



February 19, 2016

MEL File No.: 2549

Ms. Charmian Maybury
Architectural Design
Advance Design Consultants, Inc.
998 Park Avenue
San Jose, CA 95126

**Subject: Addendum Report / Asphalt Concrete Pavement Section
VA Psychosocial Rehabilitation and Recovery Center (PRRC)
150 Muir Road
Martinez, CA
Project No. 612-503**

Reference: Geotechnical Engineering Investigation
By MatriScope, MEL File No.: 2549, November 20, 2015

Dear Ms. Maybury:

We understand that portion of the existing asphalt concrete (AC) pavement area (near the entrance to the site) will be replaced by new AC pavement. As requested, we obtained a soil sample from the edge of the existing/proposed asphalt concrete pavement area on February 11, 2016. R-value test was performed on the sample in accordance with ASTM D2844 test method.

The R-value test result indicated the tested sample has an R-value of 61. A design R-value of 30 was used in the design to account for the variance of subgrade materials which may be encountered during construction. Asphalt concrete pavement structural sections presented in the table below are based on the R-value of 30 and current Caltrans design procedures. Traffic indexes should be reviewed by the project Owner, Architect, and/or Civil Engineer to evaluate their suitability for this project. Changes in the actual traffic indexes will affect the corresponding pavement sections.

Recommended Asphalt Concrete Pavement Sections

Assumed Traffic Index	Asphalt Concrete (inch)	Caltrans Class 2 Aggregate Base (inch)
5	3	6
6	3	9
7	4	10

Following site stripping and any required grubbing and removal of the existing AC pavement, we recommend the exposed subgrade soils in the proposed driveway and parking areas should be

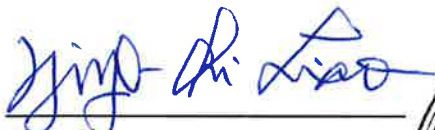
scarified to at least 8 inches, uniformly moisture-conditioned and compacted as required in the ENGINEERED FILL section prior to subsequent engineered fill placement. The scarification and re-compaction of soil should extend at least 2 feet horizontally beyond the outer edges of the proposed roadway and parking pavement areas.

All pavement subgrades should be prepared as recommended in the SITE PREPARATION and ENGINEERED FILL sections of the above referenced report. The subgrade soils and aggregate base (AB) material should be compacted to a minimum of 95 percent relative compaction in accordance with ASTM D1557.

Asphalt paving materials, placement methods and compaction should meet the current Caltrans specifications for asphalt concrete. The above pavement recommendations should be incorporated into project plans and specifications by the project engineer. These recommendations are not intended to be used as a specification for construction. Adequate drainage should be provided such that the subgrade soils and aggregate base materials are not allowed to become wet.

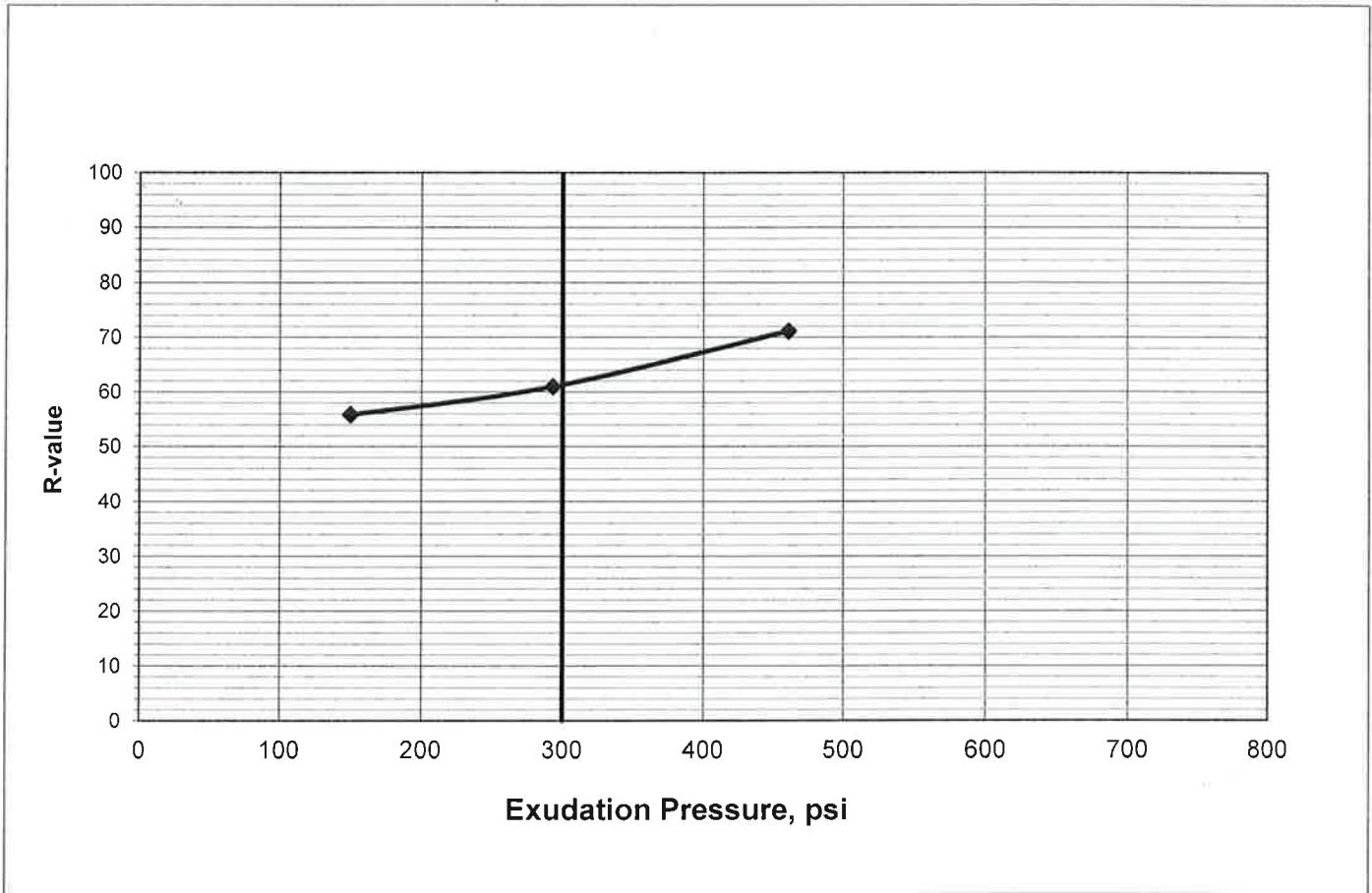
If you have questions regarding this report, please contact our office.

Respectfully Submitted,
MatriScope Engineering Laboratories, Inc.



Ying-Chi Liao, C.E., G.E.
Senior Engineering Manager





Job No.:	2549	Date:	02/19/16	Initial Moisture,	9.6%
Client:	Advance Design Consultants, Inc.	Tested:	S Lee	R-value by Stabilometer	61
Project:	VA Martinez - PRRC	Reduced:		Expansion Pressure	psf
Sample:	16624	Checked:	YC		
Soil Type:	Brown Silty Sand				

Specimen Number	A	B	C	D	Remarks:
Exudation Pressure, psi	461	293	150		
Prepared Weight, grams	1200	1200	1200		
Final Water Added, grams/cc	10	15	20		
Weight of Soil & Mold, grams	3015.6	3014.9	2859.1		
Weight of Mold, grams	1960.6	1956.4	1816.9		
Height After Compaction, in.	2.47	2.46	2.43		
Moisture Content, %	10.5	11.0	11.4		
Dry Density, pcf	117.0	117.4	116.5		
Expansion Pressure, psf	103.9	86.6	60.6		
Stabilometer @ 1000					
Stabilometer @ 2000	30.5	39.2	44.8		
Turns Displacement	4.19	4.73	4.72		
R-value	71	61	56		