STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
OFFICE OF STRUCTURES

DEPUTY CHIEF ENGINEER (STRUCTURES)

APPROVED:

Armorless Bridge Joint Systems
Typical Plans I

PARTIAL PLAN (Curvless 0° skew bridges @ abutment with flared wingwall)

PARTIAL PLAN (0° skew bridges with sidewalk & concrete parapet @ pier or abutment with U-wingwall)

PARTIAL PLAN (0° skew bridges with sidewalks & four rail @ pier or abutment with U-wingwall)

PARTIAL PLAN (Curvless > 30° skew bridges @ pier)

Other situations handled similarly

Note:
Details on the drawings labeled as "not to scale" are intentionally drawn not to scale for visual clarity. All other details, for which no scale is shown, are drawn proportional and are fully dimensioned.

Some plan views are drawn for multiple applications. Geometric and constructible drawings must be modified depending on the intended location of the joint. For details, see BD-JT1E.

For sections see BD-JT4E.

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PARTIAL PLAN
(0º SKEW BRIDGES WITH PERMANENT CONCRETE TRAFFIC BARRIER)

PARTIAL PLAN
(0º SKEW BRIDGES WITH VERTICAL FACED CONCRETE PARAPET @ PIER OR ABUTMENT WITH U-WINGWALL)

PARTIAL PLAN
(0º SKEW BRIDGES WITH TEXAS AESTHETIC BARRIER)

PARTIAL PLAN
(0º SKEW BRIDGES WITH SINGLE SLOPE CONCRETE BARRIER)

PARTIAL PLAN
(0º SKEW BRIDGES WITH F-SHAPED CONCRETE BARRIER)

NOTE:
DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

SOME PLAN VIEWS ARE DRAWN FOR MULTIPLE APPLICATIONS. JOINTS AND DETAILED, THE HEADER DIMENSIONS MAY ONLY BE ACCURATE IN THE VERTICAL LOCATION OF THE JOINT. FOR DETAILS, SEE BD-JT1E. FOR SECTIONS SEE BD-JT4E.