Division of Highways ILLINOIS DOT									Date	4/2	0/1
ROUTE FAI 80 (I-80)	_ DE	DESCRIPTION				Minooka Road (Samples 9 & 10)				Larry	Му
SECTION (32,47-4)HBR-2	!	_ ι	OCA1	TON _	NE 1/4	4, SEC. 4, TWP. 34N, RNG. 8E					
COUNTY Grundy DR	ILLING	ME	THOD		Ho	llow Stem Auger HAMMER	TYPE		CME A	utoma	tic
STRUCT. NOStation	_	DEPT	B L O	U C S	M 0 1	Surface Water ElevStream Bed Elev.	_ ft _ ft	D E P	B L O	U C S	NO - 0
Station	_	Н	W S	Qu	S T	Groundwater Elev.: First Encounter Upon Completion	_ ft	H	s	Qu	S
Ground Surface Elev. 560.75 Augered Bituminous Pavement.	ft	(ft)	(/6")	(tsf)	(%)	After Hrs. Very Stiff to Hard Brown & Grav	_ ft	(ft)	<u> </u>	(tsf)	(%
Brown Sand/Gravel Fill		-				Silty Loam Till (continued)		-	15 22	6.7	9.5
		_				End of Boring	539.2	5	23	s	
Å	558.25					End of Boring		_	1		
Hard Brown Silty Loam Fill with Heavy Large Gravel Pieces &	000.20		4 5	10	10.5			_	1		
Some Silty Clay Loam Layers		-	7	4.0 P	10.5			_	┨		
								_	1		
		5	8					25	1		ŀ
			8	>4.5	7.8			_	1		
	553.75	_	8	Р				_	1		
Hard Gray Silty Loam Till with Heavy Gravel & Topsoil mixed in	h		_					_	1		
@ 11'			7	4.5	9.3				┨		
			7	Р				_	1		
		-10							1		
			3		100						
			4 5	3.6 S	16.2				1		
Very Stiff Black to Dark Gray Silty	548.75										
Clay/Silty Clay Loam Topsoil		-	5			·		_	ł		
			5	3.8	22.7			_	1		
Very Stiff to Hard Brown & Gray	546.75		7	В					1		
Silty Loam Till		-15	_					-35	1		
		-	5 6	3.5	14.6			-	ł		
		_	8	Р				_	1		
									ł		
1			8	1	l	II.		_	1		1

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)

Division of Highways ILLINOIS DOT							Date4/20/1
ROUTE FAI 80 (I-80) D							OGGED BY Larry My
SECTION (32,47-4)HBR-2	_		_				
COUNTY Grundy DRILLIN	IG ME	THOD		Hol	low Stem Auger	HAMMER TYPE .	CME Automatic
STRUCT. NO	D E P	B L O	U C S	M 0	Surface Water Elev. Stream Bed Elev.	ft	
BORING NO. 8 Station 45+49 Offset 9.00ft Lt. Ground Surface Elev. 561.29 ft	H	W S (/6")	Qu (tsf)	S T (%)	Groundwater Elev.: First Encounter Upon Completion After Hrs.	ft ft ft	
Augered Bituminous Pavement, Brown Sand & Gravel Fill	_						
	_						
558.7 Very Stiff to Hard Brown & Gray	9	4					
Silty Clay Loam & Silty Loam Till Fill		4	3.5 P	9.8			
	-5						
	_	4 5	3.7	13.7			
	_	6	В				
	_	6					
	_	7	4.1 S	7.3			
	_		3				
Very Stiff Black to Dark Gray Silty	9 -10	5					
Clay/Silty Clay Loam Topsoil	_	8 11	3.2 B	25.9			
Very Stiff Brown & Gray Silty	9						
Clay/Silty Clay Loam Till	_	5	3.6	21.1			
		6	В				
	-15	6					
	_	7	3.8	20.6			
544.2	9	7	В				
Auger Refusal @ 17' - Cobble/Boulder Obstruction End of Boring	_	100/0"	@ 17'				

(18)	linois Depa f Transport	ation	nτ		SC	Page <u>1</u>		
Div.	ision of Highways INOIS DOT							Date
ROUTE	FAI 80 (I-80)	DESCR	PTION	ı		Minooka Road (Samp	le 12)	LOGGED BY Lai
SECTION	(32,47-4)HBR-2	ا	OCAT	ON_	NW 1/	4, SEC. 4, TWP. 34N, I	RNG. 8E	
COUNTY	Grundy DRIL	LING ME	THOD			Push	_ HAMMER TYPI	E CME Autor
STRUCT. NO		D E P	BLO	U C S	M 0 1	Surface Water Elev. Stream Bed Elev.	ft	
BORING NO Station Offset Ground Surface	9 42+47 15.00ft Lt. Elev. 550.60	ft (ft)	W S (/6")	Qu (tsf)	S T (%)	Groundwater Elev.: First Encounter Upon Completion After Hrs.	ft ft ft	
Black & Brown S with Gravel	ilty Clay Loam Fill							
Black Silty Clay I	_oam Topsoil	8.60		1.5 P	17.6			
Brown & Gray Si	Ity Clay	7.60						
		-5		4.5	22.4			
End of Boring	54	4.60		P				
		_						
		_						
		-10						
		_						
		-15						
		_						
		_						
					١.,			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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BBS, form 137 (Rev. 8-99)

FILE NAME =	USER NAME = duncanbd	DESIGNED -	REVISED -
c:\pw_work\pwidot\duncanbd\dms58037\ep0	1904-sht-pavement soil borings.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -
	PLOT DATE = 3/15/2013	DATE -	REVISED -

BBS, form 137 (Rev. 8-99)

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

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)

	PAVEMENT SOIL BORINGS MINOOKA ROAD							F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
								80	(32,47-4)HBR-2	GRUNDY	143	109	
	IVIIIVOKA NOAD										CONTRACT	T NO. 6	6873
	SCALE: SHEE	T .	3	OF	4	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		