



**Camino Real Regional Mobility Authority**

**Pellicano Drive Widening Project  
CSJ # 0924-06-534**

**Final Questions & Answers**

**October 28, 2019**

**PELLICANO DRIVE WIDENING PROJECT  
ROADWAY FINAL QUESTIONS AND ANSWERS  
POSTED – OCTOBER 28, 2019**

1. Sheet CC in the General Notes states to use “Metallic material for traffic signal heads and mounting hardware. Do not use polycarbonate material.” However, under Item 682 on the same Sheet CC there is a note that states “Provide polycarbonate pedestrian and vehicle signal heads in the following color: black.” Should the signals be aluminum or poly? Also, the same note goes on to say “Provide aluminum non-vented back plates for all traffic signal heads” however, Summary Sheet #30 Back Plate bid line items request Vented Aluminum. Should the back plates be vented or non-vented?

**Addendum #3 will clarify the General Notes under Item 682. The signal heads shall be aluminum. The black plates shall be vented per Summary Sheet #30.**

2. Summary Sheet #30 states 3ea Traffic Cabinets are needed for the project, however, Joe Battle Blvd Signal Modification Layout Sheet #295 states “Existing cabinet, controller and conduit to remain”. Will 3ea cabinets truly be needed for this project or just two for the Sunfire and Mission Ridge intersections?

**Two new cabinets at Sun Fire and Mission Ridge, and Joe Battle are existing to remain, as per the plans. Item 680 for Joe Battle in Summary Sheet #30 covers the other non-cabinet items.**

3. Sheet CC in the General Notes states the color shall be black with non-painted hardware. Looking at the surrounding intersections, they are all yellow as well. Are Black signal heads with non-painted hardware the correct colors needed for this project? Will these colors also apply to the school flashers?

**All signal heads shall be yellow. This applies to school flashers as well.**

4. When is the anticipated date for Notice to Proceed for this Project? Will the Project have a delayed start from Notice to Proceed?

**The anticipated date for Notice to Proceed for this project is January 2020. A delayed start from Notice to Proceed is not anticipated.**

5. Please refer to your response to Question 45 regarding Phase I Stage A and Phase II construction. Phase II is dependent upon completion of Phase 1 Stage A. Addendum 1 did not fully address this sequence as the 30 working days allocated for Phase I Stage A start when the Mission Ridge Boulevard Project sanitary Sewer is completed and accepted. What is the anticipated date for completion and acceptance?

**Addendum #3 will clarify the phase sequence. For bidding purposes, the Mission Ridge Boulevard Phase II Project is anticipated to be completed and accepted by June 19, 2020.**

6. Addendum Number One modifies the proposed Traffic Control Plan eliminating concurrent work on Phase I-B with Phase II following the 30-Day completion of Phase I-A. This limitation is due to the unknown duration of underground utility construction by others in the Phase II work zone. The outcome of this change provides for 196 working days to complete Phase I-B followed by an additional 168 working days to complete Phase XI if the noted utility work is not complete. Under this scenario 364 of the 399 contract days would have been expended at that point with approximately half of the work still remaining. The other logical scenario involves the completion of the utility work by others at some stage during either Phase I-B or XI. For bidding purposes, a 90-Day impact could be assumed in an attempt to maintain the original working day allotment along with the traffic control sequencing requiring concurrent work. However, without knowing the true impact of this delay the Contractor could not be held accountable for cost beyond that point. This would require additional compensation in the form of a time extension including overhead and bid price escalation costs. This question is being submitted for the record in order to attain further guidance on this topic as the noted utility work by others has a tremendous impact on overall cost that requires further clarification in order to provide a competitive bid. Failure to make the appropriate corrections with accurate timelines provided would enable a competitive advantage to the Mission Ridge Phase II Contractor subjecting the CRRMA to a bid protest.

**Addendum #3 will clarify the phase sequence. For bidding purposes, the Mission Ridge Boulevard Phase II Project is anticipated to be completed and accepted by June 19, 2020.**

7. Question #48 previously submitted addressed serious constructability issues and provided a few re-design options. The October 21<sup>st</sup> response stated ‘There will be no alternate at this time’. Since the proposed storm sewer remains within six feet of the existing Power Lines at a fifteen foot depth in sugar sand, the proposed construction sequencing involved requires further scrutiny. The plan proposal references coordination and cost to rubberize the energized electric line to be borne by the Contractor. This would be hard to quantify to include the potential for significant delay costs that are typically encountered regardless of superior coordination efforts. Additionally, the feasibility of actually holding the poles in mid-air during trenching operations become impractical, costly and potentially prohibitive. Even if approved by the Electric Company, production rates would be greatly reduced escalating the potential bid pricing substantially. Other alternatives such as sheet pile shoring or boring would be cost prohibitive. In order to provide a reasonable bid price for this proposed work and equal the playing field with all potential bidders, we are requesting re-consideration of an alternate design. Further guidance is solicited otherwise in order to determine the best course of action to complete this work.

**There is no alternate at this time. The engineer of record has reviewed and confirmed the constructability of this design approach and has communicated with the El Paso Electric Company on options and support available to contractors. It is highly recommended that the contractor coordinates directly with El Paso Electric Company for specific requirements and costs/rates associated with supporting and protecting electrical poles and lines, which will need to be included in the bid. Supporting and protecting electrical poles and lines shall be subsidiary to Item 100-Preparing Right of Way. Contractor must also**

comply with El Paso Electric Company requirements for scheduling work around El Paso Electric Company facilities. Contact Ms. Sylvia Rivas (El Paso Electric Representative) at 915-351-4255.

8. Response to question #57, request for Mission Ridge Phase II Bid Tabs, indicates that the Bid Tabs are available at [www.crrma.org](http://www.crrma.org). As of October 24, 2019 at 4:00 PM the bid tabs for the project could not be found. Will these be made available prior to bid time?

Mission Ridge Boulevard Phase II Bid Tabs are now available on the website.

9. On the Sequence of Work, each phase has a listed number of working days. Are there any penalties associated with each individual phase? If so, what are they?

No. There are no penalties associated with the number of working days for each individual phase.

**PELLICANO DRIVE WIDENING PROJECT  
EI PASO WATER FINAL QUESTIONS AND ANSWERS  
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1. When pertaining to thrust restraint calculations, are butterfly valves to be calculated as dead ends or no restraint is needed at butterfly valves. If restraint is needed at butterfly valves, will it be required at both sides of valves or just on one side?

**Refer to Special Specification 7016 (Water and Sanitary Sewer Systems) Item 3. (Water Mains) Section 3.2.2.9.**

[END OF Q&A DOCUMENT]