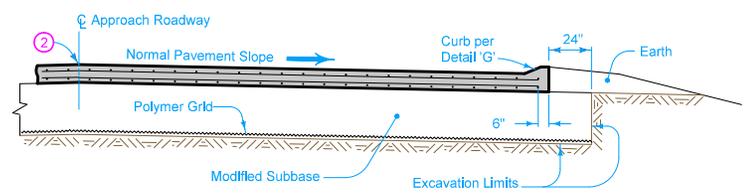
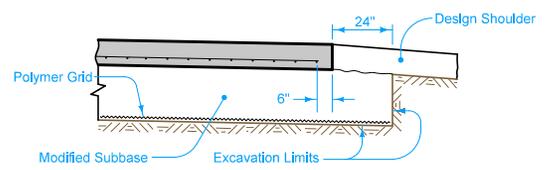


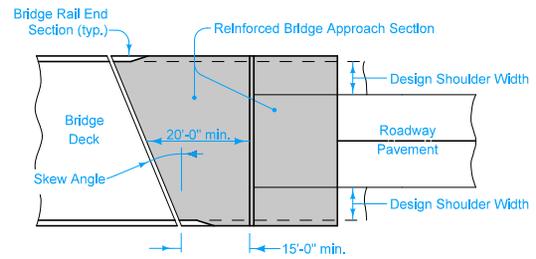
- For joint details, see **PV-101**.
- For curb details, see Detail 'G'.
- All transverse bars are #5.
- Use epoxy coated bars for all reinforcement.
- Both the 1'-9" top part of the sleeper slab and the 6'-3" portion under the approach pavement will be included in the double reinforced section quantities.
- 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

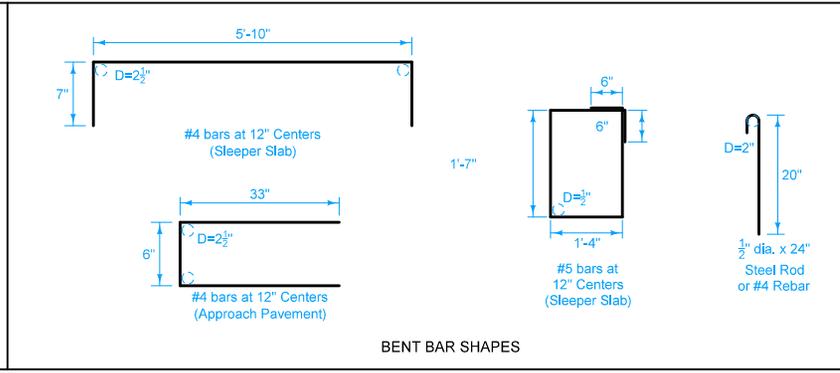
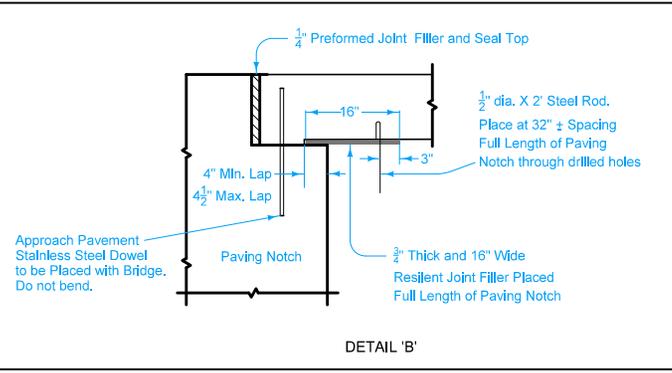
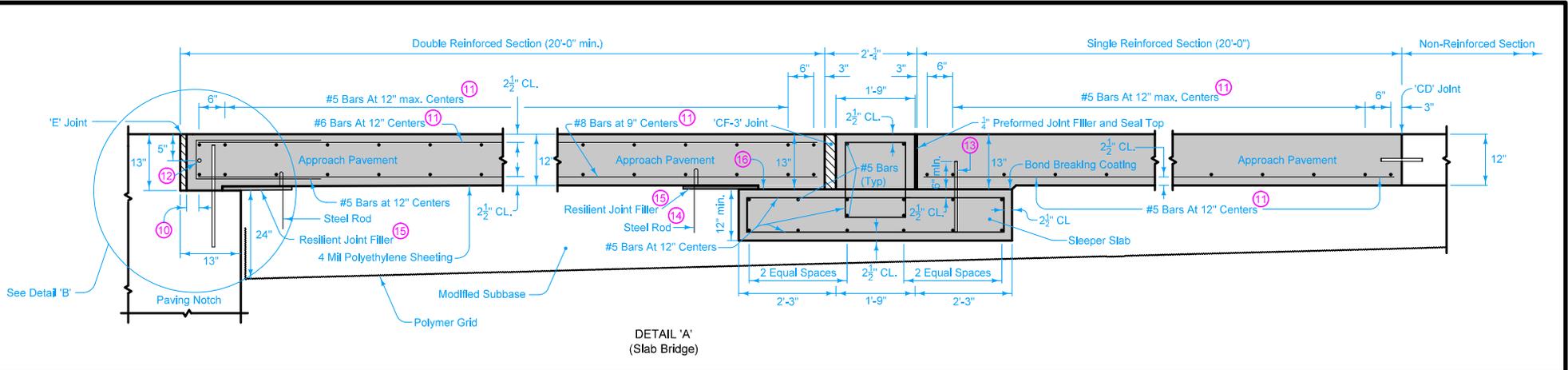
Pay limits for contract item include the following areas:

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

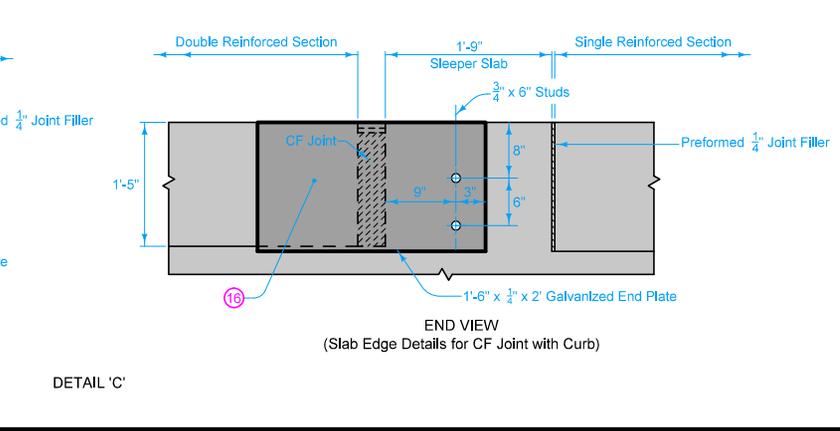
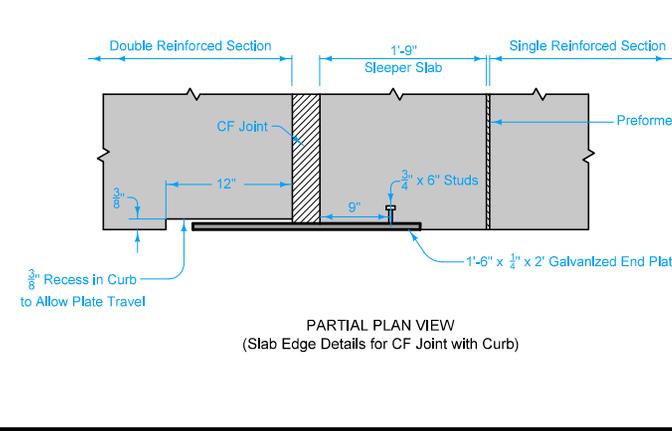
Possible Contract Item:
Bridge Approach, BR-205

Possible Tabulation:
112-6

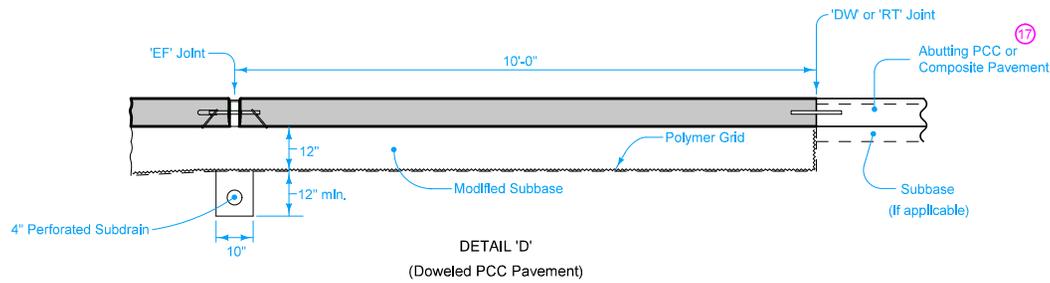
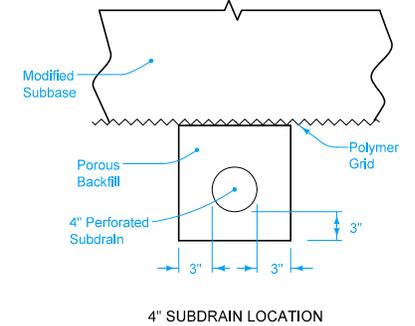
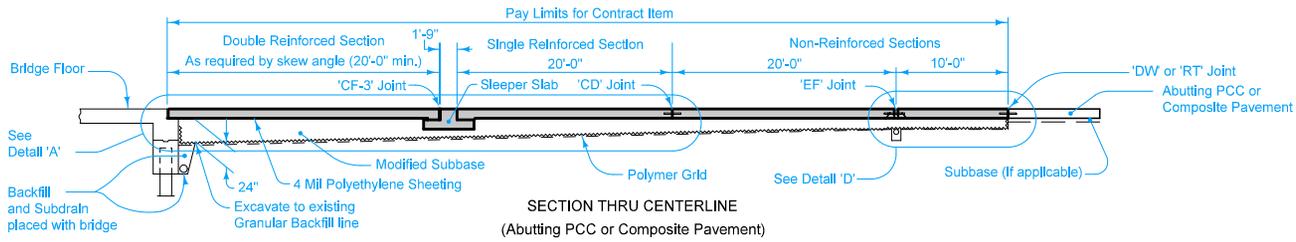
| | |
|---|--------------|
| | REVISION |
| | New 04-21-15 |
| STANDARD ROAD PLAN | BR-205 |
| REVISIONS: New. | SHEET 1 of 4 |
| APPROVED BY DESIGN METHODS ENGINEER | |
| DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE) | |



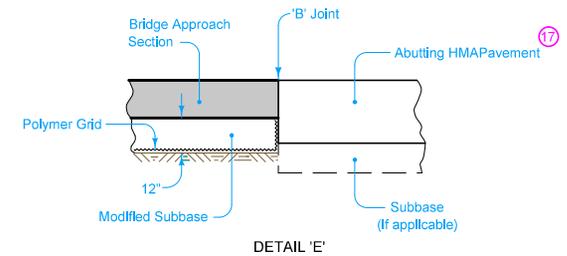
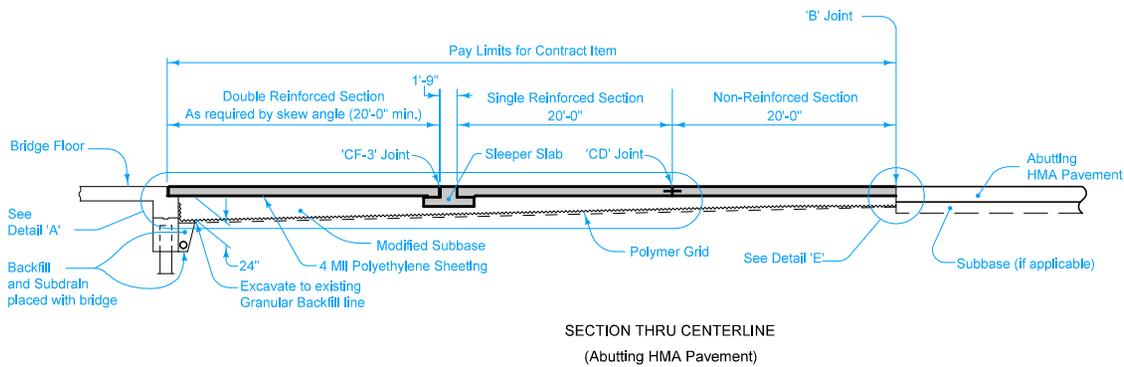
- (10) 2" min. to 2 1/2" max. clear to bent bar.
- (11) Minimum lap length: #5 Bars - 18"
#6 Bars - 27"
#8 Bars - 48"
- (12) If bridge is skewed, place additional #5 bar parallel to skewed face.
- (13) #8 dowels 1'-6" long with 2 1/2 inch bottom end clearance. Space at 24 inches O.C.
- (14) Space at 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.



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|--|---------------|
| IOWA DOT | REVISION |
| | New 04-21-15 |
| STANDARD ROAD PLAN | BR-205 |
| REVISIONS: New. | SHEET 2 of 4 |
|  APPROVED BY DESIGN METHODS ENGINEER | |
| DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE) | |



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

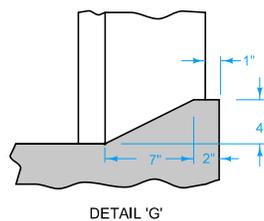
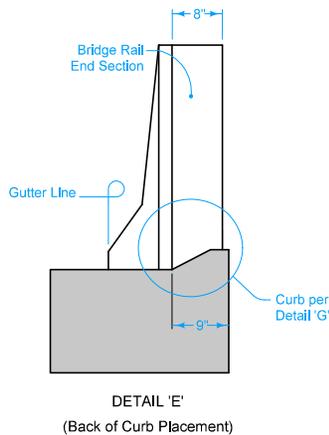
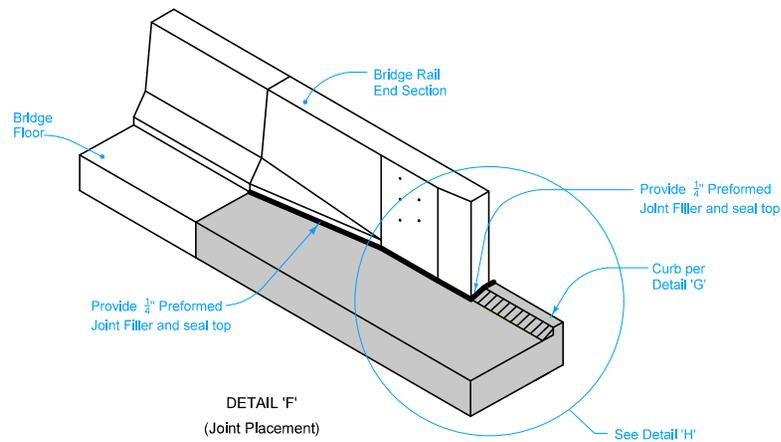


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| | REVISION |
| | New 04-21-15 |
| STANDARD ROAD PLAN | BR-205 |
| REVISIONS: New. | SHEET 3 of 4 |

APPROVED BY DESIGN METHODS ENGINEER

Brian Smith

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



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|---|---------------|----------|
| | REVISION | |
| | New | 04-21-15 |
| STANDARD ROAD PLAN | BR-205 | |
| | SHEET 4 of 4 | |
| REVISIONS: New. | | |
| APPROVED BY DESIGN METHODS ENGINEER | | |
| DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE) | | |