Illinois Depa		<del>,</del>			ς		BORI	NIC	LOG			Page	1 0	of <u>1</u>
of ransport  Division of Highways GSG CONSUL AN S,	INC.				3	OIL	וווטם	ING	LUG			Date	7/	1/10
ROUTE FAP 619 (IL 71)	DES	CRIPT	ION	B	oring	locat	ed south	n of i	roadway	L	OGGE	В В У	N	SP
SECTION <u>120 BR, C</u>	R	_ LOC	CATIC				<u>ad Distr</u> 41• 15′ 2							
COUNTY <u>Putnam</u>	DRILLING	METH	OD .				110 13 2							
STRUCT. NO. 078-1001 Station 12+058.1		- 1	B L O	U C S	М О І	Surfa Stre	ce Water am Bed Ele	Elev <u>.</u> ev	203 <b>.</b> 87 203 <b>.</b> 40	_ m	D E P	B L O	псг	М О І
BORING NO. <u>B-1</u> Station <u>12+052.1</u>			w S	Qu	S T	Ground	dwater Ele Encounte	ev.: er	203.4	m ▼	T H	<b>W</b> S	Qu	S T
Offset 12.19 m RT Ground Surface Elev. 204.		(M) m	150 nm) (1	kPa)	(火)	Upon	Completic	n	196.4	_ m ∑		(/150 mm)	(kPa)	(%)
Gray and Black, Moist SILTY CLAY (fill), trace or						Very Brown	Stiff to nish Gray	Stif	f	_	_	_7_	В	
	•		5		31		LOAM, tr inued)	ace c	gravel			2		
	-		2		31						$\exists$	4 8	153 B	13
	•										$\exists$			
Note: Brick fragments of at -1.2m		-	2		31							2	115	12
Medium Stiff Black, Moist	203.13	-1.5	2								<u>-7.5</u>	7	В	
SILTY CLAY LOAM, trace organics			1								$\exists$	3		
	202 <b>.</b> 37		1	57 B	29						犎┪	5 8	172	12
Medium Stiff to Stiff Mottled Brown and Gray, Moist SILTY CLAY LOAM	202 <b>.</b> 07		2									0	В	
Stiff Brown, Wet CLAY LOAM			1 3	115 B	14						-9.0	4	115	13
YEAT EGAM						End d	of Boring	)		195.51	-	5	В	
	•		2	115	14						$\exists$			
	•	- 1	5	115 B	14						=			
	200 <b>.</b> 54													
Stiff to Very Stiff Brownish Gray, Wet	•		3 5	153	13									
CLAY LOAM, trace gravel	:	-4 <u>.5</u>	7	В							- <u>10<b>.</b>5</u>			
Very Stiff to Stiff Brownish Gray, Wet	199.78		2								$\dashv$			
CLAY LOAM, trace gravel	•	- 1	5 6	268 B	11						$\exists$			
	•										$\exists$			
	•		3 5	77	14	-					-12.0			

Illinois Department of ransportation	t	SOIL BORING LOG	Page <u>1</u> of <u>1</u>
Division of Highways GSG CONSUL AN S, INC.			Date <u>6/30/10</u>
ROUTE FAP 619 (IL 71) DESC	Boring lo CRIPTION	cated on shoulder on north side of roadway. L	OGGED BY <u>NSP</u>
SECTION120 BR, CR	LOCATION <u>Grar</u>	ville Road District, SEC. 9, TWP. 32	2N, RNG. 1W, 3rd PM,
COUNTY <u>Putnam</u> DRILLING			
STRUCT. NO. <u>078-1001</u> Station <u>12+058.1</u>	D B U M E L C O P O S I	Surface Water Elev. 203.88 m Stream Bed Elev. 200.90 m	D B U M E L C O P O S I
BORING NO. B-2 Station 12+059.7 Offset 4.27 m LT	T W S Qu T	Croundwater Elev.: First Encounter NONE m Upon Completion NONE m	T W S Ou T
Ground Surface Elev <u>. 205.57</u> m	(m) mm) (kPa) (%)	After <u>-</u> Hrs m	(m) mm) (kPa) (%)
Gray to Black SANDY LOAM (fill), trace gravel 205.26	_	Stiff to Very Stiff Brownish Gray, Moist CLAY LOAM (continued)	5 B
Brown CLAY LOAM (fill), trace gravel	3 15		4 172 12
_	5	-	- 5 B
Medium Stiff to Stiff	- <u> </u>		$\exists$ $\mid$ $\mid$
Black, We†	2 192 33 -1.5 1 P		2 96 12 -7.5 6 96 12
			6 B
	2 96 33	_	_ 2
	3 B	_	6 575 11 6 P
202.98 Medium Stiff to Very Stiff			$\exists$
Gray, trace Brown, Wet	2 144 31 -3.0 2 P	-	6   10   -9.0 9   671   10
-		End of Boring	
202.06			7
Very Stiff to Stiff Brown, Moist CLAY LOAM	4 259 14 5 B		7
201.45			7
Stiff to Very Stiff Brownish Gray, Moist CLAY LOAM	2   4   172   13   -4.5   6   B	-	- <u>10.5</u>
_	-4.5 6 B	-	_
-	3		7
-	4 172 11 - 4 B		7
-			7
-	3   192   12	-	-12.0
	<u>-6.0      152   12</u>	<u>II</u>	14.0

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)

SOIL BORING LOGS

BBS, form 137 (Rev. 8-99)

							1 1			T	
FILE NAME =	USER NAME = keithbr	DESIGNED -	REVISED -			SOIL BORING LOGS	F.A.P.	SECTION	COUNTY	SHEETS	SHE
sheets.dgn		DRAWN - HZS - IDOT	REVISED -	STATE OF ILLINOIS			619	120BB CB	PLITNAM	77	50
	PLOT SCALE = 3.6000 M / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	(EXISTING S.N. 078–1001)			120BN,CN	CONTRACT	T NO	6874
	PLOT DATE = 3/29/2013	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS STA. TO STA.		ILLINOIS FED.	AID PROJECT	1102	0017

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