Architectural Structural Geotechnical



Materials Testing Forensic Civil/Planning

PAVEMENT DESIGN REPORT



The Ridge at Lorson Ranch – Filing No. 1 El Paso County, Colorado

PREPARED FOR:

Landhuis Company 212 N. Wahsatch Ave. Ste 301 Colorado Springs, CO

JOB NO. 186386-1

October 3, 2022 Revised April 26, 2023

Respectfully Submitted,

Reviewed by,

RMG – Rocky Mountain Group

Kelli Ziler

Kelli Zigler Project Geologist Tony Munger, P.E. Sr. Geotechnical Project Manager

RMG – Rocky Mountain Group



SF Number 22-004

TABLE OF CONTENTS

| GENERAL SITE AND PROJECT DESCTIPTION |
|--|
| Location |
| Existing Conditions |
| Project Description |
| FIELD INVESTIGATION AND SUBSURFACE CONDITIONS |
| Drilling |
| Subsurface Materials |
| Groundwater |
| LABORATORY TESTING |
| Laboratory Testing |
| PAVEMENT DESIGN |
| Pavement Thickness7 |
| Pavement Materials |
| Soil Mitigation |
| Subgrade Preparation |
| Surface Drainage |
| Subgrade Observations and Testing |
| CLOSING |
| FIGURES |
| Site Vicinity Map1 |
| Test Boring Location Plan/Pavement Recommendations |
| Explanation of Test Boring Logs |
| Test Boring Logs |
| Summary of Laboratory Test Results |
| Soil Classification Data |
| Denver Swell/Consolidation Test Results |
| Moisture-Density Relation Curve |
| California Bearing Ratio Test Results |
| |

APPENDIX A

Design Chart for Flexible Pavements – Urban Local Roads Design Chart for Flexible Pavements – Urban Residential Collector Roads Design Chart for Flexible Pavements – Urban 4-Lane Principle Arterial Roads

GENERAL SITE AND PROJECT DESCTIPTION

Location

The Ridge at Lorson Ranch, Filing No. 1 is generally located in the southeastern portion of El Paso County, Colorado, east of the intersection of Fontaine Boulevard and Marksheffel Road. The location of the site is shown on the Site Vicinity Map, Figure 1.

Existing Conditions

At the time of our field investigation, the proposed streets were close to grade and utility mains and services had been installed. Curb and gutter had not been installed.

Project Description

This Pavement Design Report was performed to determine the subsurface conditions present along the roadway alignments and to develop recommendations for the design and construction of the proposed flexible pavements.

The proposed streets included in this investigation are shown on Figures 2.1 and 2.2. The streets considered below are classified as Urban Local, Urban Residential Collector, and Urban 4-Lane Principle Arterial. The roads classified as Urban Local are Buckner Way, Foraker Lane, Lookout Peak Lane, Lake Trout Drive, Lost Peak Lane, Pearsoll Street, Mission Peak Place, Copper Butte Way, Aspen Butte Terrace, Nystrom Terrace, Splake Street, Lorson Boulevard, Raven Ridge Terrace, Dragontail Terrace, Split Mountain Drive, and Kingston Peak Place. The road classified as Urban Residential Collector is the section of Lorson Boulevard immediately adjacent to Walleye Drive. The road classified at Urban 4-Lane Principle Arterial is Fontaine Boulevard.

FIELD INVESTIGATION AND SUBSURFACE CONDITIONS

Drilling

The subsurface conditions on the site were investigated by drilling thirty-nine exploratory test borings. The approximate locations of the test borings are presented in the Test Boring Location Plan, Figure 2.1.

The test borings were advanced with a power-driven, continuous-flight auger drill rig to depths of about 5 to 10 feet below the existing ground surface. Samples were obtained in general accordance with ASTM D-1586 utilizing a 2-inch OD split-barrel sampler. Representative bulk samples of subsurface materials were obtained from each boring at a depth of approximately 0 to 2 feet below the existing ground surface. An Explanation of Test Boring Logs is presented in Figure 3. The Test Boring Logs are presented in Figures 4 through 23.

Subsurface Materials

The subsurface materials encountered in the test borings consisted of sandy clay fill, native sandy clay, and sandy claystone. Combined bulk samples of the material classified as CL according to the Unified Classification System. For pavement design purposes, the combined bulk soil samples classified as A-7-6 with group indices ranging from 16 to 31 in accordance with the American Association of State Highway and Transportation Officials (AASHTO) classification system. This soil classification is considered "poor" as subgrade material.

Groundwater

Groundwater was not encountered in the test borings at the time of drilling. Groundwater is not expected to affect the construction of the pavements. Fluctuations in groundwater and subsurface moisture conditions may occur due to variations in precipitation and other factors not readily apparent at this time. Development of the property and adjacent properties may also affect groundwater levels.

LABORATORY TESTING

Laboratory Testing

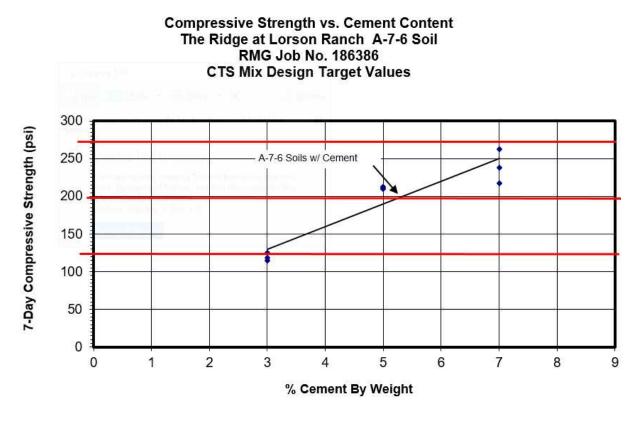
The moisture content for the recovered samples was obtained in the laboratory. Grain-size analysis, Atterberg Limits tests, and Denver Swell/Consolidation tests were performed on selected samples for purposes of classification and to develop pertinent engineering properties. A Summary of Laboratory Test Results is presented in Figure 24. Soil Classification Data are presented in Figures 25 through 32. Denver Swell/Consolidation Test Results are presented in Figure 33 through 38

A combined bulk sample of A-7-6 soil (using materials with group indices ranging from 25 to 31) was tested to determine the optimum moisture-density relationship in accordance with ASTM D698 (Standard Proctor compaction test). California Bearing Ratio, CBR tests were performed at varying densities with moisture content near optimum. At 95% of the maximum Modified Proctor density, the CBR of the bulk sample was determined to be 1.4. The Moisture-Density Relation Curves are presented in Figure 39. The CBR Test Results are presented in Figures 40 and 41.

Representative specimens of soil composed of the on-site subgrade materials and Portland Cement were prepared by varying the "percent cement by weight" at target values of 3, 5, and 7 percent cement. Three specimens (pucks) were prepared for each target cement value, compacted to 95% of the maximum Standard Proctor density and cured in a saturated condition for 7-days. The compressive strength of each specimen was then determined upon completion of the 7-day curing process.

The data values were then plotted as a function of "7-day Compressive Strength versus Percent Cement by Weight", shown below. In accordance with the El Paso County Engineering Criteria Manual, the target "percent cement by weight" was selected to obtain strengths in the lower Strength Coefficient (SC) categories (SC = 0.11, 125-200 psi; SC = 0.12, 200-275 psi). A target SC = 0.11 is used for CTS soil in the pavement design procedure presented below. Based upon an

evaluation of the test data, a target range of 6.25 percent cement is recommended in all roadway sections. Microfracturing will be required for strengths above the 275-psi threshold stipulated in the Engineering Criteria Manual.



PAVEMENT DESIGN

The discussion presented below is based on the subsurface conditions encountered in the test borings, laboratory test results and the project characteristics previously described. If the subsurface conditions are different from those described in this report or the project characteristics change, RMG should be retained to review our recommendations and modify them, if necessary. The conclusions and recommendations presented in this report should be verified by RMG during construction.

The pavement design was performed using the El Paso County Engineering Criteria Manual, Appendix D. The pavement design parameters and design calculations are presented below.

Street Classification – Urban Local

1) Buckner Way, Foraker Lane, Lookout Peak Lane, Lake Trout Drive, Lost Peak Lane, Pearsoll Street, Mission Peak Place, Copper Butte Way, Aspen Butte Terrace, Nystrom Terrace, Splake Street, Raven Ridge Terrace, Dragontail Terrace, Split Mountain Drive, Lorson Boulevard, and Kingston Peak Place

- ESAL = 292,000 (Table D-2) Serviceability Index = 2.0 (Table D-1)
- 2) Strength coefficients (Table D-3) Asphalt (HMA): $a_1 = 0.44$ Cement-Treated Subgrade (CTS): $a_2 = 0.11$
- 3) Subgrade $M_r = CBR \ge 1500 = 1.4 \ge 1500 = 2,160 \text{ psi}$
- 4) Structural number (SN) = 3.86 (per 1993 AASHTO Empirical Equation for Flexible Pavements)
- 5) Composite asphalt/CTS section Minimum HMA thickness = D_1 = 3 inches (Table D-2) CTS thickness = D_2 = {SN - (D_1 x a₁)} / a₂ = {3.85 - (3 x 0.44)} / 0.11 = 23.0 inches SN = (5.5 x 0.44) + (13.25 x 0.11) = 3.88 > 3.86 (Min. SN required) Use HMA thickness = 5.5 inches over CTS thickness = 13.25 inches
- 6) Optional composite asphalt/ABC section The strength coefficient of ABC is the same as the strength coefficient of our CTS design (0.11). Therefore, the design thicknesses of HMA and ABC will remain the same.

Street Classification – Urban Residential Collector

- 1) Portion of Lorson Boulevard immediately adjacent to Walleye Drive ESAL = 821,000 (Table D-2) Serviceability Index = 2.5 (Table D-1)
- 2) Strength coefficients (Table 6) Asphalt (HMA): a₁ = 0.44 Cement-Treated Subgrade (CTS): a₂ = 0.11
- 3) Subgrade $M_r = CBR \times 1500 = 1.4 \times 1500 = 2,100 \text{ psi}$
- 4) Structural number (SN) = 4.83 (per 1993 AASHTO Empirical Equation for Flexible Pavements)
- 5) Composite asphalt/CTS section Minimum HMA thickness = D_1 = 4 inches (Table D-2) CTS thickness = D_2 = {SN - ($D_1 \ge a_1$)} / a_2 = {4.83 - (4 ≥ 0.44)} / 0.11 = 27.9 inches SN = (8 ≥ 0.44) + (12 ≥ 0.11) = 4.84 > 4.83 (Min. SN required) Use HMA thickness = 8.0 inches over CTS thickness = 12.0 inches
- 6) Optional composite asphalt/ABC section

The strength coefficient of ABC is the same as the strength coefficient of our CTS design (0.11). Therefore, the design thicknesses of HMA and ABC will remain the same.

Street Classification – Urban 4-Lane Principle Arterial

- 1) Fontaine Boulevard ESAL = 5,256,000 (Table D-2) Serviceability Index = 2.5 (Table D-1)
- 2) Strength coefficients (Table 6) Asphalt (HMA): a₁ = 0.44 Cement-Treated Subgrade (CTS): a₂ = 0.11
- 3) Subgrade $M_r = CBR \ge 1500 = 1.4 \ge 1500 = 2,100 \text{ psi}$
- 4) Structural number (SN) = 6.39 (per 1993 AASHTO Empirical Equation for Flexible Pavements)
- 5) Composite asphalt/CTS section

6) Optional composite asphalt/ABC section

The strength coefficient of ABC is the same as the strength coefficient of our CTS design (0.11). Therefore, the design thicknesses of HMA and ABC will remain the same.

Pavement Thickness

Based on the design calculations, the recommended pavement section is presented below and on Figure 2.2.

| Accommended 1 avenent Sections | | | | | | | |
|---|-------------|--------------|------------|--|--|--|--|
| <u>Option 1: HMA over ABC</u> Buckner Way, Foraker Lane, Lookout Peak Lane, Lake Trout Drive, Lost Peak Lane, Pearsoll Street, Mission Peak | Option 1 | 5.75" HMA | 12.25" ABC | | | | |
| Place, Copper Butte Way, Aspen Butte Terrace, Lorson Boulevard, Nystrom Terrace, Splake Street, Raven Ridge Terrace, Dragontail Terrace, Split Mountain Drive, and Kingston Peak Place | Option 2 | 5.5" HMA | 13.25" ABC | | | | |
| <u>Option 1: HMA over ABC</u> Lorson Boulevard immediately adjacent to | Option 1 | 7.5" HMA | 14" ABC | | | | |

Recommended Pavement Sections

| Walleye Drive | Option 2 | 8" HMA | 12" ABC | | |
|---|-------------|--------------|------------|--|--|
| Option 1: HMA over ABC | Option 1 | 11" HMA | 14.25" ABC | | |
| Fontaine Boulevard | | 11.5" HMA | 12.25" ABC | | |
| <u>Option 2: HMA over CTS</u> Buckner Way, Foraker Lane, Lookout Peak Lane, Lake Trout Drive, Lost Peak Lane, Pearsoll Street, Mission Peak | Option 1 | 5.75" HMA | 12.25" CTS | | |
| Place, Copper Butte Way, Aspen Butte Terrace, Lorson Boulevard, Nystrom Terrace, Splake Street, Raven Ridge Terrace, Dragontail Terrace, Split Mountain Drive, and Kingston Peak Place | Option 2 | 5.5" HMA | 13.25" CTS | | |
| Option 2: HMA over CTS | Option 1 | 7.5" HMA | 14" CTS | | |
| Lorson Boulevard immediately adjacent to Walleye Drive | | 8" HMA | 12" CTS | | |
| <u>Option 2: HMA over CTS</u> Fontaine Boulevard | | 11" HMA | 14.25" CTS | | |
| | | 11.5" HMA | 12.25" CTS | | |
| Optimal CTS Percent Cement by Weight = 6.25% | | | | | |

Pavement Materials

Pavement materials should be selected, prepared, and placed in accordance with El Paso County specifications and the *Pikes Peak Region Asphalt Paving Specifications*. Tests should be performed in accordance with the applicable procedures presented in the specifications.

Soil Mitigation

The PDCM notes that mitigation measures may be required for expansive soils, shallow ground water, subgrade instability, etc. Based on the AASHTO classification of for the soils in the subdivision, the subgrade soils evaluated for this pavement design exhibited a swell of less than 2.0%. Groundwater or wet and unstable soils were not encountered in the borings. Therefore, special mitigation measures do not appear to be necessary for subgrade preparation.

Subgrade Preparation

All fill placed below pavements should be moisture conditioned and compacted in accordance with El Paso County *Standard Specifications Manual*. Prior to placement of the pavement section, the final subgrade should be scarified to a depth of 12 inches, adjusted to within 2 percent of the optimum moisture content and compacted to El Paso County specifications. The subgrade should then be proofrolled with a heavy, pneumatic tired vehicle. Areas which deform under wheel loads should be removed and replaced. Base course place atop prepared subgrade should be compacted to at least 95 percent of the maximum modified Proctor density (ASTM D1557).

Sulfate Content

Sulfate testing was performed on selected samples based on ASTM C1580. Test results showed up to 2.48% by weight, indicating the soils present Class II (severe) sulfate exposure. Based on these results, high sulfate resistant Type V cement or a Type V equivalent mixture according to ACI 201.2R-10 is generally suggested for concrete in contact with the subsurface materials. However, based on the use of CTS as roadway subgrade throughout the Lorson Ranch area for over a decade with no apparent signs that cement-sulfate reaction is adversely affecting performance of the roadways, it is our opinion that Type I/II cement is suitable for use in the CTS.

Surface Drainage

Surface drainage is important for the satisfactory performance of pavement. Wetting of the subgrade soils or base course will cause a loss of strength which can result in pavement distress. Surface drainage should provide for efficient removal of storm-water runoff. Water should not be allowed to pond on the pavement or at the edges of the pavement.

Subgrade Observations and Testing

The pavement thicknesses presented above assume pavement construction is completed in accordance with El Paso County specifications and the *Pikes Peak Region Asphalt Paving Specifications*. RMG should be present at the site during subgrade preparation, placement of fill, and construction of pavements to perform site observations and testing.

CLOSING

This report has been prepared for the exclusive purpose of providing geotechnical engineering information and recommendations for development described in this report. RMG should be retained to review the final construction documents prior to construction to verify our findings, conclusions and recommendations have been appropriately implemented.

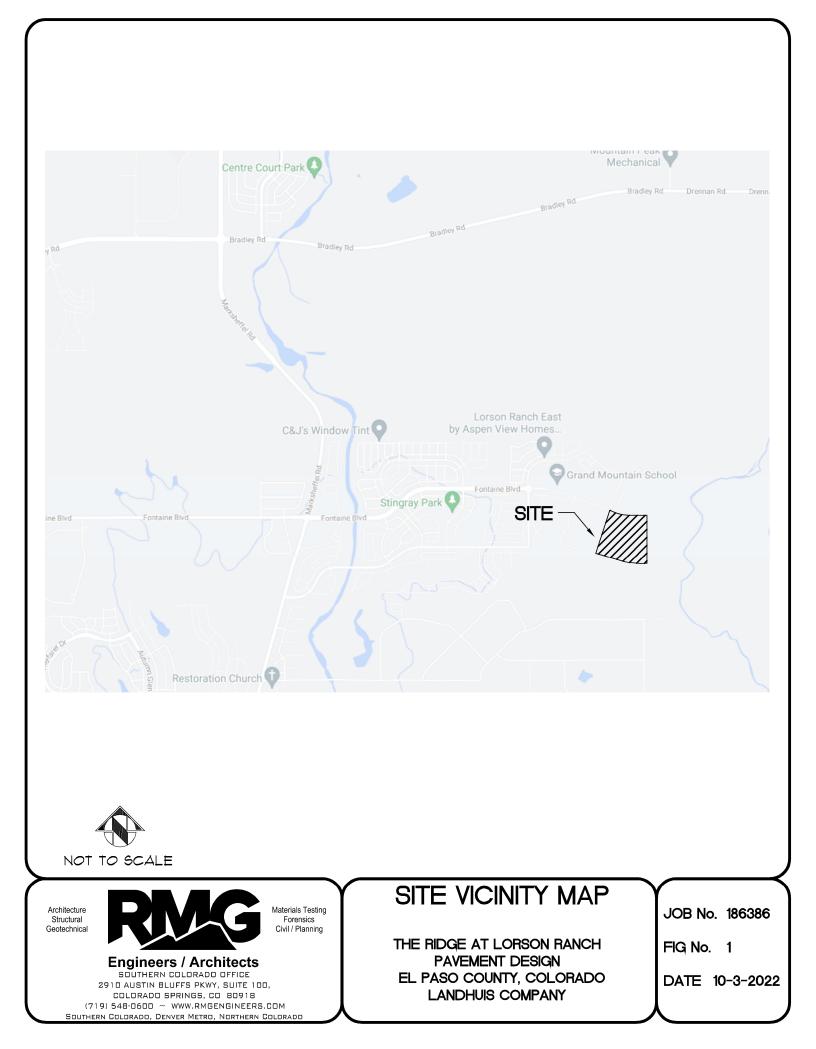
This report has been prepared for the exclusive use by the **Landhuis Company** for application as an aid in the design and construction of the proposed development in accordance with generally accepted geotechnical engineering practices. The analyses and recommendations in this report are based in part upon data obtained from test borings, site observations and the information presented in referenced reports. The nature and extent of variations may not become evident until construction. If variations then become evident, RMG should be retained to review the recommendations presented in this report considering the varied condition, and either verify or modify them in writing.

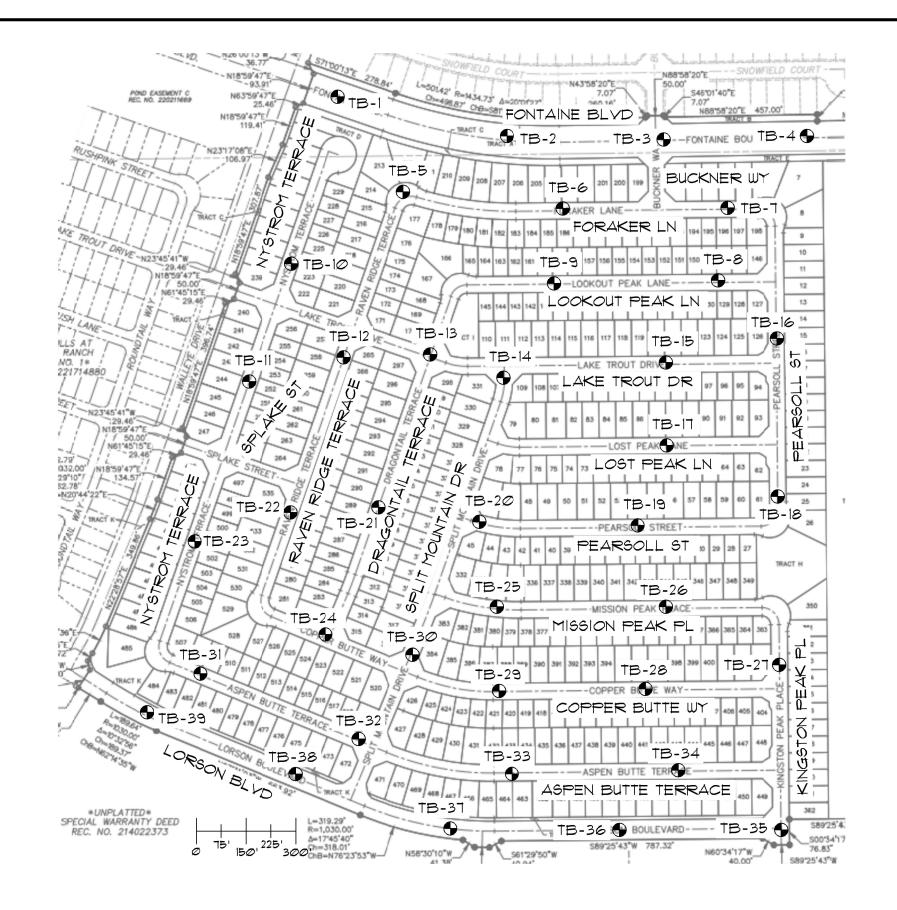
Our professional services were performed using that degree of care and skill ordinarily exercised, under similar circumstances, by geotechnical engineers practicing in this or similar localities. RMG does not warrant the work of regulatory agencies or other third parties supplying information which may have been used during the preparation of this report. No warranty, express or implied is made by the preparation of this report. Third parties reviewing this report should draw their own conclusions regarding site conditions and specific construction techniques to be used on this project.

The scope of services for this project does not include, either specifically or by implication, environmental assessment of the site or identification of contaminated or hazardous materials or conditions. Development of recommendations for the mitigation of environmentally related conditions, including but not limited to biological or toxicological issues, are beyond the scope of this report. If the Client desires investigation into the potential for such contamination or conditions, other studies should be undertaken.

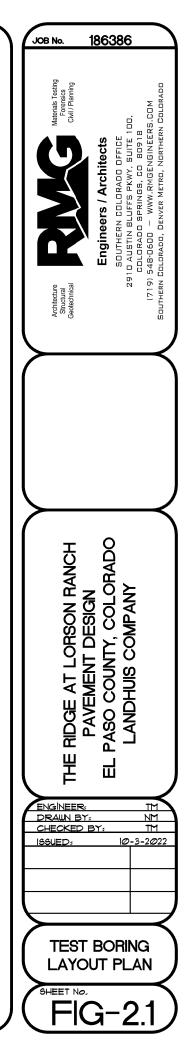
If we can be of further assistance in discussing the contents of this report or analysis of the proposed development, from a geotechnical engineering point-of-view, please feel free to contact us.

FIGURES

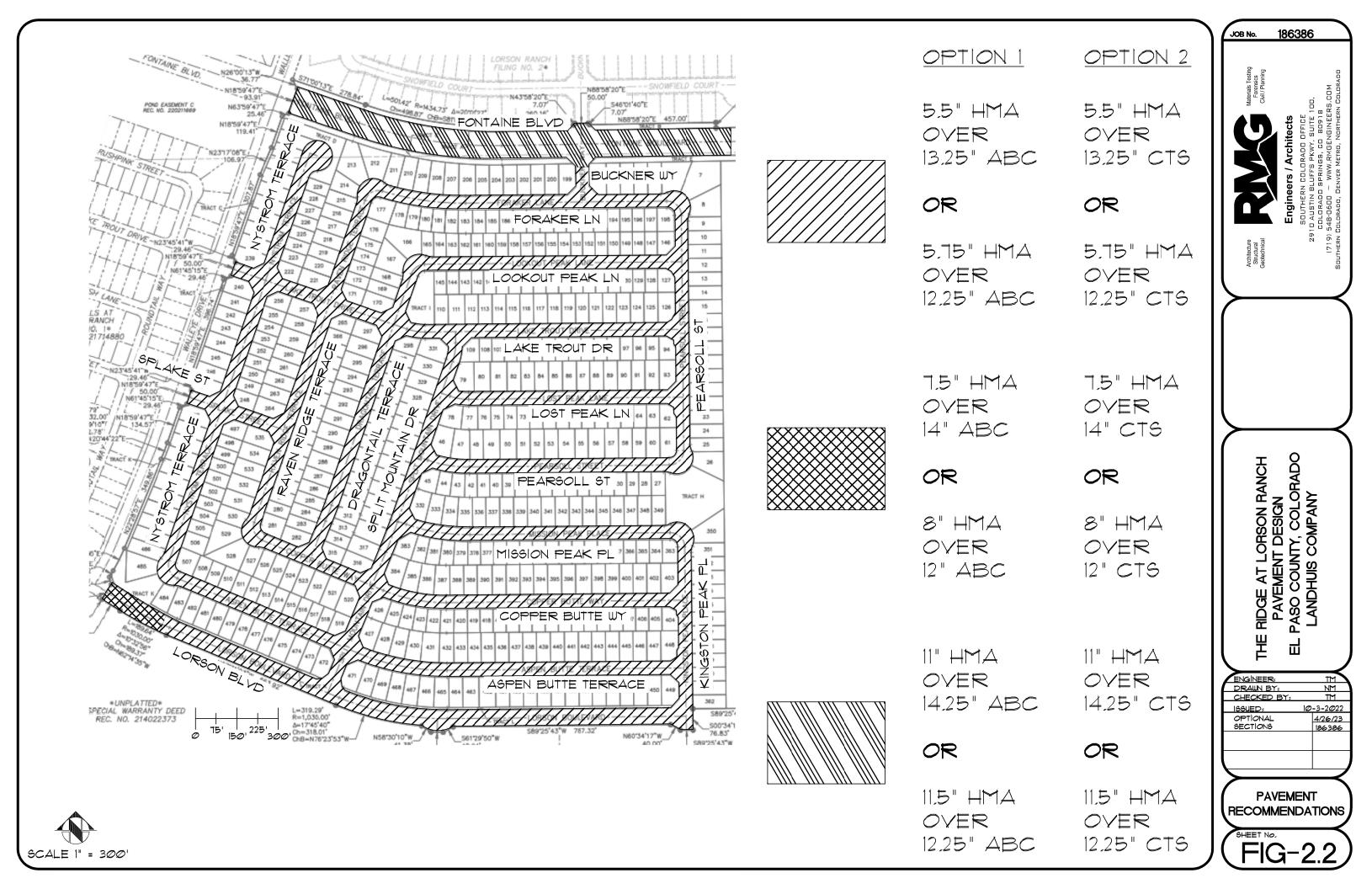




SCALE 1" = 300'



DENOTES APPROXIMATE LOCATION OF TEST BORINGS



SOILS DESCRIPTION

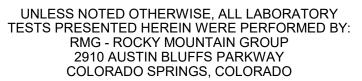


CLAYSTONE

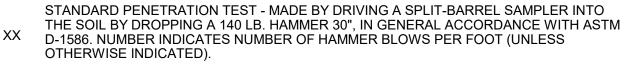


FILL: CLAY, SANDY

SANDY CLAY



SYMBOLS AND NOTES



UNDISTURBED CALIFORNIA SAMPLE - MADE BY DRIVING A RING-LINED SAMPLER INTO THE SOIL BY DROPPING A 140 LB. HAMMER 30", IN GENERAL ACCORDANCE WITH ASTM D-3550. NUMBER INDICATES NUMBER OF HAMMER BLOWS PER FOOT (UNLESS OTHERWISE INDICATED).

 \Box FREE WATER TABLE

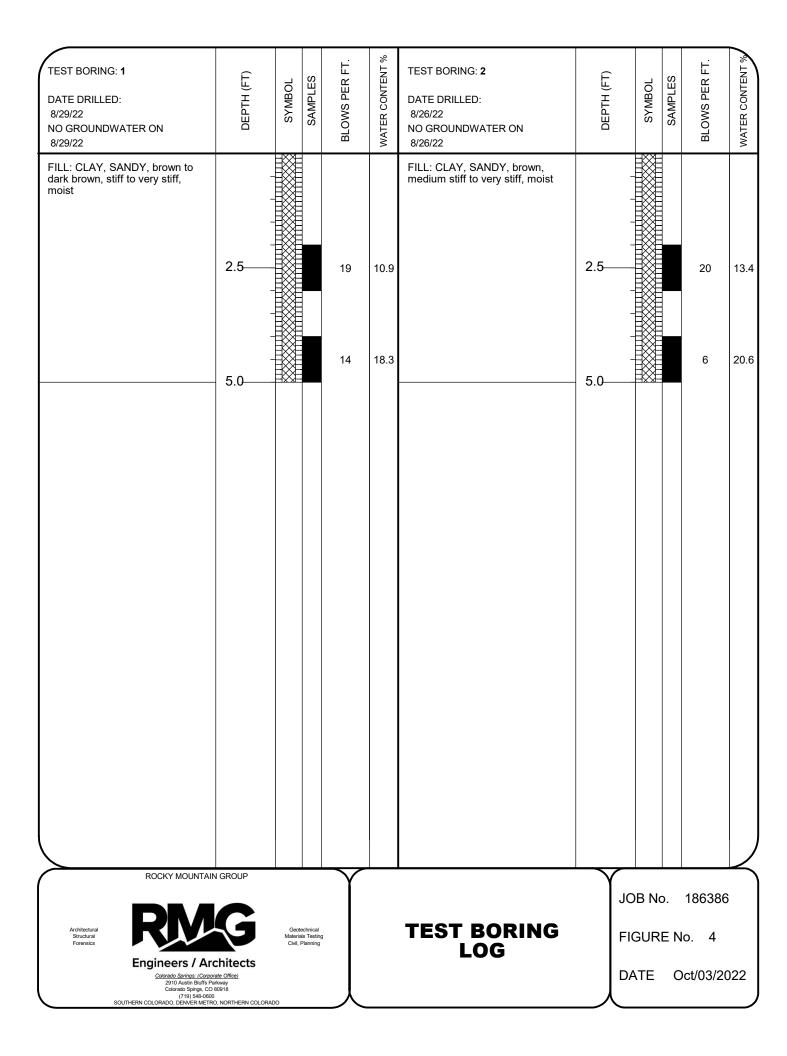
ΧХ

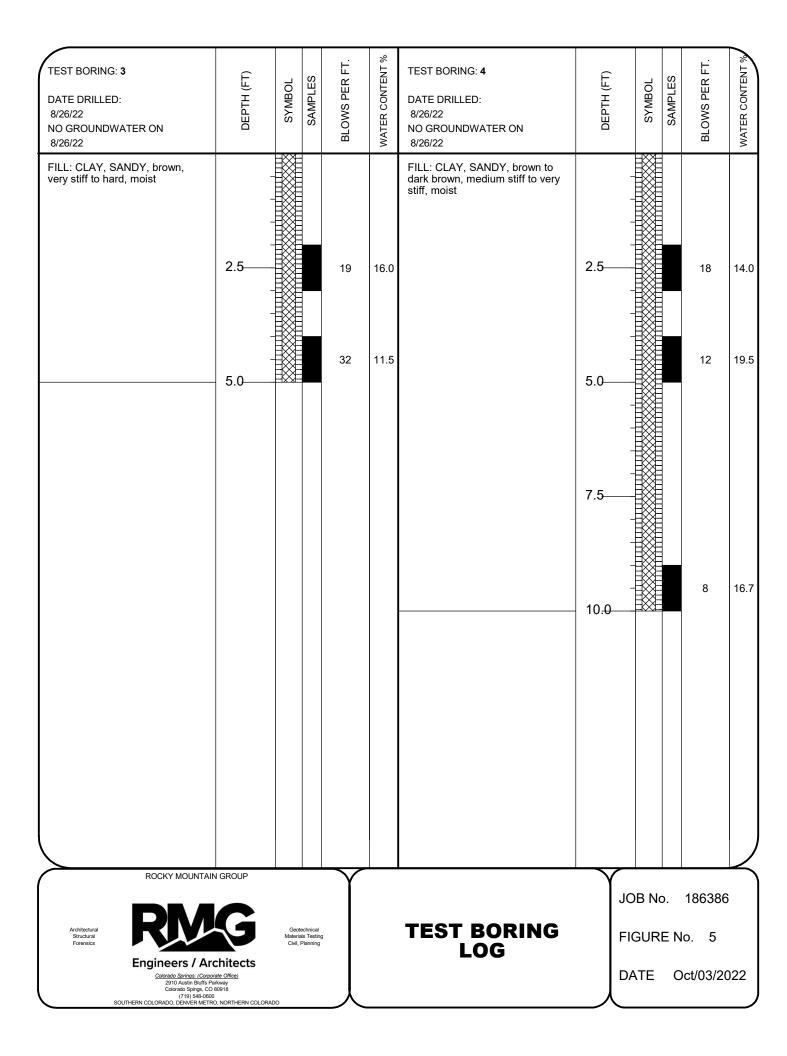
DEPTH AT WHICH BORING CAVED 6

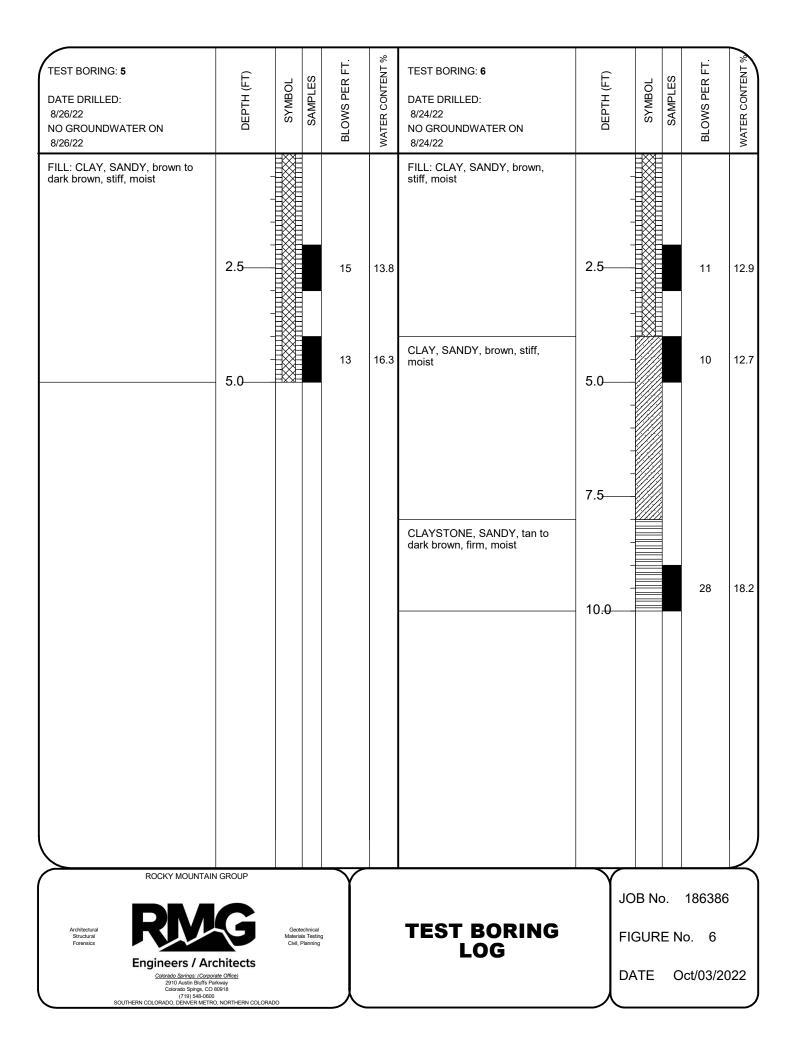


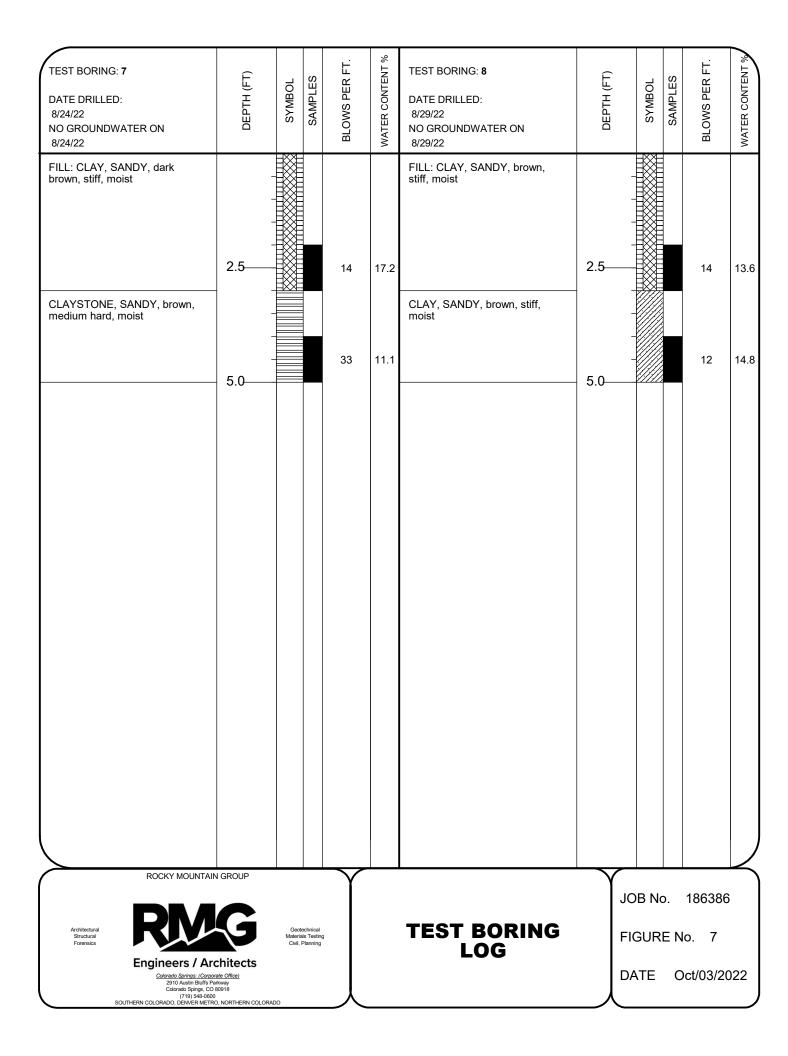
AUG AUGER "CUTTINGS"

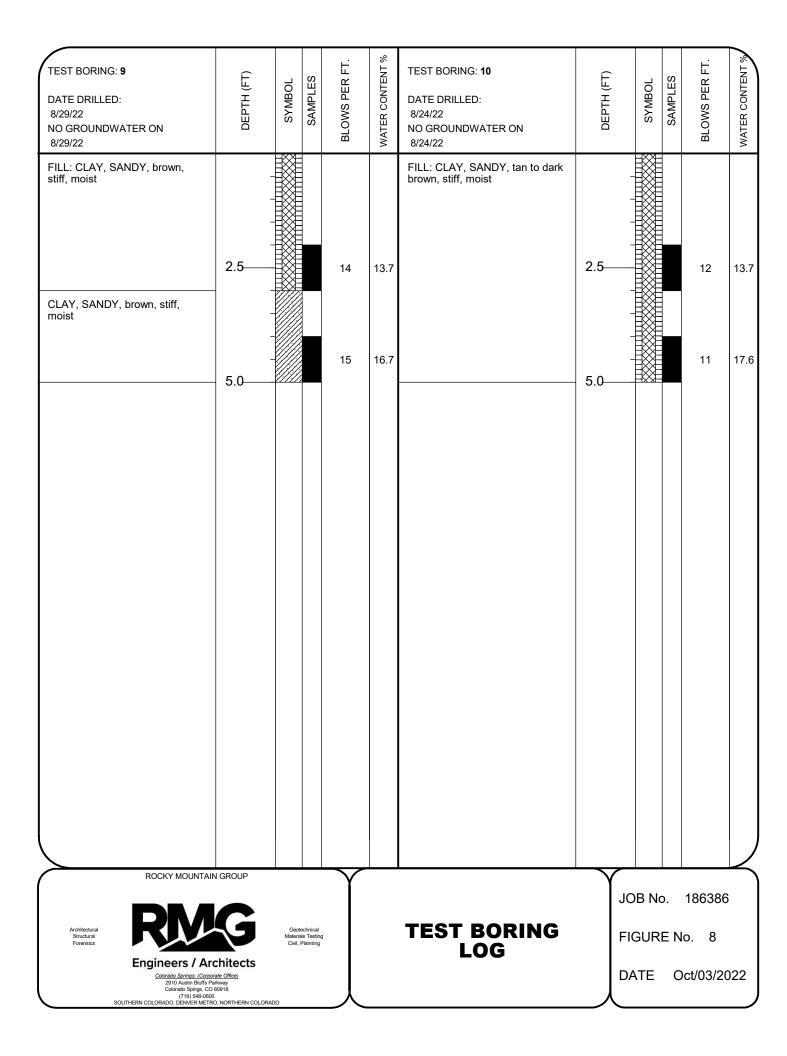
| 4.5 | WATER CONTENT (%) | | |
|--|---|------------------------------------|------------------|
| | | γ | JOB No. 186386 |
| Architectural Structural Forensics | Geotechnica Materials Test Cvil, Plannin | EXPLANATION OF TEST BORING LOGS | FIGURE No. 3 |
| | Engineers / Architects <u>Colorado Sorings: (Conporate Office)</u> 2910 Austin Bluffs Parkway Colorado Sorings, CO 80618 (719) 548-0600 | | DATE Oct/03/2022 |

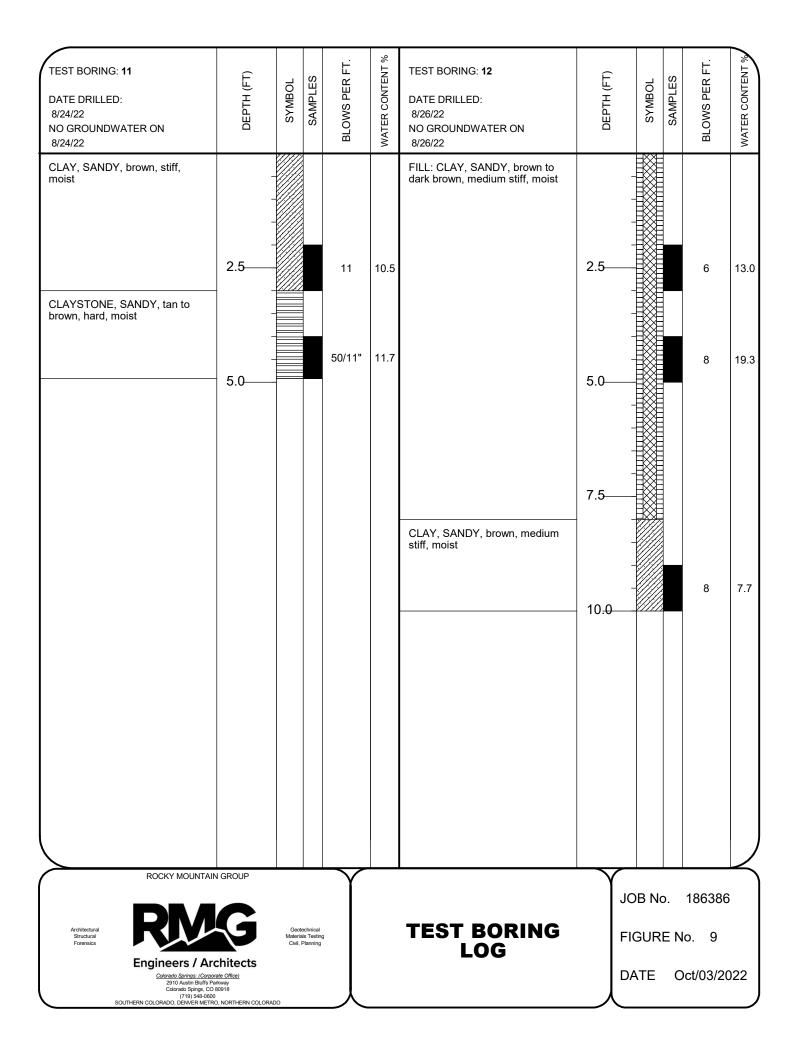


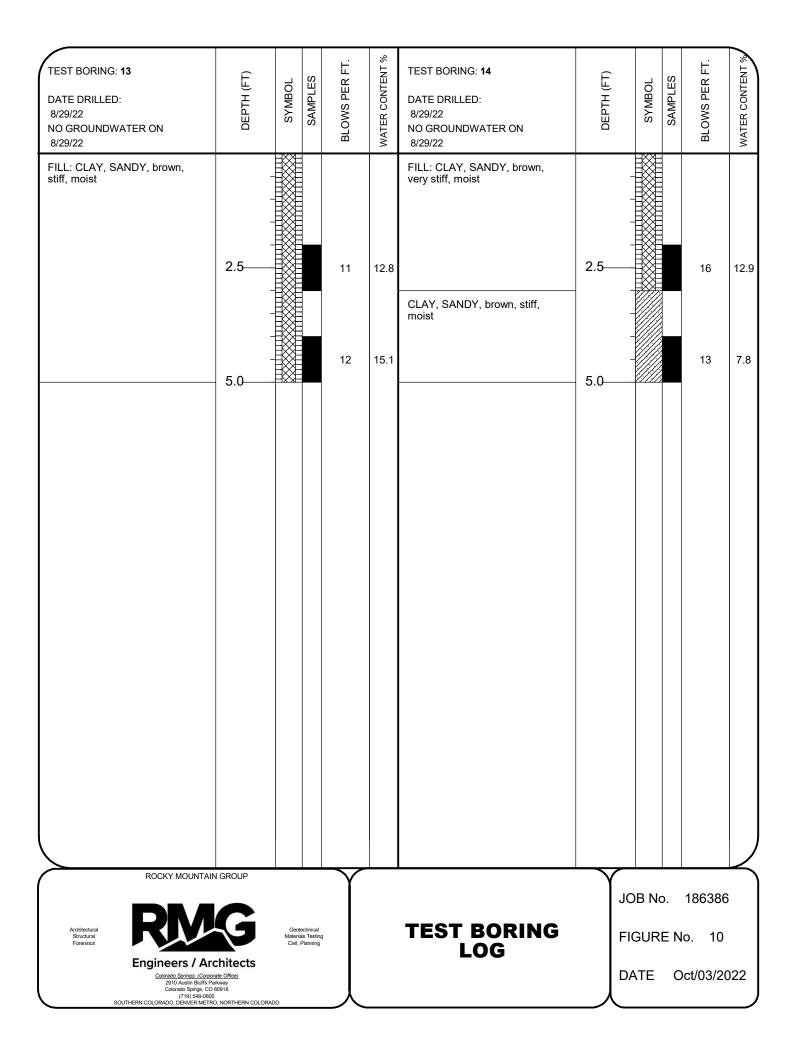


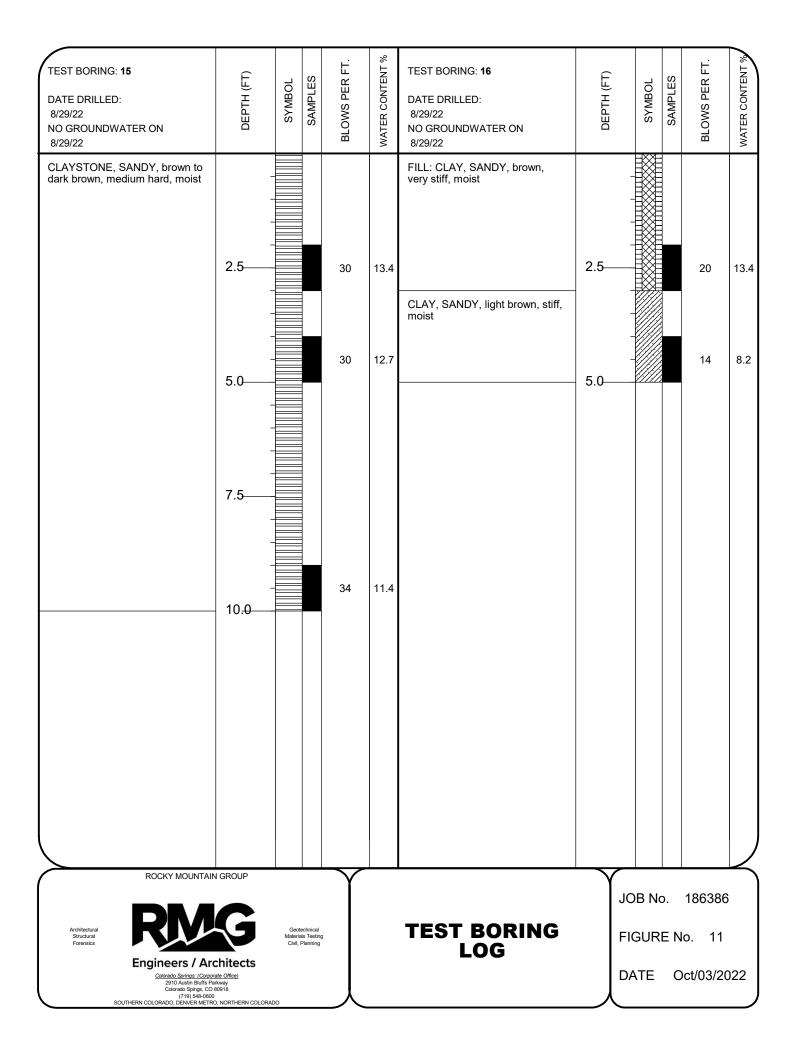


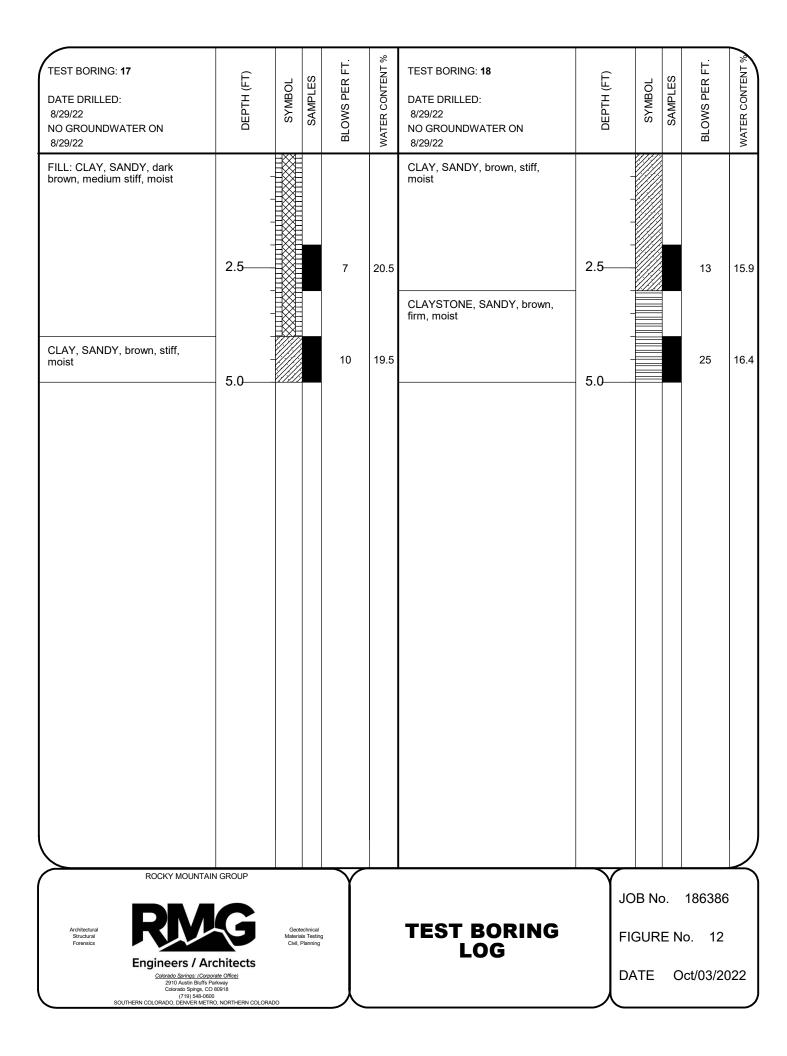


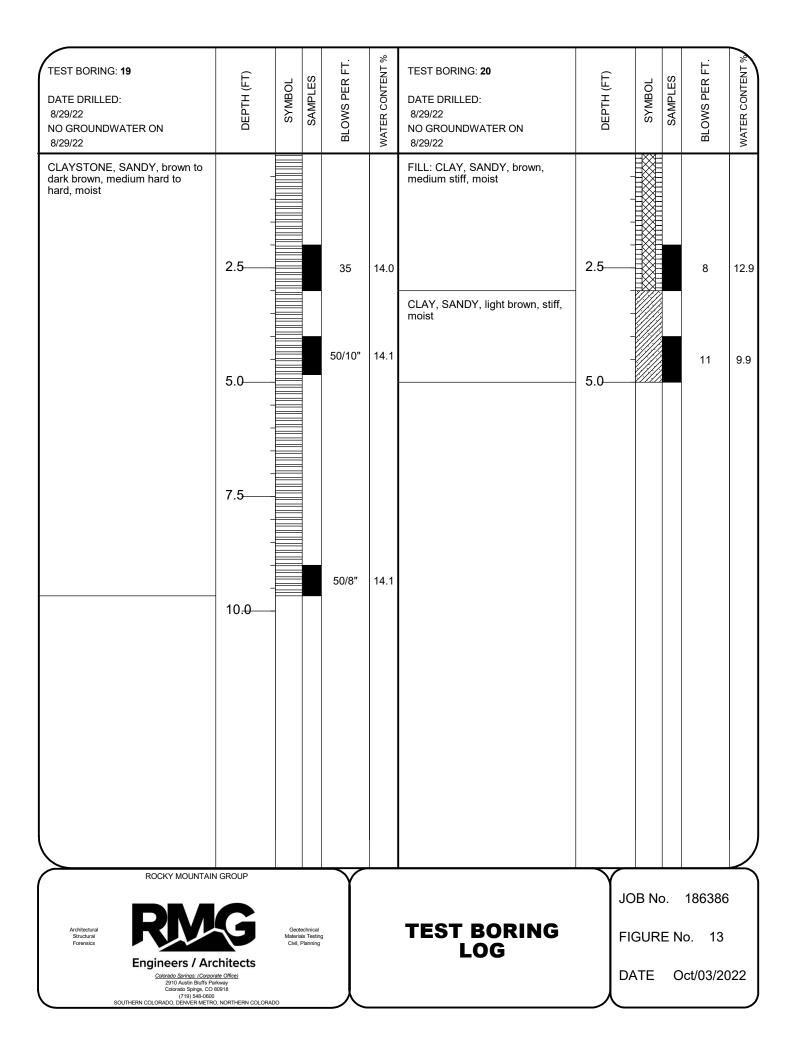


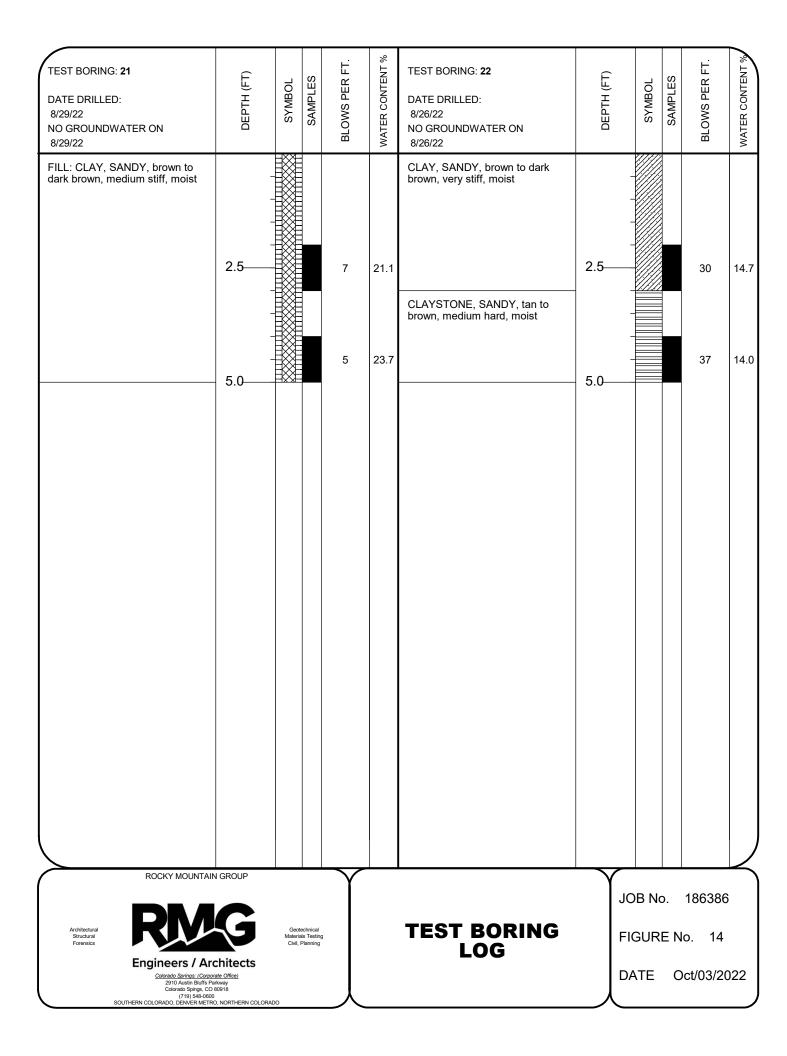


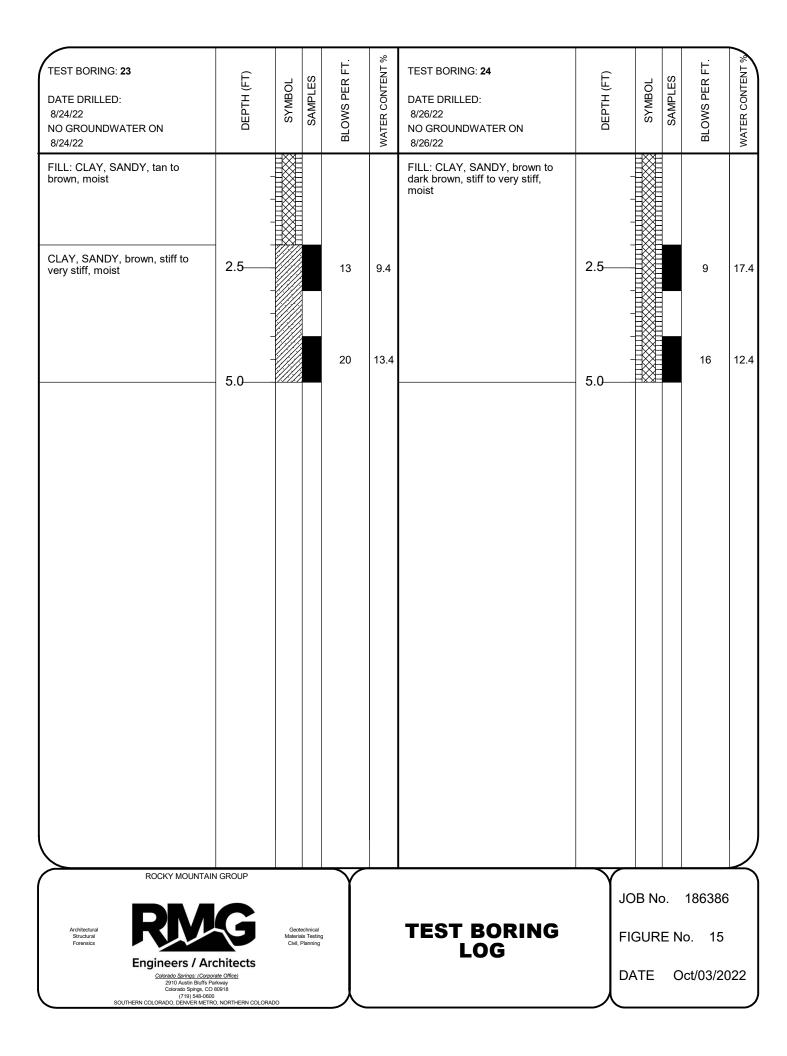


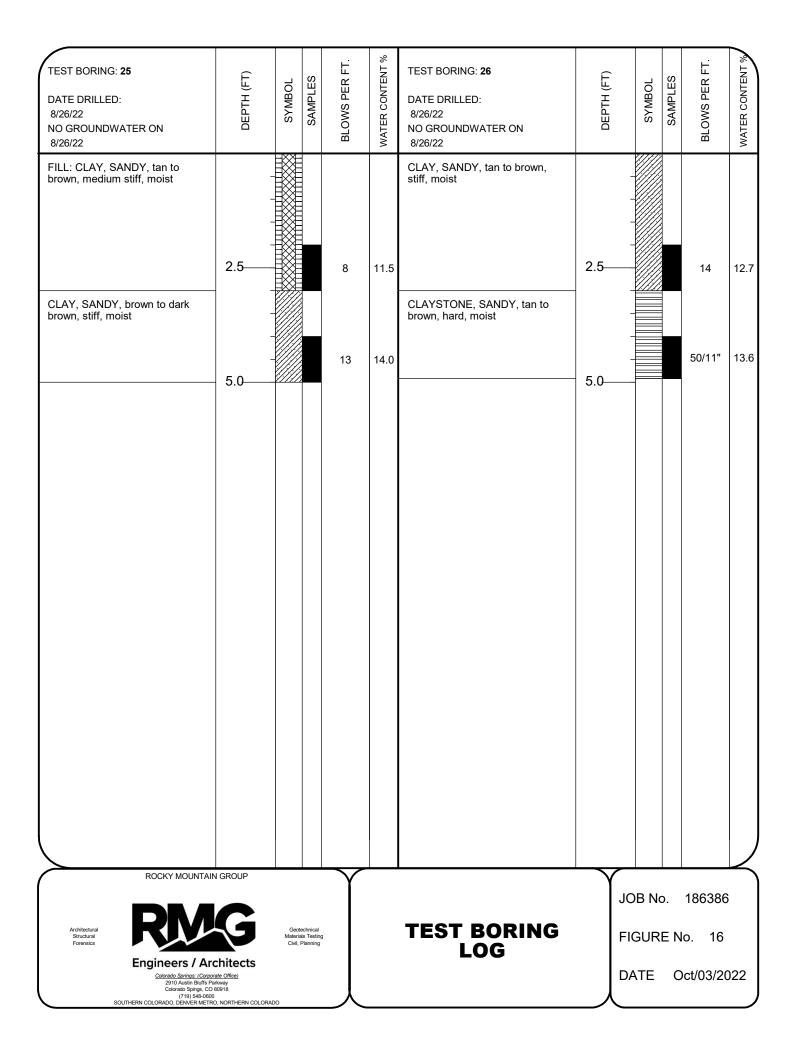


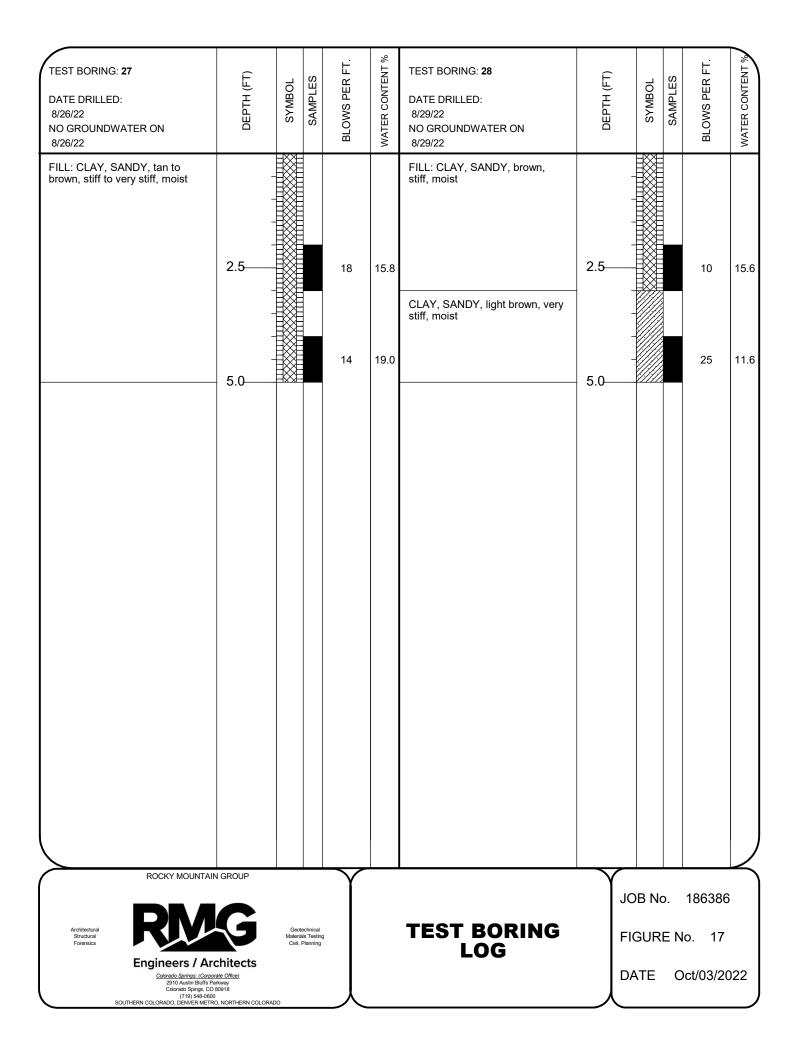


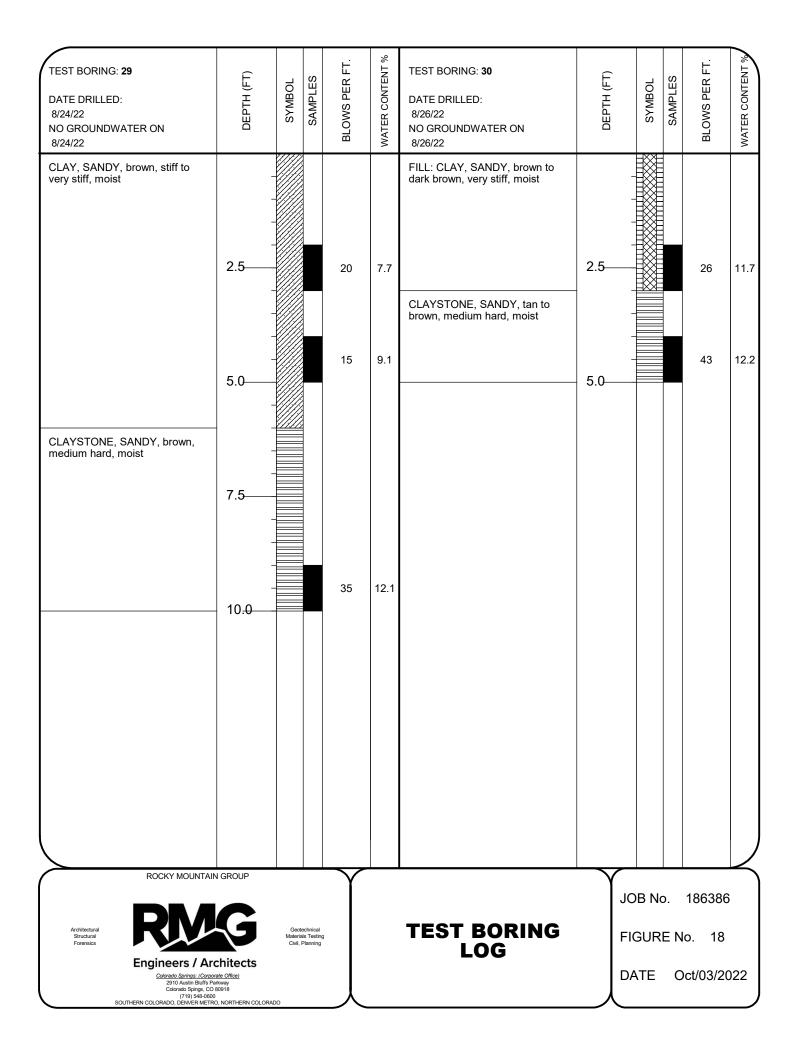


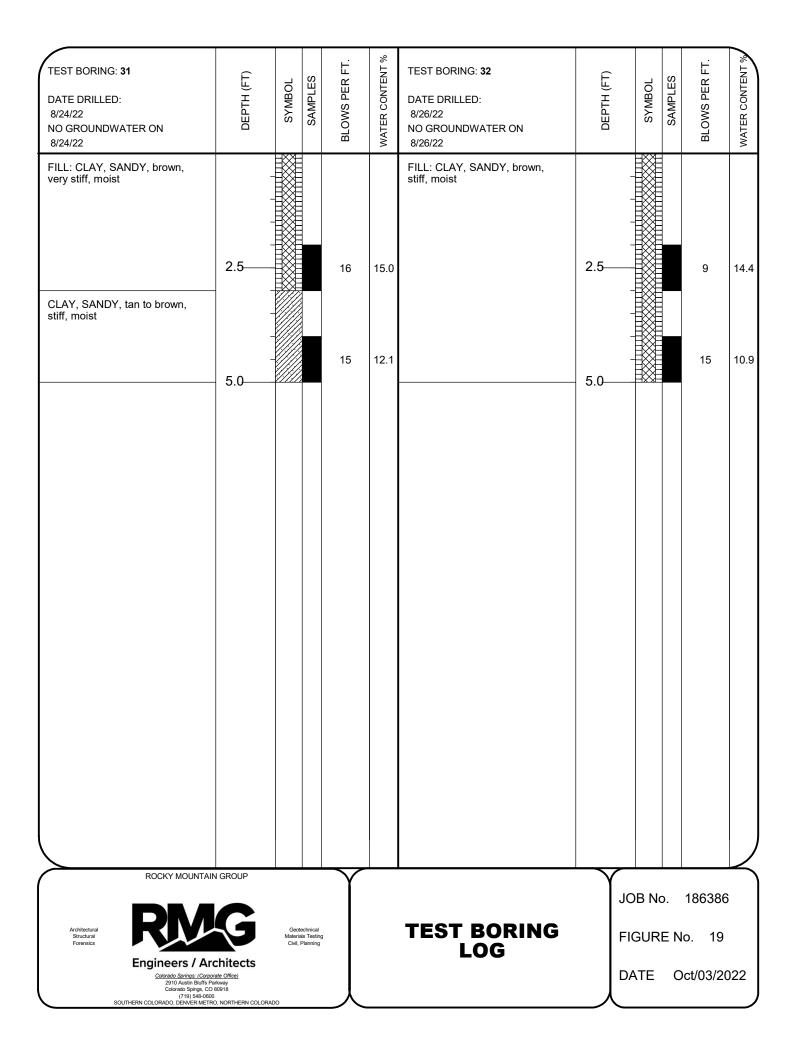


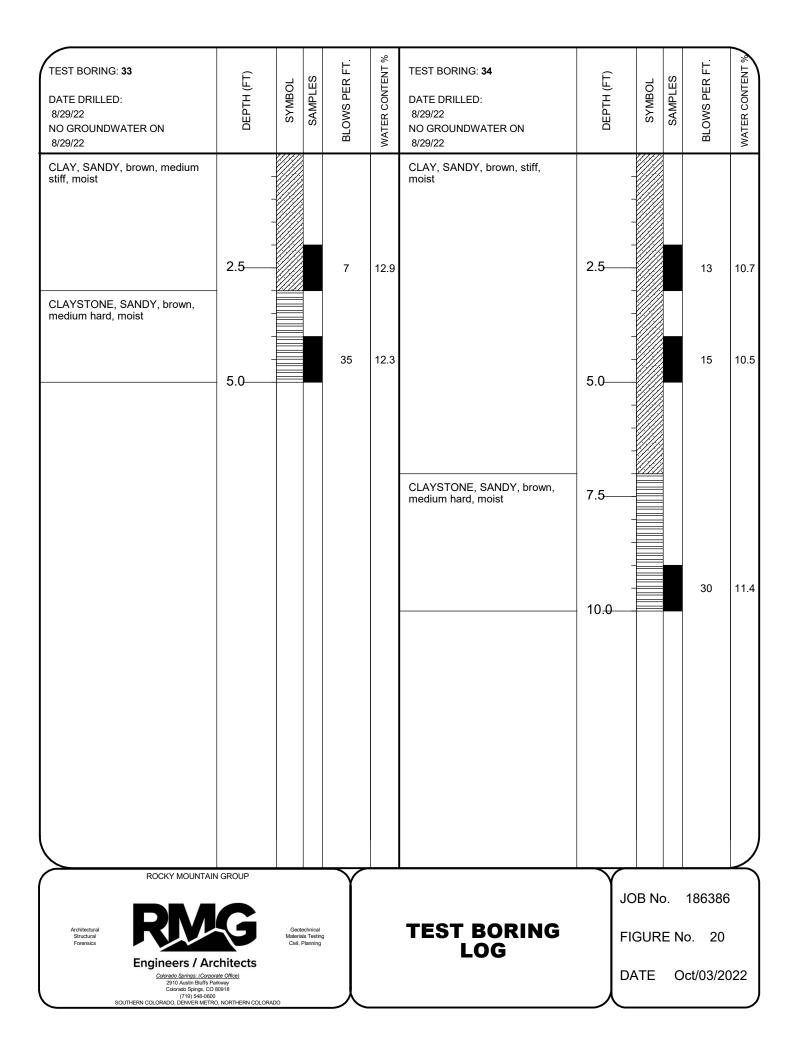


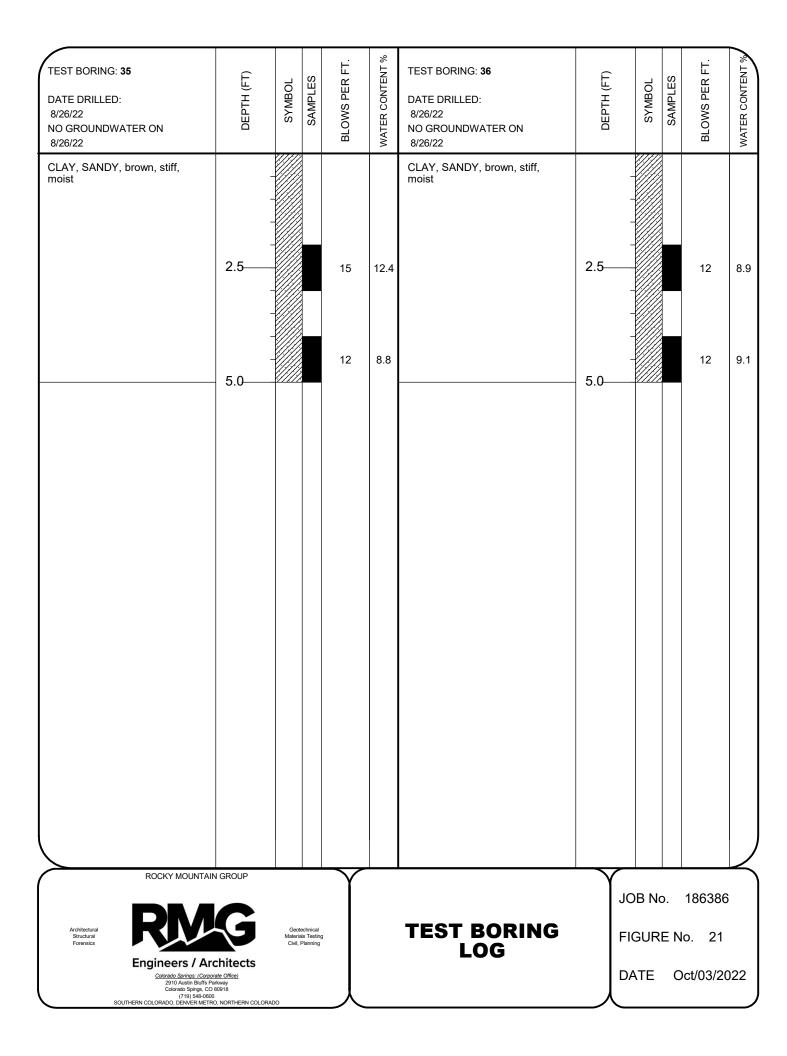


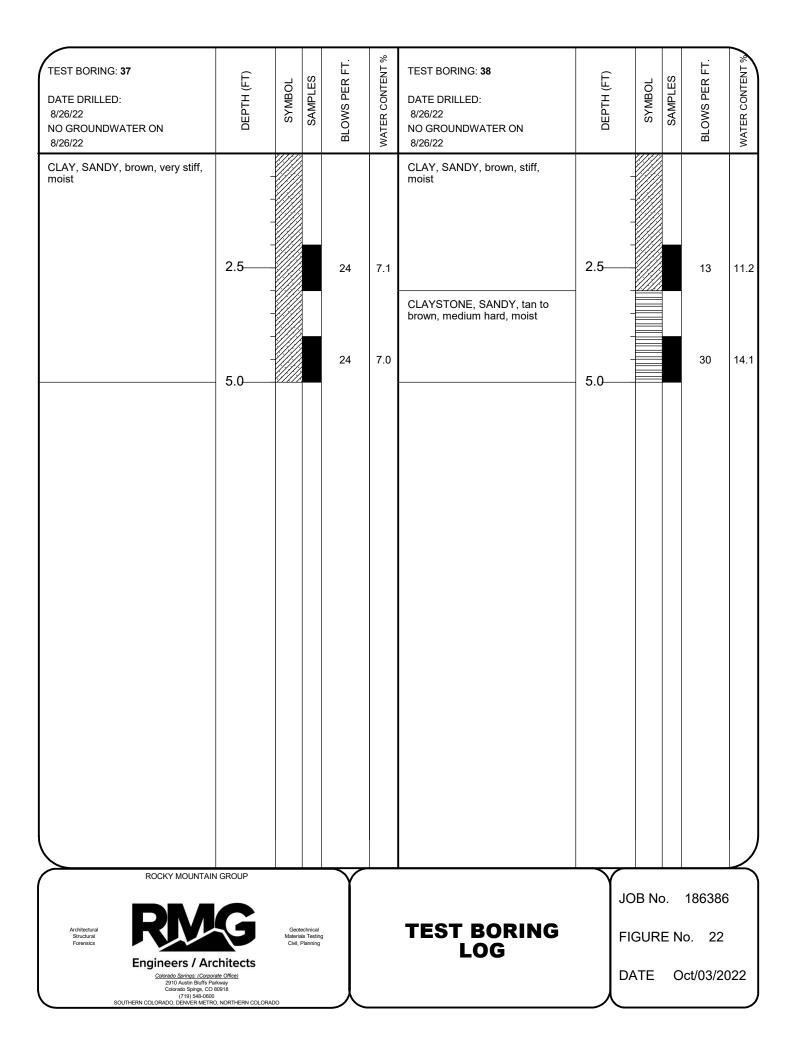


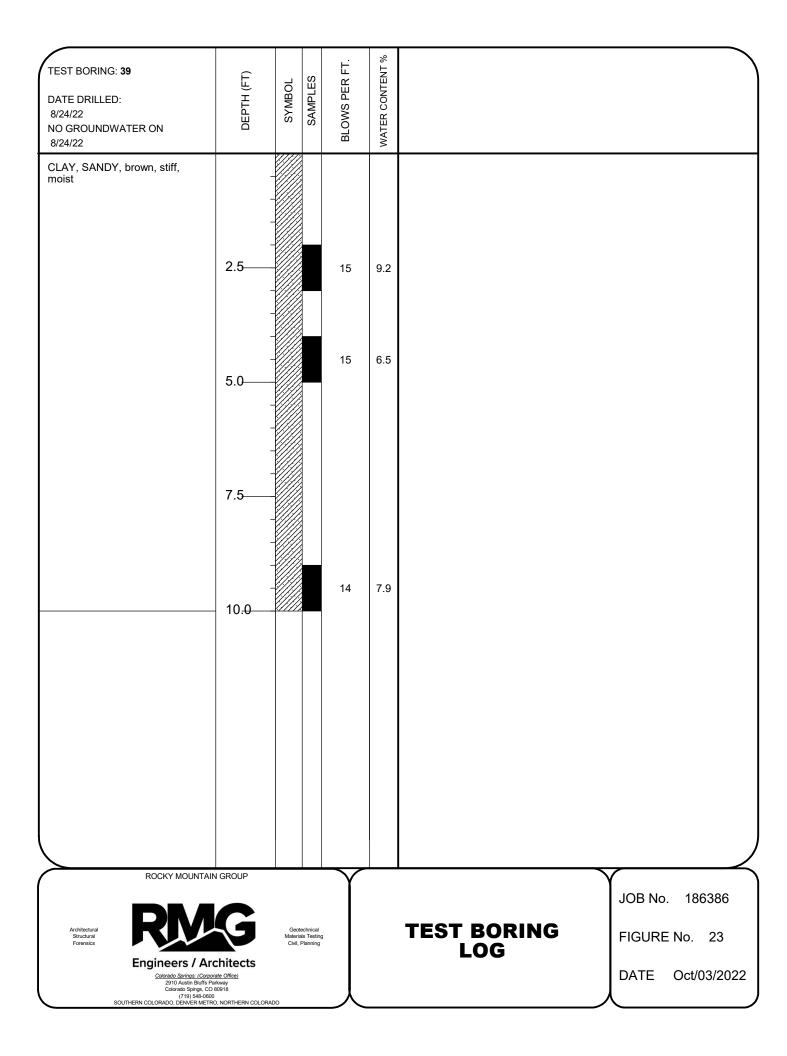












| Test Boring No. | Depth | Water Content (%) | Dry Density (pcf) | Liquid Limit | Plasticity Index | % Retained No.10 Sieve | % Retained No.40 Sieve | % Passing No. 200 Sieve | % Swell @ 100 psf | AASHTO Classification |
|--------------------|-------|-------------------------|-------------------------|-----------------|---------------------|------------------------------|------------------------------|-------------------------------|----------------------|--------------------------|
| 1 | 2.0 | 10.9 | | 41 | 32 | 0.8 | 1.8 | 84.2 | | A-7-6 (25) |
| 1 | 4.0 | 18.3 | | | | | | | | |
| 2 | 2.0 | 13.4 | | 44 | 31 | 0.7 | 2.0 | 85.9 | | A-7-6 (26) |
| 2 | 4.0 | 20.6 | | | | | | | | |
| 3 | 2.0 | 16.0 | 104.6 | 41 | 30 | 2.7 | 3.9 | 87.0 | 0.7 | A-7-6 (25) |
| 3 | 4.0 | 11.5 | | | | | | | | |
| 4 | 2.0 | 14.0 | | 46 | 35 | 0.1 | 0.9 | 89.8 | | A-7-6 (31) |
| 4 | 4.0 | 19.5 | | | | | | | | |
| 4 | 9.0 | 16.7 | | | | | | | | |
| 5 | 2.0 | 13.8 | 107.5 | 40 | 31 | 0.4 | 1.9 | 79.7 | 0.0 | A-6 (23) |
| 5 | 4.0 | 16.3 | | | | | | | | |
| 6 | 2.0 | 12.9 | | 44 | 33 | 1.2 | 5.3 | 84.8 | | A-7-6 (27) |
| 6 | 4.0 | 12.7 | | | | | | | | |
| 6 | 9.0 | 18.2 | | | | | | | | |
| 7 | 2.0 | 17.2 | 104.6 | 48 | 32 | 0.0 | 3.0 | 88.6 | 1.7 | A-7-6 (29) |
| 7 | 4.0 | 11.1 | | | | | | | | |
| 8 | 2.0 | 13.6 | | 45 | 32 | 0.2 | 1.8 | 88.2 | | A-7-6 (28) |
| 8 | 4.0 | 14.8 | | | | | | | | |
| 9 | 2.0 | 13.7 | 107.7 | 42 | 27 | 0.6 | 2.2 | 88.1 | 0.5 | A-7-6 (24) |
| 9 | 4.0 | 16.7 | | | | | | | | |
| 10 | 2.0 | 13.7 | | 40 | 30 | 1.3 | 2.4 | 83.3 | | A-6 (23) |
| 10 | 4.0 | 17.6 | | | | | | | | |
| 11 | 2.0 | 10.5 | 108.9 | 42 | 30 | 5.8 | 8.7 | 78.4 | 0.1 | A-7-6 (22) |
| 11 | 4.0 | 11.7 | | | | | | | | |
| 12 | 2.0 | 13.0 | | 42 | 34 | 0.5 | 2.6 | 83.7 | | A-7-6 (27) |
| 12 | 4.0 | 19.3 | | | | | | | | |
| 12 | 9.0 | 7.7 | | | | | | | | |
| 13 | 2.0 | 12.8 | | 40 | 27 | 2.1 | 3.9 | 84.8 | | A-6 (22) |
| 13 | 4.0 | 15.1 | | | | | | | | |
| 14 | 2.0 | 12.9 | 106.1 | 42 | 27 | 0.7 | 2.3 | 87.0 | 0.0 | A-7-6 (23) |
| 14 | 4.0 | 7.8 | | | | | | | | . , |
| 15 | 2.0 | 13.4 | | 44 | 28 | 1.2 | 5.0 | 84.2 | | A-7-6 (23) |
| 15 | 4.0 | 12.7 | | | | | | | | |
| 15 | 9.0 | 11.4 | | | | | | | | |
| 16 | 2.0 | 13.4 | 108.1 | 44 | 32 | 1.8 | 5.6 | 82.1 | 0.1 | A-7-6 (25) |
| 16 | 4.0 | 8.2 | | | | | | | | , , |
| 17 | 2.0 | 20.5 | | 42 | 33 | 0.9 | 3.1 | 88.2 | | A-7-6 (28) |

ROCKY MOUNTAIN GROUP



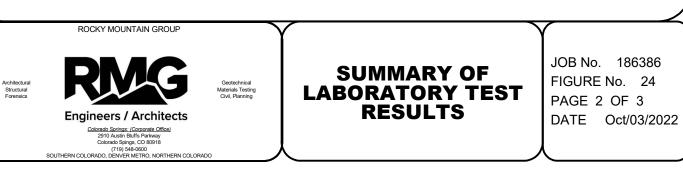


Geotechnical Materials Testing Civil, Planning

SUMMARY OF LABORATORY TEST RESULTS

JOB No. 186386 FIGURE No. 24 PAGE 1 OF 3 DATE Oct/03/2022

| Test Boring No. | Depth | Water Content (%) | Dry Density (pcf) | Liquid Limit | Plasticity Index | % Retained No.10 Sieve | % Retained No.40 Sieve | % Passing No. 200 Sieve | % Swell @ 100 psf | AASHTO Classification |
|--------------------|-------|-------------------------|-------------------------|-----------------|---------------------|------------------------------|------------------------------|-------------------------------|----------------------|---------------------------------------|
| 17 | 4.0 | 19.5 | | | | | | | | |
| 18 | 2.0 | 15.9 | | 37 | 24 | 1.0 | 4.9 | 85.0 | | A-6 (19) |
| 18 | 4.0 | 16.4 | | | | | | | | |
| 19 | 2.0 | 14.0 | 107.1 | 40 | 26 | 0.6 | 3.9 | 80.0 | 0.1 | A-6 (19) |
| 19 | 4.0 | 14.1 | | | | | | | | |
| 19 | 9.0 | 14.1 | | | | | | | | |
| 20 | 2.0 | 12.9 | | 41 | 30 | 0.6 | 1.9 | 86.6 | | A-7-6 (25) |
| 20 | 4.0 | 9.9 | | | | | | | | |
| 21 | 2.0 | 21.1 | | 40 | 29 | 1.3 | 2.7 | 83.1 | | A-6 (23) |
| 21 | 4.0 | 23.7 | | | | | | | | |
| 22 | 2.0 | 14.7 | | 42 | 30 | 1.3 | 3.2 | 85.8 | | A-7-6 (25) |
| 22 | 4.0 | 14.0 | | | | | | | | |
| 23 | 2.0 | 9.4 | | 41 | 29 | 1.0 | 4.7 | 81.0 | | A-7-6 (22) |
| 23 | 4.0 | 13.4 | | | | | | | | |
| 24 | 2.0 | 17.4 | 102.8 | 42 | 27 | 1.6 | 3.2 | 82.2 | - 0.3 | A-7-6 (21) |
| 24 | 4.0 | 12.4 | | | | | | | | |
| 25 | 2.0 | 11.5 | | 38 | 23 | 1.1 | 2.4 | 88.0 | | A-6 (20) |
| 25 | 4.0 | 14.0 | | | | | | | | |
| 26 | 2.0 | 12.7 | | 45 | 31 | 1.9 | 5.2 | 85.9 | | A-7-6 (26) |
| 26 | 4.0 | 13.6 | | | | | | | | |
| 27 | 2.0 | 15.8 | | 43 | 27 | 0.6 | 5.2 | 83.9 | | A-7-6 (22) |
| 27 | 4.0 | 19.0 | | | | | | | | |
| 28 | 2.0 | 15.6 | | 42 | 27 | 0.3 | 2.5 | 85.7 | | A-7-6 (23) |
| 28 | 4.0 | 11.6 | | | | | | | | |
| 29 | 2.0 | 7.7 | 113.3 | 37 | 22 | 0.9 | 2.7 | 83.2 | - 0.6 | A-6 (17) |
| 29 | 4.0 | 9.1 | | | | | | | | |
| 29 | 9.0 | 12.1 | | | | | | | | |
| 30 | 2.0 | 11.7 | | 41 | 28 | 0.2 | 1.6 | 85.2 | | A-7-6 (23) |
| 30 | 4.0 | 12.2 | | | | | | | | . , |
| 31 | 2.0 | 15.0 | | 45 | 31 | 4.3 | 7.7 | 82.1 | | A-7-6 (25) |
| 31 | 4.0 | 12.1 | | | | | | | | . , |
| 32 | 2.0 | 14.4 | | 42 | 28 | 1.1 | 3.3 | 85.6 | | A-7-6 (23) |
| 32 | 4.0 | 10.9 | | | | | | | | . , |
| 33 | 2.0 | 12.9 | | 39 | 24 | 0.8 | 2.5 | 79.7 | | A-6 (18) |
| 33 | 4.0 | 12.3 | | | | | | | | |
| 34 | 2.0 | 10.7 | 110.9 | 43 | 29 | 1.3 | 6.4 | 78.0 | - 0.1 | A-7-6 (21) |
| 34 | 4.0 | 10.5 | | | | | | | | , , , , , , , , , , , , , , , , , , , |



| Test Boring No. | Depth | Water Content (%) | Dry Density (pcf) | Liquid Limit | Plasticity Index | % Retained No.10 Sieve | % Retained No.40 Sieve | % Passing No. 200 Sieve | % Swell @ 100 psf | AASHTO Classification |
|--------------------|-------|-------------------------|-------------------------|-----------------|---------------------|------------------------------|------------------------------|-------------------------------|----------------------|--------------------------|
| 34 | 9.0 | 11.4 | | | | | | | | |
| 35 | 2.0 | 12.4 | | 40 | 27 | 1.0 | 2.3 | 84.2 | | A-6 (22) |
| 35 | 4.0 | 8.8 | | | | | | | | |
| 36 | 2.0 | 8.9 | | 35 | 20 | | 0.0 | 85.4 | | A-6 (16) |
| 36 | 4.0 | 9.1 | | | | | | | | |
| 37 | 2.0 | 7.1 | 113.9 | 36 | 24 | | 0.0 | 84.9 | 0.0 | A-6 (19) |
| 37 | 4.0 | 7.0 | | | | | | | | |
| 38 | 2.0 | 11.2 | | 45 | 34 | 0.9 | 3.7 | 82.6 | | A-7-6 (27) |
| 38 | 4.0 | 14.1 | | | | | | | | |
| 39 | 2.0 | 9.2 | | 40 | 30 | 0.6 | 1.4 | 86.5 | | A-6 (25) |
| 39 | 4.0 | 6.5 | | | | | | | | |
| 39 | 9.0 | 7.9 | | | | | | | | |

ROCKY MOUNTAIN GROUP

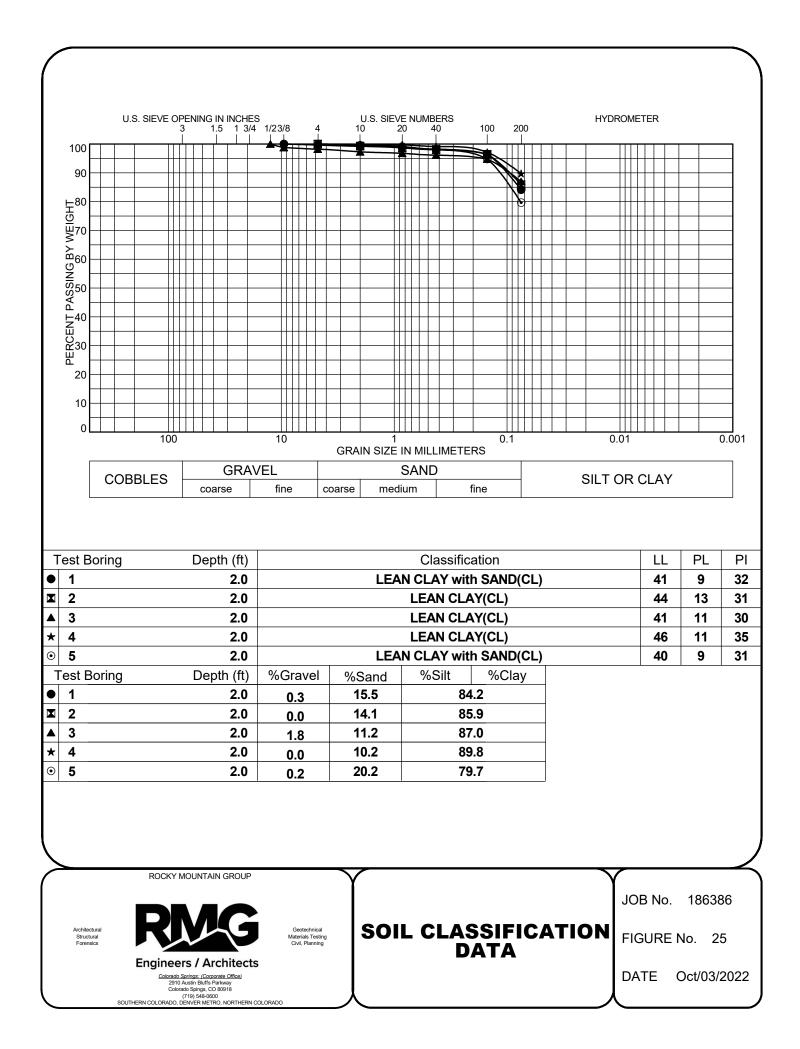


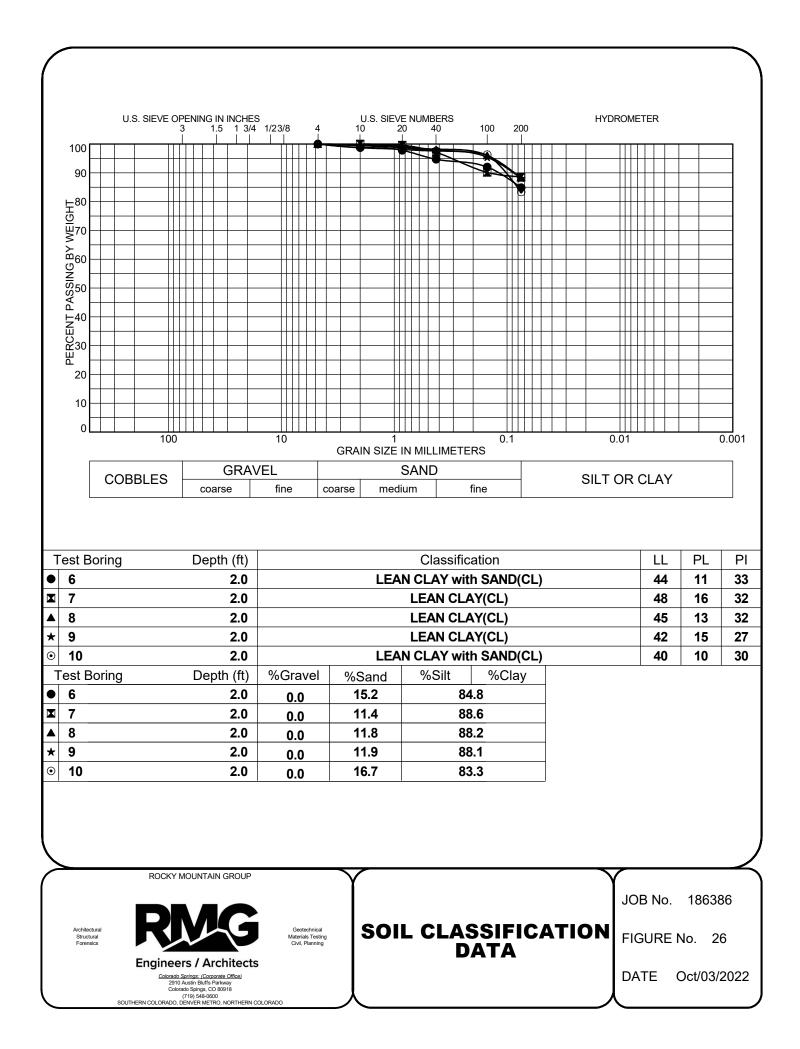


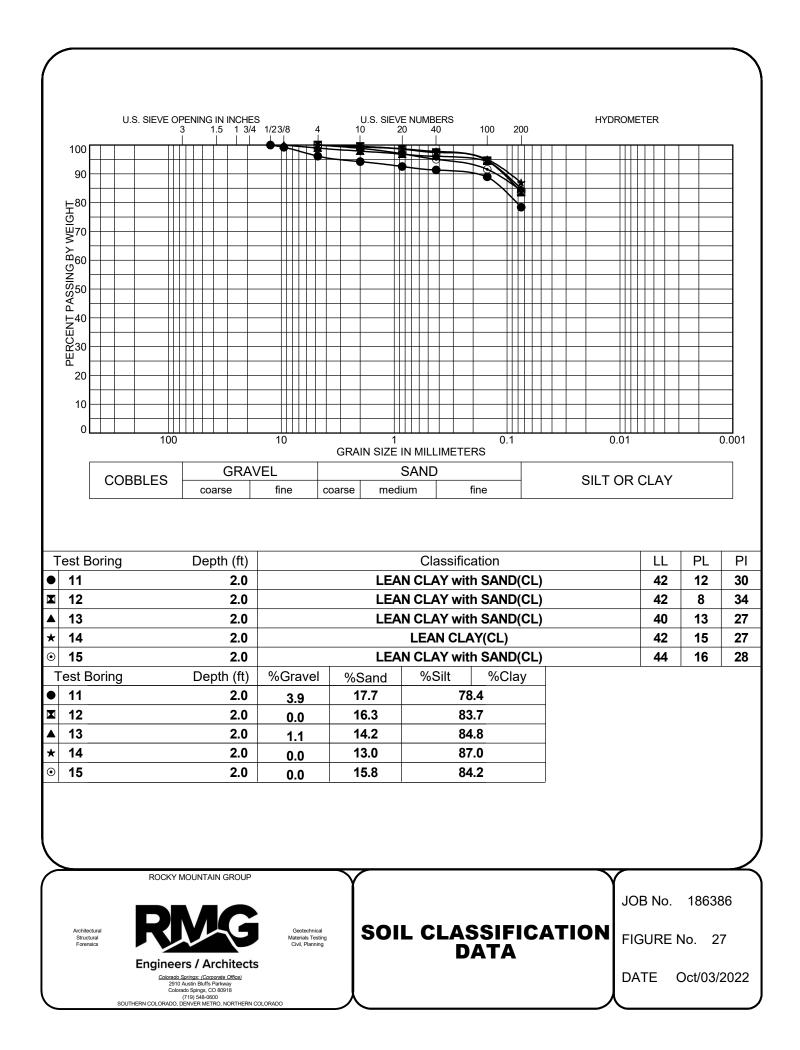
Geotechnical Materials Testing Civil, Planning

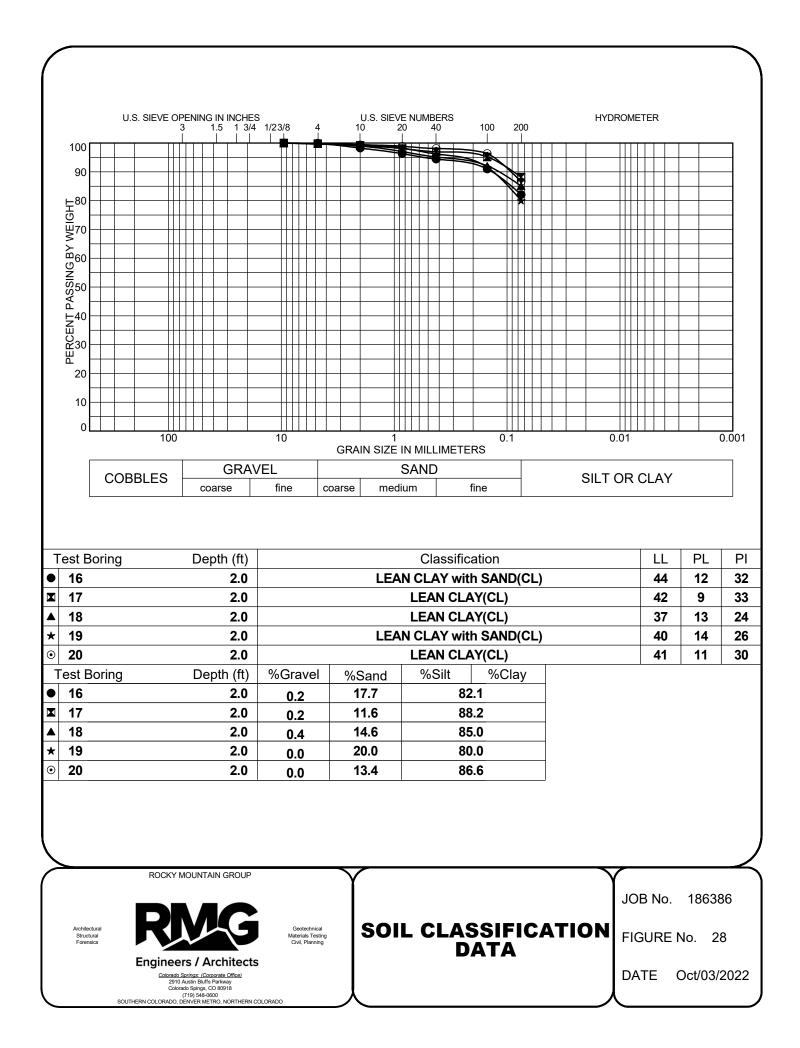
SUMMARY OF LABORATORY TEST RESULTS

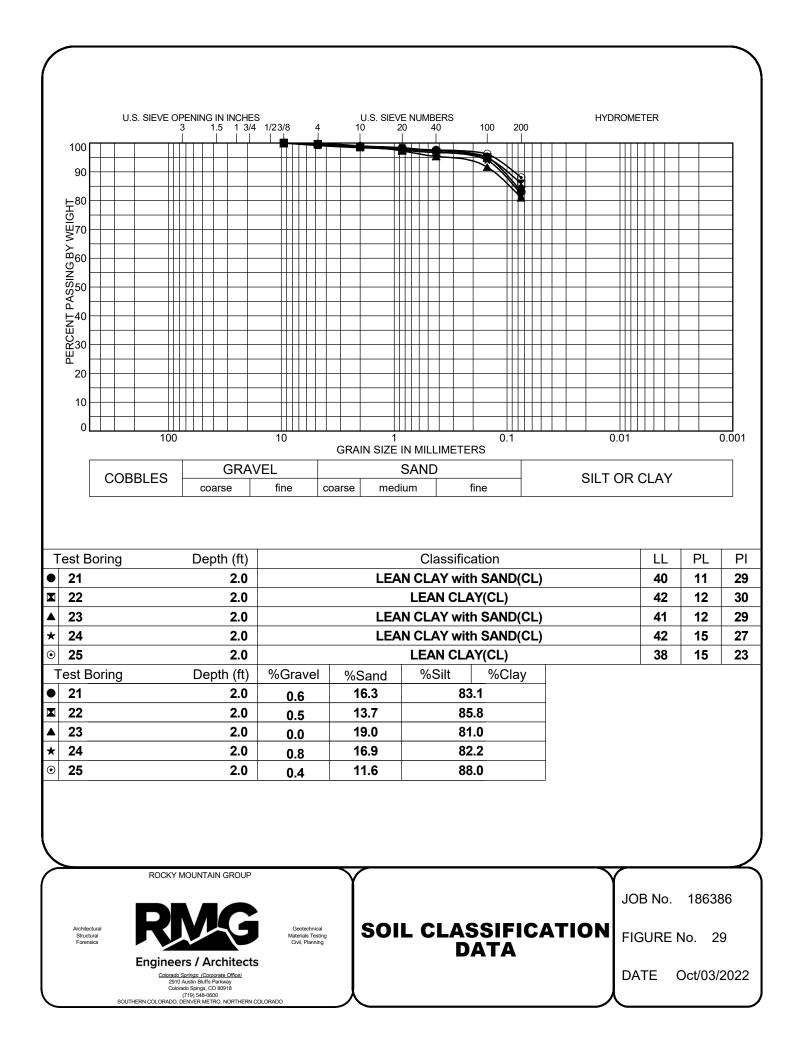
JOB No. 186386 FIGURE No. 24 PAGE 3 OF 3 DATE Oct/03/2022

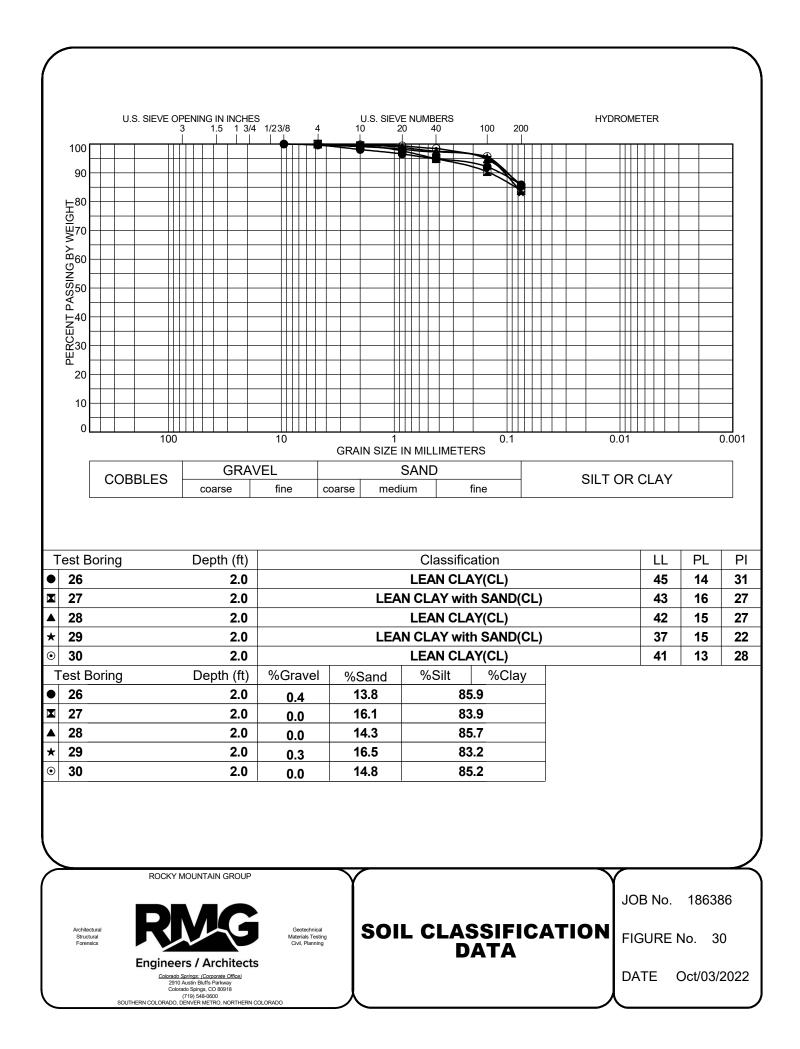


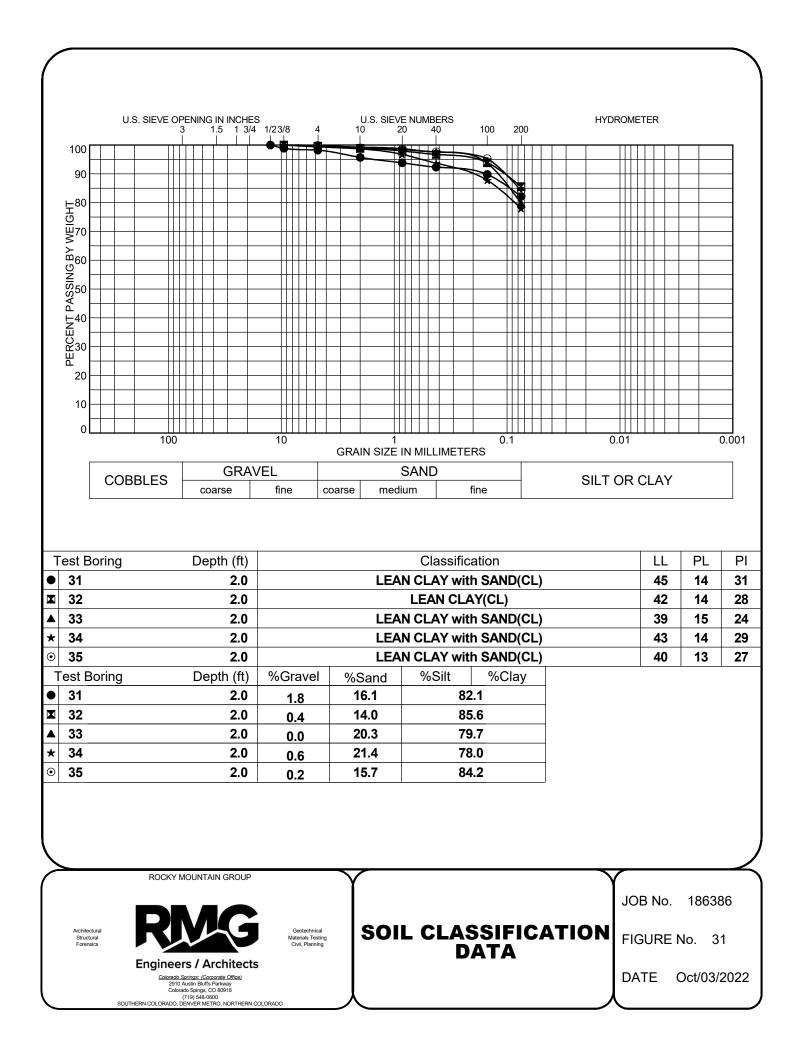


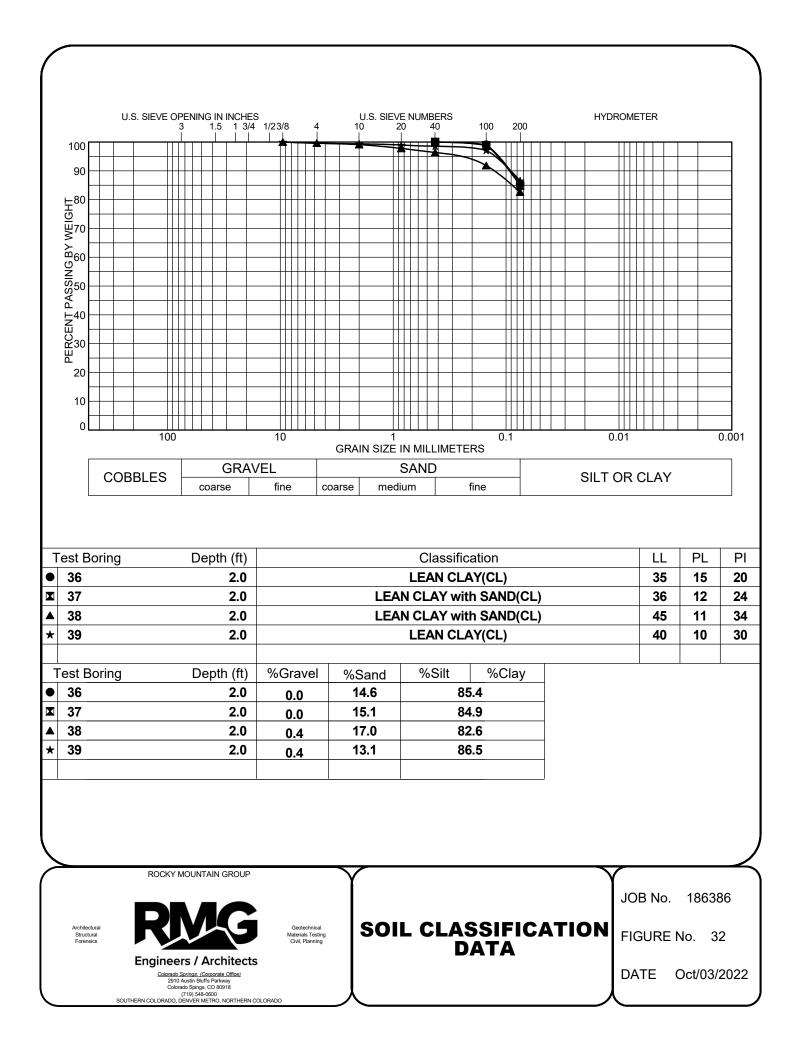


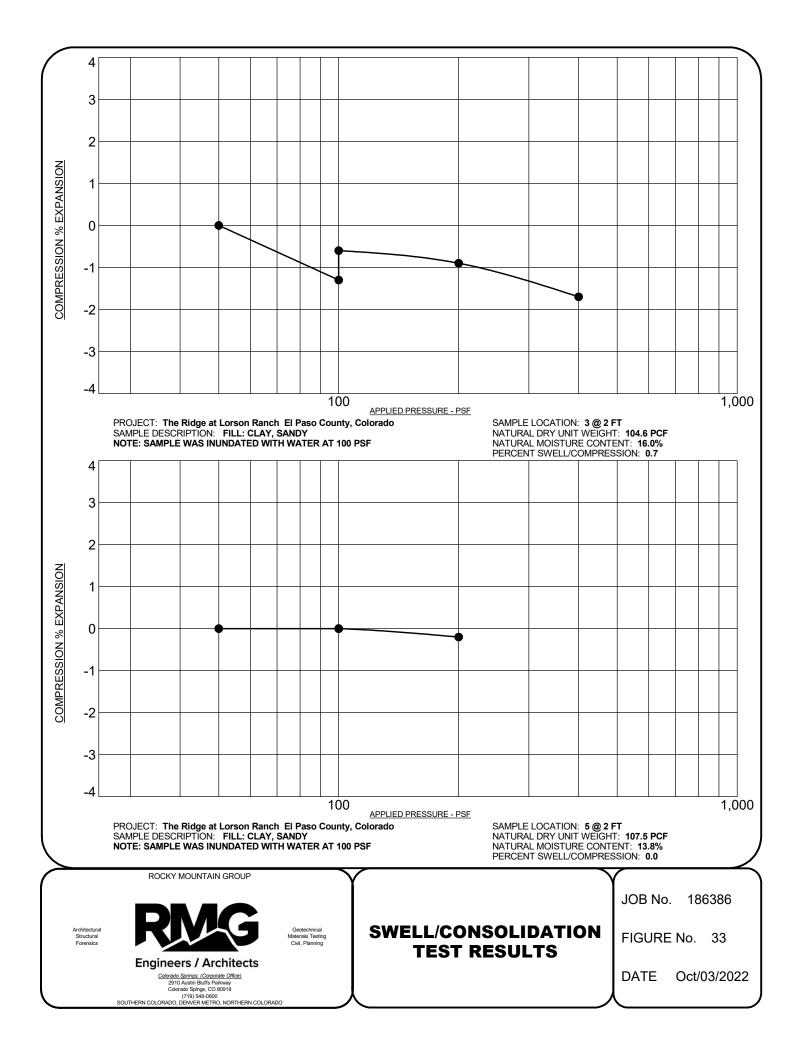


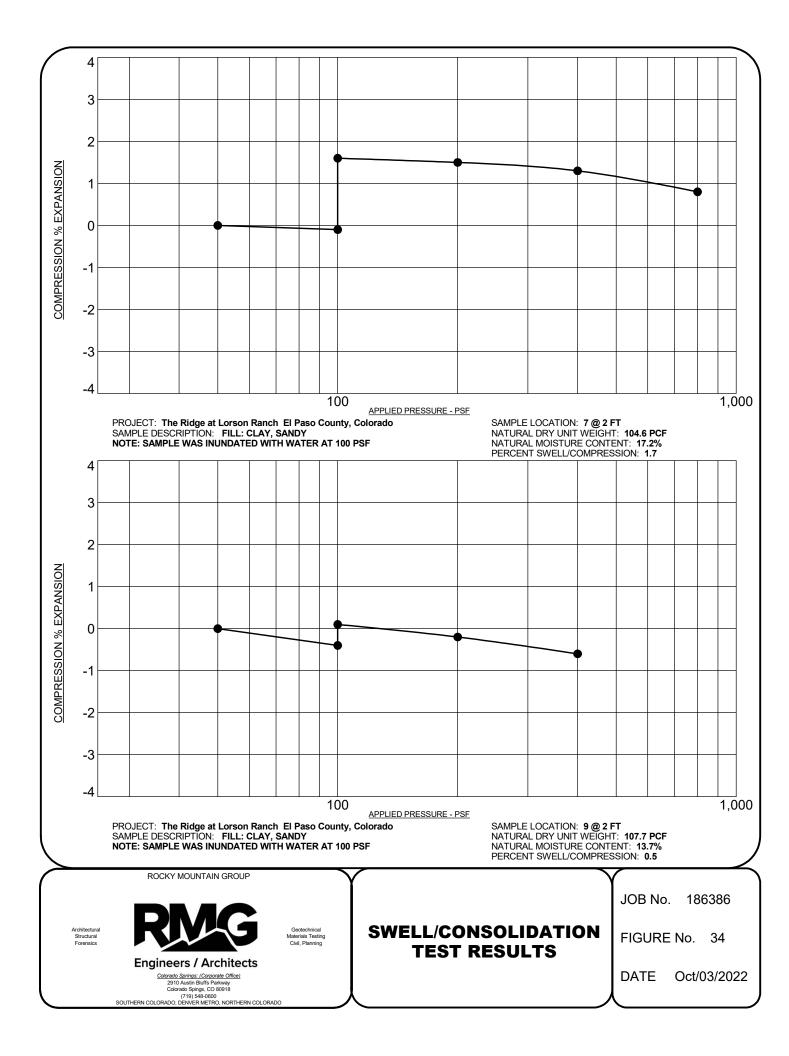


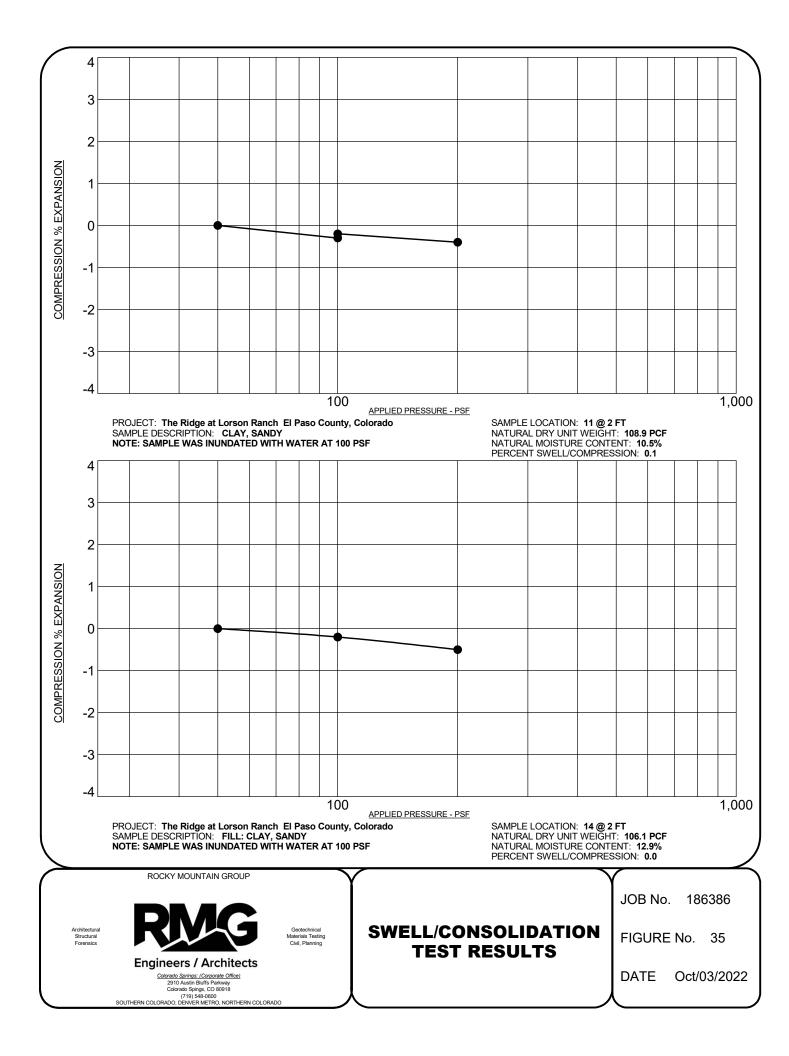


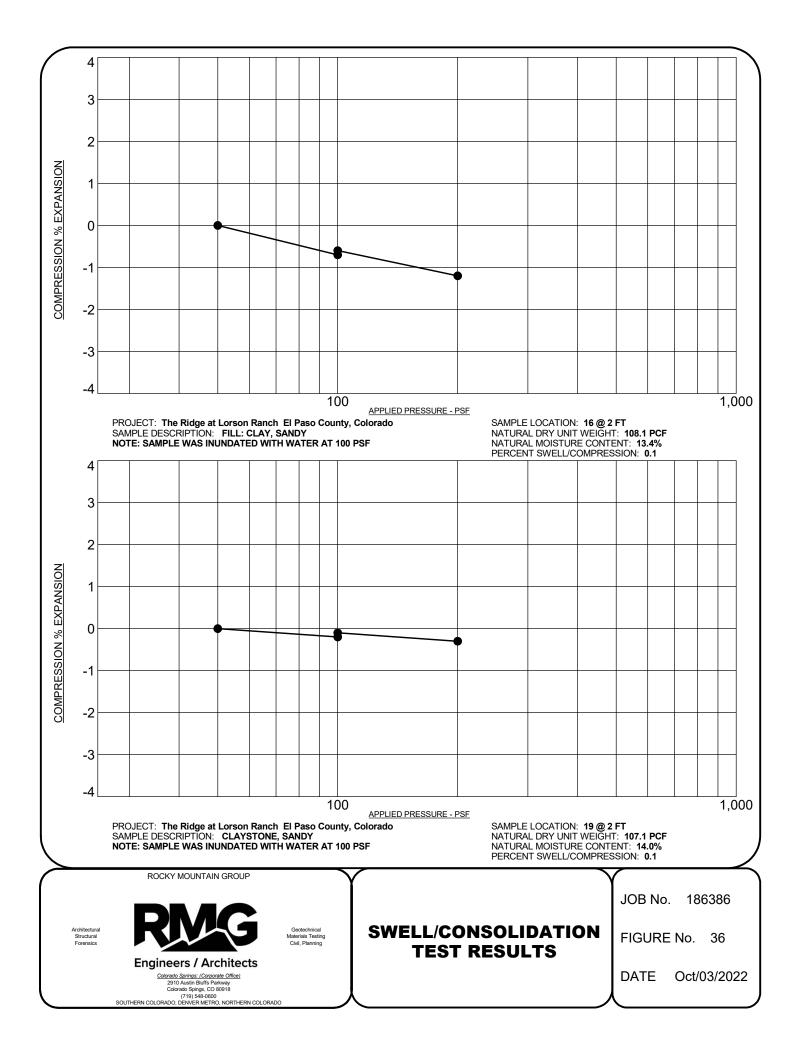


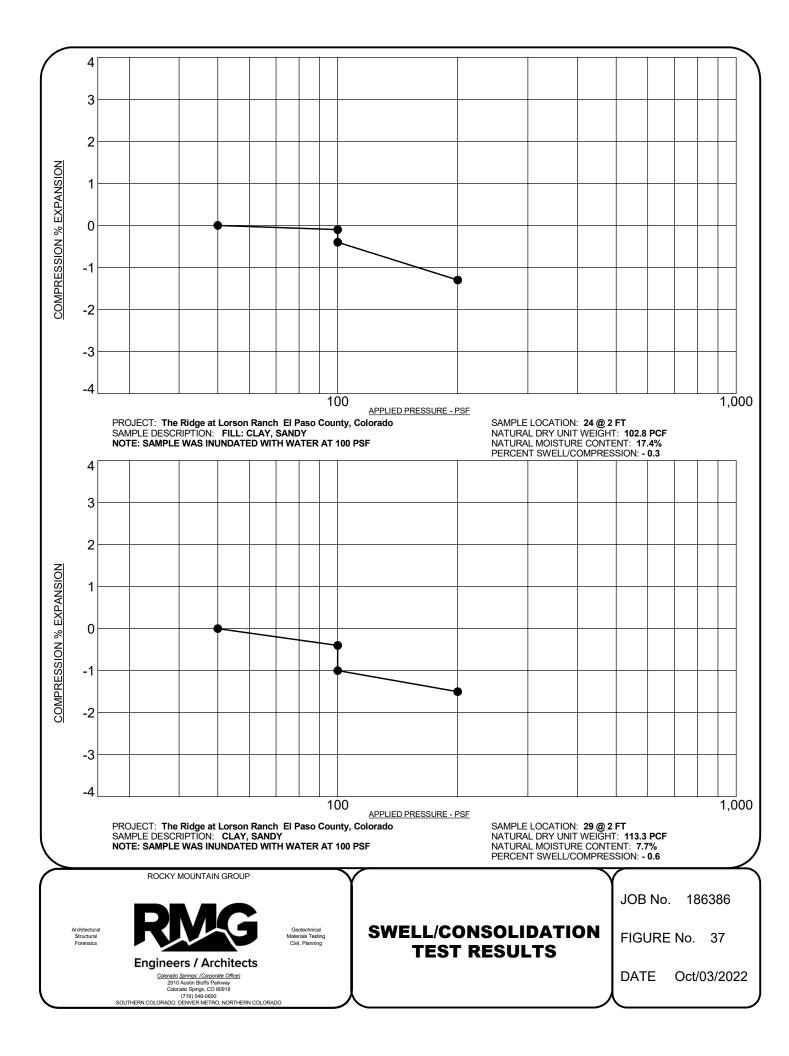


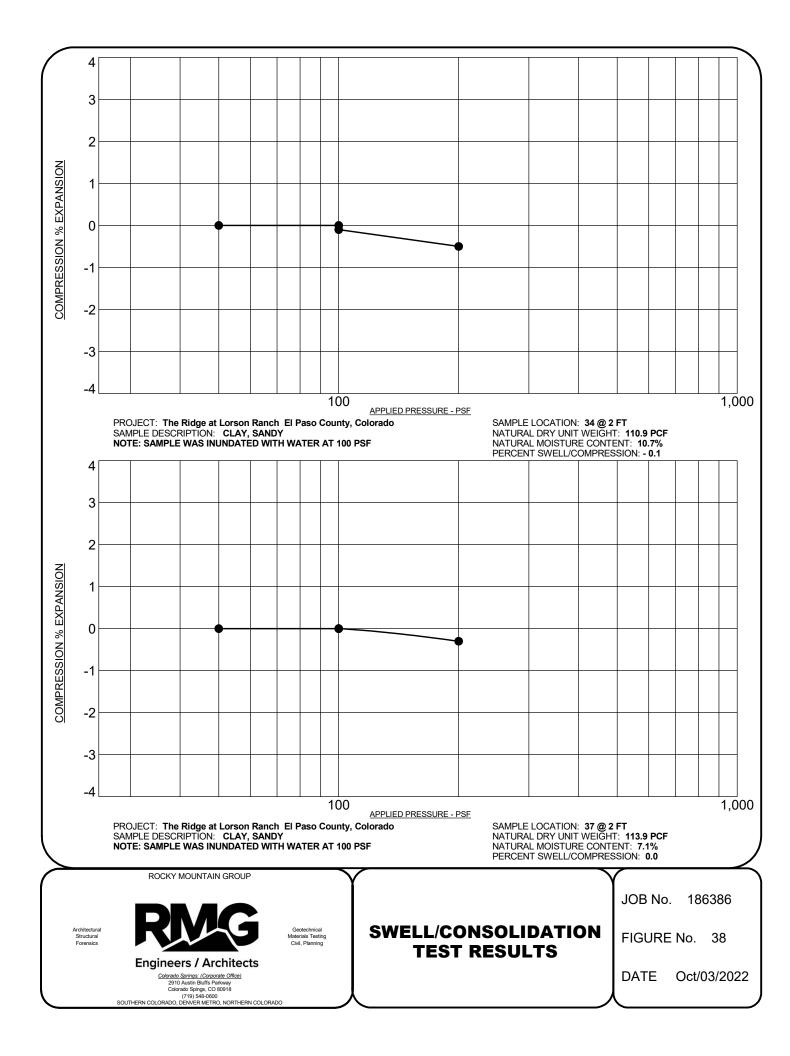


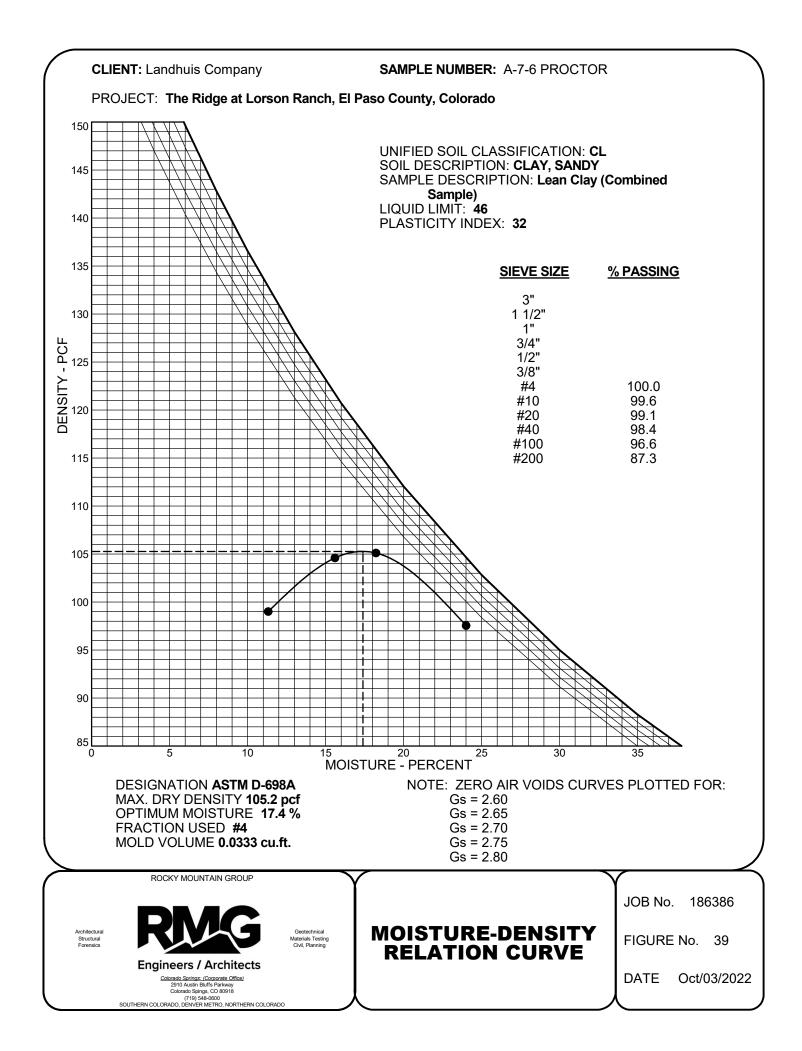








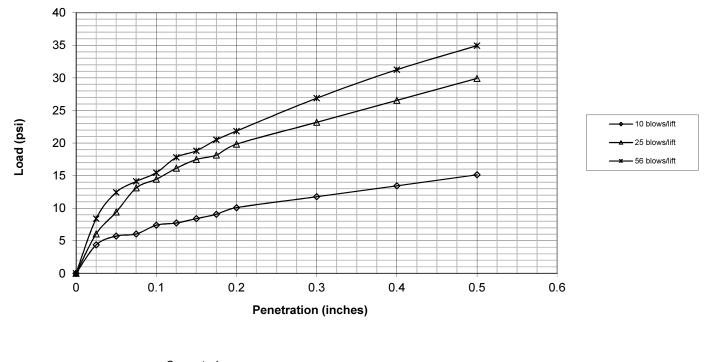




CALIFORNIA BEARING RATIO TEST RESULTS

Project: The Ridge at Lorson Ranch, Filing No. 1 Job No.: 186386 AASHTO Classification" A-7-6 Sample Number: CBR Sample Location: Combined Bulk Sample Soil Description: Sandy Clay

| | 10 blows/lift | 25 blows/lift | 56 blows/lift |
|-------------|---------------|---------------|---------------|
| Penetration | | | |
| (in) | Load (psi) | Load (psi) | Load (psi) |
| 0.000 | 0.0 | 0.0 | 0.0 |
| 0.025 | 4.4 | 6.0 | 8.4 |
| 0.050 | 5.7 | 9.4 | 12.4 |
| 0.075 | 6.0 | 13.1 | 14.1 |
| 0.100 | 7.4 | 14.4 | 15.5 |
| 0.125 | 7.7 | 16.1 | 17.8 |
| 0.150 | 8.4 | 17.5 | 18.8 |
| 0.175 | 9.1 | 18.1 | 20.5 |
| 0.200 | 10.1 | 19.8 | 21.8 |
| 0.300 | 11.8 | 23.2 | 26.9 |
| 0.400 | 13.4 | 26.5 | 31.2 |
| 0.500 | 15.1 | 29.9 | 34.9 |



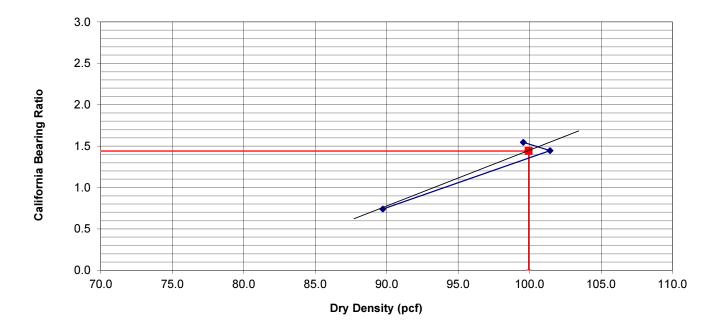
| | Corrected | |
|---------------|-------------|----------------|
| | Penetration | Corrected Load |
| | (in) | (psi) |
| 10 blows/lift | 0.100 | 0.7 |
| 25 blows/lift | 0.100 | 1.4 |
| 56 blows/lift | 0.100 | 1.5 |



CALIFORNIA BEARING RATIO TEST RESULTS

Project: The Ridge at Lorson Ranch, Filing No. 1 Job No.: 186386 AASHTO Classification" A-7-6 Sample Number: CBR Sample Location: Combined Bulk Sample Soil Description: Sandy Clay

| | 10 blows/lift | 25 blows/lift | 56 blows/lift |
|---|---------------|---------------|---------------|
| Corrected California Bearing Ratio | 0.7 | 1.4 | 1.5 |
| Dry Density (pcf) | 89.7 | 101.4 | 99.6 |
| Percent Compaction | 85 | 96 | 95 |
| Percent Moisture After Soaking | 39.5 | 36.0 | 32.4 |
| Percent Expansion (+) / Compression (-) | 2.8% | 3.3% | 4.0% |
| Surcharge Weight (lbs) | 12.60 | 12.60 | 12.60 |



| California Bearing Ratio | 1.4 |
|--------------------------|------------|
| Dry Density (pcf) | 105.2 |
| Percent Compaction | 95% |
| Target Dry Density | 99.9 |
| Compaction Test Method | ASTM D-698 |
| Condition of sample | Soaked |



APPENDIX A

