Geotechnical Engineering Report

Proposed Lowe's Parking Expansion
Perris, Riverside County, California
January 19, 2022
Terracon Project No. CB215055

Prepared for:
Kimley-Horn
Orange, California

Prepared by:
Terracon Consultants, Inc.
Colton, California

January 19, 2022

Kimley-Horn
765 The City Drive, Suite 200
Orange, California 92868

Attn: Mr. Jacob Glaze
P: (714) 705-1374
E: Jacob.glaze@kimley-horn.com

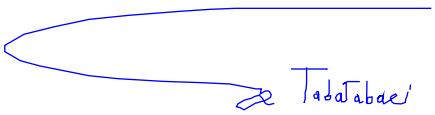
Re: Geotechnical Engineering Report
Proposed Lowe's Parking Expansion
3984 Indian Avenue
Perris, Riverside County, California
Terracon Project No. CB215055

Dear Mr. Glaze:

We have completed the Geotechnical Engineering services for the above referenced project. This study was performed in general accordance with Terracon Proposal No. PCB215055 dated April 22, 2021 and authorized December 6, 2021. This report presents the findings of the subsurface exploration and provides geotechnical recommendations concerning pavements and infiltration systems for the proposed project.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report or if we may be of further service, please contact us.

Sincerely,
Terracon Consultants, Inc.



Ali Tabatabaei, Ph.D., G.E.
Geotechnical Project Engineer

Keith P. Askew, P.E., G.E.
Department Manger

REPORT TOPICS

Note: This report was originally delivered in a web-based format. Orange Bold text in the report indicates a referenced section heading. The PDF version also includes hyperlinks which direct the reader to that section and clicking on the *GeoReport* logo will bring you back to this page. For more interactive features, please view your project online at client.terracon.com.

ATTACHMENTS

Note: Refer to each individual Attachment for a listing of contents.

Geotechnical Engineering Report

Proposed Lowe's Parking Expansion
3984 Indian Avenue
Perris, Riverside County, California

Terracon Project No. CB215055

January 19, 2022

INTRODUCTION

This report presents the results of our subsurface exploration and geotechnical engineering services performed for the proposed new parking lot and infiltration system project to be located at 3984 Indian Avenue in Perris, Riverside County, California. The purpose of these services is to provide information and geotechnical engineering recommendations relative to:

- Subsurface soil conditions
- Preliminary pavement section design
- On-site infiltration rate

The geotechnical engineering Scope of Services for this project included the advancement of 4 test borings to depths ranging from approximately 5 to 10 feet below existing site grades (bgs).

Maps showing the site and boring test locations are shown in the **Site Location** and **Exploration Plan** sections, respectively. The results of the laboratory testing performed on soil samples obtained from the site during the field exploration are included on the boring logs and/or as separate graphs in the **Exploration Results** section.

SITE CONDITIONS

The following description of site conditions is derived from our site visit in association with the field exploration and our review of publicly available geologic and topographic maps.

Item	Description
Parcel Information	The project is located at 3984 Indian Avenue in Perris, Riverside County, California. Approximate coordinates for the center of the site are 33.8411°N, 117.2327°W See **Site Location**
Existing Improvements	An existing Lowe's distribution warehouse is currently on site, with asphalt concrete (AC) and Portland Cement concrete (PCC) paving.
Current Ground Cover	The area of the proposed parking expansion is graded and earthen.

Item	Description
Existing Topography	The site appears to be relatively level with elevation ranging from 1471 to 1465 feet according to Google Earth.

PROJECT DESCRIPTION

Our initial understanding of the project was provided in our proposal and was discussed during project planning. A period of collaboration has transpired since the project was initiated, and our final understanding of the project conditions is as follows:

Item	Description
Proposed Development	Project includes the expansion of truck parking west of the existing Lowe's distribution center, and the construction of Low Impact Development (LID) drainage collection system.
Grading/Slopes	Fill: less than 2 feet. Cut: Less than 2 feet. excluding requirements for remedial grading. Slopes: Less than 5 feet, 2h:1v inclination or flatter.
Storm Water Management	A Low Impact Development (LID) infiltration system will be designed for storm water management. The details of the system are not known but will likely consist of a basin or storage chamber system.
Free-Standing Retaining Wall	Not anticipated
Pavements	Paved driveway and parking will be constructed on site. We assume both rigid (concrete) and flexible (asphalt) pavement sections be considered. Anticipated traffic indices (TIs) are as follows for asphalt pavement: ■ Auto Parking Areas: TI=5.0 ■ Auto Roads: TI=7.0 ■ Truck Parking Areas: TI=8.0 ■ Pavement design period: 20 years Anticipated average daily truck traffic (ADTT) values are as follows for concrete pavement: ■ Light Duty: ADTT=1 (Category A) ■ Medium Duty: ADTT=25 (Category B) ■ Heavy Duty: ADTT=700 (Category C)

GEOTECHNICAL CHARACTERIZATION

Subsurface Profile

We have developed a general characterization of the subsurface soil and groundwater conditions based upon our review of the data and our understanding of the geologic setting and planned construction. The following table provides our geotechnical characterization.

The geotechnical characterization forms the basis of our geotechnical calculations and evaluation of site preparation and pavement options. As noted in **General Comments**, the characterization is based upon widely spaced exploration points across the site, and variations are likely.

Conditions encountered at each boring location are indicated on the individual boring logs shown in the **Exploration Results** section and are attached to this report. Stratification boundaries on the boring logs represent the approximate location of changes in native soil types; in situ, the transition between materials may be gradual.

Stratum	Approximate Depth to Bottom of Stratum (feet)	Material Description [1]	Consistency/Density
Stratum I	2 to 5	Silty sand, isolated zones of clayey sand, fine to coarse grained, brown	Medium dense
Stratum II	2 to 10	Clayey sand, silty sand, medium grained, brown	Medium dense to dense

1. The soil materials encountered are not expected to experience substantial volumetric changes (shrink/swell) with fluctuations in moisture content.

Groundwater Conditions

The borings were advanced using continuous flight auger drilling techniques that allow short-term groundwater observations to be made while drilling. Groundwater seepage was not observed within the maximum depths of exploration during or at the completion of drilling. We do not anticipate groundwater will affect construction at this project site.

Groundwater level fluctuations occur due to seasonal variations in the amount of rainfall, runoff and other factors not evident at the time the borings were performed.

According to data collected from the Water Data Library of California Department of Water Resources (DWR) from a nearby well, located approximately 0.4-miles north of the site with a Local Well Name of EMWD11044, historic groundwater levels are deeper than 50 feet. Ground surface elevation at the subject site is indicated to be about 1471 feet and at the location of well to be about 1460 feet (based on Google Earth).

EARTHWORK

The following recommendations include site preparation, excavation, subgrade preparation and placement of engineered fills on the project. The recommendations presented for design and construction of earth supported elements including pavements are contingent upon following the recommendations outlined in this section.

Earthwork on the project should be observed and evaluated by Terracon. The evaluation of earthwork should include observation and testing of engineered fill, subgrade preparation and other geotechnical conditions exposed during the construction of the project.

Site Preparation

Strip and remove existing vegetation, debris, pavements and other deleterious materials from proposed pavement areas. Exposed surfaces should be free of mounds and depressions which could prevent uniform compaction. The site should be initially graded to create a relatively level surface to receive fill and provide for a relatively uniform thickness of fill beneath proposed pavement.

Although there was no evidence of underground facilities such as septic tanks, cesspools, or basements observed during the site reconnaissance, such features could be encountered during construction. If unexpected fills, utilities, or underground facilities are encountered, such features should be removed, and the excavation thoroughly cleaned prior to backfill placement and/or construction.

Subgrade Preparation

The existing soils within the proposed pavement areas should be removed to a depth of 18 inches below the existing grade or below the proposed soil subgrade, whichever is greater. All loose materials resulting from the demolition activities of the existing structures should be removed and replaced with properly compacted engineered fill.

Exposed areas which will receive fill, once properly cleared and benched where necessary, should be scarified to a minimum depth of 10 inches, moisture conditioned, and compacted per the compaction requirements in this report.

Based upon the subsurface conditions determined from the geotechnical exploration, subgrade soils exposed during construction are anticipated to be relatively workable. However, the workability of the subgrade may be affected by precipitation, repetitive construction traffic or other factors. If unworkable conditions develop, workability may be improved by scarifying and drying.

Excavation

We anticipate that excavations for the proposed construction can be accomplished with conventional earthmoving equipment.

The bottom of excavations should be thoroughly cleaned of loose soils and disturbed materials prior to backfill placement and/or construction.

Individual contractors are responsible for designing and constructing stable, temporary excavations. Excavations should be sloped or shored in the interest of safety following local, and federal regulations, including current OSHA excavation and trench safety standards.

Fill Material Types

All fill materials should be inorganic soils free of vegetation, debris, and fragments larger than three inches in size. Pea gravel or other similar non-cementitious, poorly-graded materials should not be used as fill or backfill without the prior approval of the geotechnical engineer.

Clean on-site soils or approved imported materials may be used as fill material for general site grading and pavement areas.

If imported soils are used as fill materials to raise grades, these soils should conform to low volume change materials and should conform to the following requirements:

Gradation	Percent Finer by Weight (ASTM C 136)
3"	100
No. 4 Sieve	50 - 100
No. 200 Sieve	10 - 40

- Liquid Limit ..... 30 (max)
- Plasticity Index ..... 15 (max)
- Maximum Expansive Index* ..... 20 (max)

*ASTM D 4829

The contractor shall notify the Geotechnical Engineer of import sources sufficiently ahead of their use so that the sources can be observed and approved as to the physical characteristic of the import material. For all import material, the contractor shall also submit current verified reports from a recognized analytical laboratory indicating that the import has a "not applicable" (Class S0) potential for sulfate attack based upon current ACI criteria and is "mildly corrosive" to ferrous metal and copper. The reports shall be accompanied by a written statement from the contractor that the laboratory test results are representative of all import material that will be brought to the job.

Engineered fill should be placed and compacted in horizontal lifts, using equipment and procedures that will produce recommended moisture contents and densities throughout the lift. Fill lifts should not exceed 10 inches loose thickness.

Compaction Requirements

Material Type and Location	Per the Modified Proctor Test (ASTM D 1557)		
	Minimum Compaction Requirement (%)	Range of Moisture Contents for Compaction Above Optimum	
		Minimum	Maximum
On-site soils and/or low volume change imported fill:			
Beneath pavements:	95	0%	+3%
Utility Trenches*:	90	0%	+3%
Bottom of excavation receiving fill:	90	0%	+3%
Aggregate base (beneath pavements):	95	0%	+3%

* Upper 12 inches should be compacted to 95% within pavement. Low-volume change imported soils should be used in structural areas.

Utility Trenches

We anticipate the on-site soils will provide suitable support for underground utilities and piping that may be installed. Any soft and/or unsuitable material encountered at the bottom of excavations should be removed and be replaced with an adequate bedding material. A non-expansive granular material with a sand equivalent greater than 30 is recommended for bedding and shading of utilities, unless otherwise allowed by the utility manufacturer.

On-site materials are considered suitable for backfill of utility and pipe trenches from one foot above the top of the pipe to the final ground surface, provided the material is free of organic matter and deleterious substances.

Trench backfill should be mechanically placed and compacted as discussed earlier in this report. Compaction of initial lifts should be accomplished with hand-operated tampers or other lightweight compactors. Where trenches are placed beneath slabs or footings, the backfill should satisfy the gradation and expansion index requirements of engineered fill discussed in this report. Flooding or jetting for placement and compaction of backfill is not recommended.

Grading and Drainage

Positive drainage should be provided during construction and maintained throughout the life of the development. Infiltration of water into utility trenches or foundation excavations should be prevented during construction. Planters and other surface features which could retain water in areas adjacent to the building or pavements should be sealed or eliminated.

We recommend a minimum horizontal setback distance of 10 feet from the perimeter of any building and the high-water elevation of the nearest storm-water retention basin.

Construction Considerations

Upon completion of filling and grading, care should be taken to maintain the subgrade moisture content prior to construction of floor slabs and pavements. Construction traffic over the completed subgrade should be avoided to the extent practical. The site should also be graded to prevent ponding of surface water on the prepared subgrades or in excavations. If the subgrade should become desiccated, saturated, or disturbed, the affected material should be removed or these materials should be scarified, moisture conditioned, and recompacted prior to floor slab and pavement construction.

We recommend that the earthwork portion of this project be completed during extended periods of dry weather if possible. If earthwork is completed during the wet season (typically November through April) it may be necessary to take extra precautionary measures to protect subgrade soils. Wet season earthwork operations may require additional mitigative measures beyond that which would be expected during the drier summer and fall months. This could include diversion of surface runoff around exposed soils and draining of ponded water on the site. Once subgrades are established, it may be necessary to protect the exposed subgrade soils from construction traffic.

Construction Observation and Testing

The geotechnical engineer should be retained during the construction phase of the project to observe earthwork and to perform necessary tests and observations during subgrade preparation, proof-rolling, placement and compaction of controlled compacted fills, backfilling of excavations to the completed subgrade.

The exposed subgrade and each lift of compacted fill should be tested, evaluated, and reworked as necessary until approved by the Geotechnical Engineer prior to placement of additional lifts. Each lift of fill should be tested for density and water content at a frequency of at least one test for every 5,000 square feet in pavement areas. One density and water content test for every 50 linear feet of compacted utility trench backfill.

In areas of foundation excavations, the bearing subgrade should be evaluated under the direction of the Geotechnical Engineer. In the event that unanticipated conditions are encountered, the Geotechnical Engineer should prescribe mitigation options.

In addition to the documentation of the essential parameters necessary for construction, the continuation of the Geotechnical Engineer into the construction phase of the project provides the continuity to maintain the Geotechnical Engineer's evaluation of subsurface conditions, including assessing variations and associated design changes.

PAVEMENTS

General Pavement Comments

Pavement designs are provided for the traffic conditions and pavement life conditions as noted in **Project Description** and in the following sections of this report. A critical aspect of pavement performance is site preparation. Pavement designs noted in this section must be applied to the site which has been prepared as recommended in the **Earthwork** section.

Pavement Design Parameters

Design of asphalt concrete (AC) pavements is based on the procedures outlined in the Caltrans "Highway Design Manual for Safety Roadside Rest Areas" (Caltrans, 2016). Design of Portland cement concrete (PCC) pavements are based upon American Concrete Institute (ACI) 330R-08; "Guide for Design and Construction of Concrete Parking Lots."

During the field investigation at the site, one sample of the near surface soil taken from our borings was tested in our laboratory to determine the Hveem Stabilometer Value (R-value). The test resulted in an R-value of 32 which was used to calculate the AC pavement thickness sections. A modulus of subgrade reaction of 120 pci and a modulus of rupture of 600 psi were used for the PCC pavement designs.

The structural sections are predicated upon proper compaction of the utility trench backfills and the subgrade soils as prescribed by in **Earthwork**, with the upper 12 inches of subgrade soils and all aggregate base material brought to a minimum relative compaction of 95 percent in accordance with ASTM D 1557 prior to paving. The aggregate base should meet Caltrans requirements for Class 2 base.

The pavement designs were based upon the results of preliminary sampling and testing and should be verified by additional sampling and testing during construction when the actual subgrade soils are exposed.

Pavement Section Thicknesses

The following table provides options for AC and PCC Sections:

Asphalt Concrete Design		
Usage	**Assumed Traffic Index**	**Recommended Structural Section**
Auto Parking Areas	5.0	3" HMA[1]/6" Class 2 AB[2]
Drive lanes	7.0	4" HMA[1]/9" Class 2 AB[2]
Truck Delivery Areas	8.0	4" HMA[1]/12" Class 2 AB[2]

1. HMA = hot mix asphalt
2. AB = aggregate base

Portland Cement Concrete Design			
Layer	**Thickness (inches)**		
	Light Duty[1]	**Medium Duty**[2]	**Dumpster Pad**[3]
PCC	5.0	6.0	7.5
Aggregate Base [4]	--	--	--

1. Car Parking and Access Lanes, Average Daily Truck Traffic (ADTT) = 1 (Category A).
2. Truck Parking Areas, Multiple Units, ADTT = 25 (Category B)
3. In areas of anticipated heavy traffic, fire trucks, delivery trucks, or concentrated loads (e.g., dumpster pads), and areas with repeated turning or maneuvering of heavy vehicles, ADTT = 700 (Category C).
4. Aggregate base is not required. Compacted on-site material is considered competent.

Recommended structural sections were calculated based on assumed TIs and our preliminary sampling and testing.

Terracon does not practice traffic engineering. We recommend that the project civil engineer or traffic engineer verify that the TIs and ADTT traffic indices used are appropriate for this project.

Pavement Drainage

Pavements should be sloped to provide rapid drainage of surface water. Water allowed to pond on or adjacent to the pavements could saturate the subgrade and contribute to premature pavement deterioration. In addition, the pavement subgrade should be graded to provide positive drainage within the granular base section. Appropriate sub-drainage or connection to a suitable daylight outlet should be provided to remove water from the granular subbase.

Pavement Maintenance

The pavement sections represent minimum recommended thicknesses and, as such, periodic maintenance should be anticipated. Therefore, preventive maintenance should be planned and provided for through an on-going pavement management program. Maintenance activities are intended to slow the rate of pavement deterioration and to preserve the pavement investment. Maintenance consists of both localized maintenance (e.g., crack and joint sealing and patching) and global maintenance (e.g., surface sealing). Preventive maintenance is usually the priority when implementing a pavement maintenance program. Additional engineering observation is recommended to determine the type and extent of a cost-effective program. Even with periodic maintenance, some movements and related cracking may still occur and repairs may be required.

Pavement performance is affected by its surroundings. In addition to providing preventive maintenance, the civil engineer should consider the following recommendations in the design and layout of pavements:

- Final grade adjacent to paved areas should slope down from the edges at a minimum 2 percent.
- Subgrade and pavement surfaces should have a minimum 2 percent slope to promote proper surface drainage.
- Install below pavement drainage systems surrounding areas anticipated for frequent wetting.
- Install joint sealant and seal cracks immediately.
- Seal all landscaped areas in or adjacent to pavements to reduce moisture migration to subgrade soils.
- Place compacted, low permeability backfill against the exterior side of curb and gutter.
- Place curb, gutter and/or sidewalk directly on clay subgrade soils rather than on unbound granular base course materials.

STORM WATER MANAGEMENT

Two in-situ infiltration tests (falling head borehole permeability) were performed at approximate depths of 5 and 10 feet bgs within boreholes drilled with an 8-inch diameter auger. The objective of the testing is to provide infiltration rates for designing the proposed infiltration system. A 2-inch thick, 3/8-inch gravel layer was placed in the bottom of each boring after the borings were drilled to investigate the soil profile. Three-inch diameter perforated pipes were installed on top of the gravel layer and gravel was used to backfill between the perforated pipes and the boring sidewall. The borings were then filled with water for a pre-soak period.

At the beginning of each test, the pipes were refilled with water and readings were taken at periodic time intervals as the water level dropped. The soil at the percolation test locations was classified in the field using a visual/manual procedure. The infiltration velocity is presented as the

infiltration rate and is summarized in the following table. The infiltration rates provided do not include safety factors.

Test Location	Boring Depth (ft.) [1]	Test Depth Range (ft.) [1]	Soil Type	Water Head (ft)	Percolation Rate Average (in./hr.)	Infiltration Rate Average (in./hr.) [2]
B-2	5	0 to 5	SM	5	19.80	0.66
B-3	10	5 to 10	SM	5	48.60	1.68

1. Below existing ground surface.
2. If proposed infiltration system will mainly rely on vertical downward seepage, the correlated infiltration rates should be used. The correlated infiltration rates were calculated using the Porchet method.

The above infiltration rates determined by the shallow percolation test method are based on field test results utilizing clear water. Infiltration rates can be affected by silt buildup, debris, degree of soil saturation, site variability and other factors. The rate obtained at specific location and depth is representative of the location and depth tested and may not be representative of the entire site. Application of an appropriate safety factor is prudent to account for subsoil inconsistencies, possible compaction related to site grading, and potential silting of the percolating soils, depending on the application.

The design engineer should also check with the local agency for the limitation of the infiltration rate allowed in the design. If the maximum allowable design infiltration rate is lower than the above recommended rate, the maximum allowable design infiltration rate should be used. The designer of the basins should also consider other possible site variability in the design.

The percolation tests were performed with clear water, whereas the storm water will likely not be clear, but may contain organics, fines, and grease/oil. The presence of these deleterious materials will tend to decrease the rate that water percolates from the infiltration systems. Design of the storm water infiltration systems should account for the presence of these materials and should incorporate structures/devices to remove these deleterious materials.

Based on the soils encountered in our borings, we expect the percolation rates of the soils could be different than measured in the field due to variations in fines and gravel content. The design elevation and size of the proposed infiltration system should account for this expected variability in infiltration rates.

Infiltration testing should be performed after construction of the infiltration system to verify the design infiltration rates. It should be noted that siltation and vegetation growth along with other factors may affect the infiltration rates of the infiltration areas. The actual infiltration rate may vary

from the values reported here. Infiltration systems should be located at least 10 feet from any existing or proposed foundation system.

GENERAL COMMENTS

Our analysis and opinions are based upon our understanding of the project, the geotechnical conditions in the area, and the data obtained from our site exploration. Natural variations will occur between exploration point locations or due to the modifying effects of construction or weather. The nature and extent of such variations may not become evident until during or after construction. Terracon should be retained as the Geotechnical Engineer, where noted in this report, to provide observation and testing services during pertinent construction phases. If variations appear, we can provide further evaluation and supplemental recommendations. If variations are noted in the absence of our observation and testing services on-site, we should be immediately notified so that we can provide evaluation and supplemental recommendations.

Our Scope of Services does not include either specifically or by implication any environmental or biological (e.g., mold, fungi, bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential for such contamination or pollution, other studies should be undertaken.

Our services and any correspondence or collaboration through this system are intended for the sole benefit and exclusive use of our client for specific application to the project discussed and are accomplished in accordance with generally accepted geotechnical engineering practices with no third-party beneficiaries intended. Any third-party access to services or correspondence is solely for information purposes to support the services provided by Terracon to our client. Reliance upon the services and any work product is limited to our client and is not intended for third parties. Any use or reliance of the provided information by third parties is done solely at their own risk. No warranties, either express or implied, are intended or made.

Site characteristics as provided are for design purposes and not to estimate excavation cost. Any use of our report in that regard is done at the sole risk of the excavating cost estimator as there may be variations on the site that are not apparent in the data that could significantly impact excavation cost. Any parties charged with estimating excavation costs should seek their own site characterization for specific purposes to obtain the specific level of detail necessary for costing. Site safety, and cost estimating including, excavation support, and dewatering requirements/design are the responsibility of others. If changes in the nature, design, or location of the project are planned, our conclusions and recommendations shall not be considered valid unless we review the changes and either verify or modify our conclusions in writing.

ATTACHMENTS

EXPLORATION AND TESTING PROCEDURES

Field Exploration

Terracon conducted a total of four (4) soil-testing borings at the locations and depth summarized in the following table.

Number of Borings	Boring Depth (feet) [1]	Location
1 (B-1)	6 ½	Pavement/Drive Area
1 (B-2)	5	Pavement/Infiltration system
1 (B-3)	10	Pavement/Infiltration system
1 (B-4)	6 ½	Pavement/Drive Area

1. Below ground surface.

Boring Layout and Elevations: Unless otherwise noted, Terracon personnel provided the boring layout. Coordinates were obtained with a handheld GPS unit (estimated horizontal accuracy of about ±10 feet) and approximate elevations were obtained by interpolation from the Google Earth. If elevations and a more precise boring layout are desired, we recommend borings be surveyed following completion of fieldwork.

Subsurface Exploration Procedures: We advance the borings with a truck-mounted drill rig using hollow-stem augers. A modified California ring-lined sampler (3-inch outer diameter and 2-3/8-inch inner diameter) was utilized in our investigation. The penetration resistance is recorded on the boring logs as the number of hammer blows used to advance the sampler in 6-inch increments (or less if noted). The samplers are driven with an automatic hammer that drops a 140-pound weight 30 inches for each blow. After the required seating, samplers are advanced up to 18 inches, providing up to three sets of blow counts at each sampling interval. The sampling depths, penetration distances, and other sampling information are recorded on the field boring logs. The recorded blows are raw numbers without any corrections for hammer type (automatic vs. manual cathead) or sampler size (ring sampler vs. SPT sampler). Relatively undisturbed and bulk samples of the soils encountered are placed in sealed containers and returned to the laboratory for testing and evaluation.

We observe and record groundwater levels during drilling and sampling. For safety purposes, all borings are backfilled with auger cuttings after their completion.

Our exploration team prepares field boring logs as part of the drilling operations. These field logs include visual classifications of the materials encountered during drilling and our interpretation of the subsurface conditions between samples. Final boring logs are prepared from the field logs. The final boring logs represent the Geotechnical Engineer's interpretation of the field logs and include modifications based on observations and tests of the samples in our laboratory.

Laboratory Testing

The project engineer reviewed the field data and assigned laboratory tests to understand the engineering properties of the various soil strata, as necessary, for this project. Procedural standards noted below are for reference to methodology in general. In some cases, variations to methods were applied because of local practice or professional judgment. Standards noted below include reference to other, related standards. Such references are not necessarily applicable to describe the specific test performed.

- Water (Moisture) Content of Soil by Mass
- Laboratory Determination of Density (Unit Weight) of Soil Specimens
- Particle-Size Distribution (Gradation) of Soils Using Sieve Analysis
- R-value test
- Modified Proctor test

The laboratory testing program often included examination of soil samples by an engineer. Based on the material's texture and plasticity, we described and classified the soil samples in accordance with the Unified Soil Classification System.

SITE LOCATION AND EXPLORATION PLANS

SITE LOCATION

Proposed Lowe's Parking Expansion
Perris, Riverside County, California
January 19, 2022 ■ Terracon Project No. CB215055

DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

EXPLORATION PLAN

Proposed Lowe's Parking Expansion
Perris, Riverside County, California
January 19, 2022 ■ Terracon Project No. CB215055

DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

EXPLORATION RESULTS

BORING LOG NO. B-1

PROJECT: Lowe's Parking Expansion - Perris, CA

CLIENT: Kimley-Horn and Associates Inc
Orange, CA

SITE: 3984 Indian Avenue
Perris, CA

LOCATION See Exploration Plan

Latitude: 33.842° Longitude: -117.2317°

GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	PERCENT FINES
	CLAYEY SAND (SC), medium grained, brown, medium dense							
					14-16-28	6	130	
		5						
					7-11-30	8	118	
	6.5							
	Boring Terminated at 6.5 Feet							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
6" Hollow-Stem

Abandonment Method:
Boring backfilled with auger cuttings upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1355 E Cooley Dr, Ste C
Colton, CA

Boring Started: 12-28-2021 | Boring Completed: 12-28-2021

Drill Rig: CME 75 | Driller: 2R Drilling

Project No.: CB215055

BORING LOG NO. B-2

PROJECT: Lowe's Parking Expansion - Perris, CA

CLIENT: Kimley-Horn and Associates Inc
Orange, CA

SITE: 3984 Indian Avenue
Perris, CA

LOCATION See Exploration Plan

Latitude: 33.8408° Longitude: -117.2337°

GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	PERCENT FINES
	SILTY SAND (SM), fine to coarse grained, brown, medium dense							
					6-10-14	5	117	35
	5.0	5						
	Boring Terminated at 5 Feet							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
6" Hollow-Stem

Abandonment Method:
Boring backfilled with auger cuttings upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1355 E Cooley Dr, Ste C
Colton, CA

Boring Started: 12-28-2021 | Boring Completed: 12-28-2021

Drill Rig: CME 75 | Driller: 2R Drilling

Project No.: CB215055

BORING LOG NO. B3

PROJECT: Lowe's Parking Expansion - Perris, CA

CLIENT: Kimley-Horn and Associates Inc
Orange, CA

SITE: 3984 Indian Avenue
Perris, CA

LOCATION See Exploration Plan

Latitude: 33.8408° Longitude: -117.2347°

GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	PERCENT FINES
	SILTY SAND (SM), fine to coarse grained, brown							
	medium dense				20-30-36	7	127	
		5			18-18-24	4	122	32
	10.0	10						
	Boring Terminated at 10 Feet							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
6" Hollow-Stem

Abandonment Method:
Boring backfilled with auger cuttings upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
1355 E Cooley Dr, Ste C
Colton, CA

Boring Started: 12-28-2021 | Boring Completed: 12-28-2021

Drill Rig: CME 75 | Driller: 2R Drilling

Project No.: CB215055

BORING LOG NO. B4

PROJECT: Lowe's Parking Expansion - Perris, CA

CLIENT: Kimley-Horn and Associates Inc
Orange, CA

SITE: 3984 Indian Avenue
Perris, CA

LOCATION See Exploration Plan

Latitude: 33.8398° Longitude: -117.2348°

GRAPHIC LOG	DEPTH		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	PERCENT FINES
		SILTY SAND (SM), fine to coarse grained, brown							
	2.5								39
		CLAYEY SAND (SC), medium grained, brown, dense				12-30-30	6	110	
			5						
						15-21-17	7	116	
	6.5								
		Boring Terminated at 6.5 Feet							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
6" Hollow-Stem

Abandonment Method:
Boring backfilled with auger cuttings upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

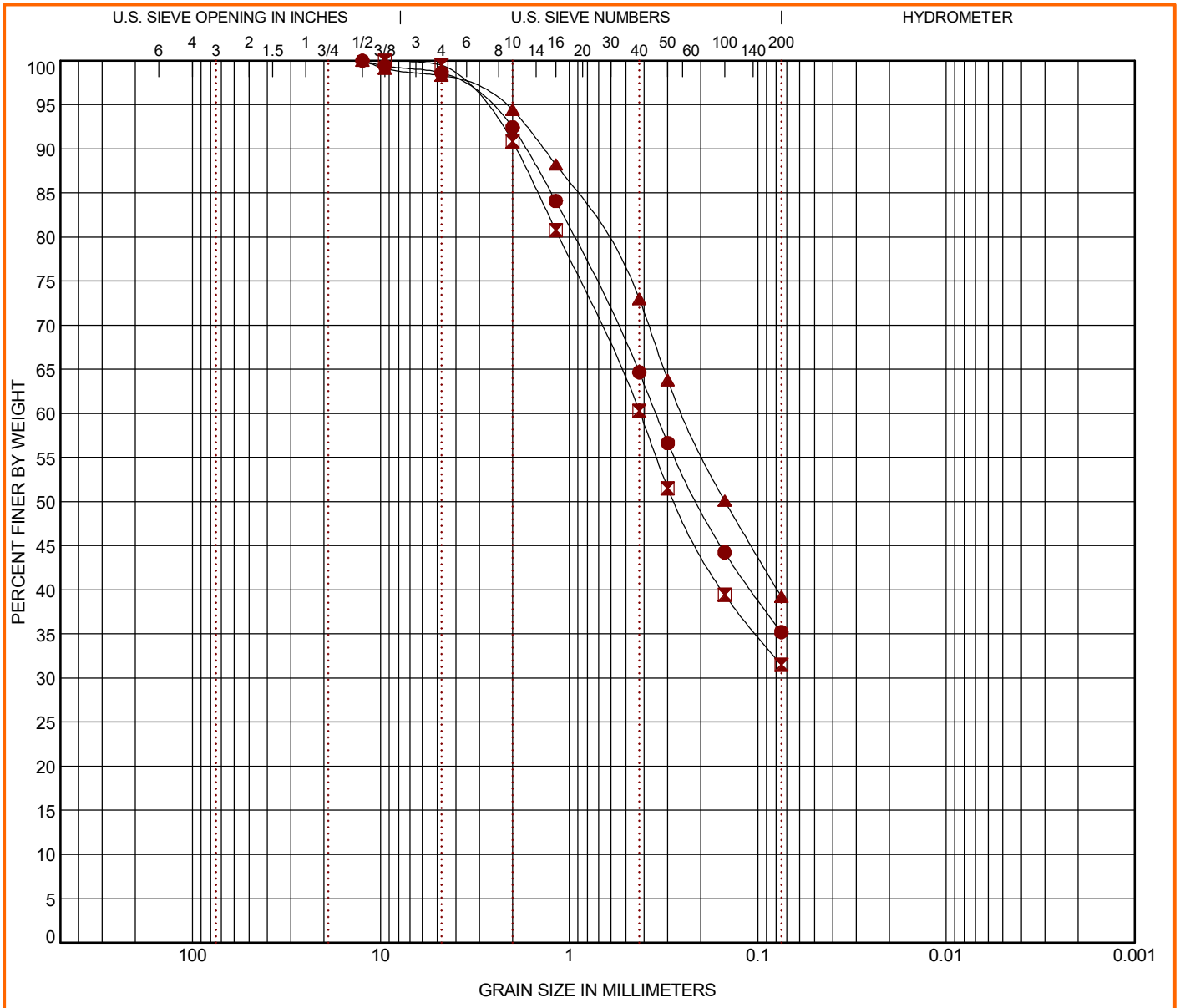
Groundwater not encountered

Terracon
1355 E Cooley Dr, Ste C
Colton, CA

Boring Started: 12-28-2021	Boring Completed: 12-28-2021
Drill Rig: CME 75	Driller: 2R Drilling
Project No.: CB215055	

GRAIN SIZE DISTRIBUTION

ASTM D422 / ASTM C136



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

Boring ID		Depth	USCS Classification	WC (%)	LL	PL	PI	Cc	Cu
●	B-2	0 - 5	Silty Sand (SM)						
⊠	B3	5 - 6.5	Silty Sand (SM)	4					
▲	B4	0 - 5	Clayey Sand (SC)						

Boring ID		Depth	D_{100}	D_{60}	D_{30}	D_{10}	%Cobbles	%Gravel	%Sand	%Silt	%Fines	%Clay
●	B-2	0 - 5	12.5	0.347			0.0	1.4	63.4		35.2	
⊠	B3	5 - 6.5	9.5	0.42			0.0	0.5	68.0		31.5	
▲	B4	0 - 5	12.5	0.248			0.0	1.7	59.1		39.2	

PROJECT: Lowe's Parking Expansion - Perris, CA

SITE: 3984 Indian Avenue
Perris, CA

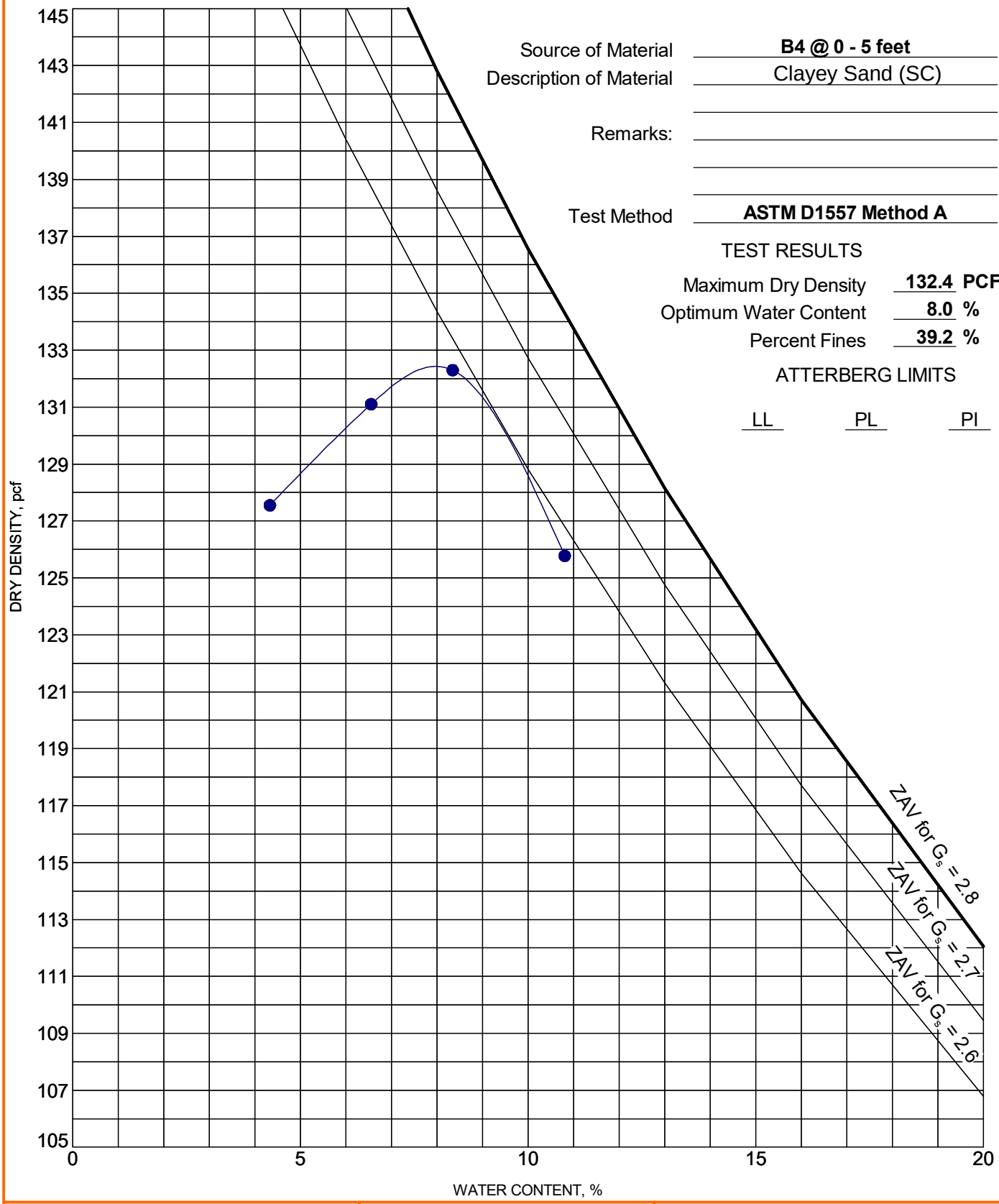
Terracon
1355 E Cooley Dr, Ste C
Colton, CA

PROJECT NUMBER: CB215055

CLIENT: Kimley-Horn and Associates Inc
Orange, CA

MOISTURE-DENSITY RELATIONSHIP

ASTM D698/D1557



Source of Material	**B4 @ 0 - 5 feet**
Description of Material	Clayey Sand (SC)
Remarks:	
Test Method	**ASTM D1557 Method A**

TEST RESULTS

Maximum Dry Density	**132.4 PCF**
Optimum Water Content	**8.0 %**
Percent Fines	**39.2 %**

ATTERBERG LIMITS

LL	PL	PI

PROJECT: Lowe's Parking Expansion - Perris, CA

PROJECT NUMBER: CB215055

SITE: 3984 Indian Avenue
Perris, CA

Terracon
1355 E Cooley Dr, Ste C
Colton, CA

CLIENT: Kimley-Horn and Associates Inc
Orange, CA

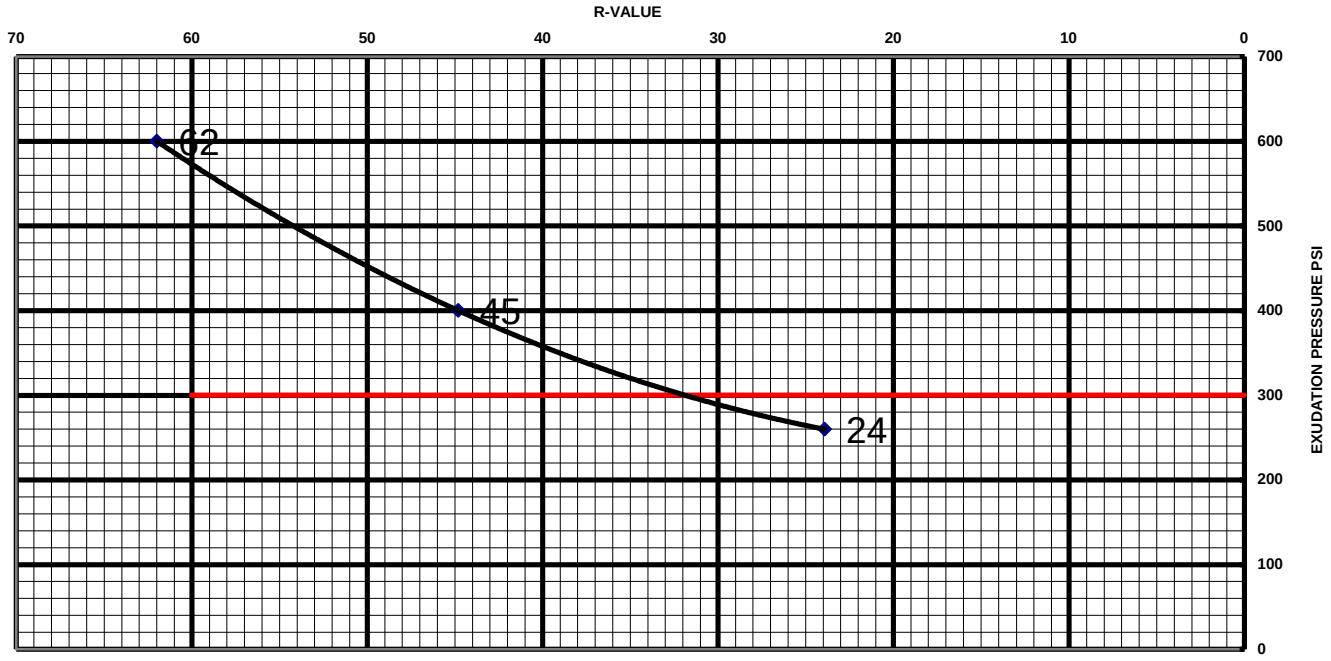
Job No. CB215055
Date. 1/17/2022

LABORATORY RECORD OF TESTS MADE ON BASE, SUBBASE, AND BASEMENT SOILS

CLIENT: **Kimley-Horn and Associates**
PROJECT **Lowe's Parking Expansion**
LOCATION: **Perris, CA**
R-VALUE # : **B3**
T.I. :

	A	B	C	D
COMPACTOR AIR PRESSURE P.S.I.	250	350	350	
INITIAL MOISTURE %	4.3	4.3	4.3	
WATER ADDED, ML	70	60	50	
WATER ADDED %	6.2	5.3	4.5	
MOISTURE AT COMPACTION %	10.5	9.6	8.8	
HEIGHT OF BRIQUETTE	2.50	2.47	2.45	
WET WEIGHT OF BRIQUETTE	1177	1177	1160	
DENSITY LB. PER CU.FT.	129.1	131.7	131.9	
STABILOMETER PH AT 1000 LBS.	43	34	24	
2000 LBS.	96	61	40	
DISPLACEMENT	5.30	5.00	4.60	
R-VALUE	24	45	62	
EXUDATION PRESSURE	260	400	600	
THICK. INDICATED BY STAB.	0.00	0.00	0.00	
EXPANSION PRESSURE	25	33	42	
THICK. INDICATED BY E.P.	0.83	1.10	1.40	

EXUDATION CHART



R-Value: **32**

Job No.: CB215055

PERCOLATION TEST DATA

BORING NUMBER: B-2
LOT No: N/A
TRACT No: N/A

CLIENT: Kimberly Horn.
PROJECT: Lowe's Parking Lot

DATE OF DRILLING: December 28, 2021
DATE OF PRESOAK: January 5, 2022
DATE OF TEST: January 5, 2022
TESTED BY: GA

DEPTH BEFORE (ft.): 5.0
DEPTH AFTER (ft.): 5.0
PVC PIPE DIA. (in.): 3.0
PERC HOLE DIA. (in.): 8.0

Time Interval (min.)	Total Elapsed Time (min.)	Initial Water Level (in.)	Final Water Level (in.)	Change in Water Level (in.)	Initial Hole Depth (in.)	Final Hole Depth (in.)	Percolation Rate (in/hr)	Infiltration rate (Porchet Method) (in/hr)
182	182	0.0	60.0	60.0	60.0	60.0	19.8	1.24
25	207	0.0	11.4	11.4	60.0	60.0	27.4	0.97
25	232	0.0	9.0	9.0	60.0	60.0	21.6	0.75
10	242	0.0	3.6	3.6	60.0	60.0	21.6	0.72
10	252	0.0	3.3	3.3	60.0	60.0	19.8	0.66
10	262	0.0	3.3	3.3	60.0	60.0	19.8	0.66
10	272	0.0	3.3	3.3	60.0	60.0	19.8	0.66
10	282	0.0	3.3	3.3	60.0	60.0	19.8	0.66
10	292	0.0	3.3	3.3	60.0	60.0	19.8	0.66

Average of last 3 readings: 19.80 0.66

Job No.: CB215055

PERCOLATION TEST DATA

BORING NUMBER: B-3
LOT No: N/A
TRACT No: N/A

CLIENT: Kimley-Horn
PROJECT: Lowe's Parking Lot Expansion

DATE OF DRILLING: December 28, 2021
DATE OF PRESOAK: January 5, 2022
DATE OF TEST: January 5, 2022
TESTED BY: GA

DEPTH BEFORE (ft.): 10.0
DEPTH AFTER (ft.): 10.0
PVC PIPE DIA. (in.): 3.0
PERC HOLE DIA. (in.): 8.0

Time Interval (min.)	Total Elapsed Time (min.)	Initial Water Level (in.)	Final Water Level (in.)	Change in Water Level (in.)	Initial Hole Depth (in.)	Final Hole Depth (in.)	Percolation Rate (in/hr)	Infiltration rate (Porchet Method) (in/hr)
75	75	60.0	120.0	60.0	120.0	120.0	48.0	3.00
25	100	60.0	82.8	22.8	120.0	120.0	54.7	2.16
25	125	60.0	80.1	20.1	120.0	120.0	48.2	1.86
10	135	60.0	68.1	8.1	120.0	120.0	48.6	1.68
10	145	60.0	68.4	8.4	120.0	120.0	50.4	1.74
10	155	60.0	67.8	7.8	120.0	120.0	46.8	1.61
10	165	60.0	68.4	8.4	120.0	120.0	50.4	1.74
10	175	60.0	68.1	8.1	120.0	120.0	48.6	1.68
10	185	60.0	67.8	7.8	120.0	120.0	46.8	1.61
				Average of last 3 readings:			48.60	1.68

SUPPORTING INFORMATION

Contents:

GENERAL NOTES
DESCRIPTION OF SYMBOLS AND ABBREVIATIONS

Terracon GeoReport

SAMPLING	WATER LEVEL	FIELD TESTS
Auger Cuttings Modified California Ring Sampler Standard Penetration Test	**Water Initially Encountered** **Water Level After a Specified Period of Time** **Water Level After a Specified Period of Time** **Cave In Encountered** Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level observations.	**N** Standard Penetration Test Resistance (Blows/Ft.) **(HP)** Hand Penetrometer **(T)** Torvane **(DCP)** Dynamic Cone Penetrometer **UC** Unconfined Compressive Strength **(PID)** Photo-Ionization Detector **(OVA)** Organic Vapor Analyzer

DESCRIPTIVE SOIL CLASSIFICATION

Soil classification as noted on the soil boring logs is based Unified Soil Classification System. Where sufficient laboratory data exist to classify the soils consistent with ASTM D2487 "Classification of Soils for Engineering Purposes" this procedure is used. ASTM D2488 "Description and Identification of Soils (Visual-Manual Procedure)" is also used to classify the soils, particularly where insufficient laboratory data exist to classify the soils in accordance with ASTM D2487. In addition to USCS classification, coarse grained soils are classified on the basis of their in-place relative density, and fine-grained soils are classified on the basis of their consistency. See "Strength Terms" table below for details. The ASTM standards noted above are for reference to methodology in general. In some cases, variations to methods are applied as a result of local practice or professional judgment.

LOCATION AND ELEVATION NOTES

Exploration point locations as shown on the Exploration Plan and as noted on the soil boring logs in the form of Latitude and Longitude are approximate. See Exploration and Testing Procedures in the report for the methods used to locate the exploration points for this project. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

STRENGTH TERMS

RELATIVE DENSITY OF COARSE-GRAINED SOILS (More than 50% retained on No. 200 sieve.) Density determined by Standard Penetration Resistance			CONSISTENCY OF FINE-GRAINED SOILS (50% or more passing the No. 200 sieve.) Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance			
Descriptive Term (Density)	**Standard Penetration or N-Value Blows/Ft.**	**Ring Sampler Blows/Ft.**	**Descriptive Term (Consistency)**	**Unconfined Compressive Strength Qu, (tsf)**	**Standard Penetration or N-Value Blows/Ft.**	**Ring Sampler Blows/Ft.**
Very Loose	0 - 3	0 - 6	Very Soft	less than 0.25	0 - 1	< 3
Loose	4 - 9	7 - 18	Soft	0.25 to 0.50	2 - 4	3 - 4
Medium Dense	10 - 29	19 - 58	Medium Stiff	0.50 to 1.00	4 - 8	5 - 9
Dense	30 - 50	59 - 98	Stiff	1.00 to 2.00	8 - 15	10 - 18
Very Dense	> 50	> 99	Very Stiff	2.00 to 4.00	15 - 30	19 - 42
			Hard	> 4.00	> 30	> 42

RELEVANCE OF SOIL BORING LOG

The soil boring logs contained within this document are intended for application to the project as described in this document. Use of these soil boring logs for any other purpose may not be appropriate.

UNIFIED SOIL CLASSIFICATION SYSTEM

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [A]					Soil Classification	
					Group Symbol	Group Name [B]
Coarse-Grained Soils: More than 50% retained on No. 4 sieve	**Gravels:** More than 50% of coarse fraction retained on No. 4 sieve	**Clean Gravels:** Less than 5% fines [C]	$Cu \geq 4$ and $1 \leq Cc \leq 3$ [E]		GW	Well-graded gravel [F]
			$Cu < 4$ and/or [$Cc<1$ or $Cc>3.0$] [E]		GP	Poorly graded gravel [F]
		Gravels with Fines: More than 12% fines [C]	Fines classify as ML or MH		GM	Silty gravel [F, G, H]
			Fines classify as CL or CH		GC	Clayey gravel [F, G, H]
	Sands: 50% or more of coarse fraction passes No. 4 sieve	**Clean Sands:** Less than 5% fines [D]	$Cu \geq 6$ and $1 \leq Cc \leq 3$ [E]		SW	Well-graded sand [I]
			$Cu < 6$ and/or [$Cc<1$ or $Cc>3.0$] [E]		SP	Poorly graded sand [I]
		Sands with Fines: More than 12% fines [D]	Fines classify as ML or MH		SM	Silty sand [G, H, I]
			Fines classify as CL or CH		SC	Clayey sand [G, H, I]
Fine-Grained Soils: 50% or more passes the No. 200 sieve	**Silts and Clays:** Liquid limit less than 50	**Inorganic:**	PI > 7 and plots on or above "A"		CL	Lean clay [K, L, M]
			PI < 4 or plots below "A" line [J]		ML	Silt [K, L, M]
		Organic:	Liquid limit - oven dried	< 0.75	OL	Organic clay [K, L, M, N]
			Liquid limit - not dried			Organic silt [K, L, M, O]
	Silts and Clays: Liquid limit 50 or more	**Inorganic:**	PI plots on or above "A" line		CH	Fat clay [K, L, M]
			PI plots below "A" line		MH	Elastic Silt [K, L, M]
		Organic:	Liquid limit - oven dried	< 0.75	OH	Organic clay [K, L, M, P]
			Liquid limit - not dried			Organic silt [K, L, M, Q]
Highly organic soils:	Primarily organic matter, dark in color, and organic odor				PT	Peat

[A] Based on the material passing the 3-inch (75-mm) sieve.

[B] If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.

[C] Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.

[D] Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay.

[E] $Cu = D_{60}/D_{10}$ $\quad Cc = \dfrac{(D_{30})^2}{D_{10} \times D_{60}}$

[F] If soil contains ≥ 15% sand, add "with sand" to group name.

[G] If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.

[H] If fines are organic, add "with organic fines" to group name.

[I] If soil contains ≥ 15% gravel, add "with gravel" to group name.

[J] If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.

[K] If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.

[L] If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.

[M] If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.

[N] PI ≥ 4 and plots on or above "A" line.

[O] PI < 4 or plots below "A" line.

[P] PI plots on or above "A" line.

[Q] PI plots below "A" line.