



Applied Geotechnical Engineering Consultants, Inc.

June 25, 2007

LEI Consulting Engineers and Surveyors, Inc.
14441 South 980 West
Bluffdale, UT 8406

Attention: Brian Gaylord
EMAIL: brian@lei-eng.com

Subject: Pavement Recommendations
Spring Creek Commercial Development
3650 West 12600 South
Riverton, Utah
AGEC Project No. 1060615

Gentlemen:

Applied Geotechnical Engineering Consultants, Inc. (AGEC) was requested to provide pavement recommendations for a portion of 3600 West Street that will be constructed as part of the Spring Creek Commercial Development at 3650 West 12600 South in Riverton, Utah.

AGEC previously conducted a geotechnical investigation and reported the results and recommendations in a report dated August 1, 2006 under AGEC Project No. 1060615.

PROPOSED CONSTRUCTION

We understand that the proposed roadway will consist of a two-lane, asphalt-paved road. Based on conversations with the Riverton City Engineering Department, we understand that the Average Daily Traffic (ADT) anticipated for the road is 10,000 vehicles. The ADT value represents total traffic for a two-way traffic condition. The estimated truck traffic will consist of approximately 6 percent of the total traffic split evenly between light trucks consisting of single-unit trucks and buses and heavy trucks consisting primarily of single-trailer trucks.

For analysis, a one-way daily traffic value of 5,000 vehicles per day was used. UDOT recommends load distribution factors of 0.88 and 2.60 for single-unit trucks and single-trailer trucks, respectively, for urban minor arterial roads.

RECOMMENDATIONS

Based on the proposed construction outlined above and the results of the above-referenced geotechnical report, the following recommendations are given:

1. Based on subsoil conditions, the assumed traffic methods presented by UDOT and a 20-year design life for flexible pavement, the pavement section consisting of 6 inches of asphaltic concrete overlying 6 inches of base course and 19 inches of granular borrow is calculated. This pavement section assumes a subgrade CBR of 3 percent which indicates a clay subgrade.
2. The pavement materials should meet the material specifications for the applicable jurisdiction. The use of other materials may result in the need for different pavement material thicknesses. *A-1-2 FOR GRANULAR BORROW*
3. The collection and diversion of drainage away from the pavement surface is important to the satisfactory performance of the pavement. The road should be graded to prevent ponding and to provide adequate drainage.
4. Fill and pavement materials should be frequently tested for compaction during construction.

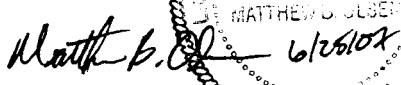
LIMITATIONS

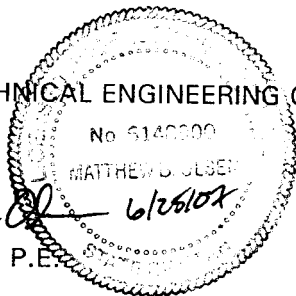
This letter has been prepared in accordance with generally accepted soil engineering practices in the area for the use of the client. The conclusions and recommendations included in the letter are based on the information presented in the above-referenced geotechnical report and the anticipate traffic loads provided. Variations in the subsurface conditions may not become evident until additional exploration or excavation is conducted. If the subsurface conditions or traffic loads are significantly different from those described in this letter, we should be notified to reevaluate our recommendations.

If you have any questions or if we can be of further service, please call.

Sincerely,

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.


Matthew B. Olsen, P.E.



Reviewed by Douglas R. Hawkes, P.E., P.G.
MBO/dc