



City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

Alan Webber, Mayor

Councilors:

Signe I. Lindell, Mayor Pro Tem, District 1
Renee Villarreal, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Roman "Tiger" Abeyta, District 3
Chris Rivera, District 3
Jamie Cassutt-Sanchez, District 4
JoAnne Vigil Coppler, District 4

ADDENDUM NO. 3 CITY OF SANTA FE, NEW MEXICO JUNE 17, 2021

TO: All Planholders

**RE: Santa Fe Regional Airport – Runway 02 Runway Safety Area (RSA) Grading,
May 2021, AIP 3-35-0037-054-2021; NMDOT SAF-21-02; City ITB 21/38/B**

The following Addendum shall be incorporated into the Contract Documents for the above-referenced project.

A. PROJECT MANUAL

1. ITEM P-152 EXCAVATION, SUBGRADE AND EMBANKMENT:

- a. Remove Page Item P-152-5, Paragraph 152-2.10 and replace in its entirety with the following:

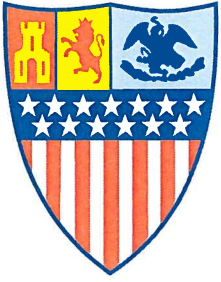
“152-2.10 Compaction requirements. The subgrade under areas to be paved shall be compacted to a depth of 12 inches and to a density of not less than 95 percent of the maximum dry density as determined by ASTM D1557. The subgrade in areas outside the limits of the pavement areas shall be compacted to a depth of 12 inches and to a density of not less than 90 percent of the maximum density as determined by ASTM D698.”

B. CONSTRUCTION DRAWINGS

1. SHEET G-102, CONSTRUCTION PHASING/SAFETY PLAN:

- a. Under CONSTRUCTION SEQUENCE PHASING, CLOSURES, change
“RUNWAY 2-20 WILL BE CLOSED MONDAY THROUGH FRIDAY FROM
7:00 A.M. TO 4:00 P.M. MST TO ALLOW FOR CONSTRUCTION.” to:

“RUNWAY 2-20 WILL BE CLOSED MONDAY THROUGH FRIDAY FROM
7:30 A.M. TO 4:00 P.M. MST TO ALLOW FOR CONSTRUCTION.”



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C. CLARIFICATIONS

A mandatory virtual Pre-Bid Conference was held on June 15, 2021 at 2:00 p.m. local prevailing time. A copy of the Meeting Minutes including a listing of Attendees is attached hereto and made a part of this Addendum No. 3. Be advised that oral statements made at the Pre-Bid Conference, which are not explicitly documented in writing, are non-binding.

A Geotechnical Report for a separate Santa Fe Municipal Airport Taxiway D project, *Geo-Test Inc. Geotechnical Engineering Services Job. No. 1-90217 Taxiway "D" Realignment Santa Fe Municipal Airport, New Mexico, August 2019* is included in this Addendum No. 3. This Report is for Contractor reference only. It does not cover the areas to be excavated in this project but provides a general idea of soil types near the current project area.

MOLZEN CORBIN


Kent S. Freier, P.E.


Date

**City of Santa Fe
Santa Fe Regional Airport
Runway 02 RSA Grading**

**Pre-Bid Conference
June 15, 2021, 2:00 p.m.**

Bid opening is June 24, 2021. Bids due by 3:00 p.m. as stated in the bid schedule on page 13 and as issued by Addendum.

Electronic bid submittal. Page 13, Bid Schedule, provides a link to view the bid opening.

SAF has badging requirements. Superintendents or foremen must be badged and can then escort employees.

Project involves excavation on the west side of the runway, grading the RSA as shown on the drawings. Excavated material shall be placed on east side as shown on drawings. Any excess material will be disposed of on site.

There is a PNM power service cable to the glide slope antenna. It is shown on the drawings. Project includes cutting this cable and splicing it in order to relocate one pull box.

Work hours will be 7:30 a.m. to 5:00 p.m., not 7-5 as shown on drawings. Runway will be closed enabling the construction. Runway to be open to traffic from 5 p.m. to 7:30 a.m.

Airport provides lighted X's. Contractor to maintain them (lights, fuel). There are four locations shown where low profile barricades will be needed.

Construction water. Must use effluent from WWTF across the street from airport.

Final grading to be ½" in 12 foot straight edge.

NTP should be issued in early to middle August, after council has approved of bid award and the grant is executed.

Site visits can be scheduled with Mark Baca at 505-629-5255.

Page 10 in specs, US DOT Policy: Being a women owned business does not mean that the business qualifies for DBE credit. To gain DBE credit, the firm must register with the NMDOT civil rights office who audits and inspects the business to make sure that it is a legitimate business for certification. There is not only ownership but also maximum net worth limitations. This is the position of the FAA Civil Rights office.

A geotechnical report was not done for this project. Concern was raised over presence of rock. An old project geotechnical report will be made available by addendum for estimating type of soil to be encountered.

Two addenda have been issued so far.

**City of Santa Fe
Santa Fe Regional Airport
Runway 02 RSA Grading**

**Pre-Bid Conference
June 15, 2021, 2:00 p.m**

Name	Representing	Contact
Mark Baca	City of Santa Fe	mdbaca@santafenm.gov
Kent Freier	Molzen Corbin	kfreier@molzencorbin.com
Dale Salazar	Molzen Corbin	dsalazar@molzencorbin.com
Zach Torma	Molzen Corbin	ztorma@molzencorbin.com
Daniel Gonzales	TLC	
Gregory Smith	EMCO	
Kevin Harrison	EMCO	
Rob Gross	MSCI	
Trace Musgrave	Meridian	
John Guldemann	Sparling Construction	
Tyler Richtor	Guzman	

**GEOTECHNICAL ENGINEERING
SERVICES
JOB NO. 1-90217
TAXIWAY "D" REALIGNMENT
SANTA FE MUNICIPAL AIRPORT, NEW MEXICO**

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PREPARED FOR:

MOLZEN CORBIN & ASSOCIATES

May 30, 2019
Job No. 1-90217

Molzen Corbin & Associates
2701 Miles Road SE
Albuquerque, New Mexico 87106

ATTN: Kent Freier, P.E., C.F.M.

RE: Geotechnical Engineering Services Report
Taxiway "D" Realignment
Santa Fe Municipal Airport, New Mexico

Dear Mr. Freier:

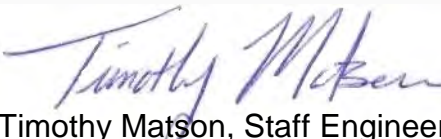
Submitted herein is the Geotechnical Engineering Services report for the above referenced project. The report contains the results of our field investigation, laboratory testing.



It has been a pleasure to serve you on this project. If you should have any questions, please contact this office.

Respectfully submitted:

Reviewed by:

GEO-TEST, INC.


Timothy Matson, Staff Engineer


Robert D Booth, P.E.


cc: Addressee

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INTRODUCTION

This report presents the results of a geotechnical investigation performed by this firm for the proposed realignment of Taxiway "D" at the Santa Fe Municipal Airport in Santa Fe, New Mexico.

The objective of this investigation is to:

- 1) Evaluate the nature and engineering properties of the subsurface soils underlying the proposed new taxiway.
- 2) Provide data to Molzen Corbin & Associates for use in aviation pavement design.

The investigation includes subsurface exploration, selected soil sampling, laboratory testing of the samples, performing an engineering analysis and preparation of this report.

PROPOSED CONSTRUCTION

It is understood that the project consists of realignment of Taxiway "D".

Should details vary significantly from those outlined above, this firm should be notified for review and revision of recommendations contained herein.

FIELD EXPLORATION

Eight exploratory borings were drilled to approximately 5½ feet below existing site grade. The approximate locations of the borings are shown on the attached Boring Location Map, Figure 1. The soils encountered in the borings were continuously examined, visually classified and logged during the drilling operation. The boring logs are presented in a following section of this report. Drilling was accomplished using a truck mounted drill rig equipped with 5.5-inch diameter continuous flight hollow stem auger. Subsurface materials were sampled at five-foot intervals or less utilizing an open tube split barrel sampler driven by a standard penetration test hammer. In addition, bulk samples of the auger cuttings were taken in the upper 5.0 feet.

LABORATORY TESTING

Selected samples were tested in the laboratory to determine certain engineering properties of the soils. Moisture contents were determined to evaluate the various soil deposits both with depth and laterally. Sieve analysis and Atterberg limits tests were performed to aid in soil classification. In

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addition, California Bearing Ratio (CBR) tests were performed on the bulk samples to provide data for taxiway reconstruction. Results of these tests are presented in the Summary of Laboratory Results and on the individual test reports presented in a following section of this report.

SUBSURFACE SOIL CONDITIONS

As indicated by the exploratory borings, the soils underlying the proposed new alignment consist primarily of clayey sands with lesser amounts of silty sand and sandy silty clay. These soils were generally low plasticity and ranged from loose and soft to medium dense and moderately firm. Composite bulk samples of the auger cuttings had CBR values ranging from 6 to 10.

No free groundwater was encountered in any of the borings. Soil moisture contents were generally low throughout the extent of the borings.

CLOSURE

The data and analyses presented herein are:

- 1) Based upon our evaluation and interpretation of the findings of the field and laboratory program.
- 2) Based upon an interpolation of soil conditions between and beyond the explorations.
- 3) Subject to confirmation of the conditions encountered during construction.
- 4) Based upon the assumption that sufficient observation will be provided during construction.
- 5) Prepared in accordance with generally accepted professional geotechnical engineering principles and practice.

This report has been prepared for the sole use of Molzen Corbin & Associates, specifically to aid in the design of the realignment of Taxiway "D" at the Santa Fe Municipal Airport, New Mexico and is not for the use by any third parties.

We make no other warranty, either express or implied. Any person using this report for bidding or construction purposes should perform such independent investigation as he deems necessary to satisfy himself as to the surface and subsurface conditions to be encountered and the procedures to be used in the performance of work on this project. If conditions encountered during

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construction appear to be different than indicated by this report, this office should be notified.

All soil samples will be discarded 60 days after the date of this report unless we receive a specific request to retain the samples for a longer period of time.

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BORING LOCATION MAP



Taxiway D Reconstruction
Santa Fe Municipal Airport, New Mexico
Job No. 1-90217

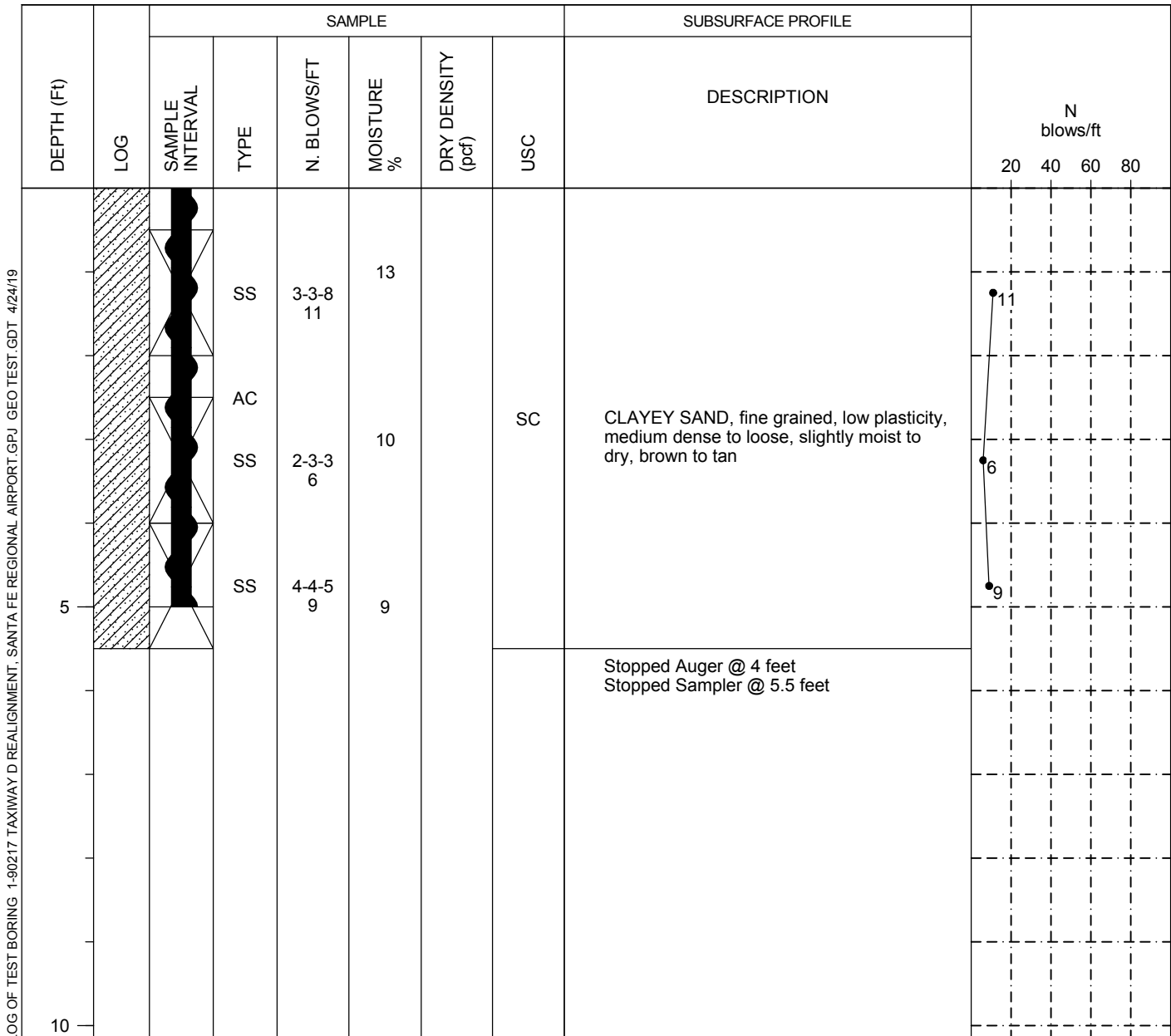
Figure 1



GEO-TEST
GEOTECHNICAL ENGINEERING
AND MATERIAL TESTING

Type: 5.5" OD HSA

After 24 Hours:



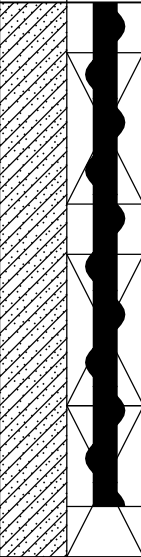
Type: 5.5" OD HSA

After 24 Hours:

LOG OF TEST BORING 1-90217 TAXIWAY D REALIGNMENT, SANTA FE REGIONAL AIRPORT, GPJ GEO TEST, GDT 4/24/19	DEPTH (Ft)	LOG	SAMPLE						SUBSURFACE PROFILE	
			SAMPLE INTERVAL	TYPE	N. BLOWS/FT	MOISTURE %	DRY DENSITY (pcf)	USC	DESCRIPTION	N blows/ft 20 40 60 80

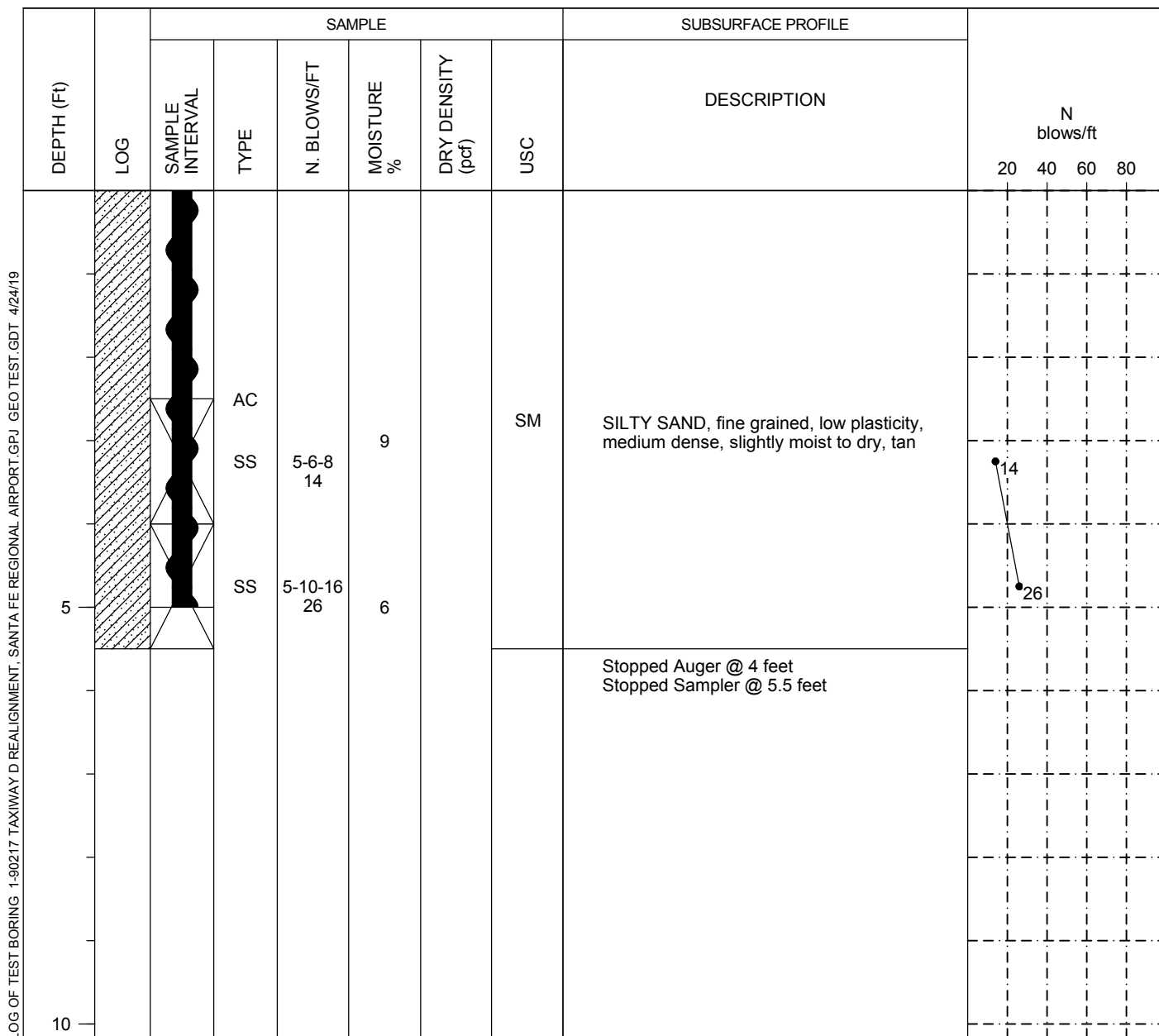
Type: 5.5" OD HSA

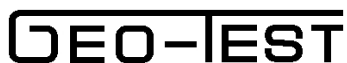
After 24 Hours:

DEPTH (Ft)	LOG	SAMPLE						SUBSURFACE PROFILE			
		SAMPLE INTERVAL	TYPE	N. BLOWS/FT	MOISTURE %	DRY DENSITY (pcf)	USC	DESCRIPTION	N blows/ft 20 40 60 80		
5			SS	2-4-3 7	10		SM	SILTY SAND, fine grained, low plasticity, loose, slightly moist to dry, brown to tan	7		
			AC								8
			SS	5-6-2 8	8						
			SS	3-2-3 5	8						5
10								Stopped Auger @ 4 feet Stopped Sampler @ 5.5 feet			

Type: 5.5" OD HSA

After 24 Hours:





Project: Taxiway D Realignment

Date: 04/15/2019

Elevation:

Project No: 1-90217

Type: 5.5" OD HSA

LOG OF TEST BORINGS

GROUNDWATER DEPTH

NO: 05

During Drilling: none

After 24 Hours:

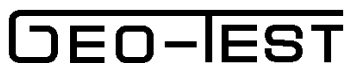
DEPTH (Ft)	LOG	SAMPLE						SUBSURFACE PROFILE	N blows/ft			
		SAMPLE INTERVAL	TYPE	N. BLOWS/FT	MOISTURE %	DRY DENSITY (pcf)	USC	DESCRIPTION				
5			AC		8		CL-ML	SANDY SILTY CLAY, fine grained, low plasticity, moderately firm, dry, tan				
			SS	3-4-6 10								
			SS	7-7-6 13	8							
								Stopped Auger @ 4 feet Stopped Sampler @ 5.5 feet				
10												

LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



Project: Taxiway D Realignment

Date: 04/15/2019

Elevation:

Project No: 1-90217

Type: 5.5" OD HSA

LOG OF TEST BORINGS

GROUNDWATER DEPTH

NO: 06

During Drilling: none

After 24 Hours:

DEPTH (Ft)	LOG	SAMPLE						SUBSURFACE PROFILE	N blows/ft			
		SAMPLE INTERVAL	TYPE	N. BLOWS/FT	MOISTURE %	DRY DENSITY (pcf)	USC	DESCRIPTION				
5			AC		10		ML-CL	SANDY SILTY CLAY, fine grained, low plasticity, soft, dry, brown to tan				
			SS	3-3-2 5								
			SS	1-3-2 5	8							
								Stopped Auger @ 4 feet Stopped Sampler @ 5.5 feet				
10												

LEGEND


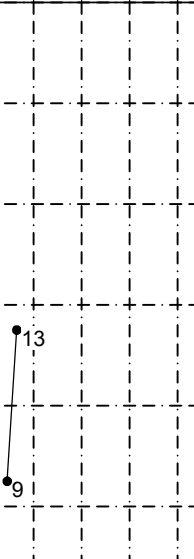
SS - Split Spoon
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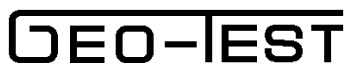
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Type: 5.5" OD HSA

After 24 Hours:

DEPTH (Ft)	LOG	SAMPLE						SUBSURFACE PROFILE							
		SAMPLE INTERVAL	TYPE	N. BLOWS/FT	MOISTURE %	DRY DENSITY (pcf)	USC	DESCRIPTION	N blows/ft 20 40 60 80						
5		AC						SC	CLAYEY SAND, fine grained, low plasticity, medium dense to loose, slightly moist to dry, brown to tan						
		SS	7-7-6 13	11											
		SS		7-6-3 9	8				Stopped Auger @ 4 feet Stopped Sampler @ 5.5 feet						
10															



Project: Taxiway D Realignment

Date: 04/15/2019

Elevation:

Project No: 1-90217

Type: 5.5" OD HSA

LOG OF TEST BORINGS

GROUNDWATER DEPTH

NO: 08

During Drilling: none

After 24 Hours:

DEPTH (Ft)	LOG	SAMPLE						SUBSURFACE PROFILE	N blows/ft			
		SAMPLE INTERVAL	TYPE	N. BLOWS/FT	MOISTURE %	DRY DENSITY (pcf)	USC	DESCRIPTION				
5			AC		9		SC	CLAYEY SAND, fine grained, low plasticity, loose, dry, tan				
			SS	4-3-1 4								
			SS	2-2-4 6	9							
								Stopped Auger @ 4 feet Stopped Sampler @ 5.5 feet				
10												

LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.

SUMMARY OF LABORATORY RESULTS

Sheet 2 of 2

						SIEVE ANALYSIS PERCENT PASSING											
TEST HOLE	DEPTH (FEET)	UNIFIED CLASS	(%) MOIST	LL	PI	NO 200	NO 100	NO 40	NO 10	NO 4	3/8"	1/2"	3/4"	1"	1 1/2"	2"	4"
Bulk 1-2	2.5	SC		28	8	47	59	79	91	96	98	98	100				
Bulk 3-4	2.5	SM		27	4	40	54	76	90	94	98	100					
Bulk 5-6	2.5	CL-ML		28	7	50	62	81	94	98	99	99	100				
Bulk 7-8	2.5	SC		33	13	46	58	77	89	93	95	96	100				

GEO-TEST

LL = LIQUID LIMIT
PI = PLASTICITY INDEX
NP = NON PLASTIC or NO VALUE

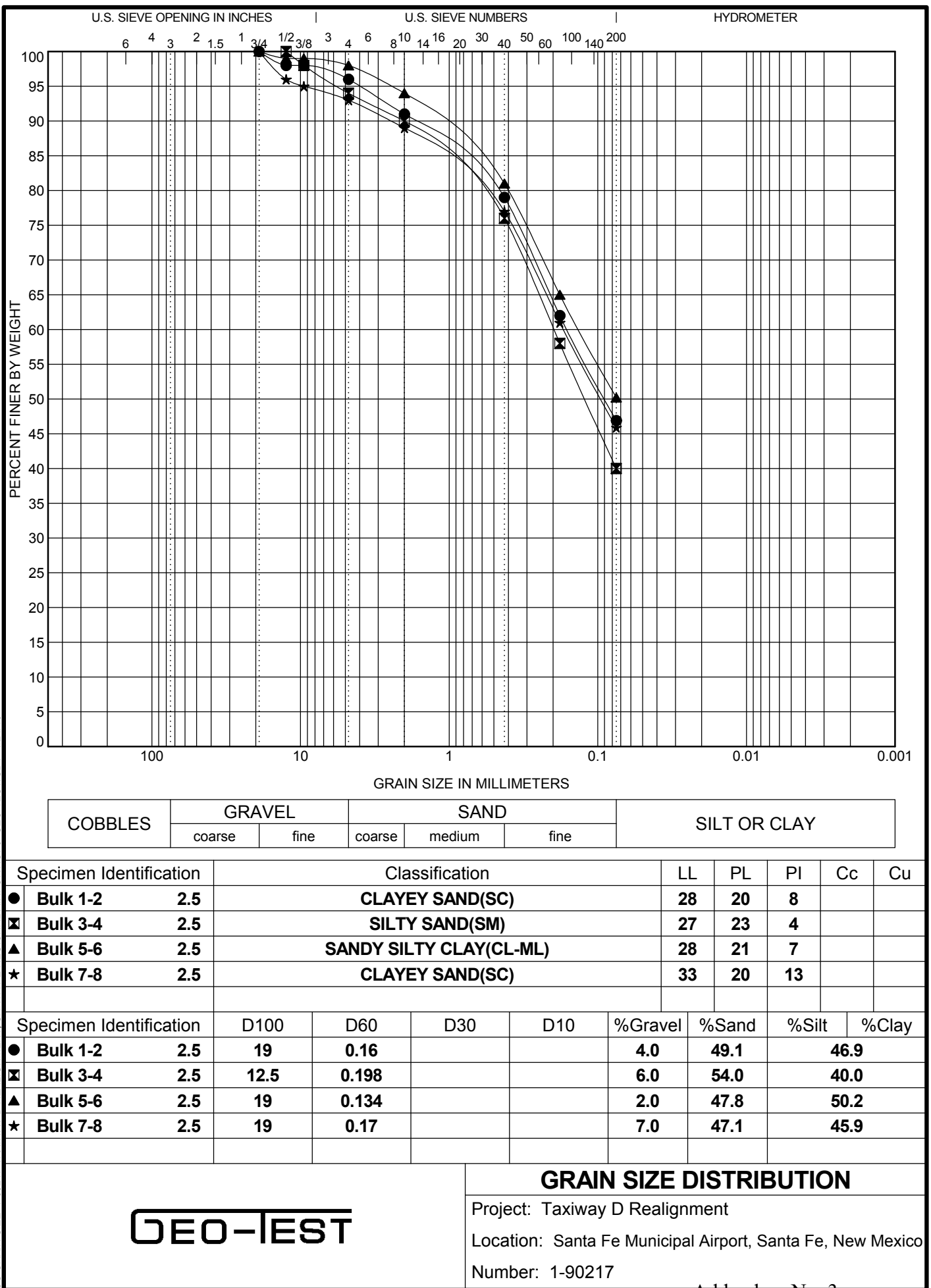
Project: Taxiway D Realignment

Location: Santa Fe Municipal Airport, Santa Fe, New Mexico

Number: 1-90217

Addendum No. 3

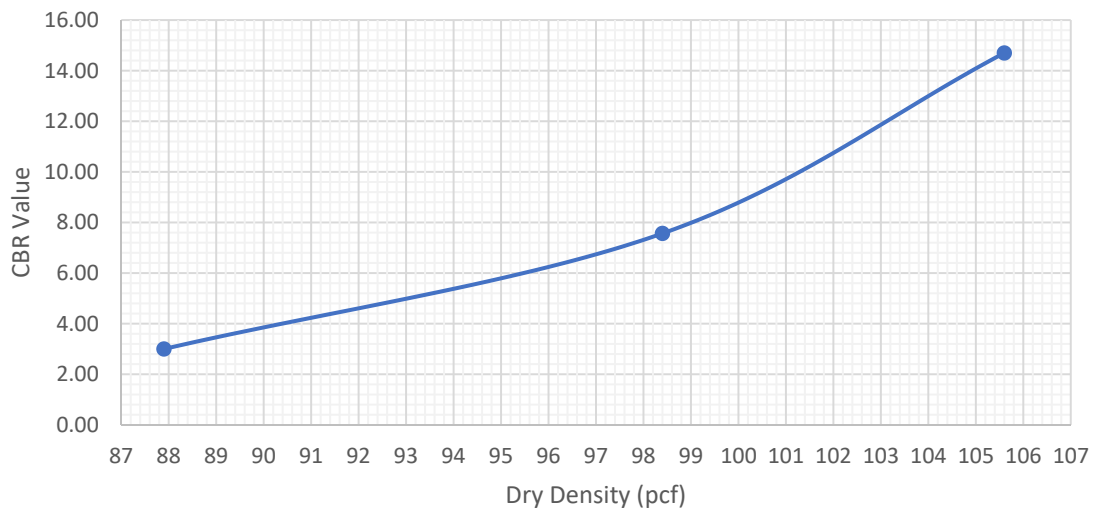
SUMMARY OF LABORATORY RESULTS 1-90217 TAXIWAY D REALIGNMENT, SANTA FE REGIONAL AIRPORT.GPJ GEO TEST.GDT 4/24/19



California Bearing Ratio

Project: Taxiway D Realignment Project #: 1-90217 Load Cell: 23976
 Location: CBR #1&2
 Soil Description: Clayey Sand USCS Classification: SC
 Maximum Dry Density (D-1557): 104.3 pcf 95% of Max Density: 99.1 pcf
 Optimum Moisture: 18.8 %

10 Blows			25 Blows			56 Blows		
Mold #	1		Mold #	2		Mold #	3	
Before Soaking			Before Soaking			Before Soaking		
Dry Density (pcf):	87.9		Dry Density (pcf):	98.4		Dry Density (pcf):	105.6	
% Moisture	19.3		% Moisture	18.8		% Moisture	19.2	
After Soaking			After Soaking			After Soaking		
Wet Weight (g):	1248.5		Wet Weight (g):	1604.8		Wet Weight (g):	1863.8	
Dry Weight (g):	984.1		Dry Weight (g):	1305.6		Dry Weight (g):	1552.3	
% Moisture:	26.9		% Moisture:	22.9		% Moisture:	20.1	
Swell/Consol			Swell/Consol			Swell/Consol		
Initial (in):	0.482		Initial (in):	0.505		Initial (in):	0.591	
Final (in):	0.521		Final (in):	0.538		Final (in):	0.609	
Difference (in):	0.039		Difference (in):	0.033		Difference (in):	0.018	
Strain	Load	Stress	Strain	Load	Stress	Strain	Load	Stress
0	0	0.0	0	0	0.0	0	0	0.0
0.025	42	14.0	0.025	67	22.3	0.025	152	50.7
0.05	63	21.0	0.05	134	44.7	0.05	280	93.3
0.075	78	26.0	0.075	188	62.7	0.075	371	123.7
0.1	90	30.0	0.1	227	75.7	0.1	441	147.0
0.125	98	32.7	0.125	257	85.7	0.125	494	164.7
0.15	106	35.3	0.15	280	93.3	0.15	534	178.0
0.175	111	37.0	0.175	296	98.7	0.175	567	189.0
0.2	116	38.7	0.2	309	103.0	0.2	593	197.7
0.3	128	42.7	0.3	348	116.0	0.3	658	219.3
CBR @ 0.1:		3.00	CBR @ 0.1:		7.57	CBR @ 0.1:		14.70
CBR @ 0.2:		2.58	CBR @ 0.2:		6.87	CBR @ 0.2:		13.18

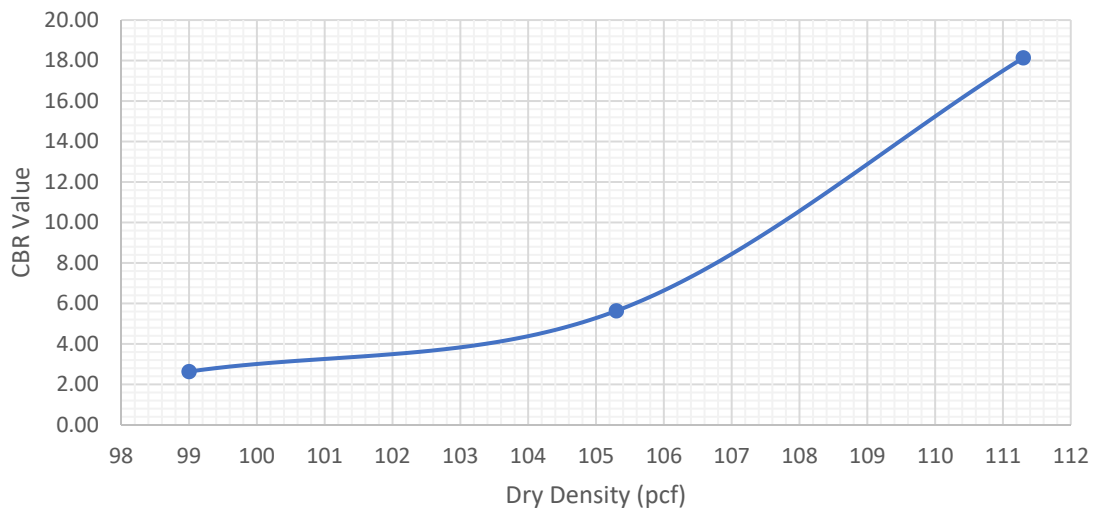


CBR Value @ 95% of ASTM D-1557: **8**

California Bearing Ratio

Project: Taxiway D Realignment Project #: 1-90217 Load Cell: 23976
 Location: CBR #3&4
 Soil Description: Silty Sand USCS Classification: SM
 Maximum Dry Density (D-1557): 113.4 pcf 95% of Max Density: 107.7 pcf
 Optimum Moisture: 13.4 %

10 Blows			25 Blows			56 Blows		
Mold #	1		Mold #	2		Mold #	3	
Before Soaking			Before Soaking			Before Soaking		
Dry Density (pcf):	99		Dry Density (pcf):	105.3		Dry Density (pcf):	111.3	
% Moisture	13.2		% Moisture	13.4		% Moisture	13.4	
After Soaking			After Soaking			After Soaking		
Wet Weight (g):	2147.4		Wet Weight (g):	1534		Wet Weight (g):	1588.6	
Dry Weight (g):	1773.7		Dry Weight (g):	1282.6		Dry Weight (g):	1353.2	
% Moisture:	21.1		% Moisture:	19.6		% Moisture:	17.4	
Swell/Consol			Swell/Consol			Swell/Consol		
Initial (in):	0.285		Initial (in):	0.222		Initial (in):	0.354	
Final (in):	0.059		Final (in):	0.059		Final (in):	0.062	
Difference (in):	-0.226		Difference (in):	-0.163		Difference (in):	-0.292	
Strain	Load	Stress	Strain	Load	Stress	Strain	Load	Stress
0	0	0.0	0	0	0.0	0	92	30.7
0.025	20	6.7	0.025	47	15.7	0.025	220	73.3
0.05	39	13.0	0.05	85	28.3	0.05	350	116.7
0.075	61	20.3	0.075	131	43.7	0.075	457	152.3
0.1	79	26.3	0.1	169	56.3	0.1	544	181.3
0.125	96	32.0	0.125	199	66.3	0.125	619	206.3
0.15	114	38.0	0.15	231	77.0	0.15	688	229.3
0.175	131	43.7	0.175	259	86.3	0.175	755	251.7
0.2	147	49.0	0.2	285	95.0	0.2	955	318.3
0.3	203	67.7	0.3	339	113.0	0.3	2071	690.3
CBR @ 0.1:		2.63	CBR @ 0.1:		5.63	CBR @ 0.1:		18.13
CBR @ 0.2:		3.27	CBR @ 0.2:		6.33	CBR @ 0.2:		21.22

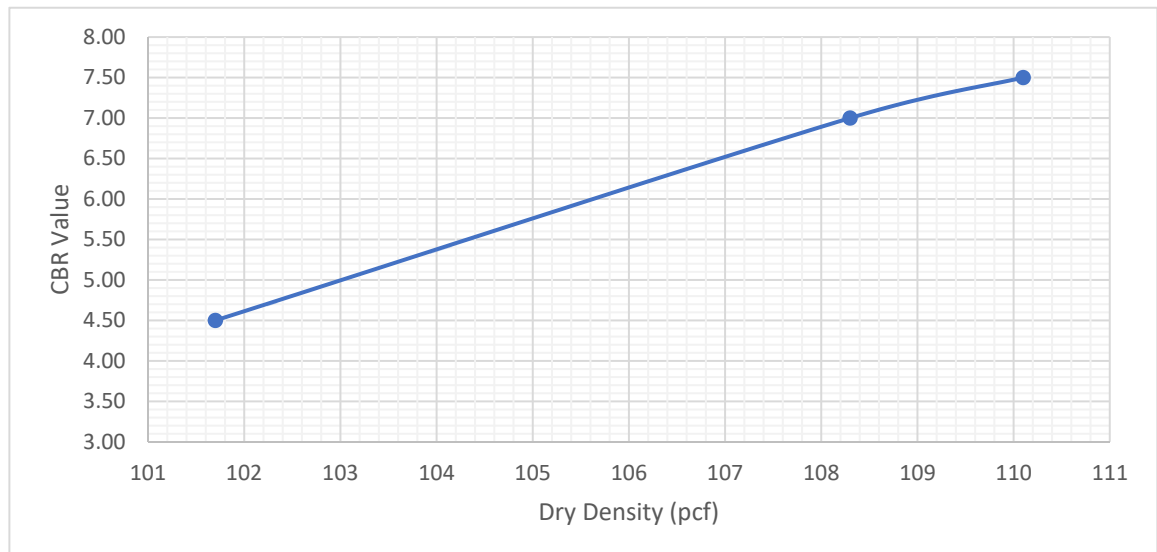


CBR Value @ 95% of ASTM D-1557: **10**

California Bearing Ratio

Project: Taxiway D Realignment Project #: 1-90217 Load Cell: 23976
 Location: CBR #5&6
 Soil Description: Sandy Silty Clay USCS Classification: CL-ML
 Maximum Dry Density (D-1557): 110.6 pcf 95% of Max Density: 105.1 pcf
 Optimum Moisture: 16.0 %

10 Blows			25 Blows			56 Blows		
Mold #	1		Mold #	2		Mold #	3	
Before Soaking			Before Soaking			Before Soaking		
Dry Density (pcf):	101.7		Dry Density (pcf):	108.3		Dry Density (pcf):	110.1	
% Moisture	16.3		% Moisture	16.4		% Moisture	16.3	
After Soaking			After Soaking			After Soaking		
Wet Weight (g):	1774.1		Wet Weight (g):	2056.4		Wet Weight (g):	1834	
Dry Weight (g):	1487.9		Dry Weight (g):	1757.5		Dry Weight (g):	1565.4	
% Moisture:	19.2		% Moisture:	17.0		% Moisture:	17.2	
Swell/Consol			Swell/Consol			Swell/Consol		
Initial (in):	0.396		Initial (in):	0.224		Initial (in):	0.384	
Final (in):	0.311		Final (in):	0.237		Final (in):	0.398	
Difference (in):	-0.085		Difference (in):	0.013		Difference (in):	0.014	
Strain	Load	Stress	Strain	Load	Stress	Strain	Load	Stress
0	0	0.0	0	0	0.0	0	0	0.0
0.025	50	16.7	0.025	65	21.7	0.025	94	31.3
0.05	97	32.3	0.05	118	39.3	0.05	141	47.0
0.075	117	39.0	0.075	151	50.3	0.075	175	58.3
0.1	135	45.0	0.1	210	70.0	0.1	225	75.0
0.125	142	47.3	0.125	218	72.7	0.125	300	100.0
0.15	149	49.7	0.15	234	78.0	0.15	336	112.0
0.175	159	53.0	0.175	249	83.0	0.175	364	121.3
0.2	176	58.7	0.2	294	98.0	0.2	391	130.3
0.3	193	64.3	0.3	321	107.0	0.3	465	155.0
CBR @ 0.1:		4.50	CBR @ 0.1:		7.00	CBR @ 0.1:		7.50
CBR @ 0.2:		3.91	CBR @ 0.2:		6.53	CBR @ 0.2:		8.69

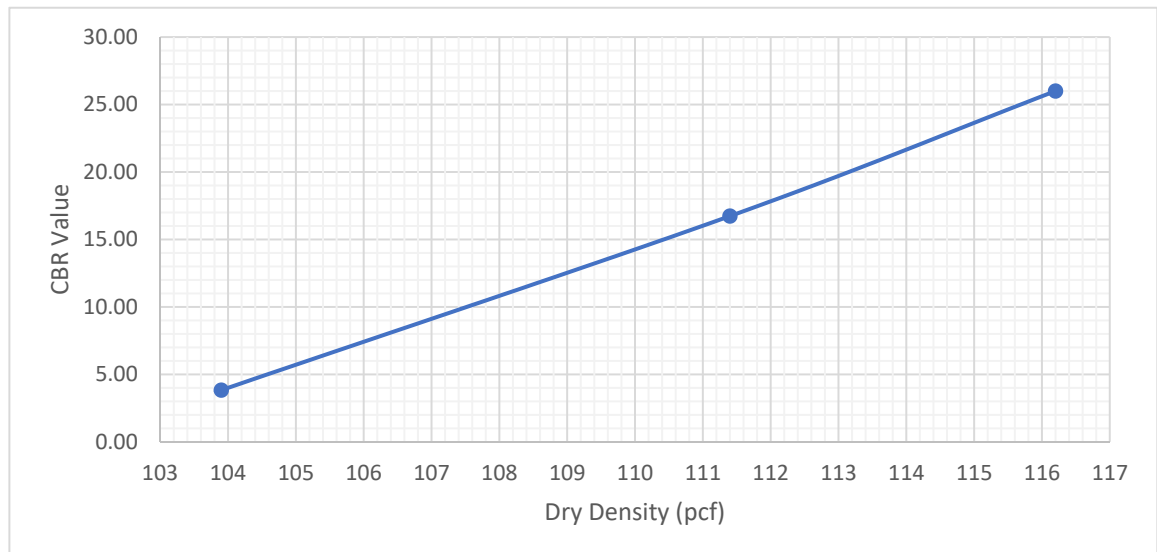


CBR Value @ 95% of ASTM D-1557: **6**

California Bearing Ratio

Project: Taxiway D Realignment Project #: 1-90217 Load Cell: 23976
 Location: CBR #7&8
 Soil Description: Clayey Sand USCS Classification: SC
 Maximum Dry Density (D-1557): 111.3 pcf 95% of Max Density: 105.7 pcf
 Optimum Moisture: 14.6 %

10 Blows			25 Blows			56 Blows		
Mold #	4		Mold #	5		Mold #	6	
Before Soaking			Before Soaking			Before Soaking		
Dry Density (pcf):	103.9		Dry Density (pcf):	111.4		Dry Density (pcf):	116.2	
% Moisture	14.8		% Moisture	14.8		% Moisture	14.2	
After Soaking			After Soaking			After Soaking		
Wet Weight (g):	1534.7		Wet Weight (g):	1511.2		Wet Weight (g):	2219.6	
Dry Weight (g):	1290		Dry Weight (g):	1304.3		Dry Weight (g):	1938.1	
% Moisture:	19.0		% Moisture:	15.9		% Moisture:	14.5	
Swell/Consol			Swell/Consol			Swell/Consol		
Initial (in):	0.497		Initial (in):	0.485		Initial (in):	0.593	
Final (in):	0.541		Final (in):	0.514		Final (in):	0.625	
Difference (in):	0.044		Difference (in):	0.029		Difference (in):	0.032	
Strain	Load	Stress	Strain	Load	Stress	Strain	Load	Stress
0	0	0.0	0	0	0.0	0	0	0.0
0.025	41	13.7	0.025	141	47.0	0.025	151	50.3
0.05	69	23.0	0.05	283	94.3	0.05	355	118.3
0.075	93	31.0	0.075	395	131.7	0.075	570	190.0
0.1	115	38.3	0.1	502	167.3	0.1	780	260.0
0.125	133	44.3	0.125	582	194.0	0.125	985	328.3
0.15	150	50.0	0.15	655	218.3	0.15	1169	389.7
0.175	166	55.3	0.175	725	241.7	0.175	1361	453.7
0.2	180	60.0	0.2	765	255.0	0.2	1521	507.0
0.3	229	76.3	0.3	1075	358.3	0.3	2071	690.3
CBR @ 0.1:		3.83	CBR @ 0.1:		16.73	CBR @ 0.1:		26.00
CBR @ 0.2:		4.00	CBR @ 0.2:		17.00	CBR @ 0.2:		33.80



CBR Value @ 95% of ASTM D-1557: **7**