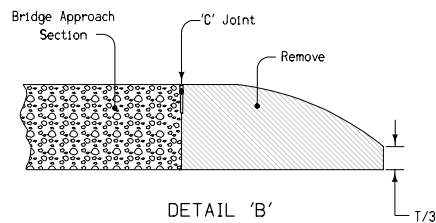
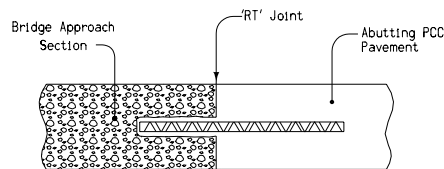


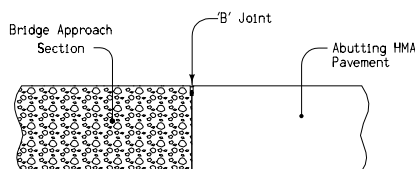
DETAIL 'A'
SECTION A-A



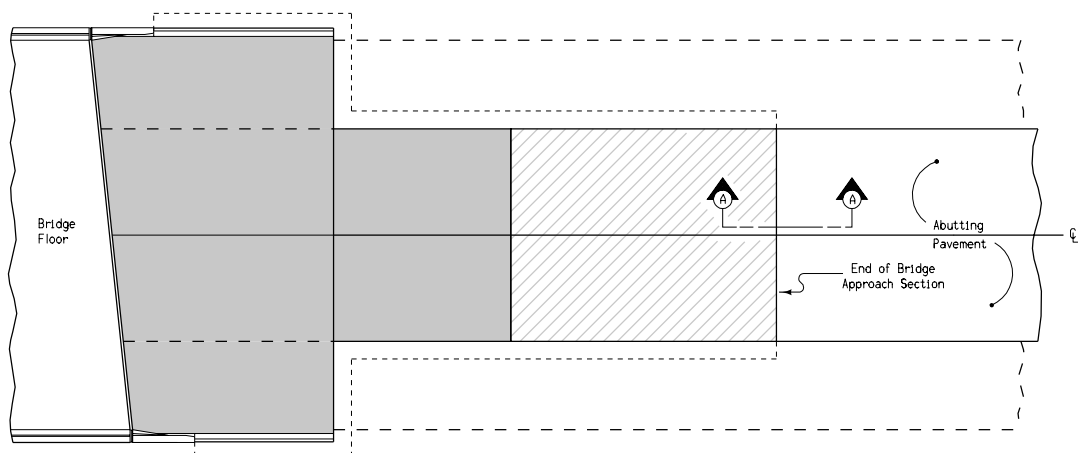
DETAIL 'B'
SECTION A-A



(For Abutting PCC Pavement)
DETAIL 'C'
SECTION A-A



(For Abutting HMA Pavement)
DETAIL 'C'
SECTION A-A



PLAN VIEW

If abutting pavement (PCC or HMA) is not in place when bridge approach pavement is constructed, the following procedure should apply:

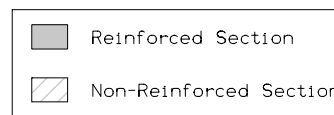
Detail A: Paving contractor (of bridge approach pavement) to pave additional pavement (as shown) and construct 'C' Joint at end of bridge approach section. Leave in this state.

Detail B: Paving contractor (of abutting pavement) to saw cut full depth at 'C' Joint and remove additional pavement, then

Detail C: Pave abutting pavement and construct 'RT' joint or 'B' Joint, accordingly.

This work will be considered incidental to one of the following:

- Bridge Approach, RK-20 (Detail 'A')
- Standard or Slip Form PCC Pavement (Detail 'B' and 'C')
- Hot Mix Asphalt Mixture (Detail 'B' and 'C')



All dimensions given in millimeters unless noted.

For joint details, see
Standard Road Plan RH-50.

| | | |
|-------------------------------------------------------|----------------------------------------------------------------|---------------------------|
| M METRIC VERSION | Iowa Department of Transportation Highway Division | |
| | STANDARD ROAD PLAN RK-30 | |
| | REVISION: Revise bridge approach contract item. | REVISION NO. 1 |
| | APPROVED BY <i>William J. Stein</i> DESIGN METHODS ENGINEER | REVISION DATE 10-18-05 |
| BRIDGE APPROACH (ABUTTING PAVEMENT DETAIL) | | |