



August 1, 2014

Mr. Thomas K. Goodwin, PE
Rivers & Associates, Inc.
5808 Faringdon Place, Suite 203
Raleigh, NC 27609

Re: Roadway Subsurface Investigation - Recommendations
WBS: 45336.1.21
TIP No.: W-5206U
County: Cumberland
Project Description: SR 2252 (Chickenfoot Road) at SR 2242 (Braxton Rd)
and SR 2238 (Sandhill Road)
Falcon Project No.: G13072.00

Dear Mr. Goodwin,

As authorized, Falcon Engineering, Inc. (Falcon) has completed the geotechnical subsurface investigation for the proposed SR 2252 (Chicken Foot Rd) at SR 2242 (Braxton Rd) and SR 2242 (Sandhill Rd) project in Cumberland County, North Carolina. Our investigation was performed in general accordance with our Scope and Fee Estimate for Geotechnical Investigation and Engineering Services, dated July 2, 2013. This report includes roadway geotechnical recommendations for the preparation of final design, right of way plans, construction cost estimates, and construction procedures.

Recommendations and evaluations provided by Falcon are based on the information provided by Rivers and Associates and established NCDOT standards. Modifications of our recommendations and evaluations may be required if there are changes to the design or location of the roadway. Recommendations in this report are in part based on data obtained from soil borings. The nature and extent of variations between borings may not become evident until construction.

Our professional services for this project have been performed in accordance with generally accepted engineering practices. No other warranty, expressed or implied, is made. Falcon appreciates the opportunity to have provided you with geotechnical engineering services for this project. If you have any questions regarding this report, please contact our office.

Sincerely,

FALCON ENGINEERING, INC.

A handwritten signature in blue ink, appearing to read 'T.E. Evans', written over a white background.

Thomas E. Evans, PE
Geotechnical Engineer



Jeremy R. Hamm, PE
Geotechnical Engineering Manager

TIP: W-5206U
COUNTY: Cumberland
DESCRIPTION: SR 2252 (Chicken Foot Rd) at SR 2242 (Braxton Rd)
and SR 2238 (Sandhill Rd)
SUBJECT: Roadway Subsurface Investigation – Recommendations

I. Slope/Embankment Stability

A. Slope Design

Existing cut and fill slopes along Chickenfoot Road are generally 2:1, and in some cases steeper, with heights approaching 10 feet. The existing slopes appear stable based on our site reconnaissance. Proposed slopes generally do exceed 10 feet, with only short sections approaching 11 feet in height. Therefore, it is recommended all roadway embankment fill and cut slopes be constructed at a 2:1(H:V) ratio or flatter for this project. The stability of all slopes is subject to the stabilization recommendations provided below, and additional stabilization of areas not specifically recommended but where similar subsurface conditions exist.

B. Undercut for Embankment Stability

Soft, wet, and organic soils were encountered in areas to receive fill at the following locations. In order to promote embankment and slope stability, we recommend these areas be undercut to a depth of up to 3 feet or to more stable materials.

<u>Station</u>	<u>Offset</u>	<u>Depth</u>	<u>Quantity</u>
22+33 to 24+75 -Y1-	LT and RT	Up to 3.0	2,700 CY

It is recommended an additional quantity of 500 CY of undercut be included in the contract as a contingency to be used at the discretion of the Engineer.

C. Geotextile for Soil Stabilization

It is recommended a quantity of 2,700 SY of Geotextile for Soil Stabilization be included in the project between stations -Y1- 22+33 and 24+75. It is recommended an additional 500 SY Geotextile for soil stabilization be included in the contract as a contingency to be used at the discretion of the Engineer.



II. Subgrade Stability

A. Undercut for Subgrade Stability

Moderate to high plasticity soils were encountered at proposed pavement subgrades in cut and near-grade construction areas at many locations throughout the project. We recommend undercut be performed to remove materials with a Plasticity Index (PI) greater than 15 from within 3 feet of pavement subgrades. Based on our subsurface investigation, undercut is anticipated at the following locations.

<u>Station</u>	<u>Offset</u>	<u>Depth</u>	<u>Quantity</u>
16+50 to 21+43 -Y1-	LT and RT	Up to 3.0	1,150 CY
28+50 to 30+00 -Y1-	LT and RT	Up to 3.0	300 CY
10+50 to 26+20 -Y2-	LT and RT	Up to 3.0	6,850 CY

These areas are represented on the subsurface cross sections by a double hatch pattern. If highly plastic or otherwise unsuitable subgrades are present in other areas, perform Undercut. To assist in subgrade stabilization in such locations, it is recommended a quantity of 1,000 CY of undercut be included in the contract as a contingency to be used at the discretion of the Engineer.

B. Geotextile for Soil Stabilization

Following undercut for subgrade stability, the use of Geotextile for Soil Stabilization is anticipated at the following locations.

<u>Station</u>	<u>Offset</u>	<u>Depth</u>	<u>Quantity</u>
16+50 to 21+00 -Y1-	LT and RT	Up to 3.0	1,200 CY
11+50 to 25+75 -Y2-	LT and RT	Up to 3.0	6,200 CY

It is recommended that an additional quantity of 1,000 CY of Geotextile for Soil Stabilization be included in the contract as a contingency to be used at the discretion of the Engineer.

C. Aggregate Subgrade

Aggregate Subgrade may be utilized in place of deeper undercuts in order to avoid encountering utilities, undermining of existing pavements, or other considerations. It is recommended a quantity of 250 CY of Shallow Undercut, 500 SY of Geotextile for Soil Stabilization, and 500 tons of Class IV Subgrade Stabilization be included in the contract as a contingency to be used at the discretion of the Engineer.



D. Grade Point Undercut

It is recommended a quantity of 500 CY of undercut be included in contract for undercutting grade points at the discretion of the Engineer.

E. Subsurface Drainage - Underdrains

Some portions of the project may encounter perched groundwater, poor drainage, and/or wet conditions. Groundwater was encountered on the order of 4 to 6 feet beneath proposed pavement throughout the majority of the site. An isolated occurrence of groundwater within 3.5 feet of subgrade was measured at station 25+56 -Y1-. Depending on modifications to site drainage and sensitivity of borrow material to moisture, the use of subsurface drains may be warranted in these areas. It is recommended a quantity of 1,000 LF of 6-inch perforated corrugated plastic pipe be included in the contract as a contingency to be used at the discretion of the Engineer. Construction of underdrains shall follow Standard Specifications, Section 815 "Subsurface Drainage", and Roadway Standard Drawing 815.03 "Pipe Underdrain and Blind Drain".

III. Borrow Specifications

A. Common Borrow

Common borrow for embankment fill shall meet the Exception to Statewide Criteria outlined in the Standard Specification, Article 1018-2, Section II (B).

B. Select Granular Material

Standing water is likely to be present in the vicinity of Station 22+33 to 24+75 at the time of undercut and fill placement. After completing undercut, Class III Select Granular Material should be placed up to one foot above the water level. It is recommended a quantity of 2,800 CY of Class III Select Granular Material be included in the contract for use in conjunction with Undercut for Embankment Stability as recommended in Section I.C above. An additional quantity of 750 CY of Class III, Select Granular Material should be included in the contract as contingency to be used at the discretion of the Engineer.

It is recommended a quantity of 7,400 CY of Class II or III Select Granular Material be included in the contract for use in conjunction with Geotextile for Soil Stabilization as recommended in Section II.B above. We recommend an additional 1,000 CY of Select Granular Material be included in the contract as a contingency to be used at the discretion of the Engineer.



C. Shrinkage Factor

A shrinkage factor of 25 percent is recommended to be used in the earthwork computations for this project.

IV. Miscellaneous

A. Reduction of Unclassified Excavation - Loss Due to Clearing and Grubbing

The project site is currently wooded between 17+50 and 21+50 -L- with rootmat exceeding 4 inches in thickness. We recommend unclassified excavation be reduced by 250 CY for loss due to clearing and grubbing.

B. Reduction of Unclassified Excavation - Unsuitable Unclassified Excavation

Unclassified excavation in the following areas is anticipated to be unsuitable and should be wasted offsite, or utilized outside of roadway embankments at the discretion of the Engineer.

<u>Station</u>	<u>Offset</u>	<u>Quantity</u>
17+50 to 21+43 -Y1-	LT and RT	300 CY
28+50 to 30+56 -Y1-	LT and RT	2,050 CY
10+50 to 25+75 -Y2-	LT and RT	6,100 CY

These areas are represented on the subsurface cross sections by a single hatch pattern. Based on the above areas, we recommend unclassified excavation be reduced by 8,450 CY.





NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
GEOTECHNICAL ENGINEERING UNIT

Summary of Quantities

WBS No.: 45336.1.21

County: Cumberland

Project Engineer: Jeremy R. Hamm

TIP No.: W-5206U

Field Office: Consultant

Project Geologist: N/A

Description: SR 2252 (Chicken Foot Rd) at SR 2242 (Braxton Rd) and SR 2238 (Sandhill Rd)

Pay Item No.	Pay Item/ Quantity Adjustment	Spec Book Section No. or Special Provision (SP) Reference	Report Section	Alignment	Begin Station	End Station	Quantity	Units
0036000000-E	Undercut Excavation	225 - Roadway Excavation	I. B	-Y-	22+33.00	24+75.00	2,700	CY
0036000000-E	Undercut Excavation	225 - Roadway Excavation	I. B	Contingency	N/A	N/A	500	CY
0036000000-E	Undercut Excavation	225 - Roadway Excavation	II. A	-Y1-	16+50.00	21+43.00	1,150	CY
0036000000-E	Undercut Excavation	225 - Roadway Excavation	II. A	-Y-	28+50.00	30+00.00	300	CY
0036000000-E	Undercut Excavation	225 - Roadway Excavation	II. A	-Y1-	10+50.00	26+20.00	6,850	CY
0036000000-E	Undercut Excavation	225 - Roadway Excavation	II. A	Contingency	N/A	N/A	1,000	CY
0036000000-E	Undercut Excavation	225 - Roadway Excavation	II. D	Contingency	N/A	N/A	500	CY
Total Quantity of Undercut Excavation =							13,000	CY
0194000000-E	Select Granular Material, Class III	SP - Select Granular Material	III. B	-Y1-	22+33.00	24+75.00	2,800	CY
0194000000-E	Select Granular Material, Class III	SP - Select Granular Material	III. B	Contingency	N/A	N/A	750	CY
Total Quantity of Select Granular Material, Class III =							3,550	CY
0195000000-E	Select Granular Material	265 - Select Granular Material	III. C	-Y1-	16+50.00	21+00.00	1,200	CY
0195000000-E	Select Granular Material	265 - Select Granular Material	III. C	-Y2-	11+50.00	25+75.00	6,200	CY
0195000000-E	Select Granular Material	265 - Select Granular Material	III. C	Contingency	N/A	N/A	1,000	CY
Total Quantity of Select Granular Material =							8,400	CY
0196000000-E	Geotextile for Soil Stabilization	270 - Geotextile for Soil Stabilization	I. C	-Y-	22+33.00	24+75.00	2,700	SY
0196000000-E	Geotextile for Soil Stabilization	270 - Geotextile for Soil Stabilization	I. C	Contingency	N/A	N/A	500	SY
0196000000-E	Geotextile for Soil Stabilization	270 - Geotextile for Soil Stabilization	II. B	-Y1-	16+50.00	21+00.00	1,200	SY
0196000000-E	Geotextile for Soil Stabilization	270 - Geotextile for Soil Stabilization	II. B	-Y2-	11+50.00	25+75.00	6,200	SY
0196000000-E	Geotextile for Soil Stabilization	270 - Geotextile for Soil Stabilization	II. B	Contingency	N/A	N/A	1,000	SY
0196000000-E	Geotextile for Soil Stabilization	270 - Geotextile for Soil Stabilization	II. C	Contingency	N/A	N/A	500	SY
Total Quantity of Geotextile for Soil Stabilization =							12,100	SY
1099500000-E	Shallow Undercut	505 - Aggregate Subgrade	II. C	Contingency	N/A	N/A	250	CY
Total Quantity of Shallow Undercut =							250	CY



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
GEOTECHNICAL ENGINEERING UNIT

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TIP No.: W-5206U

Field Office: Consultant

Project Geologist: N/A

Description: SR 2252 (Chicken Foot Rd) at SR 2242 (Braxton Rd) and SR 2238 (Sandhill Rd)

Pay Item No.	Pay Item/ Quantity Adjustment	Spec Book Section No. or Special Provision (SP) Reference	Report Section	Alignment	Begin Station	End Station	Quantity	Units
1099700000-E	Class IV Subgrade Stabilization	505 - Aggregate Subgrade	II. C	Contingency	N/A	N/A	500	TON
Total Quantity of Class IV Subgrade Stabilization =							500	TON
2044000000-E	6" Perforated Subdrain Pipe	815 - Subsurface Drainage	II. E	Contingency	N/A	N/A	1,000	LF
Total Quantity of 6" Perforated Subdrain Pipe =							1,000	LF

These Items Only Impact Earthwork Totals								
N/A	Loss Due to Clearing & Grubbing	200 - Clearing and Grubbing	IV. A	N/A	N/A	N/A	250	CY
N/A	Shrinkage Factor	235 - Embankments	III. D	N/A	N/A	N/A	25	%
N/A	Unsuitable Waste	225 - Roadway Excavation	IV. B	N/A	N/A	N/A	8,450	CY

CONTRACT: ID: W-5206U

NOTE: SEE SHEET 2A FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

CONTENTS

LINE	STATION	PLAN	PROFILE	XSECT
-L-	10+90 - 34+45	5	7	-
-Y1-	12+40.29 - 30+88.60	4-5	8-9	13-21
-Y2-	10+00.00 - 30+00.00	5-6	10-11	22-30
-Y3-	10+00 - 13+00	4-5	12	-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT
ROADWAY
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 45336.1.21(W-5206U) F.A. PROJ. HRRR-2238(1)
COUNTY CUMBERLAND
PROJECT DESCRIPTION SR 2252 (CHICKENFOOT ROAD) AT
SR 2242 (BRAXTON ROAD) AND SR 2238 (SANDHILL ROAD)

INVENTORY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	45336.1.21 (W-5206U)	1	36
STATE PROJ.NO.	F.A.PROJ.NO.	DESCRIPTION	
		P.E.	
		RW & UTIL.	

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. NEITHER THE SUBSURFACE PLANS AND REPORTS, NOR THE FIELD BORING LOGS, ROCK CORES, OR SOIL TEST DATA ARE 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 THIS 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.

- PERSONNEL
- C. V. NORVILLE
 - J. R. HAMM
 - T. E. EVANS
 - A. S. PAUL
 - SDS

INVESTIGATED BY A. S. PAUL
CHECKED BY J. R. HAMM
SUBMITTED BY FALCON
DATE AUGUST 2014

DRAWN BY: T. E. EVANS, A. S. PAUL

NOTE - THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N.C. DEPARTMENT OF TRANSPORTATION AS BEING ACCURATE NOR IT IS CONSIDERED TO BE PART OF THE PLANS, SPECIFICATIONS, OR CONTRACT FOR THE PROJECT.

NOTE - 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.

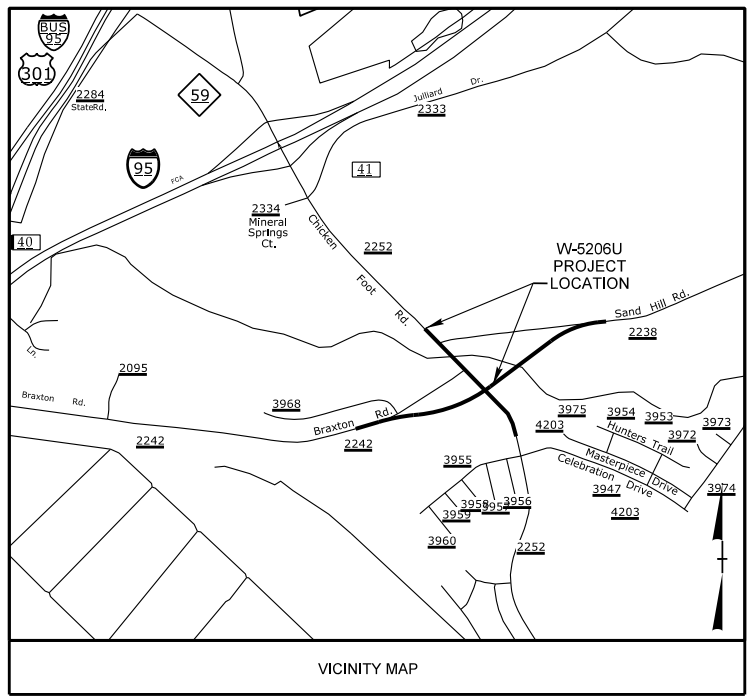


SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

REVISÉ 09/23/09

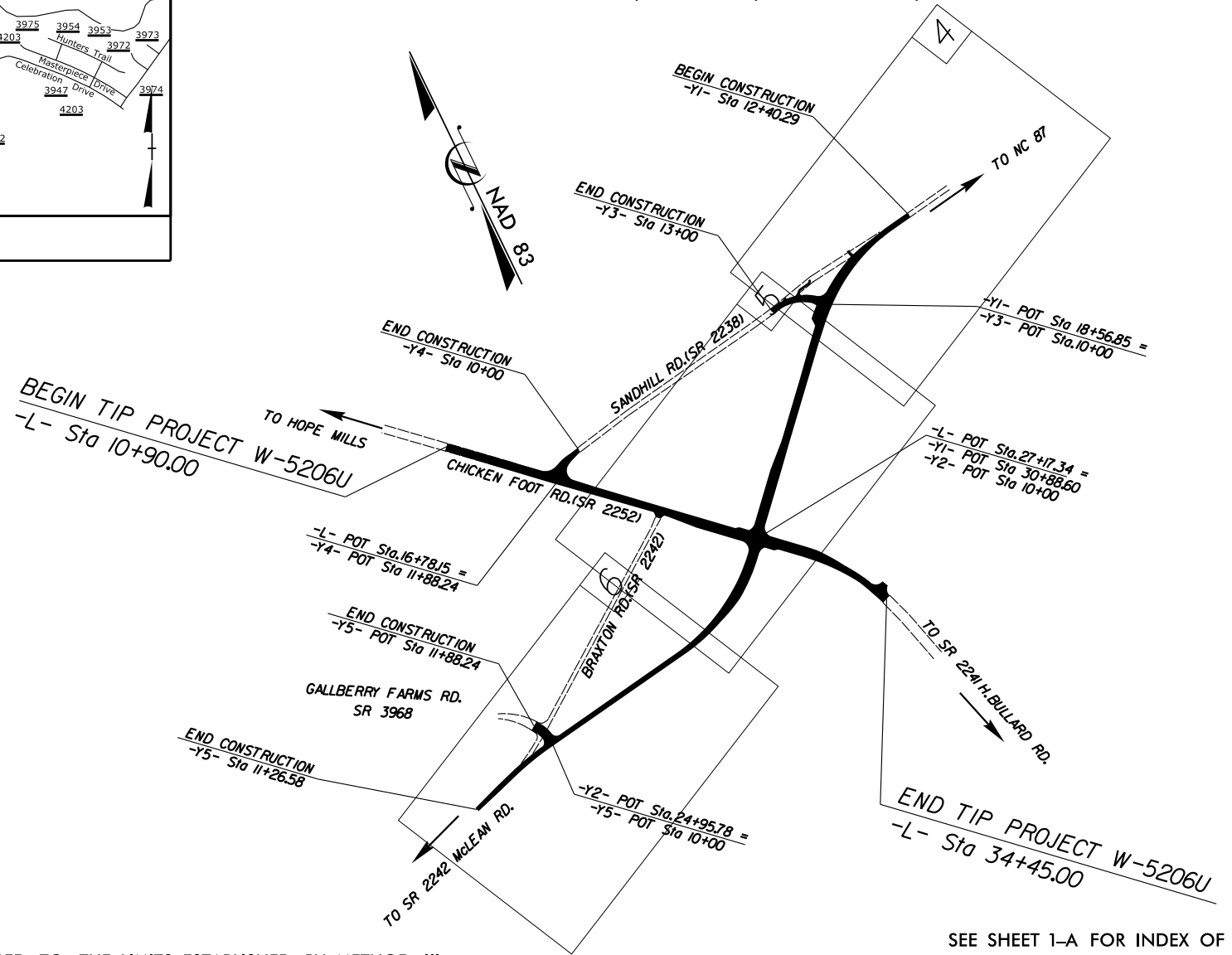
TIP PROJECT: W5206U

CONTRACT:



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
CUMBERLAND COUNTY

LOCATION: SR 2252 (CHICKENFOOT ROAD) AT SR 2238 (SANDHILL ROAD)
TYPE OF WORK: GRADING, PAVING, DRAINAGE, SIGNALS & PAVEMENT MARKINGS



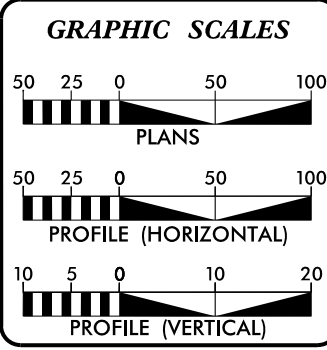
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE TOWN OF HOPE MILLS

SEE SHEET 1-A FOR INDEX OF SHEETS
SEE SHEET 1-B FOR CONVENTIONAL PLAN SHEET SYMBOLS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W5206U	2A	36
STATE PROJ. NO.	P.A. PROJ. NO.	DESCRIPTION	
45336.1.21	HRRR-2238(1)	P.E.	
45336.2.21	HRRR-2238(1)	R /W & UTILITY	
45336.3.21	HRRR-2238(1)	CONSTRUCTION	

75% REVIEW PLANS
APRIL 29, 2014

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



DESIGN DATA	
ADT 2012	= 11,000
ADT 2033	= 20,500
DHV	= 14 %
D	= 60 %
T	= 1.5 %
V	= 50 MPH
FUNC CLASS	=
RURAL MAJOR COLLECTOR	

PROJECT LENGTH	
LENGTH ROADWAY -L-	= 0.45 MILES
LENGTH ROADWAY PROJECT W5206U	= 0.45 MILES
NCDOT CONTACT: SEAN MATUSZEWSKI	
DIVISION DESIGN ENGINEER	

PLANS PREPARED FOR THE NCDOT BY:	
2012 STANDARD SPECIFICATIONS	
RIGHT OF WAY DATE:	MAY 2014
LETTING DATE:	MARCH 2015
RIVERS & ASSOCIATES, INC. 5808 Faringdon Place Suite 203 Raleigh, NC 27609 (919) 848-3347 Engineers Planners Surveyors Landscape Architects	
THOMAS K. GOODWIN, P.E. PROJECT ENGINEER	
DAVID L. SMITH, P.E. PROJECT DESIGN ENGINEER	

HYDRAULICS ENGINEER	
SIGNATURE: _____ P.E.	
ROADWAY DESIGN ENGINEER	
SIGNATURE: _____ P.E.	

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

STATE HIGHWAY DESIGN ENGINEER



Roadway Subsurface Investigation Report - Inventory

SR 2252 (Chicken Foot Road) at SR 2242
(Braxton Road) and SR 2238 (Sandhill Road)
Cumberland County, North Carolina
WBS: 45336.1.21; TIP: W-5206U
Falcon Project No.: G13076.00

Prepared for:

Rivers & Associates, Inc.
5808 Faringdon Place, Suite 203
Raleigh, NC 27609

Submitted by:

Falcon Engineering, Inc.
1210 Trinity Road, Suite 110
Raleigh, North Carolina 27607
(919) 871-0800
www.falconengineers.com

July 24, 2014

PREFACE

This roadway subsurface investigation was conducted between April 17 and April 23, 2014 in general accordance with our Proposal to Provide Geotechnical Engineering Services, dated July 2, 2013. The recommendations provided in this report are based solely on our site reconnaissance, soil test borings and laboratory test data, engineering evaluation of these data, and generally accepted soil and foundation engineering practices and principles.

A total of twenty (20) Standard Penetration Test (SPT) borings were drilled for the new roadway alignments. In addition, one (1) rod sounding and three (3) hand auger probes were advanced in inaccessible areas of the proposed alignment and is included herein as additional roadway subsurface data. All SPT borings were drilled using a CME-550X all-terrain-vehicle (ATV) mounted drill rig equipped with 2 ¼-inch inside diameter hollow-stem augers and an automatic hammer. Representative soil samples, collected with a split-barrel sampler, were selected for laboratory testing to verify visual field classifications. In addition, bulk samples were collected for additional laboratory testing for use in our geotechnical engineering analyses.

Falcon appreciates the opportunity to have provided our geotechnical engineering services for the above referenced project. If you have any questions concerning the contents of this report or need additional information, please do not hesitate to contact our office.

FALCON ENGINEERING, INC.

Report Prepared By:

Report Reviewed By:

Thomas E. Evans, PE
Geotechnical Engineer

Jeremy R. Hamm, PE
Geotechnical Engineering Manager





WBS: 45336.1.21
TIP: W-5206U
COUNTY: Cumberland
DESCRIPTION: SR 2252 (Chicken Foot Road) at SR 2242 (Braxton Rd)
and SR 2238 (Sandhill Road)
SUBJECT: Roadway Subsurface Investigation – Inventory

PROJECT DESCRIPTION

This project consists of realignment of Braxton Road (SR 2242) and Sandhill Road (SR 2238) to reconfigure their intersections with Chickenfoot Road (SR 2252), in Cumberland County, North Carolina. Both Braxton and Sandhill Roads will be significantly reconstructed along new locations. Portions of the old pavement will be demolished, with new tie-ins. The project will make use of existing pavement on Chicken Foot Road but will provide widening near the new intersection. A culvert crossing is planned near Station 23+50 on -Y1-. We understand this crossing will consist of small diameter pipe(s). Therefore, preparation of a separate culvert investigation report is not within our scope and culvert subsurface information is provided within this document.

The following alignments, totaling approximately 5,450 feet (1.03 miles) were explicitly investigated.

<u>Alignment</u>	<u>Station</u>
-L- (Chickenfoot Road)	22+00 – 32+00
-Y1-	12+40 – 30+89
-Y2-	10+00 – 30+00
-Y3-	10+00 – 13+00

Subsurface profiles and cross sections showing the existing and proposed grades along these alignments are included in this report.

AREAS OF SPECIAL GEOTECHNICAL INTEREST

The following section contains soft/loose, and/or wet soils which have the potential to cause embankment/subgrade and or slope stability problems during construction:

Station
22+25 to 26+00 -Y1-

The following sections contain cohesive soils which have the potential to cause embankment/subgrade and or slope stability problems during construction:

Station
23+00 to 29+00, -L-
17+46 to 20+48, -Y1-
27+57 to 29+57, -Y1-
10+00 to 24+88, -Y2-

Ground water was measured within the following areas within 6 feet of existing grade and/or may cause groundwater related stability problems during construction:

Station
17+00 to 26+00 -Y1-
11+00 to 14+00 -Y1-
16+00 to 18+00 -Y2-



CONTRACT: ID: W-5206U

NOTE: SEE SHEET 3 FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

CONTENTS

LINE	STATION	PLAN	PROFILE	XSECT
-Y1-	10+00 - 30+88.60	-	-	4-12
-Y2-	10+00 - 30+00.00	-	-	13-21

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

ROADWAY
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 45336.1.21(W-5206U) F.A. PROJ. HRRR-2238(1)
COUNTY CUMBERLAND
PROJECT DESCRIPTION SR 2252 (CHICKENFOOT ROAD) AT
SR 2242 (BRAXTON ROAD) AND SR 2238 (SANDHILL ROAD)

RECOMMENDATIONS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	45336.1.21 (W-5206U)	1	21
STATE PROJ.NO.	F.A.PROJ.NO.	DESCRIPTION	
		P.E.	
		RW & UTIL.	

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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. NEITHER THE SUBSURFACE PLANS AND REPORTS, NOR THE FIELD BORING LOGS, ROCK CORES, OR SOIL TEST DATA ARE 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 THIS 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.

- PERSONNEL
- C. V. NORVILLE
 - J. R. HAMM
 - T. E. EVANS
 - A. S. PAUL
 - SDS

INVESTIGATED BY A. S. PAUL
CHECKED BY J. R. HAMM
SUBMITTED BY FALCON
DATE AUGUST 2014

DRAWN BY: T. E. EVANS, A. S. PAUL

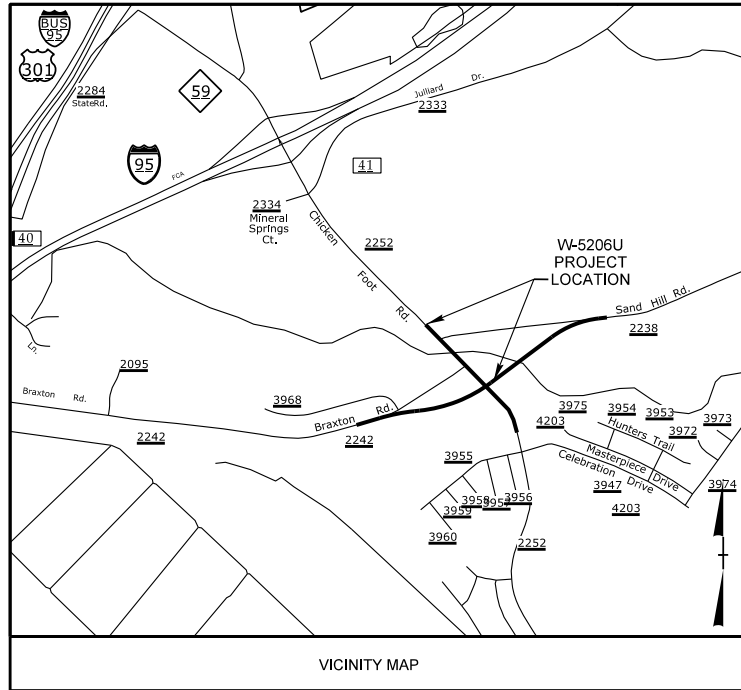
NOTE - THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N.C. DEPARTMENT OF TRANSPORTATION AS BEING ACCURATE NOR IT IS CONSIDERED TO BE PART OF THE PLANS, SPECIFICATIONS, OR CONTRACT FOR THE PROJECT.

NOTE - 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.



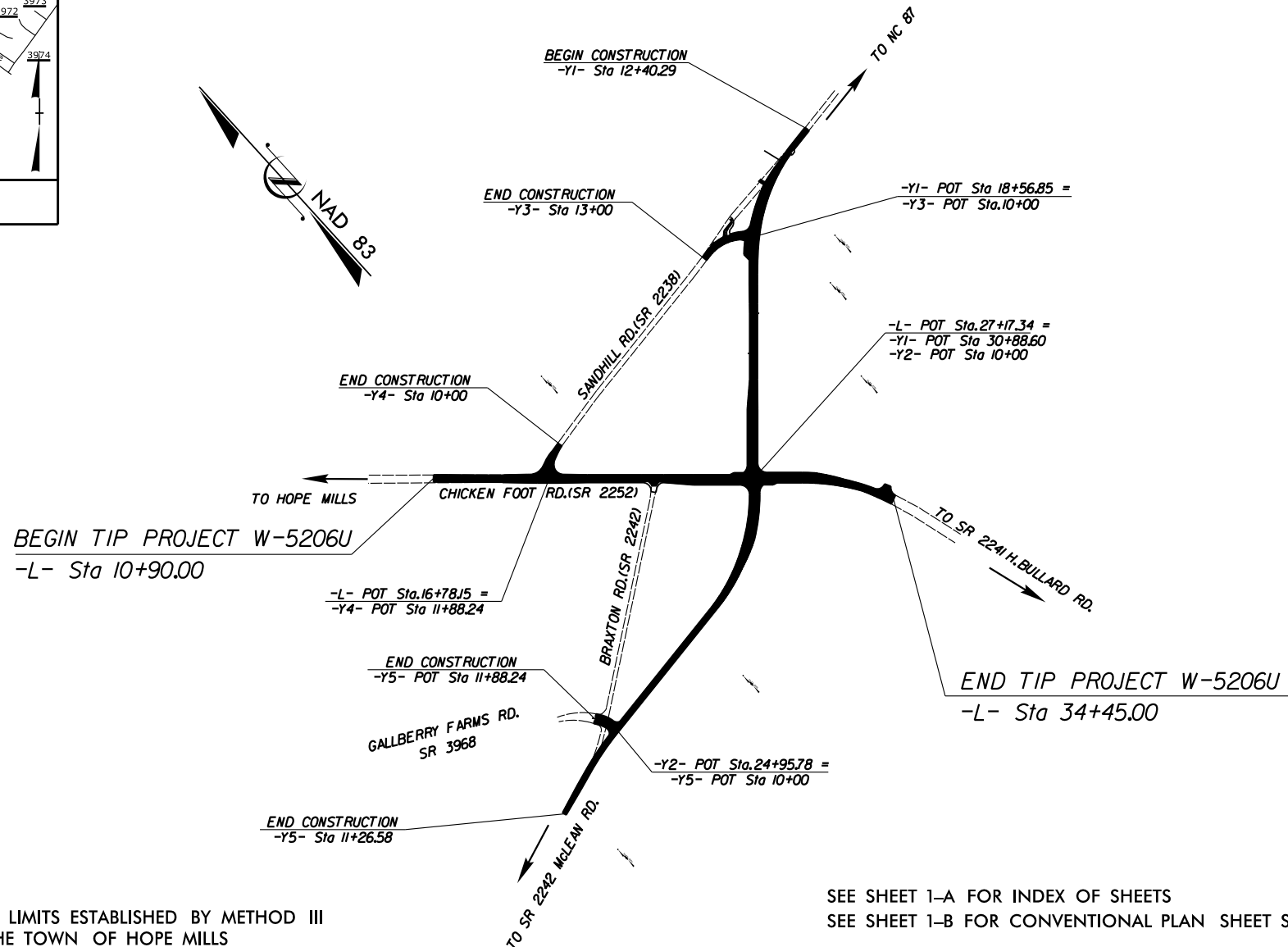
TIP PROJECT: W5206U

CONTRACT:



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
CUMBERLAND COUNTY

LOCATION: SR 2252 (CHICKENFOOT ROAD) AT SR 2238 (SANDHILL ROAD)
TYPE OF WORK: GRADING, PAVING, DRAINAGE, SIGNALS & PAVEMENT MARKINGS



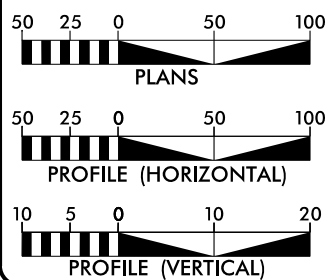
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III
THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE TOWN OF HOPE MILLS

SEE SHEET 1-A FOR INDEX OF SHEETS
SEE SHEET 1-B FOR CONVENTIONAL PLAN SHEET SYMBOLS

75% REVIEW PLANS
APRIL 29, 2014

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

GRAPHIC SCALES



DESIGN DATA

ADT 2012 = 11,000
ADT 2033 = 20,500
DHV = 14 %
D = 60 %
T = 1.5 %
V = 50 MPH
FUNC CLASS =
RURAL MAJOR COLLECTOR

PROJECT LENGTH

LENGTH ROADWAY -L- = 0.45 MILES
LENGTH ROADWAY PROJECT W5206U = 0.45 MILES

NCDOT CONTACT: SEAN MATUSZEWSKI
DIVISION DESIGN ENGINEER

PLANS PREPARED FOR
THE NCDOT BY:

RIVERS & ASSOCIATES, INC.
5808 Faringdon Place
Suite 203
Raleigh, NC 27609
(919) 848-3347
Engineers
Planners
Surveyors
Landscape Architects

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
MAY 2014

LETTING DATE:
MARCH 2015

THOMAS K. GOODWIN, P.E.
PROJECT ENGINEER

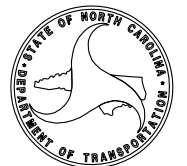
DAVID L. SMITH, P.E.
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: _____
ROADWAY DESIGN ENGINEER

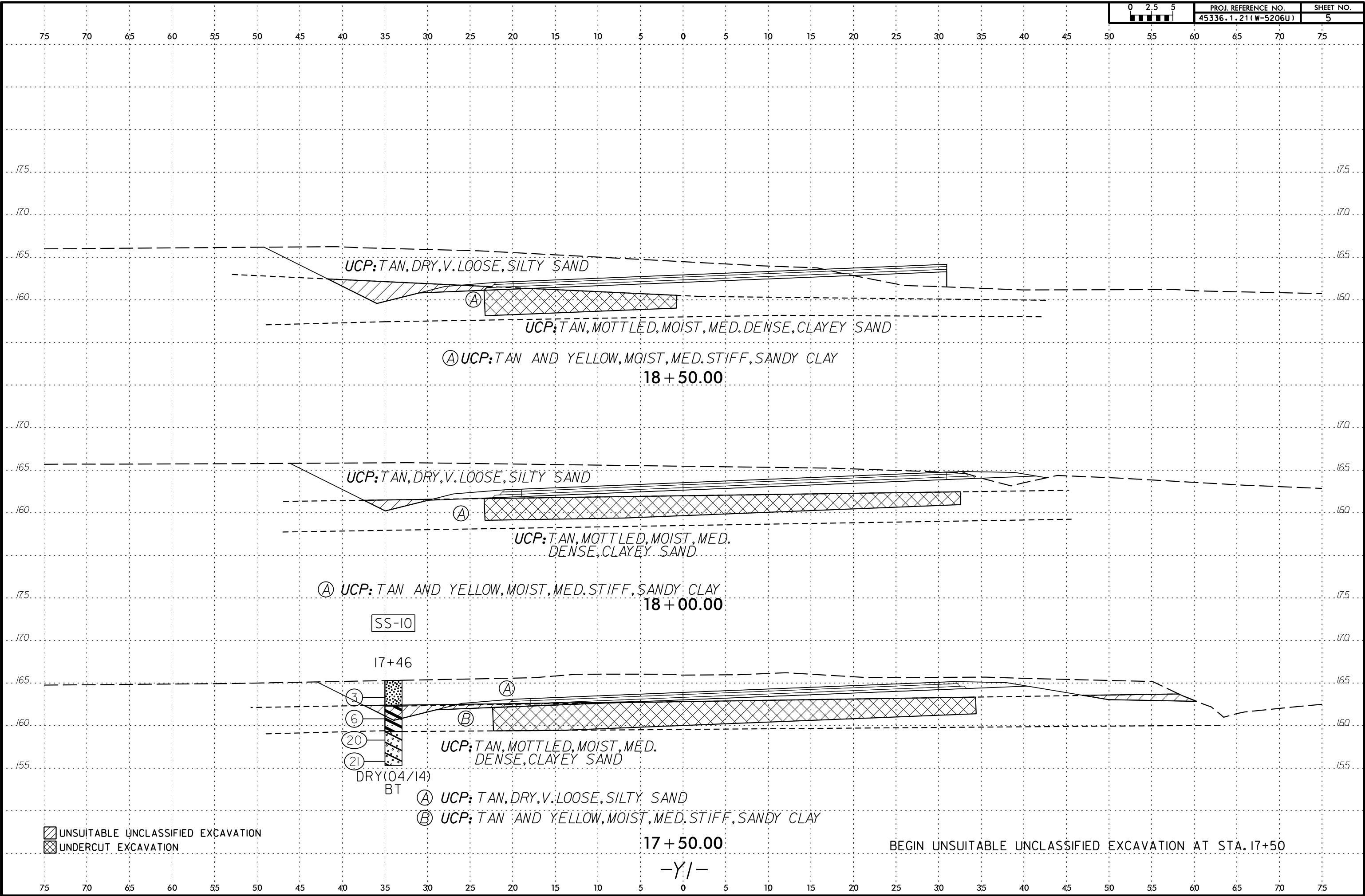
SIGNATURE: _____
P.E.

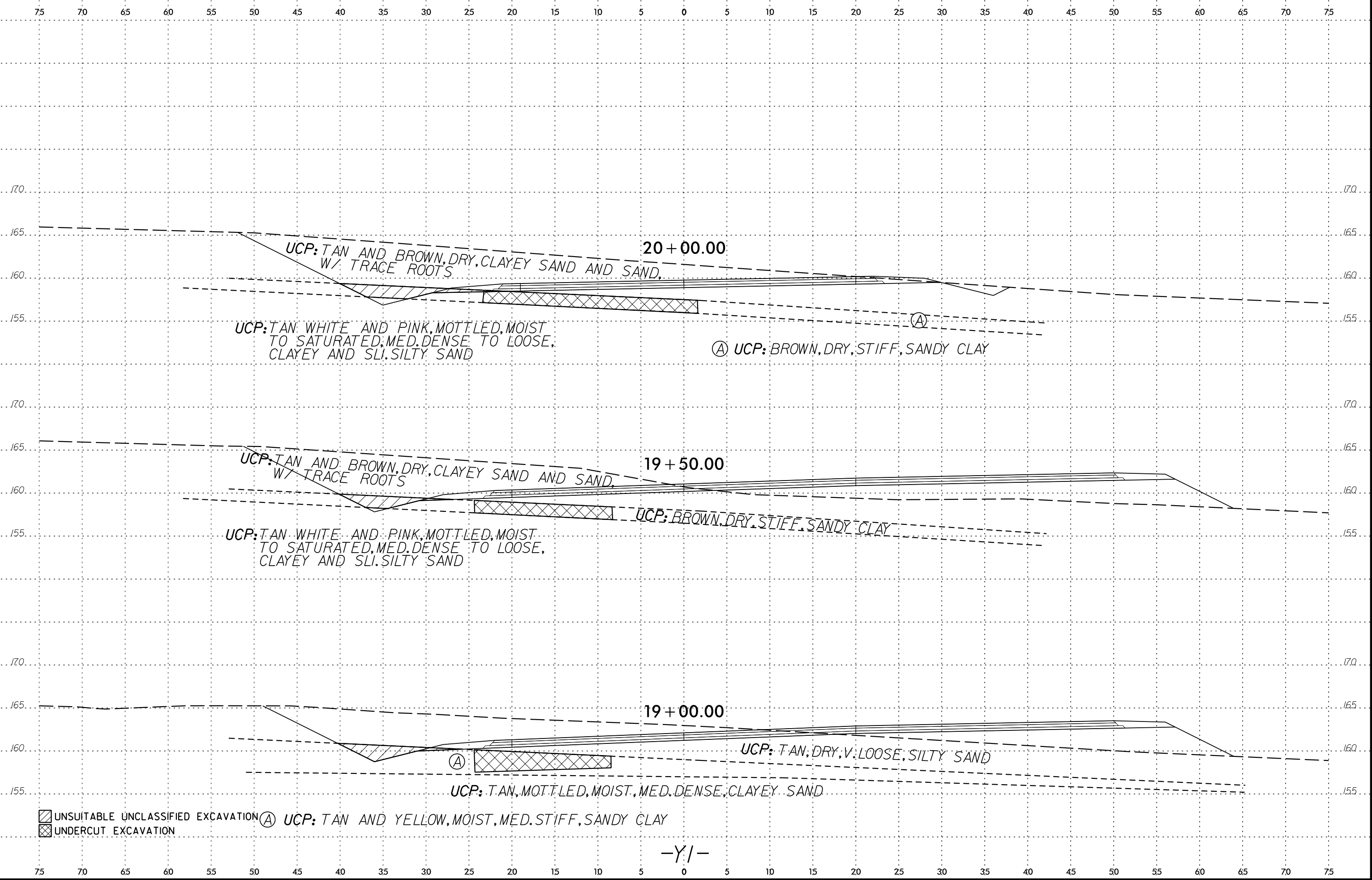
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

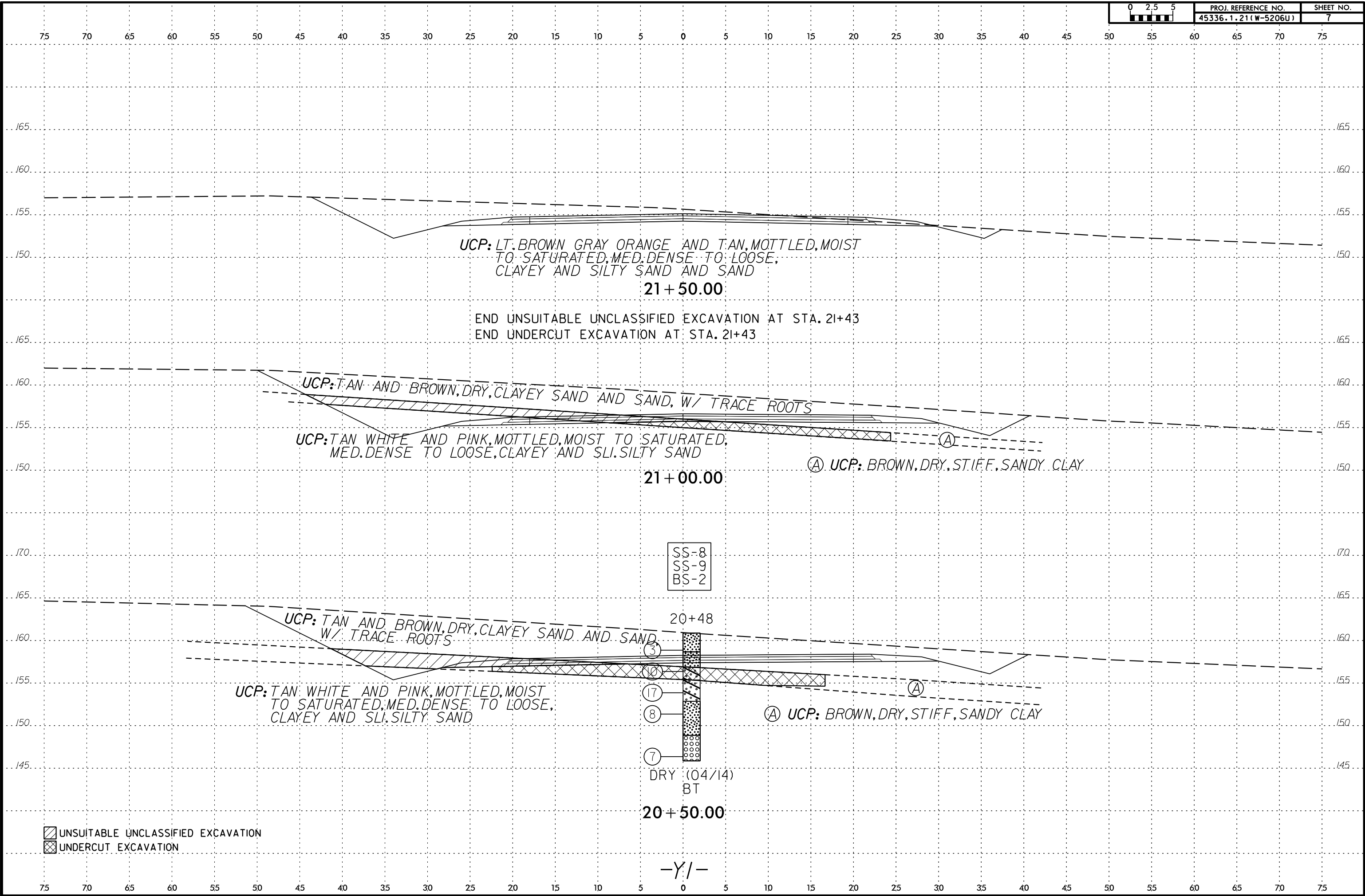


STATE HIGHWAY DESIGN ENGINEER
P.E.

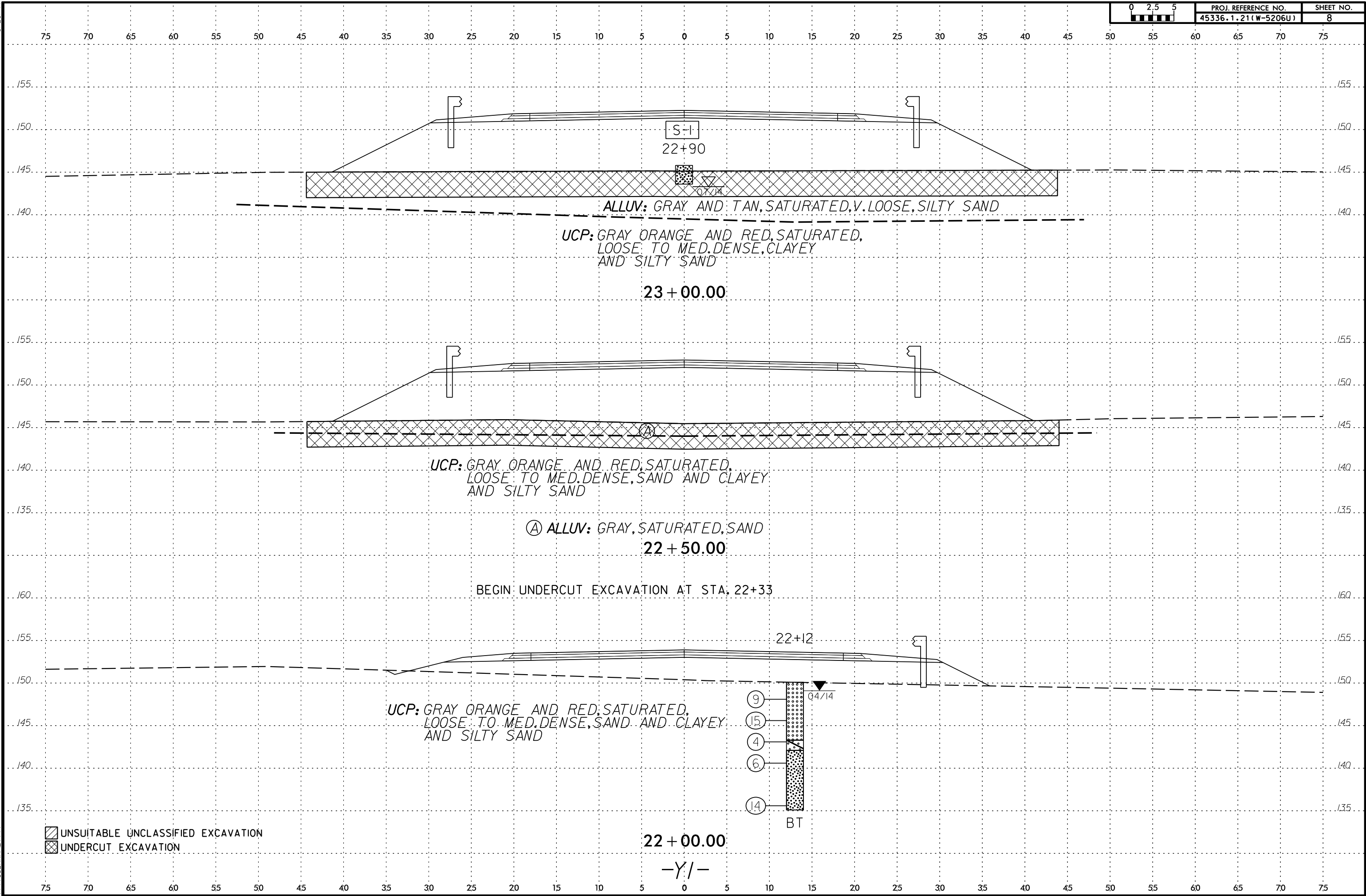
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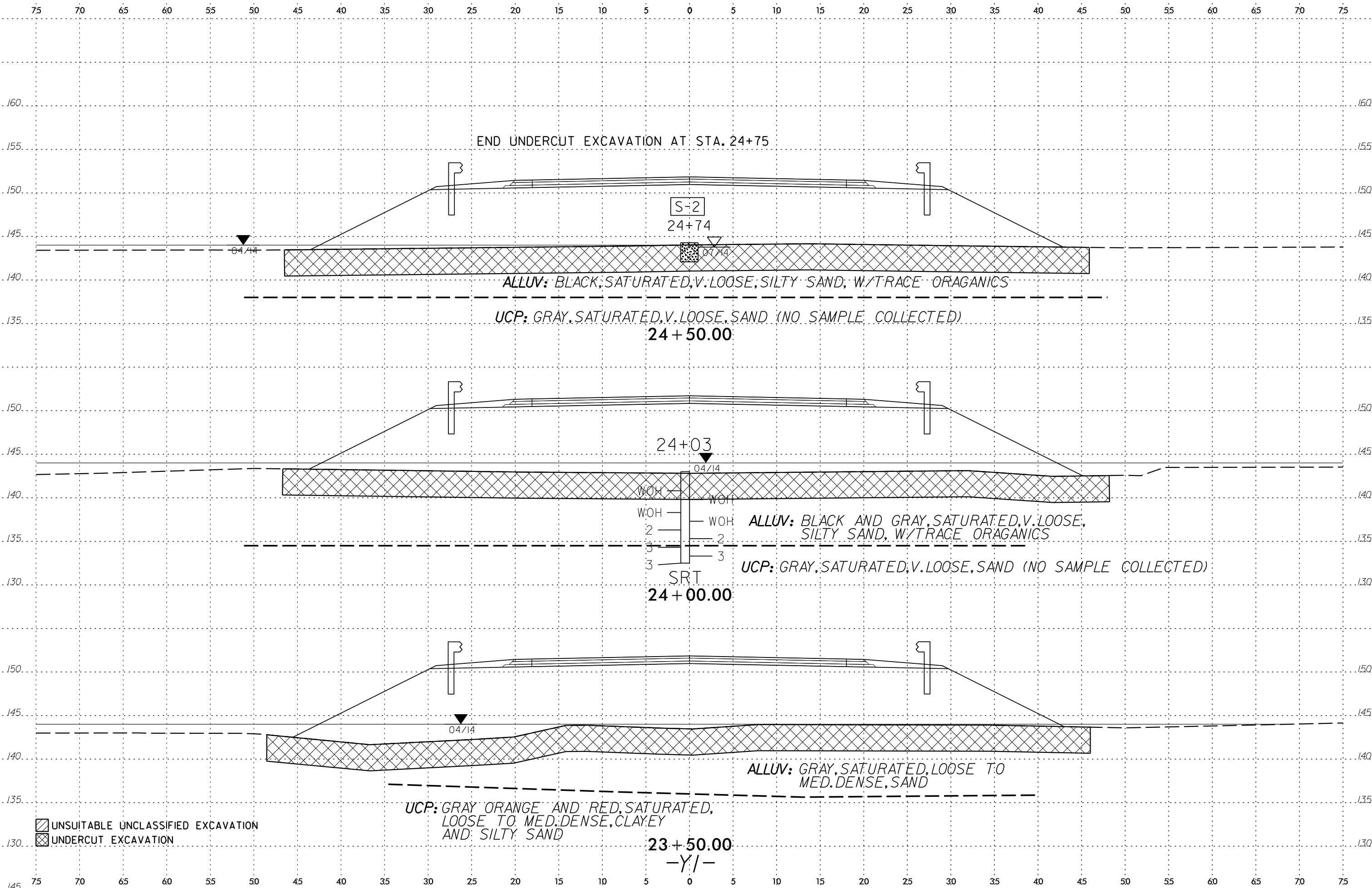




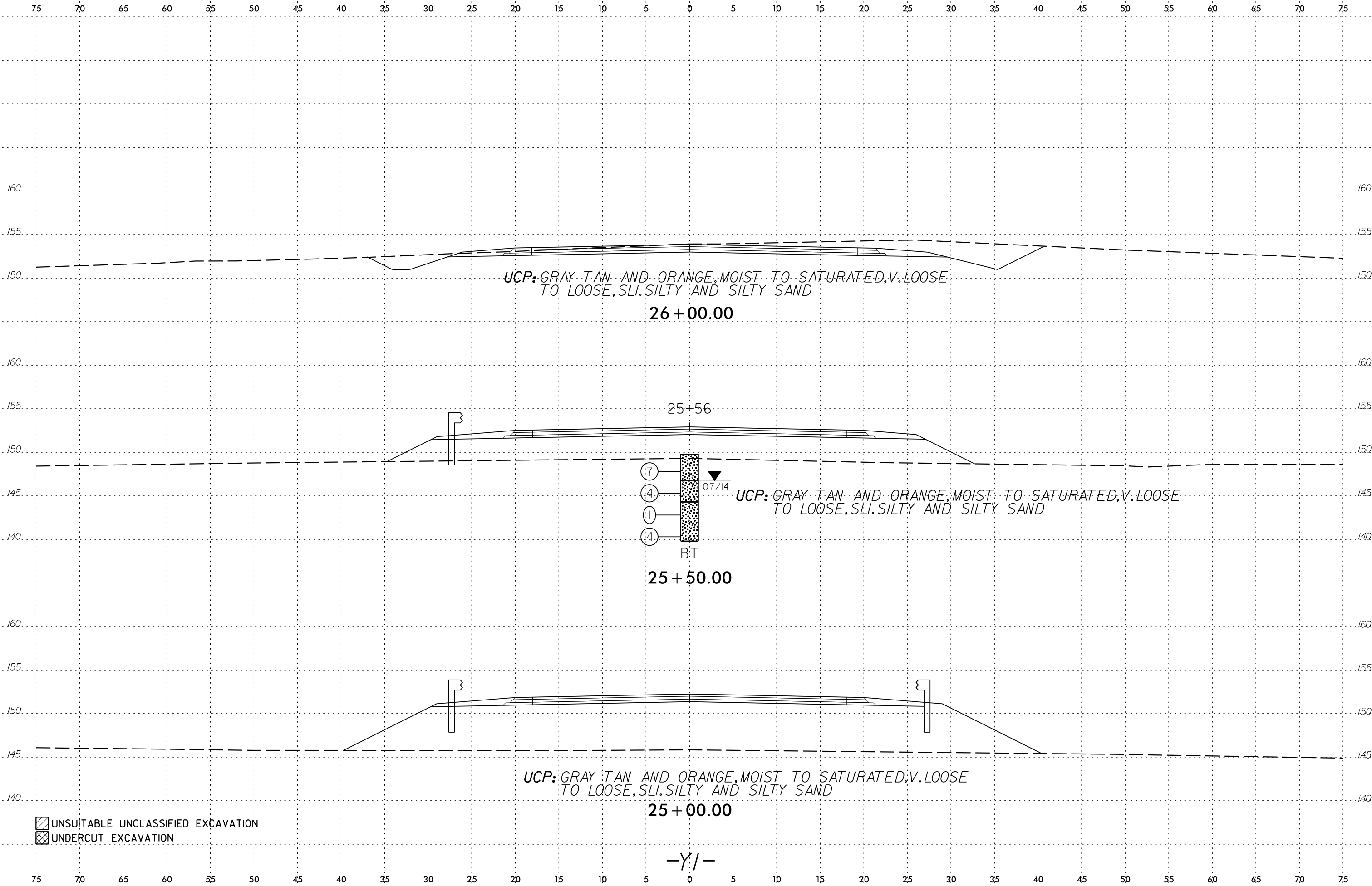
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8/23/99

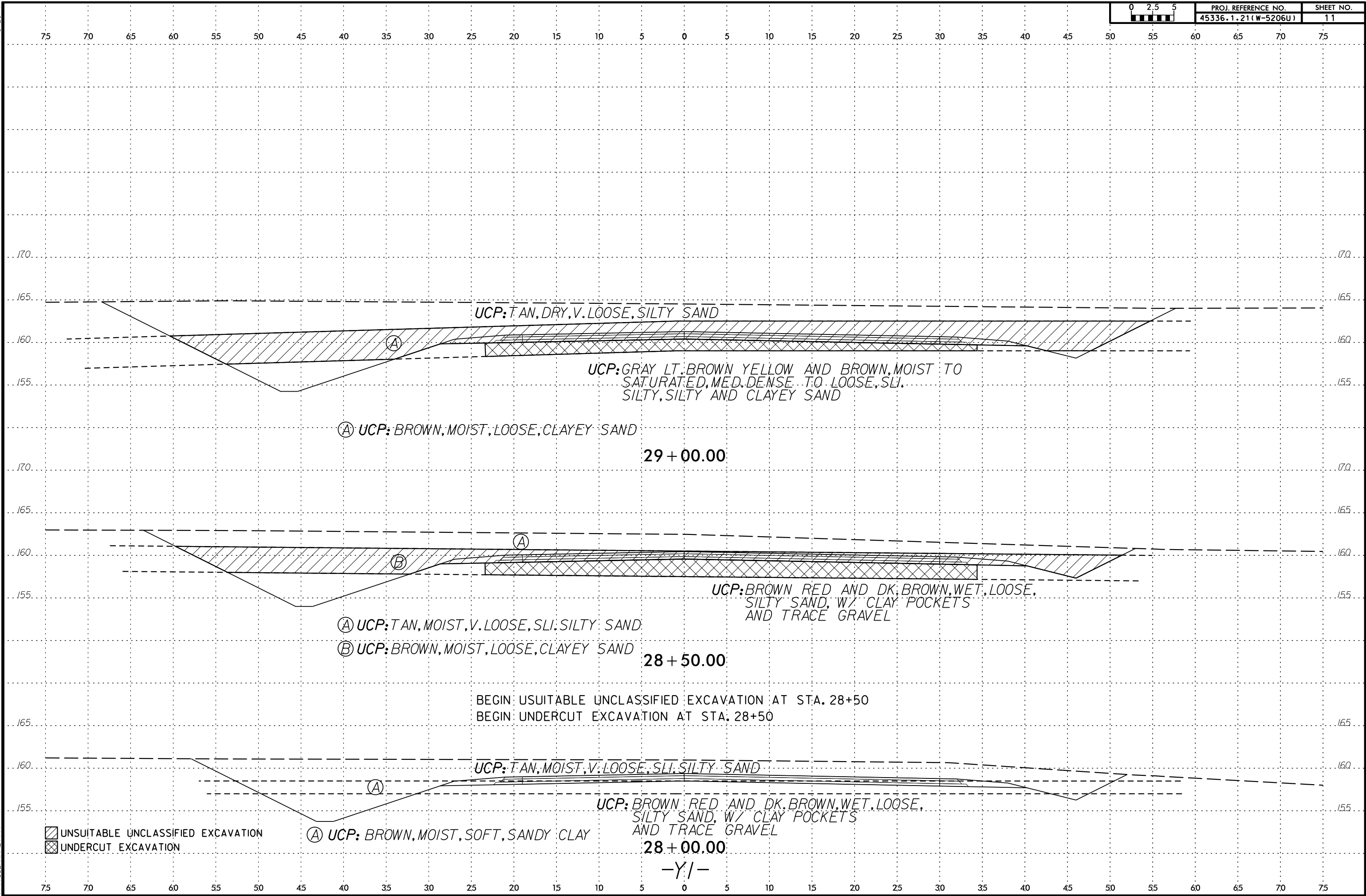


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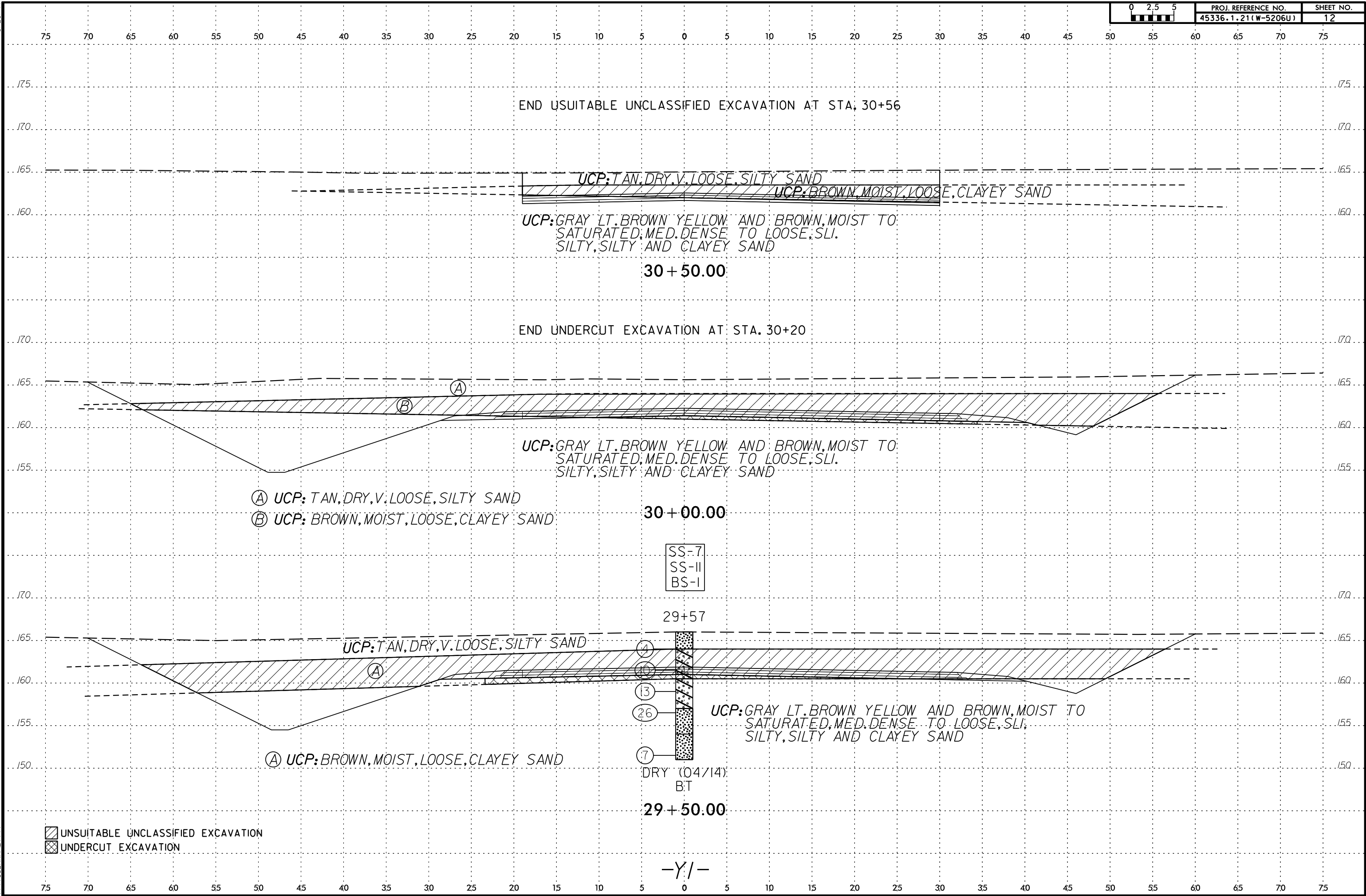


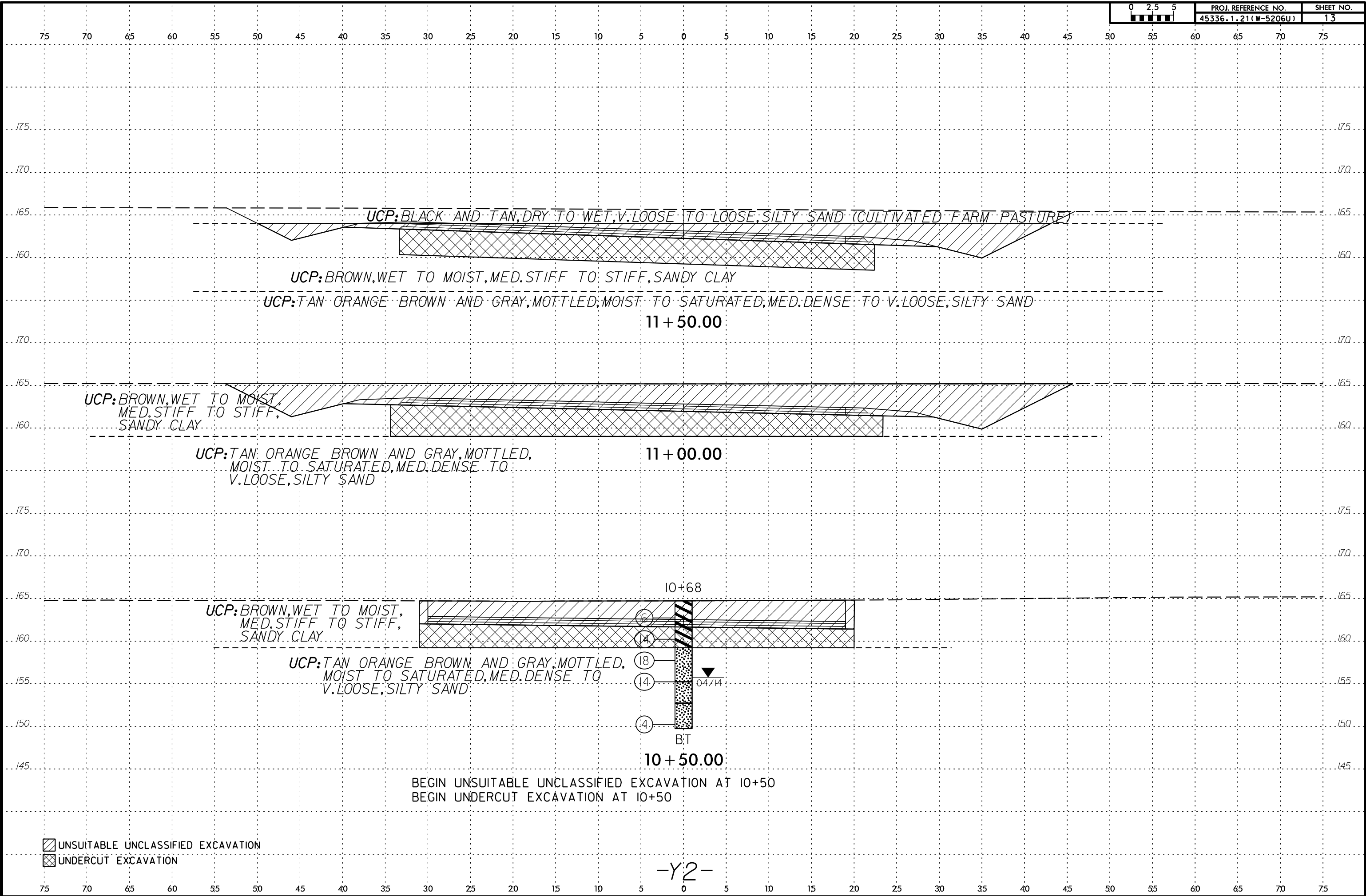
SECTION
US
FRANKLIN
COUNTY
VIRGINIA

8/23/99

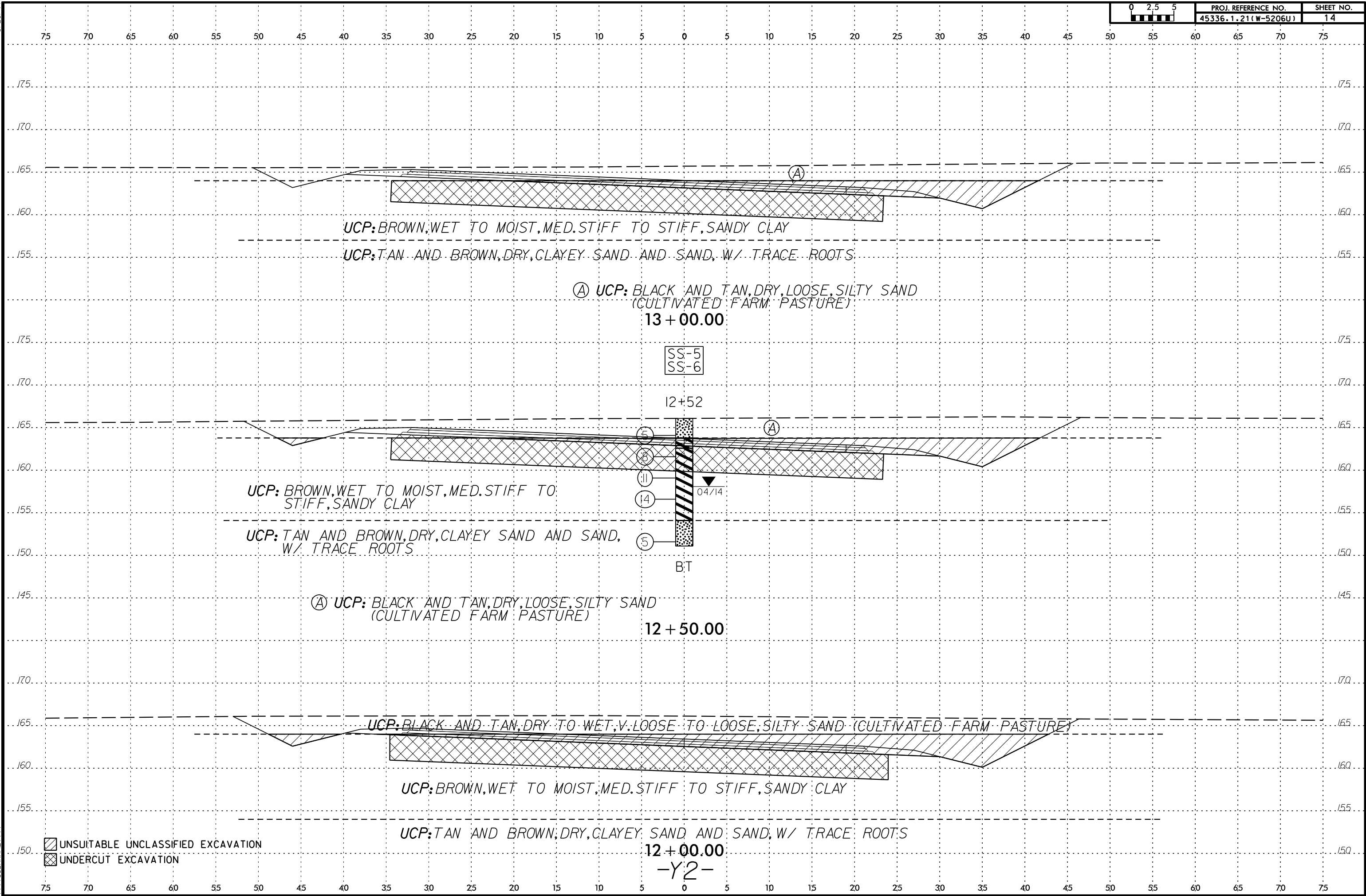


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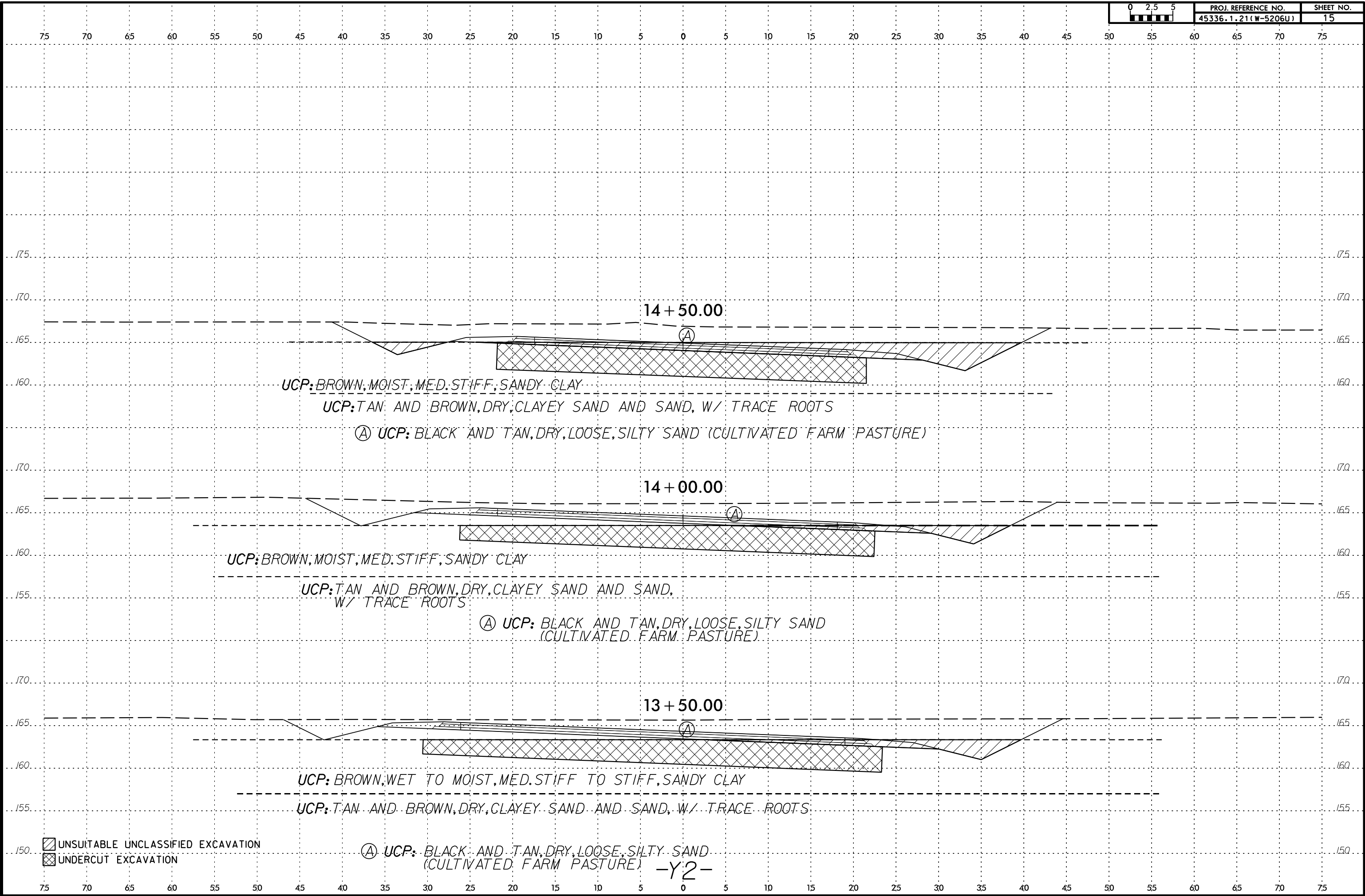




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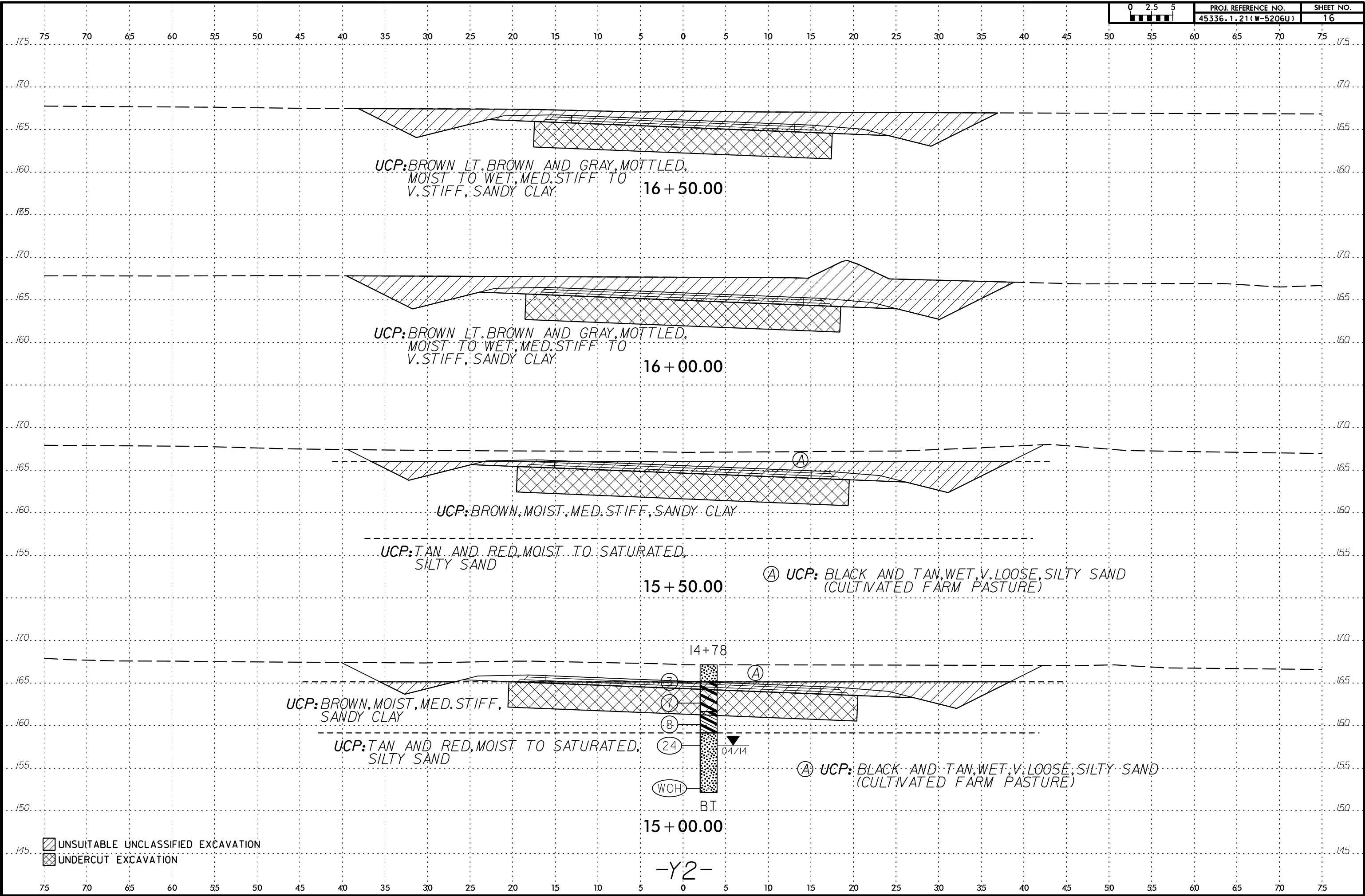


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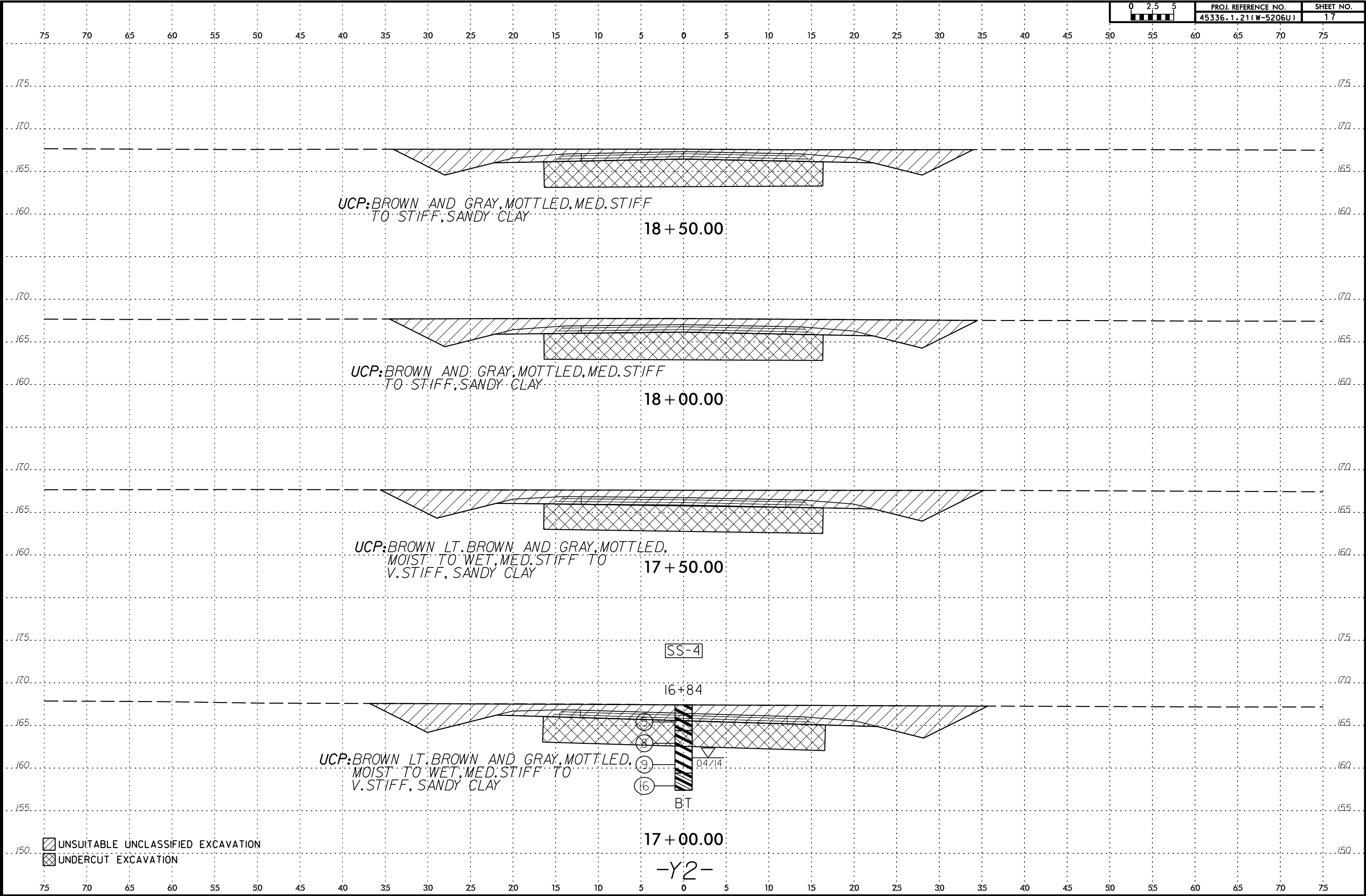


-Y2-

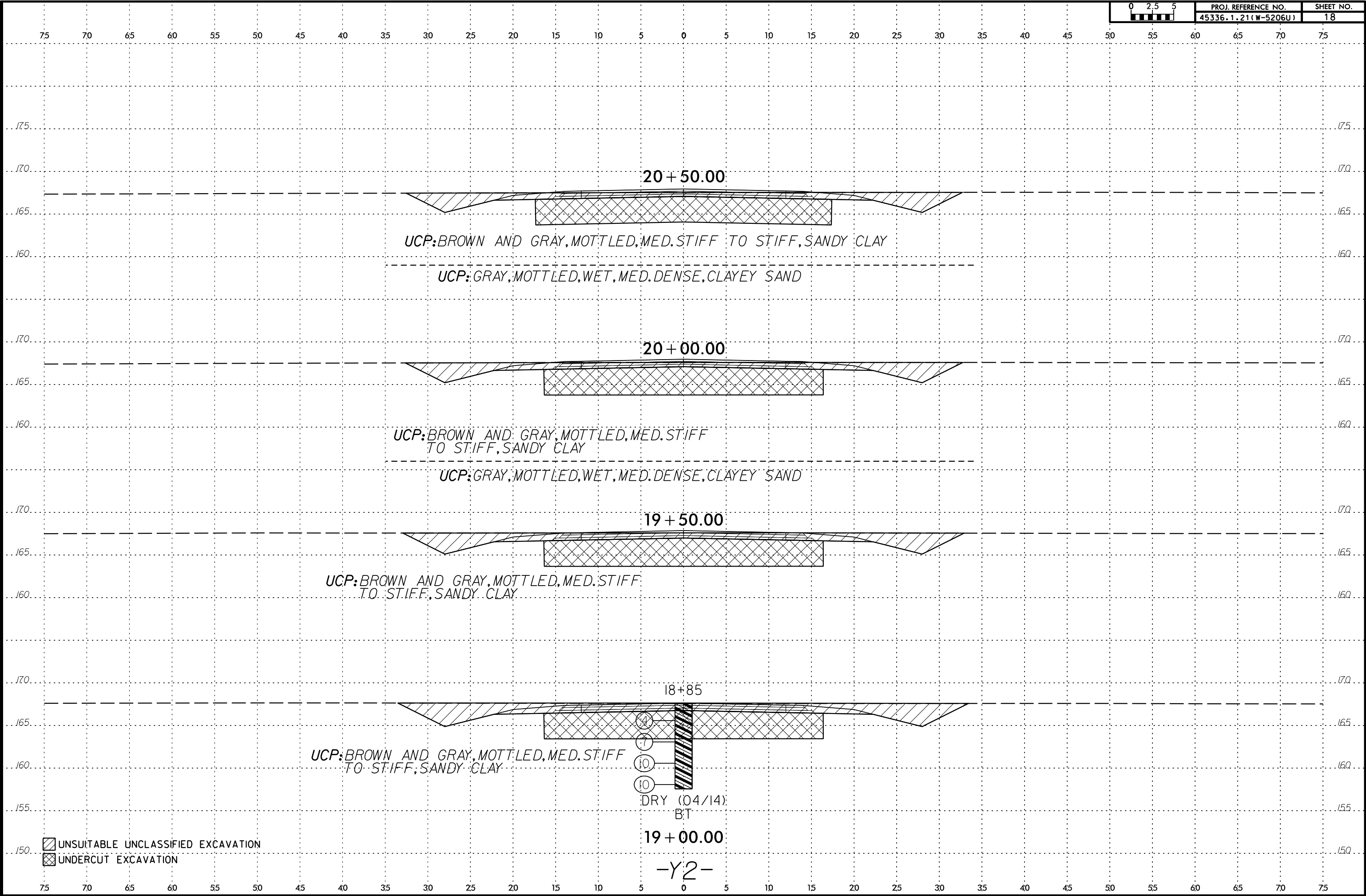
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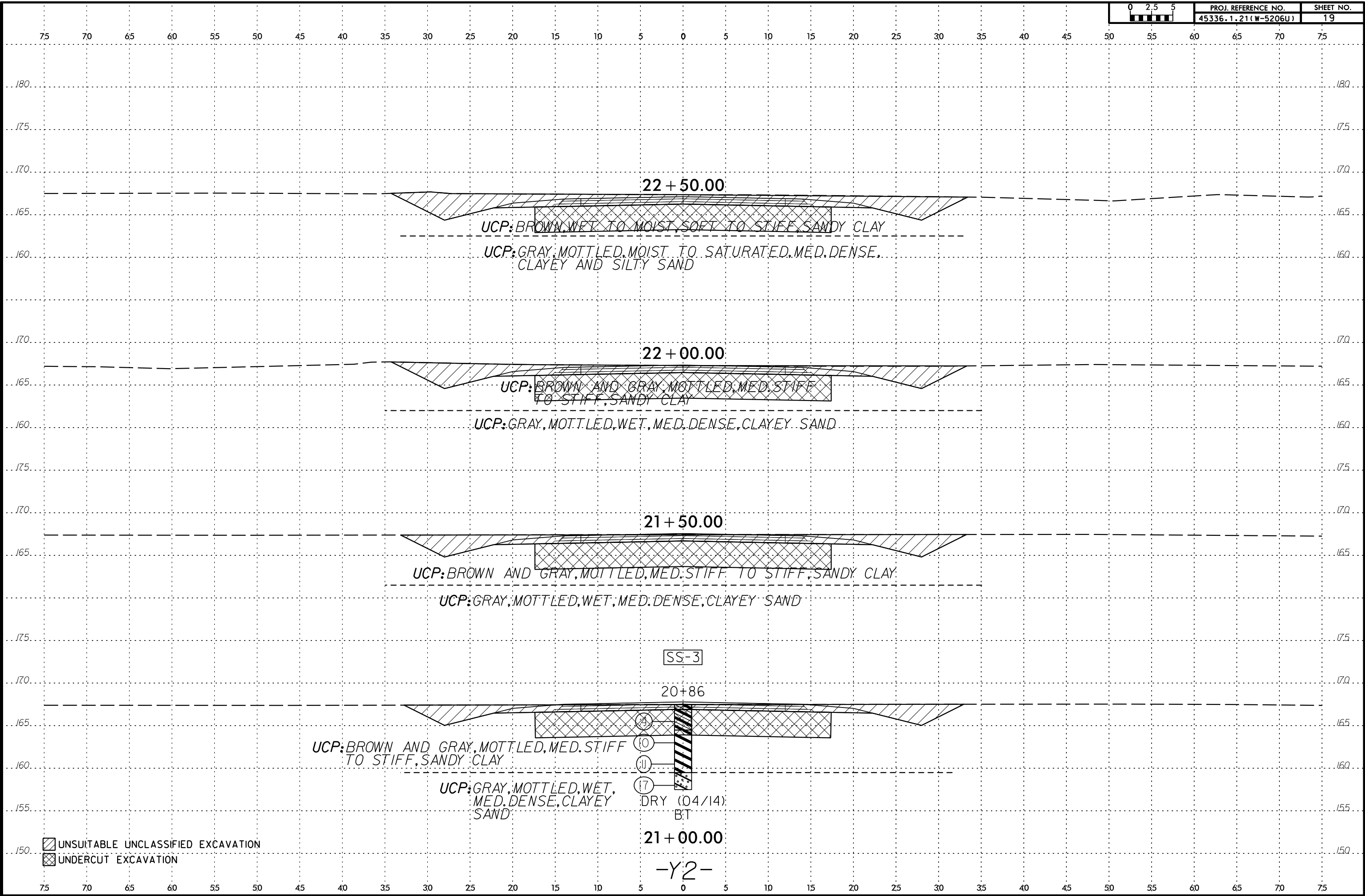
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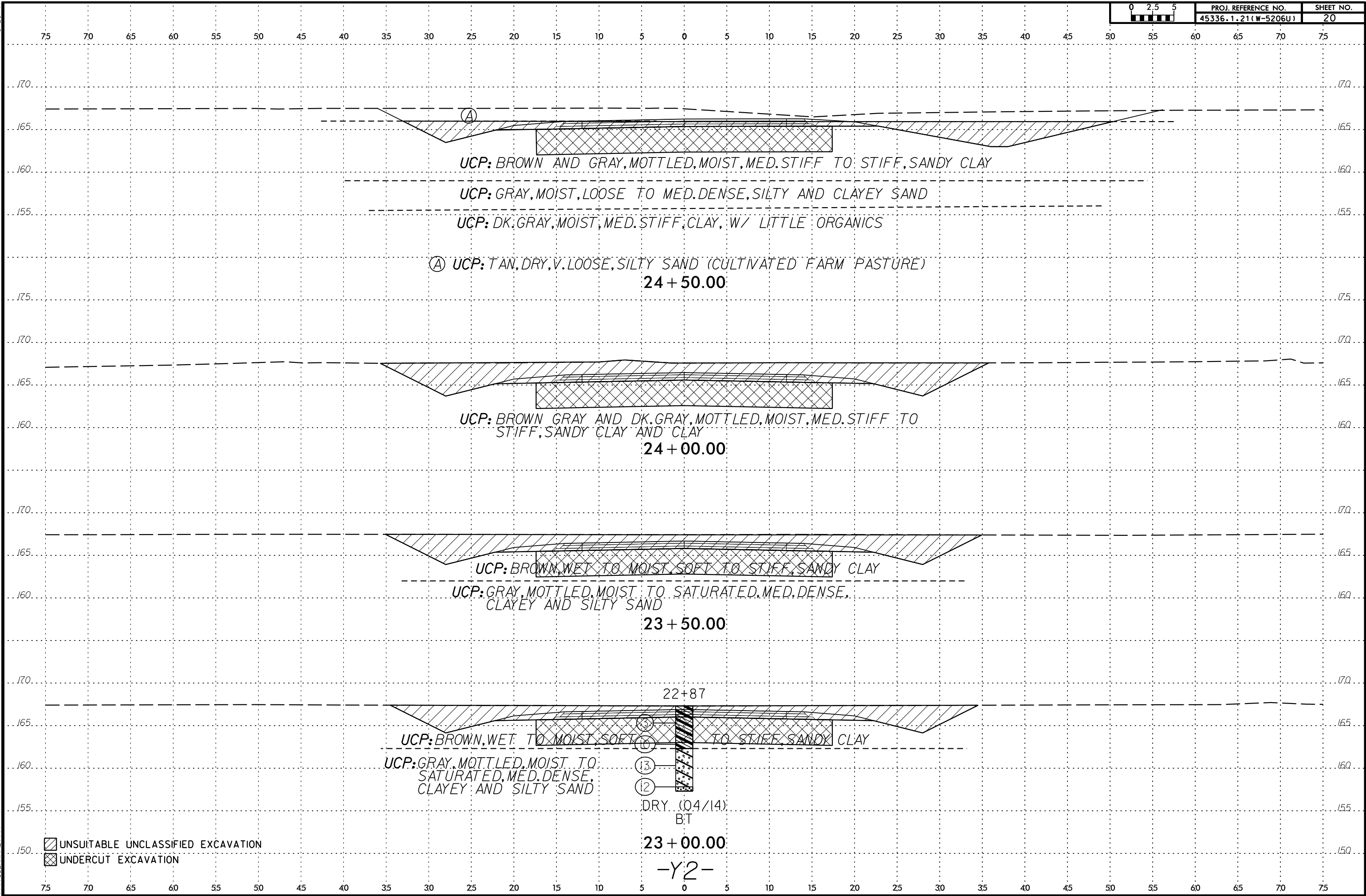


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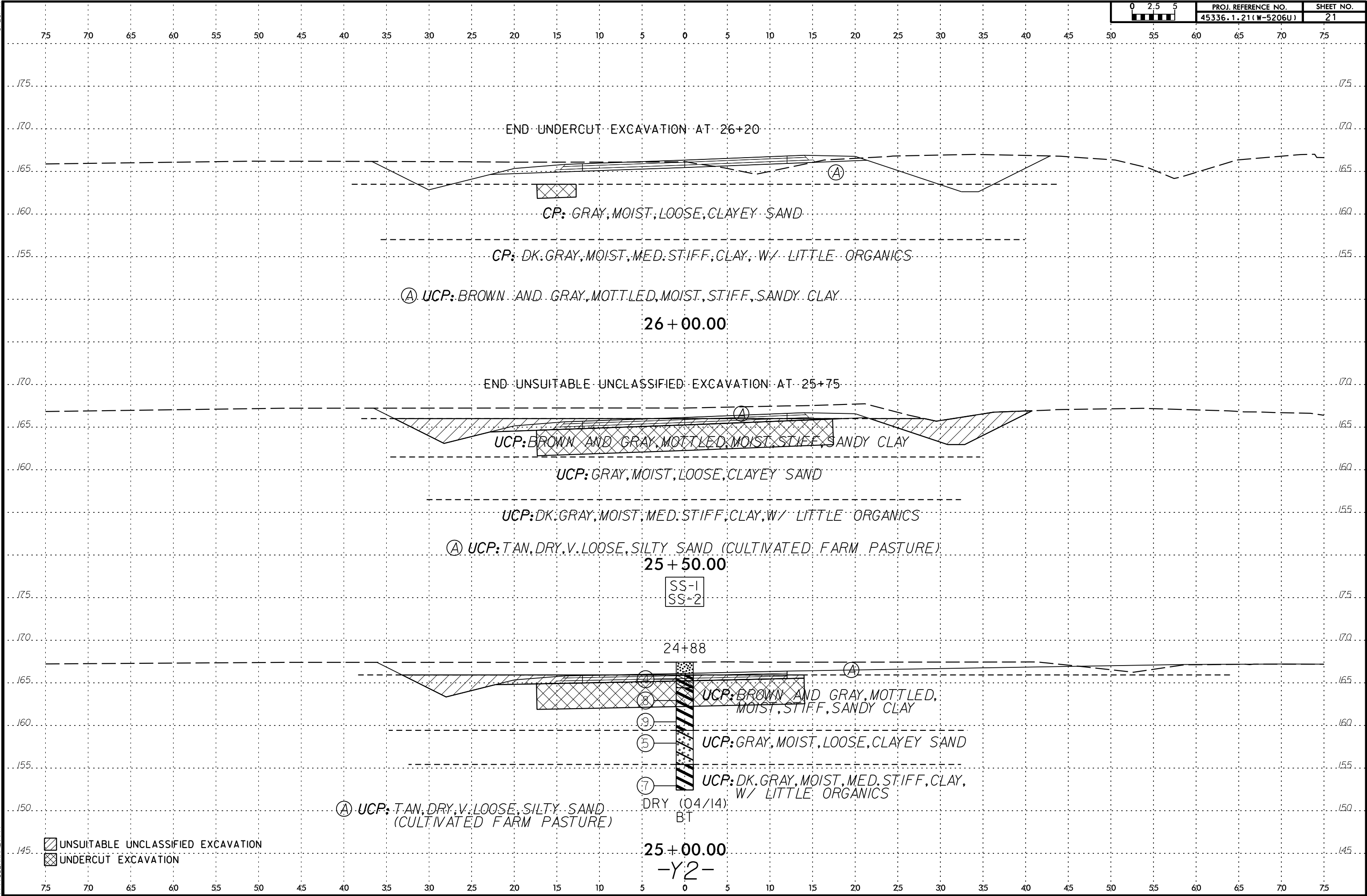


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PHYSIOGRAPHY AND GEOLOGY

The project site is in the western portion of the Coastal Plain Physiographic Province of North Carolina. According to the *Geologic Map of North Carolina* (1985), the site is underlain by the Black Creek Formation (Kb) of the Cretaceous age. This unit is noted to contain gray to black, lignitic clay with thin beds and laminae of fine-grained micaceous sand and thick lenses of cross-bedded sand. Glauconitic, fossiliferous clayey sandy lenses are present in the upper portions.

New cuts on the order of up to 4.5 feet and fills on the order of up to 10 feet are proposed along both left and right sides of the project within the right-of-way, including the embankment at the culvert locations previously identified.

Existing site topography is relatively flat; typical of the coastal plains especially in flood plains. Predominantly wide and shallow drainage swales parallel existing roadway alignments, and carry roadway drainage toward various drainage features and natural creeks. Topography is relatively flat in agricultural areas but slope downward to flood plains.

SOIL PROPERTIES

A variety of soils were encountered along the project, including artificial fills of nearby origins, existing roadway embankments, alluvial deposits, and coastal plains deposits.

Artificial fill soils were encountered at the ground surface in agricultural areas, potentially from previous cultivation by agricultural operations, and consisted of moist to wet, loose, silty sands (A-2-4) and soft to medium stiff, sandy clays (A-6, A-7) with organics and roots.

Roadway Embankment soils were encountered at the ground surface or beneath existing pavements in and adjacent to existing roadways and consisted of moist, medium dense, clayey sand (A-2-6) and stiff, sandy clay (A-6, A-7) with trace gravel.

Alluvial soils were encountered at the ground surface in the vicinity of wetlands and floodplains. These soils consist of saturated, very loose to medium dense, sand (A-3).

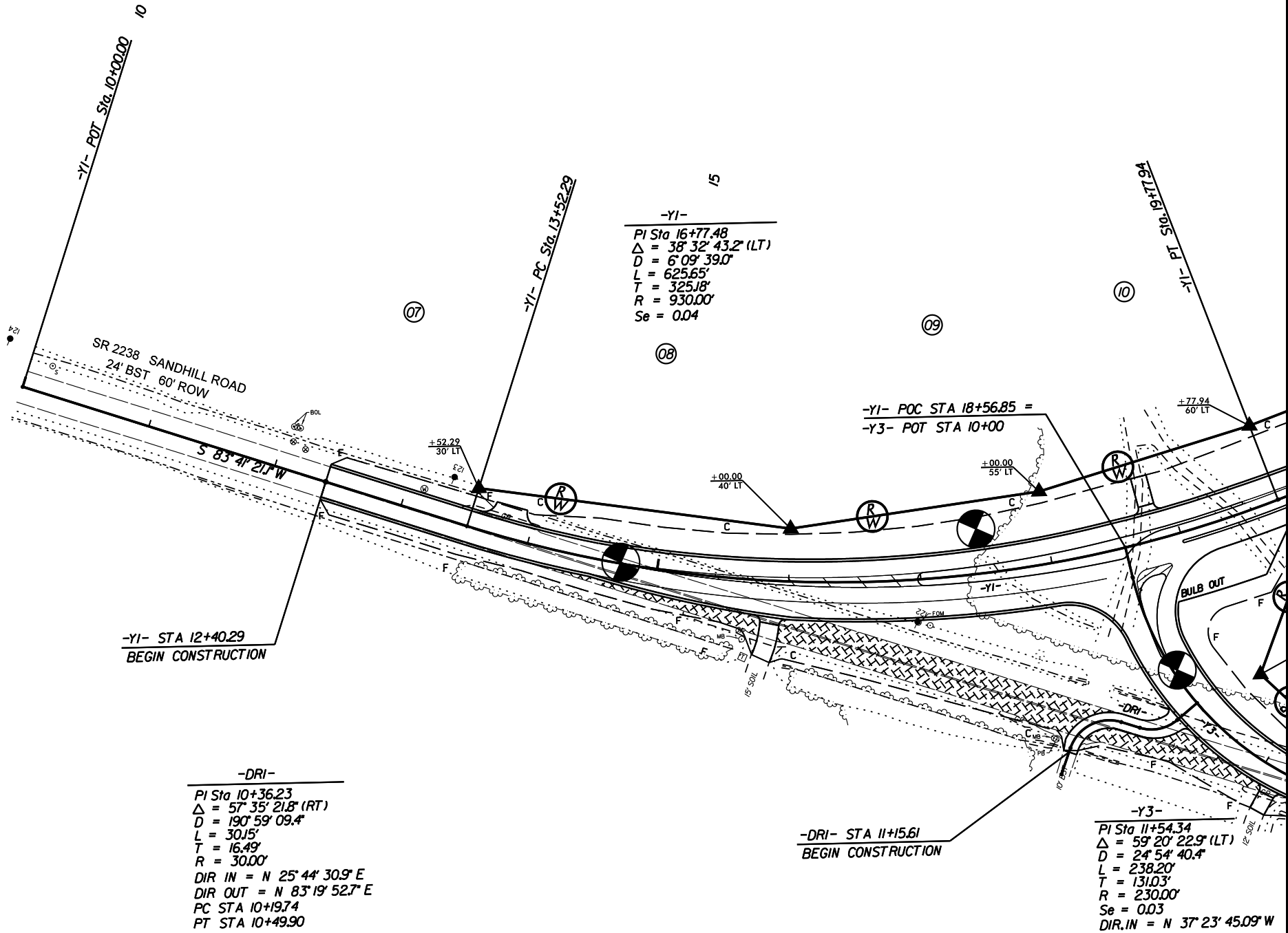
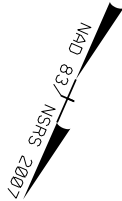
Coastal Plain soils were encountered at the ground surface and underneath artificial fill, roadway embankment, and/or alluvial soils. These soils consist of dry to saturated, very loose to medium dense, slightly silty and silty and clayey sands (A-1-a, A-2-4, A-2-6) and very soft to very stiff, sandy clays (A-6, A-7).

GROUNDWATER PROPERTIES

Groundwater levels were measured at the time of boring completion, and in some cases after a waiting period of at least 24 hours. Borings drilled within and in close proximity to existing roadways, and within active horse pasture were backfilled immediately after completion due to safety considerations. Groundwater was observed at shallow depths near streams and in low lying areas and will should be anticipated to be within 6 feet of finished roadway grades near Station 22+00 to 26+00 -Y1-. Detailed groundwater measurements are included in the attached boring logs and subsurface profiles.

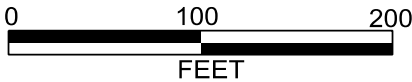
The project alignment crosses Grays Creek and associated wetland/floodplain in the vicinity of -Y1- Station 22+25 to 25+10. Standing water is present in this area seasonally, with shallow groundwater also present for some distance beyond the mapped wetlands as discussed above. The ground surface was saturated with some standing water in the area at the time of our investigation. Shallow groundwater, flowing surface water, and saturated, soft soils are likely to be encountered in this area during construction.





NOTES:

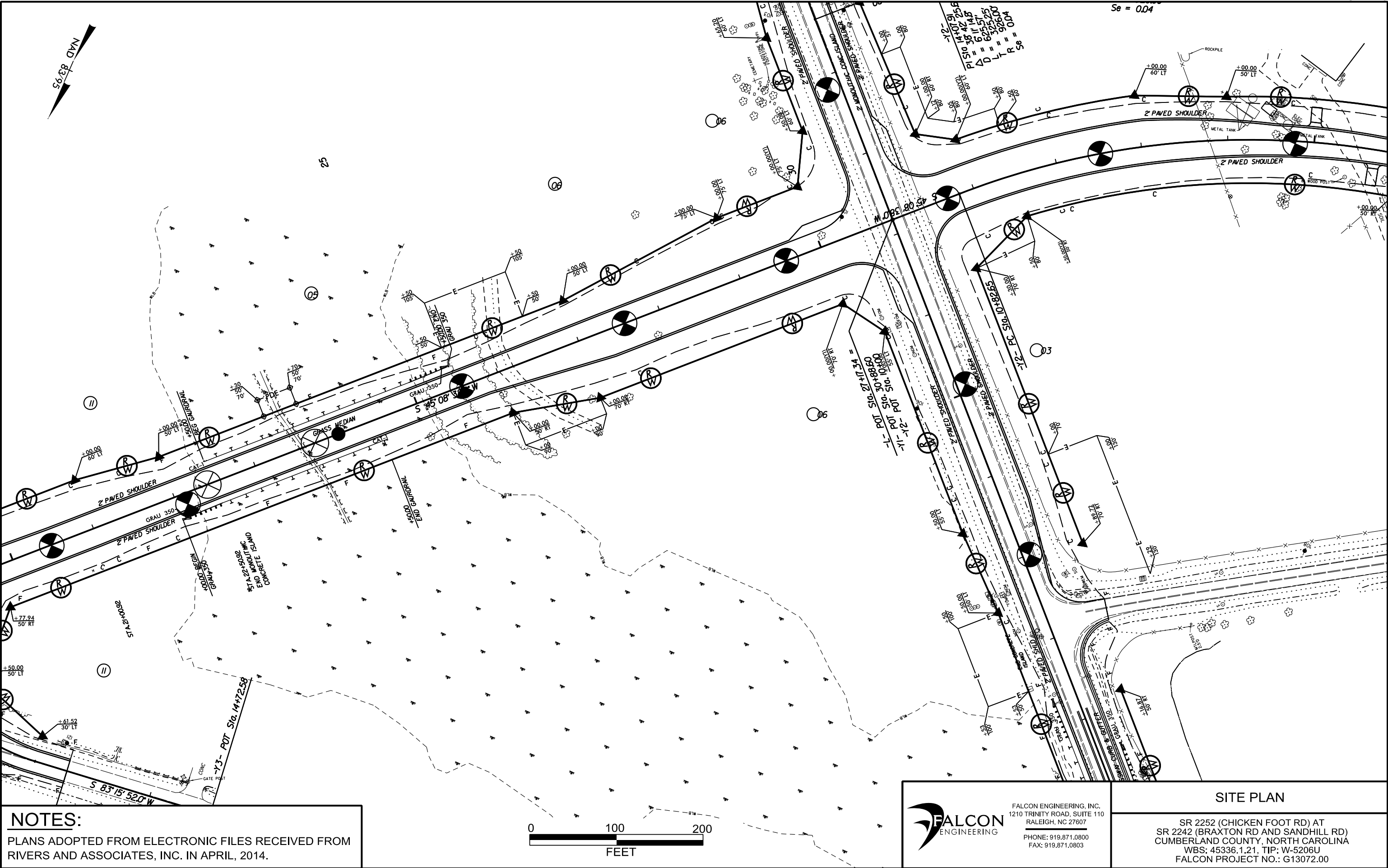
PLANS ADOPTED FROM ELECTRONIC FILES RECEIVED FROM RIVERS AND ASSOCIATES, INC. IN APRIL, 2014.



FALCON ENGINEERING, INC.
1210 TRINITY ROAD, SUITE 110
RALEIGH, NC 27607
PHONE: 919.871.0800
FAX: 919.871.0803

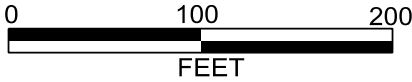
SITE PLAN

SR 2252 (CHICKEN FOOT RD) AT
SR 2242 (BRAXTON RD AND SANDHILL RD)
CUMBERLAND COUNTY, NORTH CAROLINA
WBS: 45336.1.21, TIP: W-5206U
FALCON PROJECT NO.: G13072.00



NOTES:

PLANS ADOPTED FROM ELECTRONIC FILES RECEIVED FROM RIVERS AND ASSOCIATES, INC. IN APRIL, 2014.

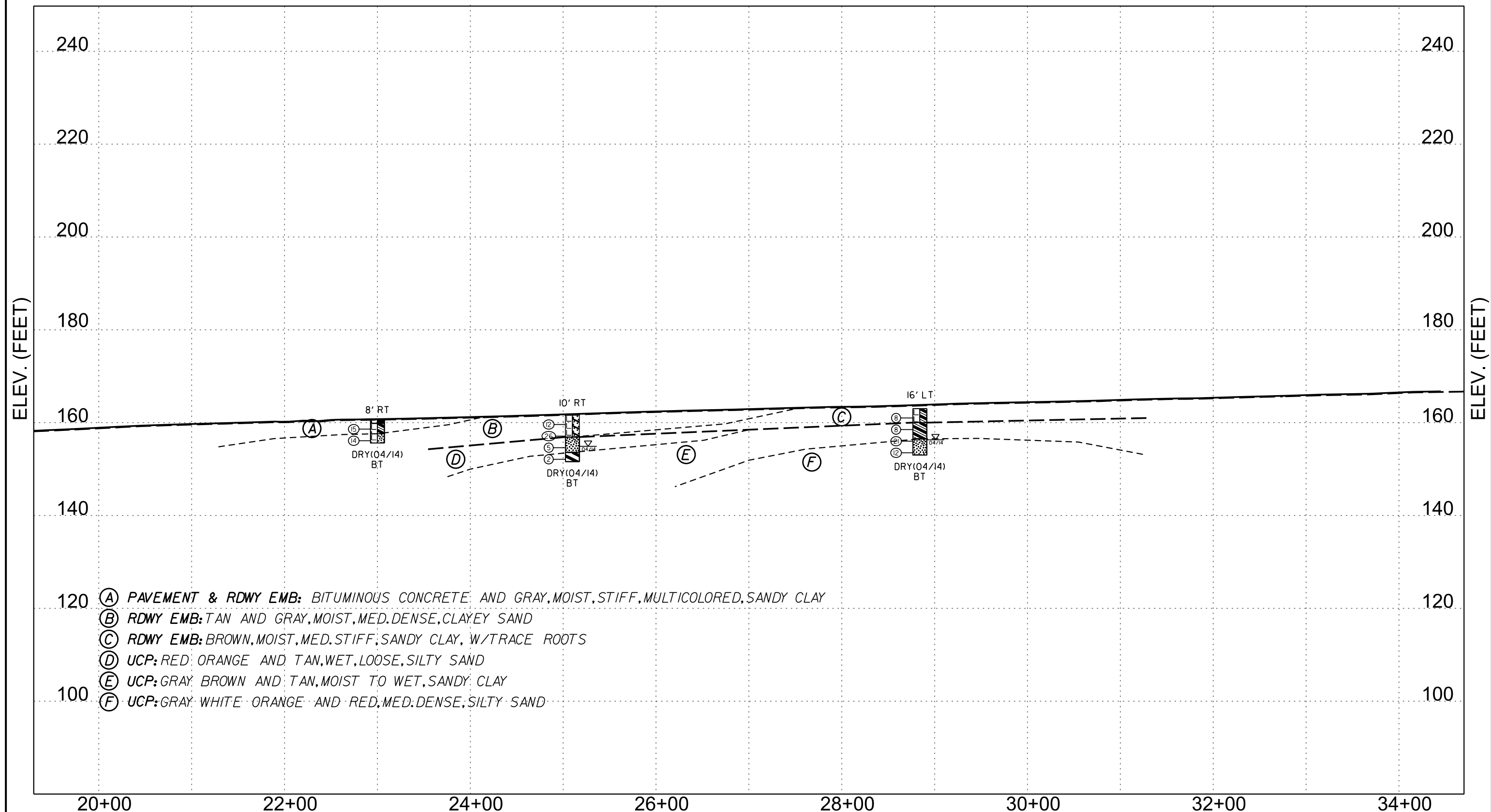


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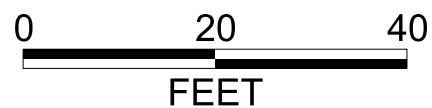
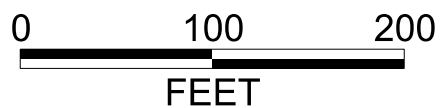
SITE PLAN

SR 2252 (CHICKEN FOOT RD) AT
SR 2242 (BRAXTON RD AND SANDHILL RD)
CUMBERLAND COUNTY, NORTH CAROLINA
WBS: 45336.1.21, TIP: W-5206U
FALCON PROJECT NO.: G13072.00



**NOTES:**

- GROUNDLINE PROFILE TAKEN FROM ELECTRONIC FILES RECEIVED FROM RIVERS & ASSOCIATES, DATED APRIL 2014.
- INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORINGS WITH BOTH PROJECTED ONTO THE PROFILE.

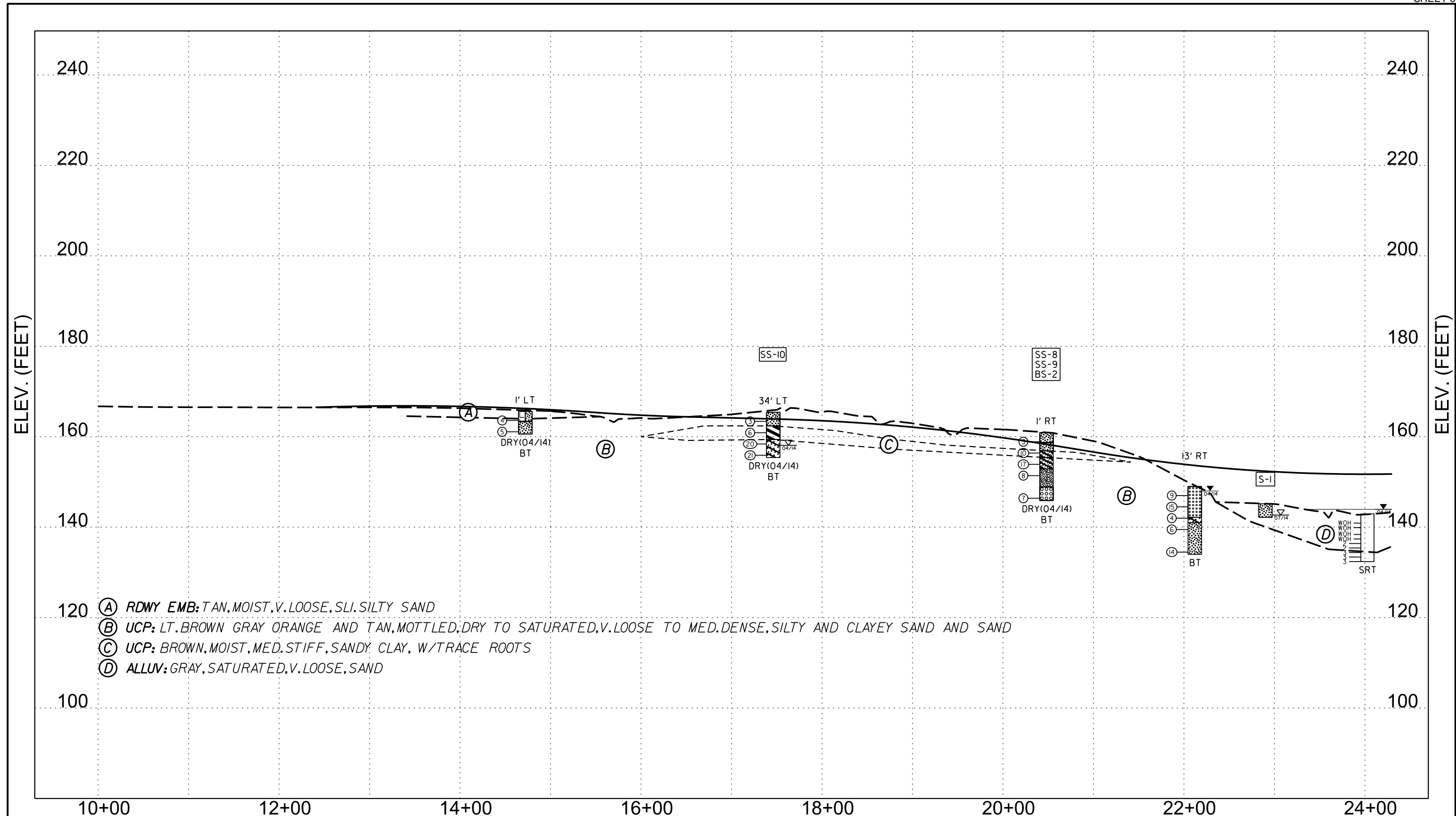
VERTICAL SCALE**HORIZONTAL SCALE**

FALCON ENGINEERING, INC.
1210 TRINITY ROAD, SUITE 110
RALEIGH, NC 27607

PHONE: 919.871.0800
FAX: 919.871.0803

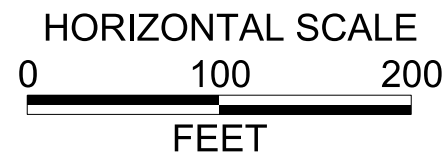
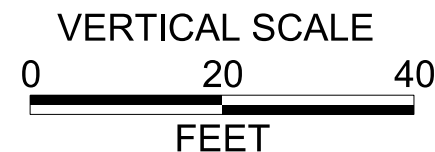
SUBSURFACE PROFILE ALONG -L-

SR 2252 (CHICKEN FOOT RD) AT
SR 2242 (BRAXTON RD) AND (SANDHILL RD)
CUMBERLAND COUNTY, NORTH CAROLINA
WBS: 45336.1.21, TIP: W-5206U
FALCON PROJECT NO.: G13072.00



NOTES:

- GROUNDLINE PROFILE OF TAKEN FROM ELECTRONIC FILES RECEIVED FROM RIVERS & ASSOCIATES, DATED APRIL 2014.
- INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORINGS WITH BOTH PROJECTED ONTO THE PROFILE.



FALCON ENGINEERING, INC.
1210 TRINITY ROAD, SUITE 110
RALEIGH, NC 27607
PHONE: 919.871.0800
FAX: 919.871.0803

SUBSURFACE PROFILE ALONG -Y1-

SR 2252 (CHICKEN FOOT RD) AT
SR 2242 (BRAXTON RD) AND (SANDHILL RD)
CUMBERLAND COUNTY, NORTH CAROLINA
WBS: 45336.1.21, TIP: W-5206U
FALCON PROJECT NO.: G13072.00

- GROUNDLINE PROFILE TAKEN FROM ELECTRONIC FILES RECEIVED FROM RIVERS & ASSOCIATES, DATED APRIL 2014.
- INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORINGS WITH BOTH PROJECTED ONTO THE PROFILE.


VERTICAL SCALE

0 20

FEET

HORIZONTAL SCALE

0 20 200



A horizontal scale bar with a black and white alternating pattern. It is marked with 0, 20, and 200.

FEET

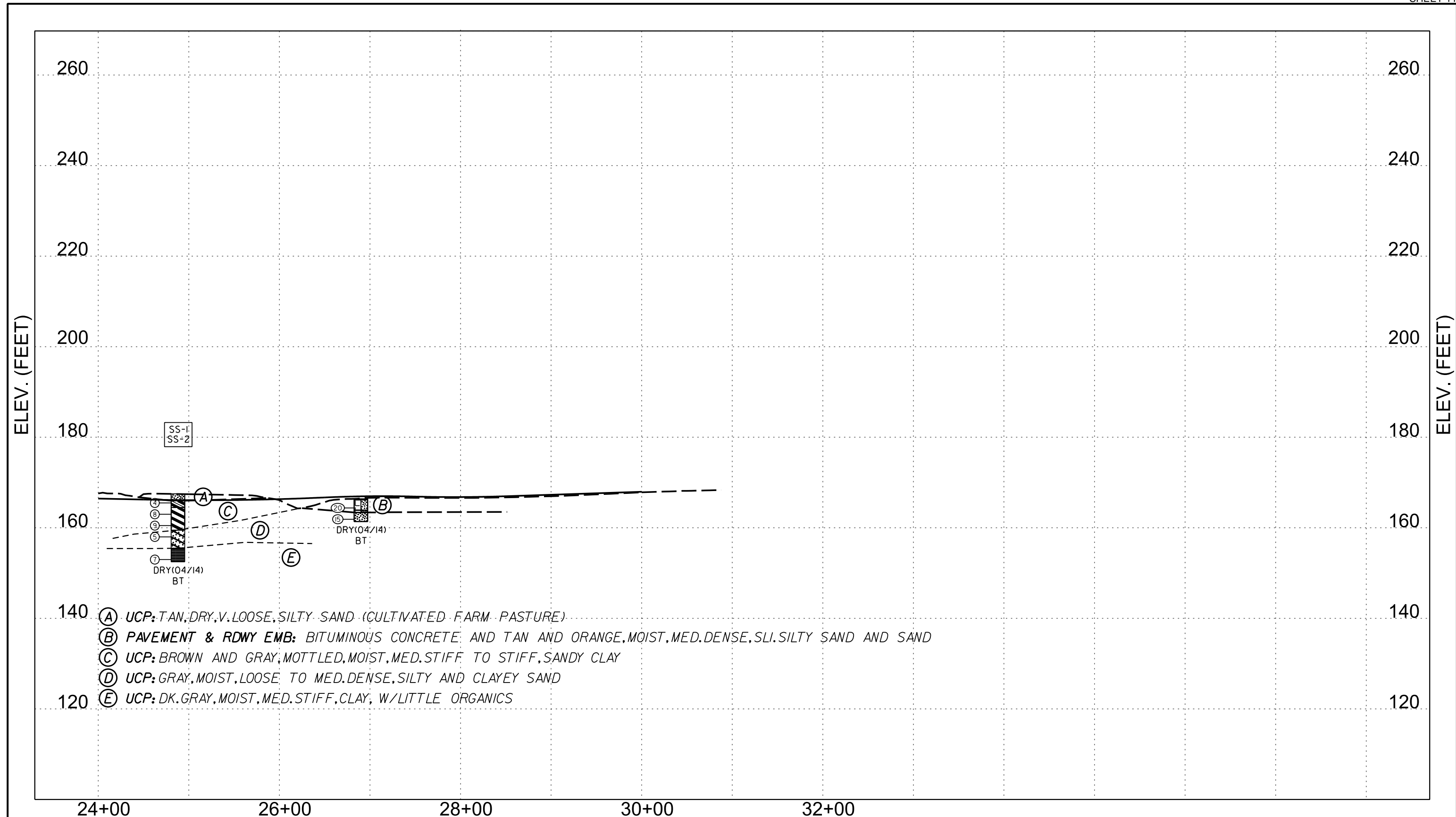


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PHONE: 919.871.0800
FAX: 919.871.0803

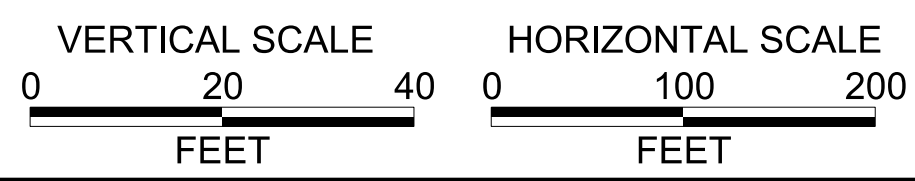
SUBSURFACE PROFILE ALONG -Y1-


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SR 2242 (BRAXTON RD) AND (SANDHILL RD)
CUMBERLAND COUNTY, NORTH CAROLINA
WBS: 45336.1.21, TIP: W-5206U
FALCON PROJECT NO.: G13072.00

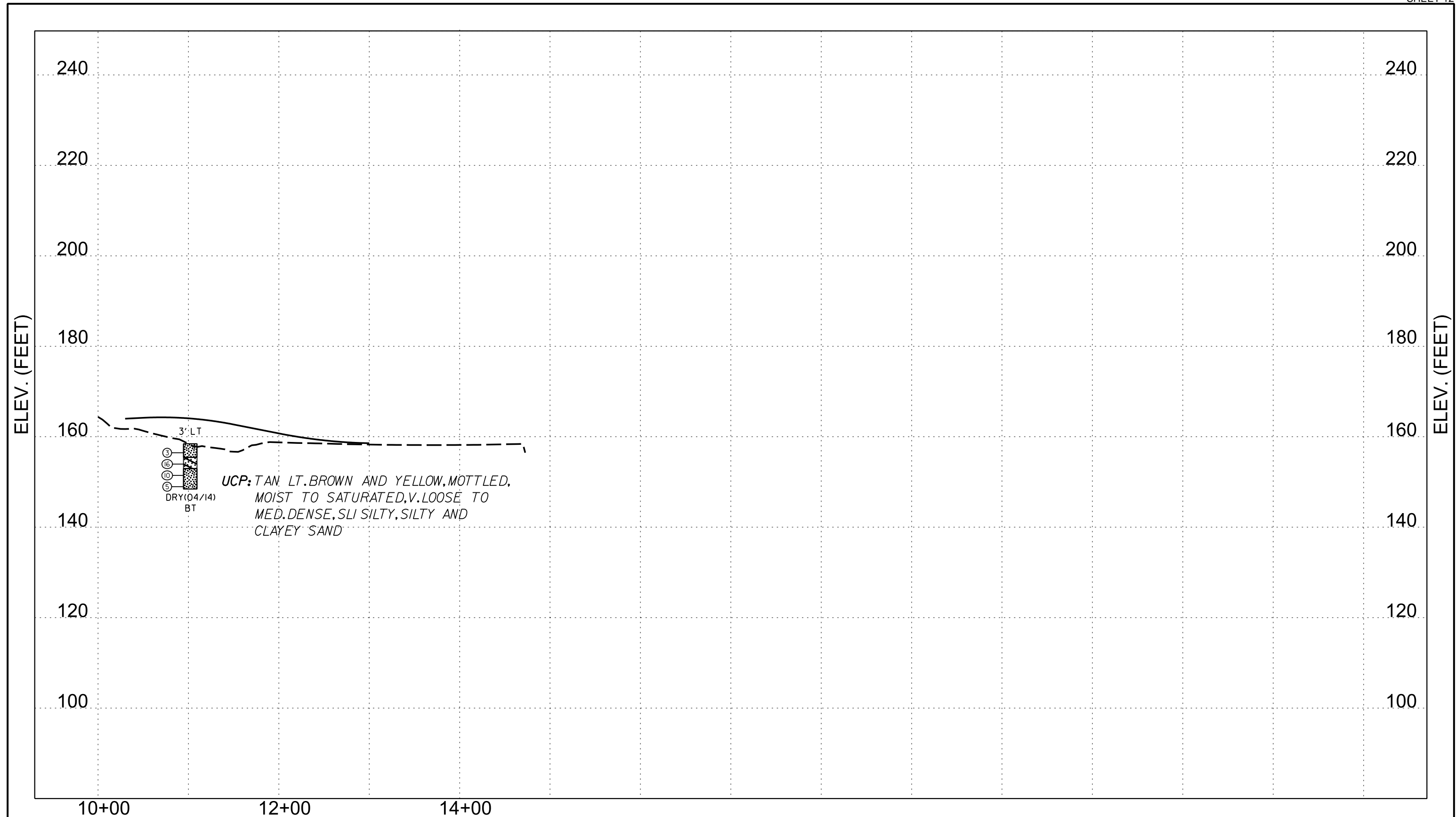


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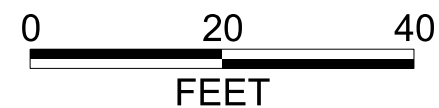
 <p>FALCON ENGINEERING, INC. 1210 TRINITY ROAD, SUITE 110 RALEIGH, NC 27607 PHONE: 919.871.0800 FAX: 919.871.0803</p>	<p>SUBSURFACE PROFILE ALONG -Y2-</p>
	<p>SR 2252 (CHICKEN FOOT RD) AT SR 2242 (BRAXTON RD) AND (SANDHILL RD) CUMBERLAND COUNTY, NORTH CAROLINA WBS: 45336.1.21, TIP: W-5206U FALCON PROJECT NO.: G13072.00</p>



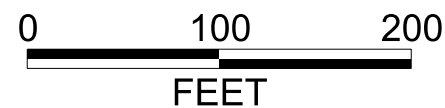
NOTES:

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- INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORINGS WITH BOTH PROJECTED ONTO THE PROFILE.

VERTICAL SCALE



HORIZONTAL SCALE



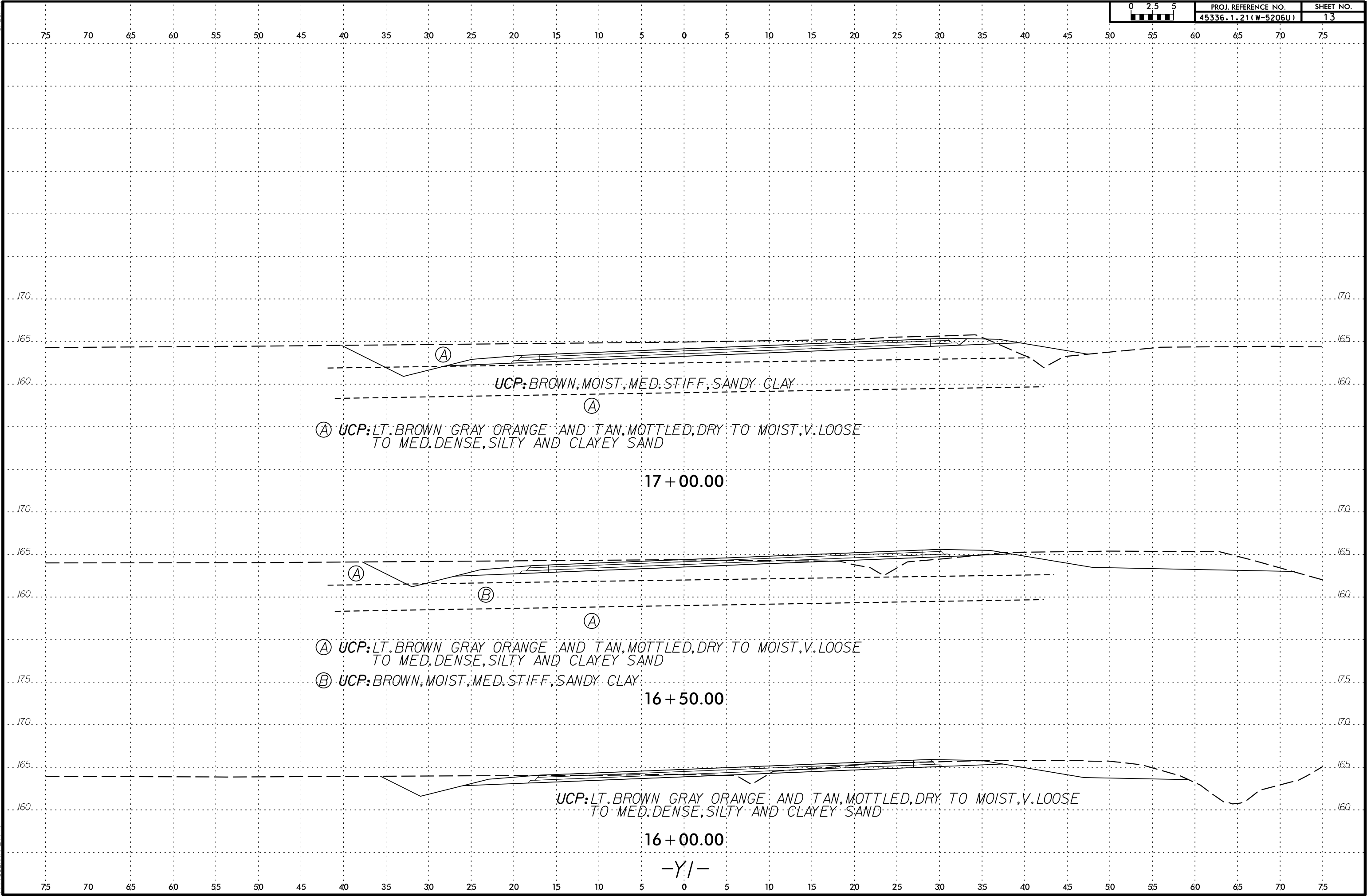
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1210 TRINITY ROAD, SUITE 110
RALEIGH, NC 27607

PHONE: 919.871.0800
FAX: 919.871.0803

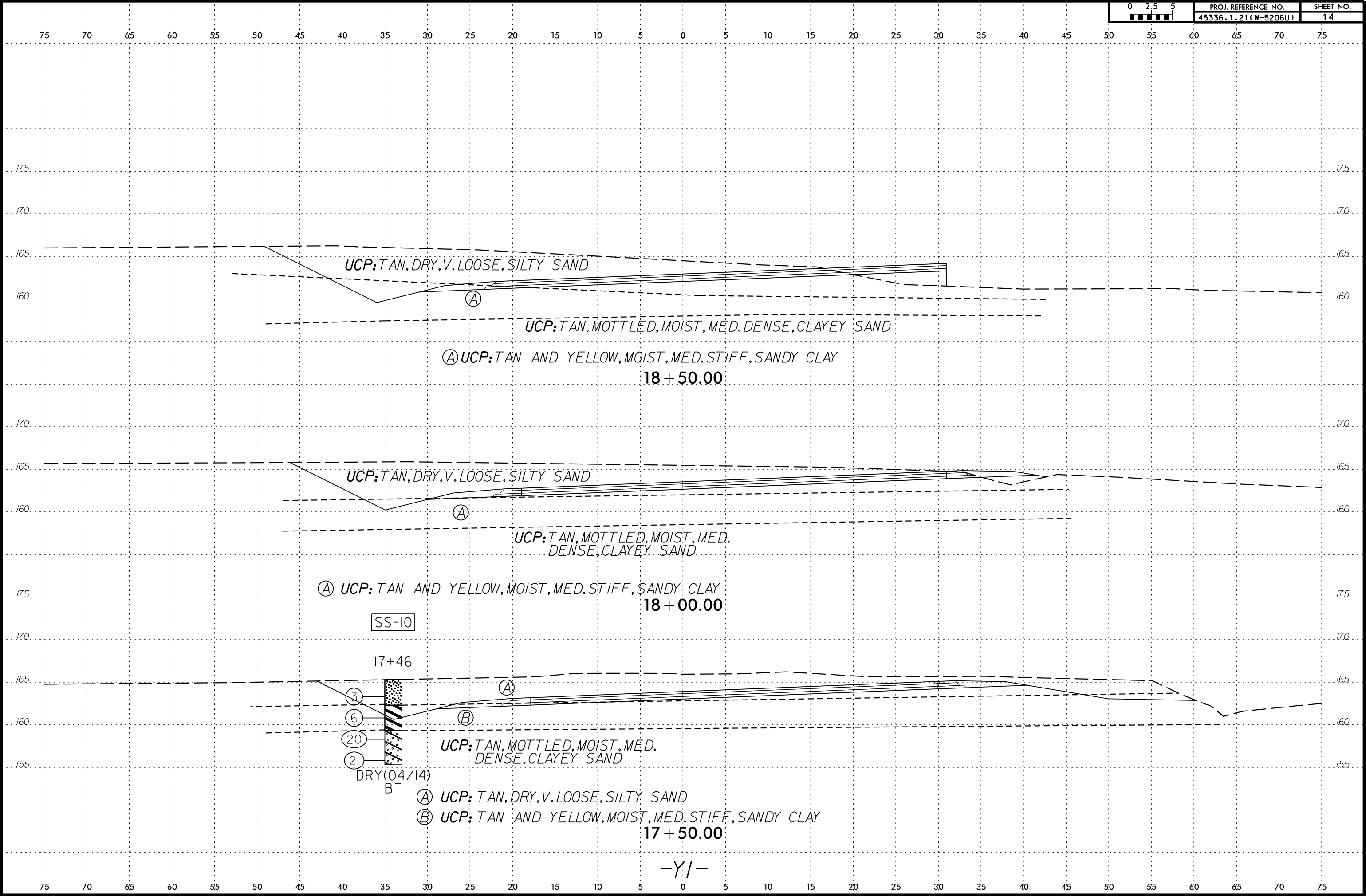
SUBSURFACE PROFILE ALONG -Y3-

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SR 2242 (BRAXTON RD) AND (SANDHILL RD)
CUMBERLAND COUNTY, NORTH CAROLINA
WBS: 45336.1.21, TIP: W-5206U
FALCON PROJECT NO.: G13072.00

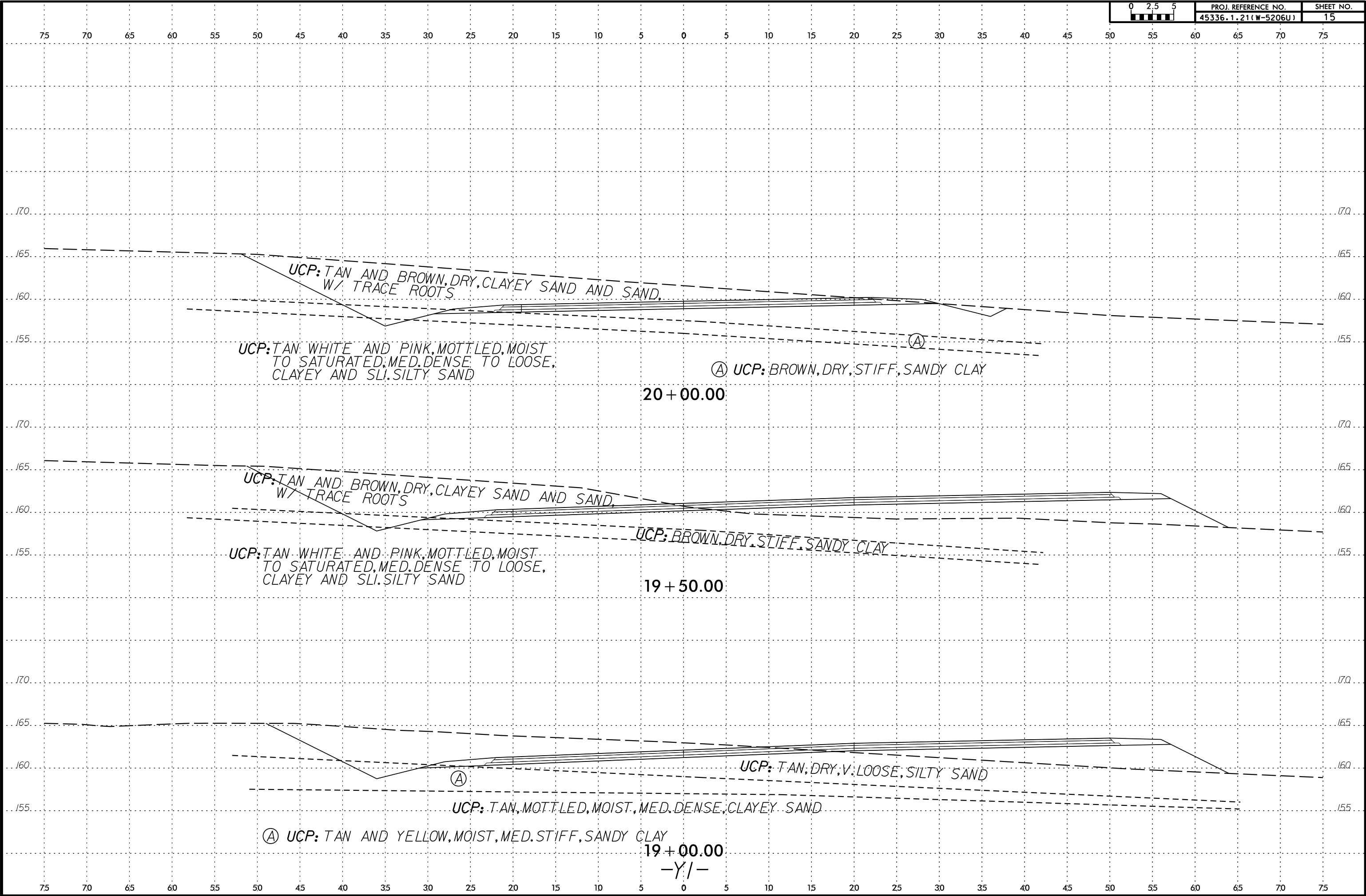
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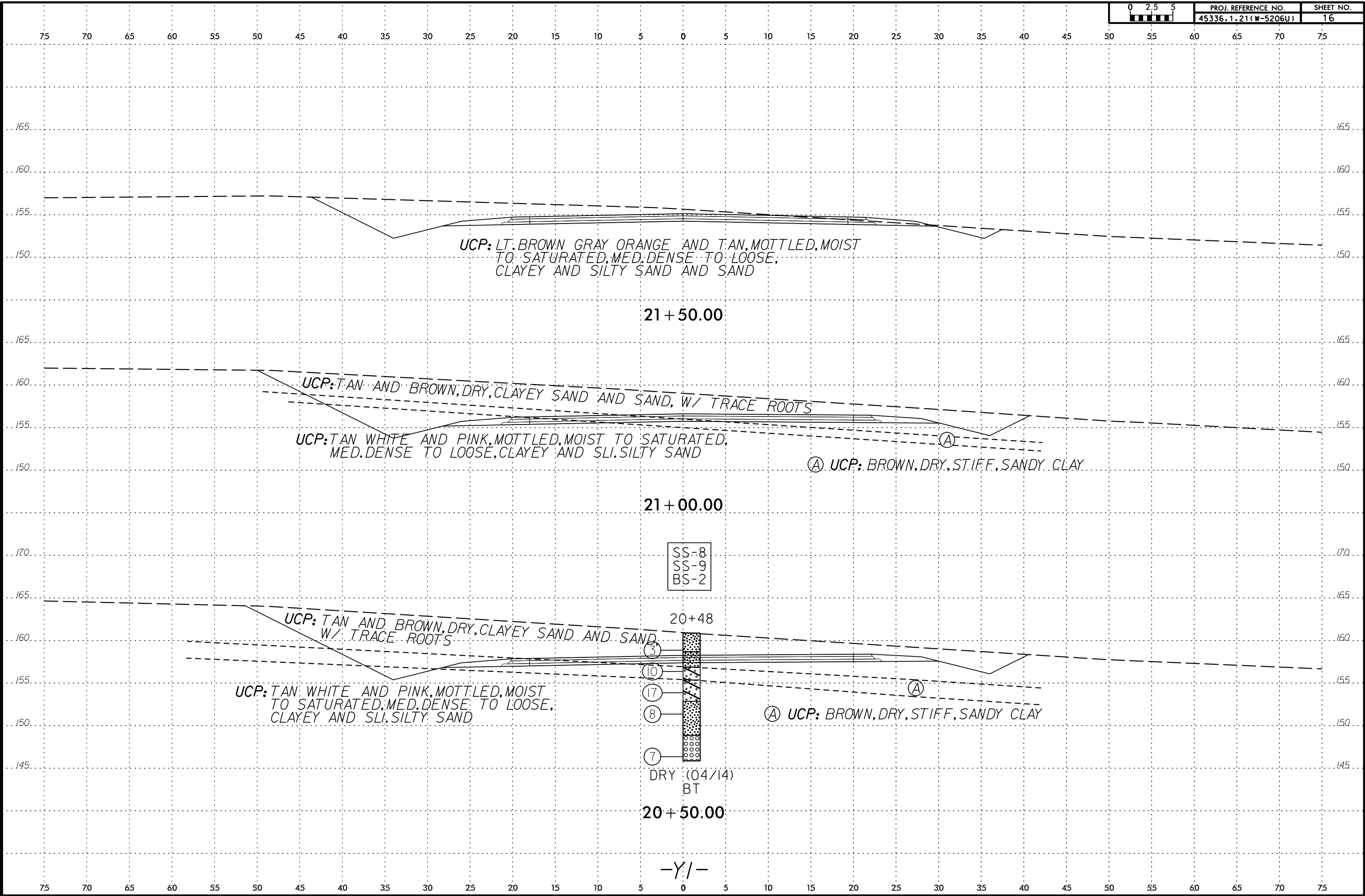
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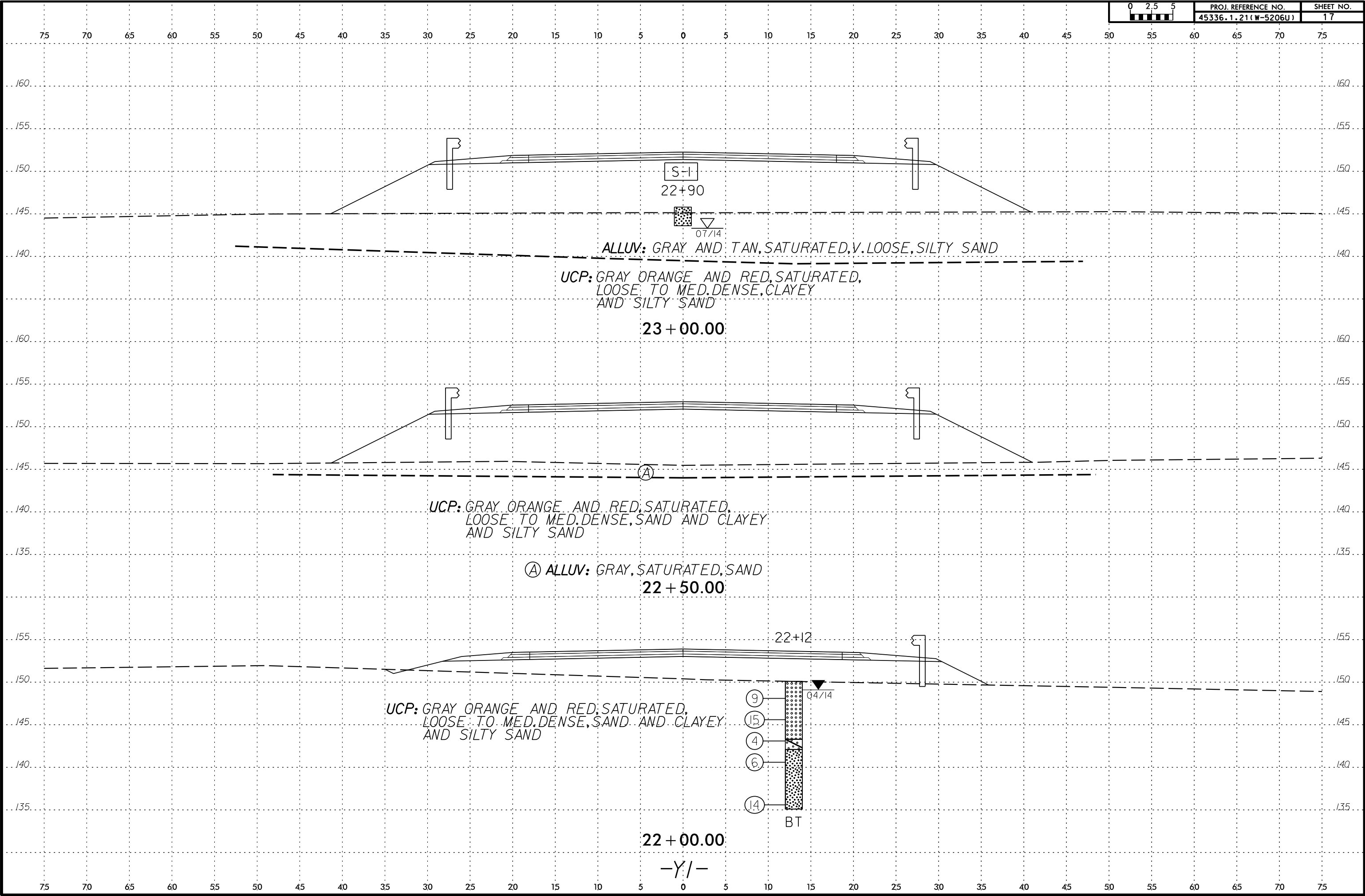
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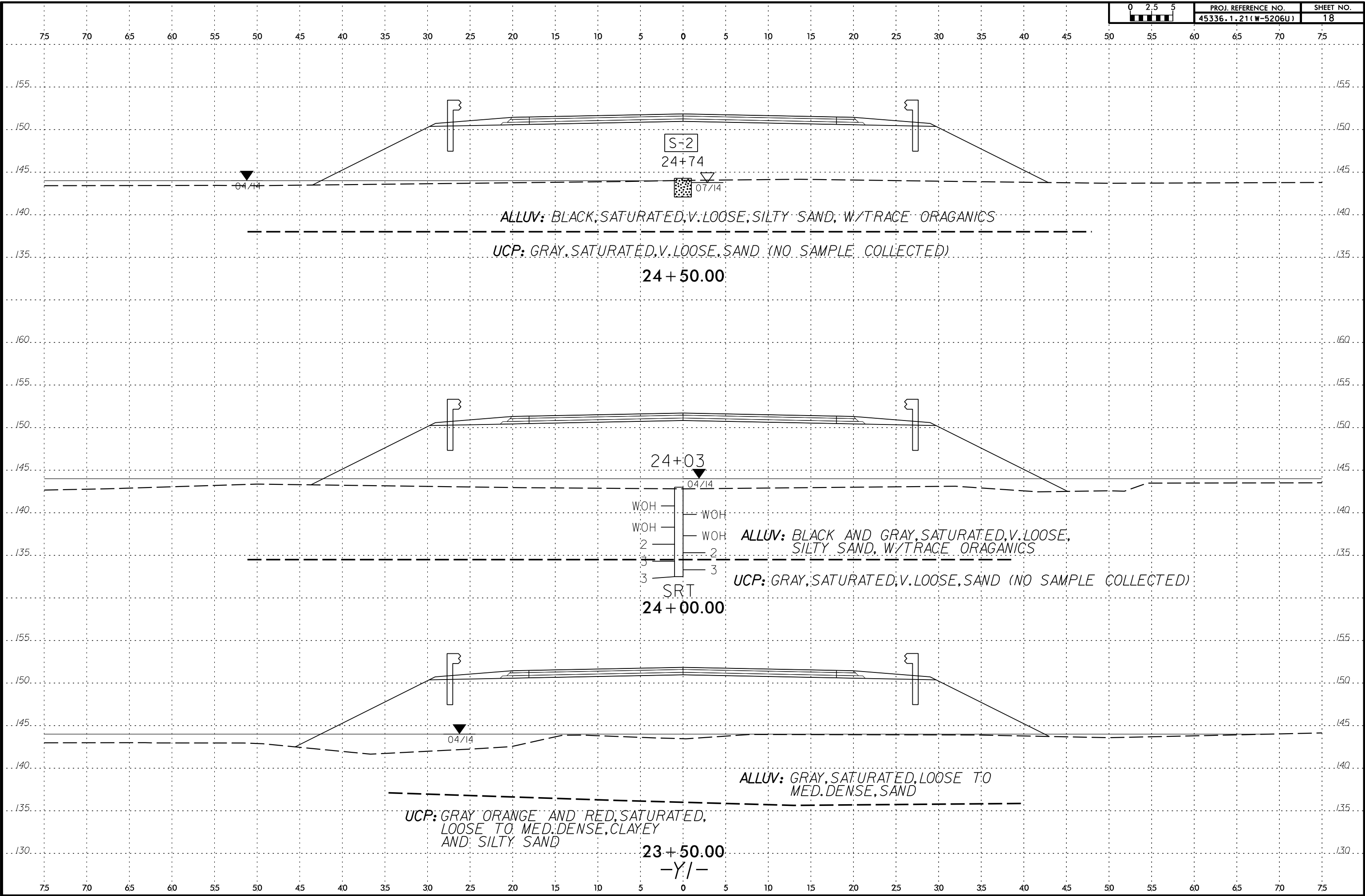
SECTION CUTLINE
USFRANK



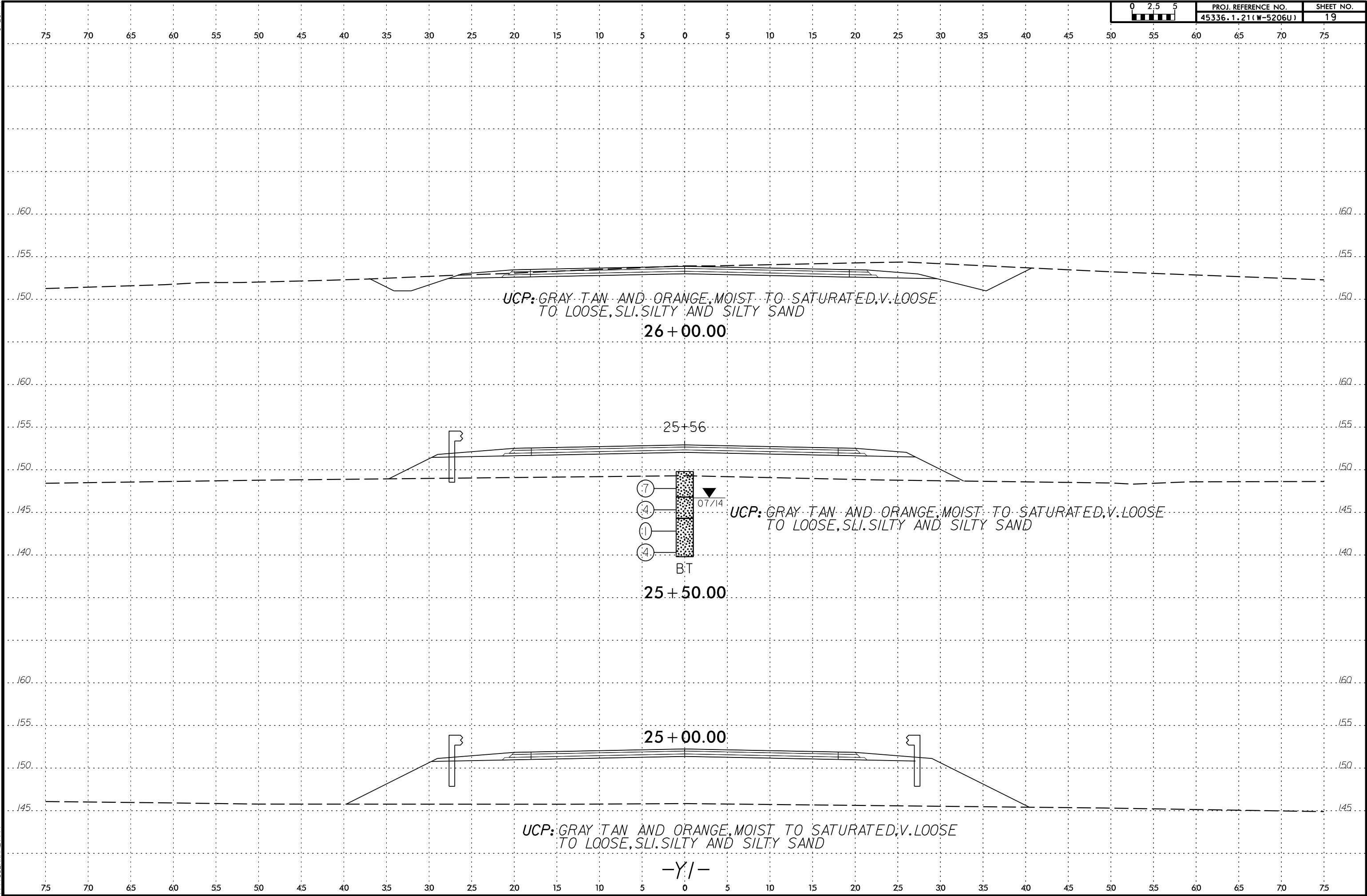
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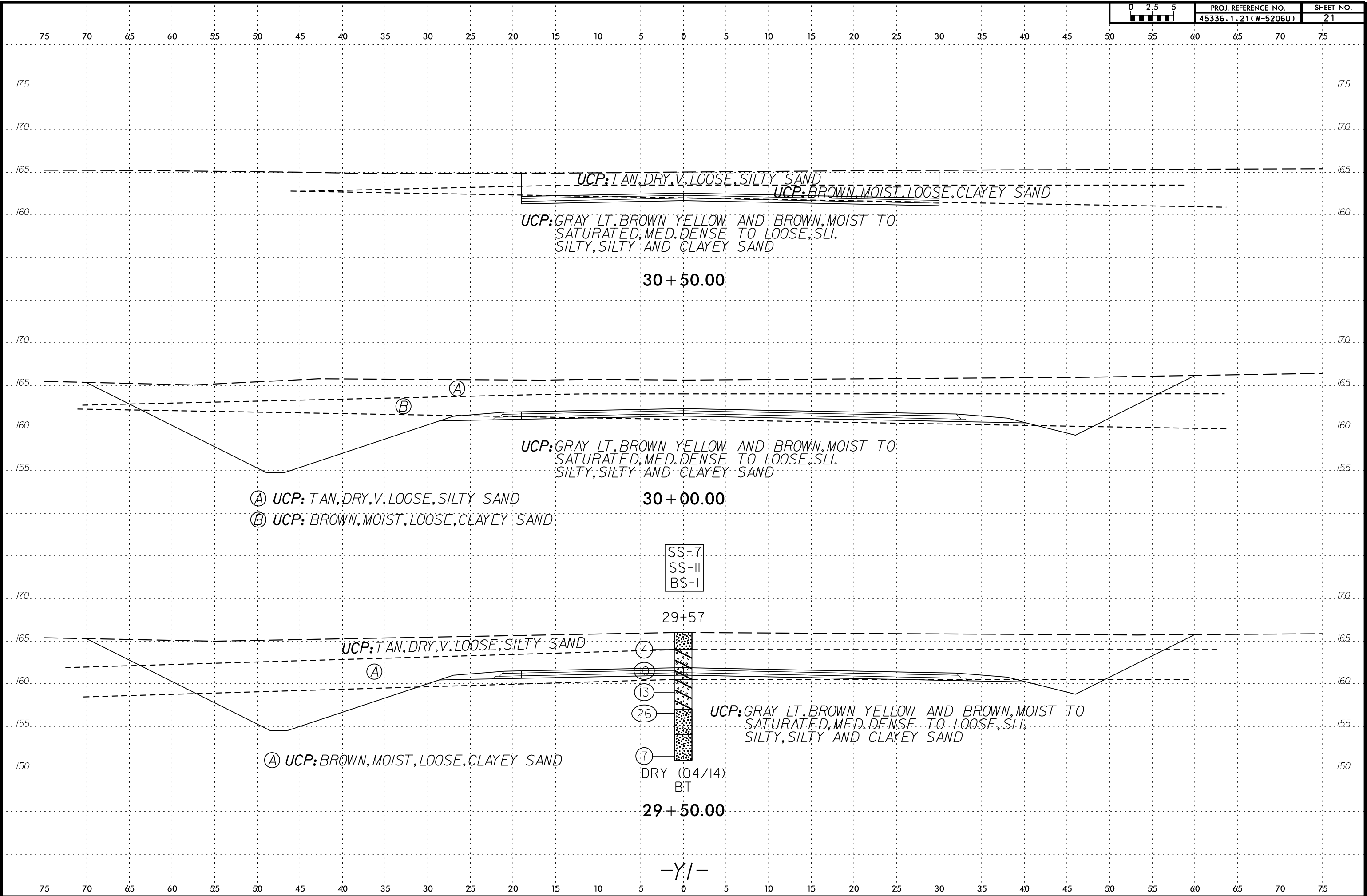


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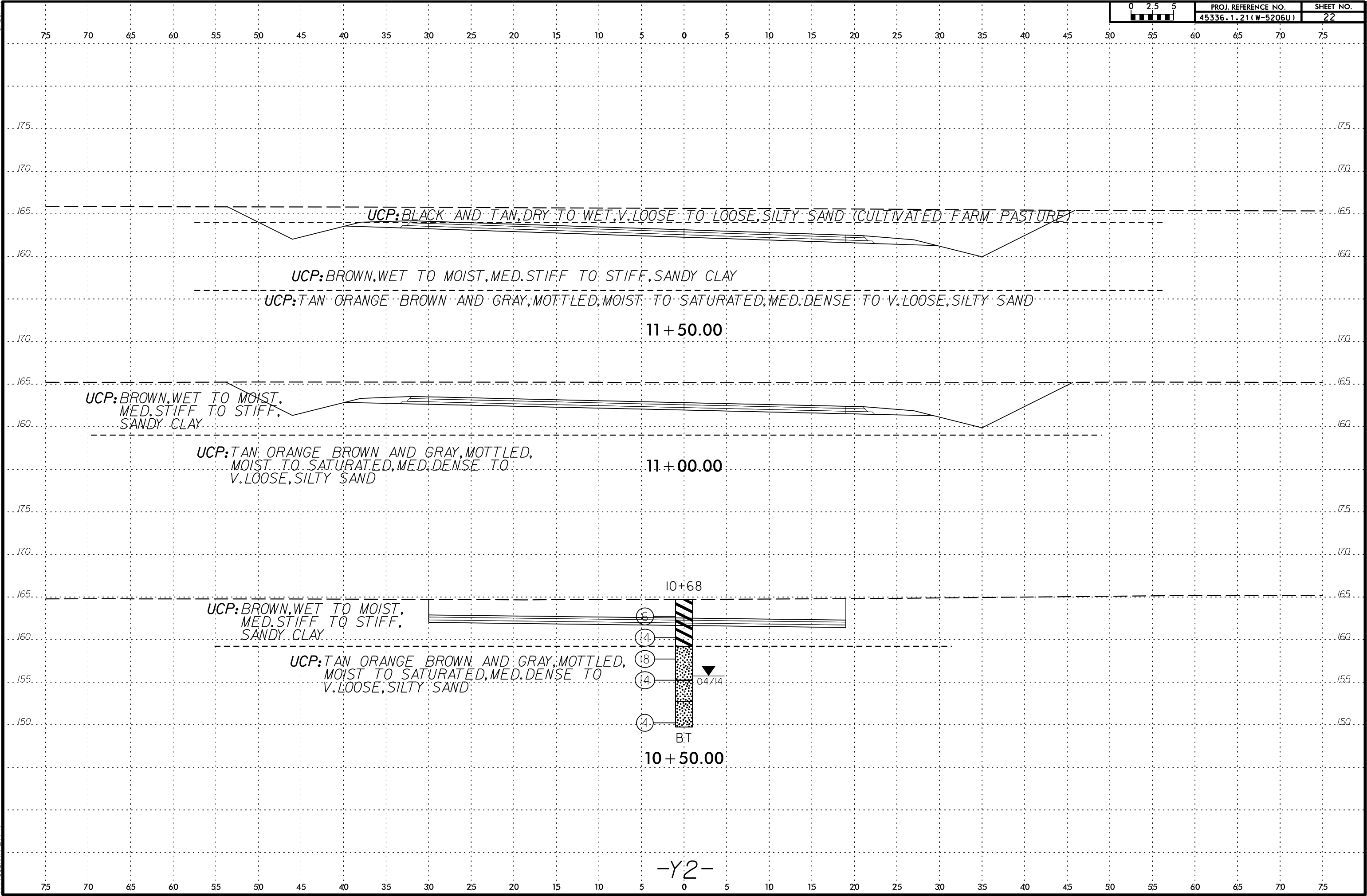


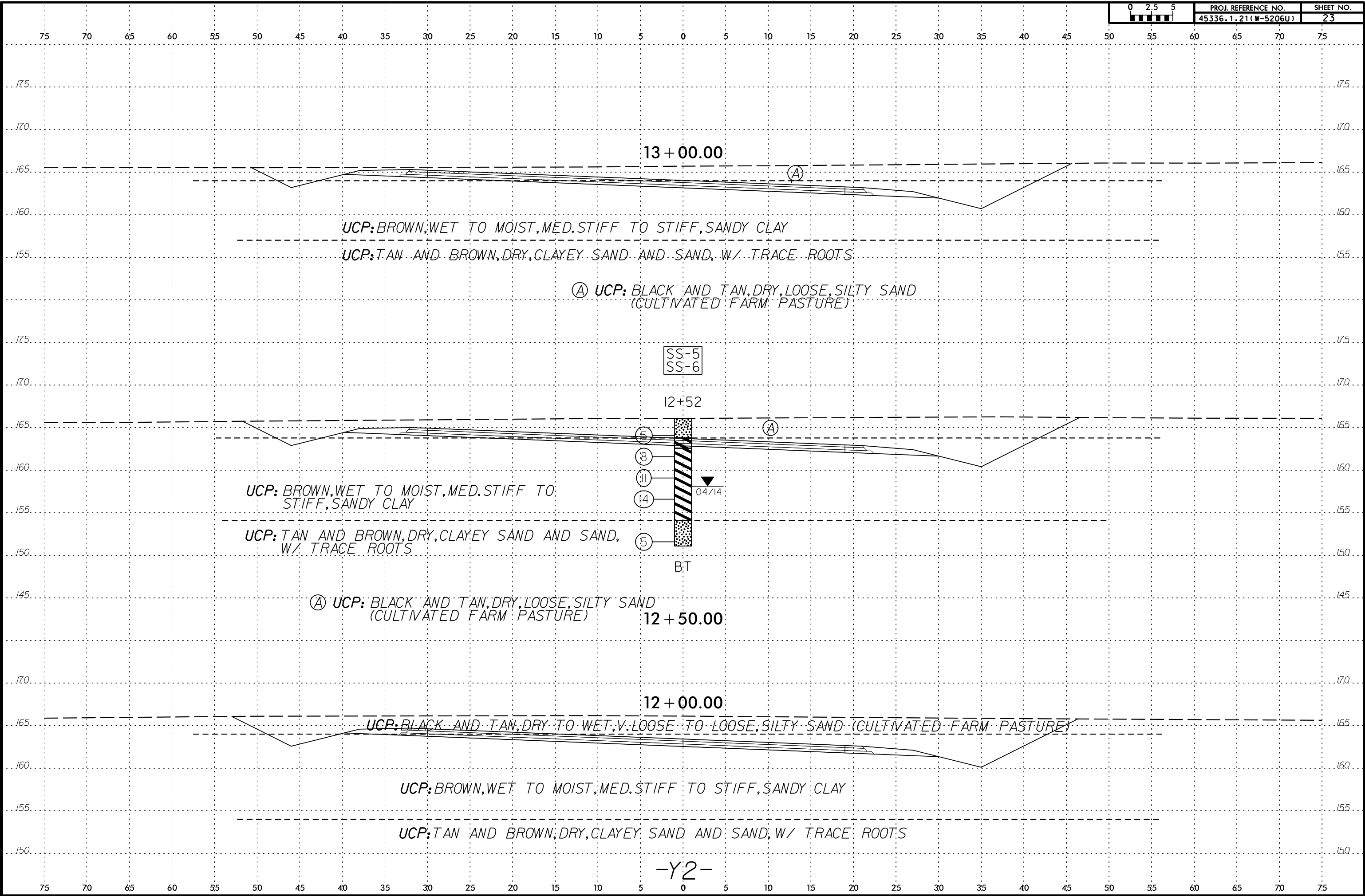
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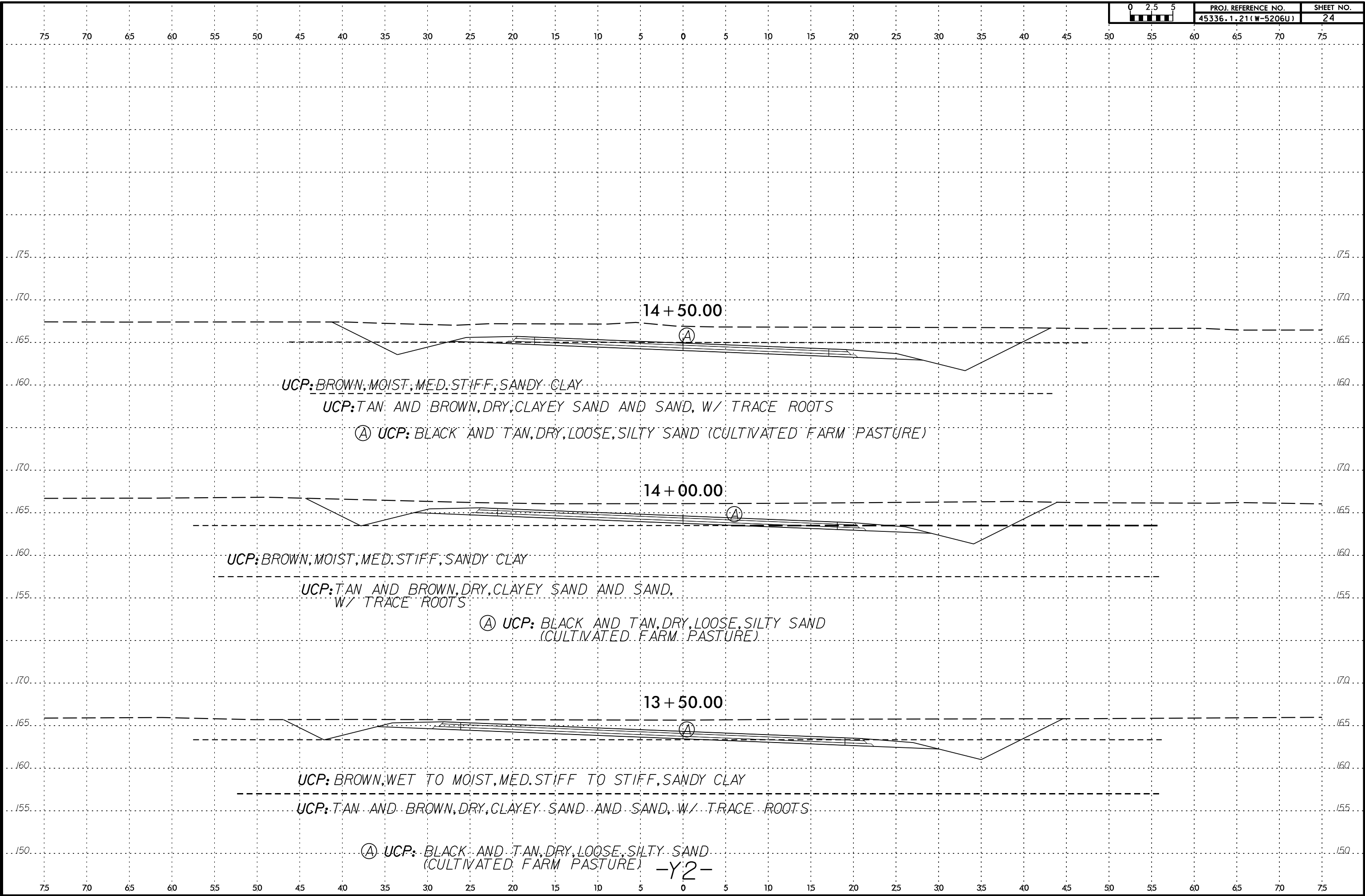




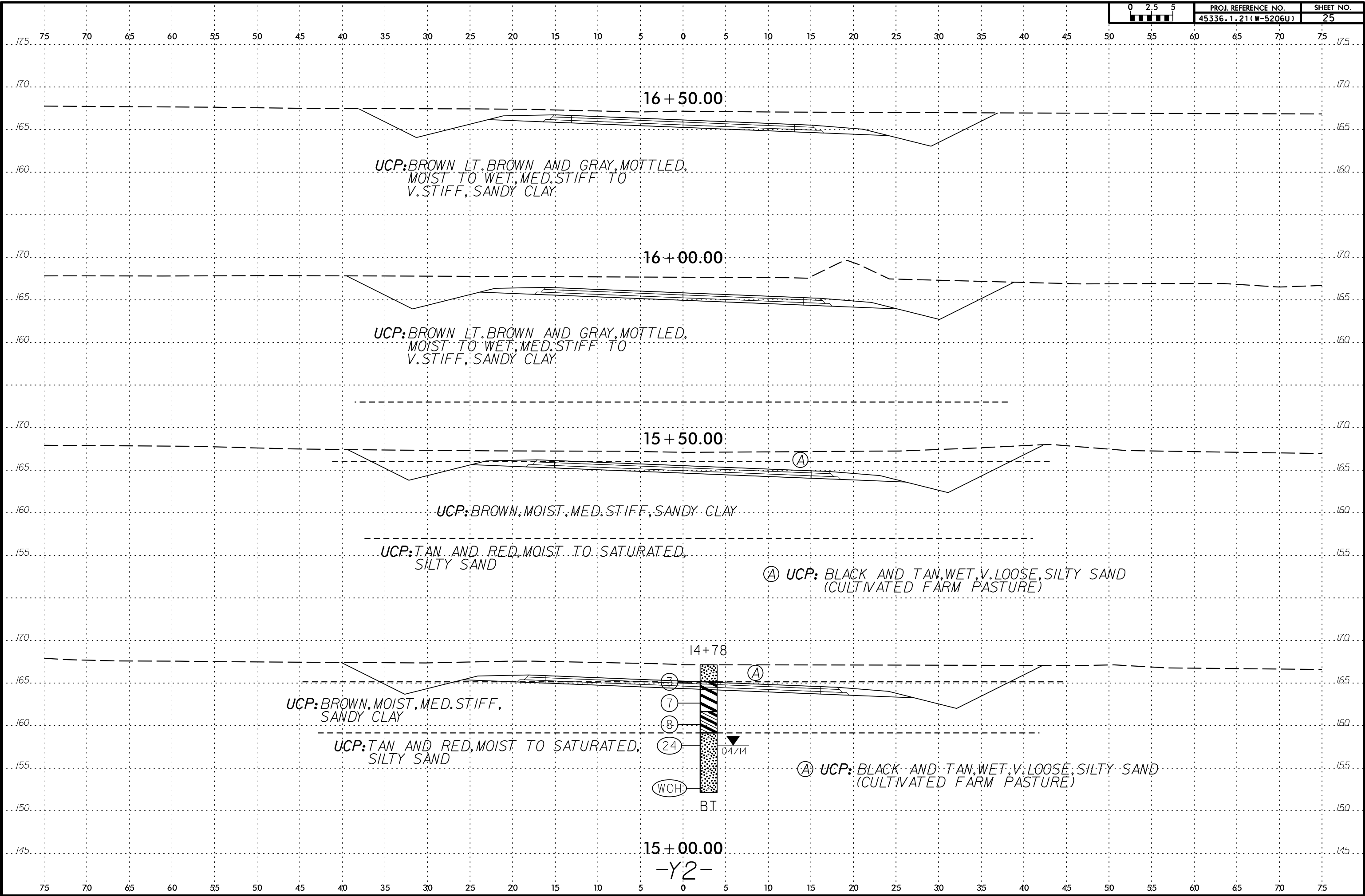
8/23/99



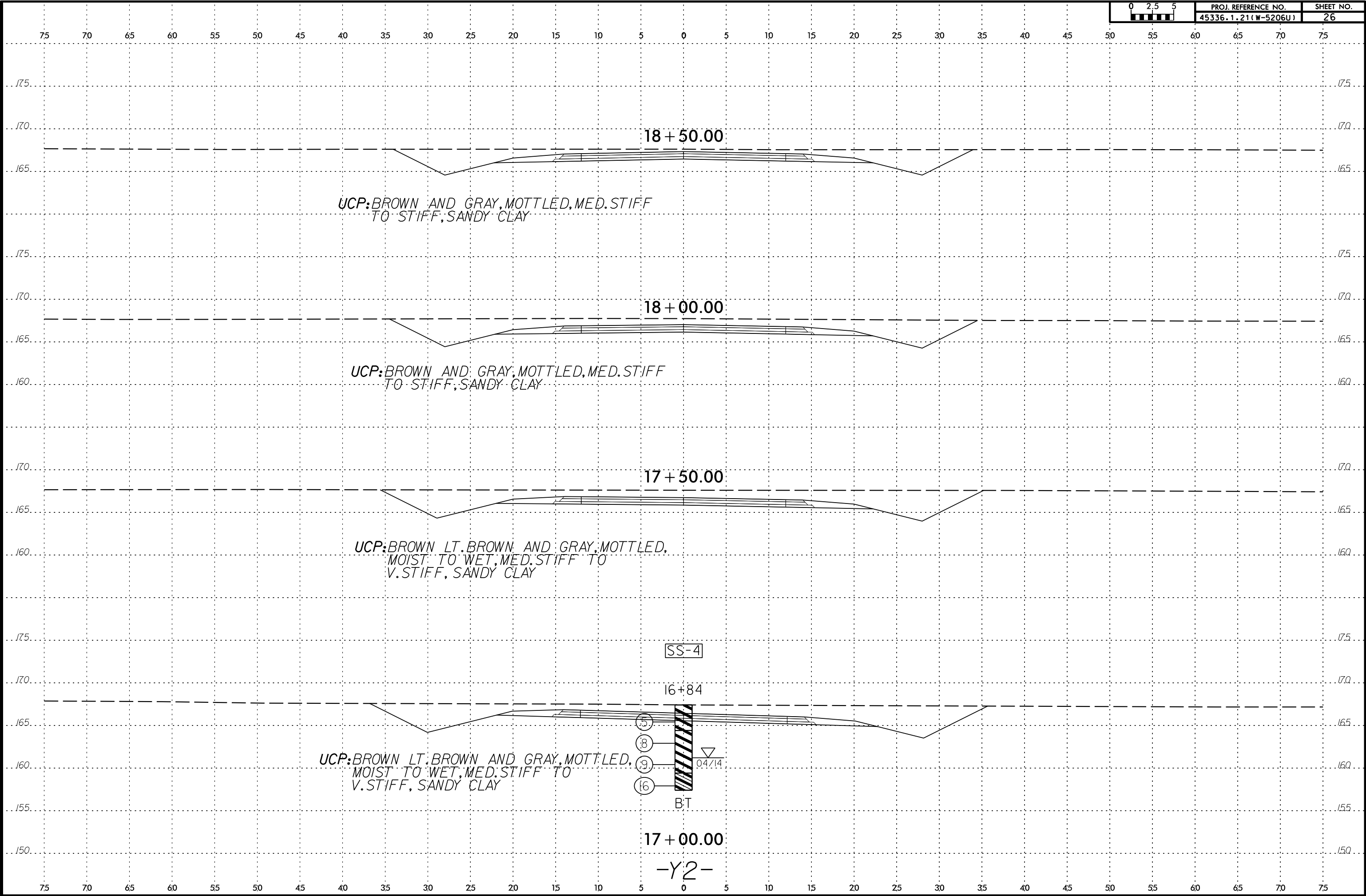




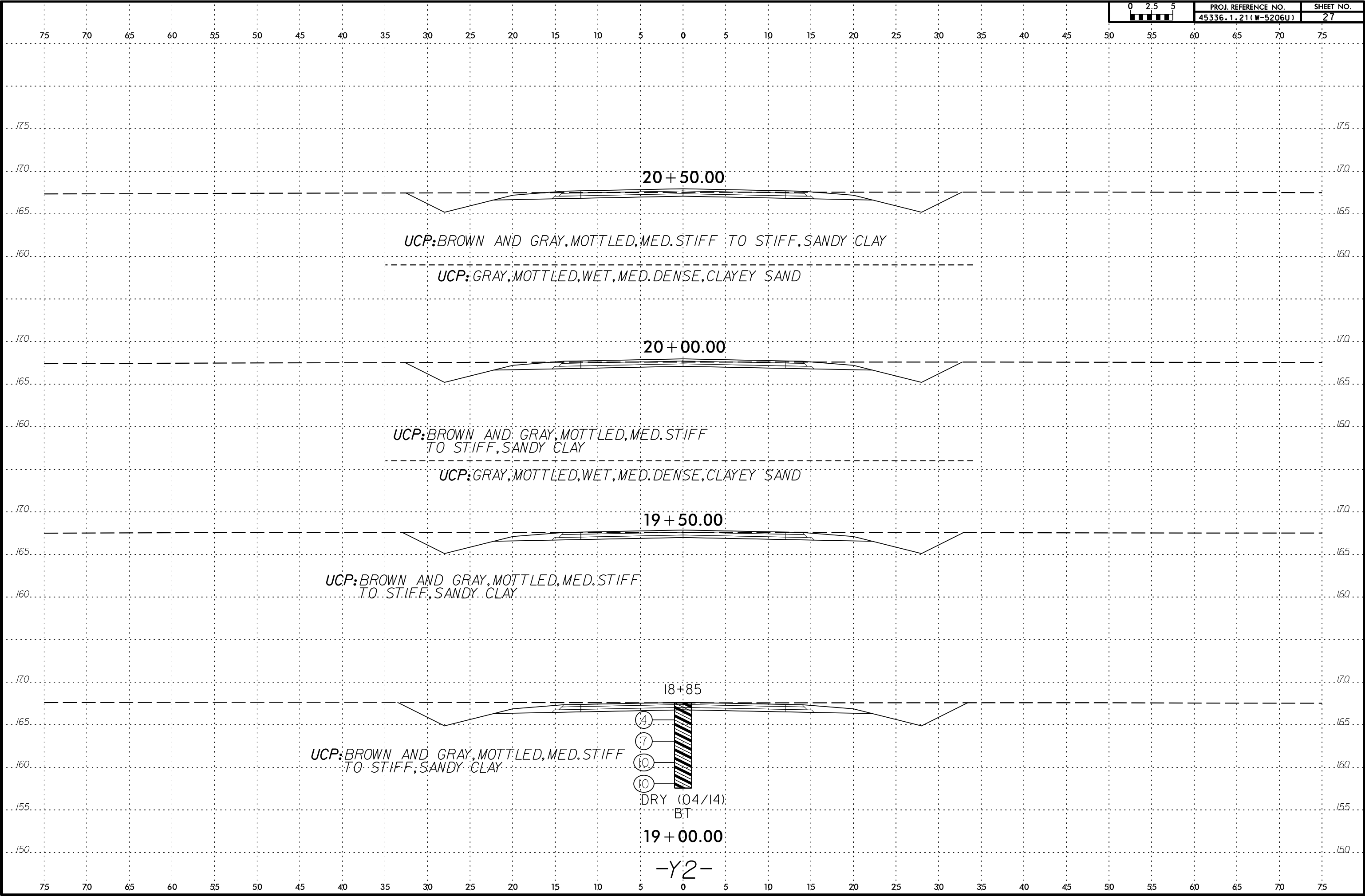
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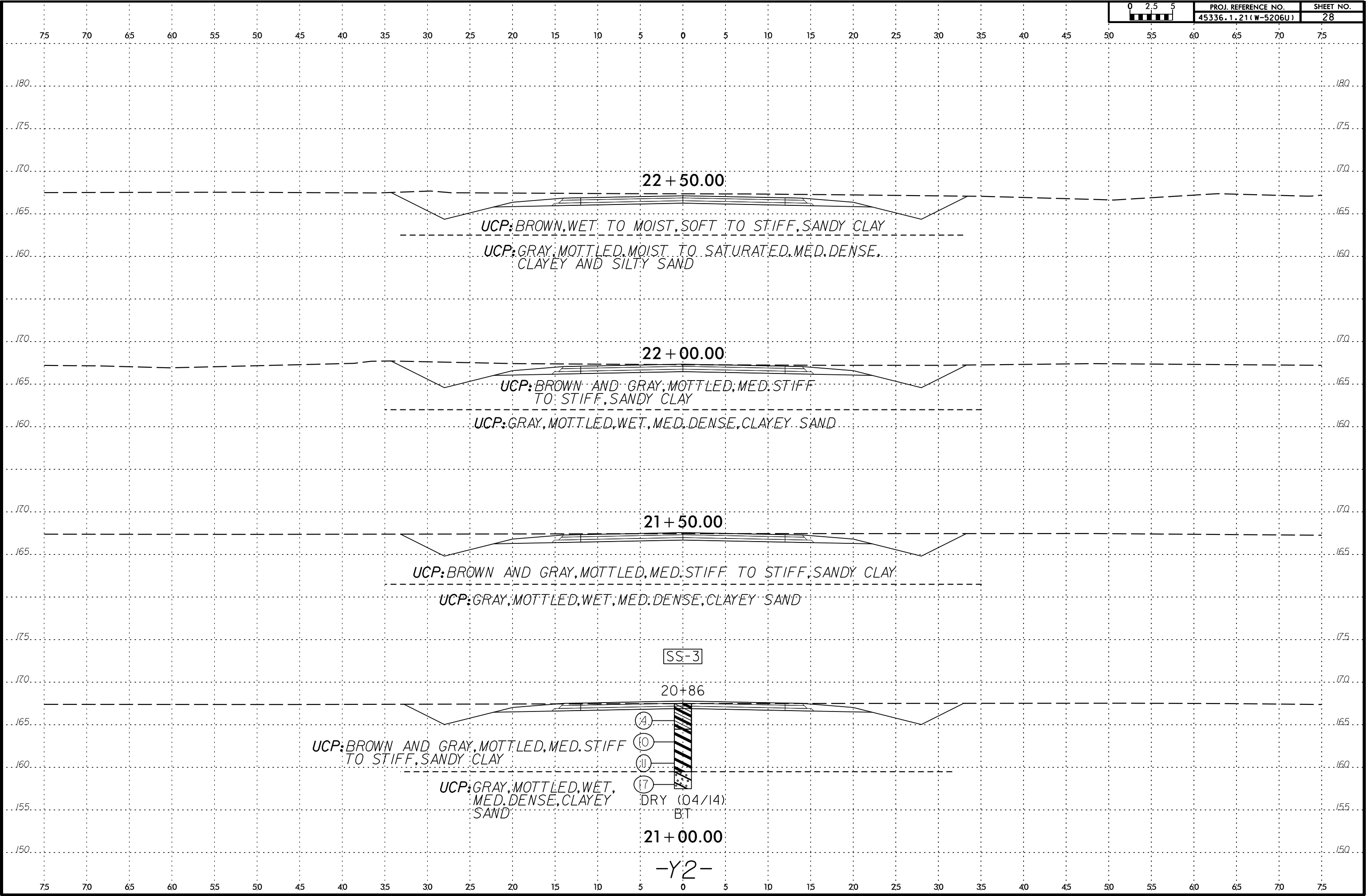


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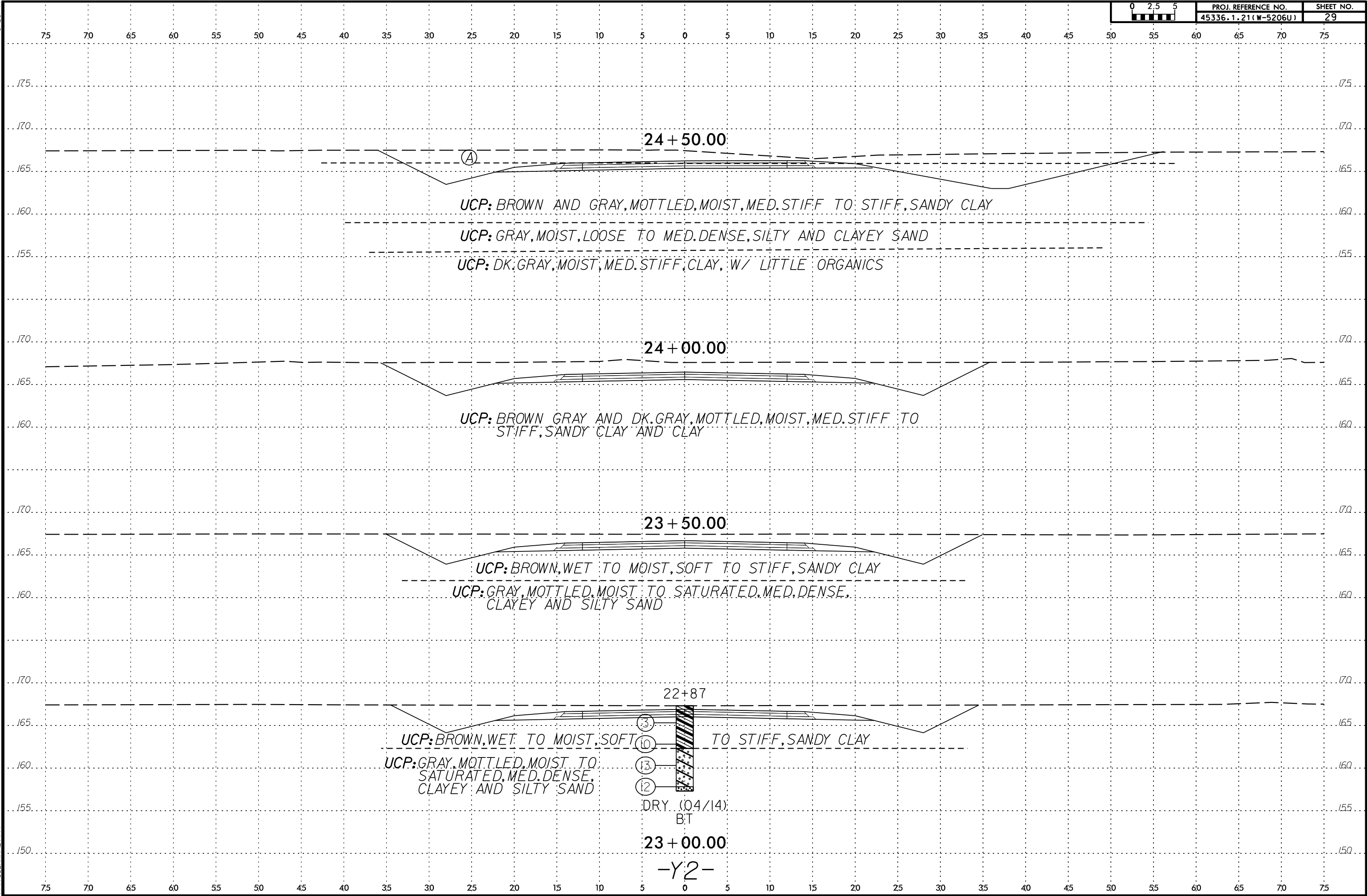


SECTION 18+50.00 TO 17+00.00
USER NAME

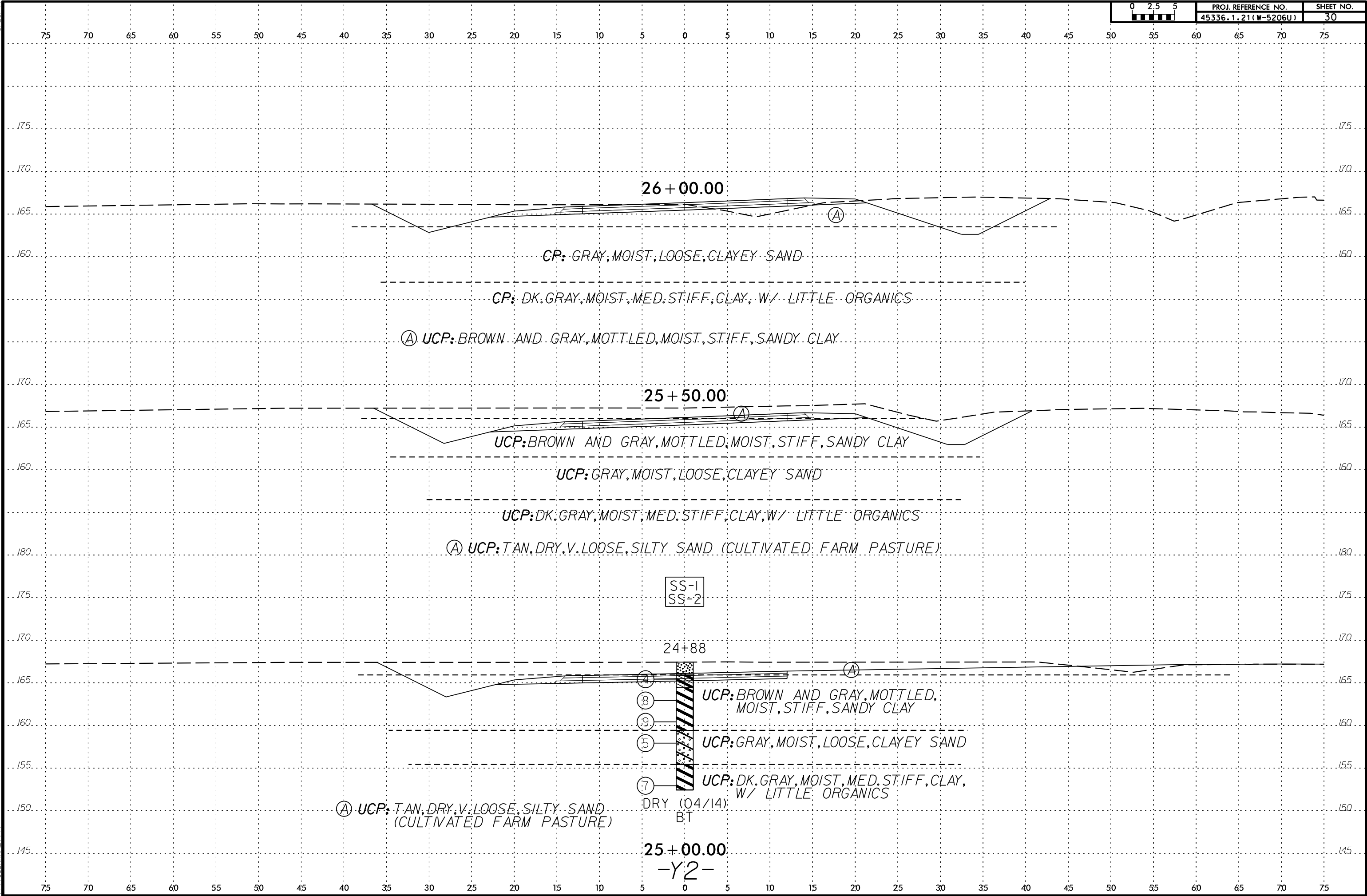




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AASHTO SOIL CLASSIFICATION AND GRADATION SHEET

SR 2252 (CHICKEN FOOT RD) AND SR 2242 (BRAXTON RD) AND SR 2238 (SANDHILL RD)

WBS: 45336.1.21, TIP NO.: W-5206U

CUMBERLAND COUNTY, NORTH CAROLINA

FALCON ENGINEERING, INC. PROJECT NO: G13072.00

BORING		SAMPLE	TOTAL SAMPLE			Atterberg Limit Test Results			Natural Moisture Content	Organic Content	Corrected CBR @ 0.1"	Optimum Water Content	Max. Dry Density
AASHTO Classification			PERCENT PASSING									Optimum Water Content	Max. Dry Density
STATION	OFFSET (FEET)	DEPTH (FEET)	#10	#40	#200	LL	PL	PI	%	%		%	PCF
Y2_2488		SS-1	100	86	44	39	15	24	20.6	-	-	-	-
A-6													
24+88, -Y2-	CL	1.5 - 2.5											
Y2_2488		SS-2	-	-	-	-	-	-	36.7	7.1	-	-	-
A-7-6*													
24+88, -Y2-	CL	13.5-15.0											
Y2_2086		SS-3	100	86	40	38	19	19	20.1	-	-	-	-
A-6													
20+86, -Y2-	CL	1.0-2.5											
Y2_1684		SS-4	100	89	54	48	21	27	24.1	-	-	-	-
A-7-6													
16+84, -Y2-	CL	1.0-2.5											
Y2_1252		SS-5	100	86	28	15	0	NP	12.9	-	-	-	-
A-2-4													
12+52, -Y2-	CL	1.0 - 2.3											
Y2_1252		SS-6	100	90	57	50	17	33	20.6	-	-	-	-
A-7-6													
12+52, -Y2-	CL	3.5-5.0											
Y1_2957		SS-7	100	75	28	18	15	3	10.3	-	-	-	-
A-2-4													
29+57, -Y1-	CL	1.0 - 2.0											
Y1_2048		SS-8	100	92	26	24	18	6	13.7	-	-	-	-
A-2-4													
20+48, -Y1-	1' RT	1.0 - 2.2											
Y1_2048		SS-9	100	96	35	48	20	28	19.1	-	-	-	-
A-2-7													
20+48, -Y1-	1' RT	4.0 - 5.0											
Y1_1746		SS-10	-	-	-	-	-	-	11.2	1.4	-	-	-
A-2-4*													
17+46, -Y1-	34' LT	1.0 - 2.5											
Y1_2957		SS-11	100	71	33	48	26	22	12.7	-	-	-	-
A-2-7													
29+57, -Y1-	CL	3.5 - 5.0											
Y1_2757		SS-12	100	82	38	26	15	11	14.0	-	-	-	-
A-6													
27+57, -Y1-	CL	3.5 - 5.0											
Y1_2290		S-1	-	-	12	-	-	-	19.7	0.3	-	-	-
A-2-4*													
22+90, -Y1-	CL	1.0 - 3.0											
Y1_2474		S-2	-	-	4	-	-	-	44.5	2.7	-	-	-
A-2-4*													
24+74, -Y1-	CL	0.8 - 2.8											
Y1_2957		BS-1	-	-	28	18	15	3	10.3	-	22.2	11.2	121.1
A-2-4													
29+57, -Y1-	CL	0 - 3.0											
Y1_2048		BS-2	-	-	26	24	18	6	13.7	-	18.2	13.0	114.3
A-2-4													
20+48, -Y1-	1' RT	0 - 3.0											

SIGNATURE

105-03-0803

Notes: LL = Liquid limit
PL = Plastic limit
PI = Plasticity index = LL - PL

*Based on visual classification only

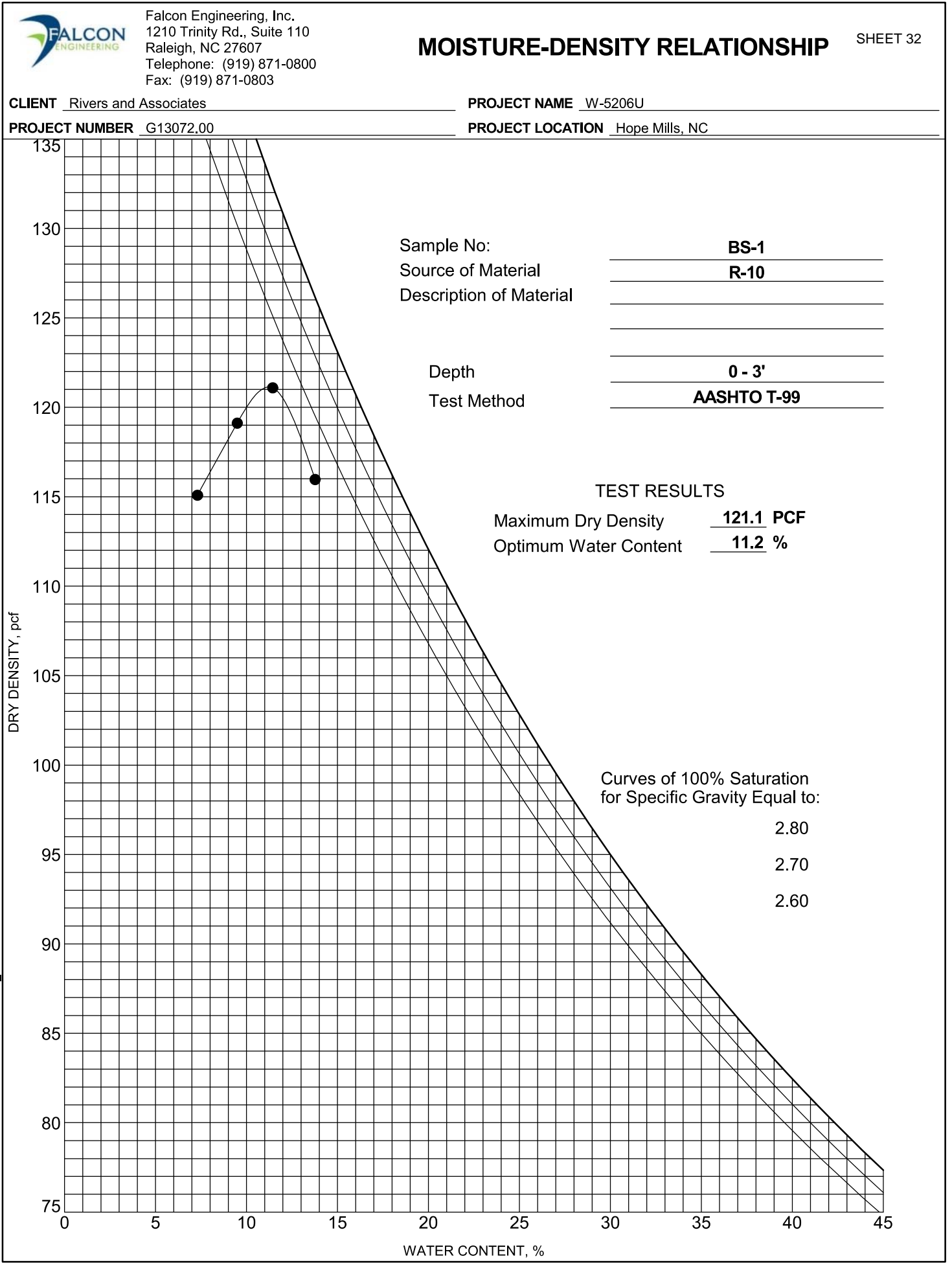
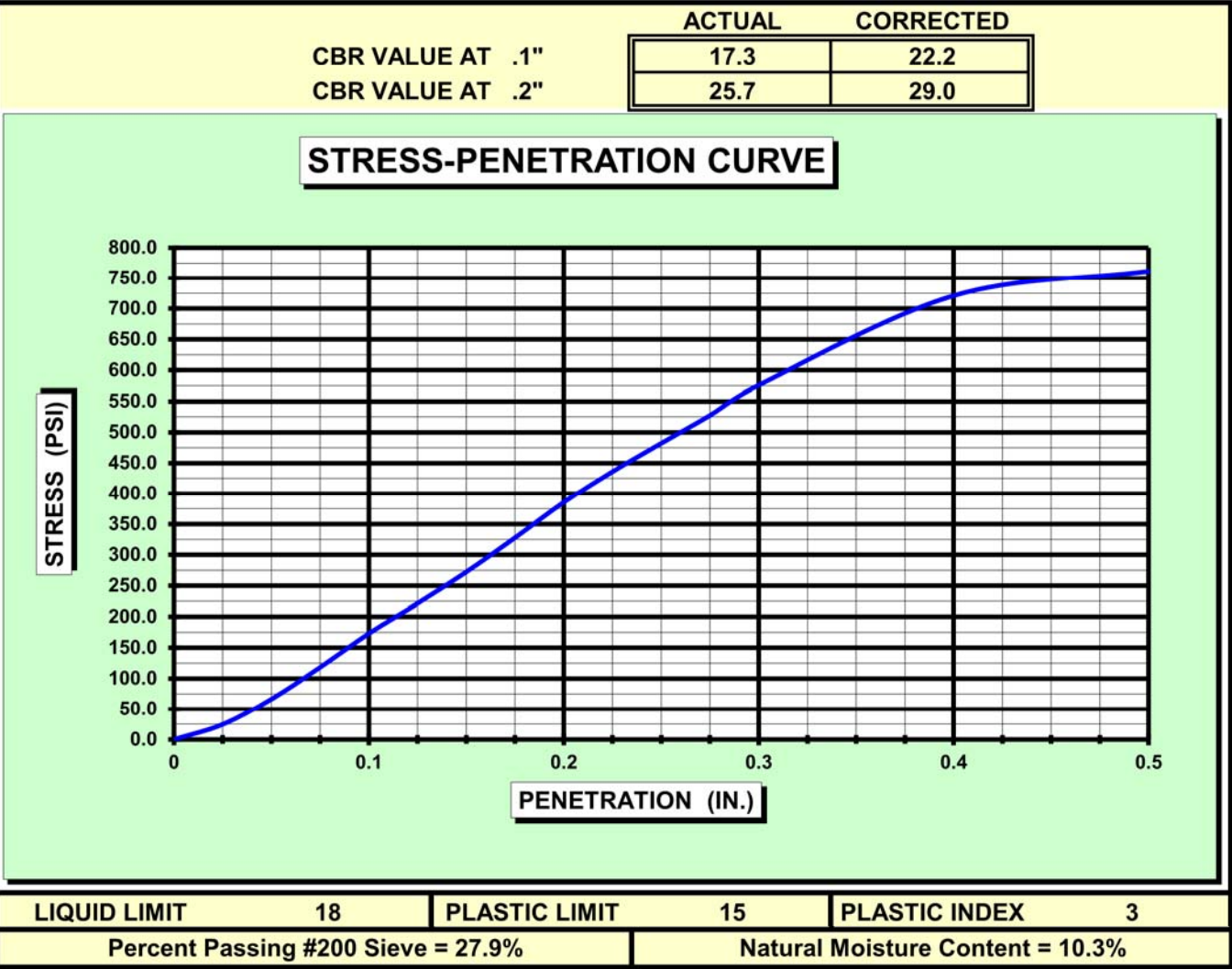
CBR (CALIFORNIA BEARING RATIO) OF LABORATORY COMPACTED SOIL

AASHTO T-193 \ ASTM D-1883

PROJECT #:	G13072.00	DATE:	5/5/2014
PROJECT NAME:	W-5206U		
BORING:	R-10	SAMPLE:	BS-1
DEPTH:	0-3'		

SOIL DESCRIPTION:

COMPACTION METHOD	AASHTO T99	SOAK	96 HRS.
MAXIMUM DRY DENSITY	121.1 PCF	STRAIN RATE	.05 IN / MIN.
OPTIMUM MOISTURE CONTENT	11.2%	LOAD CELL	2500LB
TEST DATA		SURCHARGE WEIGHT	10 lb.
DRY DENSITY	118.3 PCF	SURCHARGE PER SQUARE FOOT	51 lbs/sq.ft.
MOISTURE CONTENT	10.5%	FINAL MOISTURE CONTENT	N/A
PERCENT COMPACTION	97.7%	SWELL	-0.02%



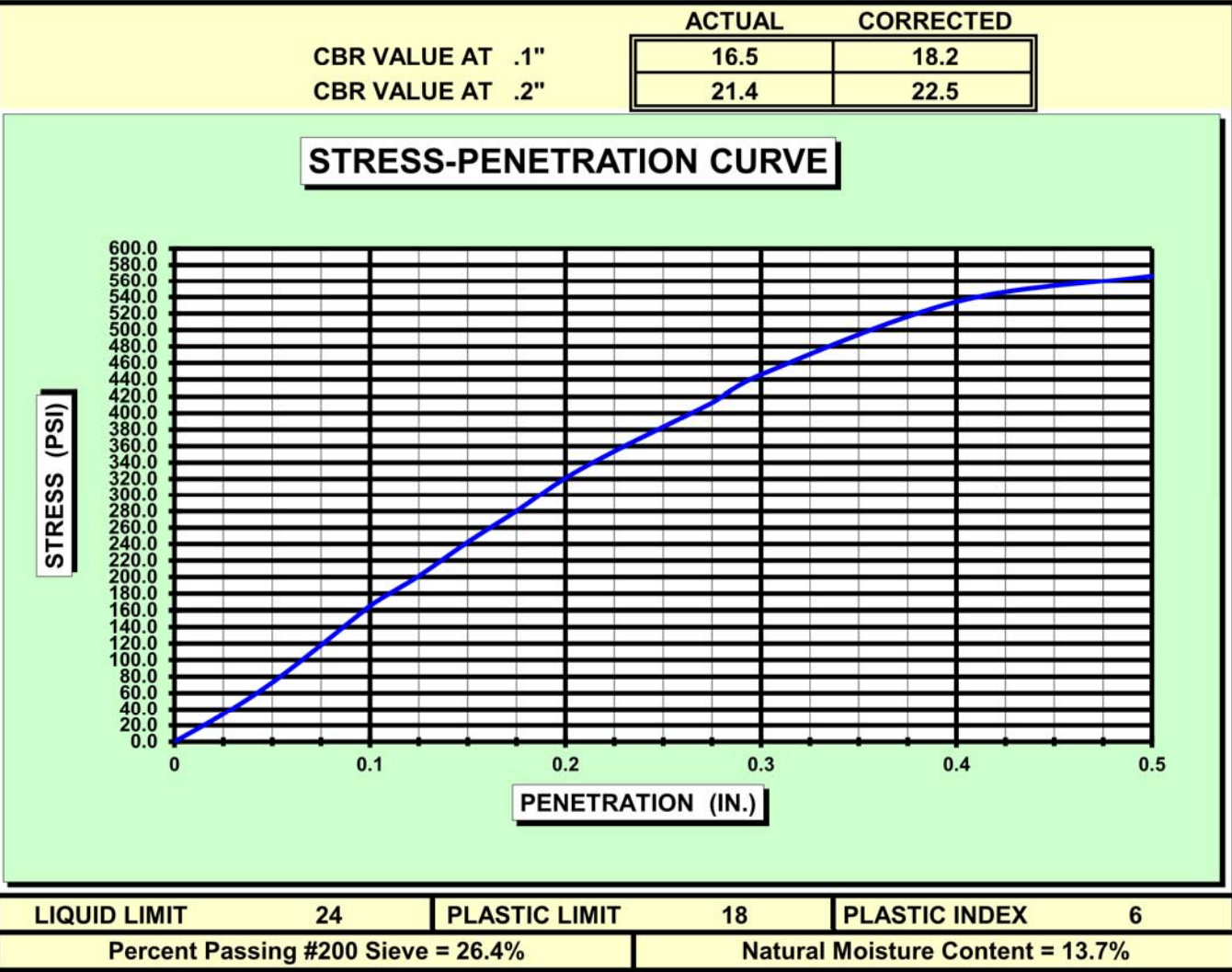
CBR (CALIFORNIA BEARING RATIO) OF LABORATORY COMPACTED SOIL

AASHTO T-193 \ ASTM D-1883

PROJECT #:	G13072.00	DATE:	5/5/2014
PROJECT NAME:	W-5206U		
BORING:	R-15	SAMPLE:	BS-2
DEPTH:	0-3'		

SOIL DESCRIPTION:

COMPACTION METHOD	AASHTO T99	SOAK	96 HRS.
MAXIMUM DRY DENSITY	114.3 PCF	STRAIN RATE	.05 IN / MIN.
OPTIMUM MOISTURE CONTENT	13.0%	LOAD CELL	2500LB
TEST DATA		SURCHARGE WEIGHT	10 lb.
DRY DENSITY	109.5 PCF	SURCHARGE PER SQUARE FOOT	51 lbs/sq.ft.
MOISTURE CONTENT	13.0%	FINAL MOISTURE CONTENT	N/A
PERCENT COMPACTION	95.8%	SWELL	0.02%



Falcon Engineering, Inc.
1210 Trinity Rd., Suite 110
Raleigh, NC 27607
Telephone: (919) 871-0800
Fax: (919) 871-0803

MOISTURE-DENSITY RELATIONSHIP

CLIENT	Rivers and Associates	PROJECT NAME	W-5206U
PROJECT NUMBER	G13072.00	PROJECT LOCATION	Hope Mills, NC

