

STRUCTURE GEOTECHNICAL REPORT

**BRIDGE REPLACEMENT
BRIDGE STREET OVER I-72**

**SECTION (74-68)BR
PIATT COUNTY, IL
CONTRACT NO. 70D61
PTB 197/031**

**EXISTING STRUCTURE NO. 074-0065
PROPOSED STRUCTURE NO. 074-0089**

**Prepared For:
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**Prepared By:
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**January 2023
Revised March 2023**

**KLINGNER
& ASSOCIATES, P.C.**
Engineers • Architects • Surveyors



Illinois Department of Transportation

Abbreviated Structure Geotechnical Report

Original Report Date: 1/26/2023 Proposed SN: 074-0089 Route: Bridge St.; FAU 7531/FAP 756
Revised Date: 3/9/2023 Existing SN: 074-0065 Section: (74-68)BR
Geotechnical Engineer: BJS County: Piatt County
Structural Engineer: Contract: 70D61

Indicate the proposed structure type, substructure types, and foundation locations (attach plan and elevation drawing): The proposed structure is a two-span 48" web plate girder bridge on integral abutments and pile-supported spread footing at the pier. Attached (TSL-UPDATED-APPROVED-2-23-2023). Reported estimated factored loads attached.

Discuss the existing boring data, existing plans foundation information, new subsurface exploration and need for any additional exploration to be provided with SGR Technical Memo (attach all data and subsurface profile plot): Borings, core, and laboratory analysis were developed, supervised, and performed by IDOT and subsequently provided to us for review. Preliminary structure plans were performed by Greene & Bradford and provided to us for our review. It appears the geotechnical data provided to us is sufficient to develop geotechnical recommendations - boring logs, core photos attached.

Provide the location and maximum height of any new soil fill or magnitude of footing bearing pressure.

Estimate the amount and time of the expected settlement. Indicate if further testing, analysis, and/or ground improvement/treatment is necessary: We understand increase in grade at the site will be less than 1 foot, therefore settlement induced, if any, by the minimal grade change will not influence the design. No settlement issues are anticipated. No consideration of downdrag loss or load is required. No further testing or analysis is necessary. The abutments and pier will be supported by piling.

Identify any new cuts or fill slope angles and heights. Estimate the factor of safety against slope failure.

Indicate if further testing, analysis or ground improvement/treatment is necessary: Based on the provided plans, existing slopes at the site will remain undisturbed and new concrete slope walls will be cast in place against the existing undisturbed embankment. No existing slope stability problems are observed at the site and no significant loading adjustments are anticipated at the head or foot of the slope, therefore slope stability analysis was not performed. Slope stability issues are not anticipated.

Indicate at each substructure, the 100-year and 200-year total scour depths in the Hydraulics report, the non-granular scour depth reduction, the proposed ground surface, and the recommended foundation design scour elevations: There is no waterway crossing at this site, therefore scour is not applicable for this project.

Determining the seismic soil site class, the seismic performance zone, the 0.2 and 1.0 second design spectral accelerations and indicate if that the soils are liquefiable: Site class is determined to be Soil Site Class D - see attached. In accordance with AASHTO LRFD, the numeric seismic design value at 0.2s value SDS = 0.24, and the numeric seismic design value at 1.0s value SD1 = 0.144 - see attached. SD1 is less than 0.15, therefore this site falls within the definition of seismic performance zone 1 and no additional seismic analysis is required.

Confirm feasibility of the proposed foundation or wall type and provide design parameters. Attach a pile design table indicating feasible pile types, various nominal required bearings, factored resistances available and corresponding estimated lengths at locations where piles will be used. Provide factored bearing resistance and unit sliding resistance at various elevations and confirm no ground improvement/treatment is necessary where spread footings are proposed. Estimated top of rock elevations as well as preliminary factored unit side and tip resistance values shall be indicated when drilled shafts are proposed: Deep foundations consisting of 14" diameter pipe piles, as shown in the plans for the abutments are sufficient. 16" diameter pipe piles have been reported for selection under the pier. Soils with Qu values greater than 3.0 tsf were encountered below the bottom of the Abutment cap elevation at the North Abutment. To allow the use of integral abutments, the piles at this location will need to be driven through precored holes extending 10 ft below the bottom of Abutment cap elevation. For Metal Shell piles, these precore holes should have a diameter of 24 inches and the space outside the pile needs to be filled with bentonite according to the manufacturer's recommendations to achieve a Qu of 1.5 tsf. Based on the Integral Abutment Feasibility calculations, precoring is only required under the north abutment. See the attached Integral Abutment Feasibility calculations. See the pile design table, graph, and calculations for available resistance and estimated depths - pile design attached. The maximum nominal required bearing for the selected pile type is presented on the attached pile bearing graph for each location, showing the depth at which it is estimated to be achieved.

Calculate the estimated water surface elevation and determine the need for cofferdams (type 1 or 2), and seal coat: There is no waterway crossing at this site, therefore cofferdams and seal coats are not applicable for this project.

Assess the need for sheeting or soil retention or temporary construction slope and provide recommendation for other construction concerns: Staged construction is proposed at this site to allow traffic flow. Temporary sheet piling is recommended during stage removal and construction with boring data suggesting a cantilever sheet pile wall is applicable. Assuming 7.5 feet of retained soil height the required embedment for both abutments is 5.6 feet below the excavation base. The minimum required section modulus is 3.1 inches cubed per foot for the southeast abutment (SB#1), while for the northwest abutment (SB#2) the minimum required section modulus is 2.7 inches cubed per foot. See attached calculations for reference or adjustment based on actual retained height.

Test piles are recommended at each substructure unit. Due to the presence of hard tills and dense sands with high blow counts, conical pile tips for metal shell piles are recommended.

Soil conditions, based on the available soil boring data provided to us, have been reviewed for the proposed approach pavement footings. Based on experience, the soil's estimated bearing capacity for either approach is estimated to be greater than required for the anticipated bearing requirements. Settlement is not anticipated to be a concern considering the approach footings are anticipated to be constructed on undisturbed soil.

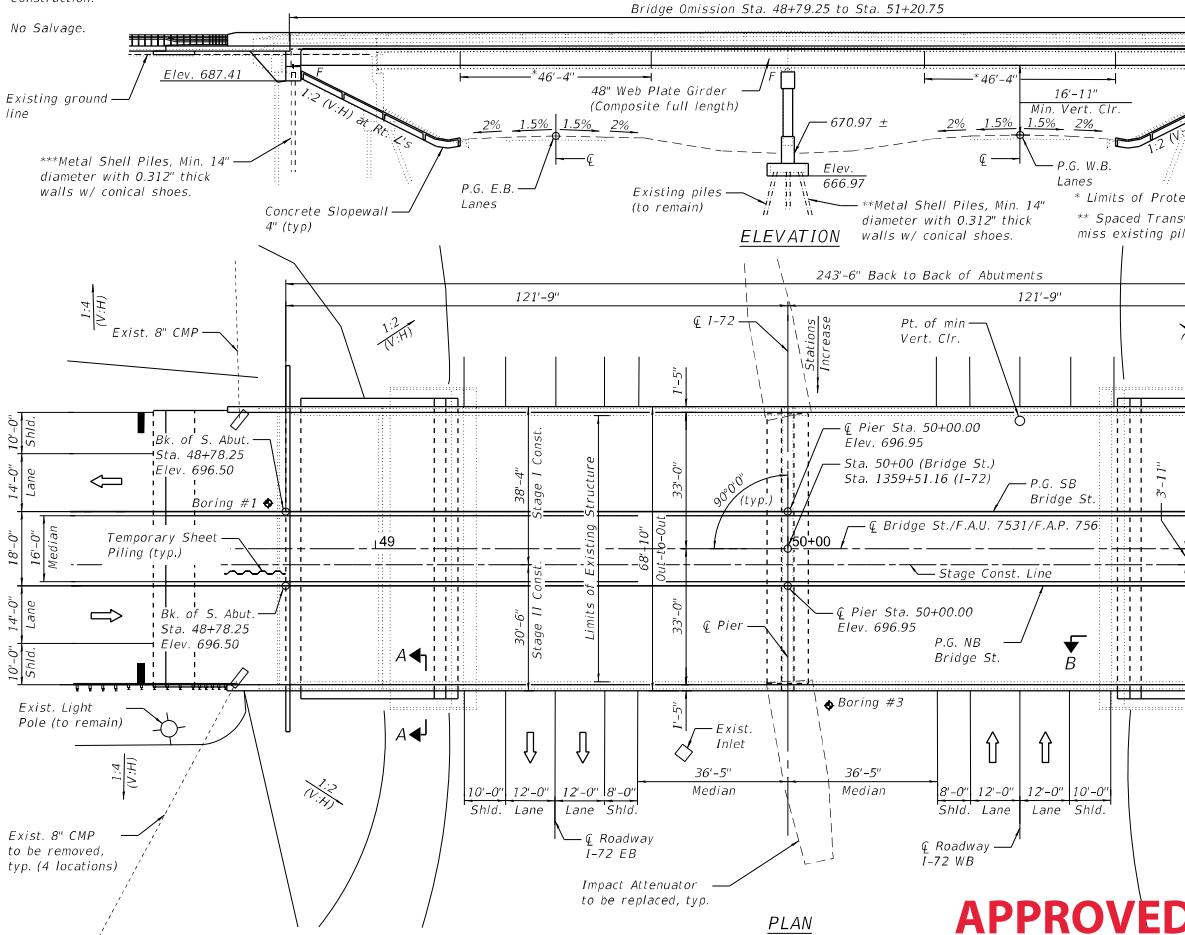
Ground improvement is not anticipated to be required.

According to Illinois State Geological Survey, there has been no coal mining activity in Piatt County.

In accordance with section 3.10.1.10 Bridge Manual 2023, when lateral loads exceed 3 kips a lateral load analysis of the piles should be performed. The reported lateral loading per pile is 7 kips per pile, therefore an analysis will be required. The SGR provides assistance in identifying the foundation soil's capacity to resist lateral pile loading, therefore, soil parameters and L-Pile parameters have been recommended, based on the subsurface soil conditions, for use in the final design lateral analysis. L-Pile parameters are developed from published tables in the L-Pile user's manual, and they are based on the soils encountered from the locations of the structure borings. The recommended estimated soil parameter values are attached and may be used for lateral analysis at the specific boring location area.

Benchmark: Survey Marker on top of the concrete median at the south side of the bridge along the centerline of Bridge Street, STA. 48+00 - Elevation = 695.45.

Existing Structure: S.N. 074-0065 was originally built in 1975 by the state of Illinois as FAI Route 72, Section 74-68HB-1 at STA. 1359+51.04 at Monticello in Piatt County, IL. The existing superstructure is 2-span with nine 48" steel plate girders supporting an 8' R.C. deck. The superstructure is supported by two sand-filled, vaulted abutments and one multi-column trapezoidal pier. The existing structure measures 250'-4" from back to back of approach bents and 68'-0" out to out of deck. The horizontal clearance is 64'-6" from face to face of parapet including 24'-3" of clear roadway for each direction and a 16'-0" vaulted median. The structure underwent repairs in April 2009 to install protective shield and in May 2019 for a full-depth patch and several chip sealing of the HMA wearing surface. During new construction, traffic to be maintained utilizing Stage Construction.



*** The Abutment piles shall be driven through minimum 24-inch diameter pre-cored holes, extending 10 ft below the bottom of the abutment cap elevation according to Art. 512.09(c) of the Standard Specifications; expect that the void space outside the piles needs to be filled with bentonite according to the manufacturers recommendations to achieve a Qu of 1.5 tsf. Cost included in driving piles.

APPROVED

FEBRUARY 23, 2023

AS A BASIS FOR PREPARATION OF DETAILED PLANS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HIGHWAY CLASSIFICATION

F.A.I. Rte 72 - I-72
Functional Class: Interstate
ADT: 11,700 (2021); 13,800 (2041)
ADTT: 2457 (2021); 2898 (2041)
DHV: 1,075 (2041)
Design Speed: 75 m.p.h.
Posted Speed: 70 m.p.h.
Two-Way Traffic
Directional Distribution: 50:50

LOADING HL-93

SEISMIC DATA

SEISMIC DATA
Seismic Performance Zone (SPZ) = I
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.142g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.250g
Soil Site Class = D

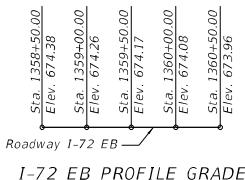
DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition

DESIGN STRESSES

$f'c = 3,500 \text{ psi (Substructure)}$
 $f'c = 4,000 \text{ psi (Superstructure)}$
 $f_y = 60,000 \text{ psi (Reinforcement)}$
 $f_y = 50,000 \text{ psi (M270 Grade 50)}$

., 30,000 per cent.

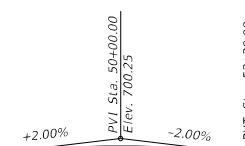
— 10 —



^e I-72 EB PROFILE GRADE



J-72 WB PROFILE GRADE



BRIDGE ST. PROFILE GRADE

GENERAL PLAN & ELEVATION
BRIDGE STREET OVER I-72

FAI-72 - SEC 74-68BB

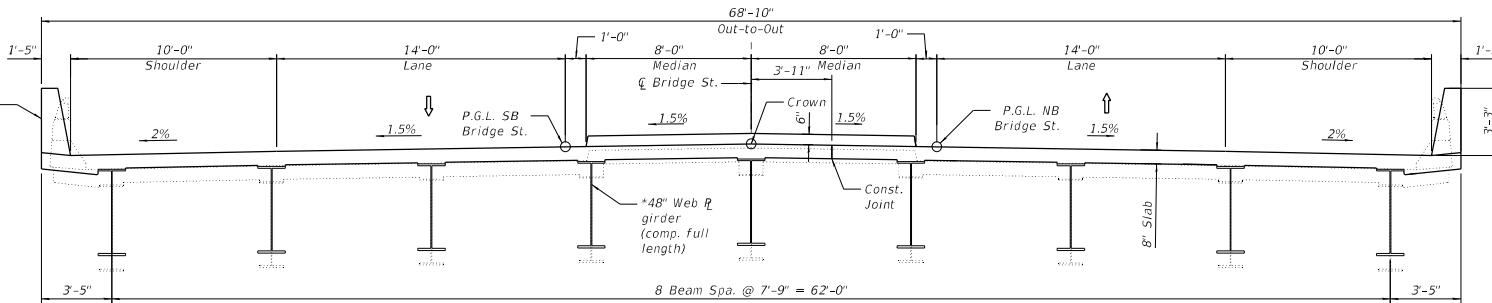
PIATT COUNTY

Final Count

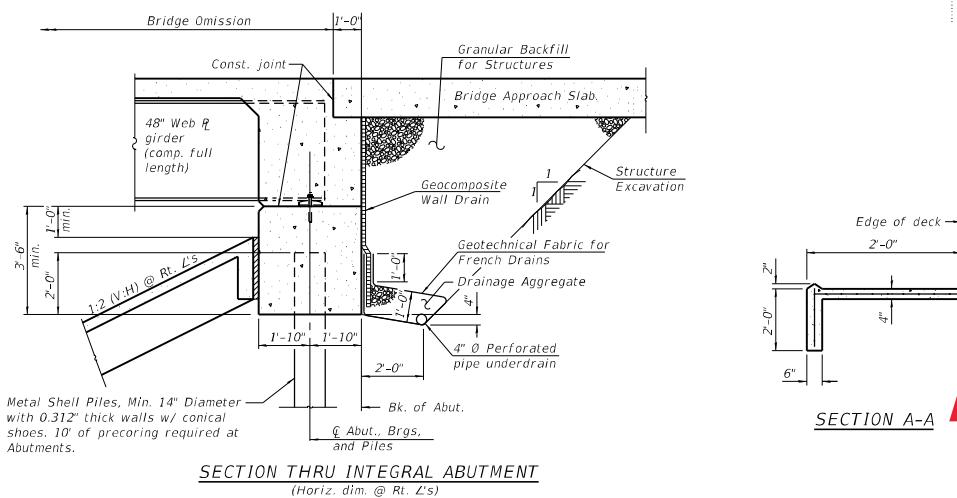
STRA. 30700.00
STRUCTURE NO. 074-0089

STRUCTURE NO. 377-555

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(74-68)BR	PIATT	CONTRACT NO. 70D61	
		ILLINOIS	FED. AID PROJECT	



* All structural steel girders, interior cross frames, bearing stiffeners and connection plates shall be metallized. The metallized areas shall be painted with system I. See Special Provisions. End cross frames and the steel for the Elastomeric Bearings, Type I and Type II shall be hot dipped galvanized, in accordance with the requirements noted in the section "Hot Dip Galvanizing Option" of the Special Provisions.

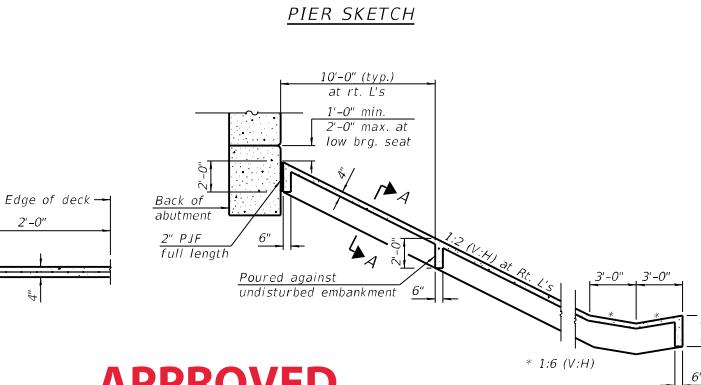


SECTION A-A

APPROVED

FEBRUARY 23, 2023

AS A BASIS FOR



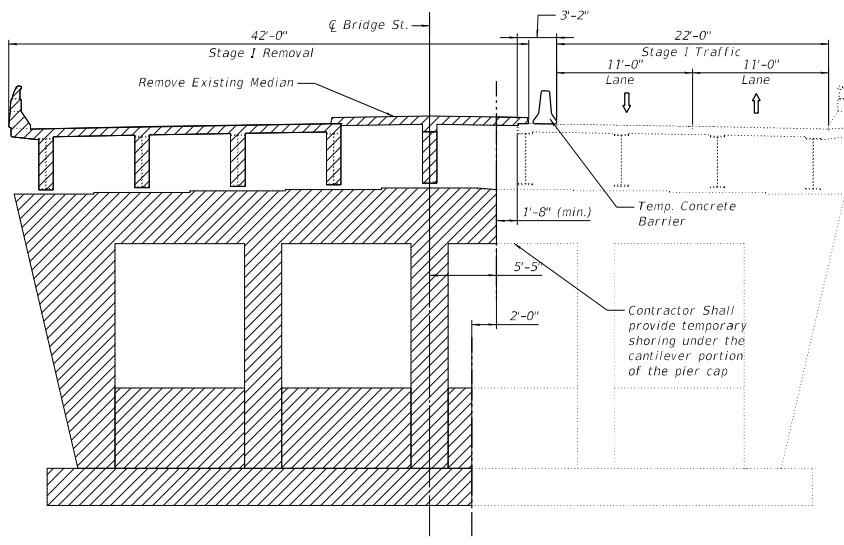
SECTION B-B

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

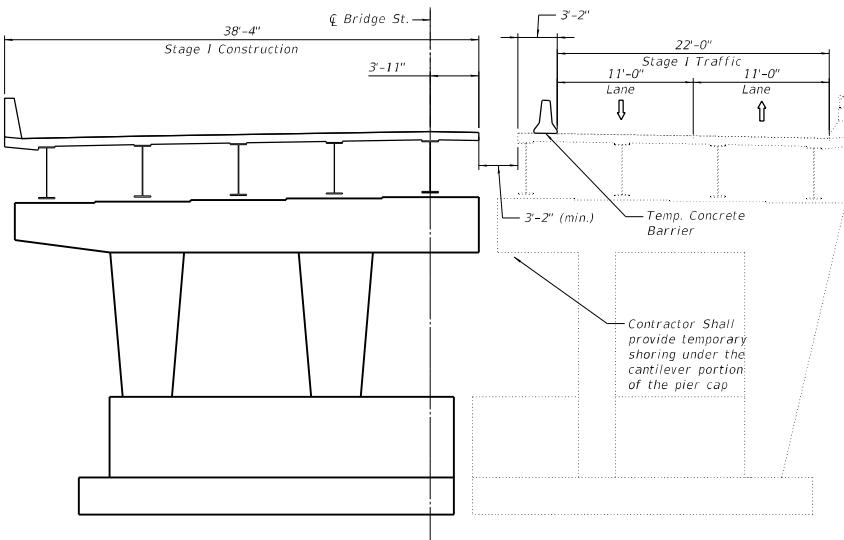
AS A BASIS FOR
TEACHING AND LEARNING

DETAILS
BRIDGE STREET OVER I-72
F.A.I. - 72 - SEC 74-68BR
PIATT COUNTY
STA. 50+00.00
STRUCTURE NO. 074-0089

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(74-68)BR	PIATT		
CONTRACT NO. 70D61				
ILLINOIS FED. AID PROJECT				



STAGE I REMOVAL



STAGE I CONSTRUCTION

- Note:
1. All sections are looking North
2. Hatching represents limits of removal.

APPROVED

FEBRUARY 23, 2023

AS A BASIS FOR
PREPARATION OF DETAILED PLANS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I CONSTRUCTION DETAILS

BRIDGE STREET OVER I-72

F.A.I. - 72 - SEC 74-68BR

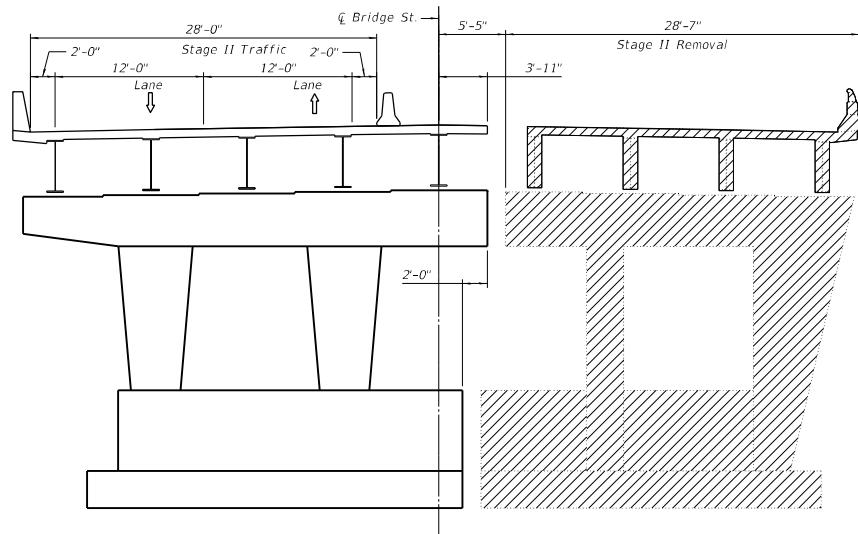
PIATT COUNTY

STA. 50+00.00

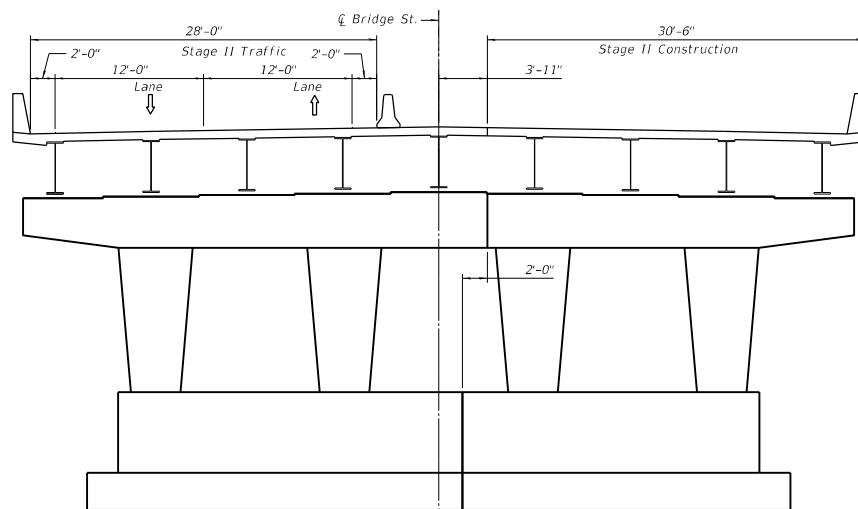
STRUCTURE NO. 074-0089

FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T2	(74-68BR)	PIATT		
CONTRACT NO. 70D61				
ILLINOIS FED. AID PROJECT				





STAGE II REMOVAL

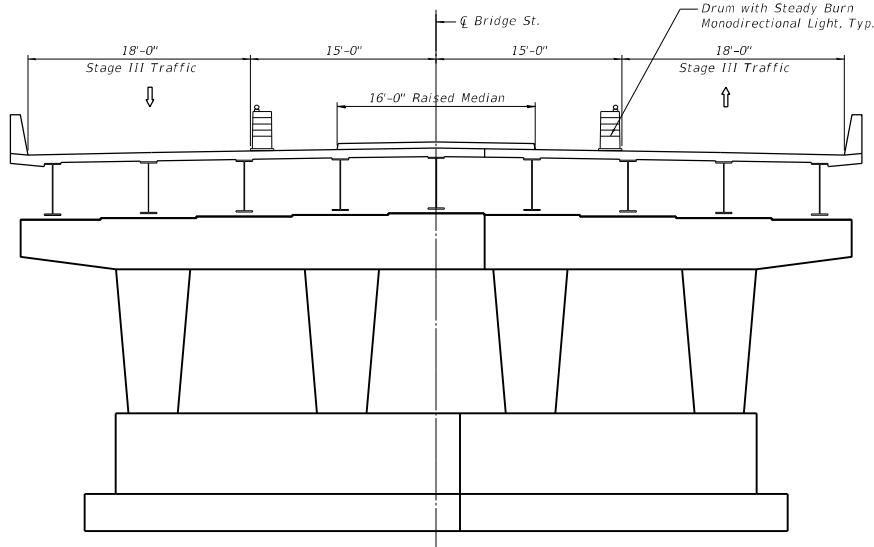


STAGE II CONSTRUCTION

Note:
1. All sections are looking North
2. Hatching represents limits of removal.



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STAGE III CONSTRUCTION

STAGE II & III CONSTRUCTION DETAILS

BRIDGE STREET OVER I-72

F.A.I. - 72 - SEC 74-68BR

PIATT COUNTY

STA. 50+00.00

STRUCTURE NO. 074-0089

APPROVED

FEBRUARY 23, 2023

AS A BASIS FOR PREPARATION OF DETAILED PLANS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	(74-68)BR	PIATT		
			CONTRACT NO. 70D61	
		ILLINOIS	FED. AID PROJECT	

Reported Estimated Factored Loads

TOTAL GIRDER REACTION TABLE - FACTORED			Total Pier	Including
	Abutment	Pier	Dead Wt	Pier Wt.
R _{DC1} (k)	531.4	2,041.6	785.025	2,826.6
R _{DC2} (k)	129.4	469.6		
R _{DW} (k)	223.2	809.8		
R _{LL+IM} (k)	1,468.0	2,916.2		
R _{TOTAL} (k)	2,352.1	6,237.2		



ROUTE F.A.U. 7531/F.A.P. 756 **DESCRIPTION** Bridge Street over I-72 **LOGGED BY** KEG

SECTION _____ (74-68)BR **LOCATION** 40°2'8.47" N, 88°35'46.21" W; STA. 48+74, 11' LT (Near South Abutment)

COUNTY Piatt **DRILLING METHOD** HSA and MUD ROTARY **HAMMER TYPE** AUTO

STRUCT. NO.	074-0065	D	B	U	M	Surface Water Elev.	ft	D	B	U	M	
Station	1359+51.04	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O	
BORING NO.	SB-1	P	O	S	I	Groundwater Elev.:		P	O	S	I	
Station	48+74	T	W	S	T	First Encounter	ft	T	W	S	T	
Offset	11' LT	H	S	Qu	T	Upon Completion	ft	H	S	Qu	T	
Ground Surface Elev.	694.83	ft	(ft)	(/6")	(tsf)	After	Hrs.	ft	(ft)	(/6")	(tsf)	(%)

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer). The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206).



ROUTE F.A.U. 7531/F.A.P. 756 **DESCRIPTION** Bridge Street over I-72 **LOGGED BY** KEG

SECTION _____ (74-68)BR **LOCATION** 40°2'8.47" N, 88°35'46.21" W; STA. 48+74, 11' LT (Near South Abutment)

COUNTY Piatt **DRILLING METHOD** HSA and MUD ROTARY **HAMMER TYPE** AUTO

STRUCT. NO. 074-0065
Station 1359+51.04

1000

HSA and MUD ROTARY

LOGGED BY _____

9/14/22

BORING NO. SB-1
Station 48+74
Offset 11' LT
Ground Surface Elev. 694.83

D E P T H	B L O W S
(ft)	(/6")

HSA and MUD ROTARY

D	B	U
E	L	C
P	O	S
T	W	
H	S	Qu
(ft)	(/6")	(tsf)

**SILTY CLAY LOAM TILL - Brown
and gray, stiff (*continued*)**

1

SILTY CLAY LOAM
and gray, stiff (cohesive)

becomes gray and brown

6

becomes med-s

7

becomes gray, w/ coarse sand
traces around 69' 2"

6
10

14

End of Boring

End of Boring



SOIL BORING LOG

Page 1 of 2

Date 9/16/22

ROUTE	F.A.U. 7531/F.A.P. 756	DESCRIPTION	Bridge Street over I-72				LOGGED BY	KEG			
SECTION	(74-68)BR		LOCATION	40°2'11.04" N, 88°35'47.98" W; STA. 51+27, 11' RT (Near North Abutment)							
COUNTY	Piatt	DRILLING METHOD	HSA and MUD ROTARY				HAMMER TYPE	AUTO			
STRUCT. NO.	074-0065	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev.	ft	D E P T H	B L O W S	U C S Qu	M O I S T
Station	1359+51.04	(ft)	(/6")	(tsf)	(%)	Stream Bed Elev.	ft	(ft)	(ft)	(ft)	(%)
BORING NO.	SB-2					Groundwater Elev.:					
Station	51+27					First Encounter	ft				
Offset	11' RT					Upon Completion	ft				
Ground Surface Elev.	694.92	ft				After Hrs.	ft	(ft)	(/6")	(tsf)	(%)
ASPHALT PAVEMENT - 11"											
	694.0						674.4				
CLAY - Brown, med-stiff, w/some sand and pebbles		3				CLAYEY SILT - Brown, soft		2			
		5	3.5				2	1.1			23
		5	B				5	B			
SILTY CLAY - Brown and gray, med-stiff w/ some sand and pebbles	691.9						671.9				
		3				GRAVELLY SAND - Brown, well-graded, loose		2			
		5	2.0				3	-			9
		6	P				4				
CLAY LOAM - Gray and brown, med-stiff, w/ some pebbles	689.4						-25				
		3				becomes med-dense		7			
		5	3.1				9	-			6
		5	B				10				
SILTY CLAY - Gray and brown, med-stiff, w/ some pebbles and sand pockets	686.9						8				
		3					10	-			5
		4	3.1				9				
		8	B				-30				
becomes black and gray, w/ some organics						Change to Mud Wash at 30'					
		3					662.9				
		5	4.4			SAND - Brown, well-graded, med-dense, w/ some gravel and clay		5			
		8	B				11	-			15
becomes brown and gray, no more organics							16				
		2					-35				
		3	1.9			Change to HSA at 35'					
		4	B				21				
becomes dark brown and stiff							20	-			
		7				No Recovery	24				
		9	7.9				-40				
		9	B								
becomes tan and med-stiff											
		4									
		6	2.8								
		9	S								
		-20									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



SOIL BORING LOG

Page 2 of 2

Date 9/16/22

ROUTE F.A.U. 7531/F.A.P. 756 DESCRIPTION Bridge Street over I-72 LOGGED BY KEG

SECTION (74-68)BR LOCATION 40°2'11.04" N, 88°35'47.98" W; STA. 51+27, 11' RT (Near North Abutment)

COUNTY Piatt DRILLING METHOD HSA and MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 074-0065
Station 1359+51.04

BORING NO. SB-2
Station 51+27
Offset 11' RT
Ground Surface Elev. 694.92 ft

D	B	U	M		D	B	U	M
E	L	C	O		E	L	C	O
P	O	S	I		P	O	S	I
T	W	Qu	S		T	W	Qu	S
H	S				H			
				Surface Water Elev.		ft		
				Stream Bed Elev.		ft		
				Groundwater Elev.:				
				First Encounter		ft		
				Upon Completion		ft		
				After _____ Hrs.		ft		
					(ft)	(/6")	(tsf)	(%)

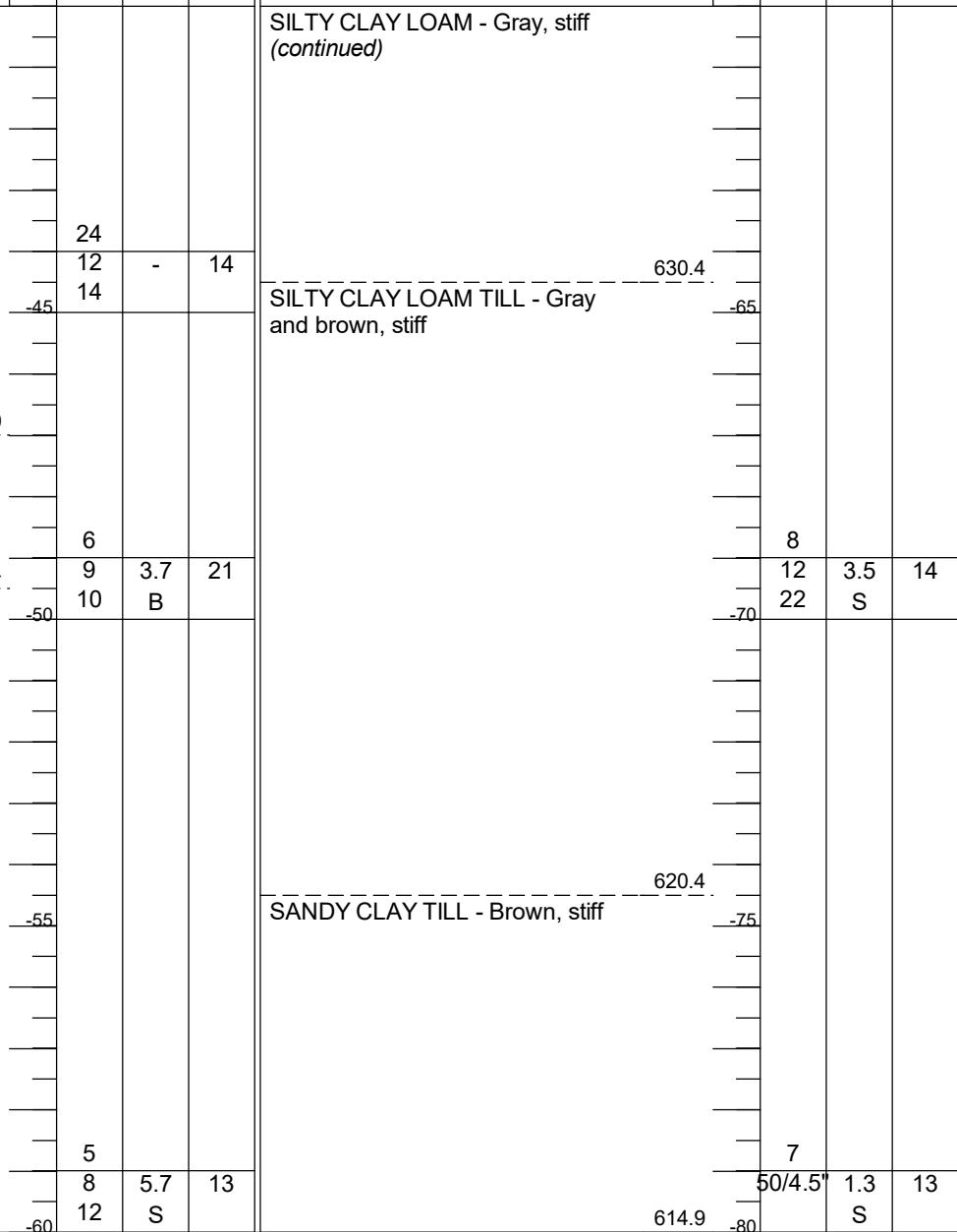
SAND - Brown, well-graded,
med-dense, w/ some gravel and
clay (*continued*)

becomes dense, no more clay, w/
some gravel

CLAYEY SILT - Gray, stiff

SILTY CLAY LOAM - Gray, stiff

becomes brown, w/ trace gravel



End of Boring

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



SOIL BORING LOG

Page 1 of 2

Date 9/15/22

ROUTE F.A.U. 7531/F.A.P. 756 DESCRIPTION Bridge Street over I-72 LOGGED BY KEG

SECTION (74-68)BR LOCATION 40°2'10.18" N, 88°35'46.69" W; STA. 50+10, 36' RT (Near Pier)

COUNTY Piatt DRILLING METHOD HSA and MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. Station	074-0065 1359+51.04	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Stream Bed Elev.	ft ft	D E P T H	B L O W S Qu	U C S M O I S T
BORING NO. Station Offset Ground Surface Elev.	SB-3 50+10 36' RT 671.33	ft (ft)	(/6") (tsf)	(%)		Groundwater Elev.: First Encounter Upon Completion After Hrs.	ft ft ft ft	(ft) (/6") (tsf)	(%)	
CLAY LOAM - Brown, med-stiff							650.8			
SAND - Brown, well-graded, med-dense, w/ some clay	669.3	5 6 6	2.0 P	13		SILTY LOAM - Brown and gray, med-stiff	7			
no more clay		3 3 3	-	13			7 10	2.4 S	25	
w/ some clay and gravel		1 2 2	-	14		becomes stiff	6 10 13	6.1 S	14	
becomes brown and gray, no more clay		6 9 12	-	5			-25			
w/ gravel traces	659.3	12 25 20	-	17		SILTY CLAY LOAM TILL - Brown, stiff, w/ shaley clay traces	7 7 11	4.6 B	27	
FINE SAND - gray, dense, moist	658.3						4 8 9	5.2 S	21	
SILTY CLAY LOAM TILL - Gray and brown, stiff Atterberg Limits - LL= 22, PI=8		15 16 11		11		Change to Mud Wash at 30'	-30			
w/ 3.5" of granite fragments	653.3	7 8 9	5.7 6.1 S	11		becomes gray	8 13 17	6.6 B	13	
SILTY CLAY LOAM - Brown and black, stiff Poor Recovery		12 11 15	-	13			-35			
						1" coarse sand seams at 39'	8 11 16	6.1 B	14	
							-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



ROUTE F.A.U. 7531/F.A.P. 756 **DESCRIPTION** Bridge Street over I-72 **LOGGED BY** KEG

SECTION _____ (74-68)BR **LOCATION** 40°2'10.18" N, 88°35'46.69" W; STA. 50+10, 36' RT (Near Pier)

COUNTY Piatt **DRILLING METHOD** HSA and MUD ROTARY **HAMMER TYPE** AUTO

STRUCT. NO.	074-0065	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	1359+51.04	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	SB-3	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	50+10	T	W	S	Qu	First Encounter	ft	T	W	S	Qu
Offset	36' RT	H	S	Qu	T	Upon Completion	ft	H	S	Qu	T
Ground Surface Elev.	671.33	ft	(ft)	(/6")	(tsf)	After	ft	(ft)	(/6")	(tsf)	(%)
						Hrs.					

SILTY CLAY LOAM TILL - Brown, stiff, w/ shale clay traces (continued)

becomes brown

SAND - Brown and gray, well-graded, dense

SILT - Gray, stiff

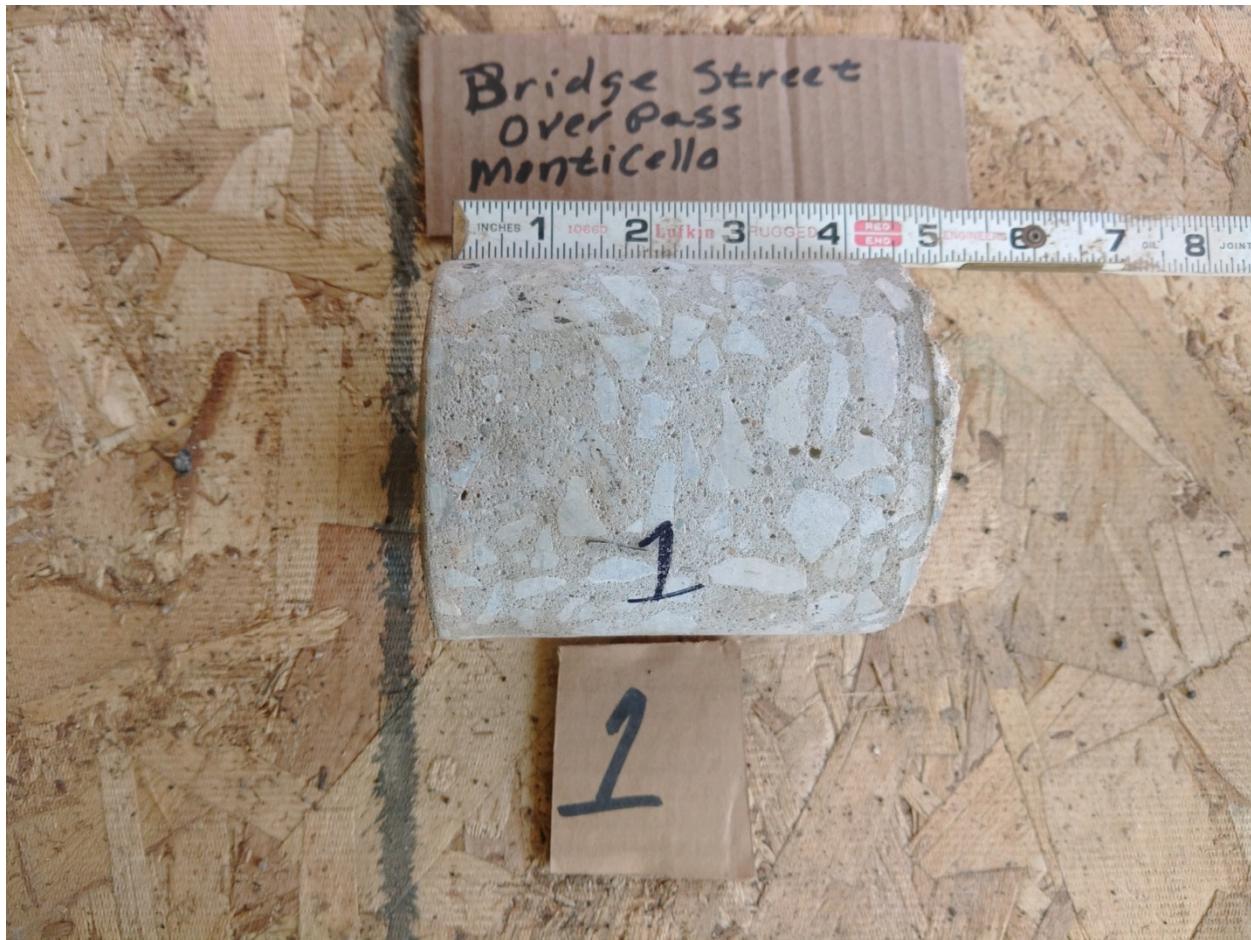
V. FINE SAND - Gray, very dense, poorly graded

SAND - Gray, well-graded, dense, w/ some gravel

Depth (ft)	20	-	15	17	18	-	10
627.5	20	-	15	17	18	-	10
624.3	27	-	18	17	18	-	10
622.3	47	-	18	17	18	-	10
616.8	27	-	19	6	13	-	15
-55	27	-	19	6	13	-	15
-60	32	-	19	591.3	23	-	15

End of Boring

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



Approximate Location
Latitude = $40^{\circ} 2' 8.61''$ N
Longitude = $88^{\circ} 35' 45.97''$ W



Approximate Location
Latitude = $40^{\circ}2'8.78''N$
Longitude = $88^{\circ}35'45.69''W$



Approximate Location
Latitude = $40^{\circ} 2'10.93''$ N
Longitude = $88^{\circ}35'48.31''$ W



Approximate Location
Latitude = $40^{\circ} 2'10.75''$ N
Longitude = $88^{\circ}35'48.59''$ W



SEISMIC SITE CLASS DETERMINATION

PROJECT TITLE=====Bridge Street over I-72

Global Site Class Definition: Substructures 1 through 3

N (bar): 29 (Blows/ft.) Soil Site Class D
 N_{ch} (bar): 42 (Blows/ft.) Soil Site Class D <----Controls
 s_u (bar): 2.17 (ksf) Soil Site Class C

KLINGNER

& ASSOCIATES, P.C.

Engineers • Architects • Surveyors

PROJECT

S.N. 074-0089

SUBJECT

Bridge Street over I-72

PROJECT NUMBER

20-0318

SHEET NUMBER

1

DATE

1/26/2022

COMPUTED BY

LJS

CHECKED BY

Seismic Values

$$S_s = 0.15g \quad (\text{Fig. 3.10, 2, 1-2})$$

$$S_1 = 0.06g \quad (\text{Fig. 3.10, 2, 1-3})$$

$$F_a = 1.6 \quad S_{\text{site Class 0}} \quad (\text{Fig. 3.10, 3, 2-2})$$

$$F_v = 2.4 \quad S_{\text{site Class 0}} \quad (\text{Fig. 3.10, 3, 2-3})$$

$$S_{0s} = F_a S_s = (1.6)(0.15) = 0.24g$$

$$S_{0v} = F_v S_1 = (2.4)(0.06) = 0.144g$$

$$S_{0v} \leq 0.15 \rightarrow \text{Seismic Zone 1}$$



GENERAL DATA

STRUCTURE NUMBER===== SN 074-0089
STRUCTURE TYPE===== MULTI-SPAN
STRUCTURE SKEW===== 0
SUPER. DATA IN REFERENCE TO SUB. DATA === ABUT 1

DEGREES

TOTAL STRUCTURE LENGTH	=====	243.50	FT
NUMBER OF SPANS	=====	2	FT
END SPAN LENGTH	=====	119.92	FT
ADJACENT INTERIOR SPAN LENGTH	=====	0.01	FT

SUPERSTRUCTURE POSITIVE MOMENT REGION DATA (END OR MAIN SPAN)

BEAM TYPE ----- PLATE GIRDER

SUPERSTRUCTURE POSITIVE MOMENT REGION DATA (ADJACENT SPAN)

TOP FLANGE WIDTH =====	14.00	IN
TOP FLANGE THICKNESS =====	2.00	IN
WEB DEPTH =====	48.00	IN
WEB THICKNESS =====	0.50	IN
BOTTOM FLANGE WIDTH =====	14.00	IN
BOTTOM FLANGE THICKNESS =====	2.00	IN
BEAM SPACING PERP. TO CL =====	7.75	FT
SLAB THICKNESS =====	8.00	IN
SLAB F.C. =====	4.00	KS

TOP FLANGE WIDTH =====	14.00	IN
TOP FLANGE THICKNESS =====	2.00	IN
WEB DEPTH =====	48.00	IN
WEB THICKNESS =====	0.50	IN
BOTTOM FLANGE WIDTH =====	14.00	IN
BOTTOM FLANGE THICKNESS =====	2.00	IN
BEAM SPACING PERP. TO CL =====	7.75	FT
SLAB THICKNESS =====	8.00	IN
SLAB FC =====	4.00	KS

ABUTMENT #1 DATA

ABUTMENT NAME =====	South
ABUTMENT REFERENCE BORING =====	B-1
BOTTOM OF ABUTMENT ELEVATION =====	687.41
ESTIMATED NUMBER OF PILES AT ABUT. =====	9
PILE SPACING PERP. TO CL =====	7.75

ABUTMENT #2 DATA

ABUTMENT NAME ===== North
ABUTMENT REFERENCE BORING===== B-2
BOTTOM OF ABUTMENT ELEVATION===== 687.41 FT
ESTIMATED NUMBER OF PILES AT ABUT.===== 9
PILE SPACING PERP. TO CL ===== 7.75 FT

SOIL DATA FOR 10 FT BENEATH BOTTOM OF ABUTMENT #1

SOIL DATA FOR 10 FT DEPTH BEATH BOTTOM OF ABUTMENT #1				
BOT. OF LAYER ELEV. (FT)	LAYER THICKNESS (FT)	UNCONFINED COMPRESSIVE STRENGTH (TSF)	N S.P.T. VALUE (BLOWS/12 IN.)	QUIK EQUIV. FOR N VALUE (TSF)
685.91	1.50	1.1		
683.41	2.50	1.0		
680.91	2.50	0.9		
678.41	2.50	2.0		
677.41	1.00	2.2		

SOIL DATA FOR 10 FT BENEATH BOTTOM OF ABUTMENT #2

10.00 FT = TOTAL DEPTH ENTERED

10.00 FT = TOTAL DEPTH ENTERED

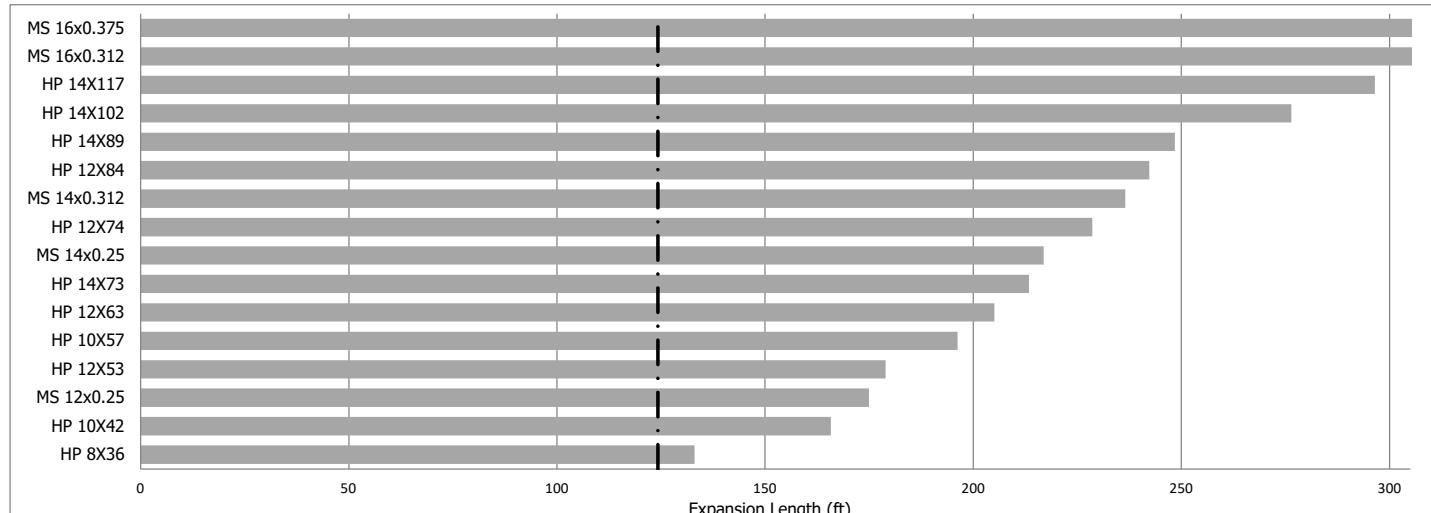
WEIGHTED AVERAGE Qu FOR ABUTMENT #1===== 1.36 TSF

PILE STIFFNESS MODIFIER FOR ABUTMENT #1
= $1/(1.45-[0.3*1.36])$ =====: 0.96

WEIGHTED AVERAGE Qu FOR ABUTMENT #2===== 1.50 TSF
 PILE STIFFNESS MODIFIER FOR ABUTMENT #2
 $= 1/(1.45-[0.3*1.5])===== 1.00$

DISTANCE TO CENTROID OF STIFFNESS FROM ABUTMENT #1 = $[0.96*9*0+1*9*243.5]/[0.96*9+1*9]$ ===== 124.25 FT
 DISTANCE TO CENTROID OF STIFFNESS FROM ABUTMENT #2 = $[1*9*0+0.96*9*243.5]/[1*9+0.96*9]$ ===== 119.25 FT

ABUT 1 (South) - EXPANSION LENGTH LIMIT CHART - 0 DEG. SKEW



- Estimated expansion length for the indicated abutment. Piles with an expansion length greater than this are suitable for consideration.
(Note: The same size pile should be used at both abutments.)

SUBSTRUCTURE===== SE Abutment SB1
 REFERENCE BORING ====== LRFD
 LRFD or ASD or SEISMIC ====== 689.40 ft
 PILE CUTOFF ELEV. ====== 687.40 ft
 GROUND SURFACE ELEV. AGAINST PILE DURING DRIVING ====== None
 GEOTECHNICAL LOSS TYPE (None, Scour, Liquef., DD) ====== None
 BOTTOM ELEV. OF SCOUR, LIQUEF., or DD ====== ft
 TOP ELEV. OF LIQUEF. (so layers above apply DD) ====== ft

MAX. REQUIRED BEARING & RESISTANCE for Selected Pile, Soil Profile, & Losses

Maximum Nominal Req'd Bearing of Pile	Maximum Nominal Req'd Bearing of Boring	Maximum Factored Resistance Available in Boring	Maximum Pile Driveable Length in Boring
570 KIPS	552 KIPS	304 KIPS	53 FT.

TOTAL FACTORED SUBSTRUCTURE LOAD ====== 2352 kips
 TOTAL LENGTH OF SUBSTRUCTURE (along skew)===== 68.00 ft
 NUMBER OF ROWS OF PILES PER SUBSTRUCTURE ====== 1
 Approx. Factored Loading Applied per pile at 8 ft. Cts ====== 276.71 KIPS
 Approx. Factored Loading Applied per pile at 3 ft. Cts ====== 103.76 KIPS

PILE TYPE AND SIZE ====== Metal Shell 14"Φ w/.312" walls
 Pile Perimeter===== 3.665 FT.
 Pile End Bearing Area===== 1.069 SQFT.

BOT. OF LAYER ELEV. (FT.)	LAYER THICK. (FT.)	UNCONF. COMPR. STRENGTH (TSF.)	S.P.T. N VALUE (BLOWS)	GRANULAR OR ROCK LAYER DESCRIPTION	NOMINAL			NOMINAL REQ'D RESIST. (KIPS)	FACTORED GEOTECH. LOSS FROM SCOUR or DD (KIPS)	FACTORED GEOTECH. LOSS LOAD FROM DD (KIPS)	FACTORED RESISTANCE AVAILABLE (KIPS)	ESTIMATED PILE LENGTH (FT.)	
					SIDE RESIST. (KIPS)	END BRG. RESIST. (KIPS)	TOTAL RESIST. (KIPS)						
685.90	1.50	1.10	7		6.6	11.7	18.3		18	0	0	10	4
683.40	2.50	1.00	9		10.2	11.7	27.3		27	0	0	15	6
680.90	2.50	0.90	7		9.4	10.6	49.6		50	0	0	27	9
678.40	2.50	2.00	10		16.7	23.5	68.6		69	0	0	38	11
675.90	2.50	2.20	10		17.7	25.8	109.8		110	0	0	60	14
673.40	2.50	4.20	12		28.2	49.2	119.3		119	0	0	66	16
670.90	2.50	2.60	18		19.8	30.5	164.9		165	0	0	91	19
668.40	2.50	4.80	18		29.8	56.3	203.0		203	0	0	112	21
665.90	2.50	5.50	18		29.8	64.5	207.0		207	0	0	114	24
660.90	5.00	3.30	12		47.0	38.7	259.9		260	0	0	143	29
655.90	5.00	3.80	16		52.3	44.6	341.5		341	0	0	188	34
650.90	5.00	6.30	20		59.6	73.9	365.9		366	0	0	201	39
645.90	5.00	3.30	17		47.0	38.7	438.8		439	0	0	241	44
636.40	9.50	5.50	21		113.3	64.5	552.1		552	0	0	304	53
635.90	0.50	5.50	21		6.0	64.5	578.0		578	0	0	318	54
625.90	10.00	7.20	25		119.3	84.4	633.9		634	0	0	349	64
615.90	10.00	1.80	19		62.4	21.1	698.7		699	0	0	384	74
614.90	1.00	2.00	26		23.5								

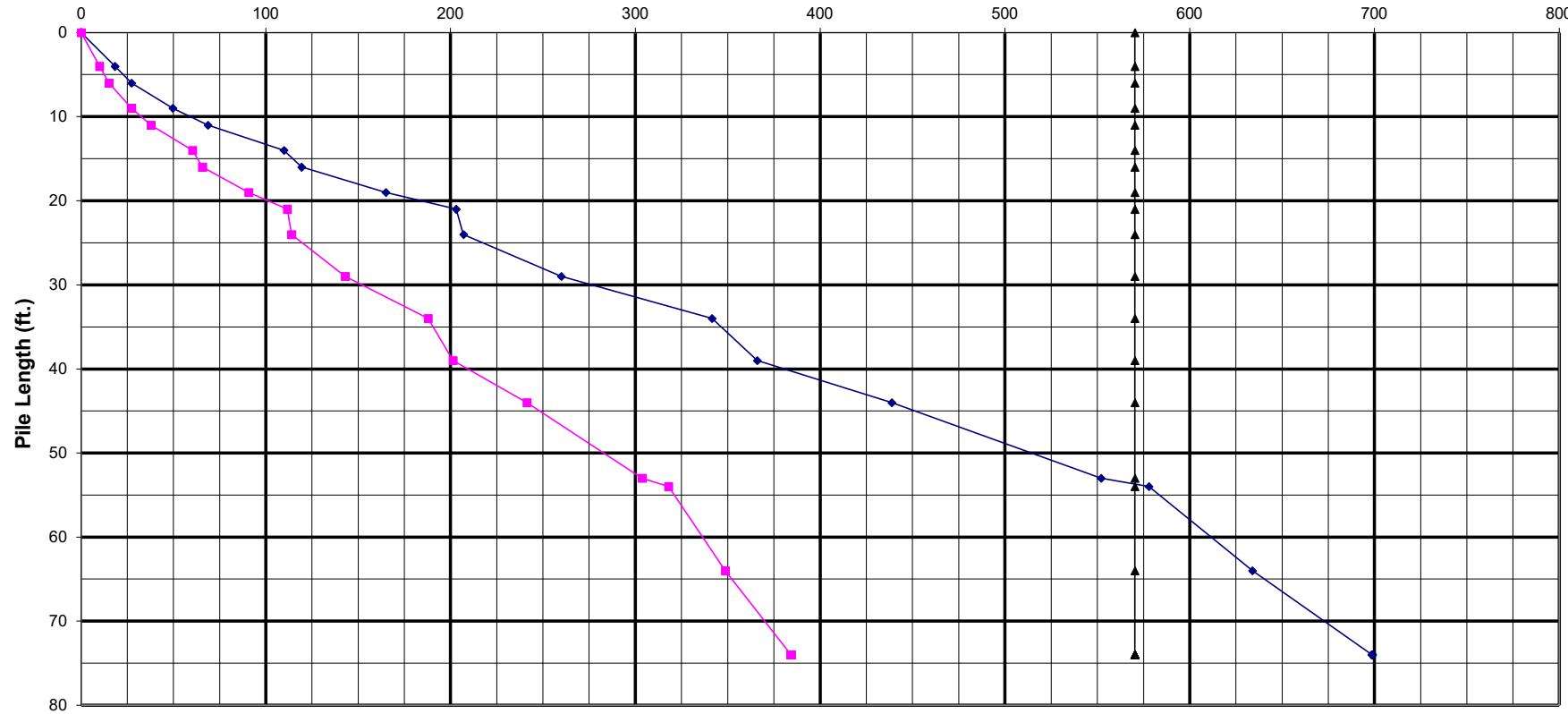
Pile Design Table for SE Abutment utilizing Boring #SB1

Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)	Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)	Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)
Metal Shell 12"Φ w/.25" walls								
173	95	24	160	88	29	169	93	24
217	120	29	214	118	34	210	115	29
284	156	34	220	121	39	282	155	39
309	170	39	268	147	44	348	192	44
368	203	44	333	183	53	429	236	53
Metal Shell 14"Φ w/.25" walls								
165	91	19	164	90	29	459	252	54
203	112	21	219	121	34	464	255	64
207	114	24	225	124	39	512	282	74
260	143	29	274	151	44	Steel HP 14 X 73		
341	188	34	341	187	53	180	99	21
366	201	39	361	198	54	202	111	24
439	241	44	377	208	64	250	137	29
Metal Shell 14"Φ w/.312" walls								
165	91	19	416	229	74	332	183	39
203	112	21	Steel HP 12 X 53			413	227	44
207	114	24	162	89	24	506	278	53
260	143	29	201	111	29	537	295	64
341	188	34	272	149	39	Steel HP 14 X 89		
366	201	39	335	184	44	184	101	21
439	241	44	413	227	53	204	112	24
552	304	53	Steel HP 12 X 63			253	139	29
Metal Shell 16"Φ w/.312" walls								
141	78	16	164	90	24	336	185	39
198	109	19	203	112	29	418	230	44
242	133	21	274	151	39	512	282	53
243	134	24	338	186	44	543	299	64
304	167	29	417	229	53	599	329	74
402	221	34	Steel HP 12 X 74			Steel HP 14 X 102		
425	233	39	445	245	54	186	103	21
512	282	44	452	249	64	207	114	24
641	353	53	Steel HP 12 X 74			257	141	29
Metal Shell 16"Φ w/.375" walls								
141	78	16	278	153	39	340	187	39
198	109	19	343	189	44	424	233	44
242	133	21	423	233	53	519	285	53
243	134	24	452	249	54	549	302	64
304	167	29	458	252	64	605	333	74
402	221	34	505	278	74	Steel HP 14 X 117		
425	233	39	Steel HP 14 X 117			151	83	19
512	282	44	190	105	21	210	116	24
641	353	53	Steel HP 14 X 117			260	143	29
674	371	54	210	116	24	345	190	39
728	400	64	260	143	29	430	236	44
Steel HP 8 X 36								
175	96	39	345	190	21	525	289	53
211	116	44	371	205	26	555	305	64
264	145	53	400	233	337	612	337	74
Precast 14"x 14"								
152	84	16	Precast 14"x 14"			152	84	16
210	116	19	Precast 14"x 14"			210	116	19
258	142	21	Precast 14"x 14"			258	142	21

Pile Bearing vs. Estimated Length

Bearing Resistance (kips)

- NOMINAL REQ'D BEARING
- FACTORED RESISTANCE AVAILABLE
- Maximum Bearing For Metal Shell 14"Ø w/.312" walls Pile



SUBSTRUCTURE===== NW Abutment
 REFERENCE BORING ===== SB2
 LRFD or ASD or SEISMIC ===== LRFD
 PILE CUTOFF ELEV. ===== 689.40 ft
 GROUND SURFACE ELEV. AGAINST PILE DURING DRIVING = 677.40 ft
 GEOTECHNICAL LOSS TYPE (None, Scour, Liquef., DD) ===== None
 BOTTOM ELEV. OF SCOUR, LIQUEF., or DD ===== ft
 TOP ELEV. OF LIQUEF. (so layers above apply DD) ===== ft

Maximum Nominal Req'd Bearing of Pile	Maximum Nominal Req'd Bearing of Boring	Maximum Factored Resistance Available in Boring	Maximum Pile Driveable Length in Boring
570 KIPS	515 KIPS	284 KIPS	57 FT.

TOTAL FACTORED SUBSTRUCTURE LOAD ===== 2352 kips
 TOTAL LENGTH OF SUBSTRUCTURE (along skew)===== 68.00 ft
 NUMBER OF ROWS OF PILES PER SUBSTRUCTURE ===== 1
 Approx. Factored Loading Applied per pile at 8 ft. Cts ===== 276.71 KIPS
 Approx. Factored Loading Applied per pile at 3 ft. Cts ===== 103.76 KIPS

PILE TYPE AND SIZE ===== Metal Shell 14"Φ w/.312" walls
 Pile Perimeter===== 3.665 FT.
 Pile End Bearing Area===== 1.069 SQFT.

Prebore to 10 ft.

BOT. OF LAYER ELEV. (FT.)	LAYER THICK. STRENGTH (TSF.)	UNCONF. COMPR. N VALUE (BLOWS)	S.P.T. N VALUE (BLOWS)	GRANULAR OR ROCK LAYER DESCRIPTION	NOMINAL			NOMINAL REQ'D BEARING (KIPS)	FACTORED GEOTECH. LOSS FROM SCOUR OR DD (KIPS)	FACTORED GEOTECH. LOSS LOAD FROM DD (KIPS)	FACTORED RESISTANCE AVAILABLE (KIPS)	ESTIMATED PILE LENGTH (FT.)
					SIDE RESIST. (KIPS)	END BRG. RESIST. (KIPS)	TOTAL RESIST. (KIPS)					
676.00	1.40	7.90	18		16.7		49.5	50	0	0	27	13
674.50	1.50	2.80	15		12.5	32.8	42.1	42	0	0	23	15
672.00	2.50	1.10	7	Clean Coarse Sand	11.0	12.9	76.2	76	0	0	42	17
668.50	3.50	7		Clean Coarse Sand	9.0	35.9	174.2	174	0	0	96	21
666.00	2.50		19	Clean Coarse Sand	17.5	124.9	194.7	195	0	0	107	23
663.00	3.00		19	Clean Coarse Sand	21.0	127.9	269.5	270	0	0	148	26
656.00	7.00	27		Medium Sand	64.5	181.7	448.4	448	0	0	247	33
651.00	5.00	44		Medium Sand	99.3	296.1	426.6	427	0	0	235	38
648.00	3.00	26		Medium Sand	26.4	175.0	321.4	321	0	0	177	41
636.00	12.00	3.70	19		123.0	43.4	467.8	468	0	0	257	53
632.00	4.00	5.70	20		47.7	66.8	515.5	515	0	0	284	57
631.00	1.00	5.70	20		11.9	66.8	632.2	632	0	0	348	58
621.00	10.00	34		Hard Till	69.2	171.6	1034.5	1034	0	0	569	68
615.50	5.50	100		Hard Till		504.7						

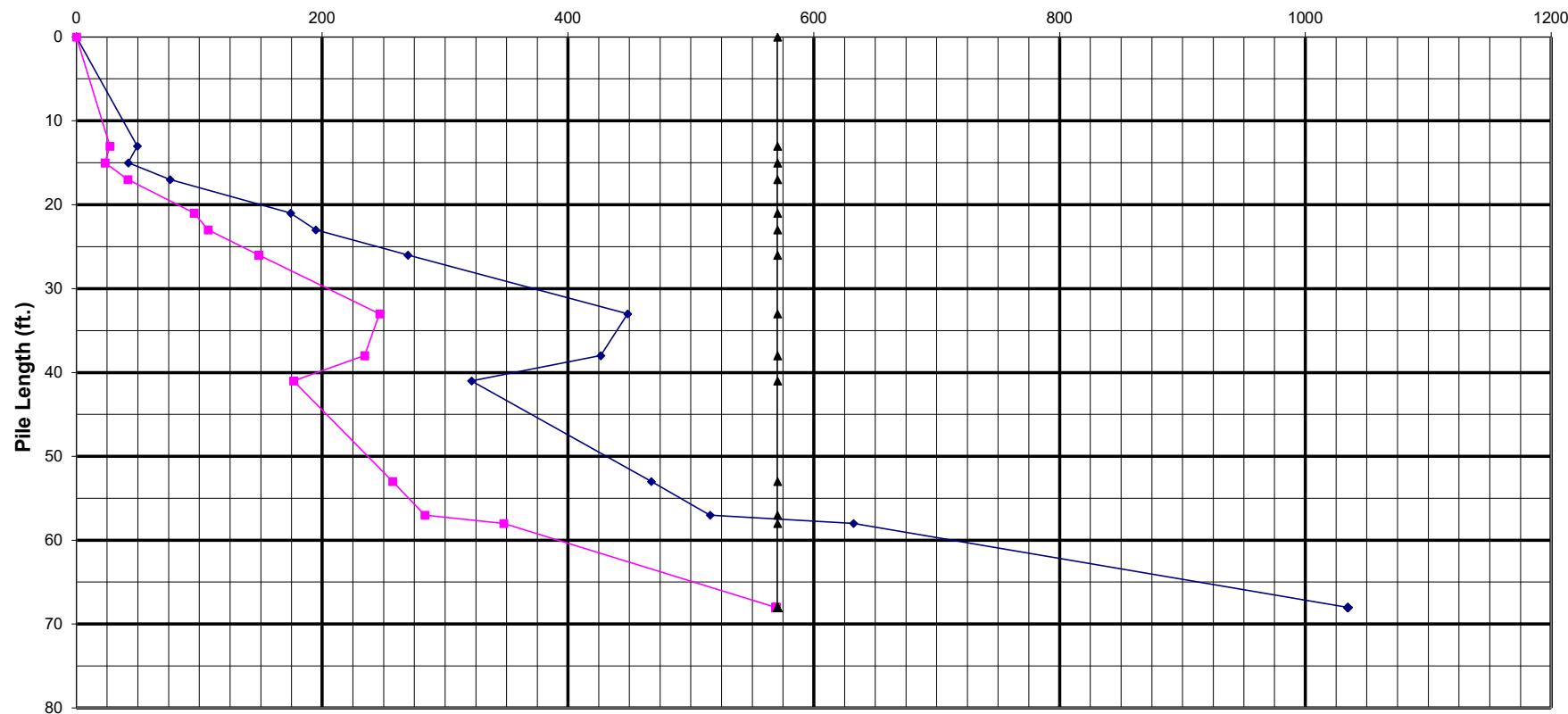
Pile Design Table for NW Abutment utilizing Boring #SB2

Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)	Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)	Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)			
Metal Shell 12"Φ w/.25" walls											
151	83	23	101	55	41	127	70	41			
209	115	26	191	105	53	253	139	53			
270	149	41	214	118	58	279	153	58			
Metal Shell 14"Φ w/.25" walls											
174	96	21	285	157	68	361	199	68			
195	107	23	Steel HP 10 X 42								
270	148	26	103	57	41	Steel HP 12 X 84					
321	177	41	195	107	53	146	80	41			
Metal Shell 14"Φ w/.312" walls											
174	96	21	219	120	58	300	165	53			
195	107	23	292	161	68	330	182	58			
270	148	26	Steel HP 10 X 57								
321	177	41	121	66	41	414	228	68			
468	257	53	242	133	53	Steel HP 14 X 73					
515	284	57	267	147	58	149	82	41			
Metal Shell 16"Φ w/.312" walls											
93	51	17	341	188	68	305	168	53			
219	121	21	Steel HP 12 X 53								
243	134	23	123	68	41	335	184	58			
338	186	26	245	135	53	424	233	68			
374	206	41	270	149	58	Steel HP 14 X 89					
546	300	53	350	192	68	151	83	41			
600	330	57	Steel HP 12 X 63								
750	413	58	125	69	41	308	169	53			
Metal Shell 16"Φ w/.375" walls											
93	51	17	249	137	53	339	187	58			
219	121	21	274	151	58	430	237	68			
243	134	23	356	196	68	Steel HP 14 X 102					
338	186	26	Steel HP 12 X 74								
374	206	41	154	84	41	154	84	41			
546	300	53	313	172	53	313	172	53			
600	330	57	344	189	58	344	189	58			
750	413	58	439	241	68	Steel HP 14 X 117					
Steel HP 8 X 36											
168	92	58	Precast 14"x 14"								
229	126	68	97	53	17	97	53	17			

Pile Bearing vs. Estimated Length

Bearing Resistance (kips)

- NOMINAL REQ'D BEARING
- FACTORED RESISTANCE AVAILABLE
- Maximum Bearing For Metal Shell 14"Ø w/.312" walls Pile



SUBSTRUCTURE===== Pier
 REFERENCE BORING ===== SB3
 LRFD or ASD or SEISMIC ===== LRFD
 PILE CUTOFF ELEV. ===== 667.50 ft
 GROUND SURFACE ELEV. AGAINST PILE DURING DRIVING = 667.00 ft
 GEOTECHNICAL LOSS TYPE (None, Scour, Liquef., DD) ===== None
 BOTTOM ELEV. OF SCOUR, LIQUEF., or DD ===== ft
 TOP ELEV. OF LIQUEF. (so layers above apply DD) ===== ft

Pier
 SB3
 LRFD
 667.50 ft
 667.00 ft
 None
 ft
 ft

Maximum Nominal Req'd Bearing of Pile	Maximum Nominal Req'd Bearing of Boring	Maximum Factored Resistance Available in Boring	Maximum Pile Driveable Length in Boring
654 KIPS	555 KIPS	305 KIPS	39 FT.

TOTAL FACTORED SUBSTRUCTURE LOAD ===== 7022 kips
 TOTAL LENGTH OF SUBSTRUCTURE (along skew)===== 56.50 ft
 NUMBER OF ROWS OF PILES PER SUBSTRUCTURE ===== 3
 Approx. Factored Loading Applied per pile at 8 ft. Cts ===== 331.42 KIPS
 Approx. Factored Loading Applied per pile at 3 ft. Cts ===== 124.28 KIPS

PILE TYPE AND SIZE ===== Metal Shell 16"Φ w/.312" walls
 Pile Perimeter===== 4.189 FT.
 Pile End Bearing Area===== 1.396 SQFT.

BOT. OF LAYER ELEV. (FT.)	LAYER THICK. (FT.)	UNCONF. COMPR. STRENGTH (TSF.)	S.P.T. N VALUE (BLOWS)	GRANULAR OR ROCK LAYER DESCRIPTION	NOMINAL			NOMINAL REQ'D BEARING (KIPS)	FACTORED GEOTECH. LOSS FROM SCOUR OR DD (KIPS)	FACTORED GEOTECH. LOSS LOAD FROM DD (KIPS)	FACTORED RESISTANCE AVAILABLE (KIPS)	ESTIMATED PILE LENGTH (FT.)
					SIDE RESIST. (KIPS)	END BRG. RESIST. (KIPS)	TOTAL RESIST. (KIPS)					
665.00	2.00		6	Medium Sand	4.6	18.2		18	0	0	10	3
662.50	2.50		4	Medium Sand	3.9	13.6	119.2	119	0	0	66	5
660.00	2.50		21	Medium Sand	20.2	110.7	350.8	351	0	0	193	8
657.50	2.50		45	Fine Sand	51.0	322.1	167.0	167	0	0	92	10
655.00	2.50	5.70	27		34.1	87.3	207.2	207	0	0	114	13
652.50	2.50	6.10	17		34.1	93.4	213.7	214	0	0	118	15
650.00	2.50	4.30	26		32.9	65.9	217.5	217	0	0	120	18
647.50	2.50	2.40	17		21.5	36.8	295.6	296	0	0	163	20
645.00	2.50	6.10	23		34.1	93.4	306.7	307	0	0	169	23
642.50	2.50	4.60	18		34.1	70.4	350.0	350	0	0	193	25
637.50	5.00	5.20	17		68.2	79.6	439.6	440	0	0	242	30
632.50	5.00	6.60	30		68.2	101.1	500.1	500	0	0	275	35
628.50	4.00	6.10	27		54.5	93.4	554.6	555	0	0	305	39
627.50	1.00	6.10	27		13.6	93.4	1142.8	1143	0	0	629	40
622.50	5.00		76	Medium Sand	295.9	668.0	1649.7	1650	0	0	907	45
612.50	10.00		100	Fine Sand	757.8	878.9	2047.1	2047	0	0	1126	55
602.50	10.00		59	Medium Sand	392.4	518.6	2298.8	2299	0	0	1264	65
592.50	10.00		43	Medium Sand	217.6	377.9	2454.9	2455	0	0	1350	75
			36	Medium Sand	316.4							

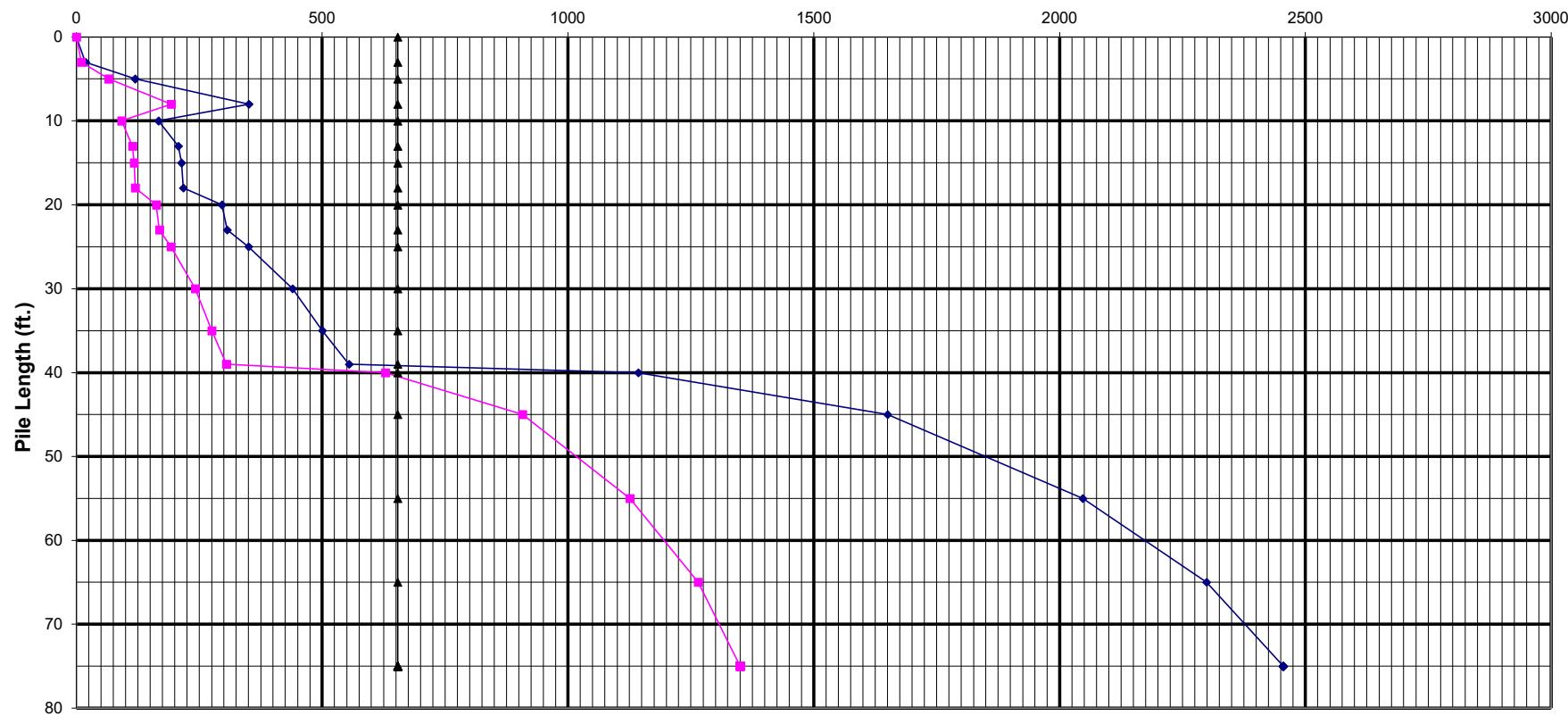
Pile Design Table for Pier utilizing Boring #SB3

Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)	Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)	Nominal Required Bearing (Kips)	Factored Resistance Available (Kips)	Estimated Pile Length (Ft.)
Metal Shell 12"Φ w/.25" walls								
217	119	23	206	113	30	208	114	25
248	136	25	235	129	35	273	150	30
311	171	30	263	144	39	310	170	35
358	197	35	327	180	40	344	189	39
Metal Shell 14"Φ w/.25" walls								
186	102	18	211	116	30	413	227	40
248	137	20	241	133	35	506	278	45
261	143	23	269	148	39	621	342	55
298	164	25	335	184	40	655	360	65
374	205	30	410	225	45	Steel HP 14 X 73		
427	235	35	Steel HP 12 X 53			202	111	23
Metal Shell 14"Φ w/.312" walls								
186	102	18	198	109	25	240	132	25
248	137	20	261	143	30	315	173	30
261	143	23	297	163	35	370	203	35
298	164	25	330	181	39	409	225	39
374	205	30	392	215	40	475	261	40
427	235	35	Steel HP 12 X 63			Steel HP 14 X 89		
475	261	39	203	111	25	206	113	23
Metal Shell 16"Φ w/.312" walls								
217	120	18	265	146	30	244	134	25
296	163	20	300	165	35	321	176	30
307	169	23	333	183	39	375	206	35
350	193	25	401	220	40	415	228	39
440	242	30	491	270	45	485	267	40
500	275	35	Steel HP 12 X 74			594	327	45
555	305	39	205	113	25	Steel HP 14 X 102		
Metal Shell 16"Φ w/.375" walls								
217	120	18	269	148	30	209	115	23
296	163	20	305	168	35	247	136	25
307	169	23	339	186	39	324	178	30
350	193	25	407	224	40	380	209	35
440	242	30	499	274	45	420	231	39
500	275	35	Steel HP 14 X 117			491	270	40
555	305	39	305	168	35	602	331	45
Steel HP 8 X 36								
206	113	39	339	186	39	758	417	55
258	142	40	407	224	40	789	434	65

Pile Bearing vs. Estimated Length

Bearing Resistance (kips)

- NOMINAL REQ'D BEARING
- FACTORED RESISTANCE AVAILABLE
- Maximum Bearing For Metal Shell 16"Ø w/.312" walls Pile





SOIL PROPERTIES BELOW EXCAVATION LINE			
RETAINED HEIGHT (FT)	LAYER THICK- NESS (FT)	SPT N - VALUE (BPF)	UNCONFINED COMPR. STRENGTH Qu (TSF)
7.5 (ROUND TO NEAREST 0.25)	1.5	1.1	
	2.5	1	
	2.5	0.9	
	2.5	2	
	2.5	2.2	
	2.5	4.2	
	2.5	2.6	

STRUCTURE ====== SN 074-0089
SUBSTRUCTURE & REFERENCE BORING == SE Abutment Stage Construction Sheet Piling - Boring SB#1

COHESIVE CHARTS CONTROL USING AN EMBEDMENT DEPTH OF: **5.63** FT
AND REQUIRES A SECTION MODULUS OF: **3.08** IN.³/FT

DEPTH BELOW EXCAV. (FT)	SPLIT LAYER THICK- NESS (FT)	SPLIT N AT DEPTH (BPF)	SPLIT Qu AT DEPTH (TSF)	Avg. N ABOVE IN UPPER 50% (BPF)	Avg. N IN UPPER 50% (BPF)	REQ'D CHART EMBED. DEPTH (FT)	Avg. N IN UPPER 33% (BPF)	REQ'D CHART SECT. MOD. (IN. ³ /FT)	RATIO LOWER/ UPPER 1/3 N	Avg. Qu ABOVE DEPTH (TSF)	Avg. Qu IN UPPER 50% (TSF)	REQ'D CHART EMBED. DEPTH (FT)	Avg. Qu IN UPPER 33% (TSF)	REQ'D CHART SECT. MOD. (IN. ³ /FT)	RATIO OF LOWER/ UPPER 1/3 Qu	
0.38	0.375	11	1.1	11.00	11.00					1.10	1.10					
0.75	0.375	11	1.1	11.00	11.00	12.42	11.00	1.00	1.10	1.10	5.63	1.10	5.63	1.10	1.00	
1.13	0.375	11	1.1	11.00	11.00	12.42	11.00	1.00	1.10	1.10	5.63	1.10	5.63	1.10	1.00	
1.50	0.375	11	1.1	11.00	11.00	12.42	11.00	1.00	1.08	1.10	5.63	1.10	5.63	1.10	1.00	
1.81	0.3125	10	1	10.83	11.00	12.42	11.00	1.00	1.06	1.10	5.63	1.10	5.63	1.10	1.00	
2.13	0.3125	10	1	10.71	11.00	12.48	11.00	1.00	1.07	1.10	5.63	1.10	5.63	1.10	1.00	
2.44	0.3125	10	1	10.62	11.00	12.49	11.00	1.00	1.06	1.10	5.63	1.10	5.63	1.10	1.00	
2.75	0.3125	10	1	10.55	11.00	12.26	11.00	1.00	1.05	1.10	5.63	1.10	5.63	1.10	1.00	
3.06	0.3125	10	1	10.49	10.98	12.29	11.00	1.00	1.05	1.10	5.63	1.10	5.63	1.10	1.00	
3.38	0.3125	10	1	10.44	10.89	12.34	11.00	1.00	1.04	1.09	5.63	1.10	5.63	1.10	1.00	
3.69	0.3125	10	1	10.41	10.81	12.33	11.00	1.00	1.04	1.08	5.63	1.10	5.63	1.10	1.00	
4.00	0.3125	10	1	10.38	10.75	12.34	11.00	1.00	1.04	1.08	5.63	1.10	5.63	1.10	1.00	
4.31	0.3125	9	0.9	10.28	10.70	12.36	11.00	1.00	1.03	1.07	5.63	1.10	5.63	1.10	1.00	
4.63	0.3125	9	0.9	10.19	10.65	12.39	10.97	1.00	1.02	1.06	5.63	1.10	5.63	1.10	1.00	
4.94	0.3125	9	0.9	10.11	10.61	12.42	10.91	0.98	1.01	1.06	5.63	1.09	5.63	1.09	0.98	
5.25	0.3125	9	0.9	10.05	10.57	12.45	10.86	0.97	1.00	1.06	5.63	1.09	5.63	1.09	0.97	
5.56	0.3125	9	0.9	9.99	10.54	12.47	10.81	0.97	1.00	1.05	5.63	1.08	5.63	1.08	0.97	
5.88	0.3125	9	0.9	9.94	10.51	12.49	10.77	0.96	0.99	1.05	5.63	1.08	5.63	1.08	0.96	
6.19	0.3125	9	0.9	9.89	10.48	12.52	10.73	0.95	0.99	1.05	5.63	1.07	5.63	1.07	0.95	
6.50	0.3125	9	0.9	9.85	10.46	12.54	10.69	0.94	0.98	1.05	5.63	1.07	5.63	1.07	0.94	
6.81	0.3125	20	2	10.31	10.44	12.55	10.66	0.94	1.03	1.04	5.63	1.07	5.63	1.07	0.94	
7.13	0.3125	20	2	10.74	10.42	12.37	10.63	0.93	1.07	1.04	5.63	1.06	5.63	1.06	0.93	
7.44	0.3125	20	2	11.13	10.40	12.33	10.61	0.93	1.11	1.04	5.63	1.06	5.63	1.06	0.93	
7.75	0.3125	20	2	11.48	10.39	12.34	10.58	0.92	1.15	1.04	5.63	1.06	5.63	1.06	0.92	
8.06	0.3125	20	2	11.81	10.36	12.35	10.56	0.92	1.18	1.04	5.63	1.06	5.63	1.06	0.92	
8.38	0.3125	20	2	12.12	10.31	12.36	10.54	0.92	1.21	1.03	5.63	1.05	5.63	1.05	0.92	
8.69	0.3125	20	2	12.40	10.27	12.37	10.52	0.91	1.24	1.03	5.63	1.05	5.63	1.05	0.91	
9.00	0.3125	20	2	12.67	10.22	12.39	10.50	0.91	1.27	1.02	5.63	1.05	5.63	1.05	0.91	
9.31	0.3125	22	2.2	12.98	10.18	12.44	10.48	0.91	1.30	1.02	5.63	1.05	5.63	1.05	0.91	
9.63	0.3125	22	2.2	13.27	10.14	12.42	10.47	0.91	1.33	1.01	5.63	1.05	5.63	1.05	0.91	
9.94	0.3125	22	2.2	13.55	10.11	12.44	10.45	0.92	1.35	1.01	5.63	1.05	5.63	1.05	0.92	
10.25	0.3125	22	2.2	13.80	10.07	12.45	10.44	0.92	1.38	1.01	5.63	1.04	5.63	1.04	0.92	
10.56	0.3125	22	2.2	14.05	10.04	12.46	10.43	0.92	1.40	1.00	5.63	1.04	5.63	1.04	0.92	
10.88	0.3125	22	2.2	14.28	10.01	12.47	10.41	0.92	1.43	1.00	5.63	1.04	5.63	1.04	0.92	
11.19	0.3125	22	2.2	14.49	9.98	12.48	10.40	0.93	1.45	1.00	5.63	1.04	5.63	1.04	0.93	
11.50	0.3125	22	2.2	14.70	9.96	12.50	10.39	0.93	1.47	1.00	5.63	1.04	5.63	1.04	0.93	
11.81	0.3125	42	4.2	15.42	9.93	12.54	10.38	0.93	1.54	0.99	5.63	1.04	5.63	1.04	0.93	
12.13	0.3125	42	4.2	16.10	9.91	12.52	10.36	0.93	1.61	0.99	5.63	1.04	5.63	1.04	0.93	
12.44	0.3125	42	4.2	16.75	9.88	12.53	10.33	0.93	1.68	0.99	5.63	1.03	5.63	1.03	0.93	
12.75	0.3125	42	4.2	17.37	9.86	12.54	10.29	7.55	0.92	1.74	0.99	5.63	1.03	5.63	1.03	0.92
13.06	0.3125	42	4.2	17.96	9.89	10.26	0.92	1.80	0.99	5.63	1.03	5.63	1.03	0.92		
13.38	0.3125	42	4.2	18.52	10.13	10.23	0.92	1.85	1.01	5.63	1.02	5.63	1.02	0.92		
13.69	0.3125	42	4.2	19.06	10.36	10.21	0.92	1.91	1.04	5.63	1.02	5.63	1.02	0.92		
14.00	0.3125	42	4.2	19.57	10.57	10.18	0.91	1.96	1.06	5.63	1.02	5.63	1.02	0.91		
14.31	0.3125	26	2.6	19.71	10.78	10.15	0.91	1.97	1.08	5.63	1.02	5.63	1.02	0.91		
14.63	0.3125	26	2.6	19.85	10.97	10.13	0.91	1.98	1.10	5.63	1.01	5.63	1.01	0.91		
14.94	0.3125	26	2.6	19.97	11.16	10.10	0.91	2.00	1.12	5.63	1.01	5.63	1.01	0.91		
15.25	0.3125	26	2.6	20.10	11.34	10.08	0.90	2.01	1.13	5.63	1.01	5.63	1.01	0.90		
15.56	0.3125	26	2.6	20.22	11.52	10.06	0.90	2.02	1.15	5.63	1.01	5.63	1.01	0.90		
15.88	0.3125	26	2.6	20.33	11.69	10.04	0.90	2.03	1.17	5.63	1.00	5.63	1.00	0.90		
16.19	0.3125	26	2.6	20.44	11.85	10.02	0.90	2.04	1.18	5.63	1.00	5.63	1.00	0.90		
16.50	0.3125	26	2.6	20.55	12.00	10.00	0.90	2.05	1.20	5.63	1.00	5.63	1.00	0.90		



<u>SOIL PROPERTIES BELOW EXCAVATION LINE</u>				
RETAINED HEIGHT (FT)	LAYER THICK- NESS (FT)	SPT N - VALUE (BPF)	UNCONFINED COMPR. STRENGTH Qu (TSF)	
7.5	4 2.5 2.5		3.1 4.4 1.9	
(ROUND TO NEAREST 0.25')				

STRUCTURE ===== SN 074-0089
SUBSTRUCTURE & REFERENCE BORING === NW Abutment Stage Construction Sheet Piling - Boring SB#2

STRUCTURE SUBSTRUCTURE & REFERENCE BORING === NW Abutment Stage Construction Sheet Piling - Boring SB#2

COHESIVE CHARTS CONTROL USING AN EMBEDMENT DEPTH OF: 5.63 FT

AND REQUIRES A SECTION MODULUS OF: 2.65 IN.³/FT

DEPTH BELOW EXCAV. (FT)	SPLIT LAYER THICK- NESS	SPLIT N AT DEPTH (FT)	SPLIT Qu AT DEPTH (BPF)	Avg. N ABOVE DEPTH (BPF)	Avg. N IN UPPER 50% DEPTH (BPF)	REQ'D CHART EMBED. DEPTH (FT)	Avg. N IN UPPER 33% DEPTH (BPF)	REQ'D CHART SECT. MOD. W/ AMP. (IN. ³ /FT)	RATIO LOWER/ UPPER 1/3 N	Avg. Qu ABOVE DEPTH (TSF)	Avg. Qu IN UPPER 50% DEPTH (TSF)	REQ'D CHART EMBED. DEPTH (FT)	Avg. Qu IN UPPER 33% DEPTH (TSF)	REQ'D CHART SECT. MOD. W/ AMP. (IN. ³ /FT)	Avg. Qu IN UPPER 33% DEPTH (TSF)	REQ'D CHART SECT. MOD. W/ AMP. (IN. ³ /FT)	RATIO OF LOWER/ UPPER 1/3 Qu
	DEPTH THICK- NESS	AT DEPTH (FT)	AT DEPTH (TSF)	ABOVE DEPTH (BPF)	IN UPPER 50% DEPTH (BPF)	EMBED. DEPTH (FT)	IN UPPER 33% DEPTH (BPF)	SECT. MOD. W/ AMP. (IN. ³ /FT)	UPPER 1/3 N	ABOVE DEPTH (TSF)	IN UPPER 50% DEPTH (TSF)	EMBED. DEPTH (FT)	IN UPPER 33% DEPTH (TSF)	SECT. MOD. W/ AMP. (IN. ³ /FT)	UPPER 1/3 N		
1.00	1	31	3.1	31.00						3.10							
2.00	1	31	3.1	31.00						3.10							
3.00	1	31	3.1	31.00	31.00	9.38	31.00		1.00	3.10	3.10	5.63	3.10			1.00	
4.00	1	31	3.1	31.00	31.00	9.38	31.00		1.00	3.10	3.10	5.63	3.10			1.00	
4.31	0.3125	44	4.4	31.94	31.00	9.38	31.00		1.00	3.19	3.10	5.63	3.10			1.00	
4.63	0.3125	44	4.4	32.76	31.00	9.38	31.00		1.00	3.28	3.10	5.63	3.10			1.00	
4.94	0.3125	44	4.4	33.47	31.00	9.38	31.00		1.00	3.35	3.10	5.63	3.10			1.00	
5.25	0.3125	44	4.4	34.10	31.00	9.38	31.00		1.00	3.41	3.10	5.63	3.10			1.00	
5.56	0.3125	44	4.4	34.65	31.00	9.38	31.00		1.00	3.47	3.10	5.63	3.10			1.00	
5.88	0.3125	44	4.4	35.15	31.00	9.38	31.00		1.00	3.51	3.10	5.63	3.10	2.65		1.00	
6.19	0.3125	44	4.4	35.60	31.00	9.38	31.00		1.00	3.56	3.10		3.10			1.00	
6.50	0.3125	44	4.4	36.00	31.00	9.38	31.00		1.00	3.60	3.10		3.10			1.00	
6.81	0.3125	19	1.9	35.22	31.00	9.38	31.00		1.00	3.52	3.10		3.10			1.00	
7.13	0.3125	19	1.9	34.51	31.00	9.38	31.00		1.00	3.45	3.10		3.10			1.00	
7.44	0.3125	19	1.9	33.86	31.00	9.38	31.00		1.00	3.39	3.10		3.10			1.00	
7.75	0.3125	19	1.9	33.26	31.00	9.38	31.00		1.00	3.33	3.10		3.10			1.00	
8.06	0.3125	19	1.9	32.71	31.10	9.38	31.00		1.00	3.27	3.11		3.10			1.00	
8.38	0.3125	19	1.9	32.19	31.58	9.38	31.00		1.00	3.22	3.16		3.10			1.00	
8.69	0.3125	19	1.9	31.72	32.03	9.38	31.00		1.00	3.17	3.20		3.10			1.00	
9.00	0.3125	19	1.9	31.28	32.44	9.38	31.00		1.00	3.13	3.24		3.10			1.00	

SOIL PARAMETER AND L-PILE LATERAL PARAMETER RECOMMENDATIONS

The following soil parameters (L-Pile included), are based on the soils encountered from the locations of the structure borings. The following recommended estimated soil parameter values may be used:

Averaged Lateral Parameter Soil Recommendations Summary – Boring SB-1 – Near South Abutment

± Elev.	± Depth from Pile Cap	Cohesion C (psf)	Ø	Static Soil Modulus, k (pci)	Soil Strain E₅₀	Total Unit Wt. (PCF)	Soil Type
687½-681	0-6½	1,000	-	100	0.01	120	CL
681-676	6½-11½	2,000	-	500	0.007	120	CL
676-666	11½-21½	4,000	-	1,000	0.005	130	CL
666-656	21½-31½	3,500	-	1,000	0.005	135	CL
656-626	31½-61½	5,000	-	2,000	0.004	135	CL
626-615	61½-72½	2000	-	1,000	0.005	130	CL

Averaged Lateral Parameter Soil Recommendations Summary - Boring SB-2 – Near North Abutment

± Elev.	± Depth from Pile Cap	Cohesion C (psf)	Ø	Static Soil Modulus, k (pci)	Soil Strain E₅₀	Total Unit Wt. (PCF)	Soil Type
687½-677½	0-10	1,000	-	100	0.01	115	Bentonite/CL
677½-674½	10-13	3,000	-	1,000	0.005	130	CL
674½-672	13-15½	-	26	25	-	118	ML
672-669	15½-18½	-	32	25	-	120	SW
669-663	18½-24½	-	35	90	-	125	SW
663-648	24½-39½	-	37	125	-	130	SW
648-630½	39½-57	4,500	-	2,000	0.004	130	CL
630½-615	57-72½	3,500	-	1,000	0.005	130	CL

Averaged Lateral Parameter Soil Recommendations Summary - Boring SB-3 – Near Pier

± Elev.	± Depth from Pile Cap	Cohesion C (psf)	Ø	Static Soil Modulus, k (pci)	Soil Strain E₅₀	Total Unit Wt. (PCF)	Soil Type
667-663	0-4	-	30	20	-	120	SW
663-658½	4-8½	-	35	125	-	125	SP
658½-627½	8½-39½	5,000	-	2,000	0.004	135	CL
627½-606½	39½-60½	-	40	125	-	135	SP
606½-591½	60½-75½	-	39	125	-	130	SW