



Pre-bid Meeting for Snow and Ice Removal upon request.

9/25/2018 @ 1000 hours

Randy Davis welcomed everyone and advised them to fill out the sign in sheet as it was being passed around for all attending to sign.

Randy Davis opened meeting by stating this pre-bid meeting is regarding contract 11833447 for snow and ice removal upon request on various routes in Madison County. The proposal with the itemized proposal sheet attached shall be placed in a sealed envelope and shall be delivered to and received in the NCDOT Division Office, located at 55 Orange Street, by 2:00 PM on Wednesday, October 3, 2018.

The project description is as follows: This renewable contract is for providing three (3) multi-axle dump trucks, with operators, equipped with a 12.0 ft. snowplow, 10.0 cubic yard (nominal) material spreader, saddle tanks for calcium chloride, Global Positioning System (GPS), and a monitoring software subscription for snow and ice removal upon request on various routes in Madison County.

In order for all prospective bidders to have an extensive knowledge of the project, all prospective bidders shall attend a mandatory pre-bid conference at the District II Asheville District Office. Only bidders who have attended and properly registered at the above scheduled pre-bid conference and who have met all other prequalification requirements will be considered prequalified to bid on this project.

A Bid Bond is required in accordance with Article 102-10 of the 2018 Standard Specifications for Roads and Structures.

The date of availability for this contract is October 31, 2018

The completion for this contract is October 30, 2019.

This agreement shall commence on the date of availability and shall be effective for a period of one (1) year. At the option of the Dept. of Transportation, based on the Contractor's satisfactory performance of the terms contained herein, this agreement may be extended additional periods of one (1) year up to a maximum total contract time of five (5) years with the same terms and conditions.

Each renewal year, the pay items Equipment Operating Rate for snow and ice removal, Mobilization, and Demobilization, and Dry Run/Calibration, defined elsewhere in this contract, will be adjusted according to the Consumer Price Index (CPI-U). No adjustments will be applied to the pay items Outfitting Fee or Training defined elsewhere in this contract. ONLY the year 1 prices will be shown on the bid sheet. The price increases for years 2, 3, 4, and 5 will be made to the Purchase Order when it is renewed.

The Engineer will notify the Contractor in writing 30 calendar days before the annual expiration date on the Department's intent to renew the contract. The Contractor must notify the Engineer within 15 calendar days after receiving notice of this offer.

The Engineer will notify the Contractor when impending inclement weather is forecasted, and when and where, according to the forecast, to mobilize his/her equipment in preparation for snow and ice removal. The Engineer will notify the Contractor a minimum of 2 hours before the equipment is needed to begin the work.

All equipment, including any specified appurtenances (plows, spreaders, etc.), shall be rigged fitted and ready for operation (loading, plowing, etc.) and delivered to the pre-designated DOT facilities within 3 hours of notification.

If the specified equipment is not delivered to the designated facility or is not ready for operation upon arrival, liquidated damages in the amount of \$120.00 per hour per truck will be assessed until the equipment is delivered to the designated DOT facility and is operational.

The Contractor will be required to prosecute the work in a continuous and uninterrupted manner from the time he begins the work until completion and final acceptance of snow and ice removal request.

In the event the Contractor's operations are suspended in violation of the provision of this contract, the sum of \$120.00 per hour per truck will be charged to the Contractor for each and every hour that such suspension takes place.

A minimum of 3 multi-axle dump trucks, with operators, equipped with a 12.0 ft. snowplow, 10.0 cubic yard (nominal) material spreader, saddle tanks for calcium chloride, Global Positioning System (GPS), and a monitoring software subscription.

The snowplows and material spreaders will be inspected and approved by the Engineer during the scheduled dry run(s). The Engineer will also periodically inspect all equipment provided. If, at any time, the Engineer finds that the equipment is not satisfactory, or has not been maintained in operating condition, the Contractor will repair or replace the unsatisfactory equipment at the Contractor's cost. The Contractor will not be allowed to operate Equipment until properly repaired.

The Contractor shall provide enough operators, per piece of equipment, to operate 24 hours per day during a storm event. Operators are limited to a maximum 12 hour shift within a 24 hour period.

All vehicles provided by the Contractor shall be equipped with permanent mounted Global Positioning Devices (GPS) such as the Motorola Locator 2000 or equivalent model.

The GPS units must be accompanied with an annual monitoring subscription that will begin and cover the period between October 15 and April 15 of each year.

If, at any time, the Engineer finds that the monitoring software subscription does not satisfactorily meet the requirements set forth in this contract, or is not in operation for the specified timeframe, the Contractor will update or renew the GPS monitoring software system within a reasonable timeframe, as established by the Engineer, this shall constitute grounds for termination of the contract.

This specification is for 10 cubic yard in-bed material spreaders. The spreaders shall be capable of spreading salt or a salt and sand mix with an adjustable output spinner.

The contractor shall furnish with the bid package an equipment specification sheet for the spreaders to be furnished.

Question from Mike Emory regarding damaging personal property. Chris Deyton answers questions regarding same advising that caution will need to be used and training for new employees pushing snow to try to limit damages to personal property. Chris also advised that slower speeds can be utilized to reduce possible damage as well as the color of snow when outside parameter or roadway.

Equipment Operating Rate for Snow and Ice Removal will be measured and paid for the actual number of hours of satisfactory operation of each piece of equipment at the rate of \$120.00 per hour.

Mobilization and Demobilization will be measured and paid per each at the rate of \$300.00 for each piece of equipment mobilized at the request of the Engineer and ready for operation within the timeframe as established in the Mobilization and Liquidated Damages provision located elsewhere in this contract.

Chris explains that there is only one line item that contains mobilization and demobilization both. It is \$300.00 for both and NOT \$300.00 for mobilization and another \$300.00 for demobilization.

The DOT shall provide training session(s) to familiarize all of the Contractor's personnel (both operators and supervisors) with snow and ice removal methods, equipment, and assigned routes.

Payment for Training shall be at the rate of \$25.00 per hour for each person in attendance. The Department will pay the Contractor for a maximum of 2 operators per piece of equipment provided under this agreement and for a number of Contractor supervisors as determined by the Engineer. Chris advises it will be for two (2) supervisors total, one for day, one for night.

Question regarding lack of equipment due to no fault occurrence. Chris answered that no penalty during that storm event but if there was not the agreed upon equipment for the next event, liquidated damages could occur if equipment was not available.

The DOT shall conduct dry run(s) to familiarize all of the Contractor's personnel (both operators and supervisors) with snow removal and ice control methods, equipment, and assigned routes.

Payment for Dry Run/Calibration shall be per each at the rate of \$300.00 for each piece of equipment successfully completing a dry run.

Chris advises that they will try to do the training and dry run all in the same day.

A capital recovery fee for the investment and administrative costs associated with the purchase, installation, maintenance and storage of the equipment appurtenances (spreaders, snow plows, plow blades, etc.) specified herein will be paid to the Contractor as the pay item Outfitting Fee. All equipment covered by this pay item will remain the property of the Contractor upon the expiration or termination of the contract.

The snowplows and material spreaders will be inspected and approved by the Engineer during the scheduled dry run(s).

Outfitting Fee will be paid at the contract unit price per each, spread over the total renewable five (5) year term of the contract. One payment is an amount of Fifty percent (50%) of the unit price bid will be made to the Contractor in the First Year, Thirty percent (30%) in the Third year, and Twenty percent (20%) in the Fifth year during the term of this contract for each piece of equipment provided, approved, and accepted under this contract.

The DOT will provide all necessary deicing chemical materials and/or abrasives necessary for snow and ice control operations.

Outfitting fee paid after the dry run(s) authority Chris.

Randy Davis asked if there were any further questions.

Discussion of payment bonds and performance bonds.

All forms included in the package.

All unit prices on bid form are calculated out by line item with exception of the outfitting fee.

Randy Davis asked if there were any further questions.

Question about roadways involved being primary and secondary?

Chris advised this contract will be primarily Interstate I26 and primary routes such as US19. There might be a possibility of secondary routes at a future date.

Randy asked for any other questions.

Randy thanked everyone for coming.