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. 1/2 inch Preformed Joint Filler and seal top.
8. See Detail 'C'.

Possible Contract Item:
Bridge Approach, BR-205
Possible Tabulation:

See Detail 'F'
See Detail 'C'
See DR-306 for outlet details
SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)

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

- **Pay Limits for Contract Item**
  - Double Reinforced Section
  - Single Reinforced Section
  - Non-Reinforced Sections
  - 4" Subdrain Location

**DETAIL 'D'**
(Dowelled PCC Pavement)

- Modified Subbase
- 4" Perforated Subdrain
- Excavate to existing Granular Backfill line

- **DETAIL 'E'**

**SECTION THRU CENTERLINE**
(Abutting HMA Pavement)

- **Pay Limits for Contract Item**
  - Double Reinforced Section
  - Single Reinforced Section
  - Non-Reinforced Section

- **DETAIL 'E'**

**STANDARD ROAD PLAN**

**BR-205**

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

**APPROVED BY DESIGN METHODS ENGINEER**
REVISIONS:
10-19-21
- Added shoulders to single and non-reinforced sections.

APPROVED BY DESIGN METHODS ENGINEER