

7/6/2026 R:\Structures\DCN\Final\BP1.R021.1.SMULLOC_570025.dgn bgonfa

DRAWN BY : B. H. GONFA DATE : MAR 2026
CHECKED BY : M. SHARMA DATE : MAR 2026
DESIGN ENGINEER OF RECORD : M. SHARMA DATE : MAR 2026

TOTAL BILL OF MATERIAL

TOTAL BILL OF MATERIAL																
	REMOVAL OF EXISTING STRUCTURE	UNCLASSIFIED STRUCTURE EXCAVATION AT STA. 13+33.50 -L-	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR 12 X 53 GALVANIZED STEEL PILES	HP 12 x 53 GALVANIZED STEEL PILES		PILE REDRIVES	DYNAMIC PILE TESTING	VERTICAL CONCRETE BARRIER RAIL	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" X 1'-9" PRESTRESSED CONCRETE CORED SLABS	
	LUMP SUM	LUMP SUM	CU. YDS.	LUMP SUM	LBS.	EACH	NO.	LIN.FT.	EA.	EA.	LIN. FT.	TONS	SQ.YDS.	LUMP SUM	NO.	LIN.FT.
SUPERSTRUCTURE				LUMP SUM							110.25				10	550
END BENT 1			13.4		2018	5	5	500		1		120	140			
END BENT 2			13.4		2018	5	5	500		1		80	90			
TOTAL	LUMP SUM	LUMP SUM	26.8	LUMP SUM	4036	10	10	1,000	5	2	110.25	200	230	LUMP SUM	10	550

NOTES:

ASSUMED LIVE LOAD = HL-93 OR ALTERNATE LOADING.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 30 FT. (LEFT) AND 30 FT. (RIGHT) RESPECTIVELY EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE CONSISTING OF TWO SPANS (17'-6" EACH) WITH 19'-2" CLEAR ROADWAY ON TIMBER DECK ON TIMBER JOISTS ON TIMBER CAPS ON TIMBER PILES LOCATED AT THE SITE OF THE PROPOSED BRIDGE SHALL BE REMOVED. THE EXISTING BRIDGE IS PRESENTLY POSTED FOR LOAD LIMIT. SHOULD THE STRUCTURAL INTEGRITY OF THE BRIDGE DETERIORATE DURING CONSTRUCTION OF THE PROPOSED BRIDGE, A LOAD LIMIT MAY BE POSTED AND MAY BE REDUCED AS FOUND NECESSARY DURING THE LIFE OF THE PROJECT.

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED IN A MANNER THAT PREVENTS DEBRIS FROM FALLING INTO THE WATER. THE CONTRACTOR SHALL SUBMIT DEMOLITION PLANS FOR REVIEW AND REMOVE THE BRIDGE IN ACCORDANCE WITH ARTICLE 402-2 OF THE STANDARD SPECIFICATIONS.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH 'HEC 18- EVALUATING SCOUR AT BRIDGES'.

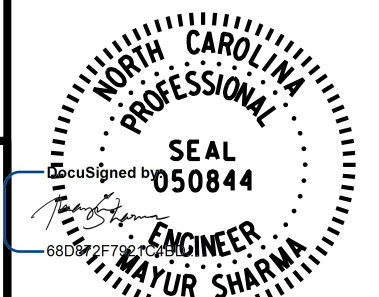
FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

ASPHALT WEARING SURFACE IS INCLUDED IN ROADWAY QUANTITY ON ROADWAY PLANS.

PROJECT NO. BP1.R021.1
MARTIN COUNTY
STATION: 13+33.50 -L-

SHEET 3 OF 4

BRIDGE NO. 570025



7/6/2026

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING
LOCATION SKETCH,
GENERAL NOTES AND
TOTAL BILL OF MATERIAL

REVISIONS

NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO.

S-3

TOTAL

SHEETS

16

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