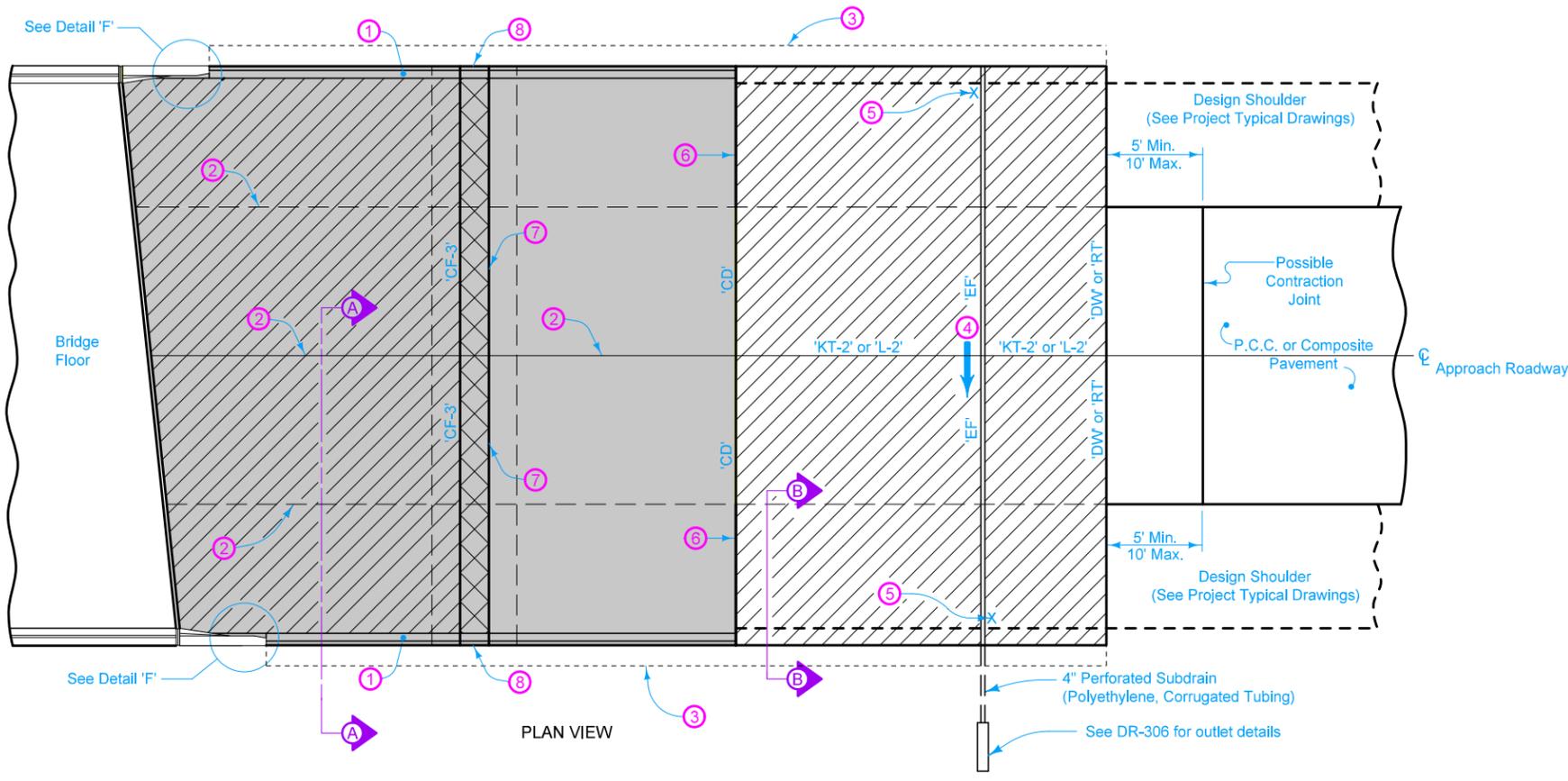


DESIGNER INFO



For joint details, see PV-101.

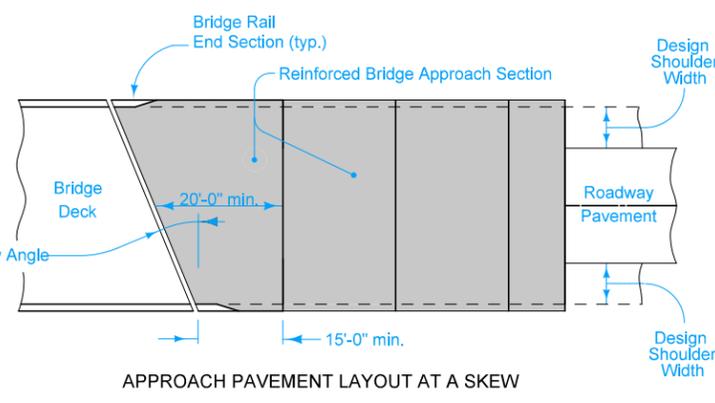
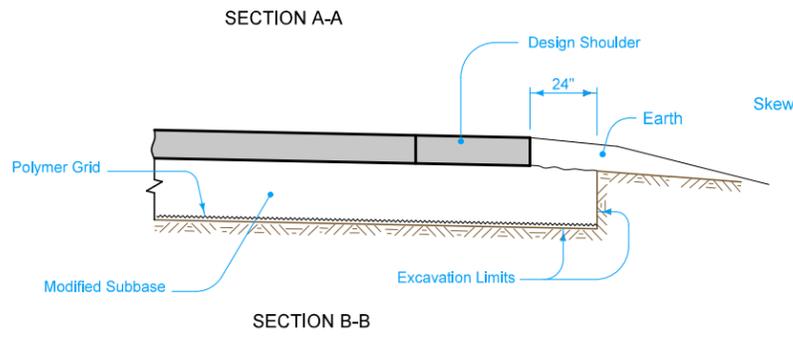
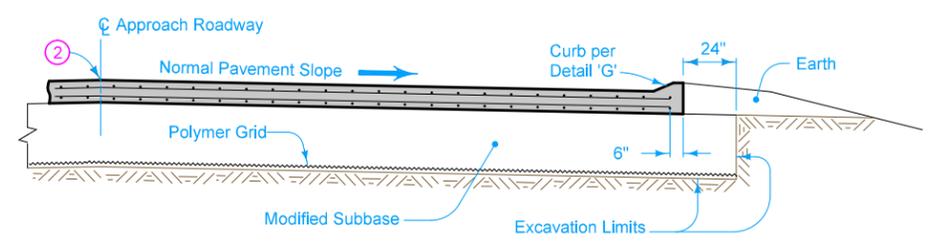
For curb details, see Detail 'G'.

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 Polymer Grid and excavation limits of Modified Subbase 2 feet outside of pavement edge.
- ④ Slope subdrain to drain.
- ⑤ Place an "X" in the plastic concrete near the 'EF' joint at the outside edge of pavement.
- ⑥ Place 'RD' Joint where PCC shoulder. Place 'B' joint otherwise.
- ⑦ 1/4 inch Preformed Joint Filler and seal top.
- ⑧ See Detail 'C'.
- ⑨ Design shoulder width.



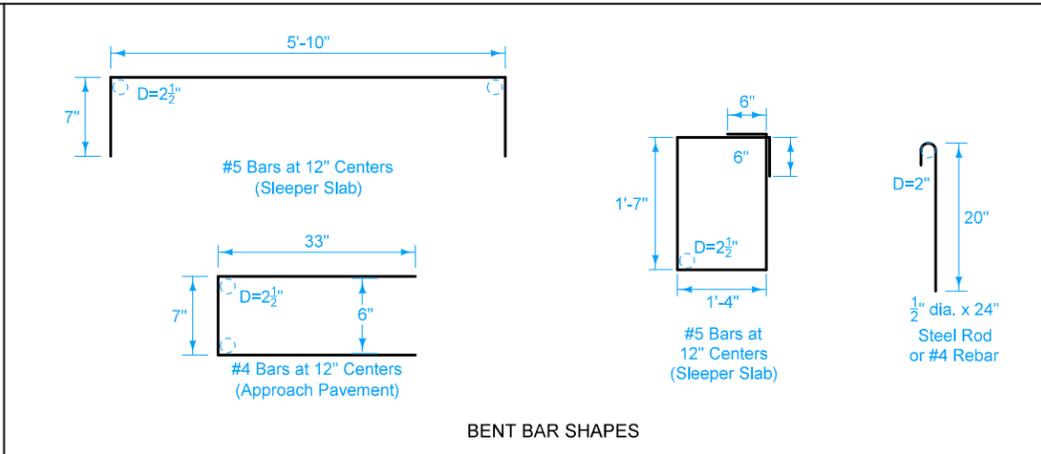
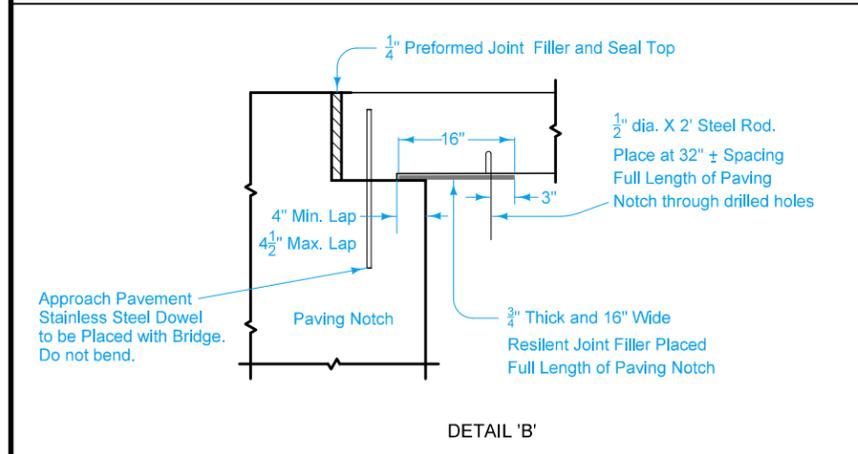
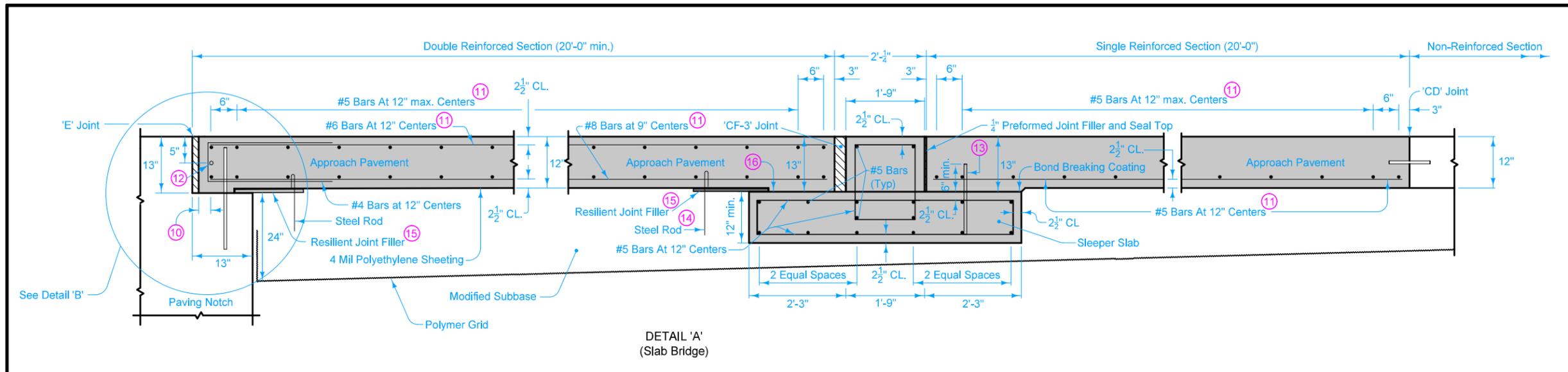
Pay limits for contract item include the following areas:

	Double Reinforced Section
	Sleeper Beam Section
	Single Reinforced Section
	Non-Reinforced Section

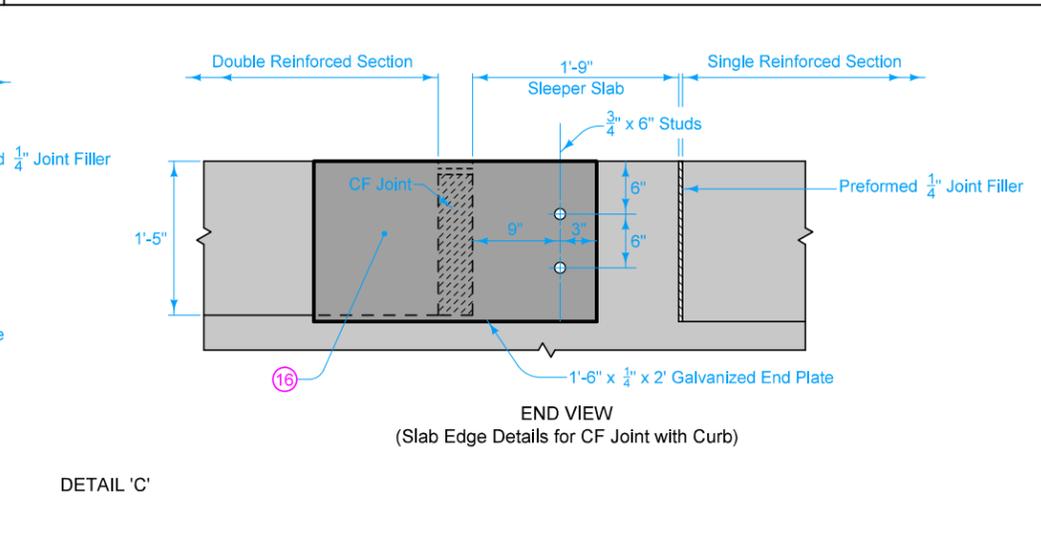
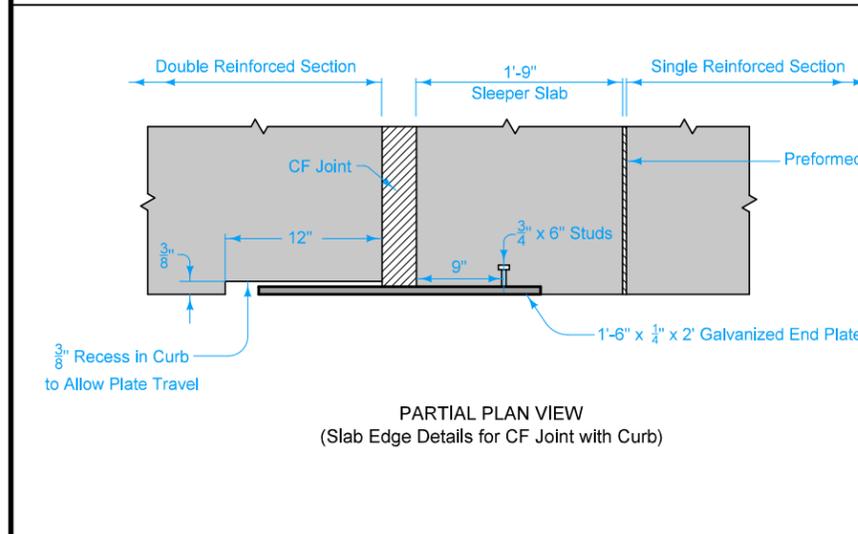
Possible Contract Item:
Bridge Approach, BR-205

Possible Tabulation:
112-6

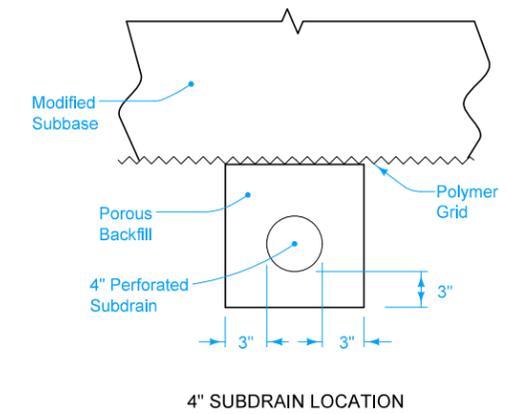
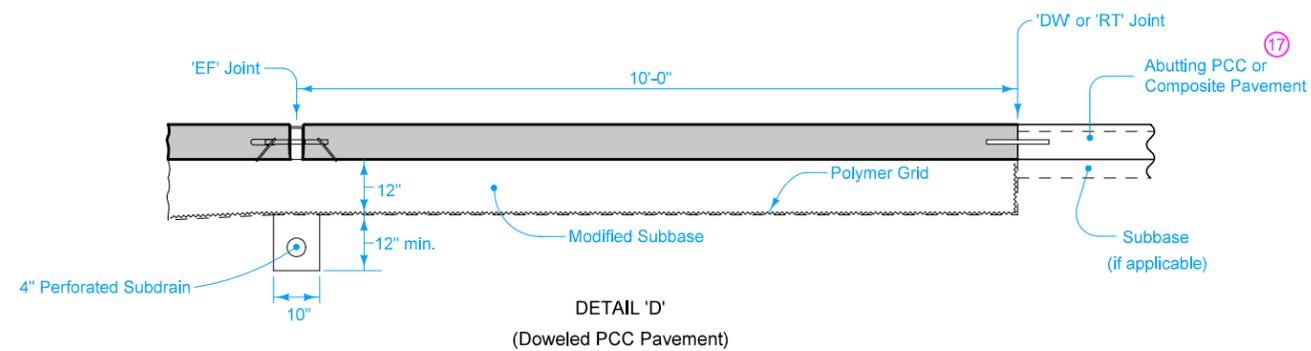
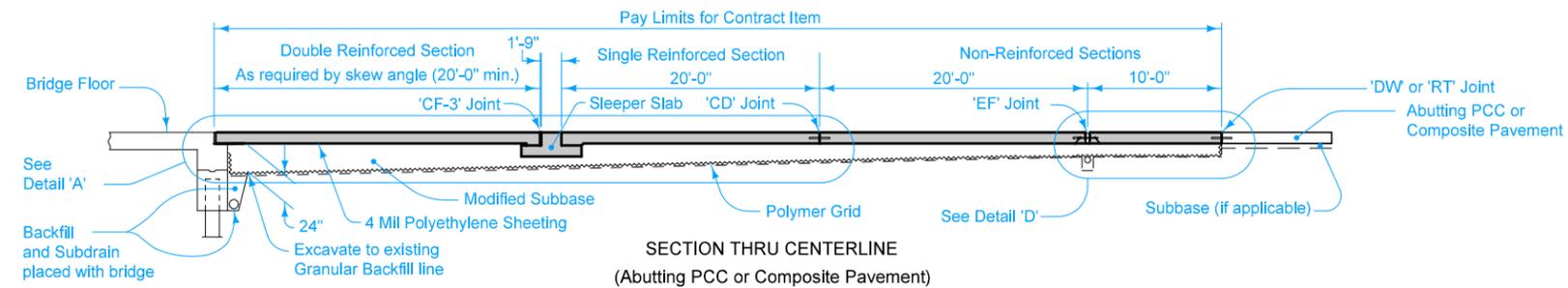
IOWA DOT	REVISION
	7 10-19-21
STANDARD ROAD PLAN	BR-205
SHEET 1 of 4	
REVISIONS: Added shoulders to single and non-reinforced sections.	
 APPROVED BY DESIGN METHODS ENGINEER	
DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)	



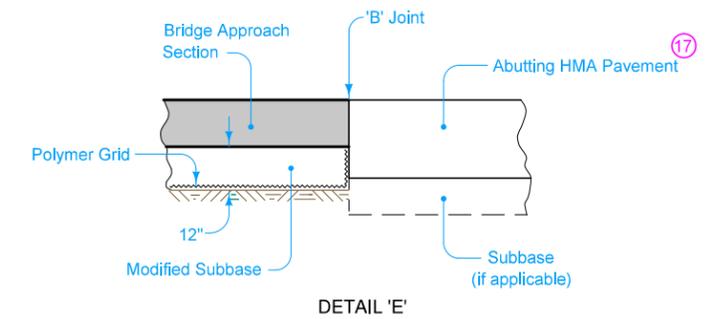
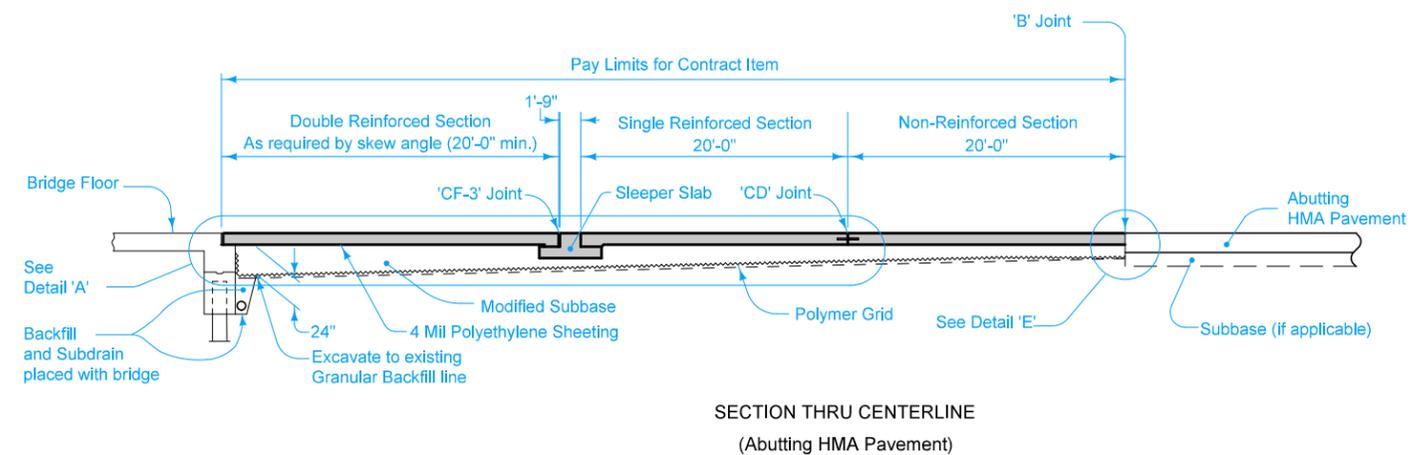
- ⑩ 2" min. to 2 1/2" max. clear to bent bar.
- ⑪ Minimum lap length: #5 Bars - 18"
#6 Bars - 27"
#8 Bars - 48"
- ⑫ If bridge is skewed, place additional #5 bar parallel to skewed face.
- ⑬ #8 dowels 1'-6" long with 2 1/2 inch bottom end clearance. Space at 24 inches O.C.
- ⑭ Space at 32" ± for full 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.



 STANDARD ROAD PLAN	REVISION	
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">7</td> <td style="width: 50px; text-align: center;">10-19-21</td> </tr> </table>	7
7	10-19-21	
BR-205		
SHEET 2 of 4		
REVISIONS: Added shoulders to single and non-reinforced sections.		
 <small>APPROVED BY DESIGN METHODS ENGINEER</small>		
DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)		



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

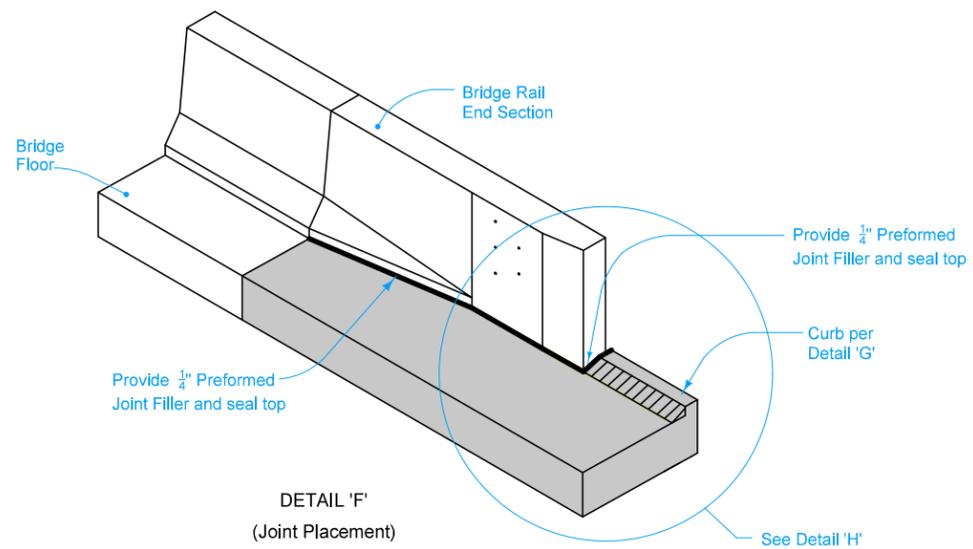


	REVISION
	7 10-19-21
STANDARD ROAD PLAN	BR-205
	SHEET 3 of 4

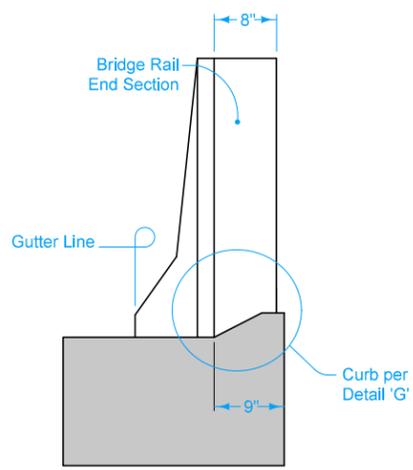
REVISIONS: Added shoulders to single and non-reinforced sections.

APPROVED BY DESIGN METHODS ENGINEER

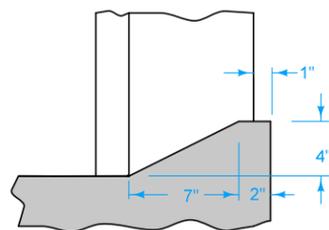
DOUBLE REINFORCED 12" APPROACH
(SLAB BRIDGE)



DETAIL 'F'
(Joint Placement)



DETAIL 'H'
(Back of Curb Placement)



DETAIL 'G'

	REVISION	
	7	10-19-21
STANDARD ROAD PLAN	BR-205	
SHEET 4 of 4		
REVISIONS: Added shoulders to single and non-reinforced sections.		
 APPROVED BY DESIGN METHODS ENGINEER		
DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)		