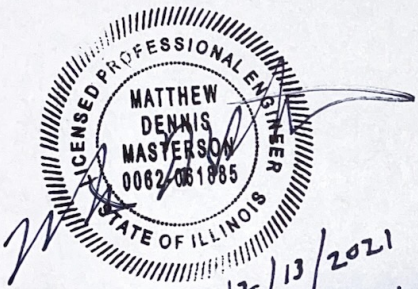
STRUCTURE GEOTECHNICAL REPORT

FAP RTE 312 Culvert – IL. Route 3 Over Talbott Hollow Creek

Existing S.N. 039-2035

FAP 312
SECTION 123B-7
JACKSON COUNTY, ILLINOIS
JOB NO. D-99-036-17
PTB 184/034
CONTRACT NO. 78790
KEG NO. 17-1095.08



12/13/2021
Exp 02/28/2022

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Kaskaskia
Engineering Group, LLC

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1.0 Project Description and Proposed Structure Information

1.1 Introduction

The geotechnical study summarized in this report was performed by Kaskaskia Engineering Group, LLC (KEG) for the replacement of a double barrel reinforced concrete box culvert for IL 3 over Talbott Hollow in Jackson County, Illinois. The purpose of this report is to document subsurface geotechnical conditions, provide analyses of anticipated site conditions as they pertain to the project described herein, and to present design and construction recommendations for the proposed structure.

1.2 Project Description

The project consists of the replacement of a replacement of a double barrel reinforced concrete box culvert (existing SN 039-2015) located at IL 3 over Talbott Hallow in Jackson County, Illinois.

The general location of the proposed structure is shown on a Location Map, Exhibit A. The project is located approximately 1.1 miles northwest of IL 151 in Rockwood, Illinois. The site lies within the limits of the Third Principal Meridian (T. 8S R. 4W) within the Shawnee Hills Section of the Interior Low Plateaus Province.

1.3 Proposed Structure Information

The proposed structure will consist of a cast-in-place (C.I.P.) double box culvert with L-Type cantilever wingwalls on each end of the culvert. The proposed structure will be built on a 90-degree skew and will provide 13 ft.-wide driving lanes and 7 ft.-wide shoulders. The proposed culvert centerline station will be 252+70.00. The culvert will consist of two 10 ft. by 10 ft. barrels and will measure 43 ft. – 0 in. out-to-out of headwalls. A Type, Size, and Location Plan (TS&L) is included in Exhibit B. Class A5 stone riprap will be placed at both ends of the culvert.

2.0 Field Exploration

2.1 Subsurface Exploration and Testing

The site exploration plan was developed and completed by IDOT. Two standard penetration test (SPT) borings designated 1-S and 2-S were drilled April 9, 2020. Detailed information regarding the nature and thickness of the soils encountered and the results of the field sampling and laboratory testing are shown on the Boring Logs, Exhibit C. The soil profile for the above-mentioned borings can be found in Subsurface Profile, Exhibit D.

2.2 Subsurface Conditions

The profiles at the two boring locations exhibited layers of clays, silty clays, and silts. Boring 1-S was terminated at 21 ft. below ground surface elevation (GSE), and Boring 2-S was terminated at 26 ft. below GSE. Boring 1-S has an estimated GSE of 371.7 ft. and 2-S has an estimated GSE of 371.6 ft. In general, the lithologic succession is as follows:

Clay - Boring 1-S encountered approximately 6 ft. of clay below the pavement at ground surface elevation (GSE). The driving resistances (N-values) ranged from 6 to 9 blows per foot (bpf), with unconfined compressive strength (Q_u) values between 0.8 to 1.5 tons per square foot (tsf). The moisture contents varied from 20 to 22 percent.

Silty Clay -Below the clay layer in Boring 1-S, and below the pavement in Boring 2-S, a silty clay layer was encountered between 1 and 7 ft. below GSE. The N-values ranged from 2 bpf to 15 bpf, with Q_u values between 0.5 tsf and 1.2 tsf, and moisture contents of 18 percent to 24 percent.

Silt - Below the silty clay layer in both borings, a silt layer was encountered between 12 and 14 ft. below GSE, extending to the termination of the borings. The N-values ranged from 0 bpf to 5 bpf, with Q_u values between 0.1 tsf and 0.7 tsf, and moisture contents of 22 percent to 31 percent.

Groundwater was encountered in Boring 1-S and Boring 2-S at 17 ft. below GSE. Stream bed elevations were noted to be approximately 10.1 and 10.2 ft. below GSE for 1-S and 2-S, respectively. It should be noted that the groundwater level is subject to seasonal and climatic variations, including the flow of the Tributary. In addition, without extended periods of observation, measurement of true groundwater levels may not be possible. Bedrock was not encountered in either boring.

3.0 Geotechnical Evaluations

3.1 Settlement

Due to the presence of soft soils in the vicinity of the proposed upstream (El. 359.4) and downstream (El. 359.2) inverts and the possibility of remaining materials from the existing structure, settlement calculations were necessary.

Based on our analysis, the proposed new culvert and wingwalls with up to 1.5 feet of new roadbed fill and pavement section could experience settlements of up to 7.5 inches if the culvert bears on the existing soils. Differential settlement between the main box and proposed L Type wingwalls was estimated to be a maximum of 1.1 inches. KEG recommends the removal and disposal of unsuitable material is necessary for proper support of the new construction. KEG recommends overexcavation of the soils a minimum of 3 feet to El. 355.0. The horizontal limits of removal shall extend to 3 feet beyond the outer limits of the culvert and wingwall footprints. The overexcavation and replacement of the soft soils are necessary for proper support of the new construction. Other alternatives for wingwall types should also be considered, for reducing the estimated differential settlement.

3.2 Slope Stability

A stability analysis using SLOPE/W was performed using the proposed roadway and culvert geometry on the TS&L and soil characteristics from Boring 1-S and 2-S. Two conditions were modeled for each scenario: end-of-construction and long-term stability. A critical factor of safety (FOS) was calculated for each condition. According to current standard of practice, the target FOS is 1.5 for end-of-construction and long-term slope stability. The slope stability analyses indicated that the required minimum FOS for all conditions were met.

In order to model the end-of-construction condition, full cohesion and a friction angle of 0 degrees were assumed. Nominal values for cohesion were used with full friction angle to model the long-term condition to analyze the theoretical condition where pore water pressure has dissipated. Nominal values were between 50 and 100 psf for the cohesive soils, and friction angles ranged from 26 to 28 degrees.

The Bishop Circular Method, which generates circular-shaped failure surfaces, was used to calculate the critical failure surfaces and FOS for the proposed conditions. The FOS obtained in the analysis is shown in Table 3.1. SLOPE/W program output from this analysis can be found in SLOPE/W Slope Stability Analysis, Exhibit E.

Table 3.1 – Slope Stability Critical FOS

Location (2H:1V Slope)	Critical FOS	
	End-of Construction	Long Term
Northwest Culvert Wingwall	2.0	1.6
Southeast Culvert Wingwall	1.7	1.8

3.3 Scour

The approximate elevation at the upstream invert (TS&L, Exhibit B) is El. 359.4, and at the downstream invert is El. 359.2. Class A5 stone dumped riprap will be placed on both the upstream and downstream end of the double box culvert to reduce the potential for future scour.

3.4 Seismic Considerations

As per IDOT Geotechnical Manual v. 2020, Section 7.4.5.4, seismic data is not required for buried structures, including box culverts.

4.0 Foundation Evaluations and Design Recommendations

AASHTO Table 12.5.5-1 and Article 12.11 do not require box culverts to be designed for bearing capacity. Culverts weigh less than the soil around them and tend to “float” in the soil medium and are supported by the soil on the sides and below.

The soil encountered in the borings at the anticipated bearing elevation of the culvert consist of a soft silt material. The soil characteristics from Borings 1-S and 2-S at the assumed bearing elevation has a range of Qu values of 0.4 to 0.5 tsf. The total applied bearing pressure from the culvert box, including the proposed 1.5 feet of roadbed fill and pavement is estimated to be 669 psf. The applied bearing pressure from just the wingwalls is estimated to be 496 psf for each of the 16.25-ft.-long walls. Based on these estimates, the service bearing pressures will be satisfied, however, settlement of up to 7.5 inches is estimated.

While this analysis shows the proposed L-type wingwalls to be feasible, other wingwall types may be considered, such as apron supported walls or horizontal cantilever walls. Horizontal cantilever wingwalls may provide an overall lower applied pressure of the entire structure compared to the L-type wingwalls, and may reduce any differential settlement resulting from the walls bearing on some previously unloaded material.

If after final design the bearing elevation changes, KEG should be informed to review that the above information is still accurate.

4.1 Box Culvert

Varying depths of existing stream bed will require excavation and removal to reach the proposed bottom elevation of the box culvert (El. 358+/-). Typically, excavations to these depths will result in suitable bearing soils for construction. As indicated above, KEG recommends the removal and disposal of unsuitable material a minimum of 3 feet below proposed bearing elevation of the culvert to El. 355.0 for proper support of the new construction. In addition, care must be taken during excavation to prevent disturbing the final bearing surface soils. If the foundation soils are disturbed or soft pockets of material are encountered during construction, they must also be removed and replaced.

5.0 Construction Considerations

5.1 Construction Activities

Construction activities should be performed in accordance with the current IDOT Standard Specifications for Road and Bridge Construction and any pertinent Special Provisions or Policies.

Should any design considerations assumed by KEG change, KEG should be contacted to determine if the recommendations stated in this report still apply.

5.2 Temporary Sheeting and Soil Retention

Temporary shoring may be required at various stages of this project due to the proposed staged-construction layout shown in the TS&L.

Temporary Soil Retention Systems may be required versus Temporary Shoring, depending upon the surcharge loading and retained heights required to be supported during construction. An Illinois-licensed Structural Engineer is required to seal the design of Temporary Soil Retention Systems, if deemed necessary.

5.3 Site and Soil Conditions

Provisions of the Standard Specifications should adequately address site and soil conditions.

6.0 Computations

Computations and analyses for special circumstances, if any, are included as exhibits. Please refer to each section of the report for reference to the exhibit containing any such calculations or analysis used.

7.0 Geotechnical Data

Soil boring logs can be found in Exhibit C. The Subsurface Profile can be found in Exhibit D.

8.0 Limitations

The recommendations provided herein are for the exclusive use of Veenstra & Kimm, Inc and the Illinois Department of Transportation (IDOT). They are specific only to the project described and are based on the subsurface information obtained by IDOT at two boring locations within the structure area in 2020, KEG's understanding of the project as described herein, and geotechnical

engineering practice consistent with the standard of care. No other warranty is expressed or implied. KEG should be contacted if conditions encountered during construction are not consistent with those described.

EXHIBIT A

LOCATION MAP

Kaskaskia Engineering Group, LLC

LOCATION MAP
IL 3 (FAP 312) over Talbott Hollow Creek
Section 123B-7
Existing SN 039-2015
Proposed SN 039-2035
Jackson County, Illinois

Exhibit No.

A

KEG JOB #17-1095.08

EXHIBIT B

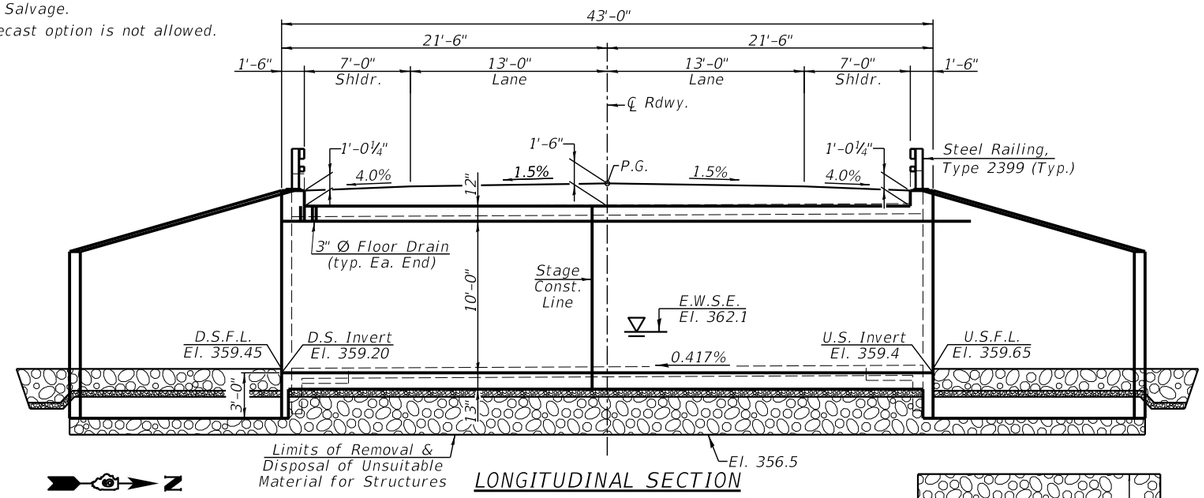
TYPE, SIZE, AND LOCATION PLAN (TS&L)

B.M. 1001 Chiseled "□" on top of Northeast headwall of SN 039-2015 along IL Route 3. Elev. 371.801

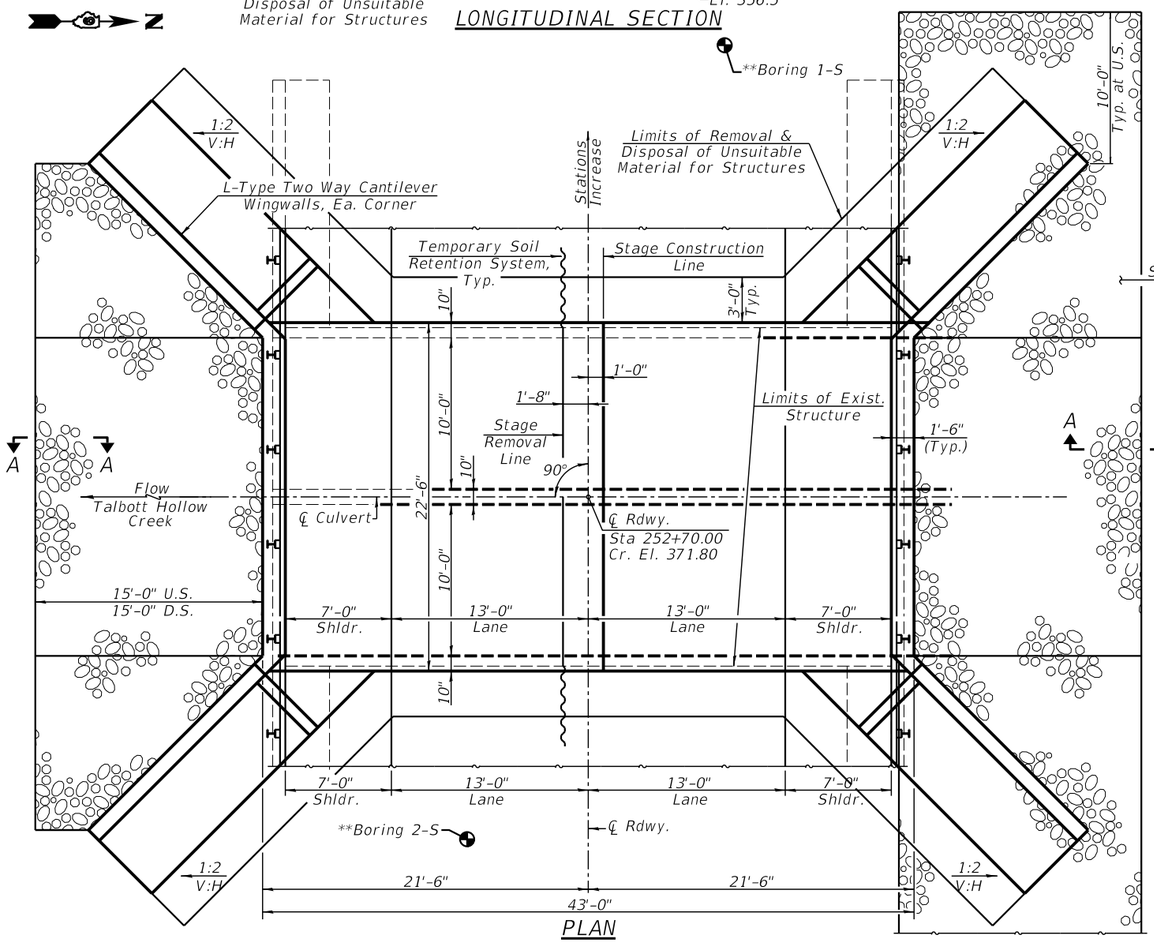
Existing Structure: S.N. 039-2015 originally built under SBI Route 150 under Section 123 in 1933. The structure is a double barrel reinforced concrete box culvert (10'-0"W x 10'-0"H) 41'-8" out-out of headwalls and along centerline of culvert. 0°skew. Traffic to be maintained utilizing Stage Construction. ℄ Structure Sta. 252+73.

No Salvage.

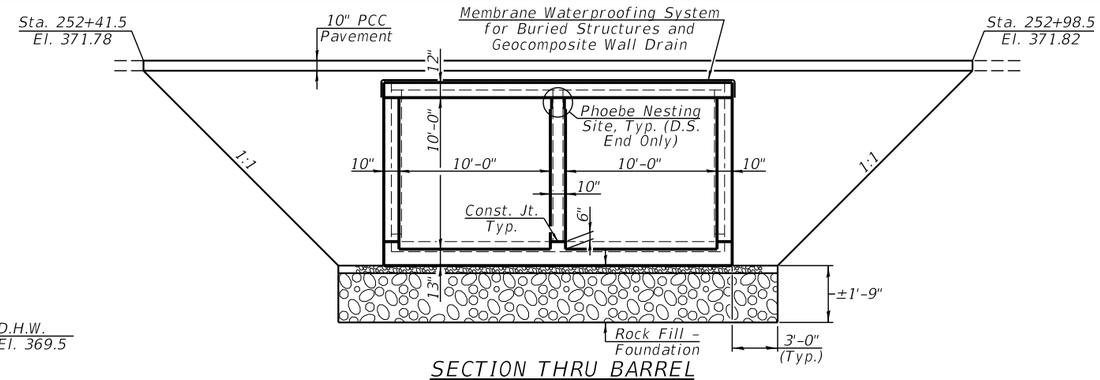
Precast option is not allowed.



LONGITUDINAL SECTION



PLAN



SECTION THRU BARREL

(Culvert top and bottom slab thickness is subject to refinement during final design.)
(Existing bridge foundation within the limits of the proposed construction to be removed.)

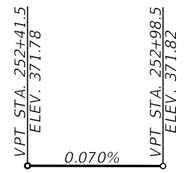
WATERWAY INFORMATION

Drainage Area = 1.2 Sq. Mi.

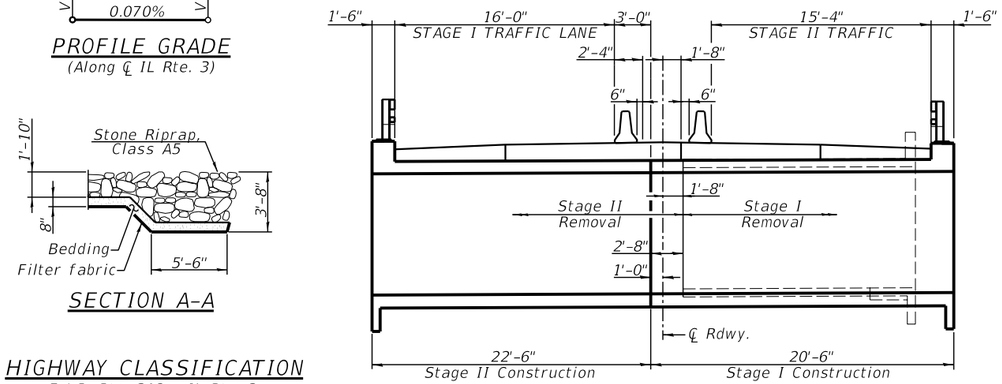
Exist. Overtopping Elev. = 371.68 @ Sta. 251+50
Prop. Overtopping Elev. = 371.68 @ Sta. 251+50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	850	172	194	369.4	0.0	0.0	369.4	369.4
Design	50	1,450	174	196	369.5	1.6	0.5	371.1	370.0
Base	100	1,750	174	196	369.5	2.3	1.6	371.8	371.1
Max. Calc.	500	2,480	174	196	369.5	2.7	2.5	372.2	372.0

10 Yr. Outlet Velocity through Exist. Structure = 4.9 ft/s
10 Yr. Outlet Velocity through Prop. Structure = 4.4 ft/s



PROFILE GRADE
(Along ℄ IL Rte. 3)



STAGE CONSTRUCTION SKETCH

SECTION A-A

HIGHWAY CLASSIFICATION

F.A.P. Rte. 312 - IL Rte. 3
Functional Class: Other Principal Arterial
ADT: 2630 (2020); 2900 (2030)
ADTT: 415 (2020); 460 (2030)
DHV: 235 (2020)
Design speed: 55 MPH
Posted Speed: 55 MPH
Two Way Directional Dist.: 50/50

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface

DESIGN SPECIFICATIONS

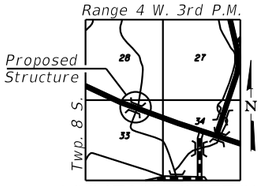
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

**Note: Borings are not displayed in their correct locations.
Boring 1-S is located 9.0' Rt. of Sta. 252+09
Boring 2-S is located 8.0' Lt. of Sta. 252+40



LOCATION SKETCH

GENERAL PLAN & ELEVATION
IL. ROUTE 3 OVER TALBOTT HOLLOW CREEK
F.A.P. RTE 312 - SECTION 123B-7
JACKSON COUNTY
STATION 252+70
STRUCTURE NO. 039-2035

MODEL: $MODELNAMES
FILE NAME: $FILEIS

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

$DATES $TIMES

USER NAME = _____	DESIGNED - KES	REVISED - _____	
	CHECKED - TRC	REVISED - _____	
PLOT SCALE = _____	DRAWN - JRP	REVISED - _____	
PLOT DATE = Nov 08, 2021	CHECKED - _____	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 039-2035
SHEET 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	123B-7	JACKSON	__	__
			CONTRACT NO. 78790	
		ILLINOIS FED. AID PROJECT		

EXHIBIT C

BORING LOGS

Illinois Department of Transportation
Division of Highways
District 9

SOIL BORING LOG

Date 4/9/20

ROUTE IL 3 **DESCRIPTION** Box Culvert over Talbott Hollow **LOGGED BY** L. Estel

SECTION 123B-7 **LOCATION** 1.1 mi. NW of IL 151, **SEC.** 33, **TWP.** 8S, **RNG.** 4W, 3 **PM**

COUNTY Jackson **DRILLING METHOD** Hollow stem auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 039-2015
Station 252+73

BORING NO. 1-S
Station 253+09
Offset 9.0ft Right
Ground Surface Elev. 371.7 ft

Surface Water Elev. ft
Stream Bed Elev. 360.7 ft

Groundwater Elev.:
▽ **First Encounter** ft
▽ **Upon Completion** ft
▼ **After** Hrs. ft

DEPTH (ft)	BLOWS	UCS Qu (tsf)	MOIST (%)	Description
				Cored Pavement, 2.5" HMA over 9.5" PCC
370.70				Stiff Brown, Moist CLAY
	1			
	4 5	1.5 B	20	
367.20				M. Stiff Brown, Moist CLAY
-5	WOH			
	1 5	0.8 B	22	
364.70				M. Stiff Brown, Moist SILTY CLAY
	WOH			
	2 3	0.7 S	24	
-10	WOH			
	1 1	0.5 S	24	
359.70				M. Stiff Brown, Moist SILT
	1			
	2 3	0.7 B	24	
357.20				Soft Brown, Moist SILT
-15	WOH			
	WOH 2	0.3 B	23	
	WOH			
	1 WOH	0.1 B	26	
-20	WOH			
-25				Soft Brown, Moist SILT *(continued)*
350.70	WOH 1	0.1 B	31	
-30				Bottom of hole @ 21.0 ft
-35				Elevation referenced to BM 1001, Cut Square on top of NE HDWL of 039-2015; EL. 371.80
-40				To convert "N" values to "N60", multiply by 1.5
				Groundwater not encountered while drilling

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name S:\MATERIALS GEOTECHNICAL UNIT\GINT\PROJECTS\PROJECTS FILE\JACKSON\STRUCTURES\039-2015 IL 3 OVER TALBOTT HOLLOW\039-2015 IL 3 OVER TALBOTT HOLLOW 2020.GPJ Data Template D6TEMPLT.GDT Date Printed 4/22/20
Latitude 37 47 31.90 Longitude -89 33 01.42 Datum NAD83 Job Number

Illinois Department of Transportation
Division of Highways
District 9

SOIL BORING LOG

Date 4/9/20

ROUTE IL 3 **DESCRIPTION** Box Culvert over Talbott Hollow **LOGGED BY** L. Estel

SECTION 123B-7 **LOCATION** 1.1 mi. NW of IL 151, **SEC.** 33, **TWP.** 8S, **RNG.** 4W, 3 **PM**

COUNTY Jackson **DRILLING METHOD** Hollow stem auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto SPT 140 lb

STRUCT. NO. 039-2015
Station 252+73

BORING NO. 2-S
Station 252+40
Offset 8.0ft Left
Ground Surface Elev. 371.6 ft

Surface Water Elev. ft
Stream Bed Elev. 360.7 ft

Groundwater Elev.:
▽ **First Encounter** ft
▽ **Upon Completion** ft
▼ **After** Hrs. ft

DEPTH (ft)	BLOWS	UCS Qu (tsf)	MOIST (%)	Material / Notes
				Cored Pavement, 2.5" HMA over 9.5" PCC
370.60				
				V. Stiff Brown, Moist SILTY CLAY
	3			
	7 8	2.3 S	18	
367.10				
-5	2			M. Stiff Brown, Moist SILTY CLAY
	4 3	0.7 S	20	
	1			
	2 3	0.7 B	24	
362.10				
-10	1			Stiff Brown, Moist SILTY CLAY
	2 4	1.2 B	23	
359.60				
	1			M. Stiff Brown, Moist SILTY CLAY
	2 3	0.5 B	24	
357.10				
-15	1			Soft Brown, Moist SILT
	2 2	0.4 B	23	
	WOH			
	WOH 1	0.1 B	24	
-20	WOH			

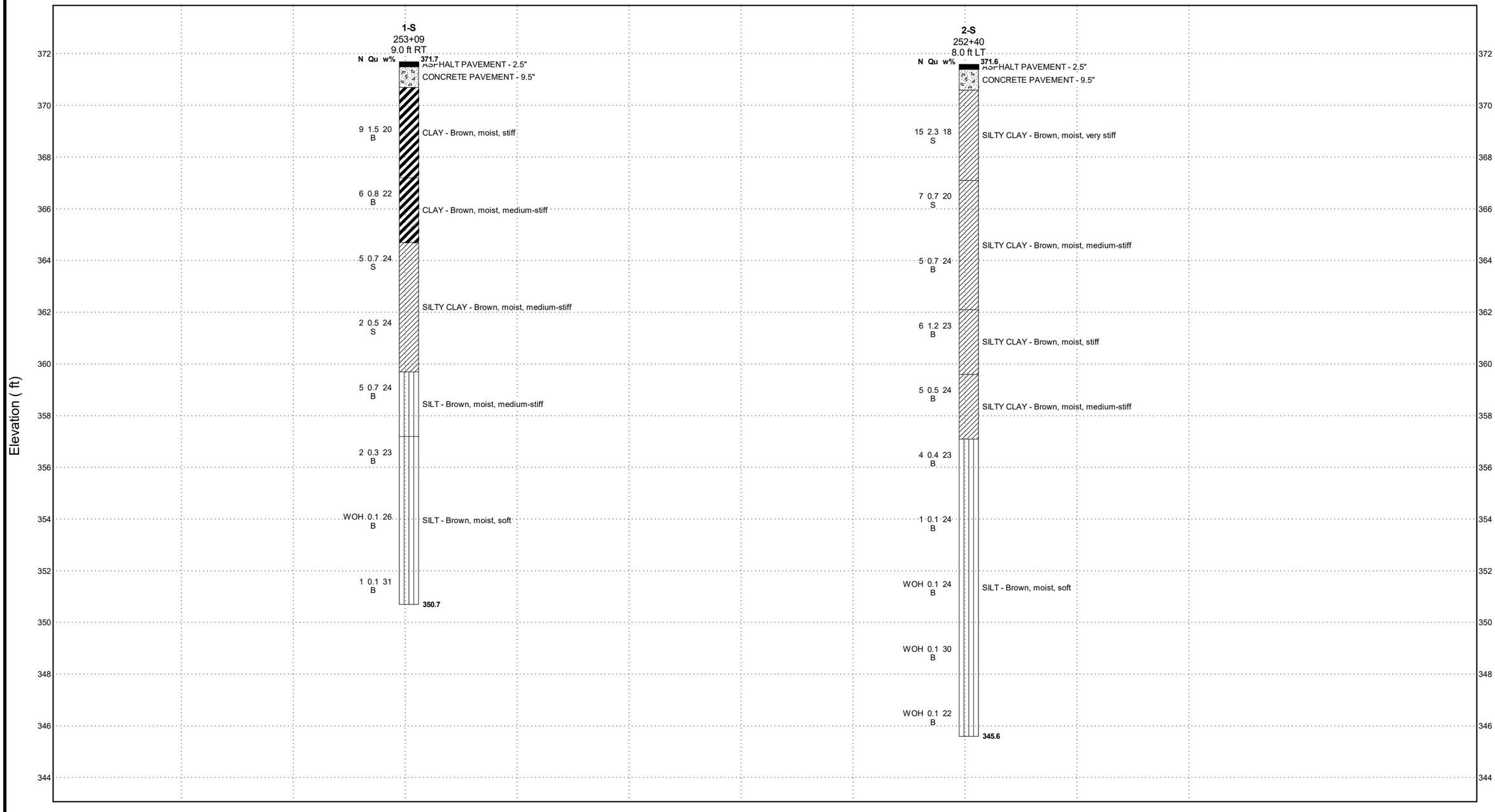
DEPTH (ft)	BLOWS	UCS Qu (tsf)	MOIST (%)	Material / Notes
	1 WOH	0.1 B	24	
	WOH			
	WOH WOH	0.1 B	30	
-25	WOH			(Grey)
345.60	WOH WOH	0.1 B	22	
-30				Bottom of hole @ 26.0 ft
				Elevation referenced to BM 1001, Cut Square on top of NE HDWL of 039-2015; EL. 371.80
				To convert "N" values to "N60", multiply by 1.5
				Groundwater not encountered while drilling
-35				
-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name S:\MATERIALS GEOTECHNICAL UNIT\GINT\PROJECTS\PROJECTS FILE\JACKSON\STRUCTURES\039-2015 IL 3 OVER TALBOTT HOLLOW\039-2015 IL 3 OVER TALBOTT HOLLOW 2020.GPJ Data Template D6TEMPLT.GDT Date Printed 4/22/20
Latitude 37 47 31.49 Longitude -89 33 00.60 Datum NAD83 Job Number

EXHBIT D

SUBSURFACE PROFILE



Illinois Department of Transportation
Division of Highways

NOT TO HORIZONTAL SCALE

SUBSURFACE DATA PROFILE

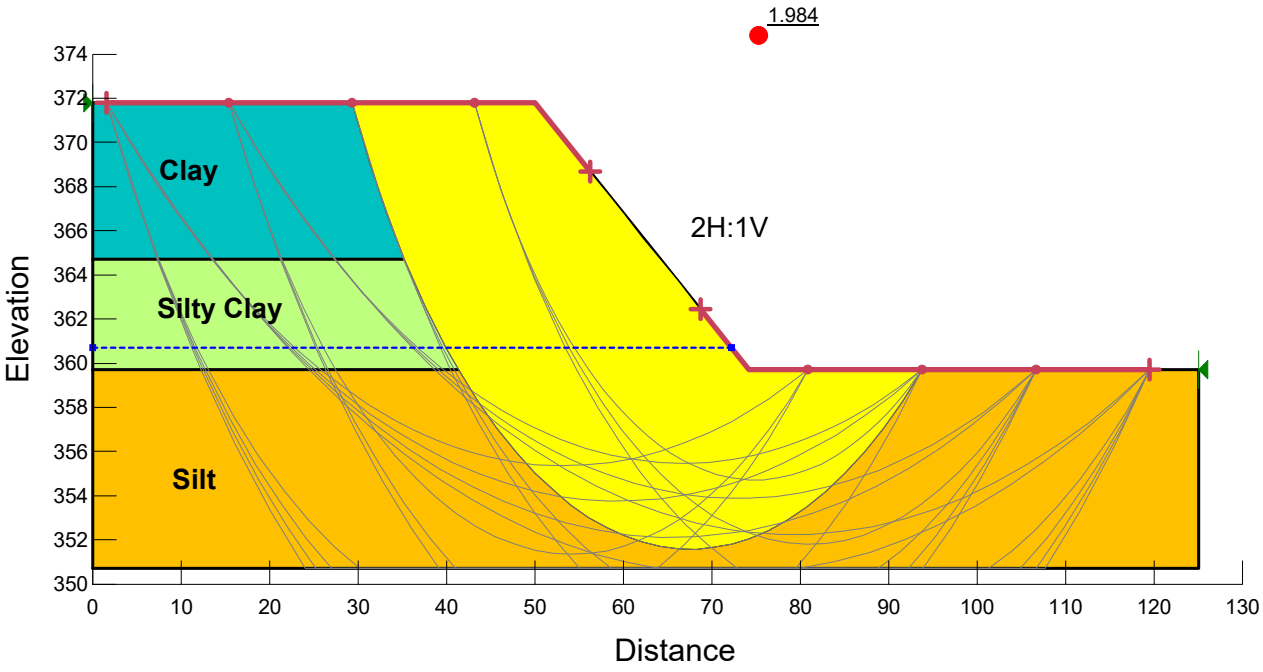
Route: FAP RTE 312
Section: 123B-7
County: Jackson County , IL

PRINTERMOD2 11X17 17-1095.08 IL RT 3 OVER TALBOTT HOLLOW CREEK.GPJ IL_DOT.GDT 4/8/21

EXHIBIT E

SLOPE/W SLOPE STABILITY ANALYSIS

IL 3 Over Talbott Hallow
SN 039-2015 Northwest Wingwall - Boring 1-S
End-of-Construction (Undrained Analysis)

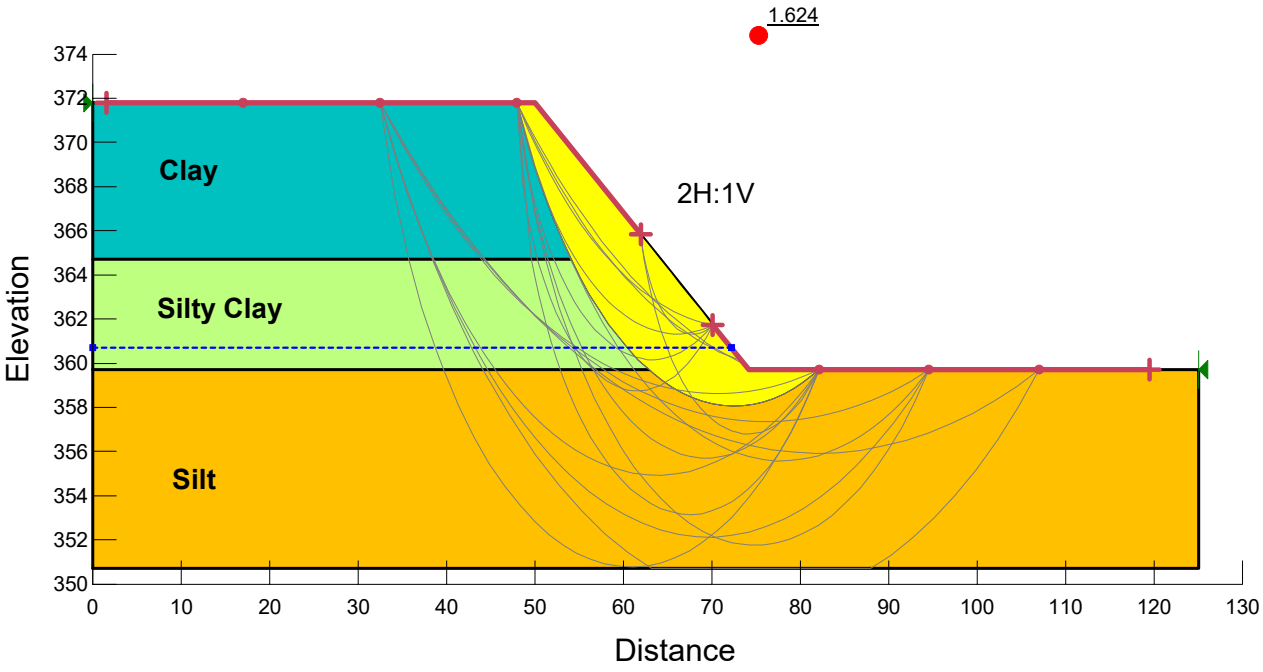


Name: Clay
Model: Mohr-Coulomb
Unit Weight: 125 pcf
Cohesion': 1,200 psf
Phi': 0 °
Phi-B: 0 °
Piezometric Line: 1

Name: Silty Clay
Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 600 psf
Phi': 0 °
Phi-B: 0 °
Piezometric Line: 1

Name: Silt
Model: Mohr-Coulomb
Unit Weight: 115 pcf
Cohesion': 300 psf
Phi': 0 °
Phi-B: 0 °
Piezometric Line: 1

IL 3 Over Talbott Hallow
SN 039-2015 Northwest Wingwall - Boring 1-S
Long Term (Drained Analysis)

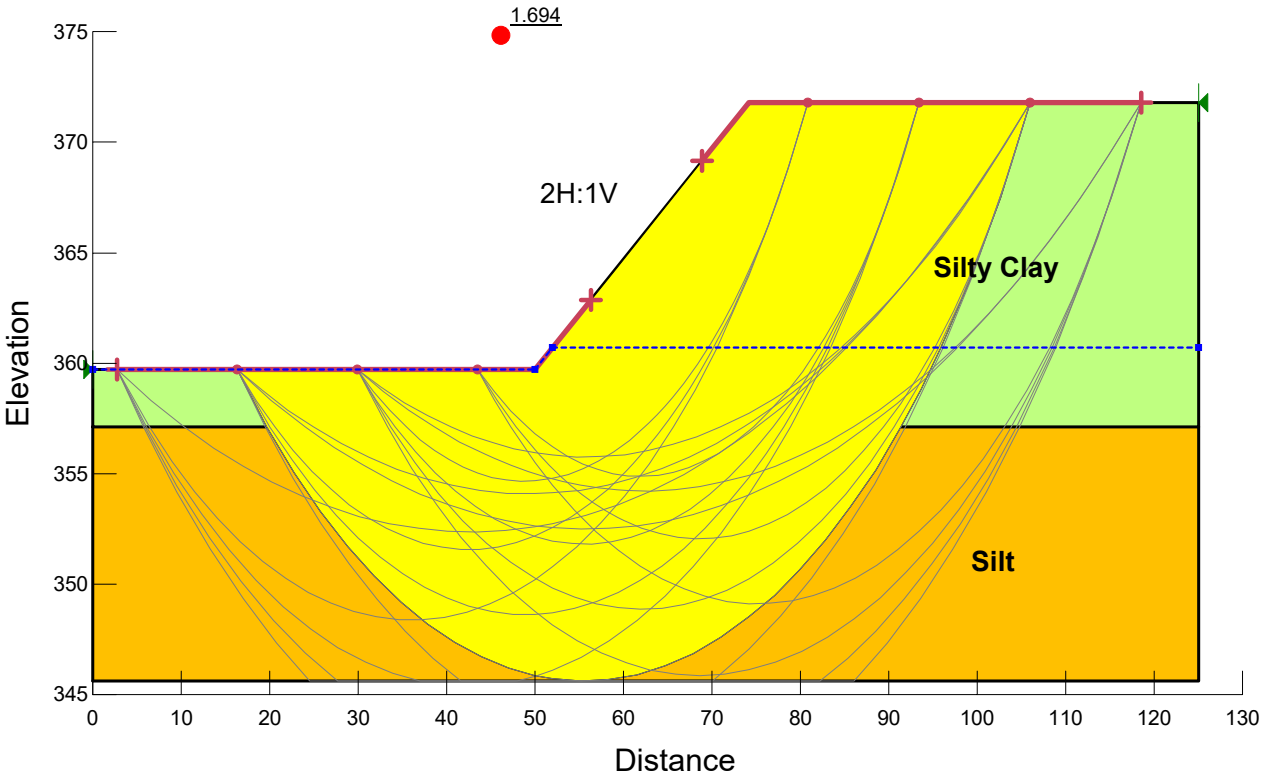


Name: Clay
Model: Mohr-Coulomb
Unit Weight: 125 pcf
Cohesion': 100 psf
Phi': 26 °
Phi-B: 0 °
Piezometric Line: 1

Name: Silty Clay
Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 50 psf
Phi': 28 °
Phi-B: 0 °
Piezometric Line: 1

Name: Silt
Model: Mohr-Coulomb
Unit Weight: 115 pcf
Cohesion': 50 psf
Phi': 26 °
Phi-B: 0 °
Piezometric Line: 1

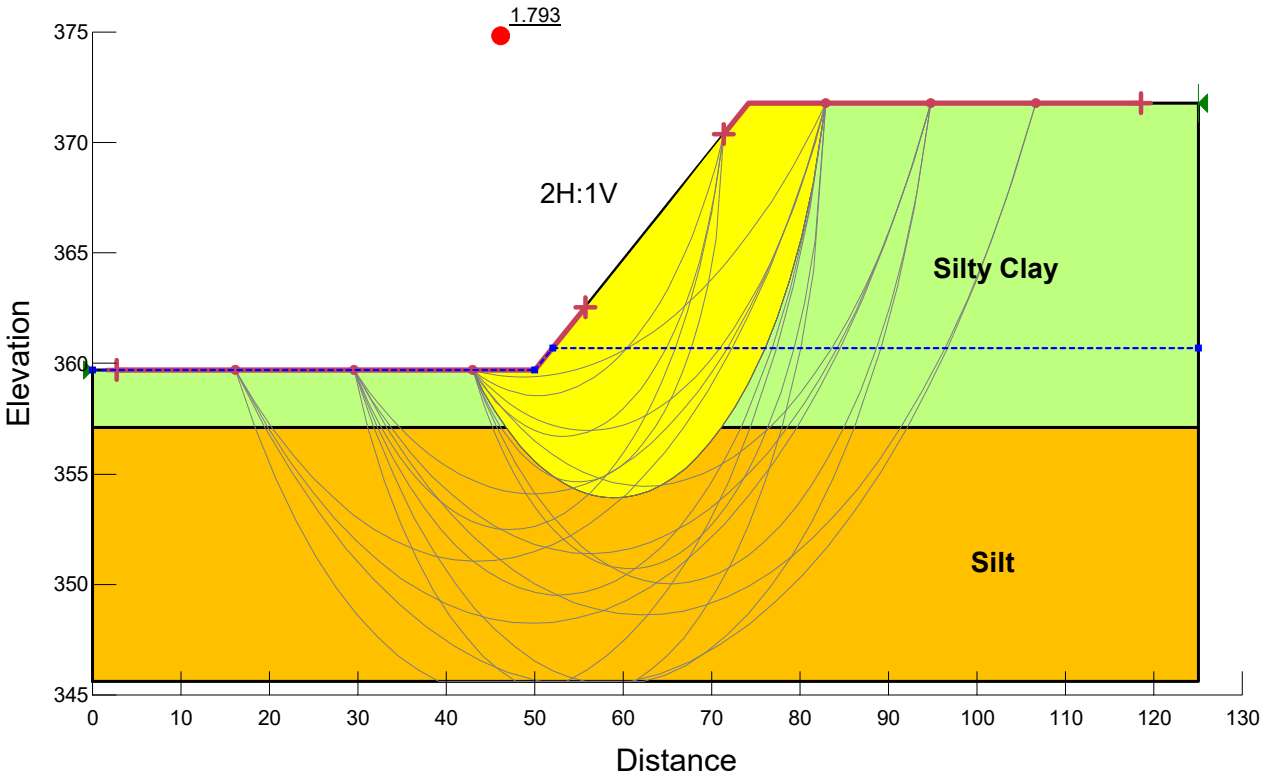
IL 3 Over Talbott Hallow
SN 039-2015 Southeast Wingwall - Boring 2-S
End-of-Construction (Undrained Analysis)



Name: Silty Clay
Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 1,080 psf
Phi': 0 °
Phi-B: 0 °
Piezometric Line: 1

Name: Silt
Model: Mohr-Coulomb
Unit Weight: 115 pcf
Cohesion': 160 psf
Phi': 0 °
Phi-B: 0 °
Piezometric Line: 1

IL 3 Over Talbott Hallow
SN 039-2015 Southeast Wingwall - Boring 2-S
Long Term (Drained Analysis)



Name: Silty Clay
Model: Mohr-Coulomb
Unit Weight: 120 pcf
Cohesion': 100 psf
Phi': 28 °
Phi-B: 0 °
Piezometric Line: 1

Name: Silt
Model: Mohr-Coulomb
Unit Weight: 115 pcf
Cohesion': 50 psf
Phi': 26 °
Phi-B: 0 °
Piezometric Line: 1