

For joint details, see PV-101.

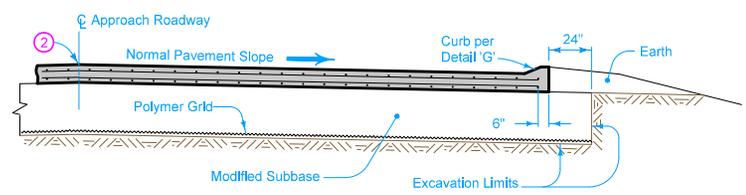
For curb details, see Detail 'G'.

All transverse bars are #5.

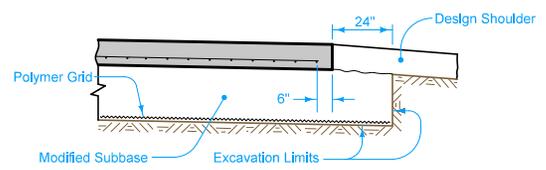
Use epoxy coated bars for all reinforcement.

Both the 1'-9" top part of the sleeper slab and the 6'-3" portion under the approach pavement will be included in the double reinforced section quantities.

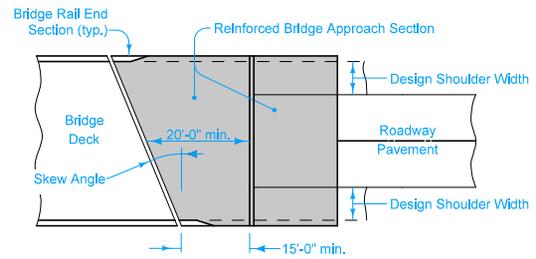
- ① Build 4 inch Sloped Curb to end of Reinforced Sections.
- ② Longitudinal Joint (PV-101):  
Single Pour - Saw cut joint per Detail B.  
Two Pours - Use 'KS-1' joint (Single Reinforced Section).  
Use 'KS-2' joint (Double Reinforced Section).
- ③ Extend 'CD' and 'EF' joints where PCC Shoulder.
- ④ Polymer Grid and excavation limits of Modified Subbase 2 feet outside of pavement edge.
- ⑤ Slope subdrain to drain.
- ⑥ Place an "X" in the plastic concrete near the 'EF' joint at the outside edge of pavement.
- ⑦ Place 'RD' Joint where PCC shoulder. Place 'B' joint otherwise.
- ⑧ ¼ inch Preformed Joint Filler and seal top.
- ⑨ See Detail 'C'.



SECTION A-A



SECTION B-B



APPROACH PAVEMENT LAYOUT AT A SKEW

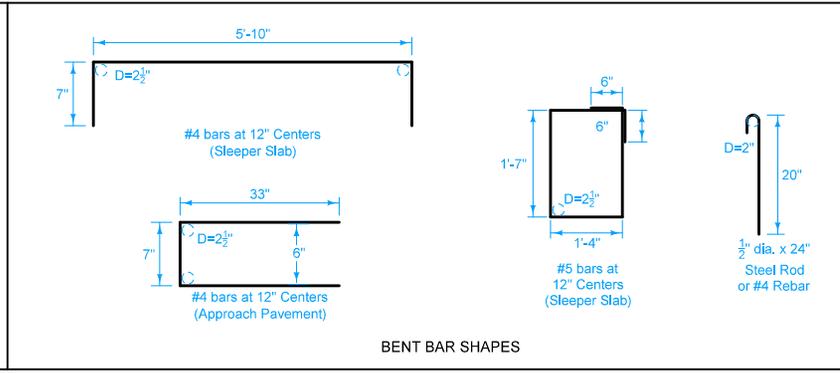
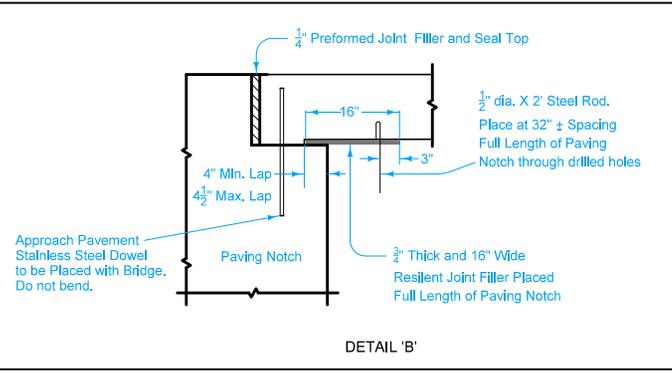
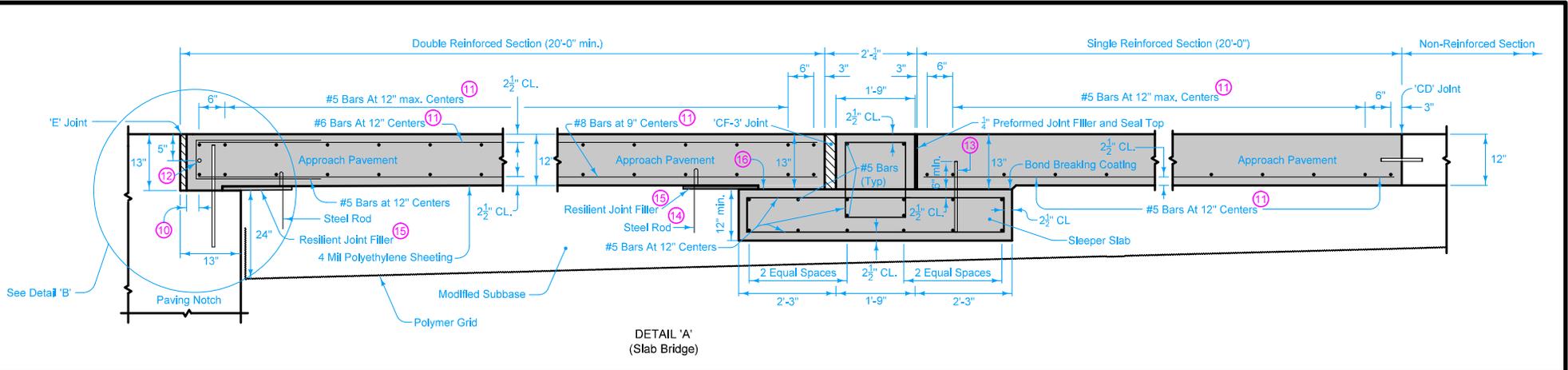
Pay limits for contract item include the following areas:

	Double Reinforced Section
	Sleeper Beam Section
	Single Reinforced Section
	Non-Reinforced Section

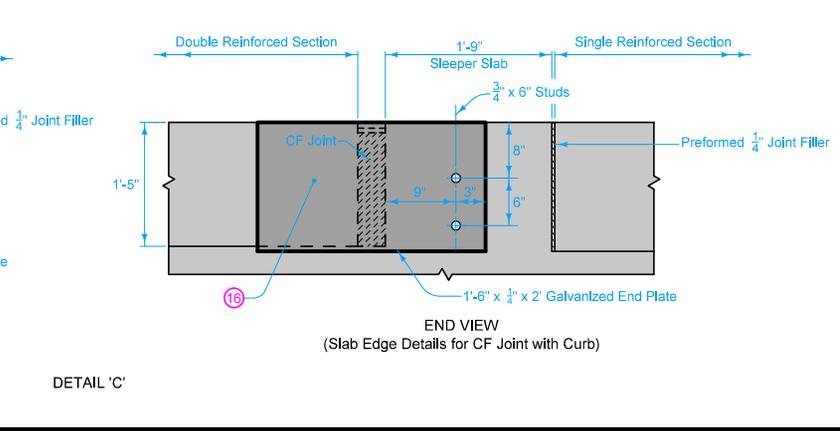
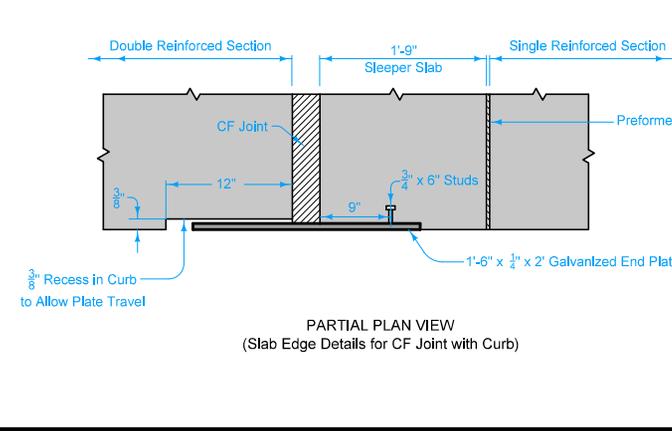
Possible Contract Item:  
Bridge Approach, BR-205

Possible Tabulation:  
112-6

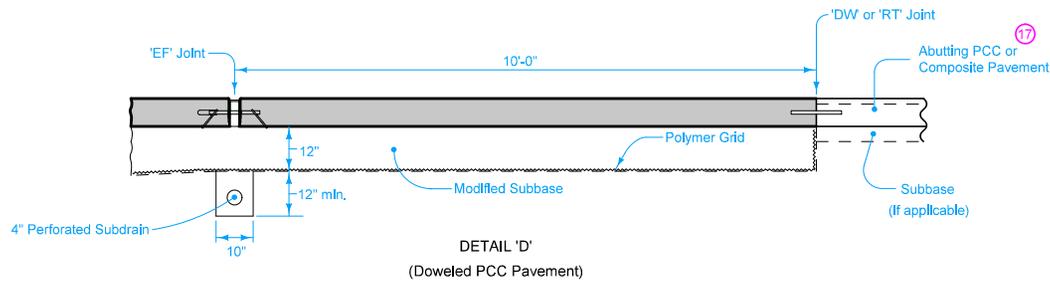
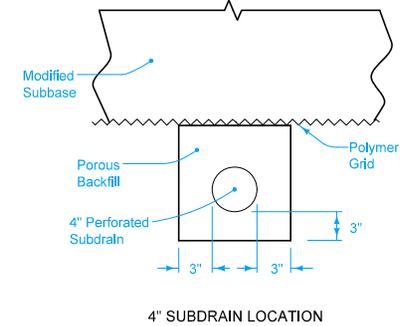
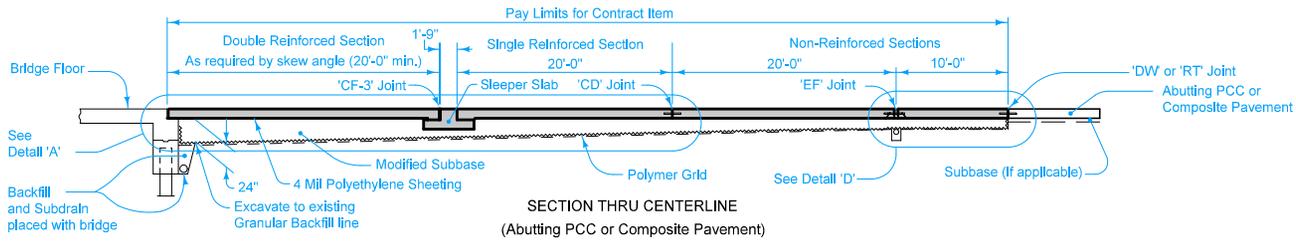
 <b>STANDARD ROAD PLAN</b>	REVISION 2 04-17-18
	BR-205
	SHEET 1 of 4
REVISIONS: Changed D dimension from 1/2" to 2 1/2" for Sleeper Slab Bent Bar Shape on Page 2.	
 APPROVED BY DESIGN METHODS ENGINEER	
DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)	



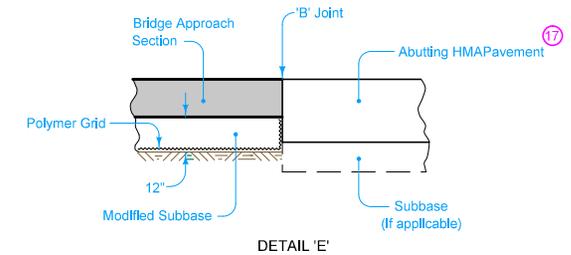
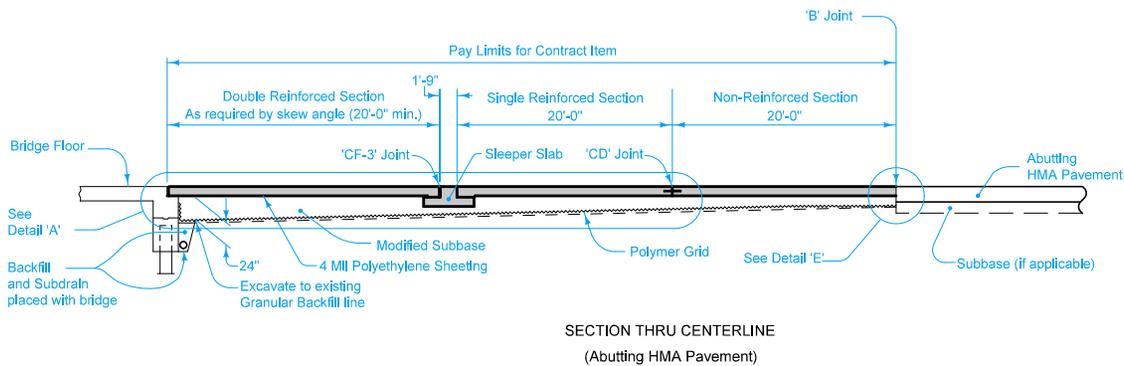
- (10) 2" min. to 2 1/2" max. clear to bent bar.
- (11) Minimum lap length: #5 Bars - 18"  
#6 Bars - 27"  
#8 Bars - 48"
- (12) If bridge is skewed, place additional #5 bar parallel to skewed face.
- (13) #8 dowels 1'-6" long with 2 1/2 inch bottom end clearance. Space at 24 inches O.C.
- (14) Space at 32" ± for full length of Sleeper Slab.
- (15) 3/4 inch thick x 16 inch wide Resilient Joint Filler for full length of Sleeper Slab.
- (16) Debond Paving Notch with 2 layers of 30# Asphaltic Felt Paper full length.



 <b>STANDARD ROAD PLAN</b>	REVISION 2   04-17-18
	<b>BR-205</b>
	SHEET 2 of 4
REVISIONS: Changed D dimension from 1/2" to 2 1/2" for Sleeper Slab Bent Bar Shape on Page 2.	
<i>Brian Smith</i> APPROVED BY DESIGN METHODS ENGINEER	
<b>DOUBLE REINFORCED 12" APPROACH</b> <b>(SLAB BRIDGE)</b>	



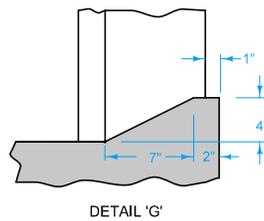
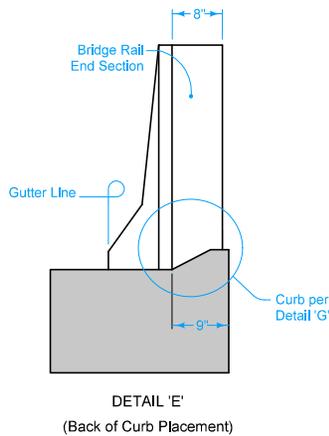
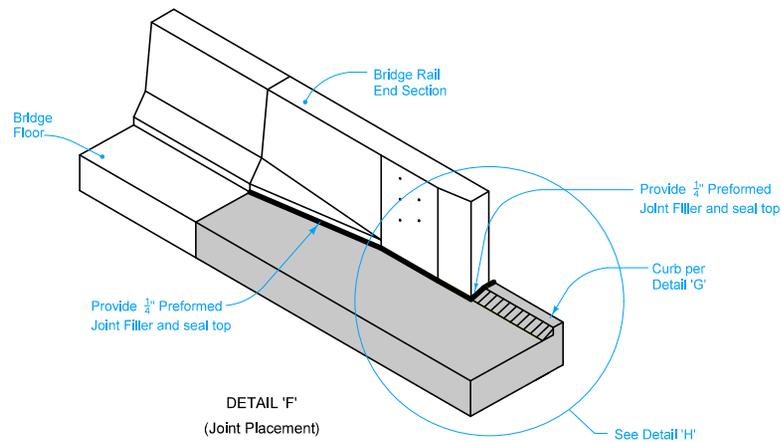
17 If abutting pavement (PCC or HMA) is not in place, refer to BR-213.



 <b>STANDARD ROAD PLAN</b>	REVISION
	2 04-17-18
	<b>BR-205</b>
SHEET 3 of 4	
<small>REVISIONS: Changed D dimension from 1/2" to 2 1/2" for Sleeper Slab Bent Bar Shape on Page 2.</small>	

*Brian Smith*  
APPROVED BY DESIGN METHODS ENGINEER

**DOUBLE REINFORCED 12" APPROACH  
(SLAB BRIDGE)**



	REVISION	
	2	04-17-18
<b>STANDARD ROAD PLAN</b>	<b>BR-205</b>	
	SHEET 4 of 4	
<small>REVISIONS: Changed D dimension from 1/2" to 2 1/2" for Sleeper Slab Bent Bar Shape on Page 2.</small>		
<small>APPROVED BY DESIGN METHODS ENGINEER</small>		
<b>DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)</b>		