



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 3, 2011

Memo to: Pre-bid Attendees
From: Rick Nelson, Asst. State Bridge Management Engineer *EBN*
Subject: Pre-bid Minutes
Projects F-150029, F-150068 & F-150073

Opened meeting at 11:05 AM, June 2, 2011 in the Div 2 New Bern District Office.

Distributed Plans and bid Proposals.

F-150029 Carteret Co.:

Proposal:

Proposal revised as follows:

- Letting date is changed to June 30, 2011.
- **Intermediate Contract Time No. 1 and Liquidated Damages** - Add bridge closure restrictions
- **Removal of Existing Fender System** - Add limits of existing fender removal (5' from either face of fender).
- **Fender Replacement, Construction Methods** – Add lighting plan requirement to special provision.
- **Fender Replacement, Materials** – Add wire rope shall be galvanized Class 6X19 Fiber-Core.
- **Bid Form** – revised to include pay items for traffic control

Revised Bid Proposals will be mailed to pre-bid attendees.

General

Sketch of existing fender system included with these minutes.

Horizontal wales shall be butt spliced.

Plans

Plans will be revised to include Traffic Control Plans and detail of pipe rail end cap.

Revised Plans will be mailed to pre-bid attendees.

F-150068 Carteret Co.:

Proposal:

Proposal revised as follows:

- Letting date is changed to June 23, 2011.
- **Contract Time and Liquidated Damages** – Revise as follows:

The date of availability for this contract is August 29, 2011.

The completion date for this contract is December 30, 2011.

- **Fender Repair, Materials** – Add, wire rope shall be galvanized Class 6X19 Fiber-Core.
- **Fender Repair, Construction Methods**- Areas of existing steel surfaces to be cleaned and painted are limited to repair areas where field connections are being made, new wire rope wrap locations, and existing wire rope wrap locations.

Revised Bid Proposals and Plans will be mailed to pre-bid attendees.

F-150073 Carteret Co.:

Proposal:

Proposal revised as follows:

- Letting date is changed to June 23, 2011.
- **Contract Time and Liquidated Damages** – Revise as follows:

The date of availability for this contract is August 29, 2011.

The completion date for this contract is January 27, 2012.

- **Fender Repair, Basis of Payment** – Revise Treated Timber to be paid for by EA.
- **Bid Form**-Revise pay items for Treated Timber

Revised Bid Proposals and Plans will be mailed to pre-bid attendees.

FIELD INSPECTION REPORT
BRIDGE INSPECTION & ANALYSIS

State of North Carolina
Dept. of Transportation
Division of Highways

Bridge No 150029

Route U.S. 70

County CARTERET

Date: 6-20-00

Bridge Maint. Unit
Bridge Inspection Sect.

Team Leader: W.H. LOTZ
Assisted By: J.R. TALACEK D.A. HANCOCK

Item No.

40 FENDER SYSTEM (2)
PILES

STEEL H-PILES ARE HEAVILY RUSTED AND SCALED WITH SECTION LOSS TO 100% OF FLANGE ABOVE THE WATERLINE. THE BEST REMAINING FLANGE SECTION IS 1/16" OR LESS OF RUSTED MALLEABLE STEEL. H-PILES BELOW THE WATERLINE ARE HEAVILY RUSTED AND SCALED WITH LOSS TO 1/8". THERE ARE RANDOM AREAS OF THE FLANGE EDGE THAT IS MISSING. WEBS ARE RUSTED AND SCALED WITH LOSS UP TO 1/16". THERE ARE ALSO HOLES IN THE WEB ABOVE THE WATERLINE.

NOTE: STEEL H-PILES LOCATED BELOW BASCULES WITH NO ADJACENT SUPPORTING TIMBER PILES.

THE OLD CREO. TIMBER PILES ARE BORER DECAYED TO 100% MAX. LOSS OF SECTION IN THE TIDAL ZONE. ALL OF THE OLD CREO. TIMBER PILES ARE DECAYED TO THE POINT OF BEING COMPLETELY INEFFECTIVE EVEN WITH SOME OF THEM HAVING MINIMAL REMAINING CORES OR OUTER SHELLS. MANY PILE SECTIONS ARE LOOSE AND HANGING FROM THE WALERS. THE PILE SECTIONS HANGING HAVE CREATED AN UNDUE DEAD LOAD TO THE FENDER. SOME HAVE DETACHED AND OTHERS MAY DETACH AND CREATE A NAVIGATIONAL HAZARD. THE LOWER PILE SECTIONS ARE OUT OF PLUMB AND MANY ARE LEANING INTO THE WATERWAY CREATING AN UNDERWATER OBSTRUCTION.

C.C.A. PILES (TREATED REPLACEMENT PILES) SHOW MINOR BORER DAMAGE IN TIDAL ZONE AND AROUND THE BOLT CONNECTIONS, BUT ARE BASICALLY SOUND. THERE ARE THOUGH SOME C.C.A. AND CREO. PILES BROKEN AND LYING AT THE BOTTOM ON THE BACK SIDE OF THE FENDER FROM THE MUDLINE AND UP ABOUT 4' THE N.E. DOLPHINS HAVE 2 OR MORE OLD CREO. PILES WITH UP TO 100% SECTION LOSS IN THE TIDAL ZONE. THE N.W. DOLPHIN IS MISSING.
NO VERTICAL CLEARANCE MARKER AT NORTH CHANNEL APPROACH.

WALERS

THE EXISTING BOLT HEADS INDICATE THAT 2 ROWS OF WALERS ARE MISSING NEAR THE LOW TIDAL RANGE. THE PROJECTED THIRD LINE (NEAR THE HIGH TIDAL RANGE) IS HEAVILY BORER DECAYED WITH LARGE AREAS OF SECTION LOSS ALONG THE LOWER PORTIONS WITH SOME TIMBERS SHOWING LOSS UP TO 100%. THE BOLTED CONNECTIONS AND CABLES ARE HEAVILY RUSTED WITH MODERATE TO HEAVY LOSS. THERE ARE RANDOM TIMBERS HANGING BY SOME OF THESE MINIMAL BOLT CONNECTIONS. THE WALERS ARE NOT LAPPED BETWEEN SECTIONS RESULTING IN THE POSSIBILITY OF TOTAL COLLAPSE OF ONE OR MORE SECTIONS AT THE JUNCTION OF THE N.E. FLARE AND AT THE CENTER SECTION OF THE EAST FENDER THERE IS NO SUPPORT FOR AT LEAST 8' +/- WITH 100% LOSS ON THE CRE PILES. THE RESULT OF THIS IS LATERAL MOVEMENT OF THE SECTIONS IN THE WIND AND FROM BOAT WAKES ABOUT 10" +/- . THERE ARE ONLY 2 C.C.A. PILES AT THIS SECTION (CENTER/EAST FENDER). THE EAST FENDER CENTER SECTION HAS ONLY 2 HEAVILY DETERIORATED STEEL PILES SUPPORTING THIS SECTION.



PILE RECORD FOR THE BEAUFORT
CHANNEL FENDER SYSTEM

- H STEEL PILE
- O C.C.A. PILE
- CREO.PILE

