Questions for Harding Phase II Safeguarding Project

September 21, 2022

Question: Can you provide a blank tire permit application?

Answer: The small quantity scrap tire permit application is provided.

Question: Should NMGRT be included in the bid and bid bond?

Answer: No, the bid and bid bond should exclude NMGRT.

Question: The fence around the Iceberg pit requires the post to be buried 1'-9", would it be accepted to drill a hole larger than the post remove the fin on bottom from the t post and anchor in concrete?

Answer: Soil at the Iceberg Pit may have high swell properties, and anchor plates on driven fence posts are required to prevent post uplift. Should the contractor elect to predrill holes, the method must be approved by the AML Project Manager, as specified in the Project Manual and the drilled hole shall be 3 times larger than the largest cross-sectional dimension of the post (excluding anchor plate) and the post anchored in concrete. Concrete materials and mixing procedures shall be included in a submittal for prior approval.

Question: The entrance gate (Gate 1) requires that the [latch] be able to function on the post in the open position, does this entail removing the entire post and foundation and lowering or just torching the box off and dropping the latch to where it functions.

Answer: The successful bidder shall ensure that the receiving post is aligned and stable, as specified in the project manual. A new gate was installed at this location during the project design process, and the new gate does not align with the existing lockbox on the post. The bid item for Gate 1 shall include measures to realign the lockbox on the post with the gate latch. The successful bidder shall provide a submittal describing the method(s) to be employed to achieve alignment for AML approval prior to executing the work. The contractor may elect to replace the pole and lockbox with like kind (and reset in new concrete footing), remove and relocate (weld in place) the lockbox on the exiting post, or excavate and reset the existing post/footing elevation and location to achieve alignment.

Question: The area on the front entrance post (Gate 1) is required to fill and place with rock armor on top without addressing the water drainage from the road that material will wash out in a monsoon season and will serve little purpose, is there a design to divert water away from entrance post fill area from road?

Answer: Bidders are requested to provide bids for Gate 1 as shown in the design drawings and as specified in the Project Manual. Grading and drainage issues will be revisited by the design team and the successful bidder may be asked to negotiate with the AML to address drainage issues during the construction phase.

Question: Does the Scope of Work include removing the temporary fencing around Feature SUB-2?

Answer: Section 01028 – "Prices" in the Project Manual states that lump sum pricing for safeguarding specific subsidence/collapse features shall include the removal of temporary fencing (see Section B). The existing fencing around Feature SUB-2 is considered temporary pending the completion of safeguarding measures, and its removal shall be included in the lump sum bid for SUB-2. Section 02070 – "Selective Demolition" provides guidance on handing of removed fencing materials.

Question: Are the fence posts around Feature SUB-2 set in concrete?

Answer: Only the corner posts of the fence are anchored in concrete.

Question: For Feature SUB-2, is the 2' stickup measured from the downslope side or the upslope side?

Answer: Detail 2 on Sheet No. 11 provides the orientation of the profile shown in Detail 4 on that sheet. The image in Detail 4 is looking perpendicular to the slope through the center of the collapse feature. The two feet of stickup shall correspond with a point in the center of the collapse feature (the upslope side may be less than two feet, and the downslope side may be greater than 2 feet).

Question: Will the location of underground workings be marked at Feature SUB-1 so equipment can avoid them?

Answer: The location and depth of the mine workings has not been surveyed. Any available information regarding the shape and orientation of the underground mine workings will be shared with the successful bidder prior to mobilization. It will be the responsibility of the successful bidder to interpret and data and take precautions based on those interpretations. Greater understanding of the mine workings may be obtained once topsoil and loose material are removed from the collapse feature and openings into the mine are increased.

Question: May we stake into the upper slope or anchor the rock fall netting to existing trees for temporary protection of the workers?

Answer: Temporary rockfall protection netting may be installed at the top of the highwall and may be attached to existing trees. The Contractor is solely responsible for evaluating the safety of the temporary rockfall protection system, including the anchor points. The Contractor shall take measures to prevent damage to vegetation and causing slope instability.

NEW MEXICO
ENVIRONMENT DEPARTMENT

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PERMIT APPLICATION
CIVIL ENGINEERING APPLICATION
USING 101 to 999 WHOLE TIRES or 1 to 9 TIRE BALES

In accordance with the New Mexico Recycling, Illegal Dumping and Scrap Tire Management Rule (20.9.20.10 and 20.9.20.13 NMAC), any person seeking to use more than 100 scrap tires in a civil engineering application that is two (2) bales high or less shall first obtain a permit. The proposed structure and its temporary storage site must comply with the requirements of 20.9.20.36 and 20.9.20.37 NMAC. If the applicant has obtained an approval from the U.S. Army Corps of Engineers, then the following information shall be submitted. To obtain the permit, complete the form below including all attachments. Assistance and information may be obtained by contacting the Solid Waste Bureau's Tire Program Coordinator at (505) 660-0420.

I. ATTACHMENTS: PROVIDE THE FOLLOWING INFORMATION ON SEPARATE PAGES AND ATTACH THEM TO THIS FORM:

A. A copy of the deed or other legal description of the property on which the proposed civil engineering application will be constructed.

B. A detailed narrative description of the proposed civil engineering application, including a set of plans signed and stamped by a registered New Mexico professional engineer.

C. If the civil engineering application is to be in a floodplain, a waterway, or a wetland, written authorization of the project by the U.S. Army Corps of Engineers or other appropriate authorities.

D. A notarized affidavit, signed by a public official and the applicant, certifying that the proposed site complies with the applicable regulations of all local governing bodies having jurisdiction over the proposed facility, including planning, zoning, building, code enforcement and drainage departments.

E. A notarized affidavit, signed by the property owner and the applicant, approving the use of scrap tires upon the property, shall be submitted as part of the permit application if the property owner is different from the applicant.

II. GENERAL INFORMATION:

A. PROJECT TITLE: _____

B. APPLICANT INFORMATION:

_____
NAME

MAILING ADDRESS

CITY, STATE, ZIP

TELEPHONE NUMBER E-MAIL ADDRESS

C. PROPERTY OWNER INFORMATION (if different):

NAME

MAILING ADDRESS

CITY, STATE, ZIP

TELEPHONE NUMBER E-MAIL ADDRESS

D. BUILDER INFORMATION (if different):

NAME

MAILING ADDRESS

CITY, STATE, ZIP

TELEPHONE NUMBER E-MAIL ADDRESS

E. LOCATION/PHYSICAL ADDRESS WHERE PROJECT WILL BE CONSTRUCTED (including GPS coordinates, as determined by a geographic information system unit or survey):

F. TEMPORARY STORAGE SITE INFORMATION (this section must be completed if tires or bales will be stored prior to construction at a temporary storage site):

LOCATION/PHYSICAL ADDRESS (including GPS coordinates)

PROPERTY OWNER NAME (if different)

PROPERTY OWNER MAILING ADDRESS

CITY, STATE, ZIP

PROPERTY OWNER TELEPHONE PROPERTY OWNER E-MAIL ADDRESS

III. OPERATIONS:

A. ANTICIPATED START DATE WHEN SCRAP TIRES WILL BE BROUGHT TO PROJECT SITE:

B. PROJECTED COMPLETION DATE OF PROJECT:

C. ORIGIN(S) OF SCRAP TIRES OR TIRE BALES TO BE USED:

D. THE NUMBER OF SCRAP TIRES OR TIRE BALES TO BE USED IN THE PROJECT (please specify if loose tires or tire bales will be used):

E. METHOD OF STACKING:

F. METHOD OF ANCHORING:

G. METHOD OF COVERING (if applicable):

H. METHOD OF FILLING TIRES (if whole tires):

IV. CERTIFICATION:

THE UNDERSIGNED ATTESTS THAT THE INFORMATION PROVIDED UPON THIS REGISTRATION FORM, INCLUDING ALL ATTACHMENTS, IS TRUE AND CORRECT.

SIGNATURE DATE

RETURN THIS FORM and the REQUIRED ATTACHMENTS TO:

William W. Myers
Tire Program Coordinator
NMED Solid Waste Bureau
1190 St. Francis Drive, Room N-2150
P.O. Box 5469
Santa Fe, New Mexico 87502-5469