

PROJECT DATA

PROJECT TYPE: TANK REMOVAL

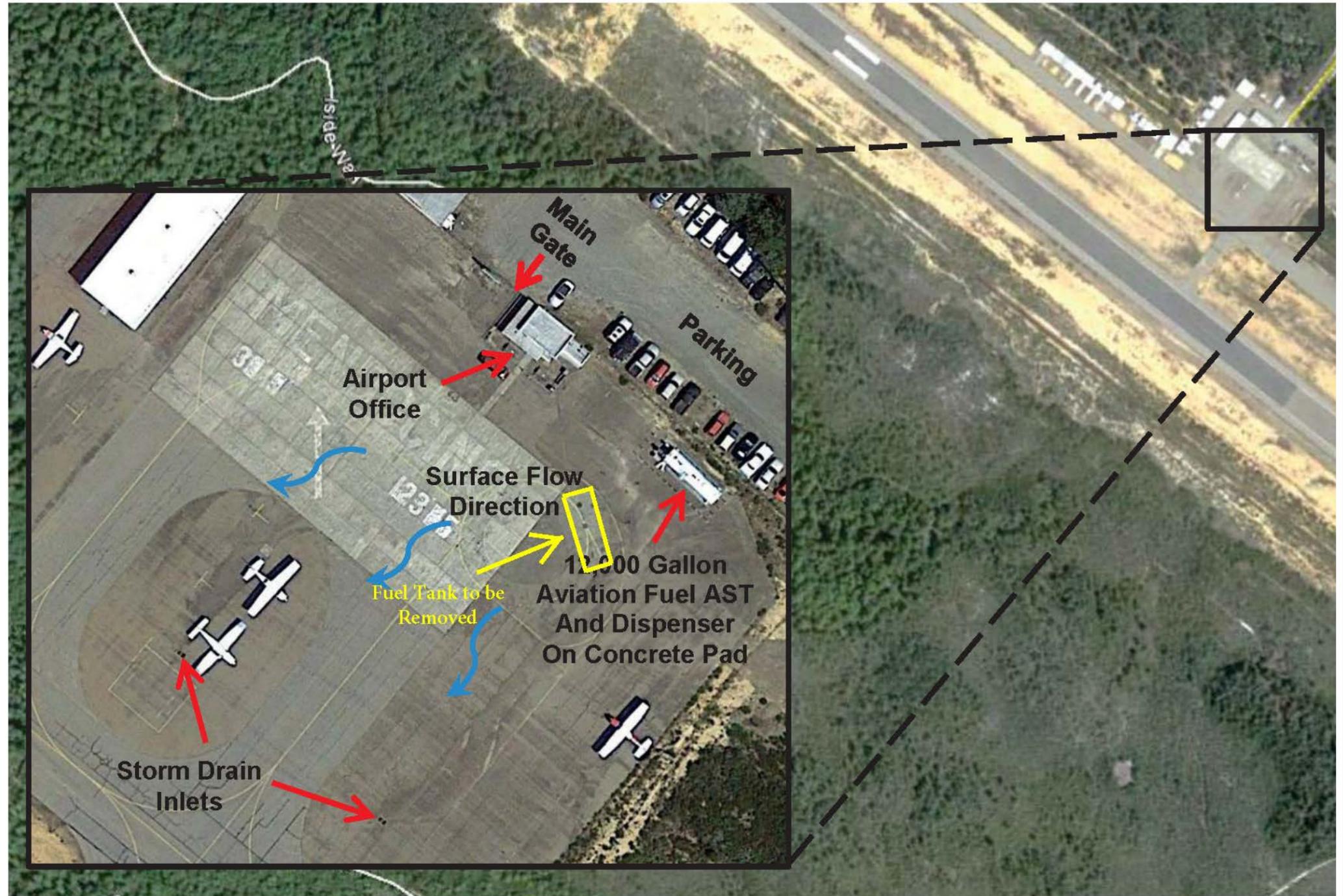
REGIONAL QUALITY CONTROL  
BOARD CASE NUMBER: 1TMC364

CLOSURE DATE: MAY 22, 2000

APPLICABLE CODES (CBC)

- 2016 CALIFORNIA BUILDING CODE
- 2016 CALIFORNIA MECHANICAL CODE
- 2016 CALIFORNIA ELECTRICAL CODE
- 2016 CALIFORNIA PLUMBING CODE
- 2016 CALIFORNIA FIRE CODE
- 2016 CALIFORNIA ENERGY CODE
- 2016 CALIFORNIA GREEN CODE

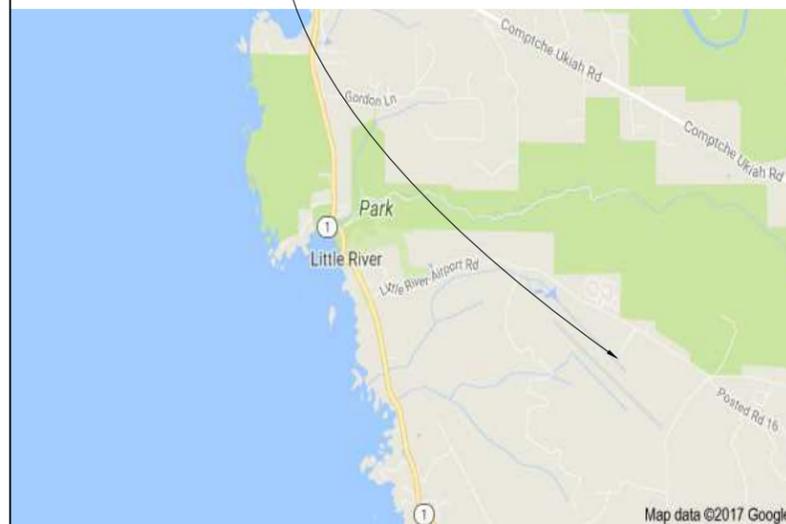
# LITTLE RIVER AIRPORT TANK REMOVAL PROJECT



**SITE MAP**



Project Location  
43001 Little Lake Airport Road  
Little River, CA



**PROJECT INFORMATION**



County of Mendocino  
Executive Office  
Facilities and Fleet Division

851 Low Gap Road  
Ukiah, CA 95482  
707-234-6050

Project No. CI 884  
PRF/Bid No. 78-17

Issue Date: 9-20-2017

Project Manager: Doug Anderson

Submittal Type: Department Review

September 19, 2017

## SCOPE OF WORK LITTLE RIVER AIRPORT TANK REMOVAL

Provide all work to completely remove and dispose of underground fuel tank, backfill the excavation and fully restore the taxiway surface. The work shall include but not be limited to:

**TANK REMOVAL**

1. Saw cut concrete cover slab from existing HMA apron. Remove and dispose of existing concrete slab.
2. Pump existing water from existing underground tank (approximately 10,000 gallons). Tank water has been tested and approved for disposal on site. Removed water to be pumped into a mobile water truck and then distributed evenly on the infield area between taxiway and runway.
3. Remove all loose material (old soil and rock backfill) from excavation around tank. Remove all piping and electrical connections from the tank; verify that all connections are abandoned and cap all utilities to be abandoned in place.
4. Remove and properly dispose of abandoned fiberglass fuel tank off site.
5. Remove all loose debris and deleterious material and prepare excavation for backfill. Note: clean soil and aggregate materials removed from excavation may be stockpiled and used as engineered backfill.
6. Coordinate inspection and approval of prepared excavation with County Departments of Transportation, Environmental Health and Facilities before commencing backfill operations.

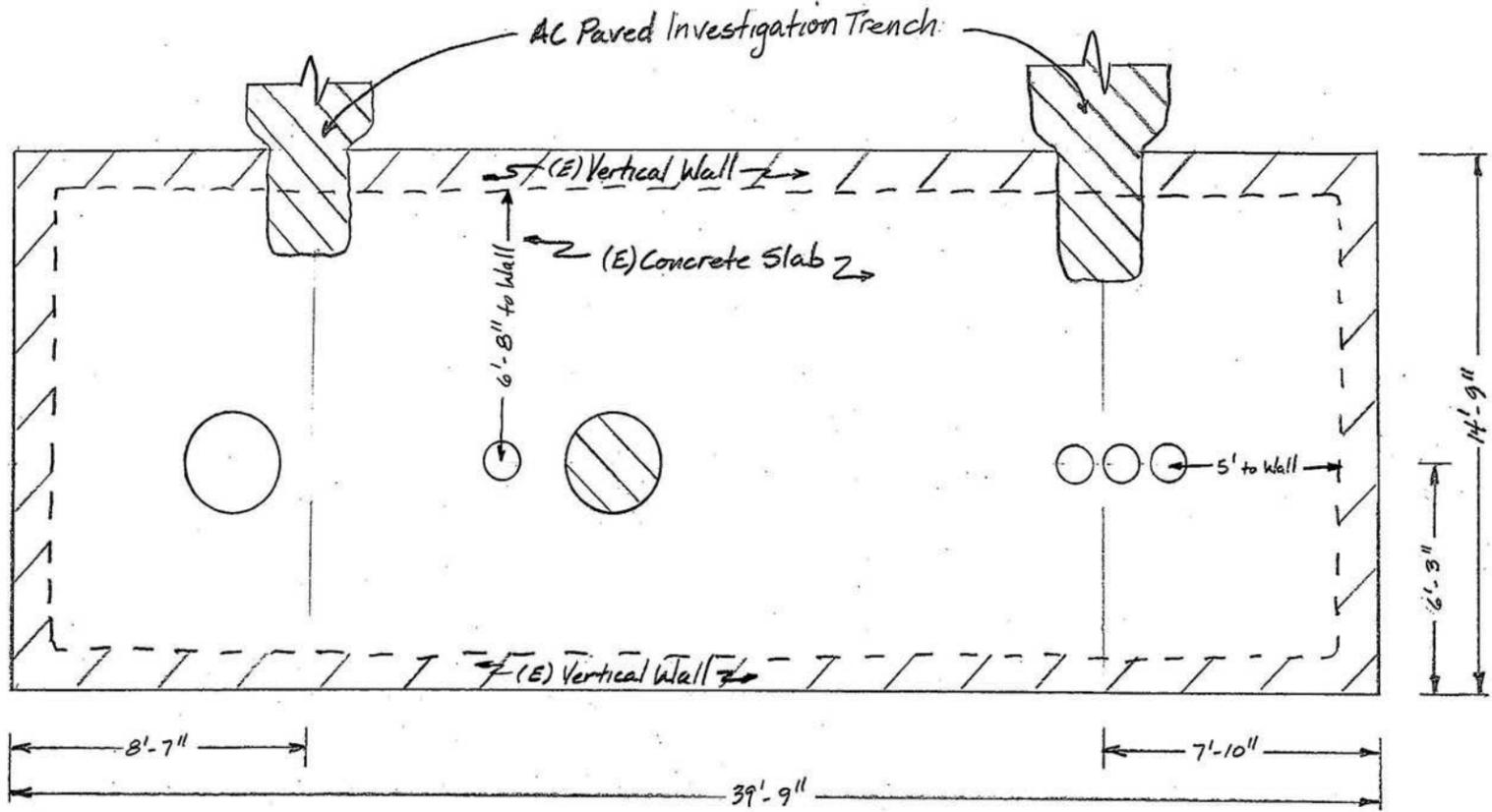
**BACKFILL OF EXCAVATION**

**Option 1:** If native material and/or aggregate base are selected as structural backfill, all material should be placed in loose lifts (not exceeding 12" in loose depth), moisture conditioned to optimum moisture content as determined by ASTM D1557, and compacted to at least 90% relative compaction per ASTM D1557 up to 22" from Finish Grade. The final 18" sub base shall be class II Aggregate Base placed in 12" lifts and compacted to at least 95% relative compaction based on ASTM D1557 to 4" below finish grade.

**Option 2:** Backfill excavation with clean crushed stone (<15% passing the No. 4 sieve) placed in 3' loose lifts, leveled and consolidated with a vibratory type compactor (vibraplate) to 12" below finish grade. The final 8" shall be Class II Aggregate Base compacted to at least 95% relative compaction based on ASTM D1557 to 4" below finish grade.

**CONCRETE CAP**

- Place a 4" reinforced concrete slab over backfilled excavation to the limits of the apron saw cut.
- \* Concrete shall be mixed, placed and cured in accordance with ACI 318 and have a minimum 28 day compressive strength of 3,000 psi and a maximum placement slump of 4".
- \* Slab shall be reinforced with #3 reinforcing bars placed at 18" on center each way or a 6" X 6" X #10 welded wire fabric (flat, not rolled).
- \* Slab shall be broom finished at a finish grade to match surrounding HMA apron grade.
- \* Tack oil shall be applied to existing saw cut asphalt prior to placing new concrete.



Scale: 1" = 5'

REVISIONS	
MM/DD/YY	REMARKS
1	... ..
2	... ..
3	... ..
4	... ..
5	... ..