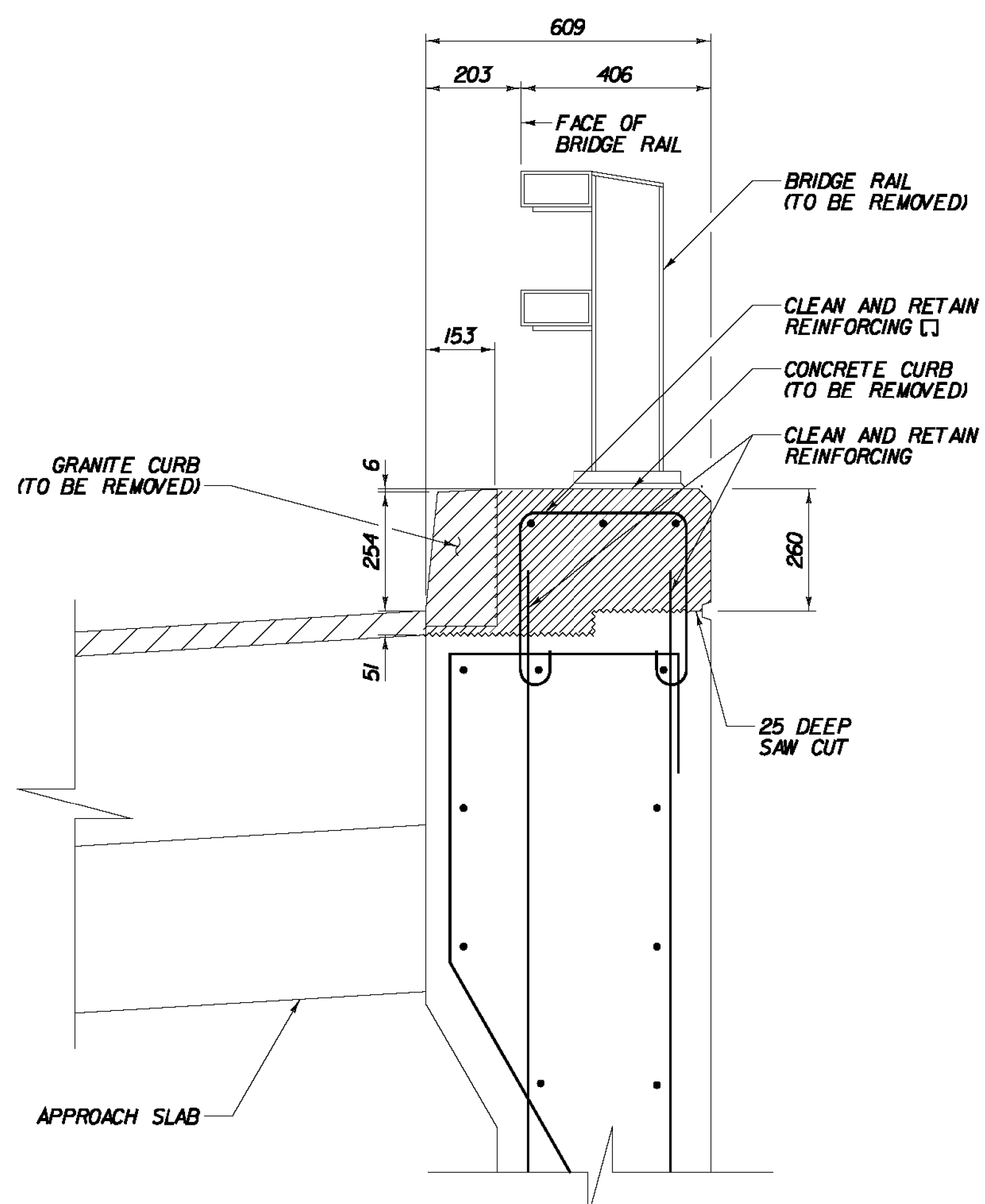
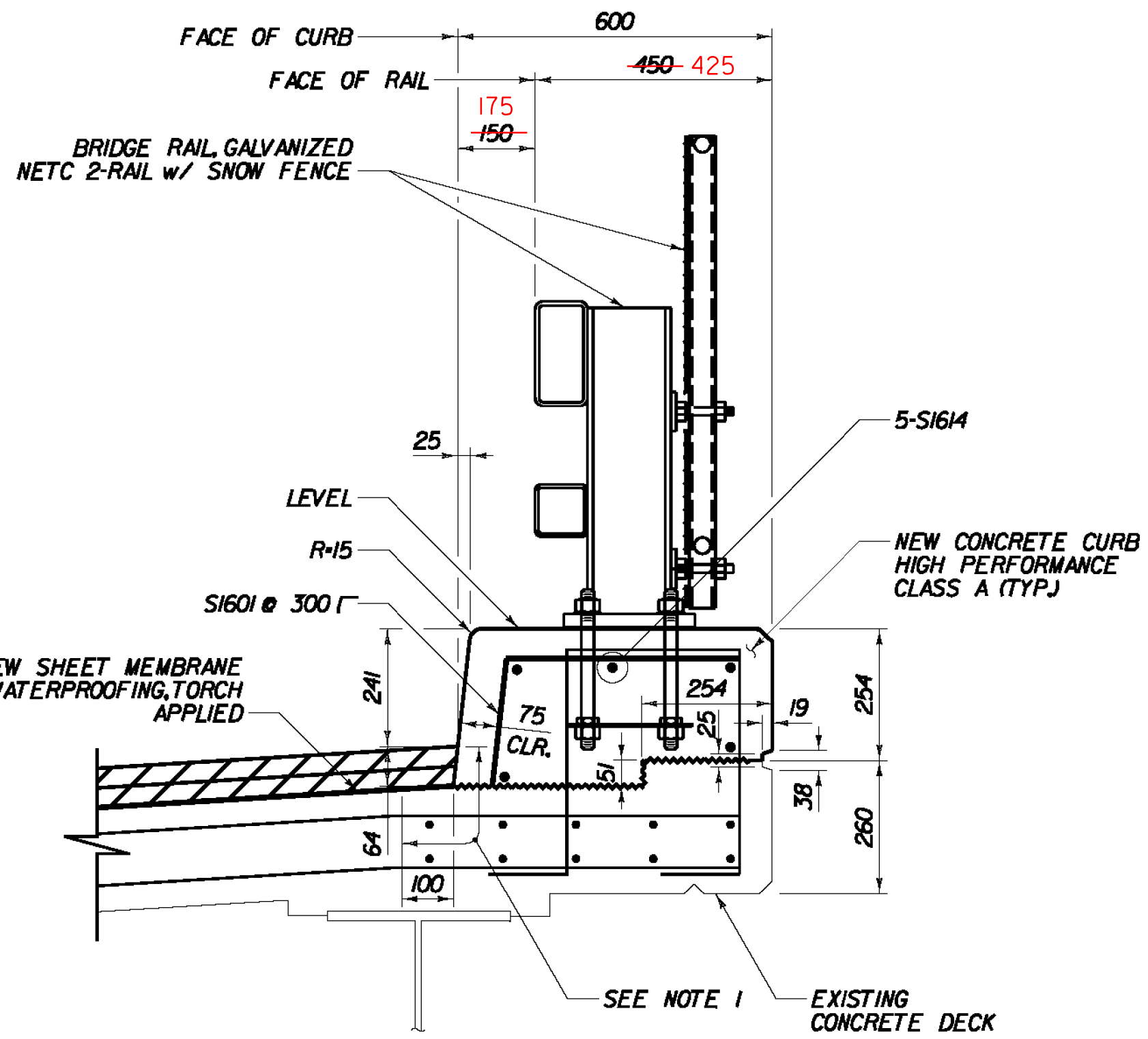


EXISTING BRIDGE CURB SECTION
SCALE: 1/4" = 1'-0"

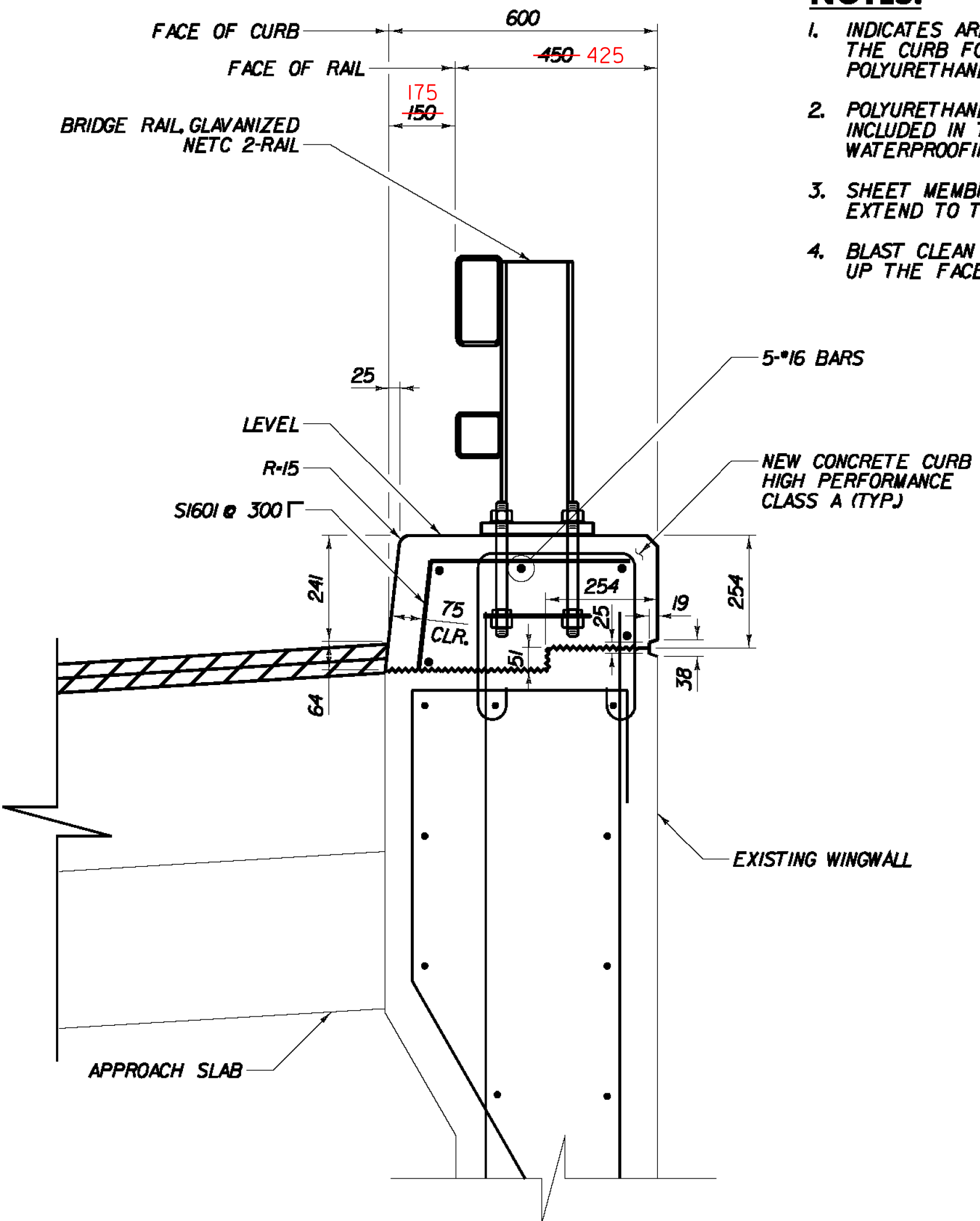
/// DENOTES CONCRETE TO BE REMOVED



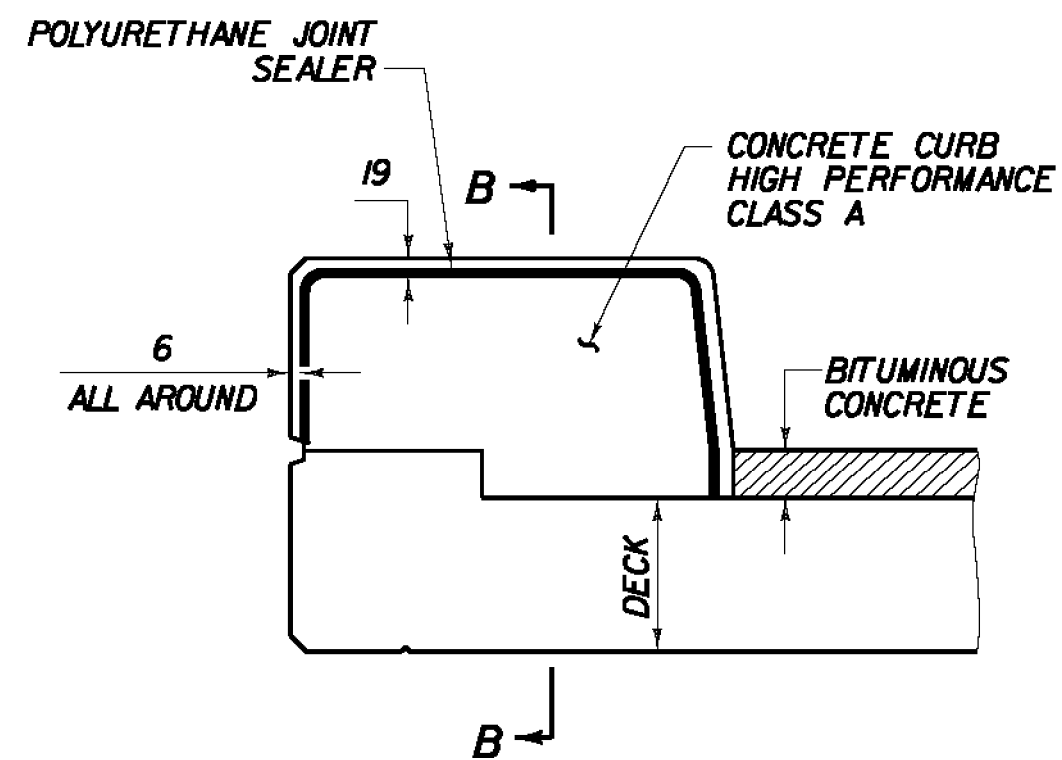
EXISTING WINGWALL SECTION
SCALE: 1/4" = 1'-0"



PROPOSED BRIDGE CURB SECTION
SCALE: 1/4" = 1'-0"



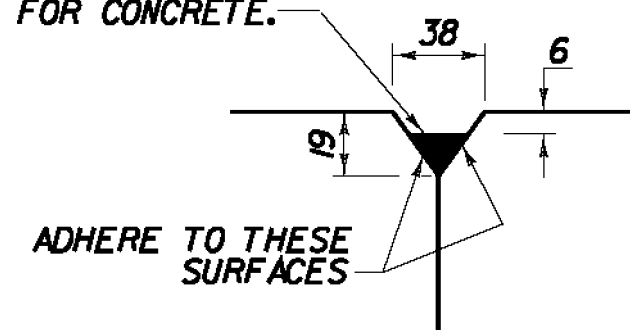
PROPOSED WINGWALL CURB SECTION
SCALE: 1/4" = 1'-0"



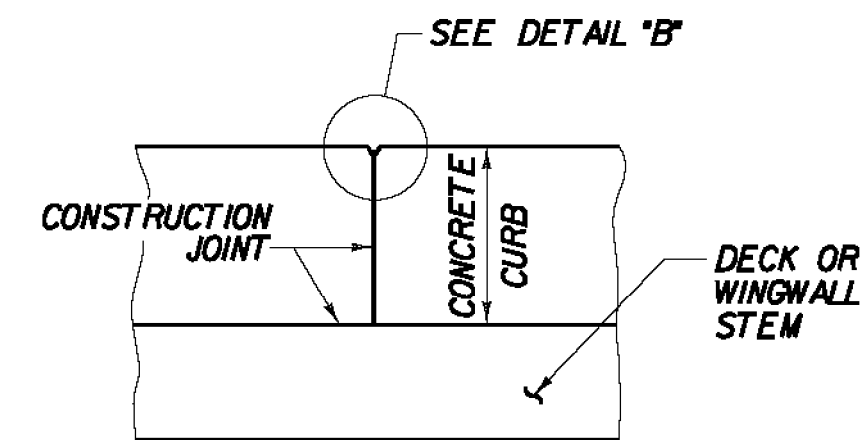
TYPICAL SECTION THROUGH CONCRETE CURB CONSTRUCTION JOINT
NOT TO SCALE

- NOTES:
1. CONSTRUCTION JOINTS THROUGH CONCRETE CURBS SHALL BE SPACED MAXIMUM 4500 CENTER TO CENTER AND SHALL BE 450 MINIMUM FROM THE CENTER OF THE NEAREST BRIDGE RAIL POST. CONCRETE SHALL BE PLACED IN ALTERNATING SECTIONS WITH A MINIMUM OF 48 HOURS DELAY BETWEEN ADJACENT POURS.
 2. LONGITUDINAL REINFORCING SHALL PASS THROUGH CONCRETE CURB CONSTRUCTION JOINTS.

POLYURETHANE JOINT SEALER PER SUBSECTION 524.06c COLOR TO MATCH CONCRETE. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR CONCRETE.



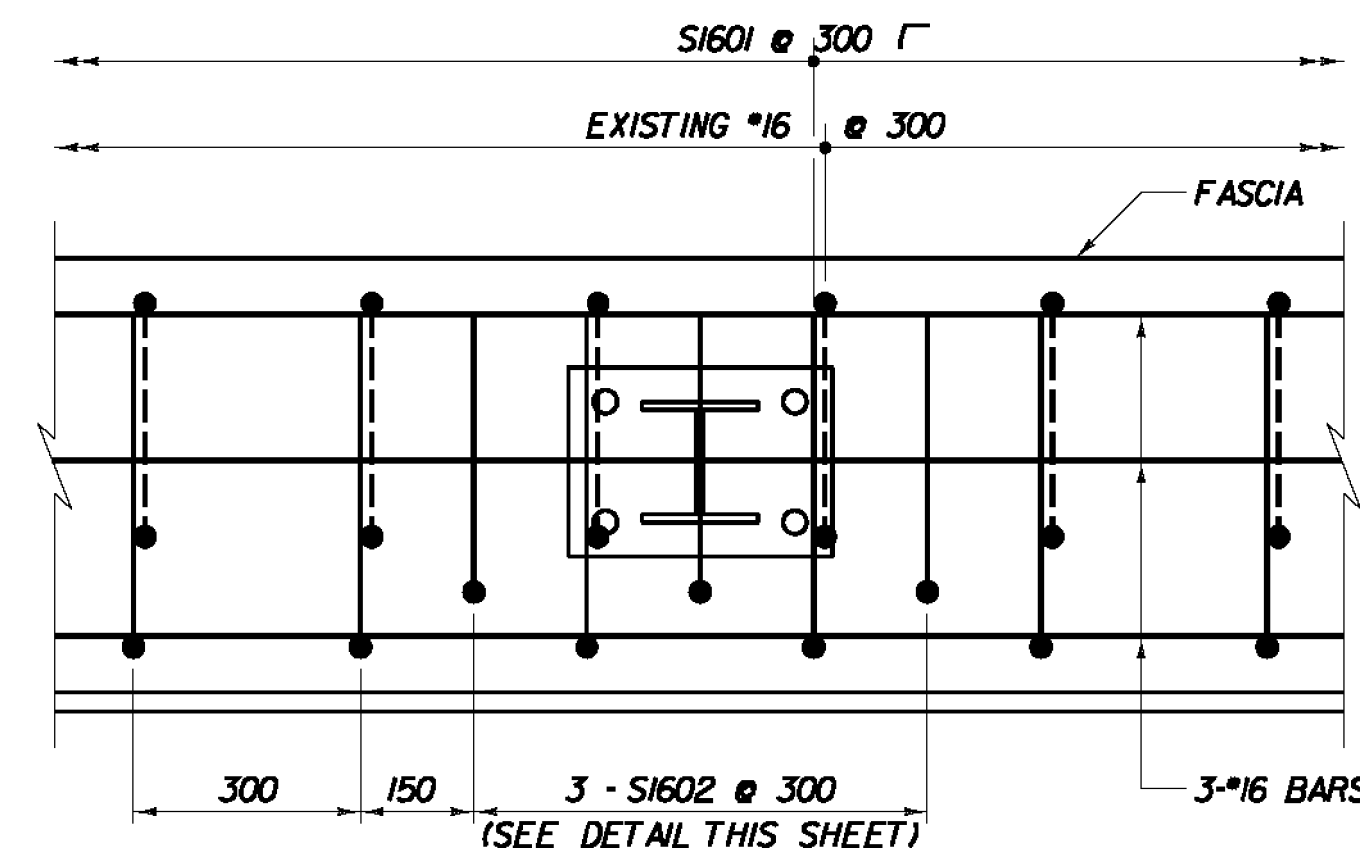
DETAIL "B"



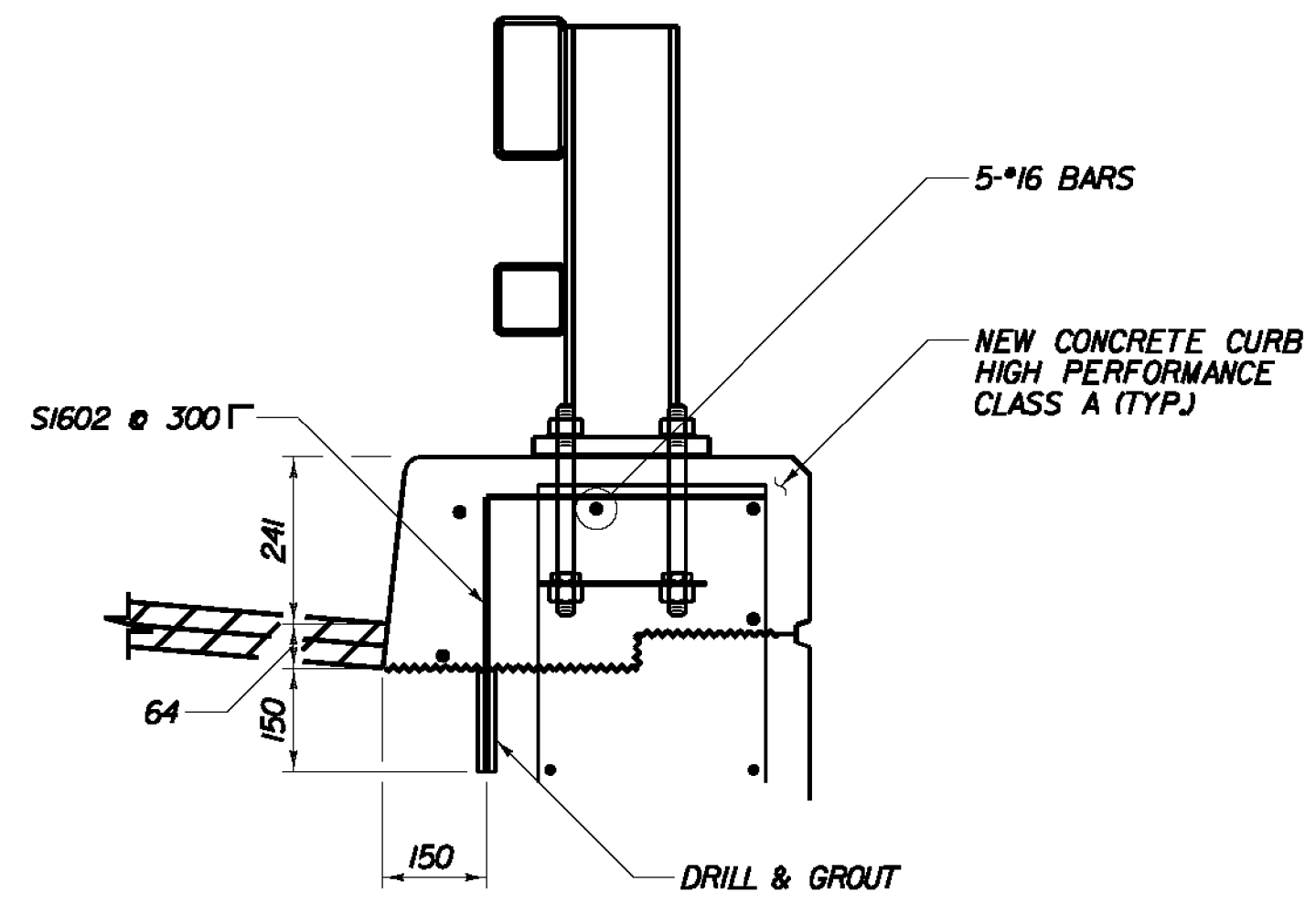
SECTION B - B

PROPOSED BRIDGE CURB SECTION NOTES:

1. INDICATES AREA ALONG THE DECK AND UP THE FACE OF THE CURB FOR PLACEMENT OF TWO COATS OF POLYURETHANE MEMBRANE.
2. POLYURETHANE MEMBRANE AND BLAST CLEANING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SHEET MEMBRANE WATERPROOFING, TORCH APPLIED.
3. SHEET MEMBRANE WATERPROOFING, TORCH APPLIED SHALL EXTEND TO THE FACE OF THE CURB AS SHOWN.
4. BLAST CLEAN 1m FROM THE FACE OF THE CURB AND 64 UP THE FACE OF CURB PRIOR TO PLACING MEMBRANE.



DETAIL A CURB REINFORCING PLAN AT POST LOCATIONS
NOT TO SCALE



DETAIL - ADDITIONAL REINFORCING AT POST LOCATIONS
SCALE: 1/4" = 1'-0"

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	BENNINGTON	Bridge No.	13N
Highway No.		Log Sta.	
		Surv. Sta.	
US ROUTE 7 NB OVER VT ROUTE 279 EB			
CURB DETAILS			
Designed By	M. CHENETTE	Drawn By	J. SOTER
Checked By	M. CHENETTE	Bridge Design Supervisor	G. BOGUE
	Date 11/09	Date	11/09
PROJECT	BENNINGTON	PROJECT NO.	NH FO19-1(54)



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