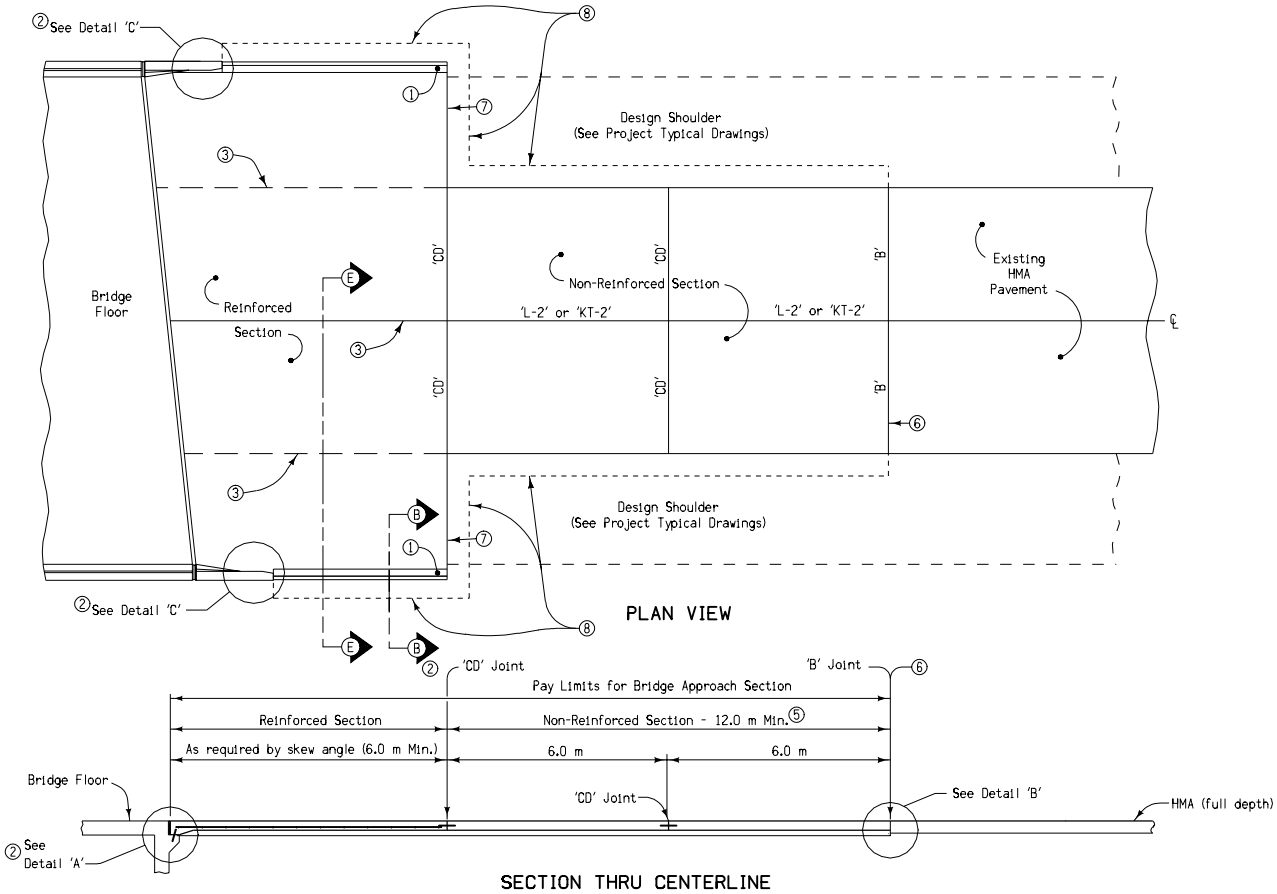


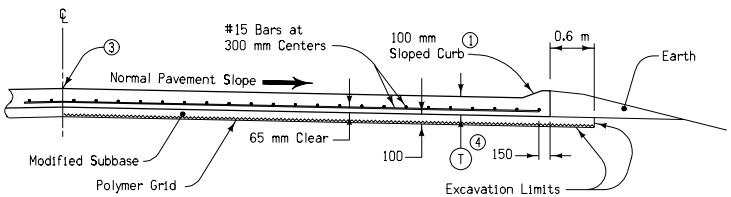
GENERAL NOTES:

The intent of this plan is to detail the construction of a PCC Bridge Approach Section abutting HMA pavement. The length of this section shall be 18.0 meters or greater.

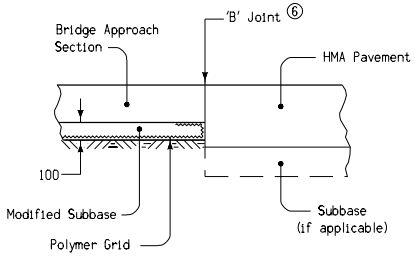
The following items shall be considered incidental to and included in the price bid for "Bridge Approach Section":

- Furnishing and installing reinforcing steel, tie bars and dowel assemblies
- Excavation for Modified Subbase
- Furnishing and installing 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 "Bridge Approach Section" as detailed on this sheet

1. Build 100 millimeter Sloped Curb to end of Reinforced Bridge Approach Section. See Curb Location Details (Section B–B).
2. For Section B–B, 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. T = 250 millimeters on all primary road system projects.
   T = 300 millimeters on all Interstate road system projects.
5. Minimum 2 panels, maximum 3 panels; 6.0 meter panel length, use 'CD' Joints.
6. The contractor may be required to saw cut the HMA pavement full depth to accommodate the 'B' joint.
7. Use 'RD' joint where PCC shoulder, 'B' joint otherwise.
8. Excavation limits of Modified Subbase 0.6 meters outside of pavement edge, see Standard Road Plan RK–19A.



SECTION E-E



DETAIL 'B'

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

All dimensions given in millimeters unless noted.

M

METRIC VERSION

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN **RK-19J**

REVISION: Removed option to use granular subbase.

REVISION NO.	REVISION DATE
14	10-29-02

William J. Stein
APPROVED BY DESIGN METHODS ENGINEER

BRIDGE APPROACH SECTION
(AT EXISTING BRIDGES,
HMA PAVEMENT)