



May 10, 2024

Talley Extension Revitalization Initiative, LLC

5210 Thousand Oaks, Suite 1318

San Antonio, Texas 78233

Attention: **Mr. Gordon Hartman**

Email: gh@gordonhartman.com

Re: Subsurface Exploration and Pavement Analysis

Proposed New Streets

Morgan Heights, Phase 2B

San Antonio, Texas

InTEC Project No. S231270-A1

Ladies & Gentlemen:

Integrated Testing and Engineering Company of San Antonio (InTEC) has completed a subsurface exploration and pavement thickness evaluation report (InTEC Project No. S231270 dated November 30, 2023) at the above referenced project site. As requested, Arterial pavement sections are presented in this addendum. All other recommendations remain the same as in the original report.

We appreciate and wish to thank you for the opportunity to be of service to you on this project. If we can be of additional assistance or answer any questions, please call us.

Sincerely,

InTEC of San Antonio

Murali Subramaniam, Ph. D., P.E.

Vice President



05/13/2024

Table No. 1 – Minimum Flexible Pavement Recommendations – CBR = 5.0 **

Classification	Asphaltic Concrete			Aggregate Base, inches	Geogrid	Subgrade, inches	Structural Number
	Type D, inches	Type C, inches	Type B, inches				
Arterial	2.00	3.00	-	16.00	No	*	4.44
	2.00	3.00	-	13.00	Yes	*	4.41
	2.00	2.00	8.00	-	No	*	4.48
	-	2.00	10.50	-	No	*	4.45

Subgrade Notes (*):

- Cut and fill data are not available at this time.
- Based on the thickness of the clays encountered in the borings, we anticipate the final pavement subgrade Plasticity Index values to be primarily less than 20. As per Bexar County requirements, subgrade treatment / stabilization is not needed if the Plasticity Index values are less than equal to 20.
- However, if the final pavement subgrade Plasticity Index values are greater than 20, then one of the two following options may be used:
 - The clays may be removed to expose Stratum II soils at the pavement subgrade elevation) and replaced with onsite milled material fill (Plasticity Index values are 20 or less).
 - The subgrade may be **treated** to a depth of 6 inches using 6 ½ percent lime or cement.
 - The subgrade soils should be tested for soil sulfate content prior to treatment. If the soil sulfate content is over 3000 ppm, an alternate procedure will be needed.
 - Application rate of **32 lbs per sq yard for 6-inch depth** of treatment is recommended.
 - **Application rate should be confirmed at the time of construction.**
- If fill is used to raise the grade, approved fill material should be free of deleterious material with a minimum CBR value of 5.0 and Plasticity Index values of 20 or less. Any stratum I clays (any clays with Plasticity Index values greater than 20) should be removed prior to fill placement. The gravel size should not exceed 3 inches in diameter. The material should be placed as per applicable city or county guidelines.

General Notes (**):

- Input parameters used in pavement section calculations are shown in Table No. 2. Please call us to provide pavement recommendations, if needed, for different input values.
- If repetitive truck or heavy truck traffic is anticipated, please contact us for revised pavement recommendations.
- Pavement section recommendations are based on a subgrade CBR value of 5.0. The pavement recommendations are not based on the shrink / swell characteristics of the underlying soils. The pavement can experience cracking and deformation due to shrinkage and swelling characteristics of

the soils as described in the Vertical Movements section of this report. Use of geogrid will help reduce the shrink / swell related reflective cracking.

- If water is allowed to get underneath the asphalt / concrete or if moisture content of the base or subgrade changes significantly, then pavement distress will occur. Moisture penetration underneath the asphalt pavement surface should be reduced. One of the following methods should be used:
 - Deeper curbs; such as curbs extending a minimum of 3 inches into subgrade.
 - Compacted clays backfilled against the curbs.
- In addition, water should not be allowed to get underneath the pavement section at the time of home construction.

Geogrid:

- One layer of geogrid, Tensar Triax TX5, installed on top of compacted (moisture conditioned or treated) subgrade as per manufacturer's guidelines.

Subgrade Delineation:

- At the time of construction, the final pavement subgrade should be verified / delineated by the geotechnical engineer.

Table No. 2 – Input Parameters used in Asphalt Pavement Section Calculation

	Arterial
ESAL	3,000,000
Reliability Level	R-95
Initial and Terminal Serviceability	4.2 and 2.5
Standard Deviation	0.45
Service Life	20 years

Calculations

CBR = 5.0

Subsurface Exploration and Pavement Analysis
Proposed New Streets
Morgan Heights, Phase 2B
San Antonio, Texas

InTEC Project Number:
S231270-A1

Date:
05/10/2024

Asphalt Pavement Design Analysis

Tensar

Design		Reference	
Project		Location	
Customer		Designer	Murali Subramaniam
Company	InTEC	Date	June 9, 2023

Results



	Thickness	Coeff.	SN
HMA layer 1	4 in	0.420	1.680
Aggregate base (NX750)	11.5 in	0.238	2.737
Structural number (SN)			4.417

	Thickness	Coeff.	SN
HMA layer 1	5 in	0.440	2.200
Aggregate base	16 in	0.140	2.240
Structural number (SN)			4.440

Parameters

Project Information

Target ESALs	Subgrade resilient modulus	Reliability	Standard deviation	Serviceability	
3,000,000	7,500 psi	95%	0.45	Initial	Terminal
				4.2	2.5

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Subsurface Exploration and Pavement Analysis
Proposed New Streets
Morgan Heights, Phase 2B
San Antonio, Texas

Arterial

InTEC Project Number:
S231270-A1

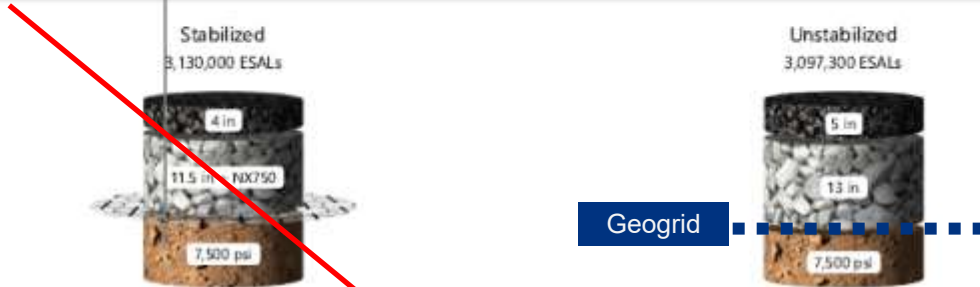
Date:
05/10/2024

Asphalt Pavement Design Analysis

Tensar

Design		Reference	
Project		Location	
Customer		Designer	Murali Subramaniam
Company	InTEC	Date	June 9, 2023

Results



	Thickness	Coeff	SN
HMA layer 1	4 in	0.420	1.680
Aggregate base (NX750)	11.5 in	0.238	2.737
Structural number (SN)			4.417

	Thickness	Coeff	SN
HMA layer 1	5 in	0.440	2.200
Aggregate base	13 in	0.170	2.210
Structural number (SN)			4.410

Parameters

Project Information

Target ESALs	Subgrade resilient modulus	Reliability	Standard deviation	Serviceability	
				Initial	Terminal
3,000,000	7,500 psi	95%	0.45	4.2	2.5

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Modified structural coefficient value of 0.17 is used for geogrid reinforced aggregate base.

Subsurface Exploration and Pavement Analysis
Proposed New Streets
Morgan Heights, Phase 2B
San Antonio, Texas

Arterial

InTEC Project Number:
S231270-A1

Date:
05/10/2024

Asphalt Pavement Design Analysis

Tensar

Design		Reference	
Project		Location	
Customer		Designer	Murali Subramaniam
Company InTEC		Date	June 9, 2023

Results



Total HMA thickness should be within the same range on both pavement sections for accurate comparison; 2-3 in | 3-6 in | 6-14 in

	Thickness	Coeff.	SN		Thickness	Coeff.	SN
HMA layer 1	4 in	0.420	1.680	HMA layer 1	4 in	0.440	1.760
Aggregate base (NX750)	11.5 in	0.238	2.737	HMA layer 2	8 in	0.340	2.720
Structural number (SN)			4.417	Structural number (SN)			4.480

Parameters

Project Information

Target ESALs	Subgrade resilient modulus	Reliability	Standard deviation	Serviceability	
				Initial	Terminal
3,000,000	7,500 psi	95%	0.45	4.2	2.5

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Subsurface Exploration and Pavement Analysis
Proposed New Streets
Morgan Heights, Phase 2B
San Antonio, Texas

Arterial

InTEC Project Number:
S231270-A1

Date:
05/10/2024

Asphalt Pavement Design Analysis

Tensar
A Division of CMC

Design		Reference	
Project		Location	
Customer		Designer	Murali Subramaniam
Company	InTEC	Date	May 16, 2024

Results



Total HMA thickness should be within the same range on both pavement sections for accurate comparison: 2-3 in | 3-6 in | 6-14 in

	Thickness	Coeff	SN
HMA layer 1	2 in	0.440	0.880
HMA layer 2	0 in	0.400	NaN
Aggregate base (NX750)	16.75 in	0.211	3.334
Structural number (SN)			4.614

	Thickness	Coeff	SN
HMA layer 1	2 in	0.440	0.880
HMA layer 2	10.5 in	0.340	3.570
Structural number (SN)			4.450

Parameters

Project Information

Target ESALs	Subgrade resilient modulus	Reliability	Standard deviation	Serviceability	
3,000,000	7,500 psi	95%	0.45	Initial	Terminal
				4.2	2.5

Subsurface Exploration and Pavement Analysis
Proposed New Streets
Morgan Heights, Phase 2B
San Antonio, Texas

Arterial

InTEC Project Number:
S231270-A1

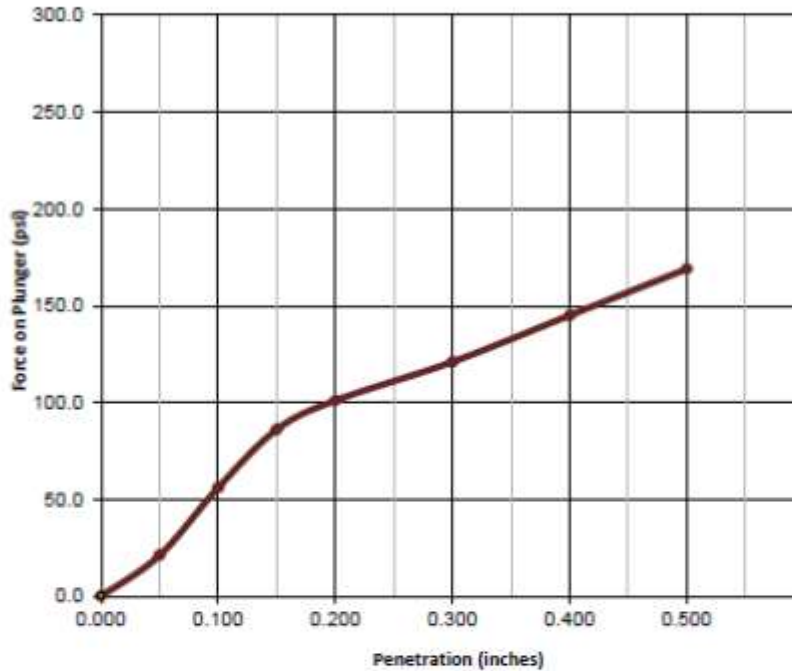
Date:
05/10/2024

InTEC of San Antonio

ASTM D-1883 California Bearing Ratio Test Report



Load Penetration Curve



CBR Results

Results	A	B	C	D	Average
0.1 in Pen.	5.6				
0.2 in Pen.	6.7				
Moisture (%)	13.10				
Density (pcf)	122.20				
Final Moisture (%)	19.50				
Final Density (pcf)	100.40				

S231083-P

Project Number	S231270	Sample Location	
Project Name	Morgan Heights, Phase 2B	Specimen A	In the vicinity of B-1
Date	11/15/2023		
Client	Talley Extension	Specimen C	
		Specimen D	
Job Ref.		Liquid Limit:	34.0
Sample Num.		Plastic Limit:	16.0
Remarks	Brown Clay, Tan Marl, Caliche, Gravel		

Subsurface Exploration and Pavement Analysis
Proposed New Streets
Morgan Heights, Phase 2B
San Antonio, Texas

CBR Test Results

InTEC Project Number:
S231270-A1

Date:
05/10/2024

Appendix

Subsurface Exploration and Pavement Analysis
Proposed New Streets
Morgan Heights, Phase 2B
San Antonio, Texas

InTEC Project Number:
S231270-A1

Date:
05/10/2024

Important Information about This Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer

will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.*

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the “Findings” Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site’s subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual site-wide subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report’s Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals’ misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals’ plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note*

conspicuously that you’ve included the material for information purposes only. To avoid misunderstanding, you may also want to note that “informational purposes” means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a “phase-one” or “phase-two” environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer’s services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, *proper implementation of the geotechnical engineer’s recommendations will not of itself be sufficient to prevent moisture infiltration.* Confront the risk of moisture infiltration by including building-envelope or mold specialists on the design team. *Geotechnical engineers are not building-envelope or mold specialists.*



**GEOPROFESSIONAL
BUSINESS
ASSOCIATION**

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