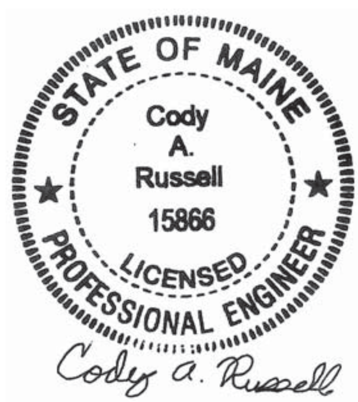
MAINE DEPARTMENT OF TRANSPORTATION
HIGHWAY PROGRAM
GEOTECHNICAL SECTION
AUGUSTA, MAINE

GEOTECHNICAL DESIGN REPORT

For the Replacement of:

LARGE CULVERT #46842
MT. EPHRAIM ROAD
SEARSPORT, MAINE

Prepared by:
Cody Russell, P.E.
Geotechnical Engineer



Reviewed by:
Kathleen Maguire, P.E.
Senior Geotechnical Engineer

Waldo County
WIN 23751.00

Soils Report 2020-03
January 29, 2020

PROJECT DETAILS

The purpose of this Geotechnical Design Report is to present subsurface information and make geotechnical design and construction recommendations for the replacement of an existing approximately 49-foot long, 60-inch diameter corrugated metal pipe (CMP) large culvert (#46842) on Mt. Ephraim Road in Searsport. The existing culvert barrel is in critical condition and is unzipped through its entire length. The culvert is located approximately 0.14 of a mile northerly of Route 1 as shown in the attached Location Map. Mt. Ephraim Road is a Highway Corridor Priority 4 road.

The proposed replacement structure will be an 8-foot span by 5-foot rise by 72-foot long precast concrete box culvert on a skew of approximately 19 degrees to the roadway centerline. The invert of the proposed culvert is approximately 7.7 feet below the existing road grade at the roadway centerline. The roadway embankment slopes at the proposed culvert inlet and outlet shall be no steeper than 2H:1V on the inlet outlet to protect against erosion.

SUBSURFACE INVESTIGATION

One (1) boring (HB-SPT-101) and one (1) probe (HB-SPT-102) were drilled for this project on July 17, 2018 by the MaineDOT drill crew using a trailer-mounted drill rig. Exploration locations are shown on the attached Boring Location Plan & Interpretive Subsurface Profile with Boring Logs sheet. Details and sampling methods used, field data obtained, and soil and groundwater conditions encountered are shown on the attached boring logs.

Boring HB-SPT-101 was drilled using solid stem auger, cased washed boring, and rock core drilling techniques. Soil samples were obtained in boring HB-SPT-101 at 5-foot intervals using Standard Penetration Test (SPT) methods. The MaineDOT drill rig is equipped with an automatic hammer to drive the split spoon. The MaineDOT calibrated automatic hammer delivers approximately 55 percent more energy during driving than the standard rope and cathead system. All N-values discussed in this report are corrected values (N_{60}) computed by applying an average energy transfer factor of 0.928 to the raw field N-values. The bedrock was cored in boring HB-SPT-101 and the Rock Quality Designation (RQD) was calculated. Probe HB-SPT-102 was drilling using solid stem auger techniques. No soil samples were obtained in the probe.

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.

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 one (1) standard grain size analysis with natural water content and two (2) grain size analyses with hydrometer and natural water content. The results of the laboratory testing program are discussed in the following section and are shown on the attached boring logs, Laboratory Testing Summary Sheet, and Grain Size Distribution Curve sheet.

SUBSURFACE CONDITIONS

Subsurface conditions encountered in the test boring generally consisted of fill sand underlain by fill silt underlain by native silt underlain by bedrock. An interpretive subsurface profile depicting the generalized soil stratigraphy at the boring location is shown on the attached Boring Location Plan & Interpretive Subsurface Profile with Boring Logs sheet.

Boring HB-SPT-101 was drilled to refusal at a depth of approximately 13.0 feet below ground surface (bgs). Bedrock was cored in the boring for a total depth of approximately 18.5 feet bgs. Probe HB-SPT-102 was drilled to a depth of approximately 15.5 feet bgs and did not encounter a refusal surface.

The table below summarizes the field and laboratory information obtained in boring HB-SPT-101:

Approx. Depth BGS[1] (feet)	Soil Description	AASHTO[2] Classification	USCS[3]	WC%[4]
0 – 0.4	Pavement	--	--	--
0.4 – 9.0	Fill – Brown, damp, fine to coarse sand, some gravel, some silt. Olive-brown, wet, silt, some fine to coarse sand, little clay, trace gravel.	A-1-b A-4	SM SC-SM	3.7 29.0
9.0 – 13.0	Grey-brown, wet, silt, some gravel, some fine to coarse sand, trace clay.	A-4	CL	21.9
13.0 – 18.5	Bedrock – Sulfuric/carbonaceous pelite of the Penobscot Formation.	--	--	--

[1]BGS = below ground surface
[2]AASHTO = American Association of State Highway and Transportation Officials
[3]USCS = Unified Soil Classification System
[4]WC% = Water content in percent

One (1) corrected N-value obtained in the fill sand was 48 blows per foot (bpf) indicating that the fill sand is dense in consistency. One (1) corrected N-value obtained in the fill silt was 8 bpf indicating that the silt fill is medium stiff in consistency. One (1) corrected N-value obtained in the native silt was 15 bpf indicating that the native silt is stiff in consistency. The Rock Quality Designation (RQD) of the bedrock was determined to be 82 percent in boring HB-SPT-101, correlating to a Rock Quality of Good.

Groundwater was observed in boring HB-SPT-101 at a depth of approximately 5.3 feet bgs. Groundwater was not observed in the probe. Groundwater levels can be expected to fluctuate subject to seasonal variations, local soil conditions, topography, precipitation, and construction activity.

GEOTECHNICAL DESIGN AND CONSTRUCTION RECOMMENDATIONS

Precast Concrete Box Culvert Construction – The proposed replacement structure consists of an 8-foot span by 5-foot rise by 72-foot long precast concrete box culvert on a skew of approximately 19 degrees to the roadway centerline. The proposed precast concrete box culvert shall be furnished and installed in accordance with MaineDOT Standard Specification 534.

The inverts of the proposed box culvert range from approximately 33.1 feet at the inlet end to approximately 32.3 feet at the outlet end with a 1.04 percent slope.

The full nature of the proposed culvert bearing surface will not become evident until the culvert excavation is made. Any cobbles or boulders encountered in excess of 6 inches shall be removed and replaced with compacted Granular Borrow Material for Underwater Backfill or Crushed Stone ¾-Inch. The prepared subgrade shall be proof-rolled using a static roller to visually confirm the prepared subgrade is firm and stable. The exposed subgrade shall be free of ponded water so that bedding material placement and compaction can be completed in the dry.

The proposed structure shall be bedded on a 1-foot thick layer of Granular Borrow, Material for Underwater Backfill meeting the requirements of MaineDOT Standard Specification 703.19. The soil envelope and backfill shall consist of Standard Specification 703.19 - Granular Borrow with a maximum particle size of 4 inches. The granular borrow bedding and backfill material shall be placed in lifts of 6 to 8 inches loose measure and compacted to the manufacturer's specifications. In the absence of manufacturer's specifications, the bedding and backfill soil shall be compacted to at least 92 percent of the AASHTO T-180 maximum dry density. All subgrade surfaces should be protected from construction traffic in order to limit disturbance.

Settlement – No settlement issues are anticipated at the site. No changes to the existing vertical or horizontal alignment are currently planned for this project. The proposed box culvert is larger than the existing culvert and will result in a net unloading of the site soils at the structure location. Any settlement due to elastic compression of the bedding material will be immediate and negligible.

Bearing Resistance – The factored bearing resistances for the precast concrete box culvert bearing on compacted granular bedding material placed on native soils at the service and strength limit states are presented in the table below. Supporting calculations in accordance with AASHTO LRFD Bridge Design Specifications 8th Edition 2017 (LRFD) are attached.

Limit State	Resistance Factor φ_b	AASHTO LRFD Reference	Factored Bearing Resistance (ksf)
Service	1.0	Article 10.5.5.1	4.0
Strength	0.45	Table 10.5.5.2.2-1	5.0

Modulus of Subgrade Reaction – A modulus of subgrade reaction (k_s) equal to 75 pounds per cubic inch shall be used for the structural design of the box culvert's base slab. Calculations are attached.

Scour and Riprap – Both the inlet and outlet of the precast concrete box culvert shall be protected against scour with riprap conforming to MaineDOT Standard Specification Section 703.26 Plain and Hand Laid Riprap. The roadway embankment slopes at the proposed culvert inlet and outlet shall be no steeper than 2H:1V. No specific scour protection recommendations are needed other than armoring with riprap. The riprap on the slopes shall be underlain by a non-woven, Class 1 Erosion Control Geotextile meeting the requirements of MaineDOT Standard Specification 722.03 that is underlain by a 1-foot layer of protective aggregate cushion consisting of Granular Borrow Material for Underwater Backfill (703.19). The toe of the riprap sections shall be keyed into the existing soils 1 foot below the streambed elevation.

Construction Considerations – Construction activities will include construction of cofferdams and earth support systems to control stream flow during construction. Construction activities will also include common earth excavation. Construction of the precast concrete box culvert will require soil excavation. Earth support systems shall be implemented if laying back slopes is not feasible. It is likely that the use of complex (four-sided) braced excavations with dewatering will be necessary due to the depth of the excavation. If this is the case, adequate embedment into the native soils will be necessary to allow for the excavation and maintenance of a stable excavation bottom. All earth support systems shall be designed by a Professional Engineer licensed in the State of Maine. Regardless of the method of excavation, all excavations and earth support systems shall meet all applicable OSHA regulations.

Any cobbles or boulders encountered in excess of 6 inches shall be removed and replaced with compacted Granular Borrow Material for Underwater Backfill (MaineDOT 703.19) or Crushed Stone ¾-Inch (MaineDOT 703.13). All subgrade surfaces shall be proof-rolled using a static roller to provide a firm and stable surface and protected from any unnecessary construction equipment or traffic. If disturbance and rutting occur, the Contractor shall remove and replace disturbed areas with compacted Granular Borrow for Underwater Backfill (703.19) or Crushed Stone ¾-Inch (703.13).

The Contractor shall control groundwater and surface water infiltration using temporary ditches, sumps, granular drainage blankets, stone ditch protection or hand-laid riprap with geotextile underlayment to divert groundwater and surface water as needed to maintain a stable excavation and allow work in the dry.

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.

CLOSURE

This report has been prepared for the use of the MaineDOT Highway Program and their project design consultant for specific application to the proposed replacement of a Large Culvert #46842 under Mt. Ephraim Road in Searsport, 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.

Attachments:

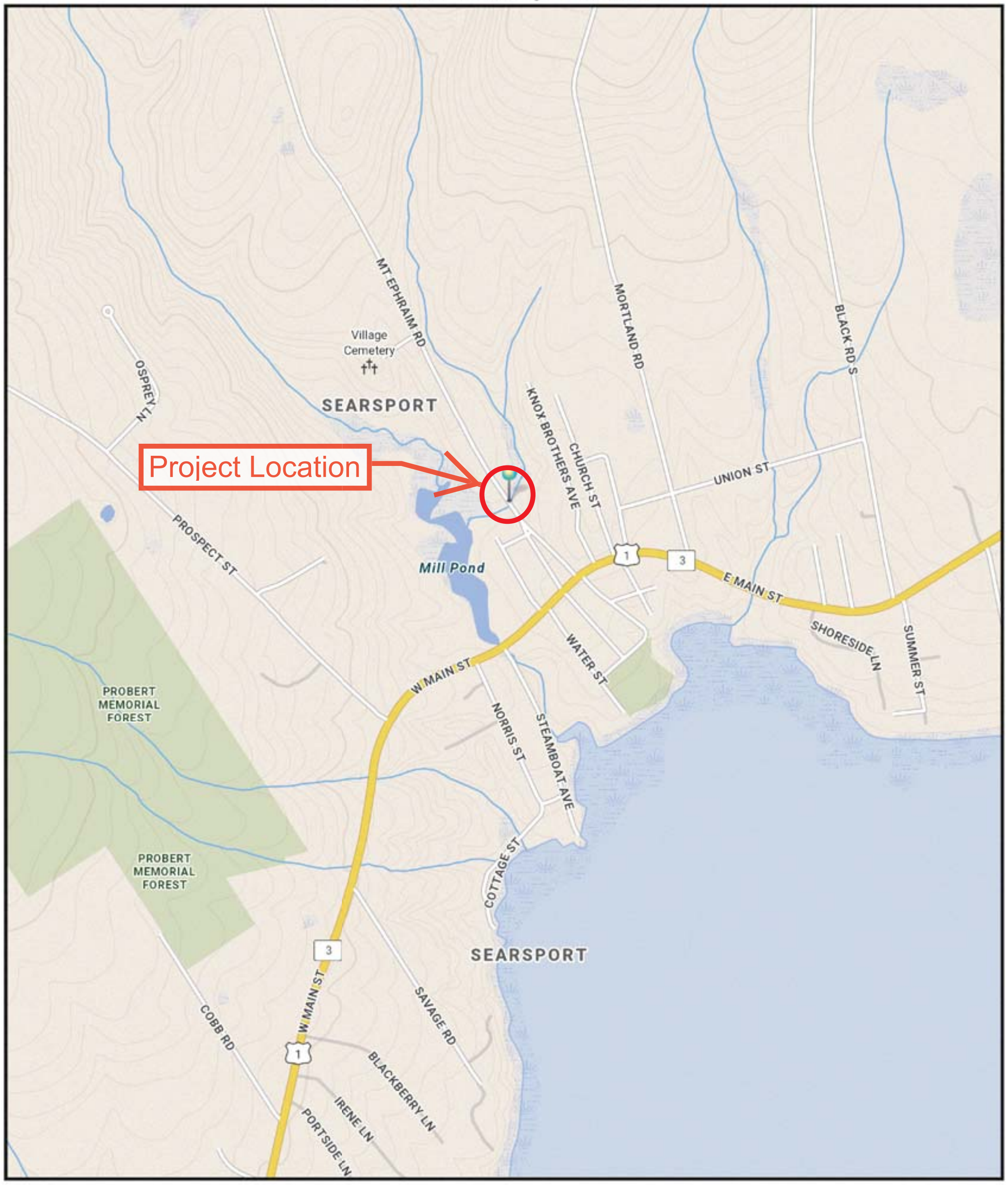
Location Map
Boring Location Plan & Interpretive Subsurface Profile with Boring Logs
Key to Soil and Rock Descriptions and Terms
Boring Logs
Laboratory Testing Summary Sheet
Grain Size Distribution Curves
Calculations

Date:1/29/2020

Division: GEOTECH

Username: terry.white

SEARSPORT, MAINE

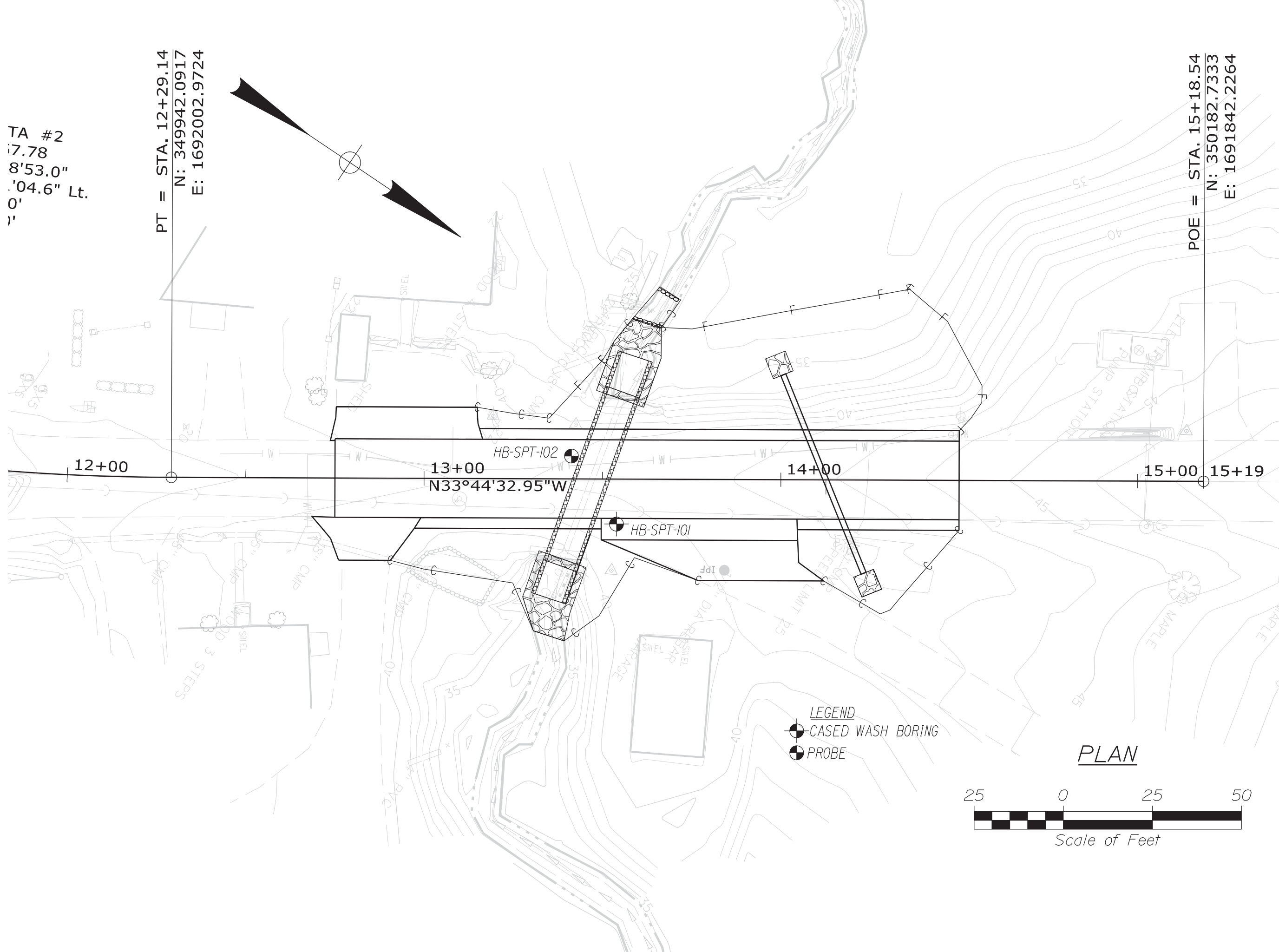


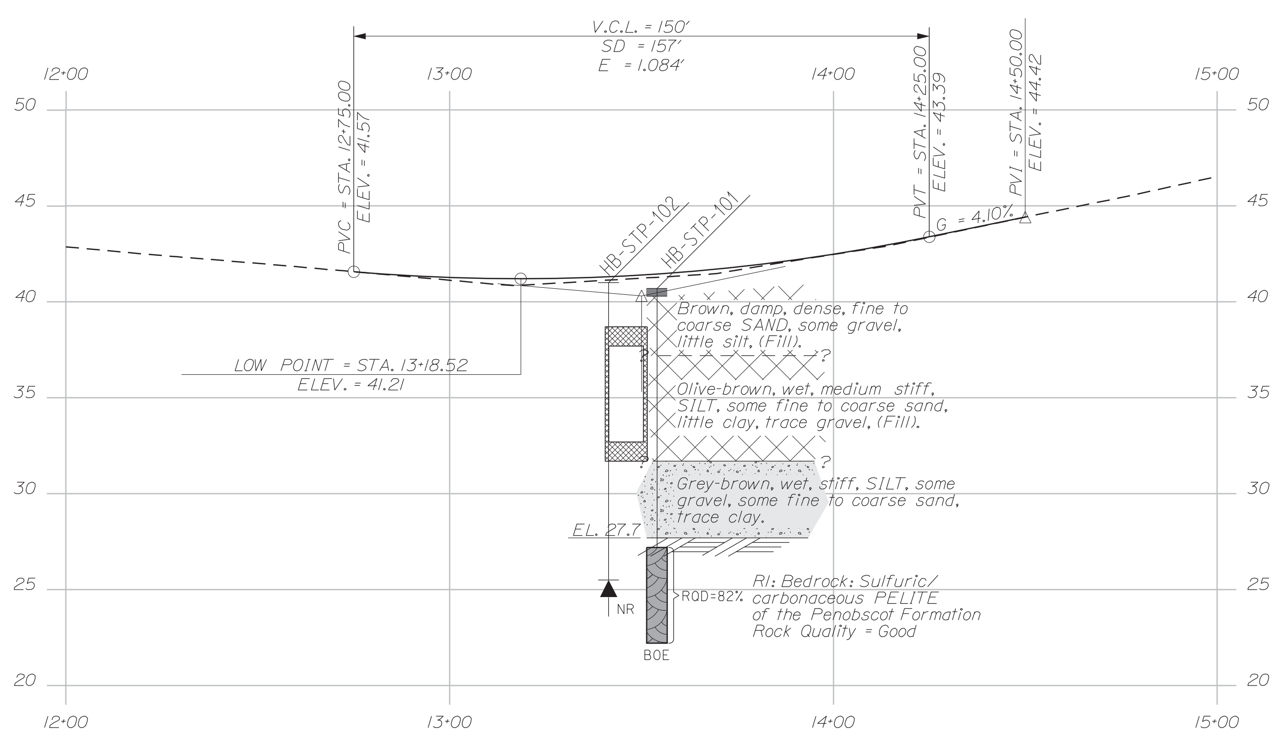
0.2 Miles
1 inch = 0.26 miles

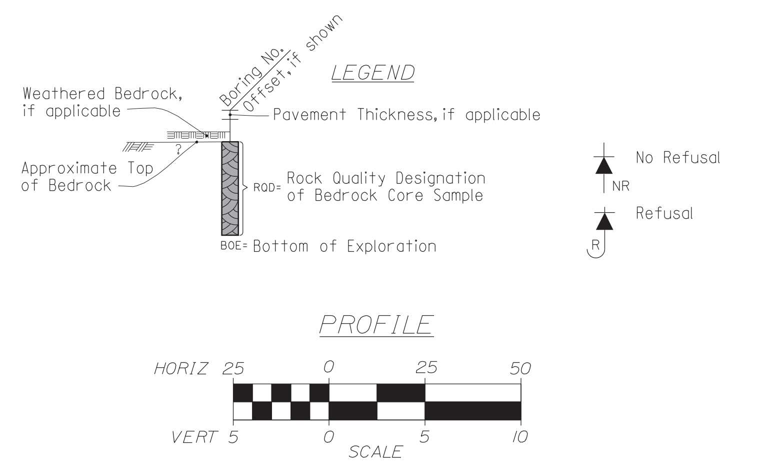
Date: 1/29/2020
Time: 12:21:12 PM

SHEET NUMBER	SEARSPORT U.S. ROUTE 1	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
1		023751.00
OF 2	LOCATION MAP	WIN 023751.00 HIGHWAY PLANS

Filename: ...\MSTA\002_BLP&ISP WBL1.dgn Division: GEOTECH Username: Cody.A.Russell Date:1/29/2020







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.

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Large Culvert #46842 located 1.4 mi North of U.S. Route 1 on Mt
Location: Searsport, Maine

Boring No.: HB-SPT-101
WIN: 23751.00

Driller:	MaineDOT	Elevation (ft.)	40.7	Auger ID/OD:	5" Solid Stem
Operator:	Daggett/Niles/Kyle	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	7/17/2018; 08:00-11:30	Drilling Method:	Cased Wash Boring	Core Barrel:	NQ-2"
Boring Location:	13+54, 12.7 ft Rt.	Casing ID/OD:	NW-3"	Water Level*:	5.3 ft bgs.
Hammer Efficiency Factor: 0.928		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 No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	1D	24/12	0.00 - 2.00	10/14/17/14	31	48	SSA	40.3		5" HMA. (0.4) Brown, damp, dense, fine to coarse SAND, some gravel, little silt, (Fill).	G#296533 A-1-b, SM WC=3.7%
5	2D	24/17	5.00 - 7.00	2/3/2/3	5	8				Olive-brown, wet, medium stiff, SILT, some fine to coarse sand, little clay, trace gravel, (Fill).	G#296534 A-4, SC-SM WC=29.0%
								31.7		9.0	
10	3D	24/14	10.00 - 12.00	2/3/7/11	10	15				Grey-brown, wet, stiff, SILT, some gravel, some fine to coarse sand, trace clay.	G#296535 A-4, CL WC=21.9%
								27.7		13.0	
	R1	60/60	13.50 - 18.50	RQD = 82%			NQ-2			Top of Bedrock at Elev. 27.7 ft. Augered into Bedrock 0.5 ft. R1: Bedrock: Sulfuric/carbonaceous PELITE of the Penobscot Formation. Rock Quality = Good No Core Times Taken 100% Recovery	
15											
								22.2		18.5 Bottom of Exploration at 18.5 feet below ground surface.	
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* 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.

Page 1 of 1
Boring No.: HB-SPT-101

Maine Department of Transportation
Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Large Culvert #46842 located 1.4 mi North of U.S. Route 1 on Mt
Location: Searsport, Maine

Boring No.: HB-SPT-102
WIN: 23751.00

Drilling Contractor:	MaineDOT	Elevation (ft.)	41.0	Auger ID/OD:	5" Dia.
Operator:	Daggett/Niles/Kyle	Datum:	NAVD88	Sampler:	N/A
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	7/17/2018; 08:00-11:30	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	13+41.4, 6.2 ft Lt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: D = Split Spoon Sample
S = Sample off Auger Flights
B = Bucket Sample off Auger Flights
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MV = Unsuccessful Field Vane Shear Test Attempt
V = Field Vane Shear Test, PP= Pocket Penetrometer
MU = Unsuccessful Thin Wall Tube Sample 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 1 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-value = Raw Field SPT N-value
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent ? = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA			Probe, no soil samples taken.	
5										
10										
15							25.50		15.5 Bottom of Exploration at 15.5 feet below ground surface. NO REFUSAL	
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* 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.

Page 1 of 1
Boring No.: HB-SPT-102

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
023751.00
WIN
023751.00
HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	C.RUSSELL	T.WHITE	DEC 2019
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

SEARSPORT
U.S. ROUTE 1

BORING LOCATION PLAN &
INTERPRETIVE SUBSURFACE PROFILE
WITH BORING LOGS

SHEET NUMBER
2
OF 2

UNIFIED SOIL CLASSIFICATION 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 (little or no fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly-graded gravels, gravel sand mixtures, little or no fines.
		GRAVEL WITH FINES (Appreciable amount of fines)	GM	Silty gravels, gravel-sand-silt mixtures.
			GC	Clayey gravels, gravel-sand-clay mixtures.
	SANDS (more than half of coarse fraction is smaller than No. 4 sieve size)	CLEAN SANDS (little or no fines)	SW	Well-graded sands, Gravelly sands, 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
			SC	Clayey sands, sand-clay mixtures.
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.
			CL	Inorganic clays of low to medium plasticity, Gravelly clays, Sandy clays, Silty clays, lean clays.
			OL	Organic silts and organic Silty clays of low plasticity.
	SILTS AND CLAYS (liquid limit greater than 50)		MH	Inorganic silts, micaceous or diatomaceous fine Sandy or Silty soils, elastic silts.
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
	HIGHLY ORGANIC SOILS		Pt	Peat and other highly organic soils.

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

Maine Department of Transportation
Geotechnical Section
Key to Soil and Rock Descriptions and Terms
Field Identification Information

MODIFIED BURMISTER SYSTEM

Descriptive Term	Portion of Total (%)
trace	0 - 10
little	11 - 20
some	21 - 35
adjective (e.g. Sandy, Clayey)	36 - 50

TERMS DESCRIBING DENSITY/CONSISTENCY

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).

Density of Cohesionless Soils	Standard Penetration Resistance N-Value (blows per foot)
Very loose	0 - 4
Loose	5 - 10
Medium Dense	11 - 30
Dense	31 - 50
Very Dense	> 50

Fine-grained soils (more than half of material is smaller than No. 200 sieve): Includes (1) inorganic and organic silts and clays; (2) Gravelly, Sandy or Silty clays; and (3) Clayey silts. Consistency is rated according to undrained shear strength as indicated.

Consistency of Cohesive soils	SPT N-Value (blows per foot)	Approximate Undrained Shear Strength (psf)	Field Guidelines
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
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

Rock Quality Designation (RQD):

$$RQD\ (\%) = \frac{\text{sum of the lengths of intact pieces of core* > 4 inches}}{\text{length of core advance}}$$

*Minimum NQ rock core (1.88 in. OD of core)

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

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Large Culvert #46842 located 1.4 mi North of U.S. Route 1 on Mt Ephraim Road
Location: Searsport, Maine

Boring No.: HB-SPT-101
WIN: 23751.00

Driller:	MaineDOT	**Elevation (ft.)**	40.7	**Auger ID/OD:**	5" Solid Stem
Operator:	Daggett/Niles/Kyle	**Datum:**	NAVD88	**Sampler:**	Standard Split Spoon
Logged By:	B. Wilder	**Rig Type:**	CME 45C	**Hammer Wt./Fall:**	140#/30"
Date Start/Finish:	7/17/2018; 08:00-11:30	**Drilling Method:**	Cased Wash Boring	**Core Barrel:**	NQ-2"
Boring Location:	13+54, 12.7 ft Rt.	**Casing ID/OD:**	NW-3"	**Water Level*:**	5.3 ft bgs.
Hammer Efficiency Factor:	0.928	**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 No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N60	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0	1D	24/12	0.00 - 2.00	10/14/17/14	31	48	SSA	40.3		5" HMA. 0.4	
										Brown, damp, dense, fine to coarse SAND, some gravel, little silt, (Fill).	G#296533 A-1-b, SM WC=3.7%
								37.2		3.5	
5	2D	24/17	5.00 - 7.00	2/3/2/3	5	8				Olive-brown, wet, medium stiff, SILT, some fine to coarse sand, little clay, trace gravel, (Fill).	G#296534 A-4, SC-SM WC=29.0%
								31.7		9.0	
10	3D	24/14	10.00 - 12.00	2/3/7/11	10	15				Grey-brown, wet, stiff, SILT, some gravel, some fine to coarse sand, trace clay.	G#296535 A-4, CL WC=21.9%
								27.7		13.0	
	R1	60/60	13.50 - 18.50	RQD = 82%			NQ-2			Top of Bedrock at Elev. 27.7 ft. Augered into Bedrock 0.5 ft. R1: Bedrock: Sulfuric/carbonaceous PELITE of the Penobscot Formation. Rock Quality = Good No Core Times Taken 100% Recovery	
15											
								22.2		18.5	
										Bottom of Exploration at 18.5 feet below ground surface.	
20											
25											

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* 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.

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Large Culvert #46842 located 1.4 mi North of U.S. Route 1 on Mt Ephraim Road
Location: Searsport, Maine

Boring No.: HB-SPT-102

WIN: 23751.00

Drilling Contractor:	MaineDOT	**Elevation (ft.)**	41.0	**Auger ID/OD:**	5" Dia.
Operator:	Daggett/Niles/Kyle	**Datum:**	NAVD88	**Sampler:**	N/A
Logged By:	B. Wilder	**Rig Type:**	CME 45C	**Hammer Wt./Fall:**	N/A
Date Start/Finish:	7/17/2018; 08:00-11:30	**Drilling Method:**	Solid Stem Auger	**Core Barrel:**	N/A
Boring Location:	13+41.4, 6.2 ft Lt.	**Casing ID/OD:**	N/A	**Water Level*:**	None Observed

Definitions: D = Spilt Spoon Sample
S = Sample off Auger Flights
B = Bucket Sample off Auger Flights
MD = Unsuccessful Split Spoon Sample Attempt
U = Thin Wall Tube Sample
MV = Unsuccessful Field Vane Shear Test Attempt
V = Field Vane Shear Test, PP= Pocket Penetrometer
MU = Unsuccessful Thin Wall Tube Sample 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 1 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-value = Raw Field SPT N-value
T_v = Pocket Torvane Shear Strength (psf)
WC = Water Content, percent ≅ = Similar or Equal too
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class.
0						SSA			Probe, no soil samples taken.	
5										
10										
15							25.5		15.5	
									Bottom of Exploration at 15.5 feet below ground surface. NO REFUSAL	
20										
25										

Remarks:

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.

* 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.

State of Maine - Department of Transportation

Laboratory Testing Summary Sheet

Town(s): Searsport Work Number: 23751.00

Boring & Sample Identification Number	Station (Feet)	Offset (Feet)	Depth (Feet)	Reference Number	G.S.D.C. Sheet	W.C. %	L.L.	P.I.	Classification		
									Unified	AASHTO	Frost
HB-SPT-101, 1D	13+54	12.7 Rt.	0.4-2.0	296533	1	3.7			SM	A-1-b	II
HB-SPT-101, 2D	13+54	12.7 Rt.	5.0-7.0	296534	1	29.0			SC-SM	A-4	IV
HB-SPT-101, 3D	13+54	12.7 Rt.	10.0-12.0	296535	1	21.9			CL	A-4	IV

Classification of these soil samples is in accordance with AASHTO Classification System M-145-40. This classification is followed by the "Frost Susceptibility Rating" from zero (non-frost susceptible) to Class IV (highly frost susceptible). The "Frost Susceptibility Rating" is based upon the MaineDOT and Corps of Engineers Classification Systems.

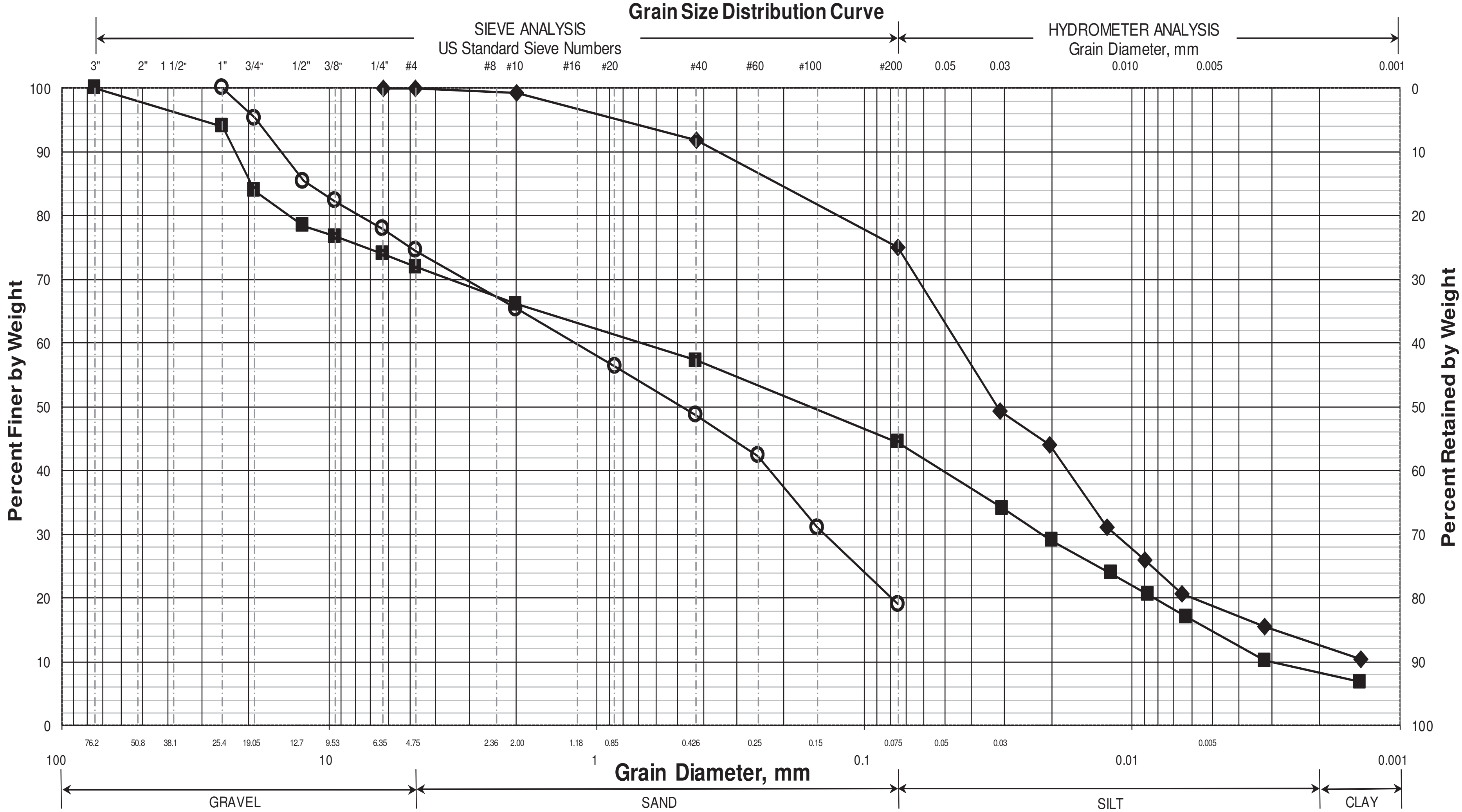
GSDC = Grain Size Distribution Curve as determined by AASHTO T 88-93 (1996) and/or ASTM D 422-63 (Reapproved 1998)

WC = water content as determined by AASHTO T 265-93 and/or ASTM D 2216-98

LL = Liquid limit as determined by AASHTO T 89-96 and/or ASTM D 4318-98 NP = Non Plastic

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

Maine Department of Transportation
Grain Size Distribution Curve



UNIFIED CLASSIFICATION

	Boring/Sample No.	Station	Offset, ft	Depth, ft	Description	WC, %	LL	PL	PI
○	HB-SPT-101/1D	13+54	12.7 RT	0.0-2.0	SAND, some gravel, little silt.	3.7			
◆	HB-SPT-101/2D	13+54	12.7 RT	5.0-7.0	SILT, some sand, little clay, trace gravel.	29.0			
■	HB-SPT-101/3D	13+54	12.7 RT	10.0-12.0	SILT, some gravel, some sand, trace clay.	21.9			
●									
▲									
×									

WIN	
023751.00	
Town	
Searsport	
Reported by/Date	
WHITE, TERRY A	1/29/2020

SHEET 1

Bearing Resistance - Existing Soils:

Part 1 - Service Limit State

Nominal and factored Bearing Resistance - Box Culvert on Silt

Presumptive Bearing Resistance for Service Limit State ONLY

Reference: AASHTO LRFD Bridge Design Specifications 8th Edition 2017
Table C10.6.2.6.1-1 Presumptive Bearing Resistances for Spread Footings at the Service Limit State Modified after US Department of Navy (1982)

Type of Bearing Material: silt (CL)

Based on N-values, soils are stiff at the bearing elevation

Density In Place: stiff

Bearing Resistance: Ordinary Range (ksf) 2 to 6

Recommended Value of Use: $q_{nom} := 4 \cdot ksf$

Resistance factor at the **service limit state** = 1.0 (LRFD Article 10.5.5.1) $\phi_{service\_bc} := 1.0$

$q_{factored\_service\_bc} := q_{nom} \cdot \phi_{service\_bc}$ $q_{factored\_service\_bc} = 4 \cdot ksf$

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 Till

Reference: AASHTO LRFD Bridge Design Specifications 8th Edition 2017 - Article 10.6.3.1

Assumptions:

1. The box will be founded at ~ Elev 33.1 feet to 32.3 feet

   Bottom of Construction will be 2 feet below box invert $D_{footing} := 2.0 \cdot ft$

2. Assumed parameters for fill soils:

   Saturated unit weight: $\gamma_s := 125 \cdot pcf$

   Internal friction angle: $\phi_{ns} := 32 \cdot deg$

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

3. Box Culvert parameters

   Width of box culvert, B $B_{box} := 8 \cdot ft$

   Length of box culvert, L $L_{box} := 72 \cdot ft$

Nominal Bearing Resistance per LRFD Equation 10.6.3.1.2a-1

$q_n = cN_{cm} + \gamma D_f N_{qm} C_{wq} + 0.5\gamma BN_{\gamma m} C_{w\gamma}$

Bearing Capacity Factors - LRFD Table 10.6.3.1.2a-1

For ϕ=32 deg $N_c := 35.5$ $N_q := 23.2$ $N_\gamma := 30.2$

Shape Correction Factors LRFD Table 10.6.3.1.2a.-3

for ϕ=32

$s_c := 1 + \left(\frac{B_{box}}{L_{box}}\right)\left(\frac{N_q}{N_c}\right)$ $s_c = 1.07$

$s_\gamma := 1 - 0.4\left(\frac{B_{box}}{L_{box}}\right)$ $s_\gamma = 0.9556$

$s_q := 1 + \left(\frac{B_{box}}{L_{box}} \cdot \tan(\phi_{ns})\right)$ $s_q = 1.07$

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 LRFD Table 10.6.3.1.2a-4

$\frac{D_{footing}}{B_{box}} = 0.25$ for ϕ=32 degrees $d_q := 1.2$

$N_{cm} := N_c \cdot s_c \cdot i_c$ $N_{cm} = 38.0778$ LRFD Eq. 10.6.3.1.2a-2

$N_{qm} := N_q \cdot s_q \cdot d_q \cdot i_q$ $N_{qm} = 29.77$ LRFD Eq. 10.6.3.1.2a-3

$N_{\gamma m} := N_\gamma \cdot s_\gamma \cdot i_\gamma$ $N_{\gamma m} = 28.86$ LRFD Eq. 10.6.3.1.2a-4

Coefficients for Groundwater Depths LRFD Table 10.6.3.1.2a-2

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

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

$q_{nominal} = 10.9 \cdot ksf$

Factored Bearing Resistance for Strength Limit State

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

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

$q_{factored} = 4.9 \cdot ksf$

Recommend a limiting factored bearing resistance of 5.0 ksf for the Strength Limit State.

Modulus of Subgrade Reaction:

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

Width of box culvert, B $B_{box} = 8\ ft$

Length of box culvert, L $L_{box} = 72\ ft$

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

Depth of box, D $D_{box} := 8 \cdot ft$

Bearing Resistance: $q_{factored\_service\_bc} = 4 \cdot ksf$ Calculated above

Modulus of Elasticity: Site soils are Silt
From Bowles Table 2-8 Modulus Es for silt ranges from 40 - 420 ksf
Use: Modulus of Elasticity, Es $E_{.s} := 420 \cdot ksf$

Poisson's Ratio: Site soils are Silt
From Bowles Table 2-7 Poisson's Ration μ for Silt ranges from 0.3 - 0.35
Use: Possion's Ratio, μ $\mu := 0.35$

$$E_{prime\_s} := \frac{1-\mu^2}{E_s} \qquad E_{prime\_s} = 0.002089 \cdot \frac{ft^2}{kip}$$

Analyze corner:

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

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

$$\frac{L_{box}}{B_{box}} = 9 \quad \text{M in Table 5-2}$$

From Table 5-2 for N=5 and M=9

$I_1 := 0.536$

$I_2 := 0.137$

Determine Steinbrenner influence factor - Bowles Section 5-6:

$$I_s := I_1 + \left[\frac{1-(2\cdot\mu)}{1-\mu}\right]\cdot I_2 \qquad I_s = 0.5992$$

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

Depth ratio: $\frac{D_{box}}{B_{box}} = 1$ $\frac{L_{box}}{B_{box}} = 9$ $\mu = 0.35$ $I_F := 0.77$

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

$$k_s := \frac{1}{B_{box}\cdot E_{prime\_s}\cdot I_s \cdot I_F}$$

Bowles Eq. 9-7

$k_s = 75 \cdot pci$

Recommend Modulus of Subgrade Reaction of 75 pci