



March 7, 2008

Michael D. Weeks, P.E.  
 Project Engineer  
 TranSystems Corporation  
 5747 Perimeter Drive, Suite 240  
 Dublin, Ohio 43017

Re: **SCI-823-6.81, Portsmouth Bypass Project, PID 19415**  
**Addendum to Report: Pavement Design Information – Phase 1**  
 Mainline and Side Road CBR Values  
 DLZ Job No.: 0121-3070.03, Document No. 109

Dear Mr. Weeks:

DLZ has reviewed ODOT-Office of Geotechnical Engineering’s (OGE’s) Stage I review comments (dated January 31, 2007) for Phase 1 of the SCI-823 project. In compliance with the review comments, DLZ has modified the recommended subgrade treatment in selected areas.

**Summary of Report Modifications:**

- The mainline CBR was established previously and will not change. However, at the Lucasville-Minford Road Interchange, a significant portion of the mainline roadway and interchange ramp subgrade will require subgrade treatment as per GB1. The recommendations for subgrade improvement are included in the Addendum to Report for Lucasville-Minford Road (CR 28).
- The previously submitted subgrade treatment recommendations have been modified based upon the Stage I comments from OGE for Phase 1 of the SCI-823 project. Changes to treatment recommendations and the treatment areas (station limits) are outlined for individual side roads in the following sections.

**Shumway Hollow Road (TR 234)**

The previously submitted recommendations for the Shumway Hollow Road (TR 234) alignment (side-road only) should be modified based upon the Stage I comments from OGE.

The following table outlines the modified subgrade treatment recommendations.

**Undercut and Replace Option**

<b>Begin Station</b>	<b>End Station</b>	<b>Depth of Undercut Below Proposed Grade</b>
10+90	14+00	36 inches
18+00	26+00	24 inches - In Bedrock
26+00	31+00	24 inches

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**Lucasville-Minford Road (CR 28)**

The previously submitted recommendations for the Lucasville-Minford Road (CR 28) alignment (side-road only) should be modified based upon the Stage I comments from OGE.

The following table outlines the modified subgrade treatment recommendations.

**Undercut and Replace Option**

<b>Begin Station</b>	<b>End Station</b>	<b>Depth of Undercut Below Proposed Grade</b>
10+05	12+00	12 inches
14+50	21+00	36 inches
28+00	37+31	36 inches

**SR 335 (at Relocated Shumway Hollow Road)**

The previously submitted subgrade treatment recommendations for the SR 335 alignment should be modified based upon the Stage I comments from OGE. Representatives of OGE state: if the decision is made to replace the entire pavement, OGE expects that a 3 foot undercut from station 10+50 to 14+64 will be necessary as it believes that the 1-foot or less thick stiff to very stiff layer will not bridge over the soft A-4a and very loose A-3a soils beneath when proof rolling takes place.

The following table outlines the modified subgrade treatment recommendations.

**Undercut and Replace Option**

<b>Begin Station</b>	<b>End Station</b>	<b>Depth of Undercut Below Proposed Grade</b>
10+50	14+64	36 inches



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We appreciate having the opportunity to be of service to you on this project. Please do not hesitate to call if you have any questions concerning this addendum.

Sincerely,

**DLZ OHIO, INC.**

Steven J. Riedy  
Geotechnical Engineer

Dorothy A. Adams, P.E.  
Senior Geotechnical Engineer

cc: file

sjr

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