Roadway Geotechnical Report

I-55 at IL 59 Diverging Diamond Interchange
IDOT PTB 189-011
Will County, Illinois

Prepared for

Illinois Department of Transportation (IDOT)
Contract Number: D-91-368-18

Project Design Engineer Team
Alfred Benesch & Company

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November 22, 2021

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November 22, 2021

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Roadway Geotechnical Report
IL 59 at I-55 interchange
Contract Number: 189-011

Dear Mr. Naus:

Attached is a copy of the Roadway Geotechnical Report for the above referenced project. The report provides a description of the site investigation, site conditions and construction recommendations. The site investigation included advancing 110 soil borings to depths ranging from 10 to 25 feet.

Should you have any questions or require additional information, please call us at 312-733-6262.

Sincerely,

Min Zhang, Ph.D., P.E.
Project Engineer

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Principal

Roadway Geotechnical Report
I-55 at IL 59 Diverging Diamond Interchange
IDOT PTB 189-011
Will County, Illinois

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1.0 INTRODUCTION

GSG Consultants, Inc. (GSG) completed a geotechnical investigation for Phase II design of the proposed full access interchange at I-55 and IL 59 in Will County, Illinois. The future roadway will predominantly be built on new embankments, with the majority of the new alignment embankments graded with side slopes, and four areas will be confined behind retaining walls. The purpose of the investigation was to explore and characterize the subsurface soil and groundwater conditions to determine engineering properties of the subsurface soil and to develop design and construction recommendations for the project. **Exhibit 1** shows the overall project location map.

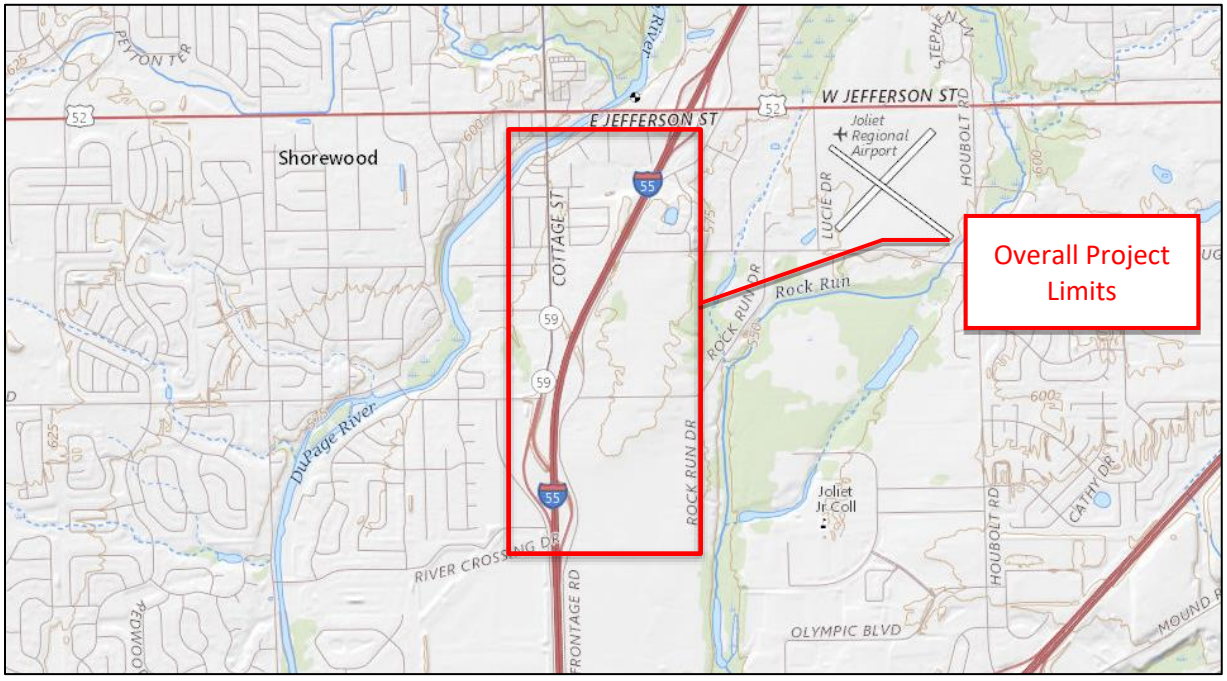


Exhibit 1 – Project Location Map –USGS National Map

1.1 Project Information

The general scope of the overall project is the conversion of a partial access interchange to a full access interchange at I-55 and IL 59. This will include the construction a Diverging Diamond Interchange (DDI) and associated auxiliary lanes at the intersection of I-55 and IL 59. Four new ramps are proposed for the new interchange: Ramp A to provide access from I-55 SB to IL 59, Ramp B to provide access from IL 59 to I-55 NB, Ramp C to provide access from I-55 NB to IL-59

and Ramp D to provide access from I-59 to I-55 SB. An auxiliary lane between IL 59 and US 52 along I-55 is also proposed in each direction along the mainline. In proximity to the DDI, the existing I-55 East Frontage Road will be realigned further east.

The project area for the proposed roadway is generalized into 15 areas identified as Areas 1 through 15, based on the proposed embankment heights and locations within the design corridor (**Appendix A**). These areas are identified on the design plans by Benesch and are summarized in **Table 1**.

Table 1 – Roadway Information for Project Areas

Area	Roadway Area	Approximate Roadway Stations	Approximate Length (ft)	Maximum Embankment height
1	IL-59 Interchange to US 52 I-55 Roadway auxiliary lanes (NB)	I-55 STA 280+00 to 329+00	6,009	5
2	IL-59 Interchange to US 52 I-55 Roadway auxiliary lanes (SB)	I-55 STA 293+00 to 329+00	6,009	5
3	US 52 SB Entrance Ramp North limit to I-55 Tie-In for US 52 ramp	Ramp STA 200+00 to 205+61	561	5
4	SB I-55 exit ramp to IL-59: Ramp A	NB Sta. 1000+00 to 1006+00	600	25
		SB STA 900+00 to 917+00	700	25
5	NB IL-59 entrance ramp to NB I-55: Ramp B	NB STA 1101+00 to 1117+00	600	23
		SB STA 1200+00 to 1207+65	700	
6	NB I-55 exit ramp to NB IL-59: Ramp C	NB STA 800+00 to 815+73	1,573	25
		SB STA 704+50 to 708+00	350	
7	NB IL-59 entrance ramp to SB I-55: Ramp D	NB STA 601+55 to 610+64	909	13
		SB STA 402+50 to 420+50	1,800	
8	IL-59 Roadway (NB and SB) North Project Limit for IL-59 to Seil Road (757 ft)	STA 7476+00 to 7483+57	757	10
9	Seil Road to Ramp A/D Intersection: NB IL-59 DDI	STA 8000+00 to 8016+00	1,600	20
10	Seil Road to Ramp A/D Intersection: SB IL-59 DDI	STA 7000+00 to 7013+00	1,300	20

Area	Roadway Area	Approximate Roadway Stations	Approximate Length (ft)	Maximum Embankment height
11	Ramp A/D Intersection IL-59 NB & SB	STA 7013+00 to 7025+00	1,200	25
12	Rock Run Crossing Drive	STA 7025+00 to 7038+00	1,300	20
13	Center Drive (East Frontage Road Realignment and Reconstruction)	STA 6042+50 to 6089+30	4,680	< 5
14	West Frontage Road Widen and Reconstruct	STA 5541+25 to 5544+75	350	< 5
15	Seil Road Roadway Widen and Reconstruct (River Bluff Drive/Sarver Drive to IL-59)	STA 4003+59 to STA 4018+00	1,441	<5

The four ramps and the ramp intersection to Seil Road, I-55 and IL-59 will be constructed on elevated embankments. Ramp A will be supported by retaining wall 009-1003 on the east side. All the remaining new embankments will be sloped at 1:3 or 1:6 (V:H). The widening and reconstruction of Seil Road will include retaining wall 009-1004 on the south side of Seil Road. The northbound auxiliary lanes of I-55 will have retaining wall 009-1002 on the east side of I-55. Three (3) Structural Geotechnical Reports (SGR) and one technical memo for the proposed retaining walls, and one SGR for the proposed bridge and accompanying wrap around MSE wall abutments were prepared under separate cover. This report will provide analyses and recommendations for the sloped embankments and embankments placed behind the retaining walls for the proposed roadway.

1.2 Regional Geology

GSG reviewed several published documents to determine the regional geological setting in the area of the site. The site is located in western Will County, near Shorewood, Illinois. The surficial geologic deposits in this area are typically glacial drift deposited during the Wisconsin Glacial Age and river sediments deposited by the Des Plaines River. The subsurface profile in the area of the site consists of deposits of silty clay, sand, silt, and gravel extending to depths of approximately 20 to 60 feet below ground surface, at which point bedrock is generally encountered. Deposits in the area of the site are primarily from the Yorkville Member of the Lemont Formation of the Wedron Group deposited during the Wisconsin Period. The Lemont Formation typically consists of calcareous, gray, fine to coarse textured diamiction units (silty clay to sandy loam) that contain

lenses of gravel, sand, silt, and clay. Underlying the surficial deposits, the bedrock consists of the Silurian System, Niagaran Series, which consist of dolomite that varies from extremely argillaceous, silty and cherty to exceptionally pure.

1.3 Climatic Conditions

This section shows a summary of the climate conditions for the project duration, which field work was performed, from October 2019 to May 2020. This data along, with the two prior months to each investigation have been summarized in **Table 2**. The data was obtained from the National Weather Service Forecast Office website for Chicago, Illinois at O'Hare Airport. The data was evaluated to determine any effects of temperature and precipitation on the water table level and soil moisture content that was encountered at the site at the time the borings were performed.

For the months included in the study, the precipitation average rate was higher in most of the months by 1 to 2 inches. The average monthly temperatures were generally higher by a few degrees from August 2019 to May 2020 with exception of August, September 2019, and April 2020. The winter and spring monthly calculated average snowfall were generally lower from December 2019 to March 2020 but higher in the remaining months. The precipitation fluctuated in the negatives and positives for the departure from normal, with a net precipitation of 12 inches higher than the normal values. It is our opinion that the higher than average rainfall that occurred during the field-testing program could have caused fluctuations observed in the water observations in the soil borings performed during this time frame and possibly have higher soil moisture contents than normal at the surface.

Table 2 – Climate Conditions

Date (M-Y)	Snowfall (in)		Precipitation (in.)		Temperature (Fº)	
	Total	Departure	Total	Departure	Average	Departure
August – 2019	-	-	3.63	-1.27	72.9	0.5
September – 2019	-	-	7.61	4.40	69.4	4.8
October – 2019	4.6	4.4	6.76	3.61	509	-1.6
November – 2019	3.7	2.5	1.87	-1.28	34.8	-5.5
December – 2019	2.0	-6.2	1.55	-0.7	34.0	6.3
January – 2020	7.8	-3.0	2.8	1.07	30.1	6.3
February – 2020	8.8	-0.3	0.77	-1.02	30.2	2.5

Date (M-Y)	Snowfall (in)		Precipitation (in.)		Temperature (Fº)	
	Total	Departure	Total	Departure	Average	Departure
March – 2020	3.2	-2.4	3.48	0.98	42.8	4.9
April – 2020	4.7	3.5	3.81	0.43	48.4	-0.5
May – 2020	-	-	9.5	5.8	59.9	0.8

2.0 SITE SUBSURFACE EXPLORATION PROGRAM

This section describes the subsurface exploration program and laboratory testing program completed as part of this project. The proposed locations and depths of the soil borings were selected in accordance with IDOT requirements and review with Benesch for available design information at the time of the field activities. The borings were completed in the field based on field conditions and accessibility.

2.1 Subsurface Exploration Program

Soil borings were completed between October 22, 2019 through May 6, 2020. The exploration program included advancing 110 standard penetration test (SPT) borings at locations along the proposed alignment. The as-drilled locations of the soil borings are shown on the Soil Boring Location Map and Subsurface Profile (**Appendix B**). **Table 3a through 3n** presents a list of the borings used for the analysis for the proposed road alignments for each of the identified project areas.

Table 3a - Summary I-55 Mainline Borings

Direction	Boring ID	Elevation (feet)	I-55 Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
NB	SGB-040	595.5	283+50	59.0	RT	10.0
	SGB-042	595.4	285+42	58.0	RT	10.0
	SGB-044	595.6	287+43	58.7	RT	10.0
	SGB-045	596.0	289+90	57.2	RT	10.0
	SGB-046	596.3	292+98	56.5	RT	10.0
	SGB-048	596.1	296+54	62.2	RT	10.0
	SGB-050	597.3	299+84	58.0	RT	10.0
	SGB-052	598.3	302+96	58.2	RT	10.0
	SGB-056	598.6	308+97	63.0	RT	10.0
	SGB-058	600.4	312+04	60.9	RT	10.0
	SGB-060	601.1	314+98	61.4	RT	10.0
	SGB-063	597.5	320+02	60.8	RT	10.0
	SGB-066	588.7	324+56	62.5	RT	10.0
	SGB-069	583.9	329+28	66.0	RT	10.0
SB	SGB-142	597.4	293+01	54.8	LT	10.0
	SGB-143	597.1	296+00	57.1	LT	10.0
	SGB-144	597.8	299+01	56.7	LT	10.0
	SGB-145	598.8	302+02	56.7	LT	10.0

Direction	Boring ID	Elevation (feet)	I-55 Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
	SGB-146	599.2	304+96	57.3	LT	10.0
	SGB-147	600.4	308+03	55.4	LT	10.0
	SGB-148	601.5	311+00	54.2	LT	10.0
	SGB-150	600.6	316+97	60.6	LT	10.0
	SGB-151	597.5	319+99	61.5	LT	10.0
	SGB-152	592.9	322+99	61.0	LT	10.0
	SGB-153	588.0	325+97	60.8	LT	10.0

Table 3b – Summary of US 52 SB Entrance Ramp Borings

Boring ID	Elevation (feet)	Ramp Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-154	584.5	208+76	4.6	RT	10.0
SGB-155	583.1	205+77	5.9	RT	10.0
SGB-157	581.5	203+00	2.6	RT	9.5

Table 3c - Summary of Ramp A Borings

Direction	Boring ID	Elevation (feet)	Ramp Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
NB	SGB-125	614.1	1005+52	11.5	LT	25.0
	SGB-169	592.2	1005+14	64.7	RT	20.5
SB	SGB-170	596.1	916+24	73.0	LT	21.5
	SGB-127	619.1	916+72	10.2	RT	25.0
	SGB-128	594.1	914+45	20.2	LT	15.0
	SGB-133	595.0	910+74	13.6	LT	15.0
	SGB-134	594.0	908+80	8.3	LT	10.0
	SGB-137	590.1	906+28	19.2	LT	10.0
	SGB-139	593.3	904+50	6.3	LT	15.0
	SGB-140	596.6	902+47	16.1	LT	15.0

Table 3d - Summary of Ramp B Borings

Direction	Boring ID	Elevation (feet)	Ramp Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
NB	SGB-025	586.6	1106+75	21.9	LT	15.0
	SGB-163	587.4	1107+97	77.2	RT	15.0

Direction	Boring ID	Elevation (feet)	Ramp Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
	SGB-026	588.3	1109+50	28.2	LT	14.5
	SGB-029	591.0	1112+98	11.1	LT	19.0
	SGB-031	593.4	1115+08	15.5	LT	15.0
	SGB-032	594.9	1117+18	11.2	LT	15.0
	SGB-039	593.7	1124+99	3.8	RT	15.0
SB	SGB-164	588.9	1205+45	52.4	LT	16.5
	SGB-176*	589.8	1204+13	73.0	RT	20.0

*****this boring is also used for Ramp B NB.

Table 3e - Summary of Ramp C Borings

Direction	Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
NB	SGB-161	588.8	802+01	14.2	RT	21.0
	SGB-072	586.2	806+84	24.2	RT	15.0
	SGB-076	592.80	810+74	41.0	RT	15.0
	SGB-078	597.1	812+25	46.3	RT	15.0
	SGB-082	586.0	813+36	17.7	LT	20.0
	SGB-165	588.7	815+14	7.0	LT	19.5
	SGB-166	587.9	813+29	65.4	LT	21.5
	SGB-159	599.4	812+96	57.6	RT	25.0
SB	SGB-078*	597.1	706+70	28.7	LT	15.0
	SGB-160	591.9	707+01	51.4	RT	20.0

*boring also used for NB

Table 3f - Summary of Ramp D Borings

	Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
NB	SGB-175	595.4	604+14	34.0	LT	23.0
	SGB-094	595.9	605+00	5.1	RT	15.0
	SGB-103	594.5	607+09	7.1	RT	15.0
	SGB-102	593.7	609+05	8.4	RT	15.0
SB	SGB-168	590.2	417+11	31.6	RT	20.0
	SGB-099	592.5	414+63	12.6	RT	15.0

	Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
	SGB-104	593.0	411+59	6.8	LT	15.0
	SGB-105	592.6	409+62	7.0	RT	15.0
	SGB-107	593.0	406+40	6.7	LT	15.0
	SGB-110	603.2	400+54	18.1	LT	20.0

Table 3g - Summary of Borings for IL-59 (NB and SB): North Project Limit for IL-59 to Seil Road

Boring ID	Elevation (feet)	IL-59 Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-123	603.2	7479+53	48.8	LT	10.0
SGB-172	592.3	7482+81	46.4	LT	25.0

Table 3h Summary of Borings for IL-59 DDI NB: Seil Road to Ramp A/D Intersection

Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-116	611.5	8001+65	26.9	LT	15.0
SGB-113	607.0	8007+39	49.2	LT	15.0
SGB-112	595.8	8009+41	64.4	LT	15.0
SGB-171	595.1	8009+74	50.4	RT	23.5
SGB-093	595.3	8011+89	9.2	LT	15.0
SGB-092	595.1	8013+45	29.4	LT	15.0
SGB-090	594.7	8015+32	16.9	LT	15.0
SGB-167	594.1	8015+74	36.7	LT	21.5
SGB-087	590.3	8020+40	11.9	LT	15.0
SGB-158	587.0	8023+64	20.0	LT	22.0

Table 3i - Summary of Borings for IL-59 DDI SB: Seil Road to Ramp A/D Intersection

Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-093	595.3	7013+23	36.8	RT	15.0
SGB-096	599.0	7011+05	14.6	RT	15.0
SGB-097	593.6	7009+47	13.6	RT	15.0
SGB-098	592.8	7007+43	15.4	RT	15.0
SGB-110	603.2	7003+36	19.7	RT	20.0

Table 3j - Summary of Borings for IL-59 DDI SB at Ramp A/D Intersection

Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-083	605.7	7023+90	6.4	RT	15.0
SGB-085	609.9	7022+91	3.6	RT	15.0
SGB-088	616.7	7020+53	6.3	RT	15.0

Table 3k - Summary of Proposed Rock Run Crossings Drive Borings

Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-162	583.4	7038+03	3.4	LT	18.5
SGB-016	583.2	7035+00	21.6	LT	10.0
SGB-018	584.2	7032+00	19.1	LT	10.0
SGB-021	584.2	7030+37	12.9	RT	10.0
SGB-023	584.9	7027+49	14.1	RT	15.0
SGB-177	584.0	7028+79	73.8	RT	19.0

Table 3l - Summary of Center Drive Borings

Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-005	585.9	6057+00	0.0	CL	20.0
SGB-162	583.4	6058+57	2.0	LT	18.5
SGB-006	582.5	6060+00	0.0	CL	18.5
SGB-007	583.7	6063+00	0.0	CL	10.0
SGB-008	583.3	6066+00	0.0	CL	18.0
SGB-009	584.6	6069+00	0.0	CL	10.0
SGB-010	585.8	6072+00	0.0	CL	15.5
SGB-011	587.6	6075+00	0.0	CL	10.0
SGB-012	589.9	6078+00	0.0	CL	15.5
SGB-013	592.6	6081+00	0.0	CL	10.0
SGB-014	595.5	6084+00	0.0	CL	10.0
SGB-015	595.2	6086+99	0.0	CL	10.0

Table 3m - Summary of Borings for West Frontage Road Widen and Reconstruct

Boring ID	Elevation (feet)	West Frontage Road Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-122	591.0	5544+03	38.1	RT	10.0
SGB-174	591.7	5542+14	26.5	RT	21.0

Table 3n - Summary of Borings for Seil Road Widen and Reconstruct

Boring ID	Elevation (feet)	Station	Offset Distance (feet)	Offset Direction	Depth of Boring (feet)
SGB-117	605.5	4017+45	41.3	LT	10.0
SGB-118	597.9	4015+03	35.1	LT	10.0
SGB-119	592.5	4012+30	31.1	LT	10.0
SGB-120	592.5	4009+91	27.3	LT	10.0
SGB-121	591.4	4007+29	21.7	LT	10.0
SGB-173	591.1	4011+05	35.4	RT	21.0

The soil borings were drilled using truck and ATV mounted Diedrich D-50 drill rig using 3¼-inch I.D. hollow stem augers and an automatic hammer. Soil sampling was performed according to AASHTO T 206, "Penetration Test and Split Barrel Sampling of Soils." Soil samples were obtained at 2.5-foot intervals to the boring termination depths. Water level measurements were made in each boring when evidence of free groundwater was detected on the drill rods or in the samples. The boreholes were also checked for free water immediately after auger removal, and before filling the open boreholes with soil cuttings.

GSG's field representative inspected, visually classified and logged the soil samples during the subsurface exploration activities and performed unconfined compressive strength tests on cohesive soil samples using a calibrated Rimac compression tester and a calibrated hand penetrometer in accordance with IDOT procedures and requirements. Representative soil samples collected from each sample interval, were placed in jars and were returned to the laboratory for further testing and evaluation.

2.1 Laboratory Testing Program

All samples were inspected in the laboratory to verify the field classifications. A laboratory testing program was undertaken to characterize and determine engineering properties of the

subsurface soils encountered in the project area. The following laboratory tests were performed on representative soil samples:

- Moisture content ASTM D2216/AASHTO T-265
- Atterberg Limits ASTM D 4318/AASHTO T-89/AASHTO T-90
- Dry Unit Weight ASTM D7263
- Grain Size Analysis ASTM C136/AASHTO T-27
- Organic ASTM D7348/AASHTO T-267

The laboratory tests were performed in accordance with test procedures outlined in the IDOT Geotechnical Manual (2020), and per ASTM and AASHTO requirements. Based on the laboratory test results, the soils encountered were classified according to the AASHTO and the Illinois Division of Highways (IDH) classification systems. The results of the laboratory testing program are included in the **Appendix D Laboratory Test Results** and are also shown along with the field test results in **Appendix C Soil Boring Logs**.

2.2 Subsurface Soil Conditions

The subsurface soil conditions were evaluated based on the results of both the site investigation and laboratory results. Detailed descriptions of the subsurface soils, as well as the surface elevations, are provided in the Soil Boring Logs. The soil boring logs provide specific conditions encountered at each boring location, including soil descriptions, stratifications, penetration resistance, elevations, location of the samples, water levels (when encountered), and laboratory test data. Variations in the general subsurface soil profile were noted during the drilling activities. The stratifications shown on the boring logs represent the conditions only at the actual boring locations and represent the approximate boundary between subsurface materials; however, the actual transition may be gradual.

A. <u>Area 1 – IL-59 Interchange to US 52 – I-55 Roadway Auxiliary Lanes (SB)</u>

Borings SGB-142, SGB-143, SGB-144, SGB-145, SGB-146, SGB-147, SGB-148, SGB-150, SGB-151, SGB-152, and SGB-153 were drilled through the grass off the existing shoulder of I-55 SB for the proposed widening of I-55. The surface elevations of the borings were between 581.5 and 601.5 feet. The borings each initially noted 6 inches of topsoil. Beneath the surficial layers, silty clay fill soils were encountered to elevations between 572.0 and 598.0 feet. Borings SGB-154, SGB-155, and SGB-157, which were drilled on the northern end of the proposed reconstruction, terminated

in the fill soils. The remaining borings encountered on average 5 feet of existing fill before transitioning to native soils.

Beneath the existing fill soils, medium stiff to hard brown and gray silty clay soils were encountered to the boring termination depths. Silty loam and sandy loam layers were encountered within the brown and gray silty clay soils in SGB-145 and SGB-153.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 0.83 and 5.41 tsf, with most values greater than 1.67 tsf. The cohesionless soils in borings SGB-145 and SGB-153 had SPT N values between of 5 and 44 blows per foot (bpf).

B. Area 2 - IL-59 Interchange to US 52 – I-55 Roadway Auxiliary Lanes (NB)

Borings SGB-040, SGB-042, SGB-044, SGB-045, SGB-046, SGB-048, SGB-050, SGB-052, SGB-056, SGB-058, SGB-060, SGB-063, SGB-066, and SGB-069 were drilled through the grass off the existing shoulder of I-55 NB for the proposed widening of I-55. The surface elevations of the borings were between 583.9 and 600.4 feet. The borings initially noted 3 to 9 inches of topsoil. Beneath the surficial layers, silty clay fill soils were encountered to elevations between 578.7 and 594.4 feet. The fill soils were encountered to a depth of 8 feet below grade in boring SGB-069 and to the termination depth in SGB-066. The remaining borings encountered on average 5 feet of existing fill.

Stiff to very stiff black and gray silty clay was noted immediately beneath the fill soils in SGB-045 and SGB-069. In the remaining borings, stiff to hard brown and gray silty clay soils were encountered beneath the fill soils to the boring termination depths. Sand seams were noted within the brown and silty clay soils in SGB-040 and SGB-052.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 1.25 and 9.37 tsf, with most values ranging between than 1.25 and 6.66 tsf. The cohesionless soils in borings SGB-040 and SGB-052 had SPT N values between of 12 and 15 blows per foot (bpf).

C. Area 3 – US 52 SB Entrance Ramp – North Limit to I-55 Tie-in for US 52 Ramp

Borings SGB-154, SGB-155, and SGB-157 were drilled through the grass off the existing shoulder of I-55 SB for the proposed north limit to I-55 tie-in for US 52. The surface elevations of the borings were between 581.5 and 584.5 feet. The borings initially encountered 6 inches of topsoil. Beneath the topsoil, silty clay existing fill soils were encountered to the boring termination

depths. Cobbles were noted within the existing fill soils in borings SGB-155 and SGB-157 at depths of 4 and 6.5 feet, respectively. The fill silty clay had unconfined compressive strengths ranging between 0.4 and 5.6 tsf with most of values between 1.0 and 4.0 tsf and had moisture contents between 12 and 27% percent with most values more than 20 percent.

D. Area 4 – SB I-55 Exit Ramp to IL-59 (Ramp A)

Borings SGB-125, SGB-127, SGB-128, SGB-133, SGB-134, SGB-137, SGB-139, SGB-140, SGB-169, and SGB-170 were drilled in the vicinity of proposed Ramp A. Borings SGB-125 and SGB-127 were drilled through the existing pavement on the existing IL-55 NB to IL-59 NB bridge approach. The surface elevations of these borings were 614.1 and 619.1 feet, respectively, and initially encountered 6 inches of asphalt. The remaining borings were drilled in the grass infield off the shoulder of I-55 SB. The surface elevations of these borings were between 590.1 and 596.6 feet, and initially encountered 4 to 10 inches of topsoil. Beneath the surficial layers, the borings encountered silty clay fill soils to elevations between 583.1 and 594.1 feet. Borings SGB-125 and SGB-127 terminated in the fill soils.

The borings then typically encountered stiff to hard brown and gray silty clay to elevations between 578.3 to 584 feet. Borings SGB-133 and SGB-139 terminated within the brown and gray silty clay soils. Underlying these soils, the borings encountered very stiff to hard gray silty clay and silty clay loam to termination depths in borings SGB-128, SGB-134, SGB-137, SGB-140, and SGB-170. Beneath the gray silty clay soils in SGB-169, dense gray sand with limestone fragments was encountered to the boring termination depth.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 1.04 and 6.66 tsf, with most values ranging between 2.08 and 6.66 tsf. The gray silty clay and silty clay loam soils had unconfined compressive strengths ranging from 2.71 to 5.21 tsf. The gray sand with limestone fragments had SPT N values ranging from 34 to 39 blows per foot (bpf).

E. Area 5 – NB IL-59 Entrance Ramp to NB I-55 (Ramp B)

Borings SGB-025, SGB-026, SGB-029, SGB-031, SGB-032, SGB-039, SGB-163, SGB-164, and SGB-176 were drilled in the vicinity of proposed Ramp B. SGB-039 was drilled through the grass off the shoulder of I-55 NB. The remaining borings were drilled in the farm fields east of existing SE Frontage Road. The surface elevations of the borings were between 586.6 and 595.0 feet, and initially encountered 3 to 12 inches of topsoil. Beneath the topsoil in boring SGB-039, silty clay fill soils were encountered to a depth of 6.5 feet below grade (approx. elevation 587.2 feet).

Beneath the existing fill soils in SGB-039 and the topsoil in the remaining borings, soft to hard brown and gray silty clay soils were encountered to elevations between 572.5 to 584 feet. Borings SGB-133 and SGB-139 terminated within the brown and gray silty clay soils. Sand seams were noted within the brown and gray silty clay soils in borings SGB-025 and SGB-164. The borings then encountered very stiff to hard gray silty clay, silty clay loam, and clay loam to elevations between 570.8 and 580 feet. Borings SGB-025, SGB-031, SGB-032, and SGB-039 were terminated within these soils. Highly weathered limestone was then encountered to the termination depth in borings SGB-26, SGB-29, SGB-163, SGB-164, and SGB-176.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 0.42 and 7.5 tsf, with most values greater than between 1.0 tsf. The gray silty clay, silty clay loam, and clay loam soils had unconfined compressive strengths ranging from 1.25 to 5.5 tsf. The brown and gray sand SPT N values ranging from 3 to 5 blows per foot (bpf).

F. <u>Area 6 – NB I-55 Exit Ramp to NB IL-59 (Ramp C)</u>

Borings SGB-072, SGB-076, SGB-078, SGB-082, SGB-159, SGB-160, SGB-161, SGB-165, and SGB-166 were drilled through the pavement on the existing IL-55 NB to IL-59 NB bridge approach. The surface elevations of these borings were between 597.1 and 600.9 feet, and initially encountered 6 inches of asphalt over 4 to 6 inches of aggregate base course. SGB-072 and SGB-161 were drilled off the shoulder of I-55 NB. The surface elevations of these borings were 586.2 and 588.8 feet, respectively. Boring SGB-072 encountered 7 inches of asphalt over 6 inches of aggregate base course; SGB-161 encountered 6 inches of topsoil over 6 inches of crushed gravel. The remaining borings were drilled through the grass infield adjacent to I-55 NB and SE Frontage Road. The surface elevations of the borings were between 586.0 and 592.8 feet, and initially encountered 4 to 8 inches of topsoil. Beneath the surficial layers, the borings encountered silty clay fill soils to elevations between 579.7 and 588.4 feet. Boring SGB-078 was terminated in the fill soils.

Beneath the existing fill soils, stiff to hard brown and gray silty clay and silty clay loam soils were encountered to elevations between 570.8 to 585.9 feet. Sand seams were noted within the brown and gray silty clay soils in borings SGB-072, SGB-076, SGB-160, and SGB-161. The borings then encountered very stiff to hard gray silty clay and silty clay loam to elevations between 566.0 and 576.9 feet. A layer of gray silt with limestone fragments was encountered in borings SGB-82, SGB-165, and SGB-166. Borings SGB-025, SGB-031, SGB-032, and SGB-039 were terminated within the silty clay. Highly weathered limestone was then encountered to the termination depth

in borings SGB-158 and SGB-160. The remaining borings were terminated within the silty clay, sand, gravel, and silt soils.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 1.04 and 5.48 tsf. The gray silty clay and silty clay loam had unconfined compressive strengths ranging from 1.46 to 5.0 tsf. The cohesionless soils (sand, gravel, and silt) SPT N values ranging from 5 to 54 blows per foot (bpf).

G. Area 7 – NB IL-59 Entrance Ramp to SB I-55 (Ramp D)

Borings SGB-094, SGB-099, SGB-102, SGB-103, SGB-104, SGB-105, SGB-107, SGB-110, SGB-168, and SGB-175 were drilled in the vicinity of proposed Ramp D. Boring SGB-110 was drilled through the existing shoulder pavement of IL-59 SB. The remaining borings were drilled through the farm fields west of existing IL-59, as well as the grass infield west of I-55 SB. The surface elevations of the borings were between 590.2 and 603.2 feet. Boring SGB-110 initially noted 10 inches of asphalt over 5 inches of aggregate base course. The remaining boring noted 5 to 6 inches of topsoil. Beneath the surficial layers, silty clay fill soils were encountered to elevations between 583.2 and 591.0 feet. SGB-110 terminated in the fill soils.

Beneath the existing fill soils, soft to hard brown and gray silty clay soils were encountered to elevations between 579.2 to 585.2 feet. Sand seams were noted within the brown and gray silty clay soils in borings SGB-105 and SGB-168. The borings then encountered medium stiff to hard gray silty clay, which generally extended to the boring termination depths. Very dense gray gravel with limestone fragments was noted below the gray silty clay in boring SGB-175.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 0.42 and 7.5 tsf, with most values greater than 1.0 tsf. The gray silty clay had unconfined compressive strengths ranging from 0.83 to 4.58 tsf, with most values greater than 1.0 tsf. The brown sandy loam and sand in borings SGB-105 and SGB-168 had SPT N values between 3 to 16 blows per foot (bpf). The gray gravel in borings SGB-175 had a SPT N value of 56 blows per foot (bpf).

H. Area 8 – IL-59 Roadway (NB and SB) – North Project Limit for IL-59 to Seil Road

Borings SGB-123 and SGB-172 were drilled near the north project limit for the proposed IL-59 to Seil Road. The borings were drilled off the shoulder of existing IL-59 SB. The surface elevations of the borings were 592.3 and 603.2 feet, respectively. The borings initially encountered 6 inches of topsoil.

Silty clay fill soils were encountered beneath the topsoil to the boring termination depth in SGB-123. Beneath the topsoil in SGB-172, sand and gravel fill was encountered to a depth of 3.5 feet below grade, followed by very stiff brown and gray silty clay to 11 feet below grade, then very stiff to hard gray silty clay and silty clay loam to the boring termination depth.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 2.08 and 2.29 tsf. The gray silty clay and silty clay loam had unconfined compressive strengths ranging from 2.08 to 6.0 tsf.

I. <u>Area 9 – IL-59 DDI NB: Seil Road to Ramp A/D Intersection:</u>

Borings SGB-087, SGB-090, SGB-092, SGB-093, SGB-112, SGB-113, SGB-116, SGB-167, and SGB-171 were drilled in the vicinity of proposed IL-59 DDI NB. Boring SGB-113 was drilled through the pavement of existing IL-59. The remaining borings were drilled in the grass infields surrounding the existing I-55 and IL-59 interchange. The surface elevations of the borings were between 590.3 and 611.5 feet. Boring SGB-113 initially encountered 6 inches of asphalt over 8 inches of aggregate base course. The remaining borings encountered 3 to 12 inches of topsoil.

Beneath the surficial layers, silty clay fill soils were noted to elevations between 584.3 and 596.5 feet. Borings SGB-113 and SGB-116 terminated within these soils. Cobbles and limestone fragments were noted throughout the fill soils in SGB-113. Beneath the fill soils, stiff to hard brown and gray silty clay soils were encountered to elevations between 579.7 to 586.3 feet. Borings SGB-090 and SGB-092 terminated within these soils. Sand and gravel seams were noted within the brown and gray silty clay soils in borings SGB-090 and SGB-167. Beneath these soils, stiff to hard gray silty clay soils were generally encountered to the boring termination depths. Silty sand and gravel seams were penetrated within the gray silty clay soils in borings SGB-087 and SGB-171. Boring SGB-167 was terminated upon reaching auger refusal in highly weathered limestone.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 1.25 and 5.27 tsf. The gray silty clay soils had unconfined compressive strengths ranging from 1.5 to 5.41 tsf. The cohesionless deposits had SPT N values between 19 and 30 blows per foot (bpf).

J. Area 10 –SB IL-59 DDI: Seil Road to Ramp A/D Intersection (Sta 7000+00 to 7013+00)

Borings SGB-093, SGB-096, SGB-097, SGB-098, and SGB-110 were drilled in the vicinity of proposed IL-59 DDI SB. The surface elevations of the borings were between 592.8 and 603.2 feet. Boring SGB-110 was drilled through the existing shoulder pavement on IL-59, and initially encountered 10 inches of asphalt over 5 inches of aggregate base course. The remaining borings were drilled through the grass infield surrounding existing IL-59 and encountered 3 to 6 inches of topsoil.

Beneath the surficial layers, silty clay fill soils were encountered to elevations between 583.2 and 590.4 feet. Boring SGB-110 terminated within the fill soils. Stiff to hard brown and gray silty clay soils were then encountered to elevations between 581.6 and 588.0 feet. Stiff to hard gray silty clay soils were then encountered to the boring termination depths. Very loose gray sand was noted within these soils in boring SGB-096.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 3.75 and 6.25 tsf. The gray silty clay had unconfined compressive strengths ranging from 1.87 to 4.17 tsf. The gray sand had SPT N value of 3 blows per foot (bpf).

K. Area 11 – SB IL-59 DDI: Seil Road to Ramp A/D Intersection (Sta 7013+00 to 7025+00)

Borings SGB-083, SGB-085, and SGB-088 were drilled in the vicinity of proposed IL-59 DDI SB. The surface elevations of the borings were between 605.7 and 616.7 feet. The borings were drilled through the existing pavement on the existing IL-55 NB to IL-59 NB bridge south approach (SN 099-4642), and initially noted 6 inches of topsoil over 6 inches of aggregate base course. Beneath the surficial layers, silty clay fill soils were encountered to the boring termination depths. Sand fill was encountered between depths of 1 to 3.5 feet below grade in boring SGB-083.

L. Area 12 – Rock Run Crossings Drive

Borings SGB-016, SGB-018, SGB-021, SGB-023, and SGB-177 were drilled in the vicinity of proposed Rock Run Drive. The borings were drilled through the farm fields east of existing SE Frontage Road. The surface elevations of the borings were between 583.2 and 584 feet. The borings initially noted 3 to 6 inches of topsoil.

Beneath the surficial layers, very loose to loose, brown and gray sand was noted in borings SGB-018, SGB-023, and SGB-177. Interbedded within these soils, soft to stiff brown and gray silty clay soils were noted in borings SGB-016, SGB-021, and SGB-023. The brown and gray sand and silty

clay soils extended to elevations between 575.7 and 578.9 feet. Beneath these soils, stiff to very stiff silty clay soils were encountered to the boring termination depths. SGB-016 noted medium dense sandy clay loam at its boring termination depth.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 0.21 and 1.5 tsf. The gray silty clay had unconfined compressive strengths ranging from 1.04 to 3.75 tsf. The brown and gray sand had SPT N values between 2 to 7 blows per foot (bpf).

M. <u>Area 13 – Center Drive (East Frontage Road Realignment and Reconstruction)</u>

Borings SGB-005, SGB-006, SGB-007, SGB-008, SGB-009, SGB-010, SGB-011, SGB-012, SGB-013, SGB-014, SGB-015, SGB-162 were drilled in the vicinity of proposed Center Drive. The borings were drilled through the farm fields east of existing SE Frontage Road. The surface elevations of the borings were between 582.5 and 595.5 feet. The borings initially noted 3 to 8 inches of topsoil. Beneath the topsoil in boring SGB-015, silty clay fill soils were encountered to a depth of 6 feet below grade (approx. elevation 595.2 feet).

Beneath the existing fill soils in SGB-015 and the topsoil in the remaining borings, very loose to dense brown sand and sandy clay loam soils were encountered to elevations between 566.4 and 586.5 feet. Boring SGB-07 was terminated within these soils. Silty clay seams were noted within the cohesionless soils in borings SGB-05, SGB-07, SGB-08, SGB-09, SGB-13, SGB-14, and SGB-15. Medium stiff to hard gray silty clay and silty clay loam soils were then encountered and extended to the boring termination depths in borings SGB-05, SGB-08, SGB-09, SGB-010, SGB-011, SGB-013, SGB-014, and SGB-015. Beneath the gray silty clay soils, highly weathered limestone was noted in borings SGB-06, SGB-012, and SGB-162, and were terminated upon reaching auger refusal.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 0.5 and 7.29 tsf, with most values greater than 1.0 tsf. The gray silty clay had unconfined compressive strengths ranging from 0.83 to 5.83 tsf, with most values greater than 1.0 tsf. The brown sand sand and sandy clay loam had SPT N values between 2 to 28 blows per foot (bpf).

N. <u>Area 14 – West Frontage Road Widen and Reconstruction</u>

Borings SGB-122 and SGB-174 were drilled in the vicinity of proposed reconstructed West Frontage Road. The borings were drilled though the grass off the shoulder of existing SW Frontage Road. The surface elevations of the borings were 591.0 and 591.7 feet, respectively.

The borings initially noted 6 inches of topsoil. Beneath the topsoil, silty clay fill soils were encountered to elevations of 585.7 and 587.5 feet, followed by very stiff to hard brown and gray silty clay to the termination depth in SGB-122 and to an elevation of 575.7 feet in SGB-174. Stiff to very stiff gray silty clay was then encountered to the boring termination depth in SGB-174.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 1.46 and 5.83 tsf. The gray silty clay had unconfined compressive strengths ranging from 1.87 to 2.71 tsf.

O. <u>Area 15 – Seil Road Widen and Reconstruction</u>

Borings SGB-117, SGB-118, SGB-119, SGB-120, SGB-121, and SGB-173 were drilled in the vicinity of proposed reconstructed Seil Road. The borings were drilled through the grass off the shoulder of existing Seil Road. The surface elevations of the borings were between 591.4 and 605.5 feet. The borings initially noted 3 to 8 inches of topsoil. Beneath the topsoil, the borings encountered silty clay fill soils to elevations between 582.5 to 595.5 feet. Borings SGB-117, SGB-118, and SGB-119 terminated within the fill soils.

Beneath the fill soils, stiff to hard brown and gray silty clay soils were encountered to elevations between 580.1 and 582.5 feet. Borings SGB-120 and SGB-121 terminated within these soils. Stiff to very stiff gray silty clay loam was then encountered to the termination depth in SGB-173.

The brown and gray silty clay soils had unconfined compressive strengths ranging between 1.67 and 5.83 tsf. The gray silty clay had unconfined compressive strengths ranging from 1.87 to 3.96 tsf.

2.3 Groundwater Conditions

Water levels were checked in each boring to determine the general groundwater conditions present at the site and were measured while drilling and after each boring was completed. No delayed groundwater readings were obtained as the borings were backfilled immediately upon completion. Long-term ground water levels were estimated based on the color change from brown to gray.

Water level readings were made in the boreholes at times and under conditions shown on the boring logs and stated in the text of this report. However, it should be noted that fluctuations in

groundwater level may occur due to variations in rainfall, other climatic conditions, or other factors not evident at the time measurements were made and reported herein.

A summary of the groundwater level readings during drilling and estimated long-term groundwater levels are shown in **Table 4**. In general, it should be noted that groundwater level may fluctuate based on seasonal precipitation, evaporation, surface run-off and other factors.

Table 4 – Groundwater Observations

Area	Roadway Area	Groundwater During Drilling (ft)	Estimated Long-term Groundwater (ft)
1	IL-59 Interchange to US 52 I-55 Roadway auxiliary lanes (NB)	586 - 592	576 - 592
2	IL-59 Interchange to US 52 I-55 Roadway auxiliary lanes (SB)	584 - 591	NA
3	US 52 SB Entrance Ramp North limit to I-55 Tie-In for US 52 ramp	573	NA
4	SB I-55 exit ramp to IL-59: Ramp A	574 - 585	579 - 584
5	NB IL-59 entrance ramp to NB I-55: Ramp B	571 - 582	578 - 584
6	NB I-55 exit ramp to NB IL-59: Ramp C	574 - 578	575 - 586
7	NB IL-59 entrance ramp to SB I-55: Ramp D	574 - 587	579 - 585
8	IL-59 Roadway (NB and SB) North Project Limit for IL-59 to Seil Road (757 ft)	NA	581
9	Seil Road to Ramp A/D Intersection: NB IL-59 DDI	581 - 585	582 - 586
10	Seil Road to Ramp A/D Intersection: SB IL-59 DDI	581 - 591	582 - 588
11	Ramp A/D Intersection IL-59 NB & SB	NA	NA
12	Rock Run Crossing Drive	571 - 578	576 - 579
13	Center Drive (East Frontage Road Realignment and Reconstruction)	575 - 581	567 - 587
14	West Frontage Road Widen and Reconstruct	~576	~586
15	Seil Road Roadway Widen and Reconstruct (River Bluff Drive/Sarver Drive to IL-59)	~580	~571

3.0 GEOTECHNICAL ANALYSES

This section provides GSG's geotechnical analysis and recommendations for the design of the proposed roadway improvements based on the results of the field exploration and laboratory testing. Subsurface conditions in unexplored locations may vary from those encountered at the boring locations. If the alignment or proposed grades change, we request that you contact GSG to re-evaluate our recommendations.

3.1 Derivation of Soil Parameters for Design

GSG determined the geotechnical parameters to be used for the project design based on the results of field and laboratory test data on individual boring logs as well as our experience. Unit weights, friction angles and shear strength parameters were estimated using standard penetration test (SPT) results for the fill and cohesionless soils and in-situ and laboratory test results for cohesive soils. The SPT values were corrected for hammer efficiency and overburden pressure. The hammer efficiency correction factor considers the use of a safety hammer/rope/cat-head system, generally estimated to be 60% efficient. Thus, correlations should be based upon what is currently termed as N_{60} data. The efficiencies of the automatic hammer used for this exploration were estimated to be approximately 88% for the truck mounted Diedrich D-50 and 98% for the ATV mounted Diedrich D-50, based on previous efficiency testing of the drill rigs. The correction for hammer efficiency is a direct ratio of relative efficiencies as follows:

$$N_{60} = N_{Field} * (88/60)\text{: Diedrich D-50 Truck Mount}$$

$$N60 = N_{Field} * (98/60)\text{: CME-55 ATV Mount}$$

* Where the N_{Field} value is the blow counts recorded during the subsurface investigation.

Based on the field investigation data collected, generalized soil parameters for the soils in the project areas with slope heights anticipated of more than 15 feet are presented in **Tables 5a** through **5e** for use in embankment design.

Table 5a – Soil Parameter Table – Ramp C NB, STA 814 (SGB-159, 165, 166 and 82 & 82A)

Elevation (feet)	Soil Description	In situ Moist Unit Weight γ (pcf)	Undrained		Drained	
			Cohesion c (psf)	Friction Angle ϕ (Degrees)	Cohesion c (psf)	Friction Angle ϕ (Degrees)
	New Engineered Clay Fill	120	1,000	0	100	26
	New Engineered Granular Fill	125	0	30	0	30
0-18 (600-582)	Fill Brown, Gray and Black Silty Clay	23	2,100	0	210	25
18-25 (582-575)	Brown and Gray Stiff to Very Stiff Silty Clay	136	3,200	0	320	28
25-29 (575-571)	Gray Stiff Silty Clay	136	1,700	0	170	28
29-32 (571-568)	Gray Medium Dense to Extremely Dense Silt	135	0	37	0	37

Table 5b – Soil Parameter Table – Ramp B SB, STA 1204 & Ramp B NB, STA 1107+50 (SGB-25, 26, 163 164, and 176)

Elevation (feet)	Soil Description	In situ Moist Unit Weight γ (pcf)	Undrained		Drained	
			Cohesion c (psf)	Friction Angle ϕ (Degrees)	Cohesion c (psf)	Friction Angle ϕ (Degrees)
	New Engineered Clay Fill	120	1,000	0	100	26
	New Engineered Granular Fill	125	0	30	0	30
0-10 (589-579)	Brown, Gray and Black Stiff to Hard Silty Clay	133	2,500	0	250	28
10-18 (579-571)	Gray Stiff to Hard Silty Clay	133	2,600	0	260	28

Table 5c – Soil Parameter Table – Ramp A NB, STA 1005 (SGB125 and, 168 169)

Elevation (feet)	Soil Description	In situ Moist Unit Weight γ (pcf)	Undrained		Drained	
			Cohesion c (psf)	Friction Angle ϕ (Degrees)	Cohesion c (psf)	Friction Angle ϕ (Degrees)
	New Engineered Clay Fill	120	1,000	0	100	26
	New Engineered Granular Fill	125	0	30	0	30
0-5 (593-588)	Fill Brown and Gray Silty Clay	137	1,700	0	170	25

Elevation (feet)	Soil Description	In situ Moist Unit Weight γ (pcf)	Undrained		Drained	
			Cohesion c (psf)	Friction Angle ϕ (Degrees)	Cohesion c (psf)	Friction Angle ϕ (Degrees)
5-13 (588-580)	Brown and Gray Stiff to Hard Silty Clay	132	3,800	0	380	28
13-18 (580-575)	Gray Very Stiff to Hard Silty Clay	139	4,100	0	410	28
18-21 (575-572)	Gray Dense Sand	137	0	37	0	37

Table 5d – Soil Parameter Table – IL 59 NB, STA 8000 and IL 59 SB, STA 7002, intersection with Seil Road (SGB-110 &116, TSP-01&02)

Elevation (feet)	Soil Description	In situ Moist Unit Weight γ (pcf)	Undrained		Drained	
			Cohesion c (psf)	Friction Angle ϕ (Degrees)	Cohesion c (psf)	Friction Angle ϕ (Degrees)
	New Engineered Clay Fill	120	1,000	0	100	26
	New Engineered Granular Fill	125	0	30	0	30
0-28 (610-582)	Fill Brown and Gray Silty Clay	134	2,700	0	270	25
28-32 (582-578)	Brown and Gray Stiff to Hard Silty Clay	132	3,800	0	380	28
32-41 (578-569)	Gray Very Stiff Silty Clay	134	2,900	0	290	28

Table 5e – Soil Parameter Table – IL 59 SB, STA 6998, intersection with Seil Road (SGB-117, 123 & 172, RWB-14)

Elevation (feet)	Soil Description	In situ Moist Unit Weight γ (pcf)	Undrained		Drained	
			Cohesion c (psf)	Friction Angle ϕ (Degrees)	Cohesion c (psf)	Friction Angle ϕ (Degrees)
	New Engineered Clay Fill	120	1,000	0	100	26
	New Engineered Granular Fill	125	0	30	0	30
0-10 (600-590)	Fill Brown and Gray Silty Clay	129	900	0	90	25
10-15 (590-585)	Brown and Gray Very Stiff to Hard Silty Clay	135	3,000	0	300	28
15-33 (585-567)	Gray Very Stiff to Hard Silty Clay	138	3,800	0	380	28

3.2 Drainage Characteristics

The drainage characteristics of the site were evaluated per the IDOT Geotechnical Manual, Section 6.3.4.1, based on the subgrade soil type and moisture condition, depth of water table, project topography, the proposed profile grade line, and depth and grade of drainage ditches along the roadway.

The majority of the proposed roadway improvements will be predominantly supported on new engineered fill. Fill soils that are cohesive (A-6) or granular in nature and having a fill height greater than 3 feet are classified as Good drainage material; therefore, a Good classification should be used for the subgrade soils for the areas of elevated embankment.

The following road sections may be supported on new engineered fill thicknesses of less than 3 feet. **Table 6** summarizes the drainage classification for these sections based on the subgrade soil characteristics.

Table 6 - Summary of Drainage Classification

Road Section	Subgrade soil description	Drainage Characteristics
Rock Run Crossing Drive	Sand/Silty Clay	Fair to Poor
Center Drive	Sandy Clay Loam	Fair
West Frontage Road Widen and Reconstruct	Silty Clay Fill	Fair to Poor
Seil Road Roadway Widen and Reconstruct	Silty Clay Fill	Fair to Poor

3.3 Frost Susceptibility

The frost susceptibility of the subgrade soils was evaluated per Section 6.3.2.2.3 of the IDOT Geotechnical Manual. The maximum anticipated frost penetration depth below pavement in northern Illinois for extreme weather conditions is 45 to 60 inches. The frost susceptibility was evaluated for the soils encountered that would be within the proposed roadway subgrade. The new sloped embankment and inner core of the embankment fill will likely be cohesive in nature and will have a Frost Class of F3 (high frost susceptibility). However, the proposed roadway will be built on embankment which will be elevated more than 5 feet and will have a proper drainage system is to be designed. Based on the proposed drainage conditions for the site and relatively deeper long-term groundwater level than the capillary rise section below subgrade, frost heave is not a concern.

3.4 Subgrade Support Rating

The subgrade support rating (SSR) was determined based on the physical properties of in-situ soils present beneath the proposed pavement section. The SSR includes three categories (poor, fair, and granular), and are used to determine the depth of soil treatment to provide a stable working platform that is required to prevent excessive rutting, and moisture related problems during construction activities. Granular soils have the highest rating and provide a stable working platform that may require less than a 12-inch thick improved subgrade layer, while poor subgrade may require more than 12 inches to provide stable subgrade during construction activities. The new inner core of the embankment fill will likely be cohesive in nature and will have a Subgrade Support Rating (SSR) rating of Poor. It is recommended that a Subgrade Support Rating of **Poor** be used for roadway of this project.

3.5 Illinois Bearing Ratio

The Illinois Bearing Ratio (IBR) is a measure of the support provided by the roadbed soils for the new pavement. Portions of the inner core embankment fill and sloped embankment fill will likely consist of cohesive soils, therefore it is recommended to use an IBR value of 2, based on typical IBR values for Illinois soils-Table 5.5.16-1 of the IDOT Geotechnical Manual, for the roadway pavement design and correlate to the subgrade resilient modulus based on the AASHTO recommended pavement design formula for fine grained soils (M_r = 1,500 x IBR).

3.6 Organic Content

As the new roadway is to be elevated, soils within the proposed subgrade zone are anticipated to be supported on new fill. None of the existing subgrade soils noted significant organic material at the surface. Based on IDOT Geotechnical Manual, soils with an organic content in excess of 10 percent are considered unsuitable to remain below proposed pavement areas.

3.7 Shrinkage Factor

Based on IDOT and FHWA references, a shrinkage factor of 15% may be used for newly placed cohesive soils. For dry sand, a shrinkage factor of 10% may be used.

4.0 EMBANKMENT RECOMMENDATIONS

This section provides GSG's geotechnical recommendations for the design of the proposed improvements based on the results of the field exploration, laboratory testing, and geotechnical analysis. As part of the project plans, new embankments will be constructed that will require new fill heights of up to 25 feet. Generally, the largest fill heights of the project will be located near the proposed bridge SN 046-0999. The design recommendations for these areas of the mainline are discussed in **Section 5.0 - Roadway Recommendations.**

For the design and construction of the new embankment, the existing subgrade soils were evaluated for potential settlement due to the anticipated loading. The proposed embankment was also analyzed for overall global stability. Design and construction recommendations for the proposed embankment are in the following sections.

4.1 Proposed Embankment

GSG understands that new engineered fill will be used to construct the new embankment for most of the proposed road alignment as listed in **Table 1**. The anticipated maximum heights of the new engineered fill are listed in **Table 1** for each road alignment section. The majority of the roadway embankment will be supported on sloped embankments, while isolated areas will be retained with retaining walls as previously noted. The recommendations for the retaining wall sections are included in separate reports.

4.2 Embankment Settlement

Based on the variable heights, shapes, and soil conditions across the length of the mainline embankment, the analysis was broken into several sections to evaluate the anticipated amount of primary settlement and time frames.

Each analysis section was selected based on the overall height of the embankment, the anticipated loading and influence zone of the embankment due to the variable shapes, or the soil conditions encountered in the soil borings along each section of the mainline. For each of the project areas, the maximum estimated primary settlements within the native cohesive soils were calculated as shown in **Table 7**.

Table 7 – Estimated Settlement Summary

Area	Roadway Area	Approximate Roadway Stations	Maximum Embankment Height	Primary Settlement (inches)
1	IL-59 Interchange to US 52 I-55 Roadway auxiliary lanes (NB)	I-55 STA 280+00 to 329+00	5	< 1.0
2	IL-59 Interchange to US 52 I-55 Roadway auxiliary lanes (SB)	I-55 STA 293+00 to 329+00	5	< 1.0
3	US 52 SB Entrance Ramp North limit to I-55 Tie-In for US 52 ramp	I-55 STA 200+00 to 205+61	5	< 1.0
4	SB I-55 exit ramp to IL-59: Ramp A	NB STA 1000+00 to 1006+00 SB STA 900+00 to 917+00	25	2.5
5	NB IL-59 entrance ramp to NB I-55: Ramp B	NB STA 1101+00 to 1117+00 SB STA 1200+00 to 1207+65	23	2.5
6	NB I-55 exit ramp to NB IL-59: Ramp C	NB STA 800+00 to 815+73 SB STA 704+50 to 708+00	25	2.5
7	NB IL-59 entrance ramp to SB I-55: Ramp D	NB STA 601+55 to 610+64 SB STA 402+50 to 420+50	13	2.0
8	IL-59 Roadway (NB and SB) North Project Limit for IL-59 to Seil Road (757 ft)	STA 7476+00 to 7483+57	10	2.0
9	Seil Road to Ramp A/D Intersection: NB IL-59 DDI	STA 8000+00 to 8016+00	20	2.0
10	Seil Road to Ramp A/D Intersection: SB IL-59 DDI	STA 7000+00 to 7013+00	20	2.8
11	Ramp A/D Intersection IL-59 NB & SB	STA 7013+00 to 7025+00	25	3.0
12	Rock Run Crossing Drive	STA 7025+00 to 7038+00	20	2.5
13	Center Drive (East Frontage Road Realignment and Reconstruction)	STA 6042+50 to 6089+30	< 5	< 1.0
14	West Frontage Road Widen and Reconstruct	STA 5541+25 to 5544+75	< 5	< 1.0
15	Seil Road Roadway Widen and reconstruct (River Bluff Drive/Sarver Drive to IL-59)	STA 4003+59 to 4018+00	<5	< 1.0

4.3 Embankment Settlement Treatment and Recommendations

Due to the anticipated large magnitude of total settlement, special design recommendations should be considered. This should mitigate the impact to the proposed roadway alignment caused by settlement.

4.3.1 Staged Construction

Due to the large magnitude of fill heights that are being proposed for the roadway construction, segments of the project could utilize controlled rate of loading or staged construction. With staged construction, a portion of the embankment is constructed to allow for soil consolidation and pore water pressure dissipation which would increase soil strength prior to completion of the full embankment/fill construction. For the initial construction, allowing the partially constructed embankment to remain in place for varying amounts of time, prior to the final stage construction will result in different amounts of settlement after construction. The longer the initial stage construction remains in place as a surcharge over the underlying soils, the less settlement is anticipated to occur post construction.

Proper instrumentation, as outlined in IDOT Geotechnical Manual (2020) in *Section 6.4.4.6-Instrumentation and Control of Embankment Construction,* will be required to monitor the state of stress in the soil during the loading period, to ensure that loading does not proceed so rapidly as to cause a shear failure.

For the initial staged construction, time frames of 3 months to 6 months were considered, in order to evaluate the potential impact on post-construction settlement of the embankments. The time frames for stage construction activities should be evaluated with the overall construction schedule to determine the potential impact to the schedule, in addition to the potential cost impacts of delayed construction.

4.3.2 Maintenance

A maintenance program will likely be necessary throughout the construction stage to account for movement of the new embankments. This will require additional quantities of fill materials to be placed during construction, which should be accounted for when estimating earthwork quantities. The site improvement alternative selected will determine how long and how much maintenance may be necessary.

4.4 Slope Stability Analyses and Recommendations

Slope stability analyses were performed in areas where sloped embankments are proposed. For the proposed improvements, the maximum fill height will be in excess of 15 feet between multiple station limits with side slopes at 1:3 or 1:6 (V:H). For those areas of the mainline project that will include retaining walls, analyses of these areas were completed within the individual SGRs for those structures.

Slide 2018 is a comprehensive slope stability analysis software used to evaluate the proposed sloped embankments for the project based on the limit equilibrium method. The proposed sloped embankments were analyzed based on the preliminary grading (**Appendix A**) and the soils encountered while drilling. Circular failure analyses were evaluated using the simplified Bishops analyses methods for the proposed slope geometry. The analyses were performed using the soil parameters in **Tables 5a through 5e** and assuming that the recommended undercuts and site remediation as discussed in this report are completed. Based on the proposed geometry and the soil borings, global stability analyses were performed. The analyses are summarized in **Table 8**.

Table 8 - Slope Stability Results

ID	Station	Embankment Height (ft)	Side Slope (V:H)	Analysis Type	Factor of Safety	Minimum Factor of Safety
Exhibit 1	Ramp C NB, STA 814+00	23.0	1:3	Circular – Short Term	4.0	1.5
Exhibit 2				Circular – Long Term	2.1	1.5
Exhibit 3	Ramp B SB, Station 1204+00	20.0	1:3	Circular – Short Term	5.4	1.5
Exhibit 4				Circular – Long Term	2.2	1.5
Exhibit 5	Ramp B NB, STA 1107+50	25.0	1:3	Circular – Short Term	4.5	1.5
Exhibit 6				Circular – Long Term	2.1	1.5
Exhibit 7	Ramp A NB, STA 1005+00	25.0	1:3	Circular – Short Term	3.7	1.5
Exhibit 8				Circular – Long Term	2.1	1.5
Exhibit 9	IL 59 NB, STA 8000+00	23.0	1:3	Circular – Short Term	6.0	1.5
Exhibit 10				Circular – Long Term	2.5	1.5
Exhibit 11	IL 59 SB, STA 7002+00	24.0	1:3	Circular – Short Term	5.9	1.5
Exhibit 12				Circular – Long Term	2.5	1.5
Exhibit 13	IL 59 SB, STA 6998+00	23.0	1:3	Circular – Short Term	5.5	1.5
Exhibit 14				Circular – Long Term	2.0	1.5

Based on the analyses performed, the proposed slopes meet the minimum factor of safety of 1.5. Copies of the Slope Stability Analysis exhibits are included in **Appendix E**.

5.0 ROADWAY RECOMMENDATIONS

This section provides GSG's geotechnical recommendations for the design of the proposed roadway improvements based on the results of the field exploration, laboratory testing, and geotechnical analysis.

5.1 Subgrade Treatment and Recommendations

Granular fill encountered at some borings, exhibiting high moisture content and low SPT blow counts, should be dried and recompacted. Anticipated recompact areas should be verified in the field during construction.

The cohesive materials encountered at the surface exhibiting unconfined compressive strengths less than 1.0 tsf and/or moisture contents over 30% should also be removed during construction. Anticipated undercut depths and the lateral limits along the roadway are summarized in **Table 9**. Based on recommended undercut areas, Benesch prepared the undercut plans as shown in **Appendix F**. The undercut area numbers defined in the plan are listed in **Table 9**.

Table 9 – Proposed Subgrade Undercut Areas

Area (as Table 1)	Roadway Area	Approximate Roadway Stations Need undercut	Undercut Area # in Appendix F	Soil Borings	Soil Description	Estimated Remedial Undercut	
						Removal to Elevation (feet)	Approximate Depth from Grade (ft)
1	IL-59 Interchange to US 52 I-55 Roadway auxiliary lanes (NB)	I-55 STA 282+40 - 284+60	9	SGB-40	Silty Clay Fill, Qu<1.5 & W>27%	590	5.5
		I-55 STA 301+40 – 305+90	11	SGB-52	Silty Clay Fill, Qu≤1.0 & W≥30%	593	5.0
		I-55 STA 310+50 - 313+50	12	SGB-58	Silty Clay Fill, Qu≤1.0 & W≥30%	595	5.0
3	US 52 SB Entrance Ramp North limit to I-55 Tie-In for US 52 ramp	Ramp STA 203+00 - 204+30	13	SGB-157	Silty Clay Fill, Qu<1.0	578	3.0
4	SB I-55 exit ramp to IL-59: Ramp A	NB Ramp A STA 1004+00 to 1006+00	6	SGB-169	Silty Clay Fill, Qu<1.0	587	5.0
		SB Ramp A STA 907+50 – 909+70	7	SGB-134	Silty Clay Fill, W>30%	591	3.0
5	NB IL-59 entrance ramp to NB I-55: Ramp B	NB STA 1108+70 -1111+20	3	SGB-26	Silty Clay Fill, Qu≤1.0 & W>27%	585	3.0
		SB STA 1114+00 – 1116+10	4	SGB-31	Silty Clay Fill, Qu≤1.0	590	3.0
6	NB I-55 exit ramp to NB IL-59: Ramp C	NB STA 812+70 – 814+20	1	SGB-82	Silty Clay Fill, Qu<1.0	581	6.0
		SB STA 706+50 - 707+50	2	SGB-160	Silty Clay Fill, Qu<1.5& W≥27%	588	4.0
7	NB IL-59 entrance ramp to SB I-55: Ramp D	NB STA 606+00 - 608+00	15	SGB-103	Silty Clay Fill, Qu<1.5 & W>27%	592	2.5
		SB STA 408+00 - 410+60	16	SGB-105	Silty Clay Fill, Qu≤1.0	590	2.5
		SB STA 415+80 - 417+10	14	SGB-168	Silty Clay Fill, Qu<1.0	585	5.0
9	Seil Road to Ramp A/D Intersection: NB IL-59 DDI	STA 8001+60 - 8004+50	8	SGB-116	Silty Clay Fill, Qu<1.0	609	2.5
10	Seil Road to Ramp A/D Intersection: SB IL-59 DDI	STA 7010+20 – 7012+80	5	SGB-96	Silty Clay Fill, Qu<1.0	594	5.0
13	Center Drive (East Frontage Road Realignment and Reconstruction)	STA 6064+50 - 6067+50	17	SGB-08	Silty Clay Fill, Qu<1.0	580	4.0

Area (as Table 1)	Roadway Area	Approximate Roadway Stations Need undercut	Undercut Area # in Appendix F	Soil Borings	Soil Description	Estimated Remedial Undercut	
						Removal to Elevation (feet)	Approximate Depth from Grade (ft)
15	Seil Road Roadway Widen and Reconstruct (River Bluff Drive/Sarver Drive to IL-59)	STA 4016+20 - 4018+00	10	SGB-117	Silty Clay Fill, Qu<1.0	601	5.0

Notes:

(1) The undercut should be extended to the whole width of the embankment.

(2) The station where undercut is needed is estimated based on the soil boring listed in the table. It starts/ends at the mid-point between two nearby borings.

The exposed subgrade soils should be evaluated per the Construction Considerations Section of this report. The extents of the undercuts should be field verified by a licensed Geotechnical Engineer in the State of Illinois during the construction. Undercut areas should be replaced with granular structural fill in accordance with IDOT standard construction requirements and District One Aggregate Subgrade Special Provision. It is also recommended that a woven geotechnical fabric be placed at the base of all undercuts. The geotextile fabric should consist of a woven material meeting the requirements of Section 1080.02 of the IDOT SSRBC (2016) and should be placed in accordance with Section 210 of the IDOT SSRBC (2016).

5.2 Drainage Recommendations

The embankment fill with proper drainage systems should be designed using a Good drainage classification. Groundwater was generally encountered at a maximum elevation of 592 feet, which would be approximately 10 to 20 feet below the roadway surface for the majority of the project. The groundwater depth is significantly deeper than the anticipated frost depth of 45 to 60 inches for the northern Illinois region, and as such no subgrade saturation is anticipated due to capillary action.

Since the roadway of this project will be realigned or completely reconstructed, GSG recommend installing both longitudinal and transverse pipe underdrains below the pavement for the roadways. We recommend installing the transverse drains using a spacing of 300 feet. To provide drainage for the proposed pavement in widening areas, we recommend installing longitudinal pipe underdrains below the pavement for the roadways. Drains should also be installed in low areas and at the base of any undercuts. The underdrains should tie into the storm water drainage system and should be installed per Article 601 in the IDOT Standard Specifications and consist of Type 2 underdrains (Adopted January 1, 2016).

6.0 CONSTRUCTION CONSIDERATIONS

All work performed for the proposed project should conform to the requirements in the IDOT Standard Specifications for Road and Bridge Construction (SSRBC) (2016) along with the Illinois Tollway Supplemental Specifications, and the IDOT Subgrade Stability Manual (2015). Any deviation from the requirements in the manuals above should be approved by the design engineer.

6.1 Topsoil Removal

GSG recommends completely stripping the topsoil to a minimum depth of 6 inches or any greater full depth encountered within the limits of the proposed embankment and roadway areas and stockpiling it per Section 211.03 of the IDOT SSRBC. The topsoil should be separated from other materials being stockpiled onsite for reuse or haul off. If the topsoil is to be reused, mechanical and chemical analyses for nutrients should be performed in order to determine the suitability and nature of treatment required for the topsoil prior to reuse for this project.

6.2 Embankment and Pavement Subgrade Preparation

The stability of the embankment subgrade should be evaluated immediately after excavation of the existing fill soils and prior to placement of any new engineered fill in accordance with the Section 205 - Embankment of IDOT SSRBC to determine if additional treatment is required.

After the subgrade areas are exposed, the inspection should include visual inspection and performing a proof roll using heavy equipment or heavily loaded tandem axle dump truck with a minimum gross weight of 25 tons to check for deflection or rutting. Areas with excessive rutting and deflection shall be evaluated using a dynamic cone penetrometer (DCP) and static cone penetrometer (SCP) to determine the depth of required treatment in accordance with the IDOT Subgrade Stability Manual (2005) and IDOT SSRBC (2016), Section 301. The subgrade should be prepared in accordance with Sections 205-Embankment and Section 301-Subgrade preparation, of the IDOT SSRBC (2016).

Treatment for unstable and unsuitable soils encountered during proof rolling and subgrade evaluation may include the use of a geotextile fabric, removal and replacement with approved structural fill for small areas, or the use of additive materials, such as lime, cement or fly ash. Subgrade improvements should be based on the recommendations in the Subgrade Treatment and Recommendations Section 5.1 of this report or based on field evaluation of the materials during construction. Field evaluation of the subgrade soils should be conducted in accordance

with the procedures outlined in the IDOT Geotechnical Manual and Subgrade Stability Manual, and under the supervision of a licensed geotechnical engineer.

6.3 Site Excavation and Construction Safety

Site excavations are expected to encounter various types of soils as described in the Subsurface Exploration section of this report. The contractor will be responsible to provide a safe excavation during the construction activities of the project. All excavations should be conducted in accordance with applicable federal, state, and local safety regulations, including, but not limited to the Occupational Safety and Health Administration (OSHA) excavation safety standards. Excavation stability and soil pressures on temporary shoring are dependent on soil conditions, depth of excavations, installation procedures, and the magnitude of any surcharge loads on the ground surface adjacent to the excavation. Excavation near existing structures and underground utilities should be performed with extreme care to avoid undermining existing structures. Excavations should not extend below the level of adjacent existing foundations or utilities unless underpinning or other support is installed. It is the responsibility of the contractor for field determinations of applicable conditions and providing adequate shoring for all excavation activities.

6.4 Borrow Material and Compaction Requirements

If borrow material is to be used for onsite construction, it should conform to Section 204 “Borrow and Furnish Excavations” of the IDOT Standard Specifications for Road and Bridge Construction (2016) and the District One Embankment I Special Provision. Imported or on-site fill materials should be evaluated using Table 8.4-1 of the IDOT Geotechnical Manual, Requirements of Borrow Soils for the top 24 inch, and Section 204, “Borrow and Furnish Excavations” of the IDOT SSRBC.

The fill material should be free of organic matter and debris and should be placed and compacted in accordance with Section 205, Embankment, of the IDOT SSRBC (2016) and the District One Embankment I Special Provision. Earth-moving operations should be avoided during excessively cold or wet weather to avoid freezing of softening subgrade soils. Fill should be placed in lifts and compacted according to Section 205, Embankment (IDOT, 2016) and the District One Embankment I Special Provision.

6.5 Groundwater Management

The existing fill soils may be saturated and water seepage may be encountered during

excavation. This seepage will be temporary but there may be localized sloughing and near-surface instability of some soil slopes. The contractor should control groundwater and surface water infiltration to provide a dry condition for construction. Temporary ditches, sumps, granular drainage blankets, stone ditch protection, or hand-laid riprap with geotextile underlayment could be used to divert groundwater if significant seepage is encountered during construction. During earthmoving activities at the site, grading should be performed to ensure that drainage is maintained throughout the construction period. Water should not be allowed to accumulate in the foundation area either during or after construction. Undercut and excavated areas should be sloped toward one corner to facilitate removal of any collected rainwater or surface run-off. Grades should be sloped away from the excavations to minimize runoff from entering.

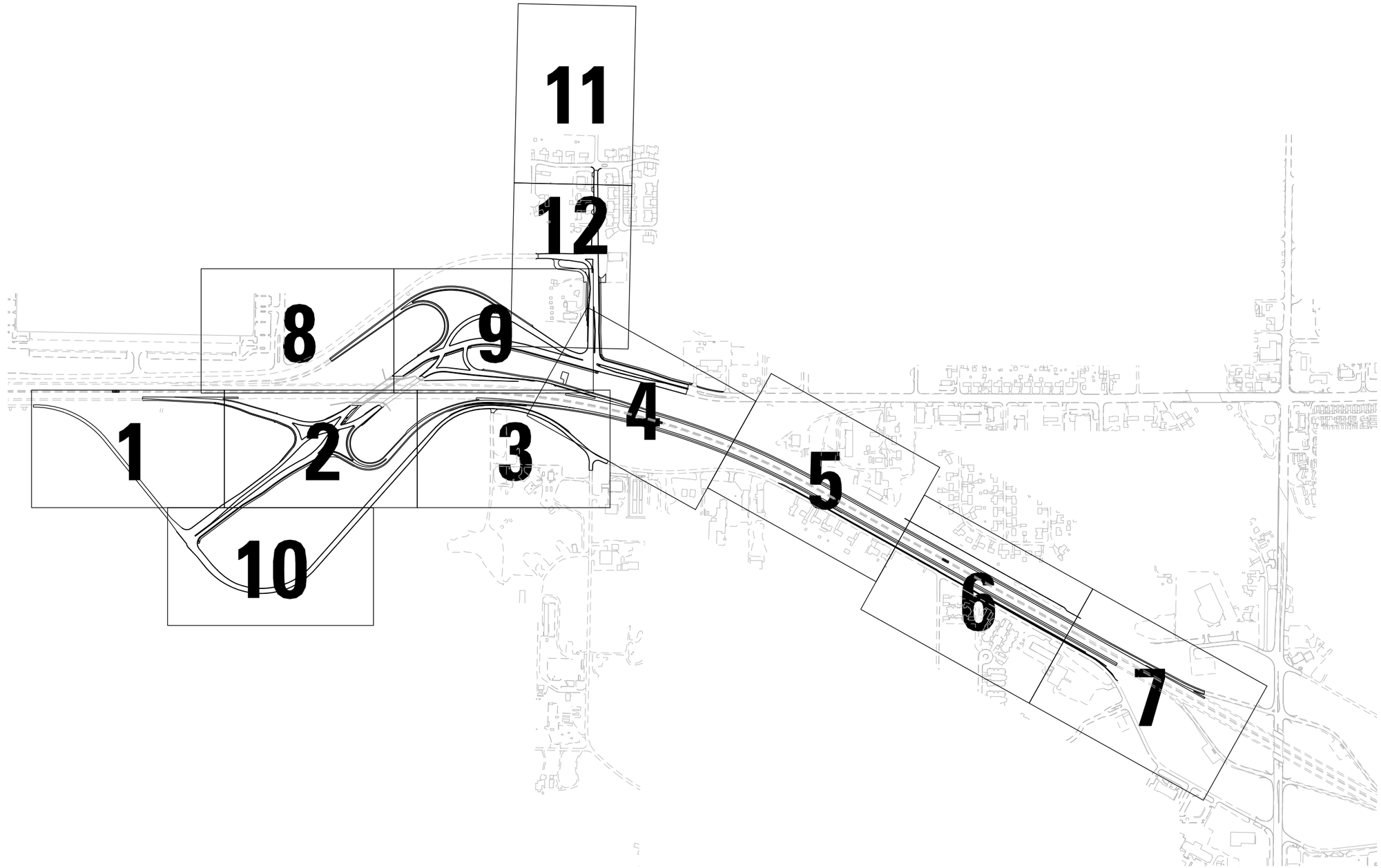
If water seepage occurs during construction or where wet conditions are encountered, such that the water cannot be removed with conventional sumping, we recommend placing open grade stone similar to IDOT CA-7 to stabilize the bottom of the excavation below the water table. The CA-7 stone should be placed to 12 inches above the water table, in 12-inch lifts, and should be compacted with the use of a heavy smooth drum roller or heavy vibratory plate compactor until stable. The remaining portion of the excavation should be backfilled using approved structural fill.

7.0 LIMITATIONS

This report has been prepared for the exclusive use of the Illinois Department of Transportation and its Design Section Engineer. The recommendations provided in the report are specific to the project described herein and are based on the information obtained from the soil boring locations within the proposed project limits. The analyses have been performed and the recommendations have been provided in this report are based on subsurface conditions determined at the location of the borings. This report may not reflect all variations that may occur between boring locations or at some other time, the nature and extent of which may not become evident until during the time of construction. If variations in subsurface conditions become evident after submission of this report, it will be necessary to evaluate their nature and review the recommendations presented herein.

APPENDIX A

PRELIMINARY GRADING PLAN



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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-665-0450 Job No. 10740

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	DRAWN - JWORTHINGTON	REVISED -
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PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERALL GRADING PLAN
KEY MAP

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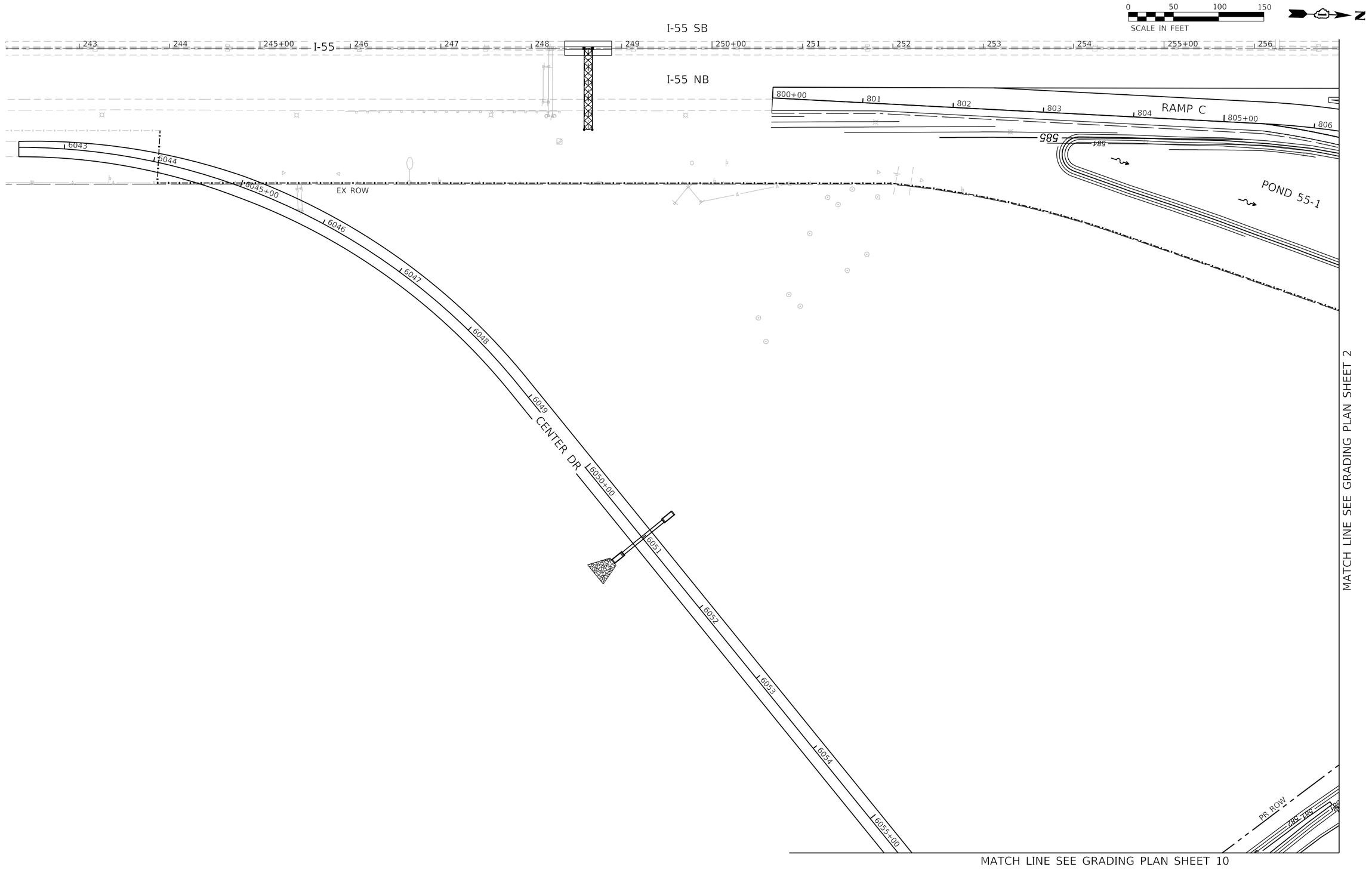

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55746
2012/11/30

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312-565-0450
Job No. 10740

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	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
SHEET 1 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

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		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

SEE GRADING PLAN SHEET 8

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MATCH LINE SEE GRADING PLAN SHEET 1

MATCH LINE SEE GRADING PLAN SHEET 3

I-55 NB

RAMP C

POND 55-1

EX ROW

PR ROW

RAMP C NB

RAMP C SB

IL RTE 59 SB

IL RTE 59 NB

RAMP B SB

RAMP B NB

RAMP B

SN 099-4666 (BY OTHERS)

SN 099-6442

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

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55746
2012/11/30

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PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
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GRADING PLAN
SHEET 2 OF 12

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* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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MATCH LINE SEE GRADING PLAN SHEET 2

SEE GRADING PLAN SHEET 4

I-55

I-55 SB

I-55 NB

RAMP A SB

RAMP B NB

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EX ROW

PR ROW

KINDER MORGAN FACILITY

POND 59-1A

COUNTY FARM RD

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	PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

SCALE IN FEET 0 50 100 150

N

SEE GRADING PLAN SHEET 12

SEE GRADING PLAN SHEET 9

MATCH LINE SEE GRADING PLAN SHEET 5

SEE GRADING PLAN SHEET 3

SEIL RD

EX ROW

PR PERM EASEMENT

IL RTE 59

IL RTE 59 SB

IL RTE 59 NB

POND 59-2A

POND 59-1B

POND 59-1A

I-55

I-55 SB

I-55 NB

RAMP A SB

CENTER DR

E FRONTAGE RD

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

D162H15-sht-grading-005.dgn
55746
2012/11/30

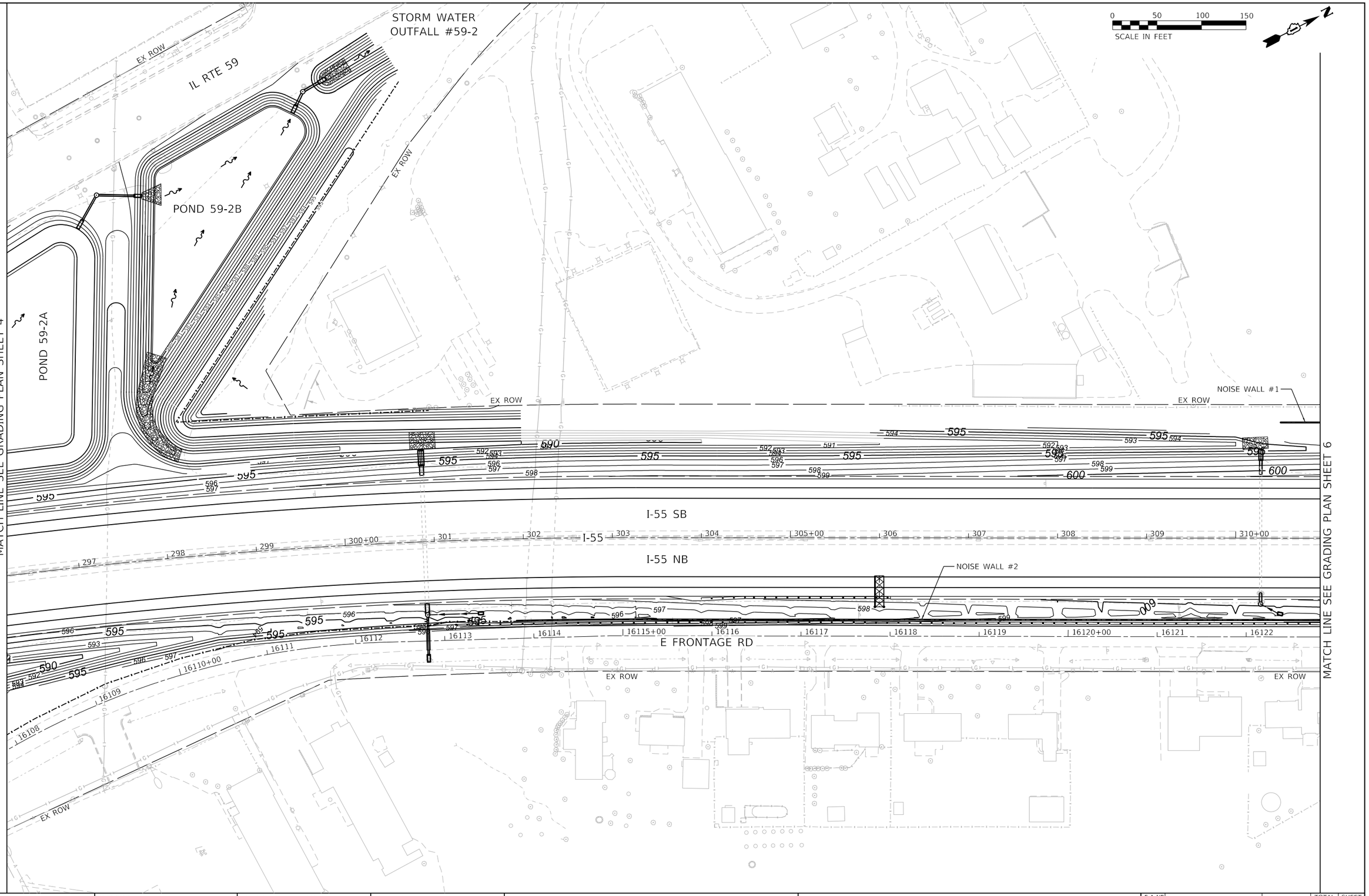
USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -
	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
SHEET 4 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	95
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			



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D162H15-sht-grading-006.dgn
55746
2012/11/30

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

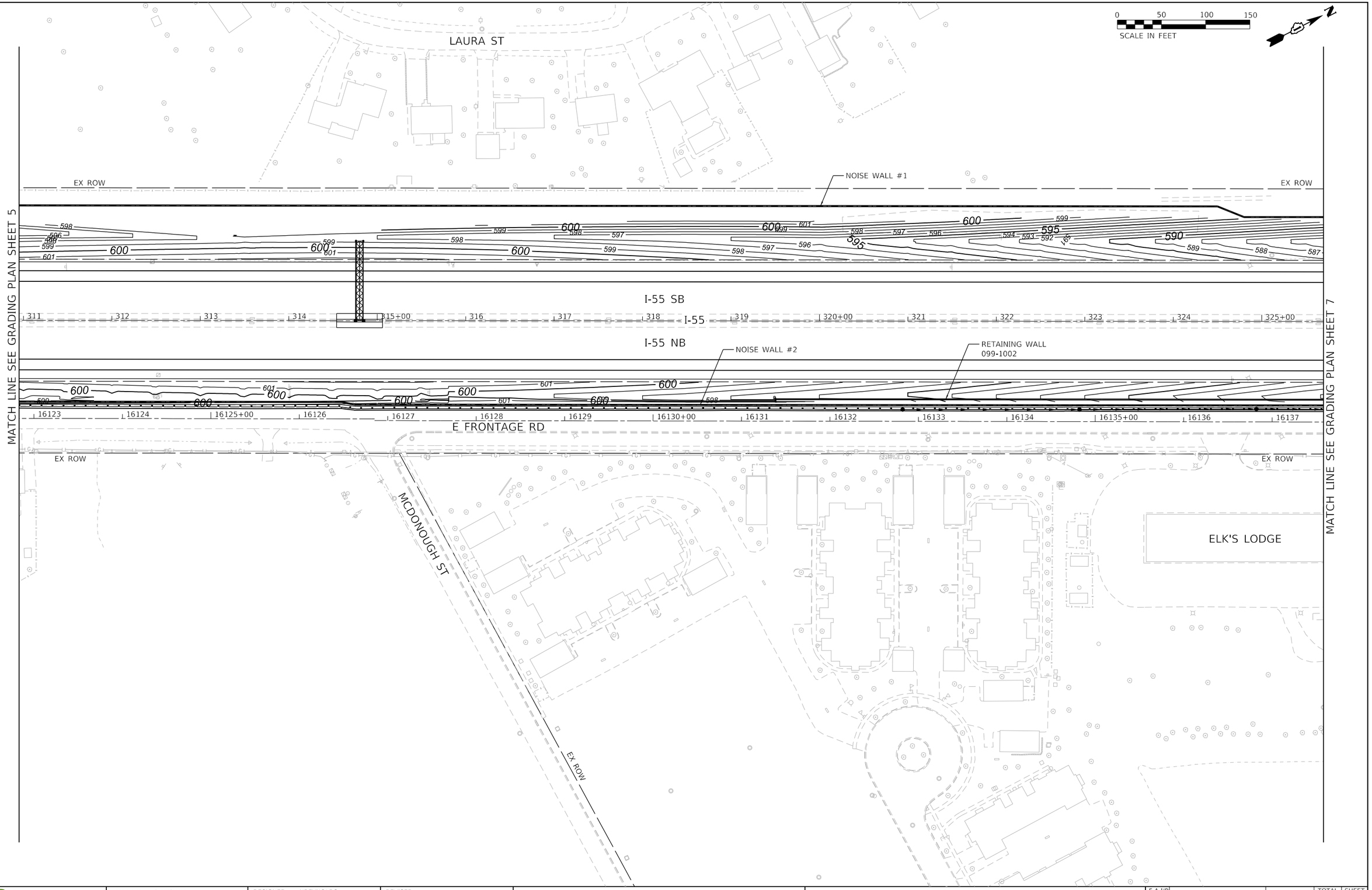
USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -
	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
SHEET 5 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	96
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			



benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -	
	DRAWN - JWORTHINGTON	REVISED -	
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -	
PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
SHEET 6 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	97
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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D162H15-sht-grading-007.dgn
55746
2012/11/30

TYSON MOTOR

EX ROW

PARK & RIDE

0 50 100 150
SCALE IN FEET

N

MATCH LINE SEE GRADING PLAN SHEET 6

I-55 SB

I-55

I-55 NB

RAMP D

RAMP C

STORM WATER
OUTFALL #55-10

POND 55-10

CRASH
INVESTIGATION
SITE

ELK'S LODGE

TIMBER RIDGE CT

EX ROW

E FRONTAGE RD

EX ROW

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55746
2012/11/30

benesch Alfred Benesch & Company 35 W Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-565-0450 Job No. 10740	USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -
		DRAWN - JWORTHINGTON	REVISED -
	PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
	PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
SHEET 7 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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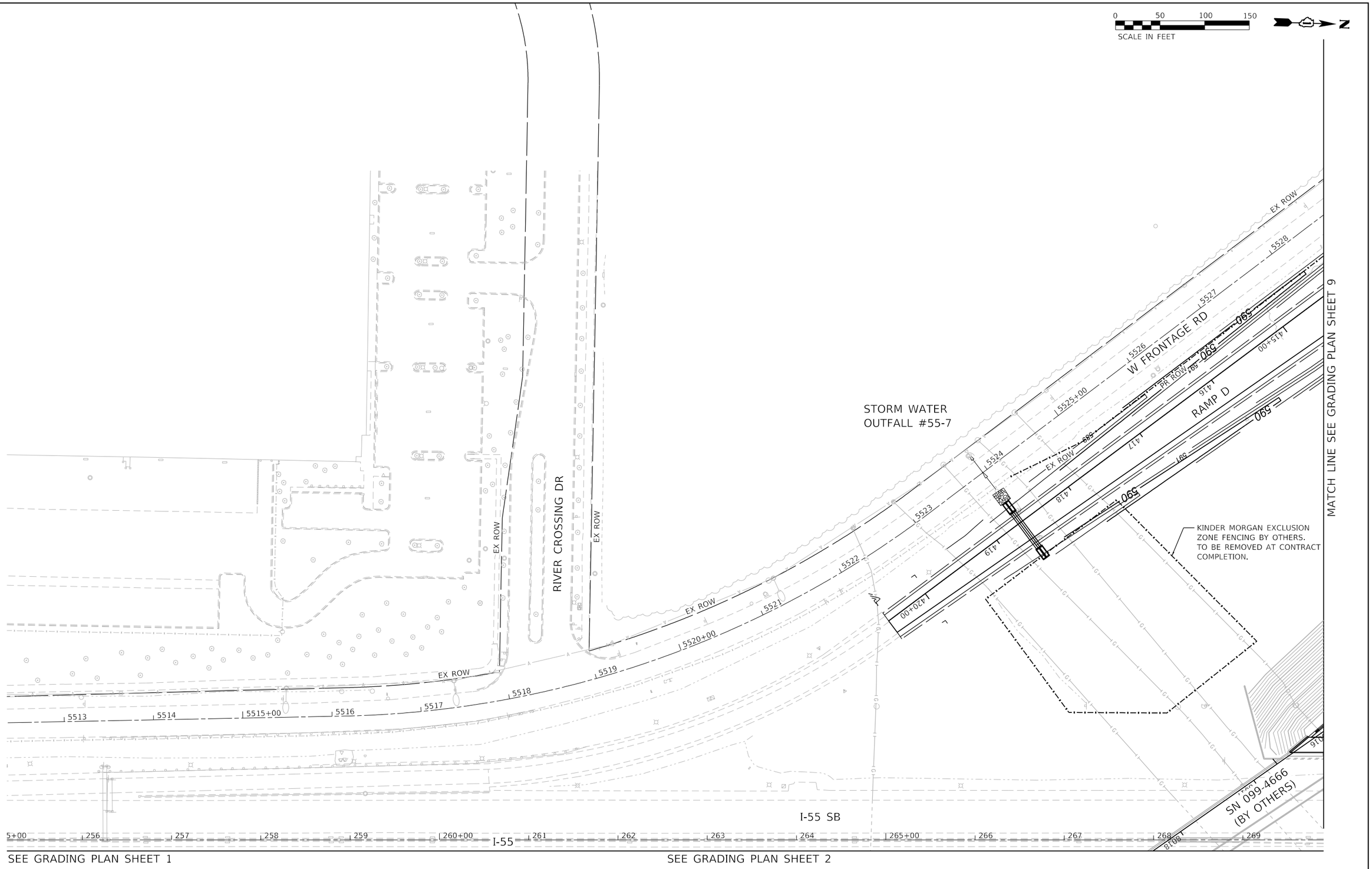
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



benesch Alfred Benesch & Company 35 W Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-565-0450 Job No. 10740	USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**GRADING PLAN** **SHEET 8 OF 12**
		DRAWN - JWORTHINGTON	REVISED -		
	PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -		
	PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -		SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	99
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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D162H15-sht-grading-009.dgn
55746
2012/11/30

SEE GRADING PLAN SHEET 12

MATCH LINE SEE GRADING PLAN SHEET 8

MATCH LINE SEE GRADING PLAN SHEET 4

SEE GRADING PLAN SHEET 2 SEE GRADING PLAN SHEET 3

N

0 50 100 150

SCALE IN FEET

W FRONTAGE RD

RAMP D SB

RAMP D NB

IL RTE 59 SB

IL RTE 59 NB

RAMP A NB

RAMP A SB

I-55 SB

I-55

SN 099-4642

POND 59-1B

RETAINING WALL W099-1003

RETAINING WALL 099-1004

AT&T SERVICE DRIVE

SEIL RD

WILL COUNTY HUMANE SOCIETY

EARTH BERM DO NOT DISTURB

PR TEMP EASEMENT

PR ROW

EX ROW

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Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -	
	DRAWN - JWORTHINGTON	REVISED -	
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -	
PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
SHEET 9 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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55746
2012/11/30

MATCH LINE SEE GRADING PLAN SHEET 1

MATCH LINE SEE GRADING PLAN SHEET 2

0 50 100 150
SCALE IN FEET

N

ROCK RUN CROSSING DR SB

ROCK RUN CROSSING DR NB

CENTER DR

PR ROW

STORM WATER
OUTFALL #RR-8A

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D162H15-sht-grading-011.dgn
55746
2012/11/30

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35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -
	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
SHEET 10 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	101
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

0 50 100 150
SCALE IN FEET

N

DU PAGE RIVER

DU PAGE RIVER

EX ROW

EX ROW

EX ROW

EX ROW

3996 3997 3998 3999 SEIL RD 4000+00 4001 4002 4003 4004

EX ROW

EX ROW

EX ROW

EX ROW

EX ROW

EX ROW

EX ROW

EX ROW

STATES LN

S CANTERBURY CT

LAKE WOODS LN

RIVER BLUFF DR

S SARVER DR

MATCH LINE SEE GRADING PLAN SHEET 12

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benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450
Job No. 10740

USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -
	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200,0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
SHEET 11 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	SB31
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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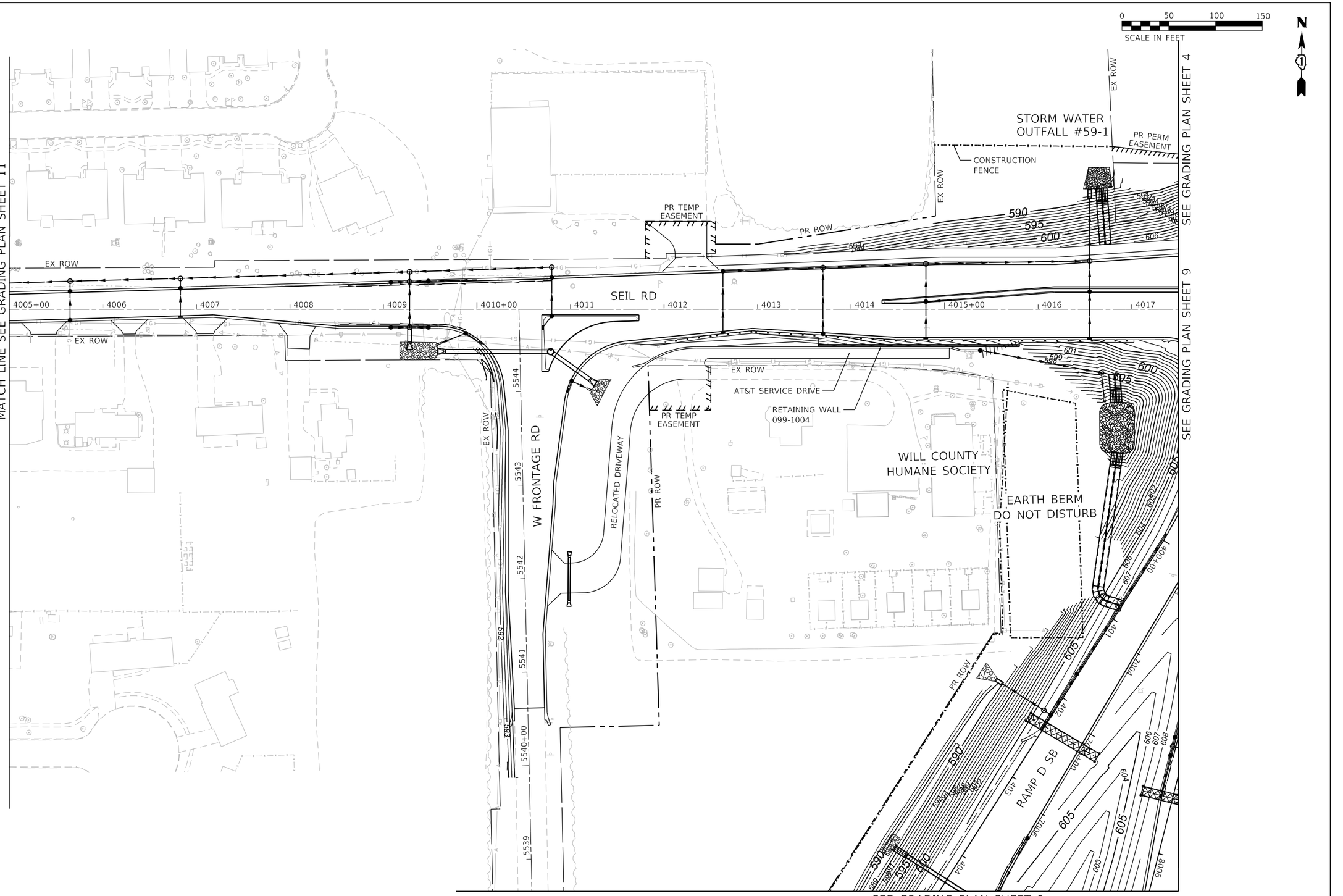
55746
2012/11/30



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55746
2012/11/30

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -
	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 2/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

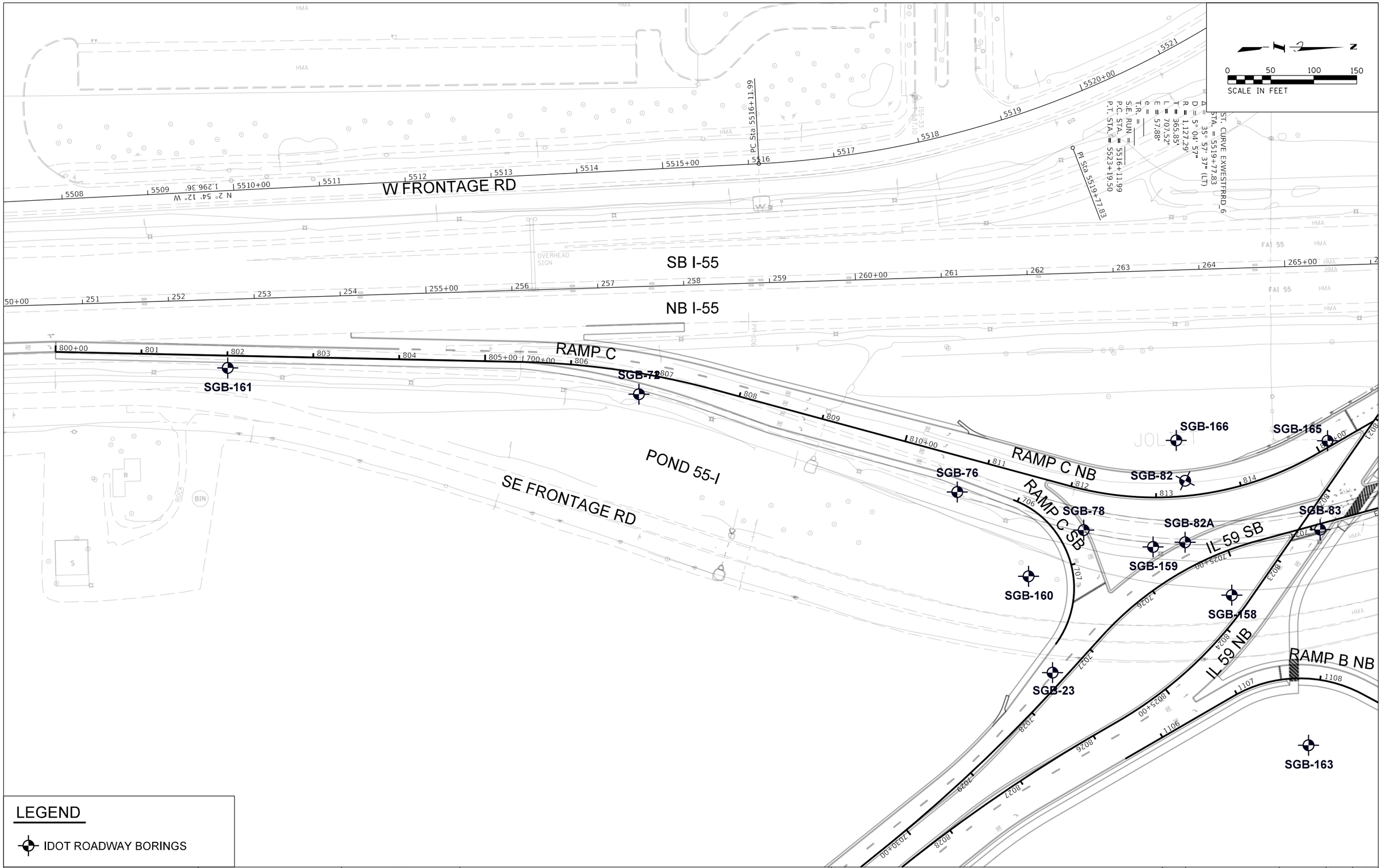
GRADING PLAN
SHEET 12 OF 12

SCALE: 1" = 50' | SHEET OF SHEETS | STA. TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1349	SB32
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

APPENDIX B

BORING LOCATION PLAN AND SUBSURFACE PROFILES



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IDOT ROADWAY BORINGS

GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

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PLOT SCALE = 1200.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/18/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 189-011

I-55/ROUTE 59 WILL COUNTY
SGB BORING LOCATION PLAN

SCALE: AS NOTED | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	1
		CONTRACT NO. 189-011		
	ILLINOIS	FED. AID PROJECT		

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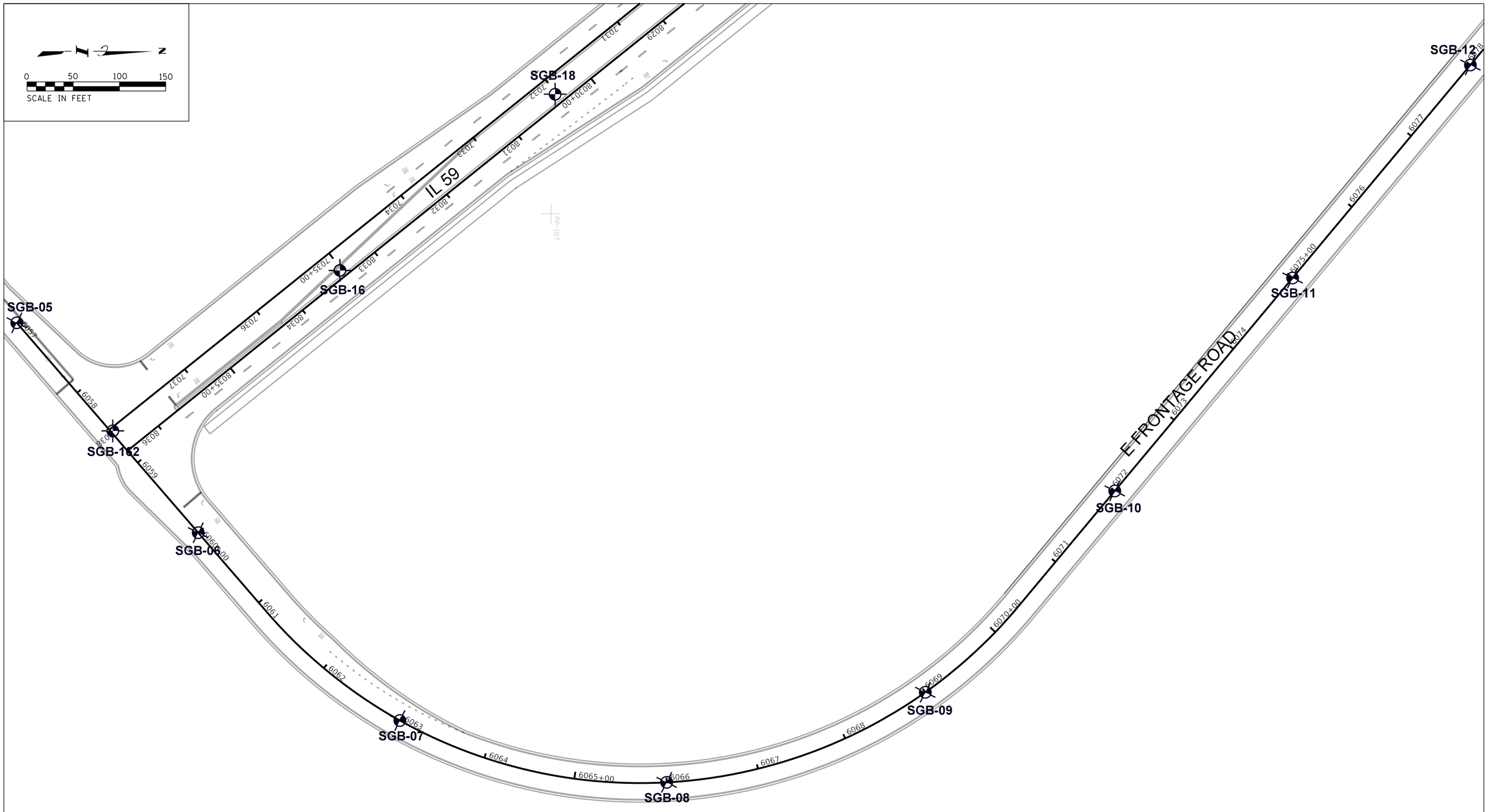

LEGEND

IDOT ROADWAY BORINGS

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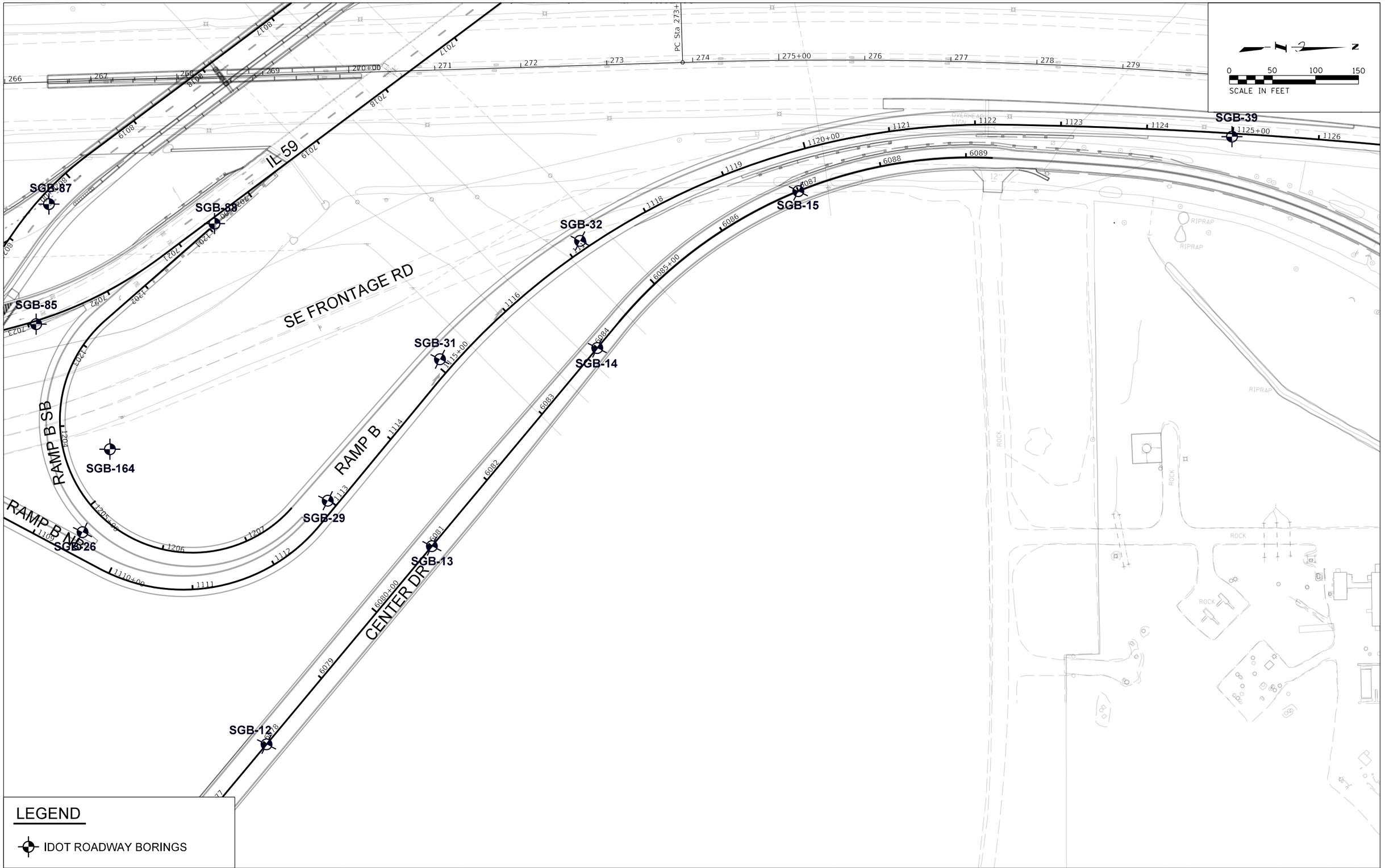
GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

USER NAME = nnano	DESIGNED - MZ	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTRACT NO. 189-011
SHEET SIZE = 1.41667x0.916667 (ft.)	DRAWN - NN		I-55/ROUTE 59 WILL COUNTY SGB BORING LOCATION PLAN
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - DE		SCALE: AS NOTED SHEET 2 OF 9 SHEETS STA. TO STA.
PLOT DATE = 2/18/2021	DATE - 02/02/2021		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	2
		CONTRACT NO. 189-011		
	ILLINOIS	FED. AID PROJECT		



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PLOT SCALE = 1200.0000 ' / ft.
USER NAME = nnano

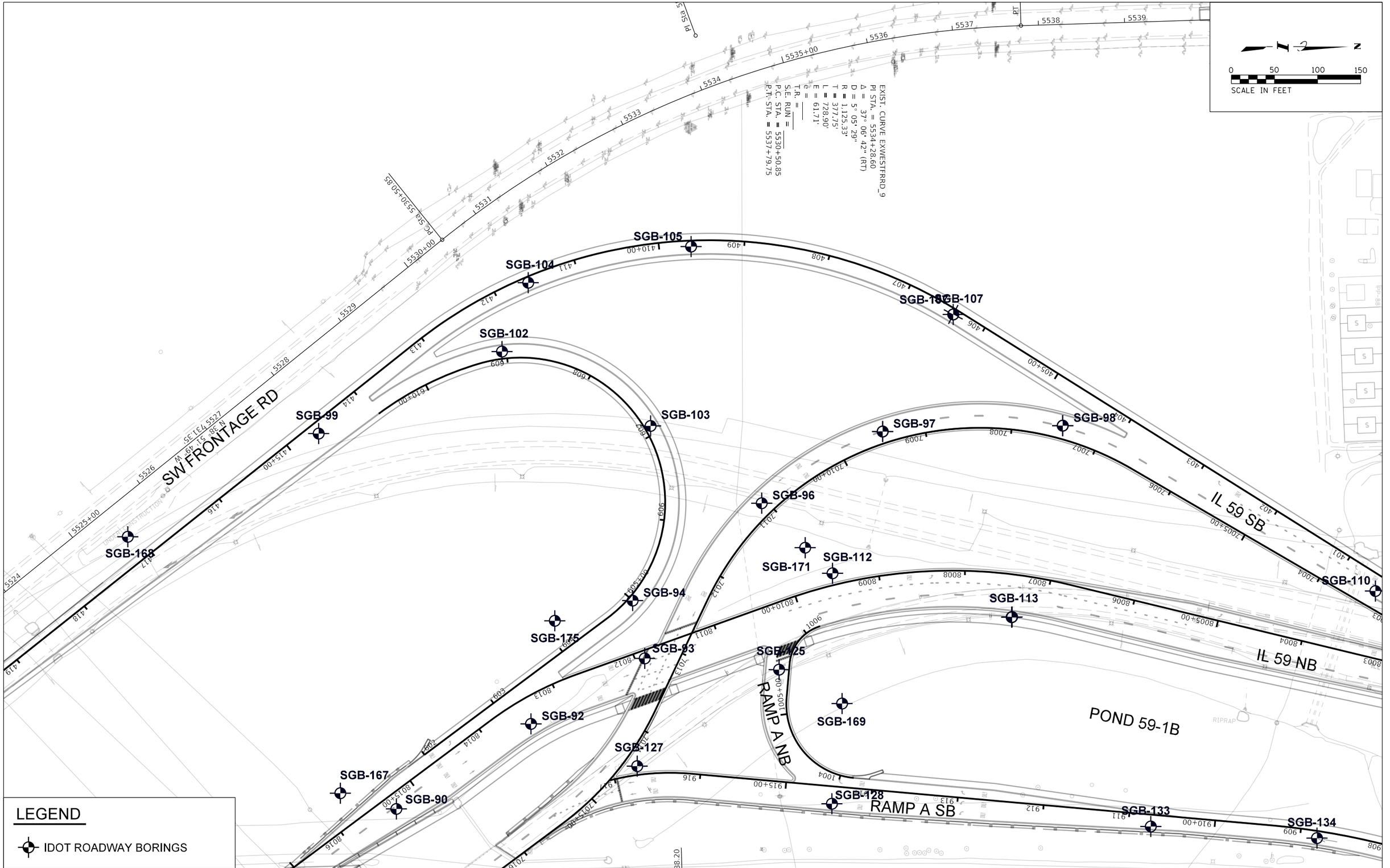
GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

USER NAME	= nnano	DESIGNED	-	MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	-	NN
PLOT SCALE	= 1200.0000 ' / ft.	CHECKED	-	DE
PLOT DATE	= 2/18/2021	DATE	-	02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 189-011
I-55/ROUTE 59 WILL COUNTY
SGB BORING LOCATION PLAN
SCALE: AS NOTED | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	3
		CONTRACT NO. 189-011		
	ILLINOIS	FED. AID PROJECT		



LEGEND

IDOT ROADWAY BORINGS

GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

USER NAME = nnano	DESIGNED - MZ		
SHEET SIZE = 1.41667x0.916667 (ft.)	DRAWN - NN		
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - DE		
PLOT DATE = 2/18/2021	DATE - 02/02/2021		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 189-011
I-55/ROUTE 59 WILL COUNTY
SGB BORING LOCATION PLAN
SCALE: AS NOTED | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	4
		CONTRACT NO. 189-011		
	ILLINOIS	FED. AID PROJECT		

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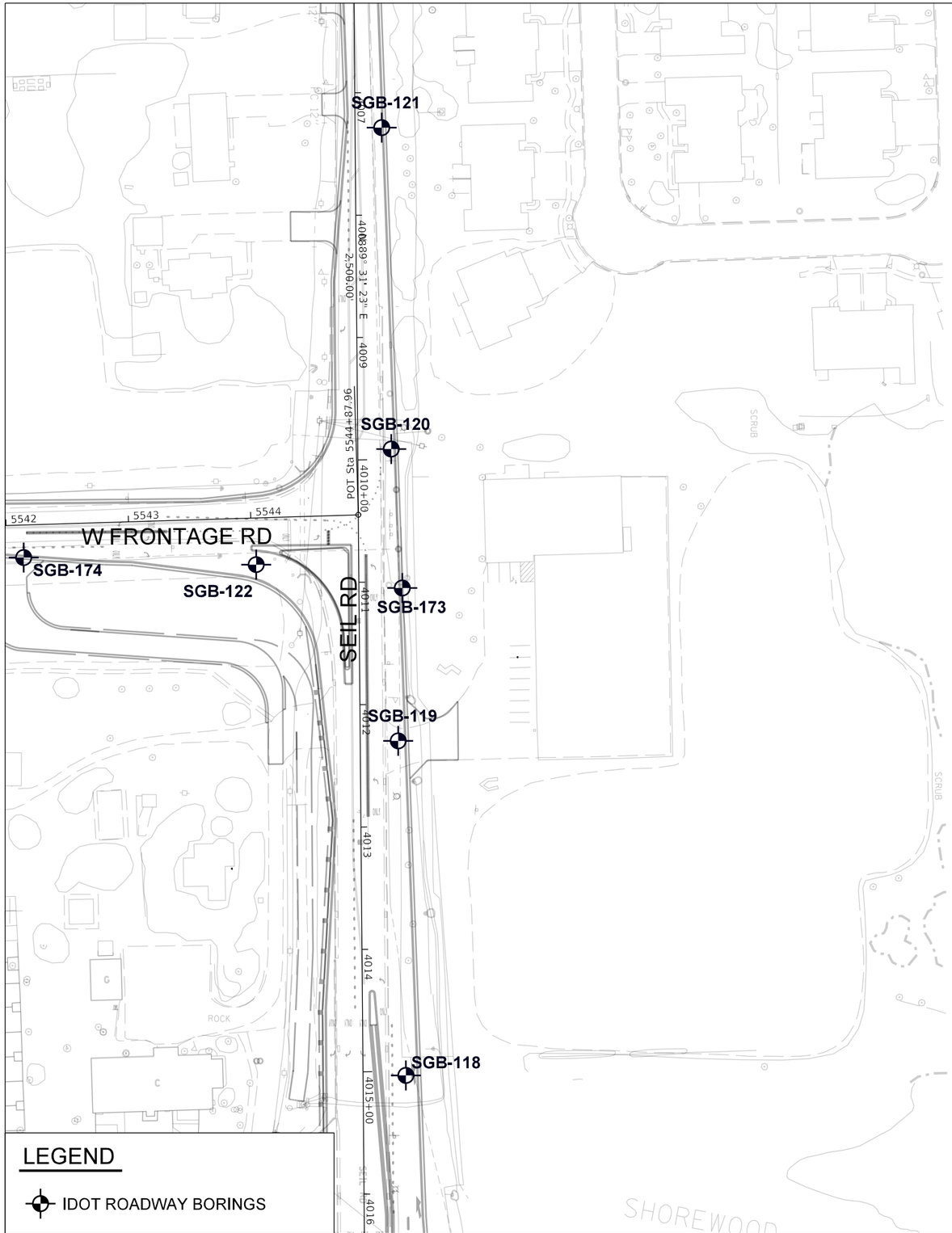

0 50 100 150
SCALE IN FEET

LEGEND

IDOT ROADWAY BORINGS

GSG CONSULTANTS, INC.
Engineering, Scientific & Construction Managers

USER NAME = nnano		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 1200.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/18/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 189-011

I-55/ROUTE 59 WILL COUNTY
SGB BORING LOCATION PLAN

SCALE: AS NOTED | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	5
		CONTRACT NO. 189-011		
	ILLINOIS	FED. AID PROJECT		

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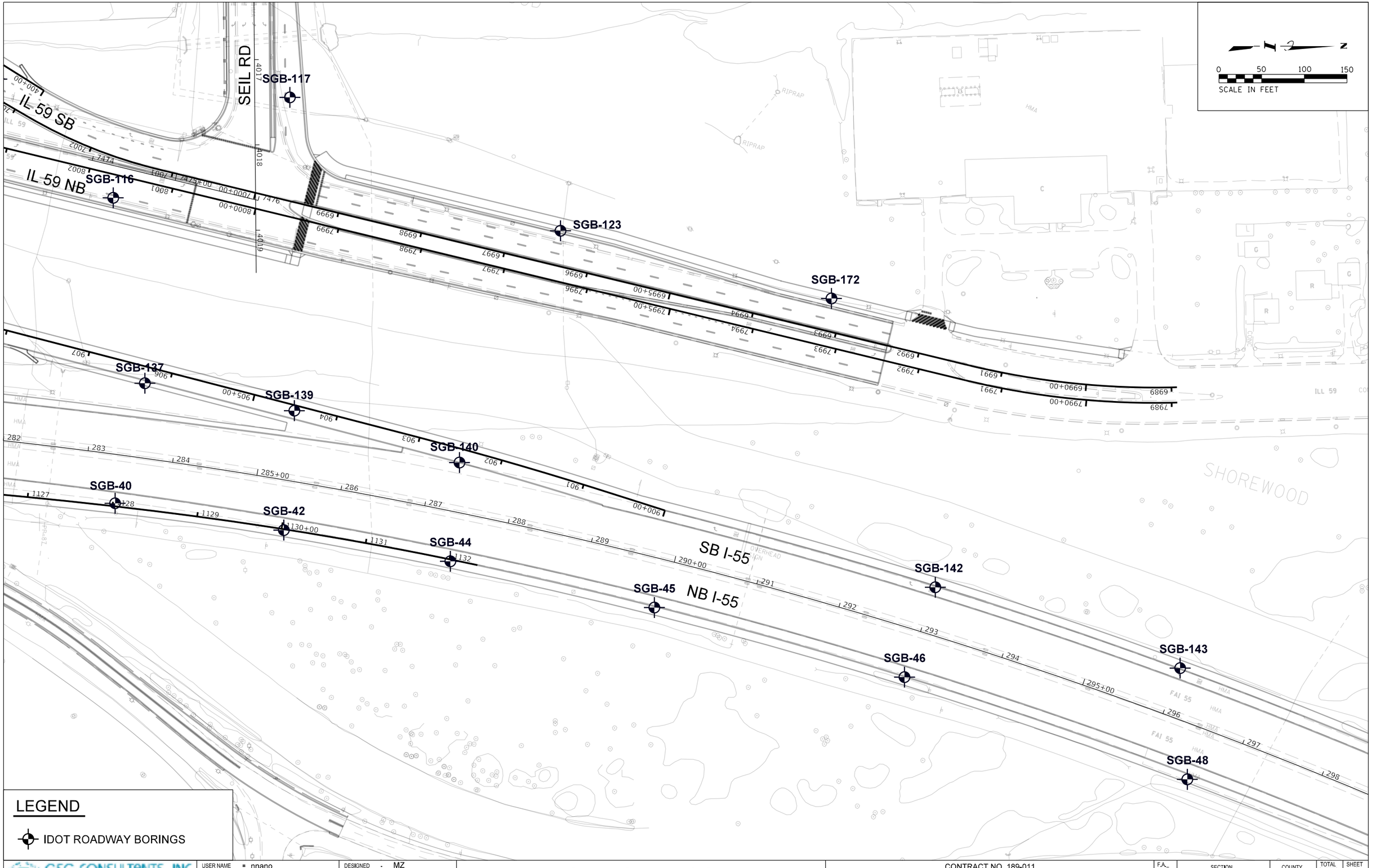

LEGEND

IDOT ROADWAY BORINGS

GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

USER NAME = nnano		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 1200.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/18/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 189-011
I-55/ROUTE 59 WILL COUNTY
SGB BORING LOCATION PLAN
SCALE: AS NOTED | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	6
		CONTRACT NO.	189-011	
	ILLINOIS	FED. AID PROJECT		

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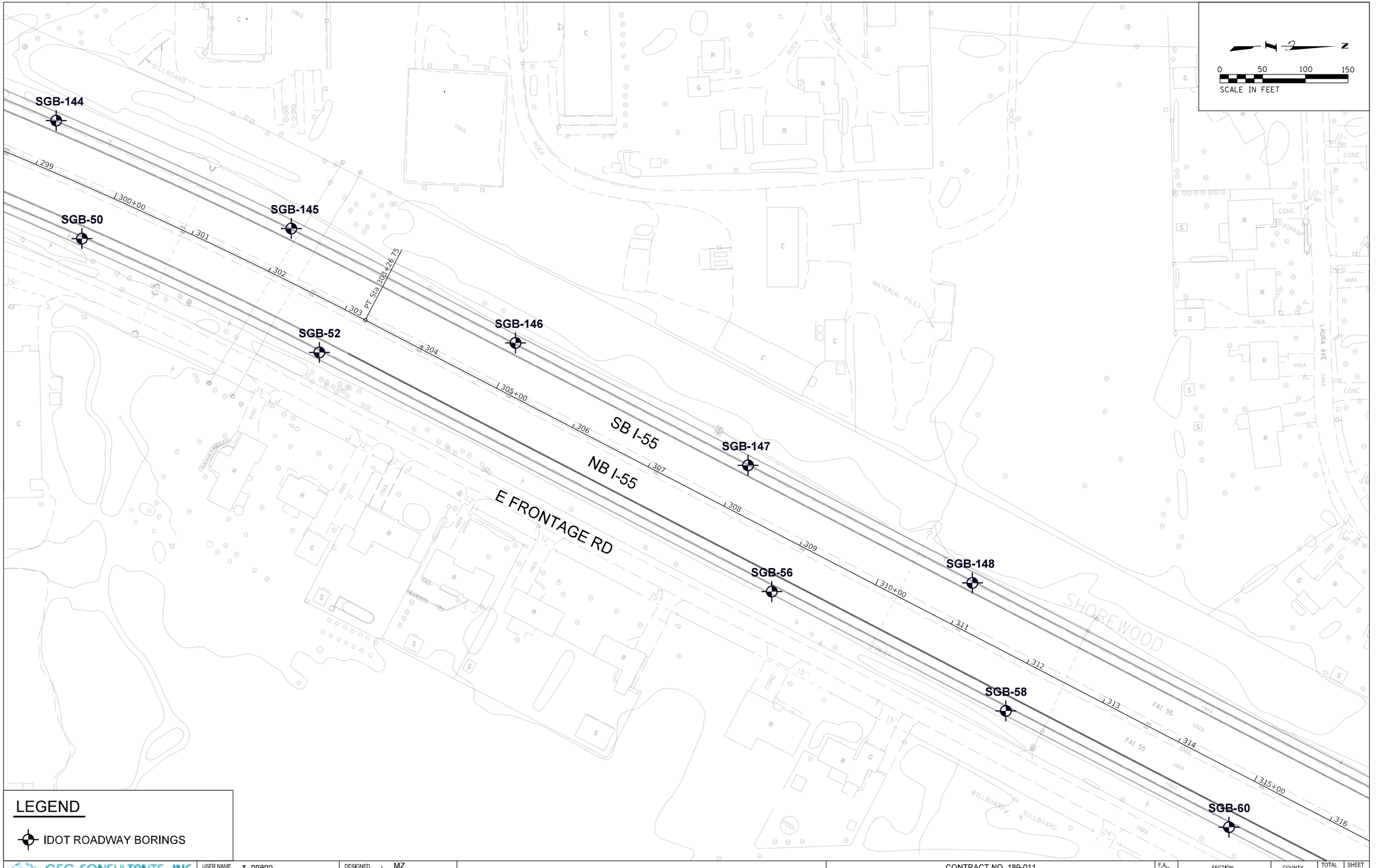
USER NAME = nnano



LEGEND

IDOT ROADWAY BORINGS

GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

USER NAME = nnano		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 1200.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/18/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 189-011

I-55/ROUTE 59 WILL COUNTY
SGB BORING LOCATION PLAN

SCALE: AS NOTED | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	7
		CONTRACT NO. 189-011		
	ILLINOIS	FED. AID PROJECT		

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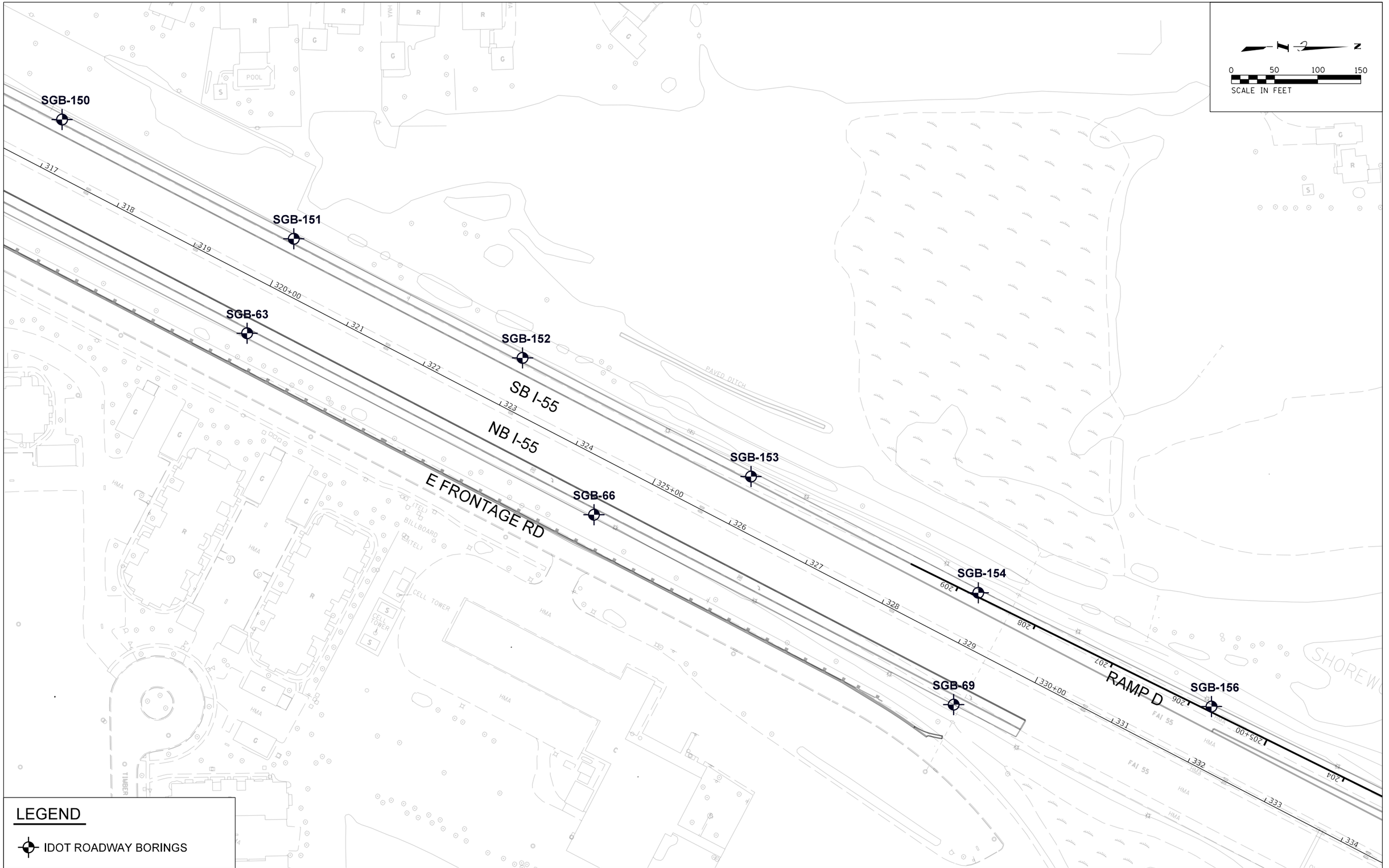

LEGEND

IDOT ROADWAY BORINGS

GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

USER NAME = nnano	DESIGNED - MZ		
SHEET SIZE = 1.41667x0.916667 (ft.)	DRAWN - NN		
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - DE		
PLOT DATE = 2/18/2021	DATE - 02/02/2021		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 189-011
I-55/ROUTE 59 WILL COUNTY
SGB BORING LOCATION PLAN
SCALE: AS NOTED | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	8
		CONTRACT NO. 189-011		
	ILLINOIS	FED. AID PROJECT		

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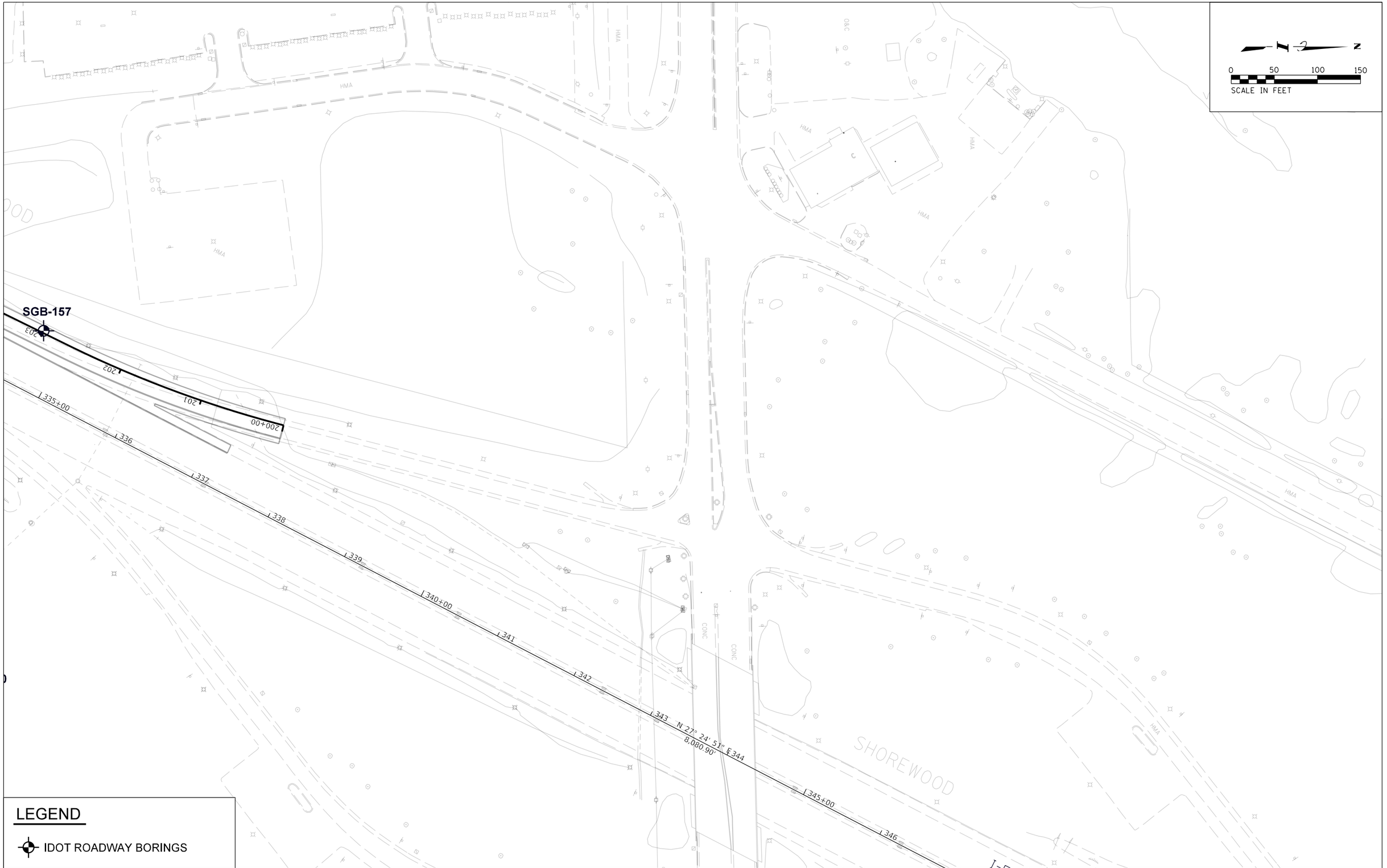

LEGEND

IDOT ROADWAY BORINGS

GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

USER NAME = nnano		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 1200.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/18/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 189-011
I-55/ROUTE 59 WILL COUNTY
SGB BORING LOCATION PLAN
SCALE: AS NOTED | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	9
		CONTRACT NO. 189-011		
	ILLINOIS	FED. AID PROJECT		

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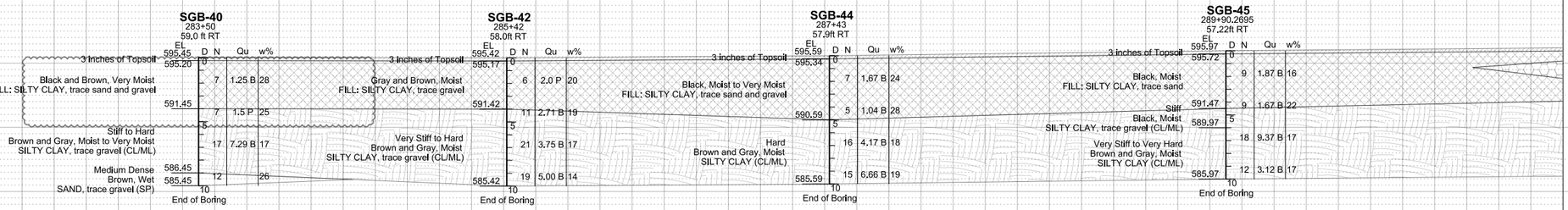
PLOT SCALE = 1200.0000 ' / ft.
USER NAME = nnano

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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USER NAME = $USER$		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 240.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY

I-55 MAINLINE NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 5 SHEETS | STA. 280+00 | TO STA. 292+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	10
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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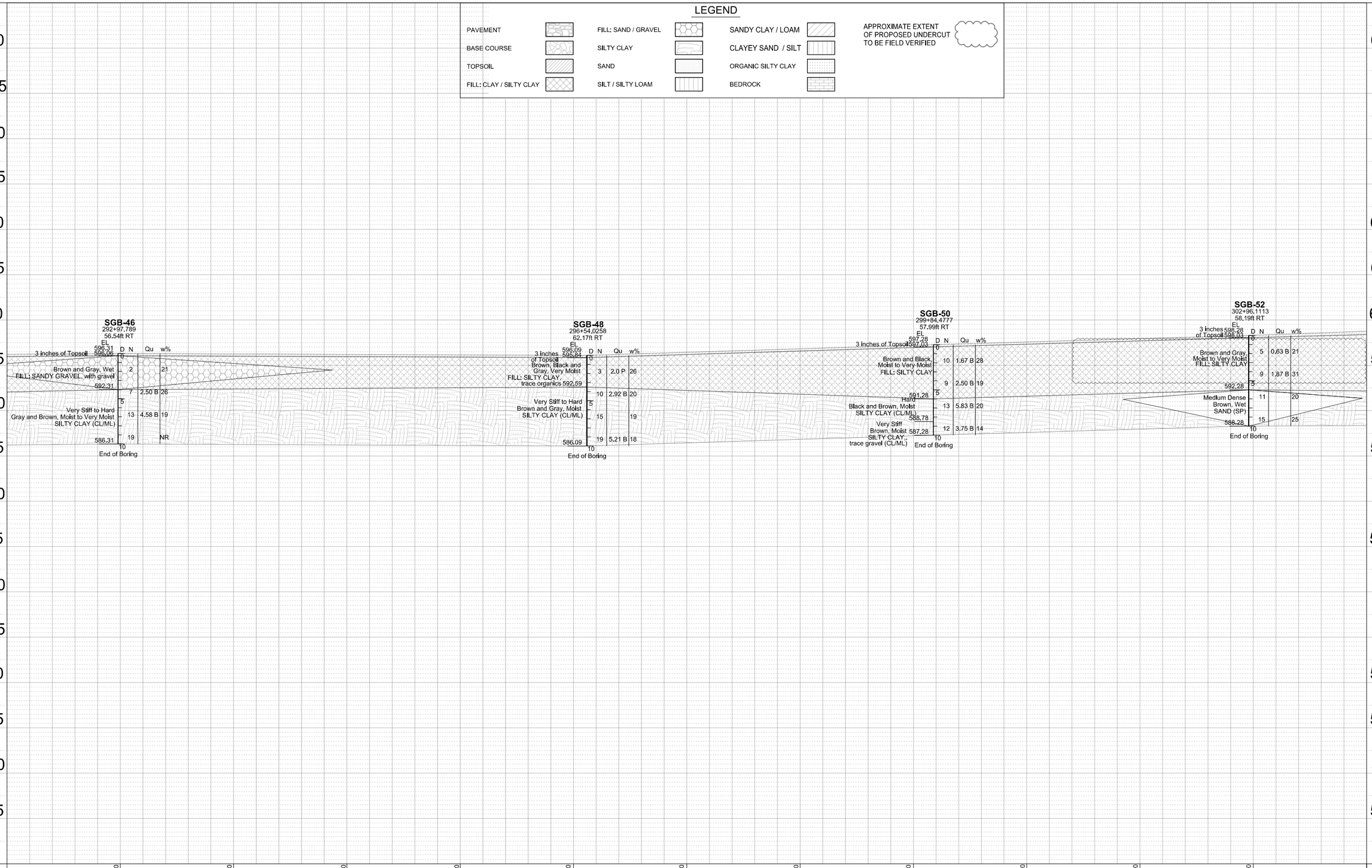
PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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$TIME$ TIME
$SHEETSIZE$ SHEET SIZE
$SCALE$ PLOT SCALE
$USER$ USER NAME

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= $SHEETSIZE$	DRAWN	- NN
PLOT SCALE	= $SCALE$	CHECKED	- DE
PLOT DATE	= $DATE$	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

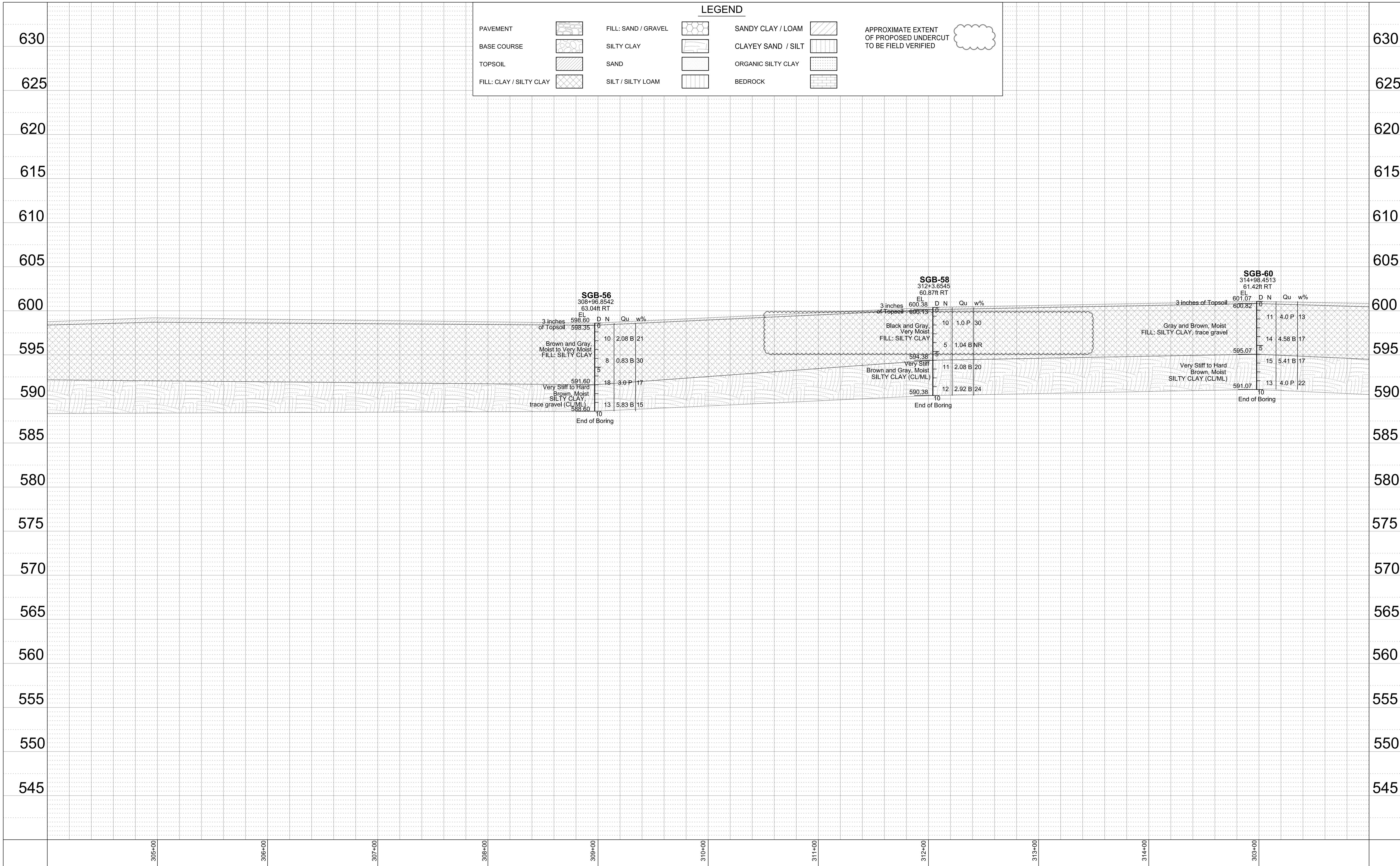
CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY

I-55 MAINLINE NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 2 OF 5 SHEETS | STA. 292+00 | TO STA. 304+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	11
		CONTRACT NO.		2419004
	ILLINOIS	FED. AID PROJECT		



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TIME = 9:12:06 AM
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PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

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USER NAME = $USER$		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 240.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

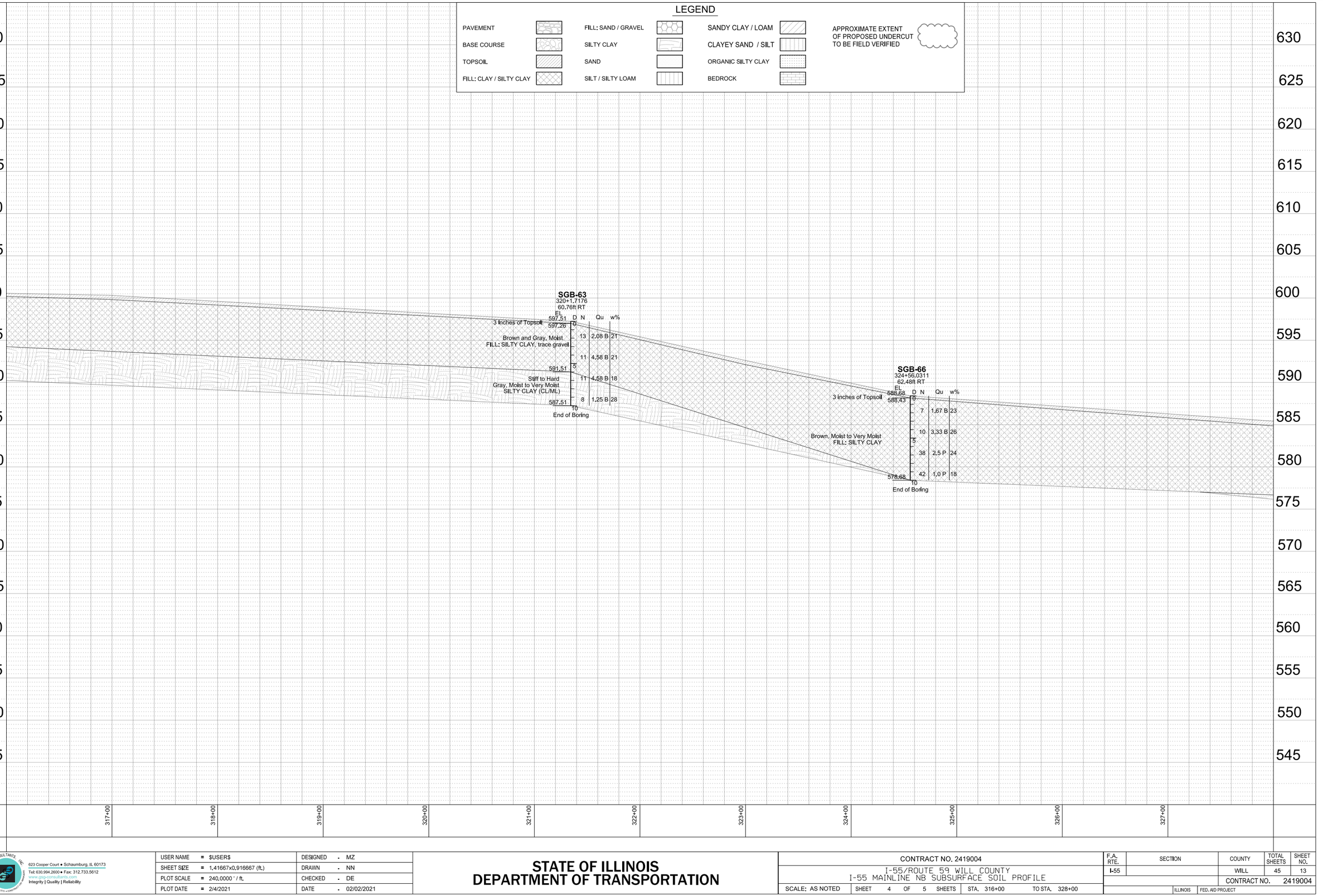
I-55/ROUTE 59 WILL COUNTY
MAINLINE NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 3 OF 5 SHEETS | STA. 304+00 | TO STA. 304+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	12
		CONTRACT NO.	2419004	
ILLINOIS	FED. AID PROJECT			

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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USER NAME = $USER$		DESIGNED - MZ	
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PLOT SCALE = 240.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
I-55 MAINLINE NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 4 OF 5 SHEETS | STA. 316+00 | TO STA. 328+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	13
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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USER NAME = $USER$

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

SGB-69
329+28.1215
66.00ft RT
El.
583.90

		D	N	Qu	w%
9 Inches of Topsoil	583.15	0			
Brown and Gray, Moist to Very Moist		2	11	2.08 B	19
FILL: SILTY CLAY, some sand, trace gravel and roots		5	7	0.83 B	26
Very Stiff Gray and Black, Moist SILTY CLAY, trace sand and gravel (CL/ML)	575.90	7	7	0.83 B	18
End of Boring	573.90	10	14	2.08 B	24

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

329+00 330+00 331+00 332+00 333+00 334+00 335+00 336+00 337+00 338+00 339+00

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PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

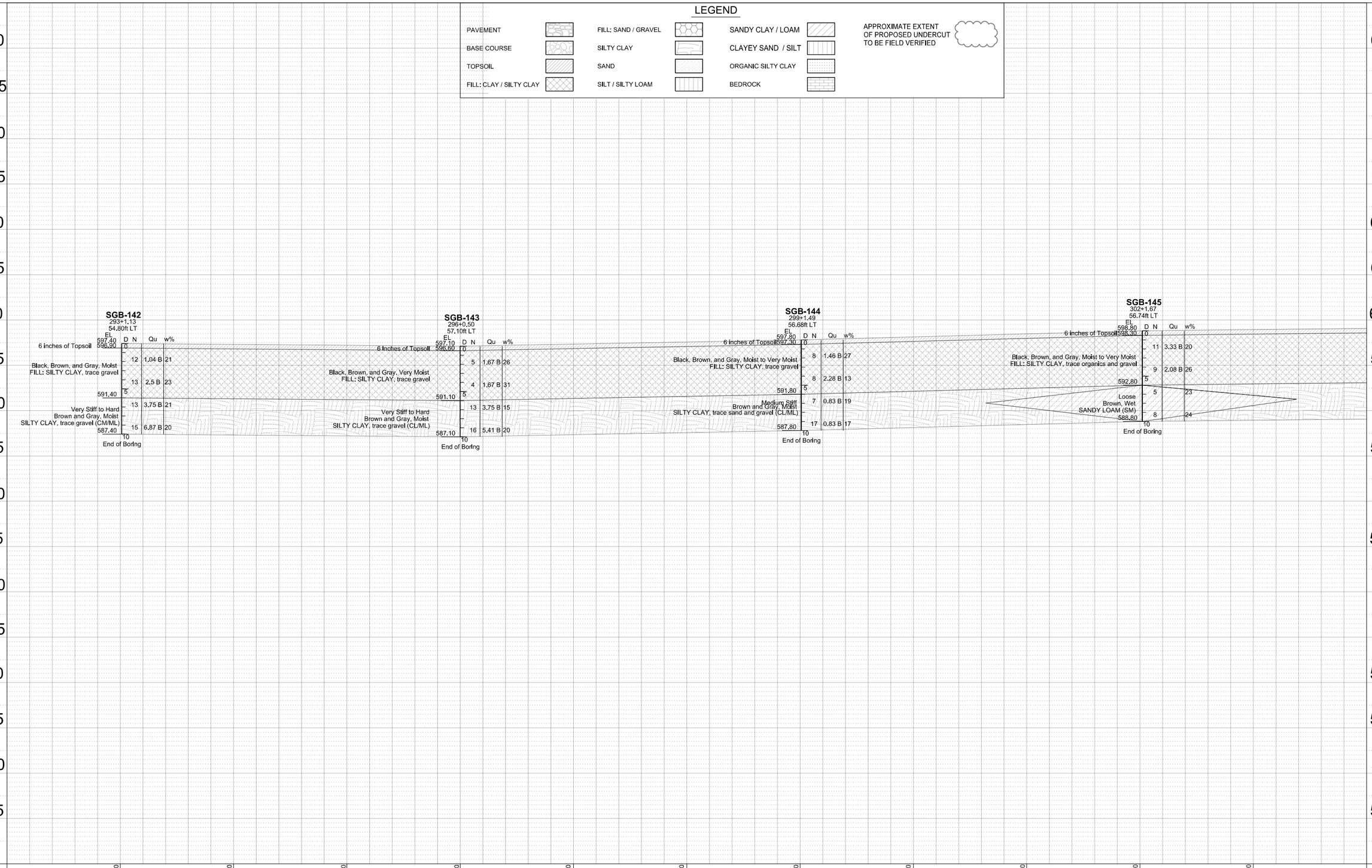
CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
I-55 MAINLINE NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 5 OF 5 SHEETS | STA. 328+00 | TO STA. 340+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	14
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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$USER$

FILE NAME
PEN TABLE
PLOT DATE
TIME
SHEET SIZE
PLOT SCALE
USER NAME

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USER NAME	= $USER$	DESIGNED	- MZ
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PLOT SCALE	= $SCALE$	CHECKED	- DE
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
I-55 MAINLINE SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 3 SHEETS | STA. 292+00 | TO STA. 304+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	15
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

SGB-146
304+96.3121
57.33ft LT
EL 598.20

	D	N	Qu	w%
6 inches of Topsoil 598.70	0			
Brown and Gray and Black, Moist FILL: SILTY CLAY, trace gravel		10	2.08 B	24
		7	1.25 B	21
593.20	5			
Medium Stiff to Stiff Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		7		10
589.20		16		16
End of Boring	10			

SGB-147
308+3.0762
55.43ft LT
EL 600.40

	D	N	Qu	w%
6 inches of Topsoil 599.90	0			
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel		11	1.67 B	25
595.90		8	2.29 B	28
	5			
Very Stiff to Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)		13	2.92 B	16
		12	5.21 B	20
590.40	10			
End of Boring				

SGB-148
310+99.7467
54.24ft LT
EL 601.50

	D	N	Qu	w%
6 inches of Topsoil 601.00	0			
Brown, Gray, and Black, Moist to Very Moist FILL: SILTY CLAY, trace gravel		8	2.5 B	16
598.00		6	3.12 B	27
	5			
Stiff to Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)		6	1.67 B	21
		12		20
591.50	10			
End of Boring				

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 303+00

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TIME = 9:29:59 AM
SHEET SIZE = 1.41667x0.916667 (ft.)
PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

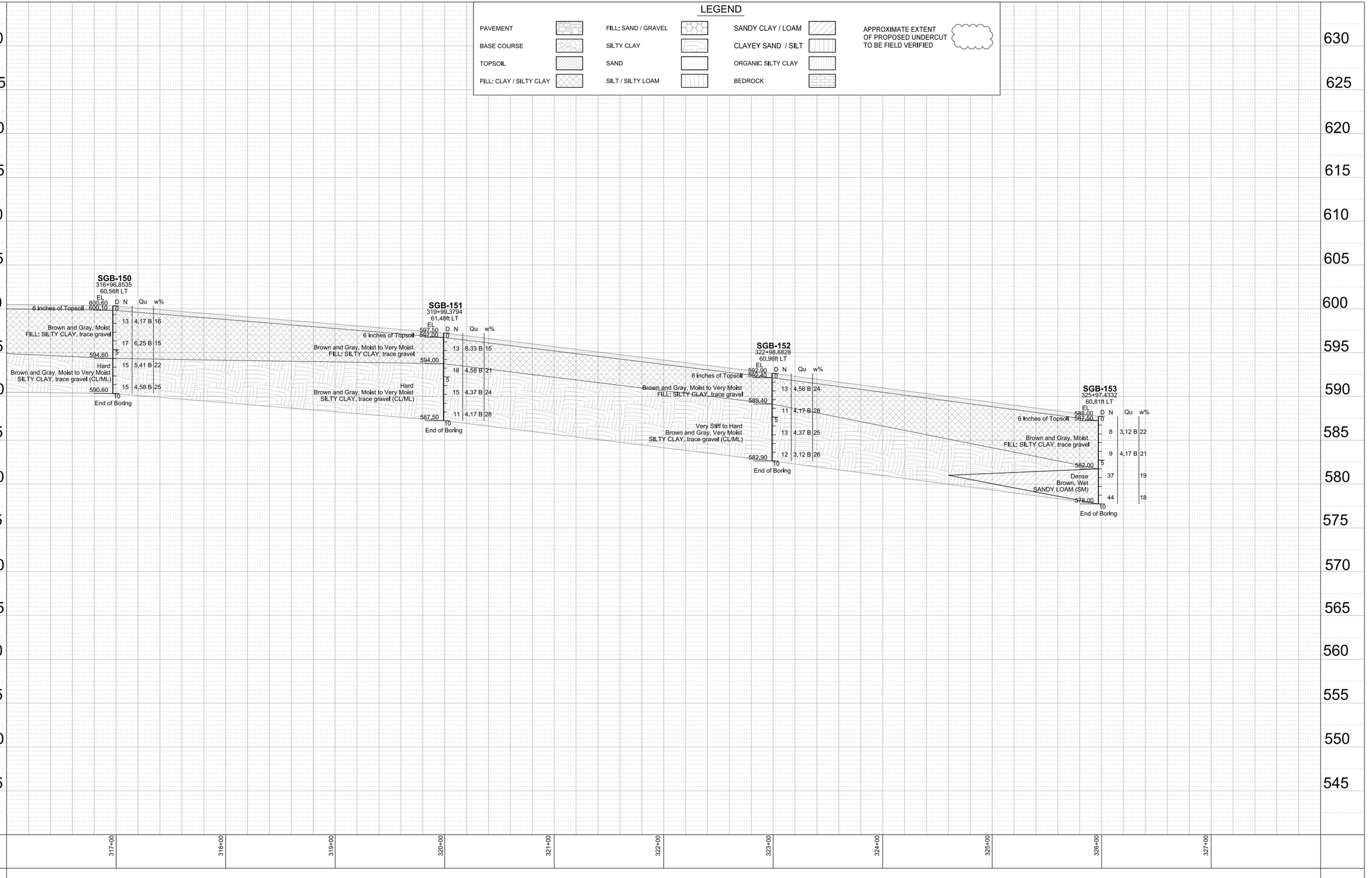
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
I-55 MAINLINE SB SUBSURFACE SOIL PROFILE
SCALE: AS NOTED | SHEET 2 OF 3 SHEETS | STA. 304+00 | TO STA. 304+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	16
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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USER NAME = $USER$		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 240.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
I-55 MAINLINE SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 3 OF 3 SHEETS | STA. 316+00 | TO STA. 328+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	17
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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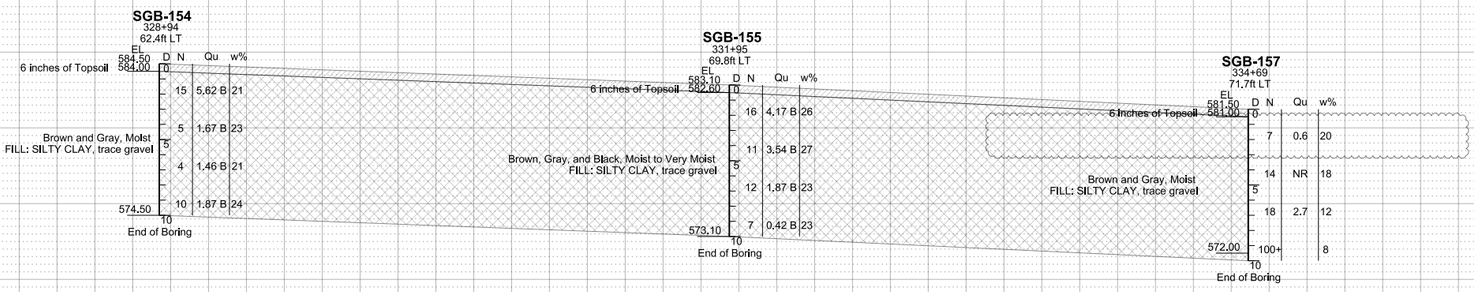
PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

LEGEND

PAVEMENT		FILL: SAND / GRAVEL		SANDY CLAY / LOAM	
BASE COURSE		SILTY CLAY		CLAYEY SAND / SILT	
TOPSOIL		SAND		ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY		SILT / SILTY LOAM		BEDROCK	

APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED



327+00 328+00 329+00 330+00 331+00 332+00 333+00 334+00 335+00 336+00 337+00

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PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
US 52 SB ENTRANCE RAMP SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 1 SHEETS | STA. 326+00 | TO STA. 338+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	18
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

EX GROUND
RAMP A NB PGL

PR PGL RAMP A NB

SGB-125
1005+50.50
11.54ft LT
EL
614.06 DN Qu w%
4 inches of Asphalt 613.73
Gray, Moist
FILL: SILTY CLAY
with sand, trace gravel
and cobbles
600.56
Brown, Moist
FILL: SILTY CLAY LOAM,
with sand, trace gravel
589.06
End of Boring

9 1.04 B16
11 2.08 B16
5
19 3.12 B15
20 1.75 P11
T0
10 2.08 B12
13 1.25 B15
T5
20 2.25 P14
20
5 1.0 P 11
25

SGB-169
1005+14.11
64.72ft RT
EL
592.18 DN Qu w%
4 inches of Topsoil 591.85
Gray and Brown, Moist to Very Moist
FILL: SILTY CLAY, trace sand and gravel
586.18
Very Stiff to Hard
Gray and Brown, Moist
SILTY CLAY, trace gravel (CL/ML)
578.68
Very Stiff
Gray, Moist to Very Moist
SILTY CLAY LOAM, trace sand (ML/CL)
575.18
Dense
Gray, Moist
SAND, with gravel and limestone fragments (SPG)
571.68
End of Boring

9 1.25 P 28
4 0.75 P 22
5
13 4.0 P 14
15 4.5 P 19
T0
12 3.0 P 19
13 3.5 P 22
15
36 4.0 P 12
34 8
20

640 635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555

1004+62.50 1004+75.00 1004+87.50 1005+00.00 1005+12.50 1005+25.00 1005+37.50 1005+50.00 1005+62.50 1005+75.00 1005+87.50

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USER NAME = $USER$

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USER NAME = $USER$		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 240.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

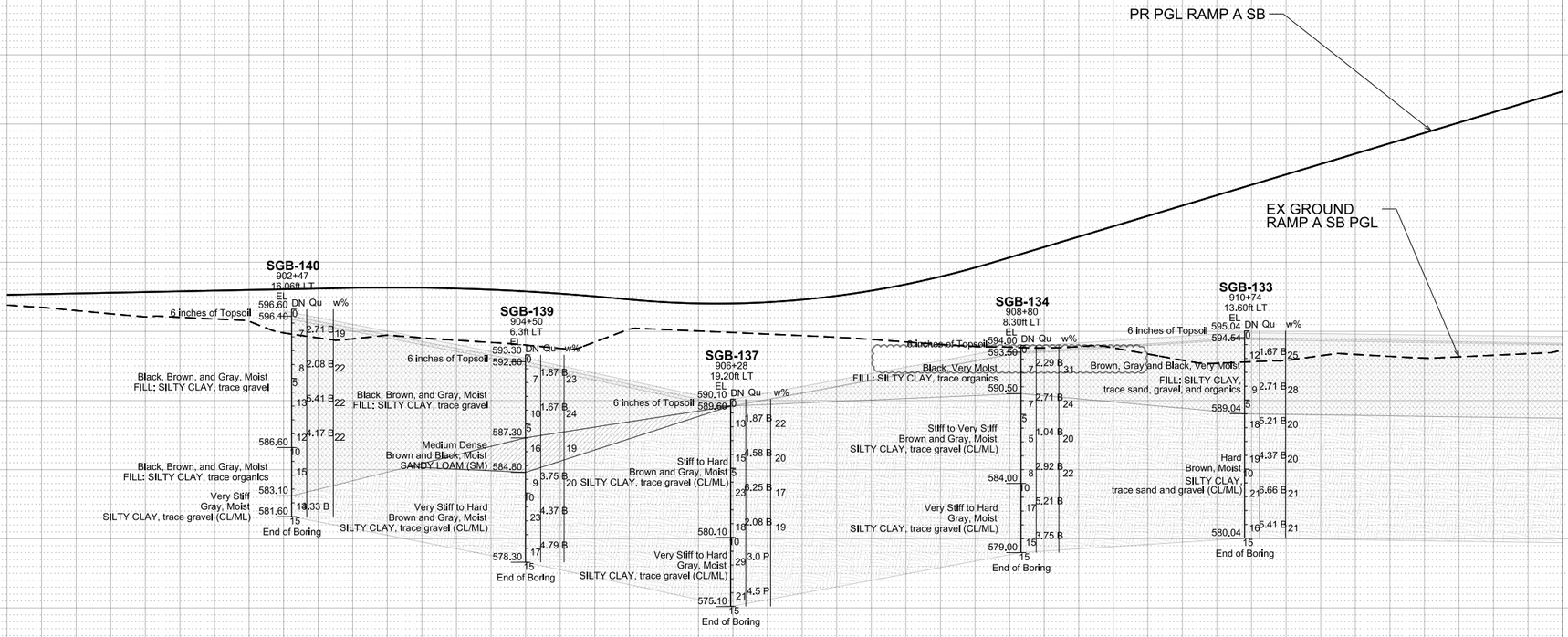
CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
RAMP A NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 1 SHEETS | STA. 1004+50.00 | TO STA. 1006+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	19
		CONTRACT NO. 2419004		
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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USER NAME = $USER$		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 240.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
RAMP A SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 2 SHEETS | STA. 895+50 | TO STA. 913+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	20
		CONTRACT NO. 2419004		
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

PR PGL RAMP A SB

EX GROUND
RAMP A SB PGL

SGB-128
914+45
20.22ft LT
EL 594.07

	DN	Qu	w%
10 inches of Topsoil	0		
593.24			
Brown and Gray, Moist FILL: SILTY CLAY, trace organics, with iron nodules and root	8	2.5	20
	9	3.3	19
588.07	5		
	13	5.8	23
Stiff to Hard Light Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)	9	1.9	26
583.07	10		
	16	5.0	21
Hard Gray and Dark Brown, Moist SILTY CLAY, trace gravel (CL/ML)	23		14
579.07	15		
End of Boring			

SGB-170
916+19
72.91ft LT
EL 596.12

	DN	Qu	w%
6 inches of Topsoil	0		
595.62			
Brown and Gray and Black, Moist to Very Moist FILL: SILTY CLAY, trace gravel and organics	11	2.71 B	19
	7	1.67 B	26
590.12	5		
	15	3.54 B	20
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)	14	4.79 B	21
	10		
	16	4.58 B	23
582.62			
	14	2.71 B	21
	15		
Very Stiff Gray, Moist SILTY CLAY (CL/ML)	13	3.33 B	15
	42	3.33 B	13
574.62	20		
	100+		11
End of Boring			

SGB-127
916+72
10.22ft RT
EL 618.17

	DN	Qu	w%
6 inches of Asphalt 618.67	0		
	8	1.25 B	5
	5	194.37 B	11
	5	144.25 P	11
	10	153.12 B	11
	10	164.17 B	12
Gray, Moist FILL: SILTY CLAY LOAM, trace sand and gravel	5	241.25 B	13
	15		
	20	1.0 P	10
594.07	20	261.25 B	22
End of Boring	25		

914+25 914+50 914+75 915+00 915+25 915+50 915+75 916+00 916+25 916+50 916+75

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
RAMP A SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 2 OF 2 SHEETS | STA. 914+00 | TO STA. 917+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	21
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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USER NAME = $USER$

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

PR PGL RAMP B NB

EX GROUND
RAMP B NB PGL

SGB-25
1106+75
21.91ft LT
El. 586.50

D	N	Qu	w%
0			
5	11	2.5 P	21
10	11	2.5 P	21
15	15	3.33 B	20
20	15	4.0 P	21
25	18	1.25 B	10
30	16	1.25 B	12

6 inches of Topsoil
586.09
Very Stiff
Brown and Gray, Moist
SILTY CLAY, trace gravel (CL/ML)
578.09
Stiff to Very Stiff
Gray, Moist
SILTY CLAY, trace gravel (CL/ML)
571.59
End of Boring

SGB-163
1107+97
77.19ft RT
El. 587.16

D	N	Qu	w%
0			
5	11	3.33 B	25
10	10	2.5 B	18
15	11	3.5 P	23
20	11	2.92 B	21
25	12	3.5 P	10
30	100+		11

3 inches of Topsoil
Very Stiff
578.91
Very Stiff
Gray, Moist
SILTY CLAY LOAM (ML/CL)
573.91
LIMESTONE, highly weathered
572.41
End of Boring

SGB-26
1109+50
28.21ft LT
El. 590.27

D	N	Qu	w%
0			
4	1.0 P	28	
5	2.92 B	26	
10	2.92 B	23	
10	4.17 B	17	
13	2.0 P	8	
100+	4.5 P	6	

3 inches of Topsoil
579.82
Stiff to Very Stiff
Brown and Gray,
Moist to Very Moist
SILTY CLAY, trace gravel (CL/ML)
574.32
Very Stiff to Hard
Gray, Moist
SILTY CLAY, trace gravel (CL/ML)
573.32
End of Boring
LIME-STONE, highly weathered

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

1106+75 1107+25 1107+75 1108+25 1108+75 1109+25 1109+75 1110+25 1110+75 1111+25 1111+75

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USER NAME = $USER$		DESIGNED - MZ	
SHEET SIZE = 1.41667x0.916667 (ft.)		DRAWN - NN	
PLOT SCALE = 240.0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
RAMP B NB SUBSURFACE SOIL PROFILE
SCALE: AS NOTED | SHEET 1 OF 2 SHEETS | STA. 1106+25 | TO STA. 1112+25

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	22
		CONTRACT NO. 2419004		
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

PR PGL RAMP B NB

EX GROUND
RAMP B NB PGL

SGB-29
1112+98.337
11.10ft LT
EL 590.98
3 inches of Topsoil 590.73
Very Loose to Loose Brown and Gray, Wet SAND, trace gravel (SP) 584.98
Stiff to Very Stiff Brown and Gray SILTY CLAY, trace gravel (CL/ML) 572.48
LIMESTONE - highly weathered 571.98
End of Boring

DN	Qu	w%
4		21
3		21
9	2.08 B	16
8	1.67 B	21
9	1.67 B	19
7	1.25 B	22
16	3.0 P	9
100+		13

SGB-31
1115+7.6528
15.53ft LT
EL 593.40
3 inches of Topsoil 593.15
Stiff to Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML) 579.90
Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML) 578.40
End of Boring

DN	Qu	w%
7	1.0 P	26
8	1.5 P	22
5	1.65.0 B	20
20	2.92 B	18
10	3.23.5 P	17
15	2.34.5 P	18

SGB-32
1117+17.6811
11.17ft LT
EL 594.94
8 inches of Topsoil 594.28
Hard Brown and Gray, Moist SILTY CLAY LOAM, trace gravel and sand (ML/CL) 583.94
Hard Gray, Moist SILTY CLAY LOAM (ML/CL) 579.94
End of Boring

DN	Qu	w%
18	5.0 P	19
18	7.5 B	18
5	1.65.41 B	20
10	2.44.25 P	20
18	4.5 P	20
15	2.35.5 P	20

SGB-39
1124+99.1648
3.80ft RT
EL 593.70
12 inches of Topsoil 592.70
Brown and Gray and Black, Very Moist FILL: SILTY CLAY, trace sand, gravel and roots 587.20
Soft to Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace sand, trace gravel (CL/ML) 581.70
Very Stiff Gray, Moist CLAY LOAM, with silt, trace gravel (CL/S) 579.70
Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML) 578.70
End of Boring

DN	Qu	w%
0	2.50 B	28
8	1.67 B	27
5	1.10.42 B	37
9	1.25 B	23
10	2.82.92 B	19
10	2.72.71 B	21
15		

1112+75 | 1113+25 - 1114+25 | 1114+75 | 1115+25 | 1115+75 | 1116+25 | 1116+75 | 1117+25 | 1117+75 - 1124+25 | 1124+75 | 1125+25

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USER NAME = $USER$

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
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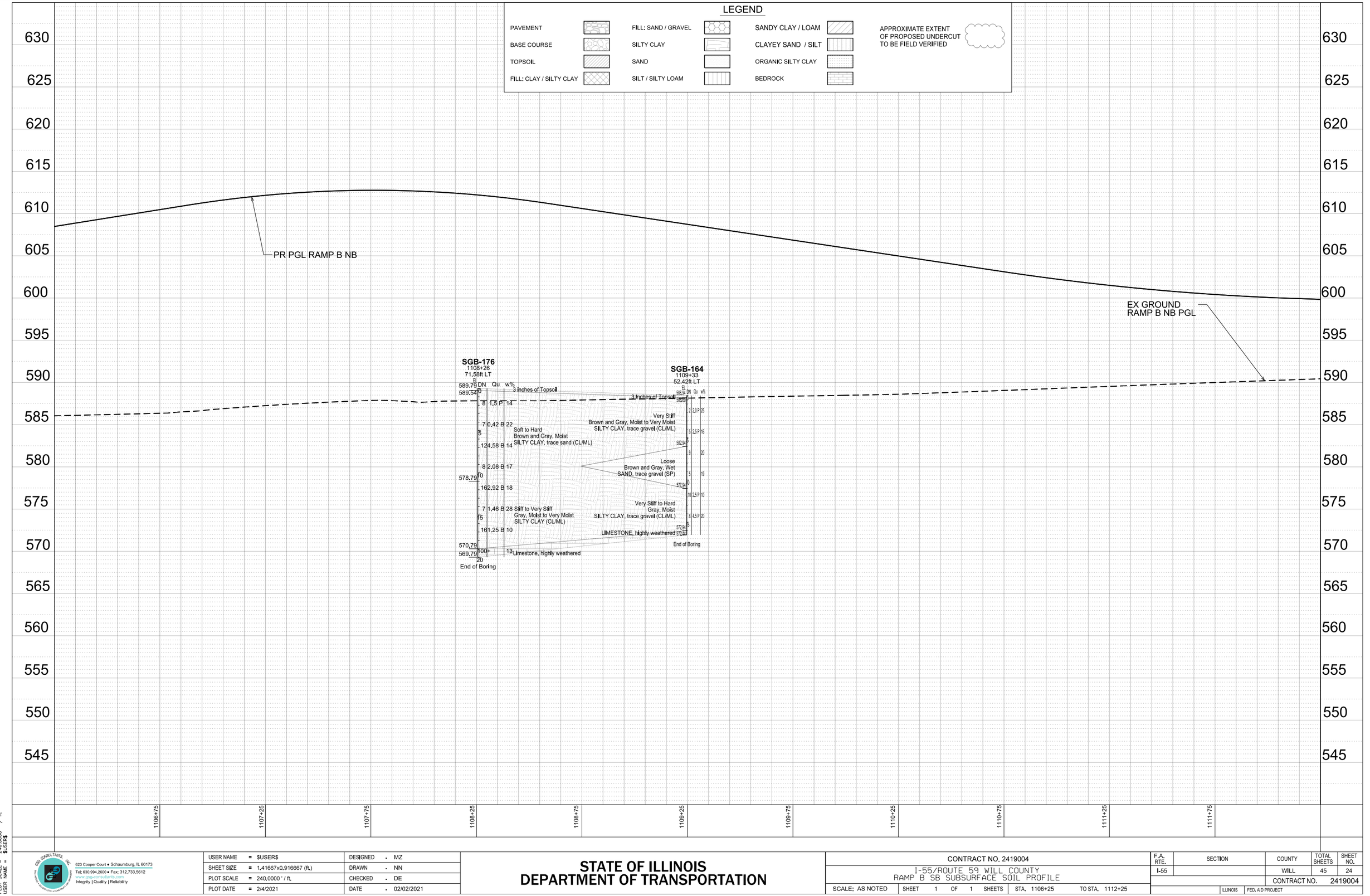
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
RAMP B NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 2 OF 2 SHEETS | STA. 1112+25 | TO STA. 1125+75

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	23
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		



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PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
RAMP B SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 1 SHEETS | STA. 1106+25 | TO STA. 1112+25

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	24
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT		FILL: SAND / GRAVEL		SANDY CLAY / LOAM	
BASE COURSE		SILTY CLAY		CLAYEY SAND / SILT	
TOPSOIL		SAND		ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY		SILT / SILTY LOAM		BEDROCK	

APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED

PR PGL RAMP C NB

EX GROUND
RAMP C NB PGL

SGB-161
802+01
14.23ft RT

EL	D	N	Qu	w%
588.84	0			
588.34		11	2.08	B 21
587.84				
	5	18	1.0	P 14
582.84				
		25		10
	10	21		8
		17		12
575.34				
	15	20		22
		19		14
570.84				
	20	22		12
567.84				

6 inches of Topsoil
6 inches of Gravel
Brown, Gray and Black, Moist
FILL: SILTY CLAY, with sand and gravel
Medium Dense
Brown, Moist
SAND, some gravel, trace clay (SP)
Medium Dense
Brown and Gray, Moist to Wet
SAND with gravel (SPG)
Medium Dense
Brown and Gray, Moist
GRAVEL with sand and some weathered rock fragments (GPS)
End of Boring

SGB-72
806+84.0539
24.21ft RT

EL	D	N	Qu	w%
586.17	0			
585.69		16	3.0	P 17
585.09				
	5	10	1.25	B 20
579.67				
		14		17
577.67				
	10	16		12
		15		10
571.17				
	15	12		13

7 inches of Asphalt
6 Inches of Aggregate Base Course
Brown and Gray, Moist
FILL: SILTY CLAY, trace sand and gravel
Medium Dense
Brown, Wet
SAND, some gravel (SP)
Medium Dense
Brown and Gray, Moist
SAND with gravel (SPG)
End of Boring

801+75 | 802+00 | 802+25 | 802+50 | 802+75 | 803+00 | 803+25 | 803+50 - 806+50 | 806+75 | 807+00 | 807+25

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
RAMP C NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 3 SHEETS | STA. 801+50 | TO STA. 807+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	25
		CONTRACT NO. 2419004		
	ILLINOIS	FED. AID PROJECT		

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PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

LEGEND

PAVEMENT		FILL: SAND / GRAVEL		SANDY CLAY / LOAM	
BASE COURSE		SILTY CLAY		CLAYEY SAND / SILT	
TOPSOIL		SAND		ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY		SILT / SILTY LOAM		BEDROCK	

APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED

SGB-76
810+73.7874
40.97ft RT
EL

		D	N	Qu	w%
592.50	6 inches of Topsoil	0			
592.30	Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel		12	1.67 B	13
		5	16	4.17 B	11
585.80	Loose to Medium Dense Brown, Dry to Wet SAND, with gravel (SPG)		41		5
		10	16		2
579.30	Stiff Brown and Gray, Very Moist SILTY CLAY, trace sand (CL/ML)	15	5	1.46 B	26
577.80	End of Boring				

SGB-78
812+24.7058
46.30ft RT
EL

		D	N	Qu	w%
597.07	6 inches of Asphalt	0			
596.57	4 inches of Aggregate Base Course		16	4.17 B	6
596.24	Brown and Gray, Moist FILL: SILTY CLAY, trace sand, some gravel		14	3.33 B	11
		5	25	4.5 P	11
			23		12
		10	17	0.83 B	4
582.07	End of Boring	15	12		12

PR PGL RAMP C

EX GROUND AT PGL

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

807+50 807+75 808+00 808+25 - 810+50 810+75 811+00 811+25 811+50 811+75 812+00 812+25

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PEN TABLE
PLOT DATE 2/4/2021
PLOT TIME 10:41:36 AM
SHEET SIZE 1.41667x0.91667 (ft.)
PLOT SCALE 240.0000 ' / ft.
USER NAME $USER$

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
RAMP C NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 2 OF 3 SHEETS | STA. 807+25 | TO STA. 812+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	26
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED		
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT			
TOPSOIL	SAND	ORGANIC SILTY CLAY			
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK			

SGB-159
812+97
57.56ft RT
EL 599.43

	DN	Qu	w%
6 inches of Asphalt			
6 inches of Aggregate Base Course	599.06		
	598.43		
	16	3.33 B	12
	17	2.50 B	10
	5		
	28		4
	17	2.71 B	12
	T0		
	55	2.0 P	12
	8		NR
	15		
	9	1.25 B	25
	9	2.0 P	21
	20		
	15	1.87 B	22
	19	2.5 P	22
	25		

End of Boring 574.43

Brown and Gray, Dry to Moist
FILL: SILTY CLAY, some sand, trace gravel

Brown and Gray, Moist
FILL: SAND, with gravel

Very Stiff to Hard
Brown and Gray, Moist
SILTY CLAY, trace sand and gravel (CL/ML)

Stiff to Very Stiff
Brown and Gray, Moist to Very Moist
SILTY CLAY, trace sand and gravel (CL/ML)

SGB-82A
813+26
55.88ft RT
EL 600.90

	D	N	Qu	w%
6 inches of Asphalt				
6 Inches of Aggregate Base Course	600.40			
	599.90			
	13		1.46 B	5
	10		2.25 B	13
	5			
	11		1.87 B	12
	18		4.0 P	12
	T0			
	20		3.75 B	14
	36		2.29 B	9
	15			
	10		2.50 B	21
	13		4.37 B	24
	20			
	21		4.17 B	20
	22		4.5 P	20
	25			
	14		2.5 P	22
	13		1.67 B	16
	30			

End of Boring 572.40

Brown, Moist
FILL: SILTY CLAY, some sand, trace gravel

Brown and Gray, Moist
FILL: SILTY CLAY, trace sand and gravel

Stiff to Hard
Brown, Moist
SILTY CLAY, trace sand and gravel (CL/ML)

Stiff to Very Stiff
Brown and Gray, Moist
SILTY CLAY, trace sand and gravel (CL/ML)

Stiff
Gray, Moist
SILTY CLAY LOAM, trace sand and gravel (ML/CL)

SGB-166
813+28.7137
65.42ft LT
EL 587.32

	DN	Qu	w%
	0		
	7	1.46 B	29
	8	1.67 B	22
	5		
	12	5.41 B	25
	T0		
	12	4.17 B	25
	7	1.04 B	21
	9		
	25		
	15		
	54		
	8		
	50		
	20		

End of Boring 566.42

6 inches of Topsoil
Brown and Gray, Moist to Very Moist
FILL: SILTY CLAY, trace gravel

Stiff to Hard
Brown and Gray, Moist to Very Moist
SILTY CLAY, trace gravel (CL/ML)

Dense
Gray, Moist
SILT, with sand, gravel and limestone fragments (ML)

SGB-82
813+35.6261
7.74ft LT
EL 586.01

	DN	Qu	w%
	T0		
8 inches of Topsoil	585.59		
	5	0.62 B	26
	4	0.62 B	21
	5		
	15	2.29 B	22
	10	3.75 B	22
	T0		
	7	1.46 B	28
	14	1.46 B	11
	15		
	20		9
	54		2
	20		

End of Boring 566.01

Brown and Gray, Moist to Very Moist
FILL: SILTY CLAY, trace sand and gravel

Stiff
Brown and Gray, Moist
SILTY CLAY, trace gravel (CL/ML)

Stiff
Gray, Moist to Very Moist
SILTY CLAY, trace sand and gravel (CL/ML)

Medium Dense to Dense
Gray, Dry to Moist
SILT, with limestone fragments, trace sand and gravel (ML)

PR PGL RAMP C

EX GROUND AT PGL

SGB-165
815+14.4657
7.01ft LT
EL 588.65

	D	N	Qu	w%
8 inches of Topsoil	587.99			
	0			
	8		1.87 B	28
	6		1.87 B	25
	5			
	13		3.75 B	21
	15		4.37 B	20
	T0			
	8		1.87 B	28
	19			9
	T5			
	18			8
	100+			8
	20			

End of Boring 568.65

Brown and Gray, Very Moist
FILL: SILTY CLAY, trace gravel

Very Stiff to Hard
Brown and Gray, Moist
SILTY CLAY, trace gravel (CL/ML)

Stiff
Gray, Very Moist
SILTY CLAY, trace sand and gravel (CL/ML)

Medium Dense to Extremely Dense
Gray, Moist
SILT, with clay, sand, and limestone fragments (ML)

812+50 | 812+75 | 813+00 | 813+25 | 813+50 | 813+75 | 814+00 | 814+25 | 814+50 | 814+75 | 815+00 | 815+25

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
RAMP C NB SUBSURFACE SOIL PROFILE
SCALE: AS NOTED | SHEET 3 OF 3 SHEETS | STA. 812+25 | TO STA. 815+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	27
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

PR PGL RAMP C

EX GROUND AT PGL

SGB-78
706+70,24
26,68ft LT

EL	D	N	Qu	w%	
597.07					6 inches of Asphalt
596.57					4 inches of Aggregate Base Course
596.24	0				
	3	16	4.41 B	6	Brown and Gray, Moist FILL: SILTY CLAY, trace sand, some gravel
	5	14	3.33 B	11	
	10	25	4.5 P	11	
	15	23		12	
	20	10			
	25	17	0.83 B	4	
582.07	30	12		12	
	35	15			End of Boring

SGB-160
707+01
51,4ft RT

EL	D	N	Qu	w%	
591.89	0				6 inches of Topsoil
591.39					Brown and Gray, Very Moist FILL: SILTY CLAY, trace sand and gravel
588.39	6		1.25 B	27	
	10	4		20	Loose Brown and Gray, Wet SANDY LOAM, trace gravel (SM)
586.39	15	5			
	20	7	3.12 B	18	
	25	9	2.5 B	20	Very Stiff Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL)
580.89	30	10			
	35	8	2.08 B	30	Very Stiff Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)
576.89	40	16	2.29 B	7	
	45	15			
	50	100+		7	LIMESTONE, highly weathered, with sand and gravel
571.89	55	100+		6	
	60	20			End of Boring

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

705+50 705+75 706+00 706+25 706+50 706+75 707+00 707+25 707+50 707+75 708+00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
RAMP C SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 1 SHEETS | STA. 705+25 | TO STA. 708+25

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	28
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

PR PGL RAMP D

EX GROUND AT PGL

SGB-175
604+14
34.0ft LT

EL	D	N	Qu	w%
595.42	0			
594.92		10	1.07	B
		7	2.08	B
	5			
		10	2.50	B
		5	1.25	B
584.42	T0			
		8	1.25	B
		5	0.83	B
	15			
		12	1.46	B
		5	1.87	B
574.42	20			
		56		
572.42				

6 inches of Topsoil

Brown, Gray and Black, Moist
FILL: SILTY CLAY, trace gravel

Medium Stiff to Stiff
Gray, Moist
SILTY CLAY (CL/ML)

Very Dense
Gray, Moist
GRAVEL, with limestone fragments (GP)

End of Boring

SGB-94
605+00
5.1ft RT

EL	D	N	Qu	w%
595.87	0			
595.37		9	2.92	B 20
		6	0.83	B 27
589.87	5			
		12	5.00	B 20
		14	7.50	B 16
584.87	T0			
		14	4.58	B 15
		11	3.12	B 24
580.87	15			

6 inches of Topsoil

Brown and Gray and Black, Moist to Very Moist
FILL: SILTY CLAY, trace gravel

Hard
Brown and Gray, Moist
SILTY CLAY, trace gravel (CL/ML)

Very Stiff to Hard
Gray, Moist
SILTY CLAY, trace gravel (CL/ML)

End of Boring

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

604+00 604+25 604+50 604+75 605+00 605+25 605+50 605+75 606+00 606+25

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$TIME$
$SHEETSIZE$
$SCALE$
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FILE NAME
PEN TABLE
PLOT DATE
TIME
SHEET SIZE
PLOT SCALE
USER NAME

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USER NAME	= $USER$	DESIGNED	- MZ
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
RAMP D NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 2 SHEETS | STA. 604+00 | TO STA. 606+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	29
		CONTRACT NO.		2419004
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

PR PGL RAMP D

EX GROUND AT PGL

SGB-103
607+09
7.1ft RT
EL 594.52

EL	D	N	Qu	w%	
594.12	0				5 inches of Topsoil
	10	1	1.25 B	28	Brown, Very Moist FILL: SILTY CLAY, trace sand, gravel, and organics
591.02	5	10	5.0 P	21	
		9	4.37 B	21	Very Stiff to Hard Brown, Moist SILTY CLAY, trace sand and gravel (CL/ML)
	10	2	3.0 P	18	
583.52		16	4.58 B	22	Hard Gray, Moist SILTY CLAY, trace sand (CL/ML)
		20	4.37 B	18	
579.52	15				End of Boring

SGB-102
609+05
8.4ft RT
EL 593.66

EL	D	N	Qu	w%	
593.16	0				6 inches of Topsoil
		14	1.87 S	28	Brown, Gray and Black, Moist to Very Moist FILL: SILTY CLAY LOAM, with sand, trace gravel and roots
		16	5.00 B	19	
	5				
586.66		15	2.08 B	16	Stiff Brown and Gray, Moist SILTY CLAY, trace sand, trace gravel (CL/ML)
585.16		17	7.29 B	16	Hard Brown, Moist SILTY CLAY, some sand, trace gravel (CL/ML)
581.66	10	15	7.29 B	21	
		13	2.08 B	18	Stiff to Hard Gray, Moist SILTY CLAY, some gravel (CL/ML)
578.66	15				End of Boring

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

606+75 607+00 607+25 607+50 607+75 608+00 608+25 608+50 608+75 609+00 609+25

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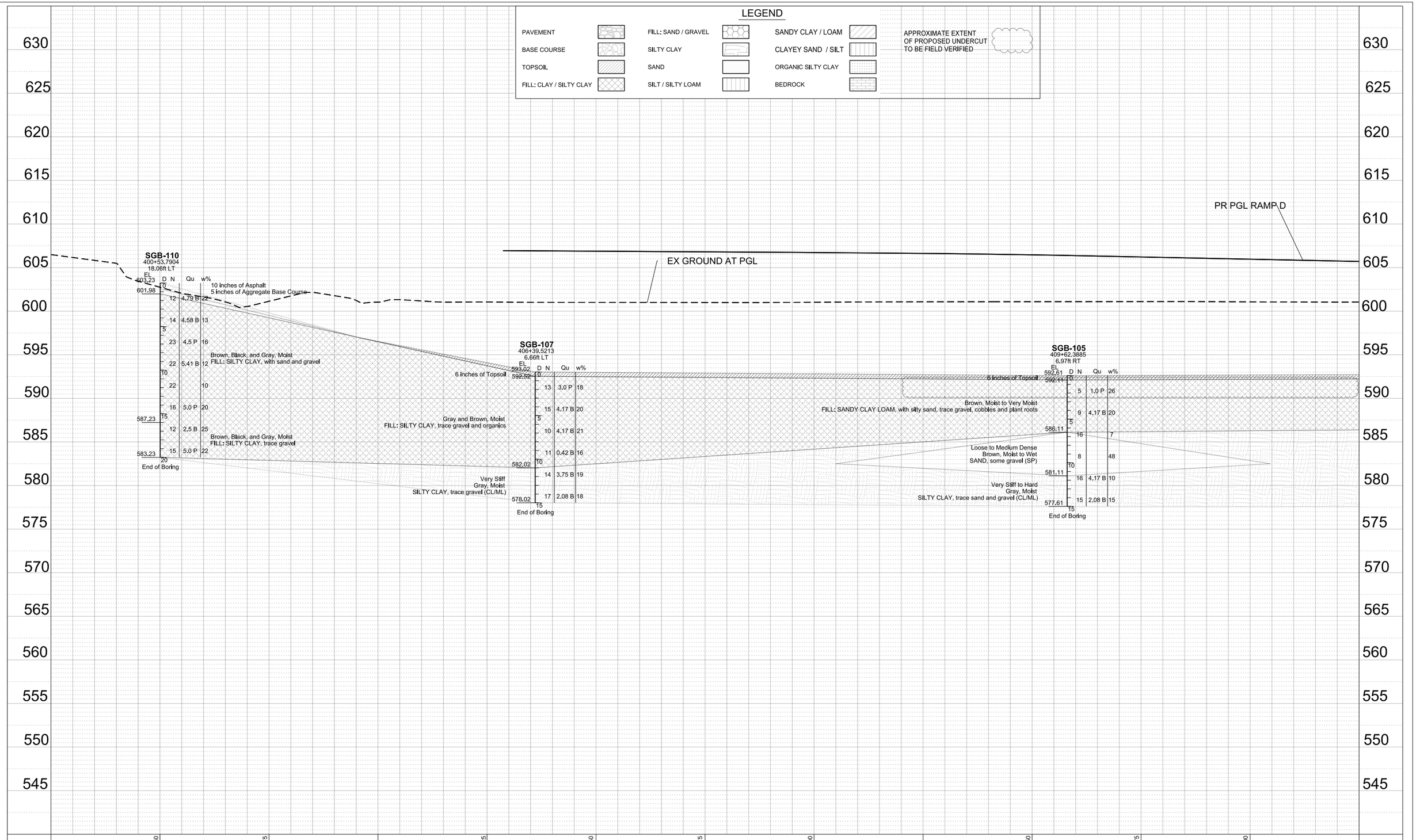
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
RAMP D NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 2 OF 2 SHEETS | STA. 606+50 | TO STA. 609+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	30
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		



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PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
RAMP D SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 3 SHEETS | STA. 400+25 | TO STA. 410+25

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	31
		CONTRACT NO. 2419004		
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT		FILL: SAND / GRAVEL		SANDY CLAY / LOAM	
BASE COURSE		SILTY CLAY		CLAYEY SAND / SILT	
TOPSOIL		SAND		ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY		SILT / SILTY LOAM		BEDROCK	

APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

PR PGL RAMP D

EX GROUND AT PGL

SGB-104
411+59.476
6.79ft LT
EL 592.98

	D	N	Qu	w%
6 inches of Topsoil 592.48				
Black and Gray, Moist FILL: SILTY CLAY, trace gravel	5	13	2.5 B	22
		16	5.21 B	19
586.98	5			
Very Stiff Brown, Very Moist SILTY CLAY, with gravel (CL/ML) 584.48		16	2.25 P	32
		11	2.07 B	10
	10			
Very Stiff to Hard Gray, Moist SILTY CLAY, with gravel (CL/ML)		17	4.58 B	18
577.98		21	4.5 P	21
End of Boring	15			

410+25 410+50 410+75 411+00 411+25 411+50 411+75 412+00 412+25 412+50 412+75

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USER NAME = $USER$

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= 1.41667x0.916667 (ft.)	DRAWN	- NN
PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
RAMP D SB SUBSURFACE SOIL PROFILE
SCALE: AS NOTED | SHEET 2 OF 3 SHEETS | STA. 410+00 | TO STA. 413+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	32
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

PR PGL RAMP D

EX GROUND AT PGL

SGB-99
414+62.5896
12.55ft RT
EL 592.53

	D	N	Qu	w%
6 inches of Topsoil 592.03	0			
Brown and Gray, Moist FILL: SILTY CLAY LOAM, with sand, trace gravel and cobbles	5	10	2.08 B	20
	10	15	2.92 B	19
586.53	15			
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)	20	17	5.21 B	21
	25	16	6.25 B	21
581.03	30			
Very Stiff Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)	35	10	3.12 B	22
	40	11	2.92 B	25
577.53	45			
End of Boring				

SGB-168
417+19.5467
31.55ft RT
EL 590.16

	D	N	Qu	w%
6 inches of Topsoil 589.66	0			
Black, Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel and organics	5	5	0.42 B	26
	10	2	1.04 B	22
584.16	15			
Very Loose Brown and Gray, Wet SANDY LOAM, trace gravel (SM)	20	3		56
	25	3		44
579.16	30			
	35	16	4.5 P	19
Very Stiff to Hard Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	40	13	2.29 B	25
	45	11		39
570.16	50	100+		11
End of Boring				

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

413+00 413+25 413+50 413+75 414+00 414+25 414+50 414+75 415+00 415+25 - 416+75 417+00

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PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

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USER NAME	= $USER$	DESIGNED	- MZ
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PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
RAMP D SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 3 OF 3 SHEETS | STA. 412+75 | TO STA. 417+25

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	33
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT		FILL: SAND / GRAVEL		SANDY CLAY / LOAM	
BASE COURSE		SILTY CLAY		CLAYEY SAND / SILT	
TOPSOIL		SAND		ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY		SILT / SILTY LOAM		BEDROCK	

APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED

PR PGL IL 59 NB

EX GROUND
IL 59 NB PGL

SGB-116
8001+65.2413
26.90ft LT
El. 611.53
611.28 — 3 inches of Topsoil
Brown and Gray, Moist
FILL: SILTY CLAY, trace gravel
596.53 — End of Boring

	D	N	Qu	w%
	0			
	6	0.83	B	19
	13	4.17	B	15
	5			
	15	2.5	B	17
	13	2.5	B	12
	10			
	12	3.33	B	14
	21	1.25	B	18
	15			

SGB-113
8007+38.645
49.19ft LT
El. 607.02
606.52 — 6 inches of Asphalt
605.85 — Brown and Gray, Dry to Moist
FILL: SILTY CLAY, trace gravel
592.02 — End of Boring

	D	N	Qu	w%
	0			
	12	4.5	P	8
	16	4.5	P	8
	5			
	21	4.5	P	7
	17			2
	10			
	14	4.5	P	13
	13	4.0	P	13
	15			

SGB-112
8009+40.8015
64.36ft LT
El. 595.78
595.28 — 6 inches of Topsoil
587.28 — Hard
Brown and Gray, Moist
SILTY CLAY, trace gravel (CL/ML)
584.78 — Very Stiff
Gray, Moist
SILTY CLAY (CL/ML)
580.78 — End of Boring

	D	N	Qu	w%
	0			
	10	2.29	B	29
	7	2.08	B	26
	5			
	6	1.25	B	40
	15	5.27	B	21
	10			
	5	3.33	B	19
	12	2.50	B	19
	15			

645 640 635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560

7999+00 8000+00 8001+00 8002+00 8003+00 8004+00 8005+00 8006+00 8007+00 8008+00 8009+00

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USER NAME	= $USER$	DESIGNED	- MZ
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
IL 59 NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 2 SHEETS | STA. 7998+00 | TO STA. 8010+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	34
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT		FILL: SAND / GRAVEL		SANDY CLAY / LOAM	
BASE COURSE		SILTY CLAY		CLAYEY SAND / SILT	
TOPSOIL		SAND		ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY		SILT / SILTY LOAM		BEDROCK	

APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED

PR PGL IL 59 NB

EX GROUND IL 59 NB PGL

SGB-171
8009+73.7288
50.37ft RT
EL 595.08

	D	N	Qu	w%	
594.58	0				6 inches of Topsoil
		12	2.92	B 19	Brown and Gray and Black, Moist to Very Moist
	5	7	1.25	B 25	FILL: SILTY CLAY, trace sand, trace organics
		9	0.83	B 40	
586.58		4	1.25	B 29	Stiff Brown and Gray, Very Moist SILTY CLAY, trace gravel (CL/ML)
584.08	10	7	2.08	B 12	
		10	2.29	B 21	Very Stiff to Hard Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)
	15	16	5.41	B 21	
		10	2.08	B 29	
574.08	20				
		24		10	Medium Dense Gray, Moist GRAVEL, with sand and silt (GPS)
571.58					End of Boring

SGB-93
8011+89.0243
9.16ft LT
EL 595.29

	D	N	Qu	w%	
594.79	0				6 inches of Topsoil
		8	1.67	B 26	Brown and Gray and Black, Moist to Very Moist FILL: SILTY CLAY
589.29	5	4	1.04	B 27	
		20	3.75	B 22	Very Stiff Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)
586.29		7	2.92	B 17	
	10	14	4.17	B 21	Very Stiff to Hard Gray, Moist SILTY CLAY (CL/ML)
580.29	15	13	2.92	B 21	
					End of Boring

SGB-92
8013+45.0341
29.45ft LT
EL 595.06

	D	N	Qu	w%	
594.40	0				8 inches of Topsoil
		9	2.92	B 27	Brown, Gray, and Black, Moist to Very Moist FILL: SILTY CLAY, trace gravel and roots
590.56	5	7	2.92	B 27	
		9	2.5	B 17	
		6	1.67	B 27	Stiff to Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)
	10	11		NR	
580.06	15	11	1.5	P 38	
					End of Boring

SGB-90
8015+32.4722
16.88ft LT
EL 594.67

	D	N	Qu	w%	
593.67	0				12 inches of Topsoil
		7	3.0	P 27	Brown, Very Moist FILL: SILTY CLAY, trace gravel
588.67	5	7	2.5	P 26	
		10	2.29	B 28	Very Stiff to Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)
583.67	10	10	4.17	B 23	
		11		15	Medium Dense to Dense Brown, Moist SAND, with gravel (SPG)
579.67	15	30		13	
					End of Boring

SGB-167
8015+73.6086
36.70ft LT
EL 594.12

	D	N	Qu	w%	
593.12	0				12 inches of Topsoil
		8	2.5	P 25	Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace sand and gravel
	5	7	2	P 24	
588.12		12	3.75	B 22	Very Stiff to Hard Brown, Moist SILTY CLAY, trace gravel (CL/ML)
		11	4.37	B 17	
583.12	10				Loose Brown, Wet SAND (SP)
582.62		12	3.75	B 22	
	15	18	3.54	B 20	Stiff to Hard Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)
		15	4.17	B 17	
		14	1.87	B 17	
573.12	20				
572.62		100+		14	Limestone, highly weathered
					End of Boring

SGB-87
8020+39.7364
11.89ft LT
EL 592.27

	D	N	Qu	w%	
592.27	0				4 Inches of Topsoil
589.94		9	1.25	B 18	Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel
	5	6	0.21	B 20	
584.27		7		20	Loose Brown, Wet SAND, with gravel (SPG)
581.77	10	6	2.71	B 20	Very Stiff Gray, Moist SILTY CLAY (CL/ML)
579.27		23		8	
	15	19		19	Medium Dense Gray, Moist to Wet SANDY LOAM, with gravel and limestone fragments (SM)
575.27					End of Boring

8010+00 8011+00 8012+00 8013+00 8014+00 8015+00 8016+00 8017+00 8018+00 8019+00 8020+00

595 590 585 580 575 570 565 560

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USER NAME	= $USER$	DESIGNED	- MZ
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
IL 59 NB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 2 OF 2 SHEETS | STA. 8009+00 | TO STA. 8021+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	35
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT
TOPSOIL	SAND	ORGANIC SILTY CLAY
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK

EX GROUND
IL 59 SB PGL

PR PGL IL 59 SB

SGB-123
6996+41.9111
40.76ft RT
EL 603.23

	D	N	Qu	w%
6 inches of Topsoil 602.73	0			
		13	4.17 B	13
Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel	5	13	2.92 B	14
		18	4.0 P	14
593.23		16	4.0 P	15
End of Boring	10			

SGB-172
6993+14.4808
38.29ft RT
EL 592.30

	D	N	Qu	w%
6 inches of Topsoil 591.80	0			
		16		8
Gray, Moist FILL: SAND AND GRAVEL 588.80		8	2.29 B	19
	5	9	2.08 B	18
Very Stiff Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)		7	2.08 B	17
581.30	10			
		20	5.0 B	20
		20	5.62 B	20
Very Stiff to Hard Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)	15	10	3.0 P	28
		8	2.08 B	33
571.30	20			
		54	6.0 P	9
Hard Gray, Moist SILTY CLAY LOAM, trace sand and gravel (ML/CL)				
567.30		55	5.5 P	9
End of Boring	25			

645 640 635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560

6992+00 6993+00 6994+00 6995+00 6996+00 6997+00 6998+00 6999+00 7000+00 7001+00 7002+00

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USER NAME	= $USER$	DESIGNED	- MZ
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PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
IL 59 SB SUBSURFACE SOIL PROFILE
SCALE: AS NOTED | SHEET 1 OF 3 SHEETS | STA. 6991+00 | TO STA. 7003+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	36
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT		FILL: SAND / GRAVEL		SANDY CLAY / LOAM	
BASE COURSE		SILTY CLAY		CLAYEY SAND / SILT	
TOPSOIL		SAND		ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY		SILT / SILTY LOAM		BEDROCK	

APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED

PR PGL IL 59 SB

EX GROUND IL 59 SB PGL

SGB-96
7011+5.3063
14.62ft RT
EL 599.04

	D	N	Qu	w%
6 inches of Topsoil	598.54			
	0			
	5		0.42 B	28
Brown, Gray and Black, Very Moist FILL: SILTY CLAY, trace gravel	4		1.25 B	28
	5			
	9		1.67 B	32
	590.54			
Very Loose Gray, Wet SAND, with gravel (SPG)	3			18
	10			
	588.04			
	10		3.12 B	16
Very Stiff Gray, Moist SILTY CLAY (CL/ML)	16		3.96 B	20
	584.04			
	15			
End of Boring				

SGB-97
7009+47.1855
13.66ft RT
EL 593.58

	D	N	Qu	w%
6 inches of Topsoil	593.08			
	0			
	11		7.29 B	24
Brown and Gray, Moist FILL: SILTY CLAY LOAM, with sand, trace gravel	590.08			
	18		6.25 B	19
	5			
	15		5.21 B	21
Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)	15		4.79 B	22
	10			
	581.58			
	12		1.87 B	23
Stiff Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)	12		2.08 B	20
	578.58			
	15			
End of Boring				

SGB-98
7007+43.4513
15.38ft RT
EL 592.77

	D	N	Qu	w%
6 inches of Topsoil	592.27			
	0			
	10		4.37 B	20
	14		5.62 B	20
	5			
Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)	16		5.0 B	20
	18		4.58 B	17
	581.77			
	10			
	11		2.08 B	22
Stiff to Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)	14		1.87 B	18
	577.77			
	15			
End of Boring				

645 640 635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560

7004+00 7005+00 7006+00 7007+00 7008+00 7009+00 7010+00 7011+00 7012+00 7013+00 7014+00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
IL 59 SB SUBSURFACE SOIL PROFILE
SCALE: AS NOTED | SHEET 2 OF 3 SHEETS | STA. 7003+00 | TO STA. 7015+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	37
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT
TOPSOIL	SAND	ORGANIC SILTY CLAY
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK

645 640 635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560

PR PGL IL 59 SB

EX GROUND
IL 59 SB PGL

SGB-88
7020+52.8943
6.26ft RT

EL		D	N	Qu	w%
616.74	6 inches of Asphalt	0			
616.24	6 inches of Aggregate Base Course				
615.74	Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel		13	3.33 B	14
		5	13	3.96 B	13
			20	4.17 B	13
			9	4.5 P	10
		10	8	4.5 P	12
601.74			11		14
600.74	End of Boring	15			

SGB-85
7022+90.9746
3.60ft RT

EL		D	N	Qu	w%
609.93	6 inches of Asphalt	0			
609.43	6 inches of Aggregate Base Course				
608.93	Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel		11		11
		5	16	5.83 B	14
			14	5.00 B	16
			11	3.75 B	16
		10			
			17	4.79 B	11
594.93			19	4.0 P	13
594.43	End of Boring	15			

SGB-83
7023+90.3954
6.41ft RT

EL		D	N	Qu	w%
606.75	6 inches of Asphalt	0			
606.25	6 inches of Aggregate Base Course				
604.75	Brown, Moist FILL: SAND with gravel some clay		20	3.12 B	10
602.25	Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel		13	3.75 B	13
		5	14	5.00 B	15
			13	4.37 B	13
		10			
			11	1.87 B	12
590.75			19	4.79 B	11
590.25	End of Boring	15			

7016+00 7017+00 7018+00 7019+00 7020+00 7021+00 7022+00 7023+00 7024+00 7025+00 7026+00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
IL 59 SB SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 3 OF 3 SHEETS | STA. 7015+00 | TO STA. 7027+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	38
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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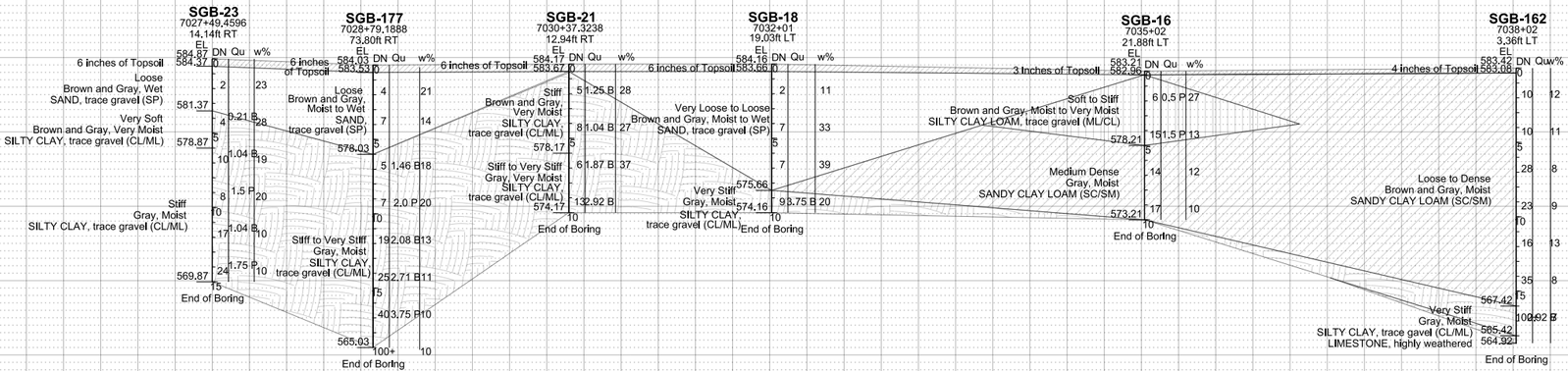
LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



7026+00 | 7027+50 | 7029+00 | 7030+50 | 7032+00 | 7033+50 | 7035+00 | 7036+50 | 7038+00 | 7039+50 | 7041+00

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USER NAME = $USER$

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PLOT SCALE	= 240.0000 ' / ft.	CHECKED	- DE
PLOT DATE	= 2/4/2021	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

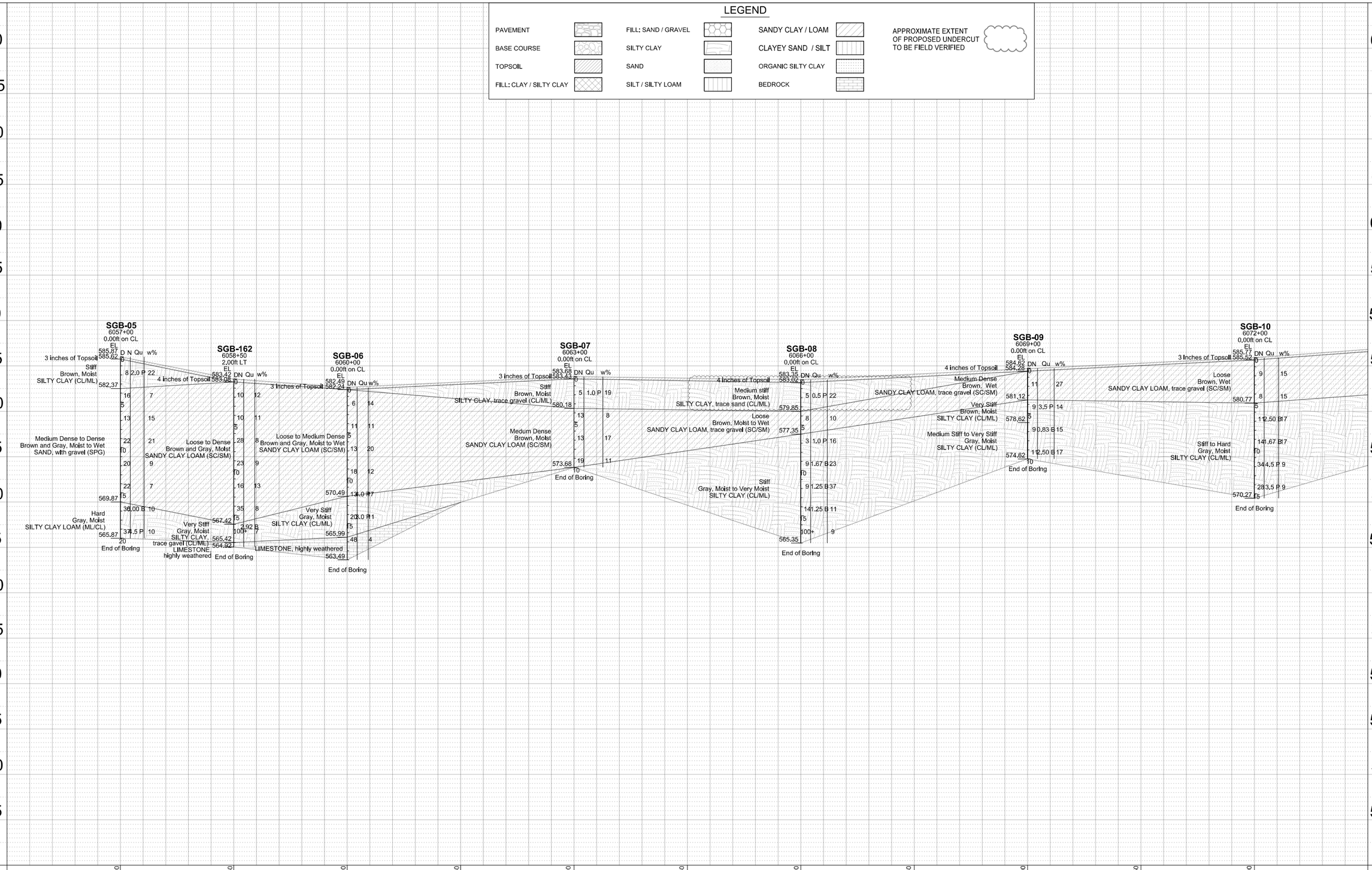
I-55/ROUTE 59 WILL COUNTY
ROCK RUN SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 1 SHEETS | STA. 7024+50 | TO STA. 7042+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	39
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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PLOT DATE	= $DATE$	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
CENTER DRIVE SUBSURFACE SOIL PROFILE

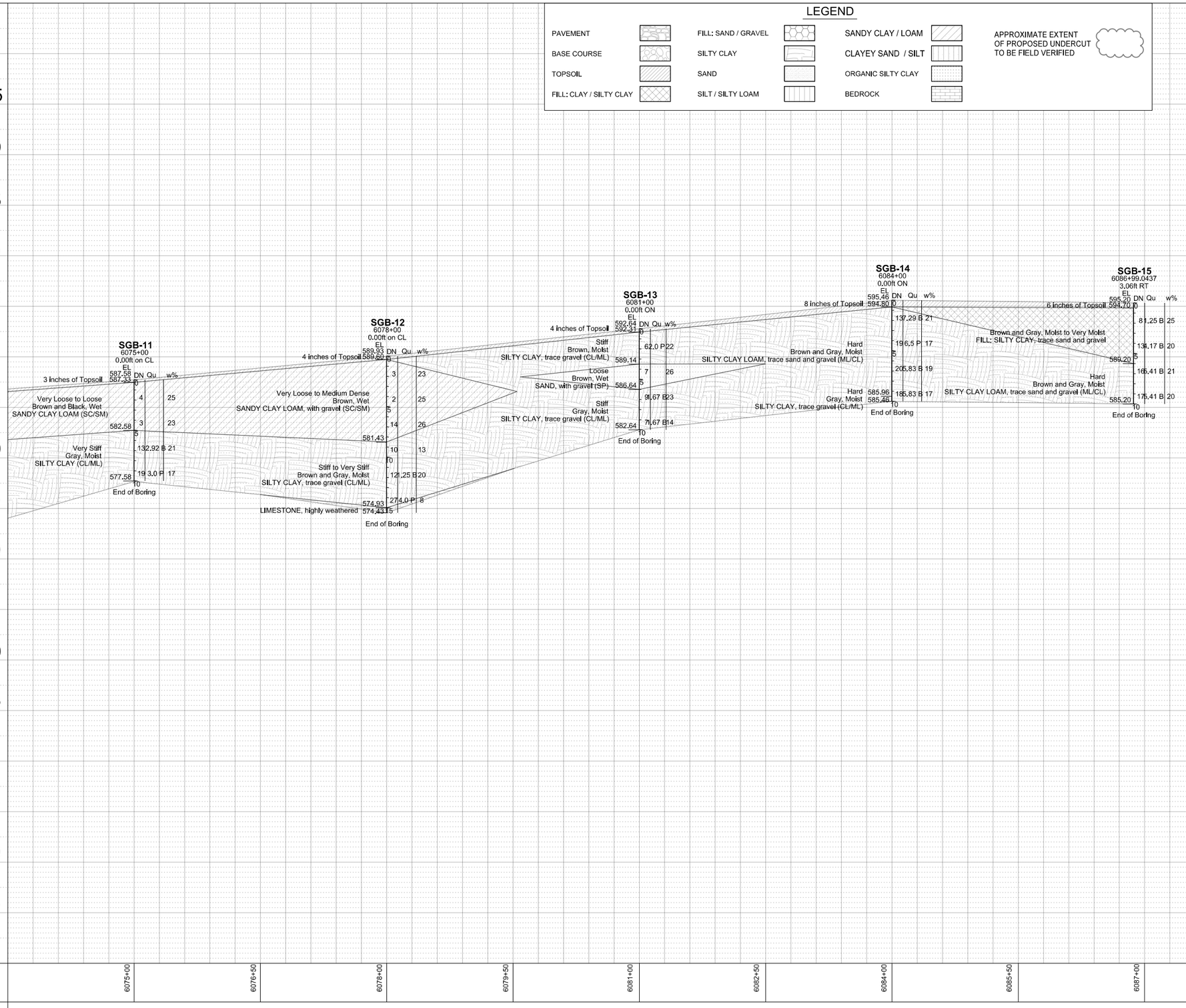
SCALE: AS NOTED | SHEET 1 OF 2 SHEETS | STA. 6055+50 | TO STA. 6073+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	40
		CONTRACT NO.	2419004	
		ILLINOIS	FED. AID PROJECT	

LEGEND

PAVEMENT		FILL: SAND / GRAVEL		SANDY CLAY / LOAM	
BASE COURSE		SILTY CLAY		CLAYEY SAND / SILT	
TOPSOIL		SAND		ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY		SILT / SILTY LOAM		BEDROCK	

APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED



$FILE$
$PENTBL$
$DATE$
$TIME$
$SHEETSIZE$
$SCALE$
$USER$

FILE NAME
PEN TABLE
PLOT DATE
TIME
SHEET SIZE
PLOT SCALE
USER NAME

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USER NAME	= $USER$	DESIGNED	- MZ
SHEET SIZE	= $SHEETSIZE$	DRAWN	- NN
PLOT SCALE	= $SCALE$	CHECKED	- DE
PLOT DATE	= $DATE$	DATE	- 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
CENTER DRIVE SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 2 OF 2 SHEETS | STA. 6073+50 | TO STA. 6091+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	41
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

EX GROUND
SEIL RD PGL

PR PGL SEIL RD

SGB-174
5542+14
26.5ft RT

	DN	Qu	w%	
591.18				6 inches of Topsoil
	9	1.25	B 27	Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace sand and gravel
585.68	10	5.41	B 16	
	19	5.85	B 21	Very Stiff to Hard Brown, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)
580.68	14	3.75	B 27	
	17	5.0	B 21	Stiff to Hard Brown and gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)
	13	1.65	B 16	
575.68	17	1.87	B 14	
	24	2.71	B 11	Stiff to Very Stiff Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)
570.18				End of Boring

SGB-122
5544+03
38.1ft RT

	DN	Qu	w%	
591.00				6 inches of Topsoil
	8	1.04	B 25	Brown and Gray, Moist FILL: SILTY CLAY, trace sand, gravel, and organics
587.50	5	2.29	B 15	
	20	NR		Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)
581.00	10	1.65	B 17	
				End of Boring

5542+00 5542+25 5542+50 5542+75 5543+00 5543+25 5543+50 5543+75 5544+00 5544+25 5544+50

$FILE$
$PENTBL$
$PLOTDATE$
$TIME$
$SHEETSIZE$
$SCALE$
$USER$

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USER NAME = $USER$	DESIGNED - MZ
SHEET SIZE = $SHEETSIZE$	DRAWN - NN
PLOT SCALE = $SCALE$	CHECKED - DE
PLOT DATE = $DATE$	DATE - 02/02/2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004
I-55/ROUTE 59 WILL COUNTY
WEST FRONTAGE ROAD WIDEN AND RECONSTRUCT
SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 1 SHEETS | STA. 5541+75 | TO STA. 5544+75

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	42
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT
TOPSOIL	SAND	ORGANIC SILTY CLAY
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK

PR PGL SEIL RD

EX GROUND
SEIL RD PGL

SGB-121
4007+28.6047
21.73ft LT

EL	D	N	Qu	w%
591.39				
591.14	0			
		11	3.0 P	20
587.89				
		6	1.67 B	30
	5			
		12	4.37 B	16
581.39		13	3.54 B	23
	10			

3 inches of Topsoil
Dark Brown, Moist
FILL: SILTY CLAY, trace sand

Stiff to Hard
Brown and Gray, Moist to Very Moist
SILTY CLAY, trace gravel (CL/ML)

End of Boring

SGB-120
4009+91.3065
27.34ft LT

EL	D	N	Qu	w%
592.47				
592.22	0			
		13		7
589.97				
	5		1.67 B	19
		10	4.58 B	22
		10	3.96 B	15
582.47	10			

3 inches of Topsoil
Brown and Gray, Moist
FILL: SAND, with gravel

Stiff to Hard
Brown and Gray, Moist
SILTY CLAY LOAM, trace sand and gravel (ML/CL)

End of Boring

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

4006+75 4007+00 4007+25 4007+50 4007+75 4008+00 4008+25 - 4009+50 4009+75 4010+00 4010+25 4010+50

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USER NAME = $USER$		DESIGNED - MZ	
SHEET SIZE = 1,41667x0,916667 (ft.)		DRAWN - NN	
PLOT SCALE = 240,0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
SEIL ROAD SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 1 OF 3 SHEETS | STA. 4006+50 | TO STA. 4009+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	43
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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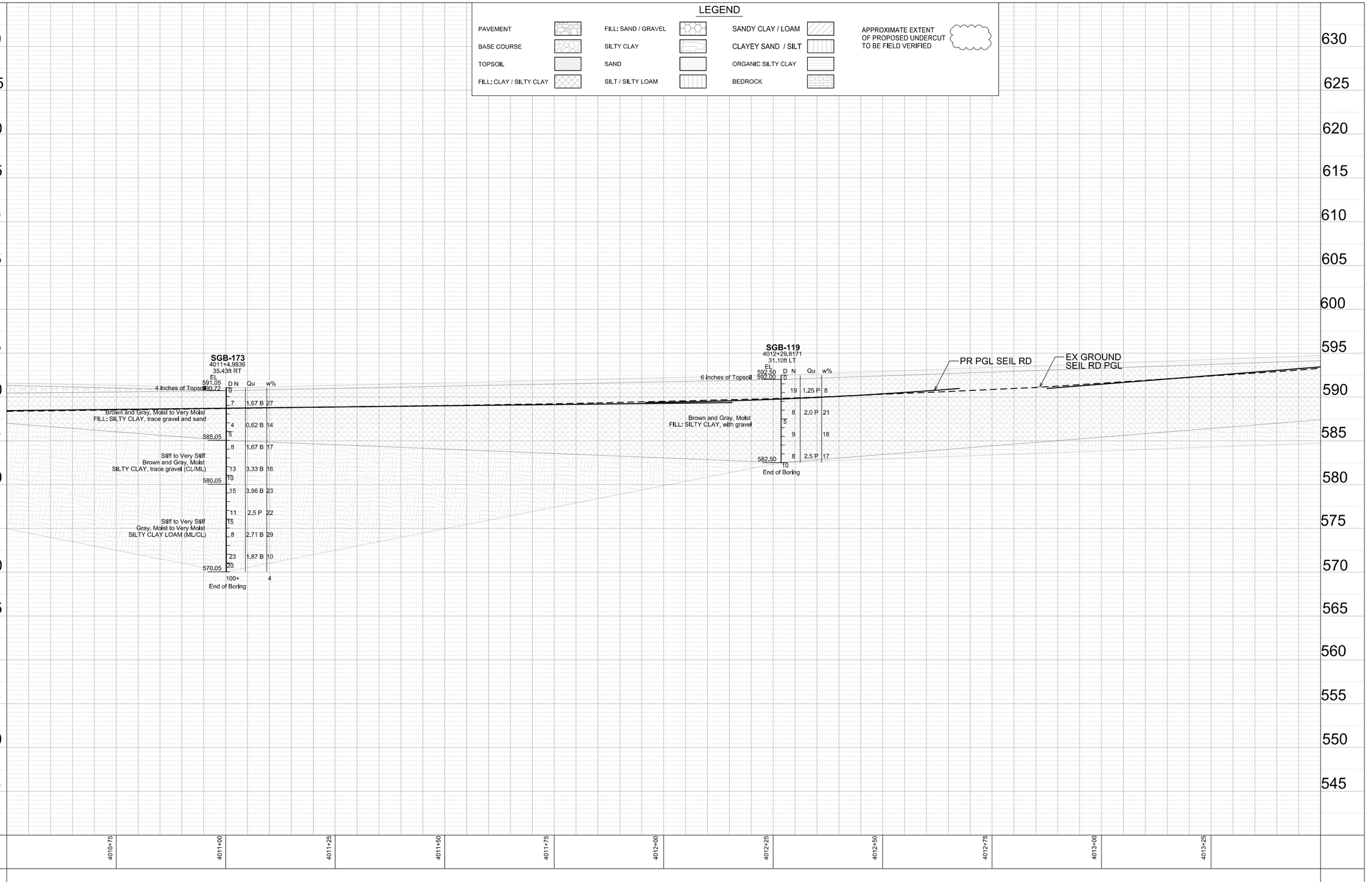
PLOT SCALE = 240,0000 ' / ft.
USER NAME = $USER$

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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USER NAME = $USER$	DESIGNED - MZ	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTRACT NO. 2419004
SHEET SIZE = $SHEETSIZE$	DRAWN - NN		I-55/ROUTE 59 WILL COUNTY
PLOT SCALE = $SCALE$	CHECKED - DE		SEIL ROAD SUBSURFACE SOIL PROFILE
PLOT DATE = $DATE$	DATE - 02/02/2021		SCALE: AS NOTED | SHEET 2 OF 3 SHEETS | STA. 4010+50 TO STA. 4013+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	44
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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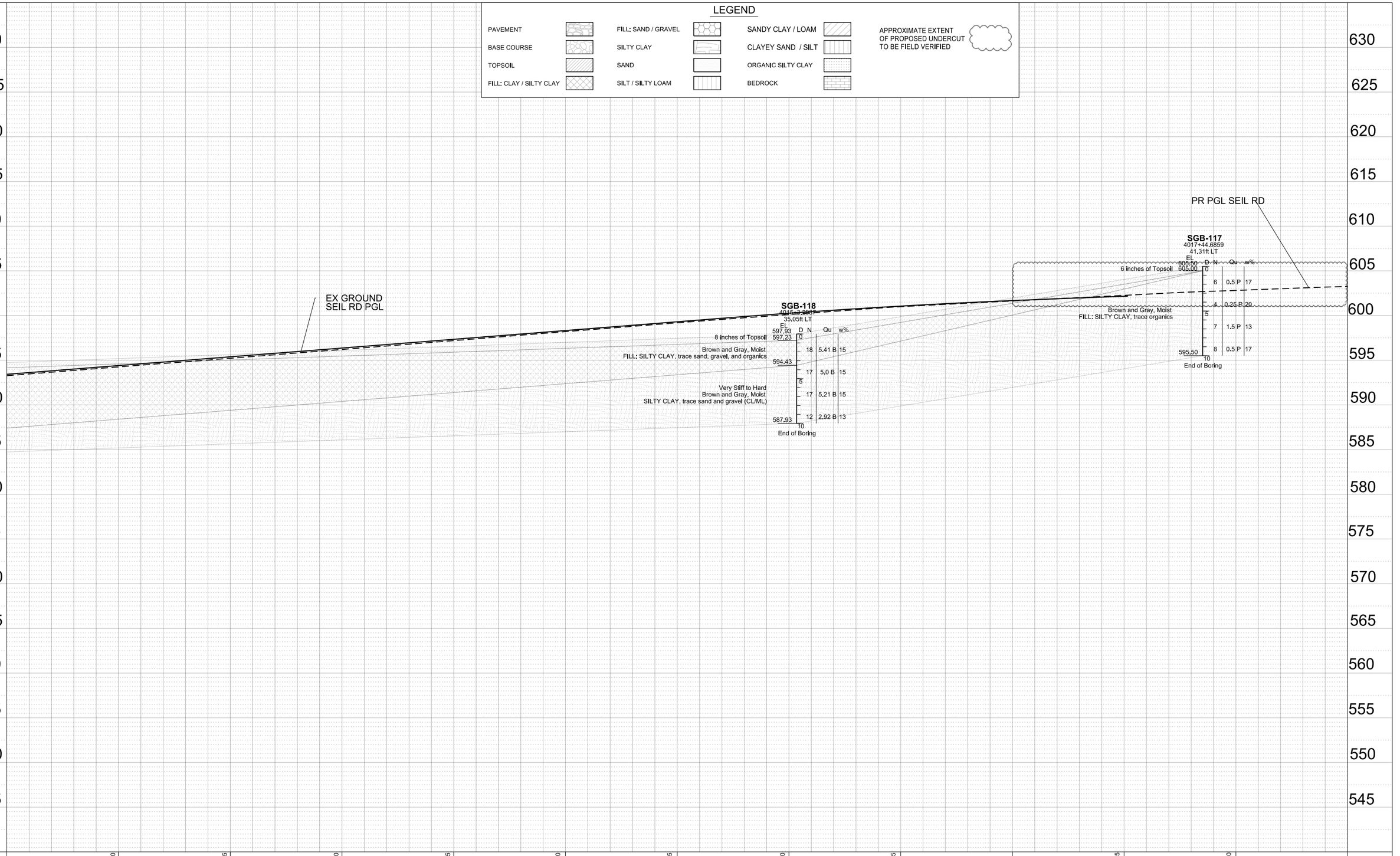
$TIME$ TIME
$SHEETSIZE$ SHEET SIZE
$SCALE$ PLOT SCALE
$USER$ USER NAME

LEGEND

PAVEMENT	FILL: SAND / GRAVEL	SANDY CLAY / LOAM	APPROXIMATE EXTENT OF PROPOSED UNDERCUT TO BE FIELD VERIFIED
BASE COURSE	SILTY CLAY	CLAYEY SAND / SILT	
TOPSOIL	SAND	ORGANIC SILTY CLAY	
FILL: CLAY / SILTY CLAY	SILT / SILTY LOAM	BEDROCK	



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USER NAME = $USER$		DESIGNED - MZ	
SHEET SIZE = 1,41667x0,916667 (ft.)		DRAWN - NN	
PLOT SCALE = 240,0000 ' / ft.		CHECKED - DE	
PLOT DATE = 2/4/2021		DATE - 02/02/2021	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 2419004

I-55/ROUTE 59 WILL COUNTY
SEIL ROAD SUBSURFACE SOIL PROFILE

SCALE: AS NOTED | SHEET 3 OF 3 SHEETS | STA. 4013+25 | TO STA. 4017+75

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55		WILL	45	45
		CONTRACT NO.	2419004	
	ILLINOIS	FED. AID PROJECT		

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SHEET SIZE = 1.41667x0.91667 (ft.)
PLOT SCALE = 240.0000 ' / ft.
USER NAME = $USER$

APPENDIX C

SOIL BORING LOGS

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-05
Station 6057+00
Offset 0.00ft on CL
Ground Surface Elev. 585.87 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 577.4 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
585.62				3 inches of Topsoil
	3			Stiff Brown, Moist SILTY CLAY (CL/ML)
	4 4	2.0 P	22	
582.37				
	3			Medium Dense to Dense Brown and Gray, Moist to Wet SAND, with gravel (SPG)
	6 10		7	
-5				
	5			
	6 7		15	
▼				
	3			
	8 14		21	
-10				
	10			
	8 12		9	
	12			Limestone fragments at 13.5 feet
	8 14		7	
-15				
569.87				
	6			Hard Gray, Moist SILTY CLAY LOAM (ML/CL)
	12 18	5.0 B	10	
	6			
	18 19	4.5 P	10	Limestone fragments at 19 feet
565.87 -20				

End of Boring

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-06
Station 6060+00
Offset 0.00ft on CL
Ground Surface Elev. 582.49 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 576.5 ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 582.24				
Loose to Medium Dense Brown and Gray, Moist to Wet SANDY CLAY LOAM (SC/SM)		2		
		2 4		14
		4		
		6 5		11
	-5			
		4		
		6 7		20
		5		
		9 9		12
	-10			
Cobbles at 10 feet		7		
570.49		6 7	4.0 P	17
Very Stiff Gray, Moist SILTY CLAY (CL/ML)		5		
		6 14	3.0 P	11
	-15			
565.99		4		
LIMESTONE, highly weathered		27 21		4
563.49		50/6"		
Auger refusal at 19.0 feet End of Boring	-20			

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	-25			
	-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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-07
Station 6063+00
Offset 0.00ft on CL
Ground Surface Elev. 583.68 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 575.2 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
3 inches of Topsoil 583.43				
Stiff Brown, Moist SILTY CLAY, trace gravel (CL/ML)	3			
	3 2	1.0 P	19	
580.18				
Medum Dense Brown, Moist SANDY CLAY LOAM (SC/SM)	6			
	8 5		8	
-5				
	6			
	5 8		17	
▼	4			
	8 11		11	
573.68 -10				
End of Boring				
-15				
-20				

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-08
Station 6066+00
Offset 0.00ft on CL
Ground Surface Elev. 583.35 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 572.3 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
4 inches of Topsoil 583.02				
Medium stiff Brown, Moist SILTY CLAY, trace sand (CL/ML)	2			
	3 2	0.5 P	22	
579.85	3			
Loose Brown, Moist to Wet SANDY CLAY LOAM, trace gravel (SC/SM)	4 4		10	
-5				
577.35	5			
Stiff Gray, Moist to Very Moist SILTY CLAY (CL/ML)	1 2	1.0 P	16	
	1			
	5 4	1.7 B	23	
-10				
▼	5			
	3 6	1.3 B	37	
	4			
	4 10	1.3 B	11	
-15				
	27			
	50/6"		9	
565.35				
Auger refusal at 18 feet End of Boring				
-20				

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-09
Station 6069+00
Offset 0.00ft on CL
Ground Surface Elev. 584.62 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
4 inches of Topsoil 584.28				
Medium Dense Brown, Wet SANDY CLAY LOAM, trace gravel (SC/SM)		3 5 6		27
581.12		2		
Very Stiff Brown, Moist SILTY CLAY (CL/ML)	-5	4 5	3.5 P	14
578.62		5		
Medium Stiff to Very Stiff Gray, Moist SILTY CLAY (CL/ML)		5 4	0.8 B	15
		3		
574.62	-10	5 6	2.5 B	17
End of Boring	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-10
Station 6072+00
Offset 0.00ft on CL
Ground Surface Elev. 585.77 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 585.52				
Loose Brown, Wet SANDY CLAY LOAM, trace gravel (SC/SM)		4		
		4 5		15
		2		
580.77	-5	4 4		15
Stiff to Hard Gray, Moist SILTY CLAY (CL/ML)		3		
		4 7	2.5 B	17
		2		
	-10	5 9	1.7 B	17
		5		
Limestone fragments at 12 feet		11 23	4.5 P	9
		12		
	-15	13 15	3.5 P	9
570.27				
Auger refusal at 15.5 feet End of Boring	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-11
Station 6075+00
Offset 0.00ft on CL
Ground Surface Elev. 587.58 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil ~~587.33~~				
Very Loose to Loose Brown and Black, Wet SANDY CLAY LOAM (SC/SM)		2		
		2 2		25
		1		
		2 1		23
582.58	-5			
Very Stiff Gray, Moist SILTY CLAY (CL/ML)		4		
		5 8	2.9 B	21
		4		
		9 10	3.0 P	17
577.58	-10			
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/14/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-12
Station 6078+00
Offset 0.00ft on CL
Ground Surface Elev. 589.93 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 581.4 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
4 inches of Topsoil 589.60				
Very Loose to Medium Dense Brown, Wet SANDY CLAY LOAM, with gravel (SC/SM)		2		
		2 1		23
		1		
		1 1		25
	-5			
Cobbles at 6-7.5 feet		4		
		4 10		26
581.43 ▼		3		
Stiff to Very Stiff Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		4 6		13
	-10			
		4		
		6 6	1.3 B	20
		5		
		14 13	4.0 P	8
574.93	-15			
LIMESTONE, highly weathered 574.43 Auger refusal at 15.5 feet				
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/14/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-13
Station 6081+00
Offset 0.00ft ON
Ground Surface Elev. 592.64 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
4 inches of Topsoil 592.31				
Stiff Brown, Moist SILTY CLAY, trace gravel (CL/ML)		3		
		3 3	2.0 P	22
589.14		3		
Loose Brown, Wet SAND, with gravel (SP)		3 4		26
	-5			
586.64		3		
Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)		4 5	1.7 B	23
		2		
		3 4	1.7 B	14
582.64	-10			
End of Boring				
	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation

Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/28/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-14
Station 6084+00
Offset 0.00ft ON
Ground Surface Elev. 595.46 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8 inches of Topsoil 594.80			
Hard Brown and Gray, Moist SILTY CLAY LOAM, trace sand and gravel (ML/CL)	2		
	5 8	7.3 B	21
	4		
	8 11	6.5 P	17
-5	4		
	8 12	5.8 B	19
	3		
585.96	8 10	5.8 B	17
Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML) 585.46 -10			
End of Boring			
-15			
-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/28/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-15
Station 6086+99.0437
Offset 3.06ft RT
Ground Surface Elev. 595.20 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 594.70				
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace sand and gravel		2		
		3 5	1.3 B	25
		3		
	-5	5 8	4.2 B	20
589.20				
Hard Brown and Gray, Moist SILTY CLAY LOAM, trace sand and gravel (ML/CL)		4		
		7 9	5.4 B	21
		3		
585.20	-10	7 10	5.4 B	20
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation

Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Rock Run Crossings Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-16
Station 8033+41.5709
Offset 8.12ft RT
Ground Surface Elev. 583.21 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 574.7 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 582.96				
Soft to Stiff Brown and Gray, Moist to Very Moist SILTY CLAY LOAM, trace gravel (ML/CL)		2		
		3 3	0.5 P	27
		4		
578.21	-5	6 9	1.5 P	13
Medium Dense Gray, Moist SANDY CLAY LOAM (SC/SM)		4		
		6 8		12
	▼	6		
		7 10		10
573.21	-10			
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/10/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Rock Run Crossings Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-18
Station 8030+40.8646
Offset
Ground Surface Elev. 584.16 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 578.2 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 583.66				
Very Loose to Loose Brown and Gray, Moist to Wet SAND, trace gravel (SP)		3		
		1 1		11
		2		
	-5	3 4		33
▼ Cobbles at 6-7.5 feet		3		
		2 5		39
575.66		4		
Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML) 574.16	-10	4 5	3.8 B	20
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/10/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Rock Run Crossings Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-21
Station 7030+37.3238
Offset 12.94ft RT
Ground Surface Elev. 584.17 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 583.67				
Stiff Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		2		
		2 3	1.3 B	16
		2		
	-5	5 3	1.0 B	17
578.17				
Stiff to Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)		2		
		3 3	1.9 B	17
		3		
574.17	-10	6 7	2.9 B	20
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/10/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Rock Run Crossings Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-23
Station 7027+49.4596
Offset 14.14ft RT
Ground Surface Elev. 584.87 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 571.4 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 584.37				
Loose Brown and Gray, Wet SAND, trace gravel (SP)		1 1 1		23
581.37				
Very Soft Brown and Gray, Very Moist SILTY CLAY, trace gravel (CL/ML)	-5	1 2 2	0.2 B	28
578.87				
Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)		3 5 5	1.0 B	19
		4		
	-10	4 4	1.5 P	20
		3		
		7 10	1.0 B	10
	▼	8		
569.87	-15	8 16	1.8 P	10
End of Boring	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/10/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** 59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-25
Station 1106+75.1539
Offset 21.91ft LT
Ground Surface Elev. 586.59 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 586.09				
Very Stiff Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		3		
		5 6	2.5 P	21
		3		
	-5	5 6	2.5 P	21
		5		
		6 9	3.3 B	20
578.09		4		
Stiff to Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)	-10	7 8	4.0 P	21
Cobbles at 11-12.5 feet		3		
		5 13	1.3 B	10
		6		
571.59	-15	7 9	1.3 B	12
End of Boring	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/14/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-26
Station 1109+50.3464
Offset 28.21ft LT
Ground Surface Elev. 588.32 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				3 inches of Topsoil 588.07
	2			Stiff to Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)
	2 2	1.0 P	28	
	2			
-5	2 4	2.9 B	20	
	3			
	4 6	2.9 B	23	
				579.82
	4			Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)
-10	4 6	4.2 B	17	
	4			
	7 6	2.0 P	8	
	5			574.32
-15	10 50/6"	4.5 P	9	LIMESTONE, highly weathered 573.32 Auger refusal at 15 feet
				End of Boring
-20				

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/14/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-29
Station 1112+98.337
Offset 11.10ft LT
Ground Surface Elev. 590.98 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 572.5 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 590.73				
Very Loose to Loose Brown and Gray, Wet SAND, trace gravel (SP)		2		
		2 2		21
		1		
	-5	2 1		21
584.98				
Stiff to Very Stiff Brown and Gray SILTY CLAY, trace gravel (CL/ML)		3		
		3 6	2.1 B	16
		2		
	-10	2 6	1.7 B	21
		4		
		5 4	1.7 B	19
		2		
	-15	3 4	1.3 B	22
Cobbles at 16-17.5 feet		8		
		8 8	3.0 P	9
572.48 ▼				
LIMESTONE - highly weathered 571.98		50/6"		
Auger refusal at 19 feet				13
End of Boring	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/14/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-31
Station 1115+7.6528
Offset 15.53ft LT
Ground Surface Elev. 593.40 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 582.4 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 593.15			
Stiff to Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	2		
	4 3	1.0 P	26
	2		
	4 4	1.5 P	22
-5			
	4		
	6 10	5.0 B	20
	6		
	10 10	2.9 B	18
-10			
▼ Cobbles at 11-12.5 feet	4		
	11 21	3.5 P	17
579.90			
Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML) 578.40	4		
	6 17	4.5 P	18
-15			
End of Boring			
-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/28/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-32
Station 1117+17.8011
Offset 11.17ft LT
Ground Surface Elev. 594.94 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8 inches of Topsoil				
594.28				
Hard Brown and Gray, Moist SILTY CLAY LOAM, trace gravel and sand (ML/CL)		4		
		7 11	5.0 P	19
		4		
		9 9	7.5 B	18
	-5	3		
		6 10	5.4 B	20
		3		
		6 8	4.3 P	20
583.94	-10	5		
Hard Gray, Moist SILTY CLAY LOAM (ML/CL)		8 10	4.5 P	20
		4		
		8 10	5.5 P	20
579.94	-15			
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/10/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-39
Station 1124+99.1648
Offset 3.80ft RT
Ground Surface Elev. 593.70 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 581.7 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12 inches of Topsoil				
592.70				
Brown and Gray and Black, Very Moist FILL: SILTY CLAY, trace sand, gravel and roots		4		
		5 11	2.5 B	28
		3		
	-5	3 5	1.7 B	27
587.20		2		
Soft Brown and Gray, Very Moist SILTY CLAY, trace sand, trace gravel (CL-CH)		2 9	0.4 B	37
585.20				
Stiff Brown and Gray, Moist SILTY CLAY, trace sand, trace gravel (CL/ML)		2		
	-10	3 6	1.3 B	23
		5		
581.70 ▼		8 10	2.9 B	19
Very Stiff Gray, Moist CLAY LOAM, with silt, trace gravel (CLS)				
579.70		5		
Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)	-15	7 10	2.7 B	21
578.70				
End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-40
Station 1128+2.6056
Offset 3.59ft LT
Ground Surface Elev. 595.45 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 586.5 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
595.20			
3 inches of Topsoil			
Black and Brown, Very Moist FILL: SILTY CLAY, trace sand and gravel	3		
	3 4	1.3 B	28
	1		
591.45			
Stiff to Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	3 4	1.5 P	25
-5	4		
	8 9	7.3 B	17
	3		
586.45 ▼			
Medium Dense Brown, Wet SAND, trace gravel (SP)	3 9		26
585.45 -10			
End of Boring			
-15			
-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-42
Station 1130+2.8471
Offset 1.07ft RT
Ground Surface Elev. 595.42 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 595.17				
Gray and Brown, Moist FILL: SILTY CLAY, trace gravel		1		
		2 4	2.0 P	20
591.42		3		
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)	-5	5 6	2.7 B	19
		3		
		7 14	3.8 B	17
		5		
585.42	-10	9 10	5.0 B	14
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-44
Station 1132+1.5377
Offset 2.14ft RT
Ground Surface Elev. 595.59 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
3 inches of Topsoil 595.34				
Black, Moist to Very Moist FILL: SILTY CLAY, trace sand and gravel	2			
	3 4	1.7 B	24	
	2			
	2 3	1.0 B	28	
590.59 -5				
Hard Brown and Gray, Moist SILTY CLAY (CL/ML)	4			
	7 9	4.2 B	18	
	4			
	7 8	6.7 B	19	
585.59 -10				
End of Boring				
-15				
-20				

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-45
Station 289+90.2695
Offset 57.22ft RT
Ground Surface Elev. 595.97 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 595.72				
Black, Moist FILL: SILTY CLAY, trace sand		2		
		4 5	1.9 B	16
		2		
591.47		4 5	1.7 B	22
Stiff Black, Moist SILTY CLAY, trace gravel (CL/ML) 589.97	-5			
Very Stiff to Very Hard Brown and Gray, Moist SILTY CLAY (CL/ML)		4		
		8 10	9.4 B	17
		4		
Sand seam at 9 feet		6 6	3.1 B	17
585.97	-10			
End of Boring				
	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-46
Station 292+97.789
Offset 56.54ft RT
Ground Surface Elev. 596.31 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 596.06				
Brown and Gray, Wet FILL: SANDY GRAVEL, with gravel		1		
		1 1		21
592.31		1		
Very Stiff to Hard Gray and Brown, Moist to Very Moist SILTY CLAY (CL/ML)	-5	3 4	2.5 B	26
		4		
		5 8	4.6 B	19
Cobbles from 8.5 to 10 feet		9		
586.31	-10	9 10		NR
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-48
Station 296+54.0258
Offset 62.17ft RT
Ground Surface Elev. 596.09 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 595.84			
Brown, Black and Gray, Very Moist FILL: SILTY CLAY, trace organics	1		
	1 2	2.0 P	26
592.59			
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY (CL/ML)	3		
-5	4 6	2.9 B	20
Cobbles at 6 feet	6		
	8 7		19
	5		
	8 11	5.2 B	18
586.09 -10			
End of Boring			
-15			
-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-50
Station 299+84.4777
Offset 57.99ft RT
Ground Surface Elev. 597.28 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 597.03				
Brown and Black, Moist to Very Moist FILL: SILTY CLAY		4		
		4 6	1.7 B	28
		2		
	-5	4 5	2.5 B	19
591.28				
Hard Black and Brown, Moist SILTY CLAY (CL/ML)		5		
		6 7	5.8 B	20
588.78				
Very Stiff Brown, Moist SILTY CLAY, trace gravel (CL/ML) Sand seam at 9 feet 587.28	-10	3		
		5 7	3.8 B	14
End of Boring				
	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-52
Station 302+96.1113
Offset 58.19ft RT
Ground Surface Elev. 598.28 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 592.3 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
598.03 3 inches of Topsoil				
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY	2			
	2 3	0.6 B	21	
	2			
-5	5 4	1.9 B	31	
592.28 ▼				
Medium Dense Brown, Wet SAND (SP)	4			
	6 5		20	
	3			
588.28 -10	8 7		25	
End of Boring				
-15				
-20				

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-56
Station 308+96.8542
Offset 63.04ft RT
Ground Surface Elev. 598.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 598.35				
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY		2		
		5 5	2.1 B	21
		2		
	-5	4 4	0.8 B	30
		7		
591.60 Cobbles at 7 feet		8 10	3.0 P	17
Very Stiff to Hard Brown, Moist SILTY CLAY, trace gravel (CL/ML)		5		
		6 7	5.8 B	15
588.60 End of Boring	-10			
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-58
Station 312+3.6545
Offset 60.87ft RT
Ground Surface Elev. 600.38 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 600.13				
Black and Gray, Very Moist FILL: SILTY CLAY		3		
		4 6	1.0 P	30
		1		
	-5	2 3	1.0 B	NR
594.38				
Very Stiff Brown and Gray, Moist SILTY CLAY (CL/ML)		3		
		4 7	2.1 B	20
		3		
590.38	-10	5 7	2.9 B	24
End of Boring				
	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-60
Station 314+98.4513
Offset 61.42ft RT
Ground Surface Elev. 601.07 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil	~~600.82~~				
Gray and Brown, Moist FILL: SILTY CLAY, trace gravel			3		
			4 7	4.0 P	13
			3		
			6 8	4.6 B	17
		-5			
	595.07		4		
Very Stiff to Hard Brown, Moist SILTY CLAY (CL/ML)			7 8	5.4 B	17
			11		
Gravel seam at 9 feet			8 5	4.0 P	22
	591.07	-10			
End of Boring					
		-15			
		-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-63
Station 320+1.7176
Offset 60.76ft RT
Ground Surface Elev. 597.51 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 597.26				
Brown and Gray, Moist FILL: SILTY CLAY, trace gravel		7		
		6 7	2.1 B	21
		8		
	-5	6 5	4.6 B	21
591.51		3		
Stiff to Hard Gray, Moist to Very Moist SILTY CLAY (CL/ML)		5 6	4.6 B	18
		2		
587.51	-10	4 4	1.3 B	28
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-66
Station 324+56.0311
Offset 62.48ft RT
Ground Surface Elev. 588.68 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 588.43				
Brown, Moist to Very Moist FILL: SILTY CLAY		3		
		3 4	1.7 B	23
		2		
	-5	4 6	3.3 B	26
Cobbles at 6 feet		11		
		25 13	2.5 P	24
		10		
Sand seam at 9 feet		18 24	1.0 P	18
578.68	-10			
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/10/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** I-55 NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-69
Station 329+28.1215
Offset 66.00ft RT
Ground Surface Elev. 583.90 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
9 inches of Topsoil				
583.15				
Brown and Gray, Moist to Very Moist		2		
FILL: SILTY CLAY, some sand, trace gravel and roots		4 7	2.1 B	19
Sand seam from 2 feet to 3.5 feet		3		
	-5	3 4	0.8 B	26
		2		
		3 4	0.8 B	18
575.90				
Very Stiff Gray and Black, Moist SILTY CLAY, trace sand and gravel (CL/ML)		4		
		5 9	2.1 B	24
573.90	-10			
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/17/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-72
Station 806+84.0539
Offset 24.21ft RT
Ground Surface Elev. 586.17 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 574.2 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
7 inches of Asphalt 6 inches of Aggregate Base Course 585.59 585.09		16		
Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel		11 5	3.0 P	17
		3		
	-5	4 6	1.3 B	20
579.67		4		
Medium Dense Brown, Wet SAND, some gravel (SP)		6 8		17
577.67		4		
Medium Dense Brown and Gray, Moist SAND with gravel (SPG)		8 8		12
	-10	4		
▼		6 9		10
		5		
		6 6		13
571.17	-15			
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/17/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-76
Station 810+73.7874
Offset 40.97ft RT
Ground Surface Elev. 592.80 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				6 inches of Topsoil 592.30
	3			Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel
	5 7	1.7 B	13	
	5			
-5	8 8	4.2 B	11	
	12			
	15 26		5	585.80
	7			Loose to Medium Dense Brown, Dry to Wet SAND, with gravel (SPG)
-10	10 6		2	
	4			
	2 3		18	
	3			579.30 Stiff
-15	2 3	1.5 B	26	Brown and Gray, Very Moist SILTY CLAY, trace sand (CL/ML) 577.80
				End of Boring
-20				

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/17/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-78
Station 812+24.7058
Offset 46.30ft RT
Ground Surface Elev. 597.07 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
596.57 6 inches of Asphalt 596.24 4 inches of Aggregate Base Course	5		
Brown and Gray, Moist FILL: SILTY CLAY, trace sand, some gravel	8 8	4.2 B	6
	6		
-5	6 8	3.3 B	11
	8		
	11 14	4.5 P	11
	6		
-10	12 11		12
	7		
	11 6		NR
Rock fragments at 13.5 feet	4		
582.07 -15	5 7		12
End of Boring			
-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/19/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-82
Station 813+35.6261
Offset 17.74ft LT
Ground Surface Elev. 586.01 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 567.0 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8 inches of Topsoil				
585.35				
Brown and Gray, Moist to Very Moist		2		
FILL: SILTY CLAY, trace sand and gravel		3 2	0.6 B	26
		1		
Sand seam at 4.0 feet	-5	1 3	0.6 B	21
580.01				
Stiff		4		
Brown and Gray, Moist		6 9	2.3 B	22
SILTY CLAY, trace gravel (CL/ML)		2		
	-10	3 7	3.8 B	22
575.01				
Stiff		2		
Gray, Moist to Very Moist		4 3	1.5 B	28
SILTY CLAY, trace sand and gravel (CL/ML)		2		
	-15	3 11	1.5 B	11
Sand seam at 14.5 feet				
570.01				
Medium Dense to Dense		9		
Gray, Dry to Moist		10 10		9
SILT, with limestone fragments, trace sand and gravel (ML)		7		
▼		29 25		2
Auger refusal at 20.0 feet 566.01	-20			

End of Boring

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/19/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-82A
Station 7025+40.6117
Offset 28.72ft RT
Ground Surface Elev. 600.90 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 572.9 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				6 inches of Asphalt (600.40)
				6 inches of Aggregate Base Course (599.90)
	8			
	10	1.5	5	Brown, Moist FILL: SILTY CLAY, some sand, trace gravel
	4	B		
	4			
	4	2.3	13	
-5	6	B		
				594.90
	8			Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel
	6	1.9	12	
	5	B		
	5			
	7	4.0	12	
-10	11	P		
	7			
	9	3.8	14	
	11	B		
	4			
				586.90
	22	2.3	9	Brown and Gray, Moist FILL: SAND, with gravel
-15	14	B		
				584.90
	3			Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)
	3	2.5	21	
	7	B		
	2			
	6	4.4	24	
-20	7	B		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				579.90
	8			Stiff to Hard Brown, Moist SILTY CLAY, trace sand and gravel (CL/ML)
	9	4.2	20	
	12	B		
	9			
	10	4.5	20	
-25	12	P		
				576.40
	7			Stiff to Very Stiff Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)
	7	2.5	22	Cobbles at 26.5 feet
	7	P		
				▼ 572.40
	3			Stiff Gray, Moist SILTY CLAY LOAM, trace sand and gravel (ML/CL) (570.90)
	4	1.7	16	
-30	9	B		
				End of Boring
-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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/19/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** IL-59 DDI SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-83
Station 7023+90.3954
Offset 6.41ft RT
Ground Surface Elev. 605.75 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
6 inches of Asphalt 605.25 6 inches of Aggregate Base Course 604.75	10			
Brown, Moist FILL: SAND with gravel, some clay	14 6	3.1 B	10	
602.25	6			
Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel	6 7	3.8 B	13	
-5	6			
	6 8	5.0 B	15	
	4			
	6 7	4.4 B	13	
-10	4			
	5 6	1.9 B	12	
	7			
	11 8	4.8 B	11	
590.75 -15				
End of Boring				
-20				

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/19/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** IL-59 DDI SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-85
Station 7022+90.9746
Offset 3.60ft RT
Ground Surface Elev. 609.93 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Asphalt (609.43) 6 inches of Aggregate Base Course (608.93)		4		
Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel		4 6		11
		4		
	-5	8 8	5.8 B	14
		7		
		7 7	5.0 B	16
		5		
	-10	5 6	3.8 B	16
		5		
		8 9	4.8 B	11
		7		
(594.93)	-15	9 10	4.0 P	13
End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/19/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-87
Station 8020+39.7364
Offset 11.89ft LT
Ground Surface Elev. 590.27 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 581.3 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
4 inches of Topsoil 589.94				
Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel		4		
		4 5	1.3 B	18
		1		
	-5	3 3	0.2 B	20
584.27				
Loose Brown, Wet SAND, with gravel (SPG)		2		
		3 4		20
581.77				
Very Stiff Gray, Moist SILTY CLAY (CL/ML) ▼		2		
	-10	2 4	2.7 B	20
579.27				
Medium Dense Gray, Moist to Wet SANDY LOAM, with gravel and limestone fragments (SM)		10		
		11 12		8
		5		
575.27	-15	8 11		19
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/19/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** IL-59 DDI SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-88
Station 7020+52.8943
Offset 6.26ft RT
Ground Surface Elev. 616.74 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Asphalt	616.24				
6 inches of Aggregate Base Course	615.74		5		
Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel			7 6	3.3 B	14
			5		
		-5	6 7	4.0 B	13
			8		
			10 10	4.2 B	13
			4		
		-10	5 4	4.5 P	10
			6		
			4 4	4.5 P	12
			6		
			5 6		14
Cobbles at 14.5 feet	601.74	-15			
End of Boring					
		-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 10/22/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-90
Station 8015+32.4722
Offset 16.88ft LT
Ground Surface Elev. 594.67 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 583.7 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12 inches of Topsoil				
593.67				
Brown, Very Moist		3		
FILL: SILTY CLAY, trace gravel		4	3.0	27
		3	P	
		2		
		3	2.5	26
	-5	4	P	
588.67				
Very Stiff to Hard		3		
Brown and Gray, Moist to Very Moist		4	2.3	28
		6	B	
SILTY CLAY, trace sand and gravel (CL/ML)		2		
		4	4.2	23
	-10	6	B	
583.67 ▼				
Medium Dense to Dense		3		
Brown, Moist		5		15
SAND, with gravel (SPG)		6		
		9		
		12		13
579.67	-15	18		
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 10/23/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** TEK

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-92
Station 8013+45.0341
Offset 29.45ft LT
Ground Surface Elev. 595.06 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8 inches of Topsoil				
594.40				
Brown, Gray, and Black, Moist to Very Moist FILL: SILTY CLAY, trace gravel and roots		3		
		4 5	2.9 B	27
		2		
590.56		3 4	2.9 B	27
Stiff to Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	-5	3		
		4 5	2.5 B	17
Cobbles at 8.5-10 feet		2		
		3 3	1.7 B	27
	-10	8		
		5 6		NR
		3		
		5 6	1.5 P	38
580.06	-15			
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/12/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-93
Station 8011+89.0243
Offset 9.16ft LT
Ground Surface Elev. 595.29 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 586.8 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 594.79				
Brown and Gray and Black, Moist to Very Moist FILL: SILTY CLAY		3		
		4 4	1.7 B	26
		2		
	-5	2 2	1.0 B	27
589.29				
Very Stiff Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		3		
		7 13	3.8 B	22
Sand seam at 8.5 feet 586.29	▼	3		
Very Stiff to Hard Gray, Moist SILTY CLAY (CL/ML)		4 3	2.9 B	17
	-10			
		3		
		5 9	4.2 B	21
		5		
580.29	-15	5 8	2.9 B	21
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/12/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-94
Station 604+00
Offset 5.05ft RT
Ground Surface Elev. 595.87 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 595.37 Brown and Gray and Black, Moist to Very Moist FILL: SILTY CLAY, trace gravel		5		
		5 4	2.9 B	20
		2		
	-5	3 3	0.8 B	27
589.87		4		
Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		5 7	5.0 B	20
		4		
	-10	8 6	7.5 B	16
584.87		3		
Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)		6 8	4.6 B	15
		4		
580.87	-15	5 6	3.1 B	24
End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/12/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-96
Station 7011+5.3063
Offset 14.62ft RT
Ground Surface Elev. 599.04 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 590.5 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 598.54 Brown, Gray and Black, Very Moist FILL: SILTY CLAY, trace gravel		2		
		3 2	0.4 B	28
		2		
	-5	2 2	1.3 B	28
		3		
		4 5	1.7 B	32
590.54 ▼ Very Loose Gray, Wet SAND, with gravel (SPG)		WH		
	-10	WH 3		18
588.04 Very Stiff Gray, Moist SILTY CLAY (CL/ML)		3		
		4 6	3.1 B	16
		4		
584.04	-15	6 10	4.0 B	20
End of Boring	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/18/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** IL-59 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-97
Station 7009+47.1855
Offset 13.66ft RT
Ground Surface Elev. 593.58 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 580.6 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 593.08				
Brown and Gray, Moist FILL: SILTY CLAY LOAM, with sand, trace gravel		2		
		4 7	7.3 B	24
590.08		4		
Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)		8 10	6.3 B	19
	-5	4		
		6 9	5.2 B	21
		4		
		6 9	4.8 B	22
	-10	3		
581.58		5 7	1.9 B	23
Stiff Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML) ▼		3		
		5 7	2.1 B	20
578.58	-15			
End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/23/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** IL-59 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-98
Station 7007+43.4513
Offset 15.38ft RT
Ground Surface Elev. 592.77 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 592.27				
Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		3		
		4 6	4.4 B	20
		4		
		6 8	5.6 B	20
	-5	4		
		6 10	5.0 B	20
		3		
		6 12	4.6 B	17
	-10			
581.77		4		
Stiff to Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)		5 6	2.1 B	22
		4		
		5 9	1.9 B	18
577.77	-15			
End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/18/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-99
Station 414+62.5896
Offset 12.55ft RT
Ground Surface Elev. 592.53 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 581.0 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 592.03				
Brown and Gray, Moist FILL: SILTY CLAY LOAM, with sand, trace gravel and cobbles		4		
		4 6	2.1 B	20
		4		
		6 9	2.9 B	19
	-5			
586.53		4		
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)		7 10	5.2 B	21
		5		
		6 10	6.3 B	21
	-10			
581.03 ▼		3		
Very Stiff Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)		4 6	3.1 B	22
		3		
		5 6	2.9 B	25
577.53	-15			
End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/18/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-102
Station 609+5.0944
Offset 8.37ft RT
Ground Surface Elev. 593.66 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 586.7 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 593.16				
Brown, Gray and Black, Moist to Very Moist FILL: SILTY CLAY LOAM, with sand, trace gravel and roots		3		
		6 8	1.9 S	28
		4		
	-5	7 9	5.0 B	19
		4		
586.66 ▼		6 9	2.1 B	16
Stiff Brown and Gray, Moist SILTY CLAY, trace sand, trace gravel (CL/ML) 585.16		4		
Hard Brown, Moist SILTY CLAY, some sand, trace gravel (CL/ML)	-10	8 9	7.3 B	16
		5		
581.66		8 7	7.3 B	21
Stiff to Hard Gray, Moist SILTY CLAY, some gravel (CL/ML)		4		
578.66	-15	6 7	2.1 B	18
End of Boring	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/6/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-103
Station 607+9.9249
Offset 7.15ft RT
Ground Surface Elev. 594.52 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 583.5 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
5 inches of Topsoil 594.12				
Brown, Very Moist FILL: SILTY CLAY, trace sand, gravel, and organics		2		
		4 6	1.3 B	28
591.02		2		
Very Stiff to Hard Brown, Moist SILTY CLAY, trace sand and gravel (CL/ML)	-5	4 6	5.0 P	21
		4		
		4 5	4.4 B	21
		1		
	-10	1 1	3.0 P	18
583.52 ▼		5		
Hard Gray, Moist SILTY CLAY, trace sand (CL/ML)		5 11	4.6 B	22
		2		
579.52	-15	8 12	4.4 B	18
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/23/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-104
Station 411+59.476
Offset 6.79ft LT
Ground Surface Elev. 592.98 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 587.0 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 592.48				
Black and Gray, Moist FILL: SILTY CLAY, trace gravel		6		
		5 8	2.5 B	22
		5		
	-5	7 9	5.2 B	19
586.98 ▼				
Very Stiff Brown, Very Moist SILTY CLAY, with gravel (CL/ML)		2		
		7 9	2.3 P	32
584.48		5		
Very Stiff to Hard Gray, Moist SILTY CLAY, with gravel (CL/ML) Cobbles at 9 feet		5 6	2.1 B	10
	-10	4		
		7 10	4.6 B	18
		4		
		8 13	4.5 P	21
577.98	-15			
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/18/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-105
Station 409+62.3885
Offset 6.97ft RT
Ground Surface Elev. 592.61 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 586.1 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 592.11				
Brown, Moist to Very Moist FILL: SANDY CLAY LOAM, with silty sand, trace gravel, cobbles and plant roots		2		
		2 3	1.0 P	26
		2		
		4 5	4.2 B	20
	-5			
586.11 ▼		5		
Loose to Medium Dense Brown, Moist to Wet SAND, some gravel (SP)		8 8		7
		3		
		4 4		15
	-10			
581.11		7		
Very Stiff to Hard Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)		5 11	4.2 B	10
		3		
		6 9	2.1 B	15
577.61	-15			
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/23/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-107
Station 406+39.5213
Offset 6.66ft LT
Ground Surface Elev. 593.02 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 582.0 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 592.52			
Gray and Brown, Moist FILL: SILTY CLAY, trace gravel and organics	4		
	5 8	3.0 P	18
	4		
	6 9	4.2 B	20
-5			
	3		
	6 4	4.2 B	21
	2		
	3 8	0.4 B	16
-10			
582.02 ▼			
Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)	3		
	6 8	3.8 B	19
	5		
	8 9	2.1 B	18
578.02 -15			
End of Boring			
-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/30/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-110
Station 400+53.7904
Offset 18.06ft LT
Ground Surface Elev. 603.23 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
10 inches of Asphalt 5 inches of Aggregate Base Course 601.98		5		
Brown, Black, and Gray, Moist FILL: SILTY CLAY, with sand and gravel		4 8	4.8 B	22
		4		
	-5	5 9	4.6 B	13
Cobbles at 6 feet		9		
		11 12	4.5 P	16
Cobbles at 8.5 feet		12		
	-10	8 14	5.4 B	12
		32		
		15 7		10
		4		
	-15	8 8	5.0 P	20
587.23		5		
Brown, Black, and Gray, Moist FILL: SILTY CLAY, trace gravel		5 7	2.5 B	25
		4		
583.23	-20	5 10	5.0 P	22

End of Boring

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/12/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-112
Station 8009+40.8015
Offset 64.36ft LT
Ground Surface Elev. 595.78 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 584.8 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 595.28				
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel		3		
		4 6	2.3 B	29
		2		
	-5	3 4	2.1 B	26
		2		
		2 4	1.3 B	40
587.28		3		
Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)	-10	6 9	5.3 B	21
584.78 ▼		4		
Very Stiff Gray, Moist SILTY CLAY (CL/ML) Sand seam at 11.5 feet		2 3	3.3 B	19
		5		
580.78	-15	5 7	2.5 B	19
End of Boring	-20			

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)

Illinois Department of Transportation

Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** ES

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-113
Station 8007+38.645
Offset 49.19ft LT
Ground Surface Elev. 607.02 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Asphalt 606.52 8 inches of Aggregate Base Course 605.85		7		
Brown and Gray, Dry to Moist FILL: SILTY CLAY, trace gravel		5 7	4.5 P	8
Cobbles at 3.5 feet		6		
	-5	6 10	4.5 P	8
Cobbles at 6 feet		10		
		5 16	4.5 P	7
Limestone fragments at 8.5 feet		8		
	-10	7 10		2
		3		
		8 6	4.5 P	13
		3		
592.02	-15	4 9	4.0 P	13
End of Boring	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 5/6/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-116
Station 8001+65.2413
Offset 26.90ft LT
Ground Surface Elev. 611.53 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 611.28			
Brown and Gray, Moist FILL: SILTY CLAY, trace gravel	1		
	3 3	0.8 B	19
	3		
	6 7	4.2 B	15
-5	2		
	5 10	2.5 B	17
	2		
	6 7	2.5 B	12
-10	3		
	6 6	3.3 B	14
	4		
	9 12	1.3 B	18
596.53 -15			
End of Boring			
-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Seil Rd, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-117
Station 4017+44.6859
Offset 41.31ft LT
Ground Surface Elev. 605.50 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 605.00			
Brown and Gray, Moist FILL: SILTY CLAY, trace organics	3		
	3 3	0.5 P	17
	2		
-5	2 2	0.3 P	20
	4		
	3 4	1.5 P	13
	2		
595.50 -10	3 5	0.5 P	17
End of Boring			
-15			
-20			

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)

Illinois Department of Transportation

Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/5/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** Seil Rd, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-118
Station 4015+3.2987
Offset 35.05ft LT
Ground Surface Elev. 597.93 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8 inches of Topsoil				
597.23				
Brown and Gray, Moist FILL: SILTY CLAY, trace sand, gravel, and organics		5		
		9 9	5.4 B	15
594.43				
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)		3		
		9 8	5.0 B	15
	-5			
		3		
		7 10	5.2 B	15
		3		
		6 6	2.9 B	13
587.93	-10			
End of Boring				
	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/2/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Seil Rd, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-119
Station 4012+29.8171
Offset 31.10ft LT
Ground Surface Elev. 592.50 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 592.00				
Brown and Gray, Moist FILL: SILTY CLAY, with gravel		10		
		11 8	1.3 P	8
		5		
	-5	5 3	2.0 P	21
		3		
Cobbles at 6.5 feet		3 6		18
		3		
582.50	-10	4 4	2.5 P	17
End of Boring	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/28/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Seil Rd, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-120
Station 4009+91.3065
Offset 27.34ft LT
Ground Surface Elev. 592.47 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
3 inches of Topsoil 592.22				
Brown and Gray, Moist FILL: SAND, with gravel	8			
	8 5		7	
589.97				
Stiff to Hard Brown and Gray, Moist SILTY CLAY LOAM, trace sand and gravel (ML/CL)	2			
-5	2 3	1.7 B	19	
	3			
	5 5	4.6 B	22	
	3			
-10	4 6	4.0 B	15	
582.47				
End of Boring				
-15				
-20				

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/28/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Seil Rd, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-121
Station 4007+28.6047
Offset 21.73ft LT
Ground Surface Elev. 591.39 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 591.14				
Dark Brown, Moist FILL: SILTY CLAY, trace sand		2		
		5 6	3.0 P	20
587.89				
Stiff to Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)		2		
		2 4	1.7 B	30
	-5			
		3		
		6 6	4.4 B	16
		5		
Rock fragments at 9 feet		6 7	3.5 B	23
581.39	-10			
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/5/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** Seil Rd, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-122
Station 5544+3.2656
Offset 38.11ft RT
Ground Surface Elev. 591.00 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 590.50				
Brown and Gray, Moist FILL: SILTY CLAY, trace sand, gravel, and organics		2		
		4 4	1.0 B	26
587.50		1		
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)	-5	2 3	2.3 B	15
		9		
		9 11		NR
		5		
		8 11	5.8 B	17
581.00	-10			
End of Boring				
	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/5/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** IL 59 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-123
Station 6996+41.9111
Offset 40.76ft RT
Ground Surface Elev. 603.23 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 602.73				
Brown and Gray, Moist FILL: SILTY CLAY, trace sand and gravel		3		
		7 6	4.2 B	13
		3		
	-5	5 8	2.9 B	14
		8		
		8 10	4.0 P	14
		4		
593.23	-10	7 9	4.0 P	15
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/27/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp A, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-125
Station 1005+5.5
Offset 11.54ft LT
Ground Surface Elev. 614.06 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				4 inches of Asphalt 613.73
	6			Gray, Moist FILL: SILTY CLAY, with sand, trace gravel and cobbles
	4 5	1.0 B	16	
	5			
-5	5 6	2.1 B	16	
	7			
	7 12	3.1 B	15	
	4			
-10	8 12	1.8 P	11	
	4			Cobbles from 10 to 11.5 feet
	5 5	2.1 B	12	
	3			600.56 Brown, Moist FILL: SILTY CLAY LOAM, with sand, trace gravel
-15	4 9	1.3 B	15	
	8			
-20	9 11	2.3 P	14	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Brown, Moist FILL: SILTY CLAY LOAM, with sand, trace gravel *(continued)*
	5			
-25	2 3	1.0 P	11	589.06
				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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/27/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp A, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-127
Station 916+71.8601
Offset 10.22ft RT
Ground Surface Elev. 619.07 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Asphalt 618.57			
Gray, Moist FILL: SILTY CLAY LOAM, trace sand and gravel	4		
	3 5	1.3 B	5
	5		
-5	9 10	4.4 B	11
	4		
	5 9	4.3 P	11
	4		
-10	6 9	3.1 B	11
Cobbles at 9.5 feet			
	5		
	7 9	4.2 B	12
	10		
Cobbles at 14 feet	10	1.3	13
-15	14	B	
	9		
-20	9 11	1.0 P	10

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Gray, Moist FILL: SILTY CLAY LOAM, trace sand and gravel *(continued)*			
	5		
-25	13 13	1.3 B	22
Cobbles at 24.5 feet 594.07			
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, form 137 (Rev. 8-99)

Illinois Department of Transportation

Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 10/23/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** TEK

SECTION 2018-075-R **LOCATION** Ramp A, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-128
Station 914+44.8577
Offset 20.22ft LT
Ground Surface Elev. 594.07 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
10 inches of Topsoil				
593.24				
Brown and Gray, Moist		3		
FILL: SILTY CLAY, trace organics, with iron nodules and root		4 4	2.5	20
		2		
	-5	3 6	3.3	19
588.07		4		
Stiff to Hard Light Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		6 7	5.8	23
		3		
	-10	4 5	1.9	26
583.07		7		
Hard Gray and Dark Brown, Moist SILTY CLAY, trace gravel (CL/ML)		8 8	5.0	21
		5		
579.07	-15	6 17		14
Rock fragments at 15 feet End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/6/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** , **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-133
Station 910+74
Offset 13.60ft LT
Ground Surface Elev. 595.04 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 594.54				
Brown, Gray and Black, Very Moist FILL: SILTY CLAY, trace sand, gravel, and organics		4		
		5 7	1.7 B	25
		2		
	-5	3 6	2.7 B	28
589.04				
Hard Brown, Moist SILTY CLAY, trace sand and gravel (CL/ML)		4		
		8 10	5.2 B	20
		3		
	-10	9 10	4.4 B	20
		7		
		8 13	6.7 B	21
		4		
580.04	-15	6 10	5.4 B	21
End of Boring				
	-20			

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)

Illinois Department of Transportation

Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/6/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** , **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-134
Station 908+80
Offset 8.30ft LT
Ground Surface Elev. 594.00 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 593.50				
Black, Very Moist FILL: SILTY CLAY, trace organics		3		
		5 2	2.3 B	31
590.50		2		
Stiff to Very Stiff Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		3 4	2.7 B	24
	-5	2		
		2 3	1.0 B	20
		2		
		4 4	2.9 B	22
584.00	-10			
Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)		4		
		7 10	5.2 B	16
		3		
		7 8	3.8 B	21
579.00	-15			
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/6/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** , **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-137
Station 906+28
Offset 19.20ft LT
Ground Surface Elev. 590.10 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 589.60				
Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		3		
		6 7	1.9 B	22
		3		
		7 8	4.6 B	20
	-5			
		5		
		9 14	6.3 B	17
		5		
		7 11	2.1 B	19
580.10	-10			
Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML) Cobbles at 11.0 feet		10		
		12 17	3.0 P	16
		6		
		8 13	4.5 P	21
575.10	-15			
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/6/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-139
Station 1124+99.1648
Offset 3.80ft RT
Ground Surface Elev. 593.30 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 584.8 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 592.80				
Black, Brown, and Gray, Moist FILL: SILTY CLAY, trace gravel		3		
		3 4	1.9 B	23
		3		
		4 6	1.7 B	24
	-5			
587.30		3		
Medium Dense Brown and Black, Moist SANDY LOAM (SM)		4 12		19
584.80 ▼		3		
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		4 5	3.8 B	20
	-10			
Cobbles at 11 feet		8		
		12 11	4.4 B	24
		4		
		6 11	4.8 B	18
578.30	-15			
End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/6/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp A, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-140
Station 902+47.2564
Offset 16.06ft LT
Ground Surface Elev. 596.60 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 596.10				
Black, Brown, and Gray, Moist FILL: SILTY CLAY, trace gravel		2		
		3 4	2.7 B	19
		3		
	-5	4 4	2.1 B	22
		3		
		6 7	5.4 B	22
		3		
586.60	-10	6 6	4.2 B	22
Black, Brown, and Gray, Moist FILL: SILTY CLAY, trace organics		5		
		7 8		17
583.10				
Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML) 581.60		3		
	-15	5 9	3.3 B	21
End of Boring				
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/6/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-142
Station 293+1.1279
Offset 54.80ft LT
Ground Surface Elev. 597.40 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 596.90				
Black, Brown, and Gray, Moist FILL: SILTY CLAY, trace gravel		3		
		2 10	1.0 B	21
		3		
	-5	5 8	2.5 B	23
591.40		3		
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CM/ML)		5 8	3.8 B	21
		3		
587.40	-10	7 8	6.9 B	20
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/4/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-143
Station 296+0.4961
Offset 57.10ft LT
Ground Surface Elev. 597.10 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 596.60				
Black, Brown, and Gray, Very Moist FILL: SILTY CLAY, trace gravel		3		
		2 3	1.7 B	26
		1		
	-5	2 2	1.7 B	31
591.10		3		
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		6 7	3.8 B	15
		3		
587.10	-10	6 10	5.4 B	20
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/4/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-144
Station 299+1.4852
Offset 56.68ft LT
Ground Surface Elev. 597.80 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 597.30				
Black, Brown, and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel		2		
		3 5	1.5 B	27
		3		
	-5	3 5	2.3 B	13
591.80				
Medium Stiff Brown and Gray, MoistSILTY CLAY, trace sand and gravel (CL/ML)		2		
		3 4	0.8 B	19
		4		
587.80	-10	6 11	0.8 B	17
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/4/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-145
Station 302+1.6707
Offset 56.74ft LT
Ground Surface Elev. 598.80 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 598.30				
Black, Brown, and Gray, Moist to Very Moist FILL: SILTY CLAY, trace organics and gravel		3		
		5 6	3.3 B	20
		2		
	-5	3 6	2.1 B	26
592.80				
Loose Brown, Wet SANDY LOAM (SM)		3		
		2 3		23
		2		
588.80	-10	3 5		24
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/4/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-146
Station 304+96.3121
Offset 57.33ft LT
Ground Surface Elev. 599.20 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 590.7 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 598.70				
Brown and Gray and Black, Moist FILL: SILTY CLAY, trace gravel		2		
		4 6	2.1 B	24
		2		
	-5	3 4	1.3 B	21
593.20				
Medium Stiff to Stiff Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML) Cobbles at 6.5 feet		4		
		4 3		10
▼ Cobbles at 8.5 feet		6		
		8 8		16
589.20	-10			
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/4/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-147
Station 308+3.0762
Offset 55.43ft LT
Ground Surface Elev. 600.40 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 599.90				
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel		3		
		4 7	1.7 B	25
		3		
595.90		4 4	2.3 B	28
Very Stiff to Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	-5	3		
		6 7	2.9 B	16
		3		
590.40	-10	5 7	5.2 B	20
End of Boring				
	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-148
Station 310+99.7467
Offset 54.24ft LT
Ground Surface Elev. 601.50 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 601.00				
Brown, Gray, and Black, Moist to Very Moist FILL: SILTY CLAY, trace gravel		2		
		3 5	2.5 B	16
598.00				
Stiff to Very Stiff		3		
Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	-5	3 3	3.1 B	27
		2		
		3 3	1.7 B	21
		5		
Cobbles at 9 feet		5 7		20
591.50	-10			
End of Boring	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-150
Station 316+96.8535
Offset 60.56ft LT
Ground Surface Elev. 600.60 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 600.10				
Brown and Gray, Moist FILL: SILTY CLAY, trace gravel		4		
		5 8	4.2 B	16
		4		
		7 10	6.3 B	15
	-5			
594.60		3		
Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)		7 8	5.4 B	22
		3		
		6 9	4.6 B	25
590.60	-10			
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-151
Station 319+99.3794
Offset 61.48ft LT
Ground Surface Elev. 597.50 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 597.00				
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel		5		
		5 8	8.3 B	15
594.00		7		
Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	-5	8 10	4.6 B	21
		10		
Cobbles at 6.5 feet		7 8	4.4 B	24
		3		
587.50	-10	5 6	4.2 B	28
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-152
Station 322+98.6828
Offset 60.96ft LT
Ground Surface Elev. 592.90 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 584.4 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 592.40				
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel		4		
		6 7	4.6 B	24
589.40		3		
Very Stiff to Hard Brown and Gray, Very Moist SILTY CLAY, trace gravel (CL/ML)	-5	5 6	4.2 B	28
		3		
		5 8	4.4 B	25
	▼	3		
		4 8	3.1 B	26
582.90	-10			
End of Boring				
	-15			
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-153
Station 325+97.4332
Offset 60.81ft LT
Ground Surface Elev. 588.00 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 587.50				
Brown and Gray, Moist FILL: SILTY CLAY, trace gravel		3		
		4 4	3.1 B	22
		3		
	-5	3 6	4.2 B	21
582.00		9		
Dense Brown, Wet SANDY LOAM (SM)		17 20		19
		12		
578.00	-10	19 25		18
End of Boring	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-154
Station 208+75.8756
Offset 4.57ft RT
Ground Surface Elev. 584.50 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
584.00 6 inches of Topsoil			
Brown and Gray, Moist FILL: SILTY CLAY, trace gravel	3		
	6 9	5.6 B	21
	2		
-5	2 3	1.7 B	23
	1		
	2 2	1.5 B	21
	3		
574.50 -10	4 6	1.9 B	24
End of Boring			
-15			
-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-155
Station
Offset
Ground Surface Elev. 583.10 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter None **ft**
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
6 inches of Topsoil 582.60				
Brown, Gray, and Black, Moist to Very Moist FILL: SILTY CLAY, trace gravel	5			
	8 8	4.2 B	26	
	4			
-5	5 6	3.5 B	27	
	3			
Cobbels at 6.5 feet	4 8	1.9 B	23	
	3			
573.10 -10	4 3	0.4 B	23	
End of Boring				
-15				
-20				

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)

Illinois Department of Transportation

Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/3/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** I-55 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-157
Station 203+0.1223
Offset 2.61ft RT
Ground Surface Elev. 581.50 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 573.0 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 581.00				
Brown and Gray, Moist FILL: SILTY CLAY, trace gravel		2		
		2 5	0.6	20
		2		
Limestone pieces at 4.0 feet		4 10	NR	18
	-5			
		4		
		7 11	2.7	12
	▼	29		
Split spoon refusal at 9.5 feet 572.00		50/2"		8
	-10			
End of Boring				
	-15			
	-20			

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/27/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-158
Station 8023+64.3632
Offset 19.98ft LT
Ground Surface Elev. 586.95 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 573.5 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
586.62				4 inches of Topsoil
	3			Brown and Gray, Moist FILL: SILTY CLAY, trace gravel
	6 7	6.5 B	18	
	3			
-5	5 8	7.1 B	21	
580.95				
	3			Very Stiff to Hard Brown and Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL)
	8 9	5.5 B	21	
	3			
-10	7 7	3.8 B	17	
575.95				
	2			Very Stiff Gray, Very Moist SILTY CLAY, trace sand (CL/ML)
	2 7	2.7 B	29	
▼ 572.95	4			
-15	11 10	4.0 P	17	Hard Gray, Moist SILTY CLAY LOAM, trace limestone fragments (ML/CL)
	50/3"			
		5.0 P	11	
568.45				
	30			LIMESTONE, highly weathered, with sand and gravel
-20	50/3"		6	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				LIMESTONE, highly weathered, with sand and gravel *(continued)*
	16			
564.95	50/4"		17	Auger refusal at 22 feet
				End of Boring
-25				
-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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/19/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-159
Station 7025+72.7873
Offset 42.20ft RT
Ground Surface Elev. 599.43 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				6 inches of Asphalt
				598.93
				6 inches of Aggregate Base Course
				598.43
	4			
	8	3.3	12	Brown and Gray, Dry to Moist FILL: SILTY CLAY, some sand, trace gravel
	8	B		
	7			
	8	2.5	10	
-5	9	B		
	10			
	12		4	
	16			
	6			
	7	2.7	12	
-10	10	B		
	9			
	22	2.0	12	
	33	P		
	4			
	4		NR	
-15	4			
				583.43
	4			Stiff to Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)
	4	1.3	25	
	5	B		
	3			
	3	2.0	21	
-20	6	P		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Stiff to Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML) *(continued)*
	3			
	6	1.9	22	
	9	B		
	6			
	10	2.5	22	
-25	9	P		
				574.43
				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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/27/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-160
Station 707+1.3191
Offset 51.43ft RT
Ground Surface Elev. 591.89 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 578.4 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 591.39				
Brown and Gray, Very Moist FILL: SILTY CLAY, trace sand and gravel		2		
		3 3	1.3 B	27
588.39				
Loose Brown and Gray, Wet SANDY LOAM, trace gravel (SM)		1		
		2 2		20
	-5			
585.89				
Very Stiff Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL)		3		
		3 4	3.1 B	18
		2		
		4 5	2.5 B	20
	-10			
580.89				
Very Stiff Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)		3		
		3 5	2.1 B	30
	▼	3		
		8 8	2.3 B	7
576.89	-15			
LIMESTONE, highly weathered, with sand and gravel		21		
		21 50/5"		7
		24		
		41 50/6"		6
571.89	-20			

Auger refusal at 20 feet
End of Boring

-25 -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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 12/17/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** PS

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-161
Station 8002+0.539
Offset 10.73ft RT
Ground Surface Elev. 588.84 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 577.8 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 588.34 6 inches of Gravel 587.84				
Brown, Gray and Black, Moist FILL: SILTY CLAY, with sand and gravel		3 5 6	2.1 B	21
		3		
	-5	8 10	1.0 P	14
582.84				
Medium Dense Brown, Moist SAND, some gravel, trace clay (SP)		7 10 15		10
		7		
	-10	10 11		8
▼		7		
		8 9		12
575.34				
Medium Dense Brown and Gray, Moist to Wet SAND with gravel (SPG)		3 5		22
	-15	15		
		3		
		7 12		14
570.84				
Medium Dense Brown and Gray, Moist GRAVEL with sand and some weathered rock fragments (GPS)		5		
	-20	10 12		12

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
567.84				
Auger Refusal at 21.0 feet End of Boring				
	-25			
	-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)

Illinois Department of Transportation

Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/20/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Proposed Center Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO. _____
Station _____

BORING NO. SGB-162
Station 7038+2.5194
Offset 3.36ft LT
Ground Surface Elev. 583.42 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 574.9 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				4 inches of Topsoil 583.08
	2			Loose to Dense Brown and Gray, Moist SANDY CLAY LOAM (SC/SM)
	4 6		12	
	4			
-5	4 6		11	
	6			
	12 16		8	
▼	8			
-10	11 12		9	
	8			
	6 10		13	
	11			Limestone fragments at 13.5 feet
-15	14 21		8	
	20			567.42 Very Stiff Gray, Moist SILTY CLAY, trace gavel (CL/ML)
	50/6"	2.9 B	7	
				565.42 LIMESTONE, highly weathered 564.92
-20				Auger refusal at 18.5 feet End of Boring

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/14/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-163
Station 1107+96.8049
Offset 77.19ft RT
Ground Surface Elev. 587.41 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 573.9 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 587.16				
Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)		3		
		5 6	3.3 B	25
		5		
	-5	5 5	2.5 B	18
		5		
		5 6	3.5 P	23
578.91				
Very Stiff Gray, Moist SILTY CLAY LOAM (ML/CL)		4		
	-10	5 6	2.9 B	21
		6		
		6 6	3.5 P	10
573.91 ▼				
LIMESTONE, highly weathered		35		
		50/6"		11
Auger refusal at 15 feet 572.41	-15			
End of Boring				
	-20			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/14/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-164
Station 1205+44.9563
Offset 52.42ft LT
Ground Surface Elev. 588.94 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 577.9 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
588.69				3 inches of Topsoil
	2			Very Stiff Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)
	1 1	2.0 P	25	
	2			
	2 3	2.5 P	16	
-5				
582.94				
	3			Loose Brown and Gray, Wet SAND, trace gravel (SP)
	3 6		20	
	2			
	2 3		19	
-10				
577.94 ▼				
	6			Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)
	4 6	2.5 P	10	
	2			
	4 4	4.5 P	20	
-15				
572.94				
572.44				LIMESTONE, highly weathered Auger refusal at 16.5 feet
				End of Boring
-20				

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/20/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-165
Station 815+14.4657
Offset 7.01ft LT
Ground Surface Elev. 588.65 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 569.7 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8 inches of Topsoil				
587.99				
Brown and Gray, Very Moist FILL: SILTY CLAY, trace gravel		2		
		4 4	1.9 B	28
		2		
	-5	2 4	1.9 B	25
582.65				
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)		4		
		5 8	3.8 B	21
		2		
	-10	6 9	4.4 B	20
577.65				
Stiff Gray, Very Moist SILTY CLAY, trace sand and gravel (CL/ML)		2		
		2 6	1.9 B	28
575.15				
Medium Dense to Extremely Dense Gray, Moist SILT, with clay, sand, and limestone fragments (ML)		3		
	-15	9 10		9
		9		
		9 9		8
	▼	10		
		12 50/4"		8
Augur refusal at 20 feet 568.65	-20			

End of Boring

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/19/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Ramp C, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-166
Station 813+28.7137
Offset 65.42ft LT
Ground Surface Elev. 587.92 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 587.42				
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel		2		
		3 4	1.5 B	29
		1		
	-5	3 5	1.7 B	22
581.92				
Stiff to Hard Brown and Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)		3		
		5 7	5.4 B	25
		4		
	-10	5 7	4.2 B	25
		3		
		3 4	1.0 B	21
		3		
	-15	4 5		25
571.92				
Dense Gray, Moist SILT, with sand, gravel and limestone fragments (ML)		15		
		29 25		8
		17		
	-20	29 21		8
Auger refusal at 21.5 feet 566.42				
End of Boring				
	-25			
	-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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 10/22/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-167
Station 8015+73.6086
Offset 36.70ft LT
Ground Surface Elev. 594.12 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 581.6 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
593.12			
12 inches of Topsoil			
	2		
Brown and Gray, Moist to Very Moist	4	2.5	25
FILL: SILTY CLAY, trace sand and gravel	4	P	
	2		
	3	2.0	24
-5	4	P	
588.12			
	3		
Very Stiff to Hard	5	3.8	22
Brown, Moist	7	B	
SILTY CLAY, trace gravel (CL/ML)			
	2		
	4	4.4	17
-10	7	B	
583.12			
	4		
Loose	4	3.8	22
Brown, Wet	8	B	
582.62 SAND (SP)			
▼			
Stiff to Hard			
Gray, Moist			
SILTY CLAY, trace sand and gravel (CL/ML)	4		
	8	3.5	20
-15	10	B	
	6		
	6	4.2	17
	9	B	
	3		
	5	1.9	17
-20	9	B	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
573.12			
Limestone, highly weathered		50/2"	14
572.62 Auger refusal at 21.5 feet			
End of Boring			
-25			
-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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/23/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-168
Station 417+10.5467
Offset 31.55ft RT
Ground Surface Elev. 590.16 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 584.2 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 589.66				
Black, Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace gravel and organics		1		
		2 3	0.4 B	26
		1		
		1 1	1.0 B	22
	-5			
584.16 ▼				
Very Loose Brown and Gray, Wet SANDY LOAM, trace gravel (SM)		2		
		1 2		20
		2		
		2 1		15
	-10			
579.16				
Very Stiff to Hard Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)		5		
		6 10	4.5 P	19
		5		
Sand seam at 14 feet		6 7	2.3 B	25
	-15			
		4		
		5 6		39
		7		
		50/4"		11
Auger refusal at 20 feet 570.16	-20			

End of Boring

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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/27/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Ramp A (East of IL-59 SB), **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-169
Station 1005+14.1057
Offset 64.72ft LT
Ground Surface Elev. 592.18 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 573.7 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				4 inches of Topsoil 591.85
	4			Gray and Brown, Moist to Very Moist FILL: SILTY CLAY, trace sand and gravel
	4 5	1.3 P	28	
	2			
-5	2 2	0.8 P	22	
				586.18
	4			Very Stiff to Hard Gray and Brown, Moist SILTY CLAY, trace gravel (CL/ML)
	6 7	4.0 P	14	
	5			
-10	6 9	4.5 P	19	
	3			
	4 8	3.0 P	19	
				578.68
	3			Very Stiff Gray, Moist to Very Moist SILTY CLAY LOAM, trace sand (ML/CL)
-15	5 8	3.5 P	22	
	3			
				575.18
	13 26	4.0 P	12	Dense Gray, Moist SAND, with gravel and limestone fragments (SPG)
▼	13			
-20	16 18		8	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				571.68
				Auger refusal at 20.5 feet End of Boring
-25				
-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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/11/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp A (East of IL-59 SB), **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-170
Station
Offset
Ground Surface Elev. 596.12 **ft**

Surface Water Elev. N/A **ft**
Stream Bed Elev. N/A **ft**

Groundwater Elev.:
First Encounter 575.1 **ft** ▼
Upon Completion N/A **ft**
After N/A **Hrs.** N/A **ft**

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 595.62			
Brown and Gray and Black, Moist to Very Moist FILL: SILTY CLAY, trace gravel and organics	4		
	5 6	2.7 B	19
	2		
-5	3 4	1.7 B	26
590.12			
Very Stiff to Hard Brown and Gray, Moist SILTY CLAY, trace gravel (Cl/ML)	4		
	7 8	3.5 B	20
	4		
-10	6 8	4.8 B	21
	5		
	7 9	4.6 B	23
582.62			
Very Stiff Gray, Moist SILTY CLAY (CL/ML)	3		
-15	5 9	2.7 B	21
	7		
	6 7	3.3 B	15
	5		
Cobbles at 19 feet	21	3.3	13
-20	21	B	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Stiff Gray, Moist SILTY CLAY (CL/ML) *(continued)* 574.62 ▼	50/2"		
Auger Refusal at 21.5 feet End of Boring			11
-25			
-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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/12/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** IL-59 DDI NB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-171
Station 8009+73.7288
Offset 50.37ft RT
Ground Surface Elev. 595.08 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 584.1 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				6 inches of Topsoil 594.58
	5			Brown and Gray and Black, Moist to Very Moist FILL: SILTY CLAY, trace sand, trace organics
	6 6	2.9 B	19	
	2			
-5	3 4	1.3 B	25	
	2			
	3 6	0.8 B	40	
	2			586.58 Stiff Brown and Gray, Very Moist SILTY CLAY, trace gravel (CL/ML)
-10	2 2	1.3 B	29	
	3			584.08 ▼ Very Stiff to Hard Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)
	3 4	2.1 B	12	
	3			
-15	4 6	2.3 B	21	Sand Seam at 14 feet
	7			
	7 9	5.4 B	21	
	3			
-20	3 7	2.1 B	29	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				574.08
	10			Medium Dense Gray, Moist GRAVEL, with sand and silt (GPS)
	12 12		10	
				571.58 Auger Refusal at 23.5 End of Boring
-25				
-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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/5/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** IL-59 SB, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-172
Station 6993+14.4808
Offset 38.29ft RT
Ground Surface Elev. 592.30 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter None ft
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 591.80				
Gray, Moist FILL: SAND AND GRAVEL		3		
		7 9		8
588.80				
Very Stiff Brown and Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)		3		
	-5	3 5	2.3 B	19
		3		
		4 5	2.1 B	18
		1		
	-10	3 4	2.1 B	17
581.30				
Very Stiff to Hard Gray, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)		4		
		9 11	5.0 B	20
		4		
	-15	8 12	5.6 B	20
		4		
		5 5	3.0 P	28
		2		
	-20	3 5	2.1 B	33
571.30				
Hard Gray, Moist SILTY CLAY LOAM, trace sand and gravel (ML/CL)		11		
		21 33	6.0 P	9
		13		
	-25	26 29	5.5 P	9
567.30 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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/28/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** MH

SECTION 2018-075-R **LOCATION** Seil Rd, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-173
Station 4011+4.9836
Offset 35.43ft RT
Ground Surface Elev. 591.05 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 570.6 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				4 inches of Topsoil 590.72
	2			Brown and Gray, Moist to Very Moist
	3 4	1.7 B	27	FILL: SILTY CLAY, trace gravel and sand
	2			
-5	2 2	0.6 B	14	
				585.05
	2			Stiff to Very Stiff
	3 5	1.7 B	17	Brown and Gray, Moist SILTY CLAY, trace gravel (CL/ML)
	3			
-10	5 8	3.3 B	16	Limestone fragments at 9.5 feet
				580.05
	4			Stiff to Very Stiff
	6 9	4.0 B	23	Gray, Moist to Very Moist SILTY CLAY LOAM (ML/CL)
	2			
-15	5 6	2.5 P	22	
	2			
	3 5	2.7 B	29	
	3			
-20	8 15	1.9 B	10	Sand seam at 19 feet

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				▼
	50/1"			Spoon and auger refusal at 21 feet 570.05
			4	End of Boring
-25				
-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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 11/5/19

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** NP

SECTION 2018-075-R **LOCATION** Seil Rd, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-174
Station 5542+13.6242
Offset 26.50ft RT
Ground Surface Elev. 591.68 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 585.7 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
591.18 6 inches of Topsoil			
Brown and Gray, Moist to Very Moist FILL: SILTY CLAY, trace sand and gravel	2		
	2 4	1.3 B	27
	1		
-5	4 6	5.4 B	18
585.68 ▼	5		
Very Stiff to Hard Brown, Moist to Very Moist SILTY CLAY, trace sand and gravel (CL/ML)	8 8	5.8 B	23
	3		
-10	6 8	3.8 B	27
580.68	5		
Stiff to Hard Brown and gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)	7 10	5.0 B	21
	3		
-15	5 8	1.5 B	18
575.68	2		
Stiff to Very Stiff Gray, Moist SILTY CLAY, trace sand and gravel (CL/ML)	7 10	1.9 B	14
	3		
-20	8 16	2.7 B	11
-25			
-30			
-35			
-40			
Auger refusal at 21.5 feet 570.18 End of Boring			

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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 3/13/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Ramp D, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-175
Station 604+14.301
Offset 34.01ft LT
Ground Surface Elev. 595.42 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 574.4 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				6 inches of Topsoil 594.92
	4			Brown, Gray and Black, Moist FILL: SILTY CLAY, trace gravel
	4 6	1.1 B		
	3			
-5	3 4	2.1 B		
	3			
	5 5	2.5 B		
	2			
-10	2 3	1.3 B		
				584.42
	2			Medium Stiff to Stiff Gray, Moist SILTY CLAY (CL/ML)
	4 4	1.3 B		
	2			
-15	2 3	0.8 B		
	3			
	6 6	1.5 B		
	2			
-20	2 3	1.9 B		Sand Seam at 19 feet
				574.42 ▼
	30			Very Dense Gray, Moist GRAVEL, with limestone fragments (GP)
	24 32			
-25				Auger Refusal at 23 feet 572.42 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, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/14/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** EH

SECTION 2018-075-R **LOCATION** Ramp B, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-176
Station 1108+25.851
Offset 71.58ft LT
Ground Surface Elev. 589.79 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 570.8 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3 inches of Topsoil 589.54				
Soft to Hard Brown and Gray, Moist SILTY CLAY, trace sand (CL/ML)		2		
		4 4	1.5 P	14
		2		
		3 4	0.4 B	22
	-5			
		3		
		5 7	4.6 B	14
		2		
		3 5	2.1 B	17
	-10			
578.79				
Stiff to Very Stiff Gray, Moist to Very Moist SILTY CLAY (CL/ML)		4		
		9 7	2.9 B	18
		2		
		2 5	1.5 B	28
	-15			
		5		
		8 8	1.3 B	10
		5		
570.79 ▼				
LIMESTONE, highly weathered		10 50/6"		13
569.79	-20			

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Auger refusal at 20 feet End of Boring				
	-25			
	-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)

Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Date 4/10/20

ROUTE I-55 and IL 59 **DESCRIPTION** Roadway Boring **LOGGED BY** AB

SECTION 2018-075-R **LOCATION** Rock Run Crossings Dr, **SEC.** , **TWP.** , **RNG.** ,
Latitude , **Longitude**

COUNTY WILL **DRILLING METHOD** HSA **HAMMER TYPE** AUTO

STRUCT. NO.
Station

BORING NO. SGB-177
Station 7028+79.1888
Offset 73.80ft RT
Ground Surface Elev. 584.03 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

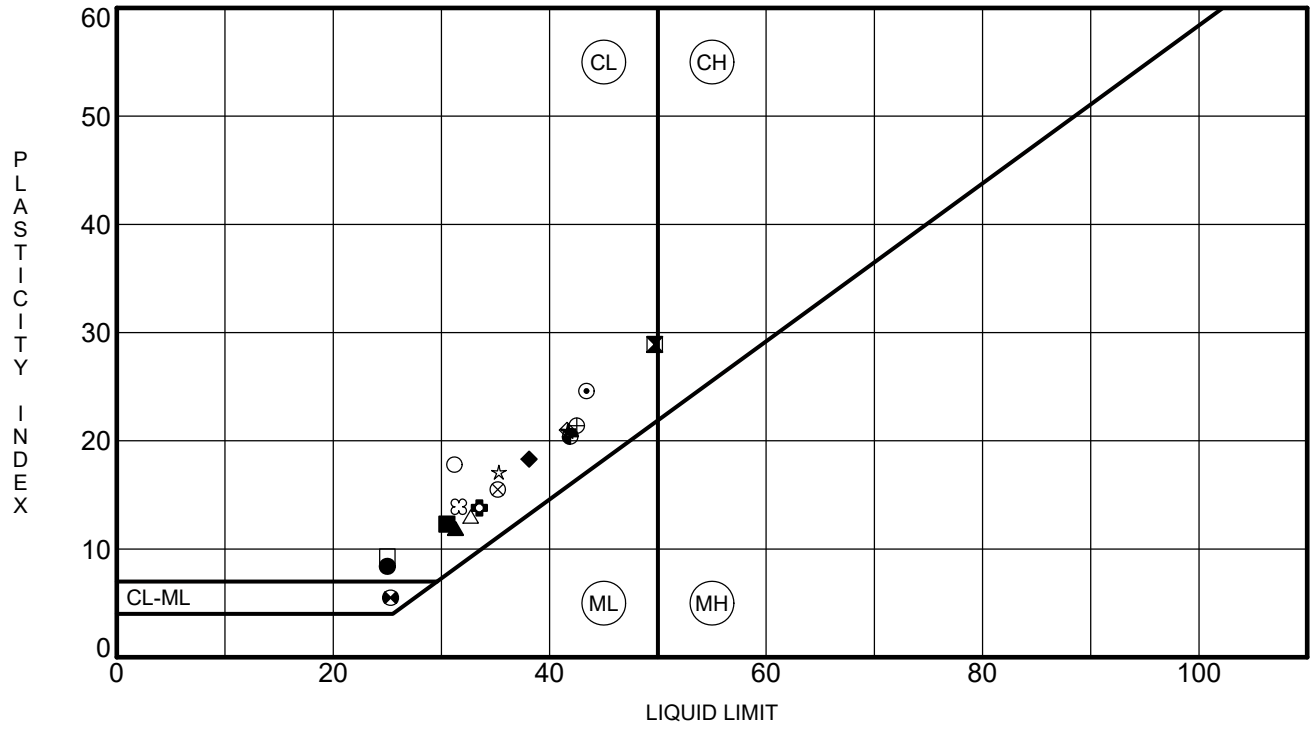
Groundwater Elev.:
First Encounter 570.5 ft ▼
Upon Completion N/A ft
After N/A **Hrs.** N/A ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6 inches of Topsoil 583.53				
Loose Brown and Gray, Moist to Wet SAND, trace gravel (SP)		2		
		2 2		21
		2		
		2 5		14
	-5			
578.03				
Stiff to Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)		2		
		3 2	1.5 B	18
		2		
		3 4	2.0 P	20
	-10			
		5		
		9 10	2.1 B	13
	▼			
Cobbles at 13.5-15 feet		5		
		11 14	2.7 B	11
	-15			
		15		
		15 25	3.8 P	10
Auger refusal at 19 feet 565.03		50/2"		
End of Boring				10
	-20			

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)

APPENDIX D

LABORATORY TEST RESULTS



	Specimen Identification		LL	PL	PI	Fines	Classification
●	SGB-09	8.50	25.0	16.6	8.4		
⊠	SGB-107	11.00	49.7	20.8	28.9		
▲	SGB-148	8.50	31.3	19.4	11.9		
★	SGB-160	11.00	41.7	20.8	20.9		
⊙	SGB-164	3.50	43.4	18.8	24.6		
✿	SGB-165	6.00	33.5	19.7	13.8		
○	SGB-169	3.50	31.2	13.4	17.8		
△	SGB-169	11.00	32.7	19.7	13.0		
⊗	SGB-171	18.50	35.2	19.7	15.5		
⊕	SGB-172	18.50	42.5	21.1	21.4		
□	SGB-173	6.00	25.0	15.7	9.3		
⊛	SGB-177	8.50	25.3	19.8	5.5		
◕	SGB-31	8.50	41.9	21.5	20.4		
☆	SGB-69	3.50	35.3	18.2	17.1		
❀	SGB-87	8.50	31.6	17.7	13.9		
■	SGB-96	11.00	30.5	18.2	12.3		
◆	SGB-98	3.50	38.1	19.8	18.3		
◇	SGB-99	6.00	41.6	20.6	21.0		

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ATTERBERG LIMITS' RESULTS

Route: I-55 and IL 59

Section: 2018-075-R

County: WILL

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Table D1a–Test Results – Atterberg Limits

Boring ID	Sample Depth (ft)	Liquid Limit (%)	Plastic Limit (%)	Plasticity Index (%)	Soil Classification
SGB-9	8.5-10	25.0	16.6	8.4	CL/ML
SGB-31	8.5-10	41.9	21.5	20.4	CL/ML
SGB-69	3.5-5.0	35.3	18.2	17.1	CL/ML
SGB-87	3.5-5.0	31.6	17.7	13.9	CL/ML
SGB-96	11-12.5	30.5	18.2	12.3	CL/ML
SGB-98	3.5-5.0	38.1	19.8	18.3	CL/ML
SGB-99	6.0-7.5	41.6	20.6	21.0	CL/ML
SGB-107	11.0-12.5	49.7	20.8	28.9	CL-CH
SGB-148	8.5-10.0	31.3	19.4	11.9	CL/ML
SGB-160	11-12.5	41.7	20.8	20.9	CL/ML
SGB-164	3.5-5.0	43.4	18.8	24.6	CL/ML
SGB-165	6.0-7.5	33.5	19.7	13.8	CL/ML
SGB-169	3.5-5.0	31.2	13.4	17.8	CL/ML
SGB-169	11-12.5	32.7	19.7	13.0	CL/ML
SGB-171	18.5-20.0	35.2	19.7	15.5	CL/ML
SGB-172	18.5-20.0	42.5	21.1	21.4	CL/ML
SGB-173	6.0-7.5	25.0	15.7	9.3	CL/ML
SGB-177	8.5-10.0	25.3	19.8	5.5	CL-ML

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Table D1b–Test Results – Organic Content

Boring ID	Sample Depth (ft)	Organic Content (%)	Soil Classification
SGB-05	1-2.5	2.9	CL/ML
SGB-15	1-2.5	3.6	CL/ML
SGB-31	3.5-5.0	3.2	CL/ML
SGB-40	1-2.5	7.3	CL/ML
SGB-82	1.0-2.5	1.5	CL/ML
SGB-118	1-2.5	3.0	CL/ML
SGB-155	1-2.5	3.8	CL/ML
SGB-164	3.5-5.0	2.2	CL/ML

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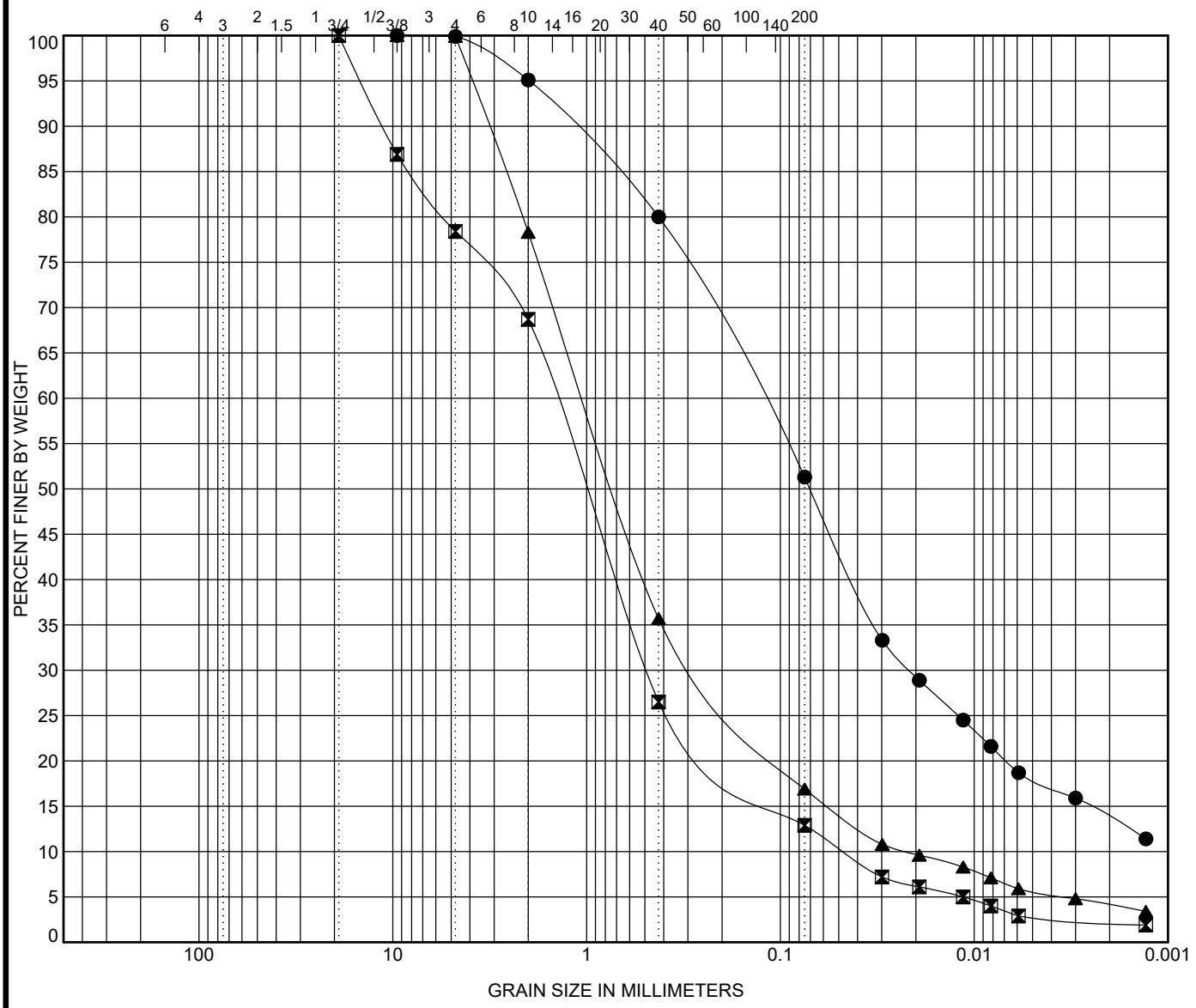
Table D1c–Test Results – Unit Weight

Boring ID	Sample Depth (ft)	Wet Unit Weight (pcf)	Dry Unit Weight (pcf)	Soil Classification
SGB-09	6.0-7.5	134.6	117.2	CL/ML
SGB-96	11.0-12.5	131.7	109.8	CL/ML
SGB-98	3.5-5.0	125.1	104.7	CL/ML
SGB-99	6-7.5	129.9	111.6	CL/ML
SGB-107	11.0-12.5	123.0	100.9	CL-CH
SGB-160	11.0-12.5	122.5	94.1	CL/ML
SGB-163	11.0-12.5	147.4	133.8	CL/ML
SGB-165	3.5-5.0	122.8	101.4	CL/ML
SGB-169	11.0-12.5	132.4	111.7	CL/ML
SGB-171	18.5-20.0	123.6	95.6	CL/ML
SGB-172	3.5-5.0	127.7	107.6	CL/ML
SGB-172	18.5-20.0	123.6	92.9	CL/ML
SGB-173	6-7.5	138.2	117.8	CL/ML
SGB-177	8.5-10.0	139.3	116.3	CL-ML



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	Specimen Identification	Classification	LL	PL	PI	Cc	Cu
●	**SGB-12 3.5'-5.0'**						
⊠	**SGB-162 3.5'-5.0'**					**3.42**	**30.94**
▲	**SGB-18 3.5'-5.0'**					**2.76**	**46.25**

	Specimen Identification	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	**SGB-12 3.5'-5.0'**	**9.5**	**0.127**	**0.021**		**0.1**	**48.6**	**37.6**	**13.7**
⊠	**SGB-162 3.5'-5.0'**	**19**	**1.453**	**0.483**	**0.047**	**21.6**	**65.5**	**10.7**	**2.2**
▲	**SGB-18 3.5'-5.0'**	**9.5**	**1.028**	**0.251**	**0.022**	**0.1**	**83.0**	**12.8**	**4.1**

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GRAIN SIZE DISTRIBUTION

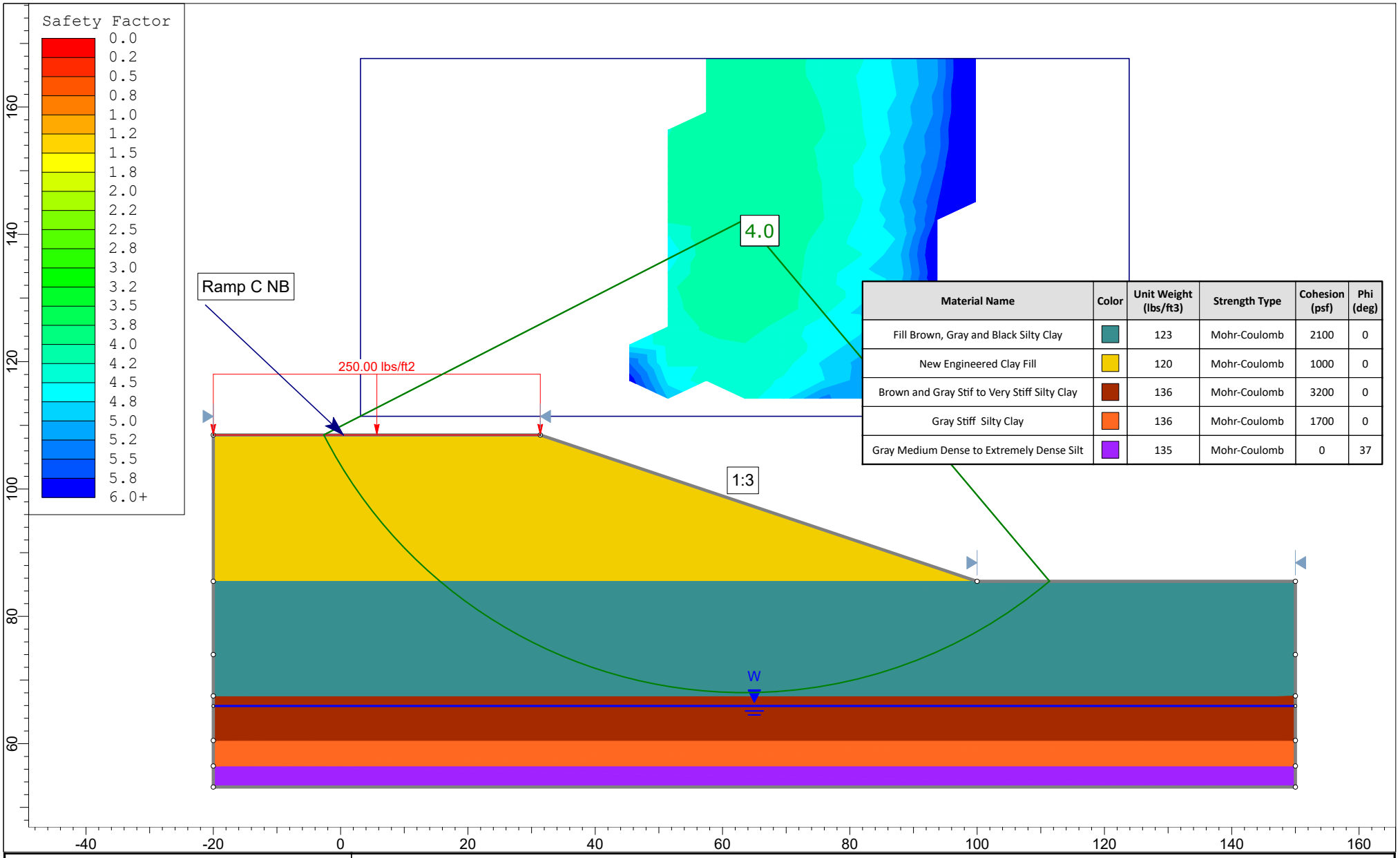
Route: I-55 and IL 59

Section: 2018-075-R

County: WILL

APPENDIX E

SLOPE STABILITY ANALYSIS EXHIBITS



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown, Gray and Black Silty Clay		123	Mohr-Coulomb	2100	0
New Engineered Clay Fill		120	Mohr-Coulomb	1000	0
Brown and Gray Stif to Very Stiff Silty Clay		136	Mohr-Coulomb	3200	0
Gray Stiff Silty Clay		136	Mohr-Coulomb	1700	0
Gray Medium Dense to Extremely Dense Silt		135	Mohr-Coulomb	0	37

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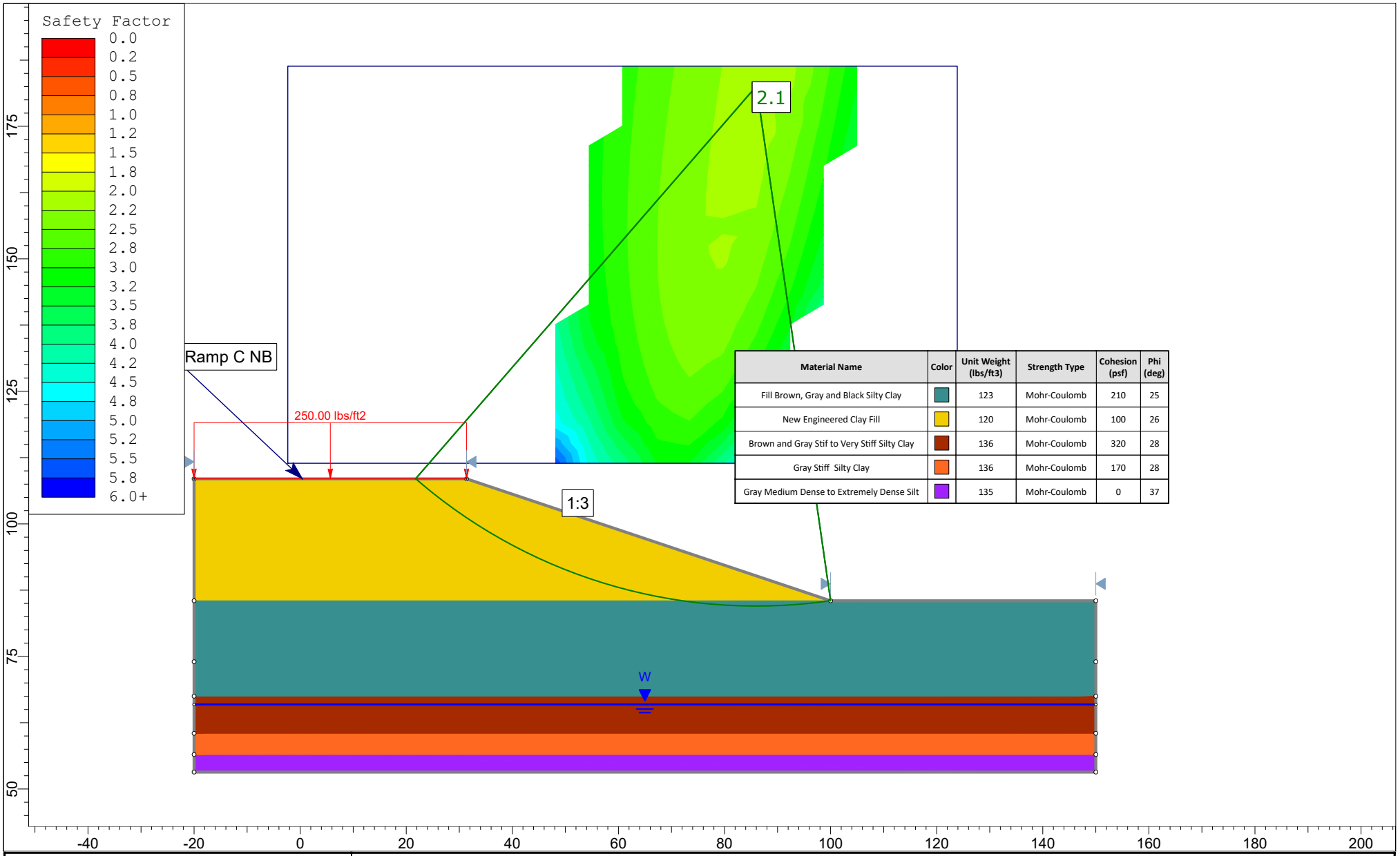
SLIDEINTERPRET 8.028

Project	*IL-59 Ramp C NB, Station 814 - Table 5a*		
Analysis Description	Exhibit 1: Circular Failure Short Term - Undrained		
Drawn By	SI	*Scale* 1:250	*Company* GSG Consultants
Date	01/30/2021	*File Name*	Ramp C NB, station 814-short.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown, Gray and Black Silty Clay		123	Mohr-Coulomb	210	25
New Engineered Clay Fill		120	Mohr-Coulomb	100	26
Brown and Gray Stif to Very Stiff Silty Clay		136	Mohr-Coulomb	320	28
Gray Stiff Silty Clay		136	Mohr-Coulomb	170	28
Gray Medium Dense to Extremely Dense Silt		135	Mohr-Coulomb	0	37

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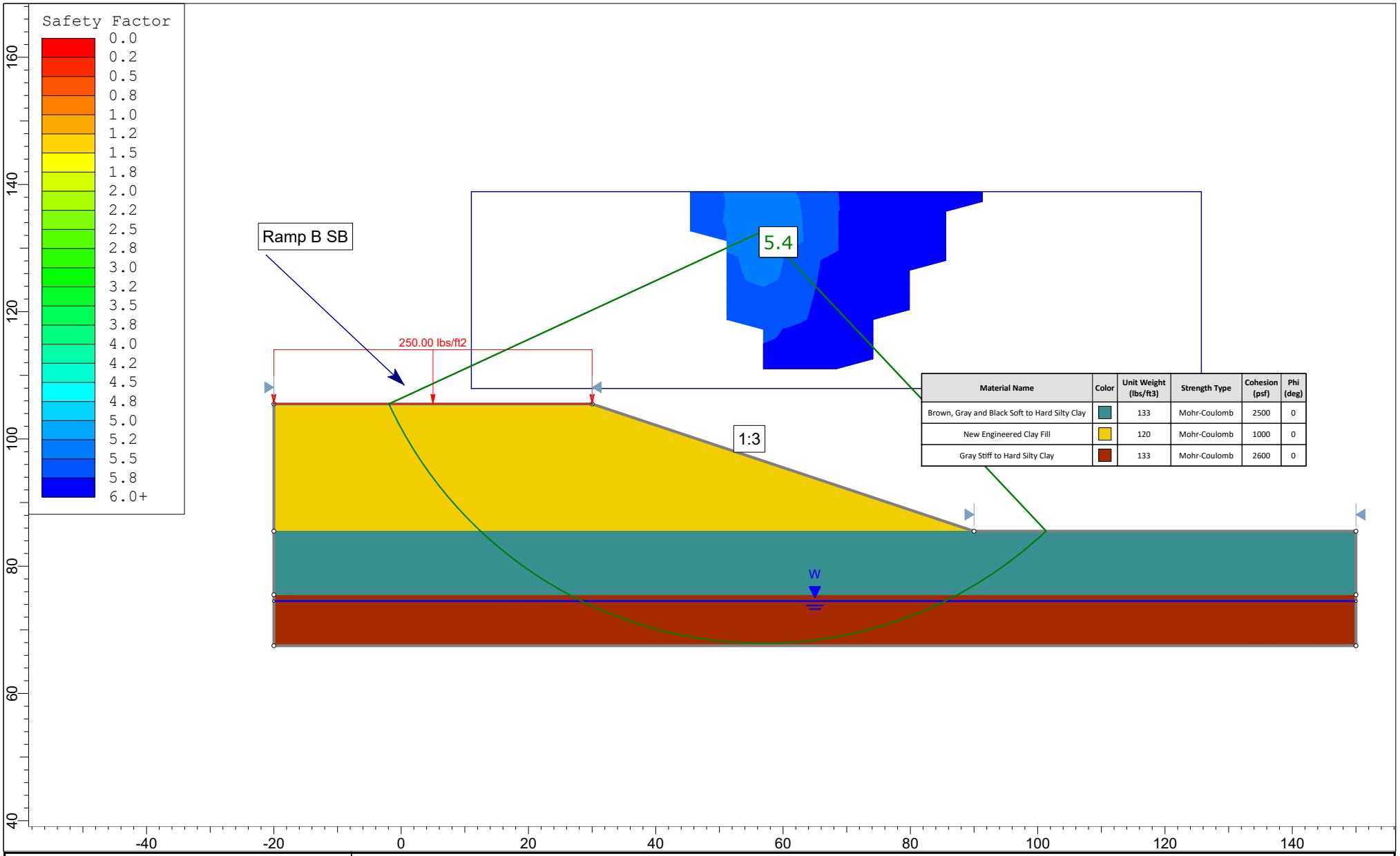
Project	*IL-59 Ramp C NB, Station 814 - Table 5a*		
Analysis Description	Exhibit 2: Circular Failure Long Term - Drained		
Drawn By	SI	*Scale* 1:300	*Company* GSG Consultants
Date	01/30/2021		*File Name* Ramp C NB, station 814-long.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Brown, Gray and Black Soft to Hard Silty Clay		133	Mohr-Coulomb	2500	0
New Engineered Clay Fill		120	Mohr-Coulomb	1000	0
Gray Stiff to Hard Silty Clay		133	Mohr-Coulomb	2600	0

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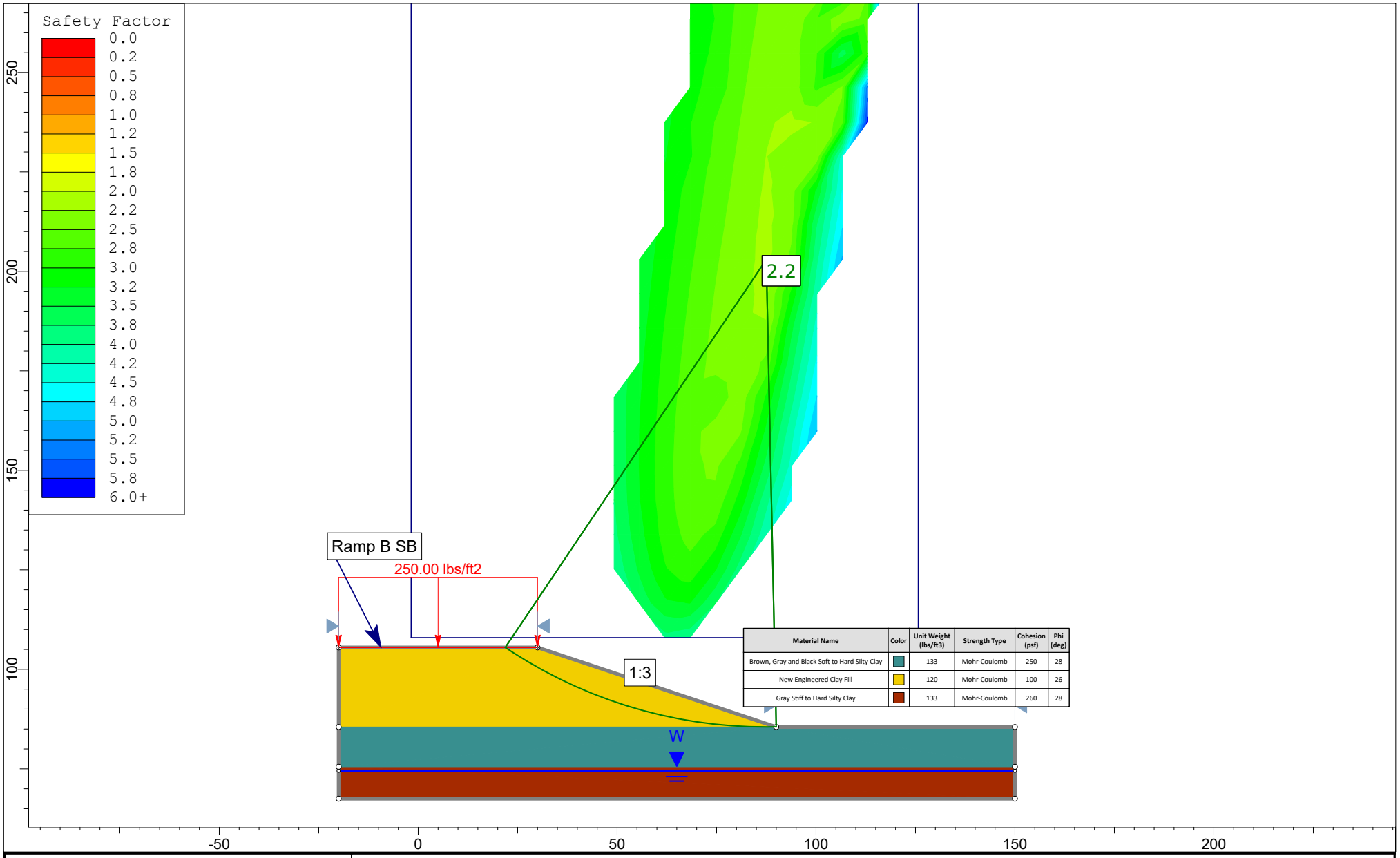
Project	*IL-59 Ramp B SB, Station 1204 - Table 5b*		
Analysis Description	Exhibit 3: Circular Failure Short Term - Undrained		
Drawn By	SI	*Scale* 1:250	*Company* GSG Consultants
Date	01/30/2021	*File Name*	Ramp B SB, station 1204-short.slmd



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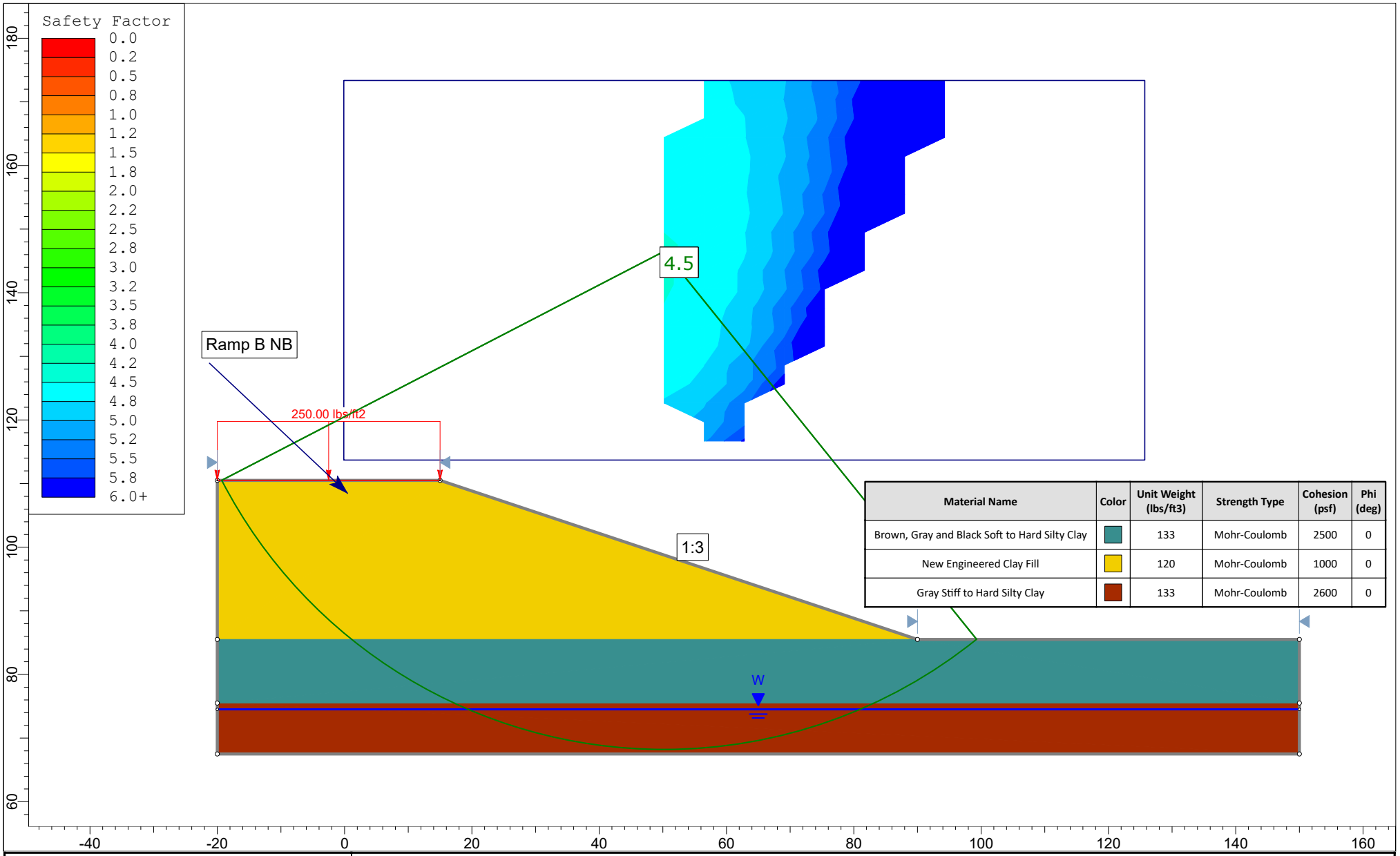
Project	*IL-59 Ramp B SB, Station 1204 - Table 5b*		
Analysis Description	Exhibit 4: Circular Failure Long Term - Drained		
Drawn By	SI	*Scale* 1:400	*Company* GSG Consultants
Date	01/30/2021		*File Name* Ramp B SB, station 1204-long.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Brown, Gray and Black Soft to Hard Silty Clay		133	Mohr-Coulomb	2500	0
New Engineered Clay Fill		120	Mohr-Coulomb	1000	0
Gray Stiff to Hard Silty Clay		133	Mohr-Coulomb	2600	0

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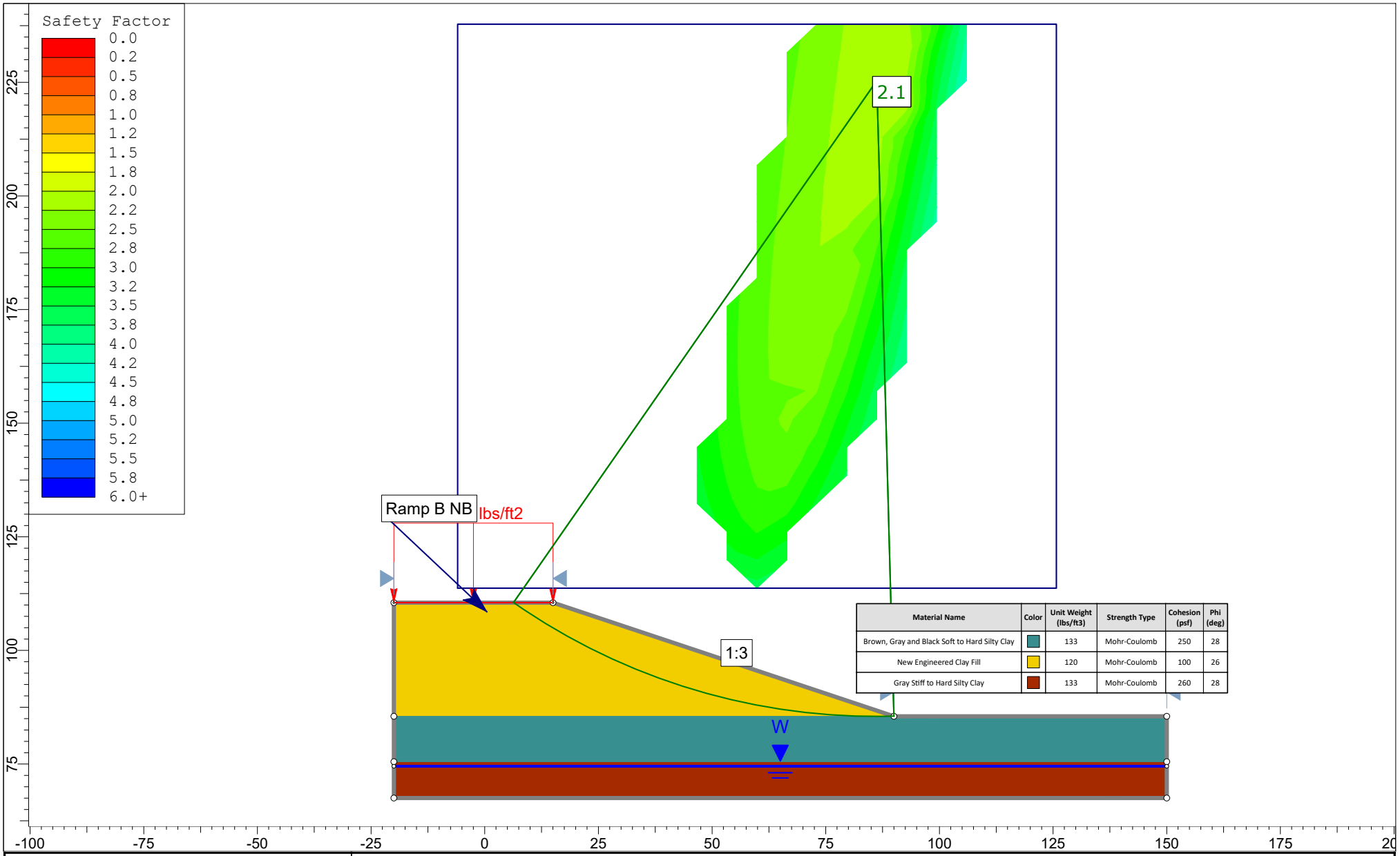
Project	*IL-59 Ramp B NB station 1107+50 - Table 5b*		
Analysis Description	Exhibit 5: Circular Failure Short Term - Undrained		
Drawn By	SI	*Scale* 1:250	*Company* GSG Consultants
Date	01/30/2021		*File Name* Ramp B NB station 1107+50-short.slmd



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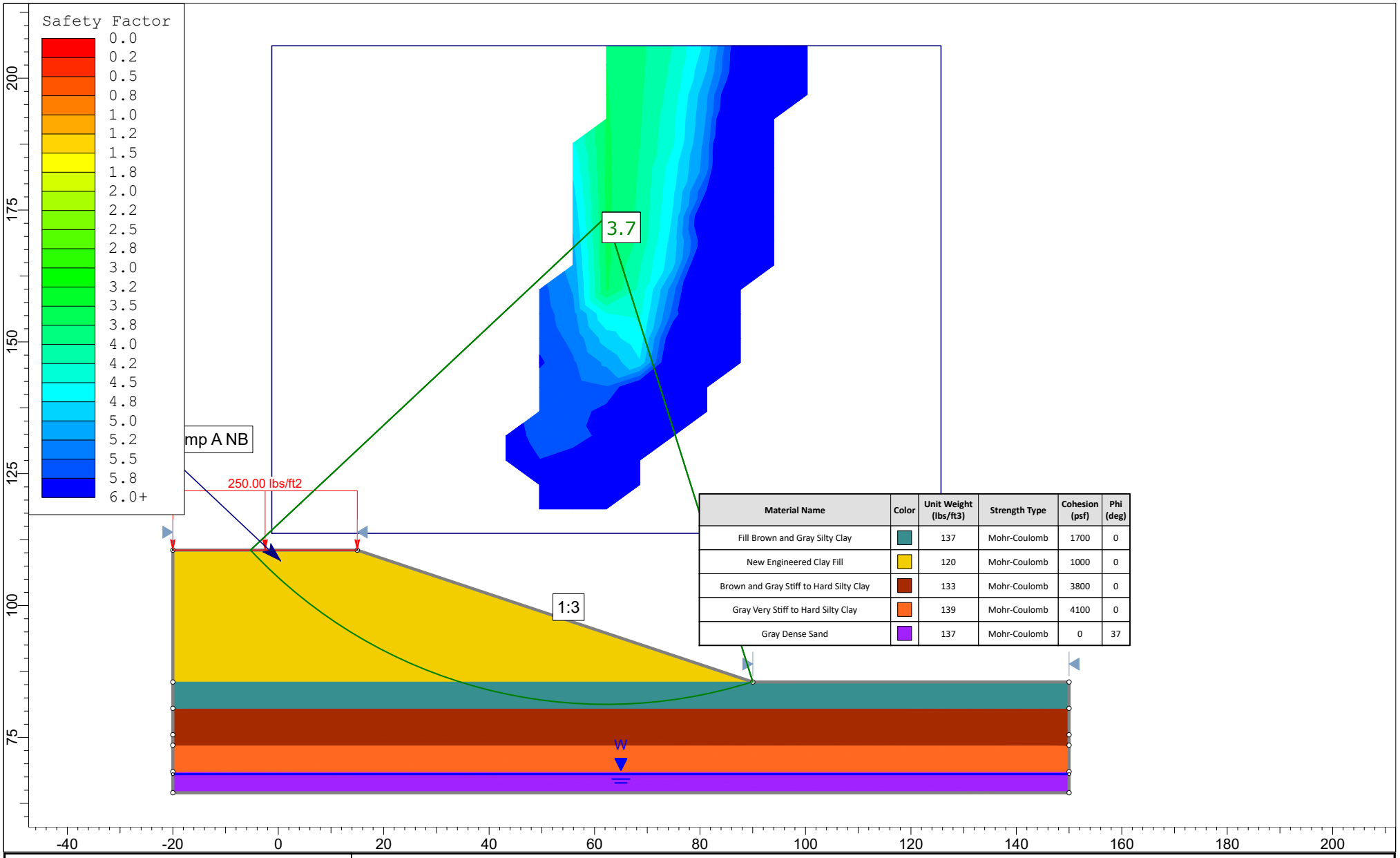
Project	*IL-59 Ramp B NB station 1107+50 - Table 5b*		
Analysis Description	Exhibit 6: Circular Failure Long Term - Drained		
Drawn By	SI	*Scale* 1:350	*Company* GSG Consultants
Date	01/30/2021		*File Name* Ramp B NB station 1107+50-long.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown and Gray Silty Clay		137	Mohr-Coulomb	1700	0
New Engineered Clay Fill		120	Mohr-Coulomb	1000	0
Brown and Gray Stiff to Hard Silty Clay		133	Mohr-Coulomb	3800	0
Gray Very Stiff to Hard Silty Clay		139	Mohr-Coulomb	4100	0
Gray Dense Sand		137	Mohr-Coulomb	0	37

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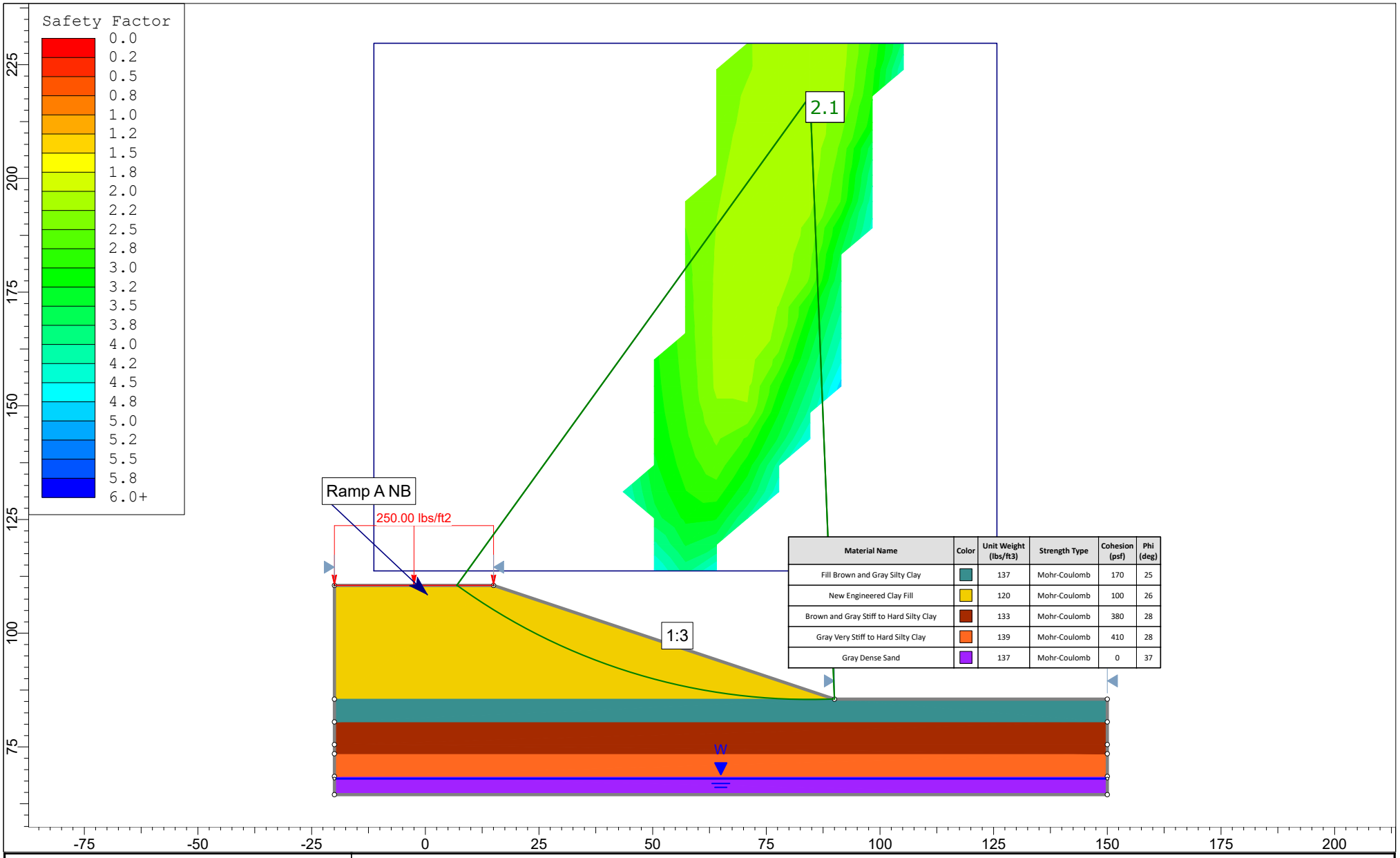
Project	*IL-59 Ramp A NB, Station 1005 - Table 5c*		
Analysis Description	Exhibit 7: Circular Failure Short Term - Undrained		
Drawn By	SI	*Scale* 1:300	*Company* GSG Consultants
Date	01/30/2021		*File Name* Ramp A NB, Station 1005-short.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown and Gray Silty Clay		137	Mohr-Coulomb	170	25
New Engineered Clay Fill		120	Mohr-Coulomb	100	26
Brown and Gray Stiff to Hard Silty Clay		133	Mohr-Coulomb	380	28
Gray Very Stiff to Hard Silty Clay		139	Mohr-Coulomb	410	28
Gray Dense Sand		137	Mohr-Coulomb	0	37

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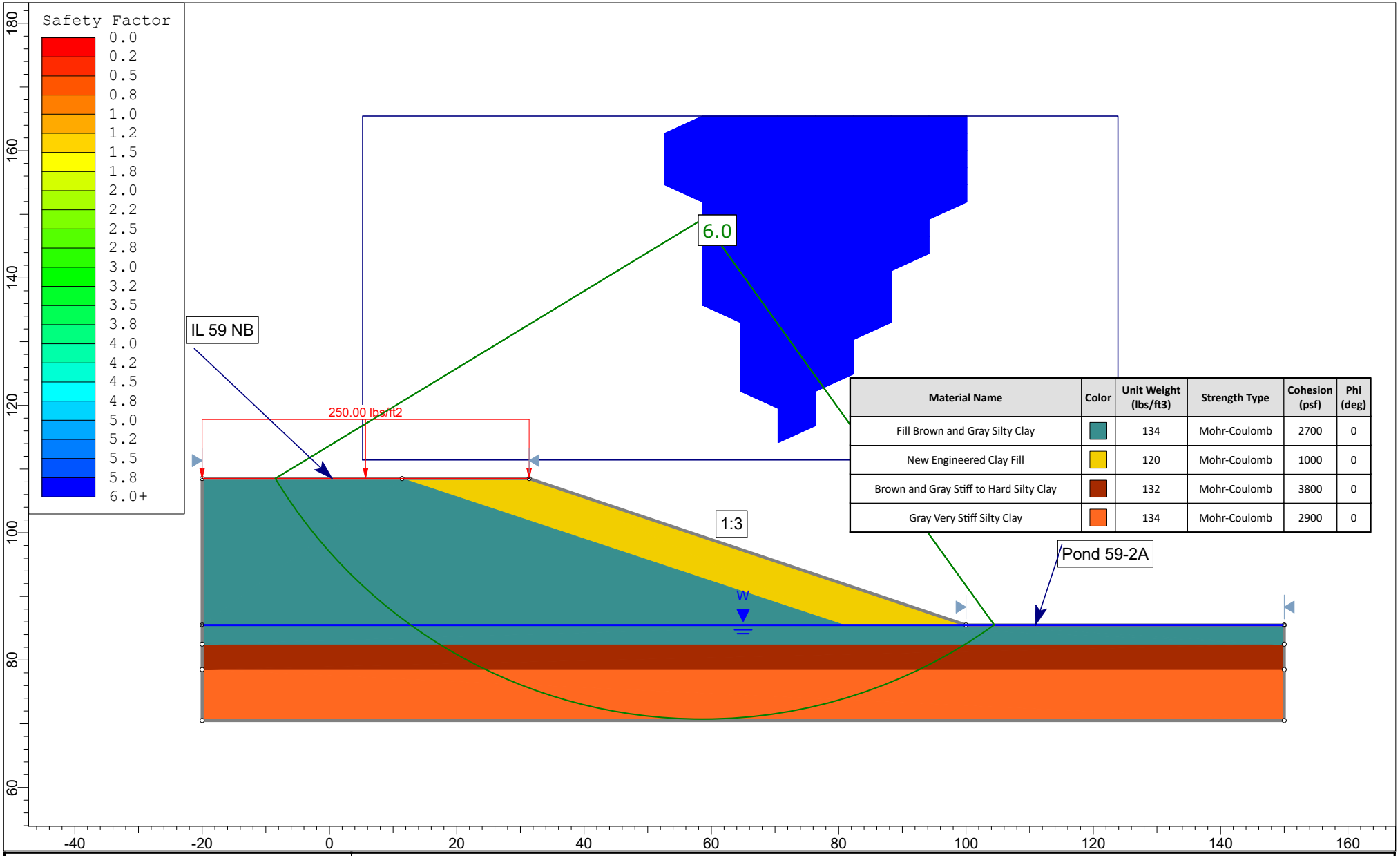
SLIDEINTERPRET 8.028

Project	*IL-59 Ramp A NB, Station 1005 - Table 5c*		
Analysis Description	Exhibit 8: Circular Failure Long Term - Drained		
Drawn By	SI	*Scale* 1:350	*Company* GSG Consultants
Date	01/30/2021		*File Name* Ramp A NB, Station 1005-long.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown and Gray Silty Clay		134	Mohr-Coulomb	2700	0
New Engineered Clay Fill		120	Mohr-Coulomb	1000	0
Brown and Gray Stiff to Hard Silty Clay		132	Mohr-Coulomb	3800	0
Gray Very Stiff Silty Clay		134	Mohr-Coulomb	2900	0

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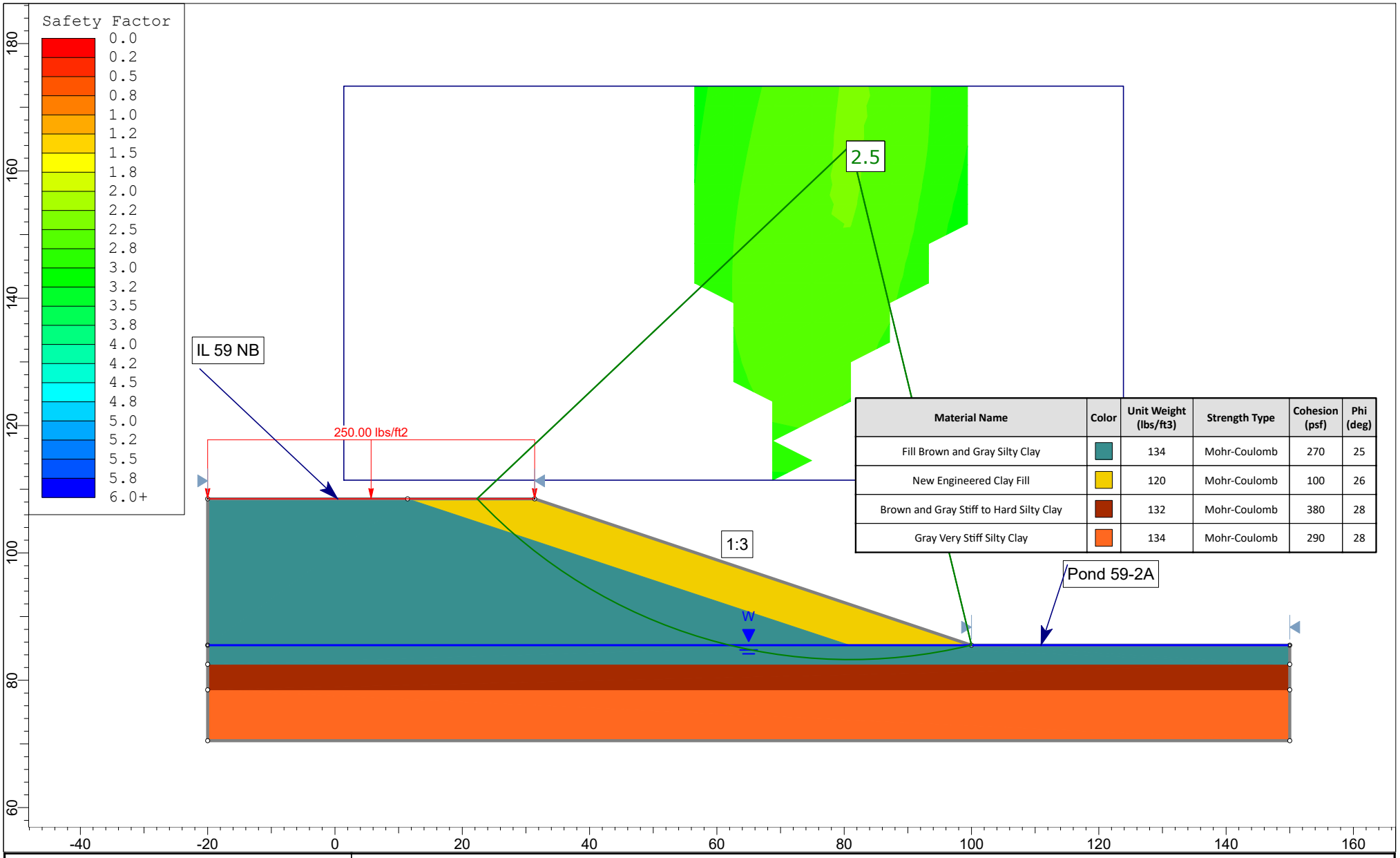
SLIDEINTERPRET 8.028

Project	*IL 59 NB, station 8000 - Table 5d*		
Analysis Description	Exhibit 9: Circular Failure Short Term - Undrained		
Drawn By	SI	*Scale* 1:250	*Company* GSG Consultants
Date	01/30/2021	*File Name*	IL 59 NB, station 8000-short.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown and Gray Silty Clay		134	Mohr-Coulomb	270	25
New Engineered Clay Fill		120	Mohr-Coulomb	100	26
Brown and Gray Stiff to Hard Silty Clay		132	Mohr-Coulomb	380	28
Gray Very Stiff Silty Clay		134	Mohr-Coulomb	290	28

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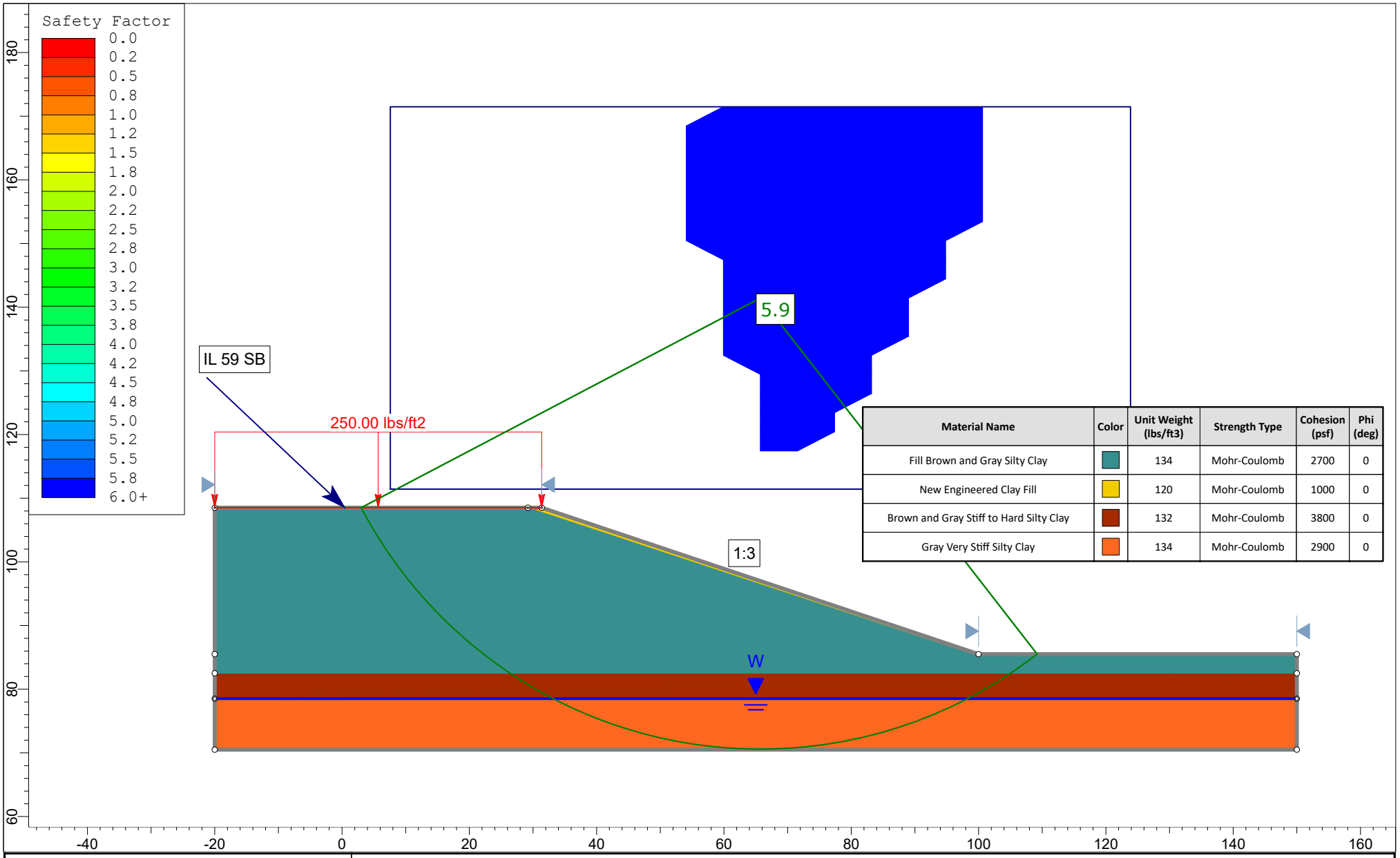
SLIDEINTERPRET 8.028

Project	*IL 59 NB, station 8000- Table 5d*		
Analysis Description	Exhibit 10: Circular Failure Long Term - Drained		
Drawn By	SI	*Scale* 1:250	*Company* GSG Consultants
Date	01/30/2021		*File Name* IL 59 NB, station 8000-long.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown and Gray Silty Clay		134	Mohr-Coulomb	2700	0
New Engineered Clay Fill		120	Mohr-Coulomb	1000	0
Brown and Gray Stiff to Hard Silty Clay		132	Mohr-Coulomb	3800	0
Gray Very Stiff Silty Clay		134	Mohr-Coulomb	2900	0

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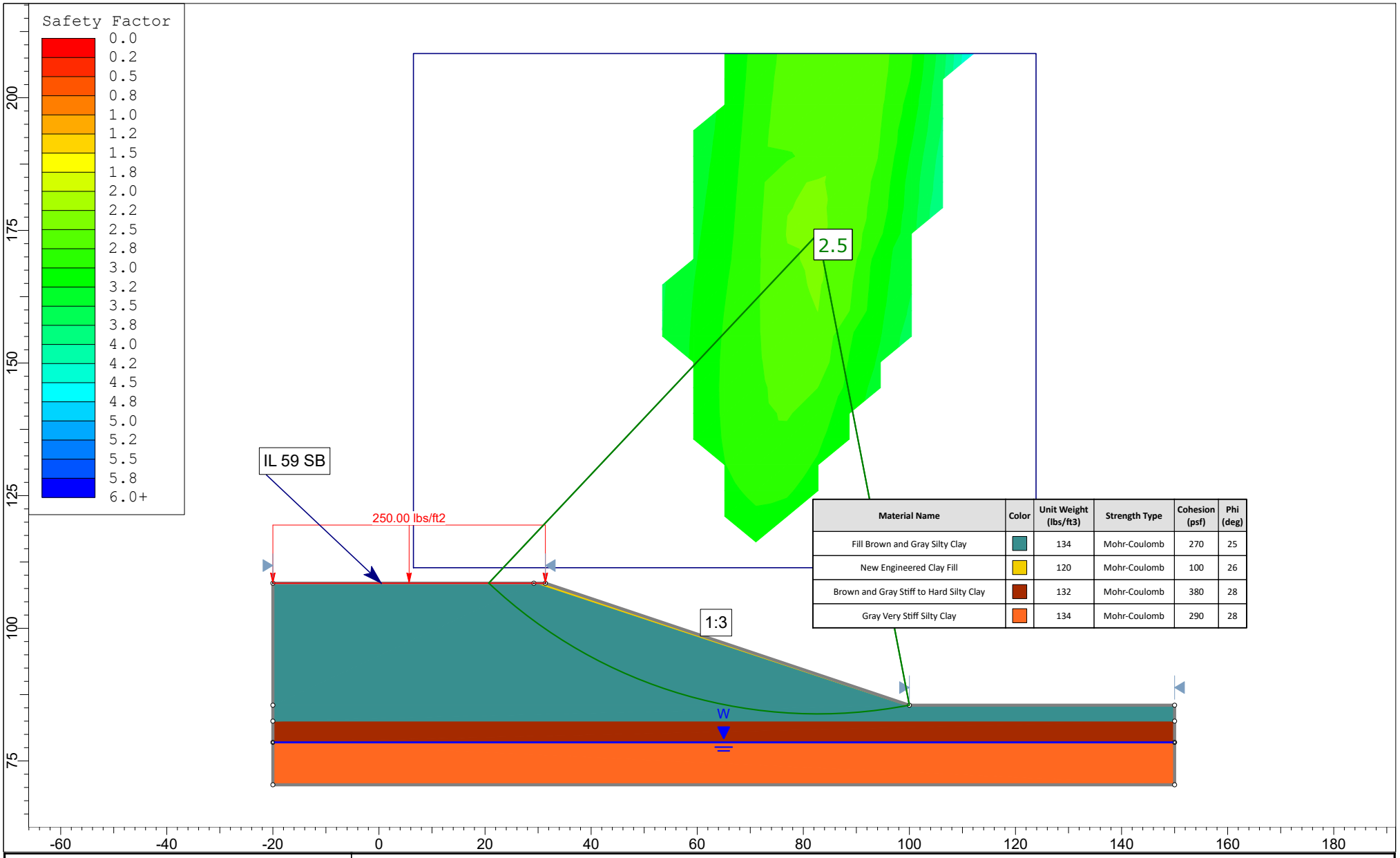
SLIDEINTERPRET 8.028

Project	*IL 59 SB, STA 7002 - Table 5d*		
Analysis Description	Exhibit 12: Circular Failure Short Term - Undrained		
Drawn By	SI	*Scale* 1:250	*Company* GSG Consultants
Date	01/30/2021		*File Name* IL 59 SB, STA 7002-short.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown and Gray Silty Clay		134	Mohr-Coulomb	270	25
New Engineered Clay Fill		120	Mohr-Coulomb	100	26
Brown and Gray Stiff to Hard Silty Clay		132	Mohr-Coulomb	380	28
Gray Very Stiff Silty Clay		134	Mohr-Coulomb	290	28

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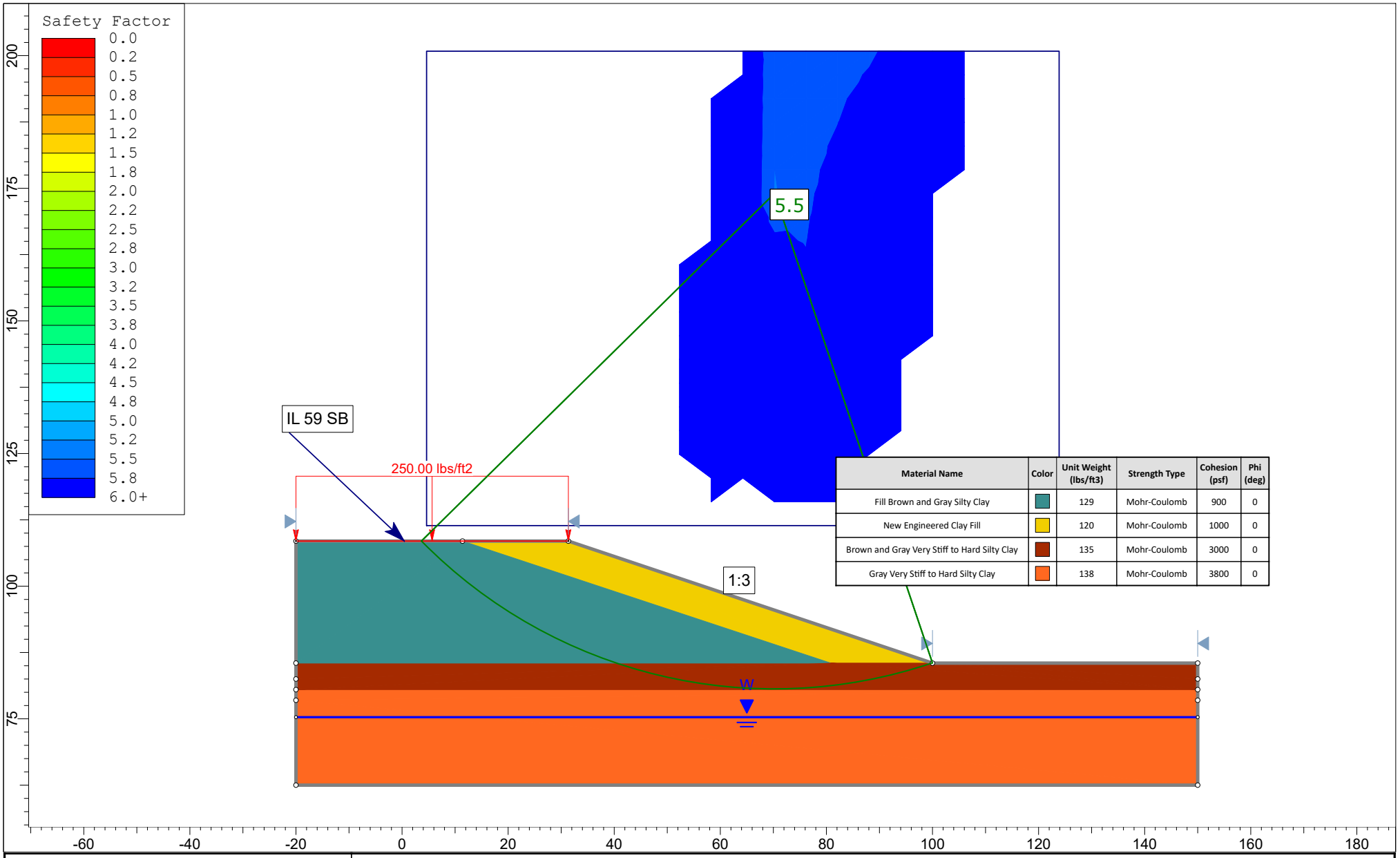
SLIDEINTERPRET 8.028

Project	*IL 59 SB, STA 7002 - Table 5d*		
Analysis Description	Exhibit 13: Circular Failure Long Term - Drained		
Drawn By	SI	*Scale* 1:300	*Company* GSG Consultants
Date	01/30/2021		*File Name* IL 59 SB, STA 7002-long.slmd



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Fill Brown and Gray Silty Clay		129	Mohr-Coulomb	900	0
New Engineered Clay Fill		120	Mohr-Coulomb	1000	0
Brown and Gray Very Stiff to Hard Silty Clay		135	Mohr-Coulomb	3000	0
Gray Very Stiff to Hard Silty Clay		138	Mohr-Coulomb	3800	0

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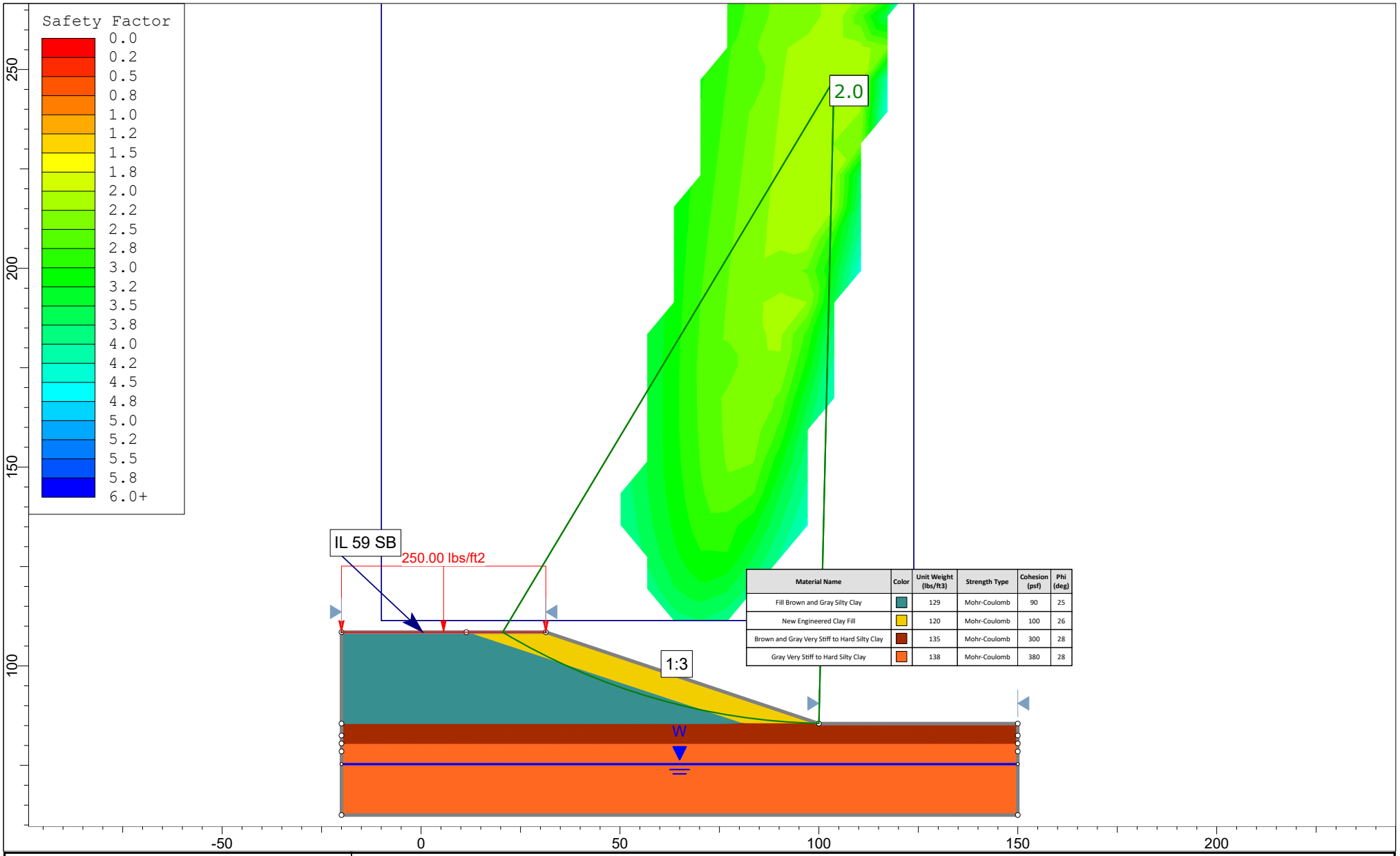
SLIDEINTERPRET 8.028

Project	*IL 59 SB, STA 6998 - Table 5e*		
Analysis Description	Exhibit 13: Circular Failure Short Term - Undrained		
Drawn By	SI	*Scale* 1:300	*Company* GSG Consultants
Date	01/30/2021	*File Name*	IL 59 SB, STA 6998-short.slmd



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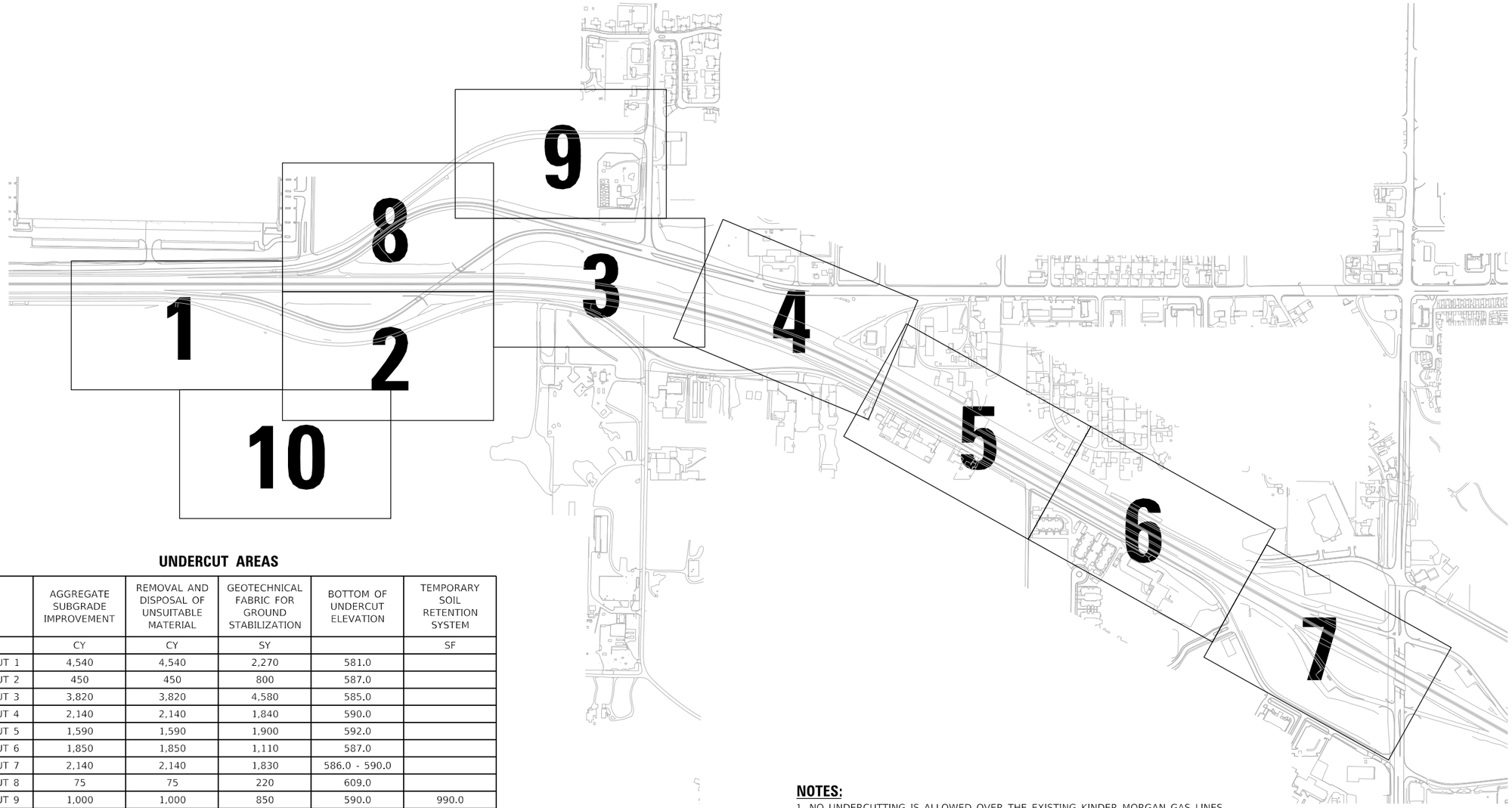
SLIDEINTERPRET 8.028

Project	*IL 59 SB, STA 6998 - Table 5e*		
Analysis Description	Exhibit 14: Circular Failure Long Term - Drained		
Drawn By	SI	*Scale* 1:400	*Company* GSG Consultants
Date	01/30/2021		*File Name* IL 59 SB, STA 6998-long.slmd

APPENDIX F

62H15 UNDER CUT PLANS



UNDERCUT AREAS

AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION	TEMPORARY SOIL RETENTION SYSTEM
	CY	CY	SY		SF
UNDERCUT 1	4,540	4,540	2,270	581.0	
UNDERCUT 2	450	450	800	587.0	
UNDERCUT 3	3,820	3,820	4,580	585.0	
UNDERCUT 4	2,140	2,140	1,840	590.0	
UNDERCUT 5	1,590	1,590	1,900	592.0	
UNDERCUT 6	1,850	1,850	1,110	587.0	
UNDERCUT 7	2,140	2,140	1,830	586.0 - 590.0	
UNDERCUT 8	75	75	220	609.0	
UNDERCUT 9	1,000	1,000	850	590.0	990.0
UNDERCUT 10	530	530	400	601.0	
UNDERCUT 11	1,700	1,700	1,300	593.0	2,025.0
UNDERCUT 12	1,290	1,290	970	595.0	1,350.0
UNDERCUT 13	430	430	515	578.0	790.0
UNDERCUT 14	1,850	1,850	1,110	587.0	
UNDERCUT 15	770	770	925	591.0	
UNDERCUT 16	1,800	1,800	2,170	590.0	
UNDERCUT 17	975	975	1,462	580.0	
SUB TOTALS	26,950	26,950	24,252		5,155

NOTES:

1. NO UNDERCUTTING IS ALLOWED OVER THE EXISTING KINDER MORGAN GAS LINES. UNDERCUTTING SHALL TERMINATE 10' OFFSET FROM CENTER OF GAS MAIN.

2. IN ADDITION TO THE UNDERCUTTING TABLE ON THIS SHEET, THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED IN THE CONTRACT FOR USE AS DETERMINED BY THE ENGINEER IF POOR/SOFT SOILS ARE IDENTIFIED DURING CONSTRUCTION:

   - REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL: 11,000 CUBIC YARDS
   - AGGREGATE SUBGRADE IMPROVEMENT: 11,000 CUBIC YARDS
   - GEOTECHNICAL FABRIC FOR GROUND STABILIZATION: 30,000 SQUARE YARDS

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	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 9600.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -

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DEPARTMENT OF TRANSPORTATION

OVERALL UNDERCUT PLAN
KEY MAP

SCALE: NTS | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	102
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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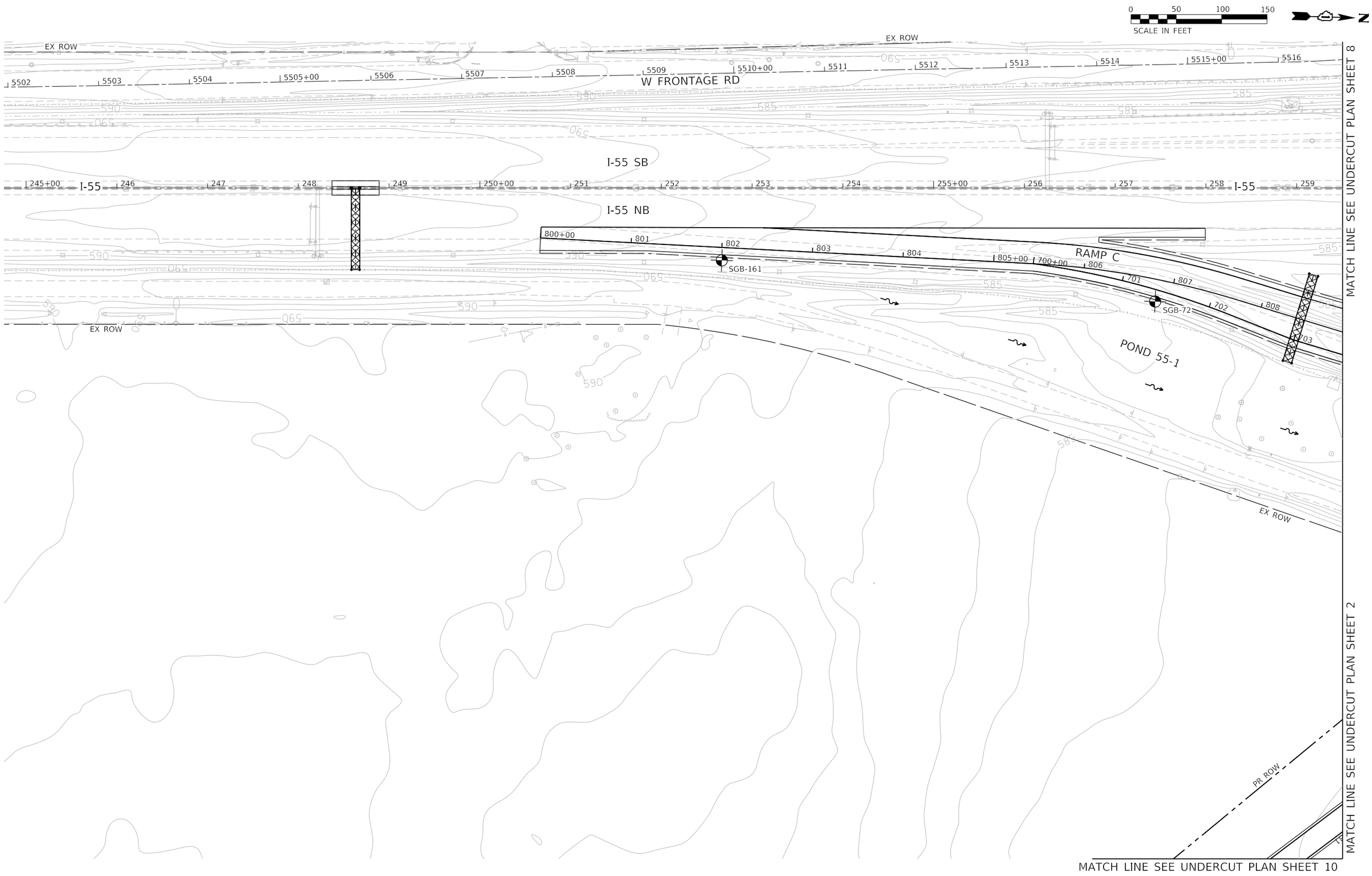
2012/11/30



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	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERCUT PLAN
SHEET 1 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	103
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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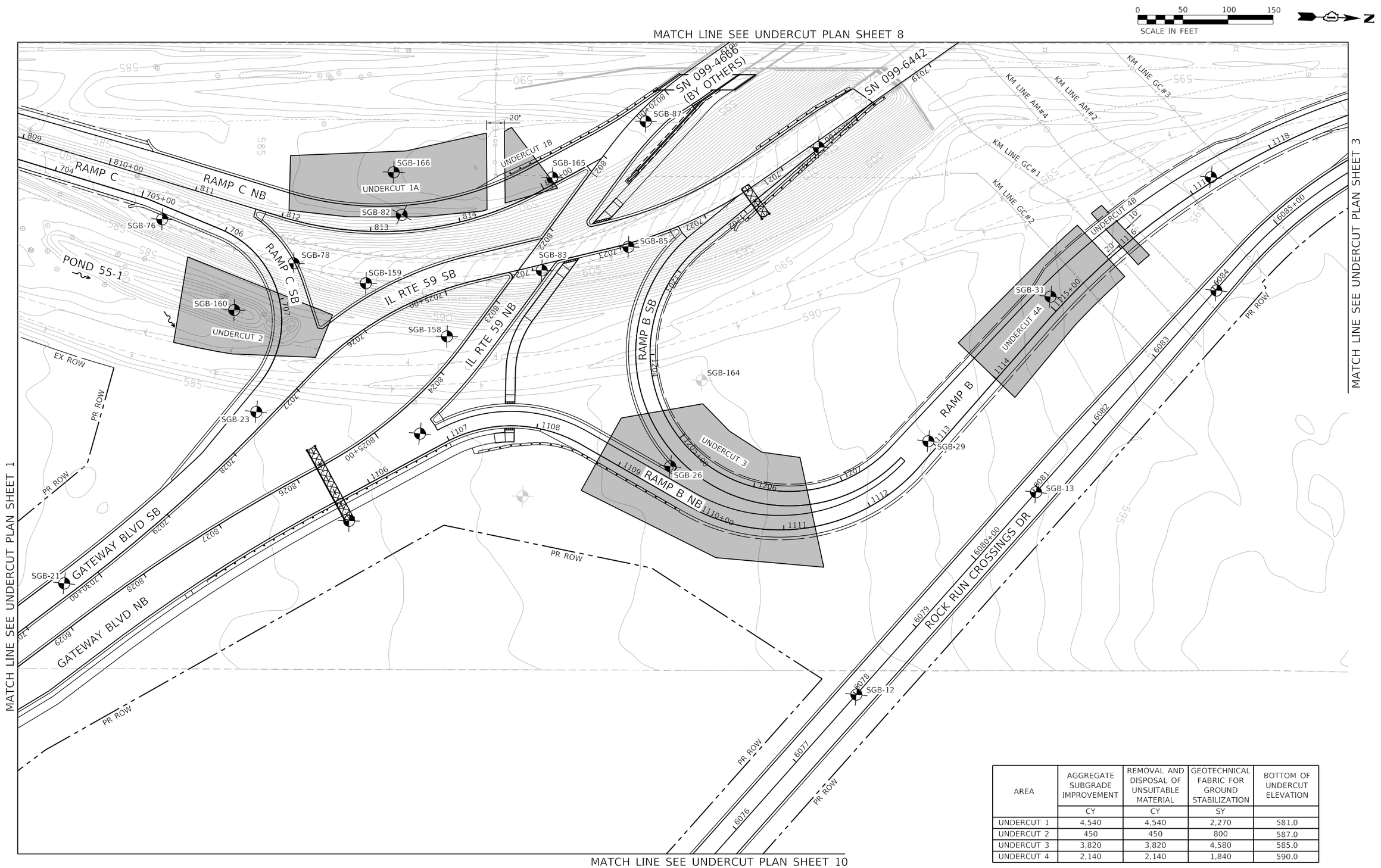

AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION
	CY	CY	SY	
UNDERCUT 1	4,540	4,540	2,270	581.0
UNDERCUT 2	450	450	800	587.0
UNDERCUT 3	3,820	3,820	4,580	585.0
UNDERCUT 4	2,140	2,140	1,840	590.0

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PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
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UNDERCUT PLAN
SHEET 2 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1349	104
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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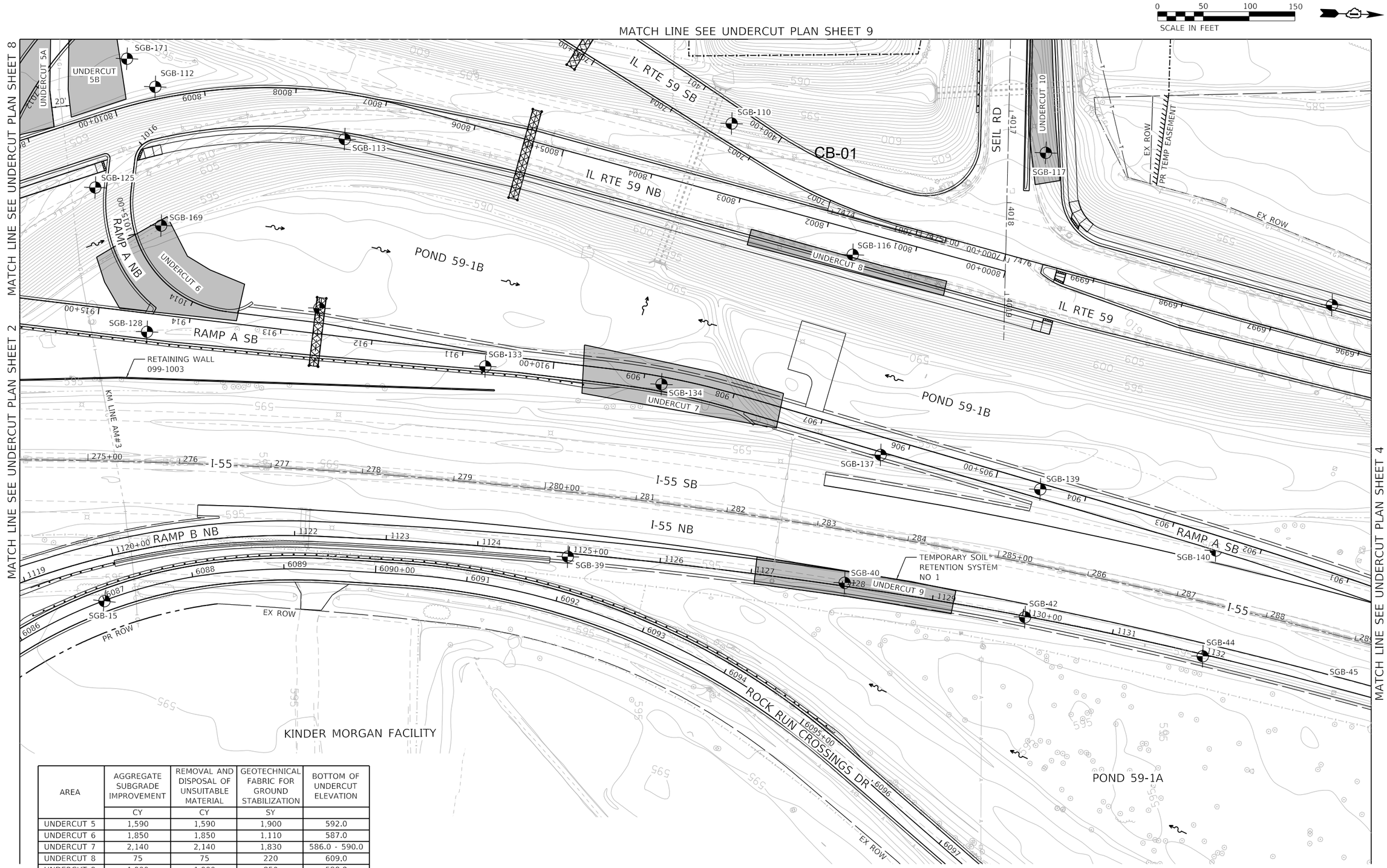
2012/11/30



AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION
	CY	CY	SY	
UNDERCUT 5	1,590	1,590	1,900	592.0
UNDERCUT 6	1,850	1,850	1,110	587.0
UNDERCUT 7	2,140	2,140	1,830	586.0 - 590.0
UNDERCUT 8	75	75	220	609.0
UNDERCUT 9	1,000	1,000	850	590.0
UNDERCUT 10	530	530	400	601.0

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	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERCUT PLAN
SHEET 3 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	105
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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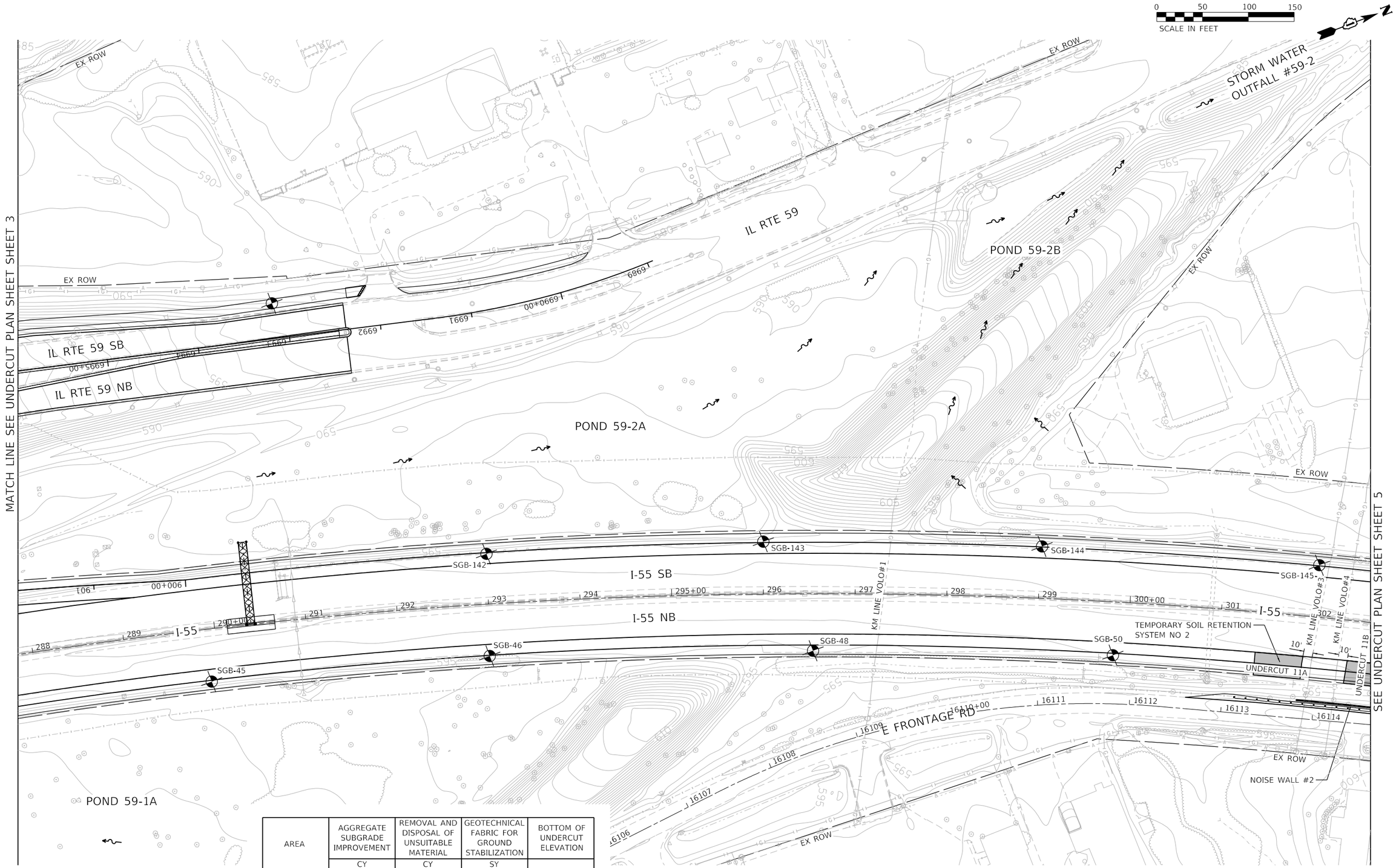

AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION
	CY	CY	SY	
UNDERCUT 11	1,700	1,700	1,300	593.0

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	DRAWN - JWORTHINGTON	REVISED -	
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -	
PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERCUT PLAN
SHEET 4 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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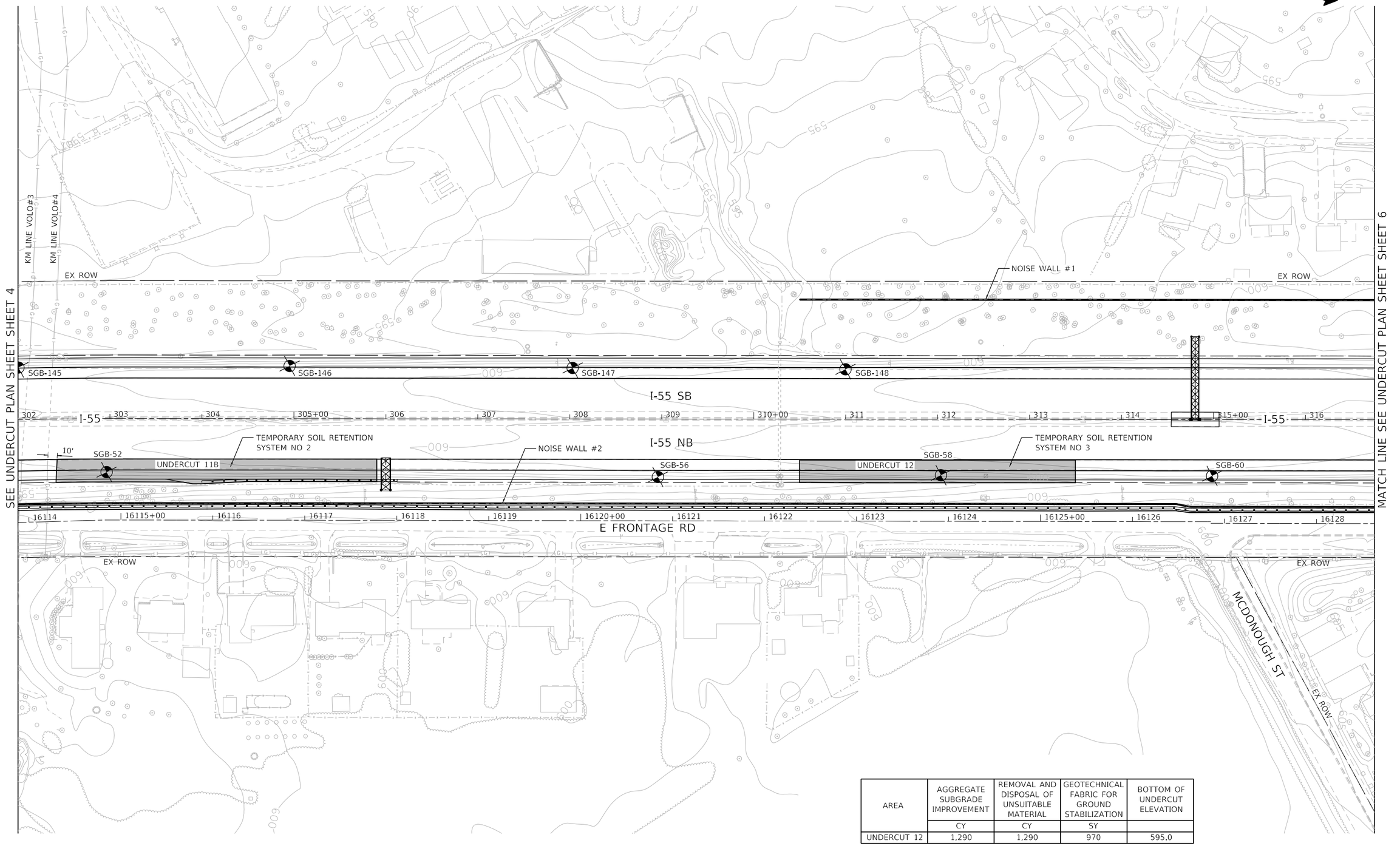
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		



AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION
	CY	CY	SY	
UNDERCUT 12	1,290	1,290	970	595.0

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	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERCUT PLAN
SHEET 5 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	107
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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0 50 100 150
SCALE IN FEET

N

MATCH LINE SEE UNDERCUT PLAN SHEET 5

MATCH LINE SEE UNDERCUT PLAN SHEET 7

EX ROW

NOISE WALL #1

SGB-150

SGB-151

SGB-152

SGB-153

SGB-154

RAMP D

I-55 SB

317 318 I-55 319 320+00 321 322 323 324 325+00 326 327 328 329 I-55 330+00 331

I-55 NB

RETAINING WALL
099-1002

NOISE WALL #2

SGB-63

SGB-66

SGB-69

16129 16130+00 16131 16132 16133 16134 16135+00 16136 16137 16138 16139 16140+00 16141 16142 16143

E FRONTAGE RD

EX ROW

EX ROW

EX ROW

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		DRAWN - JWORTHINGTON	REVISED -
	PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
	PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERCUT PLAN
SHEET 6 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	108
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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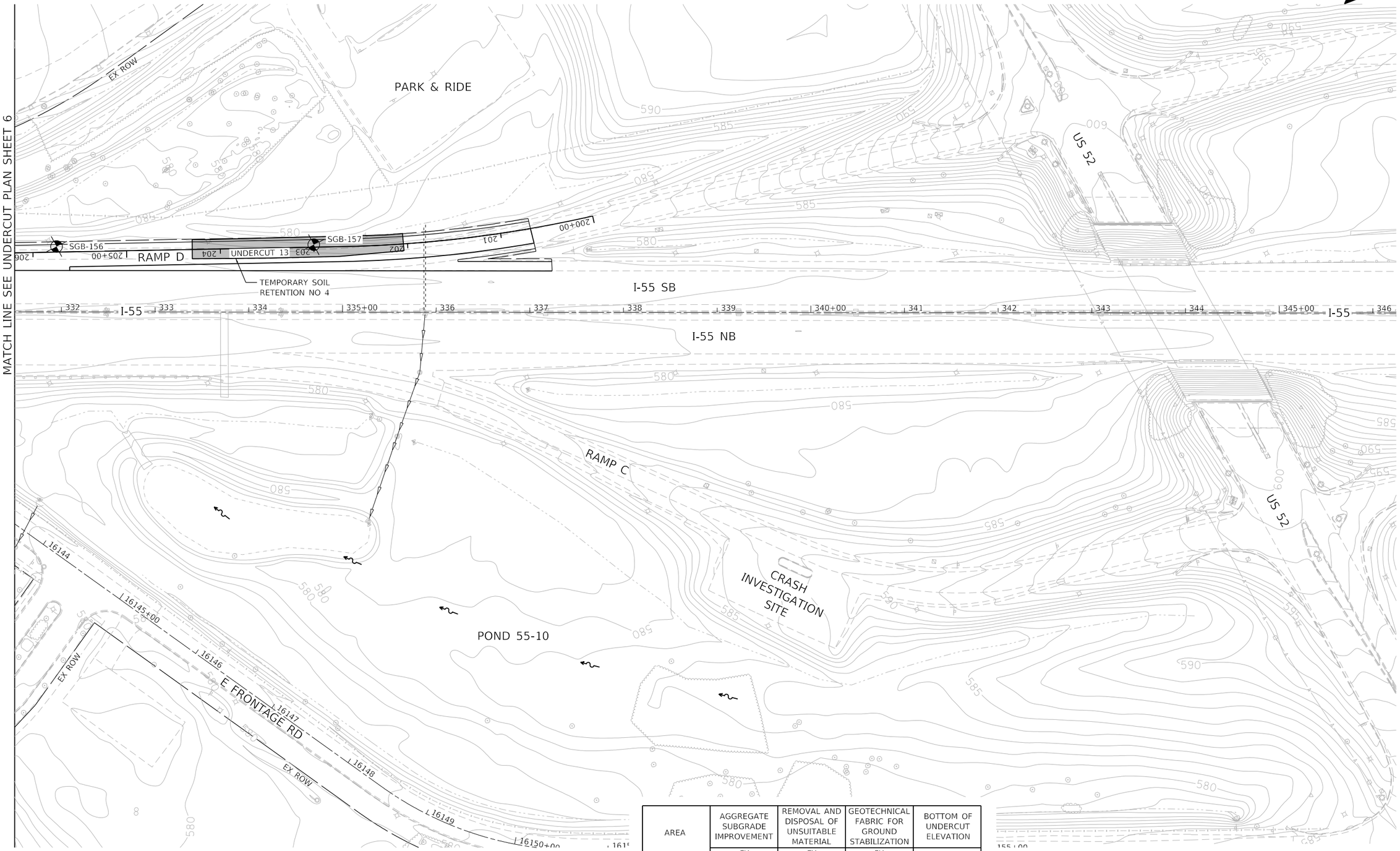

AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION
	CY	CY	SY	
UNDERCUT 13	430	430	515	578.0

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USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -	
	DRAWN - JWORTHINGTON	REVISED -	
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -	
PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERCUT PLAN
SHEET 7 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
=	2018-075-R	WILL	1349	109
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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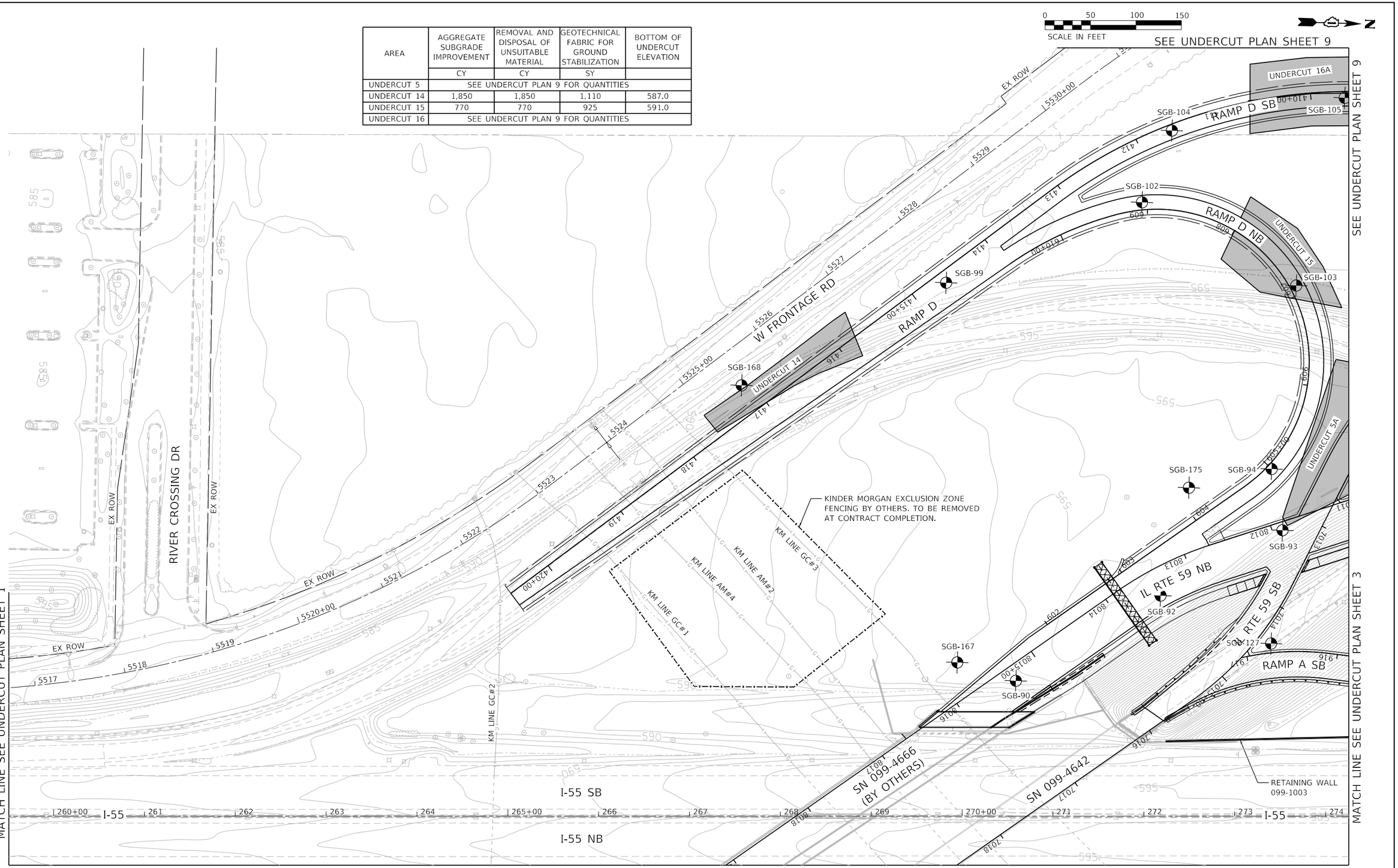
2012/11/30

AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION
	CY	CY	SY	
UNDERCUT 5	SEE UNDERCUT PLAN 9 FOR QUANTITIES			
UNDERCUT 14	1,850	1,850	1,110	587.0
UNDERCUT 15	770	770	925	591.0
UNDERCUT 16	SEE UNDERCUT PLAN 9 FOR QUANTITIES			



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Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -
	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERCUT PLAN
SHEET 8 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	110
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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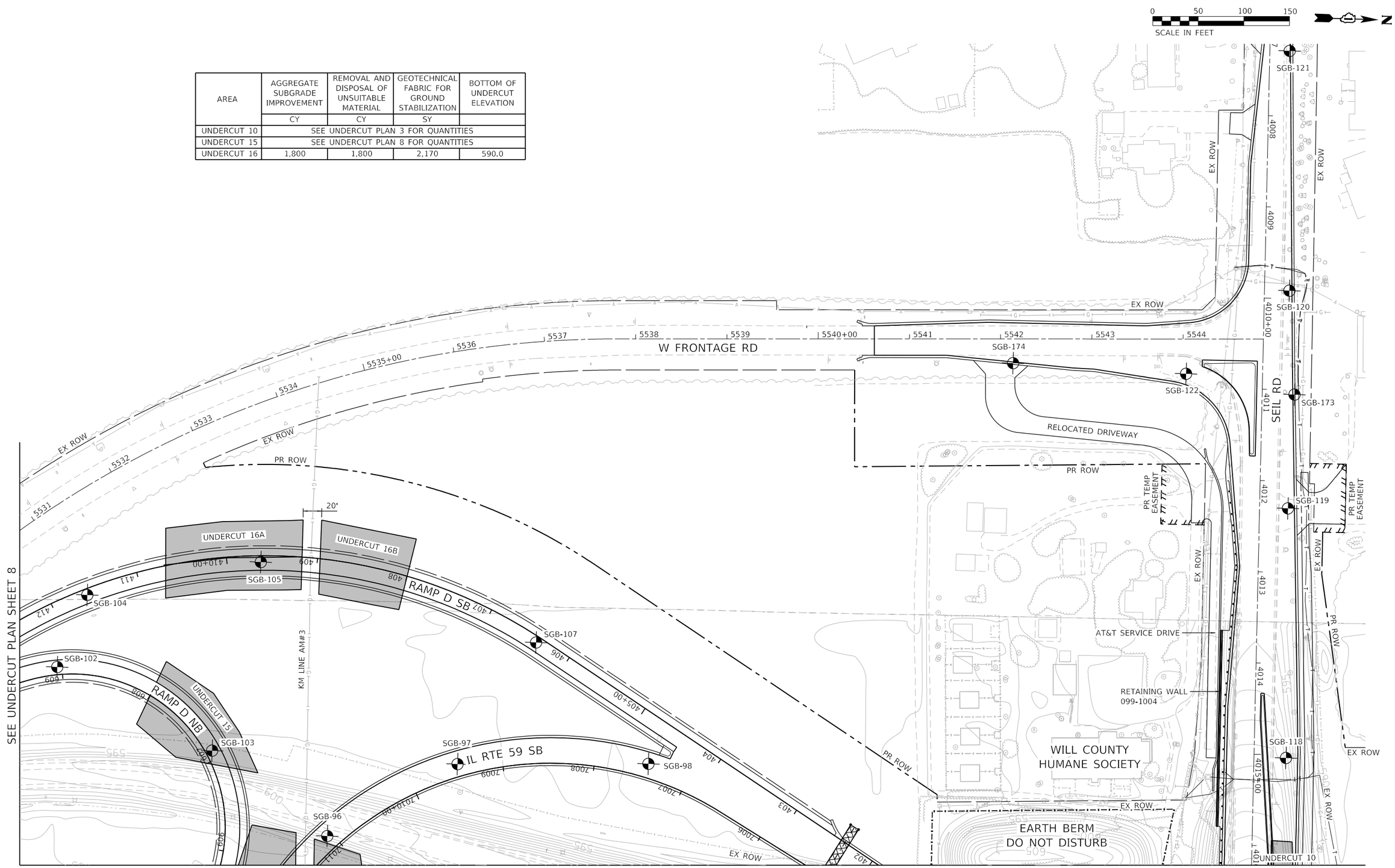
55746
2012/11/30

AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION
	CY	CY	SY	
UNDERCUT 10	SEE UNDERCUT PLAN 3 FOR QUANTITIES			
UNDERCUT 15	SEE UNDERCUT PLAN 8 FOR QUANTITIES			
UNDERCUT 16	1,800	1,800	2,170	590.0



benesch Alfred Benesch & Company 35 W Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-565-0450 Job No. 10740	USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**UNDERCUT PLAN** **SHEET 9 OF 10**
		DRAWN - JWORTHINGTON	REVISED -		
	PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -		
	PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -		SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	2018-075-R	WILL	1349	111
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS FED. AID PROJECT			

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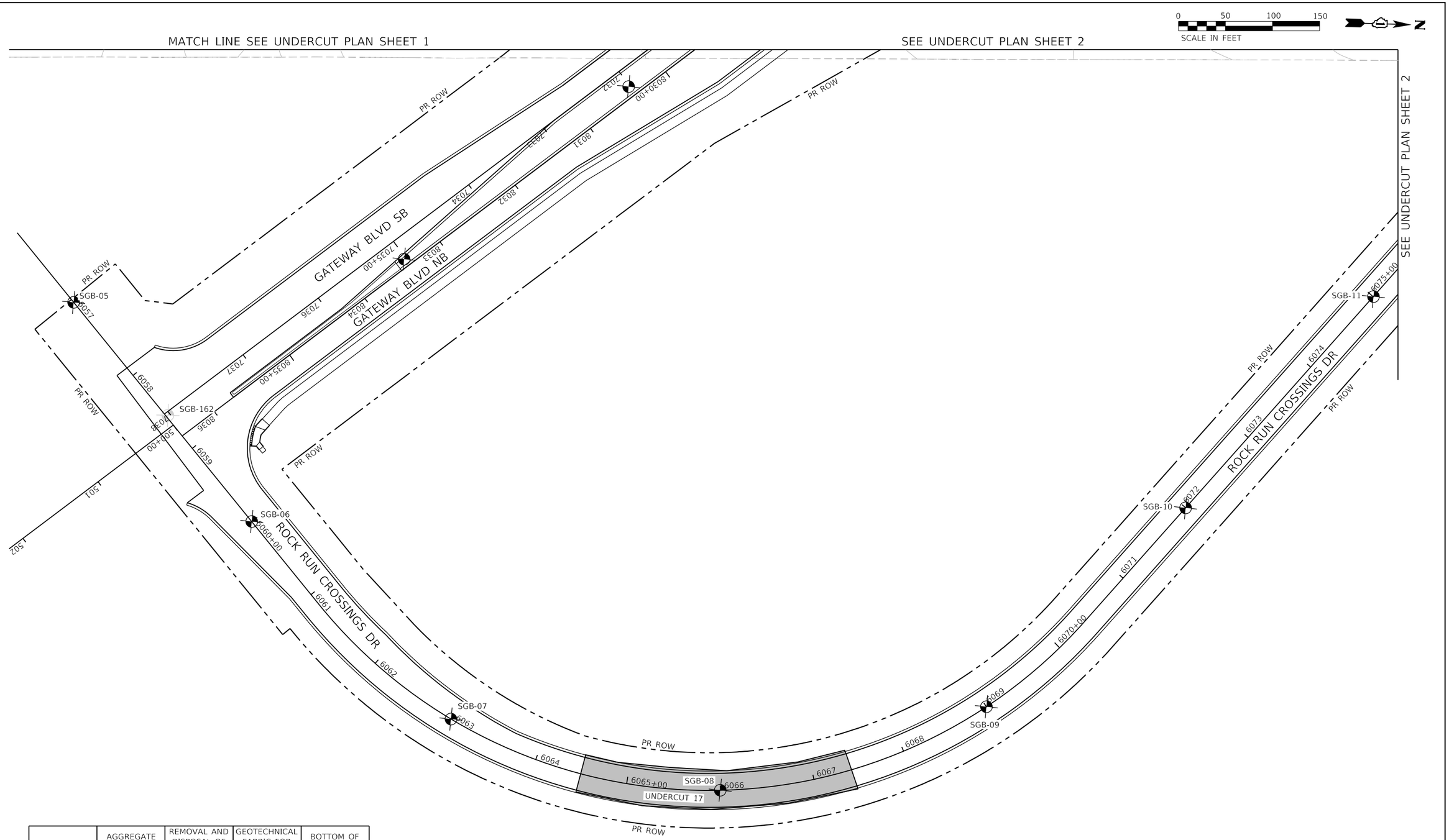
2012/11/30



AREA	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	BOTTOM OF UNDERCUT ELEVATION
	CY	CY	SY	
UNDERCUT 17	975	975	1,462	580.0

MODEL: Default
FILE NAME: pw:\benesch-pw.bentley.com:benesch-pw-011\Documents\107005\10740.00\Eng Docs Phase II\Grading\D162H15-sht-undercut-011.dgn

benesch
Alfred Benesch & Company
35 W Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10740

USER NAME = jworthington	DESIGNED - NREYNOLDS	REVISED -
	DRAWN - JWORTHINGTON	REVISED -
PLOT SCALE = 1200.0000 ' / ft.	CHECKED - POBRIEN	REVISED -
PLOT DATE = 7/15/2021	DATE - 12/04/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERCUT PLAN
SHEET 10 OF 10

SCALE: 1" = 50' | SHEET OF SHEETS | STA. | TO STA.

F.A.I/P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2018-075-R	WILL	1349	112
		CONTRACT NO. 62H15		
* FAI 55, FAP 338	ILLINOIS	FED. AID PROJECT		

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55746
2012/11/30