

February 14, 2022

Olson Brothers Pro Vac, LLC
c/o C.E.S. NW, Inc.
310 – 29th Street NE, Suite 101
Puyallup, Washington 98372
(253) 848-4282

Attn: Mr. Craig Deaver
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Soils Report Addendum: Supplemental
Infiltration Testing
Proposed Permeable Pavement
2511 Inter Avenue
Puyallup, Washington
PN: 2105200-180, -192
Doc: CES.ProVac.InterAve.SRa.rev2

INTRODUCTION

We are pleased to submit this addendum to our previously prepared *soils report* dated December 10, 2021. On December 21, 2021, we returned to the site to perform one Pilot Infiltration Test (PIT) in the green space on the southern portion of the site, in the front yard of the existing residence. The bottom of the PIT was excavated approximately 1 foot below the existing grades. The soils at the bottom of the PIT were consistent with the native alluvium soils described in our original report of a medium dense brown, orange iron stained silty sand or sandy silt that was in a moist to wet condition.

At the time of our testing, water was being pumped out from beneath the crawl space of the existing residence, and the surface water ponding on the gravel surface and adjacent sod area was flowing towards our PIT. No groundwater was encountered in our PIT, but the surface water was flowing into our PIT. Our excavation slowly started to fill in as the rate of inflow was greater than the infiltration rate of the soils. During the limited time of our testing prior to surface water inflow, the measured rate appeared consistent with the rates provided in our December 2021 report, and those rates are still appropriate. We also monitored groundwater during the winter of 2020/2021. The results of our groundwater monitoring and original infiltration testing are summarized in our December 10, 2021 report.

Based on the Paving & Utility Plan by C.E.S. NW Inc., dated February 9, 2022, the grades at the site will be raised by 2 feet to meet the vertical separation requirements for permeable pavement. Catch basins and overflows will also be implemented. It is our opinion that vertical separation requirements can be met at the site once the site grades have been raised, and permeable pavement would therefore be feasible for this project.



CLOSURE

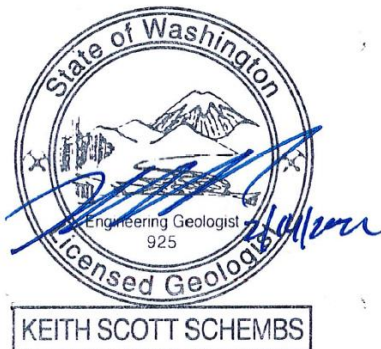
We trust that this is sufficient for your needs. If you have any questions regarding the content of this letter, please call.

Yours very truly

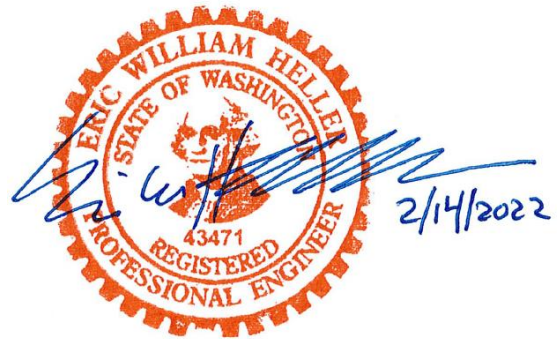
GeoResources, LLC



Andrew Schnitger, EIT
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Senior Geotechnical Engineer