

REFERENCE: BP8.R002.1

PROJECT: N/A

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

STRUCTURE
SUBSURFACE INVESTIGATION

COUNTY RICHMOND
PROJECT DESCRIPTION REPLACE BRIDGE NO. 164 ON
SR 1162 (ALVIN HARRIS RD) OVER HAMER CREEK

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STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BP8.R002.1	1	13

CAUTION NOTICE

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

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

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

NOTES:

- THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N. C. DEPARTMENT OF TRANSPORTATION AS ACCURATE NOR IS IT CONSIDERED PART OF THE PLANS, SPECIFICATIONS OR CONTRACT FOR THE PROJECT.
- BY HAVING REQUESTED THIS INFORMATION, THE CONTRACTOR SPECIFICALLY WAIVES ANY CLAIMS FOR INCREASED COMPENSATION OR EXTENSION OF TIME BASED ON DIFFERENCES BETWEEN THE CONDITIONS INDICATED HEREIN AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

PERSONNEL

B. KEBEA

J. LITTLE

M. RADFORD

N. MOHS

INVESTIGATED BY S&ME, Inc.

DRAWN BY C. CHANDLER

CHECKED BY J. DAILY

SUBMITTED BY S&ME, Inc.

DATE APRIL 2023



3201 SPRING FOREST ROAD
RALEIGH, NC 27616
(919) 872-2660



DocuSigned by:

Thomas Daily

4/14/2023

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SIGNATURE

DATE

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT
SUBSURFACE INVESTIGATION
SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

Table with 4 main columns: SOIL DESCRIPTION, GRADATION, ROCK DESCRIPTION, and TERMS AND DEFINITIONS. Includes sub-sections like SOIL LEGEND AND AASHTO CLASSIFICATION, CONSISTENCY OR DENSENESS, TEXTURE OR GRAIN SIZE, SOIL MOISTURE - CORRELATION OF TERMS, PLASTICITY, COLOR, MISCELLANEOUS SYMBOLS, RECOMMENDATION SYMBOLS, ABBREVIATIONS, EQUIPMENT USED ON SUBJECT PROJECT, FRACTURE SPACING, BEDDING, and INDURATION.

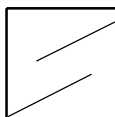
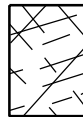
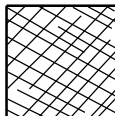

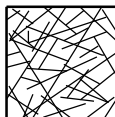



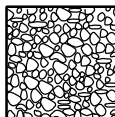

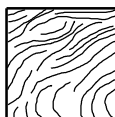

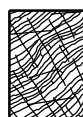

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

SUBSURFACE INVESTIGATION

SUPPLEMENTAL LEGEND, GEOLOGICAL STRENGTH INDEX (GSI) TABLES
FROM AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

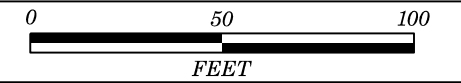
AASHTO LRFD Figure 10.4.6.4-1 — Determination of GSI for Jointed Rock Mass (Marinos and Hoek, 2000)

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

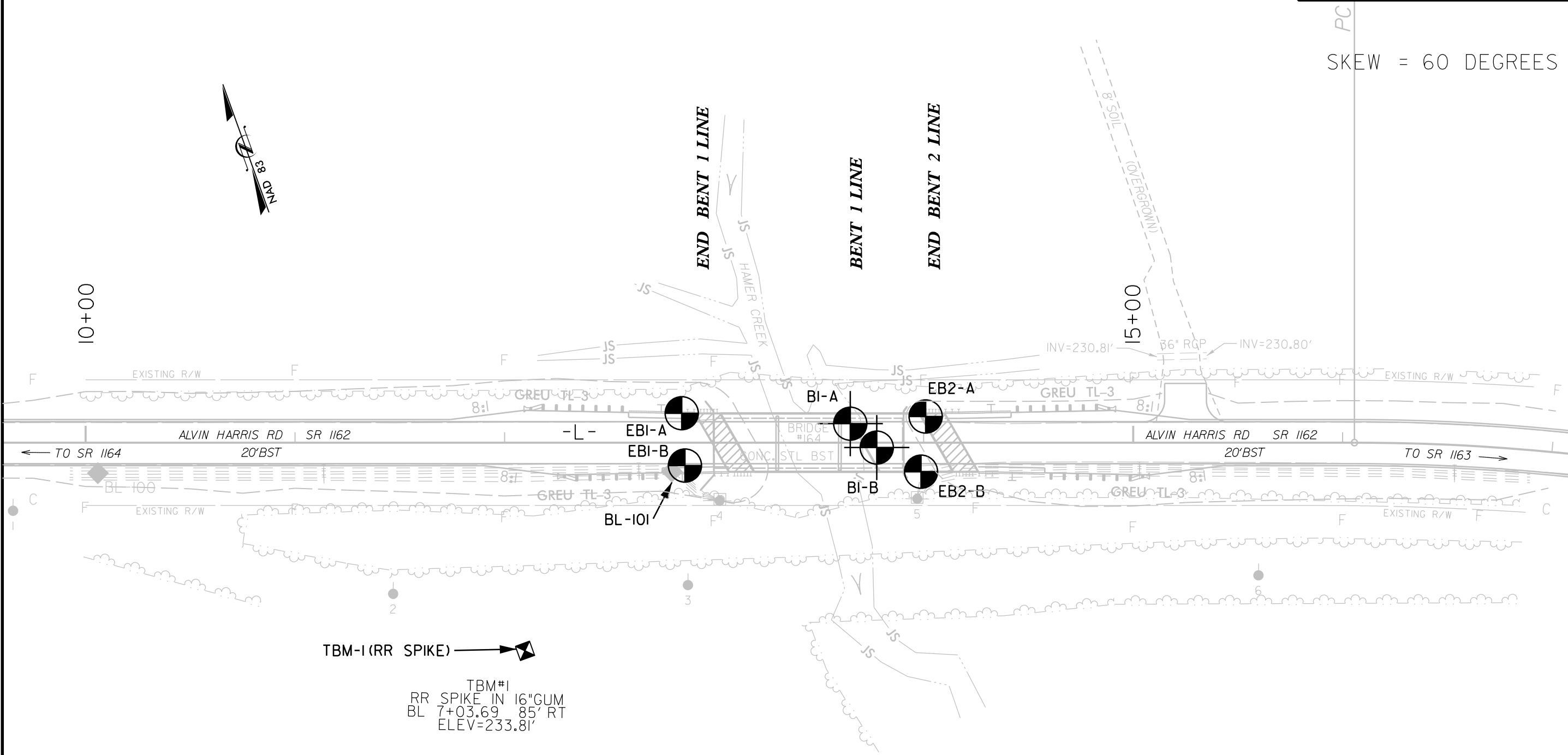
GEOLOGICAL STRENGTH INDEX (GSI) FOR JOINTED ROCKS (Hoek and Marinos, 2000)		SURFACE CONDITIONS					GSI FOR HETEROGENEOUS ROCK MASSES SUCH AS FLYSCH (Marinos, P and Hoek E., 2000)		SURFACE CONDITIONS OF DISCONTINUITIES (Predominantly bedding planes)					
<p>From the lithology, structure and surface conditions 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.</p>		VERY GOOD	GOOD	FAIR	POOR	VERY POOR	<p>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.</p>		VERY GOOD	GOOD	FAIR	POOR	VERY POOR	
		Very rough, fresh unweathered surfaces	Rough, slightly weathered, iron stained surfaces	Smooth, moderately weathered and altered surfaces	Slickensided, highly weathered surfaces with compact coatings or fillings or angular fragments	Slickensided, highly weathered surfaces with soft clay coatings or fillings			Very Rough, fresh unweathered surfaces	Rough, slightly weathered surfaces	Smooth, moderately weathered and altered surfaces	Very smooth, occasionally slickensided surfaces with compact coatings or fillings with angular fragments	Very smooth, slickensided or highly weathered surfaces with soft clay coatings or fillings	
STRUCTURE		DECREASING SURFACE QUALITY →					COMPOSITION AND STRUCTURE							
	INTACT OR MASSIVE - intact rock specimens or massive in situ rock with few widely spaced discontinuities	90			N/A	N/A		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.	70					
	BLOCKY - well interlocked undisturbed rock mass consisting of cubical blocks formed by three intersecting discontinuity sets	80						B. Sandstone with thin inter-layers of siltstone	60					
	VERY BLOCKY - interlocked, partially disturbed mass with multi-faceted angular blocks formed by 4 or more joint sets		70					C. Sandstone and siltstone in similar amounts		50				
	BLOCKY/DISTURBED/SEAMY - folded with angular blocks formed by many intersecting discontinuity sets. Persistence of bedding planes or schistosity			60				D. Siltstone or silty shale with sandstone layers			40			
	DISINTEGRATED - poorly interlocked, heavily broken rock mass with mixture of angular and rounded rock pieces				50			E. Weak siltstone or clayey shale with sandstone layers				30		
	LAMINATED/SHEARED - Lack of blockiness due to close spacing of weak schistosity or shear planes					40		F. Tectonically deformed, intensively folded/faulted, sheared clayey shale or siltstone with broken and deformed sandstone layers forming an almost chaotic structure					20	
					30			G. Undisturbed silty or clayey shale with or without a few very thin sandstone layers						10
					20			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.						
					10									
		N/A	N/A											

→ Means deformation after tectonic disturbance

SITE PLAN



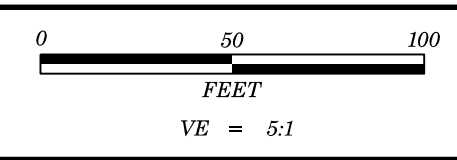
PC
SKEW = 60 DEGREES



TBM-1 (RR SPIKE) →

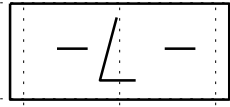
TBM#1
RR SPIKE IN 16" GUM
BL 7+03.69 85' RT
ELEV=233.81'

5/14/99



PROJECT REFERENCE NO.	SHEET NO.
BP8.R002.1	4
PROFILE PROJECTED ALONG CENTERLINE OF -L-	

- (A) **ROADWAY EMBANKMENT**
MEDIUM STIFF, ORANGE AND BROWN, SANDY CLAY A-6, MOIST
- (B) **TRIASSIC RESIDUAL**
MEDIUM DENSE BROWN AND RED, CLAYEY SAND, A-2-6, SAT.
- (C) **TRIASSIC RESIDUAL**
STIFF TO HARD, GRAY, RED AND BROWN, HIGHLY PLASTIC, SILTY CLAY, A-7-6 AND A-7-5 AND SANDY SILT A-4, SAT.



260

240

220

200

180

240

220

200

180

10+00 11+00 12+00 13+00 14+00 15+00 16+00

BEGIN BRIDGE
-L- STA 13+09.63

END BRIDGE
-L- STA 14+07.37

END GRADE
-L- STA 17+10.00
EL = 236.77'

BRIDGE NO. 164

EB1-B
12+86
11' RT
-L-

EB2-A
14+01
12' LT
-L-

BI-B
13+78
2' RT
-L-

ALLUVIAL
VERY SOFT TO SOFT, GRAY, SILTY CLAY A-7 AND SANDY CLAY A-6, MOIST

TRIASSIC RESIDUAL
STIFF TO HARD, GRAY, RED AND BROWN, HIGHLY PLASTIC, SILTY CLAY, A-7-6 AND A-7-5 AND SANDY SILT A-4, SAT.

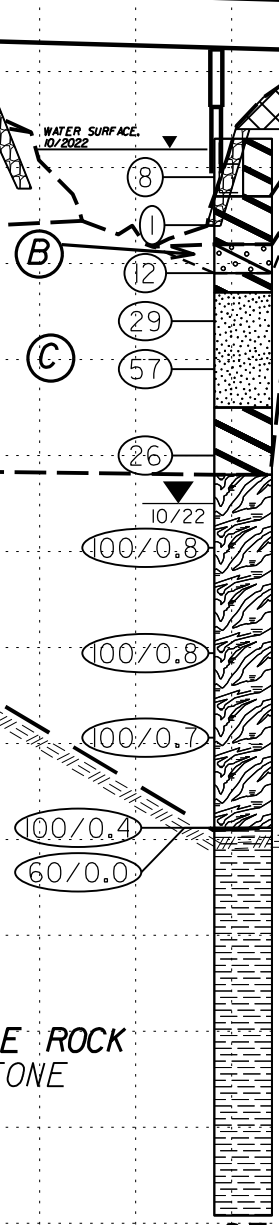
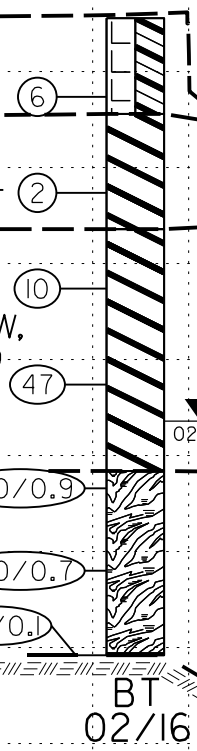
ROADWAY EMBANKMENT
MEDIUM STIFF TO STIFF, RED, BROWN, SANDY CLAY A-6, AND SILTY CLAY, A-7-6, MOIST

ALLUVIAL SOFT TO STIFF, TAN, GRAY, SILTY CLAY A-7, MOIST TO WET

WEATHERED ROCK
TRIASSIC SILTSTONE AND SANDSTONE

NON-CRYSTALLINE ROCK
TRIASSIC SILTSTONE

REC. = 74% - 87%
RQD = 46% - 58%
GSI = 45-50



NOTE: EXISTING GROUND SURFACE PROFILE OF -L- CENTERLINE TAKEN FROM ELECTRONIC TIN FILE 'b5751_ls_tin.tin' DATED 08/01/22. INFERRED STRATIGRAPHY IS DRAWN THROUGH THE BORINGS WITH BOTH PROJECTED ONTO THE PROFILE.

6/23/16

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

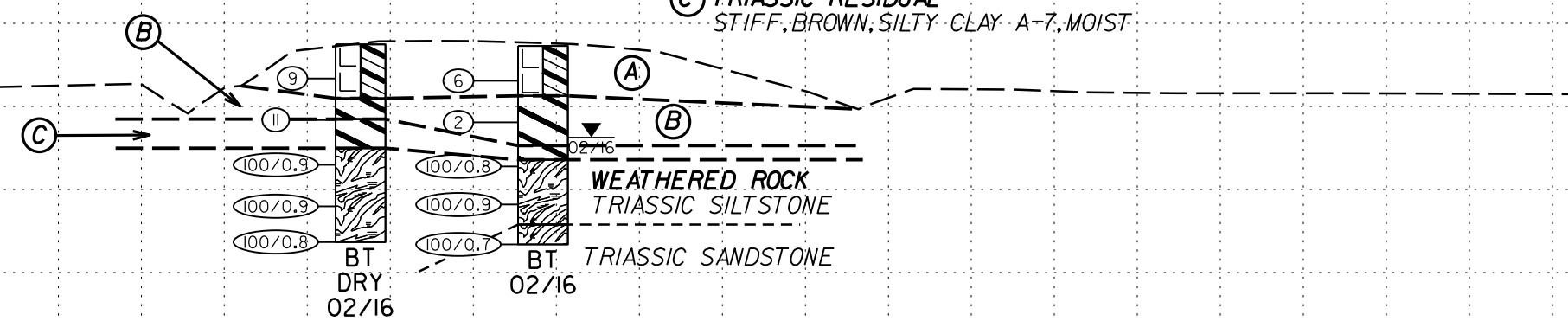
BRIDGE NO. 164

CROSS SECTION ALONG END BENT 2

EB2-A
14+01
12' LT
-L-

EB2-B
13+99
14' RT
-L-

- (A) ROADWAY EMBANKMENT
MEDIUM STIFF TO STIFF, RED, BROWN, SANDY CLAY A-6, MOIST
- (B) ALLUVIAL
SOFT, TAN, GRAY, SILTY CLAY A-7, MOIST TO WET
- (C) TRIASSIC RESIDUAL
STIFF, BROWN, SILTY CLAY A-7, MOIST



14 + 07

NOTE: CROSS SECTION GROUND LINES
CONSTRUCTED ALONG BENT LINE WITH SKEW
OF 60.0 DEGREES USING TIN FILE
'b5751_ls_tnl.tin' DATED 8/122.
INFERRED STRATIGRAPHY IS DRAWN THROUGH
THE BORINGS WITH BOTH PROJECTED ONTO IT.

SYTIME CONSTRUCTION SOFTWARE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GEOTECHNICAL BORING REPORT

BORE LOG

WBS BP8.R002.1		TIP N/A		COUNTY RICHMOND		GEOLOGIST N. Mohs, LG										
SITE DESCRIPTION Bridge No. 164 on SR 1162 (Alvin Harris Road) over Hamer Creek							GROUND WTR (ft)									
BORING NO. EB1-A		STATION 12+85		OFFSET 14 ft LT		ALIGNMENT N/A										
COLLAR ELEV. 237.2 ft		TOTAL DEPTH 29.4 ft		NORTHING 511,582		EASTING 1,707,758										
DRILL RIG/HAMMER EFF./DATE BRI2974 CME-45C 79%06/03/2015			DRILL METHOD H.S. Augers			HAMMER TYPE Automatic										
DRILLER M. Radford		START DATE 02/01/16		COMP. DATE 02/01/16		SURFACE WATER DEPTH N/A										
ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	LOG	SOIL AND ROCK DESCRIPTION	DEPTH (ft)		
			0.5ft	0.5ft	0.5ft	0	25	50	75	100						
240																
235	234.4	2.8	1	3	4											
230	229.4	7.8	1	2	1											
225	224.4	12.8	3	7	8											
220	219.4	17.8	9	17	29											
215	214.4	22.8	17	100/0.5												
210	209.4	27.8	100/0.4													
	207.9	29.3	60/0.1													

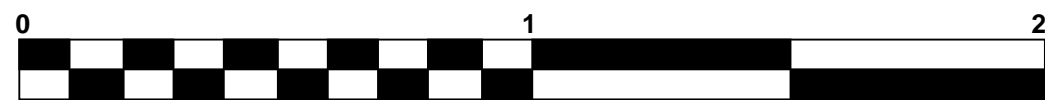
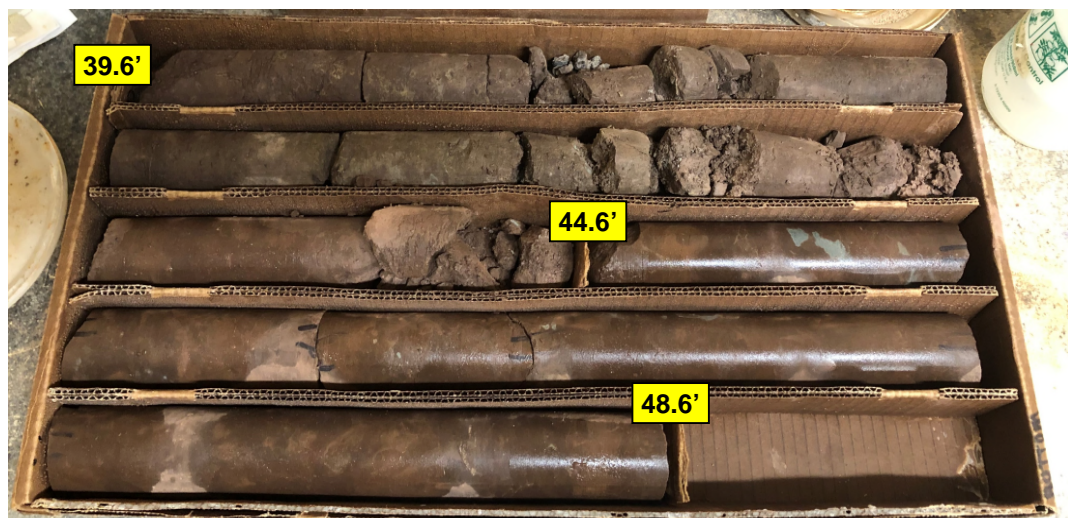
WBS BP8.R002.1		TIP N/A		COUNTY RICHMOND		GEOLOGIST N. Mohs, LG										
SITE DESCRIPTION Bridge No. 164 on SR 1162 (Alvin Harris Road) over Hamer Creek							GROUND WTR (ft)									
BORING NO. EB1-B		STATION 12+86		OFFSET 11 ft RT		ALIGNMENT N/A										
COLLAR ELEV. 237.8 ft		TOTAL DEPTH 33.2 ft		NORTHING 511,558		EASTING 1,707,751										
DRILL RIG/HAMMER EFF./DATE BRI2974 CME-45C 79%06/03/2015			DRILL METHOD H.S. Augers			HAMMER TYPE Automatic										
DRILLER M. Radford		START DATE 02/01/16		COMP. DATE 02/01/16		SURFACE WATER DEPTH N/A										
ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	LOG	SOIL AND ROCK DESCRIPTION	DEPTH (ft)		
			0.5ft	0.5ft	0.5ft	0	25	50	75	100						
240																
235	234.7	3.1	2	2	4											
230	229.7	8.1	WOH	1	1											
225	224.7	13.1	2	4	6											
220	219.7	18.1	10	17	30											
215	214.7	23.1	13	34	66/0.4											
210	209.7	28.1	30	70/0.2												
205	204.7	33.1	60/0.1													

NCDOT BORE DOUBLE B5751_GEO_BRD0164_BH.GPJ NC_DOT.GDT 11/7/22

CORE PHOTOGRAPHS

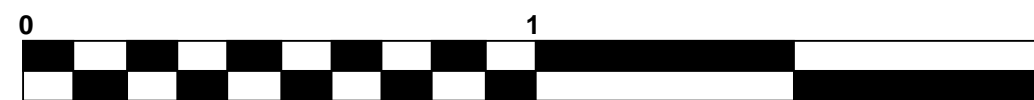
B1-A

BOXES 1 - 2 : 29.6 – 48.6 FEET



B1-B

BOXES 1 - 2: 35.9 – 56.1 FEET



SITE PHOTOGRAPH

Bridge No. 164 on -L- (SR 1162) over Hamer Creek



Looking Northwest towards End Bent 1