STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2021-922PT.1-AC	COOK	460	329
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62693

Illinois Department of Transportation SOIL BORING LOG

Division of Highways
AMERICAN GEOENGINEERING, INC.

Page 1 of 1

Date 6/15/04

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY R.P.
(2021-922 PT 1.2 & 2122-921
SECTION PT1) R-4 LOCATION Chicago, Illinois

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W894, W964
Station (Wall EC)

BORING NO. RWE-7
Station 528+36.95
Offset 35.80ft (WELL)
Ground Surface Elev. 16.89 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 7.9 ft
Upon Completion ft
After Hrs. ft

DEPTH ft	BLOWS	UCS Qu ksf	MOIST (%)
0	Asphalt, 3" (16.64)		
	Concrete, 10" (15.79)		
	Loose to Medium Dense Brown, Fine to Coarse SAND	16	
		11	
		12	
		3	
-5		3	
		3	
		1	
-10		3	
		5	
		5	
		6	
-15		3	
		2	
		3	
		3	
-20		1	
	Stiff to Very Stiff Gray CLAY (-0.61)	5	1.7 16.0
	B/Ftg. Unit 6 El. -3.00	6	B
	Stiff to Very Stiff Gray CLAY (continued)		
		4	
		7	3.4 18.0
-25		10	B
	Hard Gray SILTY CLAY LOAM (-5.61)		
		5	
		7	4.6 15.0
		12	B
		6	
		9	6.2 15.0
		14	B
		6	
		9	8.1 12.0
-35		13	B
	End of Boring (-13.11)		
-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 1

Date 6/15/04

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY R.P.
(2021-922 PT 1.2 & 2122-921
SECTION PT1) R-4 LOCATION Chicago, Illinois

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W894, W964
Station (Wall EC)

BORING NO. RWE-8
Station 529+12.62
Offset 26.83ft (WELL)
Ground Surface Elev. 18.14 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 5.1 ft
Upon Completion ft
After Hrs. ft

DEPTH ft	BLOWS	UCS Qu ksf	MOIST (%)
0	Concrete, 10" (17.31)		
	Very Loose to Medium Dense Brown to Gray SAND	5	
		7	
		10	
		3	
-5		3	
		6	
		2	
		3	
-10		3	
		2	
		2	
		4	
-15		1	
		0	
		3	
		1	
-20		1	
	Very Stiff Gray CLAY (3.14)	4	2.4 17.0
	B/Ftg. Unit 7 El. -1.00	6	B
	Very Stiff to Hard Gray, trace gravel SILTY CLAY LOAM		
		5	
		8	3.6 15.0
-25		9	B
		6	
		8	4.6 15.0
		14	B
	Hard / Medium Dense Gray SILTY CLAY LOAM / SILTY LOAM (-6.86)	7	
		11	6.0 12.0
-35		14	B
	End of Boring (-18.88)		
-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 4/11/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY R.P.
(2021-922 PT 1.2 & 2122-921
SECTION PT1) R-4 LOCATION Chicago, Illinois

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W903, W906
Station (Wall EB)

BORING NO. RWE-7
Station 530+92.80
Offset -1.65ft (WELL)
Ground Surface Elev. 17.38 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 7.4 ft
Upon Completion ft
After Hrs. ft

DEPTH ft	BLOWS	UCS Qu ksf	MOIST (%)
0	Asphalt, 1.5" (17.26)		
	Concrete, 9" (16.41)		
	Brown, Medium Sub Base, Sand & Gravel (FILL) (14.88)	13	
		13	
		13	
	Loose Brown, Fine to Coarse SAND (Possible Back Fill)	6	
-5		5	
		4	
		4	
		3	
-10		2	
	Very Loose to Loose Gray, Moist SILTY LOAM	1	22.0
		1	
		4	
-15		4	20.0
		1	
	Stiff to Very Stiff Gray CLAY (4.88)	3	
	B/Ftg. Unit 9 El. 3.00	3	1.6 19.0
		6	B
		2	
-20		3	1.8 18.0
		5	B
	Very Stiff Gray CLAY LOAM		
		1	
		4	2.4 17.0
-25		5	B
	Hard / Dense Gray SILTY CLAY LOAM / SILTY LOAM (-7.62)		
		3	
		5	3.4 16.0
		7	S
		5	
		8	7.1 14.0
-35		12	B
		6	
		9	8.8 10.0
		12	B
		7	
		13	7.5 11.0
-45		17	S
		11	
		14	6.8 10.0
-50		14	S

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 4/11/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY R.P.
(2021-922 PT 1.2 & 2122-921
SECTION PT1) R-4 LOCATION Chicago, Illinois

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W903, W906
Station (Wall EB)

BORING NO. RWE-7
Station 530+92.80
Offset -1.65ft (WELL)
Ground Surface Elev. 17.38 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 7.4 ft
Upon Completion ft
After Hrs. ft

DEPTH ft	BLOWS	UCS Qu ksf	MOIST (%)
0	Very Stiff Gray CLAY LOAM		
		3	
		5	3.2 17.0
		6	S
		3	
-5		5	3.4 16.0
		7	S
	Hard / Dense Gray SILTY CLAY LOAM / SILTY LOAM	5	
		8	7.1 14.0
		12	B
		6	
-15		9	8.8 10.0
		12	B
		7	
		13	7.5 11.0
-25		17	S
		11	
		14	6.8 10.0
-30		14	S
	Hard / Dense Gray SILTY CLAY LOAM / SILTY LOAM (continued)	7	
		8	5.6 14.0
-45		12	B
		8	
		15	9.6 13.0
-55		25	S
	End of Boring (-32.62)		
-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
CHICAGO DRILLING COMPANY

Page 1 of 1

Date 8/12/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY A.P.
(2021-922PT 1.2 &
SECTION 2122-921PT1) R-4 LOCATION Chicago, Illinois

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.
Station Sign Trusses

BORING NO. STB-14
Station 1444+13.78
Offset -138.72ft (SBWR)
Ground Surface Elev. 18.38 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 6.4 ft
Upon Completion ft
After Hrs. ft

DEPTH ft	BLOWS	UCS Qu ksf	MOIST (%)
0	Asphalt, 4" (18.05)		
	Concrete, 10" (17.21)		
	Sub Base (FILL) (15.88)	8	
		9	
		20	
	Medium Dense to Very Loose Brown, medium to coarse SAND, trace gravel	6	
		8	
		11	
-5		13	
		6	
		8	
		10	
		5	
		3	
-10		4	
		4	
		1	
		2	
		7	
		5	
-15		4	
	Stiff to Very Stiff Gray CLAY (3.38)	5	
		9	1.9 19.0
	B/Ftg. Unit 8 El. 1.00	11	B
		7	
		10	2.2 18.0
-20		15	B
	Very Stiff to Hard Gray SILTY CLAY LOAM		
		7	
		16	3.6 17.0
-25		18	B
	Hard / Dense Gray SILTY CLAY LOAM / SILTY LOAM (-6.62)		
		10	
		18	5.6 11.0
		26	S
		10	
		17	7.5 13.0
-35		21	S
	End of Boring (-16.62)		
-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 3/20/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY R.P.
(2021-922 PT 1.2 & 2122-921
SECTION PT1) R-4 LOCATION Chicago, Illinois

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W903, W906
Station (Wall EB)

BORING NO. RWE-8
Station 531+83.99
Offset -9.28ft (WELL)
Ground Surface Elev. 16.91 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 6.9 ft
Upon Completion ft
After Hrs. ft

DEPTH ft	BLOWS	UCS Qu ksf	MOIST (%)
0	Asphalt, 1.5" (16.75)		
	Concrete, 10" (15.99)		
	Brown Sub Base, Sand and Brick Chips (FILL) (14.41)	13	
		20	
		21	
	Medium Dense to Dense Brown to Gray, Medium to Fine SAND (Possible Back Fill)	17	
		13	
-5		19	
		9	
		10	
		10	
		12	
		4	
-10		4	
	Very Loose Gray SILTY LOAM (6.91)	8	
		3	
		1	23.0
		1	
-15	Very Stiff Gray CLAY (4.41)	2	
		5	2.4 19.0
		7	B
		4	
		4	2.6 18.0
		11	B
	Very Stiff Gray CLAY LOAM (-0.59)		
-20		3	
		5	2.2 17.0
		9	B
	Very Stiff Gray CLAY LOAM (continued)	4	
		8	3.4 16.0
-25		9	B
	Hard / Medium Dense Gray SILTY CLAY LOAM / SILTY LOAM (-5.59)	4	
		6	4.1 17.0
		9	B
		6	
		10	7.1 15.0
-35		18	B
		10	
		10	7.5 12.0
		12	B
		8	
		9	6.2 12.0
-45		12	B
	Medium Dense Gray SILT (-18.09)		
		7	
-50		11	21.0
	End of Boring (-23.09)		

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 3/20/03

ROUTE F.A.I. I-90 / I-94 DESCRIPTION Dan Ryan Expressway (D-91-419-01) LOGGED BY R.P.
(2021-922 PT 1.2 & 2122-921
SECTION PT1) R-4 LOCATION Chicago, Illinois

COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 016-W903, W906
Station (Wall EB)

BORING NO. RWE-8
Station 531+83.99
Offset -9.28ft (WELL)
Ground Surface Elev. 16.91 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 6.9 ft
Upon Completion ft
After Hrs. ft

DEPTH ft	BLOWS	UCS Qu ksf	MOIST (%)
0	Hard / Very Dense Gray SILTY CLAY LOAM / SILTY LOAM		
		9	
		10	6.8 13.0
-45		14	S
		16	
		25	10.1 11.0
-55		27	S
	End of Boring (-53.09)		
-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)

Sheet Ec18 of 20

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 WELLS ST. RETAINING WALL
WEST 61ST STREET TO WEST 59TH STREET
SECTION 2021-922PT.1-AC
STATION 523+36.03 TO STATION 533+88.42
COOK COUNTY S.N. 016-W964, 016-W894

SCALE: None DRAWN BY: SR
DATE: October 29, 2004 CHECKED BY: MK

10/27/2004 04:55:18 PM
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