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DEPARTMENT OF FINANCIAL SERVICES
PURCHASING DIVISION
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**ADDENDUM NO (1) ONE
IFB 17-PW-001
SARA ROAD REHABILITATION PROJECT**

August 11, 2016

Addendum Number (1) One forms part of the contract documents and modifies them in the manner set forth below.

ATTENTION CONTRACTORS

- *Questions and Answers*
- *Fillet detail, Additional Notice to Contractor Information and revised plan sheets attached hereto*
- *Revised bid form attached hereto*
- *City of Rio Rancho Specification Section 475 attached hereto*

Question: Section 13.03 C and 13.03 D states the contractor pays for the testing. This is also referenced on paragraph 7, page 24. Can we have a bid item for Contractor QC?

Answer: See revised bid form for Contractor Asphalt Testing Allowance.

Question: Item 18 on the bid form is for Valley Gutter paid by the LF. Sheet 2-4 identifies four locations for a Valley Gutter but it appears the new Valley Gutter is missing on May Ct and Sue Ct. Please verify.

Answer: See revised bid form and plan sheets for updated quantities.

Question: Note #9 found on sheets 2-8 to 2-19 call out to remove and replace concrete fillets. The detail on Sheet 2-5 Section B-B is for an 8" thick concrete reinforced section for the fillets. Since this concrete cannot be measured by lineal foot (bid item 18 above), and the City of Rio Rancho pays this item by square yard, can we have a bid item for 8" thick reinforced concrete for fillets?

Answer: The fillet quantity, welded wire fabric and no. 4 dowel bars shall be considered incidental to bid item 609444 – CONCRETE VERTICAL CURB AND GUTTER 8” X 24”. See attached detail for reference.

Question: Is there a color specification for item 21, Boulders?

Answer: Granite color shall be an earth-toned shade as approved by the CoRR.

Question: Item 23, Panel Signs requires Steel Posts and Post Base to install. Section 701.5 NMDOT pays the signs by SF and the posts by LF. Can we get a bid item with quantity for posts and bases for the panel signs?

Answer: For clarity, item 701000 - Panel Signs has been removed from project quantities. Per “List of Incidentals” Sheet 1-7, No. 6, panel signs shall be incidental to item 702810 - Traffic Control Devices for Construction.

Question: Are fees referenced in the bidding documents to be waived by the City of Rio Rancho or should we include barricading, restoration, permits etc. in our bid?

Answer: Please refer City Ordinance, Chapter 96.

Question: Note 12 on sheet 1-6 state that maximum amount to be paid is bid item 37, \$35,000.00. If utility conflicts exceed this amount to complete the project, does the contractor absorb the additional costs to complete the project?

Answer: This allowance is for coordination with the utility companies only, and not for the contractor to complete work of relocation and should be sufficient for this purpose. Because utilities are within the ROW, utility companies shall be responsible for the cost of relocation.

Question: Roadway Note 8, sheet 1-6. Please confirm RAP is not allowed in the HMA.

Answer: RAP shall not be allowed in the HMA.

Question: ADA Note 15, sheet 1-6. Can we receive a bid item for the pedestrian detour? Is there a proposed plan to detour pedestrians that was developed during the design phase that we could review? Since there are no sidewalks on the opposite side of Sara Road, and this would be the only area to detour pedestrians, would we have to include ADA facilities at all intersections to move the pedestrians outside of the construction zone in addition to an all-weather pathway?

Answer: Per “List of Incidentals” Sheet 1-7, No. 6, maintaining pedestrian access during construction shall be incidental to item 702810 - Traffic Control Devices for Construction.

Question: Is a SWPPP, NOI or any other document required for EPA? If so, can we receive a bid item for this?

Answer: These documents are not required for this project.

Question: Sheet 2-4 has a list of Lump Sum Items. Can we receive a bid item for the following:

- Drip Irrigation System – LS? Please provide the irrigation plan if required to show location, materials, etc.
- 901000 Construction Process Quality Control – LS?

Answer: Item 664990 - Drip Irrigation System has been removed from the “Lump Sum Items” table on sheet 2-4. See revised bid form and plan sheets for updated quantities.

This item has been removed from the “Lump Sum Items” table on sheet 2-4. An item for Contractor Asphalt Testing Allowance has been added in its place. See revised bid form and plan sheets.

Question: Is the Table for 601000 Removal of Structures and Obstructions complete? What pay item is used for removal and disposal of concrete sidewalk, curb and gutter, valley gutter and fillets? Can the City provide quantities to bid?

Answer: Line added to 601000 Removal of Structures and Obstructions for concrete sidewalk, curb and gutter, valley gutter and fillets. See revised bid form and plan sheets for updated quantities.

Question: Sheet 6-3 details the project signs. How many are required and how are they paid for?

Answer: There are a total of 4 panel signs on the project. Two projects signs (one for each end of the project) and two bond signs (one for each end of the project). Payment of signs shall be incidental to item 702810 - Traffic Control Devices for Construction.

Question: Is there a detail for setting and installing the landscape boulders? Is a portion set within the subgrade and is concrete required for setting these?

Answer: Bury boulders no more than 1/3 total height within the subgrade. Concrete foundation not required.

Question: Is there a PG Oil grade required for the asphalt?

Answer: Per CoRR Standard Drawing, use PG 64-22.

Question: Sheet 2-2 and 2-3 define locations for Full Reconstruction. There is a pay item for 203000 Unclassified Excavation but no item for 203100 Borrow (referenced in the table). It is anticipated no borrow/import will be required for the sub-excavation? Can we receive a bid item for borrow?

Answer: Bid item 203100 – Borrow added. See revised bid form and plan sheets for updated quantities.

Question: For the Hot-Pour crack seal, can you provide Section 475 in the bidding documents? For cracks wider than 1-1/2” after the milling operations, how do we repair per the detail provided on sheet 2-5? Can we receive a bid item for Prime Coat and HMA to follow the key notes? Is the saw cut and removal incidental to 601000 Removal of Structures and Obstructions? Can the City provide estimated quantities for bidding purposes?

Answer: The CoRR will add Section 475 to the bidding documents. The only areas with cracks over 1-1/2" are located in the areas slated for full depth reconstruction. Section 475.3.3 paragraph 2 of the CoRR Specifications states that "Cracks and joints wider than 1-1/2 inch shall be repaired in accordance with the details shown on the plans or as directed by the City Engineer or designee." While the CoRR standard detail on sheet 2-5 shows just replacing patching the asphalt, areas with large cracks are covered under the locations designated for full depth reconstruction. The City does not dictate means and methods.

Question: Item 601110, Removal of Surfacing is found in the table on sheet 2-3 and appears consistent for the locations required for the Full Reconstruction portions Sara Road. Can this item also be used to remove the portions of asphalt trail per note 10 on sheets 2-8 to 2-22? If not, does the City have quantities for these removals and are they part of 601000 but not identified on the Table provided on sheet 2-4?

Answer: See revised bid form and plan sheets for updated quantities.

Question: On sheets 2-6 and 2-20, what is the pay item for the relocation of the steel panel and drainage crossing? Can we receive a bid item for this work?

Answer: Relocation of steel panel shall be incidental to item 608004 - Concrete Sidewalk.

Question: Is there a designated truck route to haul the millings to the City yard?

Answer: Please refer to Roadway General Note 6.

Question: Upon review of the west-side of Sara Road, it would not be feasible to detour pedestrians (Item #9 below) to the opposite side of Sara Road without significant grading of this location due to the large cuts required, especially at the existing residents. And since the existing ramps on the eastside are out of ADA compliance until re-built, there appears no option to detour pedestrians as required per Note 15. On a previous project with NMDOT and Bernalillo County for Paradise Road, the pedestrians were detoured onto the existing roadway asphalt with traffic control barrels as the only devices until new ADA facilities were installed (24/7). Has this option been discussed with your design team? If this is the only option while reconstructing the sidewalk and ramps, the milling operation on the N/B lane would be delayed until all ADA improvements would be complete. Can the City extend the project duration past 80 calendar days to accommodate Note 15 requirements?

Answer: Sheet 6-1, Suggested Sequence of Construction, Phase 1 states that Concrete work shall be completed prior to milling operations. During this time there will be sufficient pavement on Sara Road to shift traffic to provide room for temporary pedestrian access. 10 additional calendar days will be allowed, bringing the total project schedule to 90 days.

Question: There appears the two trees on sheet 2-20 are identified to be removed and disposed to re-configure the drainage channel. Do we include these in the table for 601000 Removal of Structures and Obstructions?

Answer: The trees in question are already listed in the table "ITEM NO. 601000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS" on Sheet 2-4 at stations 65+42.22 and 65+74.38.

Question: Does the 5 day closure of Sara Road discussed today for paving include all striping, signage within the 5 days?

Answer: General Note 28 states that the closure is for paving only.

Question: If the existing drive-pads are not ADA compliant currently through the sidewalk, are we to remove and replace enough drive-pad towards the residence to make a smooth transition to the new sidewalks? Does the City have the required easements from the residents if this work is required?

Answer: All drive pads abutting Sara Road are situated on very flat grades and will not require reconstruction to the ROW line. Limits shown on plan are adequate

Question: What size should millings be?

Answer: The city responded that Roadway General Note 7 on sheet the size of the millings shall be changed from ½" to 1 ½"

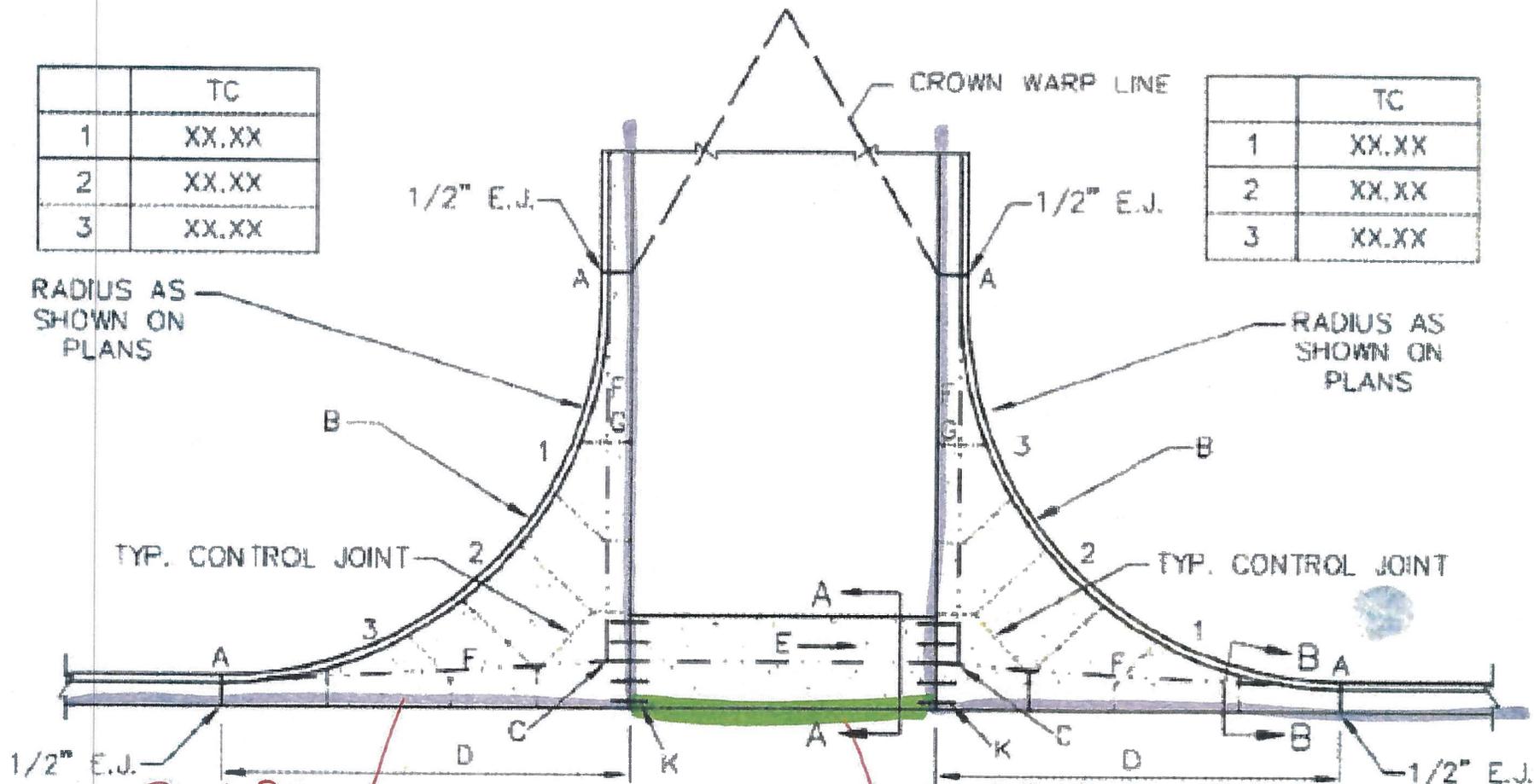
Question: What is the haul distance?

Answer: The haul distance was originally listed as 7 miles in Roadway General Note 6. Because the distance is between 7 and 8 miles, the haul will be rounded up to 8 miles in Roadway General Note 6.

As provided on page 55 of the Bid Documents, Bidders shall acknowledge receipt of Addendum Number (1) One. All other provisions of the Contract Documents shall remain unchanged.

	TC
1	XX.XX
2	XX.XX
3	XX.XX

	TC
1	XX.XX
2	XX.XX
3	XX.XX



Paid for by bid item 609444 Concrete vertical C+G (LF)

PLAN

Paid for by bid item 609650 Concrete Valley Gutter (LF)



ADDITIONAL INFORMATION FOR NOTICE TO CONTRACTORS

IFB 17-PW-007

Sara Road Rehabilitation Project

1. Utility Coordination Allowance

The Contractor shall be solely responsible for determining in advance of their construction operations, if any of the dry utility lines are in conflict with construction operations. If any conflict is evident, the Contractor shall be solely responsible for coordinating with the appropriate utility owner to relocate the utility conflict. Payment for utility coordination shall not exceed the amount provided for in Bid Item No. 37 – Utility Coordination Allowance. The Contractor shall assume full liability for schedule delays and/or cost over runs due to failed coordination with private utility companies.

2. Penalty for 5-day closure limit

Exceeding the 5-day closure limit for final paving will result in the following penalty options to the Contractor, to be determined solely by the City of Rio Rancho:

1. Liquidated damages of \$5,000/day with a continued closure
2. A pay reduction to the contractor for reduced pavement quality.

Payment will be made at 60% of the bid item unit cost for the portions of asphalt placed after the 5-day requirement expired.

If the pay reduction (option 2 above) is executed, then the contractor must reopen the roadway to traffic. No payment will be made for the additional barricading or traffic control due to the contractor's inability to complete the final paving within the 5 day requirement.

3. Property Owner Access

The Contractor shall be solely responsible for maintaining access to those properties whose primary access is on Sara Road. This access shall be maintained regardless of closure status.

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GENERAL NOTES

- All construction shall be performed in accordance with 1) the project construction plans, 2) the project specifications, 3) the current edition of the City of Rio Rancho standard details, 4) the current edition of the NMDOT Standard Specifications for Highway and Bridge Construction, and 5) the New Mexico Standard Specifications for Public Works Construction and details, as prepared by the New Mexico Chapter, American Public Works Association and addendum. In the case of conflicting specifications, the City of Rio Rancho will determine which specification governs.
- The Contractor agrees to assume the sole and complete responsibility for the job site conditions during the course of construction of the project, including safety of all persons and property. This requirement shall apply continuously and not be limited to normal working hours, and the Contractor shall defend, indemnify and hold the City and Engineer harmless from any and all liability, real or alleged, in connection with the performance of the work on this project, except for liability arising from the sole negligence of the City or Engineer.
- No modifications to these plans shall be made without the written consent of the City, Engineer, and all approval signatories. The Engineer shall not be responsible for construction methods or techniques or for the prosecution of the work as shown on these plans. The Engineer shall not be held responsible for the acts or omissions of the Contractor, Subcontractors, or other persons performing any work, as shown in the project Contract Documents.
- A Right-of-Way Use Permit and Traffic Control Plan (TCP) are required for all work performed within the public Right-of-Way. Provisions contained within Chapter 96 of the City of Rio Rancho Municipal Code shall govern. All construction signing, barricading, and channelization devices shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). The Contractor is responsible for the setup and maintenance of all traffic control devices. Any modifications to the approved traffic control plan must be approved by the City prior to any changes being implemented. A Traffic Control Supervisor must be available for the duration of the project 24 hours a day and seven days a week. Access to residents and businesses must be maintained at all times.
- The Contractor shall designate at least one emergency contact person, and shall provide telephone numbers where this person can be contacted at any time. This information shall be provided to the City's Project Manager.
- The Contractor is responsible for obtaining all necessary permits from all jurisdictional authorities before the start of construction.
- All work on this project shall be performed in accordance with applicable federal, state, and local laws, rules and regulations concerning construction safety, health, and environmental protection.
- Existing site improvements which are damaged or displaced by the Contractor shall be removed and replaced by the Contractor at the Contractor's own expense. The work shall be approved by the City before construction of the repairs. Repairs must be accepted by the City before final payment.
- The Contractor shall only utilize the designated staging areas for storage of all equipment and materials. The City assumes no responsibility or liability for the Contractor's equipment and material in the staging area. Security shall be the sole responsibility of the Contractor. If no staging area is designated on these plans, an offsite staging area shall be provided by the Contractor at the Contractor's expense, or the Contractor may negotiate with the City to use an onsite area.
- Unless otherwise noted, all roadway stationing is along the centerline of the roadway right-of-way.
- Unless otherwise noted, stationing of channels and/or pipes in drainage easements is along the centerline of the channel/pipe.
- The Contractor shall be solely responsible for determining in advanced of their construction operations, if any of the dry utility lines are in conflict with construction operations. If any conflict is evident, the Contractor shall be solely responsible for coordinating with the appropriate utility owner to relocate the utility conflict. Payment for utility coordination shall not exceed the amount provided for in bid item No. 37-Utility Coordination Allowance. The Contractor shall assume full liability for schedule delays and/or cost over runs due to failed coordination with private utility companies.
- Facilities which are not specifically located with actual vertical and horizontal controls on the construction documents, are shown approximate and in accordance with the best available information provided by various owners of the facilities, and supplemented by visual surface information where appropriate. Accuracy, location, and completeness of this information is the sole responsibility of the Contractor and should be verified, by any means necessary, before the initiation of construction. Should a conflict exist, the Contractor shall notify the City, Engineer, and the City's Project Manager immediately.
- It is mandatory that a preconstruction meeting be held before commencing construction. The Contractor is responsible for contacting the City's Project Manager to determine the time and location of the preconstruction meeting.
- At the preconstruction meeting, the Contractor shall submit a detailed construction schedule to the City's Project Manager. The schedule will be updated on a monthly basis and submitted with the monthly invoice.
- Any work performed without the approval of the City of Rio Rancho and/or all work and materials not in conformance with the specifications is subject to removal and replacement at the Contractor's expense.
- The Contractor shall contact NM 811 at 1-800-321-2537 for utility spots in accordance with applicable state law.
- The Contractor shall confine their work to within the construction limits and/or public right-of-way to preserve existing vegetation, landscaping, and private property. Approval of these plans does not give or imply any permission to trespass or work on private property. Permission must be granted in writing by the Owner of that property.
- It is the sole responsibility of the Contractor to keep the job site free from trash on a daily basis, and all materials will be neatly organized. Trash and/or non-used materials shall not be buried onsite.
- The Contractor shall park equipment and vehicles so as not to interfere with normal activities of residents, other Contractors, or Emergency Services.
- The Contractor will provide construction staking utilizing approved construction plans, the appropriate Right-of-Way maps, recorded plats, and City of Rio Rancho standard details. Each revision to the plans shall be recorded in the plan revision block. Plans shall include a location map with legal description(s) and location grid.
- The Contractor shall maintain an up-to-date and accurate set of Working Record Drawings, redefined drawings, in accordance with the City or Rio Rancho's Development Process Manual (DPM) Chapter II.7. These Working Record Drawings shall reflect all approved changes to the original plans throughout the construction process. At the completion of construction, the Contractor shall submit the Working Record Drawings as outlined in the City or Rio Rancho's DPM Chapter II.7. Also, the Contractor shall ensure that all submittals, permitting, and construction activities are in accordance with the City or Rio Rancho's DPM and applicable ordinances. All costs for these requirements are incidental to the Contract.
- No work shall be performed in a floodplain without written authorization from the City's Floodplain Manager.
- Any work performed in a drainage way, channel, arroyo, or floodplain must be protected by the means identified in the Temporary Erosion Control and Sediment plans accepted by the City.
- Vibration monitoring will be at the Contractor's discretion and incidental to the Contract.
- Remove all tree roots to a depth 1' below the elevation of finish grade. Backfill and compact per Soils Note 1.
- Remove bollards at least 1' below existing grade and backfill in accordance with Soils Note 1.
- Exceeding the 5-day closure limit for final paving will result in the following penalty options to the Contractor, to be determined solely by the City of Rio Rancho owner:
 - Liquidated damages of \$5,000/day with a continued closure
 - A pay reduction to the contractor for reduced pavement quality.
 Payment will be made at 60% of the bid item unit cost for the portions of asphalt placed after the 5 day requirement expired.

 If the pay reduction (option 2 above) is executed, then the contractor must reopen the roadway to traffic. No payment will be made for the additional barricading or traffic control due to the contractor's inability to complete the final paving within the 5 day requirement.
- All construction work shall be accomplished between the hours of 7 AM and 5 PM in accordance with the City of Rio Rancho Noise Ordinance.
- The contractor shall maintain access to all lots whose primary access is onto Sara Road regardless of closure status.

SOILS

- Unless otherwise specified subgrade soils and structural fill materials shall be compacted to the following percentages of the ASTM D-1557 maximum density.

MATERIALS	PERCENT (%) COMPACTION
STRUCTURAL FILL IN THE BUILDING AREA	95
SUB BASE FOR SLAB SUPPORT	95
MISCELLANEOUS BACKFILL BELOW STRUCTURAL FILL OR ROAD	95
MISCELLANEOUS BACKFILL BELOW UNPAVED, NON-BUILDING AREAS	90
ROAD SUB GRADE	95
SIDEWALK SUB GRADE	95
CURB AND GUTTER SUBGRADE	95
ARROYOS	90

ROADWAY GENERAL NOTES

- No paving construction activities shall be started until all underground utilities within the roadway are completed, tested, and approved. All water valve boxes and electrical, telephone, television, and sewer manholes in the construction area shall be adjusted to finished grade.
- All signs, barricades, channelization devices, pavement markings, sign frames and erection of such devices shall conform to the requirements of the "Manual on Uniform Traffic Control Devices for streets and highways" (MUTCD), current edition.
- All street striping altered or destroyed during construction shall be replaced by the Contractor to match the original conditions (i.e. type, spacing) at the location prior to construction, or as shown in this plan set.
- Street grades shall be restored by the Contractor to the existing grades unless otherwise directed by the City of Rio Rancho. Smooth transitions shall be made between existing pavement which remains in place and pavement which is replaced. When abutting new pavement to existing, saw cut back existing pavement to a neat, straight line as required to remove any broken or cracked pavement. Refer to standard drawing PS-02.
- The location of all valves and manholes must be referenced at all times by the Contractor during construction and made accessible daily upon completion of all paving activities.
- All asphalt milled from the project shall remain the property of the City. The Contractor shall haul milled asphalt from the project site to the City yard located at the intersection of Idalia Road and Kim Road, Rio Rancho, a distance of approximately 8 miles. Haul milled material via NM 528 and Kim Rd. The hauling of milled asphalt is incidental to Bid Item 414000 - Cold Milling (Asphalt).
- All milled asphalt shall be 1-1/2" or less in particle size.
- Recycled Asphalt Pavement (RAP) shall not be substituted for aggregate in the asphalt mix design.

EROSION CONTROL/ENVIRONMENTAL PROTECTION/STORM WATER POLLUTION PREVENTION PLAN

- The Contractor shall be responsible for fulfilling all necessary National Pollutant Discharge Elimination System (NPDES) requirements including, but not limited to, obtaining an NPDES permit before construction, filling out the Notice of Intent (NOI) application, and filling out the Notice of Termination (NOT) application. The Contractor shall also be responsible for the implementation of and inspection reports for the Storm Water Pollution Prevention Plan (SWPPP). The Contractor shall submit the SWPPP with the proposed construction staging area and temporary sanitary facilities clearly shown. Any check dams, silt fences, or other Best Management Practices (BMP) that are required in the approved SWPPP shall be included in and are incidental to the SWPPP bid amount.
- The Contractor is required to keep a current copy of the SWPPP at the construction site or at an easily accessible location so that it can be made available at the time of an onsite inspection or upon request by the EPA; a state, tribal, or local agency approving storm water management plans; the operator of a storm sewer system receiving discharges from the site; or representatives of the U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS).
- The Contractor shall conform to all City, County, State and Federal dust and erosion control regulations. The Contractor shall prepare and obtain any necessary dust or erosion control permits from the regulatory agencies.
- The Contractor shall either promptly remove any material excavated within the public Right-of-Way or install BMPs according to NPDES requirements to prevent discharge of excavated material within the public Right-of-Way during a rain or wind event. All costs for these requirements are incidental to the Contract.
- The Contractor shall implement the approved SWPPP and ensure that no soil erodes from the site into public Right-of-Way or onto private property.
- The Contractor shall mitigate erosion of temporary or permanent dirt swales by installing BMPs identified in the approved SWPPP in the swales perpendicular to the direction of flow, and at intervals as specified in the SWPPP.
- Construction areas shall be watered for dust control in compliance with government ordinances. The Contractor shall be responsible for locating and supplying water as required. Watering, as required for construction and dust control, shall be considered incidental to construction and no measurement or payment shall be made therefor.
- Any areas disturbed by construction and not covered by landscaping or an impervious surface shall be re-vegetated with native grass seeding. When construction activities cease and earth disturbing activities will not resume within 14 days, stabilization measures must be initiated. Unless indicated otherwise on these plans or on the landscaping plan, native grass seeding shall be in accordance with Section 1012 of the New Mexico Standard Specifications for Public Works Construction, APWA NM Chapter, current edition.
- All waste products from the construction site, including items designated for removal, construction waste, construction equipment waste products (oil, gas, tires, etc.) garbage, grubbing, excess cut material, vegetative debris, etc. shall be appropriately disposed of offsite at no additional cost to the City. It shall be the Contractor's responsibility to obtain permits required to haul or dispose of waste products. It shall be the Contractor's responsibility to ensure that the waste disposal site complies with government regulations regarding the environment, endangered species, and archaeological resources.
- The Contractor shall be responsible for the cleanup and reporting of spills of hazardous materials associated with the construction site. Hazardous materials include gasoline, diesel fuel, motor oil, solvents, chemicals, paints, etc. which may be a threat to the environment. The Contractor shall report the discovery of past or present spills to the New Mexico Environment Department Emergency Response Team at (505) 827-9329.
- The Contractor shall comply with all applicable regulations concerning surface and underground water. Contact with surface water by construction equipment and personnel shall be minimized. Equipment maintenance and refueling operations shall be performed in an environmentally safe manner in compliance with government regulations.
- Where storm inlets are susceptible to inflow of silt or debris from construction activities, protection shall be provided on their upstream side utilizing BMPs according to NPDES requirements. All costs for these requirements are incidental to the Contract.
- Storm Water Pollution Prevention Plans (SWPPP) and accompanying Federal EPA Administrative Procedures shall meet the City of Rio Rancho guidelines and procedures outlined in the current addition of the New Mexico State Highway and Transportation Department Storm Water Management Guidelines for Construction and Industrial Activities Manual.
- The Contractor shall provide adequate means for cleaning trucks and/or other equipment of mud before entering public streets. It is the Contractor's responsibility to clean streets and take whatever measures are necessary to ensure that all roads are maintained in a clean, mud and dust-free condition at all times.
- No work may begin in an arroyo or other drainage way until authorization has been provided by the U.S. Army Corp. of Engineers and the City of Rio Rancho Flood Plain Manager.

WATER GENERAL NOTES

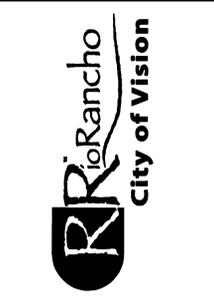
- For water connections to existing lines, the Contractor shall notify the City's Project Manager a minimum of 48 hours before the connection.
- Compression joints may be used on copper service lines. Flared joints shall be used when connecting to plastic lines.
- Valve boxes shall be brought to surface elevation upon completion of the surface course of pavement. Concrete collars shall be constructed to surface elevations.
- Flushing of water lines shall be metered and reported to the City's Project Manager on a weekly basis. Preference for disposal is (1) on available land surface or (2) in storm sewers. Disposal methods shall be discussed with the City's Project Manager.
- Flushing, disinfection and testing of water lines shall be coordinated with the City's Project Manager.
- It will be the Contractor's sole responsibility to protect and maintain, in service, all existing utilities. The Contractor shall adequately support and protect existing utilities affected by the Contractor's trenching activity. In the event that existing utilities are damaged by the Contractor's operations, the Contractor shall arrange for and coordinate prompt repair by the respective utility and shall bear the cost of the repairs.
- All water lines must have tracer wire and marker balls per City of Rio Rancho standard drawings.
- The City of Rio Rancho shall approve material submittals before construction.
- Before any water line installation, the following conditions will occur:
 - The water line route will be cleared and grubbed and then graded to plan elevation
 - The water line will be staked when outside an area with curb and gutter.
- The City of Rio Rancho Utilities Operations Division shall be the only personnel authorized to operate existing valves, fire hydrants, etc. for construction purposes. All shutoffs must be coordinated with the City's Project Manager seven (7) days before proposed shutoff and shall comply with the accepted shutoff plan.
- The Contractor is responsible for testing of all lines, including but not limited to, hydrostatic and bacteria testing, disinfecting, and flushing. The Contractor is responsible for the testing of the water line system before acceptance by the City. Testing shall be performed to demonstrate the functionality of the system. All costs for these requirements are incidental to the Contract.
- For non-hot tap water connections to existing lines, the Contractor shall prepare and submit to the City's Project Manager, for acceptance, a water shutoff plan 48 hours before the connection is to take place.
- The Contractor shall mark the top of the curb with a "W" for water lines following service installations and before final acceptance.

WASTEWATER GENERAL NOTES

- Sewer/Water lines shall be placed in separate trenches at a distance of 15 feet typically or a minimum of 10 feet apart horizontally. The water line shall be placed a minimum of 1.5 feet higher in elevation than the sewer line. At all crossings of water and sewer lines, the water line shall be a minimum of 1.5 feet higher than the sewer line or the sewer line shall be C-900 pressurized pipe.
- It will be the Contractor's sole responsibility to protect and maintain in service all existing utilities. The Contractor shall adequately support and protect existing utilities affected by the Contractor's trenching activity. In the event that existing utilities are damaged by the Contractor's operations, the Contractor shall arrange for and coordinate with the Project Manager, prompt repair by the respective utility and shall bear the cost of the repairs.
- The City of Rio Rancho shall approve material submittals before construction
- Prior to the sewer line installation, the following conditions will occur:
 - The sewer line route will be cleared and grubbed and then graded to plan elevation
 - The sewer line will be staked when outside an area with curb and gutter
- All sewer lines must have tracer wire and marker balls per City of Rio Rancho standard drawings.
- The City of Rio Rancho Utilities Operations Division shall be the only personnel authorized to operate existing valves, etc. for construction purposes. All shutoffs must be coordinated with the City's Project Manager seven (7) days before to proposed shutoff and shall comply with the accepted shutoff plan.
- 30 days following installation and backfill of sewer lines, a deflection test using a hand pulled mandrel shall be performed in the presence of the City's Inspector. All costs for these requirements are incidental to the Contract.
- Air testing of sewer lines and hydrostatic testing of force mains shall be conducted in the presence of the City's Inspector. All costs for these requirements are incidental to the Contract.
- All sewer service lines shall be inspected by TV camera and videoed then provided to the City's Inspector for review before acceptance by the City. In the event that the first inspection or subsequent inspections after that do not pass, the Contractor will be required to perform additional inspections of the sewer service lines using a TV camera at the Contractor's expense.
- Manholes shall meet the City of Rio Rancho standards except that there shall be no ladder rungs installed.
- The Contractor is responsible for testing of all force main lines, including but not limited to hydrostatic and bacteria testing, disinfecting, and flushing. All costs for these requirements are incidental to the Contract.
- If bypass pumping is required, then a bypass pumping plan must be submitted to the City's Project Manager, for acceptance, seven (7) days before bypass pumping begins.
- The Contractor shall mark the top of the curb and pan of the gutter with "S" for sanitary sewer following service installation and before final acceptance.
- Manholes shall be raised to surface course of pavement. Octagonal concrete collars shall be constructed to surface elevation.
- No bricks shall be used to adjust manholes to finished grade.

ADA GENERAL NOTES

- These drawings provide guidance for compliance with the current public right of way accessibility guidelines (PROWAG). These standards shall apply to all new and altered sidewalks.
- Surfaces shall be stable, firm, and slip resistant. Sidewalk and curb ramp surfaces shall provide consistent slopes within each section.
- All street striping altered or destroyed during construction shall be replaced by the Contractor to All broom finishes shall be perpendicular to the direction of pedestrian travel.
- A vertical change of 1/4 inch (6mm) or less is allowed. If between 1/4 inch and 1/2 inch (6mm and 13mm), then it needs to be beveled 2:1. Changes greater than 1/2 inch shall be ramped.
- Openings or cracks in sidewalk surfaces shall not exceed 1/2 inch (13mm). Elongated openings should be placed so that the long dimension is perpendicular or diagonal to the dominant direction of travel.
- The least possible curb ramp slope shall be used. Curb ramps running slope shall not exceed 12:1. Where existing terrain is steep, curb ramps shall not exceed 15 feet in length.
- Provide a flush transition between curb ramps, sidewalks, gutter, and edge of pavement, free of drainage lip, abrupt grade changes, drop-offs, or any surface irregularities. A 5% (20:1) or flatter transition taper shall be provided from the street to the gutter for curb ramps locations (this may require special treatment of the edge of OGFC) when diagonal (not in line with crosswalks) curb ramps are necessary. A 2% (50:1) transition or "lower landing" shall be provided. The gutter running slope (flow line) shall not exceed 2% measured along the bottom of the curb ramp.
- Curb ramps shall be located to provide the most direct route of travel across the traffic lanes.
- Two directional (in line with the crosswalks) curb ramps per corner are used in order to provide short and direct crossings for the user.
- Sign posts, utility poles, fire hydrants, traffic signals standards, light poles, pull boxes, meters, valves, etc., shall not be located in the curb ramp including side flares and landings.
- In order to better accommodate conditions in the field, the contractor shall obtain final approval of curb ramp locations from the project manager and the city manager and the city traffic engineer. When necessitated by existing physical conditions. Alternate curb ramps must be submitted to the project manager for approval by the city traffic engineer.
- Landings shall be a minimum of 48" x 48". Slopes shall not exceed 2% (50:1) in all directions.
- Detectable warnings are required at all street intersections, signalized driveways, commercial driveways 30' wide or greater, and marked mid-block crosswalks.
- Concrete Procedural note: Before scheduling delivery of concrete, contractor shall meet with City Inspector/PM to ensure the concrete formwork is constructed to dimensions and grades shown on plans and meets PROWAG, 2011 Technical Design Criteria. Calibrate 24" electronic digital level with Contractor's electronic digital level prior to verifying measurements. Verify measurements meet requirements or require correction of all discrepancies before scheduling of concrete to ensure the finished concrete will meet PROWAG. When all measurements meet requirements then the inspector shall permit concrete pour. Repeat the procedure after concrete pour to ensure the curb ramp meets PROWAG compliance. Final acceptance of a curb ramp does not occur until the final inspection of the project. This procedure shall be considered incidental to the installation of the ADA curb ramps.
- The contractor shall submit a proposed work plan for pedestrian improvements to the project engineer for review and approval prior to initiating this work. This plan shall include the method proposed to maintain pedestrian access to businesses, schools, hospitals, buildings, etc. throughout the pedestrian improvements construction in particular. The contractor, at minimum, shall maintain a 48" clear path for pedestrians so as to meet ADA accessibility requirements. All temporary pedestrian facilities implemented during construction shall comply with ADA standards.
- Sidewalk and curb ramp cross slope is recommended to be constructed for a cross slope of 1.5% typical, but shall not exceed 2.0% cross slope on the pedestrian access route.



NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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HORROCKS ENGINEERS
 500 Marquette Avenue NW, Suite 1900
 Albuquerque, NM 87102 (505) 555-1972

PW1612 SARA ROAD REHABILITATION

GENERAL NOTES



PROJECT NO:	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SALVAGE ITEMS:

THE ONLY MATERIALS SALVAGED FROM THIS PROJECT ARE THE ASPHALT MILLINGS GENERATED FROM COLD MILLING PROCESS. HAUL AND STOCKPILE MILLED MATERIAL ACCORDING TO ROADWAY GENERAL NOTES 7 AND 8 ON SHEET 1-6.

LIST OF INCIDENTALS:

1. UTILITY REPAIR COSTS
2. EARTHWORK HAUL
3. DESIGN INSTALLATION, AND REMOVAL OF SHIELDING FOR CONSTRUCTION EQUIPMENT OR MATERIAL WITHIN CONSTRUCTION CLEAR ZONE.
4. HAULING OF SALVAGEABLE MATERIALS.
5. HAULING OF REMOVALS AND DISPOSED MATERIAL.
6. TRAFFIC SIGNALIZATION AND TEMPORARY TRAFFIC CONTROL COORDINATION PER SECTION 6.
7. WARPING OF SLOPES
8. CLEANING OF EXISTING STRUCTURES
9. CONSTRUCTION WATER
10. UTILITY VERIFICATION, LINE SPOTTING, POT HOLING AND EXPLORATION
11. NEAT LINE AT EDGE OF PAVEMENT OR MILLING EXISTING PAVEMENT TO TRANSITION OVERLAY
12. PERMIT FEES, IF APPLICABLE
13. PAVEMENT DROP OFF CORRECTIVE EFFORTS
14. TEMPORARY CONSTRUCTION FENCING OF RESTRICTED AREAS
15. DETECTABLE WARNINGS SURFACES FOR RAMPS
16. REMOVAL OF EXISTING WEEDS FROM CURBS AND PAVEMENT PRIOR TO PLACING OVERLAY
17. REMOVAL AND CAPPING OF IRRIGATION SYSTEMS ASSOCIATED WITH TREE REMOVAL
18. VIBRATION MONITORING DURING APPLICABLE CONSTRUCTION ACTIVITIES
19. WEDGE MILLING ALONG WEST LIP OF CURB, SARA ROAD
20. RESETTING STEEL PLATE OVER DRAINAGE FEATURE AS SHOWN ON SHEETS 2-6 AND 2-20.

OTHER: AS OUTLINED ON GENERAL NOTES SHEETS

NOTE: THIS LIST IS PROVIDED FOR CONTRACTORS INFORMATION ONLY. ITEMS LISTED ARE ONLY A GENERAL DESCRIPTION OF THE REQUIRED WORK AND MATERIALS, AND MAY NOT BE COMPLETE. THIS LIST DOES NOT INCLUDE ANY INCIDENTAL WORK OR MATERIALS REQUIRED BY THE SPECIAL PROVISIONS SERIALS (STANDARD DETAILS), SUPPLEMENTAL SPECIFICATIONS OR STANDARD SPECIFICATIONS.

ABBREVIATIONS

AP	ANALYSIS POINT
@	AT
BC	BEGIN CURVE
BCR	BEGIN CURB RETURN
BK	BOOK
BLDG	BUILDING
BM	BENCH MARK
BOP	BEGINNING OF PROJECT
BVC	BEGIN VERTICAL CURVE
BW	BASE OF WALL
CATV	CABLE TV LINE
CB	CATCH BASIN
CF	CURB FACE
CG	CURB AND GUTTER
CL	CHAIN LINK
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
CONC	CONCRETE
CORR	CITY OF RIO RANCHO
CY	CUBIC YARDS
DUE	DRAINAGE UTILITY EASEMENT
DI	DROP INLET
DIA	DIAMETER
Δ	DELTA
EA	EACH
EC	END CURVE
ECR	END CURB RETURN
ELEV	ELEVATION
EOP	END OF PROJECT
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EVC	END VERTICAL CURVE
EW	EACH WAY
EXIST	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FOC	FACE OF CURB
FP	FINISHED PAD
G	GAS
GM	GAS METER
GV	GATE VALVE
HORIZ	HORIZONTAL
INT	INTERSECTION
INV	INVERT
INV EL	INVERT ELEVATION
LF	LINEAR FEET
LP	LIGHT POLE
LT	LEFT
MH	MANHOLE
NG	NATURAL GROUND
OC	ON CENTER
PB	PULL BOX
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PG	PAGE
PGL	PROFILE GRADE LINE PER TYPICAL SECTION
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE PIPE
PVMT	PAVEMENT
RAD	RADIUS
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
REF	REFERENCE
RT	RIGHT
R/W, ROW	RIGHT-OF-WAY
S	SLOPE
SAS	SANITARY SEWER LINE
SD	STORM DRAIN
SF	SQUARE FEET
STA	STATION
STD	STANDARD
SW	SIDEWALK
SY	SQUARE YARDS
T	TANGENT
TA	TOP OF ASPHALT
TAC	TOP OF ASPHALT CURB
TBC	TOP BACK OF CURB
TC	TOP OF CONCRETE
TEL	TELEPHONE LINE, RISER OR BOX
TP	TOP OF PIPE
TRANS	TRANSVERSE
TW	TOP OF WALL
TYP	TYPICAL
UE	UNDERGROUND ELECTRICAL LINE
UT	UNDERGROUND TELEPHONE LINE
VC	VERTICAL CURVE
VERT	VERTICAL
VPI	VERTICAL POINT OF INTERSECTION
W	WATERLINE
WM	WATER METER
WSEL	WATER SURFACE ELEVATION
WV	WATER VALVE

LEGEND:

	EXISTING STREET SIGN
	EXISTING TREE
	EXISTING POWER POLE
	EXISTING BOLLARD
	EXISTING STREET LIGHT
	EXISTING FIRE HYDRANT
	EXISTING TELEPHONE BOX
	EXISTING MAIL BOX
	SURVEY POINT
	CONTROL POINT
	EXISTING OVERHEAD ELECTRICAL LINE
	EXISTING STREET LIGHT CIRCUIT
	EXISTING TELEPHONE LINE
	EXISTING FIBER OPTIC LINE
	EXISTING CABLE TELEVISION
	EXISTING GAS LINE
	EXISTING WATER LINE
	EXISTING STORM DRAIN
	EXISTING SANITARY SEWER



NO.	DESCRIPTION	DATE	BY
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PW1612 SARA ROAD REHABILITATION

INCIDENTALS & LEGEND



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:
1-7



7	6	5	4	3	2	1	NO.
							DESCRIPTION
							REVISIONS (OR CHANGE NOTICES)
							DATE
							BY

HORROCKS ENGINEERS
 500 Marquette Avenue NW, Suite 1200
 Albuquerque, NM 87102 (505) 555-1972

PW1612 SARA ROAD REHABILITATION
 SURFACING SCHEDULE



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	2-3

667210 - LANDSCAPE GRAVEL, 3/4" TAN						
STATION	TO	STATION	LOC	AREA (SF)	AREA (SY)	COMMENTS
14+86.51		15+65.5	LT	378	42	JANE CIR. INTERSECTION - WEST
15+99.7		16+27.86	LT	160	18	JANE CIR. INTERSECTION - EAST
18+60.73		19+21.29	LT	350	39	SALLY CIR. INTERSECTION - WEST
19+55.66		19+82.15	LT	118	13	SALLY CIR. INTERSECTION - EAST
22+31.09		22+77.21	LT	241	27	MAY CIR. INTERSECTION - WEST
23+10.9		23+38.15	LT	162	18	MAY CIR. INTERSECTION - EAST
25+81.21		26+32.51	LT	318	35	SUE CIR. INTERSECTION - WEST
26+66.74		26+93.75	LT	160	18	SUE CIR. INTERSECTION - EAST
29+53.33		30+19.06	LT	265	29	ANN CIR. INTERSECTION - WEST
30+52.79		30+80.09	LT	162	18	ANN CIR. INTERSECTION - EAST
33+58.83		33+92.13	LT	192	21	32ND CIR. INTERSECTION - WEST
34+25.52		34+53.6	LT	165	18	32ND CIR. INTERSECTION - EAST
37+33.83		37+63.93	LT	168	19	33RD CIR. INTERSECTION - WEST
37+98.4		38+26.25	LT	155	17	33RD CIR. INTERSECTION - EAST
40+97.56		41+36.87	LT	248	28	34TH CIR. INTERSECTION - WEST
41+71.28		41+99.10	LT	150	17	34TH CIR. INTERSECTION - EAST
44+82.3		45+09.3	LT	151	17	ROSE CIR. INTERSECTION - WEST
45+43.71		45+71.36	LT	150	17	ROSE CIR. INTERSECTION - EAST
48+31.04		48+81.9	LT	322	36	35TH CIR. INTERSECTION - WEST
49+16.48		49+44.48	LT	155	17	35TH CIR. INTERSECTION - EAST
54+41.21		54+67.84	LT	158	18	MARGIE RD. INTERSECTION - WEST
55+01.96		55+33.58	LT	177	20	MARGIE RD. INTERSECTION - EAST
62+16.3		62+59.77	LT	243	27	GRANDE BLVD. INTERSECTION - NORTHWEST
62+93.87		64+66.15	LT	2,878	320	COMMERCIAL ISLAND NO. 1
65+10.36		65+86.71	LT	1,185	132	COMMERCIAL ISLAND NO. 2
66+17.96		67+20.31	LT	1,728	192	COMMERCIAL ISLAND NO. 3
67+85.01		68+20.98	LT	316	35	CONNECTION TO NM 528 PEDESTRIAN RAMPS
PROJECT TOTAL					1,206	
PROJECT USE					1,300	

SURFACING SCHEDULE					407000	414000			423282		REMARKS	
					ASPHALT MATERIAL FOR TACK COAT	COLD MILLING ASPHALT			HMA SP-III COMPLETE			
STATION TO STATION		PROPOSED TYPICAL SECTION	LENGTH (LIN. FT.)	AVG. WIDTH (FT)	TONS	DEPTH (IN)	SQ. YDS.	SQ. YD. IN	DEPTH (in)	TONS		
10+30.00	to	10+83.00	A	53	60.0	0.12	2.5	353	883	2.5	49.07	Sara Road
10+83.00	to	12+07.00	B	124	60.0	0.28	2.5	827	2067	2.5	114.81	Sara Road
12+07.00	to	13+70.00	C	163	4.0	0.02	2.5	72	181	2.5	10.06	Sara Road
12+07.00	to	14+40.00	C	233	6.0	0.05	2.5	155	388	2.5	21.57	Sara Road
12+07.00	to	15+90.00	C	383	6.0	0.09	2.5	255	638	2.5	35.46	Sara Road
12+07.00	to	15+90.00	C	383	36.0	0.51	2.5	1532	3830	2.5	212.78	Sara Road
15+90.00	to	60+80.00	D	4490	36.0	5.99	2.5	17960	44900	2.5	2494.44	Sara Road
60+80.00	to	68+74.00	C	794	4.0	0.12	2.5	353	882	2.5	49.01	Sara Road
63+77.00	to	68+74.00	C	497	12.0	0.22	2.5	663	1657	2.5	92.04	Sara Road
67+89.00	to	68+74.00	C	85	12.0	0.04	2.5	113	283	2.5	15.74	Sara Road
1+29.84	to	1+65.99	F	36	24.0	0.03	0.0	96	0	3.0	16.07	Jane Circle
4+29.03	to	5+01.94	F	73	24.0	0.06	0.0	194	0	3.0	32.40	Ann Circle
7+28.63	to	7+94.19	F	66	24.0	0.06	0.0	175	0	3.0	29.14	33rd Circle
8+28.16	to	8+90.00	F	62	24.0	0.05	0.0	165	0	3.0	27.48	34th Circle
9+28.57	to	9+98.75	F	70	24.0	0.06	0.0	187	0	3.0	31.19	Rose Circle
BID TOTAL					7.70				55,710		3,231	
PROJECT USE					10				55,710		3,300	

STATION TO STATION			PROPOSED TYPICAL SECTION	LENGTH (FT)	203000 UNCLASSIFIED EXCAVATION	203100 BORROW	207000 SUBGRADE PREPARATION		423283 HMA SP-IV COMPLETE		407000 TACK COAT	601110 REMOVAL OF SURFACING	REMARKS
				CU. YD.	CU. YD.	WIDTH	SQ. YD.	DEPTH (in)	TONS	TONS	SQ. YD.		
18+85	to	18+95	E	8.0	5.0	7.0	6.2	3.0	0.9	0.00	6.2		WB Sara Road, 60' West of Sally Circle
19+05	to	19+15	E	9.0	9.7	12.0	12.0	3.0	1.7	0.00	12.0		WB Sara Road, 38' West of Sally Circle
20+10	to	21+00	E	91.0	57.0	7.0	70.8	3.0	9.8	0.02	70.8		WB Sara Road, 63' East of Sally Circle
26+27	to	26+37	E	10.0	5.4	6.0	6.7	3.0	0.9	0.00	6.7		WB Sara Road, 15' West of Sue Circle
32+24	to	32+34	E	10.0	5.4	6.0	6.7	3.0	0.9	0.00	6.7		WB Sara Road, 9' West of 32nd Circle
32+50	to	32+70	E	20.0	66.2	37.0	82.2	3.0	11.4	0.03	82.2		WB Sara Road, 8' East of 32nd Circle (Valley gutter)
34+12	to	34+20	E	8.0	8.6	12.0	10.7	3.0	1.5	0.00	10.7		WB Sara Road, East of 32nd Circle
41+55	to	42+03	E	48.0	51.6	12.0	64.0	3.0	8.9	0.02	64.0		WB Sara Road, East of 34th Circle
43+36	to	43+44	E	8.0	4.3	6.0	5.3	3.0	0.7	0.00	5.3		WB Sara Road, 33' West of 34th Circle
44+29	to	44+54	E	25.0	11.2	5.0	13.9	3.0	1.9	0.00	13.9		EB Sara Road, 52' East of 34th Circle
44+54	to	45+04	E	50.0	17.9	4.0	22.2	3.0	3.1	0.01	22.2		EB Sara Road, 73' East of 34th Circle
46+57	to	46+66	E	9.0	5.6	7.0	7.0	3.0	1.0	0.00	7.0		WB Sara Road, West of Driveway
47+08	to	47+20	E	12.0	12.9	12.0	16.0	3.0	2.2	0.01	16.0		WB Sara Road, 42' East of Driveway
49+26	to	49+34	E	8.0	4.3	6.0	5.3	3.0	0.7	0.00	5.3		WB Sara Road, 25' East of 35th Circle
54+47	to	54+64	E	17.0	18.3	12.0	22.7	3.0	3.1	0.01	22.7		WB Sara Road, 23' West of Margie Road
56+98	to	57+38	E	40.0	43.0	12.0	53.3	3.0	7.4	0.02	53.3		WB Sara Road, 15' East of Church Drive No. 1
58+68	to	58+99	E	31.0	33.3	12.0	41.3	3.0	5.7	0.01	41.3		WB Sara Road, 15' East of Church Drive No. 2
60+68	to	60+99	E	31.0	33.3	12.0	41.3	3.0	5.7	0.01	41.3		WB Sara Road, 15' East of Church Drive No. 3
66+96	to	68+74	E	178.0	175.3	11.0	217.6	3.0	30.2	0.07	217.6		WB Sara Road, 178' West of EOP
BID TOTAL					568	568	705		98	0.24	705.2		
PROJECT USE					600	600	710		100	1	710		

SURFACING FACTORS						
ITEM	407000	408100	GALLONS	UNIT WT	UNIT WT	HYDRATED LIME
	GAL/SQ. YD.	GAL/SQ. YD.	PER TON	LBS/CF	TON/CY	% BY WT. OF TOTAL MIX
Base Course					1.975	
HMA SP-III Complete					2.000	1.50%
HMA SP-IV Complete					2.000	1.50%
Asphalt Material for Tack Coat	0.080		240			
Asphalt for Prime Coat		0.450	240			

- FOR CONTRACTOR'S INFORMATION ONLY -

O:\2016\60-062-1602 Sara Road Rehabilitation\Project Data\Sheet_Final\Roadway_Design\062-1602_2-3 SURFACING SCHEDULE.dwg - 2.6 - 8/10/2016 12:41pm mchawli

609200 - HEADER CURB					
STATION	TO	STATION	LOC	LENGTH (LF)	COMMENTS
14+82.72		15+68.57	LT	169.41	JANE CIR. INTERSECTION - WEST
15+97.37		16+27.86	LT	61.34	JANE CIR. INTERSECTION - EAST
18+58.48		19+24.25	LT	129.75	SALLY CIR. INTERSECTION - WEST
19+53.13		19+83.53	LT	61.22	SALLY CIR. INTERSECTION - EAST
22+29.16		22+79.49	LT	100.09	MAY CIR. INTERSECTION - WEST
23+08.68		23+39.09	LT	61.99	MAY CIR. INTERSECTION - EAST
25+79.62		26+35.50	LT	109.89	SUE CIR. INTERSECTION - WEST
26+64.37		26+94.68	LT	61.36	SUE CIR. INTERSECTION - EAST
29+48.53		30+22.00	LT	144.48	ANN CIR. INTERSECTION - WEST
30+50.12		30+80.98	LT	61.64	ANN CIR. INTERSECTION - EAST
33+58.86		33+94.89	LT	72.03	32ND CIR. INTERSECTION - WEST
34+23.26		34+53.58	LT	61.61	32ND CIR. INTERSECTION - EAST
37+34.04		37+66.44	LT	65.25	33RD CIR. INTERSECTION - WEST
37+95.34		38+26.29	LT	61.59	33RD CIR. INTERSECTION - EAST
40+96.54		41+35.69	LT	85.99	34TH CIR. INTERSECTION - WEST
41+68.59		41+99.10	LT	60.98	34TH CIR. INTERSECTION - EAST
44+81.35		45+11.72	LT	60.76	ROSE CIR. INTERSECTION - WEST
45+40.83		45+71.61	LT	61.52	ROSE CIR. INTERSECTION - EAST
48+29.44		48+84.89	LT	109.91	35TH CIR. INTERSECTION - WEST
49+14.16		49+44.50	LT	60.02	35TH CIR. INTERSECTION - EAST
54+40.27		54+70.71	LT	46.4	MARGIE RD. INTERSECTION - WEST
54+99.63		55+34.84	LT	70.92	MARGIE RD. INTERSECTION - EAST
62+29.40		62+62.62	LT	33.69	GRANDE BLVD. INTERSECTION - NORTHWEST
63+08.54		63+50.45	RT	62.07	GRANDE BLVD. INTERSECTION - ISLAND
63+53.95		63+81.96	RT	62.09	GRANDE BLVD. INTERSECTION - SOUTHEAST
62+93.88		63+47.65	LT	67.52	COMMERCIAL ISLAND NO. 1 - WEST
64+54.16		64+66.34	LT	57.52	COMMERCIAL ISLAND NO. 1 - EAST
65+06.94		65+21.96	LT	27.54	COMMERCIAL ISLAND NO. 2 - WEST
65+79.20		65+86.65	LT	46.67	COMMERCIAL ISLAND NO. 2 - EAST
66+18.61		66+43.90	LT	51.65	COMMERCIAL ISLAND NO. 3 - WEST
66+88.63		67+17.42	LT	58.67	COMMERCIAL ISLAND NO. 3 - EAST
67+84.35		68+21.59	LT	50.89	CONNECTION TO NM 528 PEDESTRIAN RAMPS
PROJECT TOTAL				2296.46	
PROJECT USE				2300	

609444 - CONCRETE VERTICAL CURB AND GUTTER TYPE B 8" X 24"					
STATION	TO	STATION	LOC	LENGTH (LF)	COMMENTS
15+56.02		15+69.07	LT	39	JANE CIR. INTERSECTION - WEST
15+96.07		16+09.27	LT	39	JANE CIR. INTERSECTION - EAST
19+11.54		19+24.83	LT	25	SALLY CIR. INTERSECTION - WEST
19+52.07		19+65.3	LT	23	SALLY CIR. INTERSECTION - EAST
22+67.89		22+80.37	LT	24	MAY CIR. INTERSECTION - WEST
23+07.9		23+20.76	LT	24	MAY CIR. INTERSECTION - EAST
26+23.		26+35.97	LT	24	SUE CIR. INTERSECTION - WEST
26+63.5		26+77.08	LT	24	SUE CIR. INTERSECTION - EAST
30+09.77		30+22.40	LT	41	ANN CIR. INTERSECTION - WEST
30+62.97		30+49.6	LT	42	ANN CIR. INTERSECTION - EAST
33+82.06		33+95.1	LT	24	32ND CIR. INTERSECTION - WEST
34+22.51		34+35.31	LT	24	32ND CIR. INTERSECTION - EAST
37+53.9		37+67.76	LT	78	33RD CIR. INTERSECTION - WEST
37+94.48		38+08.14	LT	78	33RD CIR. INTERSECTION - EAST
41+27.66		41+40.57	LT	68	34TH CIR. INTERSECTION - WEST
41+67.69		41+81.15	LT	69	34TH CIR. INTERSECTION - EAST
44+99.54		45+13.61	LT	82	ROSE CIR. INTERSECTION - WEST
45+40.22		45+53.6	LT	82	ROSE CIR. INTERSECTION - EAST
48+71.8		48+85.32	LT	24	35TH CIR. INTERSECTION - WEST
49+13.04		49+26.55	LT	24	35TH CIR. INTERSECTION - EAST
54+58.36		54+71.46	LT	24	MARGIE RD. INTERSECTION - WEST
54+98.7		55+11.91	LT	24	MARGIE RD. INTERSECTION - EAST
62+49.56		62+63.7	LT	34	GRANDE BLVD. INTERSECTION - NORTHWEST
63+08.45		63+52.37	RT	31	GRANDE BLVD. INTERSECTION - ISLAND
63+53.95		63+77.4	RT	40	GRANDE BLVD. INTERSECTION - SOUTHEAST
62+92.35		63+07.3	LT	36	COMMERCIAL ISLAND NO. 1 - WEST
64+57.8		64+67.17	LT	41	COMMERCIAL ISLAND NO. 1 - EAST
65+01.98		65+20.33	LT	41	COMMERCIAL ISLAND NO. 2 - WEST
65+87.40		65+88.26	LT	33	COMMERCIAL ISLAND NO. 2 - EAST
66+16.48		66+30.71	LT	37	COMMERCIAL ISLAND NO. 3 - WEST
67+11.71		67+20.78	LT	31	COMMERCIAL ISLAND NO. 3 - EAST
67+83.33		67+84.61	LT	20	CONNECTION TO NM 528 PEDESTRIAN RAMPS
PROJECT TOTAL				1,252	
PROJECT USE				1,260	

417000 - MISCELLANEOUS PAVING						
STATION	TO	STATION	LOC	AREA (SF)	AREA (SY)	COMMENTS
62+18		68+74	LT	1,640	182	PATHWAY RECONSTRUCTION FROM GRANDE BOULEVARD TO NM 528
PROJECT TOTAL					182	
PROJECT USE					190	

608004 - CONCRETE SIDEWALK 4"						
STATION	TO	STATION	LOC	AREA (SF)	AREA (SY)	REMARKS
14+82.72		15+68.57	LT	672.13	74.68	JANE CIR. INTERSECTION - WEST
15+97.37		16+27.86	LT	215.07	23.90	JANE CIR. INTERSECTION - EAST
18+58.48		19+24.25	LT	493.18	54.80	SALLY CIR. INTERSECTION - WEST
19+53.13		19+83.53	LT	214.05	23.78	SALLY CIR. INTERSECTION - EAST
22+29.16		22+79.49	LT	411.3	45.70	MAY CIR. INTERSECTION - WEST
23+08.68		23+39.09	LT	221.02	24.56	MAY CIR. INTERSECTION - EAST
25+79.62		26+35.50	LT	404.48	44.94	SUE CIR. INTERSECTION - WEST
26+64.37		26+94.68	LT	211.54	23.50	SUE CIR. INTERSECTION - EAST
29+48.53		30+22.00	LT	743.94	82.66	ANN CIR. INTERSECTION - WEST
30+50.12		30+80.98	LT	220.19	24.47	ANN CIR. INTERSECTION - EAST
33+58.86		33+94.89	LT	271.34	30.15	32ND CIR. INTERSECTION - WEST
34+23.26		34+53.58	LT	216.7	24.08	32ND CIR. INTERSECTION - EAST
37+34.04		37+66.44	LT	232.85	25.87	33RD CIR. INTERSECTION - WEST
37+95.34		38+26.29	LT	221.72	24.64	33RD CIR. INTERSECTION - EAST
40+96.54		41+35.69	LT	266.55	29.62	34TH CIR. INTERSECTION - WEST
41+68.59		41+99.10	LT	210.98	23.44	34TH CIR. INTERSECTION - EAST
44+81.35		45+11.72	LT	217.64	24.18	ROSE CIR. INTERSECTION - WEST
45+40.83		45+73.82	LT	213.38	23.71	ROSE CIR. INTERSECTION - EAST
48+29.44		48+84.89	LT	385.09	42.79	35TH CIR. INTERSECTION - WEST
49+14.16		49+44.5	LT	216.54	24.06	35TH CIR. INTERSECTION - EAST
54+40.27		54+70.71	LT	216.64	24.07	MARGIE RD. INTERSECTION - WEST
54+99.63		55+34.84	LT	257.56	28.62	MARGIE RD. INTERSECTION - EAST
62+29.40		62+62.62	LT	216.49	24.05	GRANDE BLVD. INTERSECTION - NORTHWEST
63+08.54		63+50.45	RT	197.43	21.94	GRANDE BLVD. INTERSECTION - ISLAND
63+53.95		63+81.96	RT	234.6	26.07	GRANDE BLVD. INTERSECTION - SOUTHEAST
62+93.88		63+47.65	LT	412.84	45.87	COMMERCIAL ISLAND NO. 1 - WEST
64+54.16		64+66.34	LT	60.48	6.72	COMMERCIAL ISLAND NO. 1 - EAST
65+06.94		65+21.96	LT	68.48	7.61	COMMERCIAL ISLAND NO. 2 - WEST
65+79.20		65+86.65	LT	37.54	4.17	COMMERCIAL ISLAND NO. 2 - EAST
66+18.61		66+43.90	LT	184.35	20.48	COMMERCIAL ISLAND NO. 3 - WEST
66+88.63		67+17.42	LT	187.97	20.89	COMMERCIAL ISLAND NO. 3 - EAST
67+84.35		68+21.59	LT	699.93	77.77	CONNECTION TO NM 528 PEDESTRIAN RAMPS
PROJECT TOTAL					1003.78	
PROJECT USE					1010	

609650 - CONCRETE VALLEY GUTTER 6" X 72"					
STATION	TO	STATION	LOC	LENGTH (LF)	COMMENTS
22+81.88		23+06.13	LT	24.25	MAY CIRCLE
26+37.45		26+61.55	LT	24.1	SUE CIRCLE
33+96.54		34+20.76	LT	24.22	32RD CIRCLE
37+69.18		37+93.18	LT	24	33RD CIRCLE
41+41.63		41+65.66	LT	24.03	34TH CIRCLE
45+14.57		45+38.21	LT	23.64	ROSE CIRCLE
PROJECT TOTAL				144.24	
PROJECT USE				150	

608106 - DRIVE PAD 6"						
STATION	TO	STATION	LOC	AREA (SF)	AREA (SY)	COMMENTS
7+62.52		8+00.29	RT	392	44	PRIVATE DRIVE - 33ND CIR.
9+86.78		10+03.91	LT	174	19	PRIVATE DRIVE - ROSE CIR.
64+86.06		65+00.75	LT	534	59	SHOPPING CENTER DRIVEWAY/SARA ROAD
65+88.29		66+16.48	LT	579	64	FILIBERTO'S DRIVEWAY/SARA ROAD
67+12.78		67+82.65	LT	1,526	170	CHEVRON DRIVEWAY/SARA ROAD
PROJECT TOTAL					356	
PROJECT USE					400	

LUMP SUM ITEMS			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	LS
618000	TRAFFIC CONTROL MANAGEMENT	LS	LS
621000	MOBILIZATION	LS	LS
702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	LS
801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	LS

609374 - CONCRETE SLOPED CURB AND GUTTER 8" X 24"					
STATION	TO	STATION	LOC	LENGTH (LF)	COMMENTS
64+86.06		65+00.75	LT	33	SHOPPING CENTER DRIVEWAY/SARA ROAD
65+88.29		66+16.48	LT	28	FILIBERTO'S DRIVEWAY/SARA ROAD
67+12.78		67+82.65	LT	70	CHEVRON DRIVEWAY/SARA ROAD
PROJECT TOTAL				131	
PROJECT USE				140	

603262 - EROSION CONTROL QUANTITIES				
STATION	TO	STATION	LOCATION	COMPOSTED MULCH SOCK (LF)
SARA ROAD				
32+78		32+90	RT	20
58+98		59+04	LT & RT	12
68+74		68+81	LT	5
PROJECT TOTAL				37
PROJECT USE				40

ITEM NO. 601000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS							
STATION	TO	STATION	LOC	QUANTITY	UNIT	STRUCTURE/OBSTRUCTION	REMARKS
13+36.81		-	LT	1	EA	SIGN	REMOVE AND DISPOSE
29+13.85		-	LT	1	EA	SIGN	REMOVE AND DISPOSE
29+39.28		-	LT	1	EA	SIGN	REMOVE AND DISPOSE
39+95.80		-	LT	2	EA	SIGN	REMOVE AND DISPOSE
50+21.38		-	LT	2	EA	SIGN	REMOVE AND DISPOSE
15+49.92		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
16+15.61		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
19+05.02		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
19+71.53		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
22+61.63		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
23+27.27		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
26+16.64		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
26+83.51		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
30+03.38		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
30+69.19		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
33+75.48		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
34+41.28		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
37+47.51		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
38+14.10		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
41+21.20		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
41+87.30		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
44+93.16		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
45+59.00		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
48+66.42		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
49+32.91		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
54+51.97		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
55+18.54		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
58+35.90		-	LT	2	EA	BOLLARD	REMOVE AND DISPOSE
58+67.87		-	LT	2	EA	BOLLARD	REMOVE AND DISPOSE
60+34.59		-	LT	2	EA	BOLLARD	REMOVE AND DISPOSE
60+67.98		-	LT	2	EA	BOLLARD	REMOVE AND DISPOSE
62+42.44		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
63+12.39		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
63+16.45		-	LT	1	EA	TREE	REMOVE AND DISPOSE
63+81.85		-	LT	1	EA	TREE	REMOVE AND DISPOSE
64+27.61		-	LT	1	EA	TREE	REMOVE AND DISPOSE
64+64.34		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
64+15.50		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
65+42.22		-	LT	1	EA	TREE	REMOVE AND DISPOSE
65+54.75		-	LT	1	EA	STEEL PLATE	REMOVE AND RELOCATE
65+74.38		-	LT	1	EA	TREE	REMOVE AND DISPOSE
65+86.12		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
66+23.58		-	LT</				

NOTES

THE SUGGESTED SEQUENCE OF CONSTRUCTION IS PROVIDED AS A GUIDE TO REDUCE IMPACTS TO THE TRAVELING PUBLIC DURING CONSTRUCTION. THE SUGGESTED SEQUENCE MAY BE MODIFIED BY THE CONTRACTOR TO BEST SUIT THEIR OPERATIONS. ALL CONSTRUCTION TRAFFIC CONTROL CHANGES MUST GET APPROVAL BY THE CITY AND/OR THE DESIGN ENGINEER AND MUST FOLLOW THE CURRENT EDITION OF THE MUTCD.

SUGGESTED SEQUENCE OF CONSTRUCTION

ROADSIDE CONCRETE WORK

PHASE 1: SIDEWALK, CURBING, AND CURB RAMPS

1. ANY CONCRETE WORK INCLUDING BUT NOT LIMITED TO SIDEWALK, CURB/GUTTER, AND CURB RAMPS WILL BE COMPLETELY INSTALLED PRIOR TO COMMENCING WITH THE ROTOMILLING PHASES.
2. MUCH OF THE CONCRETE WORK WILL BE OUT OF THE ROADWAY AREA BUT WILL REQUIRE CORRECT CONTROL FOR DIRECTING PEDESTRIANS AS NEEDED.
3. WHEN CONCRETE WORK INCLUDES RAMPS OR CURBING, TRAFFIC CONTROL CAN BE PLACED IN THE TRAVELWAY. ALL TRAFFIC CONTROL WILL NEED TO BE BEHIND THE CURB LINE OR EXTENDED CURB LINE THROUGH A SIDE STREET.

ROTOMILLING

THE ROTOMILLING PHASES CAN BE PERFORMED IN EACH WORK ZONE IN ANY ORDER. THE PREFERRED CONSTRUCTION SEQUENCE IS TO ROTOMILL THE ENTIRE ROADWAY SURFACE IN EACH WORK ZONE AND THEN PAVE THE ENTIRE ROADWAY SECTION USING THE SUGGESTED WORK ZONE TRAFFIC CONTROL.

PHASE 2: ROTOMILLING

WORKZONE 1

1. AREAS OF THE ROADWAY THAT HAVE POOR SUBGRADE OR BASE, AND THAT ARE PLANNED TO BE RECONSTRUCTED, MAY NOT BE VISIBLE IF ROTOMILLING TAKES PLACE FIRST. THEREFORE, IT IS RECOMMENDED TO PERFORM SUBGRADE OR BASE IMPROVEMENTS PRIOR TO ROTOMILLING.
2. SIDE STREETS WILL OPEN FOR VEHICLES TO TURN RIGHT AND TRAVEL SOUTHEAST ON SARA ROAD IN THE WORKZONE UNTIL THE CONSTRUCTION EQUIPMENT IS CLEAR OF THE SIDE STREET. TRAFFIC CALMING DEVICES WILL BE MOVED TO TEMPORARILY CLOSE THE SIDE STREETS DURING ROADWAY WORK IN FRONT OF THE SIDE STREET. THE CONTRACTOR WILL THEN BE ABLE TO REOPEN THE ROADWAY AND DRIVERS WILL BE ABLE TO TURN RIGHT AND TRAVEL SOUTHEAST ON SARA ROAD.

WORKZONE 2

3. TRAFFIC TRAVELING SOUTHEAST IN THE CENTER LANE WILL BE DELINEATED BY TRAFFIC CALMING DEVICES. THE SPEED LIMIT WILL REMAIN AT 35 MPH AND NO TURNS WILL BE ALLOWED IN WORKZONE 2.

WORKZONE 3

4. TRAFFIC TRAVELING NORTHWEST IN THE RIGHT LANE WILL BE DELINEATED BY TRAFFIC CALMING DEVICES. THE SPEED LIMIT WILL REMAIN AT 35 MPH. VEHICLES WILL BE ABLE TO MAKE A RIGHT IN OR OUT AT SIDE STREETS IN WORKZONE 3.

PHASE 3: ROTOMILLING

WORKZONE 1

1. TRAFFIC TRAVELING SOUTHEAST IN THE RIGHT LANE WILL BE DELINEATED BY TRAFFIC CALMING DEVICES. THE SPEED LIMIT WILL REMAIN AT 35 MPH AND NO LEFT TURNS WILL BE ALLOWED THROUGH WORKZONE 2.

WORKZONE 2

2. WOKZONE 2 AREAS OF THE ROADWAY THAT HAVE POOR SUBGRADE OR BASE, AND THAT ARE PLANNED TO BE RECONSTRUCTED, MAY NOT BE VISIBLE IF ROTOMILLING TAKES PLACE FIRST. THEREFORE, IT IS RECOMMENDED TO PERFORM SUBGRADE OR BASE IMPROVEMENTS PRIOR TO ROTOMILLING.
3. ROTOMILL 2" OF ASPHALT IN WORKZONE 2 IT'S ENTIRE PROJECT LENGTH

WORKZONE 3

4. WORK ZONE 3 WILL BE OPEN TO TRAFFIC TRAVELING NORTHWEST ALONG SARA ROAD. THE SPEED LIMIT WILL REMAIN AT 35 MPH AND NO LEFT TURNS WILL BE ALLOWED THROUGH WORKZONE 2.

PHASE 4: ROTOMILLING

WORKZONE 1

1. TRAFFIC TRAVELING SOUTHEAST IN WORKZONE 1 WILL BE DELINEATED BY TRAFFIC CALMING DEVICES. THE SPEED LIMIT WILL REMAIN AT 35 MPH AND RIGHT INS AND OUTS WILL BE ALLOWED AT SIDE STREETS FROM THIS LANE.

WORKZONE 2

2. WORKZONE 2 WILL BE OPEN TO TRAFFIC TRAVELING NORTHWEST ALONG SARA ROAD. THE SPEED LIMIT WILL REMAIN AT 35 MPH.

WORKZONE 3

3. AREAS OF THE ROADWAY THAT HAVE POOR SUBGRADE OR BASE, AND THAT ARE PLANNED TO BE RECONSTRUCTED, MAY NOT BE VISIBLE IF ROTOMILLING TAKES PLACE FIRST. THEREFORE, IT IS RECOMMENDED TO PERFORM SUBGRADE OR BASE IMPROVEMENTS PRIOR TO ROTOMILLING.
4. SIDE STREETS WILL OPEN FOR VEHICLES TO TURN RIGHT AND TRAVEL NORTHWEST ON SARA ROAD IN WORKZONE 2 (CENTER LANE) UNTIL THE CONSTRUCTION EQUIPMENT IS CLEAR OF THE SIDE STREET. TRAFFIC CALMING DEVICES WILL BE MOVED TO TEMPORARILY CLOSE THE SIDE STREETS DURING ROADWAY WORK IN FRONT OF THE SIDE STREET. THE CONTRACTOR WILL THEN BE ABLE TO REOPEN THE SIDE STREET AND DRIVERS WILL BE ABLE TO AGAIN TURN RIGHT AND TRAVEL NORTHWEST ON SARA ROAD.

PAVING

PHASE 5: PAVING

1. THE ABOVE MOT PHASES ARE TO BE REPEATED DURING THE PAVING CYCLE. THE CONTRACTOR IS TO RESTRICT AND DETER VEHICLES FROM TRAVELING OVER THE TACK SURFACE PRIOR TO PAVING.
2. THE CITY WILL PERMIT SARA ROAD TO BE CLOSED A MAXIMUM OF 5 DAYS DURING THE INLAY PAVING
3. EXCEEDING THE 5-DAY CLOSURE LIMIT WILL RESULT IN LIQUIDATED DAMAGES OF\$5,000/DAY AND MAY INCLUDE A PAY REDUCTION TO THE CONTRACTOR FOR A REDUCTION IN PAVEMENT QUALITY.

TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR AND BARRICADING FIRM MUST ADHERE TO THE DATES AND TIMES LISTED ON THE BARRICADING PERMIT/PLAN. FAILURE TO DO SO WILL RESULT IN THE PERMIT BEING REVOKED.
2. THE CONTRACTOR AND BARRICADING FIRM SHALL ADHERE TO ALL THE REQUIREMENTS LISTED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS WELL AS THE LATEST EDITION OF AASHTO ROADSIDE DESIGN GUIDE.
3. IN THE AREAS OF PAVEMENT OPERATIONS OR OTHER ACTIVITIES WITHIN THE TRAVELED WAY AND ADJACENT TO THE EXISTING TRAVELED LANE, THE CONTRACTOR SHALL ASSURE THAT NO PAVEMENT DROP-OFFS ARE LEFT EXPOSED DURING NON-WORKING HOURS. THE CONTRACTOR SHALL INITIATE CORRECTIVE MEANS AS PER AS 241 PAVEMENT DROP-OFF GUIDELINES FOR CONSTRUCTION ZONES TO ACHIEVE A MINIMUM 6:1 SLOPE BETWEEN TRAVELED LANES AND A MINIMUM 3:1 SLOPE ADJACENT TO THE EXISTING TRAVELED LANE WITH TWO 11 FOOT DRIVING LANES.
4. THE CONTRACTOR AND BARRICADING FIRM WILL BE REQUIRED TO COVER UP ALL CONFLICTING SIGNS WITHIN OR IN ADVANCE OF THE WORK ZONE.
5. IN COVERING UP ANY CONFLICTING SIGNS, THE CONTRACTOR IS TO USE AN APPROVED METHOD OF COVERING EXISTING SIGNING SO AS NOT TO DAMAGE/DISTORTTHE SIGN SHEETING OR MARKINGS. THE CONTRACTOR AND BARRICADING FIRM SHALL NOT PLACE TAPE DIRECTLY ON THE FACE OF THE SIGN. FAILURE TO ADHERE TO THIS REQUIREMENT WILL RESULT IN THE CONTRACTOR AND BARRICADING FIRM BEING REQUIRED TO REPLACE THE SIGN AT NO COST TO THE CORR.
6. THE CONTRACTOR AND BARRICADING FIRM SHALL CONTACT THE CITY OR RIO RANCHO PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS BEFORE ANY TRAFFIC CONTROL CHANGES THAT WERE NOT PREVIOUSLY APPROVED. THESE TRAFFIC CONTROL CHANGES SHALL BE REQUESTED IN WRITING ACCOMPANIED BY A TRAFFIC CONTROL PLAN REFLECTING THE CHANGES.
7. ALL TRAFFIC DEVICES SHALL BE KEPT CLEAN THROUGHOUT THE DURATION OF THE PROJECT. ANY SIGN THAT IS TAGGED WITH GRAFFITI SHALL BE CLEANED (AS LONG AS IT DOES NOT AFFECT THE REFLECTIVE SHEETING) WITHIN 24 HOURS OR REMOVED AND REPLACED.
8. ALL SIGNS THAT ARE PART OF THE WORK ZONE THAT IS IN PLACE FOR MORE THAN 3 DAYS SHALL BE PLACED ON POSTS. IF THERE ARE PHYSICAL RESTRICTIONS AT THE SITE THAT PROHIBIT THE SIGN FROM BEING PLACED ON POSTS, THE CONTRACTOR SHALL NOTIFY THE CORR AND OBTAIN A WAIVER.
9. ALL TEMPORARY TRAFFIC CONTROL SIGNS, POSTS, AND BASES INSTALLED WITH THE CONSTRUCTION PROJECT SHALL BE REMOVED BY THE CONTRACTOR AT THE COMPLETION OF THE PROJECT. REMOVAL SHALL CONSIST OF EXTRACTION OF THE BASES FROM THE GROUND AND NOT HAMMERED INTO THE GROUND. THIS WORK SHALL BE INCIDENTAL TO THE COMPLETION OF THE PROJECT.
10. THE REFLECTIVITY MATERIAL SHALL COMPLY WITH IDD-2014-03. SIGN SHEETING REQUIREMENTS FOR ALL CONSTRUCTION SIGNING PLACED ON CORR ROADWAYS.
11. THE SIGNS AND TRAFFIC CONTROL DEVICES USED OVERNIGHT SHALL BE REQUIRED TO MEET THE FOLLOWING MINIMUM REFLECTIVITY STANDARDS PER THE MUTCD TABLE 2A-3 MINIMUM RETROREFLECTIVITY LEVELS.
12. ALL DEVICES THAT ARE PLACED WITHIN THE CORR AND NMDOT R/W SHALL ADHERE TO SECTION 702 - TRAFFIC CONTROL DEVICES FOR CONSTRUCTION - IN THE LATEST EDITION OF THE CORR SPECIFICATION BOOK.
13. MATERIALS, WORK ACTIVITIES, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED WITHIN THE ESTABLISHED BUFFER SPACE OF THE PROJECT WORK ZONE. ALL CONSTRUCTION EQUIPMENT , VEHICLES, AND MATERIALS SHALL REMAIN BEHIND TRAFFIC CONTROL DEVICES.
14. LOCATION OF DEVICE SPACING SHALL BE FIELD VERIFIED TO ACCOUNT FOR EXISTING ROADWAY FEATURES WHICH MAY OBSTRUCT PLACEMENT AND/OR VIEW OF DEVICES. ANY CHANGES TO THE TRAFFIC CONTROL PLAN MUST BE APPROVED BY THE CORR.
15. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL LOTS WHOSE PRIMARY ACCESS IS ONTO SARA ROAD REGARDLESS OF CLOSURE STATUS.



NO.	DESCRIPTION	DATE	BY
7			
6			
5			
4			
3			
2			
1			

HORROCKS ENGINEERS
 500 Marquette Avenue NW, Suite 1200
 Albuquerque, NM 87102 (505) 558-1972

PW1612 SARA ROAD REHABILITATION
 TRAFFIC CONTROL GENERAL NOTES



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	

O:\2016\6-02-1603 Sara Road Rehabilitation\Project Data\Sheet_Final\Roadway_Design\6-02-1603_01_10-6_traffic control.dwg - 61 - 8/10/2016 12:51pm michaellj

CITY OF RIO RANCHO
STATE OF NEW MEXICO



PURCHASING DIVISION
3200 Civic Center Circle NE - Suite 300
Rio Rancho, NM 87144

INVITES YOUR FIRM TO OFFER A BID ON:

IFB 17-PW-001
SARA ROAD REHABILITATION PROJECT

AS SPECIFIED IN THE ATTACHED BID DOCUMENTS.

**Sealed bids will be received until 10:00 AM Local Mountain Time on
Thursday, August 18, 2016**

By the
**City of Rio Rancho
Office of the City Clerk
1st Floor, Room # 150
3200 Civic Center Circle NE
Rio Rancho, NM 87144**

FIRM NAME

STREET ADDRESS / P.O. BOX

CITY, STATE, ZIP CODE

TELEPHONE NUMBER

E-MAIL ADDRESS

FAX NUMBER

Complete this form as well as the following forms in their entirety as specified in the Instruction to Bidders to ensure that your bid submission is complete.

BID FORM

This Bid is submitted to the City of Rio Rancho, New Mexico (hereinafter called "OWNER").

1. The undersigned (hereinafter called "BIDDER"), in compliance with your invitation for bids for the **Sara Road Rehabilitation Project**, having examined the drawings and specifications, with related documents, and having examined the site of the proposed work, and being familiar with all of the conditions surrounding the construction of the proposed project, including the availability of labor, materials and supplies, hereby proposes to furnish all labor, materials and supplies, and to construct the project in accordance with the contract documents at the prices stated below. These prices are to cover all expenses incurred in performing the work required under the contract documents, of which this proposal is a part.

2. **BID SUBMISSION:** The Bidder agrees to perform all of the following Base Work and any/or all Additive Alternate work for the amount(s) submitted for Sara Road Rehabilitation Project determined as follows:

CITY OF RIO RANCHO
Sara Road Rehabilitation Project

BASE BID ITEMS - 2.5" - MILL AND INLAY							
BID ITEM	SPEC.	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1	NMDOT	203000	UNCLASSIFIED EXCAVATION	CU.YD.	785		
2	NMDOT	203100	BORROW	CU.YD.	600		
3	NMDOT	207000	SUBGRADE PREPARATION	SQ.YD.	710		
4	NMDOT	407000	ASPHALT MATERIAL FOR TACK COAT	TON	11		
5	NMDOT	414000	COLD MILLING (ASPHALT), (2.5" DEPTH)	SY IN	55710		
6	NMDOT	417000	MISCELLANEOUS PAVING, (PATHWAY)	SQ.YD.	190		
7	NMDOT	423282	HMA SP III COMPLETE, (2.5" DEPTH)	TON	3300		
8	NMDOT	423283	HMA SP IV COMPLETE, (PATCHING)	TON	100		
9	NMDOT	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	1		
10	NMDOT	601110	REMOVAL OF SURFACING	SQ.YD.	710		
11	NMDOT	603262	COMPOSTED MULCH SOCKS	LIN.FT.	40		
12	NMDOT	608004	CONCRETE SIDEWALK 4"	SQ.YD.	1010		
13	NMDOT	608106	DRIVE PAD 6"	SQ.YD.	400		
14	NMDOT	609008	CONCRETE CURB 8"	LIN.FT.	20		
15	NMDOT	609109	PINNED CURB	LIN. FT.	100		

BID ITEM	SPEC.	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
16	NMDOT	609200	HEADER CURB	LIN.FT.	2300		
17	NMDOT	609374	CONCRETE SLOPED CURB AND GUTTER 8" X 24"	LIN.FT.	140		
18	NMDOT	609444	CONCRETE VERTICAL CURB AND GUTTER TYPE B 8" X 24"	LIN.FT.	1260		
19	NMDOT	609650	CONCRETE VALLEY GUTTER 6" X 72"	LIN.FT.	150		
20	NMDOT	618000	TRAFFIC CONTROL MANAGEMENT	L.S.	1		
21	NMDOT	621000	MOBILIZATION	L.S.	1		
22	NMDOT	667206	LANDSCAPE BOULDERS, 2' GRANITE	EACH	60		
23	NMDOT	667210	LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH	SQ.YD.	1300		
24	NMDOT	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	L.S.	1		
25	NMDOT	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	LIN.FT.	17193		
26	NMDOT	704715	HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND RIGHT) ARROW	EACH	4		
27	NMDOT	704717	HOT THERMOPLASTIC PAVEMENT MARKING RIGHT ARROW	EACH	3		
28	NMDOT	704718	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH	24		
29	NMDOT	704719	HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW	EACH	3		
30	NMDOT	704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH	12		
31	NMDOT	704732	HOT THERMOPLASTIC PAVEMENT MARKING BIKE SYMBOL (BIKEWAY)	EACH	23		
32	NMDOT	713030	LOOP DETECTOR WIRE	LIN.FT.	276		
33	NMDOT	713250	LOOP LEAD-IN CABLE	LIN.FT.	54		
34	NMDOT	713300	DETECTOR SAW CUT	LIN.FT.	330		
35	NMDOT	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	L.S.	1		
36	CoRR	475	HOT-POURED CRACK SEALING, ROADWAY	LB	3886		
37	-	-	CONTRACTOR ASPHALT TESTING ALLOWANCE	ALLW.	1	\$10,000.00	\$ 10,000.00
38	-	-	UTILITY COORDINATION ALLOWANCE	ALLW.	1	\$35,000.00	\$ 35,000.00

Base Bid Subtotal = _____

NMGRT @ 7.4375% = _____

Base Bid Total (Bid items 1 through 38 plus NMGRT); _____

BID ALTERNATE NO. 1 ITEMS - 3" MILL AND INLAY							
BID ITEM	SPEC.	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
39	NMDOT	414000	COLD MILLING (ASPHALT), (3" DEPTH)	SY IN	66852		
5	NMDOT	414000	COLD MILLING (ASPHALT), (2.5" DEPTH)	SY IN	-55710		
40	NMDOT	423282	HMA SP III COMPLETE, (3" DEPTH)	TON	3960		
7	NMDOT	423282	HMA SP III COMPLETE, (2.5" DEPTH)	TON	-3300		

Bid Alternate No. 1 Subtotal = _____

NMGRT @ 7.4375% = _____

Bid Alternate 1 Total plus NMGR: _____

BID ALTERNATE NO. 2 ITEMS - PATHWAY CRACK SEALING							
BID ITEM	SPEC.	ITEM NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
41	CoRR	475	HOT-POURED CRACK SEALING, PATHWAY	LB	2989		

Bid alternate No. 2 Subtotal = _____

NMGRT @ 7.4375% = _____

Bid Alternate 2 Total (Bid item 40 plus NMGR): _____

Base Bid Subtotal: _____

Bid Alternate 1 Subtotal: _____

Bid Alternate 2 Subtotal: _____

NMGRT On Total Bid Submission (Base Bid, Bid Alternates 1 & 2) at 7.4375%: _____

TOTAL BID SUBMISSION (Base Bid, Bid Alternates 1 & 2 plus NMGR): _____

3. BIDDER acknowledges receipt of the following Addenda:

Addendum No. _____ Date _____ Addendum No. _____ Date _____

Addendum No. _____ Date _____ Addendum No. _____ Date _____

Addendum No. _____ Date _____ Addendum No. _____ Date _____

4. BIDDER agrees that this Bid Proposal may not be withdrawn for a period of sixty (60) calendar days after the scheduled closing time for receipt of bids.

5. If the Contract is to be awarded. OWNER will give the apparent Successful Bidder a Notice of Recommendation to Award within sixty (60) days after the scheduled closing time for receipt of bids.
6. Upon receipt of Notice of Recommendation to Award, BIDDER shall execute the formal Contract Documents within ten (10) days and deliver the Performance Bond, Labor and Material Payment Bond, and Certificates of Insurance as required herein.
7. The attached Bid Security is to become the property of the OWNER, in the event the Agreement and bonds are not executed within the time specified in this Bid Proposal, as liquidated damages for the delay and additional expenses caused to the OWNER.
8. BIDDER hereby agrees to commence Work under this Contract in accordance with the Notice to Proceed from the OWNER and to substantially complete the Project as provided in the Contract Documents within **eighty (80)** consecutive calendar days after the date Contract Time begins as provided in the Contract Documents.

BIDDER further agrees to pay, as liquidated damages, the amount of **Two Thousand dollars (\$ 2,000.00)** for each consecutive calendar day thereafter as provided in the Supplementary Conditions.

9. BIDDER hereby declares that the only persons or firms interested in the Bid Proposal as principal or principles is or are named herein and that no other persons or firms than herein mentioned have any interest in the Bid or in the Contract to be entered into; that this Bid is made without collusion with any person, company, or parties making a bid or proposal; and that it is in all respects fair and in good faith without collusion or fraud.
10. BIDDER hereby agrees if awarded the Contract, to comply with the Affirmative Action/Equal Employment Opportunity and Nondiscrimination requirements of the Supplementary Conditions and to submit all information and reports required therein.
11. If requested, BIDDER agrees to furnish to the OWNER all information and data necessary for the OWNER to determine the ability of BIDDER to perform the Work.

This Bid is hereby respectfully submitted by:

Name of BIDDER

Federal Tax ID Number

By: Printed Name

Authorized Signature

Date

Bidder's Mailing Address

Additional Address Information

City, State, Zip Code

Bidder's Telephone Number

Bidder's Fax Number

Bidder's E-Mail Address

Bidder's Gross Receipts Tax No.

Title

Bidder's NM Contractor's License
Number(s) and Classifications(s)

Contractor's Department of Labor
Registration Number

New Mexico State Corporation
Commission Number

SECTION 475: HOT-POURED CRACK SEALING

475.1 DESCRIPTION

This work shall consist of preparing and cleaning cracks and joints in the existing concrete or asphalt pavement roadway surface and sealing these cracks or joints with hot-poured sealant.

475.2 MATERIALS

475.2.1 General

Hot-poured sealant shall be used in accordance with the general and physical requirements of ASTM D 6690, and shall be a Type II unless otherwise specified in the Contract, City Standard Drawings or by the City Engineer or designee.

The sealant shall be composed of a mixture of materials that will form a resilient and adhesive compound capable of effectively sealing joints and cracks in concrete and asphaltic pavements against the infiltration of moisture and foreign material throughout repeated cycles of expansion and contraction with temperature changes, and that will not, at ambient temperatures, flow from the joint to be picked up by vehicle tires. The material shall be capable of being brought to a uniform pouring consistency suitable for completely filling the joints without inclusion of large air holes or discontinuities and without damage to the material. It shall remain relatively unchanged in application characteristics for at least six (6) hours at the recommended application temperature in the field.

The Contractor shall have the Supplier sample and test the sealant in accordance with ASTM D 6690 and provide certified test results for each lot or batch of sealant supplied prior to incorporation into the Work.

Sealant shall be provided packaged in containers and labeled in accordance with ASTM D 6690. Bulk shipments of sealant must be accompanied by documents that state the following:

1. Manufacturer's name;
2. Trade name of the sealant;
3. Batch or lot number;
4. Pouring temperature; and
5. Safe heating temperature.

Do not mix more than one lot or batch within a bulk shipment of sealant.

475.3 CONSTRUCTION REQUIREMENTS

475.3.1 Temperature and Weather Limitations

Crack sealant shall be applied when the ambient air temperature is at least 40 °F and rising, and when the temperature of the existing pavement surface is above 32 °F during application unless otherwise specified by the manufacturer. The optimum ambient temperature for application of crack and joint sealant is 60°F. The Contractor should schedule crack and joint sealing operations around this optimum ambient temperature to maximize the filling of cracks and joints during low thermal expansion and contraction periods.

Crack sealant shall not be placed during inclement weather, on wet surfaces, or when the wind conditions prevent satisfactory sealing.

475.3.2 Equipment

Router bits shall be provided of at least 1/2-inch diameter that cut to 1-inch deep. Air compressors shall be used and shall provide uncontaminated air at a pressure capable of cleaning approved cracks. Air compressors shall be equipped with traps to prevent oil and moisture from entering the air stream.

The equipment for heating and preparing the sealant mixture shall provide a continuous supply of the prepared mixture and maintain a continuous, uniform and homogeneous mixture during the sealing operation. The equipment shall provide continuous mechanical agitation as necessary to maintain homogeneity.

Application devices shall provide uniform application of the sealant Materials without clogging, or causing other irregularities in distribution. Application devices and equipment shall meet the requirements of the sealant manufacturer.

475.3.3 Preparation of Cracks

Cracks shall be routed and cleaned to the satisfaction of the City Engineer or designee.

All open cracks and joints having an average clear opening from 1/8 inch to 1/2-inch shall be routed to provide a minimum sealant reservoir of 1/2- inch wide and to a depth of from 3/4-inch to 1-inch, unless otherwise directed by the City Engineer or designee. Routers shall be centered over the cracks during routing operations.

All cracks and joints with an average clear opening of 1/2-inch to 1-1/2 inch shall be cleaned with high-velocity compressed air to a depth of from 3/4-inch to 1-inch, unless otherwise directed by the City Engineer or designee. Cracks and joints wider than 1-1/2 inch shall be repaired in accordance with the details shown on the plans or as directed by the City Engineer or designee.

Any alligator cracking encountered shall not be crack sealed without prior approval by the City Engineer or designee.

Immediately before placing the sealant, loose particles, dust, and other deleterious materials shall be cleaned from the sealant reservoirs with high-velocity compressed air.

475.3.4 Application of Sealant

The application of sealant shall be controlled to confine the sealant within the reservoirs. The sealant shall be applied to the clean, dry-surfaced reservoirs. The reservoirs shall be completely filled from the bottom up and shall be filled without formation of entrapped air or voids to a final cooled depth flush to 1/4-inch below the existing surface of the roadway. Care shall be taken to avoid excess filling of the cracks. Any overfill shall be squeegeed flush with the adjacent surface and shall not exceed 2-inches beyond the crack edges. All overbanding shall be kept to a minimum. Material placed in excess of 2-inches beyond the crack edges shall be at the Contractor's expense and no payment will be made therefore. If the City Engineer or designee determines the method of filling joints and cracks results in an excessive amount of sealant on the pavement surface, the Contractor shall stop filling operations and change the method used to conform to specification requirements. The Contractor shall clean excess sealant material from the pavement surface at no additional cost to the City.

If application devices clog or irregularities in the application occur, operations shall be halted by the Contractor until corrective action is taken to the satisfaction of the City Engineer or designee.

The Contractor shall follow all preparation and placement requirements indicated by the manufacturer.

475.3.5 Curing and Resumption of Traffic

Sealant shall be cured in accordance with the manufacturer’s requirements before placing traffic on the pavement surface. Any damage to uncured sealant shall be repaired at the Contractor’s expense.

The pavement surface and all work areas shall be left in a clean condition. All material and debris emanating from the joint and crack sealing operation shall be cleaned and removed from public and private property, including but not limited to sidewalks, driveways, lawns and roadways.

475.3.6 Submittals

The Contractor shall provide copies of material haul tickets if used. The Contractor shall provide certificates of compliance for materials used. The certificates of compliance shall clearly indicate that the material conforms to these specifications and ASTM D 6690. The certificates of compliance shall include the contractor’s name, project number (if applicable), project name, NMDOT control number (if applicable), manufacturer’s name, trade name of the sealant, batch or lot number, pouring temperature and safe heating temperature.

The Contractor shall complete and submit daily field reports acceptable to the City Engineer or designee, detailing the quantities and location of material placed on a street by street or site by site basis. The daily field reports shall be submitted within 2 working days of sealant placement.

The Contractor shall submit to the City Engineer or designee, prior to beginning work, a description of the sealant to be used with attached manufacturer’s literature and testing results indicating conformance to this specification. The Contractor shall not begin joint and crack sealing work until the sealant to be used is accepted by the City Engineer or designee in writing.

475.4 METHOD OF MEASUREMENT -

Applied sealant shall be measured by the pound of material applied or by the linear foot of cracks sealed as specified in the contract documents or as directed by the City Engineer or designee.

475.5 BASIS OF PAYMENT

Pay Item	Pay Unit
<i>Hot-Poured Crack Sealing</i>	Pound
<i>Hot-Poured Crack Sealing</i>	LF