



P.O. Box 309
ACOMA, NEW MEXICO 87034

PUEBLO OF ACOMA
COMMUNITY DEVELOPMENT OFFICE

TELEPHONE (505) 552-5190
35 PINSBAARI DRIVE

AGENDA
PRE-BID CONFERENCE
Request for Proposals: SP38 Haak'u Road Planning & Design
Monday, January 30th, 2023 – 10:30 AM
Community Development Office Conference Room

- 1. WELCOME – CDO**
 - a. **Introductions**
 - i. Pueblo of Acoma
 - ii. New Mexico Department of Transportation
 - iii. Prospective Bidders
- 2. PROJECT INTRODUCTION – CDO**
- 3. Project Specific Tribal Requirements & Regulations – All Departments**
 - a. CDO
 - i. Acknowledgment of Receipt
 - ii. Prequalification Packet
 - b. Finance – Taxation
 - c. T.E.R.O.
 - d. THPO
 - e. ADNR – Land/Realty
 - f. Utility Authority
- 4. RFP Overview – CDO**
- 5. Prospective Bidder Questions – All**

(continue to next page)



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COMMUNITY DEVELOPMENT OFFICE

TELEPHONE (505) 552-5190
35 PINSBAARI DRIVE

AGENDA (CONTINUED)
PRE-BID CONFERENCE

REQUEST FOR PROPOSALS: SP38 HAAK'U ROAD PLANNING & DESIGN
MONDAY, JANUARY 30TH, 2023 – 10:30 AM
COMMUNITY DEVELOPMENT OFFICE CONFERENCE ROOM

6. SELF-GUIDED SITE VISIT: SP38 HAAK'U ROAD – Prospective Bidders

- a. Temporary Trespass Permit for Site Visit
 - i. Stay on Paved Roads
 - ii. Pictures of project area only
 - iii. Open Range
 - iv. NO Access to Old Acoma
 - v. Community Citizens Awareness
- b. Route: <https://goo.gl/maps/U5HFtUXD5QPpNmGf9>
 - i. SP32 South to SP30
 - ii. SP30 to SP38 (McCarty's Village)
 - iii. SP38 to Sky City Cultural Center (SCCC)
 - iv. SCCC to entire route. End at SP30
- c. Exiting Pueblo of Acoma
 1. From SCCC to Exit 96 via NM-124:
<https://goo.gl/maps/59zwUgbXY2YVa7SW9>
 2. From SCCC to Exit 108 via L22:
<https://goo.gl/maps/azZsR8MQPsKH9Pr16>
 3. From SCC to CDO:
<https://goo.gl/maps/22r8kyc2yBXkjMpX9>
 4. From CDO to Exit 102:
<https://goo.gl/maps/3Nw1N3ANfEeoGeYZ8>
- d. POA CDO Staff available at office for any questions

7. Adjourned

- a. **Notify Nadine Kowice upon reservation departure at (505) 228-8631 (Call/Txt).**

Attachments:

1. Site Visit Maps

**PRE-BID
CONFERENCE:
SP38 HAAK'U RD
PLANNING &
DESIGN**



**Pueblo of Acoma
COMMUNITY
DEVELOPMENT
OFFICE**

**Monday, January
30th, 2023**

10:30 AM

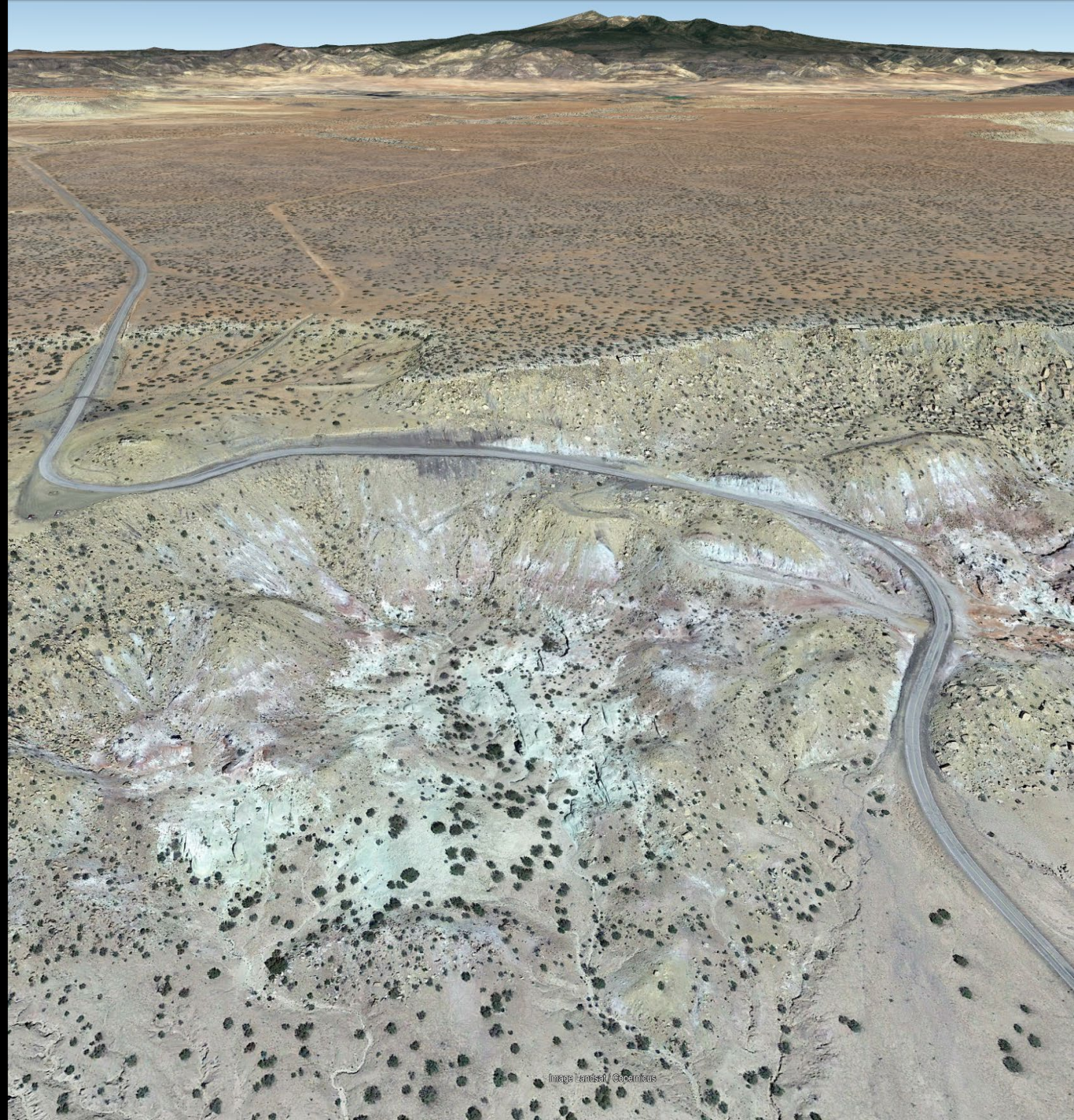
AGENDA

- **Welcome**
- **Project Introductions**
- **Project Specific Tribal Requirements & Regulations**
- **RFP Schedule**
- **Prospective Bidders Questions**
- **Self-Guided Site Visit**
- **Adjourned**

INTRODUCTIONS

- Pueblo of Acoma
- New Mexico Department of Transportation
- Prospective Bidders

Picture: SP38 Section 5

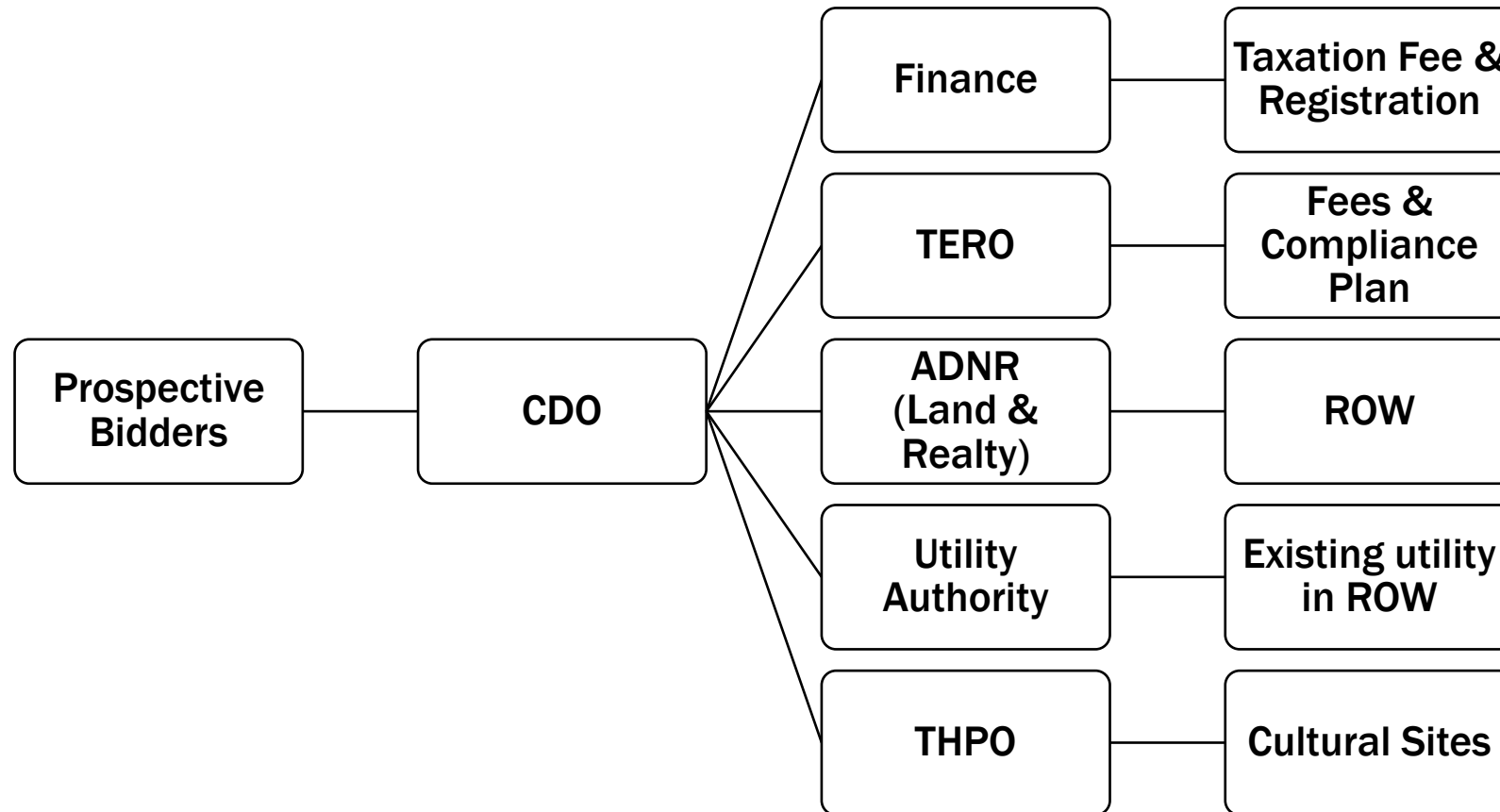


PROJECT INTRODUCTION

Charles Riley, Director

POA Community Development Office

PUEBLO OF ACOMA RFP REQUIREMENTS



RFP REVISIONS & UPDATES

CONDITIONS GOVERNING THE RFP

- Following NMDOT Specifications.

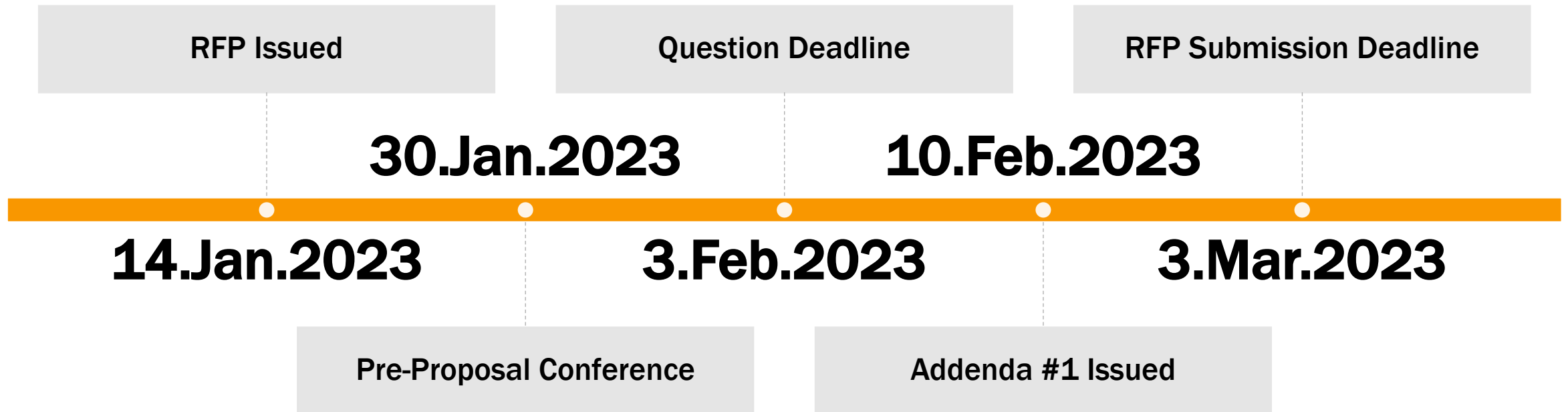
SCOPE OF WORK

- 12.3 Miles
- One Bridge

CONTRACTOR PREQUALIFICATIONS

- Following NMDOT Contractor Prequalification Form
- Pueblo of Acoma Business Registration Number Registered

RFP TIMELINE





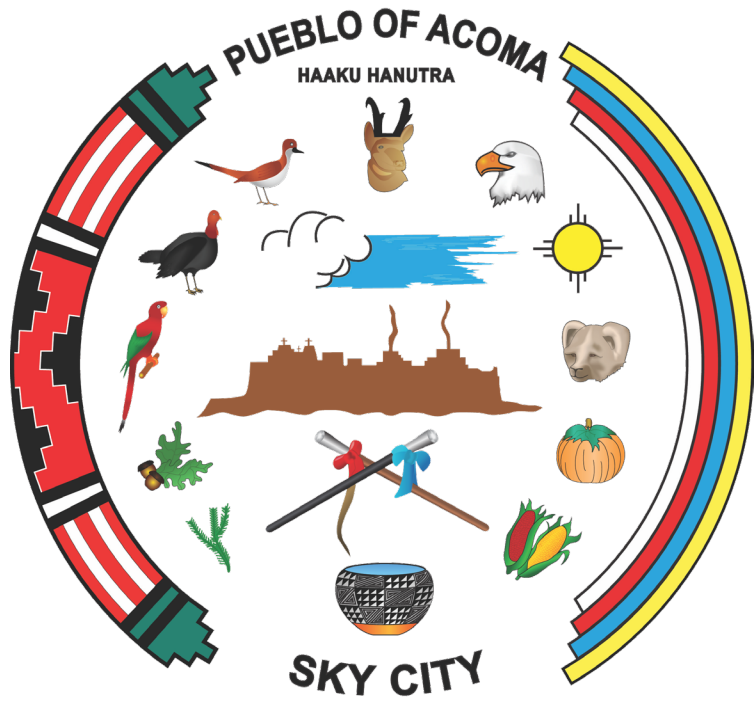
PROSPECTIVE BIDDER QUESTIONS?





SELF-GUIDED SITE VISIT

- **TRESSPASS PERMIT**
- **Stay on paved roads**
- **Pictures of project area only**
- **Open Range**
- **NO Access to Old Acoma**
- **Community Citizens Awareness**



[THANK YOU]
DAWAA'E

**Pre-Bid Conference
MINUTES**

Monday, January 30, 2023 · CDO Conference Room

In-Person Attendees: Dennis Wanya, 2nd Lieutenant Douglas Patricio, Charles Riley, Craig Vandiver, Leland Cerno, Darrell Felipe, Brittney Shutiva, Steven Concho, Dennis Felipe, Jr., Mikalyn Romero, Nadine Kowice, Daniel Mariano, Tina Granger, Bill Santiago, Derrick Meier, Matthew Meyers, Larry Maynard

1) WELCOME – Community Development Office (CDO)

a. Introductions

- I. Pueblo of Acoma – Dennis Felipe, Jr. (Civil Engineer, CDO), Charles Riley (Director, CDO), Daniel Mariano (Procurement), Tina Granger (Utility Authority), Steven Concho (Tribal Historic Office), Bill Santiago (NMDOT – Dist. VI, Derek Meier (Wilson & Co.), Matthew Meyers (Wilson & Co.), Larry Maynard (Souder Miller & Assoc.), Leland Cerno (Project Inspector, CDO), Mikalyn Romero (Project Coordinator, CDO), Nadine Kowice (Associate Planner, CDO)
- II. New Mexico Department of Transportation
- III. Prospective Bidders

2) PROJECT INTRODUCTION - CDO

(Charles Riley) – Short overview, project funded through NMDOT, thankful for NMDOT to assist with getting the project going, SP-38 Haaku Rd., it is a BIA ROW which starts on SP-30 where the end point is, it travels towards Acoma and terminates at intersection of SP-20. This road has no past defined design, approximately 50 years old, in the past had a chip seal done, functional, a two-lane paved road, one bridge along route, we have looked at the bridge and according to BIA inventory is still structurally sound. We plan to incorporate a pedestrian bike path, which is approximately 12.5 miles as we go along, we would like to incorporate a pedestrian bridge. There is open range, difficulties in valley, cultural sites are along the way which will need to be avoided but will be discussed with successful bidders.

(Dennis Felipe, Jr.) – RFP, questions will come to CDO or Procurement Office, will be routed. Current revisions will be placed in addenda which is February 10th. We have three forms out for the RFP, conditions of RFP, scope of work and acknowledgment of receipt. We will be adding in the contractor prequalification form. We will be mocking and modifying this to the tribe's needs. The main thing noted is that the respective bidder be registered with our Tax and Revenue Department. We were issued the RFP on the 14th of this month. No changes or revisions at this time. Today we have our pre-bid proposal conference. This Friday our questions are due which will be coming out on 2/10, deadline is March 3rd.

(Derek Meier) – On the scope of work do you know of any historical issues along the corridor, drainage issues?

(Charles Riley) - Yes, there are drainage issues once you get into the valley itself

(Craig Vandiver) – There are some where the Utility Authority has a borrow pit, there is mud on the road

(Larry Maynard) – If I recall at the lookout area there is some rockfall

(Dennis Felipe, Jr.) - It isn't a problem yet, but erosion that is making its presence known

(Charles Riley) – Once you go along the route, you drive it, you will reach the valley, there is a lookout from this point on until you go into the valley it is a sheer face with loose material, potential for rocks to come down. The road has been realigned once to the alignment it is now. That's one of the areas if potentially, to be improved, that is a cultural site to be aware and actually avoided. There is an established right of way on this project, we will have to update this and update the ROW map. It is about 150 ft. – 75ft. from center line, center lined on the existing road. There may be variance to that as you get down from the top of the mesa into the valley, there area probably changes simply because of the restriction of the roadway itself and how the alignment is.

Dennis – BIA official inventory of SP-30 & 38 (handout), describes route from Google Earth

(Larry Maynard) – Is the intent to meet the federal and state standards for shoulders, pull-outs, etc.

(Charles Riley) – Correct

(Larry Maynard) - Pathways detached from roadway

(Charles Riley) – Preferable

(Craig Vandiver) – A concern for next time is firetruck access

(Charles Riley) – At the beginning of the project, it has been re-aligned. It had a curve designed at a 90 degree angle to get sight distance, which made it difficult for a firetruck to go through. It has to be able to accommodate emergency vehicles and tribal code.

3) PROJECT SPECIFIC TRIBAL REQUIREMENTS & REGULATIONS – All Departments

a. CDO

i. Acknowledgement of Receipt

ii. Prequalification Packet

b. Finance – Taxation

(DJ) - CDO will be the ones reviewing the packets and creating the selection committee. Within the packet are what is required in the RFP, we added the pre-qualification form which will be noted in the addenda.

(Dennis Wanya) - Three things required from Taxation Office: business license, to the successful bidder I can guide them to what is required, every general contractor, sub-contractor will need to update this with the pueblo, it is an annual license which costs \$25, gross receipts tax the tribe currently has a title 14 tax and revenue code, there is currently a sight discrepancy in our approved

GRT 8% approved by Tribal Council, the tribe is in a cooperative agreement with the State of NM, this one requires any non-tribal entity who is awarded the bid as a general contractor will be liable to be assessed and pay the gross receipts tax, if it is a non-tribe entity they will go through the State of NM TRD 14014 form, done through Cibola County at a rate of 6.8175 slightly lower than the pueblos due to the cooperative agreement. The GRT will be paid through the State of NM via Cibola County, utilizing that form. If it is a tribal construction company, they will pay the 8% directly to the pueblo. The third item is the business property tax, this is at 6.5% of any valued piece of equipment coming onto the reservation, if the book value exceeds \$50k. I will work with the successful bidder regarding this. We will determine all the equipment coming onto the reservation and the book value, if this exceeds the threshold, we will assess the business property tax which will be paid to the pueblo. In the title 14 tax code, this tax cannot be added or passed through the tribe. When you do your bids, you will not add, the gross receipts tax can be added as well as the business license.

(Daniel) – I am here so we follow the Procurement procedures. In addition on service contracts, you must be registered with Sams.Gov.

(DJ) – this information will be on the contractor prequalification form

c. T.E.R.O

(Darrell Felipe) – TERO ordinance is a native preference established in 2016. Main part is the compliance part, the general contractor fills out a three page compliance plan which includes name of company, individuals and those deployed, based on the number of employees brought out there is a hiring goal of 25%, so for every four people TERO is required to hire one TERO referral, we can supply you heavy equipment operators and truck drivers. General contractor must fill out a compliance form. General contractor is subject to a 3% fee based on the total contract amount, before taxes. The subcontractors are not subject to a fee but to the hiring goals of 25%. I have brochures but this can also be found on the website puebloofacoma.or/TERO.

(Dennis Wanya) There is a tab on website under Taxation with this information.

(DJ) – Natural Resources is absent, but not needed until after a consultant is selected.

(Charles) – We need to at some point work with the BIA on amended by-way or temporary reconstruction easements through the Natural Resources Dept. as a way to make sure they are involved and informed on project requirements.

(Tina) – Main concern is utility lines, electrical and water. We will have to identify and work with the general contractor to make sure these are not disturbed. On electrical lines, will see what information can be gathered to provide to the sub at that time.

(Charles) – We need to have everything located and when it gets to construction we can get with UA to find out specifications. We can work with UA if there are crossings which need to be designed in, do they need to go through a certain

specification or do they use IHS criteria, also with BIA for potential utility permits so we are aware of these, once we get to the construction, we can deal with this. (Bill Santiago) - When it comes to environmental certifications and utility certifications, touch base with our office because there are people, we need to contact on the state side. Whatever the BIA produces the environmental paperwork is pretty detailed, on the state side it is a request to the general office to describe who and where the project is, and bare minimum level of effort. When it comes to utilities, whatever utility services described (fiber optics, water gas), give us the location and if there is no impact, we will write a letter stating impact or no impact and issue this on our side.

d. THPO

(Steven Concho) – A walkthrough will be done. There may be areas of concern along the route. I will get with our cultural advisors and board; we would want to have two or three cultural monitors present as the last five miles are critical and sensitive. I will get a printout of previously recorded sites in the area to make sure they are outside the ROW, before the project starts.

(Larry) – Would you require this would be fenced off prior to construction?

(Steven) – It is open range; I would have to ask my cultural advisors. My cultural advisors are comprised of religious leaders so it would be best to ask.

(Larry) - Sometimes it is just protective measure.

(Steven) – This is why we have to have cultural monitors on site, especially in these critical areas.

(2nd Lieutenant) – It is important for THPO to be out there throughout entire process, as there are cultural sites. How much area is deemed, this is critical so we may designate sights to turn as we do not want to make the road or ROW as wide as possible, this will be critical. Also, important part is the utility lines from the starting point all to the cattle guard of SP-38, which is a critical part. As lines go up above to the end of the valley, the critical part is down in the valley where the electrical and water lines are, this is critical.

(Charles) We want to incorporate a pedestrian bike path, preferably detached, but there are areas of cultural resources and limited ROW along the last four or five miles. We would love to have this, but it would have to be a widened roadway to accommodate this. We will work with each program as the design goes so we can avoid situations and any cultural resources along with utilities.

(DJ) – DJ explains trespass permit and route, Nadine distributes permit.

e. ADNR – Land/Realty

Not available right now

(Charles) we will make sure they will be included

f. Utility Authority

(Tina) Utility lines, electrical or water lines which will need to be identified. We have to ensure they are not disturbed. I will see what information can be gathered.

(Charles) When the time comes we can work with them. We can work with UA to see if there are lines, do they use the IHS criteria. Will need to work with the BIA for crossing permits.

(Bill) When it comes to Utility contact our office as there are certain criteria. It will be discussed. Whatever utility services provided give us locations and if there are not impacts, a letter will be issued regarding the impact.

4) RFP Overview – CDO

5) Prospective Bidder Questions

(Mr. Meyers) – Any issues to note? Any drainage issues

(Charles) – There are drainage issues in the valley

(Larry) – If I recall there were issues with?

(Charles) – Once you drive it, you will have a sheer face of the road. The road has been aligned once. There is a cultural site in this area which needs to be avoided.

(Matthew) – ROW

(Charles) There is a ROW which is about 150ft. The center line is 75ft from center line. there are likely changes due to variances

(Derek)

(Charles) The road has been realigned once, made to come in at a 90 degree angle. The road must meet requirements to accommodate emergency vehicles that the POA currently has. Is there anything that Taxation, TERO, UA, etc.

6) SELF-GUIDED SITE VISIT: SP38 Haak'u Road – Prospective Bidders

a. Temporary Trespass Permit for Site Visit

(DJ) this basically just provides you the authority to be on the reservation. You'll noticed after the cattle guard it is open range, so be careful. You may get questions but the permit serves this purpose.

i. Rules

b. Route

c. Exiting Pueblo of Acoma



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2022 Inventory

Filter Criteria				
M	2022	20	703	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	M20703	M20703	M20703	M20703	M20703	M20703	M20703	M20703	M20703
Location ID	Southwes	Southwes	Southwes	Southwes	Southwes	Southwes	Southwes	Southwes	Southwes
Region	Southern	Southern	Southern	Southern	Southern	Southern	Southern	Southern	Southern
Agency	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu
Reservation	Sp37	Sp37	Sp37	Sp38	Sp38	Sp38	Sp38	Sp38	Sp38
Road Name	0037	0037	0037	0038	0038	0038	0038	0038	0038
4-IRR Route Number	40	50	50	5	5	10	10	20	20
5-Section Number	4	4	4	4	4	4	4	4	4
10-Class	5.7	2.6	2.6	2.2	2.2	4.5	4.5	4.5	4.5
15-Length of Section									
18-Bridge Number									
19-Bridge Condition									
20-Bridge Length									
32-County	006	006	006	006	006	006	006	006	006
33-Congressional District	02	02	02	02	02	02	02	02	02
7-State	NM	NM	NM	NM	NM	NM	NM	NM	NM
8-Ownership	1	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1	1
11-Terrain	2	2	2	2	2	3	3	2	2
25-Roadbed Condition	2	2	2	4	4	5	5	5	5
24-Surface Condition Index	0	0	0	60	22	34	24	40	40
16-Surface Width	24	24	24	30	30	30	30	24	24
13-Surface Type	1	1	1	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1
28-Right of Way Status	0	1	1	3	3	3	3	3	3
29-Right of Way Width	0	0	0	80	80	80	80	100	100
TTAM BIA Share	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent									
17-Shoulder Width	0	0	0	0	0	0	0	4	4
14-Shoulder Type								3	3
22-Existing ADT		34		535	229	535	229	535	535
21-ADT Year		2019		1999	2019	1999	2019	1999	1999
23-Percent Trucks		6		5	0	2	0	2	2
34-Owner Route Number									
Roadway Width	24	24	24	30	30	30	30	32	32
TTAM Future ADT	74	50	74	794	340	794	340	794	794
TTAM ADS Number	11	11	11	11	11	12	12	11	11
TTAM Future Surface Type	G	G	G	P	P	P	P	P	P
35-Drainage Condition	0	0	0	3	3	3	3	3	3
36-Shoulder Condition	0	0	0	0	0	0	0	2	2
37/38 # RR X I NG/RR X I NG TYPE									
39-Right of Way Utility	0	0	0	3	3	3	3	3	3
40-Right of Way Cost	0	0	0	0	0	0	0	0	0
26-Level of Maintenance	1	1	1	4	4	4	4	4	4
27-Snow & Ice Control	1	1	1	1	1	1	1	1	1
41-Begin Latitude									
42-End Latitude									
43-Begin Longitude									
44-End Longitude									
45-Atlas Map Number [99]	05	05	05	04	04	05	05	05	05
46-50 Grade/Sight/Curve/Stop / Safe	9	9	9	6 5 0 0	6 5 0 0	7 3 5 0	7 3 5 0	7 5 0 0	7 5 0 0
51-Road Category	A	A	A	A	A	A	A	A	A
52-Year of Construction Change									
Update Year	2005	2020	2005	1993	1993	1993	1993	1991	1991
Status	OFFICIAL	IN-PROCES	OFFICIAL	OFFICIAL	IN-PROCES	OFFICIAL	IN-PROCES	IN-PROCES	IN-PROCES



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2022 Inventory

For construction costs use
the Greenbook Report

Filter Criteria				
M	2022	20	703	

Italicized fields are direct update data
and bold fields are derived data.

Location ID	M20703	M20703	M20703	M20703	M20703	M20703	M20703	M20703
Region	Southwes	Southwes	Southwes	Southwes	Southwes	Southwes	Southwes	Southwes
Agency	Southern	Southern	Southern	Southern	Southern	Southern	Southern	Southern
Reservation	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu	Acoma Pu
Road Name	Sp38	Sp38	Sp38	Sp38	Sp38	Sp38	Sp39	Sp42
4-IRR Route Number	0038	0038	0038	0038	0038	0038	0039	0042
5-Section Number	20	30	30	40	40	10	10	10
10-Class	4	5	5	4	4	4	4	4
15-Length of Section	4.5			1.2	1.2	6.6	6.3	1.4
18-Bridge Number		M126	M126					
19-Bridge Condition		5	7					
20-Bridge Length		155	155					
32-County	006	006	006	006	006	006	006	006
33-Congressional District	02	02	02	02	02	02	02	02
7-State	NM	NM	NM	NM	NM	NM	NM	NM
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	2			2	2	2	2	2
25-Roadbed Condition	5			5	5	2	2	2
24-Surface Condition Index	34			34	33	0	0	0
16-Surface Width	24			24	24	24	10	10
13-Surface Type	5			5	5	1	1	1
9-Federal Aid Category	1			1	1	1	1	1
28-Right of Way Status	3			3	3	0	0	0
29-Right of Way Width	100			100	100	0	0	0
TTAM BIA Share	100		100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	4			4	4	0	0	0
14-Shoulder Type	3			3	3			
22-Existing ADT	535			535	278			
21-ADT Year	1999			1999	2019			
23-Percent Trucks	2			2	2			
34-Owner Route Number								
Roadway Width	32			32	32	24	10	10
TTAM Future ADT	794			794	413	74	74	74
TTAM ADS Number	11			11	11	11	11	11
TTAM Future Surface Type	P			P	P	G	G	G
35-Drainage Condition	3			3	3	0	0	0
36-Shoulder Condition	2			2	2	0	0	0
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility	3			3	3	0	2	0
40-Right of Way Cost	0			0	0	0		
26-Level of Maintenance	4			4	4	2	1	1
27-Snow & Ice Control	1			1	1	1	1	1
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	05	04	04	04	04	05	05	04
46-50 Grade/Sight/Curve/Stop / Safe	7 5 0 0 0			7 5 0 0 0	7 5 0 0 0	7 0 0 0 9	9	9
51-Road Category	A			A	A			
52-Year of Construction Change	1991			1991	1991			
Update Year	2005	2021	2005	2005	2021	2005	2005	2005
Status	OFFICIAL	IN-PROCES	OFFICIAL	OFFICIAL	IN-PROCES	OFFICIAL	OFFICIAL	OFFICIAL