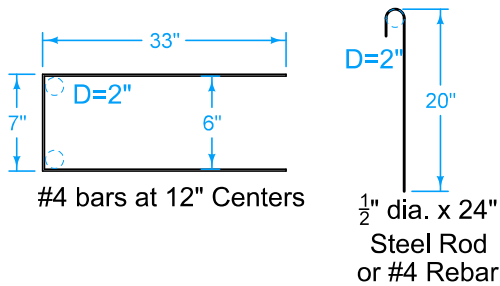
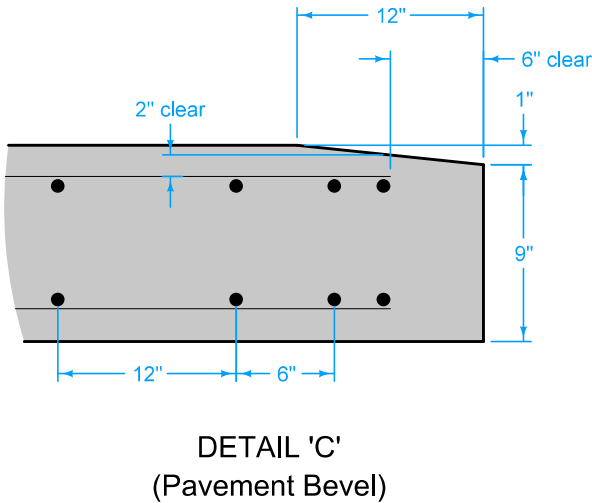
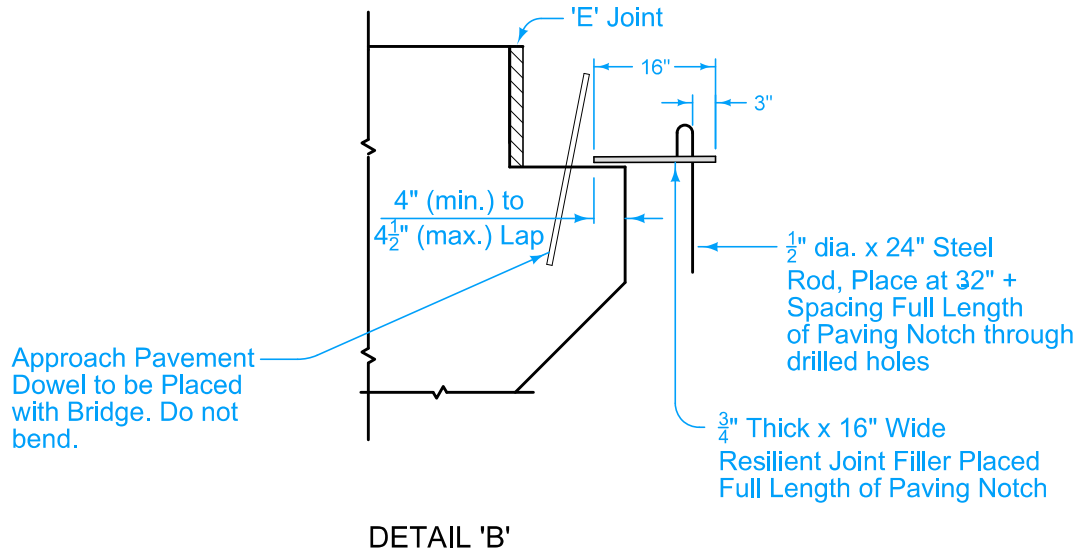
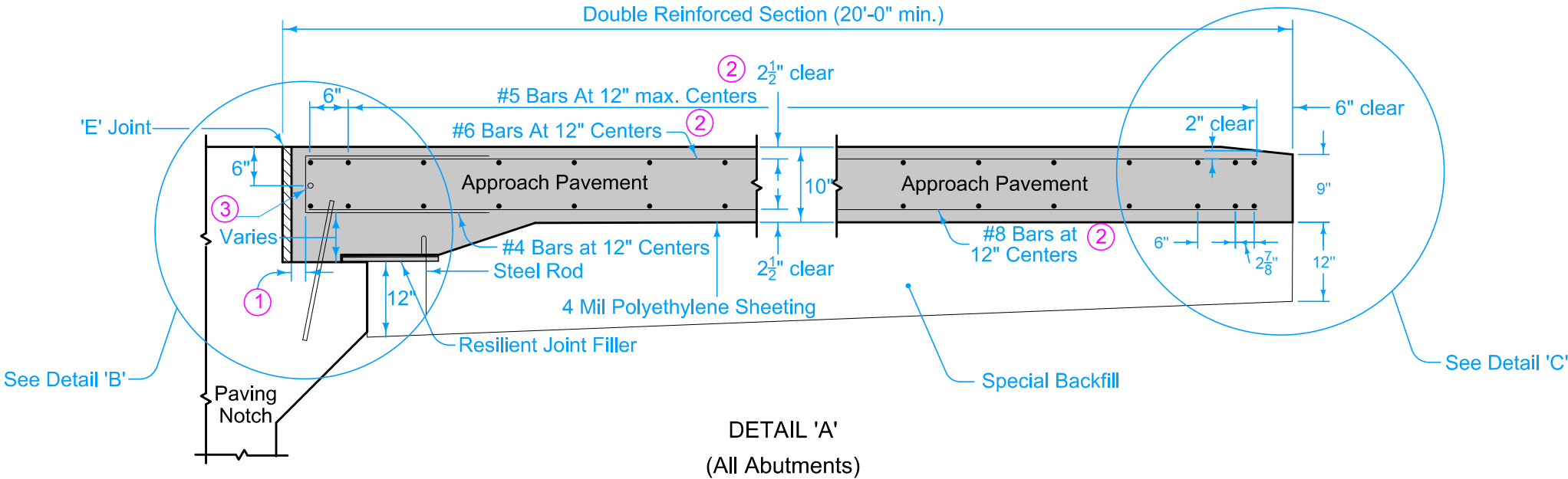


For joint details, refer to PV-101.

For curb details, see Detail 'F'.

All transverse bars are #5.

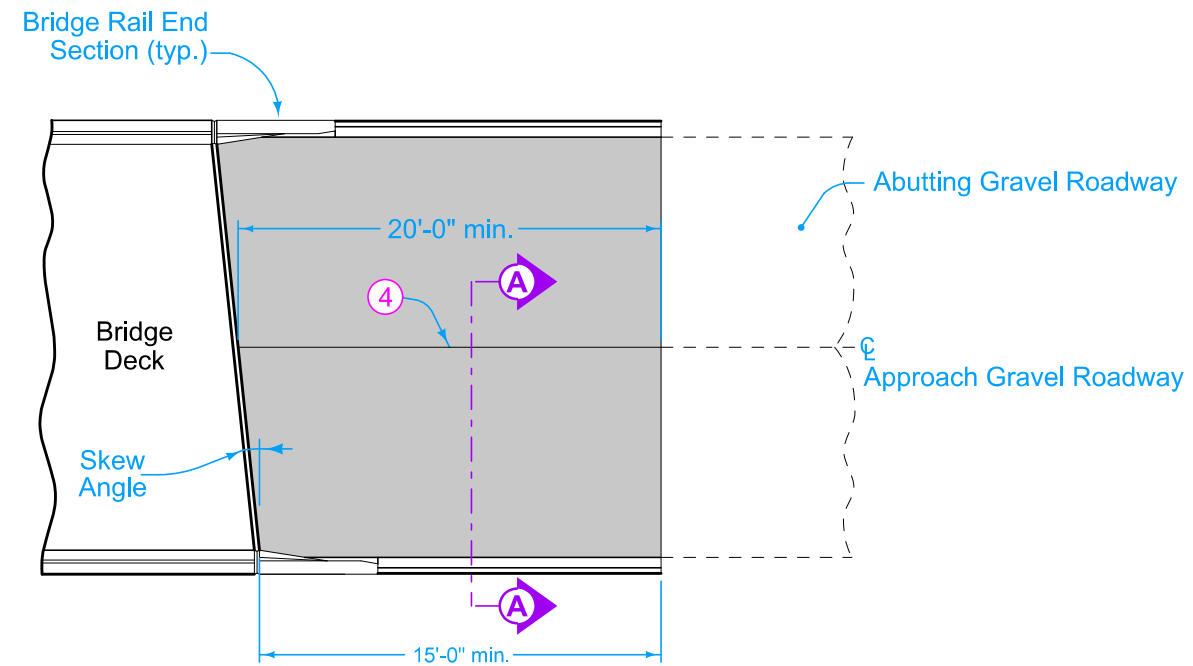
- ① 2" min. to 2 1/2" max. clear to bent bar.
- ② Minimum lap length: #5 Bars - 38"
#6 Bars - 45"
#8 Bars - 59"
- ③ If bridge is skewed, place additional #5 bar parallel to skewed face.



Possible Contract Item:
Bridge Approach, BR-241
Longitudinal Grooving in Concrete, Bridge Deck
Longitudinal Grooving in Concrete, Pavement

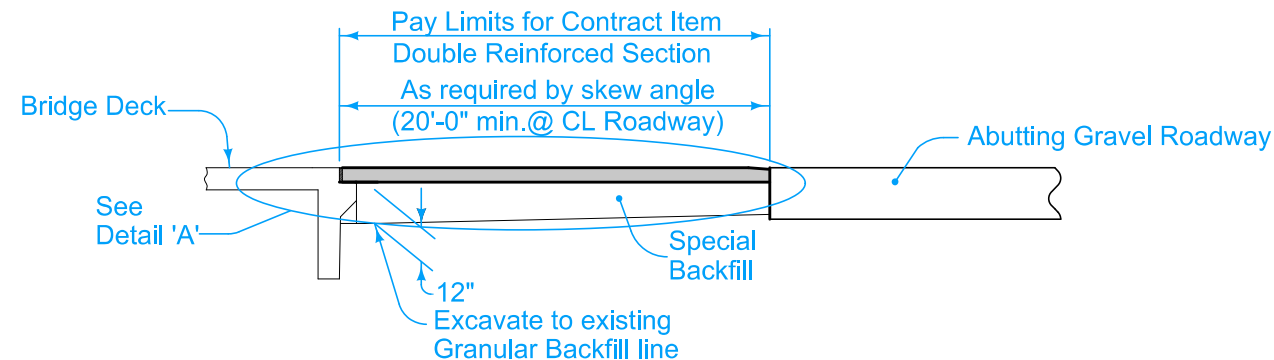
Possible Tabulation:
112-6

	REVISION	
	4	04-21-26
	BR-241	
STANDARD ROAD PLAN		SHEET 1 of 3
REVISIONS: Modified curb design from sloped to vertical.		
		
APPROVED BY DESIGN METHODS ENGINEER		
DOUBLE REINFORCED 10" APPROACH ON GRAVEL ROADS		

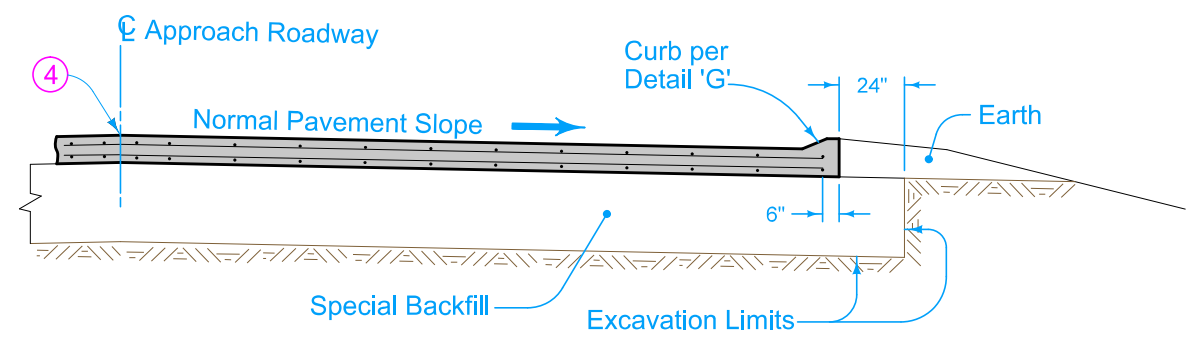


PLAN VIEW

④ Longitudinal Joint (PV-101):
Single pour - Saw cut joint per Detail B.
Two pours - Use 'BT-2' joint.

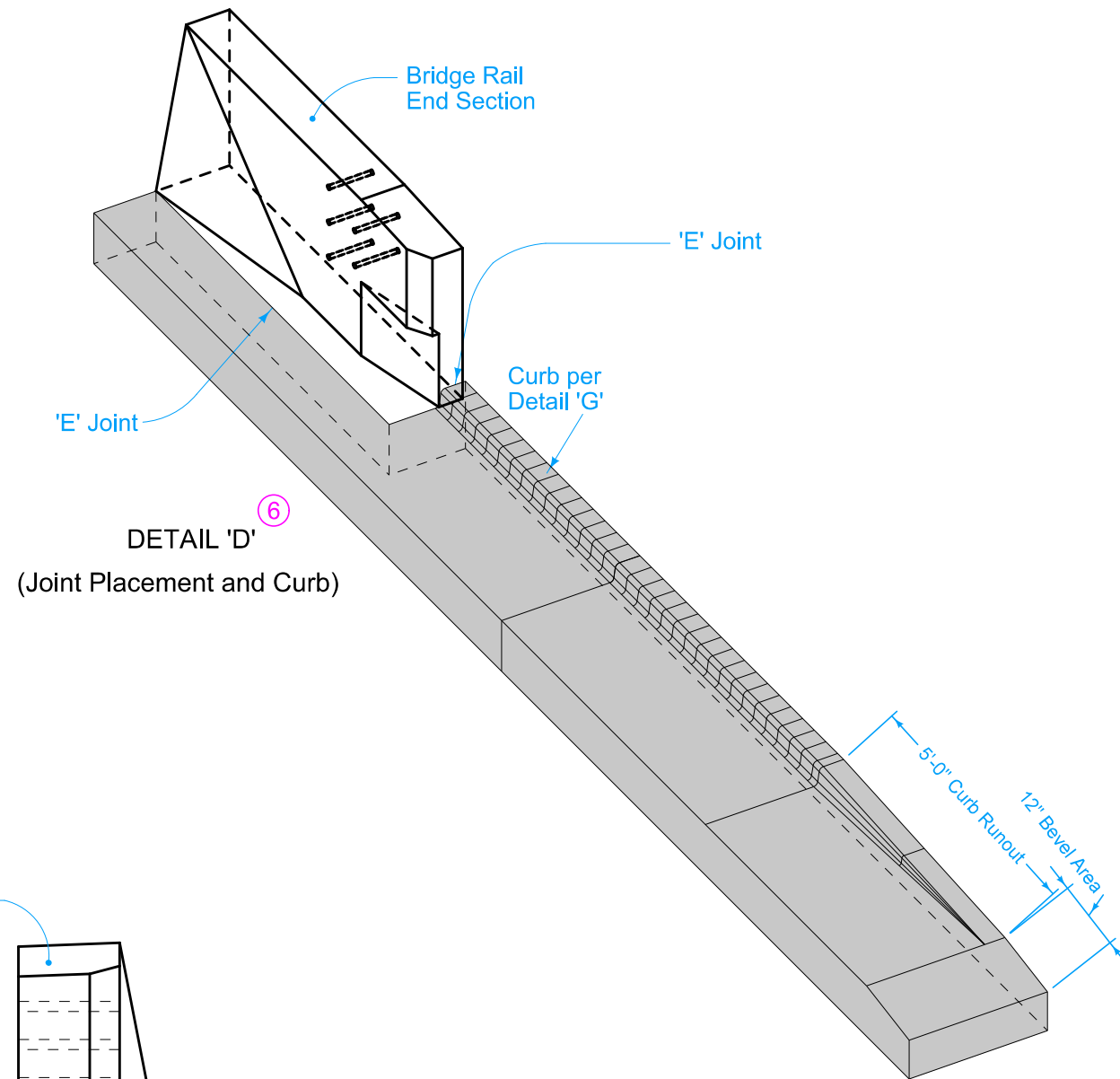


SECTION THRU CENTERLINE

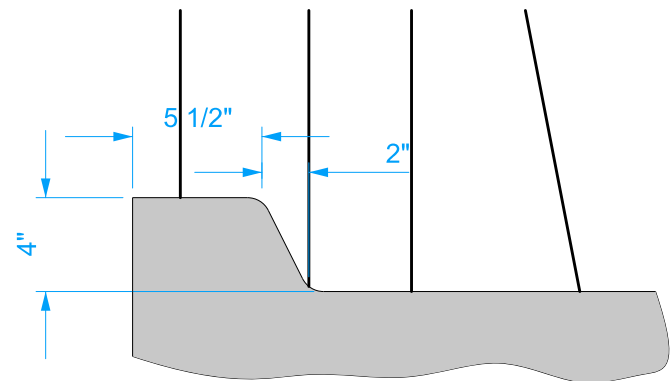


SECTION A-A

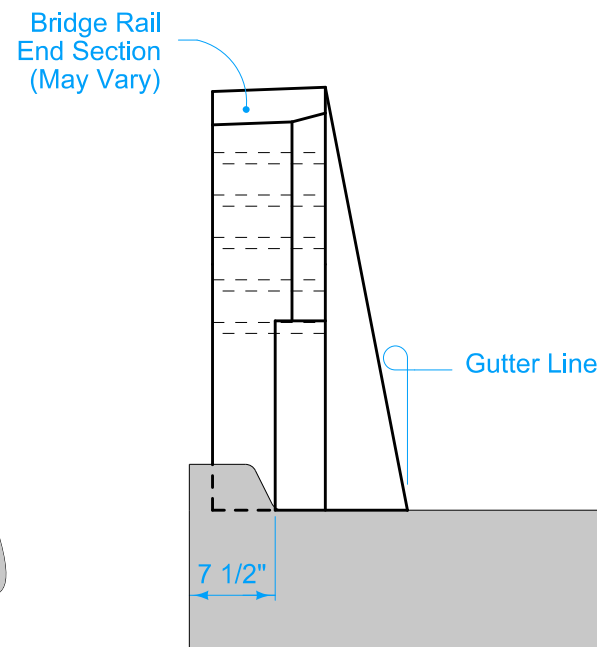
IOWA DOT STANDARD ROAD PLAN	REVISION	
	4	04-21-26
	BR-241 SHEET 2 of 3	
REVISIONS: Modified curb design from sloped to vertical.		
APPROVED BY DESIGN METHODS ENGINEER <i>Shant Miller</i>		
DOUBLE REINFORCED 10" APPROACH ON GRAVEL ROADS		



DETAIL 'D' ^⑥
(Joint Placement and Curb)



DETAIL 'G'



DETAIL 'E'

 IOWA DOT	REVISION	
	4	04-21-26
	BR-241	
STANDARD ROAD PLAN		SHEET 3 of 3
REVISIONS: Modified curb design from sloped to vertical.		
		
APPROVED BY DESIGN METHODS ENGINEER		
DOUBLE REINFORCED 10" APPROACH ON GRAVEL ROADS		