

800 Municipal Drive Farmington, NM 87401-2663 (505) 599-1373 Fax (505) 599-1377 http://www.fmtn.org

## IMMEDIATE ATTENTION

#### PORTER ARRROYO DETENTION FACILITY PROJECT # 02-08 CONTRACT CONTROL 14-102822

#### ADDENDUM THREE

#### MARCH 19, 2014

Notice to Bidders: The above referenced bid is hereby amended as follows:

The following questions/request for clarification regarding this project were received. Following the question/request for clarification is the response.

- 1. Detail 7 on Sheet 15 of 17 has been cut-off. We can't see the entire footing detail, and I think some text has been cut off on the right side. Please provide a complete detail. Sheet 15 of 17 has been revised to show the complete detail. The revised sheet is <u>attached</u> with this addendum.
- 2. Section 1 on Sheet 14 of 17 shows the headwall to be 6'-0" tall. Detail 7 on Sheet 15 of 17 shows the wall to be 11'-6" tall. Please clarify. *Detail* 7 shows a general cross-section of 2' spacing between the bottom of the channel and the wall footer. The height of the wall however will vary, depending on the existing ground level. This applies to both the spillway and the outflow channel.
- 3. Please clarify the length and height of the headwall. Does the wall extend the entire width of the concrete lined channel? Is the wall the same height for its entire length? The Erosion Control Wall referred to for this question will be 11'2" above the 1' footer thickness. The detail for the Erosion Control Wall on sheet 16 shows the height at the channel flow line to be 4' and 11'2" at the edges where it ties into the ground. Section 3 of the Erosion Control Wall detail shows the wall above the flow line as dashed, to show that it is buried at the edges. The lengths and widths of the wall are noted on the detail.



- 4. Please verify which bid item the headwall is paid under. The headwall will be paid under item #12, Reinforced Concrete.
- 5. For the Erosion Control Wall, Detail 2 on Sheet 16 of 17 calls for #4@12" EW in the wall stem. Detail 3 calls for #4@10" EW in the wall stem. Please clarify. #4@10" shall be used for the Erosion Control Wall.
- 6. Does the concrete cradle for the 30" RCP get paid for under Bid Item #11 Reinforced Concrete? Or is it paid for under Bid Item #8 30" RCP? *The concrete cradle will be paid under item #12, Reinforced Concrete.*
- 7. Do the ring segments get paid for under Bid Item #11 Reinforced Concrete? Or are they paid for under Bid Item #10 – 48" RCP? The ring segments will be paid under item #12, Reinforced Concrete.
- 8. There is an Emergency Spillway Ground Anchor detailed on Sheet 16 of 17. Is this detail to be used at each post of the Post and Cable Fence? No. The post and cable detail is on the upper right corner on sheet 16 of 17 and applies to the 6"x6"x6' posts. The Emergency Spillway Ground Anchor detail is intended to be used for the chain link poles that will be placed along the Emergency Spillway.
- 9. Sheet 6 of 17 call out the upstream and downstream side of the dam to be at 2.5:1. The contours on Sheet 6 are drawn at 2.5:1 on the upstream side and 2:1 on the downstream side. Sheet 17 of 17 shows slopes that are 2:1, 3:1 and 2.5:1. The geotechnical report states that the upstream slope should be 2.5:1 and the downstream slope should be 2:1. Please clarify what the dam slopes should be. The Geotech report will take precedence in this situation. Page 5 of the Geotech Report states the following, showing a slightly different slope requirement between the REMOVAL and the Final EMBANKMENT CONSTRUCTION.

<u>Proposed Dam Configuration</u>: Terracon understands, based on conversations with the project civil engineer and a review of preliminary plans, that the material below the dam footprint will be removed to the surface of the underlying sandstone but in no case less than eight (8) feet below the bottom of the dam embankment elevation. <u>The removal</u> <u>should be sloped upward from the upstream and downstream toes of</u> <u>the embankment at an angle of 2:1 (horizontal to vertical).</u> A six (6) foot



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square reinforced concrete inlet structure will be constructed in the southwest interior portion of the dam impoundment. A 36-inch diameter reinforced concrete pipe (RCP) will be attached to the inlet structure and extended through the dam embankment to allow the storm water to exit the facility. The portion of the conduit that will be within the dam embankment structure should be encased in reinforced concrete as recommended in Section 4.1.6 of the FEMA Technical Manual: Conduits Through Embankment Dams (FEMA Technical Manual), published in September 2005, to facilitate compaction of the embankment soil. The new dam structure can then be constructed around the protected conduit. The planned dam configuration includes a compacted, blended soil embankment. Based on a review of project drawings provided by the client, the dam will be 23 feet high, 700 feet across the axis, and have a crest width of 20 feet. The upstream embankment face will have a slope of 2.5:1 (horizontal to vertical) and the downstream embankment face will have a slope of 2:1 (horizontal to vertical). A fifty-foot wide emergency spillway, as designed by the project civil engineer, will be constructed in the sandstone southwest of the dam impoundment area.

- 10. Note 26 on Sheet 3 of 17 describes the over-excavation of the dam. This note conflicts with the Typical Section on Sheet 6 of 17. Note 26 also conflicts with the cross sections on Sheet 17 of 17. Please clarify what over-excavation is required for the dam. Page 5 of the Geotech Report states: <u>Proposed Dam Configuration</u>: Terracon understands, based on conversations with the project civil engineer and a review of preliminary plans, that the material below the dam footprint will be removed to the surface of the underlying sandstone but in no case less than eight (8) feet below the bottom of the dam embankment elevation. <u>The removal should be sloped upward from the upstream and downstream toes of the embankment at an angle of 2:1 (horizontal to vertical).</u>
- 11. Please clarify the stationing on the cross sections on Sheet 17 of 17. The stations range from 2+75 to 5+75. Sheet 6 of 17 calls out Station 50+00 on the Berm Alignment. Does Station 50+00 on Sheet 6 of 17 coincide with Station 0+00 on Sheet 17 of 17? Station 3+39.15 coincides with the crossing of the road centerline along the top of the dam and the centerline of the outfall pipe (Station 1+94.83). Stationing is lower on the cul-de-sac side (west) and higher to the east. Sheet 9 of 17 has this stationing noted at the intersection point of the two, in the plan view. The correct stationing is also shown on sheet 7 of 17, across the bottom of the profile. Stationing for Sheet 7 of 17



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# and sheet 17 of 17 are the same and coincide with each other. The Stationing of 50+00 on sheet 6 of 17 is incorrect and should read 1+33.11. This was not corrected throughout the plan revisions.

Receipt of this addendum shall be noted on Form AF-1 (a) in Tab I – Bidding Requirements for the above referenced bid.

If your bid has already been submitted to this office, and this addendum will affect your bid quote, please contact this office and we will return your bid. Any bids that have been received, and are not requested to be returned will remain in this office unopened until March 25, 2014 at 2:00 p.m.

Loralyn Votter

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