



**Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
Woodlake Estates  
San Antonio, Texas**

**InTEC Project No. S171405**  
October 19, 2017

**UP Engineering, LLC  
1270 N Loop 1604 East, Suite 1310  
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**Integrated Testing and Engineering Company of San Antonio, L.P.**

Geotechnical & Environmental Engineering • Construction Services • Geologic Assessment

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October 19, 2017

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Attention: **Ryan Plagens, P.E.**

Re: Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
**Woodlake Estates**  
San Antonio, Texas

**InTEC Project No. S171405**

Gentlemen:

Integrated Testing and Engineering Company of San Antonio (InTEC) has completed a **subsurface exploration and pavement thickness evaluation report** at the above referenced project site. The results of the exploration are presented in this report.

We appreciate and wish to thank you for the opportunity to be of service to you on this project. If we can be of additional assistance during the foundations explorations, and materials testing-quality control phase of construction, please call us.

Respectfully Submitted,  
**InTEC of San Antonio, L.P.**

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CHIEF ENGINEER

Copies Submitted: Above (1) 10/30/17



InTEC of SAN ANTONIO  
F-7023

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## **EXECUTIVE SUMMARY**

The soil conditions at the location of the **proposed new streets at Woodlake Estates in San Antonio, Texas** were obtained from **six borings drilled to a depth of 12 feet each**. Laboratory tests were performed on selected specimens to evaluate the engineering characteristics of various soil strata encountered in the borings.

The results of our exploration, laboratory testing, soils information from prior units, and engineering evaluation indicate the underlying clays at this site are **highly expansive in character**. Potential vertical movements on the order of **4 ½ inches** were estimated.

The proposed pavements at this site may be supported by flexible sections. Clays with Plasticity Index (PI) values greater than 20 were encountered in the borings. Subgrade stabilization is recommended. However, if the soil sulfate content is greater than 3000 ppm, we recommend that options other than lime or cement stabilization be used.

Cut and fill information is not available for our review at this time. At the time of construction, if the final street subgrade consists of material other than encountered in our borings, the recommendations may have to be revised. Pavement section recommendations for Local and Collector type streets are presented.

Ground water was not encountered in the borings at the time of drilling.

Detailed descriptions of subsurface conditions, engineering analysis, and design recommendations are included in this report.

## Summary of Recommended Options

### Minimum Flexible Pavement Recommendations – CBR = 2.0 \*\*

	Asphaltic Concrete, Inches		Aggregate Base	Geogrid	Subgrade	Structural Number
Street Classification	Type D	Type C	Thickness, inches		Thickness, inches	
<b>Local Type A</b>	2.00	-	9.00	Yes	Stabilized 6*	2.89
(without bus traffic)						
<b>Local Type B</b>	1.50	2.50	15.50	Yes	Stabilized 8*	5.03
<b>Collector</b>	1.50	2.50	17.50	Yes	Stabilized 8*	5.37

#### Subgrade Notes (\*):

- The subgrade Plasticity Index value is expected to be greater than 20. Subgrade stabilization is needed
- Lime stabilized to a depth of 6 or 8 inches as noted above based on an application rate of 8 percent of the dry weight of the soil to be treated
- The subgrade soils should be tested for soil sulfate content prior to stabilization. If the soil sulfate content is high, an alternate procedure will be needed.
  - Lime application rate of **35.00 lbs per sq yard for 6-inch depth** of stabilization is recommended
  - Lime application rate of **46.50 lbs per sq yard for 8-inch depth** of stabilization is recommended.
- The subgrade should be proof rolled to identify soft areas before stabilization.
- If fill is used to raise the grade, approved fill material underneath the pavement should be used. The fill should be free of deleterious material with a minimum CBR value of 2.0. Lime application rates should be re-evaluated and sulfate content tested for the fill material. The material should be placed as per applicable city or county guidelines.

#### Notes (\*\*)

- Input parameters are shown in Table No. 6. Please call us to provide pavement recommendations, if needed, for different input values.
- If repetitive truck or heavy truck traffic is anticipated, please contact us for revised pavement recommendations.
- Pavement section recommendations are based on a CBR value of 2.0. The pavement recommendations presented above are not based on the shrink / swell characteristics of the underlying soils. If water is allowed to get underneath the asphalt / concrete or if moisture content of the base or subgrade changes significantly, then pavement distress will occur. Moisture penetration underneath the asphalt pavement surface may be reduced by using deeper curbs; curbs extending a minimum of 6 inches into subgrade.

- The pavement can experience cracking and deformation due to shrinkage and swelling characteristics of the soils as described in the Vertical Movements section of this report.

Geogrid:

- City of San Antonio: One layer of geogrid, meeting TxDOT DMS 6240 Type 2 requirements, installed on top of stabilized subgrade as per manufacturer's guidelines

**Summary of Pavement Materials**

Pavement Section	Material		Thickness	Installation
<b>Subgrade</b>	Clays	Soil sulfate content should be tested prior to stabilization	As recommended in pavement options (6 or 8 inches)	As per applicable city or county guidelines
<b>Geogrid</b>	TxDOT DMS 6240 Type 2	-	One layer	As per manufacturer's guidelines
<b>Base</b>	TxDOT Item 247 A1-2	-	As recommended in pavement options	As per applicable city or county guidelines
<b>Asphalt</b>	Type C, D	-	As recommended in pavement options	As per applicable city or county guidelines

### **Applicable procedures and minimum density and moisture percentages**

All applicable City of Converse guidelines should be used. If not available, then the following minimum City of San Antonio Standard Specifications for Construction, June 2008, should be followed. Some of the relevant procedures are shown below.

<b>Pavement Material</b>	<b>Procedure *</b>	<b>Density and Moisture Control</b>
Subgrade fill (maximum 6 inch thick lift)	Item 107	As per construction specifications
Stabilized Subgrade	Item 108- lime	As per construction specifications
Aggregate Base TxDOT Item 247 A1-2 (maximum 6 inch thick lift)	Item 200	As per construction specifications
Asphalt HMAC Type C, D	Item 205, 206	As per construction specifications

**(\*) City of San Antonio Standard Specifications for Construction, June 2008**

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## INTRODUCTION

### General

This report presents the results of our **subsurface exploration and pavement thickness evaluation** for the **proposed new streets at Woodlake Estates in San Antonio, Texas**. This project was authorized by **Mr. Ryan Plagens, P.E.**

### Purpose and Scope of Services

The purpose of our subsurface investigation was to evaluate the site's subsurface and ground water conditions and provide pavement thickness recommendations for the planning and development phases of the project. Our scope of services includes the following:

- 1) drilling and sampling of **six borings – to a depth of 12 feet each**;
- 2) observation of the ground water conditions during drilling operations;
- 3) performing laboratory tests such as Atterberg limits, Unconfined compression, California Bearing Ratio (C.B.R.), Lime Series, and Moisture content tests;
- 4) review and evaluation of the field and laboratory test programs during their execution with modifications of these programs, when necessary, to adjust to subsurface conditions revealed by them;
- 5) compilation, generalization and analyses of the field and laboratory data in relation to the project requirements;
- 6) estimation of potential vertical movements;
- 7) preparation of pavement guidelines;
- 8) preparation of a written geotechnical engineering report for use by the members of the design team in their preparation of construction, contract, and specifications documents.

The Scope of Services **did not include any environmental assessment** for the presence or absence of wetlands or hazardous or toxic materials in the soil, surface water, groundwater, or air, on or below or around this site. Any statements in this report or on the boring logs regarding odors, colors or unusual or suspicious items or conditions are strictly for the information of the client.

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### **Project Description**

The proposed project involves the development of the proposed new streets at Woodlake Estates in San Antonio, Texas. The proposed pavement areas are anticipated to include Local and Collector type streets. Street profiles showing cut and fill information are not available at the time of our investigation.

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## **SUBSURFACE EXPLORATION**

### **Scope**

The field exploration to determine the engineering characteristics of the subsurface materials included a reconnaissance of the project site, drilling the borings, and obtaining Shelby Tube samples.

**Six soil test borings** were drilled at the proposed location of the new streets at the project site. These borings were drilled **to a depth of 12 feet each** below the presently existing ground surface. Boring locations were selected by the project geotechnical engineer and established in the field by the drilling crew using normal taping procedures.

### **Drilling and Sampling**

The soil borings were performed with a drilling rig equipped with a rotary head. Conventional solid stem augers were used to advance the holes and samples of the subsurface materials were obtained **using a Shelby Tube sampler**. The samples were identified according to boring number and depth, encased in polyethylene plastic wrapping to protect against moisture loss, and transported to our laboratory in special containers.

In summary, the following samples as presented in Table No. 1 were collected as a part of our field exploration procedure:

**Table No. 1**

<b>Type of Sample</b>	<b>Number Collected</b>
Shelby Tube Samples	30

### **Water Level Measurements**

Ground water was not encountered in the borings at the time of drilling. In relatively pervious soils, such as sandy soils, the indicated elevations are considered reliable ground water levels. In relatively impervious soils, the accurate determination of the ground water elevation may not be possible even after several days of observation. Seasonal variations, temperature and recent rainfall conditions may influence the levels of the ground water table and volumes of water will depend on the permeability of the soils.

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### **Field Logs**

A field log was prepared for each boring. Each log-contained information concerning the boring method, samples attempted and recovered, indications of the presence of various materials such as silt, clay, gravel or sand and observations of ground water. It also contained an interpretation of subsurface conditions between samples. **Therefore, these logs included both factual and interpretive information.**

### **Presentation of the Data**

**The final logs** represent our interpretation of **the contents of the field logs for the purpose delineated by our client.** The final logs are included on **Plates 2 thru 7** included in the Illustration Section. A key to classification terms and symbols used on the logs is presented on **Plate 8.**

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## LABORATORY TESTING PROGRAM

### Purpose

In addition to the field exploration, a supplemental laboratory testing program was conducted to determine additional **pertinent engineering characteristics** of the subsurface materials necessary in evaluating the soil parameters.

### Laboratory Tests

All phases of the laboratory testing program were performed **in general accordance with the indicated applicable** ASTM Specifications as indicated in Table No. 2.

**Table No. 2**

<b>Laboratory Test</b>	<b>Applicable Test Standard</b>
Liquid Limit, Plastic Limit and Plasticity Index of the Soils	ASTM D 4318
Moisture Content	ASTM D 2216
Unconfined Compression	ASTM D 2166
California Bearing Ratio	ASTM D 1883

In the laboratory, each sample **was observed and classified by a geotechnical engineer**. As a part of this classification procedure, the natural water contents of selected specimens were determined. Liquid and plastic limit tests were performed on representative specimens to determine the plasticity characteristics of the different soil strata encountered.

### Presentation of the Data

In summary, the tests presented in Table No. 3 in the following page were conducted in the laboratory to evaluate the engineering characteristics of the subsurface materials:

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**Table No. 3**

Type of Test	Number Conducted
Natural Moisture Content	30
Atterberg Limits	6
Unconfined Compression	4
California Bearing Ratio	1
Lime Series	1

The results of all these tests are presented on appropriate boring logs. These laboratory test results were used to classify the soils encountered generally according to the Unified Soil Classification System (ASTM D 2487).

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## **GENERAL SUBSURFACE CONDITIONS**

### **Soil Stratigraphy**

The soils underlying the site may be grouped into **two generalized strata** with similar physical and engineering properties. The lines designating the interface between soil strata on the logs represent approximate boundaries. Transition between materials may be gradual. The soil stratigraphy information at the boring locations are presented in **Boring Logs, Plates 2 thru 7**.

The engineering characteristics of the underlying soils, based on selected samples that were tested, are summarized and presented in the following paragraph.

Dark brown clays to brown clays and tan clays underlie the project site. These clays are highly plastic with tested liquid limits ranging from 71 to 107 and plasticity index values varying from 53 to 84. The results of standard penetration tests performed within these clays varied from 15 to greater than 50 blows per foot. Based on the results of the unconfined compression tests performed, the shear strength of the tested specimens varied from 0.93 to 1.63 TSF.

The above description presented is of a generalized nature to highlight the major soil stratification features and soil characteristics. Please refer to Boring Logs for soil stratigraphy information at a particular boring location.

### **Ground Water Observations**

**Ground water was not encountered in the borings during drilling.** Short term field observations generally do not provide accurate ground water levels. The contractor should check the subsurface water conditions prior to any excavation activities. The low permeability of the soils would require several days or longer for ground water to enter and stabilize in the bore holes. Ground water levels will fluctuate with seasonal climatic variations and changes in the land use.

It is not unusual to encounter shallow groundwater during or after periods of rainfall. The surface water tends to percolate down through the surface until it encounters a relatively impervious layer.

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## **PAVEMENTS ON EXPANSIVE SOIL**

### **General**

There are many plastic clays that swell considerably when water is added to them and then shrink with the loss of water. Pavements constructed on these clays are subjected to large uplifting forces caused by the swelling.

In the characterization of a pavement site, two major factors that contribute to potential shrink-swell problems must be considered. Problems can arise if a) the soil has expansive and shrinkage properties and b) the environmental conditions that cause moisture changes to occur in the soil.

### **Evaluation of the Shrink-Swell Potential of the Soils**

Subsurface sampling, laboratory testing and data analyses are used in the evaluation of the shrink-swell potential of the soils under the pavements.

### **The Mechanism of Swelling**

The mechanism of swelling in expansive clays is complex and is influenced by a number of factors. Basically, expansion is a result of changes in the soil-water system that disturbs the internal stress equilibrium. Clay particles in general have negative electrical charges on their surfaces and positively charged ends. The negative charges are balanced by actions in the soil water and give rise to an electrical interparticle force field. In addition, adsorptive forces exist between the clay crystals and water molecules, and Van Der Waals surface forces exist between particles. Thus, there exists an internal electro-chemical force system that must be in equilibrium with the externally applied stresses and capillary tension in the soil water. If the soil water chemistry is changed either by changing the amount of water or the chemical composition, the interparticle force field will change. If the change in internal forces is not balanced by a corresponding change in the state of stress, the particle spacing will change so as to adjust the interparticle forces until equilibrium is reached. This change in particle spacing manifests itself as a shrinkage or swelling.

### **Initial Moisture Condition and Moisture Variation**

Volume change in an expansive soil mass is the result of increases or decreases in water content. The initial moisture content influences the swell and shrink potential relative to possible limits, or



ranges, in moisture content. Moisture content alone is useless as an indicator or predictor of shrink-swell potential. The relationship of moisture content to limiting moisture contents such as the plastic limit and liquid limit must be known.

If the moisture content is below or near plastic limit, the soils have high potential to swell. It has been reported that expansive soils with liquidity index\* in the range of 0.20 to 0.40 will tend to experience little additional swell.

The availability of water to an expansive soil profile is influenced by many environmental and manmade factors. Generally, the upper few feet of the profile are subjected to the widest ranges of moisture variation, and are least restrained against movement by overburden. This upper stratum of the profile is referred to as the active zone. Moisture variation in the active zone of a natural soil profile is affected by climatic cycles at the surface, and fluctuating groundwater levels at the lower moisture boundary. The surficial boundary moisture conditions are changed significantly simply by placing a barrier such as a building floor slab or pavement between the soil and atmospheric environment. Other obvious and direct causes of moisture variation result from altered drainage conditions or man-made sources of water, such as irrigation or leaky plumbing. The latter factors are difficult to quantify and incorporate into the analysis, but should be controlled to the extent possible for each situation. For example, proper drainage and attention to landscaping are simple means of minimizing moisture fluctuations near structures, and should always be taken into consideration.

### **Man Made Conditions That Can Be Altered**

There are a number of factors that can influence whether a soil might shrink or swell and the magnitude of this movement. For the most part, either the owner or the designer has some control over whether the factor will be avoided altogether or if not avoided, the degree to which the factor will be allowed to influence the shrink-swell process.

Antecedent Rainfall Ratio This is a measure of the local climate and is defined as the total monthly rainfall for the month of and the month prior to laying the pavement divided by twice the average monthly rate measured for the period. The intent of this ratio is to give a relative measure of ground moisture conditions at the time the pavement is placed. Thus, if a pavement is placed at the end of a wet period, the pavement should be

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\* LIQUIDITY INDEX = {NATURAL WATER CONTENT - PLASTIC LIMIT} / {LIQUID LIMIT - PLASTIC LIMIT}

expected to experience some loss of support around the perimeter as the wet soils begin to dry out and shrink. The opposite effect could be anticipated if the pavement is placed at the end of an extended dry period; as the wet season occurs, uplift around the perimeter may occur as the soil at the edge of the slab pavement in moisture content.

Age of Pavement The length of time since the pavement was cast provides an indication of the type of swelling of the soil profile that can be expected to be found beneath the pavement.

Drainage This provides a measure of the slope of the ground surface with respect to available free surface water that may accumulate around the pavement. Most builders are aware of the importance of sloping the final grade of the soil away from the pavement so that rain water is not allowed to collect and pond against or adjacent to the pavement. If water were allowed to accumulate next to the pavement, it would provide an available source of free water to the expansive soil underlying the pavement. Similarly, surface water drainage patterns or swales must not be altered so that runoff is allowed to collect next to the pavement.

Pre-Construction Vegetation Large amount of vegetation existing on a site before construction may have desiccated the site to some degree, especially where large trees grew before clearing. Constructing over a desiccated soil can produce some dramatic instances of heave and associated structural distress and damage as it wets up.

Post-Construction Vegetation The type, amount, and location of vegetation that has been allowed to grow since construction can cause localized desiccation. Planting trees or large shrubs near a pavement can result in loss of foundation support as the tree or shrub removes water from the soil and dries it out. Conversely, the opposite effect can occur if flowerbeds or shrubs are planted next to the pavement and these beds are kept well-watered or flooded. This practice can result in swelling of the soil around the perimeter where the soil is kept wet.

Utilities Underneath the Pavement The utilities such as sewer, water, electricity, gas, and communication lines are often installed underneath the streets. The sewer utility construction, for example, typically involves trenching to the desired depth, installing gravel a gravel bed underneath the sewer main, installing primary backfill (gravel), and placing back the secondary backfill (generally excavated soils). The secondary backfill material is

compacted in lifts. In addition, sewer service lines run laterally from each house (for a typical subdivision, approximately every 50-ft). These trenches with gravel and onsite material backfill are conducive to carrying water. In addition, the sewer service lines can carry water from behind the curb. Occasionally, the sewer line may be encased in concrete which will cause ponding of any travelling water within the sewer trenches. Any water travelling within these trenches can cause expansive clays to swell. If the backfill is not adequately compacted or if excessive water is flowing in these trenches, the trench backfill can potentially settle.

### **Summation**

It is beyond the scope of this investigation to do more than point out that the above factors have a definite influence on the amount and type of swell to which a pavement is subjected during its useful life. The design engineer must be aware of these factors as he develops his design and make adjustments as necessary according to the results of special measurements or from his engineering experience and judgment.

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## **DESIGN ENGINEERING ANALYSIS**

### **Pavement Design Considerations**

Review of the borings and test data indicates that the following factors will affect the pavement design and construction at this site:

- 1) The site is underlain by clays of high plasticity. Structures supported on or within these clays will be subjected to potential vertical movement on the order of **4 ½ inches**.
- 2) The strengths of the underlying soils are adequate to support the proposed new streets.
- 3) Based on the stratigraphy observed at this site, the final street subgrade is anticipated to be in the dark brown clay to brown clay or tan clay areas. Cut and fill information is not available at this time. Final street subgrade should be verified by InTEC at the time of construction.
- 4) Ground water was not encountered in the borings at the time of drilling.

### **Vertical Movements**

The **potential vertical rise (PVR) for slab-on grade construction at the location of the structures had been estimated using Texas Department of Transportation Procedure TXDOT-124-E**. This method utilizes the liquid limits, plasticity indices, and in-situ moisture contents for soils in the seasonally active zone, estimated to be about twelve to fifteen feet at the project site.

The estimated PVR value provided is based on the proposed floor system applying a sustained surcharge load of approximately 1.0 lb. per square inch on the subgrade materials. **Potential vertical movement on the order of 4 ½ inches was estimated at the existing grade elevation.**

The PVR values are based on the current site grades. If cut and fill operations in excess of 6 inches are performed, the PVR values could change significantly. Higher PVR values than the above mentioned values will occur in areas where water is allowed to pond for extended periods.

If proper drainage is not maintained (allowing subgrade moisture content to change significantly) and / or if the pavement is underlain by utility trenches, resulting (a) potential vertical movements will be much greater than 2 to 3 times the anticipated vertical movements and (b) the subgrade strength may be reduced significantly reduced.

If the finish grade elevation is higher than the existing grade, compacted select fill should be used to raise the grade level. Any select fill should be placed and compacted as recommended under “Select Fill, Construction Guidelines Section” of this report. Each lift should be compacted and tested by InTEC to verify Compaction Compliance.

### **Method to Lower Vertical Movements**

The underlying clays may be removed to a depth of 0 to 7 feet and replaced by compacted crushed limestone select fill. The depth options and the respective anticipated movements after selection of one of the depth options are presented in Table No. 4.

**Table No. 4**

<b>Removal of Existing Clays and Replacement with Select Fill (feet)</b>	<b>Potential Vertical Movement (inches)</b>
0	4 ½
3	3
5	2
7	1

The select fill should be placed and compacted as recommended under select fill, Construction Guidelines Section of this report. The compacted select fill should extend a minimum of 3-ft outside the edges of the pavement. Each lift should be tested and approved by InTEC before placement of the subsequent lift.

If over excavation and select fill replacement is used to lower potential vertical movements, the bottom of excavation should be drained properly. It should not act as a bathtub and hold water in the event any accidental source of water enters the excavation. Gravel fill and perforated drainpipes with perforations at the bottom, outlet pipes with a gradient, and day-lighting the pipes with head walls should be considered for proper drainage. If additional options are required, please contact InTEC.

When the clay removal and select fill replacement method is used to reduce potential vertical movements, the select fill extending 3 to 5-ft outside the pavement area should be covered by 2-ft thick compacted impervious clay. The impervious clay (with plasticity index value 35 or greater) should be placed in 8-inch loose lifts and compacted to a minimum of 95 percent of the maximum TxDOT 114E dry density at a water content between Optimum and Optimum Plus two percentage points. The top surface of clay seal should be sloped away from the building perimeter. If other options are required to reduce PVR, please contact InTEC.

It should be noted that expansive clay does not shrink/swell without changes in moisture content, and thus good site design is very important to minimize movements. Coping with problems of shrink/swell due to expansive clays is a “fact of life” in the Texas region of south western U.S.A.

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## **PAVEMENT GUIDELINES**

### **General**

Pavement area at this unit is expected to include Local and Collector type streets. The following recommendations are presented as a guideline for pavement design and construction. These recommendations are based on a) our previous experience with subgrade soils like those encountered at this site, b) pavement sections which have proved to be successful under similar design conditions, c) final pavement grades will provide adequate drainage for the pavement areas and that water will not be allowed to enter the pavement system by either edge penetration adjacent to landscape areas or penetration from the surface due to surface ponding, or inadequate maintenance of pavement joints, or surface cracks that may develop.

### **Pavement Design**

Pavement designs provide an adequate thickness of structural sections over a particular subgrade (in order to reduce the wheel load to a distributed level so that the subgrade can support load). The support characteristics of the subgrade are based on strength characteristics of the subgrade soils and not on the shrinkage and swelling characteristics of the clays. Therefore, the pavement sections may be adequate from a structural stand point, may still experience cracking and deformation due to shrinkage and swelling characteristics of the soils. In addition, if the proposed new pavements are used to carry temporary construction traffic, then heavier sections may be needed. Please contact InTEC to discuss options.

It is very important to minimize moisture changes in the subgrade to lower the shrinkage and swell movements of the subgrade clays. The pavement and adjacent areas should be well drained. Proper maintenance should be performed by sealing the cracks as soon as they develop to prevent further water penetrations and damage. In our experience,

- (a) majority of the pavement distress observed over the years were caused by changes in moisture content of the underlying subgrade and / or excessive moisture in the base section,
- (b) pavements with a grade of one percent or more have performed better than the pavements with allowable minimum grade,

- (c) pavements with no underground utilities have performed better than pavements with underground utilities and the associated laterals,
- (d) pavements that are at a higher-grade elevation than the surrounding lots have performed better, and
- (e) any design effort that minimizes moisture penetration into the pavement layers have performed better.

### **“Alligator” type Cracks**

A layer of aggregate base is typically used underneath the concrete curbs around the pavement areas. This layer of aggregate base underneath the concrete curb is conducive to the infiltration of surface water into the pavement areas. Water infiltration into the base layer can result in “alligator type” cracks especially when accompanied by construction traffic. Increasing the moisture content of the pavement sections will significantly impact the support characteristics. Penetrating the concrete curbs at least six inches into the native clays soils will act as a barrier to this type of water infiltration. In addition, French Drains installed on the outside of the curbs will reduce this type of water infiltration. Alligator type cracks are also caused by weak / soft pockets within the pavement layers.

### **Longitudinal Cracks**

Asphalt pavements in highly expansive soil conditions, such as the soils encountered at this site, can develop longitudinal cracks along the pavement edges. The longitudinal cracking typically occurs about 1 to 4 feet inside of the pavement edges and they run parallel to the pavement edge. The longitudinal cracks are generally caused by differential drying and shrinkage of the underlying expansive clays. The moisture content change of the underlying subgrade clays can be reduced by installing moisture barriers. Vertical moisture barriers along the edge of the pavement or horizontal moisture barriers such as paved sidewalks or geogrid will help reduce the development of the longitudinal or reflective cracks.



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## **Periodic Maintenance**

The pavements constructed on clay subgrades such as the one encountered at this site will be subjected to swell related movements. Hence, proper maintenance should be performed by sealing the cracks as soon as they develop to prevent further water penetrations and damage.

## **Pavement Sections**

Residential local type and collector type streets may be designed with flexible pavements. Cut and fill information is not available at the time of our investigation. The final finish street subgrade is expected to be in dark brown clay to dark tan clay areas. Minimum flexible pavement sections for the anticipated clay subgrades are presented in Table No. 5 in the following page. Input parameters used in the pavement section calculations are presented in Table No. 6.

- If pavement design for parameters other than those shown in Table No. 6 is needed or if repetitive / heavy truck traffic is anticipated, please contact us for additional pavement section recommendations.
- The pavement sections are not based on shrink / swell characteristics of the subgrade soils.
- The recommended pavement sections are based on the subgrade soil support characteristics.
- The subgrade soil support characteristics will be significantly affected by changes in moisture content.

The cut and fill information is not available at this time. The final street subgrade should be verified by InTEC at the time of construction.

**Table No. 5 – Minimum Flexible Pavement Recommendations – CBR = 2.0 \*\***

Street Classification	Asphaltic Concrete, Inches		Aggregate Base	Geogrid	Subgrade	Structural Number
	Type D	Type C	Thickness, inches		Thickness, inches	
<b>Local Type A</b>	2.00	-	9.00	Yes	Stabilized 6*	2.89
(without bus traffic)						
<b>Local Type B</b>	1.50	2.50	15.50	Yes	Stabilized 8*	5.03
<b>Collector</b>	1.50	2.50	17.50	Yes	Stabilized 8*	5.37

Subgrade Notes (\*):

- The subgrade Plasticity Index value is expected to be greater than 20. Subgrade stabilization is needed
- Lime stabilized to a depth of 6 or 8 inches as noted above based on an application rate of 8 percent of the dry weight of the soil to be treated
- The subgrade soils should be tested for soil sulfate content prior to stabilization. If the soil sulfate content is high, an alternate procedure will be needed.
  - Lime application rate of **35.00 lbs per sq yard for 6-inch depth** of stabilization is recommended
  - Lime application rate of **46.50 lbs per sq yard for 8-inch depth** of stabilization is recommended.
- The subgrade should be proof rolled to identify soft areas before stabilization.
- If fill is used to raise the grade, approved fill material underneath the pavement should be used. The fill should be free of deleterious material with a minimum CBR value of 2.0. Lime application rates should be re-evaluated and sulfate content tested for the fill material. The material should be placed as per applicable city or county guidelines.

Notes (\*\*)

- Input parameters are shown in Table No. 6. Please call us to provide pavement recommendations, if needed, for different input values.
- If repetitive truck or heavy truck traffic is anticipated, please contact us for revised pavement recommendations.
- Pavement section recommendations are based on a CBR value of 2.0. The pavement recommendations presented above are not based on the shrink / swell characteristics of the underlying soils. If water is allowed to get underneath the asphalt / concrete or if moisture content of the base or subgrade changes significantly, then pavement distress will occur. Moisture penetration underneath the asphalt pavement surface may be reduced by using deeper curbs; curbs extending a minimum of 6 inches into subgrade.
- The pavement can experience cracking and deformation due to shrinkage and swelling characteristics of the soils as described in the Vertical Movements section of this report.

### Geogrid:

- City of San Antonio: One layer of geogrid, meeting TxDOT DMS 6240 Type 2 requirements, installed on top of stabilized subgrade as per manufacturer's guidelines

**Table No. 6 – Input Parameters used in Asphalt Pavement Section Calculation**

	<b>Local Type A Street (no bus traffic)</b>	<b>Local Type B Street</b>	<b>Collector</b>
<b>ESAL</b>	ESAL= 100,000	ESAL= 2,000,000	ESAL= 2,000,000
<b>Reliability Level</b>	R-70	R-90	R-90
<b>Initial and Terminal Serviceability</b>	4.2 and 2.0	4.2 and 2.0	4.2 and 2.5
<b>Standard Deviation</b>	0.45	0.45	0.45
<b>Service Life</b>	20 years	20 years	20 years
If heavy truck traffic is anticipated, please contact InTEC with anticipated traffic data for revised recommendations.			

### **Subgrade Preparation**

It is important that any existing pavement and organic and compressible soils are removed and the exposed subgrade is properly prepared prior to pavement installation. The subgrade should be stabilized as described in the applicable city or TxDOT Guidelines. Base course material should be placed immediately upon completion of the subgrade compaction operation to prevent drying of the soils due to exposure.

The finish grade elevation of the subgrade should be such that water drains downward freely towards a drainage area. At the drainage area, 3x5 rock may be provided at the subgrade level and the collected water at the drainage area should be taken out (such as into the existing concrete drainage channel). If any voids in the subgrade should be filled in with the same subgrade material and compacted in lifts.

The approved fill material should be placed in 8-inch loose lifts (6 inches compacted) and compacted as recommended in the Site Preparation section of the Construction Guidelines presented in this report. If the fill depth exceeds 4 feet, the potential subgrade settlement should

be considered. Please contact InTEC with the cut and fill information to evaluate the effect of proposed cut and fill on the recommendations and to provide fill material and compaction recommendations.

### **Base Course**

Based on the survey of available materials in the area, a base course of crushed limestone aggregate or gravel appears to be the most practical material for asphalt pavement project. The base course should conform to Texas State Department of Highways and Public Transportation Standard Specification, Item 247, Type A, Grade 1 or 2. The aggregate base course should be installed as per applicable city or TxDOT Guidelines.

At a minimum the base course should be brought to near optimum moisture conditions and compacted in lifts to at least 95 percent of maximum dry density as determined by test method TxDOT 113E.

### **Asphaltic Concrete**

The asphaltic concrete surface course should conform to City of San Antonio Standard Construction Guidelines, 2008. The asphaltic concrete should be installed as per applicable city or TxDOT Guidelines.

### **Perimeter Drainage**

It is important that proper perimeter drainage be provided so that infiltration of surface water from compacted areas surrounding the pavement is minimized, or if this is not possible, curbs should extend through the base and into the subgrade. A crack sealant compatible to both asphalt and concrete should be installed at the concrete-asphalt interfaces.

Wherever there are drastic grade changes in the pavement area (such as from 3 to 4 percent grade to 1 to 2 percent grade) 3 x 5 inch gravel subgrade with a subsurface drain system (such as Akwadrain® on the sides of the pavement) and outlet should be considered. This aspect will provide for a better drainage system in this area. Please contact InTEC for drainage recommendations.

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## **CONSTRUCTION GUIDELINES**

### **Construction Monitoring**

As Geotechnical Engineer of Record for this project, InTEC should be involved in monitoring the pavement construction and earth work activities. Performance of any pavement system is not only dependent on the pavement design, but is strongly influenced by the quality of construction. Please contact our office prior of construction so that a plan for pavement construction and earthwork monitoring can be incorporated in the overall project quality control program. The testing requirements shall comply with the minimum testing requirements as per applicable city and county guidelines.

### **Site Preparation**

Site preparation will consist of **preparation of the subgrade, and placement of select structural fill**. The project geotechnical **engineer InTEC should approve the subgrade preparation, the fill materials, and the method of fill placement and compaction**.

In any areas where soil-supported concrete structure or pavement is to be used, vegetation and all loose or excessively organic material should be stripped to a minimum depth of six inches and removed from the site. Subsequent to stripping operations, the subgrade should be proof rolled prior to fill placement and recompacted to a minimum of **95 percent of the maximum dry density as determined by ASTM D 698 test method within optimum moisture content and three percent above optimum moisture content**. The exposed subgrade should not be allowed to dry out prior to placing structural fill. Each lift should be tested by InTEC geotechnical engineer or his representative prior to placement of the subsequent lift.

Voids caused by site preparation, such as removal of trees, and low areas (such as present in this unit) should be compacted as described below:

### **Compaction**

Site grading plan is not available for review at this time. If any low areas or disturbed areas encountered during construction should be appropriately prepared and compacted. Any deleterious or wet materials should be removed and wasted. The fill placement in the low areas should not be in a "bowl shape". The sides of the fill area should be "squared up" and the

excavated bottom should be proof rolled as described in *Proof Rolling* section of this report. On site material, with no deleterious material, may be used to raise the grade. After proof rolling operation, the fill should be placed in 6-inch lifts and compacted to a minimum of **95 percent of the maximum dry density as determined by ASTM D 698 test method within optimum and three percent above optimum moisture content**. Each lift should be tested by InTEC for compaction compliance and approved before placement of the subsequent lifts. The exposed subgrade should not be allowed to dry out prior to placing structural fill. It is recommended that any given lot does not straddle filled areas and natural areas to help reduce differential movement of the structures.

The excavation boundaries should be set such that building or pavement areas do not straddle fill and natural areas. The anticipated potential vertical movement may be significantly affected after the cut and fill operations are performed in this area.

### **Proof Rolling**

Proof rolling should be accomplished in order to locate and densify any weak compressible zones under the structure and pavement areas and prior to placement of the select fill or base.

A minimum of 10 passes of a 25-ton pneumatic roller should be used for planning purposes. The operating load and tire pressure should conform to the manufactures specification to produce a minimum ground contact pressure of 90 pound per square inch. Proof rolling should be performed under the observation of the InTEC Geotechnical Engineer or his representative. The soils that yield or settle under proof rolling operations should be removed, dried and compacted or replaced with compacted select fill to grade. Density tests should be conducted as specified under *Control Testing and Filed Observation* after satisfactory proof rolling operation.

**Proper site drainage should be maintained during construction so that ponding of surface run-off does not occur and cause construction delays and/or inhibit site access.**

### **Select Fill**

Any select structural fill used under the building should have a liquid limit less than 40 and a plasticity index in between 5 and 20 and be crushed limestone. The fill should contain no particles greater than 3 inches in diameter. **The percent passing U.S. Standard Sieve No. 4 should be**

**in between 40 and 80 percent and Sieve No. 40 passing should be in between 10 and 50 percent. The percent passing Sieve No. 200 should be less than 20 percent.**

Crushed limestone with sufficient fines to bind the aggregate together is a suitable select structural fill material. The fill materials should be placed in loose lifts not to exceed 8 inches thick (6-inches compacted) and compacted to 95 percent of the maximum dry density as determined by ASTM D 1557 procedure at a moisture content within 2 percent of the optimum water content.

### **Ground Water**

In any areas where significant cuts (2-ft or more) are made to establish final grades for pavement, attention should be given to possible seasonal water seepage that could occur through natural cracks and fissures in the newly exposed stratigraphy. Subsurface drains may be required to intercept seasonal groundwater seepage. The need for these or other dewatering devices on should be carefully addressed during construction. Our office could be contacted to visually inspect final pads to evaluate the need for such drains.

The ground water seepage may happen several years after construction if the rainfall rate or drainage changes within the project site or outside the project site. If seepage run off occurs towards the pavement areas an engineer should be called on to evaluate its effect and provision of French Drains at this location.

### **Drainage**

Ground water seepage was not encountered in the borings at the time of drilling. However, minor ground water seepage may be encountered within the pavement areas and grading excavations at the time of construction, especially after periods of heavy precipitation. **Small quantities of seepage may be handled by conventional sump and pump methods of dewatering.**

### **Temporary Drainage Measures**

Temporary drainage provisions should be established, as necessary, to minimize water runoff into the construction areas. If standing water does accumulate, it should be removed by pumping as soon as possible.

Adequate protection against sloughing of soils should be provided for workers and inspectors entering the excavations. This protection should meet O.S.H.A. and other applicable building codes.

### **Temporary Construction Slopes**

Temporary slopes on the order of 1H to 1V may be provided for excavations through Strata I clays.

Fill slopes on the order of 1H to 1V may be used provided a) the fill materials are compacted as recommended and b) the slopes are temporary.

Fill slopes should be compacted. Compacting operations shall be continued until the slopes are stable but not too dense for planting on the slopes. Compaction of the slopes may be done in increments of 3 to 5-ft in fill height or the fill is brought to its total height for shallow fills.

### **Permanent Slopes**

Maximum permanent slope of 1V to 3H is recommended in Stratum I clays. In areas where people walk on sloped areas, a slope of 1V to 5H is recommended.

### **Time of Construction**

If the pavement is installed during or after an extended dry period, the subgrade may experience greater movement around the edges when the soil moisture content increases, such as due to rain or irrigation. Similarly, a pavement installed during or after a wet period may experience greater movement around the edges during the subsequent drying of the soils.

### **Control Testing and Field Observation**

Subgrade preparation and base and asphalt placement should be monitored by the project geotechnical engineer or his representative of InTEC. As a guideline, at least one in-place density test should be **performed for every 100 lineal feet (or as per respective city and county requirements, whichever requires more frequent testing) of street of compacted surface lift.** However, a minimum of three density tests should be performed by InTEC on the subgrade or subsequent lifts of compaction. Any areas not meeting the required compaction should be re-compacted and retested until compliance is met.



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## **DRAINAGE AND MAINTENANCE**

**Final drainage is very important for the performance of the proposed pavement.** Landscaping, plumbing, and downspout drainage is also very important. It is vital that drainage be transported away from the pavement so that no water ponds around the pavement (such as behind the curbs) which can result in soil volume change under the pavement. Any leaks or drainage issues should be repaired as soon as possible in order to minimize the magnitude of moisture change under the pavement. Large trees and shrubs should not be planted in the immediate vicinity of the pavement, since root systems can cause a substantial reduction in soil volume in the vicinity of the trees during dry periods. Silt fences placed adjacent to the curb can potentially allow water to get into the pavement area.

Trench backfill for utilities should be properly placed and compacted as outlined in this report and in accordance with all applicable requirements such local City / County / SAWS Standards. Since granular bedding backfill is used for most utility lines, the backfilled trench should be prevented from becoming a conduit and allowing an access for surface or subsurface water to travel toward the new pavement. Concrete cut-off collars or clay plugs should be provided where utility lines cross curbs to prevent water traveling in the trench backfill and entering beneath the pavement. If concrete encasing is used around the sewer pipes, an alternate path for water to continue to drain should be installed.

In areas with sidewalks or other structures adjacent to the new pavement, a positive seal must be provided and maintained between the structures and the pavement or sidewalk to minimize seepage of water into the underlying supporting soils. **Post-construction movement of pavement and flat-work is not uncommon.** Maximum grades practical should be used for paving and flatwork to prevent areas where water can pond. In addition, allowances in final grades should take into consideration post construction movement of flatwork particularly if such movement would be critical. **Normal maintenance should include inspection of all joints in paving and sidewalks, etc. as well as re-sealing where necessary.**

Several factors relate to civil and architectural design and/or maintenance which can significantly affect future movements of the pavement systems:

1. Where positive surface drainage cannot be achieved by sloping away of the ground surface adjacent to the pavement, a drainage system should carry runoff water away from the completed pavement.

2. Planters located adjacent to the pavement should preferably be **self-contained**. Sprinkler mains should be located a minimum of five feet from the pavement.
3. Planter box structures placed adjacent to pavement should be provided with a means to assure concentrations of water are not available to the subsoils stratigraphy.
4. Large trees and shrubs should not be allowed closer to the pavement than a horizontal distance equal to roughly their mature height due to their significant moisture demand upon maturing.
5. Moisture conditions should be maintained “**constant**” **around the edge of the pavements**. Ponding of water in planters, in unpaved areas, and around joints in paving and sidewalks can cause movements beyond those predicted in this report and significantly reduce the subgrade support.

**Adequate drainage should be provided to reduce seasonal variations in moisture content of soils around the pavement.** The PVR values estimated and stated under Vertical Movements are based on provision and maintenance of positive drainage to divert water away from the pavement areas. If the drainage is not maintained, the wetted front may move below the assumed twelve feet depth, and resulting **PVR will be much greater than 2 to 3 times the stated values under Vertical Movements**. **Utility line leaks may contribute water and cause similar movements to occur.** In addition, if the soil is allowed to dry, the associated shrinkage can cause pavement cracks. Similarly, significant changes in moisture content of the underlying pavement layers, will impact the support characteristics of the subgrade.

### **Dry Periods**

Close observations should be made around pavements during extreme dry periods to ensure that adequate watering is being provided to keep soil from separating or pulling back from the curb and to minimize the shrinkage related cracks.

### **LIMITATIONS**

The analyses and recommendations submitted in this report are based upon the data obtained from six borings drilled at the site. This report may not reflect the exact variations of the soil conditions across the site.

**If deviations from the noted subsurface conditions are encountered during construction, they should be brought to the attention of the geotechnical engineer.** The information contained in this report and on the boring logs is not intended to provide the contractor with all the information needed for proper selection of equipment, means and methods, or for cost and schedule estimation purposes. The use of information contained in the report for bidding purposes should be done at the contractor's option and risk.

Final plans for the proposed streets should be reviewed by the project geotechnical engineer so that he may determine if changes in the recommendations are required. The soil conditions may need to be verified if the proposed street profiles show deeper cuts from the existing grade elevation.

The project geotechnical engineer declares that the findings, recommendations or professional advice contained herein have been made and this report prepared in accordance with generally accepted professional engineering practice in the fields of geotechnical engineering and engineering geology. The recommendations presented in this report should be reevaluated by InTEC if cut and fill operations are performed, any changes are made to drainage conditions. No other warranties are implied or expressed.

This report has been prepared for the exclusive use of the owner for pavement thickness evaluation for the **proposed new streets at Woodlake Estates in San Antonio, Texas.**

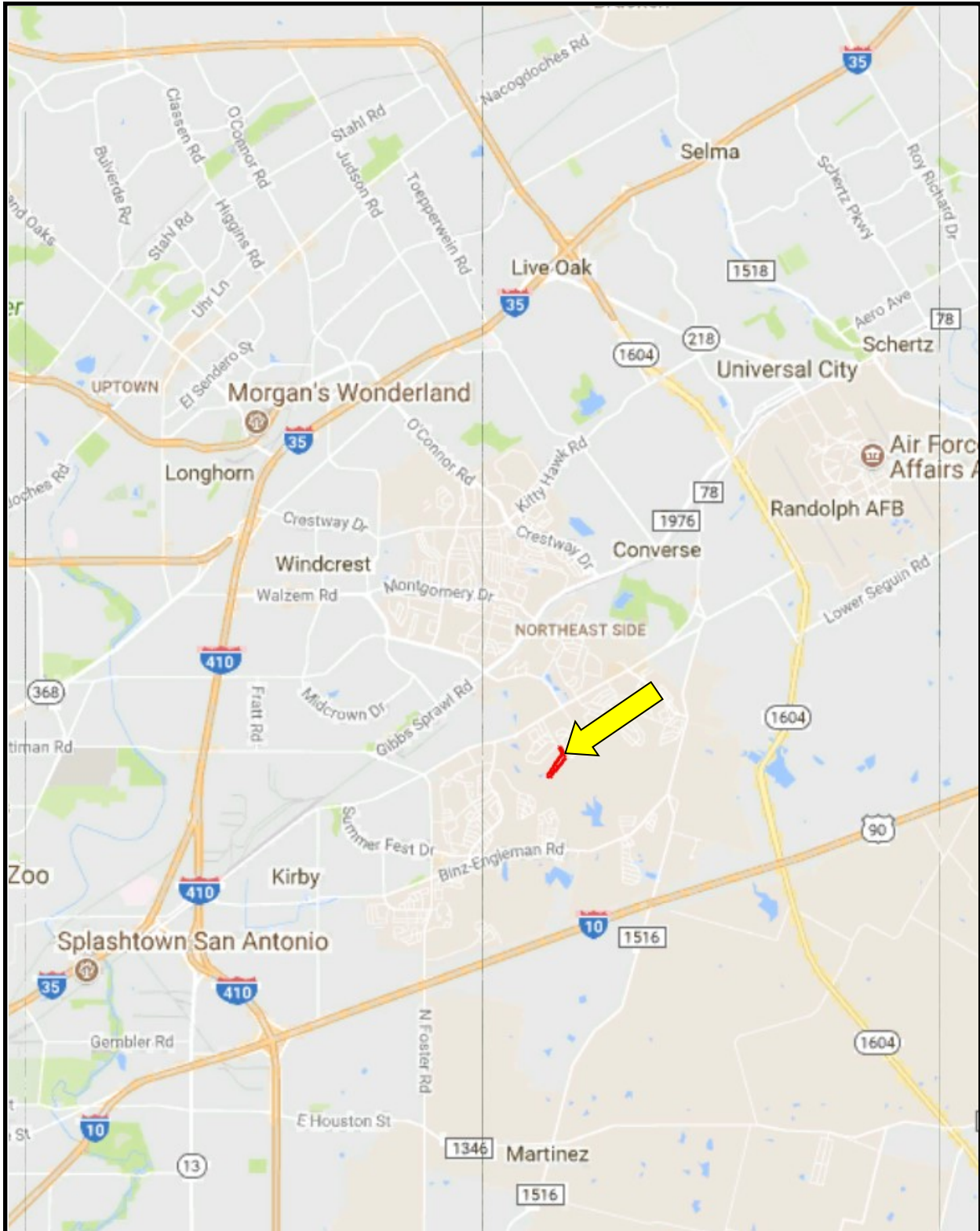
## Illustration Section

Description	Plate No.
Vicinity Map	Plate 1A
Aerial Map	Plate 1B
Topographic Map	Plate 1C
Geologic Map	Plate 1D
Soil Map	Plate 1E
Approximate Boring Locations	Plate 1F
Boring Logs	Plates 2—7
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Calculations	Plates 9—14
Information on Geotechnical Report	Appendix

Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
Woodlake Estates  
San Antonio, Texas

InTEC Project Number:  
**S171405**

Date:  
10/13/2017



Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
Woodlake Estates  
San Antonio, Texas

### Vicinity Map

InTEC Project Number:  
**S171405**

Date:  
10/13/2017





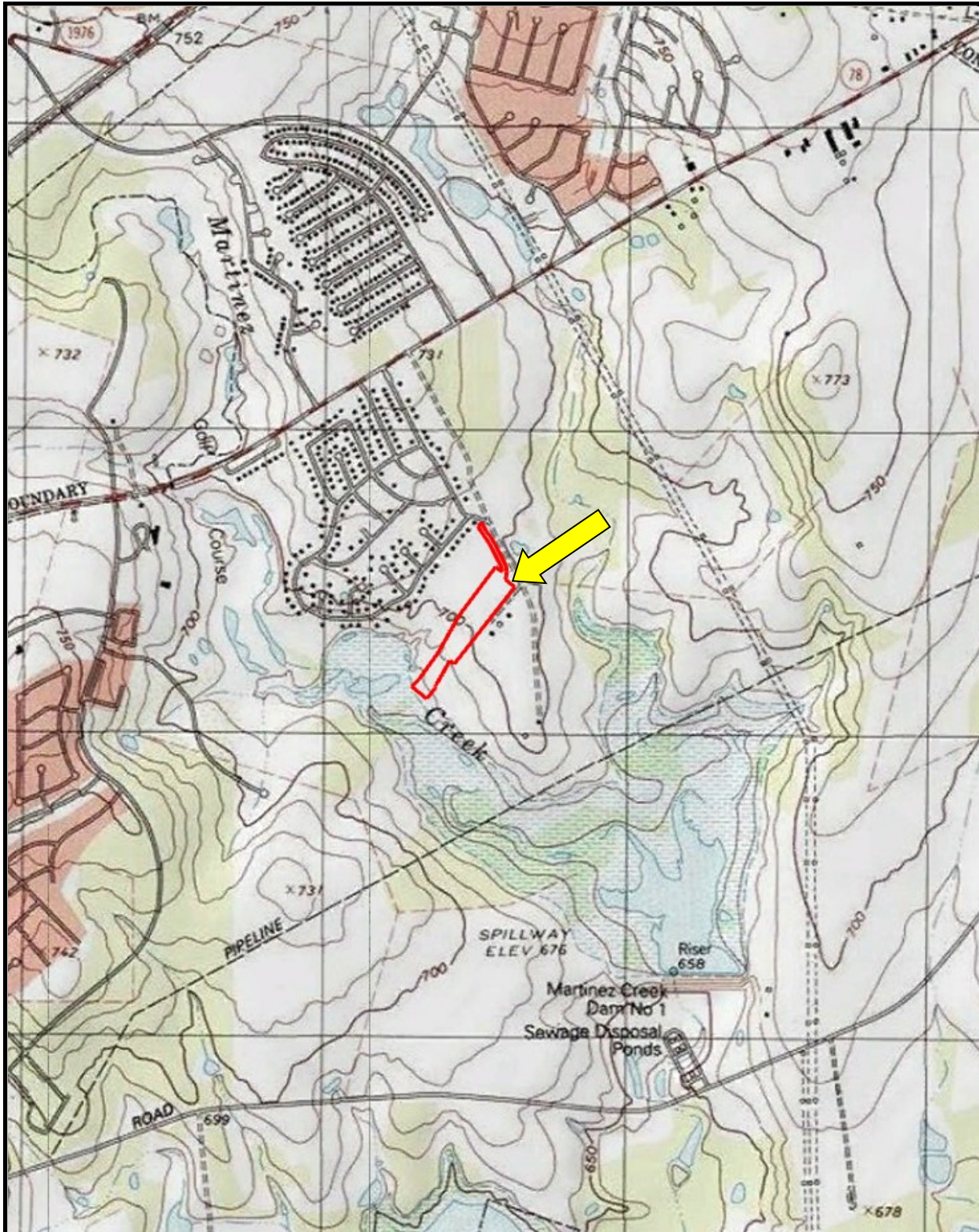
Subsurface Exploration and Pavement Analysis  
 Proposed New Streets  
 Woodlake Estates  
 San Antonio, Texas

### Aerial Map—Approximate Location

InTEC Project Number:  
**S171405**

Date:  
 10/13/2017





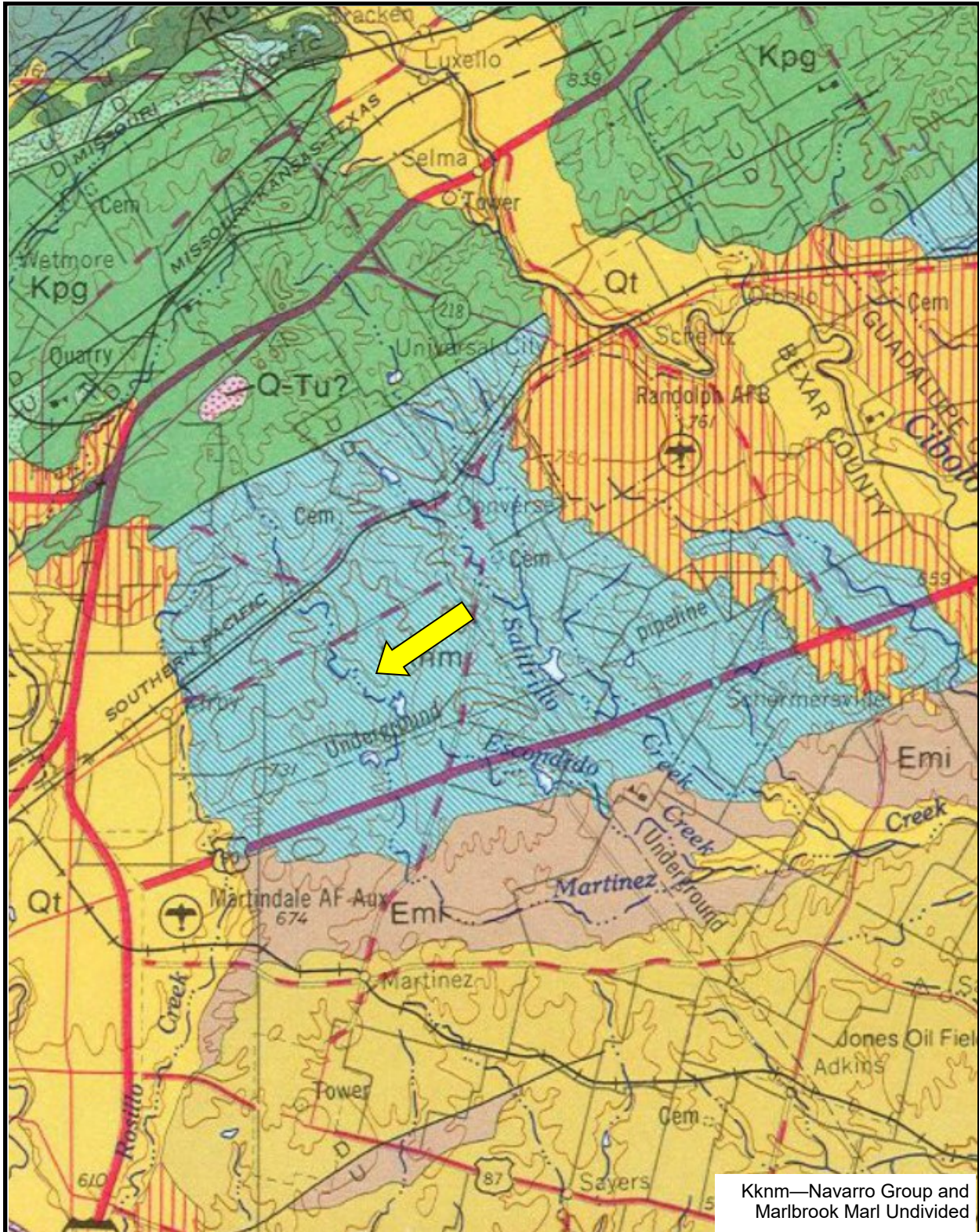
Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
Woodlake Estates  
San Antonio, Texas

### Topographic Map—Approximate Location

InTEC Project Number:  
**S171405**

Date:  
10/13/2017





Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
Woodlake Estates  
San Antonio, Texas

### Geologic Map—Approximate Location

InTEC Project Number:  
**S171405**

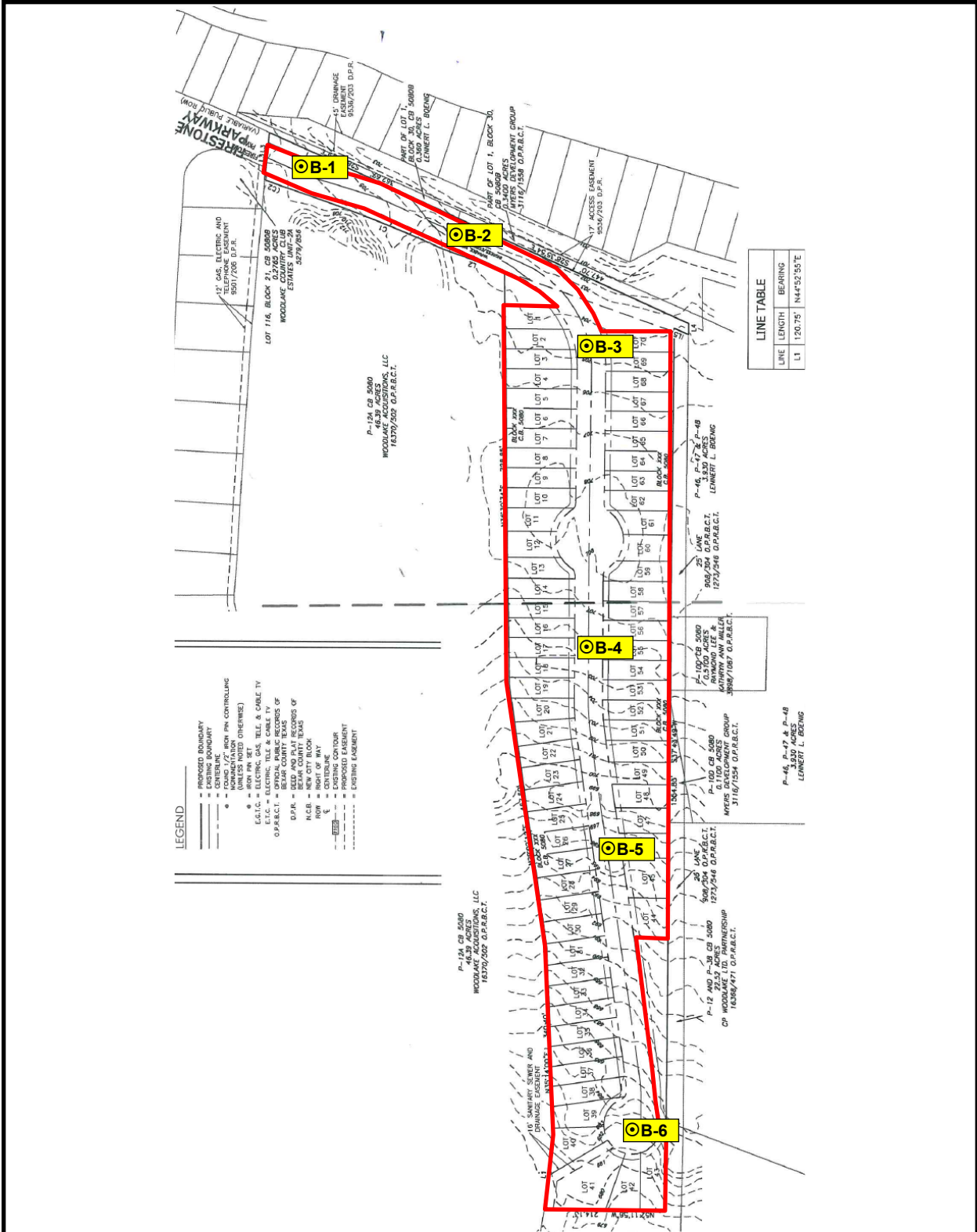
Date:  
10/13/2017





Bexar County, Texas														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			<i>In</i>				<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>
HsB—Houston Black clay, 1 to 3 percent slopes														
Houston black	80	D	0-6	Clay	CH	A-7-6	0-0-0	0-0-0	96-98-100	92-96-100	81-92-100	71-81-90	63-70-76	34-44-49
			6-70	Clay, silty clay	CH	A-7-6	0-0-0	0-0-0	98-98-100	96-96-100	85-92-100	74-81-90	58-70-76	38-44-49
			70-80	Clay, silty clay	CH	A-7-6	0-0-0	0-0-0	94-96-100	86-92-100	74-88-100	65-78-95	61-71-75	37-45-50
HuB—Houston Black gravelly clay, 1 to 3 percent slopes														
Houston black	80	D	0-6	Gravelly clay	GC, CH	A-7-6	0-0-0	0-3-4	65-69-73	46-57-73	41-55-73	35-48-66	63-70-76	38-44-49
			6-70	Clay, silty clay	CH	A-7-6	0-0-0	0-0-0	98-98-100	96-96-100	85-92-100	74-81-90	58-70-76	38-44-49
			70-80	Clay, silty clay	CH	A-7-6	0-0-0	0-0-0	94-96-100	86-92-100	74-88-100	65-78-95	61-71-75	37-45-50
HuC—Houston Black gravelly clay, 3 to 5 percent slopes														
Houston black	90	D	0-13	Gravelly clay	GC, CH	A-7-6	0-0-0	0-3-4	65-69-77	46-57-74	41-55-74	35-48-67	63-70-76	38-44-49
			13-63	Clay	CH	A-7-6	0-0-0	0-0-0	98-98-99	96-96-98	85-92-98	74-81-89	63-70-71	38-44-49
			63-86	Clay	CH	A-7-6	0-0-0	0-0-0	95-96-99	88-93-98	75-89-98	66-79-93	61-71-75	37-45-50
TF—Tinn and Frio soils, 0 to 1 percent slopes, frequently flooded														
Tinn	60	D	0-8	Clay	CH, CL	A-7-6	0-0-0	0-0-0	95-98-100	95-98-100	85-93-100	80-90-100	45-60-75	25-40-54
			8-65	Clay, silty clay	CH	A-7-6	0-0-0	0-0-0	95-98-100	90-95-100	80-90-100	80-90-100	55-65-75	35-45-54
			65-80	Clay, silty clay	CH	A-7-6	0-0-0	0-0-0	95-98-100	90-95-100	80-90-100	80-90-100	55-65-75	35-45-54
Frio	39	C	0-30	Silty clay loam	CH, CL	A-6, A-7-6	0-0-0	0-1-2	90-95-100	85-93-100	85-93-100	69-85-100	36-48-59	17-26-34
			30-50	Silty clay, silty clay loam, clay loam	CH, CL	A-6, A-7-6	0-0-0	0-1-2	90-95-100	85-93-100	85-93-100	69-85-100	36-48-59	17-26-34
			50-80	Silty clay, silty clay loam, clay loam	CH, CL	A-6, A-7-6	0-0-0	0-3-5	90-95-100	90-95-100	85-93-100	68-84-100	36-48-59	17-26-34

Subsurface Exploration and Pavement Analysis Proposed New Streets Woodlake Estates San Antonio, Texas	Soil Map—Approximate Location	
	InTEC Project Number: <b>S171405</b>	Date: 10/13/2017



Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
Woodlake Estates  
San Antonio, Texas

### Approximate Boring Locations

InTEC Project Number:  
**S171405**

Date:  
10/13/2017

**PROJECT: Woodlake Estates - Pavement**  
**LOCATION:** San Antonio, Texas  
**CLIENT:** UP Engineering, LLC

**PROJECT NO: S171405**  
**DATE:** 10-16-2017



**BORING NO. B-1**

DEPTH (feet)	SYMBOL	SAMPLES	SOIL DESCRIPTION	% MINUS 200 SIEVE	UNIT DRY WT IN PCF	S.S. BY P.P	BLOWS PER FOOT	SHEAR STRENGTH TSF	LIQUID LIMIT	PLASTICITY INDEX	Plastic Limit — Liquid Limit Moisture Content % - •
0											20 40 60 80
		ST	Stiff to Very Stiff Dark Brown to Brown Clay		97			0.93	71	53	
		ST				1.2					
5		ST	Very Stiff Tan Clay - with Caliche and Some Gravel			1.6			84	63	
		ST				1.8					
10		ST				2.2					
15											
20											
25											
30											
35											

**Notes:** Ground Water Observed: No Completion Depth (ft): 12

S.S. by P.P - Shear Strength in TSF  
by Hand Penetrometer

S.S. - Split Spoon Sample  
S.T. - Shelby Tube Sample

HA - Hand Auger  
AU - Auger Sample

Plate: 2

**PROJECT: Woodlake Estates - Pavement**  
**LOCATION: San Antonio, Texas**  
**CLIENT: UP Engineering, LLC**

**PROJECT NO: S171405**  
**DATE: 10-16-2017**



**BORING NO. B-2**

DEPTH (feet)	SYMBOL	SAMPLES	SOIL DESCRIPTION	% MINUS 200 SIEVE	UNIT DRY WT IN PCF	S.S. BY P.P	BLOWS PER FOOT	SHEAR STRENGTH TSF	LIQUID LIMIT	PLASTICITY INDEX	Plastic Limit Moisture Content % -	Liquid Limit Moisture Content % -
0											20	40
		ST	Stiff to Very Stiff Dark Brown to Brown Clay			0.9						
		ST				1.6						
5		ST	Very Stiff Tan Clay - with Caliche and Some Gravel			1.8						
		ST				2.0						
10		ST				2.2			94	74		
15												
20												
25												
30												
35												

**Notes:** Ground Water Observed: No Completion Depth (ft): 12

S.S. by P.P - Shear Strength in TSF  
by Hand Penetrometer

S.S. - Split Spoon Sample  
S.T. - Shelby Tube Sample

HA - Hand Auger  
AU - Auger Sample

Plate: 3

**PROJECT: Woodlake Estates - Pavement**  
**LOCATION:** San Antonio, Texas  
**CLIENT:** UP Engineering, LLC

**PROJECT NO: S171405**  
**DATE:** 10-16-2017



**BORING NO. B-3**

DEPTH (feet)	SYMBOL	SAMPLES	SOIL DESCRIPTION	% MINUS 200 SIEVE	UNIT DRY WT IN PCF	S.S. BY P.P	BLOWS PER FOOT	SHEAR STRENGTH TSF	LIQUID LIMIT	PLASTICITY INDEX	Plastic Limit ——— Liquid Limit Moisture Content % - •			
0											20	40	60	80
	[Hatched Box]	ST	Very Stiff Dark Brown to Brown Clay		98			1.32						
		ST				1.8								
5	[Hatched Box]	ST	Very Stiff Tan Clay - with Caliche and Some Gravel			1.6								
		ST				2.0								
10		ST				2.2								
15														
20														
25														
30														
35														

**Notes:** Ground Water Observed: No Completion Depth (ft): 12

S.S. by P.P - Shear Strength in TSF  
by Hand Penetrometer

S.S. - Split Spoon Sample  
S.T. - Shelby Tube Sample

HA - Hand Auger  
AU - Auger Sample

Plate: 4

**PROJECT: Woodlake Estates - Pavement**  
**LOCATION:** San Antonio, Texas  
**CLIENT:** UP Engineering, LLC

**PROJECT NO: S171405**  
**DATE:** 10-16-2017



**BORING NO. B-4**

DEPTH (feet)	SYMBOL	SAMPLES	SOIL DESCRIPTION	% MINUS 200 SIEVE	UNIT DRY WT IN PCF	S.S. BY P.P	BLOWS PER FOOT	SHEAR STRENGTH TSF	LIQUID LIMIT	PLASTICITY INDEX	<i>Plastic Limit</i> ——— <i>Liquid Limit</i> <i>Moisture Content % -</i> •			
0											20	40	60	80
		ST	Very Stiff Dark Brown to Brown Clay			1.1			77	59				
		ST				1.6								
5		ST	Very Stiff Tan Clay - with Caliche and Some Gravel			1.8								
		ST				2.0								
10		ST				2.2								
15														
20														
25														
30														
35														

**Notes:** **Ground Water Observed:** No **Completion Depth (ft):** 12

S.S. by P.P - Shear Strength in TSF  
by Hand Penetrometer

S.S. - Split Spoon Sample  
S.T. - Shelby Tube Sample

HA - Hand Auger  
AU - Auger Sample

**Plate: 5**

**PROJECT: Woodlake Estates - Pavement**  
**LOCATION:** San Antonio, Texas  
**CLIENT:** UP Engineering, LLC

**PROJECT NO: S171405**  
**DATE:** 10-16-2017



**BORING NO. B-5**

DEPTH (feet)	SYMBOL	SAMPLES	SOIL DESCRIPTION	% MINUS 200 SIEVE	UNIT DRY WT IN PCF	S.S. BY P.P	BLOWS PER FOOT	SHEAR STRENGTH TSF	LIQUID LIMIT	PLASTICITY INDEX	Plastic Limit Moisture Content % -	Liquid Limit Moisture Content % -
0											20	40
		ST	Very Stiff Dark Brown to Brown Clay		97			1.13				
		ST				2.1						
5		ST	Very Stiff Tan Clay - with Caliche and Some Gravel			2.2			96	76		
		ST				2.1						
10		ST				1.9						
15												
20												
25												
30												
35												

**Notes:** Ground Water Observed: No Completion Depth (ft): 12

S.S. by P.P - Shear Strength in TSF  
by Hand Penetrometer

S.S. - Split Spoon Sample  
S.T. - Shelby Tube Sample

HA - Hand Auger  
AU - Auger Sample

Plate: 6

**PROJECT: Woodlake Estates - Pavement**  
**LOCATION:** San Antonio, Texas  
**CLIENT:** UP Engineering, LLC

**PROJECT NO: S171405**  
**DATE:** 10-16-2017



**BORING NO. B-6**

DEPTH (feet)	SYMBOL	SAMPLES	SOIL DESCRIPTION	% MINUS 200 SIEVE	UNIT DRY WT IN PCF	S.S. BY P.P	BLOWS PER FOOT	SHEAR STRENGTH TSF	LIQUID LIMIT	PLASTICITY INDEX	<div>Plastic Limit ——— Liquid Limit</div> <div>Moisture Content % - ●</div> <div>20 40 60 80</div>			
0														
		ST	Very Stiff Dark Brown to Brown Clay		98			1.63						
		ST			1.8									
5		ST	Very Stiff Tan Clay - with Caliche and Some Gravel		2.0									
	ST		1.8		107	84								
10	ST		2.2											
15														
20														
25														
30														
35														

**Notes:**

**Ground Water Observed:** No

**Completion Depth (ft):** 12

S.S. by P.P - Shear Strength in TSF  
by Hand Penetrometer










S.S. - Split Spoon Sample  
S.T. - Shelby Tube Sample

HA - Hand Auger  
AU - Auger Sample

**Plate:** 7



## KEY TO CLASSIFICATIONS AND SYMBOLS

<u>Soil Fractions</u>		<u>Soil or Rock Types</u> (Shown in symbols column) (Predominate Soil Types Shown Heavy)		
<u>Component</u>	<u>Size Range</u>			
Boulders	Greater than 12"			
Cobbles	3" - 12"			
Gravel	3" - #4 (4.76mm)			
Coarse	3" - 3/4"			
Fine	3/4" - #4			
Sand	#4 - #200 (0.074mm)			
Coarse	#4 - #10 (2.00mm)			
Medium	#10 - #40 (0.42mm)			
Fine	#40 - #200 (0.074mm)			
Silt and Clay	Less than #200			
		Limestone	Sandy Clay	Gravel

## TERMS DESCRIBING SOIL CONSISTENCY

<u>Description</u> (Cohesive <u>Soils</u> )	<u>Unconfined</u> <u>Compression</u> <u>TSF</u>	<u>Blows/Ft.</u> <u>Std. Penetration</u> <u>Test</u>	<u>Description</u> (Cohesionless <u>Soils</u> )	<u>Blows/Ft.</u> <u>Std. Penetration</u> <u>Tests</u>
Very Soft	0.25	<2	Very Loose	0 - 4
Soft	0.25 - 0.50	2 - 4	Loose	4 - 10
Firm	0.50 - 1.00	4 - 8	Medium Dense	10 - 30
Stiff	1.00 - 2.00	8 - 15	Dense	30 - 50
Very Stiff	2.00 - 4.00	15 - 30	Very Dense	50
Hard	>4.00	>30		

## SOIL STRUCTURE

Calcareous	Containing deposits of calcium carbonate; generally nodular.
Slickenside	Having inclined planes of weakness that are slick and glossy in appearance.
Laminated	Composed of thin layers of varying color and texture.
Fissured	Containing shrinkage cracks frequently filled with fine sand or silt. Usually more or less vertical.
Interbedded	Composed of alternate layers of different soil types.
Jointed	Consisting of hair cracks that fall apart as soon as the confining pressure is removed.
Varved	Consisting of alternate thin layers of sand, silt or clay formed by variations in sedimentations during the various seasons of the year, of often exhibiting contrasting colors when partially dried. Each layer is generally less than 1/2" in thickness.
Stratified	Composed of, or arranged in layers (usually 1 inch or more)
Well-graded	Having a wide range of grain sizes and substantial amount of all intermediate particle sizes.
Poorly or Gap-graded	Having a range of sizes with some intermediate sizes missing.
Uniformly-graded	Predominantly of one grain size.

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10/13/2017

## Calculations

**CBR = 2.0**

Subsurface Exploration and Pavement Analysis  
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10/27/2017



## SpectraPave4 PRO™ Pavement Optimization Design Analysis



### Design Parameters for AASHTO (1993) Equation

Reliability (%)	= 70	Initial Serviceability	= 4.2
Standard Normal Deviate	= -1.524	Terminal Serviceability	= 2.0
Standard Deviation	= 0.45	Change In Serviceability	= 2.2

Aggregate fill shall conform to following requirement:

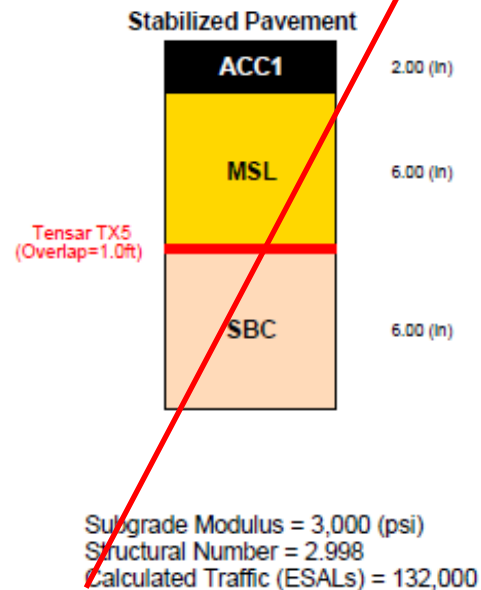
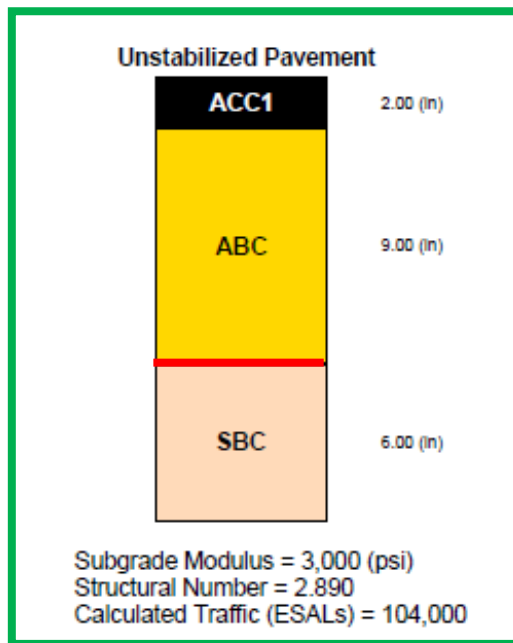
D50 ≤ 27mm (Base course)

### Unstabilized Section Material Properties

Layer	Description	Cost (\$/ton)	Layer coefficient	Drainage factor
ACC1	Asphalt Wearing Course	70	0.440	N/A
ABC	Aggregate Base Course	20	0.170	1.0
SBC	Subbase Course	16	0.080	1.0

### Stabilized Section Material Properties

Layer	Description	Cost (\$/ton)	Layer coefficient	Drainage factor
ACC1	Asphalt Wearing Course	70	0.440	N/A
MSL	Mechanically Stabilized Base Course	20	0.273	1.0
SBC	Subbase Course	16	0.080	1.0



Structural Coefficient of geogrid reinforced base value of 0.17 used

### LIMITATIONS OF THE REPORT

The designs, illustrations, information and other content included in this report are necessarily general and conceptual in nature, and do not constitute engineering advice or any design intended for actual construction. Specific design recommendations can be provided as the project develops.

Subsurface Exploration and Pavement Analysis  
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### Local Type A without Bus Traffic

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## SpectraPave4 PRO™ Pavement Optimization Design Analysis



### Design Parameters for AASHTO (1993) Equation

Reliability (%)	= 90	Initial Serviceability	= 4.2
Standard Normal Deviate	= -1.282	Terminal Serviceability	= 2.0
Standard Deviation	= 0.45	Change In Serviceability	= 2.2

Aggregate fill shall conform to following requirement:

D50 ≤ 27mm (Base course)

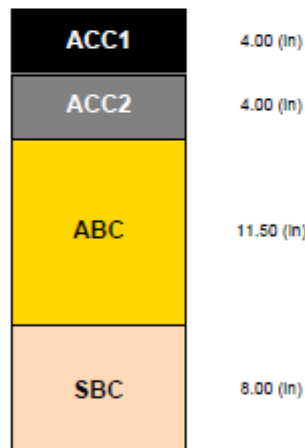
### Unstabilized Section Material Properties

Layer	Description	Cost (\$/ton)	Layer coefficient	Drainage factor
ACC1	Asphalt Wearing Course	70	0.440	N/A
ACC2	Dense-graded Asphalt Course	70	0.170	N/A
ABC	Aggregate Base Course	20	0.170	1.0
SBC	Subbase Course	16	0.080	1.0

### Stabilized Section Material Properties

Layer	Description	Cost (\$/ton)	Layer coefficient	Drainage factor
ACC1	Asphalt Wearing Course	70	0.420	N/A
MSL	Mechanically Stabilized Base Course	20	0.265	1.0
SBC	Subbase Course	16	0.080	1.0

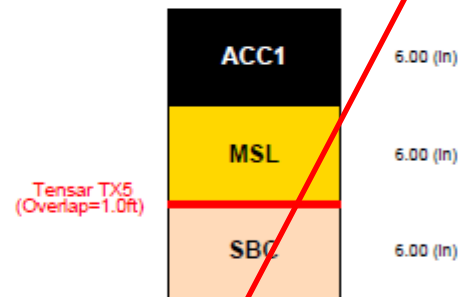
### Unstabilized Pavement



Subgrade Modulus = 3,000 (psi)  
Structural Number = 5.035  
Calculated Traffic (ESALs) = 2,231,000

Structural Coefficient of geogrid reinforced base value of 0.17 used

### Stabilized Pavement



Subgrade Modulus = 3,000 (psi)  
Structural Number = 4.590  
Calculated Traffic (ESALs) = 1,129,000

### LIMITATIONS OF THE REPORT

The designs, illustrations, information and other content included in this report are necessarily general and conceptual in nature, and do not constitute engineering advice or any design intended for actual construction. Specific design recommendations can be provided as the project develops.

Subsurface Exploration and Pavement Analysis  
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### Local B

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Date:  
10/27/2017



## SpectraPave4 PRO™ Pavement Optimization Design Analysis



### Design Parameters for AASHTO (1993) Equation

Reliability (%)	= 90	Initial Serviceability	= 4.2
Standard Normal Deviate	= -1.282	Terminal Serviceability	= 2.5
Standard Deviation	= 0.45	Change In Serviceability	= 1.7

Aggregate fill shall conform to following requirement:

D50 ≤ 27mm (Base course)

### Unstabilized Section Material Properties

Layer	Description	Cost (\$/ton)	Layer coefficient	Drainage factor
ACC1	Asphalt Wearing Course	70	0.440	N/A
ACC2	Dense-graded Asphalt Course	70	0.170	N/A
ABC	Aggregate Base Course	20	0.170	1.0
SBC	Subbase Course	16	0.080	1.0

### Stabilized Section Material Properties

Layer	Description	Cost (\$/ton)	Layer coefficient	Drainage factor
ACC1	Asphalt Wearing Course	70	0.440	N/A
MSL	Mechanically Stabilized Base Course	20	0.308	1.0
None	Subbase Course	16	0.080	1.0

### Unstabilized Pavement

ACC1	4.00 (in)
ACC2	4.00 (in)
ABC	13.50 (in)
SBC	8.00 (in)

Subgrade Modulus = 3,000 (psi)  
Structural Number = 5.375  
Calculated Traffic (ESALs) = 2,116,000

Structural Coefficient of geogrid reinforced base value of 0.17 used

### Stabilized Pavement

ACC1	6.00 (in)
MSL	4.50 (in)

Tensar TX5 (Overlap=1.0ft)

Subgrade Modulus = 3,000 (psi)  
Structural Number = 4.026  
Calculated Traffic (ESALs) = 299,000

### LIMITATIONS OF THE REPORT

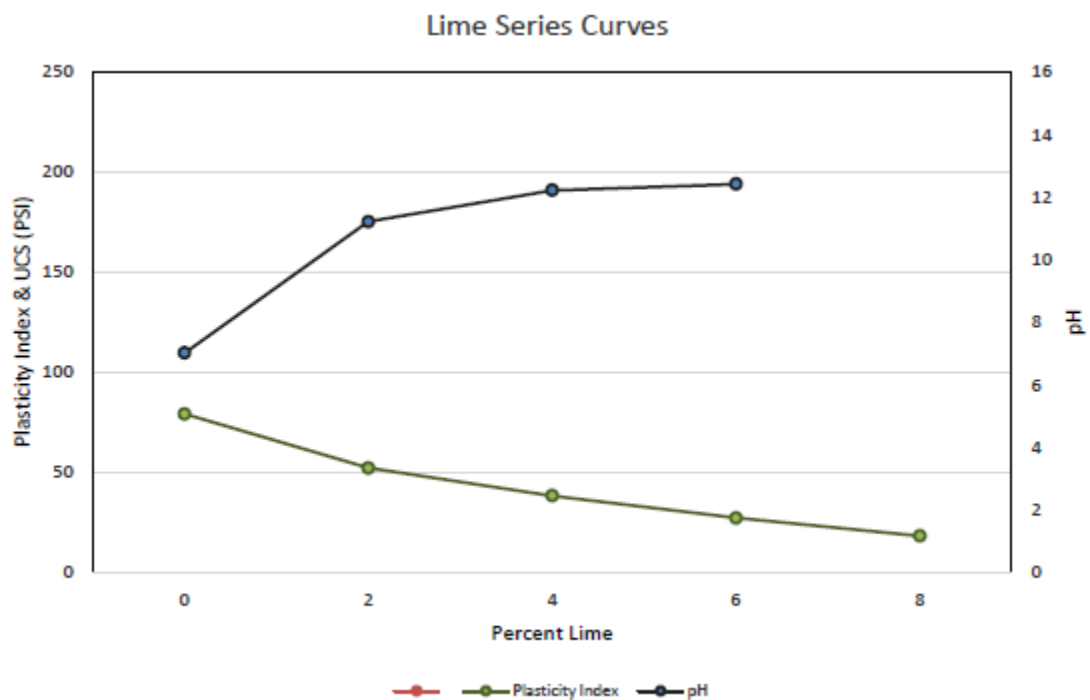
The designs, illustrations, information and other content included in this report are necessarily general and conceptual in nature, and do not constitute engineering advice or any design intended for actual construction. Specific design recommendations can be provided as the project develops.

Subsurface Exploration and Pavement Analysis  
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### Collector

InTEC Project Number:  
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Subsurface Exploration and Pavement Analysis  
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### Lime Series

InTEC Project Number:  
**S171405**

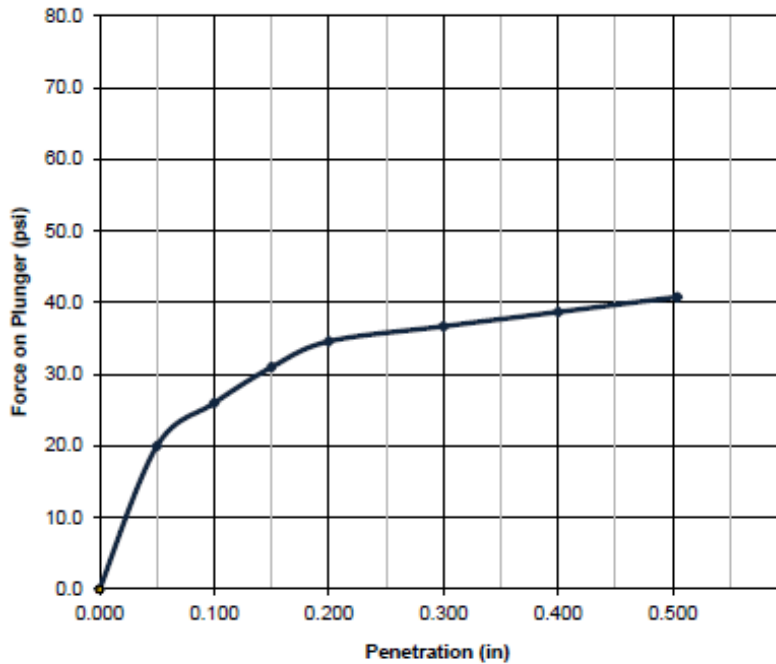
Date:  
10/27/2017

# InTEC of San Antonio

ASTM D-1883 California Bearing Ratio Test Report



## Load Penetration Curve



### CBR Results

Results	A	B	C	D	Average
0.1 in Pen.	2.5				
0.2 in Pen.	2.2				
Moisture (%)	21.90				
Density (pcf)	98.30				
Final Moisture (%)	22.60				
Final Density (pcf)	97.40				

### Project Information

Project Number	S171405	Sample Location	
Project Name	Woodlake Estates	Specimen A	near B-6
Date	10/24/2017	Specimen B	
Client	Up Engineering	Specimen C	
		Specimen D	
Test Variables			
Job Ref.		Liquid Limit:	79.0
Sample Num.		Plastic Limit:	22.0
Remarks	Dark Brown Clay to Brown Clay		

Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
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### CBR Test Results

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## Appendix

Subsurface Exploration and Pavement Analysis  
Proposed New Streets  
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# Important Information about Your Geotechnical Engineering Report

*Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.*

*While you cannot eliminate all such risks, you can manage them. The following information is provided to help.*

## **Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects**

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical engineering study conducted for a civil engineer may not fulfill the needs of a construction contractor or even another civil engineer. Because each geotechnical engineering study is unique, each geotechnical engineering report is unique, prepared *solely* for the client. No one except you should rely on your geotechnical engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you — should apply the report for any purpose or project except the one originally contemplated.*

## **Read the Full Report**

Serious problems have occurred because those relying on a geotechnical engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

## **A Geotechnical Engineering Report Is Based on A Unique Set of Project-Specific Factors**

Geotechnical engineers consider a number of unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical engineering report that was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light industrial plant to a refrigerated warehouse,

- elevation, configuration, location, orientation, or weight of the proposed structure,
- composition of the design team, or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

## **Subsurface Conditions Can Change**

A geotechnical engineering report is based on conditions that existed at the time the study was performed. *Do not rely on a geotechnical engineering report* whose adequacy may have been affected by: the passage of time; by man-made events, such as construction on or adjacent to the site; or by natural events, such as floods, earthquakes, or groundwater fluctuations. *Always* contact the geotechnical engineer before applying the report to determine if it is still reliable. A minor amount of additional testing or analysis could prevent major problems.

## **Most Geotechnical Findings Are Professional Opinions**

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ—sometimes significantly—from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide construction observation is the most effective method of managing the risks associated with unanticipated conditions.

## **A Report's Recommendations Are *Not* Final**

Do not overrely on the construction recommendations included in your report. *Those recommendations are not final*, because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations only by observing actual



subsurface conditions revealed during construction. *The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's recommendations if that engineer does not perform construction observation.*

## **A Geotechnical Engineering Report Is Subject to Misinterpretation**

Other design team members' misinterpretation of geotechnical engineering reports has resulted in costly problems. Lower that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Contractors can also misinterpret a geotechnical engineering report. Reduce that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing construction observation.

## **Do Not Redraw the Engineer's Logs**

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

## **Give Contractors a Complete Report and Guidance**

Some owners and design professionals mistakenly believe they can make contractors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give contractors the complete geotechnical engineering report, *but* preface it with a clearly written letter of transmittal. In that letter, advise contractors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. *Be sure contractors have sufficient time* to perform additional study. Only then might you be in a position to give contractors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

## **Read Responsibility Provisions Closely**

Some clients, design professionals, and contractors do not recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that

have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations" many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

## **Geoenvironmental Concerns Are Not Covered**

The equipment, techniques, and personnel used to perform a *geoenvironmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnical engineering report does not usually relate any geoenvironmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures.* If you have not yet obtained your own geoenvironmental information, ask your geotechnical consultant for risk management guidance. *Do not rely on an environmental report prepared for someone else.*

## **Obtain Professional Assistance To Deal with Mold**

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, a number of mold prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; ***none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.***

## **Rely, on Your ASFE-Member Geotechnical Engineer for Additional Assistance**

Membership in ASFE/THE BEST PEOPLE ON EARTH exposes geotechnical engineers to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a construction project. Confer with your ASFE-member geotechnical engineer for more information.

# **ASFE THE GEOPROFESSIONAL BUSINESS ASSOCIATION**

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