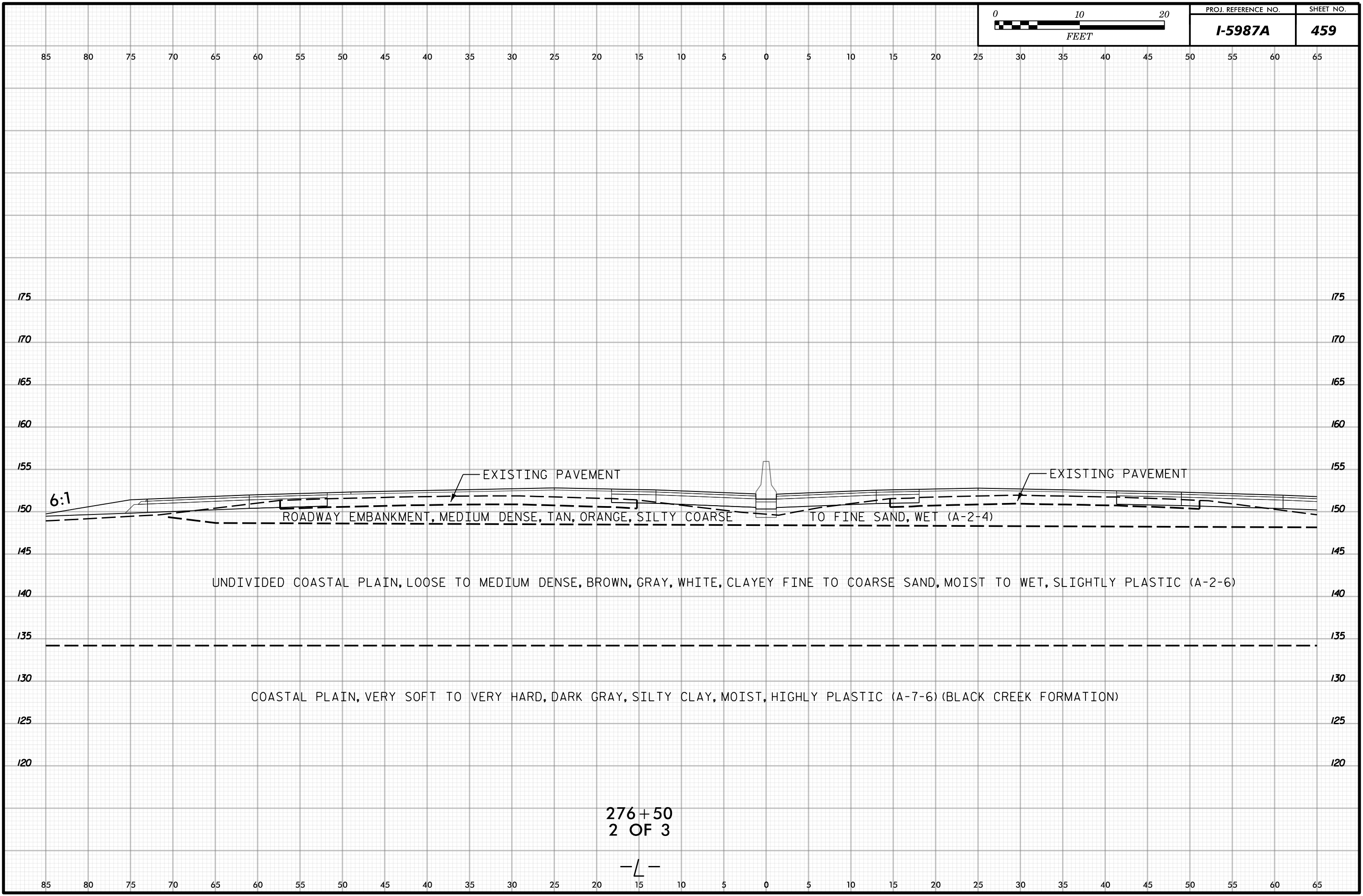
—L—

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



276+50
1 OF 3

-L-

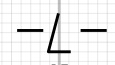


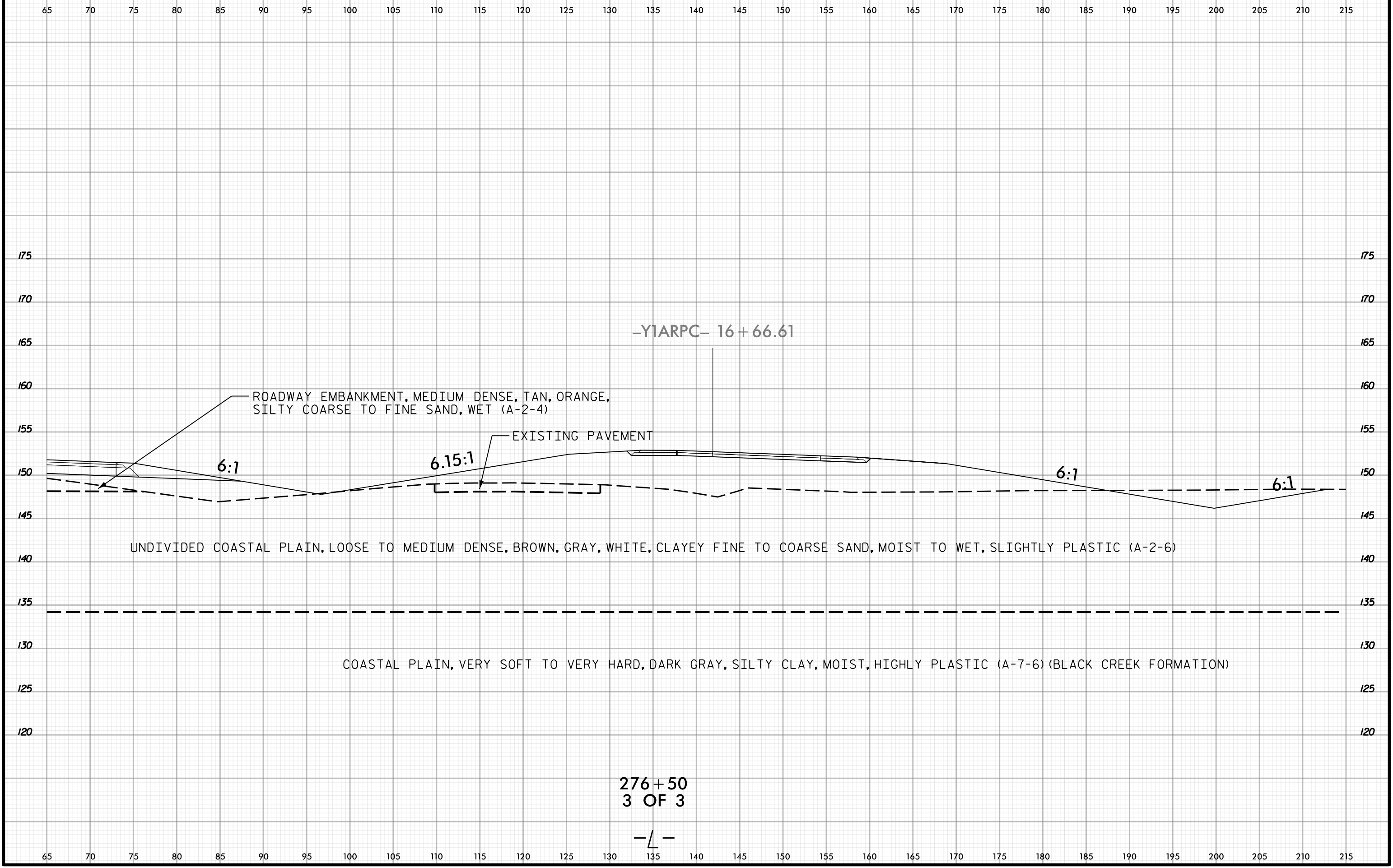
ROADWAY EMBANKMENT, MEDIUM DENSE, TAN, ORANGE, SILTY COARSE TO FINE SAND, WET (A-2-4)

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

COASTAL PLAIN, VERY SOFT TO VERY HARD, DARK GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6) (BLACK CREEK FORMATION)

276+50
2 OF 3





-YIARPC- 16+66.61

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

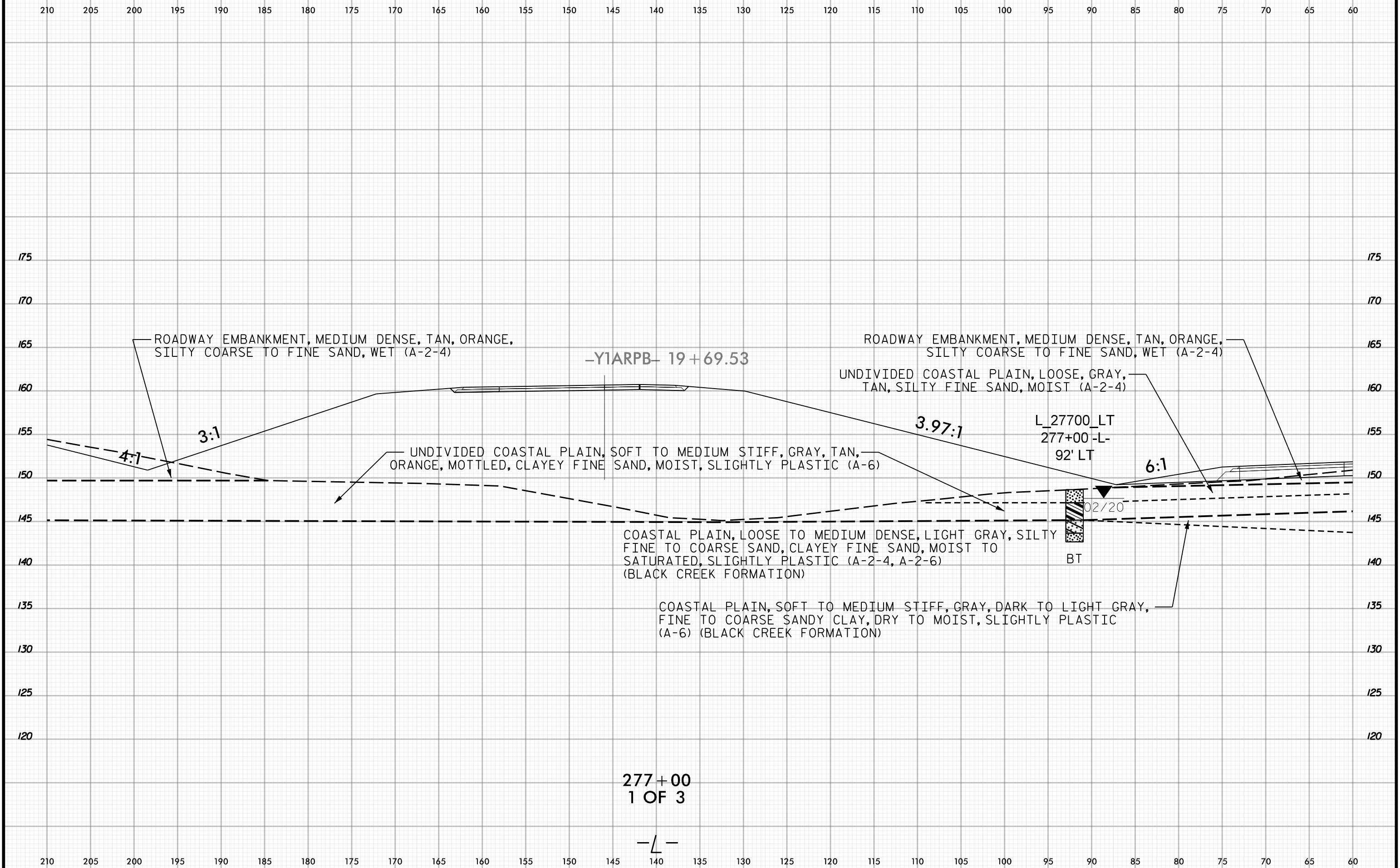
EXISTING PAVEMENT

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

COASTAL PLAIN, VERY SOFT TO VERY HARD, DARK GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6) (BLACK CREEK FORMATION)

276+50
3 OF 3

-L-



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)

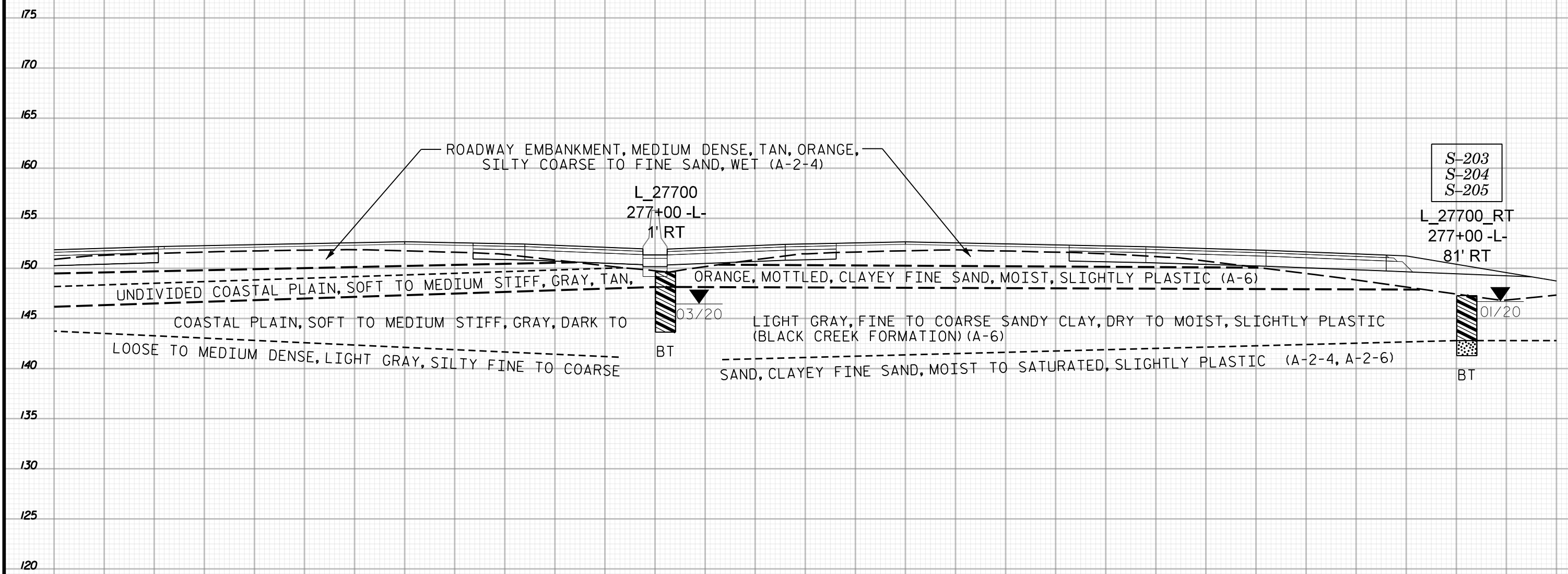
COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, DARK TO LIGHT GRAY, FINE TO COARSE SANDY CLAY, DRY TO MOIST, SLIGHTLY PLASTIC (A-6) (BLACK CREEK FORMATION)

277+00
1 OF 3

-L-



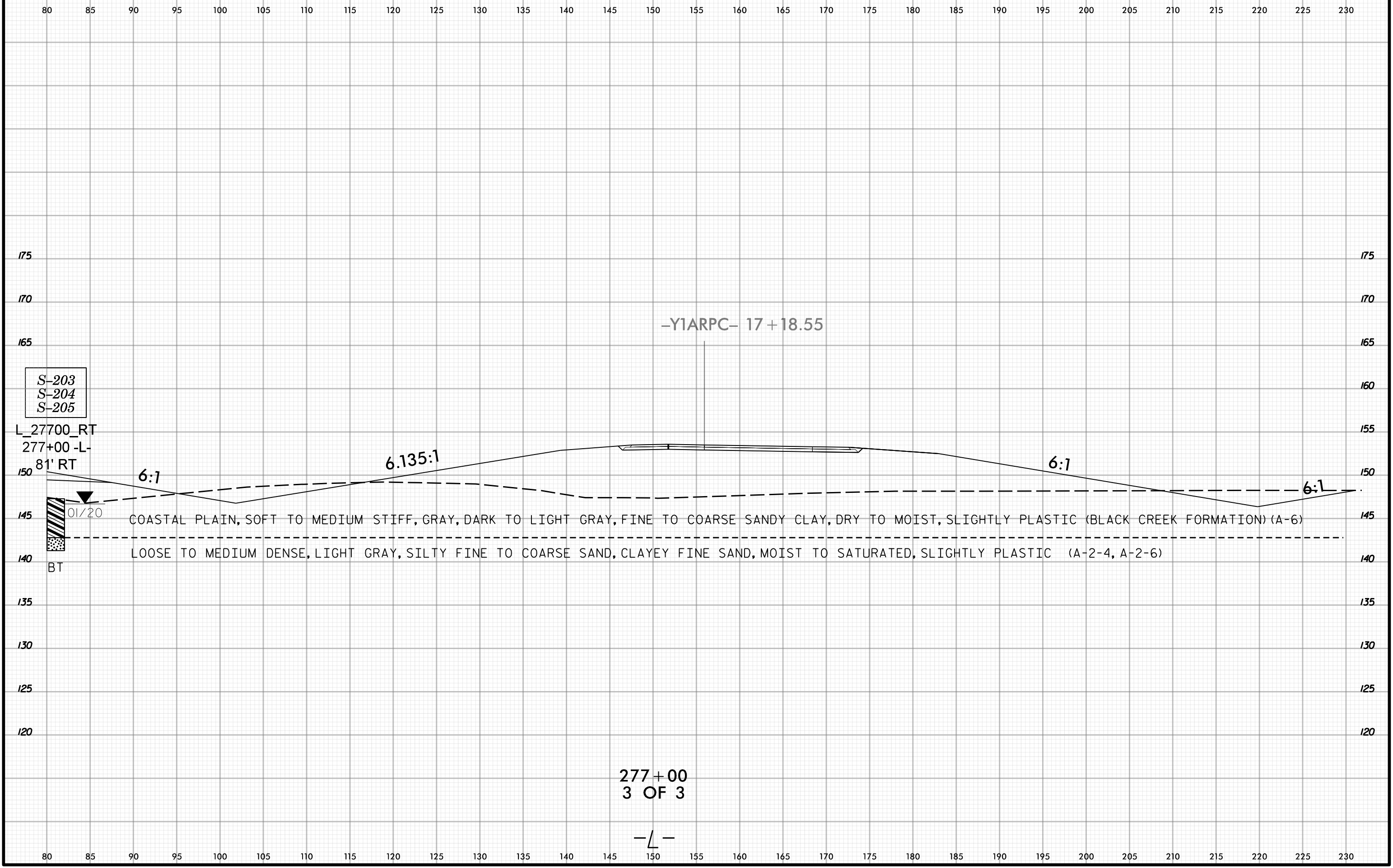
60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90



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

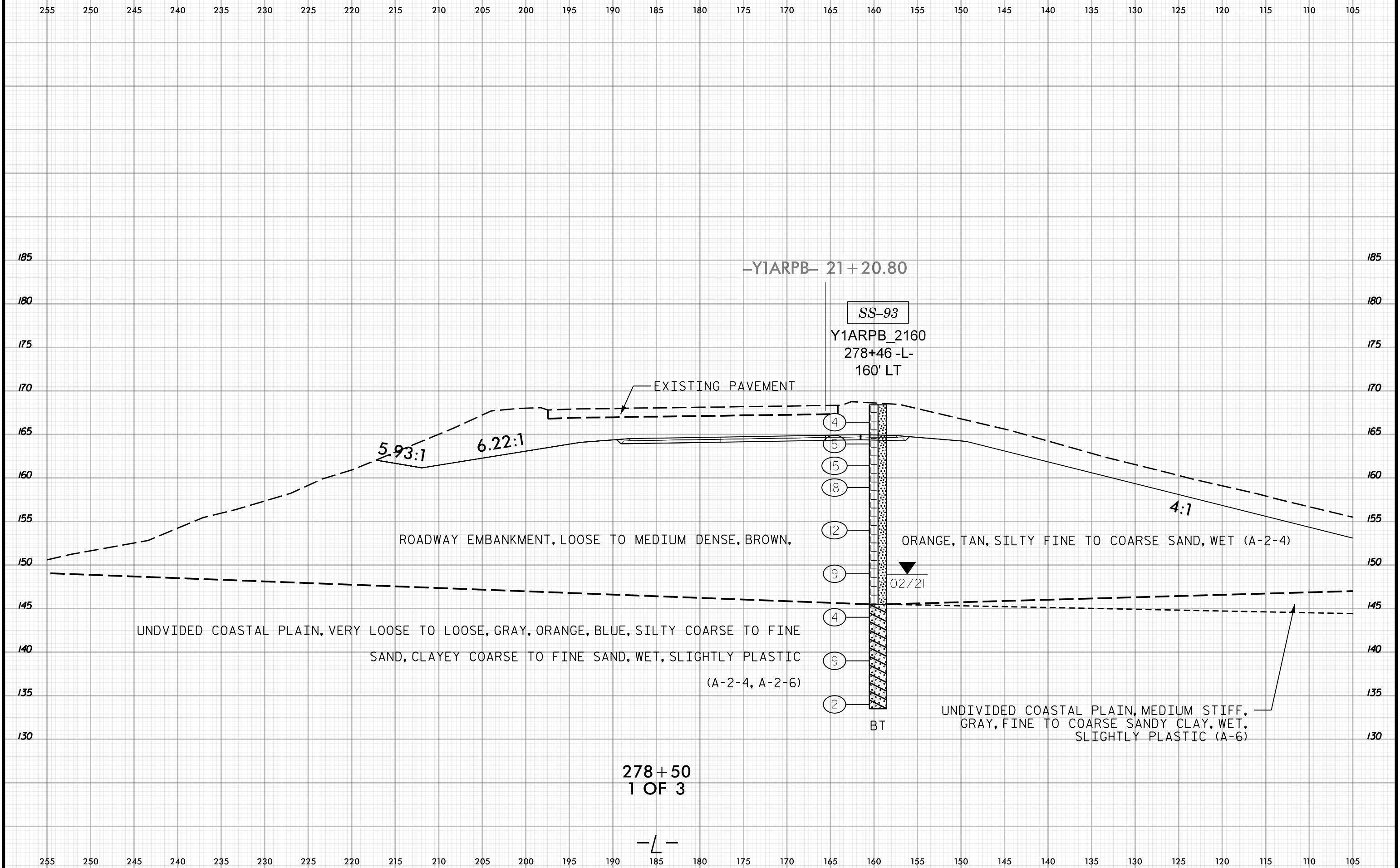
6:1

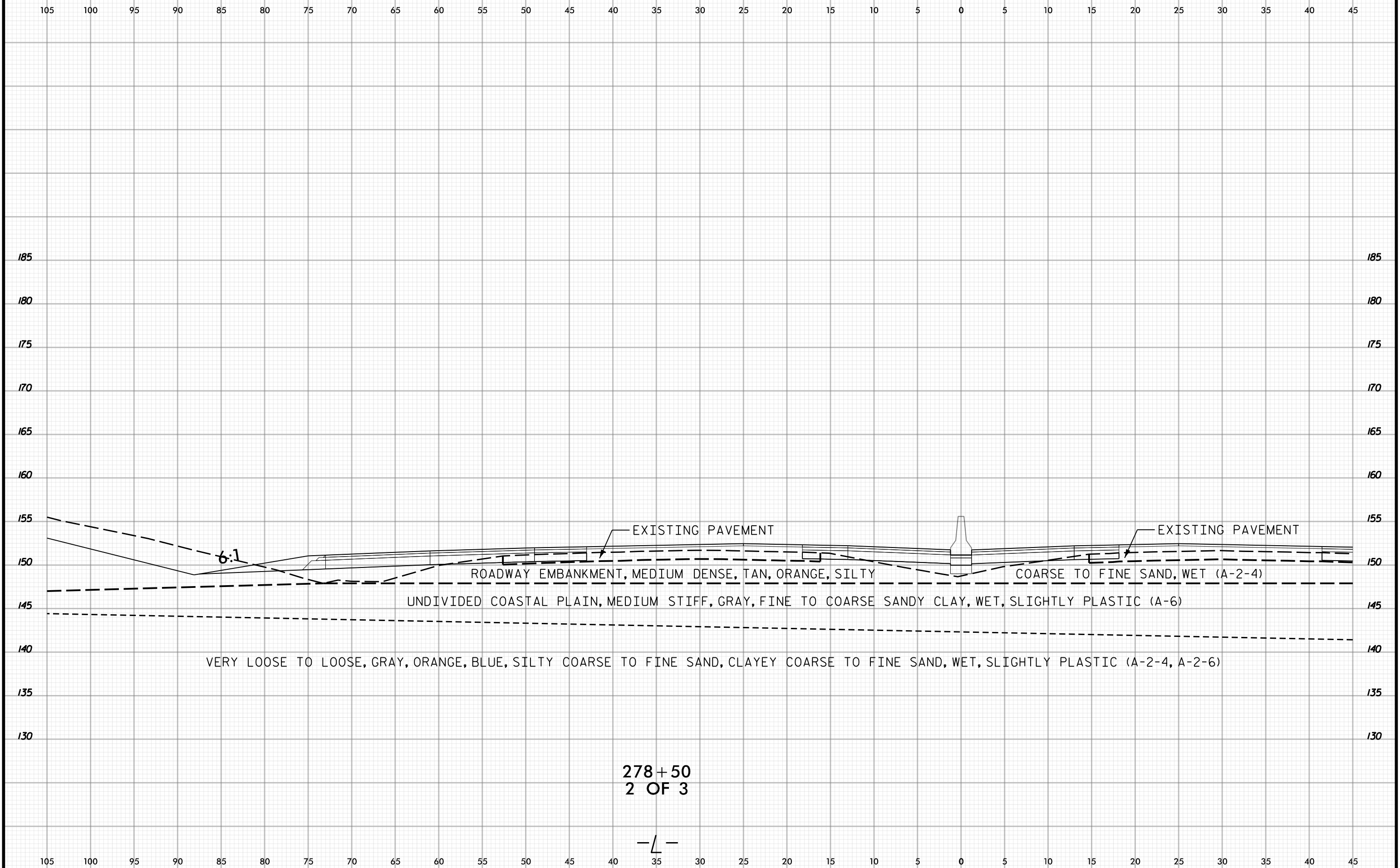
01/20 COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY, DARK TO LIGHT GRAY, FINE TO COARSE SANDY CLAY, DRY TO MOIST, SLIGHTLY PLASTIC (BLACK CREEK FORMATION) (A-6)

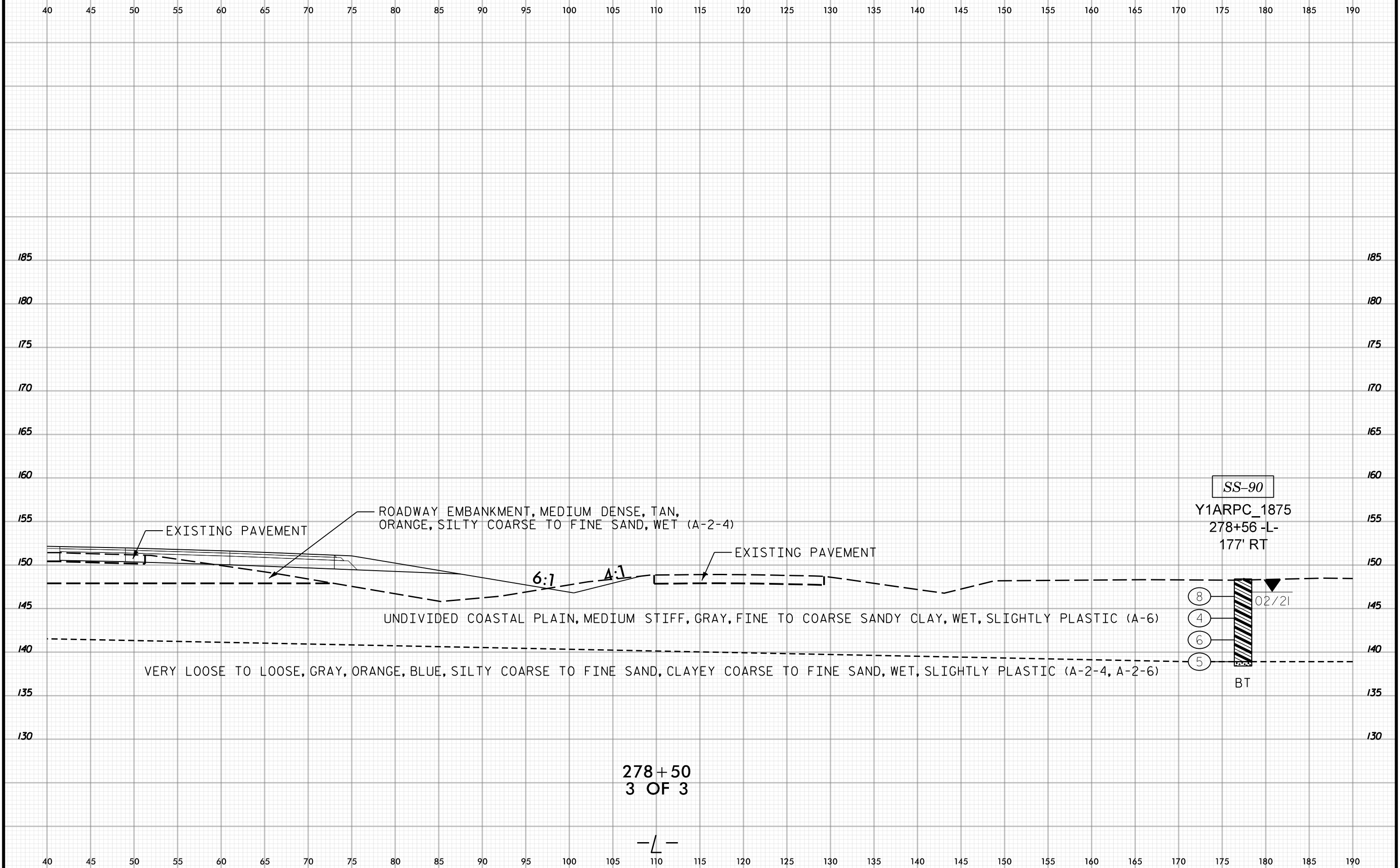
BT LOOSE TO MEDIUM DENSE, LIGHT GRAY, SILTY FINE TO COARSE SAND, CLAYEY FINE SAND, MOIST TO SATURATED, SLIGHTLY PLASTIC (A-2-4, A-2-6)

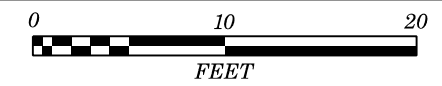
277+00
3 OF 3

-L-

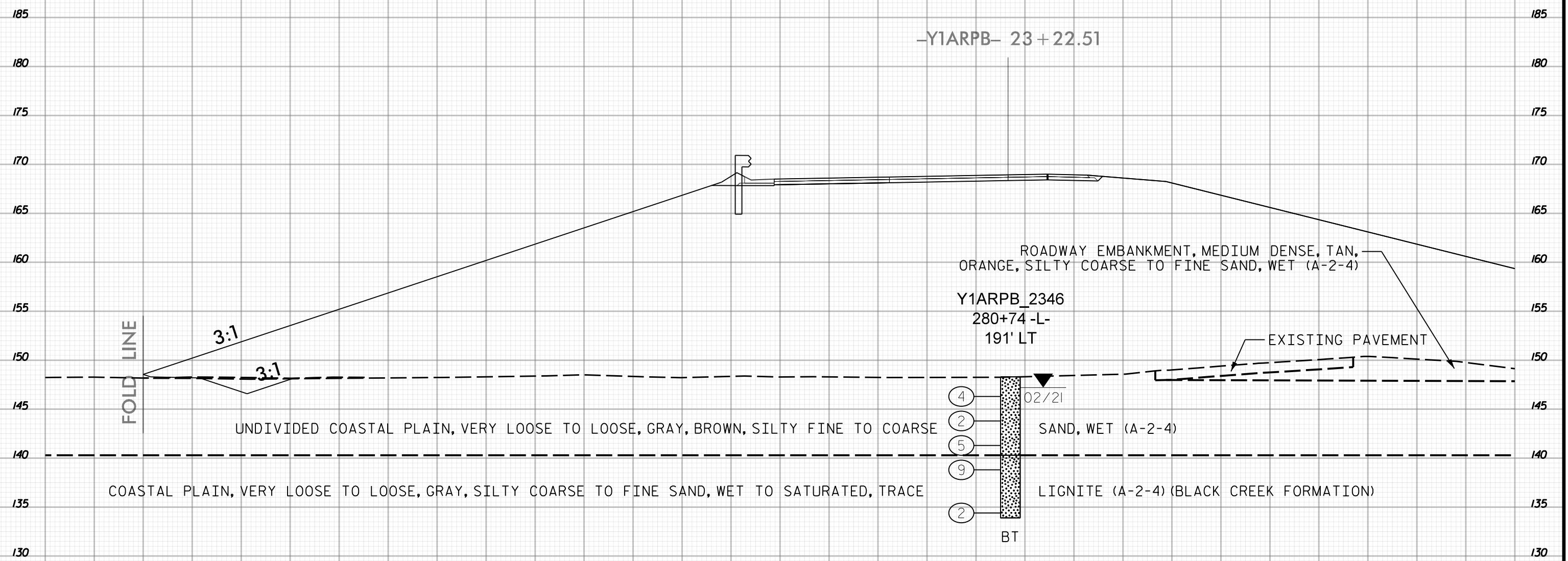








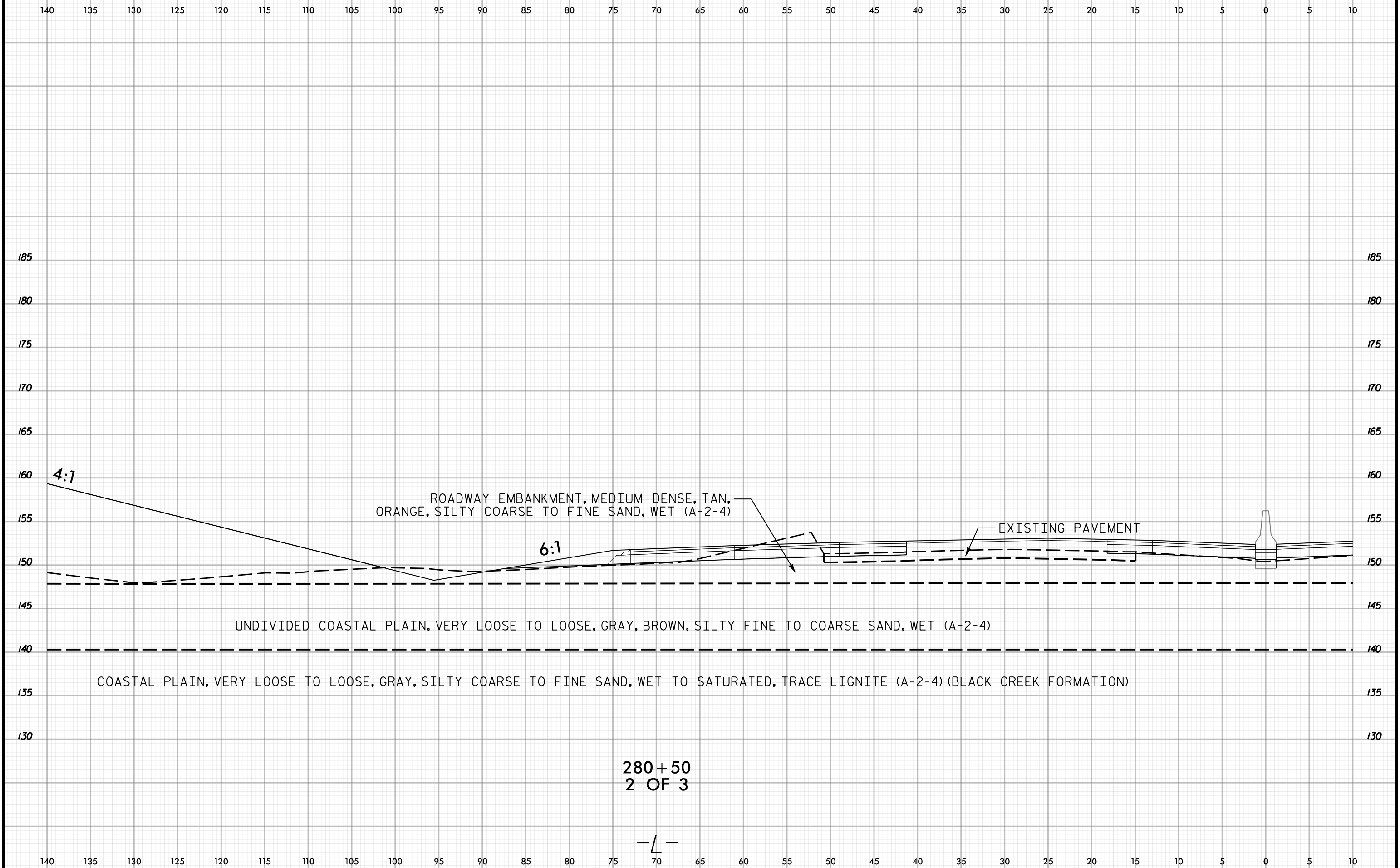
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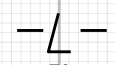
280+50
1 OF 3

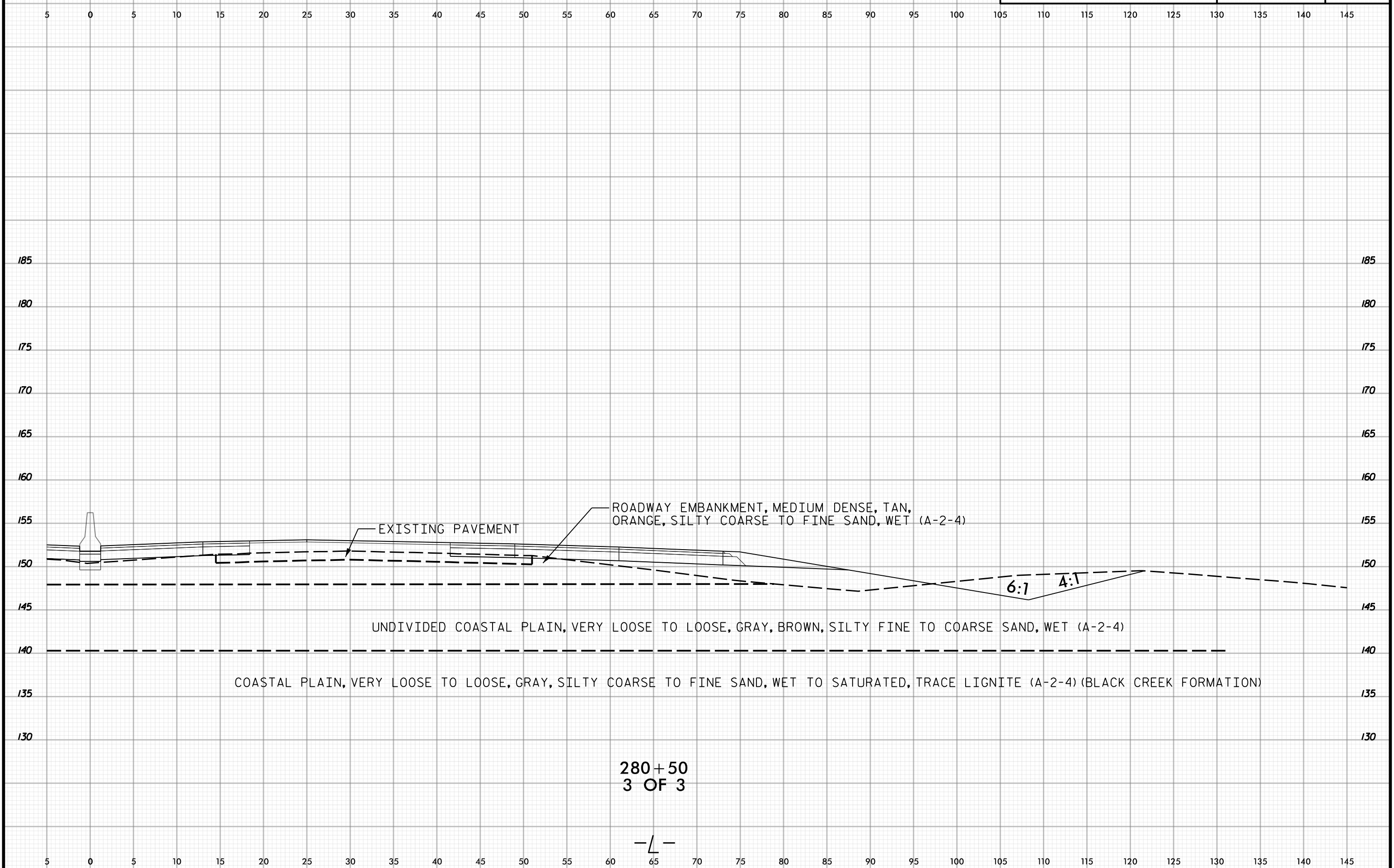
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290 285 280 275 270 265 260 255 250 245 240 235 230 225 220 215 210 205 200 195 190 185 180 175 170 165 160 155 150 145 140

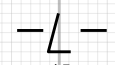


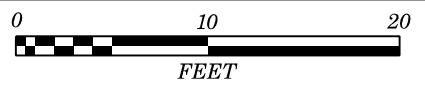
280+50
2 OF 3



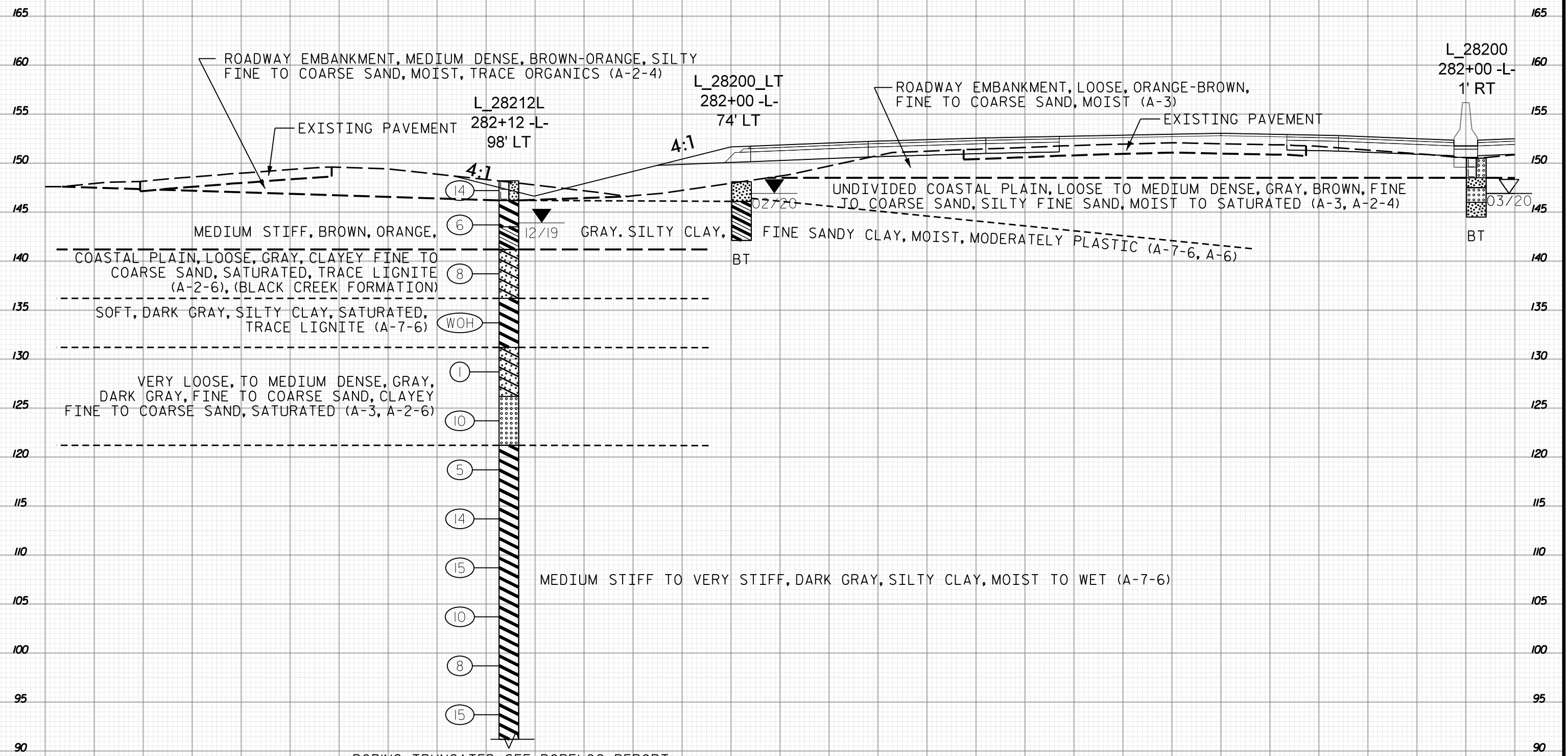


280+50
3 OF 3

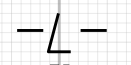




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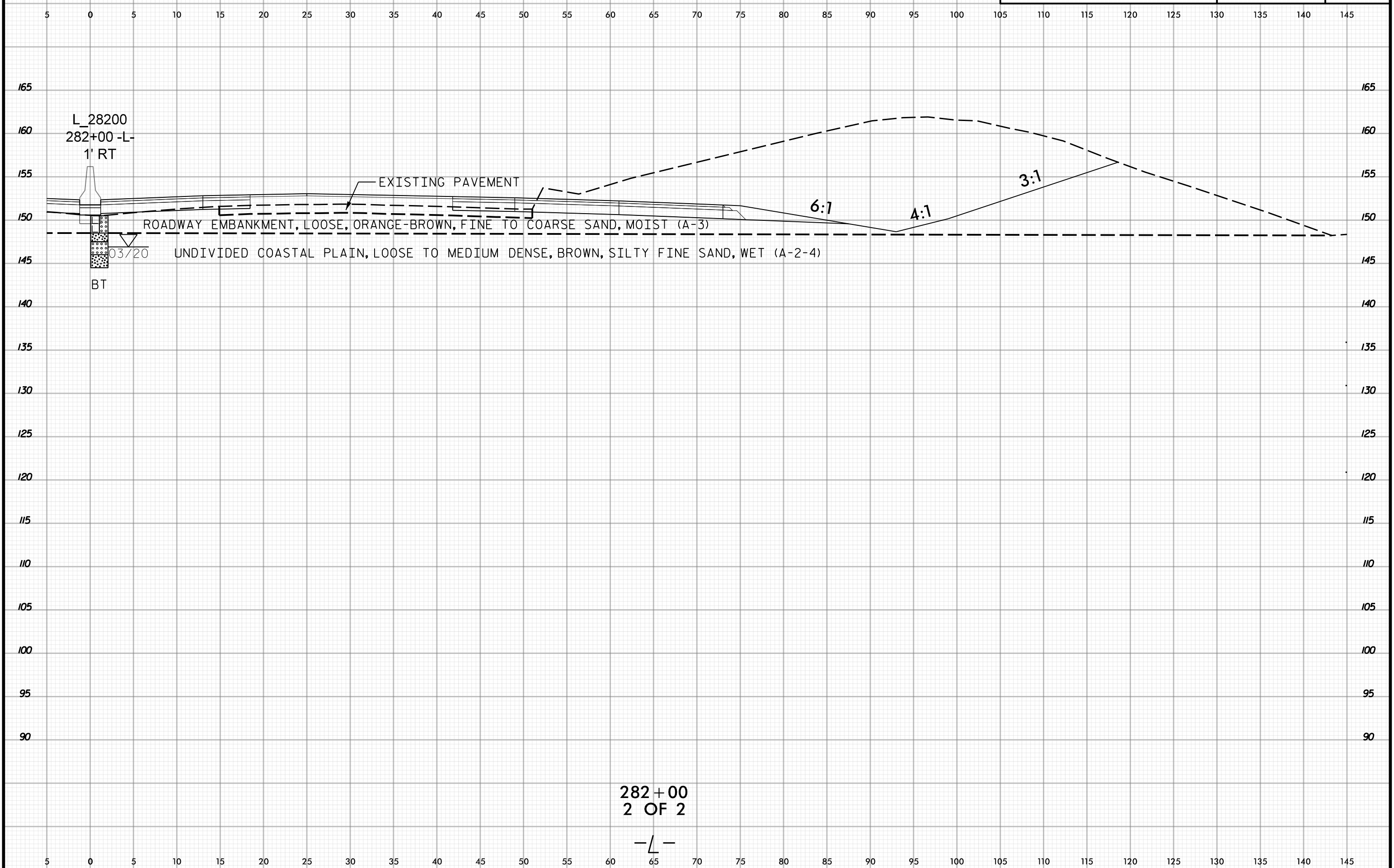
BORING TRUNCATED SEE BORELOG REPORT FOR COMPLETE BORING INFORMATION



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

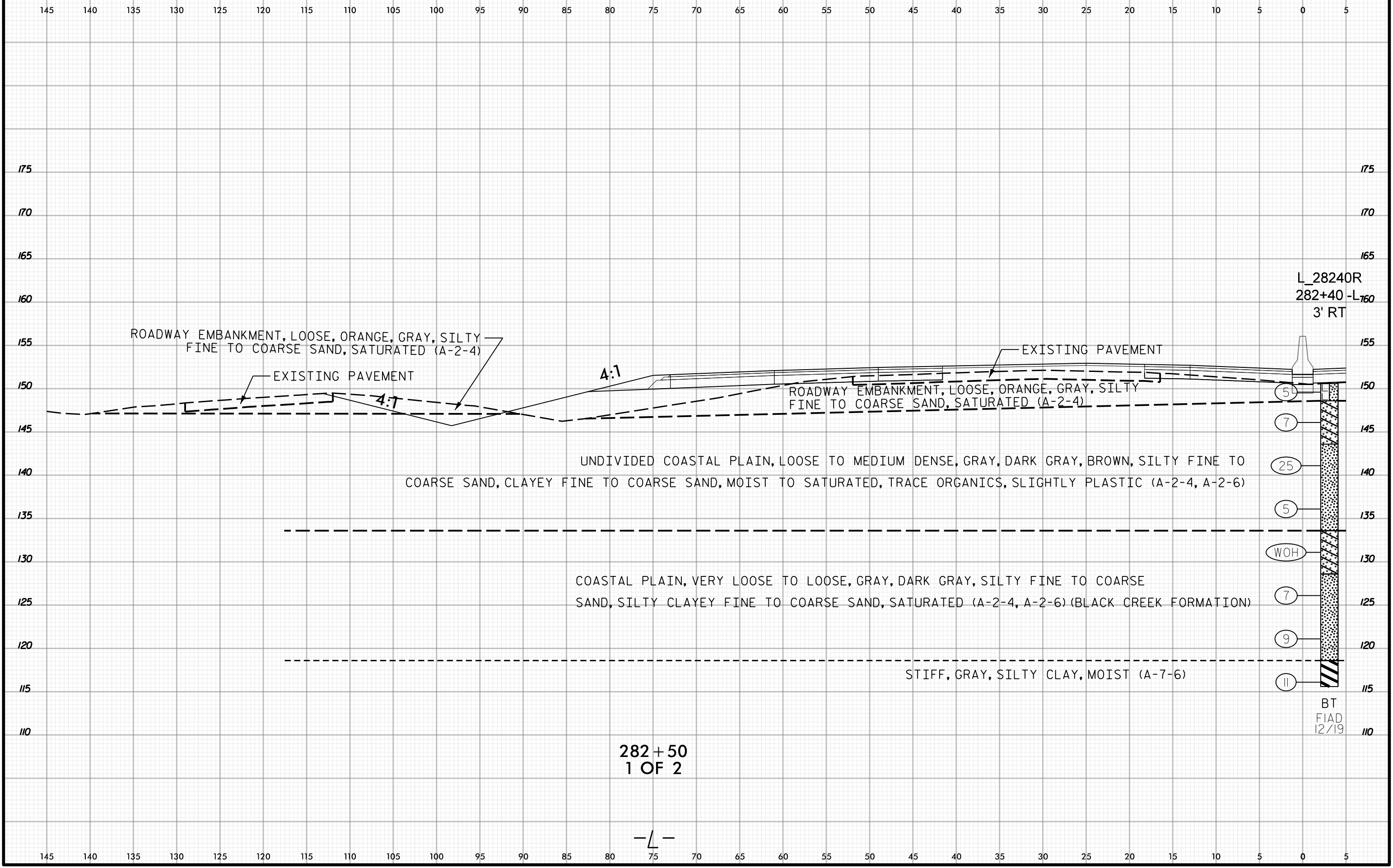
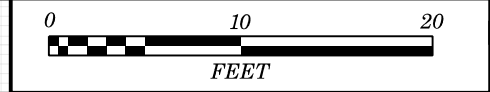


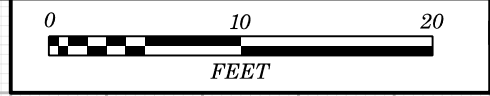
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	471



282+00
2 OF 2

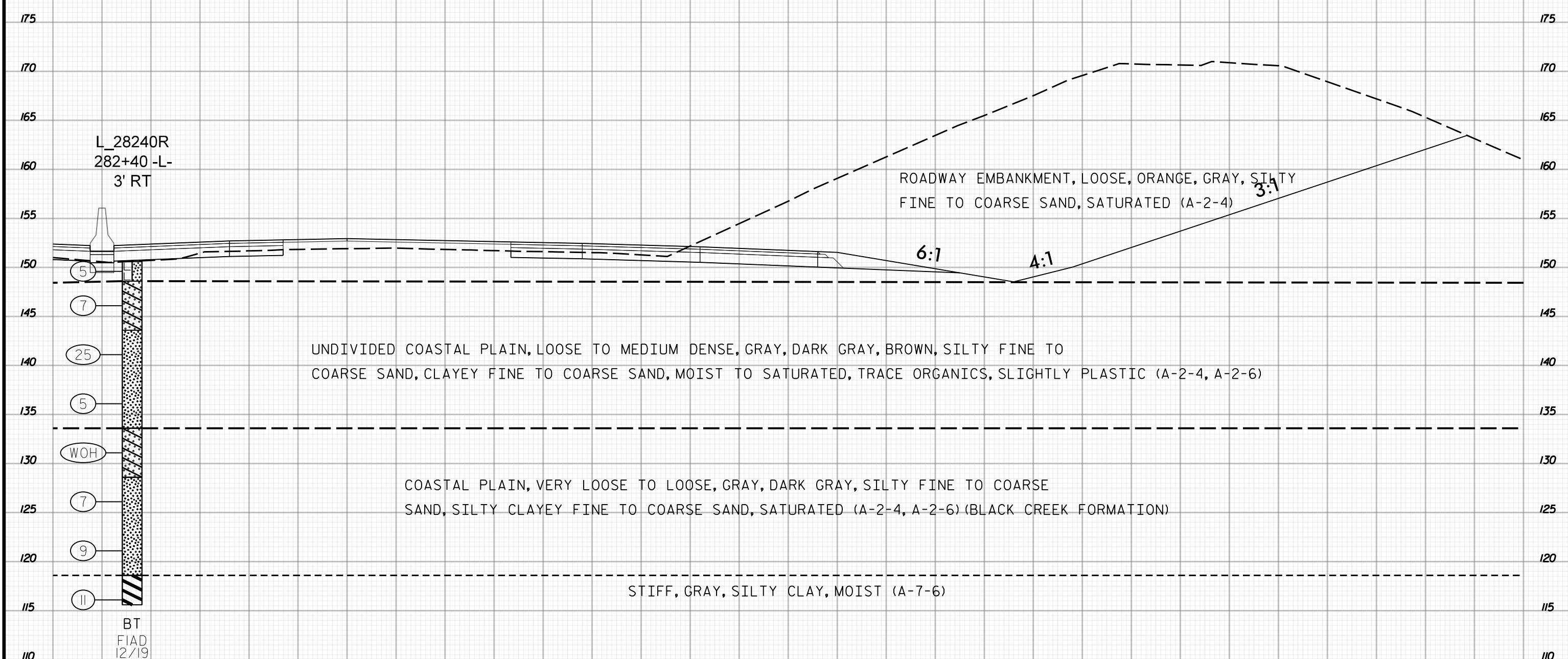
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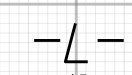


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	473

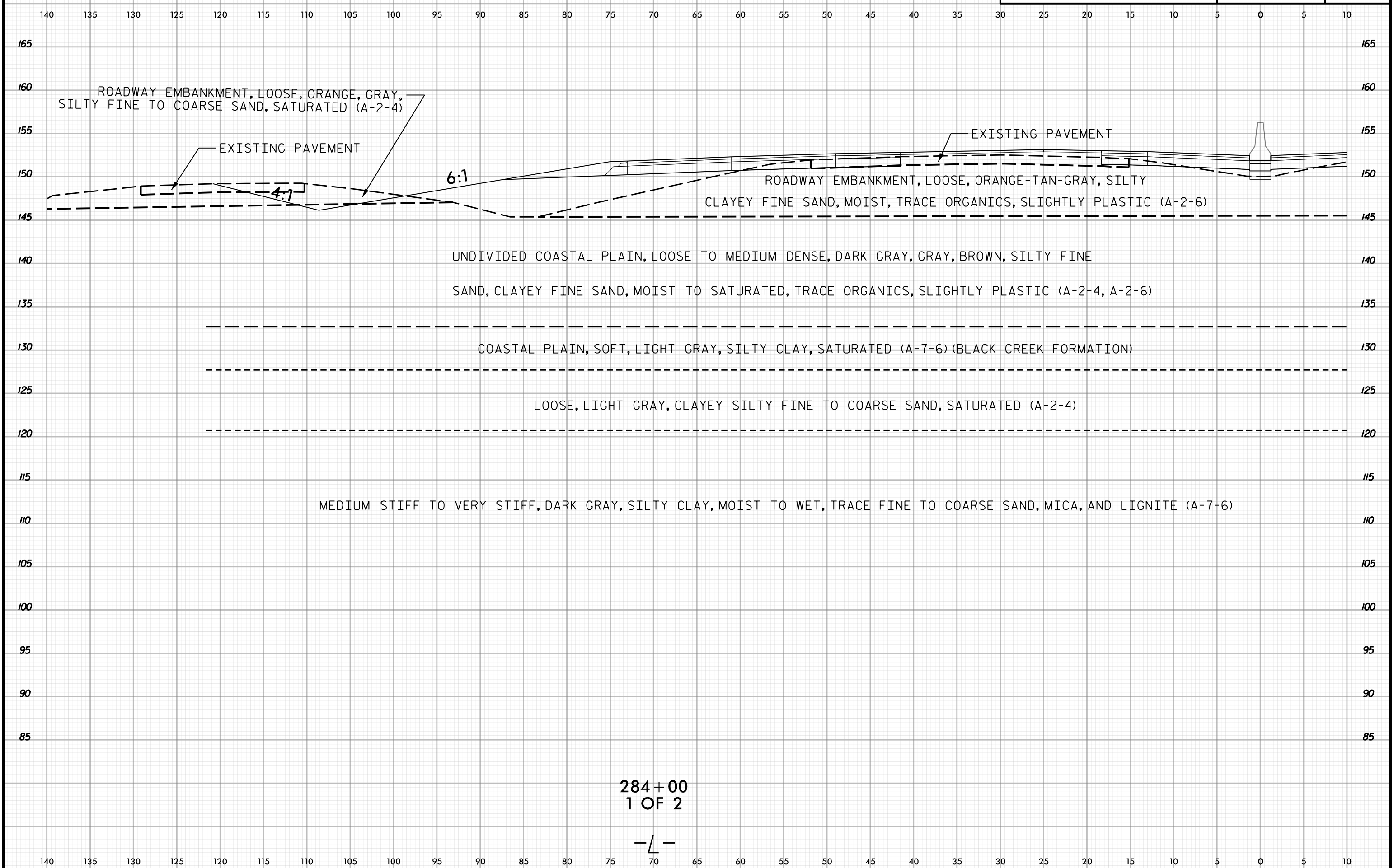
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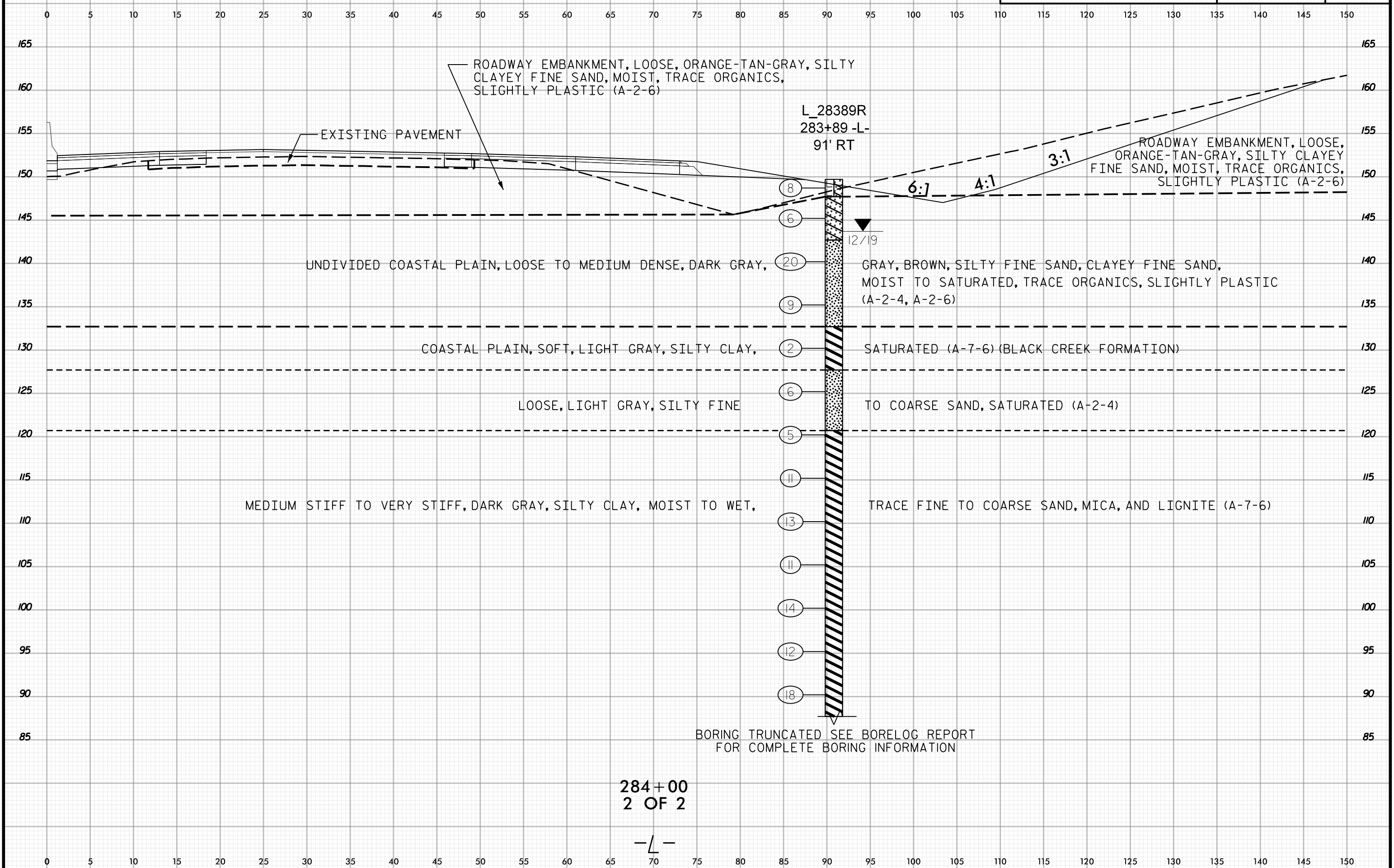


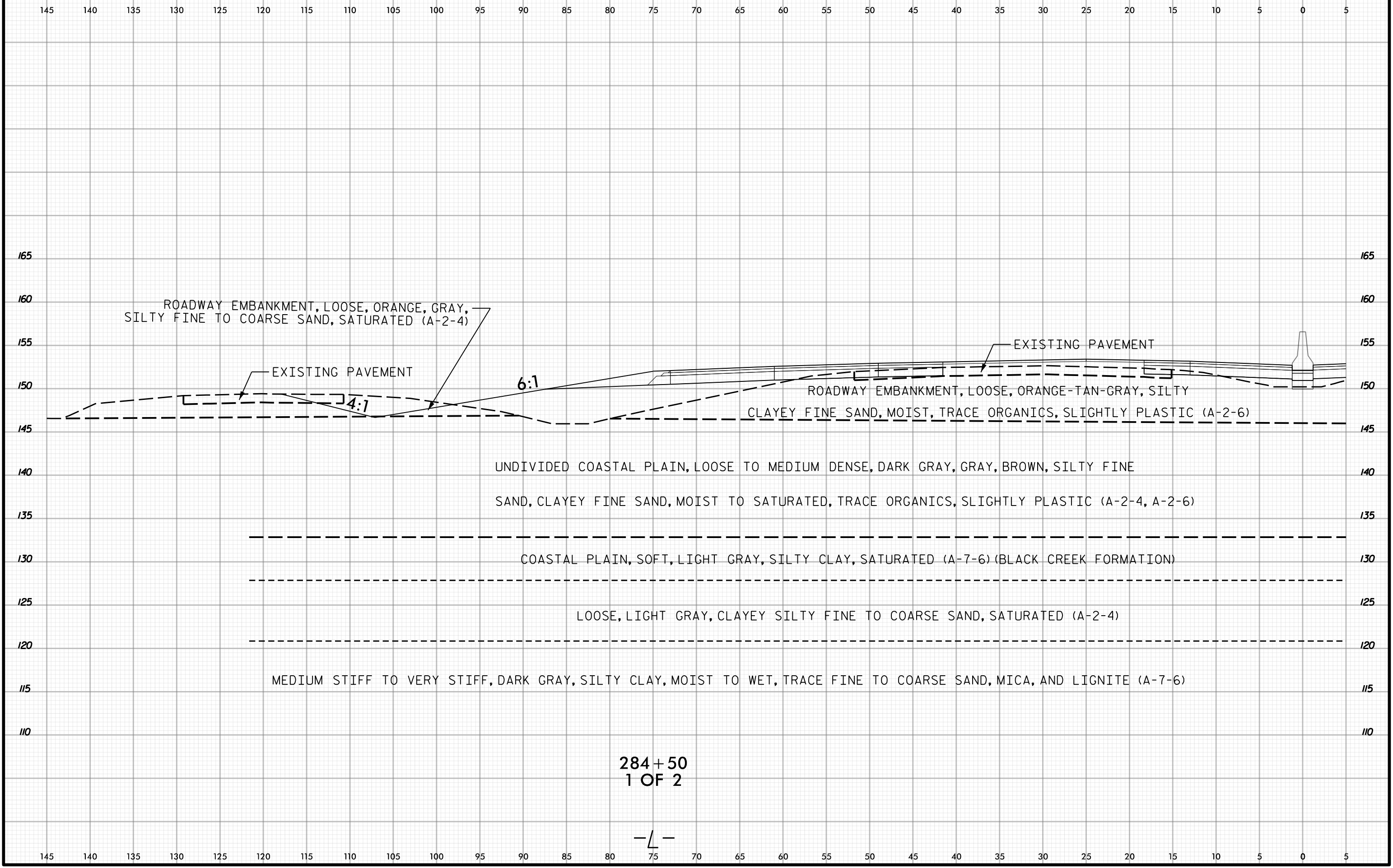
282 + 50
2 OF 2



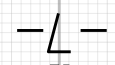
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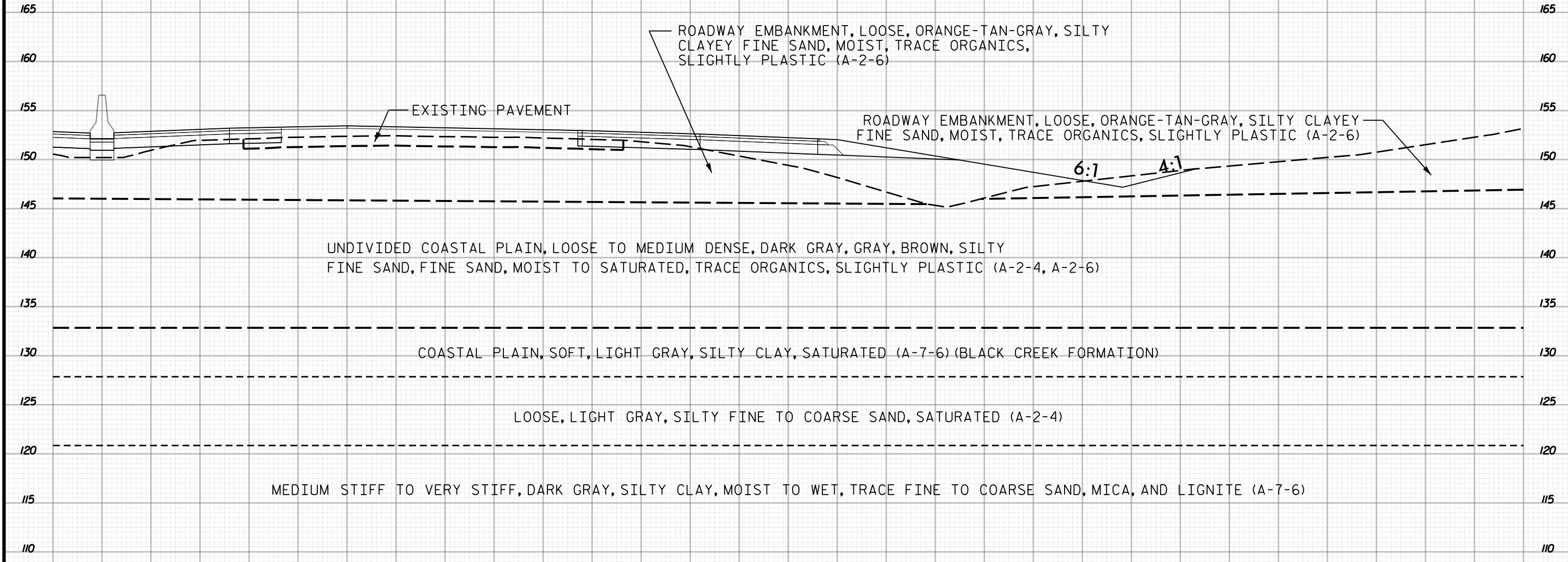


284 + 50
1 OF 2

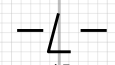




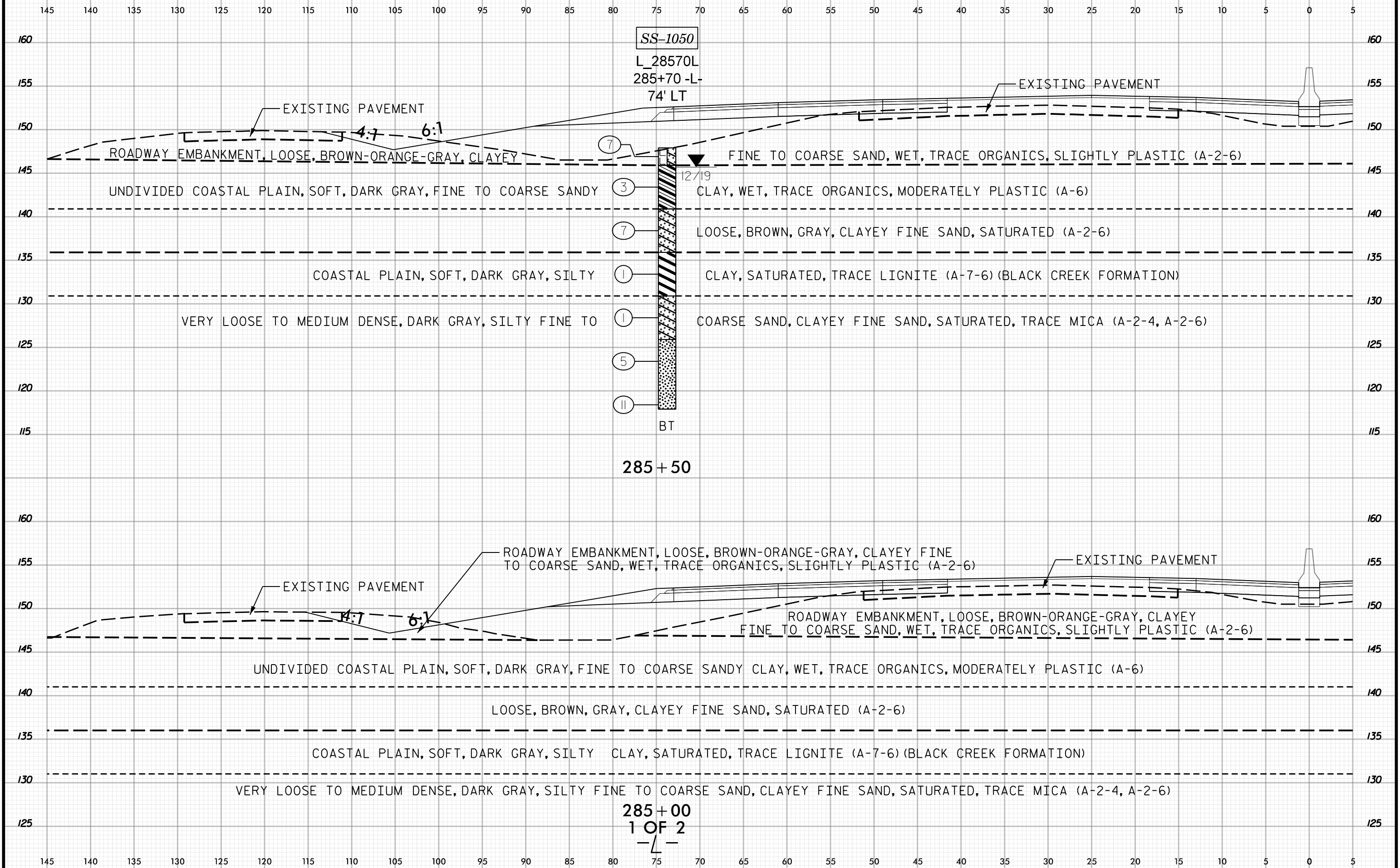
5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145

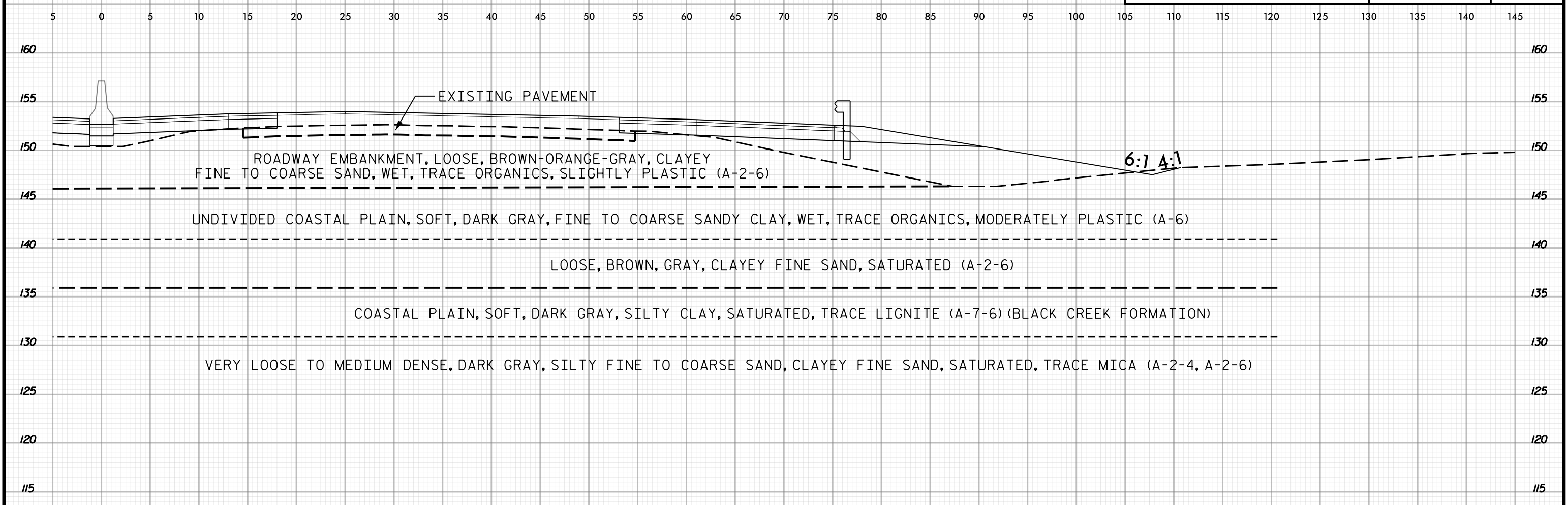


284 + 50
2 OF 2

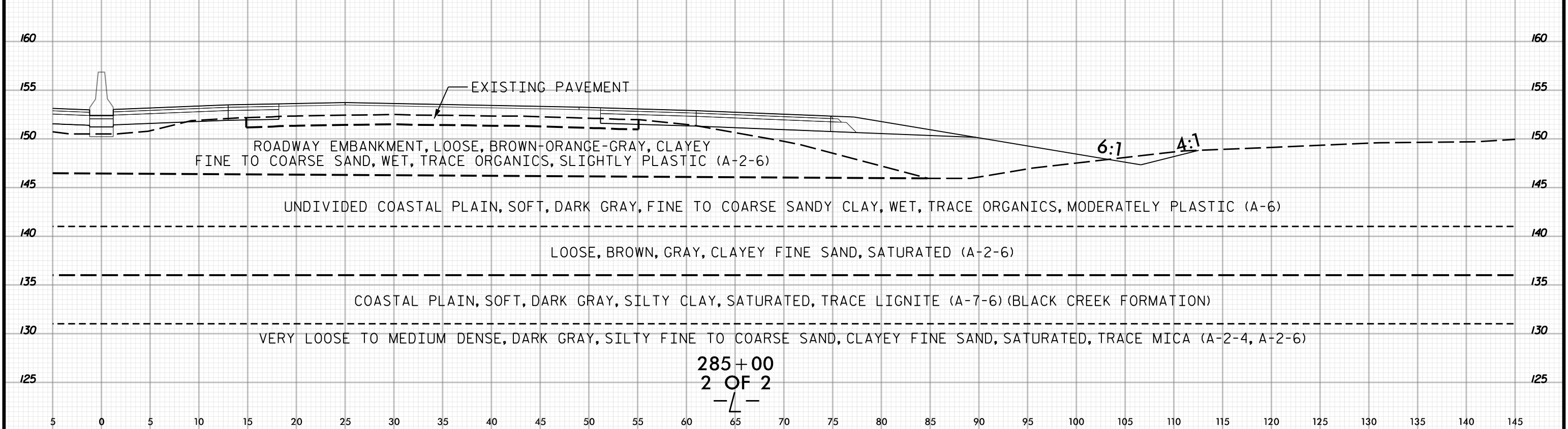


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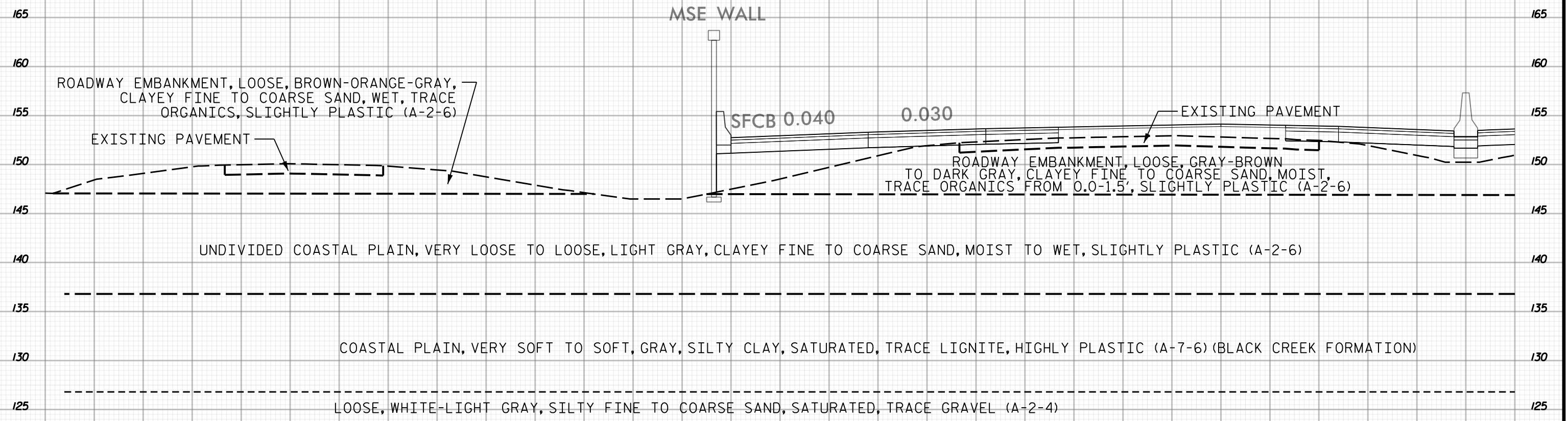
285 + 50



285 + 00
2 OF 2



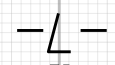
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165
160
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125

165
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125

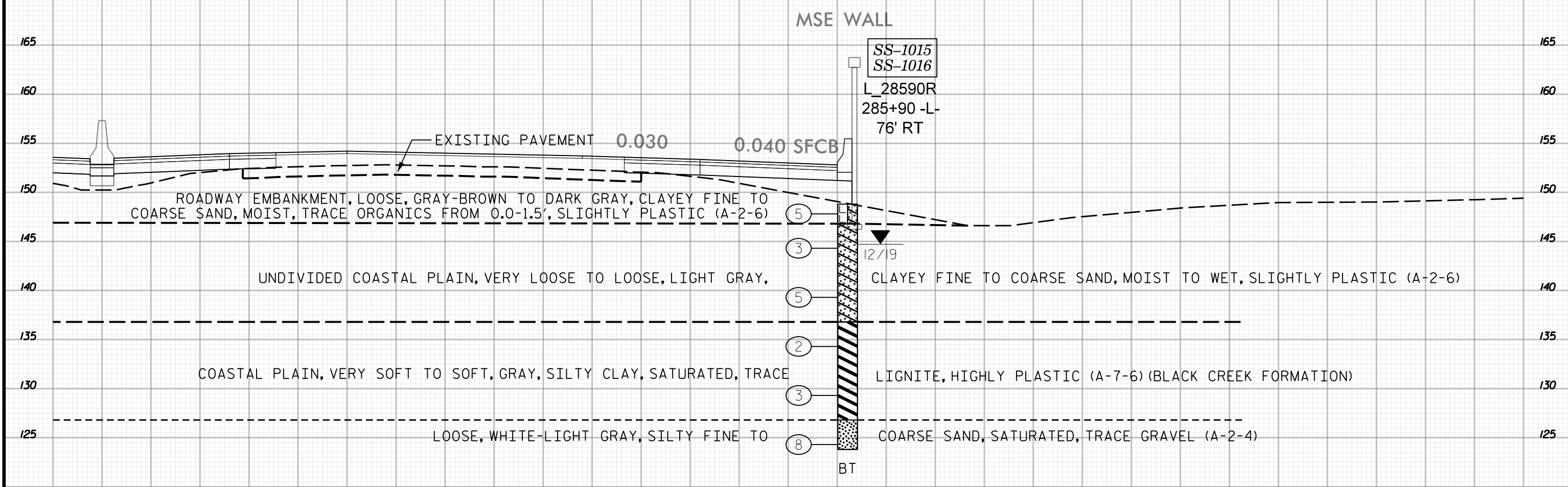
286+00
1 OF 2



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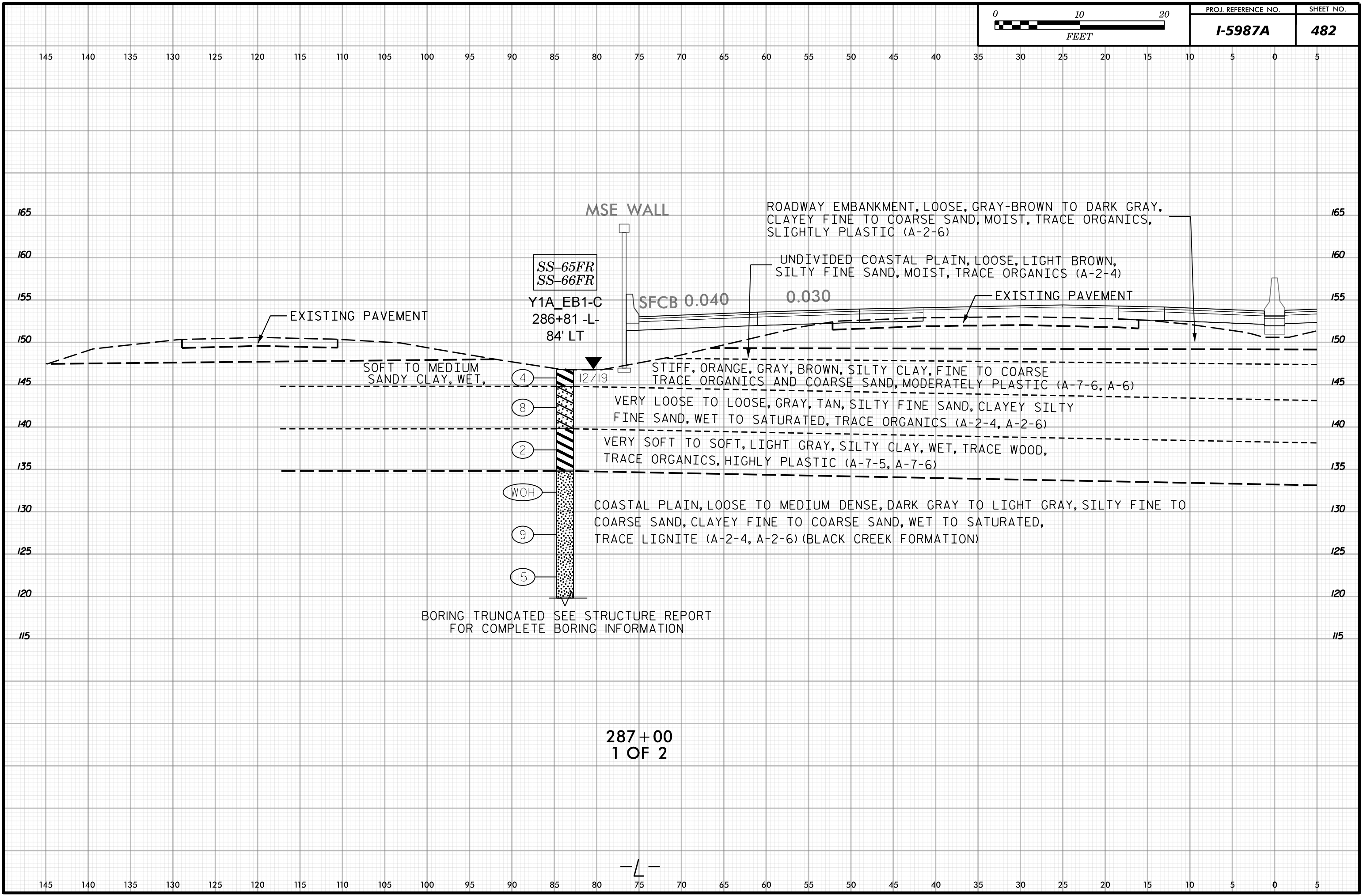
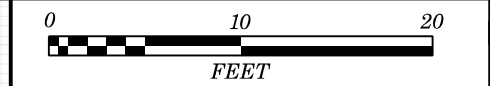


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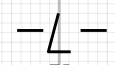
286+00
2 OF 2

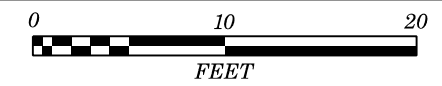
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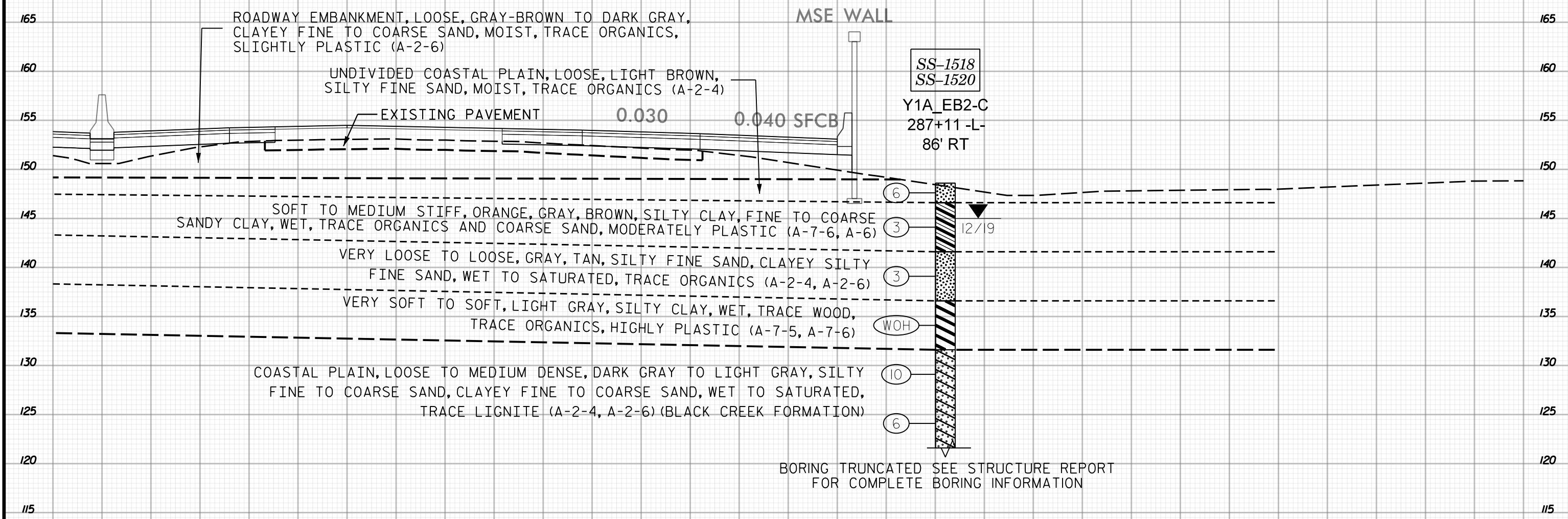
BORING TRUNCATED SEE STRUCTURE REPORT FOR COMPLETE BORING INFORMATION

287+00
1 OF 2

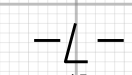




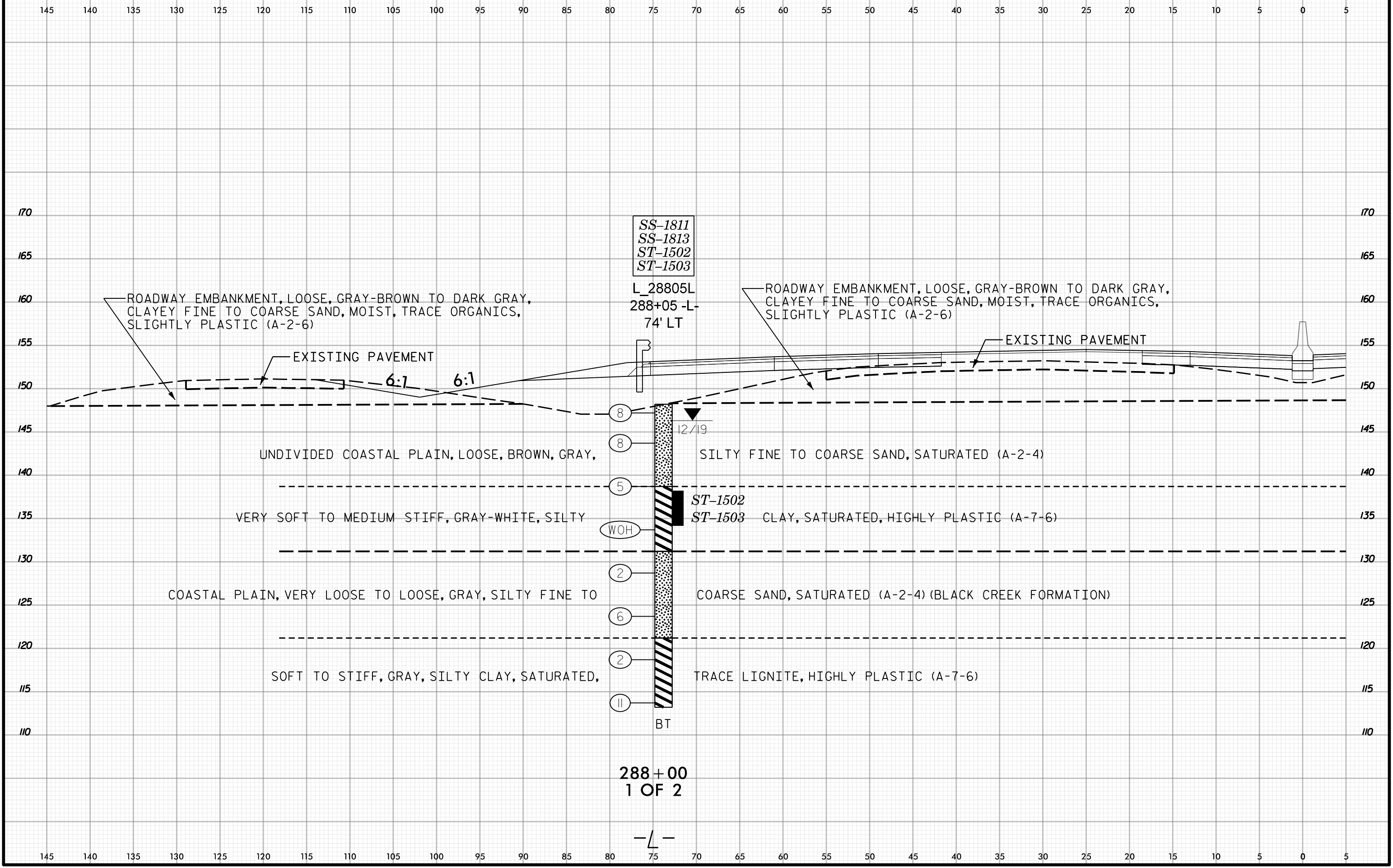
5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



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

6:1 6:1

- 8
- 8
- 5
- WOH
- 2
- 6
- 2
- 11

12/19

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)

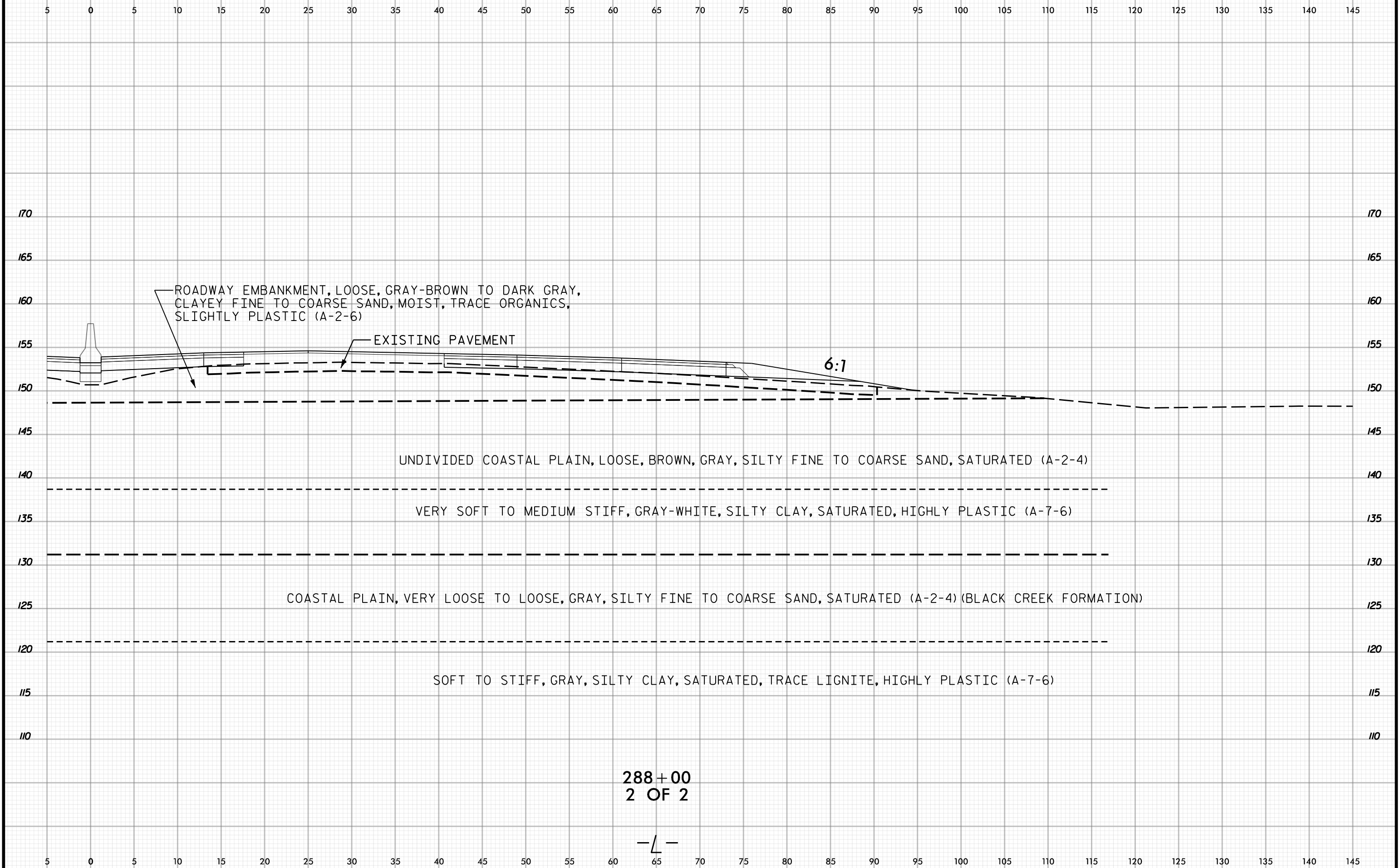
SOFT TO STIFF, GRAY, SILTY CLAY, SATURATED,

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

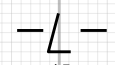
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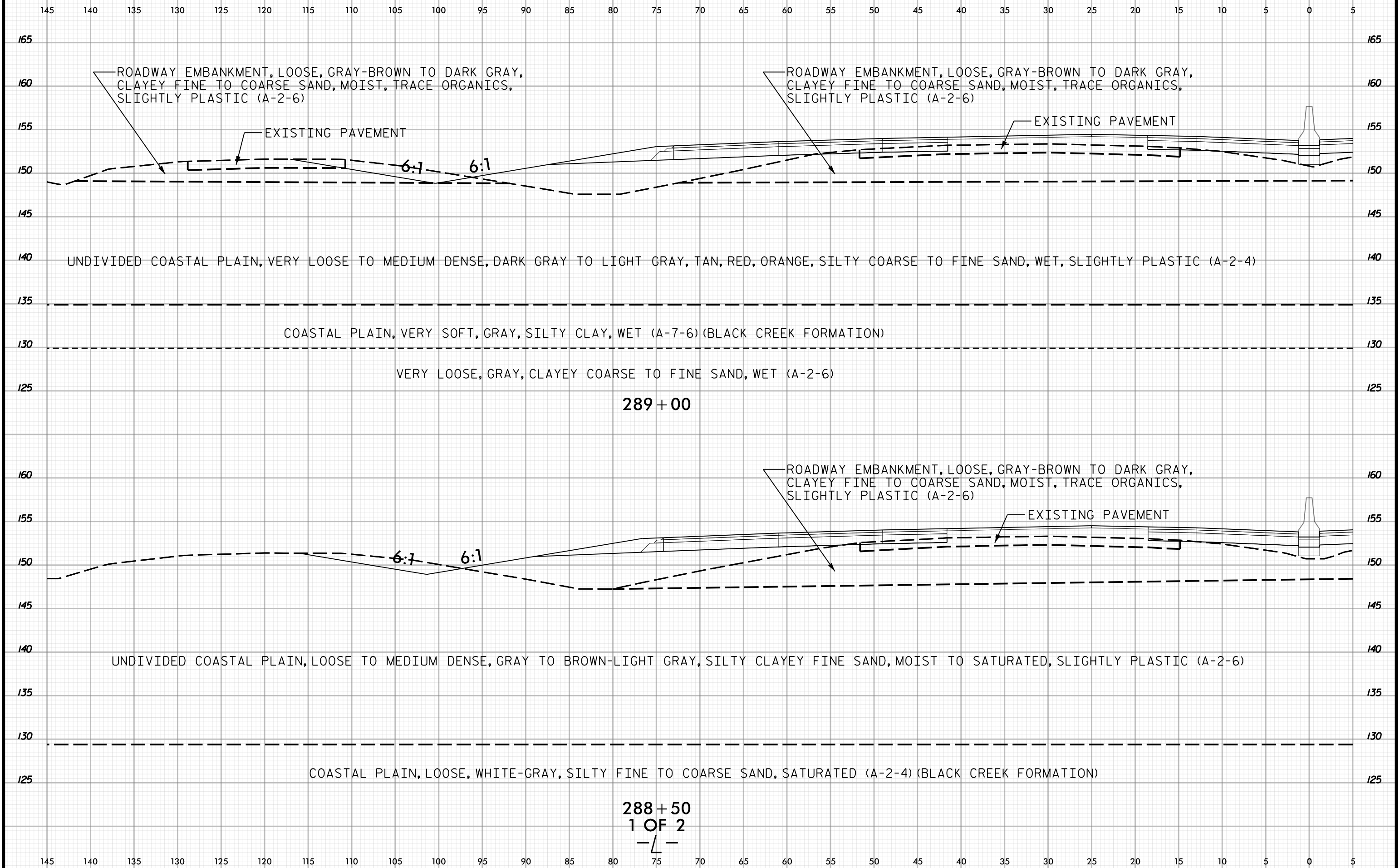
288+00
1 OF 2

-L-



288+00
2 OF 2





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

6:1 6:1

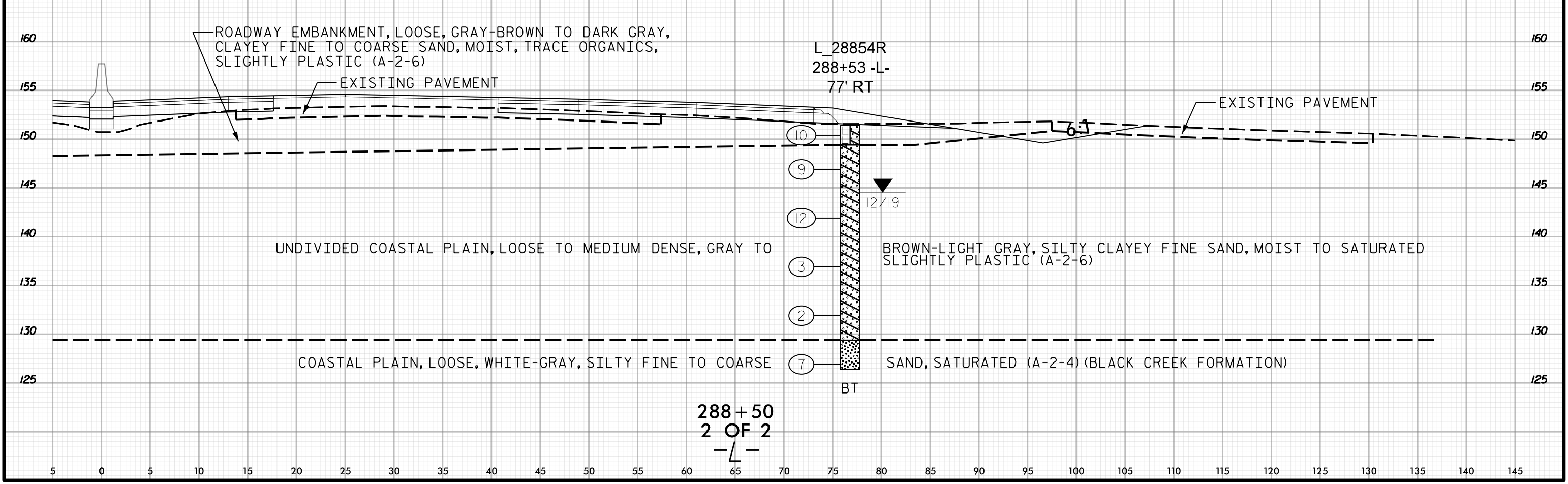
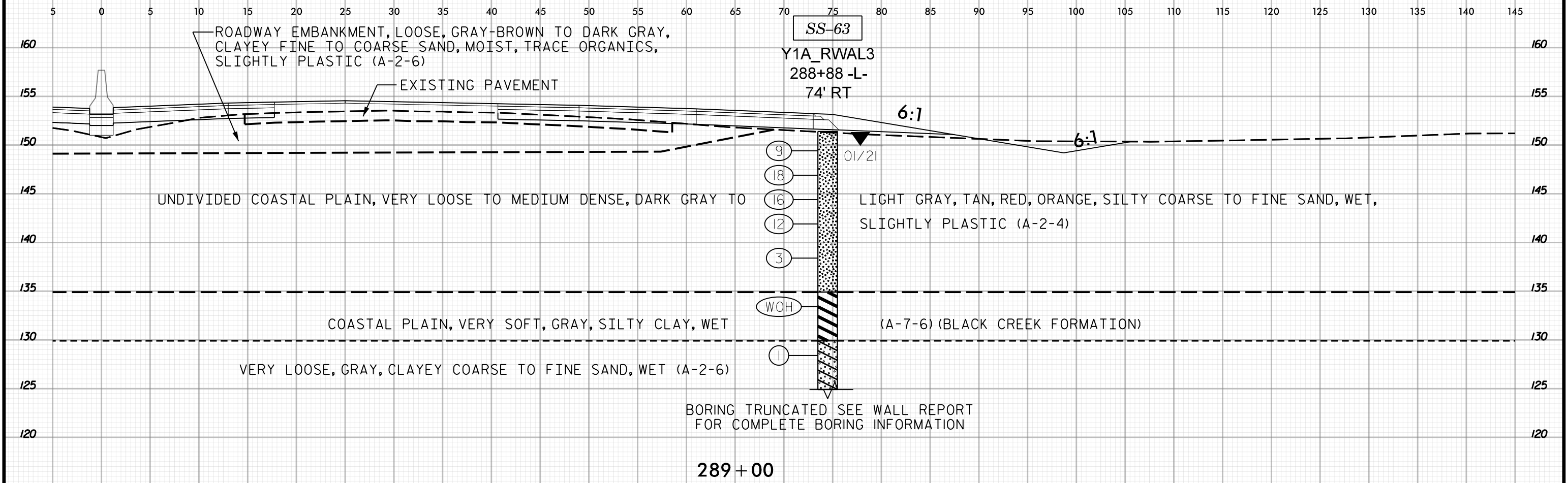
UNDIVIDED COASTAL PLAIN, VERY LOOSE TO MEDIUM DENSE, DARK GRAY TO LIGHT GRAY, TAN, RED, ORANGE, SILTY COARSE TO FINE SAND, WET, SLIGHTLY PLASTIC (A-2-4)

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)

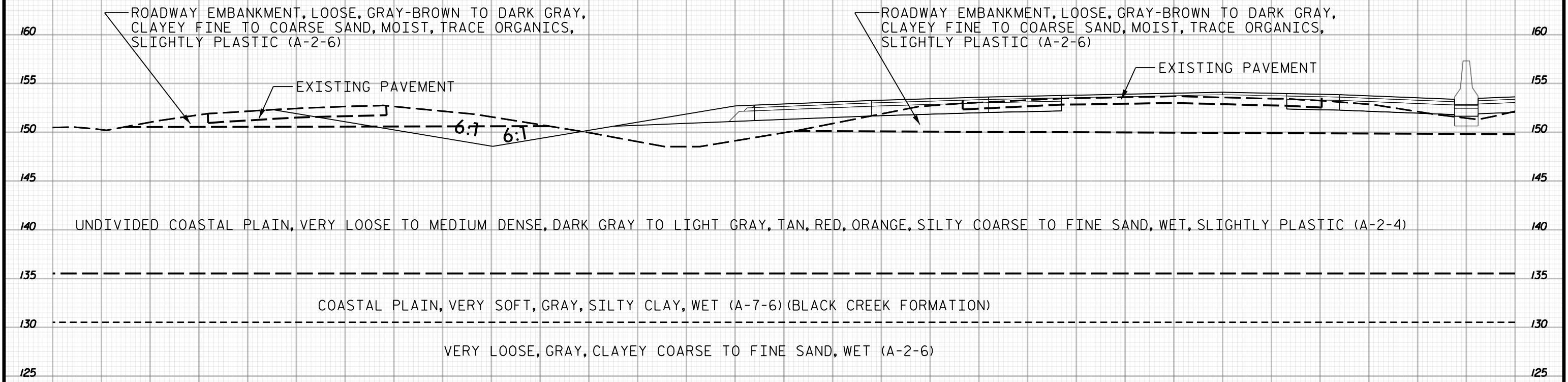
UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY TO BROWN-LIGHT GRAY, SILTY CLAYEY FINE SAND, MOIST TO SATURATED, SLIGHTLY PLASTIC (A-2-6)

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

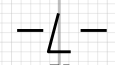




145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



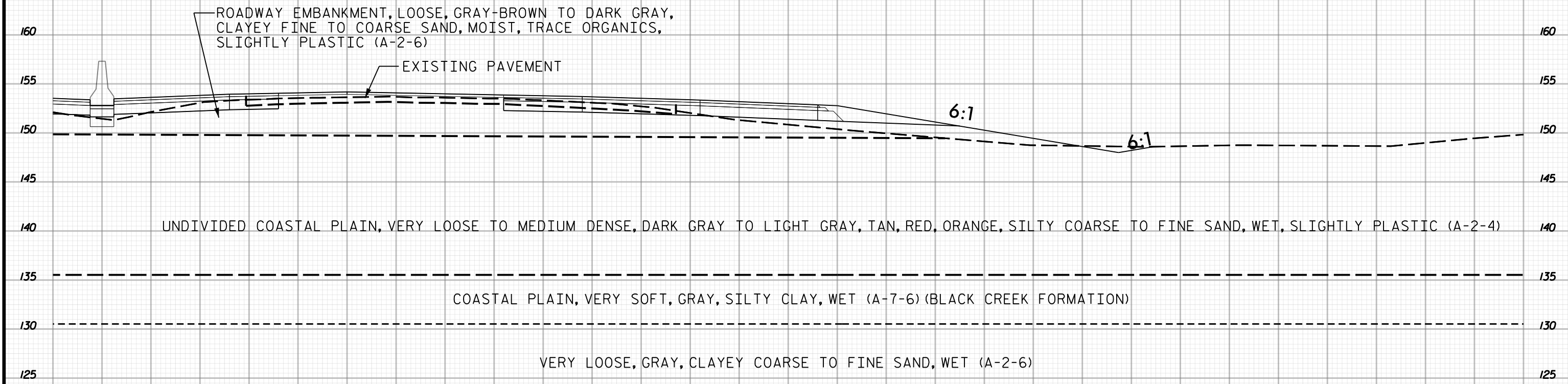
290+50
1 OF 2



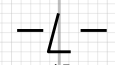
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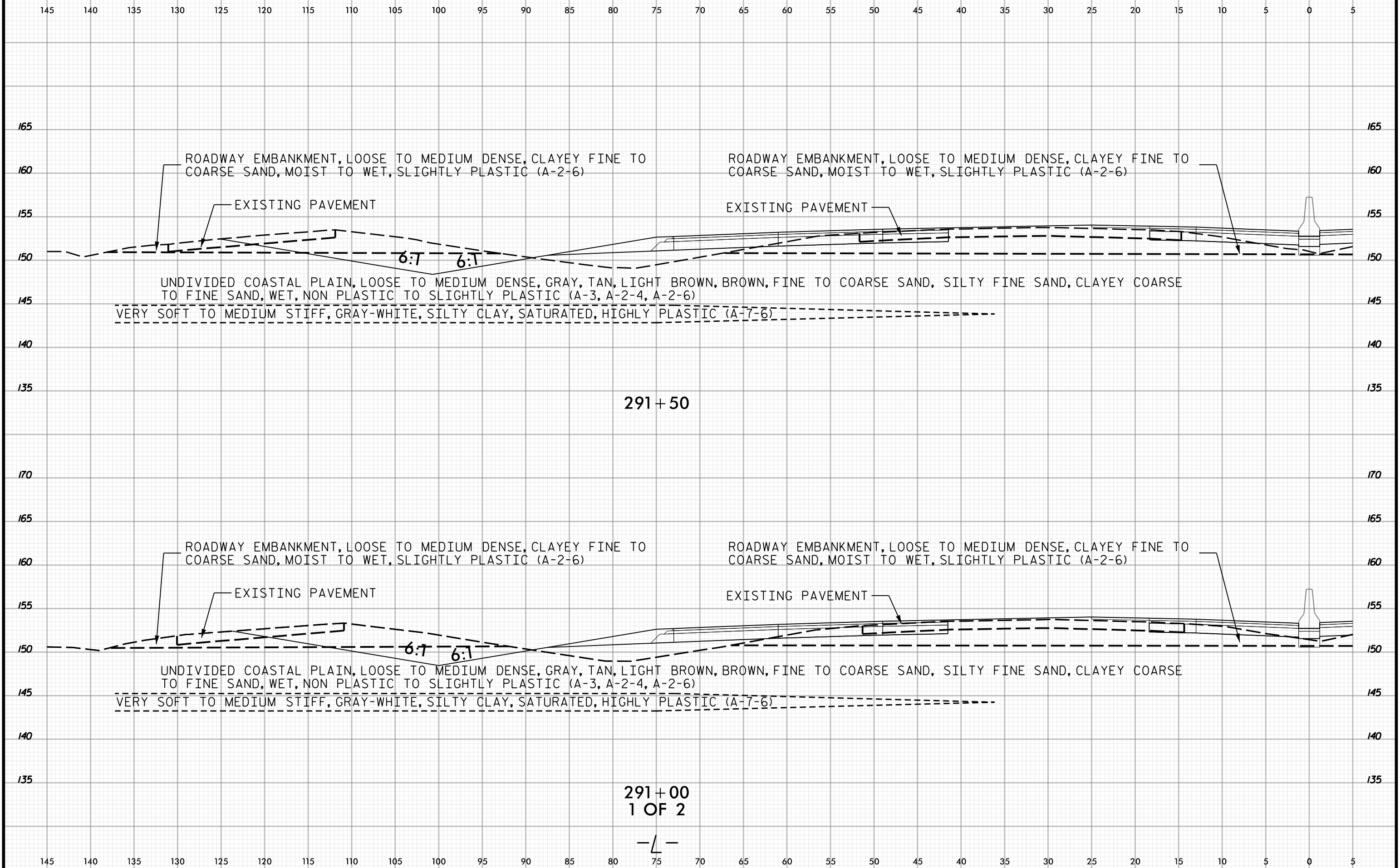
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290+50
2 OF 2

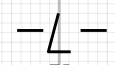


5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



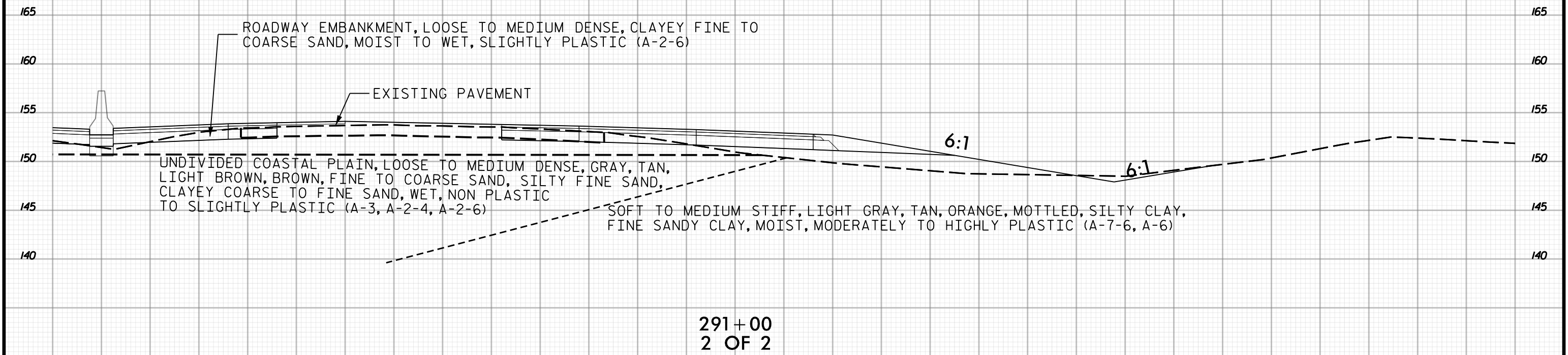
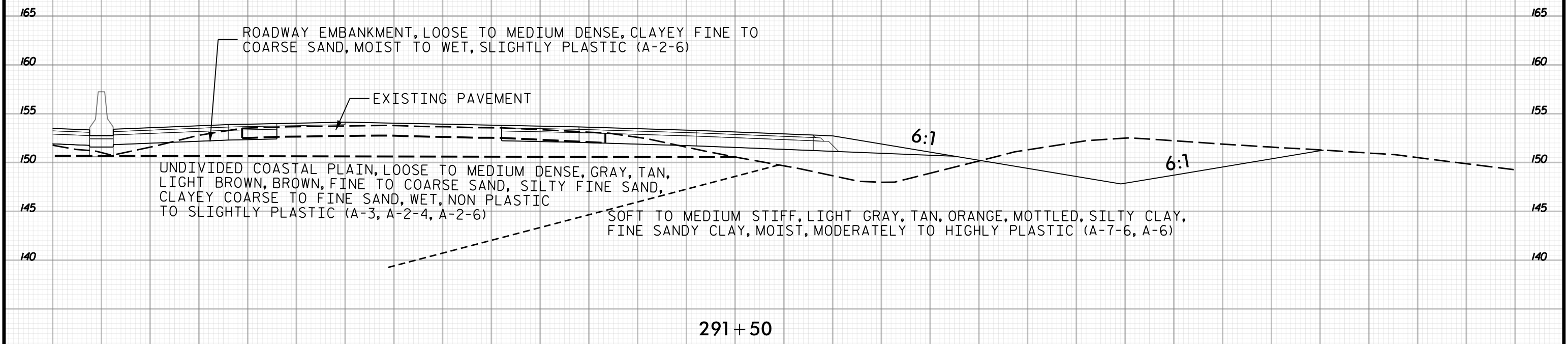
291+50

291+00
1 OF 2

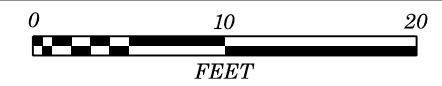




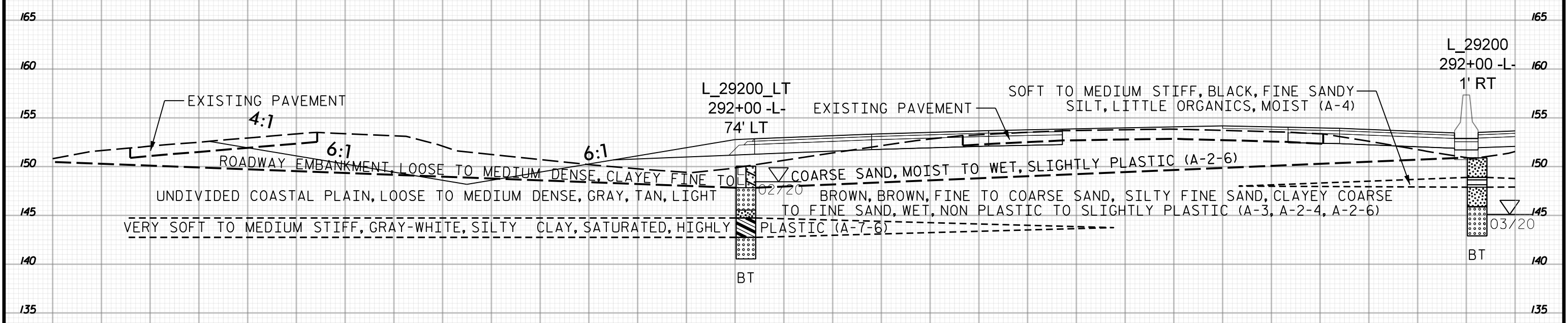
5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



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

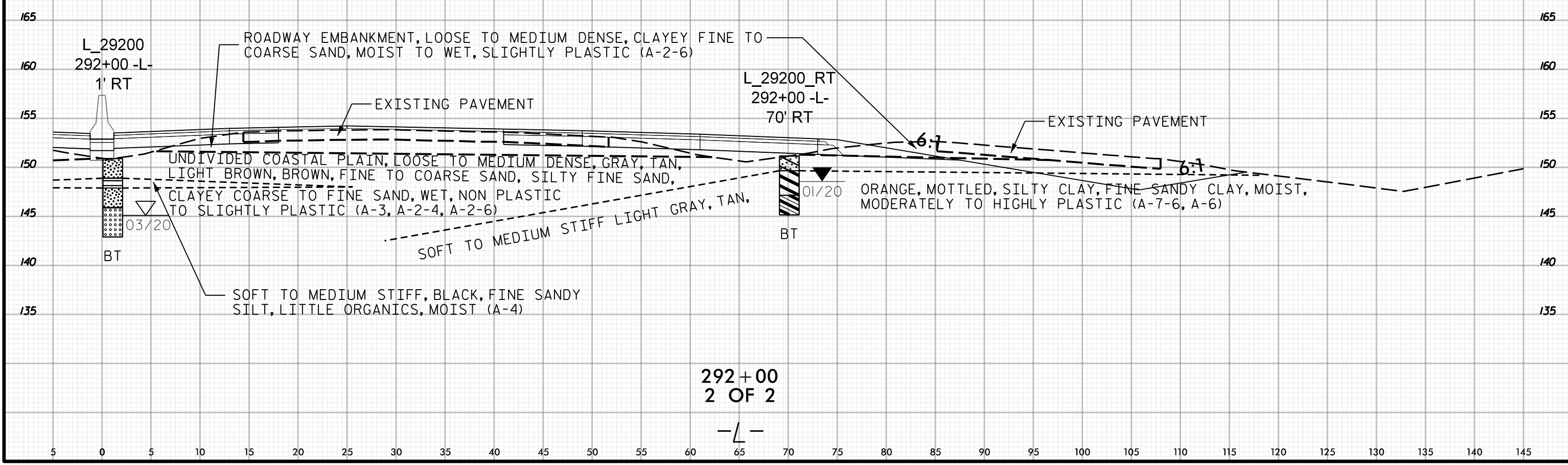


292+00
1 OF 2

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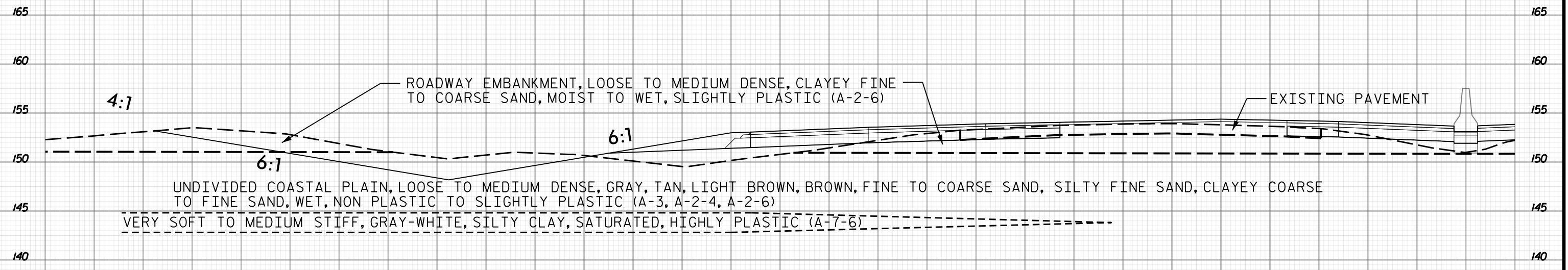
5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



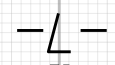
5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145



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



292 + 50
1 OF 2

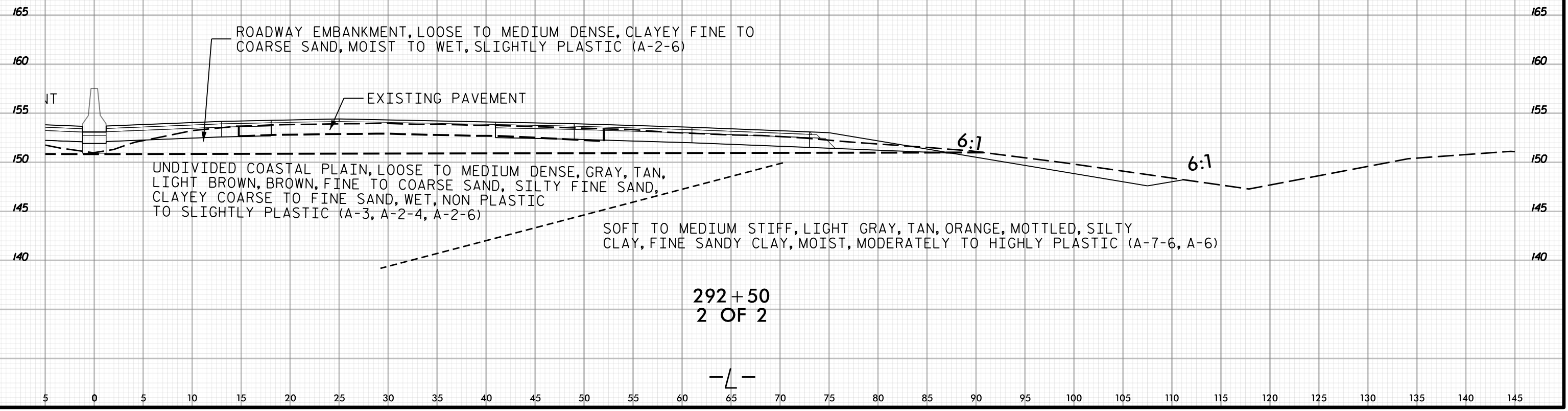


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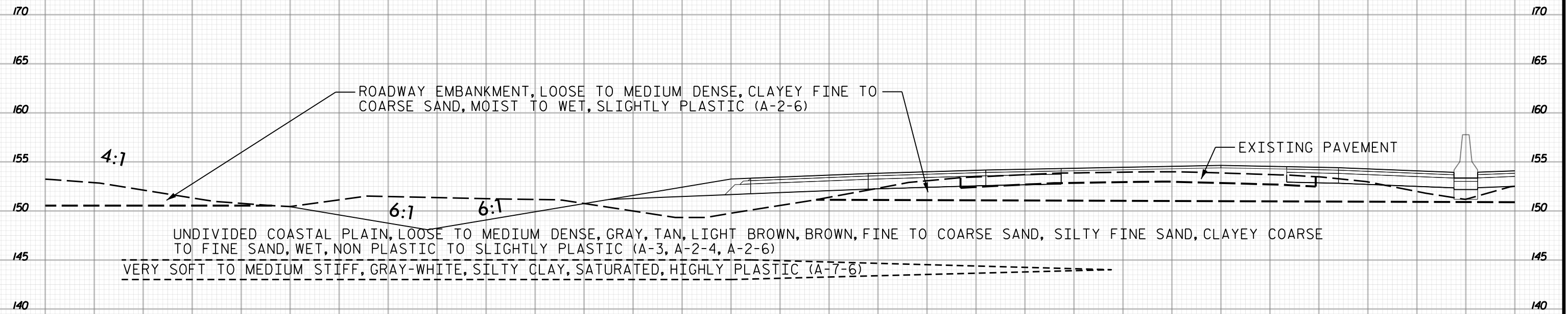
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	495

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

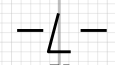




145 140 135 130 125 120 115 110 105 100 95 90 85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5



293+00
1 OF 3

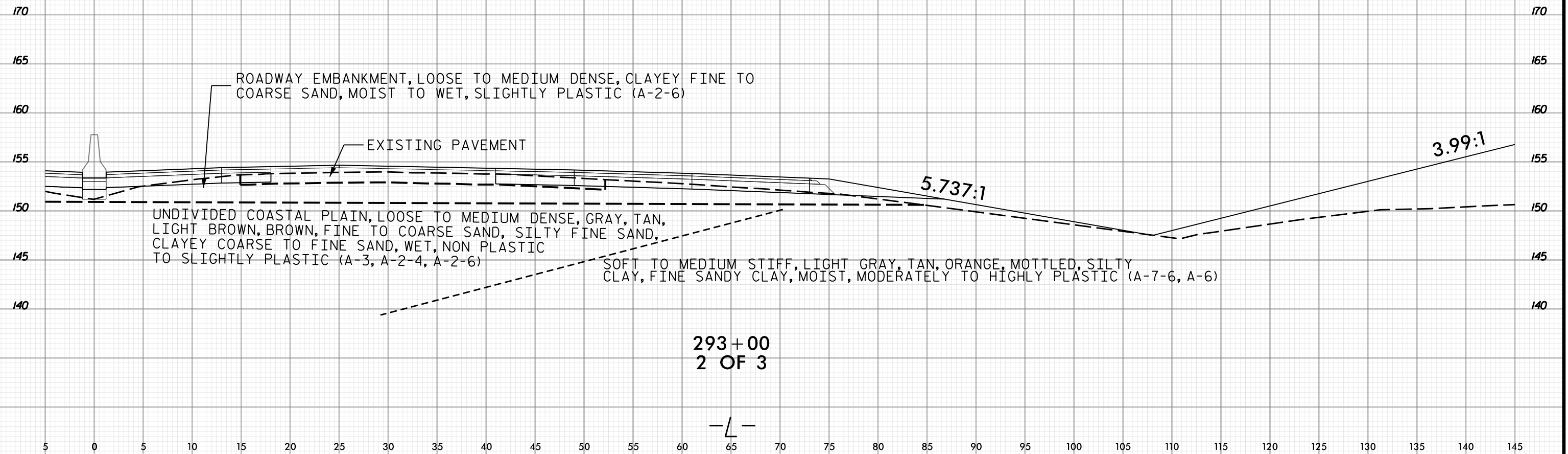


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PROJ. REFERENCE NO.	SHEET NO.
I-5987A	497

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, CLAYEY FINE TO COARSE SAND, MOIST TO WET, SLIGHTLY PLASTIC (A-2-6)

EXISTING PAVEMENT

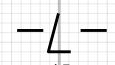
UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, TAN, LIGHT BROWN, BROWN, FINE TO COARSE SAND, SILTY FINE SAND, CLAYEY COARSE TO FINE SAND, WET, NON PLASTIC TO SLIGHTLY PLASTIC (A-3, A-2-4, A-2-6)

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

5.737:1

3.99:1

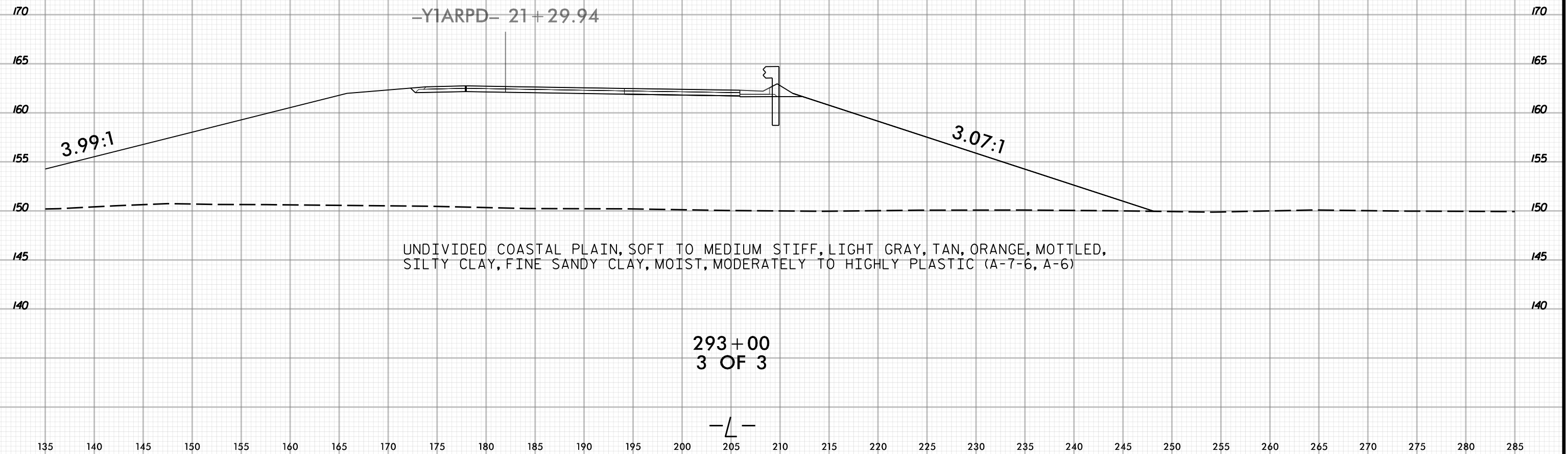
293+00
2 OF 3



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



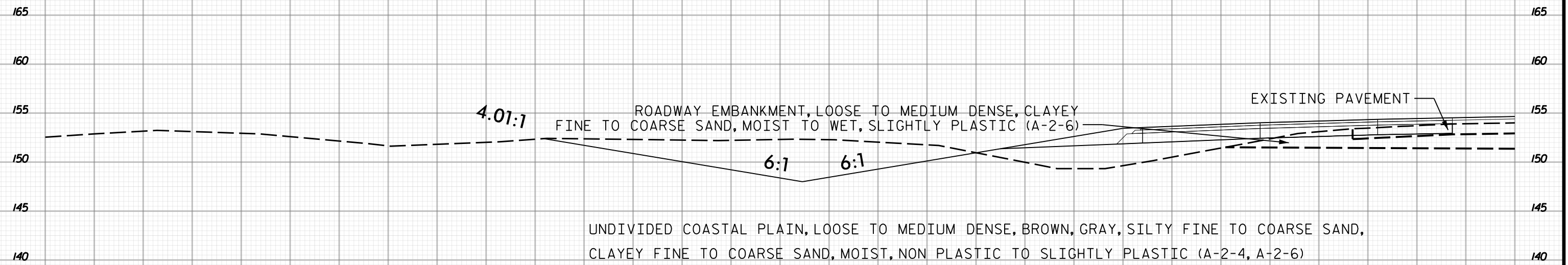
135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225 230 235 240 245 250 255 260 265 270 275 280 285



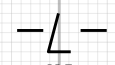


PROJ. REFERENCE NO.	SHEET NO.
I-5987A	499

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



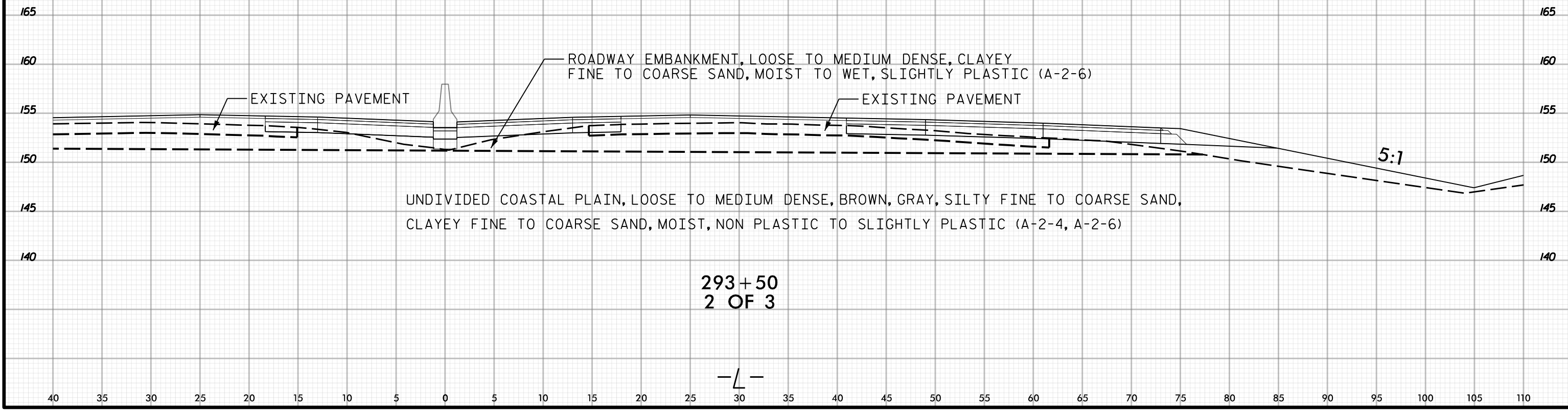
293+50
1 OF 3



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



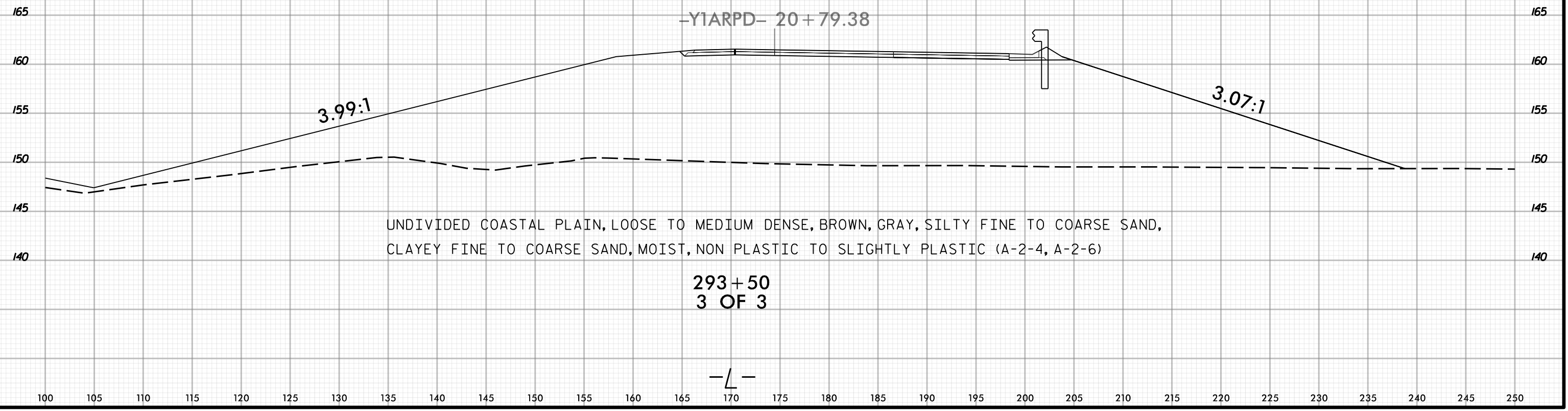
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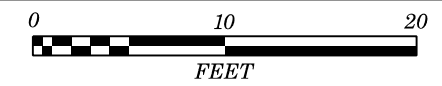




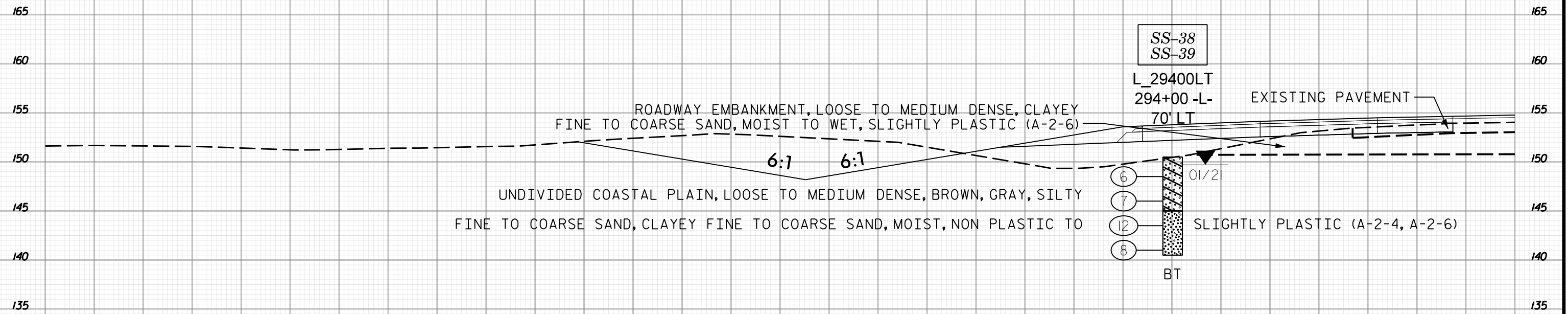
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	501

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





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



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

6:1 6:1

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)

SS-38
SS-39

L_29400LT
294+00 -L-
70' LT

EXISTING PAVEMENT

6
7
12
8

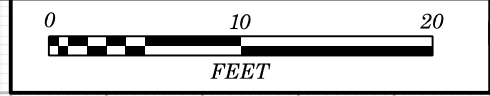
0 1/2

BT

294+00
1 OF 3

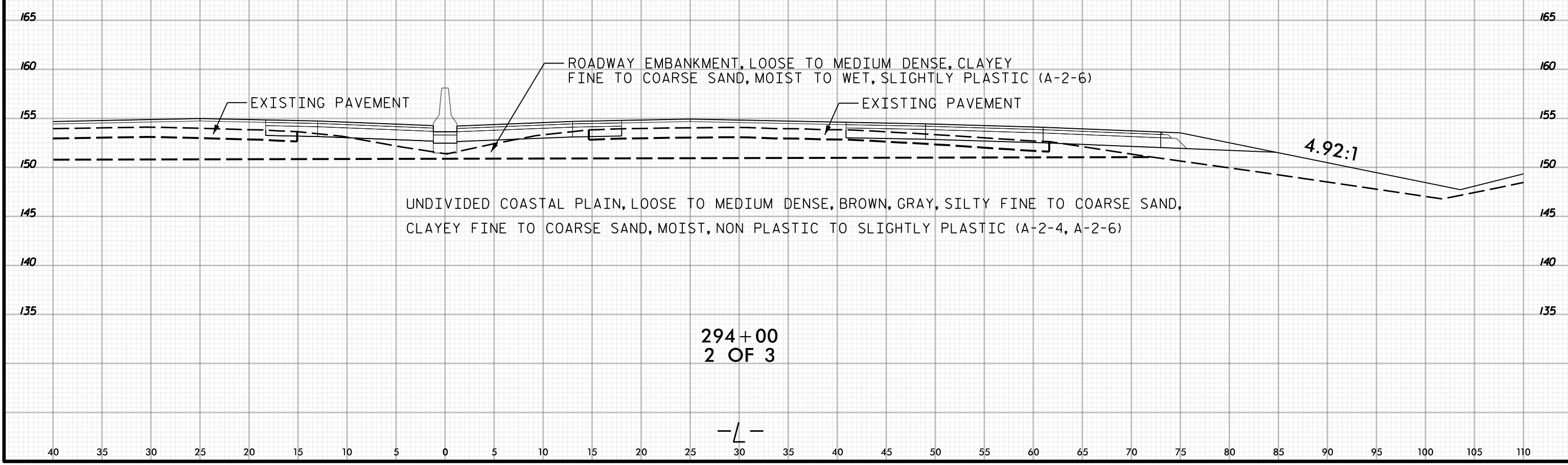
-L-

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



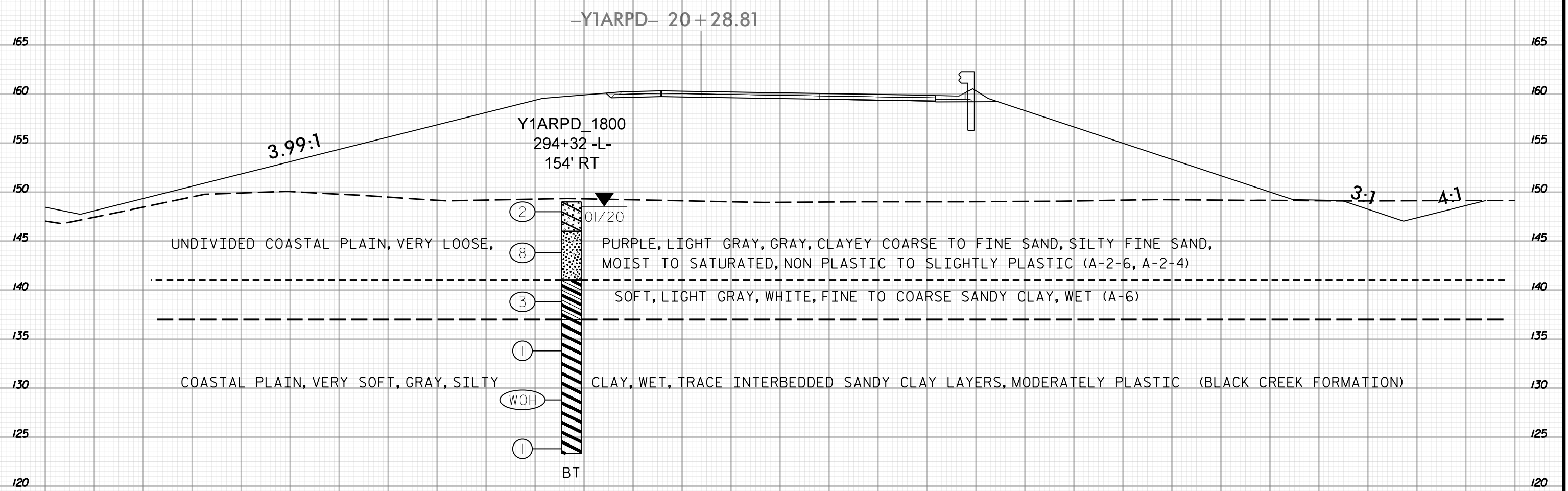
PROJ. REFERENCE NO.	SHEET NO.
I-5987A	503

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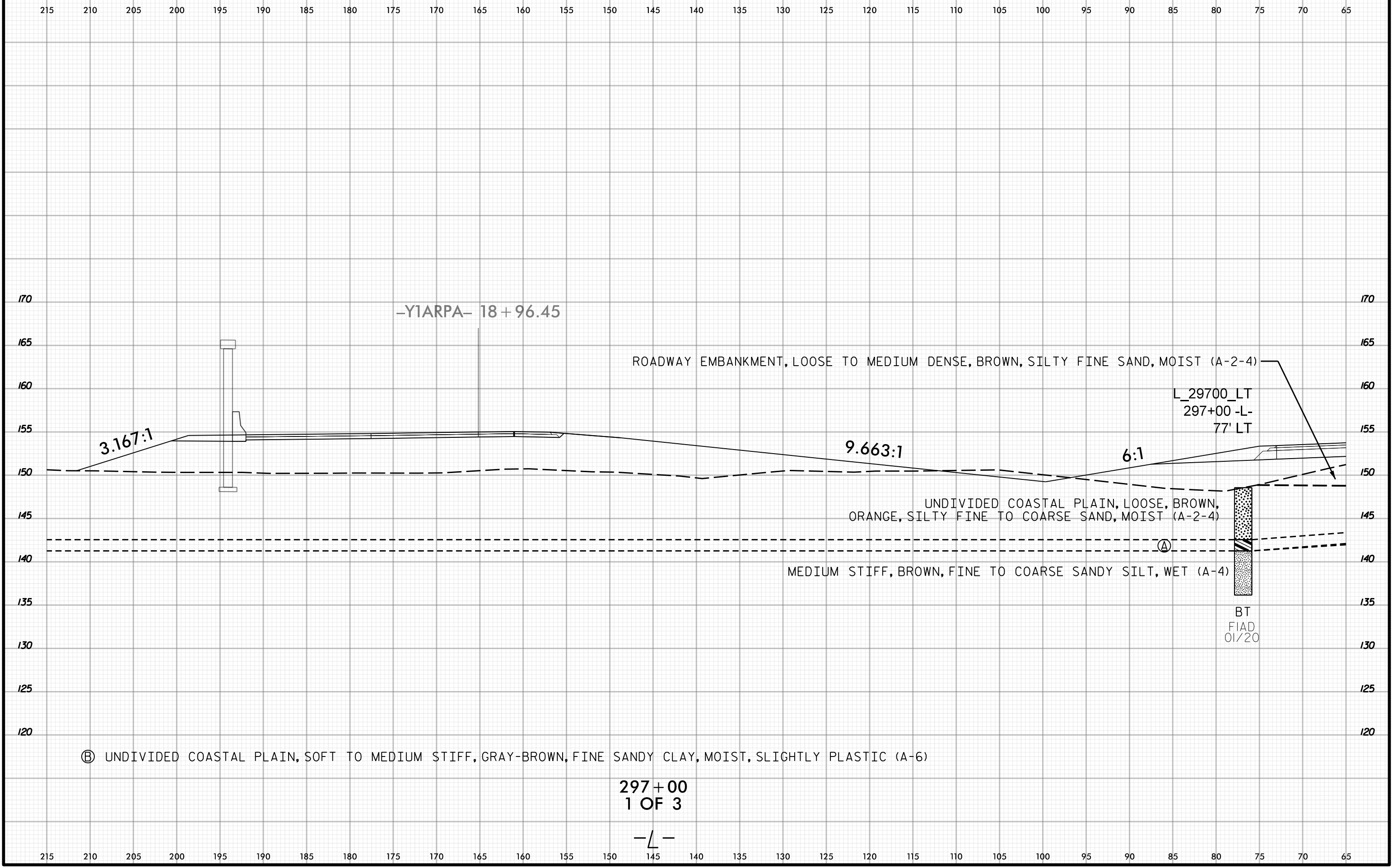
100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225 230 235 240 245 250



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

294+00
3 OF 3

-L-



-YIARPA- 18+96.45

L_29700_LT
297+00 -L-
77' LT

UNDIVIDED COASTAL PLAIN, LOOSE, BROWN,
ORANGE, SILTY FINE TO COARSE SAND, MOIST (A-2-4)

MEDIUM STIFF, BROWN, FINE TO COARSE SANDY SILT, WET (A-4)

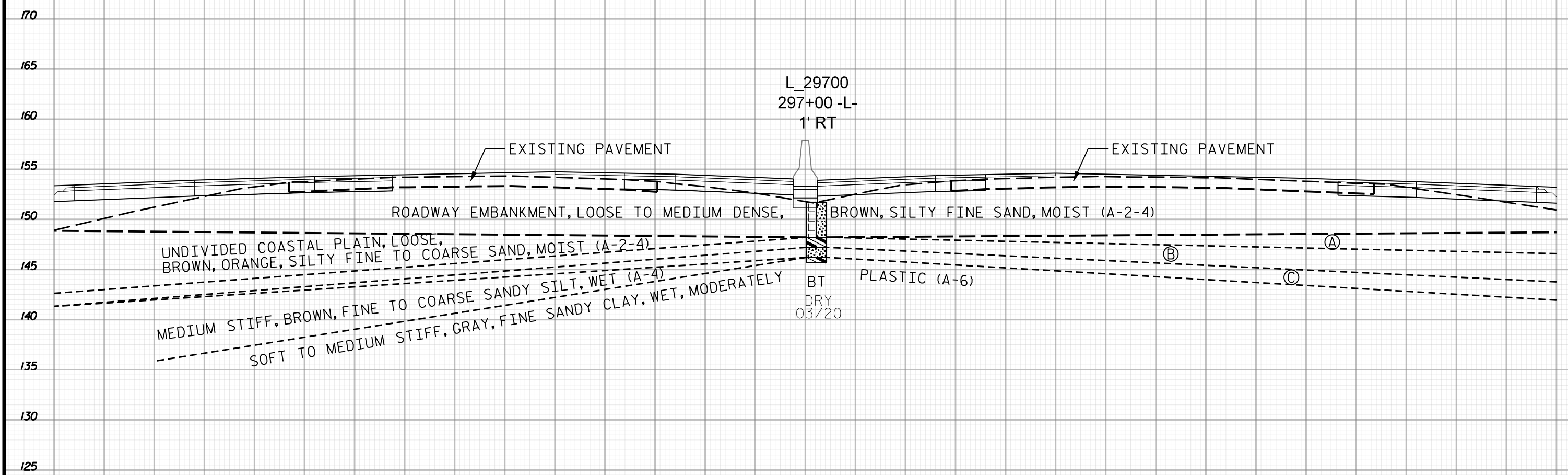
② UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY-BROWN, FINE SANDY CLAY, MOIST, SLIGHTLY PLASTIC (A-6)

297+00
1 OF 3

—L—



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

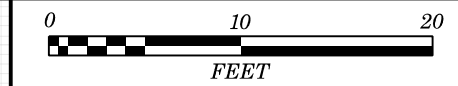


- Ⓐ UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, ORANGE, SILTY FINE TO COARSE SAND, MOIST (A-2-4)
- Ⓑ UNDIVIDED COASTAL PLAIN, SOFT TO MEDIUM STIFF, GRAY-BROWN, FINE SANDY CLAY, MOIST, SLIGHTLY PLASTIC (A-6)
- Ⓒ UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, BROWN, SILTY FINE SAND, WET (A-2-4)

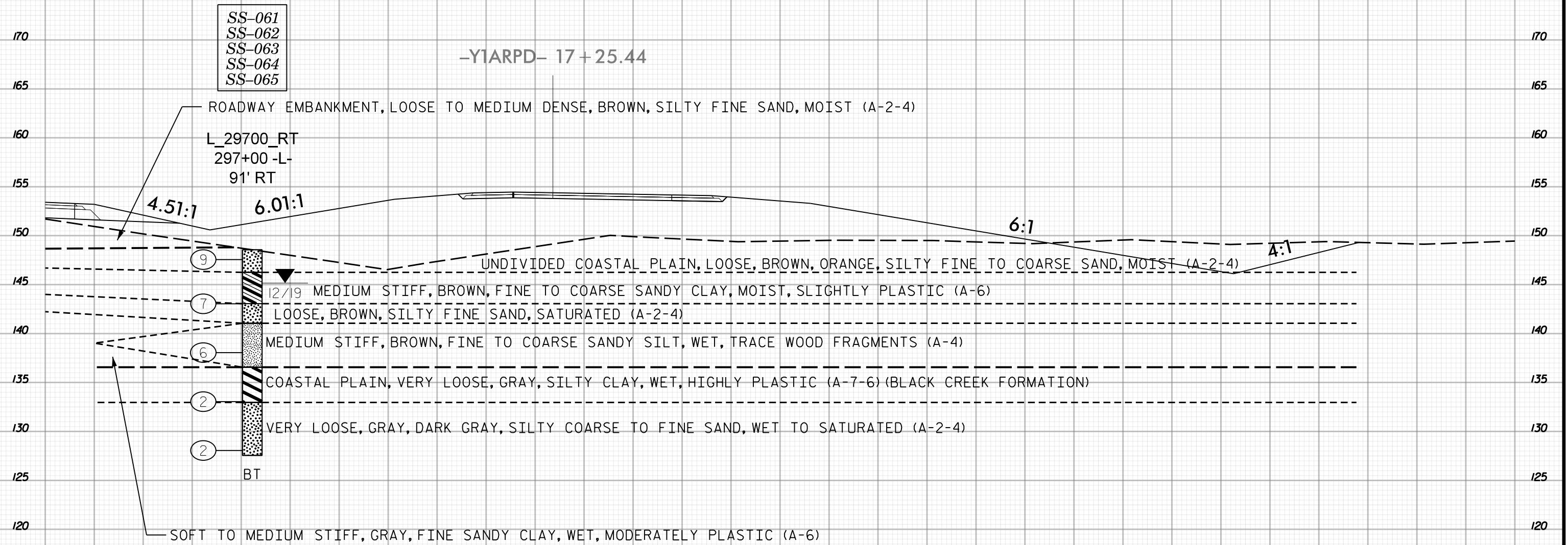
297+00
2 OF 3

—L—

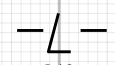
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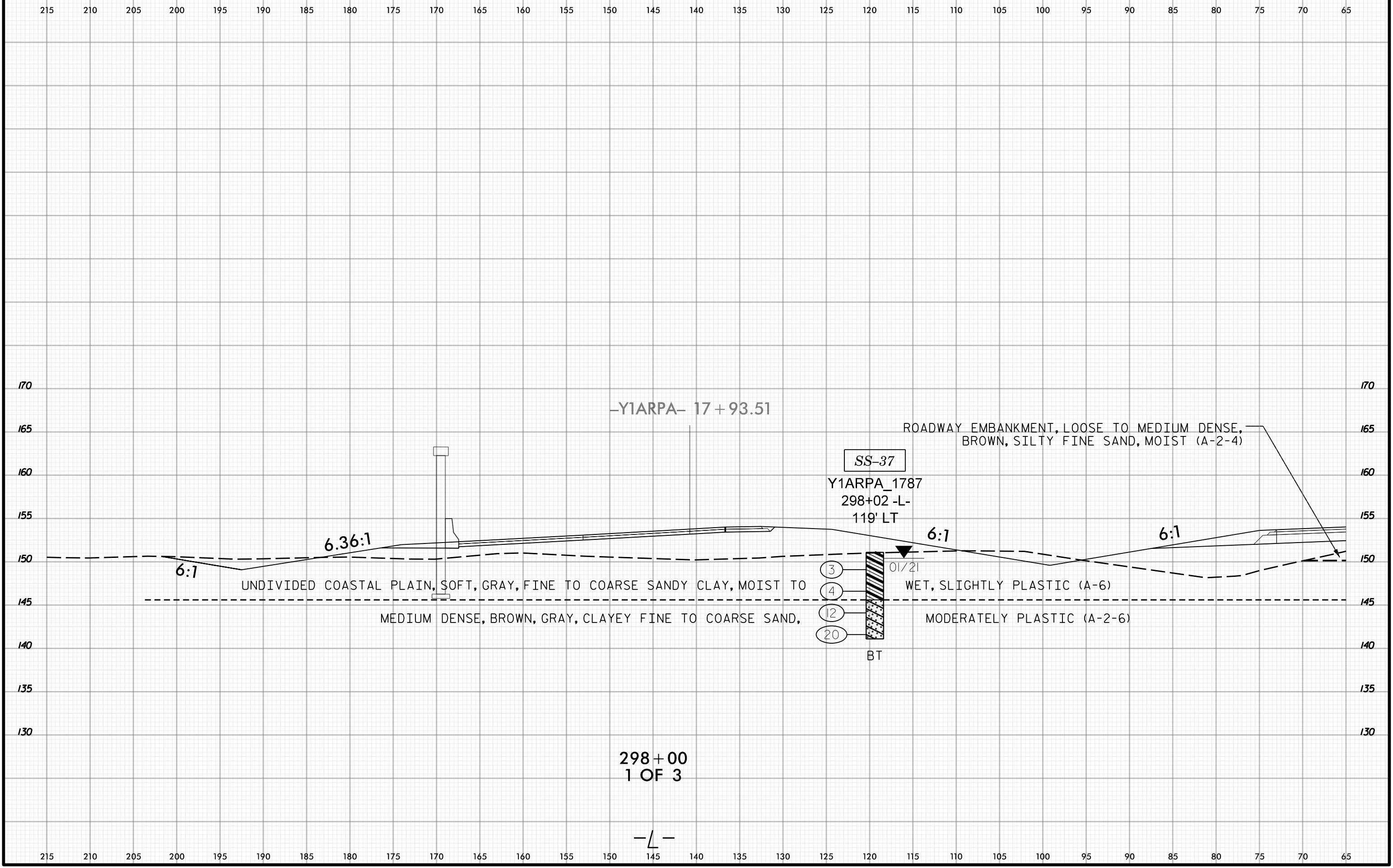
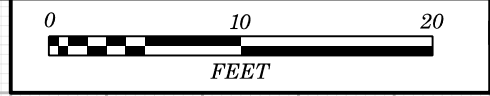
70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220

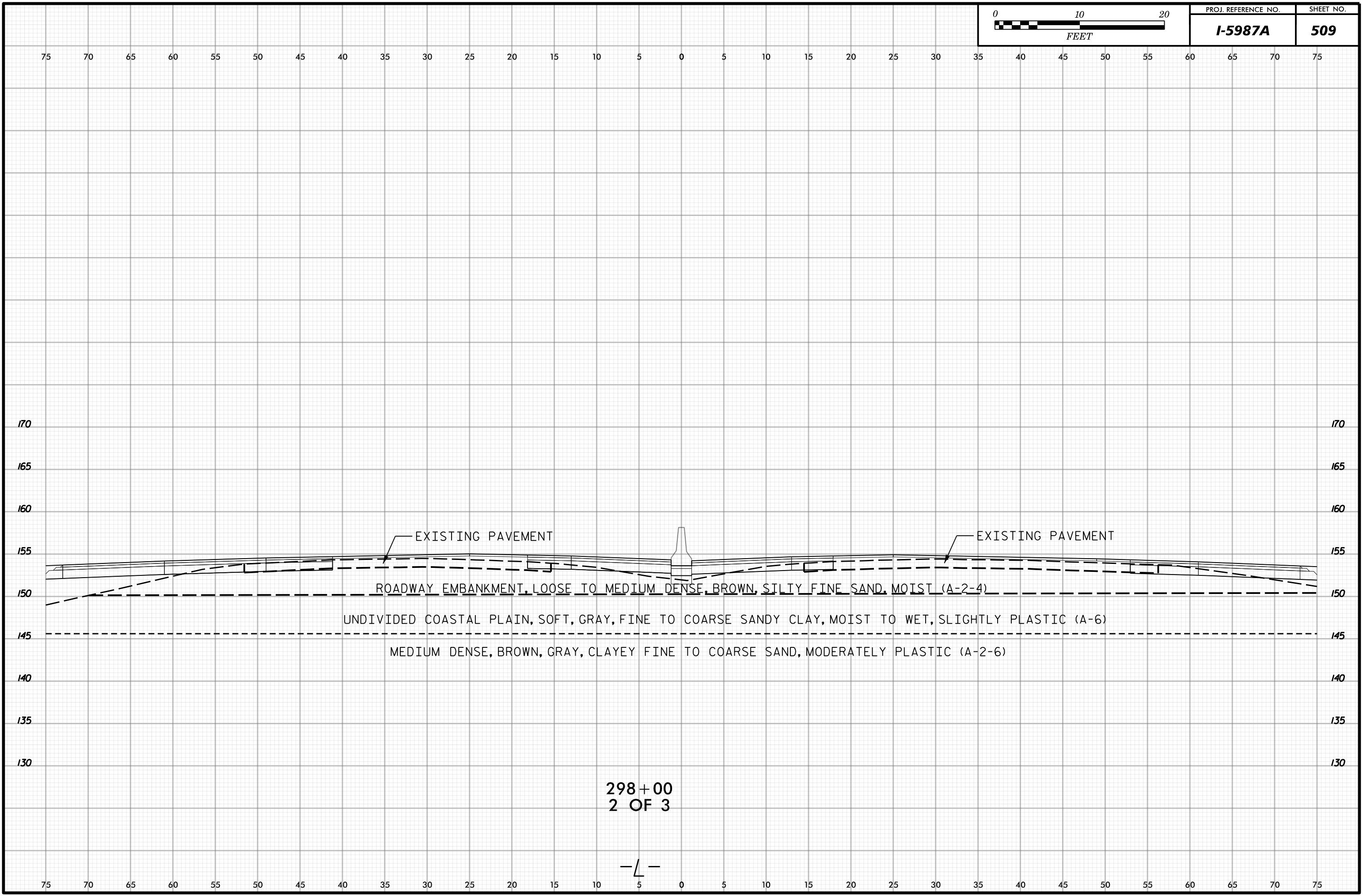


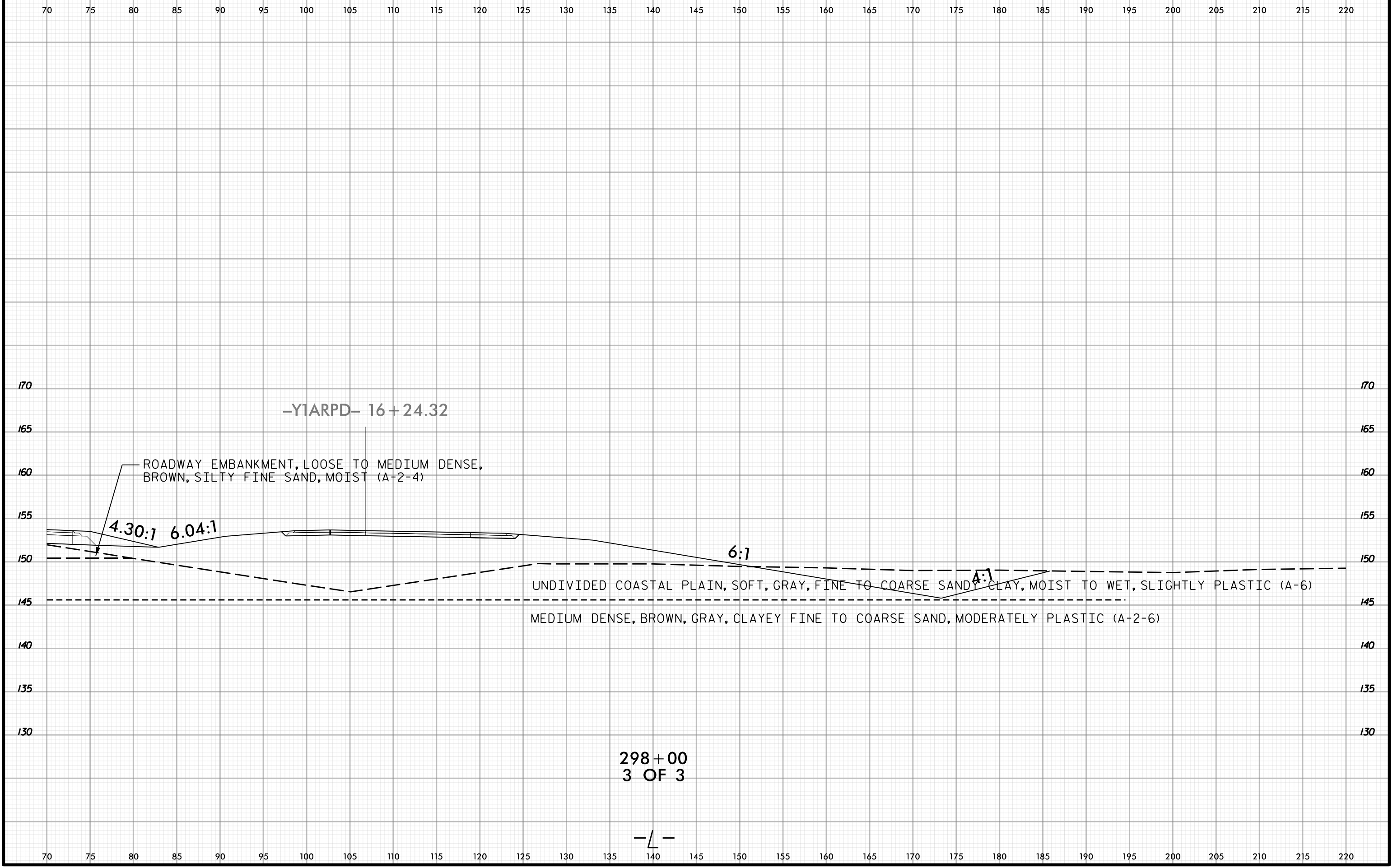
297+00
3 OF 3



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







-YIARPD- 16+24.32

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

4.30:1 6.04:1

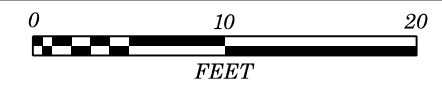
6:1

A-1

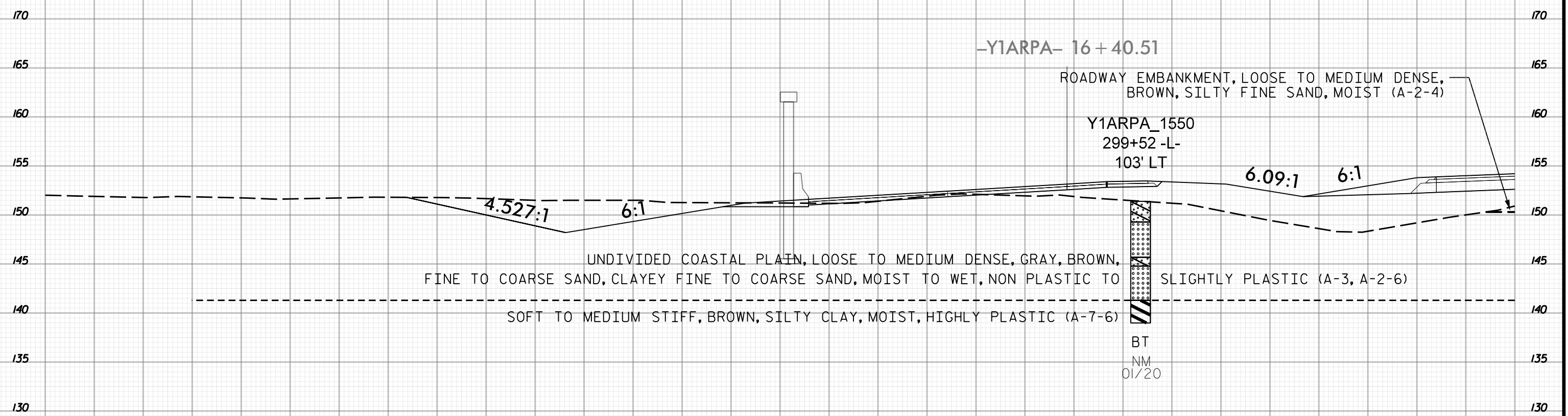
UNDIVIDED COASTAL PLAIN, SOFT, GRAY, FINE TO COARSE SANDY CLAY, MOIST TO WET, SLIGHTLY PLASTIC (A-6)
MEDIUM DENSE, BROWN, GRAY, CLAYEY FINE TO COARSE SAND, MODERATELY PLASTIC (A-2-6)

298+00
3 OF 3

-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



-Y1ARPA- 16 + 40.51

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

Y1ARPA_1550
299+52 -L-
103' LT

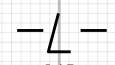
6.09:1 6:1

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)

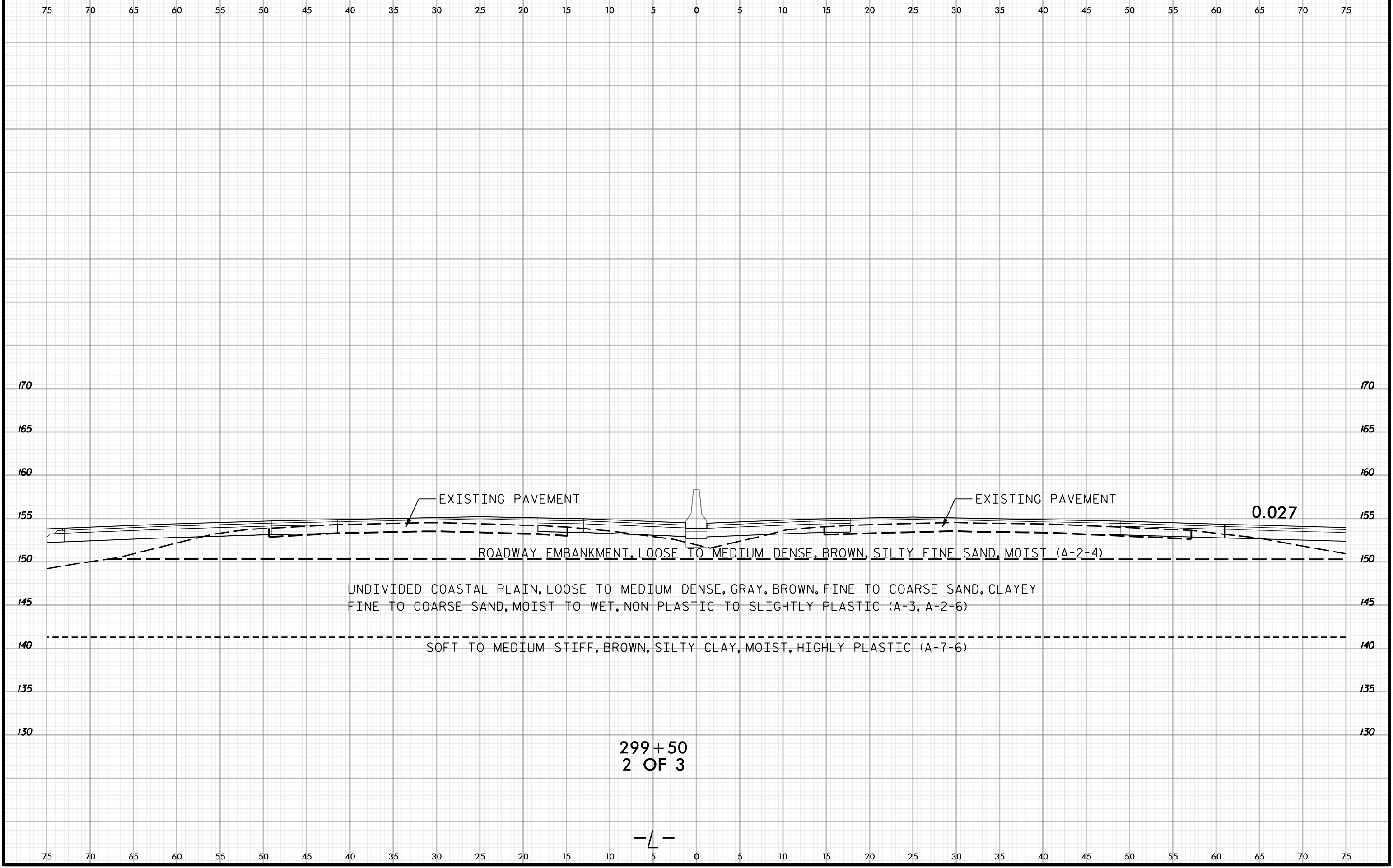
SOFT TO MEDIUM STIFF, BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

BT
NM
01/20

299 + 50
1 OF 3



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



EXISTING PAVEMENT

EXISTING PAVEMENT

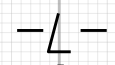
0.027

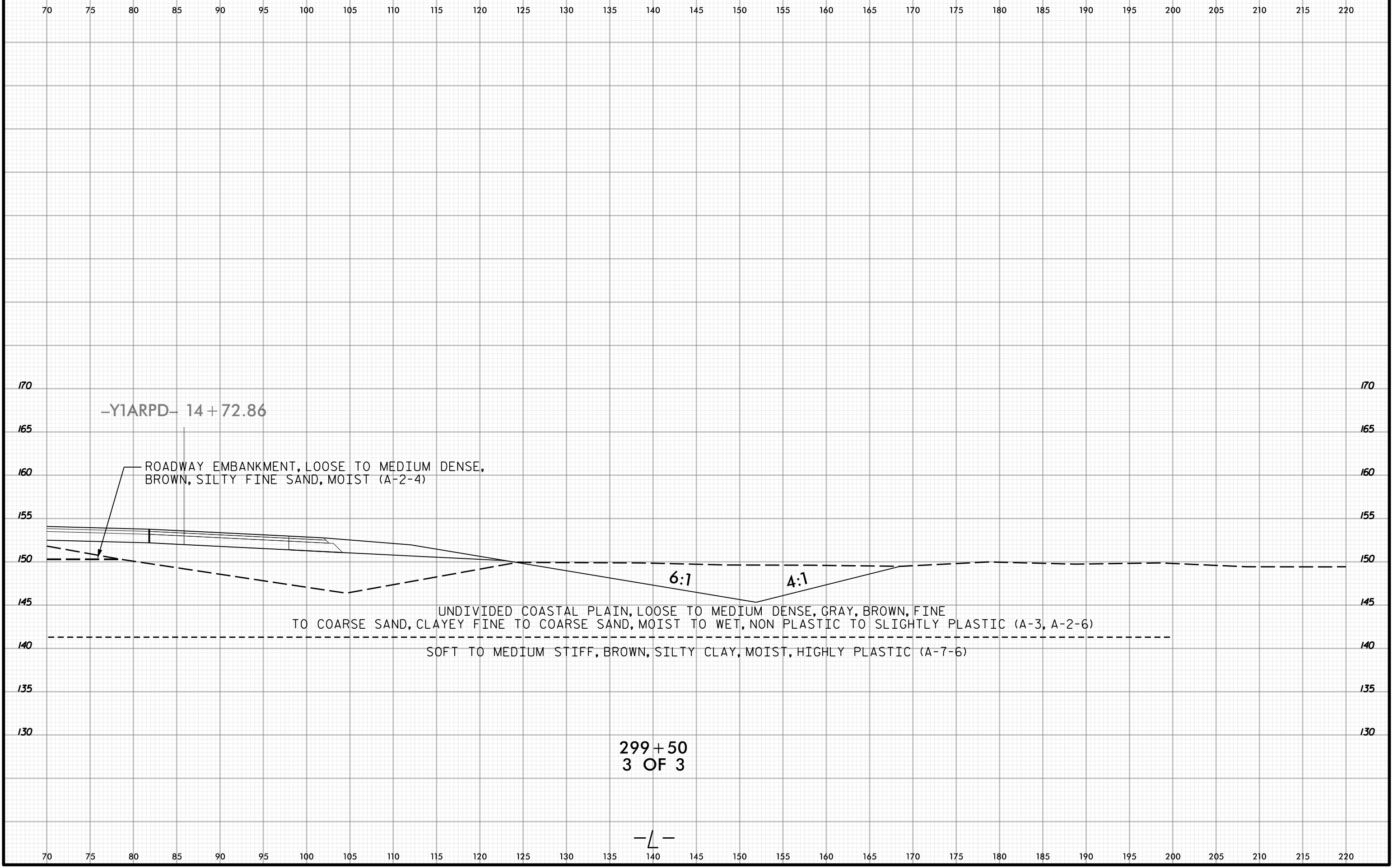
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, BROWN, SILTY FINE SAND, MOIST (A-2-4)

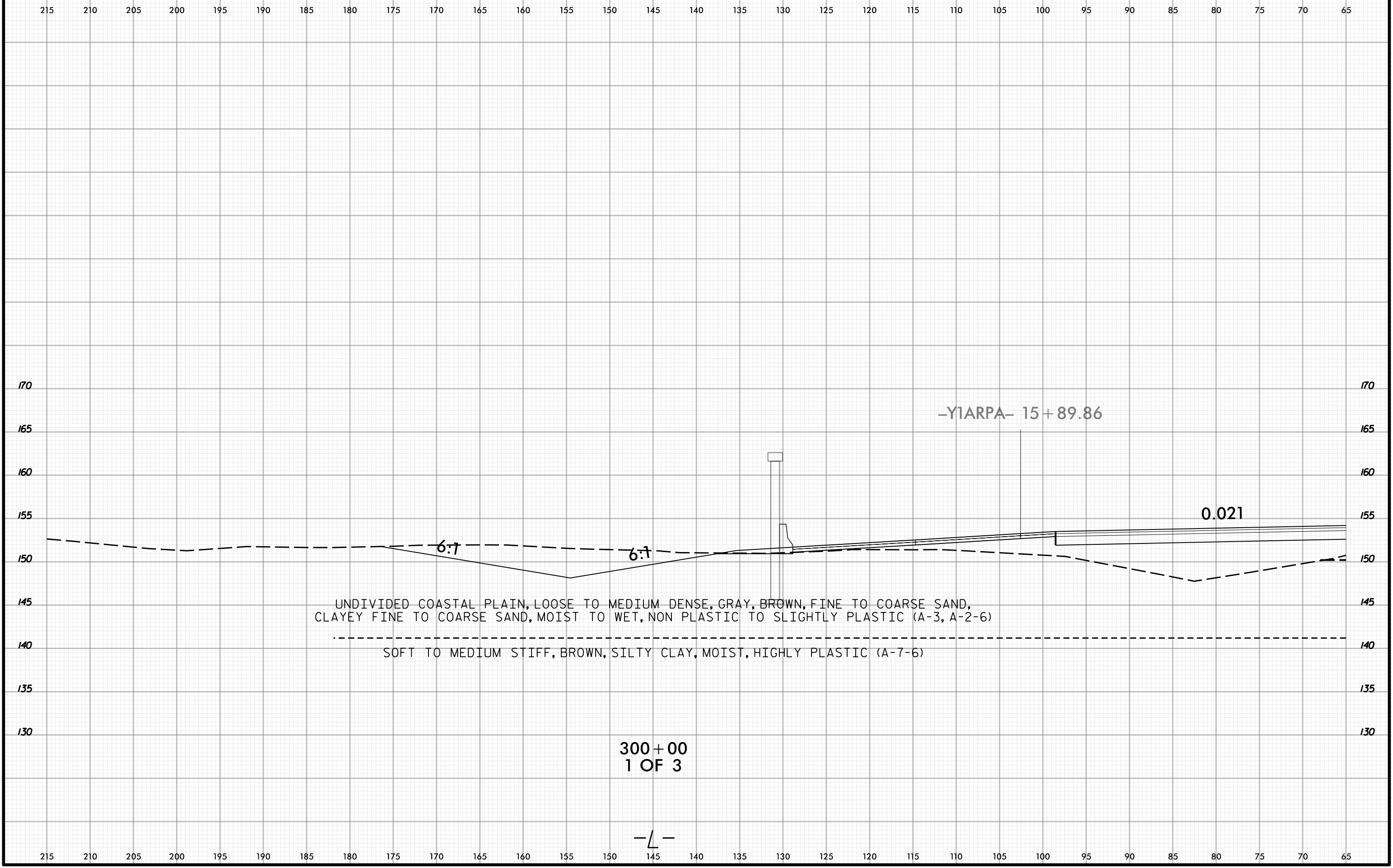
UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, GRAY, BROWN, FINE TO COARSE SAND, CLAYEY FINE TO COARSE SAND, MOIST TO WET, NON PLASTIC TO SLIGHTLY PLASTIC (A-3, A-2-6)

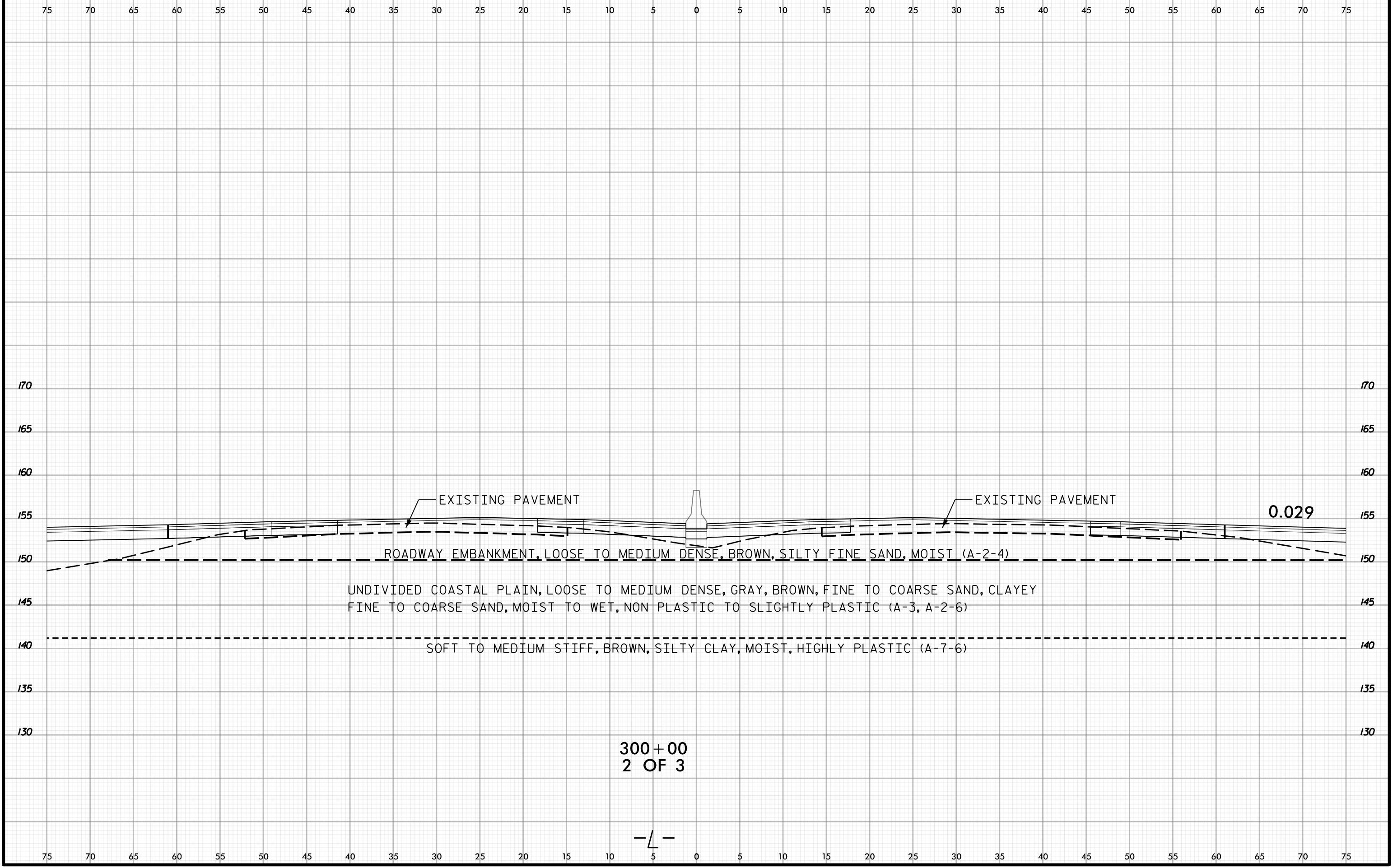
SOFT TO MEDIUM STIFF, BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

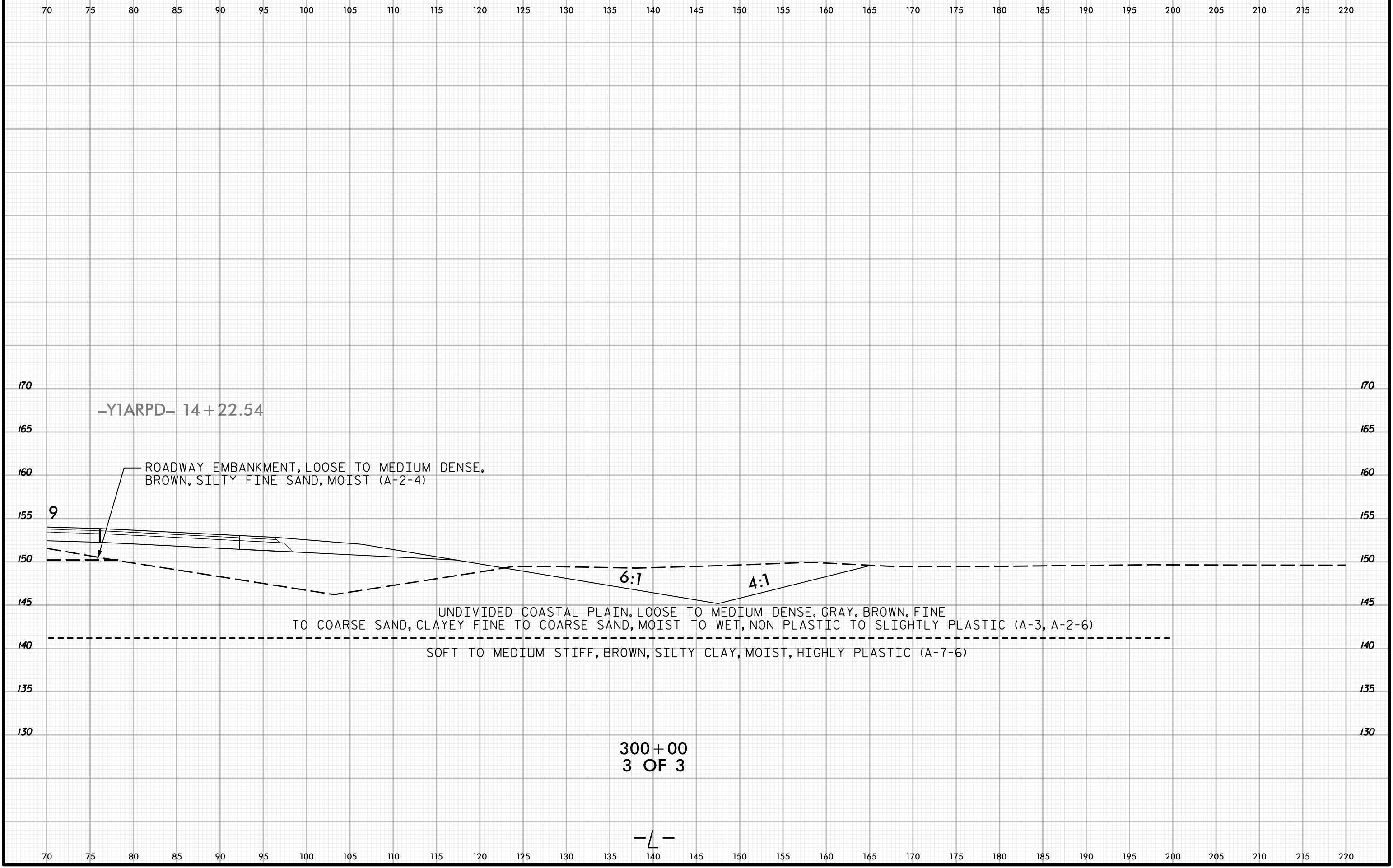
299+50
2 OF 3











-Y1ARPD- 14 + 22.54

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

9

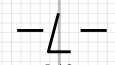
6:1

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)

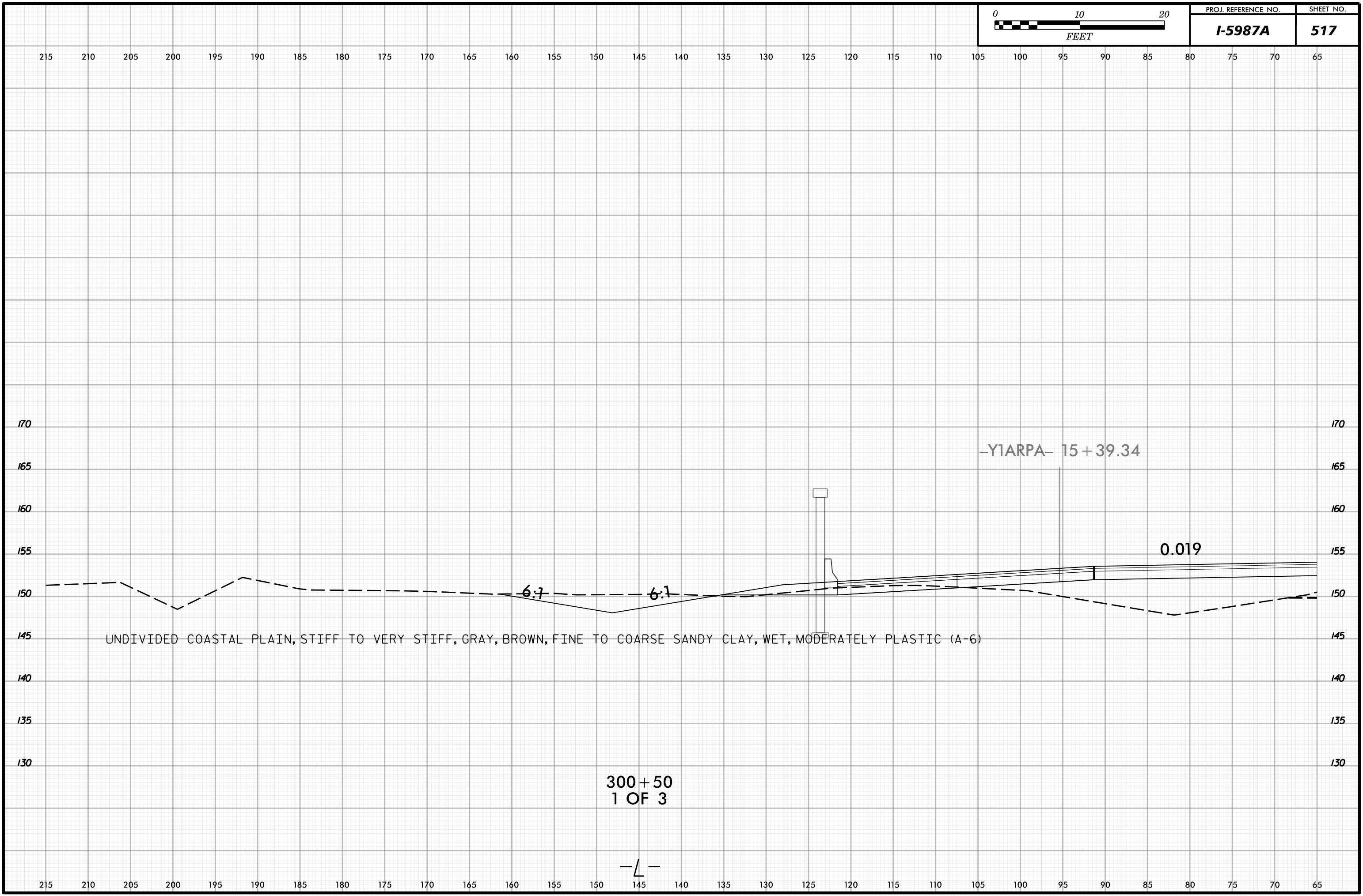
SOFT TO MEDIUM STIFF, BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7-6)

300+00
3 OF 3





PROJ. REFERENCE NO.	SHEET NO.
I-5987A	517



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

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-Y1ARPA- 15 + 39.34

0.019

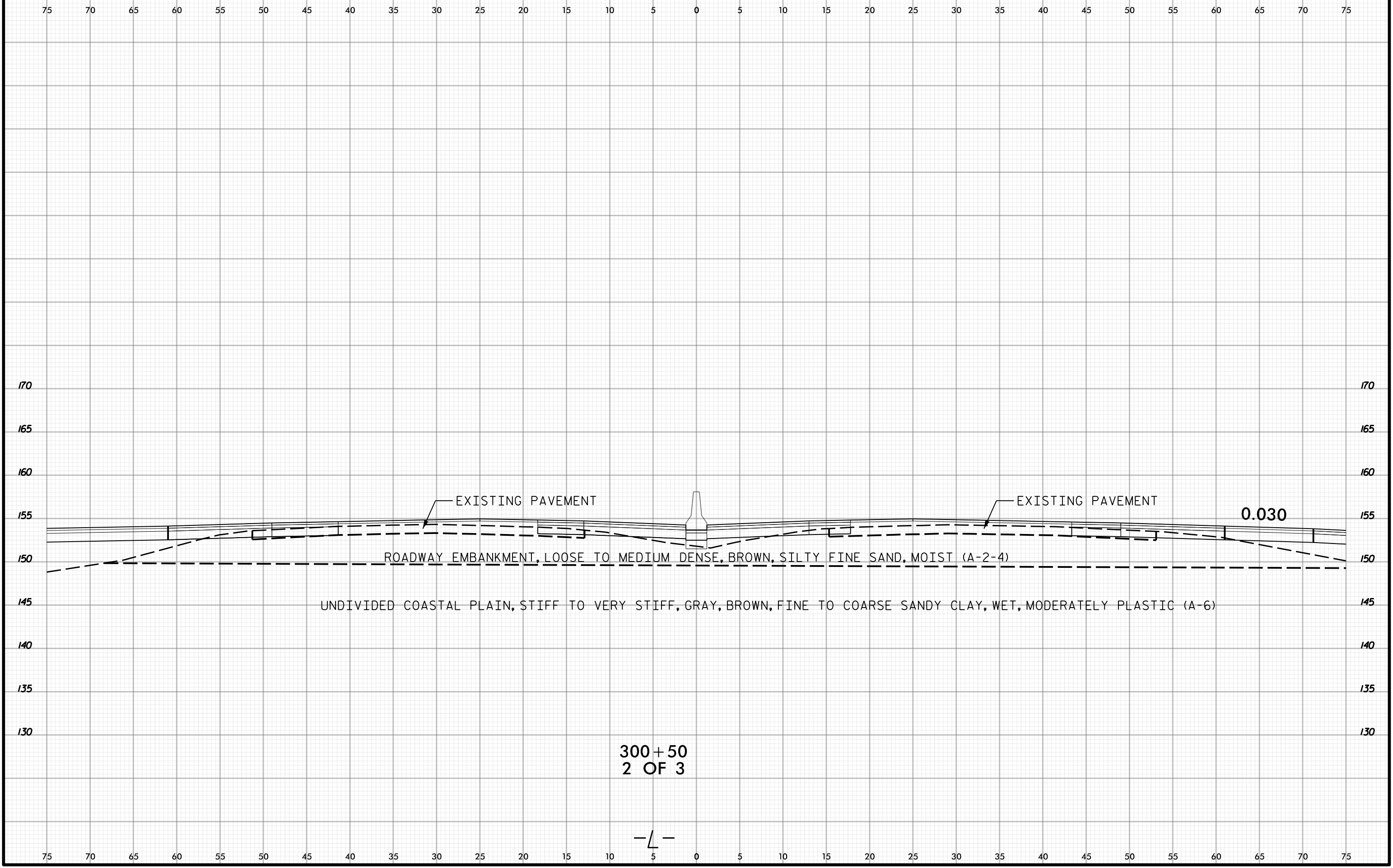
6:1

6:1

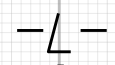
UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, BROWN, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

300 + 50
1 OF 3

-L-

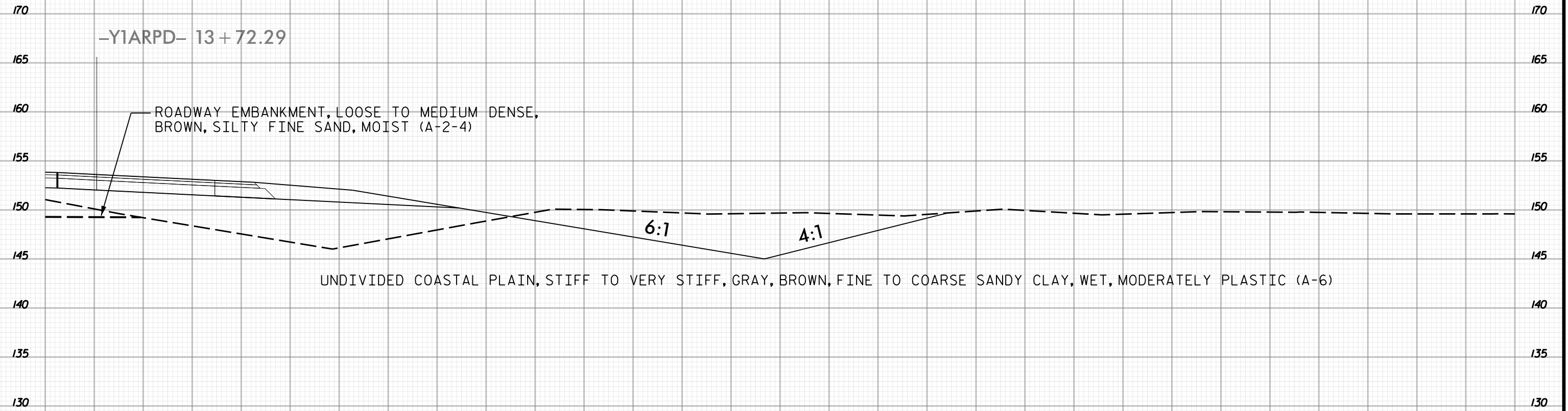


300 + 50
2 OF 3





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

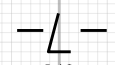
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE,
BROWN, SILTY FINE SAND, MOIST (A-2-4)

6:1

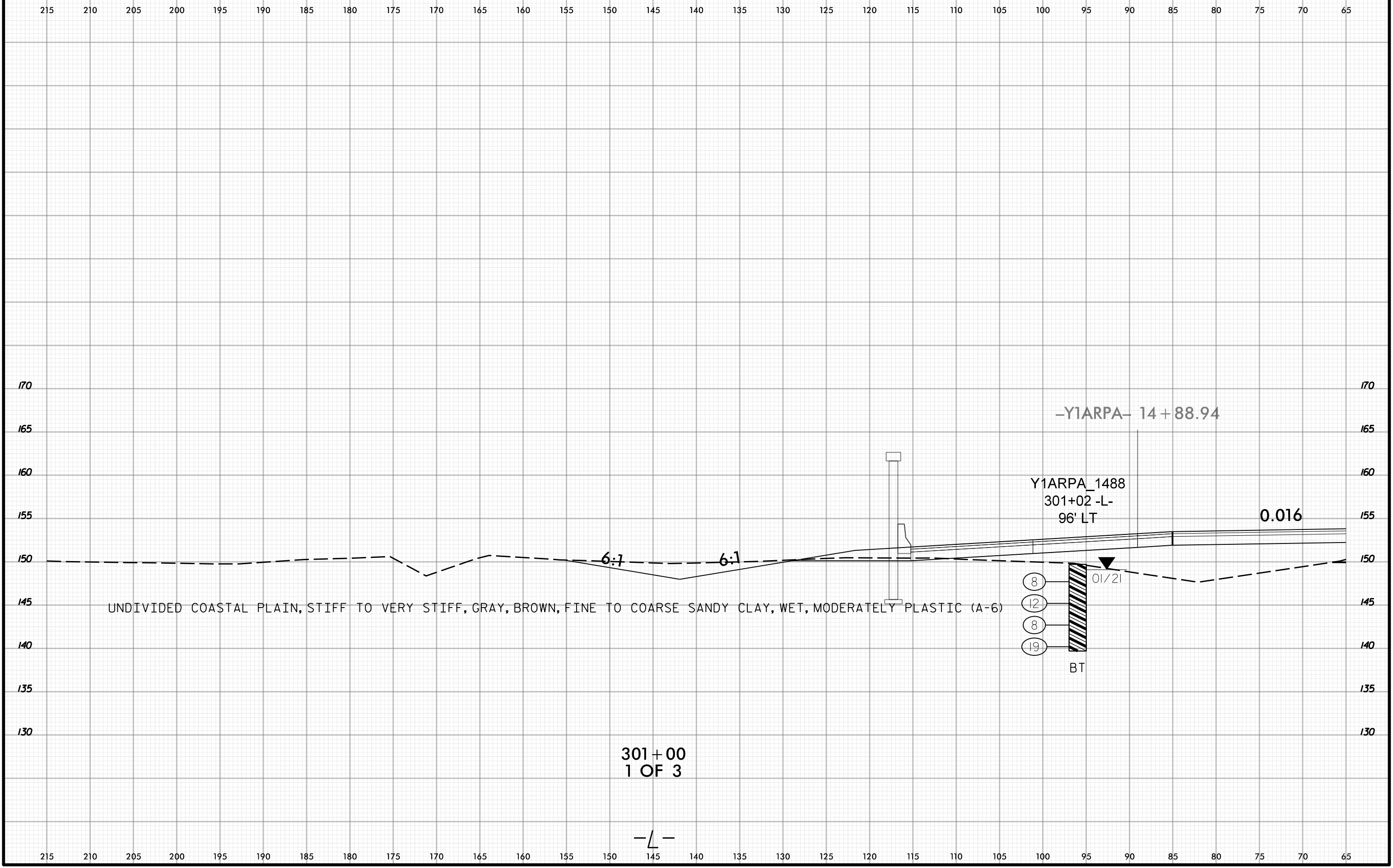
4:1

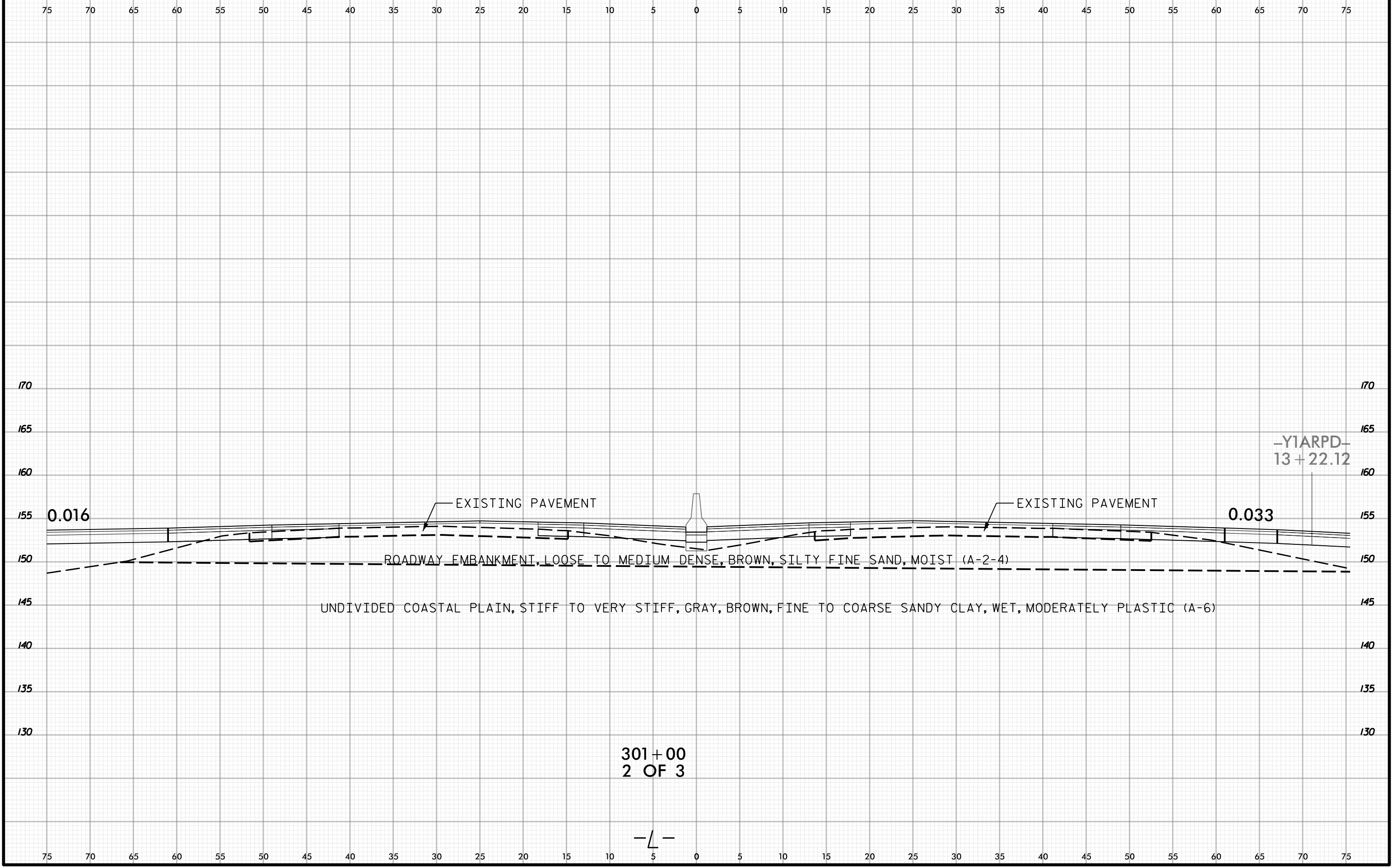
UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, BROWN, FINE TO COARSE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

300+50
3 OF 3



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

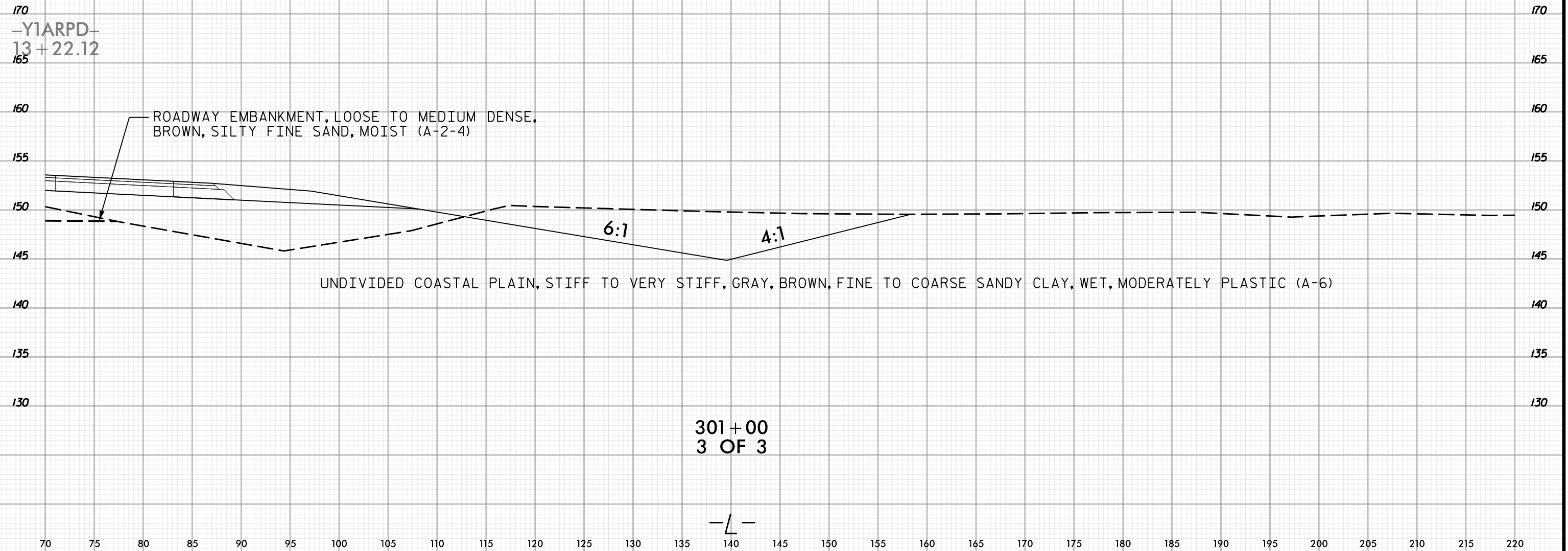


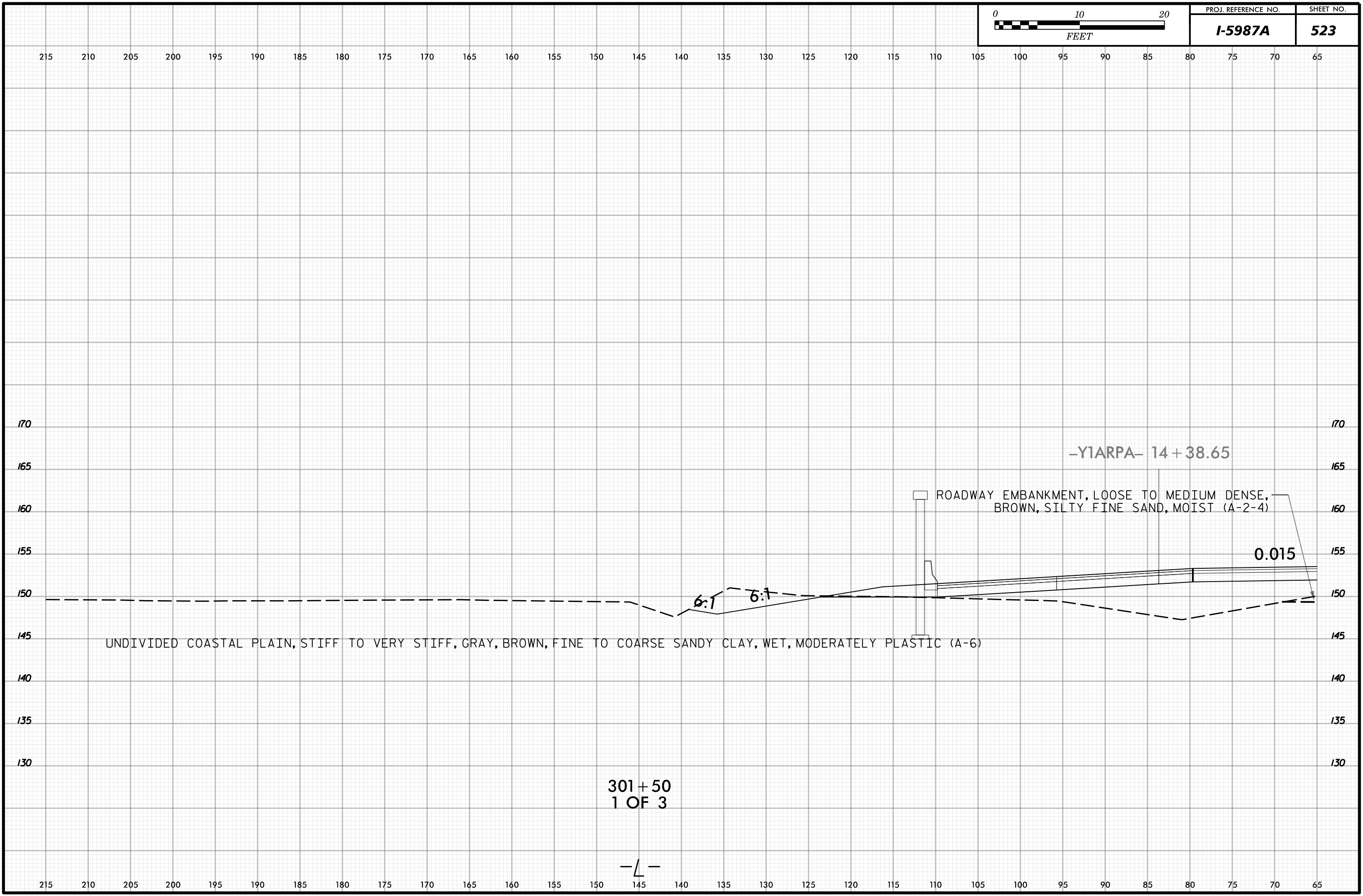




PROJ. REFERENCE NO.	SHEET NO.
I-5987A	522

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

170 165 160 155 150 145 140 135 130

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)

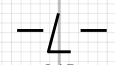
ROADWAY EMBANKMENT, LOOSE TO MEDIUM DENSE, BROWN, SILTY FINE SAND, MOIST (A-2-4)

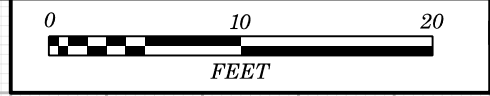
301+50
1 OF 3

-Y1ARPA- 14 + 38.65

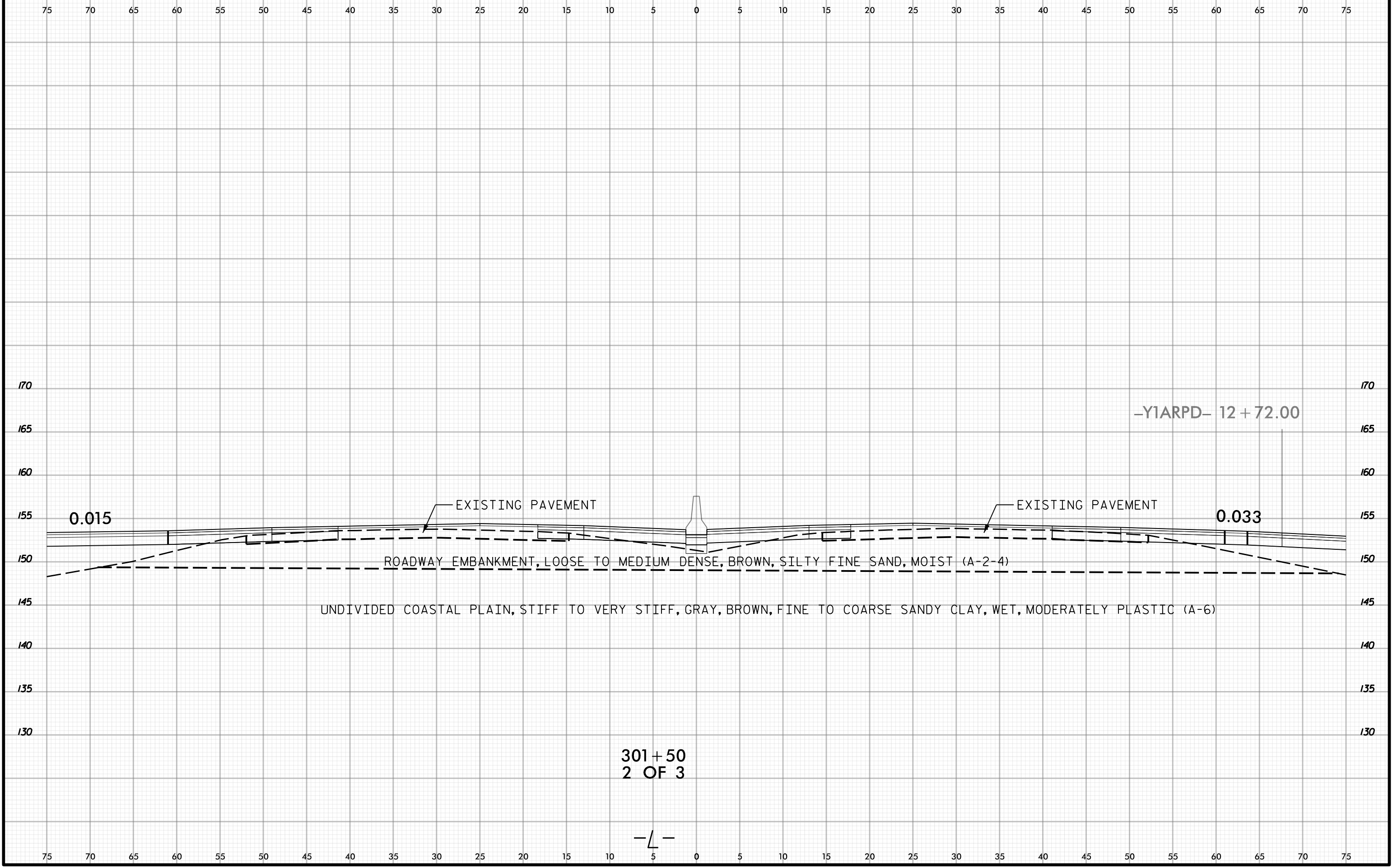
0.015

6:1 6:1





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



0.015

EXISTING PAVEMENT

EXISTING PAVEMENT

0.033

-Y1ARPD- 12 + 72.00

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)

301 + 50
2 OF 3

