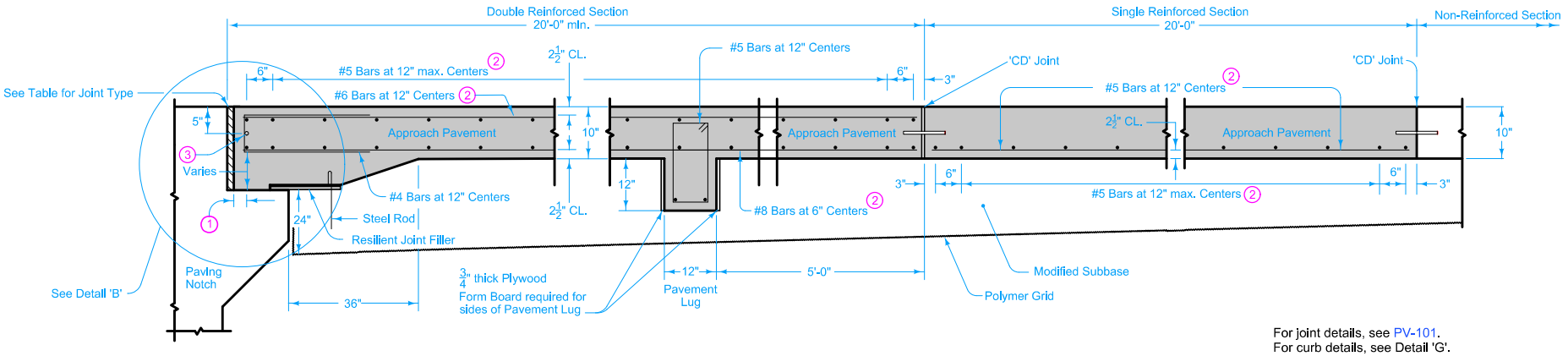
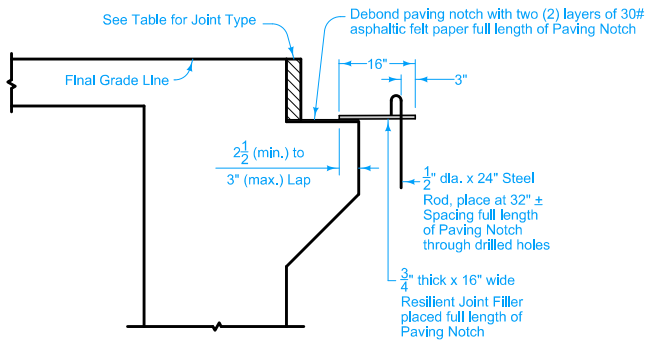


DETAIL 'A'



DETAIL 'B'

For joint details, see PV-101.
For curb details, see Detail 'G'.

All Transverse Bars are #5.

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

Possible Tabulation:
112-6

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

IOWA DOT

STANDARD ROAD PLAN

REVISION	
11	10-21-14

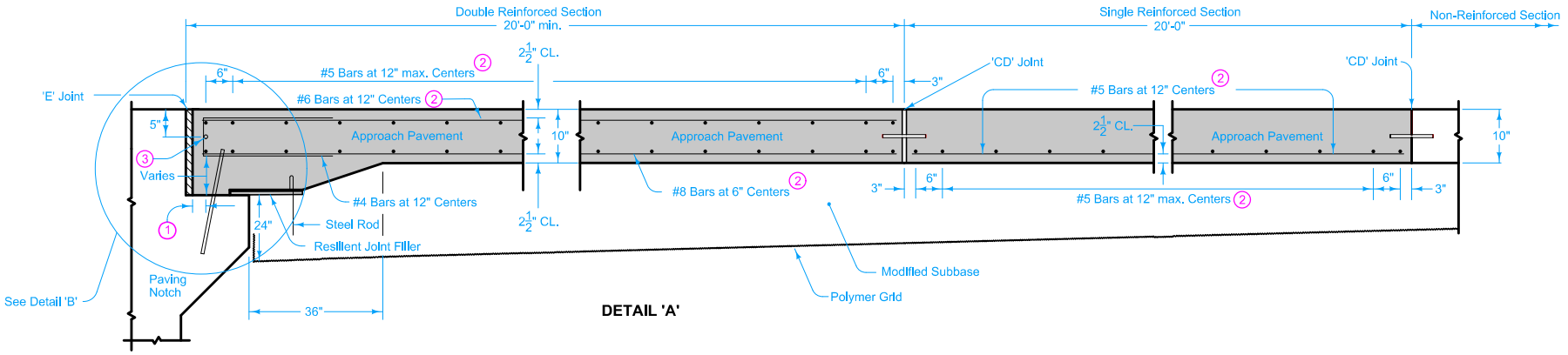
RK-26

SHEET 1 of 4

REVISIONS: Moved Double Reinforced Section dimension to the outside of the joint. Changed label from Bridge End Post to Bridge Rail End Section.

Brian Smith
APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH

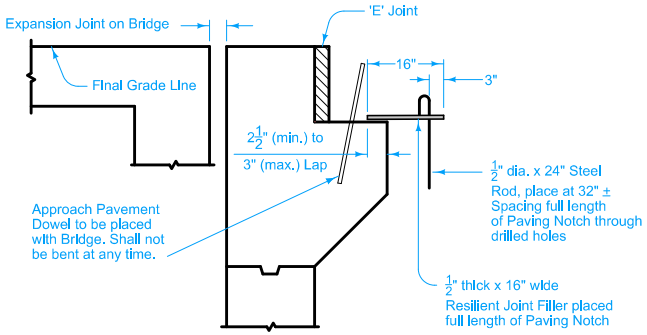


DETAIL 'A'

(1) 2" to $2\frac{1}{2}$" 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.



DETAIL 'B'

FIXED ABUTMENT

IOWA DOT

REVISION	
11	10-21-14

STANDARD ROAD PLAN

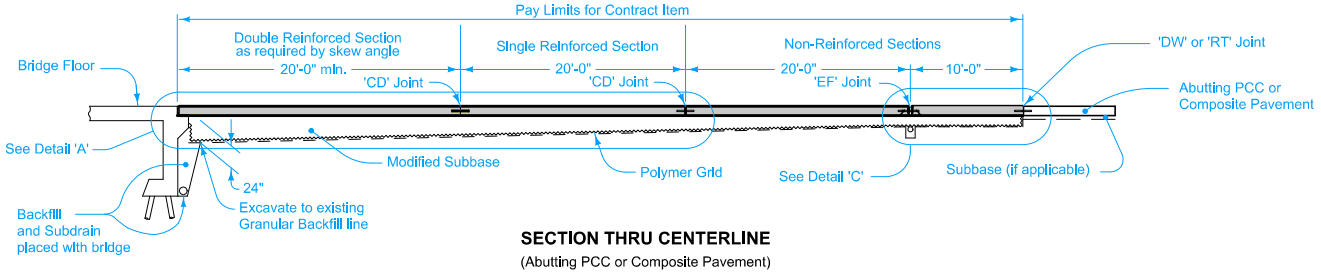
RK-26

SHEET 2 of 4

REVISIONS: Moved Double Reinforced Section dimension to the outside of the joint. Changed label from Bridge End Post to Bridge Rail End Section.

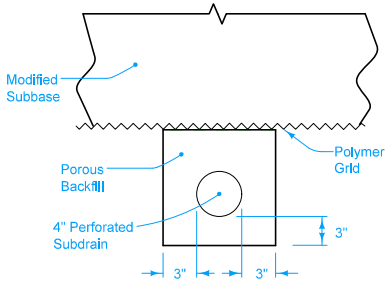
Brian Smith
APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH

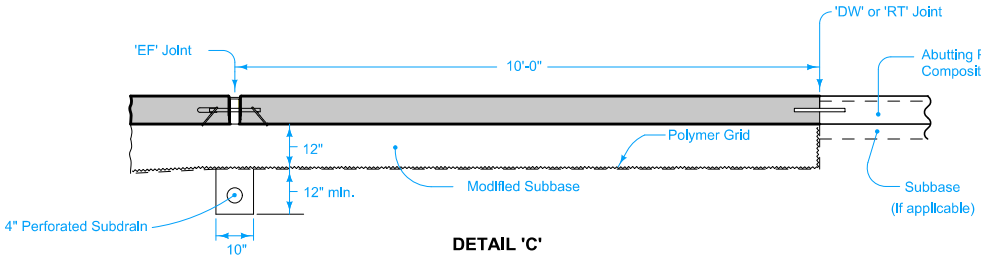


SECTION THRU CENTERLINE

(Abutting PCC or Composite Pavement)

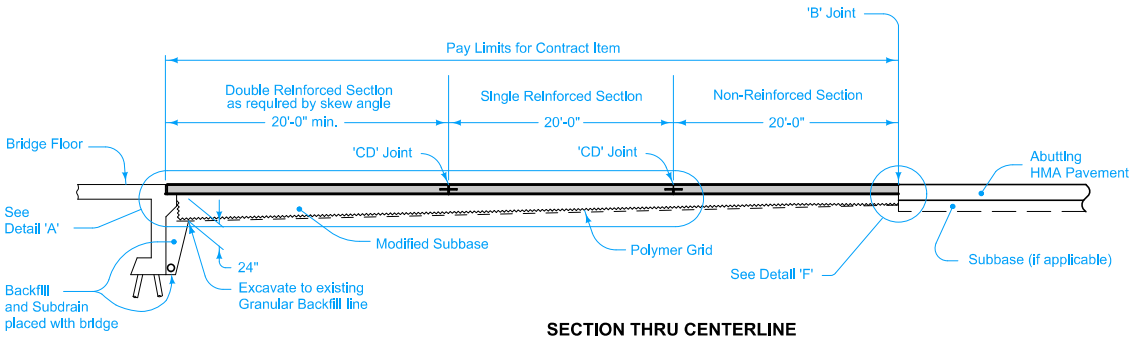


4" SUBDRAIN LOCATION



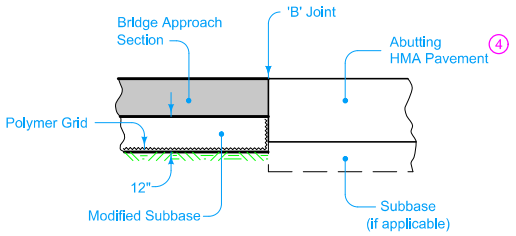
DETAIL 'C'

(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.

IOWA DOT

STANDARD ROAD PLAN

REVISION 11 10-21-14

RK-26

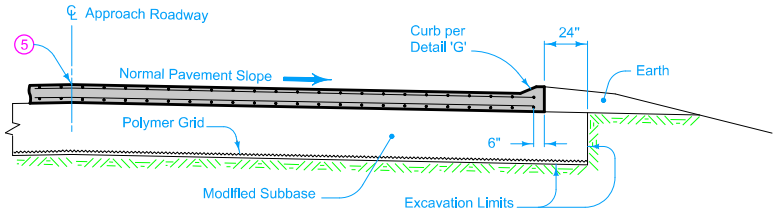
SHEET 3 of 4

REVISIONS: Moved Double Reinforced Section dimension to the outside of the joint. Changed label from Bridge End Post to Bridge Rail End Section.

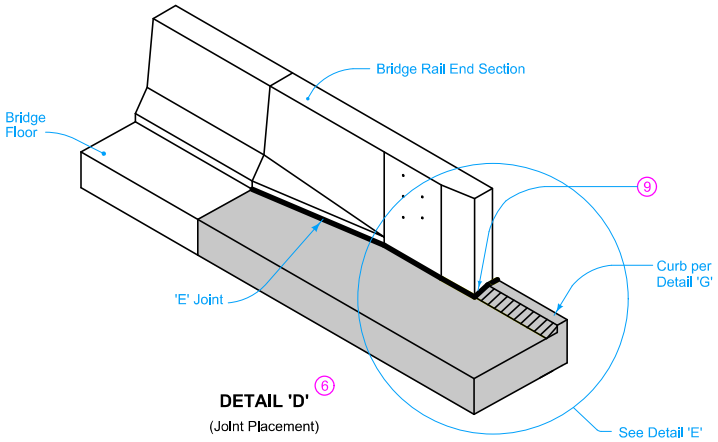
Brian Smith

APPROVED BY DESIGN METHODS ENGINEER

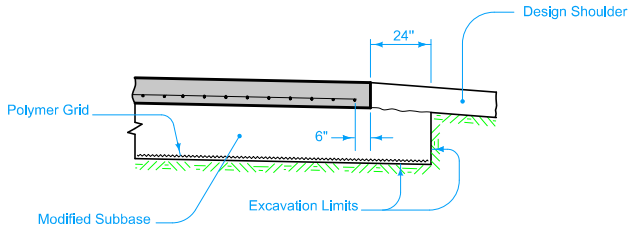
DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH



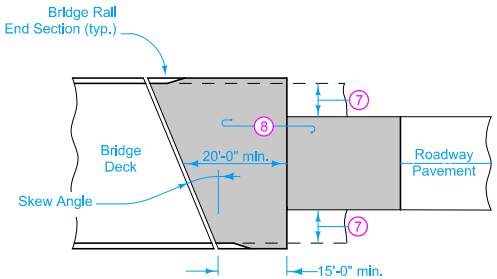
SECTION A-A (6)



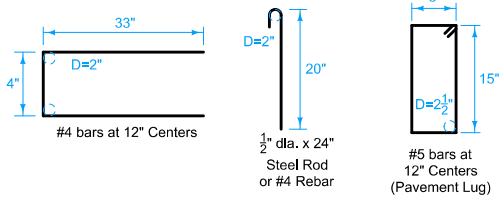
DETAIL 'D' (6)
(Joint Placement)



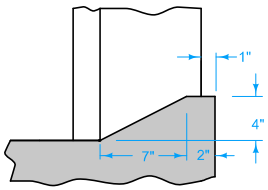
SECTION B-B (6)



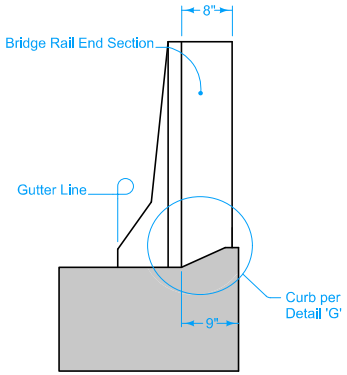
APPROACH PAVEMENT LAYOUT AT A SKEW



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) See RK-21, RK-22, or RK-23.

(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 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 DOT

STANDARD ROAD PLAN

REVISION	
11	10-21-14

RK-26

SHEET 4 of 4

REVISIONS: Moved Double Reinforced Section dimension to the outside of the joint. Changed label from Bridge End Post to Bridge Rail End Section.

Brian Smith
APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH