

Everest Engineering Company  
STRUCTURE BORING LOG

Page 1 of 1  
Date 4/25/03

ROUTE FAL 94/94 DESCRIPTION DAN RYAN EXPRESSWAY

SECT. 31ST STREET TO 47TH STREET STRUCT. NO. \_\_\_\_\_ DRILLED BY PATRICK ENGINEERING

COUNTY COOK LOCATION WALL 029 S. \_\_\_\_\_, TWP. 38 N, RNG. 14 E

Boring No. W-029-1 Surface Water Elev. \_\_\_\_\_  
 Station 4560+11(NB LOCAL) Groundwater Elev.: \_\_\_\_\_  
 Offset 131 RT. OF NB LOCAL BL when drilling 9.3  
 at Completion \_\_\_\_\_  
 after \_\_\_\_\_ Hrs. \_\_\_\_\_

DEPTH	BL	Qu	W	DEPTH	BL	Qu	W
ft	ft	tsf	%	ft	ft	tsf	%
15.0							
TOPSOIL							
Loose, Brown SANDY LOAM							
	4		13		0	0.3	26
	2				0	B	
	4				1		
FILL							
Medium Dense, Brown SANDY LOAM							
	5		16		0	0.3	25
	6				0	B	
	6				1		
Very Loose to Loose, Gray SILT							
	1		34				
	2						
	2						
Very Hard, Gray SILTY CLAY LOAM							
	0		30		10	0.2	11
	0				12	B	
	1				19		
END OF BORING							
	0		25				
	0						
	1						
Soft to Very Stiff, Gray SILTY CLAY							
	0	2.5	20				
	1	B					
	1						
trace - sand and gravel							
	0	1.2	23				
	3	B					
	5						
Medium Stiff to Very Stiff, Gray SILTY CLAY							
	0	1.0	24				
	1	B					
	1						
trace - sand and gravel							
	0	0.7	24				
	1	B					
	1						
Medium Stiff to Very Stiff, Gray SILTY CLAY							
	0	0.6	24				
	1	B					
	1						
trace - sand and gravel							
	0	0.4	26				
	0	B					
	0						
	1						

SPT (IN) = Sum of last two blow values in sample. (Qu) B-Bulge S-Shear P-Penetration Test  
 Stations, Depths, Offset, and Elevations are in Feet

BORING W-029-1

BOWMAN, BARRETT & ASSOCIATES INC.  
 CONSULTING ENGINEERS  
 Chicago, Illinois  
 312.228.0100  
 www.bbainc.com



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Page 1 of 1  
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ROUTE FAL 94/94 DESCRIPTION DAN RYAN EXPRESSWAY

SECT. 31ST STREET TO 47TH STREET STRUCT. NO. \_\_\_\_\_ DRILLED BY PATRICK ENGINEERING

COUNTY COOK LOCATION WALL 029 S. \_\_\_\_\_, TWP. 38 N, RNG. 14 E

Boring No. W-029-2 Surface Water Elev. \_\_\_\_\_  
 Station 4560+94 (NB LOCAL) Groundwater Elev.: \_\_\_\_\_  
 Offset 132 RT. OF NB LOCAL BL when drilling 7.7  
 at Completion \_\_\_\_\_  
 after \_\_\_\_\_ Hrs. \_\_\_\_\_

DEPTH	BL	Qu	W	DEPTH	BL	Qu	W
ft	ft	tsf	%	ft	ft	tsf	%
16.0							
ASPHALT PAVEMENT							
CONCRETE PAVEMENT							
	12		12		1	0.8	13
	8				1	B	
	8				2		
Medium Dense, Brown SANDY LOAM							
	11		11		1	0.8	22
	7				1	B	
	14				2		
FILL							
Medium Dense, Brown SANDY LOAM							
	10		3				
	9						
	11						
Very Loose to Loose, Gray SILT							
	11		7		1	1.2	17
	8				1	B	
	13				2		
Hard to Very Hard, Gray SILTY CLAY LOAM							
	5		28				
	3						
	4						
trace - sand							
	1		30		17	7.0	10
	1				22	S	
	3				30		
Medium Stiff to Very Stiff, Gray SILTY CLAY							
	1		25				
	0						
	1						
trace - sand and gravel							
	0	2.3	21		30	10.3	15
	1	B			41	S	
	2				23		
Medium Stiff to Very Stiff, Gray SILTY CLAY							
	0	0.6	24				
	1	B					
	1						
trace - sand and gravel							
	0	0.6	22		20	9.5	14
	2	B			27	S	
	3				35		
END OF BORING							

SPT (IN) = Sum of last two blow values in sample. (Qu) B-Bulge S-Shear P-Penetration Test  
 Stations, Depths, Offset, and Elevations are in Feet

BORING W-029-2

REVISIONS	
NAME	DATE

SHEET 8 OF 9

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 GARFIELD BLVD TO 31ST STREET (NB LOCAL LANES)

RETAINING WALL N-43N-F  
 SOIL BORINGS 1

SCALE: NTS  
 DATE: JUNE 9, 2006

DRAWN BY: KMW  
 CHECKED BY: BLU

6/17/2006 3:50:59 PM