

Pre-Bid Conference  
Project 061-01-bd480 & 011-01-9a58c  
PRB.33125 & PRB.32631  
February 25, 2026  
11:00 A.M.

Alan Brown - NCDOT, Kicked off the meeting. Project PRB.33125 & PRB 3263. Project to be opened for bid March 11, 2026 at 2pm.

Kristin Moyle - NCEM Deputy Project Manager, Welcomed and thanked all in attendance

Jackie McSwain

PRB.33125 in Mitchell County.

A Standard Design Bridge Replacement over Gouge Branch, located at 477 Gouge Cove Rd, Bakersville in Mitchell County

Bid Open Wednesday, March 11<sup>th</sup> at 2pm in the Division 13 office

Date of Availability - April 15, 2026

Completion – October 15, 2026 with Liquidated Damages of \$600 per calendar day.

All Bids must be received by NCDOT by 2pm.

There are bonds associated with this project.

Standard Bridge Design. This is a 30 ft span length bridge with Steel I beams with timber decking. Boring logs are attached to plans.

Discussed the Special Provision for permits. Building permits are needed and will be submitted by NCEM as soon as a contractor has been awarded the project.

No Floodway permit needed.

Ray Bode

Project is considered exempt from 404 permits. No work should occur within the stream. No structures, no parking machinery in the stream. All dewatering must occur from the top. If you have to cross the stream to get to the to access the other side, you can drive through it, but no parking in the stream and doing work while sitting in the water. We can't have any sediment discharge from this project in the water.

When removing the existing culvert, leave the rocks where they are and only remove the pipe. We are not cleaning out the channel with this project.

Questions

None

Jackie McSwain

PRB.32631 in Buncombe County.

A Design Bid Build Bridge located at 2511 NC Hwy 9. This is a private drive at this location.

Bid Open Wednesday, March 11<sup>th</sup> at 2pm in the Division 13 office

Date of Availability - April 15, 2026

Completion – October 15, 2026 with Liquidated Damages of \$600 per day.

All Bids must be received by NCDOT by 2pm in the Division 13 Asheville office.

There are bonds associated with this project.

Project has site specific Traffic Control, Erosion Control, Structure and Permitting Special Provisions. Plans for Traffic, Erosion Control and Roadway will be posted in Addendum No. 1. Permits will be added in Addendum No. 1 as the Flood plain permit has been issued, 401 issued and 401 issued since the posting of the project. The Building Permit will be submitted once the project has been awarded.

Barry Hobbs

Roadway Sheets are missing and will be added via Addendum No. 1

Ray Bode

This project has Impervious Dikes and dewatering. Pay special attention to the approved permits and make sure you are adhering to the plans. You are not authorized to park equipment in the stream. You must work from the top down and in the dry area.

Questions

1. Would borings for the bridge be possible.

Answer - Yes, they will be posted with Addendum No. 1.

2. I'd be interested to know how far away from the from Hwy. 9 this bridge is.

You give me a a station of 10 + 38.75, but I'd like to know where that's from.

Answer - Appears to be the center line

3. How will the cost of excavation for Soldier Piles be made?

Answer - The structures special provision **Soldier Pile Walls with Timber**

**Lagging**, page **ST-32**, states, "The contract unit price for *Soldier Pile Walls with Timber Lagging* does not include the cost for **HP Piles**, ditches, fences, handrails, barrier, or guardrail associated with soldier pile walls as these items will be paid for elsewhere in the contract." We have pay items in the contract for *HP 12x53 Steel Piles*, *Pile Excavation in Soil*, and *Pile Excavation Not in Soil*. It appears to me that pile excavation is not incidental to the soldier pile walls, but will be paid for under one of the pile excavation line items.

The detail shows that after installing the Hpile we then need to install a nailer on the back of the pile and then secure the lagging to the nailer. Someone in this excavation would need to cut to the depth shown. This would require us to follow OSHA guidelines and the excavation would be into HWY 9. At a 1 ½:1 best case scenario, excavation would taper back 21' from back of cap. The plan sheet basically shows a shear cut. The other option would be shoring Hwy 9.

4. End Bent 1 shows an excavation for lagging of 14 feet to the cap. There may be a big hole there. Maybe 14 foot deep and 14 foot back or more.

Answer – Will investigate

Jackie McSwain

Any further questions should be directed to Chad Loftis by COB March 4, 2026

Meeting Adjourned.