January 9, 2020 Reference No. 11205409

Mr. John C. Firth, President
Bravoflorida, LLC
4220 Edison Lakes Parkway
Mishawaka, Indiana 46545

Attn.: Mr. Firth:

Re: Report of Subsurface Exploration and Geotechnical Evaluation Services Proposed Burger King Restaurant 16130 NW U.S. Highway 441 Alachua, Florida 32615

1. Introduction

GHD has completed a series of field tests in order to provide geotechnical engineering evaluations for the proposed building, stormwater collection pond, and pavement areas planned at the subject site. Based on our interpretation of the subsurface conditions from the soil boring data and our understanding of the proposed construction, geotechnical engineering conclusions and recommendations are presented herein, including foundation and drainage design information, pavement design guidelines, subgrade preparation considerations, and criteria for fill material quality and placement. Estimates for groundwater table fluctuations within the project area are also included.

2. General Summary

Our studies indicate that the subsurface conditions at the site are characterized as primarily fine sandy soils with varying quantities of silt fines within the upper 2 to 6 feet, followed by deposits of slightly clayey to clayey fine sands to the completion depth of the soil borings. After clearing the site of the existing structure and pavements, vegetation, any remaining foundations and utilities, followed by conventional site preparation to improve the near surface sands, these soils will adequately support the planned structure with shallow foundations and typical pavement sections. The near surface sandy soils (Strata 1, 2 and 3, discussed herein) are also suitable for borrow production and pavement/structure fill. The water table was not encountered within about 9.5 feet below the existing grade at the time of our study.

3. Project Information

3.1 Project Authorization

Authorization to proceed with this project was issued by execution of our proposal on October 30, 2019 by Mr. John C. Firth, President of Bravoflorida, LLC.

3.2 Site Location and Project Description

Project information was provided by Mr. Robin Kendall, P.E. of Quality Dining, Inc. in an electronic mail, dated October 22, 2019. Information provided consisted of a Site Plan, dated October 9, 2019 and a 1983 Boundary Survey. Based on the provided information, we understand that the existing development at 16130 NW U>S> Highway 441 in Alachua, Florida is planned to be demolished and a new Burger King restaurant constructed. The new structure will be about 3,349 square feet and will be surrounded by paved pavements and landscaped areas. The stormwater collection pond will be positioned between the parking lot and the west property boundary. We have not been provided with detailed structural loading information; however, we have assumed that maximum column and wall loads will be on the order of 50 to 100 kips and 3 to 4 kips per linear foot, respectively. We have also assumed that minimum grade changes are planned.

4. Purpose and Scope of Work

The purpose of this study was to obtain information regarding soil and groundwater conditions at the subject property planned for development. The subsurface materials encountered were then evaluated with respect to the planned project characteristics (single-story restaurant facility). In this regard, the following geotechnical engineering assessments and services have been provided:

- Developed a boring plan considering the existing site conditions and the proposed site plan, and field-located the borings.
- Notified Sunshine Locate to check for underground utilities.
- Mobilized drilling equipment and support crew/vehicle to the site.
- Performed four drill rig assisted power auger borings at locations to a nominal depth 10 feet below existing grade within the paved parking and drives.
- Performed two Standard Penetration Test (SPT) borings to a nominal depth of 25 feet below existing grade in the planned building area and one SPT boring to a nominal depth of 10 feet in the drainage pond.
- Conducted one Double-Ring Infiltrometer (DRI) test and adjacent hand auger boring to 7 feet in the proposed drainage pond area.
- Documented soil and groundwater conditions encountered in the borings.
- Collected soil samples for laboratory review and classification testing, and provided soil classifications per the Unified Soil Classification System (USCS) utilizing ASTM D2487/2488. A soil profile for each boring performed was also provided.
- Reviewed the Alachua County Soil Survey pertaining to the shallow soils and groundwater information at the site.

- Developed the soil stratigraphy at the site and estimated ground water fluctuations.
- Presented the results of our exploration and evaluations in this engineering report prepared by a licensed professional geotechnical engineer familiar with the local soil conditions that includes:
  - Feasibility of utilizing a shallow foundation system for support of the proposed structure, considering standard site preparation.
  - Design parameters required for the shallow foundation system, including allowable bearing pressures, foundation levels and expected settlement.
  - Pavement design considerations, including seasonal high ground water estimates.
  - Results of the DRI test.
  - Soil subgrade preparation, including stripping, grubbing and compaction. Engineering criteria for placement and compaction of approved structural fill materials.
  - Suitability and availability of materials on site that may be moved during site grading for use as structural fill in the building areas and as general backfill.

5. Subsurface Exploration

5.1 Auger Borings

A total of four power auger borings and one hand auger boring were performed to evaluate shallow subsurface conditions in the parking and drive areas. The power auger borings were performed with a drill rig, using 5 foot sections of flite auger bits carefully screwed into the ground and extracted to prevent mixing or disturbance. As each soil type was encountered, its depth interval was recorded and representative samples taken for review in the laboratory. The hand auger boring was performed adjacent to the DRI test by manually rotating a bucket auger into the ground in approximately 4 to 6 inch increments. As each soil type was encountered, its depth interval was recorded and representative samples taken for review in the laboratory. The auger borings were performed in general accordance with ASTM D 1452 (Standard Practice for Soil Investigation and Sampling by Auger Borings). The recovered samples were placed into containers and returned to our office for visual review.

5.2 Standard Penetration Test Borings

The subsurface exploration program also included three Standard Penetration Test (SPT) borings, which extended to a nominal depth of 25 feet in the building and 10 feet in the drainage pond. The SPT boring procedure was conducted in general accordance with ASTM D1586 using the rotary wash method, where a clay slurry ("drill mud" or "drill fluid") was used to flush and stabilize the borehole. Two of the three SPT borings were initiated with a hand auger to check for unidentified underground utilities. Standard Penetration sampling was then performed at closely spaced intervals in the upper 10 feet and at 5-foot intervals thereafter. After seating the sampler 6 inches into the bottom of the borehole, the number of blows required to drive the sampler one foot further with a standard hammer (known as the "N" value or

blowcount) was recorded. The blowcount has been empirically correlated to soil properties. The recovered samples were placed into containers and returned to our office for visual classification and possible laboratory testing.

5.3 Double Ring Infiltrometer Test

One Double Ring Infiltrometer (DRI) test was completed within the proposed drainage pond, which was also within the drainage pond for the existing development. The test was performed at a depth of about 6 inches below the existing ground surface, which represents the bottom of the existing pond. The DRI test was conducted in general accordance with the procedure outlined in ASTM D3385. The test utilized a 24 inch outer ring and 12 inch inner ring with a 6 inch head of water. The DRI test was conducted until the infiltration rate for the inner ring stabilized, with incremental time and water level positions being recorded.

5.4 Boring and Test Locations

The approximate locations of the soil borings and infiltration test are illustrated on the site plan on **Figure 1**. The tests were positioned in the field based on field tape measurements and estimated directions from features shown on a current site aerial photograph and identified in the field. Thus, the precision of the illustrated locations is not comparable to that provided in a land survey of the property. Therefore, it should be understood that this illustration is included herein as a sketch to illustrate general test positions and other features.

6. Visual Manual Classification

Recovered soil samples were reviewed in our laboratory by an engineer in general accordance with ASTM D 2488 (Standard Practice for Description and Identification of Soils (Visual Manual Procedure)). Based on the laboratory review and field boring logs, similar soils were grouped into strata, with each stratum described in general accordance with the nomenclature used in ASTM D 2487 (Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)). The soil profiles from the borings are illustrated on **Figures 2** and **3**.

7. Subsurface Conditions

7.1 Soil Conservation Service Data

The U.S. Department of Agriculture – Natural Resources Conservation Service (formerly the Soil Conservation Service) has mapped the shallow soils in this area of Alachua County. This information was outlined in a report titled The Soil Survey of Alachua County, Florida. The USDA Soil Conservation Service (SCS) Soil Survey outlines approximate areas dominated by a particular shallow soil type, which is referred to as a mapping unit. The soil map indicates that the site is covered with Arredondo-Urban land complex, 0 to 5 percent slopes (mapping unit 4).

Typically, the surface layer of Arredondo fine sand, 0 to 5 percent slopes is dark grayish brown fine sand about 8 inches thick. The subsurface layer is fine sand to a depth of 49 inches. The upper 23 inches is yellowish brown, and the lower 18 inches is brownish yellow. The subsoil extends to a depth of 86 inches or more. The upper 5 inches is yellowish brown loamy sand; the next 10 inches is yellowish brown sandy clay loam, and the lower 22 inches is dark yellowish brown sandy clay and sandy clay loam. The water table in this soil is at a depth of more than 72 inches.

Urban land consists of areas that are more than 85 percent covered with parking lots, airports, shopping centers, large buildings, streets, and sidewalks where the natural soil cannot be observed. Unoccupied areas are mostly lawns, vacant lots, and playgrounds.

The USDA Soil Survey is not necessarily an exact representation of the soils on the site. The survey is, however, a good basis for evaluating the shallow soil conditions of the vicinity. The soil survey mapping is based on interpretation of aerial maps with scattered shallow borings for confirmation. Accordingly, borders between mapping units are approximate and the change may be transitional. Differences may also occur from the typical stratigraphy, and small areas of other similar and dissimilar soils may occur within the soil mapping unit. As such, there may be differences in the mapped description and the boring descriptions obtained for this report. However, in this case, the soils encountered in our borings are somewhat similar to the described series.

7.2 Soil Boring Results

Profiles of the soil borings are illustrated on **Figures 2 and 3**. The stratification information was developed from the field logs and visual review/manual classification of the recovered soil samples in general accordance with ASTM D2487/2488. The stratification lines represent the boundary between soil types at the boring locations. The transition between strata may be gradual and the indicated boundary approximate. Soil strata boundaries were estimated when they occurred between sample intervals. Small variations not considered important to our engineering evaluation may have been omitted or abbreviated for clarity. The test boring logs include the SPT "N" values (SPT logs), measured groundwater levels at the time the borings were performed and soil descriptions. Following are the generalized subsurface conditions encountered in the borings. Please refer to the boring profiles for more detailed information.

Below the existing ground surface, the borings encountered an upper unit of fill soils consisting of gray and brown colored fine sands to slightly silty fine sands with some rock fragments (Stratum 1). This unit was about 2 to 5 feet thick. The underlying soils included yellowish brown to brown fine sands (Stratum 2) that graded into similar colored, slightly clayey to clayey fine sands (Stratum 3) around a depth of 2 to 6 feet. Gray clayey fine sands to sandy clays (Stratum 4) or pale brown to pale yellowish brown clayey, silty fine sands (Stratum 5) continued to the completion depth of the SPT borings.

7.3 Groundwater Information

The groundwater level was not encountered within the upper 9.5 feet in early November 2019, which is consistent with the SCS manual. It should be understood that the position of the groundwater level will

fluctuate in response to variation in rainfall, to surface drainage features and other factors. A seasonal effect will occur such that groundwater level fluctuations can be expected between the dryer winter and spring months as compared to the summer months or the wet season. Based on our results, we would expect seasonal high groundwater to occur approximately 7 to 8 feet below the land surface, but should be checked during the upcoming rainy season, particularly if critical to the drainage pond design. We also recommend that the Contractor determine the actual groundwater levels at the time of the construction to determine groundwater impact on the construction procedures.

7.4 DRI Test Results

The DRI test resulted in a stabilized infiltration rate of about 8 inches per hour at the test depth of 6 inches, and was conducted in relatively clean, Strata 1 and 2 fine sands. Please consider that the Stratum 3, slightly clayey to clayey fine sands will have significantly lower permeability characteristics, estimated to be around 1 Inch per hour.

8. Geotechnical Evaluation

8.1 General

The following conclusions and recommendations are based on the project characteristics previously described, the data obtained in our field exploration, and our experience with similar subsurface conditions. If final site planning is significantly different from that which was previously described and as indicated in the report, or if subsurface conditions different from those disclosed by the borings are encountered during construction, we should be notified so that we might review the following recommendations in light of such changes. A general review of the project plans and specifications by our firm is suggested prior to bidding in order to check that these recommendations have been interpreted in accordance with our intent.

8.2 Shallow Foundations

With preparation of the existing subgrade and placement of any fill in accordance with the recommendations included herein, the proposed building can be constructed on a shallow foundation system bearing at minimum depths below the finished floor or finished grade elevations. Footing bottoms that bear in densified soil 12 to 16 inches below adjacent grade may be designed based on a maximum allowable soil bearing pressure of 2,000 pounds per square foot (psf). To aid in the design of the concrete slab-on-grade elements, a modulus of subgrade reaction of 100 pounds per cubic inch (pci) can be utilized.

Building settlements were estimated based on the assumed structural loads, the soil conditions encountered in the borings and the following proofrolling and filling recommendations. Total settlements are anticipated to be on the order of 1/2 inch or less, most of which are expected to occur during

construction. Differential settlements are anticipated to be on the order of 1/4 inch, considering the use of the conventional shallow foundations throughout the entire building footprint.

8.3 Pavement Design Recommendations

In general, the existing shallow sandy soils encountered should be acceptable for construction and support of flexible (limerock, crushed concrete, or shell base), semi-flexible (soil-cement base) and rigid (Portland cement concrete) type pavement sections after nominal subgrade preparation. Fill soils utilized to develop pavement grades should consist of fine sand with less than 15 to 20 percent passing the No. 200 sieve (Unified Soil Classification of SP to SP-SM/SM, SP-SC). It is anticipated that the existing surficial sands will possess a Limerock Bearing Ratio (LBR) of around 20 (Strata 1 and 2) to 30 (Stratum 3).

8.3.1 Flexible and Semi-flexible Pavement

The choice of pavement base type will depend on economic considerations. At a minimum, the base thickness for low volume and lighter vehicular loaded areas should be no less than 6 inches and compacted to a density of no less than 98 percent of the modified Proctor value. Drives and other more heavily loaded areas may require an increased thickness (minimum total thickness of 8 inches or greater).

Limerock and shell base material should meet Florida Department of Transportation (FDOT) requirements and a minimum LBR of 100. Crushed concrete should also have a minimum LBR value of 100 and be graded in accordance with FDOT Standard Specification Section 911. A soil cement base, if selected, should be designed according to FDOT or PCA modified short cut design procedures. A minimum 7-day compressive strength of 300 pounds per square inch (psi) should be achieved on laboratory cured specimens. Because the design structural number of a soil cement base is less than for the referenced other base materials, the base thickness of a soil cement base or the asphaltic concrete should be increased accordingly.

With the exception of beneath a soil-cement base, it is common that the subgrade meet a minimum LBR of 40 (stabilized subgrade). The elimination of a stabilized subgrade would require increasing the thickness of the base course and/or asphaltic concrete elements to achieve the same structural number. In any case, the subgrade should be compacted to a minimum depth of 12 inches and to a minimum density of 98 percent of the modified Proctor maximum dry density. The subgrade should also be firm and true to line and grade prior to paving. Traffic should not be allowed on the subgrade as the base is placed to avoid rutting. Before paving, the base should be checked for soundness.

Based on the anticipated groundwater levels at the site, underdrains will not be needed for this project. The flexible pavement surface course for low volume and lighter vehicular loaded areas should consist of at least 1-1/2 inches of FDOT Type S or SP asphaltic concrete material for the parking areas. Drives and other more heavily loaded areas may require a thicker asphaltic concrete surface course, typically on the order of 2 inches or greater. The asphaltic concrete should meet standard FDOT material requirements and placement procedures as outlined in the current FDOT Standard Specifications for Road and Bridge

Construction, except that Type S asphaltic concrete should be compacted to a minimum of 96 percent of the Marshall maximum laboratory unit weight of samples secured daily during placement.

8.3.2 Rigid Pavement

Pavement areas associated with trash collector receptacles or other heavy duty vehicular loading areas as well as drive-thru lanes may use of a rigid, concrete pavement. Rigid (Portland cement concrete) pavement design should follow the appropriate municipal specifications and have a minimum compressive strength of 3,500 psi at 28 days when tested in accordance with ASTM C39. Based on our experience, a minimum thickness of 5 to 6 inches should be utilized for standard duty automobile applications and a minimum thickness of 7 to 8 inches should be utilized for moderate to heavy-duty applications. Any steel reinforcement within the concrete pavement should be designed by the project civil or pavement engineer. The subgrade should be prepared to achieve a minimum LBR of 40 (modulus of subgrade reaction of 150 pci) to a depth of 12 inches below the concrete base elevation. The subgrade soils should be compacted to a minimum density of 98 percent of the modified Proctor maximum dry density.

8.3.3 Typical Pavement Sections

Actual pavement section thickness should be provided by the design civil or pavement engineer based on traffic loads, volume and design life requirements. The following pavement sections represent typical minimum thicknesses representative of standard loads and construction practices and as such, periodic maintenance should be anticipated. All pavement materials and construction procedures should conform to the FDOT or the appropriate city/county requirements. The minimum recommended pavement design is summarized in the table below.

Table 8.1 Typical Pavement Sections

Material	Minimum Thickness (inches)	
	Low Volume and Loads	High Volume and/or Loads
Type S or SP Asphaltic Concrete	1.5	2.0
Shell, Limerock or Crushed Concrete Base (LBR = 100)	6.0	8.0
Soil Cement Base (7 day strength = 300 psi) (alternatively, increase asphaltic concrete thickness)	7	9.5
Stabilized Subgrade (Minimum LBR = 40) (alternatively, increase base or asphaltic concrete thickness)	12.0	12.0

8.4 General Site Preparation

1. The site should be cleared and grubbed; this primarily includes demolition of the existing buildings and pavement areas, the removal of areas containing ground brush, organic soils, large roots, stumps, root mats or other deleterious materials encountered on and near the ground surface. Utilities should be properly removed or abandoned. Underground structures, former foundations and utilities, if left in place or not properly abandoned, can result in future settlement and cracks in new structures because the surrounding soils and overburden soils can migrate into void spaces associated with the buried structures or utilities. It is recommended that undesirable material be removed prior to beginning construction at the site.

2. As a minimum, it is recommended that the clearing operations extend at least 5 feet beyond the building or pavement development perimeters. Any excavations or cavities formed by the removal of building foundations, buried utilities, pavements, organic material or ground brush should be filled with clean structural fill placed and compacted in lifts.

3. Following the clearing operations, the exposed subgrade should be evaluated and proof rolled as described below to check for the presence of near-surface unsuitable materials that require removal. The proof-rolling should consist of compaction with a heavy vibratory drum roller with a minimum static drum weight of 10 tons. Careful observations should be made during proof-rolling to help identify any areas of soft yielding soils that may require over excavation and replacement. Care should be exercised during compaction to avoid the transmission of vibrations to neighboring structures that could cause damage or disturb occupants.

4. Following satisfactory completion of the initial compaction, the proposed project area may be brought up to finished subgrade levels. Imported fill or backfill should consist of fine sand with less than 15 to 20 percent passing the No. 200 sieve, free of rubble, organics, clay, debris and other unsuitable material. The Strata 1, 2 and 3 sands identified in the soil borings appear suitable for reuse, if needed. Off-site fill should be tested and approved prior to acquisition. Approved sand fill should be placed in loose lifts not exceeding 9 to 12 inches in thickness and should be compacted to a minimum of 95 percent of the modified Proctor maximum dry density. Density tests to confirm compaction should be performed in each fill lift before the next lift is placed. A density testing frequency of 1 test per 1,000 square feet in the building footprint and 1 test per 2,000 square feet in the pavement area is recommended. The final 12 inches immediately below the pavement section (subgrade) should be compacted to a density of no less than 98 percent of the modified Proctor value. The soil water content should be adjusted as needed for compaction.

5. Prior to beginning compaction, soil moisture contents may need to be controlled in order to facilitate proper compaction. If additional moisture is necessary to achieve compaction objectives, then water should be applied in such a way that it will not cause erosion or removal of the subgrade soils. Moisture content within the natural ground or fill soil should be controlled to within ±2 percentage points of optimum as established in ASTM D1557 to help insure development of both density and stability during compaction operations.

6. The shallow foundation excavations should be observed by the Geotechnical Engineer, or a representative, to explore the extent of any loose, soft, or otherwise undesirable materials. If the foundation excavation appears suitable as load bearing materials, the bottom of foundation excavations should be compacted after excavation to develop a minimum density requirement of 95 percent of the modified Proctor maximum dry density (ASTM D1557), for a minimum depth of 1 foot below the bottom of the footing depth, as determined by field density (compaction) tests. A density testing frequency of 1 test per 1,000 square feet in the building footprint and 1 test per 2,000 square feet in the pavement area is recommended. Backfill soils placed adjacent to footings or walls should be carefully compacted with a vibratory plate compactor to avoid damaging the footings or walls. Approved sand fills to provide foundation embedment constraint, should be placed in loose lifts not exceeding 6 inches and should be compacted to a minimum of 95 percent of the modified Proctor maximum dry density.
7. If loose pockets are encountered in the shallow foundation excavations, the unsuitable materials should be removed and the footings may be located at a lower elevation on firm, acceptable material. Alternatively, the proposed footing elevation may be re-established by backfilling after the undesirable material has been removed. This backfilling may be completed with a well-compacted, suitable fill such as clean sand or FDOT #89 grade gravel. Sand backfill should be compacted to a dry density of at least 95 percent of the modified Proctor maximum dry density (ASTM D1557), as previously described. Gravel should be compacted until firm and unyielding under the observation of a representative of the Geotechnical Engineer.

9. Limitations

Our professional services have been performed, our findings obtained, and our opinions prepared in accordance with generally accepted geotechnical engineering principles and practices. GHD is not responsible for the conclusions, opinions or recommendations made by others based on these data.

The scope of this study was intended to evaluate generalized soil and groundwater conditions within the proposed development areas. The analysis and opinions submitted in this report are based upon the data obtained from the soil borings and infiltration test performed at the locations indicated. If any subsurface variations become evident, a re-evaluation of the opinions contained in this report will be necessary after we have had an opportunity to observe the characteristics of the conditions encountered.

The scope of our services does not include any environmental assessment or investigation for the presence or absence of wetlands, hazardous or toxic materials in the soil, groundwater, or surface water within or beyond the site studied. Any statements in this report regarding odors, staining of soils, or other unusual conditions observed are strictly for the information of our client.

10. Closure

GHD appreciates the opportunity to be of service to you on this project. If you have any questions, please do not hesitate to contact us.

Sincerely,

GHD

Florida Engineering Business No. 9931
Local Address I 5904 Hampton Oaks Parkway Suite F Tampa FL 33610

Digitally signed by John C Phillips
Reason: Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
Date: 2020.01.09 13:52:13 -05'00'

JOHN C. PHILLIPS LICENSE No 47586 STATE OF FLORIDA PROFESSIONAL ENGINEER

Andres F. Alberdi, P.E.
Principal
Florida License Number 42449

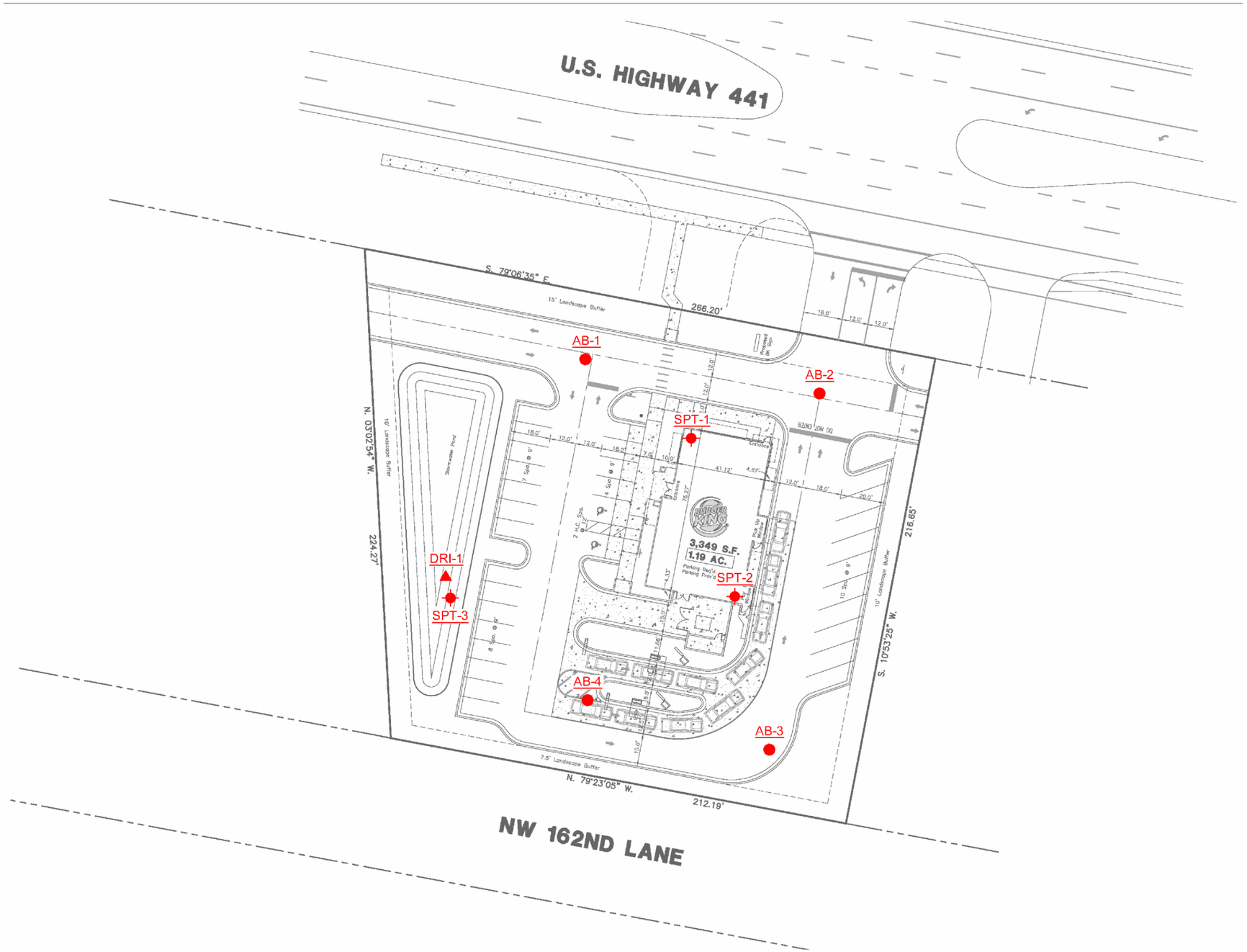
John C. Phillips, P.E.
Senior Geotechnical Engineer
Florida License No. 47586

JP/AA/cap/1

Encl.	Figure 1	Test Location Map
	Figures 2 and 3	Boring Profiles

cc: Mr. Robin Kendall - RKendall@qdi.com
Mr. H. Duane Milford, P.E./MPH Civil Consultants, Inc. – duane@mphcivil.com

Figures



LEGEND:

SPT-1	STANDARD PENETRATION TEST BORING LOCATIONS
AB-1	AUGER BORING LOCATIONS
DRI-1	DOUBLE RING INFILTROMETER TEST LOCATION

NOTES:

1. BASE MAP GENERATED FROM SITE PLAN PROVIDED BY BRAVOFLORIDA, LLC.
2. BORING AND DRI TEST LOCATIONS ARE APPROXIMATE.

0 25 50 ft

N

GHD

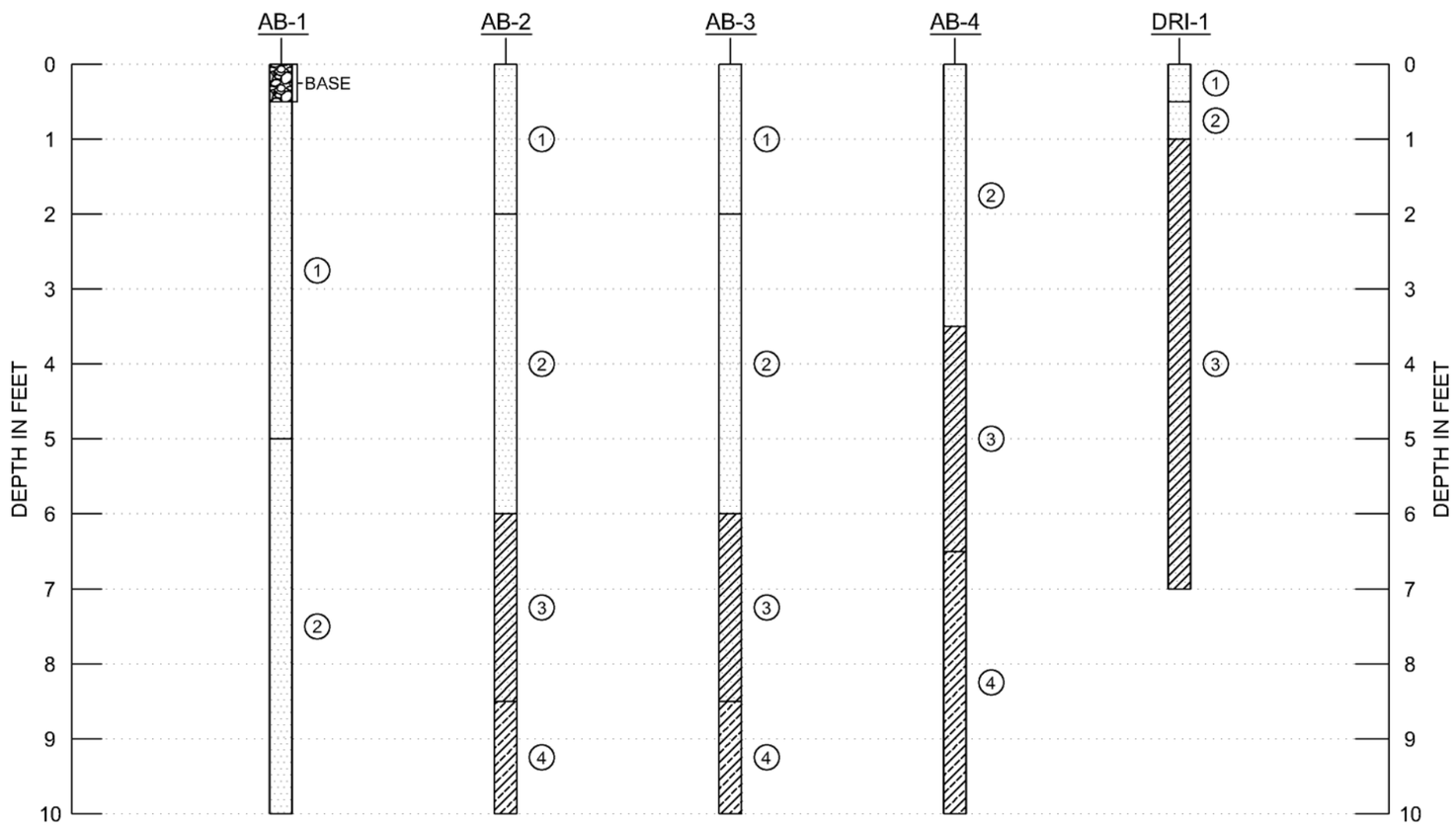
BRAVOFLORIDA, LLC
BURGER KING - ALACHUA
16130 NORTHWEST U.S. HIGHWAY 441
ALACHUA, FLORIDA

BORING LOCATION MAP

Project No. 11205409
Date Nov. 21, 2019

FIGURE 1

Filename: C:\Users\SMaher1\Desktop\Remote\11205409 Burger King Alachua\11205409(001)GN-TP001.dwg



NOTE: GROUNDWATER NOT ENCOUNTERED ABOVE 9.5 FEET.

LEGEND:

1. GRAY OR BROWNISH GRAY TO BROWN OR GRAYISH BROWN FINE SAND TO SLIGHTLY SILTY FINE SAND WITH SOME ROCK FRAGMENTS; POSSIBLE FILL (SP/SP-SM)
2. YELLOWISH BROWN TO BROWN FINE SAND (SP)
3. YELLOWISH BROWN OR BROWNISH YELLOW SLIGHTLY CLAYEY FINE SAND TO CLAYEY FINE SAND (SP-SC/SC)
4. GRAY CLAYEY FINE SAND TO SANDY CLAY WITH YELLOWISH BROWN MOTTLES (SC)
5. PALE BROWN TO PALE YELLOWISH BROWN CLAYEY SILTY FINE SAND (SC-SM)

(SP) UNIFIED SOIL CLASSIFICATION GROUP SYMBOL AS DETERMINED BY VISUAL REVIEW

"N" 5 BLOW COUNTS AT SHOWN DEPTH

GHD

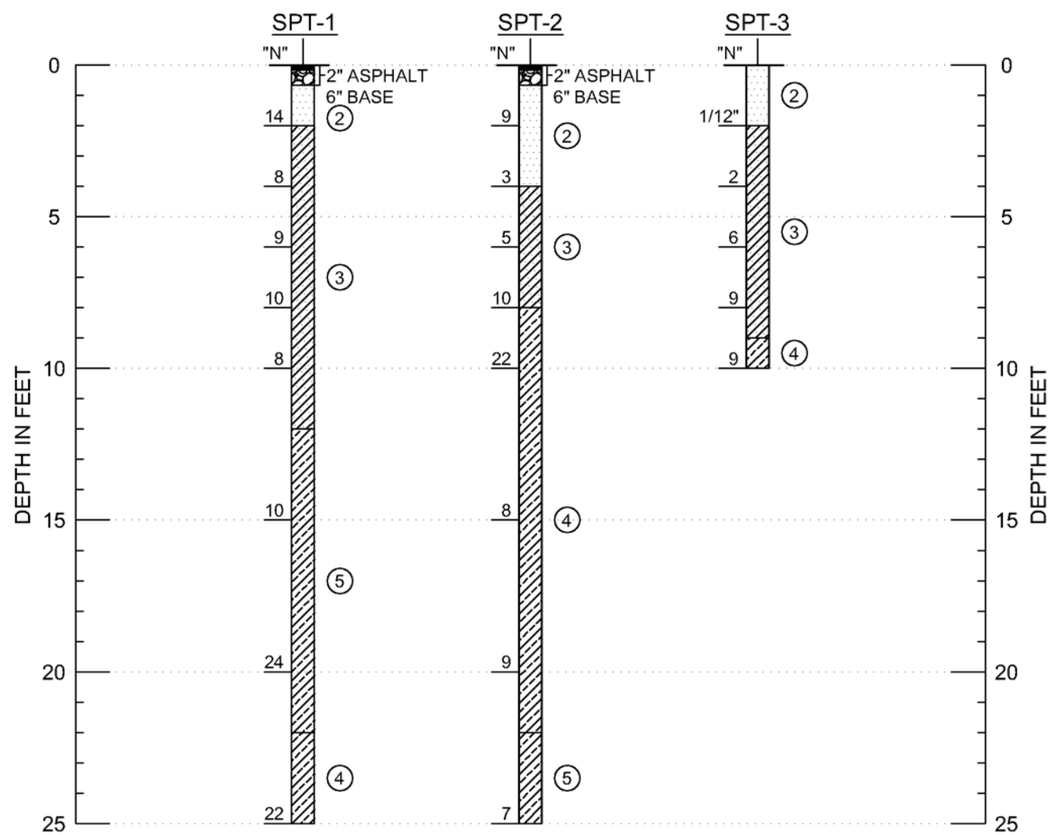
BRAVOFLORIDA, LLC
BURGER KING - ALACHUA
16130 NORTHWEST U.S. HIGHWAY 441
ALACHUA, FLORIDA

Project No. 11205409
Date Nov. 21, 2019

AUGER BORING PROFILES

FIGURE 2

Filename: C:\Users\SMaher1\Desktop\Remote\11205409 Burger King Alachua\11205409(001)GN-TP001.dwg



NOTE: GROUNDWATER NOT ENCOUNTERED ABOVE 9.5 FEET.

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3. YELLOWISH BROWN OR BROWNISH YELLOW SLIGHTLY CLAYEY FINE SAND TO CLAYEY FINE SAND (SP-SC/SC)
4. GRAY CLAYEY FINE SAND TO SANDY CLAY WITH YELLOWISH BROWN MOTTLES (SC)
5. PALE BROWN TO PALE YELLOWISH BROWN CLAYEY SILTY FINE SAND (SC-SM)

(SP) UNIFIED SOIL CLASSIFICATION GROUP SYMBOL AS DETERMINED BY VISUAL REVIEW

"N" BLOW COUNTS AT

5 SHOWN DEPTH

BRAVOFLORIDA, LLC
BURGER KING - ALACHUA
16130 NORTHWEST U.S. HIGHWAY 441
ALACHUA, FLORIDA

Project No. 11205409
Date Nov. 21, 2019

SPT BORING PROFILES

FIGURE 3

Filename: C:\Users\SMaher1\Desktop\Remote\11205409 Burger King Alachua\11205409(001)GN-TP001.dwg