



- LOCATION SKETCH -

TOTAL BILL OF MATERIAL

	CONSTRUCTION, MAINTENANCE & REMOVAL OF TEMP. ACCESS	REMOVAL OF EXISTING STRUCTURE	ASBESTOS ASSESSMENT	3'-6" Ø DRILLED PIERS NOT IN SOIL	3'-6" Ø DRILLED PIERS IN SOIL	PERMANENT STEEL CASING FOR 3'-6" Ø DRILLED PIER	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL
	LUMP SUM	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	EA.	LUMP SUM	CU. YDS	LUMP SUM	LBS.	LBS.
SUPERSTRUCTURE										LUMP SUM		
END BENT NO. 1									32.2		3,142	
BENT NO. 1				43.4	39.4	28.7	1		27.5		13,574	2,790
BENT NO. 2				21.7	52.0	52.0	1		27.8		13,297	2,708
END BENT NO. 2								LUMP SUM	23.2		3,043	
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	65.1	91.4	80.7	2	LUMP SUM	110.7	LUMP SUM	33,056	5,498

TOTAL BILL OF MATERIAL (CONT'D)

TOTAL BILL OF MATERIAL (CONT'D)												
	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	HP 12x53 STEEL PILES		2 BAR METAL RAIL	1'-2" x 2'-9½" CONCRETE PARAPET	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTOMERIC BEARINGS	3'-0" x 1'-9" PRESTRESSED CONCRETE CORED SLABS		3'-0" x 2'-0" PRESTRESSED CONCRETE CORED SLABS	
	EA.	NO.	LIN. FT.	LIN FT.	LIN FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.	NO.	LIN. FT.
SUPERSTRUCTURE				264.12	279.12			LUMP SUM	20	650	10	750
END BENT NO. 1	5	5	100									
BENT NO. 1												
BENT NO. 2												
END BENT NO. 2	5	5	100			35	40					
TOTAL	10	10	200	264.12	279.12	35	40	LUMP SUM	20	650	10	750

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.

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.

IN AS MUCH AS THE PAINT SYSTEM OF THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COST RESULTING FROM COMPLIANCE WITH APPLICABLE STATE OR FEDERAL REGULATIONS PERTAINING TO HANDLING OF MATERIALS CONTAINING LEAD BASED PAINT SHALL BE INCLUDED IN THE BID PRICE FOR "REMOVAL OF EXISTING STRUCTURE."

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 21 FT ± (LEFT) AND 5 FT ± (RIGHT) AT END BENT NO. 1 AND 20 FT ± (LEFT AND RIGHT) AT END BENT NO. 2 OF THE 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 SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE 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 THE DIFFERENCE BETWEEN THE EXISTING 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 BRIDGE IN ACCORDANCE TO ARTICLE 402-2 O THE STANDARD SPECIFICATIONS.

THE EXISTING STRUCTURE #740009 CONSISTING OF THREE (3) STEEL I-BEAM SPANS 1 @ 45'-3", 1 @ 45'-0", 1 @ 40'-8" WITH A CLEAR ROADWAY WIDTH OF 13'-5", WITH AN ASPHALT WEARING SURFACE, WITH SUBSTRUCTURES CONSISTING OF STEEL H-PILE ABUTMENTS AND STEEL H-PILE BENT CAPS WITH H-PILES INCASED IN CONCRETE SPREAD FOOTINGS LOCATED AT THE PROPOSED BRIDGE SHALL BE REMOVED. THE EXISTING BRIDGE IS CURRENTLY POSTED FOR A 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.

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

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

FOR ASBESTOS ASSESSMENT, SEE SPECIAL PROVISIONS.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON APPROXIMATE GROUND ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.



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DRAWN BY : C.P. MALAGON DATE : 08/2025
CHECKED BY : E.C. PHELPS DATE : 08/2025
DESIGN ENGINEER OF RECORD: W.K. FISCHER DATE : 09/2025

9/15/2025
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DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

PROJECT NO. **BP14-R038**

POLK

COUNTY

STATION: **13+52.50 -L1-**

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE OVER NORTH
PACOLET RIVER ON SR 1102
(PEARSON FALLS RD)
BETWEEN US 176 AND SR 110
(FORK CREEK RD)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-4
1			3			TOTAL SHEETS
2			4			32