STATE OF NEVADA DEPARTMENT OF TRANSPORTATION MATERIALS DIVISION GEOTECHNICAL SECTION

## CALICHE AND GROUNDWATER DATA

## SR 604 CAREY TO CRAIG CLARK COUNTY, NEVADA

**OCTOBER 2015** 

EA 73781

Prepared by \_\_\_\_\_ Ronald A. Siegel, P.E. Principal Geotechnical Engineer

**Reviewed by**\_\_\_\_\_ Michael Griswold, P.E. Chief Geotechnical Engineer Nine test holes were drilled between North Lamb Boulevard (SR 610) and North Nellis Boulevard (SR612) to detect the presence of caliche (hard cemented soils) or shallow groundwater. The subsurface exploration was conducted June 24 and 25, 2015. The results of the exploration are tabulated below:

| Test<br>Hole | Total Depth<br>Penetrated<br>(ft) | Caliche                          | Groundwater     |
|--------------|-----------------------------------|----------------------------------|-----------------|
| 1            | 15                                | Not encountered                  | Not encountered |
| 2            | 15                                | Not encountered                  | Not encountered |
| 3            | 15                                | Not encountered                  | Not encountered |
| 4            | 15                                | Not encountered                  | Not encountered |
| 5            | 15                                | Not encountered                  | Not encountered |
| 6            | 14                                | Encountered below 13 feet depth  | Not encountered |
| 7            | 15                                | Not encountered                  | Not encountered |
| 8            | 15                                | Encountered below 13 feet depth  | Not encountered |
| 9            | 11.5                              | Encountered below 9.5 feet depth | Not encountered |

Test holes were not sampled, nor were standard penetration tests or other tests performed. Test holes were located in the median of North Las Vegas Boulevard (SR 604) to reduce the risk of damaging underground utilities. Test hole locations are shown on the attached drawings. Test holes were drilled to a maximum depth of 15 feet. Two locations met refusal in hard material at shallower depths. Test holes were advanced using a Diedrich D-120 drill rig equipped with 6-inch hollow stem auger flights.

SR-604 CAREY TO CRAIG EA 73781 TEST HOLE LOCATIONS



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