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REFERENCE: B-4943

PROJECT: 40110

SEE SHEET 3 FOR PLAN SHEET LAYOUT
AT TIME OF INVESTIGATION

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<u>LINE</u>	<u>STATION</u>	<u>PLAN</u>
L	10+00-19+50	4

CROSS SECTIONS

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L	10+00-10+50	5
L	11+00	6
L	11+50	7
L	12+00-12+50	8
L	13+00-13+50	9
L	14+00-14+23	10
L	14+50-15+00	11
L	15+09	12
L	15+50-16+00	13
L	16+50-17+00	14
L	17+50-18+00	15
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

ROADWAY

SUBSURFACE INVESTIGATION

COUNTY DURHAM
PROJECT DESCRIPTION BRIDGE NO. 20 OVER DIAL
CREEK ON SR 1616 (BAHAMA RD.)

INVENTORY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4943	1	17

CAUTION NOTICE

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 2. 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

J.R. SWARTLEY

O.B. OTI

J.E. EDMONSON

R.E. SMITH

D.G. PINTER

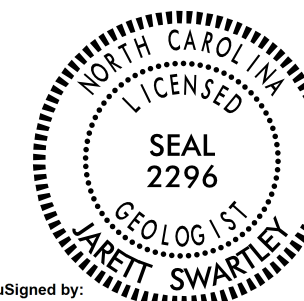
INVESTIGATED BY J.R. SWARTLEY

DRAWN BY J.R. SWARTLEY

CHECKED BY N.T. ROBERSON

SUBMITTED BY N.T. ROBERSON

DATE NOVEMBER 2016



DocuSigned by:

Jarett Swartley

1/10/2017

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SIGNATURE

DATE

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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)

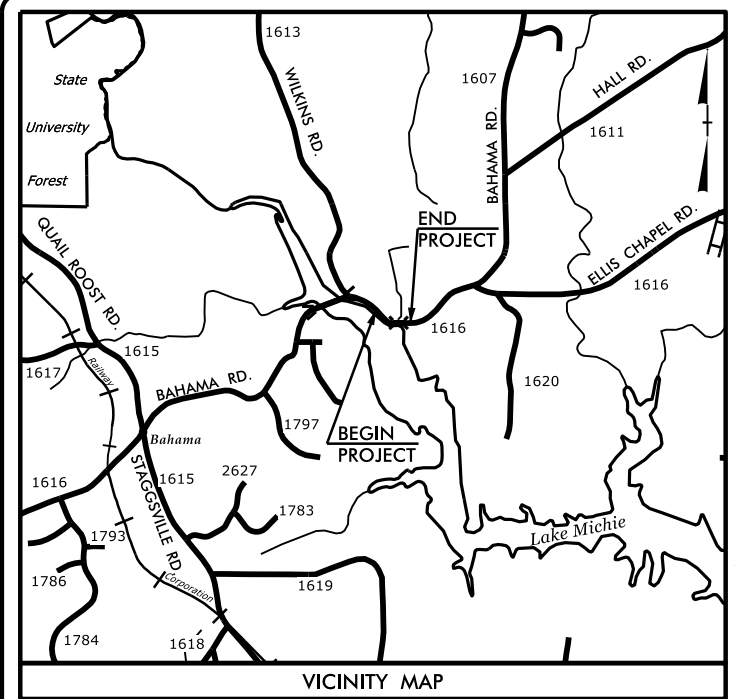
GEOLOGICAL STRENGTH INDEX (GSI) FOR JOINTED ROCKS (Hoek and Marinos, 2000)		SURFACE CONDITIONS					GSI FOR HETEROGENEOUS ROCK MASSES SUCH AS FLYSCH (Marinos, P and Hoek E., 2000)		SURFACE CONDITIONS OF DISCONTINUITIES (Predominantly bedding planes)				
From the lithology, structure and surface conditions 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.		VERY GOOD Very rough, fresh unweathered surfaces	GOOD Rough, slightly weathered, iron stained surfaces	FAIR Smooth, moderately weathered and altered surfaces	POOR Slickensided, highly weathered surfaces with compact coatings or fillings or angular fragments	VERY POOR Slickensided, highly weathered surfaces with soft clay coatings or fillings	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.		VERY GOOD - Very Rough, fresh unweathered surfaces	GOOD - Rough, slightly weathered surfaces	FAIR - Smooth, moderately weathered and altered surfaces	POOR - Very smooth, occasionally slickensided surfaces with compact coatings or fillings with angular fragments	VERY POOR - 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

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 \$\$\$USERNAME\$\$\$
 05/08/99

CONTRACT: T.I.P PROJECT: B-4943

CONTRACT: T.I.P PROJECT: B-4943



25% PLANS SUBMITTAL

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS

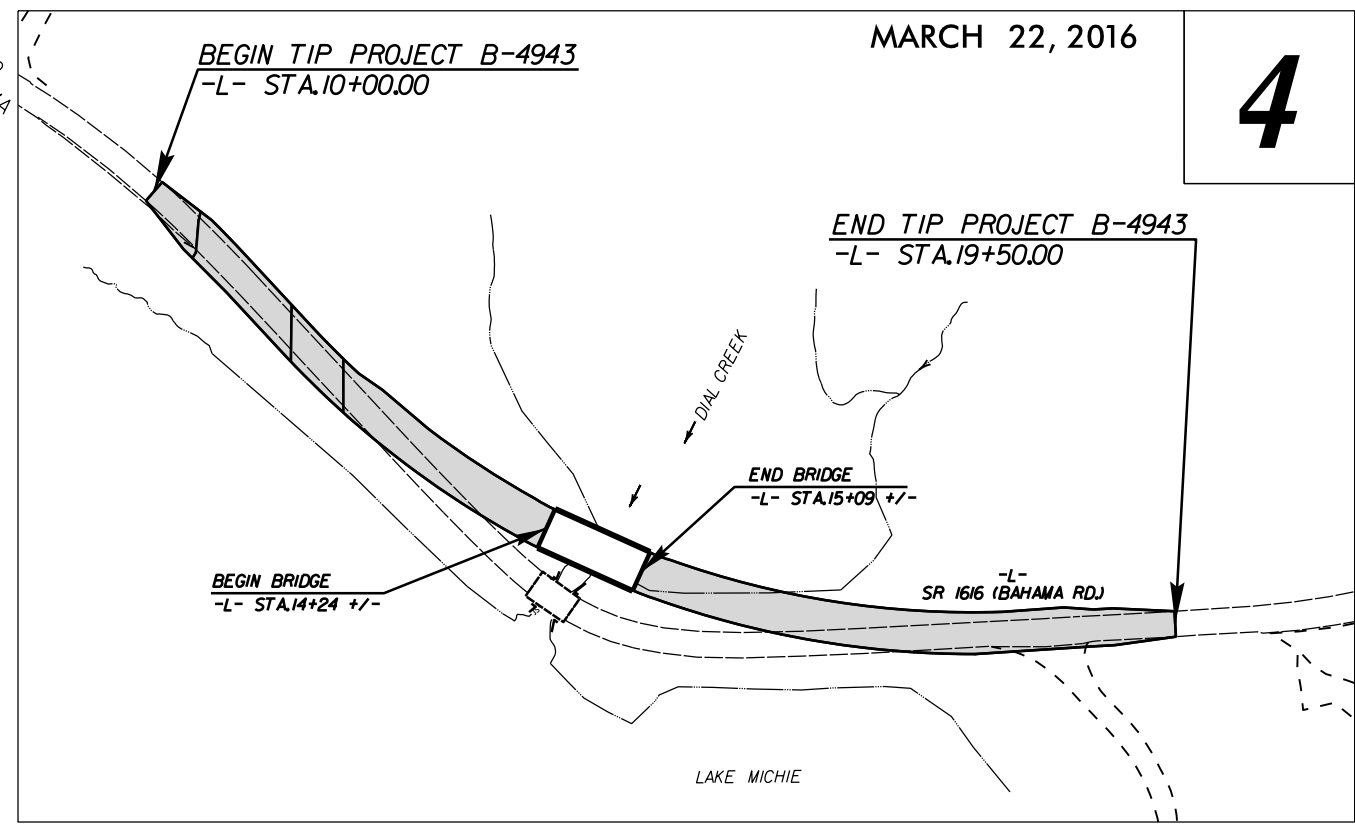
DURHAM COUNTY

**LOCATION: BRIDGE NO. 20 OVER DIAL CREEK
 ON SR 1616 (BAHAMA RD.)**

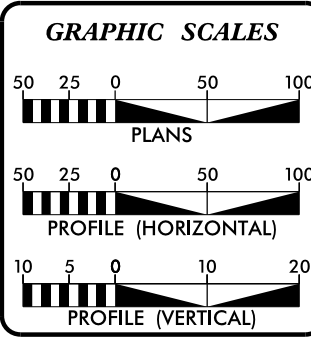
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4943	3	17
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
40110.1.1	BRZ-1616(10)	PE	

25% APPROVED PLANS



INCOMPLETE PLANS
 DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

2017 ADT = 2738 VPD
 2037 ADT = 3585 VPD
 K = 10%
 D = 85%
 T = 6% *
 V = 40 MPH
 * (TTST 1% + DUAL 5%)
 FUNC. CLASS. = RURAL MINOR COLLECTOR
 SUBREGIONAL TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT B-4943	=	0.145 mi.
LENGTH STRUCTURES TIP PROJECT B-4943	=	0.016 mi.
TOTAL LENGTH TIP PROJECT B-4943	=	0.161 mi.

Prepared in the Offices of:

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 704.386.8766

ECOLOGICAL ENGINEERING
NC PERM LICENSE No. 7-1168
 1155 SR Cary Parkway, Suite 101
 Cary, NC 27513
 (919) 557-0929

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
DECEMBER 16, 2016

LETTING DATE:
DECEMBER 19, 2017

ANDY YOUNG, PE
PROJECT ENGINEER

MICHAEL BURNS, EI
PROJECT DESIGN ENGINEER

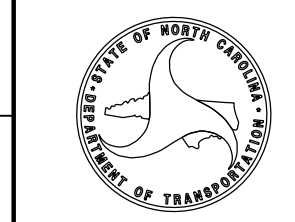
REKHA PATEL, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.





PAT McCRORY
Governor
NICHOLAS J. TENNYSON
Secretary

December 5, 2016

STATE PROJECT: 40110.1.1 (B-4943)
FEDERAL PROJECT: BRZ-1616(10)
COUNTY: Durham
DESCRIPTION: Bridge No. 20 on SR 1616 (Bahama Rd.) over Dial Creek
SUBJECT: Geotechnical Report – Inventory

Project Description

This project lies just east of the town of Bahama in northern Durham County. The project consists of realigning Bahama Rd. (-L-) near the bridge over Dial Creek to reduce the severity of the curve. Along the east approach approximately 4 to 9 feet of surface water from Dial Creek covers the proposed alignment until it ties back in with existing Bahama road. The total roadway project length is 0.145 miles.

Twelve SPT borings were performed at various offset locations along the -L- alignment by the NCDOT Geotechnical Engineering Unit. The work was performed from August through November of 2016. A track-mounted CME-55 and a CME-45C mounted on a barge was used during the field investigation. ALL Carolina Crane & Equipment was contracted by the NCDOT to place the barge and rig into Lake Michie. Representative samples were collected for visual classification in the field and were submitted for laboratory analysis by the Materials and Tests Unit.

The following alignment, totaling 0.145 miles was investigated. Subsurface cross-sections of this alignment are included in this report.

<u>Line</u>	<u>Stations</u>
-L-	10+00 to 19+50

Areas of Special Geotechnical Interest

1) Soft Soils: Very soft, alluvial, wet clays were encountered on the project at the following locations:

<u>Line</u>	<u>Station</u>	<u>Offset</u>
-L-	14+75-16+75	Varies

Physiography and Geology

The project is located in the Piedmont physiographic province of North Carolina. The project corridor is rural residential. A mixture of woods and grassy fields lie along the project corridor. The terrain is rolling with some moderate existing cuts. Geologically the soils in this region are derived from the underlying meta-volcanics and meta-granites belonging to the Carolina Slate Belt. These rocks were formed by regional metamorphism in this area during the Permian Period.

Soil Properties

Soils encountered during this investigation are separated into 3 categories: Roadway Embankment, Alluvial and Residual soils.

Roadway Embankment soils are likely derived from nearby sources and are similar to Residual soils in composition. These soils generally consist of stiff, brown and tan, sandy silt (A-4).

The Alluvial soils are derived from the fluvial and lacustrine setting of this area where the mouth of Dial Creek meets Lake Michie. Clay and silt are common in this environment caused by the quiet settling of suspended particles. These soils consist of very soft, gray, silty clay (A-7-6), sandy clay (A-6) and loose, silty sand (A-2-4).

Residual soils are derived from the weathering of underlying rock in the area. These soils consist of gray, tan, and brown, stiff, saprolitic, sandy silt (A-4), sandy clay (A-6) and dense, saprolitic, silty sand (A-2-4).

Groundwater

Groundwater is near the surface water elevation of Dial Creek and Lake Michie. The water elevation of Dial Creek and Lake Michie was recorded during a period of above average rainfall.

Undisturbed Samples

An undisturbed thin wall Shelby tube sample was collected and submitted for testing at the following location:

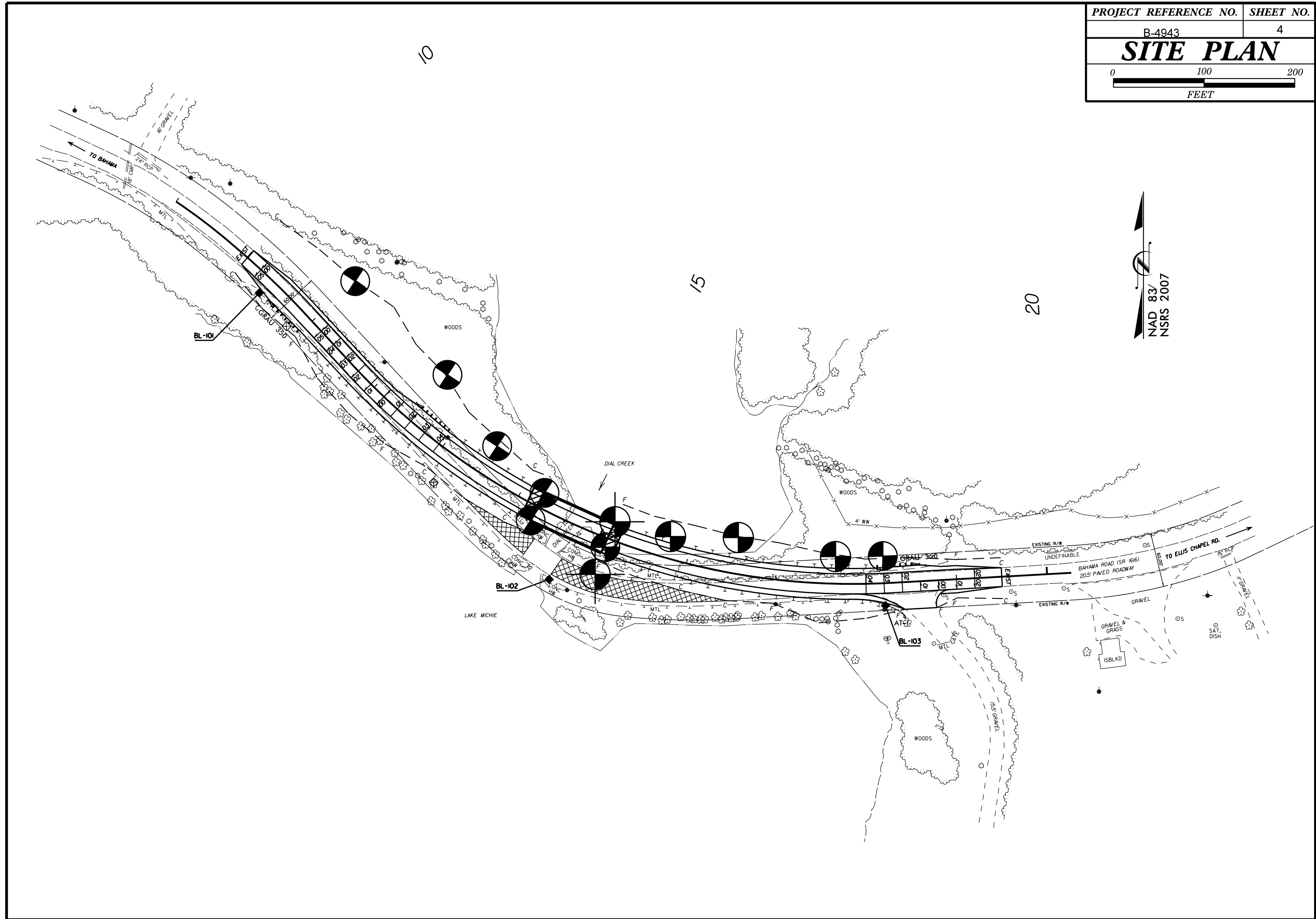
<u>Sample No.</u>	<u>Station (-L-)</u>	<u>Depth</u>	<u>Test</u>
ST-1	15+75	2.0-4.0	Consolidation, Triaxial CU

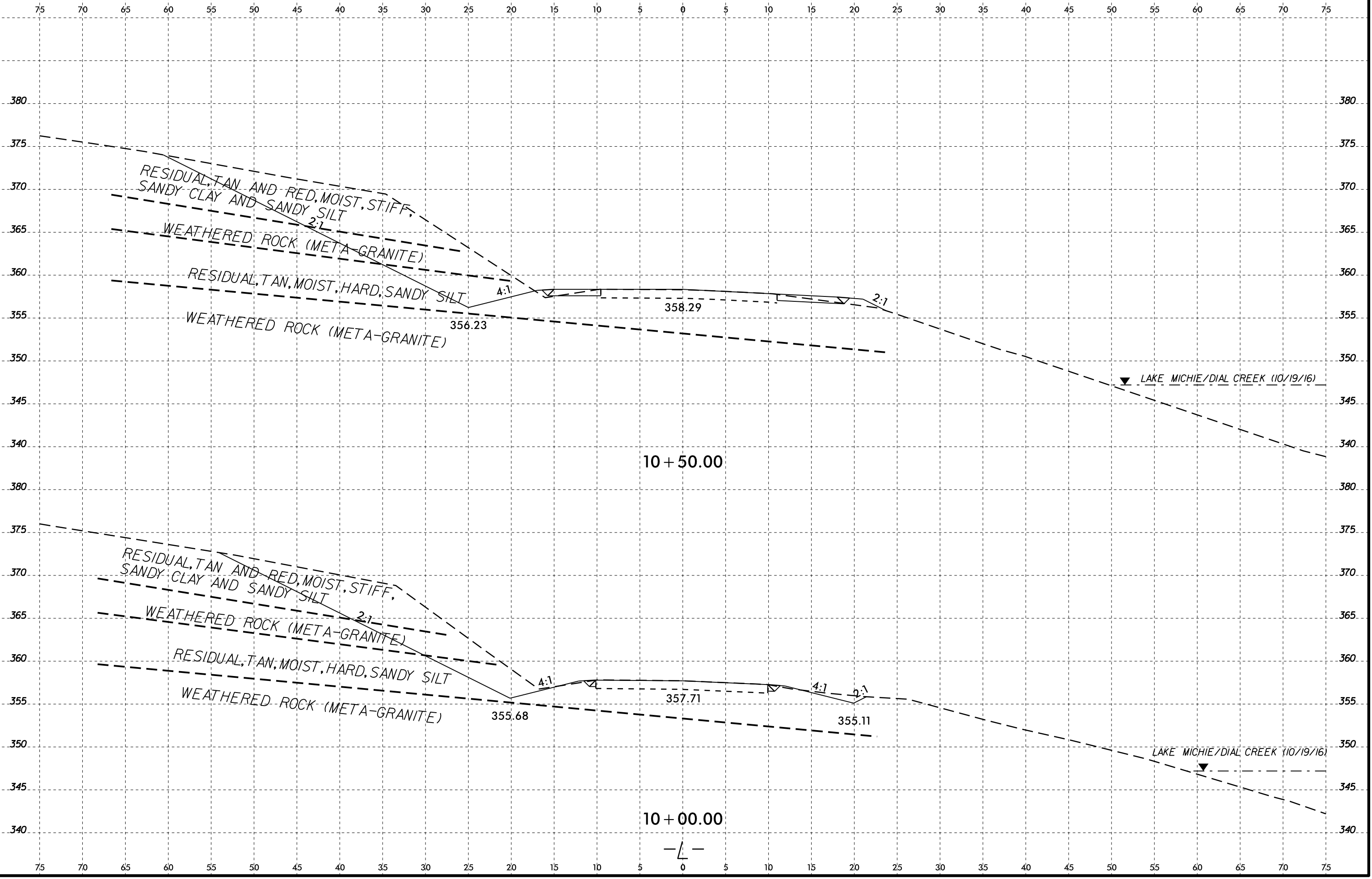
Respectfully submitted,



Jarett Swartley, L.G.
Project Geological Engineer

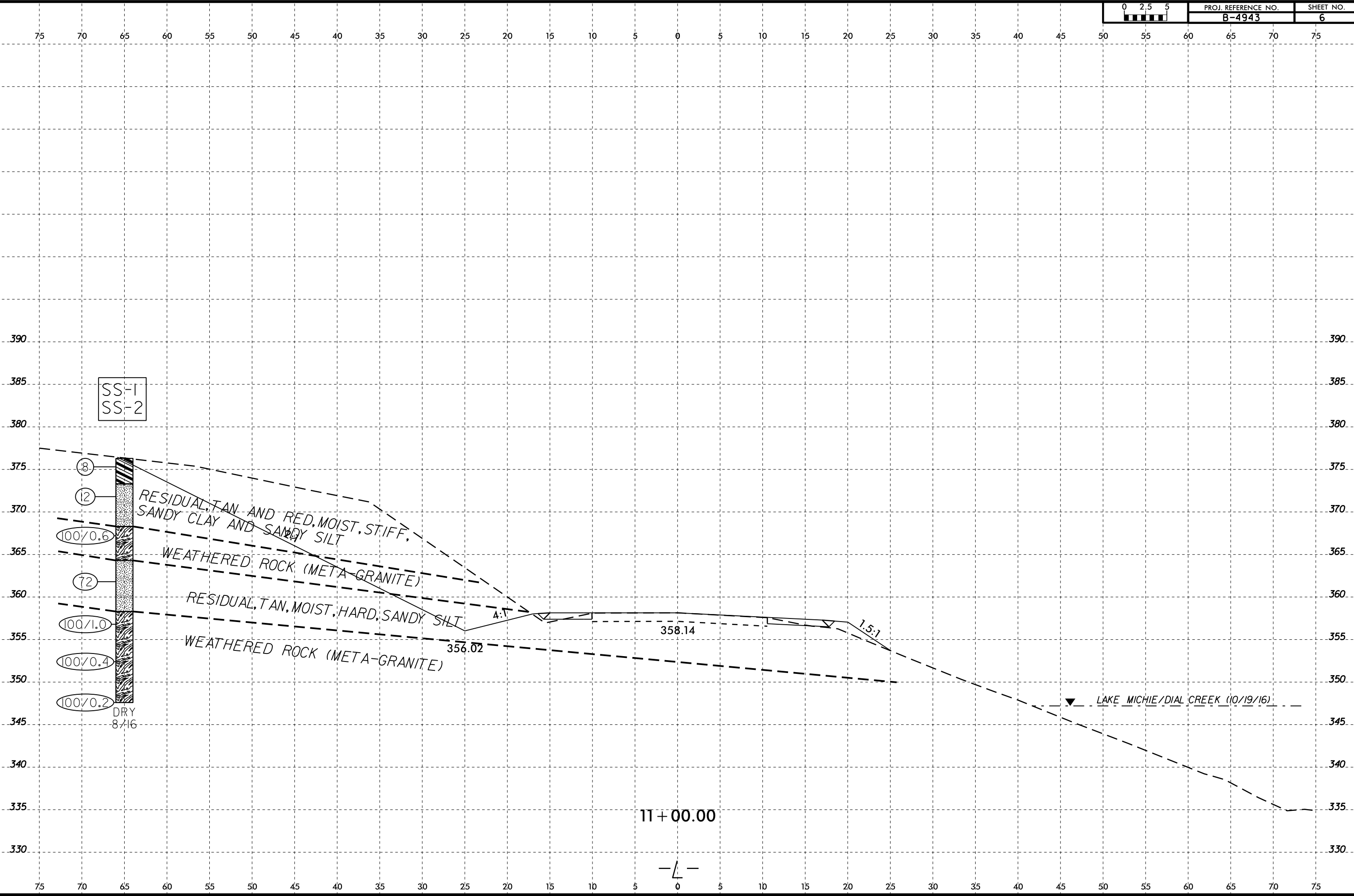
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B-4943	4
SITE PLAN	
 0 100 200 FEET	

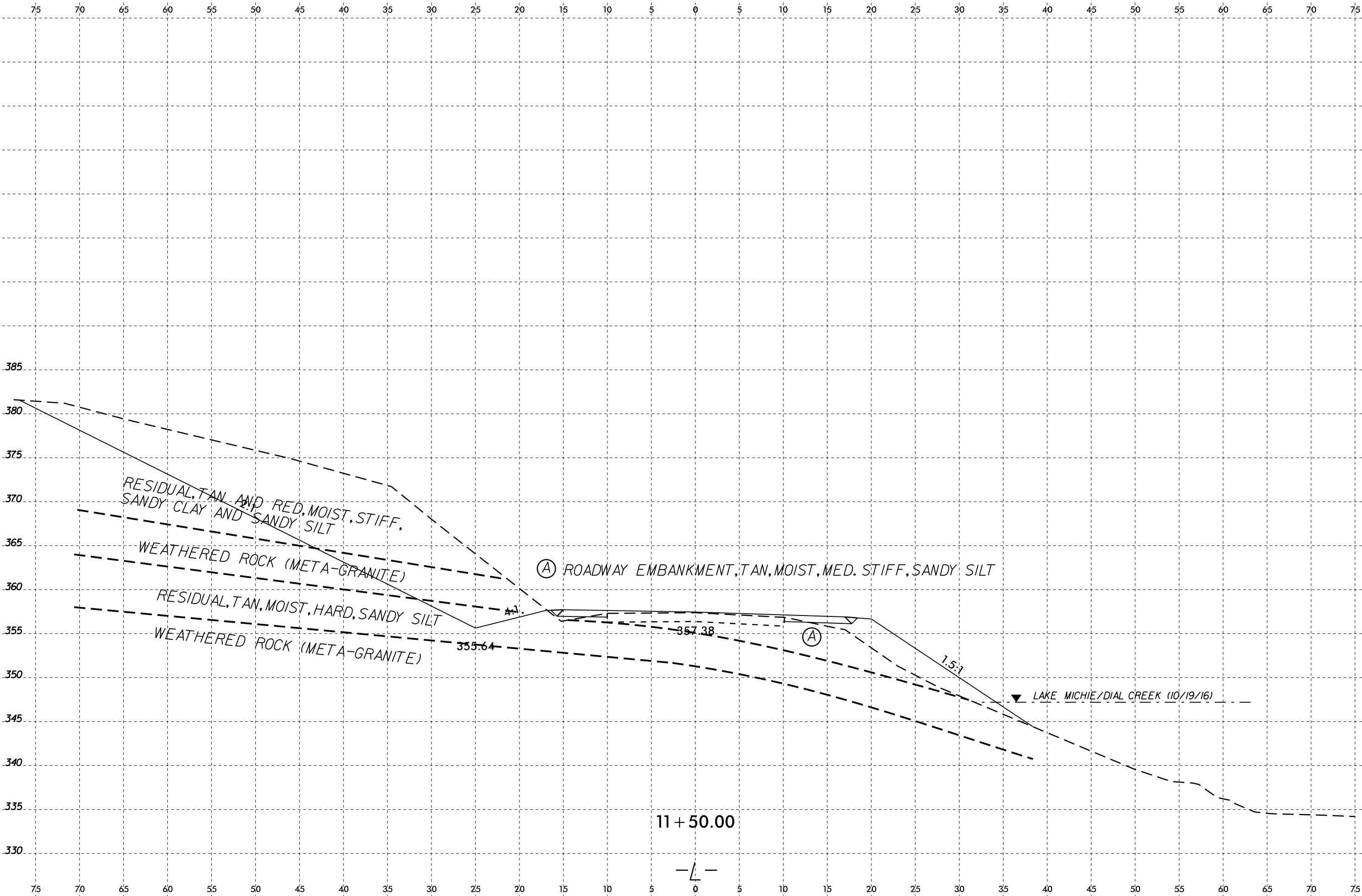




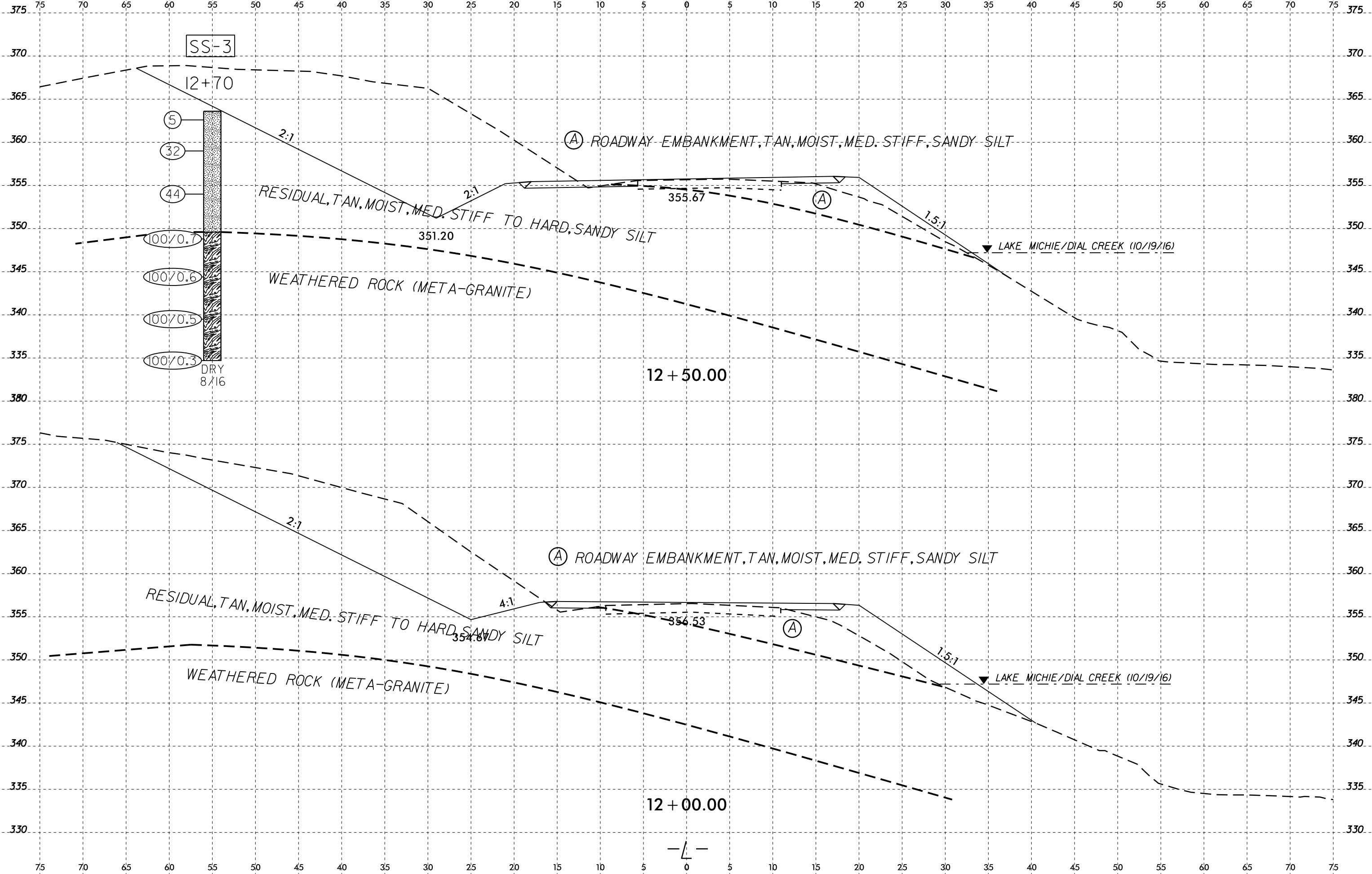
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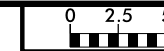


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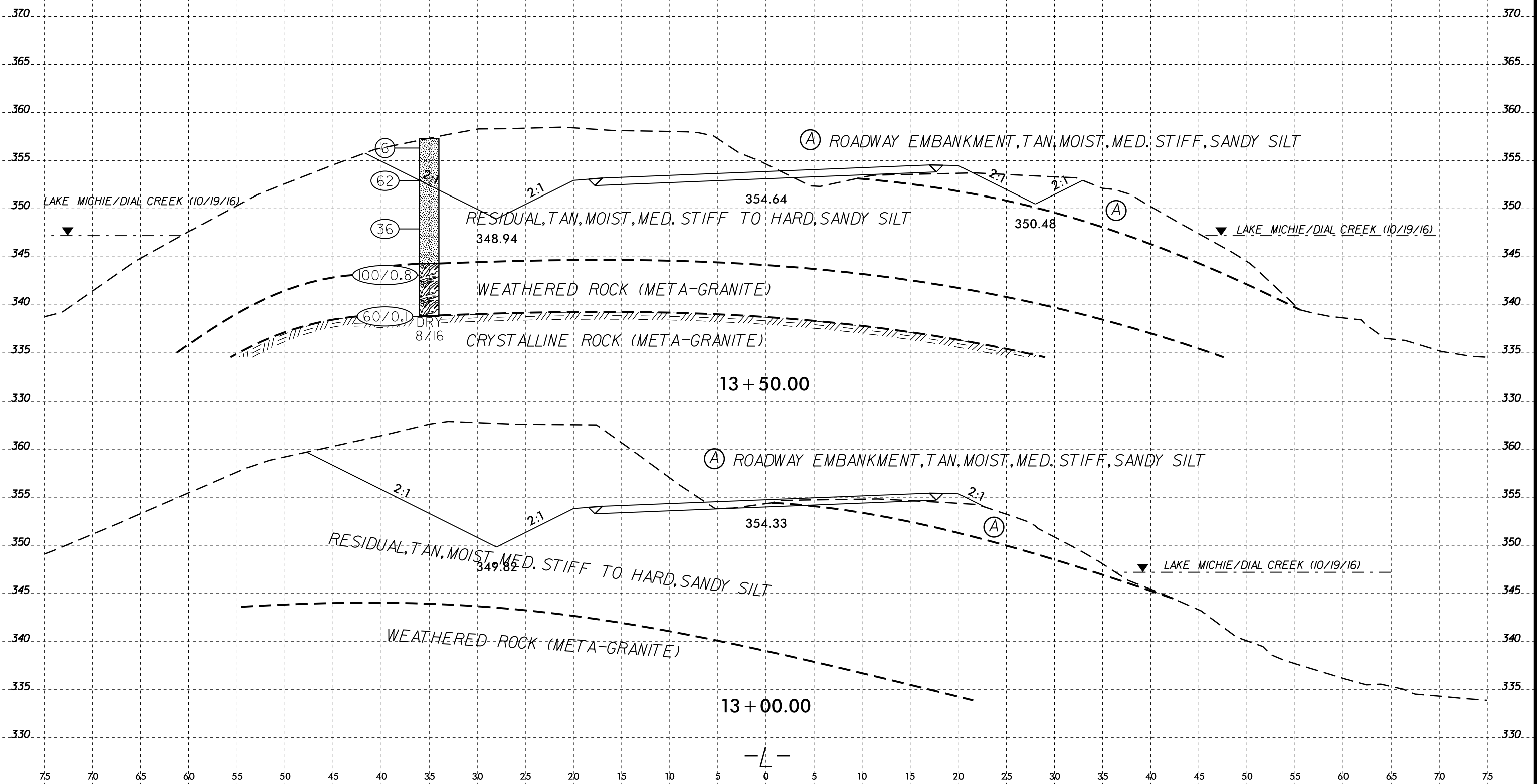


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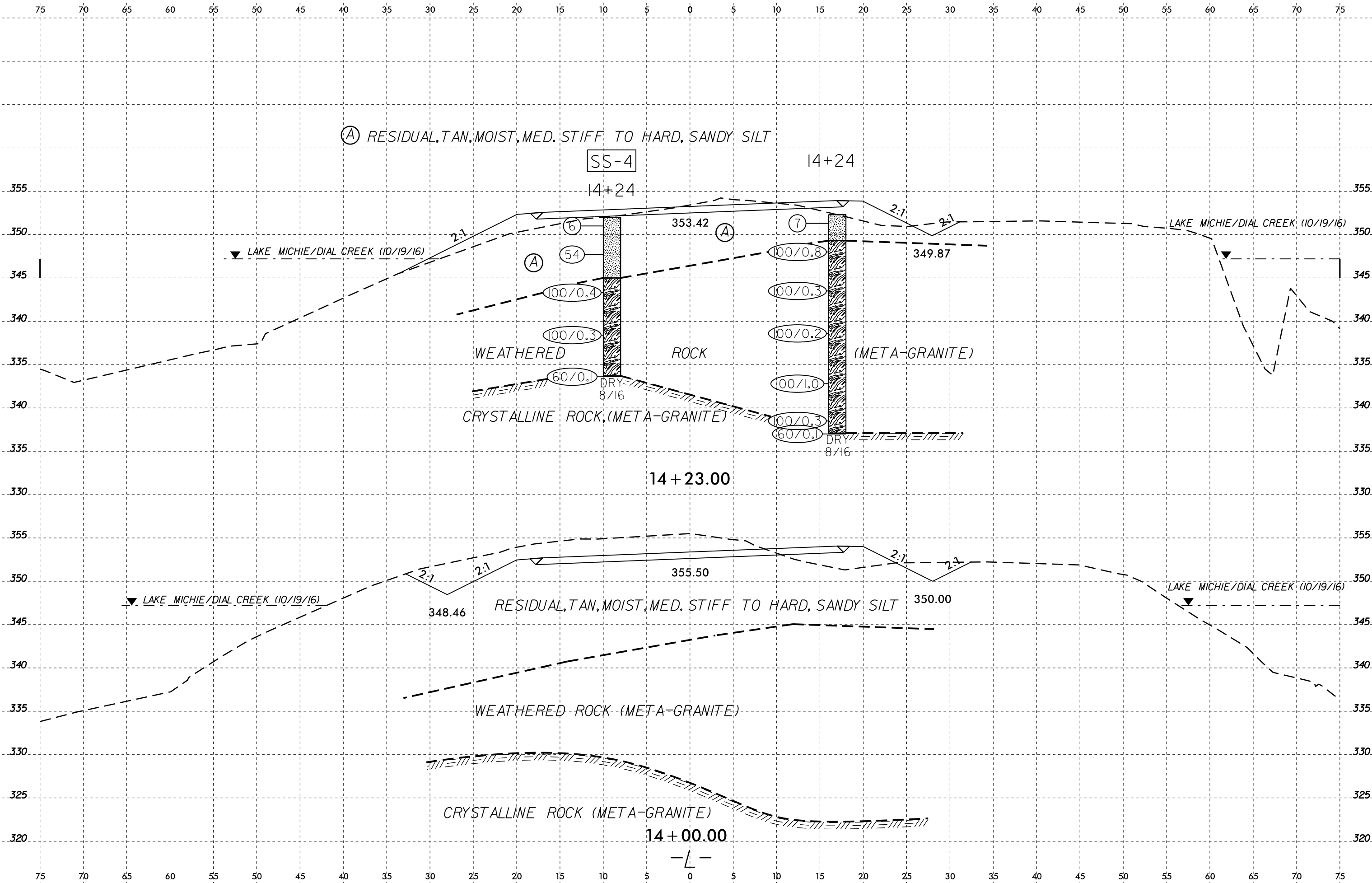
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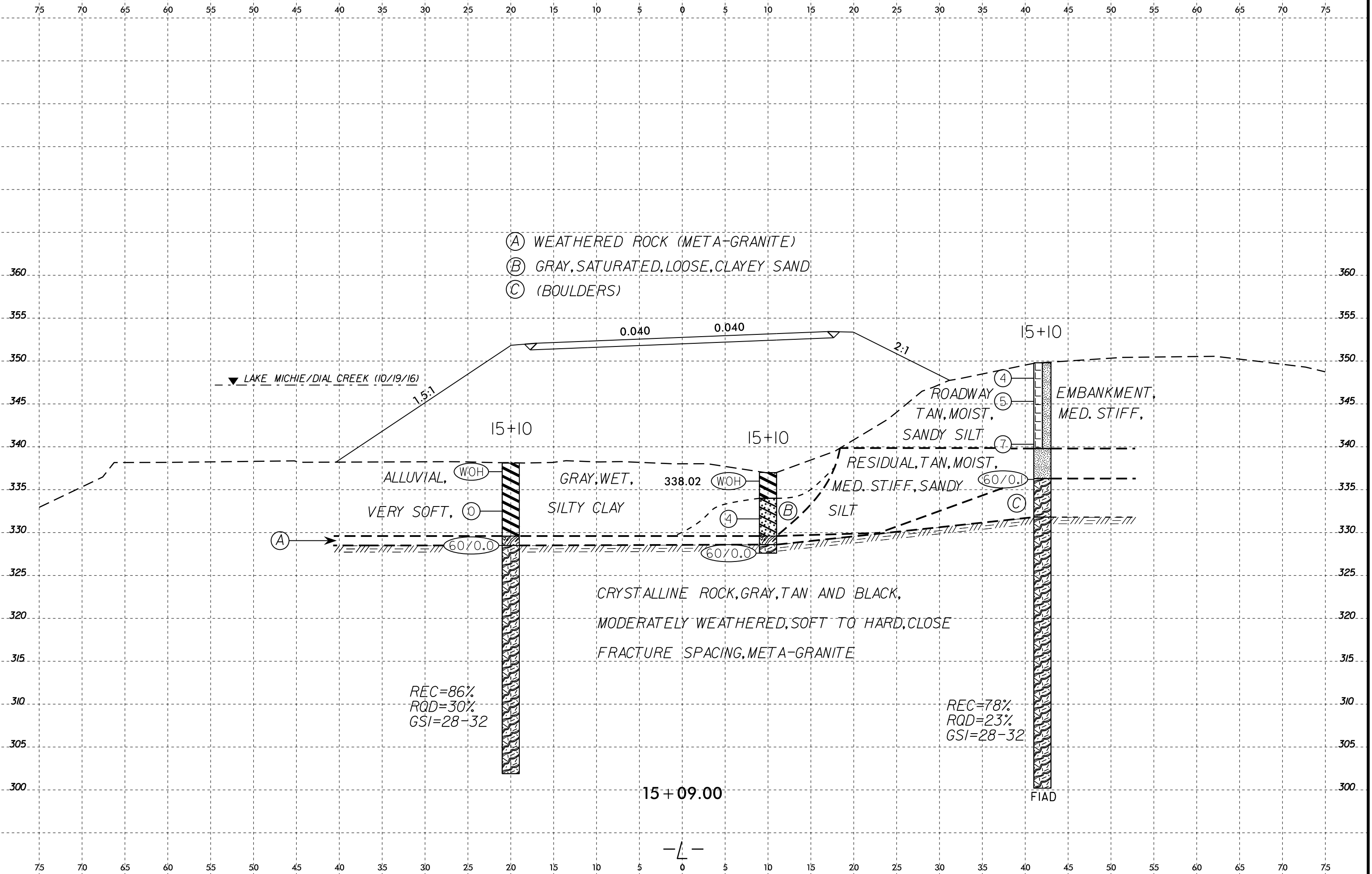
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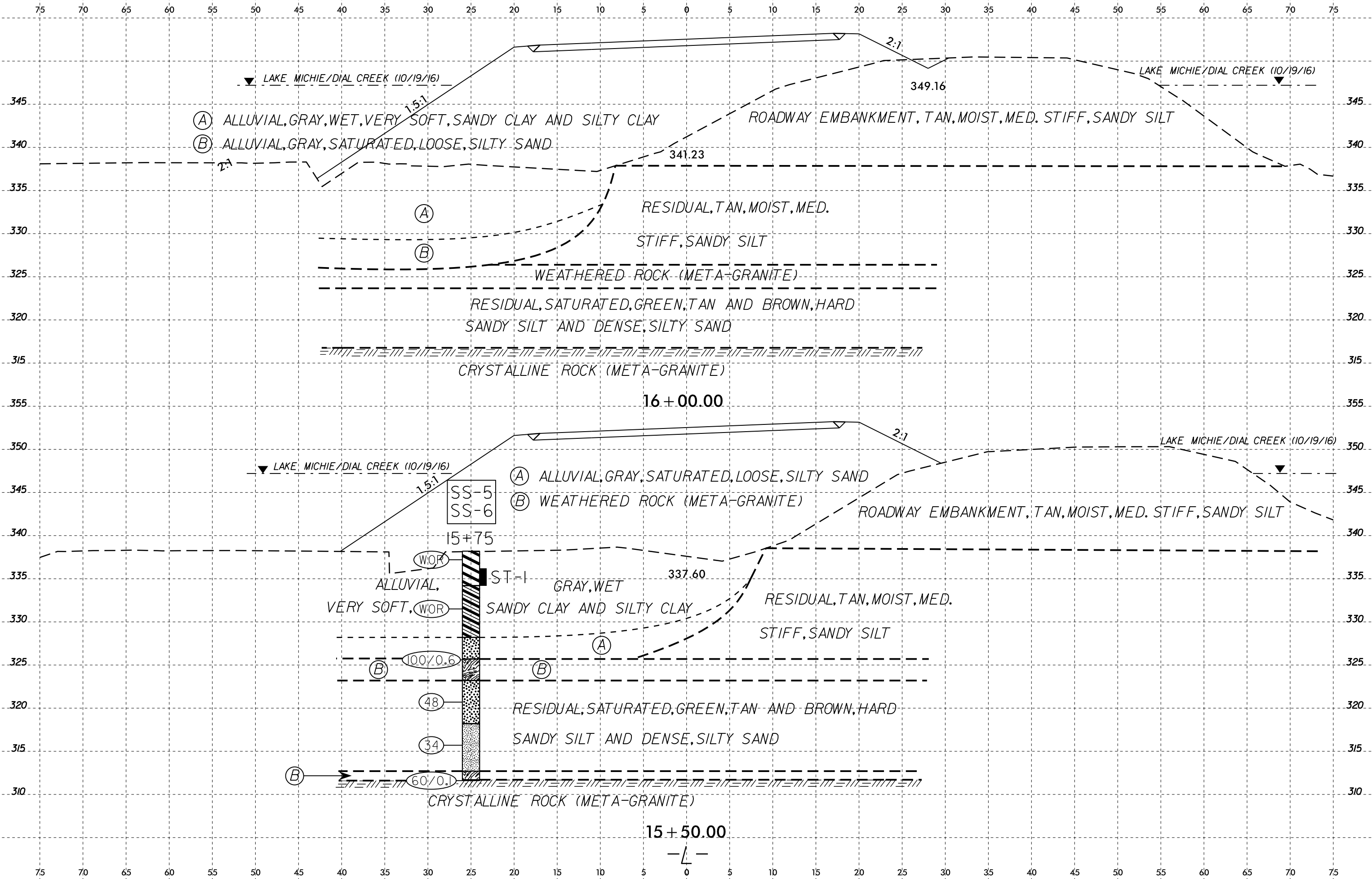


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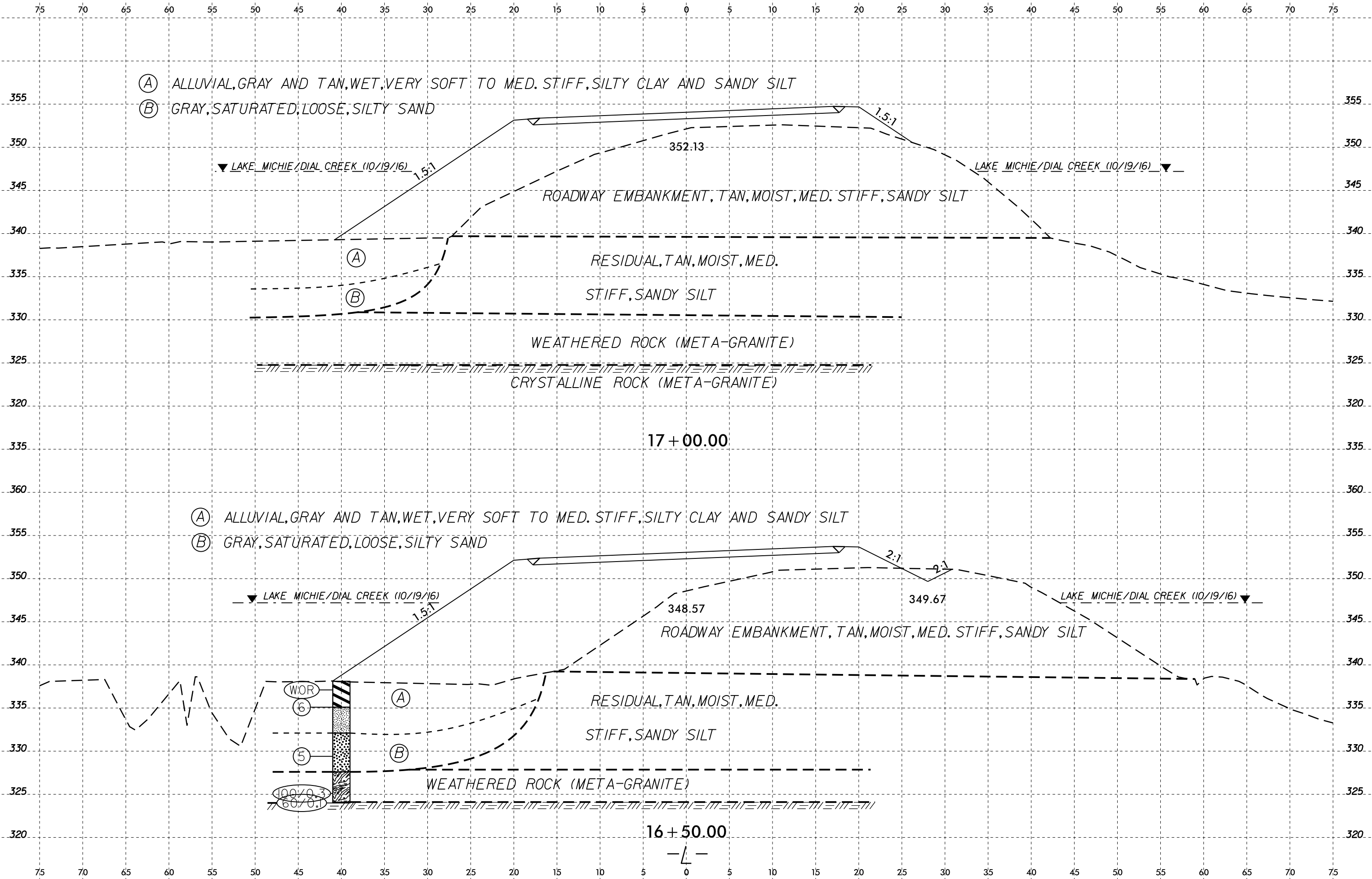
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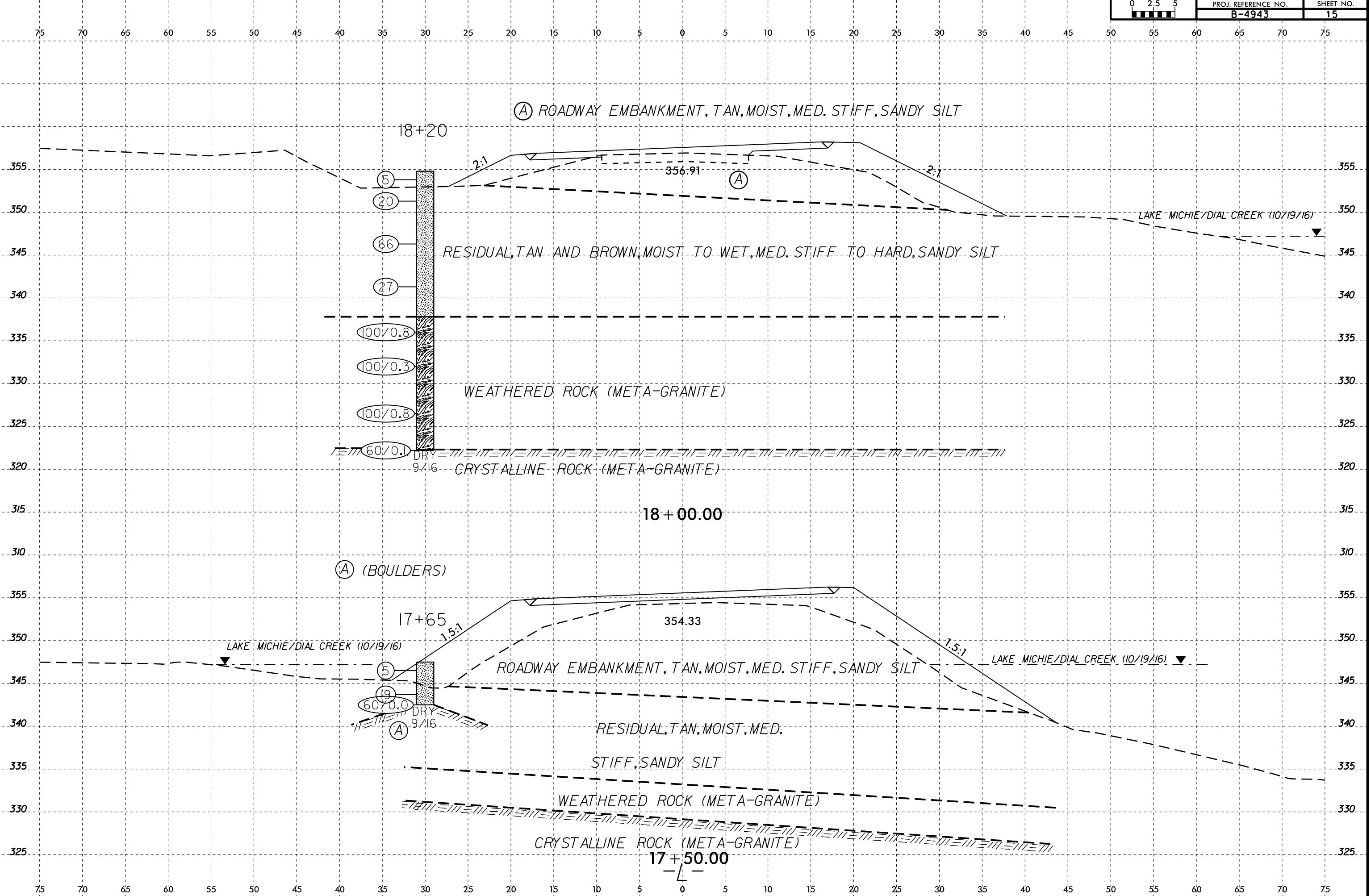
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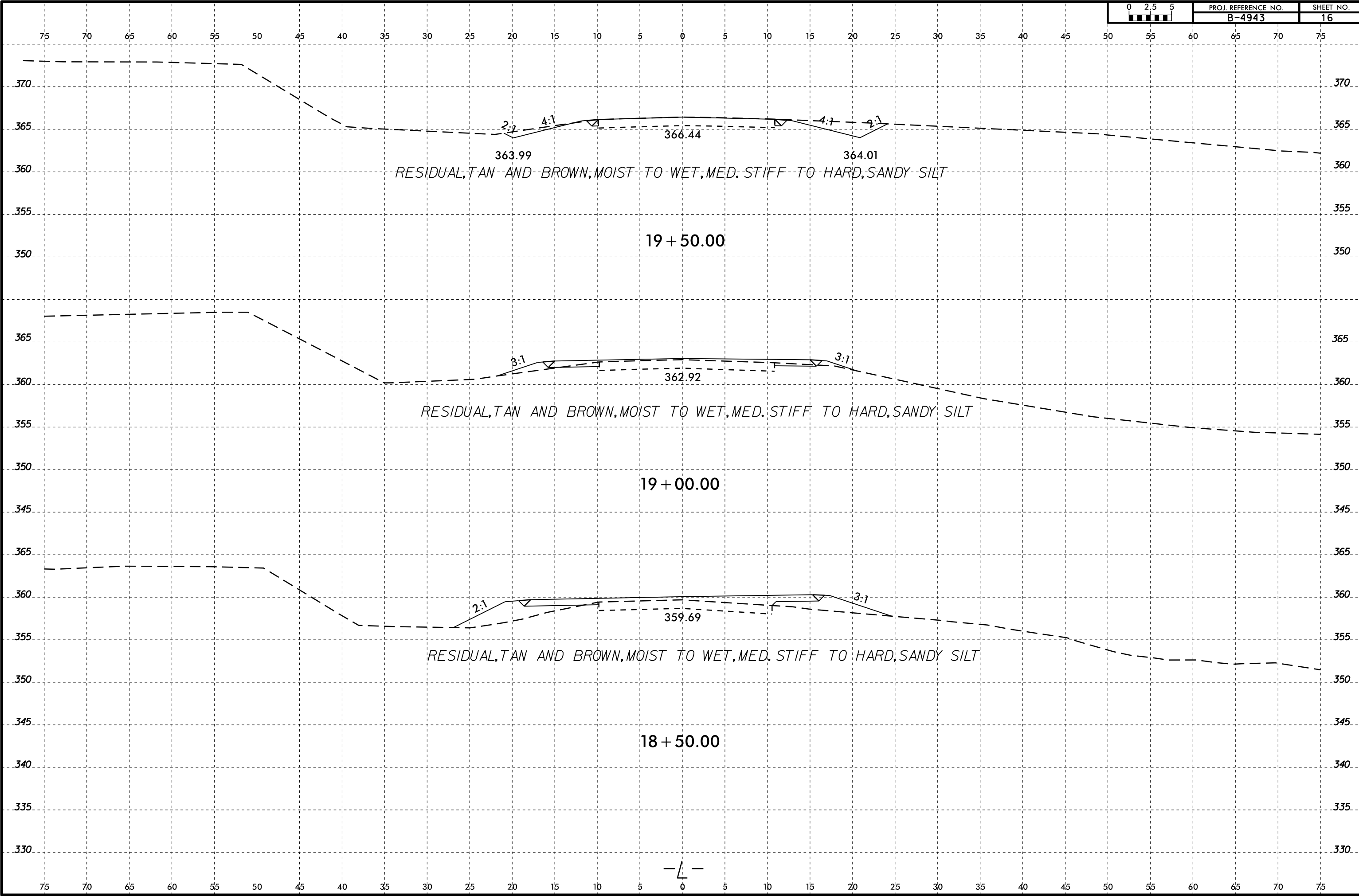
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SOIL TEST RESULTS															
SAMPLE NO.	OFFSET	STATION	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C.SAND	F.SAND	SILT	CLAY	10	40	200		
SS- 1	65' LT	11+00	0.0- 1.5	A- 6(9)	40	15	15.9	21.9	18.0	44.2	99	92	66	-	-
SS- 2	65' LT	11+00	3.5- 5.0	A- 4(6)	37	10	16.1	24.5	25.2	34.2	100	93	65	14.5	-
SS- 3	55' LT	12+70	3.6- 5.1	A- 4(0)	26	2	37.2	27.5	19.2	16.1	100	76	41	-	-
SS- 4	9' LT	14+24	3.3- 4.8	A- 4(0)	28	7	39.4	26.1	14.4	20.1	98	73	39	-	-
SS- 5	25' LT	15+75	5.7- 7.2	A- 6(5)	31	12	17.9	22.6	31.2	28.2	100	92	63	46.5	-
SS- 6	25' LT	15+75	16.5- 18.0	A- 2- 4(0)	35	NP	42.5	31.9	21.6	4.0	100	71	33	-	-