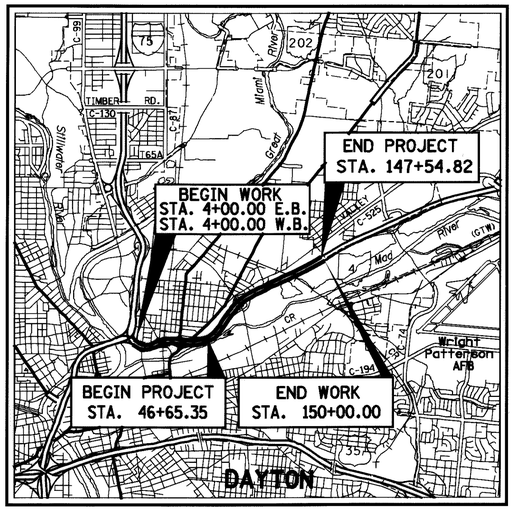

LOCATION MAP

LATITUDE: 39 °46′20″ LONGITUDE: 84 °10′15″

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED
STATE & FEDERAL ROUTES
OTHER ROADS

DESIGN DESIGNATION

CURRENT ADT (2002)	38370
DESIGN YEAR ADT (2022)	39700
DESIGN HOURLY VOLUME (2022)	3970
DIRECTIONAL DISTRIBUTION	60%
TRUCKS (24 HOUR B&C)	8%
DESIGN SPEED	60 MPH
LEGAL SPEED	60 MPH

DESIGN FUNCTIONAL CLASSIFICATION - URBAN FREEWAY/EXPRESSWAY

DESIGN EXCEPTIONS	APPROVED
GRADED SHOULDER WIDTH	03/02/01
CURBED SHOULDER WIDTH	03/02/01

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-4-19.14
MONTGOMERY COUNTY
CITY OF DAYTON

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SHEET 230 NOT USED

PROJECT EDA - 31.2 ACRES
CONTRACTOR EDA - 2.96 ACRES
NOI EDA - 34.16 ACRES

PROJECT DESCRIPTION

REHABILITATION OF 2.6 MILE OF DAYTON EXPRESSWAY AND S.R.-4 INCLUDING RESURFACING AND FULL DEPTH PAVEMENT, INSTALLATION OF PIPE UNDERDRAINS, ADJUST TO GRADE INLETS AND CATCH BASINS, PAVEMENT JOINT REPAIR, UPGRADE GUARDRAIL, HIGHWAY LIGHTING, PAVEMENT MARKING, UPGRADE PARAPET AND BRIDGE TERMINAL ASSEMBLIES OVERLAY DECKS ON BRIDGE DAY-XWAY 0079 L/R AND THE REMOVAL OF BRIDGE NO. MOT-4-2056 L&R OVER THE B&O RAILROAD.

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE REVISED CODE OF OHIO.

1997 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEARBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

PRIMA FACIE

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (I) OF THE REVISED CODE OF OHIO, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED William J. Harrison
DATE 8/29/03 DISTRICT DEPUTY DIRECTOR

APPROVED Gordon Proctor
DATE 9.03.03 DIRECTOR, DEPARTMENT OF TRANSPORTATION

PLAN PREPARED BY:

OHIO DEPT. OF TRANS.
DIST. 7
SIDNEY, OHIO

ENGINEERS SEAL:

STATE OF OHIO
PAUL ROBERT HARTKER
No. 47338
REGISTERED
PROFESSIONAL ENGINEER

SIGNED: Paul Robert Hartker
DATE: 8-29-03

STANDARD CONSTRUCTION DRAWINGS

BP-2.2	7-28-00	RM-3.1M	10-21-97	HL-10.11	4-19-02	MT-35.10	4-20-01	TC-15.115	1-19-01	TC-65.12	10-19-01
BP-3.1	7-28-00	RM-4.3M	10-21-97	HL-10.12	4-19-02	MT-95.30	4-19-02	TC-21.10	1-19-01	TC-71.10	4-19-02
BP-5.1	7-28-00	RM-4.5M	10-21-97	HL-10.13M	5-1-95	MT-95.31	4-19-02	TC-21.41	1-18-02	TC-72.20	1-19-01
BP-7.1	7-28-00			HL-20.11	4-19-02	MT-98.12	4-19-02	TC-22.20	1-19-01	TC-82.10	4-19-02
F-1.1	7-28-00	HW-2.1	7-20-01	HL-20.14 M	5-01-95	MT-98.13	4-19-02	TC-31.21	4-20-01		
F-3.1	7-28-00	HW-2.2	7-20-01			MT-98.14	4-19-02	TC-32.10	4-19-02		
F-3.2	7-28-00			HL-20.15 M	3-31-95			TC-32.11	10-19-01		
		DM-1.1	7-20-01	HL-30-11	4-19-02	MT-98.15	4-19-02	TC-41.10	1-19-01		
GR-1.1M	10-21-97	DM-1.2	7-20-01	HL-30.21	4-19-02	MT-98.16	4-19-02	TC-41.20	1-19-01		
GR-1.2M	1-3-96	DM-4.2	7-20-01	HL-30.22	4-19-02	MT-98.17M	4-25-94				
GR-1.3M	11-30-94	DM-4.3	7-20-01	HL-30.31 M	5-01-95	MT-98.18M	4-25-94				
GR-2.1M	4-14-98	DM-4.4	7-20-01			MT-98.19M	3-01-96	TC-41.50	1-19-01		
GR-3.1M	10-21-97			HL-30.32	4-19-02	MT-99.20M	1-30-95	TC-42.10	1-19-01		
GR-3.2M	10-21-97	LA-1.2	7-28-00	HL-30.33	4-19-02			TC-42.20	4-20-01		
GR-4.2M	10-21-97	SBR-1-99	7-19-02	HL-40.10	4-19-02	MT-100.00	4-19-02	TC-51.11	4-20-01		
GR-4.3M	10-21-97	CB-1.1	7-20-01	HL-50.11	7-20-01	MT-101.20M	3-01-96	TC-51.12	4-20-01		
GR-4.4M	11-30-94	CB-2.1	7-20.01	HL-50.21	4-19-02	MT-101.60M	4-25-94	TC-52.10	4-20-01		
GR-5.3M	11-30-94	CB-2.2	7-20-01	HL-50.22	1-18-02	MT-102.20M	1-30-95	TC-52.20	4-20-01		
		CB-3.1	7-20-01	HL-60.11	7-20-01	MT-105.10M	4-25-94	TC-61.10	1-19-01		
RM-1.1	4-29-99			HL-60.31	7-20-01	MT-105.11M	4-25-94	TC-65.10	10-19-01		
		I-1	7-20-01					TC-65.11	10-19-01		

SUPPLEMENTAL SPECIFICATIONS

806	9-9-97
814	6-2-98
815	2-22-00
842	1-6-99
848	6-30-98
858	11-7-00
864	7-11-00
870	3-27-01

SUPPLEMENTAL SPECIFICATIONS CONTINUED

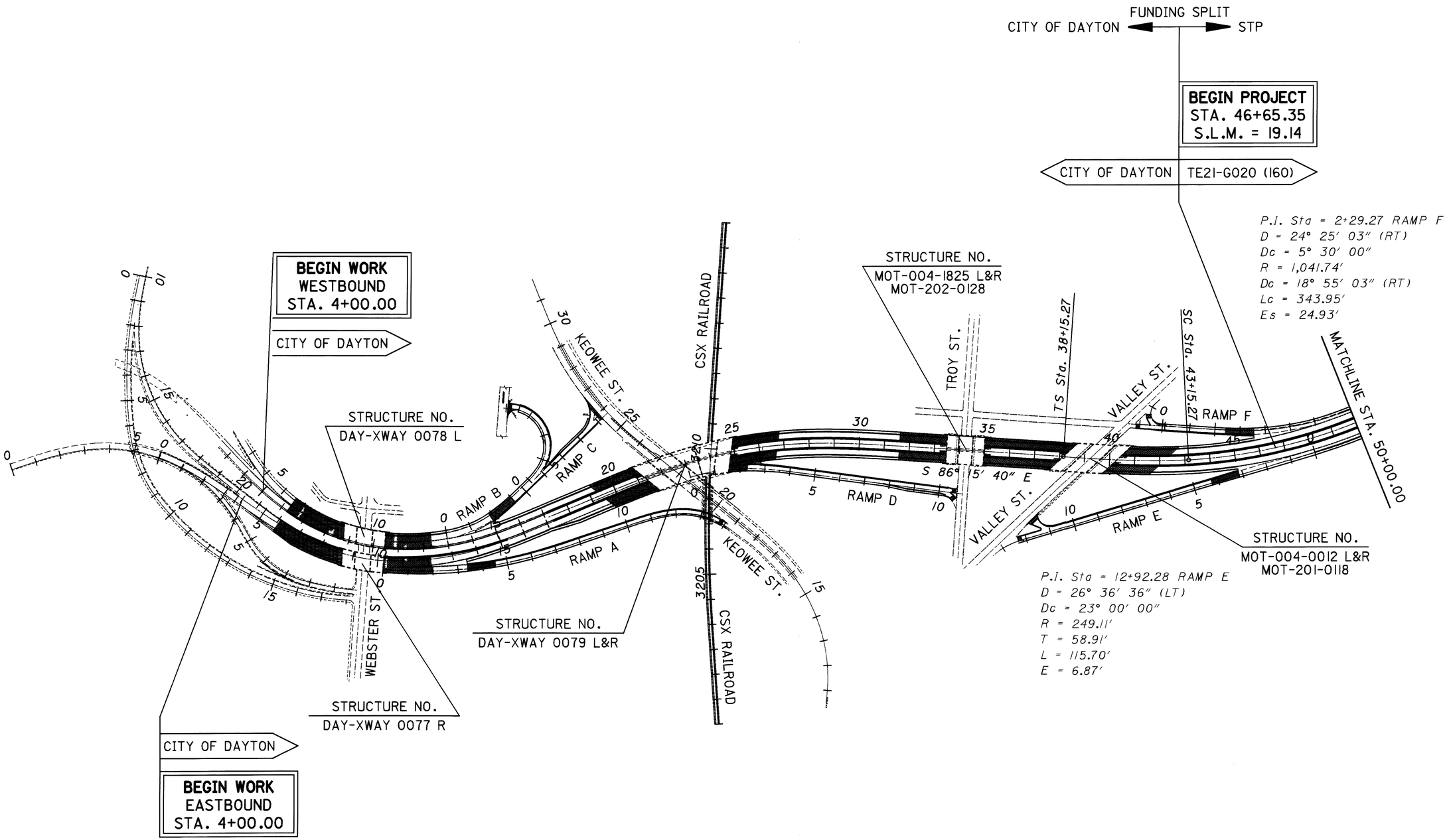
877	4-13-99
899	10-21-98
905	4-1-98
906	5-5-98
907	4-19-02
908	11-7-00
910	7-28-98
830	10-21-98
832	02-12-03
833	02-12-03

SPECIAL PROVISIONS

OEPA NOTIFICATION OF DEMOLITION AND RENOVATION

FEDERAL PROJECT NO. G020 (160)
PID NO. 12725
STATE JOB NO. 071530
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT C.S.X. TRANSPORTATION, INC.
MOT-4-19.14

MOT-SR 4-19.14
030536 PID #12725
DIST 07 12-03-03



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HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED

CHECKED

SCHEMATIC PLAN
FROM STA. 0+00.00 TO STA. 50+00.0

MOT-4-19.14

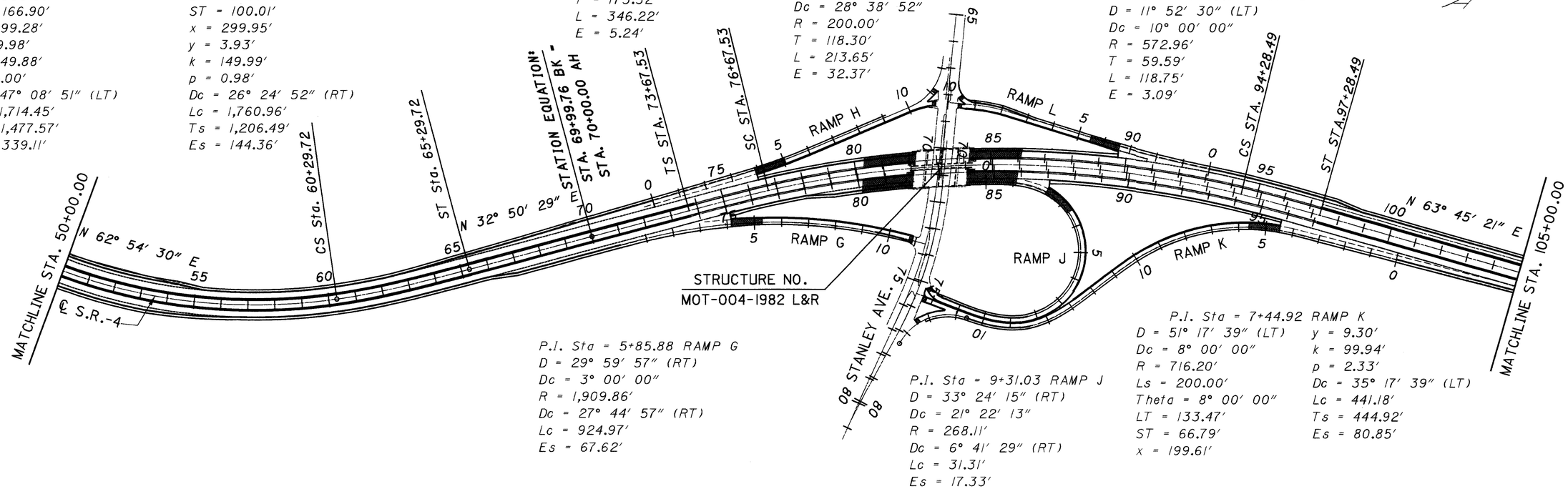
P.I. Sta = 52+92.84 ℄ S.R.-4
D = 60° 53′ 51″ (LT)
Dc = 2° 45′ 00″
R = 2,083.48′
Ls = 500.00′
Theta = 6° 52′ 30″
LT = 333.59′
ST = 166.90′
x = 499.28′
y = 19.98′
k = 249.88′
p = 5.00′
Dc = 47° 08′ 51″ (LT)
Lc = 1,714.45′
Ts = 1,477.57′
Es = 339.11′

P.I. Sta = 85+74.02
D = 30° 54′ 52″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
Ls = 300.00′
Theta = 2° 15′ 00″
LT = 200.02′
ST = 100.01′
x = 299.95′
y = 3.93′
k = 149.99′
p = 0.98′
Dc = 26° 24′ 52″ (RT)
Lc = 1,760.96′
Ts = 1,206.49′
Es = 144.36′

P.I. Sta = 4+73.32 RAMP H
D = 6° 55′ 28″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 173.32′
L = 346.22′
E = 5.24′

P.I. Sta = 11+24.69 RAMP H
D = 61° 12′ 25″ (LT)
Dc = 28° 38′ 52″
R = 200.00′
T = 118.30′
L = 213.65′
E = 32.37′

P.I. Sta = 8+43.88 RAMP L
D = 11° 52′ 30″ (LT)
Dc = 10° 00′ 00″
R = 572.96′
T = 59.59′
L = 118.75′
E = 3.09′



P.I. Sta = 5+85.88 RAMP G
D = 29° 59′ 57″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
Dc = 27° 44′ 57″ (RT)
Lc = 924.97′
Es = 67.62′

P.I. Sta = 9+31.03 RAMP J
D = 33° 24′ 15″ (RT)
Dc = 21° 22′ 13″
R = 268.11′
Dc = 6° 41′ 29″ (RT)
Lc = 31.31′
Es = 17.33′

P.I. Sta = 7+44.92 RAMP K
D = 51° 17′ 39″ (LT)
Dc = 8° 00′ 00″
R = 716.20′
Ls = 200.00′
Theta = 8° 00′ 00″
LT = 133.47′
ST = 66.79′
x = 199.61′
y = 9.30′
k = 99.94′
p = 2.33′
Dc = 35° 17′ 39″ (LT)
Lc = 441.18′
Ts = 444.92′
Es = 80.85′

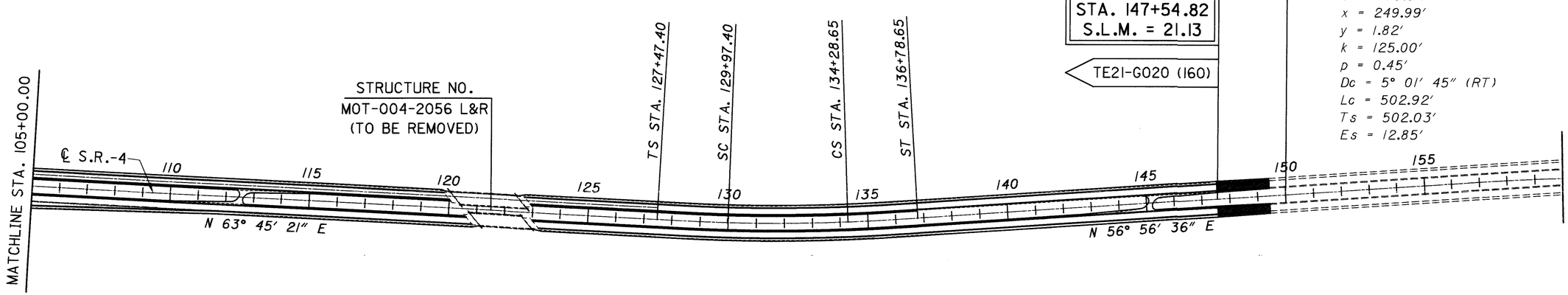
P.I. Sta = 132+13.45
D = 6° 48′ 45″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
Ls = 250.00′
Theta = 1° 15′ 00″
LT = 166.67′
ST = 83.34′
x = 249.99′
y = 1.82′
k = 125.00′
p = 0.45′
Dc = 4° 18′ 45″ (LT)
Lc = 431.25′
Ts = 466.05′
Es = 10.60′

END WORK
STA. 150+00.00

END PROJECT
STA. 147+54.82
S.L.M. = 21.13

TE21-G020 (160)

P.I. Sta = 161+38.76
D = 7° 31′ 45″ (RT)
Dc = 1° 00′ 00″
R = 5,729.58′
Ls = 250.00′
Theta = 1° 15′ 00″
LT = 166.67′
ST = 83.34′
x = 249.99′
y = 1.82′
k = 125.00′
p = 0.45′
Dc = 5° 01′ 45″ (RT)
Lc = 502.92′
Ts = 502.03′
Es = 12.85′



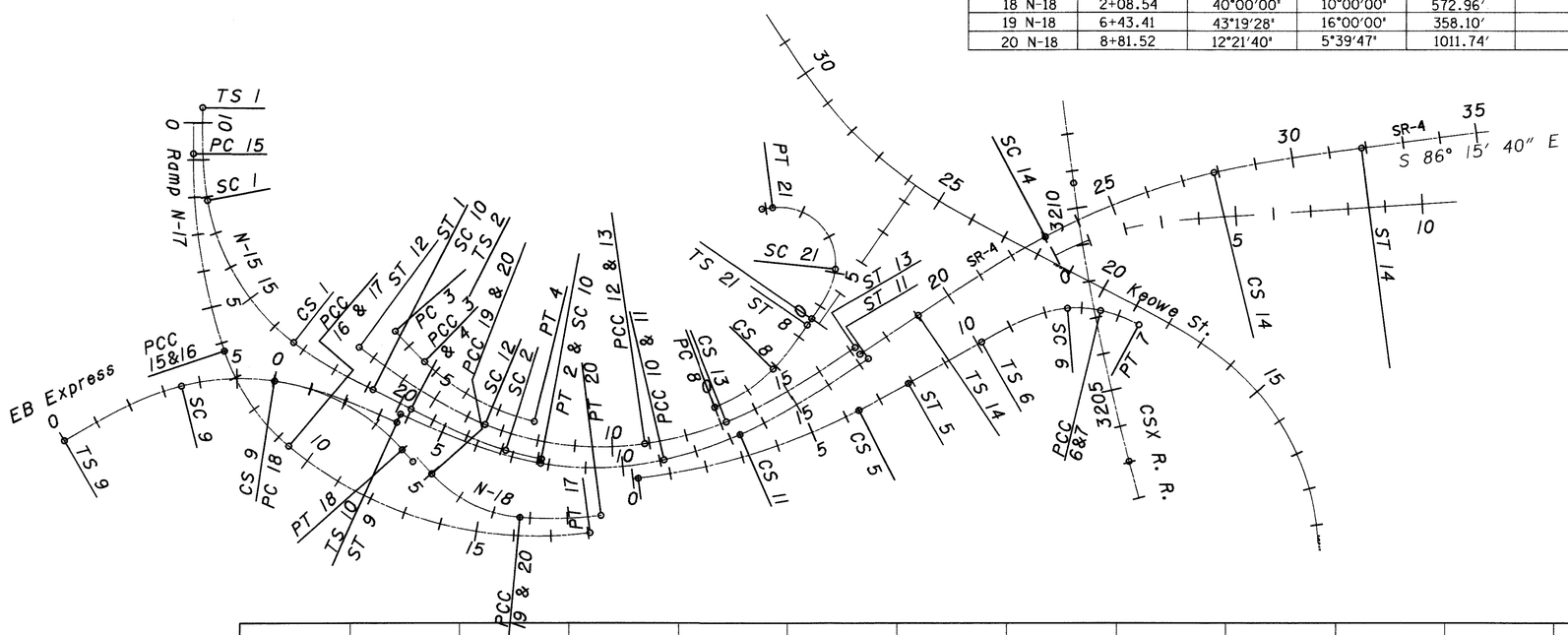
HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED
CHECKED

SCHEMATIC PLAN
FROM STA. 50+00.00 TO STA. 160+00

MOT-4-19.14

CURVE NO.	P.I. OF CURVE	△	D	R	E	T_C	L_C	P.C.	P.T.	P.C.C.
	Station							Station	Station	Station
1										
2										
3 N-16	6+02.42	4°35′40"	4°00′	1432.39′		57.46′	114.86′	5+44.95		6+59.81
4 N-16	8+34.07	30°37′00"	9°00′	636.62′	23.42′		340.19′		10+00.00	6+59.81
5										
6										
7 Ramp A	1+405.99	15°02′57"	13°45′	416.70′		55.04′	109.13′		14+60.39	13+50.94
8										
9										
10										
11										
12										
13										
14										
15 N-17	3+55.64	18°54′00"	03°30′	1637.02′		272.47′	540′	0+83.17	6+23.17	
16 N-17	7+83.89	31°20′16"	10°00′	572.96′		160.72′	313.38′	6+23.17	9+36.55	
17 N-17	13+97.88	47°46′19"	05°30′	1041.74′		461.33′	868.58′	9+36.55	18+05.13	
18 N-18	2+08.54	40°00′00"	10°00′00"	572.96′		208.54′	540′	0+00.00	4+00.00	
19 N-18	6+43.41	43°19′28"	16°00′00"	358.10′		142.23′	270.78′	5+01.18	7+71.96	
20 N-18	8+81.52	12°21′40"	5°39′47"	1011.74′		109.56′	218.27′	7+71.96	9+90.23	



CURVE NO.	P.I. OF CURVE	△	$△_C$	R	L_S	$θ_S$	T_S	L_C	D	T_C	T.S.	S.C.	P.T.	P.C.	C.S.	S.T.	P.C.C.
	Station										Station	Station	Station	Station	Station	Station	Station
1 N-15	1+482.18	60°41′21"	41°11′21"	636.62′	250′	11°15′00"	522.80′	457.66′	9°00′		9+59.38	1+12.36			16+67.04	19+17.04	
2 N-15	22+78.48	16°53′06"	12°01′06"	806.51′	277.77′	4°52′00"	245.33′	98.79′	79°06′15"	133.42′	20+33.16	24+29.04	24+09.72				
3																	
4																	
5 Ramp A	3+69.75	22°41′57"	20°15′42"	1762.95′	150′	02°26′15"	427.58′	623.44′	3°15′	355.23′				0+14.51	6+37.95	7+87.95	
6 Ramp A	13+38.75	42°45′35"	17°45′35"	286.48′	250′	25°00′00"	326.60′	88.80′	20°00′00"	125.45′	10+12.14	12+62.14					13+50.94
7																	
8 Ramp B	1+39.84	34°18′42"	24°33′42"	440.74′	150′	09°45′00"	207.87′	188.94′	13°00′	139.84′				0+00.00	1+88.94	3+38.94	
9 Ramp B	7+78.03	131°58′06"	103°28′06"	150.78′	150′	28°30′00"	418.33′	272.29′	38°00′00"	347.61′	3+59.69	5+09.71	7+81.98				
21 Ramp B	5+04.13	54°09′26"	22°39′26"	636.62′	350′	15°45′00"	504.13′	251.75′	9°00′00"		0+00.00	3+50.00			6+01.75	9+51.75	
10 EB Express	8+43.78	37°14′47"	23°14′47"	818.51′	400′	14°00′00"	464.74′	332.09′	7°00′		3+79.04	7+79.04					11+11.13
11 EB Express	13+37.89	20°48′32"	10°48′32"	1145.92′	400′	10°00′00"	394.91′	216.18′	5°00′	226.77′					13+27.31	17+27.31	11+11.13
12 WB Express	7+78.14	44°30′37"	30°30′37"	818.51′	400′	14°00′00"	526.28′	435.86′	7°00′	346.54′	2+51.86	6+51.86					10+87.72
13 WB Express	13+21.33	25°39′50"	13°39′50"	954.93′	400′	12°00′00"	402.72′	227.73′	6°00′	233.61′					13+15.45	17+15.45	10+87.72
14 ℄ SR-4	25+54.43	26°32′33"	14°32′33"	1,909.86′	400′	6°00′00"	651.21′	484.75′	3°00′		19+03.22	23+03.22			27+87.97	31+87.979	

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

GEOMETRIC LAYOUT
DAYTON EXPRESSWAY I.R.-75

MOT-4-19.14

GENERAL INFORMATION

INTRODUCTION

THIS REPORT CONSISTS OF THE SOILS INVESTIGATION OF A 0.5 MILE SECTION OF THE SR 4 GRADE IMPROVEMENT PROJECT BEGINNING APPROXIMATELY 2800 FEET TO THE NORTHEAST OF THE INTERSECTION WITH FINDLAY STREET, CONTINUING ONWARD IN THAT DIRECTION AND TERMINATING APPROXIMATELY 1700 FEET TO THE NORTHEAST OF THE ABANDONED B & O RAILROAD.

PROPOSED GRADE INDICATES MAXIMUM PROPOSED CUTS OF 7.5 FEET AND FILL EMBANKMENTS (OVER THE ABANDONED RAILROAD BED) OF 21.1 FEET.

GEOLOGY AND OBSERVATIONS OF THE PROJECT

THE PROJECT IS LOCATED IN AN URBAN AREA ON THE GLACIATED PORTION OF THE LEXINGTON PENEPLAIN REGION, WITH THE ALIGNMENT RUNNING ADJACENT TO GRAVEL PITS AND ASCENDING AND DESCENDING A SET OF EMBANKMENTS THAT WERE CONSTRUCTED TO BRIDGE OVER THE B & O RAILROAD, IN AN AREA WHERE FILL MATERIALS AND GLACIAL -DERIVED MATERIALS OVERLIE BEDROCK OF ORDOVICIAN AGE.

EXPLORATION

THE EXPLORATION CONSISTED OF 7 AUGER BORINGS AND ONE DRIVE SAMPLE BORING MADE BY MEANS OF A MECHANICALLY-POWERED HOLLOW STEM ROTARY AUGER ON MAY 15, 2002. THE DRIVE SAMPLE BORING WAS TAKEN TO A DEPTH OF 40.5 FEET IN ORDER TO ASCERTAIN THE SUBSURFACE CONDITIONS BELOW THE RAILROAD AS A FILL WILL BE PLACED ON TOP OF THE ABANDONED RAILROAD BED IN ORDER TO REPLACE THE BRIDGE THAT IS THERE NOW. IT SHOULD BE NOTED THAT THE SOIL CONDITIONS GOT VERY HARD AT THE BOTTOM OF THIS BORING.

INVESTIGATIONAL FINDINGS

MATERIALS ENCOUNTERED ON THIS PROJECT WERE PREDOMINANTLY COMPRISED OF SILT CLAYS (A-6A AND A-6B) WITH SOME SANDY SILTS (A-4A) AND SOME SANDY GRAVELS (A-2-4 AND A-2-6), GENERALLY HAVING LOW MOISTURE CONTENTS AND MOISTURE CONTENTS BELOW THE PLASTIC RANGE.

SOME LOAMY SOIL WAS ENCOUNTERED AT STATION 123+00.

BOULDERS AND/OR COBBLES WERE ENCOUNTERED IN EVERY BORING AND ARE ANTICIPATED THROUGHOUT THE EXCAVATION AREA AS WELL AS BELOW IT.

LEGEND FOR PROJECT AVERAGE RESULTS OF TESTS - 34 SAMPLES TESTED

DESCRIPTION	ODOT CLASS	% AGG.	% C. SAND	% F. SAND	% SILT	% CLAY	LIQUID LIMIT	PLASTICITY INDEX	WATER CONTENT	SAMPLES TESTED
GRAVEL AND/OR STONE FRAGS.	A-1-a (0)	66	13	6	9	6	NP	NP	5	1
GRAVEL AND/OR STONE FRAGS. WITH SAND	A-1-b (0)	37	32	15	11	5	NP	NP	5	1
GRAVEL AND/OR WITH SAND AND SILT	A-2-4 (0)	44	15	10	18	13	NP	NP	10	5
GRAVEL AND/OR ST. FRAGS. W/SAND, SILT AND	A-2-6 (0)	40	14	12	19	15	31	12	15	3
SANDY SILT	A-4a (2)	28	14	14	24	20	NP	NP	10	7
SILT AND CLAY	A-6a (4)	18	16	17	25	24	32	13	15	12
SILTY CLAY	A-6b (6)	15	15	16	27	27	37	17	16	3
VARIOUS OTHER MATERIALS	VISUAL CLASSIFICATION									2

TOPSOIL= X =APPROXIMATE DEPTH

AUGER BORING PLOTTED TO VERTICAL SCALE ONLY

DRIVE SAMPLE BORING PLOTTED TO VERTICAL SCALE ONLY

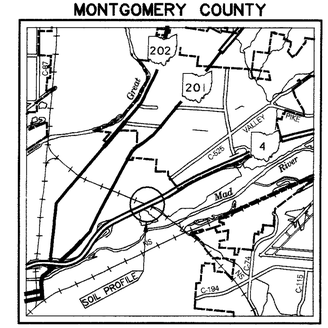
NOTE: FIGURES BESIDE BORINGS INDICATE WATER CONTENT IN PERCENT dsg.

AUGER BORING LOCATION - PLAN VIEW

DRIVE SAMPLE BORING LOCATION - PLAN VIEW

NUMBER OF BLOWS FOR "STANDARD PENETRATION" TEST
X= NUMBER OF BLOWS FOR FIRST 6 INCHES
Y= NUMBER OF BLOWS FOR SECOND 6 INCHES
Z= NUMBER OF BLOWS FOR THIRD 6 INCHES

MONTGOMERY COUNTY



LOCATION MAP

Recon.- H.H. 5/16/02
Drilling - K.M. 5/15/02
Drafting - J.B.H. 7/9/02

SUMMARY OF SOIL TEST DATA

NOTE-NP SHOWN IN LIQUID LIMIT AND PLASTICITY INDEX COLUMNS INDICATES A NON-PLASTIC MATERIAL
* DENOTES SAMPLE TAKEN AT OR NEAR GRADE

STATION & OFFSET	FROM TO	AGG	CS	FS	SILT	CLAY	LL	PI	WC	OHIO CLASS
111+00, 18' LT.	00.50-04.00	66	13	6	9	6	NP	NP	5	A-1-a *
	04.00-08.00	45	13	9	20	13	NP	NP	8	A-2-4
	08.00-11.00	41	12	10	22	15	NPN	NP	6	A-4A
115+00, 19' RT.	00.50-04.00	14	14	16	29	27	NP	NP	14	A-4A *
	04.00-07.00	20	15	17	27	21	27	10	12	A-4A *
	07.00-10.00	20	15	19	24	22	28	11	14	A-6A
	10.00-13.00	17	17	18	25	23	31	12	14	A-6A
119+00, 19' LT.	00.50-04.00	16	16	18	27	23	36	14	19	A-6A *
	04.00-08.00	14	17	16	26	27	31	11	17	A-6A *
	08.00-12.00	9	14	18	31	28	37	18	18	A-6B
	12.00-16.00	13	16	19	27	25	32	13	17	A-6A
123+00, CL	05.00-06.50	53	12	9	16	10	NP	NP	19	A-2-4 *
	10.00-11.50	35	14	14	17	20	35	15	14	A-6A *
	15.00-16.50	-	-	-	-	-	-	-	15	
		DARK BROWN LOAMY SANDY SILT AND CLAY W/ST. FRAGS.								VISUAL
	20.00-21.50	37	18	12	16	17	33	14	20	A-2-6
	25.00-26.50	35	17	15	17	16	NP	NP	14	A-2-4
	30.00-31.50	39	15	10	16	20	NP	NP	-	A-4A
	35.00-35.30	-	-	-	-	-	-	-	14	
		BROWN SILTY CLAY W/GRAVEL AND BOULDERS								VISUAL
	40.00-40.50	37	32	15	11	5	NP	NP	5	A-1-B
127+00, 18' RT.	00.50-03.00	20	16	16	23	25	34	14	17	A-6A
	03.00-07.00	44	11	11	19	15	31	12	11	A-2-6 *
	07.00-11.00	15	18	16	28	23	33	14	16	A-6A *
	11.00-15.00	19	16	16	25	24	28	11	13	A-6A
	15.00-17.00	12	17	18	25	28	33	14	15	A-6A

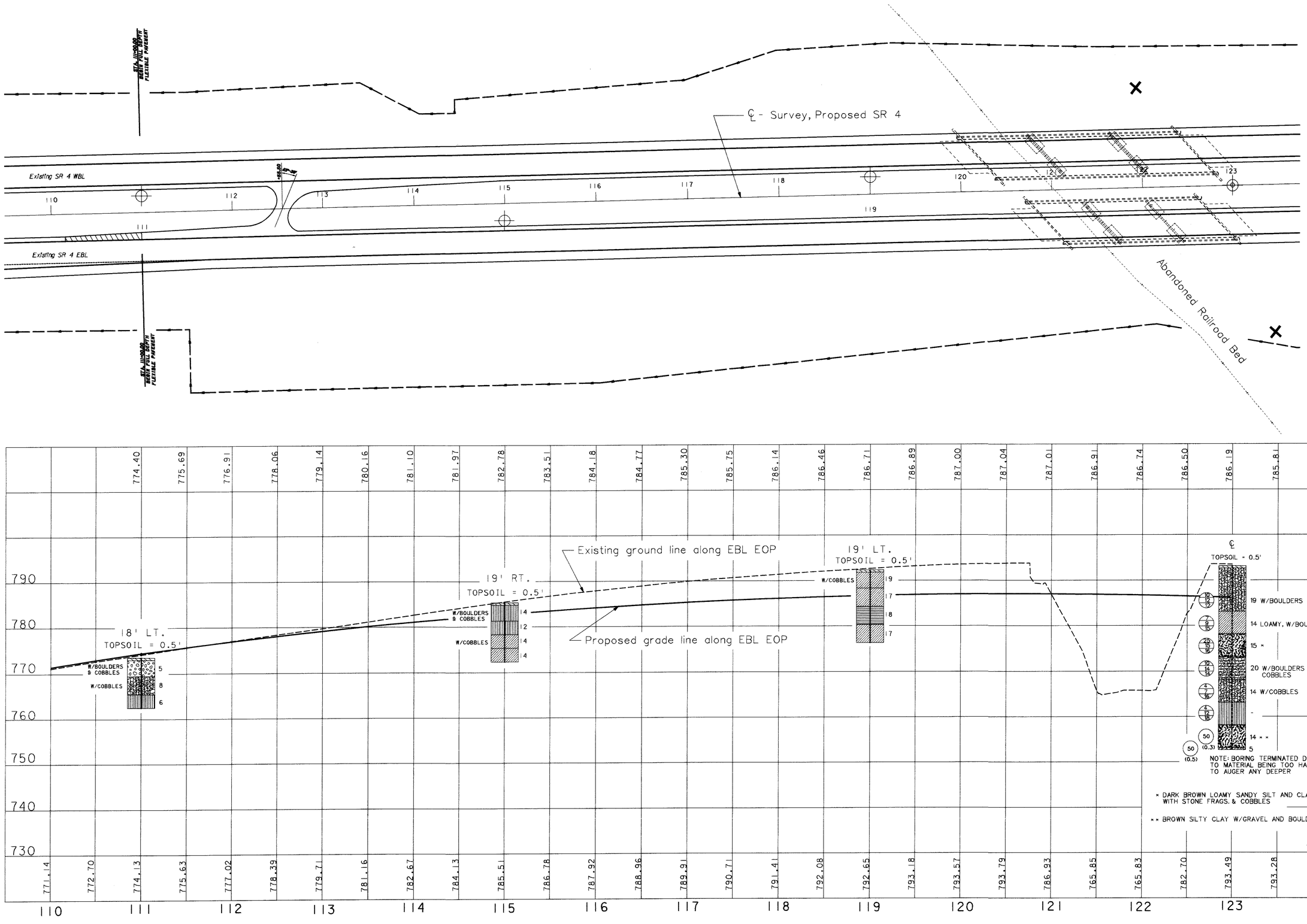
STATION & OFFSET	FROM TO	AGG	CS	FS	SILT	CLAY	LL	PI	WC	OHIO CLASS
131+00, 19' LT.	00.50-04.00	37	14	14	21	14	28	11	14	A-2-6 *
	04.00-08.00	24	16	15	24	21	26	10	9	A-4A *
	08.00-12.00	23	15	15	26	21	NP	NP	10	A-4A
	12.00-14.00	25	13	16	23	23	29	12	12	A-6A
135+00, 18' RT.	00.50-03.00	32	14	14	22	18	NP	NP	11	A-4A *
	03.00-07.00	41	20	9	19	11	NP	NP	5	A-2-4
	07.00-08.00	45	14	8	19	14	NP	NP	6	A-2-4
138+00, 18' LT.	00.50-03.00	27	16	14	23	20	35	16	14	A-6B *
	03.00-07.00	18	17	15	25	25	34	15	16	A-6A
	07.00-10.00	9	16	16	27	32	38	18	17	A-6B

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF GEOTECHNICAL ENGINEERING
1600 WEST BROAD ST. COLUMBUS, OHIO 43223

LEGEND AND SUMMARY OF SOIL TEST DATA

MOT-4-19.14

03/02



HORIZONTAL
SCALE IN FEET
0 50 100

DRAWN J.B.H.	CHECKED J.B.H.
REVIEWED M.R.S.	DATE 7/9/02

SOIL PROFILE
PLAN AND PROFILE

MOT-4-19.14

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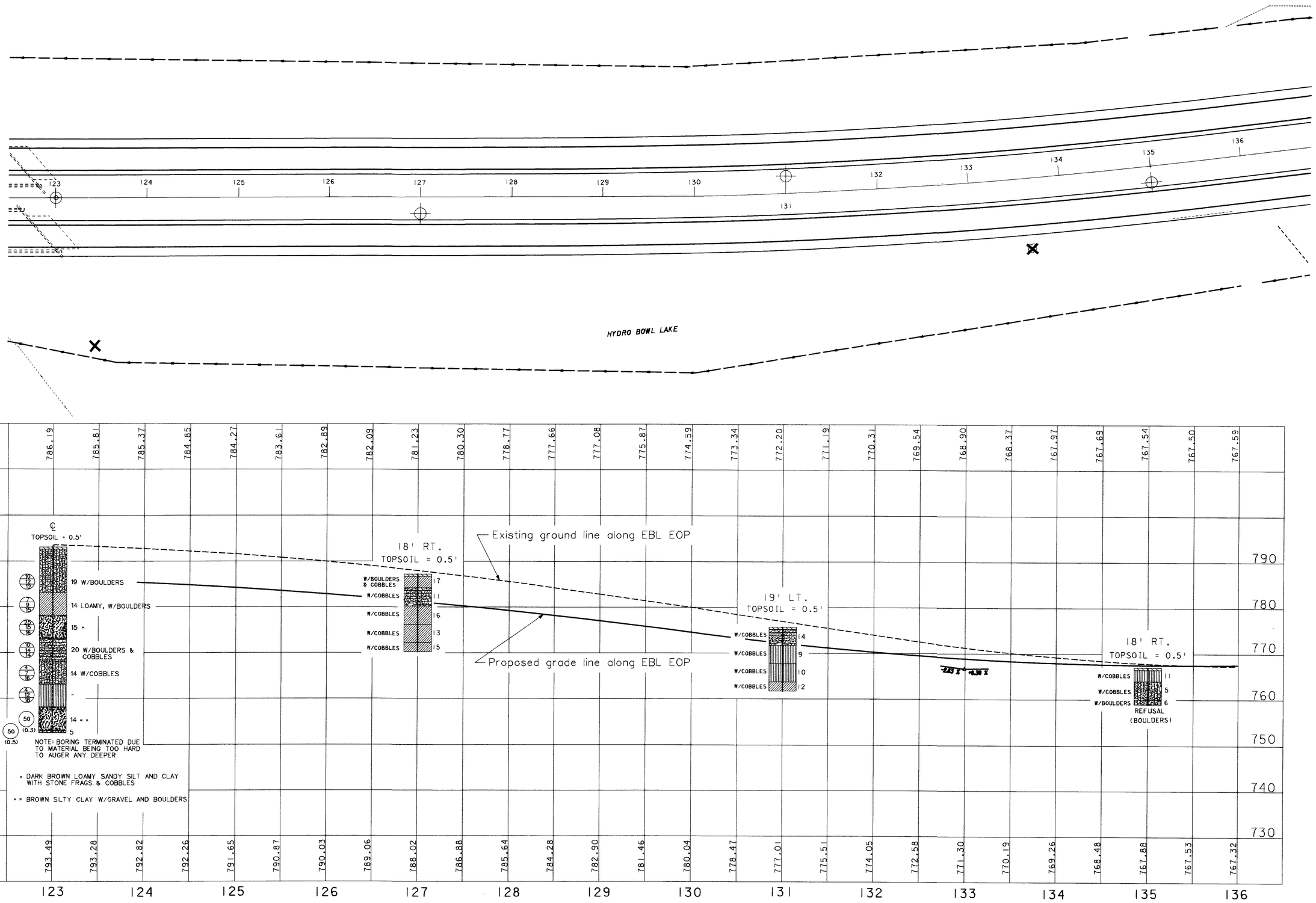
03/02



HORIZONTAL SCALE IN FEET
0 50 100

DATE	REVIEWED	CHECKED	DRAWN
7/9/02	M.R.S.	J.B.H.	J.B.H.

SOIL PROFILE
PLAN AND PROFILE

MOT-4-19.14

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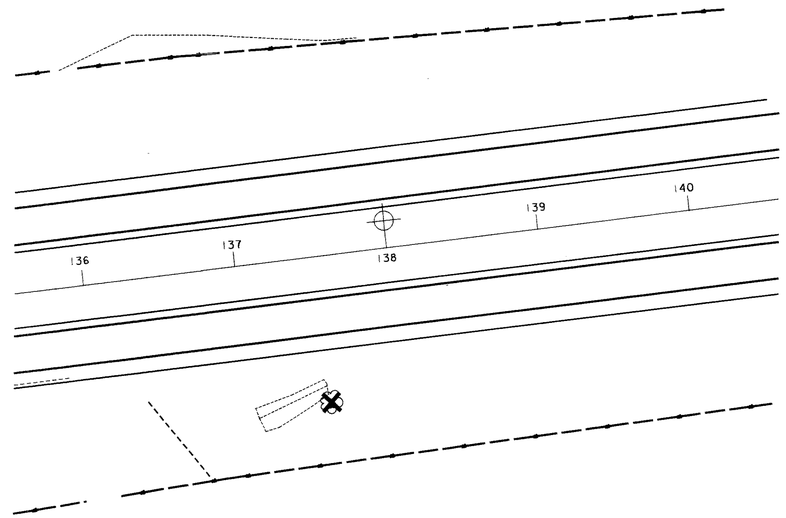
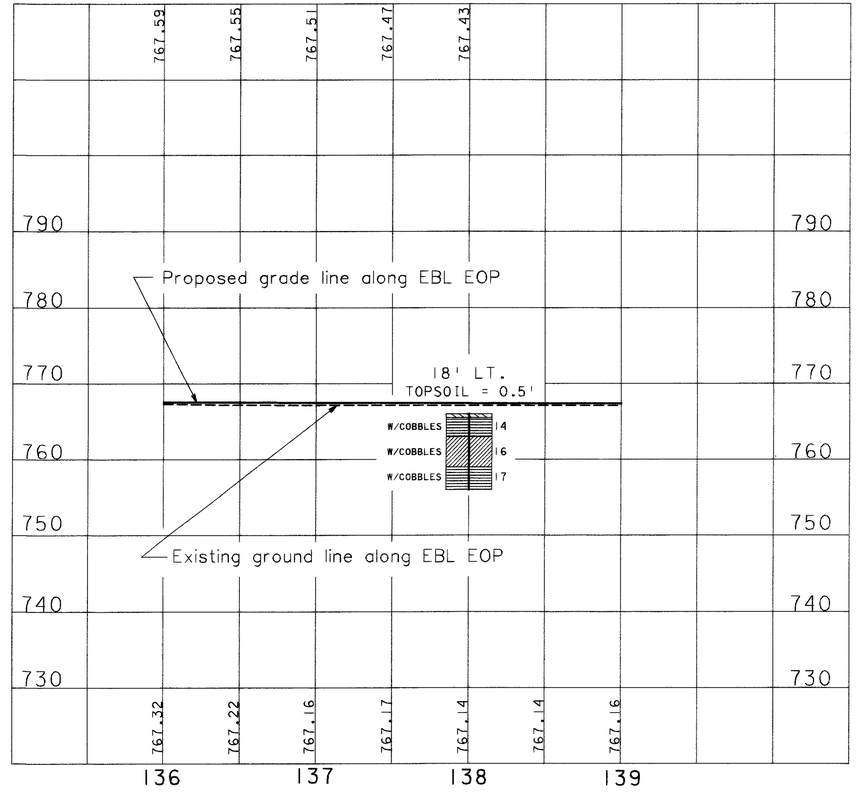
03/02





HORIZONTAL
SCALE IN FEET
0 50 100

DATE	REVIEWED	CHECKED	DRAWN
7/9/02	M.R.S.	J.B.H.	J.B.H.

SOIL PROFILE
PLAN AND PROFILE

MOT-4-19.14

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03/02