ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
E. B. I. F. A. 3762	01-00139-02-BR	WILL	35	27
FED. ROAD DIST. NO. 1	ILLINOIS	FED. A/D PROJECT-		

SHEET NO. S-13

S-13 SHEETS

CONTRACT # 83802

SCHLEEDE-HAMPTON ASSOCIATES, INC. • CONSULTING ENGINEERS

BRIDGE FOUNDATION BORING LOG

SHEET 1 OF 2

PROJECT HARLEM ROAD OVER BLACK WALNUT CREEK
ROUTE HARLEM ROAD/DRECKSLER ROAD
SECTION ____ STATION 106+76 TO 107+24
COUNTY WILL
BORING SB-1
STATION 10' N of N Abutment
OFFSET 7' W of CL

DATE 5/15/02
BORED BY SPE
CHECKED BY WJW

ROTARY MUD DRILLING
GROUND WATER SURFACE
IN CREEK 677.2

Depth	M (Ft)	N/6"	Qu tsf	W %
GROUND SURFACE EL. 689.5				
XC ±9"				
Light Brown Crushed Limestone, IDOT CA-6: FILL		11 10 5	-	7
Dark Brown Clay LOAM, A-6	1 (5)	1 2 2	0.5 P	26
Olive-Grey Silty CLAY, A-6	2	1 2 3	0.70 S	28
Dark Grey and Yellow-Brown Silty CLAY, A-7-6	3 (10)	1 2 2	0.89 B	21
Dark Grey Sandy LOAM, A-2-4		3 3 6	-	14
Cobble @ 14.0'	4 (15)	4 9 7	-	16
	5	5 6 8	-	16
	6 (20)	6 7 8	-	12
Dark Grey Sandy LOAM, A-2-4		7 9 11	4.3 BS	22
Grey Silty CLAY, A-6	7 (25)	2 3 7	1.75 BS	16
	8	2 3 7	2.06 BS	17
	9 (30)	3 4 9	2.83 BS	16
Grey SILT, A-4 @ 34.5'		2 2 6	1.32 B	25
	10 (35)			
GRAVEL, A-1	11			
Grey LIMESTONE, BEDROCK	12 (40)			
continued				

N-Standard Penetration Test-
Blows per foot to drive 2 inch
O.D. Split Spoon Sampler 12 inches
with 140 lbs. hammer falling 30 inches

Qu- Unconfined Compressive Strength (tsf)
W- Water Content-percentage of oven dry weight (%)

Type failure:
B- Bulge Failure
S- Shear Failure
E- Estimated Value
P-Penetrometer

SCHLEEDE-HAMPTON ASSOCIATES, INC. • CONSULTING ENGINEERS

BRIDGE FOUNDATION BORING LOG

SHEET 2 OF 2

BORING SB-1

Depth	M (Ft)	N/6"	Qu tsf	W %
CONTINUED				
Recovery = 97% RQD = 51%	13 (45)			
	14			
End of Boring @ 48.0'	15 (50)			
	16 (55)			
	17			
	18 (60)			
	19 (65)			
	20			
	21 (70)			
	22			
	23 (75)			
	24			
	25 (80)			
	26 (85)			
	27			
	(90)			

SCHLEEDE-HAMPTON ASSOCIATES, INC. • CONSULTING ENGINEERS

BRIDGE FOUNDATION BORING LOG

SHEET 1 OF 2

PROJECT HARLEM AVENUE OVER BLACK WALNUT CREEK
ROUTE HARLEM ROAD/DRECKSLER ROAD
SECTION ____ STATION 106+76 TO 107+24
COUNTY WILL
BORING SB-2
STATIC 10' S of S Abutment
OFFSET 6' L of CL

DATE 5/21/02
BORED BY SPE
CHECKED BY WJW

ROTARY MUD DRILLING
GROUND WATER SURFACE
IN CREEK 677.2

Depth	M (Ft)	N/6"	Qu tsf	W %
GROUND SURFACE EL. 689.5				
9" Asphalt over Light Brown Crushed Gravel, IDOT CA-6: FILL		19 23 19		7
Olive-Grey and Black Clay LOAM, A-6	1 (5)	1 1 1	0.5 P	26
	2	1 1 3	0.62 P	25
	3 (10)	1 2 3	0.75 P	28
Sandy Clay LOAM, A-4		1 2 2	0.97 B	28
Dark Grey SAND and GRAVEL, A-1	4 (15)	1 5 12	0.43 S	27 8
Dark Grey SAND, A-3	5	6 6 12		15
Dark Grey SILT, A-4				
Grey Silty CLAY, A-6	6 (20)	7 5 8	1.88 B	22
Grey Silty CLAY, A-6	7 (25)	5 7 8	1.75 P	22
Grey SAND (f-m), A-3				
Grey Silty CLAY, A-6		5 2 3	1.5 P	13
	8 (25)	6 8 9	1.86 B	22
	9 (30)	5 7 11	2.75 B	17
GRAVEL, A-1 with Clay seams	10 (35)	3 6 14	1.83 B	28
Weathered Limestone, Bedrock		10 8 35/5"		10
100% Recovery RQD = 51%	11			
	12 (40)			
continued				

N-Standard Penetration Test-
Blows per foot to drive 2 inch
O.D. Split Spoon Sampler 12 inches
with 140 lbs. hammer falling 30 inches

Qu- Unconfined Compressive Strength (tsf)
W- Water Content-percentage of oven dry weight (%)

Type failure:
B- Bulge Failure
S- Shear Failure
E- Estimated Value
P-Penetrometer

SCHLEEDE-HAMPTON ASSOCIATES, INC. • CONSULTING ENGINEERS

BRIDGE FOUNDATION BORING LOG

SHEET 2 OF 2

BORING SB-2

Depth	M (Ft)	N/6"	Qu tsf	W %
CONTINUED				
Weather Limestone Bedrock				
Recovery = 99% RQD = 53%	13 (45)			
	14			
End of Boring @ 48.0'	15 (50)			
	16 (55)			
	17			
	18 (60)			
	19 (65)			
	20			
	21 (70)			
	22			
	23 (75)			
	24			
	25 (80)			
	26 (85)			
	27			
	(90)			

DESIGNED	MGH
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS
www.smithengineering.com
E-Mail: mail@smithengineering.com

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Soil Boring Logs
Harlem Avenue/Drecksler Road
Over Black Walnut Creek
Will County
Section 01-00139-02-BR
SN. 099-3091

DATE 5-26-2005