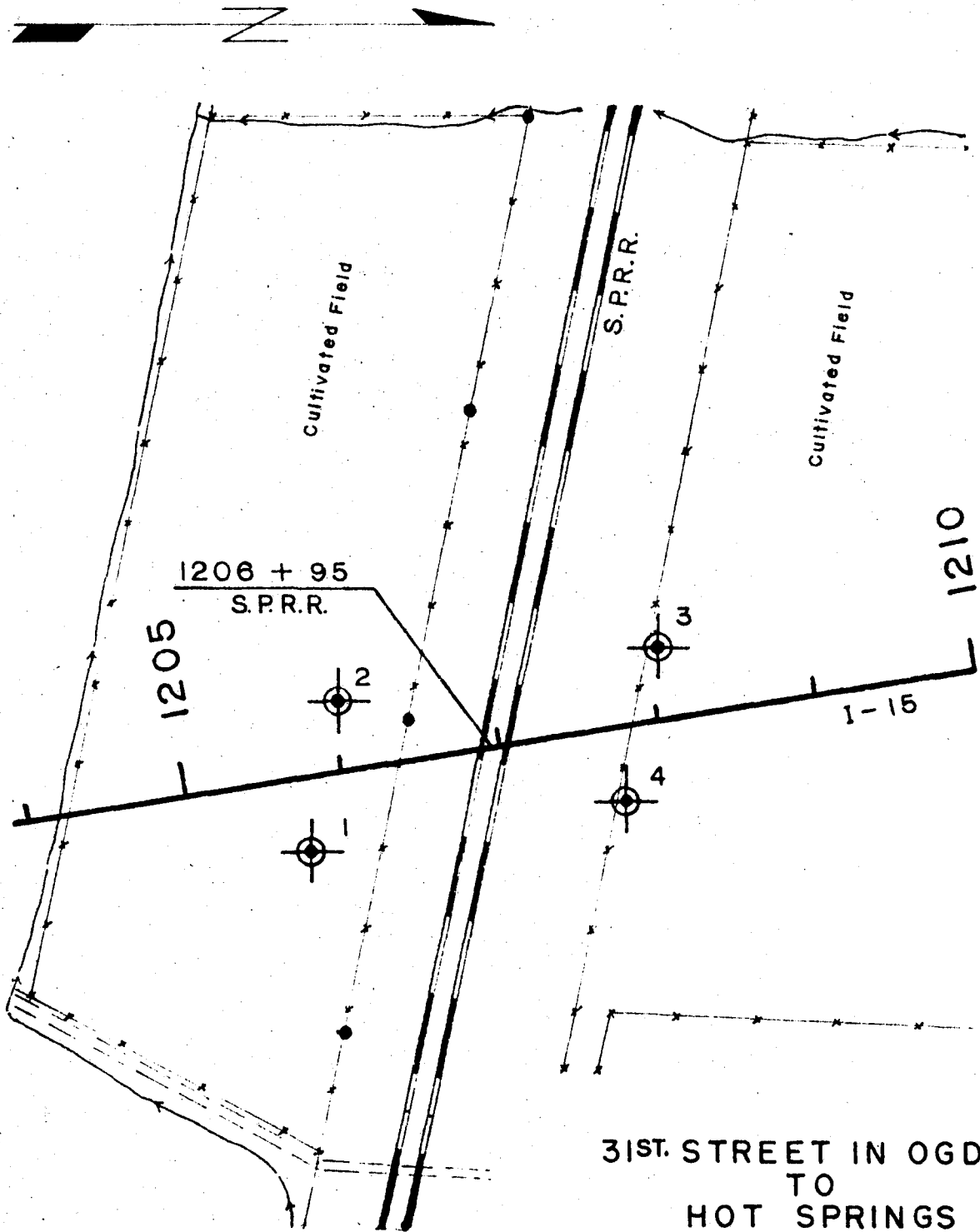


**PROPOSED ROUTING
INTERSTATE SYSTEM OF NATIONAL DEFENSE HIGHWAYS
FARMINGTON JCT. TO HOT SPRINGS ~ DAVIS AND WEBER COUNTIES
STATE ROAD COMMISSION OF UTAH**

I-15-8(7)338
Ogden 31st St. to Hot Springs
Station 1206+95
Overpass at Southern Pacific Railroad

R.6.N. R.2.W. SEC 24 G
1085



LEGEND

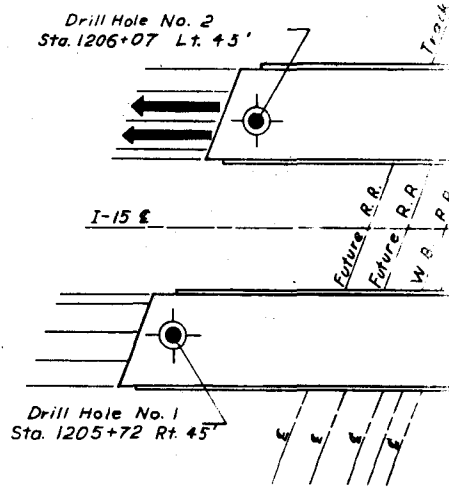
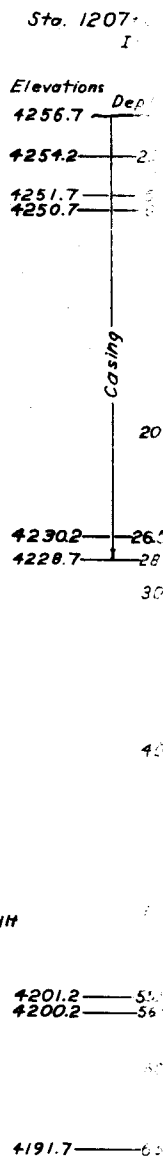
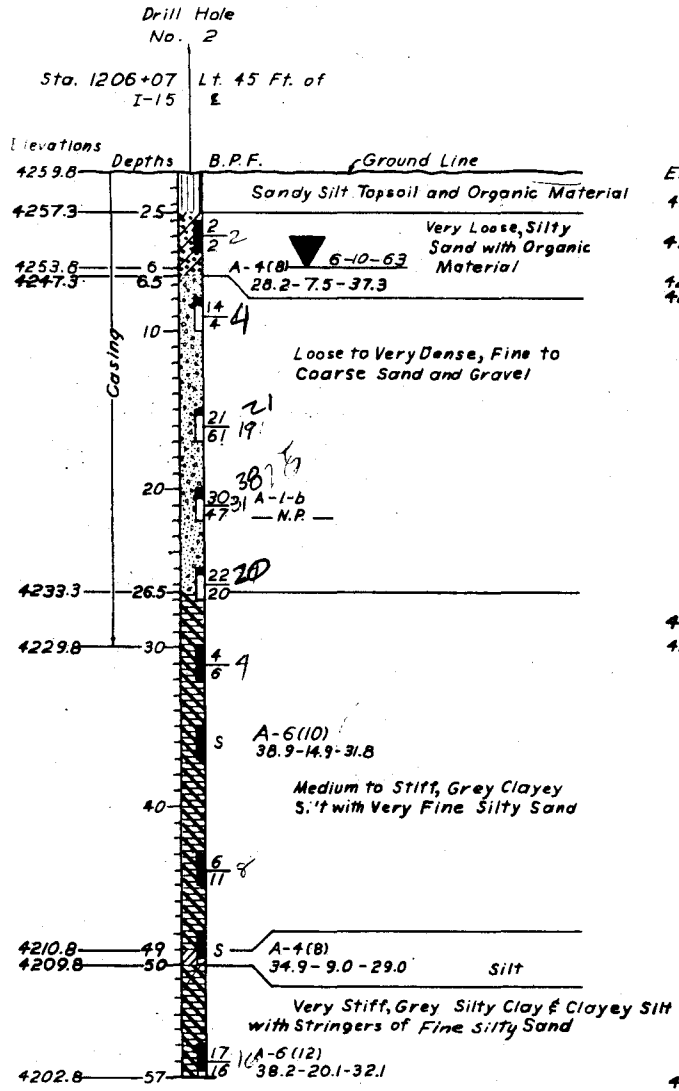
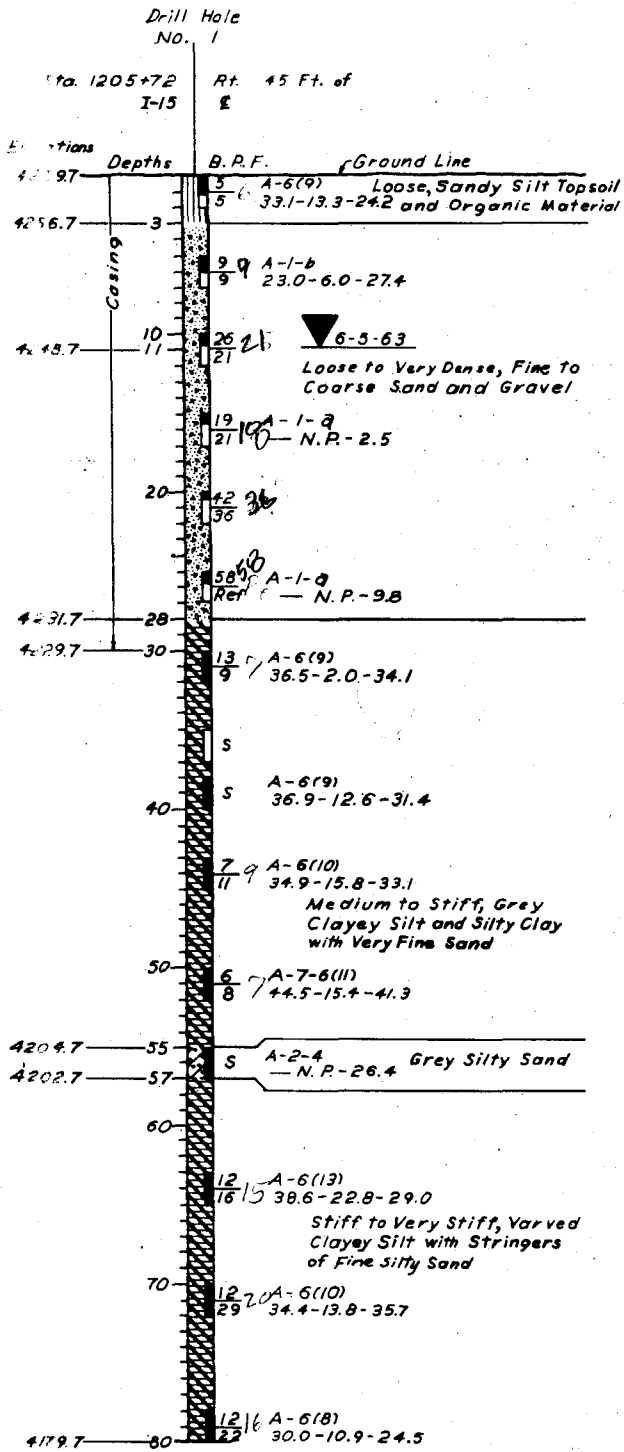
⊙¹ = Drill Hole And Number

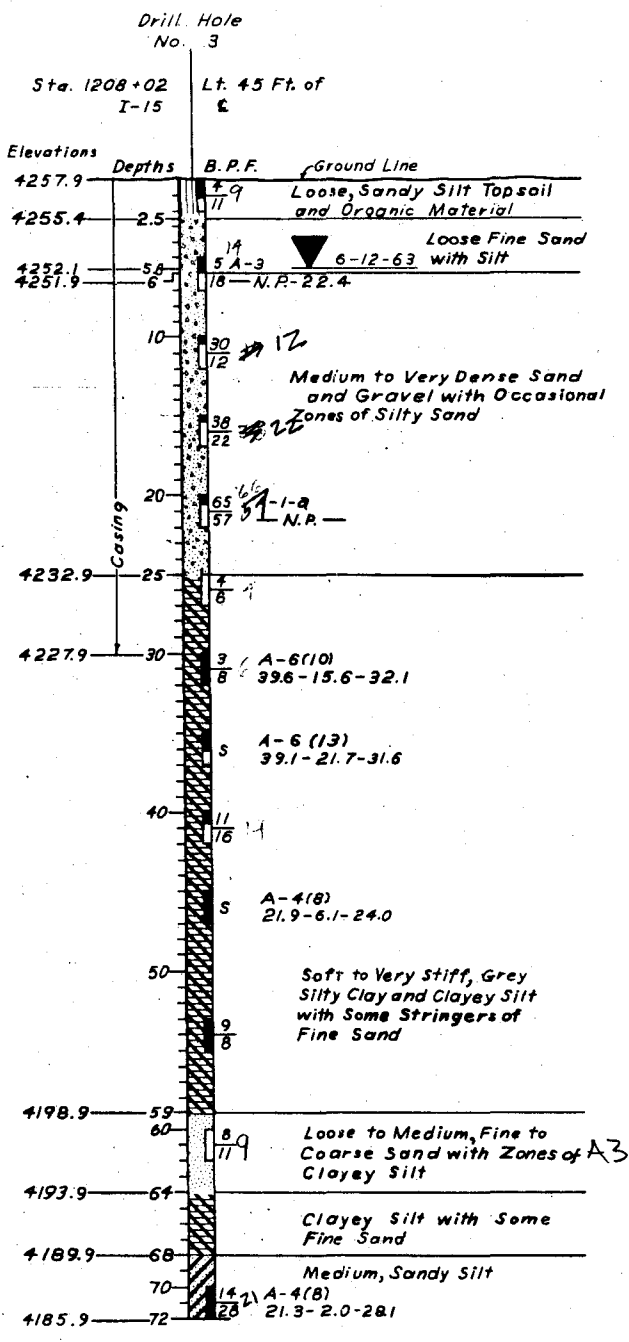
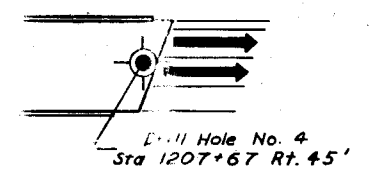
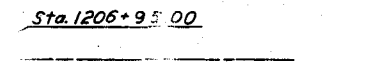
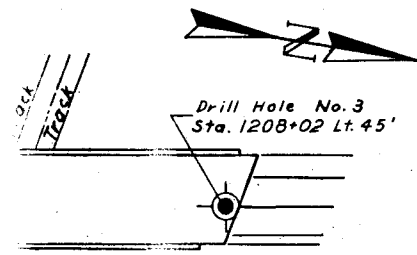
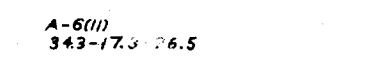
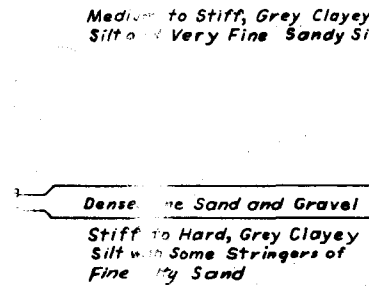
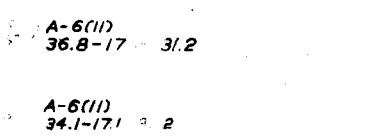
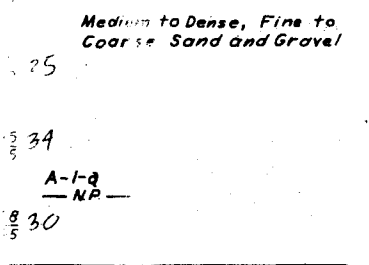
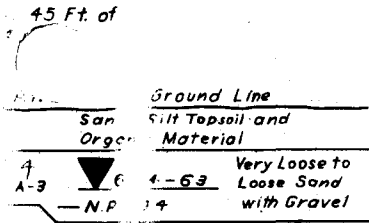
SCALE 1" = 100'

**31ST. STREET IN OGDEN
TO
HOT SPRINGS
HOLE LOCATION PLAN
SOUTHERN PACIFIC R.R.**

**INTERSTATE OVERPASS
AT
STATION 1206 + 95**

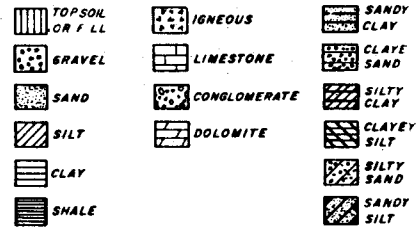
I-15-8 (7) 338



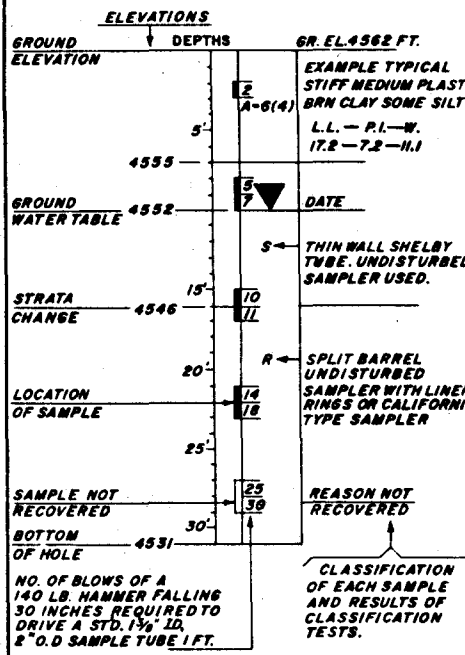


KEY TO DRILLING LOGS
RELATIVE DENSITY (SAND & SILT)
 VERY LOOSE - LESS THAN 4 BLOWS PER FOOT.
 LOOSE - 4 TO 10 BLOWS PER FOOT.
 MEDIUM - 10 TO 30 BLOWS PER FOOT.
 DENSE - 30 TO 50 BLOWS PER FOOT.
 VERY DENSE - MORE THAN 50 BLOWS PER FOOT.

CONSISTENCY (CLAY)
 VERY SOFT - LESS THAN 2 BLOWS PER FOOT.
 SOFT - 2 TO 4 BLOWS PER FOOT.
 MEDIUM - 4 TO 8 BLOWS PER FOOT.
 STIFF - 8 TO 15 BLOW PER FOOT.
 VERY STIFF - 15 TO 30 BLOWS PER FOOT.
 HARD - MORE THAN 30 BLOWS PER FOOT.



DRILL HOLE NO. STATION 0+00 E OR LT. OR RT. IN FT. OFFSET.



ABBREVIATIONS
 L.L. - LIQUID LIMIT IN %
 P.I. - PLASTIC INDEX
 W. - NATURAL MOISTURE CONTENT IN %
 W.G. - WELL GRADED
 PEN. - PENETRATION
 G.W.T. - GROUND WATER TABLE
 B.P.F. - BLOWS PER FOOT
 N.R. - NON-PLASTIC

UTAH STATE DEPARTMENT OF HIGHWAYS
 SALT LAKE CITY, UTAH
 MATERIALS AND RESEARCH DIVISION
 OGDEN 31 ST. TO HOT SPRINGS
 OVERPASS AT SOUTHERN PACIFIC RAILROAD

LAYOUT BY Beckstead	CHECKED BY W.J.C.	1-15-8(7)338
DRAWN BY Beckstead	CHECKED BY R.C.H.	PROJECT NUMBER
QUANTITIES BY E.C.L.	CHECKED BY E.P.	1206+95.00
APPROVAL RECOMMENDED BY	DATE	STATION
RECEIVED	DATE	WEBER

Elevations From Preliminary Plan and Profile			
NO.	BY	DATE	REMARKS
REVISIONS			

BR NO.	DRG NO.	OF
--------	---------	----

AREA NUMBER 1088. LOCATION= 415050N. 4565900E UTM coordinates

BORING NUMBER 1

BORING DEPTH= 80.00 ft. GROUND WATER DEPTH= 11.00 ft.

DEPTH (ft.)	CRITICAL ACCELERATION (a/g)	SOIL TYPE	N	N1	SILT CORRECTION
16.00	0.2795	A1a	18.0	20.1	0.0
21.00	0.5937	A1a	36.0	37.2	0.0
26.00	1.8297	A1a	58.0	56.0	0.0

MINIMUM CRITICAL ACCELERATION FOR BORING= 0.2795

BORING NUMBER 2

BORING DEPTH= 57.00 ft. GROUND WATER DEPTH= 6.00 ft.

DEPTH (ft.)	CRITICAL ACCELERATION (a/g)	SOIL TYPE	N	N1	SILT CORRECTION
9.00	0.0810	A1b	4.0	5.9	0.0
16.00	0.2935	A1b	21.0	25.8	0.0
21.00	0.6916	A1b	38.0	42.6	0.0
26.00	0.2137	A1b	20.0	20.8	0.0

MINIMUM CRITICAL ACCELERATION FOR BORING= 0.0810

BORING NUMBER 3

BORING DEPTH= 72.00 ft. GROUND WATER DEPTH= 5.75 ft.

DEPTH (ft.)	CRITICAL ACCELERATION (a/g)	SOIL TYPE	N	N1	SILT CORRECTION
11.00	0.2077	A1a	12.0	16.8	0.0
16.00	0.3084	A1a	22.0	27.1	0.0
21.00	2.5943	A1a	57.0	64.2	0.0
61.00	0.0816	A3	9.0	6.3	0.0
71.00	0.2930	A4	21.0	13.6	7.5

MINIMUM CRITICAL ACCELERATION FOR BORING= 0.0816

MINIMUM CRITICAL ACCELERATION FOR AREA= 0.0810