Illinois Department of Transportation
Division of Highways
Illinois DOT

SOIL BORING LOG

Date 6/25/84

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY F.R.P.

SECTION 140BR LOCATION NE 1/4, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135,0136 (P) 046-0003,0004 (E)
Station 260+90

BORING NO. 1-84 SOUTH ABUT
Station 265+50
Offset 3.00ft LT
Ground Surface Elev. 610.98 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion washed ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)	Description
	13			Dense Gray SILT (continued)
	17	–	21.0	
	17	–		
566.98				
–45				Dense LOAM TILL
	50	–	9.0	
	50	–		
561.48				
–50				Dense Gray SANDY LOAM TILL
	18			
	20	–	11.0	
	26	–		
556.48				
–55				Dense Gray LOAM with SAND, SILT & GRAVEL
	14			
	24	–	11.0	
	28	–		
–60				
–65				Dense Gray LOAM with SAND, SILT & GRAVEL (continued)
	15			
	20	–		
	27	–		
544.48				End of Boring
–70				
–75				
–80				

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)

Illinois Department of Transportation
Division of Highways
Illinois DOT

SOIL BORING LOG

Date 6/28/84

ROUTE FAI 57 DESCRIPTION FAI 57 Over Kankakee River LOGGED BY F.R.P.

SECTION 140BR LOCATION NE 1/4, SEC. 9, TWP. 30N, RNG. 13W, 2nd PM

COUNTY KANKAKEE DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 046-0135,0136 (P) 046-0003,0004 (E)
Station 260+90

BORING NO. 2-84 NORTH ABUT
Station 256+19
Offset 3.00ft LT
Ground Surface Elev. 611.28 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion washed ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)	Description
				AUGERED Black SILTY CLAY
608.78				
	3			Loose Brown GRAVEL
	4	–	–	
	5	–		
606.78				
–5				Very Stiff Brown Gray SILTY CLAY TILL (FILL)
	5			
	6	3.9	24.0	
	8	S		
	3			
	5	2.1	21.0	
	8	B		
601.78				
–10				Stiff Black & Yellow Brown SILTY CLAY with ROCK & TILL CHIPS Throughout. ORIGINAL GROUND (WET)
	2			
	25	1.5	20.0	
	14	P		
599.28				
	5			Stiff Black SILTY CLAY LOAM – SILTY LOAM
	6	1.3	32.0	
	8	B		
596.78				
–15				Very Soft Yellow Brown to Black SILT to SILTY LOAM MUCK
	2			
	3	–	23.0	
	2	–		
594.28				
	3			Very Stiff Yellow Brown SILTY CLAY LOAM TILL
	8	2.3	17.0	
	8	B		
–20				
	13			Very Stiff Yellow Brown SILTY CLAY LOAM TILL (continued)
	7	1.2	14.0	
	8	B		
589.28				
	8			Soft Gray SILTY LOAM TILL with 1" STONES
	8	–	11.0	
	17	–		
586.78				
–25				Very Dense Gray LOAM TILL
	19			
	20	–	7.0	
	19	–		
				No Qu possible from 29'–31.5' due to SAND Layers
–30				
	27			
	49	–	11.0	
	29	–		
–35				
	90/6"			
		–	9.0	
		–		
573.45				
	100/4"	–	9.0	End of Boring
–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)

Note:
Borings 1-84 and 2-84 are measured off of ℄ F.A.I. Rte. 57.

DESIGNED - DAVID H. RICHTER	EXAMINED	DATE - OCTOBER 4, 2013	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SOIL BORING LOGS STRUCTURE NO. 046 – 0135 (NB) & 046 – 0136 (SB)**	F.A.I. RTE. 57 | SECTION (140)BR&BR-1 | COUNTY KANKAKEE | TOTAL SHEETS 183 | SHEET NO. 117
CHECKED - JUSTIN T. BELUE					CONTRACT NO. 66750
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED ___		SHEET NO. 77 OF 79 SHEETS	ILLINOIS | FED. AID PROJECT
CHECKED - J.T.B. / D.H.R.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED ___			