For joint details, see PV-101.

For curb details, see Detail 'G'.

All Transverse Bars are #5.

See BR-211 or BR-212 for shoulders.

1. Place 2" to 2 1/2" 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, BR-202

Possible Tabulation:
112-6
If bridge is skewed, place additional #5 bar parallel to skewed face.

2" to 2 1/2" clear to bent bar.

Minimum lap length: #5 bars - 18 inches
#6 bars - 27 inches
#8 bars - 48 inches

If bridge is skewed, place additional #5 bar parallel to skewed face.
SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)

DETAIL 'C'
(Dowel PCC Pavement)

SECTION THRU CENTERLINE
(Abutting HMA Pavement)

DETAIL 'F'

If abutting pavement (PCC or HMA) is not in place, refer to BR-213.
**SECTION A-A**

- Normal Pavement Slope
- Polymer Grid
- Modified Subbase
- Excavation Limits

**SECTION B-B**

- Polymer Grid
- Modified Subbase
- Excavation Limits

**BENT BAR SHAPES**

- #4 bars at 12" Centers
- #5 bars at 12" Centers
- 5/8" dia x 24" Steel Rod or #4 Rebar

**APPROACH PAVEMENT LAYOUT AT A SKEW**

- Longitudinal Joint (PV-101)
  - Single pour - Saw cut joint per Detail B.
  - Two pours - Use KS2 Joint.

- Refer to BR-211, BR-212, or BR-231.

- Design shoulder width.

- Reinforced bridge approach section.

- 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.

**DETAIL 'D'**

- Joint Placement

**DETAIL 'G'**

- Back of Curb Placement

**REVISIONS:**

- Added shoulders to single and non-reinforced sections.

**APPROVED BY DESIGN METHODS ENGINEER**

**DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH**