

TOTAL BILL OF MATERIAL											
	REMOVAL, STAGING, DEMOLITION AND CONSTRUCTION OF STRUCTURE AT STA. 13+70.81 -L-	ASBESTOS ASSESSMENT	PILE EXCAVATION IN SOIL	PILE EXCAVATION NOT IN SOIL	2'-6"Ø DRILLED PIERS	PERMANENT STEEL CASING FOR 2'-6"Ø DRILLED PIER	PERMANENT STEEL CASING FOR 3'-6"Ø DRILLED-IN PILE	CSL TESTING	UNCLASSIFIED STRUCTURE EXCAVATION @ STA. 13+70.81 -L-	CLASS A CONCRETE	BRIDGE APPROACH SLABS
	LUMP SUM	LUMP SUM	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LUMP SUM	CU. YDS.	LUMP SUM
SUPERSTRUCTURE											
END BENT 1										21.5	
BENT 1			40	127			28.0	1		21.0	
BENT 2										21.0	
END BENT 2					168.0	54.0				41.9	
TOTAL	LUMP SUM	LUMP SUM	40	127	168.0	54.0	28.0	1	LUMP SUM	105.4	LUMP SUM

	REINFORCING STEEL	SPIRAL REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP12x53 STEEL PILES	PILE DRIVING EQUIPMENT SETUP FOR PP 24x0.50 GALVANIZED STEEL PILES	HP 12x53 STEEL PILES		PP 24x0.50 GALVANIZED STEEL PILES		CONCRETE BARRIER RAIL WITH MOMENT SLAB	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	
	LBS.	LBS.	EACH	EACH	NO.	LIN. FT.	NO.	LIN. FT.	LIN. FT.	LIN. FT.	TONS	SQ. YDS.	LUMP SUM	NO.	LIN. FT.
SUPERSTRUCTURE									18.11	278.92				19	855
END BENT 1	2,659		7		7	140					101	112			
BENT 1	3,708			4			4	195							
BENT 2	3,708														
END BENT 2	16,125	2,902													
TOTAL	26,200	2,902	7	4	7	140	4	195	18.11	278.92	101	112	LUMP SUM	19	855

DESIGN DISCHARGE:	2,900 CFS
FREQUENCY OF DESIGN FLOOD:	25 YRS.
DESIGN HIGH WATER ELEVATION:	1,730.1
DRAINAGE AREA:	19.4 SQ. MI.
BASE DISCHARGE (Q100):	4,200 CFS
BASE HIGH WATER ELEVATION:	1,731.9

OVERTOPPING DISCHARGE: 17,950 CFS
 FREQUENCY OF OVERTOPPING FLOOD: 1000+ YRS.
 *OVERTOPPING FLOOD ELEVATION: 1,746.8
 *SAG AT -L- STA. 12+92.70

DRAWN BY : J. SCACCA DATE : 01/2025
 CHECKED BY : M. ACOSTA DATE : 01/2025
 DESIGN ENGINEER OF RECORD: M. ACOSTA DATE : 03/2026

6/2/2026
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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 EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

THE EXISTING STRUCTURE CONSISTING OF (1) 45'-0" SPAN WITH A CLEAR ROADWAY OF APPROXIMATELY 30 FEET AND SUPPORTED BY REINFORCED CONCRETE ABUTMENTS AND AN INTERIOR PILE BENT WITH H-PILES AND A CONCRETE CAP AND FOOTING SHALL BE REMOVED. SEE SPECIAL PROVISIONS.

REMOVAL OF THE EXISTING BRIDGE SHALL BE PERFORMED SO AS NOT TO ALLOW DEBRIS TO FALL 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.

ALL MATERIALS REMOVED FROM THE BRIDGE SHALL BE RETAINED AND DELIVERED TO THE NCDOT MAINTENANCE YARD AS DIRECTED BY THE ENGINEER. SEE SPECIAL PROVISIONS.

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.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA ON SHEET 1 OF 4 SHALL BE EXCAVATED FOR A DISTANCE FROM THE CENTERLINE OF ROADWAY 30'± LEFT AND 30'± (RIGHT) AT END BENT 1. THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR UNCLASSIFIED STRUCTURE EXCAVATION, SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

THE NUMBER AND LINEAR FEET OF PP 24 x 0.5 GALVANIZED STEEL PILES IS FOR NEWLY INSTALLED PILES ONLY. NO ADDITIONAL PAYMENT WILL BE MADE FOR PIPE PILES TO BE RETAINED FROM THE TEMPORARY CONSTRUCTION. FOR ADDITIONAL INFORMATION FOR PIPE PILES TO BE REUSED, SEE SPECIAL PROVISION 'REMOVAL, STAGING, DEMOLITION AND CONSTRUCTION OF BRIDGE AT STA. 13+70.81 -L-'.
-L-

THE LINEAR FEET OF 3'-0" X 1-9" PRESTRESSED CONCRETE CORED SLAB UNITS IS FOR NEWLY FABRICATED CORED SLAB UNITS ONLY. NO ADDITIONAL PAYMENT WILL BE MADE FOR CORED SLABS TO BE REUSED FROM THE TEMPORARY CONSTRUCTION. FOR ADDITIONAL INFORMATION FOR CORED SLABS TO BE REUSED, SEE SPECIAL PROVISION "REMOVAL, STAGING, DEMOLITION AND CONSTRUCTION OF BRIDGE AT STA. 13+70.81 -L-".

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 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.

FOR ASBESTOS ASSESSMENT, SEE SPECIAL PROVISIONS.

FOR REMOVAL, STAGING, DEMOLITION AND CONSTRUCTION OF BRIDGE AT STA. 13+70.81 -L-, SEE SPECIAL PROVISIONS.

FOR TEMPORARY TIMBER MATS, SEE SPECIAL PROVISIONS.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE "STANDARD NOTES" SHEET.

FOR INTERIOR BENT 1, ONLY PARTIAL GALVANIZING OF THE PILES IS REQUIRED. SEE INTERIOR BENT SHEET(S) FOR REQUIRED GALVANIZED LENGTHS. PAYMENT FOR PARTIALLY GALVANIZED PILES WILL BE MADE UNDER THE CONTRACT UNIT PRICE FOR GALVANIZED STEEL PILES.

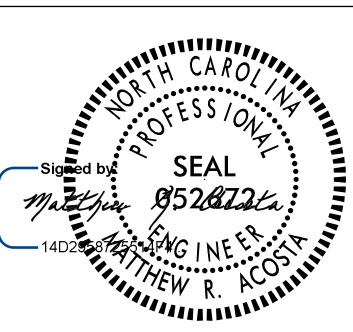
FOR LIMITS OF TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE TRAFFIC CONTROL PLANS. FOR PAY ITEM
FOR TEMPORARY SHORING FOR MAINTENANCE OF TRAFFIC, SEE ROADWAY PLANS.

SHEET PILING FOR TEMPORARY SHORING SHALL BE HOT ROLLED.

FOR MOMENT SLAB LAYOUT AND DETAILS, SEE ROADWAY PLANS.

STATION: 13+70.81 -L-

SHEET 4 OF 4



6/4/2026

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

FOR BRIDGE ON BIG HUNGRY RD.
(SR 1802) OVER HUNGRY RIVER
BETWEEN LANDWOOD LN. AND
ENGLISH HEIFER COVE RD.

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