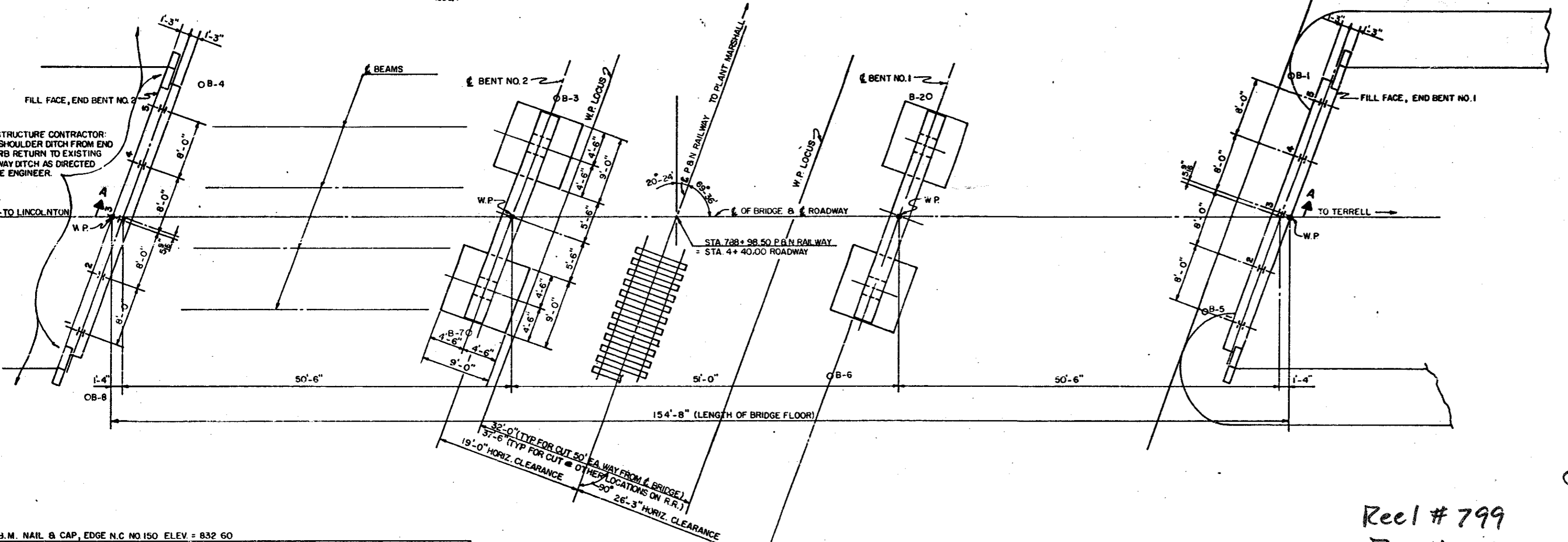


NOTES:
 ASSUMED LIVE LOAD: H20-S16(44)
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET NO. D10-8.7
 NO TEST PILES REQUIRED ORDER LENGTHS SHALL BE 30 FT. FOR END BENTS.
 WORK IS NOT TO BE STARTED ON THIS BRIDGE UNTIL AFTER RAILROAD SECTION HAS BEEN EXCAVATED.



PILE SCHEDULE (AS CONSTRUCTED)
END BENT NO. 1

PILE NO.	LIN. FT. IN PLACE	LOC. OF SPLICE BELOW TOP OF PILE	TONS BEARING PRESSURE
1	32.2	0	31.9
2	43.9	2.8 @ 77'	33.7
3	48.3	0	40.2
4	30	0	32.8
5	39.9	0	32.3

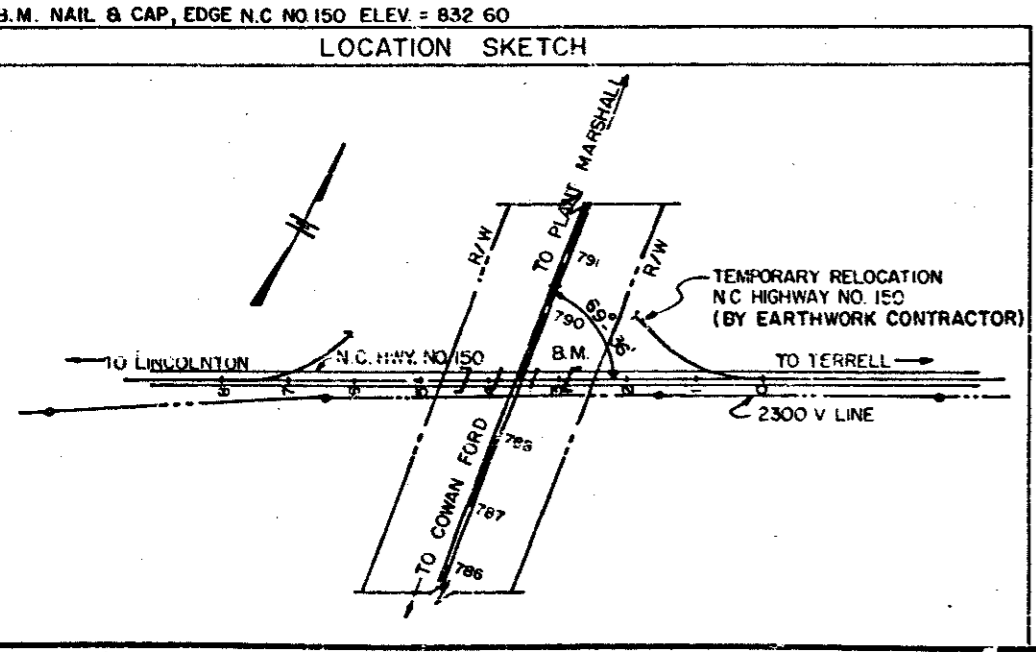
PILE SCHEDULE (AS CONSTRUCTED)
END BENT NO. 2

PILE NO.	LIN. FT. IN PLACE	LOC. OF SPLICE BELOW TOP OF PILE	TONS BEARING PRESSURE
1	44.9	8.7	33.7
2	46.45	9.0	33.7
3	46.60	10.5	30.7
4	48.25	12.2	33.7
5	48.30	12.1	32.8

CATAWBA #99

W.O. 6-800 812 Lincoln-Catawba Co.

Reel # 799
Pos # 31



- TEST BORING LEGEND
- F — FILL
 - SC — SANDY CLAY
 - MSC — MICACEOUS SILTY CLAY
 - SMS — SANDY MICACEOUS SILT
 - SCS — SANDY CLAYEY SILT
 - MCS — MICACEOUS CLAYEY SILT
 - SCMS — SANDY CLAYEY MICACEOUS SILT
 - WR — WEATHERED ROCK
 - B/F — NUMBER OF BLOWS PER FOOT OF A 140 LB. HAMMER FALLING 30 INCHES TO DRIVE 1.5 INCH SAMPLER.

TOTAL BILL OF MATERIALS

	CLASS "A" CONCRETE		REINFORCING STEEL	STRUCTURAL STEEL	IOBP42 PILES	UNCLASSIFIED STRUCT. EXCAV.
	CU. YDS.	LBS.	LBS.	LBS.	NO. LIN. FT.	CU. YDS.
SUPERSTRUCTURE	160.0	35,540	91,200			
END BENT NO. 1	11.8	2,322		5	150	
BENT NO. 1	43.3	8,475				155
BENT NO. 2	42.6	8,540				96
END BENT NO. 2	11.8	2,319		5	150	
APPROACH CURBS - 4	3.7	78				
TOTAL	272.7	57,074	91,500	10	300	251

Roadway Station #
4+40.00

AS CONSTRUCTED REIN. STL. IN HAND RAIL ON SUPP. STRUCTURE REVISED

REVISIONS

WHITEHEAD & ZICKEL
CONSULTING ENGINEERS
221 SOUTH CHURCH ST.
CHARLOTTE, NORTH CAROLINA

DUKE POWER COMPANY
F & N. ACCESS RAILROAD TO PLANT MARSHALL
HIGHWAY N. C. 150 OVERPASS AT R. R. STA. 788+98.50

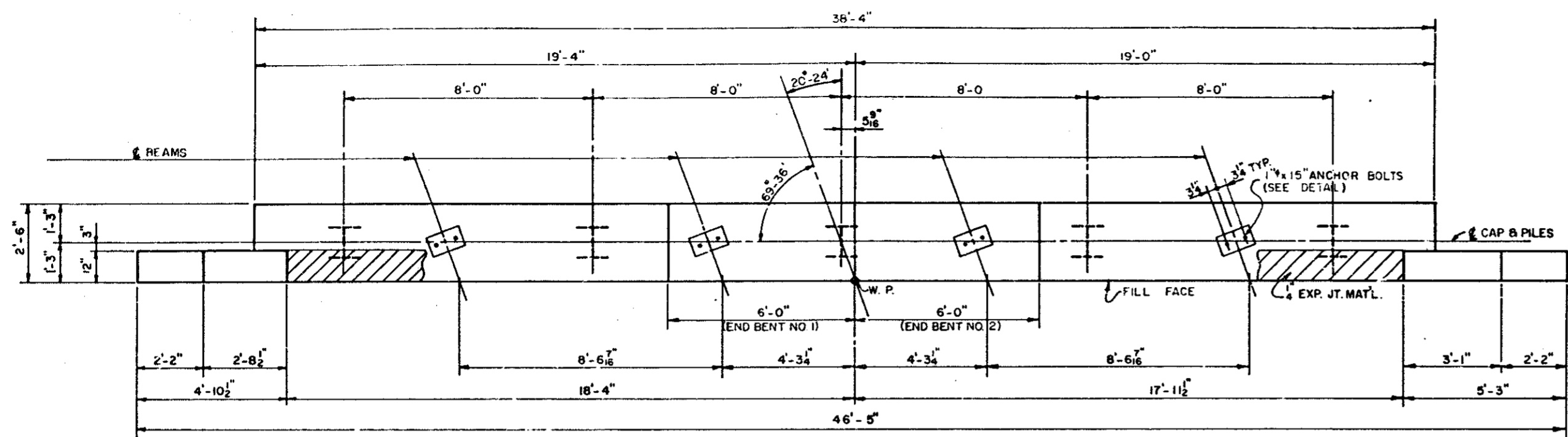
GENERAL PLAN & ELEVATION

DES. BY G.C.Y.
DRN. BY W.T.J.
CHK. BY L.G.E.

SCALE: 1" = 1'-0"

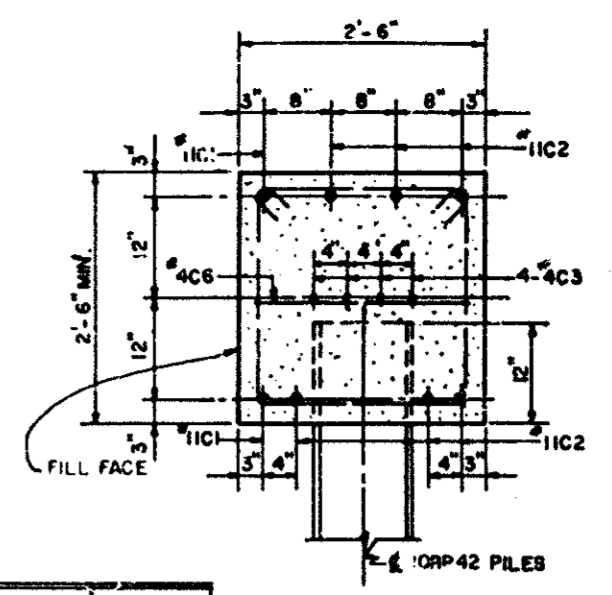
DATE: MAR. 1, 1963

JOB NO. C-1003
DWS NO. D-1056.1

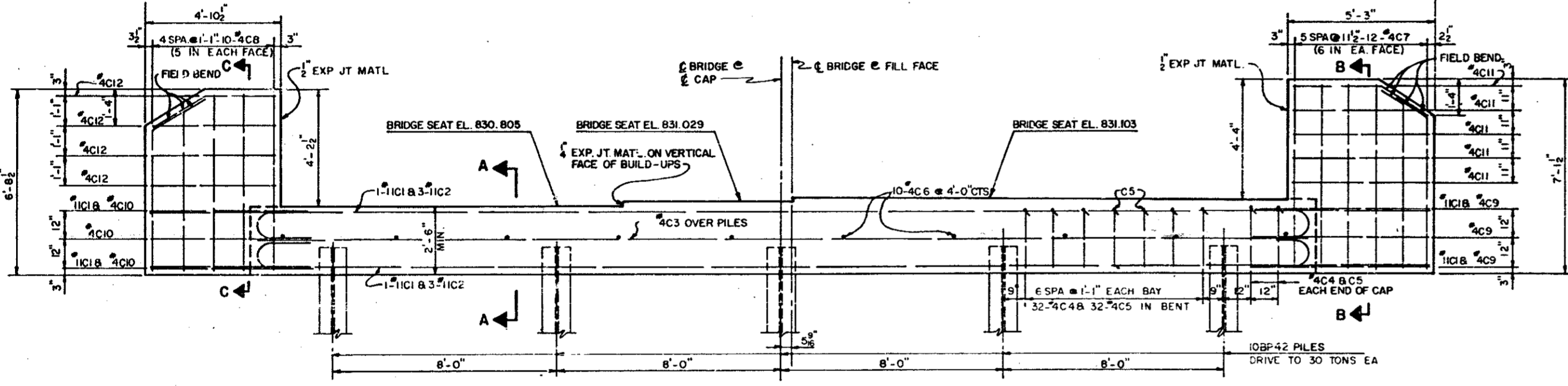


PLAN OF CAP - END BENT NO. 1
 END BENT NO. 2 SIMILAR BY ROTATION, EXCEPT AS NOTED

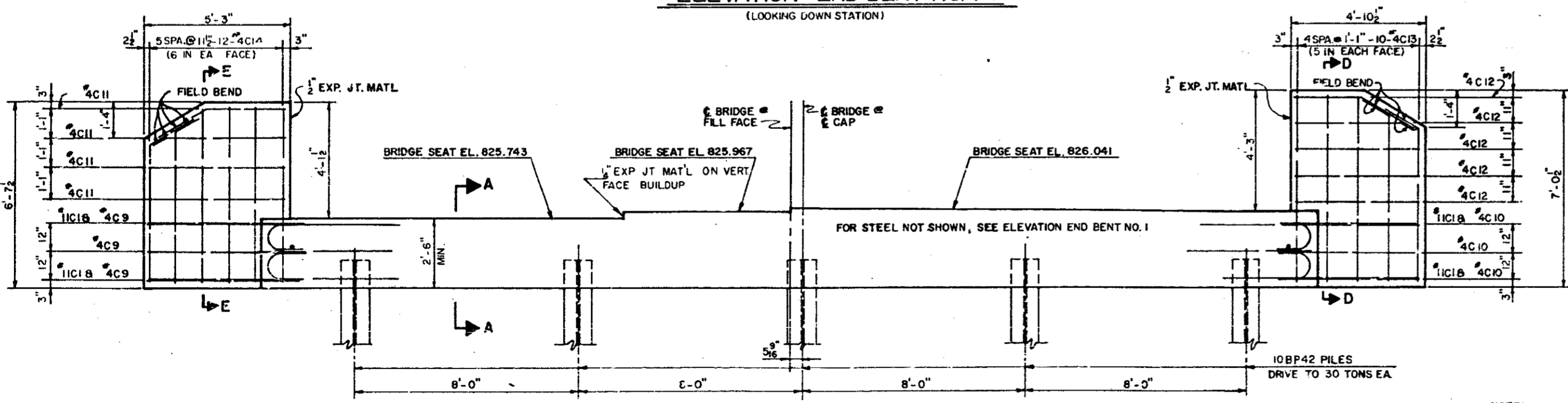
BILL OF MATERIAL						
FOR END BENTS NO. 1 & NO. 2						
BAR	NO. REQ'D		SIZE	TYPE	LENGTH	WEIGHT
	BENT 1	BENT 2				
C1	2	2	#11	STR.	46'-0"	488.80
C2	6	6	#11		4'-2"	172.44
C3	4	4	#4	STR.	38'-0"	101.46
C4	22	32	#4		7'-4"	156.80
C5	32	32	#4		3'-0"	64.00
C6	10	10	#4	STR.	2'-2"	14.50
C7	12		#4		6'-9"	54.12
C8	10		#4		6'-4"	42.30
C9	4	4	#4		5'-9"	15.36
C10	4	4	#4		5'-6"	14.70
C11	10	8	#4		4'-11"	32.90
C12	8	10	#4		4'-6"	24.00
C13		10	#4		6'-8"	44.59
C14		12	#4	STR.	6'-3"	50.16
TOTAL WT. REIN. STL.					BENT 1	2321.50
					BENT 2	2319.20
CLASS "A" CONCRETE					BENT 1	11.8 CU. YDS.
					BENT 2	11.8 CU. YDS.
10BP42					BENT 1 NO.	5 LIN. FT. 150
					BENT 2 NO.	5 LIN. FT. 150



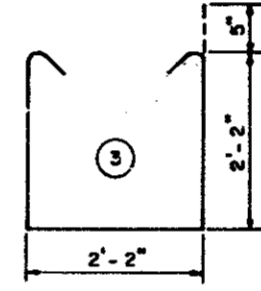
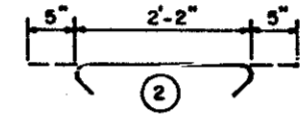
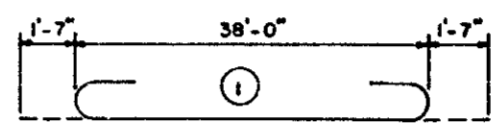
SECTION A-A
 SCALE: 3/4" = 1'-0"



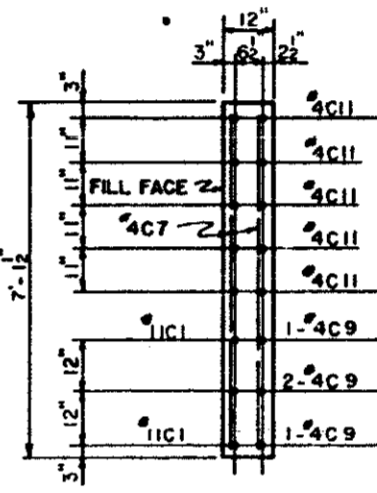
ELEVATION - END BENT NO. 1
 (LOOKING DOWN STATION)



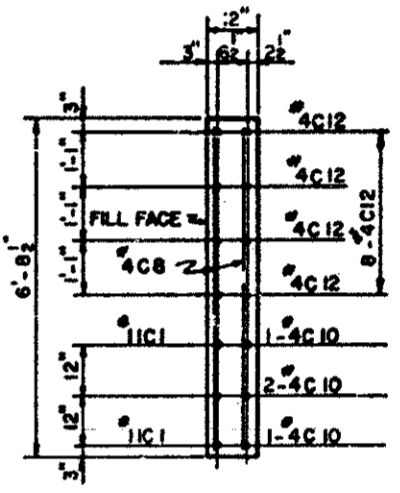
ELEVATION - END BENT NO. 2
 (LOOKING DOWN STATION)
 SCALE: 3/8" = 1'-0"



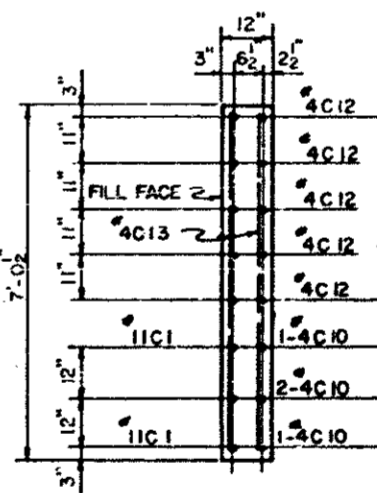
BAR TYPES
 ALL DIMENSIONS ARE OUT TO OUT



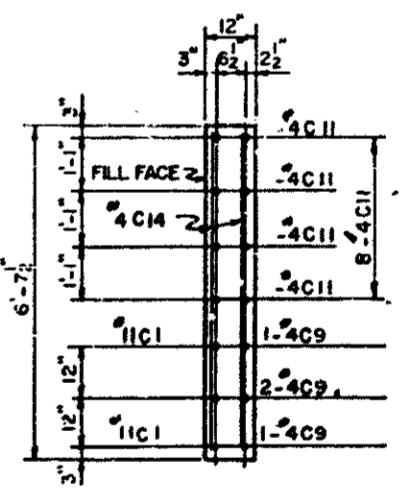
SECTION B-B



SECTION C-C



SECTION D-D

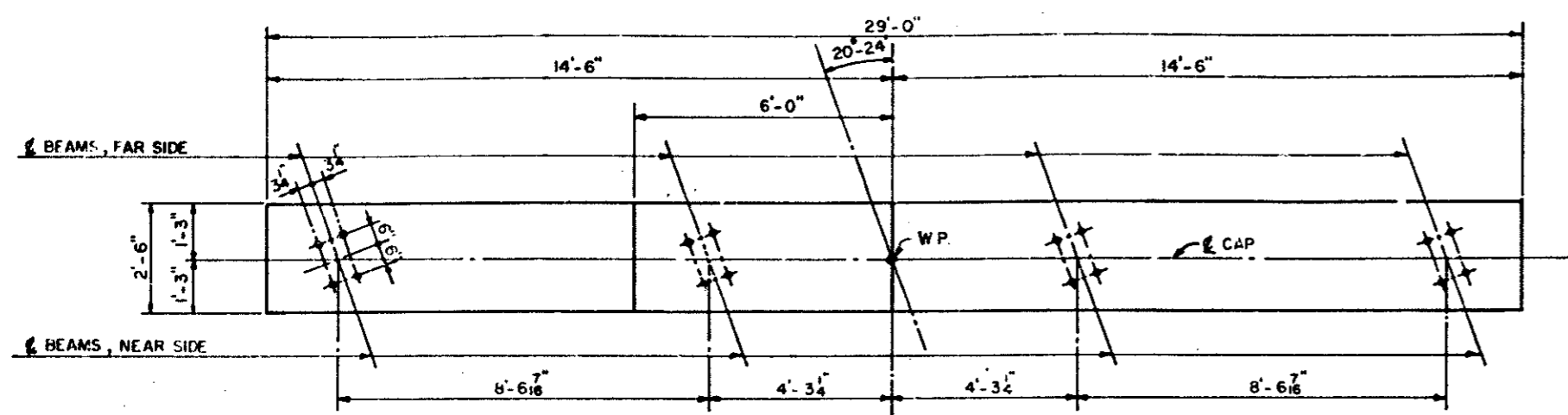


SECTION E-E

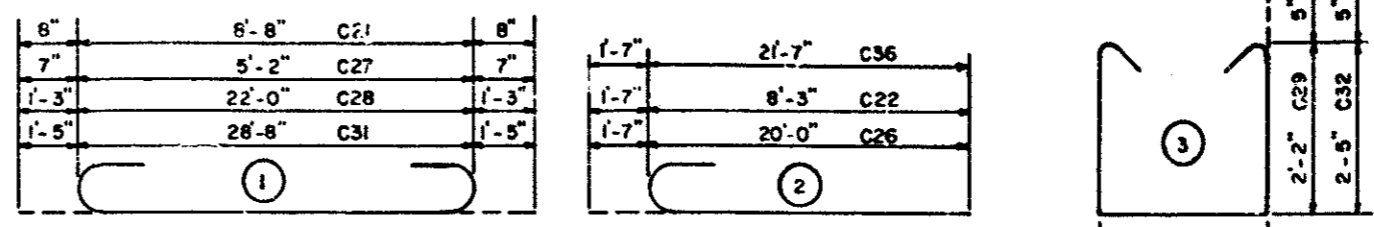
SCALE: 3/8" = 1'-0"
 W. B. SCOTT & SONS - Charlotte, N.C.

NOTE:
 DESIGN PILE LOAD = 30 TONS EACH

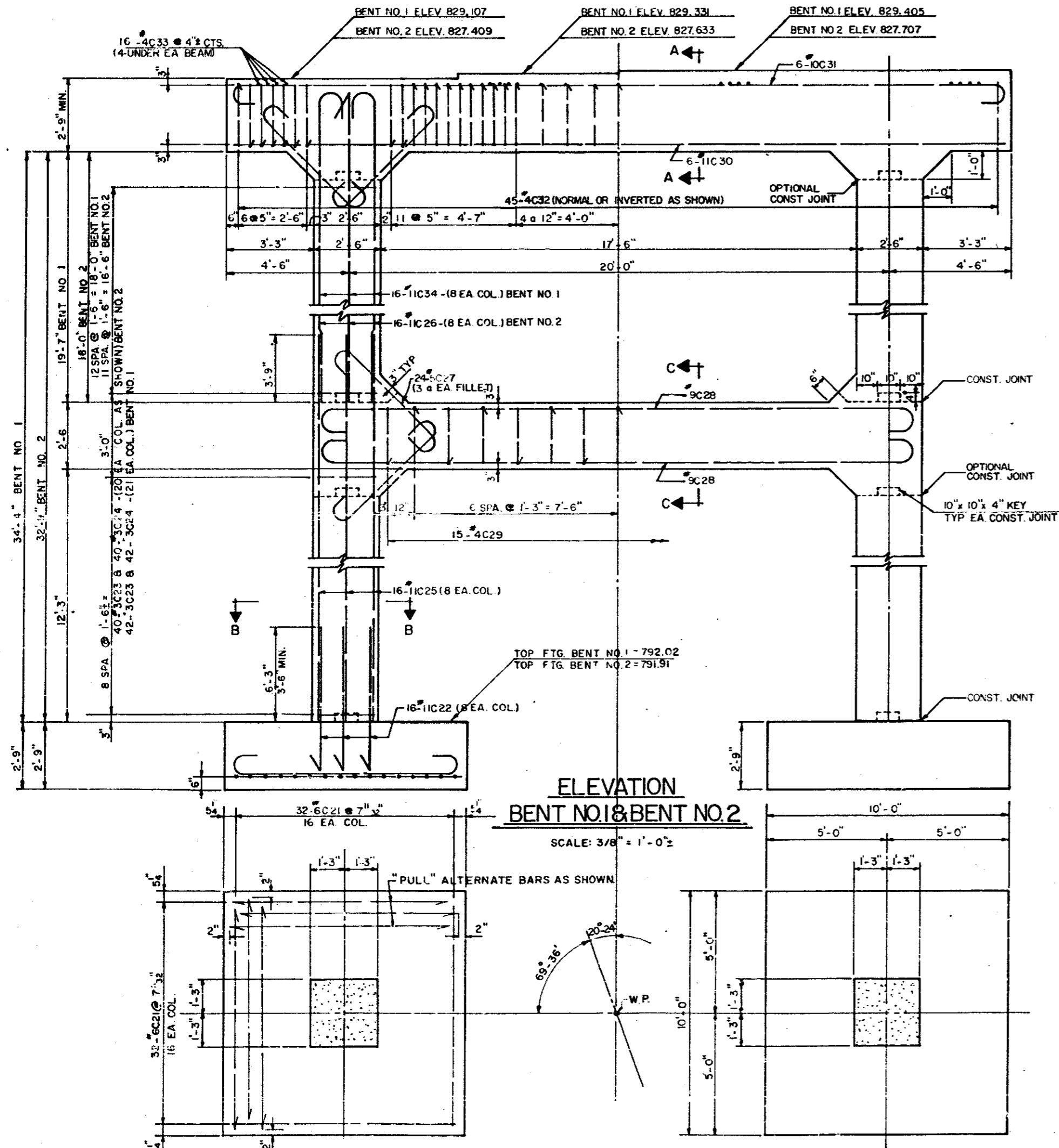
3-9-65 T B AS CONSTRUCTED (NO REV.)			
MARK	DATE	BY	DESCRIPTION
REVISIONS			
WHITEHEAD & ZICKEL CONSULTING ENGINEERS 221 SOUTH CHURCH ST. CHARLOTTE, NORTH CAROLINA			
DUKE POWER COMPANY P B N ACCESS RAILROAD TO PLANT MARSHALL HIGHWAY N. C. 150 OVERPASS AT R. R. STA. 788+98.50 DETAILS—END BENTS 1 & 2			
DES BY G.C.T.		SCALE: AS SHOWN	JOB NO. C-1003
DRN BY W.T.J.		DATE: MAR 1, 1963	DWG NO. D-1036.2
CKD BY L.G.E.			



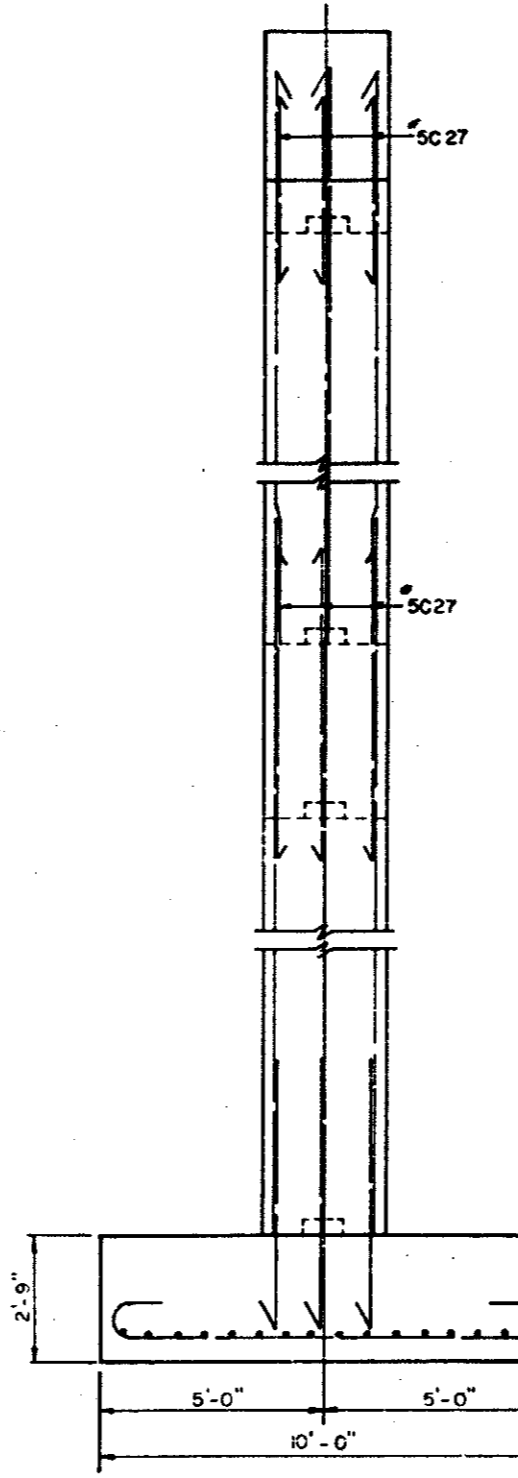
PLAN - BENT NO. 1 & BENT NO. 2



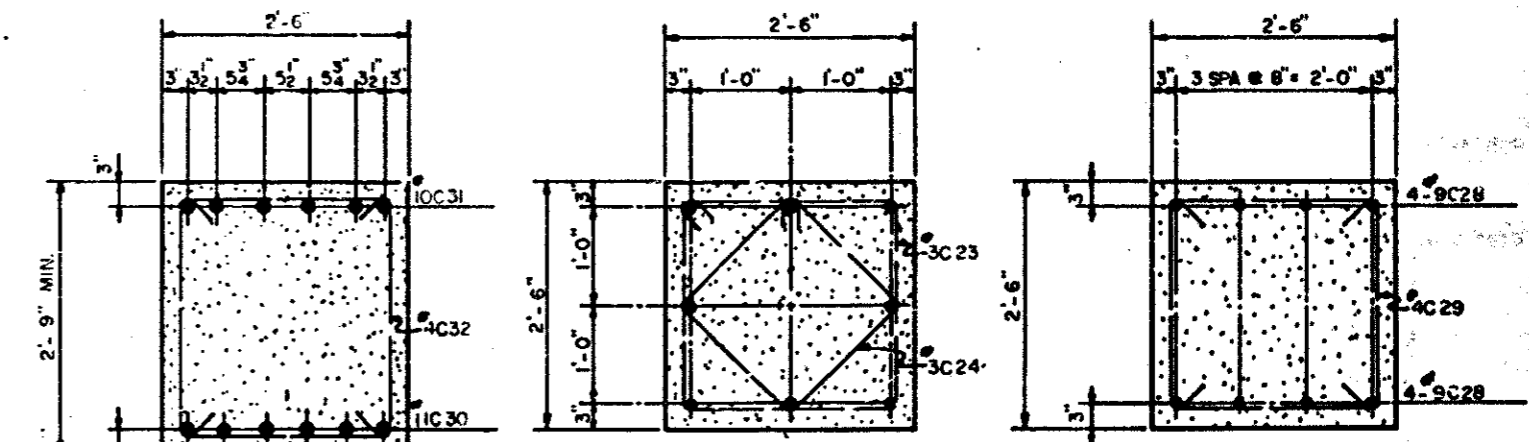
BAR TYPES
ALL DIMENSIONS ARE OUT TO OUT



ELEVATION
BENT NO. 1 & BENT NO. 2
SCALE: 3/8" = 1'-0"



END VIEW



SECTION A-A

SECTION B-B

SECTION C-C

SCALE: 3/4" = 1'-0"

BILL OF MATERIAL FOR BENTS NO. 1 & NO. 2						
BAR	NO. REQ'D		SIZE	TYPE	LENGTH	WEIGHT
	BENT 1	BENT 2				
C21	64	64	#6	1	10'-0"	961.28
C22	16	16	#11	2	9'-10"	835.63
C23	42	40	#3	4	9'-4"	140.37
C24	42	40	#3	4	6'-10"	102.77
C25	16	16	#11	STR	18'-6"	1572.65
C26	16	16	#11	2	21'-7"	1834.47
C27	24	24	#5	1	6'-4"	158.45
C28	8	8	#9	1	24'-6"	666.40
C29	15	15	#4	3	7'-4"	73.48
C30	6	6	#11	STR	28'-8"	913.94
C31	6	6	#10	1	31'-6"	813.27
C32	45	45	#4	3	7'-10"	235.37
C33	16	16	#4	5	3'-0"	32.06
C34	16		#11	2	23'-2"	1969.64
TOTAL REINF. STL. BENT 1 - 8475.30, BENT 2 - 6340.10						
CLASS "A" CONCRETE						
					BENT 1	46.0 CU YDS
					BENT 2	45.3 CU YDS

W.O. 6800812 Lincoln - Columbia Co S

NOTE
DESIGN FOUNDATION PRESSURE = 2.0 TONS PER SQ. FT.
DESIGN PILE LOAD = 30 TONS EACH
THE FOUNDATIONS FOR FOOTINGS SHALL BE INSPECTED BY THE ENGINEER FOR A SOIL PRESSURE OF 2.0 TONS PER SQ. FT. IF DIRECTED BY THE ENGINEER, THE OPTIONAL FOOTING DESIGN SHALL BE USED.

OPTIONAL FOOTING

SCALE: 3/8" = 1'-0"

3-9-65 T.B. AS CONSTRUCTED (NO REV.)
REV-1 9-2-64 F.B.H. REV. SOIL PRESSURE & FOOTING SIZE.

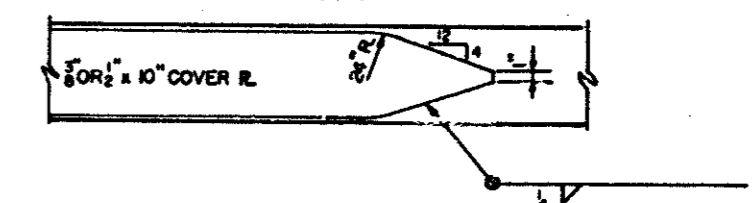
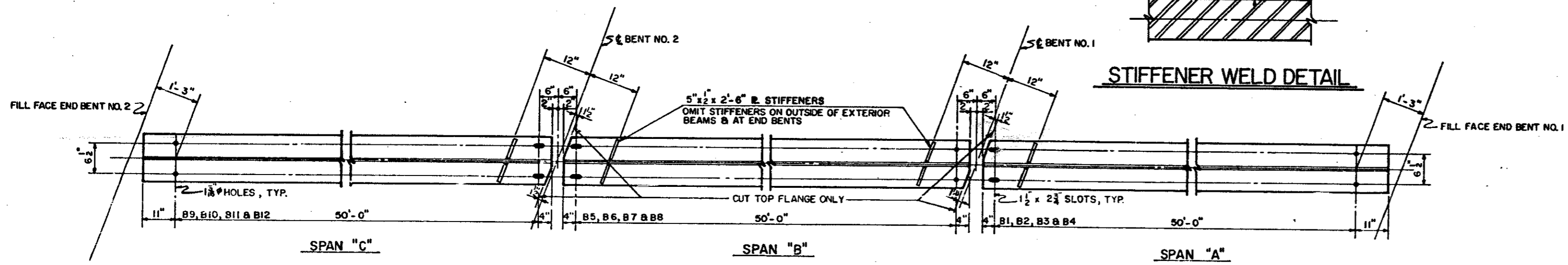
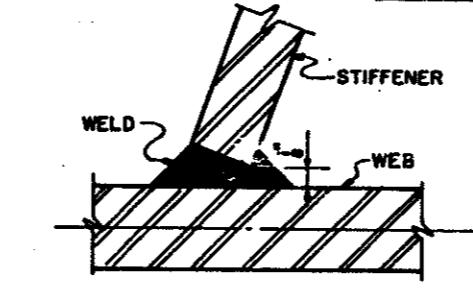
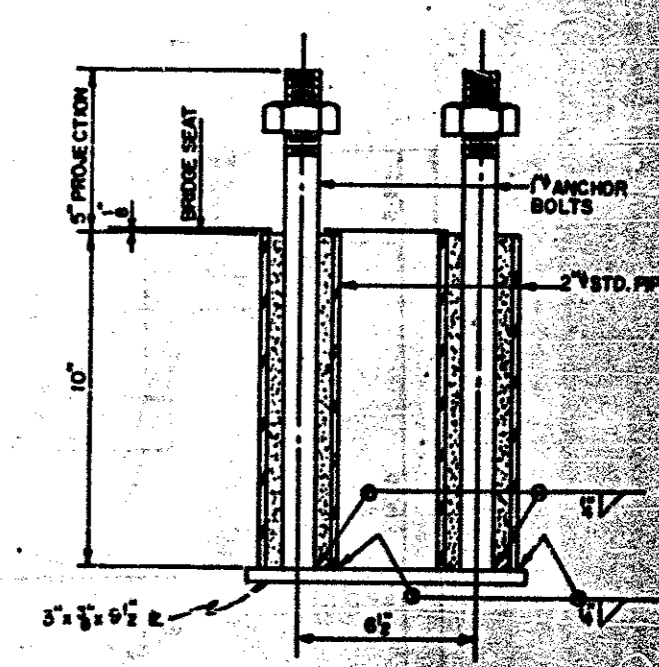
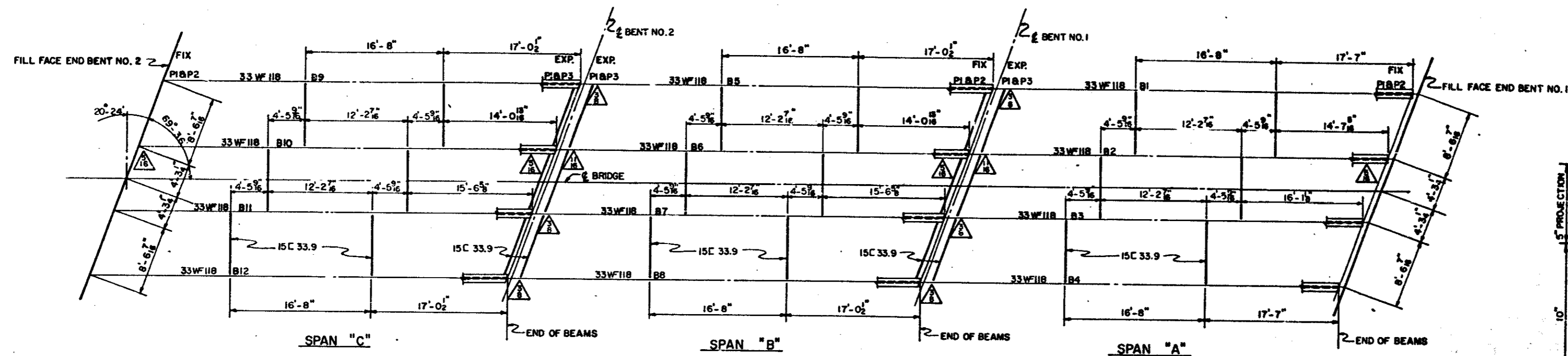
MARK	DATE	BY	DESCRIPTION
REVISIONS			

**WHITEHEAD & ZICKEL
CONSULTING ENGINEERS**
221 SOUTH CHURCH ST.
CHARLOTTE, NORTH CAROLINA

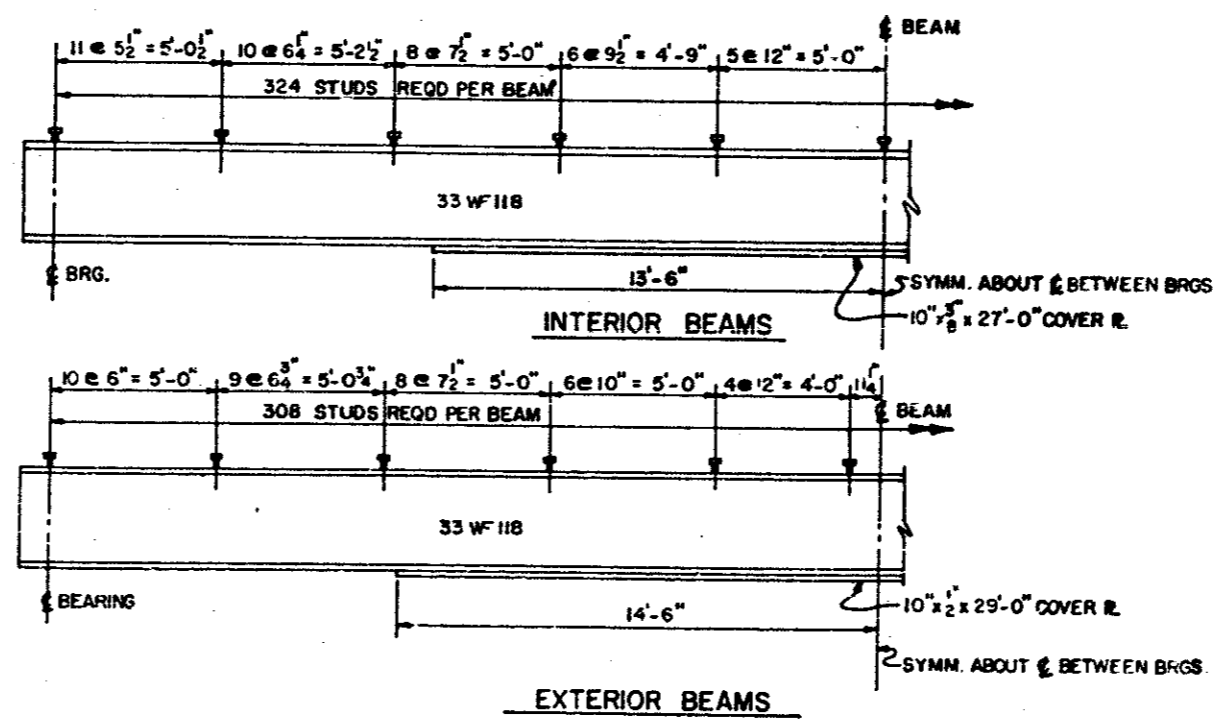
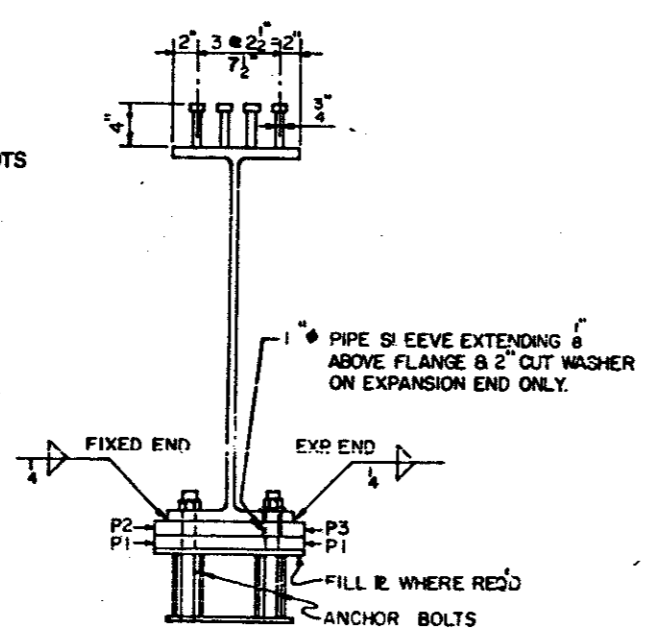
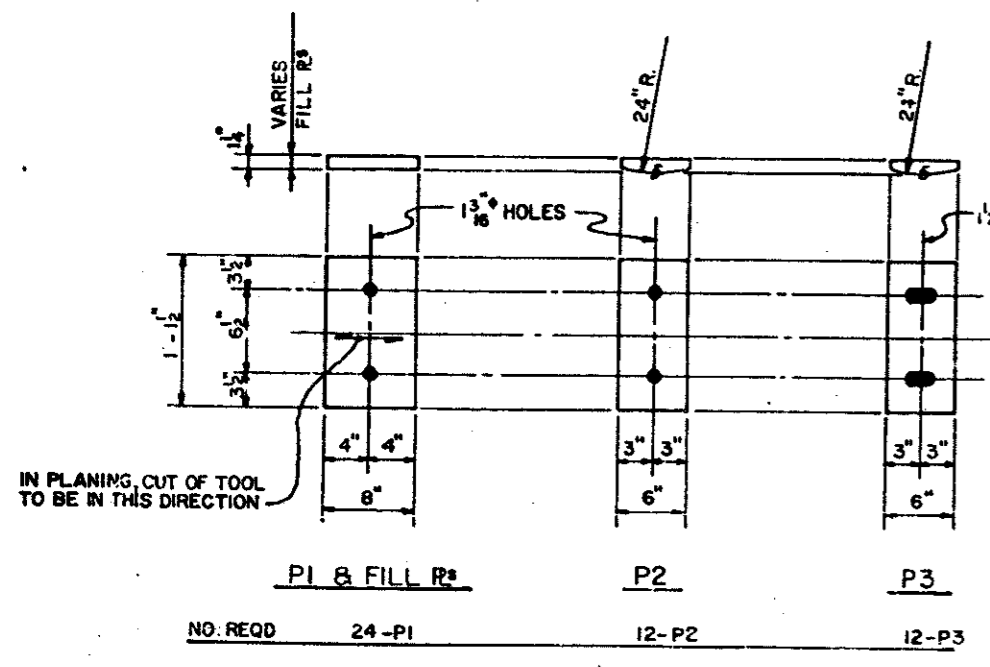
DUKE POWER COMPANY
P B N ACCESS RAILROAD TO PLANT MARSHALL
HIGHWAY N. C. 150 OVERPASS AT P. R. STA. 788+9850
DETAILS—BENTS NO. 1 & NO. 2

DES BY G.C.I.	SCALE: AS SHOWN	JOB NO. C-1000
DRN BY W.T.J.	DATE: MAR. 1, 1963	DWG NO. D-10263
CKD BY L.G.E.	D.P.CO. FILE NO. M-463	

PLAN OF FOOTINGS

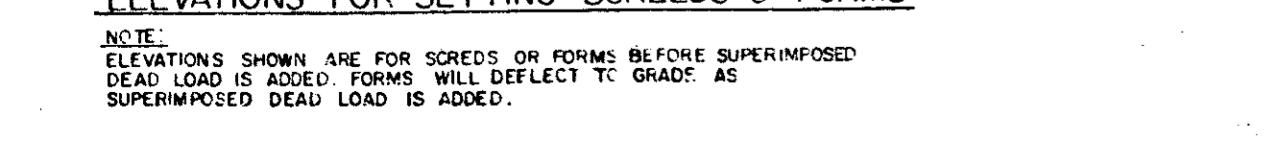
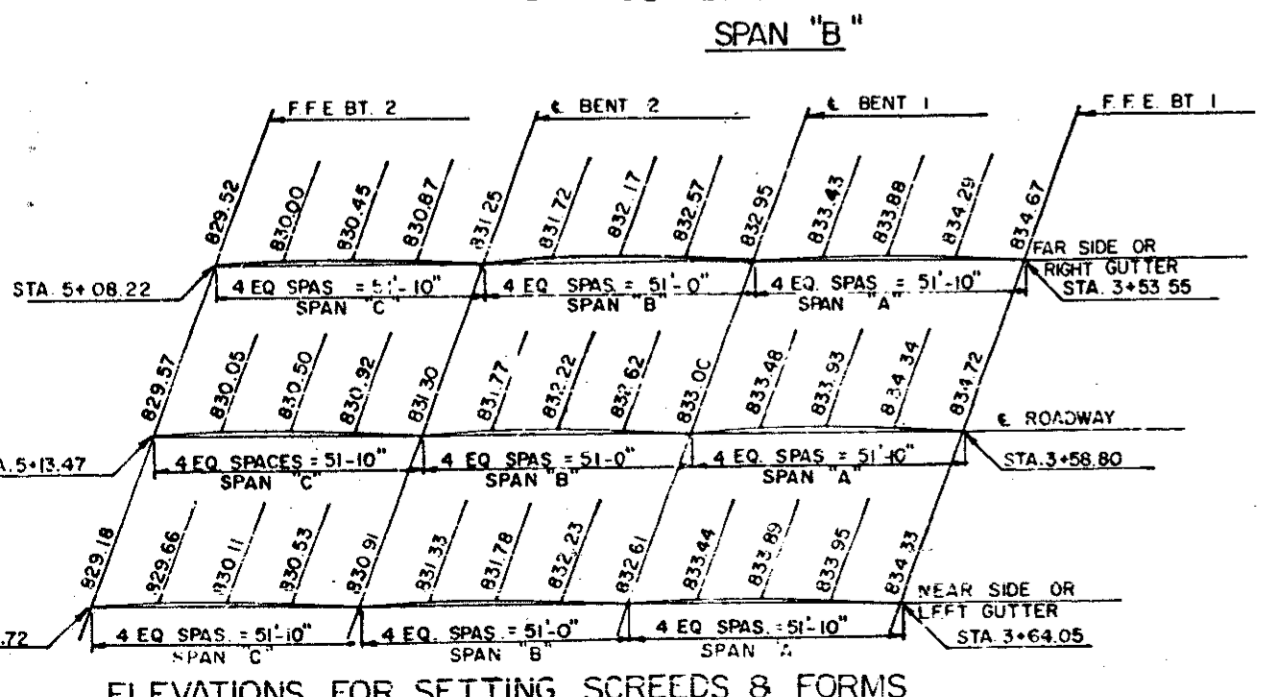
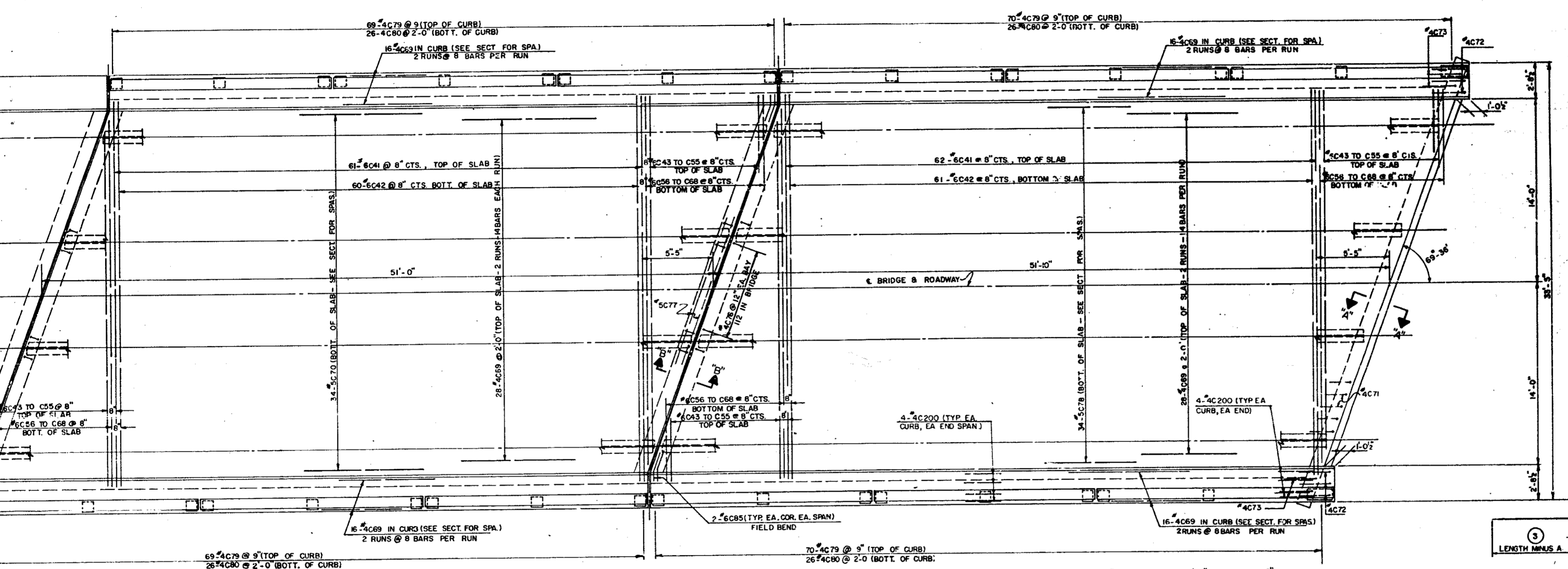
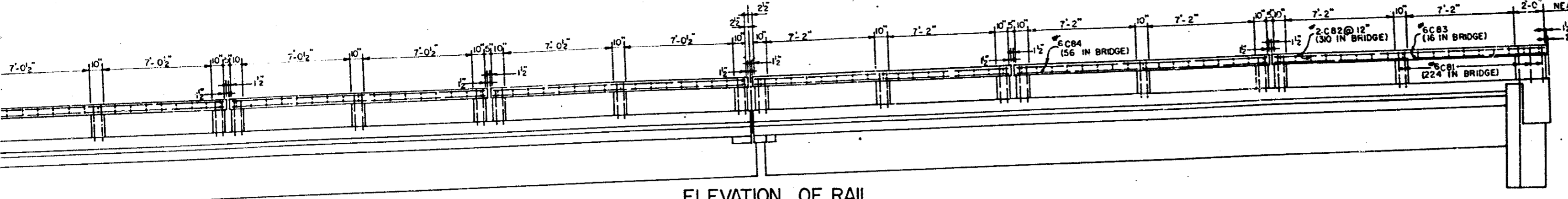


DEAD LOAD DEFLECTION				
	DEFLEC. DUE TO SUPERIMPOSED DEAD LOAD	DEFLEC. DUE TO WT. OF BEAM	TOTAL DEAD LOAD DEFLECTION	CAMBER
EXT. BM.	3/8"	1/8"	1/2"	15/16"
INT. BM.	5/16"	1/8"	3/8"	5/8"



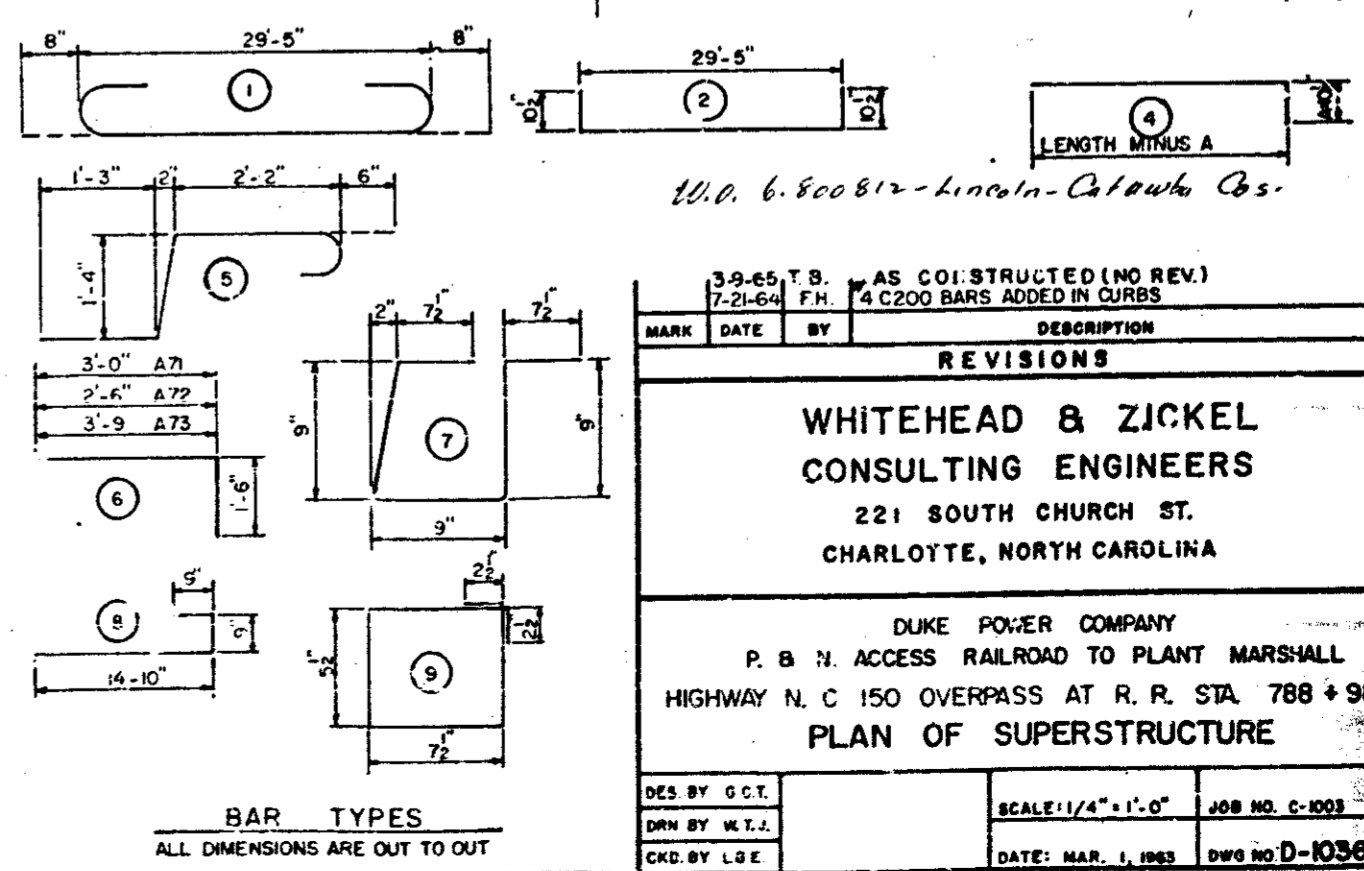
U.O. 6.800 E12 Lincoln - Chubb Co.

MARK	DATE	BY	DESCRIPTION
3-9-65 T.B. AS CONSTRUCTED (NO REV.)			
REVISIONS			
WHITEHEAD & ZICKEL CONSULTING ENGINEERS 221 SOUTH CHURCH ST. CHARLOTTE, NORTH CAROLINA			
DUKE POWER COMPANY P. B. N. ACCESS RAILROAD TO PLANT MARSHALL HIGHWAY N. C. 150 OVERPASS AT R. R. STA. 788+9850 DETAILS—STRUCTURAL STEEL			
DES. BY G.C.T.	SCALE: NO SCALE	JOB NO. C-1003	
DRN. BY W.T.J.	DATE: MAR. 1, 1963	DWR. NO. D-1084	
CHKD. BY L.G.E.			



BILL OF MATERIAL FOR SUPERSTRUCTURE

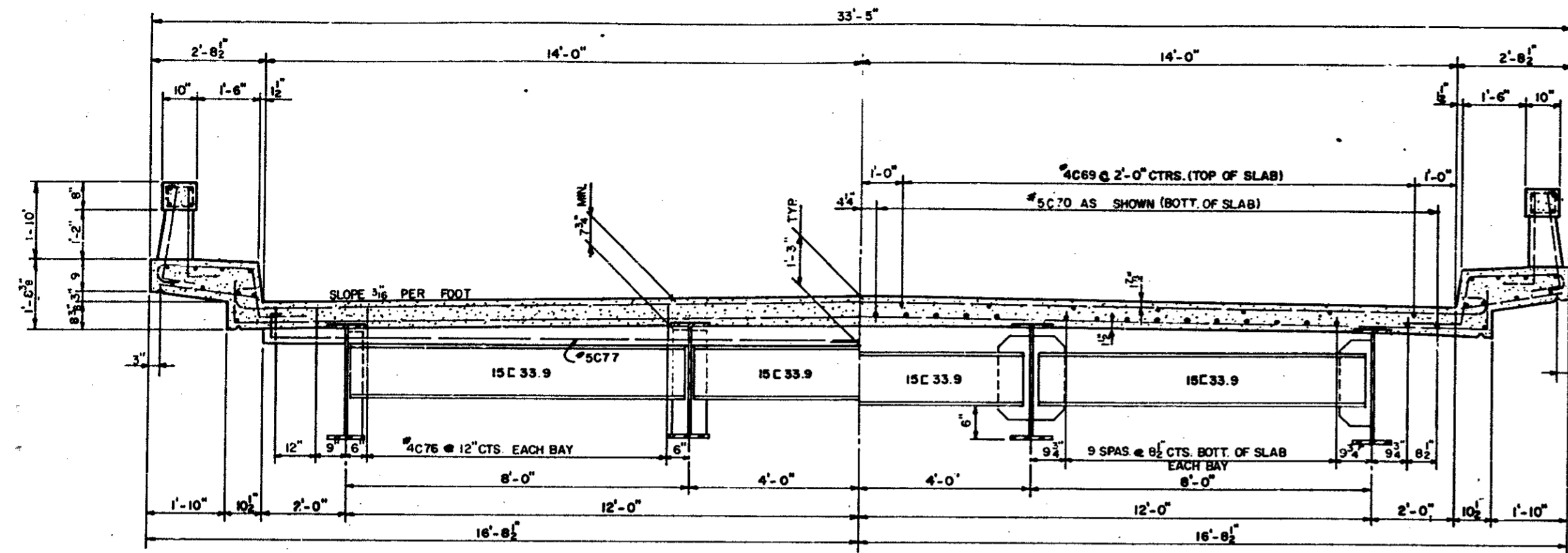
BAR NO	NO	SIZE	TYPE	LENGTH	WEIGHT	BAR NO	NO	SIZE	TYPE	LENGTH	WEIGHT
C41	185	#6	1	30'-9"	8545.15	C66	6	#6	4	10'-2"	91.68
C42	182	#6	2	31'-2"	8519.93	C67	6	#6	4	8'-5"	75.90
C43	6	#6	3	27'-8"	249.30	C68	6	#6	4	6'-5"	57.84
C44				25'-11"	233.58	C69	180	#4	STR	26'-3"	3156.30
C45				23'-11"	215.58	C70	34	#5	STR	50'-6"	1790.83
C46				21'-11"	197.52	C71	58	#4	6	4'-6"	174.58
C47				20'-2"	181.80	C72	12	#4	6	4'-0"	32.04
C48				18'-5"	166.02	C73	8	#4	6	5'-3"	28.08
C49				16'-8"	150.24	C74	16	#4	STR	17'-9"	189.76
C50				14'-8"	132.18	C75	8	#6	STR	18'-2"	218.32
C51				12'-8"	114.18	C76	112	#4	7	3'-6"	262.08
C52				10'-8"	96.18	C77	16	#5	8	16'-4"	272.48
C53				9'-2"	82.62	C78	68	5	STR	51'-3"	3634.85
C54				7'-2"	64.62	C79	418	#4	5	5'-3"	1465.92
C55				5'-5"	48.84	C80	156	#4	STR	2'-3"	234.47
C56				26'-2"	258.36	C81	224	#6	4	3'-0"	1007.33
C57				26'-11"	242.58	C82	310	#2	9	2'-7"	133.57
C58				24'-11"	224.58	C83	16	#5	STR	18'-0"	432.58
C59				22'-11"	206.58	C84	56	#6	STR	16'-6"	387.85
C60				21'-2"	190.80	C85	8	#6	STR	5'-0"	60.08
C61				19'-8"	177.24	C200	32	#4	STR	4'-6"	51.44
C62				17'-8"	159.24						
C63				15'-11"	143.46						
C64				13'-11"	125.46						
C65				11'-11"	107.40						
					TOTAL WT REINF STL						
						36,640.00					
						35,593.44					



U.O. 6.800812 - Lincoln-Catawba Cbs.

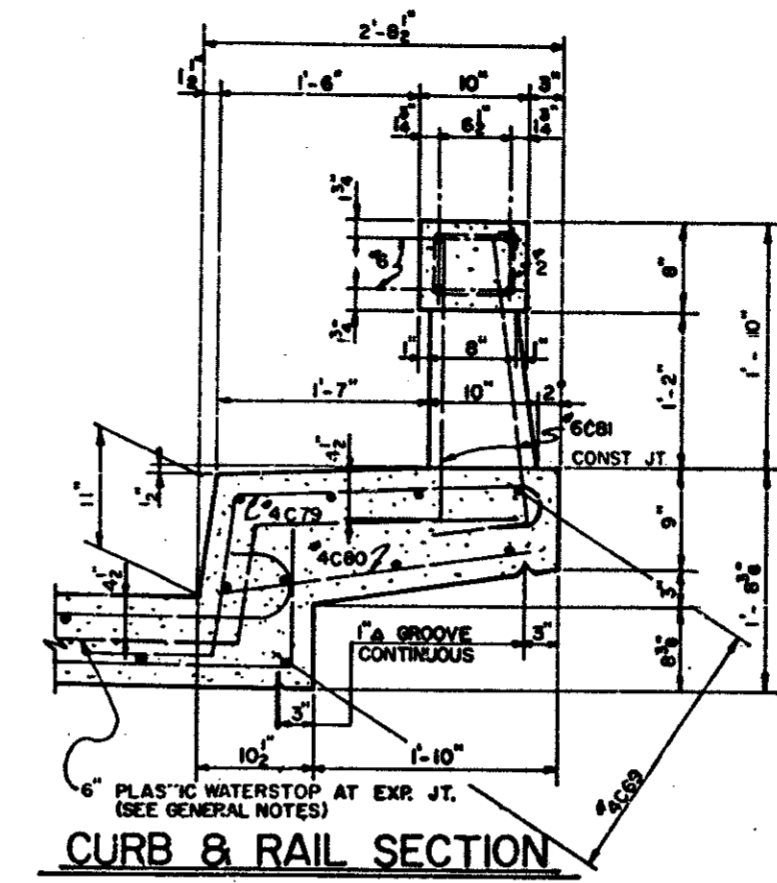
3-9-65 T.S.	AS CONSTRUCTED (NO REV.)
7-21-64 F.H.	4 C200 BARS ADDED IN CURBS

MARK	DATE	BY	DESCRIPTION
REVISIONS			
WHITEHEAD & ZICKEL CONSULTING ENGINEERS 221 SOUTH CHURCH ST. CHARLOTTE, NORTH CAROLINA			
DUKE POWER COMPANY P. B. N. ACCESS RAILROAD TO PLANT MARSHALL HIGHWAY N. C. 150 OVERPASS AT R. R. STA. 788 + 98.50 PLAN OF SUPERSTRUCTURE			
DES BY G.C.T.	SCALE 1/4" = 1'-0"	JOB NO. C-1003	
DRN BY W.T.J.	DATE: MAR. 1, 1963	DWG NO. D-1036.5	
CKD BY L.B.E.	D.P.CO. FILE NO. M-465		

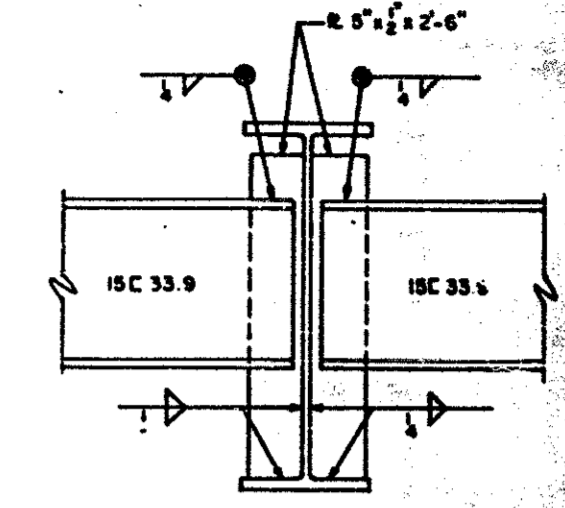


PART SECTION
SHOWING DIAPHRAGMS @ BENTS
SCALE: 1/2" = 1'-0"

PART SECTION
SHOWING INTERIOR DIAPHRAGMS
SCALE: 1/2" = 1'-0"

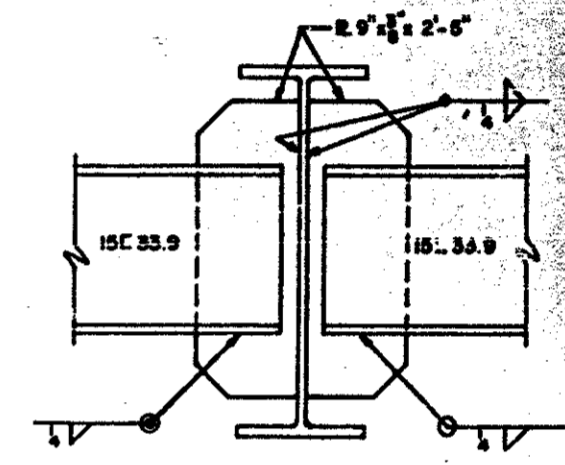


CURB & RAIL SECTION
SCALE: 1" = 1'-0"



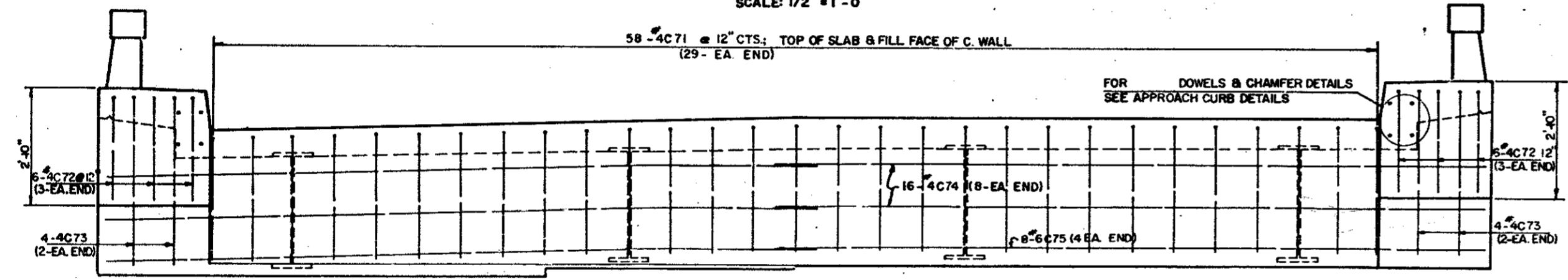
DETAIL - DIAPHRAGM CONNECTION @ BENT

NOTE: OMIT STIFFENERS ON OUTSIDE OF EXTERIOR BEAMS AND AT END BENTS. STIFFENERS SHALL BE PARALLEL TO SKEW OF BRIDGE.

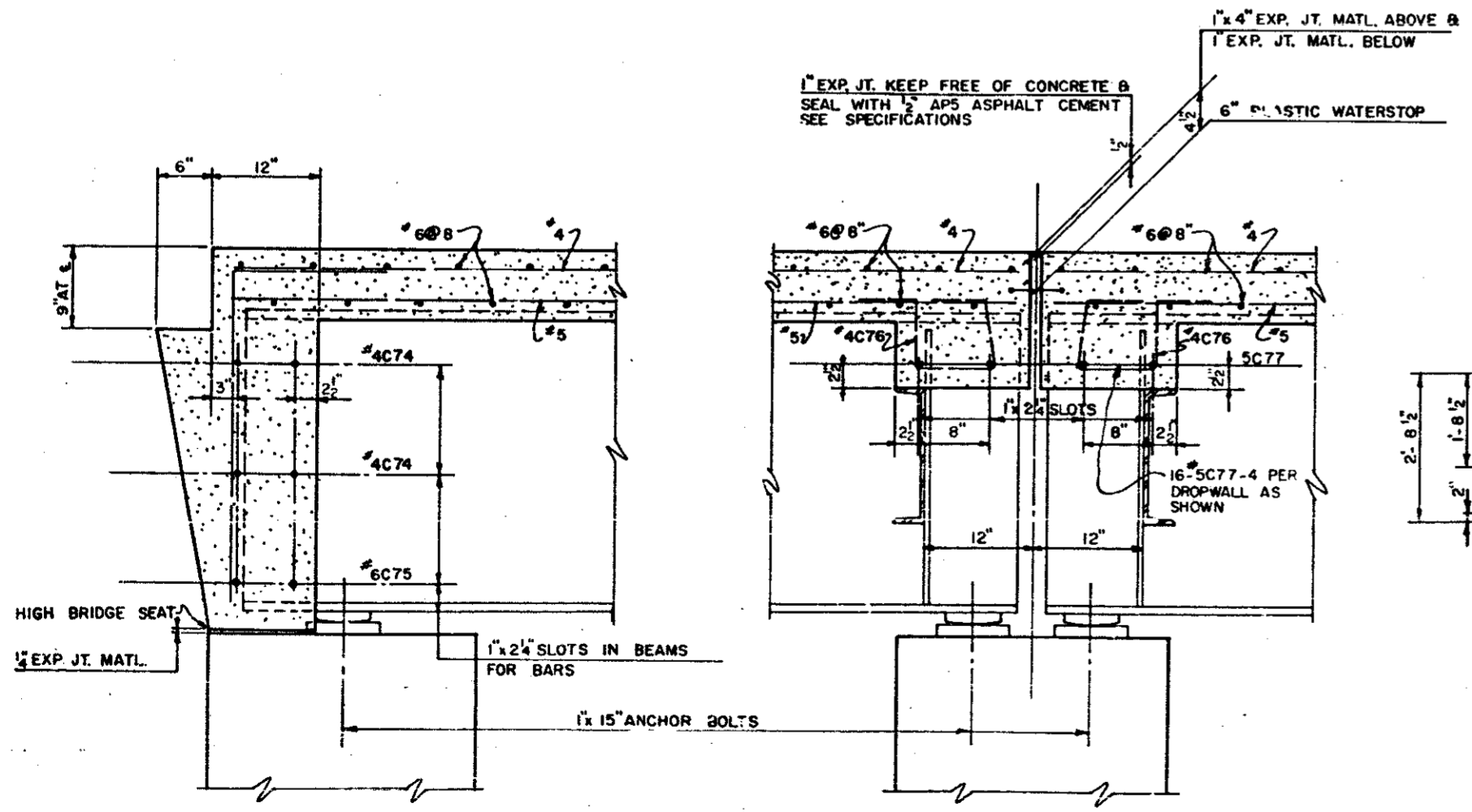


DETAIL - INTERIOR DIAPHRAGM CONNECTION

NOTE: ONE END OF DIAPHRAGM CHANNEL TO BE SHOP WELDED TO THE PLATE AND THE OTHER END FIELD WELDED TO THE PLATE. BOTH PLATES TO BE FIELD WELDED TO THE BEAM.



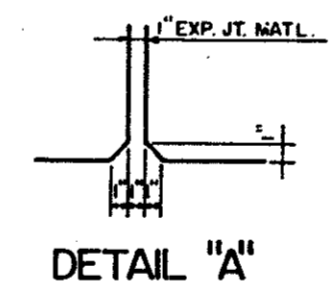
END VIEW
SCALE: 1/2" = 1'-0"



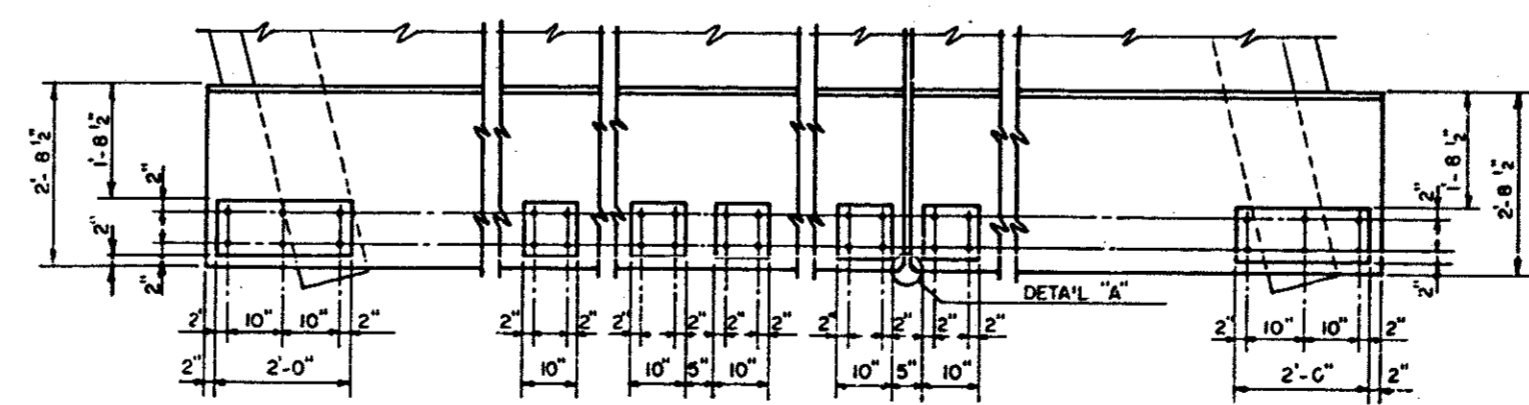
SECTION "A-A"

SCALE: 1" = 1'-0"

SECTION "B-B"



DETAIL "A"



POST DETAILS

W.O. 6,800,812 Lincoln, Columbia, S.C.

3-9-55 T.B.		AS CONSTRUCTED (NO REV.)	
MARK	DATE	BY	DESCRIPTION
REVISIONS			
WHITEHEAD & ZICKEL CONSULTING ENGINEERS 221 SOUTH CHURCH ST. CHARLOTTE, NORTH CAROLINA			
DUKE POWER COMPANY P. O. N. ACCESS RAILROAD TO PLANT MARSHALL HIGHWAY N. C. 150 OVERPASS AT R. R. STA. 788+98.50 SUPERSTRUCTURE SECTIONS			
DES BY G.C.T.		SCALE: AS SHOWN	JOB NO. C-1003
DRN BY W.T.J.			

GENERAL NOTES

MATERIAL AND WORKMANSHIP: EXCEPT AS MAY BE OTHERWISE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE 1959 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OF THE NORTH CAROLINA STATE HIGHWAY COMMISSION, HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS.

CONCRETE: CLASS "A" CONCRETE SHALL BE USED THROUGHOUT. STANDARD SIZE NO. 3 COARSE AGGREGATE SHALL BE USED FOR ALL CONCRETE. ALL CONCRETE SHALL BE COMPACTED BY MECHANICAL VIBRATION.

CHAMFERS: UNLESS OTHERWISE NOTED ON THE PLANS, CURBS SHALL BE CHAMFERED 1" OR ROUNDED WITH A 1/4" RADIUS WHICH IS BUILT INTO THE CURB FORM. ALL OTHER EXPOSED CORNERS ON SUPERSTRUCTURES SHALL BE CHAMFERED 3/4" EXCEPT EXPANSION JOINTS WHICH SHALL BE CHAMFERED 3/8", AND ALL SUBSTRUCTURE CORNERS SHALL BE CHAMFERED 1".

SURFACE FINISH: CONCRETE TO BE FINISHED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE CONCRETE BRIDGE FLOOR SLAB SHALL BE PLACED, FINISHED AND TESTED IN STRICT ACCORDANCE WITH SECTION 320 OF THE STANDARD SPECIFICATIONS; SPECIAL PROVISION "SCREEDING CONCRETE BRIDGE FLOORS", DATED JUNE 15, 1960, AND SPECIAL PROVISION "ROLLING STRAIGHTEDGE FOR CHECKING BRIDGE FLOORS", DATED OCTOBER 4, 1960. ALL OTHER EXPOSED SURFACES SHALL HAVE A CLASS 1 FINISH IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

CONSTRUCTION JOINTS: NO CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON THE PLANS WILL BE PERMITTED. CURBS, SLAB AND CURTAIN WALL SHALL BE POURED IN ONE CONTINUOUS OPERATION.

EXPANSION JOINT MATERIAL: ALL EXPANSION JOINT MATERIAL SHALL BE CORK OR BITUMINOUS FIBER. TWO-PLY ROOFING FELT SHALL BE PLACED OVER ALL JOINTS IN THE EXPANSION JOINT MATERIAL; THE FELT SHALL BE PLACED ON THE SIDE OF THE JOINT ADJACENT TO THE CONCRETE BEING POURED.

WATERSTOPS: WATERSTOPS SHALL BE FLEXIBLE POLYVINYL CHLORIDE PLASTIC. THE MATERIAL SHALL BE WELDABLE IN THE FIELD BY THE USE OF A HOT THIN-BLADE KNIFE SUCH AS A PUTTY KNIFE. THE FLEXIBLE POLYVINYL PLASTIC SHALL HAVE A NET THICKNESS OF NOT LESS THAN 0.175 INCH (-5%), A WEIGHT OF NOT LESS THAN 0.75 LBS. PER LINEAR FOOT (-5%) FOR A 6-INCH WIDTH, AND SPECIFIC GRAVITY OF 1.25 TO 1.40. WHEN USED IN BRIDGE DECKS, THE MATERIAL SHALL FORM A CONTINUOUS WATERSTOP ACROSS THE SLAB, UP THE CURBS AND ACROSS THE TOP OF CURBS OR WALKS TO THE INSIDE FACE OF RAIL POSTS. EXPANSION JOINT MATERIAL SHALL BE PLACED IN THE JOINT BELOW AND ABOVE THE WATERSTOP IN AN APPROVED MANNER, AND THE JOINT SHALL BE KEPT FREE OF CONCRETE. THE TOP OF THE JOINT SHALL BE SEALED WITH AP5 ASPHALT.

ALLOWANCES FOR DEAD LOAD DEFLECTIONS: BRIDGES SHALL BE BUILT ON THE GRADE OR VERTICAL CURVE SHOWN ON THE PLANS. SLABS AND CURBS SHALL CONFORM TO THE GRADE OR CURVE. IN SETTING FORMS FOR STEEL BEAM BRIDGES, AN ALLOWANCE SHALL BE MADE FOR DEAD LOAD DEFLECTIONS IN ADDITION TO THE FINISH GRADE ELEVATIONS SHOWN.

DIMENSIONS SHOWN IN SECTIONS THROUGH STEEL BEAM SPANS: ALL DIMENSIONS WHICH ARE GIVEN IN SECTION AND ARE AFFECTED BY DEAD LOAD DEFLECTIONS ARE DIMENSIONS AT CENTER LINE OF BEARING UNLESS OTHERWISE NOTED ON THE PLANS.

REINFORCING STEEL: ALL REINFORCING STEEL SHALL BE INTERMEDIATE GRADE. ALL REINFORCING STEEL, EXCEPT #2 BARS, SHALL BE DEFORMED BARS. ALL DIMENSIONS RELATIVE TO PLACEMENT OF REINFORCING STEEL ARE TO CENTERS OF BARS. NO SPLICES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE PERMITTED. ALL REINFORCING STEEL SHALL BE SECURELY HELD IN CORRECT POSITION.

STRUCTURAL STEEL: STRUCTURAL STEEL SHALL MEET ALL THE REQUIREMENTS OF THE STATE HIGHWAY SPECIFICATIONS AND SHALL BE GIVEN ONE SHOP COAT AND ONE FIELD COAT OF RED LEAD AND FINALLY TWO COATS OF ALUMINUM PAINT. SHEAR CONNECTORS AND THE TOP OF TOP FLANGE OF STEEL BEAMS SHALL NOT BE PAINTED. ALL STRUCTURAL STEEL SHALL BE ASTM A-36 GRADE, EXCEPT ANCHOR BOLTS SHALL BE ASTM A-307 GRADE "A" STEEL. ALL WELDING SHALL BE IN ACCORDANCE WITH THE LATEST REVISED A.W.S. SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES.

CAMBER FOR STEEL BEAMS: STEEL BEAMS MAY HAVE A MAXIMUM VARIATION OF 1/4 INCH FROM THE CAMBER SPECIFIED ON THE PLANS OR FROM A STRAIGHT LINE IF NO CAMBER IS SPECIFIED.

INSPECTION OF STRUCTURAL STEEL: MILL AND SHOP INSPECTION OF STRUCTURAL STEEL SHALL BE PERFORMED BY AN INSPECTION AGENCY APPROVED BY THE NORTH CAROLINA HIGHWAY COMMISSION. FIVE COPIES OF EACH REPORT SHALL BE SUBMITTED TO THE CONSULTING ENGINEER FOR APPROVAL AND DISTRIBUTION.

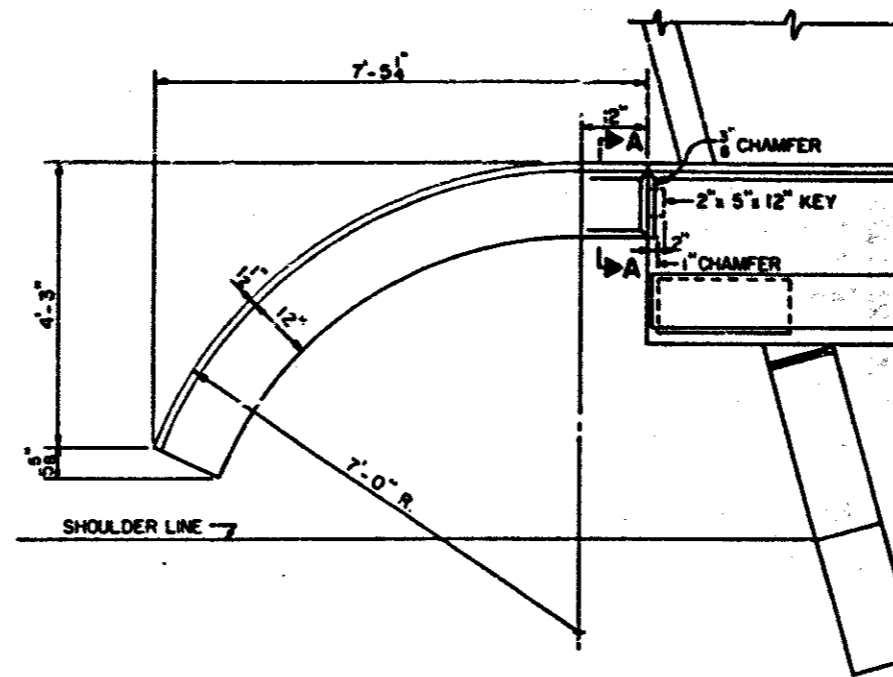
SHOP DRAWINGS FOR STRUCTURAL STEEL: FOUR (4) COPIES OF SHOP DRAWINGS FOR STRUCTURAL STEEL SHALL BE SUBMITTED BY THE FABRICATOR TO THE CONSULTING ENGINEER FOR APPROVAL. ATTENTION IS CALLED TO THE FACT THAT SHOP DRAWINGS WILL NOT BE APPROVED BY THE CONSULTING ENGINEER UNTIL A THOROUGH CHECK OF THE DRAWINGS HAS BEEN MADE BY THE FABRICATOR. AFTER APPROVAL, THE FABRICATOR SHALL SUBMIT FIFTEEN (15) COPIES OF SHOP DRAWINGS TO THE CONSULTING ENGINEER FOR DISTRIBUTION.

HANDRAILS AND POSTS: POSTS FOR CONCRETE HANDRAILS SHALL BE BUILT NORMAL TO THE GRADE OF THE CURB, AND THE CONCRETE RAILS SHALL BE BUILT PARALLEL TO THE GRADE OF THE CURB.

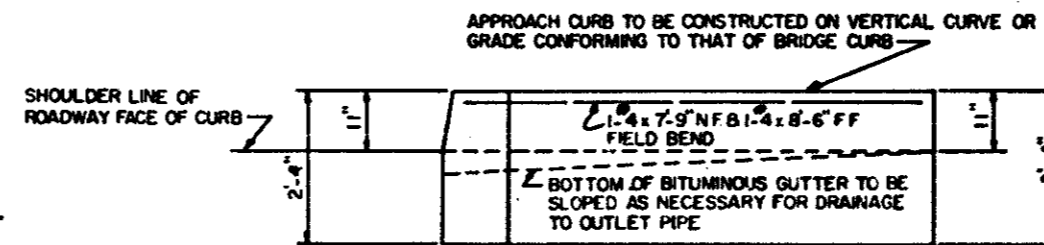
FOUNDATIONS: THE BEARING CAPACITY OF PILES OR BEARING CAPACITY OF MATERIAL UNDER SPREAD FOOTINGS IS INDICATED ON THE RESPECTIVE SUBSTRUCTURE DRAWINGS. AFTER INSPECTION OF THE EXCAVATION BY THE ENGINEER, IF UNSATISFACTORY MATERIAL IS ENCOUNTERED, FOOTINGS SHALL BE LOWERED OR REDESIGNED AS DIRECTED BY THE ENGINEER. THE BOTTOM OF ALL FOOTINGS BEARING ON ROCK SHALL BE AT LEAST SIX (6) INCHES INTO THE ROCK.

EXCAVATION FOR END BENTS: EXCAVATION AND BACKFILL REQUIRED FOR END BENT CAPS WILL NOT BE MEASURED AND PAID FOR AS A SEPARATE ITEM. THE ENTIRE COST OF SAME TO BE INCLUDED IN THE UNIT PRICE FOR CLASS "A" CONCRETE.

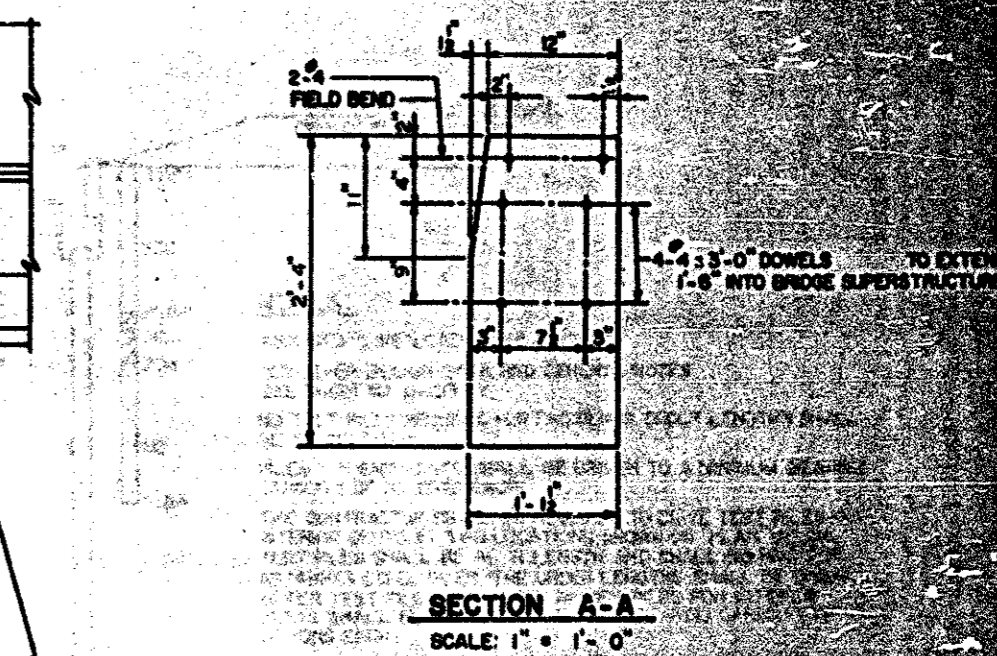
EXCAVATION AND FOUNDATION DATA: THE INFORMATION SHOWN ON PLANS PERTAINING TO EXCAVATION AND FOUNDATION DATA AND ALL ELEVATIONS OF GROUND LINE AND WATER SURFACES GIVEN ARE BELIEVED TO BE CORRECT AND ARE FURNISHED FOR THE CONVENIENCE OF BIDDERS BUT NEITHER THE CONSULTING ENGINEER NOR DUKE POWER COMPANY ASSUMES ANY RESPONSIBILITY FOR, NOR GUARANTEES AS CORRECT, ANY OF THE INFORMATION GIVEN.



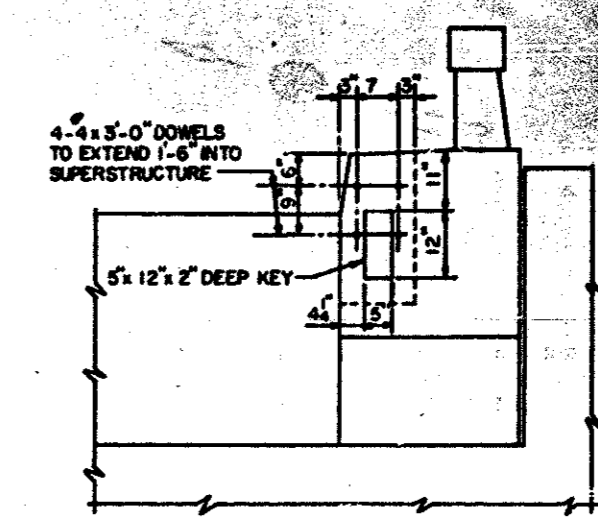
PLAN
SCALE: 1/2" = 1'-0"



ELEVATION



SECTION A-A
SCALE: 1" = 1'-0"



END ELEVATION SHOWING KEY IN SUPERSTRUCTURE

APPROACH CURB DETAILS

BILL OF MATERIALS FOR 4 CURBS				
BAR	NO.	SIZE	LENGTH	WEIGHT
FIELD BEND	4	#4	7'-9"	22
FIELD BEND	4	#4	8'-6"	24
DOWELS	16	#4	3'-0"	32
REINFORCING STEEL				78 LBS.
CLASS "A" CONCRETE				3.2 CU. YDS.

NOTE: FOR PILE SPLICE DETAIL SEE DWG D-1034.8

DESIGN DATA:
 SPECIFICATIONS: A.A.S.H.O. (1961)
 LIVE LOAD: AS SHOWN ON PLANS
 IMPACT ALLOWANCE: SEE SECTION 1.2.12 "IMPACT" OF A.A.S.H.O. SPECIFICATIONS
 STRUCTURAL STEEL: $f_s = 20,000$ P.S.I. (A-36 STEEL)
 CONCRETE: $f_c = 3,000$ P.S.I., $f_c = 1,200$ P.S.I., $n = 10$, $v = 90$ P.S.I.
 REINFORCING STEEL: $f_s = 20,000$ P.S.I. (INTERMEDIATE GRADE)
 EQUIVALENT FLUID PRESSURE OF EARTH: 30 P.S.F.

W.O. 6. 800812 Lincoln-Catwba Co.

3-9-65 T.B.		AS CONSTRUCTED (NO REV.)	
MARK	DATE	BY	DESCRIPTION
REVISIONS			
WHITEHEAD & ZICKEL			
CONSULTING ENGINEERS			
221 SOUTH CHURCH ST.			
CHARLOTTE, NORTH CAROLINA			
DUKE POWER COMPANY			
P. & N. ACCESS RAILROAD TO PLANT MARSHALL			
HIGHWAY N.C. 150 OVERPASS AT R. R. STA 788+98.50			
GENERAL NOTES & APPROACH CURB DETAILS			
DES BY J.H.B.	SCALE AS SHOWN	JOB NO. C-1008	
DRN BY W.T.J.			
CHK BY M.C.A.			