

December 22, 2021



ENTECH
ENGINEERING, INC.

505 ELKTON DRIVE
COLORADO SPRINGS, CO 80907
PHONE (719) 531-5599
FAX (719) 531-5238

Proterra Properties, LLC
1864 Woodmoor Drive, Suite 100
Monument, Colorado 80132

Attn: Joseph DesJardin

Re: Subsurface Soil Investigation/Pavement Design
Road Widening
Winsome Filing No. 2 – Hodgen Road and Early Light Drive
El Paso County, Colorado

APPROVED *
Engineering Department
01/05/2022 10:16:12 AM
dsdnijkamp
EPC Planning & Community
Development Department

Cross section shall be as designed, or match existing, whichever is greater.

Dear Mr. DesJardin:

As requested, Entech Engineering, Inc. has obtained samples of the subgrade soils from the proposed acceleration and deceleration lanes at the north side of Hodgen Road for the Winsome Subdivision, Filing 2, in El Paso County, Colorado. Laboratory testing to determine the pavement support characteristics of the soils was performed. This letter presents the results of the laboratory testing and pavement recommendations for the roadways.

Project Description

The project consists of acceleration and deceleration lanes on the north side of Hodgen Road for accessing Early Light Drive. The site layout and the locations of the test borings, drilled at approximate 500-foot maximum intervals, are shown on the Test Boring Location Map, Figure 1.

Subgrade Conditions

Four exploratory test borings were drilled on the shoulder of Hodgen Road to depths of approximately 5 to 10 feet. The Boring Logs are presented in Appendix A. Sieve Analysis and Atterberg Limit testing were performed on soil samples obtained from the test borings for the purpose of classification. Sieve analyses performed indicated the percent passing the No. 200 sieve for the roadway subgrade soils ranged from approximately 7 to 33 percent. Atterberg Limit Tests performed on the samples resulted in Liquid Limits ranging from no value to 32 and Plastic Indexes of non-plastic to 18 percent. One general soil type was encountered at the subgrade depth (Soil Type 1). Soil Type 1 consisted of clayey to silty to slightly silty sand which classified as A-1-b and A-2-6 soils based on the AASHTO classification system. The Type 1 soils have good pavement support characteristics. Sulfate testing of the subgrade indicated that the soils exhibit a negligible potential for sulfate attack. Groundwater was not encountered in the test borings.

Swell testing was not required on the Soil Type 1 soils based on their AASHTO classifications. Mitigation is not required. Laboratory test results are presented in Appendix B and are summarized on Table 1.

California Bearing Ratio (CBR) testing was performed on a sample of Soil Type 1 to determine the support characteristic of the subgrade soils for the roadway sections. The results of the CBR testing, are presented in Appendix B and summarized as follows:

Soil Type1 – Clayey Sand

R @ 90% = 50.0
 R @ 95% = 65.0
 Use R = 50.0 for design

Classification Testing

Liquid Limit	27
Plasticity Index	14
Percent Passing 200	29.7
AASHTO Classification	A-2-6
Group Index	1
Unified Soils Classification	SC

Pavement Design

The CBR testing was used to determine pavement sections for this site. The pavement sections were determined utilizing the El Paso County “Pavement Design Criteria and Report”. The new lane classifies as a rural minor arterial, which used an 18K ESAL value of 689,850 for design. Pavement alternatives for asphalt over aggregate basecourse or over recycled concrete basecourse sections are provided. Design parameters used in the pavement analysis are as follows:

Reliability	80%
Serviceability Index	
Resilient Modulus	13,168 psi
"R" Value Subgrade	50.0
Structural Coefficients:	
Hot Bituminous Pavement	0.44
Aggregate Base Course	0.11

Pavement calculations are attached in Appendix C. Pavement sections recommended for this phase of the filing are summarized as follows:

Pavement Sections – Soil Type 1
Rural Minor Arterial – ESAL = 689,850 – Road Widening

* <u>Alternative</u>	<u>Asphalt</u> <u>(in)</u>	<u>Basecourse</u> <u>(in)</u>	<u>Cement Stabilized</u> <u>Subgrade (in.)</u>
1. Asphalt Over Basecourse	4.0*	8.0*	–
2. Asphalt Over Recycled Concrete	4.0*	–	8.0*

* Minimum sections required by the El Paso County Pavement Design Criteria and Report.

Mitigation

El Paso County criteria requires mitigation of expansive soils for roadway subgrade that have a swell of 2 percent or greater with a 150 pound per square foot surcharge. Due to the AASHTO classifications, mitigation for expansive soils will not be required on this site.

Roadway Construction - Asphalt on Aggregate Base Course

Prior to placement of the asphalt, the subgrade should be proofrolled and compacted to a minimum of 95 percent of its maximum Modified Proctor Dry Density, ASTM D-1557 at ± 2 percent of optimum moisture content. Any loose areas should be removed and replaced with suitable materials. Base course materials should be compacted to a minimum of 95 percent of its maximum Modified Proctor Dry Density, ASTM D-1557 at ± 2 percent of optimum moisture content. Special attention should be given to areas adjacent to manholes, inlet structures and valves.

If significant grading is performed, the soils at subgrade may change. Modification to the pavement sections should be evaluated after site grading is completed.

In addition to the above guidance, the asphalt, subgrade conditions, compaction of materials and roadway construction methods shall meet the El Paso County specifications.

We trust that this has provided you with the information you required. If you have any questions or need additional information, please do not hesitate to contact us.

Respectfully Submitted,

ENTECH ENGINEERING, INC.



Daniel P. Stegman

SCC/bs

Encl.

Entech Job No. 212843
AAprojects/2021/212843 - pr



Reviewed by:



Mark H. Hauschild, P.E.
Senior Engineer

TABLE

TABLE 1
SUMMARY OF LABORATORY TEST RESULTS

CLIENT PROTERRA
 PROJECT HODGEN ROAD, WINSOME F-2
 JOB NO. 212843

SOIL TYPE	TEST BORING NO.	DEPTH (FT)	WATER (%)	DRY DENSITY (PCF)	PASSING NO. 200 SIEVE (%)	LIQUID LIMIT (%)	PLASTIC INDEX (%)	SULFATE (WT %)	AASHTO CLASS.	SWELL/ CONSOL (%)	UNIFIED CLASSIFICATION	SOIL DESCRIPTION
1, CBR	1	0-3			29.7	27	14		A-2-6		SC	SAND, CLAYEY
1	1	1-2			28.2	31	15		A-2-6		SC	SAND, CLAYEY
1	2	1-2			16.1	NV	NP	<0.01	A-1-b		SM	SAND, SILTY
1	3	1-2			6.9	NV	NP	<0.01	A-1-b		SM-SW	SAND, SLIGHTLY SILTY
1	4	1-2			33.2	32	18		A-2-6		SC	SAND, CLAYEY

FIGURE

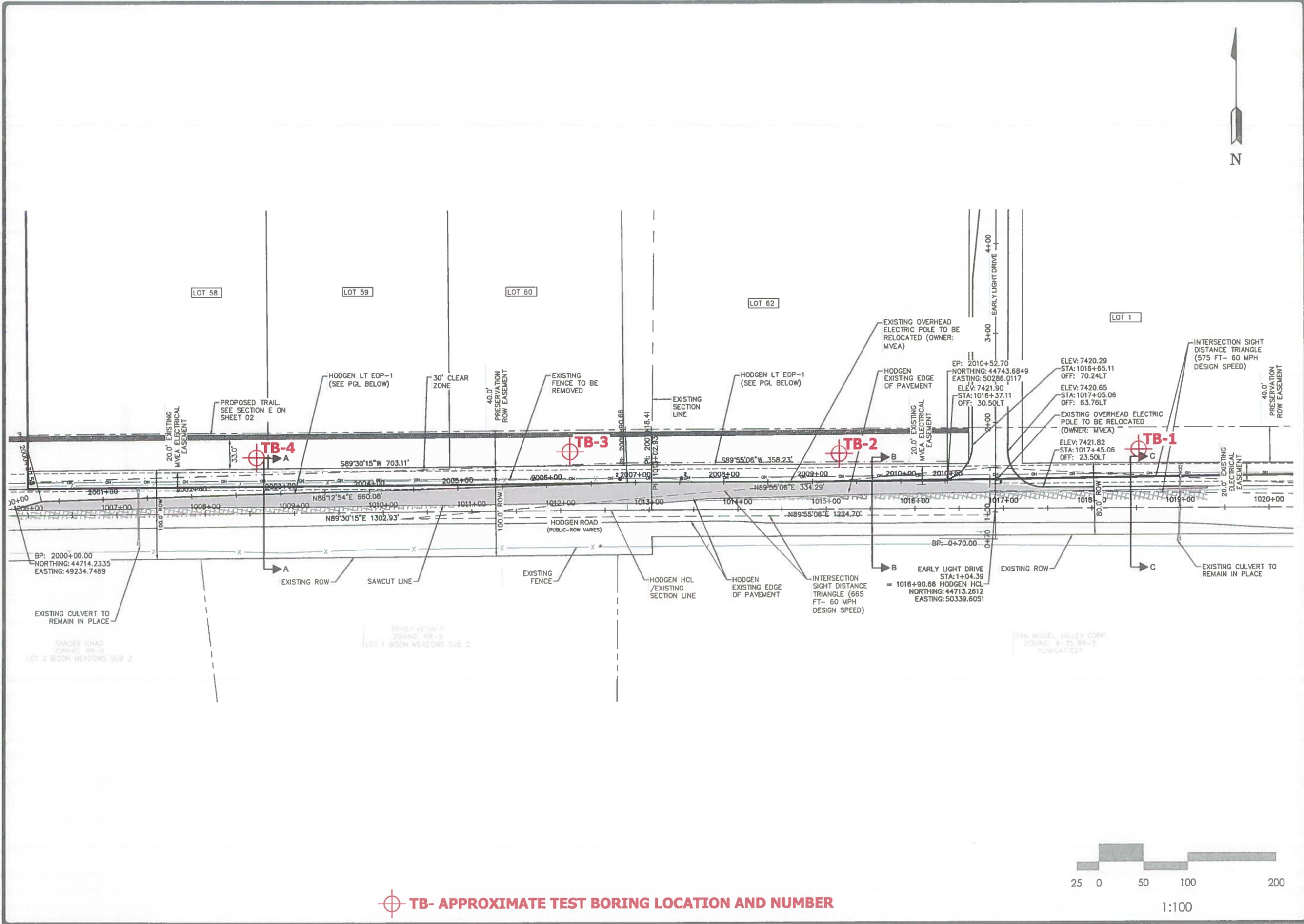
REVISION	BY

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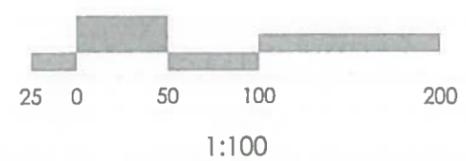


TEST BORING LOCATION MAP
WINDSOME F2/HODGEN ROAD
ROAD WIDENING
EL PASO, COUNTY
FOR: PROTERRA PROPERTIES, LLC

DRAWN	JAC
CHECKED	DPS
DATE	12/21/21
SCALE	1:100
JOB NO.	212843
FIGURE No.	1



 **TB- APPROXIMATE TEST BORING LOCATION AND NUMBER**



APPENDIX A: Test Boring Logs

TEST BORING NO. 1
 DATE DRILLED 11/4/2021
 Job # 212843

TEST BORING NO. 2
 DATE DRILLED 11/4/2021
 CLIENT PROTERRA
 LOCATION HODGEN ROAD, WINSOME F-2

REMARKS

REMARKS

DRY TO 10', 11/4/21

SAND, CLAYEY, FINE TO COARSE
 GRAINED, TAN, MEDIUM DENSE
 TO DENSE, MOIST

Depth (ft)	Symbol	Samples	Blows per foot	Watercontent %	Soil Type
5			11*	14.8	1
			25* 10"	11.3	1
10			30* 8"	9.9	1
15					
20					

* - DRIVES TAKEN WITH A 35lb
 HAMMER, BLOW COUNTS
 CONVERTED TO STANDARD
 140lb HAMMER

DRY TO 5', 11/4/21

SAND, SILTY, FINE TO COARSE
 GRAINED, BROWN TO TAN,
 MEDIUM DENSE, MOIST

Depth (ft)	Symbol	Samples	Blows per foot	Watercontent %	Soil Type
5			25* 5"	3.6	1
			25* 7"	5.1	1
10					
15					
20					

* - DRIVES TAKEN WITH A 35lb
 HAMMER, BLOW COUNTS
 CONVERTED TO STANDARD
 140lb HAMMER



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TEST BORING LOG

DRAWN:

DATE:

CHECKED:

DATE:

DS

12/22/21

JOB NO.:
 212843

FIG NO.:
 A- 1

TEST BORING NO. 3
 DATE DRILLED 11/4/2021
 Job # 212843

TEST BORING NO. 4
 DATE DRILLED 11/4/2021
 CLIENT PROTERRA
 LOCATION HODGEN ROAD, WINSOME F-2

REMARKS

REMARKS

DRY TO 10', 11/4/21

SAND, SLIGHTLY SILTY, FINE TO COARSE GRAINED, TAN, MEDIUM DENSE, MOIST

Depth (ft)	Symbol	Samples	Blows per foot	Watercontent %	Soil Type
5			25* 11"	6.7	1
5			25* 5"	15.4	1
10			25* 2"	10.5	1

* - DRIVES TAKEN WITH A 35lb HAMMER, BLOW COUNTS CONVERTED TO STANDARD 140lb HAMMER

DRY TO 5', 11/4/21

SAND, CLAYEY, FINE TO COARSE GRAINED, BROWN, MEDIUM DENSE, MOIST

Depth (ft)	Symbol	Samples	Blows per foot	Watercontent %	Soil Type
5			25* 6"	6.0	1
5			**	6.7	1

* - DRIVES TAKEN WITH A 35lb HAMMER, BLOW COUNTS CONVERTED TO STANDARD 140lb HAMMER

** - BULK SAMPLE TAKEN



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TEST BORING LOG

DRAWN:

DATE:

CHECKED:

DATE:

DS

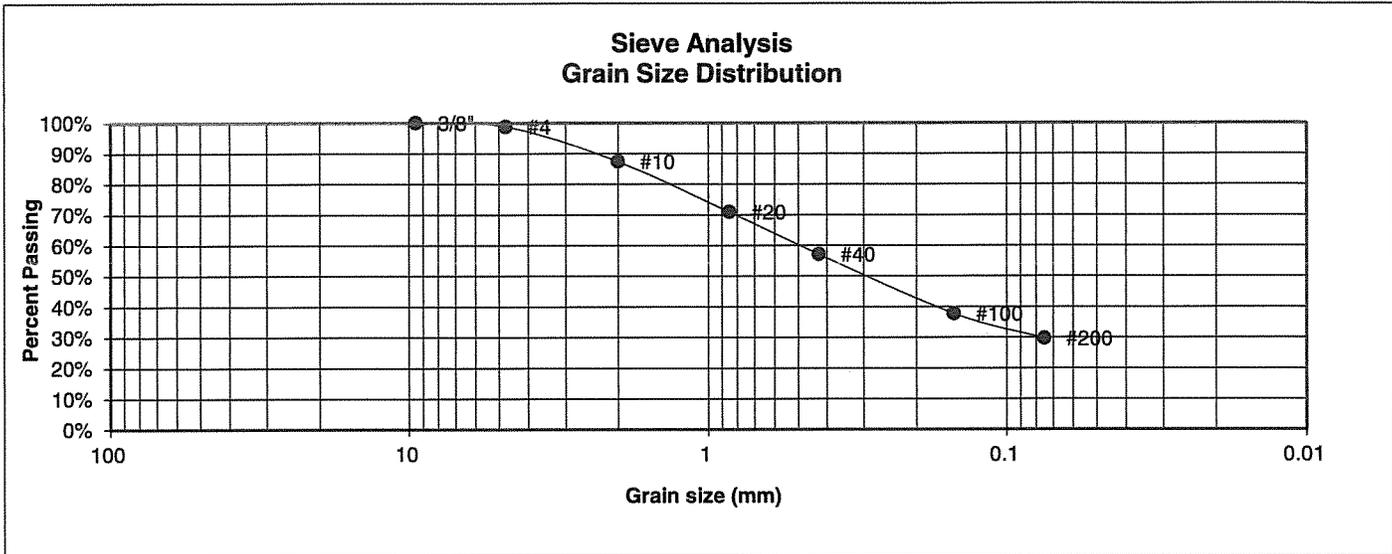
12/22/21

JOB NO.:
 212843

FIG NO.:
 A- 2

APPENDIX B: Laboratory Test Results

UNIFIED CLASSIFICATION	SC	CLIENT	PROTERRA
SOIL TYPE #	1, CBR	PROJECT	HODGEN ROAD, WINSOME F-2
TEST BORING #	1	JOB NO.	212843
DEPTH (FT)	0-3	TEST BY	BL
AASHTO CLASSIFICATION	A-2-6	GROUP INDEX	1



U.S. Sieve #	Percent Finer
3"	
1 1/2"	
3/4"	
1/2"	
3/8"	100.0%
4	98.8%
10	87.4%
20	70.9%
40	57.2%
100	37.7%
200	29.7%

Atterberg Limits	
Plastic Limit	13
Liquid Limit	27
Plastic Index	14

Swell	
Moisture at start	
Moisture at finish	
Moisture increase	
Initial dry density (pcf)	
Swell (psf)	



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**LABORATORY TEST
RESULTS**

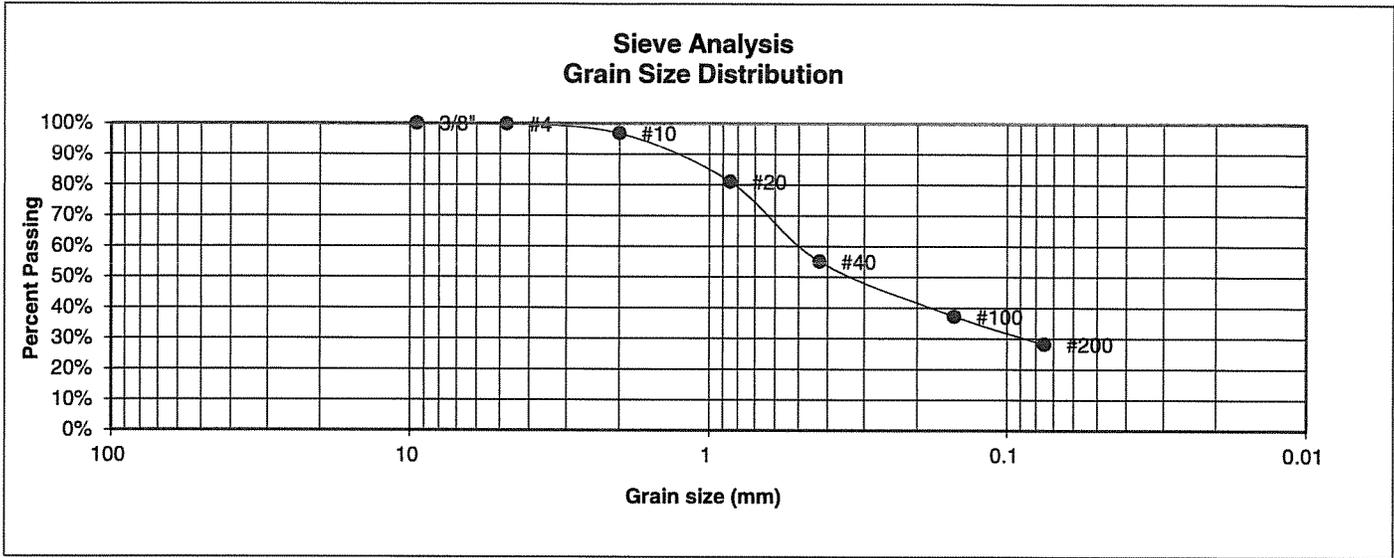
DRAWN:	DATE:	CHECKED: <i>DJ</i>	DATE: <i>12/22/21</i>
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JOB NO.:

212843
FIG NO.:

B-1

<u>UNIFIED CLASSIFICATION</u>	SC	<u>CLIENT</u>	PROTERRA
<u>SOIL TYPE #</u>	1	<u>PROJECT</u>	HODGEN ROAD, WINSOME F-2
<u>TEST BORING #</u>	1	<u>JOB NO.</u>	212843
<u>DEPTH (FT)</u>	1-2	<u>TEST BY</u>	BL
<u>AASHTO CLASSIFICATION</u>	A-2-6	<u>GROUP INDEX</u>	1



U.S. Sieve #	Percent Finer
3\"	
1 1/2\"	
3/4\"	
1/2\"	
3/8\"	100.0%
4	99.8%
10	96.8%
20	81.0%
40	55.1%
100	37.3%
200	28.2%

Atterberg Limits	
Plastic Limit	16
Liquid Limit	31
Plastic Index	15

Swell	
Moisture at start	
Moisture at finish	
Moisture increase	
Initial dry density (pcf)	
Swell (psf)	



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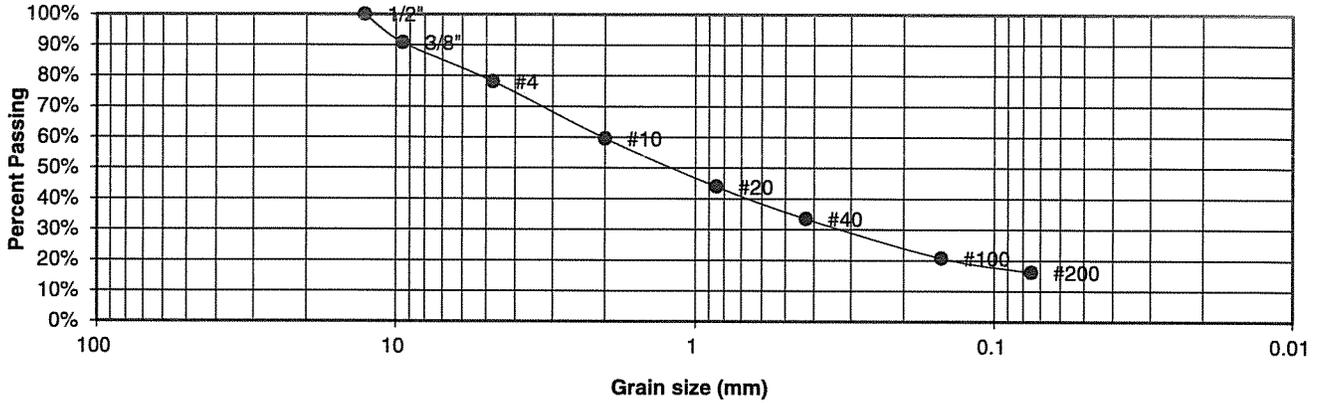
LABORATORY TEST RESULTS

DRAWN:	DATE:	CHECKED: DS	DATE: 12/22/21
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JOB NO.:
 212843
 FIG NO.:
 B-2

<u>UNIFIED CLASSIFICATION</u>	SM	<u>CLIENT</u>	PROTERRA
<u>SOIL TYPE #</u>	1	<u>PROJECT</u>	HODGEN ROAD, WINSOME F-2
<u>TEST BORING #</u>	2	<u>JOB NO.</u>	212843
<u>DEPTH (FT)</u>	1-2	<u>TEST BY</u>	BL
<u>AASHTO CLASSIFICATION</u>	A-1-b	<u>GROUP INDEX</u>	0

**Sieve Analysis
Grain Size Distribution**



<u>U.S. Sieve #</u>	<u>Percent Finer</u>
3"	
1 1/2"	
3/4"	
1/2"	100.0%
3/8"	90.8%
4	78.1%
10	59.6%
20	43.9%
40	33.5%
100	20.7%
200	16.1%

<u>Atterberg Limits</u>	
Plastic Limit	NP
Liquid Limit	NV
Plastic Index	NP

<u>Swell</u>	
Moisture at start	
Moisture at finish	
Moisture increase	
Initial dry density (pcf)	
Swell (psf)	



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**LABORATORY TEST
RESULTS**

<u>DRAWN:</u>	<u>DATE:</u>	<u>CHECKED:</u>	<u>DATE:</u>
		DS	12/22/21

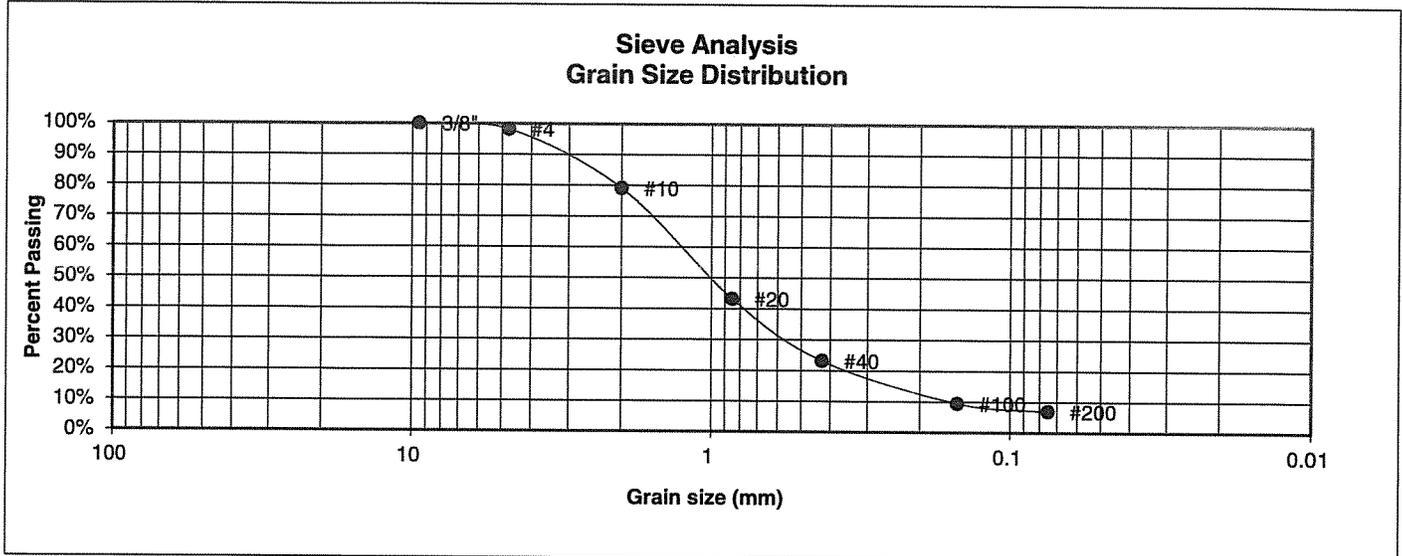
JOB NO.:

212843

FIG NO.:

B-3

UNIFIED CLASSIFICATION	SM-SW	CLIENT	PROTERRA
SOIL TYPE #	1	PROJECT	HODGEN ROAD, WINSOME F-2
TEST BORING #	3	JOB NO.	212843
DEPTH (FT)	1-2	TEST BY	BL
AASHTO CLASSIFICATION	A-1-b	GROUP INDEX	0



U.S. Sieve #	Percent Finer
3"	
1 1/2"	
3/4"	
1/2"	
3/8"	100.0%
4	98.2%
10	79.1%
20	43.2%
40	23.1%
100	9.4%
200	6.9%

Atterberg Limits	
Plastic Limit	NP
Liquid Limit	NV
Plastic Index	NP

Swell	
Moisture at start	
Moisture at finish	
Moisture increase	
Initial dry density (pcf)	
Swell (psf)	



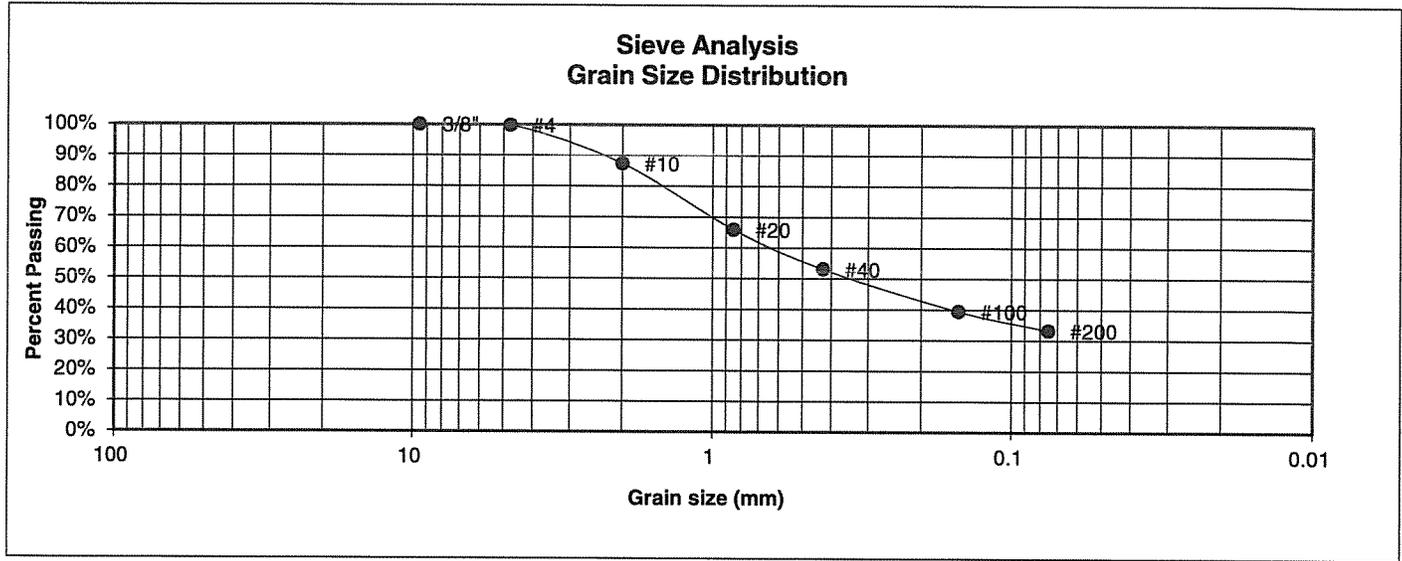
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**LABORATORY TEST
RESULTS**

DRAWN:	DATE:	CHECKED:	DATE:
		DS	12/22/21

JOB NO.:
212843
FIG NO.:
B-4

UNIFIED CLASSIFICATION	SC	CLIENT	PROTERRA
SOIL TYPE #	1	PROJECT	HODGEN ROAD, WINSOME F-2
TEST BORING #	4	JOB NO.	212843
DEPTH (FT)	1-2	TEST BY	BL
AASHTO CLASSIFICATION	A-2-6	GROUP INDEX	1



U.S. Sieve #	Percent Finer
3"	
1 1/2"	
3/4"	
1/2"	
3/8"	100.0%
4	99.7%
10	87.4%
20	65.9%
40	53.1%
100	39.4%
200	33.2%

<u>Atterberg Limits</u>	
Plastic Limit	14
Liquid Limit	32
Plastic Index	18

<u>Swell</u>	
Moisture at start	
Moisture at finish	
Moisture increase	
Initial dry density (pcf)	
Swell (psf)	



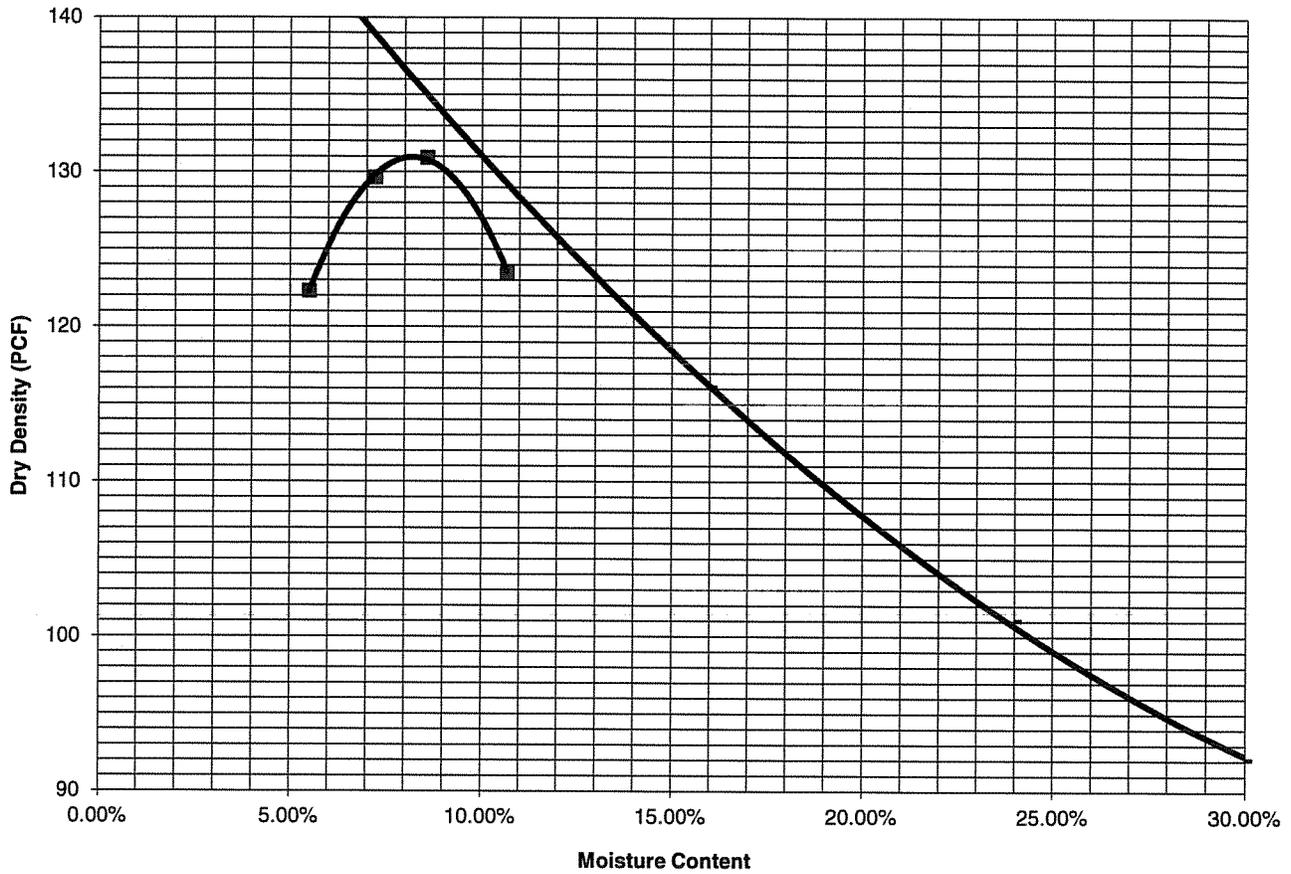
LABORATORY TEST RESULTS			
DRAWN:	DATE:	CHECKED:	DATE:
		DS	12/22/21

JOB NO.:	212843
FIG NO.:	B-5

PROJECT	HODGEN ROAD, WINSOME F-2	CLIENT	PROTERRA
SAMPLE LOCATION	TB-1 @ 0-3'	JOB NO.	212843
SOIL DESCRIPTION	SAND, CLAYEY, BROWN	DATE	11/11/21

IDENTIFICATION	SC	COMPACTION TEST #	1
TEST DESIGNATION / METHOD	ASTM D-1557-A	TEST BY	AL
MAXIMUM DRY DENSITY (PCF)	130.9	OPTIMUM MOISTURE	8.2%

Compaction Curve



■ ACTUAL POINTS - — PARABOLIC FIT — ZERO AIR VOIDS



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MOISTURE DENSITY RELATION

DRAWN:

DATE:

CHECKED:
DS

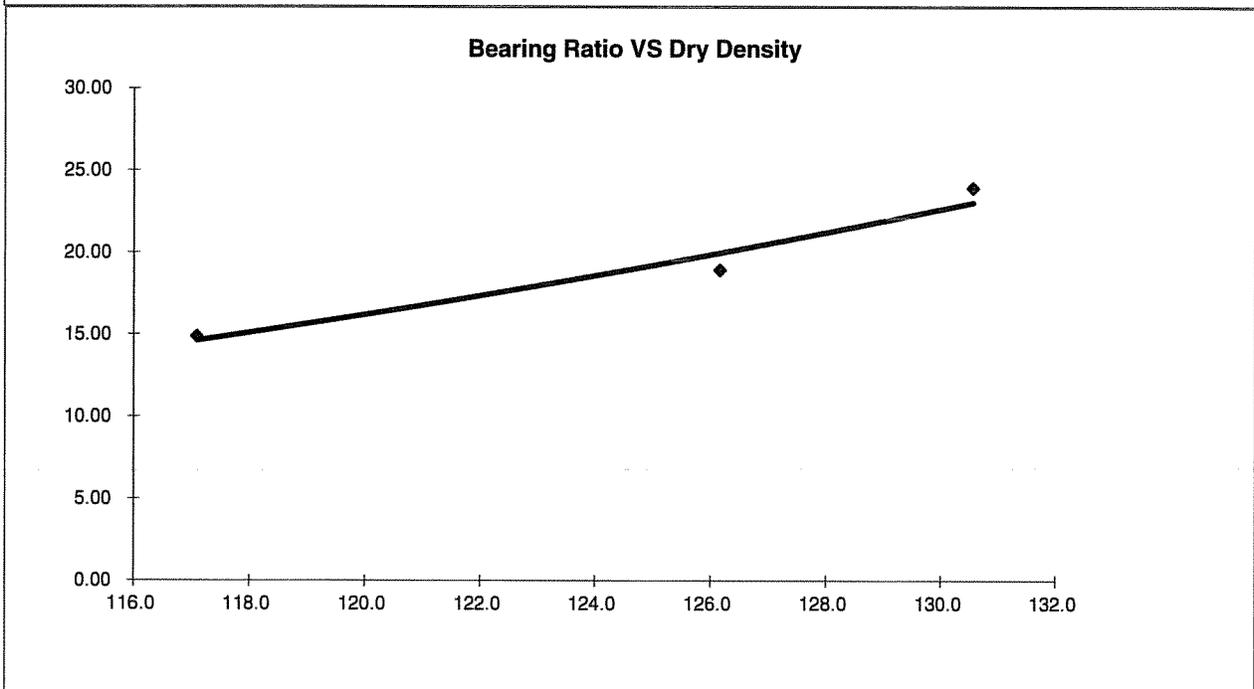
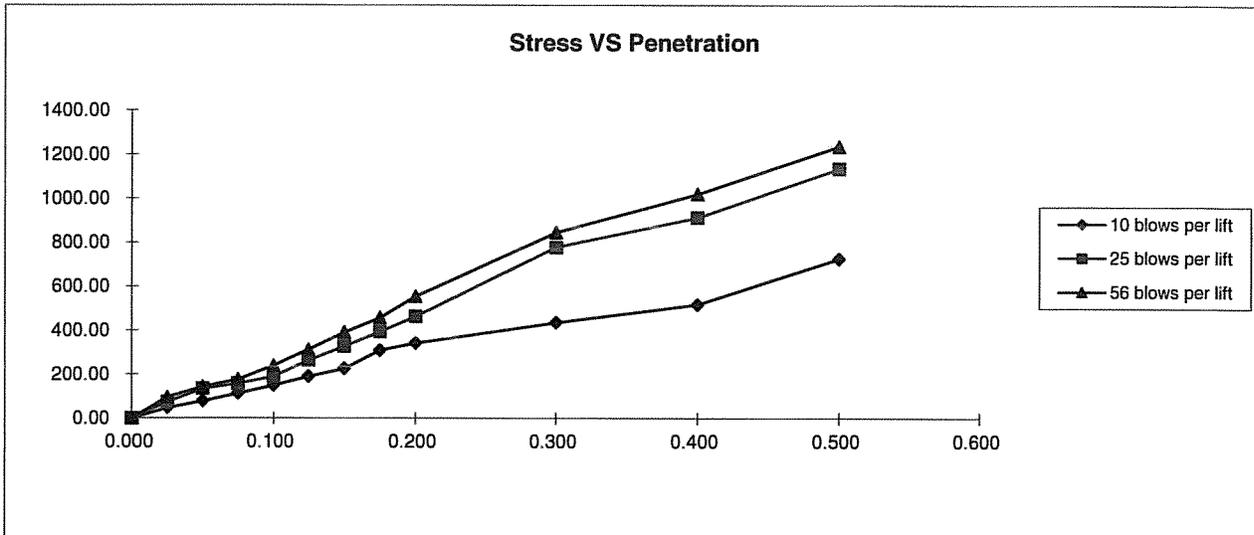
DATE:
12/22/21

JOB NO.:

212843

FIG NO.:

B-7



BEARING RATIO AT 90% OF MAX	15.19 ~ R VALUE	50.00
BEARING RATIO AT 95% OF MAX	18.11 ~ R VALUE	65.00

JOB NO: 212843
SOIL TYPE: 1



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CALIFORNIA BEARING RATIO

DRAWN:	DATE:	CHECKED: DS	DATE: 12/22/21
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JOB NO.:
212843

FIG NO.:
B-9

APPENDIX C: Pavement Design Calculations

FLEXIBLE PAVEMENT DESIGN

DESIGN DATA

WINSOME SUBDIVISION - PHASE 2 - ACCEL/DECEL LANES

SOIL TYPE 1 - RURAL MINOR ARTERIAL

Equivalent (18 kip) Single Axle Load Applications (ESAL):	ESAL (W_{18}) =	689,850
Hveem Stabilometer (R Value) Results:	R =	50
Standard Deviation	S_o =	0.44
Loss in Serviceability	$\Delta\psi$ =	2.5
Reliability	Reliability =	80
Reliability (z-statistic)	Z_R =	-0.84
Soil Resilient Modulus	M_R =	13168

Weighted Structural Number (WSN): ➔ WSN = 2.37

DESIGN TABLES AND EQUATIONS

$$S_1 = [(R - 5) / 11.29] + 3$$

$$M_R = 10^{[(S_1 + 18.72) / 6.24]}$$

$$k = M_R / 19.4$$

Where:

M_R = resilient modulus (psi)

S_1 = the soil support value

R = R-value obtained from the Hveem stabilometer

CBR = California Bearing Ratio

Reliability (%) Z_R (z-statistic)

80	-0.84
85	-1.04
90	-1.28
93	-1.48
94	-1.56
95	-1.65
96	-1.75
97	-1.88
98	-2.05
99	-2.33
99.9	-3.09
99.99	-3.75

$$\log_{10} W_{18} = Z_R * S_o + 9.36 * \log_{10} (SN+1) - 0.20 + \frac{\log_{10} \left[\frac{\Delta \text{PSI}}{4.2 - 1.5} \right]}{0.40 + \frac{1094}{(SN+1)^{5.19}}} + 2.32 * \log_{10} M_R - 8.07$$

Left	Right	Difference
5.84	5.84	0.0

Job No. 212843

Fig. No. C-1

DESIGN CALCULATIONS

DESIGN DATA

WINSOME SUBDIVISION - PHASE 2 - ACCEL/DECEL LANES

SOIL TYPE 1 - RURAL MINOR ARTERIAL

Equivalent (18 kip) Single Axle Load Applications (ESAL):	ESAL = 689,850
Hveem Stabilometer (R Value) Results:	R = 50
Weighted Structural Number (WSN):	WSN = 2.37

DESIGN EQUATION

$$WSN = C_1D_1 + C_2D_2$$

$C_1 = 0.44$ Strength Coefficient - Hot Bituminous Asphalt

$C_2 = 0.11$ Strength Coefficient - Aggregate Base Course

$D_1 =$ Depth of Asphalt (inches)

$D_2 =$ Depth of Base Course (inches)

FOR FULL DEPTH ASPHALT SECTION (CURRENTLY NOT ALLOWED)

$D_1 = (WSN)/C_1 = 5.4$ inches of Full Depth Asphalt
Use N/A inches Full Depth

FOR ASPHALT + AGGREGATE BASE COURSE SECTION

Asphalt Thickness (t) = inches

$D_2 = ((WSN) - (t)(C_1))/C_2 = 5.5$ inches of Aggregate
Base Course, use 8.0

RECOMMENDED ALTERNATIVES

1. 4.0 inches of Asphalt + 8.0 inches of Aggregate Base Course, or
2. N/A inches of Asphalt

Job No. 212843

Fig. No. C-2

FLEXIBLE PAVEMENT DESIGN

RECYCLED CONCRETE

DESIGN DATA

WINSOME SUBDIVISION - PHASE 2 - ACCEL/DECEL LANES

SOIL TYPE 1 - RURAL MINOR ARTERIAL

Equivalent (18 kip) Single Axle Load Applications (ESAL):	ESAL (W_{18}) =	689,850
Hveem Stabilometer (R Value) Results:	R =	50
Standard Deviation	S_o =	0.44
Loss in Serviceability	$\Delta\psi$ =	2.5
Reliability	Reliability =	80
Reliability (z-statistic)	Z_R =	-0.84
Soil Resilient Modulus	M_R =	13168

Weighted Structural Number (WSN): ➔ WSN = 2.37

DESIGN TABLES AND EQUATIONS

$$S_1 = [(R - 5) / 11.29] + 3$$

$$M_R = 10^{[(S_1 + 18.72) / 6.24]}$$

$$k = M_R / 19.4$$

Where:

M_R = resilient modulus (psi)

S_1 = the soil support value

R = R-value obtained from the Hveem stabilometer

CBR = California Bearing Ratio

Reliability (%)	Z_R (z-statistic)
80	-0.84
85	-1.04
90	-1.28
93	-1.48
94	-1.56
95	-1.65
96	-1.75
97	-1.88
98	-2.05
99	-2.33
99.9	-3.09
99.99	-3.75

$$\log_{10} W_{18} = Z_R * S_o + 9.36 * \log_{10} (SN+1) - 0.20 + \frac{\log_{10} \left[\frac{\Delta \text{PSI}}{4.2 - 1.5} \right]}{0.40 + \frac{1094}{(SN+1)^{5.19}}} + 2.32 * \log_{10} M_R - 8.07$$

Left	Right	Difference
5.84	5.84	0.0

Job No. 212843

Fig. No. C-3

DESIGN CALCULATIONS

RECYCLED CONCRETE

DESIGN DATA

WINSOME SUBDIVISION - PHASE 2 - ACCEL/DECEL LANES

SOIL TYPE 1 - RURAL MINOR ARTERIAL

Equivalent (18 kip) Single Axle Load Applications (ESAL):	ESAL = 689,850
Hveem Stabilometer (R Value) Results:	R = 50
Weighted Structural Number (WSN):	WSN = 2.37

DESIGN EQUATION

$$WSN = C_1D_1 + C_2D_2$$

$C_1 = 0.44$ Strength Coefficient - Hot Bituminous Asphalt

$C_2 = 0.11$ Strength Coefficient - Recycled Concrete

$D_1 =$ Depth of Asphalt (inches)

$D_2 =$ Depth of Base Course (inches)

FOR FULL DEPTH ASPHALT SECTION (CURRENTLY NOT ALLOWED)

$D_1 = (WSN)/C_1 = 5.4$ inches of Full Depth Asphalt

Use N/A inches Full Depth

FOR ASPHALT + RECYCLED CONCRETE BASE COURSE SECTION

Asphalt Thickness (t) = inches

$D_2 = ((WSN) - (t)(C_1))/C_2 = 5.5$ inches of Recycled Concrete

Base Course, use 8.0 inches

RECOMMENDED ALTERNATIVES

1. 4.0 inches of Asphalt + 8.0 inches of Recycled Concrete Base Course, or
2. N/A inches of Asphalt

Job No. 212843

Fig. No. C-4