PROJECT:	French Valley Airport Pavement Rehab.		DRILLER:	2R Drilling CME 75	SHEET:	1	of 1
CTE JOB NO:	40-3128		DRILL METHOD:	8" Hollow Stem Auger	DRILLING DATE:		6/23/2015
LOGGED BY:	R. Ellerbusch		SAMPLE METHOD:	140 lb/30" Autohammer	ELEVATION:		

BORING: B-12

Depth (Feet)	Bulk Sample	Driven Type	Blows/6 inches	Dry Density (pcf)	Moisture (%)	U.S.C.S. Symbol	Graphic Log	DESCRIPTION	Laboratory Tests
0								**3" AC over 4.5" Base over 10.5" Subbase (clayey sand)**	
								(woven biaxial filter fabric encountered at approximately 1.5 ft.)	
			2			CL		**Very Old Alluvial Channel Deposits (Qvoa)**	
			5						
			7		18.2			Sandy Lean CLAY, stiff, very moist, dark reddish brown.	M
									CBR, MAX
5			2					Lean CLAY with Sand, firm, very moist, dark grayish brown.	
			3						
			4		20.8				M
10			4						
			6					Lean CLAY with Sand, stiff, very moist, dark grayish brown.	
			10		15.2				M
								Total depth 11.5 ft. below pavement surface.	
								No ground water encountered.	
								Bore hole backfilled with soil cuttings and capped with 8" of concrete.	
15									
20									
25									

PROJECT:	French Valley Airport Pavement Rehab.	DRILLER:	2R Drilling CME 75	SHEET:	1 of 1
CTE JOB NO:	40-3128	DRILL METHOD:	8" Hollow Stem Auger	DRILLING DATE:	6/24/2015
LOGGED BY:	R. Ellerbusch	SAMPLE METHOD:	140 lb/30" Autohammer	ELEVATION:	

BORING: B-13

Depth (Feet)	Bulk Sample	Driven Type	Blows/6 inches	Dry Density (pcf)	Moisture (%)	U.S.C.S. Symbol	Graphic Log	DESCRIPTION	Laboratory Tests
0								**2.5" AC over 5" Base over 10.5" Subbase (sandy clay)**	
								(woven biaxial filter fabric encountered at approximately 1.5 ft.)	
						CL		**Very Old Alluvial Channel Deposits (Qvoa)** Sandy Lean CLAY, moist, dark brown.	
		▨	8 10 12	98.3	23.8			Field CBR conducted at approximately 3 ft. Sandy Lean CLAY, stiff, very moist, dark reddish brown, carbonate concretions.	MD
5									
10		▥	10 16 21		15.7			Sandy Lean CLAY, hard, moist, reddish brown.	M
								Total depth 11.5 ft. below pavement surface. No ground water encountered. Bore hole backfilled with soil cuttings and capped with 8" of concrete.	
15									
20									
25									

PROJECT:	French Valley Airport Pavement Rehab.	DRILLER:	2R Drilling CME 75	SHEET:	1 of 1
CTE JOB NO:	40-3128	DRILL METHOD:	8" Hollow Stem Auger	DRILLING DATE:	6/23/2015
LOGGED BY:	R. Ellerbusch	SAMPLE METHOD:	140 lb/30" Autohammer	ELEVATION:	

BORING: B-14

Depth (Feet)	Bulk Sample	Driven Type	Blows/6 inches	Dry Density (pcf)	Moisture (%)	U.S.C.S. Symbol	Graphic Log	DESCRIPTION	Laboratory Tests
0								**2" AC over 5" Base over 11" Subbase (sandy clay)**	
			9					(woven biaxial filter fabric encountered at approximately 1.5 ft.)	
			8			CL		**Very Old Alluvial Channel Deposits (Qvoa)**	
			5		14.3			Sandy Lean CLAY, stiff, moist, dark brown.	M
5			8			SC		Clayey SAND, dense, moist, reddish brown.	
			13						
			21		9.2				M
10			4			CL			
			7					Sandy Lean CLAY, very stiff, moist, reddish brown.	
			12		13.4				M
								Total depth 11.5 ft. below pavement surface. No ground water encountered. Bore hole backfilled with soil cuttings and capped with 8" of concrete.	
15									
20									
25									

PROJECT:	French Valley Airport Pavement Rehab.	DRILLER:	2R Drilling CME 75	SHEET:	1 of 1
CTE JOB NO:	40-3128	DRILL METHOD:	8" Hollow Stem Auger	DRILLING DATE:	6/23/2015
LOGGED BY:	R. Ellerbusch	SAMPLE METHOD:	140 lb/30" Autohammer	ELEVATION:	

BORING: B-15

Depth (Feet)	Bulk Sample	Driven Type	Blows/6 inches	Dry Density (pcf)	Moisture (%)	U.S.C.S. Symbol	Graphic Log	DESCRIPTION	Laboratory Tests
0								**2.5" AC over 5.5" Base over 10" Subbase (clayey sand)**	
		▯	9					(woven biaxial filter fabric encountered at approximately 1.5 ft.)	
		▯	9			SC		**Very Old Alluvial Channel Deposits (Qvoa)**	
		▯	12		12.7			Clayey SAND, medium dense, moist, dark brown	M
5		▯	3					Clayey SAND, dense, moist, brown, carbonate concretions.	
		▯	14						
		▯	46	132.3	6.8				MD
10		▯	9			CL			
		▯	9					Sandy Lean CLAY, medium dense, moist, dark brown,	WA (52% pass #200)
		▯	13		12.6			carbonate concretions.	M
								Total depth 11.5 ft. below pavement surface.	
								No ground water encountered.	
								Bore hole backfilled with soil cuttings and capped with 8" of concrete.	
15									
20									
25									

PROJECT:	French Valley Airport Pavement Rehab.		DRILLER:	2R Drilling CME 75	SHEET:	1	of 1
CTE JOB NO:	40-3128		DRILL METHOD:	8" Hollow Stem Auger	DRILLING DATE:		6/23/2015
LOGGED BY:	R. Ellerbusch		SAMPLE METHOD:	140 lb/30" Autohammer	ELEVATION:		

BORING: B-16

Depth (Feet)	Bulk Sample	Driven Type	Blows/6 inches	Dry Density (pcf)	Moisture (%)	U.S.C.S. Symbol	Graphic Log	DESCRIPTION	Laboratory Tests
0								**3" AC over 5" Base over 10" Subbase (clayey sand)**	
			5					(woven biaxial filter fabric encountered at approximately 1.5 ft.)	WA (33% pass #200)
			6			SC		**Very Old Alluvial Channel Deposits (Qvoa)**	AL (LL=28, PI=11)
			6		14.7			Clayey SAND, medium dense, moist, dark brown	M
5			15					Clayey SAND, dense, moist, dark brown.	
			24						
			30	123.9	6.6				MD
10			7						
			11					Clayey SAND, medium dense, moist, dark reddish brown.	
			16						
								Total depth 11.5 ft. below pavement surface. No ground water encountered. Bore hole backfilled with soil cuttings and capped with 8" of concrete.	
15									
20									
25									

APPENDIX B

LABORATORY METHODS AND RESULTS

APPENDIX B
LABORATORY METHODS AND RESULTS

Laboratory tests were performed on selected soil samples to evaluate their engineering properties. Tests were performed following test methods of the American Society for Testing and Materials (ASTM), or other accepted standards. The following presents a brief description of the various test methods used. Laboratory results are presented in the following section of this Appendix.

Atterberg Limits
The liquid limit and plasticity index were determined on selected soil samples in accordance with ASTM D4318.

California Bearing Ratio
Laboratory CBR tests were performed on selected soil samples in accordance with ASTM D 1883. The test specimens were saturated during testing.

California Bearing Ratio of In-Place Soils
Field CBR tests were performed at selected boring locations. The tests were conducted in accordance with ASTM D 4429.

Classification
Soils were classified visually according to the Unified Soil Classification System. Visual classifications were supplemented by laboratory testing of selected samples according to ASTM D 2487.

In-Place Moisture/Density
The in-place moisture content and dry unit weight of selected relatively undisturbed samples in accordance with ASTM D 2216 and D 2937, respectively.

Material Finer than #200 Sieve by Washing.
200 washes were performed on selected samples in accordance with ASTM D 1140.

Standard Proctor
Laboratory maximum dry density and optimum moisture content were evaluated on selected soil samples in accordance with ASTM D 698.

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California Bearing Ratio Report -ASTM D1883

Job Name:	French Valley Airport
Job Number:	40-3128
Lab Number:	25411
Date Sampled:	Not Submitted
Date Tested:	7/15/2015
Location:	B-5 @ 1' - 5'
Sample Description:	Dark Brown Clayey Sand

Compaction Data:	**Mold 1**	**Mold 2**	**Mold 3**
# of Blows:	**56**	**25**	**10**
Wt. Mold & Soil:	8915.9	8681.0	8447.5
Wt. Mold:	4217.3	4216.2	4212.1
Wt. Wet Soil:	4698.6	4464.8	4235.4
Wet Density (PCF):	137.9	131.1	124.3
Dry Density (PCF):	126.7	120.4	114.2
% Compaction:	99.8	94.9	90.0
CBR, Percent @ 0.1"	7.3	3.0	1.2
CBR, Percent @ 0.2"	7.8	3.0	1.4

Soak & Swell Data:	**Mold 1**	**Mold 2**	**Mold 3**
Initial Height (in.):	4.58	4.58	4.58
Initial Reading (in):	0.1000	0.1000	0.1000
96hr:	0.2100	0.2200	0.2490
Swell (in.):	0.1100	0.1200	0.1490
Percent Swell:	2.4	2.6	3.3

Load In Pounds			
Penetration Data:	**Mold 1**	**Mold 2**	**Mold 3**
0.025	66	30	10
0.050	126	54	22
0.075	176	74	30
0.100	220	92	36
0.125	258	106	44
0.150	292	118	50
0.175	324	128	58
0.200	352	136	64
0.300	442	164	86
0.400	518	192	102
0.500	580	220	115

Maximum Density Results		
Optimum Moist (%)		8.9
Max Density (pcf)		126.9
% Remolded:		NA
Density of Remold:		NA
Initial Moisture:		8.9
CBR Mold Volume:		0.0751
Moisture Top 1"		
Mold 1:	**Wet. w/Tare:**	858.8
	Dry w/Tare:	762.5
	Tare:	156.5
	Moist %:	15.9
Mold 2:	**Wet. w/Tare:**	909.8
	Dry w/Tare:	789.2
	Tare:	168.0
	Moist %:	19.4
Mold 3:	**Wet. w/Tare:**	858.1
	Dry w/Tare:	728.1
	Tare:	158.7
	Moist %:	22.8

Diameter of Piston:	1.96
Area of Piston:	3.02
Weight of Surcharge	10lbs

Load In PSI		
Mold 1	**Mold 2**	**Mold 3**
22	10	3
42	18	7
58	25	10
73	**30**	**12**
85	35	15
97	39	17
107	42	19
117	**45**	**21**
146	54	28
172	64	34
192	73	38

Tested By: RJP
Date Completed: 7/20/2015

Reviewed By: Fred Pacheco
Date: 7/22/2015

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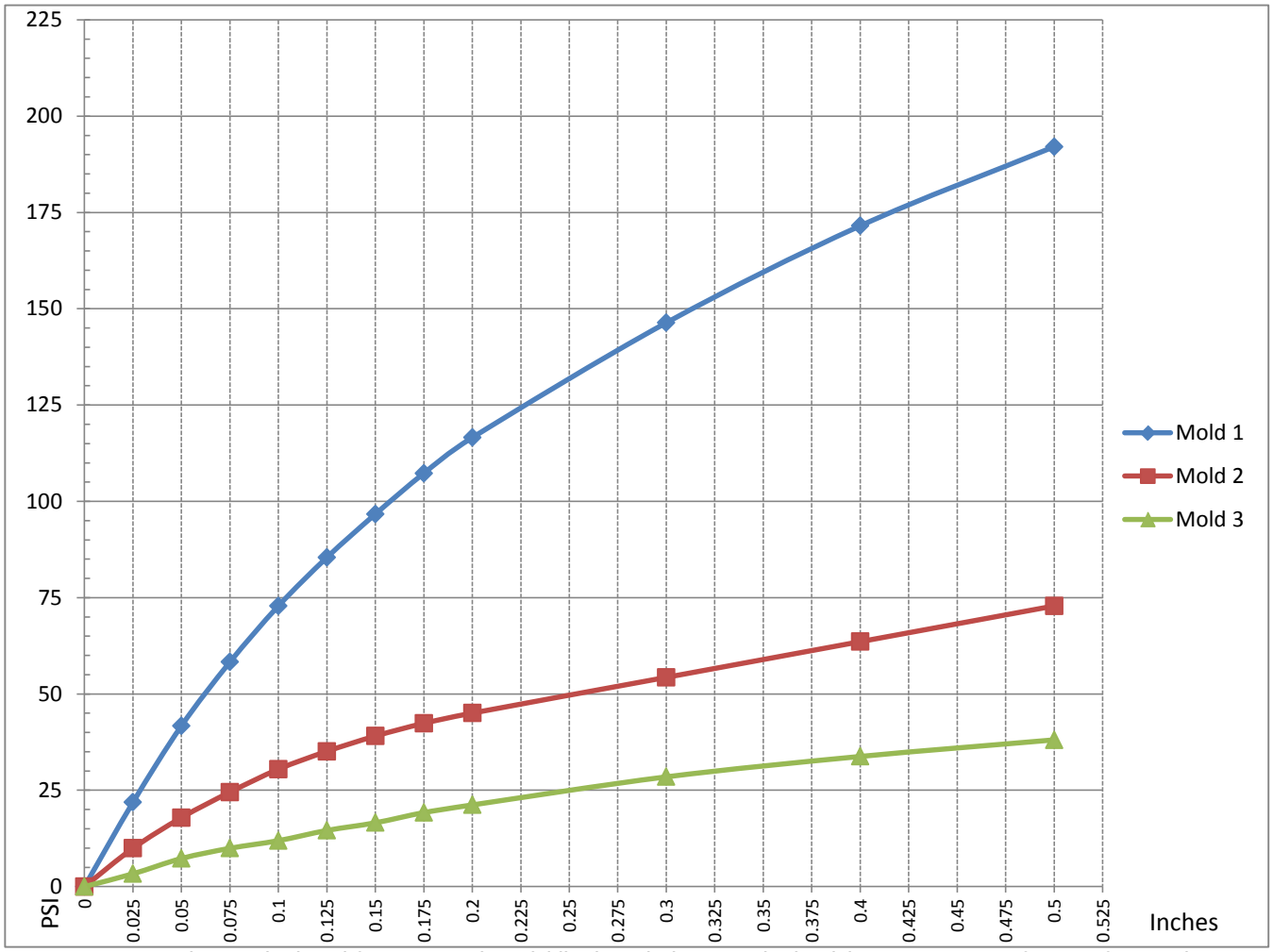
California Bearing Ratio Report -ASTM D1883

Stress Penetration Curve



CBR values calculated from stress in psi (displayed along vertical axis). See ***Page 1*** of report for results.

NOTE: The load penetration curve is necessary to determine if adjustments must be made to 0.1" and 0.2" penetration readings due to surface irregularities or concave upward curves. Any corrected values obtained from this graph will be listed below.

Corrected Load Penetration Values (psi)				
	0.1"		0.2"	
Mold ID	Plotted	Corrected	Plotted	Corrected
Mold #1	73	*73*	117	*117*
Mold #2	30	*30*	45	*45*
Mold #2	12	***12***	21	***21***

CBR @ Various Compaction Percentages			
	0.1"	0.2"	
90%	1%	1%	*
95%	3%	3%	*
100%	7%	8%	*

***** *Data obtained through interpolation*

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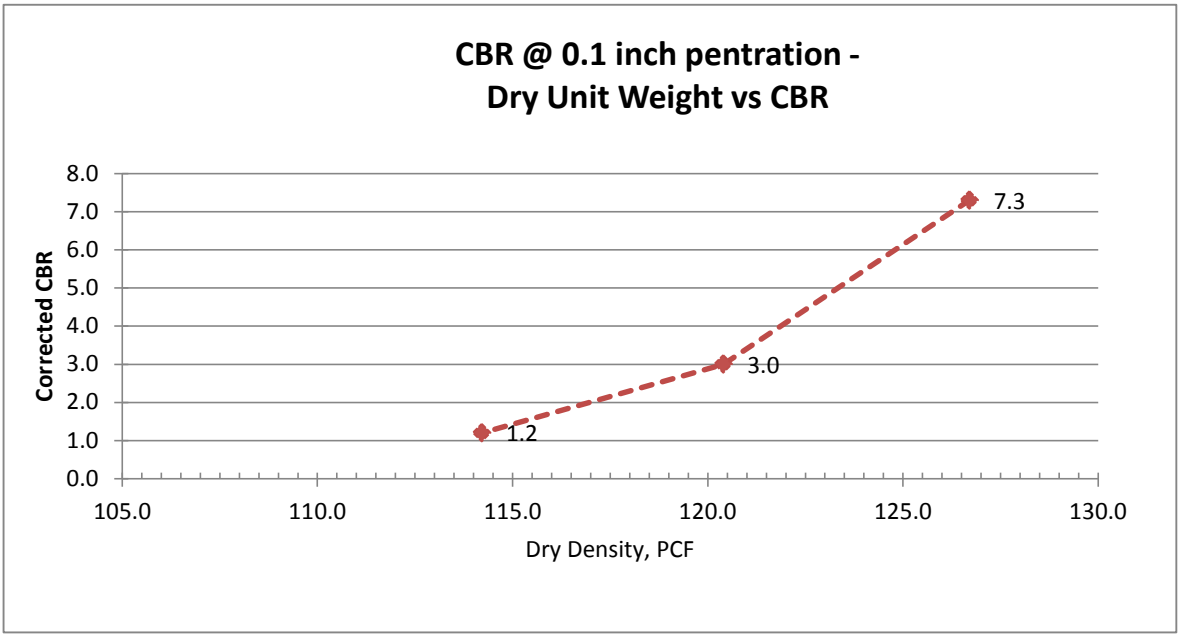
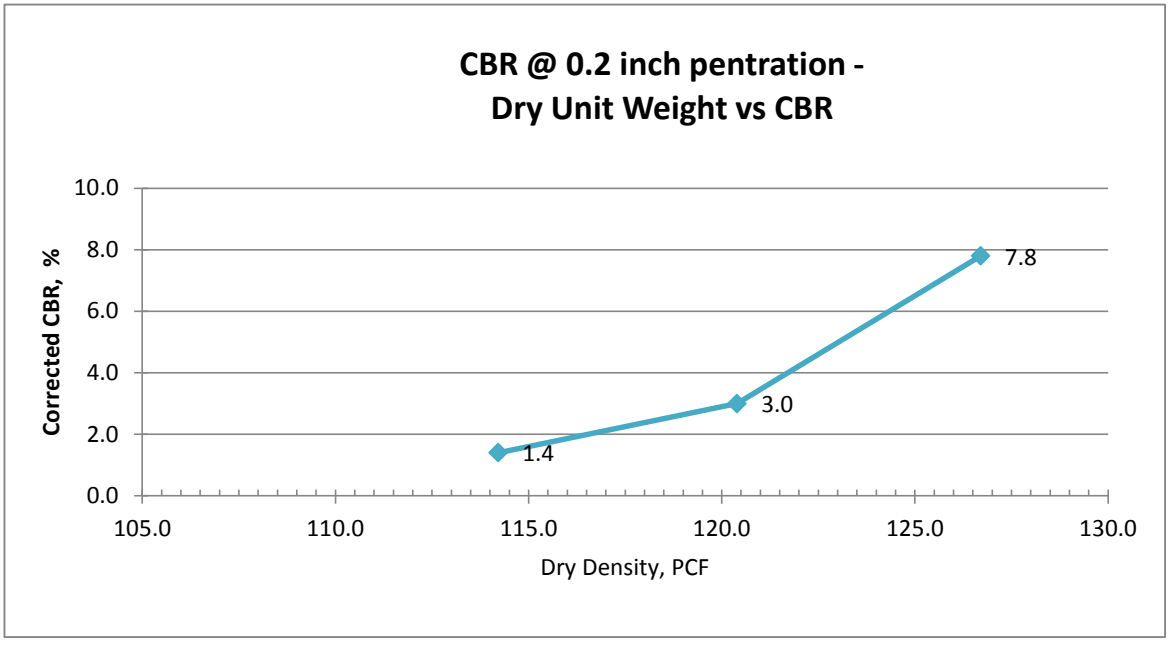
California Bearing Ratio Report - ASTM D1883
Graph of Dry Unit Weight vs. CBR*

***CBR corrected, as needed, where Load Penetration Curves are concave due to surface irregularities**





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California Bearing Ratio Report -ASTM D1883

Job Name:	French Valley Airport
Job Number:	40-3128
Lab Number:	25411
Date Sampled:	Not Submitted
Date Tested:	7/15/2015
Location:	B-11 @ 1' - 5'
Sample Description:	Dark Brown Clayey Sand

Maximum Density Results	
Optimum Moist (%)	11.7
Max Density (pcf)	118.1
% Remolded:	NA
Density of Remold:	NA
Initial Moisture:	11.7
CBR Mold Volume:	0.0751

Moisture Top 1"		
Mold 1:	**Wet. w/Tare:**	828.4
	Dry w/Tare:	733.9
	Tare:	162.6
	Moist %:	16.5
Mold 2:	**Wet. w/Tare:**	830.3
	Dry w/Tare:	724.1
	Tare:	161.9
	Moist %:	18.9
Mold 3:	**Wet. w/Tare:**	835.8
	Dry w/Tare:	727.5
	Tare:	172.4
	Moist %:	19.5

Compaction Data:	**Mold 4**	**Mold 5**	**Mold 6**
# of Blows:	**56**	**25**	**10**
Wt. Mold & Soil:	8828.1	8606.6	8369.5
Wt. Mold:	4333.9	4324.2	4329.1
Wt. Wet Soil:	4494.2	4282.4	4040.4
Wet Density (PCF):	131.9	125.7	118.6
Dry Density (PCF):	118.2	112.6	106.2
% Compaction:	100.0	95.3	89.9
CBR, Percent @ 0.1"	16.0	6.3	2.6
CBR, Percent @ 0.2"	19.4	7.3	2.9

Soak & Swell Data:	**Mold 1**	**Mold 2**	**Mold 3**
Initial Height (in.):	4.58	4.58	4.58
Initial Reading (in):	0.1000	0.1000	0.1000
96hr:	0.1930	0.1770	0.1730
Swell (in.):	0.0930	0.0770	0.0730
Percent Swell:	2.0	1.7	1.6

Diameter of Piston:	1.96
Area of Piston:	3.02
Weight of Surcharge	10lbs

Load In Pounds			
Penetration Data:	**Mold 1**	**Mold 2**	**Mold 3**
0.025	100	44	22
0.050	220	94	42
0.075	350	144	64
0.100	482	190	78
0.125	594	230	94
0.150	704	268	108
0.175	798	300	120
0.200	880	328	132
0.300	1144	434	168
0.400	1374	534	200
0.500	1564	630	234

Load In PSI		
Mold 1	**Mold 2**	**Mold 3**
33	15	7
73	31	14
116	48	21
160	**63**	**26**
197	76	31
233	89	36
264	99	40
291	**109**	**44**
379	144	56
455	177	66
518	209	77

Tested By: RJP

Date Completed: 7/20/2015

Reviewed By: Fred Pacheco

Date: 7/22/2015

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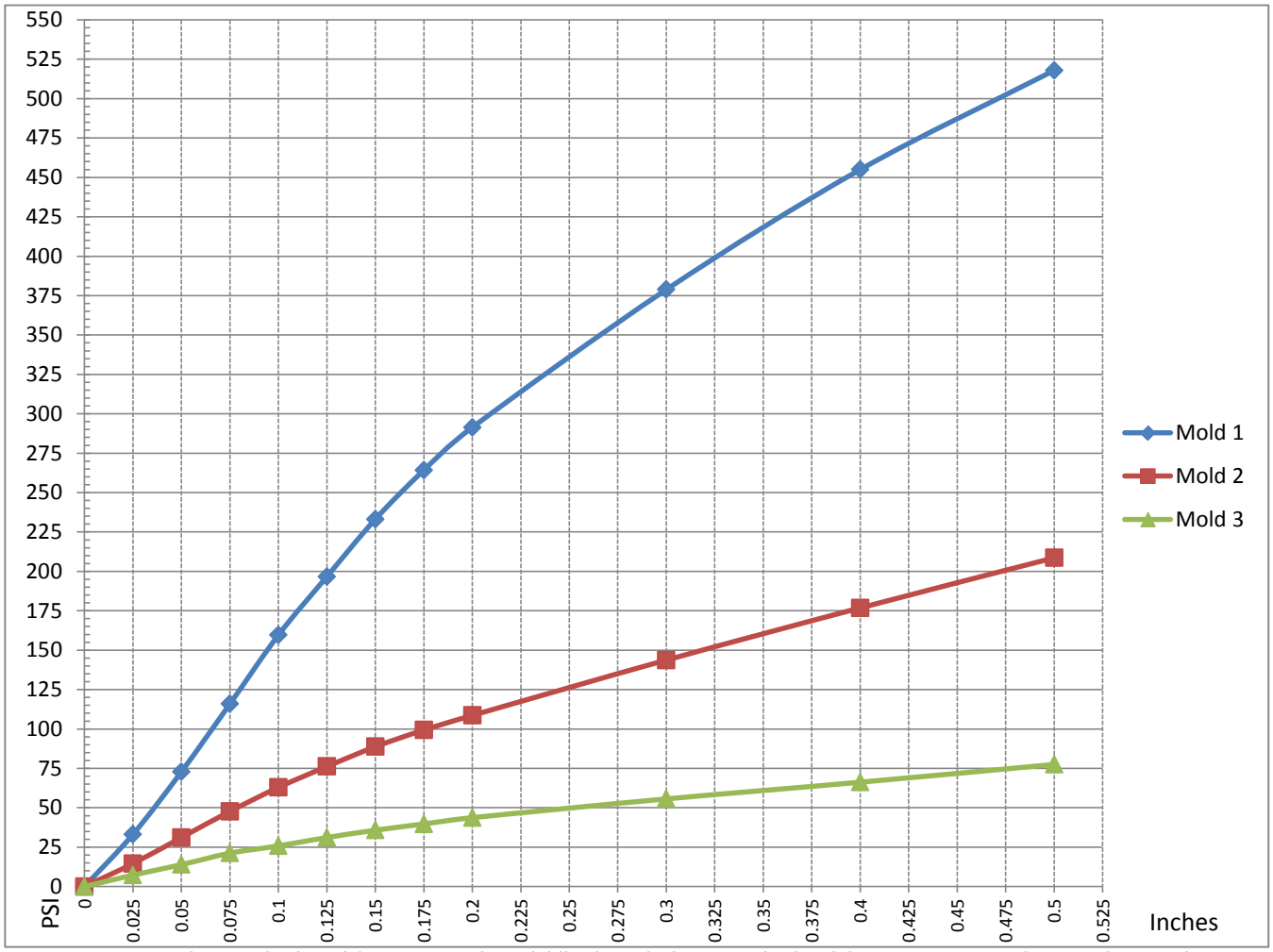
California Bearing Ratio Report -ASTM D1883

Stress Penetration Curve



CBR values calculated from stress in psi (displayed along vertical axis). See ***Page 1*** of report for results.

NOTE: The load penetration curve is necessary to determine if adjustments must be made to 0.1" and 0.2" penetration readings due to surface irregularities or concave upward curves. Any corrected values obtained from this graph will be listed below.

Corrected Load Penetration Values (psi)				
	0.1"		0.2"	
Mold ID	Plotted	Corrected	Plotted	Corrected
Mold #1	160	*160*	291	*291*
Mold #2	63	*63*	109	*109*
Mold #2	26	***26***	44	***44***

CBR @ Various Compaction Percentages			
	0.1"	0.2"	
90%	3%	3%	*
95%	6%	7%	*
100%	16%	19%	*

***** *Data obtained through interpolation*

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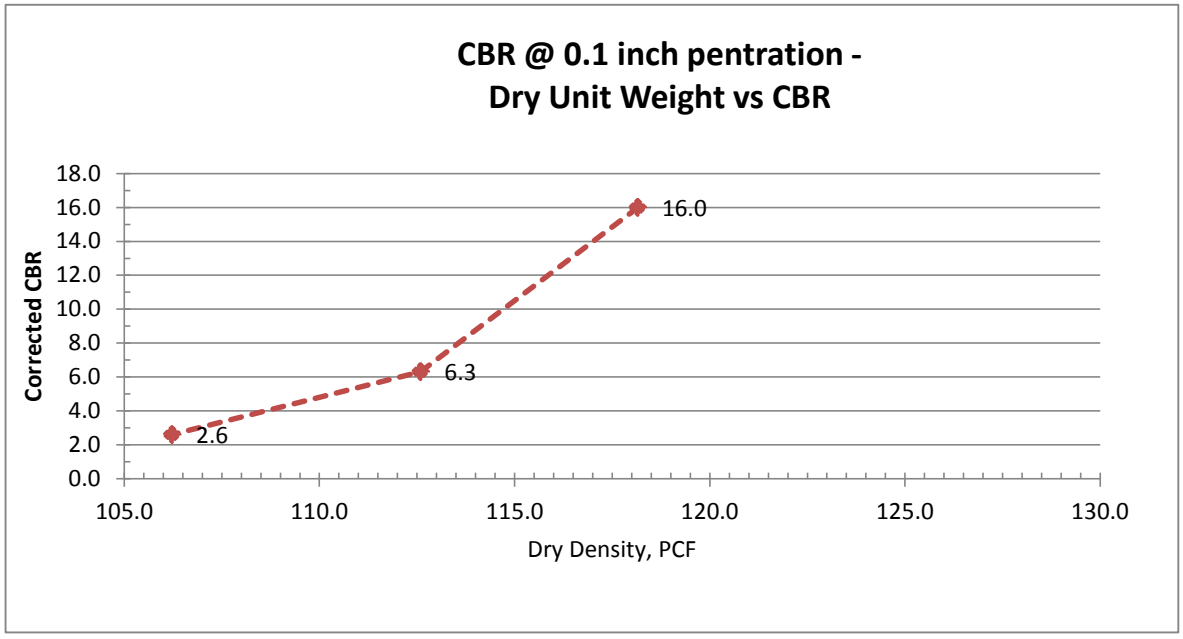
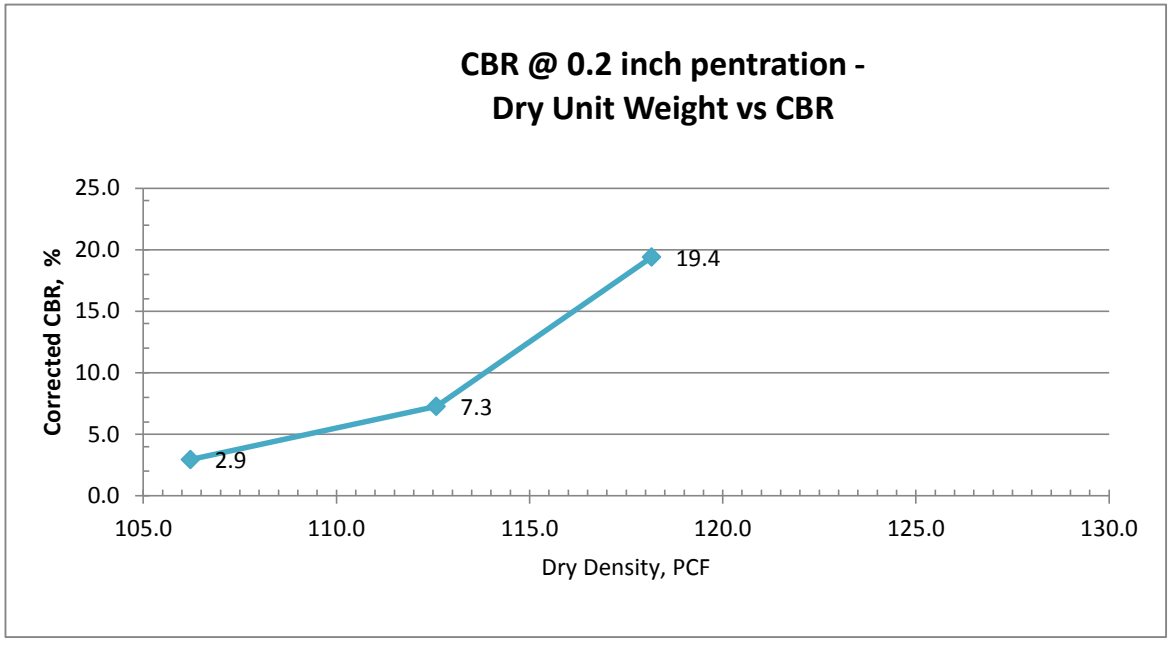
California Bearing Ratio Report - ASTM D1883
Graph of Dry Unit Weight vs. CBR*

***CBR corrected, as needed, where Load Penetration Curves are concave due to surface irregularities**





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California Bearing Ratio Report - ASTM D1883

Job Name:	French Valley Airport
Job Number:	40-3128
Lab Number:	25411
Date Sampled:	Not Submitted
Date Tested:	7/15/2015
Location:	B-12 @ 1' - 5'
Sample Description:	Dark Brown Sandy Clay

Maximum Density Results	
Optimum Moist (%)	12.5
Max Density (pcf)	113.1
% Remolded:	NA
Density of Remold:	NA
Initial Moisture:	12.5
CBR Mold Volume:	0.0751

Moisture Top 1"		
Mold 1:	**Wet. w/Tare:**	834.5
	Dry w/Tare:	713.2
	Tare:	176.9
	Moist %:	22.6
Mold 2:	**Wet. w/Tare:**	868.6
	Dry w/Tare:	721.9
	Tare:	149.5
	Moist %:	25.6
Mold 3:	**Wet. w/Tare:**	838.1
	Dry w/Tare:	688
	Tare:	121.0
	Moist %:	26.5

Compaction Data:	**Mold 1**	**Mold 2**	**Mold 3**
# of Blows:	**56**	**25**	**10**
Wt. Mold & Soil:	8520.2	8289.3	8101.3
Wt. Mold:	4190.7	4173.8	4198.9
Wt. Wet Soil:	4329.5	4115.5	3902.4
Wet Density (PCF):	127.1	120.8	114.6
Dry Density (PCF):	112.9	107.4	101.8
% Compaction:	99.9	94.9	90.0
CBR, Percent @ 0.1"	2.8	1.7	1.1
CBR, Percent @ 0.2"	2.6	1.7	1.1

Soak & Swell Data:	**Mold 1**	**Mold 2**	**Mold 3**
Initial Height (in.):	4.58	4.58	4.58
Initial Reading (in):	0.2000	0.2000	0.2000
96hr:	0.4690	0.4500	0.4410
Swell (in.):	0.2690	0.2500	0.2410
Percent Swell:	5.9	5.5	5.3

Diameter of Piston:	1.96
Area of Piston:	3.02
Weight of Surcharge	10lbs

Load In Pounds			
Penetration Data:	**Mold 1**	**Mold 2**	**Mold 3**
0.025	36	22	14
0.050	58	35	22
0.075	72	44	28
0.100	86	52	32
0.125	96	60	38
0.150	104	68	42
0.175	112	74	46
0.200	118	78	50
0.300	140	94	62
0.400	162	104	70
0.500	182	116	74

Load In PSI		
Mold 1	**Mold 2**	**Mold 3**
12	7	5
19	12	7
24	15	9
28	**17**	**11**
32	20	13
34	23	14
37	25	15
39	**26**	**17**
46	31	21
54	34	23
60	38	25

Tested By: RJP

Date Completed: 7/20/2015

Reviewed By: Fred Pacheco

Date: 7/22/2015

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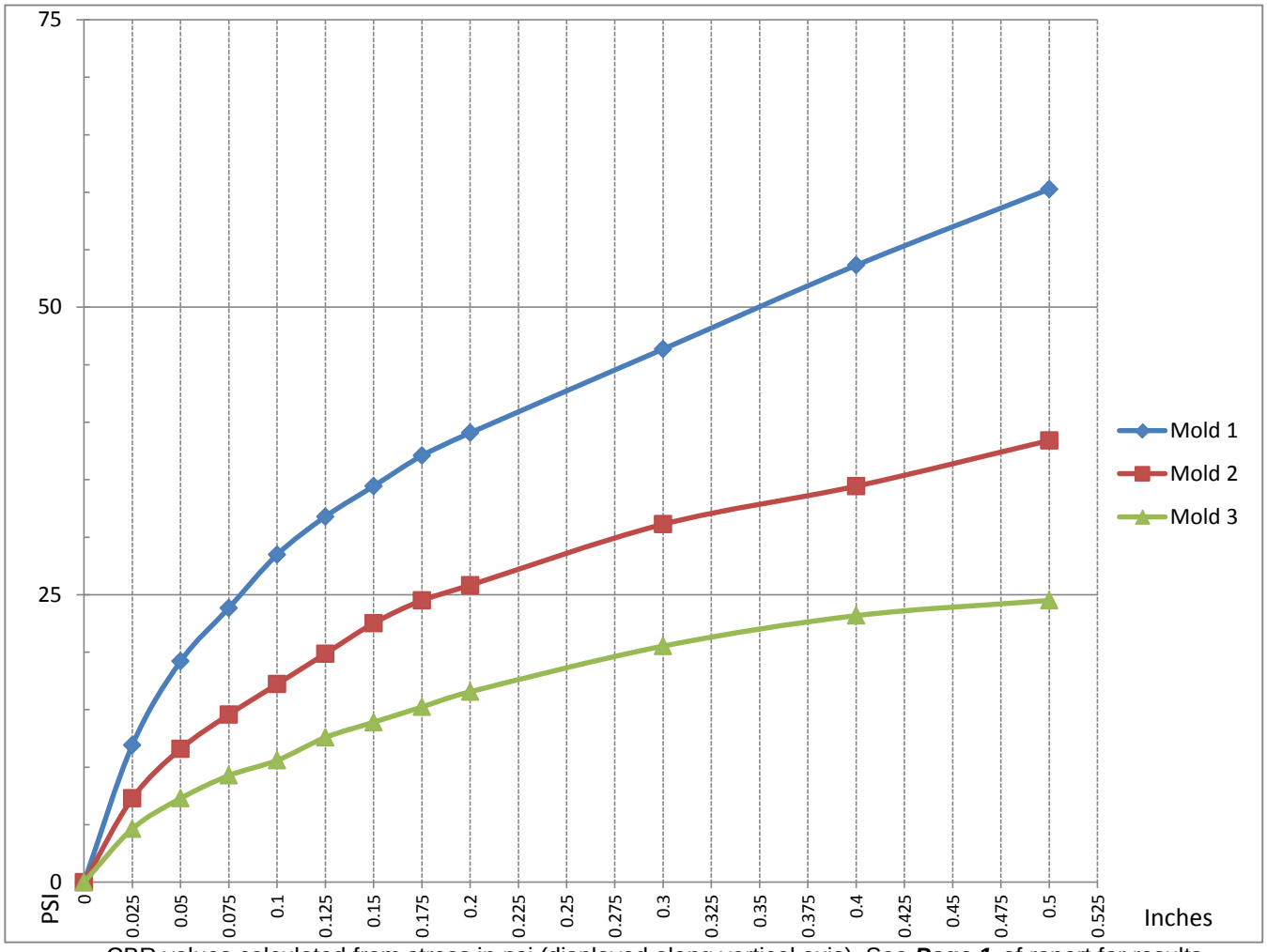
California Bearing Ratio Report -ASTM D1883

Stress Penetration Curve



CBR values calculated from stress in psi (displayed along vertical axis). See ***Page 1*** of report for results.

NOTE: The load penetration curve is necessary to determine if adjustments must be made to 0.1" and 0.2" penetration readings due to surface irregularities or concave upward curves. Any corrected values obtained from this graph will be listed below.

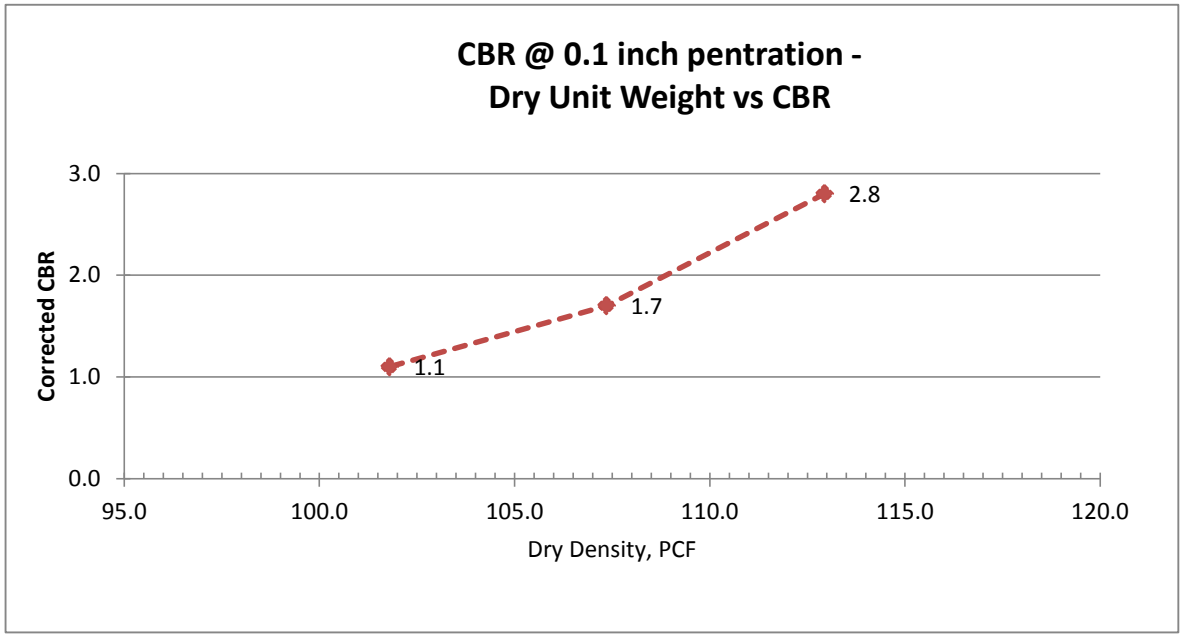
Corrected Load Penetration Values (psi)				
	0.1"		0.2"	
Mold ID	Plotted	Corrected	Plotted	Corrected
Mold #1	28	*28*	39	*39*
Mold #2	17	*17*	26	*26*
Mold #2	11	***11***	17	***17***

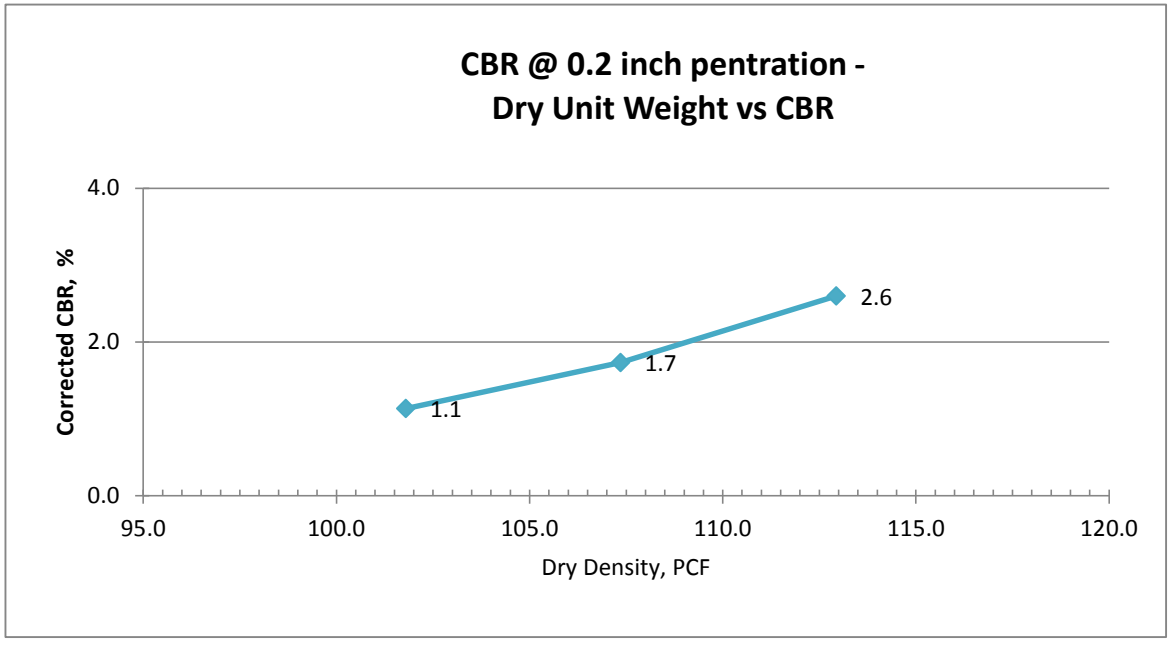
CBR @ Various Compaction Percentages			
	0.1"	0.2"	
90%	1%	1%	*
95%	2%	2%	*
100%	3%	3%	*

***** *Data obtained through interpolation*

California Bearing Ratio Report - ASTM D1883
Graph of Dry Unit Weight vs. CBR*

***CBR corrected, as needed, where Load Penetration Curves are concave due to surface irregularities**





LABORATORY COMPACTION OF SOIL

ASTM D 698

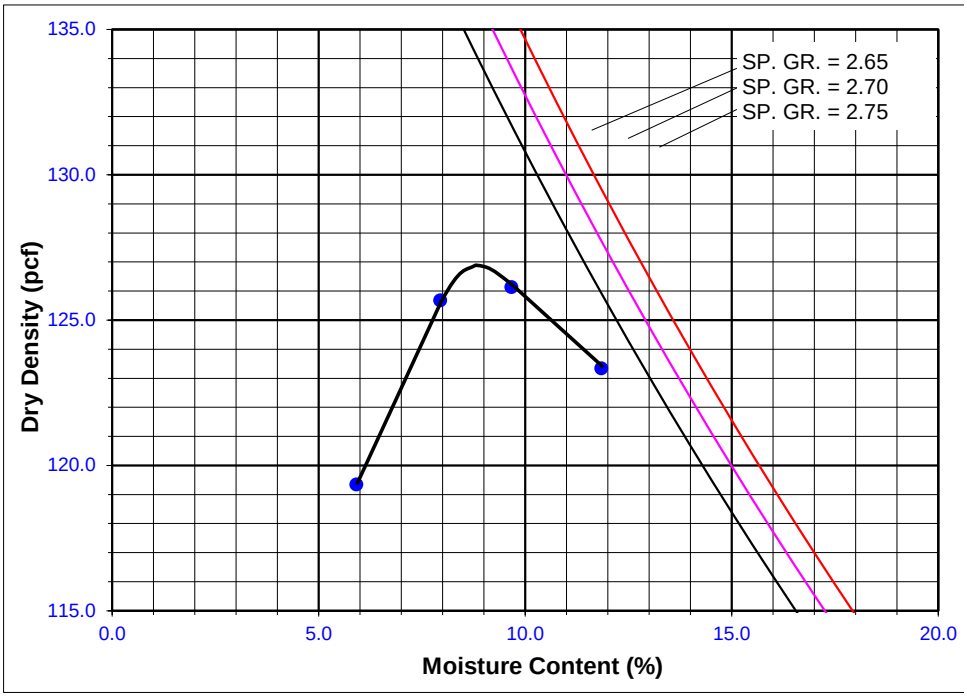
Project Name:	French Valley Airport		Tested By :	RJP	Date: 7/12/15
Project No.:	40-3128		Calculated By :	RJP	Date: 7/12/15
Lab No.:	25411		Sampled By:	Not Submitted	Date: Not Submitted
Sample No. :	B-5		Depth (ft.)	1' - 5'	
Sample Description:	Dark Brown Clayey Sand				

Moisture Added (ml)	110	220	330	440	
TEST NO.	1	2	3	4	
Wt. Comp. Soil + Mold (g)	7071	7386	7476	7463	
Wt. of Mold (g)	2770	2770	2770	2770	
Net Wt. of Soil (g)	4300	4615	4706	4693	
Wet Wt. of Soil + Cont. (g)	981.7	978.4	954.5	932.3	
Dry Wt. of Soil + Cont. (g)	926.9	906.4	870.4	833.6	
Wt. of Container (g)	0.0	0.0	0.0	0.0	
Moisture Content (%)	5.9	7.9	9.7	11.8	
Wet Density (pcf)	126.4	135.7	138.3	137.9	
Dry Density (pcf)	119.3	125.7	126.1	123.3	

Preparation Method: Dry	X
Moist	
Mechanical Rammer	
Manual Rammer	X
Hammer Weight:	5.5 lb.
Drop:	12 in.
Mold Volume ($ft.^3$):	0.07500

PROCEDURE USED

	Procedure A
Soil Passing No. 4 (4.75 mm) Sieve	
Mold : 4 in. (101.6 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 25 (twenty-five)	
May be used if No.4 retained < 20%	
	Procedure B
Soil Passing 3/8 in. (9.5 mm) Sieve	
Mold : 4 in. (101.6 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 25 (twenty-five)	
Use if + #4 > 20% and + 3/8 " < 20%	
X	**Procedure C**
Soil Passing 3/4 in. (19.0 mm) Sieve	
Mold : 6 in. (152.4 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 56 (fifty-six)	
Use if + 3/8 in >20% and + ¾ in <30%	



OVERSIZE FRACTION

Total Sample Weight (g): N/A

Weight Retained (g)		Percent Retained
	Plus 3/4"	N/A
	Plus 3/8"	
	Plus #4	

Maximum Dry Density (pcf)	126.9
Optimum Moisture Content (%)	8.9

ck Correction Applied per ASTM D 4718

Maximum Dry Density (pcf)	N/A
Optimum Moisture Content (%)	N/A

LABORATORY COMPACTION OF SOIL

ASTM D 698

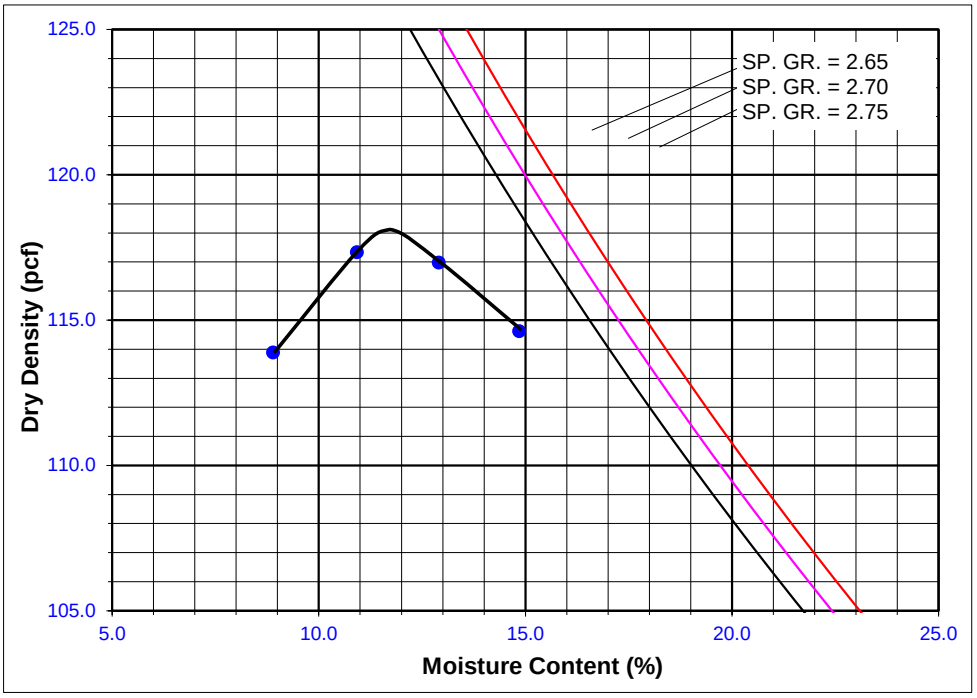
Project Name:	French Valley Airport		Tested By :	RJP	Date: 7/12/15
Project No.:	40-3128		Calculated By :	RJP	Date: 7/12/15
Lab No.:	25411		Sampled By:	Not Submitted	Date: Not Submitted
Sample No. :	B-11		Depth (ft.)	1-5'	
Sample Description:	Dark Brown Clayey Sand				

Moisture Added (ml)	110	220	330	440	
TEST NO.	1	2	3	4	
Wt. Comp. Soil + Mold (g)	6998	7207	7272	7258	
Wt. of Mold (g)	2779	2779	2779	2779	
Net Wt. of Soil (g)	4219	4428	4493	4479	
Wet Wt. of Soil + Cont. (g)	949.9	924.0	939.4	954.3	
Dry Wt. of Soil + Cont. (g)	872.3	833.0	832.0	830.9	
Wt. of Container (g)	0.0	0.0	0.0	0.0	
Moisture Content (%)	8.9	10.9	12.9	14.9	
Wet Density (pcf)	124.0	130.2	132.1	131.6	
Dry Density (pcf)	113.9	117.3	117.0	114.6	

Preparation Method: Dry	X
Moist	
Mechanical Rammer	
Manual Rammer	X
Hammer Weight:	5.5 lb.
Drop:	12 in.
Mold Volume ($ft.^3$):	0.07500

PROCEDURE USED

	Procedure A
Soil Passing No. 4 (4.75 mm) Sieve	
Mold : 4 in. (101.6 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 25 (twenty-five)	
May be used if No.4 retained < 20%	
	Procedure B
Soil Passing 3/8 in. (9.5 mm) Sieve	
Mold : 4 in. (101.6 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 25 (twenty-five)	
Use if + #4 > 20% and + 3/8 " < 20%	
X	**Procedure C**
Soil Passing 3/4 in. (19.0 mm) Sieve	
Mold : 6 in. (152.4 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 56 (fifty-six)	
Use if + 3/8 in >20% and + ¾ in <30%	



OVERSIZE FRACTION

Total Sample Weight (g): N/A

Weight Retained (g)		Percent Retained
	Plus 3/4"	N/A
	Plus 3/8"	
	Plus #4	

Maximum Dry Density (pcf)	118.1
Optimum Moisture Content (%)	11.7

ɔck Correction Applied per ASTM D 4718

Maximum Dry Density (pcf)	N/A
Optimum Moisture Content (%)	N/A

LABORATORY COMPACTION OF SOIL

ASTM D 698

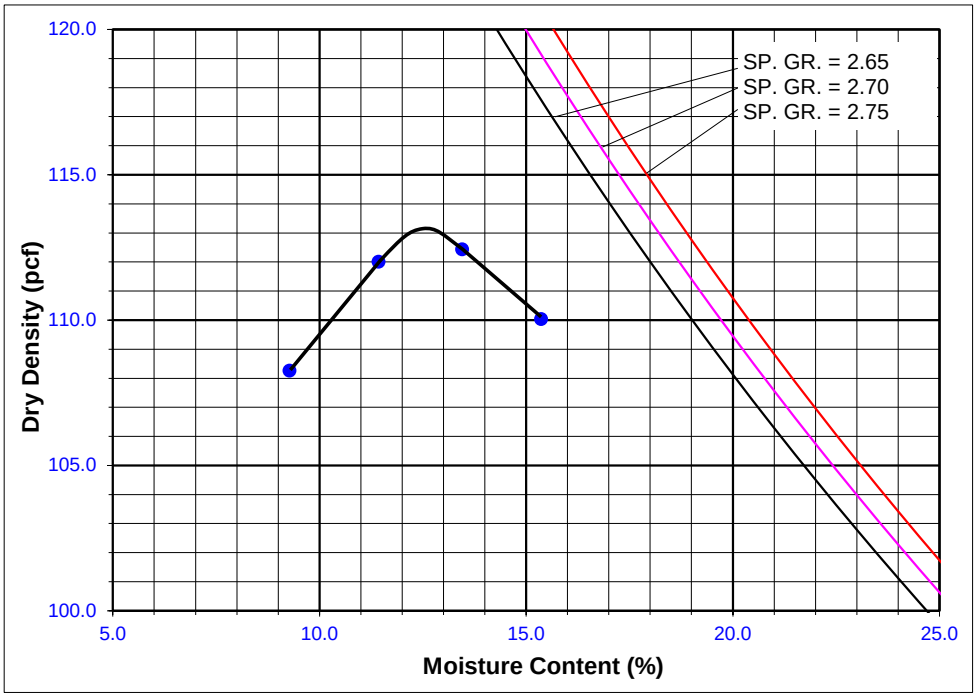
Project Name:	French Valley Airport		Tested By :	RJP	Date: 7/13/15
Project No.:	40-3128		Calculated By :	RJP	Date: 7/13/15
Lab No.:	25411		Sampled By:	Not Submitted	Date: Not Submitted
Sample No. :	B-12		Depth (ft.)	1' - 5'	
Sample Description:	Dark Brown Sandy Clay				

Moisture Added (ml)	110	220	330	440	
TEST NO.	1	2	3	4	
Wt. Comp. Soil + Mold (g)	6809	7031	7124	7103	
Wt. of Mold (g)	2779	2779	2779	2779	
Net Wt. of Soil (g)	4030	4252	4345	4324	
Wet Wt. of Soil + Cont. (g)	316.9	319.8	338.1	321.4	
Dry Wt. of Soil + Cont. (g)	290.0	287.0	298.0	278.6	
Wt. of Container (g)	0.0		0.0	0.0	
Moisture Content (%)	9.3	11.4	13.5	15.4	
Wet Density (pcf)	118.3	124.8	127.6	126.9	
Dry Density (pcf)	108.3	112.0	112.4	110.0	

Preparation Method: Dry	X
Moist	
Mechanical Rammer	
Manual Rammer	X
Hammer Weight:	5.5 lb.
Drop:	12 in.
Mold Volume (ft.^{3}):	0.07510

PROCEDURE USED

	Procedure A
Soil Passing No. 4 (4.75 mm) Sieve	
Mold : 4 in. (101.6 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 25 (twenty-five)	
May be used if No.4 retained < 20%	
	Procedure B
Soil Passing 3/8 in. (9.5 mm) Sieve	
Mold : 4 in. (101.6 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 25 (twenty-five)	
Use if + #4 > 20% and + 3/8 " < 20%	
X	**Procedure C**
Soil Passing 3/4 in. (19.0 mm) Sieve	
Mold : 6 in. (152.4 mm) diameter	
Layers : 3 (Three)	
Blows per layer : 56 (fifty-six)	
Use if + 3/8 in >20% and + ¾ in <30%	



OVERSIZE FRACTION

Total Sample Weight (g):

Weight Retained (g)		Percent Retained
	Plus 3/4"	
	Plus 3/8"	
	Plus #4	

Maximum Dry Density (pcf)	113.1
Optimum Moisture Content (%)	12.5

ıck Correction Applied per ASTM D 4718

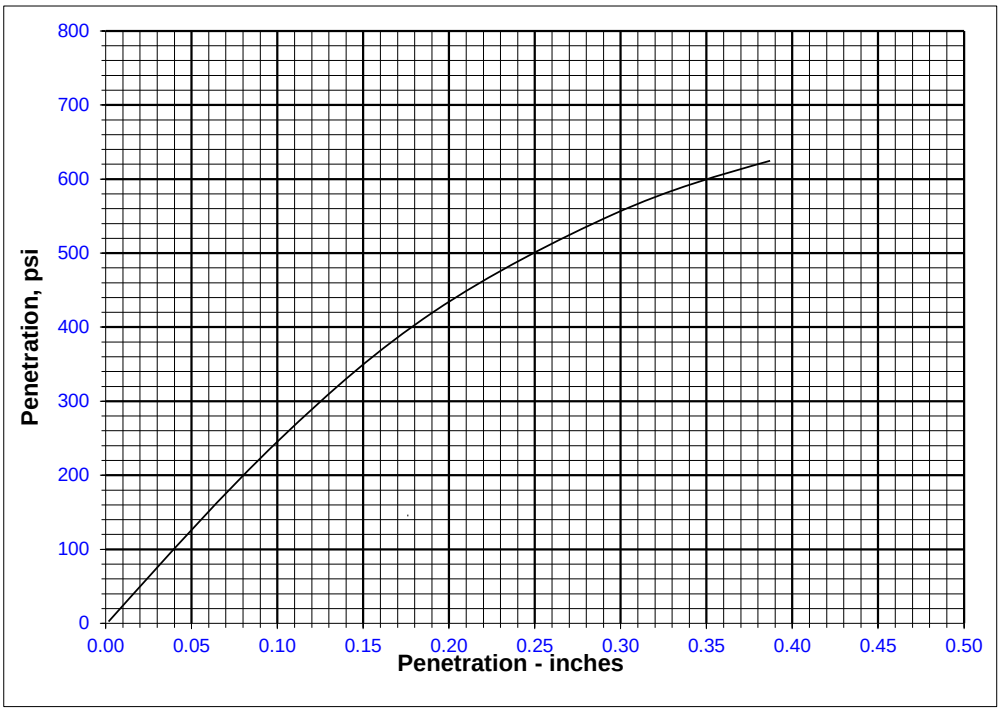
Maximum Dry Density (pcf)	N/A
Optimum Moisture Content (%)	N/A

APPENDIX C

FIELD CBR RESULTS

Field CBR Test (ASTM D4429)

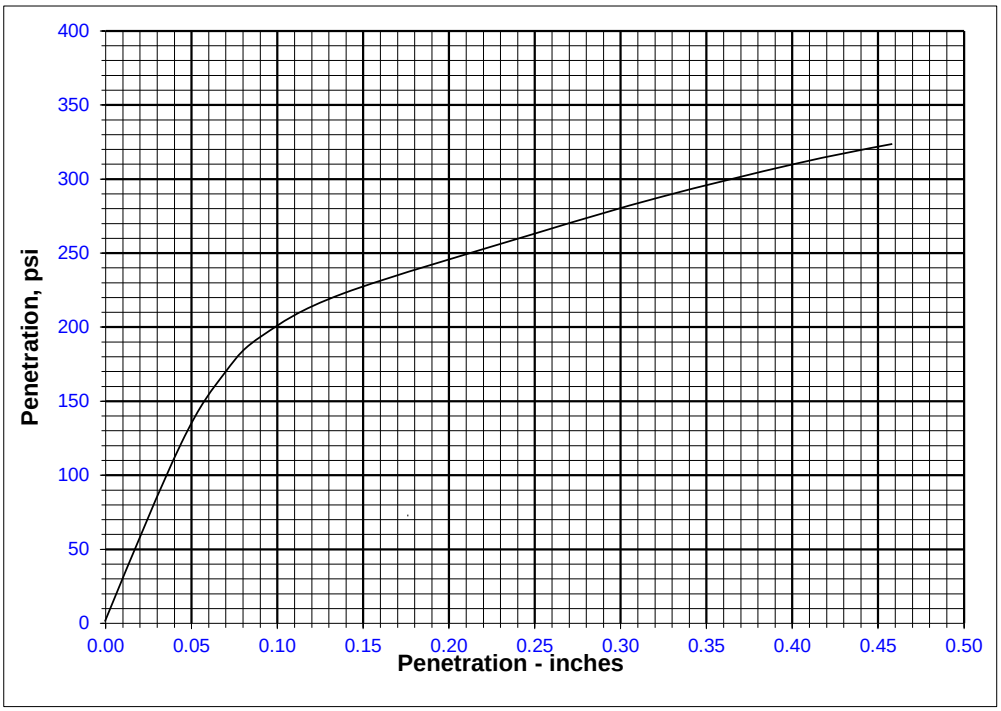
Project Name:	French Valley Airport Pavement Rehabilitation
CTE Project No.:	40-3128
Test Date:	6/24/2015
Test ID:	B-3
CBR Value:	24



14538 Meridian Parkway, Suite A | Riverside, CA 92518 | Ph (951) 571-4081 | Fax (951) 571-4188

Field CBR Test (ASTM D4429)

Project Name:	French Valley Airport Pavement Rehabilitation
CTE Project No.:	40-3128
Test Date:	6/24/2015
Test ID:	B-13
CBR Value:	20



14538 Meridian Parkway, Suite A | Riverside, CA 92518 | Ph (951) 571-4081 | Fax (951) 571-4188

OFFICE OF
CLERK OF THE BOARD OF SUPERVISORS
1st FLOOR, COUNTY ADMINISTRATIVE CENTER
P.O. BOX 1147, 4080 LEMON STREET
RIVERSIDE, CA 92502-1147
PHONE: (951) 955-1060
FAX: (951) 955-1071

KECIA HARPER-IHEM
Clerk of the Board of Supervisors

KIMBERLY A. RECTOR
Assistant Clerk of the Board

July 25, 2016

THE PRESS ENTERPRISE
ATTN: LEGALS
PO BOX 792
RIVERSIDE, CA 92501

TEL: (951) 368-9225
E-MAIL: legals@pe.com

RE: NOTICE INVITING BIDS: FRENCH VALLEY AIRPORT – SOUTH APRON PAVEMENT REHABILITATION PROJECT

To Whom It May Concern:

Attached is a copy for publication in your newspaper for **TWO (2) TIMES:**

THURSDAY – JULY 28, 2016
WEDNESDAY – AUGUST 3, 2016

We require your affidavit of publication immediately upon completion of the last publication.

Your invoice must be submitted to this office, WITH TWO CLIPPINGS OF THE PUBLICATION.

NOTE: PLEASE COMPOSE THIS PUBLICATION INTO A SINGLE COLUMN FORMAT.

Thank you in advance for your assistance and expertise.

Sincerely,

Cecilia Gil

Board Assistant to:
KECIA HARPER-IHEM, CLERK OF THE BOARD

Printed at: 9:06 am
On: Monday , Jul 25, 2016

Ad #: 0010184393
Order Taker: neller

THE PRESS-ENTERPRISE
Classified Advertising
Proof

1825 Chicago Ave, Suite 100
Riverside, CA 92507
(951) 684-1200
(800) 514-7253
(951) 368-9018 Fax

Account Information

Phone #:	951-955-1066
Name:	BOARD OF SUPERVISORS
Address:	COUNTY OF RIVERSIDE P.O. BOX 1147 RIVERSIDE, CA 92502
Account #:	1100141323
Client:	
Placed By:	Cecilia Gil
Fax #:	

Ad Information

Placement:	Public Notice FR
Publication:	PE Riverside, PE.com
Start Date:	07/28/2016
Stop Date:	08/03/2016
Insertions:	2 print / 2 online
Rate code:	County Ad Lgl-PE
Ad type:	C Legal
Size:	3 X 142 Li
Bill Size:	426.00
Amount Due:	**$1171.50**

Ad Copy:

ADVERTISEMENT FOR BIDS

French Valley Airport
South Apron Pavement Reconstruction

PUBLIC NOTICE: Sealed proposals for the South Apron Pavement Reconstruction Project at French Valley Airport will be received at the offices of the Clerk of the Board of Supervisors for the County of Riverside, 4080 Lemon Street, First Floor, Riverside California 92501 until **11:00 a.m. August 09, 2016**, and then will be publicly opened and read.

DESCRIPTION OF WORK:

1. **This project consists of the following work:**
   - Demolition and removal of existing tie-down anchors
   - Demolition of the existing pavement by saw cutting and pulverization
   - Excavation of the subgrade involving, earthwork, spoiling, compaction, and grading, placement of aggregate base and fine grading
   - Installation of prefabricated trench drain and associated outlet piping
   - Installation of concrete valley gutter
   - Paving & coring
   - Construction of new tie-down anchors
   - Pavement marking
2. **The Engineer's Cost Estimate is:**
   - Base Bid: $1,815,655.00

BID DOCUMENTS: Complete digital Project Bidding Documents (Plans, Specifications, and Bid Documents) are available online from Quest Construction Data Network (Quest CDN) at www.questcdn.com. Interested parties may download the digital documents for twenty dollars ($20.00) by inputting **Quest Project #4577595** on the Project Search page. Those downloading the bidding documents electronically do so at their own risk for completeness of documents.

Please contact Quest CDN at (952)233-1632 or info@questcdn.com for assistance in free membership registration, downloading, and working with this digital project information.

Note: Make sure to provide your correct email address when setting up account with Quest, as all information (i.e. addenda, correspondence, etc.) will be issued by Quest to email address provided. Also make sure QuestCDN.com is not blocked in your system; important information may end up in "junk" folder.

BIDDER / CONTRACTOR REQUIREMENTS:

1. **Contractor's License:** Each Bidder must have a Class "A" California Contractor's License as required under provisions of the California Business and Professions Code or the appropriate combination of Class "C" - Specialty Contractor licenses to match the proposed work at time of bid.
2. **Registered.** Per Public Works Contractor Registration Law [SB 854], Contractors and Subcontractors who intend to bid or perform work on this Project must be registered with the Department of Industrial Relations. (Information is available at http://www.dir.ca.gov/Public-Works/Contractors.html.
   - No contractor or subcontractor may be listed on a bid proposal for a public works project (submitted on or after March 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5 [with limited exceptions from this requirement for bid purposes only under Labor Code section 1771.1(a)].
   - No contractor or subcontractor may be awarded a contract for public work on a public works project (awarded on or after April 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5.
   - This project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.
3. **Federal Aviation Administration.** This project is funded under the Federal Aviation Administration (FAA) Airport Improvement Program (AIP). Contractor(s) will be required to comply with specific federal contract provisions as listed herein and contained in the Bid Documents. The following provisions are incorporated herein by reference with the same force and effect as if given in full text:
   - Buy American Preference (Reference: 49 USC § 50101)
   - Foreign Trade Restriction (Reference: 49 CFR part 30)
   - Davis Bacon Act (Reference: 29 CFR Part 5)
   - Affirmative Action (Reference: 41 CFR part 60-4)
   - Government Wide Debar and Suspension
   - Government-wide Requirements for Drug-free Workplace

   Additional provisions that will apply to this project / contract are:
   - Equal Employment Opportunity (41 CFR Part 60)
   - Goals for Minority and Female Participation (41 CFR Part 60-4.2)
   - Certification of Nonsegregated Facilities (41 CFR Part 60-1.8)
   - Debarment and Suspension (49 CFR Part 29)
   - Veteran's Preference (49 USC Section 47112(c))
   - Distracted Driving (Texting when Driving) (Executive Order 13513/ DOT Order 3902.10) Successful Bidder/Contractor will be required to insert applicable federal contract provisions in all subcontracts, and shall be responsible for compliance by subcontractor.
4. **Prevailing Wages and Payroll Records.** Contractor will be required to pay employees and keep records in accordance with the Davis Bacon Act (29 CFR Part 5) and/or the Federal Fair Labor Standards Act (29 CFR part 201).
5. **List of Subcontractors** The prime contractor must provide a list of subcontractors with his bid on the form provided in the Proposal forms.
6. **Disadvantaged Business Enterprise (DBE):** A Race/Gender Neutral **DBE Goal of 12.5%** has been established for this contract.

ADVERTISEMENT FOR BIDS

French Valley Airport
South Apron Pavement Reconstruction

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   - Installation of concrete valley gutter
   - Paving & coring
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   - Pavement marking

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Please contact Quest CDN at (952)233-1632 or info@questcdn.com for assistance in free membership registration, downloading, and working with this digital project information.

Note: *Make sure to provide your correct email address when setting up account with Quest, as all information (i.e. addenda, correspondence, etc.) will be issued by Quest to email address provided. Also make sure QuestCDN.com is not blocked in your system; important information may end up in "junk" folder.*

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   - Davis Bacon Act (Reference: 29 CFR Part 5)
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   - Government Wide Debar and Suspension
   - Government-wide Requirements for Drug-free Workplace

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5. **List of Subcontractors** The prime contractor must provide a list of subcontractors with his bid on the form provided in the Proposal forms.

6. **Disadvantaged Business Enterprise (DBE):** A Race/Gender Neutral **DBE Goal of 12.5%** has been established for this contract.
   A condition of award of the contract is Bidder/Offeror satisfying the good faith effort requirements of 49 CFR Part 26.53. As a condition of bid responsiveness, the Bidder or Offeror must submit the information as stated in the Project Specifications (Federal Provisions section) with their proposal on the forms provided.

BID SUBMISSION. Each bid shall be in accordance with the Plans and Specifications and other Contract Documents now on file with County of Riverside at the address below, for review only.

Each bidder must complete, sign, and furnish with his bid all forms and certifications contained in the Proposal Forms section of the Bid Documents. All proposals sent by mail must be posted so as to be

in the hands of the County of Riverside by the hour and date set forth above for the bid opening. All proposals shall be addressed to:

Clerk of the Board of Supervisors for the County of Riverside,
4080 Lemon Street, First Floor, Riverside, California 92501

and marked: French Valley Airport South Apron Pavement Reconstruction
AIP No. 3-06-0338-028-2016

Each bid/proposal must be accompanied by a certified check, cashier's check, or bid bond in an amount not less ten percent (10%) of the amount bid. The successful bidder shall be required to submit at the time of execution of the Contract a Performance Bond and a Payment Bond (Labor and Material), each for 100% of the Contract price.

The County shall have the right to reject any bids presented in accordance with Section 20150.9 of the California Public Contracts Code.

PRE-BID MEETING. A Pre-Bid Meeting has been scheduled for August 2, 2016, at 9:00 a.m. The meeting will be held at the Airport. All Bidders are HIGHLY ENCOURAGED to attend this meeting.

CIVIL RIGHTS - GENERAL. The County of Riverside, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Alternative formats available upon request to individuals with disabilities.

Dated: July 25, 2016

Kecia Harper-Ihem, Clerk of the Board
By: Cecilia Gil, Board Assistant

Gil, Cecilia

From: Moore, Michelle <MLMOORE@rivcoeda.org>
Sent: Wednesday, July 6, 2016 11:21 AM
To: Gil, Cecilia
Cc: Shippy, Daryl
Subject: RE: Bid Opening Dates for two projects
Attachments: Bid Ad Blythe_Revised_FINAL 07-06-16.pdf; Bid Ad FVA_Revised_FINAL_070616.pdf

Hi Cecilia,

Mead & Hunt were able to submit the NIB today since I will be out of the office.

Attached are the NIB's for Blythe PCC Apron Rehabilitation, and the French Valley Airport South Apron Pavement Reconstruction projects.

Yes, please advertise both projects in the Desert Sun on July 27th, and August 3rd.

Thank you,
Michelle

COUNTY OF RIVERSIDE
EDA
ECONOMIC DEVELOPMENT AGENCY

Michelle Moore
Secretary I
Aviation
MLMOORE@rivcoeda.org
www.rivcoeda.org
Phone: 951.955.9722
Fax: 951.955.6686

From: Gil, Cecilia
Sent: Wednesday, July 06, 2016 11:08 AM
To: Moore, Michelle
Subject: RE: Bid Opening Dates for two projects

Good morning Michelle,

Ok.. and still publish in Desert Sun for July 27 and Aug. 3 correct?

Cecilia Gil
Board Assistant
Clerk of the Board of Supervisors
(951) 955-8464
MS# 1010

From: Moore, Michelle [mailto:MLMOORE@rivcoeda.org]
Sent: Wednesday, July 6, 2016 10:16 AM

FRENCH VALLEY AIRPORT

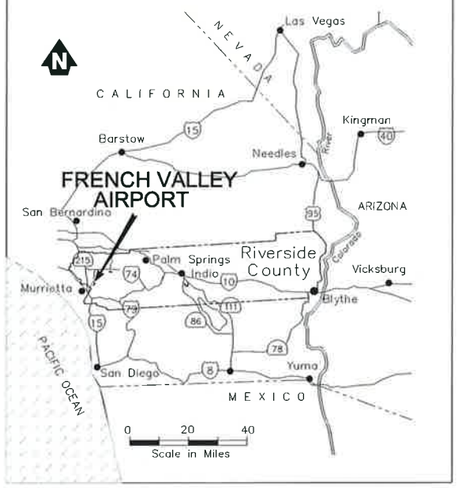
COUNTY OF RIVERSIDE

SOUTH APRON PAVEMENT RECONSTRUCTION

AIP. NO. 3-06-0338-028-2016

JULY 2016

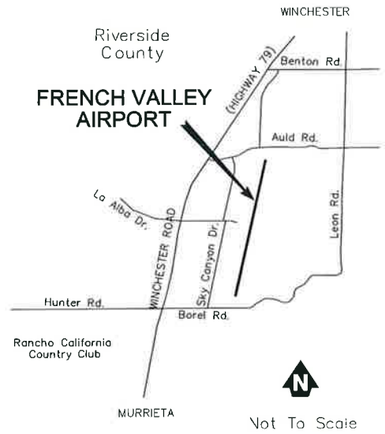
LOCATION MAP



PROJECT DESCRIPTION

- DEMOLITION OF EXISTING APRON TIE-DOWN ANCHORS
- PAVEMENT SAW CUTTING AND PULVERIZATION
- EARTHWORK, SPOILING, COMPACTION, GRADING
- PLACEMENT OF AGGREGATE BASE AND FINE GRADING
- INSTALLATION OF PREFABRICATED TRENCH DRAIN
- INSTALLATION OF CONCRETE VALLEY GUTTER
- PLACEMENT AND COMPACTION OF HMA PAVEMENT
- SAWCUTTING AND INSTALLATION OF AC/AB JOINT SEALANT
- CORING, CONSTRUCT NEW TIE-DOWN ANCHORS
- PAVEMENT MARKING AND CENTERLINE STRIPING

VICINITY MAP



Mead &Hunt
133 Aviation Boulevard,
Suite 100
Santa Rosa, CA 95403
phone: 707-526-5010
meadhunt.com

REGISTERED PROFESSIONAL ENGINEER
JOAKIM OSTHUS
NO. 71752
EXP. 12-31-17
CIVIL
STATE OF CALIFORNIA

FRENCH VALLEY AIRPORT
SOUTH APRON PAVEMENT RECONSTRUCTION
37600 SKY CANYON DRIVE
MURRIETA, CA 92562

ISSUED

BID SET

AIP NO.:	3-06-0338-028-2016
M&H NO.:	3171300-140035.01
DATE:	JULY 2016
DESIGNED BY:	MSA
DRAWN BY:	JML
CHECKED BY:	RAC

DO NOT SCALE DRAWINGS

SHEET CONTENTS
COVER SHEET

SHEET NO. 1 of 21

G-001

INDEX OF DRAWINGS

DRAWING LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
AC PAVEMENT			PAVEMENT REMOVAL	N/A	
AC TRANSITION AREA	N/A		PCC PAVEMENT REMOVAL		N/A
AGGREGATE BASE-SECTION			PROPERTY		N/A
ELECTRIC	E	E	PULL BOX		N/A
APPROXIMATE DAYLIGHT	N/A		REMOVE PAVEMENT MARKING	N/A	N/A
BARRICADES	N/A	XXXXX OR	RIP RAP	N/A	N/A
BENCHMARK/MONUMENT		N/A	RUNWAY EDGE LIGHT (MIRL)		N/A
BUILDING		N/A	RUNWAY OBJECT FREE AREA	N/A	ROFA
CATCH BASIN		N/A	RUNWAY SAFETY AREA	N/A	RSA
CATCH BASIN PROTECTION	N/A		SANITARY SEWER	SS	N/A
COUNTERPOISE	N/A	N/A	SENSITIVE HABITAT		N/A
DUCT MARKER	N/A	N/A	SHOULDER BACKING/RECYCLED AC	N/A	
ELEVATION		100.00	STORM DRAIN	SD	N/A
FENCE	x	N/A	TAXIWAY EDGE RETROREFLECTOR		N/A
FIRE HYDRANT		N/A	TAXIWAY OBJECT FREE AREA	N/A	TOFA
FLOW LINE			TELEPHONE	T	N/A
GATE	x	N/A	THRESHOLD LIGHT		N/A
GRADE BREAK	N/A		TIE DOWN	N/A	N/A
GRADING LIMITS	N/A		TOPOGRAPHIC CONTOUR	00.0	00.0
GUIDANCE SIGN		N/A	TRANSFORMER	N/A	N/A
ELECTRICAL JUNCTION CAN	N/A	N/A	VEGETATION	N/A	N/A
MANHOLE		N/A	WATER	W	N/A
OBSTACLE FREE ZONE	N/A	OFZ	WATER VALVE		N/A
PAPI		N/A	WIND CONE		N/A

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AOA	AIR OPERATIONS AREA
ASB	AGGREGATE SUB-BASE
AWG	AMERICAN WIRE GAUGE
BC	BEGINNING OF CURVE
BLDG	BUILDING
BM	BENCHMARK
BVC	BEGIN VERTICAL CURVE
CL	CENTERLINE
CLF	CHAIN LINK FENCE
CB	CATCH BASIN
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
DB	DIRECT BURIAL
DIA or Ø	DIAMETER
(E)	EXISTING
E	ELECTRICAL LINE
EC	END OF CURVE
EG	EXISTING GRADE (OR GROUND)
EL	ELEVATION
EP	EDGE OF PAVEMENT
ETR	EXISTING TO REMAIN
(F)	FINAL
FAA	FEDERAL AVIATION ADMINISTRATION
FBO	FIXED BASE OPERATOR
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
G	GAS LINE
GALV	GALVANIZED
GB	GRADE BREAK
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GS	GROUND SHOT
HDPE	HIGH DENSITY POLYETHYLENE
HORIZ	HORIZONTAL
HP	HIGH POINT
IE	INVERT ELEVATION
L	LENGTH
LF	LINEAL FEET
MAX	MAXIMUM
MID	MID POINT
MIN	MINIMUM
MIRL	MEDIUM INTENSITY RUNWAY LIGHTING
MITL	MEDIUM INTENSITY TAXIWAY LIGHTING
(N)	NEW
NIS	NOT IN SERVICE
OC	ON CENTER
PB	PULLBOX
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POLY-VINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PWA	PROTECTED WORK AREA
R	REMOVE
R&R	REMOVE & REPLACE
RC	RELATIVE COMPACTION
RCP	REINFORCED CONCRETE PIPE
REQ	REQUIRED
RWA	RESTRICTED WORK AREA
RWY	RUNWAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SG	STRAIGHT GRADE
SH	SHOULDER
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
SQ	SQUARE
STA	STATION
STD	STANDARD
T	TELEPHONE LINE
TC	TOP OF CURB
TG	TOP OF GRATE
T/L	TAXILANE
TOE	TOE OF BANK
TOP	TOP OF BANK
TWY	TAXIWAY
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED
USA	UNDERGROUND SERVICE ALERT
VERT	VERTICAL
VG	VALLEY GUTTER
W	WATER LINE
W/	WITH
W/O	WITHOUT
WV	WATER VALVE
WWM	WELDED WIRE MESH

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EXP. 12-31-17
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STATE OF CALIFORNIA

COUNTY OF RIVERSIDE
MAY 9, 1893

FRENCH VALLEY AIRPORT
SOUTH APRON PAVEMENT
RECONSTRUCTION

37600 SKY CANYON DRIVE
MURRIETA, CA 92562

ISSUED

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SHEET CONTENTS

LEGEND AND ABBREVIATIONS

G-002

0 250 500

BASE BID
SOUTH APRON PAVEMENT RECONSTRUCTION

BASELINE - TAXIWAY A

BASELINE - TRENCH DRAIN

BASELINE - VALLEY GUTTER

BOREL ROAD

CONTRACTOR STAGING AREA

RUNWAY 18-36

TAXIWAY A

500'
150'
131'
65.5'
320'
200'
100'
708'

TEMPORARY ACCESS FOR AIRCRAFT TO TAXIWAY A DURING PHASE 1

SKY CANYON DRIVE

SKY CANYON DRIVE

AIRPORT TERMINAL AND OFFICES

PROJECT AREA, SEE SHEETS C-081, C-082, C-083

CONTRACTOR EMPLOYEE PARKING

CONTRACTOR ACCESS ROUTE

AULD ROAD

SPRAWN WAY

HUNTER ROAD

HIGHWAY 79

LEGEND

BASE BID

CONTRACTOR STAGING AREA

CONTRACTOR ACCESS ROUTE

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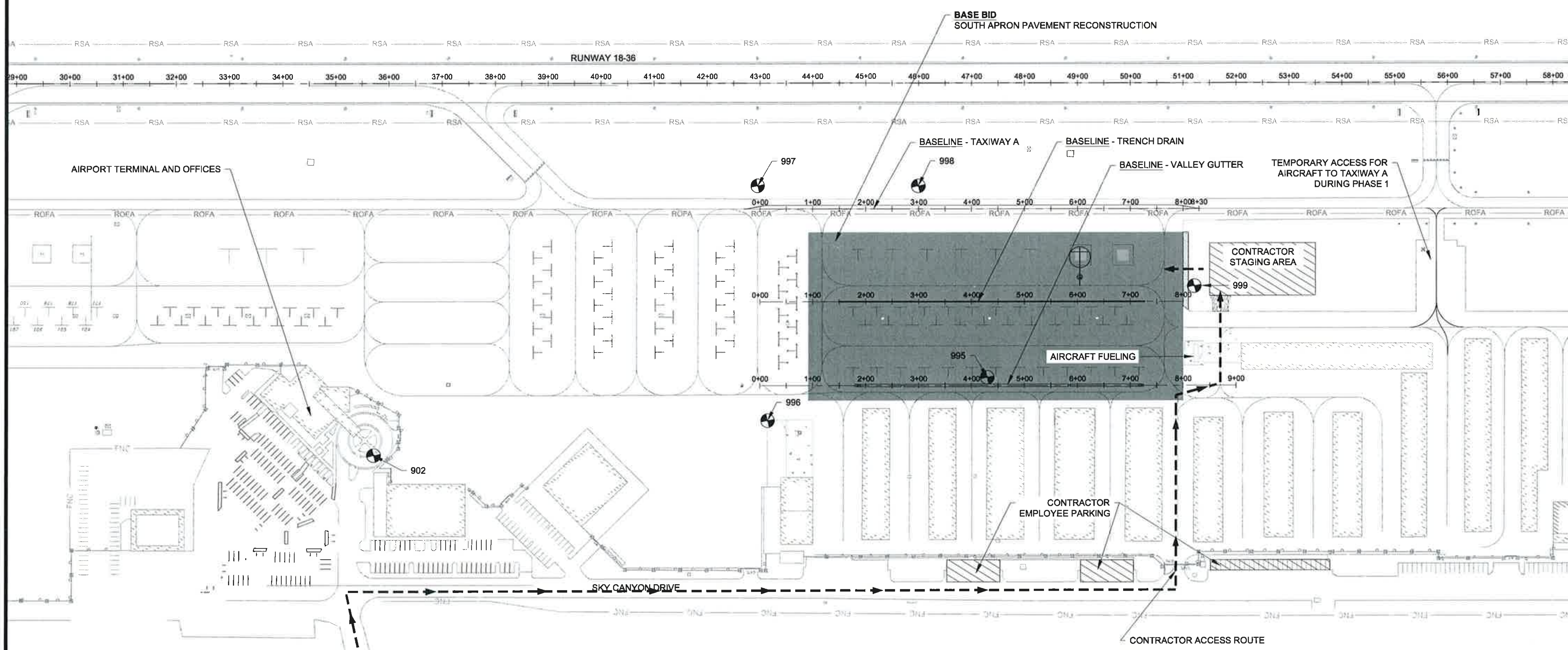
SHEET CONTENTS
PROJECT LAYOUT PLAN

SHEET NO. 3 of 21

G-021

PROJECT BASELINE COORDINATES				
BASELINE	END STA	NORTHING	EASTING	ELEV.
TAXIWAY A	STA 0+00	2,153,438.040	6,293,793.447	1,334.353
TAXIWAY A	STA 8+30	2,152,629.005	6,293,608.078	1,334.793
TRENCH DRAIN	STA 0+00	2,153,477.539	6,293,621.054	1,332.529
TRENCH DRAIN	STA 8+00	2,152,697.746	6,293,442.386	1,332.363
VALLEY GUTTER	STA 0+00	2,153,513.140	6,293,465.674	1,330.869
VALLEY GUTTER	STA 9+00	2,152,635.873	6,293,264.672	1,331.159

0 100 200



CONTROL

902: FOUND CONCRETE NAIL IN FLUSH IN SIDEWALK EXPANSION JOINT.

995: SET MAG NAIL AND TIN FLUSH E'LY SIDE OF DRIVEWAY.

996: SET SCRIBED X ON TC EAST END CURB. ±35' N'LY OF WASH RACK SLAB.

997: SET 1" IP FLUSH WITH PLUG H&A REFERENCE POINT ±25' E'LY OF E.P. TAXIWAY ON PROD OF LANE.

998: SET 1" IP FLUSH WITH PLUG H&A REFERENCE POINT ±25' E'LY OF E.P.

999: SET 1" IP FLUSH WITH PLUG H&A REFERENCE POINT ±21' S'LY OF E.P. APRON AND ±48' E'LY OF EP E'LY OF FUEL TANK.

BASIS OF BEARING:

THE BASIS OF BEARINGS FOR THIS SURVEY IS BETWEEN NOS STATION F70 A AND CADH STATION DASH AS DESCRIBED ON THE NGS DATA SHEET FOR EACH, BEING NORTH 30°52'56" EAST.
EPOCH: 2007.00

DATUM STATEMENT:

DISTANCE SHOWN HEREON ARE GROUND DISTANCES. GRID DISTANCES MAY BE OBTAINED BY MULTIPLYING THE GROUND DISTANCE BY AN AVERAGE COMBINATION FACTOR OF 0.99990430.

BENCHMARK:

ELEVATIONS SHOWN HERON ARE BASED ON MWDSC STATION 12 OJA AS DESCRIBED ON THE NGS DATA SHEET AS: A 3" BRASS DISK, SET FLUSH, IN TOP OF A 9"Ø CONCRETE POST. 0.5' BELOW THE GROUND, MONUMENT IS BETWEEN TWO 2"Ø IRON PIPE WITNESS POSTS, ONE POST 3.0' NORTH AND ONE 3.0' SOUTH OF THE MONUMENT

ELEVATION: 1368.700 NAVD88

SURVEY MONUMENTS				
	NORTHING	EASTING	ELEVATION	DESCRIPTION
902	2,154,252.41	6,293,499.26	1,334.16	PKNAIL
995	2,153,090.70	6,293,384.74	1,331.13	MAGNAIL
996	2,153,513.67	6,293,397.45	1,332.52	MAGNAIL
997	2,153,432.39	6,293,837.36	1,333.54	MAGNAIL
998	2,153,136.57	6,293,769.36	1,332.53	MAGNAIL
999	2,152,670.59	6,293,466.89	1,331.89	MAGNAIL

LEGEND

- BASE BID
- CONTRACTOR STAGING AREA
- CONTRACTOR ACCESS ROUTE
- CONTROL POINT
- TEMPORARY TRACKING PAD

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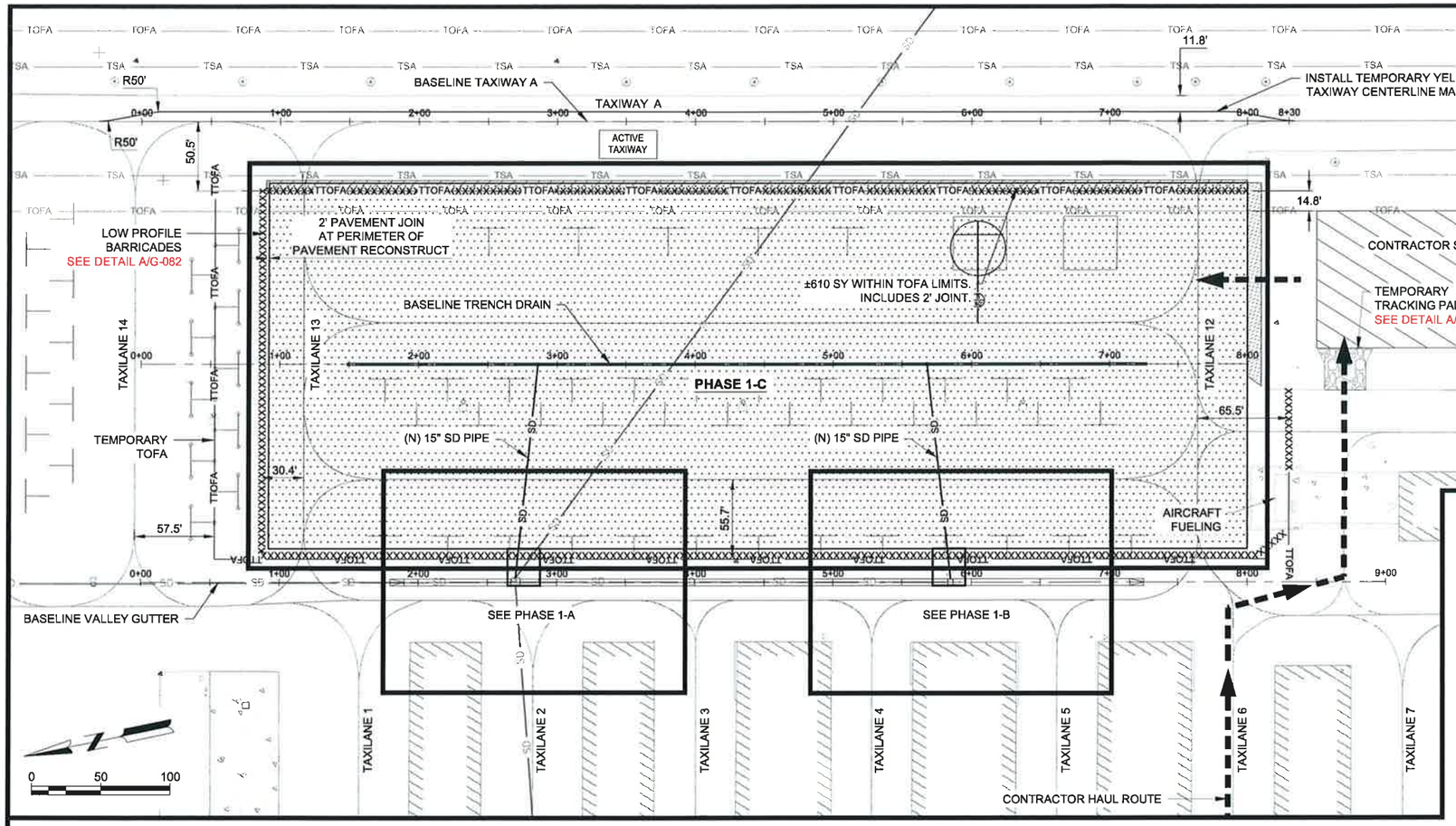
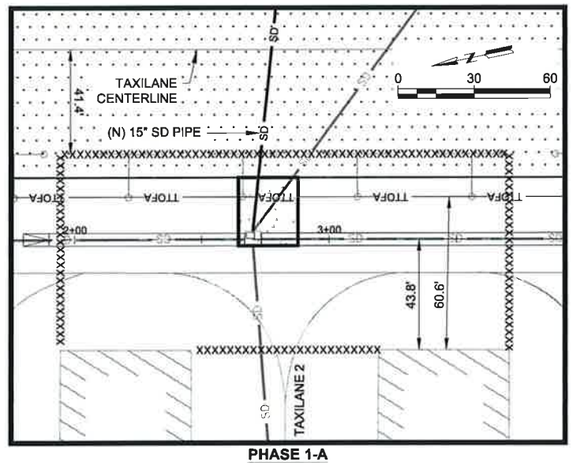
SHEET CONTENTS
SURVEY CONTROL PLAN

SHEET NO. 4 of 21

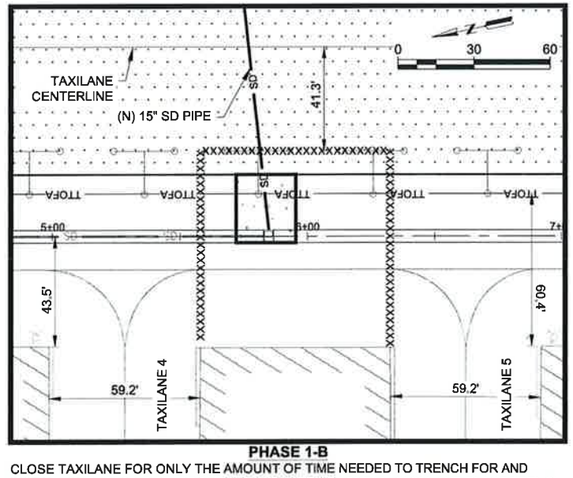
G-041





PHASE 1-A

CLOSE TAXILANE FOR ONLY THE AMOUNT OF TIME NEEDED TO TRENCH FOR AND INSTALL ONE 15" SD PIPE, PROVIDE COMPACTED BACKFILL, CLSM, AND PLACE TRENCH PLATES BEFORE OPENING TAXILANE TO TRAFFIC.



PHASE 1-B

CLOSE TAXILANE FOR ONLY THE AMOUNT OF TIME NEEDED TO TRENCH FOR AND INSTALL ONE 15" SD PIPE, PROVIDE COMPACTED BACKFILL, CLSM, AND PLACE TRENCH PLATES BEFORE OPENING TAXILANE TO TRAFFIC

NOTES

1. NO WORK WITHIN THE ROFA IS PROPOSED DURING THIS PROJECT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING DAMAGE TO PAVEMENT OR OTHER EXISTING FACILITIES CAUSED BY THE CONSTRUCTION ACTIVITIES.
3. HAUL ROUTES ON PAVEMENT SHALL BE CLEANED EACH DAY BY THE CONTRACTOR.
4. NO WORK IN PHASE 2 AND 3 CAN BE PERFORMED CONCURRENT WITH PHASE 1 WORK.

LEGEND

- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA (TOFA)
- TTOFA — TEMPORARY TAXILANE OBJECT FREE AREA (TTOFA)
- NEW ASPHALT PAVEMENT
- CONTRACTOR ACCESS ROUTE
- XXXXXXX — LOW PROFILE BARRICADES
- PHASE 1 AREA
- PHASE 1 AREA WITHIN TTOFA LIMITS
- TEMPORARY PAVEMENT MARKING
- STAGING AREA
- TEMPORARY TRACKING PAD
- PROPOSED REFLECTOR

PHASING LIMITATIONS.

THE FOLLOWING PHASING RESTRICTIONS APPLY:

- CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT, MAINTENANCE, AND REMOVING LOW PROFILE BARRICADES, 42-INCH HIGH DELINEATORS, AND TRAFFIC CONTROL ITEMS PRIOR TO THE START OF WORK, THROUGHOUT CONSTRUCTION, AND IN COORDINATION WITH THE COUNTY FOR ISSUANCE OF NOTAMS.
- WORK WITHIN THE TAXIWAY SAFETY AREA (TSA) REQUIRES CLOSURE OF ASSOCIATED TAXIWAY/AIRFIELD PAVEMENT.
- ALL EXISTING AIRFIELD PAVEMENTS TO REMAIN OPEN THROUGHOUT THE PROJECT EXCEPT AS PERMITTED DURING PHASES 1-4.
- ALL TRENCHING IN AREAS OF NEW PAVEMENT CONSTRUCTION SHALL BE COMPLETE AND THE TRENCHES BACKFILLED AND COMPACTION VERIFIED PRIOR TO PLACING AGGREGATE BASE AND ASPHALT CONCRETE.
- CONSTRUCTION TRAFFIC HAULING OVER NEW ASPHALT CONCRETE PAVEMENT CONSTRUCTED UNDER THIS PROJECT SHALL NOT BE PERMITTED.
- CONTRACTOR TO REMAIN CLEAR OF RUNWAY 18-36 RUNWAY OBSTACLE FREE ZONE (ROFZ) AND RUNWAY SAFETY AREA (RSA) AT ALL TIMES UNLESS PERMITTED AND UNDER ESCORT BY THE COUNTY FOR SURVEY CONTROL TIE-INS.
- PHASES 1-3 HAVE BEEN DETERMINED TO MINIMIZE THE DURATION OF HANGAR TAXILANE CLOSURE AND THE TOTAL NUMBER OF HANGARS TO BE BLOCKED BY CONSTRUCTION ACTIVITIES
- THE AREAS DELINEATED FOR THE PHASES WERE DETERMINED TO ALLOW SAFE MOVEMENT OF AIRCRAFT FROM HANGARS BORDERING THE CONSTRUCTION AREA TO TAXIWAY A AND THE RUNWAY.
- PRIOR TO REOPENING AIRFIELD PAVEMENTS TO TRAFFIC, THE AREAS MUST BE SAFETY AREA COMPLIANT PER SECTION IV.Q "PROTECTION OF RUNWAY AND TAXIWAY CRITICAL AREAS." CONTRACTOR TO CONFIRM AREAS ARE COMPLIANT AND THE COUNTY TO VERIFY PRIOR TO REOPENING.
- ANY OPEN EXCAVATIONS REMAINING WITHIN THE TOFA AFTER WORK HOURS SHALL BE TRENCH-PLATED TO ACCOMMODATE AIRCRAFT LOADING (DUAL WHEEL 90,000 POUND WHEEL LOADING).

PHASE 1A, 1B, AND 1C SUMMARY

- SCOPE OF WORK - REMOVAL, OFF-HAUL, AND DISPOSAL OF THE EXISTING TIE-DOWN ANCHORS, AND PCC; PULVERIZATION, RECYCLING AND STOCKPILING OF THE EXISTING SOUTH APRON PAVEMENT SECTION WITHIN THE PHASE 1 WORK AREA LIMITS; PREPARATION OF AC PAVEMENT JOINS; EARTHWORK, SITE GRADING, AND SUBGRADE PREPARATION; INSTALLATION OF DRAINAGE SYSTEMS; PLACEMENT OF AGGREGATE BASE, ASPHALT CONCRETE PAVING, INSTALLATION OF TIE-DOWN ANCHORS, TEMPORARY PAVEMENT MARKINGS, AND INITIAL APPLICATION OF PAVEMENT MARKINGS.
- AREA CLOSED TO AIRCRAFT OPERATIONS - TAXILANE 2 TO THE WEST OF THE PHASE 1A WORK AREA LIMITS. SOUTH APRON CLOSED AS SHOWN ON PLAN SHEET G-081 DURING PHASE 1C. BASELINE-VALLEY GUTTER TAXILANE WILL BE CLOSED BETWEEN TAXILANES 4 AND 5 DURING PHASE 1B CONSTRUCTION. ALTERNATIVE ACCESS ROUTES ARE AVAILABLE DURING ALL PHASES EXCEPT FOR TAXILANE 2. THESE TENANTS WILL BE GIVEN THE OPTION TO RELOCATE TO APRON TIE-DOWNS DURING CONSTRUCTION CLOSURES.
- DURATION OF CLOSURE - UP TO SIXTY-FIVE (65) CONSECUTIVE WORKING DAYS FOR ENTIRE PHASE 1 WORK. (PHASE 1A, 1B, 1C)
- ALTERNATE TAXI ROUTE - AIRPORT USERS SOUTH OF THE WORK AREA SHALL TEMPORALLY UTILIZE THE TAXILANE PAVEMENT DIRECTLY TO THE SOUTH OF THE PHASE 1 WORK LIMITS (TAXILANE 10) WHICH WILL HAVE TEMPORARY MARKINGS AND REFLECTORS INSTALLED TO HELP GUIDE AIRPORT USERS, FROM THE SOUTHERNMOST HANGARS TO TAXIWAY A AND RUNWAY 18-36. EXCEPT FOR THE TEMPORALLY CLOSED HANGAR TAXILANES AFFECTED BY EACH PHASE, AIRCRAFT SHALL HAVE CONTINUOUS ACCESS TO TAXIWAY A AND RUNWAY 18-36 THROUGHOUT CONSTRUCTION.
- EMERGENCY ACCESS ROUTES - COUNTY WILL COORDINATE ALTERNATE AIRPORT ACCESS ROUTES WITH EMERGENCY PERSONNEL FOR TEMPORARY CONSTRUCTION CONDITIONS.
- CONSTRUCTION STAGING AREA - MATERIAL AND CONTRACTOR EQUIPMENT STORAGE EAST OF THE AIRCRAFT FUELING AREA (PER PLAN SHEETS G-021, G-081, G-082, G-083). CONTRACTOR EMPLOYEE PARKING WILL BE OUTSIDE THE AOA.
- CONSTRUCTION ACCESS AND HAUL ROUTE - VIA CONTRACTOR ACCESS ROUTES SHOWN ON PLAN SHEETS G-021, G-081, G-082, AND G-083.
- IMPACTS TO NAVAIDS - NOT APPLICABLE.
- LIGHTING AND MARKING CHANGES - THE CONTRACTOR WILL BE REQUIRED TO OBSCURE OR DISCONNECT THE SOUTH APRON AREA "TAXILANE 12" LIGHTS.
- REQUIRED HAZARD MARKING AND LIGHTING - LOW PROFILE BARRICADES SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
  - NORTH AND WEST EDGES OF SOUTH APRON REHABILITATION FOR PHASE 1
  - EASTERLY SIDE OF SOUTH APRON IN BETWEEN THE PROPOSED PAVEMENT JOIN AND THE TAXIWAY A TSA.
  - SOUTHERN EDGE OF THE SOUTH APRON FOR PHASE 1 AND AROUND ANY STUB OUTS FOR DRAINAGE FEATURES TO EXTEND FOR CONNECTIONS DURING PHASE 1A AND 1B.
- LEAD TIMES FOR REQUIRED NOTIFICATION - FIVE (5) WORKING DAYS.

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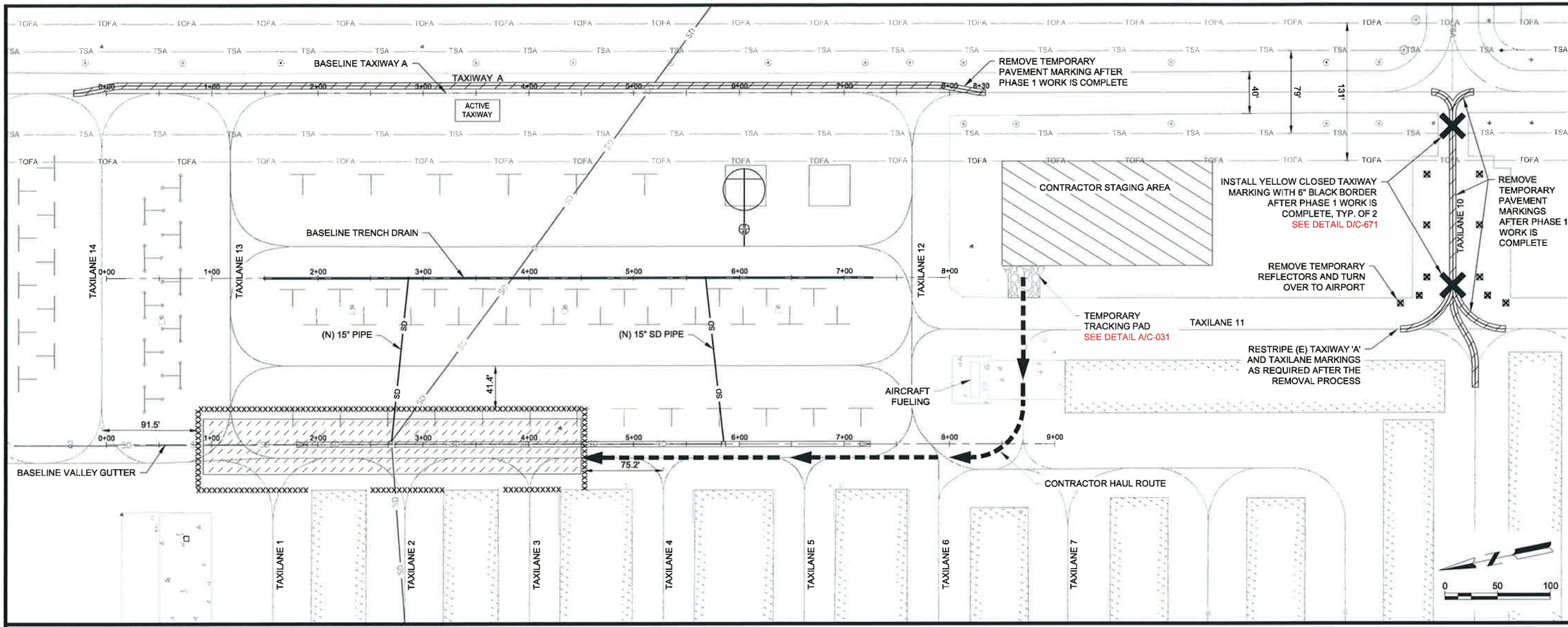
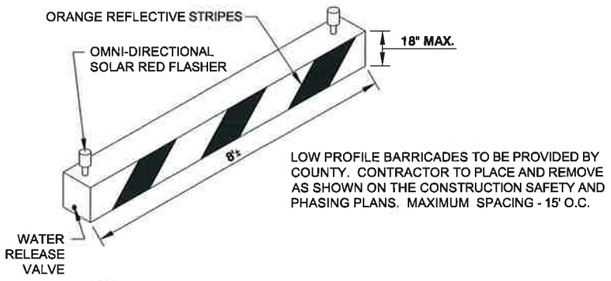
SHEET CONTENTS

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1

SHEET NO. 5 of 21

G-081





A **LOW PROFILE BARRICADE DETAIL**
NO SCALE

LEGEND

TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	NEW ASPHALT PAVEMENT
	CONTRACTOR ACCESS ROUTE
XXXXXXX	LOW PROFILE BARRICADES
	PHASE 2 AREA
	TEMPORARY PAVEMENT MARKING
	PAVEMENT MARKING REMOVAL
	STAGING AREA
	TEMPORARY TRACKING PAD
	REFLECTOR REMOVAL

NOTES

1. NO WORK WITHIN THE ROFA IS PROPOSED DURING THIS PROJECT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING DAMAGE TO PAVEMENT OR OTHER EXISTING FACILITIES CAUSED BY THE CONSTRUCTION ACTIVITIES.
3. HAUL ROUTES ON PAVEMENT SHALL BE CLEANED EACH DAY BY THE CONTRACTOR.
4. NO WORK IN PHASE 1 AND 3 CAN BE PERFORMED CONCURRENT WITH PHASE 2 WORK.

PHASE 2

PHASING LIMITATIONS.

THE FOLLOWING PHASING RESTRICTIONS APPLY:

- CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT, MAINTENANCE, AND REMOVING LOW PROFILE BARRICADES, 42-INCH HIGH DELINEATORS, AND TRAFFIC CONTROL ITEMS PRIOR TO THE START OF WORK, THROUGHOUT CONSTRUCTION, AND IN COORDINATION WITH THE COUNTY FOR ISSUANCE OF NOTAMS.
- WORK WITHIN THE TAXIWAY SAFETY AREA (TSA) REQUIRES CLOSURE OF ASSOCIATED TAXIWAY/AIRFIELD PAVEMENT.
- ALL EXISTING AIRFIELD PAVEMENTS TO REMAIN OPEN THROUGHOUT THE PROJECT EXCEPT AS PERMITTED DURING PHASES 1-4.
- ALL TRENCHING IN AREAS OF NEW PAVEMENT CONSTRUCTION SHALL BE COMPLETE AND THE TRENCHES BACKFILLED AND COMPACTION VERIFIED PRIOR TO PLACING AGGREGATE BASE AND ASPHALT CONCRETE.
- CONSTRUCTION TRAFFIC HAULING OVER NEW ASPHALT CONCRETE PAVEMENT CONSTRUCTED UNDER THIS PROJECT SHALL NOT BE PERMITTED.
- CONTRACTOR TO REMAIN CLEAR OF RUNWAY 18-36 RUNWAY OBSTACLE FREE ZONE (ROFZ) AND RUNWAY SAFETY AREA (RSA) AT ALL TIMES UNLESS PERMITTED AND UNDER ESCORT BY THE COUNTY FOR SURVEY CONTROL TIE-INS.
- PHASES 1-3 HAVE BEEN DETERMINED TO MINIMIZE THE DURATION OF HANGAR TAXILANE CLOSURE AND THE TOTAL NUMBER OF HANGARS TO BE BLOCKED BY CONSTRUCTION ACTIVITIES
- THE AREAS DELINEATED FOR THE PHASES WERE DETERMINED TO ALLOW SAFE MOVEMENT OF AIRCRAFT FROM HANGARS BORDERING THE CONSTRUCTION AREA TO TAXIWAY A AND THE RUNWAY.
- PRIOR TO REOPENING AIRFIELD PAVEMENTS TO TRAFFIC, THE AREAS MUST BE SAFETY AREA COMPLIANT PER SECTION IV.Q "PROTECTION OF RUNWAY AND TAXIWAY CRITICAL AREAS." CONTRACTOR TO CONFIRM AREAS ARE COMPLIANT AND THE COUNTY TO VERIFY PRIOR TO REOPENING.
- ANY OPEN EXCAVATIONS REMAINING WITHIN THE TOFA AFTER WORK HOURS SHALL BE TRENCH-PLATED TO ACCOMMODATE AIRCRAFT LOADING (DUAL WHEEL 90,000 POUND WHEEL LOADING).

PHASE 2 SUMMARY

- SCOPE OF WORK - REMOVAL, OFF-HAUL, AND DISPOSAL OF THE EXISTING TIE-DOWN ANCHORS, CHAINS, AND PCC; PULVERIZATION, RECYCLING AND STOCKPILING OF THE EXISTING SOUTH APRON PAVEMENT SECTION WITHIN THE PHASE 2 WORK AREA LIMITS; PREPARATION OF AC PAVEMENT JOINS; EARTHWORK, SITE GRADING, AND SUBGRADE PREPARATION; INSTALLATION OF DRAINAGE SYSTEMS; PLACEMENT OF AGGREGATE BASE, ASPHALT CONCRETE, REMOVAL OF TEMPORARY MARKINGS, INITIAL APPLICATION OF PAVEMENT MARKINGS AND INSTALLATION OF TIE-DOWN ANCHORS.
- AREA CLOSED TO AIRCRAFT OPERATIONS - THREE HANGAR TAXILANES TO THE WEST OF THE PHASE 2 WORK AREA LIMITS AND THE TEMPORARY TAXILANE 10 OPENED FOR PHASE 1.
- DURATION OF CLOSURE - UP TO SEVEN (7) CONSECUTIVE WORKING DAYS.
- ALTERNATE TAXI ROUTE - AIRPORT USERS SOUTH OF THE WORK AREA SHALL UTILIZE TAXILANE 12 ON THE SOUTH APRON AND TAXILANE 14 TO THE NORTH WHICH IS OUTSIDE OF THE PROJECT LIMITS TO HAVE ACCESS FROM THE HANGARS TO TAXIWAY A AND RUNWAY 18-36. EXCEPT FOR THE CLOSED HANGAR TAXILANES, AIRCRAFT SHALL HAVE CONTINUOUS ACCESS TO TAXIWAY A AND RUNWAY 18-36 THROUGHOUT CONSTRUCTION DURING THIS PHASE.
- EMERGENCY ACCESS ROUTES - COUNTY WILL COORDINATE ALTERNATE AIRPORT ACCESS ROUTES WITH EMERGENCY PERSONNEL FOR TEMPORARY CONSTRUCTION CONDITIONS.
- CONSTRUCTION STAGING AREA - MATERIAL AND EQUIPMENT STORAGE EAST OF THE AIRCRAFT FUELING AREA (PER PLAN SHEET G-021, G-081, G-082, G-083).
- CONSTRUCTION ACCESS AND HAUL ROUTE - VIA CONTRACTOR ACCESS ROUTES SHOWN ON PLAN SHEET G-021, G-081, G-082, AND G-083.
- IMPACTS TO NAVAIDS - NOT APPLICABLE.
- LIGHTING AND MARKING CHANGES - NOT APPLICABLE.
- REQUIRED HAZARD MARKING AND LIGHTING - LOW PROFILE BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON PLAN SHEET G-082.
- LEAD TIMES FOR REQUIRED NOTIFICATION - FIVE (5) WORKING DAYS.

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REGISTERED PROFESSIONAL ENGINEER
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EXP. 12-31-17
CIVIL
STATE OF CALIFORNIA

FRENCH VALLEY AIRPORT
SOUTH APRON PAVEMENT RECONSTRUCTION

37600 SKY CANYON DRIVE
MURRIETA, CA 92562

ISSUED

BID SET

AIP NO.:	3-06-0338-028-2016
M&H NO.:	3171300-140035.01
DATE:	JULY 2016
DESIGNED BY:	MSA
DRAWN BY:	JML
CHECKED BY:	RAC

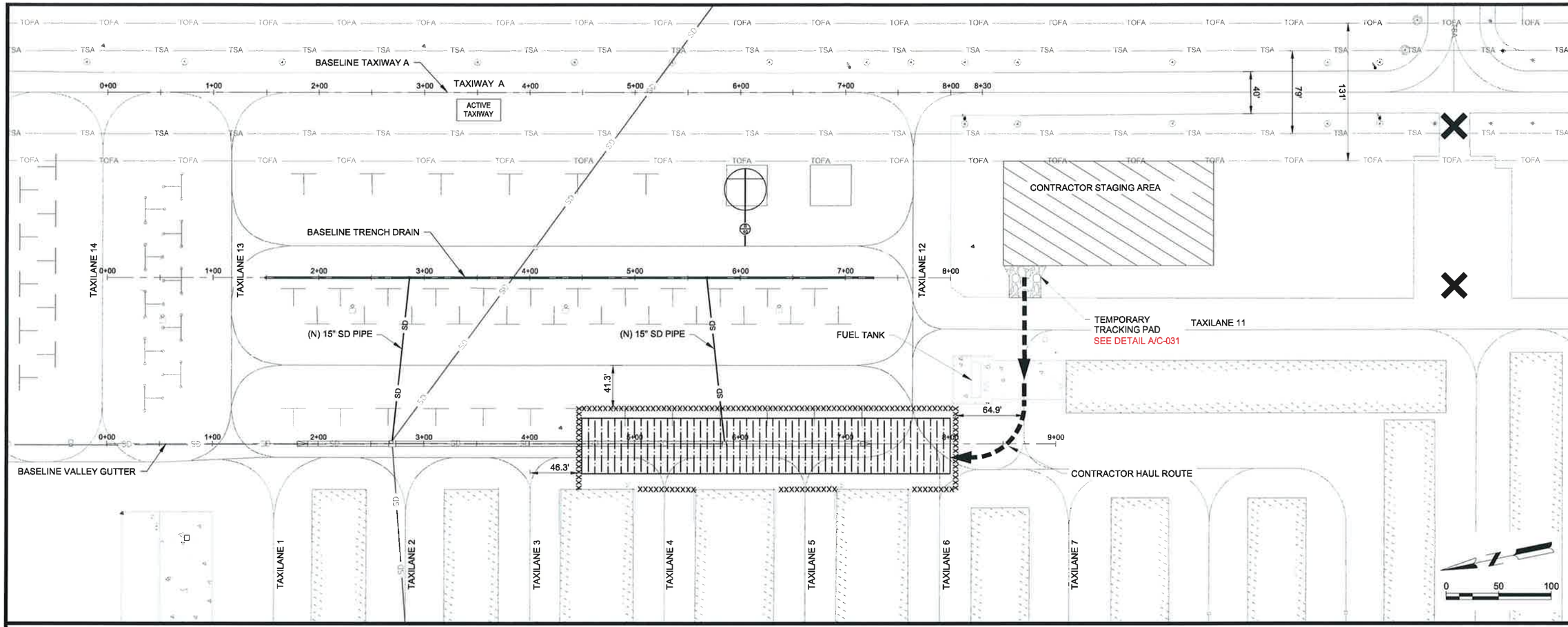
DO NOT SCALE DRAWINGS!

SHEET CONTENTS

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2

SHEET NO. 6 of 21

G-082



PHASE 3

LEGEND

TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA (TOFA)
	NEW ASPHALT PAVEMENT
	CONTRACTOR ACCESS ROUTE
XXXXXXX	LOW PROFILE BARRICADES
	PHASE 3 AREA
	STAGING AREA
	TEMPORARY TRACKING PAD

NOTES

1. NO WORK WITHIN THE ROFA IS PROPOSED DURING THIS PROJECT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING DAMAGE TO PAVEMENT OR OTHER EXISTING FACILITIES CAUSED BY THE CONSTRUCTION ACTIVITIES.
3. HAUL ROUTES ON PAVEMENT SHALL BE CLEANED EACH DAY BY THE CONTRACTOR.

PHASING LIMITATIONS.

THE FOLLOWING PHASING RESTRICTIONS APPLY:

- CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT, MAINTENANCE, AND REMOVING LOW PROFILE BARRICADES, 42-INCH HIGH DELINEATORS, AND TRAFFIC CONTROL ITEMS PRIOR TO THE START OF WORK, THROUGHOUT CONSTRUCTION, AND IN COORDINATION WITH THE COUNTY FOR ISSUANCE OF NOTAMS.
- WORK WITHIN THE TAXIWAY SAFETY AREA (TSA) REQUIRES CLOSURE OF ASSOCIATED TAXIWAY/AIRFIELD PAVEMENT.
- ALL EXISTING AIRFIELD PAVEMENTS TO REMAIN OPEN THROUGHOUT THE PROJECT EXCEPT AS PERMITTED DURING PHASES 1-4.
- ALL TRENCHING IN AREAS OF NEW PAVEMENT CONSTRUCTION SHALL BE COMPLETE AND THE TRENCHES BACKFILLED AND COMPACTION VERIFIED PRIOR TO PLACING AGGREGATE BASE AND ASPHALT CONCRETE.
- CONSTRUCTION TRAFFIC HAULING OVER NEW ASPHALT CONCRETE PAVEMENT CONSTRUCTED UNDER THIS PROJECT SHALL NOT BE PERMITTED.
- CONTRACTOR TO REMAIN CLEAR OF RUNWAY 18-36 RUNWAY OBSTACLE FREE ZONE (ROFZ) AND RUNWAY SAFETY AREA (RSA) AT ALL TIMES UNLESS PERMITTED AND UNDER ESCORT BY THE COUNTY FOR SURVEY CONTROL TIE-INS.
- PHASES 1-3 HAVE BEEN DETERMINED TO MINIMIZE THE DURATION OF HANGAR TAXILANE CLOSURE AND THE TOTAL NUMBER OF HANGARS TO BE BLOCKED BY CONSTRUCTION ACTIVITIES
- THE AREAS DELINEATED FOR THE PHASES WERE DETERMINED TO ALLOW SAFE MOVEMENT OF AIRCRAFT FROM HANGARS BORDERING THE CONSTRUCTION AREA TO TAXIWAY A AND THE RUNWAY.
- PRIOR TO REOPENING AIRFIELD PAVEMENTS TO TRAFFIC, THE AREAS MUST BE SAFETY AREA COMPLIANT PER SECTION IV.Q "PROTECTION OF RUNWAY AND TAXIWAY CRITICAL AREAS." CONTRACTOR TO CONFIRM AREAS ARE COMPLIANT AND THE COUNTY TO VERIFY PRIOR TO REOPENING.
- ANY OPEN EXCAVATIONS REMAINING WITHIN THE TOFA AFTER WORK HOURS SHALL BE TRENCH-PLATED TO ACCOMMODATE AIRCRAFT LOADING (DUAL WHEEL 90,000 POUND WHEEL LOADING).

PHASE 3 SUMMARY

- SCOPE OF WORK - REMOVAL, OFF-HAUL, AND DISPOSAL OF THE EXISTING TIE-DOWN ANCHORS, CHAINS, AND PCC; PULVERIZATION, RECYCLING AND STOCKPILING OF THE EXISTING SOUTH APRON PAVEMENT SECTION WITHIN THE PHASE 3 WORK AREA LIMITS; PREPARATION OF AC PAVEMENT JOINS; EARTHWORK, SITE GRADING, AND SUBGRADE PREPARATION; INSTALLATION OF DRAINAGE SYSTEMS; PLACEMENT OF AGGREGATE BASE, ASPHALT CONCRETE, REMOVAL OF TEMPORARY MARKINGS, INITIAL APPLICATION OF PAVEMENT MARKINGS AND INSTALLATION OF TIE-DOWN ANCHORS..
- AREA CLOSED TO AIRCRAFT OPERATIONS - THREE HANGAR ROW TAXILANES TO THE WEST OF THE PHASE 3 WORK AREA LIMITS AND THE TAXIWAY OPENED FOR PHASE 1.
- DURATION OF CLOSURE - UP TO SEVEN (7) CONSECUTIVE WORKING DAYS.
- ALTERNATE TAXI ROUTE - AIRPORT USERS SOUTH OF THE WORK AREA SHALL UTILIZE THE TAXILANE THROUGH THE FUELING AREA TO HAVE ACCESS FROM THE HANGARS TO TAXIWAY A AND RUNWAY 18-36. EXCEPT FOR THE CLOSED HANGAR TAXILANES, AIRCRAFT SHALL HAVE CONTINUOUS ACCESS TO TAXIWAY A AND RUNWAY 18-36 THROUGHOUT THE PHASE.
- EMERGENCY ACCESS ROUTES - COUNTY WILL COORDINATE ALTERNATE AIRPORT ACCESS ROUTES WITH EMERGENCY PERSONNEL FOR TEMPORARY CONSTRUCTION CONDITIONS.
- CONSTRUCTION STAGING AREA - MATERIAL AND EQUIPMENT STORAGE EAST OF THE AIRCRAFT FUELING AREA (PER PLAN SHEET G-021).
- CONSTRUCTION ACCESS AND HAUL ROUTE - VIA CONTRACTOR ACCESS ROUTES SHOWN ON PLAN SHEET G-021.
- IMPACTS TO NAVAIDS - NOT APPLICABLE.
- LIGHTING AND MARKING CHANGES - THE CONTRACTOR WILL BE REQUIRED TO OBSCURE OR DISCONNECT THE SOUTH APRON AREA LIGHTS.
- REQUIRED HAZARD MARKING AND LIGHTING - LOW PROFILE BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON PLAN SHEET G-083.
- LEAD TIMES FOR REQUIRED NOTIFICATION - FIVE (5) WORKING DAYS.

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FRENCH VALLEY AIRPORT
SOUTH APRON PAVEMENT
RECONSTRUCTION

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SHEET CONTENTS
CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3

SHEET NO. 7 of 21

G-083

TAXIWAY A

ACTIVE TAXIWAY

GRADING LIMIT

(N) TRENCH DRAIN

(N) 15" SD PIPE

(N) 15" SD PIPE

INLET PROTECTION
SEE DETAIL C/C-031

INLET PROTECTION
SEE DETAIL C/C-031

TEMPORARY TRACKING PAD
SEE DETAIL A/C-031

FIBER ROLL/ COMPOST SOCK
SEE DETAIL B/C-031

LEGEND

- GRADING LIMIT
- FIBER ROLL / COMPOST SOCK
- TEMPORARY TRACKING PAD
- INLET PROTECTION

0 30 60

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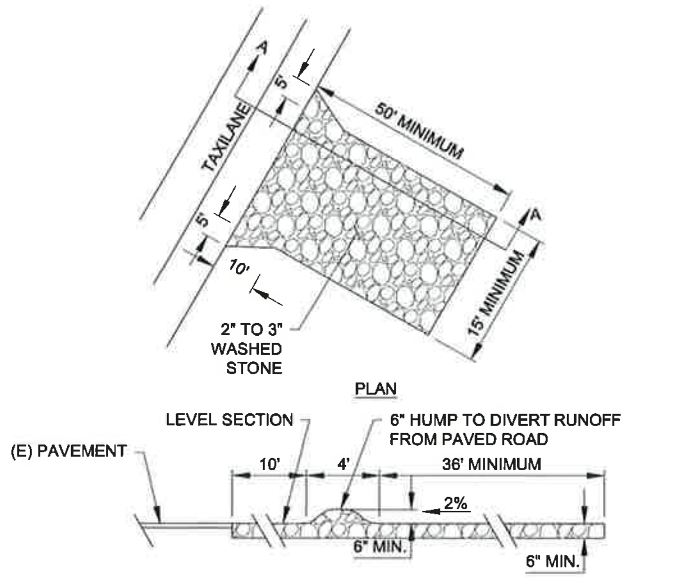
SHEET CONTENTS

EROSION CONTROL PLAN

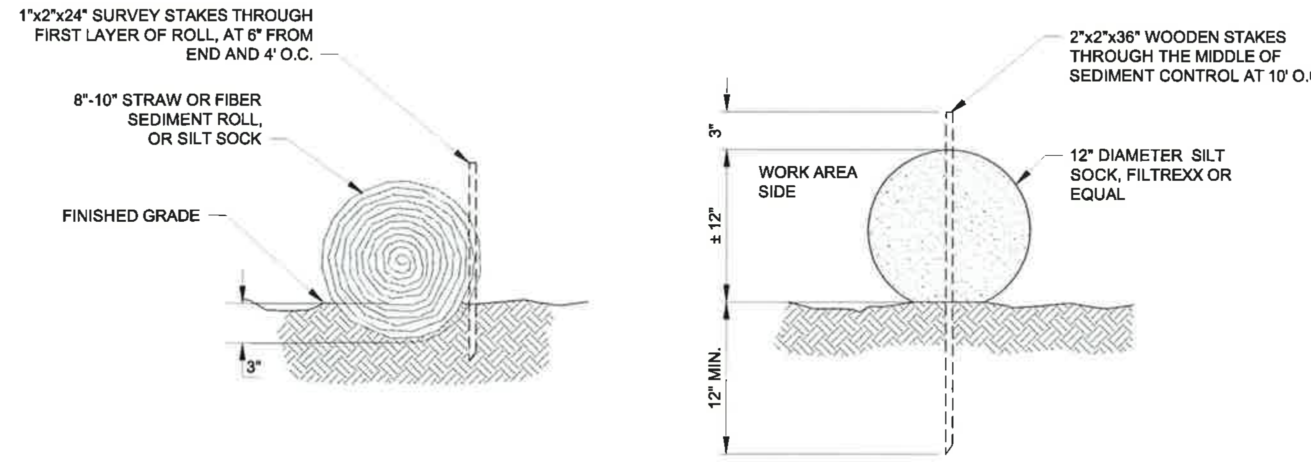
SHEET NO. 8 of 21

C-021

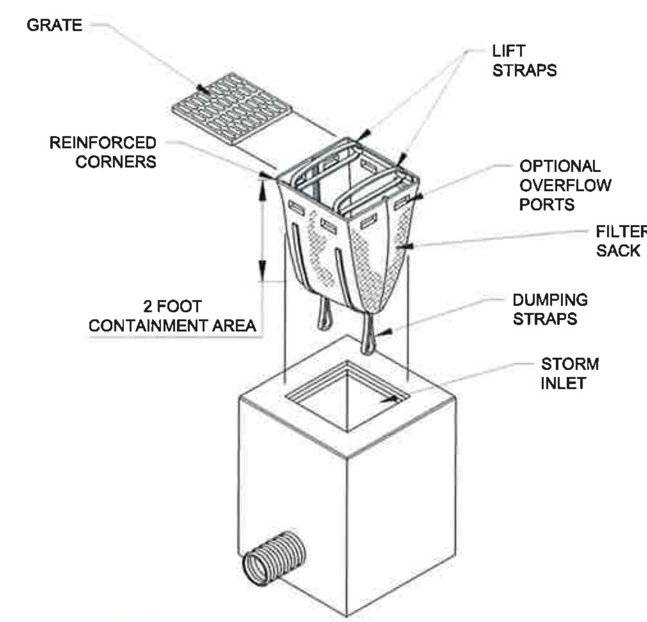


MAINTAIN THE GRAVEL PAD IN A CONDITION TO PREVENT SEDIMENT FROM LEAVING THE SITE. SHOULD MUD BE TRACKED OR WASHED ONTO EXISTING PAVEMENT, IT MUST BE REMOVED IMMEDIATELY.

A — TEMPORARY TRACKING PAD
NO SCALE



B — FIBER ROLL / COMPOST SOCK DETAIL
NO SCALE



C — INLET PROTECTION
NO SCALE

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COUNTY OF RIVERSIDE
MAY 9, 1893

FRENCH VALLEY AIRPORT SOUTH APRON PAVEMENT RECONSTRUCTION

37600 SKY CANYON DRIVE
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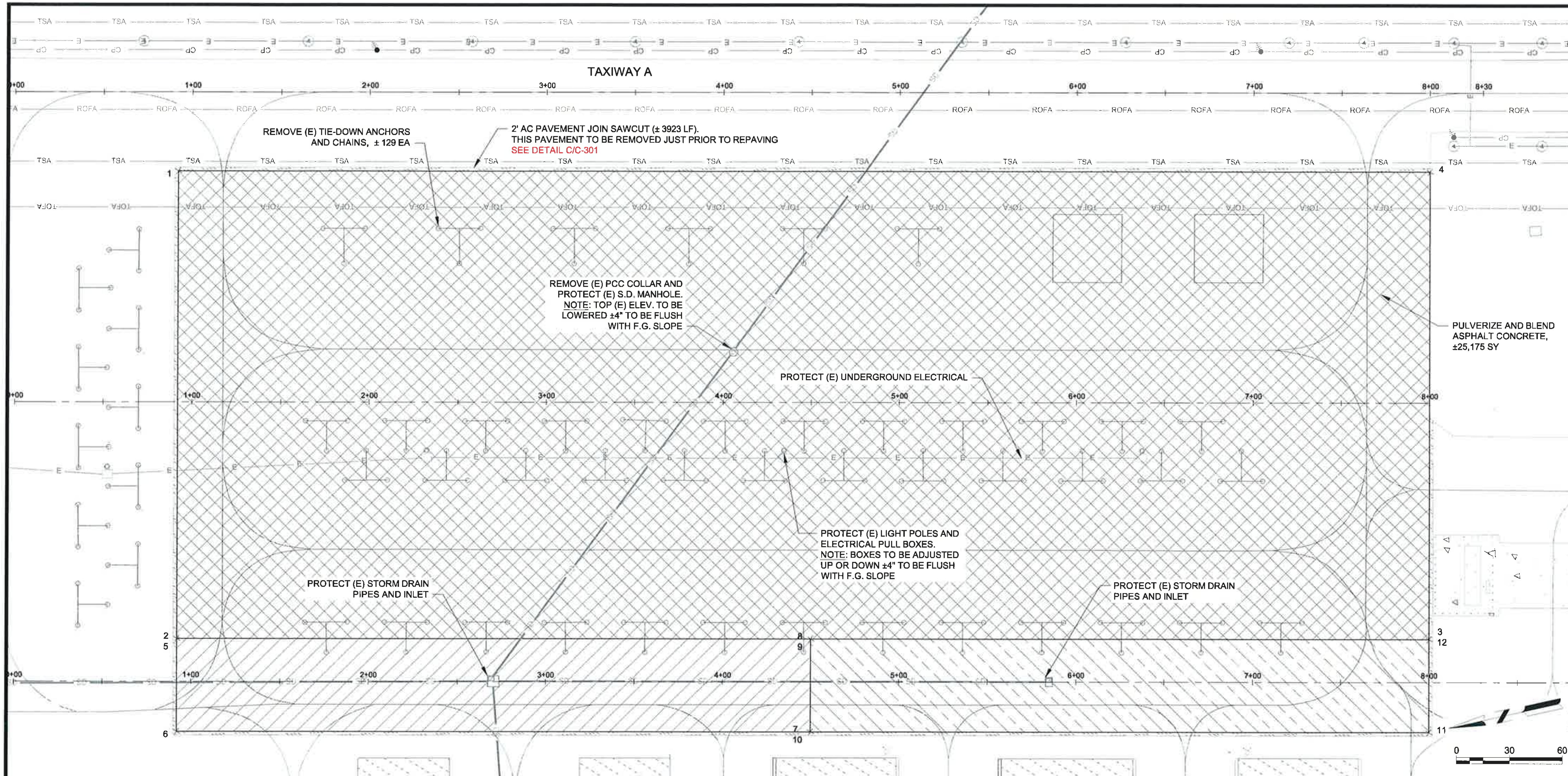
SHEET CONTENTS
EROSION CONTROL DETAILS

SHEET NO. 9 of 21

C-031



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ISSUED

LEGEND

- PHASE 1 - PULVERIZE AND BLEND ASPHALT AND AGGREGATE BASE
- PHASE 2 - PULVERIZE AND BLEND ASPHALT AND AGGREGATE BASE
- PHASE 3 - PULVERIZE AND BLEND ASPHALT AND AGGREGATE BASE
- GRADING LIMIT
- 2' WIDE AC PAVEMENT JOIN

NOTES:

DEMO LIMITS FALL WITHIN 2FT JOINT.

PHASE 1C DEMO LIMITS TRENCH DRAIN ALIGNMENT		
RAW DESCRIPTION	STATION	OFFSET
1	0+92.00	-132.00'
2	0+92.00	134.91'
3	8+00.00	134.91'
4	8+00.00	-132.00'

PHASE 2 DEMO LIMITS VALLEY GUTTER ALIGNMENT		
RAW DESCRIPTION	STATION	OFFSET
5	0+92.00	-24.50'
6	0+92.00	28.59'
7	4+50.00	28.59'
8	4+50.00	-24.50'

PHASE 3 DEMO LIMITS VALLEY GUTTER ALIGNMENT		
RAW DESCRIPTION	STATION	OFFSET
9	4+50.00	-24.50'
10	4+50.00	28.59'
11	8+00	28.59'
12	8+00	-24.50'

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SHEET CONTENTS
DEMOLITION PLAN

SHEET NO. 10 of 21

C-051

PROTECT (E) CATCH BASIN IN PLACE
(E) RIM EL = 1330.29
(E) 36" INV IN (N) = 1319.18
(E) 21" INV IN (SE) = 1322.64
(E) 18" INV IN (S) = 1324.39
(E) 42" INV OUT (W) = 1318.59

PROTECT (E) MANHOLE IN PLACE
(E) RIM EL = 1332.22
(E) INV IN (SE) = 1323.02
(E) INV OUT (NW) = 1322.92

PROTECT (E) 20" STORM DRAIN PIPE, TYP

CONSTRUCT 2' AC PAVEMENT JOIN, TYP
SEE DETAIL C/C-301

CONSTRUCT TRENCH DRAIN,
SEE SHEET C-402

SEE SHEET C-102

MATCH LINE (STA 4+50)

PROTECT (E) LIGHT POLES, ELECTRICAL PB, AND ELECTRICAL DUCT, TYP.

CONSTRUCT (N) AC PAVEMENT SECTION,
SEE SHEET C-301

(N) 15" SD PIPE,
SEE SHEET C-403

(N) 15" SD PIPE,
SEE SHEET C-404

PROTECT (E) 20" STORM DRAIN PIPE, TYP

PROTECT (E) 18" STORM DRAIN PIPE, TYP

PROTECT (E) CATCH BASIN IN PLACE
(E) RIM EL = 1329.87
(E) 18" INV OUT (N) = 1326.00

CONSTRUCT CONCRETE VALLEY GUTTER,
SEE SHEET C-401

PROTECT (E) 36" STORM DRAIN PIPE, TYP

PROTECT (E) 42" STORM DRAIN PIPE, TYP

0 20 40

LEGEND

(N) AC PAVEMENT SECTION

GRADING LIMIT

AC PAVEMENT JOIN, 2' TYP.

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SHEET CONTENTS
GRADING AND PAVING PLAN

SHEET NO. 11 of 21

C-101

PROTECT (E) MANHOLE IN PLACE
(E) RIM EL = 1332.22
(E) INV IN (SE) = 1323.02
(E) INV OUT (NW) = 1322.92

CONSTRUCT 2' AC PAVEMENT JOIN, TYP
SEE DETAIL C/C-301

PROTECT (E) 20" STORM DRAIN PIPE, TYP

CONSTRUCT (N) PCC SECTION FOR HELICOPTER
SEE DETAIL F/C-301

CONSTRUCT (N) AC PAVEMENT SECTION,
SEE SHEET C-301

SEE SHEET C-101

CONSTRUCT TRENCH DRAIN,
SEE SHEET C-402

MATCH LINE (STA 4+50)

PROTECT (E) 20" STORM DRAIN PIPE, TYP.

PROTECT (E) LIGHT POLES, ELECTRICAL PB, AND ELECTRICAL DUCT, TYP.

(N) 15" SD PIPE
SEE SHEET C-403

PROTECT (E) CATCH BASIN IN PLACE
(E) RIM EL = 1329.87
(E) 18" INV OUT (N) = 1326.00

PROTECT (E) 18" STORM DRAIN PIPE, TYP.

CONSTRUCT CONCRETE VALLEY GUTTER,
SEE SHEET C-401

FLOW LINE

RECYCLED AC/AB SHOULDER BASE

LEGEND
- (N) AC PAVEMENT SECTION
- (N) PCC PAVEMENT SECTION
- GRADING LIMIT
- AC PAVEMENT JOIN, 2' TYP.
- RECYCLED AC/AB SHOULDER BASE

0 20 40

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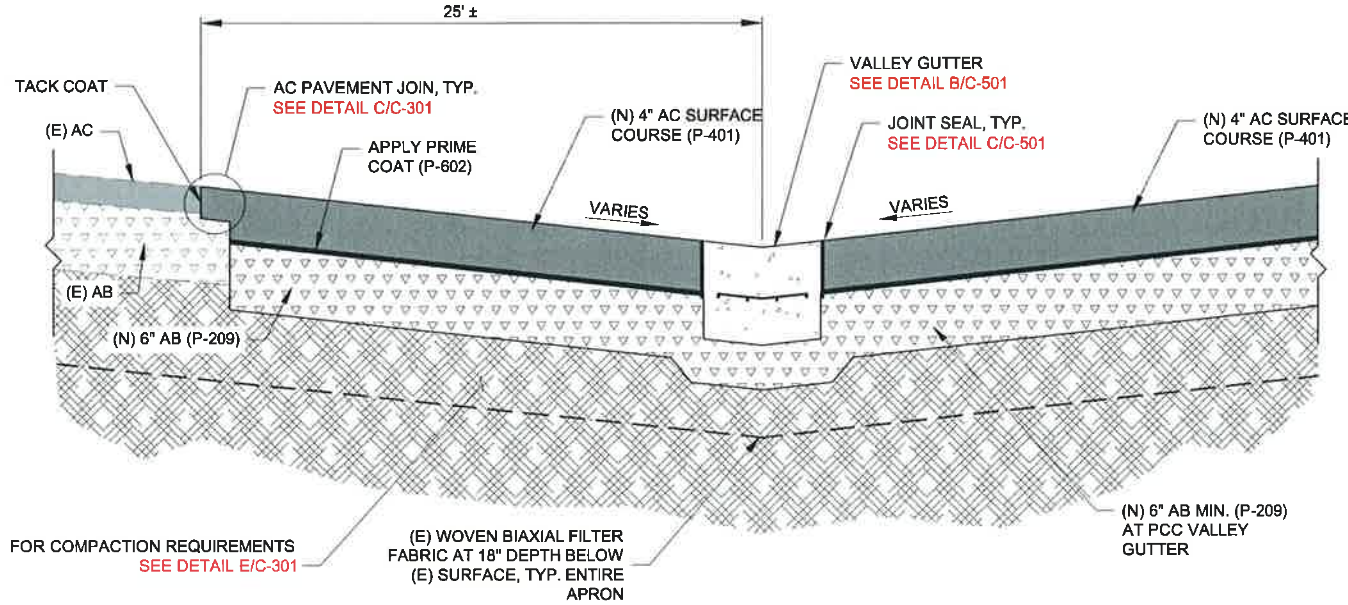
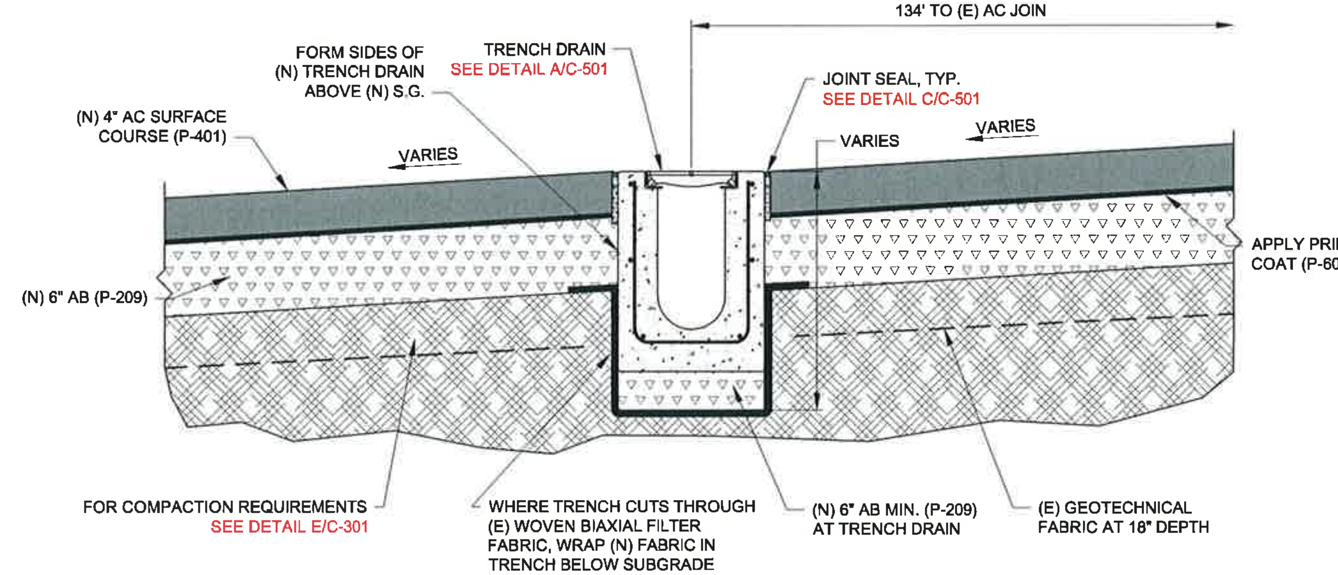
SHEET CONTENTS
GRADING AND PAVING PLAN

SHEET NO. 12 of 21

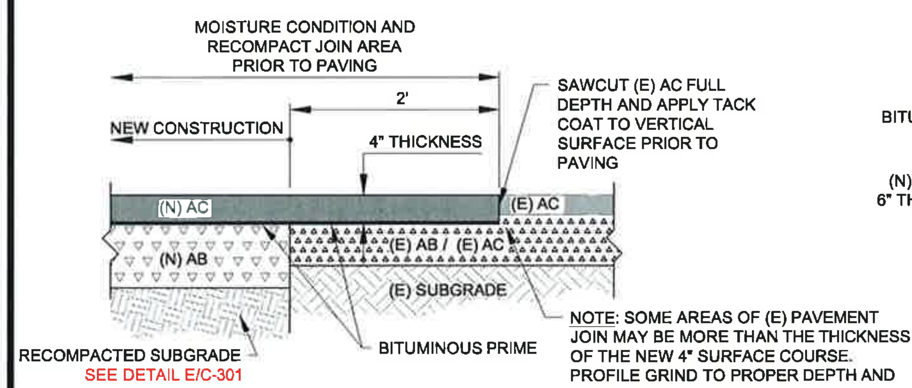
C-102



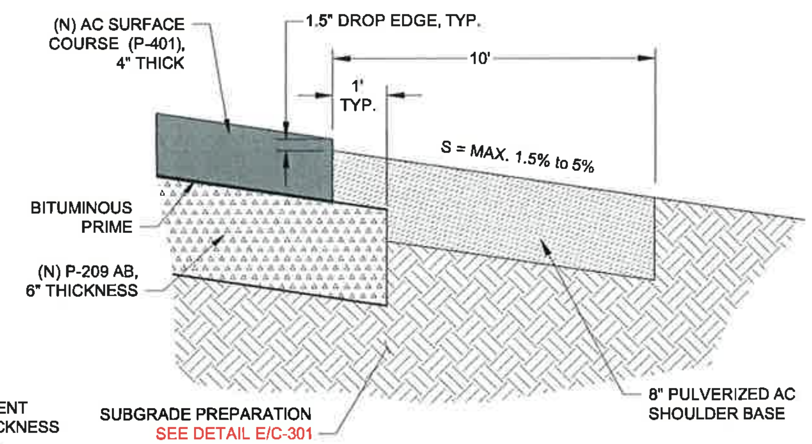
A — APRON SECTION AT VALLEY GUTTER
NO SCALE



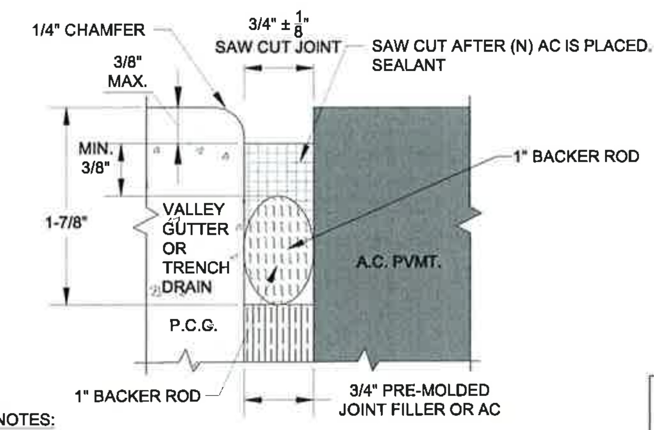
B — APRON SECTION AT TRENCH DRAIN
NO SCALE



C — AC PAVEMENT JOIN
NO SCALE



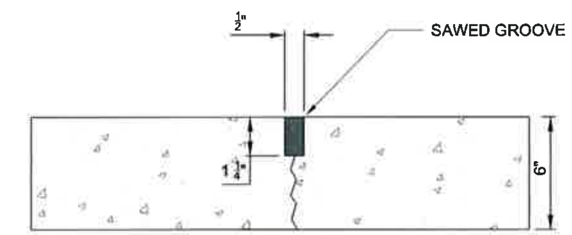
D — RECYCLED SHOULDER BASE TYPICAL SECTION
NO SCALE



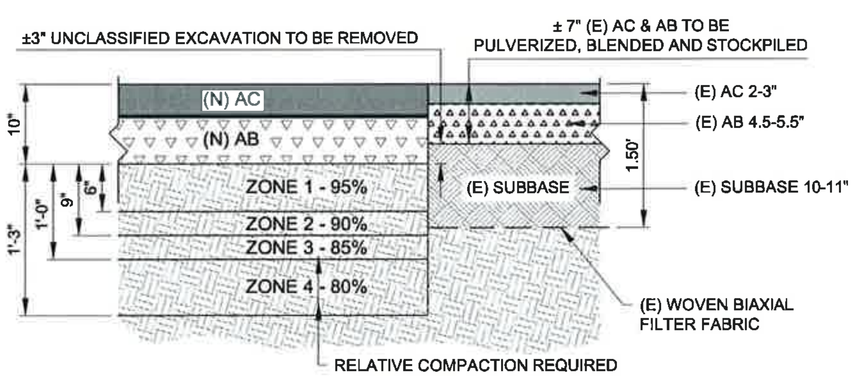
NOTES:

1. SAW CUT ASPHALT AND/OR PRE-MOLDED JOINT FILLER AT PCC/AC JOINS TO WIDTH AND DEPTH SHOWN
2. REMOVE FROM THE JOINT FACES ALL LAITANCE OR SUBSTANCES THAT WOULD ADVERSELY AFFECT SEALANT ADHESION. SEE SPEC. SECTION P-605.

G — ISOLATION JOINT
NO SCALE

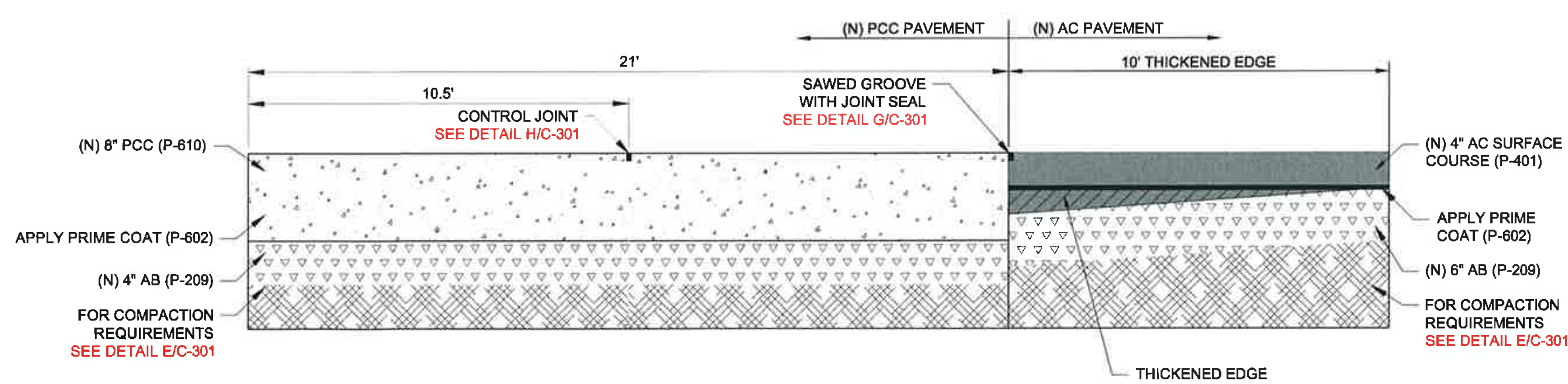


H — CONTROL JOINT
NO SCALE



NOTE:
1. SUBGRADE COMPACTION PER TERMS OF P-152.

E — SUBGRADE COMPACTION REQUIREMENTS
NO SCALE



F — TYPICAL PCC SECTION
NO SCALE

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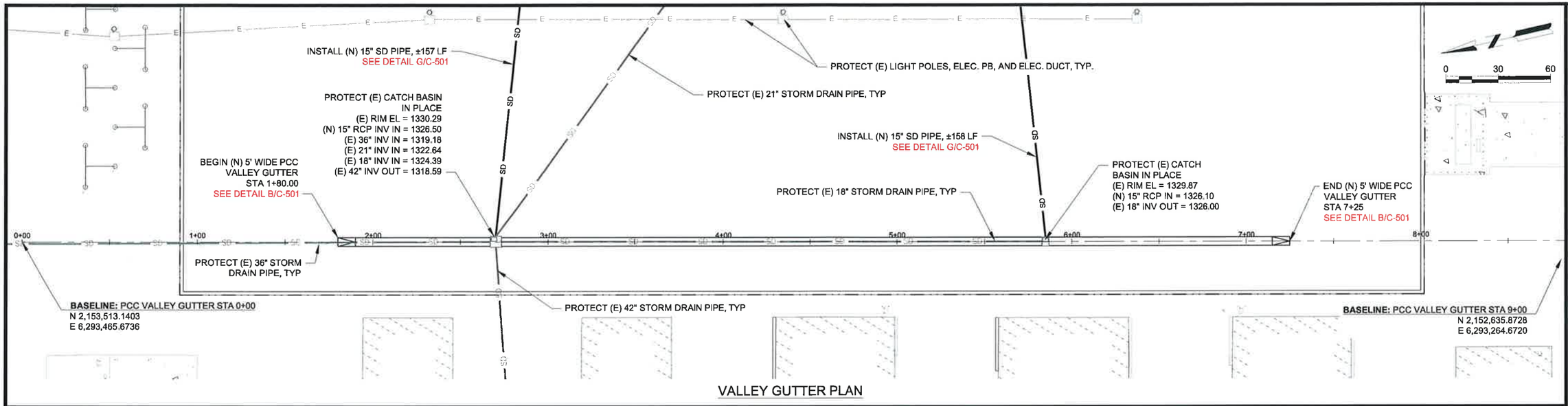
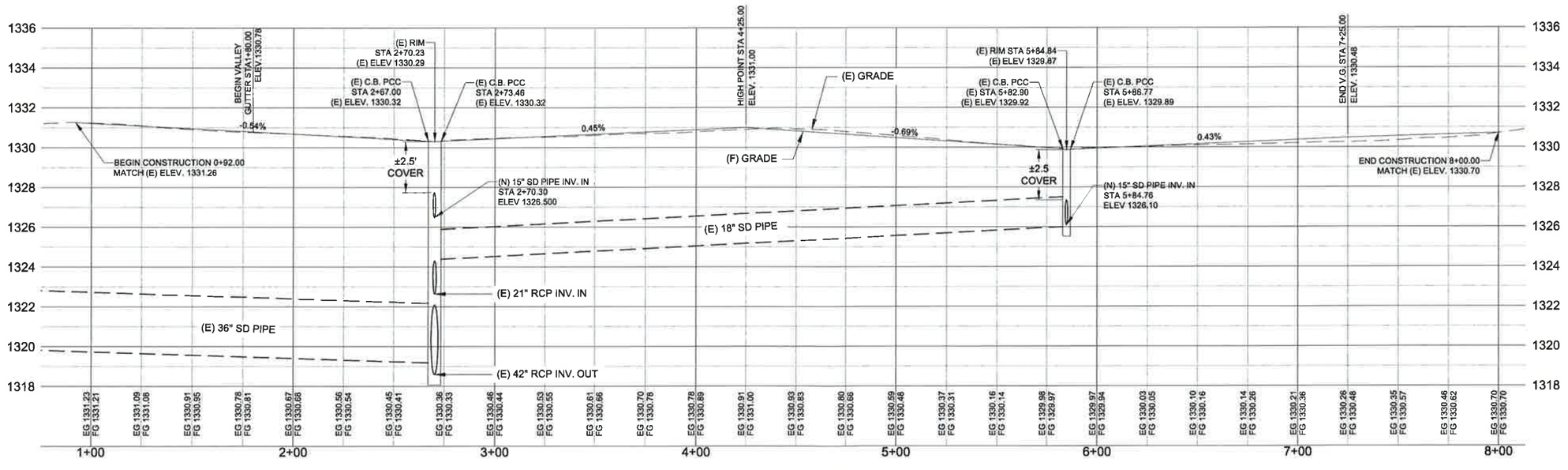
SHEET CONTENTS
TYPICAL SECTIONS

SHEET NO. 13 of 21

C-301



VALLEY GUTTER PLAN



VALLEY GUTTER PROFILE

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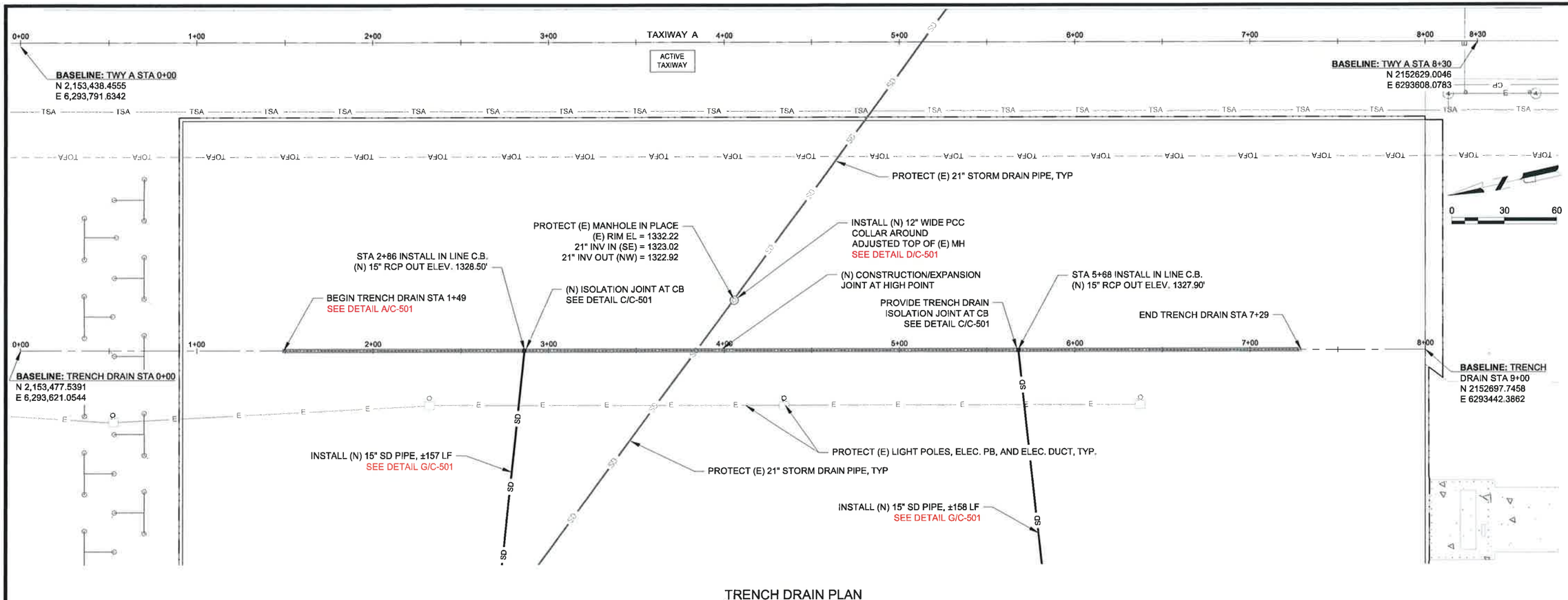
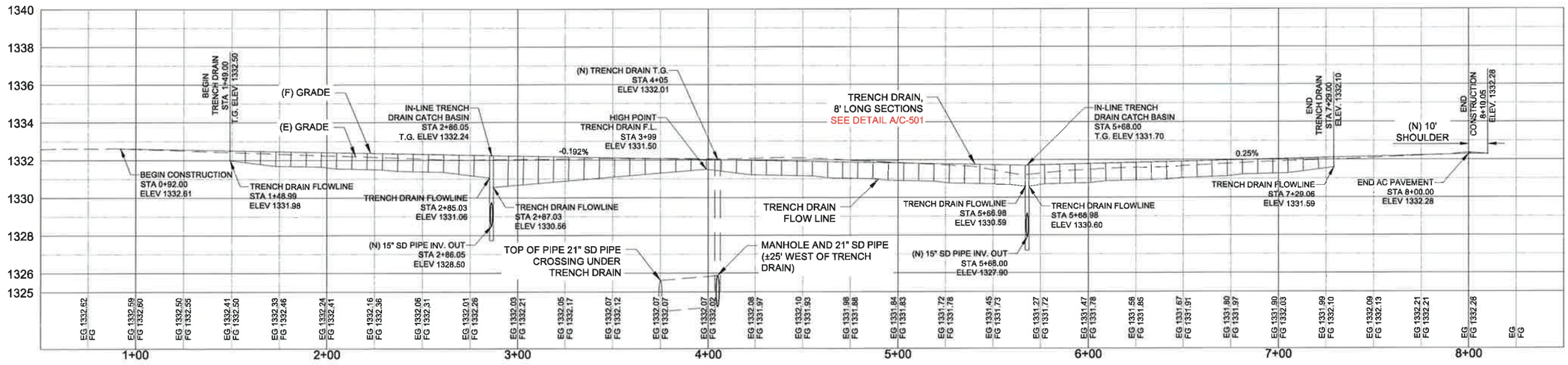
SHEET CONTENTS
STORM DRAIN PLAN AND PROFILES

SHEET NO. 14 of 21

C-401



TRENCH DRAIN PLAN



TRENCH DRAIN PROFILE

NOTES

1. TRENCH DRAIN DESIGN SHOWN IS BASED UPON THE 12" WIDE ZURN Z882 PRE-SLOPED 8' SECTIONS OF POLYETHYLENE TRENCH DRAIN INVERTS WITH Z874 H20/25 STEEL FRAMES AND BOLTED DUCTILE IRON GRATINGS (50,000# RATED).
2. IN LINE CATCH BASINS ARE BASED UPON ZURN 12" WIDE Z887, WHICH REQUIRE CUSTOM DEPTH FOR DESIGN OUTLET WITH PIPE 30" COVER.

Mead &Hunt
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Santa Rosa, CA 95403
phone: 707-526-5010
meadhunt.com

REGISTERED PROFESSIONAL ENGINEER
JOAKIM OSTHUS
NO. 71752
EXP. 12-31-17
CIVIL
STATE OF CALIFORNIA

COUNTY OF RIVERSIDE
MAY 9, 1893

FRENCH VALLEY AIRPORT
SOUTH APRON PAVEMENT RECONSTRUCTION

37600 SKY CANYON DRIVE
MURRIETA, CA 92562

ISSUED

BID SET

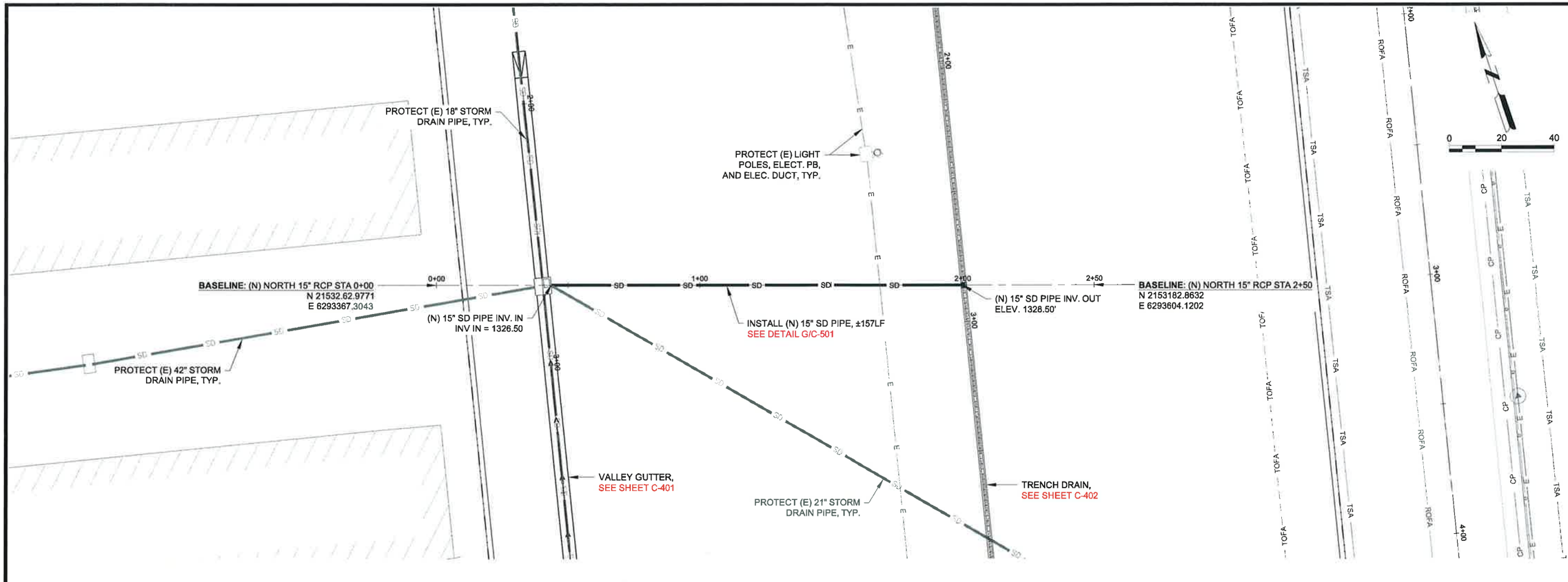
AIP NO.:	3-06-0338-028-2016
M&H NO.:	3171300-140035.01
DATE:	JULY 2016
DESIGNED BY:	MSA
DRAWN BY:	JML
CHECKED BY:	RAC

DO NOT SCALE DRAWINGS

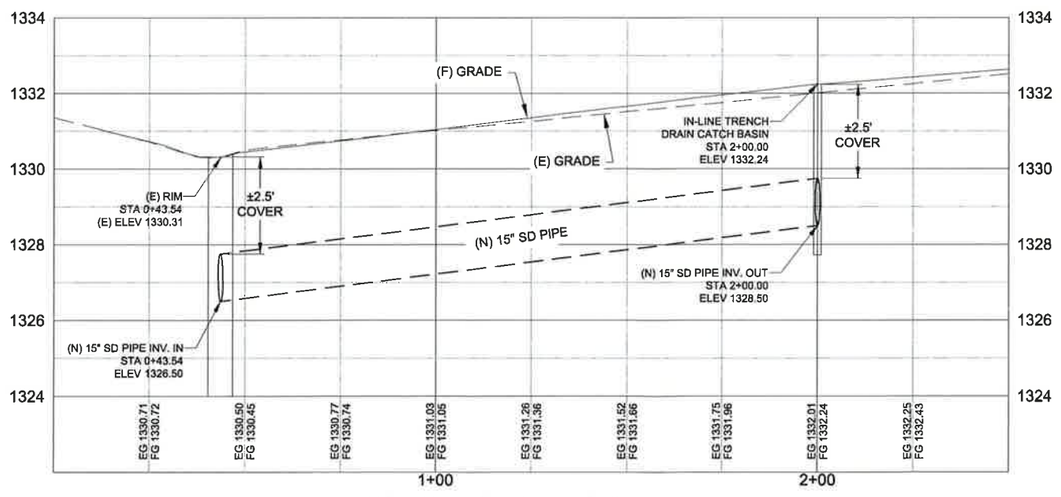
SHEET CONTENTS
STORM DRAIN PLAN AND PROFILES

SHEET NO. 15 of 21

C-402



NORTH 15" SD PIPE PLAN



NORTH 15" SD PIPE PROFILE

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CIVIL
STATE OF CALIFORNIA

COUNTY OF RIVERSIDE
MAY 5, 1893

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SOUTH APRON PAVEMENT
RECONSTRUCTION

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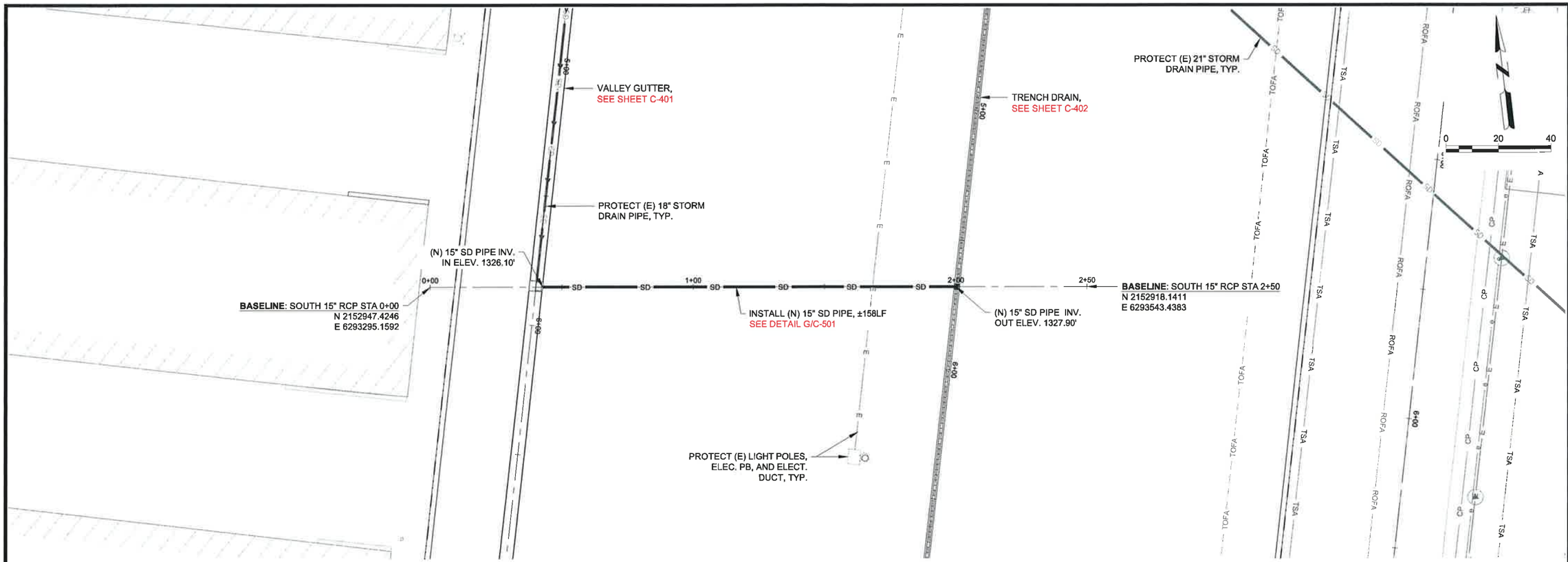
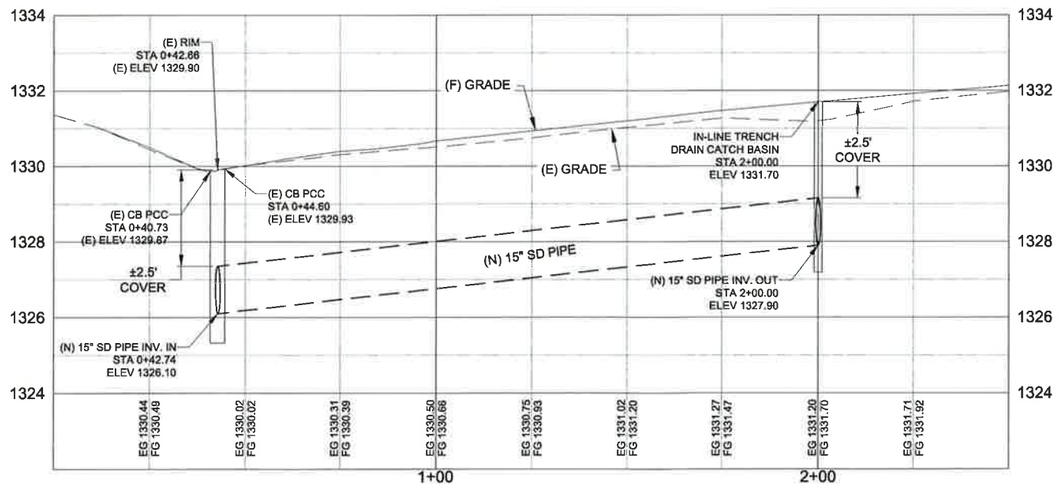
SHEET CONTENTS
STORM DRAIN PLAN AND PROFILES

SHEET NO. 16 of 21

C-403



SOUTH 15" SD PIPE PLAN



SOUTH 15" SD PIPE PROFILE

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Suite 100
Santa Rosa, CA 95403
phone: 707-526-5010
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REGISTERED PROFESSIONAL ENGINEER
JOAKIM OSTHUS
NO. 71752
EXP. 12-31-17
CIVIL
STATE OF CALIFORNIA

COUNTY OF RIVERSIDE
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SHEET CONTENTS
STORM DRAIN PLAN
AND PROFILES

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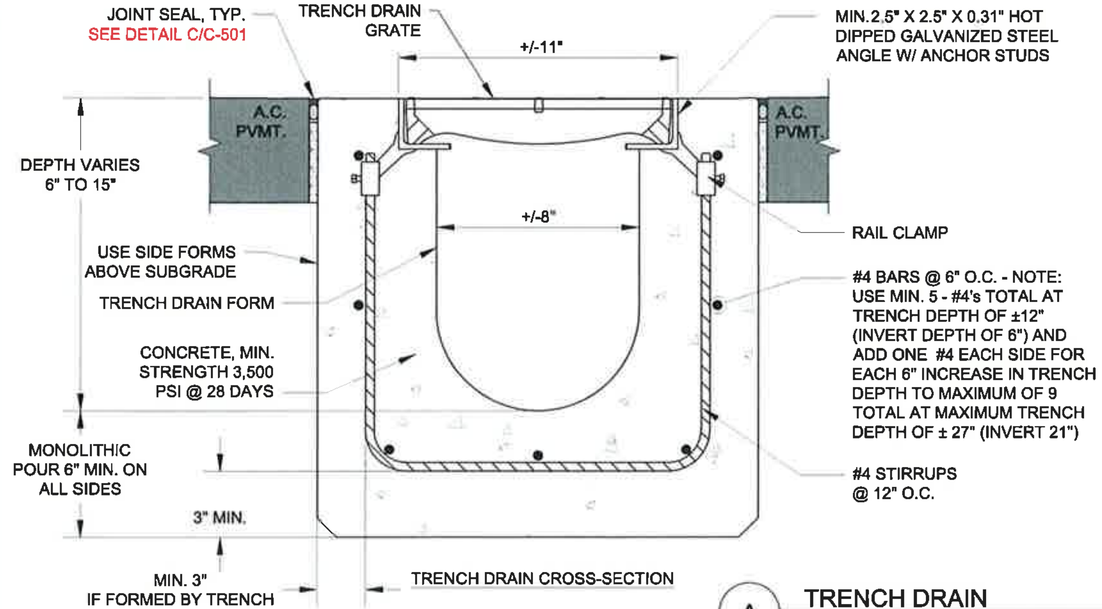
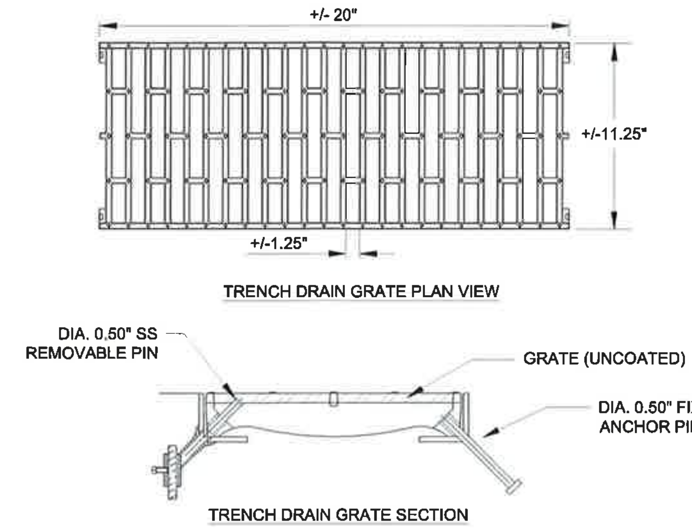
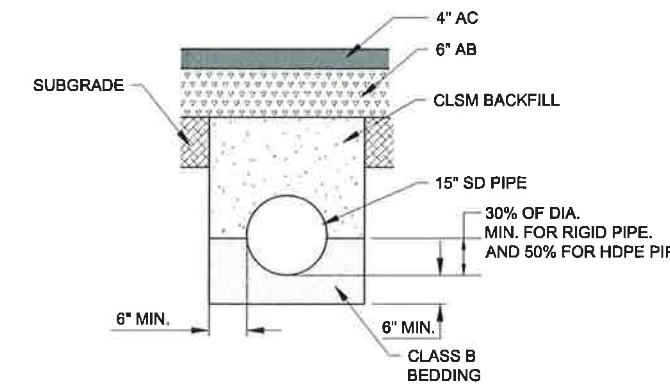
C-404

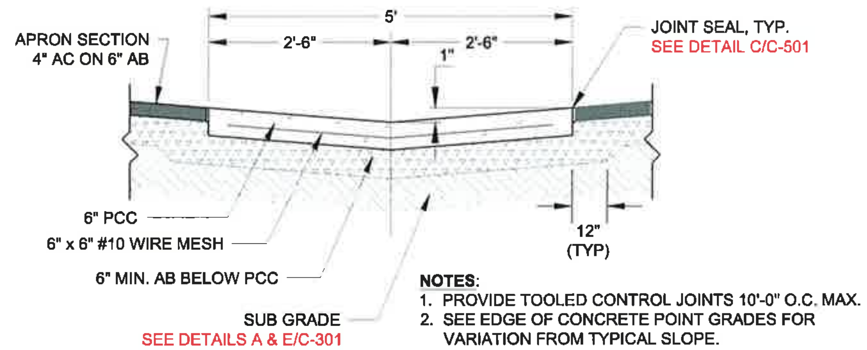




A TRENCH DRAIN
NO SCALE

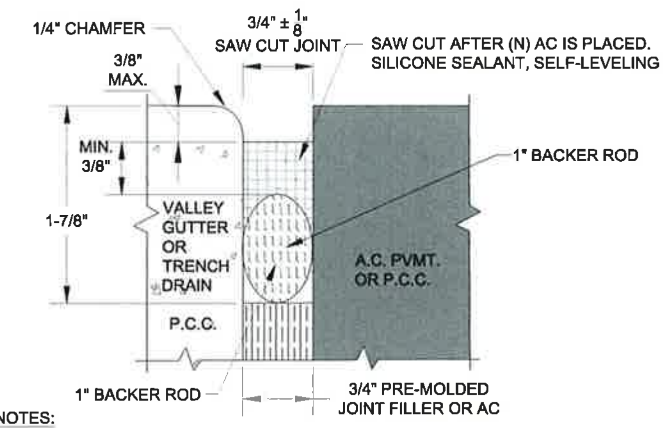


G STORM DRAIN PIPE TRENCH DETAIL
NO SCALE



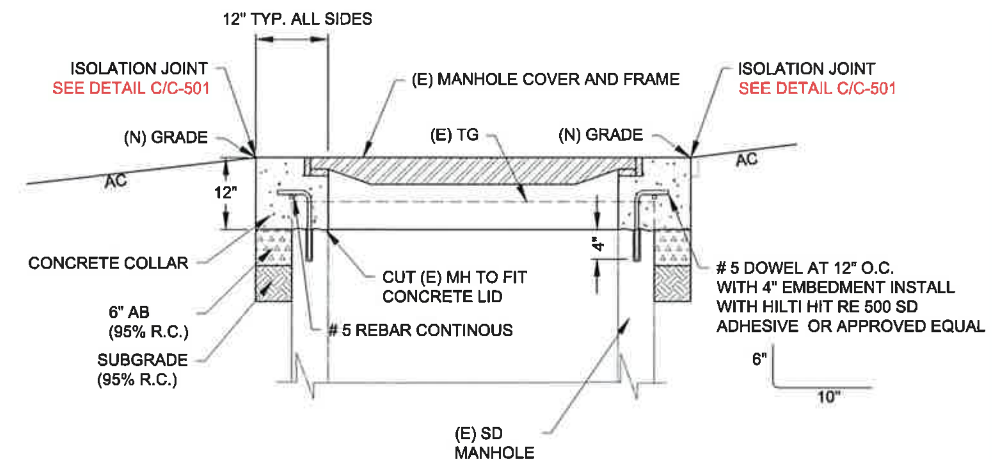
NOTES:
1. PROVIDE TOOLED CONTROL JOINTS 10'-0" O.C. MAX.
2. SEE EDGE OF CONCRETE POINT GRADES FOR VARIATION FROM TYPICAL SLOPE.

B CONCRETE VALLEY GUTTER
NO SCALE

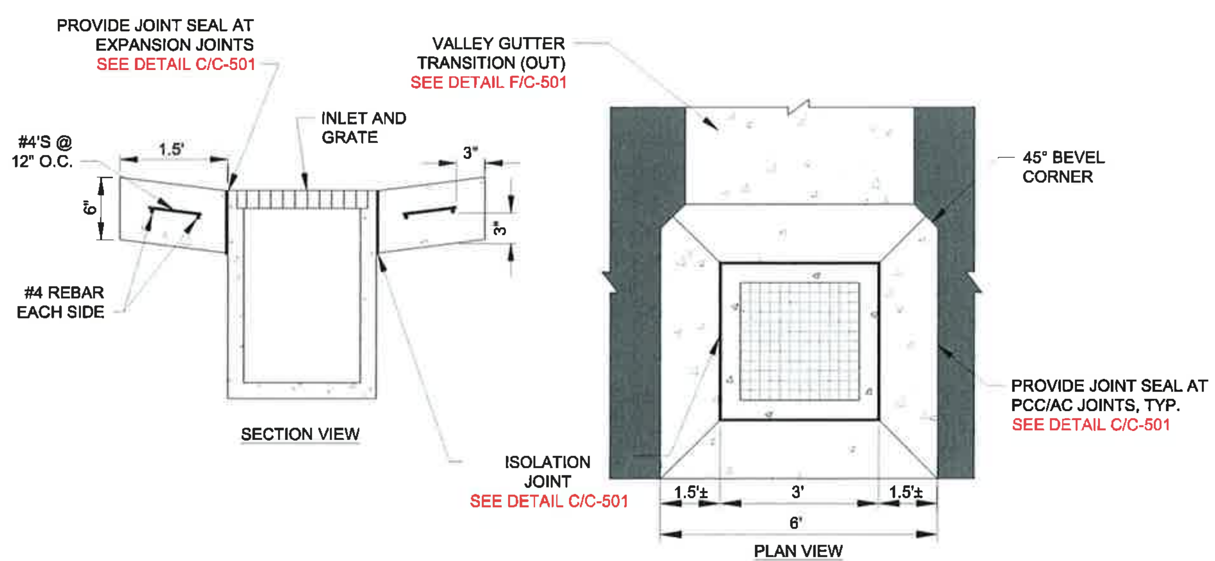


NOTES:
1. SAW CUT ASPHALT AND/OR PRE-MOLDED JOINT FILLER AT PCC/AC JOINS TO WIDTH AND DEPTH SHOWN
2. REMOVE FROM THE JOINT FACES ALL LAITANCE OR SUBSTANCES THAT WOULD ADVERSELY AFFECT SEALANT ADHESION. SEE SPEC. SECTION P-605.

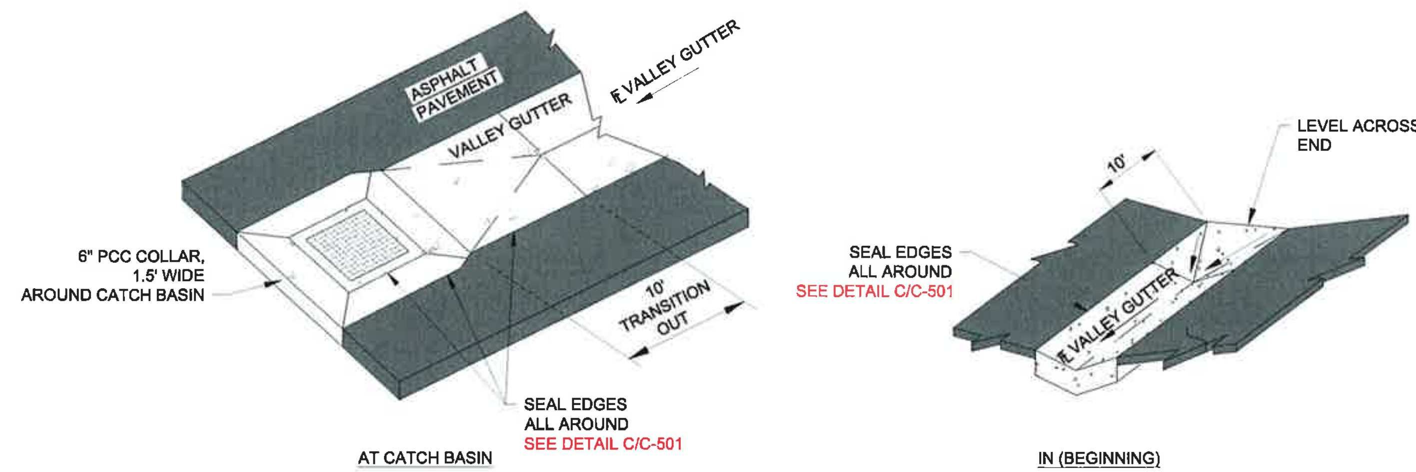
C ISOLATION JOINT
NO SCALE



D (E) MANHOLE PCC COLLAR DETAIL
NO SCALE



E VALLEY GUTTER APRON AT CATCH BASIN
NO SCALE



F VALLEY GUTTER TRANSITION
NO SCALE

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REGISTERED PROFESSIONAL ENGINEER JOAKIM OSTHUS NO. 71752 EXP. 12-31-17 CIVIL STATE OF CALIFORNIA

COUNTY OF RIVERSIDE MAY 9, 1893

FRENCH VALLEY AIRPORT SOUTH APRON PAVEMENT RECONSTRUCTION

37600 SKY CANYON DRIVE
MURRIETA, CA 92562

ISSUED

BID SET

AIP NO.	3-06-0336-028-2016
M&H NO.	3171300-140035.01
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DESIGNED BY:	MSA
DRAWN BY:	JML
CHECKED BY:	RAC

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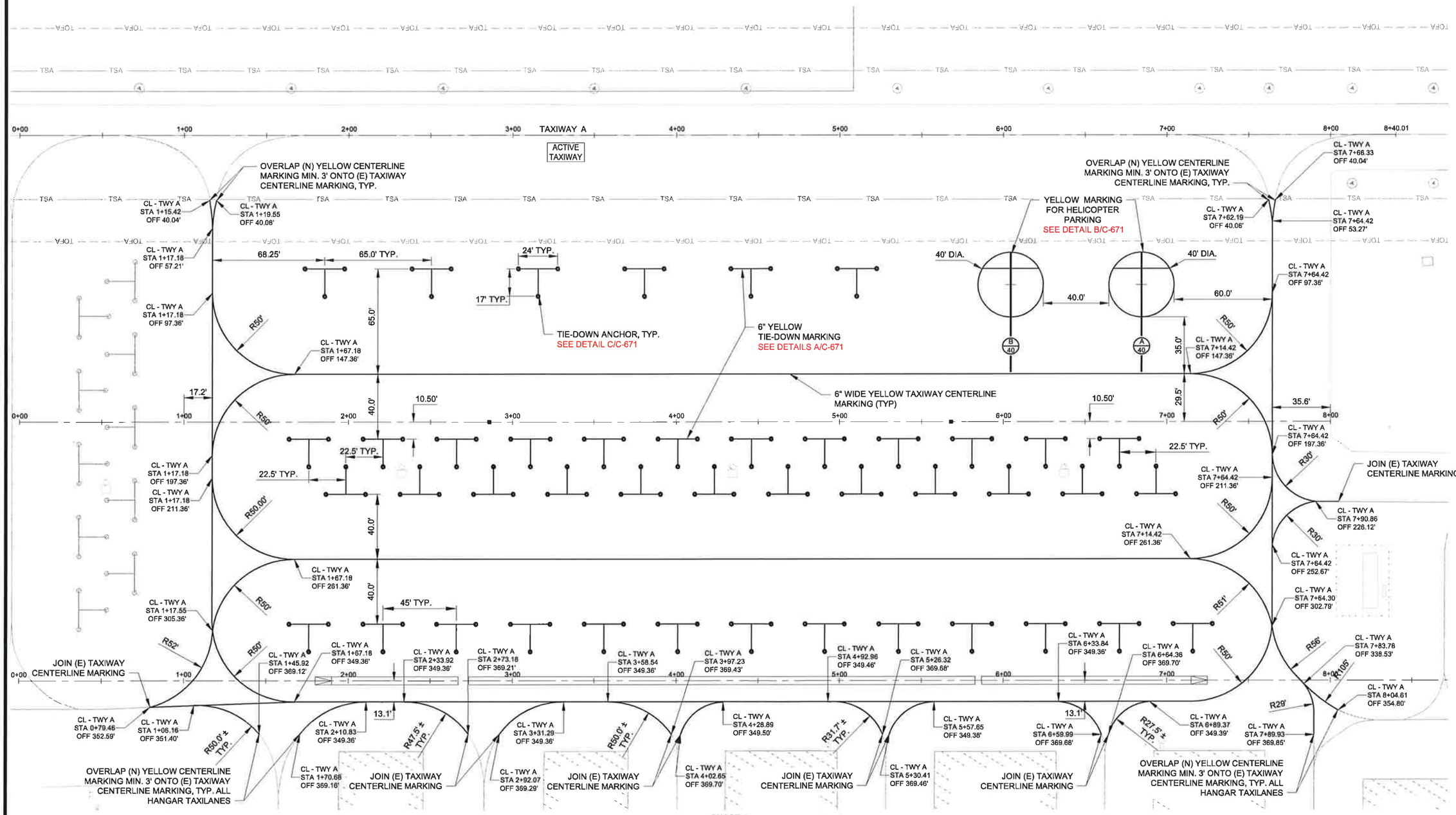
SHEET CONTENTS
GRADING & DRAINAGE DETAILS

SHEET NO. 18 of 21

C-501



PHASE 4

APPLY NEW MARKINGS TO SOUTH APRON AREA.

NOTES:

1. ALL PAVEMENT MARKINGS TO HAVE A 6-INCH BLACK OUTLINE.

0 30 60

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REGISTERED PROFESSIONAL ENGINEER
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EXP. 12-31-17
CIVIL
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SOUTH APRON PAVEMENT RECONSTRUCTION

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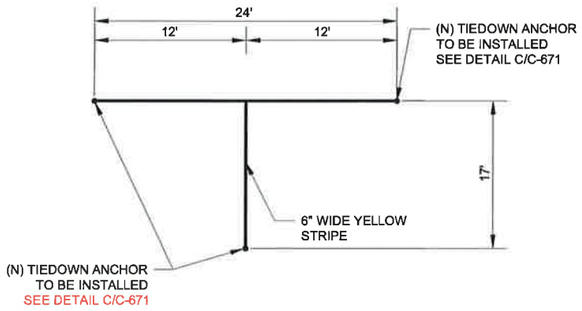
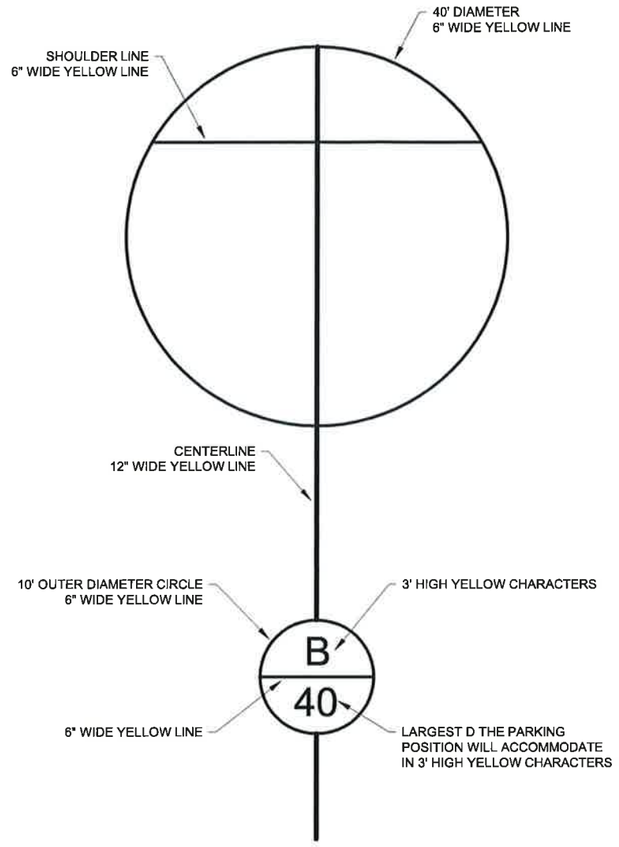
SHEET CONTENTS
MARKING PLAN

SHEET NO. 19 of 21

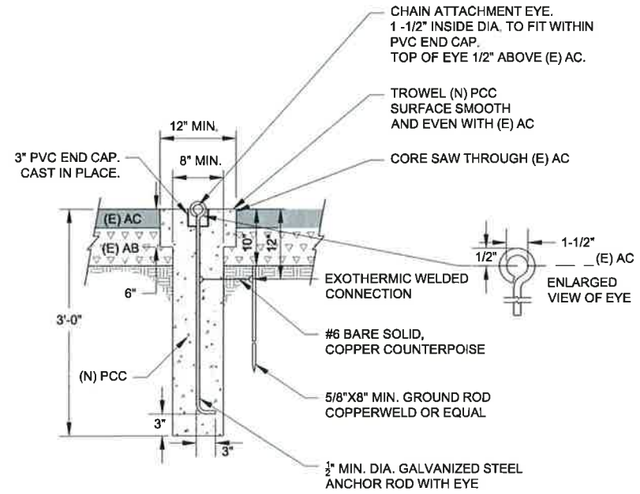
C-651



A **NEW TIE-DOWN MARKING AND ANCHORS**
NO SCALE

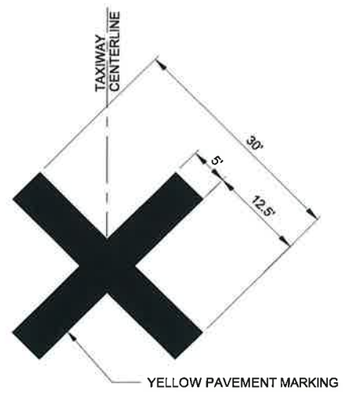


B **HELICOPTER MARKING**
TAXI-THROUGH AND BACK-OUT PARKING
NO SCALE

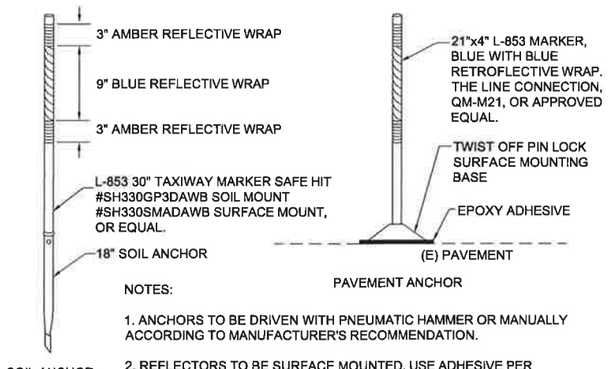


NOTE:
1. ONE 7' TAIL CHAIN AND TWO 10' WING CHAINS PLUS HOOKS REQUIRED PER AIRCRAFT PARKING POSITION. SEE SPECIFICATIONS FOR CHAIN & HOOK DESCRIPTION.
2. ONE GROUND ROD PER AIRCRAFT PARKING SPOT.

C **TYPICAL TIE-DOWN ANCHOR**
NO SCALE

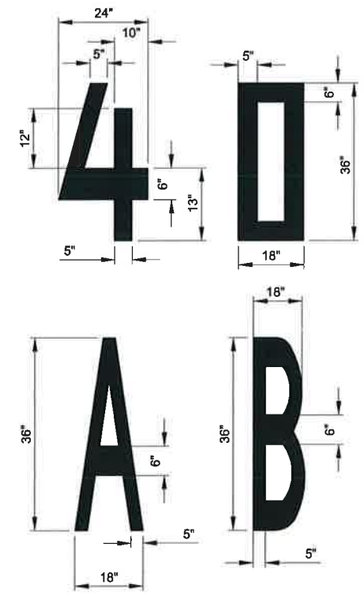


D **CLOSED TAXIWAY MARKING**
NO SCALE



NOTES:
1. ANCHORS TO BE DRIVEN WITH PNEUMATIC HAMMER OR MANUALLY ACCORDING TO MANUFACTURER'S RECOMMENDATION.
2. REFLECTORS TO BE SURFACE MOUNTED, USE ADHESIVE PER MANUFACTURER'S RECOMMENDATIONS.
3. REFLECTORS TO BE TURNED OVER TO AIRPORT FOLLOWING SALVAGE.

E **TAXIWAY REFLECTOR**
NO SCALE



F **HELICOPTER MARKINGS**
LETTERS AND NUMBERS
NO SCALE

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Santa Rosa, CA 95403
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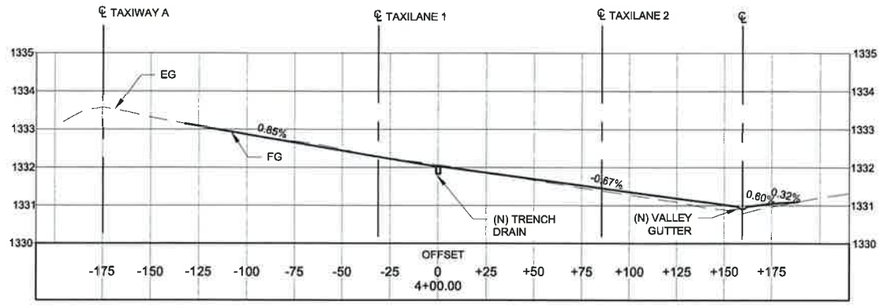
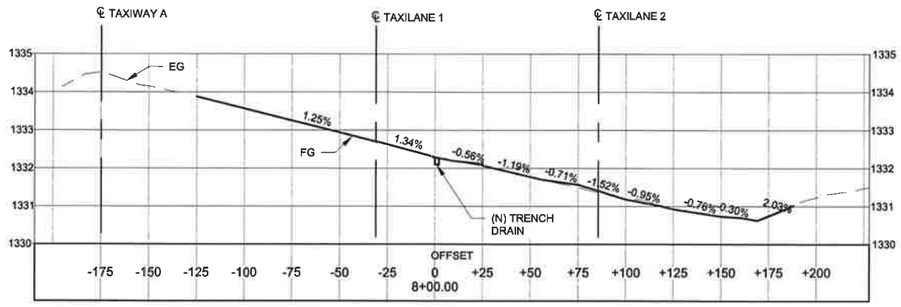
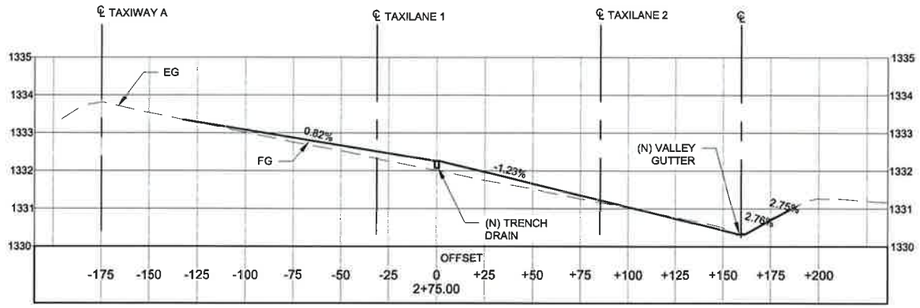
SHEET CONTENTS
MARKING DETAILS

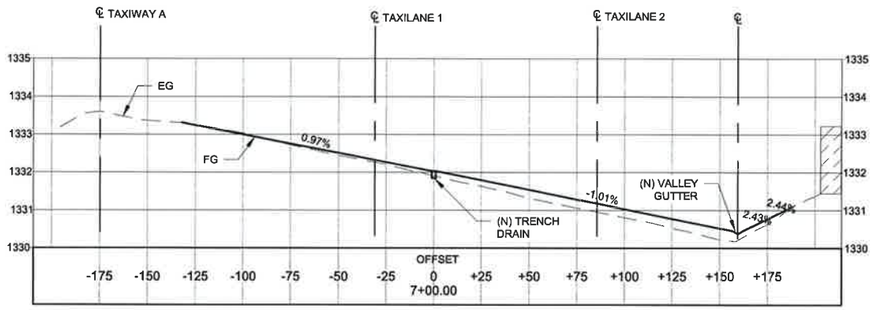
SHEET NO. 20 of 21

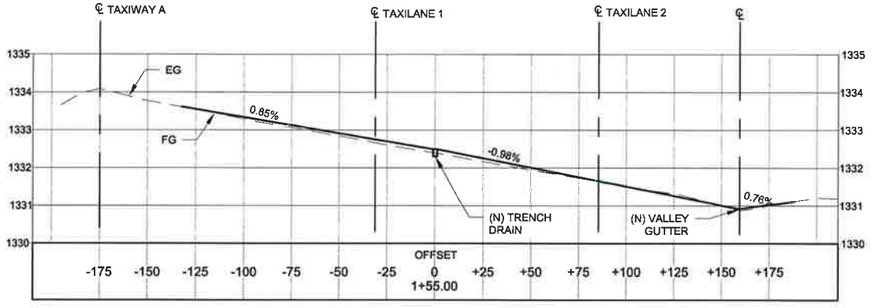
C-671

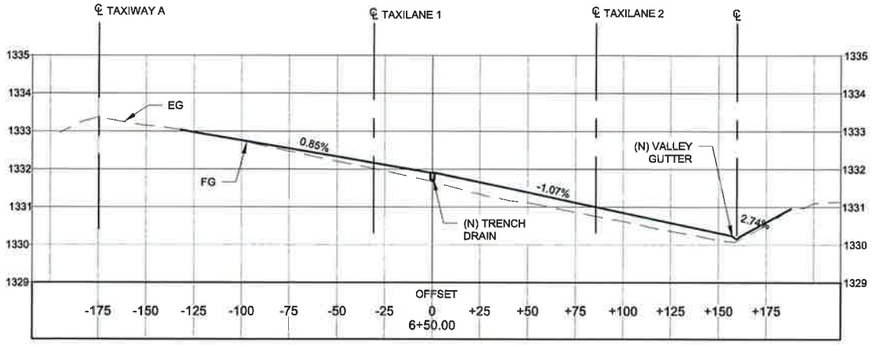


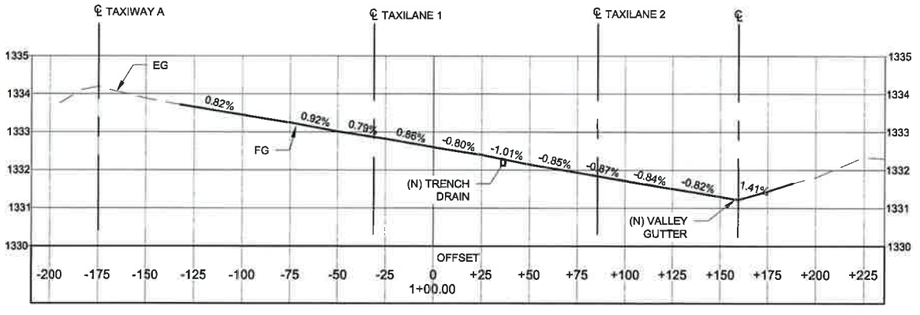


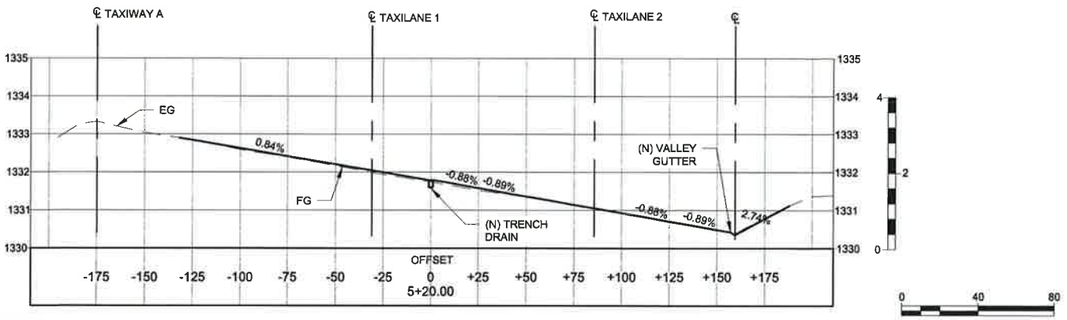












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COUNTY OF RIVERSIDE
MAY 9, 1892

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SOUTH APRON PAVEMENT
RECONSTRUCTION

37600 SKY CANYON DRIVE
MURRIETA, CA 92562

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SHEET CONTENTS
CROSS SECTIONS

SHEET NO. 21 of 21

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SOUTHERN CALIFORNIA NEWS GROUP

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7/28/16	0010184393		PE Riverside	3 x 142 Li	617.70
8/3/16	0010184393		PE Riverside	3 x 142 Li	553.80

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SOUTHERN CALIFORNIA NEWS GROUP

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BILLING ACCOUNT NAME AND ADDRESS

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COUNTY OF RIVERSIDE
'P.O. BOX 1147'
RIVERSIDE, CA 92502

REMITTANCE ADDRESS

The Press-Enterprise
Dept LA 24453
Pasadena, CA 91185-4453

THE PRESS-ENTERPRISE

1825 Chicago Ave, Suite 100
Riverside, CA 92507
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PROOF OF PUBLICATION
(2010, 2015.5 C.C.P)

Publication(s): The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc.:

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

07/28, 08/03/2016

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: Aug 03, 2016

At: Riverside, California

Legal Advertising Representative, The Press-Enterprise

BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE
P.O. BOX 1147
RIVERSIDE, CA 92502

Ad Number: 0010184393-01

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Ad Copy:

ADVERTISEMENT FOR BIDS

French Valley Airport
South Apron Pavement Reconstruction

PUBLIC NOTICE: Sealed proposals for the South Apron Pavement Reconstruction Project at French Valley Airport will be received at the offices of the Clerk of the Board of Supervisors for the County of Riverside, 4080 Lemon Street, First Floor, Riverside California 92501 until **11:00 a.m. August 09, 2016**, and then will be publicly opened and read.

DESCRIPTION OF WORK:

1. **This project consists of the following work:**
   - Demolition and removal of existing tie-down anchors
   - Demolition of the existing pavement by saw cutting and pulverization
   - Excavation of the subgrade involving, earthwork, spoiling, compaction, and grading, placement of aggregate base and fine grading
   - Installation of prefabricated trench drain and associated outlet piping
   - Installation of concrete valley gutter
   - Paving & coring
   - Construction of new tie-down anchors
   - Pavement marking

2. **The Engineer's Cost Estimate is:**
   - Base Bid: $1,815,655.00

BID DOCUMENTS: Complete digital Project Bidding Documents (Plans, Specifications, and Bid Documents) are available online from Quest Construction Data Network (Quest CDN) at www.questcdn.com. Interested parties may download the digital documents for twenty dollars ($20.00) by inputting **Quest Project #4577595** on the Project Search page. Those downloading the bidding documents electronically do so at their own risk for completeness of documents.

Please contact Quest CDN at (952)233-1632 or info@questcdn.com for assistance in free membership registration, downloading, and working with this digital project information.

Note: Make sure to provide your correct email address when setting up account with Quest, as all information (i.e. addenda, correspondence, etc.) will be issued by Quest to email address provided. Also make sure QuestCDN.com is not blocked in your system; important information may end up in "junk" folder.

BIDDER / CONTRACTOR REQUIREMENTS:

1. **Contractor's License:** Each Bidder must have a Class "A" California Contractor's License as required under provisions of the California Business and Professions Code or the appropriate combination of Class "C" - Specialty Contractor licenses to match the proposed work at time of bid.

2. **Registered.** Per Public Works Contractor Registration Law [SB 854], Contractors and Subcontractors who intend to bid or perform work on this Project must be registered with the Department of Industrial Relations. (Information is available at http://www.dir.ca.gov/Public-Works/Contractors.html.
   - No contractor or subcontractor may be listed on a bid proposal for a public works project (submitted on or after March 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5 [with limited exceptions from this requirement for bid purposes only under Labor Code section 1771.1(a)].
   - No contractor or subcontractor may be awarded a contract for public work on a public works project (awarded on or after April 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5.
   - This project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

3. **Federal Aviation Administration.** This project is funded under the Federal Aviation Administration (FAA) Airport Improvement Program (AIP). Contractor(s) will be required to comply with specific federal contract provisions as listed herein and contained in the Bid Documents. The following provisions are incorporated herein by reference with the same force and effect as if given in full text:
   - Buy American Preference (Reference: 49 USC § 50101)
   - Foreign Trade Restriction (Reference: 49 CFR part 30)
   - Davis Bacon Act (Reference: 29 CFR Part 5)
   - Affirmative Action (Reference: 41 CFR part 60-4)
   - Government Wide Debar and Suspension
   - Government-wide Requirements for Drug-free Workplace

   Additional provisions that will apply to this project / contract are:
   - Equal Employment Opportunity (41 CFR Part 60)
   - Goals for Minority and Female Participation (41 CFR Part 60-4.2)
   - Certification of Nonsegregated Facilities (41 CFR Part 60-1.8)
   - Debarment and Suspension (49 CFR Part 29)
   - Veteran's Preference (49 USC Section 47112(c))
   - Distracted Driving (Texting when Driving) (Executive Order 13513/ DOT Order 3902.10) Successful Bidder/Contractor will be required to insert applicable federal contract provisions in all subcontracts, and shall be responsible for compliance by subcontractor.

4. **Prevailing Wages and Payroll Records.** Contractor will be required to pay employees and keep records in accordance with the Davis Bacon Act (29 CFR Part 5) and/or the Federal Fair Labor Standards Act (29 CFR part 201).

5. **List of Subcontractors** The prime contractor must provide a list of subcontractors with his bid on the form provided in the Proposal forms.

6. **Disadvantaged Business Enterprise (DBE):** A Race/Gender Neutral **DBE Goal of 12.5%** has been established for this contract.
   A condition of award of the contract is Bidder/Offeror satisfying the good faith effort requirements of 49 CFR Part 26.53. As a condition of bid responsiveness, the Bidder or Offeror must submit the information as stated in the Project Specifications (Federal Provisions section) with their proposal on the forms provided.

BID SUBMISSION. Each bid shall be in accordance with the Plans and Specifications and other Contract Documents now on file with County of Riverside at the address below, for review only.

Each bidder must complete, sign, and furnish with his bid all forms and certifications contained in the Proposal Forms section of the Bid Documents. All proposals sent by mail must be posted so as to be in the hands of the County of Riverside by the hour and date set forth above for the bid opening. All proposals shall be addressed to:

Clerk of the Board of Supervisors for the County of Riverside, 4080 Lemon Street, First Floor, Riverside, California 92501

and marked: **French Valley Airport South Apron Pavement Reconstruction**
AIP No. 3-06-0338-028-2016

Each bid/proposal must be accompanied by a certified check, cashier's check, or bid bond in an amount not less ten percent (10%) of the amount bid. The successful bidder shall be required to submit at the time of execution of the Contract a Performance Bond

and a Payment Bond (Labor and Material), each for 100% of the Contract price.

The County shall have the right to reject any bids presented in accordance with Section 20150.9 of the California Public Contracts Code.

PRE-BID MEETING. A Pre-Bid Meeting has been scheduled for August 2, 2016, at 9:00 a.m. The meeting will be held at the Airport. All Bidders are HIGHLY ENCOURAGED to attend this meeting.

CIVIL RIGHTS - GENERAL. The County of Riverside, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Alternative formats available upon request to individuals with disabilities.

Dated: July 25, 2016
Kecia Harper-Ihem, Clerk of the Board
By: Cecilia Gil, Board Assistant

7/28, 8/3