

REFERENCE: R-5857

PROJECT: 47545

SEE SHEET 3 FOR PLAN SHEET LAYOUT
AT TIME OF INVESTIGATION

CONTENTS

<u>LINE</u>	<u>STATION</u>	<u>PLAN</u>	<u>PROFILE</u>
-L-	29+10 - 54+25	4,5	8-9
-LI-	19+09 - 42+20	6,7	10-11
-LRTL-	10+00 - 14+13	4	12
-Y-	17+00 - 24+12	4	12
-YI-	10+00 - 15+00	4,4A	12
-Y2-	10+00 - 14+15	4	12
-Y4-	13+85 - 18+58	6	13
-Y5-	10+00 - 23+00	6,6A	13

CROSS SECTIONS

<u>LINE</u>	<u>STATION</u>	<u>SHEETS</u>
-L-	29+50	14
-L-	35+50	15
-L-	39+00 - 40+50	16
-L-	49+50	17
-L-	52+50	18
-Y-	17+00 - 23+00	19-21
-Y2-	12+00 - 14+00	22-23
-Y4-	15+50	24

APPENDIX A

<u>TITLE</u>	<u>SHEETS</u>
SUPPLEMENTAL BORING LOGS & LAB RESULTS	25-31

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

ROADWAY
SUBSURFACE INVESTIGATION

COUNTY BRUNSWICK
PROJECT DESCRIPTION US 17 BUSINESS SOUTH OF
SHALLOTTE AND US 17 BUSINESS NORTH OF
SHALLOTTE. CONVERT INTERSECTIONS TO
SUPERSTREETS

INVENTORY – REVISED

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5857	1	

CAUTION NOTICE

THE SUBSURFACE INFORMATION AND THE SUBSURFACE INVESTIGATION ON WHICH IT IS BASED WERE MADE FOR THE PURPOSE OF STUDY, PLANNING AND DESIGN, AND NOT FOR CONSTRUCTION OR PAY PURPOSES. THE VARIOUS FIELD BORING LOGS, ROCK CORES AND SOIL TEST DATA AVAILABLE MAY BE REVIEWED OR INSPECTED IN RALEIGH BY CONTACTING THE N.C. DEPARTMENT OF TRANSPORTATION, GEOTECHNICAL ENGINEERING UNIT, AT (919) 707-6850. THE SUBSURFACE PLANS AND REPORTS, FIELD BORING LOGS, ROCK CORES AND SOIL TEST DATA ARE NOT PART OF THE CONTRACT.

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

THE BIDDER OR CONTRACTOR IS CAUTIONED THAT DETAILS SHOWN ON THE SUBSURFACE PLANS ARE PRELIMINARY ONLY AND IN MANY CASES THE FINAL DESIGN DETAILS ARE DIFFERENT. FOR BIDDING AND CONSTRUCTION PURPOSES, REFER TO THE CONSTRUCTION PLANS AND DOCUMENTS FOR FINAL DESIGN INFORMATION ON THIS PROJECT. THE DEPARTMENT DOES NOT WARRANT OR GUARANTEE THE SUFFICIENCY OR ACCURACY OF THE INVESTIGATION MADE, NOR THE INTERPRETATIONS MADE, OR OPINION OF THE DEPARTMENT AS TO THE TYPE OF MATERIALS AND CONDITIONS TO BE ENCOUNTERED. THE BIDDER OR CONTRACTOR IS CAUTIONED TO PERFORM INDEPENDENT SUBSURFACE INVESTIGATIONS AND MAKE INTERPRETATIONS AS NECESSARY TO CONFIRM CONDITIONS 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

J. HOLLAND

E. UNOBE

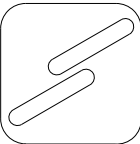
INVESTIGATED BY J. CRENSHAW

DRAWN BY J. HOLLAND

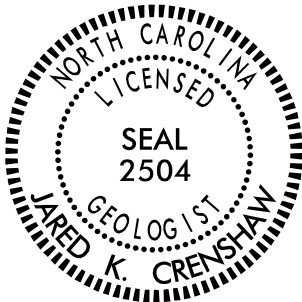
CHECKED BY J. WESSELL

SUBMITTED BY SCHNABEL ENG.

DATE MAY 2025



Schnabel
ENGINEERING



Signed by:

Jared K. Crenshaw

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SIGNATURE

05/28/2025

DATE

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

AREAS OF SPECIAL GEOTECHNICAL INTEREST

A. The following sections contain cohesive soils which have the potential to cause embankment and or subgrade issues during construction. Soils with Plasticity Indices higher than 15 were encountered in the following sections.

Alignment	Station
-L-	31+75 to 34+25
-L-	39+00 to 41+25
-L-	45+25 to 53+25
-Y-	17+00 to 21+25
-Y1-	13+50 to 15+00
-Y2-	12+50 to 14+00

B. Alluvial soils were encountered in the following section.

Alignment	Begin Station	End station
-Y2-	10+25	14+15

C. Ponds occur in the following area within or near the proposed right of way.

Alignment	Begin Station	End Station	Offset
-L-	51+00	52+00	±190' LT

D. Wells located in the following areas within or near construction limits.

Alignment	Begin Station	Offset
-L-	46+56	±189' LT

E. Groundwater was encountered within 6 feet of proposed grade in the following areas.

Alignment	Station
-L-	29+10 to 54+25
-L1-	19+09 to 42+20
-Y-	17+00 to 23+52
-Y2-	10+00 to 14+15
-Y4-	13+85 to 18+03
-Y5-	10+54 to 23+00

