

embankment construction is completed during wet weather. Disturbance of shallow subgrade soils should be expected if construction is completed during periods of wet weather.

“Gravel Borrow” will likely be required for embankment construction during wet weather. “Select Borrow” and “Common Borrow” materials are not considered to be wet weather construction materials. It should be noted that compaction of borrow materials, even “Gravel Borrow,” may be difficult during wet weather, unless the fines content is restricted to less than 5 percent. **Section 3.2** of this report provides some general guidance regarding the reuse of on-site soils for fill and what gradation criteria (“Common Borrow,” “Select Borrow” or “Gravel Borrow”) they often meet.

In some areas along the project alignment the contractor should expect limited work and staging areas for embankment and cut slope construction because of right-of-way constraints and the need to maintain operation of I-405 during construction.

6.0 SUPPLEMENTAL SUBSURFACE EXPLORATIONS

The eight new explorations for this study were completed to fill in data gaps along the project corridor and to aid in general site characterization. Additional geotechnical explorations for the planned facilities will be necessary to confirm subsurface conditions and to develop final design criteria for the facilities. The number and location of supplemental explorations should meet the minimum criteria provided in the GDM.

7.0 LIMITATIONS

GeoEngineers has prepared this report for the exclusive use by the I-405 Design Team, WSDOT and other members of the project team for the I-405 / I-5 to SR 169 Stage 2 – Widening and SR 515 Interchange Project. The data and report should be provided to prospective contractors for their bidding or estimating purposes, but our report, conclusions and interpretations should not be construed as a warranty of the subsurface conditions.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the field of geotechnical engineering in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

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8.0 REFERENCES

American Association of State Highway and Transportation Officials, 2007, “LRFD Bridge Design Specifications, Fourth Edition.”

Atwater, B.F., 1996, “Coastal Evidence for Great Earthquakes in Western Washington.” Assessing Earthquake Hazards and Reducing Risk in the Pacific Northwest, USGS Professional Paper 1560 Vol. 1: pp. 77-90.

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