Southeastern Transportation Geotechnical Engineering Conference

Charlotte
2023

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DID YOU KNOW THIS ABOUT NORTH CAROLINA?

Nickname: The Tarheel State

Statehood: 1789, the 12th State

State Capital: Raleigh

Largest City: Charlotte

Population: ~10.7 million

State Motto: Esse Quam Videri (To Be, Rather Than To Seem)

WELCOME

2023 STGEC Attendees,

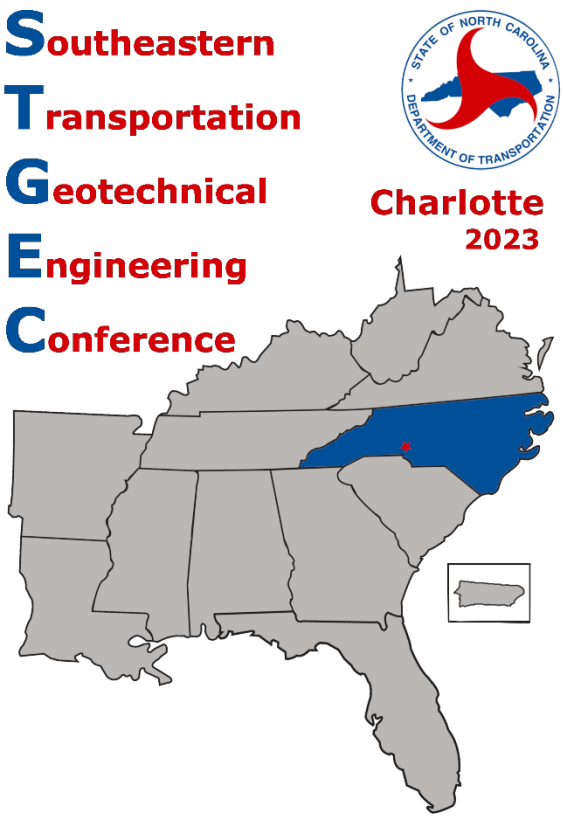
Welcome to North Carolina! We are excited to have you join us in Uptown Charlotte for the 52nd Southeastern Transportation Geotechnical Engineering Conference (STGEC) during Halloween week of 2023. While here, take time to visit the nearby museums and enjoy great food at the nearby restaurants. And wear your Halloween garb (if you like) to create a festive and enjoyable atmosphere.

The agenda includes many presentations topics including asset management, resiliency, geophysics, deep and shallow foundations, pavement subgrade stability, and landslides. PDH's are available for the presentations attended.

The conference provides an excellent opportunity to connect and reminisce with friends. Find them at the Monday evening Ice Breaker and close out the week with them at the Wednesday evening reception while we all celebrate making another year of memories together.

This conference is possible largely due to the support of the Exhibitors. Please visit them during the Ice Breaker and during your breakfasts, lunches, and breaks on Tuesday and Wednesday. Learn about their products and services. The innovation and expertise provided by these companies is critical to our success as an industry. Thank you, Exhibitors, for helping make the conference possible!

Registrants are another requirement for a successful conference. We had great participation and interest. Thank you, Registrants, for your support, too!



Finally, I would like to thank the conference committee, NCDOT geotechnical volunteers, Ellen Sliger of FDOT, and Bill Broyles (STGEC Treasurer) for their help preparing for this conference. The extra hands, feet, and brains were essential in organizing and "pulling off" this conference.

Sincerely,

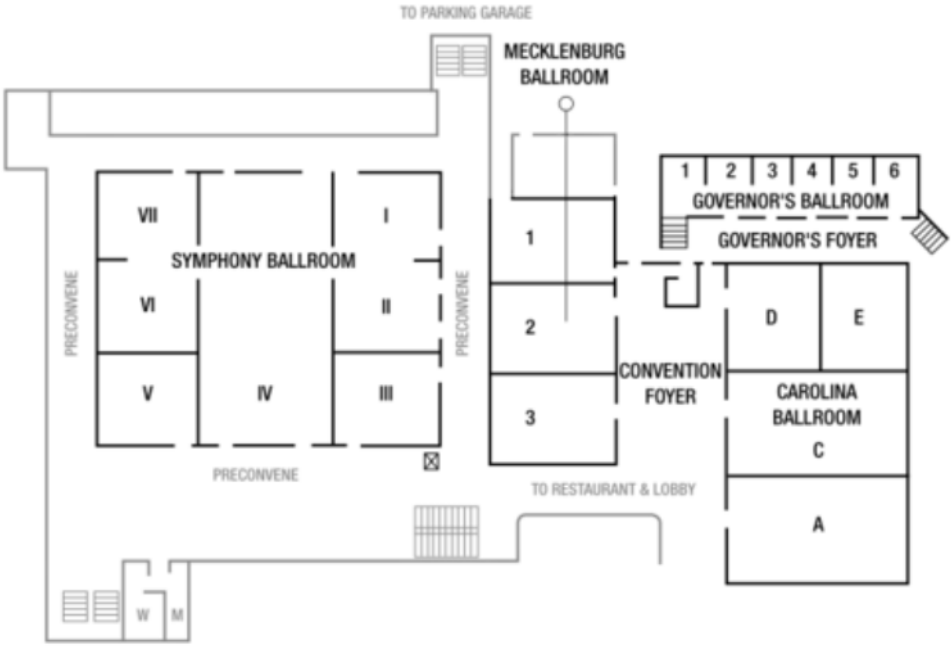
Tom Santee

Tom Santee
2023 STGEC Chair
North Carolina Department of Transportation
Eastern Region Geotechnical Manager/Assistant State Geotechnical Engineer

WHAT, WHERE, AND WHEN

Monday Evening, Tuesday, and Wednesday			
	Symphony Preconvene Area	Symphony Ballroom IV, V, VI, and VII	Symphony Ballroom I, II, and III
Registration	X		
Exhibitors	X	X	
Monday Ice Breaker	X	X	
Breakfast, Breaks, and Lunches	X	X	
Presentations			X
Wednesday Evening Dinner	X	X	

Thursday Morning			
	Convention Foyer	Carolina C and A	Carolina D and E
Registration	X		
Breakfast and Break			X
Presentations		X	



David K. Crapps Memorial Lecture

June 29, 1939 – January 24, 2023

Please help honor Dr. David K. Crapps by making a pledge to the David K. Crapps Memorial Lecture Endowment

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Pledges Due January 31, 2024

MONDAY/TUESDAY AGENDA

Monday October 30th – Arrival and Ice Breaker	
1:00pm-5:00pm	**Registration Open & Vendor Setup**
6:00pm-8:00pm	**Opening Reception in Exhibit Hall**
Tuesday October 31st – Presentations (Happy Halloween!)	
7:00am-4:30pm	Registration
7:00am-8:30am	**Breakfast**
8:30am-9:00am	**Welcome** *Tom Santee – Eastern Regional Operations Manager, Geotechnical Engineering Unit, NCDOT*
9:00am-10:00am	**Keynote Address – Sharing What I Learned in 51 Years of Practice** *Jerry DiMaggio, P.E., D.GE – Senior Principal Civil Engineer, Applied Research and Associates*
10:00am-10:30am	**Break in the Exhibit Hall**
10:30am-11:00am	**Pile Driving Criteria or 100 Percent Testing** *Mohamad Hussein, P.E. – Executive Vice President, GRL Engineers*
11:00am-11:30am	**GPC versus the Pile Driving Analyzer** *Thai Nguyen, P.E. – Chief Geotechnical Engineer, H2R*
11:30am-12:00pm	**Independent Comparison of Dynamic Pile Test Equipment (External Gauge Systems)** *Michael Simpson, P.E. – Senior Geotechnical Engineer, ICE of Carolinas*
12:00pm-1:00pm	**Lunch in the Exhibit Hall**
1:00pm-1:30pm	**InSAR – Infrastructure Monitoring – A Look Back in Time and More** *Luciano Rocca – EO59*
1:30pm-2:00pm	**Terrestrial Laser Scanning for Measuring Rock Slope Deformation and Discontinuity Orientation** *Ricardo J. Romero-Ramírez, P.E. and María E. Arroyo-Caraballo, P.E. – Puerto Rico Highway and Transportation Authority*
2:00pm-2:30pm	**Resiliency Planning: Documenting and Managing Geotechnical Assets** *Crystal Johnson L.G. – Geological Engineer, Asheville Investigation Section, NCDOT*
2:30pm-3:00pm	**Earth Retaining Structure (ERS) Selection** *Nick Harman, P.E. – Geotechnical Design Policy Engineer, SCDOT*
3:00pm-3:30pm	**Break in the Exhibit Hall**
3:30pm-4:00pm	**Pile Driving in the Coastal Plain** *Andrew Drda, E.I. – Geotechnical Design Engineer, Eastern Region, NCDOT*
4:00pm-4:30pm	**Challenges and Triumphs of Pile Supported Embankments in the North Carolina Coastal Plain** *Mimi Sweitzer, P.E. – Geotechnical Project Manager, RK&K*
4:30pm-5:00pm	**Soft Soil Challenges at Island Expressway Bridge at Causton Bluff, Savannah GA** *Guoming Lin, Ph.D., G.E., D.GE – Vice President, Senior Geotechnical Consultant, Terracon Consultants*

TUESDAY ABSTRACTS

Pile Driving Criteria or 100 Percent Testing

Mohamad Hussein, P.E. – Executive Vice President, GRL Engineers

Driven piles are commonly used as deep foundations to support all types of bridges in various geotechnical conditions. They are typically made of prestressed concrete or steel, and are driven with impact air/steam, hydraulic, or diesel hammers. Their engineering design includes structural, geotechnical, and drivability considerations; and their construction involves driving, testing, and inspection. Conventionally, for DOTs projects a designated number of Test Piles are installed (and typically dynamically tested) along the bridge alignment for the purposes of confirming the engineering design assumptions, assessing the contractor's means and methods, and establishing production piles' length and driving blow counts criteria. Foundation acceptance is subsequently based on the piles meeting the driving criteria as recorded on the pile driving inspector's logs. Alternatively, in recent years the practice of performing 100% dynamic testing on all piles and acceptance of the foundation based on testing results has gained increased use. In some cases, both Test Piles and 100% testing of production piles are employed. This presentation discusses the various procedures' applicability and limitations, advantages and disadvantages, and best practices for efficient, economical, and reliable driven piles foundations.

GPC versus the Pile Driving Analyzer

Thai Nguyen, P.E. – Chief Geotechnical Engineer, H2R

The Goble Pile Check (GPC) system and the Pile Driving Analyzer (PDA) system have gained significant attention and usage in recent years due to their ability to provide real-time data and analysis during pile driving operations. Both systems follow the same principle and the same ASTM D4954 standard, as such both offer valuable insights into pile capacity, integrity, and driving stresses, which are crucial factors in ensuring the stability and performance of transportation infrastructure.

This presentation will delve into the data comparisons of the two systems. A comparative analysis will be conducted, focusing on their data collection methods, analysis results, and applicability to different soil conditions in Florida based on numerous field case studies to demonstrate the performance and reliability of these systems in various geotechnical scenarios.

By comparing the Goble Pile Check and Pile Driving Analyzer systems, this study aims to provide transportation geotechnical engineers with a comprehensive understanding of the strengths of the systems, enabling informed decision-making during pile driving operations, which ultimately leads to the enhanced performance and longevity of transportation infrastructure projects.

Independent Comparison of Dynamic Pile Test Equipment (External Gauge Systems)

Michael Simpson, P.E. – Senior Geotechnical Engineer, ICE of Carolinas

NCDOT contracted with ICE of the Carolinas to test multiple piles using dynamic pile test equipment from two separate manufacturers. Both systems used external gauges. Testing occurred simultaneously on various pile types with gauges for the two systems located within a few feet of each other. This presentation will show comparisons of results and anecdotal experience with the two systems.

TUESDAY ABSTRACTS

InSAR – Infrastructure Monitoring – A Look Back in Time and More

Luciano Rocca – Schnabel Engineering

Over the last 30 years the ever-greater availability of radar images provided by satellite Synthetic Aperture Radar (SAR) sensors at global coverage has proven to be a unique tool for Earth Observation. The continuous development of new technologies and data analysis strategies based on the Interferometric technique (InSAR) have allowed the scientific community to have increasingly accurate tools for the detection and measurement of ground deformation processes. The investment by National and International Space Agencies, aided by policies that have facilitated access to data, has helped to bring these orbital technologies closer to the engineering community. Now, after 20 years of continuous development, InSAR and Multi-Temporal (or Advanced) InSAR (A-DInSAR) are powerful tools commonly used on projects around the world. Thanks to its unique capability to look back in time to measure deformation of our infrastructure with millimeter accuracy. InSAR based technologies are used for a variety of applications: detection and characterization of natural hazards active ongoing or in the past for forensic diagnostic purposes (landslides, subsidence, etc.), support the design of new infrastructures, monitoring of known deformation phenomena, monitoring of performance of geotechnical assets and infrastructures, and support operations for dams, mining industries, or transportation corridors, etc. By looking back in time, we can determine initiation and causation of deformation then continue to monitor such movements of our assets for rate of change detection. In this presentation we will briefly examine the basic principle of InSAR technologies to address specific needs in cases related to the monitoring of bridges, road embankments and corridors in complex geotechnical context, tunneling projects, tailing dams, hydroelectric dams and unstable slopes. Finally, we will discuss the different characteristics of the primary operational satellites today as well as those planned; and how this variety of data at our disposal represents an invaluable resource to find the most suitable solution to challenges offered by different projects and contexts.

Terrestrial Laser Scanning for Measuring Rock Slope Deformation and Discontinuity Orientation

Ricardo J. Romero-Ramírez, P.E. and María E. Arroyo-Caraballo, P.E. – Puerto Rico Highway and Transportation Authority

Rock and soil slope movements cost millions of dollars annually to departments of transportation. Furthermore, rock slope movements can cause property damage and, in some cases, human lives. Over the past few decades, engineers have relied on traditional methods to detect slope movements. These tools are highly valuable for small spatial areas; however, they may not be adequate or cost-effective for large spatial areas. Remote sensing techniques, such as terrestrial laser scanning (TLS), offer exceptional spatial coverage, and with the utilization of appropriate post-data-processing software, millimetric scale deformation sensitivity can be achieved.

This presentation will compare rock slope movement measurements and rock discontinuity orientation measurements acquired using a TLS with measurements acquired using traditional methods. First, to compare the accuracy of displacements measured with a TLS and post-processed using commercial software, a rock displacement simulator (RDS) will be constructed. Second, field data on rock slopes will be collected at different campaigns to detect rock displacements. Finally, discontinuity orientation measurements of a rock mass will be taken using a geological compass to compare discontinuity measurements determined using a TLS.

TUESDAY ABSTRACTS

Resiliency Planning: Documenting and Managing Geotechnical Assets

Crystal Johnson L.G. – Geological Engineer, Asheville Investigation Section, NCDOT

Documenting and managing geotechnical assets are vital components of resiliency planning. The terrain and steep slope environment of Western North Carolina in combination with increased intensity and duration of precipitation events provide the opportunity for slope movement and instability leading to failure of geotechnical assets. NCDOT has developed and maintains a geospatial database using ArcGIS Pro and ArcGIS Online that identify locations of current and past instabilities. These sites are then evaluated by applying a rating system specifically designed as a performance-based schema that intends to identify those assets that, in case of failure, will cause disruption in terms of economics and expense. NCDOT intends to use the slope rating system to make project programing decisions thereby taking a more proactive approach to maintaining a reliable transportation network. NCDOT was able to secure federal funds through the PROTECT grant which will be used to reevaluate our known sites and capture any new instabilities. Additionally, Geotechnical Asset Management (GAM) program has been supplemented by data from BridgeWatch which provides forewarning of sites that become vulnerable when precipitation levels are such that failure occurs.

Earth Retaining Structure (ERS) Selection

Nick Harman, P.E. – Geotechnical Design Policy Engineer, SCDOT

The selection of the type and style of an Earth Retaining Structure (ERS) is an on-going concern for not only SCDOT but other DOTs as well. Typically, ERSs are placed last minute with no time for appropriate design or selection of the wall type. In some instances the wrong wall type is selected for a particular location that can cost the DOT more money to construct, than either purchasing the Right-of-Way or making the bridge longer. A more thoughtful process is required when selecting an ERS. This process should include not only engineers, but also program managers. Especially, since one of the criteria for ERS selection is aesthetics, which normally is the domain of the program manager. This presentation will walk through the selection process and work a real world example.

Pile Driving in the Coastal Plain

Andrew Drda, E.I. – Geotechnical Design Engineer, Eastern Region, NCDOT

Recent experience of pile driving for six bridges with H-piles and pipe piles in the coastal plain of North Carolina are discussed. Data is presented illustrating both overruns and underruns compared to design plan estimates. Conclusions are shared which could provide some assistance in estimating pile lengths for future projects. Based on these experiences, a re-evaluation of the current NCDOT LRFD Driven Pile Foundation Design Policy specifically related to selecting appropriate resistance factors and estimating pile lengths appears necessary.

TUESDAY ABSTRACTS

Challenges and Triumphs of Pile Supported Embankments in the North Carolina Coastal Plain

Mimi Sweitzer, P.E. – Geotechnical Project Manager, RK&K

McLean Contracting teamed with RK&K and Hardesty and Hanover for the NCDOT design-build project (R-4467) that replaced the bridge on US 17Bus/NC 37 over the Perquimans River near Hertford, NC. The new bridge is 2,691 feet long, with 27 fixed spans and a swing span over the existing channel. The design included a shift of the existing alignment, as well as a positive change in grade of 10 to 15 feet which introduced MSE wall embankments at the abutments. The subsurface investigation revealed a soft, compressible layer of muck from a depth of 12 feet to 22 feet below existing grade. To eliminate settlement concerns, the design-build team opted for driven timber piles with concrete caps for the pile supported embankment and MSE walls.

This presentation will include an overview of the project, the collaboration required of multiple disciplines, and the geotechnical design considerations, with an emphasis on the challenges and triumphs of designing and constructing a pile supported embankment.

Soft Soil Challenges at Island Expressway Bridge at Causton Bluff, Savannah GA

Guoming Lin, Ph.D., G.E., D.GE – Vice President, Senior Geotechnical Consultant, Terracon Consultants

The construction of the Island Expressway Bridge at Causton Bluff was delayed for more than two years with several change orders due to soft clays at the east end of the bridge. A retaining wall constructed at the eastern approach experienced excessive settlement during construction. The tall retaining wall had to be demolished and replaced with three additional bridge bents. However, the approach embankment suffered additional differential settlements during construction and had to be demolished and reconstructed after ground improvements using rigid inclusions.

This presentation describes the events during the construction, findings of the subsurface exploration after the embankment settlements, the evaluation of the ground improvement options, design and construction of ground improvements using rigid inclusions.

WEDNESDAY AGENDA

Wednesday November 1st – Presentations and Dinner	
7:00am-4:00pm	Registration
7:00am-8:00am	**Breakfast**
8:00am-8:30am	**The Use of 100% Recycled Plastics for Infrastructure Projects in Conjunction with Low-Density Cellular Concrete (LDCC)** *Nico Sutmoller – Director of Sustainability & Resilience, Aerix Industries*
8:30am-9:00am	**Optical and Acoustic Televiewer Logging in Competent and Unstable Rock** *Jorgen Bergstrom, P.G., P.Gp. – Principal Geophysicist, Operations Manager, Collier Geophysics*
9:00am-9:30am	**From Data to Insights: Intelligent Big Data Approaches in Geotechnical Projects** *Xin Peng, Ph.D., P.E. – Geosyntec Consultants*
9:30am-10:00am	**Applied Geophysics for Transportation and Infrastructure Projects in the Southeast** *Shane Hickman, P.G. – Principal Geophysicist, EGSci Consulting*
10:00am-10:30am	**Break in the Exhibit Hall**
10:30am-11:00am	**GPR Applications for Roadway and Bridge Projects** *Ned Billington, P.G. - Senior Managing Geophysicist, ESP Associates*
11:00am-11:30am	**NCDOT Use of Geophysics for Geotechnical Investigations** *Matt Alexander P.E. – Contracts and Statewide Services Manager, Geotechnical Engineering Unit, NCDOT*
11:30am-12:00pm	**Engineered Water Repellent Soils: Moisture Control in Pavement Systems** *Micheal A. Uduebor – Doctoral Candidate, Research and Teaching Assistant, UNC Charlotte*
12:00pm-1:00pm	**Lunch in the Exhibit Hall**
1:00pm-1:30pm	**Shallow Foundation Settlement at U-2525C: Predictions versus Measured** *Nick Tuttle, E.I. – Geotechnical Operations Engineer, Eastern Region, NCDOT*
1:30pm-2:00pm	**Geosynthetic Reinforced Soil Integrated Bridge System (GRS IBS) Update and Case History** *Daniel Alzamora, P.E. – Senior Geotechnical Engineer, FHWA Resource Center*
2:00pm-2:30pm	**Geotechnical Design and Construction Aspects on the NCDOT Rodanthe Bridge Design Build Project** *Bon Lien, Ph.D., P.E. – Principal Geotechnical Engineer, WSP USA Environment & Infrastructure*
2:30pm-3:00pm	**Geotechnical Exploration and Design for the Hampton Roads Bridge-Tunnel Megaproject** *Brian Keaney, P.E. – Senior Project Manager, Senior Professional Associate, HDR Engineering*
3:00pm-3:30pm	**Break in Exhibit Hall**
3:30pm-4:00pm	**Case Study: Troubleshooting Pile Driving Problems with A-GaME Methods** *Jesse Rauser, P.E. –Assistant Geotechnical Administrator, LADOTD*
4:00pm-4:30pm	**Geotechnical Case Study** *Larry Jones, P.E. – State Geotechnical Engineer, FDOT*
4:30pm-5:00pm	**Case Study: Removing the Bump at the End of the Tennessee Bridges** *Robert Jowers, P.E. – Manager, Geotechnical Engineering Section, TDOT*
5:00pm- 6:30pm	**STGEC Steering Committee Meeting … others have free time**
6:30pm-8:30pm	**Dinner in Exhibit Hall**

WEDNESDAY ABSTRACTS

The Use of 100% Recycled Plastics for Infrastructure Projects in Conjunction with Low-Density Cellular Concrete (LDCC)

Nico Sutmoller – Director of Sustainability & Resilience, Aerix Industries

The presentation begins with a brief history of LDCC and will answer the basic engineering and construction questions of LDCC as defined by American Concrete Institute and how they compare with traditional flowable fills. The focus will be on uses and recent projects with LDCC densities between 25 and 35 lb/ft^3 (400 and 560 kg/m^3). Project histories will be discussed to showcase how they relate to the tenets of sustainable infrastructure while helping to achieve carbon neutrality in real world applications. Emerging technologies will be introduced as well as how traditional LDCC technology is advancing to meet challenging project parameters. An examination will be made of the vital role LDCC plays in the cement and concrete industries' roadmap to carbon neutrality by 2050.

Optical and Acoustic Televiewer Logging in Competent and Unstable Rock

Jorgen Bergstrom, P.G., P.Gp. – Principal Geophysicist, Operations Manager, Collier Geophysics

Optical and acoustic televiewer geophysical logging is common in transportation projects to gather valuable information about subsurface conditions. Using these tools, engineers can assess the integrity and quality of rock masses, including discontinuities, such as fractures, faults, voids, and other features that may affect the stability and performance of transportation structures. These tools generate oriented images and can, therefore, provide the strike and dip of planar discontinuities, such as fractures, bedding planes, foliation, cleavage, etc.

This presentation will include case studies using acoustic and optical televiewers to assess discontinuities at proposed rock cuts and bridge abutments. Televiewer logging in unstable rock using a drilling/grouting/re-drilling technique will also be reviewed.

From Data to Insights: Intelligent Big Data Approaches in Geotechnical Projects

Xin Peng, Ph.D., P.E. – Geosyntec Consultants

This presentation will spotlight the deployment of a bespoke, data-driven, web-based platform within a large geotechnical project, which seamlessly integrates data management, visualization, and interpretation of extensive geotechnical data. This platform enables efficient handling and interpretation of data from over 13,000 Cone Penetration Tests (CPTs) and more than 300 soil borings with geotechnical laboratory tests. This collaborative tool allows multiple teams to concurrently utilize all available data for various engineering analyses, including slope stability, ground improvement, settlement, seismic, and numerical analyses. By harnessing state-of-the-art data-driven methodologies, the project team effectively and efficiently transformed the abundant data to provide comprehensive insights, fulfilling the project's requirements within an exceptionally tight schedule.

WEDNESDAY ABSTRACTS

Applied Geophysics for Transportation and Infrastructure Projects in the Southeast

Shane Hickman, P.G. – Principal Geophysicist, EGSci Consulting

As geophysical methods become more routinely utilized for transportation and infrastructure-related projects, it is important to understand which methodologies are suitable to assist in meeting the goals of a given investigation, how to utilize different methodologies based on site specific access and geological conditions, and how the interpreted geophysical data can be combined and correlated with traditional investigation methods to optimize project results. In recent years, EGSci has worked closely with our clients providing geophysical services on a wide variety of transportation and infrastructure projects throughout the southeast United States. A general review of select projects from Tennessee and Georgia explores different ways in which geophysical methods were utilized and how the interpreted results contributed to the overall investigation. Case studies include a look at why particular methods were chosen, how chosen methods were incorporated into the overall investigation, the efficacy of selected methods to meet project goals and examples of specific interpreted geophysical data. Information from these case studies can help provide a general framework to assist in the application of geophysical methods to future transportation and infrastructure projects.

GPR Applications for Roadway and Bridge Projects

Ned Billington, P.G. - Senior Managing Geophysicist, ESP Associates

Ground-penetrating radar (GPR) has been in general use for near-surface imaging since the 1980s and can be collected on land, overwater, in boreholes, and from the air. For roadway and bridge studies, applications include mapping voids and areas of subsidence, investigating karst features, estimating depth to bedrock, and mapping pavement thickness. This presentation will include example case studies using GPR to assist with investigation and design studies for the NCDOT over the past decade. Results of additional geophysical methods used in conjunction with GPR will be included.

NCDOT Use of Geophysics for Geotechnical Investigations

Matt Alexander, P.E. – Contracts and Statewide Services Manager, Geotechnical Engineering Unit, NCDOT

The Geotechnical Engineering Unit of NCDOT has been contracting geophysical services to investigate sites as an alternative to or to supplement soil drilling and SPT. This presentation will discuss NCDOT's recent use of geophysics for bridge foundation subsurface investigation, retaining wall subsurface investigation, detection of voids around existing drainage, and to supplement pavement investigations. Lessons learned related to contracting the work, utilizing and confidence in the data acquired, and ideas for future implementation will be discussed.

WEDNESDAY ABSTRACTS

Engineered Water Repellent Soils: Moisture Control in Pavement Systems

Micheal A. Uduebor – Doctoral Candidate, Research and Teaching Assistant, UNC Charlotte

Water repellency in soils, commonly encountered in agriculture and soil science, has traditionally been viewed as a nuisance in those fields. However, its potential applications in civil and geotechnical engineering have remained largely unexplored, despite its ability to address moisture-related challenges in construction projects and enhance the stability and safety of infrastructure. Engineered Water Repellency (EWR) offers a technique to impart water-repellent properties to soils by employing cost-effective and environmentally compatible polymers and other complex organic molecules (Organosilanes) as water-repellent additives. This presentation highlights lessons learned and showcases two case studies where EWR in soils have proven to be an effective solution.

Shallow Foundation Settlement at U-2525C: Predictions versus Measured

Nick Tuttle, E.I. – Geotechnical Operations Engineer, Eastern Region, NCDOT

Several single span bridges on the U-2525C (recently completed northern section of the Greensboro Outer Loop) utilized shallow foundations on top of MSE walls. Monitoring of settlement was done from the start of construction through completion of the project. Summaries of the predicted versus measured settlements will be discussed.

Geosynthetic Reinforced Soil Integrated Bridge System (GRS IBS) Update and Case History

Daniel Alzamora, P.E. – Senior Geotechnical Engineer, FHWA Resource Center

GRS IBS was an initiative promoted by the FHWA through the Every Day Counts program from 2010 to 2016. Since 2016 there have been additional performance data as well as new structures that have been constructed around the country. This presentation will cover a few of the more recently constructed GRS IBS projects and how GRS IBS projects have continued to perform. The presentation will also highlight the Stanaford Road project in West Virginia which is now the GRS IBS with the longest span at 190-feet.

WEDNESDAY ABSTRACTS

Geotechnical Design and Construction Aspects on the NCDOT Rodanthe Bridge Design Build Project

Bon Lien, Ph.D., P.E. – Principal Geotechnical Engineer, WSP USA Environment & Infrastructure

Construction of the Rodanthe Jug Handle Bridge in Rodanthe, North Carolina, started in July 2018, was completed and opened to traffic on July 28, 2022. The new 2.4-mile bridge extends over Pamlico Sound between the southern end of the Pea Island National Wildlife Refuge and the village of Rodanthe. The bridge replaces a portion of NC-12 Highway that passes over land through the refuge, where has been susceptible to severe beach erosion and breaches caused by storms. The main spans of the super-structure are supported on 98 bents, with 54-inch diameter, hollow concrete cylinder piles. WSP USA served as the Geotechnical Engineer-of-Record of the design-build project in performing subsurface exploration, and provided geotechnical evaluation and design recommendations of the pile foundations.

The geology of the site is primarily composed of loose sands with distinct dense soil layers across the site. Having the design local scour at locations of the piles to 52 feet below the water level, the piles were designed and driven to 1 to 2 feet into a lower dense sand layer; approximately 130 to 140 feet below the mud line, in reaching the required pile minimum tip elevation, and satisfying the design axial and lateral loading capacities. Specific topics presented will include:

- Design considerations of the deep local scour.
- Controlling and monitoring pile stresses during pile driving.
- Collaboration with project Structural Engineer in evaluation of the axial loading and lateral deflection requirements of the foundations and super-structure.
- Establishment of pile set up factors as functions of time upon completion of the initial pile driving and re-striking based on results of dynamic pile load testing; which were used for evaluation of production pile acceptance and facilitating critical construction schedule.
- Complications encountered during installation of the concrete cylinder piles, such as acceptance and/or remedies of piles subject to damages during the construction.

Geotechnical Exploration and Design for the Hampton Roads Bridge-Tunnel Megaproject

Brian Keaney, P.E. – Senior Project Manager, Senior Professional Associate, HDR Engineering

The Hampton Roads Bridge-Tunnel Expansion Project (HRBT), the largest Design-Build project in Virginia, is a $3.8B Megaproject. VDOT awarded the project to Hampton Roads Connector Partners, a joint venture of Dragados USA, Flatiron Constructors, Vinci Construction, and Dodin Campenon Bernard. HDR and Mott MacDonald formed the I-64 Design Joint Venture (“DJV”), with HDR as the managing partner. As the DJV lead, HDR is responsible for overall engineering management. Our design scope includes roadway widening; structure replacements and widenings; geotechnical design; drainage design; utilities support; environmental compliance; BIM-3D modeling, ITS, lighting, and signal design. This presentation will aim to layout the significant efforts to plan and execute the subsurface exploration program and how it met the geotechnical design challenges. Using all innovative tools available, field data collection utilized GIS, then after an extensive laboratory testing program, the information was integrated into geotechnical 3D modeling (Leapfrog Geo) and Power BI software. Understanding the subsurface conditions and soil parameters informed our geotechnical engineers to efficiently design ground improvements for soft soil conditions and large diameter driven pile foundations for the roadway widening and bridge structures.

WEDNESDAY ABSTRACTS

Case Study: Troubleshooting Pile Driving Problems with A-GaME Methods

Jesse Rauser, P.E. –Assistant Geotechnical Administrator, LADOTD

This presentation will cover pile driving problems on a project where a pile was damaged during driving. It was believed that the pile may have hit a subsurface obstruction, and extra care was taken due to the known presence of pipelines in the area. Methods in the FHWA's A-GaME toolbox were employed to resolve the situation and provide direction to the Contractor as soon as possible at a minimal cost to the Department.

Geotechnical Case Study

Larry Jones, P.E. – State Geotechnical Engineer, FDOT

Larry entertains the crowd explaining how FDOT used hocus pocus to finally get it right.

Case History: Removing the Bump at the End of the Tennessee Bridges

Robert Jowers, P.E.. – Manager, Geotechnical Engineering Section, TDOT

This presentation will discuss methods used to eliminate the bump at the end of the Tennessee Bridges. Hold on tight, it will be a wild ride.

THURSDAY AGENDA

Thursday November 2nd - Presentations	
7:00am-12:00pm	Registration
7:00am-8:00am	**Breakfast**
8:00am-8:30am	**An Innovative Retaining Wall Design to Reuse an Existing Retaining Wall and Keep a Restaurant Open** *Paul Zhang, Ph.D., P.E. – Senior Geotechnical Project Manager, HDR Engineering*
8:30am-9:00am	**Construction, Instrumentation, and Monitoring of a Laboratory Full-Scale Steel Reinforced MSE Retaining Wall** *Chukwuma Okafor – Graduate Student, Department of Civil and Environmental Engineering, Auburn University*
9:00am-9:30am	**Upcoming Changes to Section 10 of the AASHTO LRFD Bridge Design Specifications Part 1** *Scott Hidden, P.E. – Support Services Supervisor, Geotechnical Engineering Unit, NCDOT*
9:30am-10:00am	**Break**
10:00am-10:30am	**Upcoming Changes to Section 10 of the AASHTO LRFD Bridge Design Specifications Part 2** *Scott Hidden, P.E. – Support Services Supervisor, Geotechnical Engineering Unit, NCDOT*
10:30am-12:00pm	**From Reconnaissance to Asset Management: Rethinking Workflow, Project Delivery, and System Performance in the Digital Age** *Benjamin Rivers, P.E. – FHWA-Resource Center; Ross Cutts – Geosetta and Schnabel Engineering; Louis Aaron – BoreDM; Scott Anderson – BGC Engineering*
12:00pm-12:01pm	**Closing Remarks** *Tom Santee, P.E.*
12:01pm-5:00pm	**Work, Relax, and/or Explore Uptown Charlotte**

NORTH CAROLINA TRANSPORATION FACTS

NCDOT Highway System Miles: nearly 80,000

NCDOT Bridges: 13,700

THURSDAY ABSTRACTS

An Innovative Retaining Wall Design to Reuse an Existing Retaining Wall and Keep a Restaurant Open

Paul Zhang, Ph.D., P.E. – Senior Geotechnical Project Manager, HDR Engineering

HDR Geotechnical team was tasked with field investigation, structure foundation design recommendations, and roadway design/ construction recommendations for NC HWY 107 Improvements project from NCDOT Division 14, which consists of upgrading NC HWY 107 to a four-lane, median divided facility for 2.5 miles. The existing Sonic restaurant is built on a slope, with a 10-ft tall modular block retaining wall at the front to support the parking lot and drive-through. The original plan was to purchase the parcel of the restaurant, demolish the existing building and retaining wall, then lay a slope back for the roadway widening. The slope excavation volume is approximately 6,000 cubic yards. The Right-of-way cost is approximately $2 million. HDR team worked closely with NCDOT and came up with a renovative design using an underpinning method to facilitate constructing a soil nail retaining wall underneath the existing 10-foot-high modular block wall so that the restaurant remains open even during construction. The cost for underpinning and the soil nail wall is approximately a half million dollars. This innovative design not only provides direct cost savings and less environmental impact, but also expedites construction and generates continuous revenue from an open restaurant.

Construction, Instrumentation, and Monitoring of a Laboratory Full-Scale Steel Reinforced MSE Retaining Wall

Chukwuma Okafor – Graduate Student, Department of Civil and Environmental Engineering, Auburn University

The construction of new or expansion of existing roadways often requires establishing grade separation. While sloping is an option, very often, difficult access, limited real estate and limited right-of-way inhibits the use of stable slopes. Earth retention systems (retaining walls) provide the required grade changes within the limited amount of right-of-way. The mechanically stabilized earth (MSE) system is a special type of retaining wall that uses tensile inclusions to reinforce soil and improve shear strength. The design of MSE structures assumes a rigid foundation while stating that the MSE system is capable of tolerating significant deformation. The objective of this study was to assess the performance of a full scale MSE structure constructed in the laboratory with soft spots introduced in the foundation. This study details the construction, instrumentation and monitoring of a 16-ft tall MSE wall. The performance was assessed based on foundation vertical stress redistribution, settlement progression within the reinforced mass, horizontal deformation, and distress levels within the steel reinforcement straps. The foundation vertical stresses were monitored using earth pressure cells, settlement plates were used to monitor settlement, draw wire potentiometers, and survey targets were used to monitor horizontal deformation, and foil strain gages were used to monitor the tensile strain development within the steel straps. Analyses of the results for all performance indicators have shown satisfactory performance of the structure even after inducing differential settlement of about 2% of the wall height.

THURSDAY ABSTRACTS

Upcoming Changes to Section 10 of the AASHTO LRFD Bridge Design Specifications Parts 1 and 2

Scott Hidden, P.E. – Support Services Supervisor, Geotechnical Engineering Unit, NCDOT

The AASHTO Committee on Bridges and Structures (COBS) Soil Structures Technical Committee is revising Section 10 of the *AASHTO LRFD Bridge Design Specifications* to reflect the uncertainty in site characterization by accounting for the reliability of different subsurface investigation and design methods. These revisions are based on the guidance provided in FHWA GEC-5. This presentation will describe the motivations for the revisions, several new concepts and terms that allow for practical implementation and a few examples that demonstrate how the new code will be applied. Some of the benefits of the changes to Section 10 will be improved design efficiency, reduced subjectivity in site characterization, more consistent reliability in design parameters and an adaptable and objective framework for incorporating new or different practices. One result of these revisions will include some variable resistance factors based on the coefficient of variation in design parameters. The changes to Section 10 will be significant and take some time for state DOTs to implement. However, in the end it is anticipated that the revised code will help designers achieve more consistent and reliable results.

From Reconnaissance to Asset Management: Rethinking Workflow, Project Delivery, and System Performance in the Digital Age

Benjamin Rivers, P.E. – FHWA-Resource Center; Ross Cutts – Geosetta and Schnabel Engineering; Louis Aaron – BoreDM; Scott Anderson, Ph.D., P.E. – BGC Engineering

These sessions will discuss methods/strategies in providing and maintaining geotechnical information due to anticipated advancements in technology and software.

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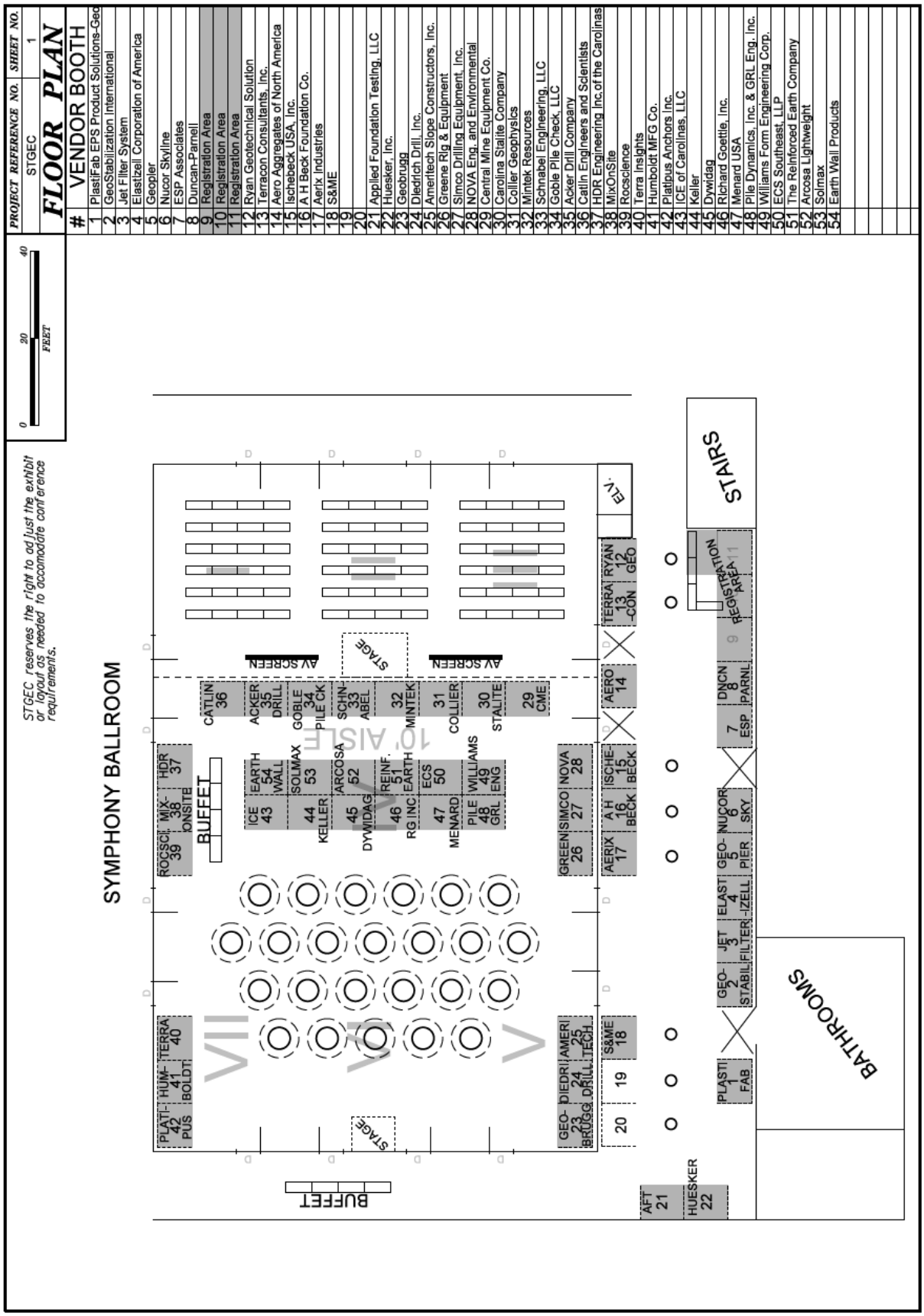

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Aerix Industries	17	Nico	Sutmoller	https://aerixindustries.com
Aero Aggregates of North America LLC	14	Doug	Brown	https://www.aeroaggna.com
Ameritech Slope Constructors, Inc.	25	Roger	Moore	https://www.ameritech.pro
Applied Foundation Testing, LLC	21	Stephen	Crawford	https://www.testpile.com
Arcosa Lightweight	52	Paul	Altznauer	https://arcosalightweight.com
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Matt Alexander – North Carolina DOT	Co-Chair
Cheryl Youngblood – North Carolina DOT	Co-Chair
Scott Hidden – North Carolina DOT	Co-Chair
Ellen Sliger – Florida DOT	STGEC Conference Advisor
Bill Broyles	STGEC Treasurer

STGEC HISTORY

The Southern Transportation Geotechnical Engineering Conference (STGEC) is an annual meeting that has been taking place since 1969 when the Federal Highway Administration proposed that the southeastern states should meet to discuss landslide problems along I-40 near Rockwood, Tennessee along I-75 in northern Georgia, and settlement problems with high interstate embankments.

The first STGEC meeting was held in Atlanta, Georgia, near the Georgia Tech campus from December 5-7, 1969. Professor George Sowers was the guest speaker. There were approximately 50 attendees to the meeting. This event was such a success, interest quickly spread and an annual conference was soon established. A steering committee was formed to be a governing body consisting of one member of each state transportation agency involved as well as one member each from the Federal Highway Administration and the Transportation Research Board. The committee also established a set of by-laws to assist in governing the group. The main objective in these meetings is to discuss the transfer of technology concerning the rapidly advancing technology of soil mechanics and to share success or problems in the geotechnical field to meet the demands for economical and successful transportation systems.

The previous name of this conference was, until 1976, the Southeastern Soil Engineering Conference. The steering committee chaired by the host member selects the time, place, duration of each conference for the following year. The conference rotates among member states and this method ensures that each state involved has hosted multiple times since the conference's existence.

STGEC HISTORY

Number	Year	Location	Date
1.	1969	Atlanta, Georgia	Dec. 5-7
2.	1970	Jackson, Mississippi	Dec. 2-4
3.	1971	New Orleans, Louisiana	Dec. 7-9
4.	1972	Montgomery, Alabama	Nov. 13-16
5.	1973	Orlando, Florida	Nov. 26-30
6.	1974	Covington, Kentucky	Sept. 16-19
7.	1975	Gatlinburg, Tennessee	Sept. 22-25
8.	1976	Raleigh, North Carolina	Sept. 21-23
9.	1977	Hot Springs, Arkansas	Oct. 25-28
10.	1978	Wheeling, West Virginia	Oct. 9-12
11.	1979	Charleston, South Carolina	Oct. 29-Nov.1
12.	1980	Atlanta, Georgia	Nov. 3-6
13.	1981	Virginia Beach, Virginia	Oct. 12-15
14.	1982	Jackson, Mississippi	Oct. 18-21
15.	1983	Montgomery, Alabama	Oct. 18-21
16.	1984	Winter Park, Florida	Oct. 2-5
17.	1985	Gatlinburg, Tennessee	Sept. 30-Oct. 4
18.	1986	Louisville, Kentucky	Oct. 6-10
19.	1987	Hot Springs, Arkansas	Oct. 5-8
20.	1988	Raleigh, North Carolina	Oct. 3-6
21.	1989	Charleston, West Virginia	Oct. 7-11
22.	1990	New Orleans, Louisiana	Oct. 29-Nov. 1
23.	1991	Charleston, South Carolina	Oct. 7-11
24.	1992	Williamsburg, Virginia	Nov. 9-13
25.	1993	Natchez, Mississippi	Oct. 4-8
26.	1994	Atlanta, Georgia	Oct. 24-28
27.	1995	Huntsville, Alabama	Oct. 23-27
28.	1996	Cocoa Beach, Florida	Oct. 21-25
29.	1997	Chattanooga, Tennessee	Oct. 27-31
30.	1998	Louisville, Kentucky	Oct. 13-16
31.	1999	Asheville, North Carolina	Oct. 4-8
32.	2000	Little Rock, Arkansas	Oct. 2-6
33.	2001	Roanoke, Virginia	Oct. 16-19
34.	2002	Baton Rouge, Louisiana	Oct. 7-11
35.	2003	Charleston, South Carolina	Oct. 20-24
36.	2004	Biloxi, Mississippi	Oct. 18-22
37.	2005	Lake Lanier Islands, Georgia	Oct. 31-Nov. 4
38.	2006	Florence, Alabama	Oct. 30-Nov. 3
39.	2007	Bowling Green, Kentucky	Oct. 8-12
40.	2008	Pigeon Forge, Tennessee	Oct. 27-31
41.	2009	Wilmington, North Carolina	Nov. 2-5
42.	2010	Charleston, West Virginia	Oct. 4-7
43.	2012	Richmond, Virginia	Oct. 22-25
44.	2013	Baton Rouge, Louisiana	Dec. 2-5
45.	2014	Mobile, Alabama	Oct. 27-30
46.	2015	Greenville, South Carolina	Oct. 19-23
47.	2016	Biloxi, Mississippi	Nov. 7-10
48.	2017	Savannah, Georgia	Dec. 11-15
49.	2018	Louisville, Kentucky	Oct. 8-11
50.	2019	Chattanooga, Tennessee	Nov. 4-7
	2020	Postponed (Covid)	
	2021	Postponed (Covid)	
51.	2022	Daytona Beach, Florida	Oct. 17-22
52.	2023	Charlotte, North Carolina	Oct. 30 to Nov. 2

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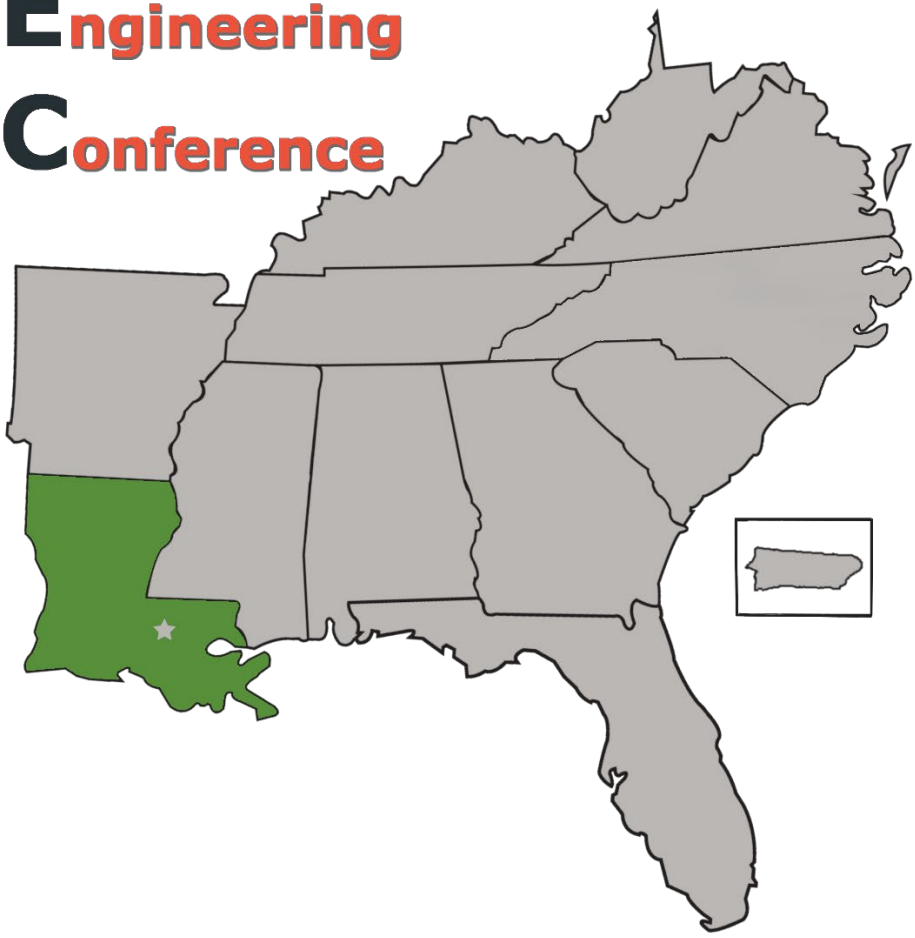
Baton Rouge
Nov 2024



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