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. 4 SE Quad
Station 10+73
Offset 57.0 ft Right
Ground Surface Elev. 646.90 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 635.4 ft ▽
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown and Gray Clayey SILT			1		
			1	0.6	25
			2	S/10	
	642.90				
Gray and Brown Very Silty CLAY		-5	3		
			4	1.1	25
			5	S/10	
			2		
			3	1.0	24
			4	S/15	
		-10	2		
			4	1.1	25
			4	S/15	
	▽				
			3		
			3	1.0	20
			4	B	
	632.90				
Brown Sandy Silty CLAY		-15	4		
			8	2.9	25
	630.90		11	S/15	
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. 1 SW Quad
Station 9+80
Offset 65.0 ft Right
Ground Surface Elev. 647.40 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 635.9 ft ▽
After Hrs. ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Gray and Brown Silty CLAY			1		
			1	0.9	27
			1	B	
		-5	1		
			2	1.0	27
			3	S/10	
			3		
			3	1.4	25
			6	S/10	
		-10	3		
			3	1.3	24
			4	B	
	▽				
			2		
			4	1.5	22
			5	B	
		-15	2		
			3	1.4	20
			4	S/20	
	630.90				
Brown Sandy Silty CLAY			3		
			4	1.7	22
			6	S/15	
		-20	3		
Brown Sandy Silty CLAY (continued)	626.40		6	2.1	35
			6	S/15	
END OF BORING					
NOTE: Stationing is for IL 156 End of Boring		-25			
		-30			
		-35			
		-40			

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 = VB-Half.tbl
PLOT DRIVER = pdfNOLAYERSbwpltcfg

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 3:33:46 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. 7 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	68-WRS-1	MONROE	760	397

CONTRACT NO. 76817

ILLINOIS FED. AID PROJECT