Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 8/3/95

ROUTE FAP 674 DESCRIPTION Traffic Signals at IL 158 and Seibert Road LOGGED BY Larry Ford

SECTION 410-1-N LOCATION SW 1/4, NE 1/4, SEC. 9, TWP. 1N, RNG. 7W, 3 PM

COUNTY St. Clair DRILLING METHOD Hand Auger HAMMER TYPE DCP

STRUCT. NO. N/A
Station N/A

BORING NO. B-1
Station 1116+21
Offset 52.00ft Left
Ground Surface Elev. 486.4 ft

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

Groundwater Elev.:
First Encounter ____ ft
Upon Completion 476.4 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
CONCRETE 485.9		NC	
Brown Fill SAND 484.9			
Brown and Gray Very Silty CLAY 484.4	12	3.7	19
Brown and Gray Silty CLAY		2.8	22
	12	2.3	18
-5		3.7	20
	12	3.8	21
		2.3	25
	8	2.1	24
		1.5	27
		1.2	30
476.4 ▽ -10	7		
		1.5	29
Gray Silty Clay LOAM		1.6	25
473.4		1.3	27
END OF HAND AUGER			
Pocket Penetrometer used for Qu -15			
Due to inaccessability or buried utilities, Hand Augers were used. "N" values shown are calibrated from a curve converting Dynamic Cone N to SPT "N". Reference ASTM STP 399			
-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, from 137 (Rev. 8-99)

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SOIL BORING LOG

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Date 8/4/95

ROUTE FAP 674 DESCRIPTION Traffic Signals at IL 158 and Seibert Road LOGGED BY Goldert-Murphey

SECTION 410-1-N LOCATION SW 1/4, NE 1/4, SEC. 9, TWP. 1N, RNG. 7W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. N/A
Station N/A

BORING NO. B-2
Station 1116+66
Offset 60.00ft Right
Ground Surface Elev. 484.1 ft

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

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

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
Brown Red and Gray Silty CLAY			
	5		
	10	2.42	19
	12	S/15	
480.1			
-5	3		
Dark Gray Very Silty CLAY	3	0.46	24
	5	S/10	
477.6			
Gray Red and Brown Silty CLAY	2		
	4	1.17	26
	4	B	
475.1			
Gray with Red SILT -10	1		
	3	0.52	28
	4	S/15	
472.6			
Brown Silty CLAY	1		
	3	0.69	26
	4	S/15	
-15	2		
	2	0.98	26
468.1	4	B	
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, from 137 (Rev. 8-99)

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SOIL BORING LOG

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Date 8/5/95

ROUTE FAP 674 DESCRIPTION Traffic Signals at IL 158 and Seibert Road LOGGED BY Larry Ford

SECTION 410-1-N LOCATION SW 1/4, NE 1/4, SEC. 9, TWP. 1N, RNG. 7W, 3 PM

COUNTY St. Clair DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. N/A
Station N/A

BORING NO. B-3
Station 1114+16
Offset 61.00ft Left
Ground Surface Elev. 485.3 ft

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

Groundwater Elev.:
First Encounter ____ ft
Upon Completion 471.3 ft ▽
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (6")	UCS Qu (tsf)	MOIST (%)
Brown and Gray Silty CLAY with Limestone Gravel			
482.8	3		
	3	1.5	24
Gray and Brown Silty Clay LOAM	4	S/10	
-5	1		
	2	1.0	27
	3	S/10	
	2		
	3	1.2	26
	4	S/20	
-10	2		
	4	1.5	24
	5	S/15	
	2		
	3	1.1	25
	4	S/6	
▽			
-15	2		
	3	1.0	21
469.3	4	S/10	
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, from 137 (Rev. 8-99)

FILE NAME = c:\pw_work\PWIDOT\LEWISKA\dms74914\d876663-sht-blog.dgn	USER NAME = lewiska	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 4/10/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
674	410-1-N	ST CLAIR	58	48A

CONTRACT NO. 76C63

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT