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February 7, 2025

SANTA FE COUNTY
IFB NO. 2025-0208-PW/DK
INFRASTRUCTURE MANAGEMENT PROGRAM ROADWAY IMPROVEMENTS
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 Sheets

Bid Item 209000 BLADING and RESHAPING;

Per the Base Bid tab sheet this bid item was to be utilized for Paseo Nopal; this bid item will NOT be applicable. Per the scope of work specific to Paseo Nopal, Shoulder and Ditch Reconstruction will not be performed. Additionally, the pavement overlay will also NOT require construction of a 2% side slope (crown). The 2" HMA mat shall "match existing" pavement surface.

Bid Item 209000 Blading and Reshaping WILL be utilized to establish a 2" HMA section depth for CR-90A, SHADY LANE. The Contractor shall be paid for this work per Bid Item 209000. This work will generally be performed in accordance with Specification Section 209. Exceptions to the specification pertain to 209.3.1:

- Scarifying and processing existing basecourse is not required unless excessive disturbance from the milling process occurs.
- Density testing of basecourse will not be required of the Contractor. If determined necessary by the County Project Manager, the County will perform such testing.

The Contractor shall:

- Wet and compact finished basecourse surface.
- Proof roll surface to identify any uncompacted areas or unstable subgrade.
- Schedule paving within 24 hours after basecourse preparation to prevent surface or weather damage.

Question No. 1: What asphalt oil will be used for this project?

Answer No. 1: The County is requesting the contractor to submit for a currently approved NMDOT HMA SP-IV mix design – The Performance Grade binder may be 64-28 or comparable for typical temperature ranges in N. New Mexico. Tack Coat Material may be SS-IH 1:1.

Question No. 2: By your calculations on pages 6 and 7 base bid item 1 shows 17,448 SY, item 2 shows 18,565 SY, and item 3 shows 12,318 SY for a total of 48,331 SY. By our calculations 2” of asphalt concrete for this quantity would be closer to 5250 tons and not the 3480 tons listed in the bid form. Please check and clarify.

Answer No. 2: For Base Bid item 1, the HMA paving (and tonnage) is included with the scope for specification 415.1.3 Option B (Cold Mill with HMA Inlay, 2”), to be bid and paid for by the square yard. The estimated quantity of HMA to be placed for Base Bid items 2 & 3 is noted in Bid Item #416104 Minor Paving (3,480 tons). The tonnage for item #415000 is not included in the Minor Paving item. Total calculations may vary slightly depending on the unit weigh of HMA used.

Question No. 3: Does the County want to take possession of the millings or do they become the property of the contractor?

Answer No. 3: The County will retain the millings. The dump site (County yard) for the millings is approx. 1 ¾ miles from the roads noted in Base Bid item 1, and the county crew will manage the stockpile.

Question No. 4: Will there be any testing required and if so, how will it be paid for?

Answer No. 4: Yes. QC testing will be considered incidental to the paving with no separate item for payment – please bid paving accordingly:

As noted in the Invitation for Bid section II, Project Goals and Objectives, and section III Special Conditions, the contractor is required to perform sufficient QC testing to verify HMA density requirements per NMDOT-SSHBC section 416 are achieved (nuclear gauge) – cores for density not required. Full scope laboratory mix evaluation testing is not required unless changes or deficiencies become evident during placement. The County will be performing random density tests during paving operations and may pull cores for thickness verification if deemed necessary. The County may also perform surface tolerance checks (10’ straightedge) if surface irregularities become numerous.

Question No. 5: Regarding Traffic Control can we utilize one-way traffic during construction or will we be required to maintain two-way traffic?

Answer No. 5: One way traffic is acceptable if an adequate number of personnel (flaggers) are present to safely control traffic. Long stretches may require walkie-talkies, a pilot vehicle and signage/personnel at side roads and driveways to prevent wrong way drivers in the work zones. Efforts should be made to phase work such that very long one-way sections are minimized.

Question No. 6: The bid items for Subgrade Stabilization and Miscellaneous Paving seem to be redundant as they both require 2” asphalt patching. Would you please clarify?

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Answer No. 6: Specification 203-A doesn't provide for HMA patching – we have added item 417000 to pay for that. It is expected that there will be multiple locations on each road which will need subgrade stabilization, therefore Bid Items 203211 Unstable Subgrade Stabilization and 417000 Miscellaneous Paving are listed in the scope of work for each road. Repaired areas will be proof rolled for visual compaction. No density tests will be required for HMA patches.

Question No. 7: Is there a Maximum amount of RAP that will be allowed to be used in the Hot Mix Asphalt? The NMDOT allows up to 35% but some agencies limit the amount used to 15%.

Answer No. 7: HMA SPIV with RAP content of 15% to 35% is acceptable with a current NMDOT approved mix design submittal. HMA with RAP content greater than 15% is subject to the specifications detailed in the 2019 NMDOT-SSHBC, SECTION 423 – MAJOR PAVING, Sub-Part 423.2.7. The QA/QC testing requirements for field placement of HMA are subject to SECTION 416 – Minor Paving. HMA cores for density not required.

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.