GEOTECHNICAL ENGINEERING TESTING, INC

~ Geotechnical Evaluations ~ Construction Materials Testing ~ Geosciences ~ Infrastructure Management Services ~

# FOUNDATION REPORT FOR SIGN STRUCTURES ALONG THE EBR I-10 BAYWAY BRIDGE ALDOT PE PROJECT NO.: IM-PE11 (905) ALDOT CN PROJECT NO.: IM-CN11 ( ) MOBILE COUNTY

Professional Services Since 1974

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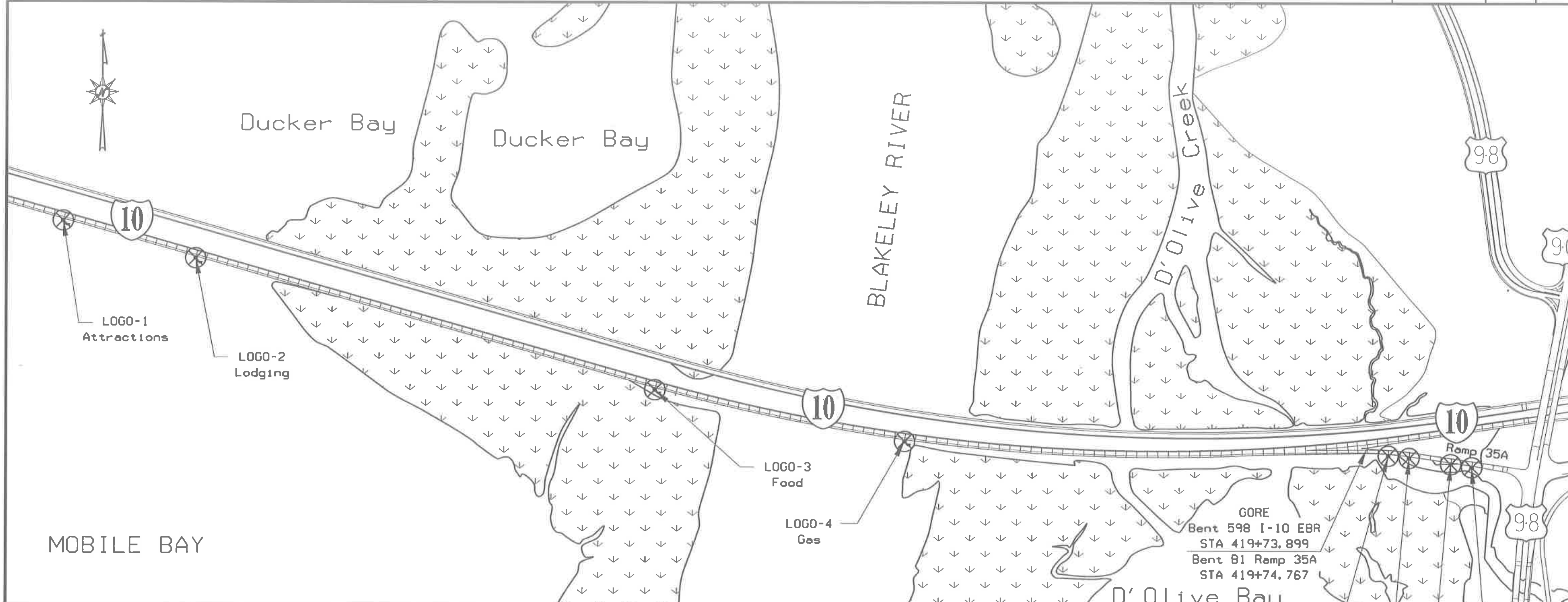
BORING LOCATION PLAN

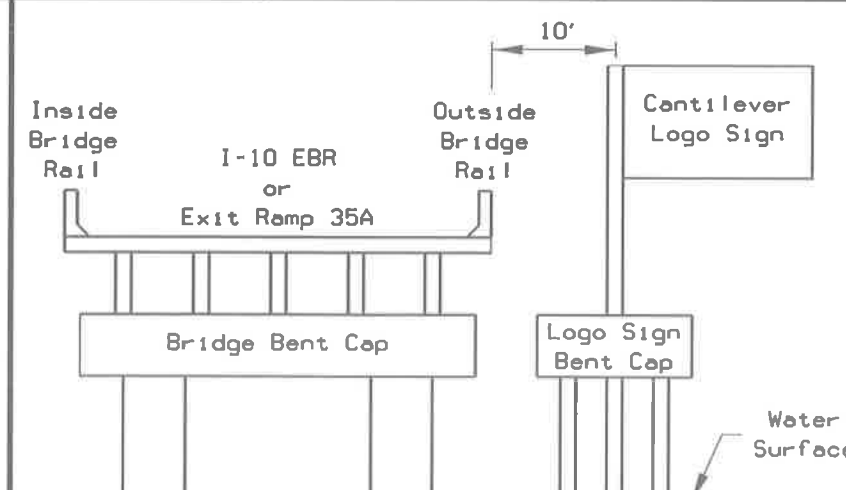
# LOCATION SHEET: I-10 BAYWAY LOGO SIGNS

| REFERENCE PROJECT NO | FISCAL YEAR | SHEET NO |
|---|---|---|
| IM-PE11(905) | 2015 | 4 |




## I-10 BAYWAY LOGO SIGN PLACEMENT

| Sign No. | Logo | Roadway | Mile Post | Bridge Bent No. | Station | Offset From Outside Bridge Rail (FT) | Remarks |
|---|---|---|---|---|---|---|---|
| Logo-1 | Attractions | I-10 EBR | 33.440 | 472 | 337+94.007 | 10 | |
| Logo-2 | Lodging | I-10 EBR | 33.600 | 485 | 346+39.007 | 10 | |
| Logo-3 | Food | I-10 EBR | 34.131 | 529 | 374+99.007 | 10 | |
| Logo-4 | Gas | I-10 EBR | 34.440 | 554 | 391+24.007 | 10 | |
| Logo-5 | Attractions | I-10 EB Exit 35A | | B3 | 421+04.767 | 10 | |
| Logo-6 | Lodging | I-10 EB Exit 35A | | B5 | 422+34.767 | 10 | |
| Logo-7 | Food | I-10 EB Exit 35A | | B9 | 424+94.767 | 10 | |
| Logo-8 | Gas | I-10 EB Exit 35A | | B11 | 426+24.767 | 10 | |




Typical Bridge Bent & Logo Sign Location

| RESPONSIBLE PE: | SUPERVISOR: | DESIGNER: | PLAN SUBMITTAL | ALABAMA DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION - MOBILE | HORIZ 300 0 300 SCALE (FEET) | SHEET TITLE | ROUTE |
|---|---|---|---|---|---|---|---|
| DATE: | DATE: | DATE: | | | | LOCATION SHEET | I-10 |

PE CPMS: 100055433

BORING LOGS (Half Sized)

| PROJECT NO. | FISCAL YEAR | SHEET NO. |
|---|---|---|
| | | |

SIGN LOGO #1
STA. 337+94
10 FT LT OF INSIDE BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/13/14
BORING DEPTH: 100 FT.
BORING ELEV.: 5 FT.
DATUM:
WATER DEPTH: 0 FT.
**BORING NUMBER: B-1**

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 30 ft.
NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| 5 | 0 | Barge Deck | | | | |
| | | Water | | | | |
| | | Very loose black silty sand w/ organic fines | 1 | WOH | | |
| | | | 2 | WOH | SP-SM | -200=8.6 MC=37 LL=NP PI=NP |
| | | Very loose gray fine sand w/ silt | | | | |
| | | | 3 | 2 | | |
| | | | 4 | WOH | | |
| | | Very soft consistency gray & dark gray fat clay | T-1 | | CH | -200=66.7 MC=48 LL=58 PI=42 |
| | | | 5 | 2 | | |
| -35 | 40 | Very soft consistency gray sandy clay | 6 | 2 | | |

SIGN LOGO #1
STA. 337+94
10 FT LT OF INSIDE BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/13/14
BORING DEPTH: 100 FT.
BORING ELEV.: 5 FT.
DATUM:
WATER DEPTH: 0 FT.
BORING NUMBER: B-1

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 30 ft.
NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -35 | 40 | Very soft consistency gray sandy clay | | | | |
| | | Very loose gray silty, clayey sand | 7 | 1 | | |
| | | Greenish gray clayey sand | T-2 | | SC | -200=36.1 MC=30 LL=33 PI=21 |
| | | | 8 | 18 | | |
| | | Firm gray fine sand | 9 | 24 | | |
| | | | 10 | 19 | SP | -200=4.4 MC=26 LL=NP PI=NP |
| | | | 11 | 36 | | |
| | | Dense & firm light yellow & greenish gray fine to medium sand | 12 | 31 | | |
| | | | 13 | 24 | | |
| -75 | 80 | | 14 | 34 | SP | -200=3.7 LL=NP |

SIGN LOGO #1
STA. 337+94
10 FT LT OF INSIDE BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/13/14
BORING DEPTH: 100 FT.
BORING ELEV.: 5 FT.
DATUM:
WATER DEPTH: 0 FT.
BORING NUMBER: B-1

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 30 ft.
NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -75 | 80 | Dense & firm light yellow & greenish gray fine to medium sand | | | | MC=18 PI=NP |
| | | | 15 | 13 | | |
| | | Stiff & very stiff consistency gray & light greenish gray sandy clay & clayey sand layers | 16 | 21 | | |
| | | | 17 | 14 | | |
| -95 | 100 | | 18 | 19 | | |
| | | B.T. @ 100 FT | | | | |
| -115 | 120 | | | | | |

NOTE(S):

The stratification lines shown represent the approximate boundary between soil types and the transition may be gradual. The groundwater level indicated is for the highest elevation recorded during this investigation and the level may fluctuate large amounts for other conditions or seasons.

## LEGEND OF SYMBOLS

- Organics
- Poorly-graded Sand
- Silty Sand
- Clayey Sand
- Sand with Silt
- Sand with Clay
- Sandy Clay
- Lean Clay
- Fat Clay
- Silt
- Silty Clay
- Organic Silt
- Asphalt
- Water
- No Recovery
- Standard Penetration Test
- Undisturbed Shelby Tube Sample
- Ground Water Measurement
- $N_f$ = SPT Value determined in field
- NWTE = No Water Table Encountered

ALABAMA DEPARTMENT OF TRANSPORTATION

BRIDGE SHEET NO. OF

GEOTECHNICAL ENGINEERING-TESTING,INC

APPROVED : JEFF L. KUHR, P.E.

GEOTECHNICAL ENGINEER

DATE :

PROJECT NUMBER:
MOBILE BAYWAY SIGNPOSTS

PRELIMINARY PROJECT NO.:

TEST BORING RECORD
SHEET NO. 1 OF 8

| PROJECT NO. | FISCAL YEAR | SHEET NO. |
|---|---|---|
| | | |

SIGN LOGO #2
STA. 346+39
10 FT LT OF INSIDE BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/12/14
BORING DEPTH: 100 FT
BORING ELEV.: 4.9 FT
DATUM:
WATER DEPTH: 0 FT.

## BORING NUMBER: B-2

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 30 ft.
NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| 5 | 0 | Barge Deck | | | | |
| 0 to -10 | 5 to 15 | Water | | | | |
| | | Very loose dark gray & gray silty sand | 1 | 2 | | |
| | | | 2 | WOH | | |
| -20 | 25 | Very loose gray fine sand | 3 | 2 | | |
| -25 | 30 | Very soft consistency gray fat clay w/ sandy pockets | 4 | WOH | | |
| | | | T-1 | | CH | -200=89.4 MC=61 LL=70 PI=52 |
| -30 | 35 | | 5 | 2 | | |
| | | Dark gray lean clay | T-2 | | CL | -200=59.2 MC=41 LL=45 PI=32 |
| -35 | 40 | Medium consistency brownish yellow & light gray fat clay | 6 | 5 | | |

SIGN LOGO #2
STA. 346+39
10 FT LT OF INSIDE BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/12/14
BORING DEPTH: 100 FT
BORING ELEV.: 4.9 FT
DATUM:
WATER DEPTH: 0 FT

## BORING NUMBER: B-2

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 30 ft.
NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -40 | 45 | Medium consistency brownish yellow & light gray fat clay | 7 | 7 | | |
| -45 | 50 | | 8 | 19 | | |
| -50 | 55 | Firm light gray & brownish yellow fine sand | 9 | 21 | SP | -200=4.2 MC=29 LL=NP PI=NP |
| -55 | 60 | | 10 | 26 | | |
| -60 | 65 | | 11 | 21 | | |
| -65 | 70 | Firm to dense gray & yellow fine to medium sand w/ small amount of gravel | 12 | 13 | | |
| -70 | 75 | | 13 | 21 | SP | -200=2.9 MC=21 LL=NP PI=NP |
| -75 | 80 | | 14 | 31 | | |

SIGN LOGO #2
STA. 346+39
10 FT LT OF INSIDE BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/12/14
BORING DEPTH: 100 FT.
BORING ELEV.: 4.9 FT.
DATUM:
WATER DEPTH: 0 FT.

## BORING NUMBER: B-2

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 30 ft.
NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -75 | 80 | Firm to dense gray & yellow fine to medium sand w/ small amount of gravel | | | | |
| -80 | 85 | Firm gray silty, clayey sand | 15 | 22 | SC-SM | -200=39.9 MC=24 LL=24 PI=7 |
| | | Gray fat clay | | | | |
| -85 | 90 | Firm gray clayey sand | 16 | 18 | | |
| | | Gray sandy clay | | | | |
| -90 | 95 | Firm gray silty sand | 17 | 23 | | |
| -95 | 100 | Dense gray fine sand | 18 | 34 | | |
| | | B.T. @ 100 FT | | | | |
| -100 | 105 | | | | | |
| -105 | 110 | | | | | |
| -110 | 115 | | | | | |
| -115 | 120 | | | | | |

NOTE(S):

The stratification lines shown represent the approximate boundary between soil types and the transition may be gradual. The groundwater level indicated is for the highest elevation recorded during this investigation and the level may fluctuate large amounts for other conditions or seasons.

## LEGEND OF SYMBOLS

Organics
Poorly-graded Sand
Silty Sand
Clayey Sand
Sand with Silt
Sand with Clay
Sandy Clay
Lean Clay
Fat Clay
Silt
Silty Clay
Organic Silt
Asphalt
Water
No Recovery
Standard Penetration Test
Undisturbed Shelby Tube Sample
Ground Water Measurement
$N_f$ = SPT Value determined in field
NWTE = No Water Table Encountered

ALABAMA DEPARTMENT OF TRANSPORTATION

BRIDGE SHEET NO. OF

GEOTECHNICAL ENGINEERING-TESTING,INC

APPROVED : JEFF L. KUHR, P.E.

GEOTECHNICAL ENGINEER

DATE :

PROJECT NUMBER:
MOBILE BAYWAY SIGNPOSTS

PRELIMINARY PROJECT NO.:

TEST BORING RECORD
SHEET NO. 2 OF 8

| PROJECT NO. | FISCAL YEAR | SHEET NO. |
|---|---|---|
| | | |

SIGN LOGO #3
STA. 374+99
10 FT LT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/8/14
BORING DEPTH: 100 FT
BORING ELEV.: 4.3 FT
DATUM:
WATER DEPTH: 0 FT
BORING NUMBER: B-3
REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
NORTH:
EAST:

| ELEV IN FEET | DEPTH IN FEET | LOG | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|---|
| 4 | 0 | | Barge Deck | | | | |
| -1 | 5 | | Water | | | | |
| -6 | 10 | | | | | | |
| -11 | 15 | | | 1 | WOH | | |
| -16 | 20 | | Very loose greenish gray & dark gray clayey sand w/ shell & shell fragments | 2 | WOH | | |
| -21 | 25 | | | 3 | WOH | | |
| | | | | T-1 | | SC | -200=40.4 LL=37 MC=38 PI=24 |
| -26 | 30 | | | 4 | WOH | | |
| -31 | 35 | | Very loose gray fine to medium sand w/ silt | 5 | 2 | | |
| -36 | 40 | | Loose gray fine to medium sand | 6 | 4 | | |

SIGN LOGO #3
STA. 374+99
10 FT LT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/8/14
BORING DEPTH: 100 FT
BORING ELEV.: 4.3 FT.
DATUM:
WATER DEPTH: 0 FT.
BORING NUMBER: B-3
REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
NORTH:
EAST:

| ELEV IN FEET | DEPTH IN FEET | LOG | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|---|
| -36 | 40 | | Loose gray fine to medium sand | | | | |
| -41 | 45 | | | 7 | 19 | | |
| -46 | 50 | | | 8 | 16 | SP | -200=2.8 LL=NP MC=22 PI=NP |
| -51 | 55 | | | 9 | 23 | | |
| -56 | 60 | | Firm & dense gray & yellow fine to medium sand w/ traces of gravel | 10 | 25 | | |
| -61 | 65 | | | 11 | 33 | SP | -200=2.4 LL=NP MC=23 PI=NP |
| -66 | 70 | | | 12 | 22 | | |
| -71 | 75 | | | 13 | 32 | | |
| -76 | 80 | | | 14 | 24 | SP | -200=3.3 LL=NP |

SIGN LOGO #3
STA. 374+99
10 FT LT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/8/14
BORING DEPTH: 100 FT
BORING ELEV.: 4.3 FT.
DATUM:
WATER DEPTH: 0 FT.
BORING NUMBER: B-3
REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
NORTH:
EAST:

| ELEV IN FEET | DEPTH IN FEET | LOG | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|---|
| -76 | 80 | | Firm & dense gray & yellow fine to medium sand w/ traces of gravel | | | | MC=28 PI=NP |
| -81 | 85 | | Very stiff consistency greenish gray fat clay | 15 | 17 | | |
| -86 | 90 | | Firm gray & black clayey sand w/ organics | 16 | 15 | SC | -200=38.3 LL=75 MC=59 PI=49 |
| | | | Gray sandy clay | | | | |
| -91 | 95 | | | 17 | 39 | | |
| | | | Dense gray fine sand w/ silt | | | | |
| -96 | 100 | | | 18 | 50 | | |
| | | | B.T. @ 100 FT | | | | |
| -101 | 105 | | | | | | |
| -106 | 110 | | | | | | |
| -111 | 115 | | | | | | |
| -116 | 120 | | | | | | |

NOTE(S):

The stratification lines shown represent the approximate boundary between soil types and the transition may be gradual. The groundwater level indicated is for the highest elevation recorded during this investigation and the level may fluctuate large amounts for other conditions or seasons.

## LEGEND OF SYMBOLS

| | | | |
|---|---|---|---|
| Organics | Lean Clay | No Recovery | Ground Water Measurement |
| Poorly-graded Sand | Fat Clay | Standard Penetration Test | $N_f$ = SPT Value determined in field |
| Silty Sand | Silt | Undisturbed Shelby Tube Sample | NWTE = No Water Table Encountered |
| Clayey Sand | Silty Clay | | |
| Sand with Silt | Organic Silt | | |
| Sand with Clay | Asphalt | | |
| Sandy Clay | Water | | |

ALABAMA DEPARTMENT OF TRANSPORTATION

BRIDGE SHEET NO. OF

GEOTECHNICAL ENGINEERING-TESTING,INC

APPROVED : JEFF L. KUHR, P.E.

GEOTECHNICAL ENGINEER

DATE :

PROJECT NUMBER:
MOBILE BAYWAY SIGNPOSTS

PRELIMINARY PROJECT NO.:

TEST BORING RECORD
SHEET NO. 3 OF 8

| PROJECT NO. | FISCAL YEAR | SHEET NO. |
|---|---|---|
| | | |

SIGN LOGO #4
STA. 391+24
10 FT RT OF BRIDGE RAIL

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/19/14
BORING DEPTH: 100 FT
BORING ELEV.: 4.9 FT
DATUM:
WATER DEPTH: 0 FT

GEOTECHNICAL ENGINEERING TESTING, INC

**BORING NUMBER: B-4**

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 33 ft.

NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| 5 | 0 | Barge Deck | | | | |
| -10 | 15 | Water | | | | |
| -25 | 30 | | 1 | WOH | | |
| | | Very soft consistency dark gray clay | | | | |
| -30 | 35 | | 2 | WOH | CH | -200=94.5 MC=96 LL=93 PI=68 |
| | | | T-1 | | | |
| | | Very loose greenish gray silty sand | | | | |
| -35 | 40 | | 3 | 1 | | |


SIGN LOGO #4
STA. 391+24
10 FT RT OF BRIDGE RAIL

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/19/14
BORING DEPTH: 100 FT
BORING ELEV.: 4.9 FT
DATUM:
WATER DEPTH: 0 FT

GEOTECHNICAL ENGINEERING TESTING, INC

**BORING NUMBER: B-4**

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 33 ft.

NORTH: EAST:


| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -35 | 40 | Very loose greenish gray silty sand | | | | |
| -40 | 45 | | 4 | 1 | | |
| -45 | 50 | | 5 | 4 | SP | -200=1.9 MC=26 LL=NP PI=NP |
| | | Very loose to firm light yellow fine to medium sand | | | | |
| -50 | 55 | | 6 | 6 | | |
| -55 | 60 | | 7 | 11 | | |
| -60 | 65 | | 8 | 14 | | |
| -65 | 70 | | 9 | 9 | SP | -200=2.0 MC=25 LL=NP PI=NP |
| | | Firm & loose light greenish gray fine to medium sand | | | | |
| -70 | 75 | | 10 | 17 | | |
| -75 | 80 | | 11 | 17 | | |


SIGN LOGO #4
STA. 391+24
10 FT RT OF BRIDGE RAIL

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/19/14
BORING DEPTH: 100 FT
BORING ELEV.: 4.9 FT
DATUM:
WATER DEPTH: 0 FT

GEOTECHNICAL ENGINEERING TESTING, INC

**BORING NUMBER: B-4**


REMARKS: * Approximate boring elevation taken at top of barge
** Cased 33 ft.

NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -75 | 80 | | | | | |
| -80 | 85 | | 12 | 24 | SP | -200=2.2 MC=27 LL=NP PI=NP |
| | | Firm & loose light greenish gray fine to medium sand | | | | |
| -85 | 90 | | 13 | 8 | | |
| -90 | 95 | Stiff consistency greenish gray sandy clay | 14 | 9 | CL | -200=80.0 MC=46 LL=45 PI=31 |
| | | Firm greenish gray fine to medium sand w/ clay layer | | | | |
| -95 | 100 | | 15 | 13 | | |
| | | B.T. @ 100 FT | | | | |
| -100 | 105 | | | | | |
| -105 | 110 | | | | | |
| -110 | 115 | | | | | |
| -115 | 120 | | | | | |

NOTE(S):

The stratification lines shown represent the approximate boundary between soil types and the transition may be gradual. The groundwater level indicated is for the highest elevation recorded during this investigation and the level may fluctuate large amounts for other conditions or seasons.

## LEGEND OF SYMBOLS

| | | | |
|---|---|---|---|
| Organics | Lean Clay | No Recovery | ▽ Ground Water Measurement |
| Poorly-graded Sand | Fat Clay | Standard Penetration Test | $N_f$ = SPT Value determined in field |
| Silty Sand | Silt | Undisturbed Shelby Tube Sample | NWTE = No Water Table Encountered |
| Clayey Sand | Silty Clay | | |
| Sand with Silt | Organic Silt | | |
| Sand with Clay | Asphalt | | |
| Sandy Clay | Water | | |

| ALABAMA DEPARTMENT OF TRANSPORTATION | |
|---|---|
| BRIDGE SHEET NO. OF | PROJECT NUMBER: MOBILE BAYWAY SIGNPOSTS |
| GEOTECHNICAL ENGINEERING-TESTING,INC | |
| APPROVED : JEFF L. KUHR, P.E. | PRELIMINARY PROJECT NO.: |
| GEOTECHNICAL ENGINEER | TEST BORING RECORD |
| DATE : | SHEET NO. 4 OF 8 |

| PROJECT NO. | FISCAL YEAR | SHEET NO. |
|---|---|---|
| | | |

SIGN LOGO #5
STA. 421+04
10 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

**DRILL RIG:** SIMCO 2400
**DRILL METHOD:** MUD ROTARY
**DRILL CREW:** SW, RS, VS(LOGGER)
**DATE DRILLED:** 5/7/14
**BORING DEPTH:** 100 FT.
**BORING ELEV.:** 4.5 FT.
**DATUM:**
**WATER DEPTH:** 0 FT.

**BORING NUMBER:** B-5

**REMARKS:** * Approximate boring elevation taken at top of barge.
** Cased 25 ft.

**NORTH:** **EAST:**

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| 5 | 0 | Barge Deck | | | | |
| -1 | 5 | Water | | | | |
| | | Very loose light brown & gray fine to coarse sand w/ trace of gravel | 1 | 1 | | |
| -6 | 10 | | 2 | 2 | | |
| -11 | 15 | | 3 | 2 | | |
| -16 | 20 | | 4 | 3 | SP | -200=4.6 LL=NP MC=25 PI=NP |
| -21 | 25 | Loose to firm greenish gray clayey sand | 5 | 4 | | |
| -26 | 30 | | 6 | 12 | | |
| -31 | 35 | | 7 | 14 | | |
| | | | T-1 | | SC | -200=48.1 LL=33 MC=25 PI=17 |
| -36 | 40 | Stiff consistency gray sandy clay | 8 | 10 | | |

SIGN LOGO #5
STA. 421+04
10 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/7/14
BORING DEPTH: 100 FT.
BORING ELEV.: 4.5 FT.
DATUM:
WATER DEPTH: 0 FT.
BORING NUMBER: B-5
REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -36 | 40 | Stiff consistency gray sandy clay | | | | |
| -41 | 45 | | 9 | 10 | | |
| -46 | 50 | Firm greenish gray clayey sand | 10 | 12 | SC | -200=35.5 LL=25 MC=25 PI=8 |
| -51 | 55 | | 11 | 11 | | |
| | | | T-2 | Refusal | | |
| -56 | 60 | Very stiff consistency greenish gray lean clay w/ sand | 12 | 22 | CL | -200=70.4 LL=33 MC=21 PI=20 |
| -61 | 65 | | 13 | 12 | | |
| -66 | 70 | Firm to loose greenish gray silty, clayey sand | 14 | 9 | SC-SM | -200=21.7 LL=23 MC=27 PI=5 |
| -71 | 75 | | 15 | 9 | | |
| -76 | 80 | Hard consistency greenish gray sandy lean clay | 16 | 31 | | |

SIGN LOGO #5
STA. 421+04
10 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 5/7/14
BORING DEPTH: 100 FT.
BORING ELEV.: 4.5 FT.
DATUM:
WATER DEPTH: 0 FT.
BORING NUMBER: B-5
REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -76 | 80 | | | | | |
| -81 | 85 | Hard consistency greenish gray sandy lean clay | 17 | 32 | CL | -200=58.8 LL=28 MC=21 PI=10 |
| -86 | 90 | Dense gray silty sand w/ clay layer | 18 | 41 | | |
| -91 | 95 | Very dense gray fine sand w/ trace of clay | 19 | 55 | | |
| -96 | 100 | | 20 | 53 | | |
| | | B.T. @ 100 FT | | | | |
| -101 | 105 | | | | | |
| -106 | 110 | | | | | |
| -111 | 115 | | | | | |
| -116 | 120 | | | | | |

NOTE(S):

The stratification lines shown represent the approximate boundary between soil types and the transition may be gradual. The groundwater level indicated is for the highest elevation recorded during this investigation and the level may fluctuate large amounts for other conditions or seasons.

## LEGEND OF SYMBOLS

| | | | |
|---|---|---|---|
| Organics | Lean Clay | No Recovery | Ground Water Measurement |
| Poorly-graded Sand | Fat Clay | Standard Penetration Test | $N_f$ = SPT Value determined in field |
| Silty Sand | Silt | Undisturbed Shelby Tube Sample | NWTE = No Water Table Encountered |
| Clayey Sand | Silty Clay | | |
| Sand with Silt | Organic Silt | | |
| Sand with Clay | Asphalt | | |
| Sandy Clay | Water | | |

ALABAMA DEPARTMENT OF TRANSPORTATION

BRIDGE SHEET NO. OF

GEOTECHNICAL ENGINEERING-TESTING,INC

APPROVED : JEFF L. KUHR, P.E.

GEOTECHNICAL ENGINEER

DATE :

PROJECT NUMBER:
MOBILE BAYWAY SIGNPOSTS

PRELIMINARY PROJECT NO.:

TEST BORING RECORD
SHEET NO. 5 OF 8

| PROJECT NO. | FISCAL YEAR | SHEET NO. |
|---|---|---|
| | | |

SIGN LOGO #6
STA. 422+34
80 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

**DRILL RIG:** SIMCO 2400 **BORING DEPTH:** 100 FT
**DRILL METHOD:** MUD ROTARY **BORING ELEV.:** 4.5 FT
**DATUM:**
**DRILL CREW:** SW, RS, VS(LOGGER) **WATER DEPTH:** 0 FT
**DATE DRILLED:** 5/6/14

**BORING NUMBER:** B-6

**REMARKS:** * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
**NORTH:** **EAST:**

| ELEV IN FEET | DEPTH IN FEET | LOG | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|---|
| 5 | 0 | | | | | | |
| | | | Barge Deck | | | | |
| -1 | 5 | | Water | | | | |
| | | | | 1 | 1 | | |
| -6 | 10 | | | 2 | 2 | | |
| -11 | 15 | | Very loose gray fine to coarse sand w/ trace of gravel | 3 | 2 | SP-SM | -200=5.4 LL=NP MC=33 PI=NP |
| -16 | 20 | | | 4 | 3 | | |
| -21 | 25 | | Stiff consistency greenish gray sandy clay | 5 | 15 | | |
| | | | | T-1 | | SC | -200=36.4 LL=30 MC=24 PI=11 |
| -26 | 30 | | | 6 | 14 | | |
| | | | Firm greenish gray clayey sand | | | | |
| -31 | 35 | | | 7 | 22 | SC | -200=34.2 LL=31 MC=26 PI=12 |
| -36 | 40 | | Stiff consistency greenish gray sandy clay | 8 | 16 | | |

SIGN LOGO #6
STA. 422+34
80 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

**DRILL RIG:** SIMCO 2400 **BORING DEPTH:** 100 FT
**DRILL METHOD:** MUD ROTARY **BORING ELEV.:** 4.5 FT
**DATUM:**
**DRILL CREW:** SW, RS, VS(LOGGER) **WATER DEPTH:** 0 FT
**DATE DRILLED:** 5/6/14

**BORING NUMBER:** B-6

**REMARKS:** * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
**NORTH:** **EAST:**

| ELEV IN FEET | DEPTH IN FEET | LOG | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|---|
| -36 | 40 | | | | | | |
| | | | Stiff consistency greenish gray sandy clay | | | | |
| -41 | 45 | | | 9 | 12 | | |
| | | | | T-2 | | | |
| -46 | 50 | | | 10 | 9 | | |
| | | | | T-3 | | SC-SM | -200=40.7 LL=25 MC=21 PI=6 |
| -51 | 55 | | Loose to firm greenish gray silty, clayey sand | 11 | 13 | | |
| -56 | 60 | | | 12 | 15 | | |
| -61 | 65 | | Very stiff consistency greenish gray lean clay w/ sand | 13 | 25 | CL | -200=80.4 LL=40 MC=24 PI=27 |
| -66 | 70 | | | 14 | 10 | | |
| | | | Loose to firm greenish gray silty sand | | | | |
| -71 | 75 | | | 15 | 8 | | |
| -76 | 80 | | | 16 | 27 | SM | -200=15.2 LL=NP |

SIGN LOGO #6
STA. 422+34
80 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

**DRILL RIG:** SIMCO 2400 **BORING DEPTH:** 100 FT
**DRILL METHOD:** MUD ROTARY **BORING ELEV.:** 4.5 FT
**DATUM:**
**DRILL CREW:** SW, RS, VS(LOGGER) **WATER DEPTH:** 0 FT
**DATE DRILLED:** 5/6/14

**BORING NUMBER:** B-6

**REMARKS:** * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
**NORTH:** **EAST:**

| ELEV IN FEET | DEPTH IN FEET | LOG | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|---|
| -76 | 80 | | | | | | MC=25 PI=NP |
| | | | Loose to firm greenish gray silty sand | | | | |
| -81 | 85 | | | 17 | 22 | | |
| | | | Very stiff consistency gray & greenish gray sandy lean clay w/ some wood | | | | |
| -86 | 90 | | | 18 | 23 | CL | -200=69.5 LL=40 MC=29 PI=26 |
| -91 | 95 | | | 19 | 50 | | |
| | | | DEnse gray & brown fine sand | | | | |
| -96 | 100 | | | 20 | 34 | | |
| | | | B.T. @ 100 FT | | | | |
| -101 | 105 | | | | | | |
| -106 | 110 | | | | | | |
| -111 | 115 | | | | | | |
| -116 | 120 | | | | | | |

NOTE(S):

The stratification lines shown represent the approximate boundary between soil types and the transition may be gradual. The groundwater level indicated is for the highest elevation recorded during this investigation and the level may fluctuate large amounts for other conditions or seasons.

## LEGEND OF SYMBOLS

| | | | |
|---|---|---|---|
| Organics | Lean Clay | No Recovery | ▽ Ground Water Measurement |
| Poorly-graded Sand | Fat Clay | Standard Penetration Test | $N_f$ = SPT Value determined in field |
| Silty Sand | Silt | Undisturbed Shelby Tube Sample | NWTE = No Water Table Encountered |
| Clayey Sand | Silty Clay | | |
| Sand with Silt | Organic Silt | | |
| Sand with Clay | Asphalt | | |
| Sandy Clay | Water | | |

ALABAMA DEPARTMENT OF TRANSPORTATION

| | |
|---|---|
| BRIDGE SHEET NO. OF | PROJECT NUMBER: MOBILE BAYWAY SIGNPOSTS |
| GEOTECHNICAL ENGINEERING-TESTING,INC | |
| APPROVED : JEFF L. KUHR, P.E. | |
| | PRELIMINARY PROJECT NO.: |
| GEOTECHNICAL ENGINEER | TEST BORING RECORD |
| DATE : | SHEET NO. 6 OF 8 |

| PROJECT NO. | FISCAL YEAR | SHEET NO. |
|---|---|---|
| | | |

SIGN LOGO #7
STA. 425+06
22 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

**DRILL RIG:** SIMCO 2400
**DRILL METHOD:** MUD ROTARY
**DRILL CREW:** SW, RS, VS(LOGGER)
**DATE DRILLED:** 5/1/14
**BORING DEPTH:** 100 FT
**BORING ELEV.:** 5 FT
**DATUM:**
**WATER DEPTH:** 0 FT

**BORING NUMBER:** B-7

**REMARKS:** * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
**NORTH:** **EAST:**

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| 5 | 0 | Barge Deck | | | | |
| 0 | 5 | | | | | |
| -5 | 10 | Water | | | | |
| -10 | 15 | | 1 | WOH | | |
| | | Very loose to loose gray & yellow medium to coarse sand w/ gravel & small amount of wood | | | | |
| -15 | 20 | | 2 | 7 | SP | -200=1.2 MC=19 LL=NP PI=NP |
| -20 | 25 | Stiff consistency greenish gray sandy clay | 3 | 12 | | |
| -25 | 30 | | 4 | 9 | | |
| | | Loose greenish gray clayey sand | | | | |
| -30 | 35 | | 5 | 9 | | |
| | | | T-1 | | SC | -200=34.5 MC=24 LL=27 PI=9 |
| -35 | 40 | Stiff consistency greenish gray sandy clay | 6 | 12 | | |

SIGN LOGO #7
STA. 425+06
22 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

**DRILL RIG:** SIMCO 2400
**DRILL METHOD:** MUD ROTARY
**DRILL CREW:** SW, RS, VS(LOGGER)
**DATE DRILLED:** 5/1/14
**BORING DEPTH:** 100 FT
**BORING ELEV.:** 5 FT
**DATUM:**
**WATER DEPTH:** 0 FT

**BORING NUMBER:** B-7

**REMARKS:** * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
**NORTH:** **EAST:**

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -35 | 40 | | | | | |
| | | Stiff consistency greenish gray sandy clay | | | | |
| -40 | 45 | | 7 | 9 | | |
| -45 | 50 | | 8 | 10 | | |
| -50 | 55 | | 9 | 13 | | |
| | | | T-2 | | SC | -200=34.7 MC=24 LL=27 PI=9 |
| | | Firm greenish gray clayey sand | | | | |
| -55 | 60 | | 10 | 17 | | |
| -60 | 65 | | 11 | 16 | | |
| -65 | 70 | | 12 | 15 | | |
| -70 | 75 | Firm greenish gray silty sand | 13 | 12 | SM | -200=21.6 MC=27 LL=NP PI=NP |
| -75 | 80 | | 14 | 11 | | |

SIGN LOGO #7
STA. 425+06
22 FT RT OF BRIDGE RAIL

GEOTECHNICAL ENGINEERING TESTING, INC

**DRILL RIG:** SIMCO 2400
**DRILL METHOD:** MUD ROTARY
**DRILL CREW:** SW, RS, VS(LOGGER)
**DATE DRILLED:** 5/1/14
**BORING DEPTH:** 100 FT
**BORING ELEV.:** 5 FT
**DATUM:**
**WATER DEPTH:** 0 FT

**BORING NUMBER:** B-7

**REMARKS:** * Approximate boring elevation taken at top of barge.
** Cased 25 ft.
**NORTH:** **EAST:**

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -75 | 80 | Firm greenish gray silty sand | | | | |
| -80 | 85 | Dense greenish gray clayey sand | 15 | 31 | SC | -200=36.3 MC=22 LL=22 PI=8 |
| -85 | 90 | | 16 | 19 | | |
| | | Very stiff to stiff consistency greenish gray sandy clay w/ some wood | | | | |
| -90 | 95 | | 17 | 13 | | |
| | | Firm brown & gray clayey sand | | | | |
| -95 | 100 | | 18 | 13 | | |
| | | B.T. @ 100 FT | | | | |
| -100 | 105 | | | | | |
| -105 | 110 | | | | | |
| -110 | 115 | | | | | |
| -115 | 120 | | | | | |

NOTE(S):

The stratification lines shown represent the approximate boundary between soil types and the transition may be gradual. The groundwater level indicated is for the highest elevation recorded during this investigation and the level may fluctuate large amounts for other conditions or seasons.

## LEGEND OF SYMBOLS

| | | | |
|---|---|---|---|
| Organics | Lean Clay | No Recovery | Ground Water Measurement |
| Poorly-graded Sand | Fat Clay | Standard Penetration Test | $N_f$ = SPT Value determined in field |
| Silty Sand | Silt | Undisturbed Shelby Tube Sample | NWTE = No Water Table Encountered |
| Clayey Sand | Silty Clay | | |
| Sand with Silt | Organic Silt | | |
| Sand with Clay | Asphalt | | |
| Sandy Clay | Water | | |

ALABAMA DEPARTMENT OF TRANSPORTATION

BRIDGE SHEET NO. OF

GEOTECHNICAL
ENGINEERING-TESTING,INC

APPROVED : JEFF L. KUHR, P.E.

GEOTECHNICAL ENGINEER

DATE :

PROJECT NUMBER:
MOBILE BAYWAY SIGNPOSTS

PRELIMINARY PROJECT NO.:

TEST BORING RECORD

SHEET NO. 7 OF 8

| PROJECT NO. | FISCAL YEAR | SHEET NO. |
|---|---|---|
| | | |

SIGN LOGO #8
STA. 426+24
10 FT RT OF BRIDGE RAIL

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 4/30/14
BORING DEPTH: 100 FT.
BORING ELEV.: 5 FT.
DATUM:
WATER DEPTH: 0 FT.

GEOTECHNICAL ENGINEERING TESTING, INC

**BORING NUMBER: B-8**

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 25 ft.

NORTH: EAST:

| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| 5 | ▽ 0 | | | | | |
| | | Barge Deck | | | | |
| 0 | 5 | | | | | |
| -5 | 10 | | | | | |
| | | Water | | | | |
| -10 | 15 | | | | | |
| -15 | 20 | | | | | |
| | | Loose gray silty sand w/ trace of gravel | 1 | 5 | | |
| | | Loose gray clayey sand | | | | |
| | | Medium consistency greenish gray sandy fat clay | 2 | 8 | | |
| -20 | 25 | | | | | |
| | | | T-1 | | | MC=23 |
| | | | 3 | 6 | | |
| -25 | 30 | | | | | |
| | | | T-2 | | CL | -200=55.6 LL=29 MC=25 PI=13 |
| | | Medium to stiff consistency greenish gray sandy lean clay w/ clayey sand layer | 4 | 9 | | |
| -30 | 35 | | | | | |
| | | | 5 | 10 | | |
| -35 | 40 | | | | | |


SIGN LOGO #8
STA. 426+24
10 FT RT OF BRIDGE RAIL

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 4/30/14
BORING DEPTH: 100 FT.
BORING ELEV.: 5 FT.
DATUM:
WATER DEPTH: 0 FT.

GEOTECHNICAL ENGINEERING TESTING, INC

**BORING NUMBER: B-8**

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 25 ft.

NORTH: EAST:


| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -35 | 40 | | | | | |
| | | Medium to stiff consistency greenish gray sandy lean clay w/ clayey sand layer | | | | |
| | | | 6 | 6 | | |
| -40 | 45 | | | | | |
| | | Loose to firm greenish gray clayey sand | T-3 | | SC | -200=34.7 LL=27 MC=25 PI=9 |
| | | | 7 | 11 | | |
| -45 | 50 | | | | | |
| | | | 8 | 11 | SC-SM | -200=36.2 LL=25 MC=24 PI=7 |
| -50 | 55 | | | | | |
| | | Firm to loose greenish gray silty, clayey sand | | | | |
| | | | 9 | 8 | | |
| -55 | 60 | | | | | |
| | | Very stiff consistency greenish gray sandy lean clay | 10 | 19 | CL | -200=67.6 LL=29 MC=25 PI=11 |
| -60 | 65 | | | | | |
| | | | 11 | 13 | | |
| -65 | 70 | | | | | |
| | | Firm greenish gray silty, clayey sand | | | | |
| | | | 12 | 10 | | |
| -70 | 75 | | | | | |
| | | Dark gray fat clay | | | | |
| | | Dense gray fine sand | 13 | 35 | | |
| -75 | 80 | | | | | |


SIGN LOGO #8
STA. 426+24
10 FT RT OF BRIDGE RAIL

DRILL RIG: SIMCO 2400
DRILL METHOD: MUD ROTARY
DRILL CREW: SW, RS, VS(LOGGER)
DATE DRILLED: 4/30/14
BORING DEPTH: 100 FT.
BORING ELEV.: 5 FT.
DATUM:
WATER DEPTH: 0 FT.

GEOTECHNICAL ENGINEERING TESTING, INC

**BORING NUMBER: B-8**

REMARKS: * Approximate boring elevation taken at top of barge.
** Cased 25 ft.

NORTH: EAST:


| ELEV IN FEET | DEPTH IN FEET | DESCRIPTION | SAMPLE NO. | S.P.T. $N_f$ | UNIFIED CLASS | LAB DATA |
|---|---|---|---|---|---|---|
| -75 | 80 | | | | | |
| | | Dense gray fine sand | | | | |
| | | | 14 | 37 | SC | -200=39.6 LL=27 MC=19 PI=12 |
| -80 | 85 | | | | | |
| | | | 15 | 26 | | |
| -85 | 90 | | | | | |
| | | Dense to firm greenish gray clayey sand w/ wood lenses | | | | |
| | | | 16 | 21 | | |
| -90 | 95 | | | | | |
| | | | 17 | 12 | | |
| -95 | 100 | | | | | |
| | | B.T. @ 100 FT | | | | |
| -100 | 105 | | | | | |
| -105 | 110 | | | | | |
| -110 | 115 | | | | | |
| -115 | 120 | | | | | |

NOTE(S):

The stratification lines shown represent the approximate boundary between soil types and the transition may be gradual. The groundwater level indicated is for the highest elevation recorded during this investigation and the level may fluctuate large amounts for other conditions or seasons.

## LEGEND OF SYMBOLS

| | | | |
|---|---|---|---|
| Organics | Lean Clay | No Recovery | ▽ Ground Water Measurement |
| Poorly-graded Sand | Fat Clay | Standard Penetration Test | $N_f$ = SPT Value determined in field |
| Silty Sand | Silt | Undisturbed Shelby Tube Sample | NWTE = No Water Table Encountered |
| Clayey Sand | Silty Clay | | |
| Sand with Silt | Organic Silt | | |
| Sand with Clay | Asphalt | | |
| Sandy Clay | Water | | |

ALABAMA DEPARTMENT OF TRANSPORTATION

BRIDGE SHEET NO. OF

GEOTECHNICAL ENGINEERING-TESTING,INC

APPROVED : JEFF L. KUHR, P.E.

GEOTECHNICAL ENGINEER

DATE :

PROJECT NUMBER:
MOBILE BAYWAY SIGNPOSTS

PRELIMINARY PROJECT NO.:

TEST BORING RECORD