

DETAIL 'A'

For joint details, see PV-101.

For curb details, see Detail 'G'.

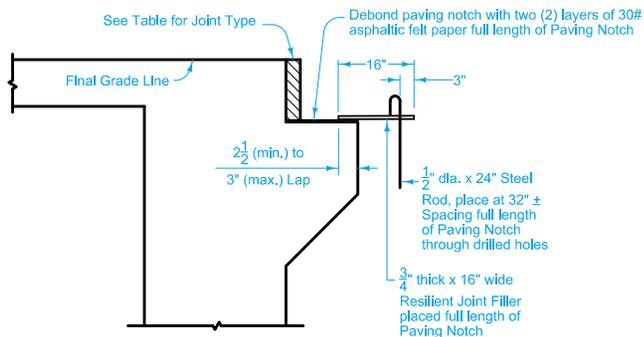
All Transverse Bars are #5.

See BR-211 or BR-212 for shoulders.

- ① 2" to 2½" clear to bent bar.
- ② Minimum lap length: #5 bars - 18 inches  
#6 bars - 27 inches  
#8 bars - 48 inches
- ③ If bridge is skewed, place additional #5 bar parallel to skewed face.

Possible Contract Item:  
Bridge Approach, BR-202

Possible Tabulation:  
112-6



DETAIL 'B'

JOINT TYPE FOR MOVEABLE ABUTMENT BRIDGES		
Joint	Maximum Bridge Length	
	Concrete Beam or Slab	Steel Girder
CF-1	370'	250'
CF-2	465'	320'
CF-3	575'	400'

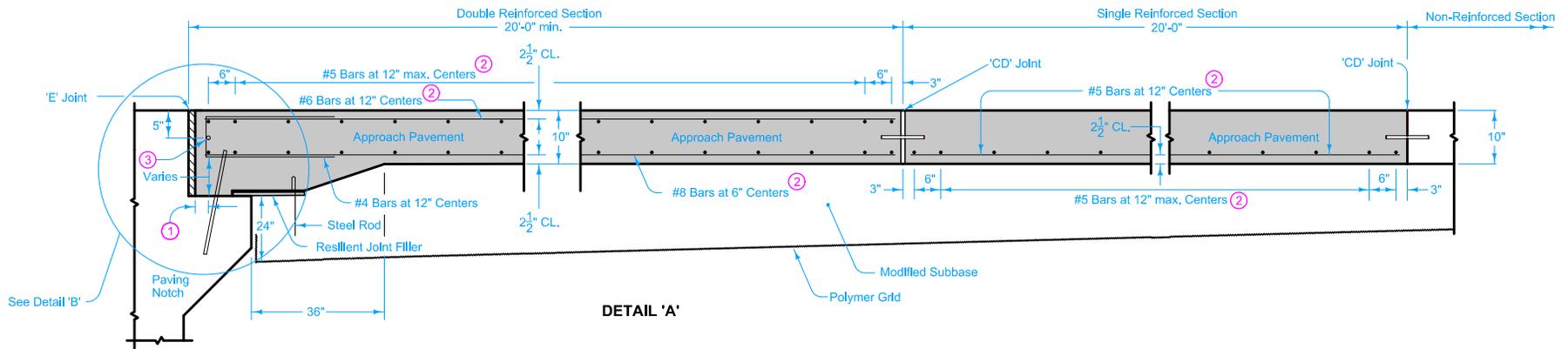
MOVEABLE ABUTMENT

 <b>STANDARD ROAD PLAN</b>	REVISION
	1   10-17-17
	<b>BR-202</b>
SHEET 1 of 4	

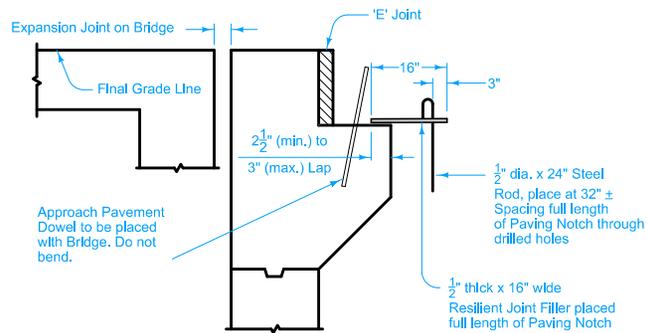
REVISIONS: Changed dimension from 4" to 5" and added 4" dimension to U shaped Bent Bar Shapes on Page 4.

*Brian Smith*  
APPROVED BY DESIGN METHODS ENGINEER

**DOUBLE REINFORCED 10" APPROACH  
WITH VARIABLE DEPTH PAVING NOTCH**



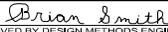
DETAIL 'A'

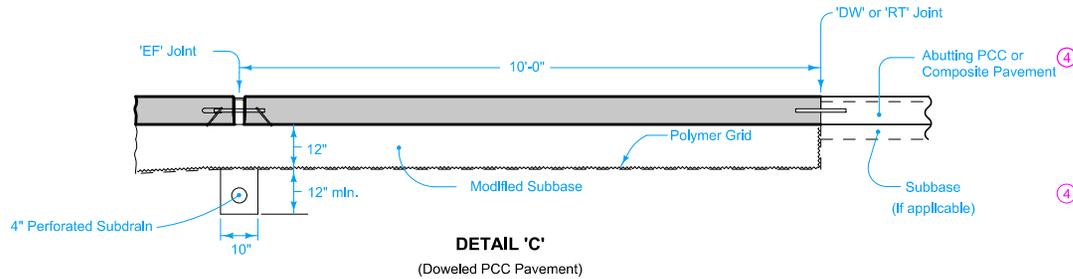
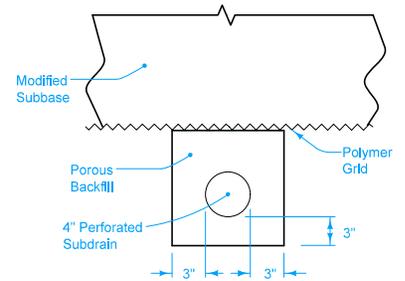
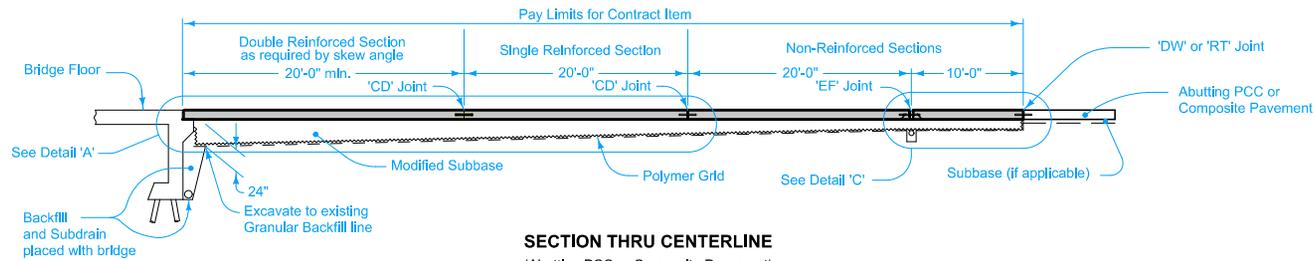


DETAIL 'B'

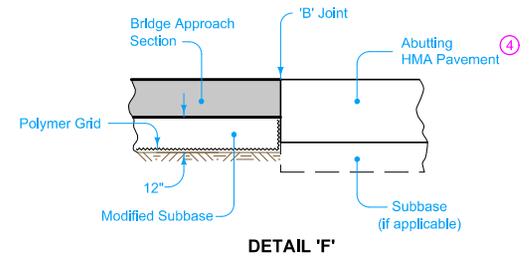
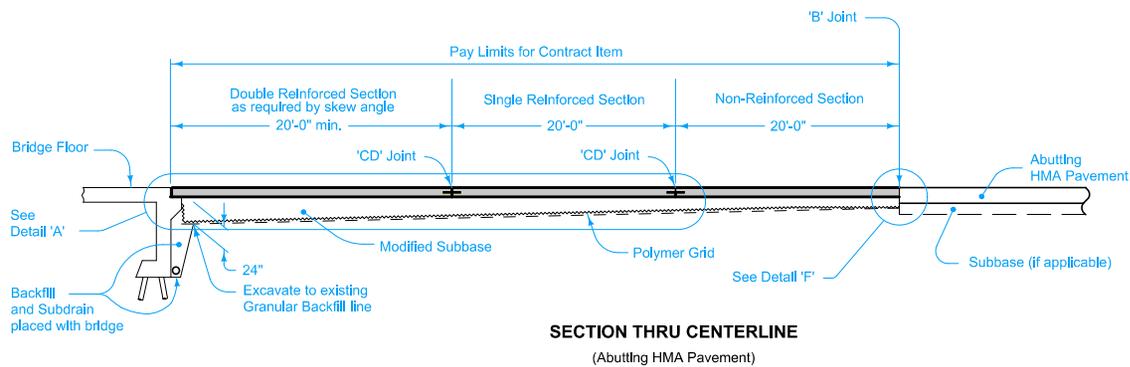
**FIXED ABUTMENT**

- ① 2" to 2½" clear to bent bar.
- ② Minimum lap length: #5 bars - 18 inches  
#6 bars - 27 inches  
#8 bars - 48 inches
- ③ If bridge is skewed, place additional #5 bar parallel to skewed face.

<b>IOWA DOT</b>	REVISION	
	1	10-17-17
<b>STANDARD ROAD PLAN</b>		<b>BR-202</b>
		SHEET 2 of 4
<small>REVISIONS: Changed dimension from 4" to 5" and added 4" dimension to U shaped Bent Bar Shapes on Page 4.</small>		
 <small>APPROVED BY DESIGN METHODS ENGINEER</small>		
<b>DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH</b>		



④ If abutting pavement (PCC or HMA) is not in place, refer to BR-213.

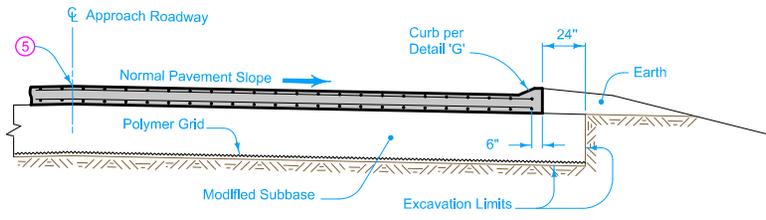


 <b>STANDARD ROAD PLAN</b>	REVISION
	1   10-17-17
	<b>BR-202</b>
SHEET 3 of 4	

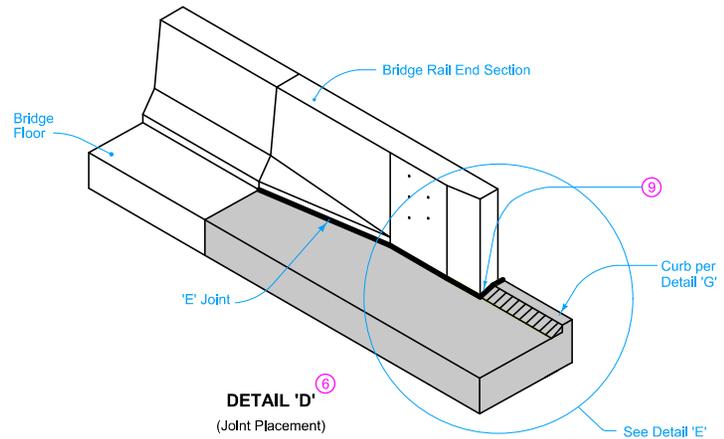
REVISIONS: Changed dimension from 4" to 5" and added 4" dimension to U shaped Bent Bar Shapes on Page 4.

*Brian Smith*  
APPROVED BY DESIGN METHODS ENGINEER

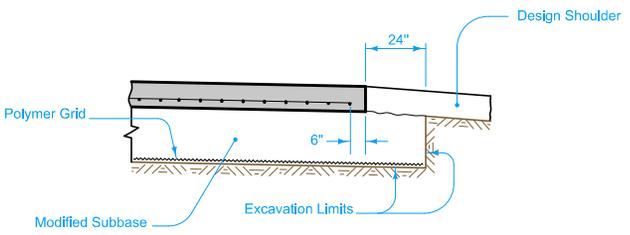
**DOUBLE REINFORCED 10" APPROACH  
WITH VARIABLE DEPTH PAVING NOTCH**



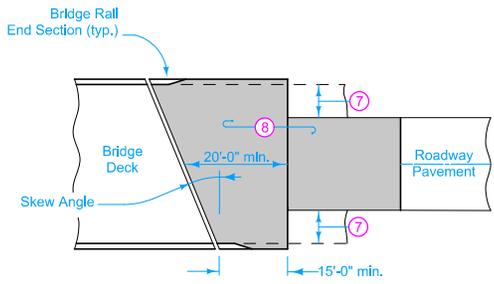
SECTION A-A



DETAIL 'D'  
(Joint Placement)

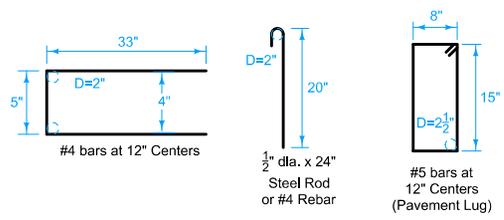


SECTION B-B

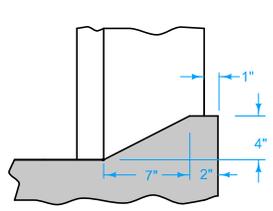


APPROACH PAVEMENT  
LAYOUT AT A SKEW

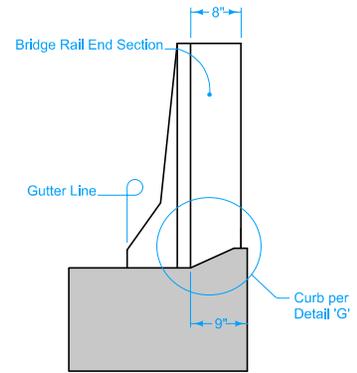
- ⑤ Longitudinal Joint (PV-101):  
Single pour - Saw cut joint per Detail B.  
Two pours - Use 'KS-2' Joint.
  - ⑥ Refer to BR-211, BR-212, or BR-231.
  - ⑦ Design shoulder width.
  - ⑧ Reinforced bridge approach section.
  - ⑨ Expansion joint at end of Bridge Rail End Section: Place joint filler the full depth of the bridge approach pavement. In areas with curb, place full depth of pavement plus curb and shape material to fit the shape of the curb per Section B-B of PV-101. Seal joint per Detail F of PV-101.
- Fixed Abutment Bridges: Type 'E' Joint.
  - Moveable Abutment Bridges: Flexible Foam Expansion Joint Filler complying with Section 4136 of the Standard Specifications. Minimum filler width is the abutment 'CF' joint width. Joint length as required to completely fill from back side of curb to front face of bridge wing.



BENT BAR SHAPES



DETAIL 'G'



DETAIL 'E'  
(Back of Curb Placement)

 <b>STANDARD ROAD PLAN</b>	REVISION 1 10-17-17
	<b>BR-202</b>
	SHEET 4 of 4
REVISIONS: Changed dimension from 4" to 5" and added 4" dimension to U shaped Bent Bar Shapes on Page 4.	
 APPROVED BY DESIGN METHODS ENGINEER	
<b>DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH</b>	