



To: Huitt-Zollars
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Date: February 6, 2024

Subject: Asphalt Pavement Recommendations
Addendum 1 to Geotex Report No. G22-2228
Texoma Parkway Building
Sherman, Texas

Ms. Barnett:

As discussed, this addendum provides flexible pavement (asphalt) recommendations. This addendum should be read in conjunction with *section 8.0 Pavement Recommendations* of the original geotechnical report # G22-2228 dated October 28, 2022.

8.8 FLEXIBLE PAVEMENT DESIGN AND RECOMMENDATIONS

Hot mix asphaltic concrete (HMAC) pavement should conform to current TxDOT or NCTCOG standards. The following subparagraphs provide recommendations for HMAC.

8.8.1 Full Depth HMAC

Full-depth HMAC should consist of Type C or D surface course over Type B base course as specified by TxDOT over either lime-treated subgrade or aggregate base.

The tables below present the recommended HMAC Sections for this project:

Light Duty Pavement (parking areas)

2-inches of Type C or D surface course, 3-inches of Type B base course 6-inches of lime treatment or 5-inches of TxDOT Type A or D aggregate base

Medium Duty Pavement (drive approaches and fire lanes with occasional truck traffic)

2-inches of Type C or D surface course, 4-inches of Type B base course 8-inches of lime treatment or 6-inches of TxDOT Type A or D aggregate base

We do not recommend that HMAC be used for dumpster pad areas, however. Metal dumpsters and dumpster trucks exert a large amount of static and dynamic forces on the pavement. Rigid pavement (concrete) generally performs better than flexible pavements. We recommend 7 inches of reinforced concrete over 8 inches of lime

treatment or aggregate base for dumpster pads. The concrete dumpster pad apron should extend out an additional distance in front of the dumpster to allow the front wheels of the dumpster truck to sit on the concrete pad during positioning and lifting the dumpster.

8.8.2 HMAC Installation and Testing

The following is recommended for HMAC:

- HMAC should be placed and compacted to contain between 5 and 9 percent of air voids.
- The target density for asphalt lifts should be 91 to 95 percent of the Maximum Theoretical Specific Gravity as determined by laboratory testing.

The following tests should be performed:

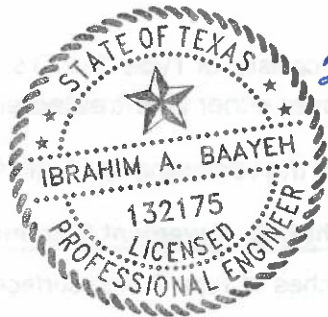
- In place field density tests to establish a rolling pattern.
- One extraction and gradation test per day's HMAC placement.

Closing

We trust that these recommendations will be adequate for your needs at this time. Please do not hesitate to call this office should you have any questions or concerns or need for additional geotechnical engineering services.

Sincerely,
Geotex Engineering, LLC

Ibrahim A. Baayeh, P.E.
Director of Geotechnical Engineering



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