

NOTE: SEE SHEET 1A FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

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

|                 |                             |             |              |
|-----------------|-----------------------------|-------------|--------------|
| STATE           | STATE PROJECT REFERENCE NO. | SHEET NO.   | TOTAL SHEETS |
| N.C.            | B-4097                      | 1           | 5            |
| STATE PROJ. NO. | F.A. PROJ. NO.              | DESCRIPTION |              |
| 33455.1.1       | BRSTP-1147(6)               | P.E.        |              |
| 33455.2.1       | BRSTP-1147(6)               | RW & UTIL.  |              |
| 33455.3.1       | BRSTP-1147(6)               | CONST.      |              |

CONTENTS

| LINE   | STATION        | PLAN | PROFILE | XSECT |
|--------|----------------|------|---------|-------|
| -L-    | 10+00 TO 19+00 | 4    | 5       | -     |
| DETOUR | 10+00 TO 19+50 | 4    | 5       | -     |

ROADWAY  
SUBSURFACE INVESTIGATION

PROJ. REFERENCE NO. 33455.1.1 (B-4097) F.A. PROJ. BRSTP-1147(6)  
COUNTY DAVIDSON  
PROJECT DESCRIPTION BRIDGE 405 OVER SECOND POTT'S CREEK  
ON SR 1147 (OLD SALISBURY ROAD)

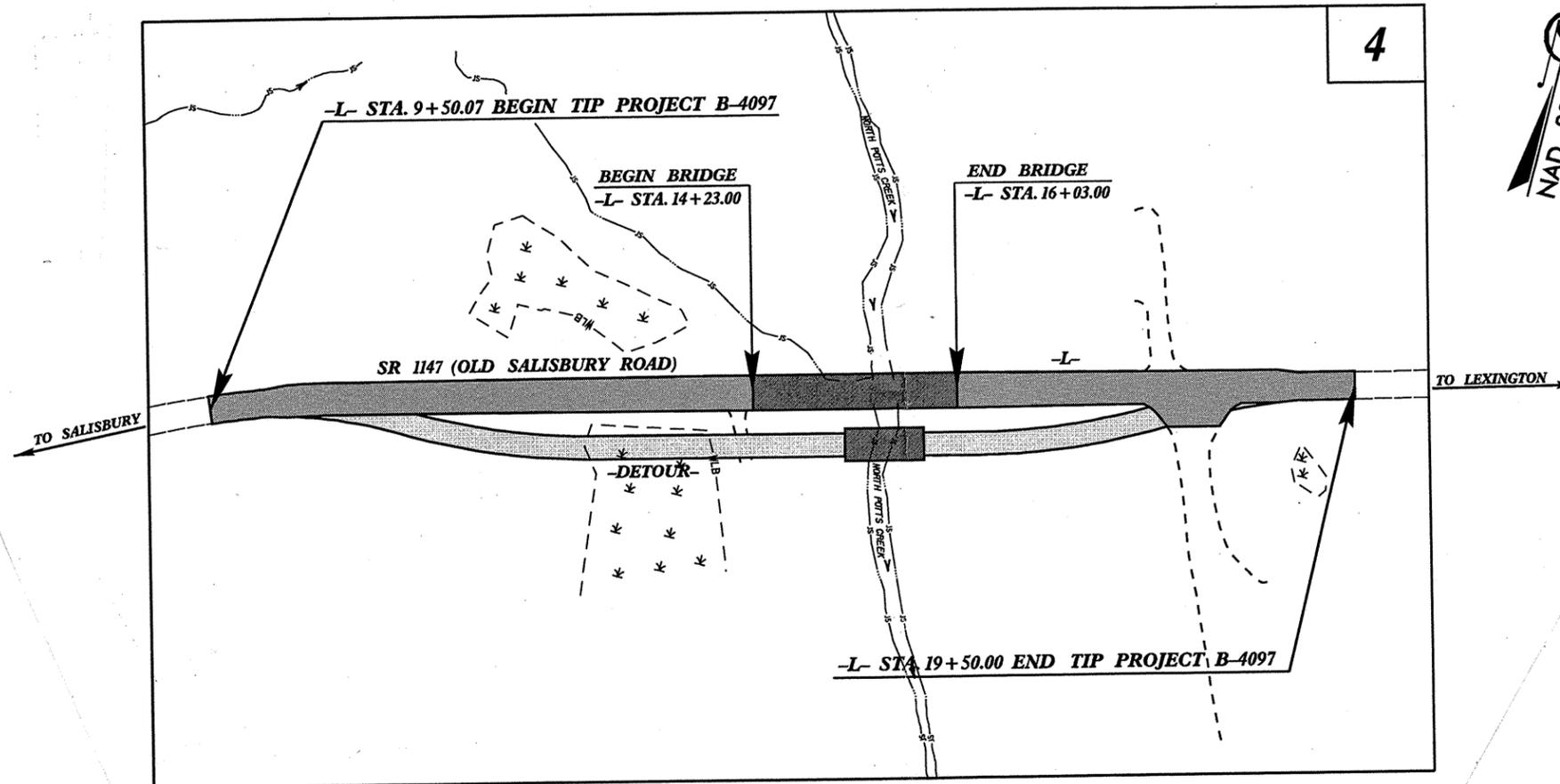
INVENTORY

**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.

CONTRACT: C202100 ID: B-4097



PERSONNEL  
TODD

M. SMITH

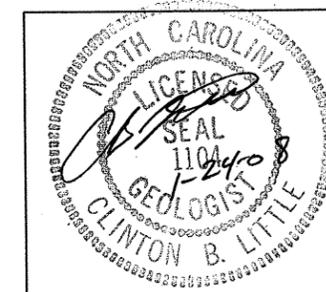
A. SMITH

INVESTIGATED BY GBL/RWT

CHECKED BY \_\_\_\_\_

SUBMITTED BY LITTLE

DATE JAN 08



DRAWN BY: LITTLE

NOTE - THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N.C. DEPARTMENT OF TRANSPORTATION AS BEING ACCURATE NOR IS IT 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.

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

PROJECT REFERENCE NO. 33455-H B-4097  
 SHEET NO. 2

**SUBSURFACE INVESTIGATION**

**SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS**

| SOIL DESCRIPTION  |  |  |  |  |  |  |  |  |  | GRADATION   |  |  |  |  |  |  |  |  |  | ROCK DESCRIPTION   |  |  |  |  |  |  |  |  |  | TERMS AND DEFINITIONS   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| SOIL IS CONSIDERED TO BE THE UNCONSOLIDATED, SEMI-CONSOLIDATED, OR WEATHERED EARTH MATERIALS THAT CAN BE PENETRATED WITH A CONTINUOUS FLIGHT POWER AUGER, AND YIELD LESS THAN 100 BLOWS PER FOOT ACCORDING TO STANDARD PENETRATION TEST (ASTM D-1586). SOIL CLASSIFICATION IS BASED ON THE AASHTO SYSTEM. BASIC DESCRIPTIONS GENERALLY SHALL INCLUDE: CONSISTENCY, COLOR, TEXTURE, MOISTURE, AASHTO CLASSIFICATION, AND OTHER PERTINENT FACTORS SUCH AS MINERALOGICAL COMPOSITION, ANGULARITY, STRUCTURE, PLASTICITY, ETC. EXAMPLE:<br><i>VERY STIFF, GRAY, SILTY CLAY, MOST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6</i> |  |  |  |  |  |  |  |  |  | <b>WELL GRADED</b> - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE.<br><b>UNIFORM</b> - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE. (ALSO POORLY GRADED)<br><b>GAP-GRADED</b> - INDICATES A MIXTURE OF UNIFORM PARTICLES OF TWO OR MORE SIZES. |  |  |  |  |  |  |  |  |  | HARD ROCK IS NON-COASTAL PLAIN MATERIAL THAT IF TESTED, WOULD YIELD SPT REFUSAL, AN INFERRED ROCK LINE INDICATES THE LEVEL AT WHICH NON-COASTAL PLAIN MATERIAL WOULD YIELD SPT REFUSAL. SPT REFUSAL IS PENETRATION BY A SPLIT SPOON SAMPLER EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS. IN NON-COASTAL PLAIN MATERIAL, THE TRANSITION BETWEEN SOIL AND ROCK IS OFTEN REPRESENTED BY A ZONE OF WEATHERED ROCK.<br>ROCK MATERIALS ARE TYPICALLY DIVIDED AS FOLLOWS: |  |  |  |  |  |  |  |  |  | <b>ALLUVIUM (ALLUV.)</b> - SOILS THAT HAVE BEEN TRANSPORTED BY WATER.<br><b>AQUIFER</b> - A WATER BEARING FORMATION OR STRATA.<br><b>ARENACEOUS</b> - APPLIED TO ROCKS THAT HAVE BEEN DERIVED FROM SAND OR THAT CONTAIN SAND.<br><b>ARGILLACEOUS</b> - APPLIED TO ALL ROCKS OR SUBSTANCES COMPOSED OF CLAY MINERALS, OR HAVING A NOTABLE PROPORTION OF CLAY IN THEIR COMPOSITION, AS SHALE, SLATE, ETC.<br><b>ARTESIAN</b> - GROUND WATER THAT IS UNDER SUFFICIENT PRESSURE TO RISE ABOVE THE LEVEL AT WHICH IT IS ENCOUNTERED, BUT WHICH DOES NOT NECESSARILY RISE TO OR ABOVE THE GROUND SURFACE.<br><b>CALCAREOUS (CALC.)</b> - SOILS THAT CONTAIN APPRECIABLE AMOUNTS OF CALCIUM CARBONATE.<br><b>COLLUVIUM</b> - ROCK FRAGMENTS MIXED WITH SOIL DEPOSITED BY GRAVITY ON SLOPE OR AT BOTTOM OF SLOPE.<br><b>CORE RECOVERY (REC.)</b> - TOTAL LENGTH OF ALL MATERIAL RECOVERED IN THE CORE BARREL DIVIDED BY TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE.<br><b>DIKE</b> - A TABULAR BODY OF IGNEOUS ROCK THAT CUTS ACROSS THE STRUCTURE OF ADJACENT ROCKS OR CUTS MASSIVE ROCK.<br><b>DIP</b> - THE ANGLE AT WHICH A STRATUM OR ANY PLANAR FEATURE IS INCLINED FROM THE HORIZONTAL.<br><b>DIP DIRECTION (DIP AZIMUTH)</b> - THE DIRECTION OR BEARING OF THE HORIZONTAL TRACE OF THE LINE OF DIP, MEASURED CLOCKWISE FROM NORTH.<br><b>FAULT</b> - A FRACTURE OR FRACTURE ZONE ALONG WHICH THERE HAS BEEN DISPLACEMENT OF THE SIDES RELATIVE TO ONE ANOTHER PARALLEL TO THE FRACTURE.<br><b>FISSILE</b> - A PROPERTY OF SPLITTING ALONG CLOSELY SPACED PARALLEL PLANES.<br><b>FLOAT</b> - ROCK FRAGMENTS ON SURFACE NEAR THEIR ORIGINAL POSITION AND DISLODGED FROM PARENT MATERIAL.<br><b>FLOOD PLAIN (FP)</b> - LAND BORDERING A STREAM, BUILT OF SEDIMENTS DEPOSITED BY THE STREAM.<br><b>FORMATION (FM)</b> - A MAPPABLE GEOLOGIC UNIT THAT CAN BE RECOGNIZED AND TRACED IN THE FIELD.<br><b>JOINT</b> - FRACTURE IN ROCK ALONG WHICH NO APPRECIABLE MOVEMENT HAS OCCURRED.<br><b>LEDGE</b> - A SHELF-LIKE RIDGE OR PROJECTION OF ROCK WHOSE THICKNESS IS SMALL COMPARED TO ITS LATERAL EXTENT.<br><b>LENS</b> - A BODY OF SOIL OR ROCK THAT THINS OUT IN ONE OR MORE DIRECTIONS.<br><b>MOTTLED (MOT.)</b> - IRREGULARLY MARKED WITH SPOTS OF DIFFERENT COLORS. MOTTLING IN SOILS USUALLY INDICATES POOR AERATION AND LACK OF GOOD DRAINAGE.<br><b>PERCHED WATER</b> - WATER MAINTAINED ABOVE THE NORMAL GROUND WATER LEVEL BY THE PRESENCE OF AN INTERVENING IMPERVIOUS STRATUM.<br><b>RESIDUAL (RES.) SOIL</b> - SOIL FORMED IN PLACE BY THE WEATHERING OF ROCK.<br><b>ROCK QUALITY DESIGNATION (RQD)</b> - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE.<br><b>SAPROLITE (SAP.)</b> - RESIDUAL SOIL THAT RETAINS THE RELIC STRUCTURE OR FABRIC OF THE PARENT ROCK.<br><b>SILL</b> - AN INTRUSIVE BODY OF IGNEOUS ROCK OF APPROXIMATELY UNIFORM THICKNESS AND RELATIVELY THIN COMPARED WITH ITS LATERAL EXTENT, THAT HAS BEEN EMPLACED PARALLEL TO THE BEDDING OR SCHISTOSITY OF THE INTRUDED ROCKS.<br><b>SLICKENSIDE</b> - POLISHED AND STRIATED SURFACE THAT RESULTS FROM FRICTION ALONG A FAULT OR SLIP PLANE.<br><b>STANDARD PENETRATION TEST (PENETRATION RESISTANCE) (SPT)</b> - NUMBER OF BLOWS (N OR BPF) OF A 140 LB. HAMMER FALLING 30 INCHES REQUIRED TO PRODUCE A PENETRATION OF 1 FOOT INTO SOIL WITH A 2 INCH OUTSIDE DIAMETER SPLIT SPOON SAMPLER. SPT REFUSAL IS PENETRATION EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS.<br><b>STRATA CORE RECOVERY (SREC.)</b> - TOTAL LENGTH OF STRATA MATERIAL RECOVERED DIVIDED BY TOTAL LENGTH OF STRATUM AND EXPRESSED AS A PERCENTAGE.<br><b>STRATA ROCK QUALITY DESIGNATION (SROD)</b> - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS WITHIN A STRATUM EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF STRATA AND EXPRESSED AS A PERCENTAGE.<br><b>TOPSOIL (TS)</b> - SURFACE SOILS USUALLY CONTAINING ORGANIC MATTER. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>SOIL LEGEND AND AASHTO CLASSIFICATION</b>  |  |  |  |  |  |  |  |  |  | <b>ANGULARITY OF GRAINS</b>   |  |  |  |  |  |  |  |  |  | <b>WEATHERED ROCK (WR)</b>   |  |  |  |  |  |  |  |  |  | <b>NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT N VALUES &gt; 100 BLOWS PER FOOT IF TESTED.</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>MINERALOGICAL COMPOSITION</b>  |  |  |  |  |  |  |  |  |  | <b>CRYSTALLINE ROCK (CR)</b>  |  |  |  |  |  |  |  |  |  | <b>FINE TO COARSE GRAIN IGNEOUS AND METAMORPHIC ROCK THAT WOULD YIELD SPT REFUSAL IF TESTED. ROCK TYPE INCLUDES GRANITE, GNEISS, GABBRO, SCHIST, ETC.</b>  |  |  |  |  |  |  |  |  |  | <b>NON-CRYSTALLINE ROCK (NCR)</b>   |  |  |  |  |  |  |  |  |  | <b>FINE TO COARSE GRAIN METAMORPHIC AND NON-COASTAL PLAIN SEDIMENTARY ROCK THAT WOULD YIELD SPT REFUSAL IF TESTED. ROCK TYPE INCLUDES PHYLLITE, SLATE, SANDSTONE, ETC.</b> |  |  |  |  |  |  |  |  |  |
| <b>COMPRESSIONIBILITY</b>   |  |  |  |  |  |  |  |  |  | <b>COASTAL PLAIN SEDIMENTARY ROCK (CP)</b>  |  |  |  |  |  |  |  |  |  | <b>COASTAL PLAIN SEDIMENTS CEMENTED INTO ROCK, BUT MAY NOT YIELD SPT REFUSAL. ROCK TYPE INCLUDES LIMESTONE, SANDSTONE, CEMENTED SHELL BEDS, ETC.</b>   |  |  |  |  |  |  |  |  |  | <b>WEATHERING</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>PERCENTAGE OF MATERIAL</b>   |  |  |  |  |  |  |  |  |  | <b>ORGANIC MATERIAL</b>   |  |  |  |  |  |  |  |  |  | <b>FRESH</b>   |  |  |  |  |  |  |  |  |  | <b>ROCK FRESH, CRYSTALS BRIGHT, FEW JOINTS MAY SHOW SLIGHT STAINING, ROCK RINGS UNDER HAMMER IF CRYSTALLINE.</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>GROUND WATER</b>   |  |  |  |  |  |  |  |  |  | <b>TRACE OF ORGANIC MATTER</b>  |  |  |  |  |  |  |  |  |  | <b>VERY SLIGHT (V SL.)</b>   |  |  |  |  |  |  |  |  |  | <b>ROCK GENERALLY FRESH, JOINTS STAINED, SOME JOINTS MAY SHOW THIN CLAY COATINGS IF OPEN, CRYSTALS ON A BROKEN SPECIMEN FACE SHINE BRIGHTLY. ROCK RINGS UNDER HAMMER BLOWS, IF OF A CRYSTALLINE NATURE.</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>MISCELLANEOUS SYMBOLS</b>  |  |  |  |  |  |  |  |  |  | <b>MODERATE (MOD.)</b>  |  |  |  |  |  |  |  |  |  | <b>SLIGHT (SLI.)</b>   |  |  |  |  |  |  |  |  |  | <b>SIGNIFICANT PORTIONS OF ROCK SHOW DISCOLORATION AND WEATHERING EFFECTS. IN GRANITOID ROCKS, MOST FELDSPARS ARE DULL AND DISCOLORED, SOME SHOW CLAY. ROCK HAS DULL SOUND UNDER HAMMER BLOWS AND SHOWS SIGNIFICANT LOSS OF STRENGTH AS COMPARED WITH FRESH ROCK.</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>ABBREVIATIONS</b>  |  |  |  |  |  |  |  |  |  | <b>SEVERE (MOD. SEV.)</b>   |  |  |  |  |  |  |  |  |  | <b>SEVERE (SEV.)</b>   |  |  |  |  |  |  |  |  |  | <b>ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. IN GRANITOID ROCKS, ALL FELDSPARS DULL AND DISCOLORED AND A MAJORITY SHOW KAOLINIZATION. ROCK SHOWS SEVERE LOSS OF STRENGTH AND CAN BE EXCAVATED WITH A GEOLOGIST'S PICK. ROCK GIVES "CLUNK" SOUND WHEN STRUCK. IF TESTED, WOULD YIELD SPT REFUSAL.</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>EQUIPMENT USED ON SUBJECT PROJECT</b>  |  |  |  |  |  |  |  |  |  | <b>VERY SEVERE (V SEV.)</b>   |  |  |  |  |  |  |  |  |  | <b>COMPLETE</b>  |  |  |  |  |  |  |  |  |  | <b>ROCK REDUCED TO SOIL. ROCK FABRIC NOT DISCERNIBLE, OR DISCERNIBLE ONLY IN SMALL AND SCATTERED CONCENTRATIONS. QUARTZ MAY BE PRESENT AS DIKES OR STRINGERS. SAPROLITE IS ALSO AN EXAMPLE.</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>TEXTURE OR GRAIN SIZE</b>  |  |  |  |  |  |  |  |  |  | <b>ROCK HARDNESS</b>  |  |  |  |  |  |  |  |  |  | <b>VERY HARD</b>   |  |  |  |  |  |  |  |  |  | <b>CANNOT BE SCRATCHED BY KNIFE OR SHARP PICK. BREAKING OF HAND SPECIMENS REQUIRES SEVERAL HARD BLOWS OF THE GEOLOGIST'S PICK.</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>CONSISTENCY OR DENSENESS</b>   |  |  |  |  |  |  |  |  |  | <b>HARD</b>   |  |  |  |  |  |  |  |  |  | <b>MODERATELY HARD</b>   |  |  |  |  |  |  |  |  |  | <b>CAN BE SCRATCHED BY KNIFE OR PICK. GOUGES OR GROOVES TO 0.25 INCHES DEEP CAN BE EXCAVATED BY HARD BLOW OF A GEOLOGIST'S PICK. HAND SPECIMENS CAN BE DETACHED BY MODERATE BLOWS.</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>SOIL MOISTURE - CORRELATION OF TERMS</b>   |  |  |  |  |  |  |  |  |  | <b>MEDIUM HARD</b>  |  |  |  |  |  |  |  |  |  | <b>SOFT</b>  |  |  |  |  |  |  |  |  |  | <b>CAN BE GROUDED OR GOUGED 0.05 INCHES DEEP BY FIRM PRESSURE OF KNIFE OR PICK POINT. CAN BE EXCAVATED IN SMALL CHIPS TO PEICES 1 INCH MAXIMUM SIZE BY HARD BLOWS OF THE POINT OF A GEOLOGIST'S PICK.</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>PLASTICITY</b>   |  |  |  |  |  |  |  |  |  | <b>VERY HARD</b>  |  |  |  |  |  |  |  |  |  | <b>VERY SOFT</b>   |  |  |  |  |  |  |  |  |  | <b>CAN BE GROUDED OR GOUGED READILY BY KNIFE OR PICK. CAN BE EXCAVATED IN FRAGMENTS FROM CHIPS TO SEVERAL INCHES IN SIZE BY MODERATE BLOWS OF A PICK POINT. SMALL, THIN PIECES CAN BE BROKEN BY FINGER PRESSURE.</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>FRACURE SPACING</b>  |  |  |  |  |  |  |  |  |  | <b>VERY SOFT</b>  |  |  |  |  |  |  |  |  |  | <b>INDURATION</b>  |  |  |  |  |  |  |  |  |  | <b>FOR SEDIMENTARY ROCKS, INDURATION IS THE HARDENING OF THE MATERIAL BY CEMENTING, HEAT, PRESSURE, ETC.</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>COLOR</b>  |  |  |  |  |  |  |  |  |  | <b>INDURATED</b>  |  |  |  |  |  |  |  |  |  | <b>EXTREMELY INDURATED</b>   |  |  |  |  |  |  |  |  |  | <b>FRIABLE</b>  |  |  |  |  |  |  |  |  |  | <b>RUBBING WITH FINGER FREES NUMEROUS GRAINS; GENTLE BLOW BY HAMMER DISINTEGRATES SAMPLE.</b>  |  |  |  |  |  |  |  |  |  |
| <b>DESCRIPTIONS MAY INCLUDE COLOR OR COLOR COMBINATIONS (TAN, RED, YELLOW-BROWN, BLUE-GRAY). MODIFIERS SUCH AS LIGHT, DARK, STREAKED, ETC. ARE USED TO DESCRIBE APPEARANCE.</b>   |  |  |  |  |  |  |  |  |  | <b>MODERATELY INDURATED</b>   |  |  |  |  |  |  |  |  |  | <b>INDURATED</b>   |  |  |  |  |  |  |  |  |  | <b>EXTREMELY INDURATED</b>  |  |  |  |  |  |  |  |  |  | <b>GRAINS CAN BE SEPARATED FROM SAMPLE WITH STEEL PROBE; BREAKS EASILY WHEN HIT WITH HAMMER.</b>   |  |  |  |  |  |  |  |  |  |
| <b>DRILL UNITS:</b>   |  |  |  |  |  |  |  |  |  | <b>ADVANCING TOOLS:</b>   |  |  |  |  |  |  |  |  |  | <b>HAND TOOLS:</b>   |  |  |  |  |  |  |  |  |  | <b>SHARP HAMMER BLOWS REQUIRED TO BREAK SAMPLE; SAMPLE BREAKS ACROSS GRAINS.</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>MOBILE B-...</b>   |  |  |  |  |  |  |  |  |  | <b>CLAY BITS</b>  |  |  |  |  |  |  |  |  |  | <b>POST HOLE DIGGER</b>  |  |  |  |  |  |  |  |  |  | <b>GRAINS ARE DIFFICULT TO SEPARATE WITH STEEL PROBE; DIFFICULT TO BREAK WITH HAMMER.</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>BK-51</b>  |  |  |  |  |  |  |  |  |  | <b>6" CONTINUOUS FLIGHT AUGER</b>   |  |  |  |  |  |  |  |  |  | <b>HAND AUGER</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>CME-45C</b>  |  |  |  |  |  |  |  |  |  | <b>8" HOLLOW AUGERS</b>   |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>CME-550</b>  |  |  |  |  |  |  |  |  |  | <b>HARD FACED FINGER BITS</b>   |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>PORTABLE HOIST</b>   |  |  |  |  |  |  |  |  |  | <b>TUNG-CARBIDE INSERTS</b>   |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>CASING w/ ADVANCER</b>   |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>TRICONE * STEEL TEETH</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>TRICONE * TUNG-CARB.</b>   |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>CORE BIT</b>   |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>SOUNDING ROD</b>  |  |  |  |  |  |  |  |  |  | <b>VANE SHEAR TEST</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>...</b>  |  |  |  |  |  |  |  |  |  | <b>...&lt;/</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

# EARTHWORK BALANCE SHEET

PROJECT: B-4097

COUNTY: DAVIDSON

COMPILED BY: kvn 11/08

CHECKED BY: jlt 11/08

SHEET 1 OF 1

Note: log files are located under; R:\Roadway\XSC\ew\Log Files\Final

| STATION                                       | STATION  | EXCAVATION     |      |          |                  |                   | EMBANKMENT   |      |              |                 | BORROW       | WASTE |              |         |       |              |
|---|----------|----------------|------|----------|------------------|-------------------|--------------|------|--------------|-----------------|--------------|-------|--------------|---------|-------|--------------|
|   |          | TOTAL UNCLASS. | ROCK | UNDERCUT | UNSUIT. UNCLASS. | SUITABLE UNCLASS. | TOTAL        | ROCK | EARTH        | EMBANK. (+) 20% |              | ROCK  | SUITABLE     | UNSUIT. | TOTAL |              |
| <b>-DETOUR-</b>                               |          |                |      |          |                  |                   |              |      |              |                 |              |       |              |         |       |              |
| 10+49.94                                      | 15+57.00 | 3              |      |          |                  | 3                 | 3,255        |      | 3,255        | 3,906           | 3,903        |       | 0            |         |       | 0            |
| 16+27.00                                      | 19+07.47 | 8              |      |          |                  | 8                 | 1,525        |      | 1,525        | 1,830           | 1,822        |       | 0            |         |       | 0            |
| <b>-L-</b>                                    |          |                |      |          |                  |                   |              |      |              |                 |              |       |              |         |       |              |
| 10+00.00                                      | 14+23.00 | 1              |      |          |                  | 1                 | 1,176        |      | 1,176        | 1,411           | 1,410        |       | 0            |         |       | 0            |
| 16+03.00                                      | 19+00.00 | 11             |      |          |                  | 11                | 241          |      | 241          | 289             | 278          |       | 0            |         |       | 0            |
| <b>SUBTOTAL</b>                               |          | <b>23</b>      |      |          |                  | <b>23</b>         | <b>6,197</b> |      | <b>6,197</b> | <b>7,436</b>    | <b>7,413</b> |       | <b>0</b>     |         |       | <b>0</b>     |
| <b>DETOUR REMOVAL</b>                         |          |                |      |          |                  |                   |              |      |              |                 |              |       |              |         |       |              |
| 10+49.94                                      | 15+57.00 | 2,915          |      |          |                  | 2,915             | 183          |      | 183          | 220             | 0            |       | 2,695        |         |       | 2,695        |
| 16+27.00                                      | 19+07.47 | 1,522          |      |          |                  | 1,522             | 6            |      | 6            | 7               | 0            |       | 1,515        |         |       | 1,515        |
| <b>SUBTOTAL</b>                               |          | <b>4,437</b>   |      |          |                  | <b>4,437</b>      | <b>189</b>   |      | <b>189</b>   | <b>227</b>      | <b>0</b>     |       | <b>4,210</b> |         |       | <b>4,210</b> |
| <b>TOTAL</b>                                  |          | <b>4,460</b>   |      |          |                  | <b>4,460</b>      | <b>6,386</b> |      | <b>6,386</b> | <b>7,663</b>    | <b>7,413</b> |       | <b>4,210</b> |         |       | <b>4,210</b> |
| Select Granular Material<br>in Lieu of Borrow |          |                |      |          |                  |                   | -3,000       |      | -3,000       | -3,600          | -3,600       |       |              |         |       |              |
| <b>PROJECT TOTALS</b>                         |          | <b>4,460</b>   |      |          |                  | <b>4,460</b>      | <b>3,386</b> |      | <b>3,386</b> | <b>4,063</b>    | <b>3,813</b> |       | <b>4,210</b> |         |       | <b>4,210</b> |
| Est. 5% to replace<br>Topsoil on Borrow Pit   |          |                |      |          |                  |                   |              |      |              |                 | 191          |       |              |         |       |              |
| <b>GRAND TOTALS</b>                           |          | <b>4,460</b>   |      |          |                  |                   |              |      |              |                 | <b>4,004</b> |       |              |         |       | <b>4,210</b> |
| <b>SAY</b>                                    |          | <b>4,500</b>   |      |          |                  |                   |              |      |              |                 | <b>4,050</b> |       |              |         |       | <b>4,250</b> |

ESTIMATED UNDERCUT =425 C.Y.  
ESTIMATED DDE =209 C.Y.

**NOTE: EARTHWORK QUANTITIES ARE CALCULATED BY THE ROADWAY DESIGN UNIT.  
THESE EARTHWORK QUANTITIES ARE BASED IN PART ON SUBSURFACE DATA PROVIDED  
BY THE GEOTECHNICAL ENGINEERING UNIT.**



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

January 24, 2008

STATE PROJECT: 33455.1.1 (B-4097)  
FEDERAL PROJECT: BRSTP-1147(6)  
COUNTY: Davidson  
DESCRIPTION: Bridge 405 over Second Pott's Creek on SR 1147

SUBJECT: Geotechnical Report - Inventory

**PROJECT DESCRIPTION**

The project is located in Davidson County, roughly between Salisbury and Lexington. SR 1147 (Old Salisbury Road) runs parallel to I-85. This is a bridge replacement project. The bridge will be replaced at its current location with an on-site detour to the south (downstream). There are numerous utility conflicts, including an electrical substation in the near vicinity, fiber optic telephone, water, gas, and overhead power.

The Geotechnical investigation consisted of two Standard Penetration Test (SPT) borings conducted near the Detour alignment. All borings were performed with a CME-550 drill rig using 8" hollow stem augers. The borings were conducted in November, 2007.

**AREAS OF SPECIAL GEOTECHNICAL INTEREST**

There is a significant floodplain associated with Second Pott's Creek. Alluvial soils are present for approximately 450' along the alignments. The deposit is 17 feet thick. The surface layer of alluvium consists of eight to 11 feet of silty clay, medium stiff to stiff. The basal layer is loose sand. Depth to groundwater is four to six feet.

**PHYSIOGRAPHY AND GEOLOGY**

The site is in the Piedmont Physiographic Province, Charlotte Geologic Belt. The predominant rock type in the area is metamorphosed, mafic volcanic rock with numerous granitic intrusions. No rock core samples were obtained. The saprolite soils appear granitic in nature.

Project elevations range from a low in the stream channel of about 648' to a high at the beginning of the project of about 675'. The floodplain elevation is near 655'. The floodplain along the centerline of -L- runs from approximate Station 12+75 to 17+00.

**SOIL PROPERTIES**

*Residual Soils*

The residual soils encountered in the borings is brown silty sand, A-2-4(0), medium to very dense. One of the two borings reached weathered rock at a depth of about 40 feet.

*Artificial/Roadway Fill Soils*

Artificial fills were not encountered. The existing roadway embankment has a maximum height of about eight feet. The majority of the project is on fill. The existing fill soils were not tested.

*Alluvial Soils*

The alluvial deposit within the floodplain is 17 feet thick. The upper eight to 11 feet is gray/brown silty clay, medium stiff to stiff, and wet. The lower strata is loose sand.

**GROUNDWATER**

Groundwater was encountered at four to six foot depths within the floodplain.

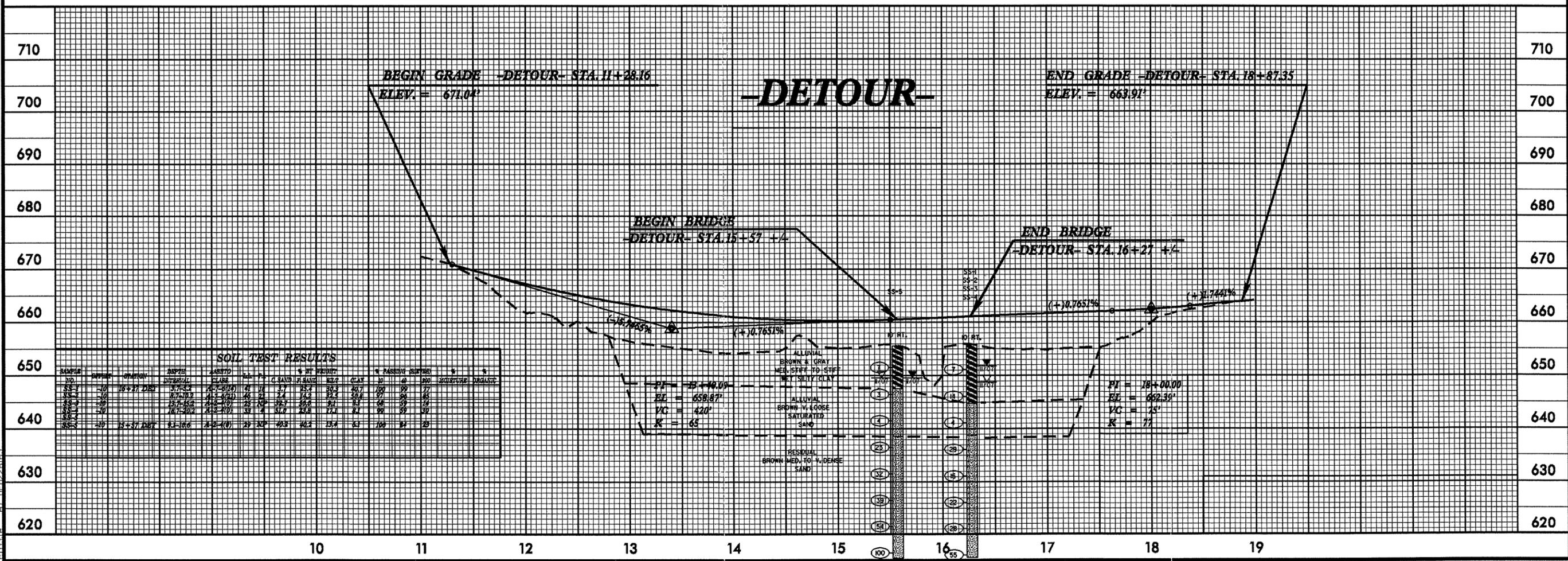
Respectfully submitted,

Clint Little  
Regional Geological Engineer



5/28/99

|  |                       |
|--|-----------------------|
| PROJECT REFERENCE NO.<br><b>B-4097</b>   | SHEET NO.<br><b>5</b> |
| ROADWAY DESIGN ENGINEER  | HYDRAULICS ENGINEER   |
| <b>INCOMPLETE PLANS</b><br>DO NOT USE FOR ACQUISITION<br><b>PRELIMINARY PLANS</b><br>DO NOT USE FOR CONSTRUCTION |                       |



| SOIL TEST RESULTS |       |           |          |             |      |    |      |             |           |      |                  |        |         |
|-------------------|-------|-----------|----------|-------------|------|----|------|-------------|-----------|------|------------------|--------|---------|
| SAMPLE NO.        | DEPTH | LOCATION  | DEPTH    | SAND        | CLAY | PI | FC   | % BY WEIGHT |           |      | % PASSING SIEVES |        |         |
|                   |       |           |          |             |      |    |      | G SAND      | L.S. SAND | CLAY | NO. 10           | NO. 40 | NO. 200 |
| SS-1              | 10    | 10+27 DET | 3'-5.2'  | 76.7 (51.4) | 17   | 17 | 3.7  | 85.2        | 30.2      | 20.7 | 100              | 99     | 77      |
| SS-2              | 10    | 10+27 DET | 3'-7.0'  | 41.2 (21.0) | 16   | 20 | 7.4  | 14.2        | 32.3      | 50.8 | 97               | 96     | 85      |
| SS-3              | 10    | 10+27 DET | 3'-11.0' | 25.2 (10)   | 25   | 20 | 38.7 | 35.5        | 31        | 31   | 96               | 99     | 99      |
| SS-4              | 10    | 10+27 DET | 3'-13.0' | 21.2 (10)   | 30   | 14 | 81.0 | 25.0        | 17.4      | 24   | 99               | 97     | 99      |
| SS-5              | 10    | 15+57 DET | 5'-10.6' | 23.2 (10)   | 29   | 20 | 40.8 | 16.2        | 15.4      | 53   | 100              | 94     | 29      |

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