

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 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, BR-202
Longitudinal Grooving in Concrete, Bridge Deck
Longitudinal Grooving in Concrete, Pavement

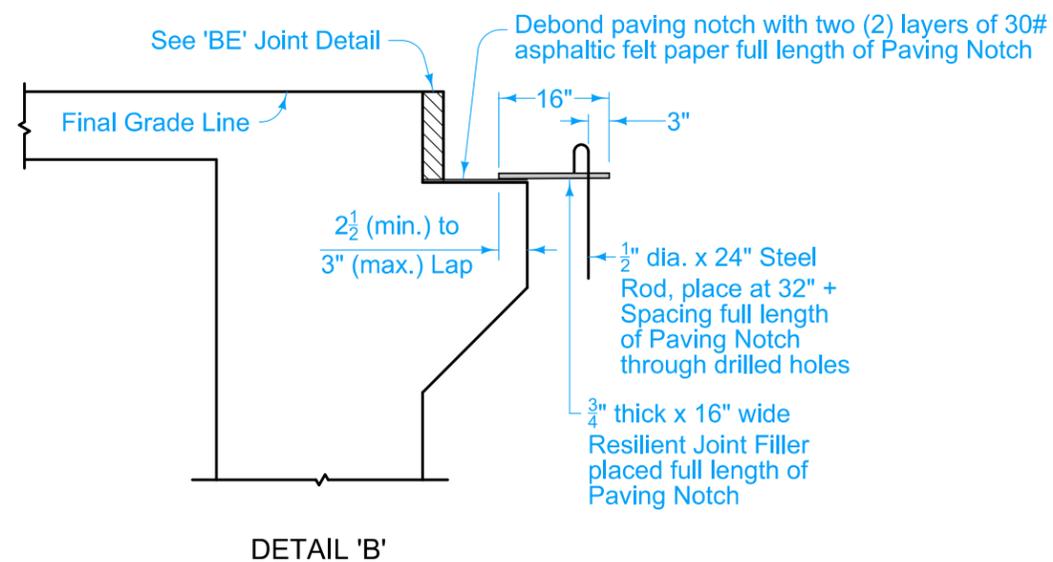
Possible Tabulation:
112-6

	REVISION	
	5	10-21-25
BR-202		SHEET 1 of 4

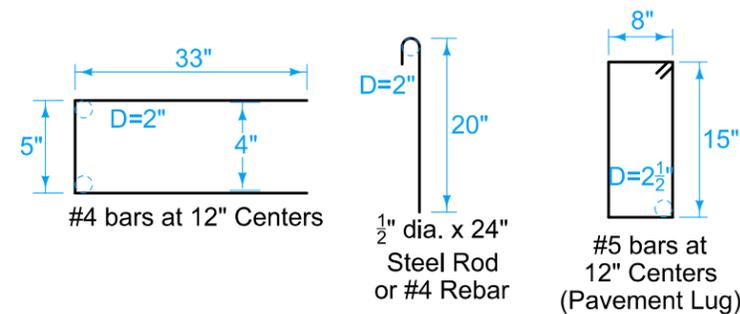
REVISIONS: Changed 'KS-2' joint to 'BT-2' joint.

APPROVED BY DESIGN METHODS ENGINEER

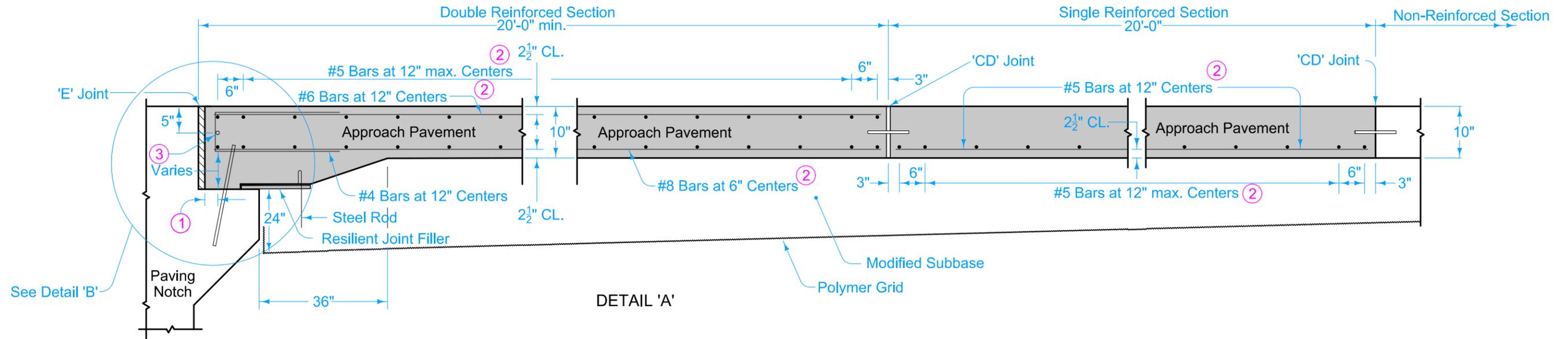
DOUBLE REINFORCED 10" APPROACH
 WITH VARIABLE DEPTH PAVING NOTCH



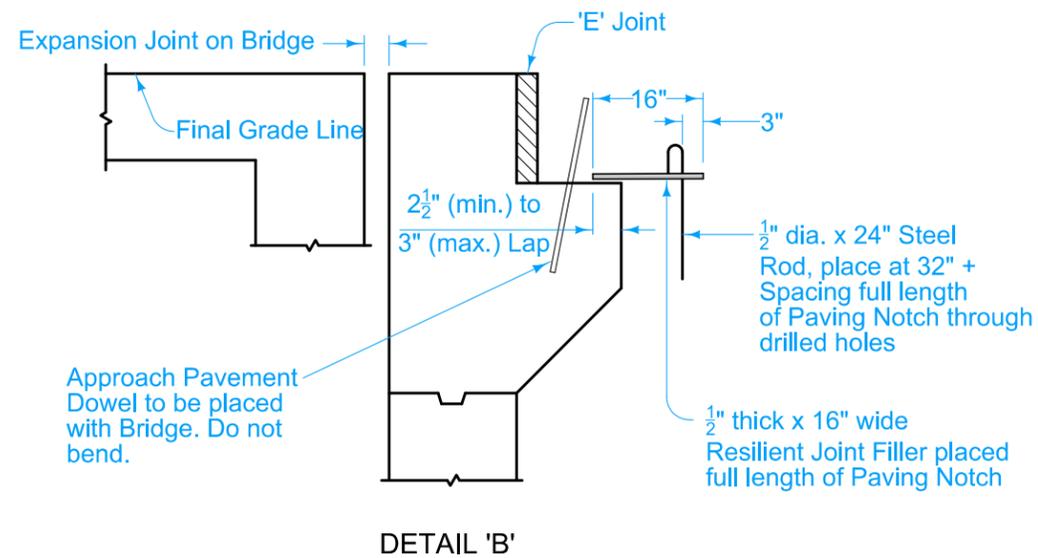
MOVEABLE ABUTMENT



BENT BAR SHAPES

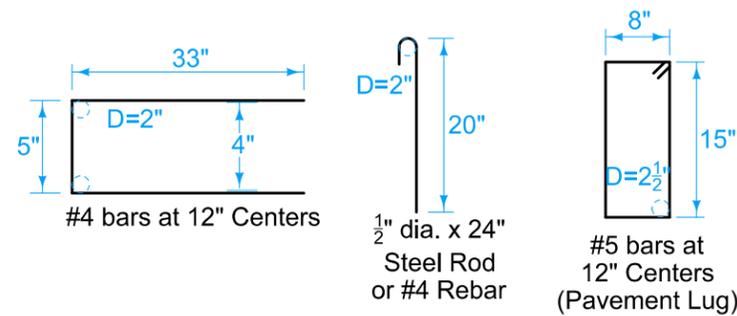


DETAIL 'A'



DETAIL 'B'

FIXED ABUTMENT



BENT BAR SHAPES

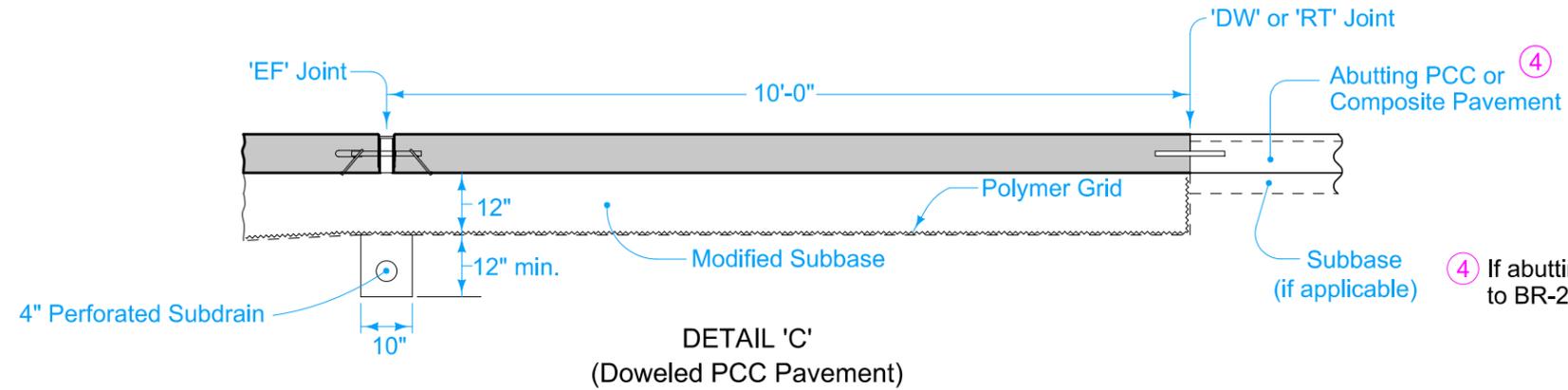
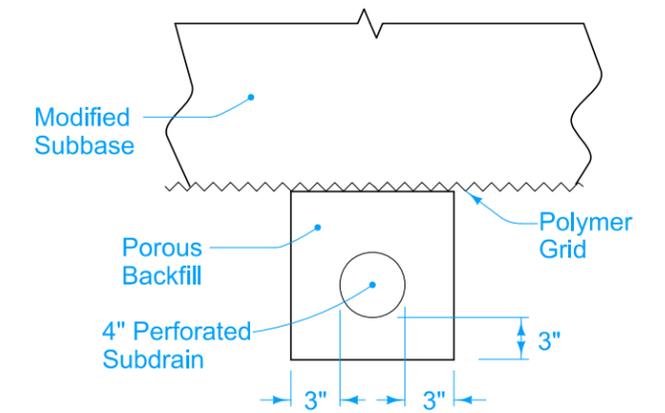
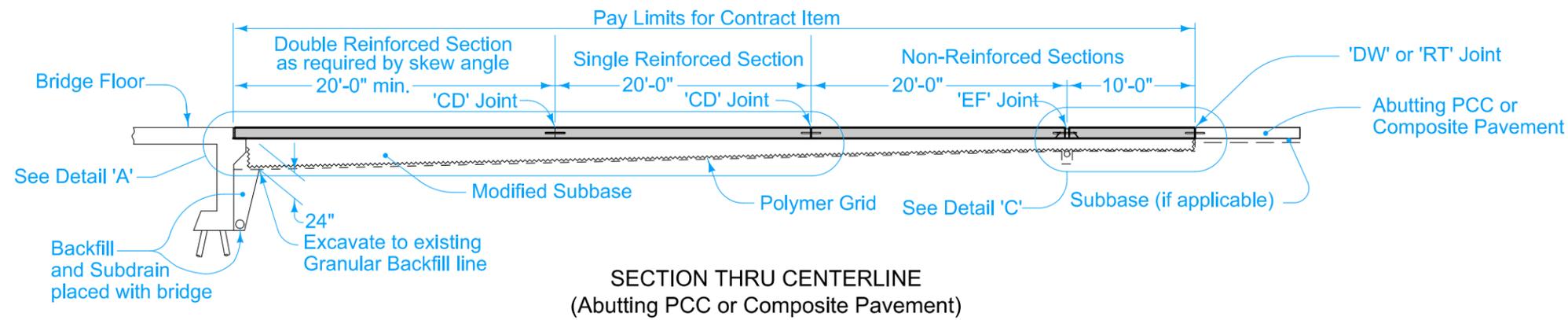
- ① 2" to 2½" clear to bent bar.
- ② Minimum lap length: #5 bars - 18 inches
#6 bars - 27 inches
#8 bars - 48 inches
- ③ If bridge is skewed, place additional #5 bar parallel to skewed face.

 STANDARD ROAD PLAN	REVISION	
	5	10-21-25
BR-202		SHEET 2 of 4

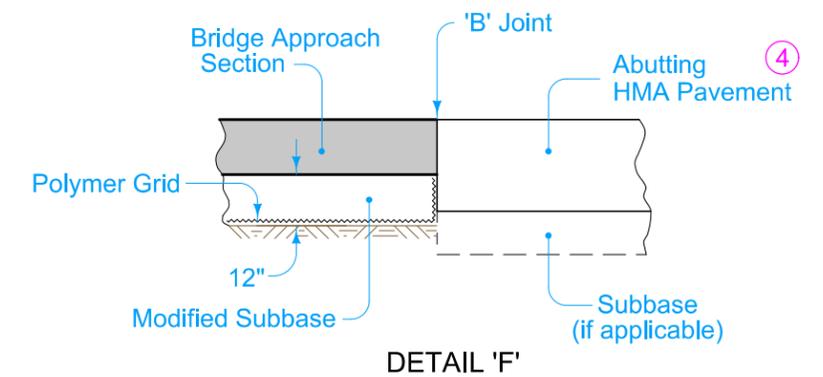
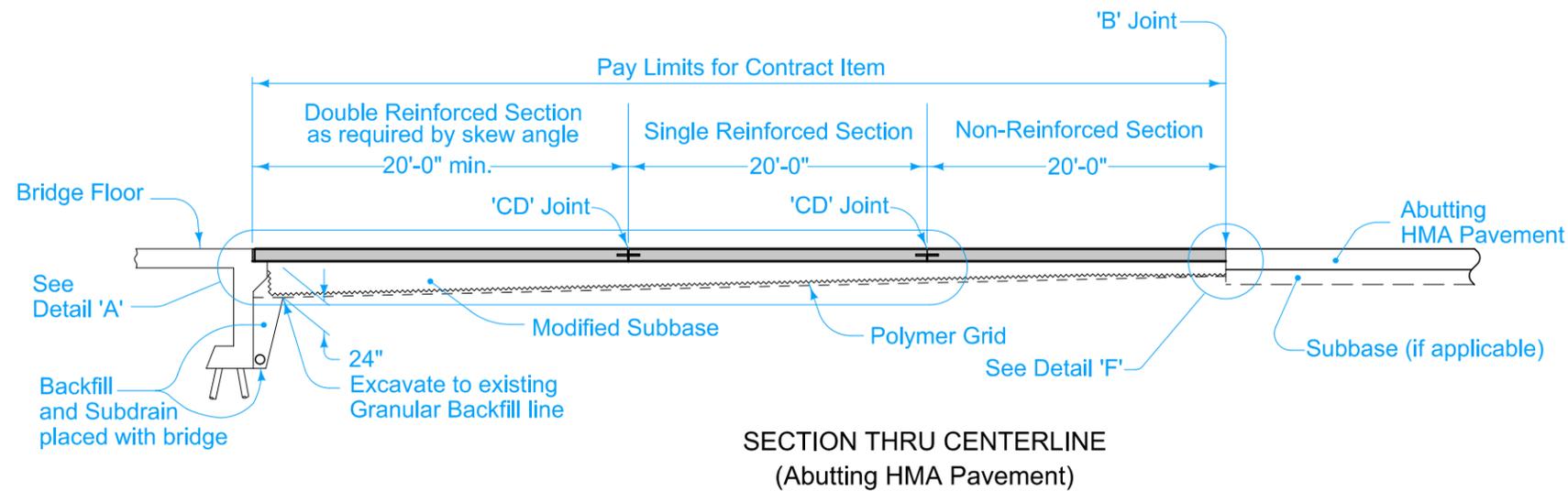
REVISIONS: Changed 'KS-2' joint to 'BT-2' joint.

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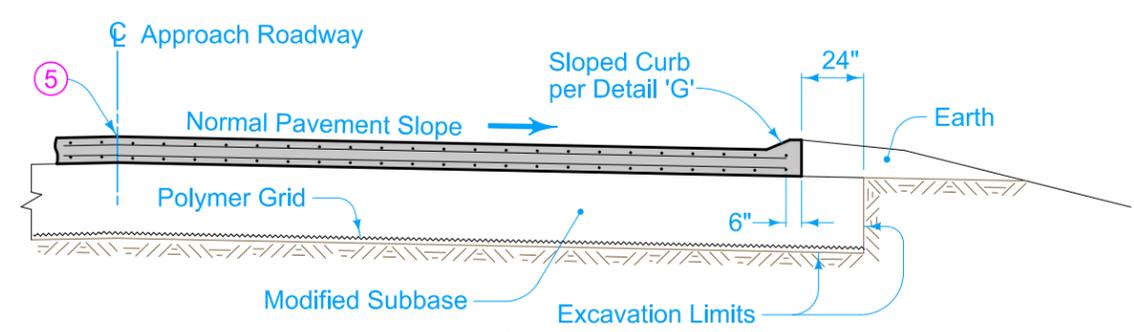
**DOUBLE REINFORCED 10" APPROACH
WITH VARIABLE DEPTH PAVING NOTCH**



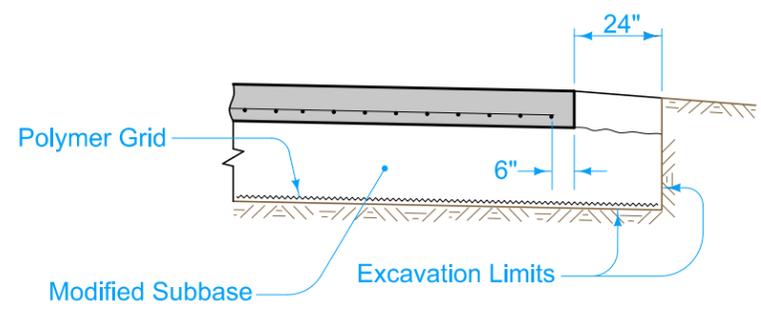
④ If abutting pavement (PCC or HMA) is not in place, refer to BR-213.



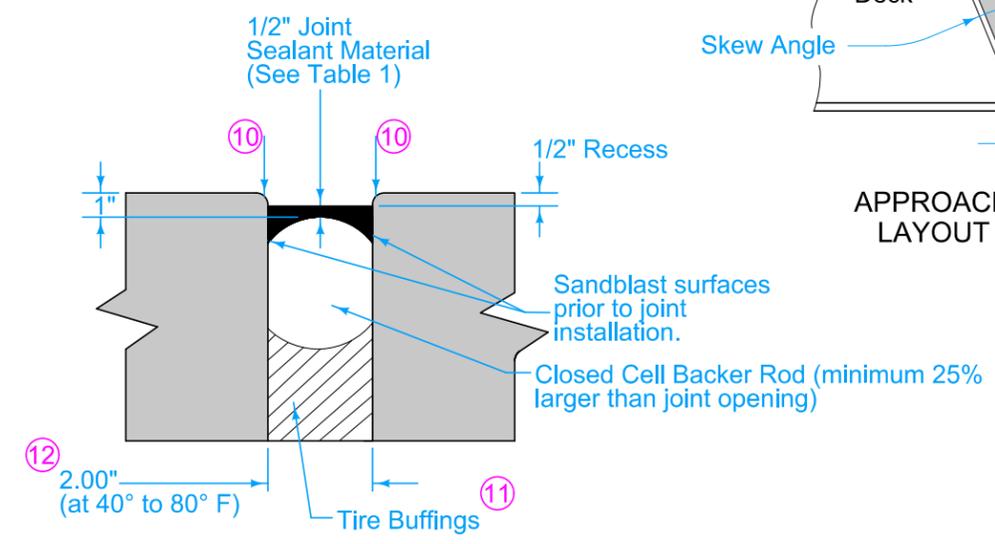
	REVISION	
	5	10-21-25
STANDARD ROAD PLAN		BR-202
REVISIONS: Changed 'KS-2' joint to 'BT-2' joint.		SHEET 3 of 4
 APPROVED BY DESIGN METHODS ENGINEER		
DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH		



SECTION A-A

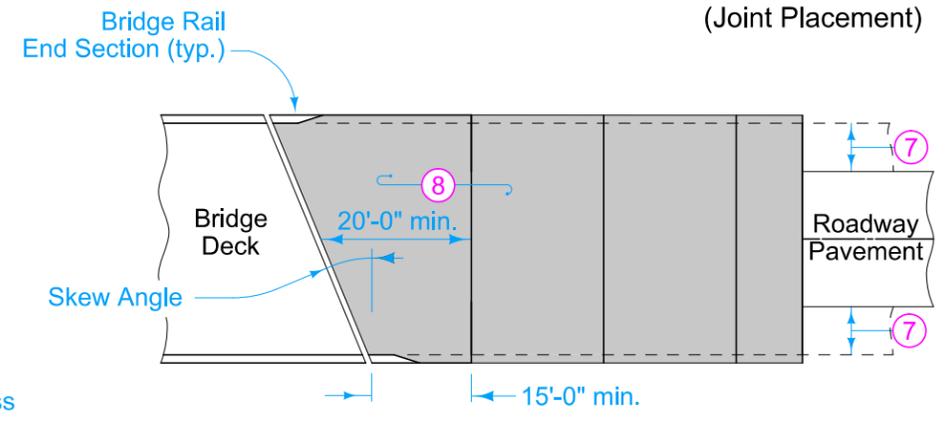


SECTION B-B

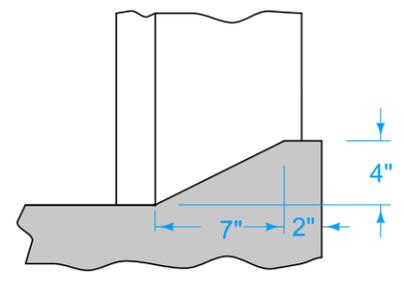


'BE' JOINT DETAIL

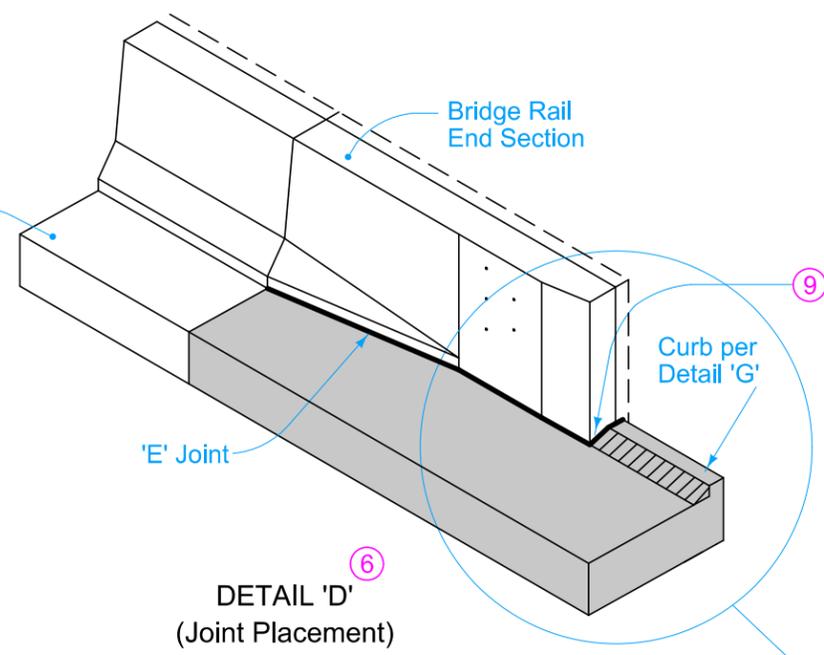
Table 1
Approved List of Sealant
Dow - Dowsil 902 RCS
Sika - Sikasil 728 RCS
Watson Bowman Acme - Wabo SiliconeSeal
Pecora - 322FC



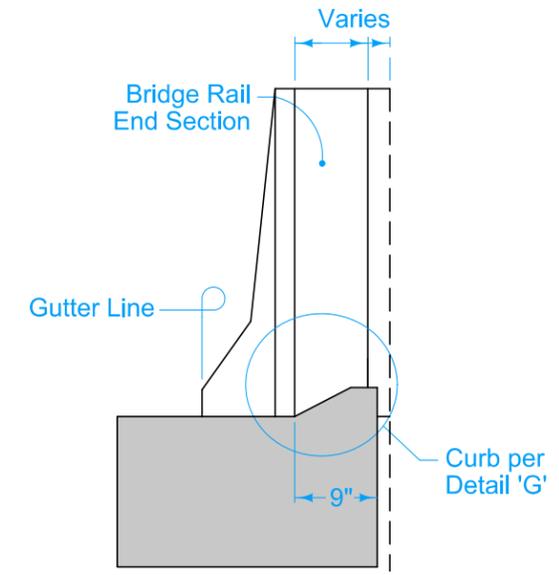
APPROACH PAVEMENT LAYOUT AT A SKEW



DETAIL 'G'



DETAIL 'D' (Joint Placement)



DETAIL 'E' (Back of Curb Placement)

- ⑤ Longitudinal Joint (PV-101):
Single pour - Saw cut joint per Detail B.
Two pours - Use 'BT-2' Joint.
- ⑥ Refer to BR-211, BR-212, or BR-231.
- ⑦ Design shoulder width.
- ⑧ Reinforced bridge approach section.
- ⑨ 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 complying with Section 4136 of the Standard Specifications. Set width of gap to 2 inches. Joint length as required to completely fill from back side of curb to front face of bridge wing.
- ⑩ Edge with 1/4 inch tool for length of joint indicated if formed edging not required when cut with diamond blade saw.
- ⑪ Compact tire buffings by spading with a square-nose shovel. Tire buffings shall not be larger than 1/2 inch.
- ⑫ Setting Width Notes:
 - Width is perpendicular to abutment.
 - Temperature of concrete deck on the underside or shaded portion of the deck shall be between 40 to 80 degrees Fahrenheit when placing approach slab concrete.
 - This 'BE' joint and the setting temperatures may be used for all concrete beam or slab bridges up to 575' in length and for all steel girder bridges up to 400' in length.

 STANDARD ROAD PLAN	REVISION	
	5	10-21-25
BR-202		
SHEET 4 of 4		

REVISIONS: Changed 'KS-2' joint to 'BT-2' joint.

Shawn Miller
APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 10" APPROACH WITH VARIABLE DEPTH PAVING NOTCH