

SEE SHEET 3 FOR PLAN SHEET LAYOUT  
AT TIME OF INVESTIGATION

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-6202	1	47

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 1919 TOTT-6850. THE SUBSURFACE PLANS AND REPORTS, FIELD BORING LOGS, ROCK CORES AND SOIL TEST DATA ARE NOT PART OF THE CONTRACT.

GENERAL SOIL AND ROCK STRATA DESCRIPTIONS AND INDICATED BOUNDARIES ARE BASED ON A GEOTECHNICAL INTERPRETATION OF ALL AVAILABLE SUBSURFACE DATA AND MAY NOT NECESSARILY REFLECT THE ACTUAL SUBSURFACE CONDITIONS BETWEEN BORINGS OR BETWEEN SAMPLED STRATA WITHIN THE BOREHOLE. THE LABORATORY SAMPLE DATA AND THE IN SITU (IN-PLACE) TEST DATA CAN BE RELIED ON ONLY TO THE DEGREE OF RELIABILITY INHERENT IN THE STANDARD TEST METHOD. THE OBSERVED WATER LEVELS OR SOIL MOISTURE CONDITIONS INDICATED IN THE SUBSURFACE INVESTIGATIONS ARE AS RECORDED AT THE TIME OF THE INVESTIGATION. THESE WATER LEVELS OR SOIL MOISTURE CONDITIONS MAY VARY CONSIDERABLY WITH TIME ACCORDING TO CLIMATIC CONDITIONS INCLUDING TEMPERATURES, PRECIPITATION AND WIND, AS WELL AS OTHER NON-CLIMATIC FACTORS.

THE BIDDER OR CONTRACTOR IS CAUTIONED THAT DETAILS SHOWN ON THE SUBSURFACE PLANS ARE PRELIMINARY ONLY AND IN MANY CASES THE FINAL DESIGN DETAILS ARE DIFFERENT. FOR BIDDING AND CONSTRUCTION PURPOSES, REFER TO THE CONSTRUCTION PLANS AND DOCUMENTS FOR FINAL DESIGN INFORMATION ON THIS PROJECT. THE DEPARTMENT DOES NOT WARRANT OR GUARANTEE THE SUFFICIENCY OR ACCURACY OF THE INVESTIGATION MADE, NOR THE INTERPRETATIONS MADE, OR OPINION OF THE DEPARTMENT AS TO THE TYPE OF MATERIALS AND CONDITIONS TO BE ENCOUNTERED. THE BIDDER OR CONTRACTOR IS CAUTIONED TO MAKE SUCH INDEPENDENT SUBSURFACE INVESTIGATIONS AS HE DEEMS NECESSARY TO SATISFY HIMSELF AS TO CONDITIONS TO BE ENCOUNTERED ON THE PROJECT. THE CONTRACTOR SHALL HAVE NO CLAIM FOR ADDITIONAL COMPENSATION OR FOR AN EXTENSION OF TIME FOR ANY REASON RESULTING FROM THE ACTUAL CONDITIONS ENCOUNTERED AT THE SITE DIFFERING FROM THOSE INDICATED IN THE SUBSURFACE INFORMATION.

NOTES:

- THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N. C. DEPARTMENT OF TRANSPORTATION AS ACCURATE NOR IS IT CONSIDERED PART OF THE PLANS, SPECIFICATIONS OR CONTRACT FOR THE PROJECT.
- BY HAVING REQUESTED THIS INFORMATION, THE CONTRACTOR SPECIFICALLY WAIVES ANY CLAIMS FOR INCREASED COMPENSATION OR EXTENSION OF TIME BASED ON DIFFERENCES BETWEEN THE CONDITIONS INDICATED HEREIN AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

PERSONNEL

L. G. PUGH, LG

O. DAYNES

T. PARK

C. FUTRAL

D. CHALMERS

A. FOWLER

INVESTIGATED BY J. LEE STONE, LG

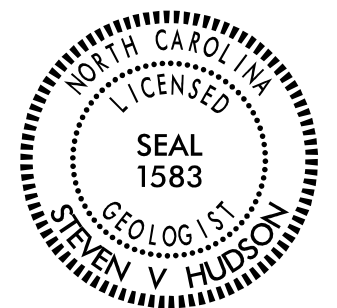
DRAWN BY S.V. HUDSON, LG

CHECKED BY J. LEE STONE, LG

SUBMITTED BY S. V. HUDSON, LG

DATE FEBRUARY 2022

**CATLIN**  
Engineers and Scientists



DocuSigned by:

Steve V. Hudson 03/08/2022

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SIGNATURE

DATE

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

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LINE	STATION	PLAN	PROFILE
-L-	14+50 to 150+41	4 to 22	26 to 31
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-Y2-	10+25 to 11+57	5	31
-Y3-	10+00 to 13+58	5 and 5A	32
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-Y4RPA-SLIP-	10+00 to 11+46	6 to 7	38
-Y4RPC-	10+00 to 12+37	6	32
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-Y4LPC-	10+00 to 12+34	6 and 23	33
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-Y7-	10+00 to 11+50	8	33
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CROSS SECTIONS

LINE	STATION	SHEETS
-L-	96+00 to 101+00	39 to 42

COUNTY NEW HANOVER

PROJECT DESCRIPTION SR 2048 (GORDON ROAD)

FROM US 17 (MARKET STREET) TO I-40.

WIDEN ROADWAY.

**ROADWAY  
SUBSURFACE INVESTIGATION**

**INVENTORY**

APPENDICES

APPENDIX	TITLE	SHEETS
A	CONE PENETRATION TEST BORING REPORTS	43 to 47

REFERENCE: U-6202

PROJECT: 48662

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

SOIL DESCRIPTION										GRADATION										ROCK DESCRIPTION										TERMS AND DEFINITIONS																																																																																																																																	
<p>SOIL IS CONSIDERED UNCONSOLIDATED, SEMI-CONSOLIDATED, OR WEATHERED EARTH MATERIALS THAT CAN BE PENETRATED WITH A CONTINUOUS FLIGHT POWER AUGER AND YIELD LESS THAN 100 BLOWS PER FOOT ACCORDING TO THE STANDARD PENETRATION TEST (AASHTO T 206, ASTM D1586). SOIL CLASSIFICATION IS BASED ON THE AASHTO SYSTEM. BASIC DESCRIPTIONS GENERALLY INCLUDE THE FOLLOWING: CONSISTENCY, COLOR, TEXTURE, MOISTURE, AASHTO CLASSIFICATION, AND OTHER PERTINENT FACTORS SUCH AS MINERALOGICAL COMPOSITION, ANGULARITY, STRUCTURE, PLASTICITY, ETC. FOR EXAMPLE, <i>VERY STIFF, GRAY, SILTY CLAY, MOIST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6</i></p>										<p><b>WELL GRADED</b> - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE. <b>UNIFORMLY GRADED</b> - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE. <b>GAP-GRADED</b> - INDICATES A MIXTURE OF UNIFORM PARTICLE SIZES OF TWO OR MORE SIZES.</p>										<p>HARD ROCK IS NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT REFUSAL IF TESTED, AN INFERRED ROCK LINE INDICATES THE LEVEL AT WHICH NON-COASTAL PLAIN MATERIAL WOULD YIELD SPT REFUSAL. SPT REFUSAL IS PENETRATION BY A SPLIT SPOON SAMPLER EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS IN NON-COASTAL PLAIN MATERIAL. THE TRANSITION BETWEEN SOIL AND ROCK IS OFTEN REPRESENTED BY A ZONE OF WEATHERED ROCK. ROCK MATERIALS ARE TYPICALLY DIVIDED AS FOLLOWS:</p>										<p><b>ALLUVIUM (ALLUV.)</b> - SOILS THAT HAVE BEEN TRANSPORTED BY WATER. <b>AQUIFER</b> - A WATER BEARING FORMATION OR STRATA. <b>ARENACEOUS</b> - APPLIED TO ROCKS THAT HAVE BEEN DERIVED FROM SAND OR THAT CONTAIN SAND. <b>ARGILLACEOUS</b> - APPLIED TO ALL ROCKS OR SUBSTANCES COMPOSED OF CLAY MINERALS, OR HAVING A NOTABLE PROPORTION OF CLAY IN THEIR COMPOSITION, SUCH AS SHALE, SLATE, ETC. <b>ARTESIAN</b> - GROUND WATER THAT IS UNDER SUFFICIENT PRESSURE TO RISE ABOVE THE LEVEL AT WHICH IT IS ENCOUNTERED, BUT WHICH DOES NOT NECESSARILY RISE TO OR ABOVE THE GROUND SURFACE. <b>CALCAREOUS (CALC.)</b> - SOILS THAT CONTAIN APPRECIABLE AMOUNTS OF CALCIUM CARBONATE. <b>COLLUVIUM</b> - ROCK FRAGMENTS MIXED WITH SOIL DEPOSITED BY GRAVITY ON SLOPE OR AT BOTTOM OF SLOPE. <b>CORE RECOVERY (REC.)</b> - TOTAL LENGTH OF ALL MATERIAL RECOVERED IN THE CORE BARREL DIVIDED BY TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE. <b>DIKE</b> - A TABULAR BODY OF IGNEOUS ROCK THAT CUTS ACROSS THE STRUCTURE OF ADJACENT ROCKS OR CUTS MASSIVE ROCK. <b>DIP</b> - THE ANGLE AT WHICH A STRATUM OR ANY PLANAR FEATURE IS INCLINED FROM THE HORIZONTAL. <b>DIP DIRECTION (DIP AZIMUTH)</b> - THE DIRECTION OR BEARING OF THE HORIZONTAL TRACE OF THE LINE OF DIP, MEASURED CLOCKWISE FROM NORTH. <b>FAULT</b> - A FRACTURE OR FRACTURE ZONE ALONG WHICH THERE HAS BEEN DISPLACEMENT OF THE SIDES RELATIVE TO ONE ANOTHER PARALLEL TO THE FRACTURE. <b>FISSILE</b> - A PROPERTY OF SPLITTING ALONG CLOSELY SPACED PARALLEL PLANES. <b>FLOAT</b> - ROCK FRAGMENTS ON SURFACE NEAR THEIR ORIGINAL POSITION AND DISLOGGED FROM PARENT MATERIAL. <b>FLOOD PLAIN (FP)</b> - LAND BORDERING A STREAM, BUILT OF SEDIMENTS DEPOSITED BY THE STREAM. <b>FORMATION (FM)</b> - A MAPPABLE GEOLOGIC UNIT THAT CAN BE RECOGNIZED AND TRACED IN THE FIELD. <b>JOINT</b> - FRACTURE IN ROCK ALONG WHICH NO APPRECIABLE MOVEMENT HAS OCCURRED. <b>LEDGE</b> - A SHELF-LIKE RIDGE OR PROJECTION OF ROCK WHOSE THICKNESS IS SMALL COMPARED TO ITS LATERAL EXTENT. <b>LENS</b> - A BODY OF SOIL OR ROCK THAT THINS OUT IN ONE OR MORE DIRECTIONS. <b>MOTTLED (MOT.)</b> - IRREGULARLY MARKED WITH SPOTS OF DIFFERENT COLORS. MOTTLING IN SOILS USUALLY INDICATES POOR AERATION AND LACK OF GOOD DRAINAGE. <b>PERCHED WATER</b> - WATER MAINTAINED ABOVE THE NORMAL GROUND WATER LEVEL BY THE PRESENCE OF AN INTERVENING IMPERVIOUS STRATUM. <b>RESIDUAL (RES.) SOIL</b> - SOIL FORMED IN PLACE BY THE WEATHERING OF ROCK. <b>ROCK QUALITY DESIGNATION (RQD)</b> - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE. <b>SAPROLITE (SAP.)</b> - RESIDUAL SOIL THAT RETAINS THE RELIC STRUCTURE OR FABRIC OF THE PARENT ROCK. <b>SILL</b> - AN INTRUSIVE BODY OF IGNEOUS ROCK OF APPROXIMATELY UNIFORM THICKNESS AND RELATIVELY THIN COMPARED WITH ITS LATERAL EXTENT, THAT HAS BEEN EMPLACED PARALLEL TO THE BEDDING OR SCHISTOSITY OF THE INTRUDED ROCKS. <b>SLICKENSIDE</b> - POLISHED AND STRIATED SURFACE THAT RESULTS FROM FRICTION ALONG A FAULT OR SLIP PLANE. <b>STANDARD PENETRATION TEST (PENETRATION RESISTANCE) (SPT)</b> - NUMBER OF BLOWS (N OR BPF) OF A 140 LB. HAMMER FALLING 30 INCHES REQUIRED TO PRODUCE A PENETRATION OF 1 FOOT INTO SOIL WITH A 2 INCH OUTSIDE DIAMETER SPLIT SPOON SAMPLER. SPT REFUSAL IS PENETRATION EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS. <b>STRATA CORE RECOVERY (SREC.)</b> - TOTAL LENGTH OF STRATA MATERIAL RECOVERED DIVIDED BY TOTAL LENGTH OF STRATUM AND EXPRESSED AS A PERCENTAGE. <b>STRATA ROCK QUALITY DESIGNATION (SROD)</b> - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS WITHIN A STRATUM EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF STRATA AND EXPRESSED AS A PERCENTAGE. <b>TOPSOIL (TS.)</b> - SURFACE SOILS USUALLY CONTAINING ORGANIC MATTER.</p>																																																																																																																																	
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<p>MODERATELY IN DURATED GRAINS CAN BE SEPARATED FROM SAMPLE WITH STEEL PROBE; BREAKS EASILY WHEN HIT WITH HAMMER.</p>										<p>MODERATELY IN DURATED GRAINS CAN BE SEPARATED FROM SAMPLE WITH STEEL PROBE; BREAKS EASILY WHEN HIT WITH HAMMER.</p>										<p>INDURATION GRAINS ARE DIFFICULT TO SEPARATE WITH STEEL PROBE; DIFFICULT TO BREAK WITH HAMMER.</p>										<p>INDURATION GRAINS ARE DIFFICULT TO SEPARATE WITH STEEL PROBE; DIFFICULT TO BREAK WITH HAMMER.</p>																																																																																																																																	
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See Sheet 1A For Index of Sheets  
See Sheet 1B For Conventional Symbols

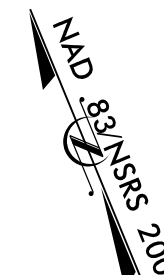
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**NEW HANOVER COUNTY**

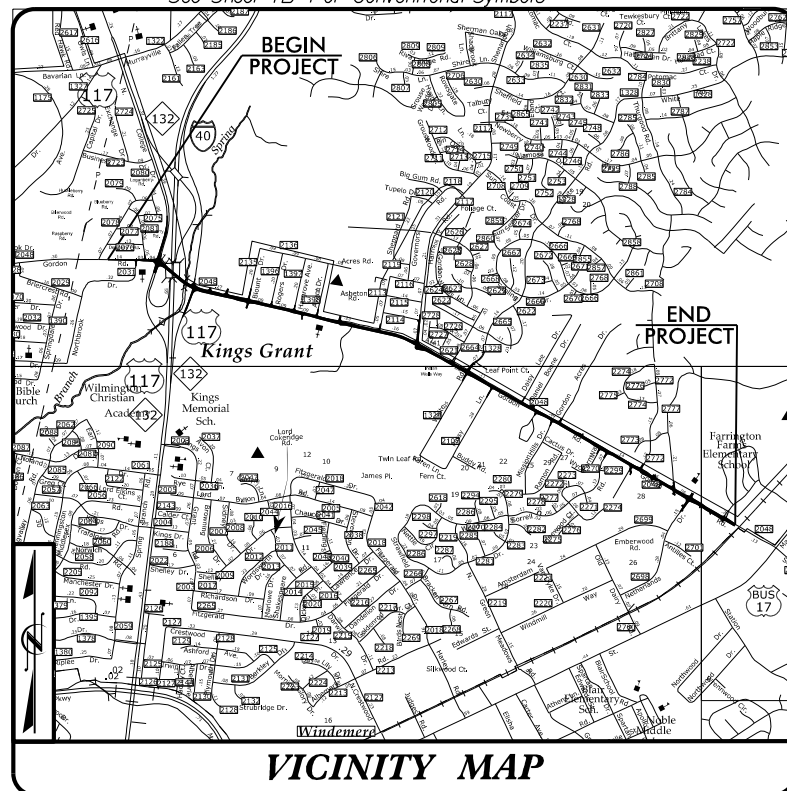
LOCATION: SR 2048 (GORDON ROAD) FROM  
US 17 BUS (MARKET STREET)  
TO INTERSTATE-40

TYPE OF WORK: GRADING, DRAINAGE, PAVING, CULVERT, AND SIGNALS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-6202	3	47
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
48662.1.1		PE	

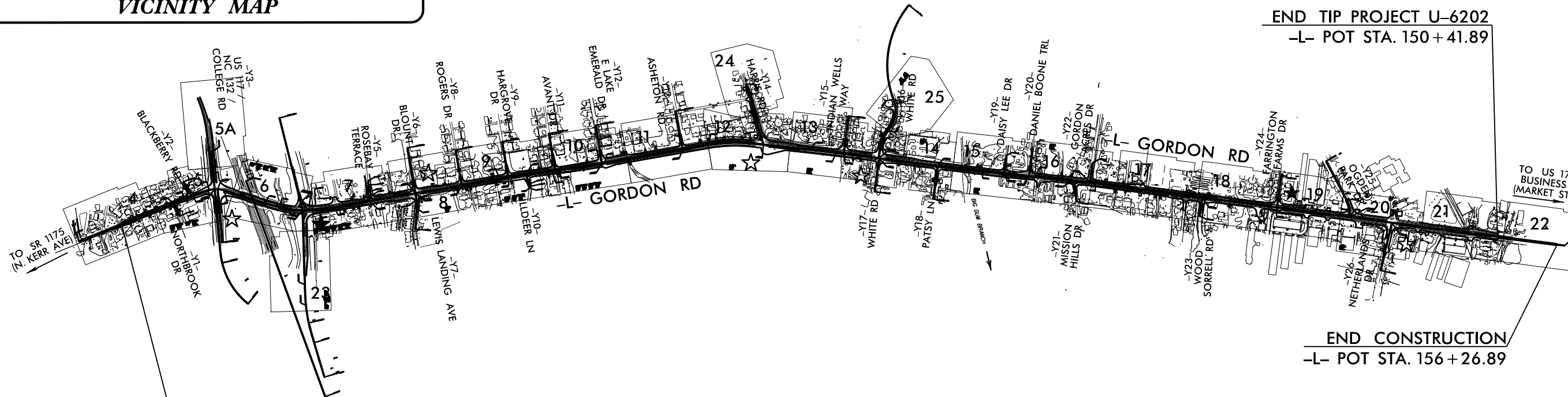


**TIP PROJECT: U-6202**



VICINITY MAP

DESIGN RECOMMENDATION PLAN SET



BEGIN TIP PROJECT U-6202  
-L- POT STA. 14 + 50.00

END TIP PROJECT U-6202  
-L- POT STA. 150 + 41.89

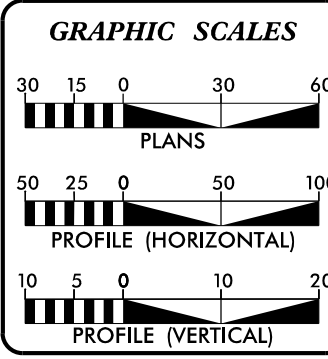
END CONSTRUCTION  
-L- POT STA. 156 + 26.89

- NOTES:
- CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III MODIFIED.
  - THIS PROJECT IS PARTIALLY WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF WILMINGTON.

	EXISTING SIGNAL
	PROPOSED SIGNAL

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

**CONTRACT:**



**DESIGN DATA**

ADT 2019 =	25,700
ADT 2045 =	35,300
K =	8 %
D =	55 %
T =	4 % *
V =	50 MPH
* TTST =	1% DUAL 3%
FUNC CLASS =	URBAN ARTERIAL
SUBREGIONAL TIER	

**PROJECT LENGTH**

LENGTH OF ROADWAY T.I.P. PROJECT U-6202 =	2.574 MILES
TOTAL LENGTH OF T.I.P. PROJECT U-6202 =	2.574 MILES
LENGTH BASED ON -L- CENTERLINE	

PREPARED IN THE OFFICE OF:

**HNTB**  
HNTB NORTH CAROLINA, P.C.  
343 E. Six Forks Road, Suite 200  
Raleigh, North Carolina 27609  
NC License No: C-1554

FOR NCDOT DIVISION 3

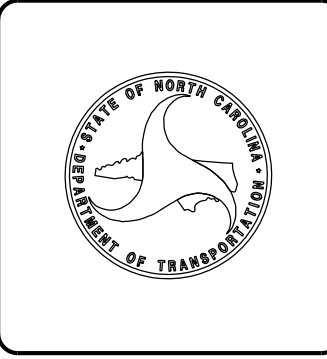
2018 STANDARD SPECIFICATIONS	DOUG M. WHEATLEY, PE PROJECT ENGINEER
RIGHT OF WAY DATE: JUNE 17, 2022	TATYANA GIBBS, EI PROJECT DESIGN ENGINEER
LETTING DATE: JUNE 18, 2024	BRIAN HARDING, PE NCDOT CONTACT

**HYDRAULICS ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.

**ROADWAY DESIGN ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.



February 18, 2022

WBS Number: 48662.1.1  
 TIP Number: U-6202  
 Project ID: 38794  
 County: New Hanover  
 Description: SR 2048 (Gordon Road) from US 17 (Market Street) to I-40. Widen Roadway.  
 CATLIN Number: 221297  
 SUBJECT: Geotechnical Inventory Report

**Project Description**

This project is located along existing SR 2048 (Gordon Road) and extends from the interchange with Interstate 40 (I-40) to near the intersection with US Highway 17 (Market Street) and will consist of existing alignment widening along Gordon Road and associated interchanges in addition to infrastructure upgrades of existing drainage structures (culverts and piping). Total proposed length of construction is approximately 3.7 miles (19,697± linear feet). This geotechnical investigation was confined to within and near the areas of proposed construction.

Fieldwork was conducted in between November 2021 and January 2022. Borings advanced during November and December 2018 were installed by, and under the direction of, Richard Catlin and Associates Inc., doing business as Catlin Engineers and Scientists (CATLIN) personnel during this investigation. Four (4) Standard penetration test (SPT) borings were advanced to approximately 24 feet below land surface (BLS) near the locations of the proposed structure upgrades. Hand auger borings along the proposed roadway alignments were completed at 109 locations along the project corridor during the field investigation. Cone Penetration Testing (CPT) was conducted at ten (10) locations at 50-foot intervals along Alignment -L- between stations 96+00 and 101+00 to depths ranging from 20.9 to 22.0 feet BLS. Representative soil samples were collected from the SPT and hand auger borings for visual classification in the field and for laboratory analysis.

The following alignments were investigated. Subsurface profiles and select cross sections are included in this report.

<u>LINE</u>	<u>STATION</u>	<u>LENGTH FEET</u>
-L-	14+50 to 150+41	13,591
-Y1-	10+00 to 11+25	125
-Y2-	10+25 to 11+57	132
-Y3-	10+00 to 13+58	358
-Y4RPA-	17+50 to 19+27	177
-Y4RPA_SLIP-	10+00 to 11+46	146
-Y4RPC-	10+00 to 12+37	237
-Y4RPD	10+00 to 16+40	640
-Y4LPC-	10+00 to 12+34	234

<u>LINE</u>	<u>STATION</u>	<u>LENGTH FEET</u>
-Y6-	13+25 to 14+49	124
-Y7-	10+00 to 11+50	150
-Y8-	12+50 to 13+50	100
-Y9-	12+25 to 13+50	125
-Y10-	10+00 to 11+25	125
-Y11-	12+00 to 13+66	166
-Y12-	12+50 to 13+80	130
-Y13-	12+25 to 13+80	155
-Y14-	10+19 to 16+13	594
-Y15-	12+25 to 13+69	144
-Y16-	20+67 to 25+85	518
-Y17-	10+00 to 11+00	100
-Y18-	10+00 to 12+00	200
-Y19-	10+25 to 11+79	154
-Y20-	10+75 to 12+25	103
-Y21-	10+00 to 11+25	125
-Y22-	10+75 to 11+94	119
-Y23-	10+00 to 11+50	150
-Y24-	12+00 to 12+25	125
-Y25-	14+25 to 16+00	175
-Y26-	10+00 to 13+25	325

**Areas of Special Geotechnical Interest**

- 1) The following sections exhibit seasonal high groundwater.

<u>LINE</u>	<u>STATION</u>
-L-	14+50 to 24+00
-L-	35+00 to 37+00
-L-	39+00 to 49+50
-L-	78+00 to 82+00
-L-	108+50 to 112+00
-L-	116+00 to 122+00
-L-	126+00 to 128+00
-L-	130+50 to 132+00
-L-	138+50 to 140+00
-Y1-	10+00 to 11+25
-Y2-	10+25 to 11+57
-Y3-	10+00 to 13+58
-Y4RPA-	17+50 to 19+27
-Y4RPA_SLIP-	10+00 to 11+46
-Y4RPC-	10+00 to 12+37
-Y5-	10+50 to 10+58
-Y6-	13+25 to 14+49

<u>LINE</u>	<u>STATION</u>
-Y9-	12+25 to 13+50
-Y13-	12+25 to 13+80
-Y14-	10+19 to 12+00
-Y24-	12+00 to 12+25
-Y25-	14+25 to 16+00
-Y26-	10+00 to 13+25

- 2) The following sections contain cohesive soils that may have the potential to cause embankment/subgrade and or slope stability problems during construction:

<u>LINE</u>	<u>STATION</u>
-L-	16+50 to 17+50
-L-	31+20 to 32+00
-L-	97+00 to 99+50
-L-	104+50 to 105+50
-L-	106+30 to 107+65
-Y4RPA-	17+50 to 19+27
-Y4RPA_SLIP-	10+00 to 11+46
-Y4RPD-	11+00 to 13+24
-Y22-	10+75 to 11+45

- 3) The following sections contain organic soils that have the potential to cause embankment/subgrade and or slope stability problems during construction:

<u>LINE</u>	<u>STATION</u>
-L-	47+75 to 49+25
-L-	88+60 to 89+45
-L-	96+11 to 99+85
-L-	106+30 to 107+65
-L-	130+30 to 131+80
-L-	141+53 to 144+34
-L-	147+83 to 150+41

### Physiography and Geology

This project corridor is located within the Coastal Plain physiographic province. Topography along the project is nearly flat to gently sloping. Ground elevations range from 13± to 45± feet above sea level.

Surficial soils in this area are generally classified as undivided coastal plain sediments.

### Ground Water

Ground water data was collected between November 2021 and January 2022. Twenty-four-hour groundwater levels measured from open boreholes ranged from approximately two (2) feet 14 feet BLS. Potentiometric surfaces were estimated from the CPT probes at depths ranging from approximately eight (8) to 14 feet BLS.

Water wells were identified within and along the proposed project limits at the following locations:

<u>LINE</u>	<u>STATION</u>	<u>OFFSET</u>
-L-	36+49	71' RT
-L-	36+76	71' RT
-L-	37+00	101' LT
-L-	38+38	52' RT
-L-	42+75	45' LT
-L-	46+91	47' LT
-L-	48+70	42' RT
-L-	49+87	86' LT
-L-	52+35	55' RT
-L-	59+32	39' RT
-L-	60+49	92' LT
-L-	104+85	48' LT
-L-	116+29	44' RT
-L-	123+17	115' RT
-Y6-	12+90	42' LT
-Y12-	12+90	50' RT
-Y17-	11+42	56' RT
-Y20-	12+29	38' LT

### Soils

Soils encountered along the project site include roadway embankment, artificial fill, alluvial, and undivided coastal plain sediments.

Roadway Embankment soils were identified beneath and adjacent to existing roadways and consist of approximately one (1) to eight (8) feet of loose to medium dense sand, sand with gravel, and silty sand (A-3 and A-2-4).

Artificial Fill was encountered adjacent to the alignments in low lying areas and consisted of approximately one (1) to six (6) feet of sand, sand with gravel, and silty sand (A-3, A-2-4).

Alluvial sediments consisting of muck and very loose to loose sands (A-2-4, A-3) with little to moderate organics were encountered beneath the roadway embankment at thickness of up to approximately six (6) feet from -L- Station 96+11 to 99+85.

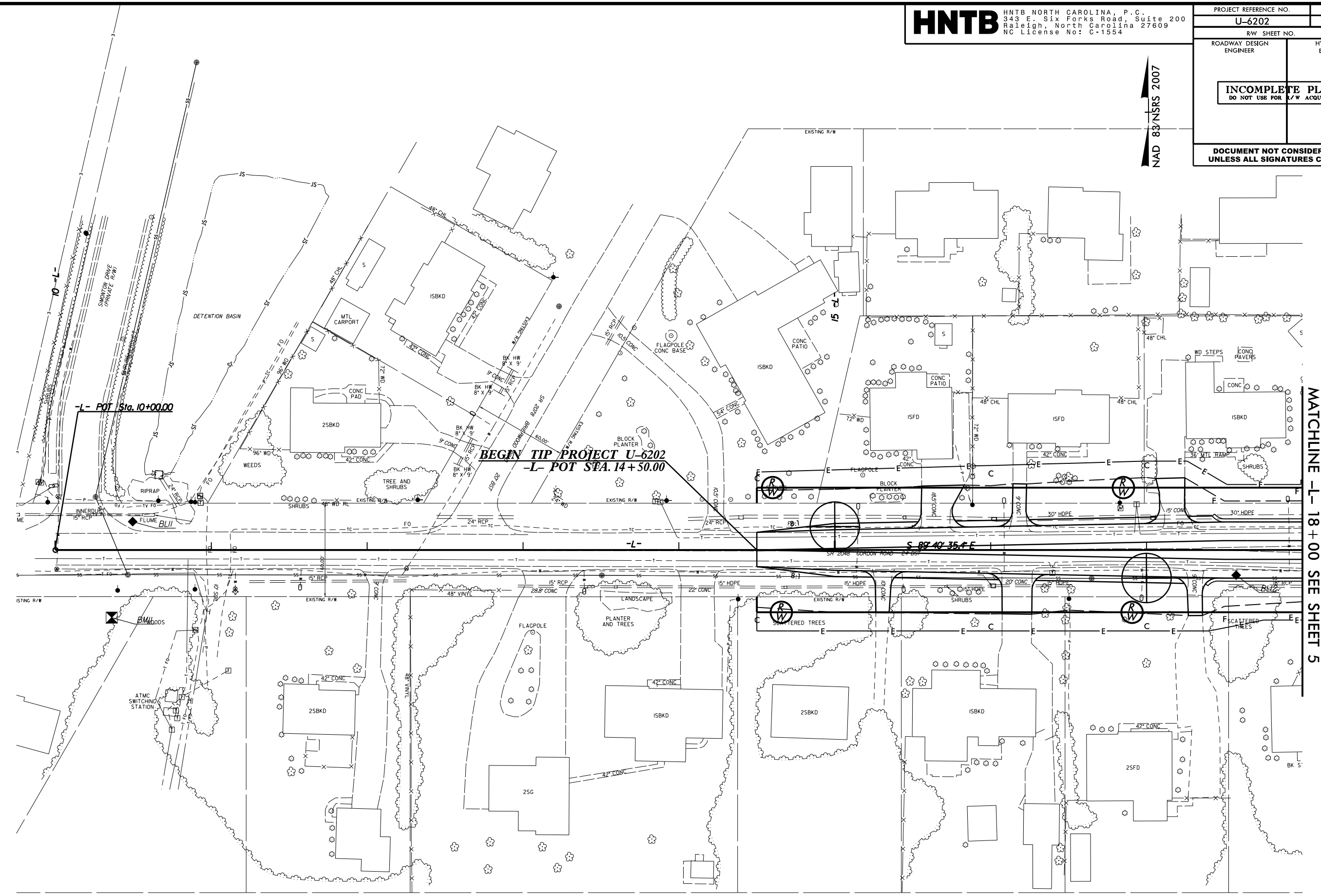
Undivided coastal plain sediments were identified along the project at thicknesses ranging from at least six (6) feet to greater than 30 feet. Undivided coastal plain sediments are primarily composed of loose to medium dense sand and silty sand (A-3, A-2-4). Limited zones of soft to medium stiff, low to moderately plastic clays and silts (A-6, A-4) are interbedded within the upper six (6) feet of the underlying sediments along the alignments as listed in Section 2 of the Areas of Special Geotechnical Interest in this report. Liquid limits of these fine-grained materials range from 21 to 37 with percentage passing 200 values ranging from 37 to 75.

8/17/99

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Raleigh, North Carolina 27609  
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-6202	4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

NAD 83/NSRS 2007



MATCHLINE -L- 18 + 00 SEE SHEET 5

NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 26

17-FEB-2022 10:37 AM P:\2021\221257\NC DOT\_U-6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RDW\Y\CADD\_GEO TECH\Site&Sub\U6202\_FDY\_PSH4.dgn

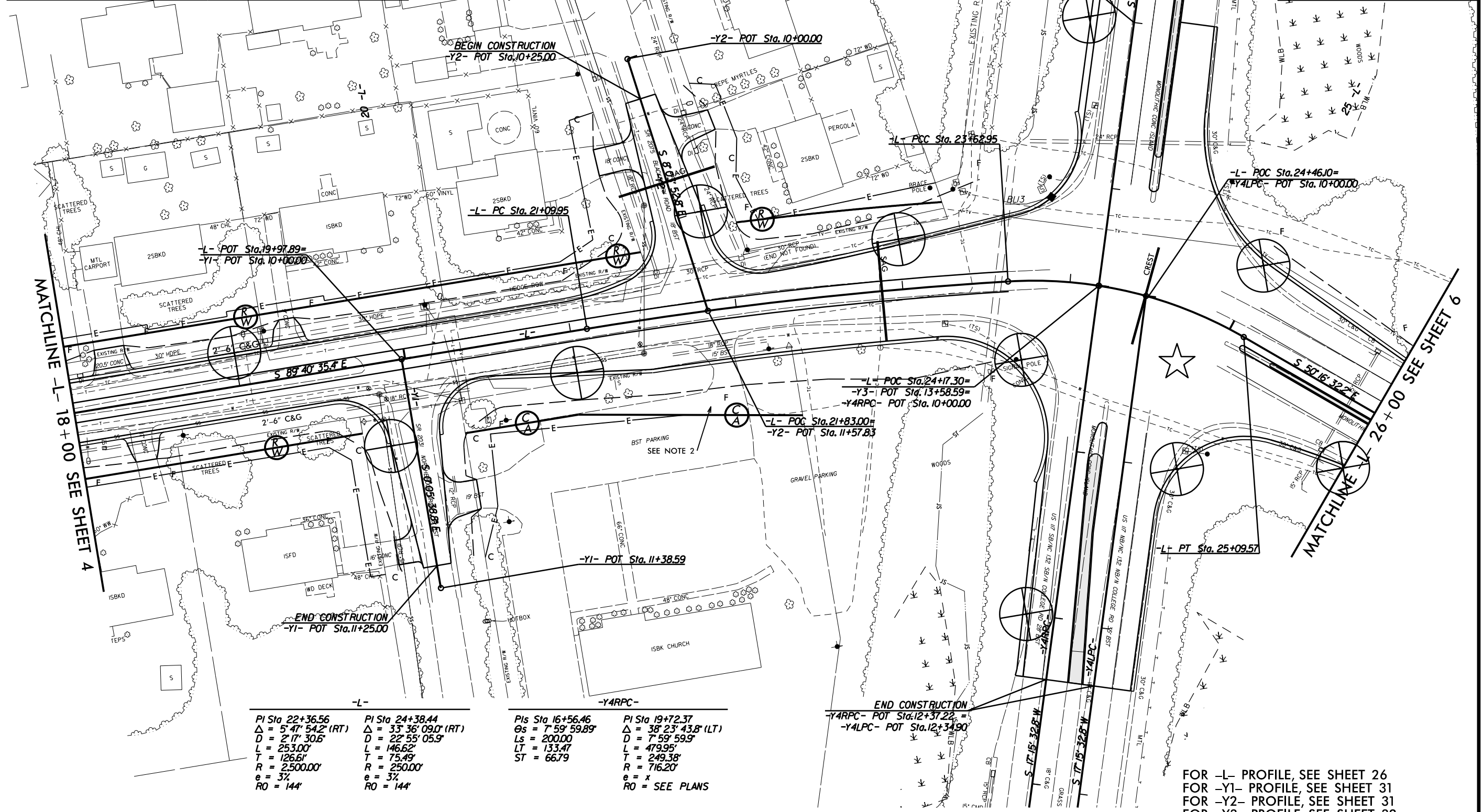
8/17/99

INTERSECTION OF GORDON RD (-L-) AND N. COLLEGE RD (US 117, NC 132) (-Y3-)		INTERSECTION OF GORDON RD (-L-), I-40, AND US 117/NC 132	
2019 ADT 2045 ADT	26500 31500	2019 ADT 2045 ADT	37300 71800

NOTE: -Y3- DESIGN TO BE COMPLETED UPON COMPLETION OF UPDATED FINAL SURVEYS. DESIGN CURRENTLY SHOWN IS CONCEPT LEVEL - PLAN-VIEW ONLY.

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PROJECT REFERENCE NO.	SHEET NO.
U-6202	5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



<b>-L-</b> PI Sta 22+36.56 $\Delta = 5' 47'' 54.2''$ (RT) D = 2' 17'' 30.6" L = 253.00' T = 126.61' R = 2,500.00' e = 3% RO = 144'	<b>PI Sta 24+38.44</b> $\Delta = 33' 36'' 09.0''$ (RT) D = 22' 55'' 05.9" L = 146.62' T = 75.49' R = 2,500.00' e = 3% RO = 144'	<b>-Y4RPC-</b> PI Sta 16+56.46 $\Delta s = 7' 59'' 59.89''$ Ls = 200.00' LT = 133.47' ST = 66.79'	<b>PI Sta 19+72.37</b> $\Delta = 38' 23'' 43.8''$ (LT) D = 7' 59'' 59.9" L = 479.95' T = 249.38' R = 716.20' e = x RO = SEE PLANS
--	--	--	--

NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.  
2. ROW NEEDED FOR INTERSECTION SIGHT DISTANCE.



NOTE: -Y4RPC- & -Y4LPC- DESIGN TO BE COMPLETED UPON COMPLETION OF UPDATED FINAL SURVEYS. DESIGN CURRENTLY SHOWN IS CONCEPT LEVEL - PLAN-VIEW ONLY.

FOR -L- PROFILE, SEE SHEET 26  
FOR -Y1- PROFILE, SEE SHEET 31  
FOR -Y2- PROFILE, SEE SHEET 31  
FOR -Y3- PROFILE, SEE SHEET 32  
FOR -Y4RPC- PROFILE, SEE SHEET 32  
FOR -Y4LPC- PROFILE, SEE SHEET 32

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 8/17/99



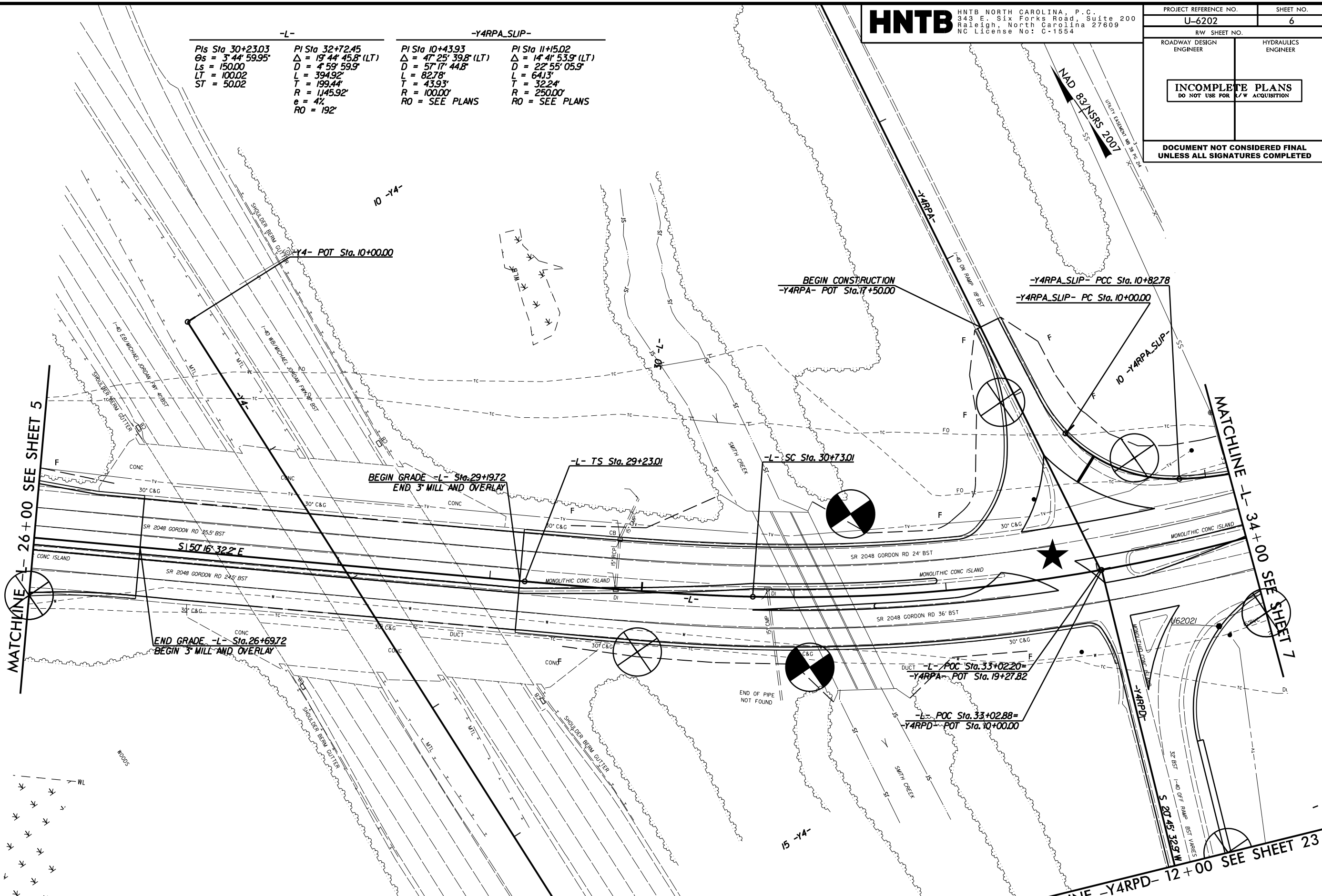


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Raleigh, North Carolina 27609  
NC License No: C-1554

PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>6</b>
RW SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

-L-		-Y4RPA_SLIP-	
PI Sta 30+23.03	PI Sta 32+72.45	PI Sta 10+43.93	PI Sta 11+50.02
Δs = 3' 44" 59.95"	Δ = 19' 44" 45.8" (LT)	Δ = 47' 25" 39.8" (LT)	Δ = 14' 41" 53.9" (LT)
Ls = 150.00	D = 4' 59" 59.9"	D = 57' 17" 44.8"	D = 22' 55" 05.9"
LT = 100.02	L = 394.92'	L = 82.78'	L = 64.13'
ST = 50.02	T = 199.44'	T = 43.93'	T = 32.24'
	R = 1,45.92'	R = 100.00'	R = 250.00'
	e = 4%	RO = SEE PLANS	RO = SEE PLANS
	RO = 192'		



NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

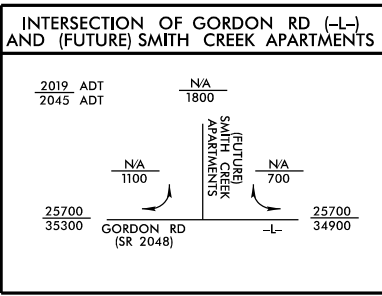
★ PROPOSED SIGNAL

NOTE: -Y4RPD- DESIGN TO BE COMPLETED UPON COMPLETION OF UPDATED FINAL SURVEYS. DESIGN CURRENTLY SHOWN IS CONCEPT LEVEL - PLAN-VIEW ONLY.

FOR -L- PROFILE, SEE SHEET 26  
FOR -Y4RPA- PROFILE, SEE SHEET 32  
FOR -Y4RPA\_SLIP- PROFILE, SEE SHEET 38  
FOR -Y4RPD- PROFILE, SEE SHEET 33

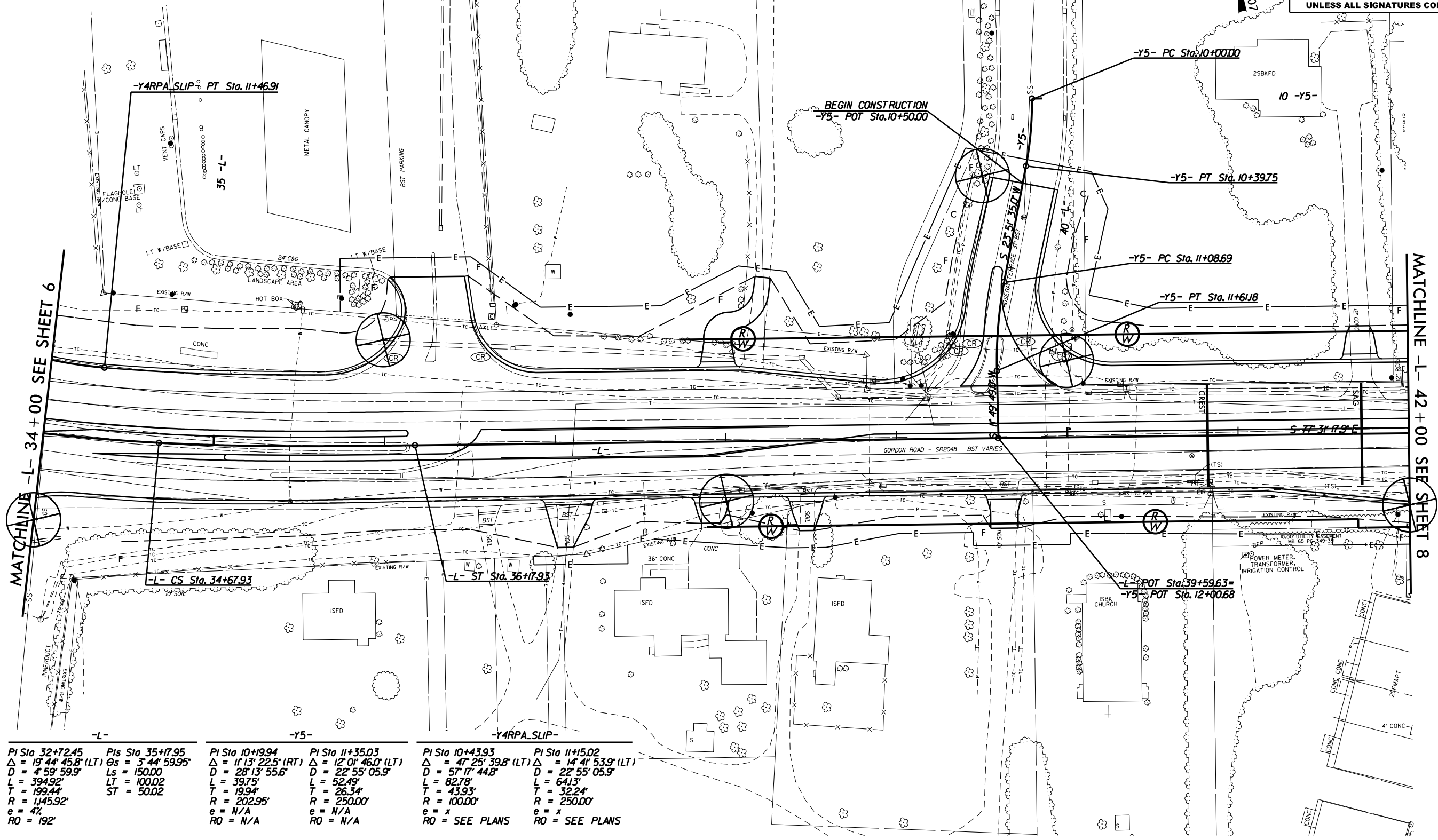
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8/17/99



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PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>7</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



<b>PI Sta 32+72.45</b> $\Delta = 19' 44" 45.8" (LT)$ $D = 4' 59" 59.9"$ $L = 394.92'$ $T = 199.44'$ $R = 1145.92'$ $e = 4\%$ $RO = 192'$	<b>PI Sta 35+17.95</b> $\Delta = 3' 44" 59.95"$ $D = 150.00'$ $L = 100.02'$ $ST = 50.02'$	<b>PI Sta 10+19.94</b> $\Delta = 11' 13" 22.5" (RT)$ $D = 28' 13" 55.6"$ $L = 39.75'$ $T = 19.94'$ $R = 202.95'$ $e = N/A$ $RO = N/A$	<b>PI Sta 11+35.03</b> $\Delta = 12' 01" 46.0" (LT)$ $D = 22' 55" 05.9"$ $L = 52.49'$ $T = 26.34'$ $R = 250.00'$ $e = N/A$ $RO = N/A$	<b>PI Sta 10+43.93</b> $\Delta = 47' 25" 39.8" (LT)$ $D = 57' 17" 44.8"$ $L = 82.78'$ $T = 43.93'$ $R = 100.00'$ $e = x$ $RO = SEE PLANS$	<b>PI Sta 11+15.02</b> $\Delta = 14' 41" 53.9" (LT)$ $D = 22' 55" 05.9"$ $L = 64.13'$ $T = 32.24'$ $R = 250.00'$ $e = x$ $RO = SEE PLANS$
---	---	--	--	--	--

NOTE:  
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

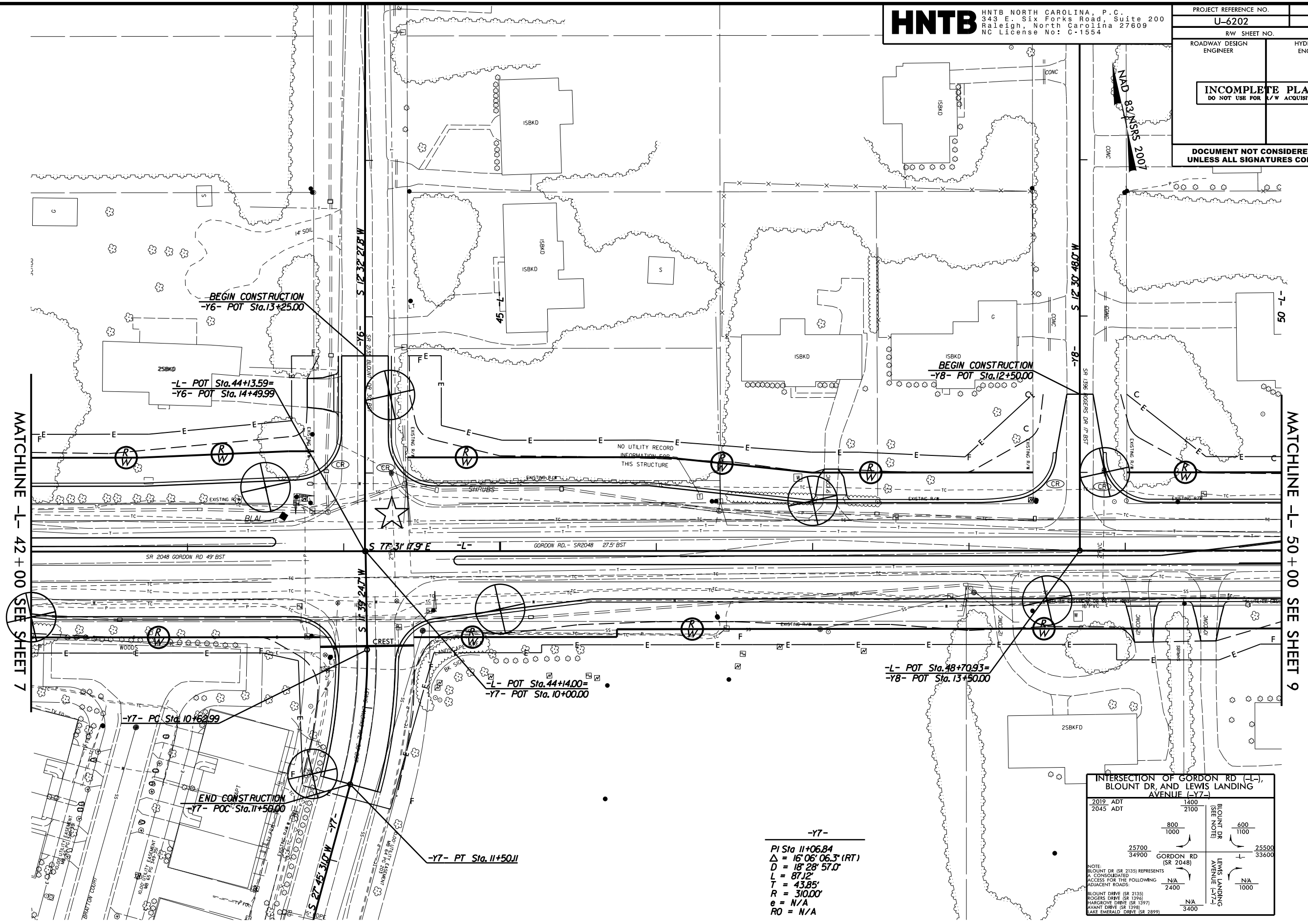
FOR -L- PROFILE, SEE SHEETS 26 AND 27  
 FOR -Y4RPA SLIP- PROFILE, SEE SHEET 38  
 FOR -Y5- PROFILE, SEE SHEET 33

17-FEB-2022 12:37 P:\2021\221257\NC DOT\_U6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RDWY\CADD\_GEO TECH\Site&Sub\U6202\_RDY\_PSH7.dgn  
 8/17/99

8/17/99  
 17-FEB-2022 10:57 NCDOT\_U6202\_GORDON+ROAD\_GEO TECH U6202\_GEO\_PDWY\CADD\_GEO TECH\Site&Sub\U6202\_FDY\_PSHB.dgn  
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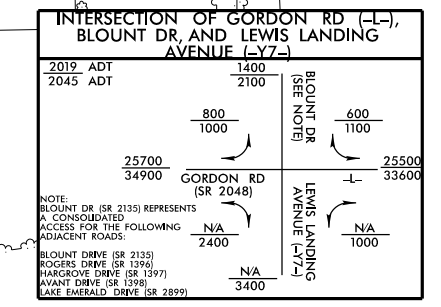
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 Raleigh, North Carolina 27609  
 NC License No: C-1554

PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>8</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS DO NOT USE FOR A/W ACQUISITION</b>	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	



**NOTE:**  
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

**-Y7-**  
 PI Sta 11+06.84  
 Δ = 16° 06' 06.3" (RT)  
 D = 18' 28" 57.0"  
 L = 87.12'  
 T = 43.85'  
 R = 310.00'  
 e = N/A  
 RO = N/A



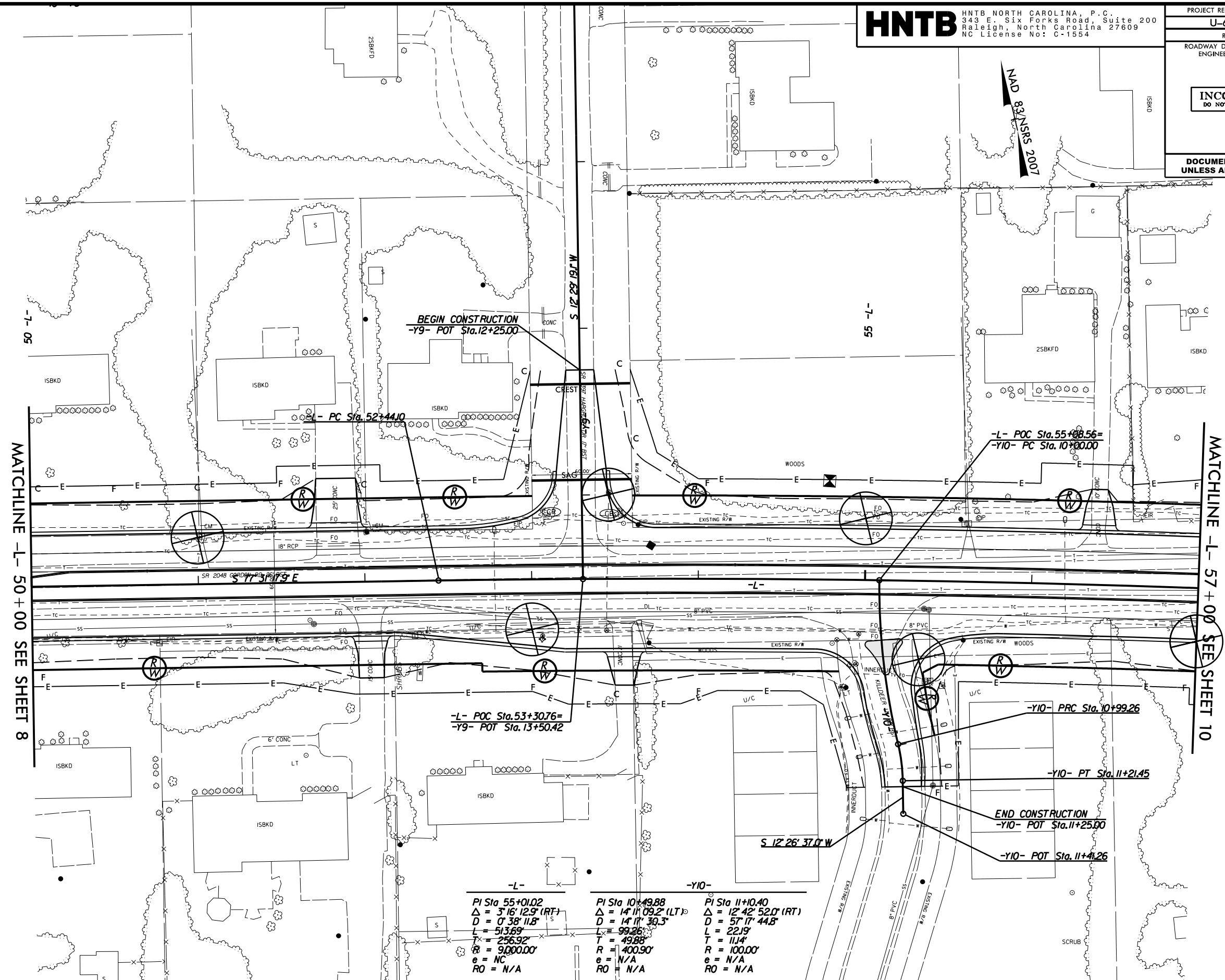
FOR -L- PROFILE, SEE SHEET 27  
 FOR -Y6- PROFILE, SEE SHEET 33  
 FOR -Y7- PROFILE, SEE SHEET 33  
 FOR -Y8- PROFILE, SEE SHEET 34

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17-FEB-2022 12:37 P:\2021\221257\NCDOT\_U6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RDWY\CADD\_GEO TECH\Site&Sub\U6202\_FDY\_PSH9.dgn

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PROJECT REFERENCE NO.	SHEET NO.
U-6202	9
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



-L-	-Y10-	-Y10-
PI Sta 55+01.02	PI Sta 10+49.88	PI Sta 11+10.40
$\Delta = 3^{\circ} 16' 12.9" (RT)$	$\Delta = 14^{\circ} 11' 09.2" (LT)$	$\Delta = 12^{\circ} 42' 52.0" (RT)$
$D = 0^{\circ} 38' 11.8"$	$D = 14^{\circ} 17' 30.3"$	$D = 57^{\circ} 17' 44.8"$
$L = 513.69'$	$L = 99.26'$	$L = 22.19'$
$T = 256.92'$	$T = 49.86'$	$T = 11.14'$
$R = 9,000.00'$	$R = 100.90'$	$R = 100.00'$
$e = NC$	$e = N/A$	$e = N/A$
$RO = N/A$	$RO = N/A$	$RO = N/A$

**NOTE:**  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

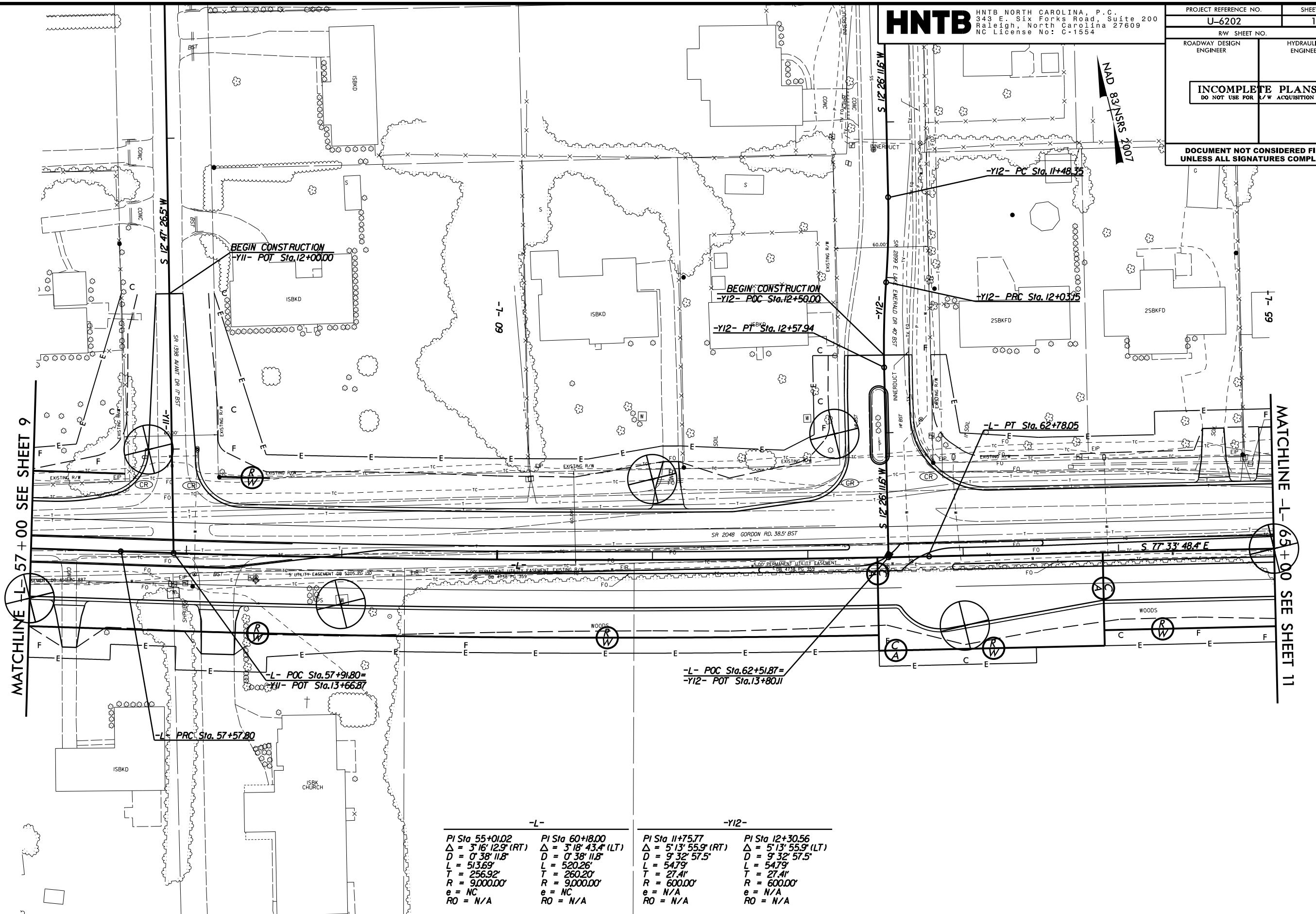
FOR -L- PROFILE, SEE SHEET 27  
FOR -Y9- PROFILE, SEE SHEET 34  
FOR -Y10- PROFILE, SEE SHEET 34

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17-FEB-2022 10:37 AM C:\DOT\U-6202-GORDON-ROAD-GEOTECH\U6202-Geo\RDW\CADD-GEOTECH\SITE\Sub\U6202-Geo\PSH10.dgn  
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PROJECT REFERENCE NO. <b>U-6202</b>		SHEET NO. <b>10</b>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



MATCHLINE -L- 57+00 SEE SHEET 9

MATCHLINE -L- 65+00 SEE SHEET 11

BEGIN CONSTRUCTION  
-Y11- POT Sta.12+00.00

BEGIN CONSTRUCTION  
-Y12- POC Sta.12+50.00

-Y12- PRC Sta.12+03.75

-L- PT Sta.62+78.05

-L- POC Sta.57+91.80=  
-Y11- POT Sta.13+66.87

-L- PRC Sta. 57+57.80

-L- POC Sta.62+51.87=  
-Y12- POT Sta.13+80.11

-L-		-Y12-	
PI Sta 55+01.02	PI Sta 60+18.00	PI Sta 11+75.77	PI Sta 12+30.56
Δ = 3' 16" 12.9° (RT)	Δ = 3' 18" 43.4° (LT)	Δ = 5' 13" 55.9° (RT)	Δ = 5' 13" 55.9° (LT)
D = 0' 38" 11.8"	D = 0' 38" 11.8"	D = 9' 32" 57.5"	D = 9' 32" 57.5"
L = 513.69'	L = 520.26'	L = 54.79'	L = 54.79'
T = 256.92'	T = 260.20'	T = 27.4'	T = 27.4'
R = 9,000.00'	R = 9,000.00'	R = 600.00'	R = 600.00'
e = NC	e = NC	e = N/A	e = N/A
RO = N/A	RO = N/A	RO = N/A	RO = N/A

NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

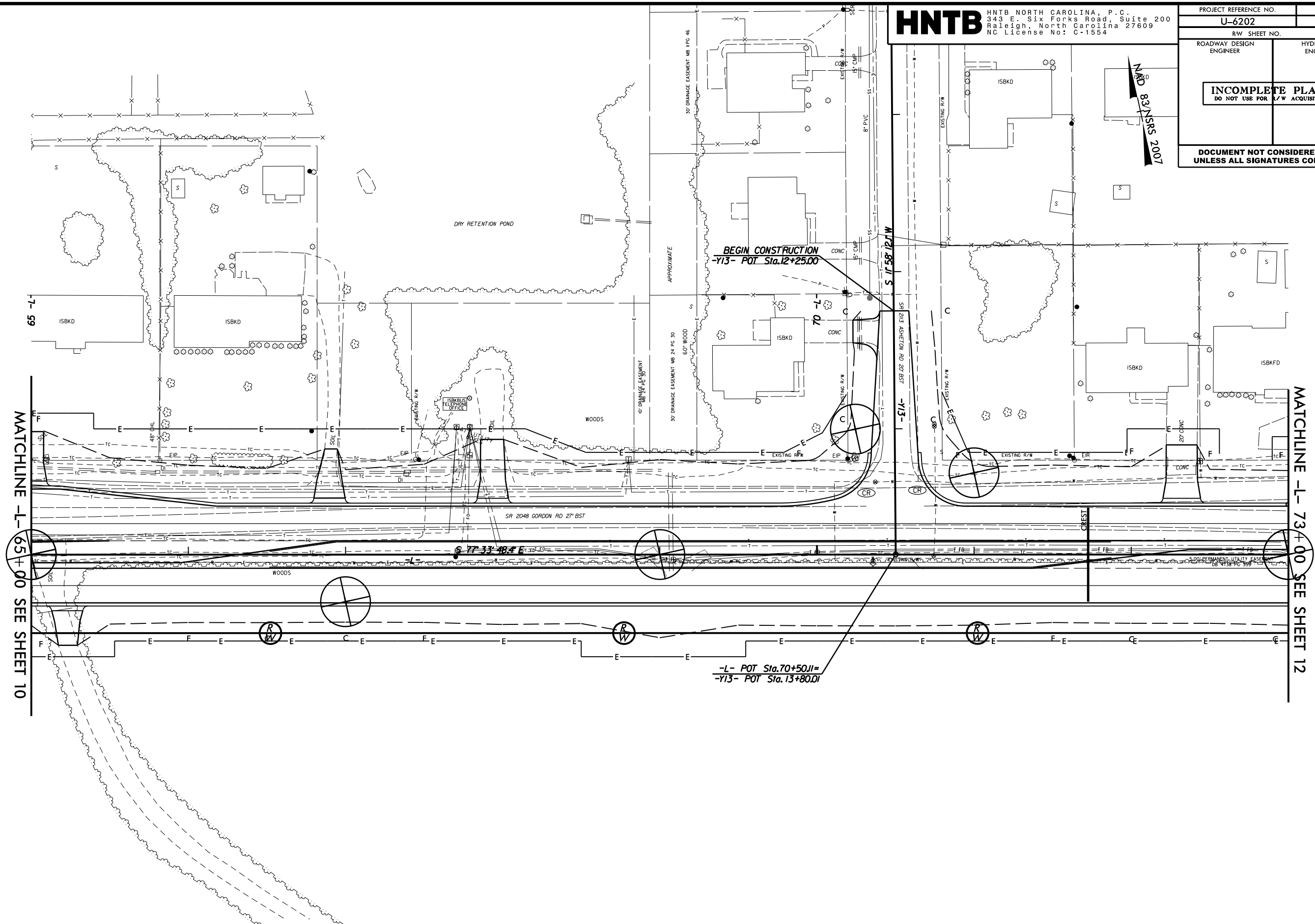
FOR -L- PROFILE, SEE SHEET 27  
FOR -Y11- PROFILE, SEE SHEET 34  
FOR -Y12- PROFILE, SEE SHEET 35

8/17/99

17-FEB-2022 12:37 P:\2021\221257\NCDOT\_U6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RDW\CADD\_GEO TECH\Site&Sub\U6202\_RDY\_PSH11.dgn

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PROJECT REFERENCE NO.	SHEET NO.
U-6202	11
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 65+00 SEE SHEET 10

MATCHLINE -L- 73+00 SEE SHEET 12

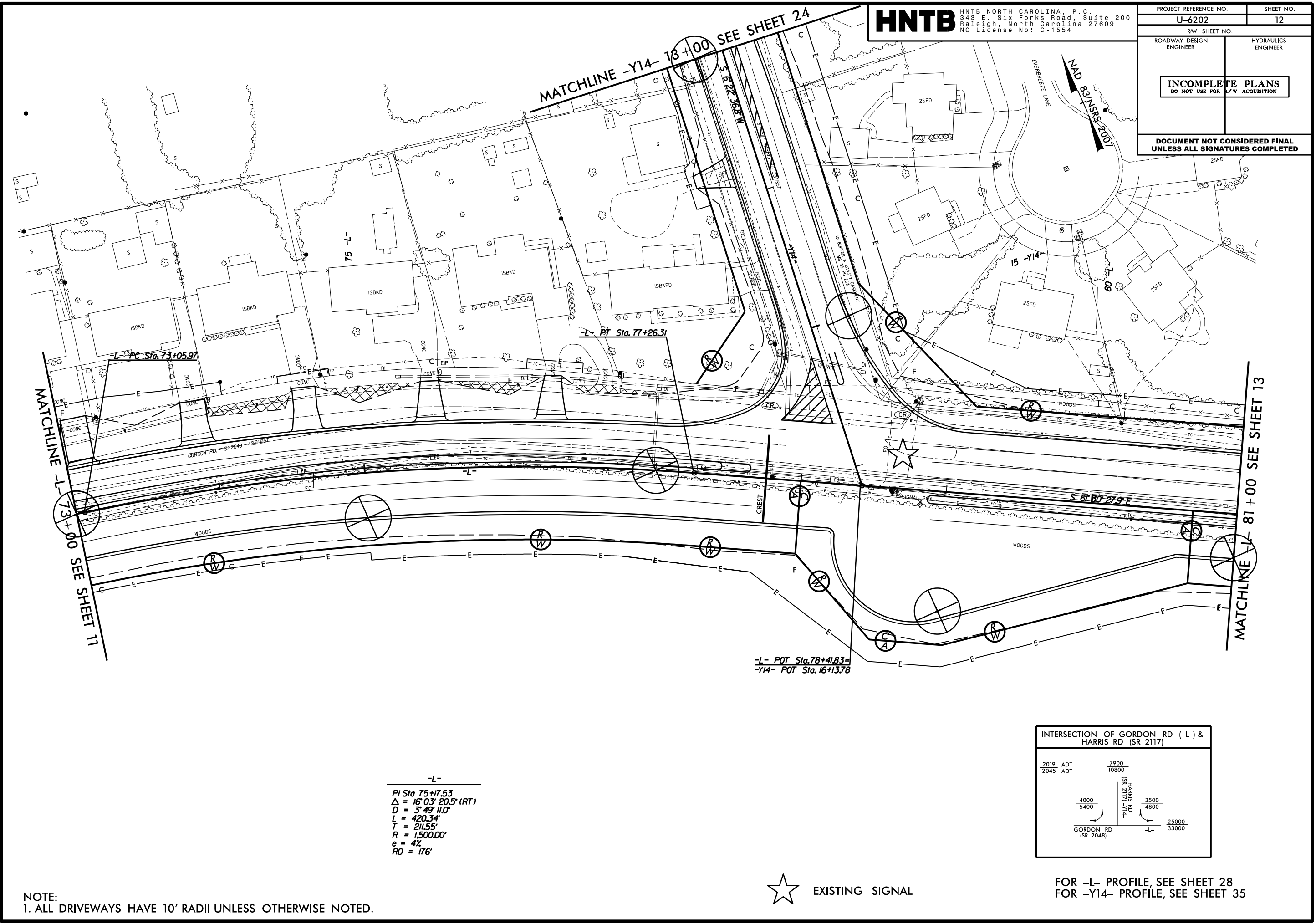
BEGIN CONSTRUCTION  
-Y13- POT Sta. 12+25.00

-L- POT Sta. 70+50.11=  
-Y13- POT Sta. 13+80.01

NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 28  
FOR -Y13- PROFILE, SEE SHEET 35

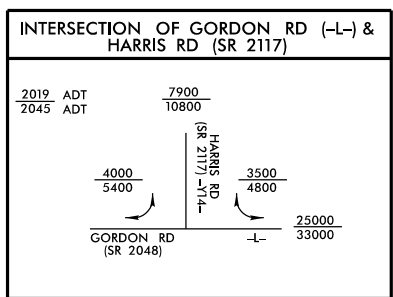
PROJECT REFERENCE NO.	SHEET NO.
U-6202	12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



17-FEB-2022 12:37 P:\2021\221257\NCDDT\_U6202\_GORDON-ROAD\_GEOTECH\UG202\_GEO\_RDW\CADD\_GEOTECH\Site&Sub\UG202\_RDY\_PSH12.dgn  
 8/17/99

-L-

PI Sta 75+17.53  
 $\Delta = 16^{\circ}03'20.5''$  (RT)  
 $D = 3^{\circ}49'11.0''$   
 $L = 420.34'$   
 $T = 211.55'$   
 $R = 1500.00'$   
 $e = 4\%$   
 $RO = 176'$



**NOTE:**  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

★ EXISTING SIGNAL

FOR -L- PROFILE, SEE SHEET 28  
FOR -Y14- PROFILE, SEE SHEET 35

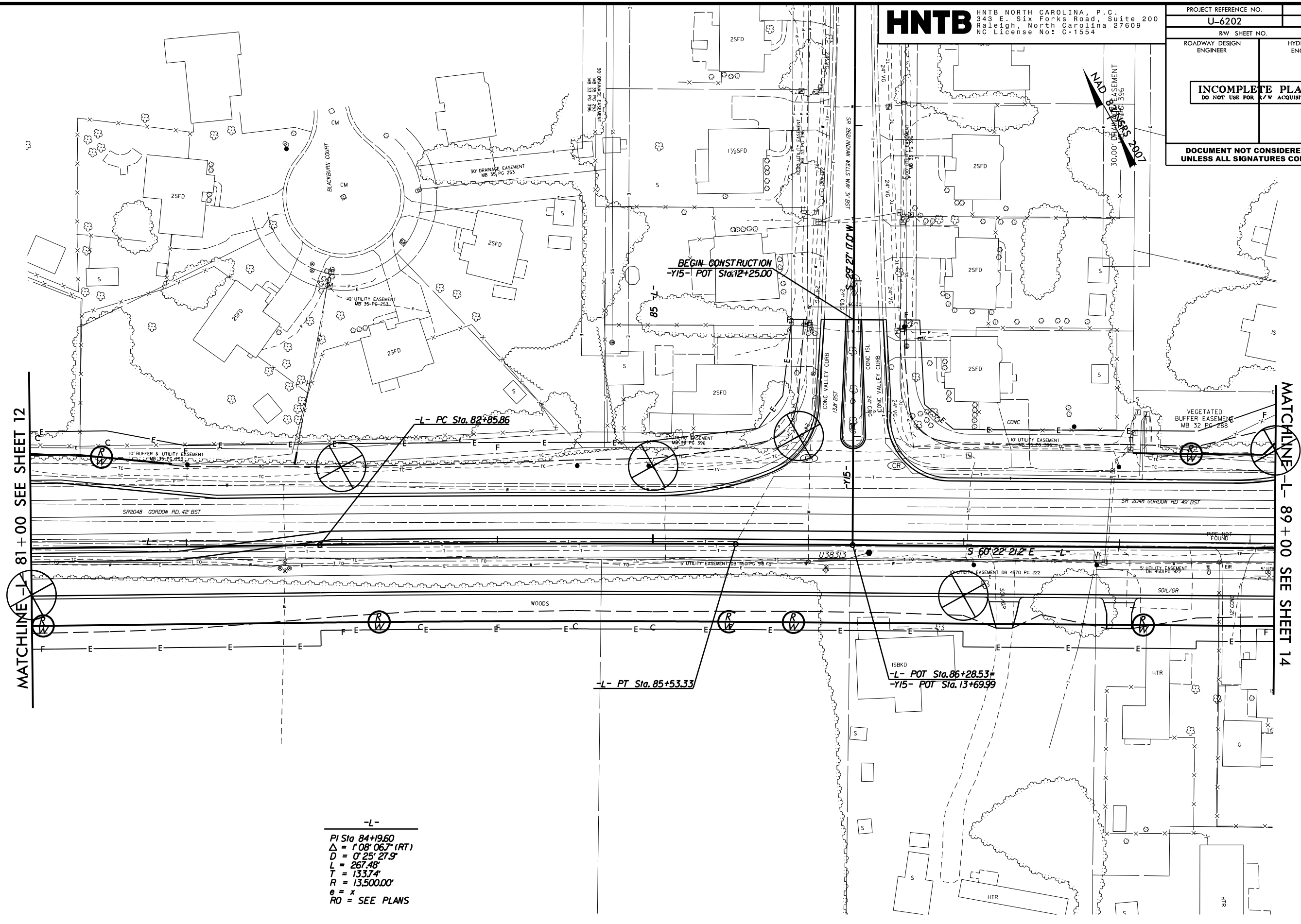


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17-FEB-2022 12:37 P:\2021\221257\NC001\_U6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RDWY\CADD\_GEO TECH\Site\Sub\U6202\_RDY\_PSH13.dgn

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PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>13</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 81 + 00 SEE SHEET 12

MATCHLINE -L- 89 + 00 SEE SHEET 14

-L-

PI Sta 84+19.60  
 $\Delta = 1'08''06.7''$  (RT)  
 $D = 0'25''27.9''$   
 $L = 267.48'$   
 $T = 133.74'$   
 $R = 13,500.00'$   
 $e = x$   
 $RO = \text{SEE PLANS}$

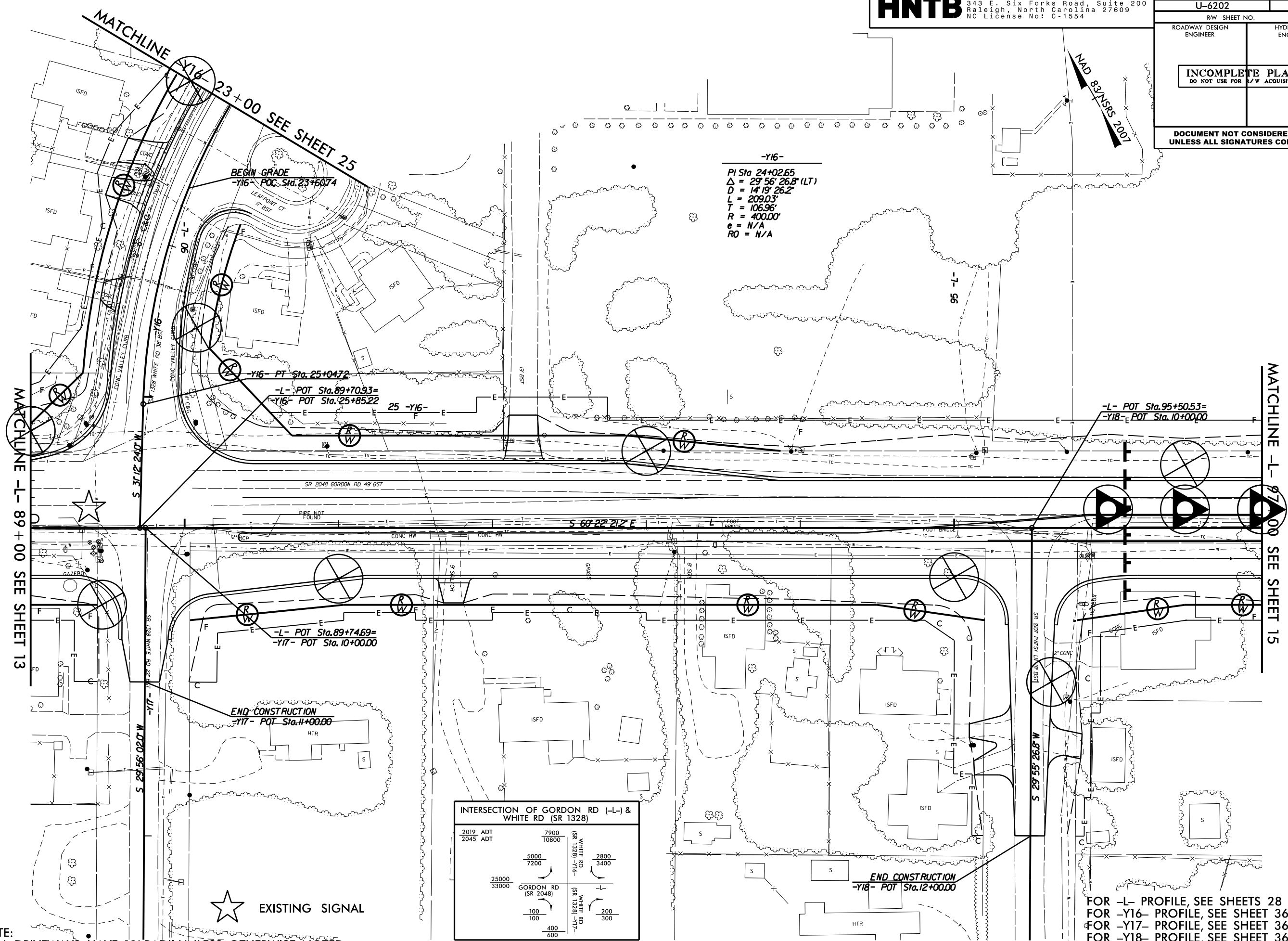
NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 28  
FOR -Y15- PROFILE, SEE SHEET 35

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PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>14</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



**INTERSECTION OF GORDON RD (-L) & WHITE RD (SR 1328)**

2019 ADT	7900	WHITE RD (SR 1328) -Y16-	2800
2045 ADT	10800	WHITE RD (SR 1328) -Y17-	3400
	5000		
	7200		
25000			
33000			
	100		200
	100		300
	400		600
		GORDON RD (SR 2048)	

**NOTE:**  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

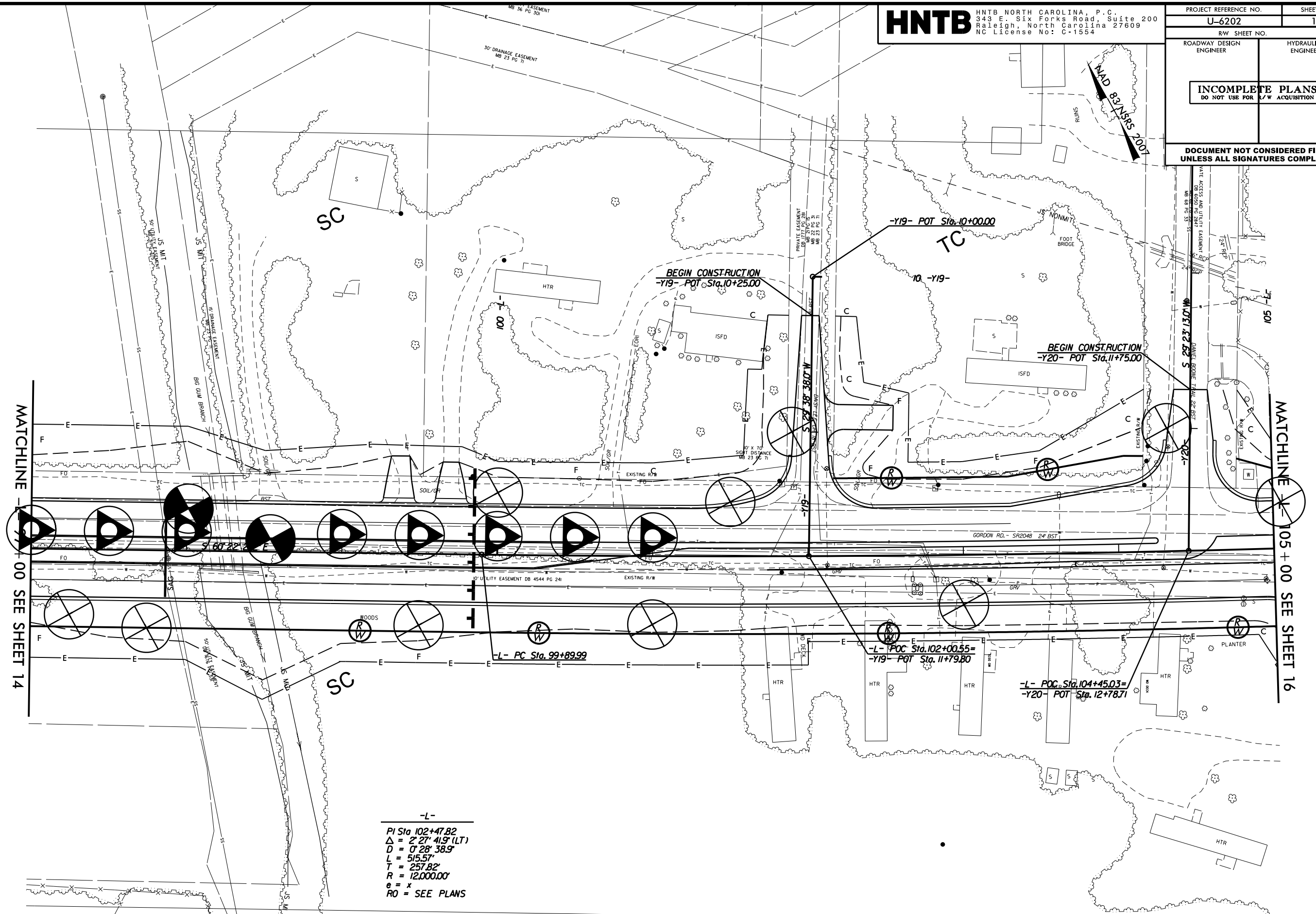
FOR -L- PROFILE, SEE SHEETS 28 AND 29  
FOR -Y16- PROFILE, SEE SHEET 36  
FOR -Y17- PROFILE, SEE SHEET 36  
FOR -Y18- PROFILE, SEE SHEET 36

17-FEB-2022 12:37 P:\2021\221257\NC DOT\_U-6202\_GORDON-ROAD\_GEO TECH\UG202\_GEO\_RDWY\CADD\_GEO TECH\Site&Sub\UG202\_RDY\_PSH14.dgn  
 User: jls  
 8/17/99

8/17/99

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PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>15</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 29  
FOR -Y19- PROFILE, SEE SHEET 36  
FOR -Y20- PROFILE, SEE SHEET 37

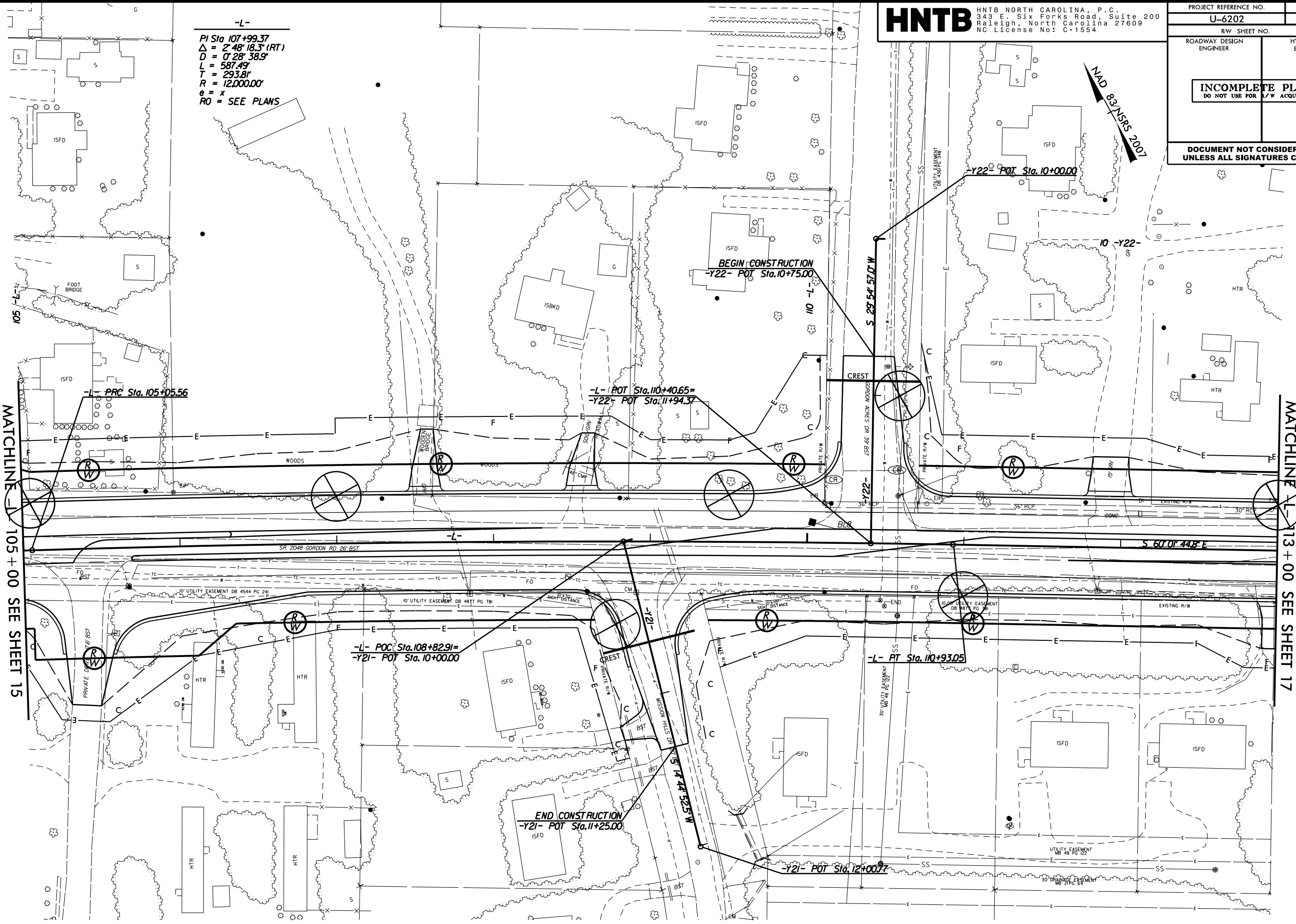
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17-FEB-2022 12:53 P:\2021\221257\NCDOT\_U6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RDWY\CADD\_GEO TECH\Site&Sub\U6202\_RDY\_PSH16.dgn

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PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>16</b>
R/W SHEET NO.	HYDRAULICS ENGINEER
ROADWAY DESIGN ENGINEER	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 105 + 00 SEE SHEET 15

MATCHLINE -L- 113 + 00 SEE SHEET 17

NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

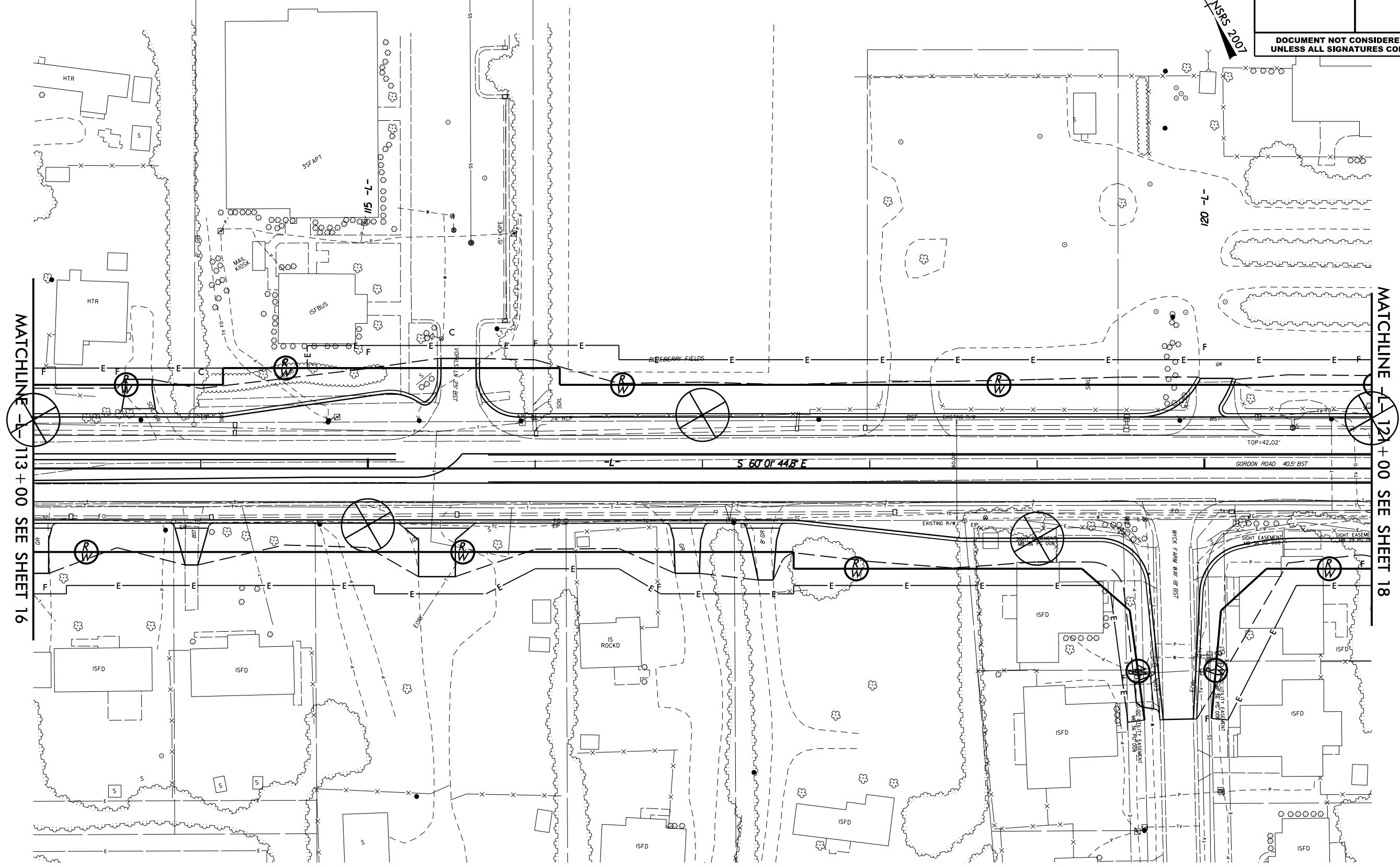
FOR -L- PROFILE, SEE SHEET 29  
FOR -Y21- PROFILE, SEE SHEET 37  
FOR -Y22- PROFILE, SEE SHEET 37

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PROJECT REFERENCE NO.		SHEET NO.	
U-6202		17	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION			
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED			

NAD 83 NRS 2007



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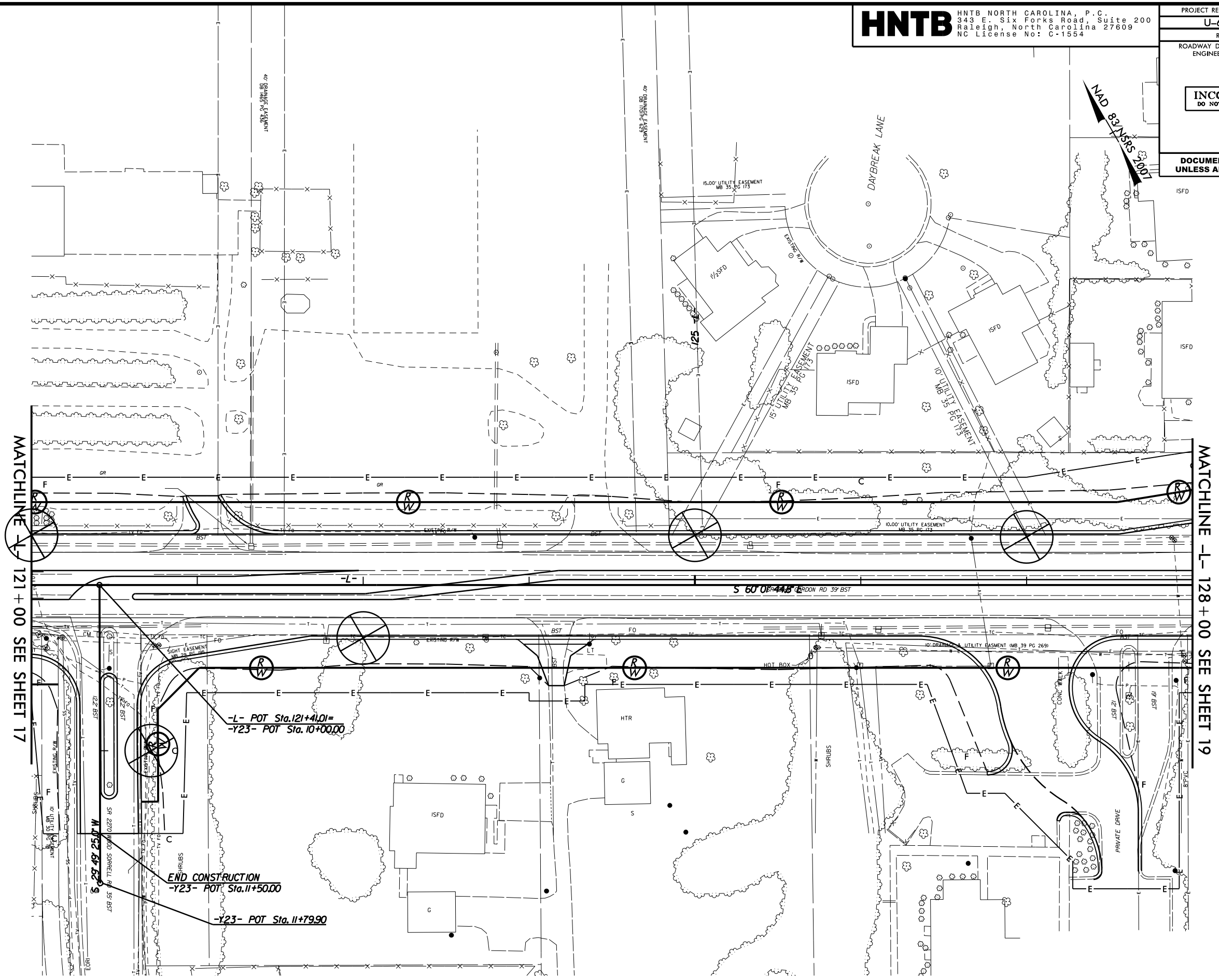
NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEET 29

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PROJECT REFERENCE NO.	SHEET NO.
U-6202	18
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 121 + 00 SEE SHEET 17

MATCHLINE -L- 128 + 00 SEE SHEET 19

-L- POT Sta. 121+41.01 =  
-Y23- POT Sta. 10+00.00

END CONSTRUCTION  
-Y23- POT Sta. 11+50.00

-Y23- POT Sta. 11+79.90

NOTE:  
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.  
 2. DRIVEWAY TO GRESHAM PLACE, LLC. PARCEL TO BE DISCUSSED AS DESIGN PROGRESSES.

FOR -L- PROFILE, SEE SHEET 30  
 FOR -Y23- PROFILE, SEE SHEET 37

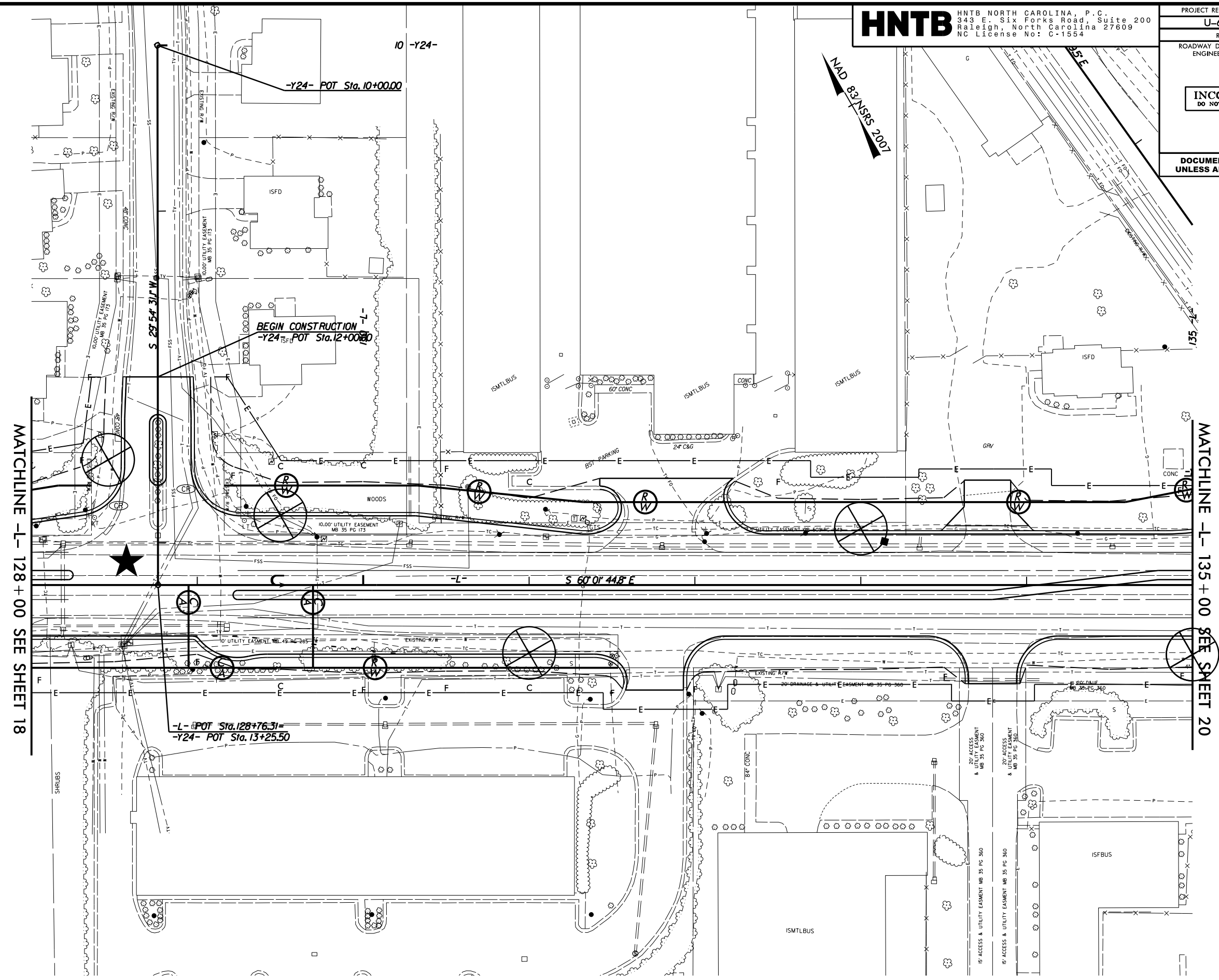
17-FEB-2022 12:37 P:\2021\221257\NC DOT\_U-6202-GORDON-ROAD-GEOTECH\U6202\_GEO\_RDWY\CADD\_GEO TECH\Site&Sub\U6202\_FDY\_PSH18.dgn  
 8/17/99

8/17/99

17-FEB-2022 12:37 P:\2021\221257\NC DOT\_U6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RDWY\CADD\_GEO TECH\Site&Sub\U6202\_RDY\_PSH19.dgn

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PROJECT REFERENCE NO.	SHEET NO.
U-6202	19
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 128 + 00 SEE SHEET 18

MATCHLINE -L- 135 + 00 SEE SHEET 20

NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

★ PROPOSED SIGNAL

FOR -L- PROFILE, SEE SHEET 30  
FOR -Y24- PROFILE SEE SHEET 38

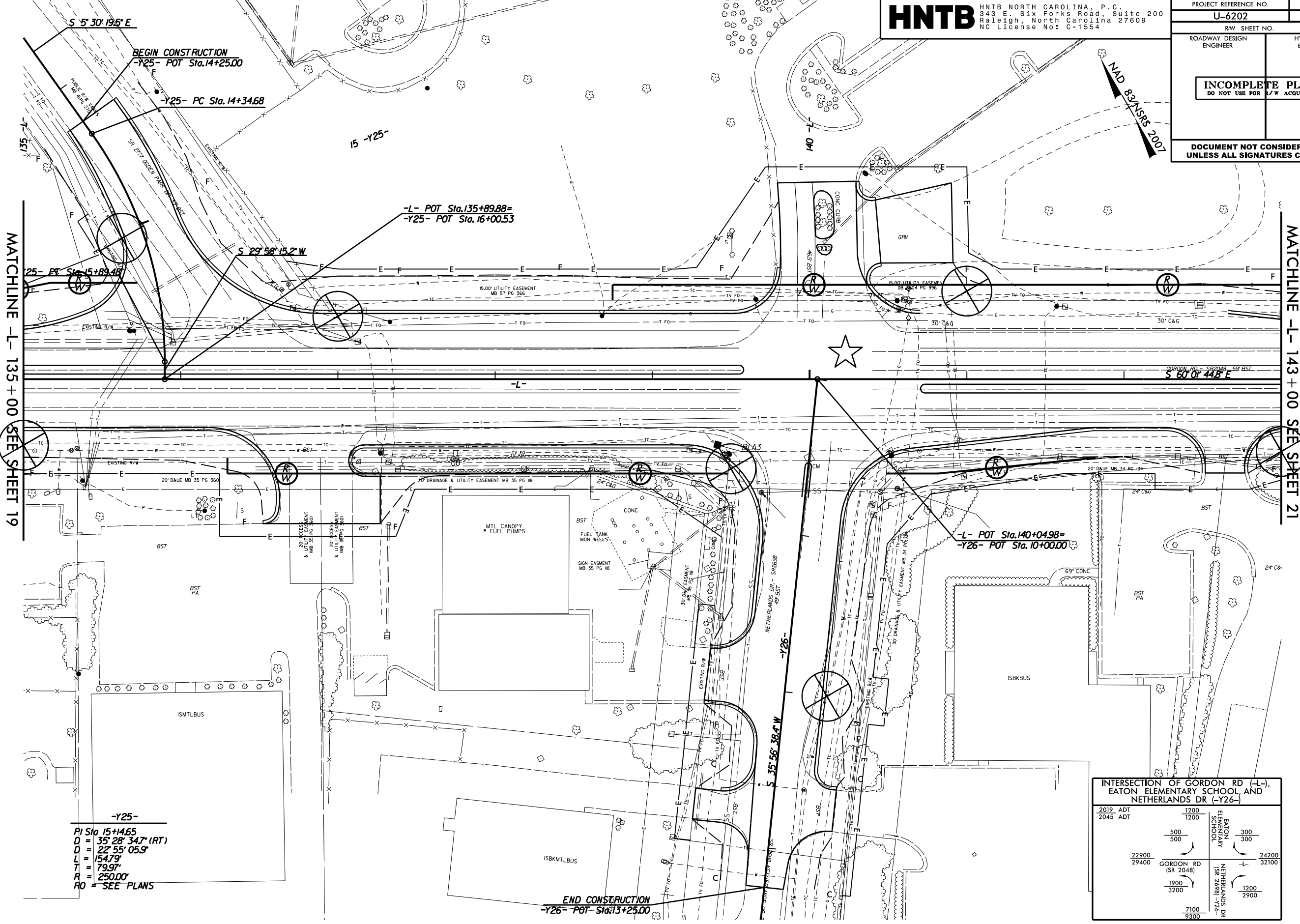
8/17/99

17-FEB-2022 12:53  
P:\2021\221257 NC DOT\_U6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RD\W\Y\CADD\_GEO TECH\Site&Sub\U6202\_RDY\_PSH20.dgn  
Author: jls

**HNTB**

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Raleigh, North Carolina 27609  
NC License No: C-1554

PROJECT REFERENCE NO. U-6202	SHEET NO. 20
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 135 + 00 SEE SHEET 19

MATCHLINE -L- 143 + 00 SEE SHEET 21

**-Y25-**  
 PI Sta 15+14.65  
 D = 35' 28" 34.7 (RT)  
 D = 22' 55" 05.9  
 L = 154.79'  
 T = 79.97'  
 R = 250.00'  
 RO = SEE PLANS

**END CONSTRUCTION**  
-Y26- POT Sta 13+25.00

★ EXISTING SIGNAL

INTERSECTION OF GORDON RD (-L-),  
EATON ELEMENTARY SCHOOL, AND  
NETHERLANDS DR (-Y26-)

2019 ADT 2045 ADT	1200 1200	1200 1200	24200 32100
500 500	500 500	300 300	1900 3200
GORDON RD (SR 2048)		NETHERLANDS DR (SR 2698) -Y26-	
7100 9300			1200 2900

**NOTE:**  
 1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

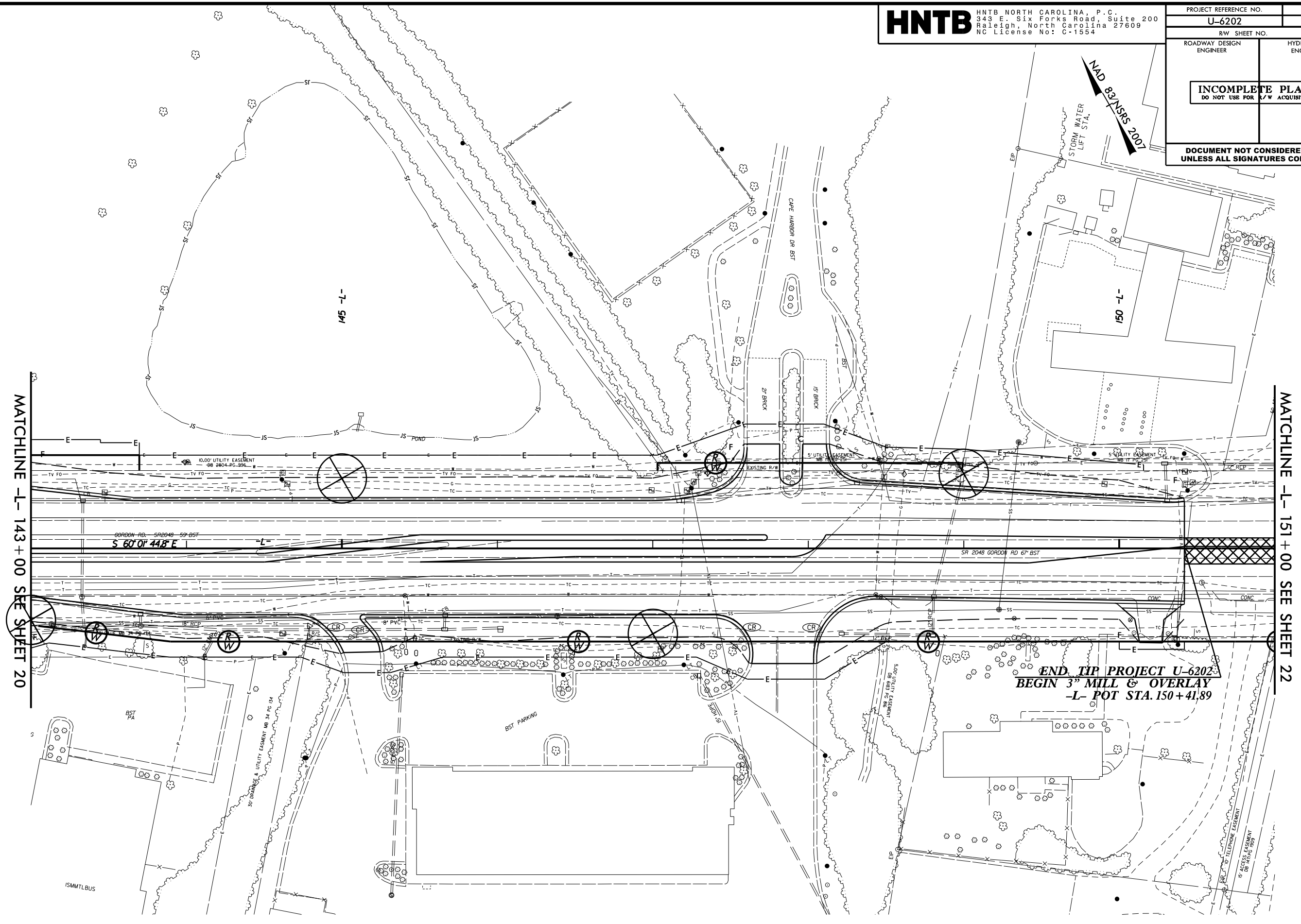
**FOR -L- PROFILE, SEE SHEET 30**  
**FOR -Y25- PROFILE, SEE SHEET 38**  
**FOR -Y26- PROFILE, SEE SHEET 38**



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PROJECT REFERENCE NO.	SHEET NO.
U-6202	21
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -L- 143 + 00 SEE SHEET 20

MATCHLINE -L- 151 + 00 SEE SHEET 22

**END TIP PROJECT U-6202**  
**BEGIN 3" MILL & OVERLAY**  
**-L- POT STA. 150 + 41.89**

**NOTE:**  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

FOR -L- PROFILE, SEE SHEETS 30 AND 31

17-FEB-2022 10:57 AM C:\DOT\_U-6202-GORDON-ROAD-GEOTECH\U6202\_GEO\_RDWY\CADD\_GEO\U6202\_GEO\U6202\_FDY\_PSH21.dgn  
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STATION 143+00 TO 151+00

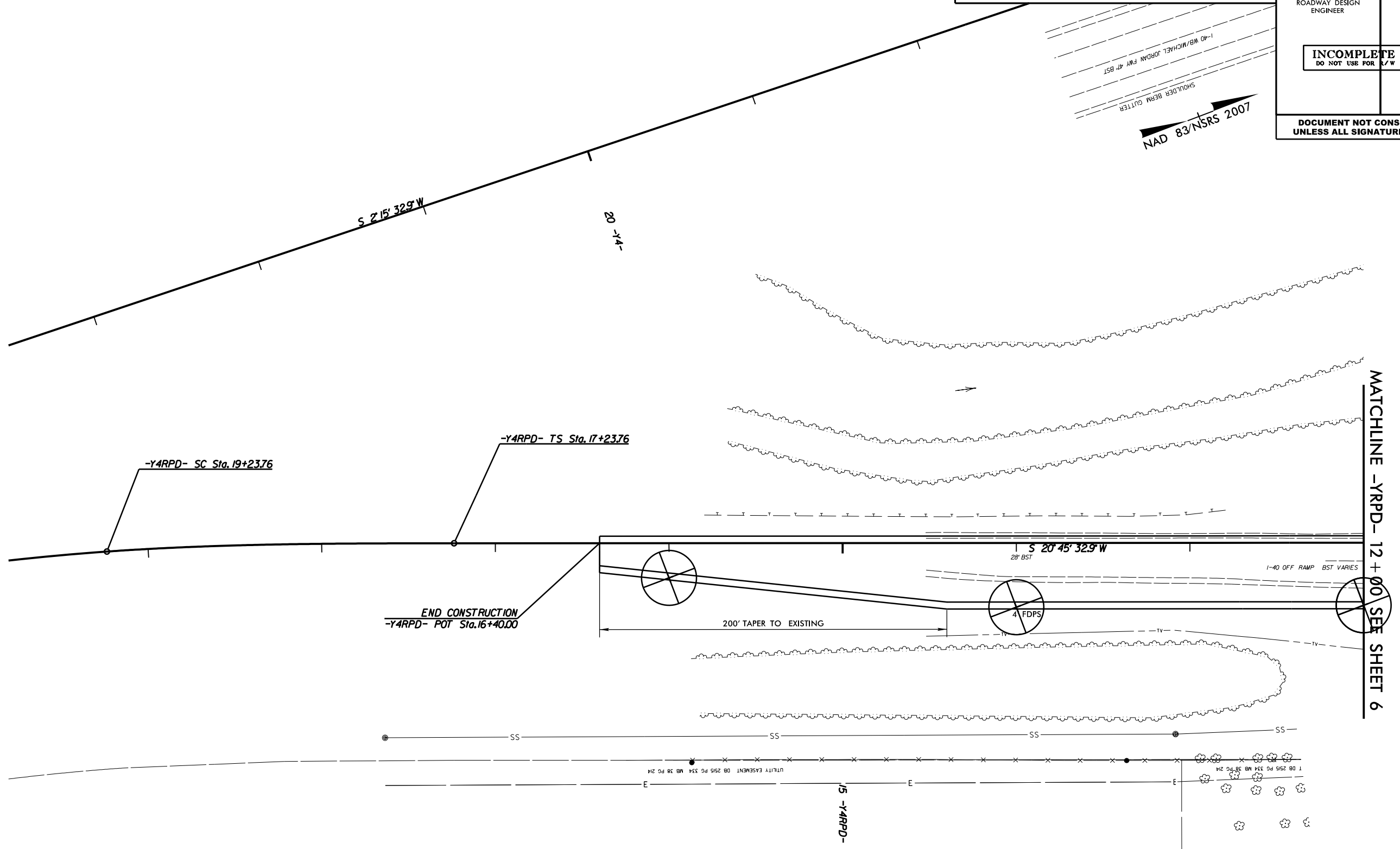


8/17/99

**HNTB** HNTB NORTH CAROLINA, P.C.  
343 E. Six Forks Road, Suite 200  
Raleigh, North Carolina 27609  
NC License No: C-1554

PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>23</b>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

NAD 83/NSRS 2007



-Y4RPD-		
PIs Sta 18+57.13	PI Sta 20+11.37	PIs Sta 21+65.46
$\Theta_s = 4'00''00.04''$	$\Delta = 6'59''59.9''$ (LT)	$\Theta_s = 4'00''00.04''$
Ls = 200.00	D = 4'00''00.0''	Ls = 200.00
LT = 133.37	L = 175.00'	LT = 133.37
ST = 66.70	T = 87.61'	ST = 66.70
	R = 1,432.39'	
	e = x	
	RO = SEE PLANS	

NOTE: -Y4RPD- DESIGN TO BE COMPLETED UPON COMPLETION OF UPDATED FINAL SURVEYS. DESIGN CURRENTLY SHOWN IS CONCEPT LEVEL - PLAN-VIEW ONLY.

MATCHLINE -YRPD- 12+00 SEE SHEET 6

FOR -YRPD- PROFILE, SEE SHEET 33

NOTE:  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

I7-FEB-2022 12:37 P:\2021\221257\NCDOT\_U6202\_GORDON-ROAD\_GEO TECH\U6202\_GEO\_RDW\Y\CADD\_GEO TECH\SS\te&Sub\U6202\_FDY\_PSH23.dgn

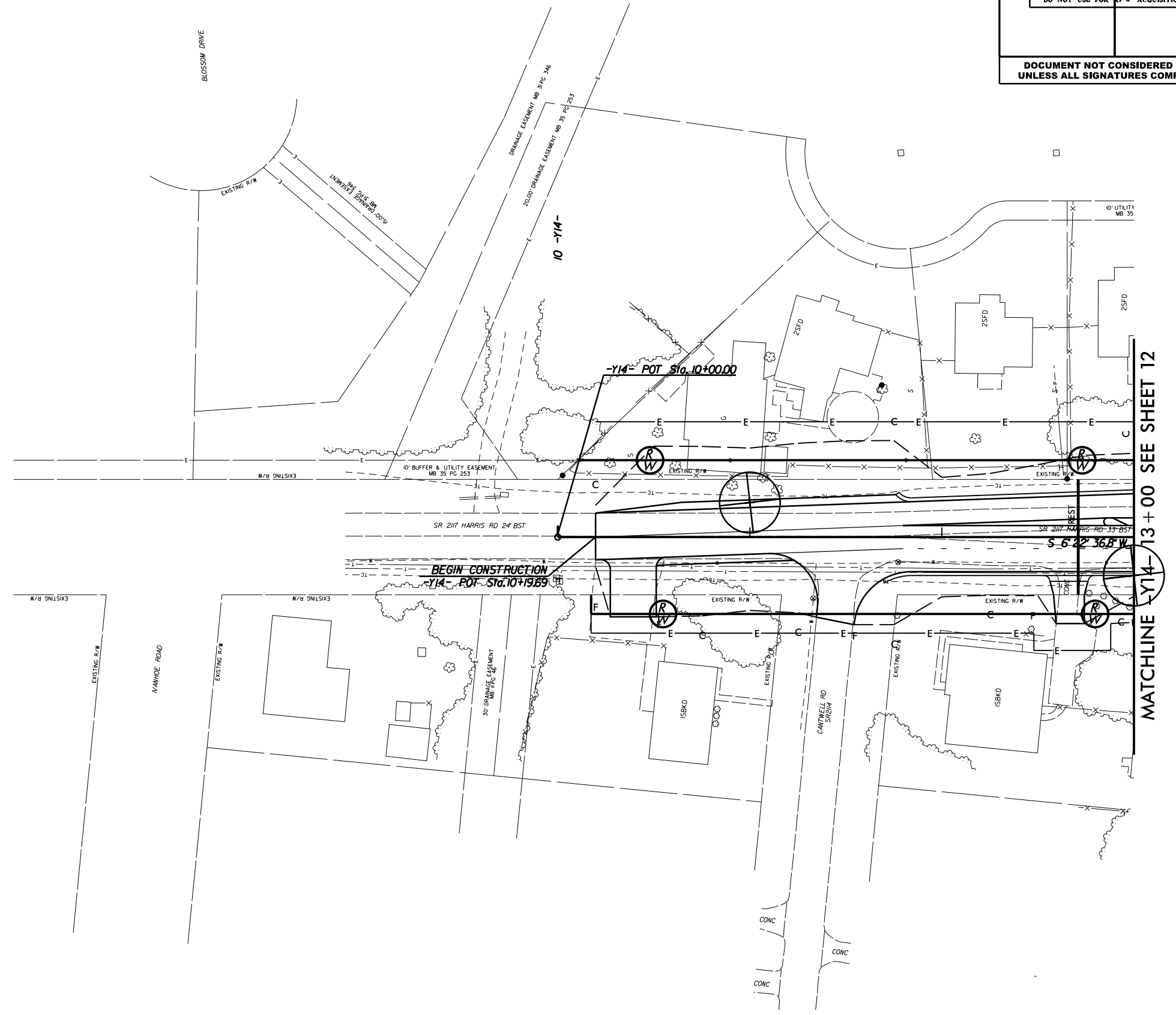
8/17/99

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343 E. Six Forks Road, Suite 200  
Raleigh, North Carolina 27609  
NC License No: C-1554

PROJECT REFERENCE NO.		SHEET NO.	
U-6202		24	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION			
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED			

NAD 83/NSRS 2007



**NOTE:**  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

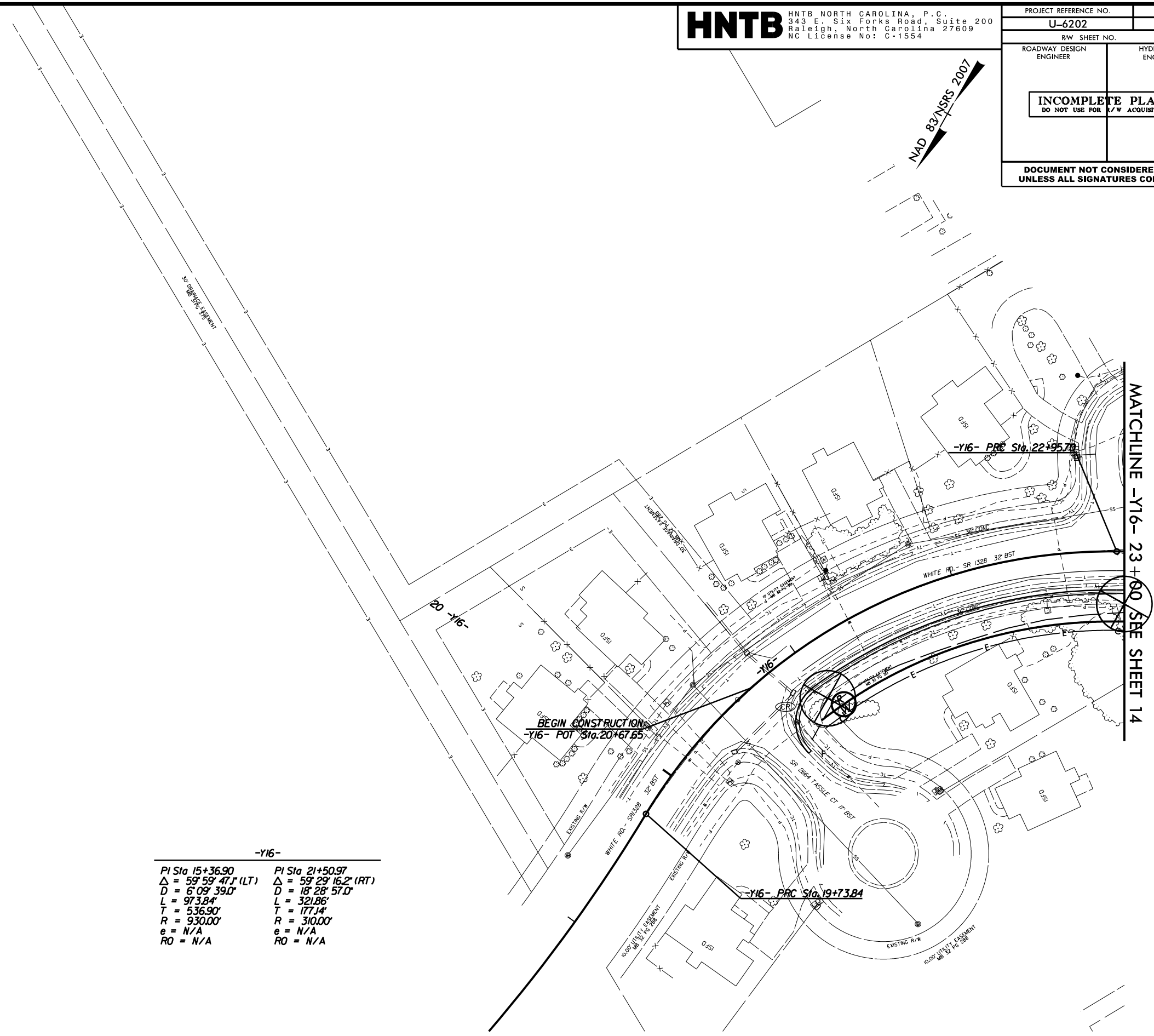
FOR -Y14- PROFILE, SEE SHEET 35

8/17/99

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Raleigh, North Carolina 27609  
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PROJECT REFERENCE NO. <b>U-6202</b>		SHEET NO. <b>25</b>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR A/W ACQUISITION			
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED			

NAD 83 NRS 2007



-Y16-	
PI Sta 15+36.90	PI Sta 21+50.97
$\Delta = 59^{\circ} 59' 47.1''$ (LT)	$\Delta = 59^{\circ} 29' 16.2''$ (RT)
$D = 6^{\circ} 09' 39.0''$	$D = 18^{\circ} 28' 57.0''$
$L = 973.84'$	$L = 321.86'$
$T = 536.90'$	$T = 177.14'$
$R = 930.00'$	$R = 310.00'$
$e = N/A$	$e = N/A$
$RO = N/A$	$RO = N/A$

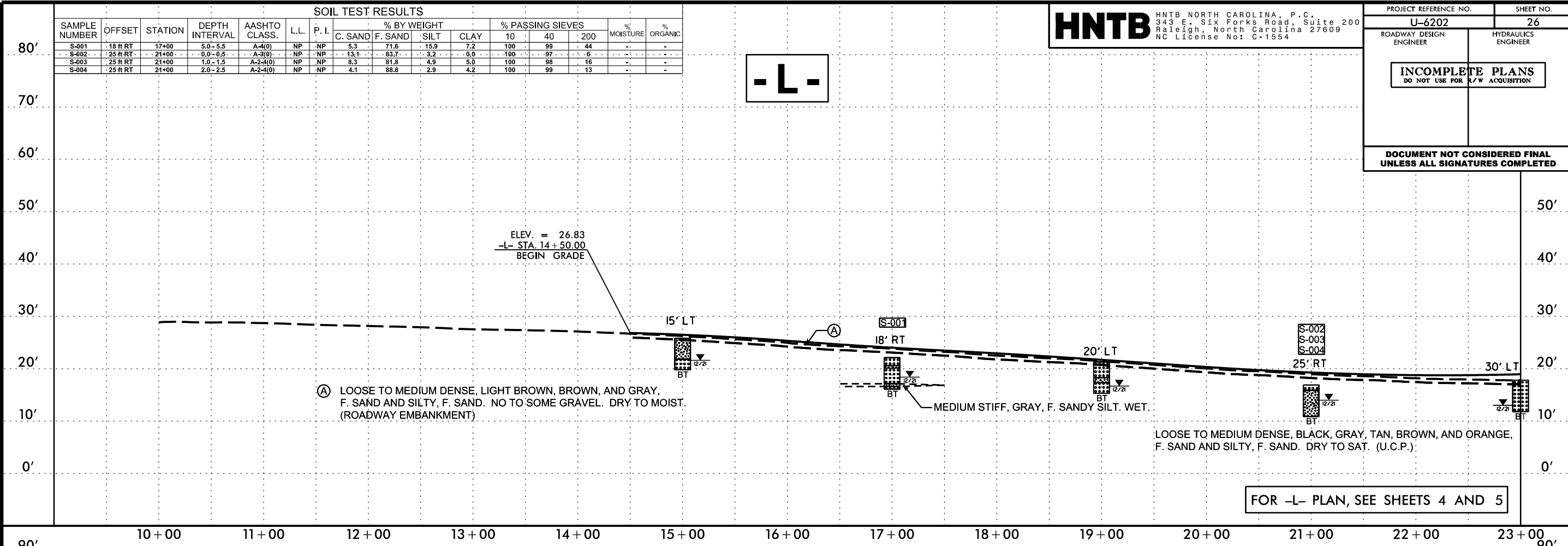
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**NOTE:**  
1. ALL DRIVEWAYS HAVE 10' RADII UNLESS OTHERWISE NOTED.

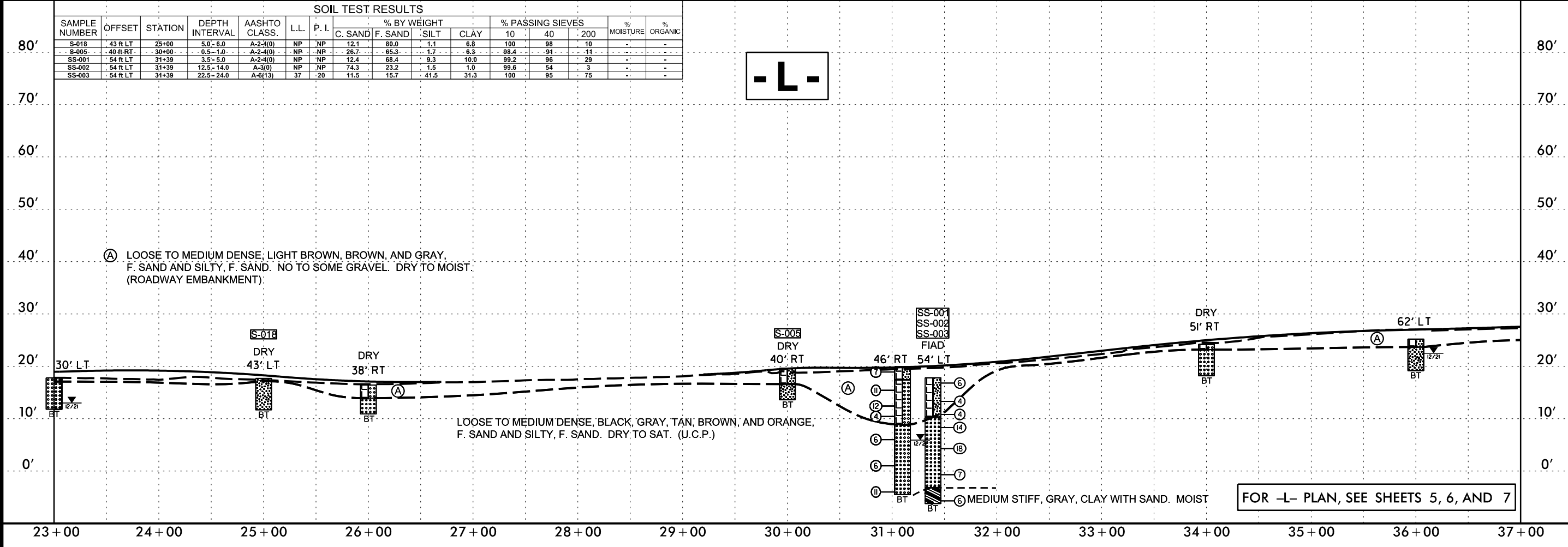
FOR -Y16- PROFILE, SEE SHEET 36

8/99

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-001	18 ft RT	17+00	5.0-5.5	A-4(0)	NP	NP	5.3	71.6	15.9	7.2	100	99	44	-	-
S-002	25 ft RT	21+00	0.0-0.5	A-3(0)	NP	NP	13.1	83.7	3.2	0.0	100	97	6	-	-
S-003	25 ft RT	21+00	1.0-1.5	A-2-4(0)	NP	NP	8.3	81.8	4.9	5.0	100	98	16	-	-
S-004	25 ft RT	21+00	2.0-2.5	A-2-4(0)	NP	NP	4.1	88.8	2.9	4.2	100	99	13	-	-



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-018	43 ft LT	25+00	5.0-6.0	A-2-4(0)	NP	NP	12.1	80.0	1.1	6.8	100	98	10	-	-
S-005	40 ft RT	30+00	0.5-1.0	A-2-4(0)	NP	NP	26.7	65.3	1.7	6.3	98.4	91	11	-	-
SS-001	54 ft LT	31+39	3.5-5.0	A-2-4(0)	NP	NP	12.4	68.4	9.3	10.0	99.2	96	29	-	-
SS-002	54 ft LT	31+39	12.5-14.0	A-3(0)	NP	NP	74.3	23.2	1.5	1.0	99.6	54	3	-	-
SS-003	54 ft LT	31+39	22.5-24.0	A-6(13)	37	20	11.5	15.7	41.5	31.3	100	95	75	-	-



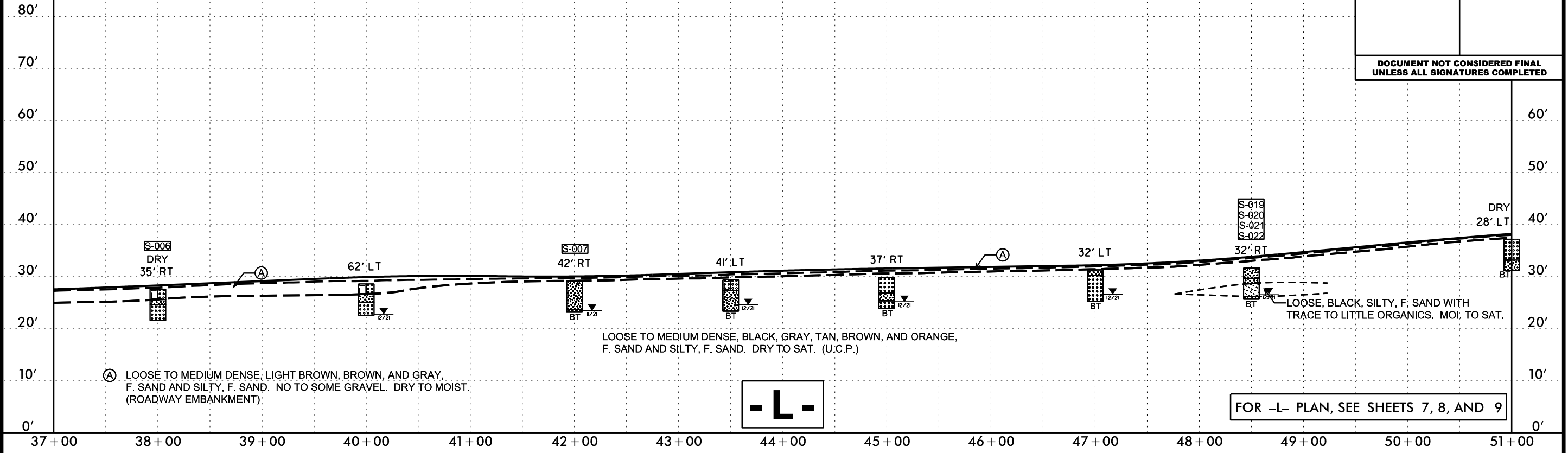
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5/28/99

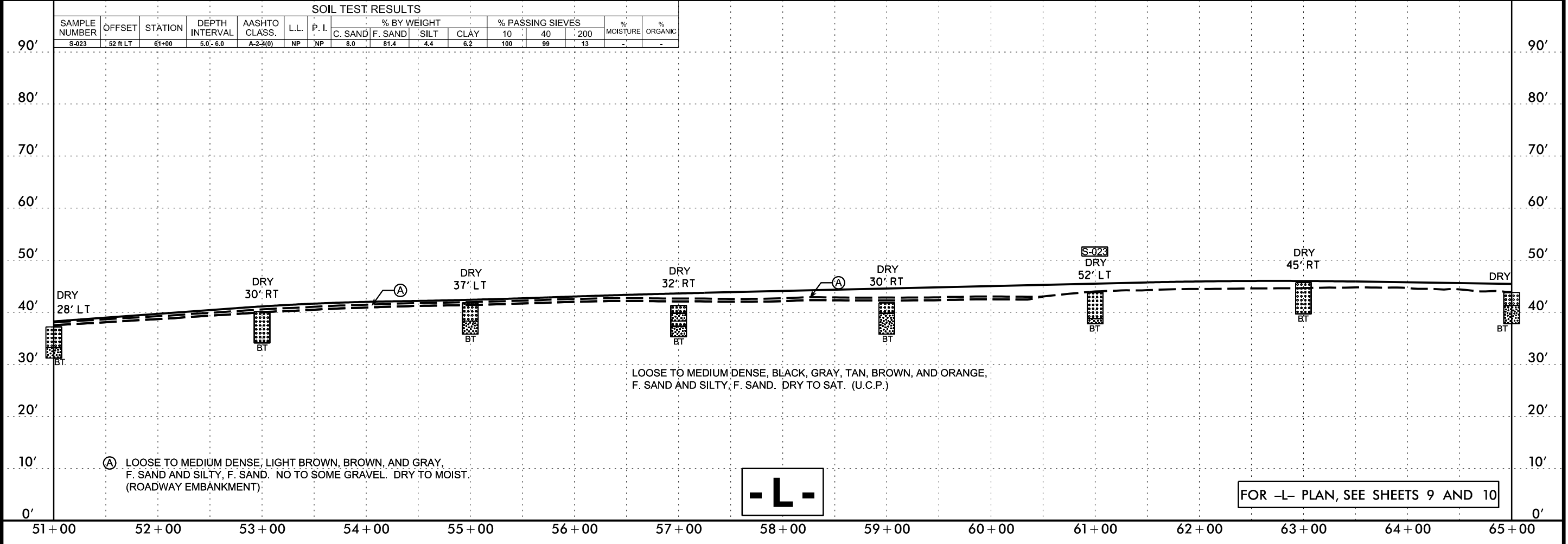
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 343 E. Six Forks Road, Suite 200  
 Raleigh, North Carolina 27609  
 NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-6202	27
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-006	35 ft RT	38+00	2.0-2.5	A-2-4(0)	NP	NP	7.2	79.3	5.9	7.5	100	100	15	-	-
S-007	42 ft RT	42+00	1.0-1.5	A-2-4(0)	NP	NP	13.7	76.0	5.9	4.4	99.3	99	12	-	-
S-019	32 ft RT	48+50	0.0-0.5	A-2-4(0)	NP	NP	16.3	73.4	5.1	5.2	97.2	98	14	-	-
S-020	32 ft RT	48+50	2.0-2.5	A-2-4(0)	NP	NP	16.2	77.5	3.5	2.8	100	98	10	-	-
S-021	32 ft RT	48+50	3.0-3.5	A-2-4(0)	NP	NP	16.3	71.4	5.5	6.8	99.9	98	16	-	3.0
S-022	32 ft RT	48+50	5.5-6.0	A-2-4(0)	NP	NP	6.1	80.6	5.5	7.8	99.3	99	18	-	-



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-023	52 ft LT	61+00	5.0-6.0	A-2-4(0)	NP	NP	8.0	81.4	4.4	6.2	100	99	13	-	-



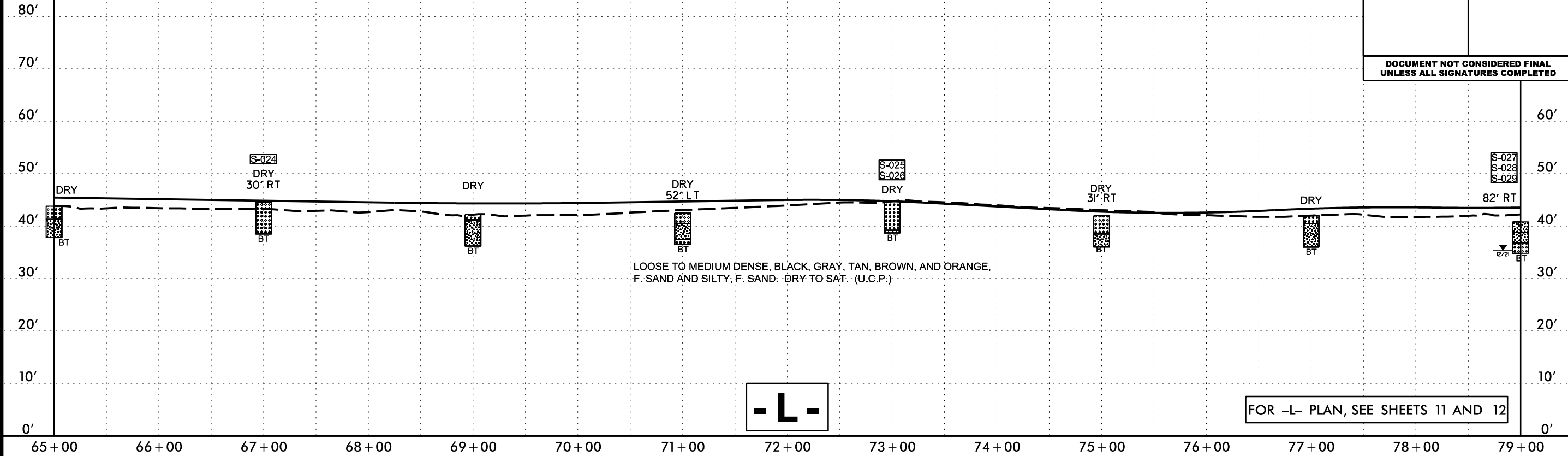
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5/28/99

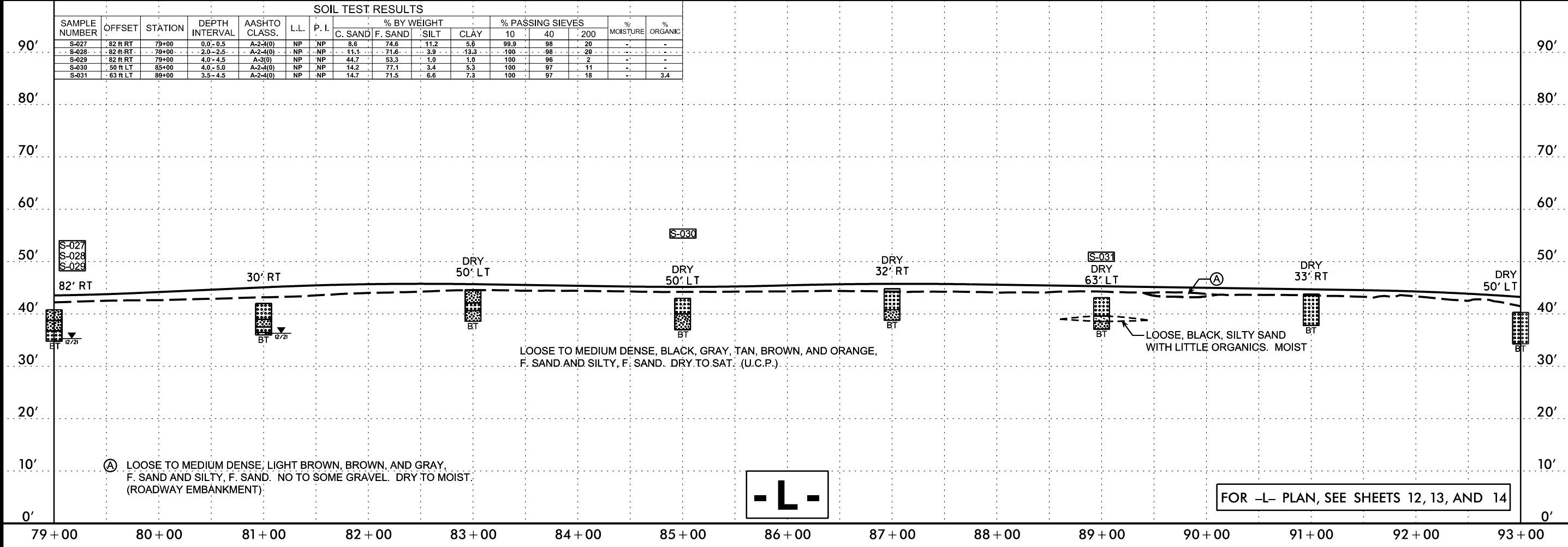
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Raleigh, North Carolina 27609  
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-6202	28
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-024	30 ft RT	67+00	0.0-0.5	A-3(0)	NP	NP	13.5	82.5	1.8	2.2	99.0	98	5	-	-
S-025	CL	73+00	0.0-0.5	A-3(0)	NP	NP	15.3	80.4	1.2	3.2	98.6	97	6	-	-
S-026	CL	73+00	5.5-6.0	A-2-4(0)	NP	NP	4.3	89.0	4.2	2.5	100	99	12	-	-
S-027	82 ft RT	79+00	0.0-0.5	A-2-4(0)	NP	NP	8.6	74.6	11.2	5.6	99.9	98	20	-	-
S-028	82 ft RT	79+00	2.0-2.5	A-2-4(0)	NP	NP	11.1	71.6	3.9	13.3	100	98	20	-	-
S-029	82 ft RT	79+00	4.0-4.5	A-3(0)	NP	NP	44.7	53.3	1.0	1.0	100	96	2	-	-



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-027	82 ft RT	79+00	0.0-0.5	A-2-4(0)	NP	NP	8.6	74.6	11.2	5.6	99.9	98	20	-	-
S-028	82 ft RT	79+00	2.0-2.5	A-2-4(0)	NP	NP	11.1	71.6	3.9	13.3	100	98	20	-	-
S-029	82 ft RT	79+00	4.0-4.5	A-3(0)	NP	NP	44.7	53.3	1.0	1.0	100	96	2	-	-
S-030	50 ft LT	85+00	4.0-5.0	A-2-4(0)	NP	NP	14.2	77.1	3.4	5.3	100	97	11	-	-
S-031	63 ft LT	89+00	3.5-4.5	A-2-4(0)	NP	NP	14.7	71.5	6.6	7.3	100	97	18	-	3.4

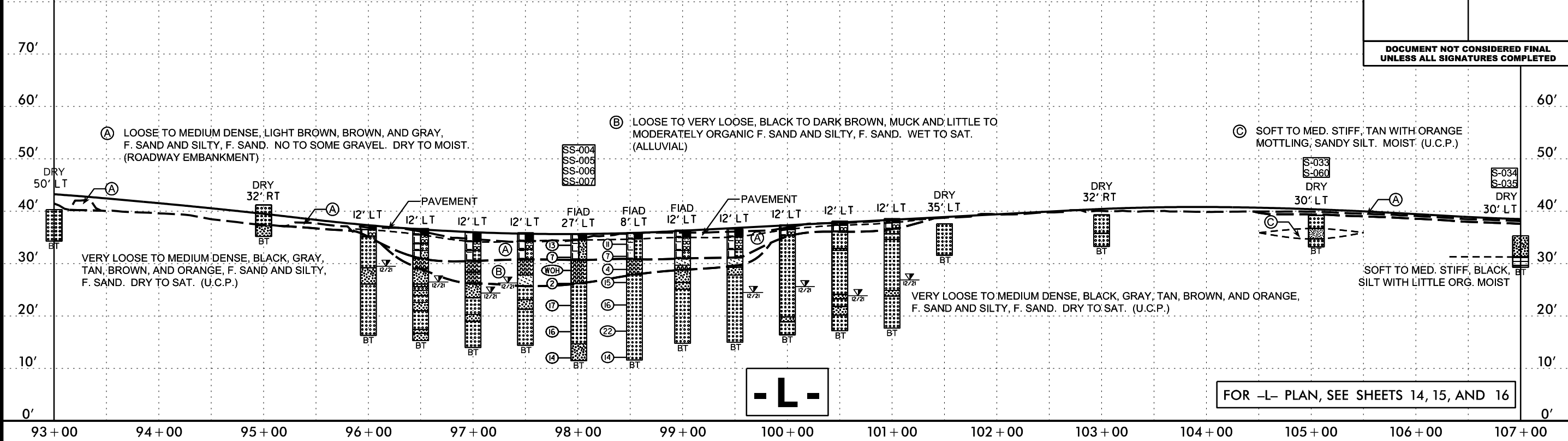


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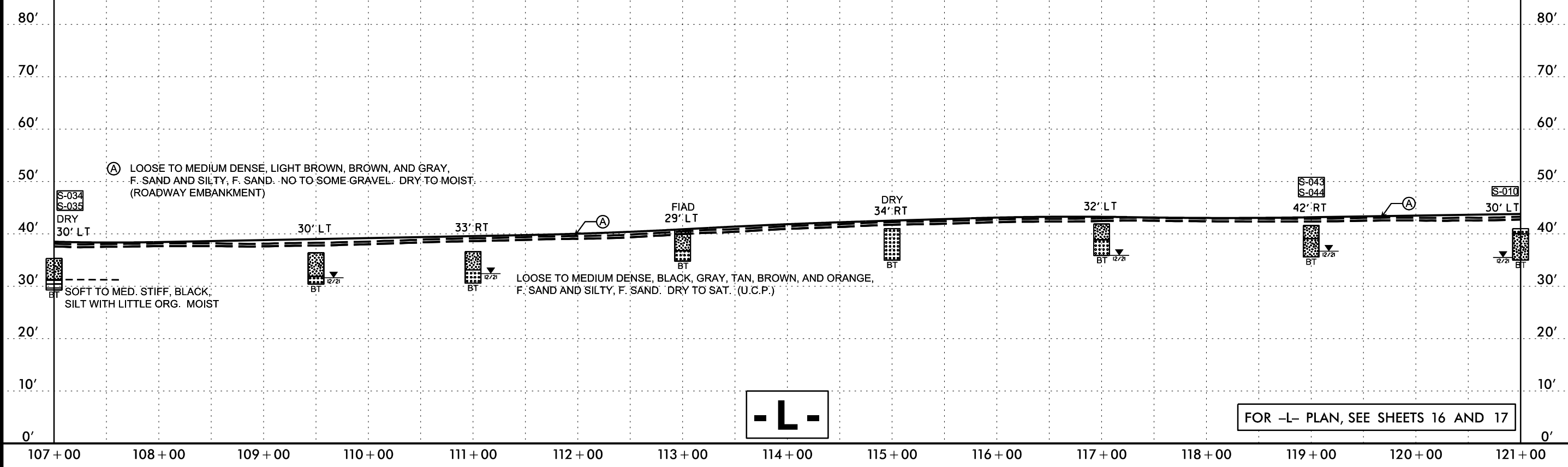
5/28/99

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-004	27 ft LT	98+01	3.5-5.0	A-2-4(0)	NP	NP	9.2	80.1	4.7	6.0	100	99	14	-	-
SS-005	27 ft LT	98+01	6.0-7.5	( )	NEM	-	3.5	67.5	18.8	10.2	99.9	99	33	-	12.9
SS-006	27 ft LT	98+01	12.7-14.2	A-3(0)	NP	NP	52.4	44.4	1.2	2.0	99.7	74	4	-	-
SS-007	27 ft LT	98+01	22.7-24.2	A-2-4(0)	NP	NP	40.2	49.3	4.5	6.0	99.9	97	15	-	-
S-033	30 ft LT	105+05	2.5-3.5	A-4(0)	21	7	9.6	66.1	9.0	21.3	99.9	99	37	-	-
S-060	30 ft LT	105+05	4.0-5.0	A-2-4(0)	NP	NP	10.3	75.4	6.8	7.4	100	99	20	-	-
S-034	30 ft LT	107+00	3.0-4.0	A-2-4(0)	NP	NP	14.4	65.6	12.5	7.6	98.8	97	25	-	-
S-035	30 ft LT	107+00	4.0-5.0	A-4(0)	30	4	7.7	55.4	21.1	15.8	100	98	44	-	9.5



FOR -L- PLAN, SEE SHEETS 14, 15, AND 16

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-034	30 ft LT	107+00	3.0-4.0	A-2-4(0)	NP	NP	14.4	65.6	12.5	7.6	98.8	97	25	-	-
S-035	30 ft LT	107+00	4.0-5.0	A-4(0)	30	4	7.7	55.4	21.1	15.8	100	98	44	-	9.5
S-043	42 ft RT	119+00	0.5-1.0	A-2-4(0)	NP	NP	14.9	73.6	6.6	4.8	96.1	97	15	-	-
S-044	42 ft RT	119+00	2.5-3.0	A-2-4(0)	NP	NP	14.8	64.7	13.5	7.0	99.9	100	24	-	-
S-010	30 ft LT	121+00	4.0-6.0	A-2-4(0)	NP	NP	14.9	77.5	2.7	4.9	97.1	97	11	-	-



FOR -L- PLAN, SEE SHEETS 16 AND 17

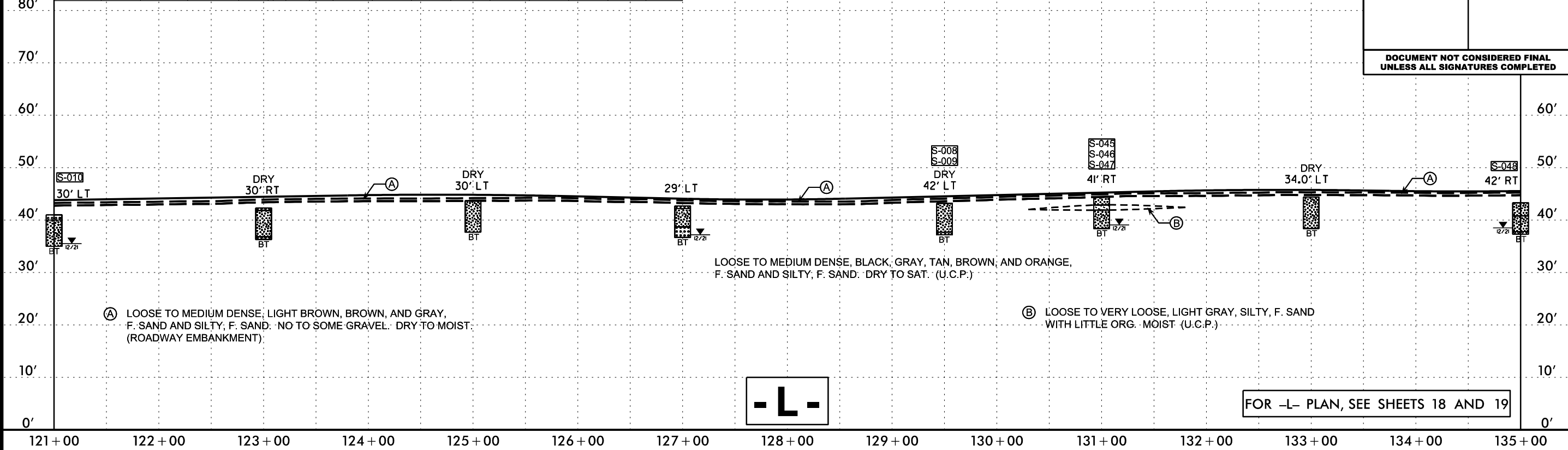
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5/28/99

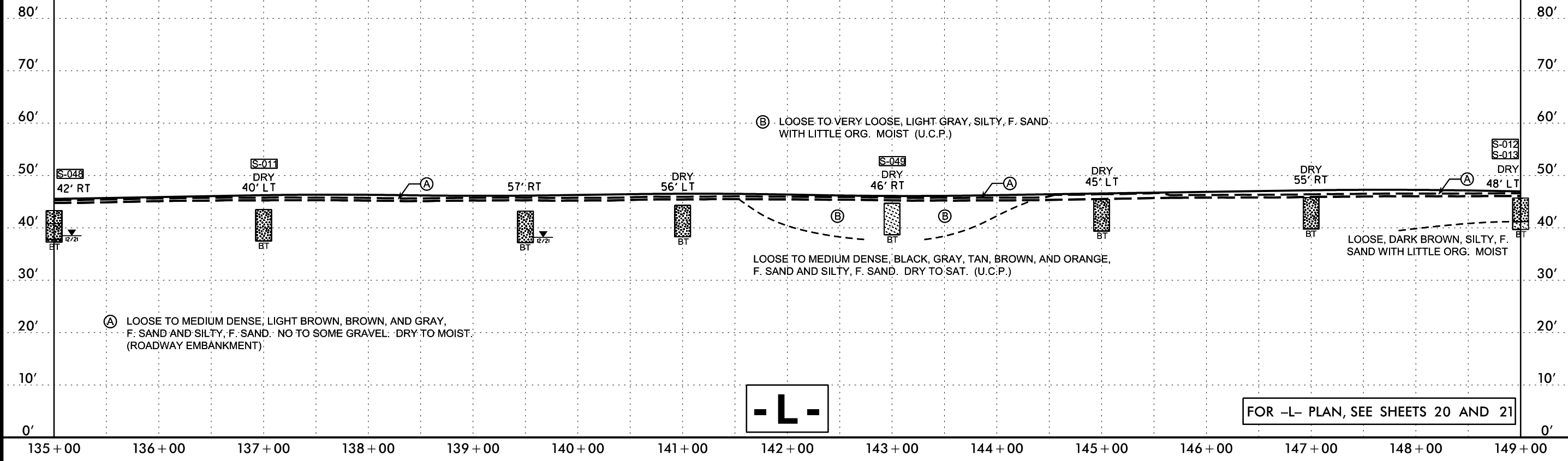
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343 E. Six Forks Road, Suite 200  
Raleigh, North Carolina 27609  
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-6202	30
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-010	30' LT	121+00	4.0-6.0	A-2-4(0)	NP	NP	14.9	77.5	2.7	4.9	97.1	97	11	-	-
S-008	42' LT	129+50	2.0-4.0	A-2-4(0)	NP	NP	13.3	62.7	13.6	10.4	99.6	97	28	-	-
S-009	42' LT	129+50	5.5-6.0	A-2-4(0)	NP	NP	7.5	84.9	3.4	4.2	99.9	99	11	-	-
S-045	41' RT	131+00	0.5-1.0	A-2-4(0)	NP	NP	14.7	74.3	7.1	3.9	96.2	97	14	-	-
S-046	41' RT	131+00	1.5-2.0	A-2-4(0)	NP	NP	11.9	75.7	10.4	2.0	99.6	100	15	-	-
S-047	41' RT	131+00	2.5-3.0	A-2-4(0)	NP	NP	13.8	66.6	10.6	9.0	99.5	96	22	-	3.2
S-048	42' RT	135+00	2.5-3.0	A-2-4(0)	NP	NP	22.3	62.1	5.2	10.4	99.9	97	18	-	-



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-048	42' RT	135+00	2.5-3.0	A-2-4(0)	NP	NP	22.3	62.1	5.2	10.4	99.9	97	18	-	-
S-011	40' LT	137+00	4.0-6.0	A-2-4(0)	NP	NP	24.9	64.8	4.0	6.3	99.9	95	12	-	-
S-049	46' RT	143+00	0.5-1.0	A-2-4(0)	NP	NP	29.8	54.2	4.9	11.1	97.3	95	18	-	4.1
S-012	48' LT	149+00	2.0-4.0	A-2-4(0)	NP	NP	23.9	60.9	5.2	10.0	98.9	96	17	-	-
S-013	48' LT	149+00	4.5-6.0	A-2-4(0)	NP	NP	25.8	65.1	4.9	4.2	99.2	98	11	-	3.3

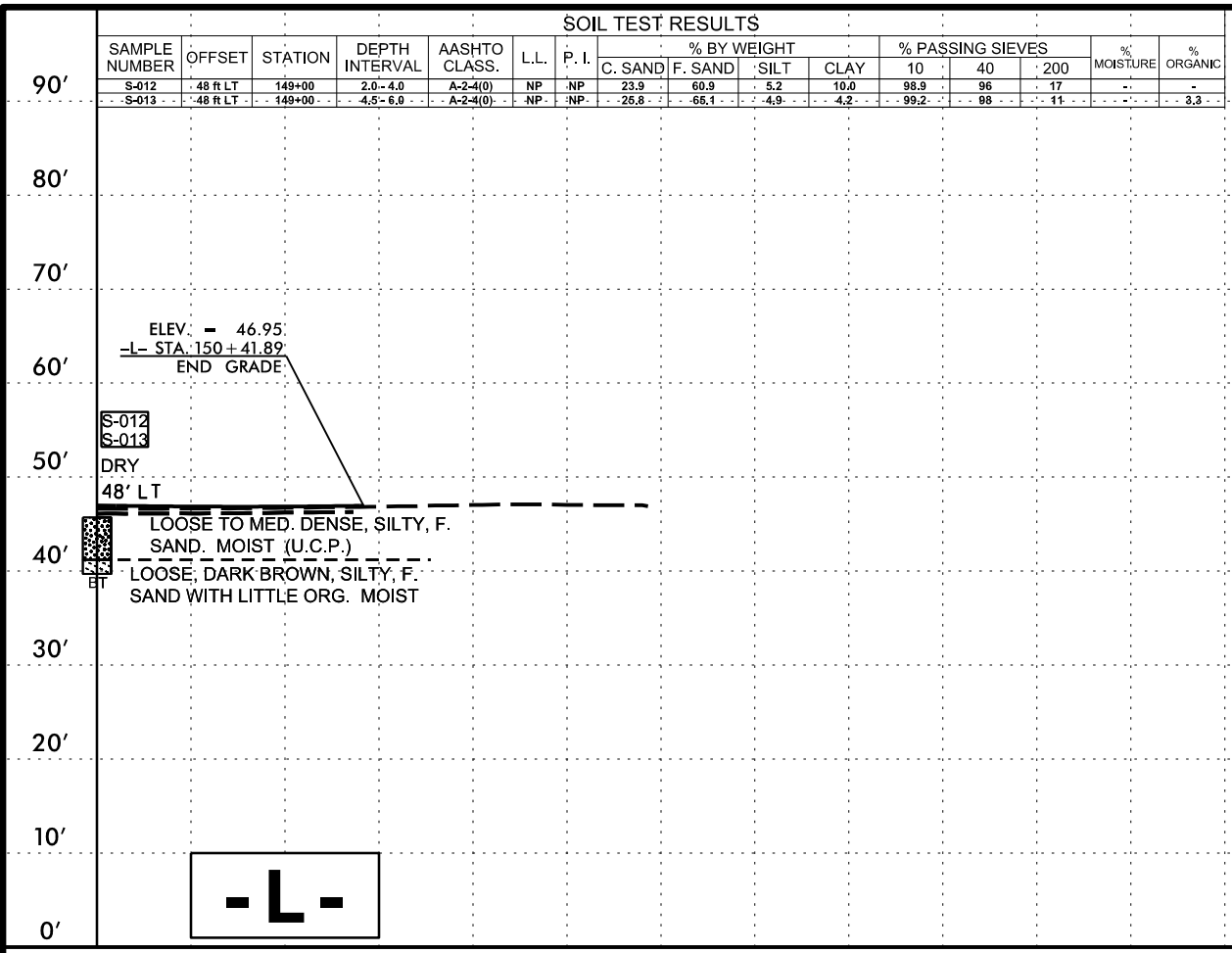


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5/28/99

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 Raleigh, North Carolina 27609  
 NC License No: C-1554

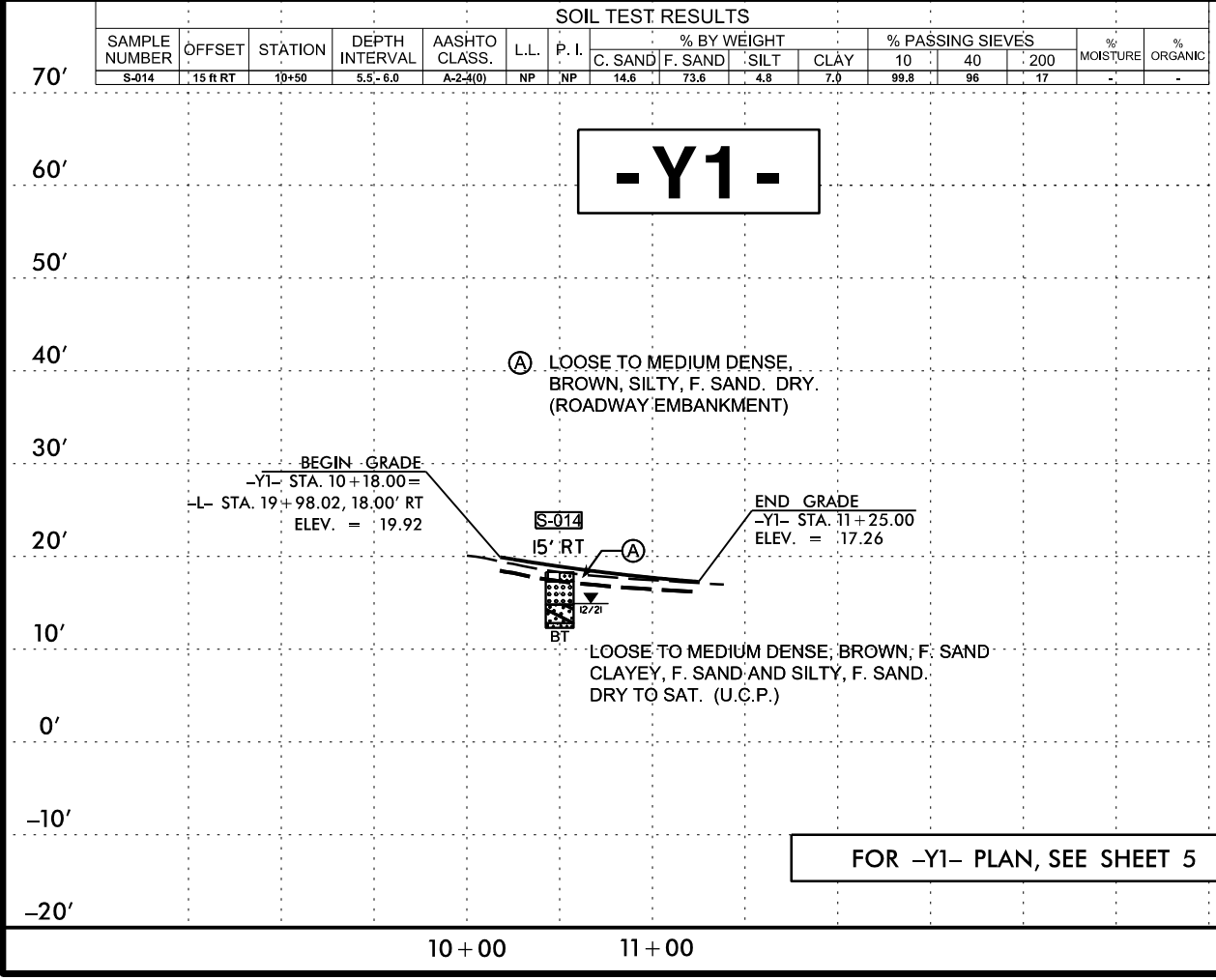
PROJECT REFERENCE NO.	SHEET NO.
U-6202	31
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



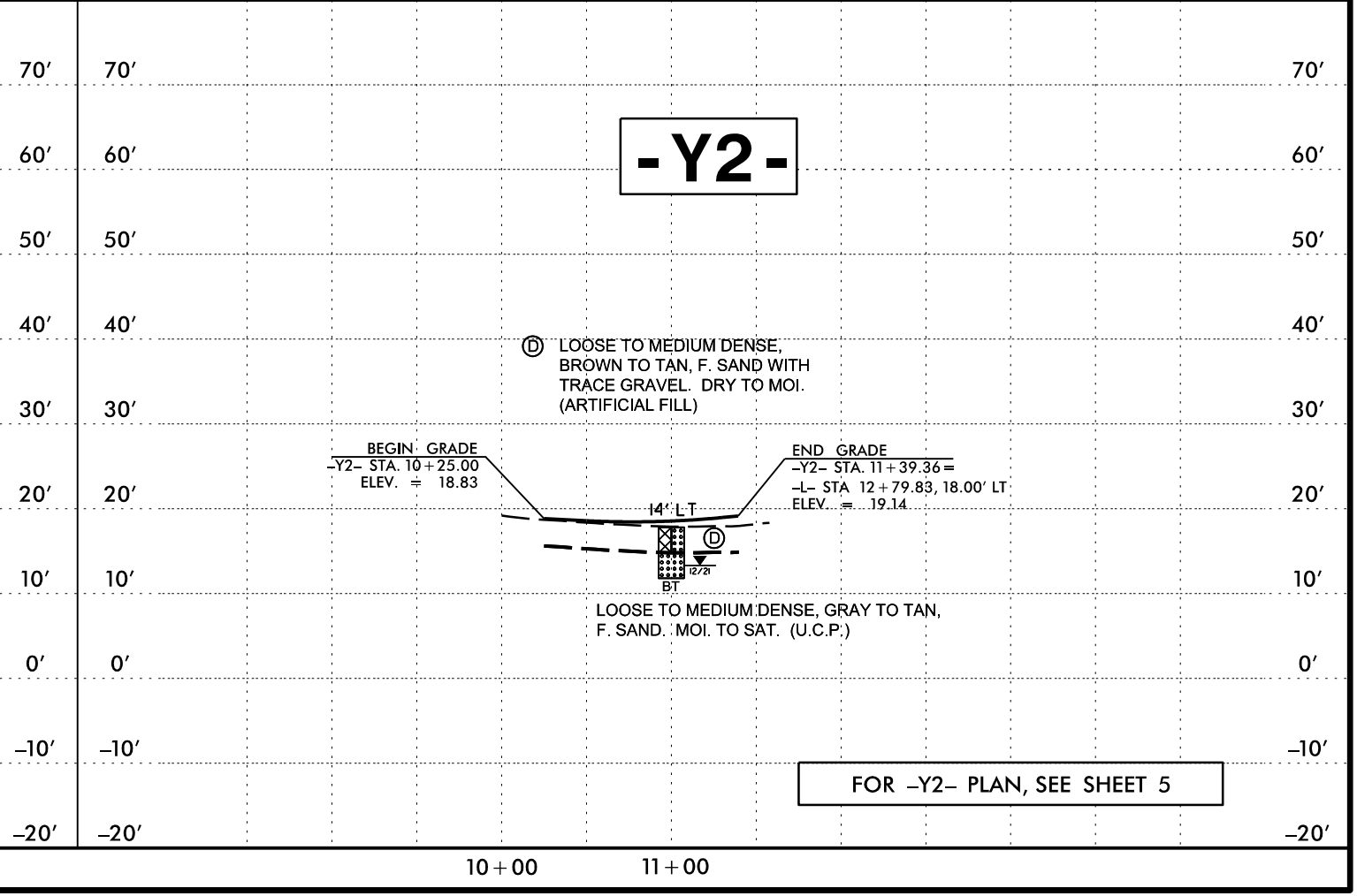
149 + 00      150 + 00      151 + 00

FOR -L- PLAN, SEE SHEETS 21 AND 22

I:\FEB-2022\1232\_NCDOT\_U-6202\_GORDON-ROAD\_GEO TECH\U6202.GEO\_RDWY\CADD\_GEO TECH\Plan\Prof\U6202\_RDY\_PFL31.dgn  
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 5/28/99



FOR -Y1- PLAN, SEE SHEET 5



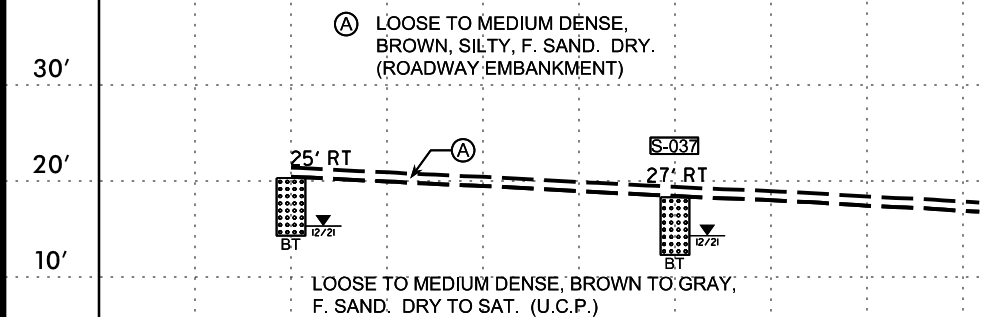
FOR -Y2- PLAN, SEE SHEET 5

10 + 00      11 + 00      10 + 00      11 + 00

5/28/99

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-037	27' RT	12+00	3.0-4.0	A-3(0)	NP	NP	22.6	70.8	1.1	5.5	100	94	8	-	-

**- Y3 -**



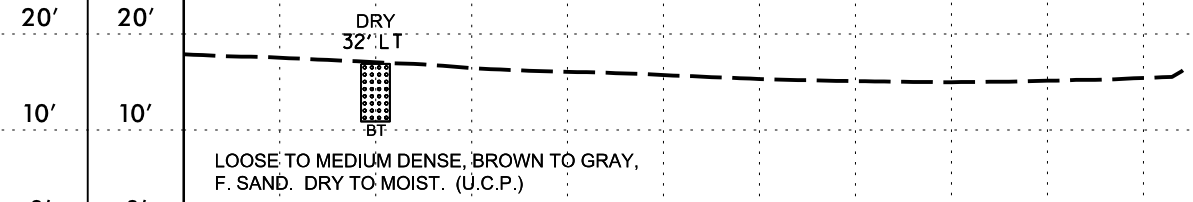
FOR -Y3- PLAN, SEE SHEETS 5 AND 5A

10+00 11+00 12+00 13+00 14+00 15+00

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PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>32</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

**- Y4LPC -**

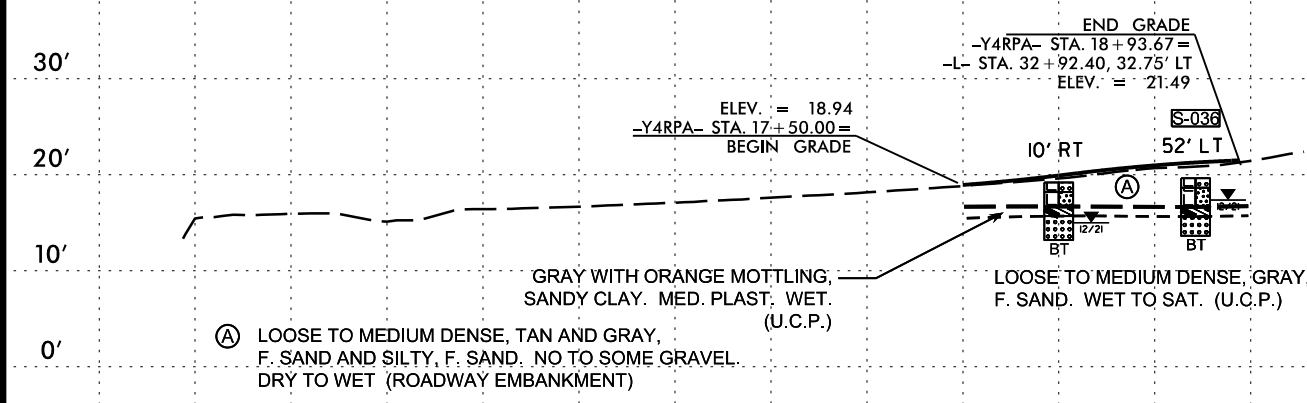


FOR -Y4LPC- PLAN, SEE SHEET 5

10+00 11+00 12+00 13+00 14+00 15+00 16+00

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-036	52' LT	18+72	3.0-4.0	A-6(11)	33	18	3.5	32.9	31.9	31.7	100	98	74	25	-

**- Y4RPA -**

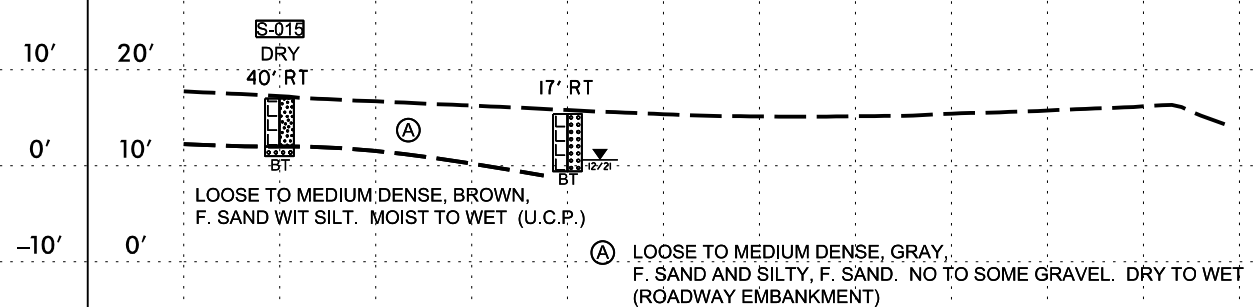


FOR -Y4RPA- PLAN, SEE SHEET 6

13+00 14+00 15+00 16+00 17+00 18+00 19+00

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-015	40' RT	10+50	1.5-2.0	A-2-4(0)	NP	NP	24.5	64.5	4.4	6.6	93.7	92	15	-	-

**- Y4RPC -**



FOR -Y4RPC- PLAN, SEE SHEET 5

10+00 11+00 12+00 13+00 14+00 15+00 16+00

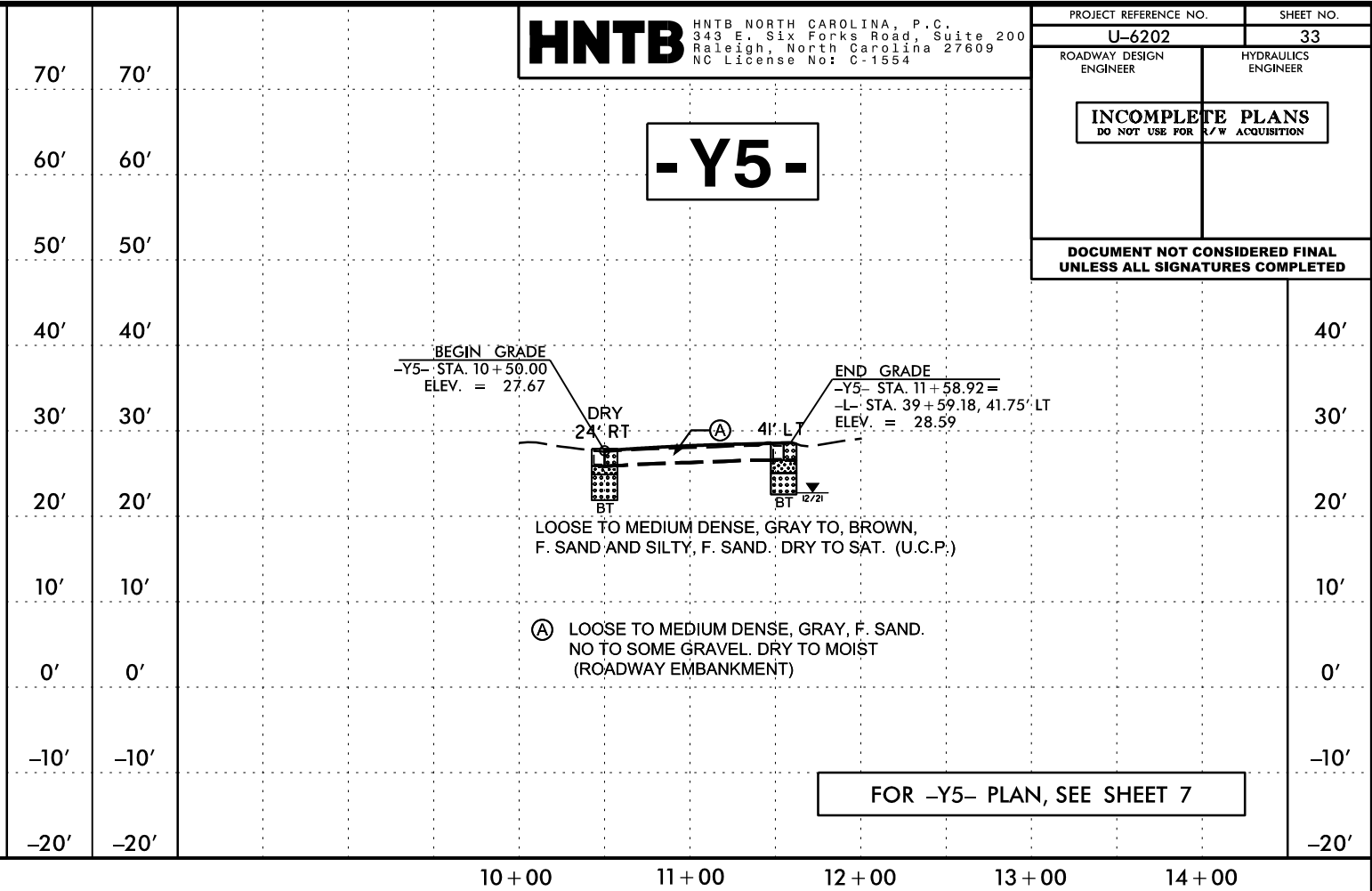
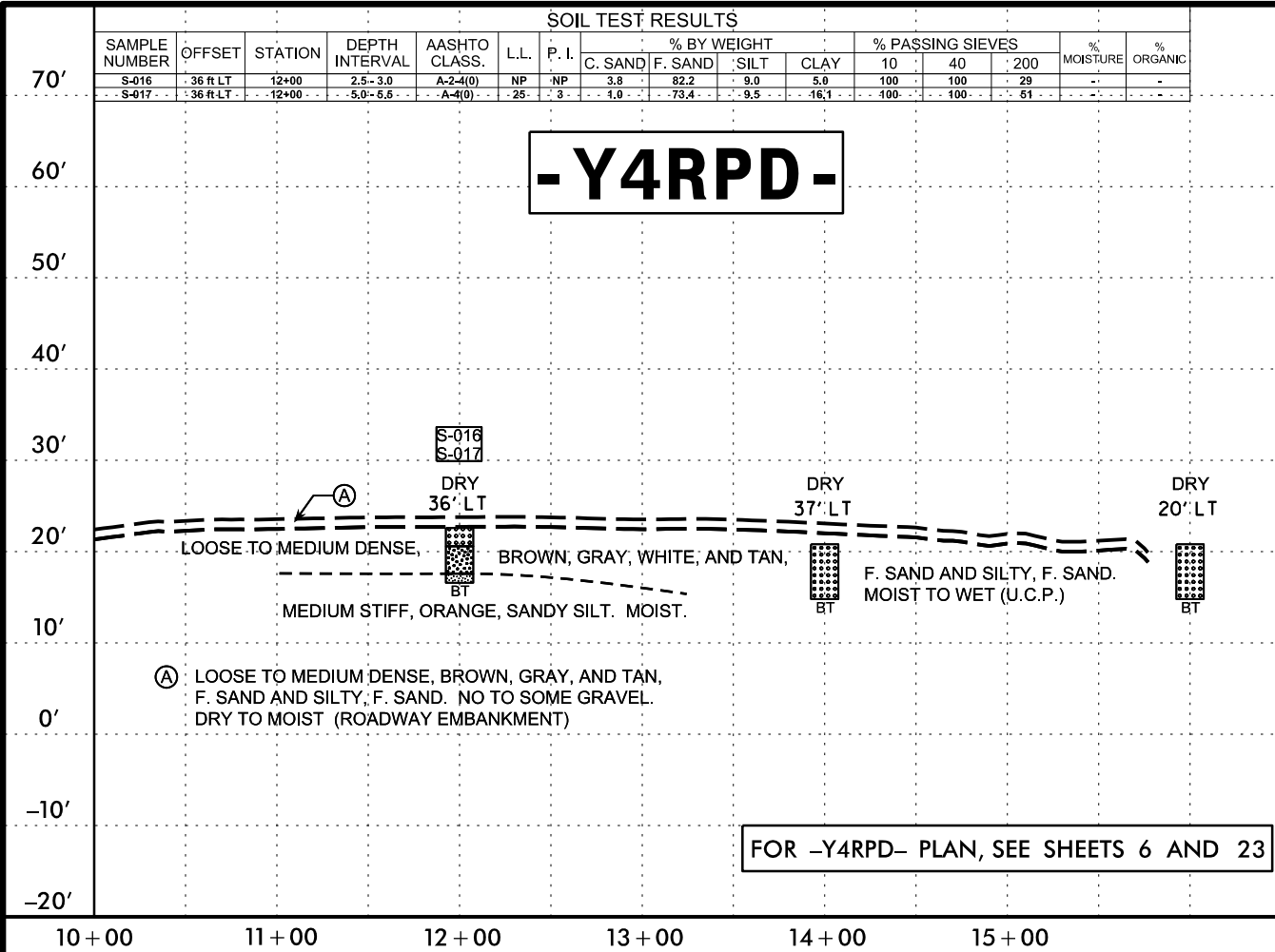
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5/28/99

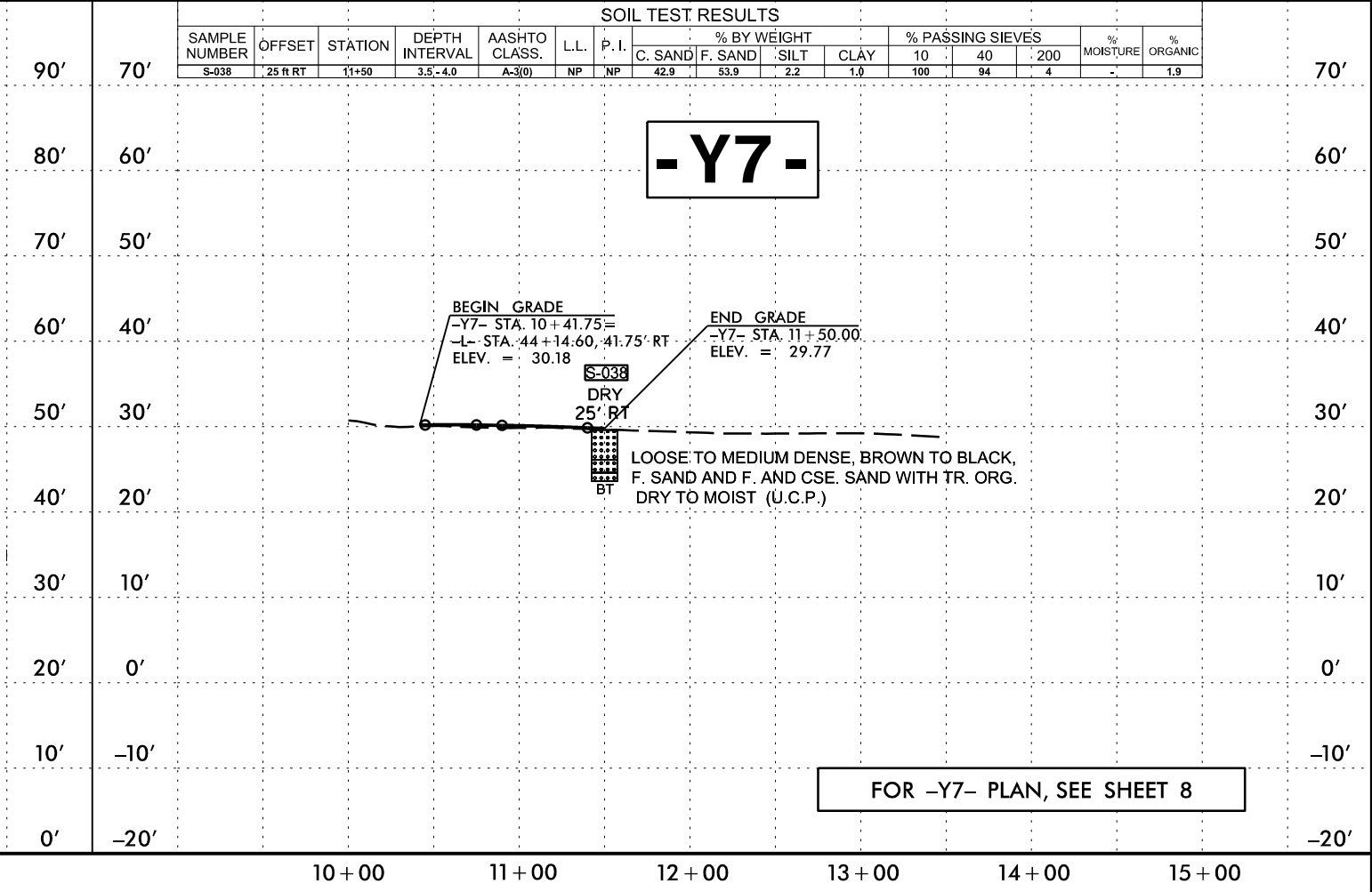
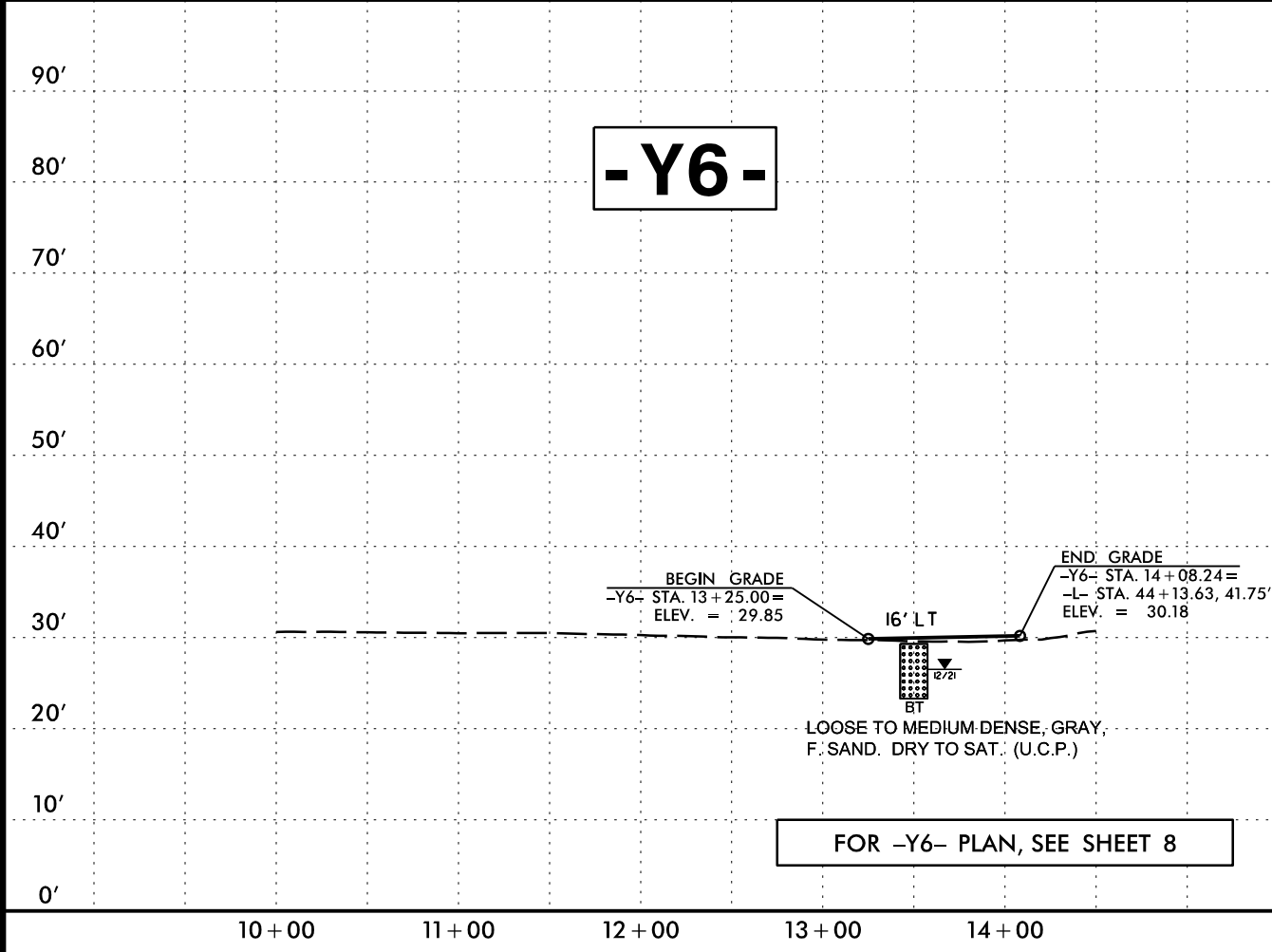
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							C. SAND	F. SAND	SILT	CLAY	10	40	200		
							NP	NP	NP	NP	NP	NP	NP		
S-016	36 ft LT	12+00	2.5-3.0	A-2-4(0)	NP	NP	3.8	82.2	9.0	5.0	100	100	29	-	-
S-017	36 ft LT	12+00	5.0-6.5	A-4(0)	25	3	1.0	73.4	9.5	16.1	100	100	51	-	-

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 NC License No: C-1554

PROJECT REFERENCE NO. <b>U-6202</b>	SHEET NO. <b>33</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
							NP	NP	NP	NP	NP	NP	NP		
S-038	25 ft RT	11+50	3.5-4.0	A-3(0)	NP	NP	42.9	53.9	2.2	1.0	100	94	4	-	1.9

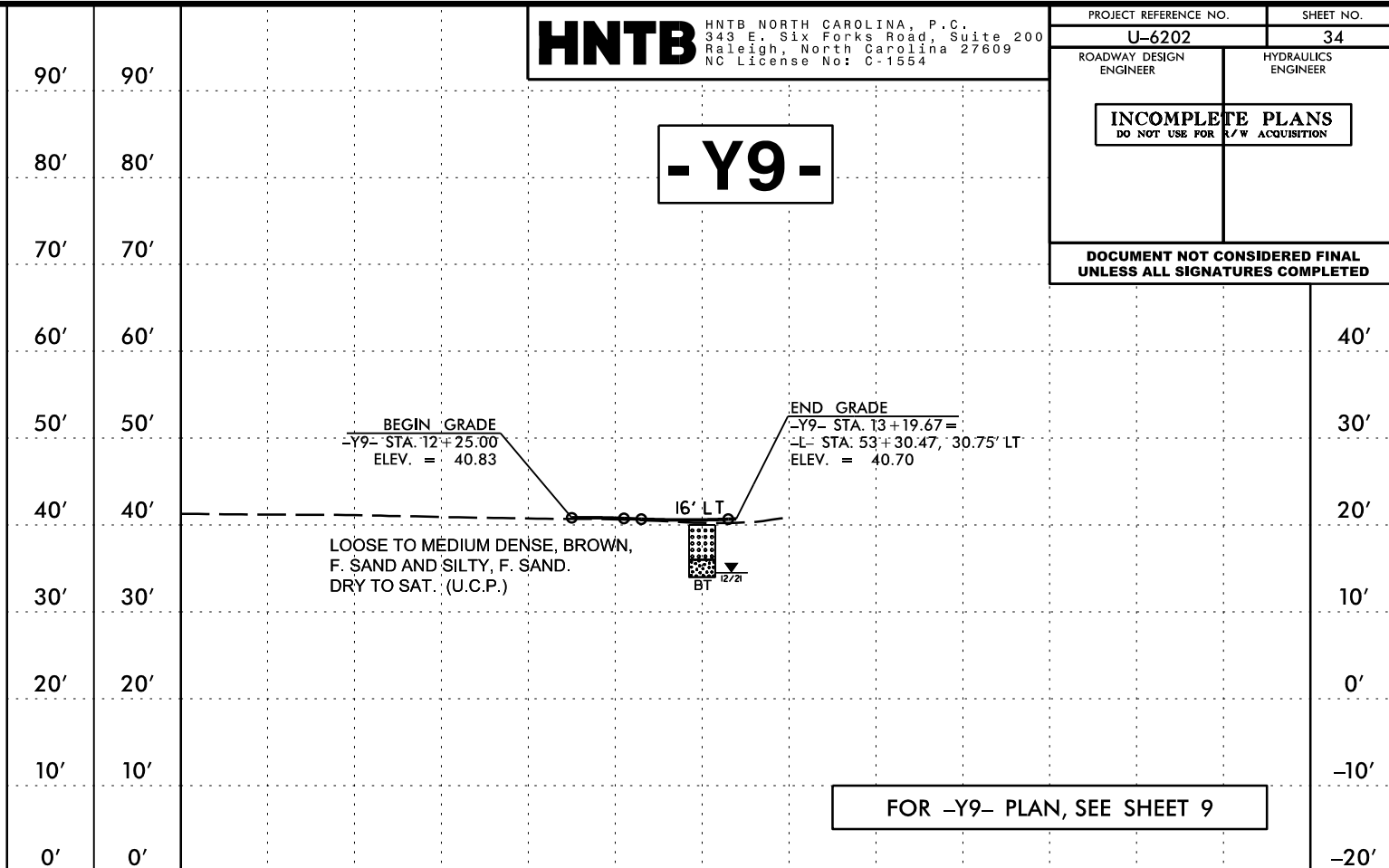
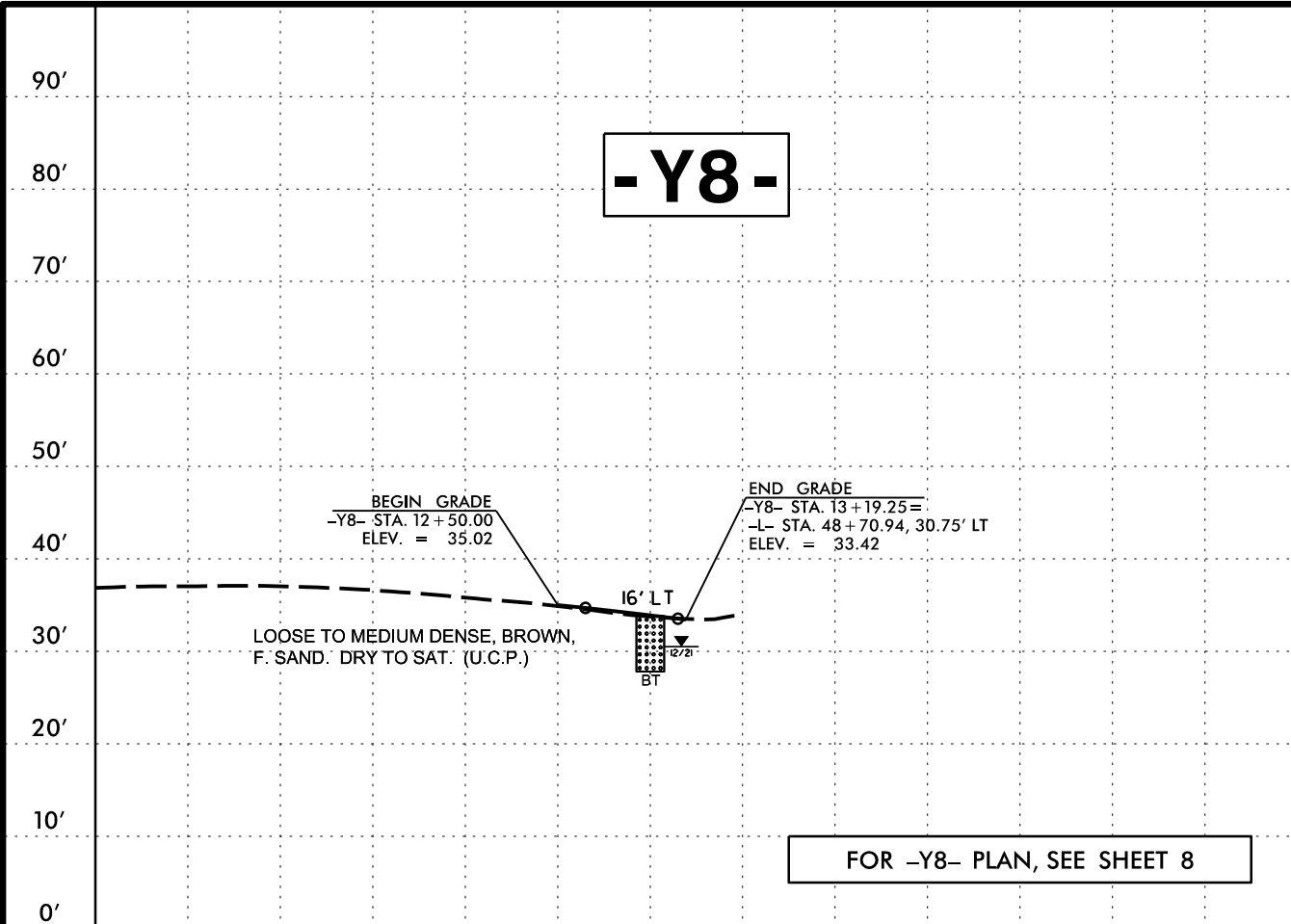


17-FEB-2022 12:32 NC DOT U-6202-GORCON-ROAD-GEO TECH U6202-GEO-RDWY\CADD-GEO TECH\Plan\Prof\U6202-RDY\_PFL33.dgn

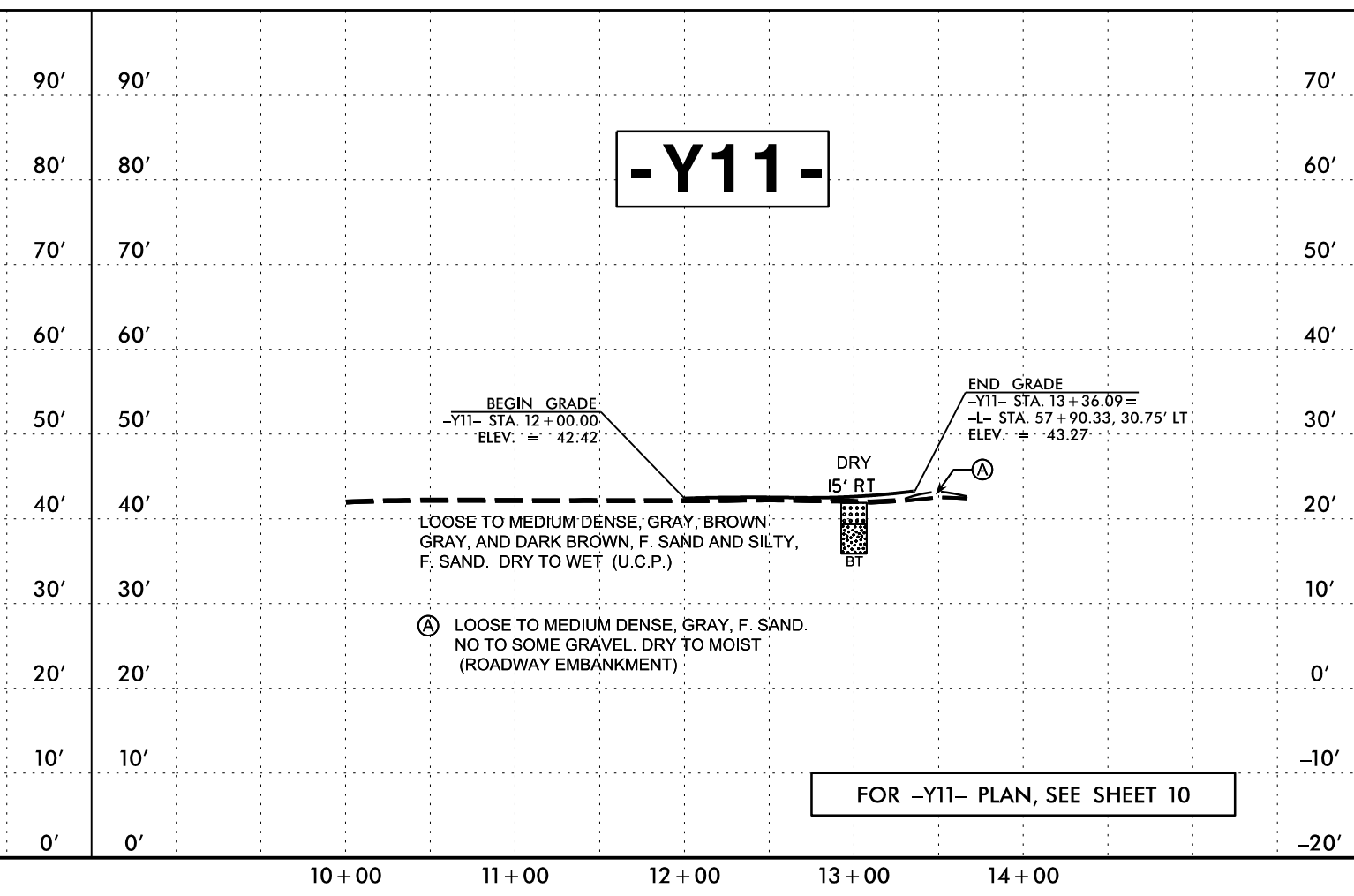
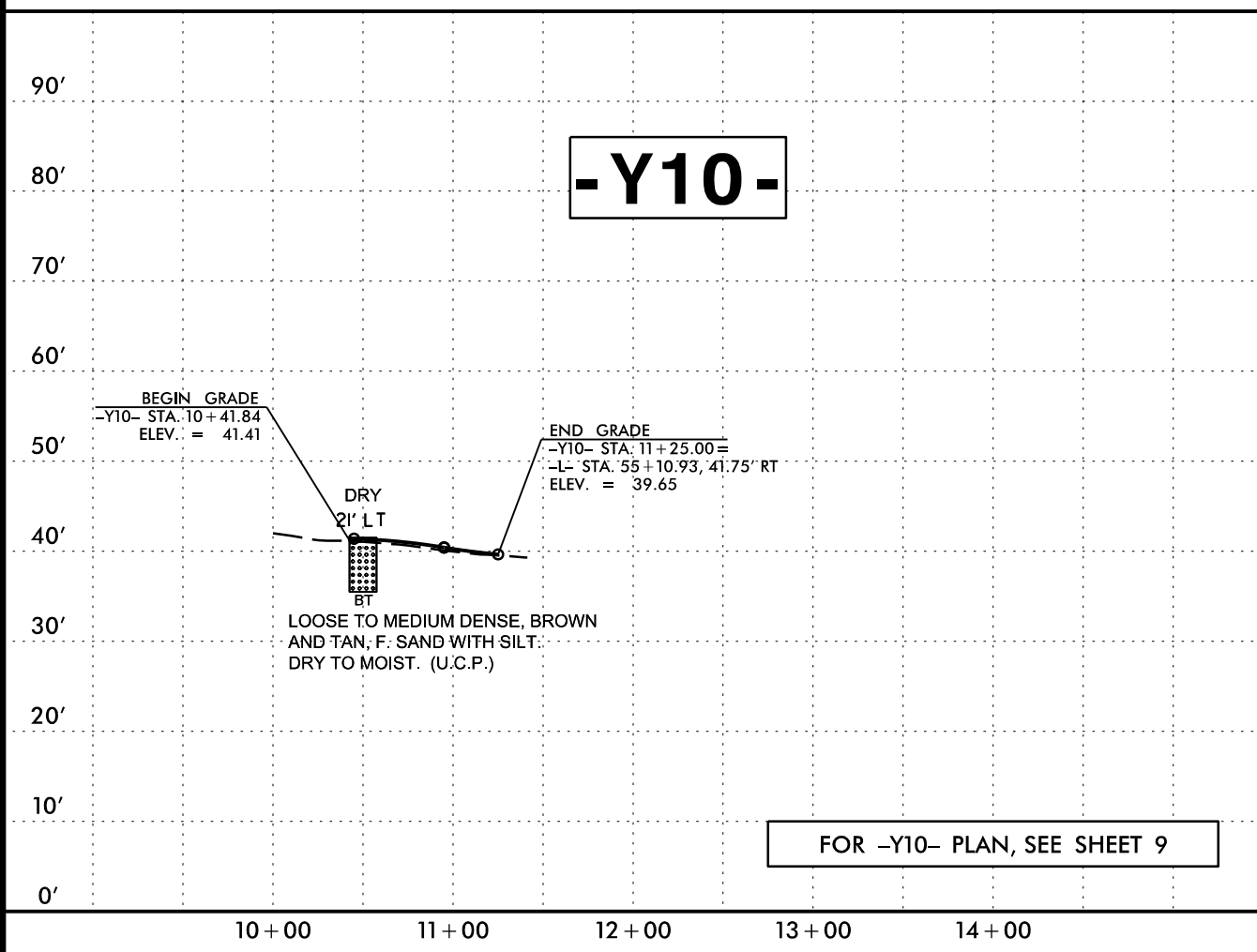
5/28/99

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Raleigh, North Carolina 27609  
NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-6202	34
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



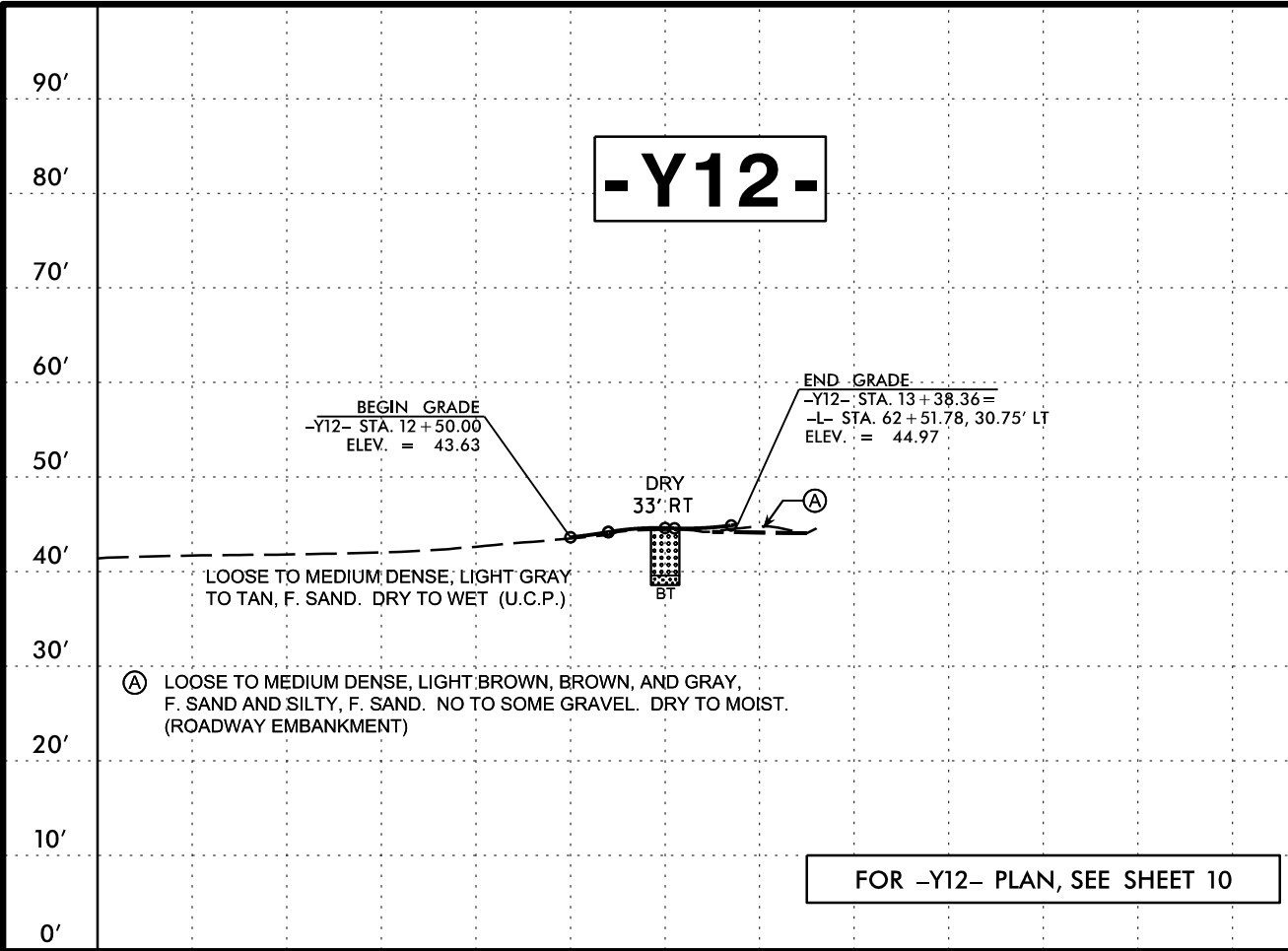
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Anderson AT



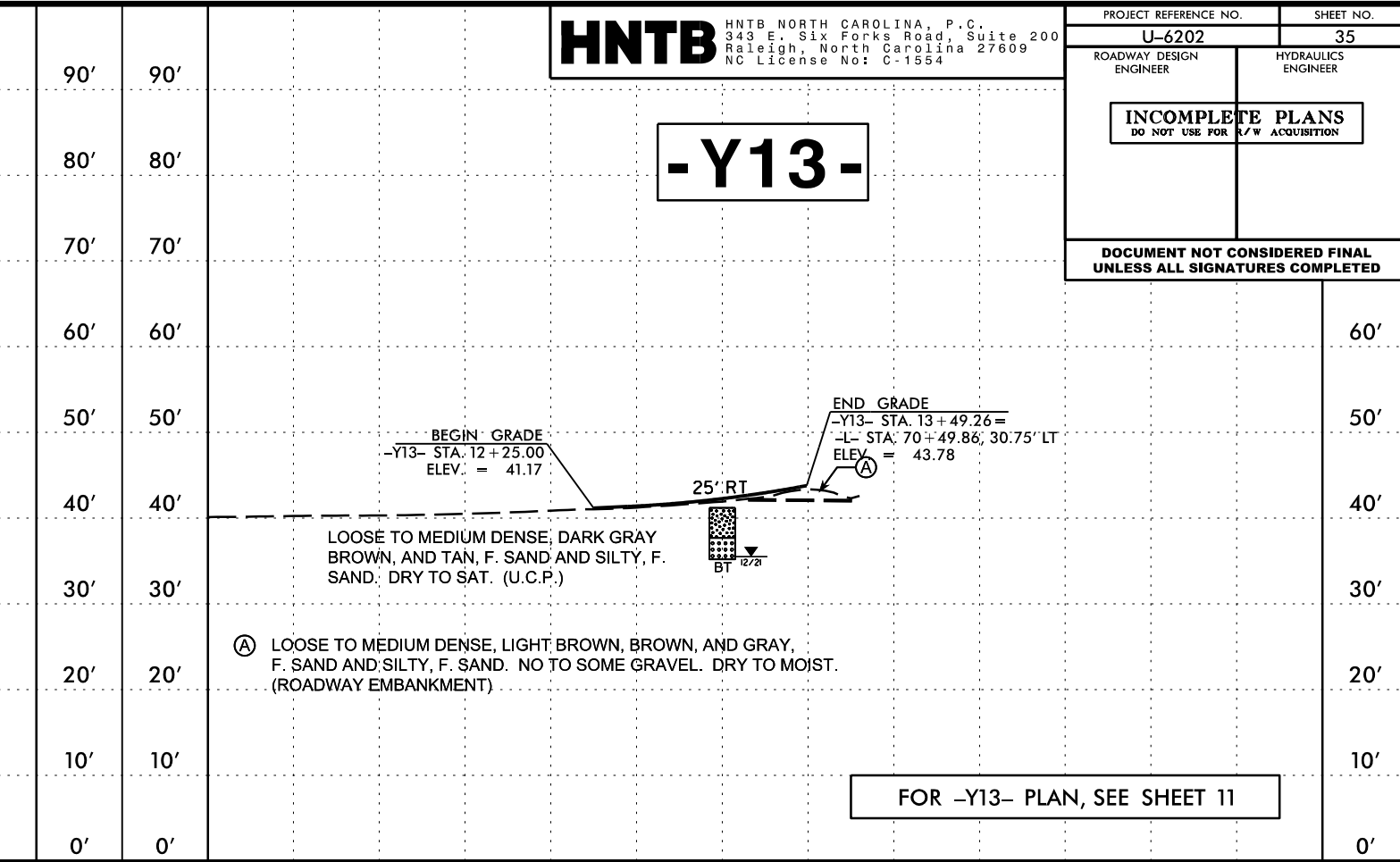
5/28/99

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PROJECT REFERENCE NO.	SHEET NO.
U-6202	35
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

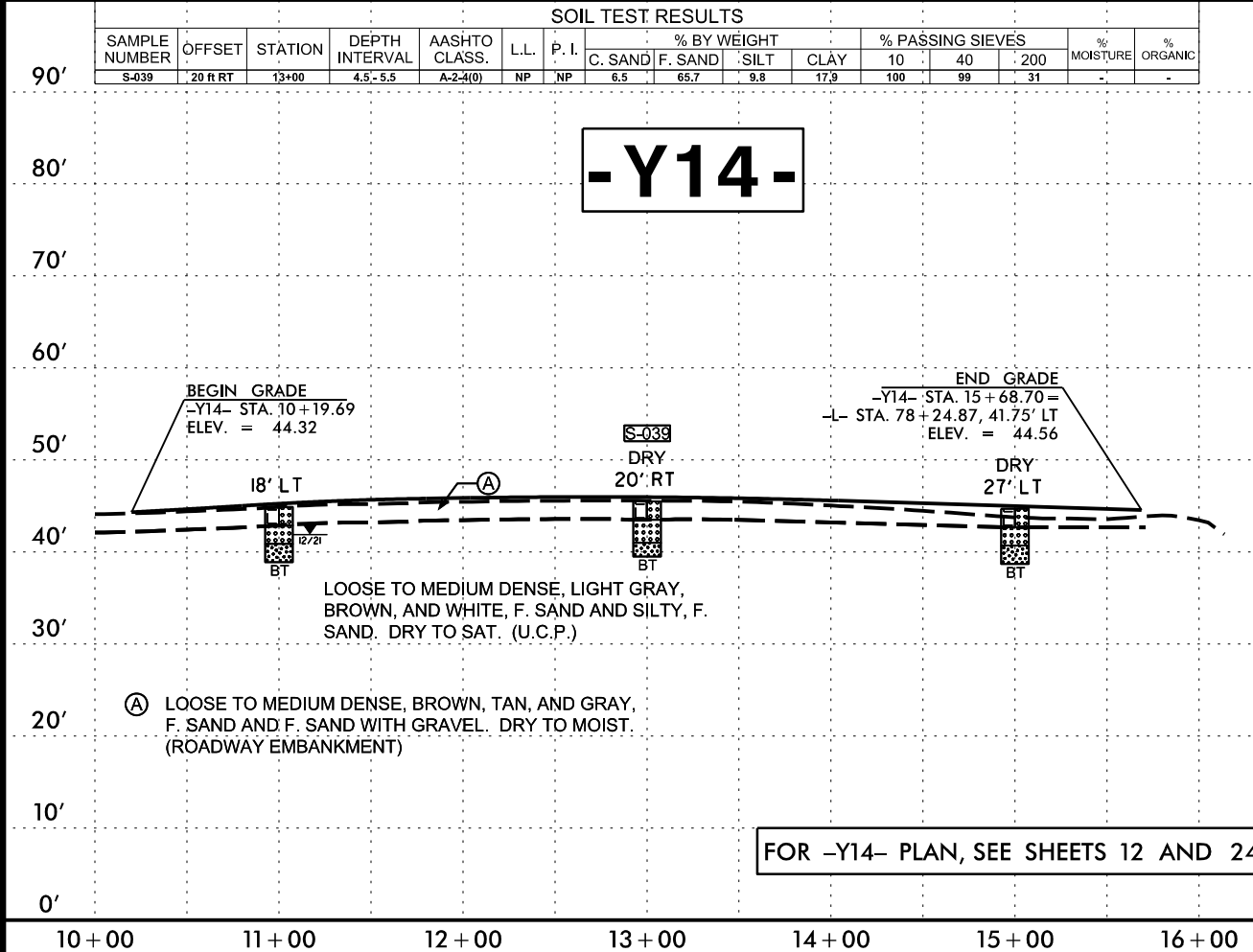


FOR -Y12- PLAN, SEE SHEET 10

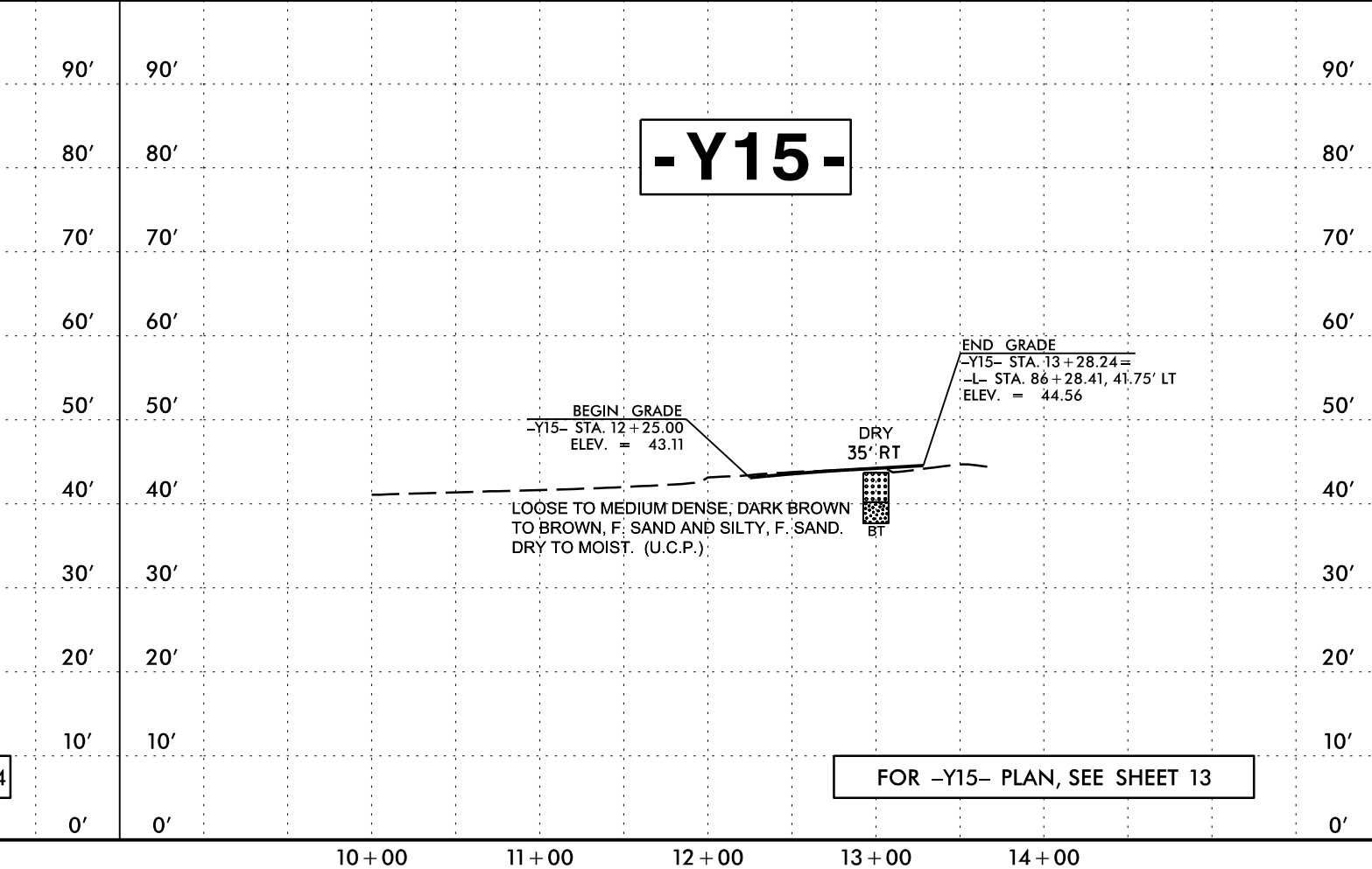


FOR -Y13- PLAN, SEE SHEET 11

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT					% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200			
S-039	20 ft RT	13+00	4.5-5.5	A-2-4(0)	NP	NP	6.5	65.7	9.8	17.9	100	99	31	-	-	



FOR -Y14- PLAN, SEE SHEETS 12 AND 24



FOR -Y15- PLAN, SEE SHEET 13

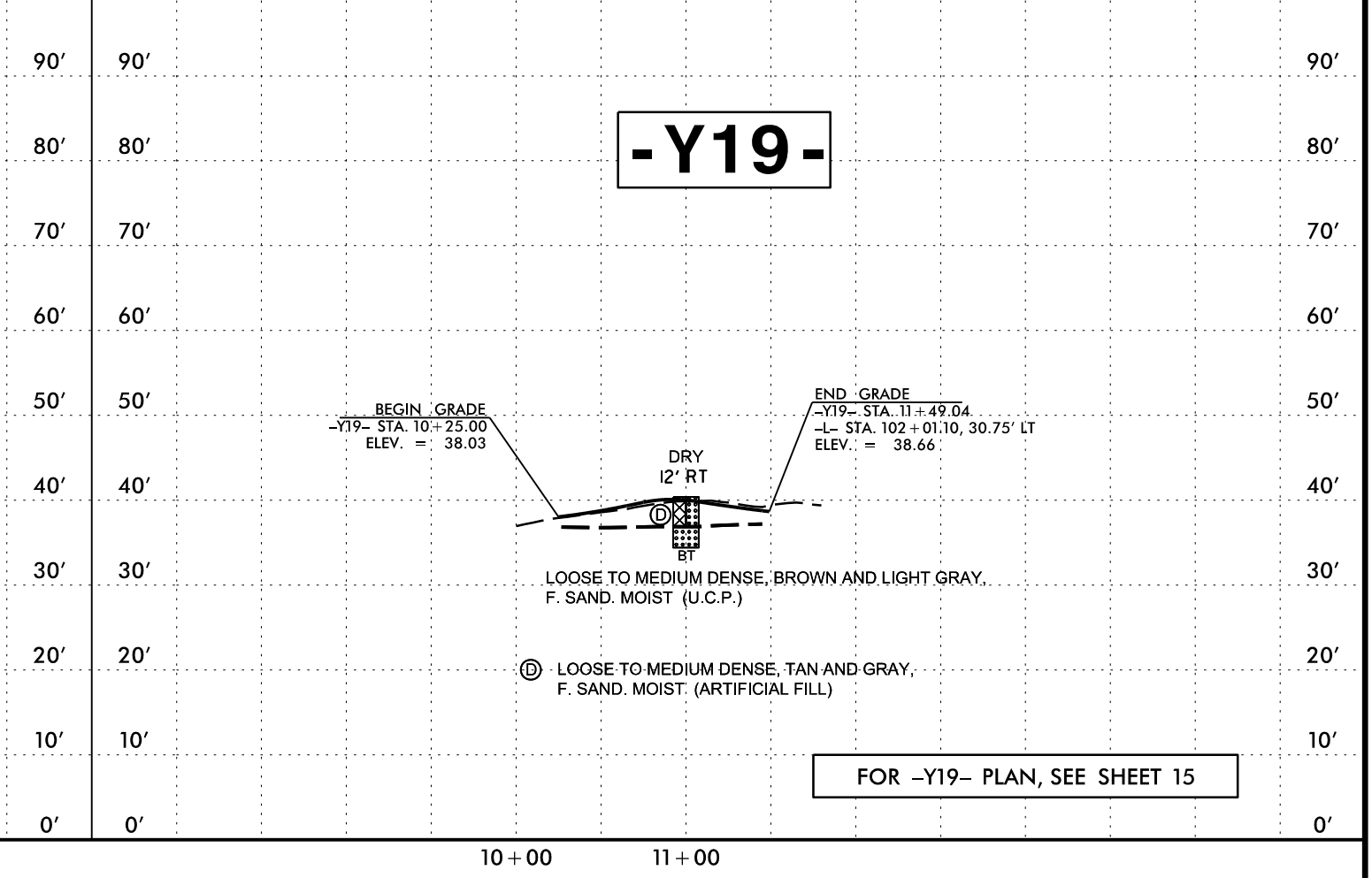
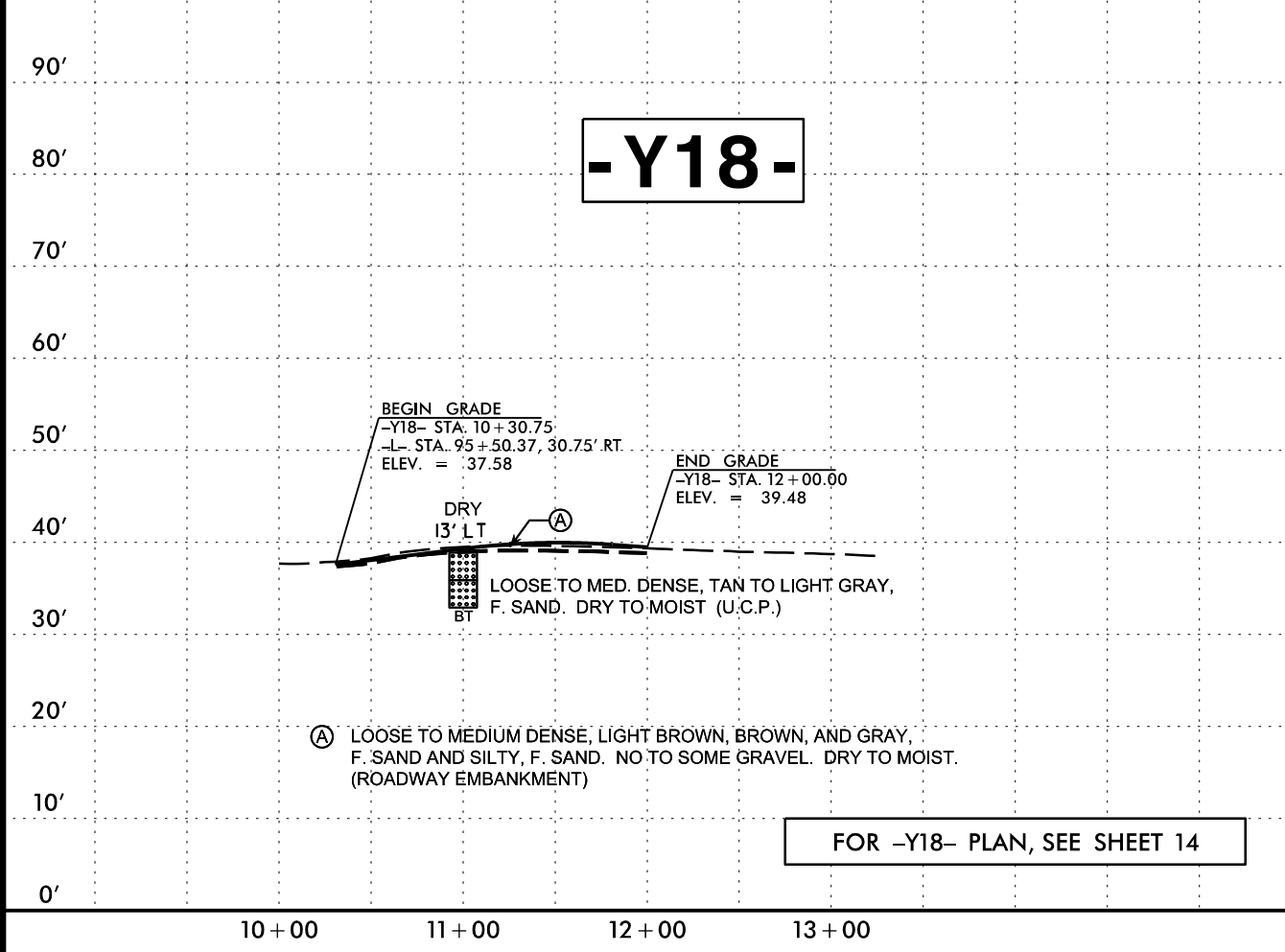
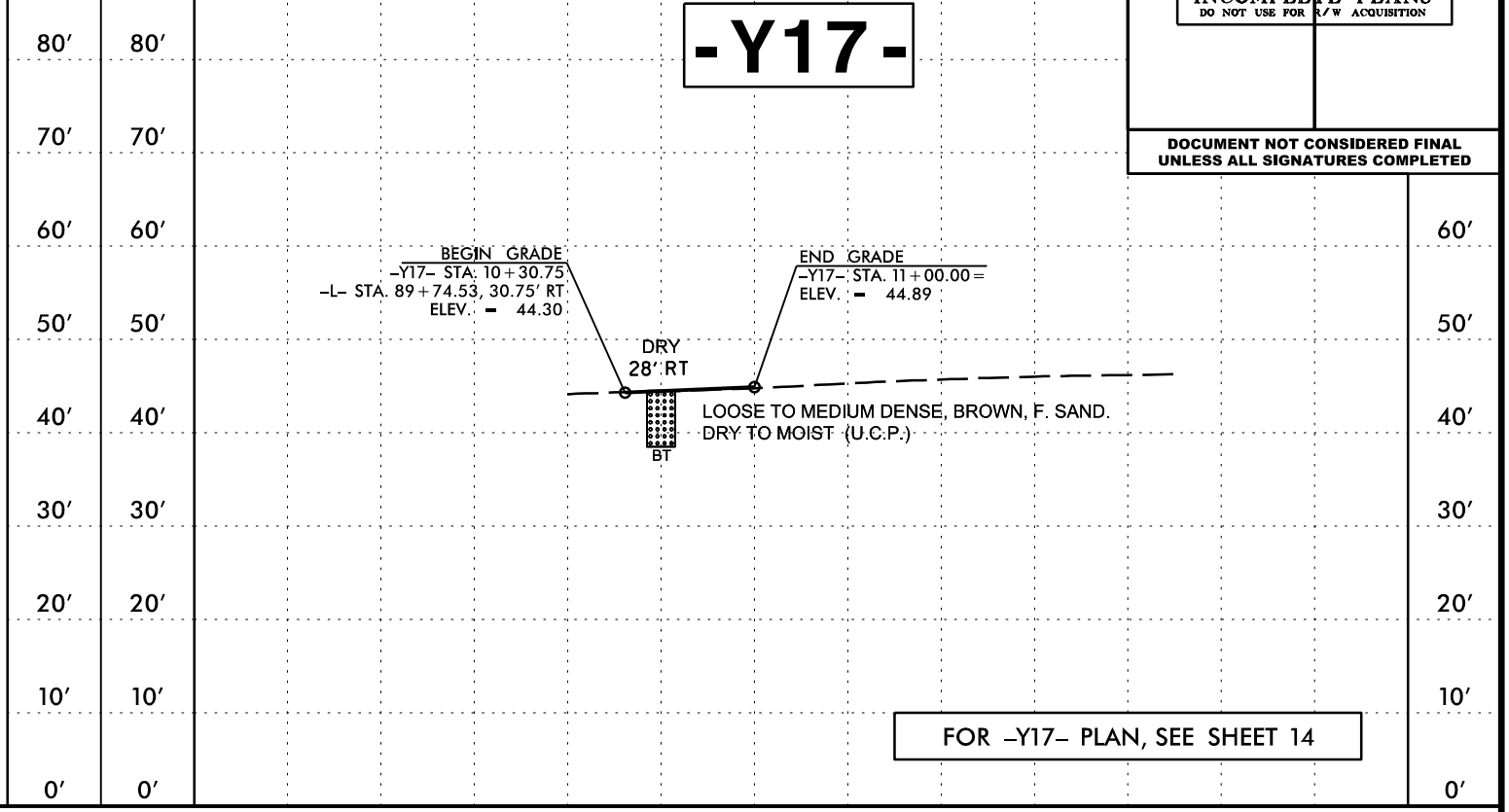
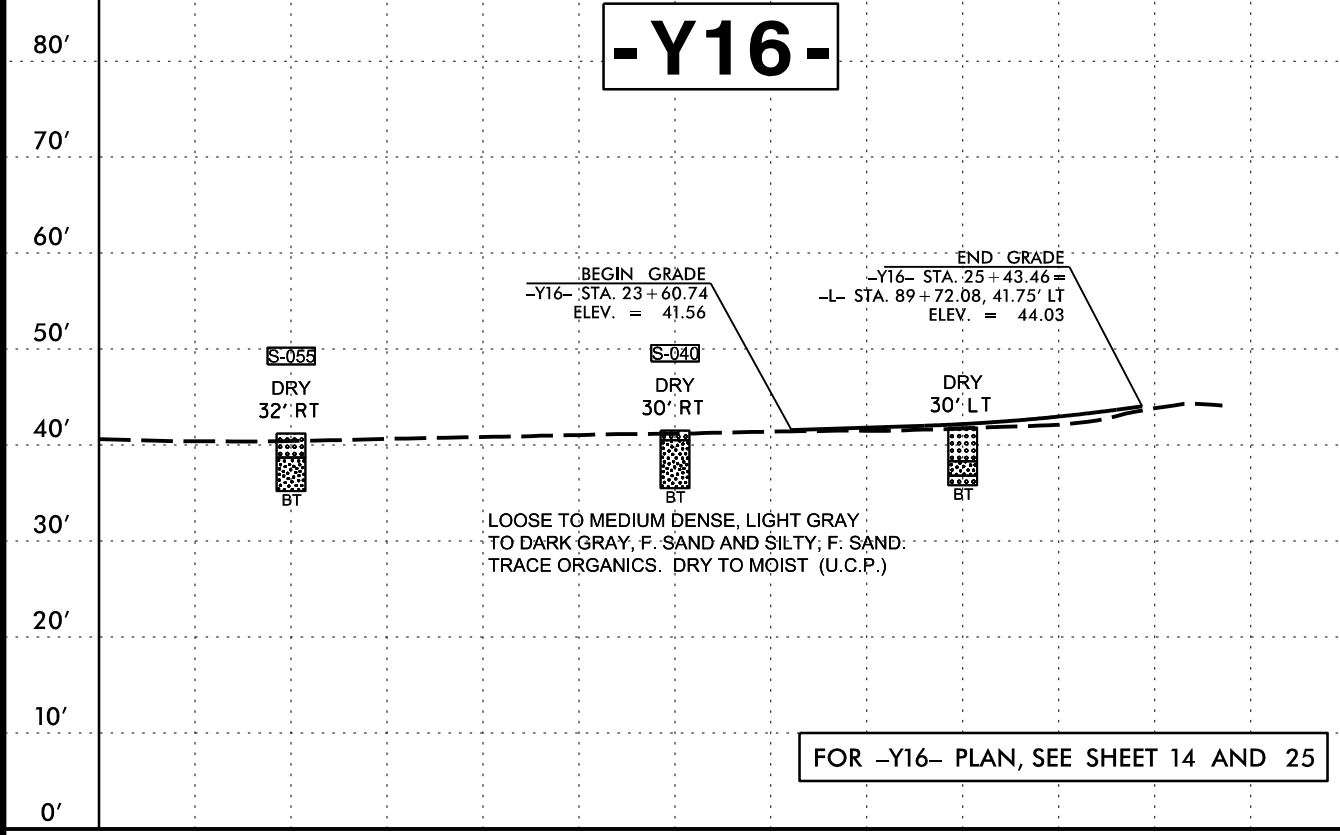
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 Autodesk

5/28/99

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-055	32 ft RT	21+00	5.0-5.5	A-2-4(0)	NP	NP	2.1	66.9	7.3	23.7	99.9	99	34	-	-
S-040	30 ft RT	23+00	1.5-2.5	A-2-4(0)	NP	NP	10.3	73.9	8.7	7.1	100	98	20	-	2.3

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PROJECT REFERENCE NO.	SHEET NO.
U-6202	36
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



17-FEB-2022 12:32 NC DOT U-6202\_GORDON-ROAD\_GEO TECH U6202\_GEO RDWY\CADD\_GEO TECH\Plan\Prof\U6202\_RDY\_PFL36.dgn  
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 Anderson AT 11/15/2021



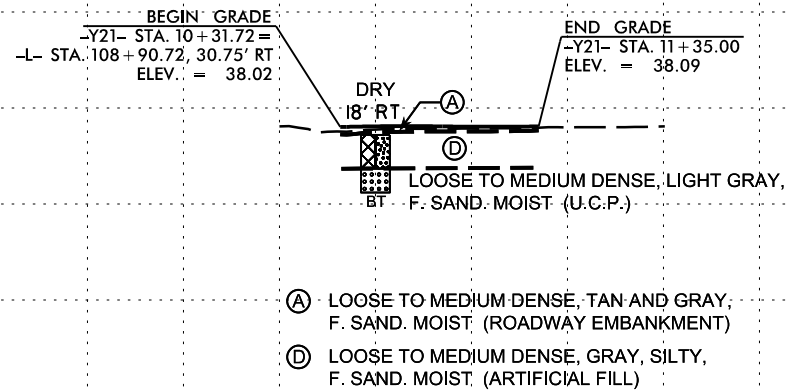
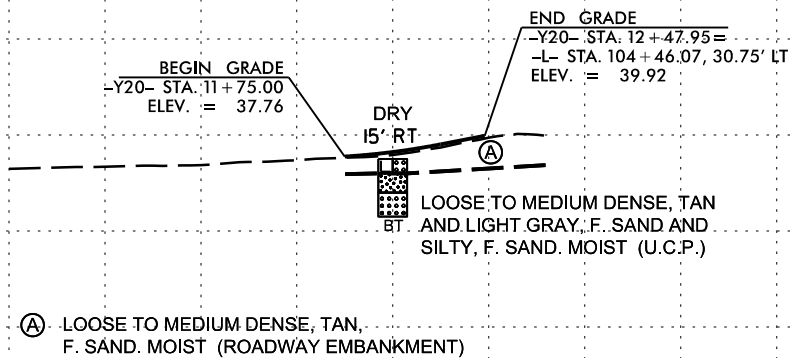
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PROJECT REFERENCE NO.	SHEET NO.
U-6202	37
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

**-Y20-**

**-Y21-**



FOR -Y20- PLAN, SEE SHEET 15

FOR -Y21- PLAN, SEE SHEET 16

10+00 11+00 12+00

10+00 11+00 12+00

SOIL TEST RESULTS

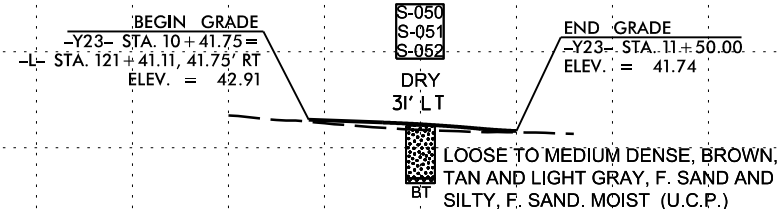
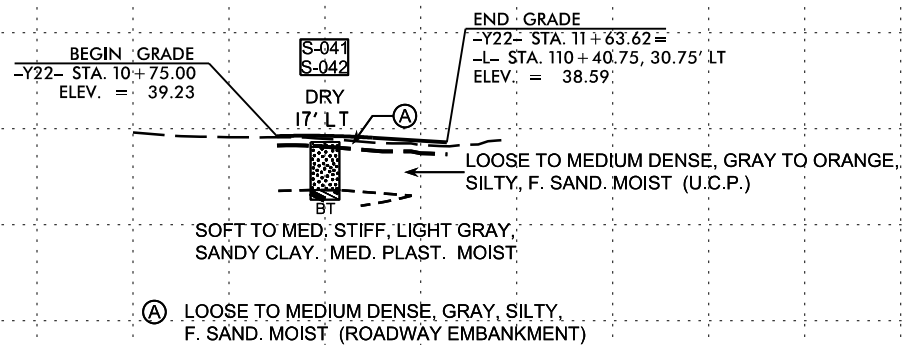
SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-041	17' RL	11+00	3.0-4.0	A-2-4(0)	NP	NP	3.4	80.3	10.5	5.8	96.8	99	22	-	-
S-042	17' RL	11+00	5.0-6.0	A-6(9)	31	18	1.0	39.5	20.0	38.6	99.7	100	66	-	-

SOIL TEST RESULTS

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-050	31' RL	11+00	0.5-1.0	A-2-4(0)	NP	NP	14.1	71.0	8.4	6.5	99.3	98	18	-	-
S-051	31' RL	11+00	3.5-4.0	A-2-4(0)	NP	NP	10.7	73.8	5.0	10.4	100	99	18	-	-
S-052	31' RL	11+00	5.5-6.0	A-3(0)	NP	NP	7.7	89.1	1.5	1.7	100	100	5	-	-

**-Y22-**

**-Y23-**



FOR -Y22- PLAN, SEE SHEET 16

FOR -Y23- PLAN, SEE SHEET 18

10+00 11+00 12+00 13+00

10+00 11+00

17-FEB-2022 12:32 NC DOT U-6202-GORDON-ROAD-GEO TECH U6202-GEO TECH Plan Pro of U6202-RDY\_PFL37.dgn

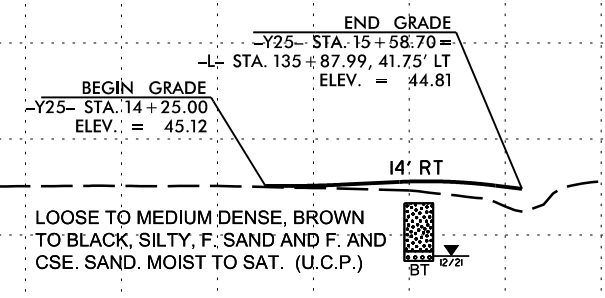
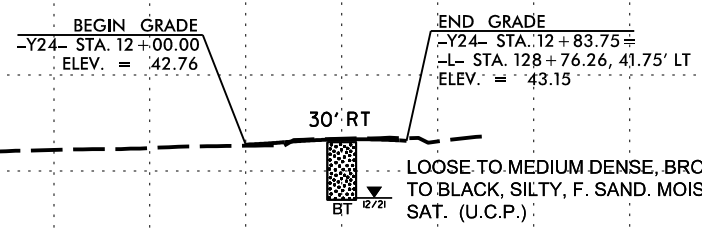
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NC License No: C-1554

PROJECT REFERENCE NO.	SHEET NO.
U-6202	38
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

# -Y24-

# -Y25-



FOR -Y24- PLAN, SEE SHEET 19

FOR -Y25- PLAN, SEE SHEET 20

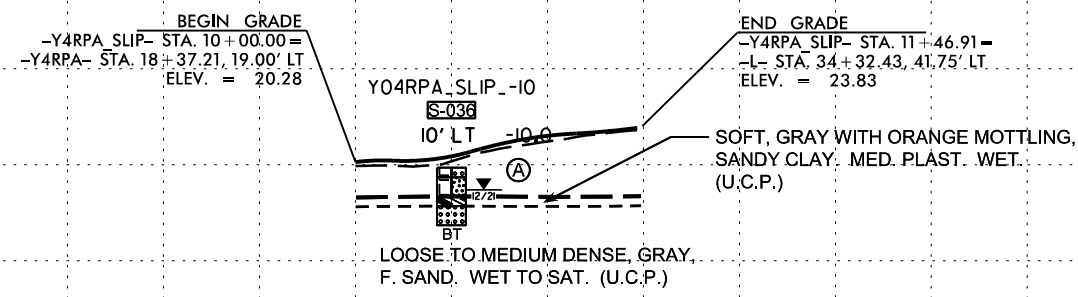
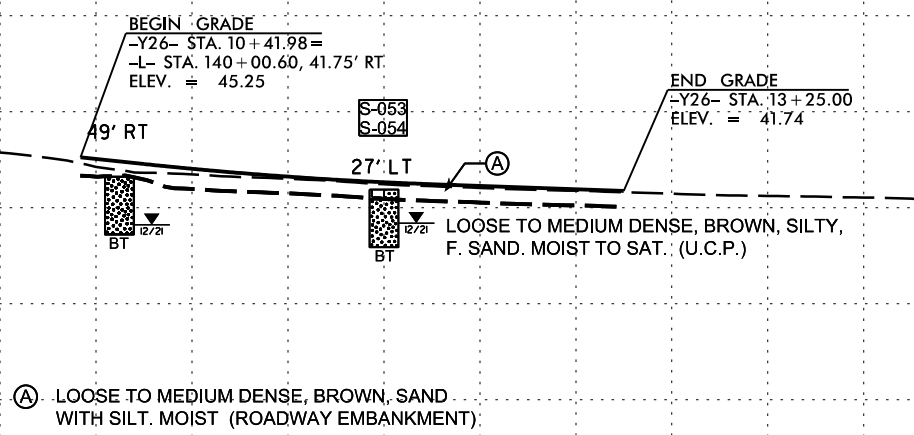
10+00 11+00 12+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
							S-053	27 ft LT	12+00	0.5-1.0	A-2-4(0)	NP	NP		
S-054	27 ft LT	12+00	1.0-1.5	A-2-4(0)	NP	NP	26.5	54.8	12.2	6.5	88.5	94	20	-	-

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
							S-036	10 ft LT	10+50	3.0-4.0	A-6(11)	33	18		

# -Y26-

# -Y4RPA\_SLIP-



(A) LOOSE TO MEDIUM DENSE, BROWN, SAND WITH SILT. MOIST (ROADWAY EMBANKMENT)

(A) LOOSE TO MEDIUM DENSE, TAN AND GRAY, F. SAND AND SILTY, F. SAND. NO TO SOME GRAVEL. DRY TO WET (ROADWAY EMBANKMENT)

SOFT, GRAY WITH ORANGE MOTTLING, SANDY CLAY. MED. PLAST. WET. (U.C.P.)

LOOSE TO MEDIUM DENSE, GRAY, F. SAND. WET TO SAT. (U.C.P.)

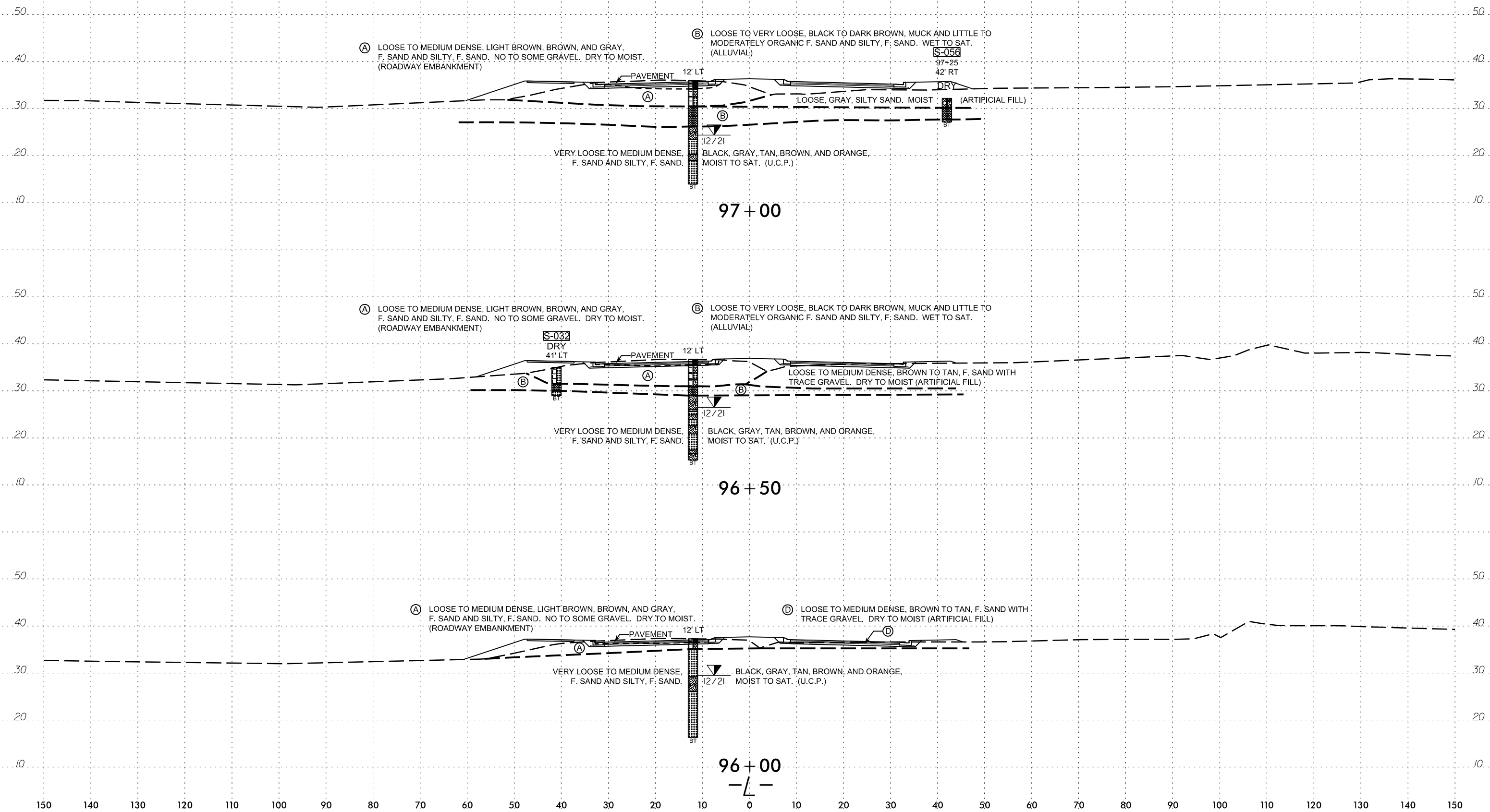
FOR -Y26- PLAN, SEE SHEET 20

FOR -Y4RPA\_SLIP- PLAN, SEE SHEETS 6 AND 7

10+00 11+00 12+00 13+00 10+00 11+00

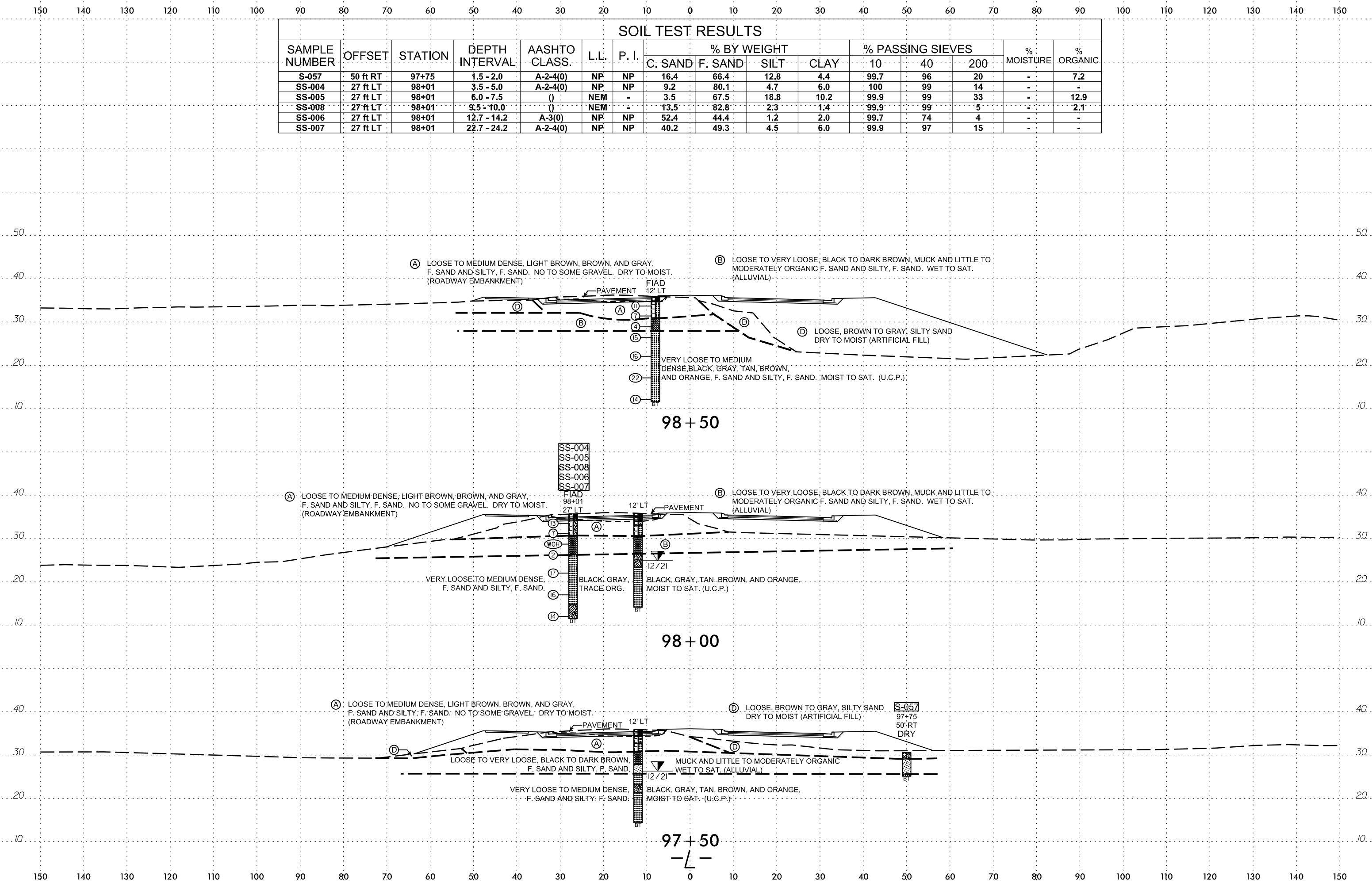
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SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-032	41 ft LT	96+50	3.5 - 4.5	A-2-4(0)	NP	NP	13.1	56.3	21.6	9.0	99.9	95	34	-	20.5
S-056	42 ft RT	97+25	2.0 - 2.5	A-4(0)	NP	NP	5.1	26.0	65.2	3.6	95.3	99	70	-	39.0



07-MAR-2022 10:07 P:\2021\222297\DOT\_U-6202\_GORDON-ROAD\_GEOTECH\U6202\_GEO.RDWY\CADD\_GEOTECH\asc\_U6202\_GEO.RDWY\_XPL1.dgn

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-057	50 ft RT	97+75	1.5 - 2.0	A-2-4(0)	NP	NP	16.4	66.4	12.8	4.4	99.7	96	20	-	7.2
SS-004	27 ft LT	98+01	3.5 - 5.0	A-2-4(0)	NP	NP	9.2	80.1	4.7	6.0	100	99	14	-	-
SS-005	27 ft LT	98+01	6.0 - 7.5	( )	NEM	-	3.5	67.5	18.8	10.2	99.9	99	33	-	12.9
SS-008	27 ft LT	98+01	9.5 - 10.0	( )	NEM	-	13.5	82.8	2.3	1.4	99.9	99	5	-	2.1
SS-006	27 ft LT	98+01	12.7 - 14.2	A-3(0)	NP	NP	52.4	44.4	1.2	2.0	99.7	74	4	-	-
SS-007	27 ft LT	98+01	22.7 - 24.2	A-2-4(0)	NP	NP	40.2	49.3	4.5	6.0	99.9	97	15	-	-

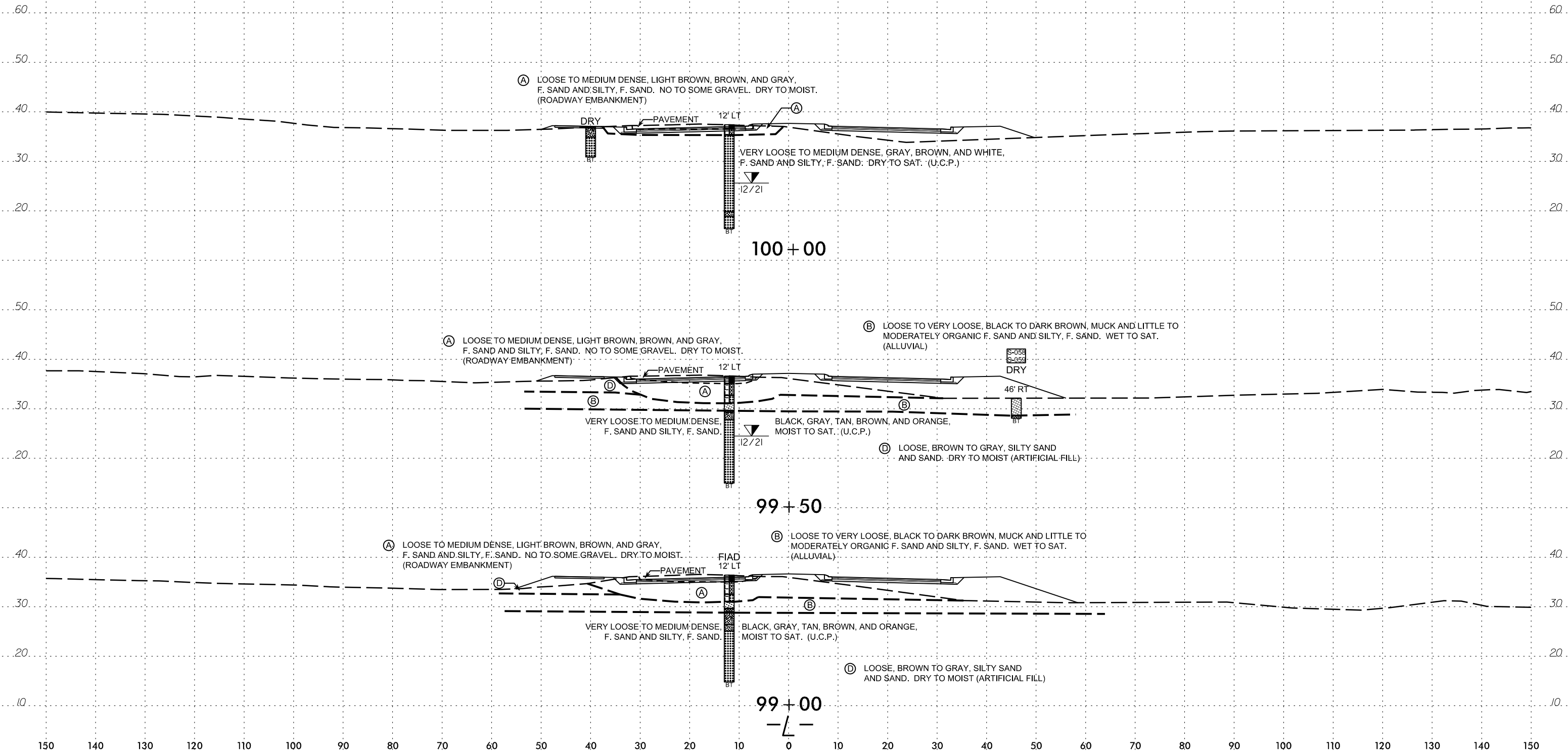


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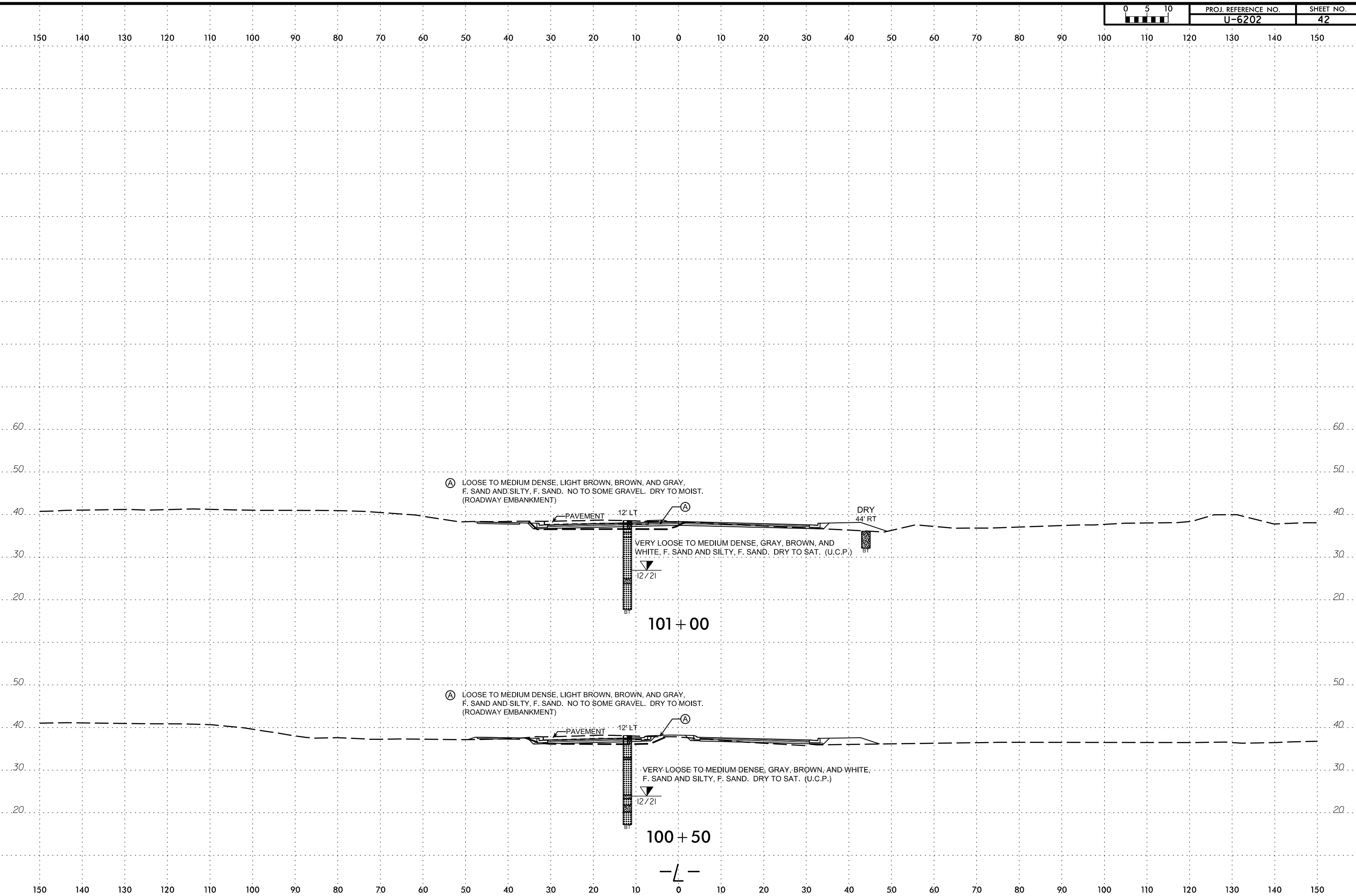
### SOIL TEST RESULTS

SAMPLE NUMBER	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P. I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-058	46 ft RT	99+50	0.0 - 3.5	A-2-4(0)	NP	NP	28.1	53.9	11.5	6.5	99.7	92	22	-	5.9
S-059	46 ft RT	99+50	3.5 - 4.0	A-2-4(0)	NP	NP	28.1	53.8	14.7	3.4	99.9	92	22	-	6.2



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

6/23/16  
07-MAR-2022 10:08  
P:\2021\22299\GORDON-ROAD\_GEO\DOT\_U-6202\_GORDON-ROAD\_GEO\RDWY\_CADD\_GEO\TECH\asc\_U6202\_GEO\_RDWY\_XPL1.dgn  
AT ILM-SHILSON-21  
shudson



**REFERENCE: U-6202**

**PROJECT: 48662**

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

STATE	STATE PROJECT REFERENCE NO.
N.C.	U-6202



**ROADWAY**  
**SUBSURFACE INVESTIGATION**

COUNTY NEW HANOVER  
PROJECT DESCRIPTION SR 2048 (GORDON ROAD)  
FROM US 17 (MARKET STREET) TO I-40.  
WIDEN ROADWAY.

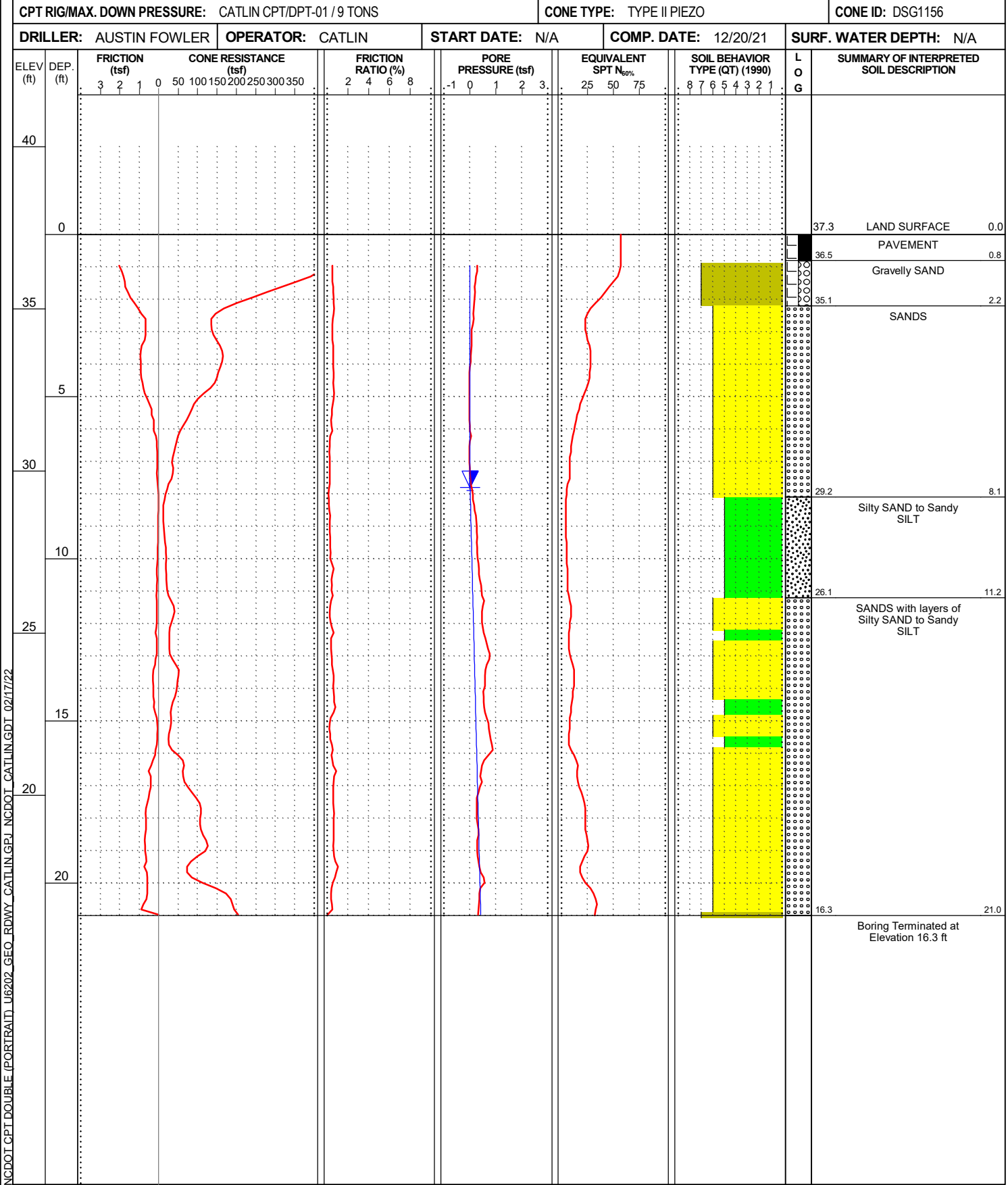
**INVENTORY**

**APPENDIX A**

**CONE PENETRATION TEST**  
**BORING REPORTS**

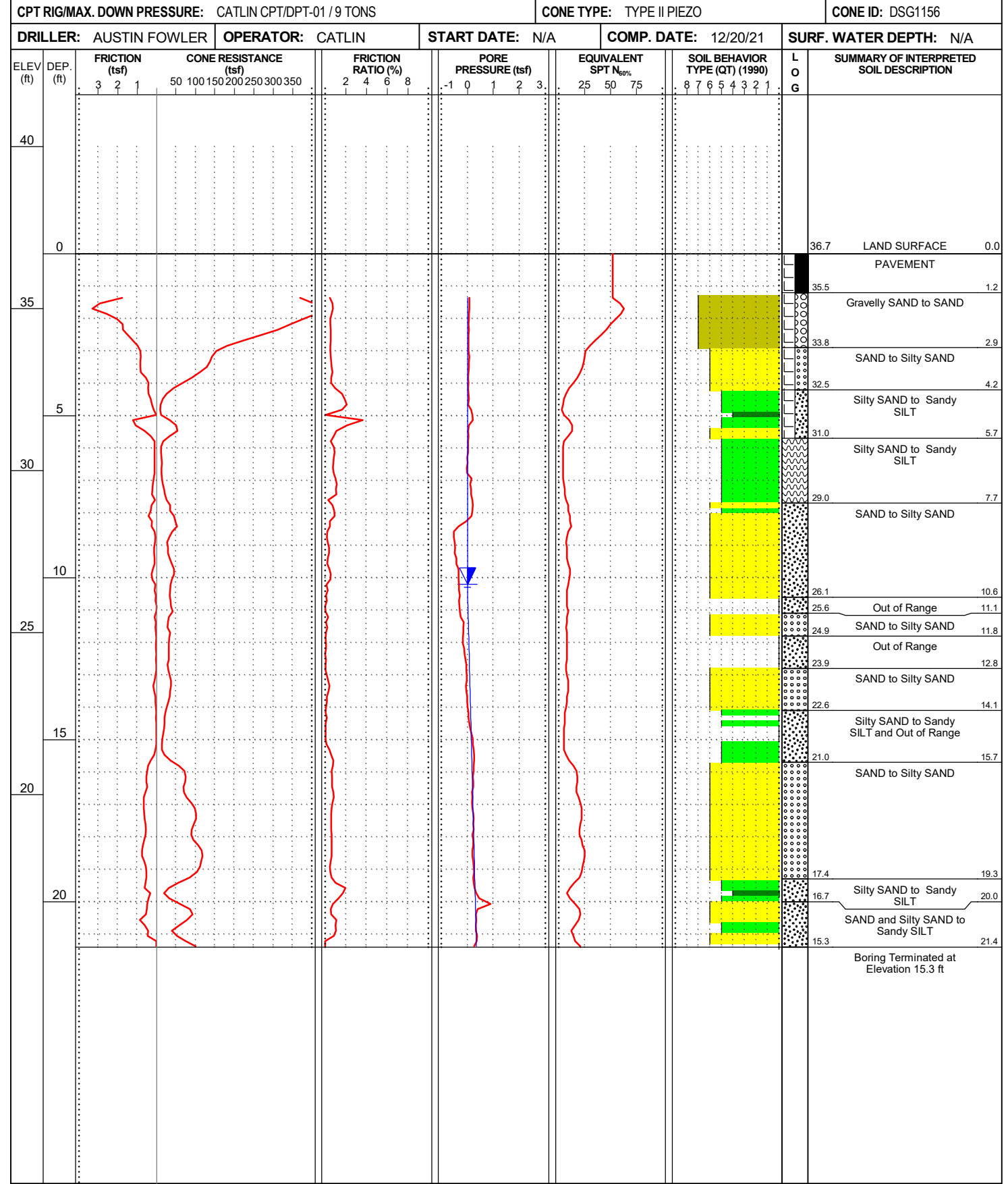
# CONE PENETRATION TEST BORING REPORT

WBS: 48662.1.1	TIP: U6202	COUNTY: NEW HANOVER	GEOLOGIST: S. HUDSON
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway			GROUND WTR (ft)
BORING NO.: L_09600_CPT	STATION: 96+00	OFFSET: 12 ft LT	ALIGNMENT: -L-
COLLAR ELEV.: 37.3 ft	TOTAL DEPTH: 21.0 ft	NORTHING: 191,718	EASTING: 2,348,290
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO	
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN	
START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A			



NGDOI CPT DOUBLE (PORTRAIT) U6202\_GEO\_RDWY\_CATLIN.GPJ NCDOI\_CATLIN.GDI 02/17/22

WBS: 48662.1.1	TIP: U6202	COUNTY: NEW HANOVER	GEOLOGIST: S. HUDSON
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway			GROUND WTR (ft)
BORING NO.: L_09650_CPT	STATION: 96+50	OFFSET: 12 ft LT	ALIGNMENT: -L-
COLLAR ELEV.: 36.7 ft	TOTAL DEPTH: 21.4 ft	NORTHING: 191,694	EASTING: 2,348,334
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO	
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN	
START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A			





# CONE PENETRATION TEST BORING REPORT

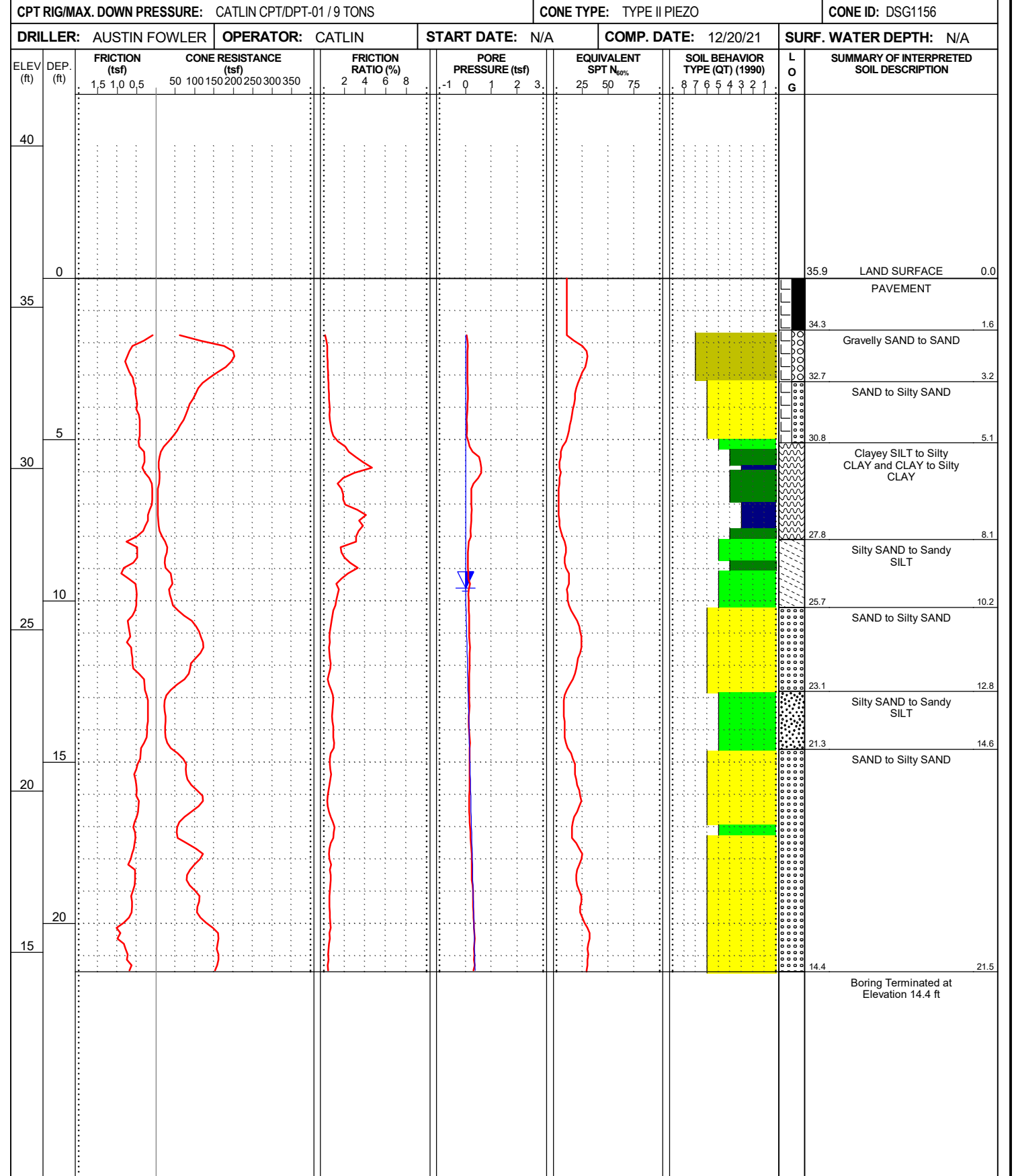
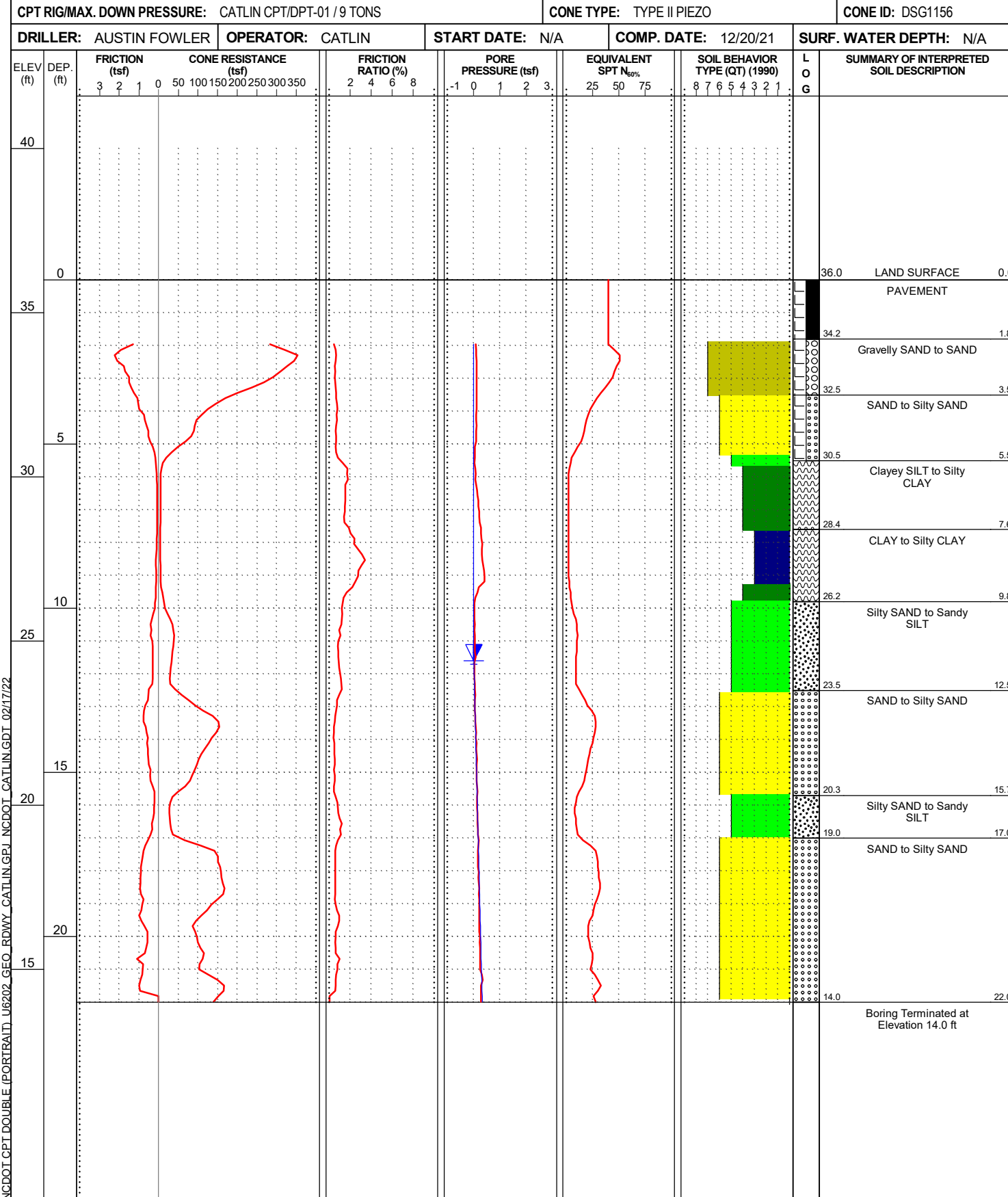


PROJECT REFERENCE  
**U6202**

SHEET  
**44**

WBS: 48662.1.1	TIP: U6202	COUNTY: NEW HANOVER	GEOLOGIST: S. HUDSON
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway			GROUND WTR (ft)
BORING NO.: L_09700_CPT	STATION: 97+00	OFFSET: 12 ft LT	ALIGNMENT: -L-
COLLAR ELEV.: 36.0 ft	TOTAL DEPTH: 22.0 ft	NORTHING: 191,669	EASTING: 2,348,377
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO	
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN	
START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A		EST. 0 HR. 11.6	
24 HR. N/A		CONE ID: DSG1156	

WBS: 48662.1.1	TIP: U6202	COUNTY: NEW HANOVER	GEOLOGIST: S. HUDSON
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway			GROUND WTR (ft)
BORING NO.: L_09750_CPT	STATION: 97+50	OFFSET: 12 ft LT	ALIGNMENT: -L-
COLLAR ELEV.: 35.9 ft	TOTAL DEPTH: 21.5 ft	NORTHING: 191,644	EASTING: 2,348,421
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO	
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN	
START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A		EST. 0 HR. 9.6	
24 HR. N/A		CONE ID: DSG1156	

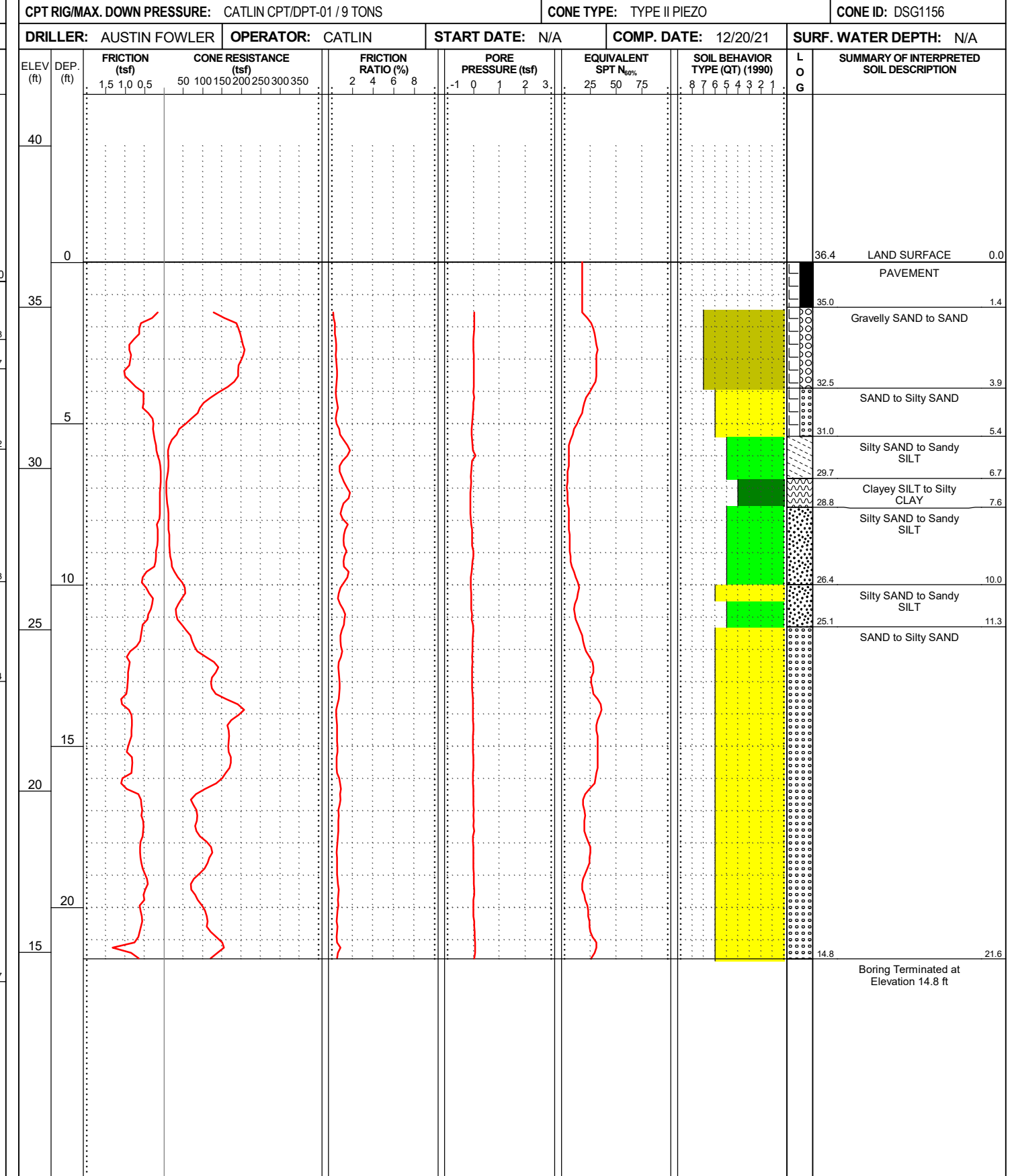
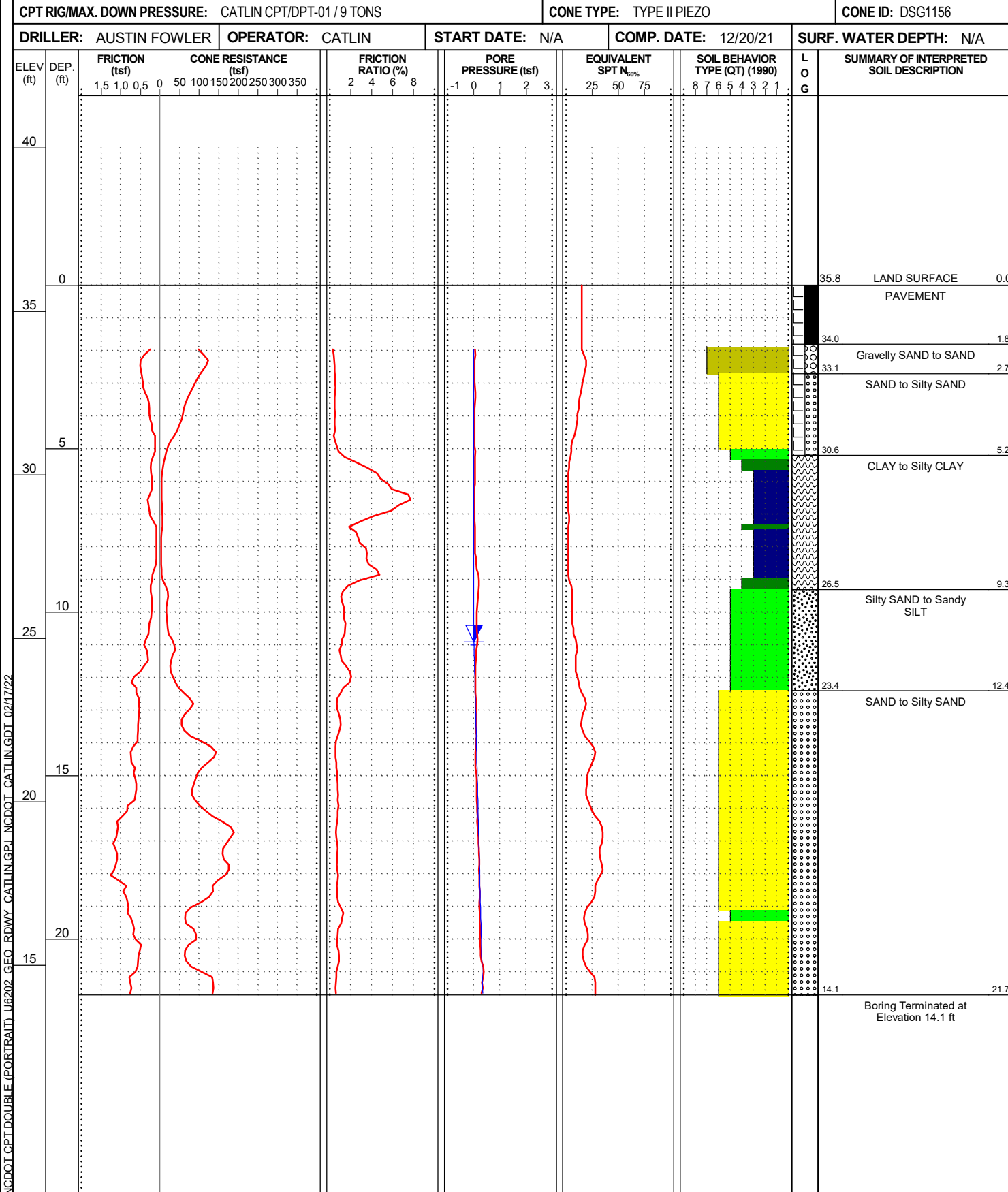


NGDOT CPT DOUBLE (PORTRAIT) U6202\_GEO\_RDWY\_CATLIN.GPJ NCDOT\_CATLIN.GDT 02/17/22

# CONE PENETRATION TEST BORING REPORT

WBS: 48662.1.1	TIP: U6202	COUNTY: NEW HANOVER	GEOLOGIST: S. HUDSON
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway			GROUND WTR (ft)
BORING NO.: L_09800_CPT	STATION: 98+00	OFFSET: 12 ft LT	ALIGNMENT: -L-
COLLAR ELEV.: 35.8 ft	TOTAL DEPTH: 21.7 ft	NORTHING: 191,620	EASTING: 2,348,464
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO	
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN	
START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A		EST. 0 HR. 10.9	
24 HR. N/A			

WBS: 48662.1.1	TIP: U6202	COUNTY: NEW HANOVER	GEOLOGIST: S. HUDSON
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway			GROUND WTR (ft)
BORING NO.: L_09900_CPT	STATION: 99+00	OFFSET: 12 ft LT	ALIGNMENT: -L-
COLLAR ELEV.: 36.4 ft	TOTAL DEPTH: 21.6 ft	NORTHING: 191,570	EASTING: 2,348,551
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO	
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN	
START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A		EST. 0 HR. N/A	
24 HR. N/A			

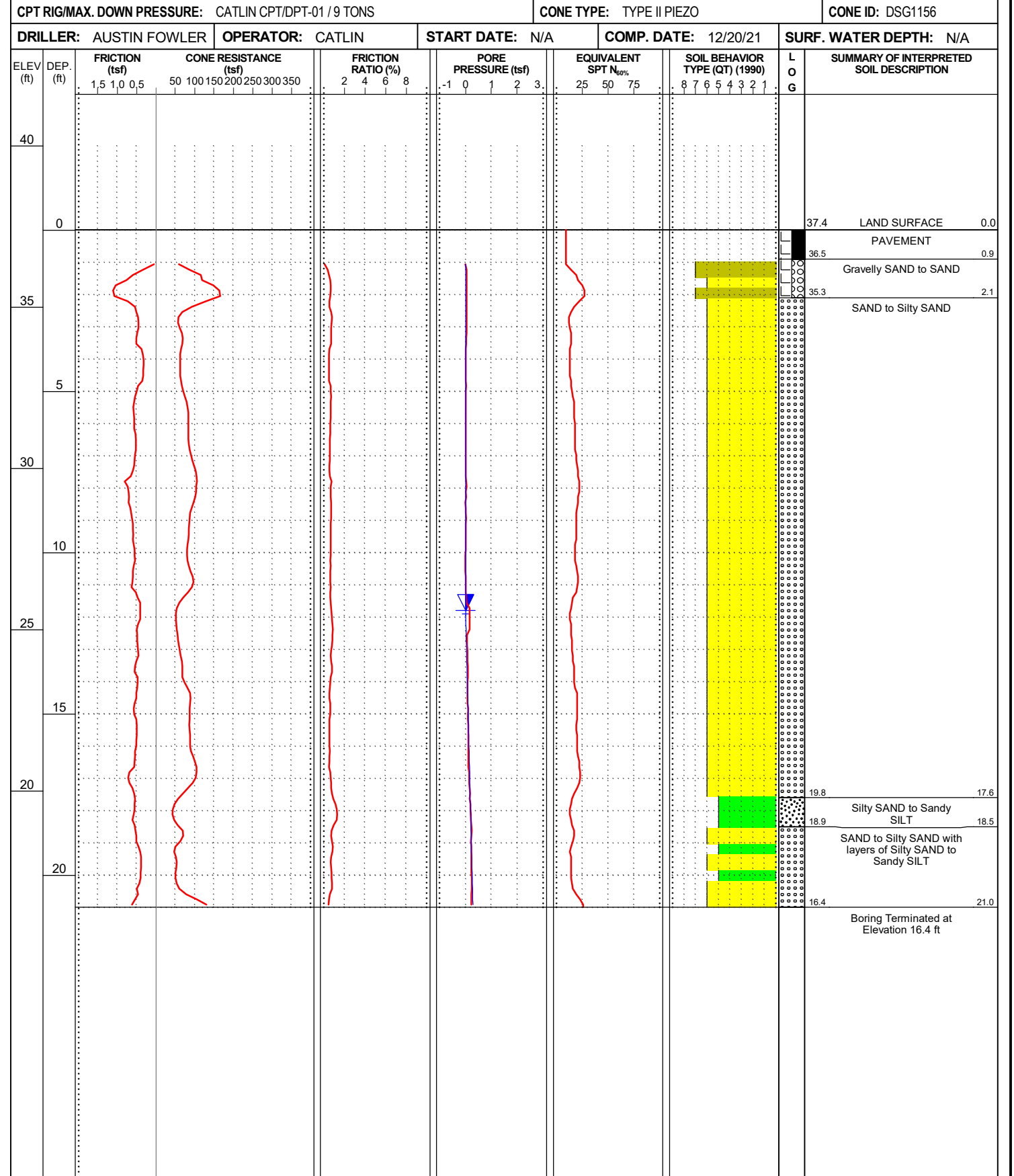
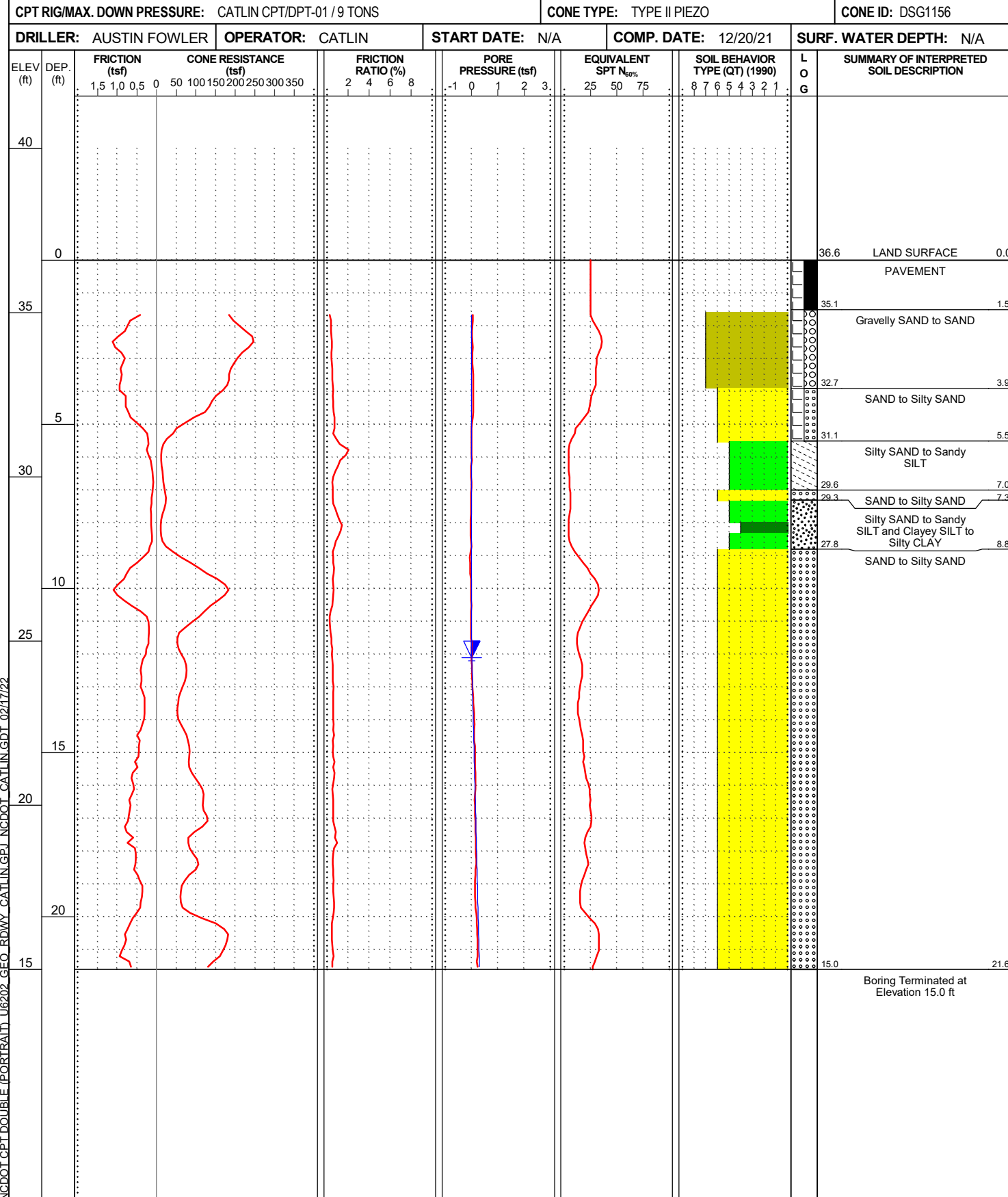


NGDOI CPT DOUBLE (PORTRAIT) U6202 GEO\_RDWY\_CATLIN.GPJ NCDOT\_CATLIN.GDI 02/17/22

# CONE PENETRATION TEST BORING REPORT

WBS: 48662.1.1		TIP: U6202		COUNTY: NEW HANOVER		GEOLOGIST: S. HUDSON	
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway							GROUND WTR (ft)
BORING NO.: L_09950_CPT		STATION: 99+50		OFFSET: 12 ft LT		ALIGNMENT: -L-	
COLLAR ELEV.: 36.6 ft		TOTAL DEPTH: 21.6 ft		NORTHING: 191,545		EASTING: 2,348,595	
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO		CONE ID: DSG1156			
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN		START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A							

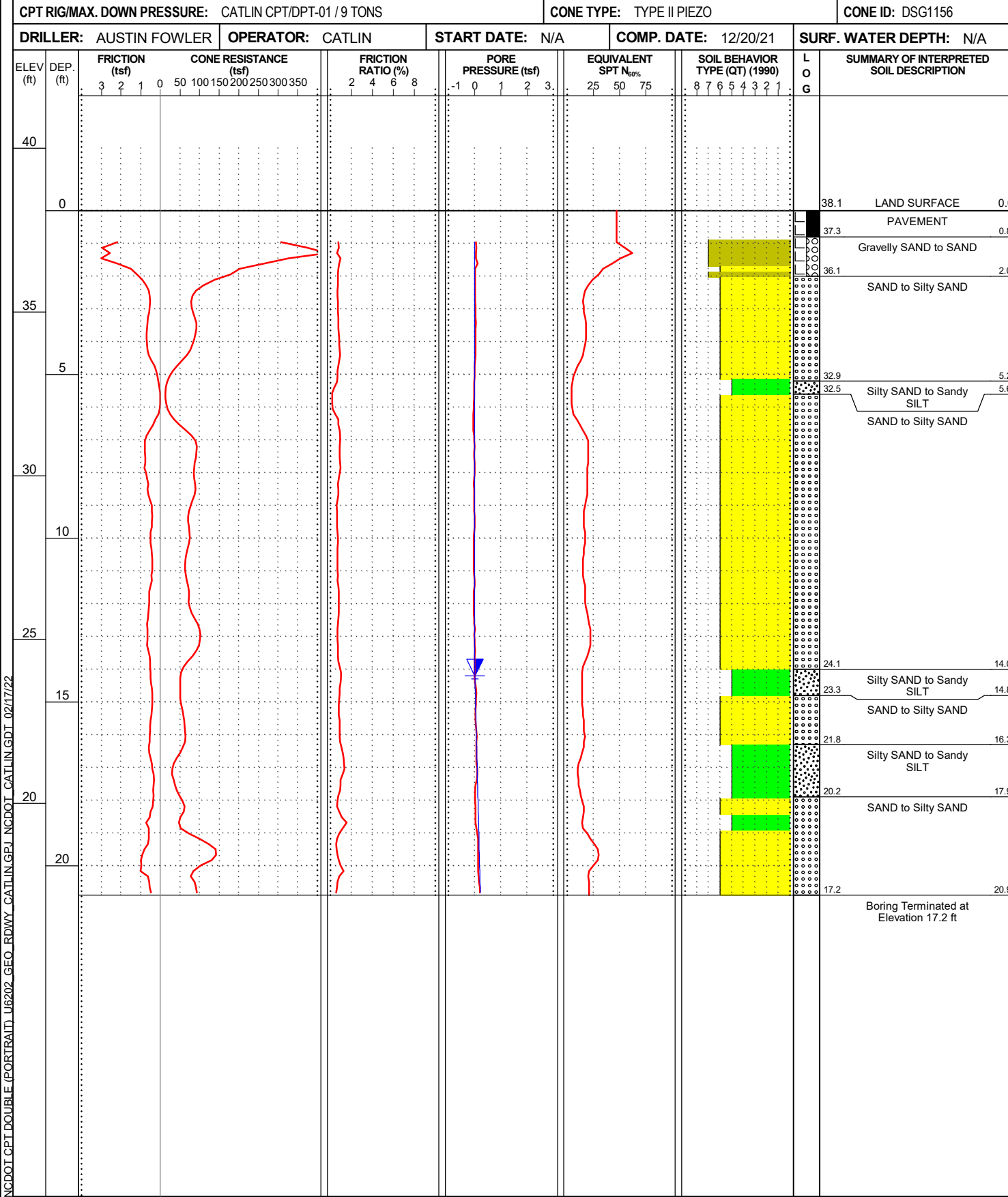
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SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway							GROUND WTR (ft)
BORING NO.: L_10000_CPT		STATION: 100+00		OFFSET: 12 ft LT		ALIGNMENT: -L-	
COLLAR ELEV.: 37.4 ft		TOTAL DEPTH: 21.0 ft		NORTHING: 191,521		EASTING: 2,348,638	
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO		CONE ID: DSG1156			
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN		START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A							



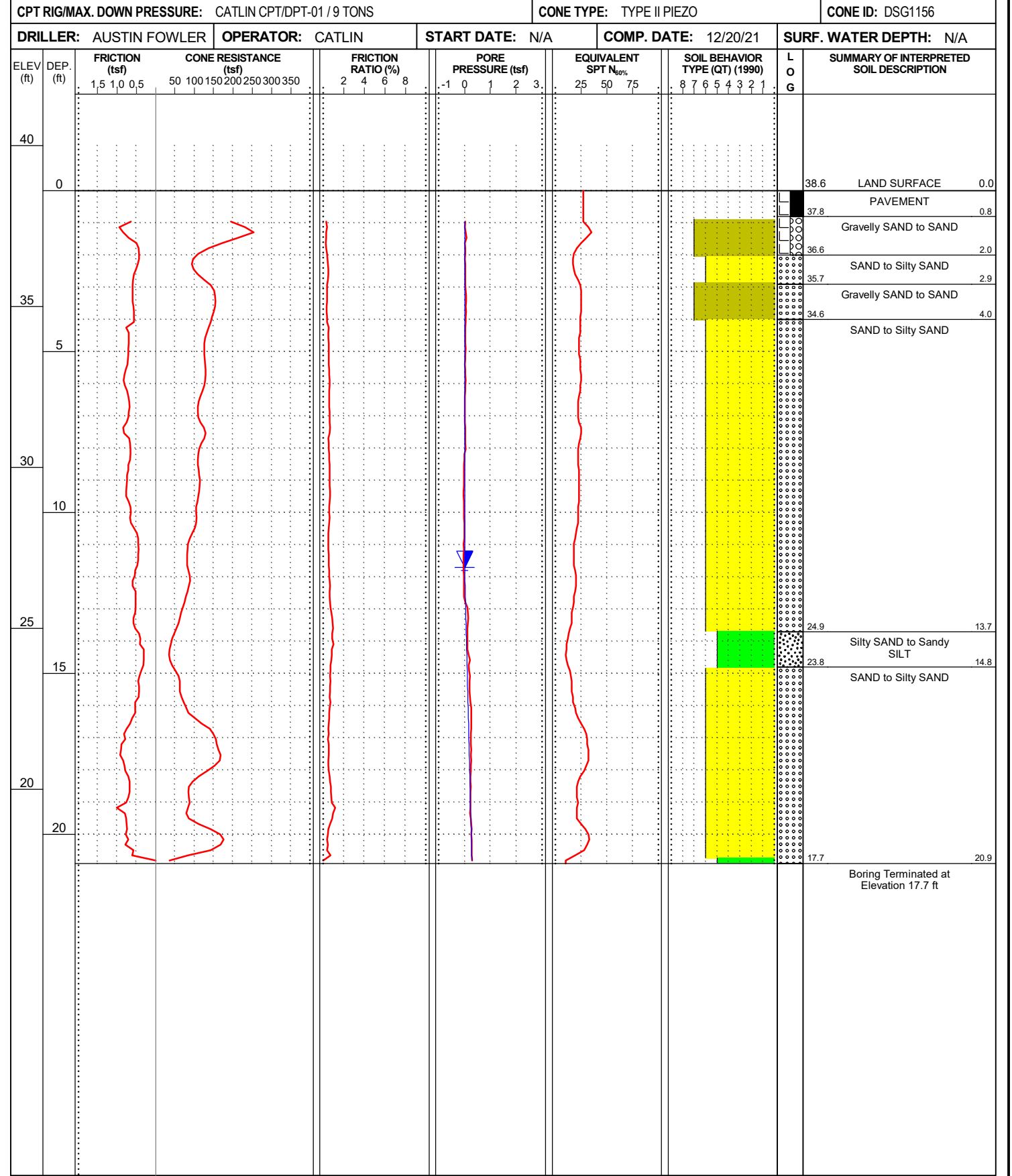
NGDOI CPT DOUBLE (PORTRAIT) U6202 GEO\_RDWY\_CATLIN.GPJ NCDOI\_CATLIN.GDI 02/17/22

# CONE PENETRATION TEST BORING REPORT

WBS: 48662.1.1	TIP: U6202	COUNTY: NEW HANOVER	GEOLOGIST: S. HUDSON
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway			GROUND WTR (ft)
BORING NO.: L_10050_CPT	STATION: 100+50	OFFSET: 12 ft LT	ALIGNMENT: -L-
COLLAR ELEV.: 38.1 ft	TOTAL DEPTH: 20.9 ft	NORTHING: 191,496	EASTING: 2,348,682
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO	
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN	
START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A			



WBS: 48662.1.1	TIP: U6202	COUNTY: NEW HANOVER	GEOLOGIST: S. HUDSON
SITE DESCRIPTION: SR 2048 (Gordon Rd.) from US 17 (Market Street) to I-40 . Widen Roadway			GROUND WTR (ft)
BORING NO.: L_10100_CPT	STATION: 101+00	OFFSET: 12 ft LT	ALIGNMENT: -L-
COLLAR ELEV.: 38.6 ft	TOTAL DEPTH: 20.9 ft	NORTHING: 191,472	EASTING: 2,348,725
CPT RIG/MAX. DOWN PRESSURE: CATLIN CPT/DPT-01 / 9 TONS		CONE TYPE: TYPE II PIEZO	
DRILLER: AUSTIN FOWLER		OPERATOR: CATLIN	
START DATE: N/A		COMP. DATE: 12/20/21	
SURF. WATER DEPTH: N/A			



NGDOI CPT DOUBLE (PORTRAIT) U6202\_GEO\_RDWY\_CATLIN.GPJ NCDOT\_CATLIN.GDI 02/17/22