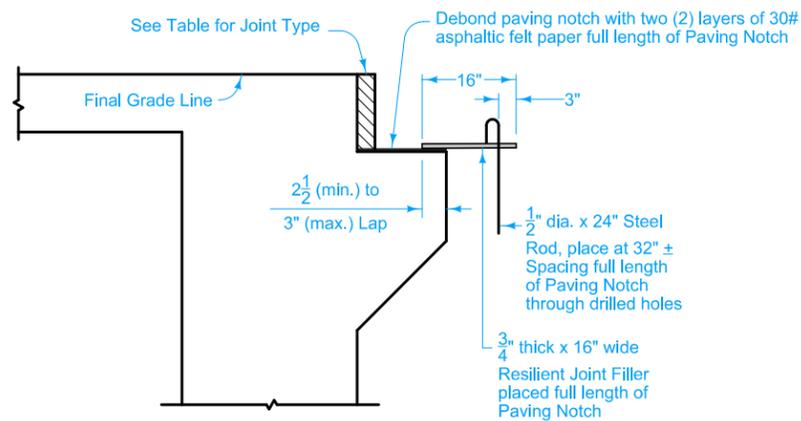


**DETAIL 'A'**



**DETAIL 'B'**

**MOVEABLE ABUTMENT**

Joint	Maximum Bridge Length	
	Concrete Beam or Slab	Steel Girder
CF-1	370'	250'
CF-2	465'	320'
CF-3	575'	400'

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 2 1/2" 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

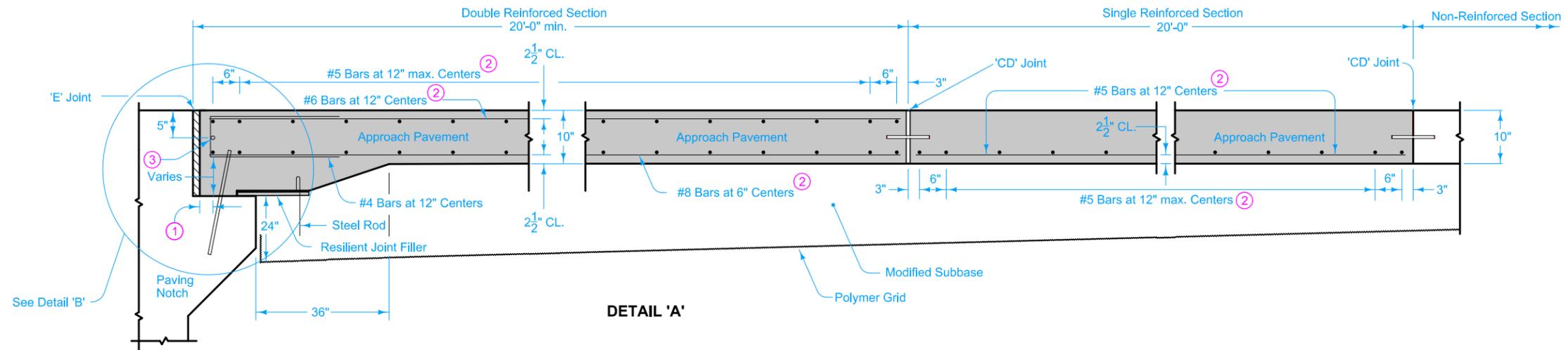
Possible Tabulation:  
**112-6**

<b>IOWA DOT</b>	REVISION	
	2	10-19-21
<b>STANDARD ROAD PLAN</b>	<b>BR-202</b>	
SHEET 1 of 4		

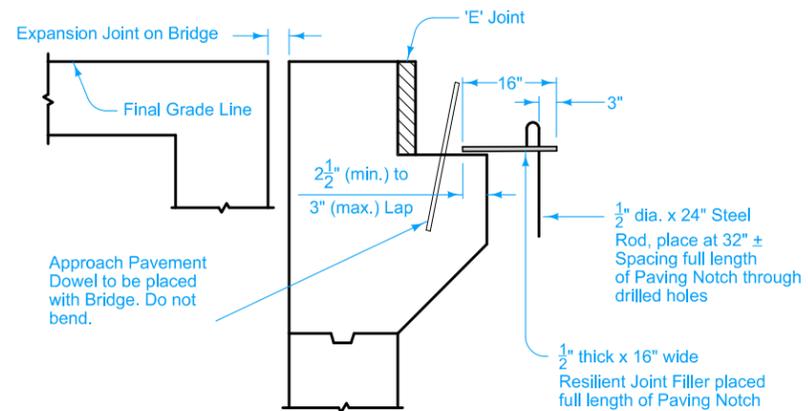
REVISIONS: Added shoulders to single and non-reinforced sections.

*Shawn Miller*  
APPROVED BY DESIGN METHODS ENGINEER

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



DETAIL 'A'

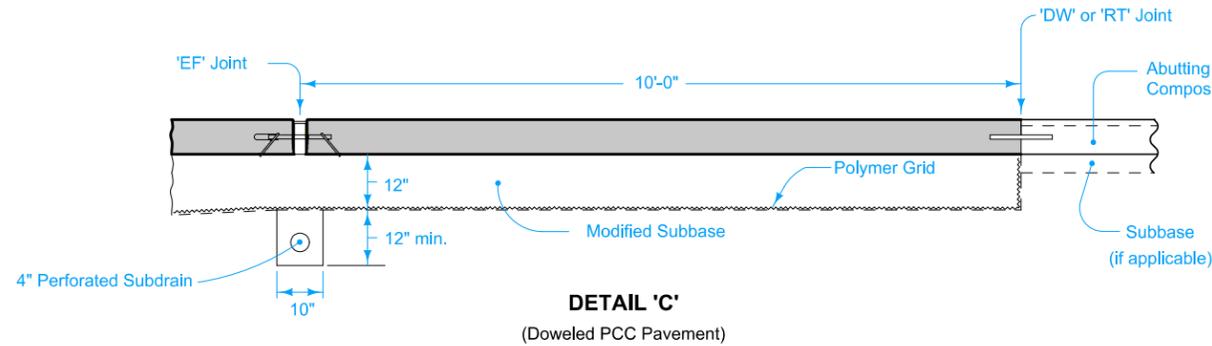
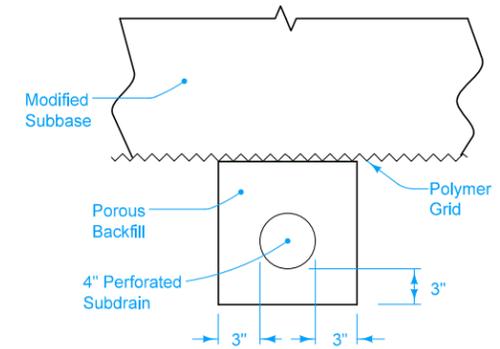
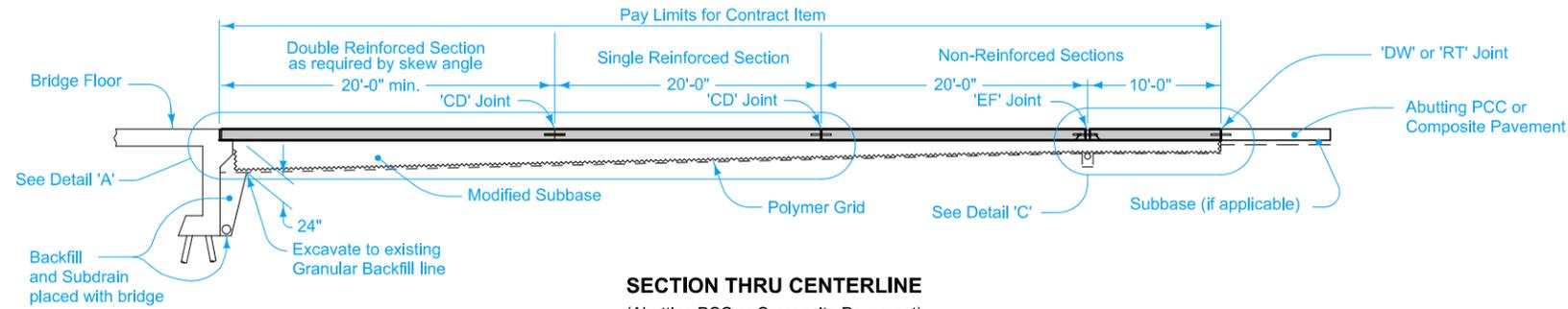


DETAIL 'B'

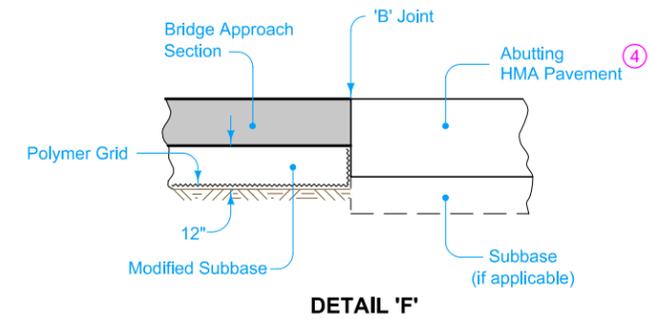
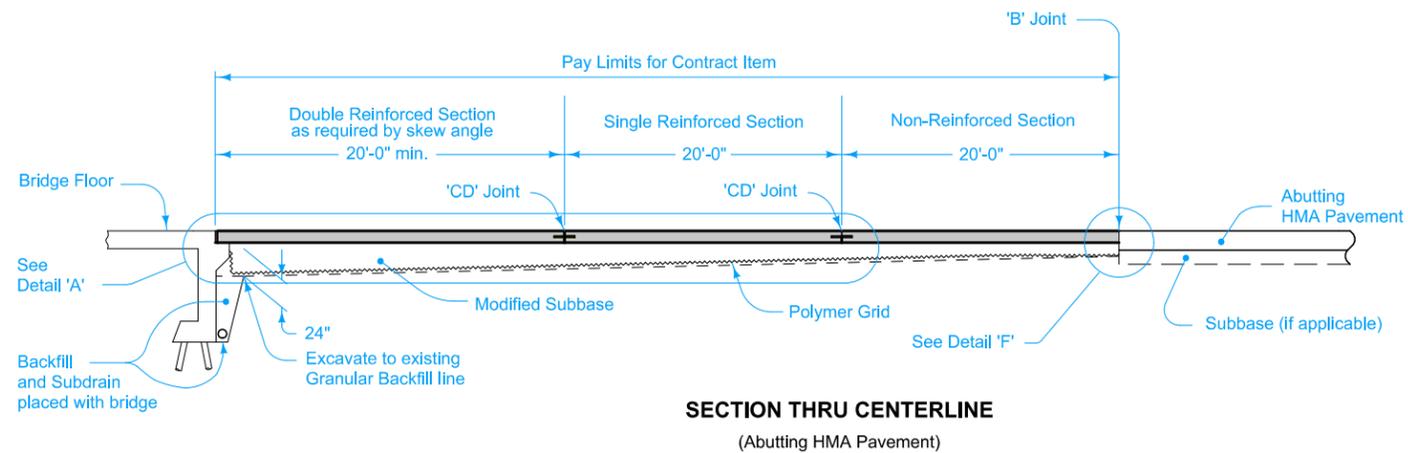
FIXED ABUTMENT

- 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.

	REVISION	
	2	10-19-21
STANDARD ROAD PLAN	BR-202	
SHEET 2 of 4		
<small>REVISIONS: Added shoulders to single and non-reinforced sections.</small>		
 APPROVED BY DESIGN METHODS ENGINEER		
<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.

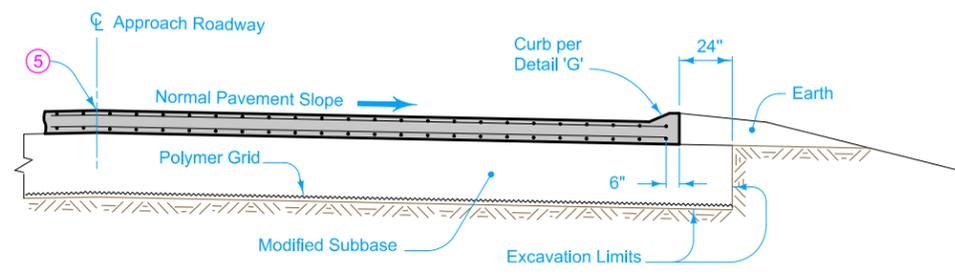


	REVISION
	2   10-19-21
STANDARD ROAD PLAN	BR-202
SHEET 3 of 4	

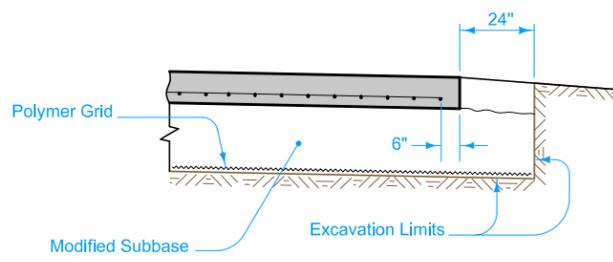
REVISIONS: Added shoulders to single and non-reinforced sections.

APPROVED BY DESIGN METHODS ENGINEER

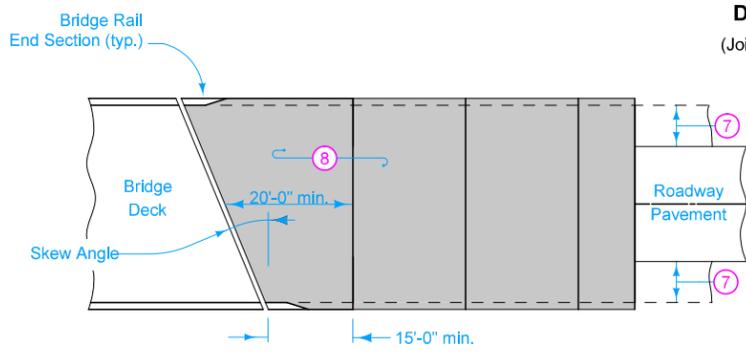
DOUBLE REINFORCED 10" APPROACH  
WITH VARIABLE DEPTH PAVING NOTCH



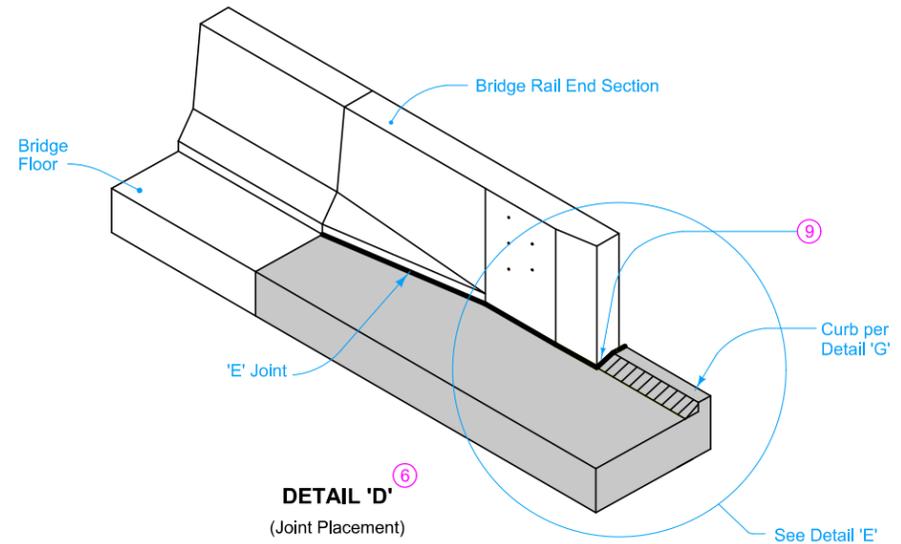
SECTION A-A



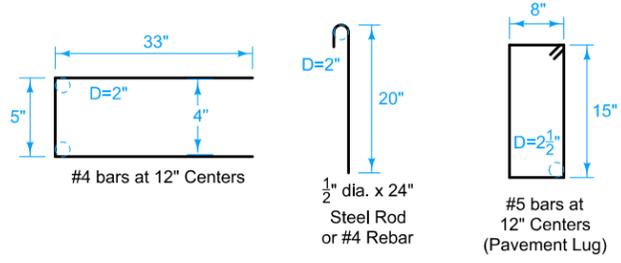
SECTION B-B



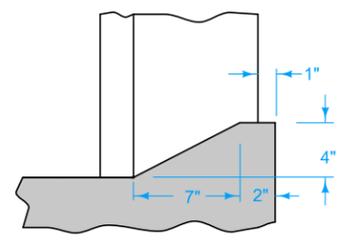
APPROACH PAVEMENT LAYOUT AT A SKEW



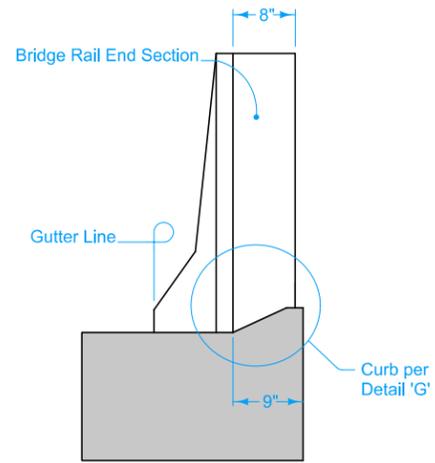
DETAIL 'D'  
(Joint Placement)



BENT BAR SHAPES



DETAIL 'G'



DETAIL 'E'  
(Back of Curb Placement)

- 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.

 <b>STANDARD ROAD PLAN</b>	REVISION 2   10-19-21
	<b>BR-202</b> SHEET 4 of 4
REVISIONS: Added shoulders to single and non-reinforced sections.	
 APPROVED BY DESIGN METHODS ENGINEER	
<b>DOUBLE REINFORCED 10" APPROACH          WITH VARIABLE DEPTH PAVING NOTCH</b>	