

**LEGEND FOR PROJECT - AVERAGE RESULTS OF TESTS - 128**

DESCRIPTION	H. R. B. CLASS	OHIO CLASS	AGG %	% C. SAND	% F. SAND	% SILT	% CLAY	LIQUID LIMIT	PLASTICITY INDEX	WATER CONTENT	SAMPLES TESTED
Gravel	A-1-a(1)	A-1-a	76	15	4	4	1	NP	NP	6	1
Gravel with sand	A-1-b(1)	A-1-b	39	27	18	12	4	NP	NP	9	14
Fine sand	A-3(1)	A-3	21	25	44	8	2	NP	NP	19	1
Coarse and fine sand	—	A-3a	10	21	47	18	4	NP	NP	18	14
Gravel with sand & silt	A-2-4(1)	A-2-4	42	19	14	17	8	26	6	11	12
Gravel with sand, silt & clay	A-2-7(1)	A-2-7	63	7	6	10	14	44	22	13	1
Sandy silt	A-4(s)	A-4s	12	10	20	36	22	26	7	18	34
Silt	A-4(m)	A-4b	5	3	8	65	19	22	3	20	10
Silt and clay	A-6(s)	A-6s	13	6	10	38	33	31	12	17	33
Silty clay	A-6(m)	A-6b	13	5	7	36	39	37	17	19	7
Clay	A-7-6(1)	A-7-6	2	5	12	25	56	49	22	37	1

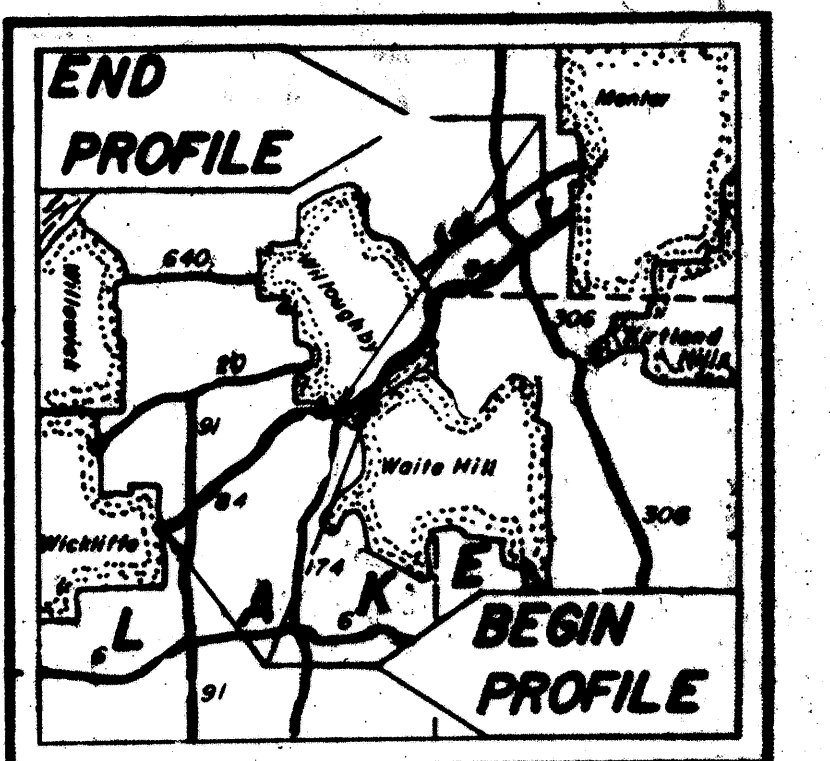
Berm material  
 Sod and topsoil - X' = Approx. depth.  
 Auger boring - plan view  
 Auger boring plotted to vertical scale only  
 W Free water  
 Water content nearly equal to or greater than liquid limit.  
 Shale - Visual Classification

Samples Taken  
 Lab. Nos. So.  
 53943-53994 Incl.  
 54349-54429 Incl.  
 54216

This A-4a soil will be rubbery and unstable at water contents which exceed the optimum.  
 NOTE: Figures beside borings indicate water content in percent.

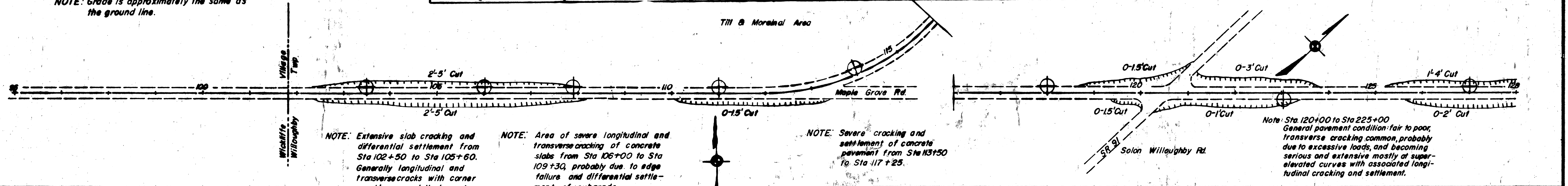
**SOIL PROFILE**  
 LAKE COUNTY  
 LAK-84-(3.27-7.81)  
 STATE HIGHWAY TESTING AND  
 RESEARCH LABORATORY  
 O. S. U. CAMPUS, COLUMBUS, OHIO

NOTE: THE INFORMATION SHOWN BY THIS SUBGRADE PROFILE WAS SECURED FOR THE USE OF THE STATE OF OHIO AND IS NOT TO BE CONSTRUED AS A PART OF THE PLANS GOVERNING THE CONSTRUCTION OF THE PROJECT.



**LOCATION MAP**  
 Recen - H.C.H.-11-8-56  
 Drilling - C.A.S.-J.A.G.-11-13-56  
 Drafting - P.A.H.-R.V.S.-11-30-56

NOTE: Grade is approximately the same as the ground line.



NOTE: Extensive slab cracking and differential settlement from Sta 102+50 to Sta 105+60. Generally longitudinal and transverse cracks with corner cracking, especially in center.

NOTE: Area of severe longitudinal and transverse cracking of concrete slabs from Sta 106+00 to Sta 109+30, probably due to edge failure and differential settlement of subgrade.

NOTE: Severe cracking and settlement of concrete pavement from Sta 113+50 to Sta 117+25.

Note: Sta 120+00 to Sta 225+00. General pavement condition fair to poor, transverse cracking common, probably due to excessive loads, and becoming serious and extensive mostly at super-elevated curves with associated longitudinal cracking and settlement.

