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SOIL BORING LOG

Date 5/5/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
Division of Highways
Illinois Department of Transportation

ROUTE US 150 DESCRIPTION Overhead Sign Truss US150 (Exist S.N. 45090U150L001.5) LOGGED BY JAR

SECTION LOCATION SEC. TWP. RNG.

COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 45090U150L001.5 (Exist)
Station Exist 210+00

BORING NO. 20984
Station 209+84
Offset Off Driving Ln. Shoulder
Ground Surface Elev. 100.00 ft

DEPTH (ft)	B	U	M	D	B	U	M
DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
78.50				1		B	
77.00				1	1.3		36
77.00				3		B	
96.00				4			
				5	0.5		12
				8		P	
				2			
				4	1.8		20
				11		S	
71.00				8			
				12			14
69.50				15			
				H			
				H	0.4		24
				H		B	
86.00				H			
				1	0.4		36
				1		B	
				1			
				H	0.8		29
				1		B	
				H			
-20				1	1.2		26

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT-IN 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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SOIL BORING LOG

Date 5/6/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
Division of Highways
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ROUTE US 150 DESCRIPTION Overhead Sign Truss US150 (Exist S.N. 45090U150L001.5) LOGGED BY JAR

SECTION LOCATION SEC. TWP. RNG.

COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 45090U150L001.5 (Exist)
Station Exist 210+00

BORING NO. 20988
Station 209+88
Offset 3ft Lt Median CL
Ground Surface Elev. 100.00 ft

DEPTH (ft)	B	U	M	D	B	U	M
DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
85.50				2			
				1	2.3		12
				2		B	
96.00				1			
				1	1.0		21
				2		B	
73.50				H			
				1	0.2		20
				2		B	
71.00				H			
				1	<.25		23
				1		P	
69.50				H			
				H	<.25		26
				1		P	
86.00				H			
				1			14
				1			
83.50				H			
				1	<.25		18
				1		P	
81.00				1			
				2	1.8		26

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT-IN value is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

20

EXAMINED _____
PASSED _____

DESIGNER OF BRIDGE DESIGN
DESIGNER OF BRIDGES AND STRUCTURES