



24 October, 2024

Campfire Circle  
464 Bathurst St.,  
Toronto, Ontario M5T 2S6

**Addendum – Geotechnical Report 565 Wesley Acres Road – GW-23003-16**

Groundwork Engineering Limited (GEL) prepared a geotechnical report dated February 1, 2024 in support of a children’s camp at 565 Wesley Acres Road, Prince Edward County, Ontario. This letter is prepared as an addendum to the report and addresses flexible pavement design requirements.

The long-term performance of the pavement structure is highly dependent upon the subgrade support conditions. Stringent construction control procedure must be maintained to ensure that uniform subgrade moisture and density conditions are maintained as much as practically possible and that the natural subgrade is not disturbed and weakened.

The following pavement component thicknesses are provided for the design of flexible pavements. Control of surface water is an important factor in achieving good pavement performance. Grading adjacent to pavement areas should be designed so that water is not allowed to pond adjacent to the outside edges of the pavement. The subgrade must be free of depressions and sloped (preferably at a minimum grade of two percent) to provide effective drainage toward subgrade drains. To intercept excess subsurface water within the pavement structure granular materials, perforated sub-drains with suitable outlets and catch basins should be installed below the pavement area’s subgrade if adequate overland flow drainage is not provided (i.e., ditches and swales). The surface of the pavement should be properly graded to direct the runoff water towards suitable drainage features.

In the following table Light Duty Areas refer to areas that are occupied by car parking and light traffic while Heavy Duty Areas refers to areas that experience heavy truck traffic, emergency routes, delivery routes, etc. Where asphalt paving areas are proposed the following component thicknesses should be adhered to:

| Pavement Layer  | Compaction Requirements                     | Light Duty Areas | Heavy Duty Areas |
|---|---|------------------|------------------|
| Surface Course HL3 (OPSS 1150) (PG58-34) (or SP12.5, Category A, if Superpave mixes are utilized) | 97% of Marshall Relative Density (OPSS 310) | 50 mm            | 50 mm            |
| Base Course HL8 (OPSS 1150) (PG58-34) (or SP19, Category A, if Superpave mixes are utilized)      | 97% of Marshall Relative Density (OPSS 310) | -----            | 50 mm            |
| Granular A Base   | 100% Standard Proctor Maximum Dry Density   | 100 mm           | 150 mm           |
| Granular B Type II Sub-base (OPSS 1010)   | 100% Standard Proctor Maximum Dry Density   | 250 mm           | 300 mm           |

**Table 3. Minimum Asphaltic Concrete Pavement Structure New Construction**

Paving work should be completed in accordance with the requirements of applicable OPSS and municipal standards. All asphalt mix designs should be reviewed prior to the commencement of construction.

Hot Mix Asphalt used in this project should meet the minimum requirements of OPSS 1150/1151 (depending on whether Marshall or Superpave mixes are utilized). Asphalt cements should be minimum grade of PG 58-34 and meet the requirements of OPSS 1101.

Tack coat should be applied between any vertical surfaces or joints including curbs, abutting and walls, butt and lap joints and at all tie-ins to other existing asphalt. SS-1 emulsified asphalt used for this purpose should meet requirements of OPSS 1101.

Should you require further information, or have any questions please do not hesitate to contact the undersigned.

Sincerely,



Martin Burger  
M.Eng., P.Eng.