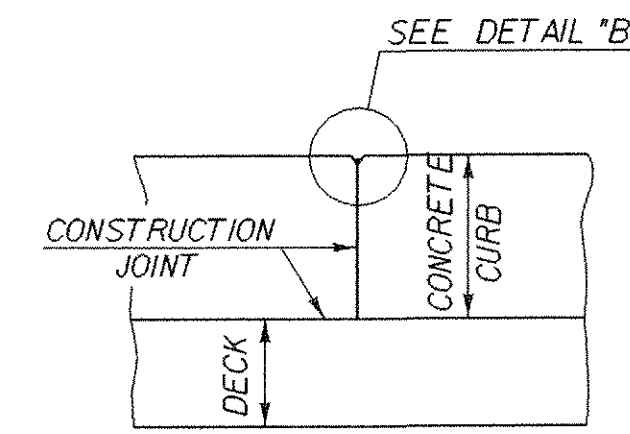
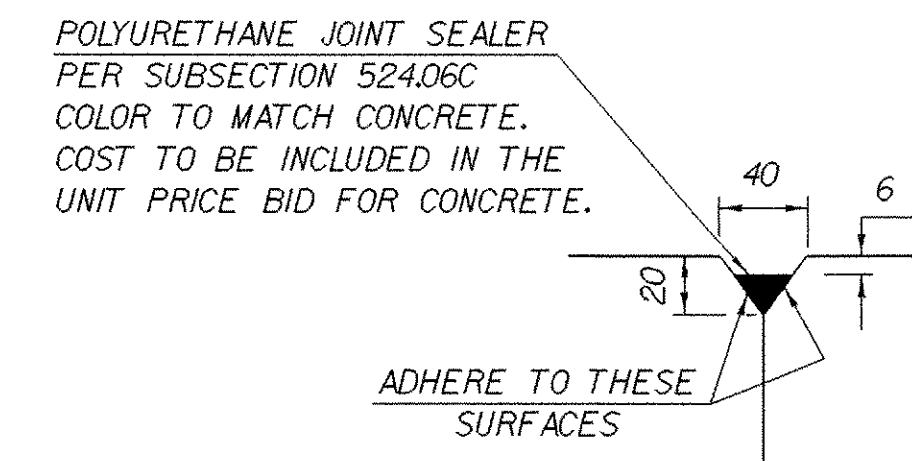


**TYPICAL SECTION THROUGH
CONCRETE CURB CONSTRUCTION JOINT**

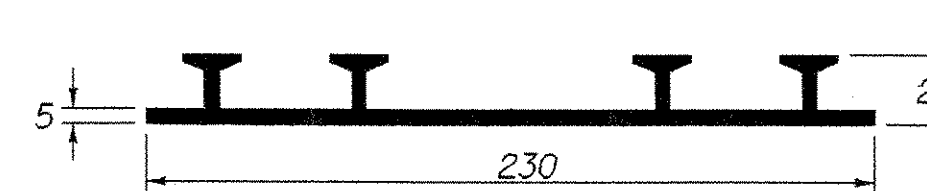


SECTION B - B



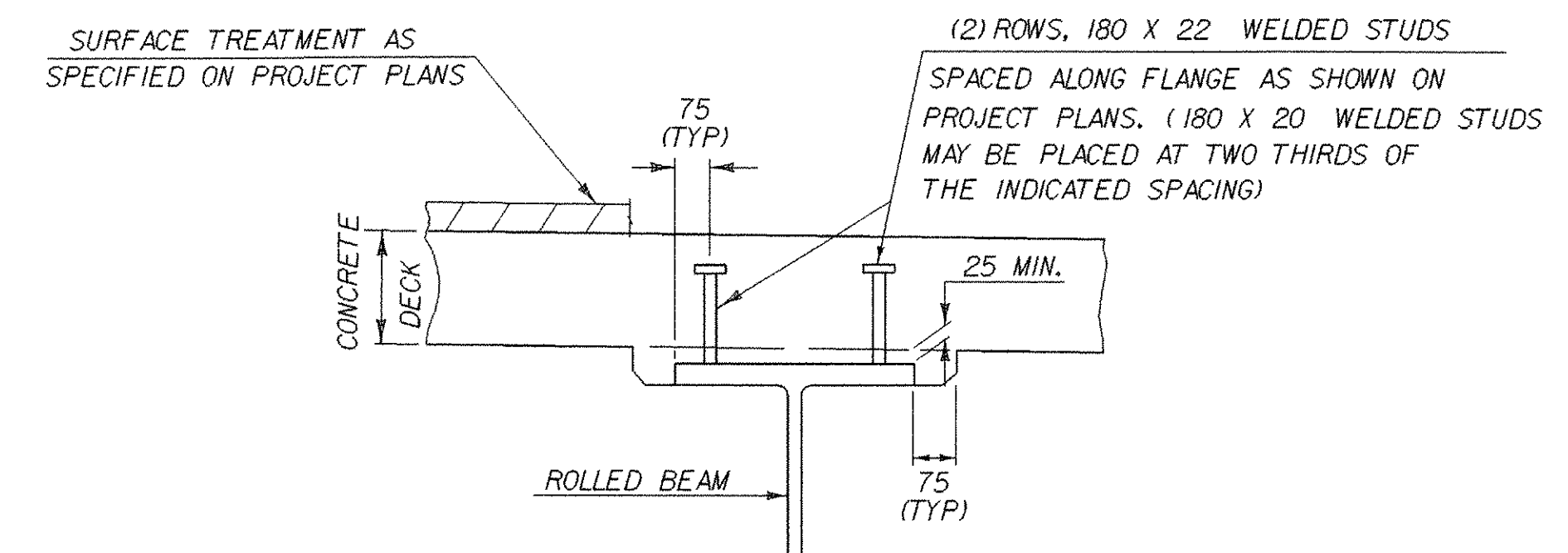
DETAIL "B"

- 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.
 3. CONSTRUCTION JOINTS THROUGH SIDEWALKS SHALL BE SIMILAR TO CONCRETE CURB CONSTRUCTION JOINTS.



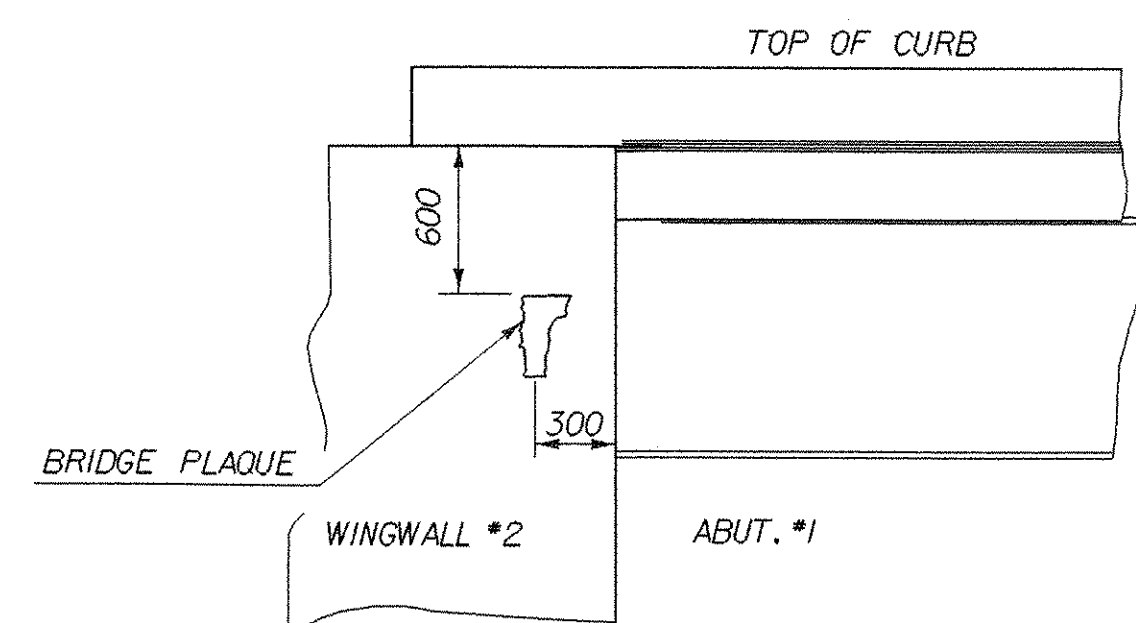
P.V.C. WATERSTOP FOR CONSTRUCTION JOINTS

THE COSTS FOR P.V.C. WATERSTOP SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONCRETE. OTHER CONFIGURATIONS MAY BE USED UPON APPROVAL OF THE STRUCTURES ENGINEER.



**HAUNCH AND SHEAR
CONNECTOR DETAILS**

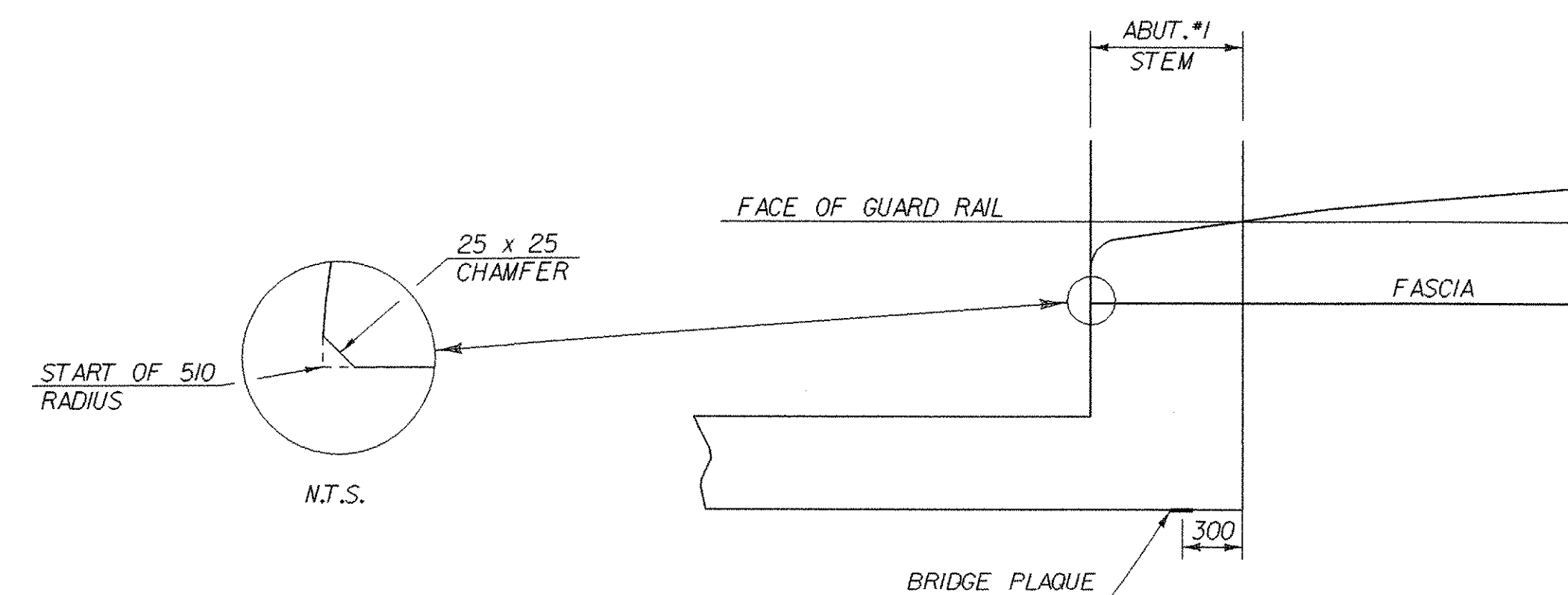
PLAN



VIEW "A - A"

LOCATE BRIDGE PLAQUE

THE BENCH MARK AND BRIDGE PLAQUE WILL BE SUPPLIED BY THE AGENCY OF TRANSPORTATION AND SHALL BE INSTALLED BY THE CONTRACTOR AT ABUTMENT *1 ON THE RIGHT SIDE AS SHOWN OR AS DIRECTED BY THE ENGINEER.



MISCELLANEOUS DETAILS

PROJECT NAME:	DUXBURY
PROJECT NUMBER:	STP 013-4(24)
FILE NAME:	/s+r5/86e059/se059sup.dgn
PROJECT LEADER:	C. KELLER
DESIGNED BY:	W. FARLEY
se059msd.j	
PLOT DATE:	20-OCT-2005
DRAWN BY:	R. VANHAMBURG
CHECKED BY:	T. SUMNER
SHEET	33 OF 62