



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

**Minutes of Pre-Bid Conference**

DATE: Wednesday, September 30, 2009

TIME: 11:00 a.m.

PROJECTS: WBS 33684.3.1 (B-4404) Alamance County Bridge No.102

LOCATION: Chief Engineer's Conference Room, Maintenance Building, Raleigh,  
Wake County

A mandatory pre-bid conference was held for the above listed project. A list of attendees is attached to these minutes. Mr. Zaki Wafa of the Bridge Management Unit conducted the pre-bid conference. The bid opening date is at 2:00 p.m., Tuesday, October 27, 2009. The following items are noted and are hereby made part of the contract:

1. The 62 Lin. Ft. of 15" CSP Pipe Elbows indicated in Line #8 of the Bid Sheet is incorrect. The proper bid quantity for Bid Item #8 is per each, and should read: 15" CSP Pipe Elbows, 0.064" Thick ... 4 Each.
2. Filter Fabric quantity shown in the Bid Sheet is the sum of the amounts needed for roadway drainage and erosion control. Filter fabric for drainage is shown in the roadway plans and used with Class B Rip Rap at pipe outlets. Filter fabric for drainage is also specified in erosion control plans and project special provisions for Special Stilling Basins. Filter fabric will also be required for Class II Rip Rap. See Meeting Minutes item No. 5.
3. Prospective bidders are hereby notified that under the Project Special Provisions, General Requirements, Part A., Scope of Work, the following shall be substituted in place of the first sentence and shall read as: "This work shall consist of furnishing and installing a prestressed box beam bridge; removal of the existing structure; clearing and grubbing; excavation and embankment; installation of guardrail; roadway base course and pavement; placement of substructure and

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**LOCATION**  
4809 Beryl Road  
Raleigh, NC 27606

superstructure; grading within the limits of the project; placement of rip rap; temporary erosion control; seeding and mulching; drainage; and all other incidental items necessary to complete the project as specified and shown on the plans.”

4. Prospective bidders are hereby notified that under the Structure Provisions, Construction of Superstructure, found on page 72 of the proposal, the following shall be substituted in place of the first sentence and shall read as: “Furnish and erect precast prestressed concrete box beams, elastomeric bearings, cast in place concrete barrier rails on the bridge and applicable grouting.”
5. Proposal Bid Item No. 21 is incorrect. Quantity of Filter Fabric for Drainage currently shown as 225 S.Y. is hereby revised to 320 S.Y. for this project. This quantity is for roadway drainage, erosion control, and Class II rip rap.
6. A question was raised about excavation and rip rap that is to be constructed at end bents. Excavation @ End Bent 1 shall be taken down to approximate elevation 420.5, which roughly corresponds to the top of an existing masonry wall that is to be left in place. Excavation @ End Bent 2 is to be advanced to Elev. 414.0 at the end bent cap face and graded uniformly to match existing embankment slope at Elev. 412.5. According to the hydraulic engineer, rip rap at both end bents is to be “keyed-in” to existing soil as shown and dimensioned in the plans. Placement of this rip rap is required per hydraulic design and serves as scour protection for each end bent since flood waters from 25 yr. storm and greater events will touch one or both of the end bent caps.
7. Note No. 7 on Drawing S1 shall be revised as follows: The material shown in the hatched area shall be excavated for a distance of 20 feet each side of the centerline roadway as directed by the engineer. This work will be measured and paid for under the lump sum price bid for Generic Grading Item (Excavation and Embankment).
8. Disregard all references to the Lump Sum payment for Erosion Control noted on drawings EC-4, EC-5, and EC-6.
9. A question was raised concerning the need for permanent casing of the drilled shaft construction at Bent 1. The project geotechnical engineer has been consulted and it has been confirmed that permanent casing is not needed for drilled shafts.
10. Entire existing guardrail system on this bridge will be salvaged. Contractor shall be required to dismantle guardrail and stockpile on site. Division forces will remove the salvaged materials from the jobsite.
11. Bidders are hereby notified that all HP12x53 steel piles shall be galvanized in accordance with the Proposal special provision and the standard specifications. All quantities shown in the plans for HP12x53 Steel Piles shall be replaced with

HP12x53 Galvanized Steel Piles. The Bid Item list in the proposal has been updated with this change.

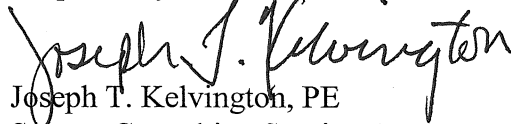
12. Proposal Bid Item #2 is incorrect. The proposal Bid Item should read as follows:

<b>Line #</b>	<b>Item No.</b>	<b>Section No.</b>	<b>Description</b>	<b>Quantity</b>
2.	0029000000-N	SP	Reinforced Bridge Approach Fill, Station 17+00.00	L.S.

A special provision for this item has been attached. The special provision for BRIDGE APPROACH FILL -SUB REGIONAL TIER contained in the proposal is null and void. Prospective bidders are notified that Reinforced Bridge Approach fill is required at End Bent 2 and that this work is to be placed from the top of the pile footing to finished grade for the approach slab.

13. Project will be federally funded.

Respectfully Submitted,



Joseph T. Kelvington, PE  
Stantec Consulting Services Inc.

JTK

Attachments

Cc: Mr. Zaki Waffa, PE  
Mr. Tim Powers, PE  
Prospective Bidders  
File