

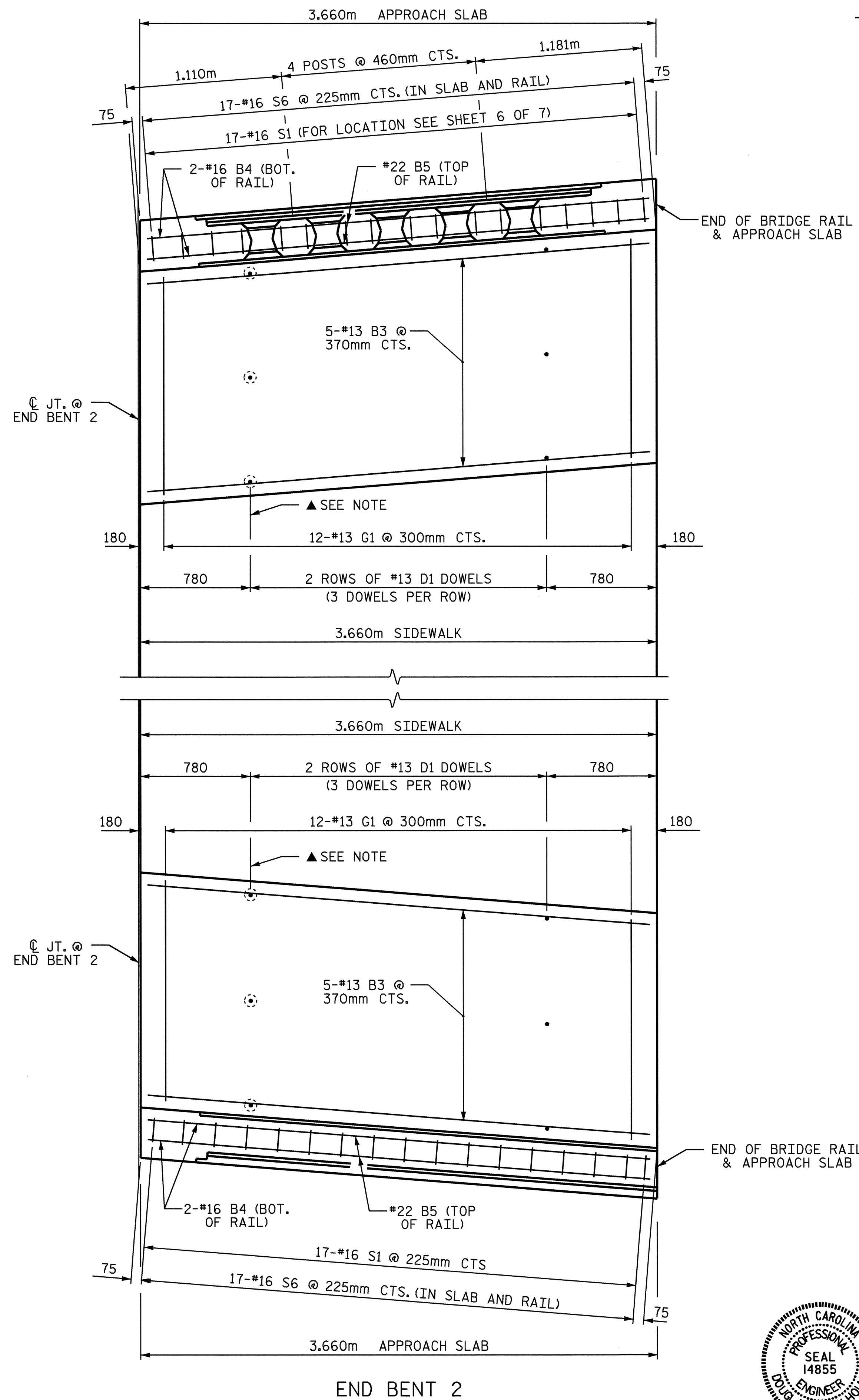
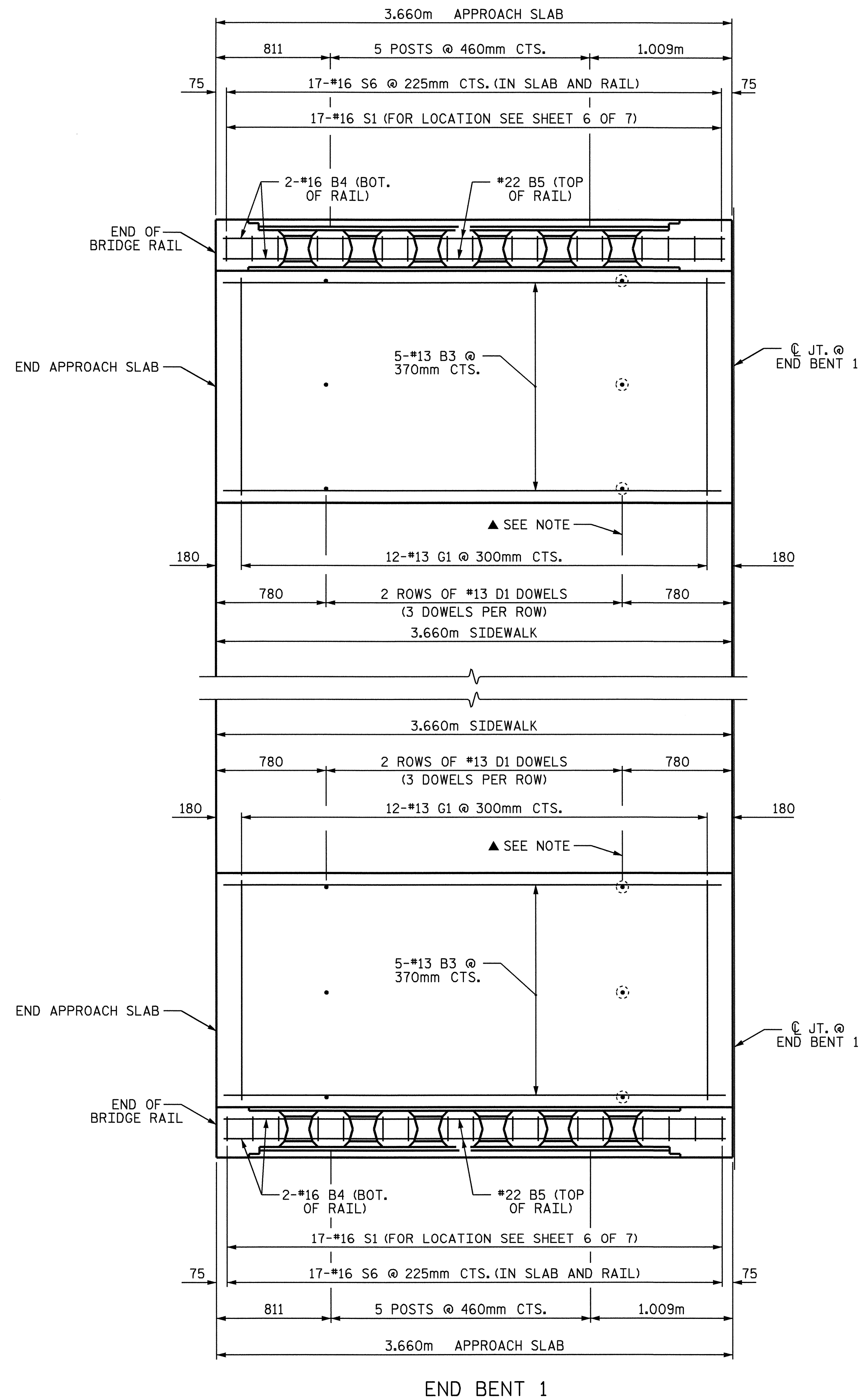
NOTES

FOR PILASTER REINFORCING STEEL AND DETAILS @ END OF APPROACH SLAB, SEE SHEET 6 OF 7.

THE #13 G1 BARS MAY BE SHIFTED SLIGHTLY IN ORDER TO MAINTAIN 50mm CLEARANCE TO 13mm EXPANSION JOINT MATERIAL IN SIDEWALK.

THE CONCRETE AND REINFORCING STEEL FOR THE CLASSIC CONCRETE BRIDGE RAIL AND SIDEWALK ON THE APPROACH SLAB ARE INCLUDED IN THE BILL OF MATERIAL FOR THE APPROACH SLAB AND SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM FOR "BRIDGE APPROACH SLABS".

▲ THE FIRST ROW OF DOWELS SHALL BE INSTALLED USING AN ADHESIVE ANCHORING SYSTEM AFTER SAWING THE JOINT. FOR ADHESIVELY ANCHORED DOWELS, SEE SPECIAL PROVISIONS.



PLAN OF CLASSIC RAIL AND SIDEWALK @ APPROACH SLABS

PROJECT NO. B-2583

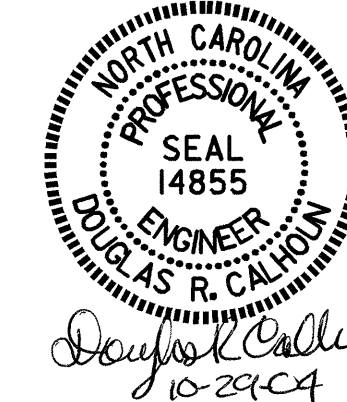
MADISON COUNTY

STATION: 11+03.000 -Y1-

SHEET 3 OF 7

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

**CLASSIC CONCRETE
BRIDGE RAIL
AND SIDEWALK**



DRAWN BY: T. A. HARRIS DATE: 12/3/02
CHECKED BY: W. S. ARAFAT DATE: 7/9/04

28-OCT-2004 09:52
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TAHarris

REVISIONS						SHEET NO. S-88
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 112
2			4			