



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

October 9, 2019

CONTRACT: 11930438
WBS ELEMENT: DF15802.1016001, DF15802.2016001, DF15802.1025001,
DF15802.2025001, DF15802.1052001, DF15802.2052001,
DF15802.1069001, DF15802.2069001
COUNTY: Carteret, Craven, Jones, and Pamlico
ROUTE: Various
DESCRIPTION: REMOVAL AND DISPOSAL OF STORM RELATED DEBRIS
OF VARIOUS TYPES
TO: Perspective Bidders

Pre-Bid Meeting Notes


A Pre Bid meeting was held for the above referenced project on October 23, 2019 at 2:00 pm in the Division 2 Conference Room. Those in attendance are on the attached sign in sheet.

Ms. Moore began the meeting with reviewing the proposal. Items that were highlighted were;

- Instructions to Bidders
- All quantities are estimates.
- Provide Insurance Certificate as the last page of the Bid.
- Date of Availability (DOA) November 6, 2019 and Date of Completion (DOC) January 31, 2020. The first pass should begin November 6, 2019 and be complete by December 6, 2019. The second pass should begin December 7, 2019 and be complete by December 31, 2019. The third pass should begin January 13, 2020 and be complete by January 31, 2020. Liquidated damages are \$1000 per day for not completing a pass on time or complete the project by January 31, 2020.
- The contractor shall be prequalified as a Bidder or PO Prime Contractor with the appropriate work codes.
- This is a non-exclusive contract and may be awarded to more than one contractor. This will be determined on the first contractors progress on the first pass.
- The Contractor shall begin work within 48 hours of the Notice to Proceed.
- The Engineer will direct the debris crew's operations and locations.

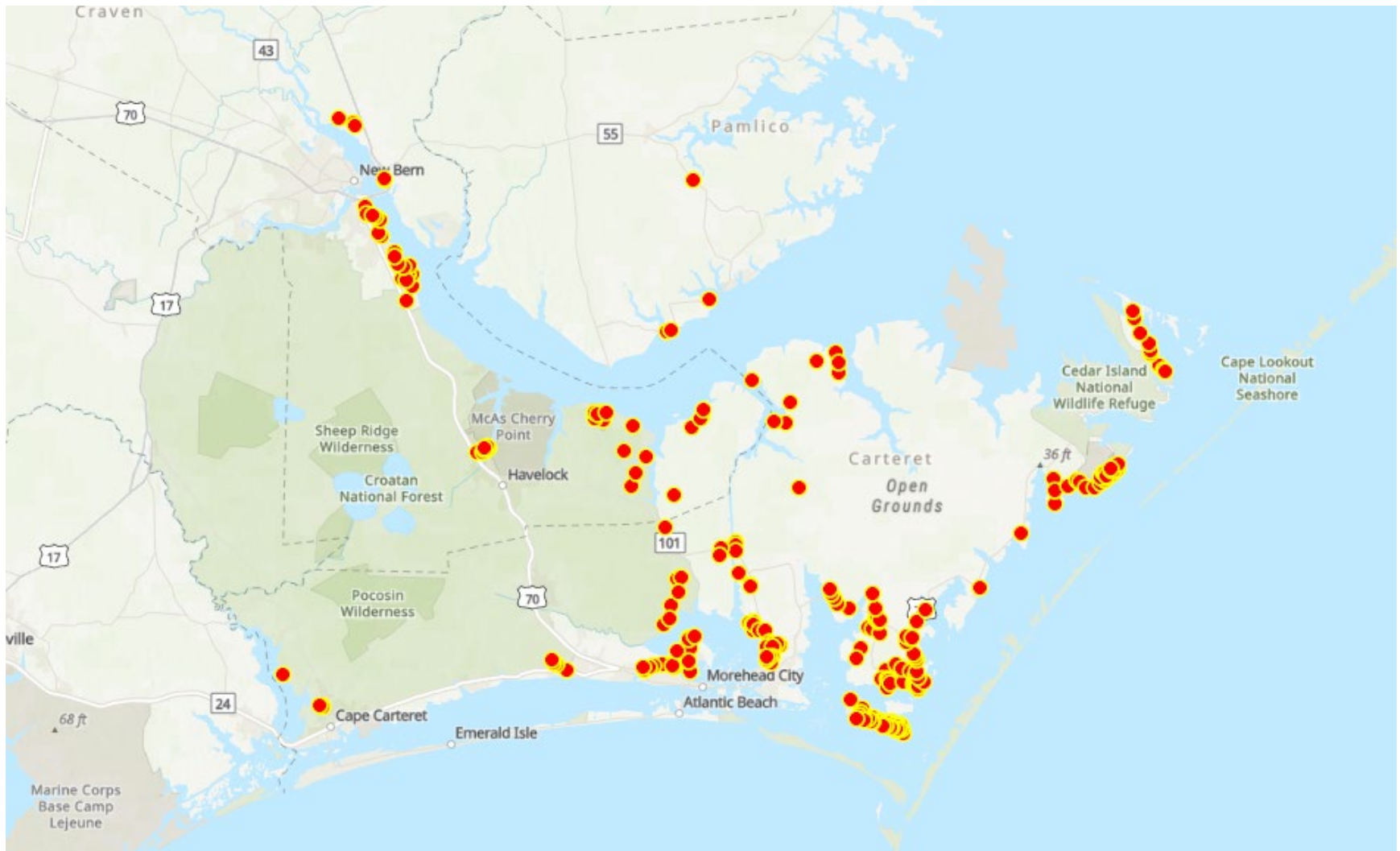
- Work Times. If the Contractor wants to work weekends, the Engineer will provide supervision.
- No DBE Goals are required for this contract.
- There is a 15% retainage. This will be released at the completion of the project once it is verified that all subs are paid, and the disposal site is released.
- Possible debris locations are included at the end of this document.
- 12 crews are required for this work. A crew is a truck with a grappling hook, or a truck and trailer. If locations are close enough a skid steer can move between 2 trucks.
- A temporary debris site will be required in Carteret County. This site will be approximately 8 acres. It is the Contractors responsibility to provide the site and the permits from NC Department of Environmental Quality. An inspection tower will be erected at the site. The Contractor will be paid 75% of the bid amount once the location is acquired and permitted. The remaining 25% will be paid once the site is released by the property owner and NCDEQ.
- Fallen trees on the right-of-way will be removed. The tree will be cut at the right-of-way line if applicable. The Contractor will not trespass on private property without permission of the Engineer.
- Debris from Craven County will be taken directly to the landfill.
- The price for white goods is all inclusive. Spoiled food shall be removed. Any freon would be removed if needed.
- There will be direct compensation for tipping fees.
- Any damage on the right-of-way will be repaired and seeded at no cost to the NCDOT.
- Trucks will be weighed going in and out of the landfill.
- Traffic control is required. This will be a flagging operation. The NCDOT Standard Drawing is attached.
- Automatic flaggers can be used in appropriate areas.
- Tuscarora Landfill, 7400 Old Highway 70 West, New Bern, NC 28562
- Greene Recycling, 11710 Hwy 17, Maysville, NC 28555

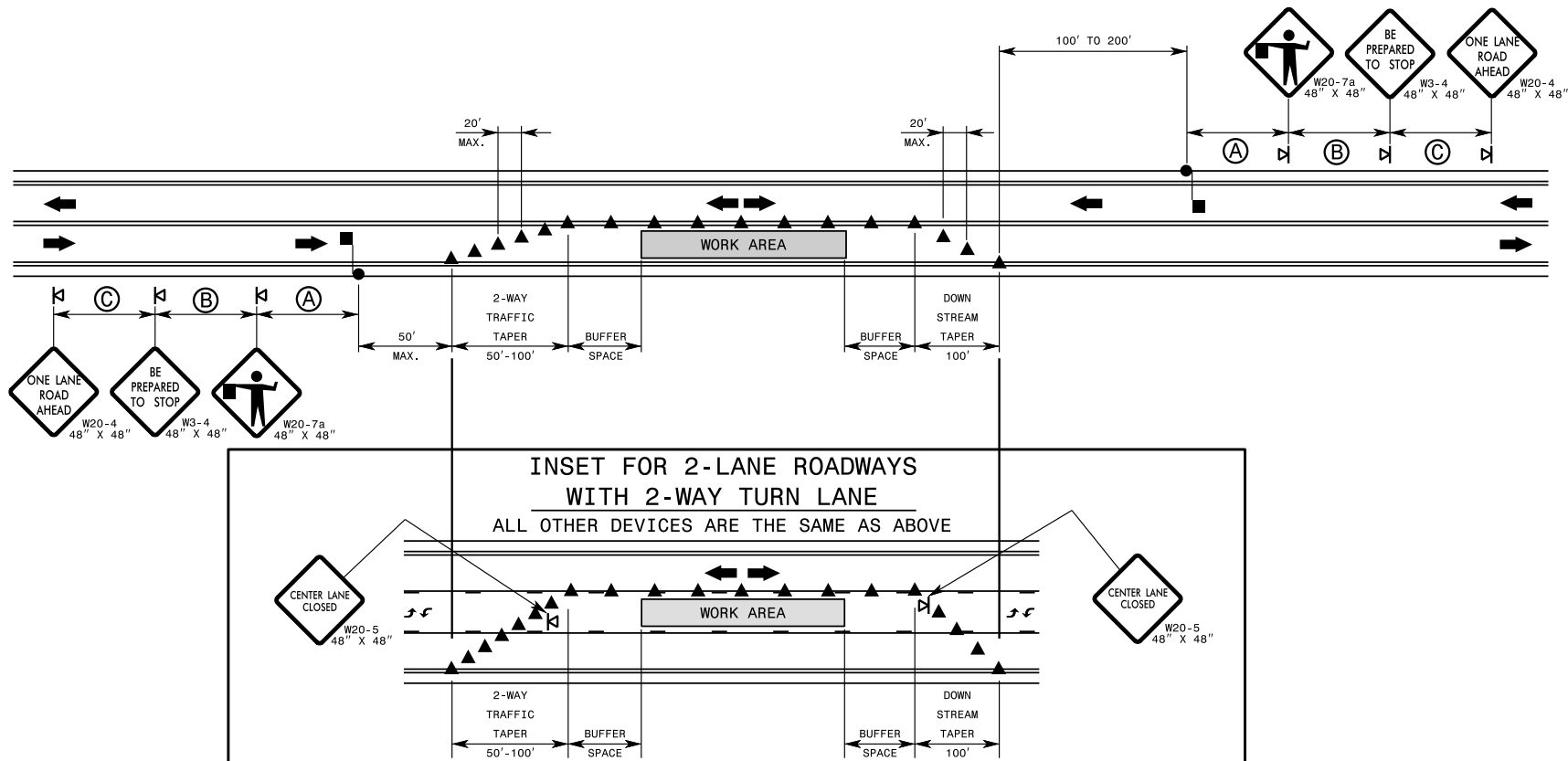
Sincerely,

DocuSigned by:

 714C11DCCEBC4C6...

Mary Voelker Moore, PE
 Division Contract Engineer

cc: Mr. Jeremy Stroud, PE
 Ms. Mary Beth Houston, PE
 Mr. Stan Paramore
 Mr. Gordy Eure
 Mr. Jay Sutton
 Mr. Jeff Cabaniss, PE
 Ms. Claudia Wainwright





GENERAL NOTES FOR FLAGGING OPERATIONS

- 1- REFER TO RSD. 1101.11, SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
- 2- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
- 3- REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- 4- PLACE CONES THRU THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- 5- EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE FLAGGER (REFER TO RSD. 1101.11, SHEET 2).
- 6- DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 5 MINUTES AT A TIME.
- 7- DRUMS OR SKINNY DRUMS MAY BE USED IN LIEU OF CONES. REFER TO RSD. 1180.01 FOR SKINNY DRUM REQUIREMENTS.
- 8- USE FLAGGERS TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE. SUPPLEMENT FLAGGERS LOCATED AT INTERSECTIONS WITH FLAGGER AHEAD SIGNS (W20-7a) PLACED APPROXIMATELY 250 FT. IN ADVANCE OF THE FLAGGER. FOR SIGNALIZED INTERSECTIONS PLACE SIGNALS IN THE FLASH MODE AND USE LAW ENFORCEMENT.
- 9- REFER TO THE CURRENT MUTCD FOR FLAGGER CONTROL, REQUIREMENTS, AND PROCEDURES.
- 10- DO NOT EXCEED A 1 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.

- 11- IF VEHICLE QUEUES WILL REACH WITHIN 15' OF EITHER SIDE OF ACTIVE RAILROAD TRACKS, PROVIDE A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER TO PREVENT VEHICLES FROM STOPPING WITHIN THE GRADE CROSSING. PROVIDE OFFICER OR FLAGGER EVEN IF AUTOMATIC WARNING MEASURES ALREADY EXIST.

GENERAL NOTES FOR PILOT CAR OPERATIONS

- 1- USE PILOT CARS WHEN DIRECTED BY THE ENGINEER.
- 2- IF ROADWAY WIDTH IS LESS THAN 22 FEET (EOP TO EOP), CONES MAY NOT BE REQUIRED ALONG WORK AREA, AND AT THE DISCRETION OF THE ENGINEER, CONES MAY BE OMITTED ALONG THE WORK AREA IF USING A PILOT CAR.
- 3- CONES ARE ALWAYS REQUIRED IN THE UPSTREAM AND DOWNSTREAM TAPERS.
- 4- MOUNT SIGN G20-4 "PILOT CAR FOLLOW ME" AT A CONSPICUOUS POSITION ON THE REAR OF THE PILOT VEHICLE.
- 5- DO NOT INSTALL MORE THAN ONE (1) MILE OF LANE CLOSURE, MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- 6- ADVISE RESIDENTS AND BUSINESSES WITHIN THE LANE CLOSURE LIMITS ABOUT METHODS OF SAFE EGRESS AND INGRESS FROM DRIVEWAYS DURING FLAGGING AND PILOT CAR OPERATIONS.

LEGEND

- FLAGGER
- ▲ CONE
- ◻ PORTABLE SIGN
- ← DIRECTION OF TRAFFIC FLOW

1-18

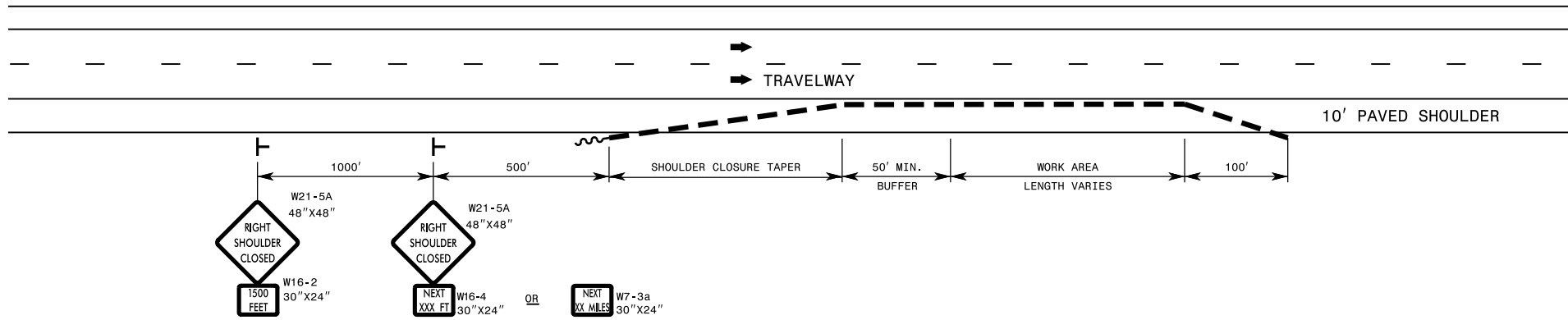
ROADWAY STANDARD DRAWING FOR
TEMPORARY LANE CLOSURES
 2-LANE, 2-WAY ROADWAY-1 LANE CLOSED

SHEET 1 OF 14

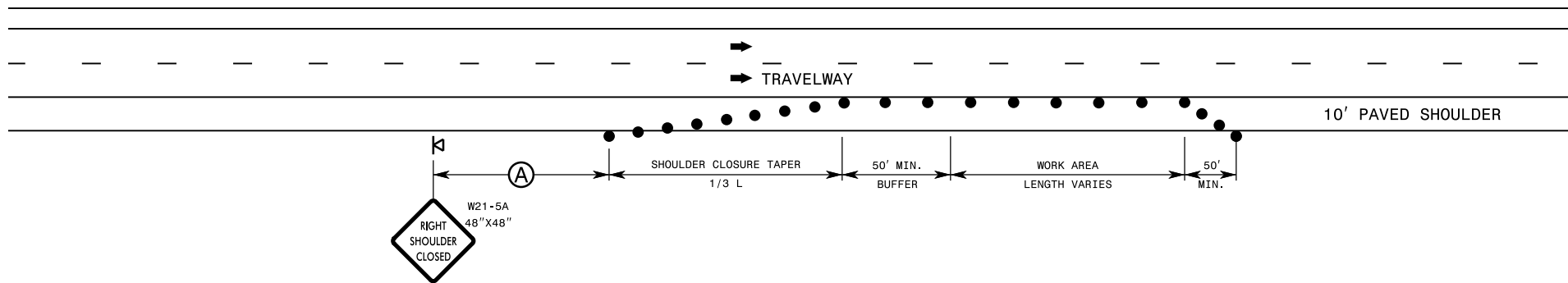
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STATE OF
 NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

SHOULDER CLOSURE ON CONTROLLED ACCESS FACILITIES



SHOULDER CLOSURE ON DIVIDED FACILITIES



GENERAL NOTES

- 1- PLACE SHOULDER CLOSURE SIGNS ON THE SAME SIDE AS THE SHOULDER THAT IS CLOSED.
- 2- PLACE DRUMS IN THE SHOULDER TAPER AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE WORK AREA IS EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- 3- USE STATIONARY SIGNS FOR OPERATIONS IN EFFECT LONGER THAN 3 DAYS.
- 4- REFER TO RSD. 1101.11, SHEETS 1, 3 & 4, FOR "L" DISTANCE, BARRIER FLARE RATES, AND SIGN SPACING.

LEGEND	
●	DRUM
T	STATIONARY SIGN
K	PORTABLE SIGN
	PORTABLE CONCRETE BARRIER
➔	DIRECTION OF TRAFFIC FLOW
~	TEMPORARY CRASH CUSHION

