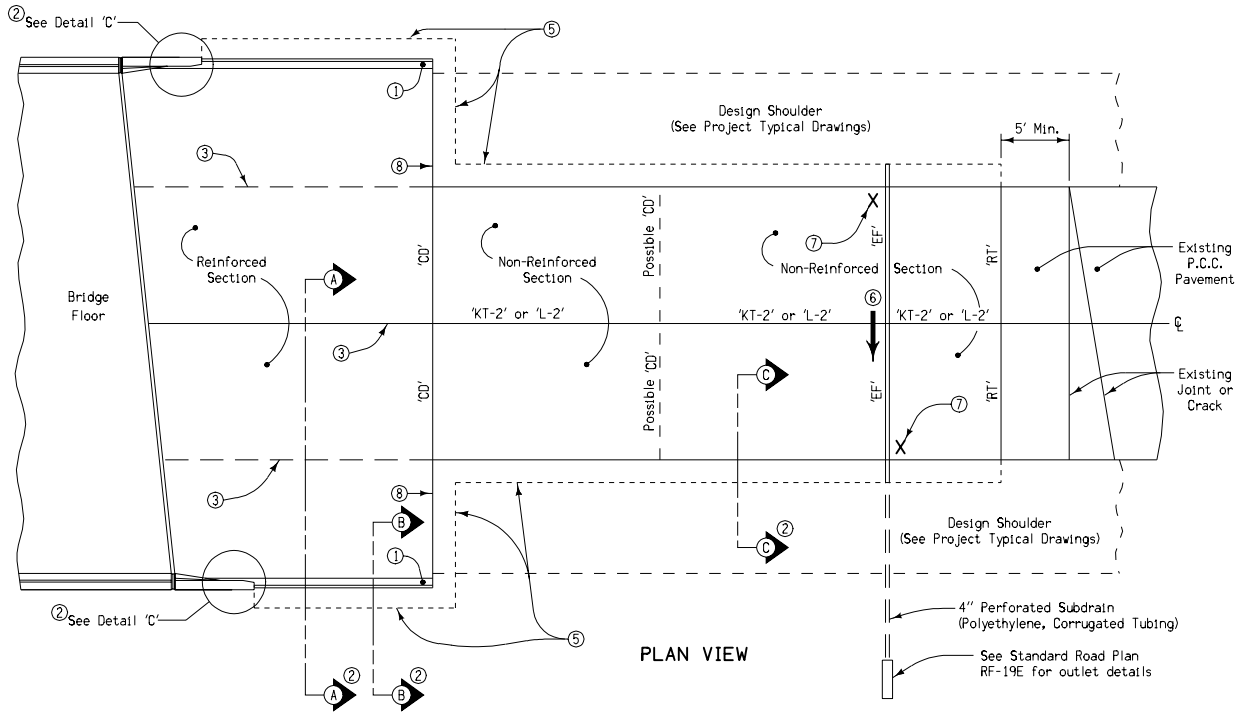

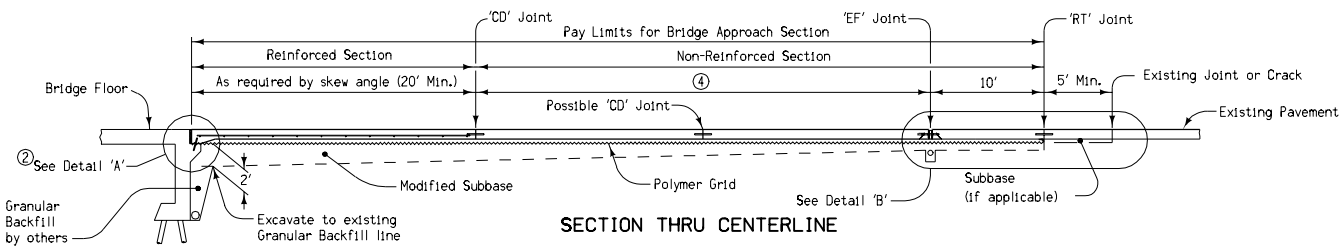

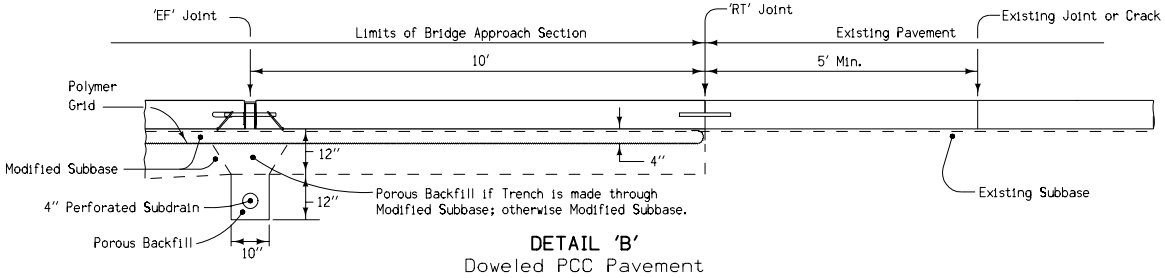

GENERAL NOTES:

The intent of this plan is to detail the construction of a PCC Bridge Approach Section abutting new PCC pavement. The length of this section shall be 45 feet or greater.

The following items shall be considered incidental to and included in the price bid for "Bridge Approach Section".

- Furnishing and installing reinforcing steel, tie bars and dowel assemblies.
- Excavation for Modified Subbase
- Furnishing and installing Subdrain
- Furnishing and placing Porous Backfill
- Furnishing and installing Subdrain Outlet
- Furnishing and installing Polymer Grid
- Furnishing and Backfilling with Modified Subbase
- Placing, finishing, texturing, transverse grooving, curing, all joint construction and all other materials and labor to construct the "Bridge Approach Section" as detailed on the sheet.

1. Build 4" Sloped Curb to end of Reinforced Bridge Approach Section. See Curb Location Details (Section B–B).
2. For Section A–A, Section B–B, Section C–C, Detail 'A', and Detail 'C', see Standard Road Plan RK–19A.
3. Longitudinal Joint
   Single Pour – Saw cut joint per detail B on Standard Road Plan RH–51.
   Two Pours – Use 'KS' Joint.
4. Minimum 1 panel, maximum 3 panels; 15' minimum 20' maximum panel length, use 'CD' Joints.
5. Excavation limits of Modified Subbase 2' outside of pavement edge, see Standard Road Plan RK–19A.
6. Slope Subdrain to Drain.
7. An "X" shall be placed in the plastic concrete near the 'EF' Joint at the outside edge of pavement.
8. Use 'RD' Joint where PCC shoulder, 'B' Joint otherwise.

For additional information, see Standard Road Plans RH-50, RH-51, RH-52, RK-19A, and RF-19E.

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN | **RK-19C**

REVISION: Removed option to use granular subbase.

REVISION NO.
13
REVISION DATE
10-29-02

William J. Stein
APPROVED BY DESIGN METHODS ENGINEER

BRIDGE APPROACH SECTION
(TWO LANE FOR BRIDGE RECONSTRUCTION, P.C.C. PAVEMENT)