

NOTES

ASSUMED LIVE LOAD = 90 PSF

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

THIS BRIDGE IS LOCATED IN SEISMIC ZONE 1.

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

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA, ON SHEET 1 OF 4, SHALL BE EXCAVATED FOR A DISTANCE OF 25 FT 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.

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. EXISTING BRIDGE SHALL BE REMOVED ENTIRELY EXCEPT THAT ALL INTERIOR BENTS SHALL BE RETAINED AND REUSED.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50 AND PAINTED WITH SYSTEM 1 OR GALVANIZED IN ACCORDANCE WITH THE STRUCTURAL STEEL COATINGS PROGRAM AND SECTION 442-8 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

COATING APPLICATION FOR ALL STRUCTURAL STEEL SHALL NOT BE PERFORMED UNTIL SHOP FABRICATION INCLUDING CUTTING, DRILLING AND WELDING HAS BEEN COMPLETED.

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.

ALL TIMBER AND LUMBER MEMBERS SHALL BE TREATED SOUTHERN PINE AND CONFORM TO SECTION 1082 OF THE STANDARD SPECIFICATIONS.

ALL TIMBER DIMENSIONS SHOWN ON THE PLANS ARE NOMINAL DIMENSIONS.

WHEN FIELD CUTTING TIMBER MEMBERS, TREAT NEWLY EXPOSED SURFACES WITH EITHER A BITUMINOUS ASPHALT-BASED ROOFING CEMENT, COPPER NAPHTHENATE PASTE, OR APPROVED PRESERVATIVE SYSTEM BEFORE INSTALLING.

WORK BRIDGES OR TEMPORARY CAUSEWAYS THAT IMPACT THE STREAM WILL NOT BE ALLOWED. IF THE CONTRACTOR WISHES TO USE THE REMNANT BRIDGE OR NEW BRIDGE SPANS FOR TOP-DOWN CONSTRUCTION, CRANE LOADS MSUT BE SUBMITTED TO STRUCTURES MANAGEMENT FOR EVALUATION.

TREAT ALL DRILLED OR NEWLY EXPOSED HOLES IN TIMBER MEMBERS BY PUMPING WITH BITUMINOUS ASPHALT-BASED ROOFING CEMENT, OR APPROVED PRESERVATIVE SYSTEM BEFORE INSTALLING HARDWARE.

PRE-DRILL HOLES IN TIMBER AND LUMBER MEMBERS ACCEPTING BOLTS TO ELIMINATE SPLITTING.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

FOR GROUT FOR STRUCTURES, SEE SPECIAL PROVISIONS.

ALL HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATION, UNLESS OTHERWISE NOTED ON THE PLANS.

DO NOT DRIVE LAG/STRUCTURAL SCREWS WITH A HAMMER, SCREW OR TORQUE LAG/STRUCTURAL SCREWS.

SCREWS SHALL PROVIDE SUFFICIENT LENGTH SO THAT SCREW SHANK WILL PENETRATE RECEIVING MEMBERS.

FOR TIMBER BRIDGE RAIL AND TIMBER BRIDGE DECK SYSTEMS, SEE TIMBER BRIDGE SUPERSTRUCTURE ON STEEL BEAMS SPECIAL PROVISION.

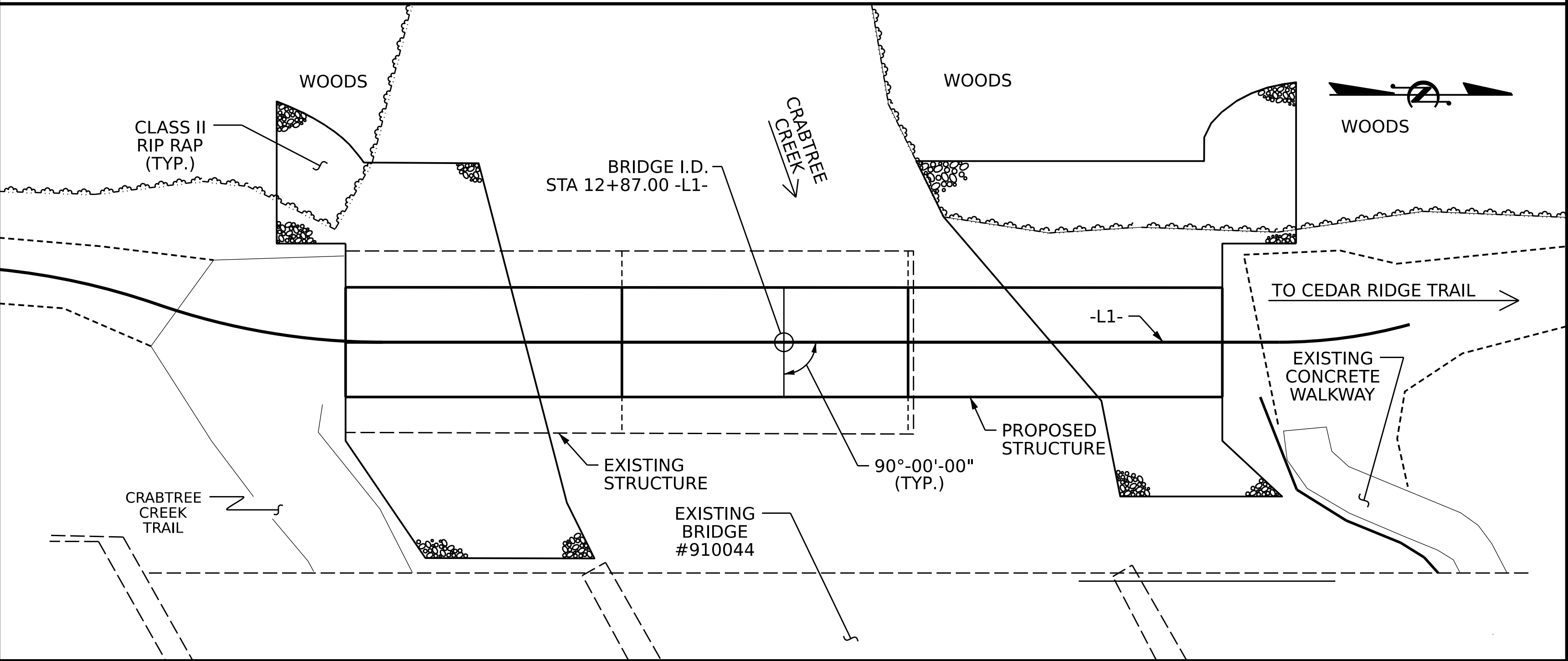
FOR ASBESTOS ASSESSMENT,SEE SPECIAL PROVISIONS.

INASMUCH AS THE PAINT SYSTEM ON THE EXISTING STRUCTURAL STEEL CONTAINS LEAD, THE CONTRACTOR'S ATTENTION IS DIRECTED TO ARTICLE 107-1 OF THE STANDARD SPECIFICATIONS. ANY COSTS 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 AT STATION 12+87.00 -L-".

HYDRAULIC DATA

DRAINAGE AREA = 76.6 SQ. MI.  
BASE DISCHARGE (Q100) = 10,800 SQ. MI.

B.M. GPS-2 NORTHING 2081669.865 EASTING 762645.0495 ELEVATION 259.155 FT DATUM NAVD88



LOCATION SKETCH

TOTAL BILL OF MATERIAL

	UNCLASSIFIED STRUCTURE EXCAVATION	REMOVAL OF EXISTING STRUCTURE @ STA. 12+87.00 -L1-	ASBESTOS ASSESSMENTS	CLASS A CONCRETE	REINFORCING STEEL	APPROX. 10,838 LBS. STRUCTURAL STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12x53 STEEL PILES	HP 12 X 53 STEEL PILES			STEEL PILE POINTS	RIP RAP CLASS II (2'-0" THICK)	GEOTEXTILE FOR DRAINAGE	ELASTO- MERIC BEARINGS	TIMBER DECK SYSTEM	TIMBER BRIDGE RAIL SYSTEM
	LUMP SUM	LUMP SUM	LUMP SUM	CU. YDS.	LBS.	LUMP SUM	No.	No.	LIN. FT.	EACH	TONS	SQ. YDS.	LUMP SUM	LUMP SUM	LIN. FT.	
SUPERSTRUCTURE																117.7
ABUTMENT 1				8.5	1397		4	4	40	4	319	355				
ABUTMENT 2				8.5	1397		4	4	80	4	329	365				
TOTAL	LUMP SUM	LUMP SUM	LUMP SUM	17.0	2794	LUMP SUM	8	8	120	8	648	720	LUMP SUM	LUMP SUM		117.7

PROJECT NO. 30001.WIUM.002

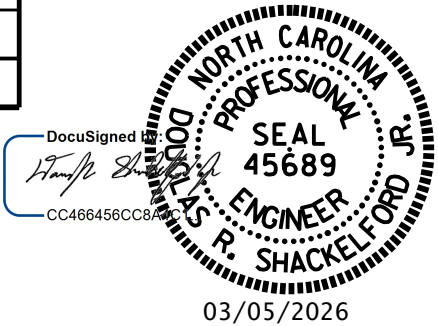
WAKE COUNTY

STATION: 12+87.00 -L-

SHEET 4 OF 4

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

GENERAL DRAWING  
BRIDGE ON SOUTH TURKEY CREEK  
TRAIL OVER CRABTREE CREEK  
BETWEEN CRABTREE CREEK TRAIL  
AND CEDAR RIDGE TRAIL



ASSEMBLED BY: P. BRYANT	DATE : 08/2025
CHECKED BY : D. SHACKELFORD	DATE : 09/2025
DRAWN BY : BNB	4/24
CHECKED BY : JDH	10/24

DOCUMENT NOT CONSIDERED  
FINAL UNLESS ALL  
SIGNATURES COMPLETED

REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
TOTAL SHEETS					5-4
					17

\*\*\*\*\*SYTIME\*\*\*\*\*  
\*\*\*\*\*DGN\*\*\*\*\*  
\*\*\*\*\*USERNAME\*\*\*\*\*