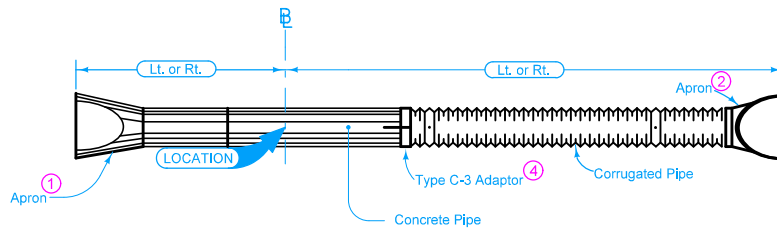


SECTION



PLAN

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

$\theta$  is  $\angle$  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  $\theta$ . (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

<b>IOWA DOT</b>	REVISION	
	3	04-21-20
<b>STANDARD ROAD PLAN</b>		<b>DR-641</b>
		SHEET 1 of 1

REVISIONS: Modified dimension line on Plan view.

*Scott Miller*  
 APPROVED BY DESIGN METHODS ENGINEER

**CONCRETE/CORRUGATED PIPE  
 CULVERT LETDOWN STRUCTURE  
 WITH METAL APRON**