

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TENTATIVE
LETTING LIST OF BRIDGES AND CULVERTS IN RALEIGH CENTRAL OFFICE
HIGHWAY LETTINGS AS OF SEPTEMBER 10, 2018**

TIP Number	County	Clear Roadway	Approx. Span And Total Lengths	Structure Type	Letting Date
I-5798	Mecklenburg			Bridge Rehab	9/18/2018
R-3822	Halifax	55'-6"	2@85', 1@100', 2@70' = 410'	54" PCG	9/18/2018
R-3825B	Johnston	87'-0"	3@125' = 375'	72" MBT PCG	9/18/2018
R-5734A	Macon			culverts	9/18/2018
U-4405	Cumberland	34'-0"	1@105'	54" PCG	9/18/2018
U-5725	Halifax		S 6' x 6' x 154' RCBC	RCBC	9/18/2018
U-5840	Henderson		S 9'-7" x 6'-6" Alum. Structural Plate Arch Culvert	Alum. Arch	9/18/2018
B-4746	Forsyth	41'-0"	1@160'	Std Pl Gdr	10/16/2018
I-5852A	GUILFORD		Bridge Preservation	Rehab	10/16/2018
I-5952	Forsyth		Pavement Rehab	Bridge Rehabs (7)	11/20/2018
B-5388	Alleghany	32'-0"	1@100', 1@115', 1@100' = 315'	63" MBT	12/18/2018
U-5606	Pitt		Retaining Walls	Walls	12/18/2018
U-5833	Rutherford		Retaining Walls	Walls	12/18/2018
B-4438	Brunswick	31'-0"	1@105'	39" BBU	1/15/2019
U-2519BA	Cumberland	52'-0"	2@106' = 212'	54" PCG	1/15/2019
U-2519BA	Cumberland	40'-0"	2@112' = 224'	54" PCG	1/15/2019
U-2519BA	Cumberland	48'-0"	Duals 1@80', 2@120' = 320'	Dual 63" MBT	1/15/2019
U-2519BA	Cumberland	94'-0"	1@130', 1@125' = 255'	72" MBT	1/15/2019
U-2519BB	Cumberland	87'-0"	2@100' = 200'	54" PCG	1/15/2019
R-1015	Craven	32'-0"	1@80', 1@90' = 170'	54" PCG	2/19/2019
R-1015	Craven	38' & 30'	Dual 1@110', 1@97' = 215'	Dual 63" MBT PCG	2/19/2019
R-1015	Craven	52'-0"	1@97', 1@103' = 200'	54" PCG	2/19/2019
R-1015	Craven	46' & 55'	Dual 1@70', 1@80', 1@75' = 230'	Dual 54" PCG	2/19/2019
R-1015	Craven	40'-0"	Dual 12@135' = 1620'	Dual 72" MBT PCG	2/19/2019
R-1015	Craven	40'-0"	Dual 7@135' = 945'	Dual 72" MBT PCG	2/19/2019
R-1015	Craven	38' & 55'	Dual 1@68', 1@95', 1@68' = 230'	Dual 54" PCG	2/19/2019
R-1015	Craven	48' & 40'	Dual 1@117', 1@96' = 213'	Dual 63" MBT PCG	2/19/2019
R-1015	Craven	38'-0"	Dual 1@53', 1@125', 1@53' = 230'	Dual 63" MBT PCG	2/19/2019
B-4414	Beaufort	40'-0"	3@50' = 150'	36" PCG	3/19/2019
B-4968	Lee	38'-0"	1@170', 1@260', 1@170' = 600'	Std Pl Gdr	3/19/2019
B-4979	Yadkin	39'-10"	2@60' = 120'	24" CSU	3/19/2019

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P-5720	Wake	65'-0"	1@117'	54" PCG	3/19/2019
R-2530B	Stanly		S 6' x 8' RCBC	RCBC	3/19/2019
R-2530B	Stanly		D 11' x 9' RCBC	RCBC	3/19/2019
R-2530B	Stanly		S 9' x 7' RCBC	RCBC	3/19/2019
R-2530B	Stanly		D 9' x 5' RCBC	RCBC	3/19/2019
R-2530B	Stanly		S 7' x 7' RCBC	RCBC	3/19/2019
R-2530B	Stanly		S 8' x 7' RCBC	RCBC	3/19/2019
R-2530B	Stanly		D 9' x 6' RCBC	RCBC	3/19/2019
B-4590	New Hanover	47'-0"	1@75', 2@100' = 275'	54" PCG	4/16/2019
B-4916	Bertie	40'-0"	1@80'	24" CSU	4/16/2019
B-4962	Orange	32'-0"	1@80', 1@100', 1@85' = 265'	54" PCG	4/16/2019
B-5326	Wake	51'-0"	1@40', 1@70', 1@40' = 150'	21" & 24" CSU	4/16/2019
B-5356	Guilford	162'	1@30', 1@60', 1@45' = 135'	36" PCG	4/16/2019
R-2582A	Northampton		T 8' x 7' x 120' RCBC	RCBC	4/16/2019
R-2582A	Northampton	38'-0"	Dual 1@128'	Dual 72" MBT PCG	4/16/2019
R-2582A	Northampton	46'-0"	Dual 1@88'	Dual 54" PCG	4/16/2019
R-2582A	Northampton	46'-0"	Dual 1@103'	Dual 63" MBT PCG	4/16/2019
R-2582A	Northampton		T 9' x 9' x 120' RCBC	RCBC	4/16/2019
R-5021	Brunswick	32'-7"	Dual 3@104' = 311'-5"	Dual 54" PCG	4/16/2019
R-5021	Brunswick	84'-9"	1@140'-8"	72" MBT PCG	4/16/2019
R-5021	Brunswick	72'-0"	1@120'-6"	72" MBT PCG	4/16/2019
B-4593	Pamlico	32'-0"	1@55', 1@50', 1@55' = 160'	36" PCG	5/21/2019
B-4635	Sampson	40'-0"	3@55' = 165'	36" BBU	5/21/2019
B-5130	Wake	37'-10"	1@85'	33" BBU	5/21/2019
B-5302	Beaufort	68'-0"	1@75'-9", 1@109', 1@61' = 245'-9"	45" PCG	5/21/2019
B-5389	Yadkin	40'-0"	4@115' = 460'	63" MBT	5/21/2019
I-4700A	Buncombe	146'-0"	1@74'-6", 1@85'-9" = 160'-3"	54" PCG	5/21/2019
I-4700A	Buncombe	70'-0"	1@68'	45" PCG	5/21/2019
I-4700A	Buncombe	70'-0"	1@68'	45" PCG	5/21/2019
I-5746C	Mecklenburg		Bridge Preservation	Bridge Rehab	5/21/2019
I-5746D	Mecklenburg		Bridge Preservation	Bridge Rehab	5/21/2019
I-5746E	Mecklenburg		Bridge Preservation	Bridge Rehab	5/21/2019
B-4484	Craven	31'-0"	4@100' = 400'	54" PCG	6/18/2019
B-4484	Craven	30'-0"	6@100' = 600'	54" PCG	6/18/2019
B-4571	Lincoln				6/18/2019
B-4654	Wake	55'-0"	1@88', 1@95' = 183'	54" PCG	6/18/2019
B-5713	Guilford				6/18/2019
I-4400BB	Henderson				6/18/2019
I-4400C	Henderson	36'-0"	1@100', 1@100' = 200'	54" PCG	6/18/2019

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I-4400C	Henderson	137'	1@68', 1@110', 1@68' = 246'	63" MBT	6/18/2019
I-4400C	Henderson	137'	1@63', 1@91', 1@60' = 214'	54" PCG	6/18/2019
I-4400C	Henderson	40'-0"	1@107', 1@102' = 210'-7"	54" PCG	6/18/2019
P-5715	Wake	69'-0"	1@123'-9"	54" MBT	6/18/2019
P-5725	Cabarrus		Station Platform		6/18/2019
P-5726	Rowan		Station Platform		6/18/2019
Y-4810K	Cabarrus	36'-0"	1@114', 2@125', 1@114' = 478'	72" MBT	6/18/2019
I-5994	Durham		Bridge Preservation		8/20/2019
I-5995	Durham		Bridge Preservation		8/20/2019
B-5980	Nash				9/17/2019
I-5711	Alamance	35' LL/RL	Widen 1@36', 2@74'-9", 1@35' = 221'	Std Pl Gdr	9/17/2019
W-5600	Johnston	44'-0"	Dual 1@97'	Dual 54" PCG	9/17/2019
W-5600	Johnston	53'-6"	2@97' = 195'	54" PCG	9/17/2019
W-5600	Johnston		D 10' x 6' RCBC	RCBC	9/17/2019
W-5600	Johnston		D 10' x 7' RCBC	RCBC	9/17/2019
B-4863	Carteret				10/15/2019
B-5531	Cleveland				10/15/2019
B-5694	Bladen				10/15/2019
B-4676	Wilkes	42'-0"	2 @ 91'-2" = 182'-5"	33" BB	12/17/2019
B-4786	Pitt	38'-0"	1@75', 1@70', 4@65', 1@70', 1@75' = 550'	45" PCG	12/17/2019
B-5612					5/19/2020