

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

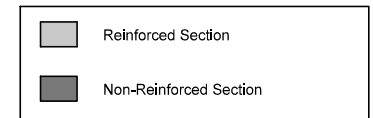
If abutting pavement (PCC or HMA) is not in place when bridge approach pavement is constructed, the following procedure applies:

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 |
| | New 04-21-15 |
| STANDARD ROAD PLAN | BR-213 |
| REVISIONS: New. Replaces RK-30. | SHEET 1 of 1 |

APPROVED BY DESIGN METHODS ENGINEER
Brian Smith

**BRIDGE APPROACH
(ABUTTING PAVEMENT)**