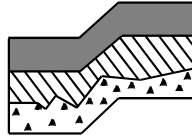


# DESIGN MEMORANDUM



## TERRA ASSOCIATES, Inc.

Consultants in Geotechnical Engineering, Geology  
and  
Environmental Earth Sciences

To: Thomas Mun Date: 7-10-23  
Trammell Crow Company Project No.: T-8829  
From: Ted Schepper, P.E. Project Name: PSE Operation Training Center  
Subject: Heavy Duty Traffic Areas Puyallup, Washington  
Ref: Terra Associates Design Memo, Heavy Duty Traffic Areas, PSE OTC, dated June 8, 2023

Tomas,

Since issuance of the referenced design memo, we have been requested to review additional use and traffic scenarios and provide alternate rock surface pavement sections that can be used in the western training yard area of the project. As discussed in the referenced memo, where traffic will include the 50-ton mobile crane and a low boy tractor/trailer the recommended rock section consists of the following:

- Four inches of crushed surfacing top course rock over 6 inches of crushed surfacing base course rock over ten inches of gravel base over Mirafi 600X or equal stabilization fabric.

If stabilization fabric is not used, the thickness of the gravel base should be increased to 14-inches.

Where traffic will not include the mobile crane or low boy, we understand the maximum vehicle size that will traverse the rock section will weigh 54,000 pounds. In these areas the following rock section is recommended:

- Four inches of crushed surfacing top course rock over four inches of crushed surfacing base course rock over ten inches of gravel base.

As we understand there will also be inside islands where the only traffic will consist of lightweight cars and trucks where training will include potholing. In these areas the following rock section is recommended:

- Two inches of crushed surfacing top course rock over four inches of crushed surfacing base course rock over 6 inches of gravel base.

The crushed surfacing rock and gravel base used should conform to the Washington State Department of Transportation (WSDOT) specifications. Subgrade preparation for support of the rock sections should be prepared as recommended in our referenced geotechnical report.

If you have any questions or require additional information, please call.

  
*Theodore J. Schepper*  
7-10-23