



## Cal -Tech Testing, Inc.

- Engineering
- Geotechnical
- Environmental

LABORATORIES

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April 4, 2023

Mr. Maram Al-Dada, P.E.  
Infrastructure Consulting & Engineering  
5550 W. Idlewild Avenue, Suite 115  
Tampa, Florida 33634

**RE: Geotechnical Engineering Exploration & Soil Field Permeability Testing  
Ocala International Airport-Northwest Access Road & Future Development  
Ocala, Florida  
Cal-Tech Testing, Inc. Project No. 23-00114-01**

Dear, Mr. Maram Al-Dada, P.E.:

This report presents the results of our geotechnical engineering exploration and soil field permeability testing performed for the construction of the Ocala International Airport proposed northwest access road and future development in Ocala, Florida.

### **SITE AND PROJECT INFORMATION**

Based on our observations during our field exploration, the site is a vacant portion of land and by the northwest side of the airport property which is proposed for design and construction of an access roadway and future development.

### **SUBSURFACE SOIL EXPLORATION**

Per your request, our subsurface soil exploration consisted of drilling three (3), 10-ft-deep, Standard Penetration Test (SPT) borings (B-1 through B-3) along the proposed northwest access road alignment; five (5), 5-ft-deep, SPT borings (B4 through B8) throughout the area proposed for a future development and one (1), 15-ft-deep, SPT boring (B9) and associated soil field permeability testing by the proposed stormwater management facility.

The borings and soil field permeability tests were performed on March 30, 2023, at the locations indicated by you and laid out by our field crew using a hand-held device and Global Positioning System (GPS) coordinates. Refer to the enclosed Boring Location Plan.

We contacted Sunshine State One Call of Florida to mark out existing, known underground utilities prior to the beginning of our field exploration.

The sampling and penetration procedures of the SPT borings were in general accordance with ASTM D 1586 Penetration Test and Split-Barrel Sampling of Soil, using a continuous flight

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auger and split-spoon sampling. The standard penetration tests were performed to the boring termination depths by driving a standard 1 $\frac{3}{8}$  inch I.D. and 2 inches O.D. split-spoon sampler with an automatic 140-lb hammer falling 30 inches. The number of hammer blows required to drive the sampler a total of 24 inches (18 inches below 10 ft. depth) in 6-inch increments were recorded in the boring logs. The penetration resistance, N value, is the summation of the second and third 6-inch increments. The penetration resistance is used as an index to derive soil parameters from various empirical correlations. At completion, each borehole was backfilled with soil cuttings.

The soil field permeability test was performed using a casing driven 0.5 ft. from the bottom of a 5-ft-deep, hand-auger, borehole. During the tests and after soil saturation we recorded the volume required to keep water at the top of the casing at 5 minutes intervals for 30 minutes.

All soil samples obtained from the SPT borings were delivered to our soil laboratory for review by our geotechnical engineer and additional testing as required for classification.

### **SUBSURFACE SOIL CONDITIONS**

#### **GENERALIZED SOIL PROFILE**

Based on the results of our field exploration, the proposed northwest access roadway alignment and future development area subsurface soil profile consists of a SAND stratum occasionally underlain by SILTY SAND from depths of 5 ft. to 9 ft.

The SPT N values (increased 28% to account for the automatic hammer higher efficiency) revealed a predominant Very Loose (i.e.  $N < 4$ ) relative density through the strata explored depth.

Detailed subsurface soil conditions including strata soil classification and N-values are shown in the boring logs enclosed to this report.

#### **Groundwater**

No groundwater was encountered while drilling of the borings. The United States Department of Agriculture (USDA), National Resources Conservation Service (NRCS) website indicates the groundwater at depths in excess of 80 inches below natural grades for the soil map unit covering the explored area.

Observations of iron-oxide yellowish coated soil particles in combination with a subtle increase in the SPT blow counts, allow to estimate the Seasonal High Groundwater Table (SHGWT) at depths of 9 ft. at boring location B9.

#### **SOIL PERMEABILITY PARAMETERS**

Analyses of the data obtained during the SPT borings and Soil Field Permeability test indicate the following results:

<b>Test Location</b>	<b>Test Depth (ft)</b>	<b>Confining<sup>1</sup> Layer Depth (ft)</b>	<b>Vertical Unsaturated Soil Hydraulic Conductivity (<math>K_{vu}</math>) (ft/day)</b>	<b>Suggested Horizontal Soil Hydraulic Conductivity (<math>K_h</math>) (ft/day)</b>
B9	5.0	14	13.8	31.1

Note 1: The confining layer is the SILTY SAND layer.

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The fillable porosity of the SAND stratum is estimated at 30%.

Based on the estimated SHGWT and the USDA NRCS Hydrology National Engineering Handbook criteria, the soils at the explored location B9 could be assigned a Hydrologic Soil Group (HSG) "A"

### **GEOTECHNICAL EVALUATIONS & RECOMMENDATIONS**

#### **ROADWAY**

The geotechnical consideration for construction of the proposed northwest access roadway is the predominant Very Loose relative density through the SAND stratum. However, the proposed roadway could be supported on the existing subgrade soils after the performance of a site preparation work consisting of satisfactory removal of topsoil, clearing and grubbing the vegetation, removal of organic material (if any) and subsequent construction of the roadway to the design subgrade elevations.

The resulting roadway subgrade, after clearing, grubbing and removal of the organic material, should be compacted with a large vibratory roller (i.e. Ingersoll Rand SD-100D or equivalent) till minimal indentation is observed on the compacted surface. Subsequently, grades could then be raised, if required, in 6-in thick lifts of approved fill to the design subgrade elevations. Each lift should be compacted to at least 95% of the material's Maximum Dry Density (ASTM D1557).

Approved fill material should consist of granular soils free of organic matter, particles size not larger than 3 inches and maximum 12% fines content.

Determination of expected volume of traffic and design of the asphalt pavement structure are outside of this exploration; however, and based on a typical light traffic volume, we recommend the construction of a minimum 1.5 inches thick asphalt surface course underlain by a 6-inch thick limerock (minimum LBR 100) base and a 12-inch thick stabilized (minimum LBR 40) subgrade.

#### **FUTURE DEVELOPMENT**

The geotechnical consideration for construction of structures throughout the future development area is the Very Loose relative density of the strata. However, lightly loaded structures (i.e. 1- to 2-story structures) could be supported on shallow foundations after satisfactory performance of a site preparation work consisting of the excavation and replacement of the sand soils to a depth of 4 ft. below the footings.

The Excavation and Replacement technique should consist of the excavation of the existing SAND soils below and beyond the footing footprints to a distance equivalent to the projection of a 45-degrees-angle-line drawn down from the footing bottom edge and to a depth of 5 ft. from the existing ground surface elevations.

Subsequently and after compaction of the resulting grades to at least 95% of the material's Maximum Dry Density (ASTM D-1557), the excavated SAND soils should be replaced in 12-in-thick-loose lifts to the surrounding ground surface elevations. Each lift should be compacted to at least 95% of the material's Maximum Dry Density (ASTM D-1557).

After replacement, proofrolling of not treated areas to 5 ft. beyond the structure's footprint should be performed with a large vibratory roller until minimal indentation is left by the roller's drum on the ground surface. Grades could be raised then, if required to establish the finished floor

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elevations, with 12-in thick lifts of approved fill compacted to 95% of the material's Maximum Dry Density (ASTM D-1557).

Approved fill material should consist of granular soil with a maximum nominal size of 3 inches, no more than 12% of fines and no organic matter.

After satisfactory completion of the Excavation and Replacement technique, proofrolling and raising of grades, the footings could rest on the soils and designed for a safe soil contact pressure of 2,000 lb/ft<sup>2</sup>, a safe sliding resistance of 0.30 and settlements within 1 inch.

After excavation of the footings, their subgrade upper 12 inches should be compacted to at least 95% of the material's Maximum Dry Density (ASTM D-1557).

The ground floor slab could be designed on grade after compaction of the subgrade upper 12 inches to 95% of the materials Maximum Dry Density (ASTM D-1557).

### LIMITATIONS

Information on subsurface strata and groundwater levels shown on the boring logs represent conditions encountered only at the locations indicated and at the time of the exploration. If different conditions are encountered during construction, they should be immediately brought to our attention for evaluation as they may affect our recommendations. Confirmatory borings within the future development structure footprints is advisable prior to construction.

### CLOSURE

It has been a pleasure working with you and we look forward to continuing our work on this and future projects.

Sincerely,

Cal-Tech Testing, Inc.

Ivan E. Marciano, P.E.  
Sr. Geotechnical Engineer

Enclosures:  
Boring Locations Plan  
Boring Logs



A handwritten signature in blue ink, consisting of a stylized first name and a more complex last name.

Mike Stalvey, Jr.  
Vice-President

**CAL-TECH TESTING, INC.**

3309 SW State Road 247  
Lake City, Florida  
Phone: (386) 755-3633

**BORING LOCATION PLAN**

Ocala International Airport-Northwest Access Road & Future  
Development  
Ocala, Florida



**BORING NUMBER B1**

PAGE 1 OF 1



Cal-Tech Testing, Inc.  
3309 SR 247  
Lake City, FL 32024  
Telephone: 386-755-3633  
Fax: 386-755-3633

CLIENT Infrastructure Consulting & EngineeringPROJECT NAME Ocala Int'l Airport-Northwest Access RoadPROJECT NUMBER 23-00114-01PROJECT LOCATION Ocala, FloridaDATE STARTED 3/30/23 COMPLETED 3/30/23GROUND ELEVATION 0 ft HOLE SIZE 2-in dia. x 10 ft. depthDRILLING CONTRACTOR Cal-Tech Testing, Inc.

GROUND WATER LEVELS:

DRILLING METHOD SPTAT TIME OF DRILLING ---LOGGED BY B.S. CHECKED BY I.M.AT END OF DRILLING --- Not encounteredNOTES Elev. referred to ground surfaceAFTER DRILLING ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
				NUMBER	TYPE	RECOVERY (%) (RQD) %	BLOW COUNTS (N VALUE)	
	(SP) Yellowish brown <b>SAND</b>		1	1	SS	67	1-5-5-5 (10)	Boring Location Coordinates: N29°11'05.7" W82°13'54.0"  SS=Split Spoon sampler
			2	2	SS	67	3-3-2-4 (5)	
	(SP) Reddish yellow <b>SAND</b>		4	3	SS	67	1-1-2-2 (3)	
			6	4	SS	71	1-1-2-1 (3)	
			8	5	SS	63	1-1-2-5 (3)	
-5			10					
	(SM) Reddish yellow <b>SILTY SAND</b>							

Bottom of borehole at 10.0 feet.

**BORING NUMBER B2**

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Cal-Tech Testing, Inc.  
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Lake City, FL 32024  
Telephone: 386-755-3633  
Fax: 386-755-3633

CLIENT Infrastructure Consulting & EngineeringPROJECT NAME Ocala Int'l Airport-Northwest Access RoadPROJECT NUMBER 23-00114-01PROJECT LOCATION Ocala, FloridaDATE STARTED 3/30/23 COMPLETED 3/30/23GROUND ELEVATION 0 ft HOLE SIZE 2-in dia. x 10 ft. depthDRILLING CONTRACTOR Cal-Tech Testing, Inc.

GROUND WATER LEVELS:

DRILLING METHOD SPTAT TIME OF DRILLING ---LOGGED BY B.S. CHECKED BY I.M.AT END OF DRILLING --- Not encounteredNOTES Elev. referred to ground surfaceAFTER DRILLING ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
				NUMBER	TYPE	RECOVERY (%) (RQD) %	BLOW COUNTS (N VALUE)	
	(SP) Reddish brown <b>SAND</b>		1	1	SS	63	1-2-2-2 (4)	Boring Location Coordinates: N29°10'57.3" W82°13'54.2"  SS=Split Spoon sampler
	(SP) Yellowish red <b>DSAND</b>		2	2	SS	67	1-1-1-1 (2)	
			4	3	SS	63	1-3-5-9 (8)	
-5			6	4	SS	67	12-12-18- 16 (30)	
	(SM) Gray and yellowish red <b>SILTY SAND</b>		8	5	SS	71	20-22-22- 21 (44)	
-10			10					

Bottom of borehole at 10.0 feet.



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## BORING NUMBER B3

PAGE 1 OF 1

**CLIENT** Infrastructure Consulting & Engineering

**PROJECT NAME** Ocala Int'l Airport-Northwest Access Road

**PROJECT NUMBER** 23-00114-01

**PROJECT LOCATION** Ocala, Florida

**DATE STARTED** 3/30/23 **COMPLETED** 3/30/23

**GROUND ELEVATION** 0 ft      **HOLE SIZE** 2-in dia. x 10 ft. depth

DRILLING CONTRACTOR Cal-Tech Testing, Inc.

**GROUND WATER LEVELS:**

DRILLING METHOD SPT


AT TIME OF DRILLING \_\_\_\_\_

LOGGED BY B.S. CHECKED BY I.M.

AT END OF DRILLING --- Not encountered

**NOTES** Elev. refered to ground surface

**AFTER DRILLING** ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)	
				NUMBER	TYPE	RECOVERY (%) (RQD) %	BLOW COUNTS (N VALUE)		
	(SP) Yellowish red <b>SAND</b>			1	SS	58	1-1-2-2 (3)	Boring Location Coordinates: N29°10'58.5" W82°13'45.1"  SS=Split Spoon sampler	
			2		2	SS	67		1-2-1-1 (3)
-5			4		3	SS	71		1-1-1-2 (2)
			6		4	SS	75		1-2-1-1 (3)
			8		5	SS	75		1-2-2-2 (4)
-10	Bottom of borehole at 10.0 feet.		10						



**BORING NUMBER B4**

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Cal-Tech Testing, Inc.  
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CLIENT Infrastructure Consulting & EngineeringPROJECT NAME Ocala Int'l Airport-Northwest Access RoadPROJECT NUMBER 23-00114-01PROJECT LOCATION Ocala, FloridaDATE STARTED 3/30/23 COMPLETED 3/30/23GROUND ELEVATION 0 ft HOLE SIZE 2-in dia. x 5 ft. depthDRILLING CONTRACTOR Cal-Tech Testing, Inc.

GROUND WATER LEVELS:

DRILLING METHOD SPTAT TIME OF DRILLING ---LOGGED BY B.S. CHECKED BY I.M.AT END OF DRILLING --- Not encounteredNOTES Elev. referred to ground surfaceAFTER DRILLING ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
				NUMBER	TYPE	RECOVERY (%) (RQD) %	BLOW COUNTS (N VALUE)	
-5	(SP) Yellowish red SAND		1	1	SS	58	1-1-2-5 (3)	Boring Location Coordinates: N29°10'59.9" W82°13'43.6"  SS=Split Spoon sampler
			2	2	SS	67	4-3-3-3 (6)	
			3	3	SS	83	1-1	
	Bottom of borehole at 5.0 feet.							

**BORING NUMBER B5**

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CLIENT Infrastructure Consulting & EngineeringPROJECT NAME Ocala Int'l Airport-Northwest Access RoadPROJECT NUMBER 23-00114-01PROJECT LOCATION Ocala, FloridaDATE STARTED 3/30/23 COMPLETED 3/30/23GROUND ELEVATION 0 ft HOLE SIZE 2-in dia. x 5 ft. depthDRILLING CONTRACTOR Cal-Tech Testing, Inc.

GROUND WATER LEVELS:

DRILLING METHOD SPTAT TIME OF DRILLING ---LOGGED BY B.S. CHECKED BY I.M.AT END OF DRILLING --- Not encounteredNOTES Elev. referred to ground surfaceAFTER DRILLING ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
				NUMBER	TYPE	RECOVERY (%) (ROD) %	BLOW COUNTS (N VALUE)	
	(SP) Reddish brown <b>SAND</b>		1	1	SS	58	1-1-3-2 (4)	Boring Location Coordinates: N29°10'59.1" W82°13'47.5"  SS=Split Spoon sampler
			2					
	(SP) Reddish yellow <b>SAND</b>		2	2	SS	63	1-2-1-2 (3)	
			4					
-5			3	3	SS	50	1-1	
	Bottom of borehole at 5.0 feet.							



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**BORING NUMBER B6**

PAGE 1 OF 1

CLIENT Infrastructure Consulting & EngineeringPROJECT NAME Ocala Int'l Airport-Northwest Access RoadPROJECT NUMBER 23-00114-01PROJECT LOCATION Ocala, FloridaDATE STARTED 3/30/23 COMPLETED 3/30/23GROUND ELEVATION 0 ft HOLE SIZE 2-in dia. x 5 ft. depthDRILLING CONTRACTOR Cal-Tech Testing, Inc.

GROUND WATER LEVELS:

DRILLING METHOD SPTAT TIME OF DRILLING ---LOGGED BY B.S. CHECKED BY I.M.AT END OF DRILLING --- Not encounteredNOTES Elev. referred to ground surfaceAFTER DRILLING ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
				NUMBER	TYPE	RECOVERY (%) (ROD) %	BLOW COUNTS (N VALUE)	
-5	(SP) Yellowish red SAND		1	1	SS	63	1-2-4-3 (6)	Boring Location Coordinates: N29°10'59.0" W82°13'49.5"  SS=Split Spoon sampler
			2	2	SS	67	2-2-2-2 (4)	
			3	3	SS	83	1-1	
	Bottom of borehole at 5.0 feet.							

**BORING NUMBER B7**

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Cal-Tech Testing, Inc.  
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CLIENT Infrastructure Consulting & EngineeringPROJECT NAME Ocala Int'l Airport-Northwest Access RoadPROJECT NUMBER 23-00114-01PROJECT LOCATION Ocala, FloridaDATE STARTED 3/30/23 COMPLETED 3/30/23GROUND ELEVATION 0 ft HOLE SIZE 2-in dia. x 5 ft. depthDRILLING CONTRACTOR Cal-Tech Testing, Inc.

GROUND WATER LEVELS:

DRILLING METHOD SPTAT TIME OF DRILLING ---LOGGED BY B.S. CHECKED BY I.M.AT END OF DRILLING --- Not encounteredNOTES Elev. referred to ground surfaceAFTER DRILLING ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
				NUMBER	TYPE	RECOVERY (%) (RQD) %	BLOW COUNTS (N VALUE)	
-5	(SP) Yellowish red <b>SAND</b>		1	1	SS	42	1-1-1-1 (2)	Boring Location Coordinates: N29°11'0.2" W82°13'51.4"  SS=Split Spoon sampler
			2	2	SS	63	1-1-1-1 (2)	
			4	3	SS	92	1-1	
	Bottom of borehole at 5.0 feet.							

**BORING NUMBER B8**

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Cal-Tech Testing, Inc.  
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CLIENT Infrastructure Consulting & EngineeringPROJECT NAME Ocala Int'l Airport-Northwest Access RoadPROJECT NUMBER 23-00114-01PROJECT LOCATION Ocala, FloridaDATE STARTED 3/30/23 COMPLETED 3/30/23GROUND ELEVATION 0 ft HOLE SIZE 2-in dia. x 5 ft. depthDRILLING CONTRACTOR Cal-Tech Testing, Inc.

GROUND WATER LEVELS:

DRILLING METHOD SPTAT TIME OF DRILLING ---LOGGED BY B.S. CHECKED BY I.M.AT END OF DRILLING --- Not encounteredNOTES Elev. referred to ground surfaceAFTER DRILLING ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
				NUMBER	TYPE	RECOVERY (%) (RQD) %	BLOW COUNTS (N VALUE)	
-5	(SP) Yellowish red SAND		1	1	SS	67	1-3-3-4 (6)	Boring Location Coordinates: N29°11'7.7" W82°13'53.9"  SS=Split Spoon sampler
			2	2	SS	71	2-2-1-2 (3)	
			4	3	SS	58	1-1	
	Bottom of borehole at 5.0 feet.							

**BORING NUMBER B9**

PAGE 1 OF 1



Cal-Tech Testing, Inc.  
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CLIENT Infrastructure Consulting & EngineeringPROJECT NAME Ocala Int'l Airport-Northwest Access RoadPROJECT NUMBER 23-00114-01PROJECT LOCATION Ocala, FloridaDATE STARTED 3/30/23 COMPLETED 3/30/23GROUND ELEVATION 0 ft HOLE SIZE 2-in dia. x 15 ft. depthDRILLING CONTRACTOR Cal-Tech Testing, Inc.

GROUND WATER LEVELS:

DRILLING METHOD Continuous Flight Auger/Split SpoonAT TIME OF DRILLING ---LOGGED BY B.S. CHECKED BY I.M.AT END OF DRILLING --- Not encounteredNOTES Elev. referred to ground surfaceAFTER DRILLING ---

ELEV. (ft)	MATERIAL DESCRIPTION	SYMBOL LOG	DEPTH SCALE (ft)	SAMPLE DATA				REMARKS  (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
				NUMBER	TYPE	RECOVERY (%) (RQD) %	BLOW COUNTS (N VALUE)	
-5	(SP) Yellowish red SAND		1	1	SS	63	1-1-1-1 (2)	Boring Location Coordinates: N29°10'57.2" W82°13'51.6"  SS=Split Spoon sampler
			2	2	SS	67	1-1-1-1 (2)	
			4	3	SS	71	1-1-1-1 (2)	
			6	4	SS	67	1-1-1-1 (2)	
			8	5	SS	71	1-1-2-2 (3)	
-10			10					SHGWT estimated at 9 ft.
			12					
			14	6	SS	72	3-6-8 (14)	
-15	(SM) Yellowish red SILTY SAND							
	Bottom of borehole at 15.0 feet.							