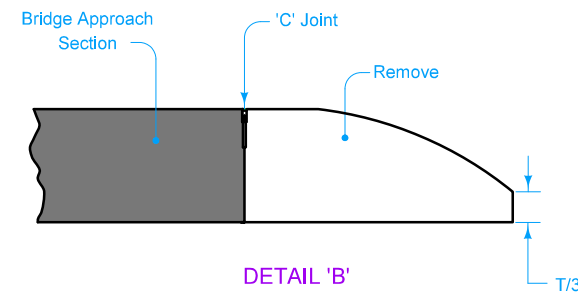
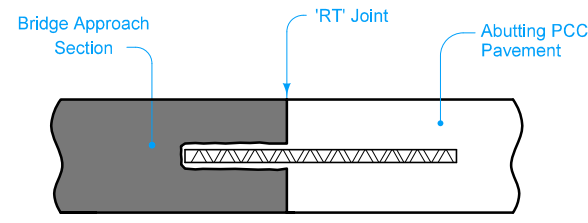


DETAIL 'A'
SECTION A-A

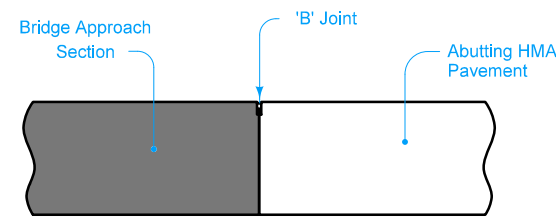


DETAIL 'B'
SECTION A-A



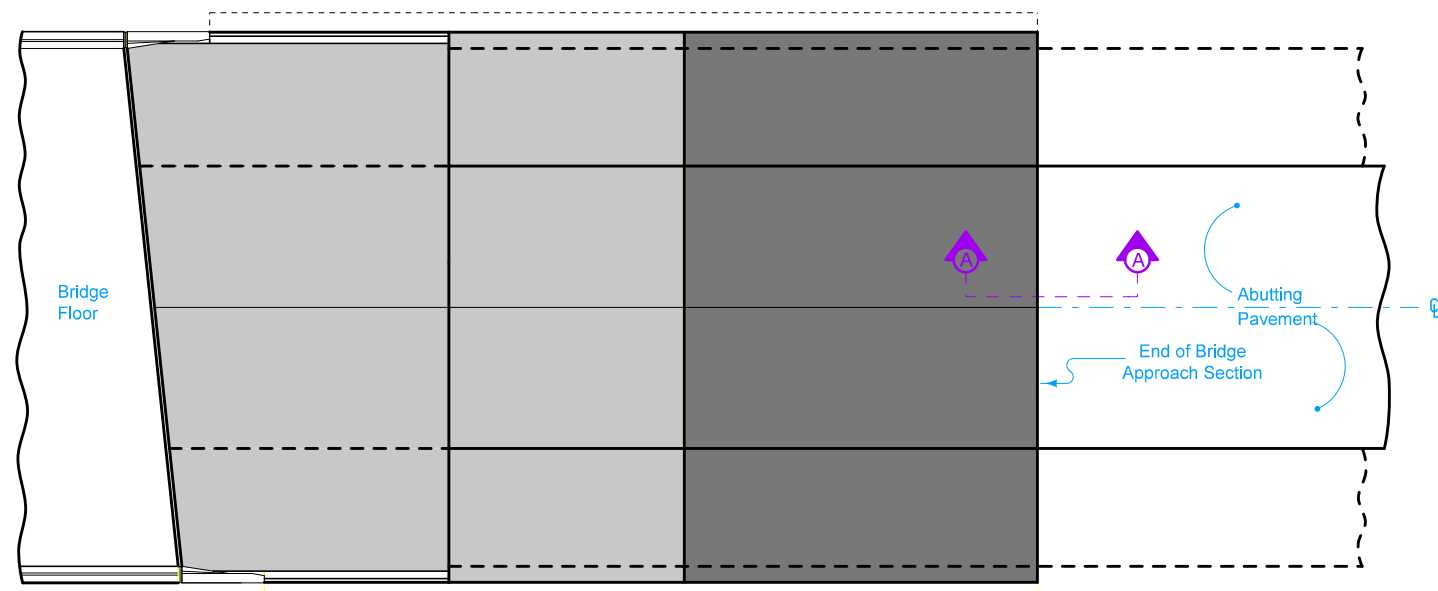
(For Abutting PCC Pavement)

DETAIL 'C'
SECTION A-A



(For Abutting HMA Pavement)

DETAIL 'C'
SECTION A-A



PLAN VIEW

For Jointing Details, see [PV-101](#).

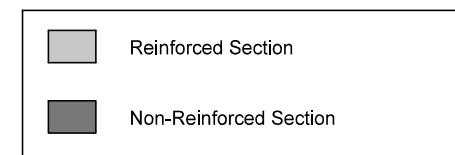
If abutting pavement (PCC or HMA) is not in place when bridge approach pavement is constructed, the following procedure applies:

1. The paving contractor of bridge the approach pavement paves Additional Pavement (as shown in Detail 'A'), constructs 'C' joint at end of bridge approach section, and leaves in this state.
2. The paving contractor of the abutting pavement saw cuts full depth at 'C' joint and removes Additional Pavement (see Detail 'B'), then
3. The paving contractor of the abutting pavement constructs 'RT' joint or 'B' joint, accordingly (see Detail 'C').

This work is incidental to other work as follows:

Detail 'A': Bridge Approach, [BR-203](#).

Details 'B' and 'C': Standard or Slip Form PCC Pavement, or Hot Mix Asphalt Mixture.



	REVISION	
	1	10-19-21
STANDARD ROAD PLAN	BR-213	
	SHEET 1 of 1	

REVISIONS: Added shoulders to single and non-reinforced sections.

Stuart Nielsen
APPROVED BY DESIGN METHODS ENGINEER

**BRIDGE APPROACH
(ABUTTING PAVEMENT)**