



Enchanted Circle Trails Association

Developing, maintaining and promoting trails in northern New Mexico
info@enchantedcircletrails.org

NM150 Path Written Response to Questions

Q1. What is the design budget for this work?

The budget will be determined during the negotiation process with the highest qualified candidates. Candidates should prepare an anticipated budget but NOT submit it with the initial application.

Q2. What is the funding source? Will NMDOT be funding this in any way?

Funds for the survey and design phase are through a NM State Trails+ grant obtained by Taos Pueblo. However, we are following the federal procurement process so as to keep the project eligible for potential federal / NMDOT funding in the future. We are also following the Taos Pueblo procurement process as the fiscal agent.

Q3. Do you have construction funding already allocated?

No. Part of the scope of work for the design is to develop construction estimates so we can proceed with obtaining that funding.

Q4. Is it intended that this mostly or completely be located within the roadway ROW?

The project must stay within the existing ROW. Part of the SOW will be to determine whether the existing fenceline accurately represents the ROW, and how the path may impact or accommodate anticipated changes to NM150 layout.

That being said, a section at the North end of the trail will diverge from the ROW into a private easement if that easement can be obtained. However, this section is not critical to the overall project.

Q5. It is noted that the Technical Proposal is limited to 3 pages. Please clarify whether this page limit includes a cover page, cover letter, or any attachments.

The three-page limit is for the body of the Narrative - a concise description of the work plan to include the sections from the Criteria for Competitive Applications: Understanding Scope of Work, Technical Approach, Qualifications of Proposed Personnel, Contractors Past Performance, Local Presence, and Indian Preference. This does not include a cover page, letter of interest, or attachments.



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Q6. If providing a response to RFP for both the engineering and surveying RFPs, will the page limit be increased to 6 pages total?

Yes. A three-page narrative for each RFP is acceptable.

Q7. Please confirm that the preparation of bidding documents and assistance with bidding is not included in the scope of work. Only design is included at this time.

Correct. We are only looking for the design and construction cost estimation at this time.

Q8. Please confirm that construction management is not included in the scope of work at this time.

Correct. Construction management is not included at this time.

Q9. We are assuming that traffic control devices shall be included in the design (as needed), such as signage and striping for the multi-use path, at least at intersecting roads and driveways. Please confirm.

Yes. All aspects of traffic flow, intersection controls, wayfinding, etc., for the multi-use path are part of this proposal. Additionally, ancillary access, including potential crosswalks on NM150 at appropriate control points, will be considered and included as part of the design.

Q10. Are there any existing soil reports (geotechnical investigations) within the project area available? If not, should a geotechnical investigation be included in the design scope? Otherwise, conservative assumptions can be used but may increase construction costs.

There are no known soil reports. The design should be feasible and informed by a good understanding of the soil, substrate, and hydrology of the area. Investigations may be required to achieve this understanding.

Q11. It is anticipated that the scope of work includes assistance with necessary NMDOT forms and applications, please confirm.

Need further clarification. Ideally, this phase of the project gets us as close to "shovel-ready" as possible.

Q12. It is assumed that significant NMDOT coordination will be required. Is NMDOT already familiar with and in agreement with the proposed project?



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NMDOT has been consulted at several stages during the planning and will be consulted during this phase of the design process. Coordination to understand anticipated future plans for NM150 (potential of addition of deceleration lanes, etc) will be required to inform the design constraints of the project. NMDOT understands the need for and supports this planning to determine the feasibility of the project.

Q13. It is anticipated that the NMDOT design process is not required (typically 2-3 years) since the funding source is not NMDOT. However, the NMDOT standard drawings and specifications are expected to be used in support of the design. Please confirm or deny.

While this is not an NMDOT project, it does fall within NMDOT ROW and will require coordination with the agency; therefore, NMDOT standard practices, requirements, and specifications should be followed as feasible.

Q14. Depending on the current level of involvement from NMDOT, it is anticipated from previous experience that project timeline delays may be encountered due to agency reviews. Will the contract times be diligent of such delays that are not caused by the contracted firm?

All reasonable measures should be taken to ensure that the project falls within the agreed-upon timeline, including addressing anticipated delays with cooperating agencies early in the process to help mitigate impacts. Project timeline, flexibility, and related will be determined as part of the negotiation process.

Q15. We understand that the NMDOT right-of-way in some areas may be too tight to accommodate a multidirectional path and necessary drainage structures. Is the adjacent tribal land already approved for the development of this project if needed?

No additional tribal land outside of the existing NMDOT ROW has been approved for this project, nor should it be assumed that such permission would be granted. The intention is to construct the project entirely within the existing ROW. As part of the surveying, the current ROW must be confirmed.

Q16. Are there utilities to be considered as part of this project, and what utility planning and coordination will be required?

While the utility trunk lines are on the west side of the highway, part of the project scope is to bring appropriate utility stub-outs on the east side as part of the construction. These are for



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existing or planned development and helps to ensure that the trail project will not impede the development of parcels, nor will future development impact the trail.

Q17. The project mentions flooding concerns along the highway. What are the current issues, and where are they located?

There are current issues with flooding on NM150 near where Pinon Road intersects from the east. Trail design and construction, at least, should not exacerbate this issue. Ideally, the design will incorporate flooding mitigation, which may necessitate drainage canals/culverts to direct water under NM150.

Q18. Are there anticipated proposed changes to the NM150 layout that may impact this project?

A few planned projects may impact the layout of NM150, including deceleration lanes near the development of the new Ace Hardware and the potential Tarlton Ranch development. We believe these can be accommodated utilizing the ROW on the West side of the highway, leaving room for the trail on the east side. Coordination with NMDOT and stakeholders will be required to determine how to best accommodate these changes.

Q19. What is the strategy if there is not enough room to accommodate the recommended width of the trail in some sections?

Likely the most feasible solution would be to create a physically separated bike lane contiguous with the existing roadway. Another option would be to potentially re-align NM150 to accommodate more space. The option of securing an additional easement outside of the existing ROW from Taos Pueblo is not on the table.

Q20. How will this project potentially impact the layout of NM150?

Ultimately, that's part of what this planning aims to determine. However, we'd like to believe that nothing is impossible, and if it becomes clear that a re-alignment of NM150 is required to fit the trail in, we would like to be able to explore that possibility with NMDOT.