

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	33632.1.1 (B-4294)	1	10

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

**STRUCTURE**  
**SUBSURFACE INVESTIGATION**

**CONTENTS**

<u>SHEET</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	LEGEND
3	SITE PLAN
4	PROFILE
5-6	CROSS SECTIONS
7-8	BORE LOGS
9	SOIL TEST RESULTS
10	SCOUR REPORT

PROJ. REFERENCE NO. 33632.1.1 (B-4294) F.A. PROJ. BRZ-1113(3)

COUNTY UNION

PROJECT DESCRIPTION BRIDGE 184 OVER WAXHAW CREEK  
AND APPROACHES ON SR 1113 (DAVIS RD.)

SITE DESCRIPTION SR 1113 (DAVIS RD) BETWEEN SR 1225  
AND SR 1271

**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) 250-4088. 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.

**PROJECT: 33632.1.1 ID: B-4294**

PERSONNEL

J. K. STICKNEY

C. L. SMITH

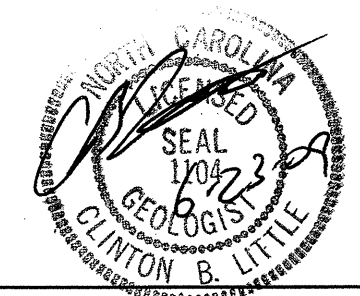
M. R. MOORE

INVESTIGATED BY R. Q. CALLAWAY

CHECKED BY C. B. LITTLE

SUBMITTED BY C. B. LITTLE

DATE JUNE 2009

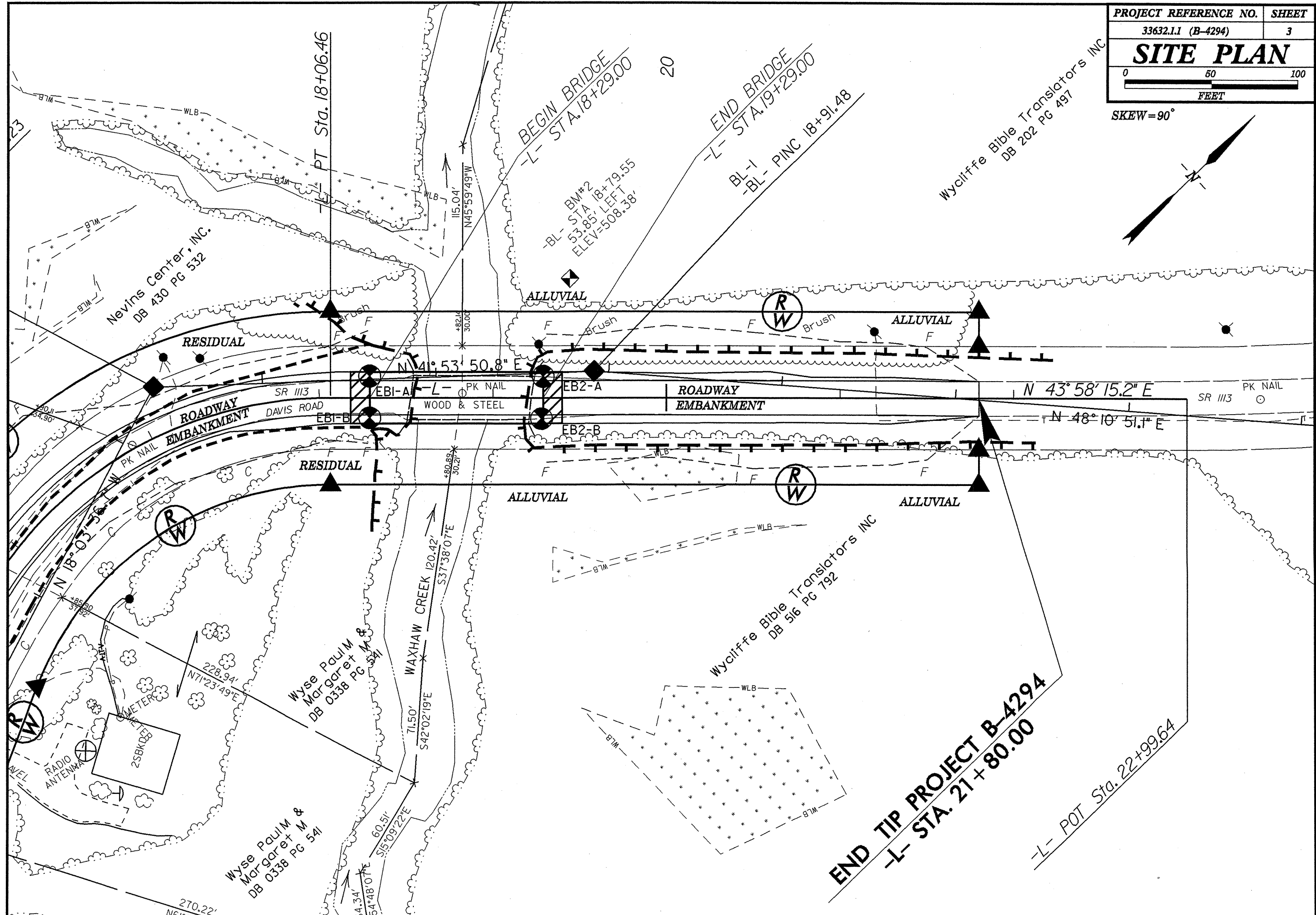
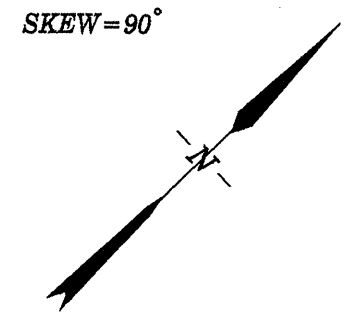


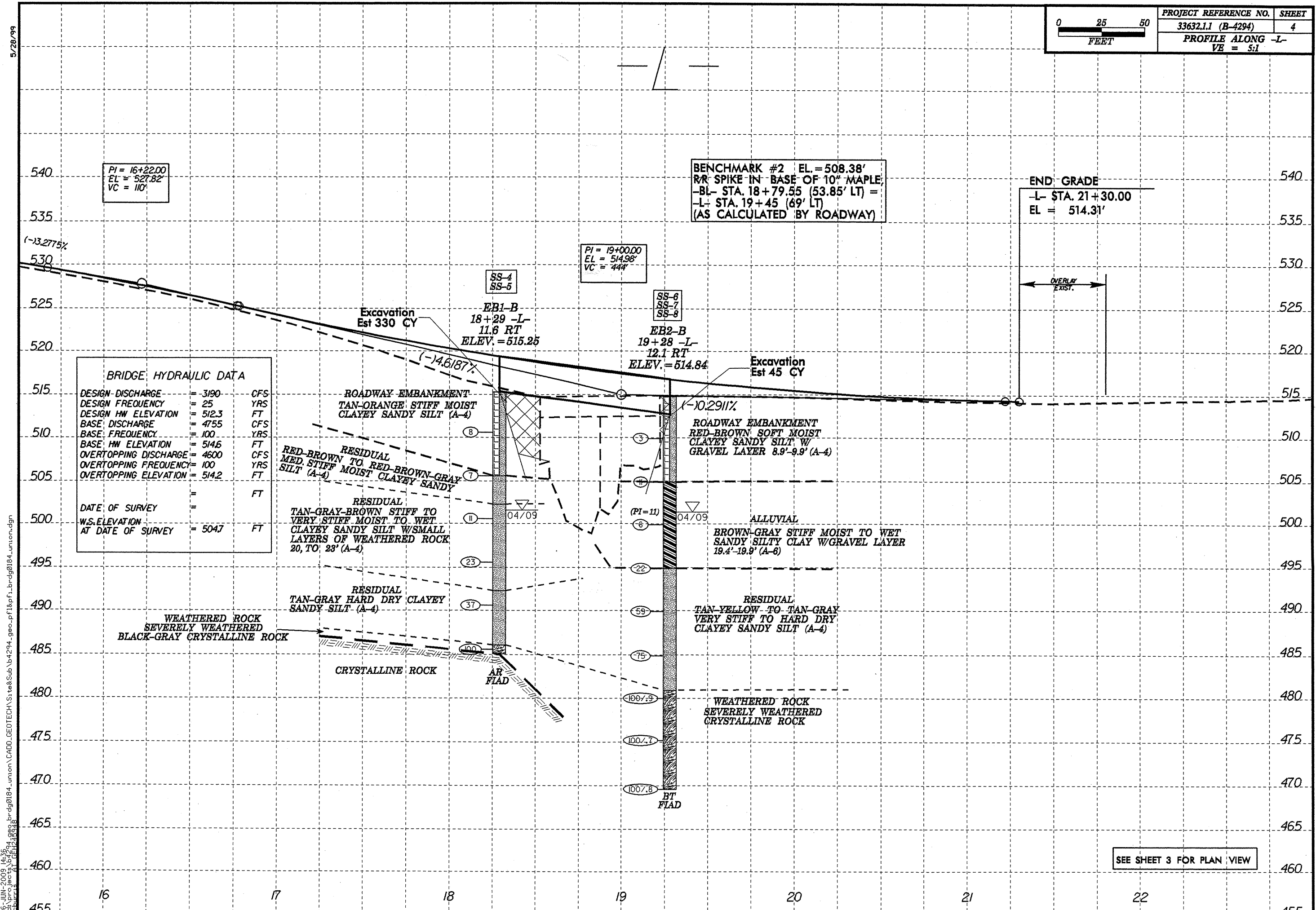
DRAWN BY: C. E. BURRIS

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.







BRIDGE HYDRAULIC DATA		
DESIGN DISCHARGE	= 3190	CFS
DESIGN FREQUENCY	= 25	YRS
DESIGN HW ELEVATION	= 512.3	FT
BASE DISCHARGE	= 4755	CFS
BASE FREQUENCY	= 100	YRS
BASE HW ELEVATION	= 514.6	FT
OVERTOPPING DISCHARGE	= 4600	CFS
OVERTOPPING FREQUENCY	= 100	YRS
OVERTOPPING ELEVATION	= 514.2	FT
DATE OF SURVEY	=	FT
W.S. ELEVATION AT DATE OF SURVEY	= 5047	FT

PI = 16+22.00  
EL = 527.82'  
VC = 110'

BENCHMARK #2 EL = 508.38'  
RR SPIKE IN BASE OF 10" MAPLE;  
-BL- STA. 18+79.55 (53.85' LT) =  
-L- STA. 19+45 (69' LT)  
(AS CALCULATED BY ROADWAY)

END GRADE  
-L- STA. 21+30.00  
EL = 514.31'

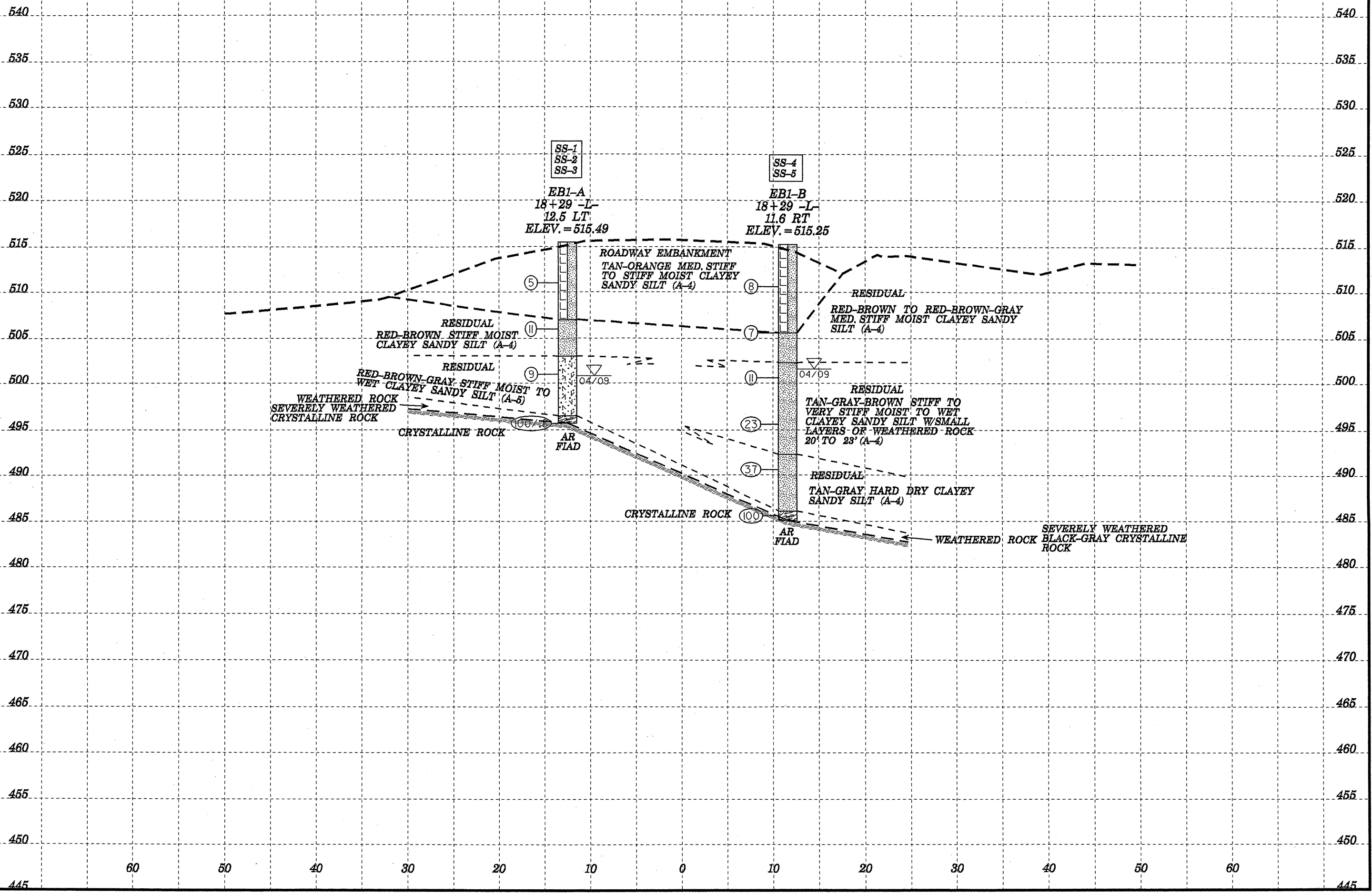
PI = 19+00.00  
EL = 514.98'  
VC = 444'

SEE SHEET 3 FOR PLAN VIEW

5/28/99  
 16-JUN-2009 14:36  
 d:\projects\16-0000\16-0000\CADD\GEO\TECH\16-0000\Sub\16-0000-18-1-unton.dgn  
 16-0000-18-1-unton.dgn  
 16-0000-18-1-unton.dgn

5/28/99  
I:\WIN-2009\1355\proj\proj\B4294\gag\brdg0184\_union\cecd\geotech\B4294\_GEO\_XSC&XSI\_BRD0184\_UNION.dgn

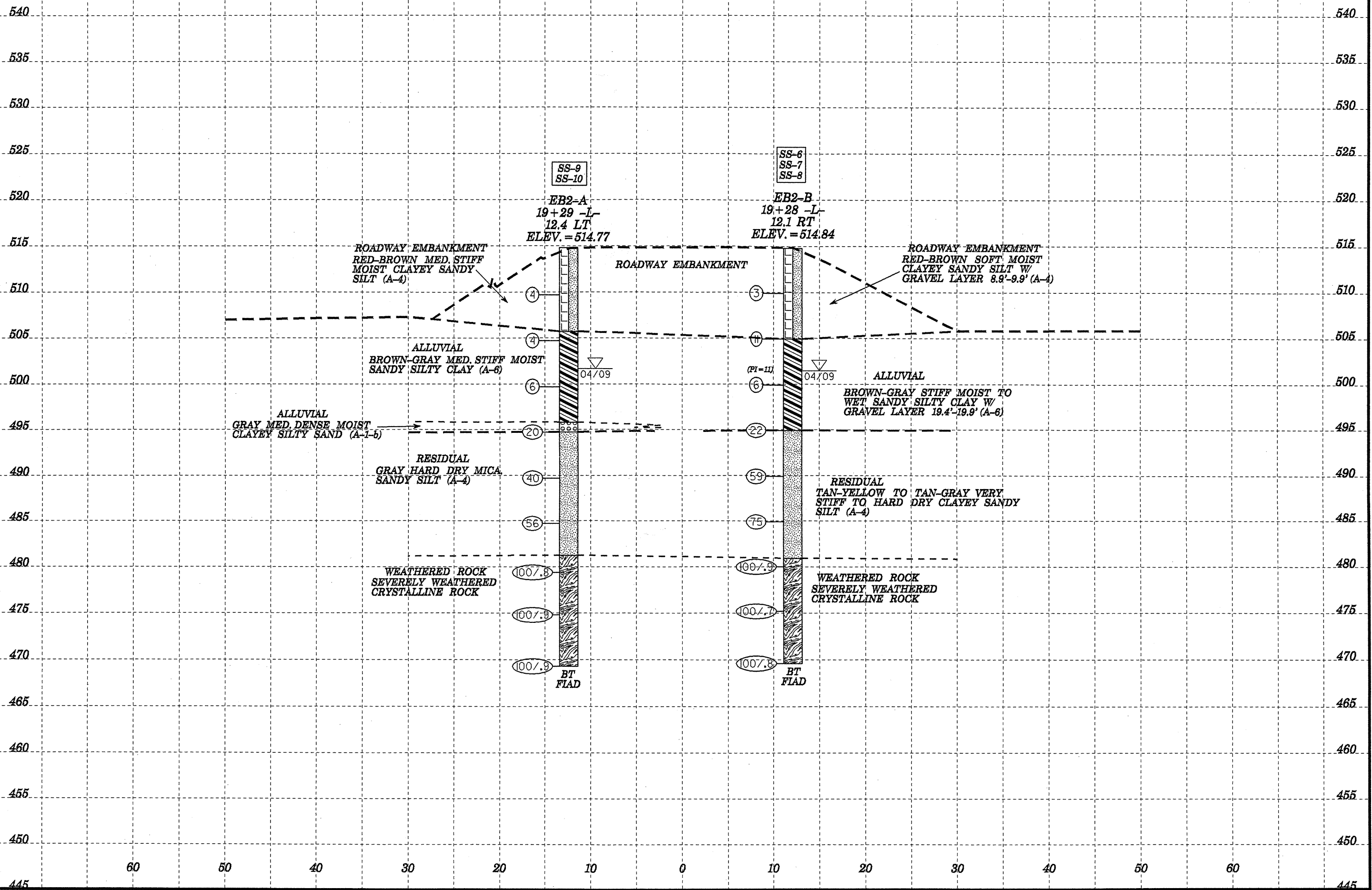
0 5 10 FEEET	PROJECT REFERENCE NO. 33632.1.1 (B-4294)	SHEET 5
	SECTION THRU END BENT 1 SKEW = 90°	





5/28/99  
I:\JUN-2008\14729  
d:\projects\15-294\_geo\_brdg0184\_union\cadd\geotech\asc\B4294\_GEO\_XSC&XSI\_BRD0184\_UNION.dgn  
c:\p1\15294\15294.dwg

0 5 10 FEET	PROJECT REFERENCE NO.	SHEET
	33632.1.1 (B-4294)	6
SECTION THRU END BENT 2		
SKEW = 90°		



PROJECT NO. 33632.1.1	ID. B-4294	COUNTY UNION	GEOLOGIST Stickney, J. K.
SITE DESCRIPTION BRIDGE NO. 184 ON SR 1113 OVER WAXHAW CREEK			GROUND WTR (ft)
BORING NO. EB1-A	STATION 18+29	OFFSET 13ft LT	ALIGNMENT -L-
COLLAR ELEV. 515.5 ft	TOTAL DEPTH 19.8 ft	NORTHING 407,548	EASTING 1,476,173
DRILL MACHINE CME-550X		DRILL METHOD H.S. Augers	
START DATE 04/27/09		COMP. DATE 04/27/09	
SURFACE WATER DEPTH N/A		DEPTH TO ROCK 19.8 ft	

ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	MOI	LOG	SOIL AND ROCK DESCRIPTION	DEPTH (ft)
			0.5ft	0.5ft	0.5ft	0	25	50	75	100					
520														GROUND SURFACE	0.0
515														ROADWAY EMBANKMENT TAN-ORANGE MED. STIFF MOIST CLAYEY SANDY SILT (A-4)	
510	512.0	3.5	2	3	2						SS-1	M			
505	507.0	8.5	3	4	7						SS-2	M		RESIDUAL RED-BROWN STIFF MOIST CLAYEY SANDY SILT (A-4)	8.5
500	502.0	13.5	3	3	6						SS-3	W		RESIDUAL RED-BROWN-GRAY STIFF MOIST TO WET CLAYEY SANDY SILT (A-5)	12.5
495	497.0	18.5	28	28	72/3									WEATHERED ROCK SEVERELY WEATHERED CRYSTALLINE ROCK	19.0
														Boring Terminated BY AUGER REFUSAL at Elevation 495.7 ft ON CRYSTALLINE ROCK	19.8

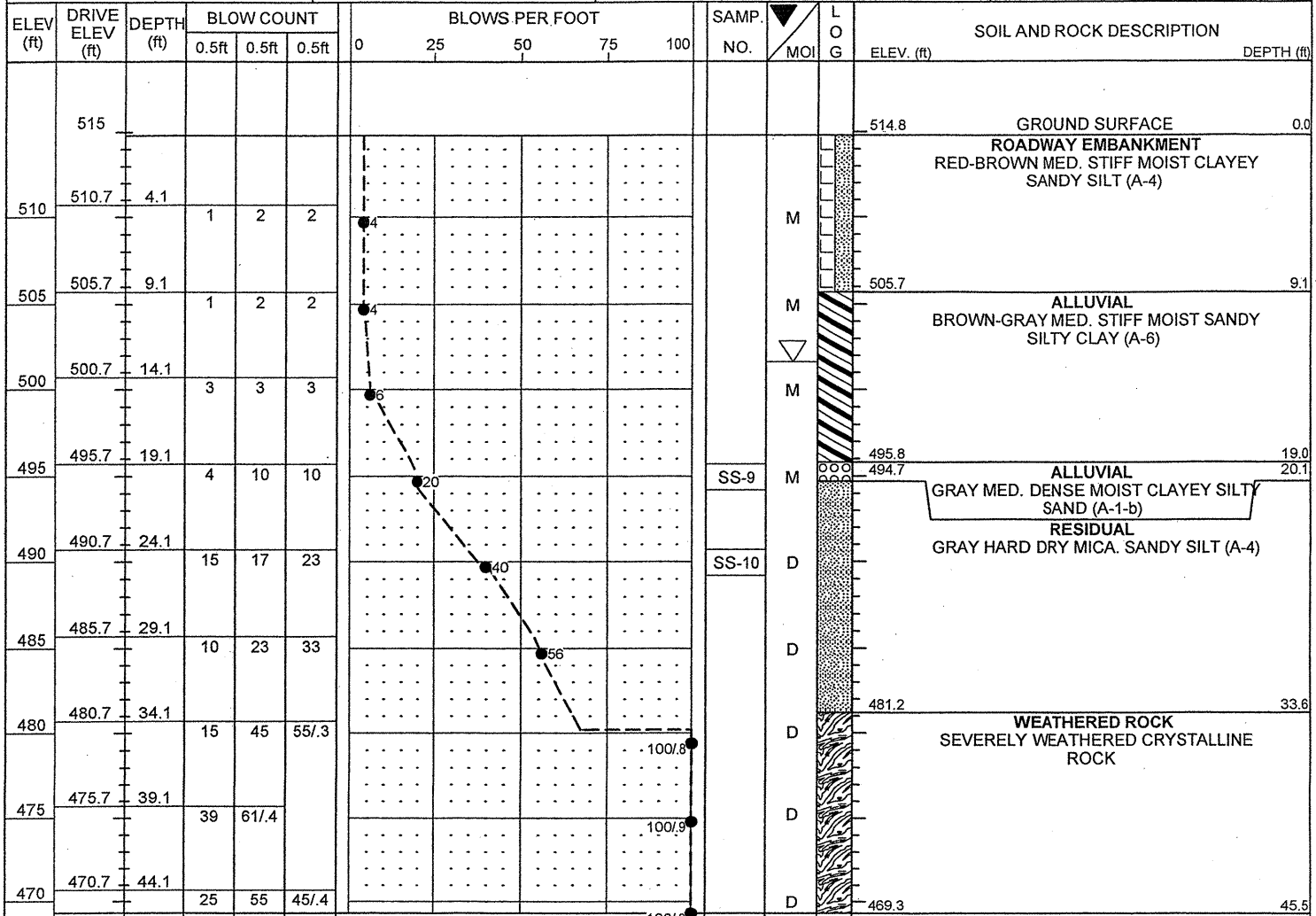
PROJECT NO. 33632.1.1	ID. B-4294	COUNTY UNION	GEOLOGIST Stickney, J. K.
SITE DESCRIPTION BRIDGE NO. 184 ON SR 1113 OVER WAXHAW CREEK			GROUND WTR (ft)
BORING NO. EB1-B	STATION 18+29	OFFSET 12ft RT	ALIGNMENT -L-
COLLAR ELEV. 515.3 ft	TOTAL DEPTH 30.2 ft	NORTHING 407,531	EASTING 1,476,190
DRILL MACHINE CME-550X		DRILL METHOD H.S. Augers	
START DATE 04/27/09		COMP. DATE 04/27/09	
SURFACE WATER DEPTH N/A		DEPTH TO ROCK 30.2 ft	

ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	MOI	LOG	SOIL AND ROCK DESCRIPTION	DEPTH (ft)
			0.5ft	0.5ft	0.5ft	0	25	50	75	100					
520														GROUND SURFACE	0.0
515														ROADWAY EMBANKMENT TAN-ORANGE STIFF MOIST CLAYEY SANDY SILT (A-4)	
510	511.6	3.7	1	3	5							M			
505	506.6	8.7	4	3	4							M		RESIDUAL RED-BROWN TO RED-BROWN-GRAY MED. STIFF MOIST CLAYEY SANDY SILT (A-4)	9.7
500	501.6	13.7	3	4	7						SS-4	W		RESIDUAL TAN-GRAY-BROWN STIFF TO VERY STIFF MOIST TO WET CLAYEY SANDY SILT W/ SMALL LAYERS OF WEATHERED ROCK 20' TO 23' (A-4)	13.0
495	496.6	18.7	12	13	10										
490	491.6	23.7	7	10	27						SS-5	D		RESIDUAL TAN-GRAY HARD DRY CLAYEY SANDY SILT (A-4)	23.0
485	486.6	28.7	28	33	67									WEATHERED ROCK SEVERELY WEATHERED BLACK-GRAY CRYSTALLINE ROCK	29.2
														Boring Terminated BY AUGER REFUSAL at Elevation 485.1 ft ON CRYSTALLINE ROCK	30.2

NCDOT BORE SINGLE B4294\_GEO\_BH\_BRD00184\_UNION.GPJ NC\_DOT\_GDT\_06/15/09

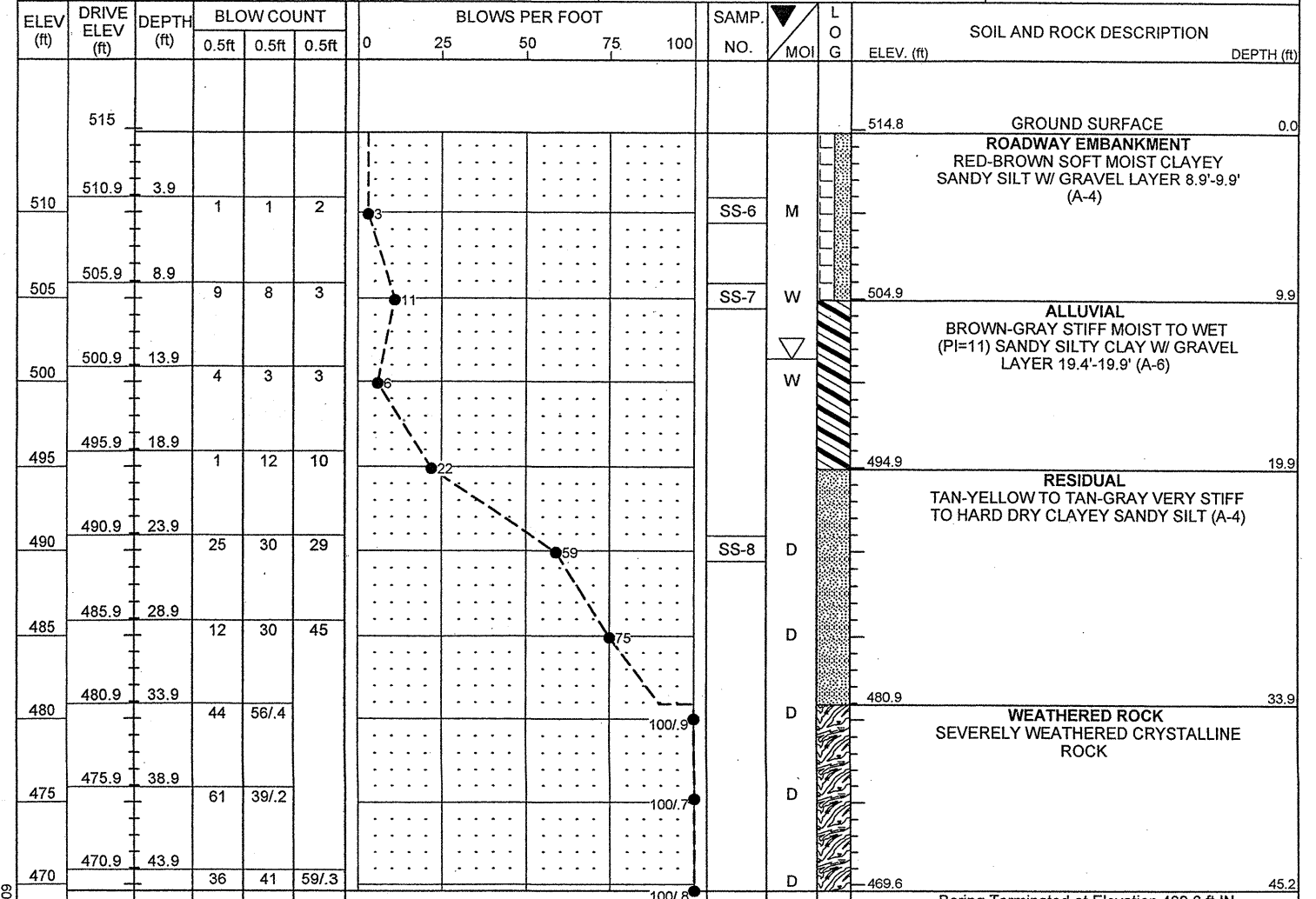
NCDOT BORE SINGLE B4294\_GEO\_BH\_BRD00184\_UNION.GPJ NC\_DOT\_GDT\_06/15/09

PROJECT NO. 33632.1.1	ID. B-4294	COUNTY UNION	GEOLOGIST Stickney, J. K.
SITE DESCRIPTION BRIDGE NO. 184 ON SR 1113 OVER WAXHAW CREEK			GROUND WTR (ft)
BORING NO. EB2-A	STATION 19+29	OFFSET 12ft LT	ALIGNMENT -L- 0 HR. 13.2
COLLAR ELEV. 514.8 ft	TOTAL DEPTH 45.5 ft	NORTHING 407,620	EASTING 1,476,243 24 HR. FIAD
DRILL MACHINE CME-550X	DRILL METHOD H.S. Augers	HAMMER TYPE Automatic	
START DATE 04/27/09	COMP. DATE 04/27/09	SURFACE WATER DEPTH N/A	DEPTH TO ROCK N/A



Boring Terminated at Elevation 469.3 ft IN SEVERELY WEATHERED CRYSTALLINE ROCK

PROJECT NO. 33632.1.1	ID. B-4294	COUNTY UNION	GEOLOGIST Stickney, J. K.
SITE DESCRIPTION BRIDGE NO. 184 ON SR 1113 OVER WAXHAW CREEK			GROUND WTR (ft)
BORING NO. EB2-B	STATION 19+28	OFFSET 12ft RT	ALIGNMENT -L- 0 HR. 13.4
COLLAR ELEV. 514.8 ft	TOTAL DEPTH 45.2 ft	NORTHING 407,602	EASTING 1,476,259 24 HR. FIAD
DRILL MACHINE CME-550X	DRILL METHOD H.S. Augers	HAMMER TYPE Automatic	
START DATE 04/27/09	COMP. DATE 04/27/09	SURFACE WATER DEPTH N/A	DEPTH TO ROCK N/A



Boring Terminated at Elevation 469.6 ft IN SEVERELY WEATHERED CRYSTALLINE ROCK

NCDOT BORE SINGLE B4294\_GEO\_BH\_BRD0184\_UNION.GPJ NC\_DOT\_GDT 06/15/09

NCDOT BORE SINGLE B4294\_GEO\_BH\_BRD0184\_UNION.GPJ NC\_DOT\_GDT 06/15/09



TEST RESULTS

PROJECT: 33632.1.1 B-4294

COUNTY: UNION

SITE DESCRIPTION: BRIDGE NO. 184 OVER WAXHAW CREEK AND APPROACHES ON SR 1113 (DAVIS RD.)

SOIL SAMPLE RESULTS

SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS	N	L.L.	P.I.	% BY WEIGHT				% PASSING SIEVES			% MOISTURE	% ORGANIC	UNIT WT. (d)	VOID RATIO
								C. SAND	F. SAND	SILT	CLAY	10	40	200				
<b>EB1-A</b>																		
SS-1	12.5 LT	18+29	4.00-5.00	A-4(3)	5	29	7	12.1	31.6	24.1	32.2	98	90	69				
SS-2	12.5 LT	18+29	9.00-10.00	A-4(1)	11	38	5	11.5	52.4	18.0	18.1	100	96	49				
SS-3	12.5 LT	18+29	14.00-15.00	A-5(2)	9	41	5	16.9	43.7	25.3	14.1	100	86	56				
<b>EB1-B</b>																		
SS-4	11.6 RT	18+29	14.20-15.20	A-4(0)	11	38	5	16.7	55.0	16.2	12.1	100	92	43				
SS-5	11.6 RT	18+29	24.20-25.20	A-4(1)	37	32	4	6.2	61.6	22.1	10.1	100	98	54				
<b>EB2-A</b>																		
SS-9	12.4 LT	19+29	19.60-20.60	A-1-b(0)	20	27	2	33.4	36.5	18.0	12.1	53	41	22				
SS-10	12.4 LT	19+29	24.60-25.60	A-4(3)	40	36	3	1.4	54.0	36.6	8.1	100	99	75				
<b>EB2-B</b>																		
SS-6	12.1 RT	19+28	4.40-5.40	A-4(5)	3	37	10	11.3	36.3	22.3	30.2	98	93	64				
SS-7	12.1 RT	19+28	9.40-10.40	A-6(9)	11	30	11	3.2	9.9	48.6	38.3	97	95	88				
SS-8	12.1 RT	19+28	24.40-25.40	A-4(0)	59	32	NP	6.6	66.1	19.2	8.1	100	98	49				



# FIELD SCOUR REPORT

WBS: 33632.1.1 TIP: B-4294 COUNTY: Union

DESCRIPTION(1): BRIDGE 184 OVER WAXHAW CREEK AND APPROACHES ON SR1113 (Davis Road)

### EXISTING BRIDGE

Information from: Field Inspection  Microfilm \_\_\_\_\_ (reel \_\_\_\_\_ pos: \_\_\_\_\_)  
 Other (explain) \_\_\_\_\_

Bridge No.: 184 Length: 70.6 Total Bents: 3 Bents in Channel: 1 Bents in Floodplain: 2  
 Foundation Type: Timber piles

### EVIDENCE OF SCOUR(2)

Abutments or End Bent Slopes: Active channel is approaching endbent 1, but there is dry land near endbent 2

Interior Bents: None observed

Channel Bed: Not visible

Channel Bank: Banks undercut, tress leaning toward channel

### EXISTING SCOUR PROTECTION

Type(3): None

Extent(4): \_\_\_\_\_

Effectiveness(5): \_\_\_\_\_

Obstructions(6): \_\_\_\_\_

### INSTRUCTIONS

- 1 Describe the specific site's location, including route number and body of water crossed.
- 2 Note scour evidence at existing end bents or abutments (e.g. undermining, sloughing, degradations).
- 3 Note existing scour protection (e.g. rip rap).
- 4 Describe extent of existing scour protection.
- 5 Describe whether or not the scour protection appears to be working.
- 6 Note obstructions such as dams, fallen trees, debris at bents, etc.
- 7 Describe the channel bed material based on observation and/or samples. Include any lab results with report.
- 8 Describe the channel bank material based on observation and/or samples. Include any lab results with report.
- 9 Describe the material covering the banks (e.g. grass, trees, rip rap, none).
- 10 Determine the approximate floodplain width from field observation or a topographic map.
- 11 Describe the material covering the floodplain (e.g. grass, trees, crops).
- 12 Use professional judgement to specify if the stream is degrading, aggrading, or static.
- 13 Describe potential and direction of the stream to migrate laterally during the bridge's life (approx. 100 years).
- 14 Give the design scour elevation (DSE) expected over the life of the bridge (approx. 100 years). This elevation can be given as a range across the site, or for each bent. Discuss the relationship between the Hydraulics Unit theoretical scour and the DSE. If the DSE is dependent on scour counter measures, explain (e.g. rip rap armoring on slopes). The DSE is based on the erodability of materials, giving consideration to the influence of joints, foliation, bedding characteristics, % core recovery, % RQD, differential weathering, shear strength, observations at existing structures, other tests deemed appropriate, and overall geologic conditions at the site.

### DESIGN INFORMATION

Channel Bed Material(7): silt,clay,sand

Channel Bank Material(8): Silty Clay as SS-7, Sandy Silt as SS-2

Channel Bank Cover(9): Mature trees, shrubs

Floodplain Width(10): 450'

Floodplain Cover(11): Mature forest

Stream is(12): Aggrading \_\_\_\_\_ Degrading  Static \_\_\_\_\_

Channel Migration Tendency(13): Slight

Observations and Other Comments: \_\_\_\_\_

Reported by: J.K. Stickney Date: 4/27/2009

### DESIGN SCOUR ELEVATIONS(14)

Feet x Meters \_\_\_\_\_

### BENTS

Stream Bed 100 year	490																		

Comparison of DSE to Hydraulics Unit theoretical scour:  
 Per Hydro Prediction: There will be no impact on endbents. No basis to recommend DSE change.

DSE determined by: C. Little Date: 6/22/2009

### SOIL ANALYSIS RESULTS FROM CHANNEL BED AND BANK MATERIAL

Bed or Bank	EB-1 Bank	EB-2 Bank							
Sample No.	SS-2	SS-7							
Retained #4	Posted on	Soil Results	Page						
Passed #10									
Passed #40									
Passed #200									
Coarse Sand									
Fine Sand									
Silt									
Clay									
LL									
PI									
AASHTO									
Station									
Offset									
Depth									