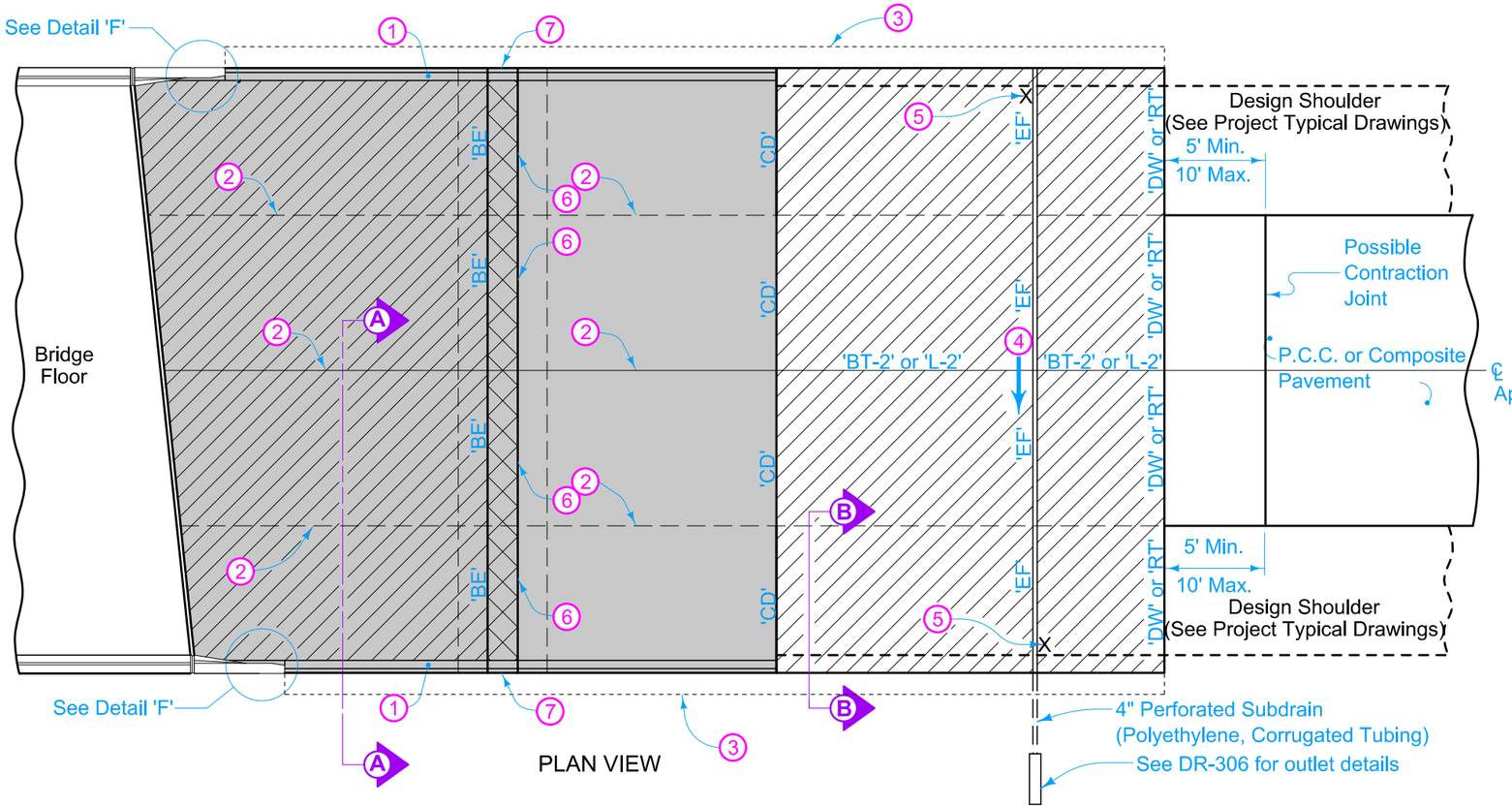
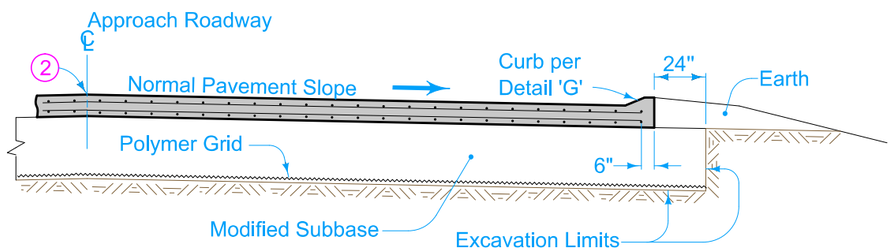
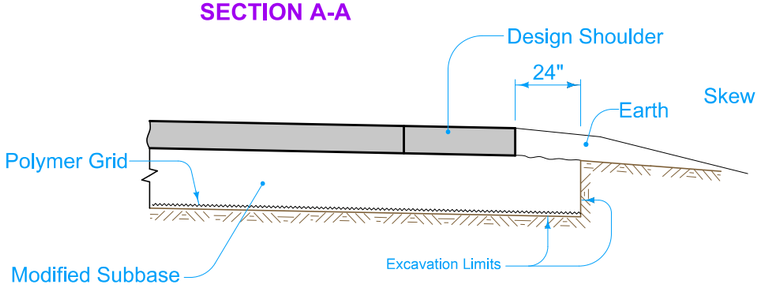
DESIGNER INFORMATION





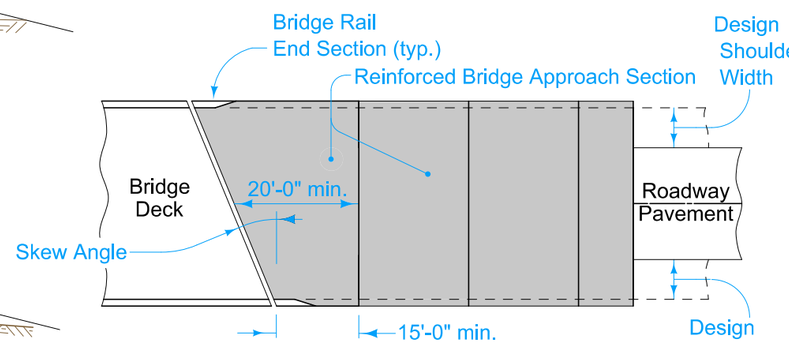
SECTION A-A



SECTION B-B

Pay limits for contract item include the following areas:

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



APPROACH PAVEMENT LAYOUT AT A SKEW

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 'BT-2' joint
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. $\frac{1}{4}$ inch Preformed Joint Filler and seal top.
7. See Detail 'C'.

Possible Contract Item:
Bridge Approach, BR-205
Longitudinal Grooving in Concrete, Bridge Deck
Longitudinal Grooving in Concrete, Pavement

Possible Tabulation:
112-6

IOWA DOT

STANDARD ROAD PLAN

REVISION	
10	10-21-25

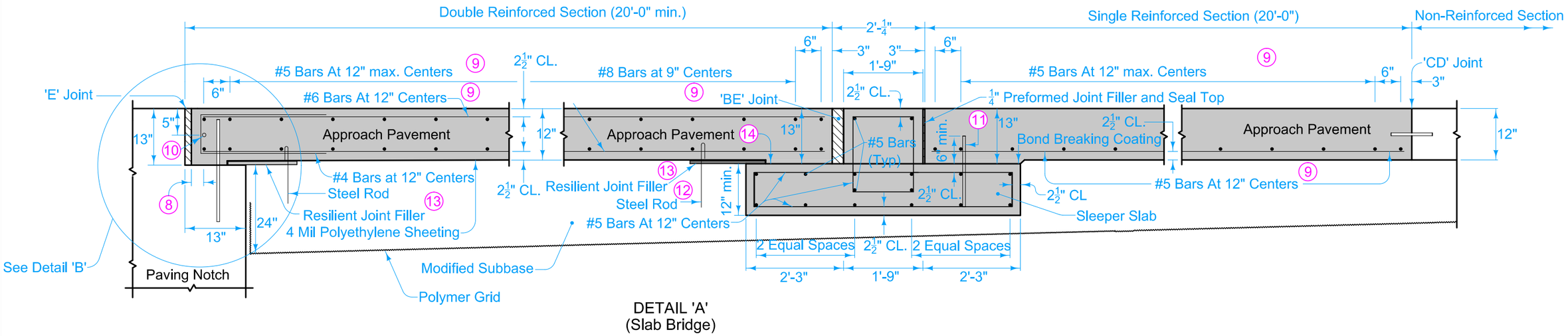
BR-205

SHEET 1 of 4

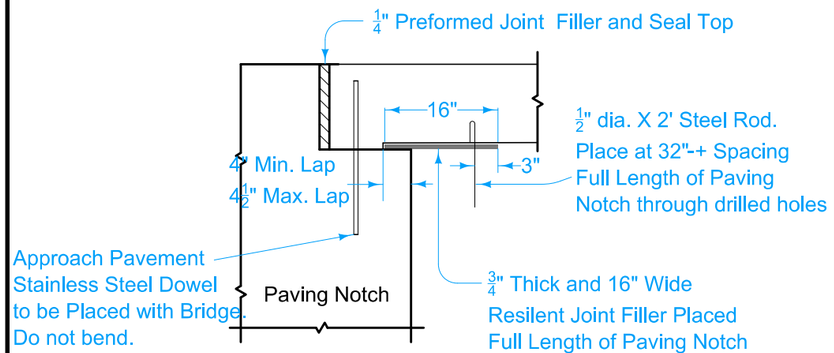
REVISIONS: Changed 'KT' joints to BT joints.

APPROVED BY DESIGN METHODS ENGINEER

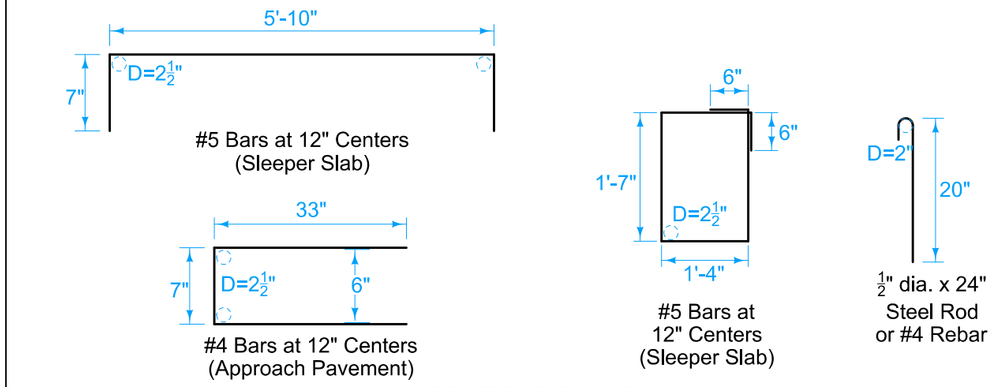
DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)



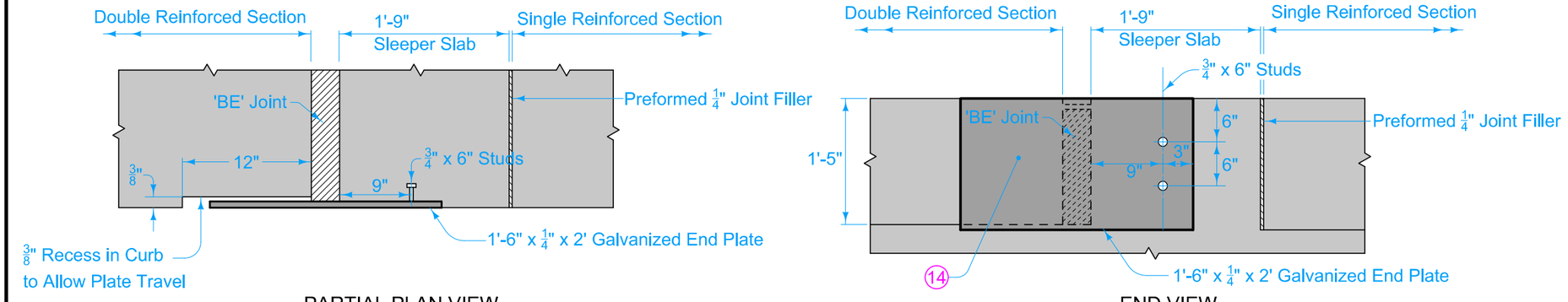
DETAIL 'A'
(Slab Bridge)



DETAIL 'B'



BENT BAR SHAPES



PARTIAL PLAN VIEW
(Slab Edge Details for 'BE' Joint with Curb)

END VIEW
(Slab Edge Details for 'BE' Joint with Curb)

DETAIL 'C'

(8) 2" min. to 2 1/2" max. clear to bent bar.

(9) Minimum lap length: #5 Bars - 18"
#6 Bars - 27"
#8 Bars - 48"

(10) If bridge is skewed, place additional #5 bar parallel to skewed face.

(11) #8 dowels 1'-6" long with 2½ inch bottom end clearance. Space at 24 inches O.C.

(12) Space at 32" ± for full length of Sleeper Slab.

(13) ¾ inch thick x 16 inch wide Resilient Joint Filler for full length of Sleeper Slab.

(14) Debond Paving Notch with 2 layers of 30# Asphaltic Felt Paper full length.

IOWA DOT
STANDARD ROAD PLAN

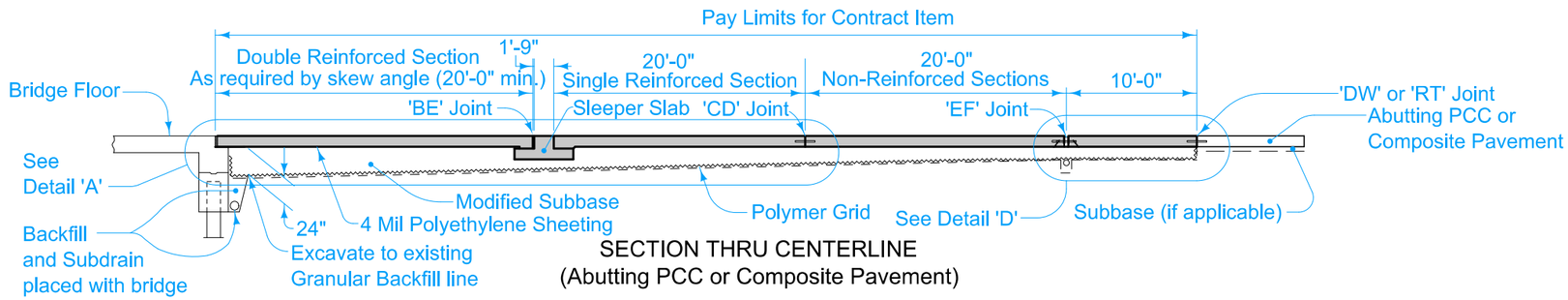
REVISION	
10	10-21-25

BR-205
SHEET 2 of 4

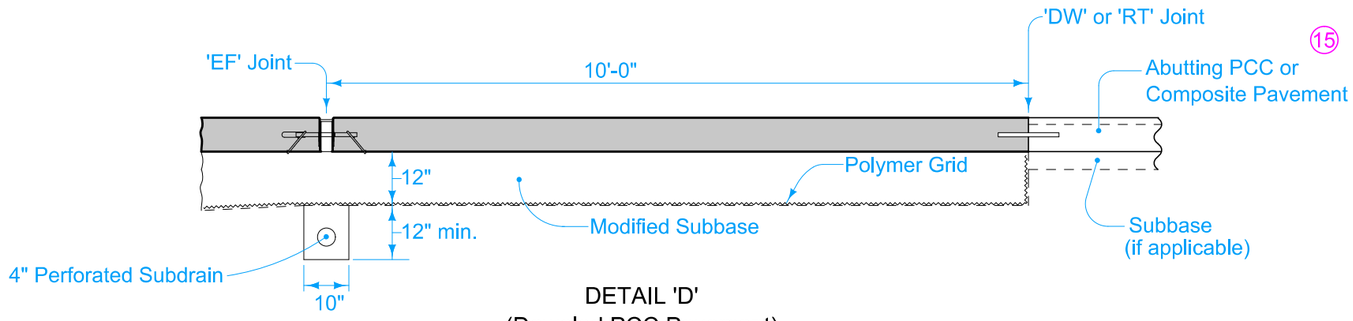
REVISIONS: Changed 'KT' joints to BT joints.

APPROVED BY DESIGN METHODS ENGINEER

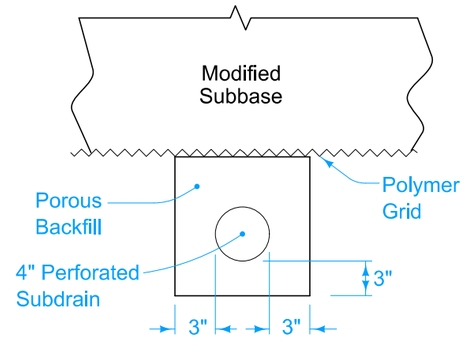
DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)



SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)

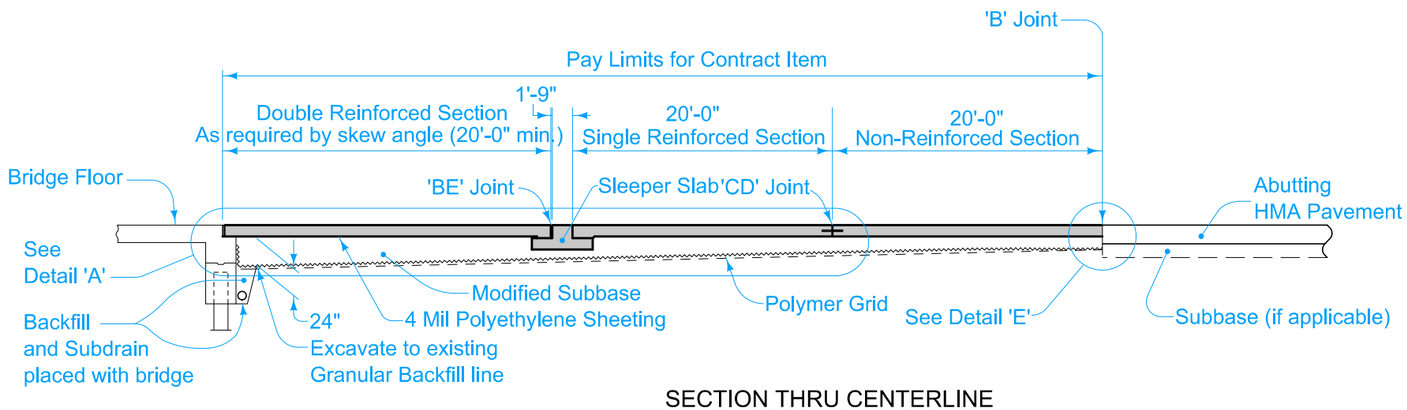


DETAIL 'D'
(Doweled PCC Pavement)

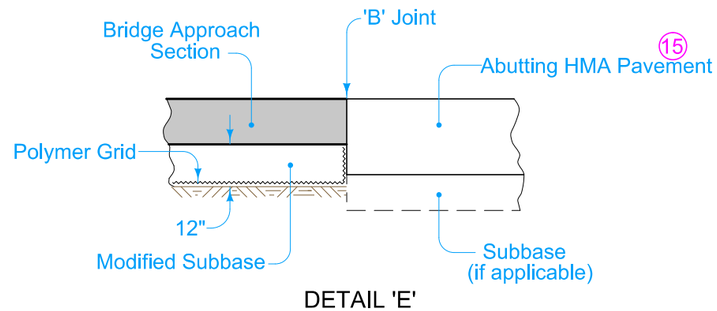


4" SUBDRAIN LOCATION

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



SECTION THRU CENTERLINE
(Abutting HMA Pavement)



DETAIL 'E'

IOWA DOT

STANDARD ROAD PLAN

REVISION	
10	10-21-25

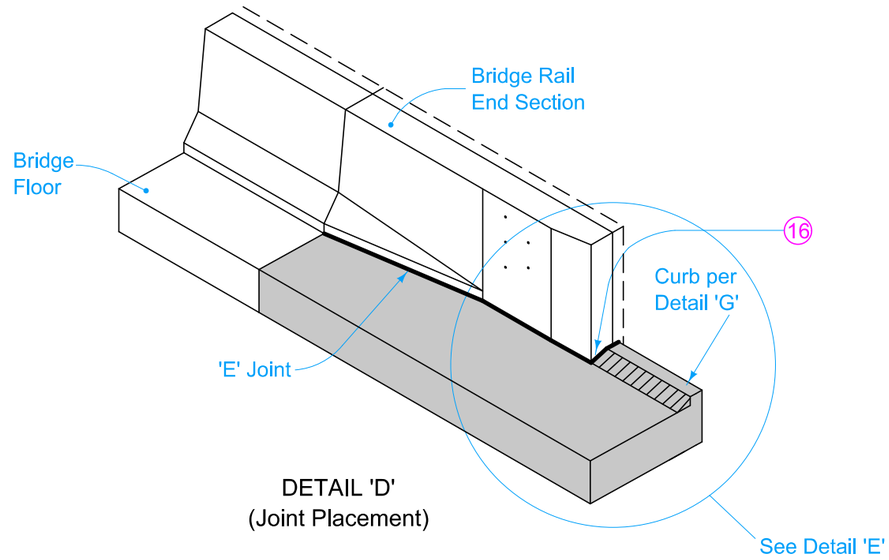
BR-205

SHEET 3 of 4

REVISIONS: Changed 'KT' joints to BT joints.

APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)



DETAIL 'D'
(Joint Placement)

16 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.

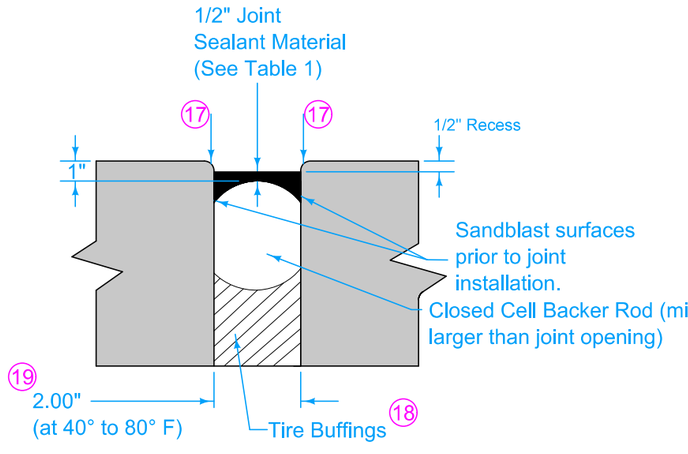
- Fixed Abutment Bridges: Type 'E' Joint.
- Moveable Abutment Bridges: Flexible Foam Expansion Joint Filler complying with Section 4136 of the Standard Specifications. Set width of gap to 2 inches. Joint length as required to completely fill from back side of curb to front face of bridge wing.

17 Edge with ¼ inch tool for length of joint indicated if formed edging not required when cut with diamond blade saw.

18 Compact tire buffings by spading with a square-nose shovel. Tire buffings shall not be larger than ½ inch.

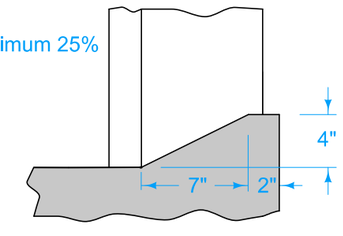
19 Setting Width Notes:

- Width is perpendicular to abutment.

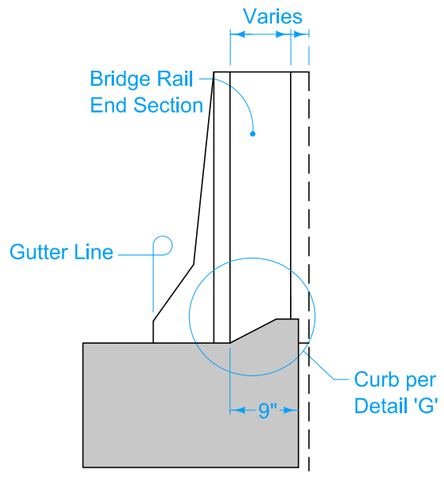


'BE'JOINT
DETAIL

Table 1
Approved List of Sealant
Dow - Dowsil 902 RCS
Sika - Sikasil 728 RCS
Watson Bowman Acme - Wabo SiliconeSeal
Pecora - 322FC



DETAIL 'G'



DETAIL 'E'
(Back of Curb Placement)

IOWA DOT

STANDARD ROAD PLAN

REVISION	
10	10-21-25

BR-205

SHEET 4 of 4

REVISIONS: Changed 'KT' joints to BT joints.

APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 12" APPROACH (SLAB BRIDGE)