

DETAIL 'A'

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

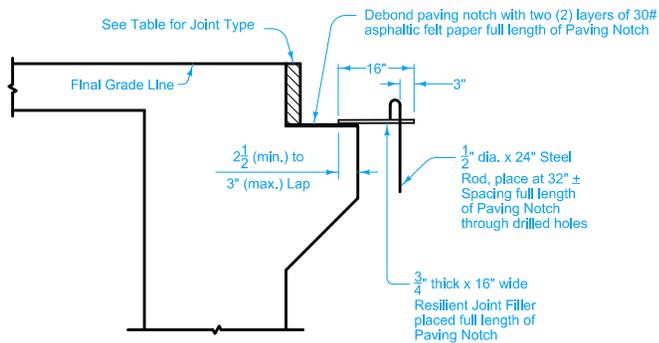
All Transverse Bars are #5.

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-27

Possible Tabulation:  
112-6

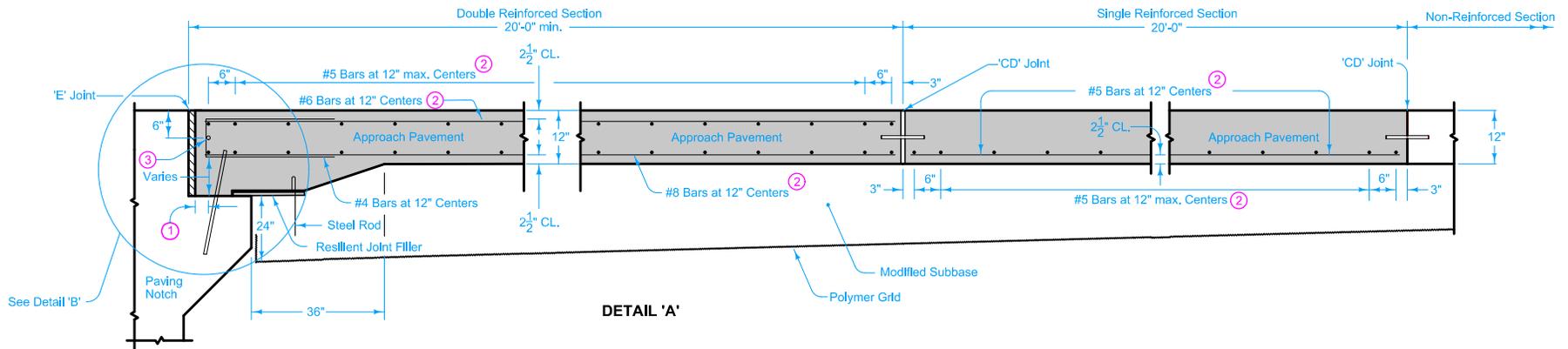


DETAIL 'B'

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'

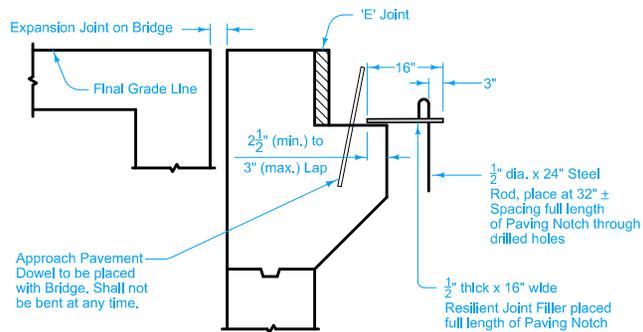
**MOVEABLE ABUTMENT**

 <b>STANDARD ROAD PLAN</b>	REVISION	
	4	10-21-14
	<b>RK-27</b>	
SHEET 1 of 4		
<small>REVISIONS: Moved Double Reinforced Section dimension to the outside of the joint. Changed label from Bridge End Post to Bridge Rail End Section.</small>		
 <small>APPROVED BY DESIGN METHODS ENGINEER</small>		
<b>DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH</b>		



DETAIL 'A'

- 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.

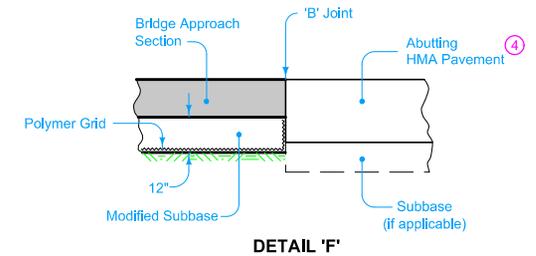
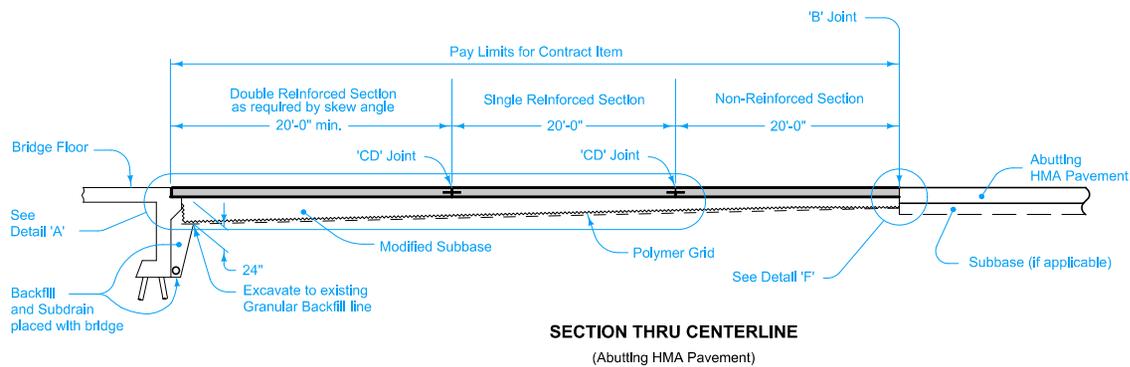
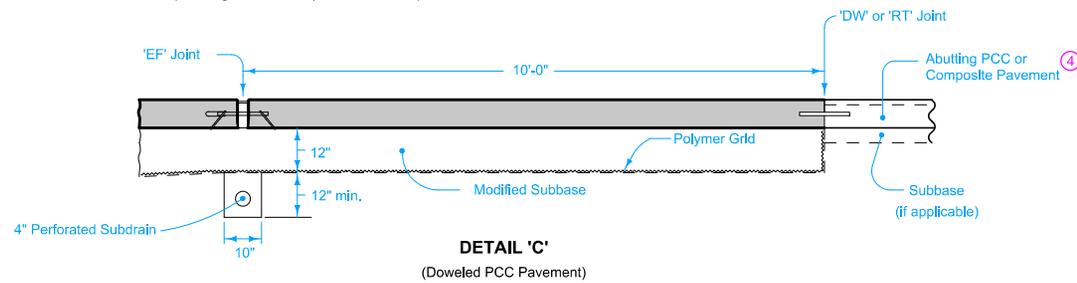
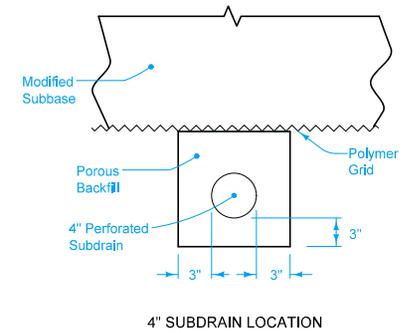
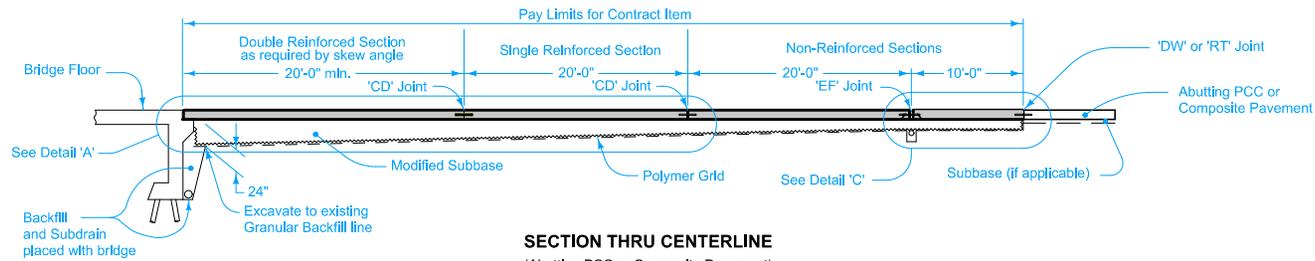


DETAIL 'B'

Approach Pavement Dowel to be placed with Bridge. Shall not be bent at any time.

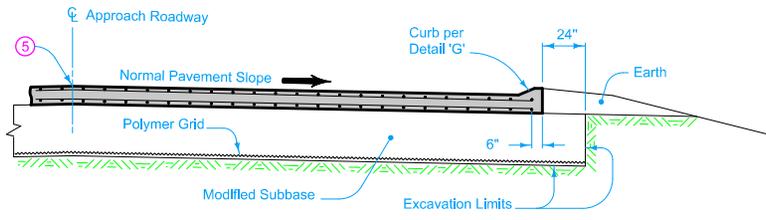
**FIXED ABUTMENT**

	REVISION	
	4	10-21-14
<b>STANDARD ROAD PLAN</b>		<b>RK-27</b>
		SHEET 2 of 4
<small>REVISIONS: Moved Double Reinforced Section dimension to the outside of the joint. Changed label from Bridge End Post to Bridge Rail End Section.</small>		
<small>APPROVED BY DESIGN METHODS ENGINEER</small>		
<b>DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH</b>		

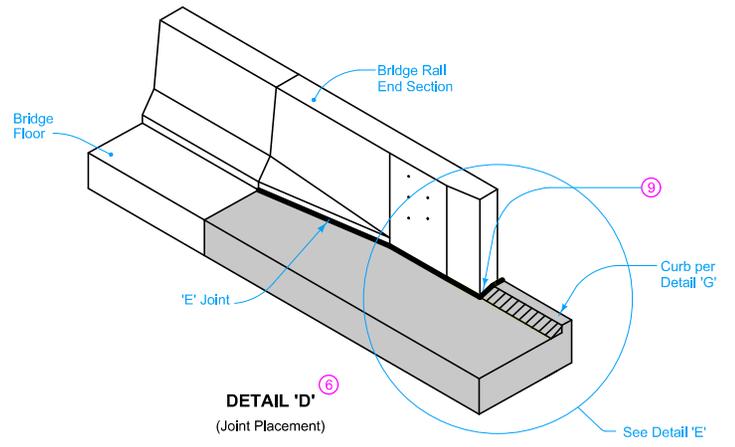


④ If abutting pavement (PCC or HMA) is not in place, see RK-30.

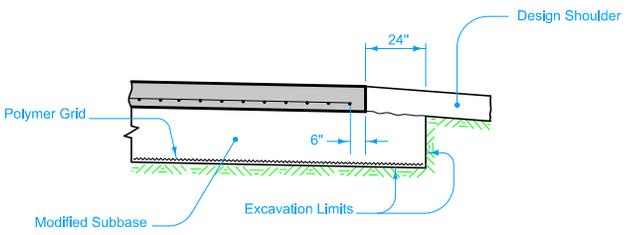
 <b>STANDARD ROAD PLAN</b>	REVISION
	4   10-21-14
	<b>RK-27</b>
	SHEET 3 of 4
REVISIONS: Moved Double Reinforced Section dimension to the outside of the joint. Changed label from Bridge End Post to Bridge Rail End Section.	
 APPROVED BY DESIGN METHODS ENGINEER	
<b>DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH</b>	



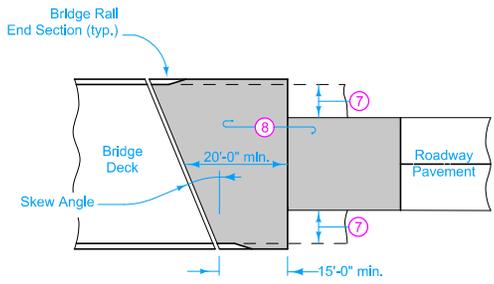
SECTION A-A



DETAIL 'D'  
(Joint Placement)



SECTION B-B

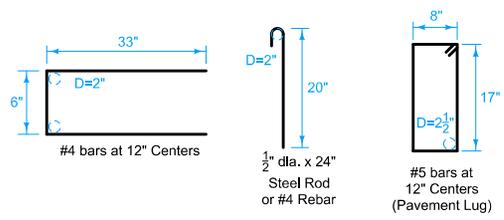


APPROACH PAVEMENT  
LAYOUT AT A SKEW

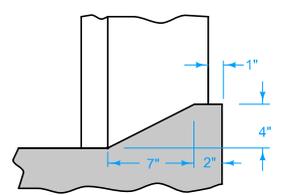
- ⑤ Longitudinal Joint: (PV-101)  
Single pour - Saw cut joint per Detail B  
Two pours - use 'KS-2' Joint
- ⑥ See RK-21, RK-22, or RK-23.
- ⑦ Design shoulder width.
- ⑧ Reinforced bridge approach section.
- ⑨ Expansion joint at end of bridge rail end section: Place joint filler the full depth of the 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

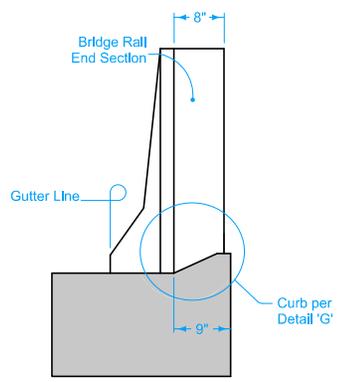
- Moveable Abutment Bridges: Flexible Foam Expansion Joint Filler in accordance with Specification Section 4136. Minimum filler width is the abutment 'CF' joint width. Joint length as required to completely fill from back side of curb to front face of bridge wing.



BENT BAR SHAPES



DETAIL 'G'



DETAIL 'E'  
(Back of Curb Placement)

 <b>STANDARD ROAD PLAN</b>	REVISION	
	4	10-21-14
	<b>RK-27</b>	
	SHEET 4 of 4	
<small>REVISIONS: Moved Double Reinforced Section dimension to the outside of the joint. Changed label from Bridge End Post to Bridge Rail End Section.</small>		
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<b>DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH</b>		