

FINAL PAVEMENT REPORT

ENGLISH RANCH SOUTH PUD – 3RD FILING
KINGSLEY COURT, NEWBURY COURT, AND HARRINGTON COURT
CITY OF FORT COLLINS, LARIMER COUNTY, COLORADO

TERRACON PROJECT NO. 20995052

JUNE 12, 2000

Prepared for:

BARTRAN AND COMPANY INC.
P. O. BOX 277
TIMNATH, COLORADO 80547

ATTN: MR. DAN BARTRAN

Prepared by:

Terracon
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June 12, 2000

Bartran and Company, Inc.
P. O. Box 277
Timnath, Colorado 80547

Attn: Mr. Dan Bartran

Re: **Report of Pavement Design**
English Ranch South PUD – 3rd Filing
Kingsley Court, Newbury Court and Harrington Court
City of Fort Collins, Colorado
Terracon Project No. 20995052

Terracon has completed a pavement design for the proposed street improvements for English Ranch South PUD – 3rd Filing located west of Edmonds Drive and south of Paddington Road in southeast Fort Collins, Colorado. . This study was performed in general accordance with our proposal number D2099064 dated March 30, 1999, as well as the City of Fort Collins New Pavement Design Criteria.

The results of our pavement design including design criteria and the pavement recommendations are attached. Terracon prepared a geotechnical engineering report for this portion of the project, which contained the subsurface data for the 3 proposed cul-de-sac roadways on June 7, 2000.

We appreciate the opportunity to be of service to you on this phase of your project. If you have any questions concerning this report, or if we may be of further service to you, please do not hesitate to contact us.

Sincerely,
TERRACON
Prepared by:


David A. Richer, P.E.
Geotechnical Engineer/Department Manager



Reviewed by: William J. Attwooll, P.E.
Office Manager

Copies to: Addressee (3)
City of Fort Collins Engineering - Mr. Rick Richter (4)

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**ENGLISH RANCH SOUTH PUD – 3RD FILING
KINGSLEY COURT, NEWBURY COURT, AND HARRINGTON COURT
CITY OF FORT COLLINS, LARIMER COUNTY, COLORADO**

TERRACON PROJECT NO. 20995052

JUNE 12, 2000

INTRODUCTION

This report contains the results of our pavement design for the proposed street improvements for English Ranch South PUD – 3rd Filing located west of Edmonds Drive and south of Paddington Road in Fort Collins, Colorado. The site is located in the Northeast 1/4 of Section 32, Township 7 North, Range 68 West of the 6th Principal Meridian.

The purpose of these services is to provide pavement sections for the proposed site improvements in the English Ranch South PUD – 3rd Filing for Kingsley Court, Newbury Court, and Harrington Court in Fort Collins, Colorado.

The conclusions and recommendations contained in this report are based upon the results of field and laboratory testing, engineering analyses, our experience with similar soil conditions and our understanding of the proposed project. A geotechnical engineering report was prepared for this portion of the site on June 7, 2000.

PROPOSED CONSTRUCTION

The proposed improvements are to consist of the construction of Kingsley Court, Newbury Court, and Harrington Court.

PAVEMENT RECOMMENDATIONS

Based on the subsurface conditions encountered at the site, it is our opinion the proposed pavement construction is feasible at the site from a geotechnical engineering point of view. Asphalt concrete underlain by crushed aggregate base course; full-depth asphalt pavement and non-reinforced concrete pavement are feasible alternatives for the proposed pavement sections. Based on the subsurface conditions encountered at the site, it is recommended that all street improvements be designed using an "R" value of 7 or 9. The City of Fort Collins provided the 18-kip equivalent daily axle loads (EDLAs) which consisted of a 7 or each roadway.

Pavement Design and Construction

Design of pavements for the project have been based on the procedures outlined in the 1993 Guideline for Design of Pavement Structures by the American Association of State Highway

and Transportation Officials (AASHTO), City of Fort Collins criteria, and the following data. For flexible pavement design, a design life of 20 years was utilized. Using a correlated design R-value of either 1.7 or a 9 depending upon the utilization of the stockpiled material obtained from Filing No. 2 or the in-place test obtained from Test Boring No. 2., appropriate ESAL/day, environmental criteria and other factors, the structural numbers (SN) of the pavement sections were determined on the basis of the 1993 AASHTO design equation.

Street Name/Street Type	18 kip EDLA	ESALs	Reliability	Terminal Service-ability	Structural No.
Kingsley, Newbury, and Harrington Courts – Local Residential Cul-De-Sacs	7	51,100	70	2.0	2.16

Local drainage characteristics of proposed pavement areas are considered to vary from fair to good depending upon location on the site. For purposes of this design analysis, fair drainage characteristics are considered to control the design. These characteristics, coupled with the approximate duration of saturated subgrade conditions, results in a design drainage coefficient of 1.0 when applying the AASHTO criteria for design.

In addition to the flexible pavement design analyses, a rigid pavement design analysis was completed, based upon AASHTO design procedures. Rigid pavement design is based on an evaluation of the Modulus of Subgrade Reaction of the soils (K-value); the Modulus of Rupture of the concrete, and other factors previously outlined. The design K-value of 100 pounds per cubic inch (pci) for the subgrade soil was determined by correlation to the laboratory tests results. A modulus of rupture of 600 psi (working stress 450 psi) was used for pavement concrete. The rigid pavement thicknesses for each traffic category were determined on the basis of the AASHTO design equation.

Recommended alternatives for flexible and rigid pavements, summarized for each street, are as follows:

Street	Alternative	Recommended Pavement Thicknesses (Inches)				
		Asphalt Concrete Surface	Aggregate Base Course	Plant-Mixed Bituminous Base	Portland Cement Concrete	Total
Kingsley Court, Newbury Court, and Harrington Court	A	3-1/2	6			9-1/2
	B	2.5		3.5		6
	C				6	6

Aggregate base course (if used on the site) should consist of a blend of sand and gravel, which meets strict specifications for quality and gradation. Use of materials meeting Colorado Department of Transportation (CDOT) Class 5 or 6 specifications is recommended for base course.

Aggregate base course should be placed in lifts not exceeding six inches and should be compacted to a minimum of 95% Standard Proctor Density (ASTM D698).

Asphalt concrete and/or plant-mixed bituminous base course should be composed of a mixture of aggregate, filler and additives, if required, and approved bituminous material. The bituminous base and/or asphalt concrete should conform to approved mix designs stating the Hveem properties, optimum asphalt content, job mix formula and recommended mixing and placing temperatures. Aggregate used in plant-mixed bituminous base course and/or asphalt concrete should meet particular gradations. Material meeting Colorado Department of Transportation Grading C or CX specification is recommended for asphalt concrete. Aggregate meeting Colorado Department of Transportation Grading G or C specifications is recommended for plant-mixed bituminous base course. Mix designs should be submitted prior to construction to verify their adequacy. Asphalt material should be placed in maximum 3-inch lifts and should be compacted to a minimum of 95% Hveem density (ASTM D1560) (ASTM D1561).

Where rigid pavements are used, the concrete should be obtained from an approved mix design with the following minimum properties:

- Modulus of Rupture @ 28 days 600 psi minimum
- Strength Requirements ASTM C94
- Minimum Cement Content 6.5 sacks/cu. yd.
- Cement Type Type I Portland
- Entrained Air Content 4 to 8%
- Concrete Aggregate ASTM C33 and CDOT Section 703
- Aggregate Size 1 inch maximum
- Maximum Water Content 0.49 lb/lb of cement
- Maximum Allowable Slump 4 inches

Concrete should be deposited by truck mixers or agitators and placed a maximum of 90 minutes from the time the water is added to the mix. Other specifications outlined by the Colorado Department of Transportation should be followed.

Longitudinal and transverse joints should be provided as needed in concrete pavements for expansion/contraction and isolation. The location and extent of joints should be based upon the final pavement geometry and should be placed (in feet) at roughly twice the slab thickness (in inches) on center in either direction. Sawed joints should be cut within 24-hours of concrete placement, and should be a minimum of 25% of slab thickness plus 1/4 inch. All joints should be sealed to prevent entry of foreign material and dowelled where necessary for load transfer.

GENERAL COMMENTS

Terracon should be retained to review the final design plans and specifications so comments can be made regarding interpretation and implementation of our geotechnical recommendations in the design and specifications. Terracon also should be retained to provide testing and observation during excavation, grading, and pavement construction phases of the project. In the event that any changes of the proposed project are planned, the conclusions and recommendations contained in this report should be reviewed and the report modified or supplemented as necessary.

The analyses and recommendations in this report are based in part upon data obtained from the borings performed at the indicated locations and from other information discussed in this report. This report does not reflect variations, which may occur between borings or across the site. The nature and extent of such variations may not become evident until construction. If variations appear, it will be necessary to reevaluate the recommendations of this report.

The scope of services for this project does not include either specifically or by implication any environmental assessment of the site or identification of contaminated or hazardous materials or conditions. If the owner is concerned about the potential for such contamination, other studies should be undertaken.

This report has been prepared for the exclusive use of our client for specific application to the project discussed and has been prepared in accordance with generally accepted geotechnical engineering practices. No warranties, either express or implied, are intended or made. In the event that changes in the nature, design, or location of the project as outlined in this report, are planned, the conclusions and recommendations contained in this report shall not be considered valid unless Terracon reviews the changes, and either verifies or modifies the conclusions of this report in writing.



CLIENT: Bartran Homes
PROJECT NO. 20995052
PROJECT: English Ranch South P.U.D. - 3rd Filing
LOCATION: South of Horsetooth Road, West of Timberline Road

DATE: 6/12/00

AASHTO 1993 PAVEMENT DESIGN - 3 INTERIOR CUL-DE-SACS

RIGID PAVEMENT ANALYSIS

- (1) DESIGN 18-kip - (ESAL's) 7 51,100
- (2) RELIABILITY 70%
- (3) OVERALL DEVIATION 0.34
- (4) MODULUS OF RUPTURE 650
- (5) MODULUS OF ELASTICITY 3,705,000
- (6) LOAD TRANSFER 3.1
- (7) MODULUS OF SUBGRADE REACTION 100
- (8) DRAINAGE COEFFICIENT 1.0
- (9) INITIAL SERVICEABILITY 4.2
- (10) TERMINAL SERVICEABILITY 2.0

CALCULATED RIGID PAVEMENT THICKNESS, (IN): 4.0"

FLEXIBLE PAVEMENT ANALYSIS

- (1) DESIGN 18-kip (ESAL's) 51,100
- (2) RELIABILITY 70%
- (3) OVERALL DEVIATION 0.44
- (4) R-VALUE (HVEEM STABILOMETER) 7
- (5) SOIL RESILIENT MODULUS 4,885
- (6) INITIAL SERVICEABILITY 4.2
- (7) TERMINAL SERVICEABILITY 2.0

CALCULATED STRUCTURAL NUMBER: 2.16

LAYER NUMBER	PAVEMENT THICKNESS COEFFICIENT	PAVEMENT THICKNESS, (INCHES)	PAVEMENT TYPE SECTION	DRAINAGE COEFFICIENT	CALCULATED STRUCTURAL NO. S _N	REQUIRED S _N
UPPER	0.44	3.5	ASPHALT SURFACE	1	1.54	
2	0.11	6.0	AGGREGATE BASE	1	0.66	
		TOTAL	9.5		2.20	2.16
UPPER	0.44	2.5	ASPHALT SURFACE	1	1.10	
2	0.34	3.5	PLANT MIX BASE	1	1.19	
		TOTAL	6.0		2.29	2.16