STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5880	1	31

REFERENCE: I-5880

PROJECT: 53080

SEE SHEET 3 FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

CONTENTS

LINE	STATION	PLAN	X-SECT
-L-	27+75 - 71+00	4 - 6, 8	9 - 11
-Y1-	6+15 - 35+40	6 - 8	25 - 28
-Y2-	11+00 - 19+42.69	7	29 - 30
-RPA-	10+00 - 17+17.03	6	12 - 14
-RPB-	10+00 - 21+06.09	5 - 6	15 - 17
-RPC-	10+00 - 28+26.17	5 - 6	18 - 20
-RPD-	11+34.38 - 21+23.90	6, 8	21 - 24

LAB TESTS SHEET 31

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

ROADWAY SUBSURFACE INVESTIGATION

COUNTY *FORSYTH*

PROJECT DESCRIPTION *I-40/US 311 AT NC 109 (THOMASVILLE RD.) /CLEMMONSVILLE RD. SPLIT DIAMOND INTERCHANGE*

INVENTORY

CAUTION NOTICE

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

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

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

NOTES:
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.
2. 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.K. STICKNEY

C.L. SMITH

B.E. FOSTER

INVESTIGATED BY *C.R. LAVENDER, III*

DRAWN BY *J.E. BEVERLY*

CHECKED BY *J.E. BEVERLY*

SUBMITTED BY *K.B. MILLER*

DATE *MARCH 2022*

NORTH CAROLINA LICENSED SEAL 1506 GEOLOGIST CHARLES R. LAVENDER III

DocuSigned by:
8EEA8D1DBA2E438...
SIGNATURE 03/10/2022 DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PROJECT REFERENCE NO.	SHEET NO.
I-5880	2

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

SUBSURFACE INVESTIGATION

SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

SOIL DESCRIPTION

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,
VERY STIFF, GRAY, SILTY CLAY, MOIST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6

SOIL LEGEND AND AASHTO CLASSIFICATION

GENERAL CLASS.	GRANULAR MATERIALS (≤ 35% PASSING #200)							SILT-CLAY MATERIALS (> 35% PASSING #200)				ORGANIC MATERIALS		
GROUP CLASS.	A-1		A-3	A-2				A-4	A-5	A-6	A-7	A-1, A-2 A-3	A-4, A-5 A-6, A-7	
	A-1-a	A-1-b		A-2-4	A-2-5	A-2-6	A-2-7				A-7-5 A-7-6			
SYMBOL														
% PASSING #10	50 MX											GRANULAR SOILS	SILT-CLAY SOILS	MUCK, PEAT
#40	30 MX	50 MX	51 MN											
#200	15 MX	25 MX	10 MX	35 MX	35 MX	35 MX	35 MX	36 MN	36 MN	36 MN	36 MN			
MATERIAL PASSING #40 LL	—		—	40 MX	41 MN	40 MX	41 MN	40 MX	41 MN	40 MX	41 MN	SOILS WITH LITTLE OR MODERATE AMOUNTS OF ORGANIC MATTER		HIGHLY ORGANIC SOILS
PI	6 MX		NP	10 MX	10 MX	11 MN	11 MN	10 MX	10 MX	11 MN	11 MN			
GROUP INDEX	0		0	0		4 MX		8 MX	12 MX	16 MX	NO MX			
USUAL TYPES OF MAJOR MATERIALS	STONE FRAGS. GRAVEL, AND SAND		FINE SAND	SILTY OR CLAYEY GRAVEL AND SAND				SILTY SOILS		CLAYEY SOILS				
GEN. RATING AS SUBGRADE	EXCELLENT TO GOOD							FAIR TO POOR				FAIR TO POOR	POOR	UNSUITABLE

PI OF A-7-5 SUBGROUP IS ≤ LL - 30 ; PI OF A-7-6 SUBGROUP IS > LL - 30

CONSISTENCY OR DENSENESS

PRIMARY SOIL TYPE	COMPACTNESS OR CONSISTENCY	RANGE OF STANDARD PENETRATION RESISTENCE (N-VALUE)	RANGE OF UNCONFINED COMPRESSIVE STRENGTH (TONS/FT^2)
GENERALLY GRANULAR MATERIAL (NON-COHESIVE)	VERY LOOSE LOOSE MEDIUM DENSE DENSE VERY DENSE	< 4 4 TO 10 10 TO 30 30 TO 50 > 50	N/A
GENERALLY SILT-CLAY MATERIAL (COHESIVE)	VERY SOFT SOFT MEDIUM STIFF STIFF VERY STIFF HARD	< 2 2 TO 4 4 TO 8 8 TO 15 15 TO 30 > 30	< 0.25 0.25 TO 0.5 0.5 TO 1.0 1 TO 2 2 TO 4 > 4

TEXTURE OR GRAIN SIZE

U.S. STD. SIEVE SIZE	4	10	40	60	200	270
OPENING (MM)	4.76	2.00	0.42	0.25	0.075	0.053

BOULDER (BLDR.)	COBBLE (COB.)	GRAVEL (GR.)	COARSE SAND (CSE. SD.)	FINE SAND (F SD.)	SILT (SL.)	CLAY (CL.)

GRAIN SIZE MM: 305 | 75 | 2.0 | 0.25 | 0.05 | 0.005
GRAIN SIZE IN.: 12 | 3

SOIL MOISTURE - CORRELATION OF TERMS

SOIL MOISTURE SCALE (ATTERBERG LIMITS)	FIELD MOISTURE DESCRIPTION	GUIDE FOR FIELD MOISTURE DESCRIPTION
	- SATURATED - (SAT.)	USUALLY LIQUID; VERY WET, USUALLY FROM BELOW THE GROUND WATER TABLE
LL — LIQUID LIMIT PLASTIC RANGE (PI) PL — PLASTIC LIMIT	- WET - (W)	SEMISOLID; REQUIRES DRYING TO ATTAIN OPTIMUM MOISTURE
OM — OPTIMUM MOISTURE SL — SHRINKAGE LIMIT	- MOIST - (M)	SOLID; AT OR NEAR OPTIMUM MOISTURE
	- DRY - (D)	REQUIRES ADDITIONAL WATER TO ATTAIN OPTIMUM MOISTURE

PLASTICITY

	PLASTICITY INDEX (PI)	DRY STRENGTH
NON PLASTIC	0-5	VERY LOW
SLIGHTLY PLASTIC	6-15	SLIGHT
MODERATELY PLASTIC	16-25	MEDIUM
HIGHLY PLASTIC	26 OR MORE	HIGH

COLOR

DESCRIPTIONS MAY INCLUDE COLOR OR COLOR COMBINATIONS (TAN, RED, YELLOW-BROWN, BLUE-GRAY). MODIFIERS SUCH AS LIGHT, DARK, STREAKED, ETC. ARE USED TO DESCRIBE APPEARANCE.

GRADATION

WELL GRADED - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE.
UNIFORMLY GRADED - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE.
GAP-GRADED - INDICATES A MIXTURE OF UNIFORM PARTICLE SIZES OF TWO OR MORE SIZES.

ANGULARITY OF GRAINS

THE ANGULARITY OR ROUNDNESS OF SOIL GRAINS IS DESIGNATED BY THE TERMS: ANGULAR, SUBANGULAR, SUBROUNDED, OR ROUNDED.

MINERALOGICAL COMPOSITION

MINERAL NAMES SUCH AS QUARTZ, FELDSPAR, MICA, TALC, KAOLIN, ETC. ARE USED IN DESCRIPTIONS WHEN THEY ARE CONSIDERED OF SIGNIFICANCE.

COMPRESSIBILITY

SLIGHTLY COMPRESSIBLE	LL < 31
MODERATELY COMPRESSIBLE	LL = 31 - 50
HIGHLY COMPRESSIBLE	LL > 50

PERCENTAGE OF MATERIAL

ORGANIC MATERIAL	GRANULAR SOILS	SILT - CLAY SOILS	OTHER MATERIAL	
TRACE OF ORGANIC MATTER	2 - 3%	3 - 5%	TRACE	1 - 10%
LITTLE ORGANIC MATTER	3 - 5%	5 - 12%	LITTLE	10 - 20%
MODERATELY ORGANIC	5 - 10%	12 - 20%	SOME	20 - 35%
HIGHLY ORGANIC	> 10%	> 20%	HIGHLY	35% AND ABOVE

GROUND WATER

- WATER LEVEL IN BORE HOLE IMMEDIATELY AFTER DRILLING
- STATIC WATER LEVEL AFTER 24 HOURS
- PW PERCHED WATER, SATURATED ZONE, OR WATER BEARING STRATA
- SPRING OR SEEP

MISCELLANEOUS SYMBOLS

- ROADWAY EMBANKMENT (RE) WITH SOIL DESCRIPTION
- SOIL SYMBOL
- ARTIFICIAL FILL (AF) OTHER THAN ROADWAY EMBANKMENT
- INFERRED SOIL BOUNDARY
- INFERRED ROCK LINE
- ALLUVIAL SOIL BOUNDARY
- 25/025 DIP & DIP DIRECTION OF ROCK STRUCTURES
- SPT DPT DMT VST PMT TEST BORING
- AUGER BORING
- CORE BORING
- MW MONITORING WELL
- PIEZOMETER INSTALLATION
- SLOPE INDICATOR INSTALLATION
- CONE PENETROMETER TEST
- SOUNDING ROD
- TEST BORING WITH CORE
- SPT N-VALUE

RECOMMENDATION SYMBOLS

- UNDERCUT
- SHALLOW UNDERCUT
- UNCLASSIFIED EXCAVATION - UNSUITABLE WASTE
- UNCLASSIFIED EXCAVATION - ACCEPTABLE DEGRADABLE ROCK
- UNCLASSIFIED EXCAVATION - ACCEPTABLE, BUT NOT TO BE USED IN THE TOP 3 FEET OF EMBANKMENT OR BACKFILL

ABBREVIATIONS

AR - AUGER REFUSAL
BT - BORING TERMINATED
CL. - CLAY
CPT - CONE PENETRATION TEST
CSE. - COARSE
DMT - DILATOMETER TEST
DPT - DYNAMIC PENETRATION TEST
e - VOID RATIO
F - FINE
FOSS. - FOSSILIFEROUS
FRAC. - FRACTURED, FRACTURES
FRAGS. - FRAGMENTS
HI. - HIGHLY
MED. - MEDIUM
MICA. - MICACEOUS
MOD. - MODERATELY
NP - NON PLASTIC
ORG. - ORGANIC
PMT - PRESSUREMETER TEST
SAP. - SAPROLITIC
SD. - SAND, SANDY
SL. - SILT, SILTY
SLI. - SLIGHTLY
TCR - TRICONE REFUSAL
w - MOISTURE CONTENT
V - VERY
VST - VANE SHEAR TEST
WEA. - WEATHERED
γ - UNIT WEIGHT
γ_d - DRY UNIT WEIGHT

SAMPLE ABBREVIATIONS
S - BULK
SS - SPLIT SPOON
ST - SHELBY TUBE
RS - ROCK
RT - RECOMPACTED TRIAXIAL
CBR - CALIFORNIA BEARING RATIO

EQUIPMENT USED ON SUBJECT PROJECT

DRILL UNITS:
- [ ] CME-45C
- [ ] CME-55
- [X] CME-550
- [ ] VANE SHEAR TEST
- [ ] PORTABLE HOIST
- [ ] _____
- [ ] _____

ADVANCING TOOLS:
- [ ] CLAY BITS
- [ ] 6" CONTINUOUS FLIGHT AUGER
- [X] 8" HOLLOW AUGERS
- [ ] HARD FACED FINGER BITS
- [ ] TUNG.-CARBIDE INSERTS
- [ ] CASING [ ] W/ ADVANCER
- [ ] TRICONE ____" STEEL TEETH
- [ ] TRICONE ____" TUNG.-CARB.
- [ ] CORE BIT
- [ ] _____

HAMMER TYPE:
- [X] AUTOMATIC [ ] MANUAL

CORE SIZE:
- [ ] -B _____ [ ] -H _____
- [ ] -N _____

HAND TOOLS:
- [ ] POST HOLE DIGGER
- [ ] HAND AUGER
- [ ] SOUNDING ROD
- [ ] VANE SHEAR TEST
- [ ] _____

ROCK DESCRIPTION

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:

WEATHERED ROCK (WR)	NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT N VALUES > 100 BLOWS PER FOOT IF TESTED.
CRYSTALLINE ROCK (CR)	FINE TO COARSE GRAIN IGNEOUS AND METAMORPHIC ROCK THAT WOULD YIELD SPT REFUSAL IF TESTED. ROCK TYPE INCLUDES GRANITE, GNEISS, GABBRO, SCHIST, ETC.
NON-CRYSTALLINE ROCK (NCR)	FINE TO COARSE GRAIN METAMORPHIC AND NON-COASTAL PLAIN SEDIMENTARY ROCK THAT WOULD YEILD SPT REFUSAL IF TESTED. ROCK TYPE INCLUDES PHYLLITE, SLATE, SANDSTONE, ETC.
COASTAL PLAIN SEDIMENTARY ROCK (CP)	COASTAL PLAIN SEDIMENTS CEMENTED INTO ROCK, BUT MAY NOT YIELD SPT REFUSAL. ROCK TYPE INCLUDES LIMESTONE, SANDSTONE, CEMENTED SHELL BEDS, ETC.

WEATHERING

FRESH	ROCK FRESH, CRYSTALS BRIGHT, FEW JOINTS MAY SHOW SLIGHT STAINING. ROCK RINGS UNDER HAMMER IF CRYSTALLINE.
VERY SLIGHT (V SLI.)	ROCK GENERALLY FRESH, JOINTS STAINED, SOME JOINTS MAY SHOW THIN CLAY COATINGS IF OPEN, CRYSTALS ON A BROKEN SPECIMEN FACE SHINE BRIGHTLY. ROCK RINGS UNDER HAMMER BLOWS IF OF A CRYSTALLINE NATURE.
SLIGHT (SLI.)	ROCK GENERALLY FRESH, JOINTS STAINED AND DISCOLORATION EXTENDS INTO ROCK UP TO 1 INCH. OPEN JOINTS MAY CONTAIN CLAY. IN GRANITOID ROCKS SOME OCCASIONAL FELDSPAR CRYSTALS ARE DULL AND DISCOLORED. CRYSTALLINE ROCKS RING UNDER HAMMER BLOWS.
MODERATE (MOD.)	SIGNIFICANT PORTIONS OF ROCK SHOW DISCOLORATION AND WEATHERING EFFECTS. IN GRANITOID ROCKS, MOST FELDSPARS ARE DULL AND DISCOLORED, SOME SHOW CLAY. ROCK HAS DULL SOUND UNDER HAMMER BLOWS AND SHOWS SIGNIFICANT LOSS OF STRENGTH AS COMPARED WITH FRESH ROCK.
MODERATELY SEVERE (MOD. SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. IN GRANITOID ROCKS, ALL FELDSPARS DULL AND DISCOLORED AND A MAJORITY SHOW KAOLINIZATION. ROCK SHOWS SEVERE LOSS OF STRENGTH AND CAN BE EXCAVATED WITH A GEOLOGIST'S PICK. ROCK GIVES "CLUNK" SOUND WHEN STRUCK. *IF TESTED, WOULD YIELD SPT REFUSAL*
SEVERE (SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. ROCK FABRIC CLEAR AND EVIDENT BUT REDUCED IN STRENGTH TO STRONG SOIL. IN GRANITOID ROCKS ALL FELDSPARS ARE KAOLINIZED TO SOME EXTENT. SOME FRAGMENTS OF STRONG ROCK USUALLY REMAIN. *IF TESTED, WOULD YIELD SPT N VALUES > 100 BPF*
VERY SEVERE (V SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. ROCK FABRIC ELEMENTS ARE DISCERNIBLE BUT MASS IS EFFECTIVELY REDUCED TO SOIL STATUS, WITH ONLY FRAGMENTS OF STRONG ROCK REMAINING. SAPROLITE IS AN EXAMPLE OF ROCK WEATHERED TO A DEGREE THAT ONLY MINOR VESTIGES OF ORIGINAL ROCK FABRIC REMAIN. *IF TESTED, WOULD YIELD SPT N VALUES < 100 BPF*
COMPLETE	ROCK REDUCED TO SOIL. ROCK FABRIC NOT DISCERNIBLE, OR DISCERNIBLE ONLY IN SMALL AND SCATTERED CONCENTRATIONS. QUARTZ MAY BE PRESENT AS DIKES OR STRINGERS. SAPROLITE IS ALSO AN EXAMPLE.

ROCK HARDNESS

VERY HARD	CANNOT BE SCRATCHED BY KNIFE OR SHARP PICK. BREAKING OF HAND SPECIMENS REQUIRES SEVERAL HARD BLOWS OF THE GEOLOGIST'S PICK.
HARD	CAN BE SCRATCHED BY KNIFE OR PICK ONLY WITH DIFFICULTY. HARD HAMMER BLOWS REQUIRED TO DETACH HAND SPECIMEN.
MODERATELY HARD	CAN BE SCRATCHED BY KNIFE OR PICK. GOUGES OR GROOVES TO 0.25 INCHES DEEP CAN BE EXCAVATED BY HARD BLOW OF A GEOLOGIST'S PICK. HAND SPECIMENS CAN BE DETACHED BY MODERATE BLOWS.
MEDIUM HARD	CAN BE GROOVED OR GOUGED 0.05 INCHES DEEP BY FIRM PRESSURE OF KNIFE OR PICK POINT. CAN BE EXCAVATED IN SMALL CHIPS TO PEICES 1 INCH MAXIMUM SIZE BY HARD BLOWS OF THE POINT OF A GEOLOGIST'S PICK.
SOFT	CAN BE GROVED OR GOUGED READILY BY KNIFE OR PICK. CAN BE EXCAVATED IN FRAGMENTS FROM CHIPS TO SEVERAL INCHES IN SIZE BY MODERATE BLOWS OF A PICK POINT. SMALL, THIN PIECES CAN BE BROKEN BY FINGER PRESSURE.
VERY SOFT	CAN BE CARVED WITH KNIFE. CAN BE EXCAVATED READILY WITH POINT OF PICK. PIECES 1 INCH OR MORE IN THICKNESS CAN BE BROKEN BY FINGER PRESSURE. CAN BE SCRATCHED READILY BY FINGERNAIL.

FRACTURE SPACING

TERM	SPACING
VERY WIDE	MORE THAN 10 FEET
WIDE	3 TO 10 FEET
MODERATELY CLOSE	1 TO 3 FEET
CLOSE	0.16 TO 1 FOOT
VERY CLOSE	LESS THAN 0.16 FEET

BEDDING

TERM	THICKNESS
VERY THICKLY BEDDED	4 FEET
THICKLY BEDDED	1.5 - 4 FEET
THINLY BEDDED	0.16 - 1.5 FEET
VERY THINLY BEDDED	0.03 - 0.16 FEET
THICKLY LAMINATED	0.008 - 0.03 FEET
THINLY LAMINATED	< 0.008 FEET

INDURATION

FOR SEDIMENTARY ROCKS, INDURATION IS THE HARDENING OF MATERIAL BY CEMENTING, HEAT, PRESSURE, ETC.

FRIABLE	RUBBING WITH FINGER FREES NUMEROUS GRAINS; GENTLE BLOW BY HAMMER DISINTEGRATES SAMPLE.
MODERATELY INDURATED	GRAINS CAN BE SEPARATED FROM SAMPLE WITH STEEL PROBE; BREAKS EASILY WHEN HIT WITH HAMMER.
INDURATED	GRAINS ARE DIFFICULT TO SEPARATE WITH STEEL PROBE; DIFFICULT TO BREAK WITH HAMMER.
EXTREMELY INDURATED	SHARP HAMMER BLOWS REQUIRED TO BREAK SAMPLE; SAMPLE BREAKS ACROSS GRAINS.

TERMS AND DEFINITIONS

ALLUVIUM (ALLUV.) - SOILS THAT HAVE BEEN TRANSPORTED BY WATER.

AQUIFER - A WATER BEARING FORMATION OR STRATA.

ARENACEOUS - APPLIED TO ROCKS THAT HAVE BEEN DERIVED FROM SAND OR THAT CONTAIN SAND.

ARGILLACEOUS - APPLIED TO ALL ROCKS OR SUBSTANCES COMPOSED OF CLAY MINERALS, OR HAVING A NOTABLE PROPORTION OF CLAY IN THEIR COMPOSITION, SUCH AS SHALE, SLATE, ETC.

ARTESIAN - GROUND WATER THAT IS UNDER SUFFICIENT PRESSURE TO RISE ABOVE THE LEVEL AT WHICH IT IS ENCOUNTERED, BUT WHICH DOES NOT NECESSARILY RISE TO OR ABOVE THE GROUND SURFACE.

CALCAREOUS (CALC.) - SOILS THAT CONTAIN APPRECIABLE AMOUNTS OF CALCIUM CARBONATE.

COLLUVIUM - ROCK FRAGMENTS MIXED WITH SOIL DEPOSITED BY GRAVITY ON SLOPE OR AT BOTTOM OF SLOPE.

CORE RECOVERY (REC.) - TOTAL LENGTH OF ALL MATERIAL RECOVERED IN THE CORE BARREL DIVIDED BY TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE.

DIKE - A TABULAR BODY OF IGNEOUS ROCK THAT CUTS ACROSS THE STRUCTURE OF ADJACENT ROCKS OR CUTS MASSIVE ROCK.

DIP - THE ANGLE AT WHICH A STRATUM OR ANY PLANAR FEATURE IS INCLINED FROM THE HORIZONTAL.

DIP DIRECTION (DIP AZIMUTH) - THE DIRECTION OR BEARING OF THE HORIZONTAL TRACE OF THE LINE OF DIP, MEASURED CLOCKWISE FROM NORTH.

FAULT - A FRACTURE OR FRACTURE ZONE ALONG WHICH THERE HAS BEEN DISPLACEMENT OF THE SIDES RELATIVE TO ONE ANOTHER PARALLEL TO THE FRACTURE.

FISSILE - A PROPERTY OF SPLITTING ALONG CLOSELY SPACED PARALLEL PLANES.

FLOAT - ROCK FRAGMENTS ON SURFACE NEAR THEIR ORIGINAL POSITION AND DISLODGED FROM PARENT MATERIAL.

FLOOD PLAIN (FP) - LAND BORDERING A STREAM, BUILT OF SEDIMENTS DEPOSITED BY THE STREAM.

FORMATION (FM.) - A MAPPABLE GEOLOGIC UNIT THAT CAN BE RECOGNIZED AND TRACED IN THE FIELD.

JOINT - FRACTURE IN ROCK ALONG WHICH NO APPRECIABLE MOVEMENT HAS OCCURRED.

LEDGE - A SHELF-LIKE RIDGE OR PROJECTION OF ROCK WHOSE THICKNESS IS SMALL COMPARED TO ITS LATERAL EXTENT.

LENS - A BODY OF SOIL OR ROCK THAT THINS OUT IN ONE OR MORE DIRECTIONS.

MOTTLED (MOT.) - IRREGULARLY MARKED WITH SPOTS OF DIFFERENT COLORS. MOTTLING IN SOILS USUALLY INDICATES POOR AERATION AND LACK OF GOOD DRAINAGE.

PERCHED WATER - WATER MAINTAINED ABOVE THE NORMAL GROUND WATER LEVEL BY THE PRESENCE OF AN INTERVENING IMPERVIOUS STRATUM.

RESIDUAL (RES.) SOIL - SOIL FORMED IN PLACE BY THE WEATHERING OF ROCK.

ROCK QUALITY DESIGNATION (RQD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE.

SAPROLITE (SAP.) - RESIDUAL SOIL THAT RETAINS THE RELIC STRUCTURE OR FABRIC OF THE PARENT ROCK.

SILL - AN INTRUSIVE BODY OF IGNEOUS ROCK OF APPROXIMATELY UNIFORM THICKNESS AND RELATIVELY THIN COMPARED WITH ITS LATERAL EXTENT, THAT HAS BEEN EMPLACED PARALLEL TO THE BEDDING OR SCHISTOSITY OF THE INTRUDED ROCKS.

SLICKENSIDE - POLISHED AND STRIATED SURFACE THAT RESULTS FROM FRICTION ALONG A FAULT OR SLIP PLANE.

STANDARD PENETRATION TEST (PENETRATION RESISTANCE) (SPT) - NUMBER OF BLOWS (N OR BPF) OF A 140 LB. HAMMER FALLING 30 INCHES REQUIRED TO PRODUCE A PENETRATION OF 1 FOOT INTO SOIL WITH A 2 INCH OUTSIDE DIAMETER SPLIT SPOON SAMPLER. SPT REFUSAL IS PENETRATION EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS.

STRATA CORE RECOVERY (SREC.) - TOTAL LENGTH OF STRATA MATERIAL RECOVERED DIVIDED BY TOTAL LENGTH OF STRATUM AND EXPRESSED AS A PERCENTAGE.

STRATA ROCK QUALITY DESIGNATION (SRQD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS WITHIN A STRATUM EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF STRATA AND EXPRESSED AS A PERCENTAGE.

TOPSOIL (TS.) - SURFACE SOILS USUALLY CONTAINING ORGANIC MATTER.

BENCH MARK: BORING ELEVATIONS DERIVED FROM TIN FILE "I5880 Ls tin.tin" DATED 11/19/2018

ELEVATION: FEET

NOTES:

FIAD - FILLED IMMEDIATELY AFTER DRILLING

DATE: 8-15-14

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5880	3	31

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
53080.1.1		PE

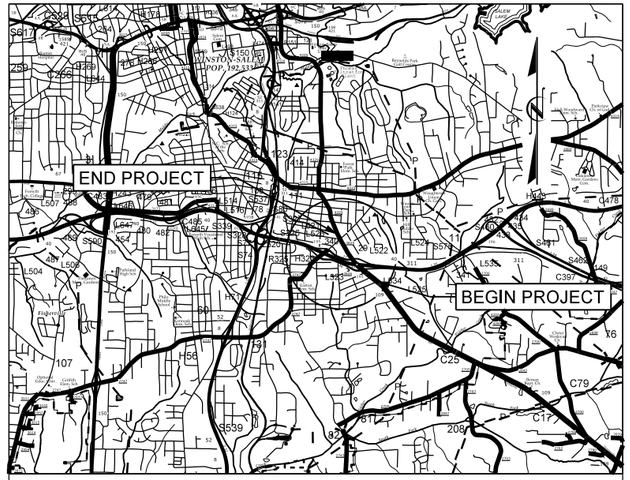
See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Plan Sheet Symbols
See Sheet 1C-1 For Survey Control Sheets

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

FORSYTH COUNTY

LOCATION: I-40 /NC 109 INTERCHANGE PROJECT IN WINSTON-SALEM, NC

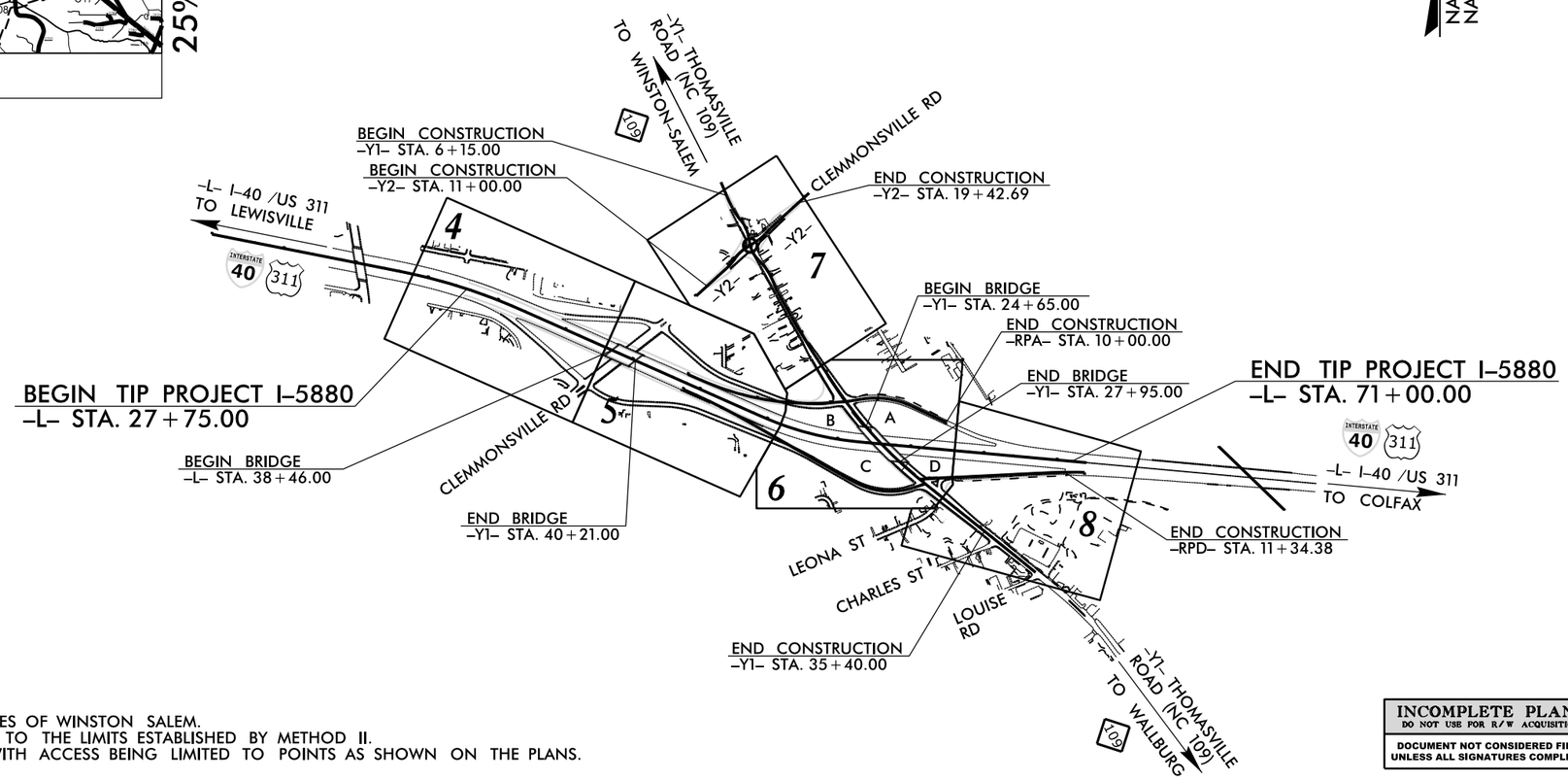
TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES, SIGNALS AND SIGNING



VICINITY MAP (NTS)

25% RE-SUBMITTAL

NAD 83
NA 2011



- THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF WINSTON SALEM.
- CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II.
- THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO POINTS AS SHOWN ON THE PLANS.

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

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

DESIGN DATA

ADT 2017 = 111,600
ADT 2040 = 139,800
K = 9 %
D = 60 %
T = 11 % *
V = 70 MPH
* TTST = 8% DUAL 3%
FUNC CLASS = INTERSTATE
STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-5880 = 0.786 MILES
LENGTH OF STRUCTURE I-5880 = 0.033 MILES
TOTAL LENGTH OF TIP PROJECT I-5880 = 0.819 MILES

NCDOT POINT OF CONTACT:

W. AL BLANTON, PE, PLS
PROJECT ENGINEER

JMT

Prepared In the Office of:
JOHNSON, MIRMIRAN, & THOMPSON, INC.
1130 Situs Court, Suite 200, Raleigh NC, 27606

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
NOVEMBER 2019

LETTING DATE:
NOVEMBER 2021

ENRICO A. ROQUE, PE
PROJECT ENGINEER

CHRISTOPHER J. DEWITT, PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____ *P.E.*

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ *P.E.*

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

CONTRACT:

TIP PROJECT: I-5880

09/08/99

08-MAR-2022 09:55
S:\WRO\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\PlanProf\I5880_rdy_tsh.dgn
$$$$USERNAME$$$$

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

March 8, 2022

TIP NO: I-5880
WBS NO: 53080.1.1
COUNTY: Forsyth
DESCRIPTION: I-40/US 311 at NC 109 (Thomasville Rd)/Clemmonsville Road Split, Diamond Interchange

SUBJECT: Geotechnical Report - Inventory

Project Description

The project consists of constructing a Diamond Interchange in a multilane, divided facility along new locations. The project begins just east of the bridge on Old Lexington Road (SR 2743) over I-40 and extends for approximately 0.82 miles, ending approximately 0.2 miles east of the bridge on Thomasville Road (NC 109) over I-40. The geotechnical investigation of subsurface conditions was confined to the corridor of proposed new construction.

The following alignments were investigated for this project:

Alignment	Station (±)
-L-	27+75 to 71+00
-Y1-	6+15 to 35+40
-Y2-	11+00 to 19+43
-RPA-	10+00 to 17+17
-RPB-	10+00 to 21+06
-RPC-	10+00 to 28+26
-RPD-	11+34 to 21+24

Physiography and Geography

The project corridor is located within the Charlotte/Milton Belt of the Piedmont Physiographic Province. Topography along -L- is relatively flat with elevations ranging from approximately 890 feet to 920 feet. The area is drained by tributaries of Fiddler's Creek. The corridor extends eastward through predominately residential properties with commercial properties along Thomasville Road (109) to the south of I-40.

Geologically, the project corridor consists of Cambrian to Late Proterozoic age biotite gneiss and schist (Czbg) that locally contains potassic feldspar and garnet. Calc-sillimanite-mica schist, mica schist and amphibolite are also reported to occur.

Soil Properties

Roadway Embankment soils occur along existing roadways primarily at the beginning and end of the project. Typically, these soils consist of soft to stiff clayey silts and silty clays (A-5, A-7-5) with buried asphalt.

Residual soils are derived from the in-place weathering of parent materials. These soils are further subdivided into sands, silts, and clays. Residual soils encountered during this investigation contain varying concentrations of mica, ranging from a trace to being highly micaceous. Predominate residual soils encountered during this investigation were loose to medium dense, dry to wet, silty sand (A-2-4), moist to wet, medium stiff to very stiff sandy silt (A-4), moist to wet, soft to very stiff clayey silt (A-5), and moist, medium stiff to very stiff silty clay (A-7-5/A-7-6). The granular soils generally possess good to excellent engineering properties. The cohesive soils typically exhibit fair engineering properties with moisture content ranging from 21 to 32. Plasticity indices ranged from 5 (low plasticity) to 31 (high plasticity) with generally less than 50 percent of the material passing the No. 200 sieve. These cohesive soils may have the potential to cause problems with subgrade stability and/or embankment stability as well as settlement.

Weathered rock, classified as biotite gneiss and schist were encountered beneath the residual soils at an approximate depth of 60 feet below existing ground surface.

Rock Properties

Crystalline rock, classified as biotite gneiss and schist was encountered beneath the weathered rock, in one boring at an approximate depth of 61.1 feet below existing ground surface.

Ground Water Properties

Ground water was not encountered during the investigation at the depths investigated.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
GEOTECHNICAL ENGINEERING UNIT
1589 MAIL SERVICE CENTER
RALEIGH NC 27699-1589

Telephone: 919-707-6850
Fax: 919-250-4237
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
CENTURY CENTER COMPLEX
ENTRANCE B-2
1020 BIRCH RIDGE DRIVE
RALEIGH NC

DocuSigned by:
8EEA8D1BBA2E438...
Charles R. Lavender, III, PG
Geological Engineer

Areas of Special Geotechnical Interest

1. High Plasticity Soils

Cohesive soils containing clays are common along the project corridor. Cohesive soils with a high plasticity index (PI) were identified in localized, or limited areas. Soil quality results for high PI clay soils were identified as AASHTO classification A-7-5. The following sections contain cohesive soils with a PI $\geq$ 26, which have the potential to cause embankment stability/long term settlement problems and/or subgrade stability issues:

Alignment	Station (±)
-RPB-	15+00 to 20+50

2. Crystalline Rock

Auger refusal was encountered within 10 feet of grade along -RPD-. Based upon data from other borings along -RPD-, it is believed that the auger refusal represents a cobble or boulder. The cobble/boulder occurred at:

Alignment	Station (±)
-RPD-	15+75 to 16+25

3. Water Wells

During the subsurface investigation, there were no water supply wells identified within the project construction limits. The possibility exists that there are water supply wells within the construction limits that were not observed during the performance of this investigation.

Bridges and Culverts

There is one proposed bridge along the corridor. The bridge is located on NC 109 (-Y1-, from station 24+65 to 27+95). One soil boring was advanced on opposing corners at each end bend. The boings identified residual soils comprised of moist, medium dense, silty sand (A-2-4) that is highly micaceous, and moist, medium stiff to very stiff clayey silt (A-5). The bridge will be addressed in a separate report.

Prepared by:

8/17/99

REVISIONS

Prepared in the Office of:
JOHNSON, MIRMIRAN, & THOMPSON, INC.
1130 Situs Court, Suite 200, Raleigh NC, 27606

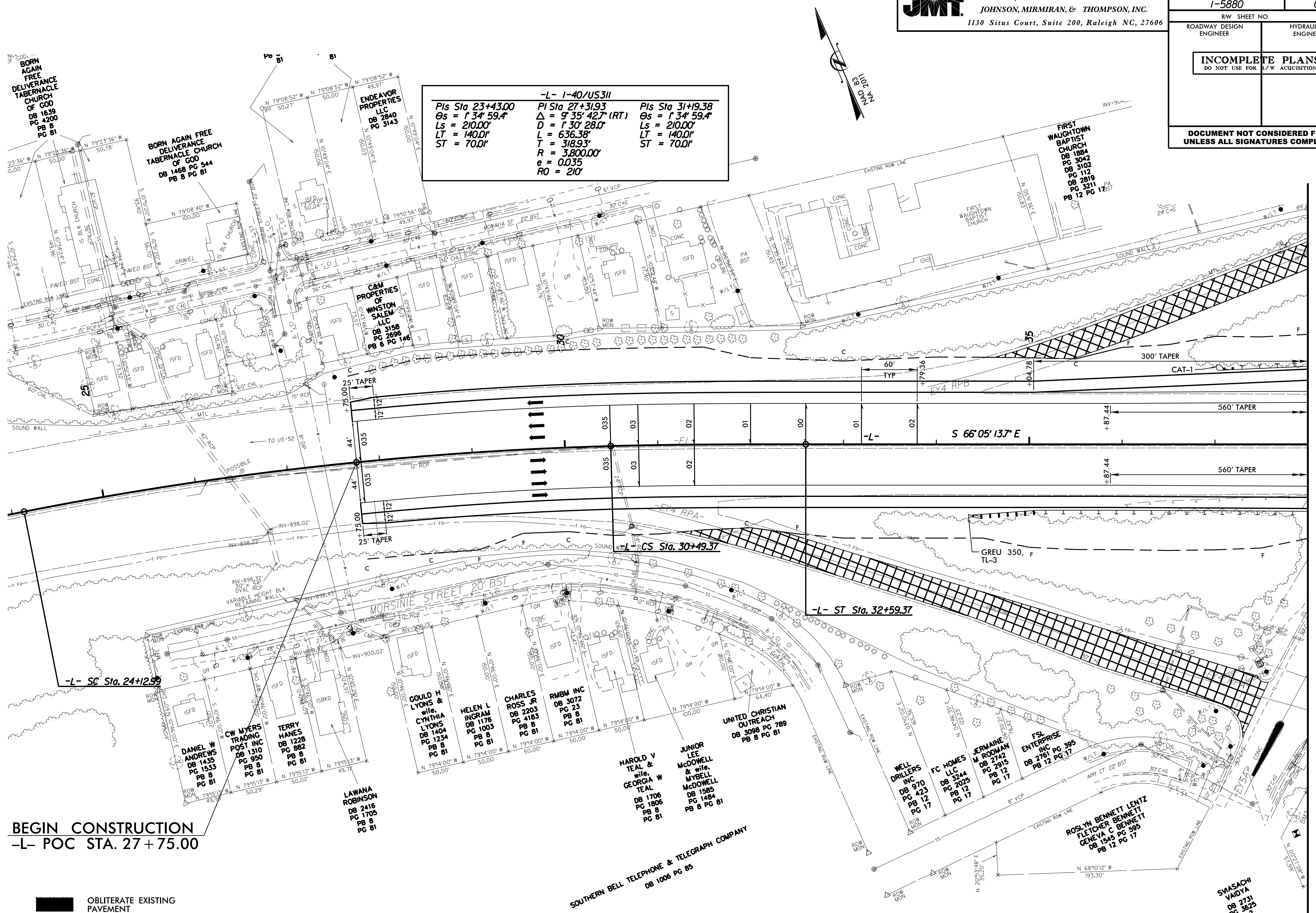
PROJECT REFERENCE NO.	SHEET NO.
I-5880	04

R/W SHEET NO.

ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



BEGIN CONSTRUCTION
-L- POC STA. 27+75.00

OBLITERATE EXISTING PAVEMENT

SEE SHEET 9 FOR -L- PROFILES

01-JUN-2021 09:50
S:\WRO\Harrisburg Investigation\TIP\I5880_GEO\RDWY_FORSYTH\CADD_GEOTECH\PlanProf\I5880_rdy_psh_04.dgn
$$$$USERNAME$$$$

Prepared in the Office of:
JOHNSON, MIRMIRAN, & THOMPSON, INC.
1130 Situs Court, Suite 200, Raleigh NC, 27606

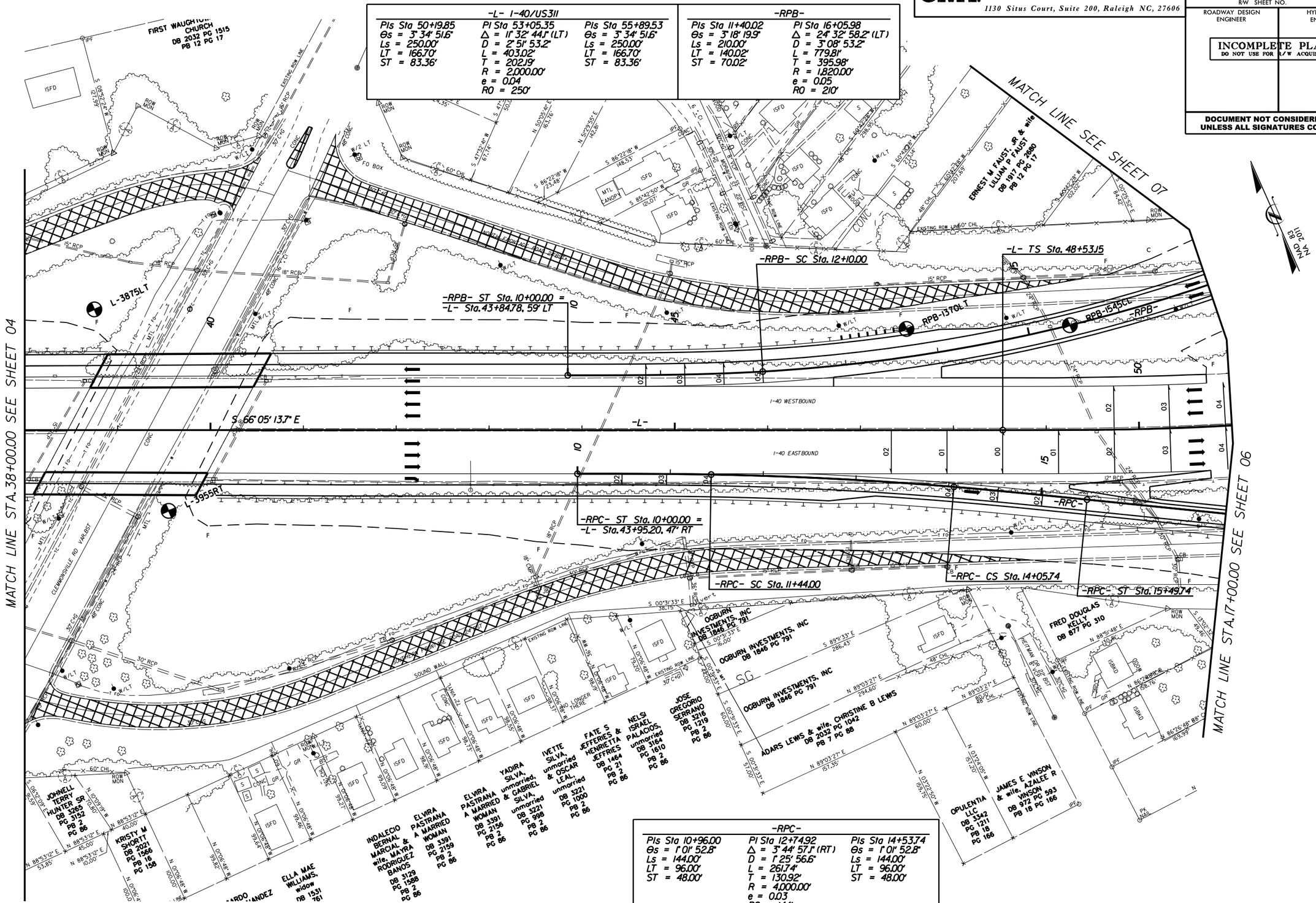
PROJECT REFERENCE NO.	SHEET NO.
I-5880	05
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

-L- I-40/US311		
PIs Sta 50+19.85	PI Sta 53+05.35	PIs Sta 55+89.53
Θs = 3° 34' 51.6"	Δ = 11° 32' 44.1" (LT)	Θs = 3° 34' 51.6"
Ls = 250.00'	D = 2° 51' 53.2"	Ls = 250.00'
LT = 166.70'	L = 403.02'	LT = 166.70'
ST = 83.36'	T = 202.19'	ST = 83.36'
	R = 2,000.00'	
	e = 0.04	
	RO = 250'	

-RPB-	
PIs Sta 11+40.02	PI Sta 16+05.98
Θs = 3° 18' 19.9"	Δ = 24° 32' 58.2" (LT)
Ls = 210.00'	D = 3° 08' 53.2"
LT = 140.02'	L = 779.81'
ST = 70.02'	T = 395.98'
	R = 1,820.00'
	e = 0.05
	RO = 210'



-RPC-		
PIs Sta 10+96.00	PI Sta 12+74.92	PIs Sta 14+53.74
Θs = 1° 01' 52.8"	Δ = 3° 44' 57.1" (RT)	Θs = 1° 01' 52.8"
Ls = 144.00'	D = 1° 25' 56.6"	Ls = 144.00'
LT = 96.00'	L = 261.74'	LT = 96.00'
ST = 48.00'	T = 130.92'	ST = 48.00'
	R = 4,000.00'	
	e = 0.03	
	RO = 144'	

OBLITERATE EXISTING PAVEMENT

SEE SHEET 10 FOR -L- PROFILES
SEE SHEET 13 FOR -RPB- PROFILE
SEE SHEET 14 FOR -RPC- PROFILE

REVISIONS

8/17/99

06-JUL-2021 09:14
S:\WRD\Harrisburg Investigation\TIP\I5880\GEO\RDWY_FORSYTH\CADD\GEOTECH\PlanProf\I5880_rdy_psh_05.dgn
$$$$USERNAME$$$$

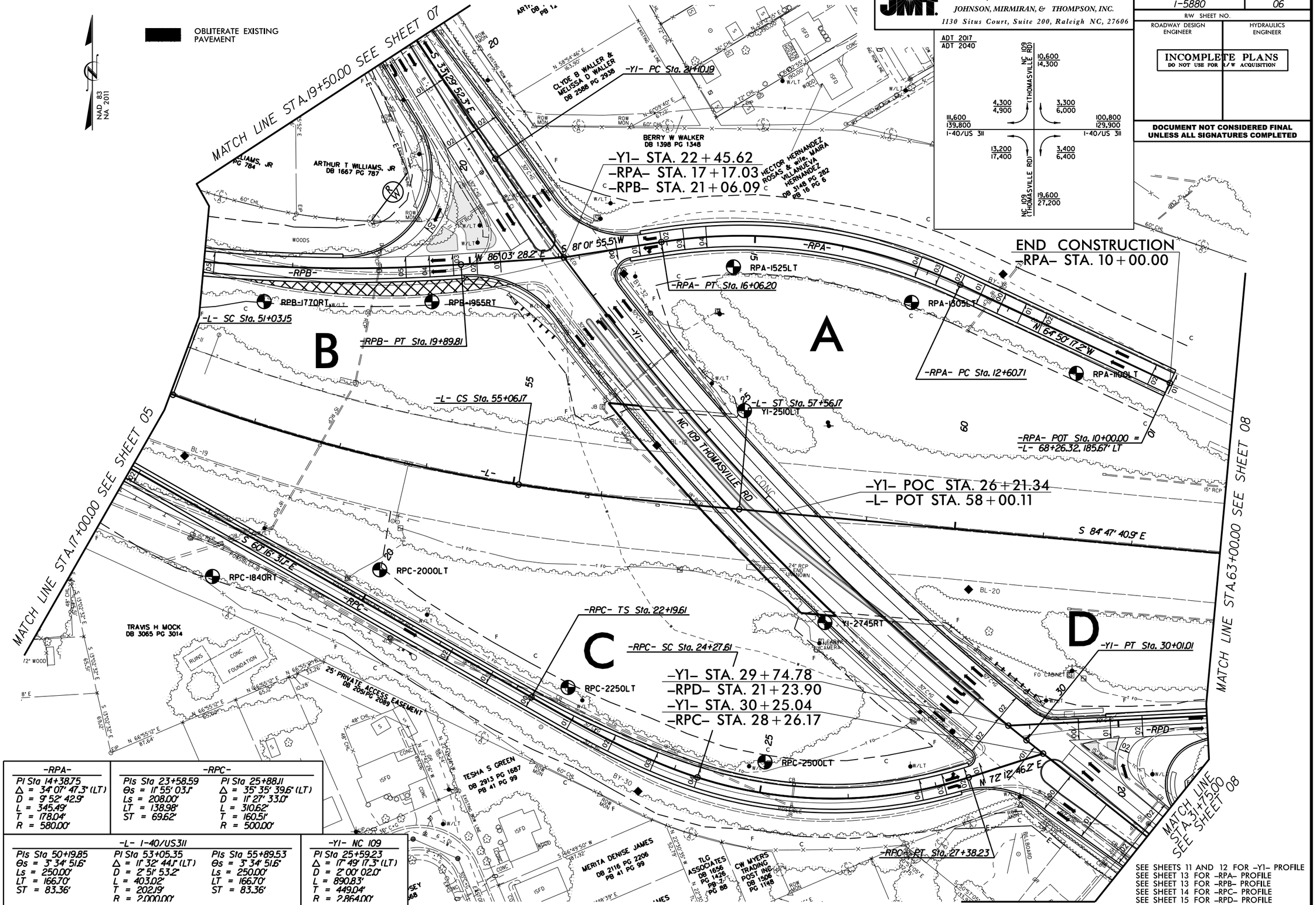
JMT

Prepared in the Office of:
JOHNSON, MIRMIRAN, & THOMPSON, INC.
1130 Situs Court, Suite 200, Raleigh NC, 27606

PROJECT REFERENCE NO.	SHEET NO.
I-5880	06
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



-RPA-		-RPC-	
PI Sta 14+38.75		PIs Sta 23+58.59	PI Sta 25+88.11
Δ = 34° 07' 47.3" (LT)		Θs = 11° 55' 03.1"	Δ = 35° 35' 39.6" (LT)
D = 9° 52' 42.9"		Ls = 208.00'	D = 11° 27' 33.0"
L = 345.49'		LT = 138.98'	L = 310.62'
T = 178.04'		ST = 69.62'	T = 160.51'
R = 580.00'			R = 500.00'

-L- I-40/US311			-Y1- NC 109
PIs Sta 50+19.85	PI Sta 53+05.35	PIs Sta 55+89.53	PI Sta 25+59.23
Θs = 3° 34' 51.6"	Δ = 11° 32' 44.1" (LT)	Θs = 3° 34' 51.6"	Δ = 17° 49' 17.3" (LT)
Ls = 250.00'	D = 2° 51' 53.2"	Ls = 250.00'	D = 2° 00' 02.0"
LT = 166.70'	L = 403.02'	LT = 166.70'	L = 890.83'
ST = 83.36'	T = 202.19'	ST = 83.36'	T = 449.04'
	R = 2,000.00'		R = 2,864.00'

REVISIONS

8/17/99

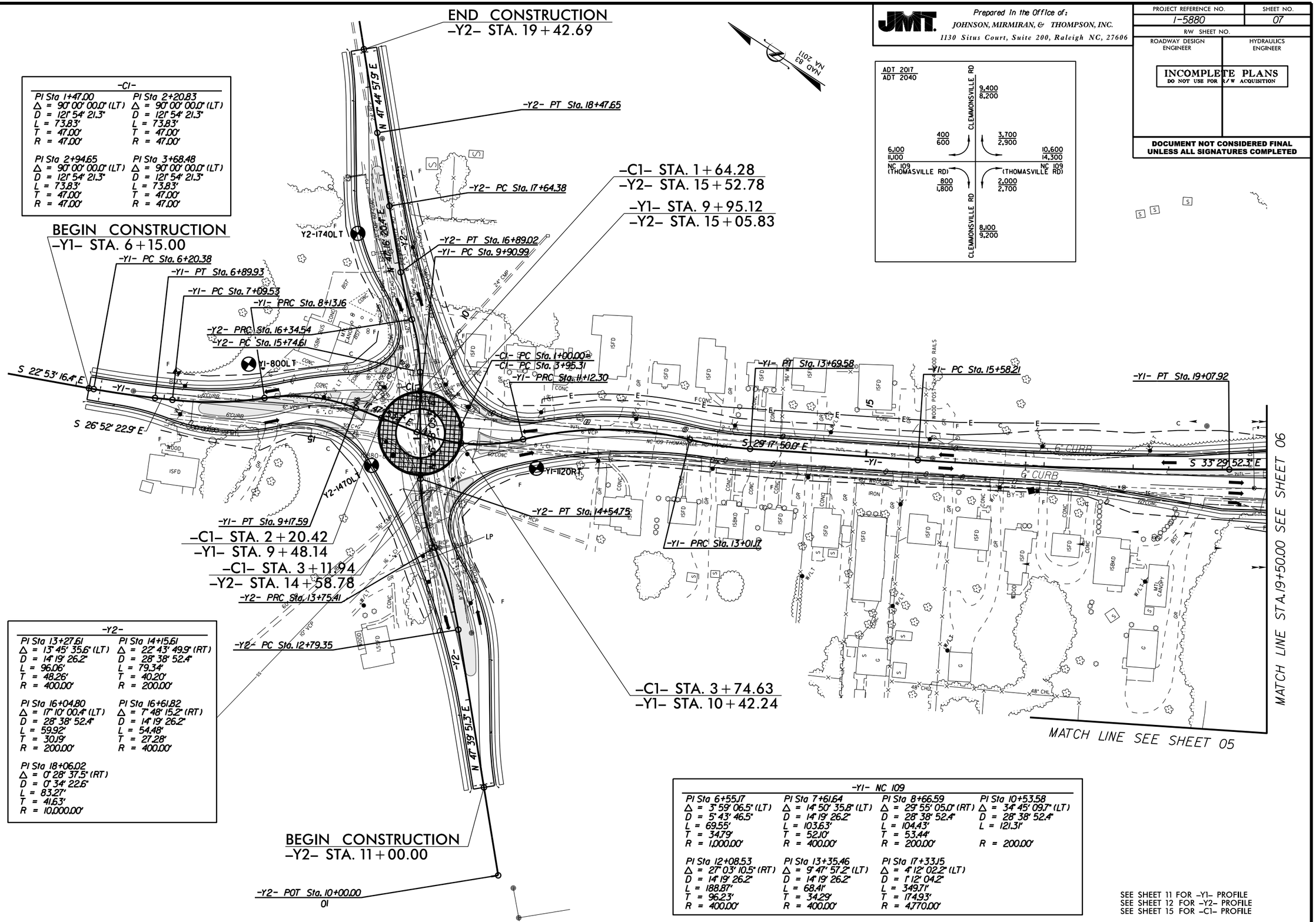
06-JUL-2021 09:32
s:\WRD\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\PlanProf\I5880_rdy_psh_06.dgn
$$$$USERNAME$$$$

Prepared in the Office of:
JOHNSON, MIRMIRAN, & THOMPSON, INC.
1130 Situs Court, Suite 200, Raleigh NC, 27606

PROJECT REFERENCE NO.	SHEET NO.
I-5880	07
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



-C1-

PI Sta 1+47.00	PI Sta 2+20.83
Δ = 90° 00' 00.0" (LT)	Δ = 90° 00' 00.0" (LT)
D = 121° 54' 21.3"	D = 121° 54' 21.3"
L = 73.83'	L = 73.83'
T = 47.00'	T = 47.00'
R = 47.00'	R = 47.00'
PI Sta 2+94.65	PI Sta 3+68.48
Δ = 90° 00' 00.0" (LT)	Δ = 90° 00' 00.0" (LT)
D = 121° 54' 21.3"	D = 121° 54' 21.3"
L = 73.83'	L = 73.83'
T = 47.00'	T = 47.00'
R = 47.00'	R = 47.00'

-Y2-

PI Sta 13+27.61	PI Sta 14+15.61
Δ = 13° 45' 35.6" (LT)	Δ = 22° 43' 49.9" (RT)
D = 14° 19' 26.2"	D = 28° 38' 52.4"
L = 96.06'	L = 79.34'
T = 48.26'	T = 40.20'
R = 400.00'	R = 200.00'
PI Sta 16+04.80	PI Sta 16+61.82
Δ = 17° 10' 00.4" (LT)	Δ = 7° 48' 15.2" (RT)
D = 28° 38' 52.4"	D = 14° 19' 26.2"
L = 59.92'	L = 54.48'
T = 30.19'	T = 27.28'
R = 200.00'	R = 400.00'
PI Sta 18+06.02	
Δ = 0° 28' 37.5" (RT)	
D = 0° 34' 22.6"	
L = 83.27'	
T = 41.63'	
R = 10,000.00'	

-Y1- NC 109

PI Sta 6+55.17	PI Sta 7+61.64	PI Sta 8+66.59	PI Sta 10+53.58
Δ = 3° 59' 06.5" (LT)	Δ = 14° 50' 35.8" (LT)	Δ = 29° 55' 05.0" (RT)	Δ = 34° 45' 09.7" (LT)
D = 5° 43' 46.5"	D = 14° 19' 26.2"	D = 28° 38' 52.4"	D = 28° 38' 52.4"
L = 69.55'	L = 103.63'	L = 104.43'	L = 121.31'
T = 34.79'	T = 52.10'	T = 53.44'	
R = 1,000.00'	R = 400.00'	R = 200.00'	R = 200.00'
PI Sta 12+08.53	PI Sta 13+35.46	PI Sta 17+33.15	
Δ = 27° 03' 10.5" (RT)	Δ = 9° 47' 57.2" (LT)	Δ = 4° 12' 02.2" (LT)	
D = 14° 19' 26.2"	D = 14° 19' 26.2"	D = 1° 12' 04.2"	
L = 188.87'	L = 68.41'	L = 349.71'	
T = 96.23'	T = 34.29'	T = 174.93'	
R = 400.00'	R = 400.00'	R = 4,770.00'	

SEE SHEET 11 FOR -Y1- PROFILE
SEE SHEET 12 FOR -Y2- PROFILE
SEE SHEET 15 FOR -C1- PROFILE

REVISIONS
8/17/99

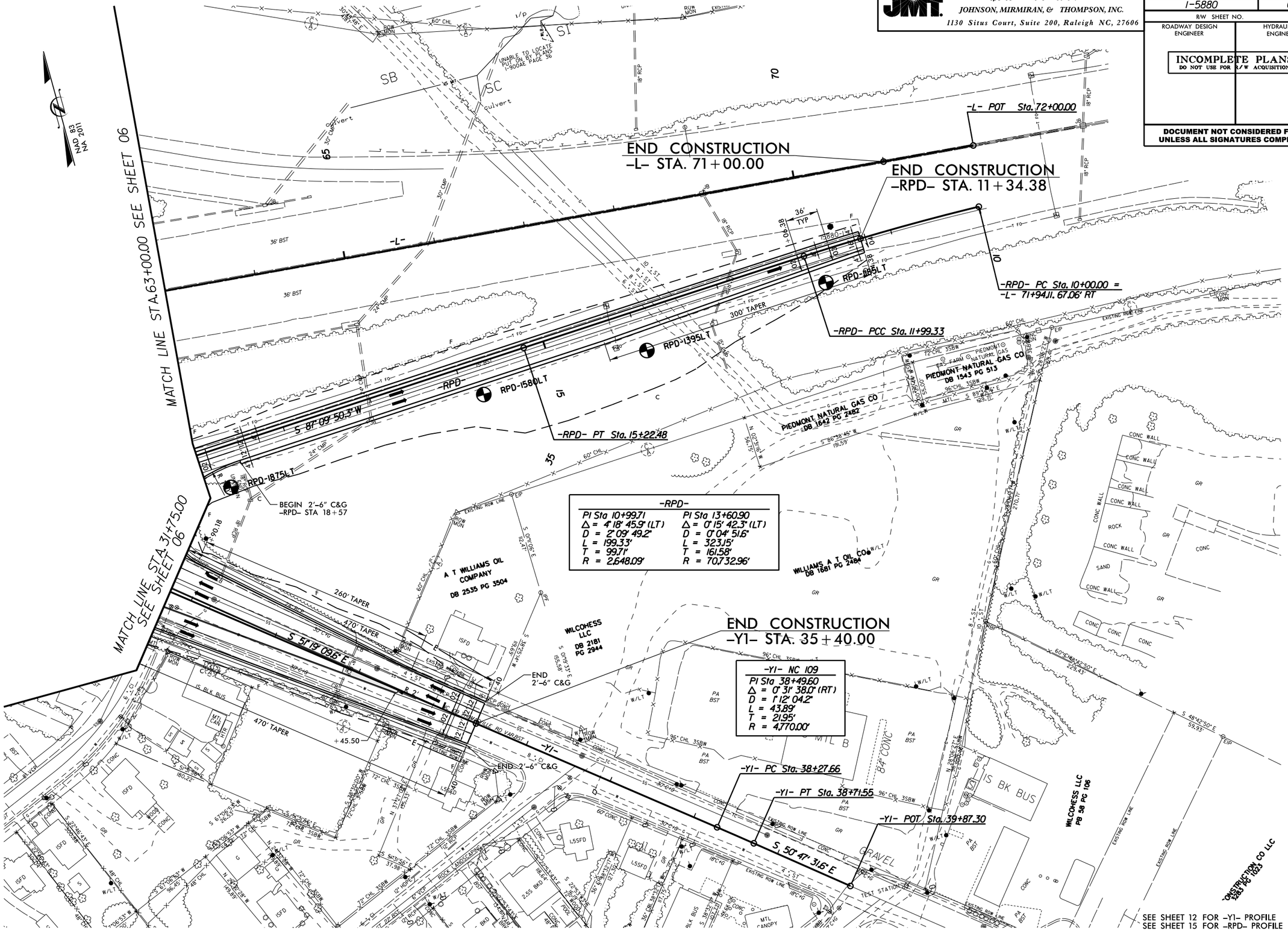
06-JUL-2021 10:37
SSWRD\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\PlanProf\I5880_rdy_psh_07.dgn
$$$$USERNAME$$$$

Prepared in the Office of:
JOHNSON, MIRMIRAN, & THOMPSON, INC.
1130 Situs Court, Suite 200, Raleigh NC, 27606

PROJECT REFERENCE NO.	SHEET NO.
I-5880	08
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

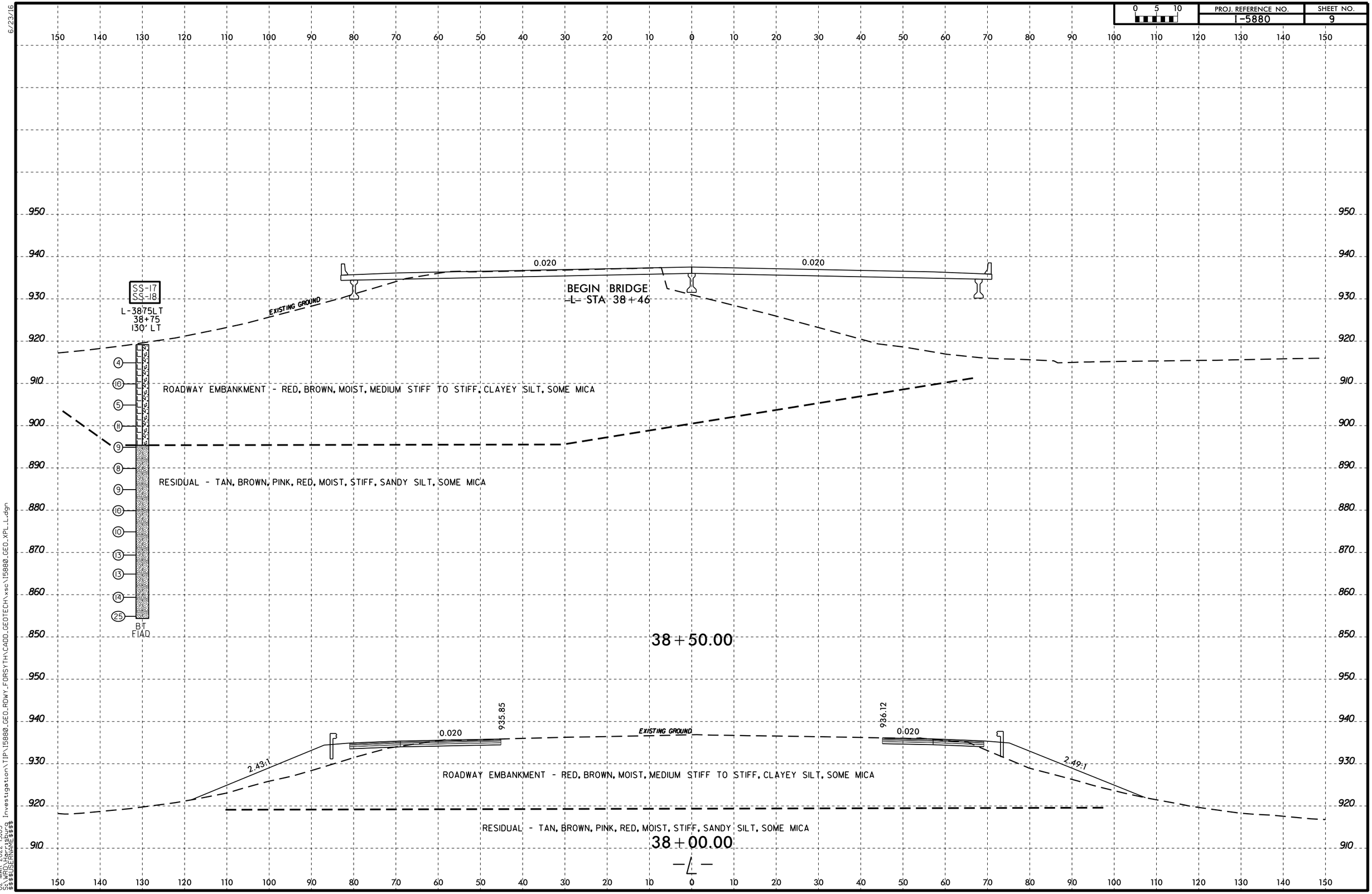
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



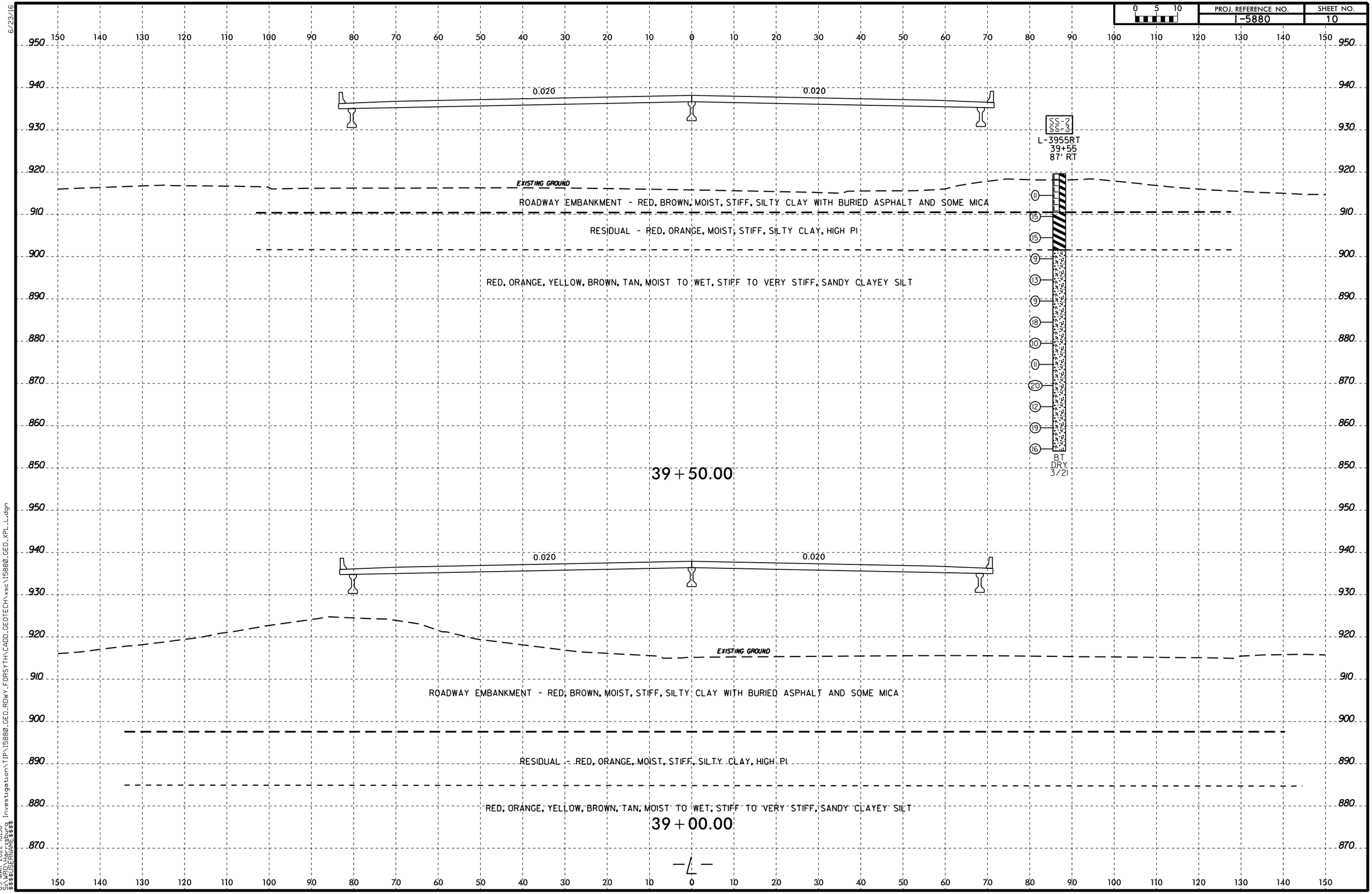
REVISIONS

8/17/99

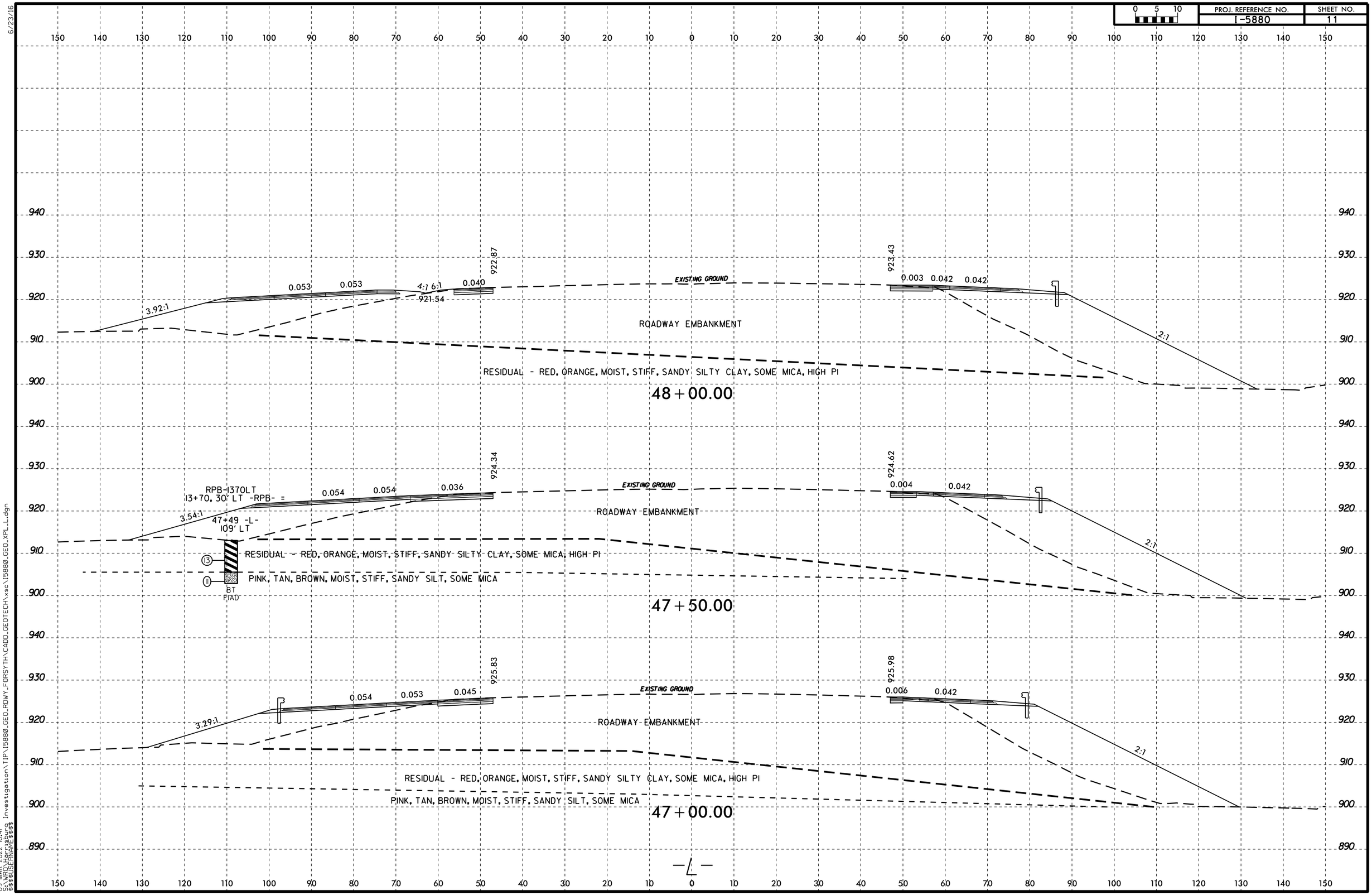
01-JUN-2021 10:19
I-5880_rdu_rsh_08.dgn
$$$$USERNAME$$$$



6/23/16
02-MAR-2022 15:03
S:\PROJ\Harrisburg Investigation\TIP\15880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\15880_GEO_XPL_L.dgn
$$$$USERNAME$$$$

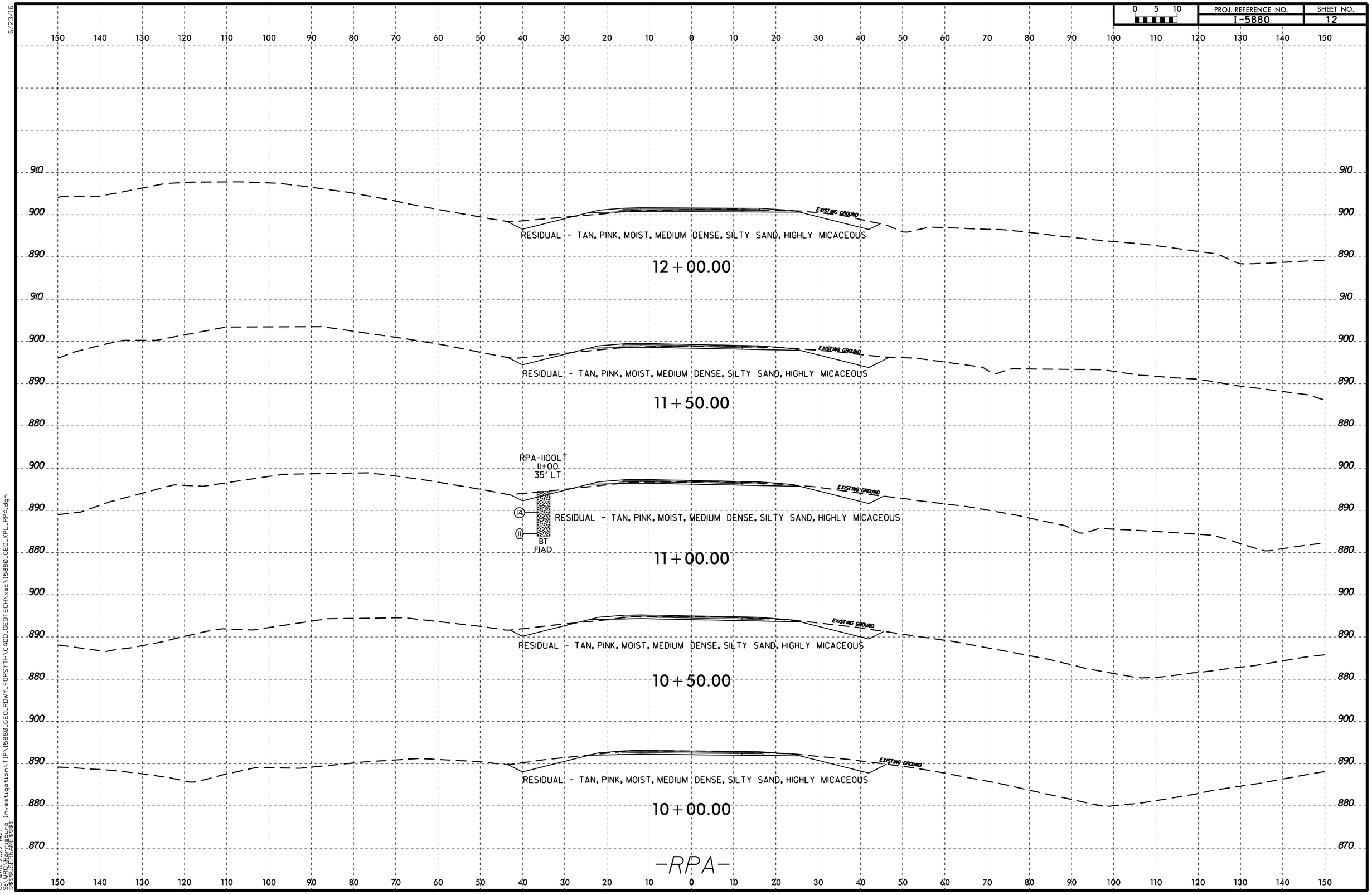


6/23/16
09-MAR-2022 10:38
S:\WRO\Harrisburg Investigation\TIP\I5880\GEO_RDWY_FORSYTH\CADD\GEOTECH\xsc\I5880_GEO_XPL_L.dgn
$$$$USERNAME$$$$



6/23/16
09-MAR-2022 10:41
S:\PROJ\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_L.dgn
$$$$USERNAME$$$$

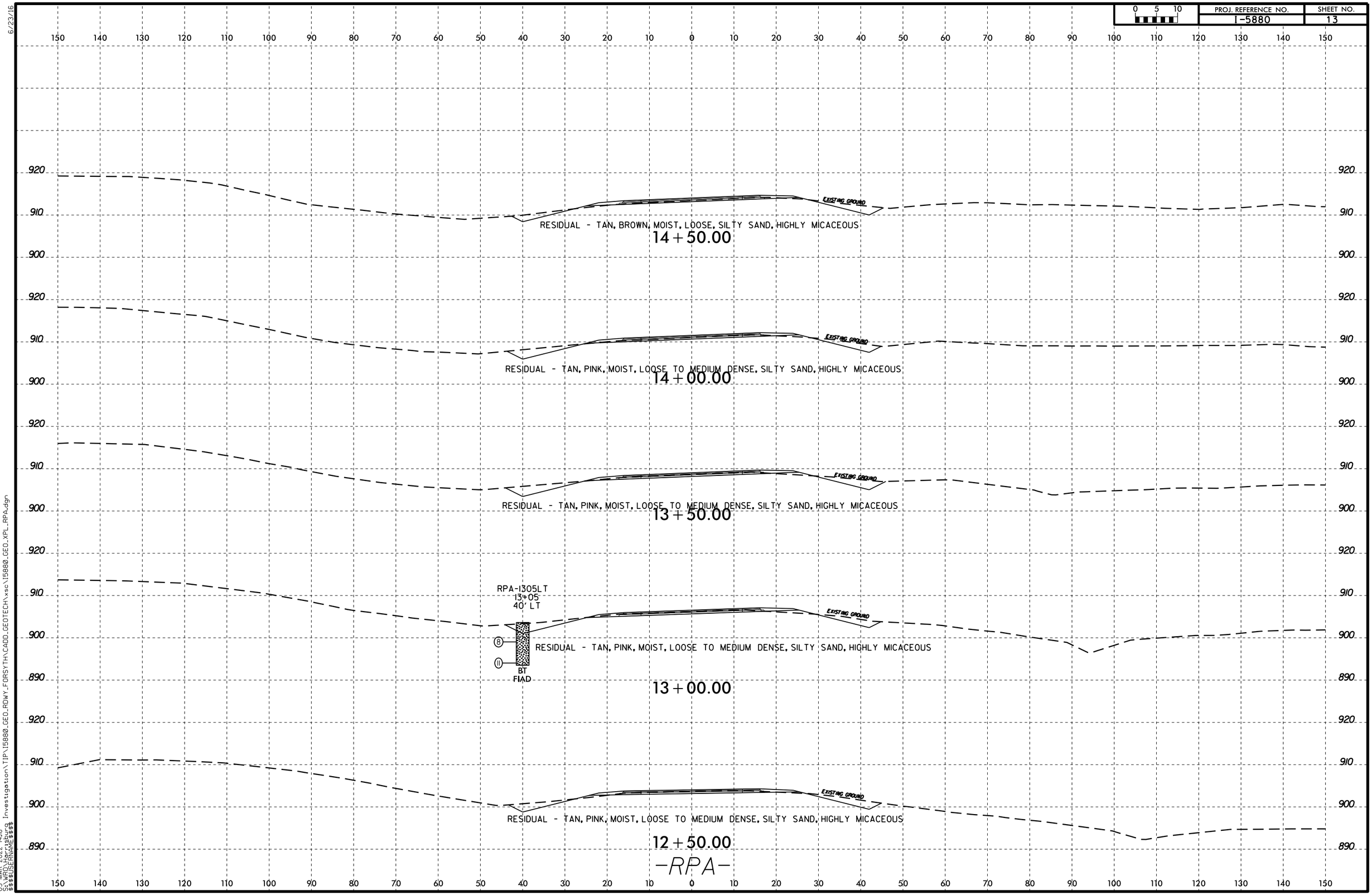
PROJ. REFERENCE NO.	SHEET NO.
I-5880	12



6/23/16

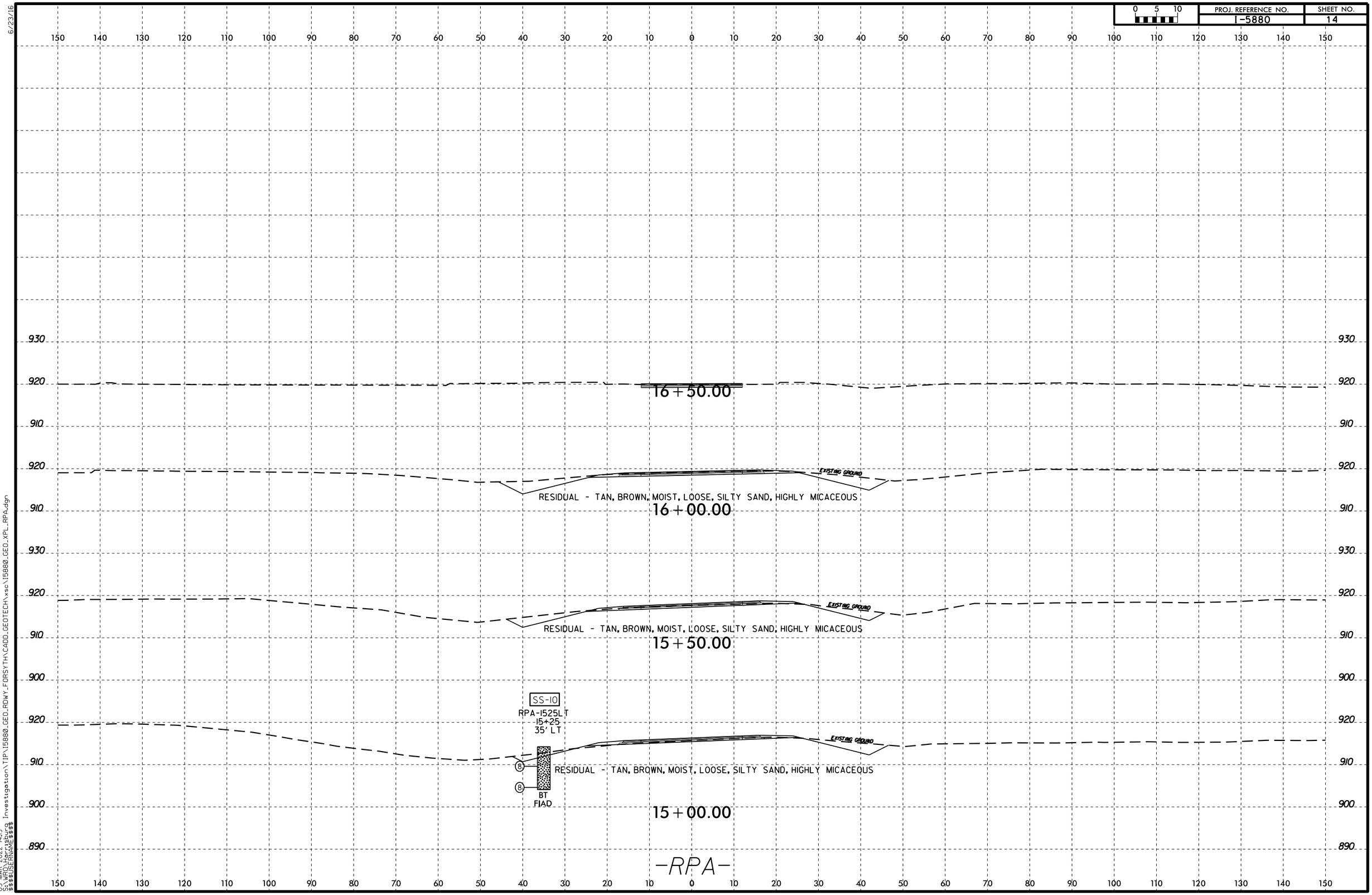
03-MAR-2022 14:17
S:\PROJ\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_RPA.dgn
$$$$USERNAME$$$$

PROJ. REFERENCE NO.	SHEET NO.
I-5880	13



6/23/16

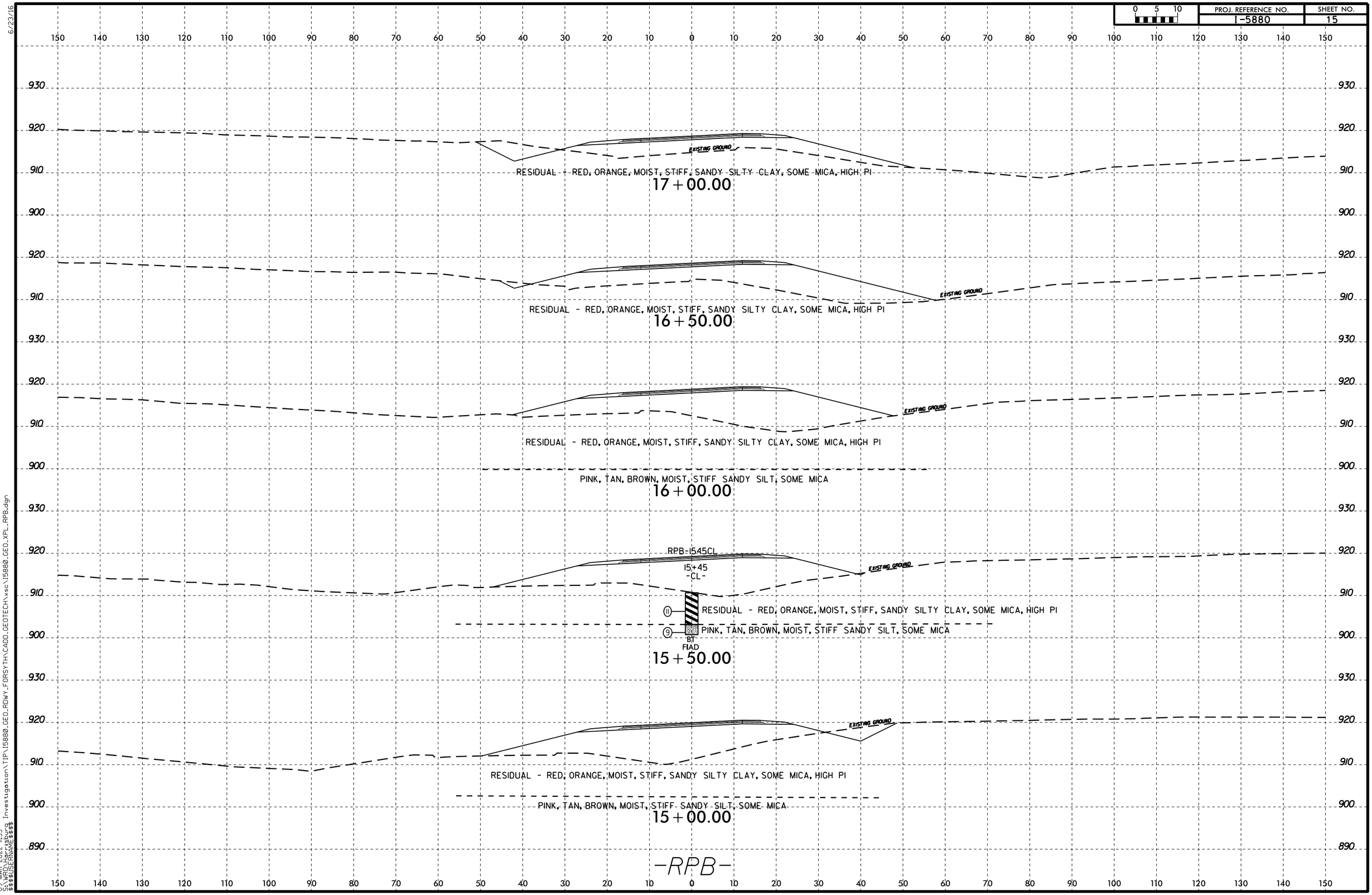
03-MAR-2022 14:18
S:\PROJECTS\Harrisburg Investigation\TIP\15880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\15880_GEO_XPL_RPA.dgn
$$$$USERNAME$$$$



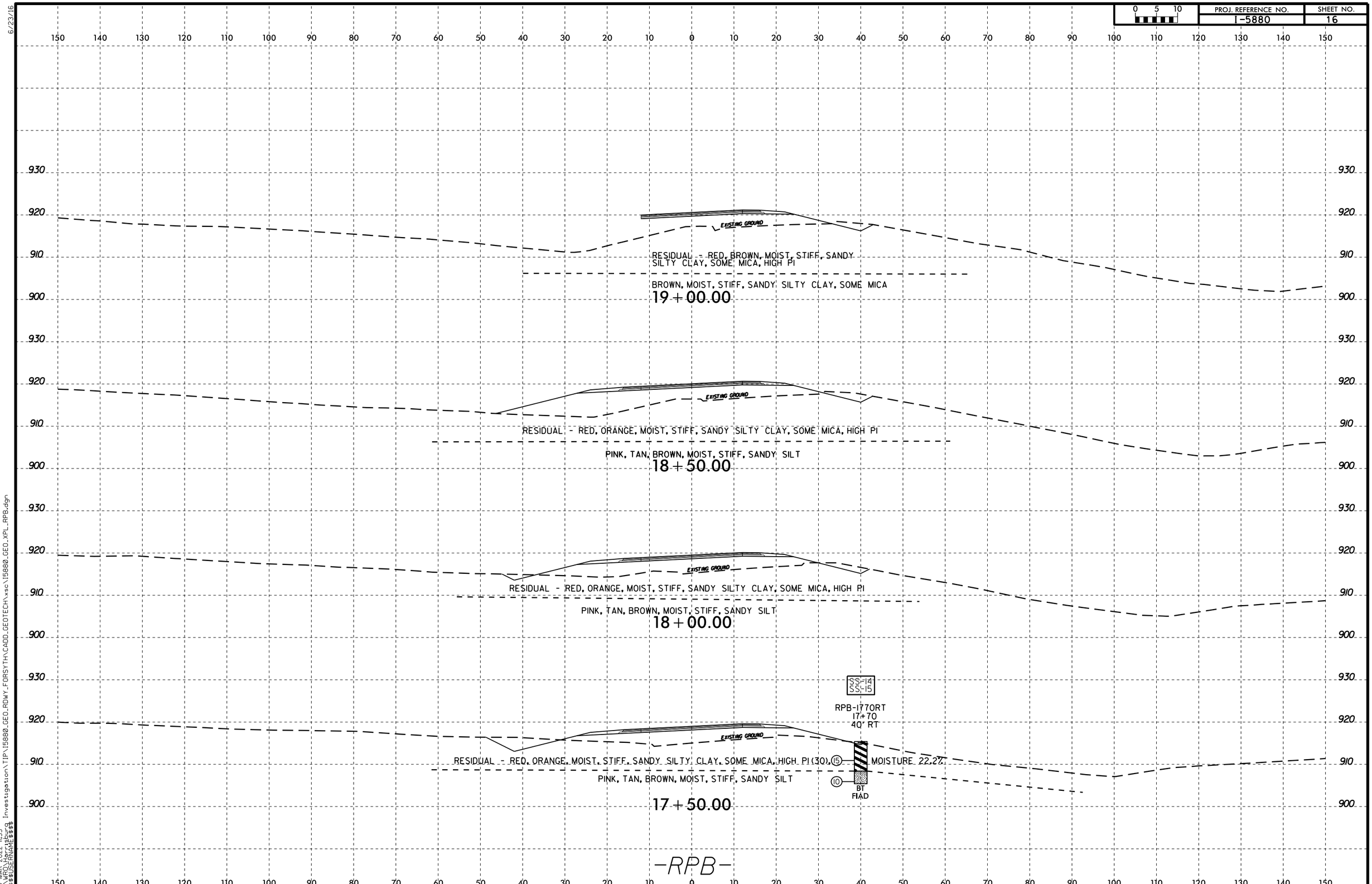
6/23/16

03-MAR-2022 14:19
S:\PROJ\Harrisburg Investigation\TIP\15880.GEO.RDWY_FORSYTH\CADD.GEOTECH\xsc\15880.GEO.XPL.RPA.dgn
$$$$USERNAME$$$$

PROJ. REFERENCE NO.	SHEET NO.
I-5880	15



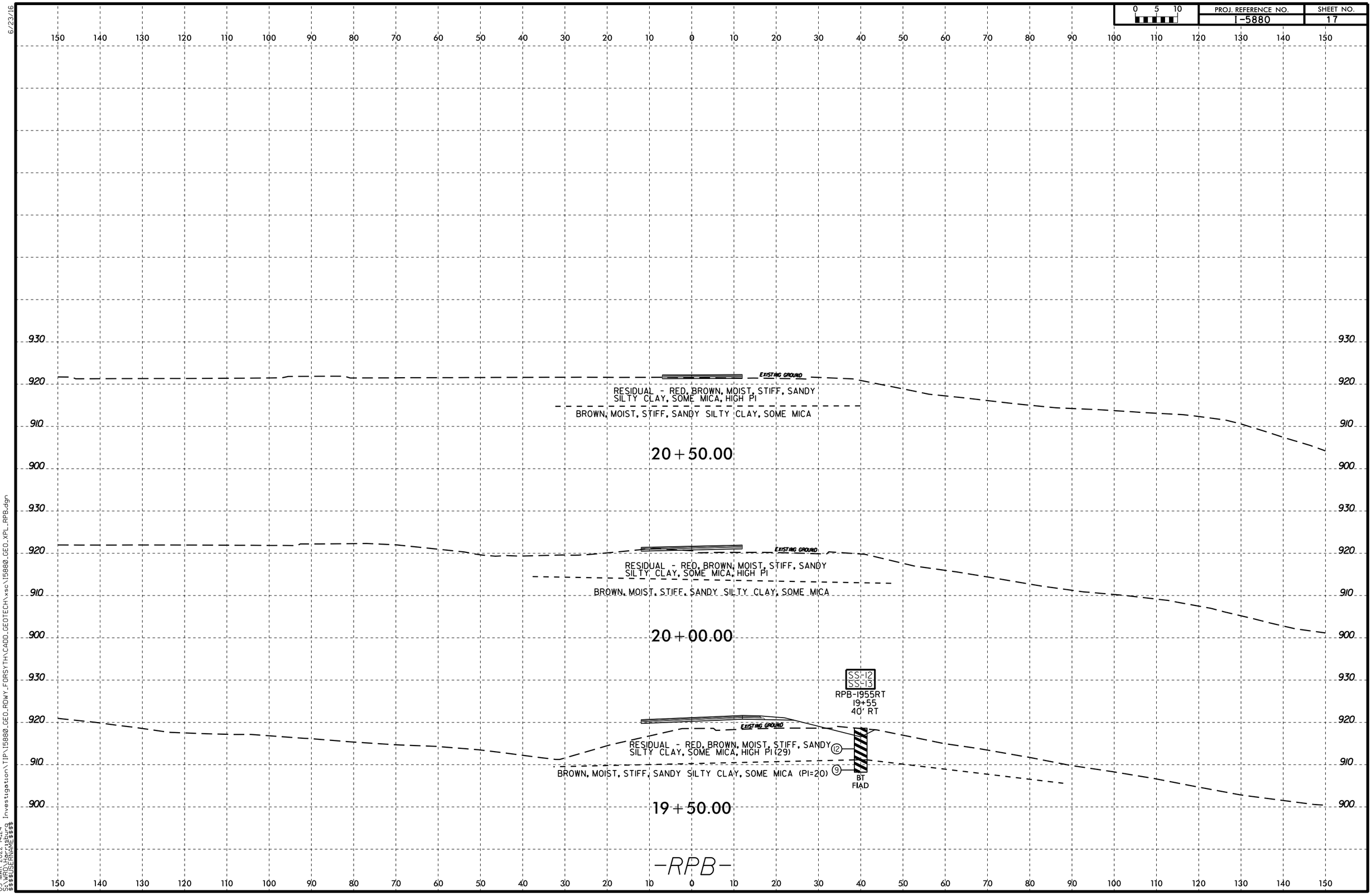
PROJ. REFERENCE NO.	SHEET NO.
I-5880	16



6/23/16

09-MAR-2022 11:35
S:\WRD\Harrisburg Investigation\TIP\15880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\15880_GEO_XPL_RPB.dgn
$$$$USERNAME$$$$

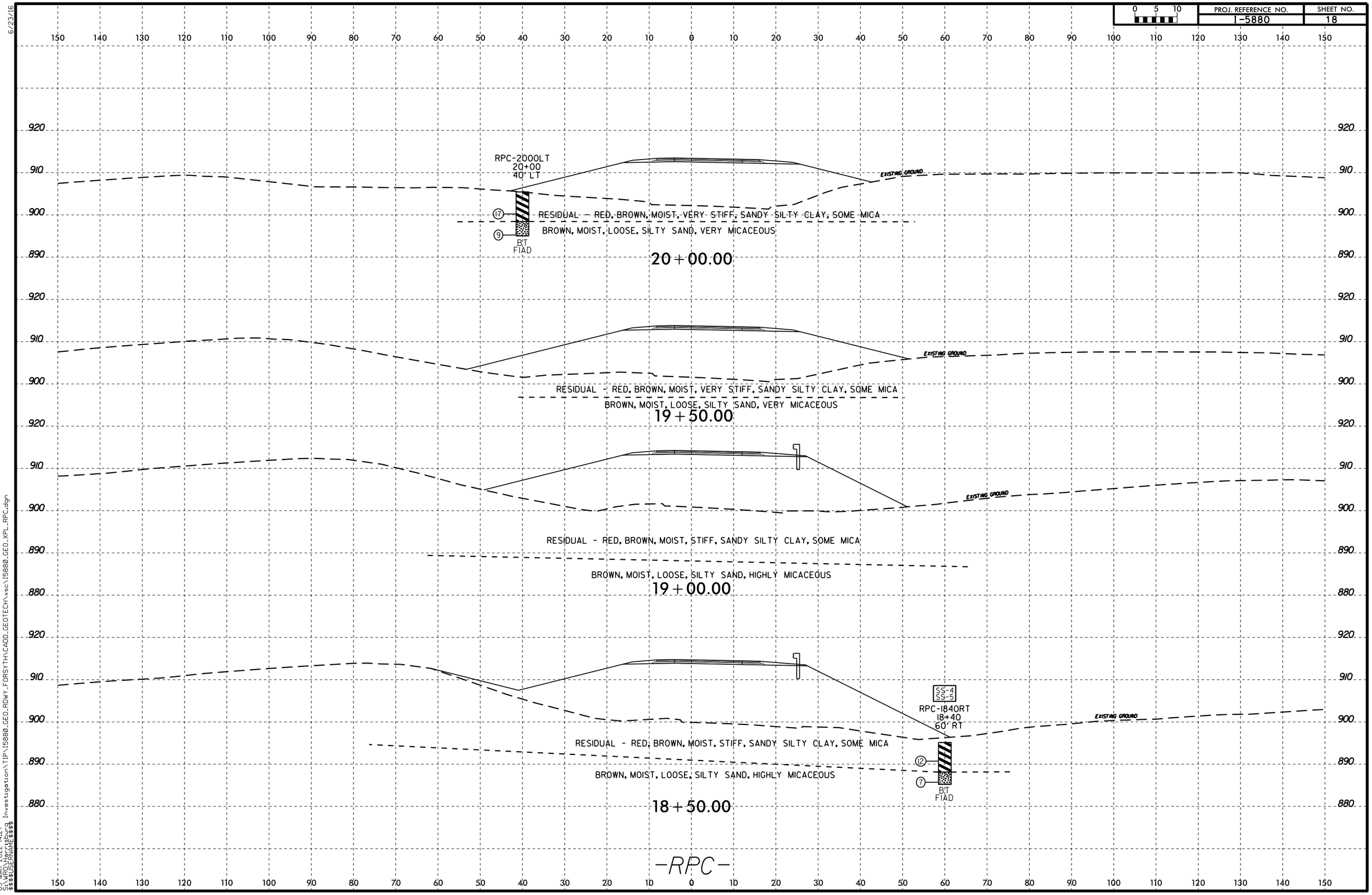
PROJ. REFERENCE NO.	SHEET NO.
I-5880	17



6/23/16

03-MAR-2022 14:24
S:\WRO\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_RPB.dgn
$$$$USERNAME$$$$

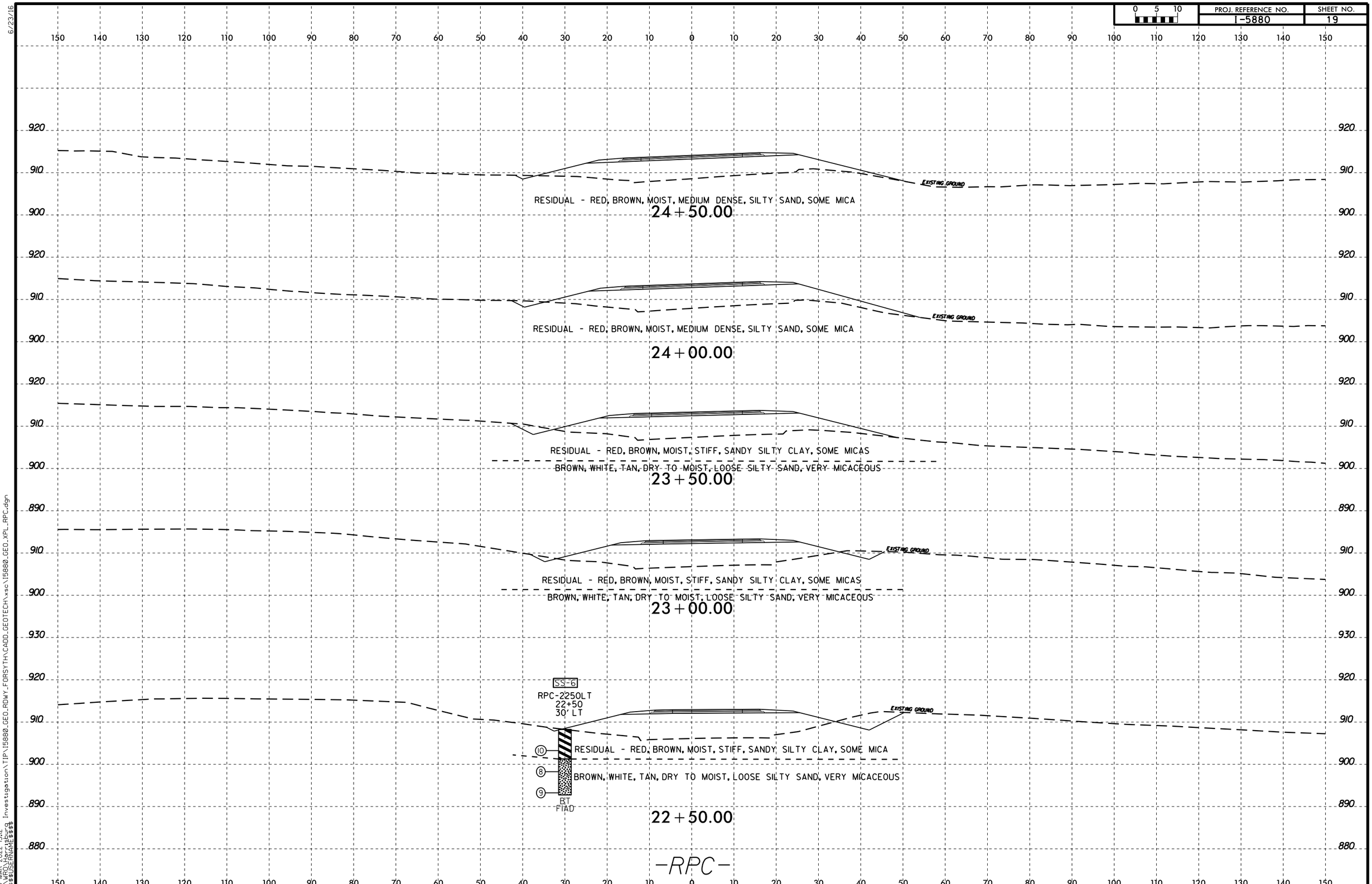
PROJ. REFERENCE NO.	SHEET NO.
I-5880	18



6/23/16

03-MAR-2022 14:27
S:\WRO\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_RPC.dgn
$$$$USERNAME$$$$

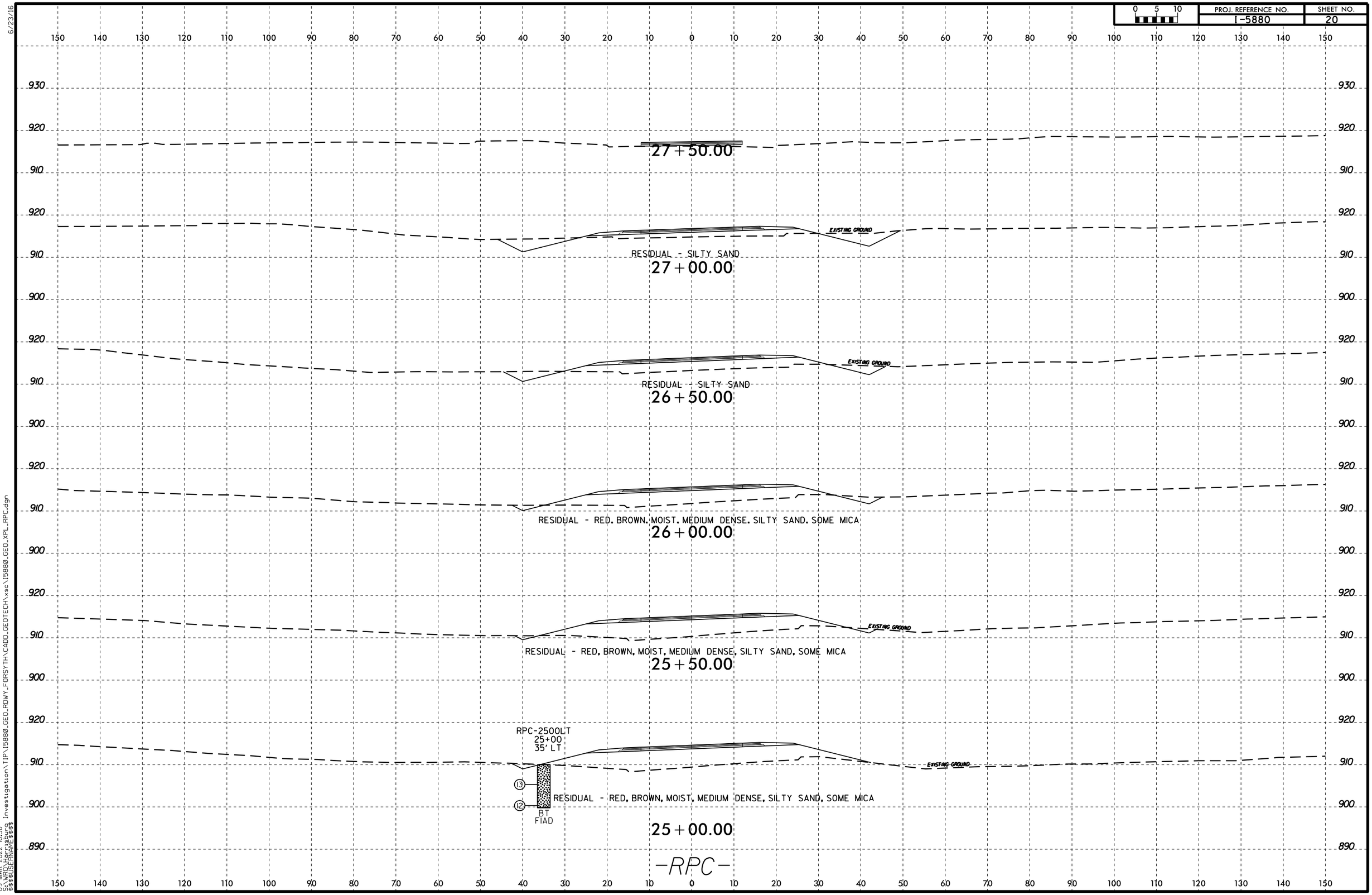
PROJ. REFERENCE NO.	SHEET NO.
I-5880	19



6/23/16

09-MAR-2022 13:12
S:\WRD\Harrisburg Investigation\TIP\15880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\15880_GEO_XPL_RPC.dgn
$$$$USERNAME$$$$

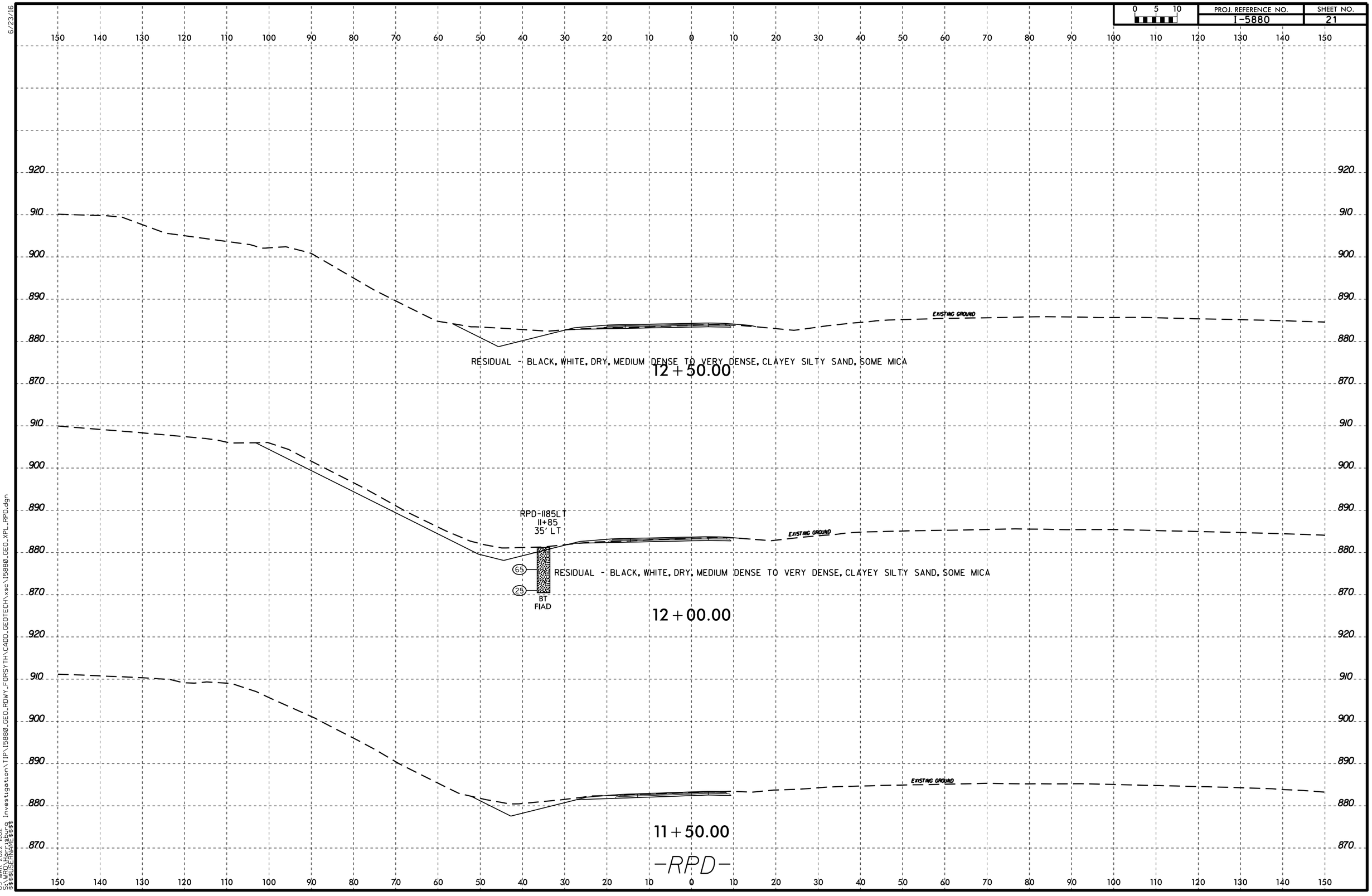
PROJ. REFERENCE NO.	SHEET NO.
I-5880	20



6/23/16

09-MAR-2022 10:58
S:\PROJ\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_RPC.dgn
$$$$USERNAME$$$$

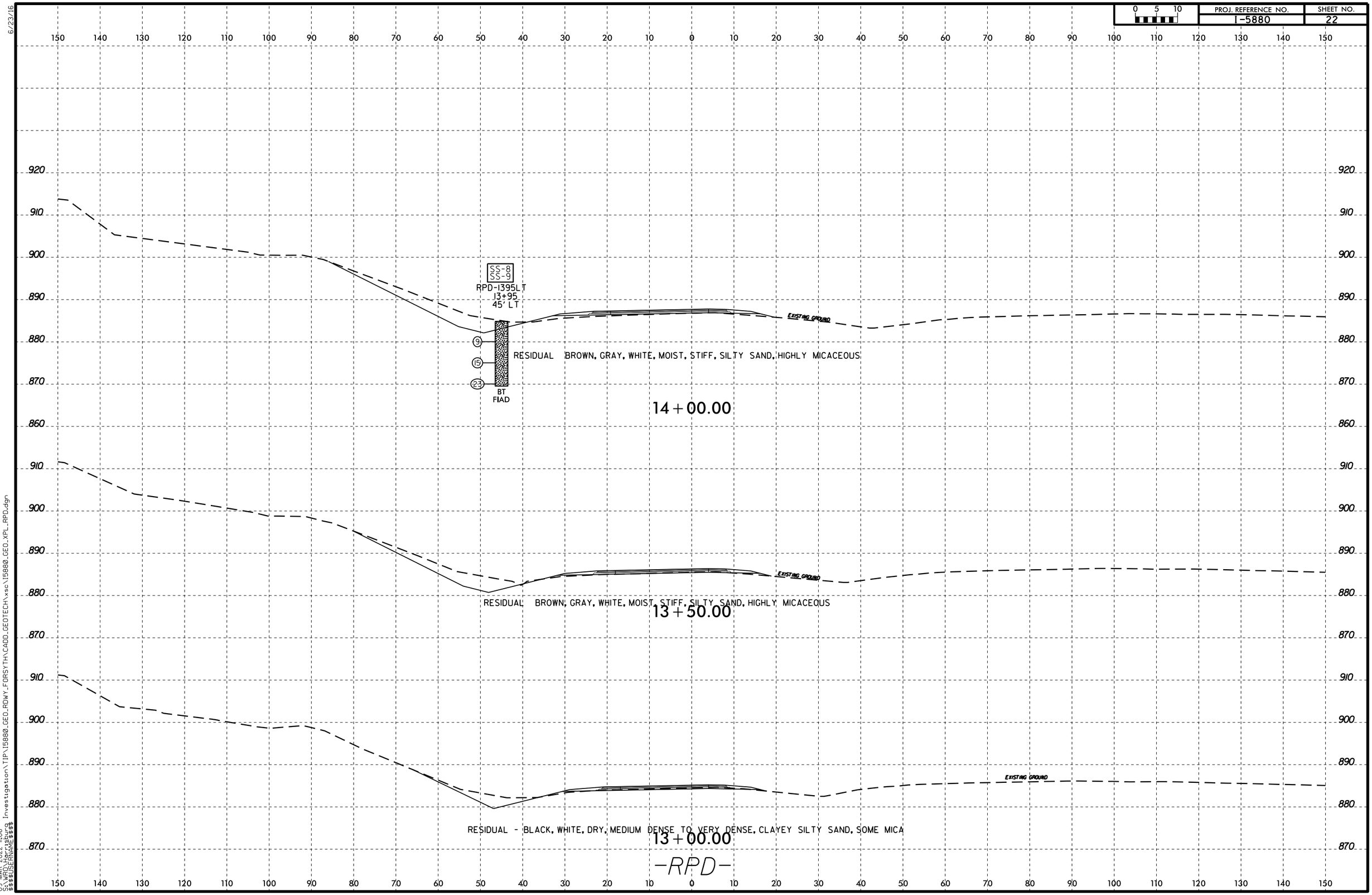
PROJ. REFERENCE NO.	SHEET NO.
I-5880	21



6/23/16

09-MAR-2022 11:02
S:\PROJ\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_RPD.dgn
$$$$USERNAME$$$$

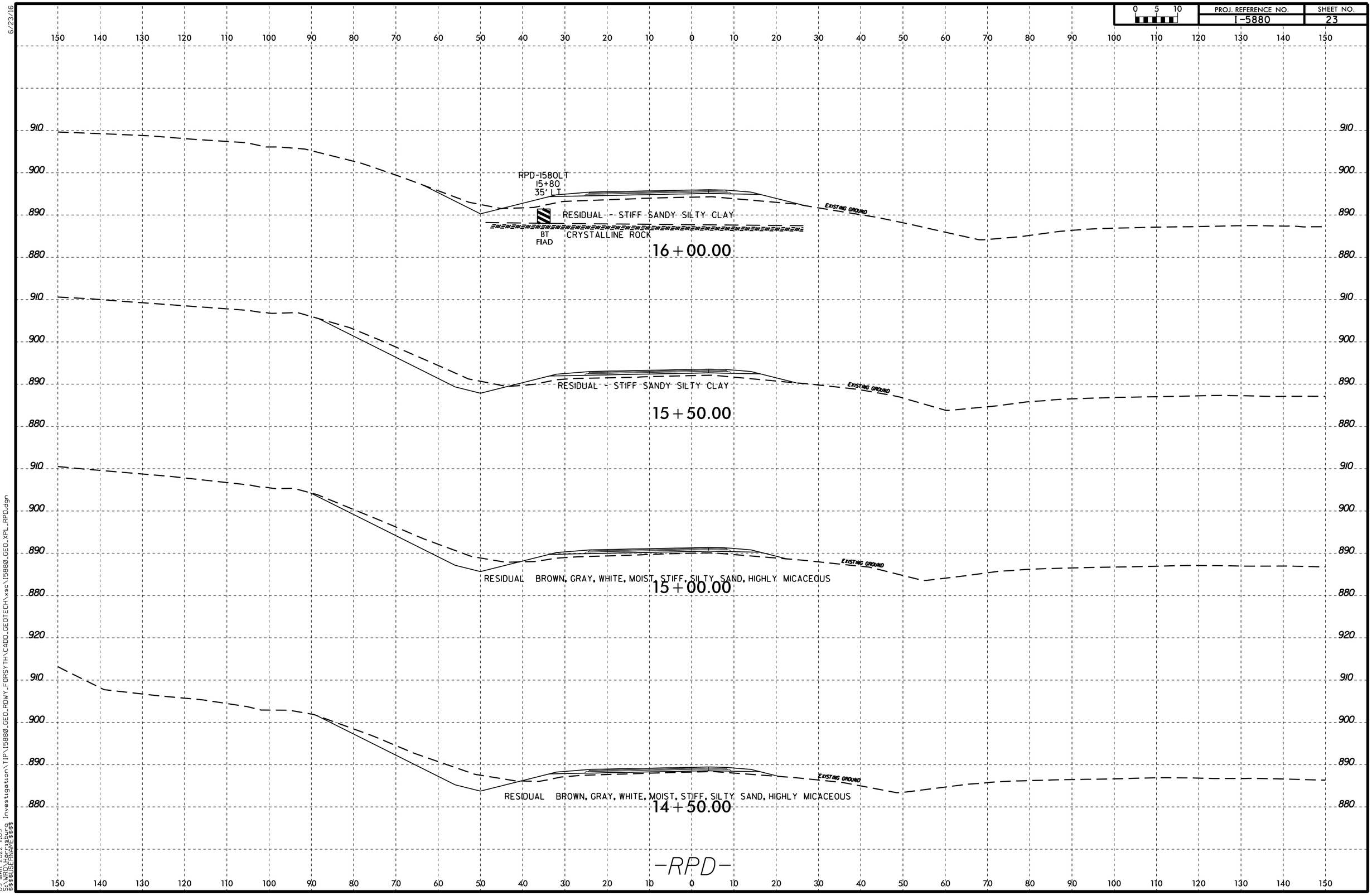
PROJ. REFERENCE NO.	SHEET NO.
I-5880	22



6/23/16

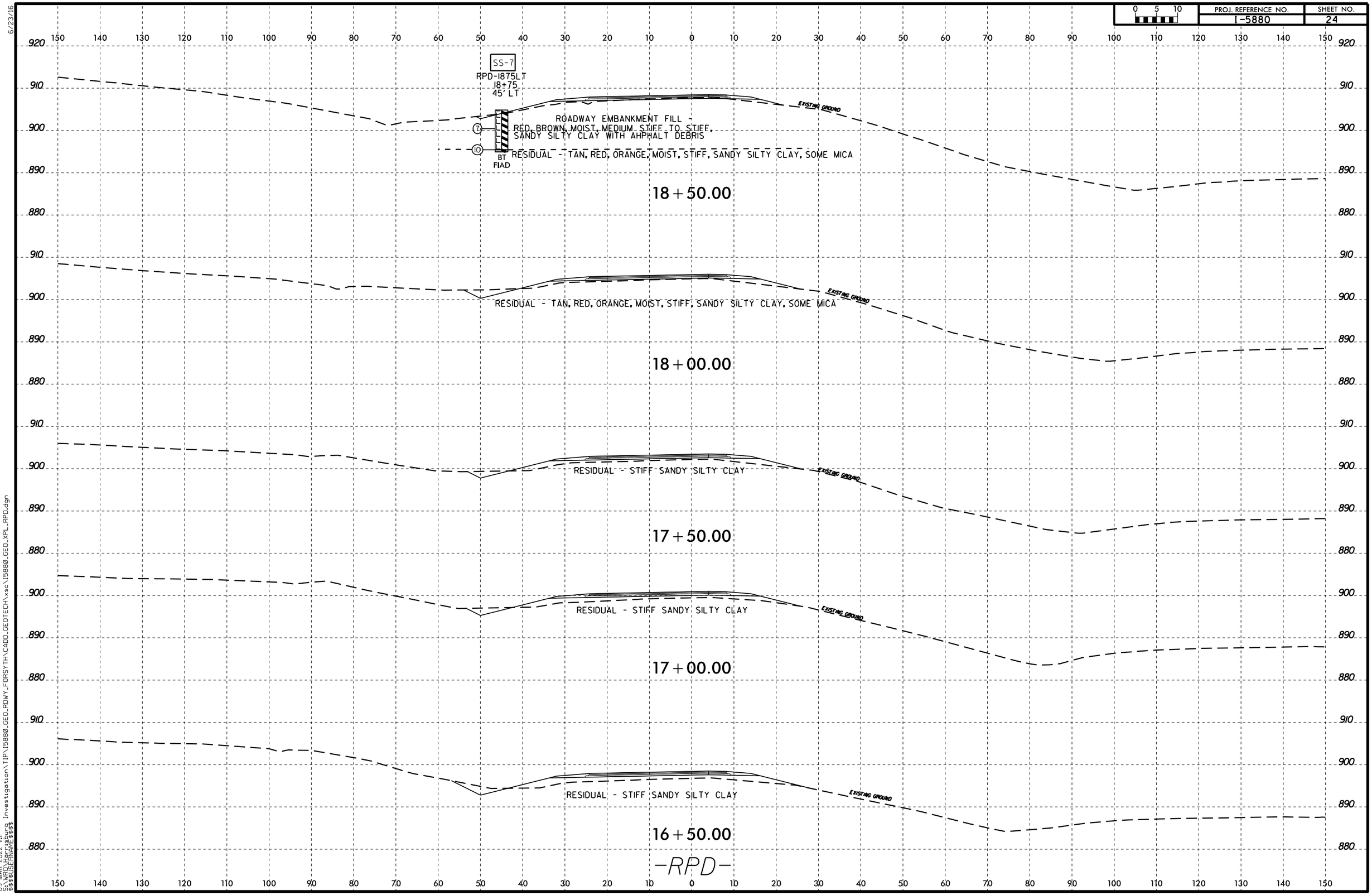
09-MAR-2022 11:06
S:\PROJ\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_RPD.dgn
$$$$USERNAME$$$$

PROJ. REFERENCE NO.	SHEET NO.
I-5880	23



6/23/16

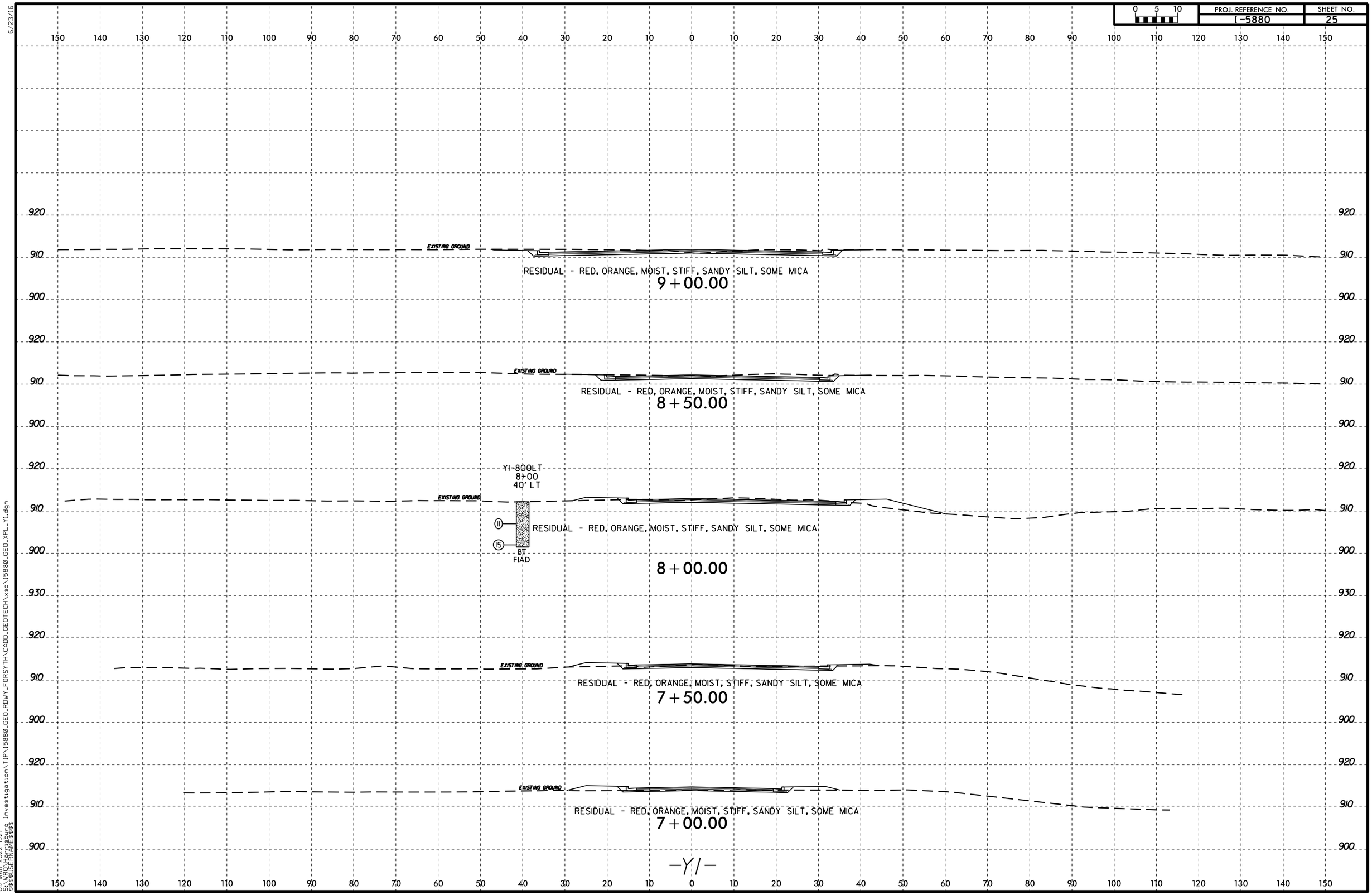
09-MAR-2022 11:09
S:\PROJ\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_RPD.dgn
$$$$USERNAME$$$$



6/23/16

09-MAR-2022 11:11
S:\WRO\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_RPD.dgn
$$$$USERNAME$$$$

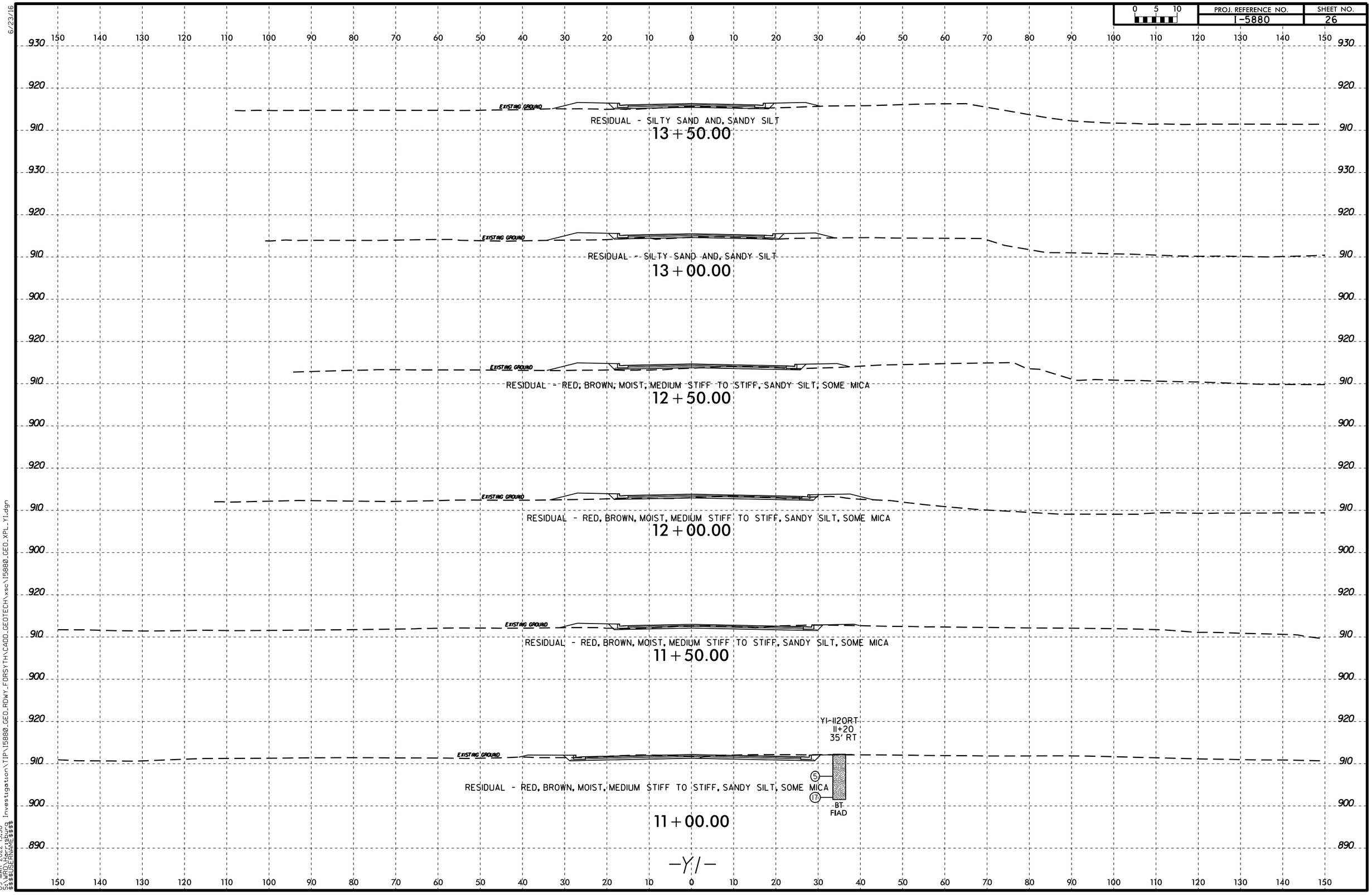
PROJ. REFERENCE NO.	SHEET NO.
I-5880	25



6/23/16

09-MAR-2022 13:17
S:\PROJ\Harrisburg Investigation\TIP\I5880.GEO.RDWY_FORSYTH\CADD.GEOTECH\xsc\I5880.GEO.XPL.Y1.dgn
$$$$USERNAME$$$$

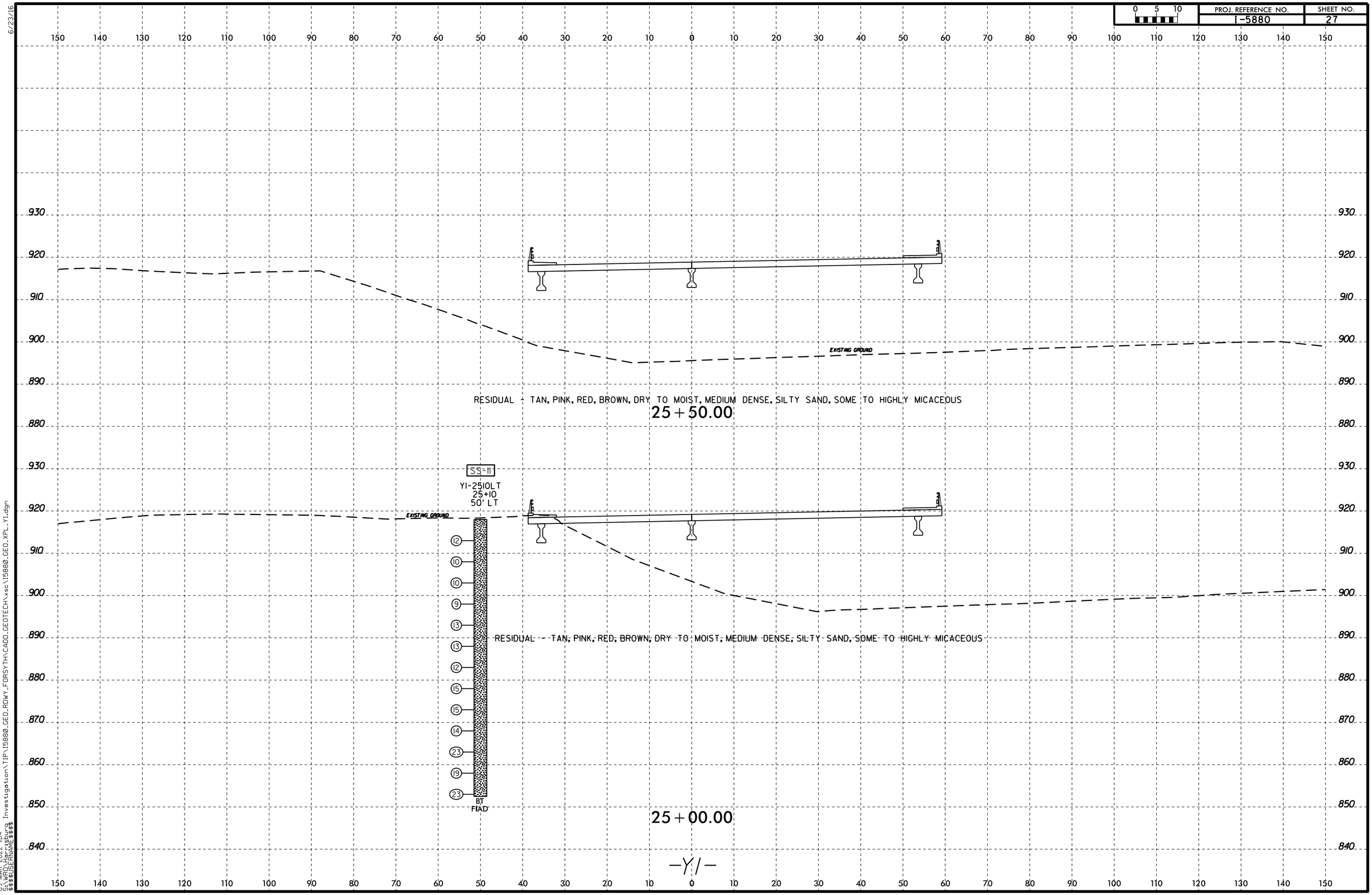
PROJ. REFERENCE NO.	SHEET NO.
I-5880	26



6/23/16

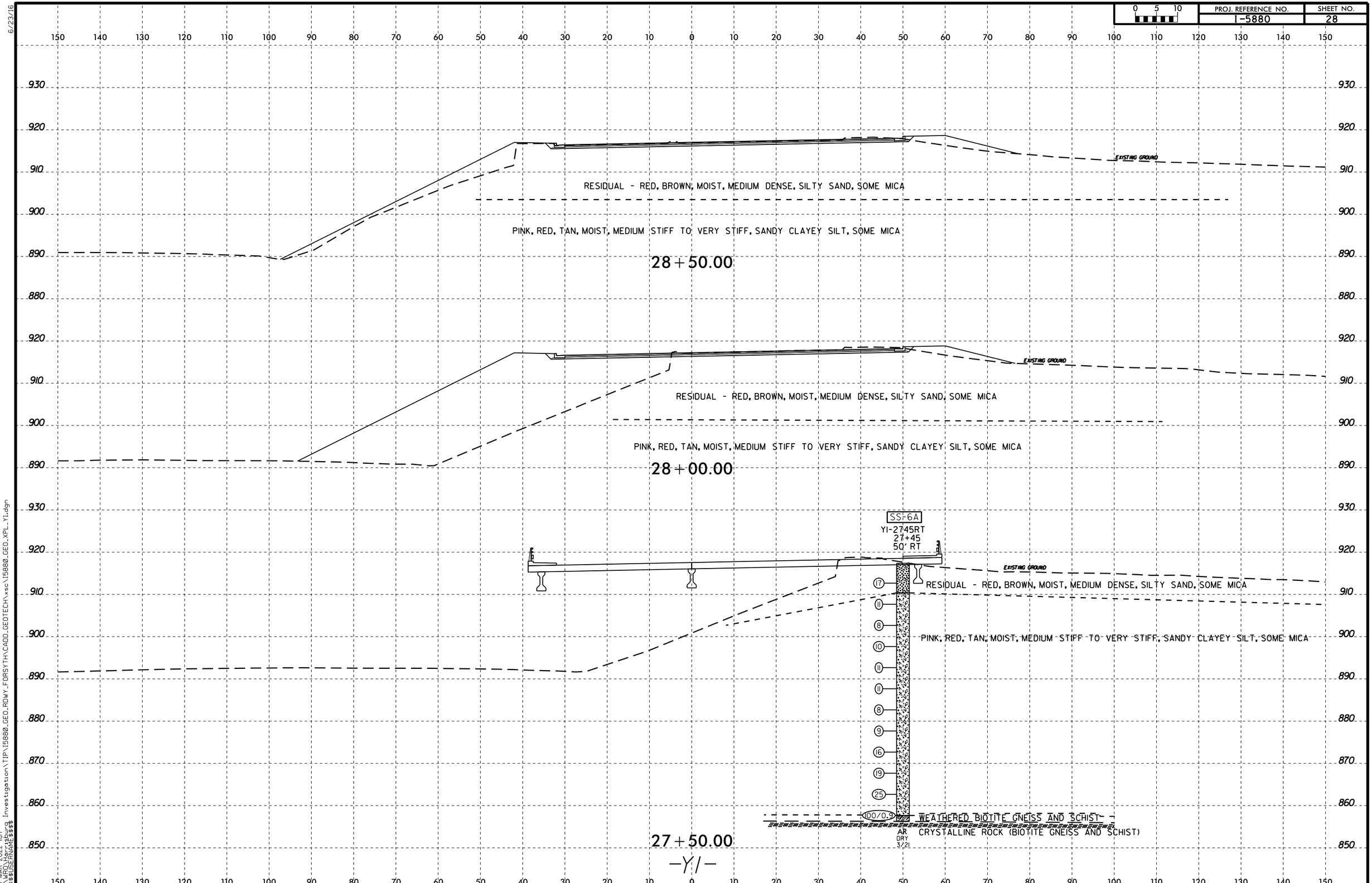
09-MAR-2022 13:30
S:\PROJ\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_Y1.dgn
$$$$USERNAME$$$$

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	I-5880	27



6/23/16

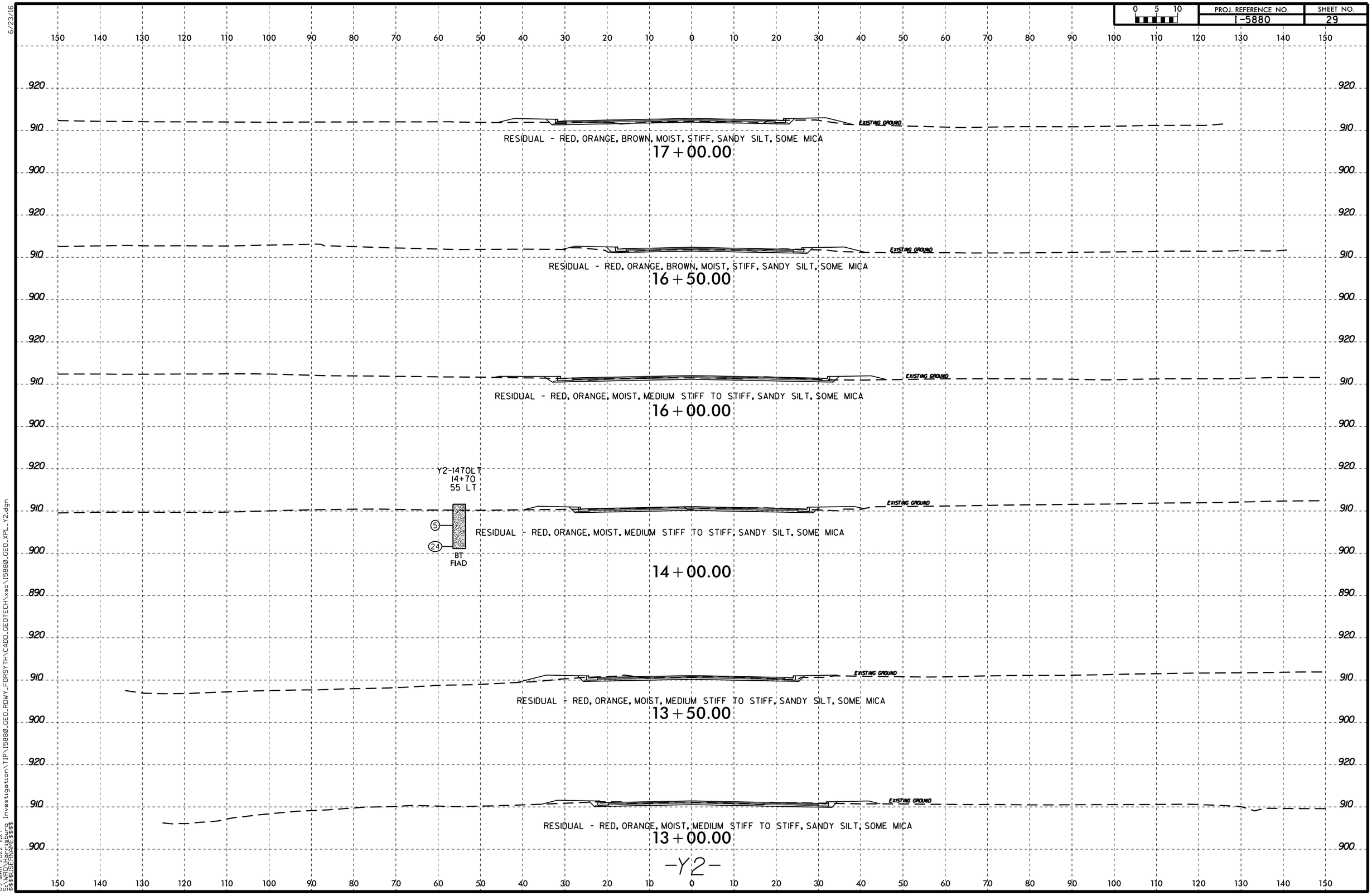
09-MAR-2022 11:14
S:\PROJ\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_Y1.dgn
$$$$USERNAME$$$$



6/23/16

09-MAR-2022 11:17
S:\WRO\Harrisburg Investigation\TIP\I5880_GEO_RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_Y1.dgn
$$$$USERNAME$$$$

PROJ. REFERENCE NO.	SHEET NO.
I-5880	29

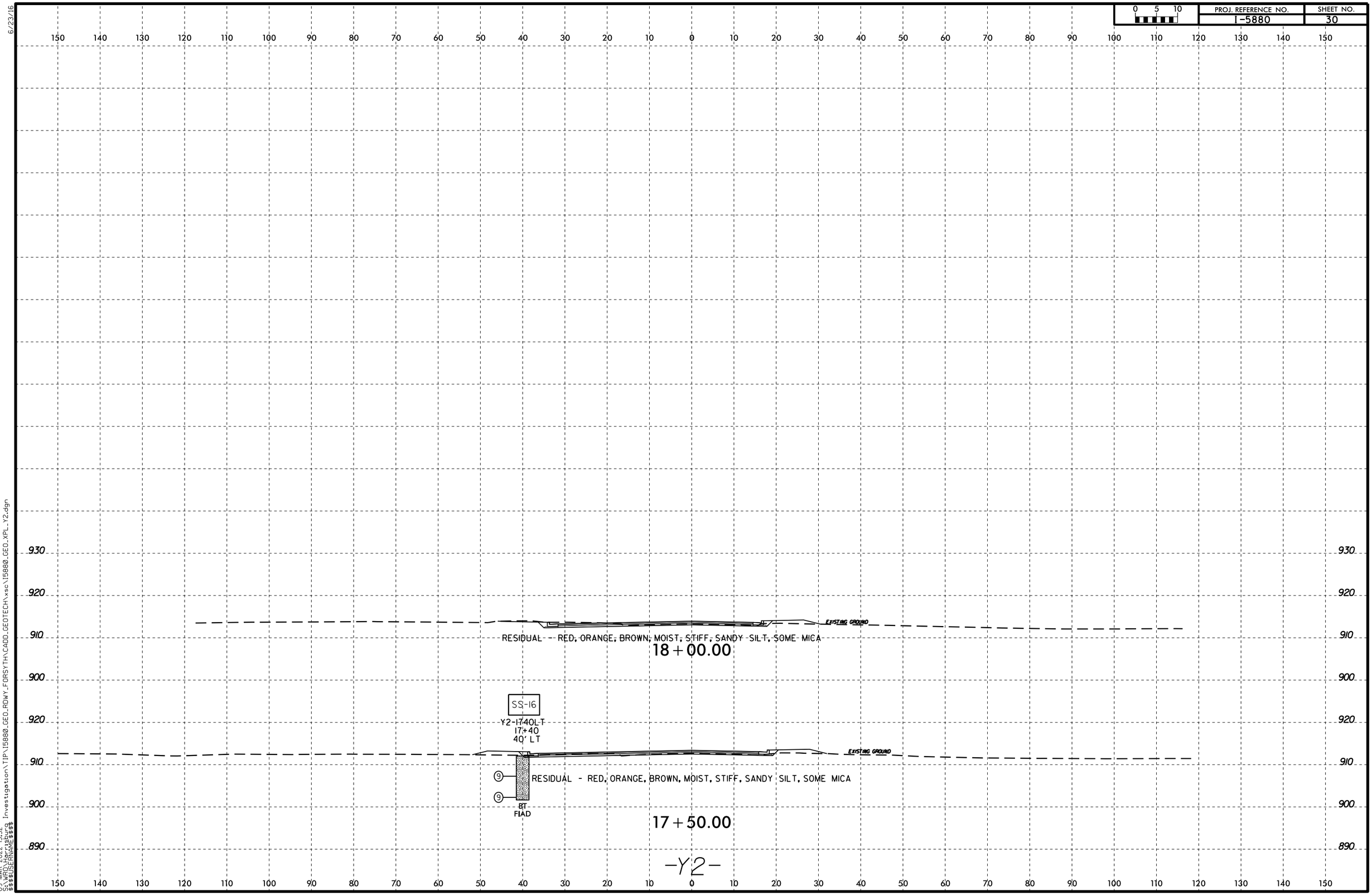


6/23/16

09-MAR-2022 11:27
S:\PROJ\Harrisburg Investigation\TIP\I5880.GEO.RDWY_FORSYTH\CADD.GEOTECH\xsc\I5880.GEO.XPL.Y2.dgn
$$$$USERNAME$$$$

6/23/16

0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	I-5880	30



09-MAR-2022 13:32
S:\PROJ\Harrisburg Investigation\TIP\I5880.GEO.RDWY_FORSYTH\CADD_GEOTECH\xsc\I5880_GEO_XPL_Y2.dgn
$$$$USERNAME$$$$

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY
MATERIALS & TESTS UNIT
SOILS LABORATORY

T. I. P. No. I-5880

REPORT ON SAMPLES OF SOILS FOR QUALITY

Project 53080.1.1 **County** FORSYTH **Owner**
Date: Sampled 4/8/21 **Received** 4/15/21 **Reported** 4/19/21
Sampled from ROADWAY **By** K B MILLER
Submitted by JLP 2012 **Standard Specifications**

814456 TO 814472
10/19/21

TEST RESULTS

Proj. Sample No.		SS-2	SS-3	SS-4	SS-5	SS-6	SS-6A
Lab. Sample No.		814456	814457	814458	814459	814460	814461
Retained #4 Sieve	%	-	-	-	-	-	-
Passing #10 Sieve	%	100	97	98	95	100	98
Passing #40 Sieve	%	92	79	80	69	80	83
Passing #200 Sieve	%	72	38	43	17	27	44

MINUS NO. 10 FRACTION

SOIL MORTAR - 100%							
Coarse Sand Ret - #60	%	16.7	28.4	29.4	48.6	36.9	27.8
Fine Sand Ret - #270	%	12.9	39.9	32.1	38.1	42.7	36.3
Silt 0.05 - 0.005 mm	%	11.9	17.5	14.3	7.3	14.3	21.8
Clay < 0.005 mm	%	58.5	14.1	24.2	6.0	6.0	14.1
Passing #40 Sieve	%	-	-	-	-	-	-
Passing #200 Sieve	%	-	-	-	-	-	-

L. L.	65	48	64			52
P. I.	31	5	16	NP	NP	9
AASHTO Classification	A-7-5(24)	A-5(0)	A-7-5(4)	A-2-4(0)	A-2-4(0)	A-5(2)
Station	39+55	39+55	18+40	18+40	22+50	27+45
Offset	87' RT	87' RT	60' RT	60' RT	30' LT	50' RT
Alignment	-L-	-L-	-RPC-	-RPC-	-RPC-	-Y1-
Location						
Depth (Ft)	9.10	19.10	3.40	8.40	14.00	8.70
to	10.60	20.60	4.90	9.90	15.50	10.20
% Moisture						

cc: K B MILLER

Soils Engineer

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY
MATERIALS & TESTS UNIT
SOILS LABORATORY

T. I. P. No. I-5880

REPORT ON SAMPLES OF SOILS FOR QUALITY

Project 53080.1.1 **County** FORSYTH **Owner**
Date: Sampled 4/8/21 **Received** 4/15/21 **Reported** 4/19/21
Sampled from ROADWAY **By** K B MILLER
Submitted by JLP 2012 **Standard Specifications**

814456 TO 814472
10/19/21

TEST RESULTS

Proj. Sample No.		SS-7	SS-8	SS-9	SS-10	SS-12	SS-13
Lab. Sample No.		814462	814463	814464	814465	814466	814467
Retained #4 Sieve	%	-	-	-	-	-	-
Passing #10 Sieve	%	97	99	98	95	95	96
Passing #40 Sieve	%	78	74	68	73	80	65
Passing #200 Sieve	%	40	20	15	26	57	44

MINUS NO. 10 FRACTION

SOIL MORTAR - 100%							
Coarse Sand Ret - #60	%	32.5	45.0	51.0	41.7	25.4	41.5
Fine Sand Ret - #270	%	30.2	40.3	37.7	35.1	18.1	13.9
Silt 0.05 - 0.005 mm	%	9.1	8.7	5.2	15.1	12.1	10.3
Clay < 0.005 mm	%	28.2	6.0	6.0	8.1	44.4	34.3
Passing #40 Sieve	%	-	-	-	-	-	-
Passing #200 Sieve	%	-	-	-	-	-	-

L. L.	43				63	45
P. I.	11	NP	NP	NP	29	20
AASHTO Classification	A-7-5(1)	A-2-4(0)	A-2-4(0)	A-2-4(0)	A-7-5(15)	A-7-6(5)
Station	18+75	13+95	13+95	15+25	19+55	19+55
Offset	45' LT	45' LT	45' LT	35' LT	40' RT	40' RT
Alignment	-RPD-	-RPD-	-RPD-	-RPA-	-RPB-	-RPB-
Location						
Depth (Ft)	3.40	3.80	8.80	3.60	3.90	8.90
to	4.90	5.30	10.30	5.10	5.40	10.40
% Moisture	21.4					

cc: K B MILLER

Soils Engineer

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY
MATERIALS & TESTS UNIT
SOILS LABORATORY

T. I. P. No. I-5880

REPORT ON SAMPLES OF SOILS FOR QUALITY

Project 53080.1.1 **County** FORSYTH **Owner**
Date: Sampled 4/8/21 **Received** 4/15/21 **Reported** 4/19/21
Sampled from ROADWAY **By** K B MILLER
Submitted by JLP 2012 **Standard Specifications**

814456 TO 814472
10/19/21

TEST RESULTS

Proj. Sample No.		SS-14	SS-15	SS-16	SS-17	SS-18	
Lab. Sample No.		814468	814469	814470	814471	814472	
Retained #4 Sieve	%	-	-	-	-	-	
Passing #10 Sieve	%	95	98	99	96	97	
Passing #40 Sieve	%	77	82	81	78	78	
Passing #200 Sieve	%	57	39	42	46	42	

MINUS NO. 10 FRACTION

SOIL MORTAR - 100%							
Coarse Sand Ret - #60	%	27.2	27.0	31.7	29.8	30.2	
Fine Sand Ret - #270	%	15.7	40.1	30.4	26.0	34.5	
Silt 0.05 - 0.005 mm	%	10.7	18.7	15.7	13.9	17.1	
Clay < 0.005 mm	%	46.4	14.1	22.2	30.2	18.1	
Passing #40 Sieve	%	-	-	-	-	-	
Passing #200 Sieve	%	-	-	-	-	-	

L. L.	65			55		
P. I.	30	NP	NP	9	NP	
AASHTO Classification	A-7-5(16)	A-4(0)	A-4(0)	A-5(3)	A-4(0)	
Station	17+70	17+70	17+40	38+75	38+75	
Offset	40' RT	40' RT	40' LT	130' LT	130' LT	
Alignment	-RPB-	-RPB-	-Y2-	-L-	-L-	
Location						
Depth (Ft)	3.50	8.50	3.80	3.30	23.30	
to	5.00	10.00	5.30	4.80	24.80	
% Moisture	22.2		32.3			

cc: K B MILLER

Soils Engineer