GDOT ARCHAEOLOGICAL SHORT FORM FOR NEGATIVE FINDINGS

Phase 1 Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.

Report Title:___________________________________________________________________________________
Prime Consultant:_______________________________________________________________________________
Sub Consultant:_________________________________________________________________________________
GDOT Project No.:_________________________________ P.I. No.:______________________________________
GA SHPO HP#:____________________________________
Draft Report Submitted on:________/________/________

PROJECT LOCATION AND AREA OF POTENTIAL EFFECT
County(ies):
  Jackson and Franklin
USGS Quadrangle(s):
  Apple Valley, Homer, Ashland, and Martin, GA; UTM Zone 17

Project Description:
  See attached sheet.

Area of Potential Effect (APE):
  The APE falls completely within the existing right-of-way of each road that crosses I-85 (Plainview Road, Neal Road, Cedar Ridge Road, Old Stage Coach Road, and Brown Road). The APE is 500 feet extending from each end of the bridge span over Interstate (I-) 85, and ranges in width from 30 feet to 100 feet. Per a personal e-mail communication with Heather Mustonen an ESC was waived on January 12, 2017.
SURVEY CONDITIONS

Soil Descriptions:
See attached sheet.

Topography:
Each road was on a ridge. The ground was level, but at times road berms sloped downhill away from the road. This slope was quite steep, especially near the bridge crossings. The topography has been heavily modified by construction.

Land Use/Vegetation/Ground Cover:
The land use around each road was either for residential, agricultural, or industrial purposes. There were paved turning lanes and driveways, along with gravel roads and gravel lot areas. The vegetation consisted of maintained grass with small secondary growth along the edge of existing ROWs. Most of the ground surface was covered in grass, secondary vegetation, pine straw, or gravel.

Survey Limitations and Disturbance(s):
The survey area was highly disturbed by grading and road construction. Portions of the survey area also contained driveways, side roads, buried utilities, gravel, and commercial landscaping.

Survey Methods:
See attached sheet.

No. of STs: 99 No. of Transects: 20

☐ This archaeological survey included all areas of the APE and an additional 100 foot expanded survey corridor.
☒ This archaeology survey covers the APE only and does not require the survey of the additional 100 foot expanded corridor.

ARCHAEOLOGICAL BACKGROUND RESEARCH

Previously Recorded Sites:
See attached sheet.

Previous Surveys:
See attached sheet.

Ref:
See attached sheet.

ATTACHMENT CHECKLIST
☒ 1. Project Location Map
☒ 2. USGS Topographic Map
☒ 3. References Cited
☒ 4. VITA
☒ 5. Photograph(s)
☒ 6. Field Notes
CONSULTANT INFORMATION
Archaeological Consultant: Edwards-Pitman Environmental, Inc.
Address: 1250 Winchester Parkway, Suite 200, Smyrna, Georgia 30080

Phone No.: 678-932-2220
Principal Investigator: Lynn M. Pietak
Project Archaeologist: Duncan Balinger

CONSULTANT CERTIFICATION
I, the Principal Investigator: Lynn M. Pietak. do hereby certify that the Area of Potential Effect (as described on Page 1 of this form) for GDOT Project P.I. No. 0015436 has been thoroughly surveyed for archaeological resources and that no such resources were located or identified.

PI Signature: Lynn Marie Pietak
Comments:

REVIEW
GDOT Archaeologist: Rodney J. Perine Date: 04/06/2017
Comments:

Draft Accepted as Final [X]
By agreement, because no archaeological resources were located within the project’s area of potential effect, no signed concurrence from the State Historic Preservation Office is required.

Cc: Dr. David Crass, Director and Deputy SHPO
Mr. Rodney N. Barry, P.E., FHWA (Attn: Aaron Hernandez)
Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, Eastern Band of Cherokee Indians, United Keetoowah Band
Wendy Dyson, Atkins NEPA Planner
Phase 1 Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia. P.I. No. 0015436 and HP No. 170221-007.

Project Description:
The proposed project, P.I. No. 0015436, would replace five overpass bridges on I-85 in Jackson and Franklin counties (Figure 1). The proposed bridge spans would be able to accommodate four future travel lanes with 12 foot inside shoulders and 14 foot outside shoulders in each direction of travel on I-85. All bridge replacements would be within existing ROW and utilize off-site detours.

- The Plainview Road bridge over I-85 in Jackson County (Structure ID 157-0022-0) was built in 1963. The existing structure is a two-lane overpass with no sidewalk. The existing bridge is structurally deficient and functionally obsolete, with a sufficiency rating of 44.2. Due to the structural integrity of the bridge, replacement is recommended. The existing bridge dimensions are 261 feet by 30 feet, the proposed bridge replacement would be 261 feet by 33.25 feet.

- The Neal Road bridge over I-85 in Franklin County (Structure ID 119-0025-0) was built in 1962. The existing structure is a two-lane overpass with an unpaved road leading up to the bridge in both directions. Although the existing bridge has a sufficiency rating of 76.2, its design is functionally obsolete. Replacement is recommended. The existing bridge dimensions are 292 feet by 31.3 feet, the proposed bridge replacement would be 292 feet by 31.25 feet.

- The Cedar Ridge Road bridge over I-85 in Franklin County (Structure ID 119-0035-0) was built in 1962. The existing structure is a two-lane overpass with no sidewalk. The existing bridge has a sufficiency rating of 69.6. Due to the structural integrity of the bridge, replacement is recommended. The existing bridge dimensions are 277 feet by 31.9 feet, the proposed bridge replacement would be 277 feet by 33.25 feet.

- The Old Stage Coach Road bridge over I-85 in Franklin County (Structure ID 119-0023-0) was built in 1962. The existing structure is a two-lane overpass with no sidewalk. Although the existing bridge has a sufficiency rating of 75.5, its design is functionally obsolete. Replacement is recommended. The existing bridge dimensions are 281 feet by 32 feet, the proposed bridge replacement would be 281 feet by 31.25 feet.

- The Brown Road bridge over I-85 in Franklin County (Structure ID 119-0017-0) was built in 1961. The existing structure is a two-lane overpass with no sidewalk. Although the existing bridge has a sufficiency rating of 61.4, its design is functionally obsolete. Replacement is recommended. The existing bridge dimensions are 264 feet by 30 feet, the proposed bridge replacement would be 264 feet by 33.25 feet.
Soil Descriptions:
Since all of the survey areas were within the existing ROW, the soils were highly disturbed. According to Web Soil Survey, the soil within each bridge survey area varies; however, the most consistent classification was Cecil sandy loam or Cecil sandy clay loam (USDA 2017). Cecil sandy loam or Cecil sandy clay loam typically has 0-15 centimeters of a sandy loam or a sandy clay loam over a clay or sandy clay. A typical soil profile consisted of 0-10 centimeters of a 10 YR 4/3 brown sandy clay loam/sandy loam underlain by 2.5 YR 4/8 red sandy clay fill with gravel.

Survey Methods:
The systematic survey for each of the five bridges included four transects for each bridge, one on either side of the road on each side of the bridge (Figures 3a, 4a, 5a, 6a, and 7a). Each transect consisted of five shovel tests each at 30-meter intervals, each 30 centimeters in diameter. Shovel tests were excavated to sterile clay subsoil or to at least 80 centimeters below ground surface. Shovel tests were excavated to an average depth of 15 to 20 centimeters below surface. All soils were screened through 1/4 inch hardware mesh. Unexcavated shovel tests were due to pavement or excessive slope. There were no shovel tests excavated within the interstate portion of the survey areas due to the disturbance from road construction and pavement.

Previously Recorded Sites:
A review of the Georgia Archaeological Site File (GASF) at the University of Georgia indicated that there are no previously recorded sites within the survey area of the five bridges. There were 5 previously recorded sites within a 1-kilometer radius of the survey areas (Table 1). There were four sites within 1-kilometer of Plainview Road (Figure 3b). These sites are found clustered around an old dirt road and Dry Pond Road around 700 meters southwest of the survey area of the Plainview Road bridge. The four sites are 9JK308, 9JK309, 9JK310, and 9JK311 and they are all historic 19th-20th century house sites with either evidence of standing structures or some that were still standing as well as chimney falls (GASF 2017a, 2017b, 2017c, 2017d). They were all recommended ineligible for the National Register of Historic Places (NRHP).

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<td>Precontact component</td>
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<td>Historic House Site</td>
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</tbody>
</table>
Previous Surveys:

There were three previous surveys conducted within 1 kilometer of the survey areas. The Plainview Road bridge crossing over I-85 was previously surveyed in 1996 (Figure 3b) for repainting and construction within the ROW of the bridge (Entorf and Fleming 1996). There was also a previous survey conducted in 2002 by GDOT archaeologists to widen and reconstruct a portion of I-85 (McIntosh and Duff 2002). The survey included a 46.9 mile long portion of I-85 in Barrow, Jackson, Banks, and Franklin counties. This intersects with the Plainview Road, Neal Road, Cedar Ridge Road, Old Stage Coach Road and Brown Road APEs (Figures 3b, 4b, 5b, 6b, and 7b). Additionally, another survey was conducted in 2006 intersecting the APE along Plainview Road (Figure 3b). The survey was conducted by Edwards-Pitman Environmental, Inc. to widen and reconstruct a portion of I-85 spanning from SR 11 in Jackson County to SR 15/US 411 in Banks County (Pietak and Quirk 2006). No sites were found.

References Cited

Entorf, Bob and Sherry Fleming
1996 Archaeological Assessment of Project IM-STP-00MS(199), Jackson/Walton Counties, P.I. No. 171405. Georgia Department of Transportation. Interdepartment Correspondence. Office of Environment/Location, Atlanta, Georgia. GASF Report No. 8374.

Georgia Archaeological Site File (GASF)
2017a Site 9JK308. Georgia Archaeological Site Form, on file at the Georgia Archaeological Site File, Department of Anthropology, University of Georgia, Athens, Georgia.
2017b Site 9JK309. Georgia Archaeological Site Form, on file at the Georgia Archaeological Site File, Department of Anthropology, University of Georgia, Athens, Georgia.
2017c Site 9JK310. Georgia Archaeological Site Form, on file at the Georgia Archaeological Site File, Department of Anthropology, University of Georgia, Athens, Georgia.
2017d Site 9JK311. Georgia Archaeological Site Form, on file at the Georgia Archaeological Site File, Department of Anthropology, University of Georgia, Athens, Georgia.

McIntosh, Paul and Eric Anthony Duff
2002 Archaeological Assessment of Projects NH-IM-2(166-174), Barrow, Jackson, Banks, and Franklin Counties. Georgia Department of Transportation. Interdepartment Correspondence, Office of Environment/Location, Atlanta, Georgia. GASF Report No. 4688.

United States Dept. of Agriculture (USDA)
Pietak, Lynn M., and Phillip Quirk

Webb, Paul A.
Figure 1. Project Location Map
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: GDOT County Highway Maps
Figure 2a. USGS Topographic Map of Plainview Road
Phase I Archaeological Survey of Five I-85
Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: USGS Quadrangle: Apple Valley, GA; UTM Zone 17
Figure 2b. USGS Topographic Map of Neal Road
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: USGS Quadrangle: Homer, GA; UTM Zone 17
Figure 2d. USGS Topographic Map of Old Stage Coach Road
Phase 1 Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: USGS Quadrangle: Martin, GA; UTM Zone 17
Figure 2e. USGS Topographic Map of Brown Road
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: USGS Quadrangle: Martin, GA; UTM Zone 17
Figure 3a. Phase I Archaeological Survey of Plainview Road
Structure ID 157-0022-0
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007

Source: ESRI USA Topo Maps
Figure 3b. Previous Survey around Plainview Road
Structure ID 157-0022-0
Phase I Archaeological Survey of Five I-85
Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI World Imagery 2006
Figure 4a. Phase I Archaeological Survey of Neal Road
Structure ID 119-0025-0
Phase I Archaeological Survey of Five I-85
Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI USA Topo Maps
Figure 4b. Previous Survey around Neal Road
Structure ID 119-0025-0
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI World Imagery 2006
Figure 5a. Phase I Archaeological Survey of Cedar Ridge Road
Structure ID 119-0035-0
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI World Imagery 2006
Figure 5b. Previous Survey around Cedar Ridge Road
Structure ID 119-0035-0
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI World Imagery 2006
Figure 6a. Phase I Archaeological Survey of Old Stage Coach Road
Structure ID 119-0023-0
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI World Imagery 2006
Figure 6b. Previous Survey around Old Stage Coach Road
Structure ID 119-0023-0
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI World Imagery 2006
Figure 7a. Phase I Archaeological Survey of Brown Road
Structure ID 119-0017-0
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI World Imagery 2006
Figure 7b. Previous Survey around Brown Road
Structure ID 119-0017-0
Phase I Archaeological Survey of Five I-85 Off-System Bridges in Jackson and Franklin Counties, Georgia.
P.I. No. 0015436
HP-170221-007
Source: ESRI World Imagery 2006
Figure 8: Northern end of the survey area on Brown Road, facing south.

Figure 9: Southern end of the survey area on Old Stage Coach Road, facing north.
Figure 10: Northern end of the survey area on Cedar Ridge Road, facing south.

Figure 11: Northwestern end of the survey area on Neal Road, facing southeast.
Figure 12: Southeastern end of the survey area on Plainview Road, facing northwest.
LYNN MARIE PIETAK, PH.D.

POSITION: Archaeology Group Manager

EDUCATION:
- Ph.D. Anthropology (1995)
  University of Virginia
- M.A. Anthropology (1989)
  New York University
- B.A. Anthropology (1983)
  The Johns Hopkins University

CONTINUING EDUCATION:
- Certified by the Register of Professional Archaeologists (1994)

PROFESSIONAL AFFILIATIONS:
- Society for Georgia Archaeology (Board Member 2008-2012)
- Southeastern Archaeological Conference
- Society for Historical Archaeology

EXPERIENCE:
Dr. Pietak serves as the Archaeology Group Manager for the Edwards-Pitman. She has over 30 years of experience and training in historical, prehistoric, and urban archaeology and has conducted many large-scale surveys and testing and excavation projects. Dr. Pietak has worked throughout the Southeast and Middle Atlantic. She has worked with federal, state, and private entities in preparing documents in accordance with Section 106 of the National Historic Preservation Act of 1966.

Prior to joining the firm, Dr. Pietak served in a similar capacity at another firm. Her work as a Senior Archaeologist has involved project management, client and regulatory liaison, fieldwork and laboratory supervision, archival and background research, and coordination with other team members, including environmental and preservation planning staff.

Dr. Pietak has served as Project Manager or Principal Investigator for various transportation and other types of projects, including:

- **Clifton Corridor Phase II, DeKalb & Fulton Counties, GA:** Serving as Archaeology Project Manager for a Phase I survey for a new high capacity transit service for MARTA.
- **Data Recovery at 9CK1, Cherokee County, GA:** Served as Project Manager and Co-Principal Investigator for this large-scale excavation for the SR 372 bridge replacement over the Etowah River.
- **Atlanta BeltLine 22-Mile Loop, Fulton County, GA:** Acted as Archaeology Project Manager for the archaeological resources assessment included with the cultural resources survey report and other documentation for the Tier 1 EIS for MARTA. Additional work is to be undertaken in the near future.
- **Chamblee MARTA Station Pedestrian Improvements, DeKalb County, Georgia:** Acted as Principal Investigator for this Phase I survey for sidewalks around the station.
- **Hartsfield Atlanta International Airport Fifth Runway, Atlanta, GA:** Served as Project Archaeologist with a large team involved in the preparation of a project EIS.
TR 1 ac
TR 2 ES
TR 3 DB
TR 4

TR 1 St 1
0-30 Dark red so, C1 with accent stonework

ST 2
0-8 Dark brown so, C1, Lo (-)+
8-20 red so, se C1
20-30 dark red clay

ST 3
0-9 Dark brown so, C1, Lo (++)
9-18 red-brown so, C1
18-30 dark red clay

ST 4

NTP - Driveway for 361 Brain Rd (+)

TR 5
0-6 Brown so, Lo (++)
6-18 strong brown so, C1 at grade

EOT T81
TR 1
0-20 red-brown Sa C1 (0) -
20-30 red clay
ST 2
0-10 red clay w gravel grade (1)
ST 3
0-20 red clay w gravel (0) +
ST 4
0-8 red-brown sa C1 - 10
5-10 red clay
ST 5
0-15 red clay w dense grade All/stand 1 +

End TR1
TR 2
0-20 Dark brown Sa C1 Lo (0) +
20-35 red clay
ST 2
0-10 red-brown Sa C1 Lo (0) -
10-18 red clay
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<thead>
<tr>
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<th>0-15</th>
<th>Brown Sa Cl Lo (-)</th>
<th>1+</th>
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<td></td>
<td>15-30</td>
<td>Yellowish red mottled red clay</td>
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<tr>
<td></td>
<td>30-40</td>
<td>Dense red Sa Cl</td>
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<table>
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<th>Red-brown Sa Cl Lo (-)</th>
<th>1+</th>
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<td>15-30</td>
<td>Dense red Sa Cl</td>
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<tr>
<td></td>
<td>30-40</td>
<td>Red clay</td>
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<table>
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<th>0-10</th>
<th>Red-brown Sa Cl Lo (-)</th>
<th>1+</th>
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<tbody>
<tr>
<td>10-25</td>
<td>Strong brown Sa Cl</td>
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<table>
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<tr>
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<td>AC</td>
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<td>Red S Sa Cl w/ gravel C1+</td>
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<td>0-25</td>
<td>Mottled gray / red-brown Course Sand (--)</td>
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EOT TR 3
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<td>0-18 red-brown So C1 (−)t</td>
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<tr>
<td>18-25 red clay</td>
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<table>
<thead>
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EOT TR 2

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<table>
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<tbody>
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<td>18-24 red clay</td>
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<td>20-30 red So C1</td>
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4 Nos. adjacent to drainage ditches

EOT TR 2

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<td>0-20 red clay</td>
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EOT TR 4
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<td>L-85 Bridge</td>
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<td>B-20 RD</td>
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<tr>
<td>T2.1</td>
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<td>brown loam BR/BG clay</td>
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<td></td>
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<td>0-20cm</td>
<td>BR/Orange loam</td>
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<td>brown loam BR/BG clay</td>
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<td>20-40cm brownish red clay</td>
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</tr>
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<td>BR/Orange loamy clay</td>
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<td></td>
<td>20-40cm brownish red clay</td>
</tr>
<tr>
<td>Trial Site</td>
<td>Depth (cm)</td>
<td>Soil Type</td>
</tr>
<tr>
<td>-----------</td>
<td>------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Trial St 1</td>
<td>0-20 cm</td>
<td>Brown/Red Loamy</td>
</tr>
<tr>
<td>Trial St 2</td>
<td>0-15 cm</td>
<td>Brown/Red Loamy</td>
</tr>
<tr>
<td>Trial St 3</td>
<td>0-20 cm</td>
<td>Tuff Soil Thin Brown Loamy (Red-Orange)</td>
</tr>
<tr>
<td>Trial St 4</td>
<td>0-20 cm</td>
<td>Tuff Soil Thin Brown Loamy</td>
</tr>
</tbody>
</table>

*Note: The table contains handwritten notes and some symbols that are not clearly legible.*
<table>
<thead>
<tr>
<th>TRS ST1</th>
<th>Top Soil</th>
<th>Ben Loamy</th>
<th>0-10cm Ben Loamy - Granite, 10cm rocks</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRS ST2</td>
<td>Top Soil</td>
<td>Ben Clayy</td>
<td>0-10cm Ben Clayy - 20cm clay, Rock, Non-cal Glacial, Modern</td>
</tr>
<tr>
<td>TRS ST3</td>
<td>Top Soil</td>
<td>Ben Clay</td>
<td>0-20cm Ben Clay (Loamy), 20-40cm Ben Clay - 20cm clay</td>
</tr>
<tr>
<td>TRS ST4</td>
<td>Top Soil</td>
<td>Ben Loamy</td>
<td>0-20cm Ben Loamy - 20-40cm Ben Loamy, 20-40cm Ben Clay - 20cm clay</td>
</tr>
<tr>
<td>TRS ST5</td>
<td>Top Soil</td>
<td>Ben Loamy</td>
<td>0-10cm Ben Loamy - 10cm rocks</td>
</tr>
</tbody>
</table>

All tests contained non-cal rocks.
HTB 1702 - I-85 Bridges

3000 Rd

DB

Bridge Northern most in project area
Trunkly running away from Bridge
4. Trunkly South

TR1 - AC

TR2 - ES

TR3 - DB, heavily North from bridge

TR4 - DB on E side of Rd, North from

TR3 ST1

0-5 bns old w/ gravel

5-15 red clay

TR3 ST2

0-10 bns red all w/ gravel

10 Imp. gravel

TR3 ST3

0-5 old all w/ dense gravel

5 Impervious gravel layer

TR3 ST4

0-10 old all w/ gravel

10-20 red clay

Can't drill on bank

Rain

1. South End of project area facing N

2. Profile of bridge facing SE

3. Close up of bridge facing S

4. North End of Bridge S
<table>
<thead>
<tr>
<th>TR 3 ST 5</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>I 0-2 yd</td>
<td>clay</td>
<td>no gravel</td>
</tr>
<tr>
<td>I 2-10 yd</td>
<td>red clay w/ clay</td>
<td>arching</td>
</tr>
<tr>
<td>TR 4 ST 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 0-5 yd</td>
<td>clay</td>
<td>gravel</td>
</tr>
<tr>
<td>I 5-15 yd</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>TR 4 ST 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 0-5 yd</td>
<td>clay</td>
<td>gravel</td>
</tr>
<tr>
<td>I 5-15 yd</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>TR 3 ST 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 0-5 yd</td>
<td>sand</td>
<td>gravel</td>
</tr>
<tr>
<td>I 5-15 yd</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>TR 3 ST 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 0-5 yd</td>
<td>sand</td>
<td>gravel</td>
</tr>
<tr>
<td>I 5-15 yd</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>TR 2 ST 0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 0-5 yd</td>
<td>sand</td>
<td>gravel</td>
</tr>
<tr>
<td>I 5-15 yd</td>
<td>red clay</td>
<td></td>
</tr>
</tbody>
</table>

*EOF YR 3*

5 South End at Route 70 N
6 Profile of Bridge Face SE
7 Close to ec bridge face SE
8 Northern End of Bridge Face SE
HTB 1702
I-85 Bridge - Old Stage Conel Rd 2-16-17

Try 5

J 0.5 ft Calvo w/clay

@ 5' - Impervious gravel layer

x EOT TR 4

Cedar Ridge Rd - Running NE-SW

TR 1 ACTZ ACTR 8 DB TR 4 - ES

TR 3 on west side of Portland North

TR 3 ST 1:

J 0.10 ft Calvo w/gravel

TR 3 ST 2:

J 0.20 ft Calvo w/gravel

TR 3 ST 3:

J 0.15 ft Calvo w/dark gravel

TR 3 ST 4:

J 0.20 ft Calvo w/dark gravel

TR 3 ST 5:

J 0.10 ft Calvo w/clay

@ 10' - Impervious gravel layer

Photo legs:

9 - SE end of bridge facing NW

10 - Profile of bridge facing SE

11 - Close up of top of bridge

12 - NW end of bridge facing SE
<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR4</td>
<td>STS: 0</td>
<td></td>
</tr>
<tr>
<td>I 0-8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 8-20</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>EOT</td>
<td>TR4: 0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR1</td>
<td>ST1: 0</td>
<td></td>
</tr>
<tr>
<td>I 0-5</td>
<td>on SaLe w/gran</td>
<td></td>
</tr>
<tr>
<td>I 25-35</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>TR1</td>
<td>ST2: 0</td>
<td></td>
</tr>
<tr>
<td>I 0-25</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>I 25-35</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>TR1</td>
<td>ST3: 0</td>
<td></td>
</tr>
<tr>
<td>I 0-20</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>I 30-30</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>TR1</td>
<td>ST4: 0</td>
<td></td>
</tr>
<tr>
<td>I 0-10</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>I 10-10</td>
<td>red clay</td>
<td></td>
</tr>
<tr>
<td>EOT</td>
<td>TR1: 0</td>
<td></td>
</tr>
<tr>
<td>TR2</td>
<td>ST1: 0</td>
<td></td>
</tr>
<tr>
<td>I 0-10</td>
<td>red clay</td>
<td></td>
</tr>
</tbody>
</table>

Photos:
13 - N.W end of Project Area S.E.
14 - Profile of bridge - N.
15 - Close up of top 1/2 bridge - NW.
16 - SE end of Project Area - W.
HTB 702
Neal Rd - T-85 Bridge DB 2-16-17
TR 2 ST 2: (o)
I 0-5' bm. Scallo w/ gravel
T 5-15 red clay
TR 2 ST 3: (o)
I 0-8' bm. Scallo w/ gravel
T 8-20 red clay
TR 2 ST 4: (o)
I 0-5' gray bm. Scallo w/ gravel
T 5-15 red clay
TR 2 ST 5: (o)
SAA
* EOT TR 2 *

HTB 1702
I-85 Bridges - Platinum Rd DB 2-17-17
TR 1 - ES TR 2 - AC TR 3 - DB TR 4
TR 3 - on NE side of road median NW
TR 3 ST 1: (o)
I 0-5' bm. bm.
T 5-15 red clay
TR 3 ST 2: (o)
I 0-15' bm. C1lo w/ gravel
T 15-25 red bm. clay
TR 3 ST 3: (o)
SAA
TR 3 ST 4: (o) x slope greater than 20°
I 0-5' bm. C1lo w/ gravel
T 5-15 red bm. clay
TR 3 ST 5: (o) x slope > 20°
I 0-2' bm. C1lo w/ gravel
T 2-15 red bm. clay
* EOT TR 3 *
TR 4 - on W side of road median NW

Postmark: SE
17 - SE
18 - Profile of ground - NE
19 - Close up of ground - SE
20 - NW end of prod area - SE

Rut in the Road.
<table>
<thead>
<tr>
<th>TR</th>
<th>1ST</th>
<th>2ND</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-15</td>
<td>0-15</td>
<td>0-15</td>
</tr>
<tr>
<td>15-25</td>
<td>20-30</td>
<td>30-40</td>
</tr>
</tbody>
</table>

- 0-15 mm: Clay
- 15-25 mm: Clay
- 20-30 mm: Clay
- 30-40 mm: Clay

- 0-10 mm: Clay
- 10-20 mm: Clay
- 20-30 mm: Clay
- 30-40 mm: Clay

- 0-20 mm: Sand w/ gravel
- 20-30 mm: Clay