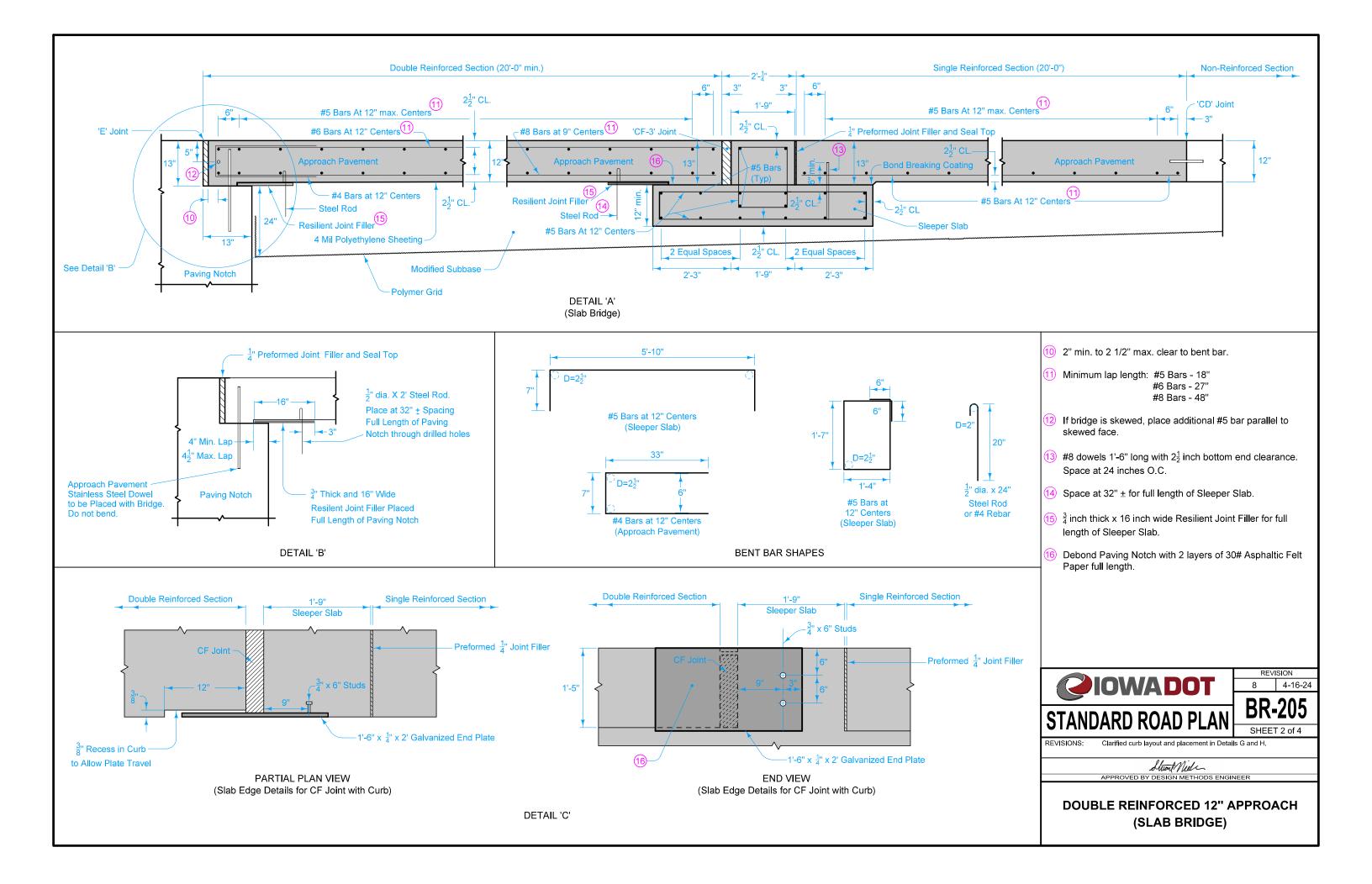
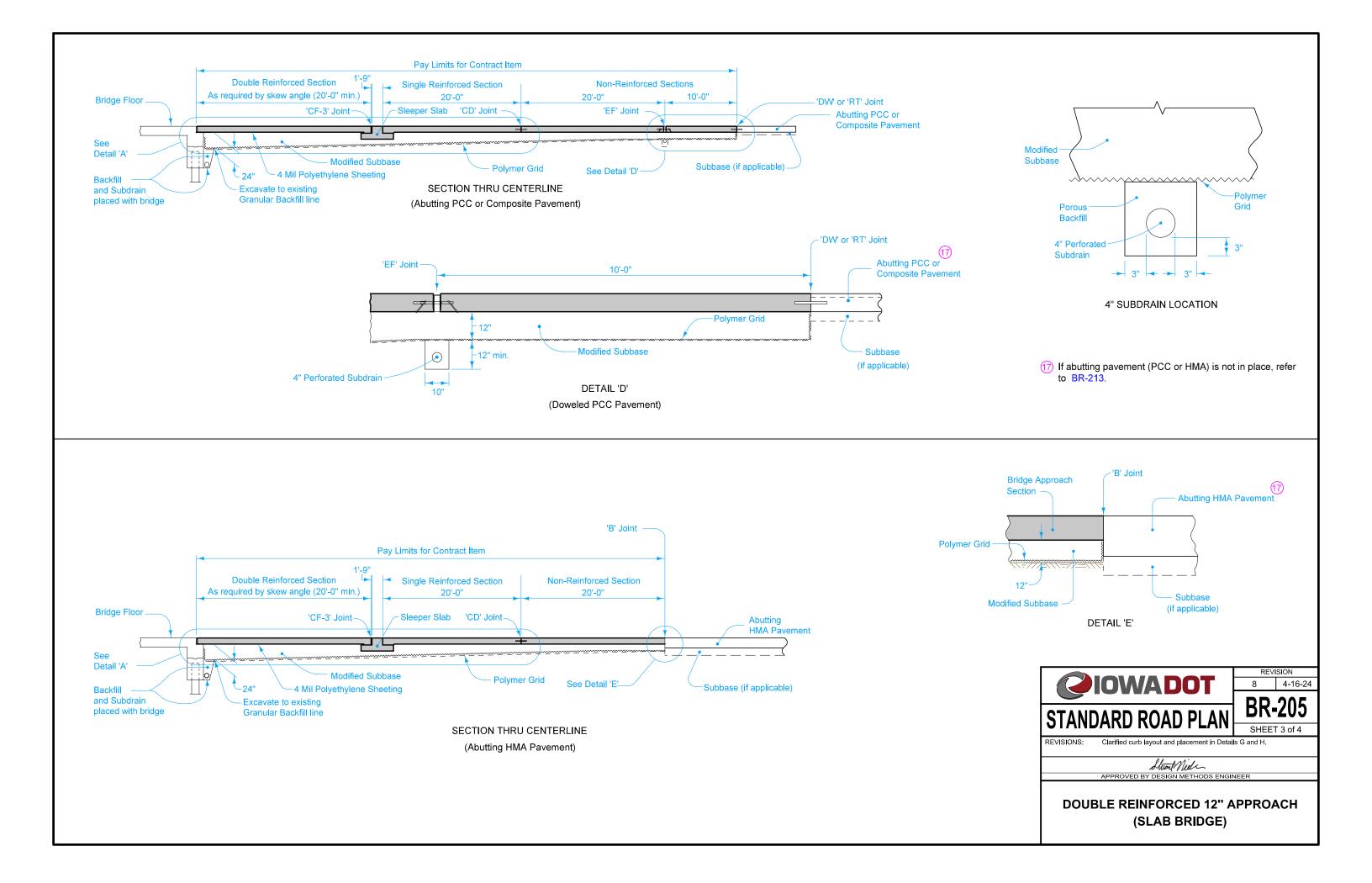
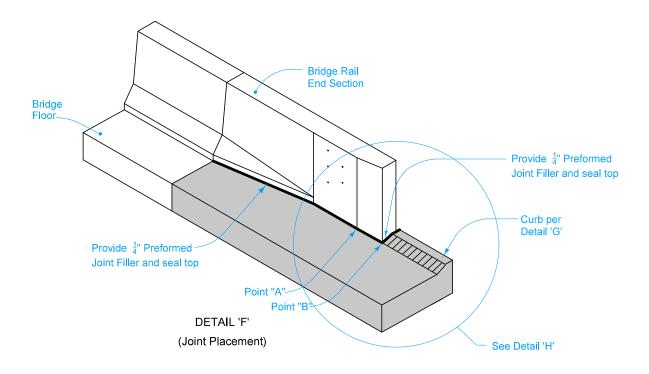


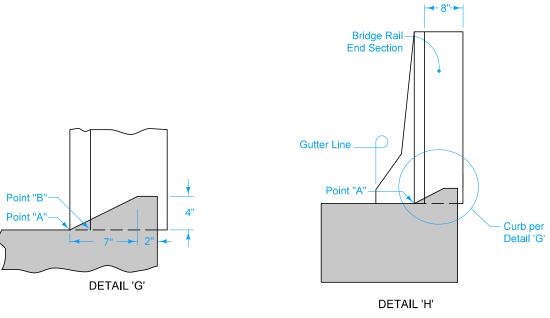
DESIGNER INFORMATION

For joint details, see PV-101. For curb details, see Detail 'G'. All transverse bars are #5. Use epoxy coated bars for all reinforcement. Quantities for both the 1'-9" top part of the sleeper slab and the 6'-3" portion under the approach pavement have been included in the double reinforced section quantities. 1 Build 4 inch Sloped Curb to end of Reinforced Sections. 2 Longitudinal Joint (PV-101): Single Pour - Saw cut joint per Detail B . Two Pours - Use 'KS-1' joint (Single Reinforced Section). Use 'KS-2' joint (Double Reinforced Section) 3 Polymer Grid and excavation limits of Modified Subbase 2 feet outside of pavement edge. (4) Slope subdrain to drain. (5) Place an "X" in the plastic concrete near the 'EF' joint at the outside edge of pavement. 6 Place 'RD' Joint where PCC shoulder. Place 'B' joint otherwise. 7 $\frac{1}{4}$ inch Preformed Joint Filler and seal top. 8 See Detail 'C'. Oesign shoulder width. Possible Contract Item: Bridge Approach, BR-205 Possible Tabulation: 112-6 REVISION 8 4-16-24 **BR-205** STANDARD ROAD PLAN SHEET 1 of 4 REVISIONS: Clarified curb layout and placement in Details G and H. Stunt Niele APPROVED BY DESIGN METHODS ENGINEER **DOUBLE REINFORCED 12" APPROACH** (SLAB BRIDGE)













REVISIONS:

Clarified curb layout and placement in Details G and H.

REVISION

BR-205

SHEET 4 of 4

8 4-16-24

Sturt Mills APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)