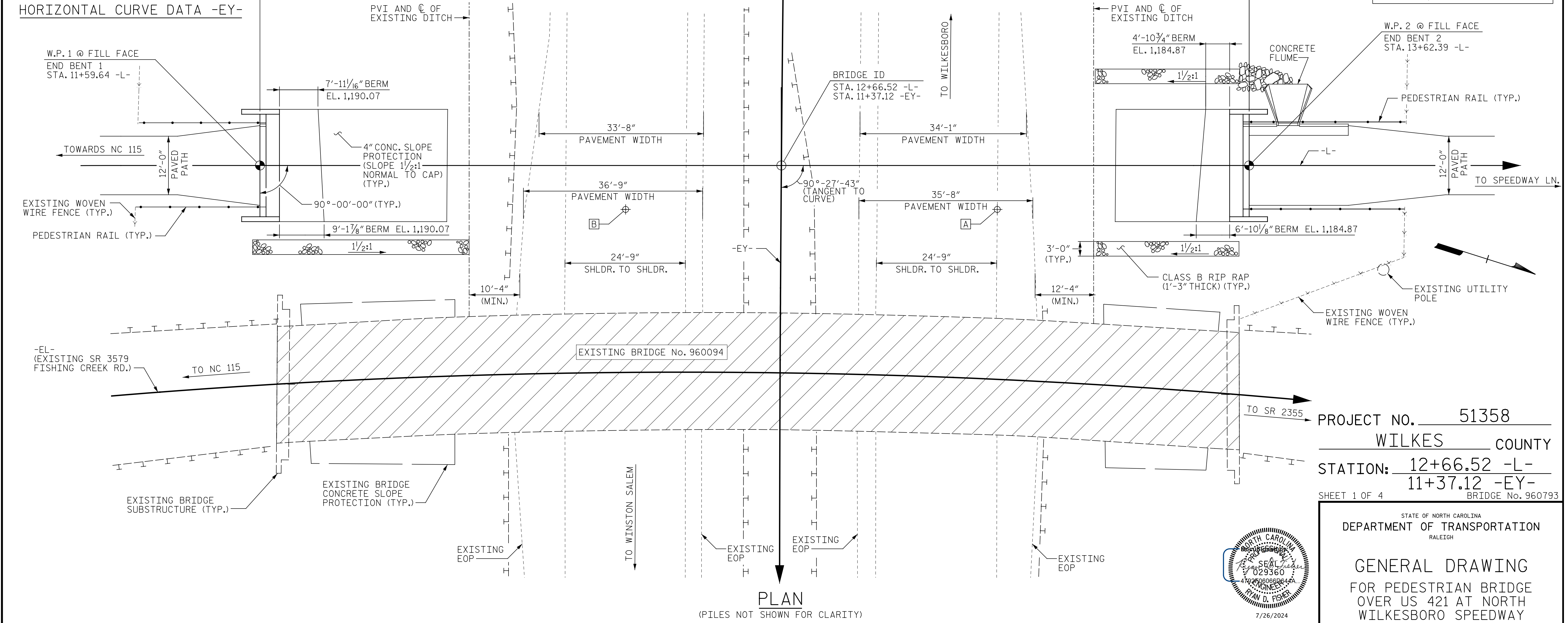
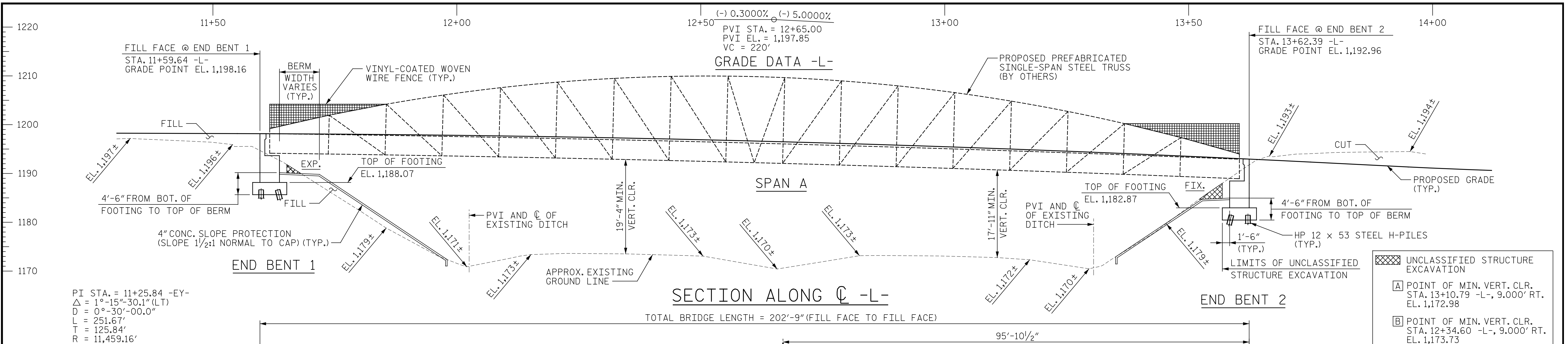


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DRAWN BY:	J. HARRIS	DATE:	06/2024
CHECKED BY:	J. FARNHAM	DATE:	06/2024
DESIGN ENGINEER OF RECORD:	R. FISHER	DATE:	07/2024

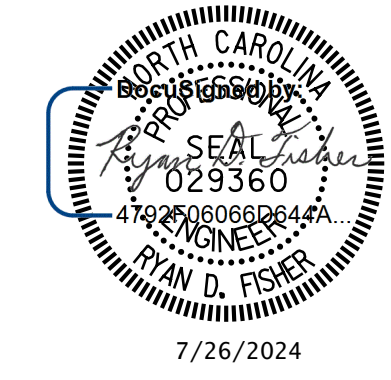


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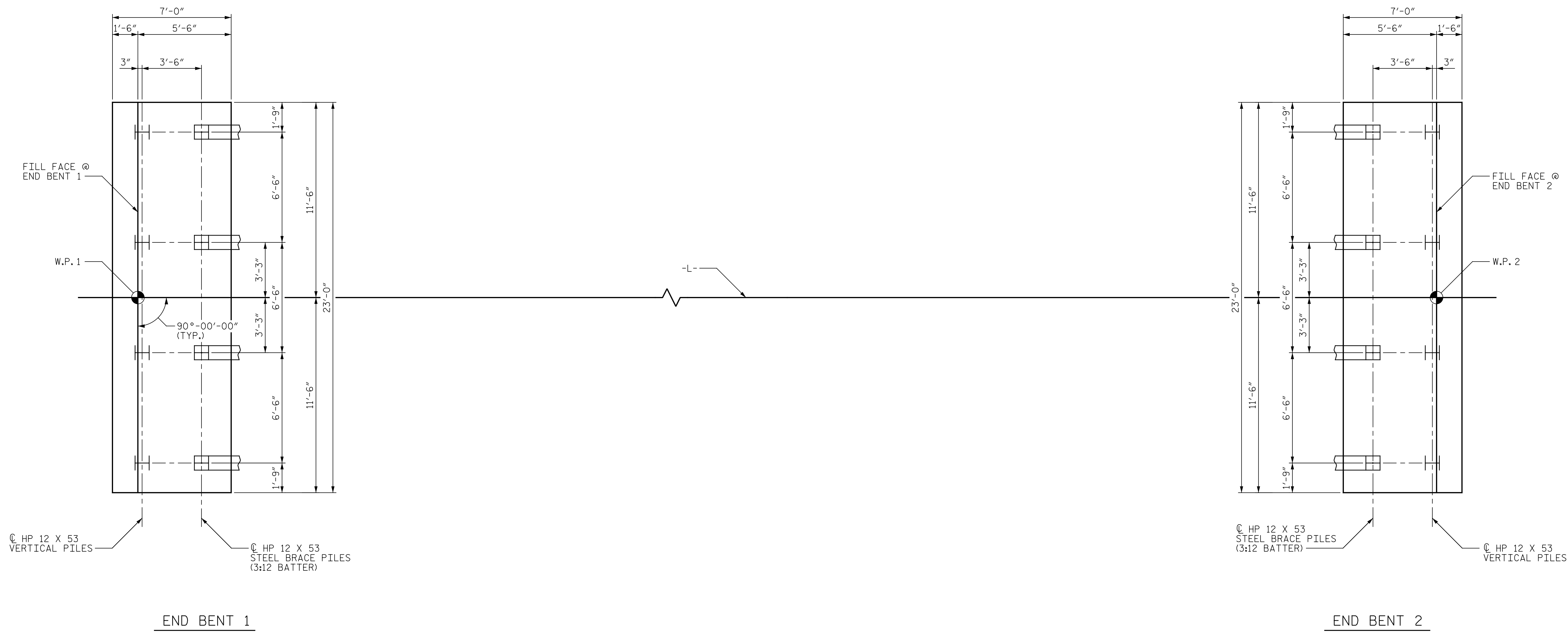
PROJECT NO. 51358  
 WILKES COUNTY  
 STATION: 12+66.52 -L-  
11+37.12 -EY-  
 SHEET 1 OF 4 BRIDGE No. 960793

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**GENERAL DRAWING**  
 FOR PEDESTRIAN BRIDGE  
 OVER US 421 AT NORTH  
 WILKESBORO SPEEDWAY



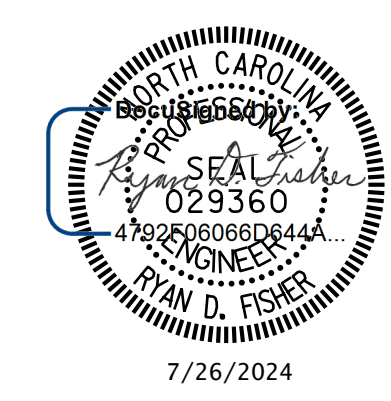
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**NOTES:**  
 FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.



**FOUNDATION LAYOUT PLAN**  
 ALL PILES ARE HP X 53 STEEL PILES

PROJECT NO. 51358  
WILKES COUNTY  
 STATION: 12+66.52 -L-  
11+37.12 -EY-  
 SHEET 2 OF 4



STATE OF NORTH CAROLINA  
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 RALEIGH  
**GENERAL DRAWING**  
 FOR PEDESTRIAN BRIDGE  
 OVER US 421 AT NORTH  
 WILKESBORO SPEEDWAY

DRAWN BY : J. PARROTT DATE : 07/2024  
 CHECKED BY : R. FISHER DATE : 07/2024  
 DESIGN ENGINEER OF RECORD : R. FISHER DATE : 07/2024



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 P-2  
 TOTAL SHEETS  
 11

**SUMMARY OF PILE INFORMATION/INSTALLATION**

(Blank entries indicate item is not applicable to structure)

End Bent / Bent No, Pile(s) #(-#) (e.g., "Bent 1, Piles 1-5")	Number of Piles per Line	Factored Resistance per Pile KIPS	Pile Cut-Off (Top of Pile) Elevation FT	Estimated Pile Length per Pile FT	Scour Critical Elevation FT	Driven Piles			Predrilling for Piles **			Drilled-In Piles		
						Minimum Pile Tip (Tip No Higher Than) Elevation FT	Required Driving Resistance (RDR)* per pile KIPS	Pile Redrives Quantity EACH	Predrilling Length per Pile LIN FT	Predrilling Elevation (Elevation Not To Predrill Below) FT	Maximum Predrilling Diameter INCHES	Pile Excavation (Bottom of Hole) Elevation FT	Pile Excavation Not In Soil per Pile LIN FT	Pile Excavation In Soil per Pile LIN FT
End Bent 1, Piles 1-8	4	160	1186.57	65			270							
End Bent 2, Piles 1-8	4	160	1181.37	75			270							
<b>TOTAL QUANTITY:</b>														

\*  $RDR = \frac{\text{Factored Resistance} + \text{Factored Drag Load} + \text{Factored Dead Load}}{\text{Dynamic Resistance Factor}} + \text{Nominal Drag Load Resistance} + \text{Nominal Resistance from Scourable Material}$

\*\* Predrilling for Piles is required for end bents/bents with a predrilling length and at the Contractor's option for end bents/bents with predrilling information but no predrilling length.

**PILE DESIGN INFORMATION**

(Blank entries indicate item is not applicable to structure)

End Bent / Bent No, Pile(s) #(-#) (e.g., "Bent 1, Piles 1-5")	Factored Axial Load per Pile KIPS	Factored Drag Load per Pile KIPS	Factored Dead Load * per Pile KIPS	Dynamic Resistance Factor	Nominal Drag Resistance per Pile KIPS	Nominal Scour Resistance per Pile KIPS
End Bent 1, Piles 1-8	160			0.6		
End Bent 2, Piles 1-8	160			0.6		

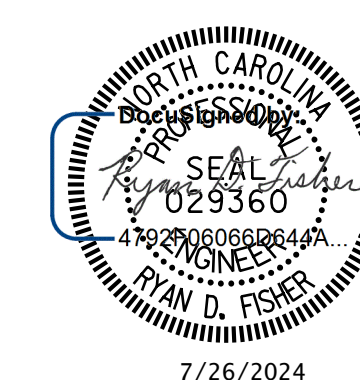
\* Factored Dead Load is factored weight of pile above the ground line.

**NOTES:**

1. The Pile Foundation Tables are based on the bridge substructure design and foundation recommendations sealed by a North Carolina Professional Engineer (Cheng Wang, #048123) on 07-19-2024.
2. Total Pile Driving Equipment Setup quantity (not shown in Pile Foundation Tables) equals the number of driven piles, i.e., the number of piles with a Required Driving Resistance.
3. The Engineer may adjust the quantity for DPT Testing and Pipe Pile Plates when necessary.

PROJECT NO. 51358  
WILKES COUNTY  
 STATION: 12+66.52 -L-  
11+37.12 -EY-

SHEET 3 OF 4



STATE OF NORTH CAROLINA  
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 RALEIGH

**GENERAL DRAWING**  
 FOR PEDESTRIAN BRIDGE  
 OVER US 421 AT NORTH  
 WILKESBORO SPEEDWAY

DRAWN BY : J. HARRIS DATE : 07/2024  
 CHECKED BY : R. FISHER DATE : 07/2024  
 DESIGN ENGINEER OF RECORD : R. FISHER DATE : 07/2024

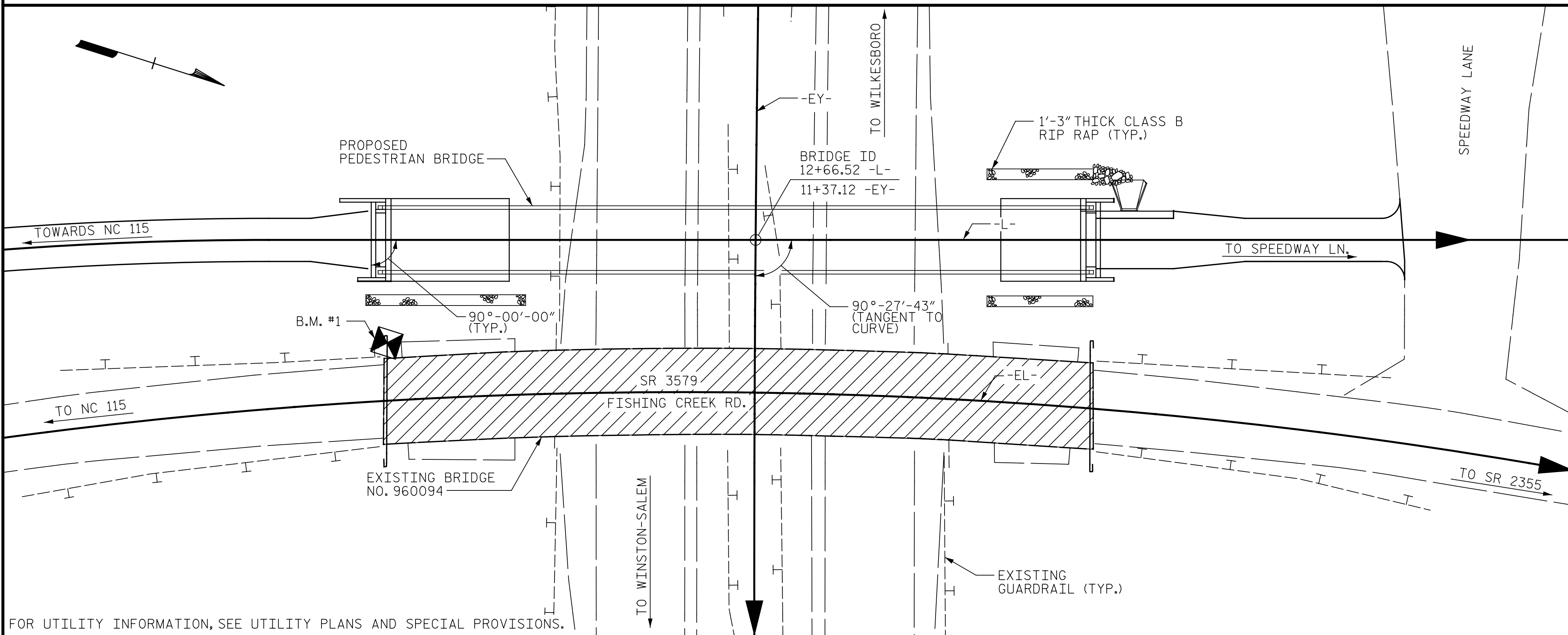


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B.M. #1 CHISELED SQUARE IN S.W. CORNER OF WINGWALL 28'-8" RT. OF -L- STA. 11+64.01, ELEV. 1,197.54



LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS.

NOTES:

EACH END BENT WAS DESIGNED TO CARRY A VERTICAL DEAD LOAD OF 262.2 KIPS AND VERTICAL LIVE LOAD OF 152.4 KIPS. A PREFABRICATED BRIDGE WITH LARGER LOADS WILL NECESSITATE THE VERIFICATION OF THE END BENT DESIGN.

THE END BENTS HAVE 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.

FOR ELEVATION(S) AND CLEARANCE(S) SHOWN ON THE PLANS AT THE POINT(S) OF MINIMUM VERTICAL CLEARANCE ARE FROM THE BEST INFORMATION AVAILABLE. PRIOR TO BEGINNING BRIDGE CONSTRUCTION, VERIFY THE ELEVATION(S) ON THE EXISTING PAVEMENT AND CHECK THE CLEARANCE. REPORT ANY VARIATIONS TO THE ENGINEER. ANY PLAN REVISIONS NECESSARY TO ACHIEVE THE REQUIRED MINIMUM VERTICAL CLEARANCE WILL BE PROVIDED BY THE DEPARTMENT.

FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.

THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.

THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 20 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 EXCAVATION. SEE SECTION 412 OF THE STANDARD SPECIFICATIONS.

FOR EROSION CONTROL MEASURES, SEE EROSION CONTROL PLANS.

PLANS COORDINATION: THESE STRUCTURAL DRAWINGS SHALL BE USED IN CONJUNCTION AND COORDINATED WITH SITE PLANS AND THE PRE-ENGINEERED BRIDGE MANUFACTURER'S PLANS. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO COMMENCING WITH CONSTRUCTION.

FOR PREFABRICATED PEDESTRIAN BRIDGE, SEE SPECIAL PROVISIONS.

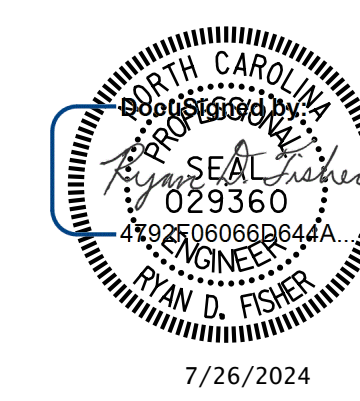
FOR FOAM JOINT SEALS, SEE SPECIAL PROVISIONS.

BEARING DETAILS INCLUDING ANCHOR BOLT SIZE AND SPACING SHALL BE COORDINATED WITH THE BRIDGE MANUFACTURER.

TOTAL BILL OF MATERIAL												
	FOUNDATION EXCAVATION	UNCLASSIFIED STRUCTURE EXCAVATION	REINFORCED CONCRETE DECK SLAB	CLASS A CONCRETE	REINFORCING STEEL	PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES	HP 12 X 53 STEEL PILES		1/2" GALVANIZED STEEL PIPE RAIL	4" SLOPE PROTECTION	FOAM JOINT SEALS	PRE-FABRICATED PEDESTRIAN BRIDGE
	LUMP SUM	LUMP SUM	SQ. FT.	CU. YDS.	LBS.	EA.	NO.	LIN. FT.	LIN. FT.	SY YDS.	LUMP SUM	LUMP SUM
SUPERSTRUCTURE			3,404								LUMP SUM	
END BENT 1	LUMP SUM	LUMP SUM		39.1	5,042	8	8	520	52.67	113		
END BENT 2	LUMP SUM	LUMP SUM		39.1	5,042	8	8	600	66.33	79		
TOTAL	LUMP SUM	LUMP SUM	3,404	78.2	10,084	16	16	1,120	119.00	192	LUMP SUM	LUMP SUM

PROJECT NO. 51358  
WILKES COUNTY  
 STATION: 12+66.52 -L-  
11+37.12 -EY-

SHEET 4 OF 4



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 GENERAL DRAWING  
 FOR PEDESTRIAN BRIDGE  
 OVER US 421 AT NORTH  
 WILKESBORO SPEEDWAY

DRAWN BY: J. HARRIS DATE: 07/2024  
 CHECKED BY: R. FISHER DATE: 07/2024  
 DESIGN ENGINEER OF RECORD: R. FISHER DATE: 07/2024

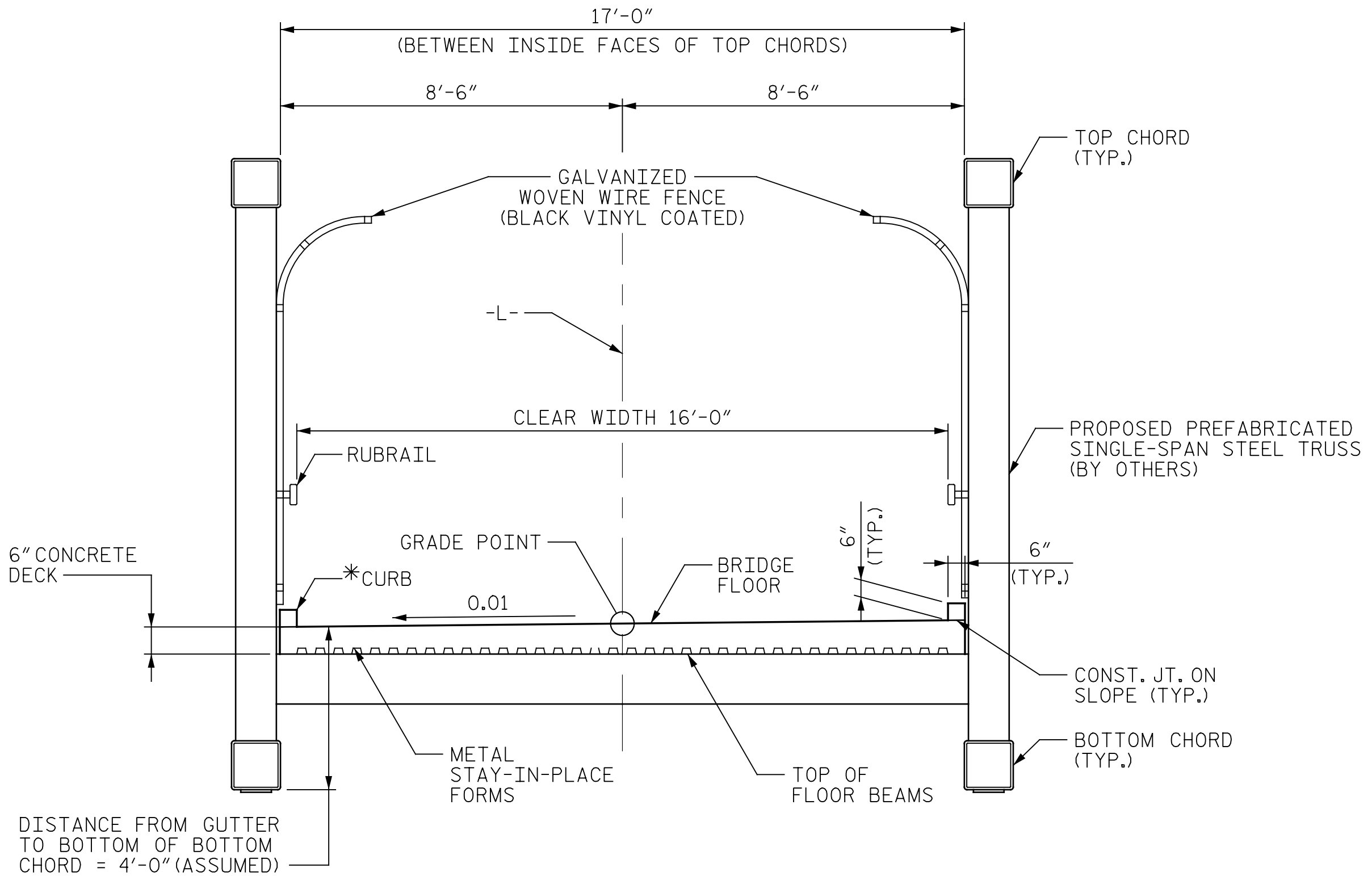


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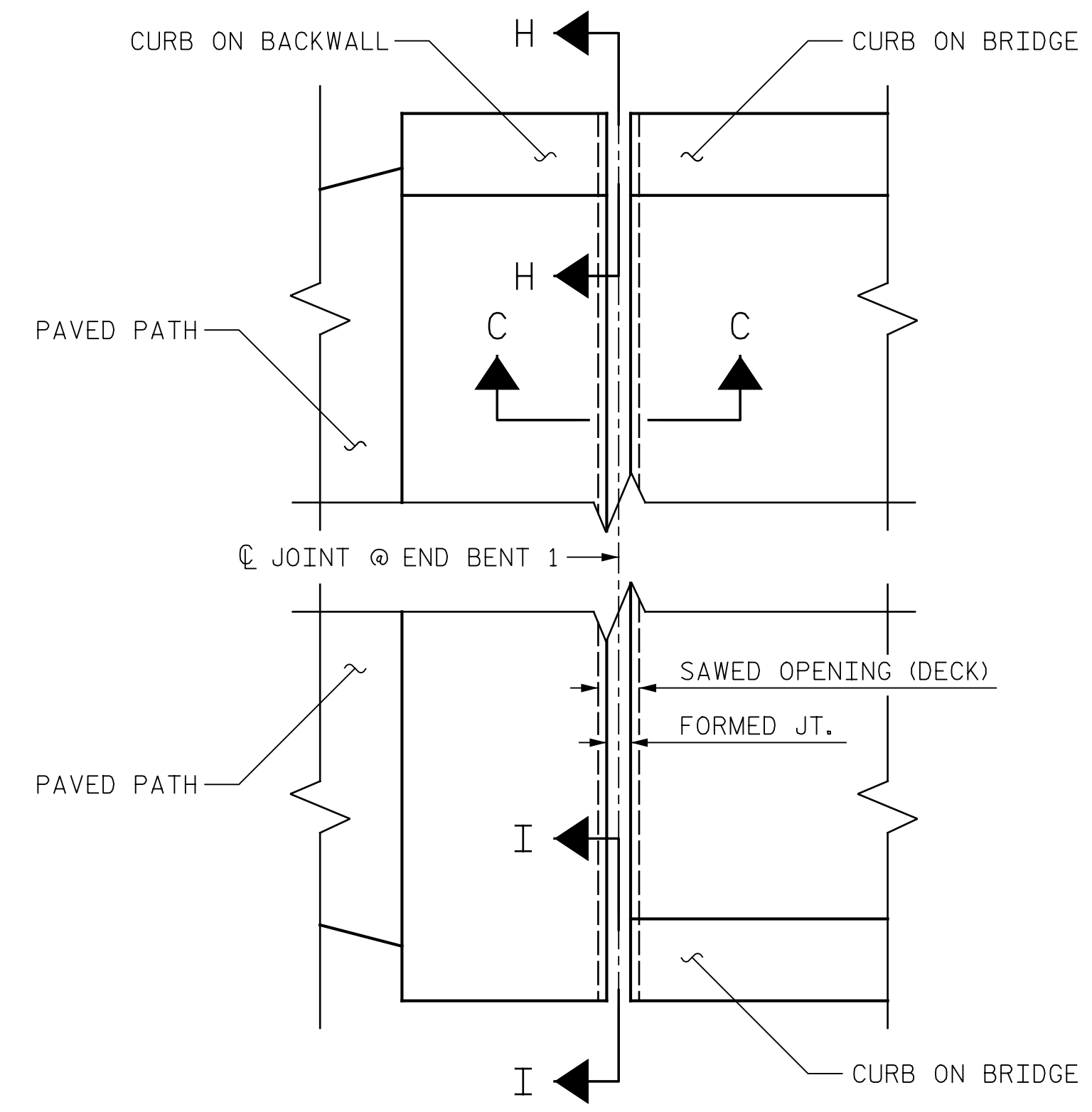
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**BOWSTRING BRIDGE TYPICAL SECTION**

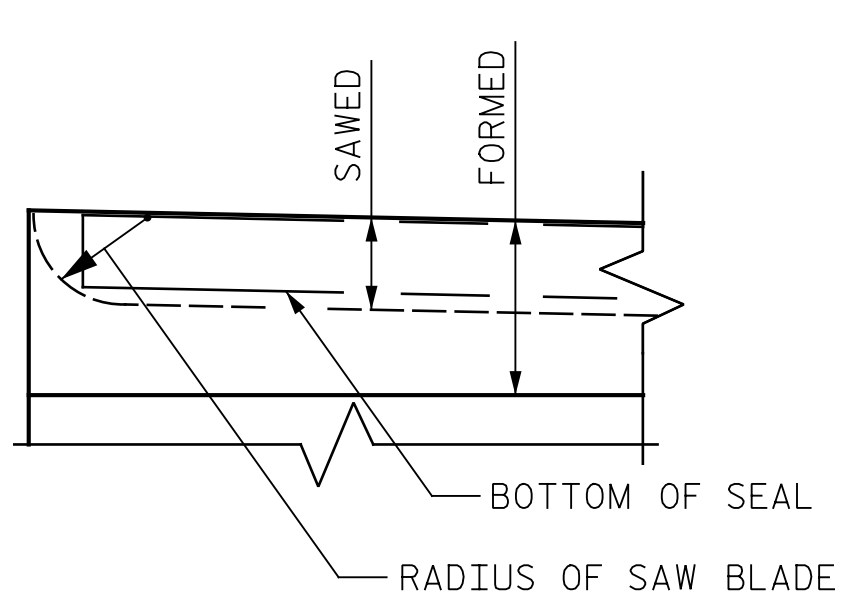
THIS CROSS SECTION DETAIL IS FOR ILLUSTRATION PURPOSES ONLY. THE PREFABRICATED BRIDGE SHALL BE MADE OF STEEL BY A NCDOT APPROVED PREFABRICATED BRIDGE MANUFACTURER.

\* CURBS WILL BE INCIDENTAL TO THE PAY ITEM FOR REINFORCED CONCRETE DECK SLAB. STEEL REINFORCEMENT (DETAILED BY OTHERS) SHALL BE USED TO CONNECT THE CURBS TO THE CONCRETE DECK.

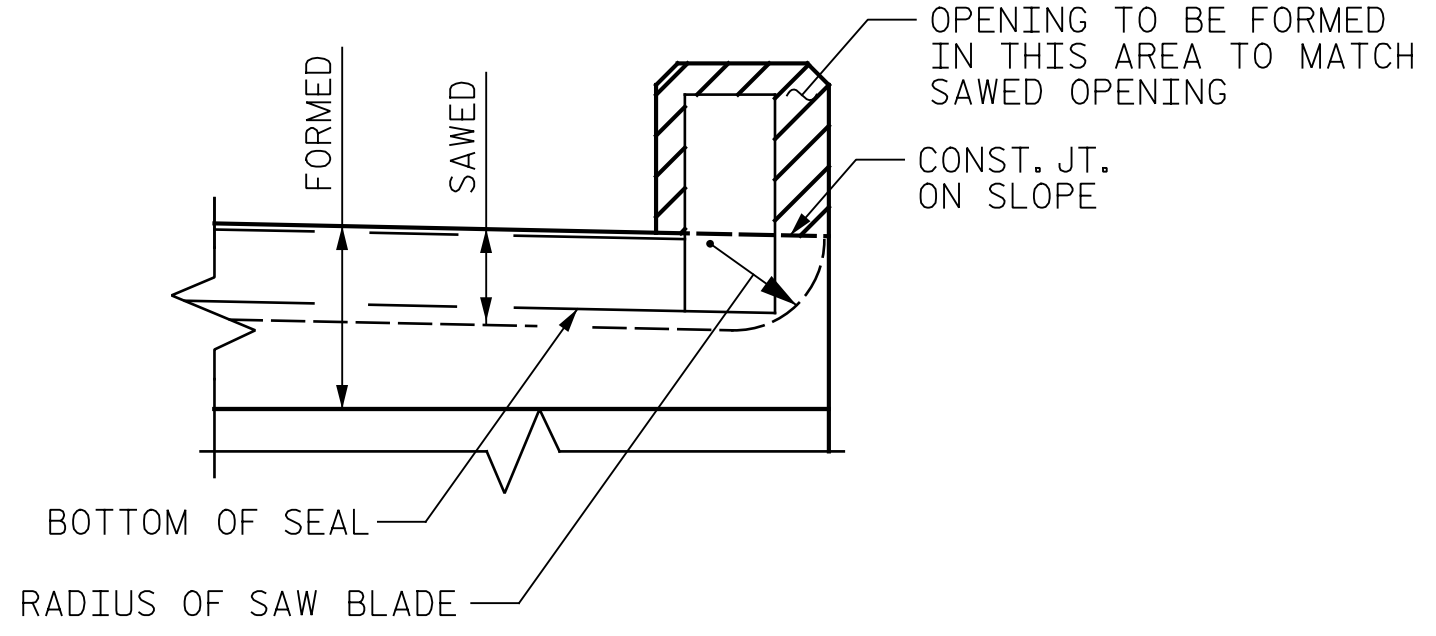


**PLAN OF FOAM JOINT SEAL @ END BENT**

(END BENT 1 SHOWN, END BENT 2 SIMILAR)

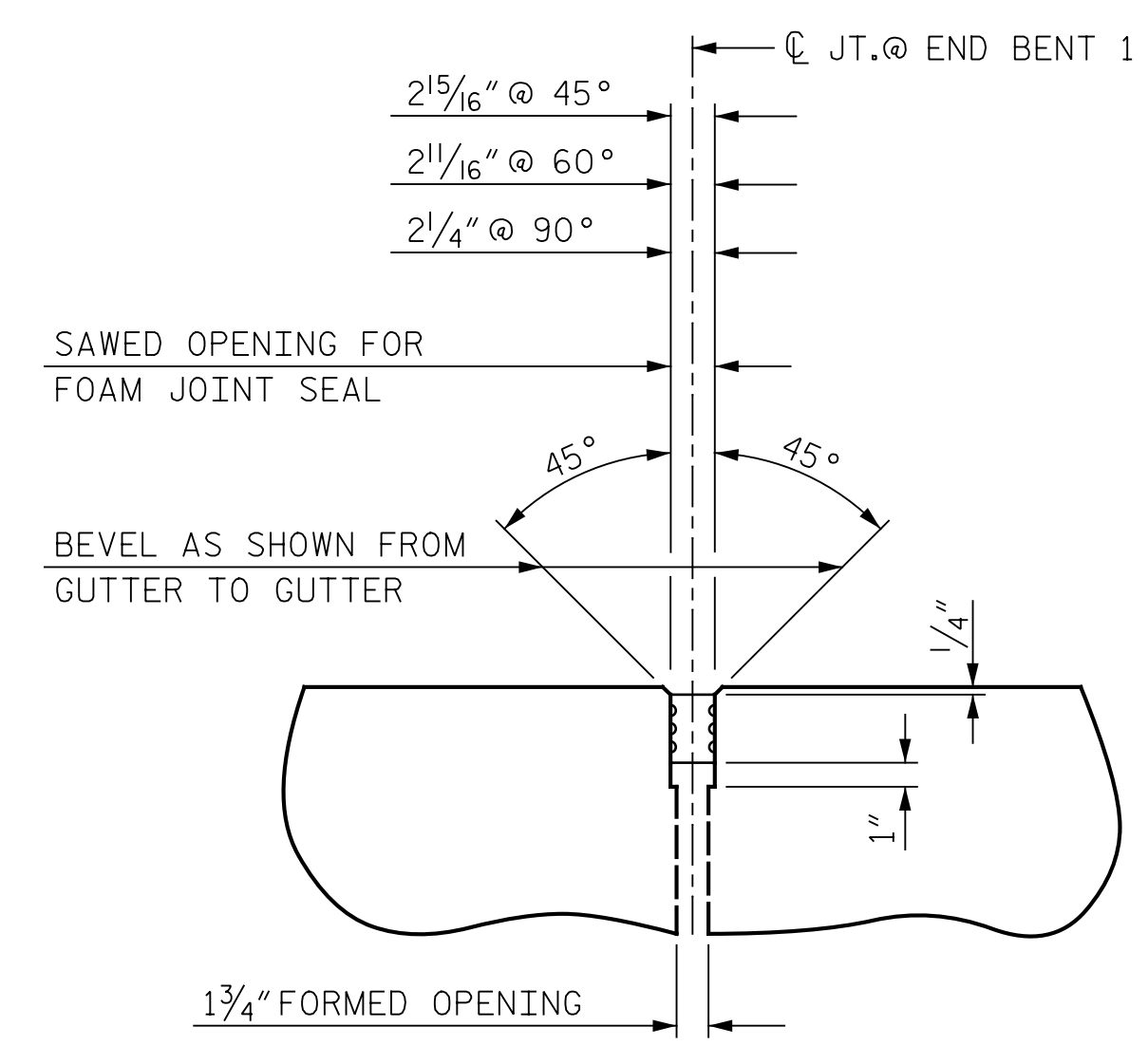


**SECTION I-I**



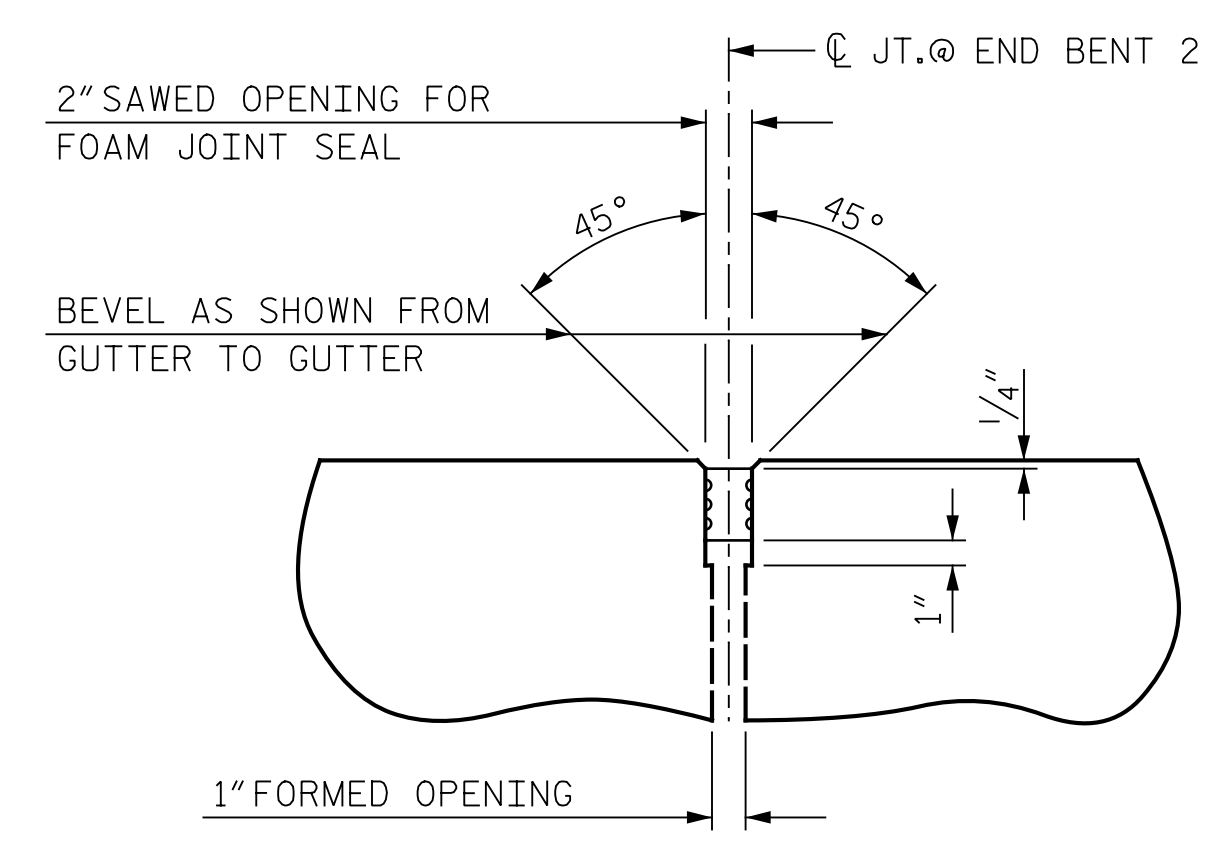
**SECTION H-H**

FOAM JOINT SEAL SHALL BE FACTORY FORMED OR CUT, HEAT WELDED AND TURNED UP PARALLEL TO FACE OF CURB.



**SECTION C-C**

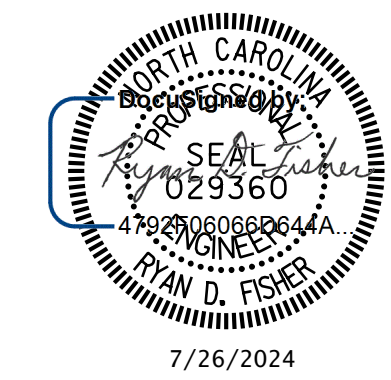
FOAM JOINT SEAL (EXPANSION)



**SECTION C-C**

FOAM JOINT SEAL (FIXED)

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WILKES COUNTY  
 STATION: 12+66.52 -L-



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**TYPICAL SECTION AND  
 FOAM JOINT SEAL  
 DETAILS**

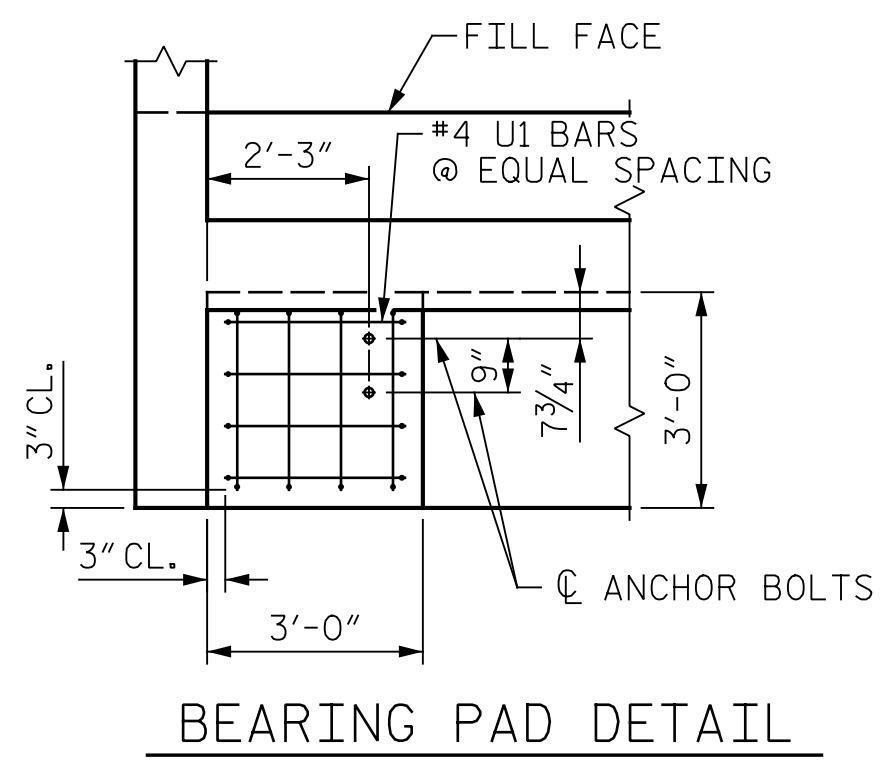
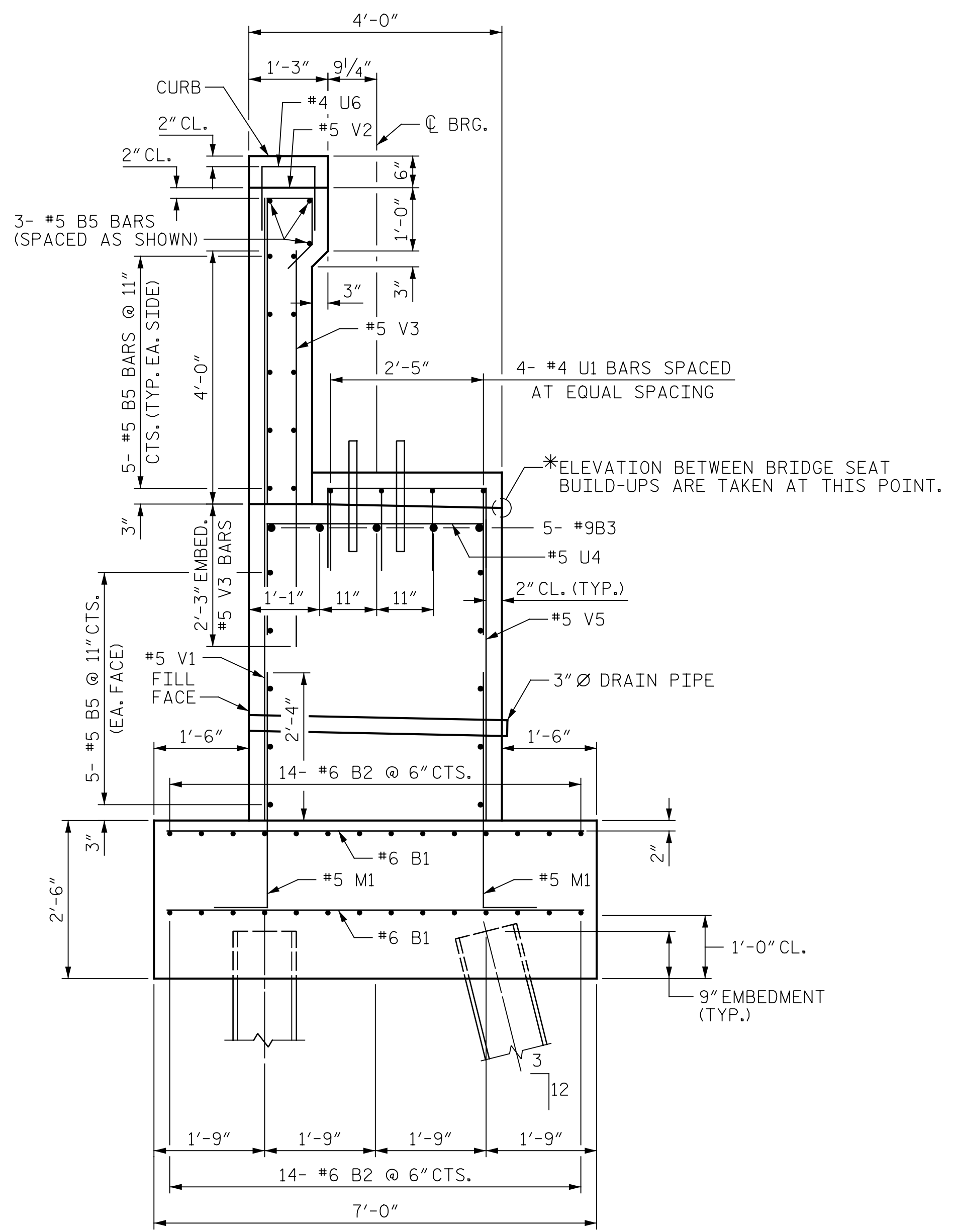
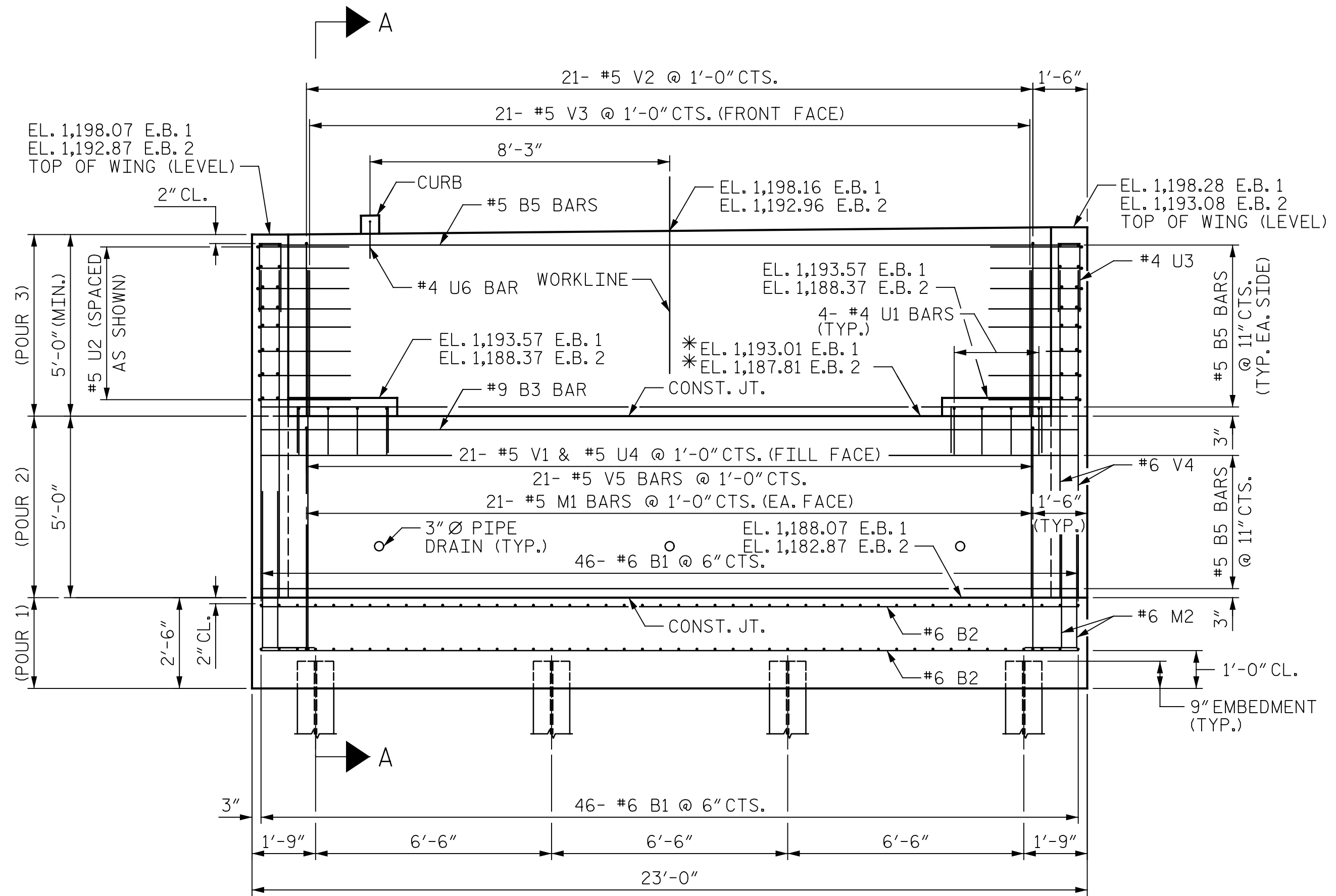
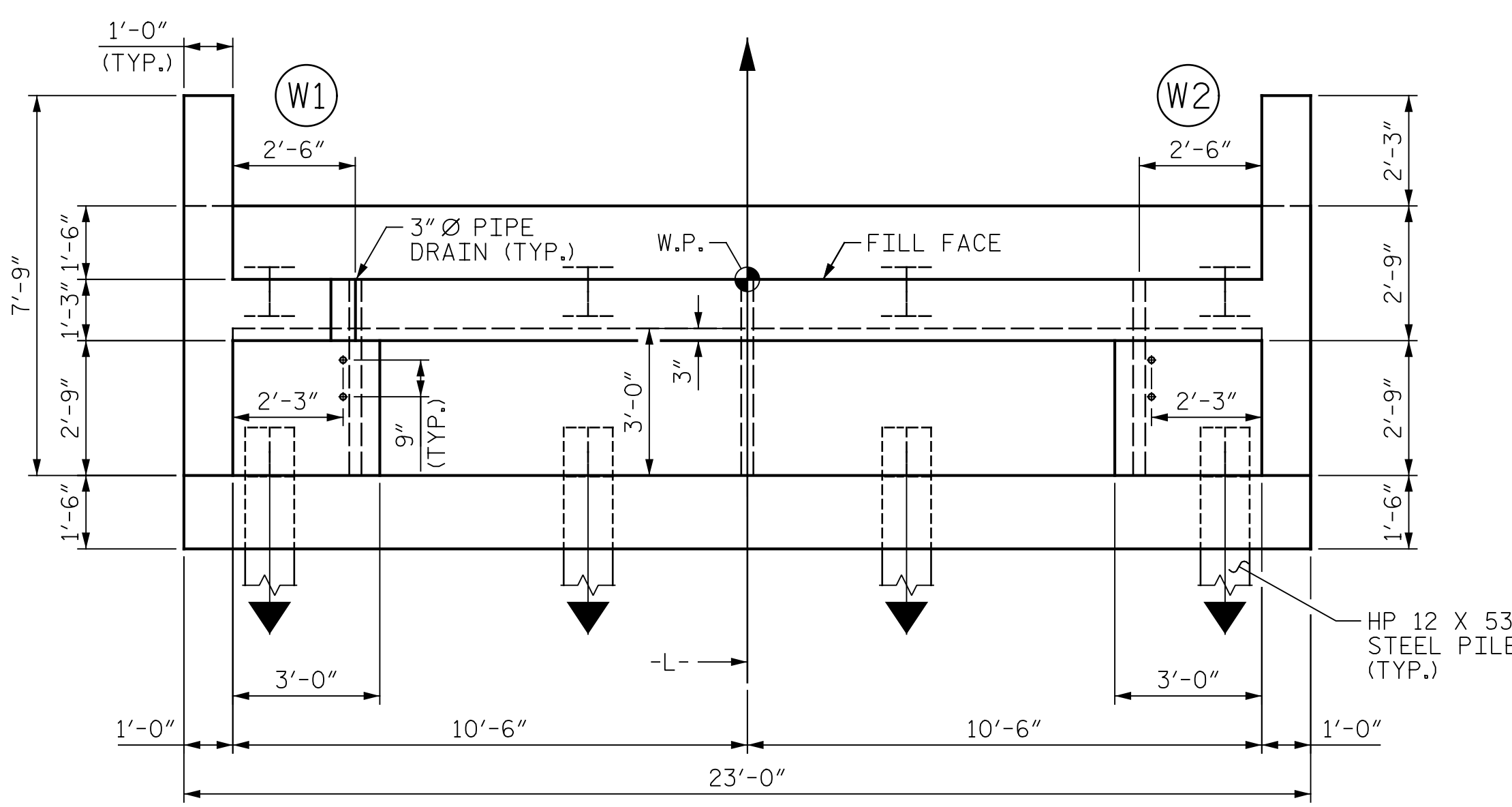
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 DESIGN ENGINEER OF RECORD: R. FISHER DATE: 07/2024



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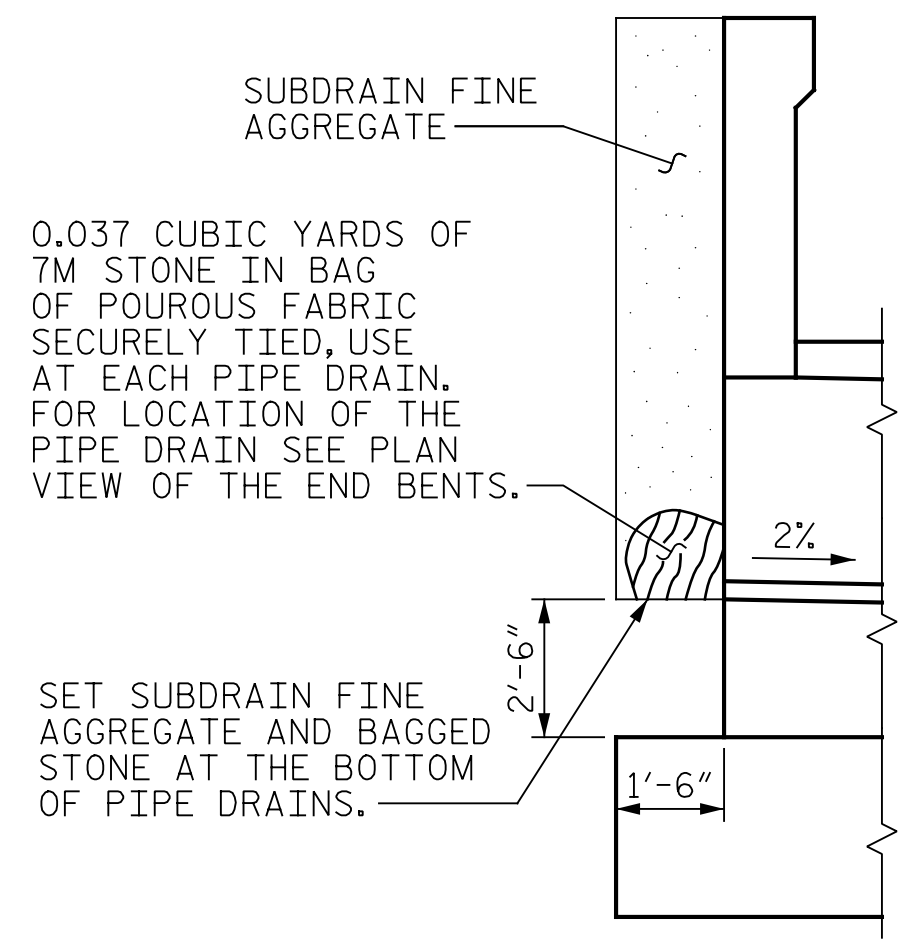
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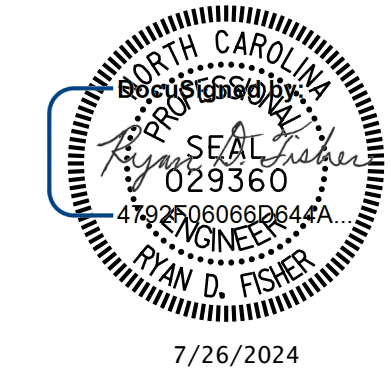
**NOTES**

- STIRRUPS IN CAPS MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
- THE TOP SURFACE OF THE END BENTS SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATION EXCEPT THAT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.
- THE TOP SURFACE OF THE END BENT CAP EXCEPT THE BRIDGE SEAT BUILD-UPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT A RATE OF 2%.
- BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.
- THE BACKWALL AT THE END BENTS SHALL BE PLACED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- BACKWALL AND UPPER PART OF WINGWALLS SHALL BE PLACED AFTER BRIDGE HAS BEEN ERECTED.
- PIPE DRAINS MAY BE SHIFTED SLIGHTLY AS NECESSARY TO CLEAR REINFORCING STEEL AND DOWELS.
- FOR EPOXY PROTECTIVE COATING SEE SPECIAL PROVISIONS.
- SIZE AND LOCATION OF ANCHOR BOLTS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL SIZE AND LOCATION TO BE DETERMINED BY AND COORDINATED WITH THE PREFABRICATED BRIDGE MANUFACTURER.
- CONTRACTOR SHALL FIELD VERIFY EXISTING GRADES PRIOR TO FABRICATION AND SHALL NOTIFY THE ENGINEER IF DISCREPANCIES EXIST.



PROJECT NO. 51358  
WILKES COUNTY  
 STATION: 12+66.52 -L-

SHEET 1 OF 2  
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 SUBSTRUCTURE  
 END BENT 1 AND 2



7/26/2024

DRAWN BY: J. HARRIS DATE: 7/2024  
 CHECKED BY: T. FORD DATE: 7/2024  
 DESIGN ENGINEER OF RECORD: R. FISHER DATE: 7/2024

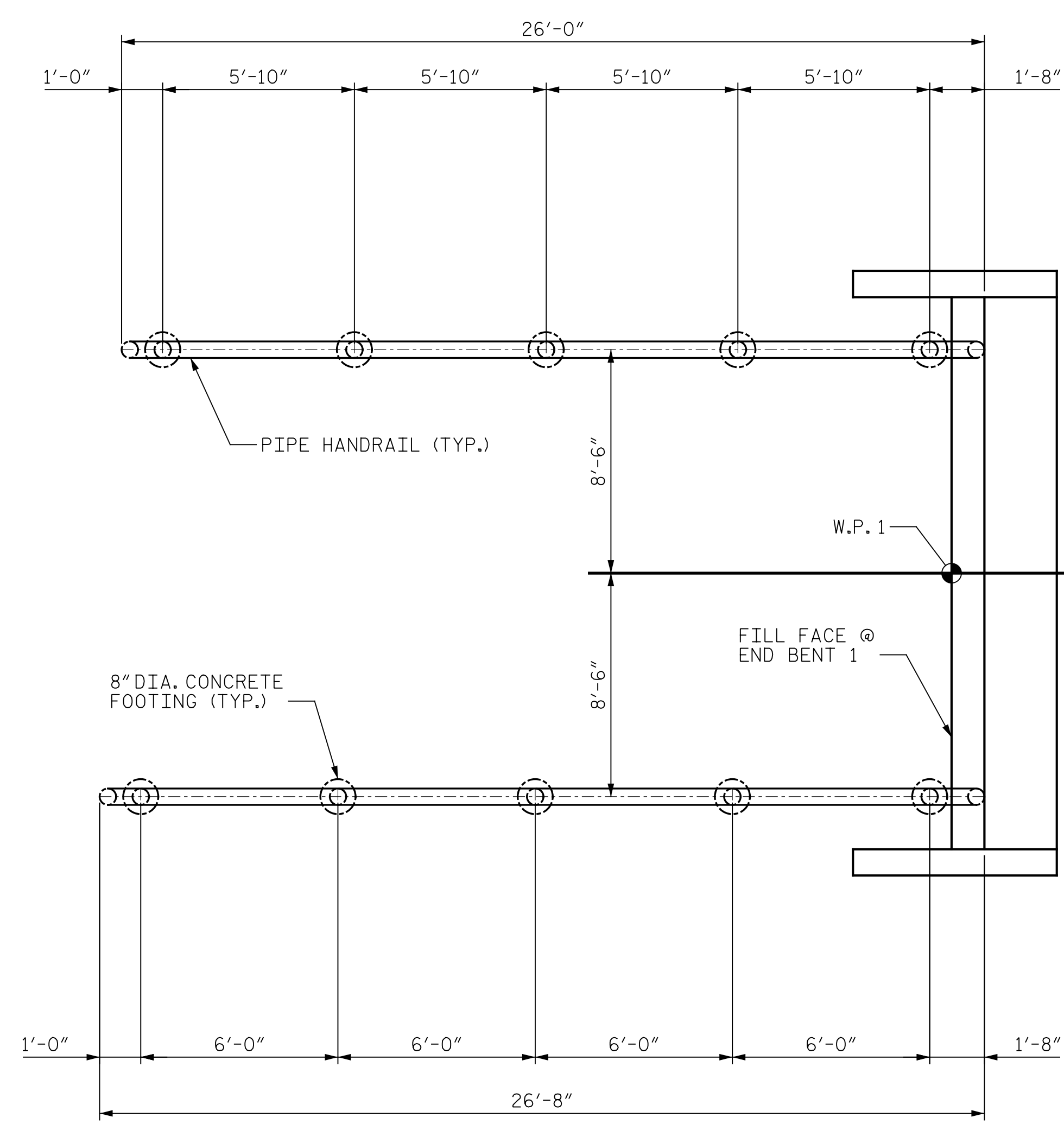


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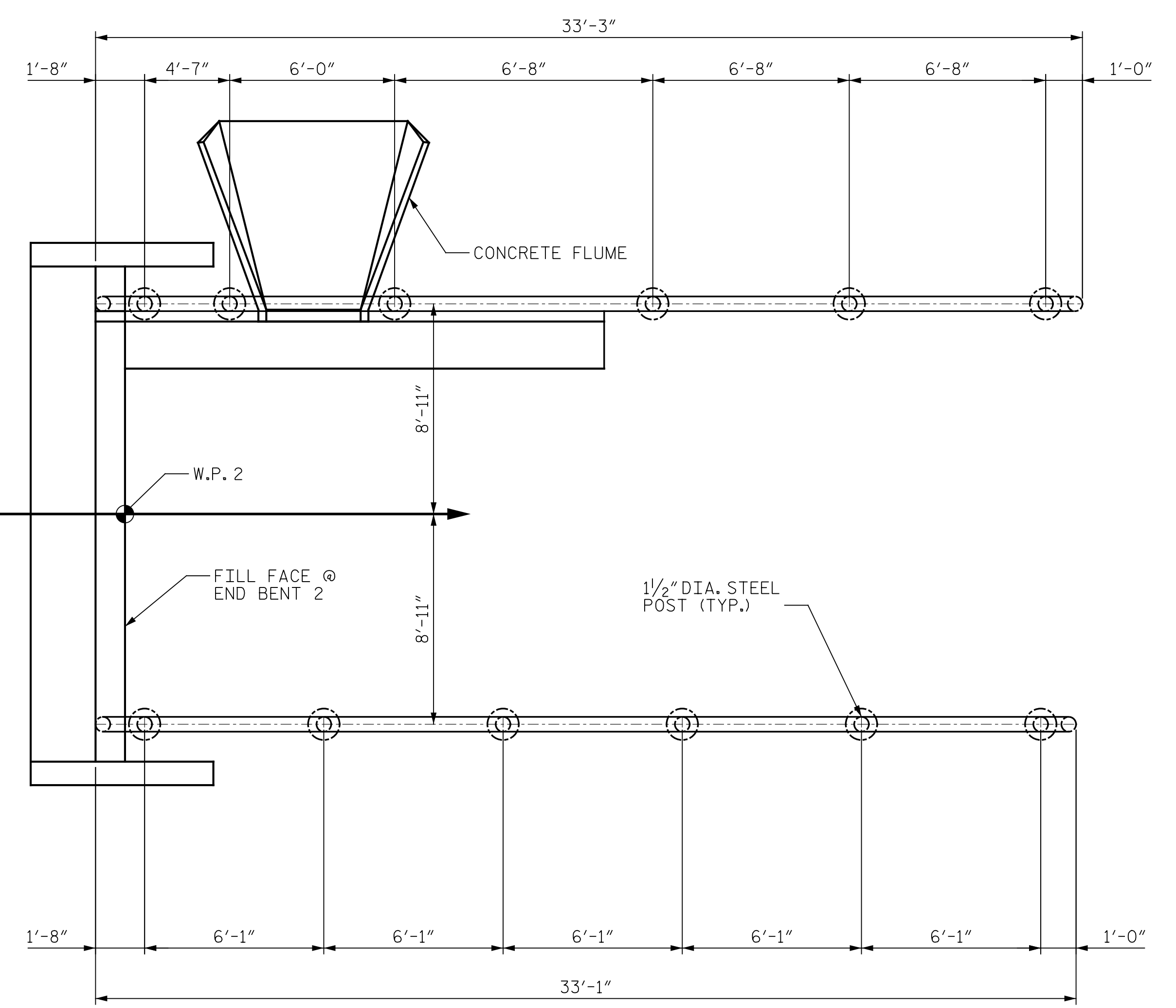
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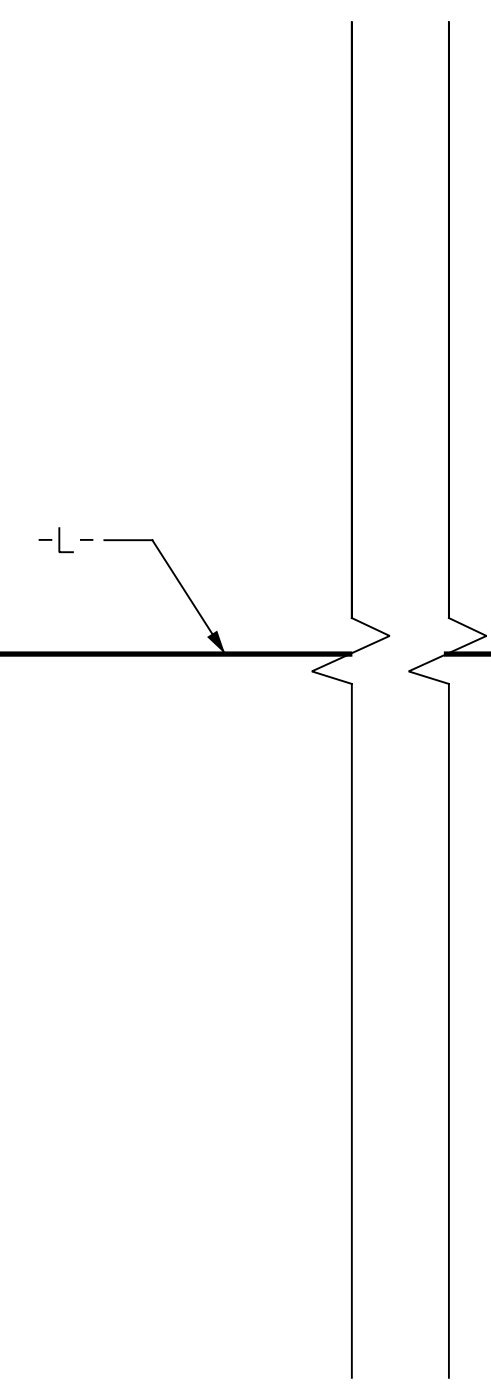
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END BENT 1



END BENT 2

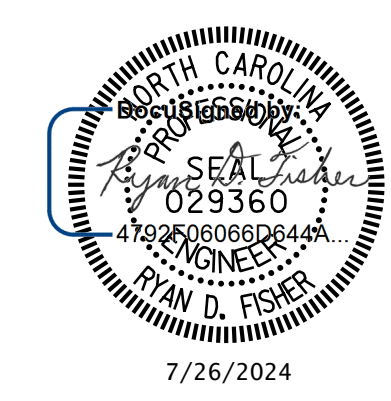


PLAN

1/2" GALVANIZED STEEL PIPE RAIL	
RAIL AT END BENT 1	52.67 LIN. FT.
RAIL AT END BENT 2	66.33 LIN. FT.
TOTAL PAY LENGTH = 119.00 LIN. FT.	

PROJECT NO. 51358  
WILKES COUNTY  
 STATION: 12+66.52 -L-

SHEET 1 OF 2  
 STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH



PIPE HANDRAIL DETAILS

DRAWN BY : J. PARROTT DATE : 06/2024  
 CHECKED BY : R. FISHER DATE : 07/2024  
 DESIGN ENGINEER OF RECORD : R. FISHER DATE : 07/2024

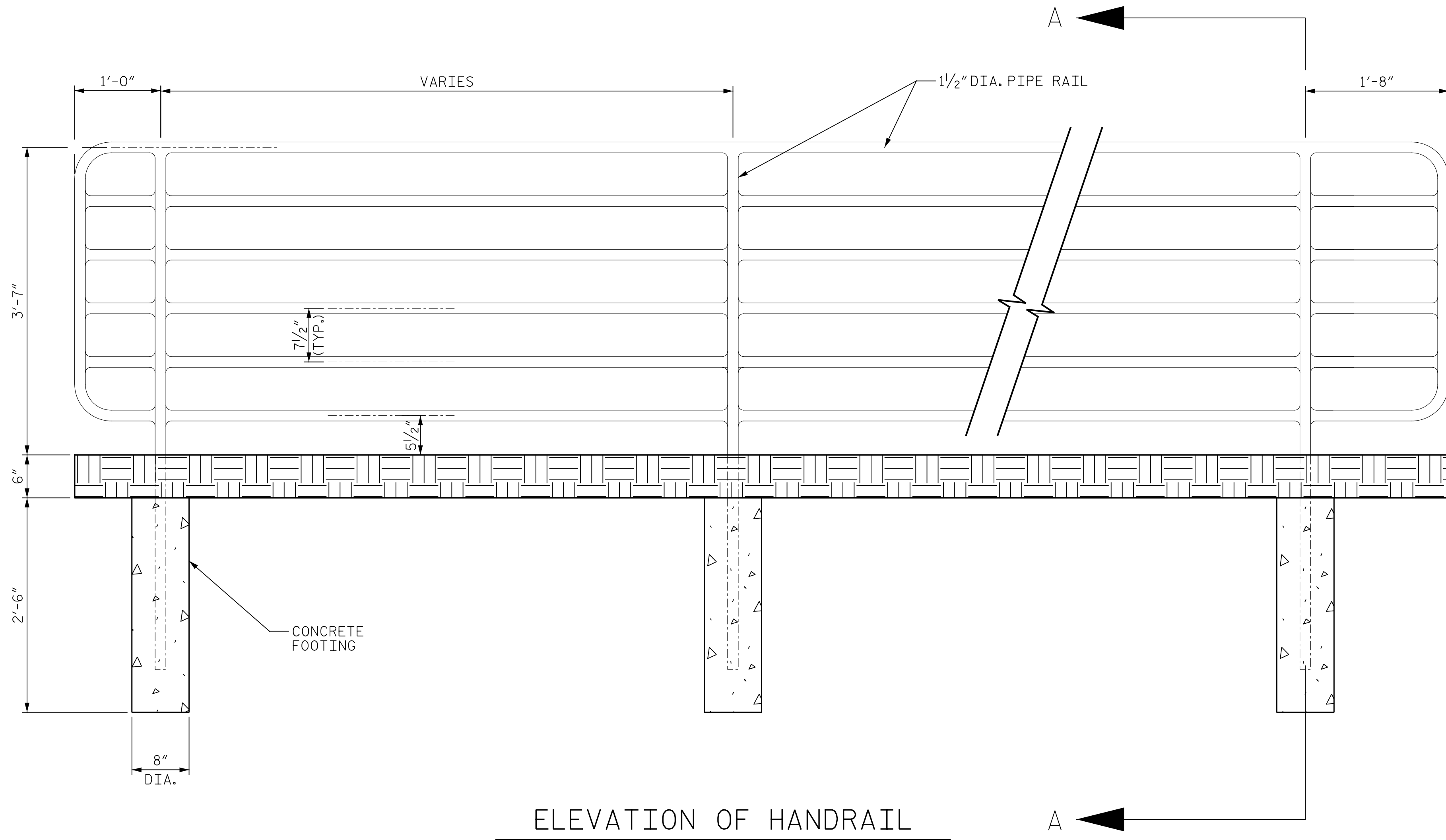


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**NOTES:**

CONSTRUCT PROPOSED STEEL PIPE RAIL OF 1 1/2" DIAMETER SCHEDULE 40 PLAIN END GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A53.

REPAIR GALVANIZING IN ACCORDANCE WITH SECTION 1076 OF THE NCDOT STANDARD SPECIFICATIONS.

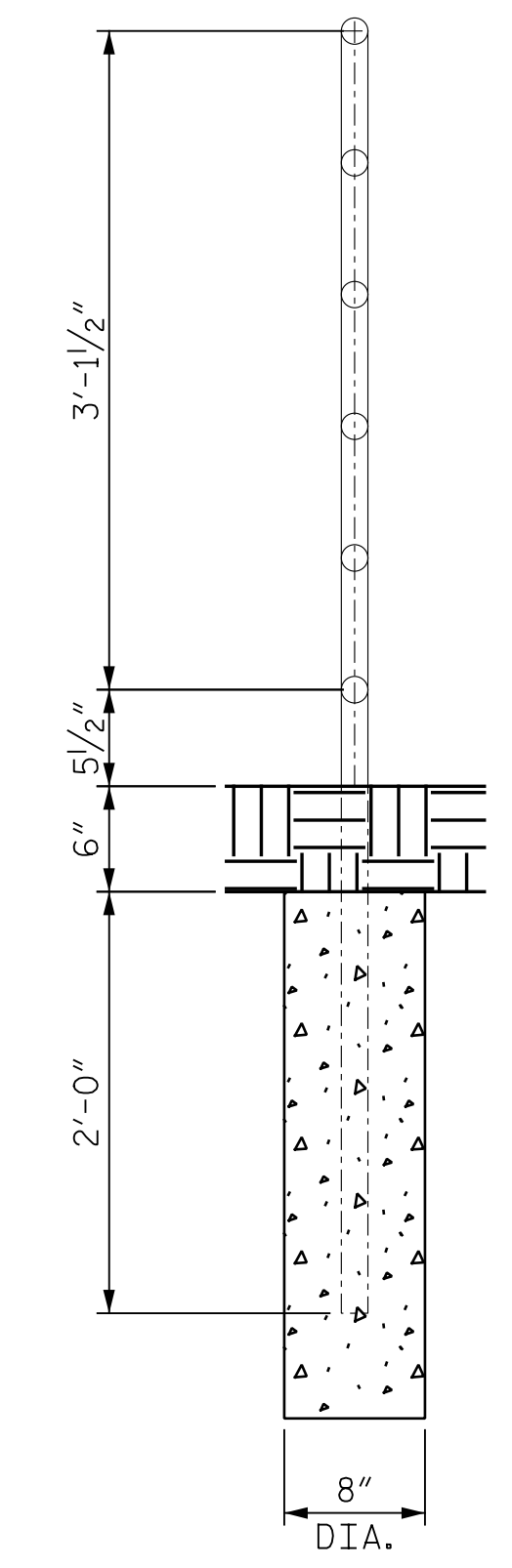
PAINT RAILS BLACK IN ACCORDANCE WITH SECTION 1080 OF THE STANDARD SPECIFICATIONS.

PAINTING OF RAIL WILL BE INCIDENTAL TO THE PAY ITEM FOR 1 1/2" GALVANIZED STEEL PIPE RAIL.

WELD IN ACCORDANCE WITH ARTICLE 1072-18 OF THE STANDARD SPECIFICATIONS.

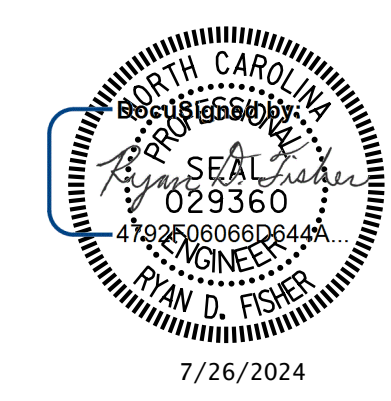
USE CLASS 'B' CONCRETE FOR HANDRAIL FOOTINGS.

THE COST OF THE CONCRETE FOOTING SHALL BE INCLUDED IN THE PRICE BID FOR 1 1/2" Ø GALVANIZED STEEL PIPE RAIL.



PROJECT NO. 51358  
WILKES COUNTY  
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SHEET 2 OF 2



STATE OF NORTH CAROLINA  
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 RALEIGH

**PIPE HANDRAIL  
 DETAILS**

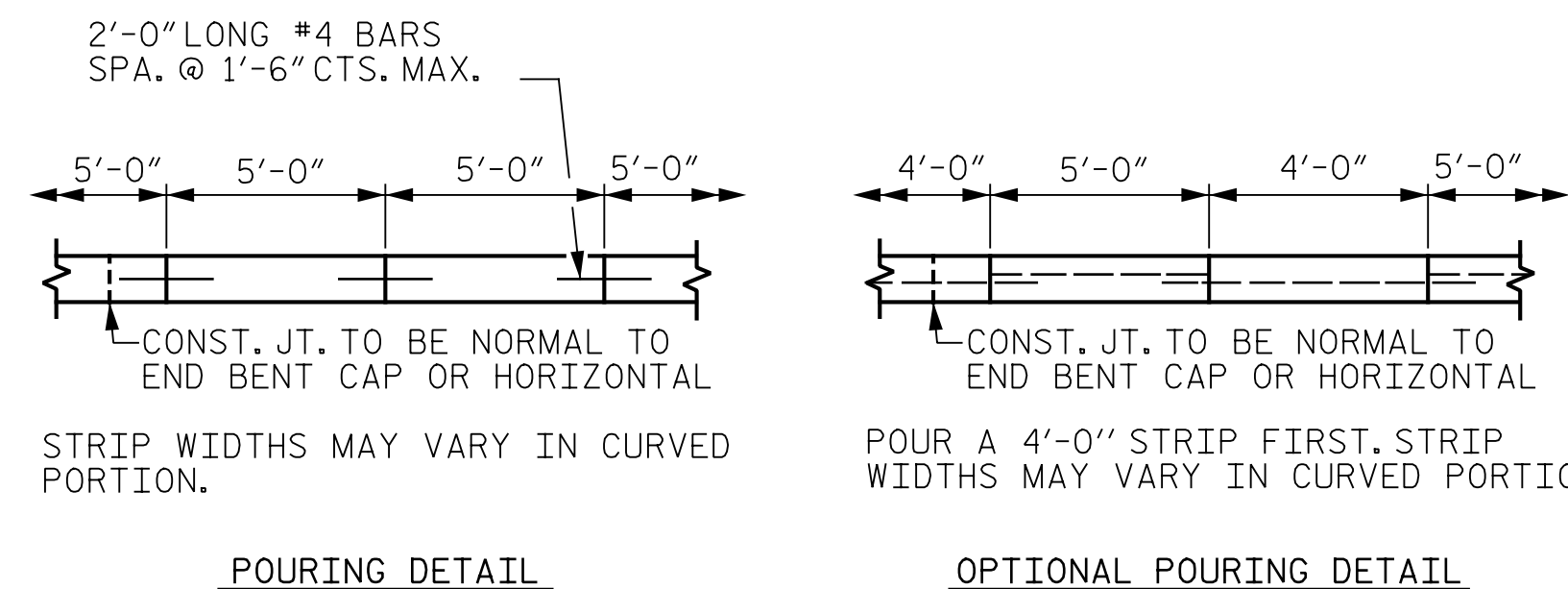
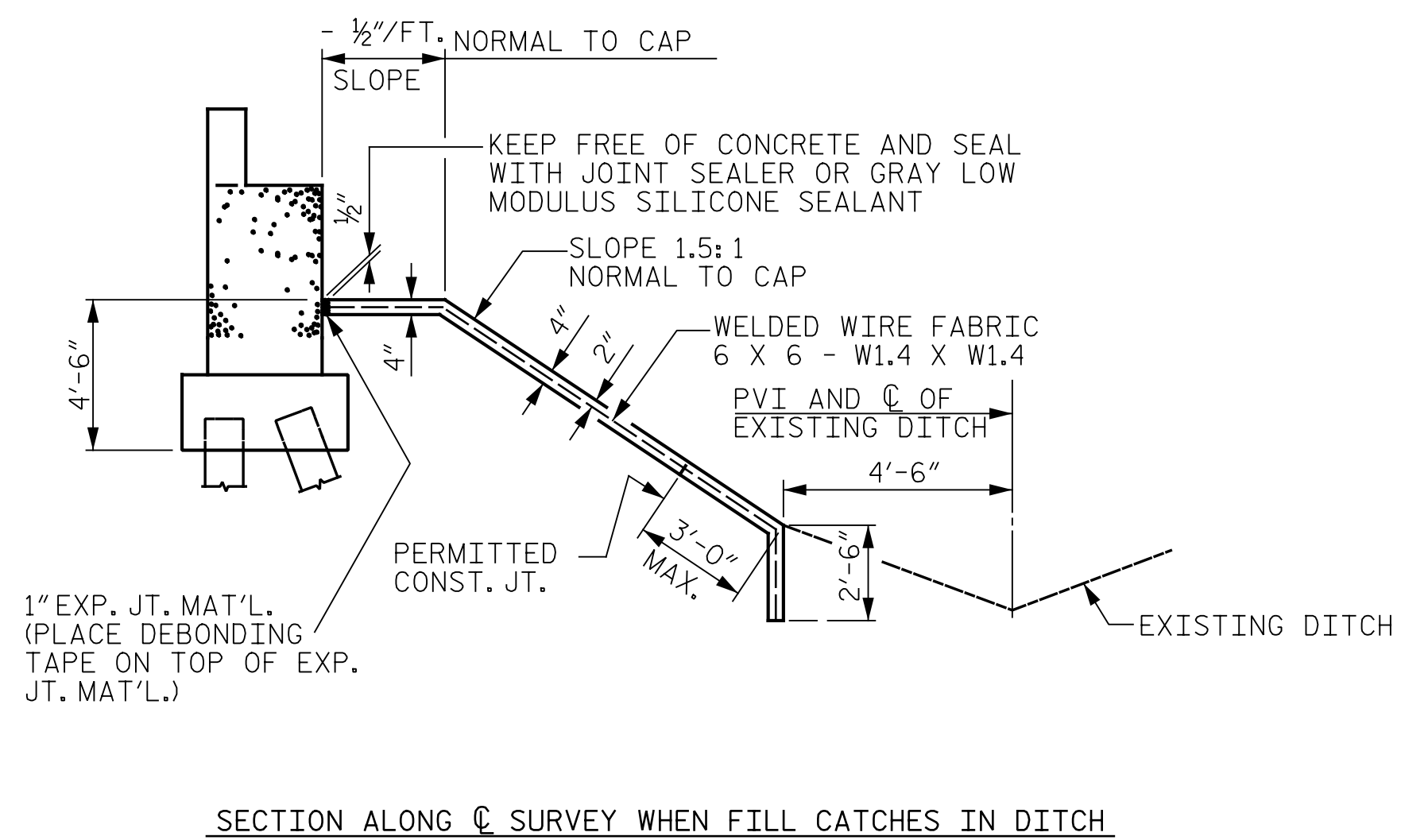
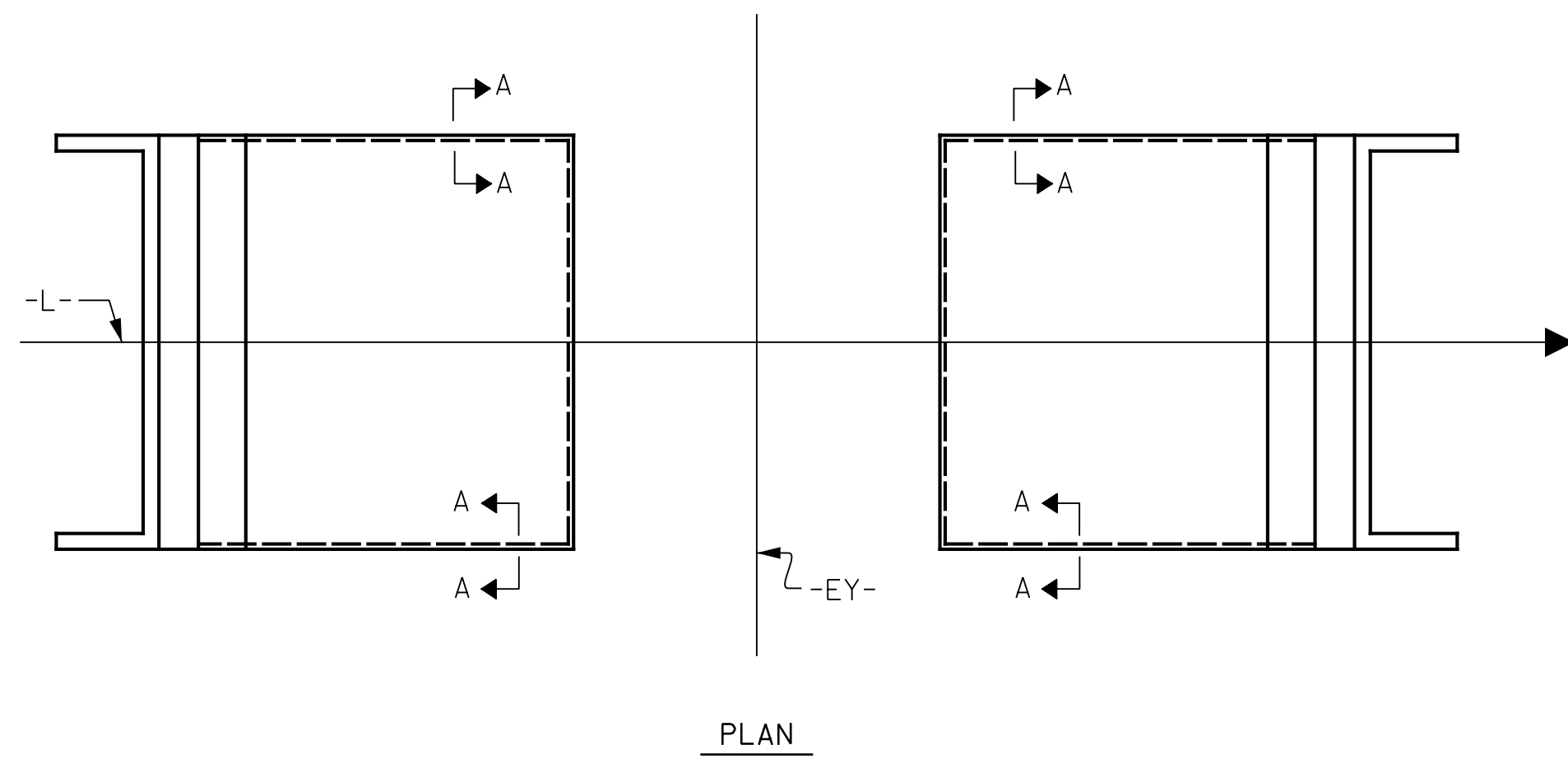
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 CHECKED BY: R. FISHER DATE: 07/2024  
 DESIGN ENGINEER OF RECORD: R. FISHER DATE: 07/2024



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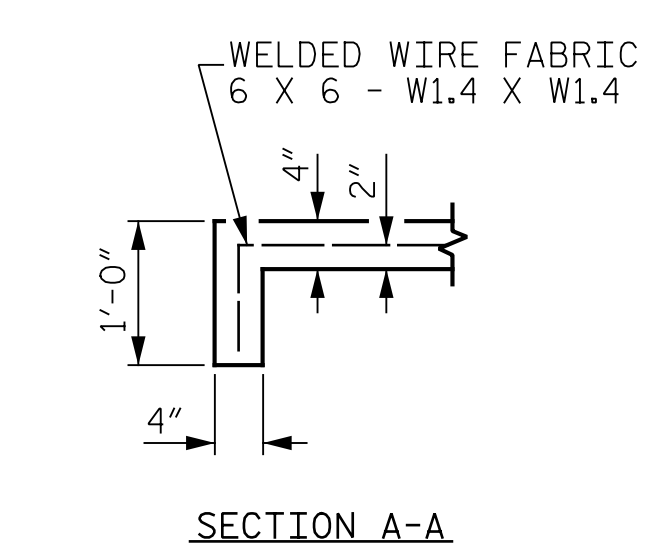
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**GENERAL NOTES**  
 SLOPE PROTECTION SHALL BE PLACED UNDER THE ENDS OF THE BRIDGE AS SHOWN IN THE DETAILS. STRAIGHT EDGING WILL NOT BE REQUIRED UNLESS, IN THE OPINION OF THE ENGINEER, VISUAL INSPECTION INDICATES A NEED FOR IT. MEASUREMENT AND PAYMENT SHALL BE AS PRESCRIBED IN SECTION 462 OF THE STANDARD SPECIFICATIONS. FOR BERM WIDTH, SEE GENERAL DRAWING.  
 SLOPE PROTECTION SHALL CONSIST OF 4"POURED-IN-PLACE CONCRETE SLOPE PROTECTION AS SHOWN IN THE DETAILS ON THIS SHEET. CONCRETE SHALL BE CLASS "B". THE CONCRETE SURFACE SHALL BE FLOATED WITH A WOODEN FLOAT AND FINISHED. WELDED WIRE FABRIC REINFORCING SHALL BE 6 X 6 - W1.4 X W1.4, 60" WIDE. SLOPE PROTECTION SHALL BE POURED IN 5' STRIPS AS SHOWN IN THE "POURING DETAIL" WITH 2'-0" LONG #4 BARS PLACED ALONG THE SLOPE BETWEEN STRIPS AT 1'-6" MAXIMUM SPACING. SLOPE PROTECTION MAY BE POURED IN ALTERNATE 4' AND 5' STRIPS AS SHOWN IN THE "OPTIONAL POURING DETAIL" WITH ADJACENT RUNS OF WELDED WIRE FABRIC LAPPING AT LEAST 6". THE COST OF THE WELDED WIRE FABRIC AND #4 BARS, IF USED, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER SQUARE YARD FOR SLOPE PROTECTION.

BRIDGE @ STA. 12+66.52 -L-	4" INCH SLOPE PROTECTION	* WELDED WIRE FABRIC 60 INCHES WIDE
	SQUARE YARDS	APPROX. L.F.
END BENT 1	113	211
END BENT 2	79	147

\* QUANTITY SHOWN IS BASED ON 5' POURS.

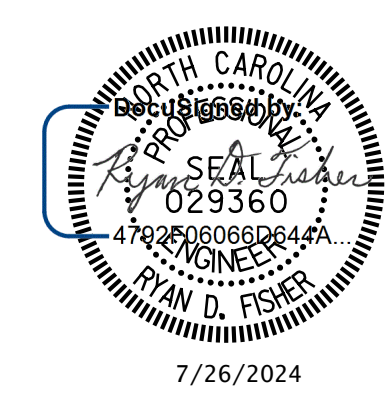


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 STATION: 12+66.52 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

STANDARD  
 SLOPE PROTECTION  
 DETAILS



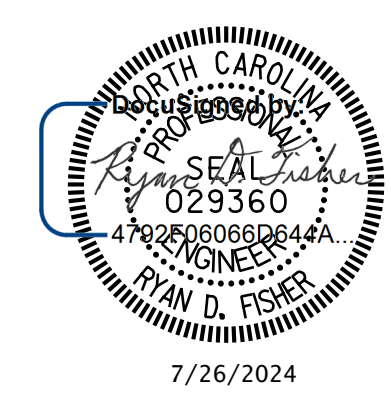
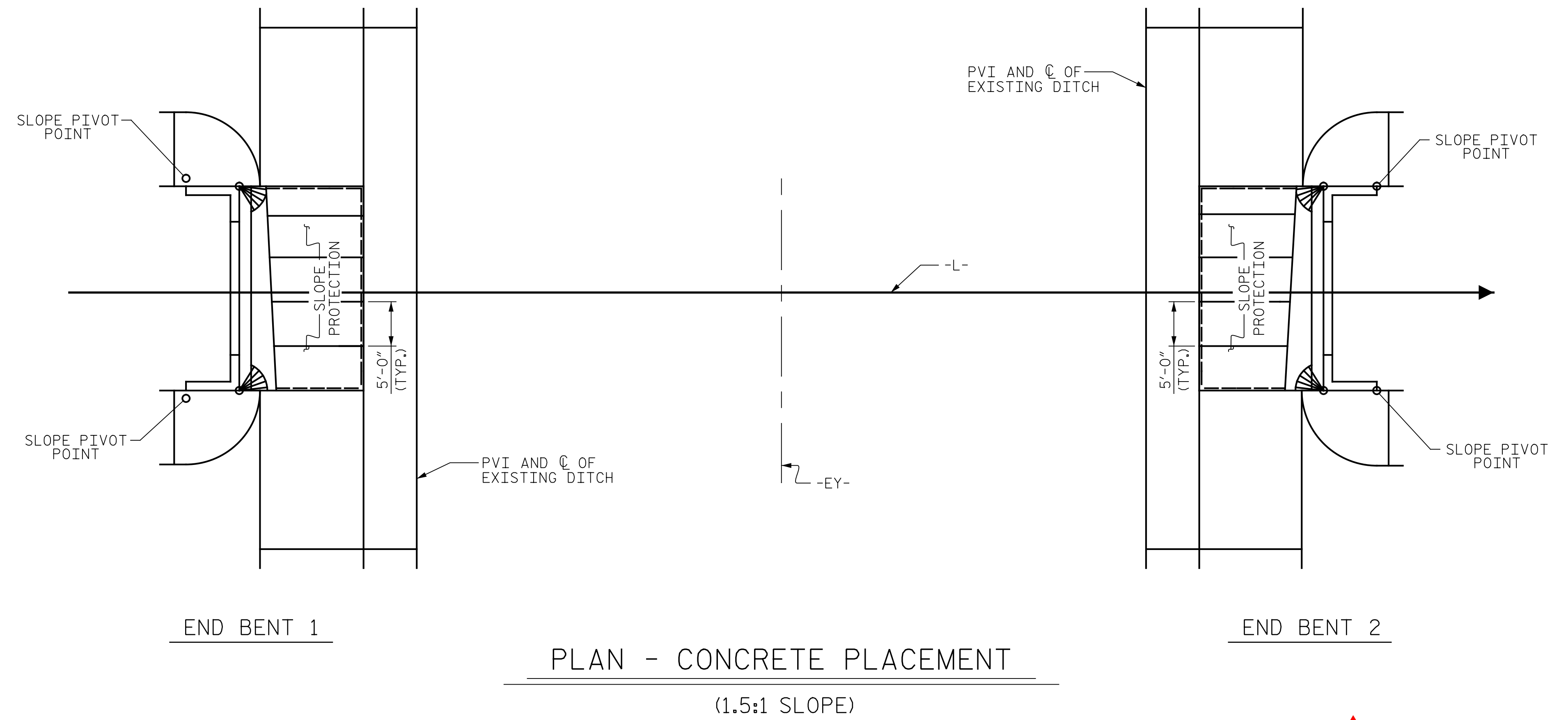
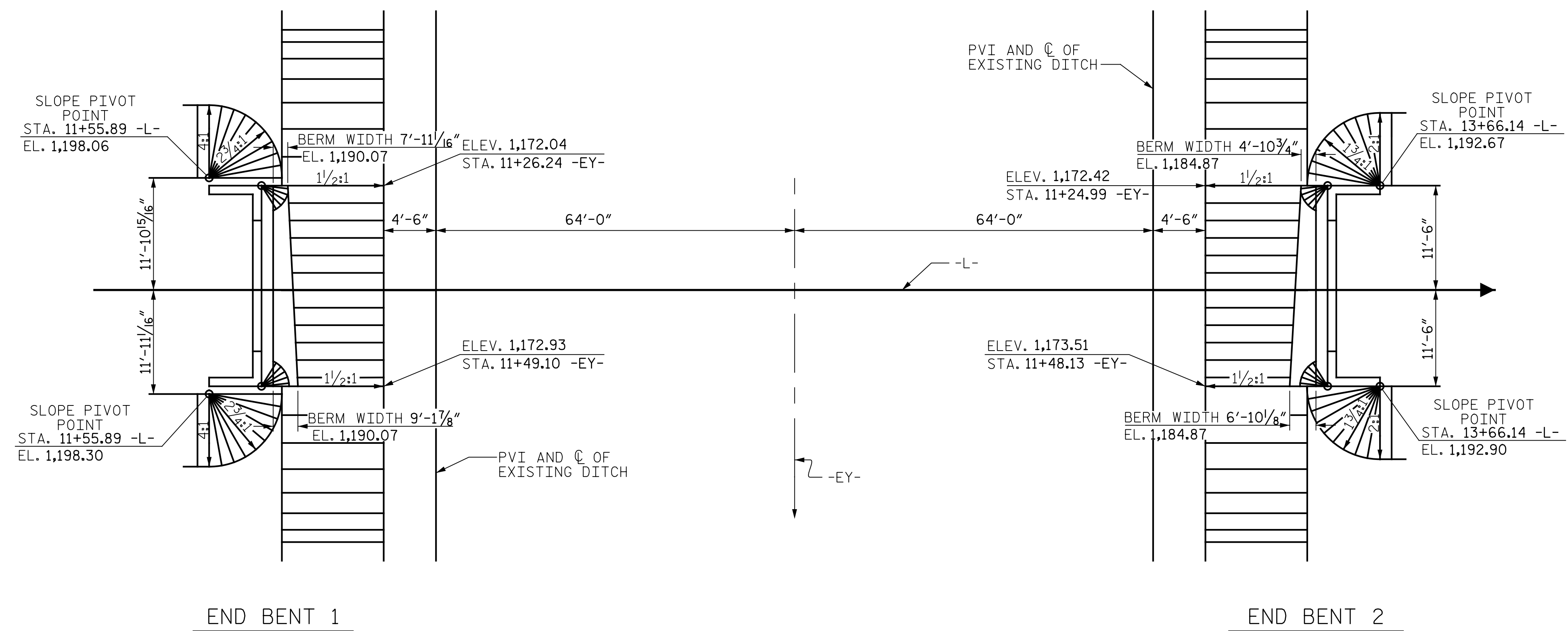
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PROJECT NO. 51358  
WILKES COUNTY  
 STATION: 12+66.52 -L-

SHEET 2 OF 2

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
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STANDARD  
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