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GEOTECHNICAL ENGINEERING REPORT

LEE'S SUMMIT MEDICAL CENTER EXPANSION

2100 SE BLUE PARKWAY
LEE'S SUMMIT, MO
(AOG 240229 E)

Date: April 30, 2024

Submitted to: HCA PSA
CO/Stanley D. Lindsey and Associates, Ltd.
750 Old Hickory Blvd., Building 1, Ste. 175
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Submitted by: ALPHA-OMEGA GEOTECH, INC.

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Jason,

Alpha Omega Geotech, Inc. (AOG) has completed its geotechnical engineering investigation for the above-referenced project.

Attached are the following items that were utilized in the analysis and evaluation of the subsurface conditions at this site: a sketch giving the approximate location of the seven (7) planned auger boring completed during this investigation with reference to the existing site features; detailed laboratory results of four (4) moisture contents (ASTM D2216), two (2) dry densities (ASTM D7263), four (4) sets of Atterberg limits (ASTM D4318), and two (2) unconfined compression (ASTM D2166) tests five (5) calibrated pocket penetrometer readings, and seven (7) auger boring (ASTM D1452) logs which describe the materials encountered, their approximate thicknesses and the sampling depths where Shelby tube thin-walled steel samplers (ASTM D1587) and Standard Penetration (ASTM D1586) tests were performed.

Representatives of AOG located each of the selected borings by measuring from the existing site features, and these measurements should be considered accurate only to the extent implied by the method of measurement. Elevations were not determined in the field at the time of drilling. Each of the borings was completed by AOG using a CME 55 high-torque drill rig.

1.0 PROJECT AND SITE DESCRIPTION

It is understood that the project involves a new addition and parking area with pedestrian bridge for the Lee’s Summit Medical Center.

The new parking site is west of the facility and is currently an open field, grass covered with no real elevation change. The new addition is located on the west side of the facility, south of the northwest parking area and is positioned between two structures. The area is grass covered with a walkway and concrete patio area and is relatively flat with no elevation change.

Based on the information provided, AOG understands that the proposed new single-story addition will be approximately 3000 sqft. slab on grade with assumed light steel construction. The anticipated foundation loads are dead loads of 35 kips, live loads of 25 kips, for a total of 60 kips. Finished floor elevations were not provided AOG will assume finished floor will match the existing building.

The parking lot will have a footprint of approximately 22,760 sqft. with a walkway to the hospital of approximately 400 feet in length with a pedestrian bridge over the creek. The bridge will be an approximate 100 to 150 ft clear span and could have foundations located every 20 to 30 feet. The expected loads on the short span option dead loads 25 kips live loads 30 kips for total of 55 kips, the long span option dead loads at 125 kips live loads 100 kips for a total of 225 kips.

A grading plan was not provided at this time, AOG assumes that cuts and fill will be within three (3) to five (5) feet to meet construction grade.

2.0 SUBSURFACE INVESTIGATION

This subsurface exploration and the services documented herein, were provided in accordance with the scope of work described in the AOG Proposal 240229 E dated March 14, 2024.

Based on the information provided by the project team, AOG drilled seven (7) planned borings to varying depths between about 10.0’ feet beneath existing grade (fbeg) to 30.0’ fbeg across the proposed site.

The following table summarizes the depth of each of these test borings:

Table #1: Boring Depths

Boring Number	Location	Top of Weathered Rock (ft)	Practical Auger Refusal (ft)
B1	SEE SITE SKETCH	~ 11.0	~ 14.7*
B2	SEE SITE SKETCH	~ 23.0	~ 30.1*
B3	SEE SITE SKETCH	~ 13.5	~21.2*
B4	SEE SITE SKETCH	N/A	NONE (10.0)
B5	SEE SITE SKETCH	N/A	NONE (10.0)
B6	SEE SITE SKETCH	~ 9.0	9.3*
B7	SEE SITE SKETCH	~ 8.5	8.9*

(*) Very hard, weathered bedrock (limestone and shale) or gravel that was penetrable using our high-torque, truck-mounted drilling equipment was encountered above the auger refusal depths shown above (see the boring log enclosed in Appendix Section 1 of this report).

It should be understood that the depth of boring, split-spoon refusal or auger refusal reported herein applies to the type of drilling equipment used. As such, it might be possible to extend some of these borings deeper using different drilling equipment and/or techniques. Conversely, residual sandstone, shale, and limestone materials through which AOG's drill rig penetrated, without achieving refusal, may be difficult to excavate depending upon the equipment being used. As such, Alpha-Omega Geotech, Inc. shall not be responsible for the determination of Others, regarding the rippability, or ease of excavation, of the in-situ subgrade, bedrock and/or geo-intermediate materials.

Above the depth at which auger refusal or boring termination occurred, predominantly lean clays and sands were encountered in the borings. Thin-walled, steel Shelby tube samplers (ASTM D1587) were used to collect relatively undisturbed samples from these borings for laboratory analysis. Standard Penetration tests (SPT) (ASTM D1586) were also used to sample and evaluate the consistency of the in-situ subgrade materials encountered in these test borings. Standard Penetration Tests are conducted by advancing a hollow, split spoon sampler into the base of the auger hole by means of dropping a 140-pound hammer a distance of 30 inches onto the drill rods. Each drop of the hammer is one blow, and these blow counts are recorded for each of three, 6-inch advances of the sampler. The first 6-inch advance is the seating drive, and the summation of the blow counts of the final two, 6-inch advances is taken as the standard penetration resistance. The standard penetration resistance, or N-value, as it is known, along with the soil classification, can be used to estimate the density, shear strength and other engineering properties of the materials encountered.

The N-values obtained from each of the SPT's completed in these borings using a CME automatic hammer are included on the boring logs and summarized in the Summary of Laboratory Testing sheet found in Appendix B. Samples retrieved during drilling efforts were returned to AOG's laboratory for testing and evaluation.

3.0 LABORATORY TESTING PROGRAM

Laboratory testing on materials collected during drilling was performed on samples selected by AOG. Results from these tests can be found in Appendix B and on the boring logs in Appendix C. The following laboratory tests were performed by qualified AOG personnel in accordance with ASTM specifications to determine pertinent engineering properties of the soils:

- Visual classification (ASTM D2488)
- Moisture content tests (ASTM D2216)
- Atterberg limits tests (ASTM D4318)
- Dry Unit Weight (ASTM D7263)
- Unconfined compression tests on soil (ASTM D2166)

The dry unit weights of specimens cut from the Shelby tube samples were found to be moderate, ranging from 98.6 pounds per cubic foot (pcf) to 110.1pcf. Depending upon the material composition and depth below existing grade, the moisture content of the specimens cut from these tube samples ranged from 12.2 to 26.3 percent. The unconfined compressive strength of the specimen cut from the Shelby tube sample ranged from 1119 pounds per square foot (psf) to 4006 pounds per square foot (psf). Calibrated pocket penetrometer readings ranging from 0.25 tons per square foot (tsf) (500 psf) to 2.75 tsf (5500 psf) were obtained on the recovered Shelby tube samples. However, it should be noted that the pocket penetrometer values tend to over-estimate the strength of in-situ subgrade materials relative to the actual unconfined compressive strength test.

The Atterberg consistency limits were determined for four (4), generally, representative samples taken at relatively shallow depths from within the proposed project's footprint. Based on the Atterberg limits, the samples were classified in accordance with the Unified Soil Classification System (USCS) as Fat Clay (CH) , classification materials.

The results of these laboratory analyses are presented in the following table:

Table #2: Atterberg Limits

ATTERBERG LIMITS TESTS					
Sample	Depth (ft)	Liquid Limit	Plastic Limit	Plasticity Index	USCS Classification
B1, ST-3	5.0-7.0	57	23	34	Fat Clay (CH)
B2, SS-2	8.5-10.0	58	23	35	Fat Clay (CH)
B3, ST-3	5.0-7.0	68	25	43	Fat Clay (CH)
B5, SS-1	1.0-2.5	55	22	33	Fat Clay (CH)

Based on the Atterberg limits, it is anticipated the majority of the onsite soil materials generally possess a moderate swelling potential. The swelling potential of a clay soil is an indication of the volume changes that may take place with variations in the soil moisture content.

Except for the samples for which the Atterberg limits were determined, all of the other soil classifications given throughout the laboratory test data, as well as the boring logs, were made using the visual and tactile techniques described in ASTM D2488. As a result, additional analyses could reveal other soil types of different classification and potentially higher plasticity and swelling potential both onsite and within the nearby vicinity.

4.0 GROUNDWATER

Free water was encountered in one (1) boring during the time of drilling: B2 at 29.2 fbeg. Please note, a twenty-four-hour water level was not established in these borings due to time restrictions, as well as potential safety hazards associated with open bore holes.

Although the groundwater levels given on the boring logs reflect the conditions observed at the time the borings were made, they should not be construed to represent an accurate or permanent condition. There is uncertainty involved with short-term water level observations in bore holes especially in clay soils of relatively low permeability. The groundwater level should be expected to fluctuate with variations in precipitation, site grading and drainage conditions. In addition, it is also possible that seasonal perched groundwater may be encountered within these soil deposits and bedrock formations at different depths during other times of the year based on drainage conditions, seasonal snowmelt, and rainwater infiltration.

5.0 GEOTECHNICAL CONSIDERATIONS

The following considerations are given based on observations made by AOG at the time of drilling, during reconnaissance trips, and based on the project requirements and description as stated above:

1) *Undocumented Fill:* Undocumented fill, in general, consists of foreign materials with unknown densities and consistencies. Undocumented fill is unsuitable beneath structures and pavements unless measures are taken to stabilize the materials prior to loading. Undocumented fill beneath foundations and slabs should be addressed in accordance with the "SITE DEVELOPMENT" and "FOUNDATIONS" sections of this report.
2) *Expansive Materials:* Expansive clays were encountered during this exploration. Expansive clays are known to experience significant volume changes with changes in moisture. Expansive clays located beneath any slabs on grade should be removed in accordance with the "SLABS ON GRADE" section of this report.
3) *Settlement between the Existing Structure and the Proposed Addition:* Differential settlement is likely to occur when a new addition is rigidly attached to an existing structure. Design considerations to help mitigate differential settlement between structures should be taken. Reference 8.0 SHALLOW FOUNDATIONS section of this report.

6.0 SITE DEVELOPMENT

6.1 Site Preparation

Based on the information provided, AOG anticipates amounts assumes that cuts and fill will be within three (3) to five (5) feet, +/-, from the current elevation within the proposed structure footprints will be required to achieve final site grades. It is possible that additional cuts and fills may be required to obtain improved surface drainage.

Appropriate erosion control measures, such as proper site contouring during grading activities, as well as silt fences, should be maintained to help keep any eroded materials onsite.

Within the footprint of the proposed new structures, it is recommended that any topsoil, vegetation, utility backfill, saturated silts/sand/sediments and other deleterious material (i.e. concrete slabs, relic foundations, utilities, etc.) or pavements should be stripped and removed prior to the placement of any fill required to achieve the finished deign grades.

Transitions between cuts and fills should be on slopes of 5:1 (H:V), or flatter, and will require proper benching. Additionally, any placement of engineered fill on existing slopes will require proper benching with the native clay soils during placement.

In accordance with the local building code, the exposed subgrade and any benching required during fill placement must be verified by a representative of Alpha-Omega Geotech, Inc. prior to the placement of fill.

Once initial site stripping operations have been completed and prior to the placement of any engineered fill in this area, it is recommended that the exposed subgrade be moisture conditioned and recompacted, as needed, and be thoroughly evaluated by means of a proof-roll with a fully loaded, tandem-axle dump truck to locate any soft, compressible areas within the proposed project site. Any soft, compressible areas identified on the proposed project site must be corrected by over-excavation to a suitable subgrade and replaced with an acceptable material. Although it is not anticipated that any extensive removal and replacement would be necessary, it is possible that some effort may be required to develop a stable platform on which to place the necessary fill material and address any other existing site conditions that become known during construction. It is generally anticipated that the extent of these efforts would strongly depend upon the ground moisture conditions at the time the site work begins. In the event that the ground is generally dry, it is possible that only a minimal amount of stabilization would be required, which may be possible to accomplish by simple moisture conditioning and re-compaction efforts. *Nevertheless, it is recommended that a representative of Alpha-Omega Geotech, Inc. should be onsite to witness this proof-rolling and offer recommendations, as needed, to correct any problem areas identified.*

6.2 Undocumented Fill

Undocumented fill is a foreign material, of which no records of testing or evaluation by a qualified professional during the time of placement exist. Undocumented fill is, generally, unsuitable beneath structures, and if encountered during development, should be fully removed and replaced with engineered fill in accordance with this report.

Undocumented fill beneath pavements should be undercut to a minimum depth of two (2) feet, and the exposed subgrade should be thoroughly evaluated by a registered professional engineer.

6.3 Engineered Fill Placement

It is assumed that any fill material needed will come from cut areas and, if necessary, on-site, or nearby borrow sources of similar material. It is recommended that un-weathered shales should NOT be used to construct any of the necessary fill within either the new building or paved portions of the site. Assuming they are properly moisture conditioned and compacted, it generally appears that the clean clay soils encountered in the borings that are free of rubble, trash, concrete, asphalt, and other debris would be acceptable for use as controlled fill.

Any imported fill materials for use as structural fill should be tested by Alpha-Omega Geotech, Inc. to determine if they are acceptable for the intended use. Any groundwater seeps that are encountered must be diverted prior to placing fill.

In addition, no compaction of soil fill material should be performed during freezing weather. Nevertheless, as weather conditions dictate, it may be possible to substitute crusher-run limestone in lieu of soil fill to allow placement of engineered controlled fill material to continue during the cold fall and winter months. However, any frozen fill material must be stripped prior to placing subsequent lifts.

All general fill within the area of the new structures should be placed in lifts not exceeding 6 inches in thickness and compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content within ± 3 percent of the optimum moisture content.

As required by the local building code, the compaction of any structural fill beneath the new structures and any other areas where settlement control is necessary, as well as any slopes that are steeper than 4:1 (H:V), should be tested lift-by-lift by a representative of Alpha-Omega Geotech, Inc.

6.4 Drainage Considerations

Fluctuations of the groundwater level can occur due to seasonal variations in the amount of rainfall and other climatic factors that were not evident at the time the borings were made. The possibility of groundwater level fluctuations should be considered when developing the design and construction plans for the project. In spring and late fall, soil moisture contents may be abnormally high and drying of the soils that are exposed and/or undercutting may be required to develop a suitable base for the placement and compaction of engineered fill. Disking and aeration of the exposed soils may be sufficient to develop a stable base. However, if site grading begins during the summer or early fall, moisture contents may be abnormally low and the plastic clay soils encountered during this exploration may undergo significant volume changes with subsequent increases in their moisture content. Therefore, when these conditions exist, disking and moisture conditioning of the exposed subgrade soils may be required.

It is important to consider drainage and construction elements that will help to inhibit future slab on grade problems, foundation cracks, as well as intolerable settlements due to volume changes of the onsite soils. The surface drainage must be designed to prevent ponding and effectively move water away from both the new and existing buildings, pavements, and other structures. It is also very important to place all materials under carefully controlled conditions of moisture and density to inhibit significant soil volume changes.

In addition to controlling surface drainage, it is recommended that a gravity drainage system, such as a French drain or similar, designed to intercept free water prior to contact with foundations be installed in areas where the topography will direct water toward the proposed structure. Foundation drainage systems should, also, be considered to prevent any free water accumulation and/or ingress at the foundations where shallow groundwater was encountered. Any basement or below grade slabs should have a permanent dewatering system, such as a sump pump or similar type system, installed to alleviate any water accumulation.

6.5 General

Permanent slopes should not be steeper than 3:1 (H:V) to help ensure their future stability and accommodate normal mowing equipment. The responsibility for excavation safety and stability of temporary construction slopes should lie solely with the contractor and should follow the OSHA regulations given in 29 CFR Part 1926.650 - .652, Subpart P. The stability of open excavations is dependent upon a number of factors including but not limited to the presence of gravel, sand and/or silt seams, groundwater seepage, strength characteristics of the soil layers, slickensides and other unique geological features, the slope and height of the cut, surcharge loading and vibrations during construction, weather conditions, as well as the length of time the excavation is left open. Alpha-Omega Geotech, Inc. does not assume any responsibility for construction site safety or the contractor's or other parties' compliance with all local, state and federal safety or other regulations including imprudent excavating practices that results in any damage to nearby structures, roadways, utilities, as well as onsite or offsite improvements.

7.0 BRIDGE FOUNDATIONS [DRILLED PIERS]

Based on the subsurface investigations for this structure, laboratory test data, the available subsurface information that has been obtained in this investigation, our understanding of the project requirements, it is our opinion that the proposed bridge foundations are well-suited for the use of deep foundations (anticipated drilled piers).

Recommended soil parameters for analyzing lateral deflection of drilled pier foundations under design loading conditions using the computer program LPILE are provided in the following table. LPILE analyzes pile deflection as a function of the design loads and subsurface soils conditions. The values below are based on AOG's experience with similar soils and as identified in our soil borings. It should be understood that no additional lab testing was conducted to determine the values.

Based on the subsurface conditions that have been identified, Site Class C conditions (IBC 2018) may be assumed for seismic consideration.

7.1 Foundations - Drilled Piers

Due to the shallow depth of bedrock and the existing foundations, it is AOG's opinion that a deep foundation system consisting of drilled piers founded in hard shale/limestone bedrock *(estimated top of suitable rock to be encountered at a depth of about 30 feet below grade in B2/ and 21 fbg B3)* may be used as economical foundation elements.

Based on the subsurface conditions that have been identified, it is recommended that all of the drilled piers be socketed (rock augered) into suitable shale or limestone bedrock strata a **minimum of 2-feet.** It is recommended that a representative from Alpha-Omega Geotech, Inc. should continuously monitor the excavation of the drilled piers to help ensure that competent and uniform bearing support is provided beneath all of the drilled piers. Assuming that the excavations of the drilled piers are continuously monitored, it is not anticipated that any probe holes would be needed in the base of the drilled piers during construction. *The recommendations given, herein, assume a representative from Alpha-Omega Geotech, Inc. will continuously monitor the excavation of the drilled piers to help ensure that adequate and proper bearing material has been reached.*

It is recommended that the base of the grade beams and pier caps should be placed a minimum depth of 3 feet below final exterior grade to provide adequate protection from frost and volume changes associated with fluctuations in the soil-moisture environment.

Additionally, it is recommended that concrete be placed in all of the drilled pier excavations on the same day they are drilled. The base of the drilled pier and grade beam excavations should be free of water and loose soil prior to placing reinforcing steel and concrete. A minimum pier diameter of 30 inches, which allows for proper cleaning of the base and inspection, is recommended. Smaller diameter drilled piers of 18 or 24 inches may be considered; however, it is difficult to adequately clean the base of small diameter drilled piers, which can lead to additional settlements of up to 0.5 inches, or more as the loose debris is compressed. A center-to-center pile spacing of not less than 3.5 times the pile diameter should be used for all pile groups.

7.1.1 Allowable Bearing Pressure

Provided all design and inspection recommendations as given in this report are closely followed and good construction practices are exercised, an allowable bearing value of 30 ksf may be used to proportion new drilled pier foundations. For transient loading conditions, such as unsustained wind and earthquake, a 33 percent increase may be applied to the above-referenced allowable bearing capacity value. Although not anticipated based on the borings, any extraordinarily weathered shale/sandstone seams encountered while drilling, may be neglected. This allowable bearing capacity values, which is based on shear strength alone and not on settlement, incorporate a factor of safety of 3.0. *The actual bearing capacity of all subgrade supporting the foundation elements must be confirmed by a representative of Alpha-Omega Geotech, Inc. as the excavations for the load-bearing wall and column footings are completed and prior to placement of reinforcing steel and concrete.*

7.1.2 Anticipated Settlement

Uniform bearing conditions should be provided beneath the drilled pier foundations to minimize differential settlements. All foundation elements should bear in a similar limestone bedrock. *A representative of Alpha-Omega Geotech, Inc. should inspect all of the footing excavations to verify that uniform and competent bearing material is present beneath all of the foundation elements prior to the placement of any reinforcing steel and concrete.*

For drilled pier foundations designed and constructed in accordance with this report, it is anticipated that settlements should be less than 0.25 inches.

7.1.3 Uplift

Uplift resistance of these pier foundations should be calculated based on the cohesion of the clay soils and shales. The value of which should be taken as not more than 1,000 psf/clay and 2,000 psf/shale. It should be noted this cohesion value does not include a strength reduction factor (i.e. α, β or λ). Steel reinforcement will be necessary for any drilled piers subjected to significant lateral and/or uplift loads.

7.2 LPILE Soil Parameters

The following soil parameters are recommended based on our soil borings:

Table #3: LPILE Soil Parameters

Boring #	Soil Description	Depth (ft)	Cohesion (psf)	Effective Unit Weight (pcf) (submerged)	Internal Angle of Friction, ϕ (degrees)	Soil Modulus, k (pci)	Strain Factor, ε_{50} (Strain at 50%)
B2	MEDIUM CLAY	0-23.0	1000	60	--	30	.02
	SHALE	23.0-30.1	2,000 (skin friction)	--	--	1000	.004
B3	MEDIUM CLAY	0-13.5	1000	60	--	30	.02
	SHALE	13.5-21.2	2,000 (skin friction)	--	--	1000	.004

8.0 FOUNDATIONS (SPREAD FOOTINGS)

Based on the findings during this geotechnical exploration and AOG's understanding the proposed project, it is AOG's opinion that a shallow foundation system consisting of either earth-formed trench or spread footings may be used as economical foundation elements.

It is anticipated that the existing structure is supported by spread footings, which are performing satisfactorily, and no excessive foundation settlement has occurred. It is anticipated that the majority of any settlement beneath the existing building has already taken place. **Therefore, all of the settlement beneath the new building additions would be differential relative to the existing structure.** As a result, for the use of spread footings founded on the insitu subgrade materials, no assurance can be provided that total settlements beneath the new addition could be limited to less than about 1.0 inch even by using a conservative allowable bearing capacity based on the laboratory test data and the available subsurface information that has been obtained.

8.1 Spread Footings Foundations

Notwithstanding the issues discussed in the preceding paragraph concerning the possibility of differential settlement between the new building addition and the existing building, if the new addition will not be rigidly connected to the existing building and design elements are implemented to allow a small amount of differential movement at the location where the new addition adjoins the existing structure, it is our opinion that a shallow foundation system consisting of either earth-formed trench or spread footings may be considered for the proposed addition.

Perimeter footings, and any footings in unheated areas, should be placed at least 3 feet below final exterior grade to provide adequate frost protection and place them in a more stable moisture environment. Under heated areas, the interior footings can be founded at shallower depths of at least 18 inches below the finished floor elevation. The footing excavations should be carried to undisturbed, inorganic soil or engineered fill.

8.2 Allowable Bearing Pressure

Provided all design and inspection recommendations as given in this report are closely followed and good construction practices are exercised, it is recommended an allowable bearing value of 2,500 psf may be used for design purposes to proportion the spread/wall footings. A twenty-percent increase, i.e. 3,000 psf, may be used for individual column footings. These allowable bearing capacity values, which are based on shear strength alone and not on settlement, incorporate a factor of safety of 3.0. *The actual bearing capacity of all subgrade supporting the foundation elements must be confirmed by a representative of Alpha-Omega Geotech, Inc. as the excavations for the load-bearing wall and column footings are completed and prior to placement of reinforcing steel and concrete.* For transient loading conditions, such as unsustained wind and earthquake, a 33 percent increase may be applied to the above-referenced allowable bearing capacity values.

Based on the subsurface conditions that have been identified, Site Class C conditions (IBC 2018) may be assumed for seismic considerations.

8.3 Anticipated Settlement

Uniform bearing conditions should be provided beneath the footings to minimize differential settlements. If any soft or otherwise unsuitable material is encountered in the footing excavations, it will have to be removed and replaced with an engineered controlled fill. Recommendations for the over-excavation and replacement with engineered controlled fill can be made when the footing excavations are inspected during construction, if needed.

A representative of Alpha-Omega Geotech, Inc. should inspect all of the footing excavations to verify that uniform and competent bearing material is present beneath all of the foundation elements prior to the placement of any reinforcing steel and concrete.

For spread footings designed and constructed in accordance with this report, it is anticipated that settlements will be limited to 0.75 inches of differential in 40 feet and 1.0 inches in total.

8.4 General

Except for the moisture conditioning discussed in the "Slab On Grade" section of this report, it is recommended that all fill within the new building and paved areas of the site should be constructed as engineered controlled fill placed in lifts not exceeding 6 inches in thickness and compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content within ± 3 percent of the optimum moisture content. In accordance with the local building code, a representative of Alpha-Omega Geotech, Inc. should be onsite during placement of all engineered controlled fill within the new building and paved areas to confirm lift thickness and test the compaction of the engineered controlled fill lift-by-lift as it is being placed.

If possible, the over-excavated footings should not be left open for more than 24 hours. The base of the footing excavations should be free of water and loose soil prior to placing reinforcing steel and concrete. No ground water is expected in the footing excavations since ground water was not encountered in any of the borings that were made at the time of drilling. However, if ground water is encountered within the expected depth of excavation for the footings, it is generally anticipated that it can be removed by the use of sumps and pumps. Based on the subsurface conditions that have been identified, it is anticipated that earth-formed trench footing excavations may be used effectively on this project. However, due to the possible presence of existing rocky fill material, it may become necessary to utilize formed footings. A minimum width of 12 inches should be used for trenched wall footings to allow for steel placement and inspection. Minimum widths of 16 and 24 inches should be used for formed wall and column footings, respectively.

9.0 SLABS ON GRADE

9.1 Slab Thicknesses

Slabs on grade that will be subjected to repeated wheel loads, such as passenger vehicles, should be at least 6 inches in thickness. Slabs that are **not** exposed to repeated wheel loads, should be at least 4 inches in thickness. Slabs in storage areas may need to be thicker due to shelving post and other concentrated floor loads. The final slab design thickness should be determined by the project structural engineer.

9.2 Low Volume Change (LVC)

The following recommendations are provided to help protect the slabs from damage caused by volume changes within the underlying subgrade and to provide suitable slab support. To maintain the design PVR of < 0.75 inches, we recommend moisture conditioning onsite soils and implementing the site preparation recommendations provided below. These recommendations should be implemented in conjunction with the previous foundation sections of this report:

1) Cut the subgrade a minimum of 28-inches beneath the base of slab elevation to allow placement of a 24-inch subbase and a 4-inch base course beneath the slab-on-grade.
2) Scarify and recompact the upper 9 inches of exposed subgrade to within 95 to 100 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content wet of the optimum moisture content 0 to 3 percent.
3) For the 24-inch granular subbase, place crusher-run limestone or rock dust in four (4) equal lifts and compact to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density. The moisture content of this material at the time of placement must be sufficient to achieve the specified level of compaction.
4) Place a 4-inch base course of clean, open-graded crushed limestone. This granular base course should be compacted with a suitable vibratory steel wheel roller.

Alternatively, it would be possible to consider constructing the 24-inch subbase by stabilizing the onsite fat clay soil material with cement, blended at a minimum 5 percent by weight using a large Bomag Tiller. However, due to the amount of dust that is generated, the use of cement stabilization may not be a viable alternative for this project site. In addition, it should also be noted that cement stabilization is, generally, only effective when the ground temperature is a minimum of 45°F. Nevertheless, if this alternative is utilized, the cement stabilized subbase should be placed in three (3), 8-inch lifts and compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content within ± 3 percent of the optimum moisture content.

9.3 General

It is recommended that under-slab utility trenches should be backfilled with impermeable clay soil (*), flowable fill or lean concrete to help reduce the potential of these trenches acting as aqueducts transmitting groundwater beneath the new building, pavements, retaining walls and other structures.

(*) If impermeable clay soil is used as backfill, it should be placed in lifts not exceeding 6 inches in thickness and compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content within ± 3 percent of the optimum moisture content, which should be verified lift-by-lift during placement by a representative of Alpha-Omega Geotech, Inc. Although clay soil may be less costly than flowable fill or lean concrete, the OSHA excavation safety regulations given in 29 CFR Part 1926.650 - .652, Subpart P must be followed in the event that clay soil is used to backfill any utility trenches.

Finally, it should be noted that the recommendations given, herein, regarding placement of low-volume change fill to help protect the slabs on grade from volume changes associated with fluctuations within the moisture content of the underlying subgrade materials, would still apply.

Plumbing lines and other water leaks occurring beneath the structure's slab-on-grade floor can induce volume changes within the underlying subgrade materials. Therefore, it is recommended that all water supply and wastewater lines should be tested for leaks prior to backfilling the utility trenches. In addition, it is also recommended that every effort should be made to maintain the plumbing in good working order and prevent or minimize water leaks and discharges.

It is assumed the concrete will be reinforced with properly placed steel reinforcement, such as #4 bars, and control joints will be cut during or shortly after finishing (to be designed by the project structural engineer). Properly placed wire mesh may be used as secondary reinforcement. Fiber reinforcement may also be considered to help control shrinkage cracking and the use of other admixtures may be considered to enhance the workability and performance of the concrete. Suitable construction and sawed joints should be used to control cracking of the slab. In addition, it is recommended that the slump and temperature of the concrete at the time of placement should be limited to standard American Concrete Institute (ACI) guidelines. Furthermore, it is also recommended that proper concrete curing techniques should be utilized and the addition of jobsite water to the concrete be avoided or very closely controlled to within acceptable parameters. Nevertheless, it should be noted that cracking of concrete used for slabs on grade is a normal occurrence and should be expected.

If a 24-inch-thick subbase layer of crusher-run limestone (AB-3) or rock dust is used, as recommended, a modulus of subgrade reaction of 150 pci may be assumed for reinforcement and thickness design to support surface loads. If a higher modulus of subgrade reaction were desired, we would be pleased to work with the project's structural engineer to develop recommendations for alternate bases and/or subbases to achieve a higher modulus of subgrade reaction. If moisture vapor transmission through the concrete slab is a concern (e.g., if moisture-sensitive floor coverings will be used), a vapor barrier should be used.

10.0 BELOW GRADE WALLS

Many of the onsite clay soils have been identified as moderately expansive. When these types of materials are used to backfill below grade walls, it is likely that damage will occur to the wall due to high lateral forces created as volume changes take place with variations in the soil moisture content even with good drainage around the perimeter of the structure.

To provide drainage and prevent hydrostatic loading of these foundation walls, as well as help protect the walls from damage due to high lateral forces created by volume changes within the backfill material, it is recommended that clean, crushed limestone aggregate should be used to backfill the below grade walls. This granular material should extend at least 24 inches behind the foundation wall and should be placed in lifts not exceeding about 8 inches in thickness and compacted with a suitable vibratory plate compactor. This free-draining granular fill should be encapsulated with a non-woven geotextile fabric, such as Amoco 4545, Trevira Spunbond 011/140 or Synthetic Industries 401, or an acceptable equivalent, to help prevent the infiltration of clays and silts. The geotextile fabric should be placed and overlapped in accordance with the manufacturer's recommendations, which should be verified by a representative of Alpha-Omega Geotech, Inc. Above the granular fill, it is recommended that a cap consisting of at least 2 feet of compacted clay soil should be placed to minimize infiltration of surface water. To further help protect against water infiltration through the wall in the future, in addition to any waterproof coating that is applied; a composite drainage board should also be installed on the outer side of the basement walls.

A slotted drainpipe should be installed behind the foundation wall footing and connected to a sump pump system or daylighted a safe distance beyond the building lines, other structures, pavements, slopes and other site features that could be adversely affected by water seepage. Positive surface drainage away from the building should also be provided.

If these recommendations are followed, an at-rest equivalent fluid pressure of 50 pcf may be assumed for the structural design of these restrained foundation walls. This equivalent fluid pressure does not include the effect of surcharge loads, hydrostatic loading or a sloping backfill nor does it incorporate a factor of safety.

11.0 EARTH PRESSURE COEFFICIENTS

A coefficient of sliding friction over the in-situ clay soils at this site may be taken as 0.32. A minimum factor of safety of 1.5 should be used when considering sliding resistance.

Active, passive and at-rest earth pressure coefficients of 0.25, 4.2 and 0.4 may be assumed for backfills of clean, open-graded crushed limestone.

Active, passive and at-rest earth pressure coefficients of 0.5, 1.9 and 1.0 may be assumed for the in-situ clay soils at this site.

However, some of the in-situ soils encountered during this exploration are classified as Fat Clay and possess a high swelling potential, and, as such, should not be used as backfill since considerable lateral loads may develop with the addition of water.

If deflection of extended foundation walls or retaining walls is not tolerable, as rest earth pressures should be assumed.

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 6 inches in thickness and compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content within ± 3 percent of the optimum moisture content. It is recommended that a representative of Alpha-Omega Geotech, Inc. should verify the compaction of any such materials relied upon to provide passive pressure lift-by-lift during placement.

12.0 PAVEMENTS

12.1 Subgrade Preparation

Please note, a formal pavement design is beyond AOG's scope of service. Standard asphaltic concrete and Portland concrete pavement designs for a given service life requires evaluation of the soil by means of a California Bearing Ratio (CBR) test and/or other methods, estimates of traffic volumes and axle weights, drainage requirements and the desired level of maintenance. As such, some standard pavement design options based on assumptions made for materials of this nature are included in this section.

The subgrade soils at this site are considered to be poor subgrade materials for the support of pavements. California Bearing Ratio (CBR) values we have obtained rarely exceed 5, soaked, for these materials. Pavements, either total strength flexible or rigid, do not usually perform well when they are placed directly on highly expansive, poor soil subgrades. Soft areas can develop during wet periods and differential shrinkage can occur during dry periods. As a result, no pavement can avoid damage from wheel loads under these circumstances.

Unless the subgrade is stabilized, the subgrade for all pavements should consist of at least 12 inches of properly moisture conditioned and compacted soil, which will require tilling and recompacting in cut sections. The subgrade should be compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content within ± 3 percent of the optimum moisture content. Any additional fill that is required to develop the paved areas should also be placed in loose lifts not exceeding 8 inches in thickness and compacted in accordance with these recommendations. It is recommended that any and all subgrade operations including recompacted subgrades, compacted aggregate bases or chemically stabilized subgrade layers should extend at least 2 feet beyond the pavement and curb lines.

Prior to the placement of any pavement section, the exposed subgrade should be proof-rolled with a fully loaded, tandem-axle dump truck after the final subgrade elevation has been established throughout the paved area. A representative of Alpha-Omega Geotech, Inc. should witness this proof-rolling.

Please note, if asphaltic pavements are used, annual maintenance including but not limited to crack sealing, fog sealing, and possible patch with overlay should be anticipated. In addition, the quality of the aggregates and overall composition of the asphalt or concrete mix, as well as drainage conditions, can have a profound effect upon the durability of the pavement section.

12.2 Pavement Sections

Table 4: Recompacted Subgrade Section

RECOMPACTED SUBGRADE SECTIONS (INCHES)			
PAVEMENT MATERIALS	**PASSENGER VEHICLE PARKING**	**PASSENGER VEHICLE DRIVE LANES**	**HEAVY DUTY AREAS (i.e. Dumpster pads, approach lanes, etc.)**
Asphaltic Surface Course	2	2	NA
Asphaltic Base Course	3	5.5	NA
Moisture Conditions/Recompacted Subgrade	12	12	NA
Portland Cement Concrete	5	7	8
Crushed Stone Base (3/4-inch minus)	4	4	4
Moisture Conditions/Recompacted Subgrade	12	12	12

*Reference Section 12.3, "Recompacted Subgrade Sections"

Table 5: Recommended Thicknesses with Chemically Stabilized Subgrade

CHEMICALLY STABILIZED SUBGRADE SECTIONS (INCHES)			
PAVEMENT MATERIALS	**PASSENGER VEHICLE PARKING**	**PASSENGER VEHICLE DRIVE LANES**	**HEAVY DUTY AREAS (i.e. Dumpster pads, approach lanes, etc.)**
Asphaltic Surface Course	2	2	NA
Asphaltic Base Course	2	4	NA
Chemical Stabilization	12	12	NA
Portland Cement Concrete	4	6	7
Crushed Stone Base (3/4-inch minus)	4	4	4
Chemical Stabilization	12	12	12

*Reference Section 12.4, "Subgrade Stabilization Section"

Table 6: Recommended Thicknesses with Geogrid Reinforcement & Baserock

GEOGRID REINFORCEMENT AND BASEROCK SUBGRADE STABILIZATION SECTIONS (INCHES)			
PAVEMENT MATERIALS	**PASSENGER VEHICLE PARKING**	**PASSENGER VEHICLE DRIVE LANES**	**HEAVY DUTY AREAS (i.e. Dumpster pads, approach lanes, etc.)**
Asphaltic Surface Course	2	2	NA
Asphaltic Base Course	2	4	NA
Geogrid & Crushed Stone (3/4-inch minus)	6	6	NA
Portland Cement Concrete	4	6	7
Geogrid & Crushed Stone (3/4-inch minus)	6	6	6

*Reference Section 12.4, "Subgrade Stabilization Section"

12.3 Moisture conditioned & Recompacted Subgrade Sections

12.3.1 Flexible Pavements Sections

From an initial cost perspective, flexible asphaltic concrete pavement is the most economical pavement section. However, treating the subgrade with Portland cement or using a geogrid reinforced base course can provide a higher quality pavement section, having a much longer service life. Nevertheless, if the subgrade is untreated and asphaltic pavement is used, areas used exclusively for automobile parking should consist of at least 5.0 inches of asphaltic concrete (2.0 inches of surface mix and 3.0 inches of base mix). *Drives should be constructed of at least 7.5 inches of asphaltic concrete (2.0 inches of surface and 5.5 inches of base mix).*

The above-referenced pavement section represents minimum design thicknesses and, as such, periodic maintenance should be anticipated. If an increased pavement performance is desired, as described in Section 12.4, "Subgrade Stabilization," flyash stabilization, Portland cement or the use of a layer of base rock and geogrid reinforcement should be considered. Asphaltic cement concrete should NOT be used in areas where heavy truck loads/concentrations are expected.

It is also recommended that an asphalt binder grade of PG 64-28 should be considered to help reduce the potential of thermal cracking based on the climatic conditions of this region. However, for base mix asphalt placed at least 4 inches below the surface, an asphalt binder grade of PG 64-22 should be sufficient.

12.3.2 Rigid Pavement Sections

As an alternative, rigid Portland Cement concrete with a 4-inch-thick base course of crushed limestone may also be used with minimum thicknesses of 5.0 and 7.0 inches for automobile parking areas and drive lanes, respectively. The above-referenced pavement section represents minimum design thicknesses, and as such periodic maintenance should be anticipated. If a better pavement is desired, recommendations as described in Section 12.4, "Subgrade Stabilization Sections," should be considered.

The crusher-run limestone base course should be compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content sufficient to achieve the specified level of compaction.

For areas where heavy truck loads/concentrations are anticipated, Portland Cement concrete is recommended. Portland cement concrete slabs having a thickness of 8 inches over a 4-inch, minimum, compacted, crusher-run limestone base should be used for dumpster stations, parking lot entrances, areas where a high concentration of heavily loaded trucks are anticipated, as well as any areas where trucks accelerate/decelerate and execute sharp turning maneuvers.

12.4 Subgrade Stabilization Sections

Alternate pavement sections utilizing Portland cement stabilization, geogrids and granular base and/or subbase courses should be considered. Treating the subgrade with Portland cement or using a geogrid reinforced base course can provide a pavement section having a much longer service life.

If specific pavement performance standards are to be met, AOG would be pleased to be of further assistance once the actual design loading conditions, service-life and maintenance expectations have been defined.

12.4.1 Chemically Stabilized Subgrade –Portland Cement

<u>*The use of Portland cement is usually not effective during cold winter months.*</u> Notwithstanding this weather limitation, assuming the cement is thoroughly and uniformly mixed with the subgrade, cement stabilization can greatly reduce the swelling potential and improve the strength of the subgrade soil.

Chemically treated subbases, Portland cement stabilization, should be extended to a depth of 12 inches.

For a chemically treated subbase, full depth asphalt pavements with thicknesses of 4.0 and 6.0 inches for parking and drive lanes, respectively, can be used. Likewise, if the subgrade is chemically stabilized, the Portland cement concrete pavement sections over a 4-inch-thick base course of crushed limestone may also be reduced to 4.0 and 6.0 inches, respectively.

The crusher-run limestone base course should be compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content sufficient to achieve the specified level of compaction.

It is usually cost effective to determine the optimum amount of Portland cement necessary by laboratory testing; however, it usually ranges from about 5 to 6 percent by weight for Portland cement. The Portland cement should be thoroughly mixed with the subgrade soil by means of a Bomag tiller or other similar equipment specifically designed for such procedures and compacted to a minimum density of 95 percent of the Standard Proctor (ASTM D698) maximum dry density at a moisture content within ± 3 percent of the optimum moisture content.

12.4.2 Geogrid Reinforcement & Base Rock

Soft areas can develop even when the subgrade is chemically stabilized. An even better pavement section can be developed by the use of a tri-axial geogrid over a properly compacted subgrade, as discussed in this report, and a layer of untreated crushed limestone base rock under either flexible or rigid pavements. The purpose of the geogrid is to help span soft spots that will inevitably develop in the subgrade. The geogrid helps to confine the base rock and acts as a "snowshoe," distributing the loads over the subgrade in a tri-axial direction. The layer of base rock, which is placed over the geogrid, must be thick enough to support construction traffic and paving equipment so the geogrid does not become exposed. In general, the crushed limestone base rock should not be less than approximately 6 inches in thickness. If this option is chosen, it is recommended that Tensar TX-140, which is a tri-axial polypropylene geogrid, be used. The geogrid reinforcement should be placed and overlapped as needed in accordance with the manufacturer's recommendations, which should be verified by a representative of Alpha-Omega Geotech, Inc.

Asphaltic concrete thicknesses of 4.0 and 6.0 inches for parking areas and drive lanes, respectively, can be used if geogrid and base rock stabilization are used. Similarly, the Portland cement concrete sections can be reduced to 4.0 and 6.0 inches for the respective areas. Although these thicknesses are the same as given if the subgrade is treated with cement, the use of a tri-axial geogrid and base rock usually represents the most effective, reasonable pavement section.

12.5 General

If asphaltic pavements are used, periodic maintenance including, but not limited to, crack sealing, fog sealing, and possible patch with overlay should be anticipated. In addition, the quality of the aggregates and overall composition of the asphalt or concrete mix, as well as drainage conditions, can have a profound effect upon the durability of the pavement section.

Where engineered controlled fill is placed beneath paved areas, it is recommended the compacted fill should extend a minimum distance of two (2) feet beyond the pavement edge or curb line, or a distance equal to the depth of the fill, whichever is greater.

Asphalt mixes meeting KDOT BM-2 and BM-2B specifications may be used for surface and base mixes, respectively. Compaction testing of each pavement layer is recommended to help ensure compliance with the mix design specifications.

<u>For areas where heavy truck loads/concentrations are anticipated, rigid concrete is should be used.</u> It is recommended that load-transfer devices should be installed where construction joints are required. For dumpster stations, the concrete slabs should be large enough to accommodate the dumpster and at least the rear wheels of the disposal vehicle. Rigid pavements should have No. 4 bars on at least 2-foot centers and positioned in the upper third of the slab. Joints should be tooled or cut within 4 hours of hardening to a depth of at least one fourth of the thickness.

The subgrade should be moistened prior to placement of concrete. Fresh concrete should be properly cured as recommended by the American Concrete Institute (ACI). To help provide resistance to damage caused by alternating cycles of freezing and thawing, it is recommended that any exposed concrete should be properly air entrained; typically, at 5 to 7 percent. In addition, it is also recommended the outer edges of pavement slabs should be thickened to help resist cracking associated with heavy wheel loads near these unrestrained areas.

If full-depth pavement is used, it is important the moisture content of the subgrade should be kept as constant as possible from the time of recompacting until the pavement is laid. However, if the subgrade becomes dry, it should be moistened for at least 72 hours prior to paving, but it should not be saturated. In all cases, pavements should be sloped to inhibit ponding and provide rapid surface drainage. If water is allowed to pond on or adjacent to the pavement, the subgrade could become saturated and lose its bearing capacity which would contribute to premature pavement deterioration under a single cycle of heavy wheel loads or a number of cycles of lighter wheel loads.

13.0 TESTING AND INSPECTION RECOMMENDATIONS

It is understood that Alpha-Omega Geotech, Inc. should be retained to provide the construction observation, monitoring and testing services for this project. Alpha-Omega Geotech, Inc. is accredited by AASHTO, and we are experienced in construction quality control and have a fully equipped soil, concrete, aggregate, rock and asphalt testing laboratory, as well as qualified field technicians to provide these field services.

It is not economically practical to perform enough exploratory borings on any site to identify all subsurface conditions. Some conditions affecting the design and/or construction may not become known until the project is underway. The boring logs, field SPT and laboratory test results depict subsurface conditions only at the specified locations and depths at the site. The boundaries between soil and rock layers indicated on the boring logs are based on observations made during drilling and an interpretation of the laboratory testing results. The exact depths of these boundaries are approximate and the transitions between soil and rock types may be gradual rather than being clearly defined. Also, due to the prior development at this site, as well as, the natural conditions of the formation of soils and rock, it is possible that unanticipated subsurface conditions may be encountered during construction. Monitoring of the subsurface conditions that are revealed during construction is needed to verify that subsurface conditions are consistent with those conditions identified in this preliminary geotechnical investigation. If variations in subsurface conditions are encountered, it will be necessary for Alpha-Omega Geotech, Inc. to re-evaluate the recommendations that have been made in this report.

Special Inspections should be performed in accordance with the local building code under which the project is designed, as adopted by Lee's Summit, MO.

Prior to filling, it is recommended that a representative of Alpha-Omega Geotech, Inc. should verify that the site has been properly stripped of all topsoil and other deleterious material, benched as needed and prepared for the placement of fill. The compaction of any structural fill beneath the new structures, pavements, and any other areas where settlement control is necessary should be tested lift-by-lift by a representative of Alpha-Omega Geotech, Inc. as it is being placed. This should include the prepared subgrade layers beneath the structure's slab-on-grade, as well as any other fill material relied upon to provide passive resistance. Also, in accordance with the local building code, any fill that is used to construct slopes steeper than 4:1 (H:V) must be placed as engineered controlled fill and the compaction tested lift-by-lift during placement.

Assuming that uniform fill material is used, nuclear density gauges (ASTM D2922/D3017) should be used to test compaction wherever necessary. However, if fill material of non-uniform consistency is used, other evaluation methods may be required. Such methods may include, but not be limited to, the use of a GeoGauge Stiffness meter, Dynamic Cone Penetrometer (DCP), proof-rolling or other visual inspection techniques.

Any geotextile fabric and geogrid reinforcement that is utilized should be placed and overlapped as needed in accordance with the manufacturer's recommendations, which should be verified by a representative of Alpha-Omega Geotech, Inc. Proper placement of the reinforcing steel for all structural elements should be verified prior to the placement of concrete. The subgrade under the slabs on grade and pavements should be checked to verify they are in compliance with the density and moisture requirements. Wherever possible, in addition to compaction testing, cut and fill areas should be proof-rolled with a loaded tandem-axle dump truck to identify soft areas that will need to be corrected. A representative of Alpha-Omega Geotech, Inc. should observe this proof-rolling. Checks should also be made of the subbases, concrete and any pavement materials.

Finally, the inspection and testing services listed herein are given as a minimum and it should be understood that additional inspection and testing services might also be required or otherwise beneficial.

14.0 LIMITATIONS

This report is presented in broad terms to provide a comprehensive assessment of the interpreted subsurface conditions and their potential effect on the adequate design and economical construction of the Lee's Summit Medical Center Expansion in Lee's Summit, as discussed herein. This report has been prepared for the exclusive use of our client for specific application to the project discussed herein and has been prepared within our client's directive and budgetary constraints and in accordance with generally accepted geotechnical engineering practices. No other warranty, expressed or implied, is made.

It should be noted that the concept of risk is an important aspect of the geotechnical engineering evaluation and report since the recommendations given in this report are not based on exact science but rather analytical tools and empirical methods in conjunction with engineering judgment and experience. Therefore, the recommendations given herein should not be considered risk-free and, more importantly, are not a guarantee that the interaction between the soil materials and the proposed structures will perform as planned. Nevertheless, the geotechnical engineering recommendations presented herein are Alpha-Omega Geotech, Inc.'s professional opinion of those measures that are necessary for the proposed structures to perform according to the proposed design based on the information provided to Alpha-Omega Geotech, Inc., the referenced information gathered during the course of this investigation and our experience with these conditions.

Any significant structural changes to the proposed new structures or their location on this site relative to where these test borings were completed shall be assumed to invalidate the conclusions and recommendations given in this report until we have had the opportunity to review these changes and, if necessary, modify our conclusions and recommendations accordingly. It is also strongly suggested that Alpha-Omega Geotech, Inc. should review your plans and specifications dealing with the earthwork, foundations, as well as any pavements prior to construction to confirm compliance with the recommendations given herein. Particular details of foundation design, construction specifications or quality control may develop, and we would be pleased to respond to any questions regarding these details.

If Alpha-Omega Geotech, Inc. is not retained to review the project plans and specifications, address to the proposed structures or their location on the site relative to where these test borings were completed, provide the recommended construction phase observation, monitoring and testing services and respond to any subsurface conditions that are identified during construction to evaluate whether or not changes in the recommendations given in this report are needed, we cannot be held responsible for the impact of those conditions on the project or the future performance of the structures, pavements and/or structures that may be involved.

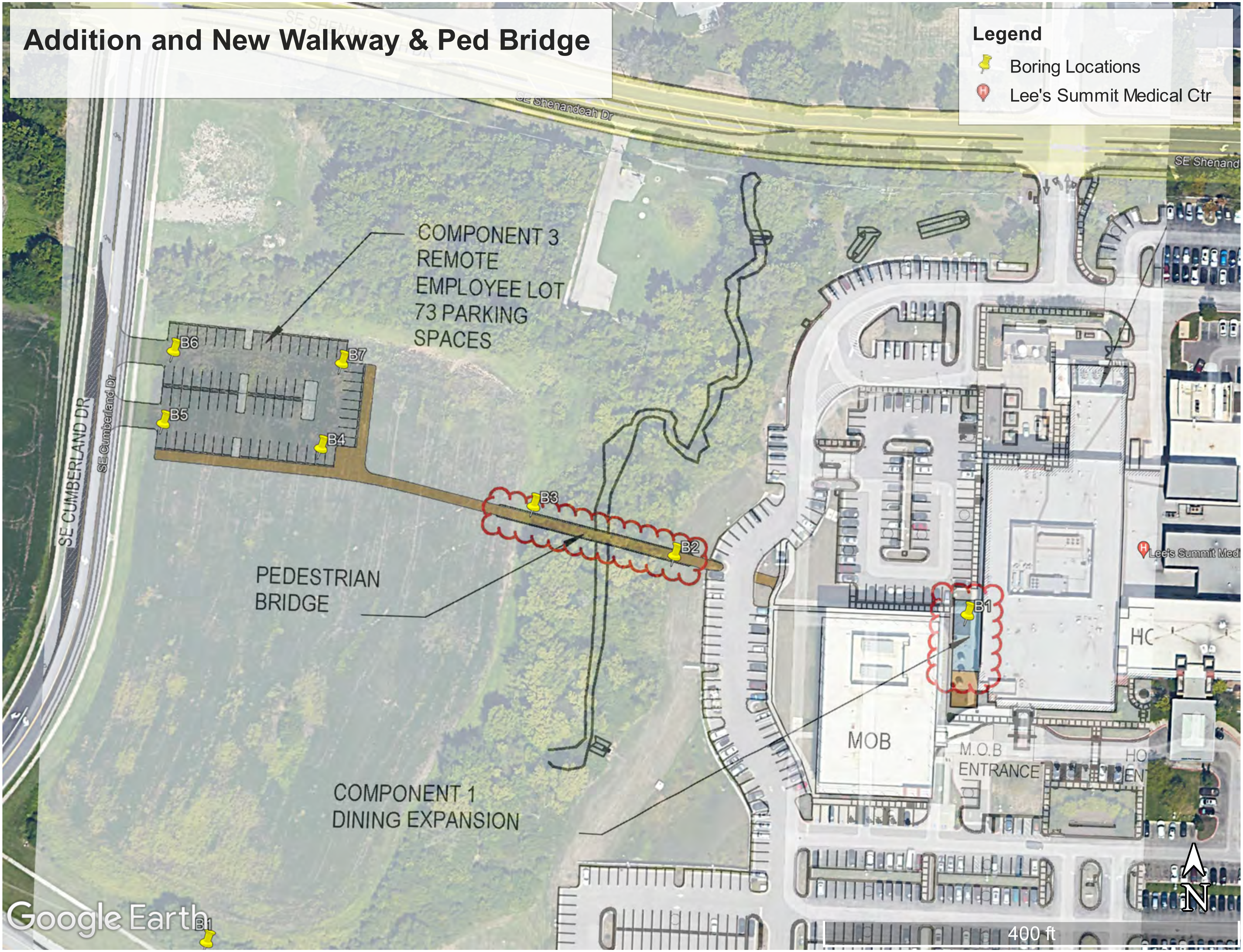
The scope of our services did not include any environmental assessment or investigation for the presence of hazardous or toxic materials in the soil, surface water, ground water or air, either on, below or adjacent to this site. In addition, no determination regarding the presence or absence of wetlands was made. Furthermore, it should be understood that the scope of geotechnical services for this project does not include either specifically or by implication any biological (i.e. mold, fungi or bacteria) assessment of the site or the proposed construction. Any statements in this report or included on the boring logs regarding odors, colors and unusual or suspicious items or conditions are strictly for informational purposes only.

Appendix Section A

SITE SKETCH

Site and Boring Location Plans

Addition and New Walkway & Ped Bridge



Summary of Laboratory Testing

SLT 22205

Alpha-Omega Geotech, Inc.
1701 State Avenue
Kansas City, KS 66102
Office: (913) 371-0000 Fax: (913) 371-6710
Website: www.aogeotech.com

PROJECT NAME: LEE'S SUMMIT MEDICAL CENTER EXPANSION
PROJECT LOCATION: 2100 SE BLUE PKWY, LEE’S SUMMIT, MO
PROJECT NUMBER: 240229 E
DATE: 4/30/2024

Boring Number	Sample Number	Depth or Elevation	Description	Natural Moisture (%)	Dry Unit Weight (pcf)	Atterberg Limits			USCS/ Visual Class.	% Passing No. 200	Unconfined Compression (psf)	%e	% Swell	Remarks
						LL	PL	PI						
B1	SS-1	1.0-2.5	Brown, spotted dark brown, olive brown and reddish brown FAT CLAY (Possible FILL)						CH					N=8
B1	ST-2	3.0-5.0	Brown, spotted reddish brown FAT/LEAN CLAY						CH-CL					PP=2.50
B1	ST-3	5.0-7.0	Brown, speckled dark brown FAT CLAY	28.1	96.8	57	23	34	CH		3723	2.2		PP=2.75
B1	SS-4	8.5-10.0	Brown, mottled reddish brown, spotted gray FAT CLAY						CH					N=11
B1	SS-5	13.5-13.6	Brown, speckled reddish brown FAT CLAY with trace of LIMESTONE fragments (Very hard, very slow drilling)						CH					N=50/1
B2	SS-1	3.5-5.0	Brown, spotted light reddish brown FAT CLAY with trace of gravel (Possible FILL)						CH					N=5
B2	SS-2	8.5-10.0	Brown, mottled olive brown FAT CLAY with Weathered LIMESTONE fragments (Possible FILL)	20.6		58	23	35	CH					N=13
B2	SS-3	13.5-15.0	Brown, mottled reddish brown FAT CLAY (Possible FILL)						CH					N=9

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ALPHA-OMEGA GEOTECH

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						LL	PL	PI				%e		
B2	SS-4	18.5-20.0	Reddish brown, mottled gray FAT/LEAN CLAY						CH-CL					N=3
B2	SS-5	23.0-23.4	Gray LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling)						SH					N=50/6
B2	ST-6	25.0-25.3	Brown, speckled reddish brown FAT/LEAN CLAY with Weathered SHALE fragments (Very hard, very slow drilling)						CH-CL					PP=1.00
B2	SS-7	28.5-29.3	Dark gray FAT/LEAN CLAY (Weathered SHALE) (Very hard, very slow drilling)						SH					N=50/5
B3	SS-1	1.0-2.5	Brown, speckled reddish brown LEAN/FAT CLAY						CL-CH					N=16
B3	SS-2	3.5-5.0	Brown, spotted reddish brown FAT/LEAN CLAY						CH-CL					N=8
B3	ST-3	5.0-7.0	Brown, spotted reddish brown FAT CLAY	26.8	97.0	68	25	43	CH		2379	3.5		PP=2.00
B3	ST-4	8.0-10.0	Brown, speckled dark brown and reddish brown FAT CLAY						CH					PP=2.00
B3	SS-5	13.5-15.0	Brown LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling)						SH					N=50/6

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						LL	PL	PI						
B3	SS-6	18.5-20.0	Gray, spotted brown LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling)						SH					N=50/3
B4	SS-1	1.0-2.5	Brown FAT CLAY with trace of gravel						CH					N=4
B4	SS-2	3.5-5.0	Brown LEAN/FAT CLAY						CL-CH					N=11
B4	SS-3	8.5-10.0	Brown FAT/LEAN CLAY						CH-CL					N=6
B5	SS-1	1.0-2.5	Brown FAT CLAY with trace of organics and gravel	15.4		55	22	33	CH					N=9
B5	SS-2	3.5-5.0	Brown LEAN/FAT CLAY						CL-CH					N=8
B5	SS-3	8.5-10.0	Light brown, mottled light reddish brown, speckled gray FAT CLAY						CH					N=7
B6	SS-1	1.0-2.5	Brown, spotted reddish brown LEAN/FAT CLAY (Possible FILL)						CL-CH					N=10
B6	SS-2	3.5-5.0	Brown, speckled reddish brown FAT/LEAN CLAY (Possible FILL)						CH-CL					N=6

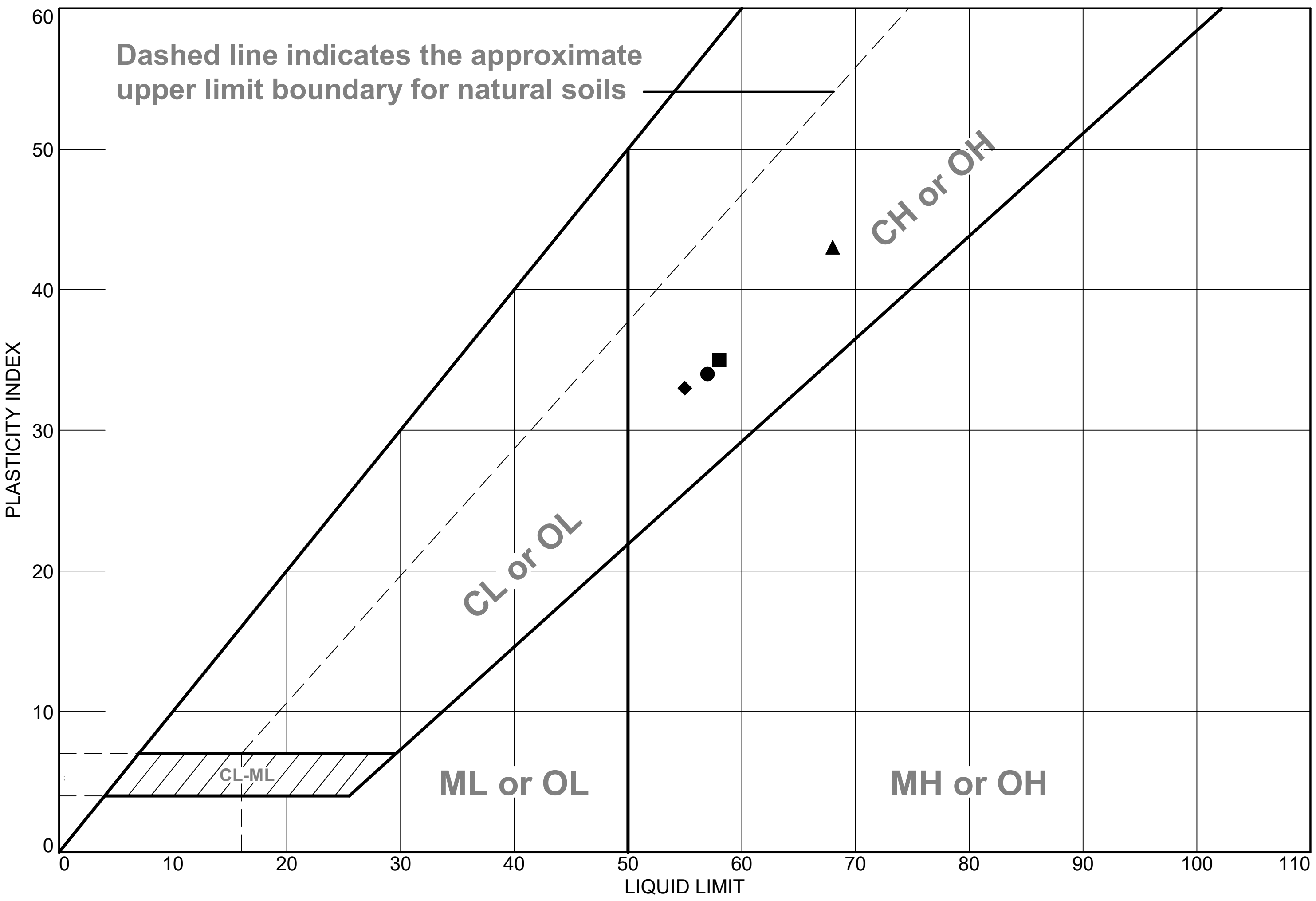
PROJECT NAME: LEE'S SUMMIT MEDICAL CENTER EXPANSION
PROJECT LOCATION: 2100 SE BLUE PKWY, LEE'S SUMMIT, MO
PROJECT NUMBER: 240229 E
DATE: 4/30/2024

Boring Number	Sample Number	Depth or Elevation	Description	Natural Moisture (%)	Dry Unit Weight (pcf)	Atterberg Limits			USCS/ Visual Class.	% Passing No. 200	Unconfined Compression (psf)	%e	% Swell	Remarks
						LL	PL	PI						
B6	SS-3	8.5-9.3	Brown, mottled light brown, spotted light gray LEAN/FAT CLAY (Very hard, very slow drilling)						CL-CH					N=50/2
B7	SS-1	1.0-2.5	Brown, spotted reddish brown LEAN/FAT CLAY						CL-CH					N=9
B7	SS-2	3.5-5.0	Brown, spotted dark brown LEAN/FAT CLAY						CL-CH					N=10
B7	SS-3	8.5-8.9	Brown LEAN/FAT CLAY with Weathered LIMESTONE (Very hard, very slow drilling)						CL-CH					N=50/4

Appendix Section B

LABORATORY TEST RESULTS

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Brown, speckled dark brown FAT CLAY	57	23	34			CH
■	Brown, mottled olive brown FAT CLAY with weathered LIMESTONE fragments(Possible FILL)	58	23	35			CH
▲	Brown, spotted reddish brown FAT CLAY	68	25	43			CH
◆	Brown FAT CLAY with trace of organics and gravel	55	22	33			CH

Project No. 240229 E **Client:** HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.

Project: LEE'S SUMMIT MEDICAL CENTER EXPANSION

● **Source of Sample:** B1 **Depth:** 5.0 **Sample Number:** ST-3
■ **Source of Sample:** B2 **Depth:** 8.5 **Sample Number:** SS-2
▲ **Source of Sample:** B3 **Depth:** 5.0 **Sample Number:** ST-3
◆ **Source of Sample:** B5 **Depth:** 1.0 **Sample Number:** SS-1

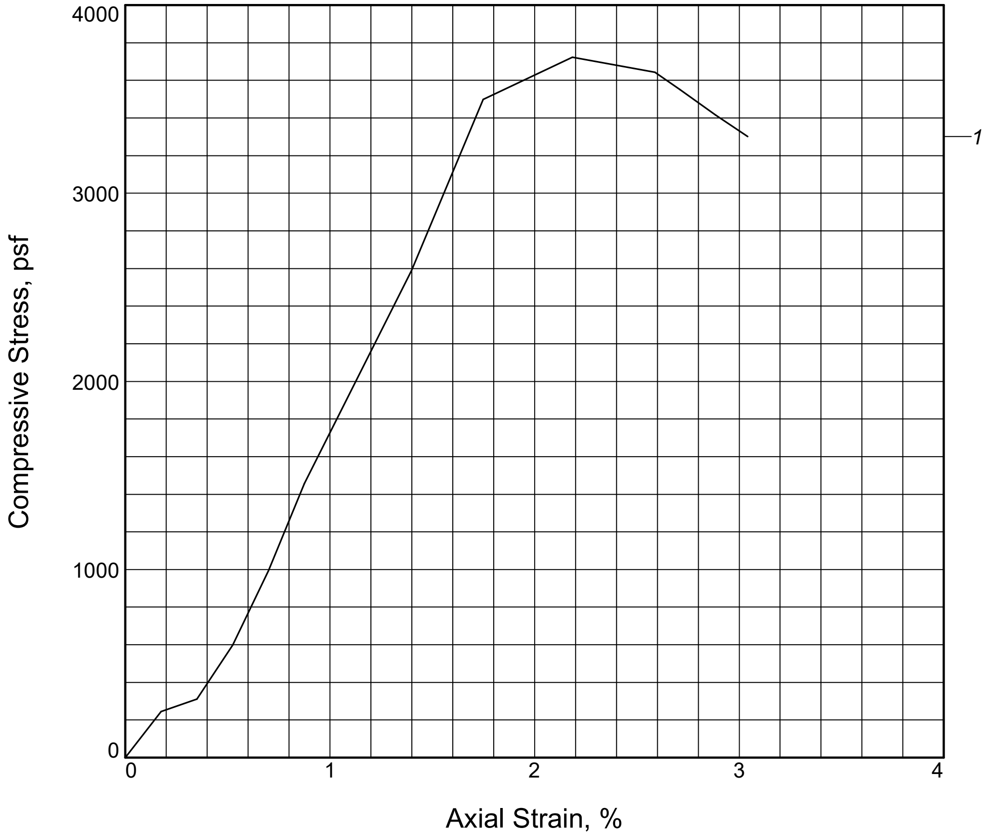
Remarks:

ALPHA-OMEGA GEOTECH

Figure

Tested By: D.B. **Checked By:** T.B.

UNCONFINED COMPRESSION TEST



Sample No.	1			
Unconfined strength, psf	3723			
Undrained shear strength, psf	1862			
Failure strain, %	2.2			
Strain rate, in./min.	0.088			
Water content, %	28.1			
Wet density, pcf	124.0			
Dry density, pcf	96.8			
Saturation, %	99.9			
Void ratio	0.7741			
Specimen diameter, in.	2.870			
Specimen height, in.	5.720			
Height/diameter ratio	1.99			

Description: Brown, speckled dark brown FAT CLAY

LL = 57	**PL =** 23	**PI =** 34	**Assumed GS=** 2.75	**Type:** Undisturbed

Project No.: 240229 E
Date Sampled: 04/18/2024
Remarks:

Figure 1 of 1

Client: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.

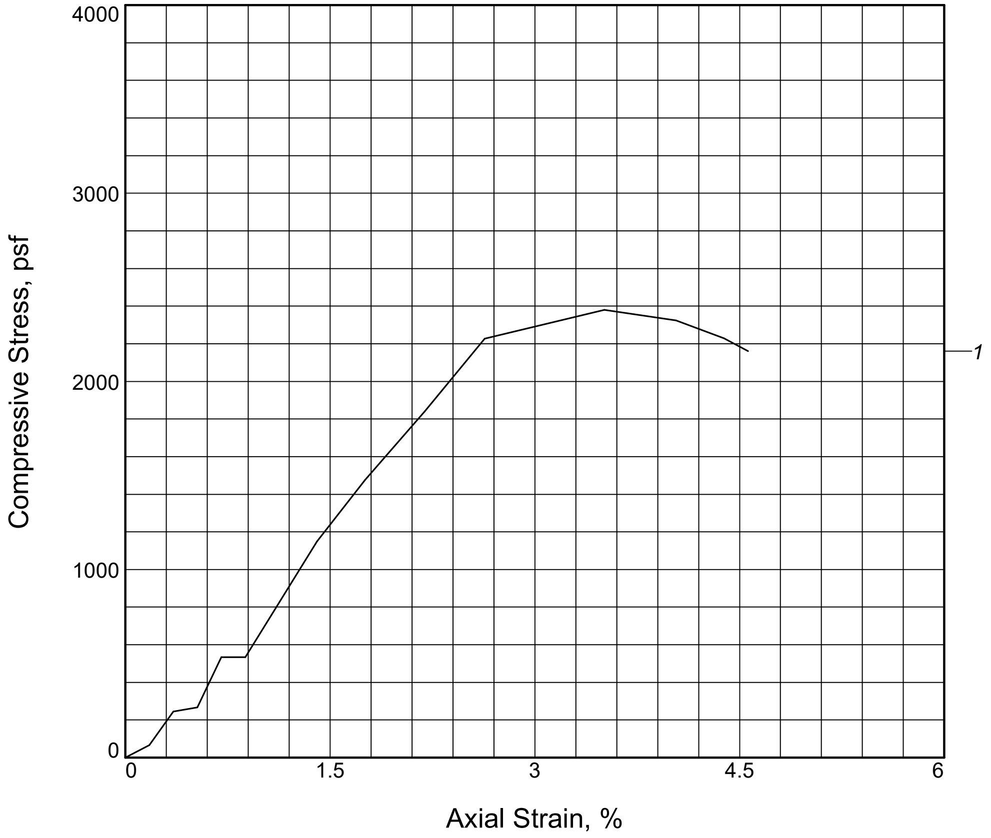
Project: LEE'S SUMMIT MEDICAL CENTER EXPANSION

Source of Sample: B1 **Depth:** 5.0
Sample Number: ST-3

ALPHA-OMEGA GEOTECH

Tested By: D.B. **Checked By:** T.B.

UNCONFINED COMPRESSION TEST



Sample No.	1			
Unconfined strength, psf	2379			
Undrained shear strength, psf	1190			
Failure strain, %	3.5			
Strain rate, in./min.	0.088			
Water content, %	26.8			
Wet density, pcf	123.0			
Dry density, pcf	97.0			
Saturation, %	98.0			
Void ratio	0.7375			
Specimen diameter, in.	2.860			
Specimen height, in.	5.700			
Height/diameter ratio	1.99			

Description: Brown, spotted reddish brown FAT CLAY

LL = 68	**PL =** 25	**PI =** 43	**Assumed GS=** 2.70	**Type:** Undisturbed

Project No.: 240229 E
Date Sampled: 04/18/2024
Remarks:

Figure 1 of 1

Client: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.

Project: LEE'S SUMMIT MEDICAL CENTER EXPANSION

Source of Sample: B3 **Depth:** 5.0
Sample Number: ST-3

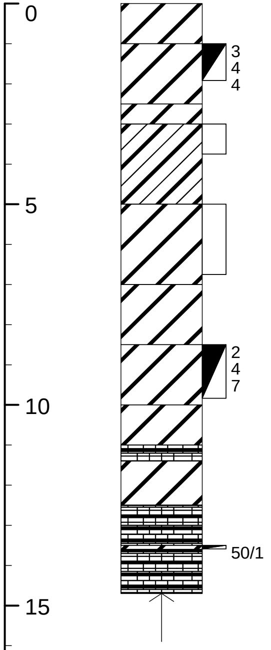
ALPHA-OMEGA GEOTECH

Tested By: D.J. **Checked By:** T.B.

ALPHA-OMEGA GEOTECH

LOG OF BORING
No. B1

PROJECT: LEE'S SUMMIT MEDICAL CENTER EXPANSION **PROJECT NO.:** 240229 E
CLIENT: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.
PROJECT LOCATION: 2100 SE BLUE PARKWAY, LEE'S SUMMIT, MO
LOCATION: SEE SITE SKETCH **ELEVATION:** N/D
DRILLER: J.M. **LOGGED BY:** C.W.
DRILLING METHOD: POWER AUGER **DATE:** 4/15/24
DEPTH TO - WATER> INITIAL: ▽ NONE **AFTER 24 HOURS:** ▼ **CAVING>** NONE



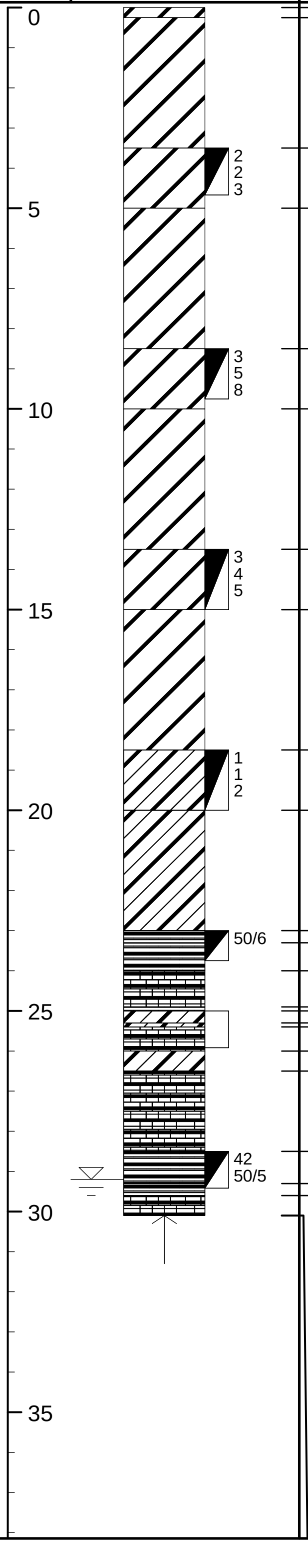
Elevation / Depth (ft.)	Soil Symbols Sampler Symbols and Field Test Data	Description	w%	DDen pcf	LL	PI	200 %	Uncomp. psf	PPen. tsf	USCS/ Visual Class.
1.0		Brown, spotted dark brown, olive brown and reddish brown FAT CLAY (Possible FILL)								CH
2.5	3 4 4	Brown, spotted dark brown, olive brown and reddish brown FAT CLAY (Possible FILL)								CH
3.0		Brown, spotted dark brown, olive brown and reddish brown FAT CLAY								CH
5.0		Brown, spotted reddish brown FAT/LEAN CLAY							2.50	CH-CL
7.0		Brown, speckled dark brown FAT CLAY	28.1	96.8	57	34		3723	2.75	CH
8.5		Brown, speckled dark brown FAT CLAY								CH
10.0	2 4 7	Brown, mottled reddish brown, spotted gray FAT CLAY								CH
11.0		Brown, mottled reddish brown, spotted gray FAT CLAY								CH
11.4		Weathered LIMESTONE (Very hard, very slow drilling)								LS
12.5		Brown, mottled reddish brown, spotted gray FAT CLAY								CH
13.5		Weathered LIMESTONE (Very hard, very slow drilling)								LS
13.6	50/1	Brown, speckled reddish brown FAT CLAY with trace of LIMESTONE fragments (Very hard, very slow drilling)								CH
14.7		Weathered LIMESTONE (Very hard, very slow drilling)								LS
		Auger refusal on Weathered LIMESTONE at about 14.7 feet. End of boring at about 14.7 feet.								

ALPHA-OMEGA GEOTECH

LOG OF BORING
No. B2

PROJECT: LEE'S SUMMIT MEDICAL CENTER EXPANSION **PROJECT NO.:** 240229 E
CLIENT: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.
PROJECT LOCATION: 2100 SE BLUE PARKWAY, LEE'S SUMMIT, MO
LOCATION: SEE SITE SKETCH **ELEVATION:** N/D
DRILLER: J.M. **LOGGED BY:** C.W.
DRILLING METHOD: POWER AUGER **DATE:** 4/15/24
DEPTH TO - WATER> INITIAL: ▽ 29.2' **AFTER 24 HOURS:** ▼ **CAVING>** ☾ NONE

Elevation / Depth (ft.) — Soil Symbols, Sampler Symbols and Field Test Data



Description	w%	DDen pcf	LL	PI	200 %	Uncomp. psf	PPen. tsf	USCS/ Visual Class.
Brown, spotted light reddish brown FAT CLAY with trace of gravel (Root Zone) (Possible FILL) 0.25								CH
Brown, spotted light reddish brown FAT CLAY with trace of gravel (Possible FILL) 3.5								CH
Brown, spotted light reddish brown FAT CLAY with trace of gravel (Possible FILL) 5.0								CH
Brown, spotted light reddish brown FAT CLAY with trace of gravel (Possible FILL) 8.5								CH
Brown, mottled olive brown FAT CLAY with Weathered LIMESTONE fragments (Possible FILL) 10.0	20.6		58	35				CH
Brown, mottled olive brown FAT CLAY with Weathered LIMESTONE fragments (Possible FILL) 13.5								CH
Brown, mottled reddish brown FAT CLAY (Possible FILL) 15.0								CH
Brown, mottled reddish brown FAT CLAY 18.5								CH
Reddish brown, mottled gray FAT/LEAN CLAY 20.0								CH-CL
Reddish brown, mottled gray FAT/LEAN CLAY 23.0								CH-CL
Gray LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling) 23.3								SH
Gray LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling) 24.0							1.00	SH
Weathered LIMESTONE (Very hard, very slow drilling) 24.9								LS
Gray LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling) 25.0								SH
Brown, speckled reddish brown FAT/LEAN CLAY with Weathered SHALE fragments (Very hard, very slow drilling) 25.3								CH-CL
Brown, speckled reddish brown FAT/LEAN CLAY with Weathered SHALE fragments (Very hard, very slow drilling) 25.4								CH-CL
Weathered LIMESTONE (Very hard, very slow								LS
								CH-CL
								LS
								SH
								SH
								LS

20.0' EAST

ALPHA-OMEGA GEOTECH

LOG OF BORING
No. B2

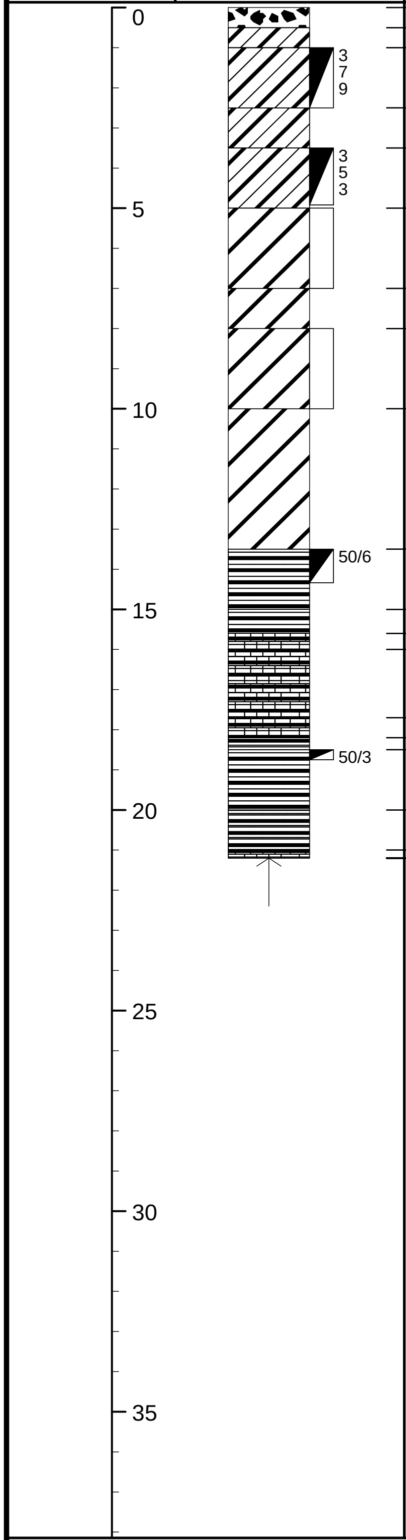
PROJECT: LEE'S SUMMIT MEDICAL CENTER EXPANSION **PROJECT NO.:** 240229 E
CLIENT: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.
PROJECT LOCATION: 2100 SE BLUE PARKWAY, LEE'S SUMMIT, MO
LOCATION: SEE SITE SKETCH **ELEVATION:** N/D
DRILLER: J.M. **LOGGED BY:** C.W.
DRILLING METHOD: POWER AUGER **DATE:** 4/15/24
DEPTH TO - WATER> INITIAL: ∇ 29.2' **AFTER 24 HOURS:** ▼ **CAVING>** NONE

Elevation Depth (ft.)	Soil Symbols Sampler Symbols and Field Test Data	Description	w%	DDen pcf	LL	PI	200 %	Uncomp. psf	PPen. tsf	USCS/ Visual Class.
		drilling) 26.0								
40		Brown, speckled reddish brown FAT/LEAN CLAY with Weathered SHALE fragments (Very hard, very slow drilling) 26.5								
		Weathered LIMESTONE (Very hard, very slow drilling) 28.5								
45		Dark gray FAT/LEAN CLAY (Weathered SHALE) (Very hard, very slow drilling) 29.3								
		Dark gray FAT/LEAN CLAY (Weathered SHALE) (Very hard, very slow drilling) 29.6								
		Weathered LIMESTONE (Very hard, very slow drilling) 30.1								
50		Auger refusal on Weathered LIMESTONE at about 30.1 feet. End of boring at about 30.1 feet.								
55										
60										
65										
70										
75										

ALPHA-OMEGA GEOTECH

LOG OF BORING
No. B3

PROJECT: LEE'S SUMMIT MEDICAL CENTER EXPANSION **PROJECT NO.:** 240229 E
CLIENT: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.
PROJECT LOCATION: 2100 SE BLUE PARKWAY, LEE'S SUMMIT, MO
LOCATION: SEE SITE SKETCH **ELEVATION:** N/D
DRILLER: J.M. **LOGGED BY:** C.W.
DRILLING METHOD: POWER AUGER **DATE:** 4/15/24
DEPTH TO - WATER> INITIAL: NONE **AFTER 24 HOURS:** **CAVING>** NONE



Depth (ft.)	Field Test Data	Description	w%	DDen pcf	LL	PI	200 %	Uncomp. psf	PPen. tsf	USCS/ Visual Class.
0.5		GRAVEL FILL								
1.0		Brown, speckled reddish brown LEAN/FAT CLAY								CL-CH
2.5	3 7 9	Brown, speckled reddish brown LEAN/FAT CLAY								CL-CH
3.5		Brown, speckled reddish brown LEAN/FAT CLAY								CL-CH
5.0	3 5 3	Brown, spotted reddish brown FAT/LEAN CLAY								CH-CL
7.0		Brown, spotted reddish brown FAT CLAY	26.8	97.0	68	43		2379	2.00	CH
8.0		Brown, spotted reddish brown FAT CLAY								CH
10.0		Brown, speckled dark brown and reddish brown FAT CLAY							2.00	CH
13.5		Brown, speckled dark brown and reddish brown FAT CLAY								CH
15.0	50/6	Brown LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling)								SH
15.6		Brown LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling)								SH
16.0		Weathered LIMESTONE (Very hard, very slow drilling)								LS
17.7		Weathered LIMESTONE with clay seams (Very hard, very slow drilling)								LS
18.2		Weathered LIMESTONE (Very hard, very slow drilling)								LS
18.5		Weathered SHALE (Very hard, very slow drilling)								SH
20.0	50/3	Gray, spotted brown LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling)								SH
21.0		Gray, spotted brown LEAN/FAT CLAY (Weathered SHALE) (Very hard, very slow drilling)								SH
21.2		Weathered LIMESTONE (Very hard, very slow drilling)								LS

Auger refusal on Weathered LIMESTONE at about 21.2 feet. End of boring at about 21.2 feet.

28.0' NORTH

ALPHA-OMEGA GEOTECH

LOG OF BORING
No. B4

PROJECT: LEE'S SUMMIT MEDICAL CENTER EXPANSION **PROJECT NO.:** 240229 E

CLIENT: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.

PROJECT LOCATION: 2100 SE BLUE PARKWAY, LEE'S SUMMIT, MO

LOCATION: SEE SITE SKETCH **ELEVATION:** N/D

DRILLER: J.M. **LOGGED BY:** C.W.

DRILLING METHOD: POWER AUGER **DATE:** 4/15/24

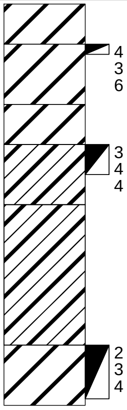
DEPTH TO - WATER> INITIAL: ∇ NONE **AFTER 24 HOURS:** ▼ **CAVING>** ℂ NONE

Elevation Depth (ft.)	Soil Symbols Sampler Symbols and Field Test Data	Description	w%	DDen pcf	LL	PI	200 %	Uncomp. psf	PPen. tsf	USCS/ Visual Class.
0		Brown FAT CLAY with trace of gravel 1.0								CH
	2 2 2	Brown FAT CLAY with trace of gravel 2.5								CH
		Brown FAT CLAY with trace of gravel 3.5								CH
	5 5 6	Brown LEAN/FAT CLAY 5.0								CL-CH
5		Brown LEAN/FAT CLAY 8.5								CL-CH
	2 3 3	Brown FAT/LEAN CLAY 10.0								CH-CL
10		End of boring at about 10.0 feet								
15										
20										
25										
30										
35										

ALPHA-OMEGA GEOTECH

LOG OF BORING
No. B5

PROJECT: LEE'S SUMMIT MEDICAL CENTER EXPANSION **PROJECT NO.:** 240229 E
CLIENT: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.
PROJECT LOCATION: 2100 SE BLUE PARKWAY, LEE'S SUMMIT, MO
LOCATION: SEE SITE SKETCH **ELEVATION:** N/D
DRILLER: J.M. **LOGGED BY:** C.W.
DRILLING METHOD: POWER AUGER **DATE:** 4/15/24
DEPTH TO - WATER> INITIAL: NONE **AFTER 24 HOURS:** **CAVING>** NONE



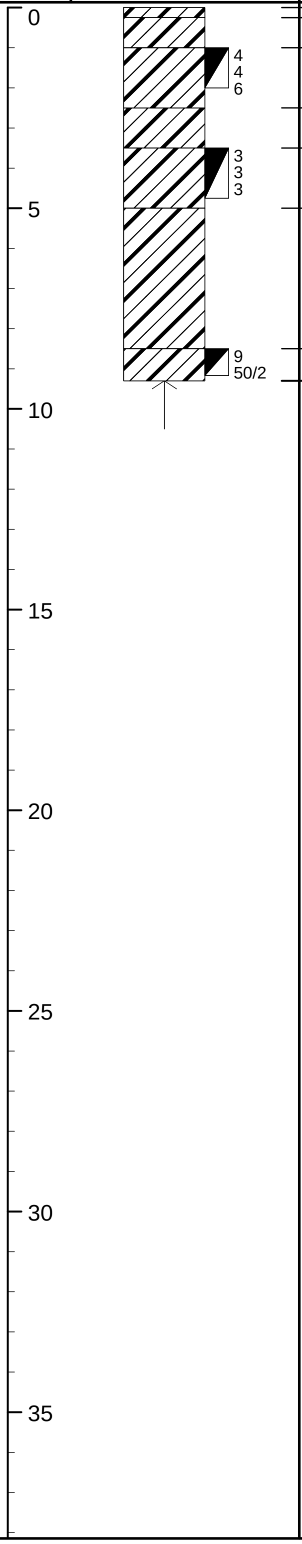
Depth (ft.)	Description	w%	DDen pcf	LL	PI	200 %	Uncomp. psf	PPen. tsf	USCS/ Visual Class.
1.0	Brown FAT CLAY with trace of organics and gravel	15.4		55	33				CH CH
2.5	Brown FAT CLAY with trace of organics and gravel								CH
3.5	Brown FAT CLAY with trace of organics and gravel								CL-CH
5.0	Brown LEAN/FAT CLAY								CL-CH
8.5	Brown LEAN/FAT CLAY								
10.0	Light brown, mottled light reddish brown, speckled gray FAT CLAY								CH

End of boring at about 10.0 feet

ALPHA-OMEGA GEOTECH

LOG OF BORING
No. B6

PROJECT: LEE'S SUMMIT MEDICAL CENTER EXPANSION **PROJECT NO.:** 240229 E
CLIENT: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.
PROJECT LOCATION: 2100 SE BLUE PARKWAY, LEE'S SUMMIT, MO
LOCATION: SEE SITE SKETCH **ELEVATION:** N/D
DRILLER: J.M. **LOGGED BY:** C.W.
DRILLING METHOD: POWER AUGER **DATE:** 4/15/24
DEPTH TO - WATER> INITIAL: ⊻ NONE **AFTER 24 HOURS:** ⊻ **CAVING>** ☾ NONE



Depth (ft.)	Field Test Data	Description	w%	DDen pcf	LL	PI	200 %	Uncomp. psf	PPen. tsf	USCS/ Visual Class.
0.25		Brown, spotted reddish brown LEAN/ FAT CLAY (Root Zone) (Possible FILL)								CL-CH
1.0		Brown, spotted reddish brown LEAN/FAT CLAY (Possible FILL)								CL-CH
2.5	4 4 6	Brown, spotted reddish brown LEAN/FAT CLAY (Possible FILL)								CL-CH
3.5		Brown, spotted reddish brown LEAN/FAT CLAY (Possible FILL)								CL-CH
5.0	3 3 3	Brown, speckled reddish brown FAT/LEAN CLAY (Possible FILL)								CH-CL
8.5		Brown, speckled reddish brown FAT/LEAN CLAY (Possible FILL)								CH-CL
9.3	9 50/2	Brown, mottled light brown, spotted light gray LEAN/FAT CLAY (Very hard, very slow drilling)								CL-CH

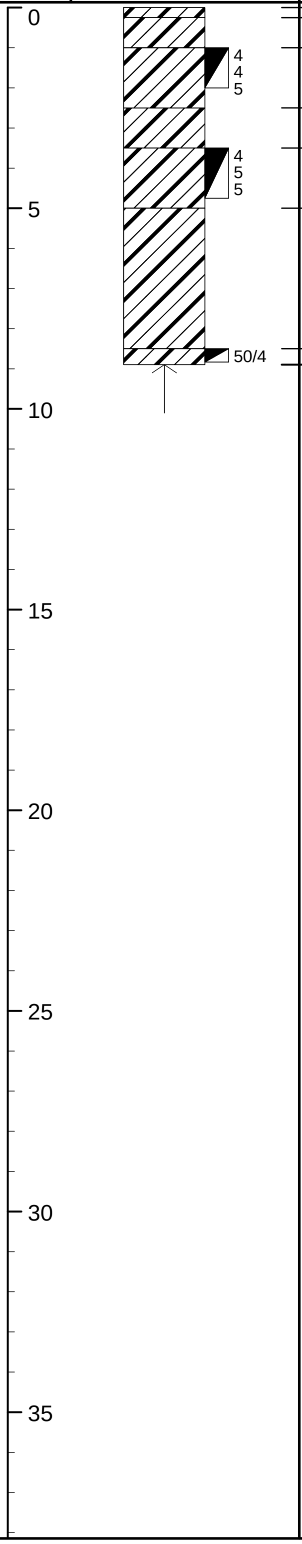
Split-spoon Refusal on rock at about 9.3 feet. End of boring at about 9.3 feet

ALPHA-OMEGA GEOTECH

LOG OF BORING
No. B7

PROJECT: LEE'S SUMMIT MEDICAL CENTER EXPANSION **PROJECT NO.:** 240229 E
CLIENT: HCA C/0 STANLEY D. LINDSEY & ASSOCIATES, LTD.
PROJECT LOCATION: 2100 SE BLUE PARKWAY, LEE'S SUMMIT, MO
LOCATION: SEE SITE SKETCH **ELEVATION:** N/D
DRILLER: J.M. **LOGGED BY:** C.W.
DRILLING METHOD: POWER AUGER **DATE:** 4/15/24
DEPTH TO - WATER> INITIAL: ∇ NONE **AFTER 24 HOURS:** ▼ **CAVING>** ☾ NONE

Elevation
Depth (ft.)
Soil Symbols
Sampler Symbols
and Field Test Data



Description	w%	DDen pcf	LL	PI	200 %	Uncomp. psf	PPen. tsf	USCS/ Visual Class.
Brown, spotted reddish brown LEAN/ FAT CLAY (Root Zone) 0.25								CL-CH
Brown, spotted reddish brown LEAN/FAT CLAY 1.0								CL-CH
Brown, spotted reddish brown LEAN/FAT CLAY 2.5								CL-CH
Brown, spotted reddish brown LEAN/FAT CLAY 3.5								CL-CH
Brown, spotted dark brown LEAN/FAT CLAY 5.0								CL-CH
Brown, spotted dark brown LEAN/FAT CLAY 8.5								CL-CH
Brown LEAN/FAT CLAY with Weathered LIMESTONE (Very hard, very slow drilling) 8.9								CL-CH
Split-spoon Refusal on rock at about 8.9 feet. End of boring at about 8.9 feet								

20.0' NORTH

KEY TO SYMBOLS

Strata symbols

Symbol	Description
▨	FAT CLAY
▨	FAT/LEAN CLAY
▦	Weathered LIMESTONE
▤	Weathered SHALE
▩	Gravel

Misc. Symbols

Symbol	Description
↑	Drill rejection
▽	Water table during drilling

Soil Samplers

Symbol	Description
◩	Standard penetration test
☐	Undisturbed thin wall Shelby tube

Notes:

1. Borings were drilled on April 15, 2024 using solid auger, split spoon sampler and shelby tube sampler techiniques.

2. Ground water was encountered while drilling at the reported depths.

3. Borings were staked by Alpha-Omega, Inc.

4. These logs are subject to the limitations, conclusions, and recommendations in this report.

5. Results of tests conducted on samples recovered are reported on the logs. Abbreviations are:

DDen = natural dry density (pcf)
LL = Liquid limit
w% = natural moisture content (%)
PI = Plasticity index
UComp = Unconfined compression (psf)
PPen = Pocket Penetrometer
-200 = percent passing #200 sieve (%)
RQD = Rock Quality
DCP = Dynamic Cone Penetrometer

Appendix Section C

BORING LOGS

Note: The logs of subsurface conditions shown in this section apply only at the specific boring location and depths at the date indicated and might not be indicative of all subsurface conditions that may be encountered. This information is not warranted to be representative of subsurface conditions at other locations, depths and times. The passage of time or construction operations at or adjacent to this site may result in changes to the soil conditions at these boring locations and depths. As a result, the character of subsurface materials shall be each bidder's responsibility.

We appreciate the opportunity to be of service to HCA PSA, Stanley D. Lindsay, Associates, Ltd., and the project developers and designers and look forward to working with you throughout the construction process. We are prepared to provide the Special Inspection services that will be required by the local building code under which this project is designed, as adopted by the City of Lee's Summit, MO, as well as the other necessary construction observation, monitoring and testing services discussed in this report. If you have any questions concerning this report, or if we may be of further assistance, please call us at (913) 371-0000.

Sincerely,
ALPHA-OMEGA GEOTECH, INC.

Garic Abendroth

Garic Abendroth, P.E.
Director of Engineering

Enclosures