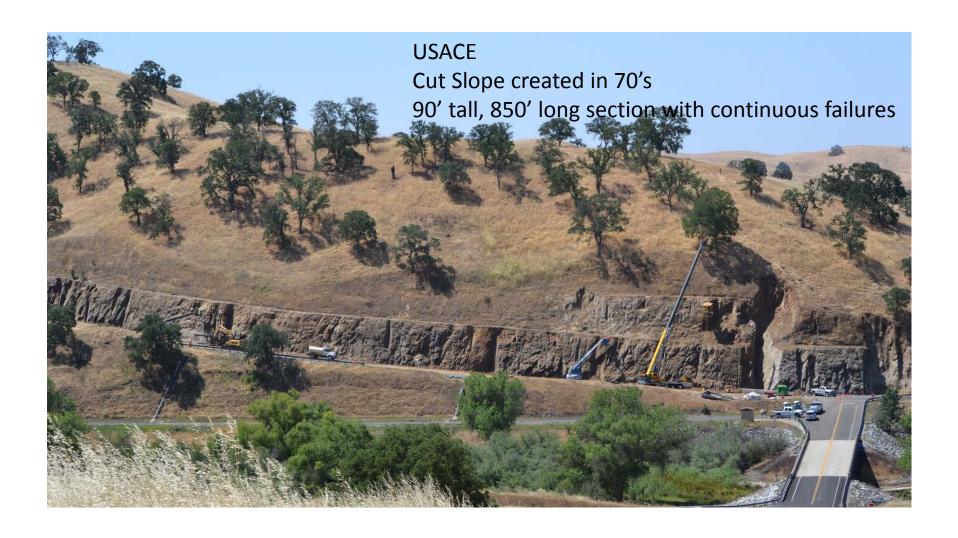
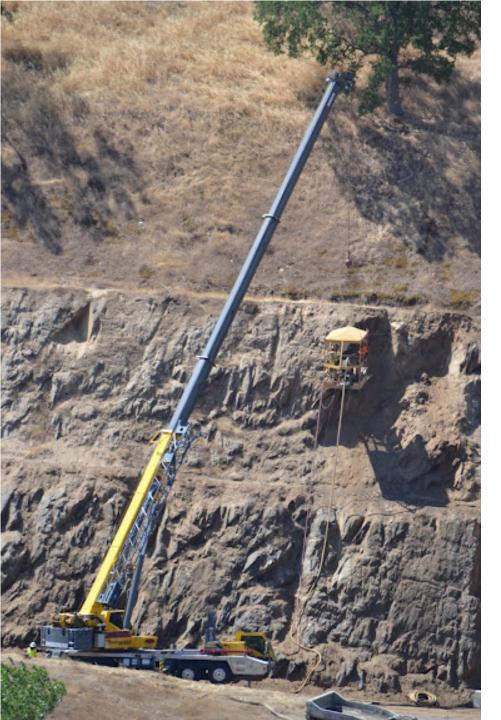
## Case Studies on Rockfall Mitigation & Rock Slope Stabilization in CA, TN, & VA



August 2, 2012 Nathan Beard, P.E. Justin Petersen, E.I.T.

#### Eastman Lake, CA





- CR 29 in Eastman Lake Park
- Closely to moderately fractured with joint spacing between 3 to 10 feet.
- Heavy rains caused portions of the slope to fail in 1996-1997
- Winter of 2010-2011 large blocks (30'x20') had fallen on the road.
- Rock dowels vs. spin-lock
- 10'/14' to 20'/24'
- 42kips to 59.3 kips





Access!









Army Corp predicted 316 bolts (4,108 LF) for the lower slope and 108 blots (1,260 LF) for the mid slope.









### Grundy County, TN Emergency Repair





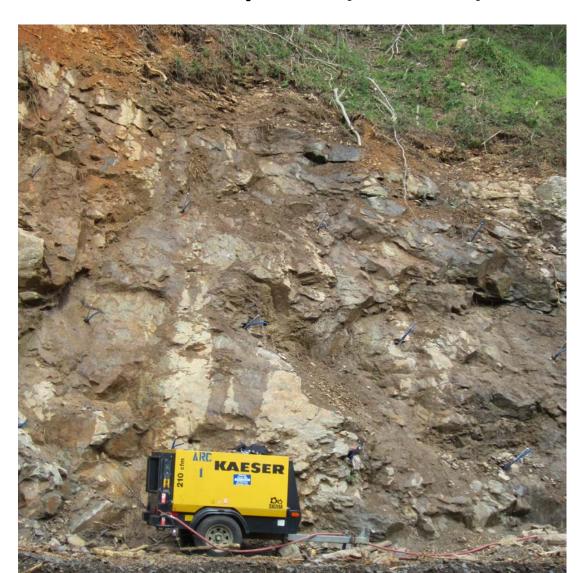




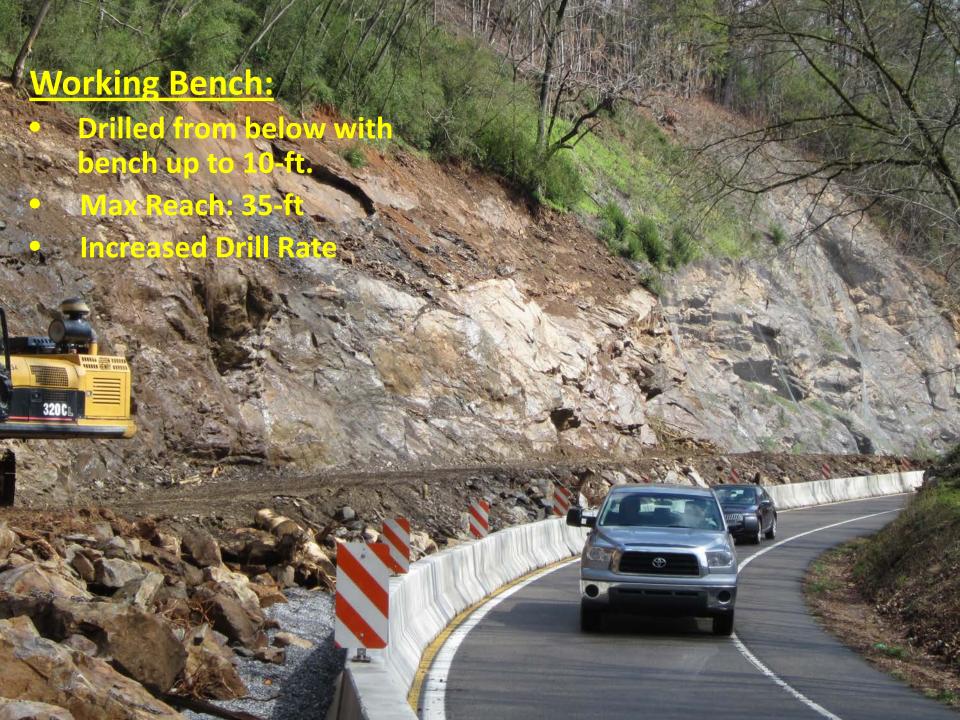




# Blount County, TN - SR-73 Emergency Slide Repair (TDOT)

















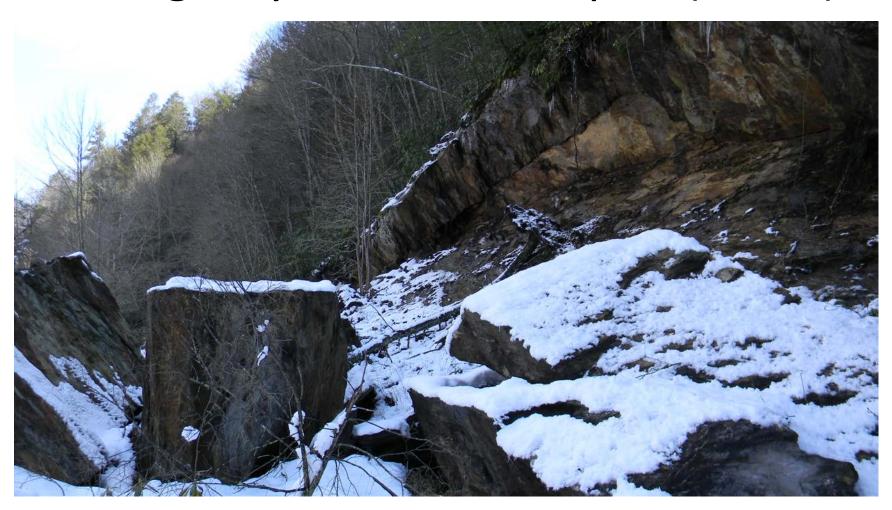








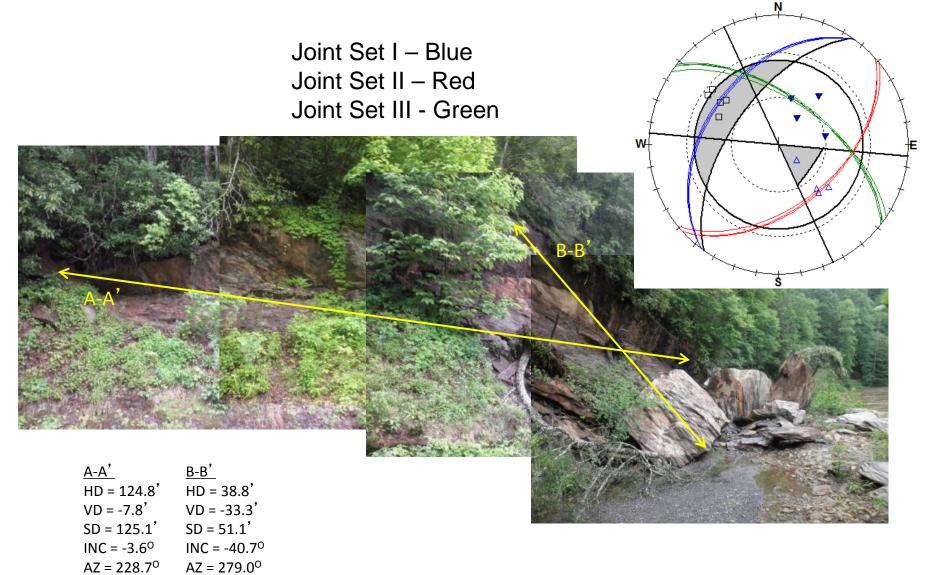
### Carroll County, VA - SR-765 Emergency Rock Slide Repair (VDOT)











#### **Site Survey:**

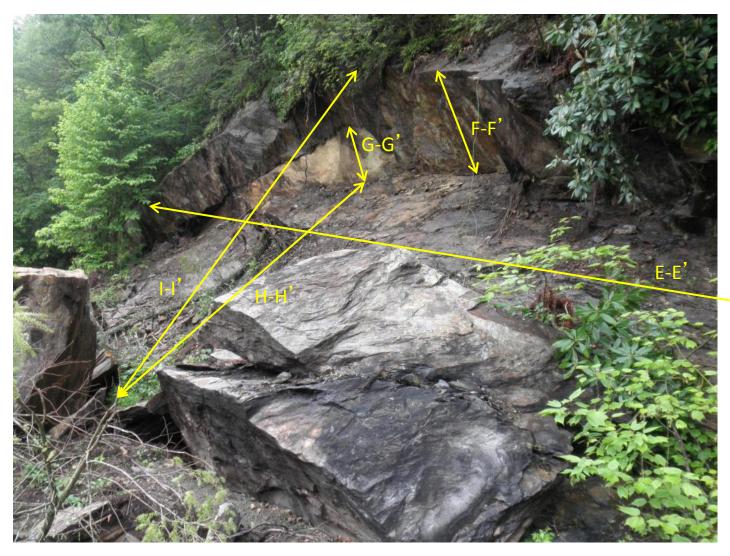
- Skip Watts –Radford University
- Brendan Fisher Fisher & Strickler Rock Engineering



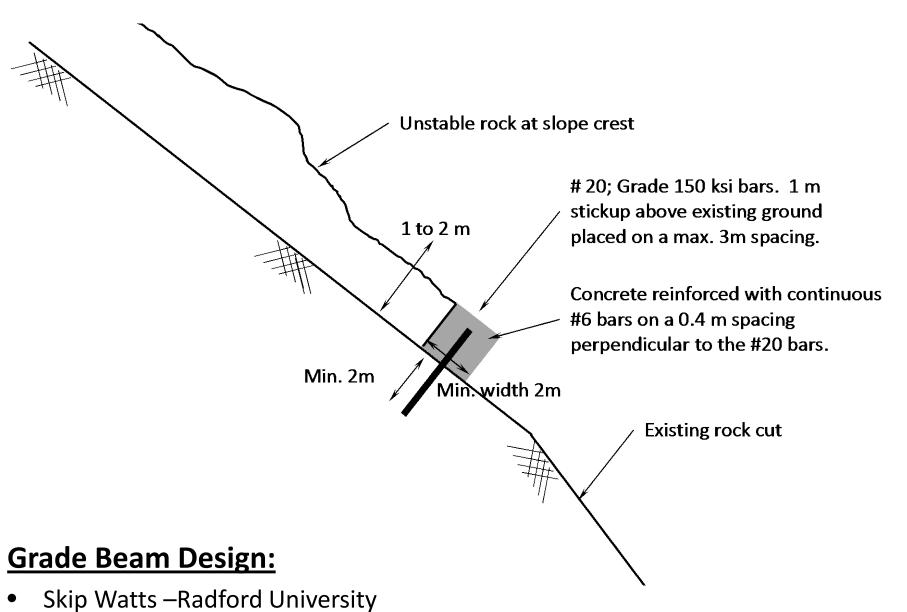
 $\begin{array}{ll} \underline{\text{C-C'}} & \underline{\text{D-D'}} \\ \text{HD} = 6.8 ' & \text{HD} = 3.4 ' \\ \text{VD} = -16.2 ' & \text{VD} = -10.4 ' \\ \text{SD} = 17.5 ' & \text{SD} = 10.9 ' \\ \text{INC} = -67.8 ^{\circ} & \text{INC} = -71.6 ^{\circ} \\ \text{AZ} = 220.8 ^{\circ} & \text{AZ} = 207.9 ^{\circ} \end{array}$ 

## **Site Survey:**

- Joint between unstable and stable material 40 deg
- Upslope Distance 50 feet



<u>E-E'</u>	<u>F-F'</u>	<u>G-G'</u>	<u>H-H'</u>	<u>l-l'</u>
HD = 99'	HD = 7.8'	HD = 1.4'	HD = 22.4'	HD = 31'
VD = -15'	VD = -4.6'	VD = -5.7'	VD = -19.6'	VD = -30'
SD = 100'	SD = 9.1'	SD = 5.9'	SD = 29.8'	SD = 43'
$INC = -8.5^{\circ}$	$INC = -29.9^{\circ}$	$INC = -76.2^{\circ}$	$INC = -41.2^{\circ}$	$INC = -44.4^{\circ}$
$AZ = 227.4^{\circ}$	$AZ = 97.6^{\circ}$	$AZ = 128.7^{\circ}$	$AZ = 319.5^{\circ}$	$AZ = 264.3^{\circ}$



Used in Washington State

Grade Beam Design Allowed Our Crews to Work Safely Under Stabilized Material



Figure D-13

Grade beam design by Wyllie & Norrish for a WSDOT project



Figure D-15

Grade beam design by Wyllie & Norrish for a WSDOT project











