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March 13, 2025

SANTA FE COUNTY
IFB NO. 2025-0258-PW/DK
CR-54 LOS PINOS ROAD ALL-WEATHER CROSSING
DRAINAGE AND ROADWAY RECONSTRUCTION PROJECT
ADDENDUM NO. 1

Dear Proponents,

This addendum is issued to reflect the following immediately. It shall be the responsibility of interested Bidders to adhere to any changes or revisions to the IFB as identified in this Addendum No. 1. This documentation shall become permanent and made part of the departmental files.

Attachment A: Pre-Bid Agenda
Attachment B: Updated Bid Sheet
Attachment C: Geotech Report

Addendum No.2 will be issued to provide the updated plans no later than March 18th

Question No. 1: Would it be possible to make the spaces on the Bid Sheets larger so that we would be able to provide more legible Unit Prices and Extension when we submit our bid?

Answer No. 1: YES

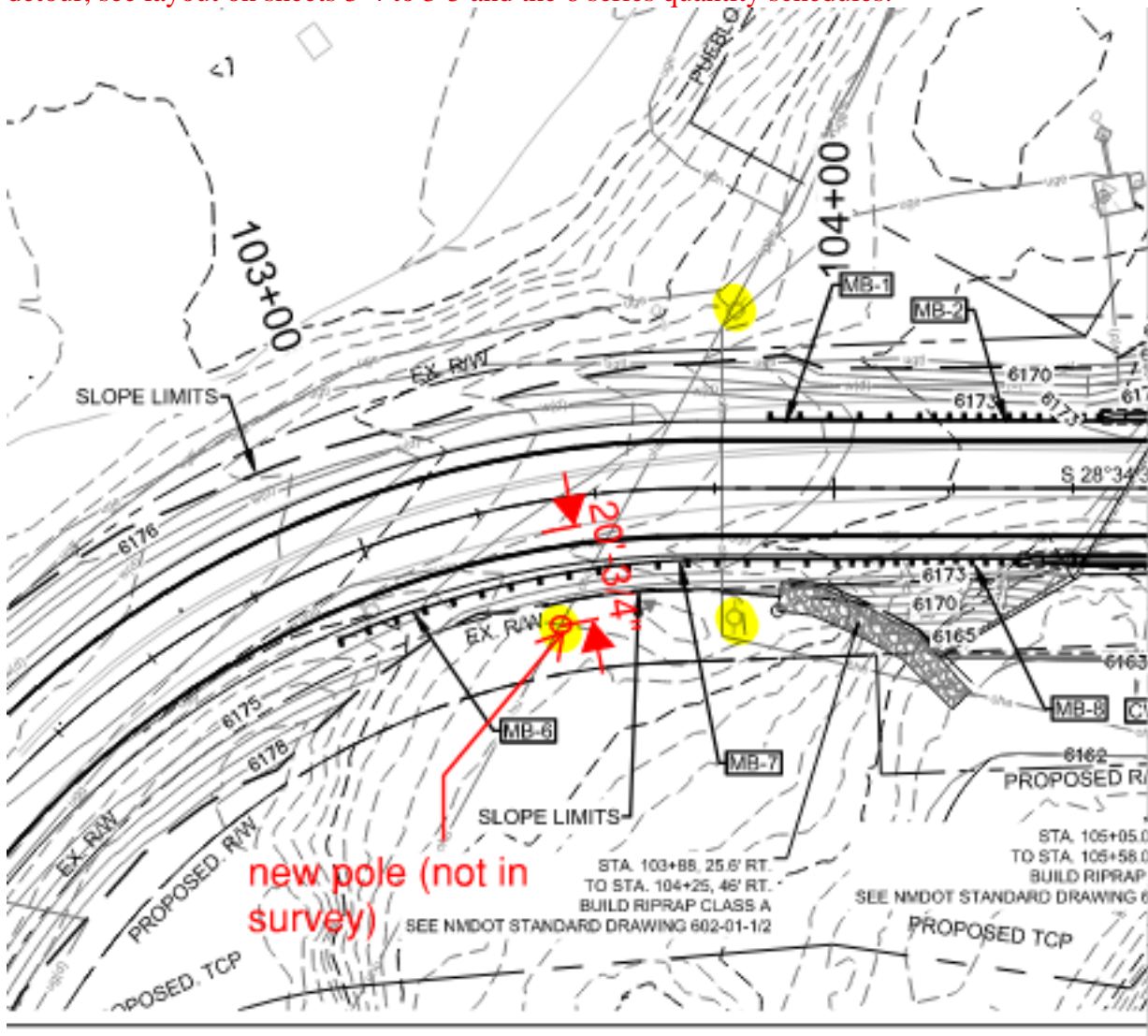
Question No. 2: Regarding the fence which now exists upon the land Santa Fe County is purchasing from the private owner on the southwest side of the construction site, it was understood removal will be the responsibility of the contractor. The question is will we need to reinstall fencing along the new property line, as this fence appears to be retaining livestock. What responsibilities does the contractor have as far as providing this fencing?

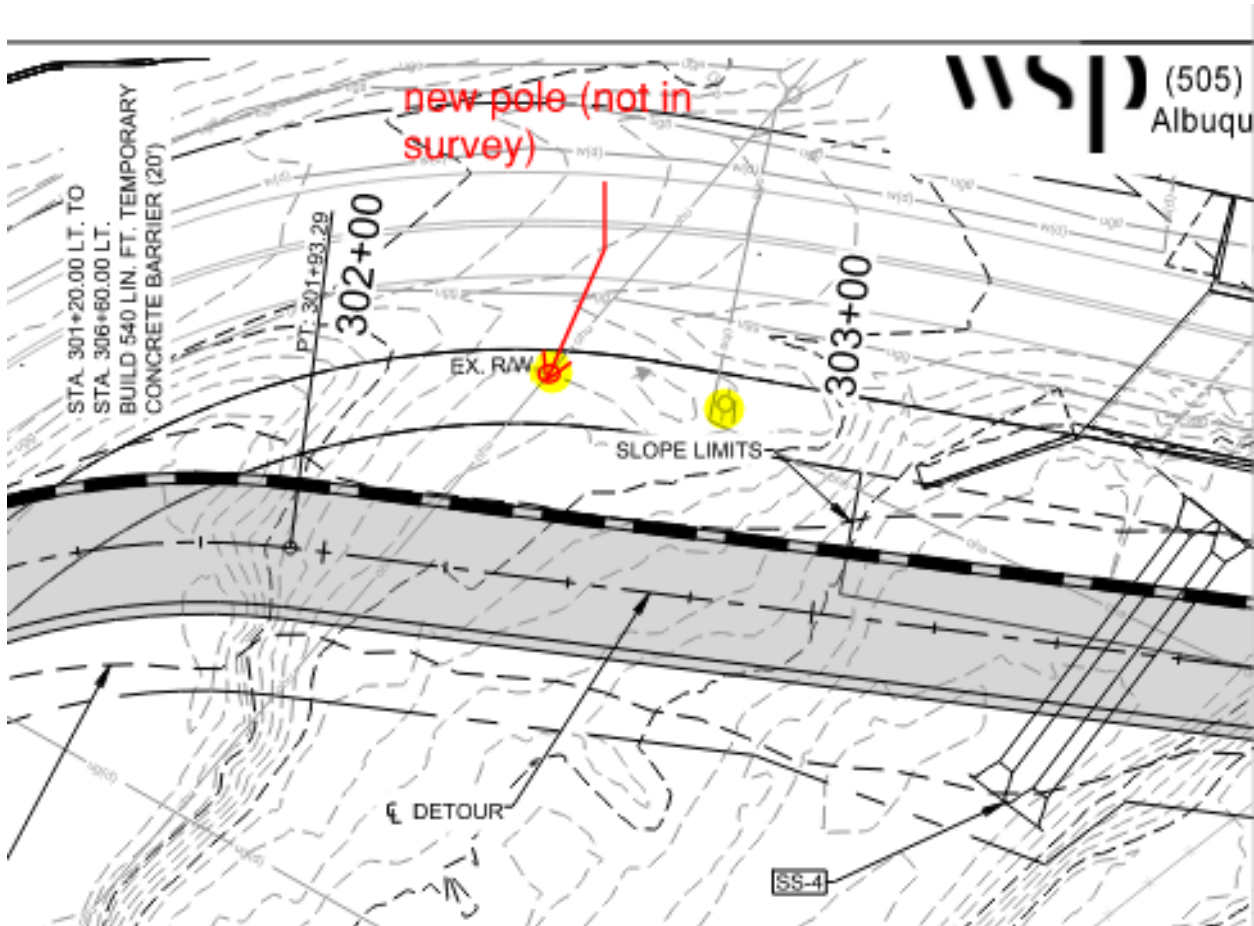
Answer No. 2: The existing T-post and wire fence will encroach into the proposed detour construction. It will need to be removed but it will not need to be replaced, as it doesn't appear to

function as a livestock barrier. The white wood post (RR ties) with tri-rail pipes will not be affected by construction.

Question No. 3: There were two powerline poles on the southeast side of the project site which appear, at first glance, to either impinge upon or nearly impinge upon the detour route. There may be a need for temp shoring to allow the detour to pass by these two poles, as well as Temp concrete wall barriers and attenuator mechanisms to allow the safe passage of vehicular traffic during the construction process. Can either the owner or engineer clarify this situation?

Answer No. 3: The mentioned utility poles are outside the detour and permanent roadway slope limits so no temporary shoring is needed. Contractor shall notify the project manager upon staking if there is a field conflict. Temporary concrete wall barrier and attenuators are shown to be installed for the detour, see layout on sheets 3-4 to 3-5 and the 6 series quantity schedules.





Question No. 4: I will bring up the utility relocation allowance for the record's sake. Please confirm there will be no such item on the bid list or please add to the bid list.

Answer No. 4: There are no known utility conflicts. Santa Fe County will be responsible for any costs associated with unforeseen utility conflicts and possible relocations.

Question No. 5: It was stated a (roughly) 2017 Geotech report was developed for this construction site. Can this document be made available to the plan holders?

Answer No. 5: Yes, the geo-technical report produced in October 2019 will be provided to bidders.

Question No. 6: Below, you need not insert as a question if not applicable:

It was stated no temp shoring will be needed for the detour route, though working space between the detour and the CBC will be uncomfortably tight—and possible grading from detour will intrude upon work area for CBC (not to mention preventing work on concrete aprons and riprap pads on the outflow of the culvert until after removal of the detour route). It was also stated there is no room to move the detour route further to the south, as this would exceed ROW limitations. Phasing will be difficult with the detour route as planned. I am also concerned with the capacity of the culverts to be installed in the detour, as we will be working on this project in the middle of the monsoon season, and it was stated at site the detour was constructed to a 2-year rain/run-off event. The engineers on site indicated the plans are per NMDOT specs and standards. The detour seems awful tight and closely built to the

work areas. Not sure how exactly to express any effective questions, rather raising observations and potential concerns. If not applicable, please ignore.

Answer No. 6: See Answer to Question 3. Clearance is tight but workable and it isn't feasible to adjust the detour or permanent roadway alignments because of ROW constraints on both sides of the roadway. The full outfall apron and riprap protection on the downstream side will have to be built after the detour is removed and traffic put back on the main road.

The culverts called for in the detour embankment were designed to match the existing roadway culverts. The detour culverts will be revised to convey the 2-year storm event. See response to question 11.

Question No. 7: Can a geo-technical report be provided for the project location?

Answer No. 7: See answer for Question No. 5.

Question No. 8: Can a Removal Schedule be provided showing what removals will be required for the project?

Answer No. 8: Yes. Designer will add a removals schedule to sheet 2-5.

Question No. 9: There is a bid item for Dewatering. What dewatering is anticipated? Can a specification be provided for this scope of work?

Answer No. 9: No dewatering is anticipated. The item will be removed from Sheet 1-4 and the Bid Tab Sheet.

Question No. 10: What is going to be required for the Clean Water Act bid item? Can you provide the bidders with specific measures to be implemented during construction?

Answer No. 10: CWA compliance is not required for this project. The item will be removed from the Bid Tab Sheet.

Question No. 11: What are the detour storm drain culverts sized to handle for rain events?

Answer No. 11: The detour culvert pipes were sized to match the capacity of the existing 3-30" CMPs. The plans will be revised to show detour culverts able to convey the 2-year storm event.

Question No. 12: Sheet 3-4: The detour storm drain culvert end sections are encroaching into the new CBC apron. Can the detour be shifted to allow for the apron construction while the traffic is detoured?

Answer No. 12: See Answer for Question No. 6.

Question No. 13: Sheet 6-7: There is a 4' temporary shoulder called out on this sheet. Can you provide a detail for this work?

Answer No. 13: Construction detail for 4' temporary shoulder is shown on Sheet 6-8.

Question No. 14: Sheet 6-7: How is the 4' temporary shoulder install and removal paid? I don't see a bid item for this work.

Answer No. 14: The temporary shoulders are shown to be paid for as Item no. 405000 DETOUR PAVEMENT CONSTRUCTION, see schedule on sheet 6-14. Per standard specification, payment for removal is included (incidental). Detour pavement depths are shown on sheet 2-3.

Question No. 15: Sheet 6-7: There are 2 temporary tie ins shown on this sheet. Can you provide a detail for this work?

Answer No. 15: There is no detail for the temporary tie-ins. The Contractor shall use these 50 feet long segments to transition horizontally and vertically to the existing roadway. Detour pavement depths are shown on sheet 2-3.

Question No. 16: Sheet 6-7: How are the tie ins install and removal paid? I don't see a bid item for this work.

Answer No. 16: The temporary transitions (tie ins) shall be paid for as Item no. 405000 DETOUR PAVEMENT CONSTRUCTION, see schedule on sheet 6-14. Per standard specification, payment for removal is included (incidental). The main detour removal shall be bid under item no. 213000 OBLITERATING OLD ROAD to account for the larger effort to remove compared to the temporary shoulders and tie ins.

Please add this Addendum No. 1 to the original proposal documents and refer to proposal documents, hereto as such. This and all subsequent addenda will become part of any resulting contract documents and have effects as if original issued. All other unaffected sections will have their original interpretation and remain in full force and effect. Responders are reminded that any questions or need for clarification must be addressed to Dani Koussa, Procurement Specialist Senior at dkoussa@santafecountynm.gov.