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October 30, 2007

S.E.A. 207147-01

A. Craig Hamilton Separate Property Trust  
15882 Skyline Truck Trail  
Jamul, CA 91935

ATTENTION: Mr. Craig Hamilton

SUBJECT: Geologic Reconnaissance Report  
Tentative Parcel Map 21060 RPL 1  
Jamul, California

Dear Mr. Hamilton:

As per our proposal, dated October 18, 2007, we have completed a reconnaissance level geotechnical study of the conditions in the area of the proposed Tentative Parcel Map 21060. The purpose of the study was to evaluate the possibility of hazardous geologic conditions within the subject property, and along the proposed access road alignment. The property currently consists of one parcel with an existing residence and a graded access road to, and beyond, the subject property (See the attached Plate 1). The proposed improvements consist of dividing the existing parcel into two parcels, creating a building pad on the newly created parcel, some minor realignment and grade adjustments along the existing access road, and paving of the access road to the subject parcels. Based on our review of the proposed grading plan, it appears that proposed cut slopes will be constructed at a ratio of 1.5:1, and fill slopes at a ratio of 2:1. The maximum height of any proposed cut slope will be on the order of 15 ft., and the maximum height of fill slopes will be on the order of 10 ft.

The project is located essentially on a ridge along the north side of Skyline Truck Trail at elevations of approximately 2150 to 2275 ft. msl. Most of the existing access road is cut into a westerly facing slope of a hill that extends upward another 100 to 150 ft. above the access road. The grading plan indicates that the majority of the access road, along this westerly facing slope, will not be widened or changed in elevation as part of this project, but will simply be paved. At the southern end of the access road, where it joins Skyline Truck Trail and climbs up over a small knob, for a distance of approximately 750 ft., the road will be slightly realigned, generally lowered in grade, and widened.

Based on our review of the U.S. Geological Surveys Open File Report 2004-1361, which is a geologic map of the El Cajon 30' by 60' quadrangle compiled by Victoria Todd in 2004, there appears to be 3 igneous,

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intrusive rock types which underlie the area. These include the Cuyamaca Gabbro, Corte Madera Monzogranite, and Tonalite of Alpine. All of these rocks are early Cretaceous in age, with the Tonalites apparently being the oldest, and the Gabbro being the youngest.

Our field reconnaissance at the site indicates that, in actuality, much of the access road alignment passes through a mixture of these rock types that have been intruded within each other, and contains numerous small veins and dikes. The area of the existing residence appears to be underlain by Tonalite, and the area of the proposed building pad within the proposed new parcel is underlain predominantly by the Gabbroic rock, as shown on Plate 1. The areas of the existing residence and proposed building pad appear to be less weathered than the materials exposed along the access road. The existing cut slopes along the access road expose extremely weathered rock with limited zones of foliation. The existing cut slope for the access road stands at a ratio of approximately 3/4:1, with a maximum height on the order of 10 ft.

With regard to geologic hazards which might affect the proposed project, it is our opinion that there are no significant geologic hazards likely to affect the proposed parcels, utilizing the current grading plan. Both of the home sites are essentially at the top of a ridge, generally in cut areas within the crystalline rock materials, and there are no indications of prior landslides in the vicinity. Also, since they are along the ridge top, the potential for high groundwater conditions impacting the proposed building sites should not be of concern. It is further our opinion that if the proposed building pad is graded in accordance with the San Diego County Grading Ordinance, it should be suitable for the proposed residential structure. A geotechnical engineer should be retained to monitor the pad grading.

The proposed regrading of the existing access road along its southern 750 ft. should also result in stable conditions, if graded in accordance with standard grading techniques, and with slope ratios and configurations as shown on the grading plans prepared by Walsh Engineering and Surveying.

The westerly facing hillside above the central portion of the access road does not contain observable outcrops of hard rock and, therefore, the possibility of boulders rolling down the hillside, impacting the roadway or structures below, does not appear to be a concern. The only problematic condition that we see, relative to the geologic conditions on-site, are the steep existing cut slopes along the existing access road. Although these slopes are relatively small, the condition of the materials exposed suggests that a generally ongoing occurrence of shallow sluffs and erosion will require ongoing maintenance in order to keep the access road operable. We do not envision failures in these cut slopes to be major occurrences, but eventually will likely

involve some materials upslope from the existing cut slopes for a short distance. The slope of the hillside above this roadway is on the order of 2:1, or slightly steeper, and therefore it does not appear feasible to lay this slope back to a standard ratio, such as 1.5:1. Such a slope ratio would result in a slope height which would be nearly as high as the entire hillside. It appears logical, therefore, to retain the existing relatively steep, but small slopes, and perform the required periodic maintenance of cleaning up debris from the roadway. There are no improvements upslope from the access road.

Most of the existing roadway appears to have been constructed by a combination of cutting on the uphill side and filling on the downhill side. We do not know the grading procedures utilized during the construction of the fill portion of the roadway and, therefore, cannot comment on the expected performance for the proposed pavement over the existing fill. It should be noted that the amount of fill appears to be relatively small, with actual depths along the edge of the roadway of probably less than 10 ft. at any location.

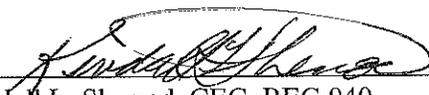
There are no known active or potentially active faults near the project site. A linear feature can be seen on satellite photos of the area, which trends in a northwest direction and passes approximately 4 miles west of the project site. This feature has been labeled as the "Barrett Lake Fault" in past research, but is not considered to be related to faulting by the current geologic community. It is classified as one of several prominent lineaments in southern San Diego County.

In summary, it is our opinion that the proposed project should not be subject to any significant geologic hazards, as proposed.

If there are any questions regarding the information in this report, please do not hesitate to contact the undersigned.

Respectfully submitted,

SHEPARDSON ENGINEERING ASSOCIATES, INC.

  
Kendall L. Sherrod, CEG, REG 949  
Senior Engineering Geologist/Vice President

cc: (1) Addressee  
(3) Walsh Engineering  
Enclosures

## REFERENCES

S.E.A. 207147-01

USGS, Open-File Report 2004-1361, Preliminary Geologic Map of the El Cajon 30' x 60' Quadrangle, Southern California, compiled by Victoria R. Todd, 2004.

Merifield, Paul M. and Lamar, D.L., Faults and Lineaments In the Basement Terrain Qf South-Central San Diego County, Calif., in Earthquakes and other Perils San Diego Region, San Diego Association of Geologists, 1979.