Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 5/31/95

ROUTE FAP 312 DESCRIPTION Traffic Signals at Relocated IL 3 and IL 156 LOGGED BY Larry Ford

SECTION 68R-1-3 LOCATION NE 1/4, SW 1/4, SEC. 25, TWP. 2S, RNG. 10W, 3rd PM,
Latitude , Longitude

COUNTY Monroe DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. N/A
Station N/A

BORING NO. 3 NW Quad
Station 9+21
Offset 54.0 ft Left
Ground Surface Elev. 646.30 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 637.3 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Gray and Brown Very Silty CLAY		2		
		4 5	1.3 S/10	22
	-5	2		
		3 5	1.4 S/15	25
		2		
		3 3	1.0 B/20	25
	▽ -10	2		
		3 4	1.2 S/20	21
	634.80			
Brown Sandy Silty CLAY		2		
		5 5	1.9 S/15	22
	-15	4		
	630.30	7 9	2.8 S/15	19
END OF BORING NOTE: Stationing is for IL 156 End of Boring	-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)

BBS, form 137 (Rev. 8-99)

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Date 5/31/95

ROUTE FAP 312 DESCRIPTION Traffic Signals at Relocated IL 3 and IL 156 LOGGED BY Larry Ford

SECTION 68R-1-3 LOCATION NE 1/4, SW 1/4, SEC. 25, TWP. 2S, RNG. 10W, 3rd PM,
Latitude , Longitude

COUNTY Monroe DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. N/A
Station N/A

BORING NO. 2 NE Quad
Station 10+23
Offset 69.0 ft Left
Ground Surface Elev. 646.10 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 639.1 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Gray and Brown Very Silty CLAY		2		
		3 4	1.1 S/10	25
	-5	2		
		3 4	1.0 S/20	24
	▽	2		
		3 3	1.2 B	23
	-10	3		
		4 4	1.5 B	22
	634.60			
Brown Sandy Silty CLAY		3		
		7 9	2.6 S/10	21
	-15	4		
	630.10	8 7	2.1 S/15	21
END OF BORING NOTE: Stationing is for IL 156 End of Boring	-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)

BBS, form 137 (Rev. 8-99)

LAST SAVED = 1/23/2013
PEN TABLE = V8i-Half.tbl
PLOT DRIVER = pdfNOLAYERSbwplotcfg

FILE NAME = I:\1001100_Phase II - 76817\Cad\T_Plans\255_D876817-sht-ts-IL156-06.dgn	USER NAME = beriechmann	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/25/2013 3:33:37 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORNER & SHIFRIN, INC. ENGINEERS

TRAFFIC SIGNAL DETAILS
FAP 312 (IL ROUTE 3) & FAP 829 (IL ROUTE 156)
BORING LOGS

SCALE: NONE | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	68-WRS-1	MONROE	760	396
		CONTRACT NO. 76817		
	ILLINOIS FED. AID PROJECT			