



Illinois Department of Transportation
Division of Highways
ILLINOIS DOT

SOIL BORING LOG

Page 1 of 1

Date 5/24/11

ROUTE FAP 827 (IL 1) DESCRIPTION Traffic Signal Foundations - Mt Carmel, IL LOGGED BY E. Sandschafer

SECTION (103,104)RS-1,(12Z)RS-2 LOCATION NE 1/4, SEC. 29, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	DEPTH (ft)	BLOWS (/6")	UNIT	MOISTURE (tst)	PERCENT (%)	Surface Water Elev.	Stream Bed Elev.	GROUNDWATER ELEV.	DEPTH (ft)	BLOWS (/6")	UNIT	MOISTURE (tst)	PERCENT (%)
N/A	093-0000 soil 2011	1 SW 3rd & Walnut	70+01	32.0ft W of Walnut St CL	425.31						N/A	N/A						
Topsoil. 425.01																		
Soft to medium, damp, gray, SILTY CLAY LOAM.																		
▼ 420.81																		
Very soft, very damp, gray mottled brown, SILTY LOAM w/ strong petroleum odor.																		
▼ 413.31																		
Stiff to medium, damp, brown, SILTY LOAM, highly organic w/ many wood pieces.																		
▼ 395.81																		
Very stiff, damp, gray, SANDY CLAY.																		
▼ 390.81																		
Very dense, moist, gray, soft, SANDSTONE.																		
▼ 389.61																		
Extent of exploration.																		
▼ 408.31																		
Soft, damp, gray, SILTY LOAM, highly organic.																		
▼ 405.81																		
Benchmark: Traverse Point in SW corner of 3rd & Walnut = 425.35' elevation. Provided by Program Development.																		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name: S:\NEW GEOTECHNICAL\GINTDATA\PROJECTS\WABASH CO (093)\093-0000 SOIL 2011 TRAF SIGNALS.GPJ Data Template 06TEMP11.GDT Date Printed 11/06/08 Latitude W 87 deg 45.803 min Longitude N 38 deg 24.417 min Datum Job Number



Illinois Department of Transportation
Division of Highways
ILLINOIS DOT

SOIL BORING LOG

Page 1 of 1

Date 5/24/11

ROUTE FAP 827 (IL 1) DESCRIPTION Traffic Signal Foundations - Mt Carmel, IL LOGGED BY E. Sandschafer

SECTION (103,104)RS-1,(12Z)RS-2 LOCATION NE 1/4, SEC. 29, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	DEPTH (ft)	BLOWS (/6")	UNIT	MOISTURE (tst)	PERCENT (%)	Surface Water Elev.	Stream Bed Elev.	GROUNDWATER ELEV.	DEPTH (ft)	BLOWS (/6")	UNIT	MOISTURE (tst)	PERCENT (%)
N/A	093-0000 soil 2011	2 NE 3rd & Walnut	68+62	35.0ft E of IL 1 CL	425.15						N/A	N/A						
Topsoil. 424.85																		
Medium, damp, brown, SILTY LOAM.																		
▼ 420.65																		
Stiff, damp, gray, CLAY.																		
▼ 397.65																		
Medium, damp, reddish brown, SANDY LOAM, high Sand content.																		
▼ 395.65																		
Brown, damp, fluffy, SAND. 2% passing #200 sieve.																		
▼ 392.65																		
Very dense, moist, brown, soft, SANDSTONE.																		
▼ 390.25																		
Gray w/ organics.																		
▼ 405.65																		
Extent of exploration.																		
▼ 405.65																		
Benchmark: Traverse Point in SW corner of 3rd & Walnut = 425.35' elevation. Provided by Program Development.																		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name: S:\NEW GEOTECHNICAL\GINTDATA\PROJECTS\WABASH CO (093)\093-0000 SOIL 2011 TRAF SIGNALS.GPJ Data Template 06TEMP11.GDT Date Printed 11/06/08 Latitude W 87 deg 45.802 min Longitude N 38 deg 24.443 min Datum Job Number