

PROJECT: DF18314.2045381

REFERENCE: N/A

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STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

GEOTECHNICAL ENGINEERING UNIT

STRUCTURE

SUBSURFACE INVESTIGATION

COUNTY HENDERSON

PROJECT DESCRIPTION EMERGENCY DESIGN FOR

SR 1605 (MIDDLE FORK ROAD/TOMS FALLS

ROAD)

SITE DESCRIPTION SITE 4

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	N/A	1	

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 - 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

P. PERRY, E.I.T.

R. WELCH, G.I.T.

CG2 EXPLORATION

INVESTIGATED BY CG2, PLLC

DRAWN BY P. PERRY, E.I.T.

CHECKED BY K. DE MONTBRUN, P.E.

SUBMITTED BY CG2, PLLC

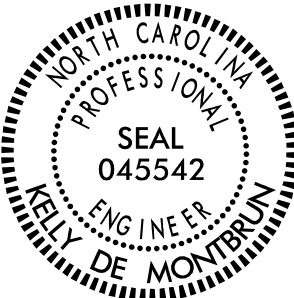
DATE JUNE 2025

Prepared in the Office of:




CAROLINAS
GEOTECHNICAL
GROUP

1805 SARDIS ROAD NORTH
SUITE 100
CHARLOTTE, NC 28270
(980) 339-8684



Signed by:



06/04/2025

BAB66070E9D747C

SIGNATURE

DATE

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

GEOTECHNICAL ENGINEERING UNIT

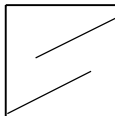
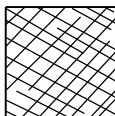


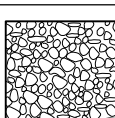
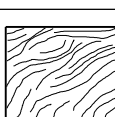
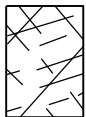
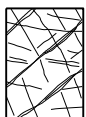






SUBSURFACE INVESTIGATION

SUPPLEMENTAL LEGEND, GEOLOGICAL STRENGTH INDEX (GSI) TABLES

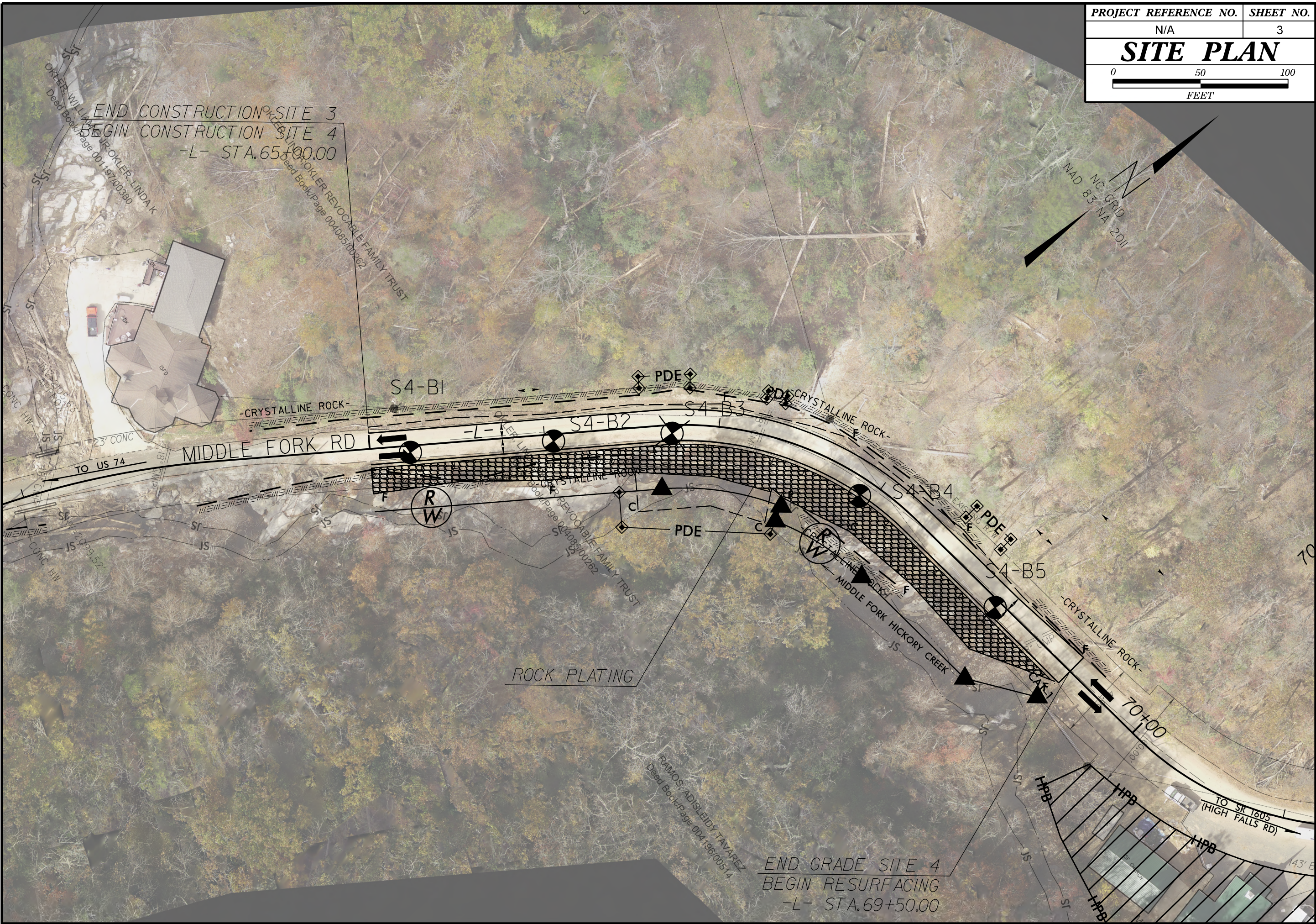
FROM AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

AASHTO LRFD Figure 10.4.6.4-1 — Determination of GSI for Jointed Rock Mass (Marinos and Hoek, 2000)

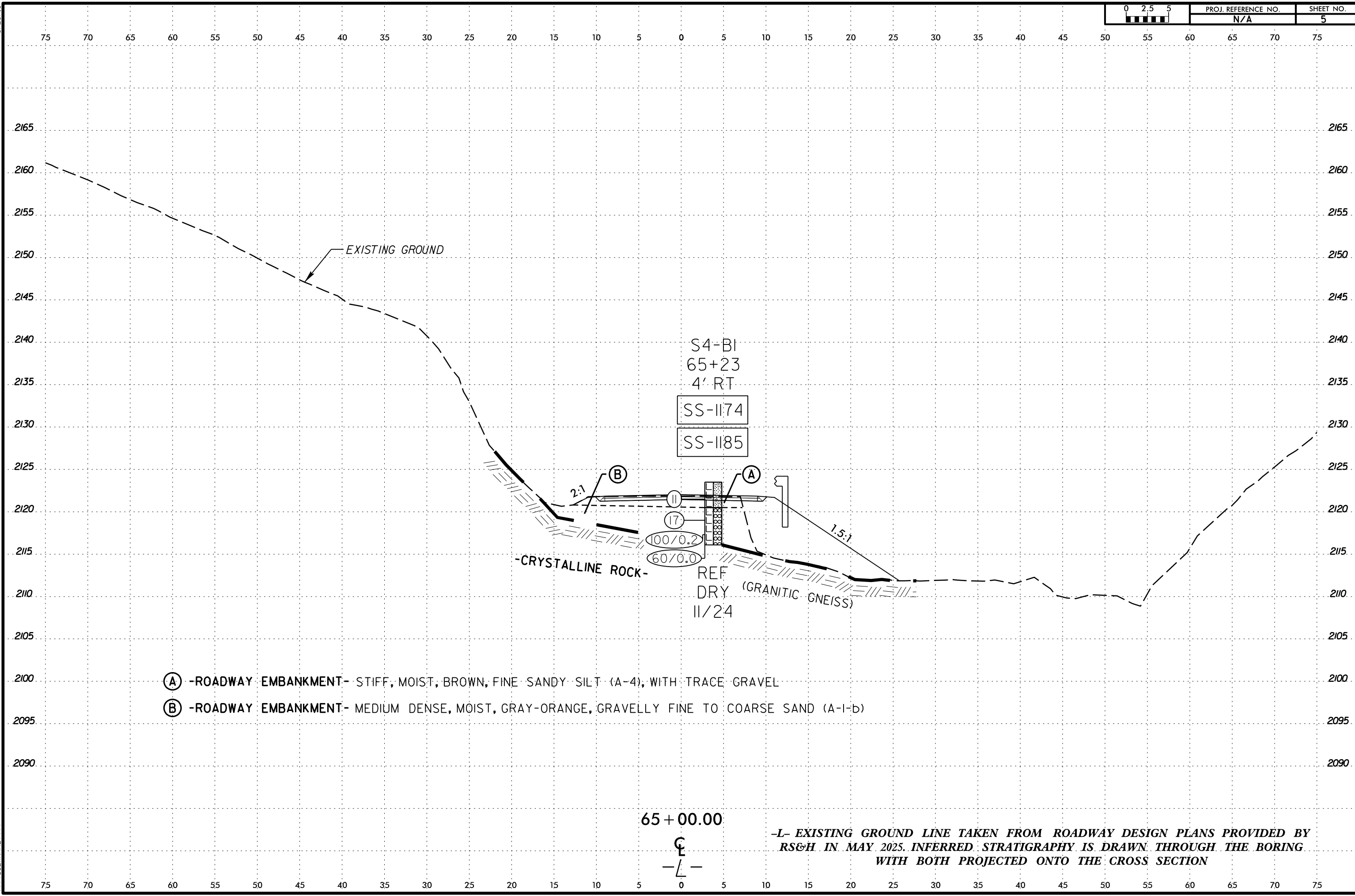
AASHTO LRFD Figure 10.4.6.4-2 — Determination of GSI for Tectonically Deformed Heterogeneous Rock Masses (Marinos and Hoek, 2000)

<div>GEOLOGICAL STRENGTH INDEX (GSI) FOR JOINTED ROCKS (Hoek and Marinos, 2000)</div> <div>From the lithology, structure and surface conditions of the discontinuities, estimate the average value of GSI. Do not try to be too precise. Quoting a range from 33 to 37 is more realistic than stating that GSI = 35. Note that the table does not apply to structurally controlled failures. Where weak planar structural planes are present in an unfavorable orientation with respect to the excavation face, these will dominate the rock mass behaviour. The shear strength of surfaces in rocks that are prone to deterioration as a result of changes in moisture content will be reduced if water is present. When working with rocks in the fair to very poor categories, a shift to the right may be made for wet conditions. Water pressure is dealt with by effective stress analysis.</div>		<div>SURFACE CONDITIONS</div> <div>VERY GOOD Very rough, fresh unweathered surfaces</div> <div>GOOD Rough, slightly weathered, iron stained surfaces</div> <div>FAIR Smooth, moderately weathered and altered surfaces</div> <div>POOR Slickensided, highly weathered surfaces with compact coatings or fillings or angular fragments</div> <div>VERY POOR Slickensided, highly weathered surfaces with soft clay coatings or fillings</div>		<div>DECREASING SURFACE QUALITY ➡</div>		<div>GSI FOR HETEROGENEOUS ROCK MASSES SUCH AS FLYSCH (Marinos, P and Hoek E., 2000)</div> <div>From a description of the lithology, structure and surface conditions (particularly of the bedding planes), choose a box in the chart. Locate the position in the box that corresponds to the condition of the discontinuities and estimate the average value of GSI from the contours. Do not attempt to be too precise. Quoting a range from 33 to 37 is more realistic than giving GSI = 35. Note that the Hoek-Brown criterion does not apply to structurally controlled failures. Where unfavourably oriented continuous weak planar discontinuities are present, these will dominate the behaviour of the rock mass. The strength of some rock masses is reduced by the presence of groundwater and this can be allowed for by a slight shift to the right in the columns for fair, poor and very poor conditions. Water pressure does not change the value of GSI and it is dealt with by using effective stress analysis.</div>		<div>SURFACE CONDITIONS OF DISCONTINUITIES (Predominantly bedding planes)</div> <div>VERY GOOD - Very Rough, fresh unweathered surfaces</div> <div>GOOD - Rough, slightly weathered surfaces</div> <div>FAIR - Smooth, moderately weathered and altered surfaces</div> <div>POOR - Very smooth, occasionally slickensided surfaces with compact coatings or fillings with angular fragments</div> <div>VERY POOR - Very smooth, slickensided or highly weathered surfaces with soft clay coatings or fillings</div>	
<div>STRUCTURE</div>						<div>COMPOSITION AND STRUCTURE</div>			
<div><div></div><div>INTACT OR MASSIVE - intact rock specimens or massive in situ rock with few widely spaced discontinuities</div></div> <div><div></div><div>BLOCKY - well interlocked undisturbed rock mass consisting of cubical blocks formed by three intersecting discontinuity sets</div></div> <div><div></div><div>VERY BLOCKY - interlocked, partially disturbed mass with multi-faceted angular blocks formed by 4 or more joint sets</div></div> <div><div></div><div>BLOCKY/DISTURBED/SEAMY - folded with angular blocks formed by many intersecting discontinuity sets. Persistence of bedding planes or schistosity</div></div> <div><div></div><div>DISINTEGRATED - poorly interlocked, heavily broken rock mass with mixture of angular and rounded rock pieces</div></div> <div><div></div><div>LAMINATED/SHEARED - Lack of blockiness due to close spacing of weak schistosity or shear planes</div></div>		<div>DECREASING INTERLOCKING OF ROCK PIECES ⇓</div>		<div><div><div>90</div><div>80</div><div>70</div><div>60</div><div>50</div><div>40</div><div>30</div><div>20</div><div>10</div></div><div><div>N/A</div><div>N/A</div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>		<div><div><div><div></div><div>A. Thick bedded, very blocky sandstone The effect of pelitic coatings on the bedding planes is minimized by the confinement of the rock mass. In shallow tunnels or slopes these bedding planes may cause structurally controlled instability.</div></div><div><div></div><div>B. Sandstone with thin inter-layers of siltstone</div><div><div></div><div>C. Sandstone and siltstone in similar amounts</div><div><div></div><div>D. Siltstone or silty shale with sandstone layers</div><div><div></div><div>E. Weak siltstone or clayey shale with sandstone layers</div></div><div><div></div><div>F. Tectonically deformed, intensively folded/faulted, sheared clayey shale or siltstone with broken and deformed sandstone layers forming an almost chaotic structure</div></div><div><div></div><div>G. Undisturbed silty or clayey shale with or without a few very thin sandstone layers</div><div><div></div><div>H. Tectonically deformed silty or clayey shale forming a chaotic structure with pockets of clay. Thin layers of sandstone are transformed into small rock pieces.</div></div></div><div><div>C, D, E, and G - may be more or less folded than illustrated but this does not change the strength. Tectonic deformation, faulting and loss of continuity moves these categories to F and H.</div></div><div><div>➡ Means deformation after tectonic disturbance</div></div></div></div></div></div></div>		<div><div><div>70</div><div>60</div><div>50</div><div>40</div><div>30</div><div>20</div><div>10</div></div><div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div><div>F</div><div>G</div><div>H</div></div></div>	

DATE: 8-19-16



03-JUN-2025 12:16
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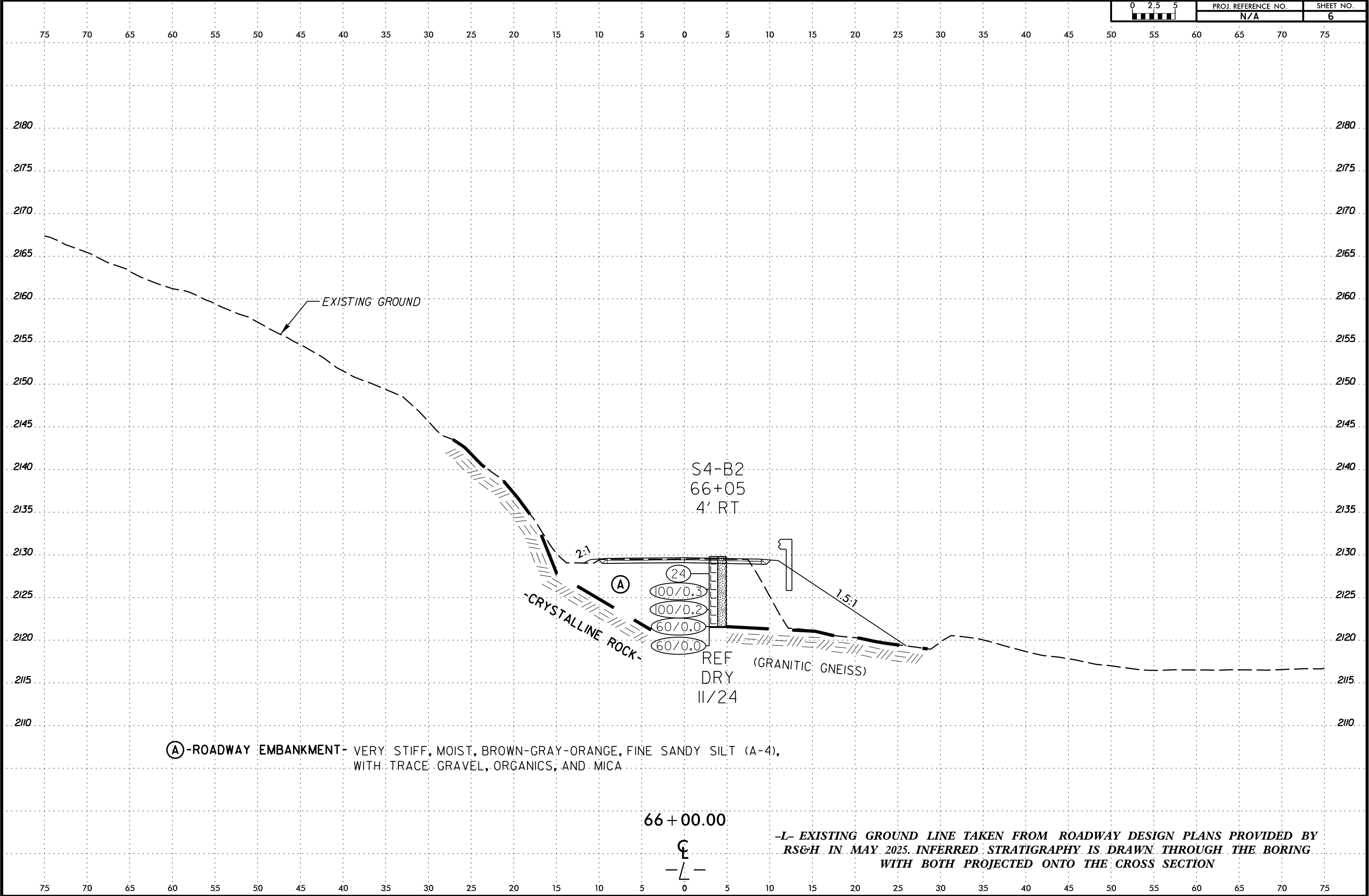


6/23/16

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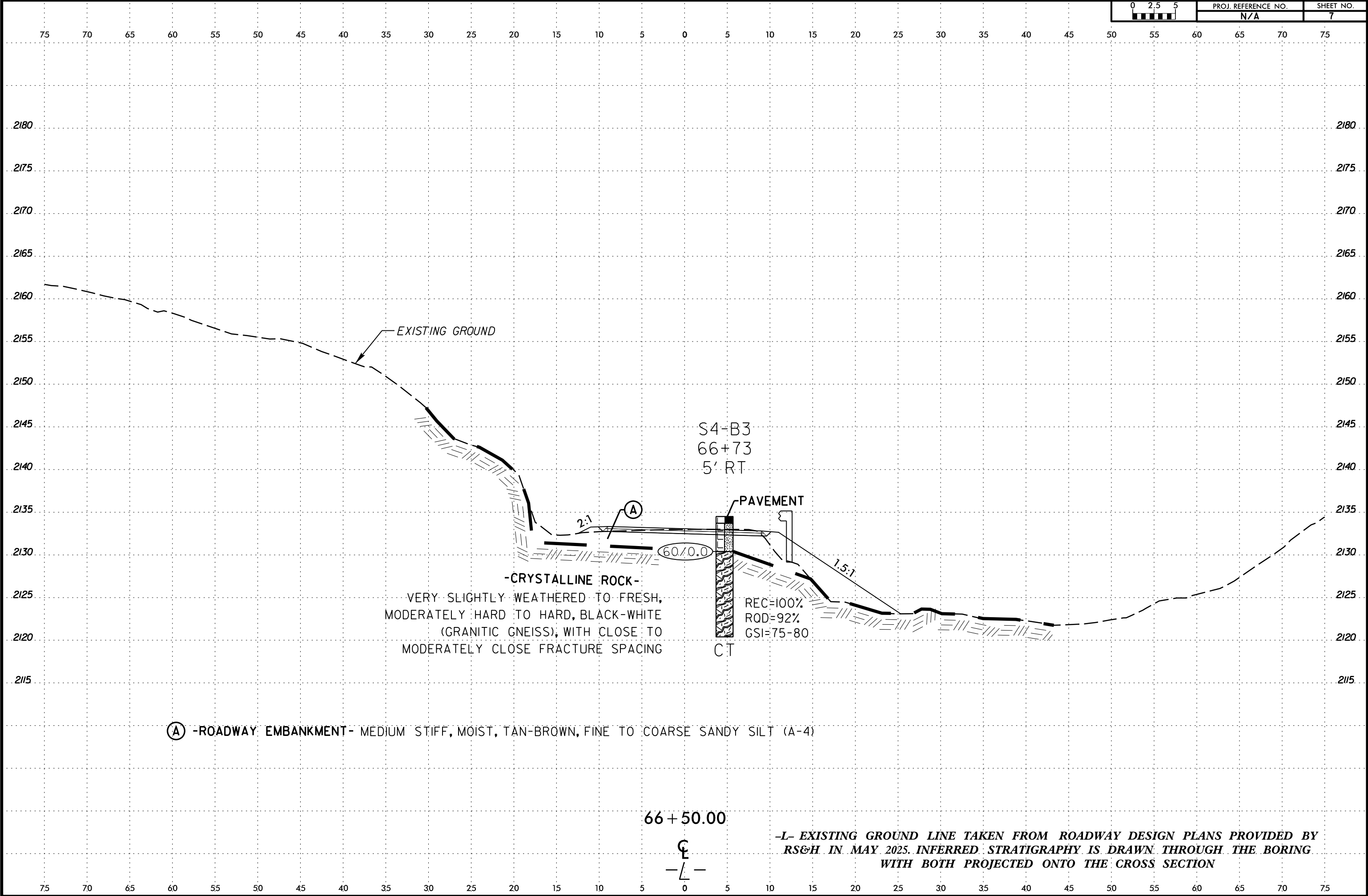
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N/A

SHEET NO.
7

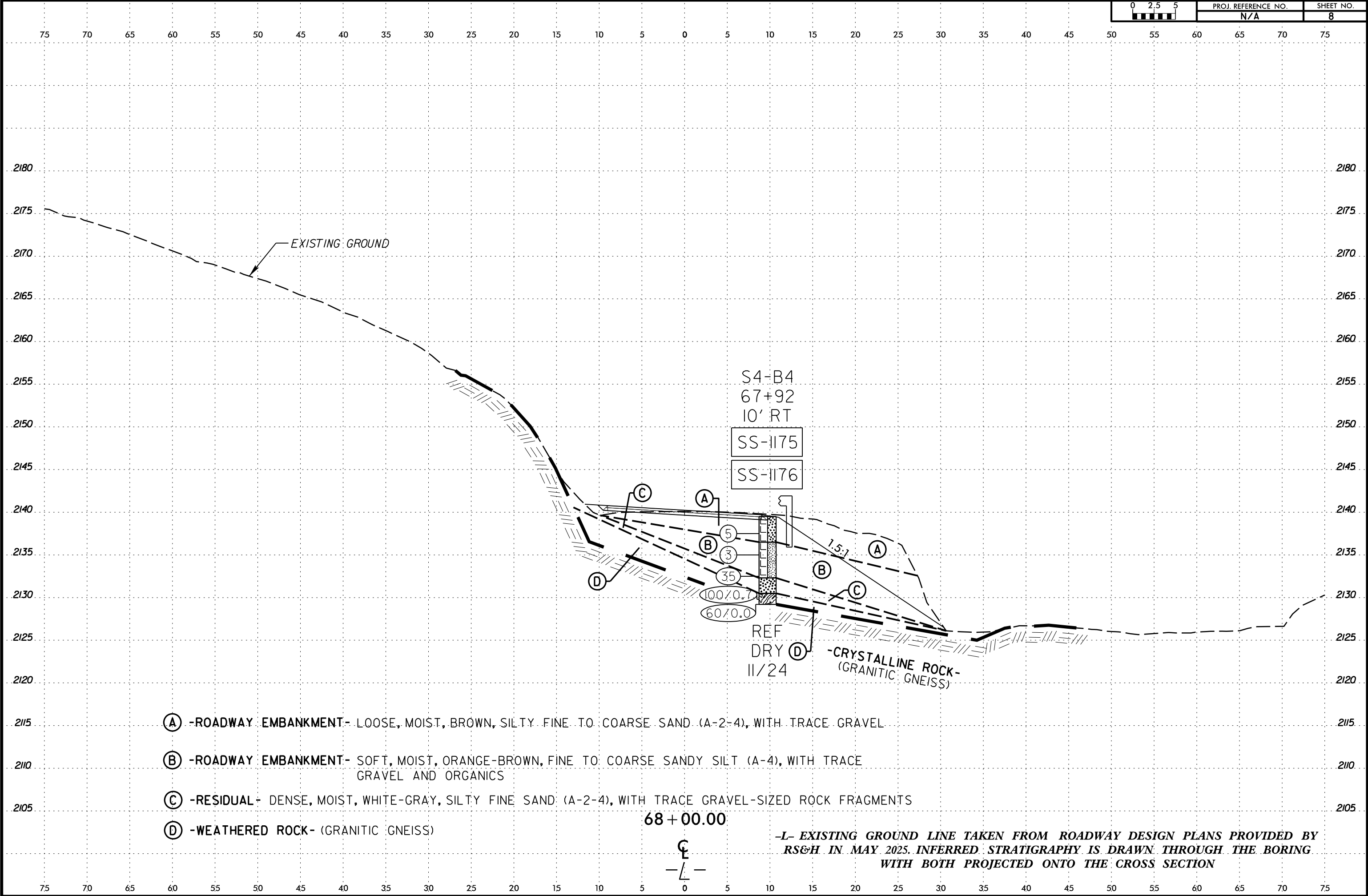


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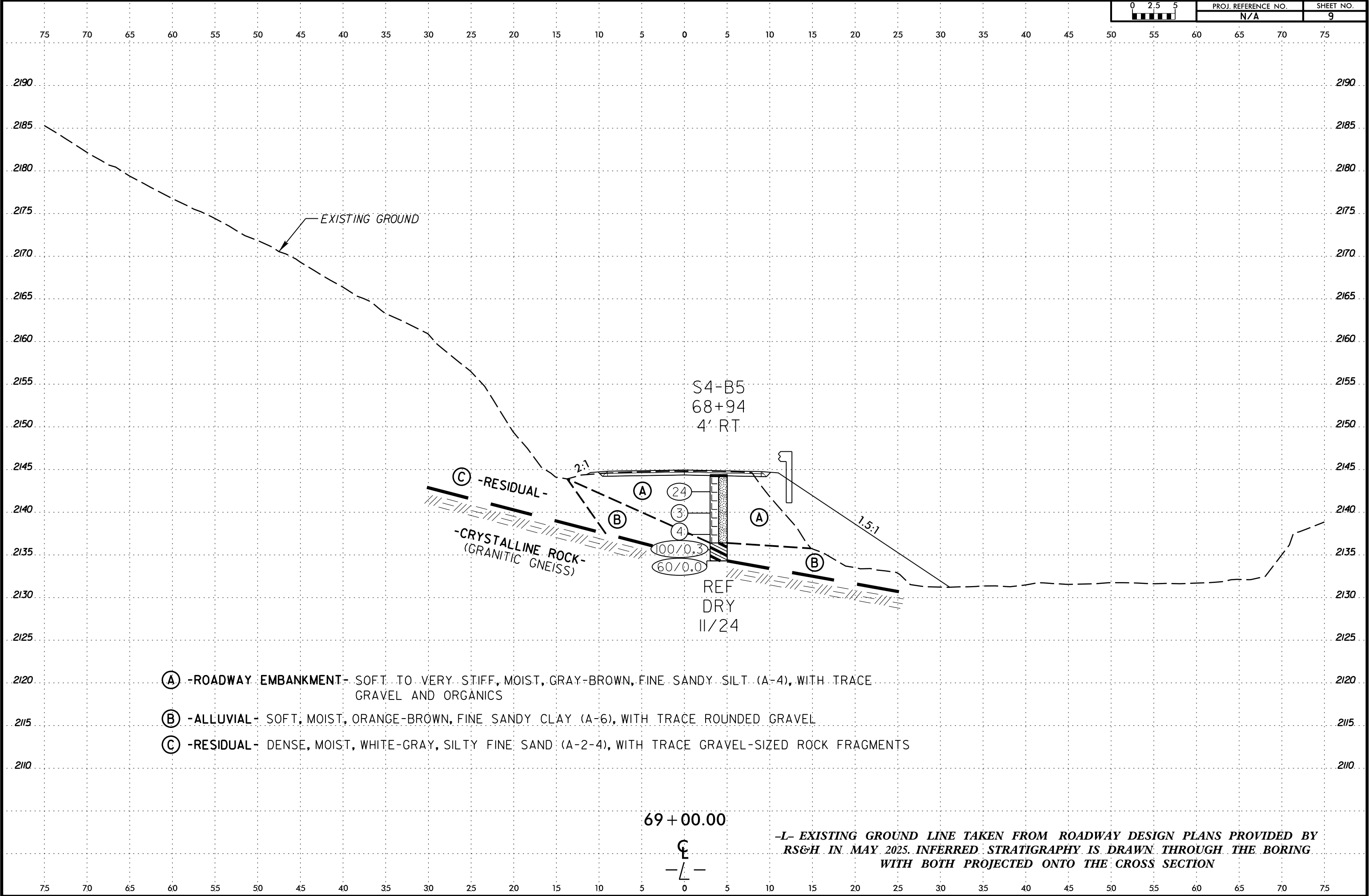
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NCDOT BORE DOUBLE MIDDLE FORK ROAD DIVISION 14 EMERGENCY - SITE 4.GPJ NC DOT.GDT 2/3/25


[illegible]

GEOTECHNICAL BORING REPORT
BORE LOG

WBS DF18314.2045381				TIP N/A		COUNTY HENDERSON		GEOLOGIST R. Welch							
SITE DESCRIPTION Emergency Design for SR 1605 (Middle Fork Road/Toms Falls Road) - Site 4										GROUND WTR (ft)					
BORING NO. S4-B3			STATION 66+73			OFFSET 5 ft RT			ALIGNMENT -L-		0 HR. N/A				
COLLAR ELEV. 2,134.5 ft			TOTAL DEPTH 14.1 ft			NORTHING 642,866			EASTING 1,015,673		24 HR. 1.7				
DRILL RIG/HAMMER EFF./DATE CG29022 Mobile B-29 92% 04/09/2024						DRILL METHOD NW Casing W/SPT & Core			HAMMER TYPE Automatic						
DRILLER M. Brewer			START DATE 12/18/24			COMP. DATE 12/18/24			SURFACE WATER DEPTH N/A						
ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	MOI	LOG	SOIL AND ROCK DESCRIPTION	
			0.5ft	0.5ft	0.5ft	0	25	50	75	100				ELEV. (ft)	DEPTH (ft)
2135														GROUND SURFACE 0.0	
														2,133.7 0.8	
														ROADWAY EMBANKMENT	
														Asphalt (0.3'), ABC (0.5')	
2130	2,130.4	4.1												Medium Stiff, Tan-Brown, Fine to Coarse	
			60/0.0											Sandy SILT (A-4) 4.1	
														CRYSTALLINE ROCK	
														Gray-White (Granitic Gneiss)	
														REC= 100%	
														RQD= 92%	
														GSI= 75-80	
2125														2,120.4 14.1	
														Boring Terminated at Elevation 2,120.4 ft In Crystalline Rock (Granitic Gneiss)	

GEOTECHNICAL BORING REPORT
CORE LOG

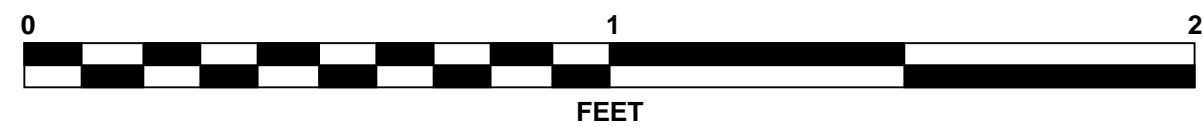
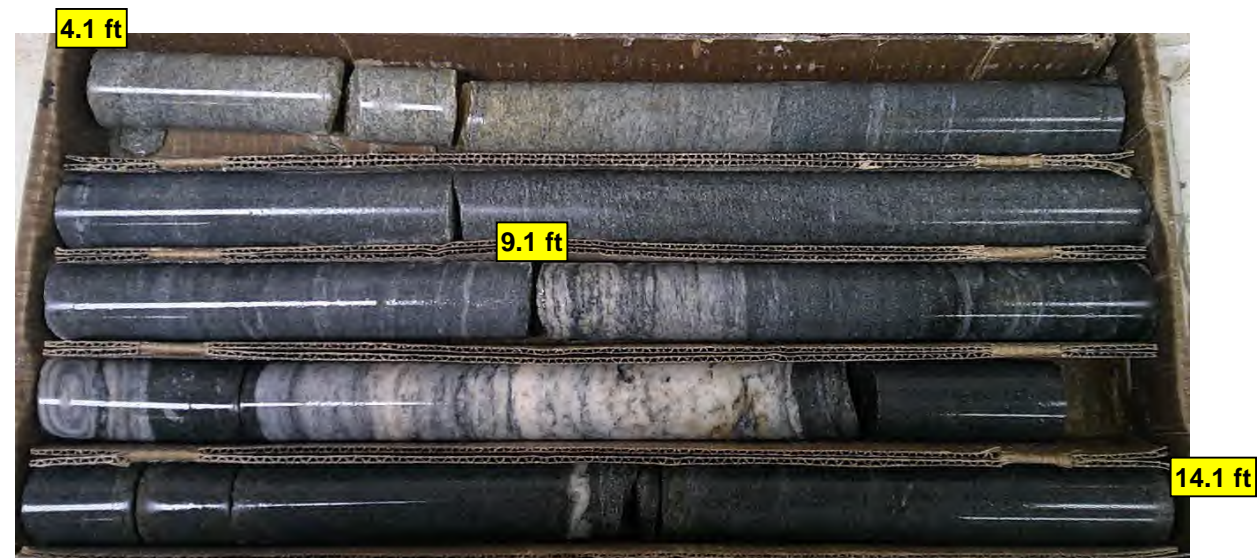
SHEET 11

WBS DF18314.2045381					TIP N/A			COUNTY HENDERSON			GEOLOGIST R. Welch			
SITE DESCRIPTION Emergency Design for SR 1605 (Middle Fork Road/Toms Falls Road) - Site 4											GROUND WTR (ft)			
BORING NO. S4-B3					STATION 66+73			OFFSET 5 ft RT			ALIGNMENT -L-		0 HR. N/A	
COLLAR ELEV. 2,134.5 ft					TOTAL DEPTH 14.1 ft			NORTHING 642,866			EASTING 1,015,673		24 HR. 1.7	
DRILL RIG/HAMMER EFF./DATE CG29022 Mobile B-29 92% 04/09/2024								DRILL METHOD NW Casing W/SPT & Core			HAMMER TYPE Automatic			
DRILLER M. Brewer					START DATE 12/18/24			COMP. DATE 12/18/24			SURFACE WATER DEPTH N/A			
CORE SIZE NQ					TOTAL RUN 10.0 ft									
ELEV (ft)	RUN ELEV (ft)	DEPTH (ft)	RUN (ft)	DRILL RATE (Min/ft)	RUN REC. (ft) % ROD (ft) %		SAMP. NO.	STRATA REC. (ft) % ROD (ft) %		L O G	DESCRIPTION AND REMARKS ELEV. (ft) DEPTH (ft)			
2130.37	2130.4	4.1	5.0	1:57/1.0	(5.0)	(4.6)		(10.0)	(9.2)		2,130.4	4.1		
				3:08/1.0	100%	92%		100%	92%		Begin Coring @ 4.1 ft			
				1:26/1.0							CRYSTALLINE ROCK			
				2:05/1.0							Very Slightly Weathered to Fresh, Moderately Hard to Hard, Black-White (Granitic Gneiss), with Close to Moderately Close Fracture Spacing			
2125	2,125.4	9.1		1:42/1.0	(5.0)	(4.6)								
			5.0	2:58/1.0	100%	92%					GSI= 75-80			
				3:53/1.0										
	2,120.4	14.1		1:28/1.0							2,120.4	14.1		
				1:30/1.0										

NCDOT BORE DOUBLE MIDDLE FORK ROAD DIVISION 14 EMERGENCY - SITE 4.GPJ NC_DOT.GDT 2/3/25

NCDOT CORE DOUBLE MIDDLE FORK ROAD DIVISION 14 EMERGENCY - SITE 4.GPJ NC_DOT.GDT 2/3/25

Emergency Design for SR 1605 (Middle Fork Road/Toms Falls Road) - Site 4
Henderson County, North Carolina
Rock Core Photographs
Boring: S4-B3
4.1 to 14.1 Feet



GEOTECHNICAL BORING REPORT
BORE LOG

WBS DF18314.2045381				TIP N/A				COUNTY HENDERSON				GEOLOGIST P. Perry					
SITE DESCRIPTION Emergency Design for SR 1605 (Middle Fork Road/Toms Falls Road) - Site 4												GROUND WTR (ft)					
BORING NO. S4-B4				STATION 67+92				OFFSET 10 ft RT				ALIGNMENT -L-				0 HR. Dry	
COLLAR ELEV. 2,139.5 ft				TOTAL DEPTH 10.3 ft				NORTHING 642,932				EASTING 1,015,765				24 HR. Dry	
DRILL RIG/HAMMER EFF./DATE CG24113 CME-550X 78% 05/06/2024								DRILL METHOD H.S. Augers				HAMMER TYPE Automatic					
DRILLER L. Ard				START DATE 11/12/24				COMP. DATE 11/12/24				SURFACE WATER DEPTH N/A					
ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	MOI	LOG	SOIL AND ROCK DESCRIPTION			
			0.5ft	0.5ft	0.5ft	0	25	50	75	100				ELEV. (ft)	DEPTH (ft)		
2140														2,139.5	0.0		
2135	2,138.5	1.0															
	2,136.0	3.5	3	3	2						SS-1175	18%					
	2,133.5	6.0	WOH	2	1						SS-1176	23%					
2130	2,133.5	6.0	3	3	32									2,132.3	7.2		
	2,131.0	8.5	20	28	72/0.2									2,130.5	9.0		
	2,129.2	10.3	60/0.0											2,129.2	10.3		

WBS DF18314.2045381				TIP N/A				COUNTY HENDERSON				GEOLOGIST P. Perry					
SITE DESCRIPTION Emergency Design for SR 1605 (Middle Fork Road/Toms Falls Road) - Site 4												GROUND WTR (ft)					
BORING NO. S4-B5				STATION 68+94				OFFSET 4 ft RT				ALIGNMENT -L-				0 HR. Dry	
COLLAR ELEV. 2,144.4 ft				TOTAL DEPTH 10.1 ft				NORTHING 642,957				EASTING 1,015,862				24 HR. Dry	
DRILL RIG/HAMMER EFF./DATE CG24113 CME-550X 78% 05/06/2024								DRILL METHOD H.S. Augers				HAMMER TYPE Automatic					
DRILLER L. Ard				START DATE 11/13/24				COMP. DATE 11/13/24				SURFACE WATER DEPTH N/A					
ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	MOI	LOG	SOIL AND ROCK DESCRIPTION			
			0.5ft	0.5ft	0.5ft	0	25	50	75	100							
2145																	
	2,143.4	1.0		9	8	16									GROUND SURFACE 2,144.4 0.0		
2140	2,140.9	3.5		4	2	1										ROADWAY EMBANKMENT Asphalt 0.2'	
	2,138.4	6.0		2	2	2										Soft to Very Stiff, Gray-Brown, Fine Sandy SILT (A-4), with trace gravel and organics	
2135	2,135.9	8.5	100/0.3														
	2,134.3	10.1	60/0.0													ALLUVIAL 8.0	
																2,136.4 10.1	
																Soft, Orange-Brown, Fine Sandy CLAY (A-6), with trace rounded gravel	
																Boring Terminated with Standard Penetration Test Refusal at Elevation 2,134.3 ft On Crystalline Rock (Granitic Gneiss)	
																Offset performed due to presence of Alluvial boulders	
																Higher N-values in the Alluvial likely the result of boulders/rock encountered	

NCDOT BORE DOUBLE MIDDLE FORK ROAD DIVISION 14 EMERGENCY - SITE 4.GPJ NC_DOT.GDT 2/3/25

SOIL TEST RESULTS																		
BORING ID	SAMPLE NO.	OFFSET	STATION	NORTHING	EASTING	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
										C. SAND	F. SAND	SILT	CLAY	10	40	200		
S4-B1	SS-1174	4' RT	66+05 -L-	642739	1015594	1.0 - 2.5'	A-4(0)	24	5	22.8	34.0	18.9	24.3	95.5	85.0	45.6	15.3	ND
S4-B1	SS-1185	4' RT	66+05 -L-	642739	1015637	3.5 - 5.0'	A-1-b	NP	NP	34.6	35.6	21.8	8.0	42.5	33.3	15.1	6.6	ND
S4-B4	SS-1175	10' RT	67+92 -L-	642932	1015765	1.0 - 2.5'	A-2-4	32	9	30.0	28.4	21.4	20.2	62.5	50.1	28.6	17.9	ND
S4-B4	SS-1176	10' RT	67+92 -L-	642932	1015765	3.5 - 5.0'	A-4(2)	28	8	18.1	33.1	20.4	28.4	98.5	90.0	52.9	22.7	ND

Alex M. Abdulhady

AUTHORIZED SIGNATURE
NCDOT CERT NO. 130-04-0212

Prepared in the Office of:
F&ME CONSULTANTS, INC.
COLUMBIA, SOUTH CAROLINA
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