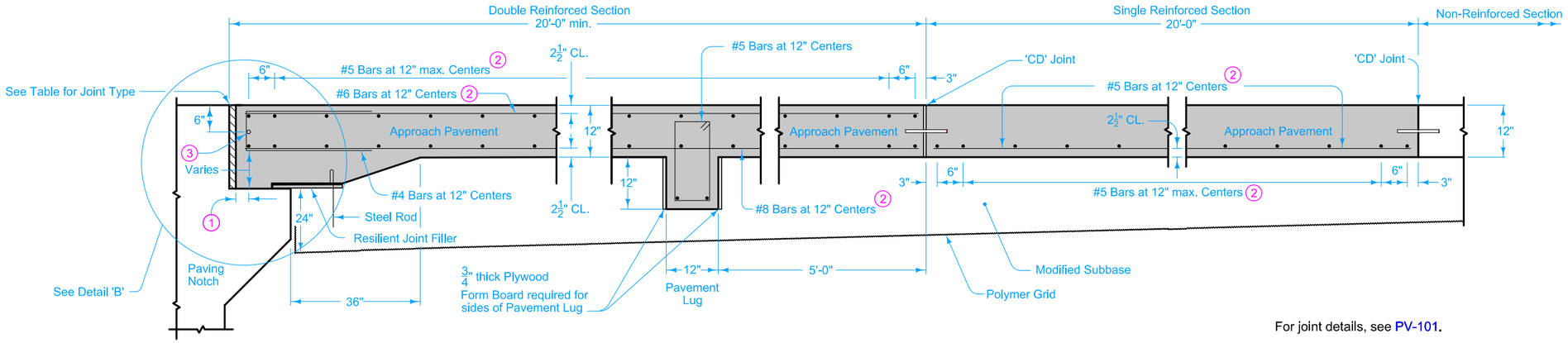
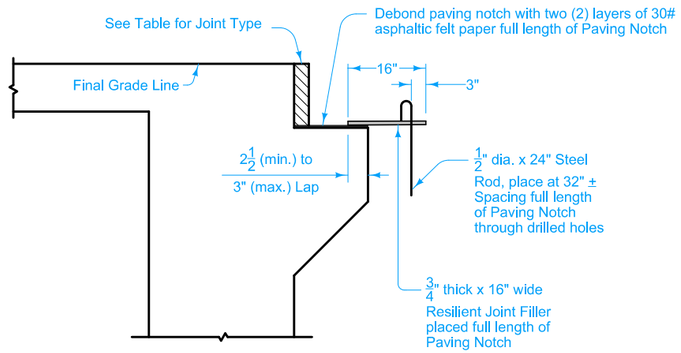



**DETAIL 'A'**




**DETAIL 'B'**

**JOINT TYPE FOR MOVEABLE ABUTMENT BRIDGES**

| Joint | Maximum Bridge Length | |
|---|---|---|
| | Concrete Beam or Slab | Steel Girder |
| CF-1 | 370' | 250' |
| CF-2 | 465' | 320' |
| CF-3 | 575' | 400' |

**MOVEABLE ABUTMENT**

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 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.

Possible Contract Item:
Bridge Approach, BR-204

Possible Tabulation:
112-6

IOWA DOT

STANDARD ROAD PLAN

| REVISION | |
|---|---|
| 2 | 10-19-21 |

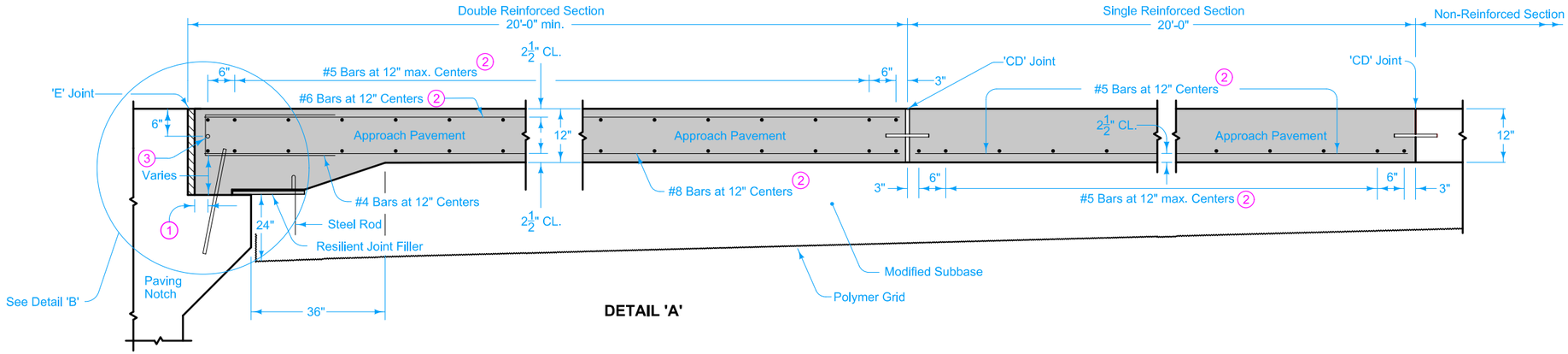
BR-204

SHEET 1 of 4

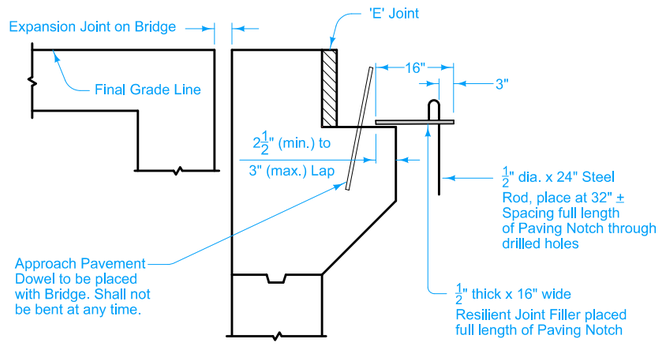
REVISIONS: Added shoulders to single and non-reinforced sections.

APPROVED BY DESIGN METHODS ENGINEER

# DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH




**DETAIL 'A'**




**DETAIL 'B'**

**FIXED 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.

IOWADOT

| REVISION | |
|---|---|
| 2 | 10-19-21 |

# STANDARD ROAD PLAN

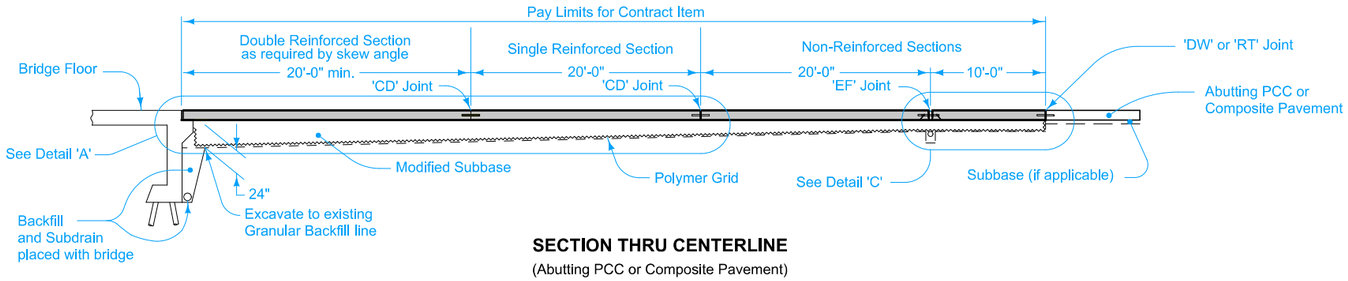
**BR-204**

SHEET 2 of 4

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

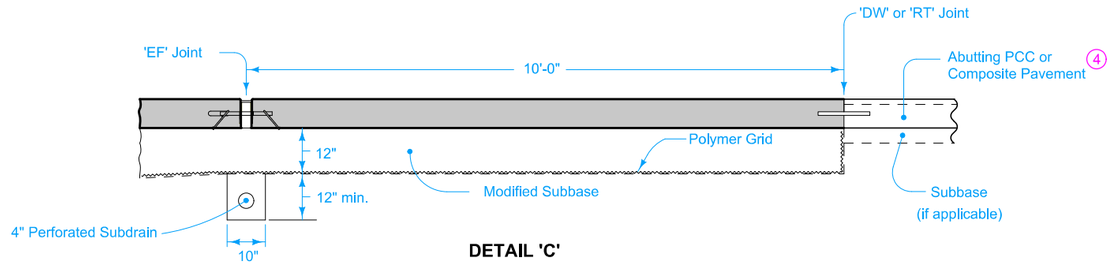
APPROVED BY DESIGN METHODS ENGINEER

## DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH



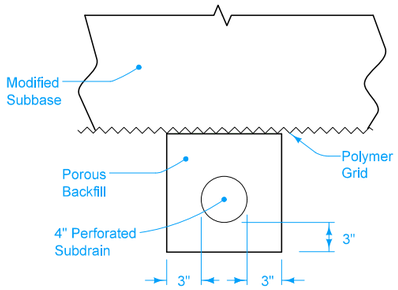

**SECTION THRU CENTERLINE**

(Abutting PCC or Composite Pavement)



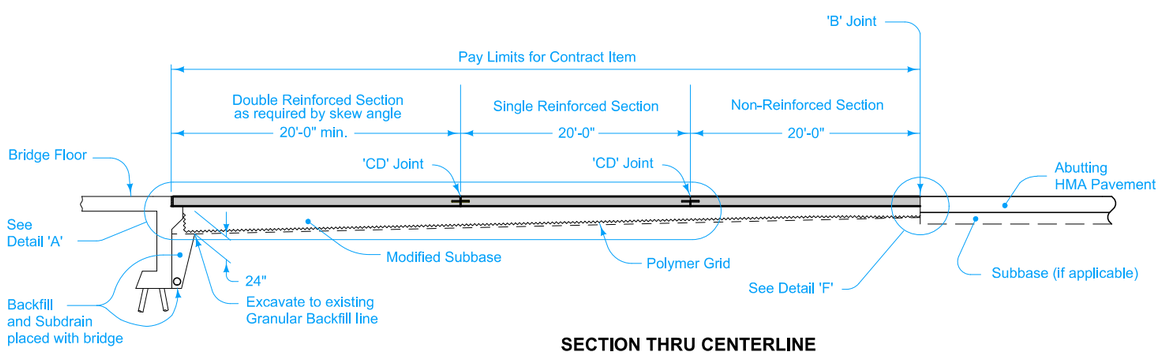

**DETAIL 'C'**

(Doweled PCC Pavement)



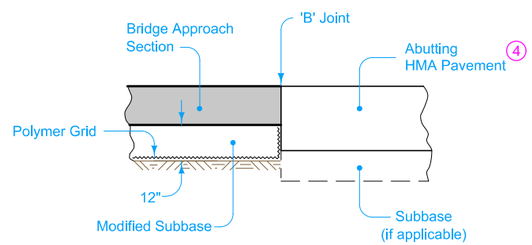

4" SUBDRAIN LOCATION

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




**SECTION THRU CENTERLINE**

(Abutting HMA Pavement)




**DETAIL 'F'**

IOWA DOT

REVISION

2 | 10-19-21

# STANDARD ROAD PLAN

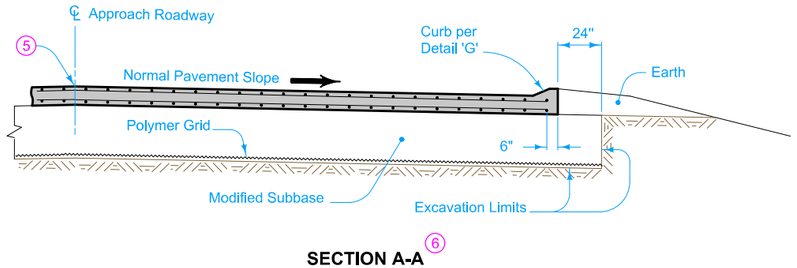
BR-204

SHEET 3 of 4

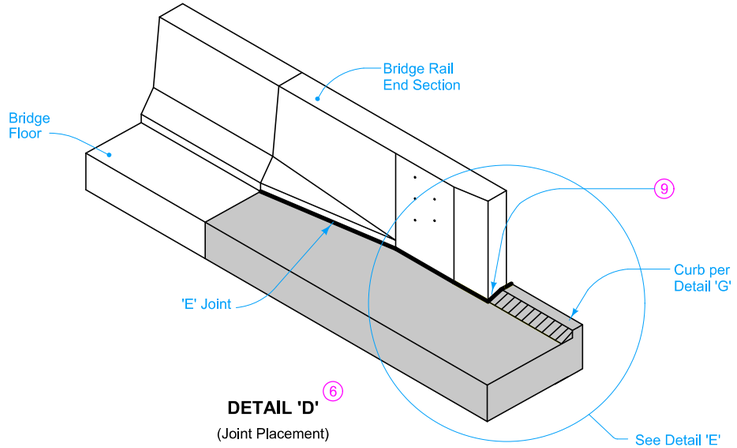
REVISIONS: Added shoulders to single and non-reinforced sections.

APPROVED BY DESIGN METHODS ENGINEER

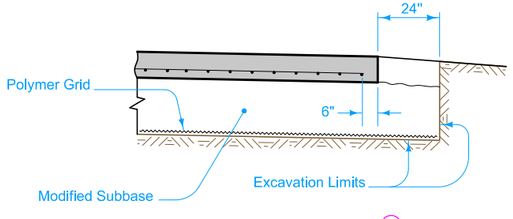
## DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH



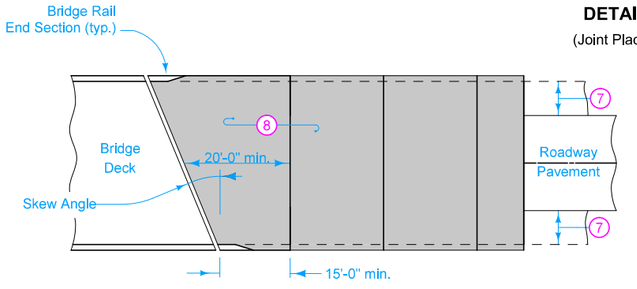

**SECTION A-A** (6)



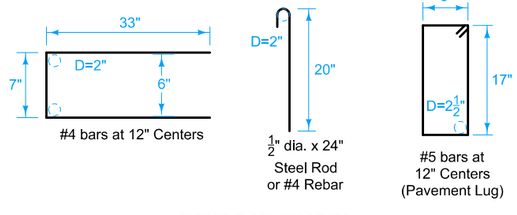

**DETAIL 'D'** (6)
(Joint Placement)



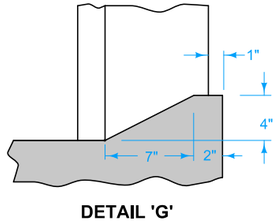

(6)
**SECTION B-B**



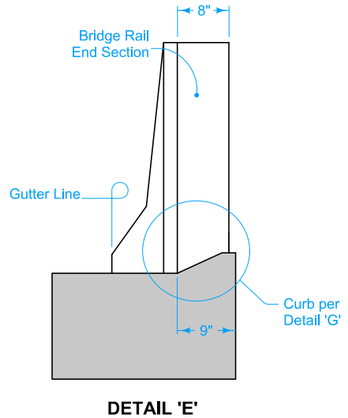

**APPROACH PAVEMENT LAYOUT AT A SKEW**




**BENT BAR SHAPES**




**DETAIL 'G'**




**DETAIL 'E'**
(Back of Curb Placement)

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

(6) Refer to BR-211, BR-212, or BR-231.

(7) Design shoulder width.

(8) Reinforced bridge approach section.

(9) Expansion 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. Minimum filler width is the abutment 'CF' joint width. Joint length as required to completely fill from back side of curb to front face of bridge wing.

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REVISION
2 | 10-19-21

# STANDARD ROAD PLAN

BR-204

SHEET 4 of 4

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

APPROVED BY DESIGN METHODS ENGINEER

## DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH