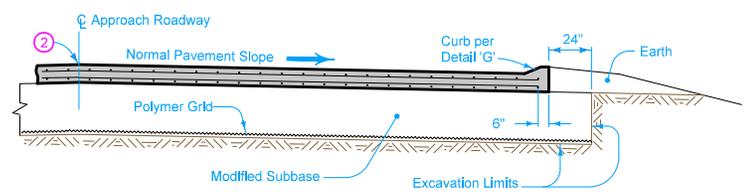
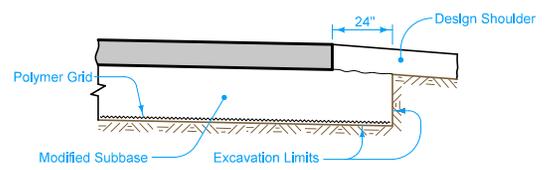


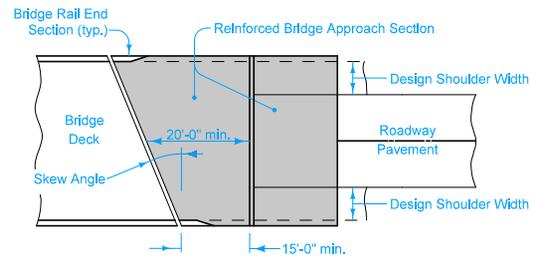
- For joint details, see **PV-101**.
- For curb details, see Detail 'G'.
- All transverse bars are #5.
- Use epoxy coated bars for all reinforcement.
- Quantities for both the 1'-9" top part of the sleeper slab and the 6'-3" portion under the approach pavement have been included in the double reinforced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

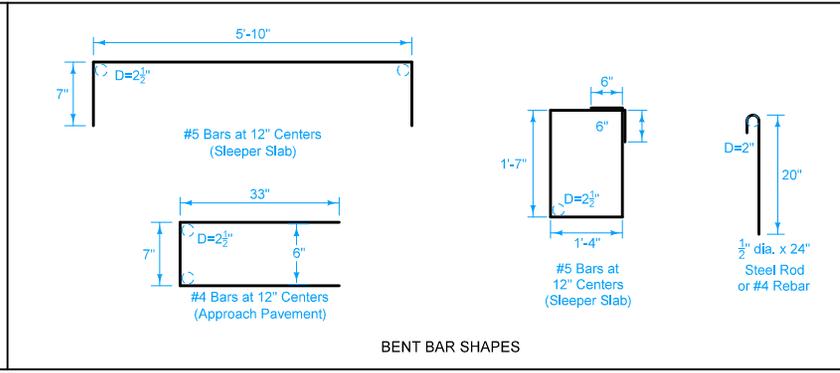
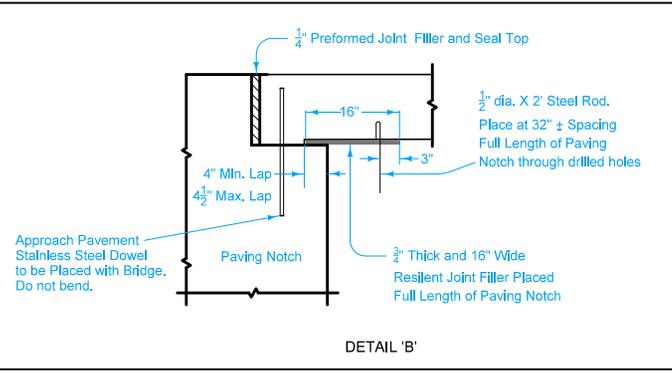
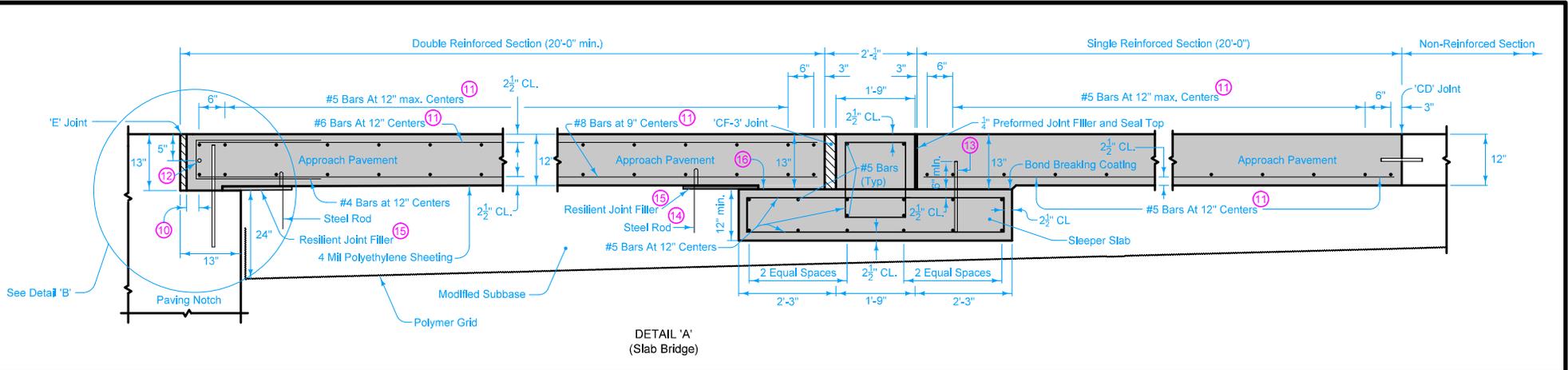
Possible Contract Item:  
Bridge Approach, BR-205

Possible Tabulation:  
112-6

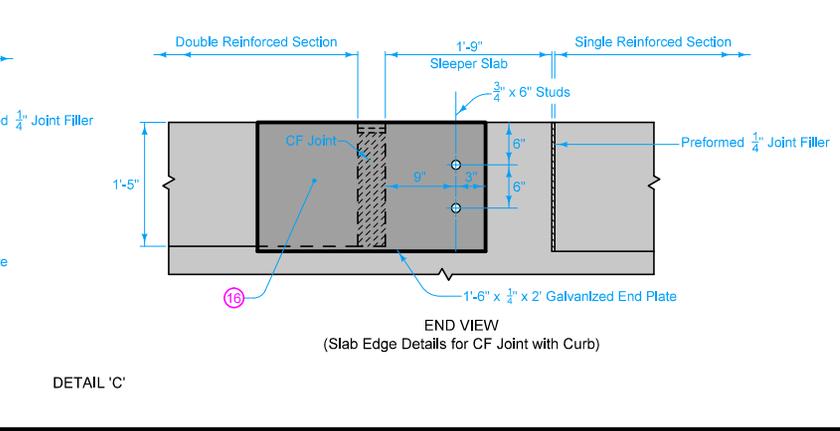
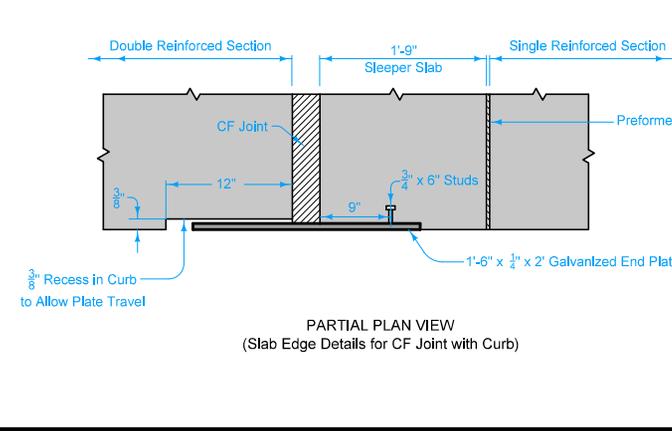
<b>IOWA DOT</b>	REVISION	
	6	04-20-21
<b>STANDARD ROAD PLAN</b>		<b>BR-205</b>
REVISIONS: Modified #4 Bars at 12" Centers to #5 Bars.		SHEET 1 of 4

*Handwritten Signature*  
APPROVED BY DESIGN METHODS ENGINEER

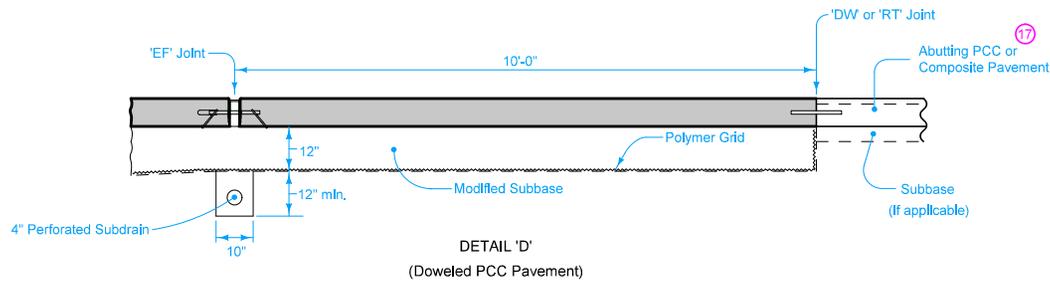
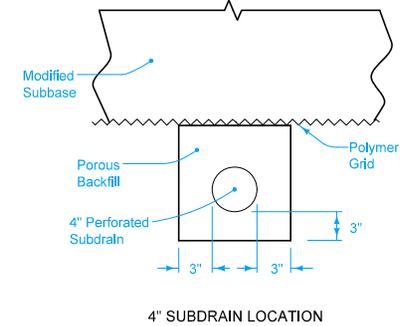
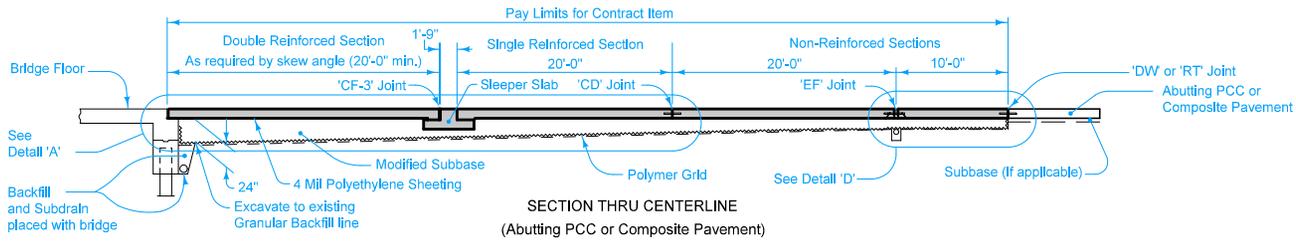
**DOUBLE REINFORCED 12" APPROACH  
(SLAB BRIDGE)**



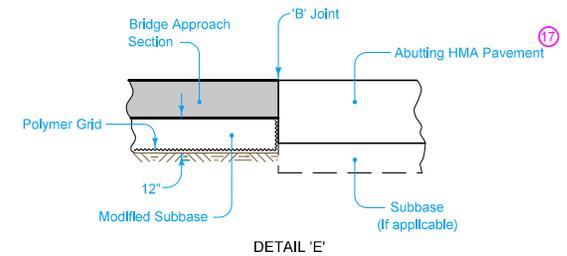
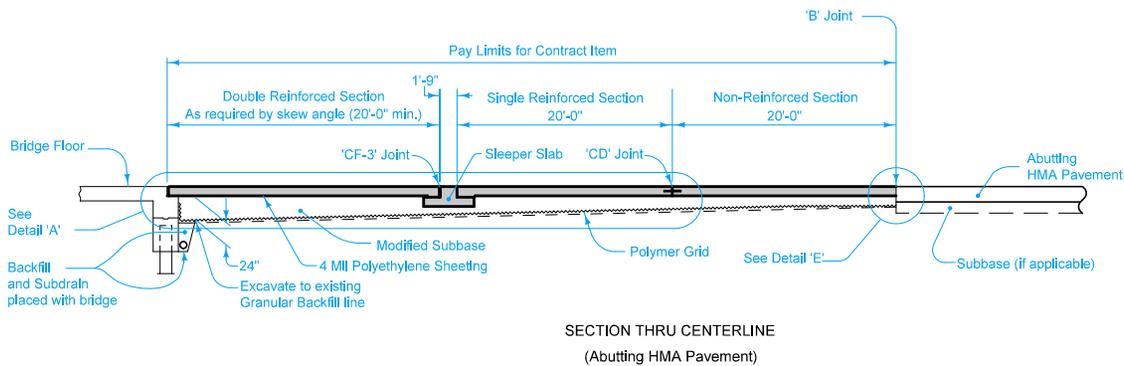
- (10) 2" min. to 2 1/2" max. clear to bent bar.
- (11) Minimum lap length: #5 Bars - 18"  
#6 Bars - 27"  
#8 Bars - 48"
- (12) If bridge is skewed, place additional #5 bar parallel to skewed face.
- (13) #8 dowels 1'-6" long with 2 1/2 inch bottom end clearance. Space at 24 inches O.C.
- (14) Space 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 6 04-20-21
	<b>BR-205</b>
	SHEET 2 of 4
REVISIONS: Modified #4 Bars at 12" Centers to #5 Bars.	
 APPROVED BY DESIGN METHODS ENGINEER	
<b>DOUBLE REINFORCED 12" APPROACH</b> <b>(SLAB BRIDGE)</b>	



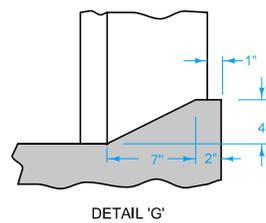
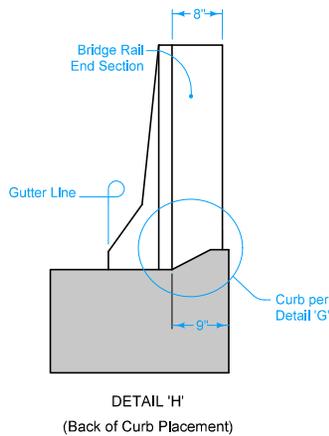
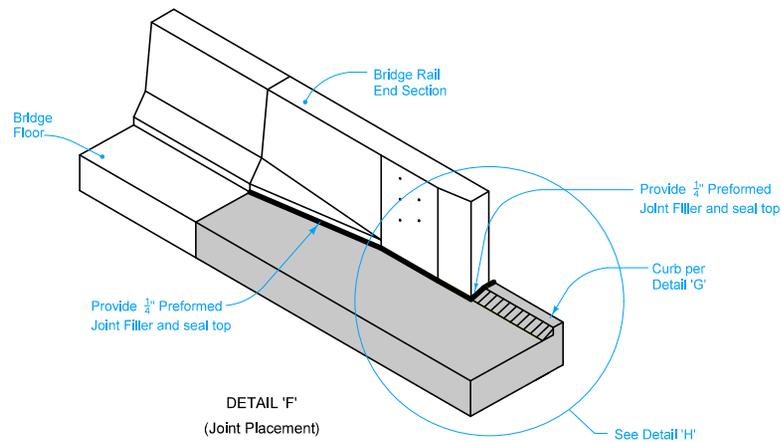
17 If abutting pavement (PCC or HMA) is not in place, refer to BR-213.



	REVISION
	6 04-20-21
STANDARD ROAD PLAN	BR-205
REVISIONS: Modified #4 Bars at 12" Centers to #5 Bars.	SHEET 3 of 4

APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 12" APPROACH  
(SLAB BRIDGE)



	REVISION	
	6	04-20-21
<b>STANDARD ROAD PLAN</b>	<b>BR-205</b>	
	SHEET 4 of 4	
<small>REVISIONS: Modified #4 Bars at 12" Centers to #5 Bars.</small>		
<small>APPROVED BY DESIGN METHODS ENGINEER</small>		
<b>DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)</b>		