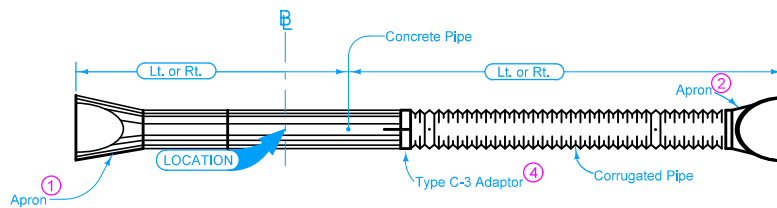


A= Concrete Pipe Length
 B+C+E= C.M.P. or P.E.P. Length

SECTION



PLAN

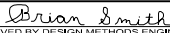
\bar{C} is \bar{C} of roadway, dike survey or other as detailed on the plans.

Skew angle is the angle which one end of the pipe is ahead (by stationing) of a line perpendicular to the \bar{C} . (Example: Skew Rt. ahead 30 degrees)

Standard type joint couplings are required. See [Materials I.M. 441](#).

- ① Refer to the following:
[DR-201](#) for circular concrete.
[DR-202](#) for low clearance concrete.
[DR-205](#) for circular concrete with end wall.
[DR-206](#) for low clearance concrete with end wall.
- ② Refer to the following:
[DR-203](#) for the circular metal.
[DR-204](#) for arch metal.
- ③ See [DR-121](#).
- ④ See [DR-122](#).
- ⑤ Optional "D" section only when specified in the tabulation. Refer to [DR-141](#).

Possible Tabulation:
 104-3

IOWA DOT	REVISION	
	2	04-18-17
STANDARD ROAD PLAN		DR-641
		SHEET 1 of 1
REVISIONS: Modified notes 1 and 2 to include references to additional apron types.		
 APPROVED BY DESIGN METHODS ENGINEER		
CONCRETE/CORRUGATED PIPE CULVERT LETDOWN STRUCTURE WITH METAL APRON		