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REFERENCE: B-5388

PROJECT: 46103

SEE SHEET 3 FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

CONTENTS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	LEGEND (SOIL & ROCK)
3A-3B	TEXT REPORT
4	SITE PLAN
5-19	CROSS SECTIONS

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

**ROADWAY
 SUBSURFACE INVESTIGATION**

COUNTY ALLEGHANY
 PROJECT DESCRIPTION REPLACE BRIDGE #21
ON NC 18 OVER LITTLE RIVER

INVENTORY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	46103	1	19

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 1919 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

DC Elliott, LG

DO Cheek

CJ Coffey

INVESTIGATED BY DMM

^{DS}DRAWN BY DMM

Jk CHECKED BY JCK

SUBMITTED BY JCK

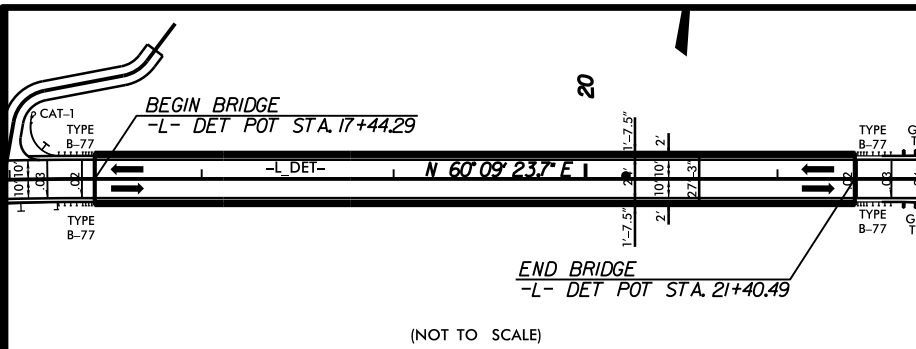
DATE 4/12/2018



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D Matt Mullen 4/12/2018

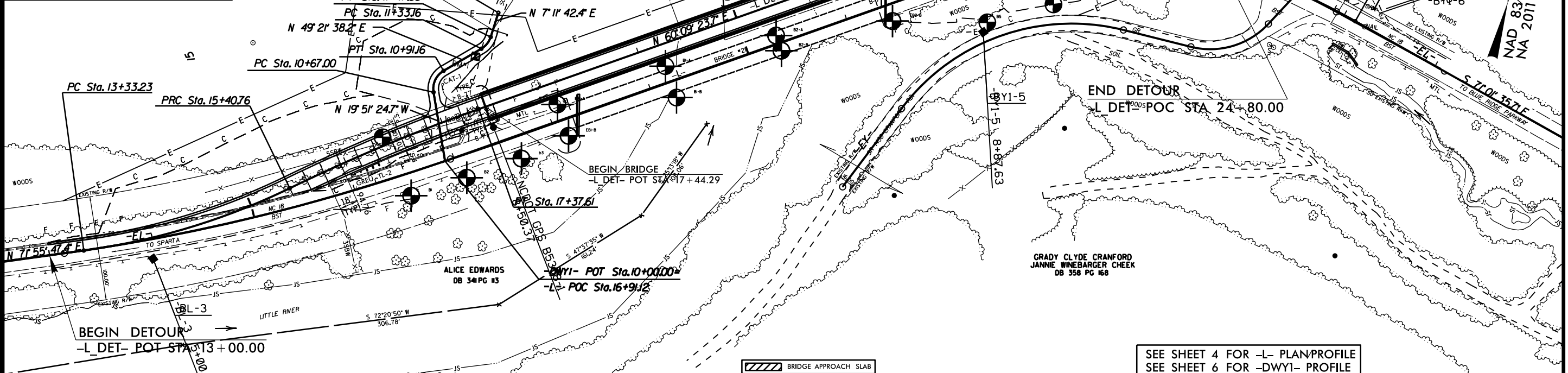
-L-DET-

PI Sta 14+37.87 Δ = 18° 10' 53.5" (LT) D = 8' 45" 39.0" L = 207.53' T = 104.65' R = 654.00' e = Exlst. RO = N/A DS = 40mph	PI Sta 16+39.29 Δ = 6° 24' 29.8" (RT) D = 3' 15" 19.6" L = 196.85' T = 98.53' R = 1,760.00' RO = 54' DS = 40mph	PI Sta 23+05.87 Δ = 34° 01' 22.1" (RT) D = 13' 38" 30.7" L = 249.40' T = 128.50' R = 420.00' RO = 108' DS = 40mph	PI Sta 25+25.44 Δ = 14° 47' 38.4" (RT) D = 7' 32" 20.1" L = 196.24' T = 98.67' R = 760.00' e = Exlst. RO = N/A DS = 40mph
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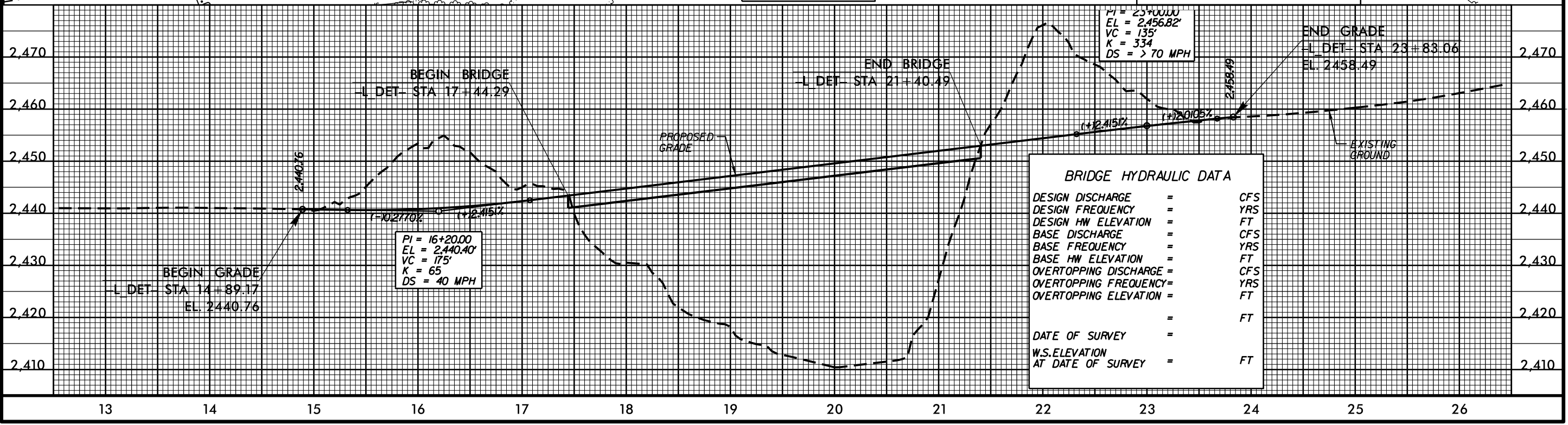


-DWYI-

PI Sta 11+53.80 Δ = 42° 09' 55.8" (LT) D = 286' 28" 44.0" L = 147.2' T = 7.71' R = 20.00'	PI Sta 10+77.34 Δ = 69° 13' 03.0" (RT) D = 286' 28" 44.0" L = 24.16' T = 13.80' R = 20.00'
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SEE SHEET 4 FOR -L- PLAN/PROFILE
 SEE SHEET 6 FOR -DWYI- PROFILE



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 REVISIONS



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

4/12/2018

STATE PROJECT: 446130.1.1(B-5388)
COUNTY: ALLEGHANY
DESCRIPTION: REPLACE BRIDGE NO. 21 ON NC 18 OVER LITTLE RIVER
SUBJECT: Geotechnical Report – Inventory

PROJECT DESCRIPTION

The subject project comprises the approaches to bridge number 21. At the time of the investigation, the following structures were proposed:

- L- bridge
- LDET- bridge
- a retaining wall at the southwest corner of the existing bridge,

No other structures are proposed by Roadway. GEU proposes a wall in lieu of the 1:1 sliver cut from -L- Station 21+54.5 to 24+00 offset ~17.5' rt. The terrain is mountainous but does not include unusually large cuts and fills. The following alignments were investigated:

- L- Station: 13+00 – 24+80
- LDET- Station: 13+00 – 24+80
- DWY1- Station: 10+00 – 11+55

The total length of lines investigated is .476 miles. The field investigation was conducted in March of 2018. All borings were conducted with a CME-550 drill machine with an automatic hammer. Standard Penetration Tests were performed utilizing Hollow Stem Augers with carbide insert teeth in the head stem or NXWL with casing advancer.

AREAS OF SPECIAL GEOTECHNICAL INTEREST

Crystalline Rock: Weathered to crystalline rock should be expected within 10' of grade in the following Station intervals:

- L- Station: 13+00- 24+80
- LDET- Station: 13+00 – 24+80
- DWY1- Station: 10+00 – 11+55

SOIL PROPERTIES

Soils on the project are derived from muscovite-biotite gneiss rock (Zatm) encountered within the project corridor. The dominant residual and saprolitic soil types encountered are micaceous silty sand, silty sand and sand (AASHTO A-4, A-2-4&5) with manganese oxide layers present which will limit the cut-slope design. Weathered and crystalline rock may require blasting and is unlikely to produce durable stone for use on the project.

Respectfully submitted,

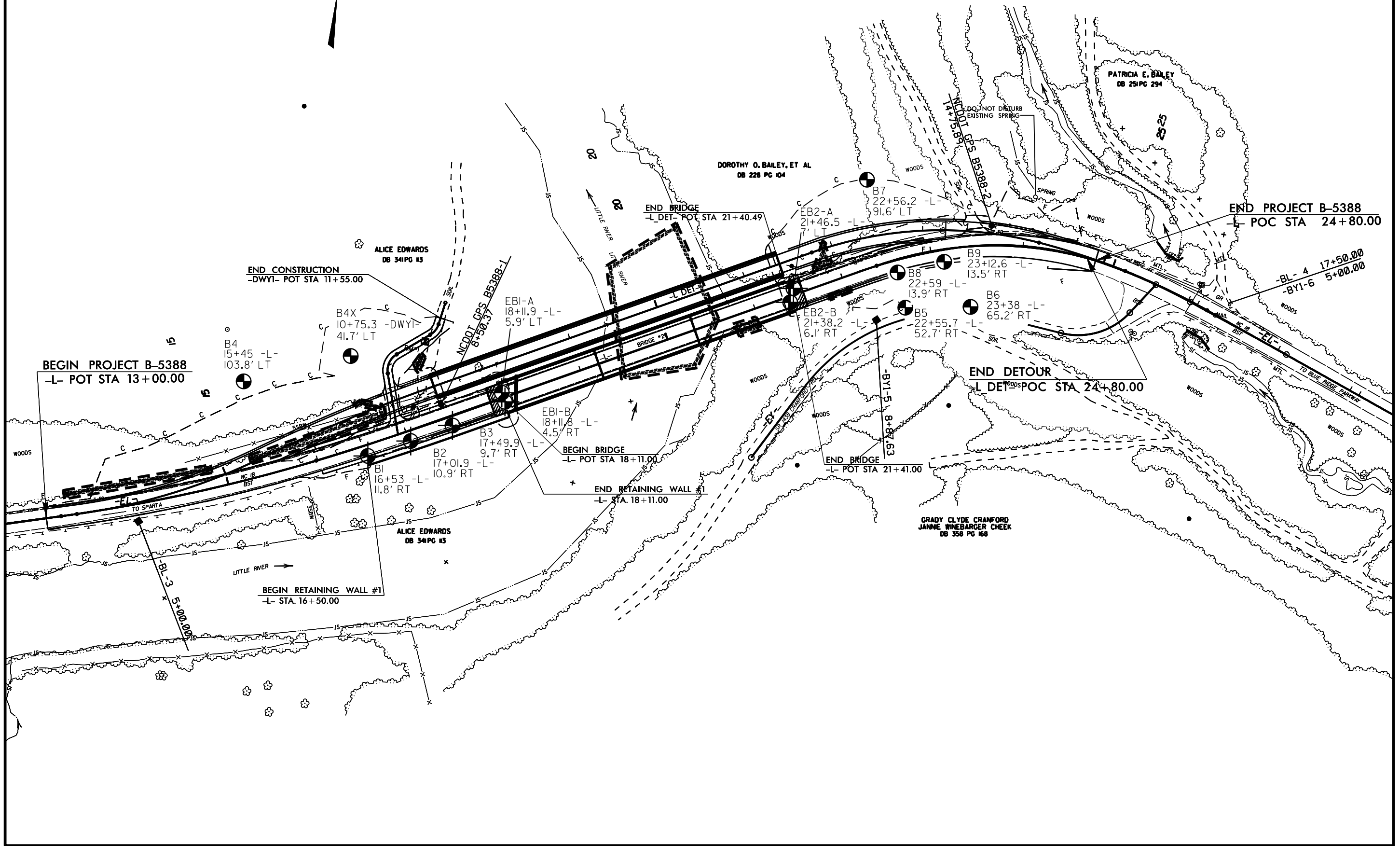
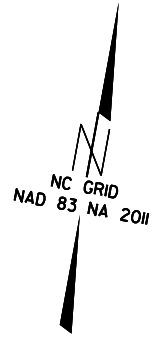
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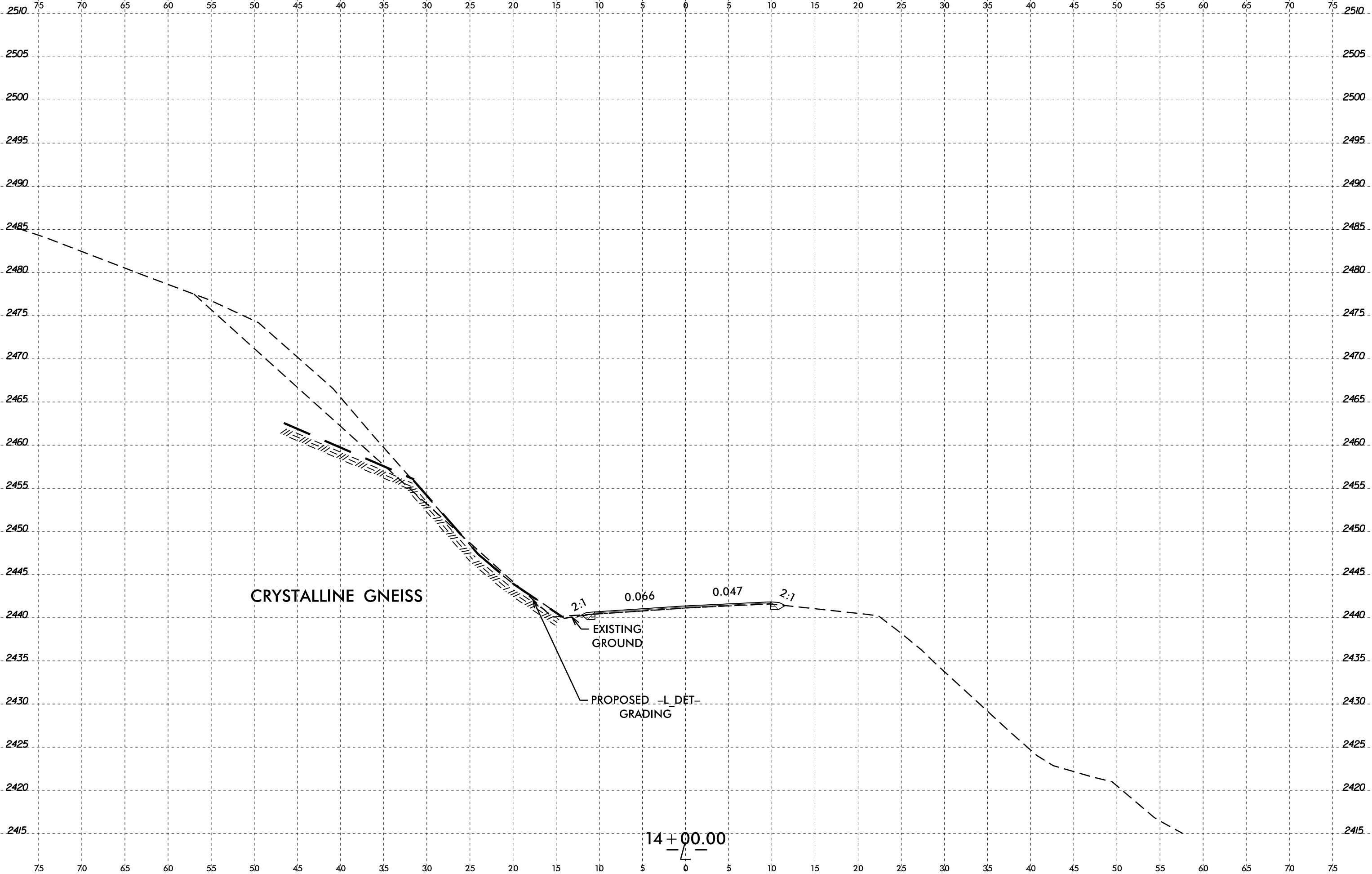
D Matt Mullen

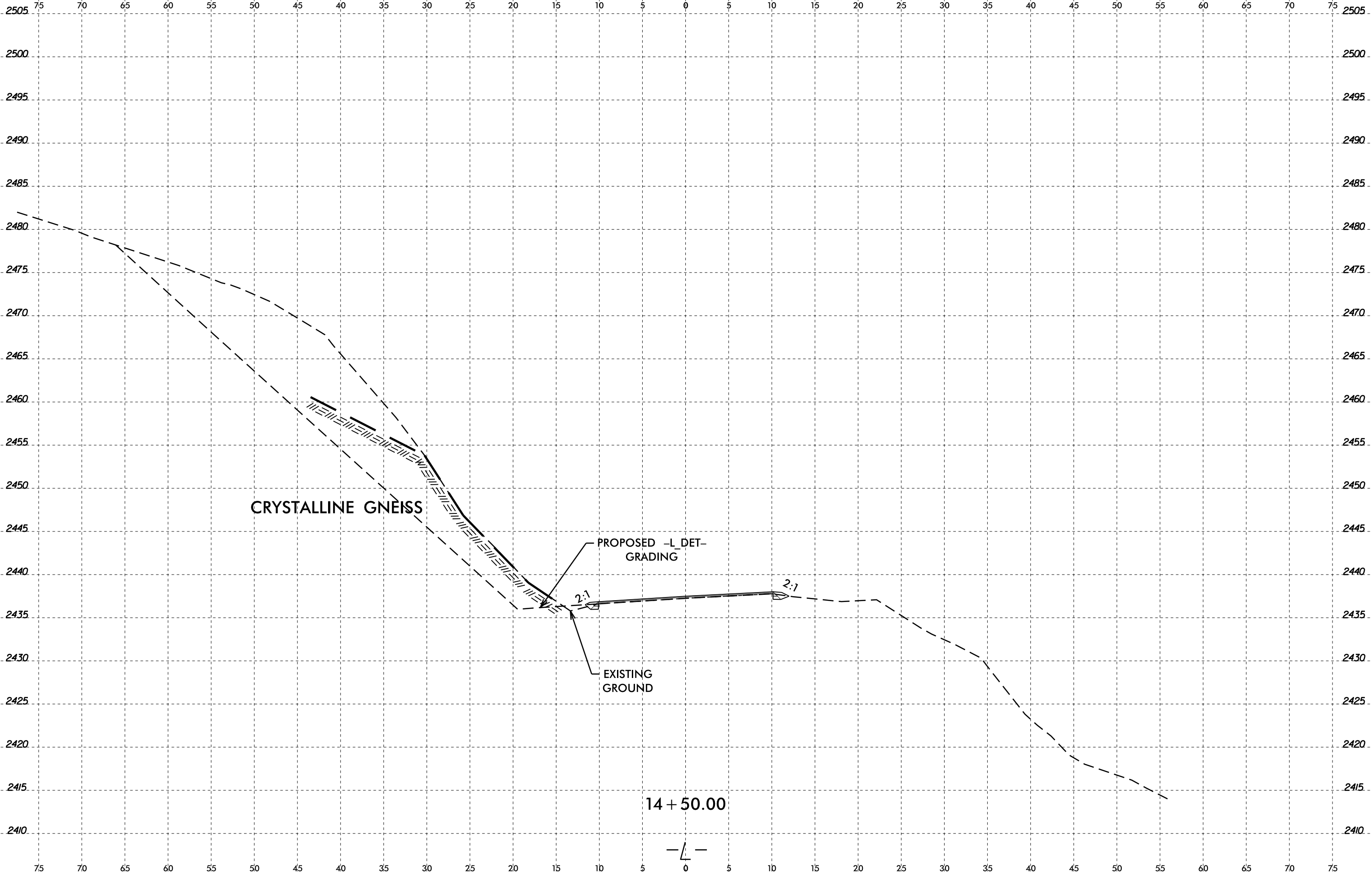
Matt Mullen, PE

Project Geological Engineer

cc. David J. Clogdo, P.E.; CDM Smith





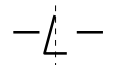


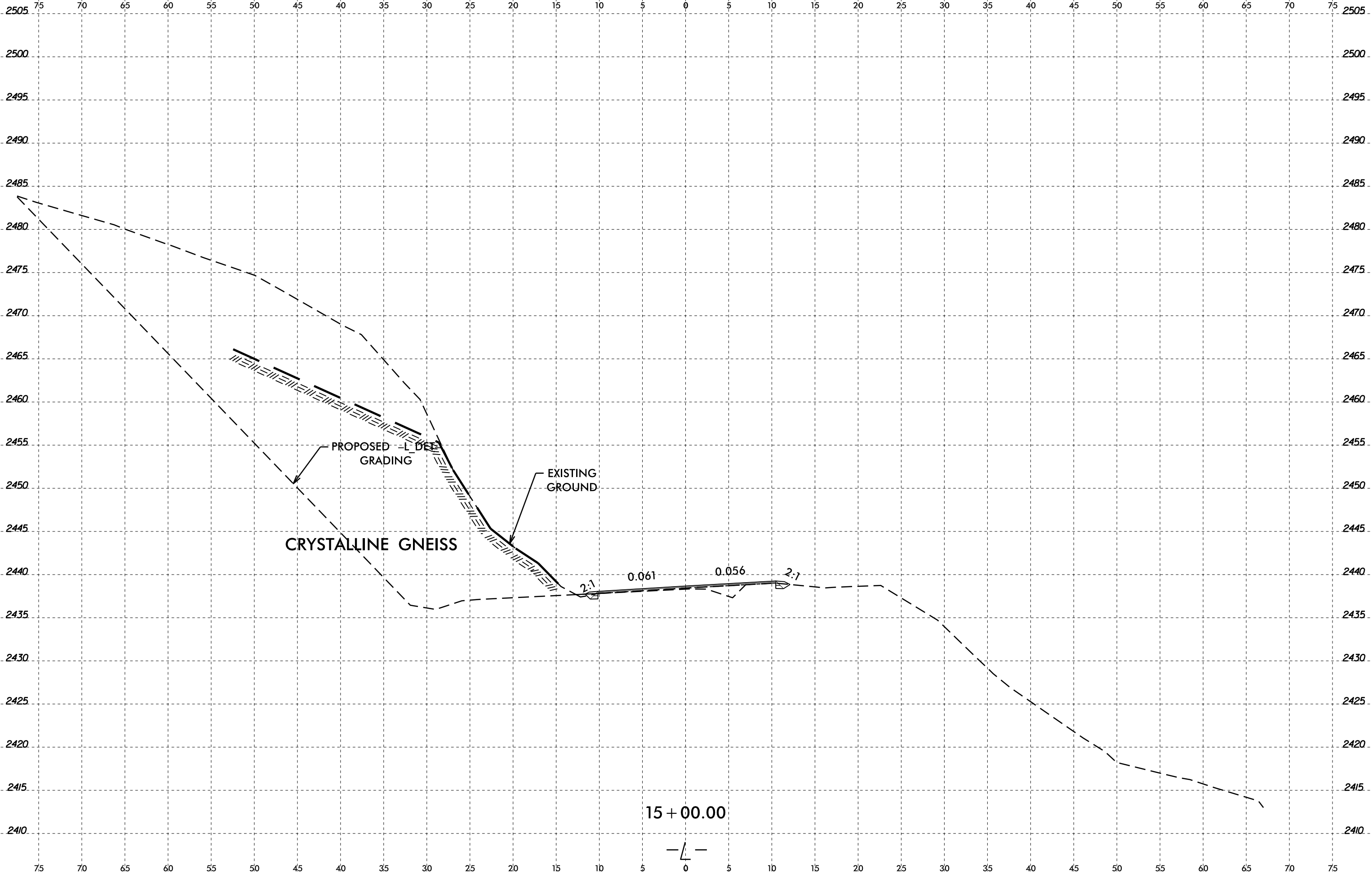
CRYSTALLINE GNEISS

PROPOSED -L_DET-
GRADING

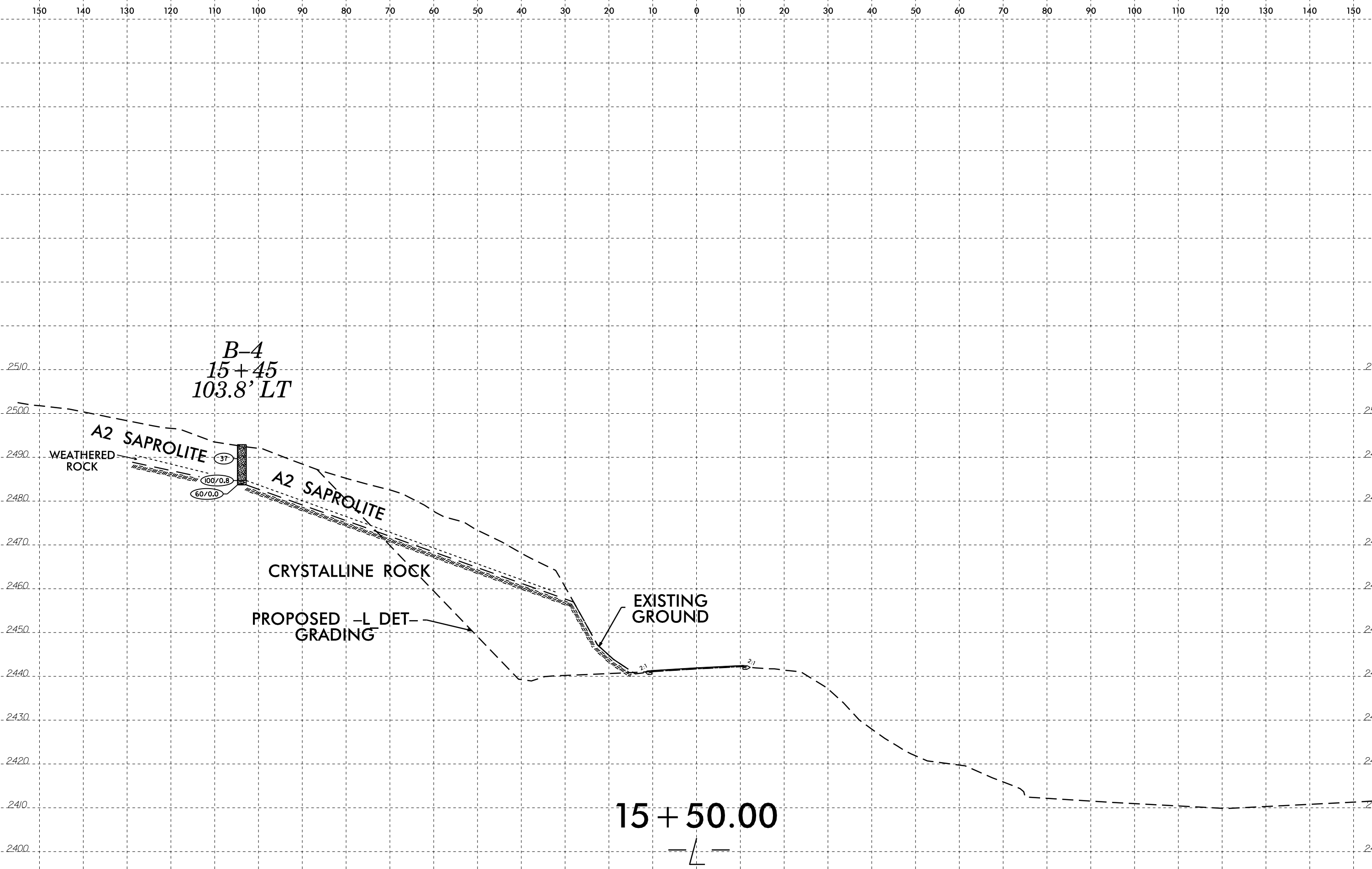
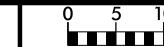
EXISTING
GROUND

14 + 50.00





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B-4
15+45
103.8' LT

A2 SAPROLITE
WEATHERED ROCK

(37)
(100/0.8)
(60/0.0)

A2 SAPROLITE

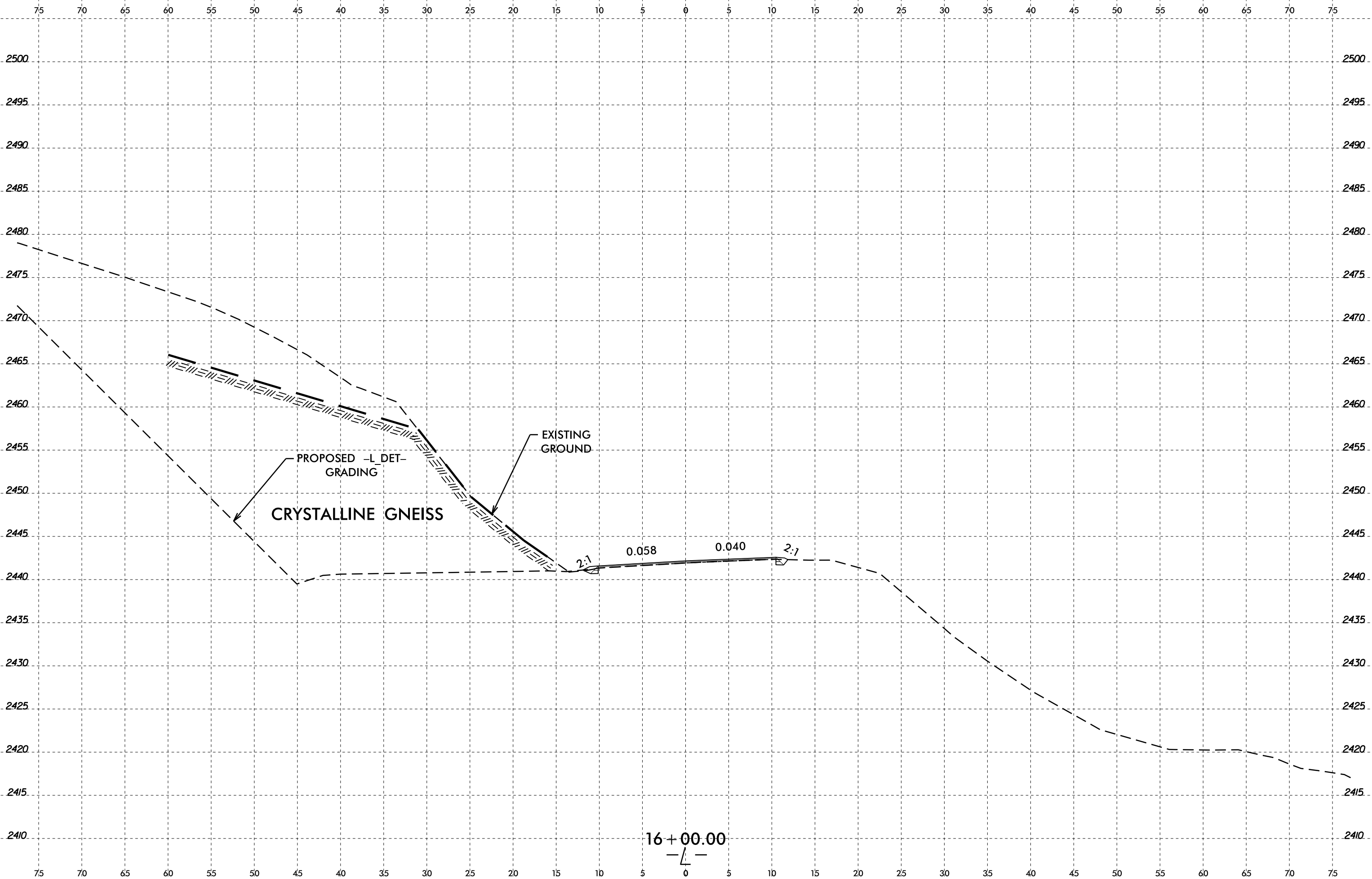
CRYSTALLINE ROCK

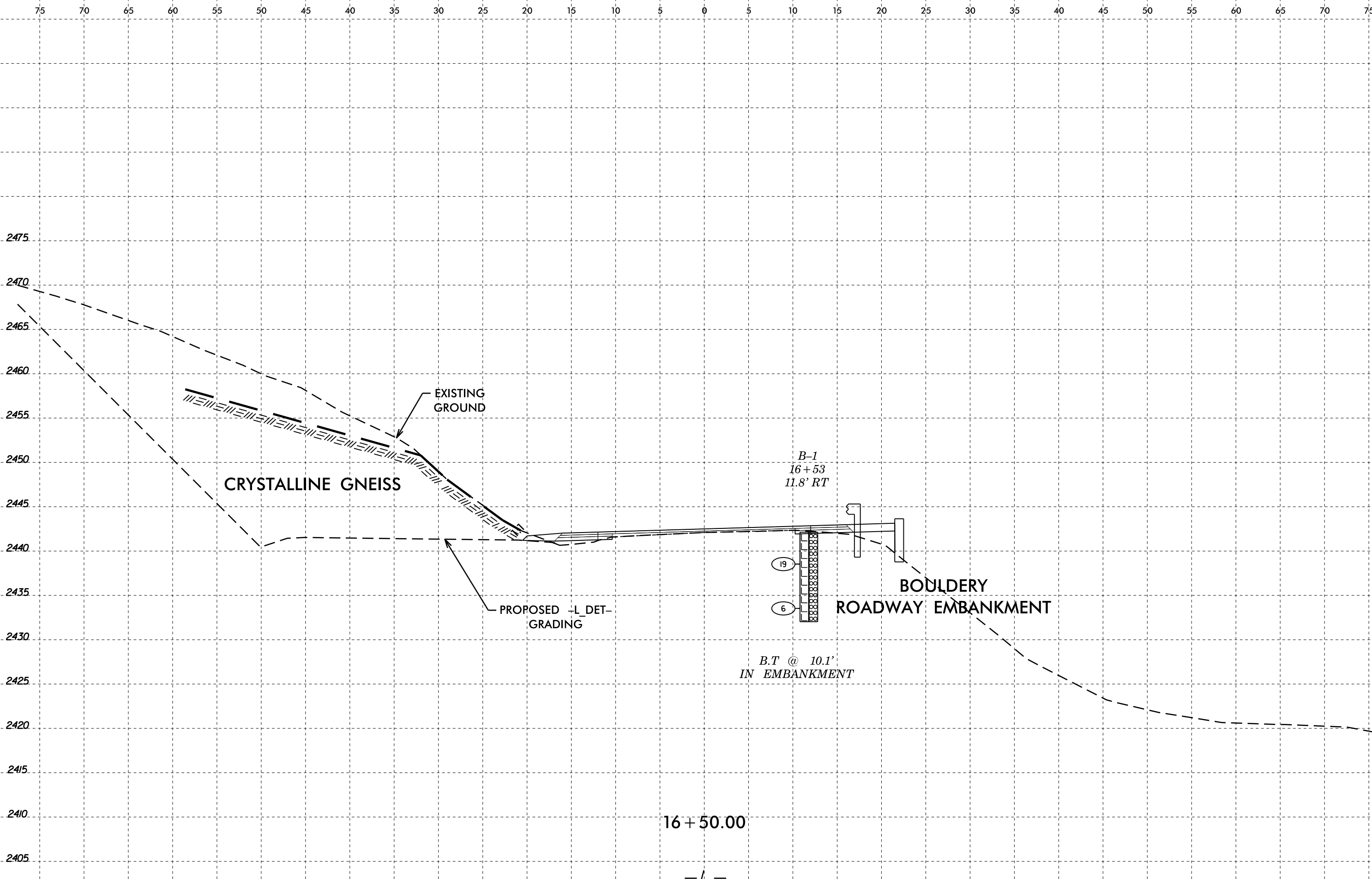
PROPOSED -L DET-GRADING

EXISTING GROUND

15+50.00

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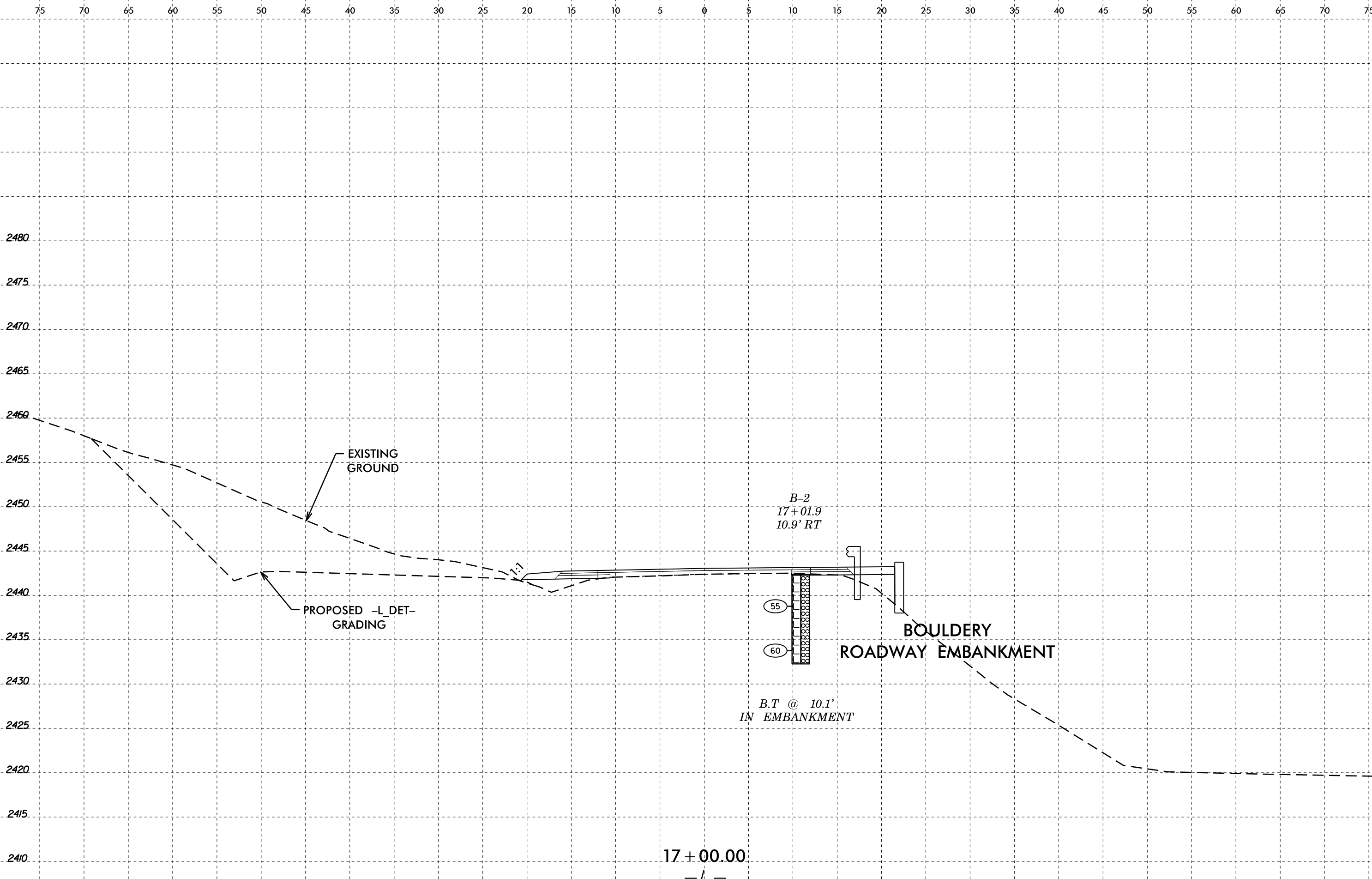


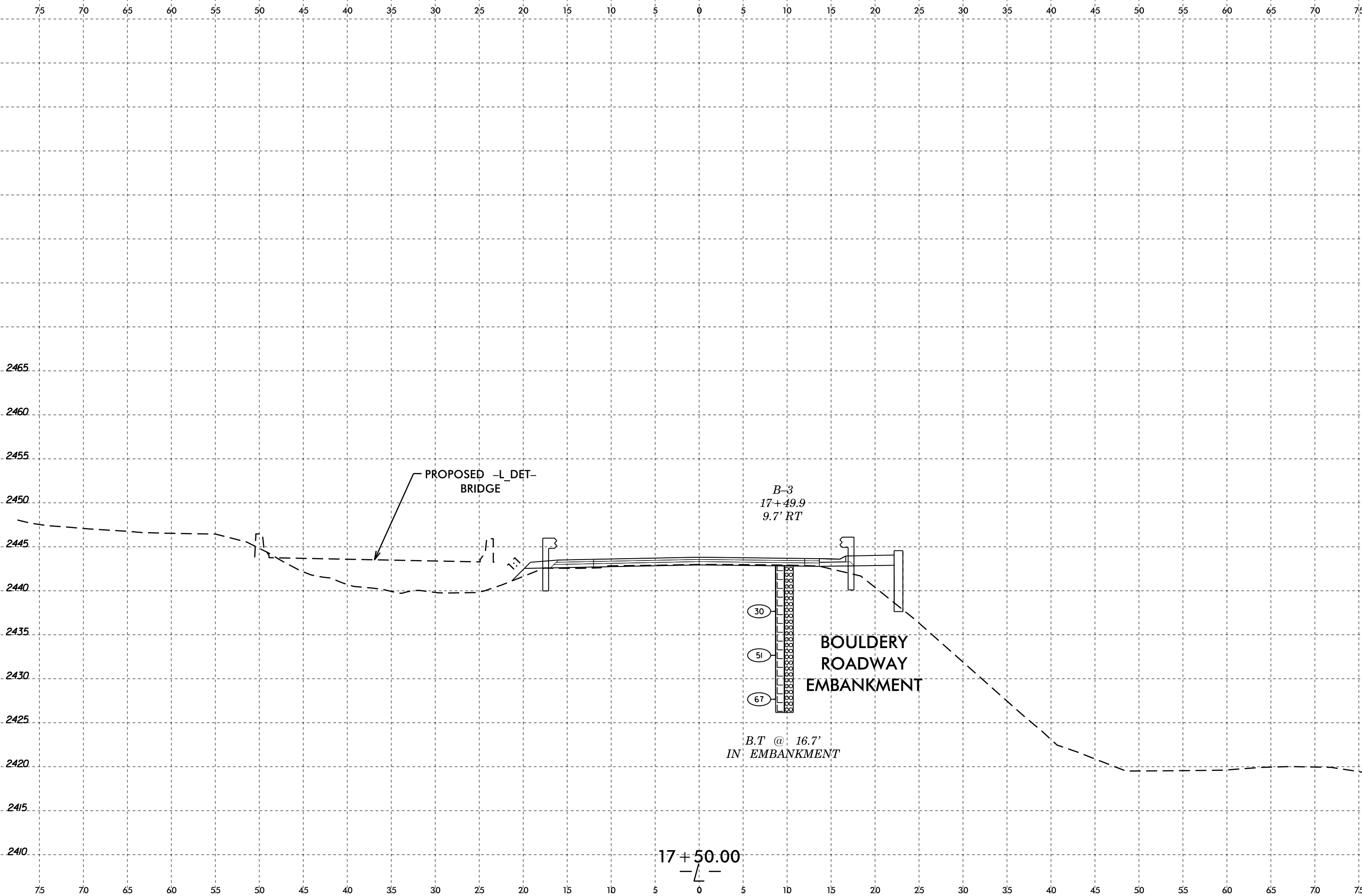


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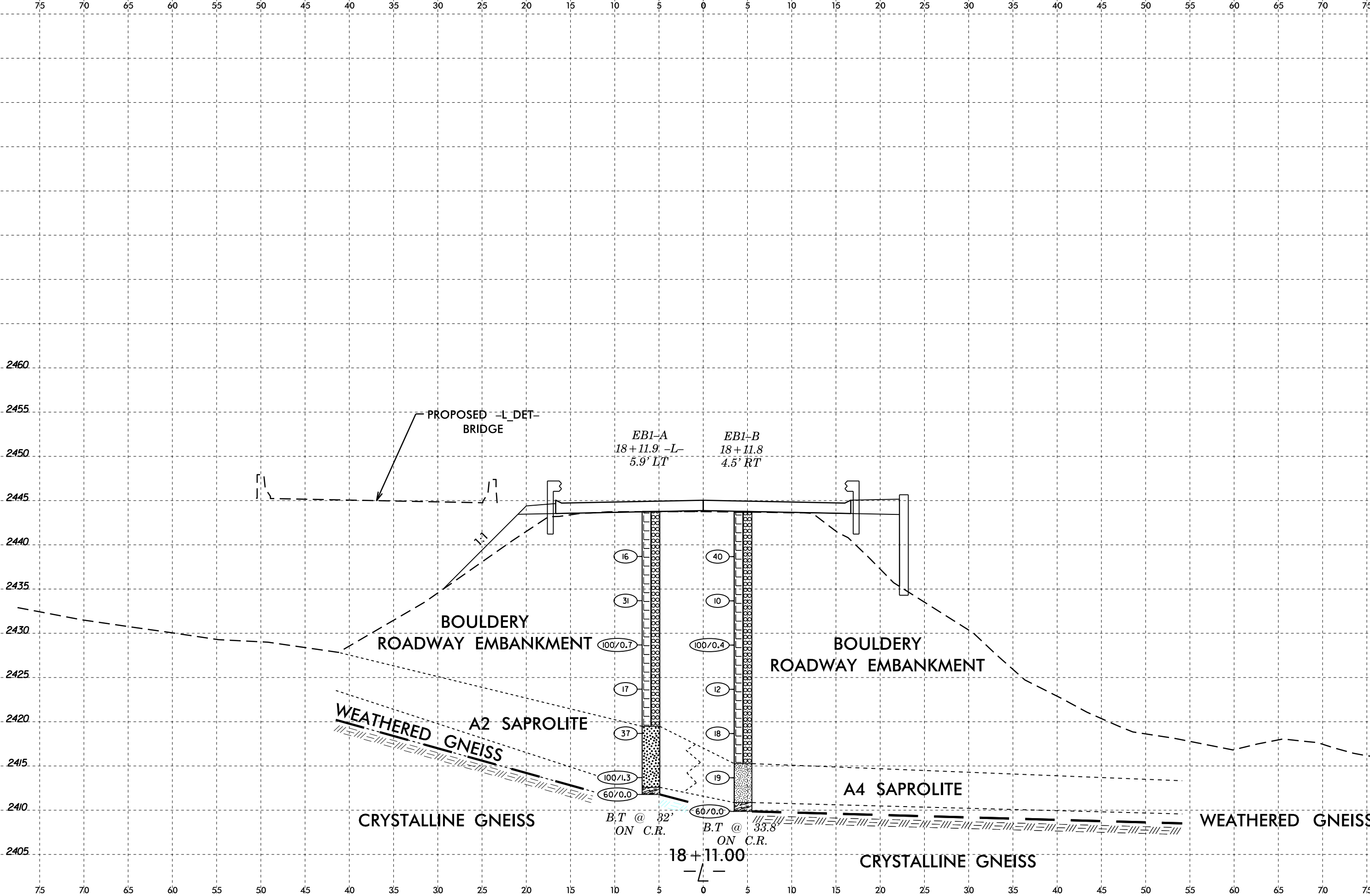
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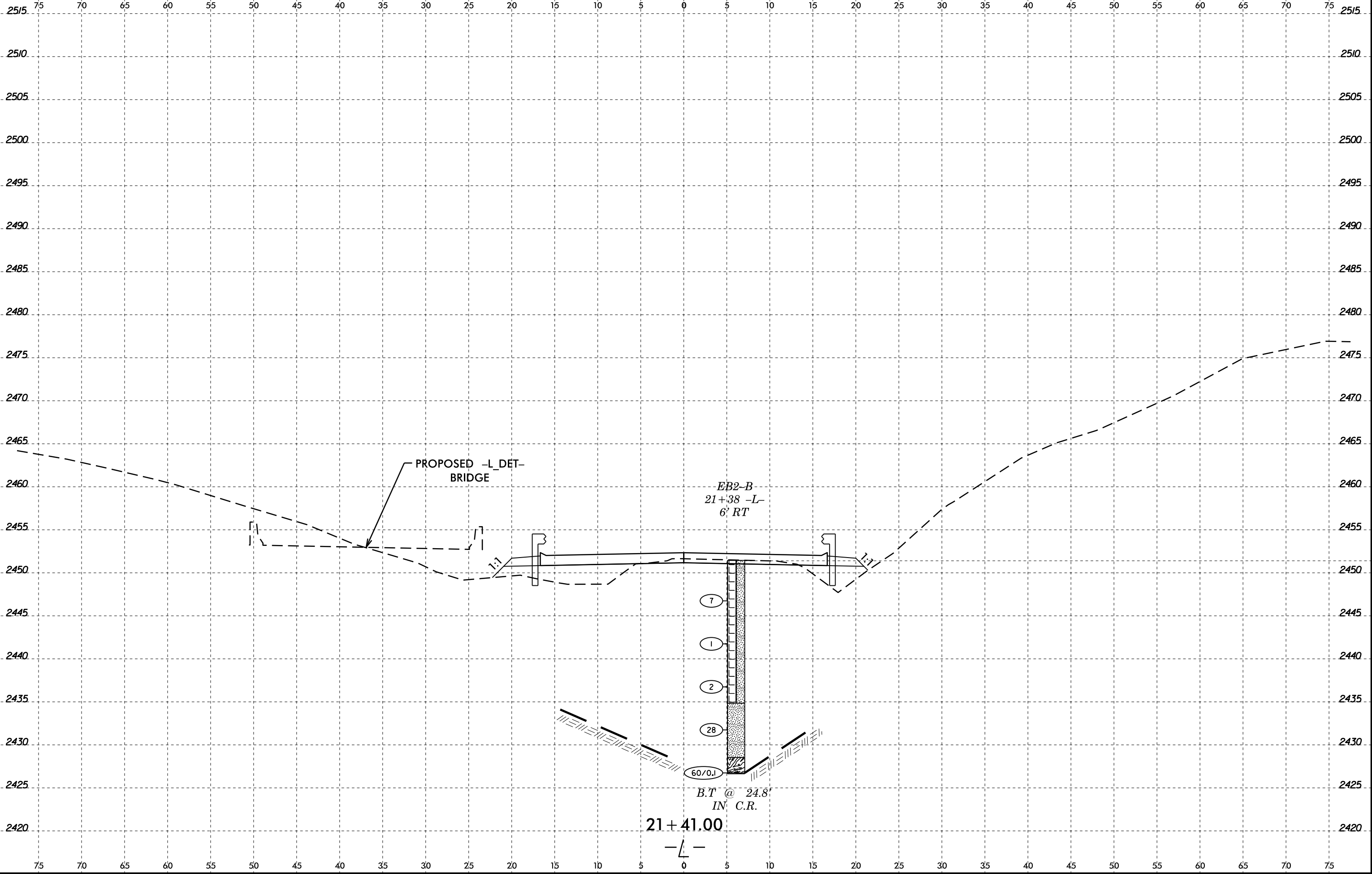
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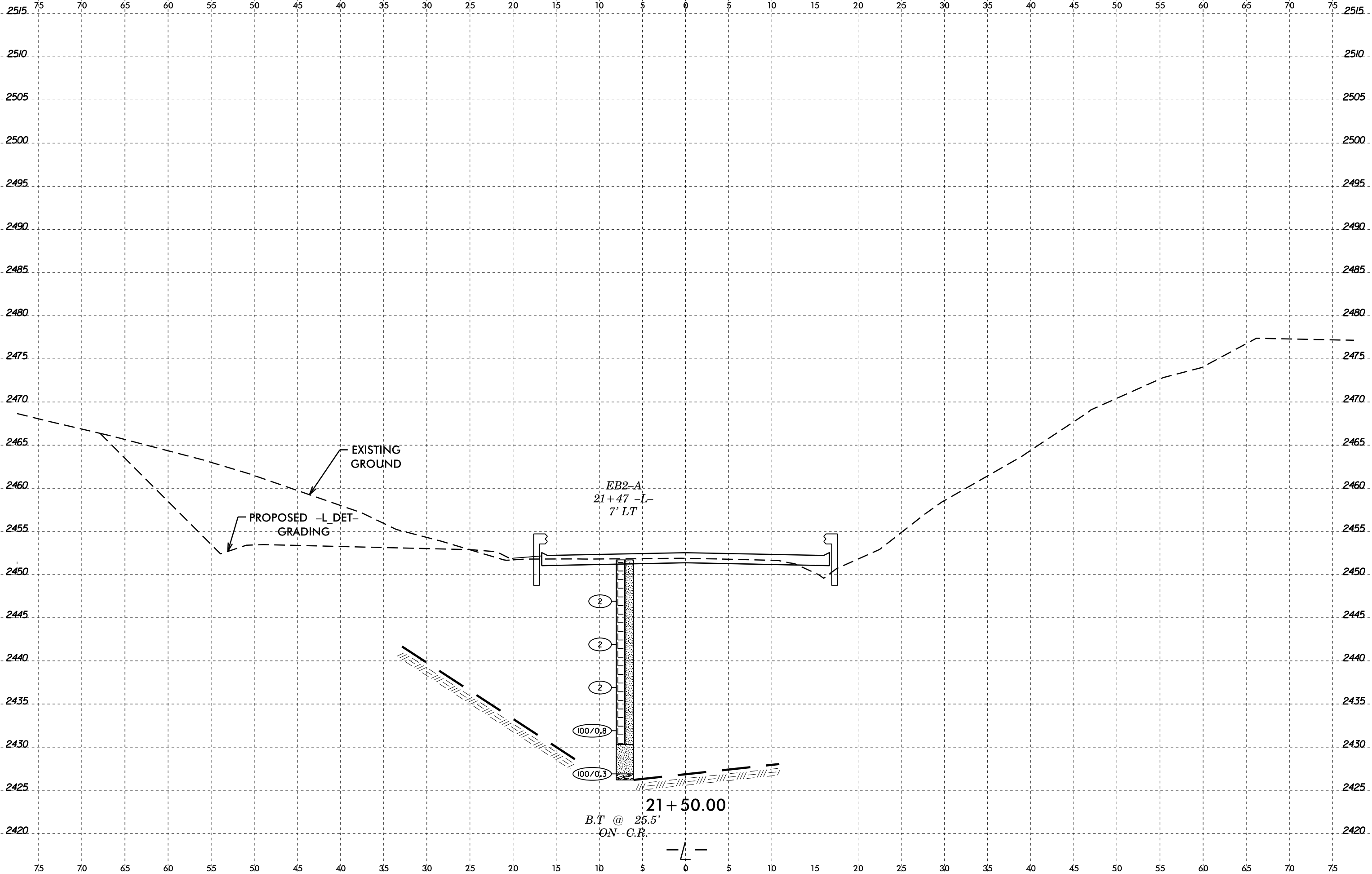
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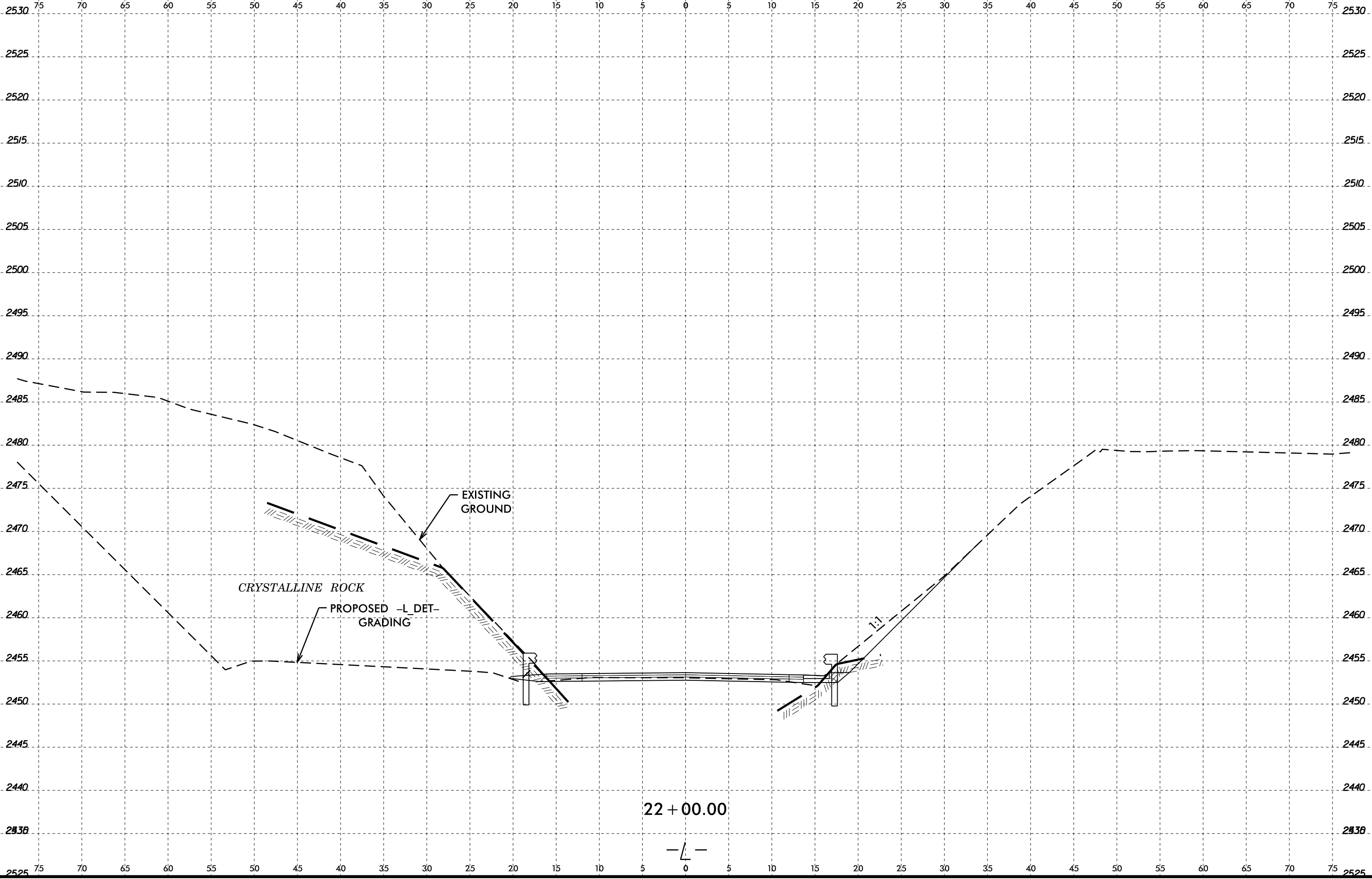
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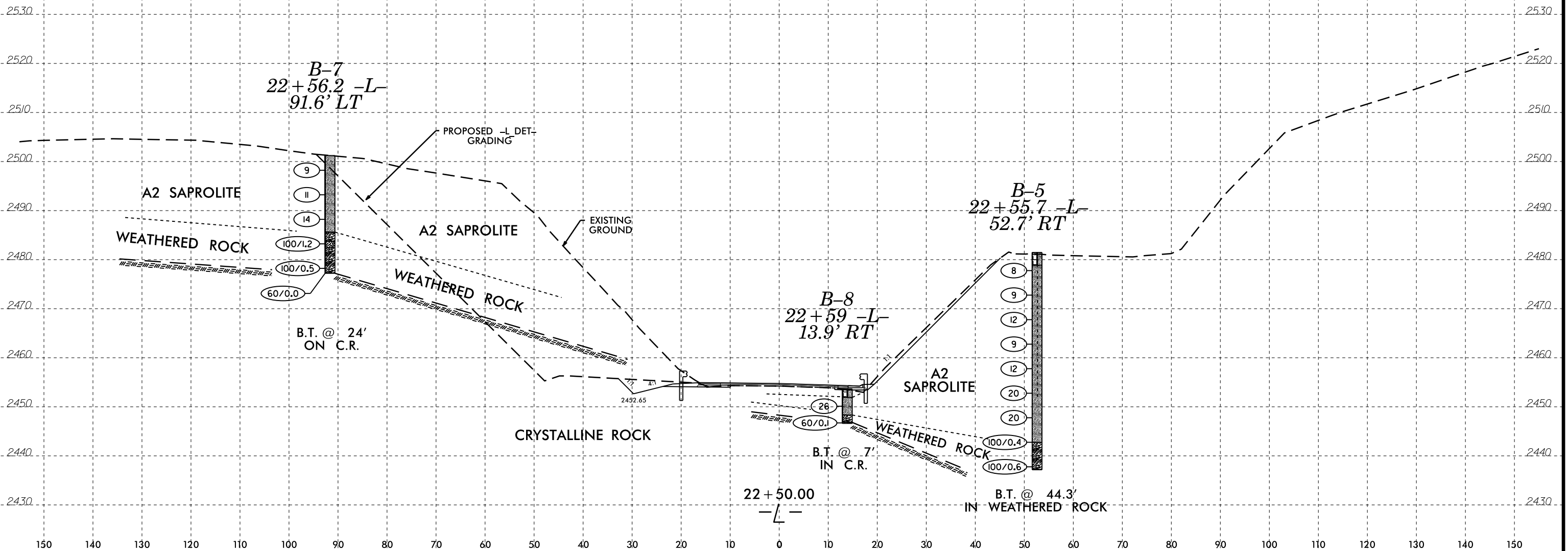
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



B-7
22+56.2 -L-
91.6' LT

B-5
22+55.7 -L-
52.7' RT

B-8
22+59 -L-
13.9' RT

A2 SAPROLITE

A2 SAPROLITE

A2 SAPROLITE

WEATHERED ROCK

WEATHERED ROCK

WEATHERED ROCK

CRYSTALLINE ROCK

B.T. @ 24'
ON C.R.

B.T. @ 7'
IN C.R.

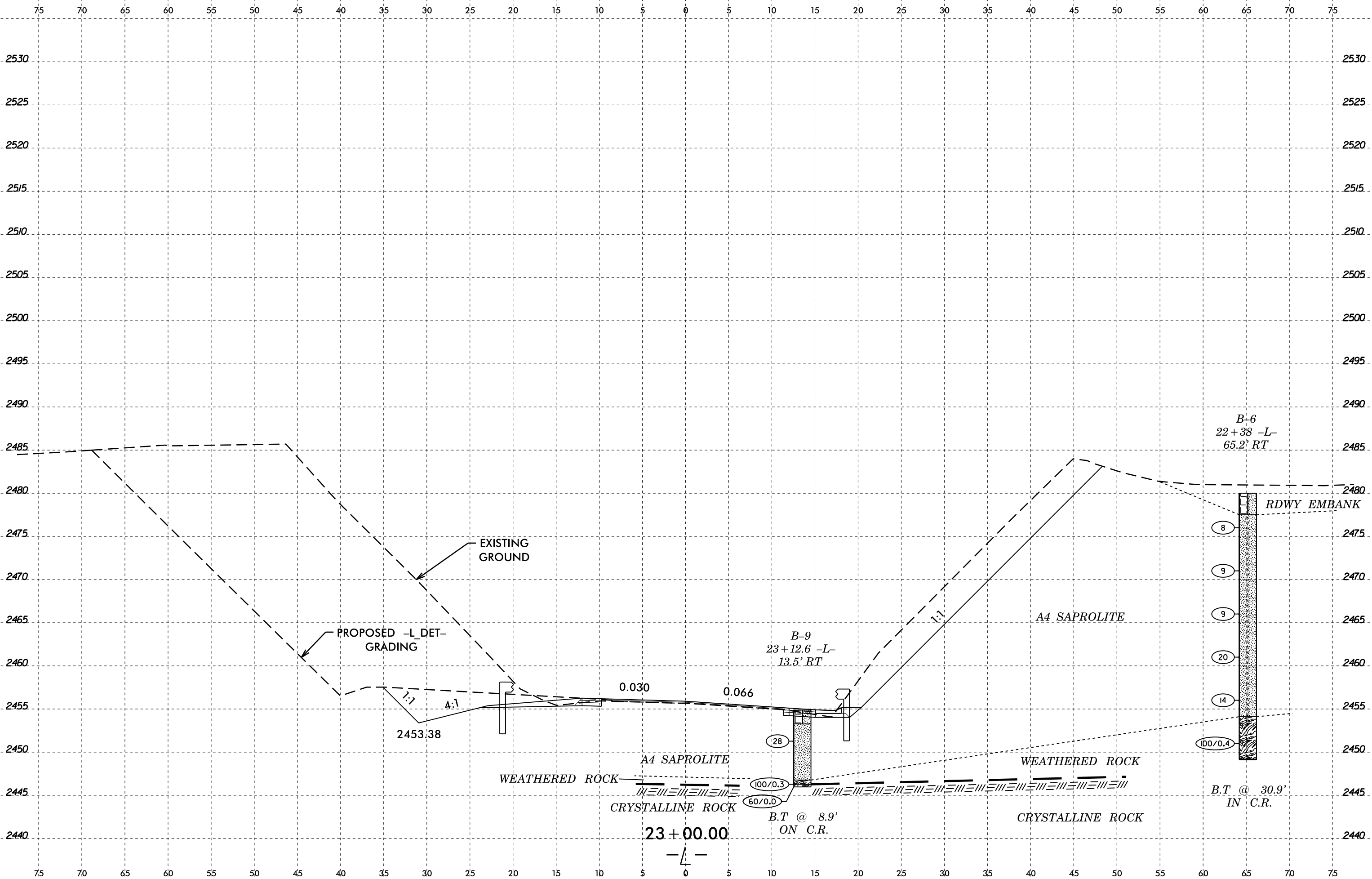
B.T. @ 44.3'
IN WEATHERED ROCK

PROPOSED -L DET-
GRADING

EXISTING
GROUND

22 + 50.00
-L-

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