

For joint details, see PV-101.

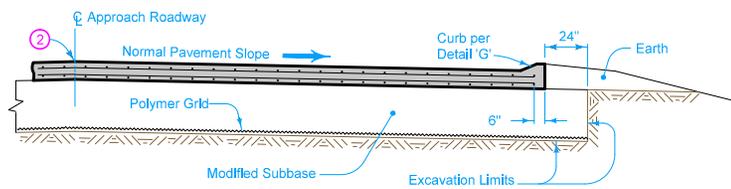
For curb details, see Detail 'G'.

All transverse bars are #5.

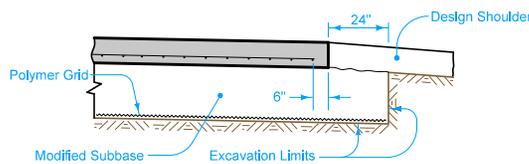
Use epoxy coated bars for all reinforcement.

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.

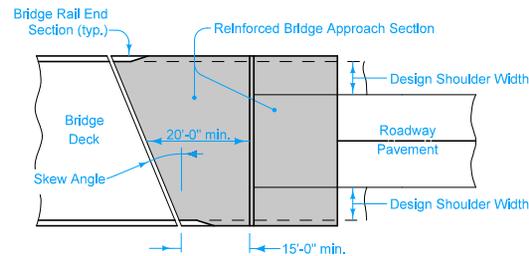
- ① Build 4 inch Sloped Curb to end of Reinforced Sections.
- ② Longitudinal Joint (PV-101):
Single Pour - Saw cut joint per Detail B.
Two Pours - Use 'KS-1' joint (Single Reinforced Section).
Use 'KS-2' joint (Double Reinforced Section).
- ③ Extend 'CD' and 'EF' joints where PCC Shoulder.
- ④ Polymer 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

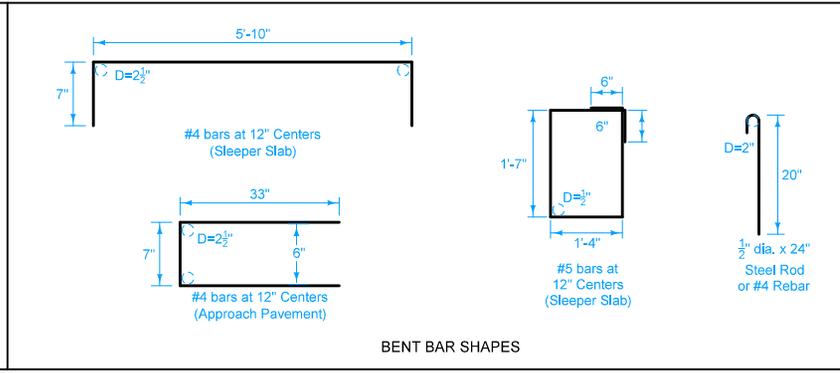
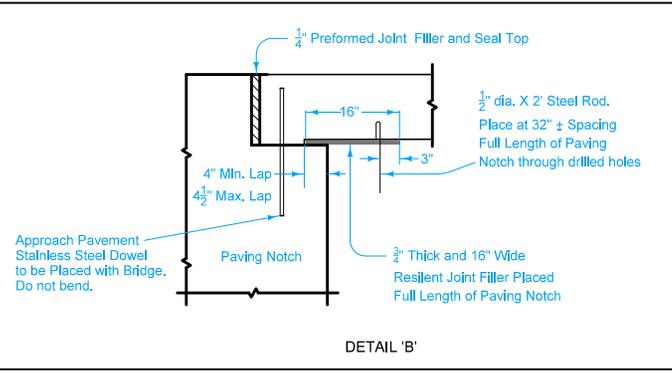
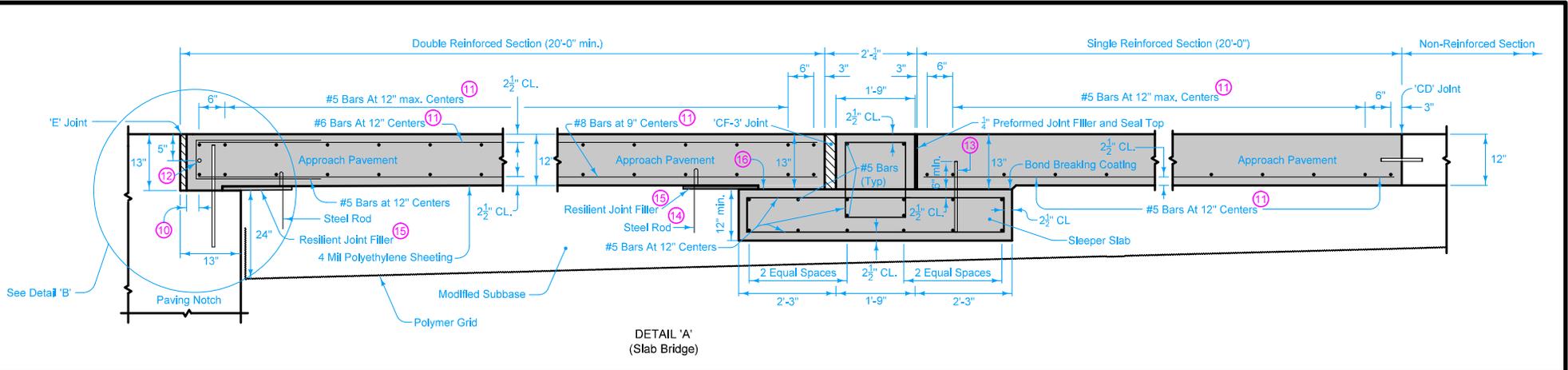
Possible Tabulation:
112-6

IOWA DOT	REVISION	
	1	10-17-17
	STANDARD ROAD PLAN	
BR-205		SHEET 1 of 4

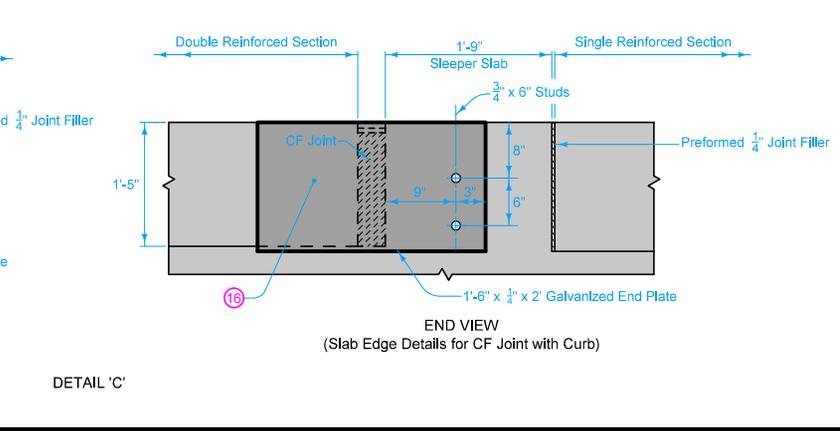
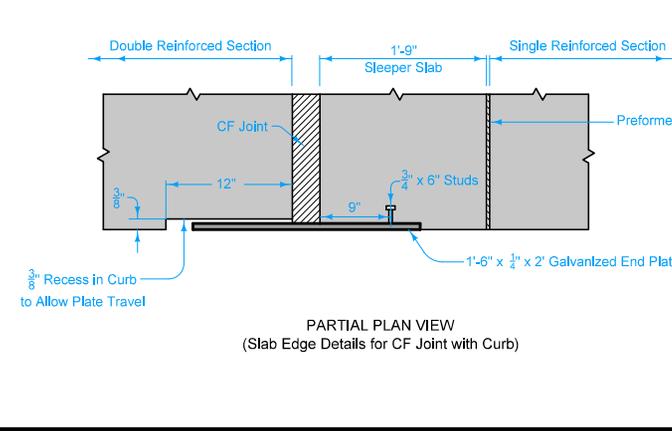
REVISIONS: Changed dimension from 6" to 7" and added 6" dimension to U shaped Bent Bar Shapes on Page 2, Changed DR-304 to DR-306.

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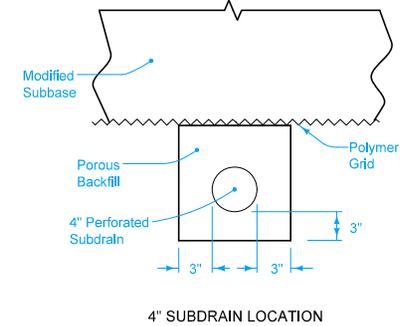
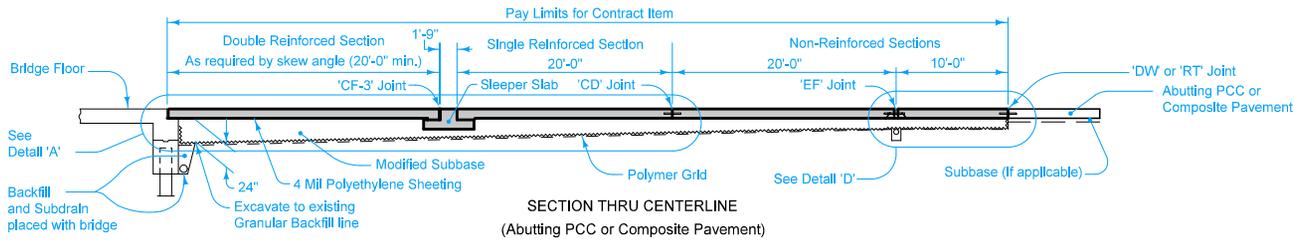
**DOUBLE REINFORCED 12" APPROACH
(SLAB BRIDGE)**



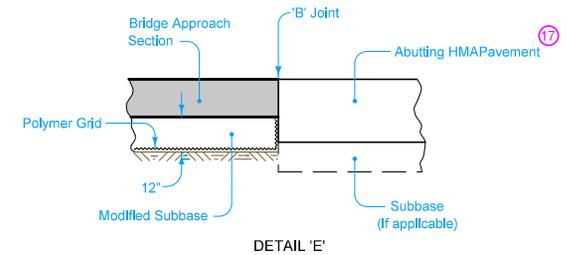
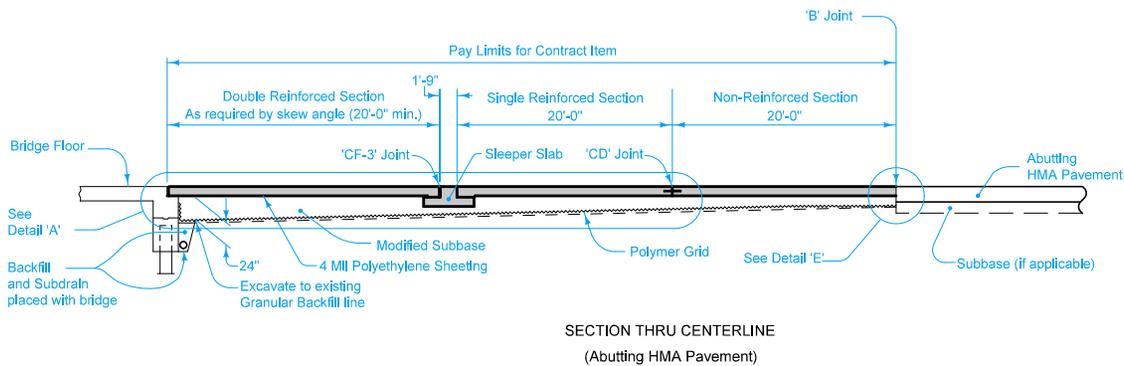
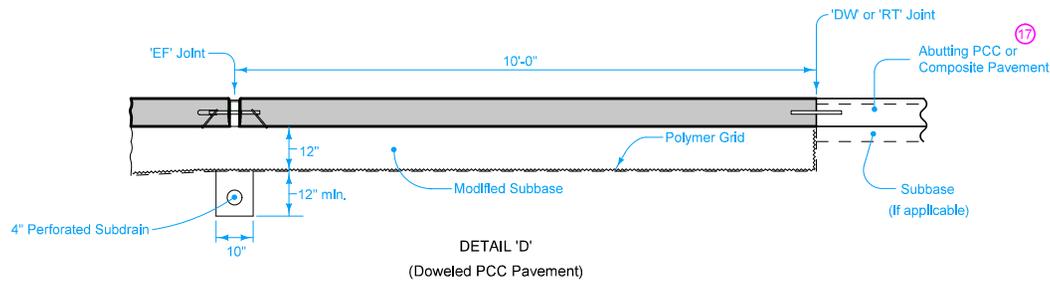
- (10) 2" min. to 2 1/2" max. clear to bent bar.
- (11) Minimum lap length: #5 Bars - 18"
#6 Bars - 27"
#8 Bars - 48"
- (12) If bridge is skewed, place additional #5 bar parallel to skewed face.
- (13) #8 dowels 1'-6" long with 2 1/2 inch bottom end clearance. Space at 24 inches O.C.
- (14) Space at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



 STANDARD ROAD PLAN	REVISION 1 10-17-17
	BR-205
	SHEET 2 of 4
REVISIONS: Changed dimension from 6" to 7" and added 6" dimension to U shaped Bent Bar Shapes on Page 2. Changed DR-304 to DR-306.	
 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.

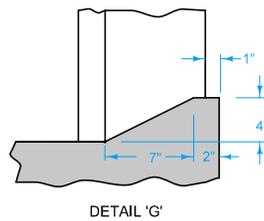
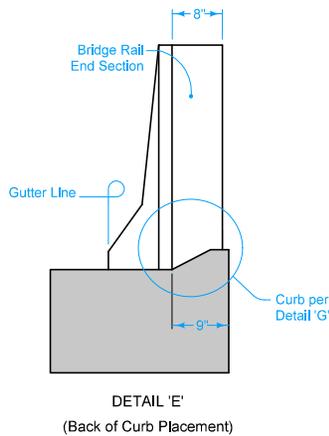
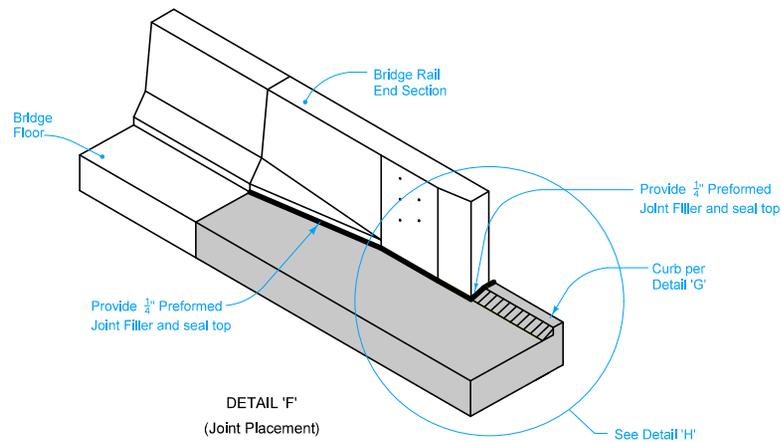


 STANDARD ROAD PLAN	REVISION
	1 10-17-17
	BR-205
SHEET 3 of 4	

REVISIONS: Changed dimension from 6" to 7" and added 6" dimension to U shaped Bent Bar Shapes on Page 2. Changed DR-304 to DR-306.

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



 STANDARD ROAD PLAN	REVISION
	1 10-17-17
BR-205 SHEET 4 of 4	
<small>REVISIONS: Changed dimension from 6" to 7" and added 6" dimension to U shaped Bent Bar Shapes on Page 2. Changed DR-304 to DR-306.</small>	
 <small>APPROVED BY DESIGN METHODS ENGINEER</small>	
DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)	