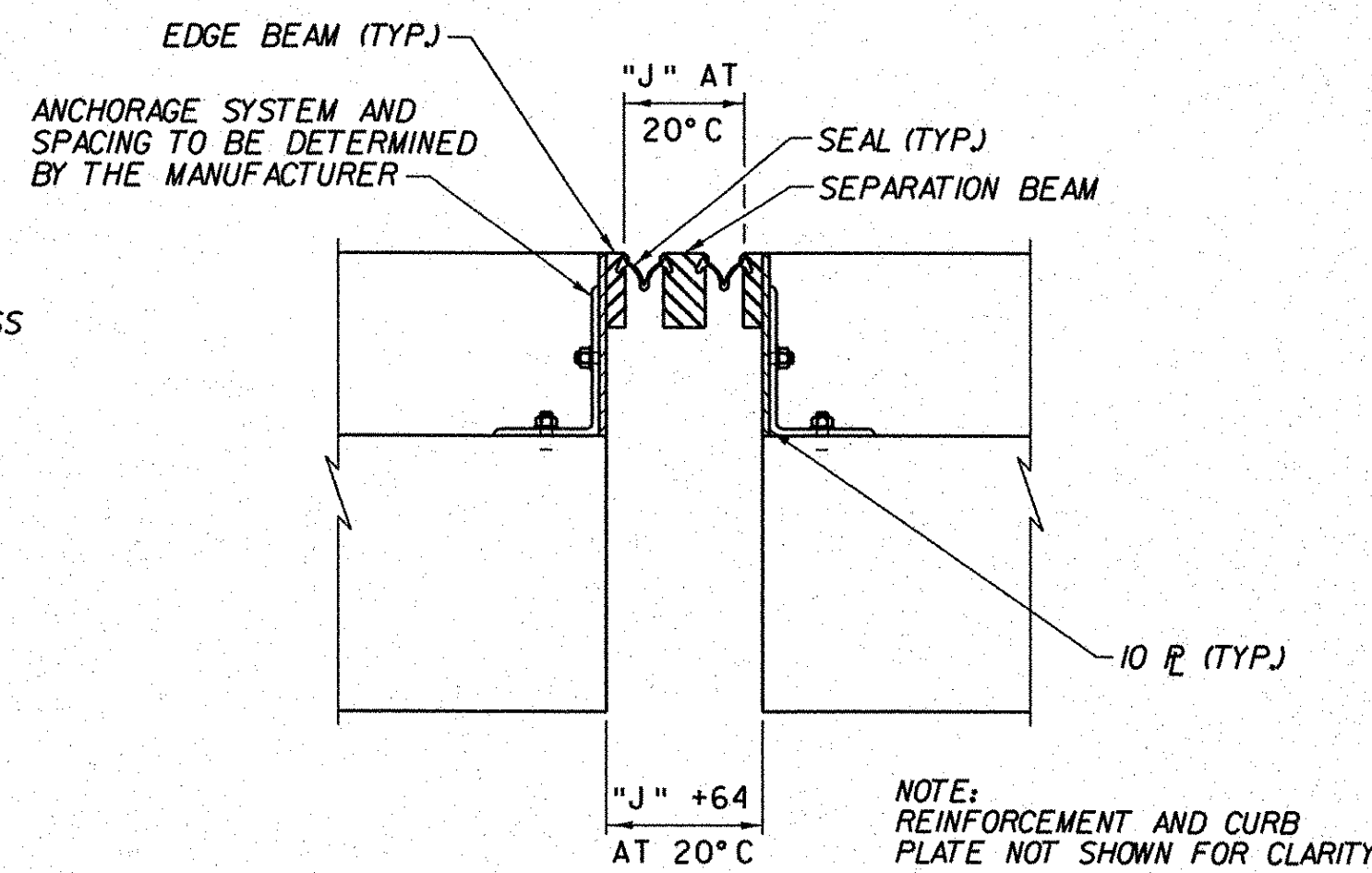
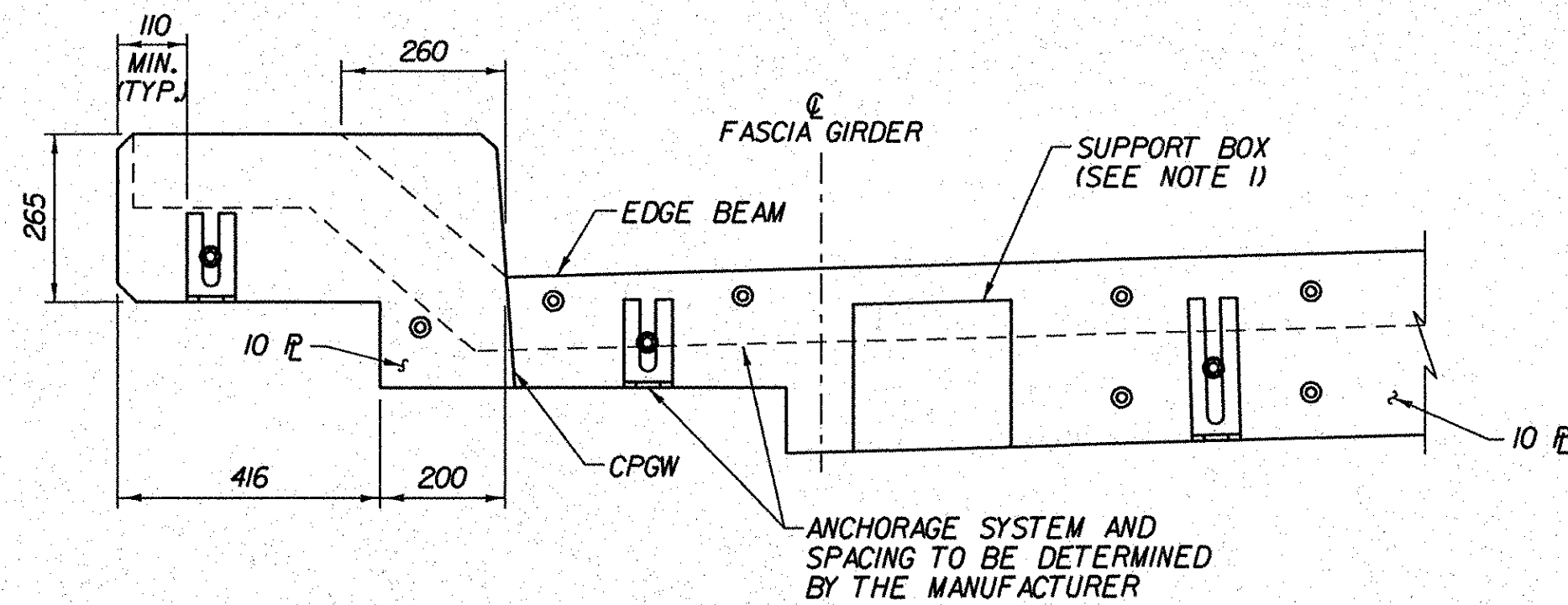


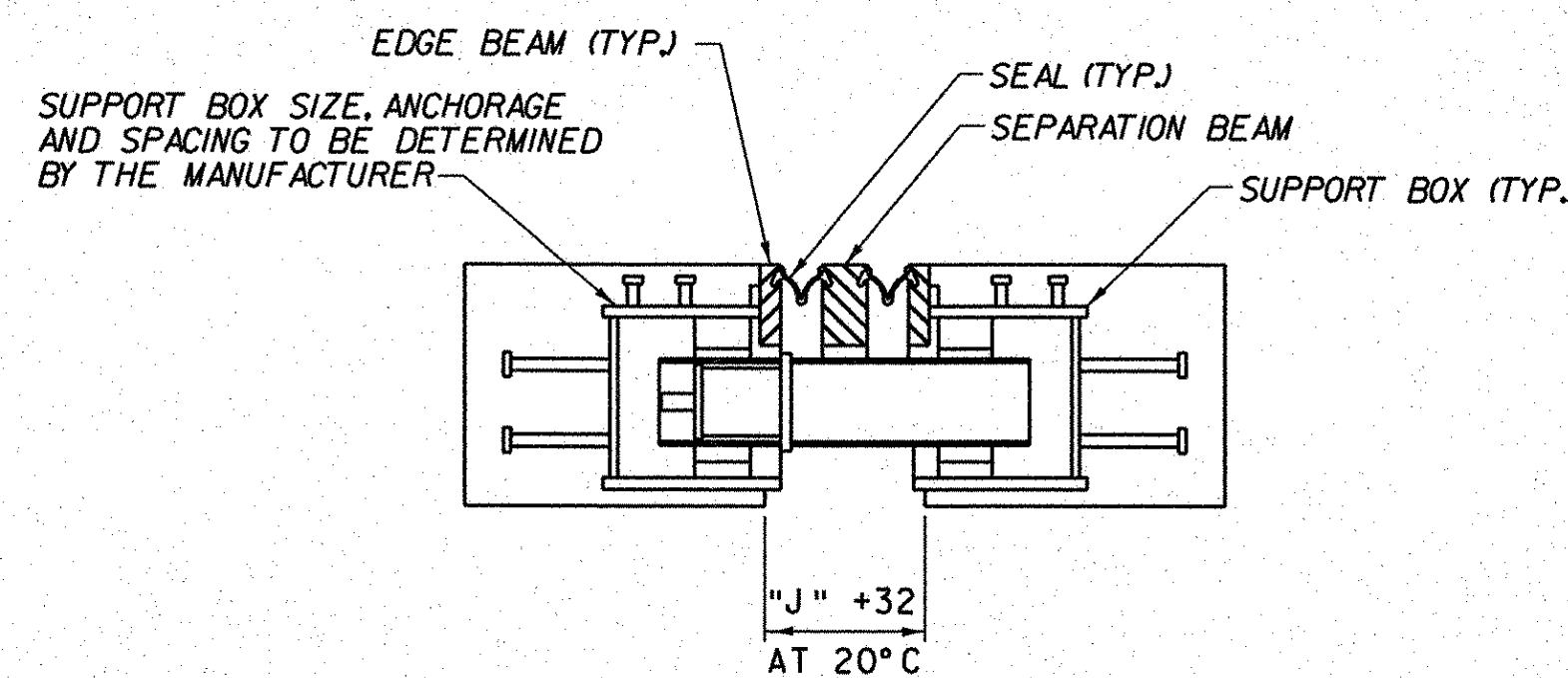
**SECTION B-B**  
FROM SHEET BR306  
NOT TO SCALE



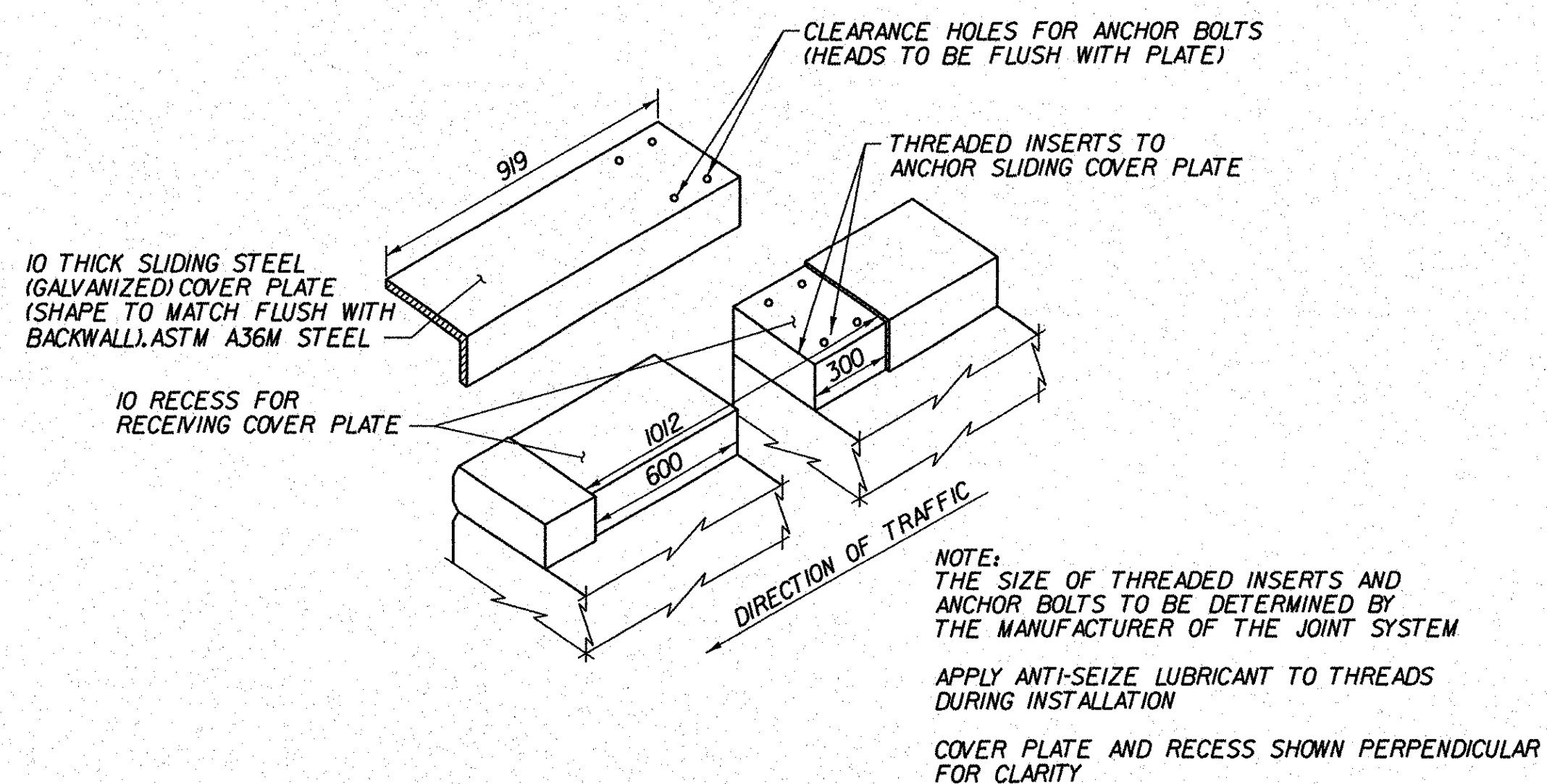
**SECTION D-D**  
FROM SHEET BR306  
NOT TO SCALE



**SECTION C-C**  
FROM SHEET BR306  
HEADER ONLY SHOWN FOR CLARITY  
NOT TO SCALE



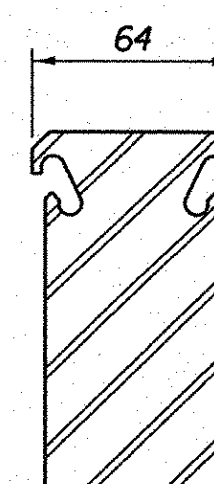
**SECTION E-E**  
FROM SHEET BR306  
HEADER ONLY SHOWN FOR CLARITY  
NOT TO SCALE



**DETAIL FOR CURB PLATE**  
NOT TO SCALE



**EDGE BEAM FOR STRIP SEAL**  
NOT TO SCALE



**SEPARATION BEAM FOR STRIP SEAL**  
NOT TO SCALE

**NOTES:**

1. THERE IS NOT SUFFICIENT DEPTH OF SLAB OUTSIDE OF THE FASCIA GIRDERS TO ACCOMMODATE A SUPPORT BOX. THE JOINT MANUFACTURER SHALL SUPPLY AN ALTERNATIVE SUPPORT MECHANISM THAT SHALL REQUIRE NO MORE THAN A 180 DEEP BLOCKOUT IN THE OVERHANG REGIONS.
2. FOR 'J' DIMENSION, SEE TEMPERATURE ADJUSTMENT TABLE, BRIDGE SHEET BR306.
3. IT IS DESIRABLE TO HAVE THE MODULAR JOINT WITH ITS SEAL ASSEMBLED IN THE SHOP AND DELIVERED TO THE JOB SITE ALL SET FOR INSTALLATION IN ITS PREFORMED RECESS IN THE STRUCTURAL SLAB. IN CASES WHERE THE JOINT CANNOT BE ASSEMBLED IN THE SHOP, DUE TO ITS EXCESSIVE LENGTH CAUSING SHIPPING PROBLEMS, THE JOINT SHALL HAVE THE SEAL IN PLACE BEFORE THE STRUCTURE IS OPENED TO TRAFFIC, INCLUDING CONSTRUCTION TRAFFIC, AND BEFORE DISCONTINUING OPERATION WHEN WORK IS SUSPENDED DURING THE WINTER.
4. MODULAR JOINT SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL JOINT SUPPLIED MAY VARY SIGNIFICANTLY FROM THE ONE SHOWN HERE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ADJUST ALL REQUIRED DIMENSIONS IN THE FIELD, BASED ON FIELD VERIFIED DIMENSIONS, TO ACCOMMODATE THE ACTUAL MODULAR JOINT SUPPLIED.
5. THE ASSUMED DIMENSIONS OF THE BLOCKOUT (DEPTH AND WIDTH) ARE PLACED ON THE PLANS. IF THE JOINT SYSTEM SUPPLIED BY THE FABRICATOR/ CONTRACTOR REQUIRES A CHANGE TO THE BLOCKOUT SIZE OR SUPPORT SYSTEM (I.E. END DIAPHRAGM, ETC.) DETAILED IN THE PLANS, THAT CHANGE TO THE BLOCKOUT OR SUPPORT SYSTEM SHALL BE THE CONTRACTOR'S RESPONSIBILITY. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE CHANGES TO THE BLOCKOUT OR SUPPORT SYSTEM AS A RESULT OF THE SUPPLIED JOINT SYSTEM.
6. CAULKING COMPOUND FOR STRUCTURES CONFORMING TO SECTION 900 SHALL BE USED TO SEAL BETWEEN THE CURB AND THE IO PLATE. COST TO BE INCIDENTAL TO ITEM 900.640 'SPECIAL PROVISION (BRIDGE EXPANSION JOINT, MODULAR).'
7. DETAILS ON THE DRAWINGS LABELED AS 'NOT TO SCALE' ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

STATE OF VERMONT AGENCY OF TRANSPORTATION		
Town Of	BENNINGTON	Bridge No. B15, B15N, B15S
Highway No.	VT RTE 279	Log Sta.
		Surv. Sta.
VT ROUTE 279 & RAMPS OVER ROARING BRANCH OF WALLOOMSAC RIVER		
MODULAR JOINT DETAILS		
Designed By	A. ODIEN	Drawn By
Checked By	B.J. CARLSON	Bridge Design Supervisor
Date	06/08	Date
		K.M. WOJTKOWSKI
PROJECT	BENNINGTON	PROJECT NO.
		AC NH 019-1(51)
TVGA CAD Drawing No.	ModJtPlan.dgn	Date
		02/02/2009
Bridge Sheet No.	BR307	Sheet
		294 of 367