

**Henry P. Roybal**  
Commissioner, District 1

**Anna Hansen**  
Commissioner, District 2

**Rudy N. Garcia**  
Commissioner, District 3



**Anna T. Hamilton**  
Commissioner, District 4

**Ed Moreno**  
Commissioner, District 5

**Katherine Miller**  
County Manager

January 22, 2019

**SANTA FE COUNTY**  
**SURFACE AND DRAINAGE IMPROVEMENTS**  
**MULTIPLE COUNTY ROADS**  
**IFB # 2019-0119-PW/MAM**

**ADDENDUM #2**

Dear Proponents,

This addendum is issued to reflect the following immediately. It shall be the responsibility of interested Offerors to adhere to any changes or revisions to the RFP as identified in this Addendum No. 2. This documentation shall become permanent and made part of the departmental files.

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**ATTACHMENT A:** *Pre-Proposal Agenda, Sign in Sheet, Revised Bid Sheets*  
**ATTACHMENT B:** *Traffic Control Specification dated January 26, 2018*

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**THE BID OPENING HAS BEEN POSTPONED TO THE FOLLOWING:**

**DATE:** **THURSDAY, JANUARY 31, 2019**

**LOCATION:** **SANTA FE COUNTY PURCHASING OFFICE**  
**142 W. PALACE AVENUE 2<sup>ND</sup> FLOOR**  
**SANTA FE, NEW MEXICO 87501**

**TIME:** **2:00PM**

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**Question# 1:** What are the asphalt smoothness requirements?

**Answer# 1:** **See Section 416 Minor Paving per NMDOR Standard Specifications for Highway and Bridge Construction 2014 Edition.**

Question# 2: Camino Torcido Loop, Bid item # 6 - Will prime coat be required even if asphalt is placed within the allowable time after subgrade density has been certified? If prime coat is required, will areas that have received prime coat need to be closed to all traffic for curing (24 hours per NMDOT 408)?

**Answer# 2: Prime Coat is required per NMDOT Standard Specifications section 408. One lane can be closed until prime coat penetrates the surface.**

Question# 3: Please clarify traffic control. What are the traffic flow requirements?

**Answer# 3: Please see SF County Traffic Control Specification dated January 26, 2018.**

Question# 4: Will a fulltime onsite TCS be required in addition to the onsite supervisor/responsible person (per NMDOT spec 618)? Additionally, will TCS or responsible person be required to maintain a Traffic control diary (per NMDOT spec 618)?

**Answer #4: Please see SF County Traffic Control Specification Dated January 26, 2018. A traffic control diary is required, a fulltime TCS is not required.**

Question #5: General note #17, Sheet 01-07, Camino Torcido Loop plans – Contractor is responsible for county environmental and archeological clearances, taxes and fees. Please provide information about the taxes and fees that are applicable and contact information for obtaining clearances.

**Answer #5: SF County has taken care of all environmental and archaeological information, clearances, taxes and fees.**

Question #6: Erosion control note # 5, Sheet 01-07, Camino Torcido Loop plans – disturbed areas that are not being surfaced are to receive seed/sod. Will a bid item be provided for this work? Please specify the seed/sod type.

**Answer #6: No seeding is required of Contractor.**

Question #7: Will vibration monitoring and pre/post video recording be required? If yes, can a bid item be provided for these items?

**Answer #7: No vibration monitoring and pre/post video recording is required.**

Question #8: Pavement note #15, sheet 01-08, Camino Torcido Loop plans – If contractor is required to only use non-vibratory compaction, does the county accept all

responsibility for failing compaction tests? Will the county allow vibratory compaction if vibration monitoring and pre/post video is performed?

**Answer #8: Vibratory compaction is allowed.**

Question #9: Surfacing schedule, sheet 02-02, Camino Torcido Loop plans – tapers at the edge of the roadway are not included in the calculations on this sheet. Are tapers (asphalt, base course, subgrade prep, restriping, etc.) incidental?

**Answer #9: Material quantities appearing in the bid schedule, plans, or other contract documents are approximate only and are prepared for the comparison of bids. Payment to the Contractor shall be made only for the actual quantities of work performed in accordance with section 102.6 of the NMDOT specifications.**

Question #10: Detail 2 (typical driveway culvert section), sheet 10-02, Camino Torcido Loop plans – detail shows rip rap on either side of culvert. This rip rap is not shown on the roadway plans. Please confirm that rip rap will be required at every driveway. Additionally, please clarify the quantity of rip rap that will be required at each drive pad (detail does not provide dimensions).

**Answer #10: Rip rap is only required at property #10 driveway in 20' channel.**

Question #11: Detail 1 (new drainage easement channel typical section 1), sheet 10-02, Camino Torcido Loop plans – detail says “rip-rap at bends and culverts only”. Easement channel plan (sheet 03-08) does not show rip rap at the bends. Please clarify.

**Answer #11: Riprap shown on Sheet 03-08 is correct.**

Question #12: Drainage structure at Paseo Real, sheet 10-01, Camino Torcido Loop plans – plans do not clarify the removal and replacement of the Paseo Real roadway that will be required to install the storm drain crossing. Additionally, there are no bid items in additive alternate #1 for this work. Will this roadway patching be incidental?

**Answer #12: The plans do not clarify removal/replacement and patching of Paseo Real Roadway this shall be incidental for Add Alternative #1.**

Question #13: Drainage structure at Paseo Real, sheet 10-01, Camino Torcido Loop plans – Diameter for CMP is not listed on plans. However, the diameter on the bid form is 42”. Please confirm that this is, in fact, a 42” CMP storm drain.

**Answer #13: 42” Culvert pipe**

Question #14: Drainage structure at Paseo Real, sheet 10-01, Camino Torcido Loop plans – General notes 4 and 5 require additional grading. Is this work incidental?

**Answer #14: Any additional grading is incidental.**

Question #15: Sheets 11-01 thru 11-04, Camino Torcido Loop plans – Keyed note 2 says to adjust existing utility structure to new grade. There is no bid item for adjustments. Is this work incidental?

**Answer #15: All utility companies are in the process of relocating utilities out of work zone before construction begins. Contractor shall not be responsible for this work.**

Question #16: Sheet 01-04, Camino Torcido Loop plans – Plan calls for existing 18” CMP to be cleaned out a 2 locations. Is this work incidental?

**Answer #16: This work is incidental to pipe culverts.**

Question #17: Existing fences – There are several existing fences that will need to be removed and replaced in order to complete the work, specifically the new storm drain lines. There is no bid item for the removal and replacement of these fences. Is this work incidental?

**Answer #17: Means and methods are the responsibility of the Contractor. If a fence is required to be removed and replaced as part of the work than it shall be incidental to the project.**

Question #18: There is no bid item for testing. Will contractor be responsible for the cost of QA and QC testing?

**Answer #18: The Contractor is responsible for quality control testing in accordance with the NMDOT minimum testing requirements. The testing is included in the payment for each associated pay item. The County will perform all necessary quality acceptance testing.**

Question #19: At the pre bid it was stated that the engineer’s estimate would not be released. Per the information to bidders, section 11, item B, “Any subcontractor who will be providing more than \$5,000 or one-half of one percent of the architect’s or engineer’s estimate of the total project cost (not including alternates) whichever is greater for any service, must be listed on the Subcontractor Listing.” Per this requirement, Engineer’s estimate must be provided in order to compute the subcontractor listing threshold.

**Answer #19:** This project is subject to wage rates as indicated within the IFB. Contractors are to list any sub-contractors \$5,000 or more. The Engineer's estimates are as follows:

**Racetrack Subdivision Estimate - \$479,809.00**

**Additive #1 - \$27,424.00**

**Additive #2 - \$30,016.00**

**Additive #3 - \$27,049.00**

**Camino Torcido Estimate - \$797,738.98**

**Additive #1 - \$115,228.45**

**Question #20:** Culvert Pipe End Sections – Will concrete blankets with safety grates per NMDOT 511 be required at these end sections.

**Answer #20:** Concrete slope blankets with safety grates are not required.

**Question #21:** Sheet 10-01, Camino Torcido Loop – Plan calls out end sections where the 42" CMP lines end on the north. There is no bid item for these structures. Are they incidental?

**Answer #21:** End Sections are not required. See Sheet 10-03 for headwall details. Concrete quantities listed in Summary of Quantities as Structural Concrete Class A.

**Question #22:** Sheet 12-01 – Detail for arch pipe on suitable existing ground calls for 8" minimum, 12" maximum lightly compacted granular material accompanied by bedding material directly beneath pipe. Please confirm that this will be required. If it is required, please confirm if in-situ material will be suitable for granular material and bedding material.

**Answer #22:** The bedding material is incidental to the cost of the Culvert Pipe pricing in accordance with NMDOT section 570 Pipe culverts. If existing project material meets the requirements for bedding material in accordance with NMDOT specification 570 Pipe Culverts then it may be used.

**Question #23:** What is the expected start date for this project?

**Answer #23:** It is anticipated that a Notice to Proceed will be issued in March of 2019.

**Question #24:** Additive Alternates – I believe we will need a construction staking item, traffic control item, and possibly testing item for each of the alternates. These items cannot be anticipated for coverage in the base bid.

**Answer #24:** All items are incidental to work on Additive Alternates.

Question #25: Will extra days be added for the additive alternates?

**Answer #25: If the County awards additive alternates extra days will be added to the contract as follows:**

**Camino Torcido Loop Drainage and Road Improvements**

- **Additive Alternative #1 an additional 20 Working Days will be added in the contract.**

**Racetrack Subdivision Drainage and Road Improvements**

- **Additive Alternative #1 and additional 10 Working Days will be added to the contract.**
- **Additive Alternative #2 and additional 10 Working Days will be added to the contract.**
- **Additive Alternative #3 and additional 10 Working Days will be added to the contract.**

Question #26: Camino Torcido Bid Form – line # 667110, MAIL BOX INSTALLATION-SINGLE – Unit of measure on the bid form is Lump Sum. Typically these are paid by the Each. Please confirm.

**Answer #26: Lump sum is the unit of measure for payment.**

Question #27: Camino Torcido Bid Form – line # 701031, REMOVE AND RESET TRAFFIC SIGN – Unit of measure on the bid form is Lump Sum. Typically these are paid by the Each. Please confirm.

**Answer #27: Lump sum is the unit of measure for payment.**

Question #28: Are there any moratorium roads or roads/bridges that we cannot use heavy trucks on to get material to or from the project?

**Answer #28: Contractors can contact material suppliers for direction.**

Question #29: Plans show that the driveways are paved...

- a. Are the quantities for the driveway pavement included in the pavement quantities?
- b. Is the driveway pavement section the same as the roadway section? If not, can you provide the driveway pavement section?

- Answer #29:**
- a. Driveways and driveway turnouts are not to be paved and are not included in pavement quantities.**
  - b. No Driveway pavement. Please see sheet 02-01.**

- Question #30:** Sheet no. 12-01 shows the bedding and backfill details. The details for suitable and unsuitable existing foundations are provided.
- a. Is there a geotechnical report that determines which driveways require the corresponding details?
  - b. Are those quantities for excavation for the driveway culvert pipes included in the earthwork quantities?
  - c. We didn't see any quantity for the granular material or bedding material in the quantity bid sheet.

- Answer #30:**
- a. No Geotechnical Report. All existing material is considered suitable. However, if material is found to be unstable then use the detail for unstable foundations.**
  - b. No the culvert pipe excavation is incidental to the cost of the Culvert Pipe pricing in accordance with NMDOT section 570 pipe culverts.**
  - c. This is incidental to the cost of the Culvert Pipe in accordance with NMDOT section 570 Pipe Culverts.**

- Question #31:** Channel Construction
- a. The channel detail calls for non-wire wired enclosed class b rip rap at a 1:1 slope. In our experience class b cannot be stacked at a 1:1 slope.
    - i. Should this be changed to include the wire enclosed blankets or is there enough room to have the slopes at 1:1.5?
  - b. There is a 20' drainage easement for the channel. Will there be a temporary construction easement in place during construction so that we have room to work on the channel?
  - c. On sheets numbered 03-08, the cross sections show the channel encroaching over the 20' easement. Is there a letter of permission or an agreement from the property owners to allow this?

- Answer #31:**
- a. Place Class B Rip Rap in accordance with the plans. Class B riprap has two fractured faces and a minimum dimension of 6" which should work per plan on Sheet 02-09.**
    - i. Place Class B Rip Rap in accordance with plans.**
  - b. Means and methods are the Contractor responsibility. Santa Fe County has permanent easements in place, but Santa Fe County will help acquire temporary work permits from property owners before construction begins. Trench boxes may be required.**

- c. **The Channel Cross section will be field fit to assure it remains in the easement.**

Question #32: There are 2 different pavement sections for the projects...  
a. One shows 2.5" of asphalt over 5" of base course. The other plan set shows 2" of asphalt over 4" base course. We are accustomed to placing a 2.5" asphalt section on County projects. Can you please verify that the 2" asphalt section is acceptable?

**Answer #32: 2" Asphalt per plan is acceptable on Racetrack Subdivision per plan Sheet 2-1.**

Question #33: There is no bid item for testing. Will testing be required from the contractors?

**Answer #33: Testing is required per NMDOT Minimum Testing Requirements May 2, 2013 for the Contractor. Contractor is responsible for Quality Control Testing. These tests are incidental to their associate pay items.**

Question #34: Does existing site soil meet the required R Value?

**Answer #34: Yes the existing material meets R-Value.**

Questions #35: On sheet GR1, there is a 15' drainage easement for channel and drop inlets. The drop inlets and the excavation to build them are over 10' deep. We will be required to slope and bench the earth for construction safety.  
a. Is there or will there be a temporary construction easement in place for the construction of these structures?

**Answer #35: Means and methods are the Contractors responsibility. SF County has permanent easements in place, but SFC will help acquire temporary work permits from property owners before construction begins. Trench Boxes may be required.**

Question #36: On Camino Largo and Camino Mocho, some of the drop inlets and pipes are close to and over 10' deep and within 5' of the property-R/W line.  
a. Is there going to be a temporary construction easement in place on the private property so that we can place shoring and/or bench our slopes?

**Answer #36: Means and methods are the Contractor responsibility. SF County has permanent easements in place, but SFC will help acquire temporary work permits from property owners before construction begins. Trench Boxes may be required.**

Question #37: On sheet 1-6 Drawing G6, under “Excavation and Backfill”, note 4, it requires the contractor to seed any disturbed areas. In the pre-bid meeting, the County officials said that the County is Responsible for reseeding. Please clarify

**Answer #37: Seeding is not required.**

Question #38: There are no details for drop inlets, pipes and pipe bedding.

- a. If we are to assume that the same details from Camino Torcido Loop apply...
  - i. The details for suitable and unsuitable existing foundations are provided.
  - ii. Is there a geotechnical report that determines which pipes require the corresponding details?
  - iii. Are those quantities for excavation for the all pipes included in the earthwork quantities?
    1. We didn't see any quantity for the granular material or bedding material in the quantity bid sheet.

**Answer #38: a. Drop inlets are NMDOT standard drawing 623 per 2-1. Culvert pipes are shown on the plans as Arch CMP per sheet 2-1.**

- i. **There is no Geotechnical report.**
- ii. **No, the culvert pipe excavation is incidental to the cost of the Culvert Pipe pricing in accordance with NMDOT specification 570 Pipe Culvert.**
- iii. **This is incidental to the cost of the Culvert Pipe in accordance with NMDOT specification 570 Pipe Culverts.**

Question #39: What asphalt mix will be required for the Racetrack Subdivision?

**Answer #39: SP –IV asphalt.**

Question #40: Detail C, Sheet DT1, Racetrack Subdivision Plans – Detail says to place 3” of base course at culverts, or restore to original condition. Is this work incidental to the culverts?

**Answer #40: Any Base course used for this purpose will be paid for at the line item cost for Base course.**

Question #41: Is the maturity method going to be used on all concrete?

**Answer #41: Maturity Method will be used in accordance with section 510.3.5.2 In Place Concrete Strength Measurements if the Contractor requests in place strength measurements for construction related purposes.**

Question #42: Because these plans were completed at the same time and the projects are next to each other, Santa Fe County decided to bid both projects together and award them to one Contractor.

**Answer #42: There are two sets of plans and two projects that will be awarded to one contractor. Horrocks designed the plans for Racetrack Subdivision. HDR designed the plans for Camino Torcido Loop.**

Please add this Addendum #2 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 Michelle A. Marmion, Senior Procurement Specialist at [mmarmion@santafecountynm.gov](mailto:mmarmion@santafecountynm.gov).

**IFB No. 2019-0119-PW/MAM  
SURFACE AND DRAINAGE IMPROVEMENTS  
TO MULTIPLE COUNTY ROADS  
PRE-BID CONFERENCE  
JANUARY 16, 2019**

**INTRODUCTIONS**

**Contracting Agency: Santa Fe County Public Works**

- |                       |                            |                     |
|-----------------------|----------------------------|---------------------|
| • Michelle A. Marmion | Procurement Specialist Sr. | Purchasing Division |
| • Maricela Martinez   | Procurement Specialist Sr. | Purchasing Division |
| • Daniel S. Smith     | Project Manager II         | Public Works        |

**CLARIFICATIONS TO THE BID**

- **Bid Opening has been changed to Tuesday, January 29, 2019 @ 2:00 pm Finance Conference room.**
- Page 5, **4. CONTRACT TIME** – Contract Time is **180 working days** not calendar days.
- Page 19 Bid Item #2 for Camino Torcido Loop – Disregard/remove Item #17 (Riprap Class G) and line number 602060 Riprap Class G under Additive Alternate 1.
- Page 18 Bid Item #1 Race Track Subdivision added estimated quantities.

**Project Description**

- Santa Fe County is requesting bids from licensed, qualified contractors for surface and drainage improvements to the Racetrack Subdivision and Camino Torcido Loop.
- This project has a mandatory completion date of **180 working days** and will commence on the date the Notice to Proceed is granted or as directed by Santa Fe County. There will be no extensions for any reason.
- Liquidated Damages: \$2,000.00 per each working day that expires after the date of substantial completion until substantial completion is achieved and a certificate of Substantial Completion is issued by the County.

**Bid Documents**

- Bid documents including specifications and plans are available by accessing our website at [https://santafecountynm.gov/asd/current\\_bid\\_solicitations](https://santafecountynm.gov/asd/current_bid_solicitations) or contacting Michelle A. Marmion, Procurement Specialist at (505) 992-6753. or by e-mail at [mmarmion@santafecountynm.gov](mailto:mmarmion@santafecountynm.gov).
- Carefully read all bid documents for requirements, terms & conditions, including the Sample contract.
- All bid forms must be completed, signed and included in the bid submittal.  
***If any of these requirements have not been met, the bid may be disqualified and deemed non-responsive.***
- General Contractors and Subcontractors require the appropriate CID Licensure for work performed.

- All contractors and subcontractors must be registered with the N.M. Department of Workforce Solutions for all work over \$60,000.00. **(All contractors and subcontractors must be registered as “Active” on the day of bid.)**
  - Last Day for Questions – Friday, January 18, 2019, e-mail questions to Michelle A. Marmion at [mmarmion@santafecountynm.gov](mailto:mmarmion@santafecountynm.gov) **(Please do not e-mail any other County staff and/or engineer.)**
  - All Subcontractors must be listed on the subcontractors listing form.
  - Addendum Issued – Tuesday, January 22, 2019 by close of business. *(Only questions answered by formal written addenda will be binding. Oral and other interpretations or clarifications will be without legal effect.)*
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- Basis of Award – The lowest, **responsive** combination of base bid 1 and base bid 2.
  - The awarded Contractor will be required to register all active subcontractors on the State of New Mexico Workforce Solutions website.
  - Bid Schedule:

**Bid Opening: Tuesday, January 29, 2019**  
**Location: Santa Fe County Purchasing Division, (Bokum Building, Second Floor),**  
**142 W. Palace Avenue, Santa Fe, N.M. 87501**  
**Time: 2:00 PM**

## Questions



**BID CONFERENCE**  
**IFB #2019-0119-PW/MAM**  
**RACETRACK SUBDIVISION/TORCIDO LOOP**  
**DRAINAGE AND ROAD IMPROVEMENTS**  
**WEDNESDAY, JANUARY 16, 2019**  
**4:00PM**

NAME	COMPANY	TELEPHONE	E-MAIL ADDRESS
FRED MARQUEZ	GM EMULSION	903-8504	fred@gmemulsion.com
Gabriel Martinez	GM Emulsion	575-890-9709	gabriel@gmemulsion.com
Erik Trujillo	GM Emulsion	505-690-3563	erik@gmemulsion.com
Tod Agenbroad	GM Emulsion	470-3472	Tode@gmemulsion.com
Steve Johnson	Desert Fox, LLC	505-934-4908	desertfoxpavingstevej@gmail.com
Kevin L. Harrison	EMCO of Santa Fe, Inc	505 423-2995	kharrison@espmem.com
Charly Crocco	Blackrocks services	505-270-2225	Crocco@Blackrocks-Services.com
Gilbert A. Luna	Universal Constructors	505-584-0900	Gilbert@ucimh.com
Joshua Crocker-Flint	AUI, Inc.	505-242-4848	joshc@auinc.net
D. SCOTT SMITH	SFCOUNTY	505-986-2416	DSSMITH@SANTAFECOUNTYNM.GOV
TU6 LEEDER	RL LEEDER	507 473 1360	TU6@RLLEEDER.COM



**BID CONFERENCE**

**IFB #2019-0119-PW/MAM**

**RACETRACK SUBDIVISION/TORCIDO LOOP  
DRAINAGE AND ROAD IMPROVEMENTS**

**WEDNESDAY, JANUARY 16, 2019**

**4:00PM**

NAME	COMPANY	TELEPHONE	E-MAIL ADDRESS
Patrick Heverere	Allied 360 Con.	505-470-5779	patrick.heverere@gmail.com
Patrick Wylie	Spawling's Const Co. Inc	(505) 821-1034	Pwylie@spawlingsconstruction.net
Mike Griego	Pinker Materials	(505) 867-2394	michael.griego@rinkerpipe.com
Ryan Killingsworth	Franklin's Earthmoving	505-328-7113	ryan@franklinsearthmoving.com
Marcela Martinez	SFC Purchasing	505-992-9804	McMartz@sanjatecountynm.gov
Robert Martinez	SFC P/W	992-3015	robmtz@sanjatecountynm.gov
Michelle Martinez	SFC		

**\*\*REVISED\*\* BID SHEETS**  
**IFB NO. 2019-0119-PW/MAM VARIOUS ROAD IMPROVEMENTS**

BASE BID ITEM NO. 1		RACE TRACK SUBDIVISION				
ITEM NO.	LINE NUMBER	DESCRIPTION	UNIT	ESTIMATE	COST PER UNIT	EXTENDED PRICE
1	201000	CLEARING AND GRUBBING	AC	5		
2	203000	UNCLASSIFIED EXCAVATION	CY	2,300		
3	207000	SUBGRADE PREPARATION	SY	10,100		
4	303000	BASE COURSE	TON	1,400		
5	416000	MINOR PAVING	SY	5,500		
6	570437	24" STORM DRAIN CULVERT PIPE	LF	67		
7	570441	24" CULVERT PIPE END SECTION	EACH	2		
8	570449	30" STORM DRAIN CULVERT PIPE	LF	421		
9	570461	36" STORM DRAIN CULVERT PIPE	LF	347		
10	570467	42" STORM DRAIN CULVERT PIPE	LF	340		
11	570471	42" STORM DRAIN CULVERT PIPE ES	EACH	1		
12	570152	21" S x 15" R (NOMINAL) CULVERT PIPE ARCH	LF	1,161		
13	602060	RIPRAP CLASS G	SY	100		
14	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	1		
15	621000	MOBILIZATION	LS	1		
16	623115	MEDIAN DROP INLET 5'x3' (RURAL) H=6'-1" TO 9'-0"	EACH	4		
17	623116	MEDIAN DROP INLET 5'x3' (RURAL) H=9'-1" TO 12'-0"	EACH	1		
18	623401	DROP INLET 4' X 3' (TYPE D) H = 4' - 0"	EACH	2		
19	623407	DROP INLET 4' X 3' (TYPE D) H = 6'-1" TO 8'-0"	EACH	1		
20	667131	REMOVE AND RESET MAILBOXES	EACH	24		
21	701030	REMOVE AND RESET PANEL SIGN	EACH	9		
22	702811	TRAFFIC CONTROL	LS	1		
23	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	1		
24	910000	OPEN CHANNEL (COBB PROPERTY)	CY	74		
25	910001	OPEN CHANNEL BASIN	LS	1		
<b>TOTAL BID ITEMS 1 - 25 WRITTEN IN NUMBERS</b>						
					<b>Dollars &amp; Cents</b>	
<b>TOTAL BID ITEMS 1 - 25 WRITTEN IN WORDS</b>						

**ALL BID ITEMS ARE EXCLUSIVE OF GROSS RECEIPTS TAX (GRT)**

ADDITIVE ALTERNATE 1 DRIVEWAY CULVERT END SECTIONS					
LINE NUMBER	DESCRIPTION	UNIT	ESTIMATE	COST PER UNIT	EXTENDED PRICE
570153	21" S x 15" R (NOMINAL) CULVERT PIPE ARCH END SECTION	EACH	64		
<b>TOTAL ADDITIVE ALTERNATE 1 WRITTEN IN NUMBERS</b>					
					<b>DOLLARS &amp; CENTS</b>
<b>TOTAL ADDITIVE ALTERNATE 1 WRITTEN IN WORDS</b>					

**ALL BID ITEMS ARE EXCLUSIVE OF GROSS RECEIPTS TAX (GRT)**

ADDITIVE ALTERNATE 2 BASE COURSE AND MINOR PAVING CALLE CORTO STATION 0+00 - 8+00					
LINE NUMBER	DESCRIPTION	UNIT	ESTIMATE	COST PER UNIT	EXTENDED PRICE
303000	BASE COURSE	TON	410		
416000	MINOR PAVING	SY	1,900		
<b>TOTAL ADDITIVE ALTERNATE 2 WRITTEN IN NUMBERS</b>					
					<b>DOLLARS &amp; CENTS</b>
<b>TOTAL ADDITIVE ALTERNATE 2 WRITTEN IN WORDS</b>					

**ALL BID ITEMS ARE EXCLUSIVE OF GROSS RECEIPTS TAX (GRT)**

ADDITIVE ALTERNATE 3 BASE COURSE AND MINOR PAVING CAMINO MOCHO STATION 100+25 - 107+63					
LINE NUMBER	DESCRIPTION	UNIT	ESTIMATE	COST PER UNIT	EXTENDED PRICE
303000	BASE COURSE	TON	375		
416000	MINOR PAVING	SY	1,700		
<b>TOTAL ADDITIVE ALTERNATE 3 WRITTEN IN NUMBERS</b>					
					<b>DOLLARS &amp; CENTS</b>
<b>TOTAL ADDITIVE ALTERNATE 3 WRITTEN IN WORDS</b>					

**ALL BID ITEMS ARE EXCLUSIVE OF GROSS RECEIPTS TAX (GRT)**

**\*\*REVISED\*\* BID SHEETS CONTINUED**  
**IFB NO. 2019-0119-PW/MAM VARIOUS ROAD IMPROVEMENTS**

BASE BID ITEM NO. 2		CAMINO TORCIDO 1.OOP				
ITEM NO.	LINE NUMBER	DESCRIPTION	UNIT	ESTIMATE	COST PER UNIT	EXTENDED PRICE
1	201000	CLEARING AND GRUBBING	ACRE	3		
2	205000	UNCLASSIFIED EXCAVATION	CU YD	6,000		
3	207000	SUBGRADE PREPARATION	SQ YD	11,200		
4	209000	BLADING AND RESHAPING	MILE	0.05		
5	303150	BASE COURSE 5"	TON	3100		
6	408100	PRIME COAT MATERIAL	TON	21		
7	416000	MINOR PAVING (1 lb of 2.5" HMA SP-1V)	TON	1530		
8	511000	STRUCTURAL CONCRETE, CLASS A	CU YD	55		
9	540060	REINFORCING BARS GRADE 60	LBS	10570		
10	570018	18" CULVERT PIPE	LIN FT.	5		
11	570024	24" CULVERT PIPE	LIN FT.	250		
12	570036	36" CULVERT PIPE	LIN FT.	60		
13	570042	42" CULVERT PIPE	LIN FT.	150		
14	570152	21"X15"R (NOMINAL) CULVERT PIPE ARCH	LIN FT.	830		
15	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	L.S.		
16	602010	RIPRAP CLASS B	CU YD	52		
17	603200	SILT FENCE	LIN FT.	610		
18	603221	CHECK DAM TYPE II	LIN FT.	40		
19	603260	CULVERT PROTECTION	SQ YD	3150		
20	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	L.S.	L.S.		
21	606001	SINGLE FACE W-BEAM GUARDRAIL	LIN FT.	225		
22	606052	END TREATMENT TL-2 END TERMINAL	EACH	2		
23	606053	END TREATMENT W-BEAM END ANCHOR	EACH	2		
24	607026	CHAIN LINK FENCE 6'	LIN FT.	210		
25	607320	STANDARD GATE, 20'	EACH	1		
26	618000	TRAFFIC CONTROL MANAGEMENT	L.S.	L.S.		
27	621000	MOBILIZATION	L.S.	L.S.		
28	667110	MAIL BOX INSTALLATION-SINGLE	L.S.	L.S.		
29	701031	REMOVE AND RESET TRAFFIC SIGN	L.S.	L.S.		
30	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	L.S.	L.S.		
<b>TOTAL BID ITEMS 1 - 30 WRITTEN IN NUMBERS</b>					<b>Dollars &amp; Cents</b>	
<b>TOTAL BID ITEMS 1 - 30 WRITTEN IN WORDS</b>						
<b>ALL BID ITEMS ARE EXCLUSIVE OF GROSS RECEIPTS TAX (GRT)</b>						

ADDITIVE ALTERNATE 1 PASEO REAL DRAINAGE IMPROVEMENTS						
LINE NUMBER	DESCRIPTION	UNIT	ESTIMATE	COST PER UNIT	EXTENDED PRICE	
511000	STRUCTURAL CONCRETE, CLASS A	CU YD	55			
540060	REINFORCING BARS GRADE 60	LBS	550			
570042	42" CULVERT PIPE	LIN FT.	140			
602010	RIPRAP CLASS B	CU YD	38			
603200	SILT FENCE	LIN FT.	1010			
606001	SINGLE FACE W-BEAM GUARDRAIL	LIN FT.	165			
606052	END TREATMENT TL-2 END TERMINAL	EACH	1			
606053	END TREATMENT W-BEAM END ANCHOR	EACH	1			
<b>TOTAL ADDITIVE ALTERNATE 1 WRITTEN IN NUMBERS</b>					<b>DOLLARS &amp; CENTS</b>	
<b>TOTAL ADDITIVE ALTERNATE 1 WRITTEN IN WORDS</b>						
<b>ALL BID ITEMS ARE EXCLUSIVE OF GROSS RECEIPTS TAX (GRT)</b>						

**Santa Fe County  
Traffic Control Specification  
January 26, 2018**



### Description

The work consists of providing a traffic control plan and traffic control management including supervision of personal and the installation, inspection, and maintenance of traffic control devices. The Contractor shall furnish all labor, equipment, and traffic control devices necessary to provide a safe work zone. All required signing and traffic control devices shall be in compliance with the current edition of the Manual on Uniform Traffic Control Devices.

Management of the traffic control shall be performed in accordance with section 618 Traffic Control Management of the Standard Specifications for Highway and Bridge Construction New Mexico State Department of Transportation 2014 edition.

### Traffic Control Plan

The Traffic Control Plan shall be submitted on 11" x 17" paper and shall be stamped by a registered professional engineer in the State of New Mexico. The traffic control plan shall be created using a CADD program and submitted to the Santa Fe County Project Manager for approval.

### Pavement Drop-Offs

Pavement drop-offs occur when the longitudinal edge of the travel lane is not flush with the adjacent existing surface.

#### Case 1 - Activities within the Travel Lane Such as Milling or Overlay Operations

A maximum 1 ½" vertical drop-off between adjacent surfaces will be allowed at the centerline of lanes without treatment. When the drop-off is greater than 1 ½" a fillet with a slope of 3:1 or flatter shall be provided during non-working hours. The work shall be scheduled to result in not more than one day operation of exposed longitudinal joint between adjacent surfaces.

#### Case 2 - Areas Adjacent to the Existing Travel Lane with Buffer Zones Less than 6ft in Width

A buffer zone is defined as any smooth, transversable surface that does not contain any obstruction or drop offs.

- A. A slope of 3:1 or flatter should be constructed whenever possible.
- B. Drop offs greater than 1 ½" that are exposed to traffic during non-working hours shall be protected by a fillet (3:1 or flatter) or delineation by drums, vertical panels or other delineation devices.

- C. For drop-offs greater than 1 foot, if a fillet of less than 3:1 slope is not achievable, positive barrier (concrete wall barrier or approved equal) should be used.

Case 3-Areas Adjacent to the Existing Travel Lane with Buffer Zones 6ft or more in Width

- A. A slope of 3:1 or flatter should be constructed whenever possible.
- B. For drop-offs less than 2 feet, vertical panels or other delineation devices shall be used.
- C. For drop-offs greater than 2 feet, if a fillet of less than 3:1 slope is not achievable, positive barrier (concrete wall barrier or approved equal) should be used.

Case 4 – Point Drop-offs Such as Drop Inlets and CBC Ends.

When this type of drop-off is present, every effort should be made to place the appropriate permanent nature, such as guardrail or inlet grates, as soon as possible.

1. For drop-offs located 6ft. or more from the travel lane, Type "B" drums shall be used to delineate the hazard.
2. For drop-offs located less than 6ft. from the travel lane, positive barrier (concrete wall barrier or approved equal) protection shall be provided. Type "B" drums may be used if the drop-off will be exposed for less than 24 hours.

**Work Included in Payment**

All labor, materials and equipment to provide traffic control for the construction project. Payment shall be full compensation for the traffic control devices, traffic control plan and the daily management of the traffic control and no further payment will be made.