

REFERENCE: B-5783

PROJECT: 45738

SEE SHEET 2A 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-5783	1	17

**CONTENTS**

LINE	STATION	PLAN	CROSS SECTIONS
-EL-	5+25.17 - 32+84.39	4-6	7-II

**CROSS SECTIONS**

LINE	STATION	SHEETS
-EL-	11+00.00	7
-EL-	13+00.00	7
-EL-	15+00.00	7
-EL-	16+00.00 - 19+00.00	8,9
-EL-	23+00.00	9
-EL-	25+00.00	10
-EL-	27+00.00	10
-EL-	28+50.00	10
-EL-	30+00.00	11
-EL-	32+00.00	11

**APPENDICES**

APPENDIX	TITLE	SHEETS
A	LABORATORY TEST RESULTS	12-14

# ROADWAY SUBSURFACE INVESTIGATION

COUNTY DAVIDSON  
PROJECT DESCRIPTION REPLACE BRIDGE NO.164  
AND BRIDGE NO.168 ON US 29 /US 70 OVER  
NORFOLK SOUTHERN RAILWAY

## 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) 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 CONTRACTOR 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

CG2

GOODNIGHT, D.J.

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\_\_\_\_\_  
\_\_\_\_\_

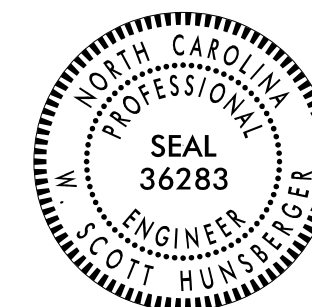
INVESTIGATED BY FALCON ENG.

DRAWN BY HILL, M.J.

CHECKED BY HUNSBERGER, W.S.

SUBMITTED BY FALCON ENG.

DATE JUNE 2022



DocuSigned by:  
W. Scott Hunsberger 06/22/2022

5A469AC80FC0D49E SIGNATURE DATE

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**



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**CONTRACT: TIP PROJECT: B-5783**

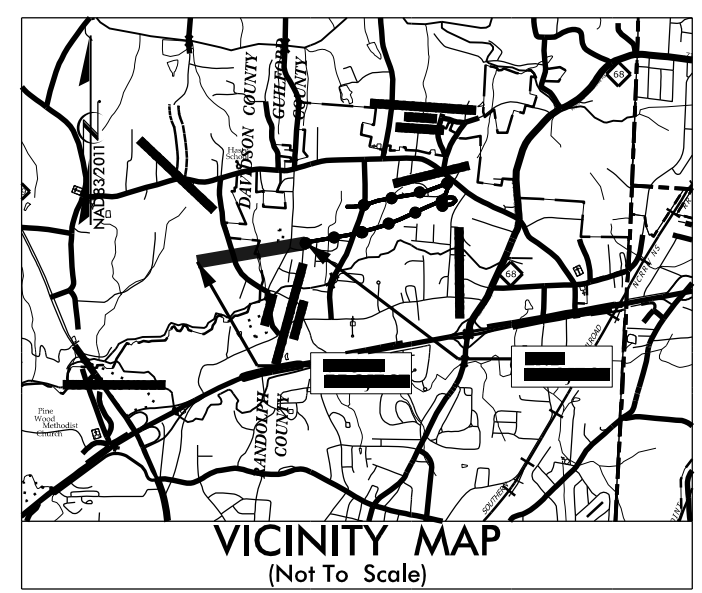
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**DAVIDSON COUNTY**

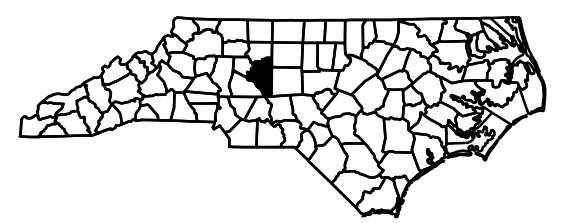
LOCATION: BRIDGE NO. 164 AND NO. 168 ON US 29 /US 70  
OVER NORFOLK SOUTHERN RAILROAD

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

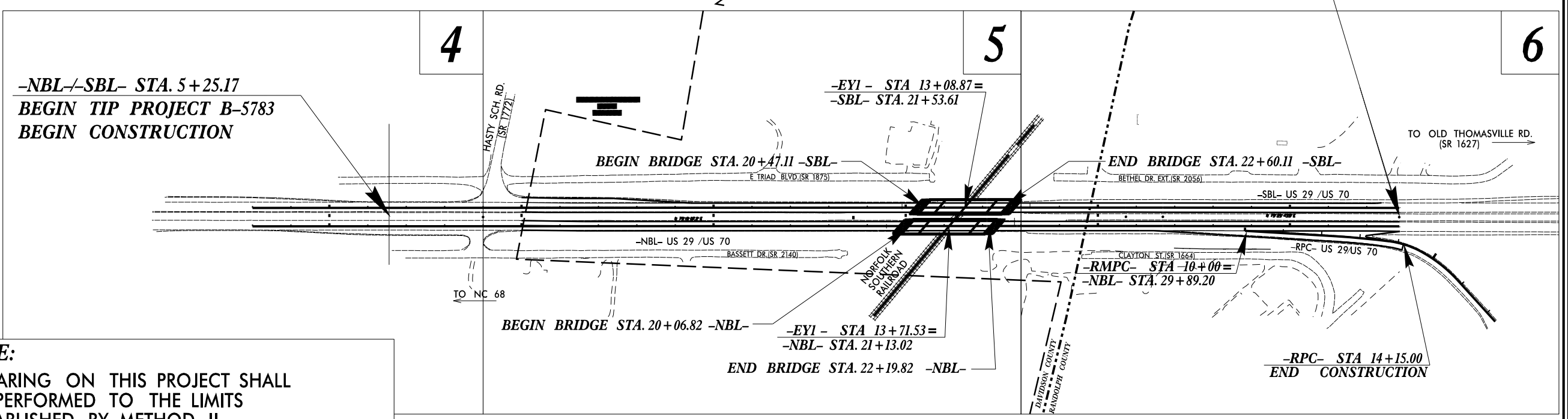
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-5783	2A	17
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
45738.1.2	N/A	PE	



65% PLAN SUBMITTAL



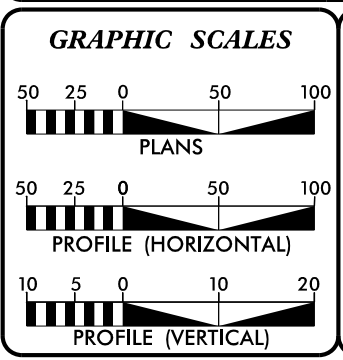
OFF SITE DETOUR



**NOTE:**

- CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II
- A PORTION OF THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THOMASVILLE

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



**DESIGN DATA**

ADT (2016) =	24,600
ADT (2040) =	28,300
K =	10 %
D =	65 %
T =	12 % *
V =	60 MPH
* TTST = 4	DUAL = 8
FUNC CLASS =	RURAL MINOR ARTERIAL

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT B-5783 =	0.484 MILES
LENGTH STRUCTURE TIP PROJECT B-5783 =	0.081 MILES
TOTAL LENGTH OF TIP PROJECT B-5783 =	0.565 MILES

Prepared for the North Carolina Department of Transportation in the Office of:

**DAVENPORT**  
2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JANUARY 25, 2022

LETTING DATE: MAY 16, 2023

NCDOT CONTACT: RYAN C. NEWCOMB, PE  
DIVISION PROJECT ENGINEER

EDITH G. PETERS, PE  
PROJECT ENGINEER

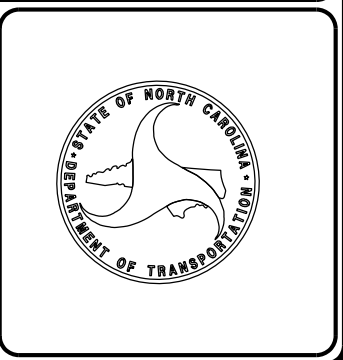
ALAN MORRISON, PE  
PROJECT DESIGN ENGINEER

**HYDRAULICS ENGINEER**

\_\_\_\_\_  
SIGNATURE: P.E.

**ROADWAY DESIGN ENGINEER**

\_\_\_\_\_  
SIGNATURE: P.E.





## Roadway Subsurface Investigation Report - Inventory

Replace Bridge No. 164 and No. 168 on US 29/70 Over Norfolk Southern Railway  
High Point, North Carolina  
Falcon Project No.: G22013.00

**Prepared for:**

N. C. Department of Transportation  
Geotechnical Engineering Unit  
1589 Mail Service Center  
Raleigh, NC 27699

Submitted by:

Falcon Engineering, Inc.  
1210 Trinity Road, Suite 110  
Cary, North Carolina 27513  
(919) 871-0800  
www.falconengineers.com

June 17, 2022

**TIP No.:** B-5783  
**COUNTY:** Davidson  
**DESCRIPTION:** Replace Bridge No. 164 and No. 168 on US 29/70 Over Norfolk Southern Railway  
**SUBJECT:** Roadway Subsurface Investigation – Inventory

### PROJECT DESCRIPTION

This project consists of the replacement of the two bridges on US29/70 over the Norfolk Southern Rail line in High Point, NC. The project will also include widening and improvements to US 29/70 leading up to the new bridges.

The investigation was conducted on March 28<sup>th</sup>, 2022 in general accordance with our Proposal to Provide Geotechnical Engineering Services. The information provided in this report is based solely on our site reconnaissance, soil test borings and laboratory test data, engineering evaluation of these data, and generally accepted soil and foundation engineering practices and principles.

A total of ten (10) Standard Penetration Test (SPT) borings and one (1) hand auger boring were advanced for the project. All mechanical borings were drilled using a CME-550X ATV mounted drill rig equipped with 2 ¼-inch inside diameter hollow-stem augers, and SPT testing was performed with an automatic hammer. Representative soil samples, collected with a split-barrel sampler were selected for laboratory testing to verify visual field classifications. In addition, two bulk samples were collected for standard Proctor compaction and California Bearing Ratio (CBR) testing.



Portions of the following alignment, totaling approximately 0.484 miles were investigated. Other ramp alignments are included on the project but improvements are not anticipated to be significant enough to warrant investigation.

<u>Alignment</u>	<u>Station (ft)</u>
-SBL-/-NBL- (US 29/US 70)	5+25.17 to 32+84.39

## AREAS OF SPECIAL GEOTECHNICAL INTEREST

- I. The following locations encountered highly plastic (PI greater than 36) within 4 feet of the ground surface:

<u>Alignment</u>	<u>Station (ft)</u>	<u>Offset</u>
-L-	17+07	51' RT
-L-	18+80	53' LT

- II. The following locations encountered shallow groundwater within 6 feet of the ground surface:

<u>Alignment</u>	<u>Station (ft)</u>	<u>Offset</u>
-L-	13+01	5' LT

## PHYSIOGRAPHY AND GEOLOGY

According to the *Geologic Map of North Carolina* (1985), the site is located in the Charlotte Belt. Specifically, rocks at the site are noted as the Metamorphosed Granitic Rock (**CZg**), consisting of Metamorphosed Granitic Rock - megacrystic, well foliated, locally contains hornblende; Fountain intrusive.

The project corridor is located in southwest High Point. Existing site topography slopes generally downward from east to west, peaking at the bridges over the Norfolk Southern Railroad. The existing corridor is developed with commercial buildings, with small areas of undeveloped land throughout the corridor. The Norfolk Southern Railroad runs northeast and southwest. The bridges will be replaced. That investigation and recommendations will be provided by others.

## SOIL PROPERTIES

A variety of soils were encountered along the project, including existing Roadway Embankment fill, Residual soils and Weathered and Crystalline Rock.

Roadway Embankment soils were encountered at the ground surface adjacent to or beneath existing roadways. These soils consist of 2 to 10 feet of moist, soft to medium stiff, sandy and clayey silt and silty clay (A-4, A-5, A-7).

Residual soils were encountered at ground surface or beneath the roadway embankment fills. These soils consist of moist to wet, medium stiff to very stiff, sandy and clayey silt and sandy and silty clay (A-4, A-5, A-6, A-7) and loose to very dense, silty sand (A-2-4) with trace rock fragments.

Weathered Rock (WR) is a very hard material with properties intermediate of soil and rock. WR is classified as having an N-value of greater than 100 blows per one foot. WR encountered on the project generally consists of tan and gray weathered metamorphosed granitic rock and was encountered at two locations explored at a range varying from 867.8' to 885.9', msl.

Crystalline Rock (CR), in the form of metamorphosed granitic rock, was encountered beneath WR at one location at approximately 884.4 ft, msl. CR is classified as material that yields auger refusal or SPT refusal (blow count of 60/0.0 or 60/0.1 feet.)



## GROUNDWATER PROPERTIES

Groundwater levels were measured at the time of boring completion and after a waiting period of 24 hours. All borings drilled in close proximity to existing roadways were backfilled immediately after completion due to safety considerations. While no natural bodies of water or streams are located in the project corridor, a retention pond is located north of US 29/70 north of the project boundaries and Hunts Fork Creek runs parallel to the project corridor to the south.

## ADDITIONAL LABORATORY TESTING

The following bulk samples were obtained:

Sample	Location	Depth (ft)	Test
BS-1	14+97, 60' LT, -L-	1.0 – 8.0	California Bearing Ratio, Standard Proctor
BS-2	10+98, 63' RT, -L-	1.0 – 11.0	California Bearing Ratio, Standard Proctor

Classification test results for the bulk samples are included in the subsurface cross sections and Standard Proctor and California Bearing Ratio (CBR) data is attached in the Appendix.

## CLOSING

Falcon appreciates the opportunity to have provided our geotechnical engineering services for the above referenced project. If you have any questions concerning the contents of this report or need additional information, please do not hesitate to contact our office.

### FALCON ENGINEERING, INC.

Report Prepared By:


Report Reviewed By:

W. Scott Hunsberger, PE  
*Geotechnical Engineer*

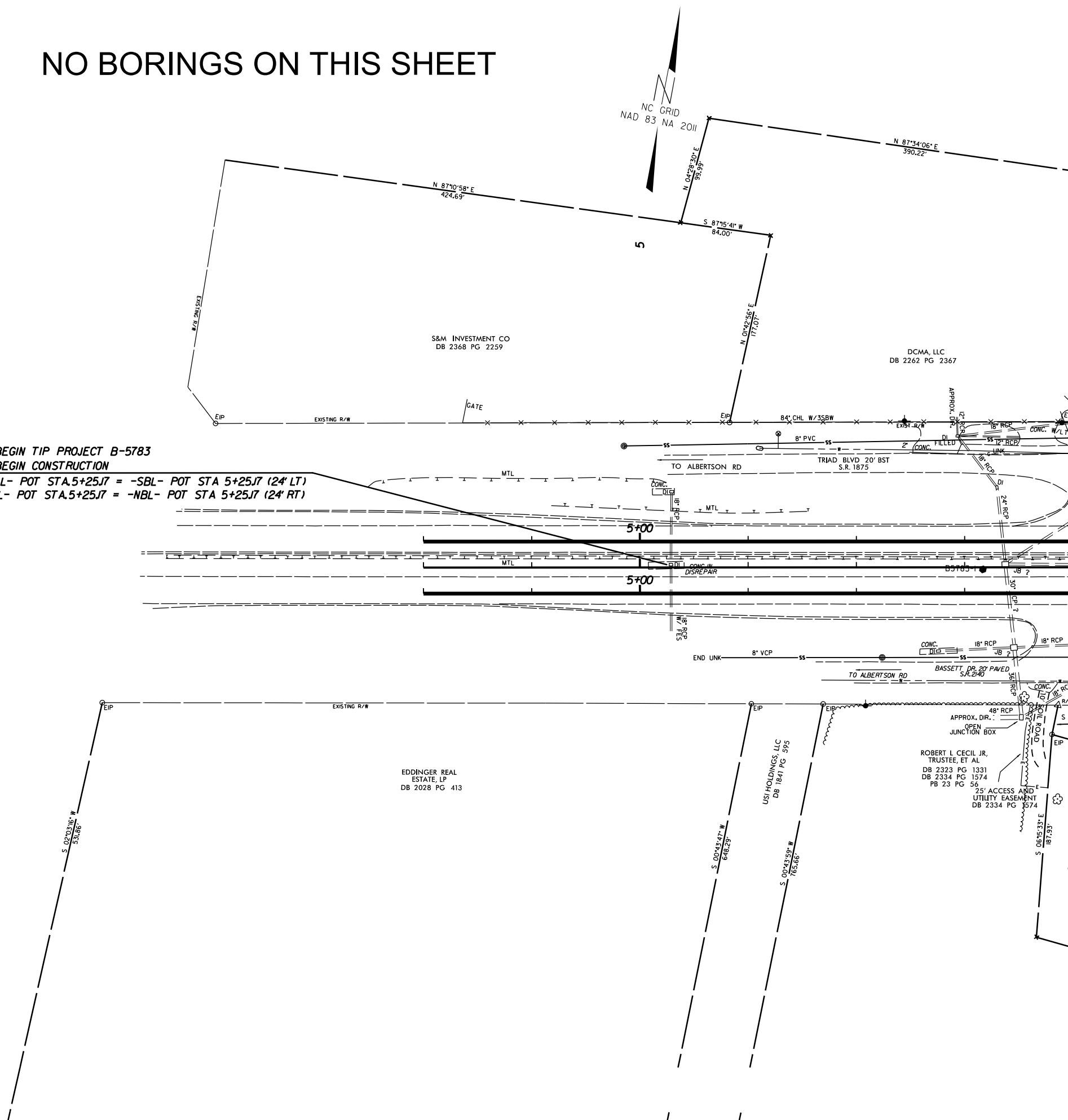
Jeremy R. Hamm, PE  
*Geotechnical Engineering Manager*



# NO BORINGS ON THIS SHEET

PROJECT REFERENCE NO. <b>B-5783</b>		SHEET NO. <b>4</b>	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		PAVEMENT DESIGN ENGINEER	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION			
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED			
 <b>DAVENPORT</b> HOME OFFICE 119 BROOKSTOWN AVE, SUITE PH1 WINSTON-SALEM, NC 27101 336.74.1636 www.davenport.com NCELS FIRM LICENSE NO. C-2922			

**BEGIN TIP PROJECT B-5783**  
**BEGIN CONSTRUCTION**  
 -EL- POT STA.5+25.77 = -SBL- POT STA 5+25.77 (24' LT)  
 -EL- POT STA.5+25.77 = -NBL- POT STA 5+25.77 (24' RT)

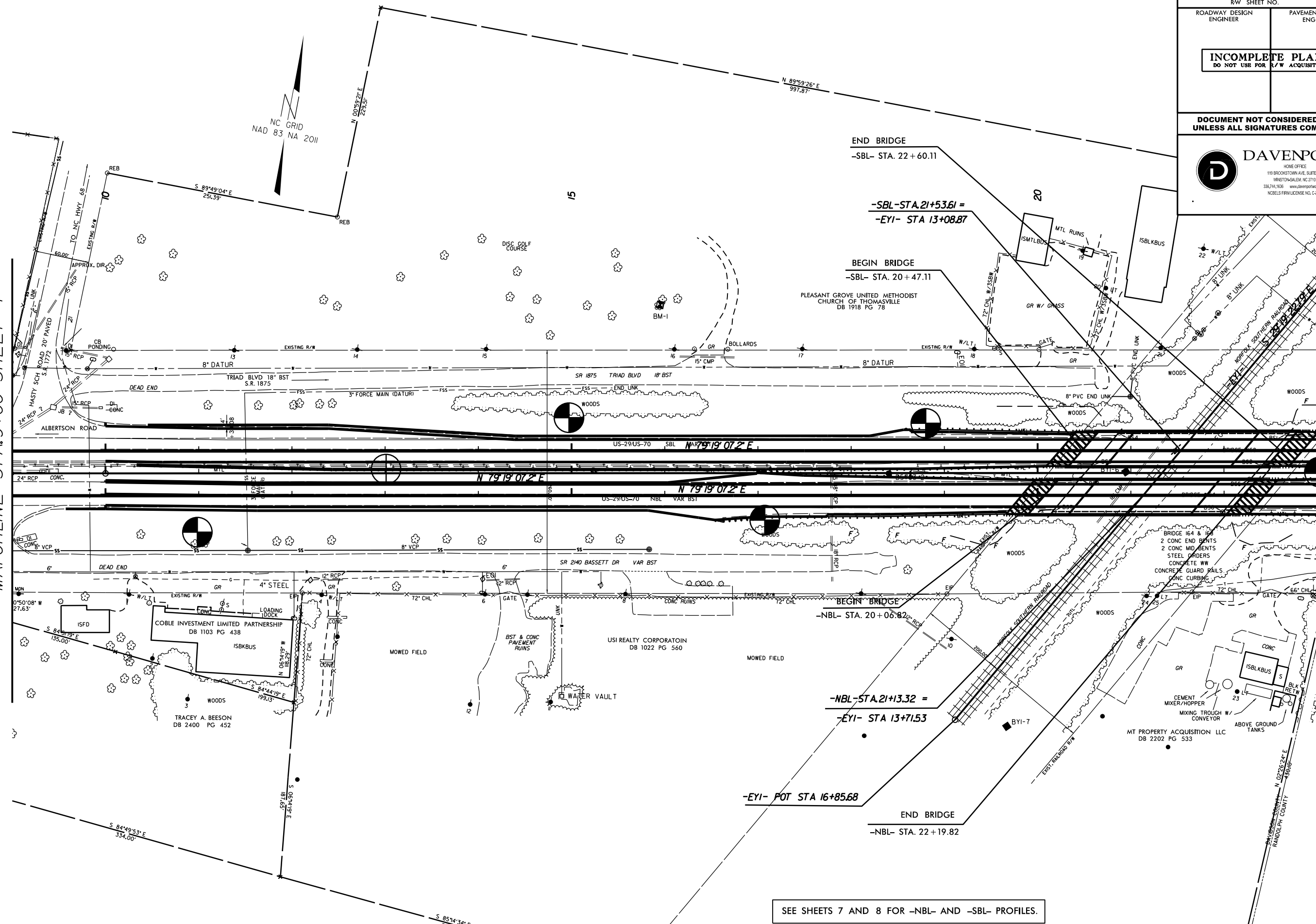


MATCHLINE STA.9+00 SHEET 5

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MATCHLINE STA. 9+00 SHEET 4

MATCHLINE STA. 23+00 SHEET 6



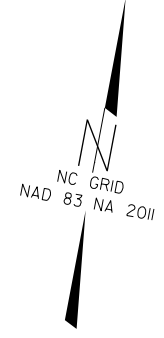
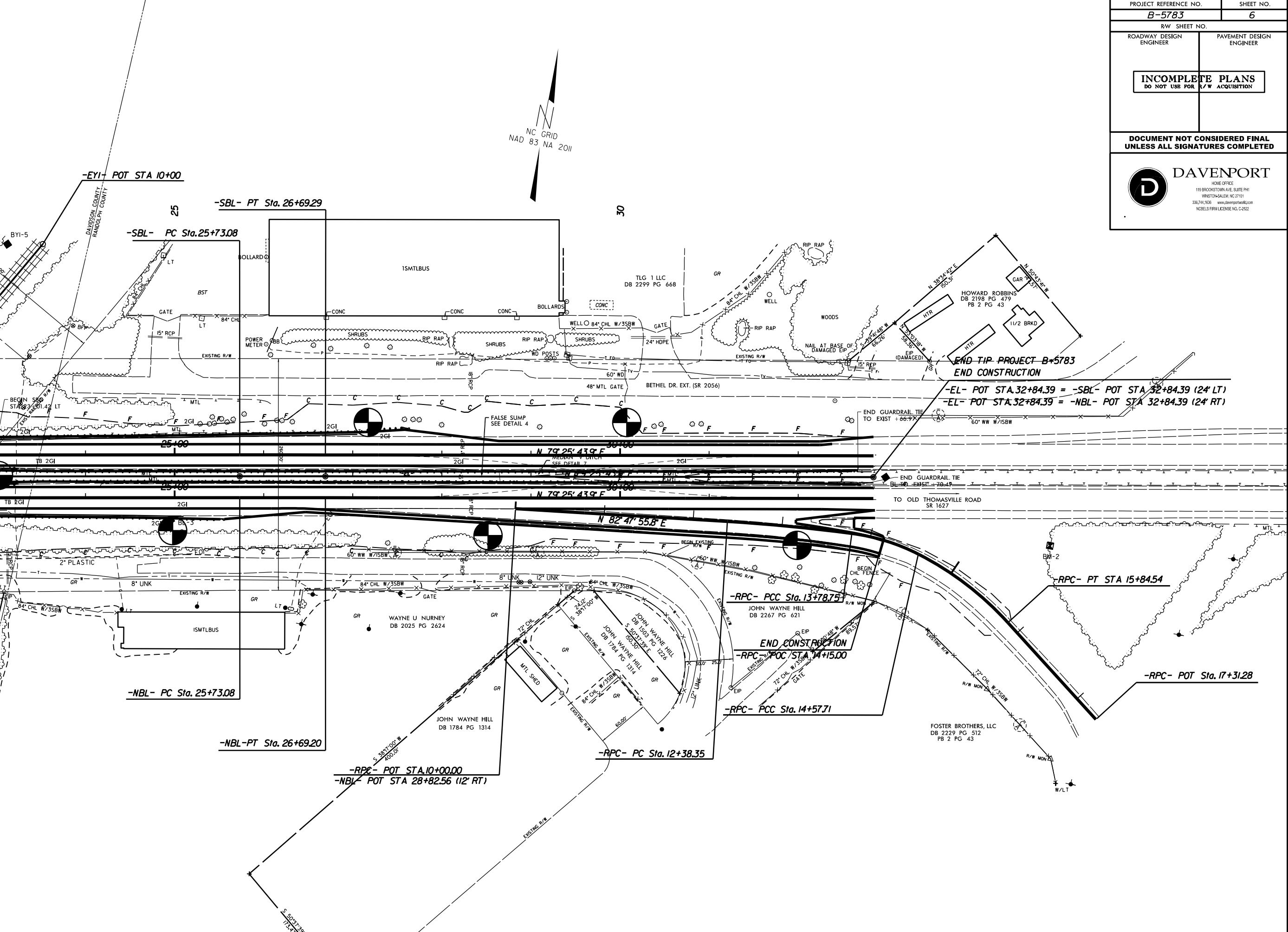
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RW SHEET NO.			
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<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION			
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED			
<b>DAVENPORT</b> <small>HOME OFFICE 119 BROOKSTOWN AVE, SUITE PH1 WINSTON-SALEM, NC 27101 336.741.1636 www.davenportna.com NCELS FIRM LICENSE NO. C-2022</small>			


SEE SHEETS 7 AND 8 FOR -NBL- AND -SBL- PROFILES.



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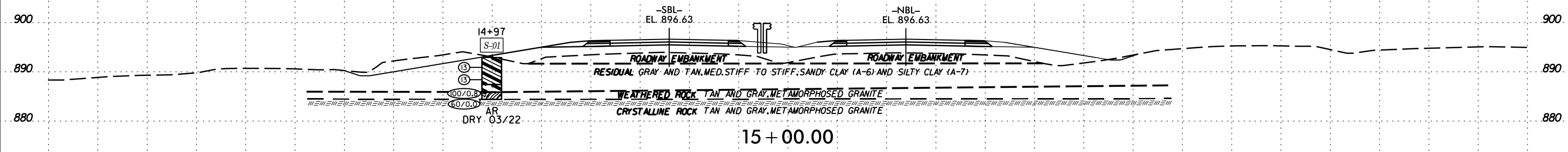


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RW SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
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<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	
 <b>DAVENPORT</b> <small>HOME OFFICE 119 BROOKSTOWN AVE, SUITE PH1 WINSTON-SALEM, NC 27101 336.741.1636 www.davenport.com NCELS FIRM LICENSE NO. C-2922</small>	

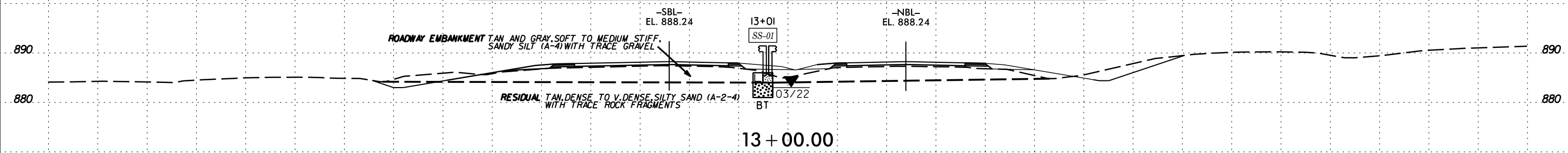


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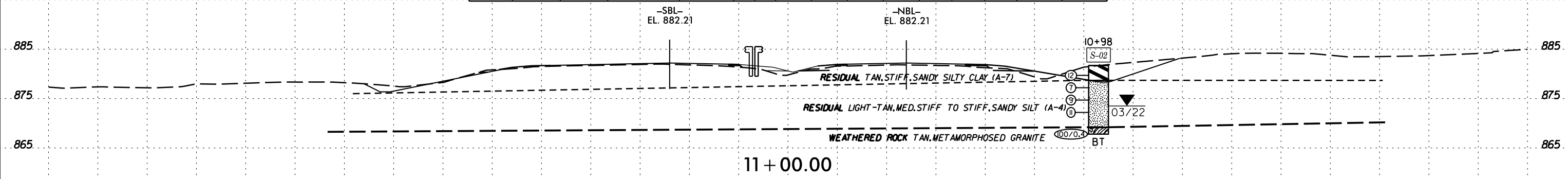
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SAMPLE NO.	OFFSET	STATION -ELREV-	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-01	60 FT LT	14+97	1.0' - 8.0'	A-6	37	15	5	28	34	33	100	97	77	21	-



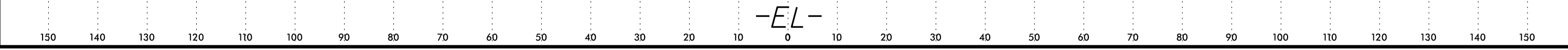
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							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-01	5 FT LT	13+01	0.5' - 1.5'	A-4	36	10	16	26	32	26	97	88	64	33	-



SOIL TEST RESULTS															
SAMPLE NO.	OFFSET	STATION -ELREV-	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-02	63' RT	10+98	1.0' - 11.0'	A-4	35	10	8	23	38	31	100	95	77	29	-

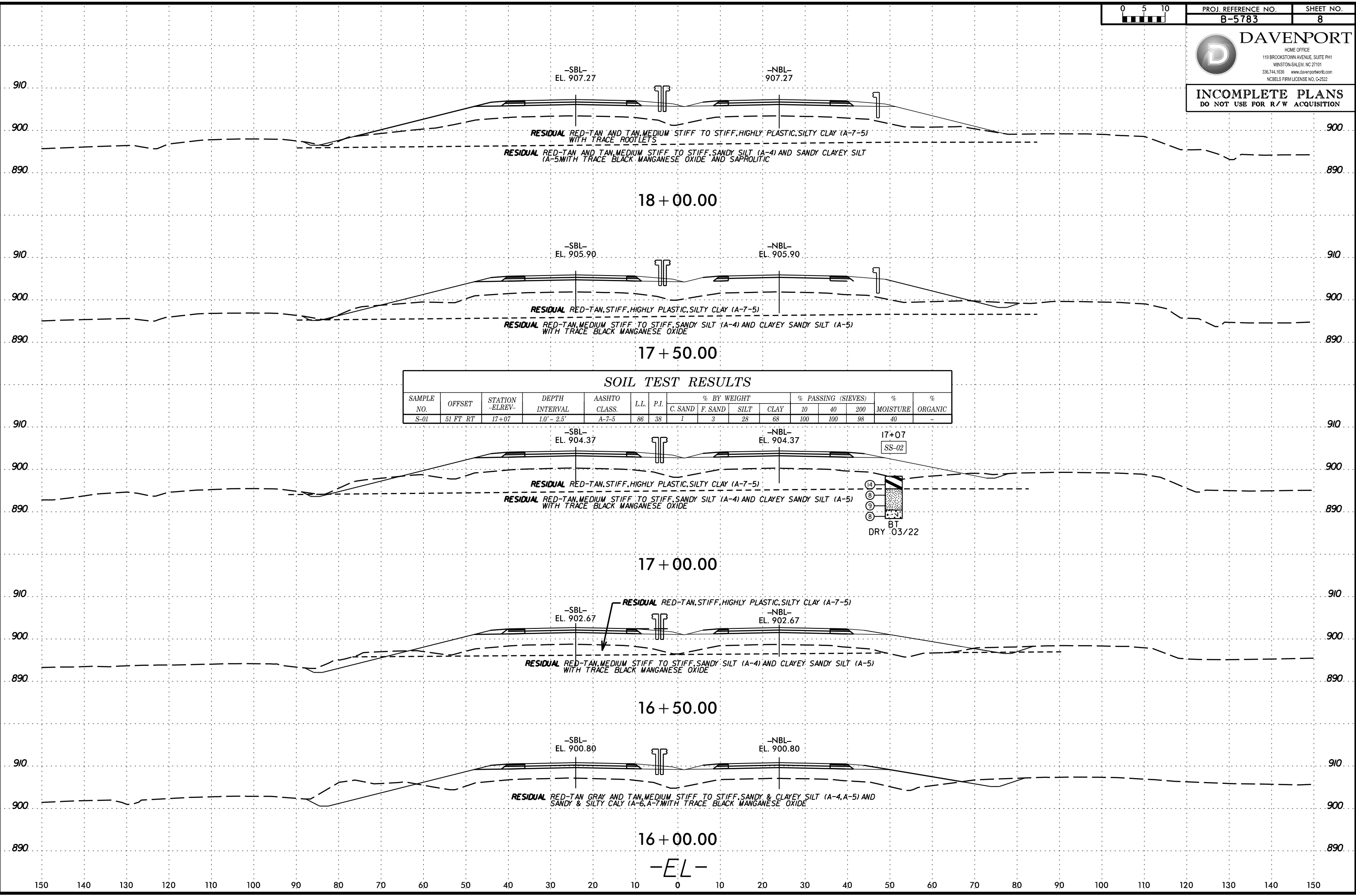


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**INCOMPLETE PLANS**  
DO NOT USE FOR R/W ACQUISITION



**SOIL TEST RESULTS**

SAMPLE NO.	OFFSET	STATION -ELREV-	DEPTH INTERVAL	AASHTO CLASS.	LL	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
S-01	51 FT RT	17+07	1.0' - 2.5'	A-7-5	86	38	1	3	28	68	100	100	98	40	-

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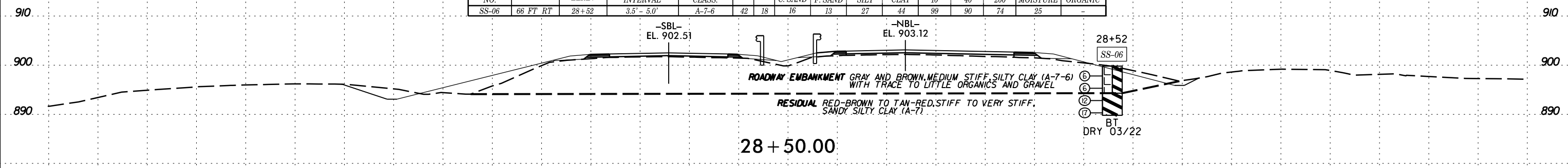
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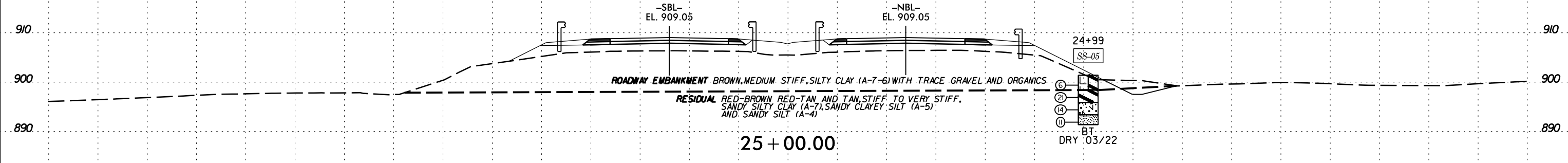


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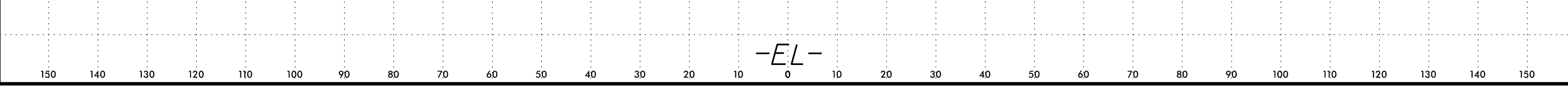
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							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-06	66 FT RT	28+52	3.5' - 5.0'	A-7-6	42	18	16	13	27	44	99	90	74	25	-



SOIL TEST RESULTS															
SAMPLE NO.	OFFSET	STATION -ELREV-	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-05	61 FT RT	24+99	1.0' - 2.5'	A-7-6	45	21	16	16	23	45	98	87	72	20	-



SOIL TEST RESULTS															
SAMPLE NO.	OFFSET	STATION -ELREV-	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-05	61 FT RT	24+99	1.0' - 2.5'	A-7-6	45	21	16	16	23	45	98	87	72	20	-



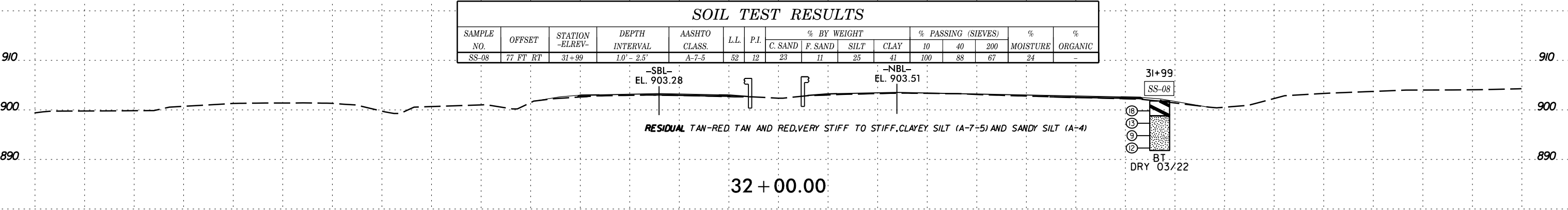
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**INCOMPLETE PLANS**  
DO NOT USE FOR R/W ACQUISITION

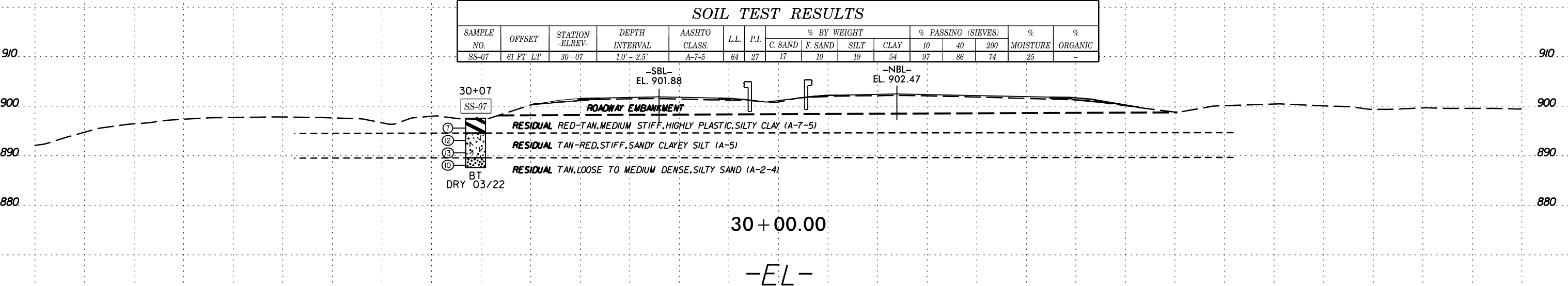
**SOIL TEST RESULTS**

SAMPLE NO.	OFFSET	STATION -ELREV-	DEPTH INTERVAL	AASHTO CLASS.	LL	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-08	77 FT RT	31+99	1.0' - 2.5'	A-7-5	52	12	23	11	25	41	100	88	67	24	-



**SOIL TEST RESULTS**

SAMPLE NO.	OFFSET	STATION -ELREV-	DEPTH INTERVAL	AASHTO CLASS.	LL	P.I.	% BY WEIGHT				% PASSING (SIEVES)			% MOISTURE	% ORGANIC
							C. SAND	F. SAND	SILT	CLAY	10	40	200		
SS-07	61 FT LT	30+07	1.0' - 2.5'	A-7-5	64	27	17	10	19	54	97	86	74	25	-



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

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***SUBSURFACE INVESTIGATION***

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*APPENDIX A  
LABORATORY TEST RESULTS*

**REFERENCE: B-5783**

**PROJECT: 45738**

INITIALS

DATE



FALCON ENGINEERING, INC.  
1210 TRINITY ROAD, SUITE 110  
CARY, NC 27513

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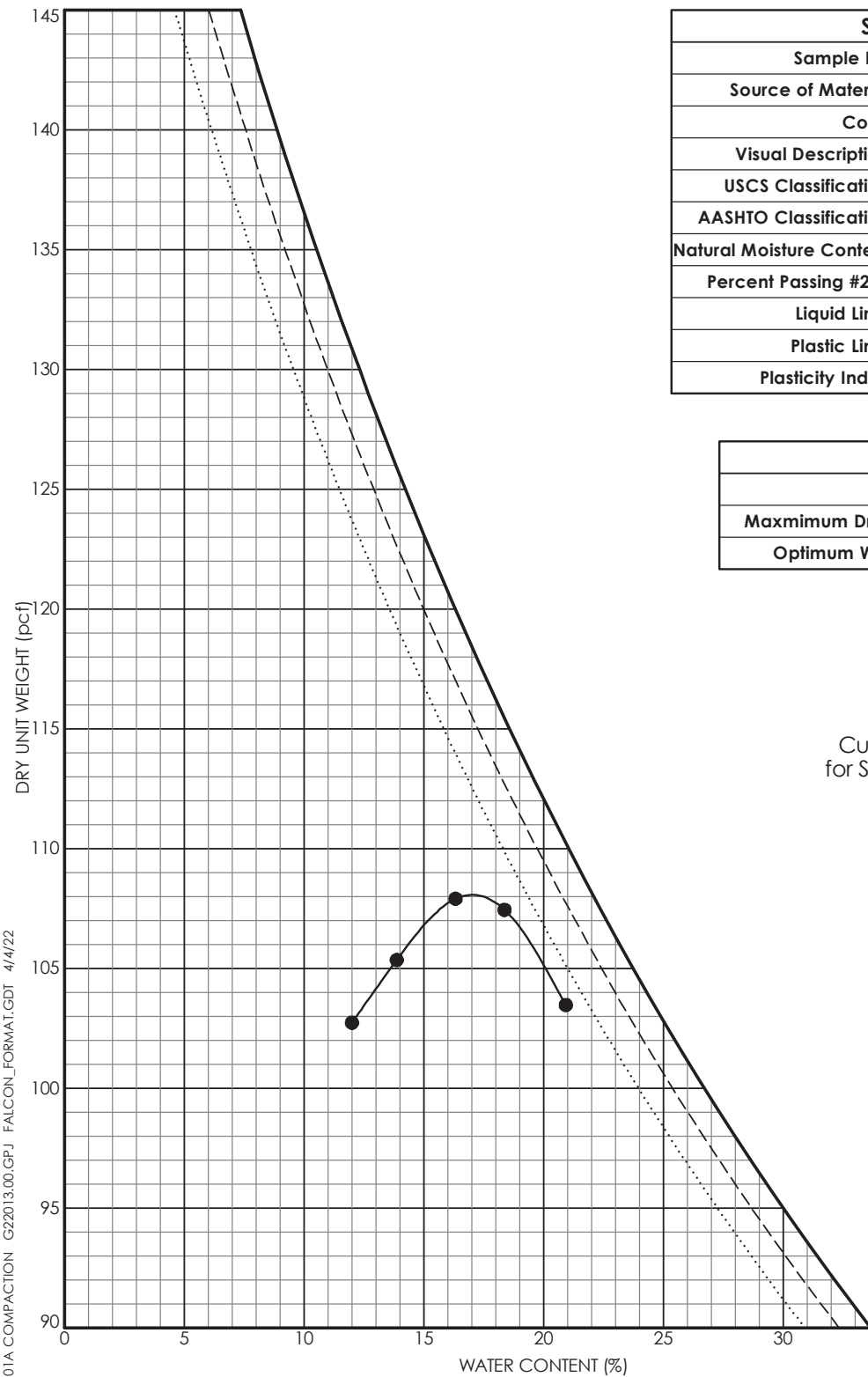
**LABORATORY COMPACTION TEST RESULTS**

PAGE 1 OF 2

Project No.: G22013.00  
Project Name: B-5783 Roadway Investigation  
Project Location: Thomasville, NC

SPECIMEN DATA	
Sample No:	BS-01
Source of Material:	1500_75LT
Color:	Yellowish Brown
Visual Description:	
USCS Classification:	LEAN CLAY with SAND(CL)
AASHTO Classification:	A-6
Natural Moisture Content:	21.4 %
Percent Passing #200:	77.1 %
Liquid Limit:	37
Plastic Limit:	22
Plasticity Index:	15

TEST RESULTS	
Test Method:	ASTM D698 Method A
Maximum Dry Unit Weight:	108.1 pcf
Optimum Water Content:	17.0 %



01A COMPACTION G22013.00.GPJ FALCON\_FORMAT.GDT 4/14/22

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**CBR (CALIFORNIA BEARING RATIO) OF LABORATORY COMPACTED SOIL**

AASHTO T-193 / ASTM D-1883

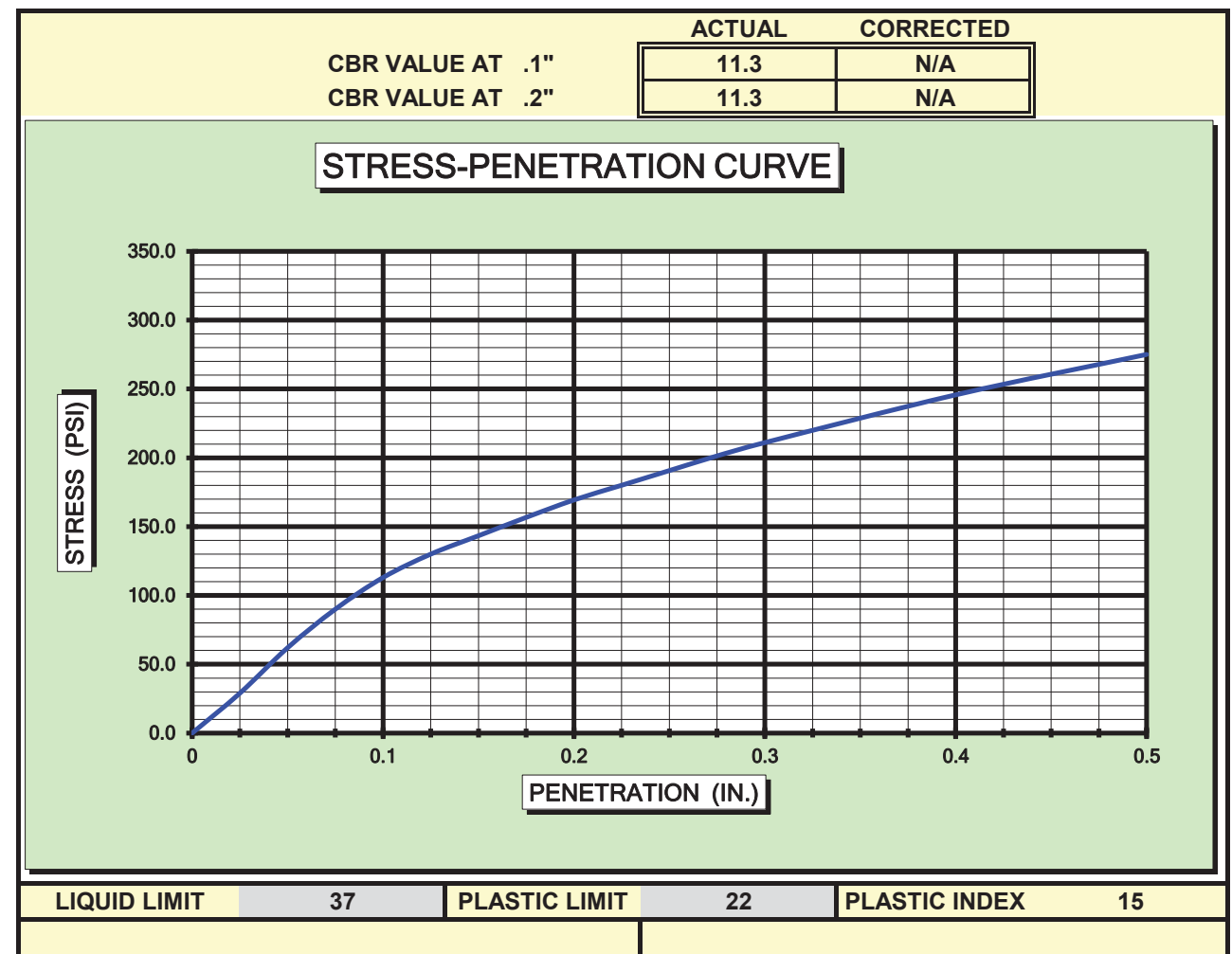
PROJECT #: G22013.00 TEST PERFORMED BY: C. Sullivan DATE: 4/8/2022

PROJECT NAME: B5783 Roadway Investigation

BORING #: 1500\_75LT SAMPLE #: BS-01 DEPTH: 1.0-8.0

SOIL DESCRIPTION: Yellowish Brown Lean Clay with Sand (CL) | A-6

COMPACTION METHOD	ASTM D698 A	SOAK	96 HRS.
MAXIMUM DRY DENSITY	108.1 PCF	STRAIN RATE	.05 IN / MIN.
OPTIMUM MOISTURE CONTENT	17.0%	LOAD CELL	6000
TEST DATA		SURCHARGE WEIGHT	
DRY DENSITY	106.1 PCF	SURCHARGE PER SQUARE FOOT	51 lbs/sq.ft.
MOISTURE CONTENT	16.8%	FINAL MOISTURE CONTENT	23.6%
PERCENT COMPACTION	98.2%	SWELL	0.95%







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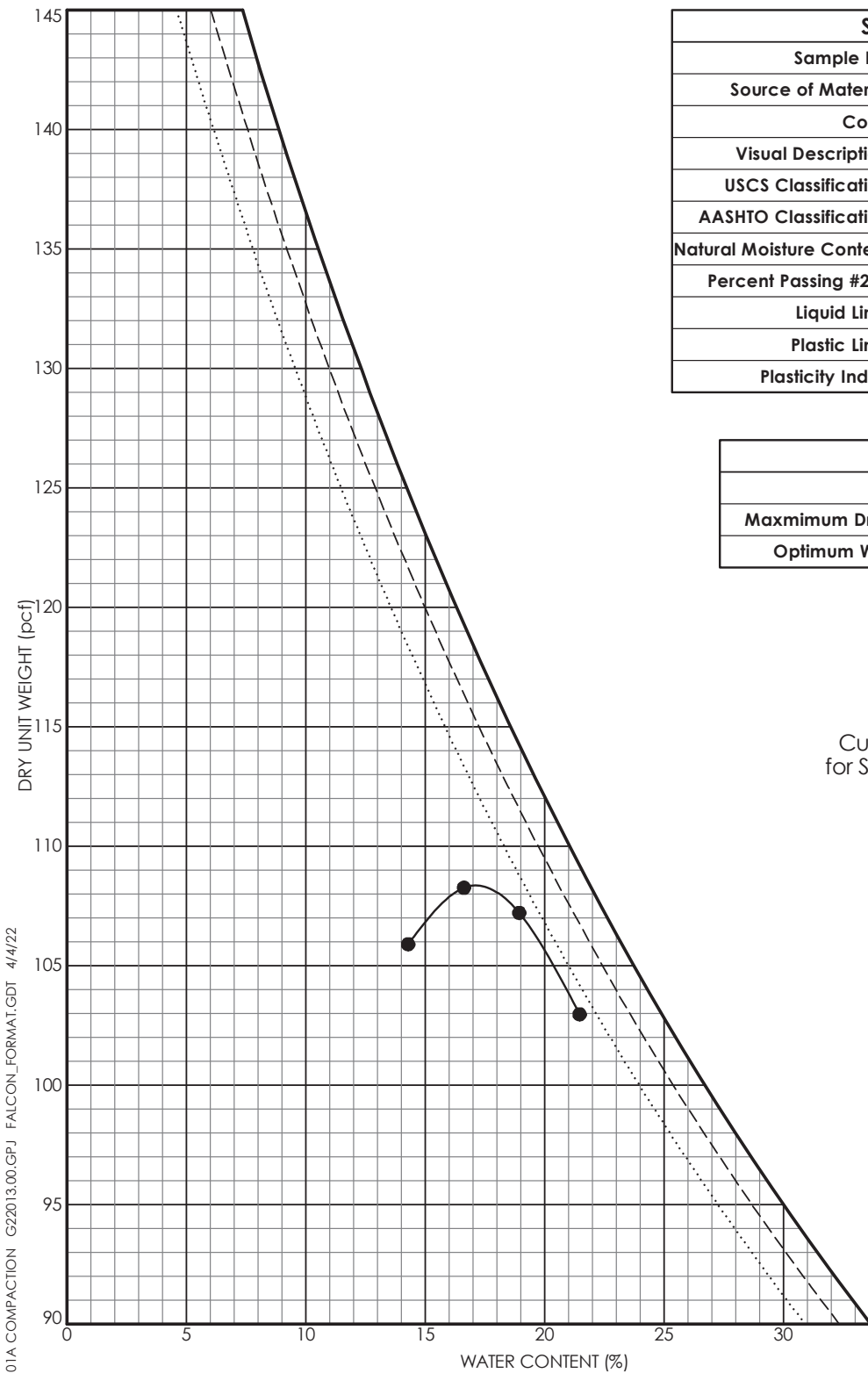
**LABORATORY COMPACTION TEST RESULTS**

PAGE 2 OF 2

Project No.: G22013.00  
Project Name: B-5783 Roadway Investigation  
Project Location: Thomasville, NC

SPECIMEN DATA	
Sample No:	BS-02
Source of Material:	1100_65RT
Color:	Yellowish Brown
Visual Description:	
USCS Classification:	SILT with SAND(ML)
AASHTO Classification:	A-4
Natural Moisture Content:	29.0 %
Percent Passing #200:	76.5 %
Liquid Limit:	35
Plastic Limit:	25
Plasticity Index:	10

TEST RESULTS	
Test Method:	ASTM D698 Method A
Maximum Dry Unit Weight:	108.4 pcf
Optimum Water Content:	17.1 %



01A COMPACTION G22013.00.GPJ FALCON\_FORMAT.GDT 4/14/22

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**CBR (CALIFORNIA BEARING RATIO) OF LABORATORY COMPACTED SOIL**

AASHTO T-193 / ASTM D-1883

PROJECT #: G22013.00 TEST PERFORMED BY: C. Sullivan DATE: 4/8/2022

PROJECT NAME: B5783 Roadway Investigation

BORING #: 1100\_65RT SAMPLE #: BS-02 DEPTH: 1.0-11.0

SOIL DESCRIPTION: Yellowish Brown Silt with Sand (ML) | A-4

COMPACTION METHOD	ASTM D698 A	SOAK	96 HRS.
MAXIMUM DRY DENSITY	108.4 PCF	STRAIN RATE	.05 IN / MIN.
OPTIMUM MOISTURE CONTENT	17.1%	LOAD CELL	6000
TEST DATA		SURCHARGE WEIGHT	
DRY DENSITY	106.4 PCF	SURCHARGE PER SQUARE FOOT	51 lbs/sq.ft.
MOISTURE CONTENT	16.9%	FINAL MOISTURE CONTENT	21.9%
PERCENT COMPACTION	98.2%	SWELL	0.48%

