



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

Mandatory Pre-Bid Conference Minutes

DATE AND TIME: June 30th, 2026 at 10am
LOCATION: On-Site at the Intersection of US-176 and Bear Creek Lane
CONTRACT ID: C205225
WBS: 18314.1075015; 016; 017; 018; 019; 020; 021; 022; 023; 025; 026; 027; 028; 029; 030; 035
FEDERAL-AID NO.: Helene
COUNTY: Polk
MILES: 1.157
ROUTE NO.: US-176
LOCATION: SITES 936-940, 942-944, 314, 316-321, 941; US-176 FROM 0.1 M N OF THOMPSON RD TO 0.8 M EAST OF BEAR CREEK LN. W03293
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND RETAINING WALLS

General Discussion & Notes

Nathan Tanner opened the pre-bid meeting at 10:00 AM. He emphasized that all bidders must be properly prequalified to submit a bid for this project. Bidders were instructed to verify qualifications online ([NCDOT Prequalification Requirements](#)) through Kevin Bradshaw's office ([Unit Page](#)). For proposal-related or plan questions, bidders should contact the State Contract Officer ContractOfficer@ncdot.gov.

Attendance at the pre-bid meeting was required for anyone planning to submit a bid, and attendees were kindly reminded to sign the attendance sheet. The meeting covered project changes, updates to quantities, particularly those moved from standard line items to lump sum, and included a walkthrough of the 900 series. Any questions raised during the discussion were repeated for the full group to ensure everyone had the same information.

Tanner highlighted the importance of including accurate calculations in the bid for the 900-series lump-sum item. The bid amount submitted for the LS pay items will be the final price. Contractors were encouraged

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to complete their preliminary evaluations before any design is finalized. The alternative design must avoid permit modifications, meet hydraulic considerations, and stay within right-of-way limits. Jimmy Terri, the design firm's project manager, also asked bidders to review the G-1 Geotechnical Special Provisions closely. Tanner reiterated the need to remain within the project footprint. The Resident Engineer provided additional guidance regarding permits and stream impacts. Contractors may not block more than 50% of the stream width and cannot use methods that would dike off the stream. Bidders were advised not to prepare bids assuming those approaches would be acceptable.

No geotechnical investigation (subsurface/borings) is available, to assist with bidders assessment, NCDOT surveyor staked the bottom of the slope. While the road remains closed for now, there is strong interest in reopening it as soon as conditions allow. Tanner also noted that the contractor will be expected to meet the contract completion date of November 2029. Future discussions may explore limited access options for local traffic, emergency responders, hikers, and cyclists.

The meeting concluded at 10:54 AM. The sign-in sheet will be posted on the Bidding and Letting website.

[Central Letting Details](#)

1. Q: If we (as the contractor) decide on bidding this project per the design-build in lieu of the plan design, if the design-build is not approved by NCDOT, is the bid price set for that line item?
 - 1.1. A: Yes, whichever price is bid for that line item is the price whether used for design-build or per the plan design.
2. Q: Regarding the permit: Can we (as the contractor) go outside the original footprint of the stream and will the environmental standards before Hurricane Helene be held?
 - 2.1. A: Yes, the contractor may work outside the original footprint, as the permit will include the original footprint and allow use of a causeway as shown in the permit plans. The causeway may extend up to 50% of the width of the area identified as "Temporary Surface Water Impacts," which is depicted with a yellow crosshatch. The contractor will be required to comply with all applicable permit conditions and standards.
3. Q: If it comes to political pressure, will the contractor be expected to provide access on 176 in the 900 series for emergency services.
 - 3.1. A: The department will consider it and if decided, the contractor will need to allow emergency services access through 176.
4. Q: If the contractor decides to bid the line items as design-build, is it required to be sent in with the

bid package?

- 4.1. A: No, this is not required. At the time of bidding, the department will not need to know whether the line items were bid as design-build or per the plan design.
5. Q: Since the contractor is responsible for temporary shoring for the 900 series, will the contractor be responsible in the 300 series as the road is still open?
 - 5.1. A: No, the contractor should bid temporary shoring for the 300 series and will be paid accordingly.
6. Q: Will the contractor be allowed to go past the repair limits to excavate down to gain access to the bottom of the slope?
 - 6.1. A: Yes, the contractor can go past the repair limits but cannot go past the permit/ROW limits at the bottom of the slope/stream.
7. Q: If the contractor goes further than the repair limits, does the department have limits for how much asphalt replacement will be paid for?
 - 7.1. A: The department will not pay for additional asphalt that is removed by the contractor for access as it will not be reimbursable by FHWA. The pavement reconstruction shall be in accordance with the design outlined in the typical section for the individual site.
8. Q: If an item is suggested by the contractor that is considered an improvement but not needed for the repair, does the contractor get paid for this work?
 - 8.1. A: No, the contractor will not get paid, but the department will not request work to be done that was not designed by the department's engineer of record, (EOR). If it is required to be brought up to standards and for engineering purposes, the contractor will get paid, but the contractor's engineer cannot drive this work.
9. Q: If a utility owner is requesting a specific item, is the contractor responsible?
 - 9.1. A: No, what is included in the plans/special provisions will be the contractor's responsibility. The utility owners will provide all materials and inspect the conduit on installation. The contractor will be required to install the conduit but will be paid for the work.
10. Q: If the contractor needs to place an impervious dike but the stream in existing condition is only 2' wide, will the contractor be allowed to move the stream?
 - 10.1. A: No, the permit does not include any stream relocations. As stated in question two, the contractor may work outside the original footprint, as the permit will include the original footprint and allow use of a causeway as shown in the permit plans. The causeway may extend up to 50% of the width of the area identified as "Temporary Surface Water Impacts," which is depicted with a yellow crosshatch. The contractor will be required to comply with all applicable permit conditions and standards. No permit modifications will be allowed.

11. Q: Are there restrictions on the bridges on type of equipment that can be driven/hailed over?
- 11.1 A: Yes, the contractor must comply with the posted weight limits for the bridges.
- Traveling east, the first bridge (#27) has the following weight limits:
- Single vehicle: 39 tons
 - Truck tractor/semitrailer: 41 tons
- The second bridge (#31), also traveling east, has the following weight limits:
- Single vehicle: 34 tons
 - Truck tractor/semitrailer: 41 tons
12. Q: There is existing asphalt curb along the 900 series for 176, is this included in the plans/line items?
- 12.1. A: No, there is no asphalt curb. Should berm gutter is included where necessary.
13. Q: On sites where the stream has been moved from Helene and in a different location than originally, if the design permanently impacts the stream in existing conditions, is this included in the permit?
- 13.1. A: Yes, as stated in question two, the contractor may work outside the original footprint, as the permit will include the original footprint and allow use of a causeway as shown in the permit plans. The causeway may extend up to 50% of the width of the area identified as "Temporary Surface Water Impacts," which is depicted with a yellow crosshatch. The contractor will be required to comply with all applicable permit conditions and standards.
14. Q: If the contractor goes with the design-build option, is there design criteria for the lower slope protection, specifically the grouted rip rap, that will need to be considered?
- 14.1. A: Yes, the design criteria is included in the contract/project proposal. The contractor will be expected to consider the same criteria including the hydraulics data and design storm in the design-build. Also see question #17.
15. Q: How much is the contractor required to dig at existing elevations to discover bedrock to place the knee wall?
- 15.1. A: The contractor will be required to find the bedrock and place the knee wall on rock. This is to build a repair that will not scour in the future.
16. Q: Will the same expectations and need for knee walls be similar to other NCDOT projects including US64?
- 16.1. A: Yes, the same requirements and expectations. The Geotech special provision needs to be met.
17. Q: Will NCDOT provide geotechnical and hydraulic design criteria to support the development of alternate design proposals.
- 17.1.1 A: Yes. The geotechnical design requirements are outlined in the special provisions in the proposal.

Design requirements:

- For hydraulic design follow NCDOT Guidelines for Drainage Studies and Hydraulic Design.
- Retaining walls that extend below the design 50-year WSEL shall have appropriate approved Department of Transportation scour countermeasures installed along the base of the respective wall.
- The design shall provide adequate bank stabilization where existing slope is disturbed for retaining wall construction.

Additional requirements:

- Any design change that deviates from the current design in the construction plans shall be submitted to the Department of Transportation's Hydraulics Unit and Geotechnical Unit for review.
- If the contractor decides to alter current proposed fill slope and associated knee wall designs below the proposed retaining walls, the contractor will need to submit the revised design to the Department of Transportation's Hydraulics Unit and Geotechnical Unit for review.
- If the contractor deviates from the current design in the construction plans, the respective Engineer of Record will be released from all associated liability.