

DETAIL 'A'

For joint details, see PV-101.
For curb details, see PV-102.

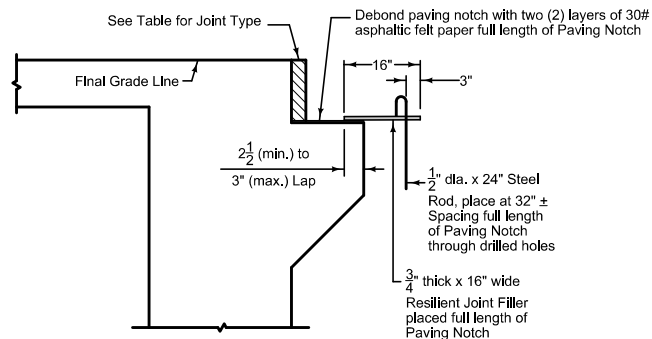
All Transverse Bars are #5.

See RK-21 or RK-22 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, RK-26

Possible Tabulation:
112-6

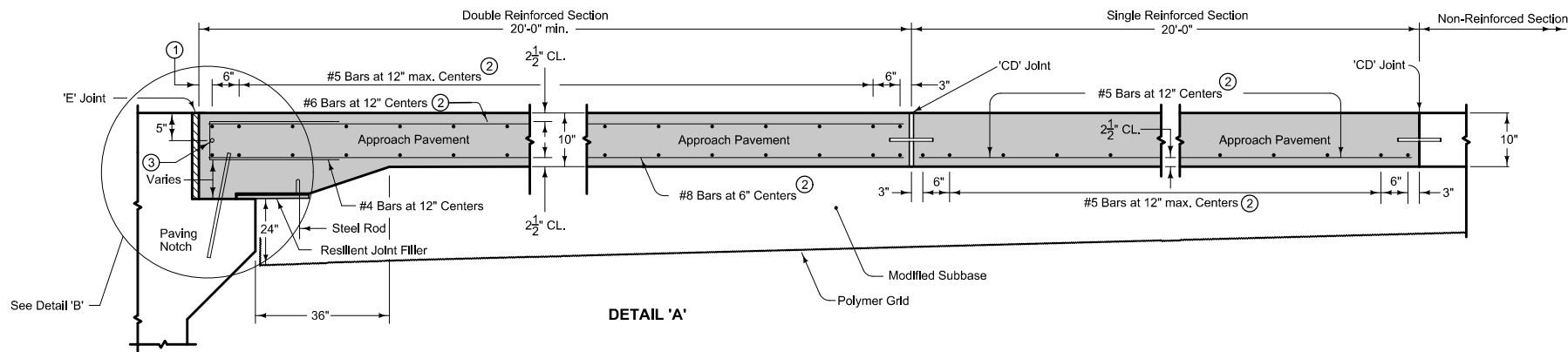


DETAIL 'B'

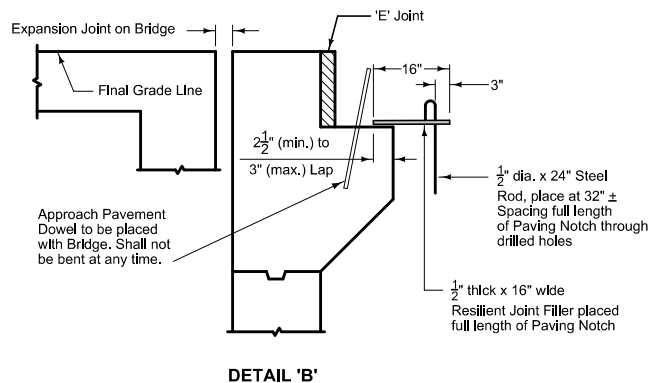
JOINT TYPE FOR MOVEABLE ABUTMENT BRIDGES		
Joint	Maximum Bridge Length	
	Concrete Beam or Slab	Steel Girder
CF-1	370'	250'
CF-2	465'	320'
CF-3	575'	400'

MOVEABLE ABUTMENT

<p>STANDARD ROAD PLAN</p>	REVISION 9 10-16-12	
	RK-26	
	SHEET 1 of 4	
	REVISIONS: Redrew top reinforcing mat on sheet 4 to place #8 bars on top of #5 bars.	
APPROVED BY DESIGN METHODS ENGINEER <i>Deanna Macfadyen</i>		
DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH		

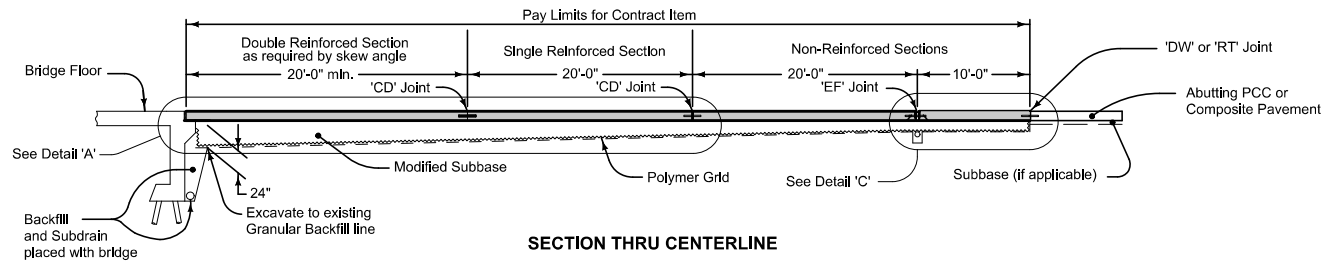


- ① 2" to 2 1/2" clear to bent bar.
- ② Minimum lap length: #5 bars - 18 inches
#6 bars - 27 inches
#8 bars - 48 inches
- ③ If bridge is skewed, place additional #5 bar parallel to skewed face.

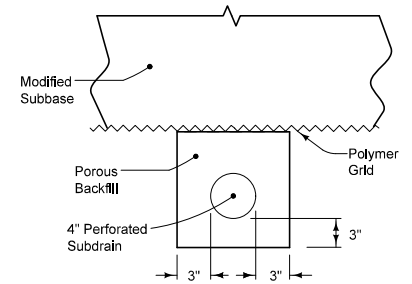


FIXED ABUTMENT

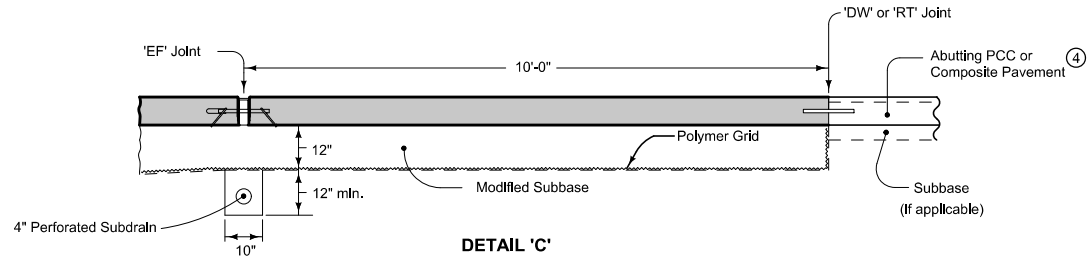
<p>Iowa Department of Transportation</p> <p>STANDARD ROAD PLAN</p> <p>REVISIONS: Redrew top reinforcing mat on sheet 4 to place #8 bars on top of #5 bars.</p> <p><i>Deanna Macfadyen</i> APPROVED BY DESIGN METHODS ENGINEER</p> <p>DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH</p>	REVISION	
	9	10-16-12
	<p>RK-26</p> <p>SHEET 2 of 4</p>	



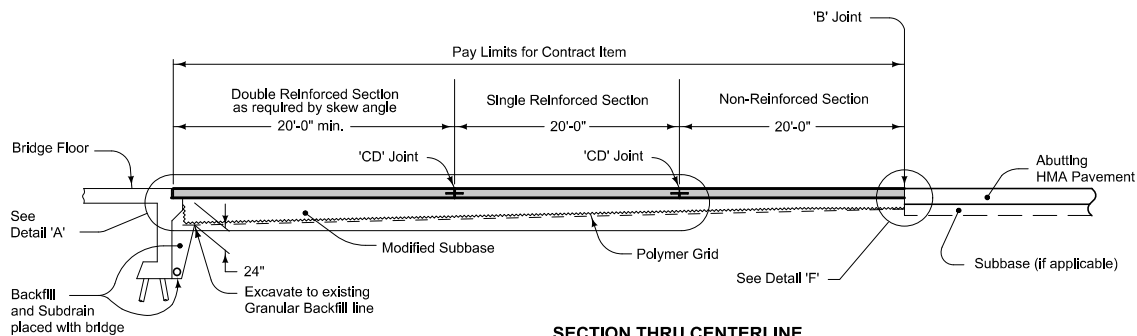
SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)



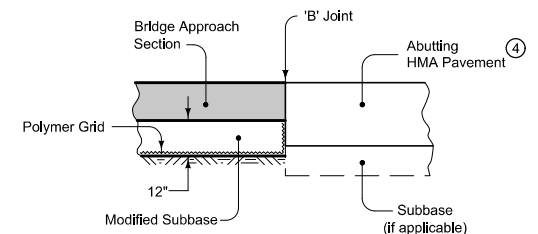
4" SUBDRAIN LOCATION



DETAIL 'C'
(Doweled PCC Pavement)



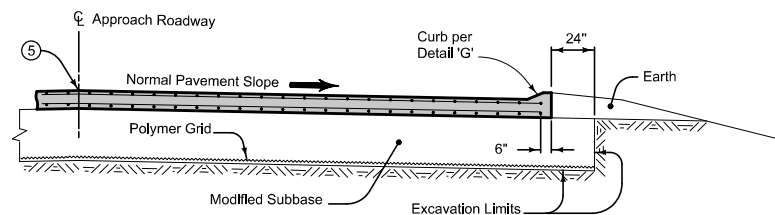
SECTION THRU CENTERLINE
(Abutting HMA Pavement)



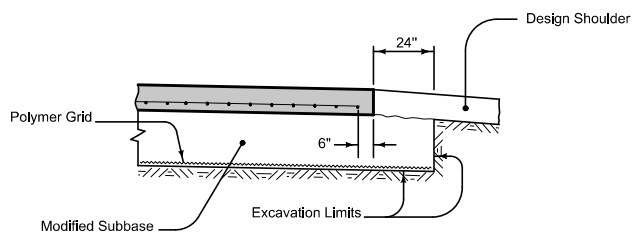
DETAIL 'F'

④ If abutting pavement (PCC or HMA) is not in place, see RK-30.

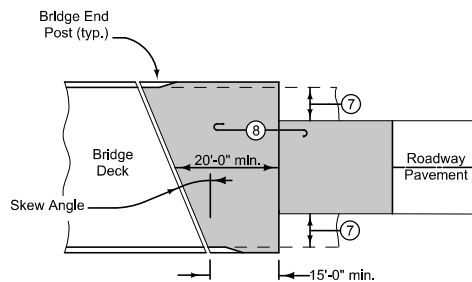
<p>Iowa Department of Transportation</p> <p>STANDARD ROAD PLAN</p> <p>REVISIONS: Redrew top reinforcing mat on sheet 4 to place #8 bars on top of #5 bars.</p> <p><i>Deanna Macfadyen</i></p> <p>APPROVED BY DESIGN METHODS ENGINEER</p> <p>DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH</p>	REVISION	
	9	10-16-12
	RK-26	
	SHEET 3 of 4	



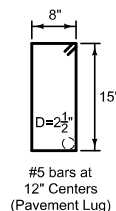
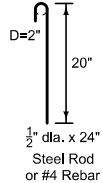
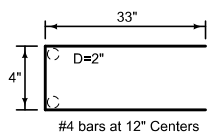
SECTION A-A



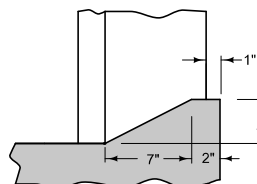
SECTION B-B



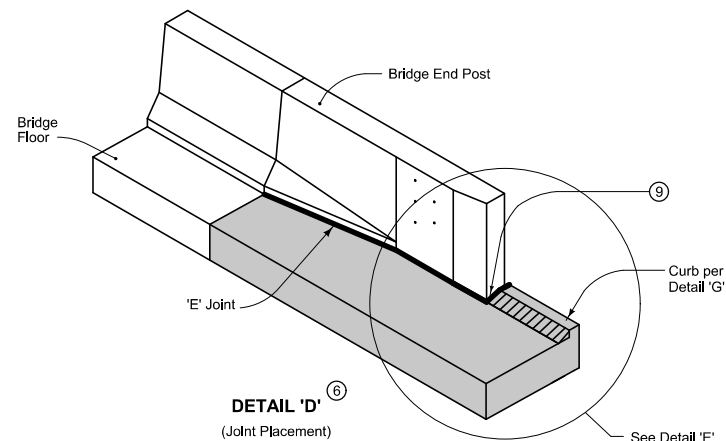
APPROACH PAVEMENT
LAYOUT AT A SKEW



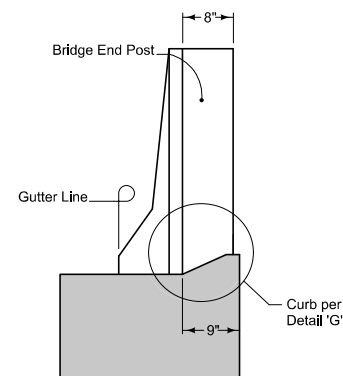
BENT BAR SHAPES



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 'KS-2' Joint
 - ⑥ See RK-21, RK-22, or RK-23.
 - ⑦ Design shoulder width.
 - ⑧ Reinforced bridge approach section.
 - ⑨ Expansion joint at end of bridge end post: 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 in accordance with Specification Section 4136. 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.

 Iowa Department of Transportation	REVISION	
	9	10-16-12
	RK-26	
	SHEET 4 of 4	
REVISIONS: Redrew top reinforcing mat on sheet 4 to place #8 bars on top of #5 bars.		
<div><i>Deanna Macfadyen</i> APPROVED BY DESIGN METHODS ENGINEER</div>		
DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH		