

NOTES

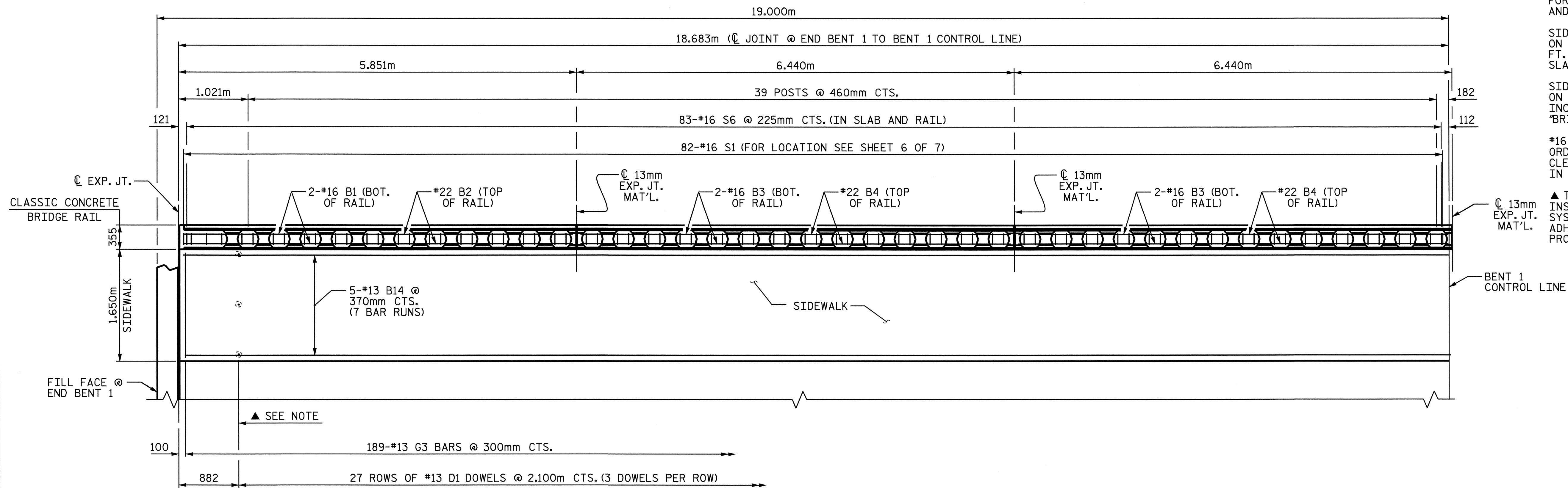
FOR END BENT 1 PILASTER REINFORCING STEEL AND DETAILS, SHEET 6 OF 7.

SIDEWALK REINFORCING STEEL AND CONCRETE ON BRIDGE SHALL BE INCLUDED IN THE SQ. FT. COST FOR "REINFORCED CONCRETE DECK SLAB".

SIDEWALK REINFORCING STEEL AND CONCRETE ON APPROACH SLAB AND FOOTINGS SHALL BE INCLUDED IN THE LUMP SUM COST FOR "BRIDGE APPROACH SLABS".

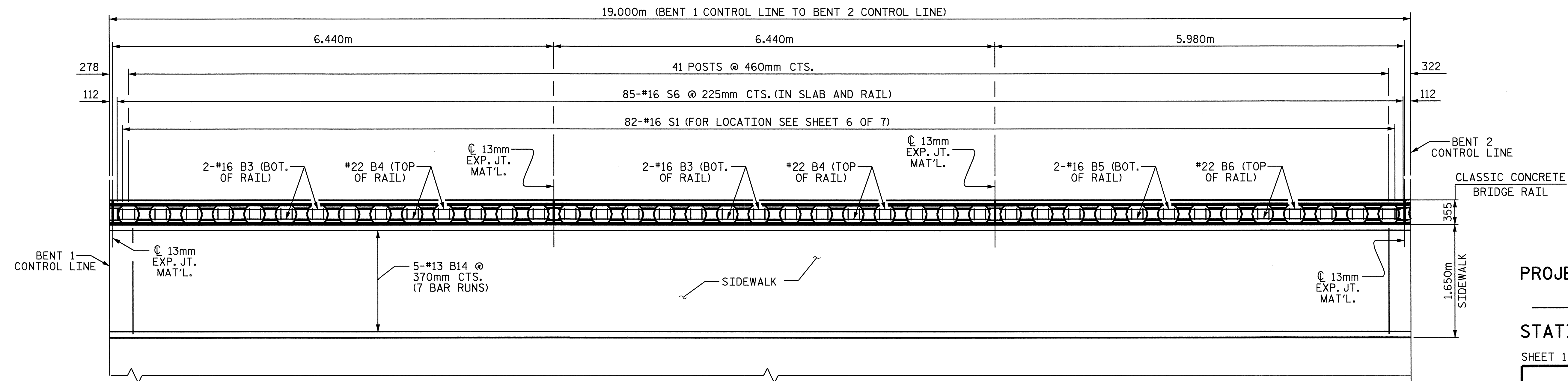
*16 S6 BARS MAY BE SHIFTED SLIGHTLY IN ORDER TO MAINTAIN A 50mm MINIMUM CLEARANCE TO THE 13mm EXPANSION JOINT IN CLASSIC CONCRETE BRIDGE RAIL.

▲ 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 - SPAN A

(LEFT SIDE SHOWN, RIGHT SIDE SIMILAR)



PLAN OF CLASSIC RAIL AND SIDEWALK - SPAN B

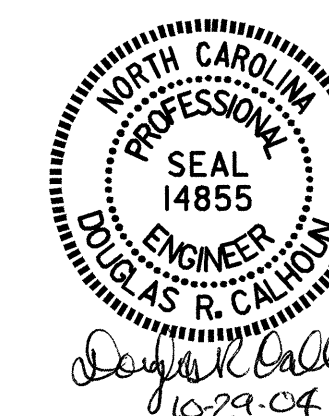
(LEFT SIDE SHOWN, RIGHT SIDE SIMILAR)

PROJECT NO. B-2583

MADISON COUNTY

STATION: 11+03.000 -Y1-

SHEET 1 OF 7



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

**CLASSIC CONCRETE
BRIDGE RAIL
AND SIDEWALK**

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-86	
1			3			TOTAL SHEETS 112	
2			4				

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

29-OCT-2004 09:52
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TAHarris