



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

February 12, 2007

Addendum No. 2

RE: Contract ID: C201581
WBS# 32649.3.1
F. A. # BRSTP-070B (4)
Craven County **(B-2532)**
Bridge over Trent River and
Approaches on US-70 Business.

February 20, 2007 Letting

To Whom It May Concern:

Reference is made to the Structure Plans and Proposal Form recently furnished to you on this project.

The following revisions have been made to the Proposal Form:

On Page No. 43, the project Special Provision entitled "Utilities By Others" have been revised to add Paragraph "C)". Please void Page No. 43 in your proposal and staple the revised Page No. 43 thereto.

On Page No. 74, the Structure Table of Contents has been revised. Please void Page No. 74 in your proposal and staple the revised Page No. 74 thereto.

On Page No. 137 and new Page No. 137-A, the Project Special Provision entitled "Mass Concrete" has been added. Please void Page No. 137 in your proposal and staple the revised Page No. 137 and New Page 137-A thereto.

New Page No. 137-B has been added to include the Project Special Provision entitled "Navigational Clearance Verification and Waterway Inspection." Please staple New Page No. 137-B after New Page No. 137-A.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
DESIGN SERVICES UNIT
1591 MAIL SERVICE CENTER
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4128
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LOCATION:
CENTURY CENTER COMPLEX
ENTRANCE B2
1020 BIRCH RIDGE DRIVE
RALEIGH NC

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On Page Nos. 148 thru 151, the Project Special Provision entitled "Bascule Span Concrete" has been revised to make corrections to "Section 420-4 Placing Concrete". Please void Page Nos. 148 thru 151 in your proposal and staple the revised Page Nos. 148 thru 151 thereto.

On Page No. 243 the last paragraph of "Section III Construction Requirements" of the Project Special Provision entitled "Submarine Cables" has been deleted. Please void Page No. 243 in your proposal and staple the revised Page No. 243 thereto.

New Page Nos. 501 thru 504 have been added to include the USCG "DRAFT" Permit Conditions. Please staple New Page Nos. 501 thru 504 after Page No. 500 in your proposal.

On Page Nos. 26 thru 29 of the Standard Special Provisions (Yellow Sheets) the "General Decision NC 10" Wage Rates are being replaced with "General Decision NC 9" Wage Rates. Please void Page Nos. 26 thru 29 and replace with the new Page Nos. 26 thru 28. The Contractor's attention is directed to the Standard Special Provision entitled "Required Contract Provisions Federal-Aid Construction Contracts (FHWA 1273) Paragraph IV Payment of Predetermined Minimum Wage".

The Table of Contents has been revised to reflect the above noted changes. Please void the first page of the Table of Contents and staple the revised page thereto.

The following revisions have been made to the Structure Plans:

Plan Sheet Nos. S-28, S-29, S-64, S-65, S-76, S-77, S-81, S-84 have been revised to show additional Barrier Rail details for two lighting poles. These two poles are already detailed elsewhere in the plans. Please void Sheet Nos. S-28, S-29, S-64, S-65, S-76, S-77, S-81, and S-84 in your plans and staple the revised sheets thereto.

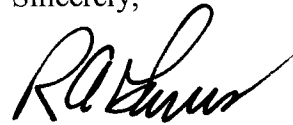
On Plan Sheet No. S-125, Note G-3 has been revised. Please void Sheet No. S-125 in your plans and staple the revised Sheet No. S-125 thereto.

On Plan Sheet No. S-171, Workpoint #14 and #15 have been corrected. Please void Sheet No. S-171 in your plans and staple the revised Sheet No. S-171 thereto.

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On Plan Sheet No. S-191 and S-193, the bottom flange width was revised. Please void Sheet No. S-191 and S-193 in your plans and staple the revised Sheet No. S-191 and S-193 thereto.

Sincerely,

A handwritten signature in black ink, appearing to read "R. A. Garris". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

R. A. Garris, PE
Contract Officer

RAG/jag/pa
Attachment

cc: Mr. W. S. Varnedoe, PE
Mr. E. C. Powell, PE
Mr. C. E. Lassiter, PE
Ms. D. M. Barbour, PE
Mr. Art McMillan, PE
Mr. Victor Barbour, PE
Mr. G. R. Perfetti, PE
Mr. Mark Staley (2)
Mr. Robert Memory
Mr. R. E. Davenport, Jr., PE
Ms. Norma Smith
Ms. Marsha Byrd
Mr. Ronnie Higgins
Ms. Taylor Mishoe
Project File (2)

PROJECT SPECIAL PROVISIONS

Utility

UTILITIES BY OTHERS:

General:

The following utility companies have facilities that will be in conflict with the construction of this project.

- A) City of New Bern
- B) Sprint- Telephone

The conflicting facilities of these concerns will be adjusted prior to the date of availability, unless otherwise noted and are therefore listed in these special provisions for the benefit of the Contractor. All utility work listed herein will be done by the utility owner. All utilities are shown on the plans from the best available information.

The Contractor's attention is directed to Article 105.8 of the Standard Specifications.

Utilities Requiring Adjustment:

- A) City of New Bern
 - City will require 60 days to install a new transformer at the location shown on the plans at proper stage of construction.
 - 1) See Utilities by Others Plans.
- B) Sprint
 - Will no longer be attached to the new bridge and will relocate outside of the limit of the project.
- C) City of New Bern
 - Electrical equipment approximately 35' right of -L- at Sta. 36+25.

The City of New Bern will relocate the electrical equipment Right of Sta. 36+25 by April 1, 2007

Project Special Provisions
Structure

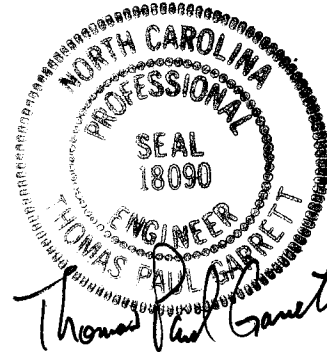
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Roy M. Sirqlami
2-12-07

*except for sand lightweight concrete,
Shipping steel Structural Members &
Pier Protection Fendering*



Thomas Paul Garrett
2-9-07

*Excluding Drilled Piers &
Pier Protection Fendering*

After driving, cut off piles at the elevation shown on the plans using sawing or other means as approved by the Engineer to provide a smooth level cut.

5.0 Basis of Payment

The lump sum price bid for "Pier Protection Fendering" will be full compensation for the above work including all material, labor, equipment, tools, disposal, fasteners, and other necessary items required for completing the work. No separate payment will be made for plates, bolts, screws or other hardware necessary to complete the work.

MASS CONCRETE

(SPECIAL)

This special provision applies to the bascule pier fender system bent caps.

The Contractor shall provide an analysis of the anticipated thermal developments in the mass concrete elements using his proposed mix design, casting procedures, and materials. Additionally, the Contractor shall describe the measures and procedures he intends to use to limit the temperature differential to 35°F or less between the interior and exterior of the designated mass concrete elements during curing. The proposed plan to control the temperature differential shall be submitted to the Department for review and comments at the time approval is requested for the mass concrete mix design.

Maintenance of the specified thermal differential may be accomplished through a combination of the following:

- A. Selection of concrete ingredients to minimize the heat generated by hydration of the cement.
- B. Cooling component materials to reduce the temperature of the concrete while in its plastic state.
- C. Controlling the rate of placing the concrete.
- D. Insulating the surface of the concrete to prevent heat loss.
- E. Providing supplemental heat at the surface of the concrete to prevent heat loss.
- F. Other acceptable methods which may be developed by the Contractor.

Mass concrete shall be Class AA, vibrated, air-entrained, and shall contain an approved set-retarding, water-reducing admixture, and 30% flyash and 5% microsilica by weight of the total cementitious material. The total cementitious material shall not exceed 690 lbs. per cubic yard of concrete. The maximum water-cementitious material ratio shall be 0.366 for rounded aggregate and 0.410 for angular aggregate. The slump of the concrete shall not exceed three inches. The Contractor shall submit compressive strength results, the average of at least three

cylinders made in the laboratory, of his proposed mix design. These cylinders shall show a minimum strength of 5000 psi at 28 days.

Minimum compressive strength at 28 days of field placed concrete shall be 4500 psi.

At the discretion of the Engineer, all temperature monitoring requirements may be waived provided the Contractor has proven to the satisfaction of the Engineer that he can limit the temperature differential to 35° F or less between the interior and exterior of the footing.

The Contractor shall provide and install a minimum of six temperature sensing devices in each mass concrete pour to monitor temperature differentials between the interior and exterior of the pour unless otherwise directed by the Engineer. These devices shall be accurate within $\pm 2^{\circ}\text{F}$ within the temperature range of 40°F to 180°F. One temperature sensing probe shall be placed near the center of mass of the pour, and another temperature sensing probe shall be placed at approximately two inches clear from the surface of the concrete furthest from the center of mass. The Engineer shall approve the locations of the other temperature sensing probes.

The monitoring devices shall be read and readings recorded at one-hour intervals, beginning when casting is complete and continuing until the maximum temperature is reached and two consecutive readings indicate a temperature differential decrease between the interior and exterior of the element. At the option of the Contractor, an approved strip-chart recorder furnished by the Contractor may record the temperature. If monitoring indicates the 35°F differential has been exceeded, the Contractor shall make the necessary revisions to the approved plan to reduce the differential on any remaining placements to 35°F or less. The Department must approve any revisions to the plan prior to implementation.

Flyash and microsilica used in the mass concrete mix shall meet the requirements of Articles 1024-5 and 1024-7 of the Standard Specifications. Portland Cement shall meet the requirements of AASHTO M85 for Portland Cement Type II. The temperature of mass concrete at the time of placement shall not be less than 40°F nor more than 75°F.

The placement of the mass concrete shall be continuous until the work is completed and the resulting structures shall be monolithic and homogeneous.

The entire cost of this work shall be included in the unit contract price bid for Class AA Concrete.

**NAVIGATIONAL CLEARANCE VERIFICATION & WATERWAY
INSPECTION**

(SPECIAL)

The Contractor is responsible for the following requirements:

Upon removal of the existing bridge and all temporary work bridges, inspect the waterway bottom to insure that all construction waste materials have been completely removed. Remove any bridge-related debris discovered during this survey. Provide a certification in writing by a licensed engineer or licensed surveyor in the State of North Carolina that the waterway has not been impaired and all construction related debris has been cleared from it. The certification shall include the actual method used to conduct the inspection.

Upon completion of the proposed bridge, verify as-built clearances for the navigational channel and provide a certification by a licensed surveyor or registered professional engineer in the State of North Carolina attesting to the correctness of the clearances.

No separate payment or compensation will be made for this work. Include all costs for performing this work in the various pay items.

PROJECT SPECIFIC SPECIAL PROVISIONS**BASCULE SPAN CONCRETE**

Modifies/supplements Standard Specification Section 420 - Concrete Structures.

420-1 DESCRIPTION

THE FOLLOWING IS ADDED:

This work shall also include cast-in-place construction using lightweight concrete in the bridge deck and sidewalks of the movable bascule spans, classic concrete bridge rail along the west fascia of the bascule spans composite floor deck at the control house control room level and heavy weight concrete construction for the counterweight.

This work shall also include construction of Portland cement white concrete at the control house with the fine aggregates for white concrete conforming to Article 1024.

420-2 MATERIALS

THE FOLLOWING IS ADDED:

Item

Sand lightweight concrete conforming to Sand Lightweight Concrete Special Provisions.

Sand lightweight concrete shall consist of lightweight coarse aggregate and natural sand fine aggregate in accordance with Sand Lightweight Concrete Special Provisions.

420-3 FALSEWORK AND FORMS

D. Forms for Concrete Bridge Decks

THE FOLLOWING IS ADDED:

Permanent steel bridge deck forms shall not be used in the construction of the deck on the movable bascule spans and the concrete floor slabs of the control house, except on the control room level where composite floor metal deck is used.

420-4 PLACING CONCRETE

THE FOLLOWING IS ADDED:

Refer to the plans for sequencing the placement of concrete on the movable span.

Counterweight Concrete:

Heavy weight concrete to be used in the counterweight shall be Class B modified as described in the following paragraphs. Heavy weight concrete shall have 3 percent minimum air

**Alfred Cunningham Bridge Replacement
B-2532****Project Specific Special Provisions
PSSP**

entrainment. The matrix shall contain steel punchings, scrap metal, billet steel, or other approved materials to achieve the average 28-day air dry unit weight specified on the plans or modified by the Contractor's balance calculations. The size of steel punchings shall be 5/8-in minimum diameter and 3/8-in thick.

The Contractor shall prepare calculations showing required dimensions and weight of the counterweight based on center of gravity calculations as specified in the Span Balancing Special Provision. The calculations shall be submitted to the Engineer for review. The calculations shall include summarized tabulations showing for each material the total quantity, estimated unit weight, and total weight. These estimates shall be revised based on the shipping weights of the steel. The supplemental summarized tabulations shall be submitted to the Engineer.

Before he prepares the balance calculations, the Contractor shall cast 5 test blocks of materials to be used in the counter- weights. These blocks shall be carefully measured and weighed immediately after casting and again 28 days later. From these measurements, he shall carefully estimate the density. Test blocks shall be made and cured as specified for permanent concrete.

The density of concrete actually placed in the counterweight shall be verified by means of other test blocks made at intervals during the placement of the concrete for the counterweight. Each block shall be weighed promptly after being made and the weight compared to the original test blocks to estimate the resulting density when seasoned, and the need for adjusting the total volume of concrete to be placed in the counterweight.

Counterweight calculations shall assume that the pockets are partially filled (approximately 4 percent of counterweight weight) in the balanced state.

Lightweight Concrete:

In addition to the requirements set forth in the Special Provision, "Sand Lightweight Concrete" and the standard specification, lightweight concrete in the bascule span shall meet the criteria set forth in the following paragraphs. The Contractor shall be responsible for designing the concrete mixture and determining the proportions of cement, fine aggregate, coarse aggregate, water and air-entraining admixture which will produce a workable sand-lightweight concrete mix.

The lightweight concrete density is critical for span balancing calculations. Contractor shall take the necessary precautions to ensure the maximum dry (placed) unit weight does not exceed 115 pounds per cubic foot. If, as a result of cylinder testing, initial batches indicate a unit weight in excess of the maximum permitted, concrete pours shall be halted and a new design mix shall be formulated immediately. All test results shall be reported to Department field personnel and the appropriate Contractor personnel in a timely manner.

All sand-lightweight concrete shall have good workability and other properties such that proper placement, consolidation, and finishing are obtained. Lightweight aggregates and sand shall be batched by weight.

The manufacturer of the lightweight aggregate shall supply a technical representative at the site for the first day of lightweight concrete placement operations. The representative shall be responsible to assist the Contractor and the Engineer in the control of lightweight concrete mixing and placement operations.

A technical report shall be submitted to the Engineer, by the lightweight aggregate manufacturer, regarding any observations or test results relative to the concreting practices at the work site.

Class S Concrete (Seal):

Class S concrete shall be non-vibrated and non air-entrained, shall contain an approved set-retarding water-reducing admixture, and shall contain flyash in the amount of 25-30 percent by weight of the total cementitious material (Portland cement plus flyash). The total cementitious material shall not exceed 640 lbs. per cubic yard of concrete. The maximum water/cementitious material ratio shall be 0.550 for rounded aggregate and 0.594 for angular aggregate. Slump shall be a minimum of 6 inches and a maximum of 8 inches. Minimum compressive strength at 28 days shall be 3000psi. The laboratory test results of compressive strength at 28 days shall be at least 4000 psi for laboratory trial batches. If the combination of concrete materials proposed for use will not provide the required laboratory compressive strength, the total cementitious material may be increased not to exceed 640 lbs. per cubic yard with the approval of the engineer at no cost to the Department. Measurement of air content may also be performed by the Chace indicator, AASHTO T199, in which case sufficient tests will be made in accordance with AASHTO T152, T121, or T196 to establish correlation with the Chace indicator. Concrete for structures will not be rejected based on tests made in accordance with AASHTO T199.

For Class S concrete, the concrete temperature at the time of placing shall be not less than 40 degrees F nor more than 75 degree F. Class S concrete shall not be deposited under water when the water temperature at the surface is less than 35 degrees F.

Class S concrete shall contain an approved set retarding mixture. Maximum elapsed time for placing concrete shall be one hour and forty-five minutes. Granulated blast furnace slag shall not be used in Class S concrete.

420-21 MEASUREMENT AND PAYMENT

THE FOLLOWING IS ADDED TO THE PAY ITEM LIST:

Pay Item	Pay Unit
Class AA Concrete	cubic yard
Class AA Concrete, White	cubic yard
Class S Concrete (Seal)	cubic yard
Counterweight Concrete, Heavy Weight	cubic yard

FABRICATING AND PLACING REINFORCEMENT

Modifies/supplements Standard Specification Section 425 – Fabricating and Placing Reinforcement.

425-4 PLACING AND FASTENING

THE FOLLOWING IS ADDED:

Core Drilling and Grouting:

Holes shall be drilled with approved core drilling equipment at locations, size and depth shown in the plans. At the discretion of the Engineer, locations may be adjusted locally to avoid striking existing reinforcement. Holes shall be partially filled with non-shrinking type grout conforming to Section 1081.

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3. Measured thickness of jackets, conductor insulation and armor strand coating thickness.

Pre-Delivery Instructions: Before the cable is installed on the shipping reel, cut a six (6) inch sample from each end of the completed cable. Submit samples, certificate of compliance, voltage test, insulation measurements and laboratory test to the Owner for approval. Sample submittal shall be made within 120 calendar days after receipt of the Purchase Order.

C. Cable Supports

The armored submarine cables shall be supported as shown in the plans.

D. Cabinet Sealing Bushings

The inner jacket of the submarine cables and submarine ducts shall be routed through a galvanized sealing bushing at the entry of the cables and ducts into the Submarine Cable Cabinets as shown in the plans.

III. CONSTRUCTION REQUIREMENTS

Submarine cables shall be buried 7 feet below the existing bottom of the channel or 7 feet below the depth projected by the Army Corps of Engineers, whichever is deeper. Routing shall be laid out as closely as possible to that shown in the plans. The cables shall be routed outside of the fender system so as to protect the cables from damage when new piles may be driven during fender system repairs. The actual routing shall be as so determined in the field taking into account actual field conditions. For this reason, the actual lengths of the cables needed shall be determined by the Contractor and approved by the Engineer. Installation shall be as shown in the plans.

The Contractor shall provide all appropriate equipment for installation of the cables and shall furnish a diver and the necessary diving equipment for use of the Engineer or his representative in making inspections of the cable installation. The Contractor shall operate the equipment when being used by the Engineer or his representative. All cable bends shall be of large easy curvature well within that recommended by its manufacturer so as not to damage or over stress the cable or its insulation.

Installation of a cable chase or sleeves during concrete pouring shall be performed to provide a safe path for the cables to be routed to the terminal box areas.

The cables shall enter the pier area and shall be supported by the wire armor at cable supports as shown in the plans. The wire armor shall be removed from the submarine cable above the support clamps. An electrical bond shall be made between the cable support hardware and the submarine cable armor for each location such that the measured resistance between support hardware and armor is not more than 10 ohms.

The cables shall be terminated in Submarine Cable Terminal Cabinets as described in the plans. The cables shall enter the cabinets through the cabinet sealing glands.

U.S. COAST GUARD PERMIT (Draft Conditions):

The U.S. Coast Guard permit will not be received in time to distribute prior to bid opening. The Contractor's attention is directed to the following draft permit conditions which have been provided by the USCG. The Contractor shall comply with all draft permit conditions contained herewith and place his bid accordingly. The final USCG permit will be provided to the apparent lowest responsible bidder when received by the Department. The Contractor's attention is also directed to Articles 107-10 and 107-14 of the Standard Specifications.

DRAFT - BRIDGE PERMIT CONDITIONS

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the District Commander.
2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the District Commander prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably impaired. Timely notice of any and all events that affect navigation shall be given to the District Commander during construction of the bridge. The channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in the judgment of the District Commander the construction work has reached a point where such action should be taken, but in no case later than 90 days after the bridge has been opened to traffic.
3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any Federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.
4. The permittee shall coordinate the methods and schedule of construction activities of this bridge project with the U.S. Fish & Wildlife Service for the purpose of avoiding impacts with anadromous fish migration.
5. The pier protection fender system shall be constructed and maintained as shown on the approved plan sheets 2, 3, and 4 (of 4) last revised dated July 2006 for the safety of navigation.
6. Clearance gauges shall be installed and maintained in a good and legible condition by and at the expense of the owner of the bridge. The type of gauges and the locations in which they may be installed will be submitted to the District Commander for approval.
7. All parts of the existing-to-be-replaced US 70 (Alfred Cunningham) swing bridge and fender system across the Trent River, mile 0.0, not

- utilized in the new bridge shall be removed in its entirety or to an elevation or down to or below the natural bottom of the waterway and cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening of traffic of the new bridge, at mile 0.0, will be allowed for such removal and clearance. Should the permittee decide to retain any portions of the bridge, for any reason, the permittee must first obtain permission from the U.S. Army Corps of Engineers, Wilmington District, or any other authority having cognizance over structures other than bridges in navigable waters of the United States.
8. When the proposed bridge is no longer used for transportation purposes, it shall be removed down or below the natural bottom of the waterway or an elevation deemed appropriate by the District Commander and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.
 9. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within three years and completed within five years after the date of this permit.

Draft Condition for construction over or Adjacent to Navigable Waters.

The Contractor shall submit his plan and schedule of operation for approval at least 30 days prior to commencement of work in the waterway. On copy of such information shall be submitted concurrently to both the Resident Engineer, the United States Coast Guard Commander (dpb); Federal Building, 4th Floor, 431 Crawford Street; Portsmouth, Virginia 23704-5004, and the U. S. Coast Guard Sector North Carolina at 2301 East Fort Macon Road, Atlantic Beach, NC 28512-5633. The information shall include a sketch of the waterway; the bridge; the location of any restrictions that will be placed in the waterway such as barges, anchors, and anchor lines; the location and height above mean high water and detailed description of any scaffolding, or netting; detailed description indicating the placement, type and dimension of any cofferdams if used, with the method of screening silt from dewatering operations; and a project set of dates and length of time each operation will take. The schedule should also include the hours of operation and whether or not the equipment will be removed at night. The contractor shall comply with all provisions of the Navigation Rules International - Inland, available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. The Contractor shall submit to the Resident Engineer a copy of all correspondence between the Coast Guard and himself or herself.

No deviation from the approved plan and schedule of operation may be made unless the modification has previously been submitted and approved by the Coast Guard.

Barges that are used in the waterway during the project must be marked in accordance with Title 33 Code of Federal Regulations, Section 118.95 that outlines temporary marking and lighting requirements. If barge or float anchor lines are used, they must be marked by anchor buoys, which should be lighted. If you should have any questions, regarding lights on the barges or work floats, please contact Mr. John Walters, Chief, Planning and Waterways Management Section, at (757) 398-6230. Floating equipment shall have a radiotelephone capable of operation from its main control station in accordance with Part 26 of Title 33, Code of Federal Regulations and shall be monitored during all periods the floating equipment is on station.

During the progress of work, while the channel is in operation, should any material, machinery or equipment be lost, dumped, thrown overboard, sunk or misplaced which may be dangerous to or obstruct navigation, immediate notice shall be given to the Coast Guard and the object removed with the utmost dispatch. Until removal can be effected, the objects shall be properly marked in order to protect navigation. Notice to the Coast Guard shall give a description and location of any such object and the action taken or being taken to protect navigation.

Except as noted above, at no time during the work will the waterway be closed to navigation without prior approval from the Fifth Coast Guard District.

Upon completion of the proposed project, an inspection of the waterway bottom shall be performed to insure that all construction waste materials have been completely removed. Certification will be required in writing by a licensed engineer or licensed surveyor that the waterway has not been impaired and all construction related debris has been cleared from it. The certification shall include the actual method used to conduct the inspection. The Contractor shall remove any bridge related debris, resulting from the current or prior work or occurrences, discovered during this survey.

Upon completion of the bridgework, a responsible official of the North Carolina Department of Transportation shall verify as-built clearances and a statement attesting to the correctness of the clearances shall be forwarded to this office for record purpose. In lieu of verification by the above listed official, certification by a licensed surveyor or registered professional engineer registered in the State of North Carolina will be accepted.

No existing bridge navigation lights shall be impaired or blocked during darkness or periods of reduced visibility.

Except as shown on the plans, no dredging, excavation, filling, rip-rap, or other work affecting the bottom, shall be done in conjunction with this work.

If during the periods of construction, permanent lighting cannot be maintained operable, the fenders of each pier shall be marked with a battery or power operated quick flashing white light of not less than 60 flashes per minute and visible for a range of 2,000 yards on 90% of the nights of the year. Generally, a lamp of 20-candle power will meet these requirements. If necessary to obtain coverage required, a light or lights on the upstream and downstream sides shall be installed. The piers shall be so marked until the construction has been completed and permanent

navigational lighting has been reinstalled and determined to be operating satisfactorily. Written approval from the Coast Guard of temporary lighting during periods of construction is required.

Compliance with the requirements stated herein does not relieve the contractor of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the State of North Carolina, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

Time restrictions for the navigational traffic shutdown shall be strictly adhered to. Any request for an extension of the closure dates stated above shall be forwarded in a timely manner to the Coast Guard for approval. It is advised that the Coast Guard can levy monetary civil penalties for violations of bridge regulations and statutes.

The office of the Bridge Administrator, Fifth Coast Guard District, shall be notified immediately upon completion of the project.

GENERAL DECISION: NC20030009 NC9

Date: June 13, 2003

General Decision Number: NC20030009

Superseded General Decision No. NC020009

State: North Carolina

Construction Type:
HEAVYCounty(ies):
STATEWIDESEWER AND WATER CONSTRUCTION PROJECTS AND HEAVY CONSTRUCTION
PROJECTS (excluding Dam construction projects).Modification Number Publication Date
0 06/13/2003COUNTY(ies):
STATEWIDE

SUNC2001A 02/12/1990

	Rates	Fringes
BOILERMAKERS:		
Storage Tank Erection/Repair	12.96	4.105
All Other Work:	16.20	4.105
BRICKLAYERS	7.23	
CARPENTERS	6.63	
CEMENT MASONS/FINISHERS	6.11	
ELECTRICIANS	8.56	
FENCE ERECTORS	5.15	
IRONWORKERS	8.20	
LABORERS:		
Unskilled	5.15	
Air Drill Operator	5.92	
Asphalt Rakers	5.15	
Pipelayers	5.17	
MANHOLE BUILDERS	5.81	
MILLWRIGHTS	5.27	
PAINTERS	7.12	
PLUMBERS & PIPEFITTERS	7.42	
POWER EQUIPMENT OPERATORS:		
Asphalt Distributor	5.77	
Asphalt Finisher	5.69	
Asphalt Paver	5.69	
Asphalt Screed	5.69	
Backhoe	6.40	
Boring Machine	5.65	
Bulldozer	5.96	
Crane	7.60	
Dragline	6.34	
Drill	7.23	
Loader	5.79	
Mechanic	7.16	
Motor Grader	6.24	
Roller	5.15	
Scraper, Pan	5.42	

Tractor	5.49
Trenching	6.58
Well Drillers	6.50
TRUCK DRIVERS	5.15
TV & GROUTING TECHNICIANS	9.21

 WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within

the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR 5.5(a)(1)(ii)).

 In the listing above, the "SU" designation means that rates listed under that identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
 Wage and Hour Division
 U. S. Department of Labor
 200 Constitution Avenue, N. W.
 Washington, D. C. 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
 U.S. Department of Labor
 200 Constitution Avenue, N. W.

Washington, D. C. 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment

data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U. S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

4.) All decisions by the Administrative Review Board are final.

END OF GENERAL DECISION

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