

DETAIL 'A'

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.

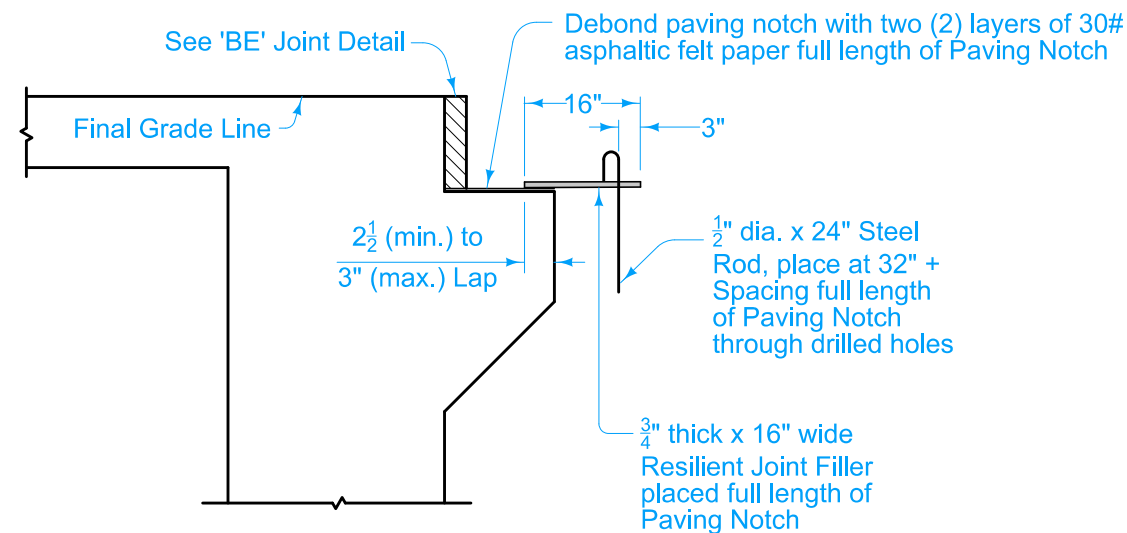
Possible Contract Item:
Bridge Approach, BR-204
Longitudinal Grooving in Concrete, Bridge Deck
Longitudinal Grooving in Concrete, Pavement

Possible Tabulation:
112-6

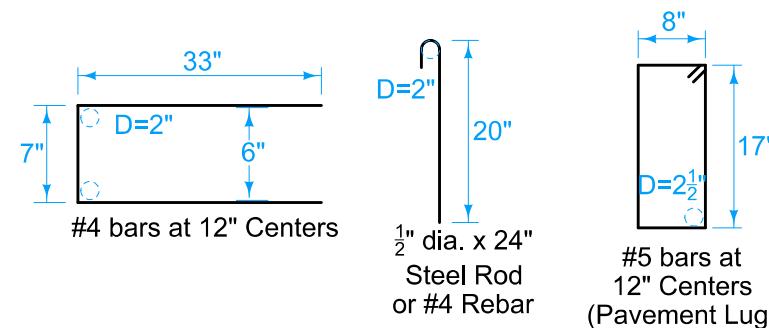
IOWA DOT		REVISION	
STANDARD ROAD PLAN		5	10-21-25
		BR-204	
REVISIONS:		SHEET 1 of 4	
		Changed 'KS-2' joint to 'BT-2' joint.	

APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 12" APPROACH
WITH VARIABLE DEPTH PAVING NOTCH

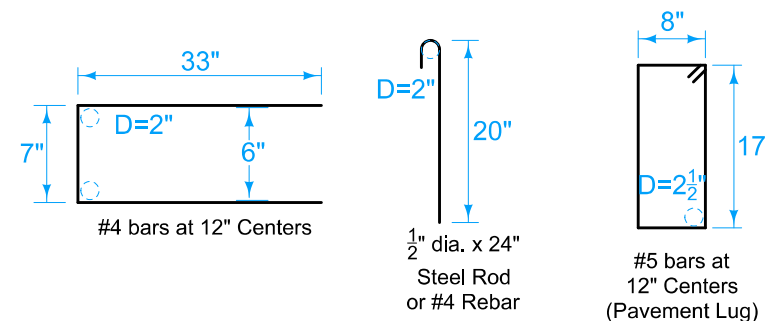
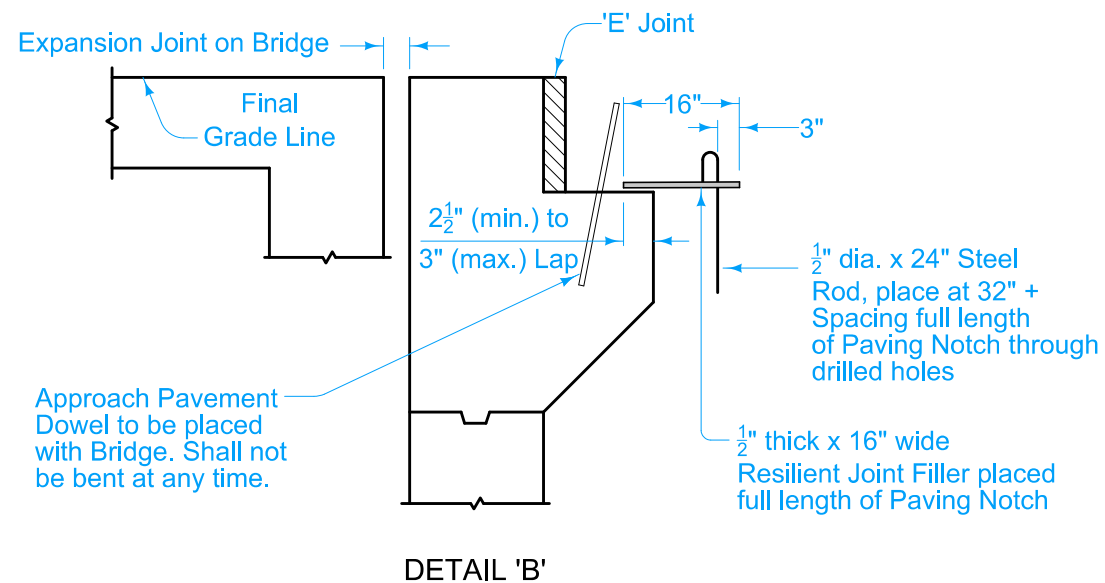
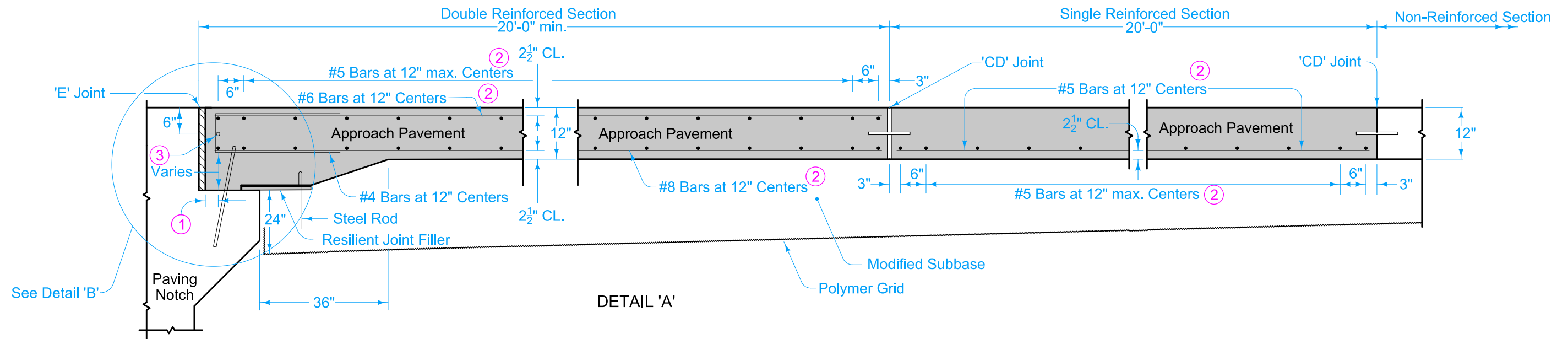


DETAIL 'B'





BENT BAR SHAPES

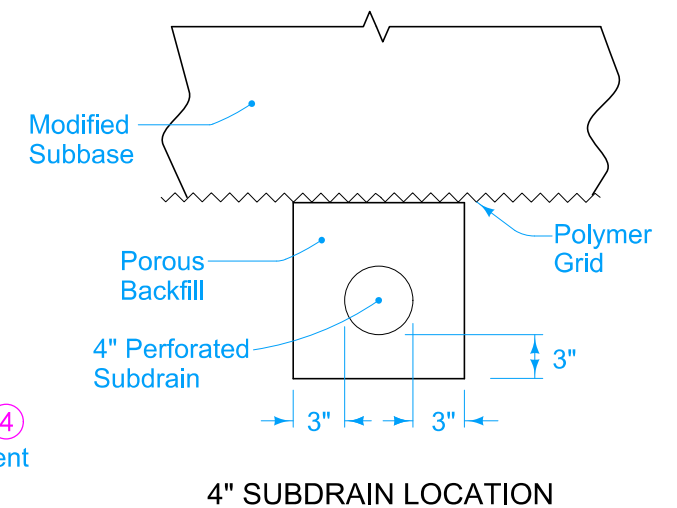
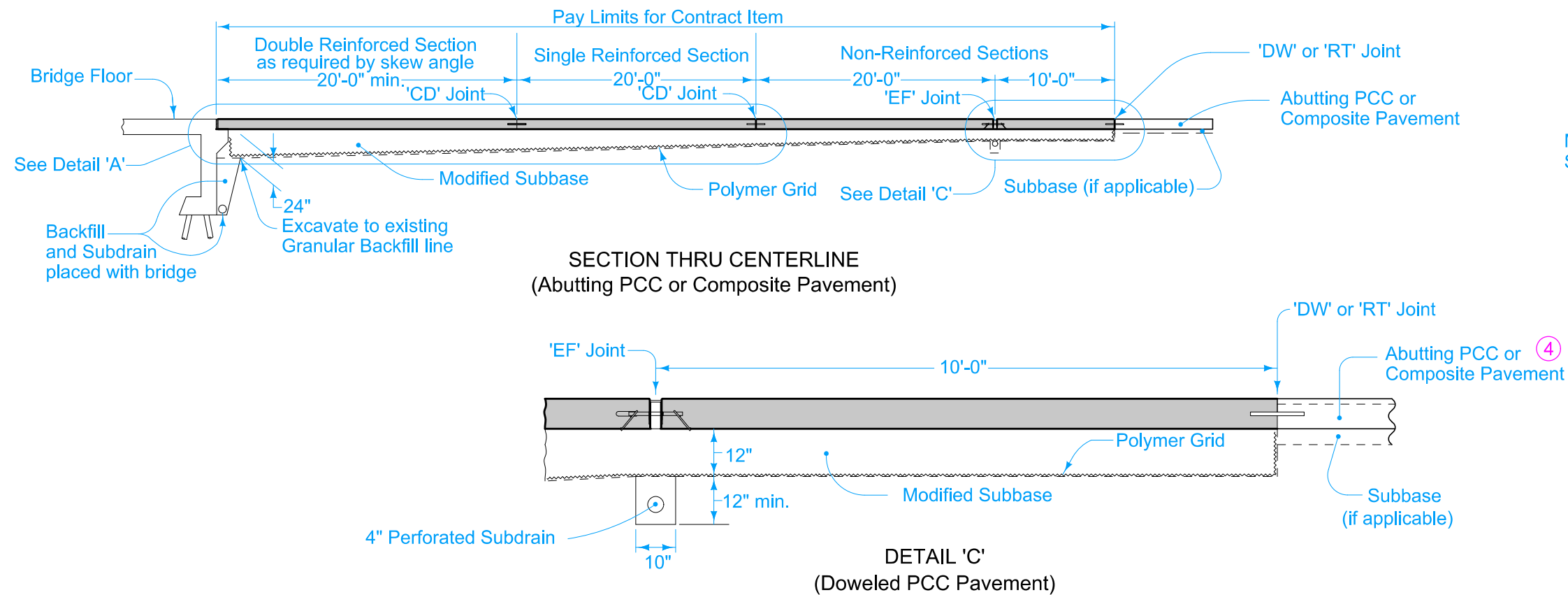
MOVEABLE ABUTMENT



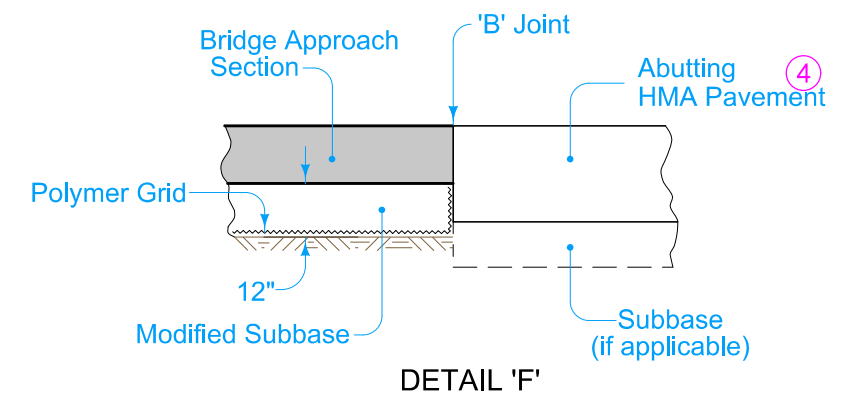
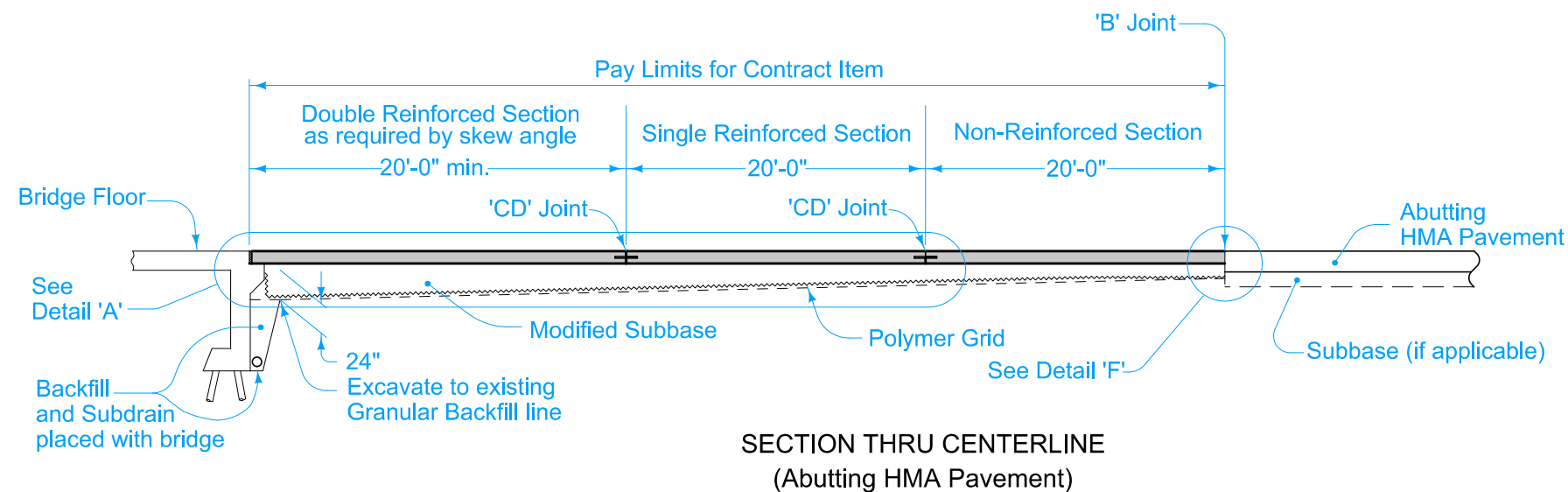
- ① 2" to 2½" clear to bent bar.
- ② Minimum lap length: #5 bars - 18 inches
#6 bars - 27 inches
#8 bars - 48 inches
- ③ If bridge is skewed, place additional #5 bar parallel to skewed face.

 IOWA DOT	REVISION	
	5	10-21-25
	BR-204	
	SHEET 2 of 4	
REVISIONS: Changed 'KS-2' joint to 'BT-2' joint.		
		
APPROVED BY DESIGN METHODS ENGINEER		
DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH		

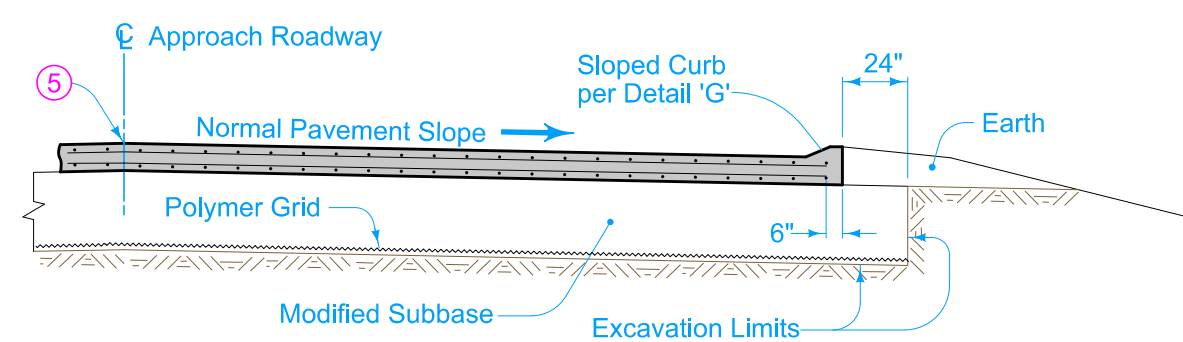
FIXED ABUTMENT



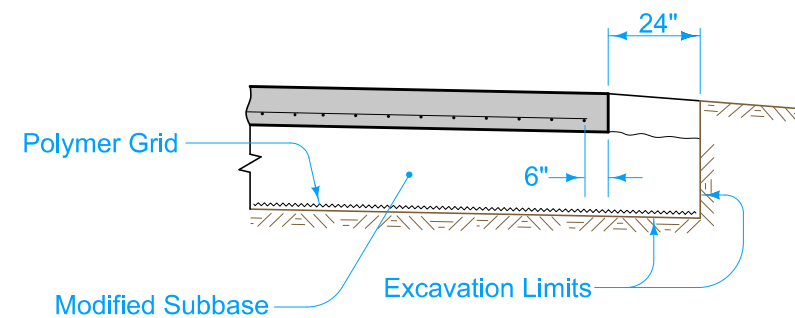
④ If abutting pavement (PCC or HMA) is not in place, refer to BR-213.



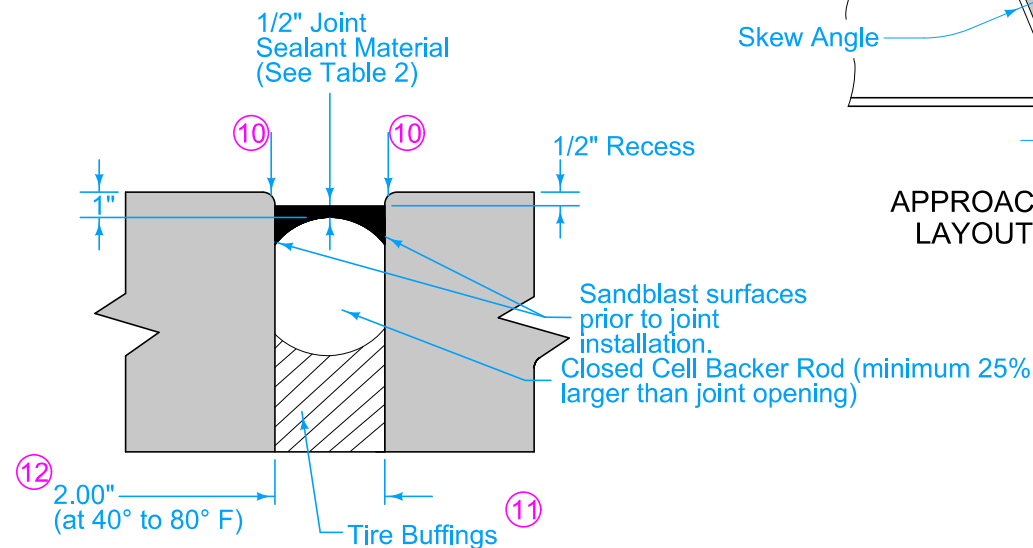
IOWA DOT STANDARD ROAD PLAN REVISIONS: Changed 'KS-2' joint to 'BT-2' joint. APPROVED BY DESIGN METHODS ENGINEER DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH	REVISION	
	5	10-21-25
	BR-204	
	SHEET 3 of 4	



SECTION A-A

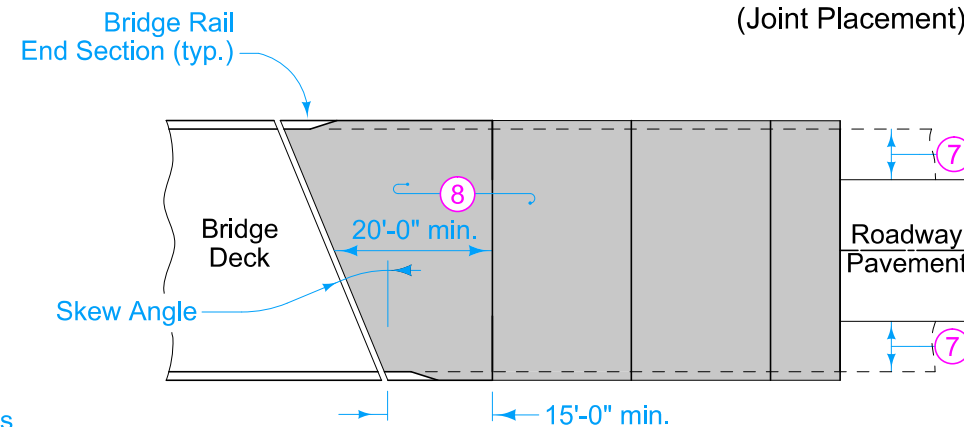


SECTION B-B

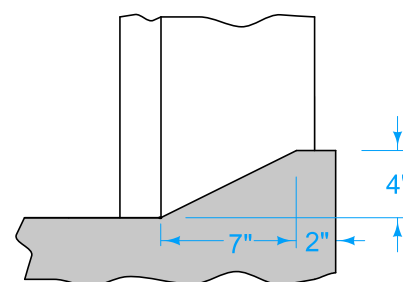


'BE' JOINT DETAIL

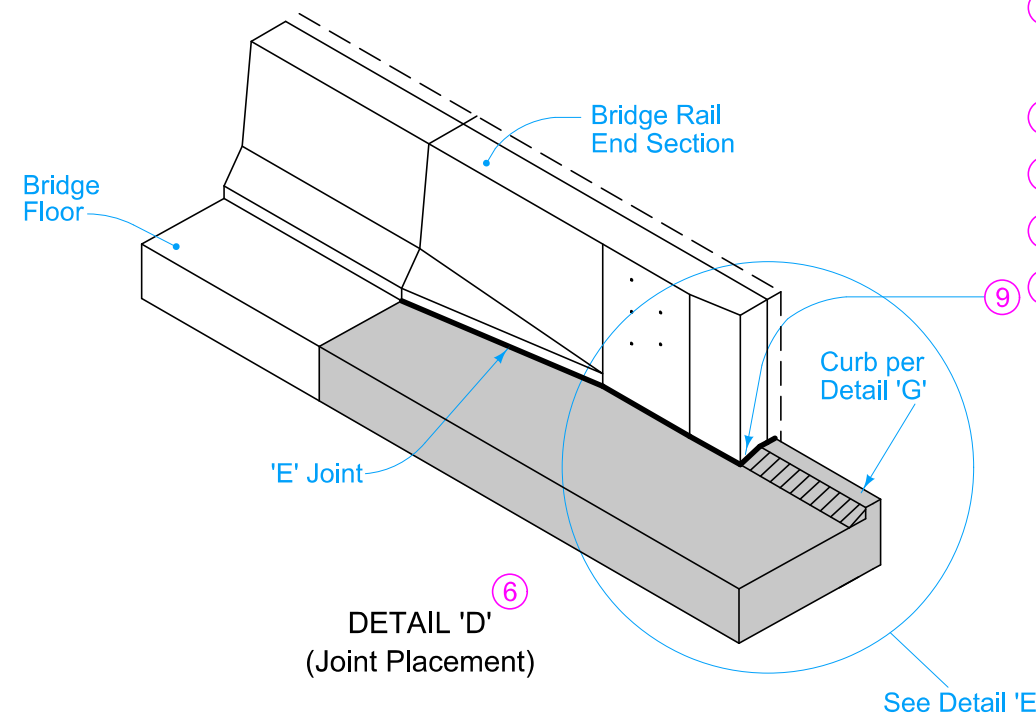
Table 2
Approved List of Sealant
Dow - Dowsil 902 RCS
Sika - Sikasil 728 RCS
Watson Bowman Acme - Wabo SiliconeSeal
Pecora - 322FC



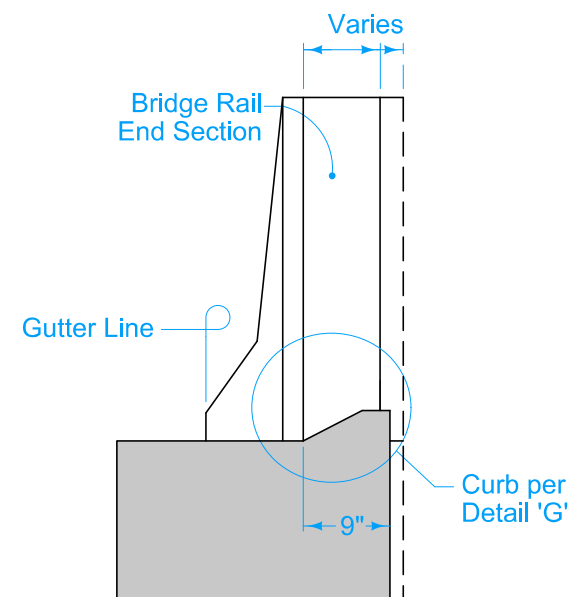
APPROACH PAVEMENT LAYOUT AT A SKEW



DETAIL 'G'



DETAIL 'D' (Joint Placement)



DETAIL 'E' (Back of Curb Placement)

- ⑤ Longitudinal Joint (PV-101):
Single pour - Saw cut joint per Detail B.
Two pours - Use 'BT-2' Joint.
- ⑥ Refer to BR-211, BR-212, or BR-231.
- ⑦ Design shoulder width.
- ⑧ Reinforced bridge approach section.
- ⑨ 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. Set width of gap to 2 inches. Joint length as required to completely fill from back side of curb to front face of bridge wing.
- ⑩ Edge with 1/4 inch tool for length of joint indicated if formed edging not required when cut with diamond blade saw.
- ⑪ Compact tire buffings by spading with a square-nose shovel. Tire buffings shall not be larger than 1/2 inch.
- ⑫ Setting Width Notes:
- Width is perpendicular to abutment.
- Temperature of concrete deck on the underside or shaded portion of the deck shall be between 40 to 80 degrees Farenheit when placing approach slab concrete.
- This 'BE' joint and the setting temperatures may be used for all concrete beam or slab bridges up to 575' in length and for all steel girder bridges up to 400' in length.

IOWA DOT STANDARD ROAD PLAN	REVISION	
	5	10-21-25
	BR-204 SHEET 4 of 4	
REVISIONS: Changed 'KS-2' joint to 'BT-2' joint.		
APPROVED BY DESIGN METHODS ENGINEER		
DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH		