

REFERENCE: BR-0098

PROJECT: 67098

CONTENTS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	LEGEND (SOIL & ROCK)
3	SITE PLAN
4	BRIDGE PROFILE
5-7	CROSS SECTIONS
8-II	BORE LOGS & CORE REPORTS
12	LABORATORY TEST RESULTS
13-14	CORE PHOTOGRAPHS
15	SITE PHOTOGRAPH

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

STRUCTURE
SUBSURFACE INVESTIGATION

COUNTY ROCKINGHAM
PROJECT DESCRIPTION BRIDGE 780183 ON SR 1767
(MAYFIELD ROAD) OVER US 29 BYPASS

INVENTORY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0098	1	15

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 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:
1. 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.
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. ROWENHORST

C.T. TANG

E. OSWALD

J. WHITE

S. PUGH

D. STEWART

INVESTIGATED BY WSP E&I

DRAWN BY C.T. TANG, PE

CHECKED BY J. ROWENHORST

SUBMITTED BY C.T. TANG, PE

DATE OCTOBER, 2024



NC Engineering F-1253 NC Geology C-247

NORTH CAROLINA
PROFESSIONAL
SEAL
047389
ENGINEER
CHIEN-TING TANG

DocuSigned by:
Chien-Ting Tang
40719103705614

12/04/2024

SIGNATUREDATE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

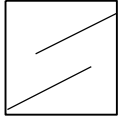
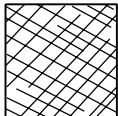
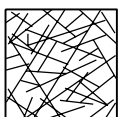
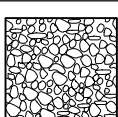
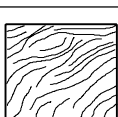
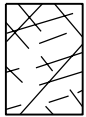
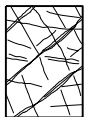
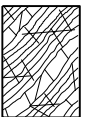
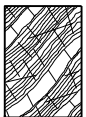
GEOTECHNICAL ENGINEERING UNIT

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) 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.	SURFACE CONDITIONS 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	STRUCTURE INTACT OR MASSIVE - intact rock specimens or massive in situ rock with few widely spaced discontinuities BLOCKY - well interlocked undisturbed rock mass consisting of cubical blocks formed by three intersecting discontinuity sets VERY BLOCKY - interlocked, partially disturbed mass with multi-faceted angular blocks formed by 4 or more joint sets BLOCKY/DISTURBED/SEAMY - folded with angular blocks formed by many intersecting discontinuity sets. Persistence of bedding planes or schistosity DISINTEGRATED - poorly interlocked, heavily broken rock mass with mixture of angular and rounded rock pieces LAMINATED/SHEARED - Lack of blockiness due to close spacing of weak schistosity or shear planes	DECREASING SURFACE QUALITY ➡ 90 80 70 60 50 40 30 20 10 N/A N/A	GSI FOR HETEROGENEOUS ROCK MASSES SUCH AS FLYSCH (Marinos, P and Hoek E., 2000) 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.	SURFACE CONDITIONS OF DISCONTINUITIES (Predominantly bedding planes) 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	COMPOSITION AND STRUCTURE 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. B. Sandstone with thin inter-layers of siltstone C. Sandstone and siltstone in similar amounts D. Siltstone or silty shale with sandstone layers E. Weak siltstone or clayey shale with sandstone layers C, D, E, and G - may be more or less folded than illustrated but this does not change the strength. Tectonic deformation, faulting and loss of continuity moves these categories to F and H. F. Tectonically deformed, intensively folded/faulted, sheared clayey shale or siltstone with broken and deformed sandstone layers forming an almost chaotic structure G. Undisturbed silty or clayey shale with or without a few very thin sandstone layers 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. ➡ Means deformation after tectonic disturbance	70 60 50 40 30 20 10 N/A N/A
---	--	---	---	---	---	--	---

5/14/99

PROJECT REFERENCE NO.	SHEET NO.
BR-0098	4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-L-

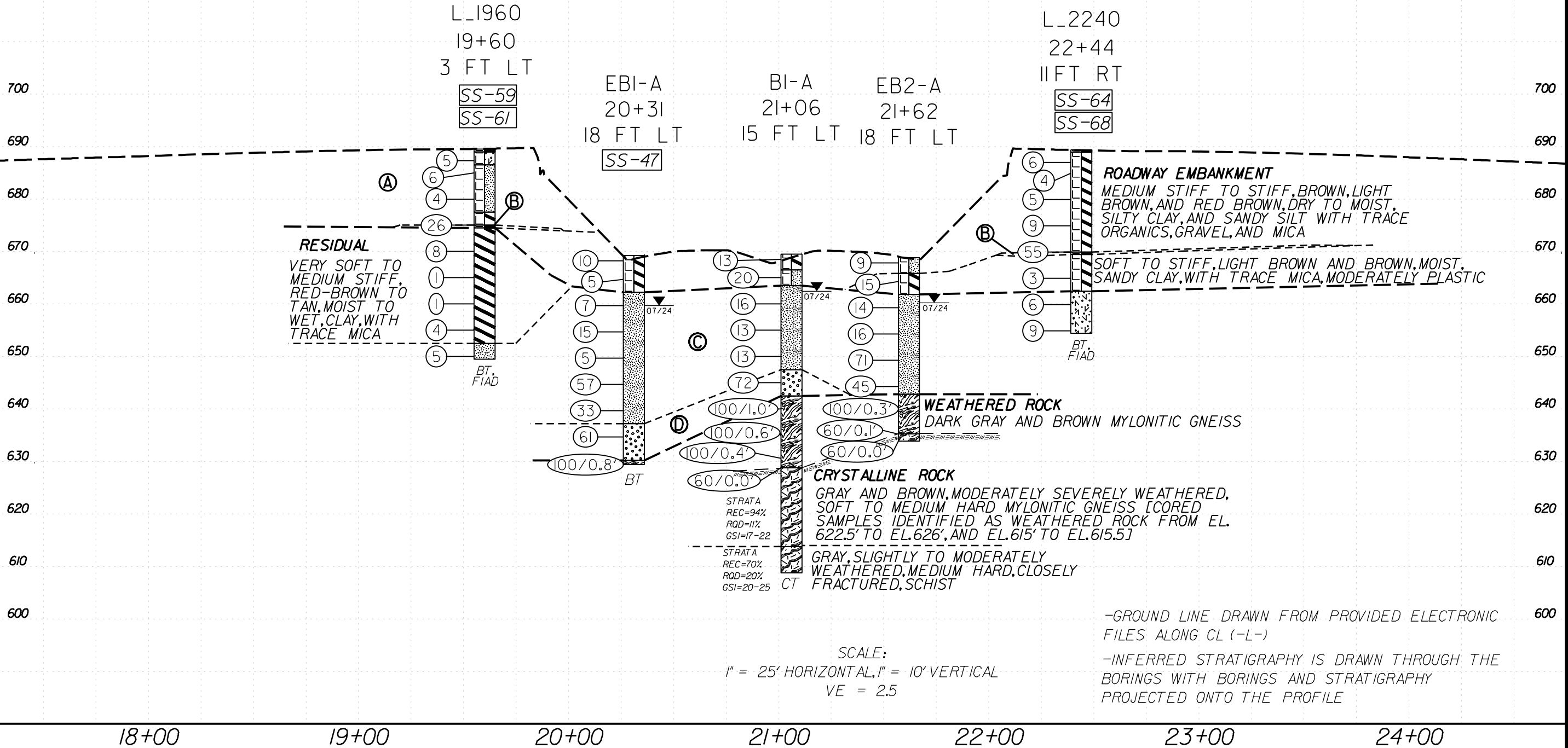
END BENT NO.1
(STA.20+25.42
-L-)

BENT NO.1
(STA.20+96.07
-L-)

END BENT NO.2
(STA.21+66.72
-L-)

- Ⓐ ROADWAY EMBANKMENT MEDIUM STIFF TO STIFF, BROWN AND RED-BROWN, MOIST, SANDY AND CLAYEY SILT, AND SILTY CLAY, WITH TRACE GRAVEL AND MICA
- Ⓑ ROADWAY EMBANKMENT OLD ASPHALT

- Ⓒ RESIDUAL MEDIUM STIFF TO HARD, BROWN, LIGHT BROWN, AND TAN, MOIST TO WET, SANDY AND CLAYEY SILT, WITH TRACE MICA AND ROCK FRAGMENTS
- Ⓓ RESIDUAL VERY DENSE, LIGHT BROWN, MOIST, SILTY SAND, WITH TRACE MICA

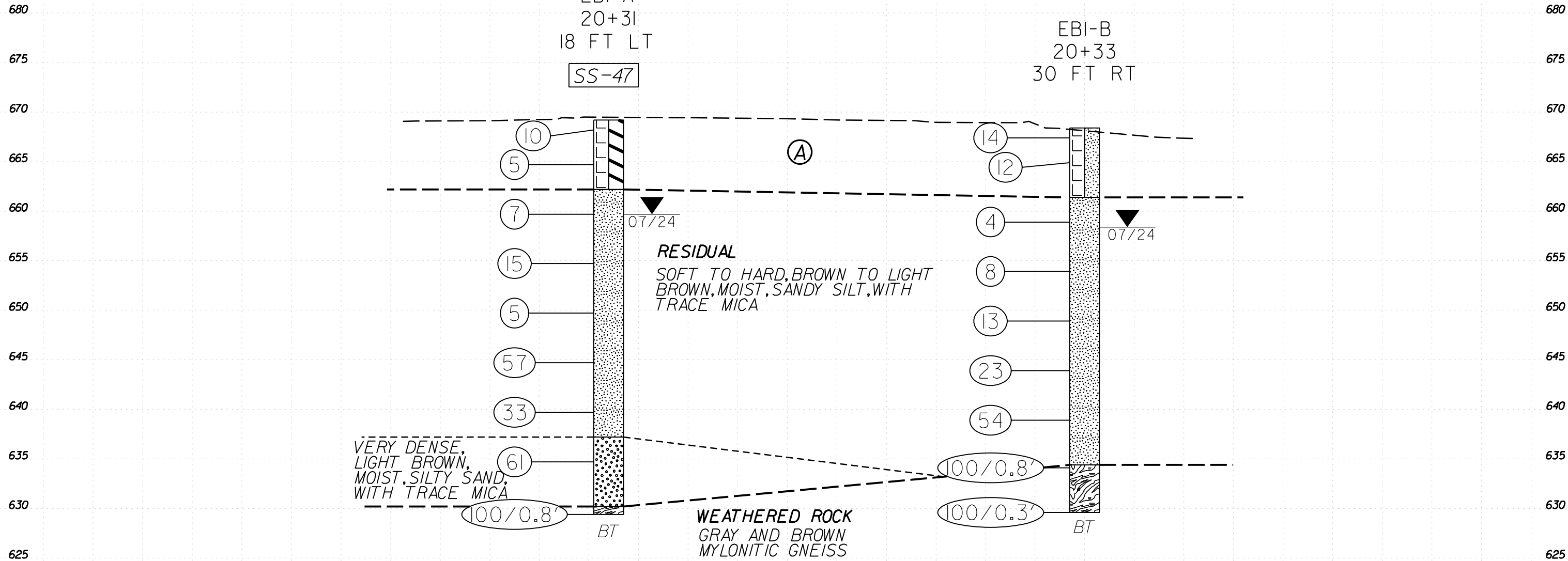


10/3/2024
BR0098.GEO-BRDG_PFI.dgn
15:17:53

6/23/16

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

Ⓐ ROADWAY EMBANKMENT MEDIUM STIFF TO STIFF, LIGHT BROWN AND TAN, DRY TO MOIST, SILTY CLAY AND SANDY SILT, WITH SOME GRAVEL AT TOP 1 FOOT AND TRACE ROCK FRAGMENTS



75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

6/23/16



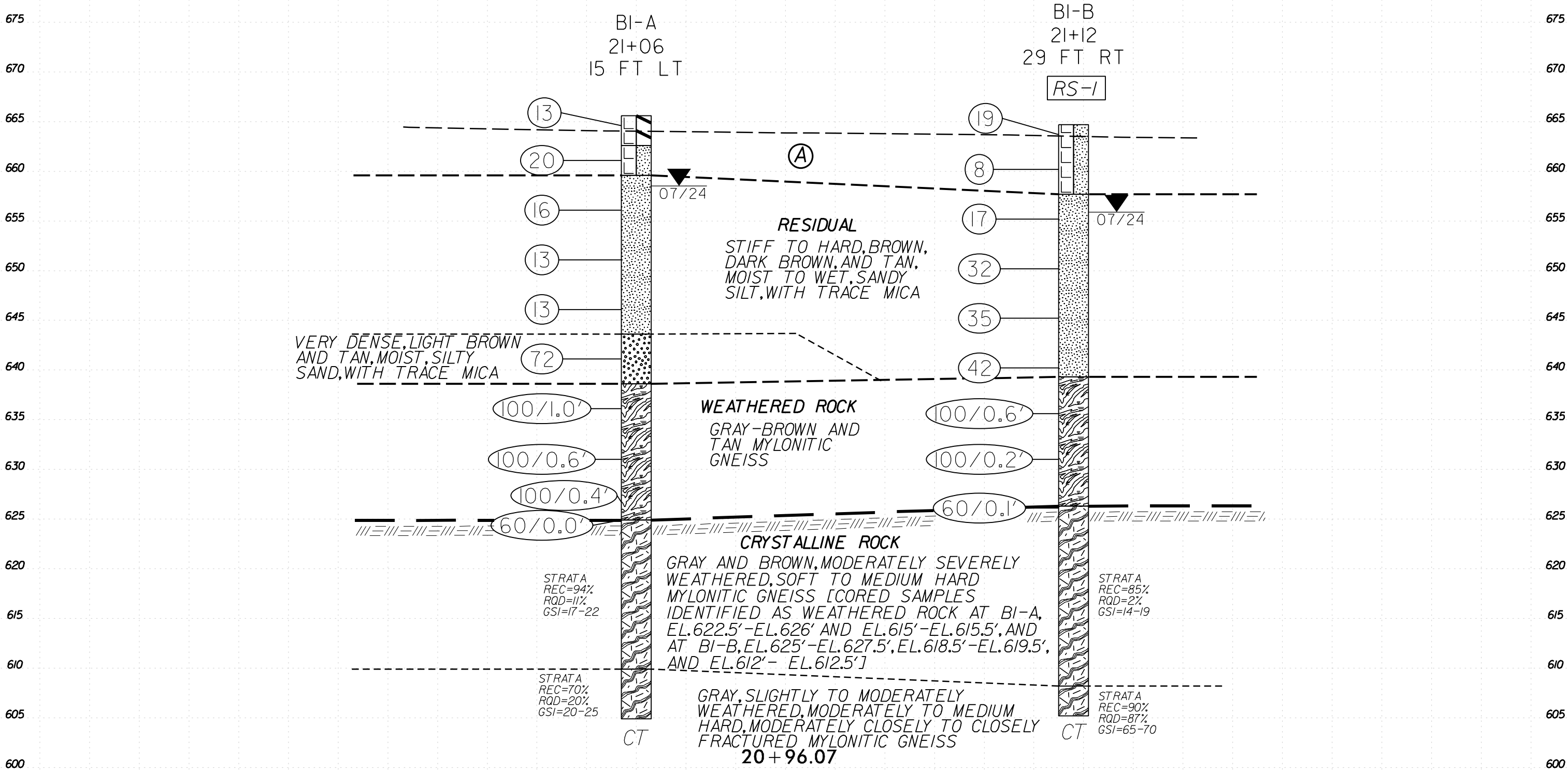
PROJ. REFERENCE NO.
BR-0098

SHEET NO.
6

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

CL

Ⓐ ROADWAY EMBANKMENT MEDIUM STIFF TO VERY STIFF, RED-BROWN, BROWN, TAN, AND BLACK, DRY TO MOIST, SILTY CLAY AND SANDY SILT, WITH TRACE ROCK FRAGMENTS, GRAVEL, AND MICA



10/3/2024
BR0098 GEO_BROG.XSI.dgn
USC1719530

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

- Ⓐ

ROADWAY EMBANKMENT

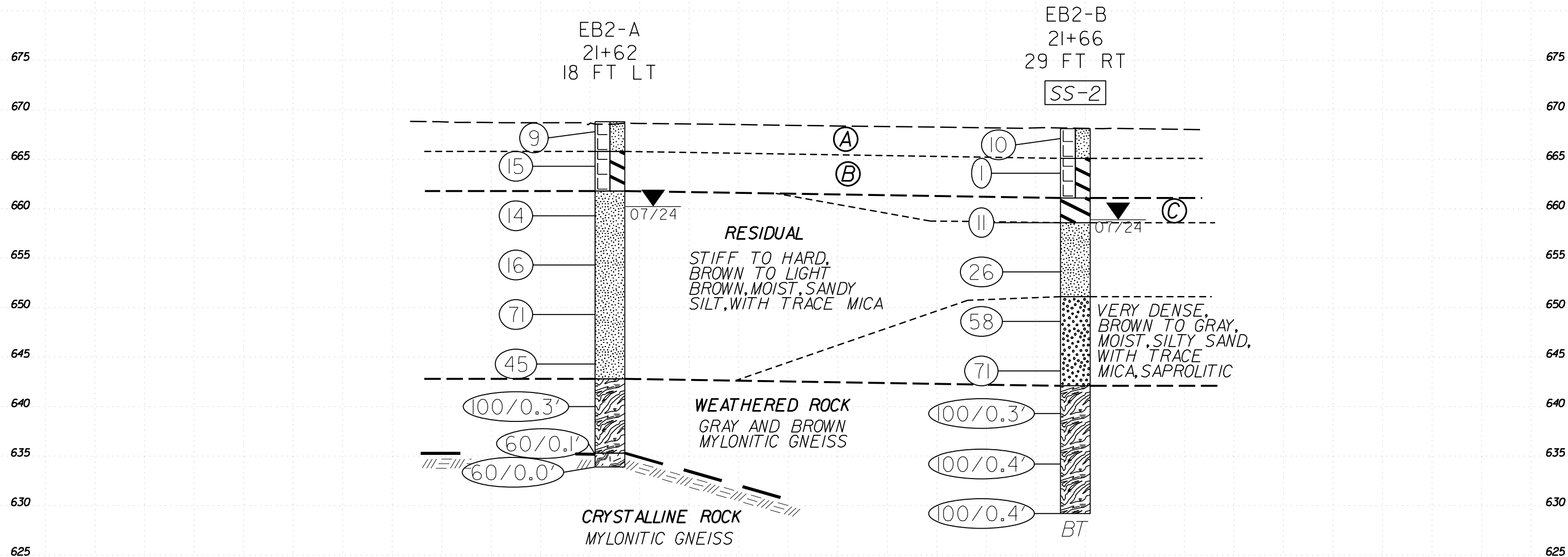
STIFF, BROWN TO RED-BROWN, DRY, SANDY SILT, WITH TRACE MICA, GRAVEL, AND ROOTS
- Ⓑ

ROADWAY EMBANKMENT

VERY SOFT TO STIFF, BROWN, MOIST TO WET, CLAY, WITH TRACE MICA, MODERATELY PLASTIC
- Ⓒ

RESIDUAL

STIFF, BROWN TO LIGHT BROWN, MOIST, SANDY CLAY, WITH TRACE MICA



21 + 66.72

-L-

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

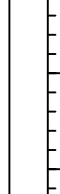
NCDOT BORE DOUBLE BR0098 GEO BRDG BORINGS.GPJ NC_DOT.GDT 10/3/24

WBS 67098.1.1			TIP BR-0098			COUNTY ROCKINGHAM			GEOLOGIST J. Rowenhorst				
SITE DESCRIPTION Bridge 780183 on SR 1767 (Mayfield Road) over US 29 Bypass									GROUND WTR (ft)				
BORING NO. EB1-B			STATION 20+33			OFFSET 30 ft RT			ALIGNMENT -L-			0 HR. Dry	
COLLAR ELEV. 668.4 ft			TOTAL DEPTH 38.8 ft			NORTHING 985,500			EASTING 1,840,055			24 HR. 10.0	
DRILL RIG/HAMMER EFF./DATE CAT2022 Mobile B-57 90% 01/17/2024						DRILL METHOD H.S. Augers			HAMMER TYPE Automatic				
DRILLER J. White			START DATE 07/10/24			COMP. DATE 07/10/24			SURFACE WATER DEPTH N/A				
ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	LOG	SOIL AND ROCK DESCRIPTION
			0.5ft	0.5ft	0.5ft	0	25	50	75	100			
670													
	668.4	0.0	4	10	4								668.4 GROUND SURFACE 0.0
665	665.9	2.5	4	5	7								ROADWAY EMBANKMENT Stiff, Light Brown and Tan, Dry to Moist, Sandy Silt (A-4), with Some Gravel at top 1 foot
660	659.9	8.5	2	2	2								661.4 RESIDUAL 7.0
655	654.9	13.5	2	2	6								RESIDUAL Soft to Hard, Light Brown and Brown, Wet to Moist, Sandy Silt (A-4), with Trace Mica and Rock Fragments
650	649.9	18.5	3	5	8								with Trace Mica below Approximate Depth of 17 Feet
645	644.9	23.5	6	10	13								
640	639.9	28.5	11	22	32								
635	634.9	33.5	23	77	103								634.4 WEATHERED ROCK 34.0
630	629.9	38.5	00	03									WEATHERED ROCK Mylonitic Gneiss
													Boring Terminated at Elevation 629.6 ft In Weathered Rock (Mylonitic Gneiss)

GEOTECHNICAL BORING REPORT

BORE LOG

[illegible]

WBS 67098.1.1					TIP BR-0098			COUNTY ROCKINGHAM			GEOLOGIST E. Oswald			
SITE DESCRIPTION Bridge 780183 on SR 1767 (Mayfield Road) over US 29 Bypass												GROUND WTR (ft)		
BORING NO. B1-A					STATION 21+06			OFFSET 15 ft LT			ALIGNMENT -L-		0 HR.	N/A
COLLAR ELEV. 669.5 ft					TOTAL DEPTH 60.7 ft			NORTHING 985,447			EASTING 1,840,123		24 HR.	7.1
DRILL RIG/HAMMER EFF./DATE CAT2022 Mobile B-57 90% 01/17/2024								DRILL METHOD Mud Rotary w/ Core				HAMMER TYPE Automatic		
DRILLER J. White					START DATE 07/09/24			COMP. DATE 07/10/24			SURFACE WATER DEPTH N/A			
CORE SIZE NQ					TOTAL RUN 20.0 ft									
ELEV (ft)	RUN ELEV (ft)	DEPTH (ft)	RUN (ft)	DRILL RATE (Min/ft)	RUN REC. (ft) %	RQD (ft) %	SAMP. NO.	STRATA REC. (ft) %	RQD (ft) %	L O G	DESCRIPTION AND REMARKS			
628.79											Begin Coring @ 40.7 ft			
625	628.8	40.7	5.0	N=60/0.0' 1:38/1.0 1:25/1.0 1:27/1.0 1:36/1.0 1:48/1.0	(4.7) 94%	(1.7) 34%		(14.1) 94%	(1.7) 11%		628.8	40.7		
	623.8	45.7		1:40/1.0 1:33/1.0 1:33/1.0 n/a/1.0 1:35/1.0	(4.4) 88%	(0.0) 0%						Dark Gray and Brown, Moderately Severely Weathered, Soft to Medium Hard Mylonitic Gneiss [REC=94%; RQD=11%; GSI=17-22] [Cored Samples Identified as Weathered Rock from EL. 622.5' to EL. 626' and from EL. 615' to EL. 615.5']		
620			5.0	1:26/1.0 1:18/1.0 1:23/1.0 1:33/1.0 1:33/1.0	(5.0) 100%	(0.0) 0%								
	618.8	50.7		1:17/1.0 1:37/1.0 1:31/1.0 2:05/1.0 1:51/1.0	(3.5) 70%	(1.0) 20%						613.8	55.7	
615			5.0											
	613.8	55.7												
610			5.0											
	608.8	60.7									608.8	60.7		
											Boring Terminated at Elevation 608.8 ft In Crystalline Rock (Mylonitic Gneiss)			

NCDOT BORE DOUBLE BR0098 GEO_BRDG_BORINGS.GPJ NC_DOT.GDT 10/4/24

GEOTECHNICAL BORING REPORT
BORE LOG

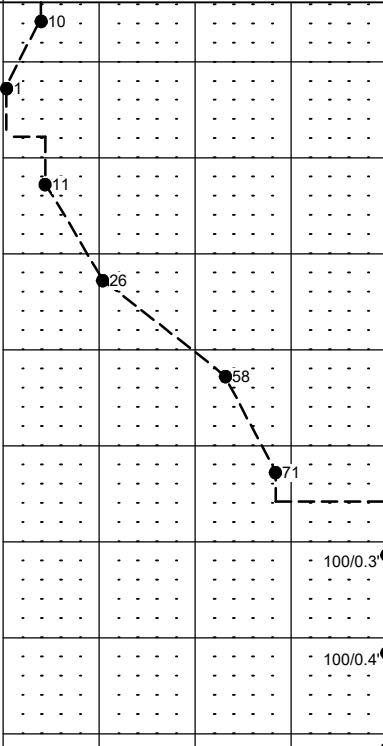
WBS 67098.1.1			TIP BR-0098			COUNTY ROCKINGHAM			GEOLOGIST J. Rowenhorst							
SITE DESCRIPTION Bridge 780183 on SR 1767 (Mayfield Road) over US 29 Bypass									GROUND WTR (ft)							
BORING NO. B1-B			STATION 21+12			OFFSET 29 ft RT			ALIGNMENT -L-			0 HR.	N/A			
COLLAR ELEV. 668.6 ft			TOTAL DEPTH 59.5 ft			NORTHING 985,426			EASTING 1,840,083			24 HR.	8.8			
DRILL RIG/HAMMER EFF./DATE CAT2022 Mobile B-57 90% 01/17/2024						DRILL METHOD Mud Rotary w/ Core			HAMMER TYPE Automatic							
DRILLER J. White			START DATE 07/09/24			COMP. DATE 07/09/24			SURFACE WATER DEPTH N/A							
ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	MOI	LOG	SOIL AND ROCK DESCRIPTION		
			0.5ft	0.5ft	0.5ft	0	25	50	75	100				ELEV. (ft)	DEPTH (ft)	
670																
	668.6	0.0													668.6	0.0
			10	11	8										GROUND SURFACE	
															ROADWAY EMBANKMENT	
665	665.1	3.5	3	3	5										Very Stiff to Medium Stiff, Brown and Tan, Dry to Moist, Sandy Silt (A-4), with Trace Gravel and Mica	
															661.6	7.0
660	660.1	8.5	5	4	13										RESIDUAL	
															Very Stiff to Hard, Brown, Dark Brown, and Tan, Moist to Wet, Sandy Silt (A-4), with Trace Mica	
655	655.1	13.5	6	8	24											
650	650.1	18.5	10	12	23											
645	645.1	23.5	17	21	21											
															643.2	25.4
640	640.1	28.5	88	12/0.1'											WEATHERED ROCK	
															Gray-Brown Mylonitic Gneiss	
635	635.1	33.5	100/0.2													
630	630.1	38.5	60/0.1'												630.2	38.4
															629.8	38.8
															CRYSTALLINE ROCK	
															Gray-Brown Mylonitic Gneiss	
															Dark Gray and Brown, Moderately Severely Weathered, Soft Mylonitic Gneiss [REC=85%; RQD=2%; GSI=14-19] [Cored Samples Identified as Weathered Rock from EL. 625' to EL. 627.5', from EL. 618.5' to EL. 619.5', and from EL. 612' to EL. 612.5']	
625																
620																
615																
610															612.1	56.5
															609.1	59.5
															Gray, Slightly Weathered, Moderately Hard, Moderately Closely to Closely Fractured, Mylonitic Gneiss [REC=90%; RQD=87%; GSI=65-70]	
															Boring Terminated at Elevation 609.1 ft In Crystalline Rock (Mylonitic Gneiss)	

NCDOT BORE DOUBLE BR0098_GEO_BRDG_BORINGS.GPJ NC_DOT_GDT 10/4/24

WBS 67098.1.1					TIP BR-0098			COUNTY ROCKINGHAM			GEOLOGIST J. Rowenhorst		
SITE DESCRIPTION Bridge 780183 on SR 1767 (Mayfield Road) over US 29 Bypass											GROUND WTR (ft)		
BORING NO. B1-B					STATION 21+12			OFFSET 29 ft RT			ALIGNMENT -L-		0 HR. N/A
COLLAR ELEV. 668.6 ft					TOTAL DEPTH 59.5 ft			NORTHING 985,426			EASTING 1,840,083		24 HR. 8.8
DRILL RIG/HAMMER EFF./DATE CAT2022 Mobile B-57 90% 01/17/2024								DRILL METHOD Mud Rotary w/ Core			HAMMER TYPE Automatic		
DRILLER J. White					START DATE 07/09/24			COMP. DATE 07/09/24			SURFACE WATER DEPTH N/A		
CORE SIZE NQ					TOTAL RUN 20.7 ft								
ELEV (ft)	RUN ELEV (ft)	DEPTH (ft)	RUN (ft)	DRILL RATE (Min/ft)	RUN REC. (ft) % RQD (ft) %		SAMP. NO.	STRATA REC. (ft) % RQD (ft) %		LOG	DESCRIPTION AND REMARKS		
629.78											Begin Coring @ 38.8 ft		
	629.8	38.8	2.7	1:32/1.0 1:43/1.0 1:10/0.7	(2.7) 100%	(0.0) 0%		(15.0) 85%	(0.4) 2%		629.8	Dark Gray and Brown, Moderately Severely Weathered, Soft Mylonitic Gneiss [REC=85%; RQD=2%; GSI=14-19]	38.8
	627.1	41.5	5.0	1:20/1.0 1:34/1.0 2:06/1.0 n/a/1.0 2:04/1.0	(4.0) 80%	(0.0) 0%						[Cored Samples Identified as Weathered Rock from EL. 625' to EL. 627.5', from EL. 618.5' to EL. 619.5', and from EL. 612' to EL. 612.5']	
	622.1	46.5	5.0	1:43/1.0 1:23/1.0 1:31/1.0 n/a/1.0 1:15/1.0	(4.8) 96%	(0.0) 0%							
	617.1	51.5	5.0	1:15/1.0 1:41/1.0 1:47/1.0 1:37/1.0 1:39/1.0	(3.5) 70%	(0.4) 8%							
	612.1	56.5	3.0	1:21/1.0 1:39/1.0 1:43/1.0	(2.7) 90%	(2.6) 87%	RS-1	(2.7) 90%	(2.6) 87%		612.1	Gray, Slightly Weathered, Moderately Hard, Moderately Closely to Closely Fractured, Mylonitic Gneiss [REC=90%; RQD=87%; GSI=65-70]	56.5
	609.1	59.5									609.1	Boring Terminated at Elevation 609.1 ft In Crystalline Rock (Mylonitic Gneiss)	59.5
				</									

GEOTECHNICAL BORING REPORT
BORE LOG

WBS 67098.1.1			TIP BR-0098			COUNTY ROCKINGHAM			GEOLOGIST J. Rowenhorst						
SITE DESCRIPTION Bridge 780183 on SR 1767 (Mayfield Road) over US 29 Bypass									GROUND WTR (ft)						
BORING NO. EB2-A			STATION 21+62			OFFSET 18 ft LT			ALIGNMENT -L-			0 HR.	12.8		
COLLAR ELEV. 668.8 ft			TOTAL DEPTH 34.9 ft			NORTHING 985,395			EASTING 1,840,145			24 HR.	8.6		
DRILL RIG/HAMMER EFF./DATE CAT2022 Mobile B-57 90% 01/17/2024						DRILL METHOD H.S. Augers			HAMMER TYPE Automatic						
DRILLER J. White			START DATE 07/08/24			COMP. DATE 07/08/24			SURFACE WATER DEPTH N/A						
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					
670															
	668.8	0.0												668.8	0.0
			8	5	4									GROUND SURFACE	
														ROADWAY EMBANKMENT	
														Stiff, Brown to Red-Brown, Dry, Sandy Silt (A-4), with Trace Mica and Gravel	
665	665.3	3.5												665.8	3.0
			3	4	11									Stiff, Light Brown, Moist, Silty Clay (A-7)	
														661.8	7.0
660	660.3	8.5												RESIDUAL	
			7	7	7									Stiff to Hard, Brown to Light Brown, Moist, Sandy Silt (A-4), with Trace Mica	
655	655.3	13.5													
			11	8	8										
650	650.3	18.5													
			34	31	40										
645	645.3	23.5													
			14	17	28										
640	640.3	28.5												642.8	26.0
			100/0.3											WEATHERED ROCK	
														Dark Gray to Brown Mylonitic Gneiss	
635	635.3	33.5												635.3	33.5
	633.9	34.9												633.9	34.9
			60/0.1											CRYSTALLINE ROCK	
			60/0.0											Mylonitic Gneiss	
														Boring Terminated with Standard Penetration Test Refusal at Elevation 633.9 ft In Crystalline Rock (Mylonitic Gneiss)	

WBS 67098.1.1			TIP BR-0098			COUNTY ROCKINGHAM			GEOLOGIST J. Rowenhorst							
SITE DESCRIPTION Bridge 780183 on SR 1767 (Mayfield Road) over US 29 Bypass									GROUND WTR (ft)							
BORING NO. EB2-B			STATION 21+66			OFFSET 29 ft RT			ALIGNMENT -L-			0 HR. 9.8				
COLLAR ELEV. 668.1 ft			TOTAL DEPTH 38.9 ft			NORTHING 985,376			EASTING 1,840,103			24 HR. 9.2				
DRILL RIG/HAMMER EFF./DATE CAT2022 Mobile B-57 90% 01/17/2024						DRILL METHOD H.S. Augers			HAMMER TYPE Automatic							
DRILLER J. White			START DATE 07/08/24			COMP. DATE 07/08/24			SURFACE WATER DEPTH N/A							
ELEV (ft)	DRIVE ELEV (ft)	DEPTH (ft)	BLOW COUNT			BLOWS PER FOOT					SAMP. NO.	MOI	LOG	SOIL AND ROCK DESCRIPTION		
			0.5ft	0.5ft	0.5ft	0	25	50	75	100						
670																
	668.1	0.0	4	6	4								668.1	GROUND SURFACE	0.0	
665	664.6	3.5	0	0	1						SS-2	D	W	665.1	ROADWAY EMBANKMENT	3.0
															Stiff, Brown, Dry, Sandy Silt (A-4), with Trace Mica and Roots	
660	659.6	8.5	4	5	6									661.1	Very Soft, Brown, Wet, Silty Clay (A-7-6), with Trace Mica	7.0
															RESIDUAL	
655	654.6	13.5	7	11	15									658.6	Stiff, Brown to Light Brown, Moist, Silty Clay (A-7-6), with Trace Mica	9.5
															Stiff to Very Stiff, Brown to Light Brown, Moist, Sandy Silt (A-4), with Trace Mica	
650	649.6	18.5	49	35	23									651.1	Very Dense, Brown to Gray, Moist, Silty Sand (A-2-4), with Trace Mica, Saprolitic	17.0
645	644.6	23.5	32	34	37									642.1	WEATHERED ROCK	26.0
															Gray and Brown Mylonitic Gneiss	
640	639.6	28.5	100/0.3													
635	634.6	33.5	100/0.4													
630	629.6	38.5	100/0.4											629.2	Boring Terminated with Standard Penetration Test Refusal at Elevation 629.2 ft On Crystalline Rock (Mylonitic Gneiss)	38.9

NCDOT BORE DOUBLE BR0098_GEO_BRDG_BORINGS.GPJ NC_DOT.GDT 10/3/24

LABORATORY TESTS COMPLETED ON 7-29-2024

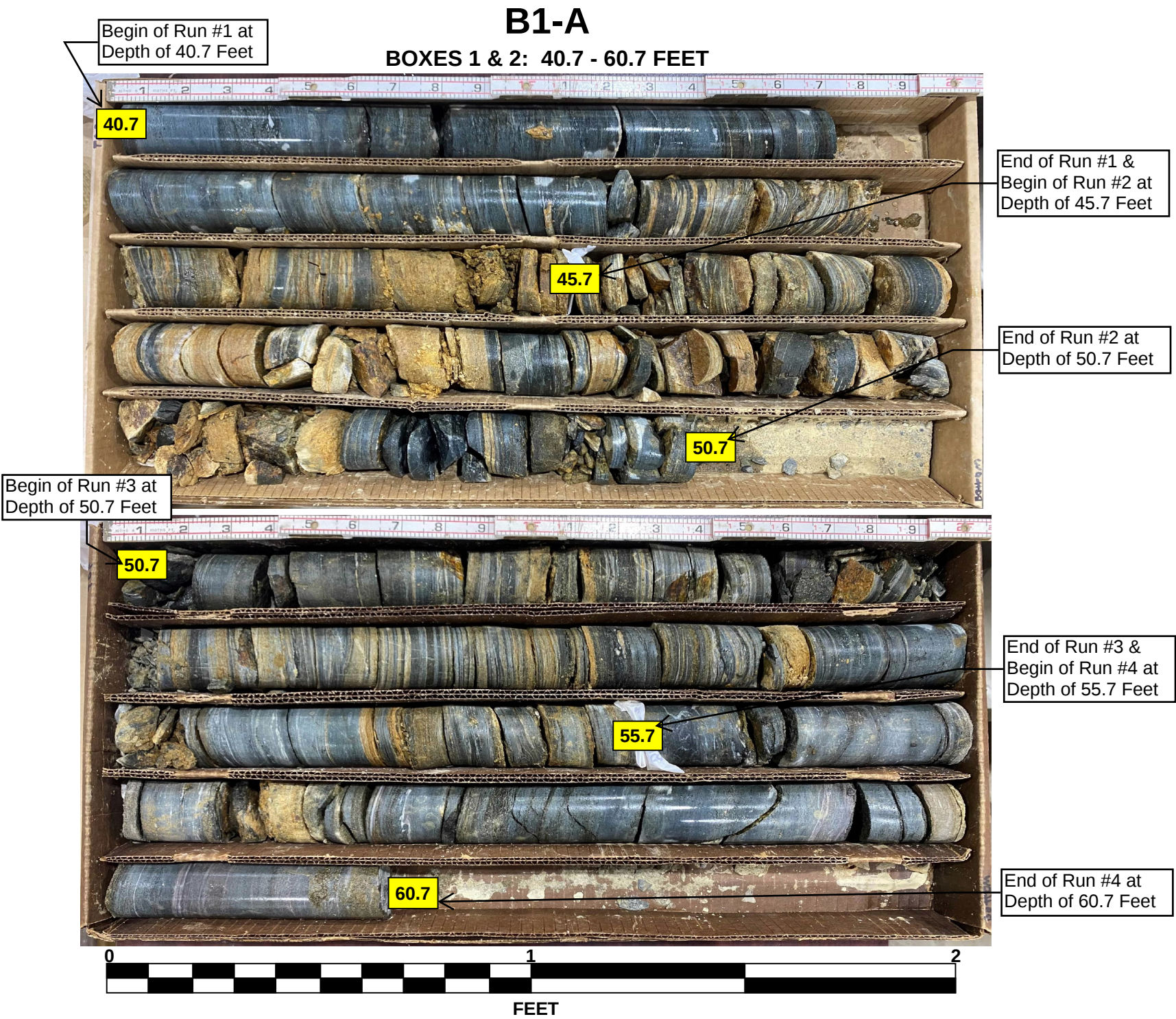
SUMMARY OF LABORATORY TEST RESULTS																			
SAMPLE NO.	BORING	STATION	OFFSET	ALIGN- MENT	NORTHING	EASTING	DEPTH INTERVAL	AASHTO CLASS.	L.L.	P.I.	% BY WEIGHT				% BY PASSING SEIVES			% MOISTURE	% ORGANIC
											GRAVEL	SAND	SILT	CLAY	10	40	200		
SS-59	L_1960	19+60	3 FT LT	-L-	985,579	1,840,060	23.5'-25.0'	A-7-6	69	41	0	7	64	29	100	98	93	77.9	-
SS-61	L_1960	19+60	3 FT LT	-L-	985,579	1,840,060	33.5'-35.0'	A-7-6	51	13	0	37	63	0	100	97	63	59.4	-
SS-64	L_2240	22+44	11 FT RT	-L-	985,308	1,840,147	5.0'-5.4'	A-7-5	51	14	0	30	64	6	99	96	70	34.5	-
SS-68	L_2240	22+44	11 FT RT	-L-	985,308	1,840,147	23.5'-25.0'	A-7-6	47	24	2	36	18	44	96	91	62	25.1	-
SS-2	EB2-B	21+66	29 FT RT	-L-	985,376	1,840,103	3.5'-5.0'	A-7-6	45	24	0	37	55	18	100	95	73	26.8	-
SS-47	EB1-A	20+31	18 FT LT	-L-	985,518	1,840,099	3.5'-5.0'	A-7-5	60	14	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	-

*DUE TO INSUFFICIENT SAMPLE AMOUNT, ONLY ATTERBERG LIMIT TEST WAS PERFORMED. BASED ON VISUAL CLASSIFICATION THAT INDICATES SS-47 BEING FINE MATERIAL, THE AASHTO SOIL CLASSIFICATION TYPE OF SS-47 IS LIKELY A-7.

LABORATORY TESTS COMPLETED ON 7-24-2024

SUMMARY OF ROCK TEST RESULTS												
SAMPLE NO.	BORING	STATION	OFFSET	ALIGN-MENT	NORTHING	EASTING	DEPTH INTERVAL	TEST SAMPLE SIZE			UNIT WEIGHT (PCF)	COMPRESSIVE STRENGTH (PSI)
								DIAMETER (IN.)	LENGTH (IN.)	WEIGHT (G)		
RS-1	B1-B	21+12	29 FT RT	-L-	985,426	1,840,083	56.7'-57.1'	1.98	4.91	691.05	174.1	8,660

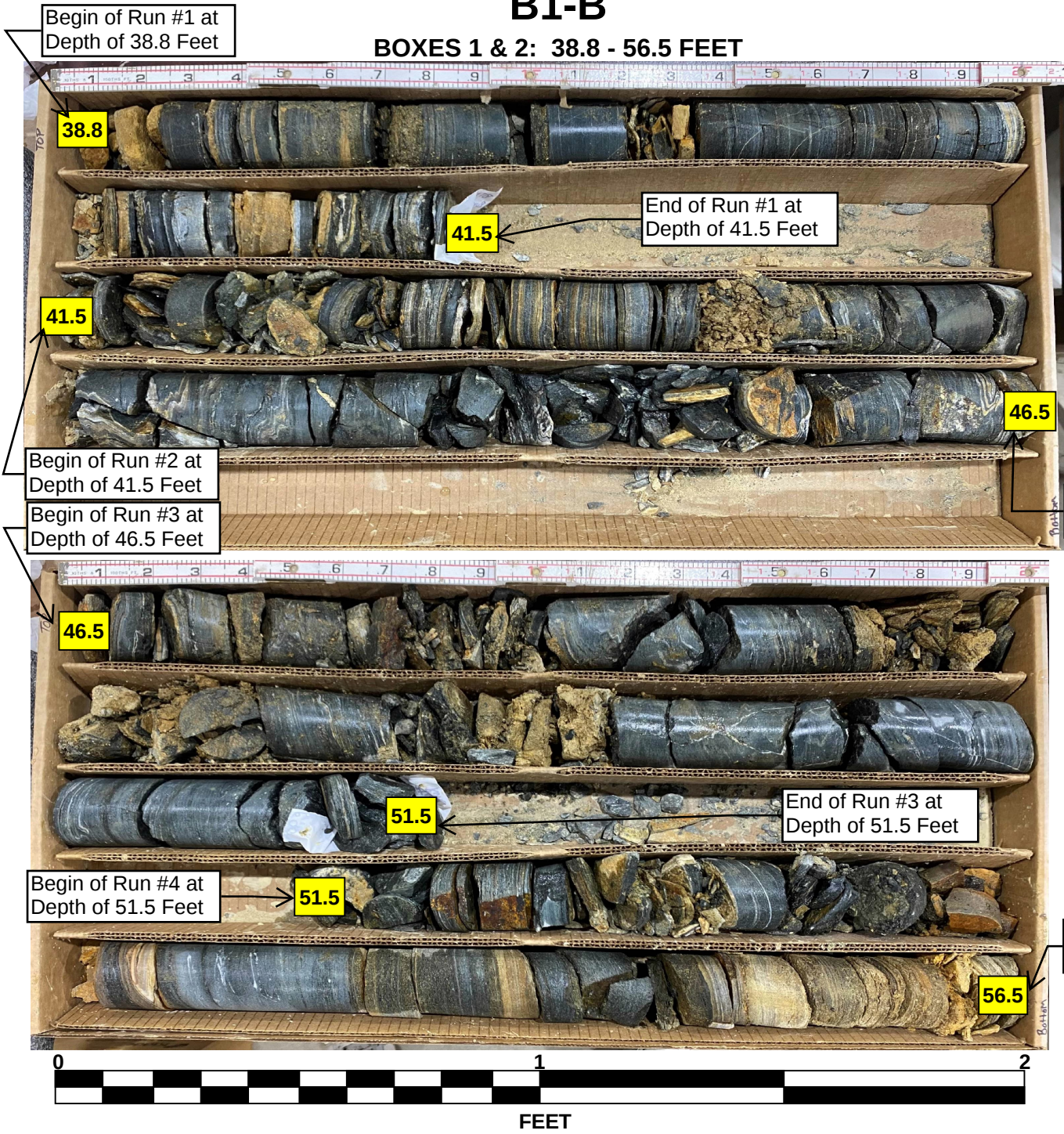
CORE PHOTOGRAPHS



CORE PHOTOGRAPHS

B1-B

BOXES 1 & 2: 38.8 - 56.5 FEET



B1-B

BOX 3: 56.5 - 59.5



SITE PHOTOGRAPH

