CONTRACT NO. 74161

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 116 | * | RICHLAND | 43 | 41 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

* (123Z, 124Z)TS-2,RS-3

Illinois Department of Transportation
Division of Highways
Ill. Dept. of Trans. D-7

# SOIL BORING LOG

Page 1 of 1

Date 4/2006

ROUTE FAP 116 (IL 130) DESCRIPTION TS Mast Arm Fdns - Olney - IL 130 & Parker Street LOGGED BY E. Sandschafer

SECTION (123Z,124Z)TS-2,RS-3 LOCATION Sec 33 - E 1/2, Sec 34 - W 1/2, SEC., TWP. 4 N, RNG. 10 E, 3 PM

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

STRUCT. NO. gINT file
Station 080-ts01

BORING NO. 5
Station 985+65
Offset 24.00ft Rt
Ground Surface Elev. 299.71 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 292.2 ft
Upon Completion Washed ft
After ___ Hrs. borings ft

| Description | Elev. | DEPTH (ft) | BLOWS (/6") | UCS Qu (tsf) | MOIST (%) |
|---|---|---|---|---|---|
| 17 1/2" Asphalt pavement. | 298.21 | | | | |
| Very stiff, damp, red, CLAY. | | | 8 | | |
| Oil & chip piece in sampler this trip. | | | 15 | 3.0 | 2 |
| | | | 19 | PP | |
| | | -5 | 3 | | |
| | | | 4 | 1.9 | 19 |
| | | | 5 | B | |
| | 292.21 | | 2 | | |
| Very soft, very wet, gray, MUCK. | 292.01 | | 3 | 1.3 | 17 |
| Very stiff, damp, red mottled gray, CLAY. | | | 4 | B | |
| | 290.21 | | | | |
| Fine grained, SAND. 11% passing #200 sieve. | 289.71 | -10 | 3 | | |
| Hard, damp, red/gray, SANDY CLAY TILL. | | | 9 | 4.5 | 11 |
| | | | 31 | S | |
| | 287.21 | | 19 | | |
| Red, fine grained, SAND. 15% passing #200 sieve. | 286.71 | | 50/4" | 6.4 | 9 |
| | | | 50/4" | S | |
| Hard, moist, gray, SANDY CLAY TILL. | | -15 | 15 | | |
| | | | 35 | 5.9 | 7 |
| | | | 50/4" | S | |
| | | | 20 | | |
| | | | 31 | +9.2 | 8 |
| | 281.21 | | 50 | DNF | |
| Extent of exploration. | | -20 | | | |

Benchmark: TBM painted square on SW corner of traffic controller cabinet foundation in NW cornerof Il 130 & Parker Street = assumed 300.00'

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)

Latitude N 38 deg 44.300 min, Longitude W 88 deg 05.550 min, Map Datum WGS 84

Illinois Department of Transportation
Division of Highways
Ill. Dept. of Trans. D-7

# SOIL BORING LOG

Page 1 of 1

Date 4/2006

ROUTE FAP 116 (IL 130) DESCRIPTION TS Mast Arm Fdns - Olney - IL 130 & Parker Street LOGGED BY E. Sandschafer

SECTION (123Z,124Z)TS-2,RS-3 LOCATION Sec 33 - E 1/2, Sec 34 - W 1/2, SEC., TWP. 4 N, RNG. 10 E, 3 PM

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

STRUCT. NO. gINT file
Station 080-ts01

BORING NO. 6
Station 984+38
Offset 21.50ft Lt
Ground Surface Elev. 299.98 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 290.5 ft
Upon Completion Hole caved ft
After ___ Hrs. ___ ft

| Description | Elev. | DEPTH (ft) | BLOWS (/6") | UCS Qu (tsf) | MOIST (%) |
|---|---|---|---|---|---|
| 17 1/2" Asphalt pavement. | 298.48 | | | | |
| Stiff, damp, brown/red/gray, CLAY w/fine gravel. | | | 4 | | |
| | | | 5 | 1.7 | 11 |
| | | | 5 | B | |
| | | -5 | 3 | | |
| | | | 3 | 1.5 | 17 |
| | | | 4 | B | |
| | | | 2 | | |
| | | | 7 | 2.9 | 12 |
| | | | 13 | B | |
| | 290.48 | | | | |
| Medium, wet, brown, fine grained, SAND. 11% passing #200 sieve. | | -10 | 8 | | |
| | 289.18 | | 15 | | 16 |
| | | | 18 | | |
| Hard, damp, gray, SANDY CLAY TILL. | | | 17 | | |
| | | | 29 | 5.8 | 10 |
| | | | 50 | S | |
| | | -15 | 22 | | |
| | | | 31 | 4.5 | 8 |
| | | | 33 | S | |
| | 282.98 | | 17 | | |
| Hard, very moist, gray, CLAY TILL. | | | 33 | +9.2 | 9 |
| | 281.48 | | 45 | DNF | |
| Extent of exploration. | | -20 | | | |

Benchmark: TBM painted square on SW corner of traffic controller cabinet foundation in NW cornerof IL 130 & Parker Street = assumed 300.00'

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)

Latitude N 38 deg 44.200 min, Longitude W 88 deg 05.575 min, Map Datum WGS 84

| REVISIONS | |
|---|---|
| NAME | DATE |

ILLINOIS DEPARTMENT OF TRANSPORTATION

**BORING LOGS INTERSECTION IL 130 (WEST ST) & PARKER ST**

SCALE: VERT. HORIZ.
DATE
DRAWN BY
CHECKED BY

5/19/2006
c:\projects\74161d\d03406pa.dgn

PLOT DATE = 5/19/2006
FILE NAME = $FILEL$
PLOT SCALE = $SCALE$
USER NAME = dsayrot