



X CURB JOINT DETAIL
BR522 N.T.S.

CURB NOTES:

- TWO COMPONENT POLYURETHANE MATERIAL SHALL BE PLACED 100 mm WIDE ALONG DECK, 75 mm UP FACE OF CURB AND ALONG CONCRETE SHOULDER AT EXPANSION JOINT. SEE SPEC. 519.05 (d). POLYURETHANE MATERIAL AND BLAST CLEANING SHALL BE INCLUDED IN THE UNIT BID FOR SHEET MEMBRANE WATERPROOFING (TORCH APPLIED) (MOD.).
- BLAST CLEAN 1000 mm FROM FACE OF CURB AND 95 mm UP CURB FACE PRIOR TO PLACING MEMBRANE.
- CONSTRUCTION JOINTS THROUGH CONCRETE CURBS SHALL BE PLACED A MAXIMUM 4.50 m CENTER TO CENTER AND SHALL BE 500 mm 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.
- LONGITUDINAL REINFORCING BARS SHALL PASS THROUGH CURB CONSTRUCTION JOINTS.
- SEE SHEET BR514 FOR GIRDER HAUNCH AND SHEAR CONNECTOR DETAIL.
- A 15 mm RADIUS MAY BE USED IN LIEU OF THE 25 mm BY 25 mm CHAMFER ON THE TOP INSIDE CORNER OF CURBS.

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	BENNINGTON	Bridge No.	BR500
Highway No.	VT. RTE. 9	Log Sta.	
		Surv. Sta.	14+900
VT. RTE. 9 OVER AIRPORT BROOK EAST			
CURB DETAILS			
Designed By	M. GOGUEN	Drawn by	B. WEATHERBY
Checked By	P. PERKINS	Bridge Design Supervisor	M. OLSTAD
		Date	11/01
PROJECT	BENNINGTON-HOOSICK	PROJECT NO.	D.P.J. 0146(1)
I.G.C. Info.			
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