



CITY OF ELY  
 INDUSTRIAL PARK SEWAGE PUMP STATION UPGRADES  
 BID OPENING & REQUIRED DOCUMENTS CHECKLIST

August 8, 2023

BID ITEMS CHECK LIST	SAUL MENDOZA CONSTRUCTION CORP.	MUNFORD GENERAL CONTRACTING LLC
BID PROPOSAL	YES	YES
DESIGNATION OF SUBCONTRACTORS	YES	YES
DESIGNATION OF SUBCONTRACTORS - 5% LIST	YES	YES
DESIGNATION OF SUBCONTRACTORS - 1% LIST	NO	YES
ADDENDUM-1 - ACKNOWLEDGED ON BID FORM	YES	YES
ADDENDUM-1 - ADDENDUM CONFIRMATION SIGNATURE SHEET	NO	YES

BIDDING SCHEDULE	UNIT	AMOUNT	SAUL MENDOZA CONSTRUCTION CORP.		MUNFORD GENERAL CONTRACTING LLC	
			UNIT PRICE	BID AMOUNT	UNIT PRICE	BID AMOUNT
1 MOBILIZATION / DEMOBILIZATION	LS	1	\$ 6,400.00	\$ 6,400.00	\$ 5,090.00	\$ 5,090.00
2 REMOVAL EXISTING PUMPING SYSTEM	LS	1	\$ 20,800.00	\$ 20,800.00	\$ 51,056.00	\$ 51,056.00
3 INSTALLATION NEW PUMPING SYSTEM	LS	1	\$ 38,100.00	\$ 38,100.00	\$ 33,881.85	\$ 33,881.85
4 ISOLATION & CHECK VALVES	LS	1	\$ 4,650.00	\$ 4,650.00	\$ 18,522.00	\$ 18,522.00
<b>TOTAL BID PRICE</b>				<b>\$ 69,950.00</b>		<b>\$ 108,549.85</b>

NOTE:

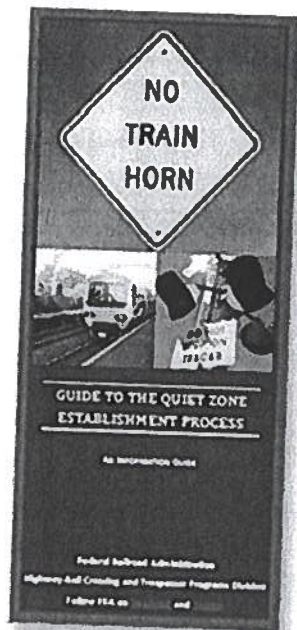
- 1 SAUL MENDOZA ACKNOWLEDGED THE ADDENDUM ON THE BID FORM, AND STILL SENT A CASHIERS CHECK FOR THE BID BOND WHEN THE ADDENDUM CONFIRMS BONDS ARE NOT REQUIRED WHEN ASKED BY THE CONTRACTORS.
- 2 SAUL MENDOZA BID PACKET MISSING DESIGNATION OF SUBCONTRACTORS 1% FORM
- 3 SAUL MENDOZA BID PACKET MISSING ADDENDUM CONFIRMATION SIGNATURE SHEET
- 4 SAUL MENDOZA MOB/DEMOB IS 9.2 PERCENT. MAX PER CONTRACT DOCUMENTS IS 5 PERCENT.
- 5 SAUL MENDOZA ONLY HAS A B-2 RESIDENTIAL AND SMALL COMMERCIAL CONTRACTOR LICENSE IN NEVADA.

**2010 Nevada Code**  
**TITLE 21 CITIES AND TOWNS**  
**Chapter 268 Powers and Duties**  
**Common to Cities and Towns**  
**Incorporated Under General or Special**  
**Laws**  
**NRS 268.412 Prevention of excessive**  
**noise.**

NRS 268.412 Prevention of excessive noise. Except as otherwise provided in subsection 3 of NRS 40.140 and subsection 6 of NRS 202.450, the city council or other governing body of a city may, by ordinance regularly enacted, regulate, control and prohibit, as a public nuisance, excessive noise which is injurious to health or which interferes unreasonably with the comfortable enjoyment of life or property within the boundaries of the city.

(Added to NRS by 1971, 945; A 1997, 953; 2007, 3133)

# The Train Horn Rule and Quiet Zones



Click [here](#)

Under the Train Horn Rule (49 CFR Part 222), locomotive engineers must begin to sound train horns at least 15 seconds, and no more than 20 seconds, in advance of all public grade crossings.

If a train is traveling faster than 60 mph, engineers will not sound the horn until it is within  $\frac{1}{4}$  mile of the crossing, even if the advance warning is less than 15 seconds.

There is a "good faith" exception for locations where engineers can't precisely estimate their arrival at a crossing and begin to sound the horn no more than 25 seconds before arriving at the crossing.

Train horns must be sounded in a standardized pattern of 2 long, 1 short and 1 long blasts. The pattern must be repeated or prolonged until the lead locomotive or lead cab car occupies the grade crossing. The rule does not stipulate the durations of long and short blasts.

The maximum volume level for the train horn is 110 decibels which is a new requirement. The minimum sound level remains 96 decibels.

## Establishing Quiet Zones:

The final rule also provides an opportunity for localities nationwide to mitigate the effects of train horn noise by establishing “new quiet zones.” “No horn” restriction which may have existed prior to the establishment of the rule may be qualified to be “pre-rule quiet zones”. In a quiet zone, railroads have been directed to cease the routine sounding their horns when approaching public highway-rail grade crossings. Train horns may still be used in emergency situations or to comply with other Federal regulations or railroad operating rules. Localities desiring to establish a quiet zone are first required to mitigate the increased risk caused by the absence of a horn.

**Section I. Pre-Rule Quiet Zones: Qualifying for Automatic Approval (Chart 1A)**

1. Identify all the crossings you wish to include as part of the proposed Quiet Zone (QZ).
2. Check whether each crossing qualifies as a pre-rule crossing (horns not sounding on October 9, 1996 and December 18, 2003 because of state/local law or community agreement with the railroads). If all crossings do not qualify as prerule crossings, then the proposed quiet zone does not qualify as a Pre-Rule QZ, and you should refer to Section III, New Quiet Zones.
3. Determine whether you wish to eliminate any crossings from the proposed QZ. The length of a Pre-Rule QZ may continue unchanged from that which existed on October 9, 1996. If, however, you choose to eliminate a crossing, the QZ must be at least ½ mile in length along the railroad tracks.
4. A QZ may include highway-rail grade crossings on a segment of rail line crossing more than one political jurisdiction, or there may be roads within a particular area that are the responsibility of different entities (State or county roads within a town, for example). If the selected crossings are the responsibility of more than one entity, obtain the cooperation of all relevant jurisdictions.
5. Update the USDOT Grade Crossing Inventory Form to reflect conditions at each public and private crossing; this update should be complete, accurate, and be dated within 6 months prior to the QZ implementation. For instructions on how to complete the update, see the FRA website at <http://www.fra.dot.gov/eLib/details/L02730>.
6. If each public crossing in the proposed QZ is equipped with one or more Supplementary Safety Measures (SSMs) as defined in Appendix A of the Rule, the QZ qualifies for Automatic Approval. To complete the process of creating the QZ, notify the parties listed in rule section 222.43 by December 18, 2004. Note: Once the QZ has been created, install the required signage by December 18, 2006. (Refer to rule sections 222.25 and 222.35 for details.) Note: Periodic updates, including updated USDOT Grade Crossing Inventory Forms, must be submitted to FRA every 4.5-5 years. (Refer to rule section 222.47 for details.)
7. If every public crossing is not equipped with at least one SSM, then the QZ can automatically qualify by comparing its Quiet Zone Risk Index (QZRI) with the Nationwide Significant Risk Threshold (NSRT). However, these QZs are subject to annual review by the FRA. Disclaimer: This summary of the interim final rule is for informational purposes only. Entities subject to the interim final rule should refer to the rule text as published in the Federal Register on December 18, 2003. Should any portion of this summary conflict with the interim final rule, the language of the interim final rule shall govern.
8. Using the FRA’s Quiet Zone Calculator, a web-based tool that can be found at <http://safetydata.fra.dot.gov/quiet/>, determine whether the QZRI of the proposed QZ is less than or equal to the NSRT. If the QZRI is less than or equal to the NSRT, the QZ qualifies for Automatic

Approval. Notify the parties listed in rule section 222.43 by December 18, 2004. Note: Once the quiet zone has been created, install the required signage by December 18, 2006. (Refer to rule sections 222.25 and 222.35 for details.) Note: Periodic updates, including updated USDOT Grade Crossing Inventory Forms, must be submitted to FRA every 2.5-3 years. (Refer to rule section 222.47 for details.) 9. If the QZRI is greater than the NSRT, use the FRA's Quiet Zone Calculator to check whether it is less than twice the NSRT. If the QZRI is more than twice the NSRT, the QZ cannot qualify for Automatic Approval. For information on how to proceed, see Section II, Pre-Rule Quiet Zones Not Qualified for Automatic Approval. 10. If the QZRI is greater than the NSRT, but less than twice the NSRT, determine whether any of the public crossings have experienced a "relevant collision" on or after December 18, 1998. (See rule section 222.9 for the definition of a "relevant collision.") If there have not been any "relevant collisions" at any public crossing since December 18, 1998, the QZ qualifies for Automatic Approval. Notify the parties listed in rule section 222.43. Note: Once the quiet zone has been created, install the required signage by December 18, 2006. (Refer to rule sections 222.25 and 222.35 for details.) Note: Periodic updates, including updated USDOT Grade Crossing Inventory Forms, must be submitted to FRA every 2.5-3 years. (Refer to rule section 222.47 for details.) 11. If the QZRI is greater than the NSRT, but less than twice the NSRT, and there has been a "relevant collision" at a public crossing within the proposed QZ, the QZ cannot qualify for Automatic Approval. For information on how to proceed, see Section II, Pre-Rule Quiet Zones Not Qualified for Automatic Approval.