STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2021-922PT.1-AC	COOK	460	253
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
				62693

m:\p40468\struct\i4-cntr9c\sht\w886\rt09126a2a016-w886.sht

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
AMERICAN GEOENGINEERING, INC.

Page 2 of 2 — Date 2/11/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY D.G.
SECTION (2021-922 PT 1.2&2122-921 PTI)R-4 LOCATION Chicago, Illinois
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W886 Station (Wall - R)
BORING NO. RER-2 Station 122+58.19 Offset 24.54ft (WW) Ground Surface Elev. 18.85 ft
Surface Water Elev. ___ ft; Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter 6.9 ft ▼; Upon Completion ___ ft; After ___ Hrs. ___ ft

Description	Elev. (ft)	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
Hard / Very Dense Gray SILTY CLAY LOAM / SILTY LOAM		-45	7, 10, 15	4.2 B	13.0
		-50	10, 39, ¢50	6.7 S	12.0
	-34.65		39, ¢50, -	8.3 S	10.0
End of Boring		-55, -60			

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)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
AMERICAN GEOENGINEERING, INC.

Page 1 of 1 — Date 6/16/04

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY R.P.
SECTION (2021-922 PT 1.2&2122-921 PTI)R-4 LOCATION Chicago, Illinois
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W886 Station (Wall - R)
BORING NO. RERb-1 Station 122+83.34 Offset 5.53ft (WW) Ground Surface Elev. 18.99 ft
Surface Water Elev. ___ ft; Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter 10.0 ft ▼; Upon Completion ___ ft; After ___ Hrs. ___ ft

Description	Elev. (ft)	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt, 2"	18.82				
Concrete, 10"	17.99				
Very Loose to Medium Dense Brown to Gray, Medium to Fine SAND			7, 7, 9		
		-5	2, 2, 2		
			2, 0, 1		
		-10 (▼)	1, 1, 4		
	6.49		3, 5, 6		
Very Loose Gray SILTY LOAM	3.99	-15	1, 1, 1		25.0
Very Stiff Gray CLAY			2, 4, 5	2.3 B	20.0
		-20	3, 5, 6	3.2 B	18.0
Very Stiff Gray CLAY (continued)	-3.51		4, 5, 8	3.0 B	19.0
Very Stiff Gray, trace gravel SILTY CLAY LOAM (Btm/Ftg El -4.00)	-6.01	-25	5, 8, 11	3.8 B	18.0
End of Boring		-30, -35, -40			

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)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
AMERICAN GEOENGINEERING, INC.

Page 1 of 2 — Date 2/11/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY D.G.
SECTION (2021-922 PT 1.2&2122-921 PTI)R-4 LOCATION Chicago, Illinois
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W886 Station (Wall - R)
BORING NO. RER-3 Station 123+32.64 Offset 24.27ft (WW) Ground Surface Elev. 18.57 ft
Surface Water Elev. ___ ft; Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter 6.6 ft ▼; Upon Completion ___ ft; After ___ Hrs. ___ ft

Description	Elev. (ft)	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt, 2"	18.39				
Concrete, 12"	17.39				
Sub Base (FILL)	16.07		14, 12, 14		
Medium Dense to Very Dense Brown SAND, Some Gravel (Possible Back Fill)		-5	6, 9, 15		
			12, 20, 33		
	8.57	-10	13, 12, 13		
Very Loose Gray, Moist SILTY LOAM		(▼)	7, 1, 1		23.0
	3.57	-15	1, 1, 1		26.0
Stiff to Very Stiff Gray CLAY			4, 5, 6	1.6 B	19.0
		-20	5, 9, 12	1.4 B	19.0
Stiff to Very Stiff Gray CLAY (continued) (Btm/Ftg El -3.00)	-3.93		6, 9, 15	2.3 B	19.0
Very Stiff Gray CLAY LOAM		-25	6, 8, 15	2.4 B	18.0
			5, 6, 10	2.4 B	19.0
		-30	5, 8, 10	2.8 B	16.0
	-16.43	-35	8, 11, 14	3.5 B	13.0
Hard / Very Dense Gray SILTY CLAY LOAM / SILTY LOAM		-40	10, 15, 22	5.8 S	15.0

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)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
AMERICAN GEOENGINEERING, INC.

Page 2 of 2 — Date 2/11/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY D.G.
SECTION (2021-922 PT 1.2&2122-921 PTI)R-4 LOCATION Chicago, Illinois
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W886 Station (Wall - R)
BORING NO. RER-3 Station 123+32.64 Offset 24.27ft (WW) Ground Surface Elev. 18.57 ft
Surface Water Elev. ___ ft; Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter 6.6 ft ▼; Upon Completion ___ ft; After ___ Hrs. ___ ft

Description	Elev. (ft)	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
Hard / Very Dense Gray SILTY CLAY LOAM / SILTY LOAM (continued)		-45	10, 23, 27	6.1 S	15.0
	-31.43	-50	21, 50, -	6.2 S	10.0
End of Boring		-55, -60			

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)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
AMERICAN GEOENGINEERING, INC.

Page 1 of 1 — Date 6/16/04

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY R.P.
SECTION (2021-922 PT 1.2&2122-921 PTI)R-4 LOCATION Chicago, Illinois
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W886 Station (Wall - R)
BORING NO. RERb-2 Station 123+52.96 Offset 0.05ft (WW) Ground Surface Elev. 18.94 ft
Surface Water Elev. ___ ft; Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter 9.9 ft ▼; Upon Completion ___ ft; After ___ Hrs. ___ ft

Description	Elev. (ft)	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt, 2"	18.77				
Concrete, 10"	17.94				
Dark Brown Sand, Trace Brick Chips (FILL)	16.44		7, 8, 13		
Very Loose to Loose Brown to Gray, Medium to Fine SAND		-5	2, 2, 3		
			5, 5, 4		
		-10 (▼)	1, 0, 0		
	6.44		4, 3, 4		
Very Loose Gray SILTY LOAM	3.94	-15	1, 1, 1		25.0
Very Stiff Gray CLAY			2, 3, 6	2.1 B	18.0
	-1.06	-20	3, 6, 9	3.4 B	18.0
Very Stiff to Hard Gray, trace gravel SILTY CLAY LOAM (Btm/Ftg El -3.00)			5, 6, 10	4.0 B	17.0
	-6.06	-25	5, 9, 11	3.8 B	19.0
End of Boring		-30, -35, -40			

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)

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways
AMERICAN GEOENGINEERING, INC.

Page 1 of 2 — Date 1/30/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY D.G.
SECTION (2021-922 PT 1.2&2122-921 PTI)R-4 LOCATION Chicago, Illinois
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W886 Station (Wall - R)
BORING NO. RER-4 Station 123+96.33 Offset 25.04ft (WW) Ground Surface Elev. 18.20 ft
Surface Water Elev. ___ ft; Stream Bed Elev. ___ ft
Groundwater Elev.: First Encounter 8.2 ft ▼; Upon Completion ___ ft; After ___ Hrs. ___ ft

Description	Elev. (ft)	Depth (ft)	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt, 3"	17.95				
Concrete, 9"	17.20				
Sub Base (FILL)	15.70		9, 5, 3		
Loose to Medium Dense Gray SAND, trace Gravel (Possible Back Fill)		-5	3, 3, 2		
			2, 3, 2		
		▼ -10	3, 3, 4		
	5.70		5, 7, 6		
Very Loose Gray, Moist SILTY LOAM	3.20	-15	1, 1, 2		25.0
Very Stiff Gray CLAY			5, 7, 9	2.1 B	18.0
		-20	5, 7, 10	2.3 B	16.0
Very Stiff Gray CLAY (continued) (Btm/Ftg El -3.00)			5, 8, 10	3.0 B	17.0
	-6.80	-25	5, 7, 11	3.1 B	17.0
Very Stiff to Hard Gray CLAY LOAM			5, 8, 16	4.4 B	14.0
		-30	9, 14, 15	4.8 B	11.0
		-35	9, 17, 20	5.8 B	13.0
	-21.80	-40	12, 13, 17	3.6 B	18.0

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)
BBS, from 137 (Rev. 8-99)

Sheet R26 of 28

CTE ENGINEERS
CONSOER TOWNSEND ENVIRODYNE ENGINEERS, INC.
303 EAST WACKER DRIVE, SUITE 600
CHICAGO ILLINOIS 60601-5212, PHONE: (312) 938-0300

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
SOIL BORING LOGS
SOUTH WENTWORTH AVENUE RETAINING WALL
WEST 59TH STREET TO WEST 63RD STREET
SECTION 2021-922 PT.1-AC
STATION 111+25.00 TO 126+89.58
COOK COUNTY S.N. 016-W886

SCALE: None — DRAWN BY: SR
DATE: October 29, 2004 — CHECKED BY: JSS/MM

10/21/2004 04:41:44 PM