STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. 80/94	•	COOK	870	666
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 56
56 SHEETS

(0203.1 & 0312-708WIR-3 CONTRACT NO. 62108

Illinois Department of Transportation
Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 1 of 2

Date 2/15/05

ROUTE FAI 94 DESCRIPTION EB I-94 over Thorn Creek LOGGED BY Mike Esposito

SECTION (0203.17 0312-708WIR-3 LOCATION NE quarter, SEC. 28, TWP. 36, RNG. 14, 3rd PM

COUNTY Cook DRILLING METHOD CME-750, 3.25" ID HSA HAMMER TYPE Automatic

STRUCT. NO. 016-2807
Station

BORING NO. RC-1
Station 20+647
Offset 3.06m RT
Ground Surface Elev. 180.37 m

Surface Water Elev. 180.37 m
Stream Bed Elev. m

Groundwater Elev.:
First Encounter m
Upon Completion m
After Hrs. m

DEPTH (m)	BLOWS (150 mm)	UCS Qu (kPa)	MOIST (%)
Gray Crushed Limestone and Concrete Gravel (FILL)			
179.61			
Very Stiff Brown/Gray SILTY CLAY w/trace Organics and Fine Sand (FILL)	4		
	4	320	23
	5	S	
-1.5			
	1		
	2	43	29
	3	B	
178.23			
Soft to Medium Stiff Gray SANDY CLAY LOAM w/trace Organics	0		
Gray Silty Sand seam @ approx. 2.5 m	0	58	26
	0	B	
-3.0			
	0		
	0	27	49
	0	B	
176.56			
Soft to Very Soft Gray SILTY CLAY w/trace Fine Sand	0		
	0	39	48
	0	B	
-4.8			
	0		
	0	36	46
Organic Black Soil Seam @ approx. 4.9 m	0	B	
Grades w/more Organics			
	0		
	0	43	35
	0	B	
Grades to Dark Gray			
-6.6			

DEPTH (m)	BLOWS (150 mm)	UCS Qu (kPa)	MOIST (%)
Soft to Very Soft Gray SILTY CLAY w/trace Fine Sand (continued)	0		
173.97	0	11	25
Very Loose SILT w/trace Fine Sand	0	B	
	0		
	0		26
Grades w/more Fine Sand	0		
172.90 -7.5			
Very Loose Gray SILTY LOAM	0		
	0		27
	0		
	0		
Grades to more Medium Sand	0		24
	1		
-9.0			
171.22	1		22
Hard Grey/Brown SILTY CLAY w/ trace Sand	1	498	
	5	B	25
Gray Fine to Medium Sand Seam @ approx. 9.6 m			
170.01 -10.5			
Very Dense Gray SILT w/trace Sand and Pebbles	23		
	35	431	16
	63	P	
168.94			
Hard Gray SANDY CLAY			
-12.0			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 2 of 2

Date 2/15/05

ROUTE FAI 94 DESCRIPTION EB I-94 over Thorn Creek LOGGED BY Mike Esposito

SECTION (0203.17 0312-708WIR-3 LOCATION NE quarter, SEC. 28, TWP. 36, RNG. 14, 3rd PM

COUNTY Cook DRILLING METHOD CME-750, 3.25" ID HSA HAMMER TYPE Automatic

STRUCT. NO. 016-2807
Station

BORING NO. RC-1
Station 20+647
Offset 3.06m RT
Ground Surface Elev. 180.37 m

Surface Water Elev. 180.37 m
Stream Bed Elev. m

Groundwater Elev.:
First Encounter m
Upon Completion m
After Hrs. m

DEPTH (m)	BLOWS (150 mm)	UCS Qu (kPa)	MOIST (%)
Hard Gray SANDY CLAY (continued)			
	5		
Dolomite Cobble @ approx. 12.3 m	60	383	10
	44	P	
Shale fragment @ approx. 12.6 m			
-13.5			
	61		
Grades w/Gravel & Large Pebbles	70	383	9
	82	P	
-15.0			
	31		
	43	431	10
	66	P	
-16.5			
	24		
	100/5"	868	13
		S	
-18.5			

DEPTH (m)	BLOWS (150 mm)	UCS Qu (kPa)	MOIST (%)
Hard Gray SANDY CLAY (continued)			
	42		
	100/5"		10
Auger refusal with HSA @ approx. 19.2 m	181.17		
	100/1"		8
Gray Strong Unweathered DOLOMITE with Calcite and Pyrite Inclusions	-19.5		
NX CORE RUN #1			
19.2 m to 20.5 m			
RECOVERY: 1.27/1.52 m/m = 83%	180.19		
ROD: 1.27/1.52 m/m = 83%	169.89		
Gray/Green Strong Unweathered CLAYSTONE			
End of Boring	-21.0		
-22.5			
-24.0			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

DESIGNED	---
CHECKED	---
DRAWN	LK
CHECKED	JJK

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

BORING LOGS RC-1

EB I-94 OVER THORN CREEK
F.A.I. 94 SECTION (0203.1 & 0312-708W) R-3
COOK COUNTY
STA. 20+509.000 STRUCTURE NO. 016-2807

DATE JUL 18, 2005
SCALE ---

HNTB

JBeauchamp
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