

C2044547 (Cowee Mtn) Prebid Meeting April 6, 2020

Notes that were read from Central Construction

Must order plans and/or proposal from the Raleigh Contract Office (919-707-6925) for the projects you wish to bid on.

Must attend and sign in at mandatory pre-bid meetings. Note that an individual attending the pre-bid meeting cannot be shown as representing more than one company. All sign-in sheets will be uploaded to the NCDOT project site along with any addendums.

In order to bid, your company must be prequalified as a “Bidder” per Section 102-2 of the Standard Specifications book. Contact Jim McMellon at 919-707-4803 or by e-mail at jmcmellon@ncdot.gov. Ensure that prequalification does not lapse prior to the bid. If the prequalification has lapsed, your bid will not be considered.

Make sure you use the approved electronic bidding provider for submitting your electronic bid. For questions concerning electronic bidding, contact Jaci Kincaid at 919-707-6920.

All bids and bid bonds must be submitted electronically (see Sections 102-8 (B), 102-10, and 102-11 (B) of the Standard Specifications book).

Any questions concerning this project after today’s meeting should be directed to the Raleigh Contract Office at 919-707-6900 or to Ron Davenport by e-mail at rondavenport@ncdot.gov.

Please note that this meeting is for informational purposes only and the terms and conditions of the contract are contained in the contract documents.

Meeting Notes

A brief background and description of the project was given.

The traffic control devices/pattern that is now in place will need to remain in place. The NCDOT has entered into a purchase order rental agreement with TCSS until the devices are no longer required. The contractor will be required to maintain the traffic control as a part of the contract. Replacement of any damaged devices will be the responsibility of TCSS.

Any additional traffic control will be the responsibility of the contractor and will be paid as the traffic control item in the contract. This means that after the buttress is constructed any traffic control required for a standard lane closure after the permanent lane closure is removed will be the responsibility of the contractor.

The rock buttress needs to be constructed in 100' sections to reduce the possibility of destabilizing the remaining slope and roadway. The buttress will need to be completed as much as possible before continuing to excavate the next section. It was also determined that the excavation for the buttress may need to be 40' or so longer to keep the rock from becoming contaminated during excavation of the next section. The buttress construction will need to start at the bottom due to the grade of the existing roadway. This will also help with drainage.

The material that is excavated could be used as embankment behind the buttress but there is no guarantee that the material is suitable. If the excavated material is found to be unsuitable, a supplemental agreement may be required to provide borrow.

It was determined that the first section to be excavated may have to be wasted or stockpiled offsite while borrow may be required on the last section.

The grading item is lump sum because it would be difficult to x-section because the buttress will be constructed in sections.

A question was brought up about delays caused by rain and wet conditions due to the way the contractor must pursue the work. It was determined, that due to the design, if the contractor can prove that a delay to the controlling operation took place due to weather the Department would review this delay through the claim process in accordance with the standard specifications and contract language.

The clearing of the project is included in the lump sum grading item.

The contractor is responsible for securing a waste area. A county permit will not work. It will require a full reclamation plan therefore the Department encourages the contractor to find a waste area that is already approved for use under the reclamation plan process.

The question was asked if they could use an area close to the project that it is on NCDOT ROW for a waste area. This would need to be vetted through Dave McHenry and Reid Whitehead of the NCDOT before considering. All contractors were urged to reach out to Ron Davenport of the NCDOT contracts unit should they encounter significant problems securing a waste site in the area.

The Department may entertain the use of soil stabilization under the roadway under a supplemental agreement if the material is found to be unsuitable without.

The Select Class VII material does not have to come from a quarry but must meet the specifications in the contract or be approved by the Engineer (Nathan Tanner).

The awarded contractor must maintain the roadway and lanes of traffic under the contract line items. Should issues arise with the maintenance of the travel lane these issues will be addressed with the Resident Engineer and negotiated through the normal administration procedures.

Jody Kuhne can provide coordinate points and LIDAR for the proposed rock buttress. The NCDOT surveyor has already cross sectioned the existing roadway and this information will be provided.

Any further questions about the project will need to be directed to Raleigh Contract office or Ron Davenport.