Geotechnical Exploration Report

LEE'S SUMMIT HYUNDAI
Lee's Summit, Missouri
CFS Project No. 24-5633

Prepared For
United Engineering Group-Midwest, LLC
4501 NW Oakley Avenue, Suite 232
Topeka, Kansas 66618

November 15, 2024

CFS ENGINEERS
Cook, Flatt & Strobel Engineers
1100 W. Cambridge Circle Drive, Suite 700
Kansas City, Kansas 66103
www.cfse.com

One Vision. One Team. One Call.

November 15, 2024

United Engineering Group-Midwest, LLC
4501 NW Oakley Avenue, Suite 232
Topeka, Kansas 66618

Attn: John Ladson

Re: LEE'S SUMMIT HYUNDAI | Topeka, Kansas
CFS Project No: 24-5633

Mr. Ladson,

A subsurface exploration and an evaluation were performed at the planned Lee's Summit Hyundai project site to provide geotechnical engineering related recommendations for design and construction of the proposed project.

Exploratory soil borings have been drilled and a laboratory testing program was conducted on selected soil samples. The data has been analyzed based on the project information provided by United Engineering Group-Midwest, LLC.

Undocumented fill extending to depths of eight (8) to 14 feet beneath existing site grade was encountered during this exploration. Undocumented fill is any foreign material that was placed or dumped in an uncontrolled manner (i.e., no records of testing exist from the time of placement). Undocumented fill is inconsistent and unpredictable in nature, and it should not be used in support of foundations. To mitigate the risk of intolerable settlements associated with undocumented fill, CFS recommends rammed aggregate piers be utilized to strengthen and stabilize the in-situ materials and accommodate a traditional shallow foundation system which is, generally, most economical. Detailed analysis of subsurface conditions, any alternate foundation types, and pertinent design recommendations are included, herein.

We truly appreciate the opportunity to work on this project and are eager to continue providing geotechnical engineering services, as well as construction materials testing and inspections services as the project progresses. Please let us know if there are any questions or concerns.

Respectfully Submitted,
Cook, Flatt & Strobel Engineers, PA

STATE OF MISSOURI
JACOB PHILLIP ENGLER
NUMBER
PE-2017018964
11/15/2024
PROFESSIONAL ENGINEER

Jacob Engler, PE
Geotechnical Engineer

Adam McEachron, PE
Senior Geotechnical Engineer

Table of Contents

Geotechnical Exploration Report

LEE'S SUMMIT HYUNDAI

November 14, 2024

Project Number: 24-5633
November 15, 2024

1 INTRODUCTION

1.1 PURPOSE

The purpose of this geotechnical exploration was to evaluate the underlying materials at the proposed Lee's Summit Hyundai project site, and based upon this information, provide geotechnical engineering related recommendations for design and construction of the planned project. This exploration was performed in accordance with Cook Flatt & Strobel Engineers' P.A. (CFS) proposal number 24-068, dated April 17, 2024, and authorized by United Engineering Group-Midwest, LLC.

This report includes geotechnical recommendations and considerations pertaining to site development, foundation support, concrete slab on grade and pavement construction. Also included in this report are earthwork, construction and drainage considerations associated with the proposed project.

1.2 SCOPE OF SERVICES

This exploration and analysis included an engineering reconnaissance of the planned site, a subsurface exploration as outlined below, a field and laboratory testing program, and an engineering analysis and evaluation of the subsurface materials.

The scope of services did not include any environmental assessment for wetlands or hazardous materials in the soil, surface water, groundwater, air, or surrounding area. Any statement in this report or on the boring logs regarding odors, colors or unusual or suspicious items is strictly for the information of the client.

1.3 GENERAL

The general subsurface conditions used in this analysis are based upon an interpolation of the subsurface data between the borings; varying conditions may be encountered between boring locations. If deviations from the noted subsurface conditions are encountered during construction, they should be brought to the attention of the Geotechnical Engineer.

The recommendations submitted for the proposed structure are based on the available soil information and the preliminary design details. Any revision in the plans for the proposed structure from those described in this report should be brought to the attention of the Geotechnical Engineer to determine if changes in the foundation recommendations are required.

The Geotechnical Engineer warrants that the findings, recommendations, specifications, and professional advice contained, herein, have been presented after being prepared in accordance with generally accepted professional engineering practice in the fields of foundation engineering, soil mechanics and engineering geology. No other warranties are implied or expressed.

After the plans and specifications are complete, it is recommended that the Geotechnical Engineer be provided the opportunity to review the final design and specifications to verify that the earthwork and foundation recommendations are properly interpreted and implemented. Additionally, CFS should be allowed to perform construction inspections on any foundation elements of the project to validate these recommendations.

2 PROJECT DESCRIPTION

It is understood that the planned project comprises the new construction of a multi-story Hyundai car dealership in Lee's Summit, Missouri. The dealership will have a show floor, service department, office space, and associated pavements and drive lanes. Please refer to the table below for assumed design parameters based on experience with similar projects.

ITEM	PARAMETER	
BUILDING TYPE	Multi-story, structural steel and precast concrete construction with concrete slab on grade floor.	
FINISH FLOOR ELEVATIONS (feet above sea level)	975 feet above sea level	
CUT & FILL QUANTITIES	+/- 3 feet from existing grade	
LOADING	Column	Continuous Wall
	300 kips	5-7 kips per linear foot
PAVEMENT	Primarily passenger car vehicles	

Table 1: Assumed Design Parameters

If any changes to the project occur, please notify CFS to allow for a review of these changes and, if necessary, amend this report.

2.1 SITE LOCATION & SURFACE CONDITIONS

The project site is bound by Interstate 470 and the onramp to the north, NW Missouri Road to the east, NW Ward Road to the south, and NW Blue Parkway to the west. Currently, the site is a grass covered field with sporadic trees throughout. A drainage ditch flowing south to north traverses the middle of the west half of the site. The site grades downward from the east to west, with a steep hill located in the middle.

Additionally, the site appears to have been roughly graded in the last six (6) to 12 months with untested clay soil, gravel, and shale.

2.2 SITE GEOLOGY

Soils in the greater Kansas City area are generally residual soils, alluvial deposits, or tills. Residual soils formed as a result of weathering of bedrock, or by weathering of sediments that were transported by water, ice, wind, or a combination of these. Regional soils derived from shale, limestone, and loess have high shrink-swell potentials. Major alluvial deposits occur along the Missouri and Kansas rivers and their tributaries. These consist of clay, sand, and gravel sized sediments. Northern parts of the city were glaciated during the early Pleistocene time resulting in till deposits. Surface bedrock in northeastern Kansas and northwestern Missouri generally consist of limestone and shale (with sandstone found in prehistoric channels) arranged in nearly horizontal beds or layers that can be followed continuously over long distances. These bedrocks are part of the Pennsylvanian bedrock system.

3 SUBSURFACE EXPLORATION

Based on the project information as outlined above, CFS Engineers conducted a field exploration to determine the underlying materials at the proposed project site and to establish their engineering characteristics.

3.1 SCOPE OF WORK

This geotechnical exploration consisted of drilling six (6) borings within the footprint of the planned structure and four (4) borings in the associated pavement areas. Please note, an additional boring was scheduled (B7) but not accessible at the time of this report. The structure and pavement borings had planned depths of 20 and ten (10) feet beneath existing site grade, respectively. The borings were drilled to their planned depth or auger refusal, whichever occurred first. The boring locations can be seen on the Boring Location Plan which is included in Appendix A.

The boring locations were determined in the field using measurements from existing landmarks and should be considered accurate only to the degree implied. The locations were established by Cook, Flatt & Strobel Engineers.

The elevation of the ground surface shown on each test boring log provided by the client and the client's surveyor at the time of this report.

Boring logs representing the materials encountered in the borings are included in Appendix B. The boring logs represent CFS Engineers' interpretation of the field logs combined with laboratory observations and testing of the samples. The stratification boundaries indicated on the boring logs were based on field observations, an extrapolation of information obtained by examining samples from the borings, and comparisons of soils and/or bedrock types with similar engineering characteristic. As such, the boundaries between subsurface strata should be expected to vary from the logs to some extent.

The depth to groundwater, if encountered, was recorded in each test boring during drilling and can be seen in Section 3.5, Groundwater Conditions. After completion of drilling, sampling, and field testing, the excavations were backfilled with auger cuttings.

3.2 DRILLING AND SAMPLING PROCEDURES

The auger borings were drilled using a truck mounted Dietrich D50 drill rig with a rotary head. 3.25-inch solid-stem augers were used to drill the holes. During drilling, field logs were created and maintained by CFS personnel to catalog the materials encountered.

Representative samples were obtained during drilling using split-barrel sampling procedures in general accordance with the procedures for "Standard Test Methods for Standard Penetration Test (SPT) and Split-Barrel Sampling of Soils" (ASTM D 1586).

Upon completion of drilling, the samples were then sealed and returned to CFS's laboratory for further examination, classification, and testing. The samples recovered were identified, classified, and evaluated by a Geotechnical Engineer.

3.3 Field Tests and Measurements

During the soil boring procedure, Standard Penetration Tests (SPT) were performed at pre-determined intervals to obtain the standard penetration value of the soil as outlined in the ASTM D1586 test method. The standard penetration value (N) is defined as the number of blows of a 140-pound hammer falling 30 inches, required to advance the split-barrel sampler one foot into the soil. The sampler is lowered to the bottom of the previously cleaned drill hole and advanced by blows from the hammer.

The number of blows is recorded for each of three successive increments of six inches penetration. The "N" value is then obtained by adding the second and third incremental numbers. The results of the standard penetration test are shown on the Boring Logs and indicate the relative density of cohesionless soils and comparative consistency of cohesive soils, and thereby provide a basis for estimating the relative strength and compressibility of the soil profile components.

The Standard Penetration Test (SPT) was also used to evaluate the consistency of the in-situ materials. The N-values for the site's materials were found to range from six (6) to 50+ blows/foot.

3.4 Subsurface Conditions

The materials encountered in the test borings have been visually classified according to the Unified Soil Classification System (USCS). Specific subsurface conditions encountered—including field tests, lab tests, and water level observations—at the boring locations are also presented on the individual boring logs found in Appendix B of this report.

3.5 Groundwater Conditions

Groundwater was not encountered in the borings at the time of the investigation. Please note, the reported groundwater levels reflect the conditions observed at the time the borings were drilled. Groundwater levels should be expected to fluctuate with changes in grading, precipitation changes, and seasonal changes. The water levels included in this report do not indicate a permanent groundwater condition. Additionally, the materials encountered during this exploration are, generally, low permeable soils.

4 Laboratory Testing

Upon completion of drilling, the samples were returned to CFS's laboratory located in Kansas City, Kansas for laboratory testing. A supplemental laboratory testing program was conducted to evaluate additional engineering characteristics of the in-situ soils necessary in analyzing the behavior of the support systems for the proposed building.

The laboratory testing program included the following tests:

- Supplementary visual classification (ASTM D2488) of all samples,
- Water content (ASTM D2216) of all samples, and
- Atterberg limit tests (ASTM D4318) on a selected sample.

The results of the laboratory testing program can be seen in on the boring logs in Appendix B. The Atterberg limits can be seen in the following table.

BORING ID	SAMPLE #	MOISTURE CONTENT (%)	ATTERBERG LIMITS			USCS CLASSIFICATION
			LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
B4	SPT-1	16	43	15	28	LEAN CLAY (CL)
B11	SPT-3	17	40	16	24	LEAN CLAY (CL)

Table 2: Atterberg Limits Results

Based on the Atterberg limits, the overburden material classifies as Fat Clay (CH) and is undocumented fill which is considered unstable and highly expansive. To limit the risk of differential slab movements, all concrete slabs on grade should be constructed in accordance with Section 7.3, "Slab on Grade Recommendations" of this report.

5 GEOTECHNICAL CONCERNS

The following geotechnical concerns are based upon the subsurface materials encountered during this exploration and CFS's understanding of the project as described in Section 2, "Project Description" of this report. If any changes to the planned structure's location, loading or elevations occur, CFS must be allowed to review these changes, and if necessary, issue amendments to this report and its recommendations.

1. *Undocumented Fill*: Undocumented fill extending to depths of eight (8) to 14 feet beneath existing site grade was encountered during this exploration. Undocumented fill is any foreign material that was placed or dumped in an uncontrolled manner (i.e., no records of testing exist from the time of placement). Undocumented fill is inconsistent and unpredictable in nature, and it should not be used in support of foundations. To mitigate the risk of intolerable settlements associated with undocumented fill, CFS recommends rammed aggregate piers be utilized to strengthen and stabilize the in-situ materials and accommodate a traditional shallow foundation system which is, generally, most economical. Please note, the undocumented fill is considered suitable for support of the floor slab given it is thoroughly evaluated during construction by CFS Engineers and a minimum of 24-inches of LVC material is utilized directly beneath the concrete as outlined below.

2. *Slab on Grade Support*: Expansive clay soils and undocumented fill were encountered during this exploration. The on-site materials are NOT suitable for direct support of concrete slabs and/or concrete wall backfill. It is recommended that all walls be backfilled with open graded stone (such as No. 57 as referenced in ASTM C33) extending two (2) feet behind the wall for the entire height of the wall to within 12-inches of the surface to allow for proper drainage and relief of any hydrostatic pressure build-ups that may occur in the native fat clay. All slabs on grade should be supported by a minimum 24-in-thick mat of low volume change material (LVC) constructed in accordance with Section 7.3, "Slab on Grade Recommendations" of this report.

6 EARTHWORK & SITE DEVELOPMENT

6.1 SITE PREPARATION

Prior to filling, the grass and topsoil should be stripped from all structural areas and be stockpiled for later use in landscape areas, or it should be wasted. Any trees and shrubs should be removed including the entirety of the root ball and root systems. The upper 12-inches of the subgrade should be moisture conditioned and recompacted, as necessary, to provide a stable subgrade upon which to begin placement of engineered fill.

Upon completion of stripping and prior to filling, the newly exposed subgrade should be evaluated by a qualified professional for stability by means of proof rolling. The proof roll should be conducted using a fully loaded, tandem axle dump truck weighing more than 25 tons. Any soft or unsuitable areas identified during the proof roll should be corrected by means of additional moisture conditioning and recompacting, or removal and replacement with an acceptable material.

6.2 Fill Materials

All general and structural fill should be free of debris and defined by ASTM 2487 as CH, CL, ML, GW, GP, SM, SW, SC, and SP. The onsite soils tend to meet this requirement; however, please note that CH (fat clay) classification materials should NOT be used as structural fill within two (2) feet of the finished grade supporting the building slab and within ten (10) feet laterally outside of the building footprint. Fat clays (CH) with Liquid Limits of greater than 55 should not be used in the upper one (1) foot beneath the pavement without being treated with cement as outlined later in this report.

The on-site topsoil contains organic material and is unsuitable for use as structural fill. Unsuitable materials are those defined by ASTM 2487 as MH, OL, OH, and PT.

6.3 Engineered Fill Placement

For the purpose of this report, engineered fill means fill placed in controlled layers and compacted and tested according to accepted geotechnical engineering practices to ensure that it meets the required specifications. Structural fill refers to any engineered fill placed within the footprint of the planned structures or pavements. Engineered fill materials should be free of organic matter. During placement, engineered fill materials should be within the specified moisture contents and compacted to the specified densities given below in Tables two (2) and three (3). Maximum dry density and optimum moisture content should be determined by the Standard Proctor test (ASTM D 698).

Fill should be placed in six (6) inch lifts (compacted thickness) in mass fill areas, and as needed to obtain the proper compaction in utility trenches and behind walls. Structural fill should extend a minimum of two (2) feet beyond any structure lines. *Additionally, where slopes exist, engineered fill must be properly benched into the existing materials.*

ENGINEERED FILL MATERIAL	MAXIMUM BELOW OPTIMUM	MAXIMUM ABOVE OPTIMUM
Lean Clay (CL)	-2%	+3%
Fat Clay (CH)	0%	+4%
Compacted Base Rock (i.e., MODOT Type 5, AB3 or equivalent)	NA	NA

Table 3: Recommended Moisture Ranges

LOCATION OR AREA	REQUIED COMPACTION (%) (ASTM D 698, DRY DENSITY)	TESTING FREQUENCY 3 PER LIFT PER ...
Building Walkways	95%	20,000 sf
Retaining Walls	95%	1,000 sf
Trenches	95%	150 lf
Lawn or Unimproved Areas	92%	20,000 sf
Structural Fill (i.e., building and pavement subgrades)	95%	10,000 sf
Out-Parcels	95%	20,000 sf

Table 4: Compaction Requirements & Testing Frequency

A representative of the Geotechnical Engineer should monitor filling operations on a full-time basis. Enough density tests should be taken to verify that the specified compaction is obtained. See the table above for required testing frequency.

6.4 Excavations & Trenches

All temporary slopes and excavations should conform to Occupational Safety and Health Administration (OSHA) Standards for the Construction Industry (29 CFR Part 1926, Subpart P). Excavations at this site are *expected* to be made in "Type C" clayey soil. Soil types should be verified in the field by a competent individual.

All excavations should be kept dry during subgrade preparation. Storm water runoff should be controlled and removed to prevent severe erosion of the subgrade and eliminate free standing water. Subgrade that has been rendered unsuitable from erosion or excessive wetting should be removed and replaced with controlled fill.

Trenches should be excavated so that pipes and culverts can be laid straight at uniform grade between the terminal elevations. Trench width should provide adequate working space and sidewall clearances. Trench subgrade should be removed and replaced with controlled fill if found to be wet, soft, loose, or frozen. Trench sub-grades should be compacted above 95% of the maximum dry density in accordance with ASTM D 698 at moisture contents between -3% to +3% of the optimum moisture content.

Granular bedding materials for pipes, such as well-graded sand or gravel, may be used provided that the bottom of the trench is graded so that water flows away from the structure.

Bedding material should be graded to provide a continuous support beneath all points of the pipe and joints. Embedment material should be deposited and compacted uniformly and simultaneously on each side of the pipe to prevent lateral displacement. Compacted control fill material will be required for the full depth of the trench above the embedment material except in area landscape area with the compaction may be reduced to 90% Standard Proctor ASTM D 698. No backfill should be deposited or compacted in standing water.

Permanent slopes greater than 3 horizontals to 1 vertical should not be used unless additional testing and slope analysis is performed.

6.5 Drainage and Dewatering

Normal seasonal weather conditions should be anticipated and planned for during earthwork. It is recommended that the Contractor determine the actual groundwater levels at the site at the time of the construction activities to assess the impact groundwater may have on construction. Water should not be allowed to collect in the foundation excavations, on floor slab areas, or on prepared subgrades of the construction area either during or after construction. Undercut or excavated areas should be sloped toward one corner to facilitate removal of collected rainwater, groundwater, or surface runoff. Positive site drainage should be provided to reduce infiltration of surface water around the perimeter of the building and beneath the floor slabs. The grades should be sloped away from the building and surface drainage should be collected and discharged such that water is not permitted to infiltrate the backfill and floor slab areas of the building.

The site should be graded such that positive drainage (normally 2% minimum) is provided away from any structures. Where sidewalks or paving do not immediately adjoin the building, protective slopes of at least 5% for a minimum of 10 feet from the perimeter walls are recommended. Roof drains and downpours should also be directed away from the building. Open-graded stone is not recommended for use under sidewalks unless the stone is adequately drained to prevent collection of water under the walks.

The site should also be graded to avoid water flows, concentrations, or pools behind retaining walls, curbs, or similar structures. When swales are designed at the top of the walls, proper line and slope should be considered to avoid any flow down behind walls. Special attention is needed for sources of storm water from slopes, building roofs, gutter downspouts and paved areas draining to one point.

6.6 Landscaping

Landscaping and irrigation should be limited adjacent to buildings and pavements to reduce the potential for large moisture changes. Trees and large bushes can develop intricate root systems that can draw moisture from the subgrade, resulting in shrinkage of the bearing material during dry periods of the year. Desiccation of bearing material below foundations may result in foundation settlement.

Landscaped areas near pavements and sidewalks should include a drainage system that prevents over saturation of the subgrade beneath asphalt and concrete surfaces. Drainage systems in irrigation areas should be incorporated into the storm drain system.

7 Geotechnical Engineering Recommendations

7.1 Foundations Recommendations – Rammed Aggregate Piers

Due to the presence of undocumented fill, CFS recommends rammed aggregate piers (RAPs) be utilized to strengthen and stabilize the in-situ materials and accommodate the use of a traditional shallow foundation system. The RAP system should be utilized under all foundations.

RAPs are used to improve the load carrying capacity of marginal soils by ramming aggregate into the unstable subgrade. Generally, a hole is first drilled into the subgrade and successive layers of aggregate are placed and driven into the unstable soils forming an "aggregate bulb" at the base, and thus providing lateral and vertical strengthening of the existing materials. RAPs are a patented design-build intermediate foundation system. The respective companies should be contacted to design the foundation system.

In conjunction with the recommended ground improvement system, it is recommended that spread and trench footings have a minimum width of 24 and 16-inches, respectively. Footings should be suitably reinforced to reduce the effects of differential movement that may occur due to variations in the properties of the supporting soils. Top and bottom reinforcing steel is recommended for continuous wall footings to reduce differential settlement due to possible varying bearing capacities of the existing fill soils.

Every effort should be made to keep the footing excavations dry as the soils will tend to soften when exposed to free water. Footing bottoms should be free of loose soil and concrete should be placed as soon as possible to prevent drying of the foundation soils.

Based on the seasonal freeze-thaw cycles associated with the project site, shallow foundation systems should bear a minimum of 36-inches beneath the ground surface for adequate frost protection.

7.2 Seismic Analysis

The determination of the seismic class is based on ASCE Standard 7: Minimum Design Loads for Building and Other Structures. Based upon this information, the seismic properties of the soil were interpolated from the standard penetration test values. A Seismic Site Class "D" was determined for this site. In addition, there is no significant risk of liquefaction or mass movement of the on-site soils due to a seismic event.

7.3 SLAB ON GRADE RECOMMENDATIONS

In its current state, the overburden materials (i.e., undocumented fill) encountered during this exploration are unsuitable for direct support of the planned slab on grade. CFS recommends all concrete slabs on grade be supported by a minimum of 24-inches of Low Volume Change (LVC) material. LVC material should consist of KDOT AB3, crushed limestone screenings, or equivalent. A low volume change material is defined as a material with a liquid limit less than 45 and a plasticity index less than 25. The subgrade can be constructed as outlined below.

1. Cut the subgrade to a minimum depth of 24-inches beneath the planned bottom of slab elevation. The exposed material at this depth should be moisture conditioned and re-compacted, as necessary, to pass a proof roll as specified in Section 6.1, "Site Preparation" of this report.

2. Twenty (20) inches of compacted LVC material should be placed atop the exposed slab subgrade. The LVC should be placed in lifts no greater than 8-inches-thick (compacted thickness) and compacted to 95% of the maximum dry density as determined by ASTM D698. Limestone based LVC material should be compacted at a moisture content sufficient to achieve the desired compaction.

   (*) Please note, in lieu of limestone based LVC, the on-site soils can be stabilized with Portland Cement mixed at a concentration of 5% by dry unit weight to a depth of 20-inches. See Section 7.5.1 for more information on cement stabilization requirements.

3. A 4-inch-thick layer of open graded stone (ASTM C33 or equivalent material) should be placed atop the 20-inches of compacted LVC material to return the subgrade to the original bottom of slab elevation. The open-graded stone will ease construction and provide a capillary break between the LVC and concrete slab.

If any trenching or excavation of the LVC layer occurs after the building pad has been established, all backfill material should comprise engineered fill and the LVC layer should be reestablished. A subgrade reaction modulus value of 150 psi/in can be used for 20-inches of compacted granular fill such as KDOT AB3, MODOT Type 5 or equivalent.

Every floor slab should be evaluated to determine if a vapor retarder under the concrete floor is required. The slab designer should refer to ACI 302 and/or ACI 360 for procedures regarding the use and placement of a vapor retarder.

To reduce the effects of differential movement, slabs-on-grade should not be rigidly connected to columns, walls, or foundations unless it is designed to withstand the additional resultant forces. Floor slabs should not extend beneath exterior doors or over foundation grade beams, unless saw cut at the beam after construction. Expansion joints may be used to allow unrestrained vertical movement of the slabs. The floor slabs should be designed to have an adequate number of joints to reduce cracking resulting from differential movement and shrinkage. CFS suggests joints be provided at a minimum spacing of twelve (12) feet on center. For additional recommendations refer to the ACI Design Manual. The requirements for the slab reinforcement should be established by the designer based on experience and the intended slab use.

7.4 LATERAL EARTH PRESSURES

Lateral earth pressures are determined by multiplying the vertical applied pressure by the appropriate lateral earth pressure coefficient. If the foundation walls are rigidly attached to the building and not free to rotate or deflect at the top, CFS recommends designing the walls for the *at-rest* earth pressure coefficient. Walls that are permitted to rotate and deflect at the top can be designed for the *active* lateral earth pressure condition. Horizontal loads acting on shallow foundations are resisted by friction along the foundation base and by *passive* pressure against the footing face that is perpendicular to the line of applied force.

It is recommended that all walls be backfilled with open graded stone (such as No. 57 as referenced in ASTM C33) extending to two (2) feet behind the wall for the entire height of the wall to within 12-inches of the surface to allow for proper drainage and relief of any hydrostatic pressure build-ups that may occur in the native clay. The use of stone to backfill behind the walls will expedite construction, reduce potential settlement between the wall and the floor slab and lower the pressure induced on the wall from the backfill thus potentially reducing the thickness of the walls. A wrapped drainage pipe should be located at the base of the walls to facilitate removal of water.

MATERIAL	ACTIVE (K_a)	PASSIVE (K_p)	AT-REST (K_o)	ALLOWABLE BASE FRICTION	UNIT WEIGHT (pcf)
Open-graded crushed limestone	0.27	3.69	0.43	0.47	130-140
In-situ lean clay soils	0.40	2.5	0.68	0.32	120-125
In-situ fat clay soils	0.49	2.04	0.66	0.24	120-125
Lean clay – conditioned and compacted	0.32	3.12	0.48	0.35	120-125
Fat clay/Weathered Shale – conditioned and compacted	0.45	2.2	0.63	0.27	120-130
Limestone Bedrock	-	-	-	0.55	140-150

Table 5: Earth Pressure and Friction Coefficients

These earth pressure coefficients do not include the effect of surcharge loads, hydrostatic loading, or a sloping backfill. Nor do they incorporate a factor of safety. Also, these earth pressure coefficients do not account for high lateral pressures that may result from volume changes when expansive clay soils are used as backfill behind walls with unbalanced fill depths. In addition, any disturbed soils that are relied upon to provide some level of passive resistance should be placed in lifts not exceeding six (6) inches in thickness and compacted to a minimum density of 95% of the Standard Proctor (ASTM D698) maximum dry density at a moisture content within +- 3% of the optimum moisture content. It is recommended that a representative of CFS should verify the compaction of any such materials relied upon to provide passive pressure.

The actual earth pressure on the walls will vary according to material types and backfill materials used and how the backfill is compacted. If the backfill conditions are different than the ones used above, CFS should be notified so the recommendations can be modified. The buildup of water behind a wall will increase the lateral pressure imposed on below-grade walls. Adequate drainage should be provided behind any below grade walls as described in this report. The walls should also be designed for appropriate surcharge pressures such as adjacent traffic, interior building floor slab loads, and construction equipment.

7.5 Pavement Recommendations

CFS Engineers understand this project will be governed by the City of Lee's Summit's standard pavement sections for the planned traffic usage. Lee's Summit standards will apply to both public and private streets. It is CFS's opinion that the city standard section is suitable for support of the anticipated traffic conditions. Please note, no ESAL values or traffic data was available at the time of this report. CFS anticipates these streets will service primarily passenger car vehicles with the occasional trash truck and delivery truck usage.

8 GENERAL COMMENTS

When the plans and specifications are complete, or if significant changes are made in the character or location of the proposed building, a consultation should be arranged to review the changes with respect to the prevailing soil conditions. At that time, it may be necessary to submit supplementary recommendations.

It is recommended that the services of Cook, Flatt & Strobel Engineers be engaged to test and evaluate the compaction of any additional fill materials and to test and evaluate the bearing value of the soils in the footing excavations.

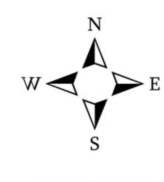
APPENDIX A

Figures

CFS ENGINEERS

1100 W. Cambridge Circle Dr, Ste 700
Kansas City, Kansas 66103

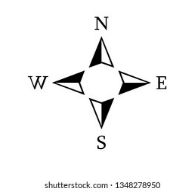
Project:	LEE'S SUMMIT HYUNDAI
Project #:	24-5633
Figure 1:	**SITE LOCATION PLAN**
Project Location:	Lee's Summit, MO
Client:	United Engineering Group-Midwest, LLC
Date:	11/14/2024
Comments:	



CFS ENGINEERS

1100 W. Cambridge Circle Dr, Ste 700
Kansas City, Kansas 66103

Project: **LEE'S SUMMIT HYUNDAI**	Project #: 24-5633	Figure 2: **BORING LOCATION PLAN**	
Project Location: Lee's Summit, MO	Comments:		
Client: ited Engineering Group-Midwest,			
Date: 11/14/2024			



APPENDIX B

Boring Logs

CLIENT United Engineering Group-Midwest, LLC
PROJECT NAME LEE'S SUMMIT HYUNDAI
PROJECT NUMBER 24-5633
PROJECT LOCATION Lee's Summit, MO
DATE STARTED 10/24/24 **COMPLETED** 10/24/24
GROUND ELEVATION 973.17 ft **HOLE SIZE** 4 inches
DRILLING CONTRACTOR CFS Engineers
GROUND WATER LEVELS:
DRILLING METHOD Solid Flight Augers
AT TIME OF DRILLING --- No Free Water Encountered
LOGGED BY CM **CHECKED BY** JE
AT END OF DRILLING --- No Free Water Encountered
NOTES
AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		LEAN CLAY, (CL) brown, dry, with gravel (FILL)	SPT 1	56	5-5-5 (10)	4.5		18				
		(CL) dark brown and brown with gravel and roots below 3' (FILL)	SPT 2	67	4-5-5 (10)	3.25		19				
5			SPT 3	83	5-7-9 (16)	1.75		23				
		FAT CLAY, (CH) grayish brown and brown, moist, stiff, with iron nodules	SPT 4	78	4-6-8 (14)	2		23				
10												
		(CH) shaley below 13'	SPT 5	89	5-6-9 (15)	2.5		35				
15		SANDY SHALE, slightly weathered to unweathered, tan										
			SPT 6	100	22-50/2"	4.5+		13				
		Gray below 19.2'										

Refusal at 19.5 feet.
Bottom of borehole at 19.5 feet.

BORING NUMBER B2

CFS Engineers

CLIENT United Engineering Group-Midwest, LLC
PROJECT NAME LEE'S SUMMIT HYUNDAI
PROJECT NUMBER 24-5633
PROJECT LOCATION Lee's Summit, MO
DATE STARTED 10/23/24 **COMPLETED** 10/23/24
GROUND ELEVATION 973.64 ft **HOLE SIZE** 4 inches
DRILLING CONTRACTOR CFS Engineers
GROUND WATER LEVELS:
DRILLING METHOD Solid Flight Augers
AT TIME OF DRILLING --- No Free Water Encountered
LOGGED BY CM **CHECKED BY** JE
AT END OF DRILLING --- No Free Water Encountered
NOTES
AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		LEAN CLAY, (CL) brown and dark brown, dry, with sand and gravel (FILL)	SPT 1	44	5-5-6 (11)	4.5+		15				
			SPT 2	83	4-4-5 (9)	2.5		19				
5		(CL) organic odor and roots below 6'	SPT 3	67	4-5-7 (12)	2.75		25				
		LEAN CLAY, (CL) grayish brown, dry to moist, stiff, with finger roots	SPT 4	89	4-7-10 (17)	3.5		22				
10												
		LIMESTONE, moderately weathered	SPT 5	0	50/1"							

Refusal at 13.8 feet.
Bottom of borehole at 13.8 feet.

GEOTECH BH COLUMNS - GINT STD US LAB.GDT - 11/15/24 10:59 - G:\SHARED DRIVES\245633\GEOTECH\EXPLORATION REPORTS\24-5633.GPJ

BORING NUMBER B3

CFS ENGINEERS

CFS Engineers

CLIENT United Engineering Group-Midwest, LLC

PROJECT NAME LEE'S SUMMIT HYUNDAI

PROJECT NUMBER 24-5633

PROJECT LOCATION Lee's Summit, MO

DATE STARTED 10/24/24 **COMPLETED** 10/24/24

GROUND ELEVATION 974.32 ft **HOLE SIZE** 4 inches

DRILLING CONTRACTOR CFS Engineers

GROUND WATER LEVELS:

DRILLING METHOD Solid Flight Augers

AT TIME OF DRILLING --- No Free Water Encountered

LOGGED BY CM **CHECKED BY** JE

AT END OF DRILLING --- No Free Water Encountered

NOTES

AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		LEAN CLAY, (CL) gray and brown, dry, with gravel (FILL)	SPT 1	50	6-6-7 (13)	4		15				
		(CL) gray and dark with roots brown below 3'	SPT 2	67	3-2-6 (8)	3.25		22				
5			SPT 3	61	2-6-8 (14)	3		18				
10			SPT 4	83	5-5-8 (13)	3.5		20				
15		FAT CLAY, (CH) gray and brown, moist, stiff, with fine sand and iron nodules	SPT 5	83	5-7-10 (17)	3.75		23				
		SHALE, slightly weathered to unweathered, tan and gray	SPT 6	100	14-48-50/3"	3.25		21				
		LIMESTONE, moderately weathered										

Refusal at 19.9 feet.
Bottom of borehole at 19.9 feet.

CFS ENGINEERS

CFS Engineers

BORING NUMBER B4

CLIENT United Engineering Group-Midwest, LLC

PROJECT NAME LEE'S SUMMIT HYUNDAI

PROJECT NUMBER 24-5633

PROJECT LOCATION Lee's Summit, MO

DATE STARTED 10/23/24 **COMPLETED** 10/23/24

GROUND ELEVATION 975.28 ft **HOLE SIZE** 4 inches

DRILLING CONTRACTOR CFS Engineers

GROUND WATER LEVELS:

DRILLING METHOD Solid Flight Augers

AT TIME OF DRILLING --- No Free Water Encountered

LOGGED BY CM **CHECKED BY** JE

AT END OF DRILLING --- No Free Water Encountered

NOTES

AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	UNCONFINED COMP (psf)
0	LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
	LEAN CLAY, (CL) dark brown and brown, moist, with gravel (FILL)	SPT 1	67	5-5-6 (11)	4		16	43	15	28	
		SPT 2	78	4-4-7 (11)	3.75		26				
5		SPT 3	72	5-6-8 (14)	3.5		25				
	FAT CLAY, (CH) dark brown and grayish brown, moist, very stiff, mottled brown with finger roots and iron nodules	SPT 4	89	5-7-11 (18)	3.75		22				
10											
	(CH) stiff below 13'	SPT 5	100	4-5-8 (13)	3		30				
15	LIMESTONE, moderately weathered										

Refusal at 16.7 feet.
Bottom of borehole at 16.7 feet.

CFS Engineers

BORING NUMBER B5

CLIENT United Engineering Group-Midwest, LLC
PROJECT NAME LEE'S SUMMIT HYUNDAI
PROJECT NUMBER 24-5633
PROJECT LOCATION Lee's Summit, MO
DATE STARTED 10/23/24 **COMPLETED** 10/23/24
GROUND ELEVATION 976.57 ft **HOLE SIZE** 4 inches
DRILLING CONTRACTOR CFS Engineers
GROUND WATER LEVELS:
DRILLING METHOD Solid Flight Augers
AT TIME OF DRILLING --- No Free Water Encountered
LOGGED BY CM **CHECKED BY** JE
AT END OF DRILLING --- No Free Water Encountered
NOTES
AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		(CL) SHALE FILL, dry, with gravel (FILL)	SPT 1	67	16-17-26 (43)	3.5		9				
5			SPT 2	67	7-3-4 (7)	1		8				
		FAT CLAY, (CH) dark brown and brown, dry, with roots, gravel, and shale fragments (FILL)	SPT 3	67	3-2-4 (6)	1.25		25				
10			SPT 4	56	8-15-8 (23)	2		22				
15		FAT CLAY, (CH) gray and brown, moist, stiff, with finger roots and iron nodules	SPT 5	100	3-5-6 (11)	.5		17				
20		(CH) highly weathered limestone fragments below 19.5'	SPT 6	72	4-6-24 (30)	3		27				

Bottom of borehole at 20.0 feet.

BORING NUMBER B6

CFS Engineers

CLIENT United Engineering Group-Midwest, LLC
PROJECT NAME LEE'S SUMMIT HYUNDAI
PROJECT NUMBER 24-5633
PROJECT LOCATION Lee's Summit, MO
DATE STARTED 10/23/24 **COMPLETED** 10/23/24
GROUND ELEVATION 978.57 ft **HOLE SIZE** 4 inches
DRILLING CONTRACTOR CFS Engineers
GROUND WATER LEVELS:
DRILLING METHOD Solid Flight Augers
AT TIME OF DRILLING --- No Free Water Encountered
LOGGED BY CM **CHECKED BY** JE
AT END OF DRILLING --- No Free Water Encountered
NOTES
AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		FAT CLAY, (CH) brown and reddish brown, dry to moist, with gravel (FILL)	SPT 1	83	8-8-10 (18)	4		13				
5			SPT 2	67	7-6-11 (17)	2.5		17				
		(CH) dark brown below 6'	SPT 3	56	3-3-4 (7)	1.25		13				
10			SPT 4	100	5-5-8 (13)	1.5		19				
15		FAT CLAY, (CH) grayish brown and brown, moist, stiff, with iron nodules	SPT 5	33	4-5-6 (11)							
		LIMESTONE, moderately weathered										

Refusal at 18.0 feet.
Bottom of borehole at 18.0 feet.

CFS Engineers

BORING NUMBER B7

CLIENT United Engineering Group-Midwest, LLC

PROJECT NAME LEE'S SUMMIT HYUNDAI

PROJECT NUMBER 24-5633

PROJECT LOCATION Lee's Summit, MO

DATE STARTED 10/23/24 **COMPLETED** 10/23/24

GROUND ELEVATION 960 ft **HOLE SIZE** 4 inches

DRILLING CONTRACTOR CFS Engineers

GROUND WATER LEVELS:

DRILLING METHOD Solid Flight Augers

AT TIME OF DRILLING --- No Free Water Encountered

LOGGED BY CM **CHECKED BY** JE

AT END OF DRILLING --- No Free Water Encountered

NOTES BORING NOT ACCESSIBLE

AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			UNCONFINED COMP (psf)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
		BORING NOT ACCESSIBLE Bottom of borehole at 0.0 feet.										

CFS Engineers

BORING NUMBER B8

CLIENT United Engineering Group-Midwest, LLC
PROJECT NAME LEE'S SUMMIT HYUNDAI
PROJECT NUMBER 24-5633
PROJECT LOCATION Lee's Summit, MO
DATE STARTED 10/24/24 **COMPLETED** 10/24/24
GROUND ELEVATION 977.07 ft **HOLE SIZE** 4 inches
DRILLING CONTRACTOR CFS Engineers
GROUND WATER LEVELS:
DRILLING METHOD Solid Flight Augers
AT TIME OF DRILLING --- No Free Water Encountered
LOGGED BY CM **CHECKED BY** JE
AT END OF DRILLING --- No Free Water Encountered
NOTES
AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		LEAN CLAY, (CL) dark brown and brown, dry to moist, with gravel (FILL)	SPT 1	50	8-8-14 (22)	4.25		13				
5			SPT 2	61	4-4-4 (8)	2.75		18				
			SPT 3	56	2-4-8 (12)	3		17				
10		(CL) olive and reddish brown with shale fragments below 8'	SPT 4	67	3-3-4 (7)	1		19				

Bottom of borehole at 10.0 feet.

BORING NUMBER B9

CFS Engineers

CLIENT United Engineering Group-Midwest, LLC
PROJECT NAME LEE'S SUMMIT HYUNDAI
PROJECT NUMBER 24-5633
PROJECT LOCATION Lee's Summit, MO
DATE STARTED 10/23/24 **COMPLETED** 10/23/24
GROUND ELEVATION 974.54 ft **HOLE SIZE** 4 inches
DRILLING CONTRACTOR CFS Engineers
GROUND WATER LEVELS:
DRILLING METHOD Solid Flight Augers
AT TIME OF DRILLING --- No Free Water Encountered
LOGGED BY CM **CHECKED BY** JE
AT END OF DRILLING --- No Free Water Encountered
NOTES
AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		LEAN CLAY, (CL) gray and, dry, with finger roots and gravel (FILL)	SPT 1	56	7-6-7 (13)	3.75		14				
		(CL) moist, brown and dark brown below 6'	SPT 2	78	4-5-9 (14)	3.5		26				
5												
		LEAN CLAY, (CL) grayish brown, dry to moist, stiff, with trace of fine sand and iron nodules and striations	SPT 3	89	8-13-15 (28)	4.5+		16				
		(CL) very stiff below 8'	SPT 4	89	6-8-11 (19)	4.5+		16				
10												

Bottom of borehole at 10.0 feet.

BORING NUMBER B10

CFS Engineers

CLIENT United Engineering Group-Midwest, LLC
PROJECT NAME LEE'S SUMMIT HYUNDAI
PROJECT NUMBER 24-5633
PROJECT LOCATION Lee's Summit, MO
DATE STARTED 10/23/24 **COMPLETED** 10/23/24
GROUND ELEVATION 980.54 ft **HOLE SIZE** 4 inches
DRILLING CONTRACTOR CFS Engineers
GROUND WATER LEVELS:
DRILLING METHOD Solid Flight Augers
AT TIME OF DRILLING --- No Free Water Encountered
LOGGED BY CM **CHECKED BY** JE
AT END OF DRILLING --- No Free Water Encountered
NOTES
AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		LEAN CLAY, (CL) brown and dark brown, dry, with gravel (FILL)	SPT 1	83	10-11-15 (26)	4.5+		11				
		LIMESTONE POSSIBLE RUBBLE FILL	SPT 2	100	50/3"	3		6				

Refusal at 3.5 feet.
Bottom of borehole at 3.8 feet.

BORING NUMBER B11

CFS Engineers

CLIENT United Engineering Group-Midwest, LLC
PROJECT NAME LEE'S SUMMIT HYUNDAI
PROJECT NUMBER 24-5633
PROJECT LOCATION Lee's Summit, MO
DATE STARTED 10/24/24 **COMPLETED** 10/24/24
GROUND ELEVATION 975.1 ft **HOLE SIZE** 4 inches
DRILLING CONTRACTOR CFS Engineers
GROUND WATER LEVELS:
DRILLING METHOD Solid Flight Augers
AT TIME OF DRILLING --- No Free Water Encountered
LOGGED BY CM **CHECKED BY** JE
AT END OF DRILLING --- No Free Water Encountered
NOTES
AFTER DRILLING --- No Free Water Encountered

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	UNCONFINED COMP (psf)
0		LEAN CLAY, (CL) dark brown, dry, with vegetation (TOPSOIL)										
		SHALE, slightly weathered to unweathered, gray	SPT 1	67	13-30-28 (58)			4				
5			SPT 2	56	44-16-13 (29)			5				
		Highly weathered, gray and tan, below 6'	SPT 3	78	5-6-7 (13)	3.5		17	40	16	24	
		LIMESTONE, moderately weathered										

Refusal at 8.3 feet.
Bottom of borehole at 8.3 feet.