Pacific Grove Unified School District
435 Hillcrest Avenue, Pacific Grove, CA 93950
Pacific Grove Adult School & Co-op Preschool Site Improvements
Notice to Bidders - Addendum 01

Addendum Date: 11/19/2026
Addendum by: Ausonio Incorporated/Brailsford & Dunlavey
Attn: All Bidders
You are hereby notified of the following Additions/Deletions/Revisions to the Project Manual/Specifications and Drawings for this project, identified as Addendum 01.
Addendum 01 documents shall take precedence over the bidding documents previously issued.
Bidders shall acknowledge receipt and inclusion of Addendum 01 on their Bid Proposal.

AD01-01: Bid Walk Sign-in and Agenda (Exhibit A)

AD01-02: Pre-bid Questions

1. Is there a soils report available for this project?
   The geotechnical report is attached as Exhibit B.

2. Does the Statement of Bidder's Qualifications included with the bid documents constitute the prequalification for working for this District, or is there a separate prequalification application to be submitted by the contractor to bid on the project?
   There is not a separate prequalification application required.

AD01-03: Revised Notice Calling for Bids (Section 001113)
A revised noticed for bids is attached as Exhibit C.

Attachments:
Exhibit A: Bid walk sign-in and agenda
Exhibit B: Limited Geotechnical Engineering Investigation (Moore Twining, February 24, 2026)
Exhibit C: Revised Notice Calling for Bids (Section 001113)

[END OF ADDENDUM 01]

EXHIBIT A

Pacific Grove Adult Education & Co-op Preschool Site Improvement
Pre-Bid Conference Agenda
Tuesday, November 17, 2026
Bids due Thursday, December 17, 2026 at 2:00 pm at District Office – 433 Hillcrest Avenue

1. Introductions:

a.	Owner:	Pacific Grove Unified School District
b.	Architect:	DCA
c.	Construction Manager:	Ausonio, Inc. Dustin Conner, Program Manager Suzanne Mainguy, Project Manager
d.	Inspector of Record:	TBD

2. Bid Documents available at https://www.pgusd.org/Parents--Community/Facilities/BID-OPPORTUNITIES/index.html.

3. Project Overview: Including but not limited to:
    a. Construction in two parking lots, to be phased, see logistics plan for more info.
    b. **30-Day Per Diem**: The bid proposals require a daily rate of compensation for general overhead and administrative costs/expenses associated with or arising out of Compensable Delays, if any. The proposed per diem compensable delay rate multiplied by thirty (30) days will be applied to the total bid as part of basis of award.

4. Bid/Project Schedule
    a. All pre-bid questions should by email to jill@ausonio.com by December 3, 2026 at 2:00 pm.
    b. Final addendum to be issued via email on December 11, 2026.
    c. Bids due at 2:00 pm on December 17, 2026.
    d. Lowest bid will be submitted to Board for approval on January 14, 2027.
    e. Notice to Proceed issued by January 21, 2027.
    f. Pull planning session to be held by January 28, 2027.
    g. Construction to start February 15, 2027.
    h. Substantial completion to be achieved by July 2, 2027.

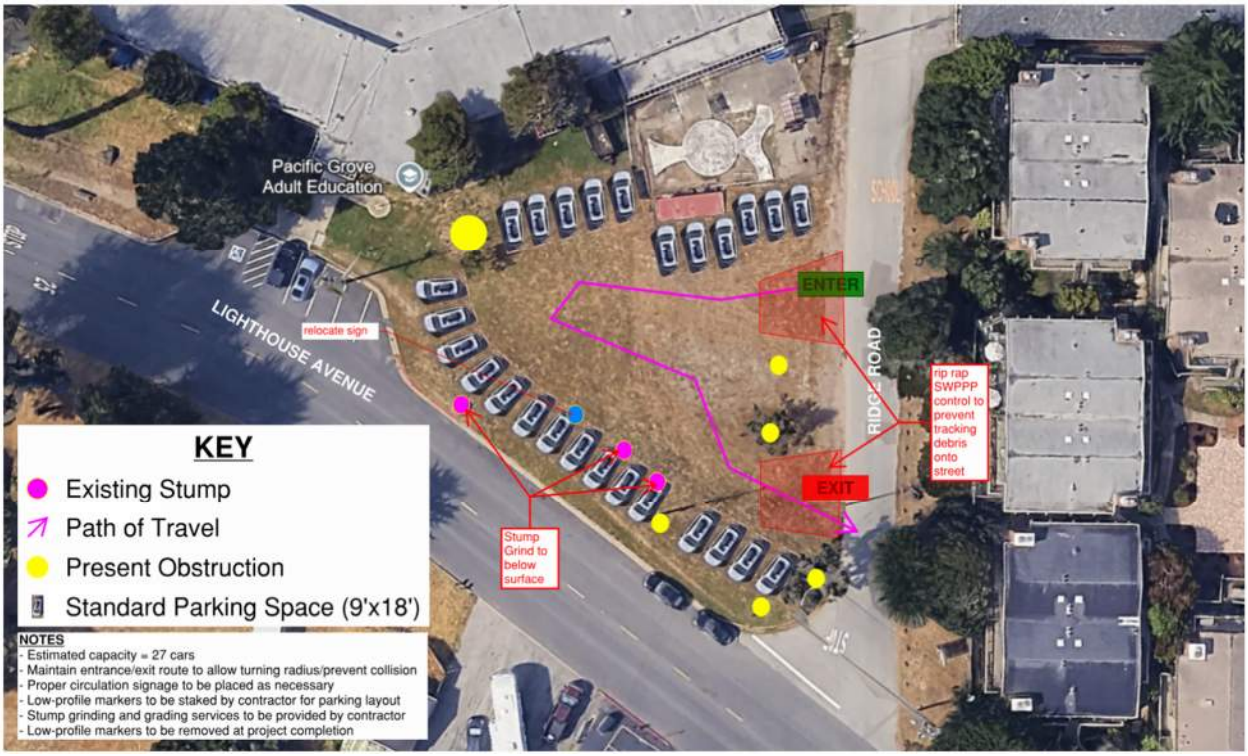
5. Bid Forms Required to be submitted with Bid Proposal:
    a. Bid Bond
    b. List of Subcontractors (fully filled out)
    c. Statement of Bidder Qualifications
    d. Non-collusion Affidavit
    e. Drug Free Workplace Certification

f. Certificate of Workers Compensation Insurance

6. Contracting Requirements
   a. Prevailing Wage
   b. Contract Time: All work shown in the contract drawings and noted in the specifications are required to be completed within **140** calendar days from Notice to Proceed. (Section 007313 - Special Conditions Item 15)
   c. Liquidated damages listed in Section 007313 - Special Conditions Item 17

7. Contractor Site Access and Parking – logistics plan and temporary staff parking below





8. Work coordination
    a. Secure site from public use on daily basis
    b. Limited access due to site constraints
    c. Campus will be occupied during construction. All contractors and subcontractors will be required to be fingerprinted to perform work on site.

9. Questions and Discussion

10. Site Walk

AUSONIO CONSTRUCTION MANAGEMENT

BRAILSFORD & DUNLAVEY

Pacific Grove Unified School District
Pacific Grove Adult School

Attendance

(831) 238-8639 FAX (831) 645-1304

DATE: Tuesday, November 16th, 2026

PROJECT: Pacific Grove Adult Education & Co-op Preschool Site Improvement

MEETING: Pre-Bid Conference and Site Walk

TIME: 2:00pm – 3:00pm

PLACE: Front of school (Lighthouse Ave.)

Pre-Bid Meeting Sign In Sheet

Name	Company	Contact Number	Email Address
Lawrence Johnson	Jm Electric	831-422-7819	LCJ@Jmelectric.com
Aurelio Sanchez	Angkor Engineering	831 2561015	a@angkorinc.com
Duke Sanchez	Gerra Construction Group	(408) 279-2027	Jaime@gguerrco.com
Moises Reyes	CoastalValley Electric Inc	831 417-9929	Mo@CoastalValleyElectric.com
RONNIE LEE	DCA	408 466-1701	rlee@dcaaia.com
Chris Fahey	Brett George Company	(831) 238-1905	development@brettgeorgecompany.com
MARC GUIDO	TRIVALLEY EXCAVATING	925 784 5464	MARC@TRIVALLEYX.COM

AUSONIO CONSTRUCTION MANAGEMENT
BRAILSFORD & DUNLAVEY

Pacific Grove Unified School District
Pacific Grove Adult School

Attendance

(831) 238-8639 FAX (831) 645-1304

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Pre-Bid Meeting Sign In Sheet

Name	Company	Contact Number	Email Address
Antoinette Schreder	101 Builders. inc	530 520 8080	Antoinette@101Buildersinc.com
Tony Santos	GC Builders	559-478-3276	gcbuilders137@yahoo.com
Kenny Padilla	Tombleson Inc.	831-422-9696	SteveL@tomblesoninc.com
Sebastien Sommer	SSB Construction	831-321-2298	ssommers@ssbconstruction.com
Justin Gin	Avila Construction	831-884-4080	Jgin@avilaconst.com
OSCAR ROBLEDO	STAR SANITATION	831·540.0022	oscarrobledo@starsanitation.com
Yvette Sanchez	" "	831·837·5082	Yvettes@starsanitation.com
Nicl White	DMC	831 656-1600	Bids@Dmcmp.com

EXHIBIT B

MOORE TWINING ASSOCIATES, INC.

February 24, 2026 H46201.01-04

Mr. Josh Jorn
Pacific Grove Unified School District
433 Hillcrest Avenue
Pacific Grove, California 93950

Subject: Limited Geotechnical Engineering Investigation
Pavement Replacement Project
Pacific Grove Adult Education
1025 Lighthouse Avenue
Pacific Grove, California

Dear Mr. Jorn:

We are pleased to present the results of this limited geotechnical engineering investigation conducted for the new pavements planned at the Pacific Grove Adult Education Campus in Pacific Grove, California.

The scope of work was requested by Brailsford & Dunlavey, Inc., including a Boundary & Topographic Survey of the campus, with red-lined exploration locations.

1.0 SITE AND PROJECT DESCRIPTION

It is our understanding that the project will consist of replacement of an existing asphalt concrete parking lot and drives with an area of about 34,500 square feet, within the Pacific Grove Adult Education (PGAE) campus. The approximate site location is shown on Drawing No. 1 in Appendix A of this report. The parking lot area makes up the majority of the subject campus and the directed exploration locations were within the central portion of the parking area. Mr. Imani Nycosi of Brailsford & Dunlavey, Inc. requested subgrade samples to be obtained at the two (2) locations shown on Drawing No. 2 in Appendix A of this report.

At the time of our site observations, the proposed parking lot was covered with asphalt-concrete (AC) paved parking lot with striping for vehicle drives and parking. It should be further noted that several light poles are mounted within the existing parking lot.

It is our understanding new/replacement pavement sections will be designed to support vehicle, fire truck, and potentially trash truck loading.

PH: 559.268.7021
FX: 559.268.7126
2527 Fresno Street
Fresno, CA 93721

2.0 PURPOSE OF SAMPLING AND TESTING

The purpose of our services was to conduct a limited subsurface investigation in order to sample and test the subgrade soils and provide recommendations for design and preparation of the new asphalt concrete pavements. Our services did not include an evaluation of existing pavement conditions, proposed underground utilities, curbs, gutters or sidewalks; or, evaluation of any proposed structures, geologic or seismic hazards.

3.0 FIELD EXPLORATION

Two (2) test borings were cored and hand augered on December 17, 2025, in order to measure the existing pavement section thickness, log the near surface soils, and obtain samples for laboratory testing. The borings were drilled by coring the existing asphalt pavement surface using a diamond-tip core barrel advanced with a concrete coring machine. The underlying soils were then excavated and sampled using a 6-inch diameter hand auger. The borings were drilled to depths of about 32 inches below the existing pavement surface. The approximate boring locations are shown on Drawing No. 2 in Appendix A of this report.

It should be noted that this investigation was conducted along with three (3) other sites. Thus, the hand auger borings advanced for the four campuses investigated were labeled HA-1 for Pacific Grove High School, HA-2 and HA-3 for Forest Grove Elementary School, HA-4, HA-5, and HA-6 for Robert Down Elementary School, and HA-7 and HA-8 for the Pacific Grove Adult Education campus.

During drilling, bulk samples of soil were obtained for laboratory testing and visual classification. The soil classification was in accordance with the Unified Soil Classification System and consisted of particle size, color, and other distinguishing features of the soil.

At the completion of drilling and sampling operations, the boring holes were backfilled with soil cuttings and restored/topped with cold patch asphalt.

4.0 PAVEMENT SECTION THICKNESS AND LABORATORY TEST RESULTS

The pavement materials and thicknesses encountered at the boring locations are summarized in the following table. The approximate locations of the borings are shown on Drawing No. 2 and the materials encountered at each boring are noted on the logs in Appendix B.

Table No. 1
Existing Pavement Section Thicknesses And Subgrade Test Results

Location	AC Section Thickness (inches)	Granular Fill / Aggregate Base (inches)	Native Subgrade Soils Classification	R-Value
HA-7	2 ½	4	Silty Sand (SM)	68
HA-8	2 ¼	3	Clayey Sand (SC)	27

5.0 EVALUATION

The data and methodology used to develop recommendations for project design and preparation of construction specifications are summarized in the following subsections. The evaluation was based upon the subsurface soil conditions determined from this investigation and our understanding of the proposed construction.

5.1 Asphalt Concrete Pavement Design: The subgrade soils encountered in the two test borings, HA-7 and HA-8, within the asphalt paved parking area consisted of silty sand and clayey sand. R-value testing conducted on the silty sand and clayey sand subgrade samples indicated R-values of 68 and 27, respectively. Thus, an R-value of 27 was used for design of the replacement pavement sections at this site. Pavement sections are provided in this report for a typical two layer pavement with a new asphalt concrete section over a new layer of Class 2 aggregate base using the gravel equivalent method in accordance with the California Department of Transportation (Caltrans) Highway Design Manual and our experience with similar projects.

6.0 RECOMMENDATIONS

Based on the evaluation of the field and laboratory data and our geotechnical experience in the vicinity of the project, the following recommendations are presented for use in the project design and construction. However, this report should be considered in its entirety. When applying the recommendations for design, the background information, procedures used and findings should be considered. The recommended design consultation and construction monitoring by Moore Twining are integral to the proper application of the recommendations.

Where the requirements of a governing agency differ from the recommendations of this report, the more stringent recommendations should be applied to the project.

6.1 General

6.1.1 Moore Twining should be retained to review the final grading and pavement plans so that any relevant recommendations can be presented.

6.1.2 Plans should identify the requirements for drainage, ADA accessibility, applicable minimum and maximum slope requirements, striping, etc.

6.1.3 Where repairs or modification of pavements adjacent to the buildings are conducted (if any), it will be critical to develop and maintain site grades which will drain surface and roof runoff away from foundations - both during and after construction. Adjacent surfaces which are paved should be sloped at least 1 percent away from the foundations or as required by applicable local, state and federal regulations, while also maintaining ADA requirements.

6.1.4 A preconstruction meeting including, as a minimum, the owner, general contractor, earthwork contractor, paving subcontractor, and Moore Twining should be scheduled by the general contractor at least one week prior to the start of demolition. The purpose of the meeting should be to discuss critical project requirements and scheduling.

6.1.5 Contractor(s) bidding on this project should determine if the data are adequate for accurate bid purposes. If the data are not sufficient, the contractor should notify the Owner in writing prior to bidding the project if sufficient data is not available to accurately bid the project. The contractor shall describe in detail the information that is not sufficient to submit an accurate bid.

6.1.6 A demolition plan should be prepared to identify existing improvements such as underground utilities, pavements, etc. that are to be demolished and removed as part of the project, and which improvements are to remain and be protected.

6.2 Site Preparation and Engineered Fill Compaction for New Pavements

6.2.1 As part of the subgrade preparation, after removal of the existing surface improvements, the subgrade soils should be scarified to a depth of 12 inches, moisture conditioned to within two (2) percent of optimum moisture content and compacted to a minimum of 95 percent relative compaction (based on the maximum dry density determined in accordance with ASTM D 1557) and to achieve a stable subgrade condition prior to placement of aggregate base.

6.2.2 The onsite soils will be suitable for use as engineered fill below the aggregate base, provided the onsite soils are aerated/moisture conditioned in accordance with the recommendations of this report.

6.2.3 If soils other than those considered in this report are encountered, Moore Twining should be notified to provide alternate recommendations.

6.2.4 The compactability of the native or import soils is dependent upon the moisture contents, subgrade conditions, degree of mixing, type of equipment, as well as other factors. The evaluation of such factors was beyond the scope of this report; therefore, it is recommended that they be evaluated by the contractor during preparation of bids and construction of the project.

6.2.5 Prior to placement of the asphalt concrete, the prepared aggregate base section surface should be proof-rolled under the observations of Moore Twining to confirm a firm, non-yielding condition. Any unstable areas should be repaired/stabilized prior to placement of the aggregate base. Unstable areas identified during proofrolling shall be excavated and replaced with aggregate base compacted to a minimum of 95 percent of the maximum dry density as determined by ASTM Test Method D1557 to achieve a stable condition.

6.2.6 Import fill soil (if needed) should be non-recycled and granular in nature with the following acceptance criteria recommended.

Percent Passing 3-Inch Sieve	100
Percent Passing No. 4 Sieve	85 - 100
Percent Passing No. 200 Sieve	10 - 40
Organics	Less than 3 percent by weight
R-value	Minimum 30

6.2.7 Prior to importing fill, the Contractor shall submit test data that demonstrates that the proposed import soils comply with the recommended criteria for both geotechnical and environmental compliance. Also, prior to being transported to the site, the import material shall be certified by the Contractor and the supplier (to the satisfaction of the Owner) that the soils do not contain any environmental contaminates regulated by local, state or federal agencies having jurisdiction. This certification shall consist of, as a minimum, analytical data specific to the source of the import material in accordance with the Department of Toxic Substances Control, "Informational Advisory, Clean Imported Fill Material," dated October 2001. The list of constituents to be tested for the fill source shall be submitted to the Owner for review and approval prior to the Contractor testing the fill.

6.2.8 Imported engineered fill soils (and onsite granular fill) should be placed in loose lifts approximately 8 inches thick, moisture-conditioned to between optimum and three (3) percent above optimum, and compacted to a dry density of at least 92 percent of the maximum dry density as determined by ASTM Test Method D1557, with exception that the upper 12 inches of fill in pavement areas should be compacted to a minimum of 95 percent of the maximum dry density as determined by ASTM Test Method D1557. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

6.2.9 In-place density testing should be conducted in accordance with ASTM D 6938 (nuclear methods) at a frequency of at least:

Table No. 2
Area and Minimum Test Frequency

Area	Minimum Test Frequency
Pavement Areas, Mass Grading, Subgrade, and Aggregate Base	1 test per 2,500 square feet per compacted lift
Utility Lines	1 test per 100 feet per compacted lift

6.2.10 All utility trench backfill should be moisture conditioned and compacted as engineered fill.

6.2.11 Open graded gravel and rock material such as ¾-inch crushed rock or ½-inch crushed rock should not be used as backfill including trench backfill. In the event gravel or rock is required by a regulatory agency for use as backfill (Contractor to obtain a letter from the agency stating the requirement for rock and/or gravel as backfill), all open graded materials shall be fully encased in a geotextile filter fabric, such as Mirafi 140N, to prevent migration of fine grained soils into the porous material. Gravel and rock cannot be used without the written approval of Moore Twining. If the contractor elects to use crushed rock (and if approved by Moore Twining), the contractor will be responsible for slurry cut off walls at the locations directed by Moore Twining. Crushed rock should be placed in thin (less than 8 inch) lifts and densified with a minimum of three (3) passes using a vibratory compactor.

6.2.12 Aggregate base used for asphalt concrete pavement construction should comply with Class 2 aggregate base in accordance with the State of California Standard Specifications. Aggregate base shall be compacted to a minimum relative compaction of 95 percent of the maximum dry density determined in accordance with ASTM D1557 standards. Prior to importing the aggregate base material, the contractor should submit documentation demonstrating that the material meets all the project requirements (i.e., gradation, R-value, durability, sand equivalent, recycled content, etc.) for the applicable aggregate base to the Project Civil Engineer for review and approval.

6.3 Asphalt Concrete (AC) Pavements

Based on the findings of this investigation, recommendations are provided below for new asphalt concrete pavements based on our understanding of the pavement uses.

6.3.1 The following pavement sections are based on an R-value of 27, traffic index values ranging from 4.5 to 8.0 and a minimum of 3 inches of asphalt concrete. It should be noted that if pavements are constructed prior to construction of the buildings, the traffic index value should account for construction traffic. It would be anticipated that the traffic indices for the new pavement areas and uses would range from about 4.5 (light vehicles), to about 6.0 (fire truck areas), and approximately 8.0 (trash truck). However, the actual traffic index values applicable to the project should be determined by the project civil engineer. If recommendations are needed for different traffic loading conditions, Moore Twining should be contacted to develop additional pavement section recommendations. The subgrade soils should be prepared as recommended in this report.

Table No. 3
Pavement Section Thicknesses (R-value = 27)

Traffic Index	AC thickness, inches	AB thickness, inches
4.5	2.5	5.5
5.0	3.0	6.0
5.5	3.0	7.5
6.0	3.5	8.0
6.5	3.5	9.5
7.0	4.0	10.0
7.5	4.5	10.5
8.0	4.5	12.5

AC - Asphalt Concrete compacted as recommended in this report
AB - Class II Aggregate Base compacted to at least 95 percent relative compaction (ASTM D1557)

6.3.2 The curbs (if any) where pavements meet irrigated landscape areas or uncovered open areas should be extended to the bottom of the aggregate base section. This should reduce subgrade moisture from irrigation and runoff from migrating into the base section and reducing the life of the pavements. If an increased risk of wetting of the subgrade soils and an accelerated distress to the pavement is acceptable to the owner, the deepened curbs may be omitted.

6.3.3 If actual pavement subgrade materials are significantly different from those tested for this study due to unanticipated grading or soil importing, the pavement sections should be re-evaluated for the changed subgrade conditions.

6.3.4 Pavement section design assumes that proper maintenance, such as sealing and repair of localized distress, will be performed on an as needed basis for longevity and safety.

6.3.5 The asphalt concrete, including the joint density, should be compacted to an average relative compaction of 93 percent, with no single test value being below a relative compaction of 91 percent and no single test value being above a relative compaction of 97 percent of the referenced laboratory density according to ASTM D2041.

6.4.8 The asphalt concrete should comply with the requirements for a Type A asphalt concrete in accordance with the current State of California Department of Transportation (Caltrans) Standard Specification, or the requirements of the governing agency, whichever is more stringent.

7.0 DESIGN CONSULTATION

Moore Twining should be retained to review those portions of the contract drawings and specifications that pertain to earthwork operations and pavements prior to finalization to determine whether they are consistent with our recommendations. This service is not part of this current contractual agreement. If Moore Twining is not retained for review, we assume no liability for the misinterpretation of our conclusions and recommendations. This review is documented by a formal plan/specification review report provided by Moore Twining.

8.0 CONSTRUCTION MONITORING

8.1 It is recommended that Moore Twining be retained to observe the excavation, earthwork, and paving phases of work to determine that the subsurface conditions are compatible with those used in the analysis and design.

8.2 Moore Twining can conduct the necessary observation and field testing to provide results so that action necessary to remedy indicated deficiencies can be taken in accordance with the plans and specifications. Upon completion of the work, a written summary of our observations, field testing and conclusions will be provided regarding the conformance of the completed work to the intent of the plans and specifications. This service is not, however, part of this current contractual agreement.

8.3 In the event that the earthwork operations for this project are conducted such that the construction sequence is not continuous, (or if construction operations disturb the surface soils) it is recommended that the exposed subgrade that will receive pavements be tested to verify adequate compaction and/or moisture conditioning. If adequate compaction, stability, or moisture contents are not verified, the fill soils should be over-excavated, scarified, moisture conditioned and compacted are recommended in the Recommendations of this report.

8.4 The construction monitoring is an integral part of this investigation. This phase of the work provides Moore Twining the opportunity to verify the subsurface conditions interpolated from the soil borings and make alternative recommendations if the conditions differ from those anticipated.

8.5 If Moore Twining is not retained to provide engineering observation and field-testing services during construction activities related to earthwork and pavements; then, Moore Twining will not be responsible for compliance of any aspect of the construction with our recommendations or performance of the pavements if the recommendations of this report are not followed. It is recommended that if a firm other than Moore Twining is selected to conduct these services that they provide evidence of professional liability insurance satisfactory to the Owner. After their review, the firm should, in writing, state that they understand and agree with the recommendations of this report and agree to conduct sufficient observations and testing to ensure the construction complies with this report's recommendations. Moore Twining should be notified, in writing, if another firm is selected to conduct observations and field-testing services prior to construction.

8.6 Upon the completion of work, a final report should be prepared by Moore Twining. This report is essential to ensure that the recommendations presented are incorporated into the project construction, and to note any deviations from the project plans and specifications. The client should notify Moore Twining upon the completion of work to prepare a final report summarizing the observations during site preparation activities relative to the recommendations of this report. This service is not, however, part of this current contractual agreement.

9.0 NOTIFICATION AND LIMITATIONS

9.1 The recommendations presented in this report are based on the information provided regarding the proposed construction, and the results of the field and laboratory investigation, combined with interpolation of the subsurface conditions between boring locations. The nature and extent of subsurface variations between borings may not become evident until construction.

9.2 If variations or undesirable conditions are encountered during construction, Moore Twining should be notified promptly so that these conditions can be reviewed and our recommendations reconsidered where necessary. It should be noted that unexpected conditions frequently require additional expenditures for proper construction of the project.

9.3 If the proposed construction is relocated or redesigned, or if there is a substantial lapse of time between the submission of our report and the start of work (over 12 months) at the site, or if conditions have changed due to natural cause or construction operations at or adjacent to the site, the recommendations contained in this report should be considered invalid unless the changes are reviewed and our recommendations modified or approved in writing.

9.4 The recommendations contained in this report are valid only for the project discussed in Section 1.0, Site and Project Description. The use of the information and recommendations contained in this report for improvements on this site not discussed herein or for structures on other sites not discussed in this report is not recommended. The entity or entities that use or cause to use this report or any portion thereof for another structure or site not covered by this report shall hold Moore Twining, its officers and employees harmless from any and all claims and provide Moore Twining's defense in the event of a claim.

9.5 This report presents the results of a geotechnical engineering investigation for new pavements only and should not be construed as an environmental audit or study.

9.6 Our professional services were performed, our findings obtained, and our recommendations prepared in accordance with generally-accepted engineering principles and practices. This warranty is in lieu of all other warranties either expressed or implied.

9.7 Reliance on this report by a third party (i.e., that is not a party to our written agreement) is at the party's sole risk. If the project and/or site are purchased by another party, the purchaser must obtain written authorization and sign an agreement with Moore Twining in order to rely upon the information provided in this report.

We appreciate the opportunity to be of service to Pacific Grove Unified School District and Brailsford & Dunlavey, Inc. If you have any questions regarding this report, or if we can be of further assistance, please contact us at your convenience.

Sincerely,
MOORE TWINING ASSOCIATES, INC.
Geotechnical Engineering Division

Shaun Reich, EIT
Staff Engineer

Read L. Andersen, RGE
Geotechnical Division Manager

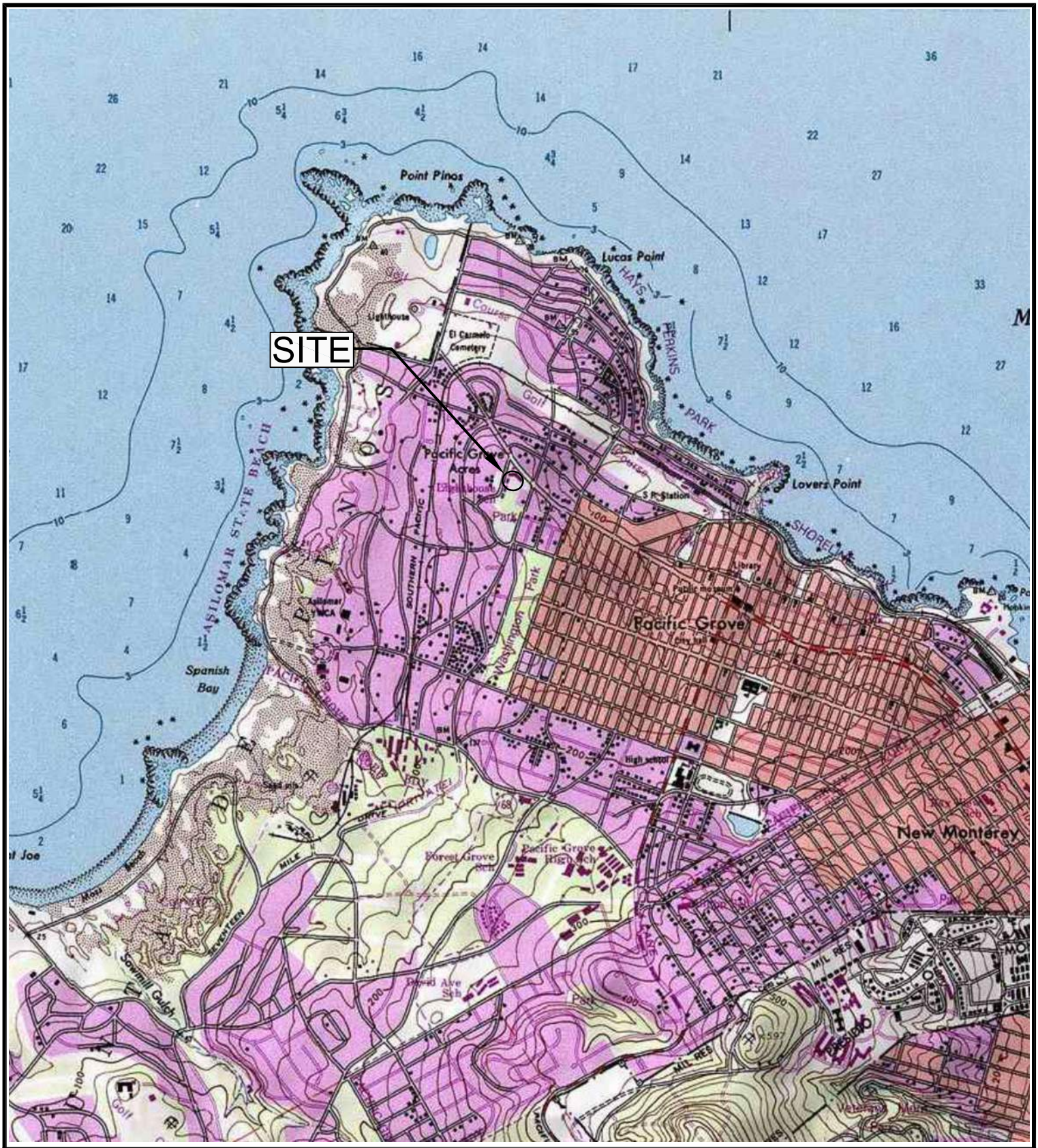


APPENDIX A

DRAWINGS

Drawing No. 1 - Site Location Map

Drawing No. 2 - Test Boring Location Map



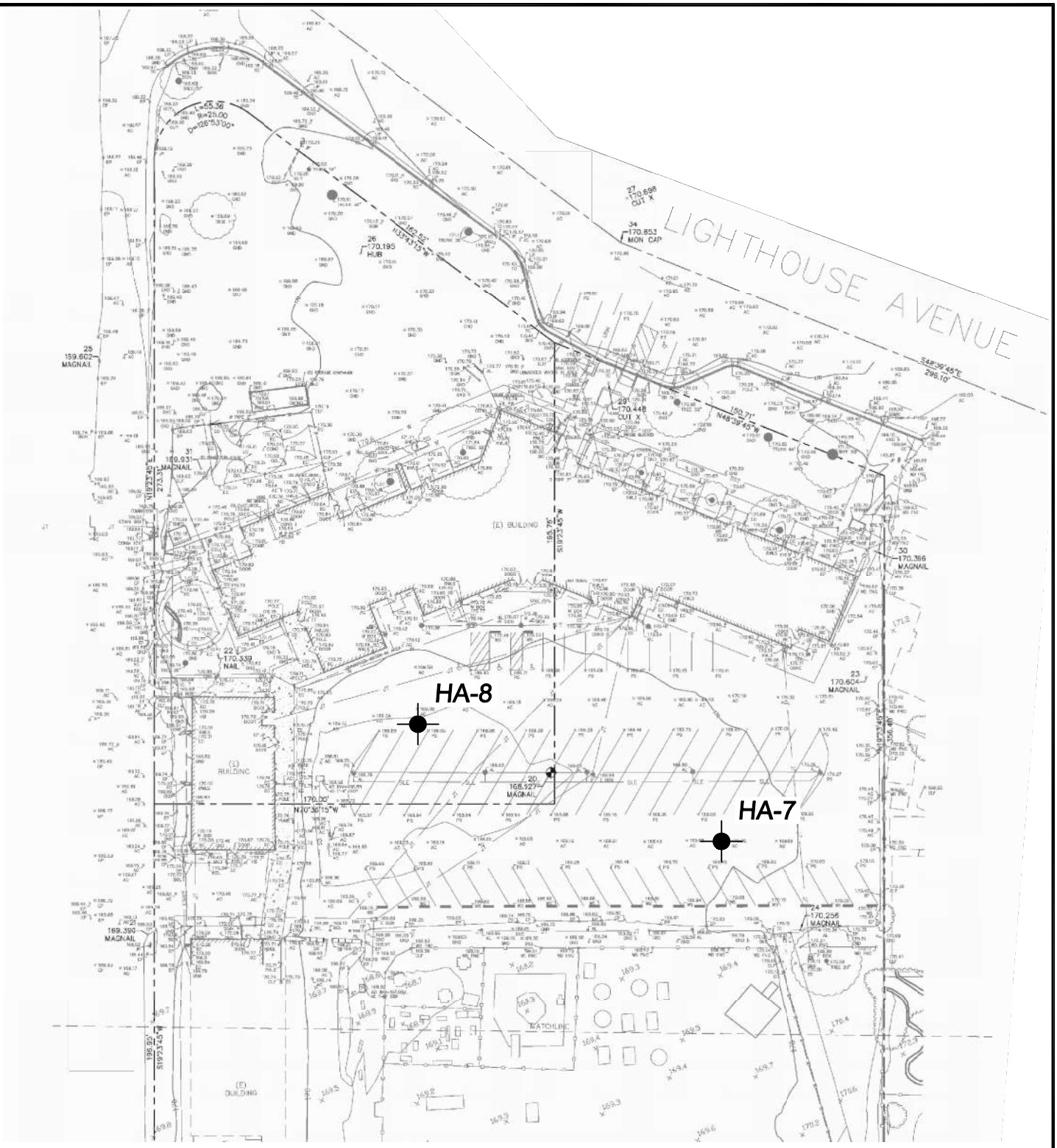
SOURCE: U.S.G.S. TOPOGRAPHIC MAP, 7 ½ MINUTE SERIES
MONTEREY, CALIFORNIA QUADRANGLE 1971

0 2000
APPROXIMATE SCALE
IN FEET

SITE LOCATION MAP
PACIFIC GROVE ADULT EDUCATION
1025 LIGHTHOUSE AVENUE
MONTEREY, CALIFORNIA

FILE NO.: 46201-01-01	DATE: 02/20/2026
DRAWN BY: RM	APPROVED BY:
PROJECT NO. H46201.01	DRAWING NO. 1

MOORE TWINING ASSOCIATES, INC.



N

0 60

APPROXIMATE SCALE IN FEET

APPROXIMATE HAND AUGER BORING LOCATION

HAND AUGER BORING LOCATION MAP
PACIFIC GROVE ADULT EDUCATION
1025 LIGHTHOUSE AVENUE
MONTEREY, CALIFORNIA

FILE NO. 46201-01-02	DATE DRAWN: 02/20/2026
DRAWN BY: RM	APPROVED BY:
PROJECT NO. H46201.01-4	DRAWING NO. 2

MOORE TWINING ASSOCIATES, INC.

APPENDIX B

LOGS OF BORINGS

This appendix contains the final logs of borings. These logs represent our interpretation of the contents of the field logs and the results of the field and laboratory tests.

The logs and related information depict subsurface conditions only at these locations and at the particular time designated on the logs. Soil conditions at other locations may differ from conditions occurring at these test boring locations. Also, the passage of time may result in changes in the soil conditions at these test boring locations.

In addition, an explanation of the abbreviations used in the preparation of the logs and a description of the Unified Soil Classification System are provided at the end of Appendix B.

MOORE TWINING ASSOCIATES, INC.

Test Boring: HA-7

Project: Pacific Grove Adult Education, Pacific Grove USD

Project Number: H46201.01-04

Drilled By: HR

Drill Type: Hand Auger

Auger Type: 6" O.D. Hand Auger

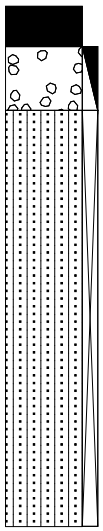
Hammer Type: N/A

Logged By: SR

Date: 12/17/2025

Elevation:

Depth to Groundwater First Encountered During Drilling: N/E

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0		AC	Asphalt Concrete Thickness = 2.5 inches	R-Value = 68 -200 = 16.5% Sand = 61.7% +4 = 21.8%		
		AB	AGGREGATE BASE Thickness = 4.0 inches; moist, dark brown, fine to medium with coarse grained sand and fine gravel			
1		SM	SILTY SAND; moist, dark brown, fine to medium with coarse grained sand			
2						
3			Bottom of Hand Auger Boring B-7 at 32 inches BSG			
4						
5						

Notes: *Asphalt Concrete Automobile Parking Surface, R-Value collected from 6" to 32" BSG.*

Figure Number

MOORE TWINING ASSOCIATES, INC.

Test Boring: HA-8

Project: Pacific Grove Adult Education, Pacific Grove USD

Project Number: H46201.01-04

Drilled By: HR

Drill Type: Hand Auger

Auger Type: 6" O.D. Hand Auger

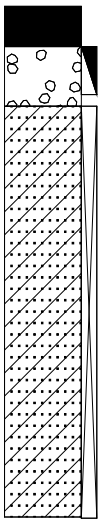
Hammer Type: N/A

Logged By: SR

Date: 12/17/2025

Elevation:

Depth to Groundwater First Encountered During Drilling: N/E

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0		AC	Asphalt Concrete Thickness = 2.25 inches	R-Value = 27 -200 = 33.0% Sand = 66.7% +4 = 0.3%		
		AB	AGGREGATE BASE Thickness = 4.0 inches; moist, dark brown, fine to medium with coarse grained sand and fine to medium gravel			
1		SC	CLAYEY SAND; moist, brown, fine with medium and coarse grained sand, low to nmedium plastic			
2						
3			Bottom of Hand Auger Boring B-8 at 32 inches BSG			
4						
5						

Notes: *Asphalt Concrete Automobile Parking Surface, R-Value collected from 6" to 32" BSG.*

Figure Number

KEY TO SYMBOLS

Symbol Description

Strata symbols



Asphalt concrete



Gravel frac



Silty Sand



Clayey Sand

Soil Samplers



Bulk/Grab sample



Bulk sample taken from auger

Notes:

1. **Exploratory borings were drilled on December 17, 2025 using a 6-0" outside diameter hand auger.**

2. **Groundwater was not encountered during drilling of some of the borings, see logs.**

3. **Boring locations were measured or paced from existing features.**

4. **These logs are subject to the limitations, conclusions, and recommendations in this report.**

5. **The "N-value" reported for the California Modified Split Barrel Sampler is the uncorrected field blow count. This value should not be interpreted as an SPT equivalent N-value.**

6. **Results of tests conducted on samples recovered are reported on the logs.**

+4 = Percent retained on the No. 4 sieve(%)
-200 = Percent passing the No. 200 sieve (%)
Sand = Percent passing the No. 4

R-Value = Resistance Value
O.D. = Outside diameter
N/A = Not applicable
N/E = Not encountered
BSG = Below Site Grade Elevation

APPENDIX C

RESULTS OF LABORATORY TESTS

This appendix contains the individual results of the following tests. The results of the moisture content and dry density tests are included on the test boring logs in Appendix B. These data, along with the field observations, were used to prepare the final test boring logs in Appendix B.

These Included:	To Determine:
Grain-Size Distribution (ASTM D422)	Size and distribution of soil particles, i.e., sand, gravel and fines (silt and clay).
R-Value (ASTM D2844)	The capacity of a subgrade or subbase to support a pavement section designed to carry a specified traffic load.

Particle Size Distribution Report



% COBBLES	% GRAVEL		% SAND			% FINES	
	CRS.	FINE	CRS.	MEDIUM	FINE	SILT	CLAY
0.0	0.0	21.8	10.7	20.5	30.5	16.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3/4 in.	100.0		
1/2 in.	94.2		
3/8 in.	89.6		
#4	78.2		
#8	69.5		
#16	61.3		
#30	53.7		
#50	38.4		
#100	22.1		
#200	16.5		

* (no specification provided)

Material Description

Silty sand with gravel

Atterberg Limits

PL= LL= PI=

Coefficients

D_{85}= 7.26 D_{60}= 1.04 D_{50}= 0.489
D_{30}= 0.218 D_{15}= D_{10}=
C_u= C_c=

Classification

USCS= SM AASHTO=

Remarks

Sample No.: HA-7 **Source of Sample:** **Date:** 12/17/25
Location: **Elev./Depth:** 2"-6"

Moore Twining Associates, Inc.

Fresno, CA

Client: Pacific Grove USD
Project: Pacific Grove Adult Education Campus

Project No: H46201.01-4 **Figure**

Particle Size Distribution Report



% COBBLES	% GRAVEL		% SAND			% FINES	
	CRS.	FINE	CRS.	MEDIUM	FINE	SILT	CLAY
0.0	0.0	0.3	4.5	25.1	37.1	33.0	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3/8 in.	100.0		
#4	99.7		
#8	96.7		
#16	88.7		
#30	78.6		
#50	59.3		
#100	38.8		
#200	33.0		

* (no specification provided)

Material Description

Clayey sand

Atterberg Limits

PL= LL= PI=

Coefficients

D_{85}= 0.884 D_{60}= 0.306 D_{50}= 0.227
D_{30}= D_{15}= D_{10}=
C_u= C_c=

Classification

USCS= SC AASHTO=

Remarks

Sample No.: HA-8 **Source of Sample:** **Date:** 12/17/25
Location: **Elev./Depth:** 6"-32"

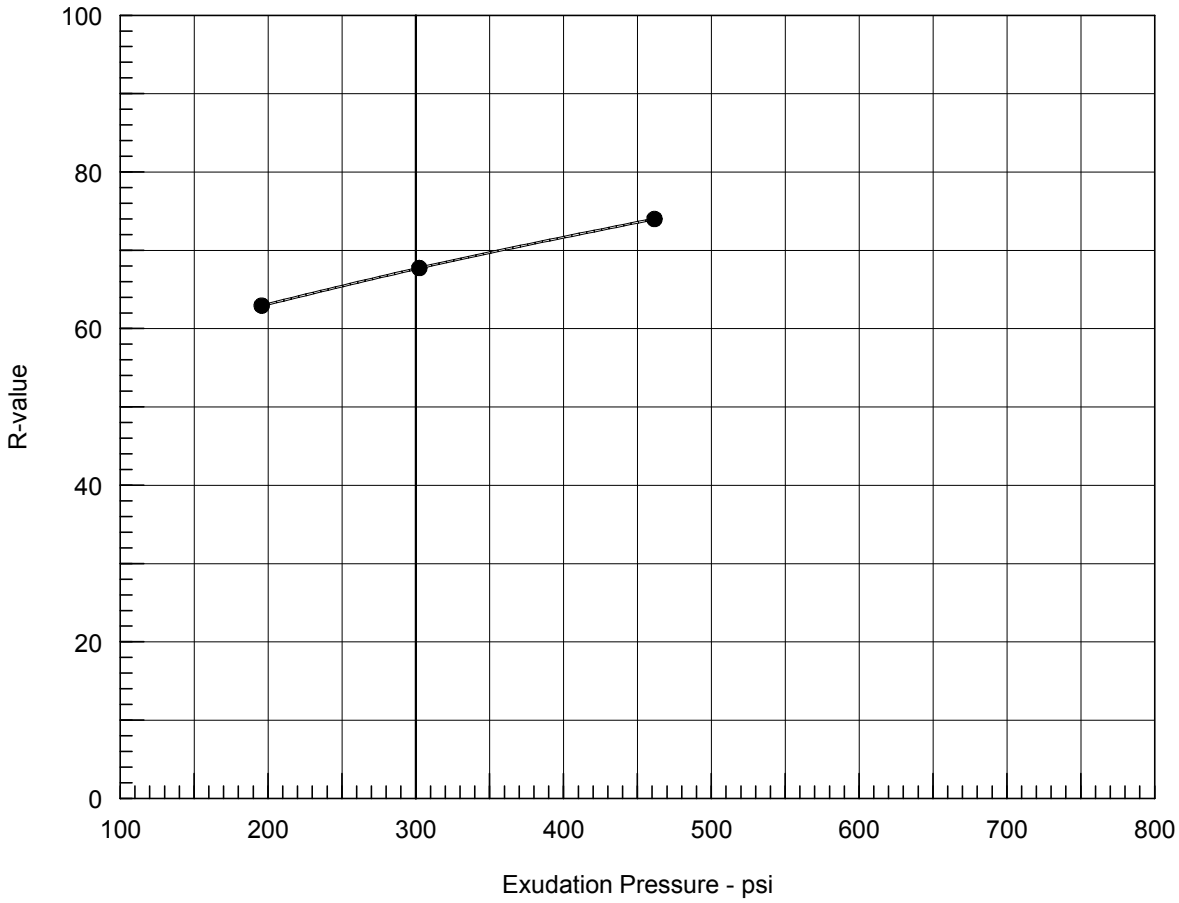
Moore Twining Associates, Inc.

Fresno, CA

Client: Pacific Grove USD
Project: Pacific Grove Adult Education Campus

Project No: H46201.01-4 **Figure**

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - ASTM D 2844

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	350	123.5	10.8	0.00	29	2.55	462	74	74
2	350	121.6	11.8	0.00	39	2.59	302	66	68
3	350	118.8	12.7	0.00	45	2.65	196	59	63

Test Results	Material Description
R-value at 300 psi exudation pressure = 68	Silty sand with gravel

Project No.: H46201.01-4
Project: Pacific Grove Adult Education Campus
Sample Number: HA-7 **Depth:** 6"-32"
Date: 1/19/2026

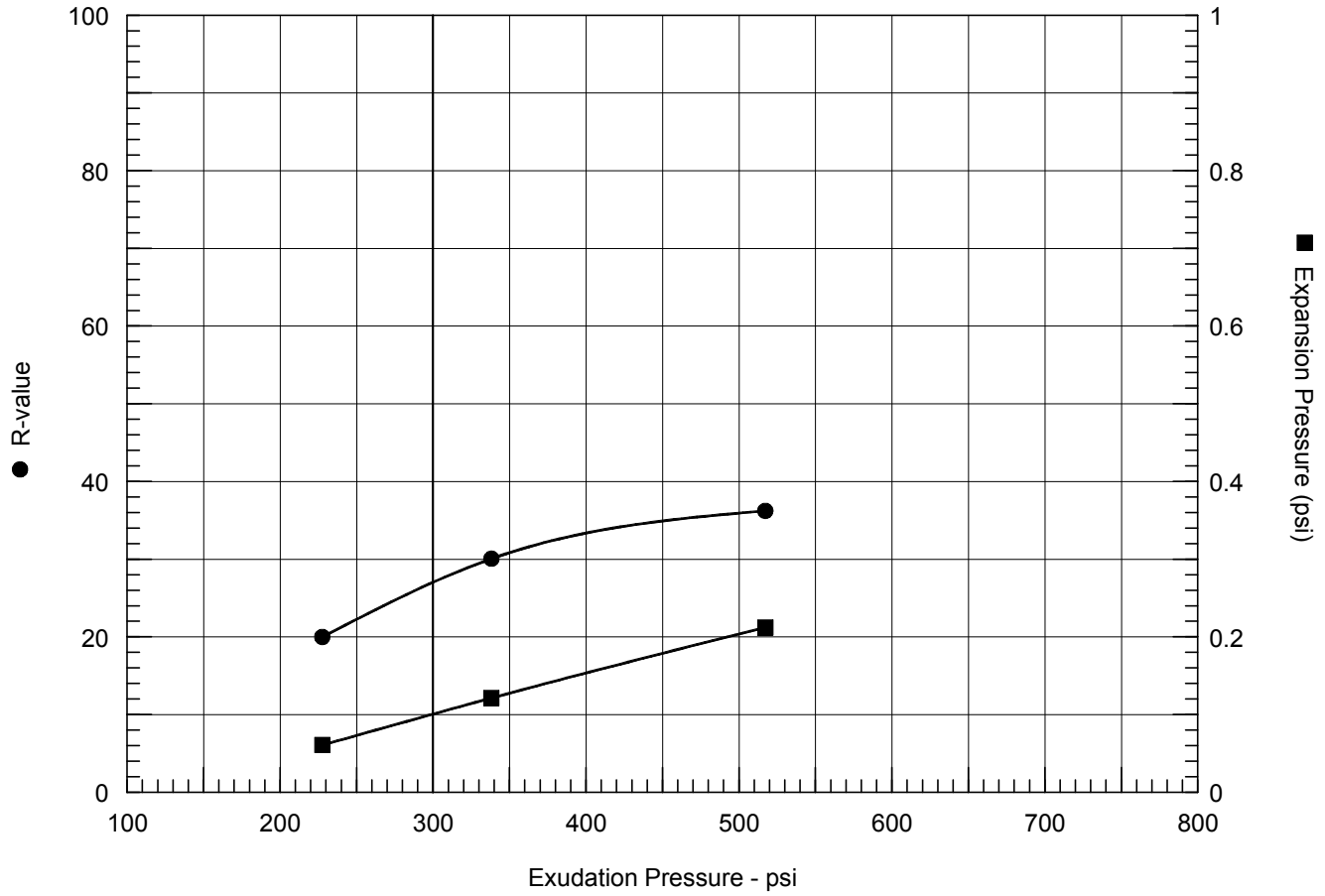
Tested by: JR
Checked by: MS
Remarks:

R-VALUE TEST REPORT

Moore Twining Associates, Inc.

Figure N/A

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - ASTM D 2844

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	150	119.1	12.6	0.06	110	2.51	228	20	20
2	250	124.0	10.6	0.21	80	2.41	517	38	36
3	200	122.9	11.6	0.12	89	2.43	338	32	30

Test Results	Material Description
R-value at 300 psi exudation pressure = 27 **Exp. pressure at 300 psi exudation pressure =** 0.10 psi	Clayey sand

Project No.: H46201.01-4
Project: Pacific Grove Adult Education Campus
Sample Number: HA-8 **Depth:** 6-32"
Date: 1/19/2026

Tested by: JR
Checked by: MS
Remarks:

R-VALUE TEST REPORT

Moore Twining Associates, Inc.

Figure N/A

NOTICE CALLING FOR BIDS

DISTRICT	**PACIFIC GROVE UNIFIED SCHOOL DISTRICT**
BID NUMBER	**AE – B505**
PROJECT DESCRIPTION	**Pacific Grove Adult School & Co-op Preschool Site Improvements**
LATEST TIME/DATE FOR SUBMISSION OF BID PROPOSALS	**2:00 P.M. Thursday, November 17, 2026**
LOCATION FOR SUBMISSION OF BID PROPOSALS	**Pacific Grove Unified School District District Office 435 Hillcrest Ave., Pacific Grove, CA 93950**
LOCATION FOR OBTAINING BID AND CONTRACT DOCUMENTS	**Pacific Grove Unified School District Maintenance, Operations & Transportation Department 435 Hillcrest Ave., Pacific Grove, CA 93950 OR AT https://www.pgusd.org/Parents--Community/Facilities/BID-OPPORTUNITIES/index.html**
ENGINEER'S ESTIMATE	**$1,700,000**

NOTICE IS HEREBY GIVEN that Pacific Grove Unified School District, will receive up to, but not later than the above-stated date and time, sealed Bid Proposals for the Contract for the Work generally described as the Pacific Grove Adult School & Co-op Preschool Site Improvements**.**

1. Submittal of Bid Proposals. All Bid Proposals must be received prior to **2:00 PM**, on **December 17, 2026**. Call for Bids must be submitted in a sealed envelope, marked with the Name and Address of the bidder and the **Bid Number and Project Title**, and returned to the Pacific Grove Unified School District, District Office at 435 Hillcrest Ave, Pacific Grove, CA 93950.

2. Site Visit. Each bidder must have a representative attend **at least** one of the site visits listed below. Bidders who attended the November 17th site visit have already satisfied this requirement.

   - Site Visit #1: Tuesday, November 17, 2026, at 2:00 pm.
   - Site Visit #2: Wednesday, November 25, 2026; at 10:00 am.

   Bidders are to meet at 1025 Lighthouse Ave., at the Front of the Building for conduct of the mandatory Site Visit. Because the Job Walk is mandatory, the Bid Proposal submitted by a Bidder whose representative(s) did not attend the Mandatory Job Walk will be rejected as being non-responsive. A sign-in sheet will be provided at the job walk to provide evidence of attendance. Additional materials may be dispersed at the site visit.

3. Bid Opening. Bids received later than the designated time and specified date will be returned to the bidder unopened. Emails or Facsimile (FAX) copies of the proposal will not be accepted. The District reserves the right to accept or reject any or all proposals or any combination thereof and to waive any informality in the bidding process. Bids will be open at the District Office at 2:15 PM on **December 17, 2026**.

Addendum 01

[CONTINUED NEXT PAGE]

4. Bid and Contract Documents. Copies of the Call for Bid (CFB) documents may be obtained from Pacific Grove Unified School District, Maintenance, Operations, & Transportation Department at 435 Hillcrest Ave, Pacific Grove, CA 93950, or at https://www.pgusd.org/Parents--Community/Facilities/BID-OPPORTUNITIES/index.html. **All costs incurred downloading/ acquiring bid docs and plans to be borne by bidder.**

5. Pre-Bid Inquiries. Bidders may submit pre-bid inquiries or clarification requests. Bidders are solely and exclusively responsible for submitting such inquiries or clarification requests by **Thursday, December 3, 2026, at 2:00 pm**. PGUSD will not respond to any bidder inquiries or clarification requests, unless such inquiries or clarification requests are submitted timely to the following: jill@ausonio.com.

6. Bid Bond. If required Bidders must submit with their Bids cash, a cashier's check, or a certified check payable to the District, or a bid bond by an admitted surety insurer of not less than ten percent (10%) of amount of base Bid, plus all additive alternates when applicable. If the Bidder chooses to provide a Bid Bond as security, the Bidder must use the required form of corporate surety provided by District. The Surety on the Bidder's Bid Bond must be an insurer admitted in the State of California and authorized to issue surety bonds in the State of California. Bids submitted without necessary bid security will be deemed non-responsive and will not be considered. If the Bidder to whom a contract is awarded ("Contract" or "Agreement") fails or neglects to enter into Contract and submit required bonds, insurance certificates, and all other required documents, within SEVEN (7) calendar days after the date of the Notice of Award, District may deposit a Bid Bond, cash, a cashier's check, or a certified check for collection, and proceeds thereof may be retained by the District as liquidated damages for failure of Bidder to enter into Contract, in the sole discretion of the District. It is agreed that calculation of damages the District may suffer because of Bidder's failure to enter into the Contract would be extremely difficult and impractical to determine and that the amount of the Bidder's required bid security shall be the agreed and conclusively presumed amount of damages.

7. No Withdrawal of Bid Proposals. – Bid proposals may be withdrawn by the bidders prior to the time fixed for the opening of bids. However, No Bidder may withdraw their bid for a period **of ninety (90) days** from the date of opening of the bids for the purpose of reviewing the bids and investigating the qualifications of Bidders, prior to awarding of the contract. A successful bidder shall not be relieved of the bid submitted without the District's consent or bidder's recourse to Public Contract Code Sections 5100 et. seq.

8. Waiver of Irregularities**.** The District reserves the right to reject any or all Bid Proposals or to waive any irregularities or informalities in any Bid Proposal or in the bidding.

9. Execution of Contract (Award). The District shall award the Contract to the lowest responsive responsible bidder based on the criteria as indicated in the Notice to Bidders. In the event two or more responsible bidders submit identical bids, the District shall select the Bidder to whom to award the Contract by lot. In the event all Bids exceed the bid threshold, the District's Governing Board may elect to pass a resolution to award the Contract to the lowest responsible Bidder. Issuance of a Purchase Order shall be evidence the contractual agreement between the bidder(s) and the District and the bidder's acceptance of these Bid Instructions and Conditions. The District reserves the right of determination that items bid meet or do not meet bid specifications. Further, the District reserves the right to accept or reject any or all bids and to waive any informality in the bidding.

    A. The Bidder to whom a Contract is awarded shall execute and submit the following documents by 5:00 p.m. of the SEVENTH (7th) calendar day following the date of the Notice of Intent to Award. Failure to properly and timely submit these documents entitles District to reject the bid as non-responsive.

[CONTINUED NEXT PAGE]

i. Agreement: To be executed by successful Bidder. Submit one (1) signed electronic agreement.

ii. Performance Bond (100% of Contract Price): On the form provided in the Contract Documents and fully executed as indicated on the form.

iii. Payment Bond (100%) (Contractor's Labor and Material Bond): On the form provided in the Contract Documents and fully executed as indicated on the form.

iv. Certificates of Insurance and Endorsements, as required.

v. Workers' Compensation Certification.

vi. Prevailing Wage and Related Labor Requirements Certification.

vii. Drug & Tobacco Free Workplace Certification.

viii. Hazardous Materials Certification. (when required)

ix. Lead-Based Materials Certification. (when required)

x. Criminal Background Investigation/Fingerprinting Certification.

xi. Registered Subcontractors List: Must include Department of Industrial Relations (DIR) registration number of each subcontractor for all tiers.

10. Prevailing Wage Rates. Local prevailing wage rates shall be paid in accordance with Sections 1770, 1773, and 1782, as amended, of the California Labor Code. The Contractor must pay for any labor therein described or classified in an amount not less than the rates specified. Wage determinations can be found at https://www.dir.ca.gov/public-works/prevailing-wage.html. In accordance with the provisions of Section 1773.3 of the Labor Code, the District shall provide notice to the Department of Industrial Relations (DIR) of the award of any public works contract subject to the requirements of Chapter 1 of the Labor Code, within five days of the award. The notice shall be transmitted electronically in a format specified by the DIR (see https://www.dir.ca.gov/pwc100ext/) and shall include the name of the contractor, any subcontractor listed on the successful bid, the bid and contract award dates, the contract amount, the estimated start and completion dates, job site location, and any additional information the DIR specifies that aids in the administration and enforcement of this chapter. Any Bidder contractor awarded a public works contract that uses a craft or classification not in the general prevailing wage determinations may be required to pay the wage rate most closely related in the general determinations, effective at the time of the call for bids.

11. Contractors' License Classification. Bidders must possess the following classification(s) of California Contractors License at the time that the Bid Proposal is submitted and at time the Contract for the Work is awarded: **B - General Building.** The Bid Proposal of a Bidder who does not possess a valid and in good standing Contractors' License in the classification(s) set forth above will be rejected for non-responsiveness. Any Bidder not duly and properly licensed is subject to all penalties imposed by law. No payment shall be made for the Work unless and until the Registrar of Contractors verifies to the District that the Bidder awarded the Contract is properly and duly licensed for the Work.

[CONTINUED NEXT PAGE]

12. Contract Time. Substantial Completion of the Work shall be achieved within the time set forth in Contract Documents after the date for commencement of the Work established in the Notice to Proceed issued by the District. Failure to achieve Substantial Completion within the Contract Time will result in the assessment of Liquidated Damages as set forth in the Contract.

13. Payment Bond; Performance Bond. The successful bidder(s) is required to provide a performance guarantee (performance bond). A continuous performance bond in the amount of 100% of the total amount of the award executed by an admitted surety in the State of California and satisfactory to the District and filed with the Manager of Purchasing Services is the preferred form of performance guarantee. Said bond, if required, shall be furnished within ten (10) calendar days from the date of Notice of Award. Failure to promptly submit a performance guarantee when requested may result in the rejection of an otherwise acceptable low bid.

14. Material and Labor Surety. The successful bidder(s) shall be required to provide a payment bond for all public works projects which incur expenses in excess of $25,000. The Contractor, at the time of signing and executing the contract, shall execute and file with the District a payment bond (public works labor and materials bond) to the satisfaction and approval of the District in a sum not less than 100 percent of the total amount payable pursuant to the public works contract. The bond shall be in the form of a bond and not a deposit in lieu of a bond. The bond shall be executed by an admitted surety insurer.

15. Escrow. The successful bidder will be allowed to substitute securities or establish an escrow in lieu of retainage, pursuant to Public Contract Code Section 22300, and as described in the Agreement Between MCOE and Contractor and General Conditions.

Advertisement publication dates: **Wednesday, November 4, 2026, and Wednesday, November 11, 2026**.

[END OF SECTION]