

**MAINE DEPARTMENT OF TRANSPORTATION
HIGHWAY PROGRAM
GEOTECHNICAL SECTION
AUGUSTA, MAINE**

GEOTECHNICAL DESIGN REPORT

For the Construction of

**WORCESTER HIGHWAY BRIDGE
ROUTE 16
KINGSBURY, MAINE**

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Piscataquis County
WIN 21794.00

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Soils Report 2026-21
Bridge No. 6770

Additional review of this report provided by
GZA, see stamped memo dated May 2026.

Table of Contents

1.0 INTRODUCTION	2
2.0 GEOLOGIC SETTING	2
3.0 SUBSURFACE INVESTIGATION.....	3
4.0 LABORATORY TESTING.....	3
5.0 SUBSURFACE CONDITIONS.....	3
5.1 PAVEMENT AND FILL MATERIALS	4
5.2 GLACIAL TILL	4
5.3 GROUNDWATER.....	4
6.0 FOUNDATION ALTERNATIVE	5
7.0 GEOTECHNICAL DESIGN AND CONSTRUCTION RECOMMENDATIONS	5
7.1 PRECAST CONCRETE BOX CULVERT DESIGN AND CONSTRUCTION	5
7.1.1 PRECAST CONCRETE BOX CULVERT HEADWALLS.....	6
7.1.2 PRECAST CONCRETE BOX INLET AND OUTLET WALLS.....	6
7.1.3 PRECAST CONCRETE INLET AND OUTLET TOE WALLS	6
7.1.4 BEARING RESISTANCE	6
7.1.5 MODULUS OF SUBGRADE REACTION.....	7
7.2 SETTLEMENT	7
7.3 FROST PROTECTION	7
7.4 SCOUR AND RIPRAP.....	7
7.5 SEISMIC DESIGN CONSIDERATIONS	8
8.0 CONSTRUCTION CONSIDERATIONS	8
9.0 CLOSURE.....	9

Sheets

Sheet 1 - Location Map

Sheet 2 - Boring Location Plan & Interpretive Subsurface Profile with Boring Logs

Appendices

Appendix A - Boring Logs

Appendix B - Laboratory Test Results

Appendix C - Calculations

1.0 INTRODUCTION

The purpose of this Geotechnical Design Report is to present subsurface information and geotechnical recommendations for the replacement of an existing large culvert (#46502) which carries Route 16 over an unnamed stream in Kingsbury, Maine. A subsurface investigation has been completed at the site to evaluate subsurface conditions and to develop geotechnical design and construction recommendations for the replacement structure. This report presents the subsurface information obtained during the subsurface investigation and soil laboratory testing programs and provides geotechnical design parameters and design and construction recommendations for the culvert replacement.

The existing structure consists of an approximately 96-inch diameter, 70-foot long corrugated metal pipe (CMP). No original construction plans for the existing structure were available for review. Through inspection, the CMP shows signs of rust and separation between pipe sections, and a depression is forming near the middle of the culvert. Based on its current condition, replacement is needed from both an infrastructure and environmental standpoint. Route 16 is a Highway Corridor Priority 4 road.

The proposed replacement structure will be an approximately 16-foot span by 10-foot rise by 92-foot-long precast concrete box culvert. The box culvert shall have 1-foot tall precast headwalls and 2-foot deep toe walls at the inlet and outlet. The invert of the proposed culvert is approximately 16.7 feet below the existing road grade at the roadway centerline. The box culvert invert will be embedded 2 feet into the streambed. The roadway embankment slopes at the proposed culvert inlet and outlet shall be no steeper than 2H:1V to protect against erosion.

The new box culvert will be located on horizontal and vertical alignments that will approximately match existing alignments. The roadway will be closed during construction to facilitate removal of the existing culvert and installation of the proposed box culvert, and traffic will be detoured onto state and local roads.

2.0 GEOLOGIC SETTING

The existing culvert carries Route 16 over an unnamed stream in Kingsbury and is located approximately 0.22 miles east of the Mayfield/Kingsbury Town Line as shown on Sheet 1 – Location Map.

According to the Maine Geological Survey (MGS) map titled Reconnaissance Surficial Geology of the Kingsbury Quadrangle, Maine, Open File 86-33 (1986) the surficial soils at the site consist of Till. Till consists of sand, silt, clay and stones.

According to the map titled Bedrock Geologic Map of Maine (1985) published by the MGS, the bedrock in the vicinity of the site consists of interbedded pelite and sandstone of the Seboomook Formation Mount Blue Member.

3.0 SUBSURFACE INVESTIGATION

Two (2) borings (HB-KING-101 and HB-KING-102) were drilled for this project on July 25, 2017 by the MaineDOT drill crew using a trailer-mounted drill rig. Boring HB-MED-101 was drilled behind the existing culvert at the southwest corner. Boring HB-MED-102 was drilled behind the existing culvert at the northeast corner. Borings terminated at depths ranging from 26.8 to 27.0 feet. Exploration locations are shown on Sheet 2 – Boring Location Plan & Interpretive Subsurface Profile with Boring Logs. Details and sampling methods used, field data obtained, and soil and groundwater conditions encountered are presented on the Boring Logs in Appendix A.

Borings HB-KING-101 and HB-KING-102 were drilled using solid stem auger, cased wash boring, and open hole drilling techniques. Soil samples were obtained at 5-foot intervals using Standard Penetration Test (SPT) methods. During SPT sampling, the sampler is driven 24 inches and the hammer blows for each 6-inch interval of penetration are recorded. The sum of the blows for the second and third intervals is the N-value, or standard penetration resistance. The MaineDOT drill rig is equipped with an automatic hammer to drive the split spoon. The hammer was calibrated per ASTM D4633 “Standard Test Method for Energy Measurement for Dynamic Penetrometers” in May 2017. All N-values discussed in this report are corrected values (N_{60}) computed by applying an average energy transfer factor of 0.854 to the raw field N-values. This hammer efficiency factor (0.854) and both the raw field N-value and corrected N-value (N_{60}) are shown on the Boring Logs in Appendix A. The borings were not advanced to refusal, and bedrock was not cored.

The MaineDOT Geotechnical Team member selected the boring and probe locations, drilling methods, designated type and depth of sampling, reviewed field logs for accuracy and identified field and laboratory testing requirements. A NorthEast Transportation Training and Certification (NETTCP) certified Subsurface Investigator logged the subsurface conditions encountered. The boring and probe were located in the field by taping to surveyed site features after completion of the drilling program.

4.0 LABORATORY TESTING

A laboratory testing program was conducted to assist in soil classification, evaluation of engineering properties of the soils and geologic assessment of the project site. Laboratory testing consisted of six (6) standard grain size analyses with natural water content and two (2) standard grain size analyses with hydrometer and natural water content. The results of the laboratory testing program are discussed in the following section and are included in Appendix B – Laboratory Test Results. Laboratory test information is also shown on the Boring Logs in Appendix A.

5.0 SUBSURFACE CONDITIONS

Subsurface conditions encountered in the test borings and probes generally consisted of fill underlain by glacial till. An interpretive subsurface profile depicting the generalized soil stratigraphy at the boring location is shown on Sheet 2 – Boring Location Plan & Interpretive Subsurface Profile with Boring Logs.

5.1 Pavement and Fill Materials

The borings encountered approximately 0.4 to 0.6 inches of pavement at the ground surface. The pavement was underlain by fill soils consisting of:

- Brown, golden brown, and dark reddish-brown, damp to wet, fine to coarse sand, little to some silt, trace to some gravel.

The thickness of the fill encountered below pavement ranged from approximately 11.4 feet to 13.6 feet. Six (6) N_{60} -values obtained in the fill ranged from 9 to 68 blows per foot (bpf) indicating that the fill is loose to very dense.

Water contents from four (4) samples obtained within the fill ranged from approximately 6.8% to 16.0%. Grain size analyses conducted on four (4) samples of the fill resulted in the soil being classified as an A-2-4 under the AASHTO Soils Classification System and a SM under the Unified Soil Classification System.

5.2 Glacial Till

The fill soils were underlain by glacial till consisting of:

- Brown-gray, wet, fine to coarse sand, some gravel, some silt.
- Gray, wet, silt, little to some fine to coarse sand, little to some gravel, trace to little clay.

The encountered thickness of the till layers ranged from approximately 12.8 feet to 15.0 feet. One (1) N_{60} -value obtained in the sand till was 75 bpf indicating that the soil is very dense. Five (5) N_{60} -values obtained in the silt till ranged from 31 to 130 bpf indicating that the soil is hard in consistency.

Water contents from four (4) samples obtained within the till ranged from approximately 8.9% to 11.4%. Grain size analyses conducted on four (4) samples of the till resulted in the soil being classified as an A-1-b or A-4 under the AASHTO Soils Classification System and a SM, SC-SM, or CL under the Unified Soil Classification System.

5.3 Groundwater

Groundwater was recorded at depth 11.0 feet bgs in boring HB-KING-101. Groundwater was not recorded in boring HB-KING-102. However, sample 3D from boring HB-KING-102 at a depth of 10.5 to 12.5 feet bgs was described as wet, which may indicate the presence of groundwater or perched water conditions at that depth. Groundwater levels can be expected to fluctuate subject to seasonal variations, local soil conditions, topography, precipitation, and construction activity.

6.0 FOUNDATION ALTERNATIVE

A precast concrete box culvert was the only bridge replacement alternative considered for this project. A precast concrete box culvert satisfies the purpose and need of this project because of the structure's durability, ease and speed of construction, and economic advantages.

7.0 GEOTECHNICAL DESIGN AND CONSTRUCTION RECOMMENDATIONS

The following sections discuss geotechnical recommendations for the design and construction of the proposed culvert.

7.1 Precast Concrete Box Culvert Design and Construction

The proposed replacement structure will consist of a 16-foot span by 10-foot rise by 92-foot-long precast concrete box culvert with tapered inlet and outlet walls in line with the culvert. To prevent undermining, the box culvert will have 2-foot inlet and outlet toe walls (cutoff walls) embedded at or below the bottom of riprap aprons and culvert support materials. The bottom slab of the box culvert will be embedded approximately 2 feet into the streambed and 2 feet of engineered streambed material will be placed inside the culvert.

The proposed structure shall be bedded on a 1-foot-thick layer of Granular Borrow, which shall meet the requirements of Granular Borrow Material for Underwater Backfill with a maximum particle size of 4 inches. The Granular Borrow bedding and backfill material shall be placed in 6-inch lifts and each lift compacted with at least 4 passes of a walk-behind vibrator-type compactor.

The soil envelope and backfill for the box culvert shall consist of Standard Specification 703.19 – Granular Borrow Material for Underwater Backfill with a maximum particle size of 4 inches. The granular borrow backfill should be placed in lifts of 6- to 8-inches-thick loose measure. To limit future settlement, the envelope and backfill soil shall be compacted to no less than 92 percent of the AASHTO T-180 maximum dry density.

Precast concrete box culverts are typically supplier-designed and are detailed on the contract plans with only basic layout and required hydraulic opening. The manufacturer selected by the Contractor is responsible for the design of the structure including determination of wall thickness and reinforcement. The design shall be in accordance with MaineDOT Standard Specification 534 – Precast Structural Concrete, MaineDOT Bridge Design Guide (BDG) Section 8 – Buried Structures, and American Association of State Highway and Transportation Officials Load Resistance and Factor Design Bridge Design Specifications, 10th Edition 2024 (LRFD).

The loading specified for the design of the box shall be Modified HL-93 Strength I in which the HS-20 design truck wheel loads are increased by a factor of 1.25. The precast concrete box culvert shall be designed for all relevant strength and service limit states and load combinations specified in LRFD Article 3.4.1 and LRFD Section 12. The design should use Soil Type 4 as presented in the MaineDOT BDG Section 3.6 to calculate earth loads and earth pressures from the soil envelope. The backfill properties are as follows: $\phi = 32^\circ$, $\gamma = 125$ pcf.

7.1.1 Precast Concrete Box Culvert Headwalls

Concrete headwalls will be included in the culvert design to retain slope backfill and prevent material from dropping or eroding into the waterway. Nominal 1-foot thick by 1-foot high concrete headwalls are recommended. Culvert inlet and outlet headwalls are a few feet high or shorter. These short walls should be designed for at-rest earth pressure conditions, K_o , of 0.47.

7.1.2 Precast Concrete Box Inlet and Outlet walls

The precast concrete box culvert's outlet and inlet walls will be slope-tapered at 2H:1V (maximum). The left and right outlet walls will share the same precast base slab. The sloped inlet and outlet walls are essentially retaining walls and shall be designed for all relevant strength and service limit states and load combinations specified in LRFD Articles 3.4.1, 11.5.5 and 11.6. The inlet and outlet walls shall be designed to resist lateral earth pressures, vehicular loads and forces resulting from creep, temperature and shrinkage deformations of the concrete box culvert. The inlet and outlet walls shall be designed considering a live load surcharge equal to a uniform horizontal earth pressure due to an equivalent height of soil (H_{eq}) of 2.0 feet per LRFD Article 3.11.6.4. Passive pressure resulting from the embedment of the box culvert and walls with engineered streambed, or any other material shall not contribute to resisting forces.

Inlet and outlet walls that are fixed to the box culvert should be designed to resist movement using an at-rest earth pressure coefficient, K_o , of 0.47. Wingwalls sections that are independent of the box culvert and free to rotate should be designed using the Rankine active earth pressure coefficient, K_a , of 0.46 assuming a 2H:1V backslope. The active earth pressure coefficient will change if the backslope conditions are different. See Appendix C – Calculations for supporting calculations.

7.1.3 Precast Concrete Inlet and outlet Toe Walls

Toe walls (cutoff walls) shall extend below the bottom slab connecting the left and right walls at the inlet and outlet of the box culvert to prevent undermining per MaineDOT BDG Section 8.3.1. The inlet and outlet toe walls should extend a minimum of 1 foot below the maximum depth of scour and should bear on natural soils at/below the bottom of the Culvert Bedding Stone and riprap apron materials.

7.1.4 Bearing Resistance

To provide a stable subgrade, it is recommended that the precast concrete box culvert be underlain by a 1-foot-thick layer of Granular Borrow placed on the native soil subgrade.

The factored bearing resistance for the precast concrete box culvert bearing on compacted granular bedding material placed on very dense glacial till native soils at the service and strength limit states are presented in the table below. Supporting calculations in accordance with LRFD are provided in Appendix C – Calculations.

Limit State	Resistance Factor ϕ_b	AASHTO LRFD Reference	Factored Bearing Resistance (ksf)
Service	1.0	Article 10.5.5.1	6.0
Strength	0.45	Table 10.5.5.2.2-1	23.5

7.1.5 Modulus of Subgrade Reaction

A modulus of subgrade reaction (k_s) equal to 235 pounds per cubic inch may be used for the structural design of the box culvert's base slab. Calculations are included in Appendix C – Calculations.

7.2 Settlement

The proposed box culvert will bear on very dense glacial till. These materials undergo elastic, immediate, compression in response to an increase of vertical overburden pressure. The proposed vertical alignment will approximately match the existing. As a result, little to no increase in vertical overburden pressure is expected and any settlement is anticipated to be small and will occur during construction.

7.3 Frost Protection

Foundations placed on the fill or native soils should be designed with an appropriate embedment for frost protection. According to MaineDOT BDG Figure 5-1, Maine Design Freezing Index Map, Medford has a design freezing index (DFI) of approximately 2150 F-degree days. A water content of 10 % was used for fine-grained soils. These components correlate to a frost depth of 5.8 feet.

It is recommended that foundations bearing on soil be designed with an embedment of approximately 5.8 feet for frost protection. Riprap is not to be considered as contributing to the overall thickness of soils required for frost protection.

7.4 Scour and Riprap

Where required, slopes shall be armored with riprap conforming to MaineDOT Standard Specification 703.26 – Plain and Hand Laid Riprap. The riprap shall be underlain by a Class 1 erosion control geotextile conforming to MaineDOT Standard Specification 722.03 – Erosion Control Geotextile and a 1-foot layer of bedding material conforming to MaineDOT standard Specification 703.19 Granular Borrow Material for Underwater Backfill. The toe of the riprap sections shall be constructed 1-foot below the streambed elevation. The riprap slopes shall be constructed no steeper than 2H:1V extending from the edge of the roadway down to the existing ground surface.

7.5 Seismic Design Considerations

In conformance with LRFD Article 3.10.1, seismic analysis is not required for buried structures, except where they cross active faults. There are no known active faults in Maine; therefore, seismic analysis is not required.

8.0 CONSTRUCTION CONSIDERATIONS

Excavations for culvert foundations are anticipated to extend approximately 19 feet below existing grades. Sheet-pile-supported and/or open cut excavation techniques are anticipated to be suitable for this project. Although not anticipated, steel sheet piling could require pre-excavation or pre-auguring of the overburden soil if cobbles and boulders are encountered.

Damming and diversion and/or temporary dewatering are anticipated to be necessary to control groundwater and/or river inflow in excavations. Depending on permitting and water levels at the time of construction, we anticipate that it would be possible to dam the river with sandbags and an impermeable membrane, and temporarily divert the flow through a pipe so the contractor can construct foundations in the dry. It may also be necessary to employ localized pumping from sumps to maintain dewatering. It is anticipated that inflow of surface water or runoff to excavations can be handled by open pumping from sumps installed at the bottoms of excavations. Sumps should be fitted with geotextile or sand filters to prevent loss of subgrade fines during pumping. Dewatering discharge should be managed in accordance with the contractor's Stormwater Prevention Plan and MaineDOT Best Management Practices. Regardless of the method of excavation, all excavations and earth support systems shall meet all applicable OSHA regulations.

The soils encountered in the borings at the box culvert subgrade elevation primarily consisted of dense to very dense Sand or hard Silt (Glacial Till). Any unsuitable soils (i.e. low strength silts, loose sands, and/or organic material) that may be encountered at subgrade elevation should be excavated down to expose competent, firm material and replaced with compacted granular borrow. Prior to placing and compacting the granular borrow bedding layer, the subgrade shall be proof compacted.

The Contractor shall minimize disturbance to the subgrade surface and protect the subgrade surface from any unnecessary construction traffic. If disturbance and rutting occur, the Contractor shall remove and replace the disturbed materials with compacted Granular Borrow – Material for Underwater Backfill.

Soils may become saturated and water seepage may be encountered during construction and in excavations. There may be localized sloughing and instability in some excavations and cut slopes. The Contractor should control groundwater and surface water infiltration using temporary ditches, sump pumps, granular drainage blankets, stone ditch protection, or hand-laid riprap with geotextile underlayment to divert groundwater and surface water.

Using the excavated native soils as backfill around the culvert shall not be permitted. The native soils may only be used as common borrow in accordance with MaineDOT Standard Specifications 203 and 703.

The Contractor will have to excavate the existing subbase and subgrade fill soils in the vicinity of the culvert. These materials should not be used to re-base the roadway. Excavated subbase sand and gravel may be used as fill below roadway subgrade level in fill areas provided all other requirements of MaineDOT Standard Specifications 203 and 703 are met.

9.0 CLOSURE

This report has been prepared for the use of the MaineDOT Highway Program for specific application to the proposed replacement of an existing large culvert (#46502) under Route 16 in Kingsbury, Maine in accordance with generally accepted geotechnical and foundation engineering practices. No other intended use or warranty is expressed or implied.

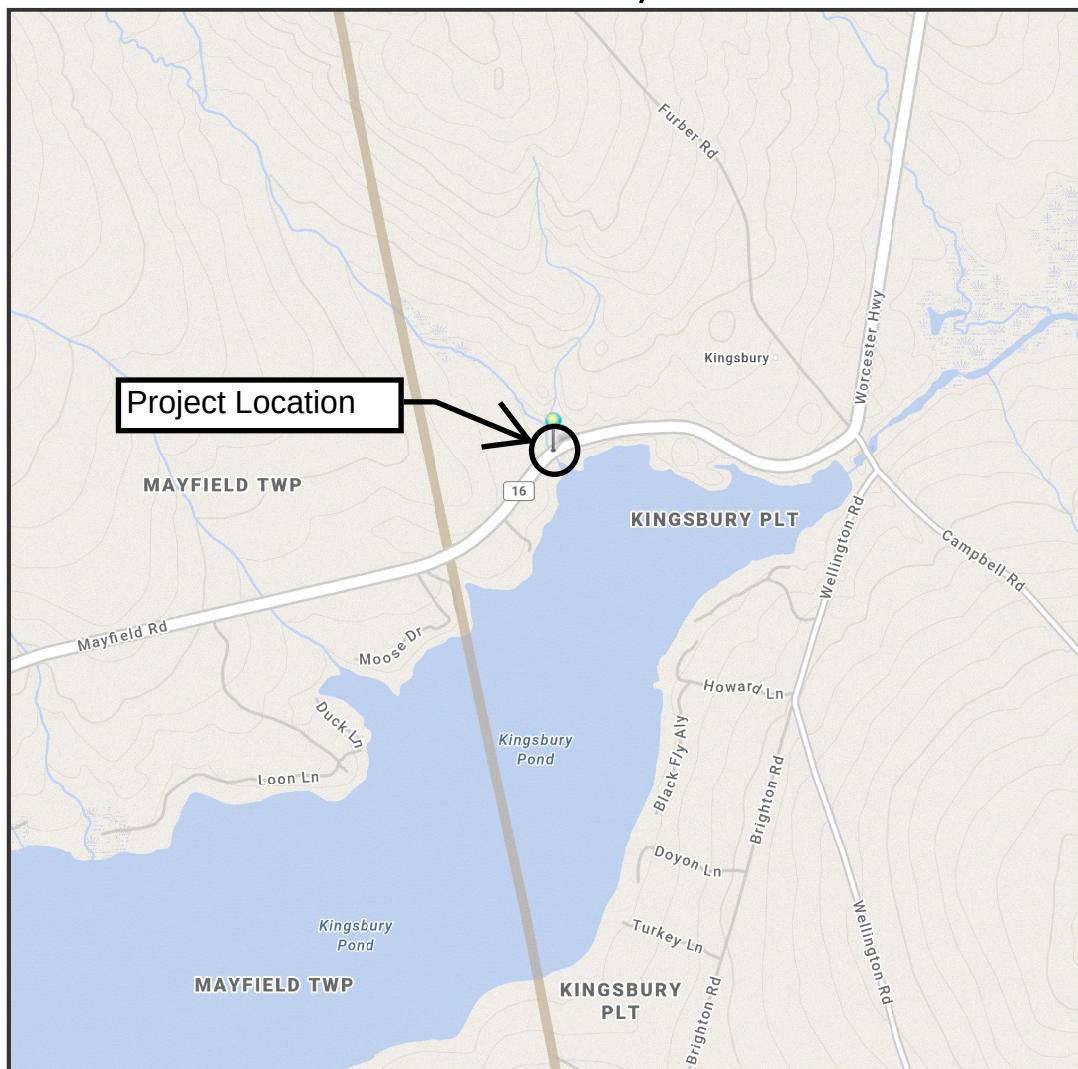
In the event that any changes in the nature, design, or location of the proposed project are planned, this report should be reviewed by a geotechnical engineer to assess the appropriateness of the conclusions and recommendations and to modify the recommendations as appropriate to reflect the changes in design. These analyses and recommendations are based in part upon a limited subsurface investigation at discrete exploratory location completed at the site. If variations from the conditions encountered during the investigation appear evident during construction, it may also become necessary to re-evaluate the recommendations made in this report.

It is recommended that a geotechnical engineer be provided the opportunity for a review of the design and specifications in order that the earthwork and foundation recommendations and construction considerations presented in this report are properly interpreted and implemented in the design and specifications.

Sheets



KINGSBURY PLT., MAINE

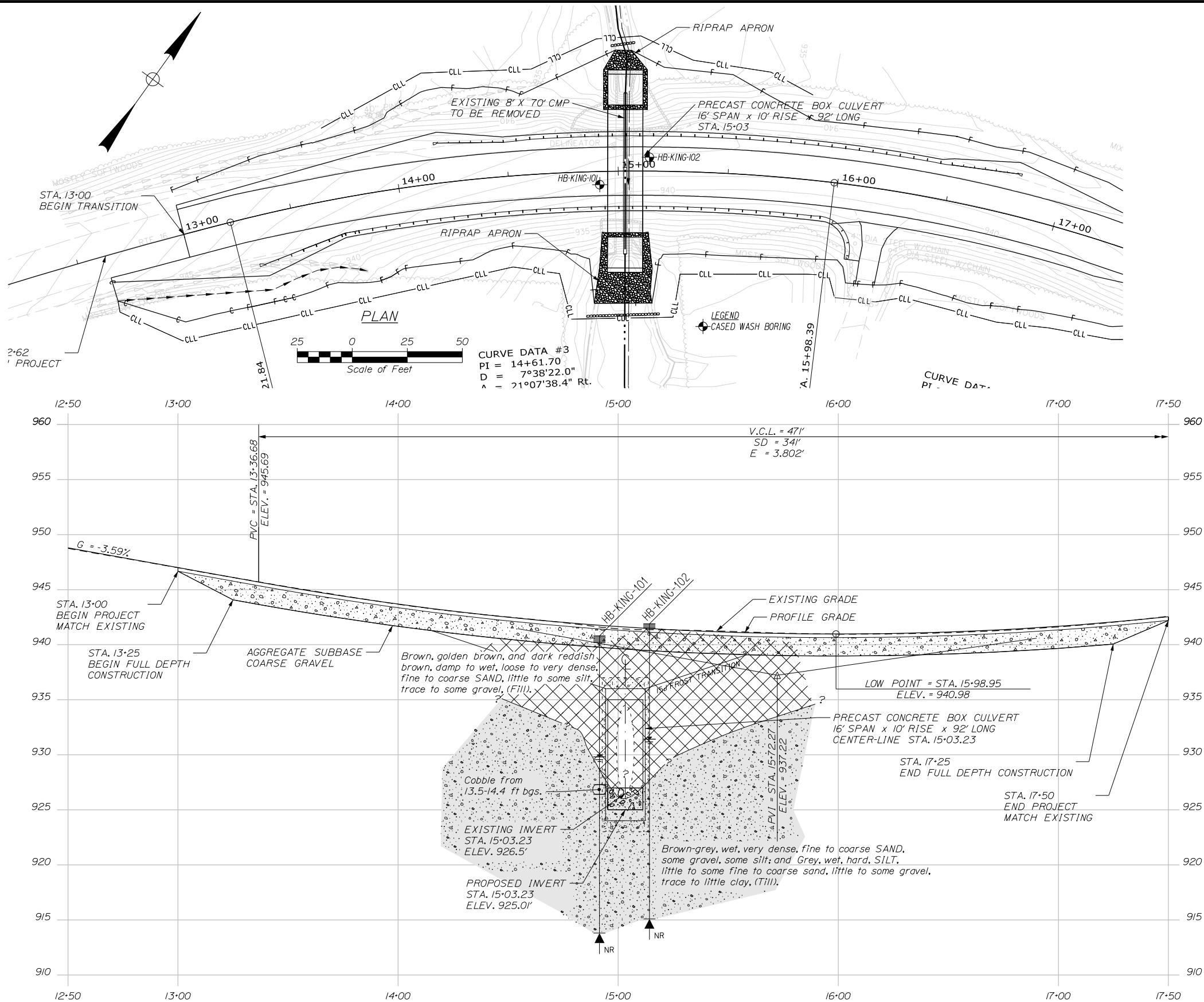


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0.25
Miles
1 inch = 0.28 miles

Date: 3/10/2026
Time: 12:19:15 PM

SHEET NUMBER 1 OF 2	KINGSBURY PLT. ROUTE 16	STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
		021794.00	
	LOCATION MAP	WIN 021794.00	HIGHWAY PLANS



Note: This generalized interpretive soil profile is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized, and have been developed by interpretations of widely spaced explorations and samples. Actual soil and bedrock transitions may vary and are probably more erratic. For more specific information refer to the exploration logs.

[illegible][illegible]

Appendix A

Boring Logs

UNIFIED SOIL CLASSIFICATION SYSTEM					MODIFIED BURMISTER SYSTEM						
MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAMES							
COARSE-GRAINED SOILS (more than half of material is larger than No. 200 sieve size)	GRAVELS (more than half of coarse fraction is larger than No. 4 sieve size)	CLEAN GRAVELS	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.	Descriptive Term		Portion of Total (%)				
		(little or no fines)	GP	Poorly-graded gravels, gravel sand mixtures, little or no fines.	trace	0 - 10					
					little	11 - 20					
					some	21 - 35					
					adjective (e.g. Sandy, Clayey)	36 - 50					
	SANDS (more than half of coarse fraction is smaller than No. 4 sieve size)	GRAVEL WITH FINES (Appreciable amount of fines)	GM	Silty gravels, gravel-sand-silt mixtures.	TERMS DESCRIBING DENSITY/CONSISTENCY						
		GC	Clayey gravels, gravel-sand-clay mixtures.								
		CLEAN SANDS	SW	Well-graded sands, Gravelly sands, little or no fines	Coarse-grained soils (more than half of material is larger than No. 200 sieve): Includes (1) clean gravels; (2) Silty or Clayey gravels; and (3) Silty, Clayey or Gravelly sands. Density is rated according to standard penetration resistance (N-value).						
		(little or no fines)	SP	Poorly-graded sands, Gravelly sand, little or no fines.							
SANDS WITH FINES (Appreciable amount of fines)		SM	Silty sands, sand-silt mixtures	Density of Cohesionless Soils							
	SC	Clayey sands, sand-clay mixtures.	Standard Penetration Resistance N-Value (blows per foot)								
FINE-GRAINED SOILS (more than half of material is smaller than No. 200 sieve size)	SILTS AND CLAYS (liquid limit less than 50)	ML	Inorganic silts and very fine sands, rock flour, Silty or Clayey fine sands, or Clayey silts with slight plasticity.	Consistency of Cohesive soils		SPT N-Value (blows per foot)		Approximate Undrained Shear Strength (psf)		Field Guidelines	
		CL	Inorganic clays of low to medium plasticity, Gravelly clays, Sandy clays, Silty clays, lean clays.	Very Soft	WOH, WOR, WOP, <2	0 - 250		Fist easily penetrates			
				Soft	2 - 4	250 - 500		Thumb easily penetrates			
				Medium Stiff	5 - 8	500 - 1000		Thumb penetrates with moderate effort			
	SILTS AND CLAYS (liquid limit greater than 50)			Stiff	9 - 15	1000 - 2000		Indented by thumb with great effort			
				Very Stiff	16 - 30	2000 - 4000		Indented by thumbnail			
				Hard	>30	over 4000		Indented by thumbnail with difficulty			
HIGHLY ORGANIC SOILS	Pt	Peat and other highly organic soils.	Rock Quality Designation (RQD): RQD (%) = $\frac{\text{sum of the lengths of intact pieces of core}^*}{\text{length of core advance}}$ *Minimum NQ rock core (1.88 in. OD of core)								
Desired Soil Observations (in this order, if applicable): Color (Munsell color chart) Moisture (dry, damp, moist, wet) Density/Consistency (from above right hand side) Texture (fine, medium, coarse, etc.) Name (Sand, Silty Sand, Clay, etc., including portions - trace, little, etc.) Gradation (well-graded, poorly-graded, uniform, etc.) Plasticity (non-plastic, slightly plastic, moderately plastic, highly plastic) Structure (layering, fractures, cracks, etc.) Bonding (well, moderately, loosely, etc.,) Cementation (weak, moderate, or strong) Geologic Origin (till, marine clay, alluvium, etc.) Groundwater level					Rock Quality Based on RQD						
					Rock Quality		RQD (%)				
					Very Poor		≤25				
					Poor		26 - 50				
					Fair		51 - 75				
					Good		76 - 90				
					Excellent		91 - 100				
					Desired Rock Observations (in this order, if applicable): Color (Munsell color chart) Texture (aphanitic, fine-grained, etc.) Rock Type (granite, schist, sandstone, etc.) Hardness (very hard, hard, mod. hard, etc.) Weathering (fresh, very slight, slight, moderate, mod. severe, severe, etc.) Geologic discontinuities/jointing: -dip (horiz - 0-5 deg., low angle - 5-35 deg., mod. dipping - 35-55 deg., steep - 55-85 deg., vertical - 85-90 deg.) -spacing (very close - <2 inch, close - 2-12 inch, mod. close - 1-3 feet, wide - 3-10 feet, very wide >10 feet) -tightness (tight, open, or healed) -infilling (grain size, color, etc.) Formation (Waterville, Ellsworth, Cape Elizabeth, etc.) RQD and correlation to rock quality (very poor, poor, etc.) ref: ASTM D6032 and FHWA NHI-16-072 GEC 5 - Geotechnical Site Characterization, Table 4-12 Recovery (inch/inch and percentage) Rock Core Rate (X.X ft - Y.Y ft (min:sec))						
					Sample Container Labeling Requirements:						
					WIN		Blow Counts				
Bridge Name / Town		Sample Recovery									
Boring Number		Date									
Sample Number		Personnel Initials									
Sample Depth											
Maine Department of Transportation Geotechnical Section Key to Soil and Rock Descriptions and Terms Field Identification Information											

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS				Project: State Route 16 Culvert Replacement Large Culvert #46502 Location: Kingsbury, ME MP 120.052		Boring No.: HB-KING-101 WIN: 21794.00					
Driller: MaineDOT		Elevation (ft.): 940.8		Auger ID/OD: 4"							
Operator: Travis Daggett		Datum: NAVD88		Sampler: 2" Split Spoon							
Logged By: LLM		Rig Type: CME 45C		Hammer Wt./Fall: 140 lbs./30"							
Date Start/Finish: 10:00 AM/12:25 PM 7/25/17		Drilling Method: Cased Wash Boring		Core Barrel: N/A							
Boring Location: 14 + 91.5, 6' RT		Casing ID/OD: NW		Water Level*: 11' bgs at 12:15PM							
Hammer Efficiency Factor: 0.854		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐									
Definitions: D = Split Spoon Sample MD = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test, PP = Pocket Penetrometer MV = Unsuccessful Field Vane Shear Test Attempt R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOH = Weight of 140lb. Hammer WOR/C = Weight of Rods or Casing WO1P = Weight of One Person S _u = Peak/Remolded Field Vane Undrained Shear Strength (psf) S _u (lab) = Lab Vane Undrained Shear Strength (psf) q _p = Unconfined Compressive Strength (ksf) N-uncorrected = Raw Field SPT N-value Hammer Efficiency Factor = Rig Specific Annual Calibration Value N ₆₀ = SPT N-uncorrected Corrected for Hammer Efficiency N ₆₀ = (Hammer Efficiency Factor/60%)*N-uncorrected T _v = Pocket Torvane Shear Strength (psf) WC = Water Content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test											
Depth (ft.)	Sample Information							Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N ₆₀	Casing Blows				
0							SSA	940.2		0 - 0.6': Asphalt	
	1D	24/7	1.00 - 3.00	6/10/9/6	19	27				Brown, damp, medium dense, fine to coarse SAND, some gravel, little silt, (Fill).	
5	2D	24/12	5.00 - 7.00	3/3/3/4	6	9				Golden brown, damp, loose, fine to coarse SAND, some silt, trace gravel, (Fill). Silt in pockets within the sand.	G#270376 WC: 8.1 % A-2-4; SM
10	3D	24/12	10.00 - 12.00	2/3/3/3	6	9	12			Dark redish-brown to brown, some mottling, damp, loose, fine to coarse SAND, some silt, little gravel, (Fill). Clayey silt with wood chips in spoon tip.	G#270377 WC: 16.0 % A-2-4; SM
							8	928.8			
							21	927.3			
							>90	926.4		Cobble (0.9' thick). Rollercone through cobble.	
15	4D	24/5	15.00 - 17.00	7/24/29/30	53	75	OPEN HOLE			Brown-gray, wet, very dense, fine to coarse SAND, some gravel, some silt, (Till).	G#270378 WC: 10.1 % A-1-b; SM
20	5D	24/10	20.00 - 22.00	10/15/17/30	32	46		920.8		Gray with mottling, wet, hard, SILT, some fine to coarse sand, some gravel, little clay, (Till). Gray rock fragments in spoon tip.	G#270379 WC: 8.9 % A-4; SC-SM
25										20' - 25': Milky gray wash with gravel, rig shaking.	
Remarks: - Water level is approximate. - Hole collapsed back to 12'9" upon removal of casing. - Boring locations (station, offset, elevation) are based on approximations provided by MaineDOT. - Hammer efficiency factor provided by Bruce Wilder in an email dated August 4, 2017.											
Stratification lines represent approximate boundaries between soil types; transitions may be gradual.										Page 1 of 2	
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.										Boring No.: HB-KING-101	

Maine Department of Transportation						Project:				Boring No.:							
Soil/Rock Exploration Log US CUSTOMARY UNITS						State Route 16 Culvert Replacement Large Culvert #46502 Location: Kingsbury, ME MP 120.052				HB-KING-101							
						WIN:				21794.00							
Driller:		MaineDOT				Elevation (ft.)		940.8		Auger ID/OD:		4"					
Operator:		Travis Daggett				Datum:		NAVD88		Sampler:		2" Split Spoon					
Logged By:		LLM				Rig Type:		CME 45C		Hammer Wt./Fall:		140 lbs./30"					
Date Start/Finish:		10:00 AM/12:25 PM 7/25/17				Drilling Method:		Cased Wash Boring		Core Barrel:		N/A					
Boring Location:		14 + 91.5, 6' RT				Casing ID/OD:		NW		Water Level*:		11' bgs at 12:15PM					
Hammer Efficiency Factor: 0.854						Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐											
Definitions: D = Split Spoon Sample MD = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt V = Field Vane Shear Test, PP = Pocket Penetrometer MV = Unsuccessful Field Vane Shear Test Attempt						R = Rock Core Sample SSA = Solid Stem Auger HSA = Hollow Stem Auger RC = Roller Cone WOH = Weight of 140 lb. Hammer WOR/C = Weight of Rods or Casing WO1P = Weight of One Person						S _u = Peak/Remolded Field Vane Undrained Shear Strength (psf) S _{u(lab)} = Lab Vane Undrained Shear Strength (psf) q _p = Unconfined Compressive Strength (ksf) N-uncorrected = Raw Field SPT N-value Hammer Efficiency Factor = Rig Specific Annual Calibration Value N ₆₀ = SPT N-uncorrected Corrected for Hammer Efficiency N ₆₀ = (Hammer Efficiency Factor/60%)*N-uncorrected					
						T _v = Pocket Torvane Shear Strength (psf) WC = Water Content, percent LL = Liquid Limit PL = Plastic Limit PI = Plasticity Index G = Grain Size Analysis C = Consolidation Test											
Sample Information																	
Visual Description and Remarks																	
Laboratory Testing Results/ AASHTO and Unified Class.																	
Gray with mottling, wet, hard, SILT, some gravel, little fine to coarse sand, little clay, with rock fragments. (Till).																	
Bottom of Exploration at 27.0 feet below ground surface.																	

Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS				Project: State Route 16 Culvert Replacement Large Culvert #46502 Location: Kingsbury, ME MP 120.052				Boring No.: HB-KING-102 WIN: 21794.00																																																																																																																																																																																																																																																																																																											
Driller: MaineDOT				Elevation (ft.): 941.9				Auger ID/OD: 4"																																																																																																																																																																																																																																																																																																											
Operator: Travis Daggett				Datum: NAVD88				Sampler: 2" Split Spoon																																																																																																																																																																																																																																																																																																											
Logged By: LLM				Rig Type: CME 45C				Hammer Wt./Fall: 140 lbs./30"																																																																																																																																																																																																																																																																																																											
Date Start/Finish: 8:30/9:55 7/25/17				Drilling Method: Cased Wash Boring				Core Barrel: N/A																																																																																																																																																																																																																																																																																																											
Boring Location: 15+14.2, 6.3' LT				Casing ID/OD: NW				Water Level*: See Remarks																																																																																																																																																																																																																																																																																																											
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Fractured rock in spoon tip.</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>5</td><td>2D</td><td>24/14</td><td>5.00 - 7.00</td><td>3/9/4/4</td><td>13</td><td>19</td><td></td><td></td><td></td><td>Golden brown, damp, medium dense, fine to coarse SAND, some silt, trace gravel, (Fill).</td><td>G#270380 WC: 6.8 % A-2-4; SM</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>10</td><td>3D</td><td>24/16</td><td>10.50 - 12.50</td><td>6/3/4/4</td><td>7</td><td>10</td><td>9</td><td></td><td></td><td>Golden brown, wet, loose, fine to coarse SAND, some silt, little gravel, (Fill). Silt in pockets within the sand.</td><td>G#270381 WC: 9.5 % A-2-4; SM</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>17</td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>19</td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>10</td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>42</td><td></td><td></td><td></td><td></td></tr><tr><td>15</td><td>4D</td><td>24/7</td><td>15.00 - 17.00</td><td>38/28/20/15</td><td>48</td><td>68</td><td>53</td><td></td><td></td><td>Milky brown/gray wash, some gravel.</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>55</td><td></td><td></td><td>Gray with some mottling, wet, hard, SILT, some fine to coarse sand, some gravel, trace clay, (Till).</td><td>G#270382 WC: 11.4 % A-4; SC-SM</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>63</td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>89</td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>87</td><td></td><td></td><td></td><td></td></tr><tr><td>20</td><td>5D</td><td>24/10</td><td>20.00 - 22.00</td><td>10/10/12/11</td><td>22</td><td>31</td><td>OPEN HOLE</td><td></td><td></td><td>Gray, wet, hard, SILT, some fine to coarse sand, little gravel, (Till). PP: MAX (>4.5 TSF)</td><td>G#270383 WC: 10.6 % A-4; CL</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>25</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>												Sample Information								Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.	Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N ₆₀	Casing Blows	0							SSA	941.5		0 - 0.4': Asphalt			1D	24/13	1.00 - 3.00	8/22/26/20	48	68				Brown, damp, very dense, fine to coarse SAND, little gravel, little silt, (Fill). Fractured rock in spoon tip.																										5	2D	24/14	5.00 - 7.00	3/9/4/4	13	19				Golden brown, damp, medium dense, fine to coarse SAND, some silt, trace gravel, (Fill).	G#270380 WC: 6.8 % A-2-4; SM																																					10	3D	24/16	10.50 - 12.50	6/3/4/4	7	10	9			Golden brown, wet, loose, fine to coarse SAND, some silt, little gravel, (Fill). Silt in pockets within the sand.	G#270381 WC: 9.5 % A-2-4; SM								17												19												10												42					15	4D	24/7	15.00 - 17.00	38/28/20/15	48	68	53			Milky brown/gray wash, some gravel.									55			Gray with some mottling, wet, hard, SILT, some fine to coarse sand, some gravel, trace clay, (Till).	G#270382 WC: 11.4 % A-4; SC-SM								63												89												87					20	5D	24/10	20.00 - 22.00	10/10/12/11	22	31	OPEN HOLE			Gray, wet, hard, SILT, some fine to coarse sand, little gravel, (Till). PP: MAX (>4.5 TSF)	G#270383 WC: 10.6 % A-4; CL																																					25											
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Remarks: - Water level not read in casing, but is based on sample moisture content. Water level assumed to be at approximately 10.5' b.g.s. - Boring collapsed to 2.7' upon removal of casing. - Boring locations (station, offset, elevation) are based on approximations provided by MaineDOT. - Hammer efficiency factor provided by Bruce Wilder in an email dated August 4, 2017.																																																																																																																																																																																																																																																																																																																			
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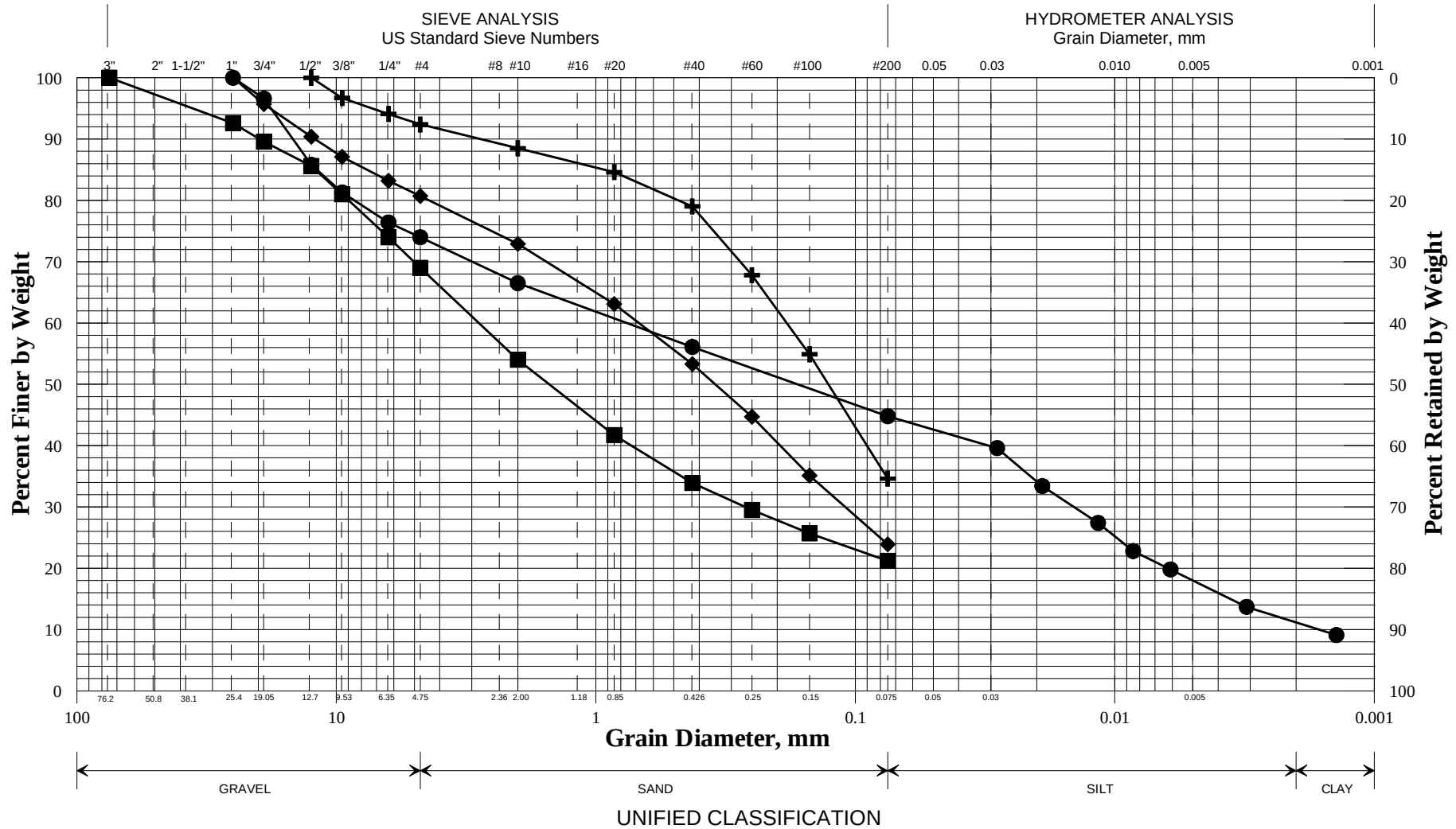
Appendix B

Laboratory Test Results

Work Number: 21794.00

PI = Plasticity Index as determined by AASHTO 90-96 and/or ASTM D4318-98

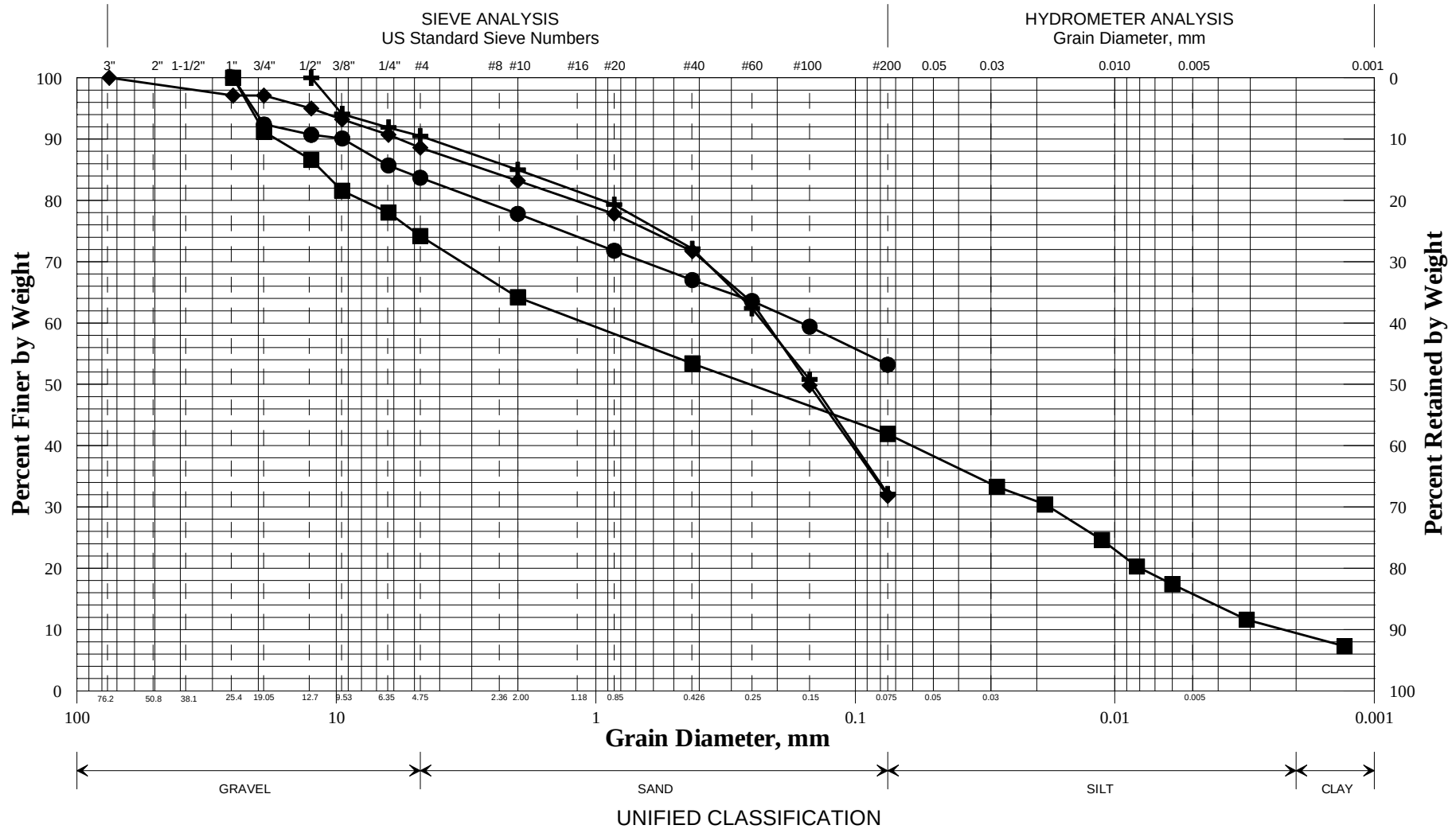
State of Maine Department of Transportation
GRAIN SIZE DISTRIBUTION CURVE



	Boring/Sample No.	Station	Offset, ft	Depth, ft	Description	W, %	LL	PL	PI
+	HB-KING-101/2D	14+91.5	6.0 RT	5.0-7.0	SAND, some silt, trace gravel.	8.1			
◆	HB-KING-101/3D	14+91.5	6.0 RT	10.0-12.0	SAND, some silt, little gravel.	16.0			
■	HB-KING-101/4D	14+91.5	6.0 RT	15.0-17.0	SAND, some gravel, some silt.	10.1			
●	HB-KING-101/5D	14+91.5	6.0 RT	20.0-22.0	SILT, some sand, some gravel, little clay.	8.9			
▲									
×									

WIN	
021794.00	
Town	
Kingsbury Plt	
Reported by/Date	
WHITE, TERRY A	8/14/2017

State of Maine Department of Transportation
GRAIN SIZE DISTRIBUTION CURVE



	Boring/Sample No.	Station	Offset, ft	Depth, ft	Description	W, %	LL	PL	PI
+	HB-KING-102/2D	15+14.2	6.3 LT	5.0-7.0	SAND, some silt, trace gravel.	6.8			
◆	HB-KING-102/3D	15+14.2	6.3 LT	10.5-12.5	SAND, some silt, little gravel.	9.5			
■	HB-KING-102/4D	15+14.2	6.3 LT	15.0-17.0	SILT, some sand, some gravel, trace clay.	11.4			NP
●	HB-KING-102/5D	15+14.2	6.3 LT	20.0-22.0	SILT, some sand, little gravel.	10.6			
▲									
×									

WIN
021794.00
Town
Kingsbury Plt
Reported by/Date
WHITE, TERRY A 8/14/2017



GEOTECHNICAL TEST REPORT

Central Laboratory

SAMPLE INFORMATION

Reference No. **270376** Boring No./Sample No. **HB-KING-101/2D** Sample Description **GEOTECHNICAL (DISTURBED)** Sampled **7/25/2017** Received **8/2/2017**

Sample Type: **GEOTECHNICAL** Location: Station: **14+91.5** Offset, ft: **6.0** RT Dbfg, ft: **5.0-7.0**

WIN/Town **021794.00 - KINGSBURY PLT** Sampler: **CONTRACTOR**

TEST RESULTS

Sieve Analysis (T 27, T 11)

Wash Method

Procedure A

SIEVE SIZE U.S. [SI]	% Passing
3 in. [75.0 mm]	
1 in. [25.0 mm]	
¾ in. [19.0 mm]	
½ in. [12.5 mm]	100.0
⅜ in. [9.5 mm]	96.7
¼ in. [6.3 mm]	94.1
No. 4 [4.75 mm]	92.4
No. 10 [2.00 mm]	88.5
No. 20 [0.850 mm]	84.6
No. 40 [0.425 mm]	79.0
No. 60 [0.250 mm]	67.8
No. 100 [0.150 mm]	54.9
No. 200 [0.075 mm]	34.6

Miscellaneous Tests

Liquid Limit @ 25 blows (T 89), %	
Plastic Limit (T 90), %	
Plasticity Index (T 90), %	
Specific Gravity, Corrected to 20°C (T 100)	
Loss on Ignition, % (T 267)	
Water Content (T 265), %	8.1

Consolidation (T 216)

Trimmings, Water Content, %					
	Initial	Final		Void Ratio	% Strain
Water Content, %			Pmin		
Dry Density, lbs/ft³			Pp		
Void Ratio			Pmax		
Saturation, %			Cc/C'c		

Vane Shear Test on Shelby Tubes (Maine DOT)

Depth taken in tube, ft	3 In.		6 In.		Water Content, %	Description of Material Sampled at the Various Tube Depths
	U. Shear	Remold	U. Shear	Remold		
	tons/ft²	tons/ft²	tons/ft²	tons/ft²		

Comments:

AUTHORIZATION AND DISTRIBUTION

Reported by: **GREGORY LIDSTONE**

Date Reported: **8/3/2017**

Paper Copy: Lab File; Project File; Geotech File



GEOTECHNICAL TEST REPORT

Central Laboratory

SAMPLE INFORMATION

Reference No. **270377** Boring No./Sample No. **HB-KING-101/3D** Sample Description **GEOTECHNICAL (DISTURBED)** Sampled **7/25/2017** Received **8/2/2017**

Sample Type: **GEOTECHNICAL** Location: Station: **14+91.5** Offset, ft: **6.0** RT Dbfg, ft: **10.0-12.0**

WIN/Town **021794.00 - KINGSBURY PLT** Sampler: **CONTRACTOR**

TEST RESULTS

Sieve Analysis (T 27, T 11)

Wash Method

Procedure A

SIEVE SIZE U.S. [SI]	% Passing
3 in. [75.0 mm]	
1 in. [25.0 mm]	100.0
¾ in. [19.0 mm]	95.7
½ in. [12.5 mm]	90.4
⅜ in. [9.5 mm]	87.1
¼ in. [6.3 mm]	83.2
No. 4 [4.75 mm]	80.7
No. 10 [2.00 mm]	72.9
No. 20 [0.850 mm]	63.1
No. 40 [0.425 mm]	53.3
No. 60 [0.250 mm]	44.7
No. 100 [0.150 mm]	35.1
No. 200 [0.075 mm]	23.9

Miscellaneous Tests

Liquid Limit @ 25 blows (T 89), %	
Plastic Limit (T 90), %	
Plasticity Index (T 90), %	
Specific Gravity, Corrected to 20°C (T 100)	
Loss on Ignition, % (T 267)	
Water Content (T 265), %	16.0

Consolidation (T 216)

Trimming, Water Content, %

	Initial	Final		Void Ratio	% Strain
Water Content, %			Pmin		
Dry Density, lbs/ft³			Pp		
Void Ratio			Pmax		
Saturation, %			Cc/C'c		

Vane Shear Test on Shelby Tubes (Maine DOT)

Depth taken in tube, ft	3 In.		6 In.		Water Content, %	Description of Material Sampled at the Various Tube Depths
	U. Shear	Remold	U. Shear	Remold		
	tons/ft²	tons/ft²	tons/ft²	tons/ft²		

Comments:

AUTHORIZATION AND DISTRIBUTION

Reported by: **GREGORY LIDSTONE**

Date Reported: **8/3/2017**

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GEOTECHNICAL TEST REPORT

Central Laboratory

SAMPLE INFORMATION

Reference No. **270378** Boring No./Sample No. **HB-KING-101/4D** Sample Description **GEOTECHNICAL (DISTURBED)** Sampled **7/25/2017** Received **8/2/2017**

Sample Type: **GEOTECHNICAL** Location: Station: **14+91.5** Offset, ft: **6.0** RT Dbfg, ft: **15.0-17.0**

WIN/Town **021794.00 - KINGSBURY PLT** Sampler: **CONTRACTOR**

TEST RESULTS

Sieve Analysis (T 27, T 11)

Wash Method

Procedure A

SIEVE SIZE U.S. [SI]	% Passing
3 in. [75.0 mm]	100.0
1 in. [25.0 mm]	92.6
¾ in. [19.0 mm]	89.6
½ in. [12.5 mm]	85.6
⅜ in. [9.5 mm]	81.0
¼ in. [6.3 mm]	74.0
No. 4 [4.75 mm]	69.0
No. 10 [2.00 mm]	54.0
No. 20 [0.850 mm]	41.7
No. 40 [0.425 mm]	33.9
No. 60 [0.250 mm]	29.5
No. 100 [0.150 mm]	25.7
No. 200 [0.075 mm]	21.2

Miscellaneous Tests

Liquid Limit @ 25 blows (T 89), %	
Plastic Limit (T 90), %	
Plasticity Index (T 90), %	
Specific Gravity, Corrected to 20°C (T 100)	
Loss on Ignition, % (T 267)	
Water Content (T 265), %	10.1

Consolidation (T 216)

Trimming, Water Content, %

	Initial	Final		Void Ratio	% Strain
Water Content, %			Pmin		
Dry Density, lbs/ft³			Pp		
Void Ratio			Pmax		
Saturation, %			Cc/C'c		

Vane Shear Test on Shelby Tubes (Maine DOT)

Depth taken in tube, ft	3 In.		6 In.		Water Content, %	Description of Material Sampled at the Various Tube Depths
	U. Shear	Remold	U. Shear	Remold		
	tons/ft²	tons/ft²	tons/ft²	tons/ft²		

Comments:

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GEOTECHNICAL TEST REPORT

Central Laboratory

SAMPLE INFORMATION

Reference No. **270379** Boring No./Sample No. **HB-KING-101/5D** Sample Description **GEOTECHNICAL (DISTURBED)** Sampled **7/25/2017** Received **8/2/2017**

Sample Type: **GEOTECHNICAL** Location: Station: **14+91.5** Offset, ft: **6.0** RT Dbfg, ft: **20.0-22.0**

WIN/Town **021794.00 - KINGSBURY PLT** Sampler: **CONTRACTOR**

TEST RESULTS

Sieve Analysis (T 88)

Wash Method

SIEVE SIZE U.S. [SI]	% Passing
3 in. [75.0 mm]	
1 in. [25.0 mm]	100.0
¾ in. [19.0 mm]	96.6
½ in. [12.5 mm]	85.8
⅜ in. [9.5 mm]	81.3
¼ in. [6.3 mm]	76.4
No. 4 [4.75 mm]	74.0
No. 10 [2.00 mm]	66.5
No. 20 [0.850 mm]	
No. 40 [0.425 mm]	56.1
No. 60 [0.250 mm]	
No. 100 [0.150 mm]	
No. 200 [0.075 mm]	44.8
[0.0284 mm]	39.6
[0.0190 mm]	33.4
[0.0116 mm]	27.4
[0.0085 mm]	22.8
[0.0061 mm]	19.8
[0.0031 mm]	13.7
[0.0014 mm]	9.1

Miscellaneous Tests

Liquid Limit @ 25 blows (T 89), %	
Plastic Limit (T 90), %	
Plasticity Index (T 90), %	
Specific Gravity, Corrected to 20°C (T 100)	2.61
Loss on Ignition, % (T 267)	
Water Content (T 265), %	8.9

Consolidation (T 216)

Trimming, Water Content, %					
	Initial	Final		Void Ratio	% Strain
Water Content, %			Pmin		
Dry Density, lbs/ft³			Pp		
Void Ratio			Pmax		
Saturation, %			Cc/C'c		

Vane Shear Test on Shelby Tubes (Maine DOT)

Depth taken in tube, ft	3 In.		6 In.		Water Content, %	Description of Material Sampled at the Various Tube Depths
	U. Shear tons/ft²	Remold tons/ft²	U. Shear tons/ft²	Remold tons/ft²		

Comments:

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GEOTECHNICAL TEST REPORT

Central Laboratory

SAMPLE INFORMATION

Reference No.

Boring No./Sample No.

Sample Description

Sampled

Received

270380

HB-KING-102/2D

GEOTECHNICAL (DISTURBED)

7/25/2017

8/2/2017

Sample Type: **GEOTECHNICAL** Location:Station: **15+14.2** Offset, ft: **6.3** LT Dbfg, ft: **5.0-7.0**

WIN/Town 021794.00 - KINGSBURY PLT

Sampler: **CONTRACTOR**

TEST RESULTS

Sieve Analysis (T 27, T 11)

Wash Method

Procedure A

SIEVE SIZE U.S. [SI]	% Passing
3 in. [75.0 mm]	
1 in. [25.0 mm]	
¾ in. [19.0 mm]	
½ in. [12.5 mm]	100.0
⅜ in. [9.5 mm]	94.1
¼ in. [6.3 mm]	91.9
No. 4 [4.75 mm]	90.5
No. 10 [2.00 mm]	85.0
No. 20 [0.850 mm]	79.3
No. 40 [0.425 mm]	72.1
No. 60 [0.250 mm]	62.4
No. 100 [0.150 mm]	50.8
No. 200 [0.075 mm]	32.1

Miscellaneous Tests

Liquid Limit @ 25 blows (T 89), %	
Plastic Limit (T 90), %	
Plasticity Index (T 90), %	
Specific Gravity, Corrected to 20°C (T 100)	
Loss on Ignition, % (T 267)	
Water Content (T 265), %	6.8

Consolidation (T 216)

Trimmings, Water Content, %					
	Initial	Final		Void Ratio	% Strain
Water Content, %			Pmin		
Dry Density, lbs/ft³			Pp		
Void Ratio			Pmax		
Saturation, %			Cc/C'c		

Vane Shear Test on Shelby Tubes (Maine DOT)

[illegible]

Comments:

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GEOTECHNICAL TEST REPORT

Central Laboratory

SAMPLE INFORMATION

Reference No. **270381** Boring No./Sample No. **HB-KING-102/3D** Sample Description **GEOTECHNICAL (DISTURBED)** Sampled **7/25/2017** Received **8/2/2017**

Sample Type: **GEOTECHNICAL** Location: Station: **15+14.2** Offset, ft: **6.3** LT Dbfg, ft: **10.5-12.5**

WIN/Town **021794.00 - KINGSBURY PLT** Sampler: **CONTRACTOR**

TEST RESULTS

Sieve Analysis (T 27, T 11)

Wash Method

Procedure A

SIEVE SIZE U.S. [SI]	% Passing
3 in. [75.0 mm]	100.0
1 in. [25.0 mm]	97.1
¾ in. [19.0 mm]	97.1
½ in. [12.5 mm]	95.0
⅜ in. [9.5 mm]	93.2
¼ in. [6.3 mm]	90.7
No. 4 [4.75 mm]	88.6
No. 10 [2.00 mm]	83.2
No. 20 [0.850 mm]	77.8
No. 40 [0.425 mm]	71.7
No. 60 [0.250 mm]	63.4
No. 100 [0.150 mm]	49.8
No. 200 [0.075 mm]	31.8

Miscellaneous Tests

Liquid Limit @ 25 blows (T 89), %	
Plastic Limit (T 90), %	
Plasticity Index (T 90), %	
Specific Gravity, Corrected to 20°C (T 100)	
Loss on Ignition, % (T 267)	
Water Content (T 265), %	9.5

Consolidation (T 216)

Trimming, Water Content, %

	Initial	Final		Void Ratio	% Strain
Water Content, %			Pmin		
Dry Density, lbs/ft³			Pp		
Void Ratio			Pmax		
Saturation, %			Cc/C'c		

Vane Shear Test on Shelby Tubes (Maine DOT)

Depth taken in tube, ft	3 In.		6 In.		Water Content, %	Description of Material Sampled at the Various Tube Depths
	U. Shear	Remold	U. Shear	Remold		
	tons/ft²	tons/ft²	tons/ft²	tons/ft²		

Comments:

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Reported by: **GREGORY LIDSTONE**Date Reported: **8/3/2017**

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GEOTECHNICAL TEST REPORT

Central Laboratory

SAMPLE INFORMATION

Reference No. **270382** Boring No./Sample No. **HB-KING-102/4D** Sample Description **GEOTECHNICAL (DISTURBED)** Sampled **7/25/2017** Received **8/2/2017**

Sample Type: **GEOTECHNICAL** Location: Station: **15+14.2** Offset, ft: **6.3** LT Dbfg, ft: **15.0-17.0**

WIN/Town **021794.00 - KINGSBURY PLT** Sampler: **CONTRACTOR**

TEST RESULTS

Sieve Analysis (T 88)

Wash Method

SIEVE SIZE U.S. [SI]	% Passing
3 in. [75.0 mm]	
1 in. [25.0 mm]	100.0
¾ in. [19.0 mm]	91.2
½ in. [12.5 mm]	86.6
⅜ in. [9.5 mm]	81.6
¼ in. [6.3 mm]	78.0
No. 4 [4.75 mm]	74.2
No. 10 [2.00 mm]	64.2
No. 20 [0.850 mm]	
No. 40 [0.425 mm]	53.4
No. 60 [0.250 mm]	
No. 100 [0.150 mm]	
No. 200 [0.075 mm]	41.9
[0.0284 mm]	33.3
[0.0185 mm]	30.4
[0.0112 mm]	24.6
[0.0082 mm]	20.3
[0.0060 mm]	17.4
[0.0031 mm]	11.6
[0.0013 mm]	7.3

Miscellaneous Tests

Liquid Limit @ 25 blows (T 89), %	
Plastic Limit (T 90), %	
Plasticity Index (T 90), %	NP
Specific Gravity, Corrected to 20°C (T 100)	2.77
Loss on Ignition, % (T 267)	
Water Content (T 265), %	11.4

Consolidation (T 216)

Trimming, Water Content, %					
	Initial	Final		Void Ratio	% Strain
Water Content, %			Pmin		
Dry Density, lbs/ft³			Pp		
Void Ratio			Pmax		
Saturation, %			Cc/C'c		

Vane Shear Test on Shelby Tubes (Maine DOT)

Depth taken in tube, ft	3 In.		6 In.		Water Content, %	Description of Material Sampled at the Various Tube Depths
	U. Shear	Remold	U. Shear	Remold		
	tons/ft²	tons/ft²	tons/ft²	tons/ft²		

Comments:

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GEOTECHNICAL TEST REPORT

Central Laboratory

SAMPLE INFORMATION

Reference No. **270383** Boring No./Sample No. **HB-KING-102/5D** Sample Description **GEOTECHNICAL (DISTURBED)** Sampled **7/25/2017** Received **8/2/2017**

Sample Type: **GEOTECHNICAL** Location: Station: **15+14.2** Offset, ft: **6.3** LT Dbfg, ft: **20.0-22.0**

WIN/Town **021794.00 - KINGSBURY PLT** Sampler: **CONTRACTOR**

TEST RESULTS

Sieve Analysis (T 27, T 11)

Wash Method

Procedure A

SIEVE SIZE U.S. [SI]	% Passing
3 in. [75.0 mm]	
1 in. [25.0 mm]	100.0
¾ in. [19.0 mm]	92.4
½ in. [12.5 mm]	90.7
⅜ in. [9.5 mm]	90.1
¼ in. [6.3 mm]	85.7
No. 4 [4.75 mm]	83.7
No. 10 [2.00 mm]	77.8
No. 20 [0.850 mm]	71.8
No. 40 [0.425 mm]	67.0
No. 60 [0.250 mm]	63.6
No. 100 [0.150 mm]	59.4
No. 200 [0.075 mm]	53.2

Miscellaneous Tests

Liquid Limit @ 25 blows (T 89), %	
Plastic Limit (T 90), %	
Plasticity Index (T 90), %	
Specific Gravity, Corrected to 20°C (T 100)	
Loss on Ignition, % (T 267)	
Water Content (T 265), %	10.6

Consolidation (T 216)

Trimming, Water Content, %					
	Initial	Final		Void Ratio	% Strain
Water Content, %			Pmin		
Dry Density, lbs/ft³			Pp		
Void Ratio			Pmax		
Saturation, %			Cc/C'c		

Vane Shear Test on Shelby Tubes (Maine DOT)

Depth taken in tube, ft	3 In.		6 In.		Water Content, %	Description of Material Sampled at the Various Tube Depths
	U. Shear	Remold	U. Shear	Remold		
	tons/ft²	tons/ft²	tons/ft²	tons/ft²		

Comments:

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Appendix C

Calculations

Earth Pressure

Earth Pressure:

Backfill engineering strength parameters

Soil Type 4 Properties from MaineDOT Bridge Design Guide (BDG)

Unit weight $\gamma := 125 \cdot \text{pcf}$

Internal friction angle $\phi := 32 \cdot \text{deg}$

Cohesion $c := 0 \cdot \text{psf}$

Outlet Walls Fixed to Box

At-Rest Earth Pressure - Rankine Theory

$$K_o := 1 - \sin(\phi)$$

$$K_o = 0.47$$

Fang, Foundation
Engineering Handbook
2nd ed. Pg. 224, Eq. 6.2
Formula for normally
consolidated soils.

Outlet walls free to rotate - Active Earth Pressure - Rankine Theory

The earth pressure is applied to a plane extending vertically up from the heel of the wall base, and the weight of the soil on the inside of the vertical plane is considered as part of the wall weight. The failure sliding surface is not restricted by the top of the wall or back face of wall.

For cantilver walls with horizontal backslope:

$$K_{ar} := \tan\left(45 \cdot \text{deg} - \frac{\phi}{2}\right)^2$$

$$K_{ar} = 0.31$$

For a sloped 2H:1V backfill

β = Angle of fill slope to the horizontal $\beta := 26.56 \cdot \text{deg}$

$$K_{ar_slope} := \cos(\beta) \frac{\cos(\beta) - \sqrt{\cos(\beta)^2 - \cos(\phi)^2}}{\cos(\beta) + \sqrt{\cos(\beta)^2 - \cos(\phi)^2}} \quad K_{ar_slope} = 0.46$$

P_a is oriented at an angle of β to the vertical plane - See MaineDOT Bridge Design Guide Figure 3-3 attached.

6.1 AT-REST LATERAL PRESSURES

At-rest pressures exist in level ground, and develop under long-term conditions as the soil is deposited and acted upon by changes in the loading environment as caused by erosion, glaciers, and physicochemical processes. At-rest pressures rigorously only apply for walls that are placed into the ground with a minimum of disturbance and that remain unmoved during loading, or for unmoving, frictionless walls with a backfill placed with a minimum of compactive effort. In practice such conditions are rarely achieved. However, at-rest pressures are still useful in design as either a baseline against which other pressure states can be judged or as an assumed conservative choice for the design loading.

At-rest effective lateral pressures are often assumed to follow a linear distribution (Fig. 6.2), with the effective lateral pressure σ'_x taken as a simple multiple of the vertical effective pressure σ'_z :

$$\sigma'_x = K_0(\sigma'_z) \quad (6.1)$$

In homogeneous, dry soil with a constant K_0 and unit weight, both the vertical and lateral pressures are linearly distributed. With the presence of a water table, the at-rest pressure distribution exhibits a break in slope at the water table, reflecting the use of submerged unit weights to determine vertical effective stresses (Fig. 6.2).

Our early concepts of the parameter K_0 were formed on the basis of normally consolidated soils. Jaky (1944) proposed a relationship between K_0 and the drained friction angle ϕ' for normally consolidated soils:

$$K_0 = 1 - \sin \phi' \quad (6.2)$$

Numerous studies have confirmed the general validity of this empirical equation (Brooker and Ireland, 1965; Mayne and Kulhawy, 1982). However, results from laboratory experiments and in-situ tests have shown that the K_0 value also varies as a function of overconsolidation ratio (OCR) and stress history. For the case of a soil that has been subjected to one or more cycles of unloading, Schmidt (1966) proposed that K_0 can be determined as a function of its value in the normally consolidated state using the relationship

$$K_{0u} = K_{0nc}(\text{OCR})^\alpha \quad (6.3)$$

in which K_{0u} is the coefficient for unloading, K_{0nc} is the coefficient for the normally consolidated soil, and α is a dimensionless coefficient. Experimental data have confirmed this relationship, and Mayne and Kulhawy (1982) showed that, for most soils, α can be taken as $\sin \phi'$.

Soils that are overconsolidated and are in the process of being reloaded pose a difficulty in that Equation 6.3 does not apply. For this condition, a more complex equation is needed as well as a full knowledge of the stress history of the soil (Mayne and Kulhawy, 1982). For practical purposes, it may

TABLE 6.1 TYPICAL COEFFICIENTS OF LATERAL EARTH PRESSURE AT REST.

Soil type	Coefficient of Lateral Earth Pressure			
	OCR = 1	OCR = 2 ^a	OCR = 5 ^a	OCR = 10 ^a
Loose sand	0.45	0.65	1.10	1.50
Medium sand	0.40	0.60	1.05	1.55
Dense sand	0.35	0.55	1.00	1.50
Silt	0.50	0.70	1.10	1.60
Lean clay, CL	0.60	0.80	1.20	1.65
Highly plastic clay, CH	0.65	0.80	1.10	1.40

^a Unloading cycle.

be enough to know that the K_0 during reloading falls about halfway between that for unloading and normally consolidated conditions. Also, K_0 might be directly determined through in-situ testing methods.

Table 6.1 presents typical values for K_0 for a subset of soils. For other conditions, K_0 values can be determined directly from Equations 6.2 and 6.3, and/or using in-situ testing techniques.

Because the K_0 value in a given soil often varies with depth, and the soil types themselves may change with depth, the at-rest lateral pressure distribution is typically not linear as shown in Figure 6.2. Self-boring pressuremeter tests in clays with overconsolidated profiles induced by desiccation have demonstrated that the K_0 under such conditions decreases with depth in the soil deposit and reaches a steady state where the desiccation effects are no longer present (Clough and Denby, 1980).

6.2 ACTIVE AND PASSIVE LATERAL EARTH PRESSURES

Most walls move, either by global shifting or by local deformations. These movements cause adjustments to occur in the earth loads and the pressure distributions. Conventional means for assessing the effects of system movements are to set them into the context of extreme conditions. These are referred to as the active and passive earth pressure loadings.

6.2.1 Active Pressure

Assuming that a gravity wall with no friction on its face is translated away from a soil mass that is initially at the at-rest condition, then the soil mass adjacent to the wall will pass into a failure state as shown in Figure 6.3. At this stage, the

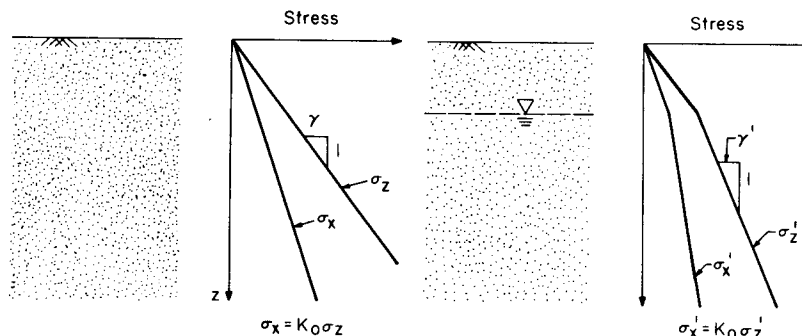


Fig. 6.2 At-rest earth pressure distribution—homogeneous soil.

Figure 3-2 Calculating β with Broken Backfill Surface

Rankine theory, as described in Section 3.6.5.2, may also be used for the design of yielding walls, for a simplified analysis (at the Structural Designer's option). The use of Rankine theory will result in a slightly more conservative design.

3.6.5.2 Rankine Theory

Rankine theory should be used for long-heeled cantilever walls. Refer to AASHTO LRFD Figure C3.11.5.3-1 (a) for the definition of a long heeled cantilever wall. For simplicity (at the Structural Designer's option), Rankine theory may also be used to compute lateral earth pressures on any yielding wall listed in 3.6.5.1 Coulomb Theory, although its use will result in a slightly more conservative design.

For these cases, interface friction between the wall backface and the backfill is not considered. Rankine earth pressure is applied to a plane extending vertically from the heel of the wall base, as shown in Figure 3-3.

For a horizontal backfill surface where $\beta = 0^\circ$, the value of the coefficient of active earth pressure (Rankine), K_a , may be taken as:

$$K_a = \tan^2 \left(45^\circ - \frac{\phi}{2} \right)$$

where:

ϕ = angle of internal soil friction (degrees), taken from Table 3-3.

β = angle of backfill to the horizontal (degrees), as shown in Figure 3-3.

For a sloped backfill surface where $\beta > 0^\circ$, the coefficient of active earth pressure (Rankine), K_a , may be taken as:

$$K_a = \cos \beta \cdot \frac{\cos \beta - \sqrt{\cos^2 \beta - \cos^2 \phi}}{\cos \beta + \sqrt{\cos^2 \beta - \cos^2 \phi}}$$

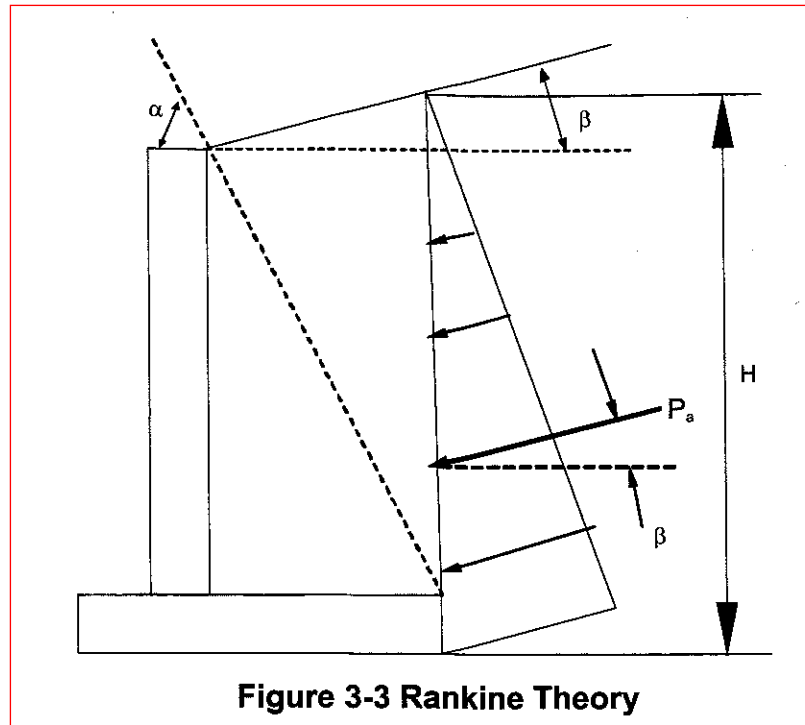


Figure 3-3 Rankine Theory

The resultant earth pressure force, P_a , is oriented at an angle, β , as shown in Figure 3-3. The resultant acts at a distance, $H/3$, from the base of the footing.

For situations with a broken backfill surface, the active earth pressure coefficient, K_a , may be determined using a β value adjusted per AASHTO LRFD Figures 3.11.5.8 -1 through 3, or substituted with β^* , as shown in Figure 3-2.

3.6.6 Coulomb Passive Lateral Earth Pressure Coefficient

Values of the coefficient of passive lateral earth pressure, K_p , may be taken from Figures 3.11.5.4-1 and 2 in AASHTO LRFD or using Coulomb theory, as shown below:

$$K_p = \frac{\sin(\alpha - \phi)^2}{\sin \alpha^2 \cdot \sin(\alpha + \delta) \cdot \left(1 - \sqrt{\frac{\sin(\phi + \delta) \cdot \sin(\phi + \beta)}{\sin(\alpha + \delta) \cdot \sin(\alpha + \beta)}} \right)^2}$$

where:

α = angle (degrees) of back of wall to the horizontal as shown in Figure 3-1.

ϕ = angle of internal soil friction (degrees), taken from Table 3-3.

Bearing Resistance

Bearing Resistance - Existing Soils:

Part 1 - Service Limit State

Nominal and factored Bearing Resistance - Box Culvert on Glacial Till

Presumptive Bearing Resistance for Service Limit State ONLY

Reference: AASHTO LRFD Bridge Design Specifications 10th Edition 2024
Table C10.6.2.5.1-1 Presumptive Bearing Resistances for Spread Footings at the
Service Limit State Modified after US Department of Navy (1982)

Type of Bearing Material: Glacial Till (very dense Sand/hard Silt), conservatively use silt values

Based on N-values, soils are hard near the bearing elevation

Density In Place: hard

Bearing Resistance: Ordinary Range (ksf) 4 to 8

Recommended Value of Use:

$$q_{nom} := 6 \cdot ksf$$

Resistance factor at the **service limit state** = 1.0 (LRFD Article 10.5.5.1)

$$\phi_{service_bc} := 1.0$$

$$q_{factored_service_bc} := q_{nom} \cdot \phi_{service_bc}$$

$$q_{factored_service_bc} = 6 \cdot ksf$$

Note: This bearing resistance is settlement limited (1 inch) and applies only at the service limit state.

Part 2 - Strength Limit State

Nominal and factored Bearing Resistance - Box Culvert on Glacial Till

Reference: AASHTO LRFD Bridge Design Specifications 10th Edition 2024 - Article 10.6.3.1

Assumptions:

1. The box will be founded at ~ Elev 926.15 feet

Bottom of Construction will be 2 feet below box invert

$$D_{footing} := 2.0 \cdot ft$$

2. Assumed parameters for glacial till:

Saturated unit weight: $\gamma_s := 135 \cdot pcf$

Internal friction angle: $\phi_{ns} := 36 \cdot deg$

Undrained shear strength: $c_{ns} := 0 \cdot psf$

3. Box Culvert parameters

Width of box culvert, B $B_{box} := 19 \cdot ft$

Length of box culvert, L $L_{box} := 92 \cdot ft$

Nominal Bearing Resistance per LRFD Equation 10.6.3.1.2a-1

$$q_n = cN_{cm} + \gamma D_f N_{qm} C_{wq} + 0.5 \gamma B N_{ym} C_{wy}$$

Bearing Capacity Factors - LRFD Table 10.6.3.1.2a-1

For $\phi=36$ deg $N_c := 50.6$ $N_q := 37.8$ $N_\gamma := 56.3$

Shape Correction Factors LRFD Table 10.6.3.1.2a-3

for $\phi=36$ degrees

$$s_c := 1 + \left(\frac{B_{\text{box}}}{L_{\text{box}}} \right) \left(\frac{N_q}{N_c} \right) \quad s_c = 1.15$$

$$s_\gamma := 1 - 0.4 \left(\frac{B_{\text{box}}}{L_{\text{box}}} \right) \quad s_\gamma = 0.9174$$

$$s_q := 1 + \left(\frac{B_{\text{box}}}{L_{\text{box}}} \cdot \tan(\phi_{\text{ns}}) \right) \quad s_q = 1.15$$

Load Inclination Factors:

Assume all are 1.0 (LRFD Article C10.6.3.1.2a)

$i_c := 1.0$ $i_q := 1.0$ $i_\gamma := 1.0$

Depth Correction

Factor

$$d_q := 1 + 2 \cdot \tan(\phi_{\text{ns}}) \cdot (1 - \sin(\phi_{\text{ns}}))^2 \cdot \tan\left(\frac{D_{\text{footing}}}{B_{\text{box}}}\right)^{-1}$$

$d_q = 3.337$

LRFD Eq.
10.6.3.1.2a-10

$$N_{\text{cm}} := N_c \cdot s_c \cdot i_c \quad N_{\text{cm}} = 58.4065 \quad \text{LRFD Eq. 10.6.3.1.2a-2}$$

$$N_{\text{qm}} := N_q \cdot s_q \cdot d_q \cdot i_q \quad N_{\text{qm}} = 145.06 \quad \text{LRFD Eq. 10.6.3.1.2a-3}$$

$$N_{\gamma\text{m}} := N_\gamma \cdot s_\gamma \cdot i_\gamma \quad N_{\gamma\text{m}} = 51.65 \quad \text{LRFD Eq. 10.6.3.1.2a-4}$$

Coefficients for Groundwater Depths LRFD Table 10.6.3.1.2a-2

Assume groundwater, or stream elevation. will be above the invert of the structure for the entire design life.

Depth the water table: $D_w := 0 \cdot \text{ft}$ $C_{wq} := 0.5$ $C_{w\gamma} := 0.5$

$$q_{\text{nominal}} := c_{\text{ns}} \cdot N_{\text{cm}} + \gamma_s \cdot D_{\text{footing}} \cdot N_{\text{qm}} \cdot C_{wq} + 0.5(\gamma_s) B_{\text{box}} \cdot N_{\gamma\text{m}} \cdot C_{w\gamma}$$

$$q_{\text{nominal}} = 52.7 \cdot \text{ksf}$$

Factored Bearing Resistance for Strength Limit State

Resistance Factor: $\phi_b := 0.45$ LRFD Table 10.5.5.2.2-1

$$q_{\text{factored}} := q_{\text{nominal}} \cdot \phi_b$$

$$q_{\text{factored}} = 23.7 \cdot \text{ksf}$$

Recommend a limiting factored bearing resistance of 23.5 ksf for the Strength Limit State.

3.4 Construction Loads

The construction live load to be used for constructibility checks is 50 psf applied over the entire deck area. Consideration should be given to slab placement sequence for calculation of maximum force effects.

3.5 Railroad Loads

Railroad bridges should be designed according to the latest American Railroad Engineering and Maintenance-of-Way Association specifications (AREMA, 2002), with the Cooper live loading as determined by the railroad company.

3.6 Earth Loads

3.6.1 General

Earth pressures considered for wall and substructure design must use the appropriate soil weight shown in Table 3-3.

Table 3-3 Material Classification

Soil Type	Soil Description	Internal Angle of Friction of Soil, ϕ	Soil Total Unit Weight (pcf)	Coeff. of Friction, $\tan \delta$, Concrete to Soil	Interface Friction, Angle, Concrete to Soil δ
1	Very loose to loose silty sand and gravel Very loose to loose sand Very loose to medium density sandy silt Stiff to very stiff clay or clayey silt	29°*	100	0.35	19°
2	Medium density silty sand and gravel Medium density to dense sand Dense to very dense sandy silt	33°	120	0.40	22°
3	Dense to very dense silty sand and gravel Very dense sand	36°	130	0.45	24°
4	Granular underwater backfill Granular borrow	32°	125	0.45	24°
5	Gravel Borrow	36°	135	0.50	27°

* The value given for the internal angle of friction (ϕ) for stiff to very stiff silty clay or clayey silt should be used with caution due to the large possible variation with different moisture contents.

Table C10.6.2.5.1-1—Presumptive Bearing Resistance for Spread Footing Foundations at the Service Limit State Modified after U.S. Department of the Navy (1982)

Type of Bearing Material	Consistency in Place	Bearing Resistance (ksf)	
		Ordinary Range	Recommended Value of Use
Massive crystalline igneous and metamorphic rock: granite, diorite, basalt, gneiss, thoroughly cemented conglomerate (sound condition allows minor cracks)	Very hard, sound rock	120–200	160
Foliated metamorphic rock: slate, schist (sound condition allows minor cracks)	Hard sound rock	60–80	70
Sedimentary rock: hard cemented shales, siltstone, sandstone, limestone without cavities	Hard sound rock	30–50	40
Weathered or broken bedrock of any kind, except highly argillaceous rock (shale)	Medium hard rock	16–24	20
Compaction shale or other highly argillaceous rock in sound condition	Medium hard rock	16–24	20
Well-graded mixture of fine- and coarse-grained soil: glacial till, hardpan, boulder clay (GW-GC, GC, SC)	Very dense	16–24	20
Gravel, gravel-sand mixture, boulder-gravel mixtures (GW, GP, SW, SP)	Very dense	12–20	14
	Medium dense to dense	8–14	10
	Loose	4–12	6
Coarse to medium sand, and with little gravel (SW, SP)	Very dense	8–12	8
	Medium dense to dense	4–8	6
	Loose	2–6	3
Fine to medium sand, silty or clayey medium to coarse sand (SW, SM, SC)	Very dense	6–10	6
	Medium dense to dense	4–8	5
	Loose	2–4	3
Fine sand, silty or clayey medium to fine sand (SP, SM, SC)	Very dense	6–10	6
	Medium dense to dense	4–8	5
	Loose	2–4	3
Homogeneous inorganic clay, sandy or silty clay (CL, CH)	Very dense	6–12	8
	Medium dense to dense	2–6	4
	Loose	1–2	1
Inorganic silt, sandy or clayey silt, varved silt-clay-fine sand (ML, MH)	Very stiff to hard	4–8	6
	Medium stiff to stiff	2–6	3
	Soft	1–2	1

10.6.2.5.2—Semiempirical Procedures for Bearing Resistance

Bearing resistance on rock shall be determined using empirical correlation to the RMR. Local experience should be considered in the use of these semi-empirical procedures.

If the recommended value of presumptive bearing resistance exceeds either the unconfined compressive strength of the rock or the nominal resistance of the concrete, the presumptive bearing resistance shall be taken as the lesser of the unconfined compressive strength of the rock or the nominal resistance of the concrete. The nominal resistance of concrete shall be taken as $0.3f'_c$.

Table 10.5.5.2.2-1—Resistance Factors for Geotechnical Resistance of Shallow Foundations at the Strength Limit State

Method/Soil/Condition			Resistance Factor
Bearing Resistance	ϕ_b	Theoretical method (Munfakh et al., 2001), in clay	0.50
		Theoretical method (Munfakh et al., 2001), in sand, using CPT	0.50
		Theoretical method (Munfakh et al., 2001), in sand, using SPT	0.45
		Semi-empirical methods (Meyerhof, 1957), all soils	0.45
		Footings on rock	0.45
		Plate Load Test	0.55
Sliding	ϕ_τ	Precast concrete placed on sand	0.90
		Cast-in-place concrete on sand	0.80
		Cast-in-place or precast concrete on clay	0.85
		Soil on soil	0.90
	ϕ_{ep}	Passive earth pressure component of sliding resistance	0.50

The resistance factors in Table 10.5.5.2.2-1 were developed using both reliability theory and calibration by fitting to Allowable Stress Design (ASD). In general, ASD safety factors for footing bearing capacity range from 2.5 to 3.0, corresponding to a resistance factor of approximately 0.55 to 0.45, respectively, and for sliding, an ASD safety factor of 1.5, corresponding to a resistance factor of approximately 0.9. Calibration by fitting to ASD controlled the selection of the resistance factor in cases where statistical data were limited in quality or quantity.

The resistance factor for sliding of cast-in-place concrete on sand is slightly lower than the other sliding resistance factors based on reliability theory analysis (Barker et al., 1991). The higher interface friction coefficient used for sliding of cast-in-place concrete on sand relative to that used for precast concrete on sand causes the cast-in-place concrete sliding analysis to be less conservative, resulting in the need for the lower resistance factor. A more detailed explanation of the development of the resistance factors provided in Table 10.5.5.2.2-1 is provided in Allen (2005).

The resistance factors for plate load tests and passive resistance were based on engineering judgment and past ASD practice.

10.5.5.2.3—Driven Piles

Resistance factors shall be selected from Table 10.5.5.2.3-1 based on the method used for determining the driving criterion necessary to achieve the required nominal pile bearing resistance.

Regarding load tests, and dynamic tests with signal matching, the number of tests to be conducted to justify the design resistance factors selected should be based on the variability in the properties and geologic stratification of the site to which the test results are to be applied. A site shall be defined as a project site, or a portion of it, where the subsurface conditions can be characterized as geologically similar in terms of subsurface stratification, i.e., sequence, thickness, and geologic history of strata, the engineering properties of the strata, and groundwater conditions.

C10.5.5.2.3

Where nominal pile bearing resistance is determined by static load test, dynamic testing, wave equation, or dynamic formulas, the uncertainty in the nominal resistance is strictly due to the reliability of the resistance determination method used in the field during pile installation.

In most cases, the nominal bearing resistance of each production pile is field-verified based on compliance with a driving criterion developed using a dynamic method (see Articles 10.7.3.8.2, 10.7.3.8.3, 10.7.3.8.4, or 10.7.3.8.5). The actual penetration depth where the pile is stopped using the driving criterion (e.g., a blow count measured during pile driving) will likely not be the same as the estimated depth from the static analysis. Hence, the reliability of the nominal pile bearing resistance is dependent on the reliability of the method used to verify the nominal resistance during pile installation (see Allen,

Consideration should be given to the relative change in the computed nominal resistance based on effective versus gross footing dimensions for the size of footings typically used for bridges. Judgment should be used in deciding whether the use of gross footing dimensions for computing nominal bearing resistance at the strength limit state would result in a conservative design.

10.6.3.1.2—Theoretical Estimation

10.6.3.1.2a—Basic Formulation

C10.6.3.1.2a

The nominal bearing resistance shall be estimated using accepted soil mechanics theories and should be based on measured soil parameters. The soil parameters used in the analyses shall be representative of the soil shear strength under the considered loading and subsurface conditions.

The nominal bearing resistance of spread footings on cohesionless soils shall be evaluated using effective stress analyses and drained soil strength parameters.

The nominal bearing resistance of spread footings on cohesive soils shall be evaluated for total stress analyses and undrained soil strength parameters. In cases where the cohesive soils may soften and lose strength with time, the bearing resistance of these soils shall also be evaluated for permanent loading conditions using effective stress analyses and drained soil strength parameters.

For spread footings bearing on compacted soils, the nominal bearing resistance shall be evaluated using the more critical of either total or effective stress analyses.

Except as noted below, the nominal bearing resistance of a soil layer, in ksf, should be taken as:

$$q_n = cN_{cm} + \gamma_q D_f N_{qm} C_{wq} + 0.5\gamma_f B N_{\gamma m} C_{w\gamma} \quad (10.6.3.1.2a-1)$$

in which:

$$N_{cm} = N_c s_c i_c \quad (10.6.3.1.2a-2)$$

$$N_{qm} = N_q s_q d_q i_q \quad (10.6.3.1.2a-3)$$

$$N_{\gamma m} = N_{\gamma} s_{\gamma} i_{\gamma} \quad (10.6.3.1.2a-4)$$

where:

- c = cohesion, taken as undrained shear strength (ksf)
- N_c = cohesion term (undrained loading) bearing capacity factor, as specified in Table 10.6.3.1.2a-1 (dim)
- N_q = surcharge (embedment) term (drained or undrained loading) bearing capacity factor, as specified in Table 10.6.3.1.2a-1 (dim)

The bearing resistance formulation provided in Eqs. 10.6.3.1.2a-1 through 10.6.3.1.2a-4 is the complete formulation as described in the Munfakh et al. (2001). However, in practice, not all of the factors included in these equations have been routinely used.

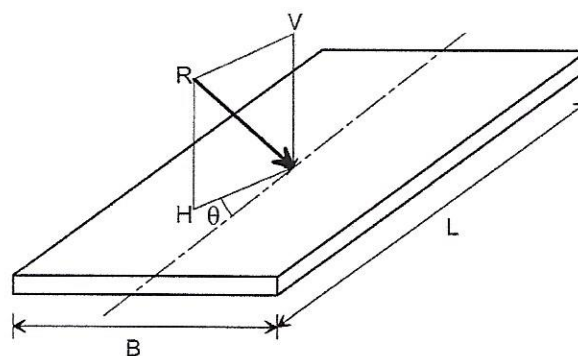


Figure C10.6.3.1.2a-1—Inclined Loading Conventions

Table 10.6.3.1.2a-1—Bearing Capacity Factors N_c (Prandtl, 1921), N_q (Reissner, 1924), and N_γ (Vesic', 1975)

ϕ_f	N_c	N_q	N_γ	ϕ_f	N_c	N_q	N_γ
0	5.14	1.0	0.0	23	18.1	8.7	8.2
1	5.4	1.1	0.1	24	19.3	9.6	9.4
2	5.6	1.2	0.2	25	20.7	10.7	10.9
3	5.9	1.3	0.2	26	22.3	11.9	12.5
4	6.2	1.4	0.3	27	23.9	13.2	14.5
5	6.5	1.6	0.5	28	25.8	14.7	16.7
6	6.8	1.7	0.6	29	27.9	16.4	19.3
7	7.2	1.9	0.7	30	30.1	18.4	22.4
8	7.5	2.1	0.9	31	32.7	20.6	26.0
9	7.9	2.3	1.0	32	35.5	23.2	30.2
10	8.4	2.5	1.2	33	38.6	26.1	35.2
11	8.8	2.7	1.4	34	42.2	29.4	41.1
12	9.3	3.0	1.7	35	46.1	33.3	48.0
13	9.8	3.3	2.0	36	50.6	37.8	56.3
14	10.4	3.6	2.3	37	55.6	42.9	66.2
15	11.0	3.9	2.7	38	61.4	48.9	78.0
16	11.6	4.3	3.1	39	67.9	56.0	92.3
17	12.3	4.8	3.5	40	75.3	64.2	109.4
18	13.1	5.3	4.1	41	83.9	73.9	130.2
19	13.9	5.8	4.7	42	93.7	85.4	155.6
20	14.8	6.4	5.4	43	105.1	99.0	186.5
21	15.8	7.1	6.2	44	118.4	115.3	224.6
22	16.9	7.8	7.1	45	133.9	134.9	271.8

Table 10.6.3.1.2a-2—Coefficients C_{wq} and C_{wy} for Various Groundwater Depths

D_w	C_{wq}	C_{wy}
0.0	0.5	0.5
D_f	1.0	0.5
$>1.5B + D_f$	1.0	1.0

Where the position of groundwater is at a depth less than 1.5 times the footing width below the footing base, the bearing resistance is affected. The highest anticipated groundwater level should be used in design.

Table 10.6.3.1.2a-3—Shape Correction Factors s_c , s_γ , s_q

Factor	Friction Angle	Cohesion Term (s_c)	Unit Weight Term (s_γ)	Surcharge Term (s_q)
Shape Factors s_c, s_γ, s_q	$\phi_f = 0$	$1 + \left(\frac{B}{5L} \right)$	1.0	1.0
	$\phi_f > 0$	$1 + \left(\frac{B}{L} \right) \left(\frac{N_c}{N_c} \right)$	$1 - 0.4 \left(\frac{B}{L} \right)$	$1 + \left(\frac{B}{L} \tan \phi_f \right)$

$$d_q = 1 + 2 \tan \phi_f (1 - \sin \phi_f)^2 \arctan \left(\frac{D_f}{B} \right) \quad (10.6.3.1.2a-10)$$

Eq. 10.6.3.1.2a-10 has been verified to cover a range of friction angle, ϕ_f , of 32 degrees to 42 degrees, and a range of D_f/B of 1 to 8. Depth correction factor values beyond this range have not been verified at this time.

where:

- d_q = depth correction factor to account for the shearing resistance along the failure surface passing through cohesionless material above the bearing elevation(dim)
- ϕ_f = angle of internal friction of soil (degrees)
- D_f = footing embedment depth (ft)
- B = footing width (ft)

Arctan (D_f/B) is in radians.

The depth correction factor should be used only when the soils above the footing bearing elevation are as competent as the soils beneath the footing level; otherwise, the depth correction factor should be taken as 1.0. The depth correction factor, d_q , shall not exceed 1.4.

10.6.3.1.2b—Considerations for Punching Shear

C10.6.3.1.2b

If local or punching shear failure is possible, the nominal bearing resistance shall be estimated using reduced shear strength parameters c^* and ϕ^* in Eqs. 10.6.3.1.2b-1 and 10.6.3.1.2b-2. The reduced shear parameters may be taken as:

$$c^* = 0.67c \quad (10.6.3.1.2b-1)$$

$$\phi^* = \tan^{-1}(0.67 \tan \phi_f) \quad (10.6.3.1.2b-2)$$

where:

- c^* = reduced effective stress soil cohesion for punching shear (ksf)
- ϕ^* = reduced effective stress soil friction angle for punching shear (degrees)

Local shear failure is characterized by a failure surface that is similar to that of a general shear failure but that does not extend to the ground surface, ending somewhere in the soil below the footing. Local shear failure is accompanied by vertical compression of soil below the footing and visible bulging of soil adjacent to the footing but not by sudden rotation or tilting of the footing. Local shear failure is a transitional condition between general and punching shear failure. Punching shear failure is characterized by vertical shear around the perimeter of the footing and is accompanied by a vertical movement of the footing and compression of the soil immediately below the footing but does not affect the soil outside the loaded area. Punching shear failure occurs in loose or compressible soils, in weak soils under slow (drained) loading, and in dense sands for deep footings subjected to high loads.

Modulus of Subgrade Reaction

Modulus of Subgrade Reaction:

Reference: Foundation Analysis and Design 5th Edition JE Bowles Section 9-6

Width of box culvert, B $B_{\text{box}} = 19 \text{ ft}$

Length of box culvert, L $L_{\text{box}} = 92 \text{ ft}$

Thickness of box culvert, t $t_{\text{box}} := 12 \cdot \text{in}$ assumed

Depth of box, D $D_{\text{box}} := 16.7 \cdot \text{ft}$

Bearing Resistance: $q_{\text{factored_service_bc}} = 6 \cdot \text{ksf}$ Calculated above

Modulus of Elasticity: Site soils at bearing elevation are Glacial Till (very dense Sand/hard Silt)
From Bowles Table 2-8 Modulus E_s for dense Glacial Till, ranges from 3133 - 15038 ksf

Use Modulus of Elasticity, E_s $E_s := 3500 \cdot \text{ksf}$

Poisson's Ratio: Site conditions at bearing elevation are Glacial Till (very dense Sand/hard Silt). Conservatively use Silt values
From Bowles Table 2-7 Poisson's Ratio μ for Silt ranges from 0.3 - 0.35

Use Poisson's Ratio, μ $\mu := 0.3$

$$E_{\text{prime_s}} := \frac{1 - \mu^2}{E_s} \quad E_{\text{prime_s}} = 0.00026 \cdot \frac{\text{ft}^2}{\text{kip}}$$

Analyze corner:

Take H as 5*B as recommended in Bowles Chapter 5

$$H_{\text{inf}} := \frac{5 \cdot B_{\text{box}}}{B_{\text{box}}} \quad H_{\text{inf}} = 5 \quad \text{N in Table 5-2}$$

$$\frac{L_{\text{box}}}{B_{\text{box}}} = 4.8421 \quad \text{M in Table 5-2}$$

From Table 5-2 for N=5 and M=4.8

$$I_1 := 0.552$$

$$I_2 := 0.108 \quad \text{by interpolation}$$

Determine Steinbrenner influence factor - Bowles Section 5-6:

$$I_s := I_1 + \left[\frac{1 - (2 \cdot \mu)}{1 - \mu} \right] \cdot I_2 \quad I_s = 0.6137$$

Determine Influence factor for footing depth - Bowles Figure 5-7

$$\text{Depth ratio: } \frac{D_{\text{box}}}{B_{\text{box}}} = 0.8789 \quad \frac{L_{\text{box}}}{B_{\text{box}}} = 4.8421 \quad \mu = 0.3 \quad I_F := 0.8$$

Calculate modulus of subgrade reaction - Bowles Eq. 9-7

$$k_s := \frac{1}{B_{\text{box}} \cdot E_{\text{prime_s}} \cdot I_s \cdot I_F} \quad \text{Bowles Eq. 9-7}$$

$$k_s = 239 \cdot \text{pci}$$

Recommend Modulus of Subgrade Reaction of 235 pci

Bowles, Foundation Design and Analysis, 5th Ed.

TABLE 2-7
Values or value ranges for Poisson's ratio μ

Type of soil	μ
Clay, saturated	0.4–0.5
Clay, unsaturated	0.1–0.3
Sandy clay	0.2–0.3
Silt	0.3–0.35
Sand, gravelly sand	–0.1–1.00
commonly used	0.3–0.4
Rock	0.1–0.4 (depends somewhat on type of rock)
Loess	0.1–0.3
Ice	0.36
Concrete	0.15
Steel	0.33

Another material property concept is the *bulk modulus* E_b , which is defined as the ratio of hydrostatic stress to the volumetric strain ϵ_v and is given as

$$E_b = \frac{2}{3} G' \frac{1 + \mu}{1 - 2\mu} = \frac{E_s}{3(1 - 2\mu)} \quad (f)$$

For an *elastic* material the shear modulus G' cannot be (–), so Eq. (a) sets the lower limit of $\mu > -1$. Equation (f) sets the upper limit at $\mu < 0.5$. It appears that the range of μ for soils (that are not “elastic”) is from about –0.1 to 1.00. Table 2-7 gives a range of values for select materials. It is very common to use the following values for soils:

μ	Soil type
0.4–0.5	Most clay soils
0.45–0.50	Saturated clay soils
0.3–0.4	Cohesionless—medium and dense
0.2–0.35	Cohesionless—loose to medium

Although it is common to use $\mu = 0.5$ for saturated clay soils, the reader should be aware that this represents a condition of no volume change under the applied stress σ_z . Over time, however, volume change does occur as the pore fluid drains. Equation (e) defines the Poisson's ratio that develops initially ($\epsilon_v = 0$) and also later when $\epsilon_v > 0$. Since the strain is produced from stress and Fig. 1-1 indicates a vertical variation, it necessarily follows that μ is stress-dependent from Eq. (e).

A special case in geotechnical work is that of *plane strain*. This arises where strains occur parallel to two of the coordinate axes (say the x and z) but the strain is zero perpendicular to the x - z plane (along the y axis). If we set $\epsilon_y = 0$ in the set of equations for Hooke's law [(Eqs. (2-64))] and solve for the resulting values of E_s and μ , we obtain the following:

$$E'_s = \frac{E_s}{1 - \mu^2} \quad \mu' = \frac{\mu}{1 - \mu} \quad (2-65)$$

TABLE 2-8
Value range* for the static stress-strain
modulus E_s for selected soils (see also
Table 5-6)

Field values depend on stress history, water content, density, and age of deposit

Soil	E_s , MPa
Clay	
Very soft	2–15
Soft	5–25
Medium	15–50
Hard	50–100
Sandy	25–250
Glacial till	
Loose	10–150
Dense	150–720
Very dense	500–1440
Loess	15–60
Sand	
Silty	5–20
Loose	10–25
Dense	50–81
Sand and gravel	
Loose	50–150
Dense	100–200
Shale	150–5000
Silt	2–20

*Value range is too large to use an “average” value for design.

in situ, it is reasonable for confined compression tests to produce better “elastic” parameters. Although it is difficult to compare laboratory and field E_s values, there is some evidence that field values are often four to five times larger than laboratory values from the unconfined compression test. For this reason, current practice tends to try to obtain “field” values from in situ testing whenever possible. This topic will be taken up in more detail in the next chapter.

Table 2-8 gives a range of E_s values that might be obtained. Note that the range is very large, owing to the foregoing factors as well as those factors given on the table. With this wide range of values the reader should not try to use “averaged” values from this table for design.

If laboratory test plots similar to Fig. 2-43a are used, it is most common to use the initial tangent modulus to compute the stress-strain modulus E_s for the following reasons:

1. Soil is elastic only near the origin.
2. There is less divergence between all plots in this region.
3. The largest values are obtained—often three to five times larger than a tangent or secant modulus from another point along the curve.

5-6 IMMEDIATE SETTLEMENT COMPUTATIONS

The settlement of the corner of a rectangular base of dimensions $B' \times L'$ on the surface of an elastic half-space can be computed from an equation from the Theory of Elasticity [e.g., Timoshenko and Goodier (1951)] as follows:

$$\Delta H = q_o B' \frac{1 - \mu^2}{E_s} \left(I_1 + \frac{1 - 2\mu}{1 - \mu} I_2 \right) I_F \quad (5-16)$$

where q_o = intensity of contact pressure in units of E_s

B' = least lateral dimension of contributing base area in units of ΔH

I_i = influence factors, which depend on L'/B' , thickness of stratum H , Poisson's ratio μ , and base embedment depth D

E_s, μ = elastic soil parameters—see Tables 2-7, 2-8, and 5-6

The influence factors (see Fig. 5-7 for identification of terms) I_1 and I_2 can be computed using equations given by Steinbrenner (1934) as follows:

$$I_1 = \frac{1}{\pi} \left[M \ln \frac{(1 + \sqrt{M^2 + 1}) \sqrt{M^2 + N^2}}{M(1 + \sqrt{M^2 + N^2 + 1})} + \ln \frac{(M + \sqrt{M^2 + 1}) \sqrt{1 + N^2}}{M + \sqrt{M^2 + N^2 + 1}} \right] \quad (a)$$

$$I_2 = \frac{N}{2\pi} \tan^{-1} \left(\frac{M}{N \sqrt{M^2 + N^2 + 1}} \right) \quad (\tan^{-1} \text{ in radians}) \quad (b)$$

where $M = \frac{L'}{B'}$

Figure 5-7 Influence factor I_F for footing at a depth D . Use actual footing width and depth dimension for this D/B ratio. Use program FFACTOR for values to avoid interpolation.

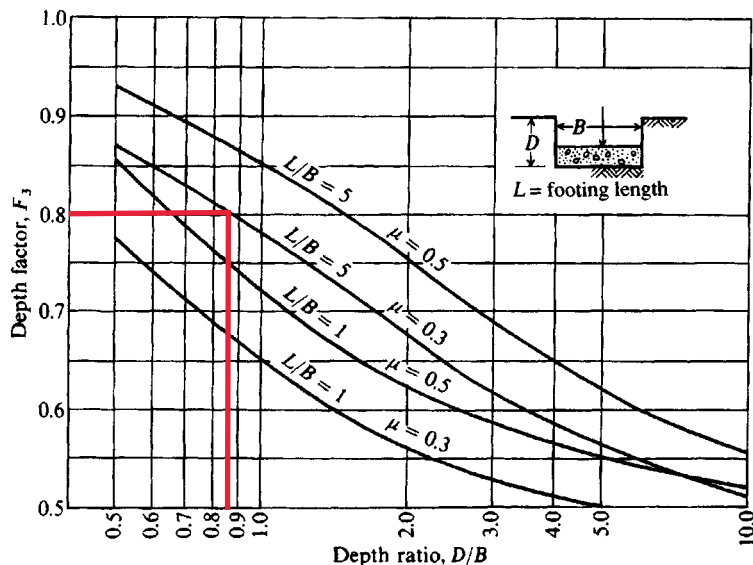


TABLE 5-2

Values of I_1 and I_2 to compute the Steinbrenner influence factor I_s for use in Eq. (5-16a) for several $N = H/B'$ and $M = L/B$ ratios (continued)

N	$M = 2.5$	4.0	5.0	6.0	7.0	8.0	9.0	10.0	25.0	50.0	100.0
0.2	$I_1 = 0.007$ $I_2 = 0.043$	0.006 0.044	0.006 0.044	0.006 0.044	0.006 0.044	0.006 0.044	0.006 0.044	0.006 0.044	0.006 0.044	0.006 0.044	0.006 0.044
0.4	0.026 0.074	0.024 0.075	0.024 0.075	0.024 0.075	0.024 0.076	0.024 0.076	0.024 0.076	0.024 0.076	0.024 0.076	0.024 0.076	0.024 0.076
0.6	0.053 0.094	0.051 0.097	0.050 0.097	0.050 0.098	0.050 0.098	0.049 0.098	0.049 0.098	0.049 0.098	0.049 0.098	0.049 0.098	0.049 0.098
0.8	0.086 0.107	0.082 0.111	0.081 0.112	0.080 0.113	0.080 0.113	0.080 0.113	0.079 0.113	0.079 0.114	0.079 0.114	0.079 0.114	0.079 0.114
1.0	0.121 0.114	0.115 0.120	0.113 0.122	0.112 0.123	0.112 0.123	0.112 0.124	0.111 0.124	0.111 0.124	0.110 0.125	0.110 0.125	0.110 0.125
1.5	0.207 0.118	0.197 0.130	0.194 0.134	0.192 0.136	0.191 0.137	0.190 0.138	0.190 0.138	0.189 0.139	0.188 0.140	0.188 0.140	0.188 0.140
2.0	0.284 0.114	0.271 0.131	0.267 0.136	0.264 0.139	0.262 0.141	0.261 0.143	0.260 0.144	0.259 0.145	0.257 0.147	0.256 0.147	0.256 0.148
3.0	0.402 0.097	0.392 0.122	0.386 0.131	0.382 0.137	0.378 0.141	0.376 0.144	0.374 0.145	0.373 0.147	0.368 0.152	0.367 0.153	0.367 0.154
4.0	0.484 0.082	0.484 0.110	0.479 0.121	0.474 0.129	0.470 0.135	0.466 0.139	0.464 0.142	0.462 0.145	0.453 0.154	0.451 0.155	0.451 0.156
5.0	0.553 0.070	0.554 0.098	0.552 0.111	0.548 0.120	0.543 0.128	0.540 0.133	0.536 0.137	0.534 0.140	0.522 0.154	0.519 0.156	0.519 0.157
6.0	0.585 0.060	0.609 0.087	0.610 0.101	0.608 0.111	0.604 0.120	0.601 0.126	0.598 0.131	0.595 0.135	0.579 0.153	0.576 0.157	0.575 0.157
7.0	0.618 0.053	0.653 0.078	0.658 0.092	0.658 0.103	0.656 0.112	0.653 0.119	0.650 0.125	0.647 0.129	0.628 0.152	0.624 0.157	0.623 0.158
8.0	0.643 0.047	0.688 0.071	0.697 0.084	0.700 0.095	0.700 0.104	0.698 0.112	0.695 0.118	0.692 0.124	0.672 0.151	0.666 0.156	0.665 0.158
9.0	0.663 0.042	0.716 0.064	0.730 0.077	0.736 0.088	0.737 0.097	0.736 0.105	0.735 0.112	0.732 0.118	0.710 0.149	0.704 0.156	0.702 0.158
10.0	0.679 0.038	0.740 0.059	0.758 0.071	0.766 0.082	0.770 0.091	0.770 0.099	0.770 0.106	0.768 0.112	0.745 0.147	0.738 0.156	0.735 0.158
20.0	0.756 0.020	0.856 0.031	0.896 0.039	0.925 0.046	0.945 0.053	0.959 0.059	0.969 0.065	0.977 0.071	0.982 0.124	0.965 0.148	0.957 0.156
500.0	0.832 0.001	0.977 0.001	1.046 0.002	1.102 0.002	1.150 0.002	1.191 0.003	1.227 0.003	1.259 0.003	1.532 0.008	1.721 0.016	1.879 0.031

Frost

**Method 1 - MaineDOT Design Freezing Index (DFI)
Map and Depth of Frost Penetration Table, BDG Section 5.2.1.**

From Design Freezing Index Map: **Kingsbury, Maine**

DFI = 2150 degree-days.

Case 1 - fine grained soils W=6.8% (HB-KING-102 2D).

For DFI = 2100
at w=10%

$$d_1 := 69.3\text{in}$$

For DFI = 2200
at w=10%

$$d_2 := 71.0\text{in}$$

Depth of Frost Penetration

$$d := \frac{d_1 + d_2}{2} = 5.8\text{ft}$$

5.2 General

MaineDOT Bridge Design Guide

5.2.1 Frost

Any foundation placed on seasonally frozen soils must be embedded below the depth of frost penetration to provide adequate frost protection and to minimize the potential for freeze/thaw movements. Fine-grained soils with low cohesion tend to be most frost susceptible. Soils containing a high percentage of particles smaller than the No. 200 sieve also tend to promote frost penetration.

In order to estimate the depth of frost penetration at a site, Table 5-1 has been developed using the Modified Berggren equation and Figure 5-1 Maine Design Freezing Index Map. The use of Table 5-1 assumes site specific, uniform soil conditions where the Geotechnical Designer has evaluated subsurface conditions. Coarse-grained soils are defined as soils with sand as the major constituent. Fine-grained soils are those having silt and/or clay as the major constituent. If the make-up of the soil is not easily discerned, consult the Geotechnical Designer for assistance. In the event that specific site soil conditions vary, the depth of frost penetration should be calculated by the Geotechnical Designer.

Table 5-1 Depth of Frost Penetration

Design Freezing Index	Frost Penetration (in)					
	Coarse Grained			Fine Grained		
	w=10%	w=20%	w=30%	w=10%	w=20%	w=30%
1000	66.3	55.0	47.5	47.1	40.7	36.9
1100	69.8	57.8	49.8	49.6	42.7	38.7
1200	73.1	60.4	52.0	51.9	44.7	40.5
1300	76.3	63.0	54.3	54.2	46.6	42.2
1400	79.2	65.5	56.4	56.3	48.5	43.9
1500	82.1	67.9	58.4	58.3	50.2	45.4
1600	84.8	70.2	60.3	60.2	51.9	46.9
1700	87.5	72.4	62.2	62.2	53.5	48.4
1800	90.1	74.5	64.0	64.0	55.1	49.8
1900	92.6	76.6	65.7	65.8	56.7	51.1
2000	95.1	78.7	67.5	67.6	58.2	52.5
2100	97.6	80.7	69.2	69.3	59.7	53.8
2200	100.0	82.6	70.8	71.0	61.1	55.1
2300	102.3	84.5	72.4	72.7	62.5	56.4
2400	104.6	86.4	74.0	74.3	63.9	57.6
2500	106.9	88.2	75.6	75.9	65.2	58.8
2600	109.1	89.9	77.1	77.5	66.5	60.0

Figure 5-1 Maine Design Freezing Index Map

