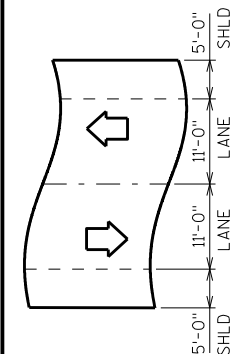


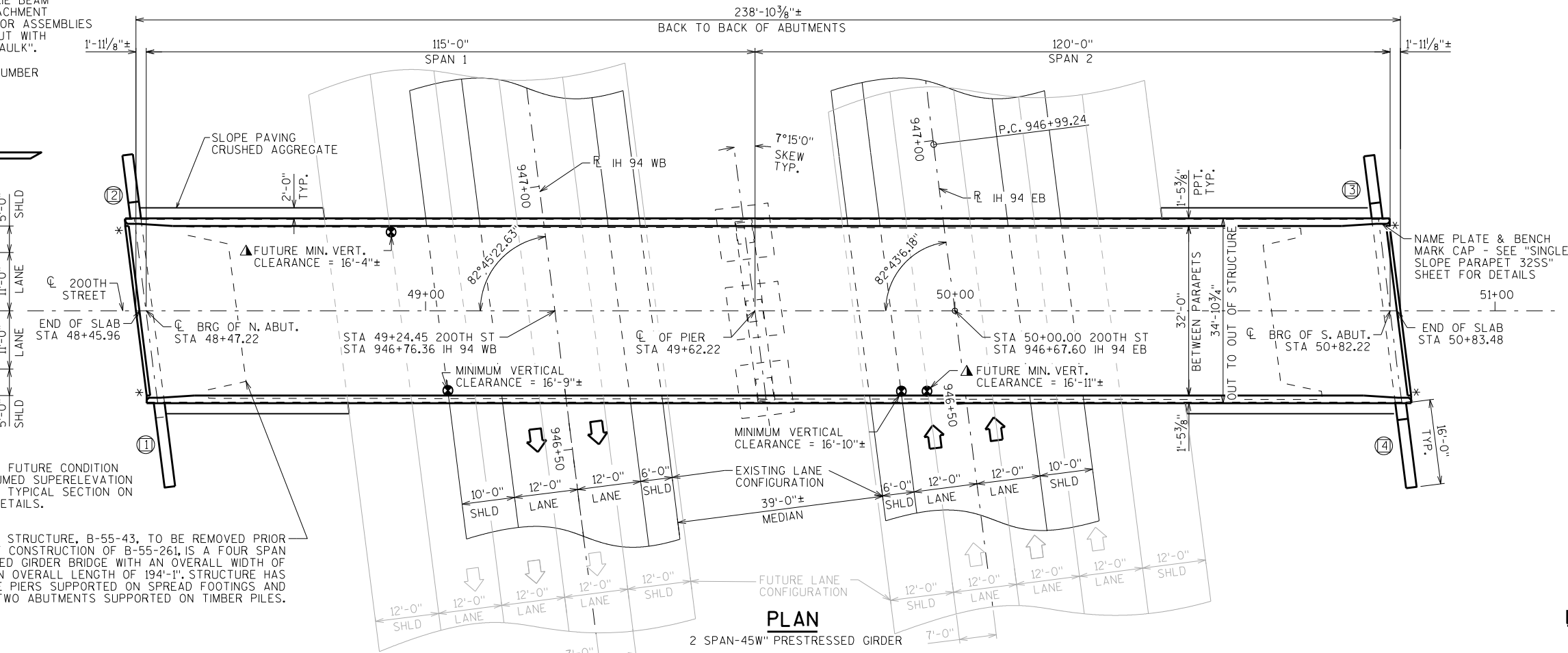
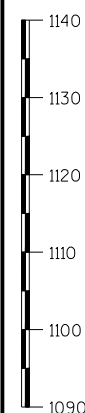
* PROVIDE FOR THREE BEAM
GUARD RAIL ATTACHMENT
AT UNUSED ANCHOR ASSEMBLIES
CAULK HOLES SHUT WITH
"100% SILICONE CAULK".

INDICATES WING NUMBER



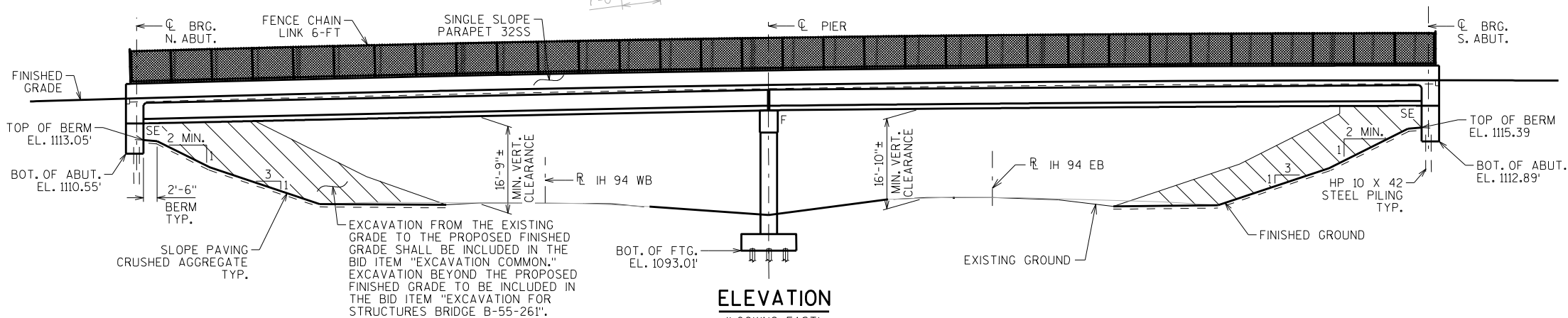
▲ CLEARANCE FOR FUTURE CONDITION
BASED ON ASSUMED SUPERELEVATION
TRANSITION, SEE TYPICAL SECTION ON
SHEET 2 FOR DETAILS.

THE EXISTING STRUCTURE, B-55-43, TO BE REMOVED PRIOR
TO START OF CONSTRUCTION OF B-55-261, IS A FOUR SPAN
PRESTRESSED GIRDER BRIDGE WITH AN OVERALL WIDTH OF
32'-4" AND AN OVERALL LENGTH OF 194'-1". STRUCTURE HAS
THREE PIERS SUPPORTED ON SPREAD FOOTINGS AND
TWO ABUTMENTS SUPPORTED ON TIMBER PILES.



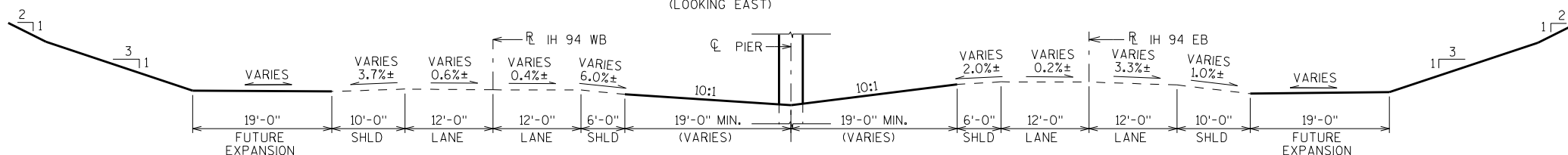
PLAN

2 SPAN-45W" PRESTRESSED GIRDER



ELEVATION

(LOOKING EAST)



TYPICAL SECTION THRU IH-94

(LOOKING EAST)

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS **PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
N. ABUTMENT ESTIMATED 55'-0" LONG.
S. ABUTMENT ESTIMATED 50'-0" LONG.

PIER TO BE SUPPORTED ON HP 10 X 42 STEEL PILING
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS **PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 35'-0" LONG.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN
IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR
OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

STATE PROJECT NUMBER

1021-01-73

TRAFFIC VOLUME

IH 94 200TH STREET
A.D.T.=57,700 (2034) A.D.T.=330 (2011)
R.D.S.=70 M.P.H. R.D.S.=50 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. NORTH ABUTMENT DETAILS
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT DETAILS
8. PIER
9. 45W" PRESTRESSED GIRDER DETAILS 1
10. 45W" PRESTRESSED GIRDER DETAILS 2
11. STEEL DIAPHRAGM
12. SUPERSTRUCTURE
13. SUPERSTRUCTURE DETAILS
14. SINGLE SLOPE PARAPET 32SS
15. FENCING DETAILS
16. SLOPE PAVING CRUSHED AGGREGATE

STRUCTURE DESIGN CONTACTS:

STEVEN DOOCY (608) 261-6063
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY
ACCEPTED _____ CHIEF STRUCTURES DESIGN ENGINEER DATE			
STRUCTURE B-55-261			
200TH STREET OVER IH 94			
COUNTY	ST. CROIX	TOWN/CITY/VILLAGE	RUSH RIVER
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.			
DESIGNED BY	SAD	DESIGN CKD.	APC
DRAWN BY	SAD	PLANS CKD.	APC
GENERAL PLAN			SHEET 1 OF 16

I.D. 1021-01-03

DATE: JAN 2015

SCALE = 1/2"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

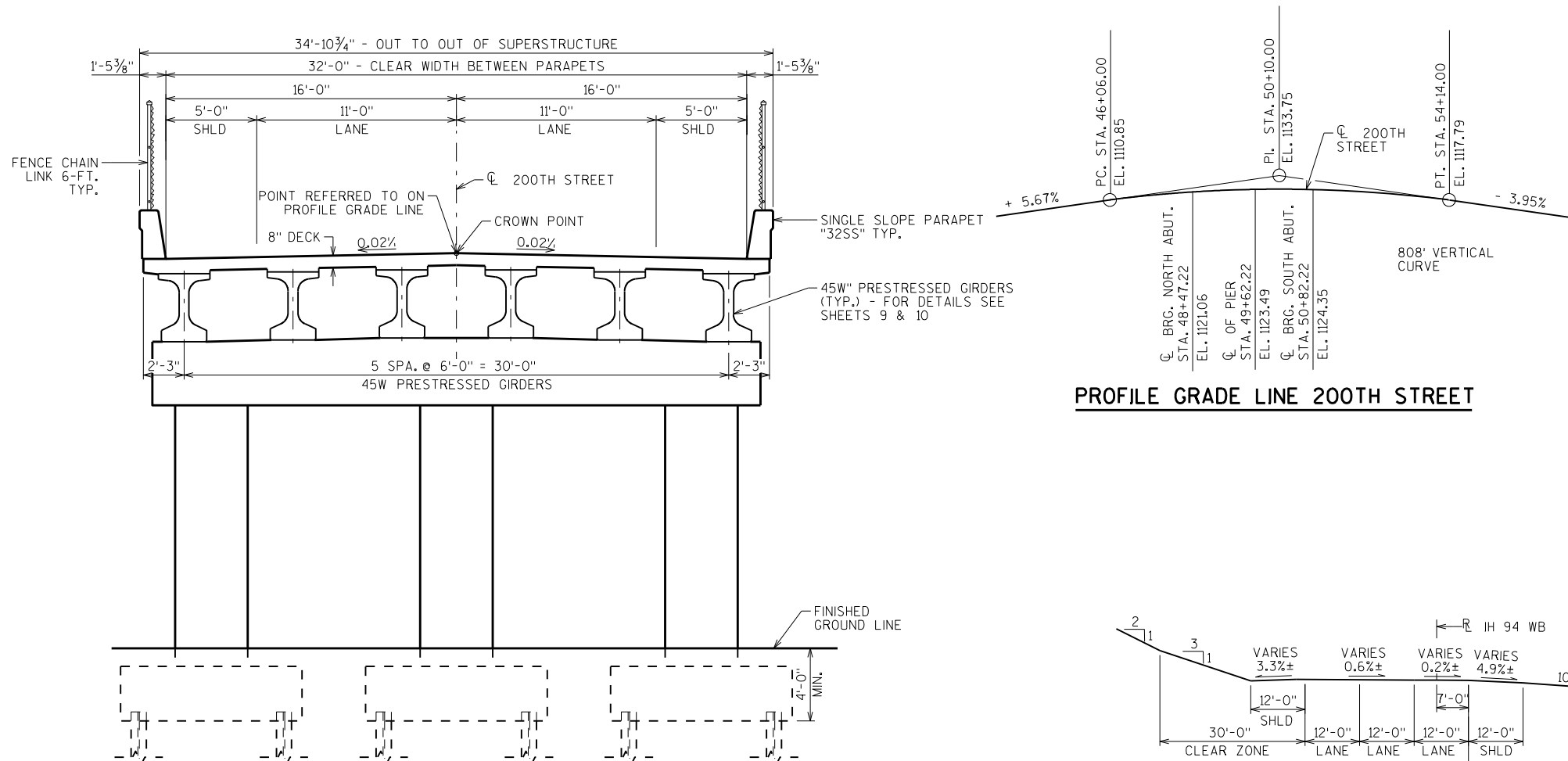
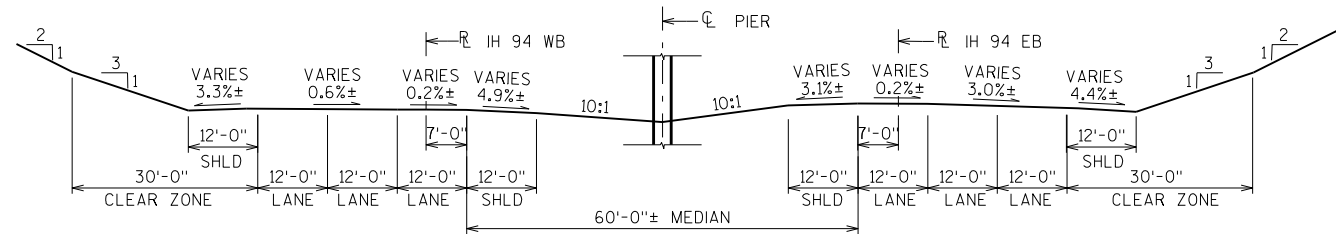
PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE.

PIGMENTED PROTECTIVE SURFACE TREATMENT FROM THE DEPARTMENT'S "CURE & SEAL COMPOUNDS FOR NON-TRAFFICKED SURFACES" APPROVED PRODUCTS LIST TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON ABUTMENT WINGS.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

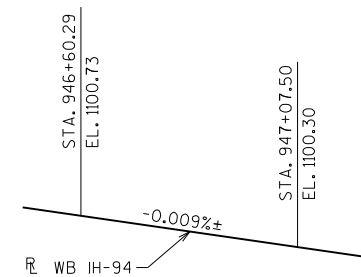
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1, 16, AND IN THE ABUTMENT DETAILS.

**PROFILE GRADE LINE 200TH STREET****TYPICAL FUTURE SECTION THRU IH-94**

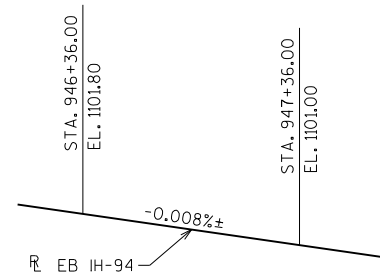
SECTION FOR INFORMATION ONLY, USED TO SIZE STRUCTURE

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	NORTH ABUT.	PIER 1	SOUTH ABUT.	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 49+50	LS	—	—	—	—	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-55-261	LS	—	—	—	—	1
210.0100	BACKFILL STRUCTURE	CY	—	242	—	263	505
502.0100	CONCRETE MASONRY BRIDGES	CY	347	44	75	50	516
502.3200	PROTECTIVE SURFACE TREATMENT	SY	845	—	—	—	845
502.3210.S	PIGMENTED PROTECTIVE SURFACE TREATMENT	SY	195	—	—	—	195
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	1415	—	—	—	1415
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	—	2095	2150	2260	6505
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	72,790	1735	11,155	1785	87,760
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	—	6	12	6	24
506.4000	STEEL DIAPHRAGMS B-55-261	EACH	20	—	—	—	20
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	—	8	—	8	16
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	—	440	945	400	1785
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	—	161	—	192	353
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	—	69	—	69	138
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4	—	—	—	4
SPV.0090	FENCE CHAIN LINK POLYMER COATED 6-FT	LF	475	—	—	—	475
NON-BID ITEMS							
	BRIDGE SEAT PROTECTION	L.S.	—	—	—	—	1
	FILLER	SIZE	—	—	—	—	1/2" & 3/4"

**PROFILE GRADE LINE WB IH-94**

EXISTING PROFILE FOR INFORMATION ONLY

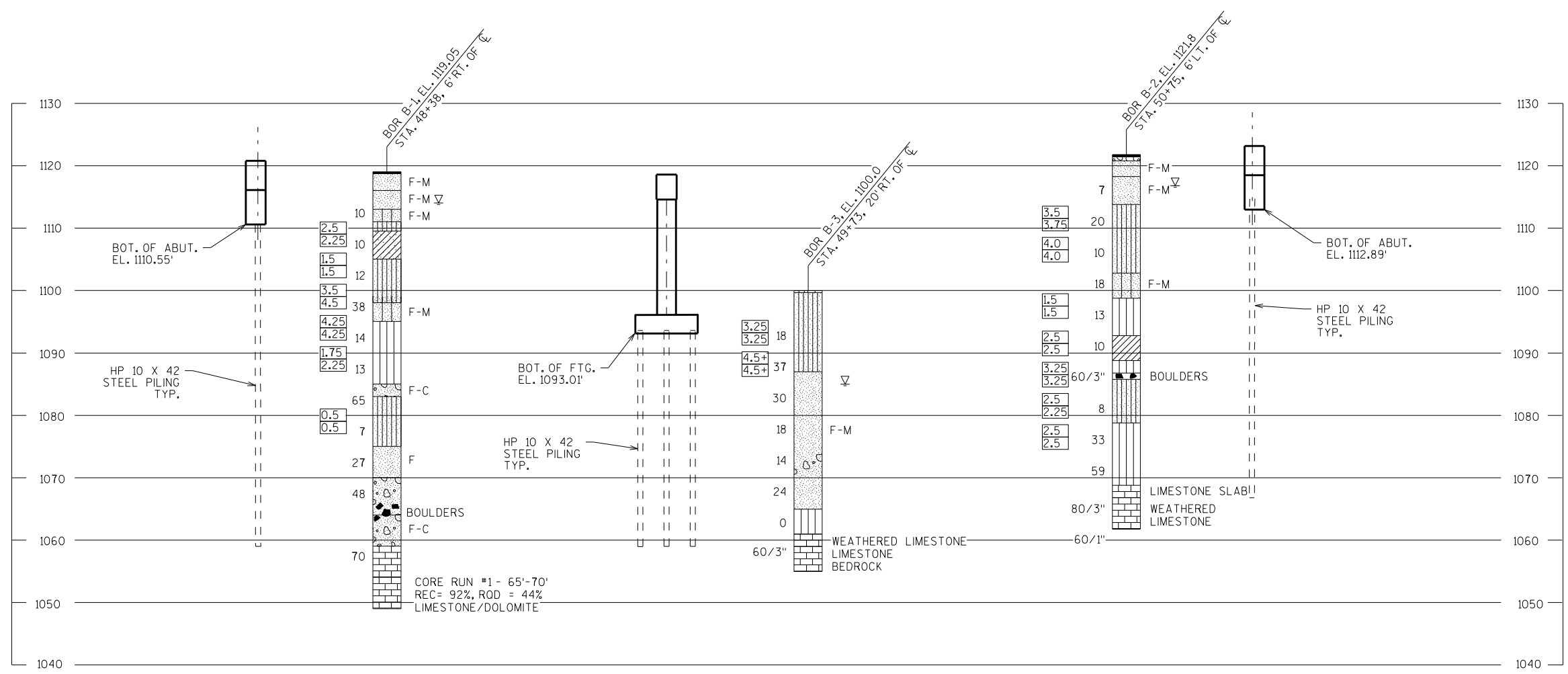
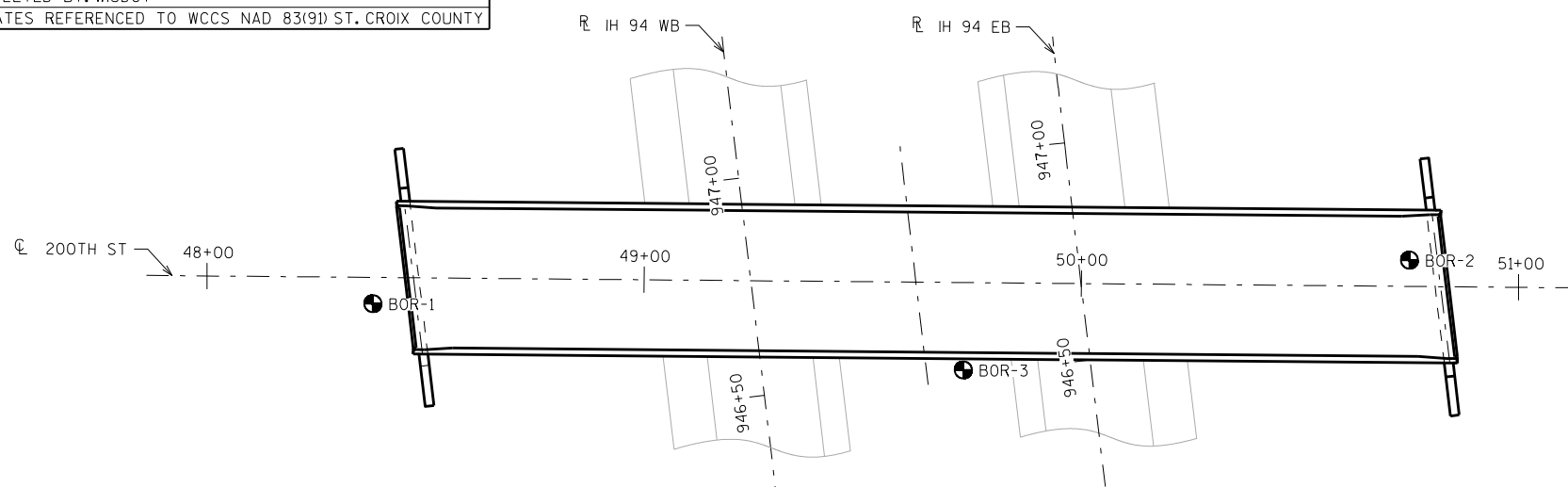
**PROFILE GRADE LINE EB IH-94**

EXISTING PROFILE FOR INFORMATION ONLY

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
CROSS SECTION & QUANTITIES			SHEET 2

HUDSON - BALDWIN
200TH STREET BRIDGE

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	5/20/2014	329999	604665
2	5/22/2014	329762	604680
3	6/4/2014	329887	604656
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) ST. CROIX COUNTY			



STATE PROJECT NUMBER
1021-01-73

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/META

LEGEND OF BORING

(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

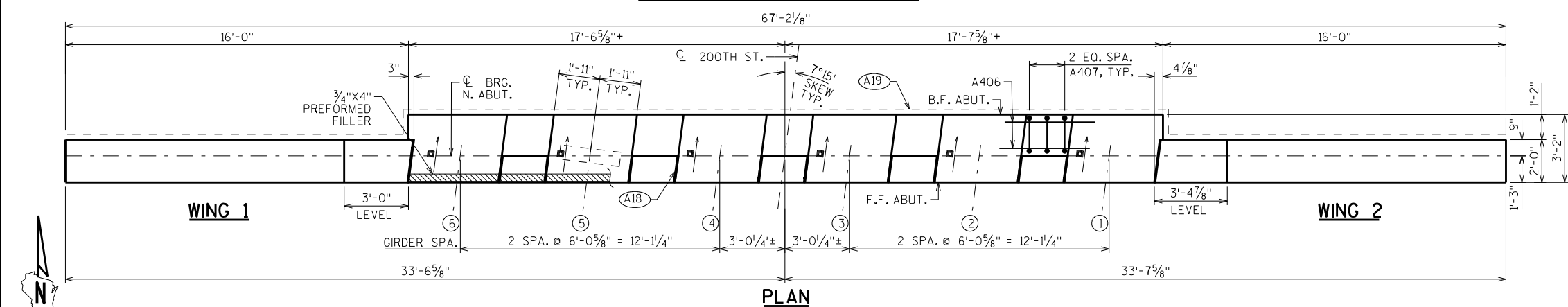
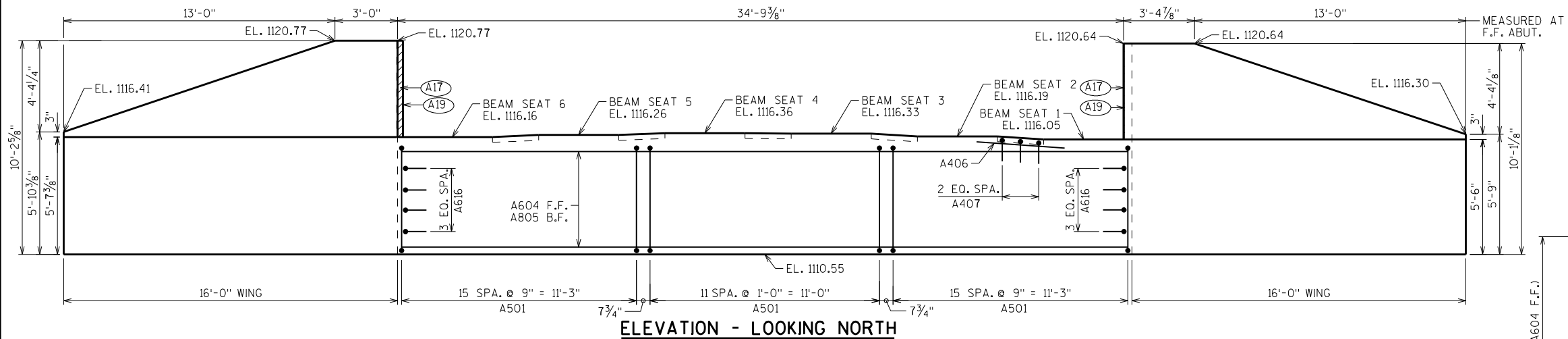
BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY PR/SAD		PLANS CKD. APC	
SUBSURFACE EXPLORATION			SHEET 3

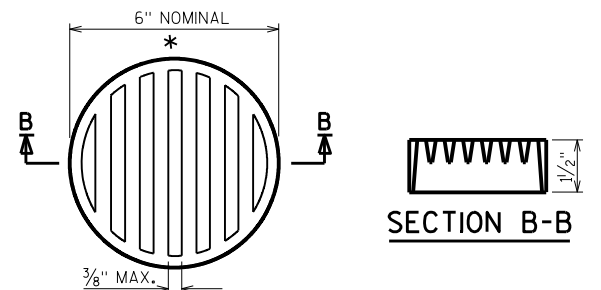
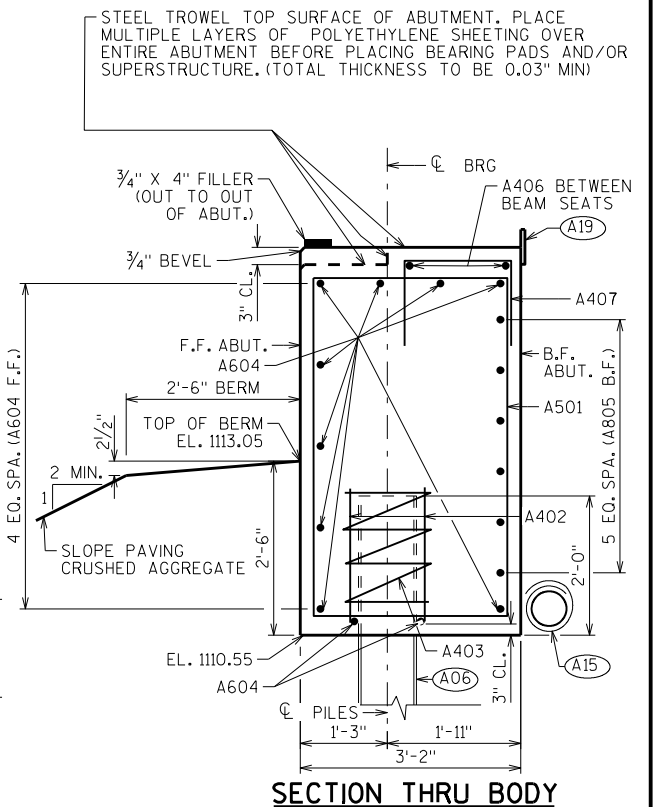
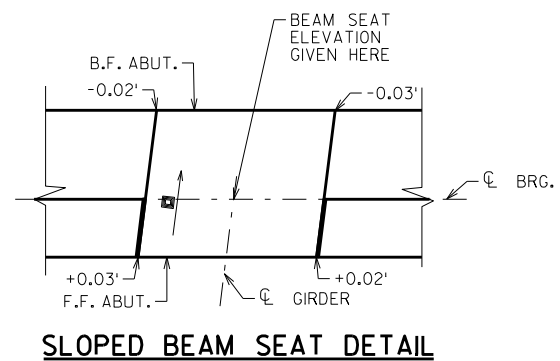
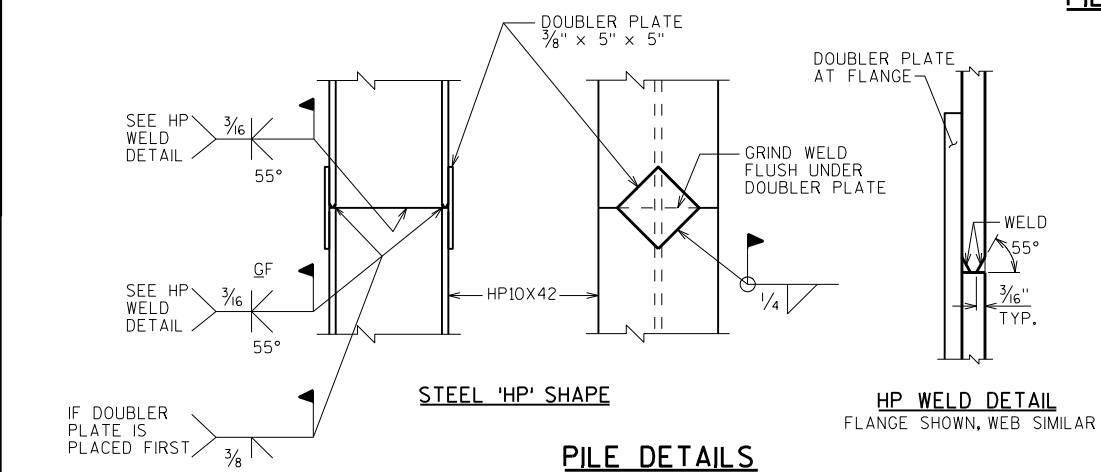
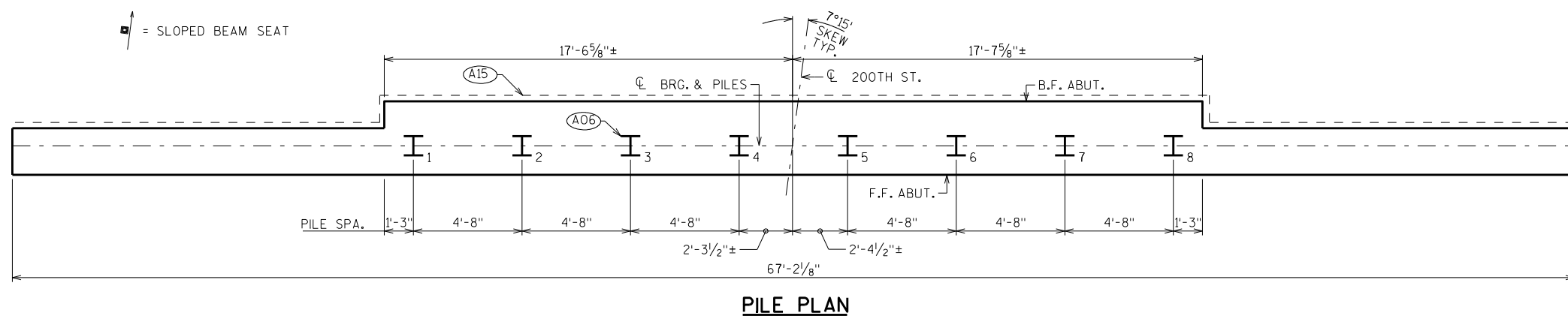
8

8

SCALE = 20.0



▣ = SLOPED BEAM SEAT



* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

- (A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 55'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.
- (A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.
- (A17) 1/2" FILLER (INCLUDED IN WING LENGTH); SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- (A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- (A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
NORTH ABUTMENT		SHEET 4	

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

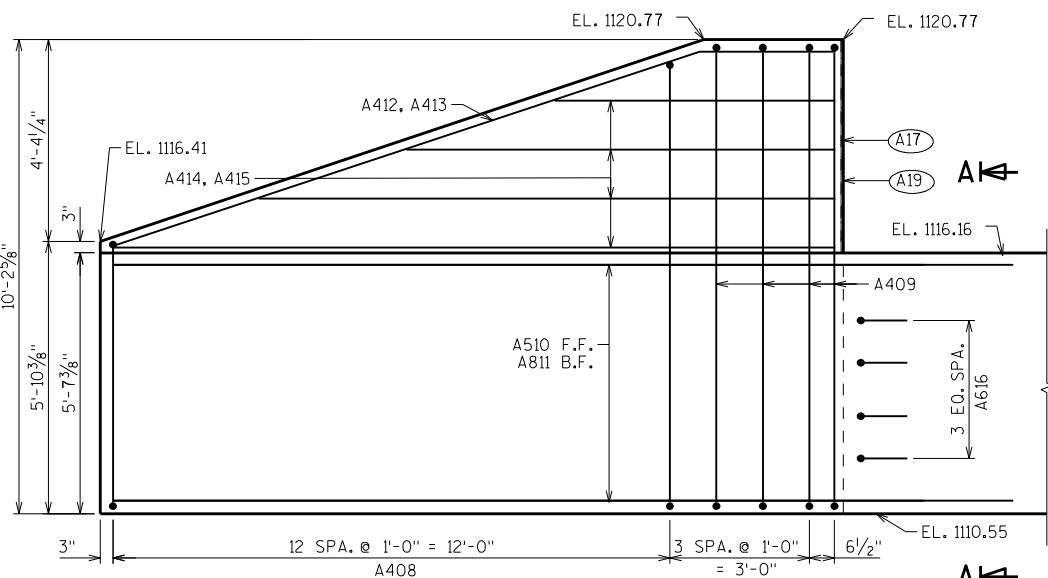
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		44	15'-8"	X		BODY - STIRRUPS - VERT.
A402		16	2'-3"			BODY - VERT. - 2 PER PILE
A403		8	28'-0"	X		BODY - VERT. - AT BODY PILES
A604		11	34'-10"			BODY - HORIZ. - F.F.
A805		6	34'-10"			BODY - HORIZ. - B.F.
A406		10	4'-3"			BODY - HORIZ. - BETWEEN BEAM SEATS
A407		15	3'-10"	X		BODY - VERT. - BETWEEN BEAM SEATS
▲ A408	X	26	10'-7"	X	▲	WING 1 - VERT. - F.F. & B.F.
A409	X	8	12'-11"	X		WING 1 - VERT. - F.F. & B.F.
A510	X	5	17'-7"			WING 1 - HORIZ. - F.F.
A811	X	8	19'-8"			WING 1 - HORIZ. - B.F.
A412	X	1	16'-2"	X		WING 1 - HORIZ. - TOP - F.F.
A413	X	1	16'-5"	X		WING 1 - HORIZ. - TOP - B.F.
▲ A414	X	4	10'-8"		▲	WING 1 - HORIZ. - F.F.
▲ A415	X	4	10'-11"		▲	WING 1 - HORIZ. - B.F.
A616	X	8	3'-7"	X		BODY/ENDS - WINGS 1&2 - HORIZ.
▲ A417	X	26	10'-6"	X	▲	WING 2 - VERT. - F.F. & B.F.
A418	X	8	12'-10"	X		WING 2 - VERT. - F.F. & B.F.
A519	X	5	17'-11"			WING 2 - HORIZ. - F.F.
A820	X	8	19'-9"			WING 2 - HORIZ. - B.F.
A421	X	1	16'-7"	X		WING 2 - HORIZ. - TOP - F.F.
A422	X	1	16'-4"	X		WING 2 - HORIZ. - TOP - B.F.
▲ A423	X	4	11'-3"		▲	WING 2 - HORIZ. - F.F.
▲ A424	X	4	10'-11"		▲	WING 2 - HORIZ. - B.F.

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

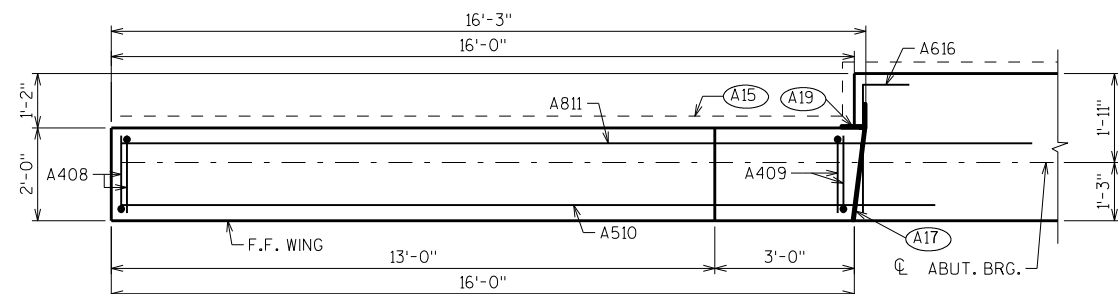
BAR SERIES TABLE

MARK	NO. REQ'D.	LENGTH
A408	2 SERIES OF 13	8'-7" TO 12'-8"
A414	1 SERIES OF 4	5'-11" TO 15'-6"
A415	1 SERIES OF 4	6'-2" TO 15'-9"
A417	2 SERIES OF 13	8'-6" TO 12'-7"
A423	1 SERIES OF 4	6'-5" TO 16'-0"
A424	1 SERIES OF 4	6'-2" TO 15'-9"

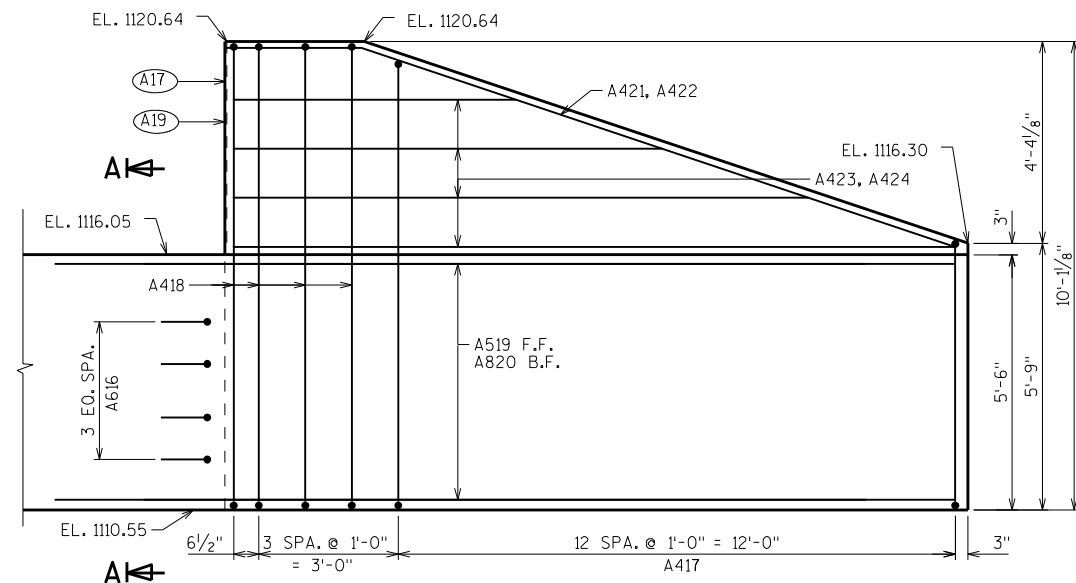
BUNDLE AND TAG EACH SERIES SEPARATELY.



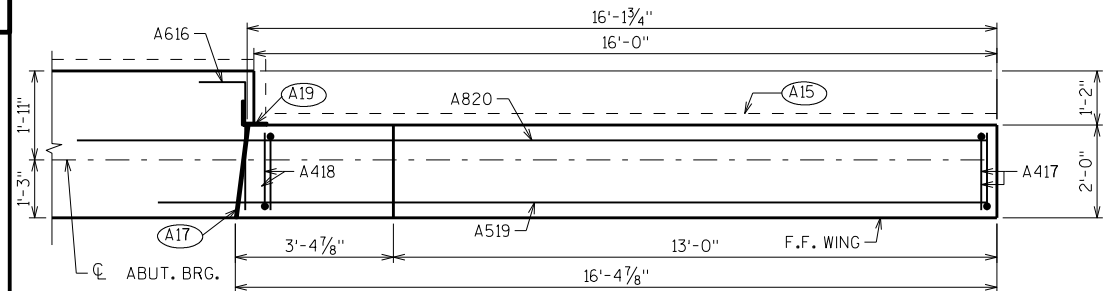
WING 1 ELEVATION LOOKING AT F.F. WING



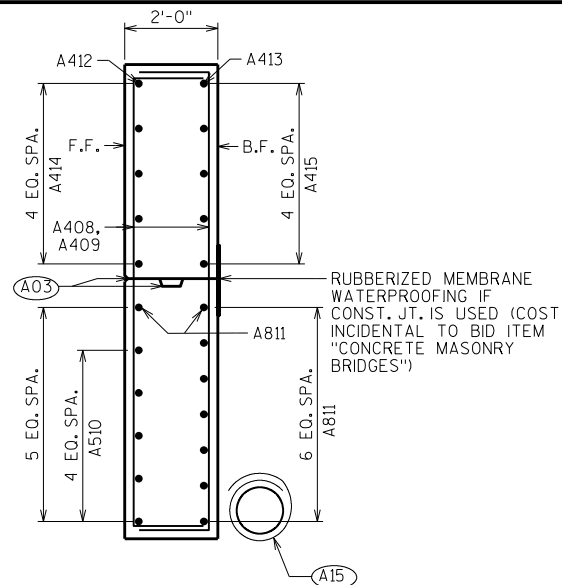
WING 1 PLAN



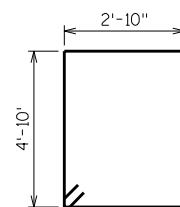
WING 2 ELEVATION LOOKING AT F.F. WING



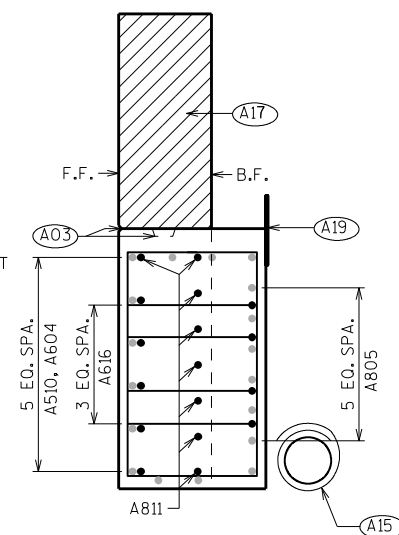
WING 2 PLAN



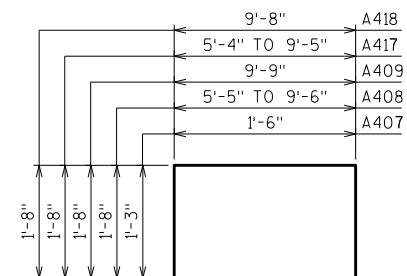
WING 1 SECTION



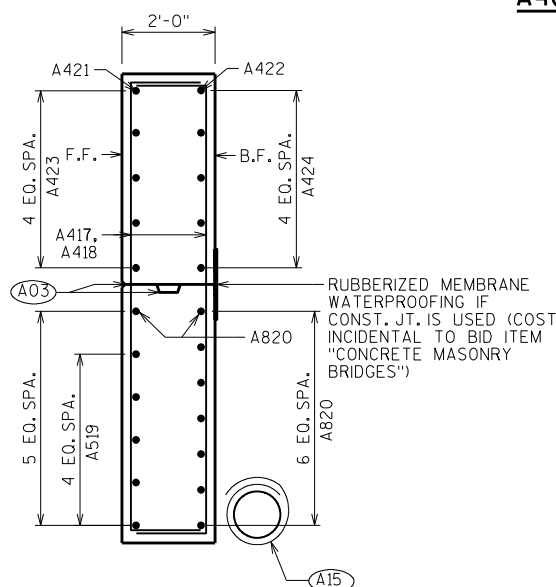
A501



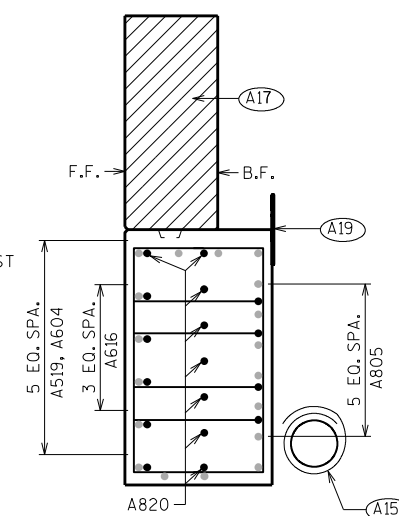
WING 1 SECTION A-A



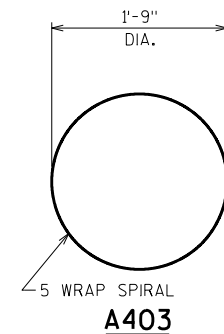
A407, A408, A409, A417, A418



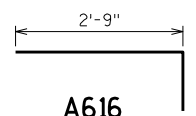
WING 2 SECTION



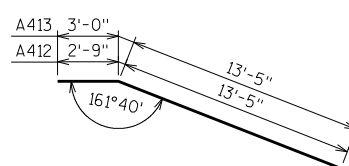
WING 2 SECTION A-A



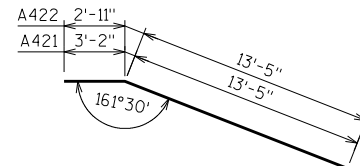
A403



A616



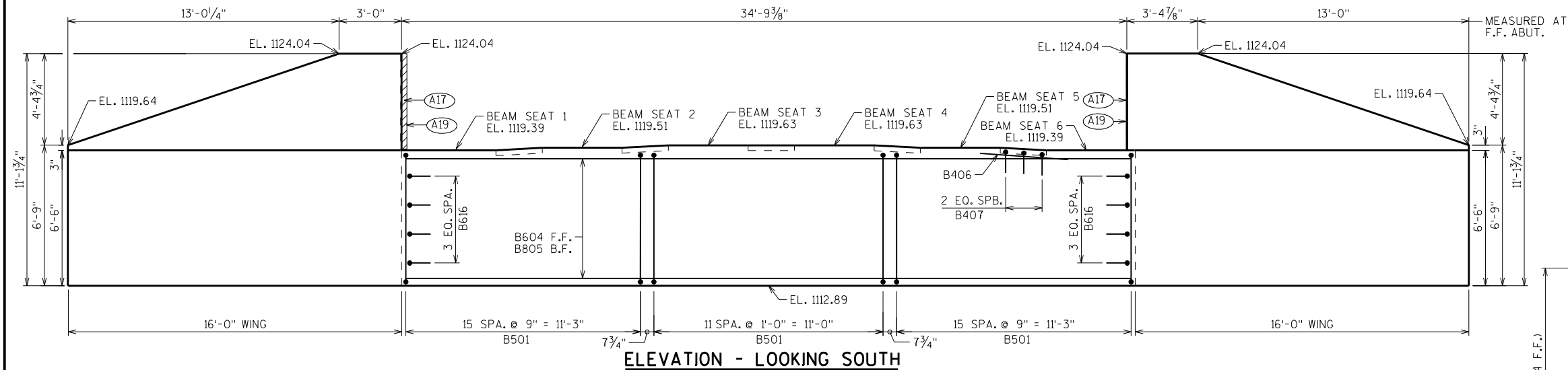
A412, A413



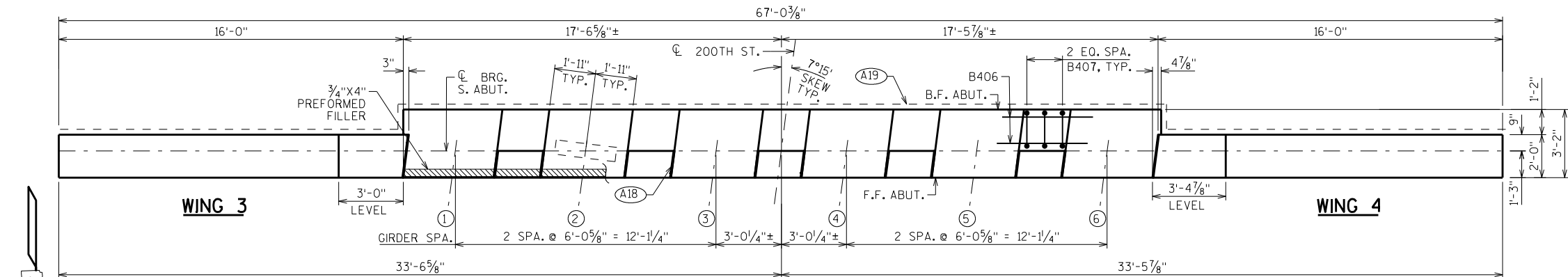
A421, A422

- (A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6, (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).
- (A15) PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.
- (A17) 1/2" FILLER (INCLUDED IN WING LENGTH); SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- (A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

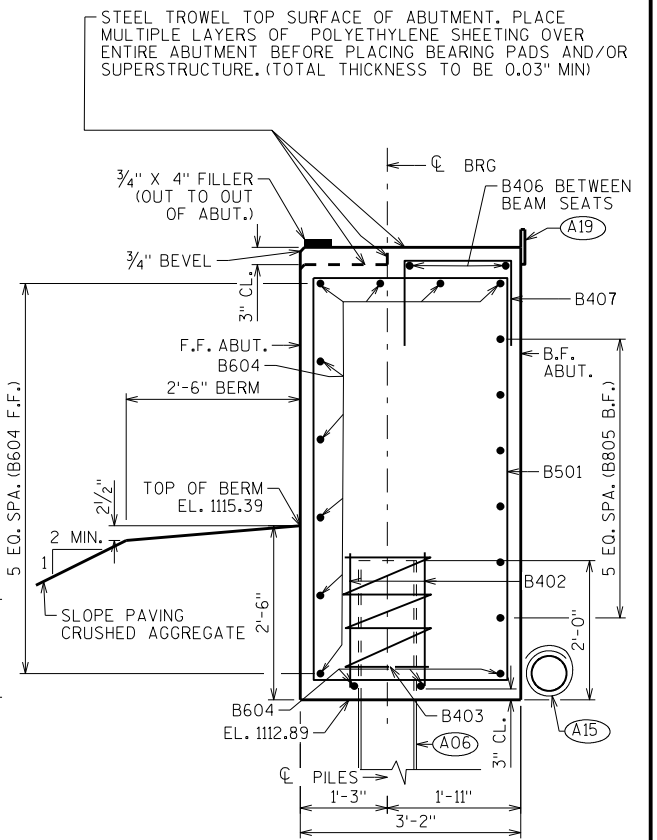
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
NORTH ABUTMENT DETAILS		SHEET 5	



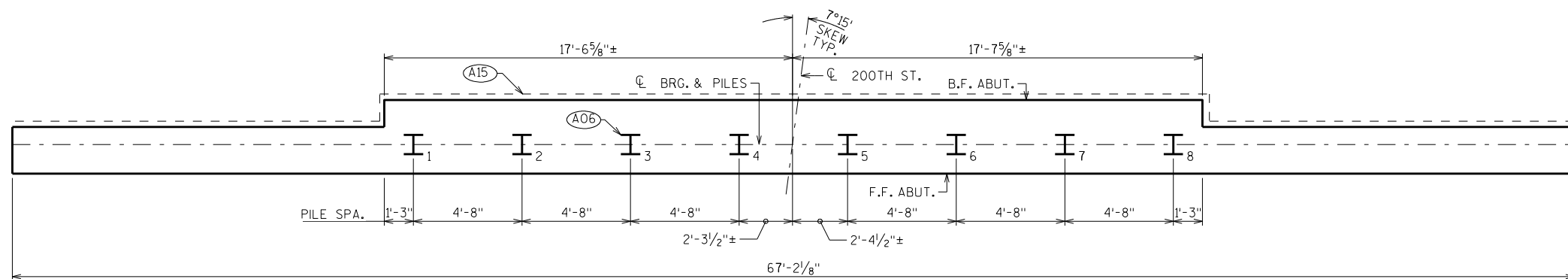
ELEVATION - LOOKING SOUTH



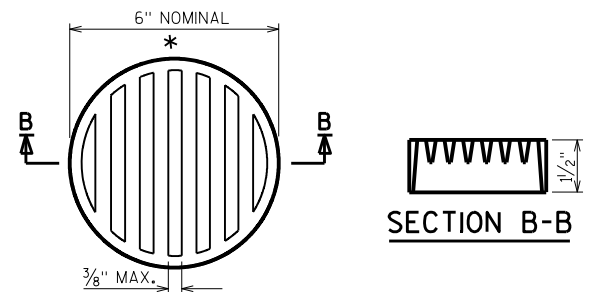
PLAN



SECTION THRU BODY



PILE PLAN

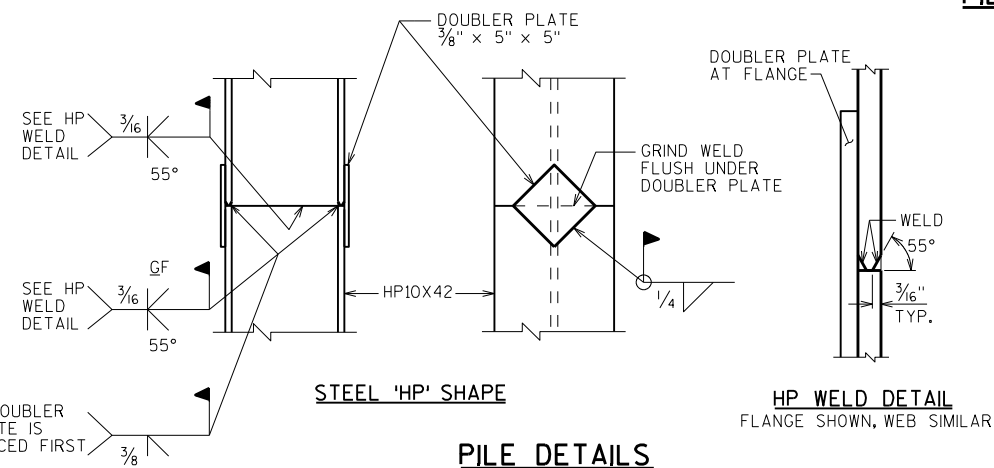


RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



PILE DETAILS

- (A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 50'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.
- (A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.
- (A17) 1/2" FILLER (INCLUDED IN WING LENGTH); SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- (A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- (A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CKD. APC
SOUTH ABUTMENT		SHEET 6	

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

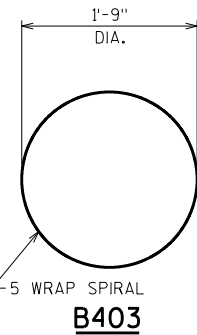
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		44	18'-2"	X		BODY - STIRRUPS - VERT.
B402		16	2'-3"			BODY - VERT. - 2 PER PILE
B403		8	28'-0"	X		BODY - VERT. - AT BODY PILES
B604		12	34'-10"			BODY - HORIZ.
B805		6	34'-10"			BODY - HORIZ. - B.F.
B406		10	4'-3"			BODY - HORIZ. - BETWEEN BEAM SEATS
B407		15	3'-10"	X		BODY - VERT. - BETWEEN BEAM SEATS
▲ B408	X	26	11'-7"	X	▲	WING 1 - VERT. - F.F. & B.F.
B409	X	8	13'-10"	X		WING 1 - VERT. - F.F. & B.F.
B510	X	5	17'-7"			WING 1 - HORIZ. - F.F.
B811	X	8	19'-8"			WING 1 - HORIZ. - B.F.
B412	X	1	16'-2"	X		WING 1 - HORIZ. - TOP - F.F.
B413	X	1	16'-5"	X		WING 1 - HORIZ. - TOP - B.F.
▲ B414	X	4	10'-8"		▲	WING 1 - HORIZ. - F.F.
▲ B415	X	4	10'-11"		▲	WING 1 - HORIZ. - B.F.
B616	X	8	3'-7"	X		BODY/ENDS - WINGS 1&2 - HORIZ.
▲ B417	X	26	11'-7"	X	▲	WING 2 - VERT. - F.F. & B.F.
B418	X	8	13'-10"	X		WING 2 - VERT. - F.F. & B.F.
B519	X	5	17'-11"			WING 2 - HORIZ. - F.F.
B820	X	8	19'-9"			WING 2 - HORIZ. - B.F.
B421	X	1	16'-7"	X		WING 2 - HORIZ. - TOP - F.F.
B422	X	1	16'-4"	X		WING 2 - HORIZ. - TOP - B.F.
▲ B423	X	4	11'-3"		▲	WING 2 - HORIZ. - F.F.
▲ B424	X	4	10'-11"		▲	WING 2 - HORIZ. - B.F.

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

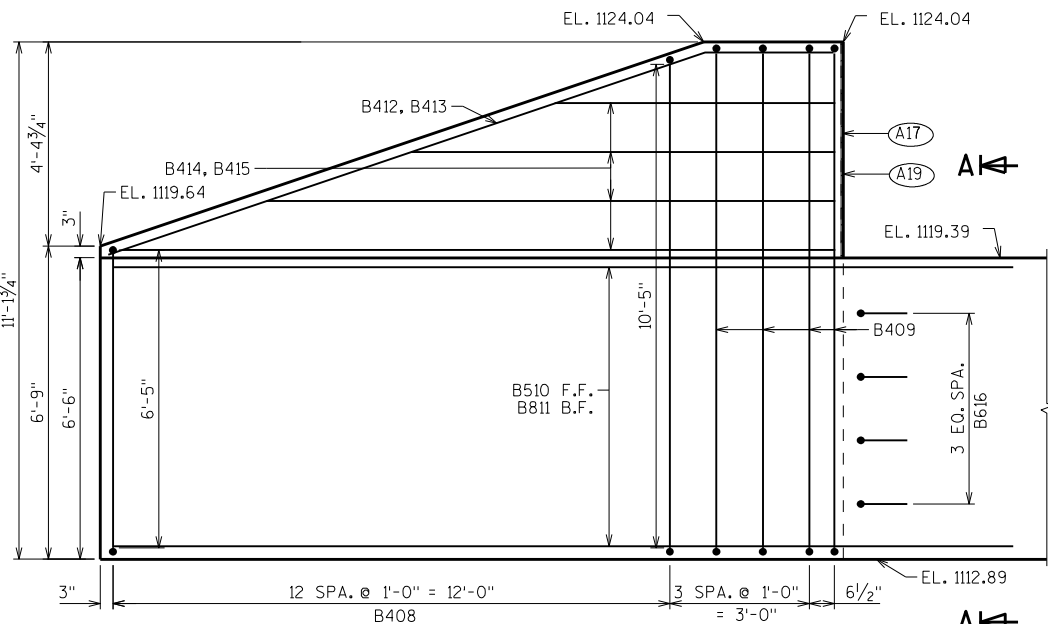
BAR SERIES TABLE

MARK	NO. REQ'D.	LENGTH
B408	2 SERIES OF 13	9'-6" TO 13'-7"
B414	1 SERIES OF 4	5'-11" TO 15'-6"
B415	1 SERIES OF 4	6'-2" TO 15'-9"
B417	2 SERIES OF 13	9'-6" TO 13'-7"
B423	1 SERIES OF 4	6'-5" TO 16'-0"
B424	1 SERIES OF 4	6'-2" TO 15'-9"

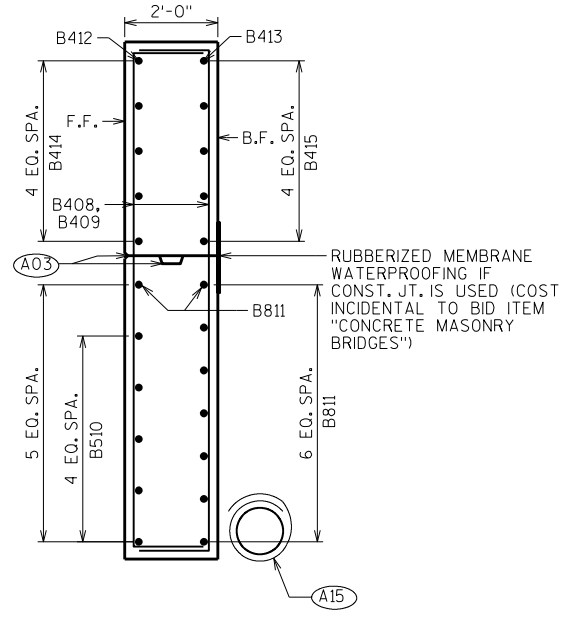
BUNDLE AND TAG EACH SERIES SEPARATELY.



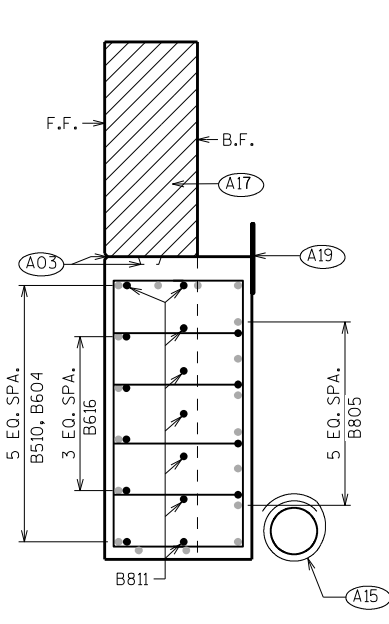
B403



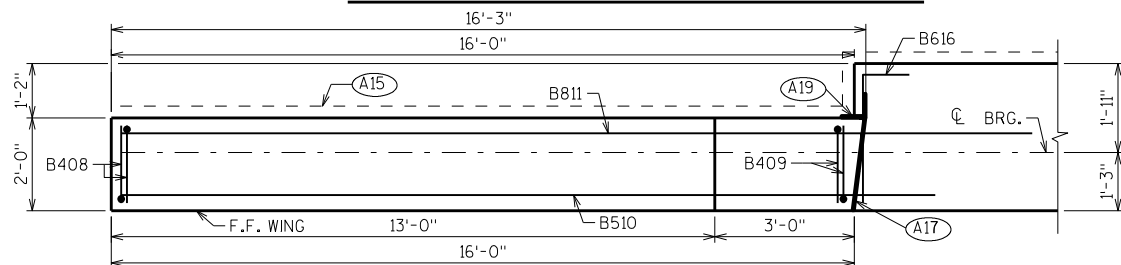
WING 3 ELEVATION LOOKING AT F.F. WING



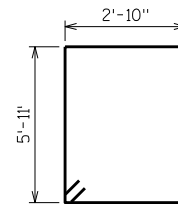
WING 3 SECTION



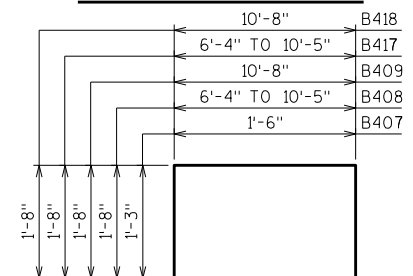
WING 3 SECTION A-A



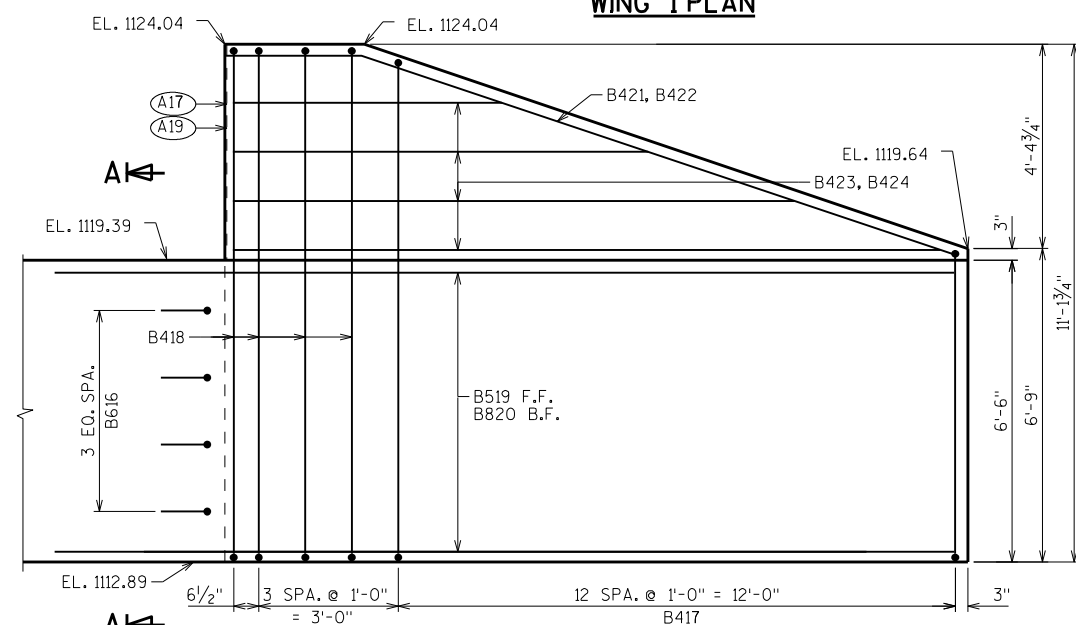
WING 1 PLAN



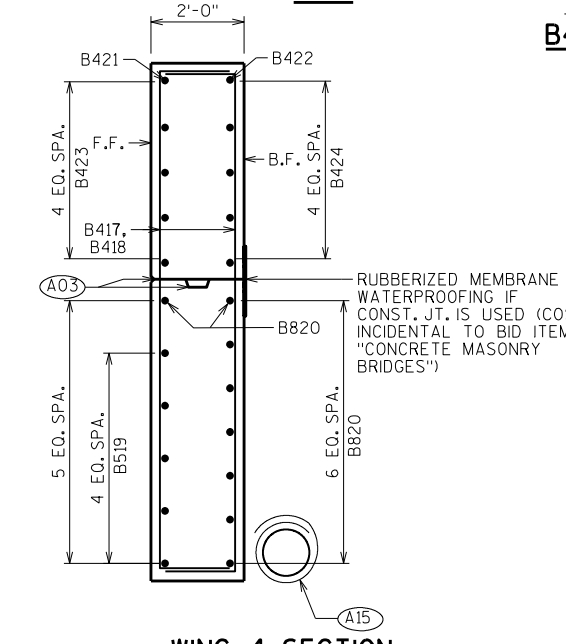
B501



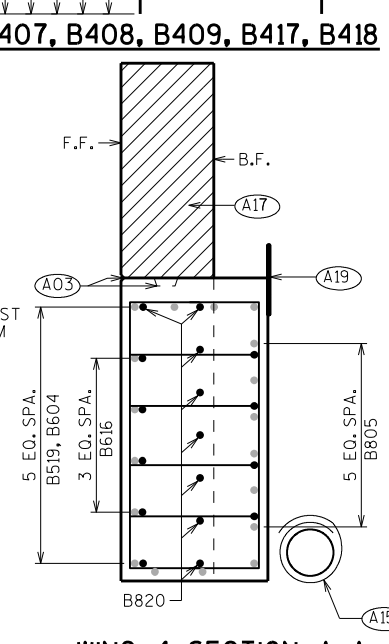
B407, B408, B409, B417, B418



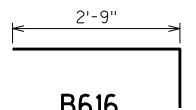
WING 4 ELEVATION LOOKING AT F.F. WING



WING 4 SECTION



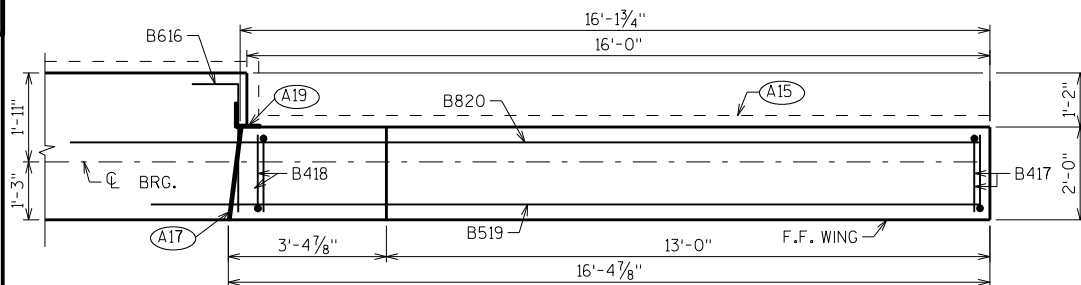
WING 4 SECTION A-A



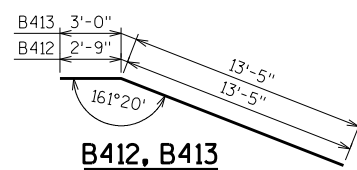
B616

8

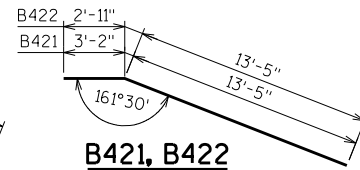
8



WING 4 PLAN



B412, B413



B421, B422

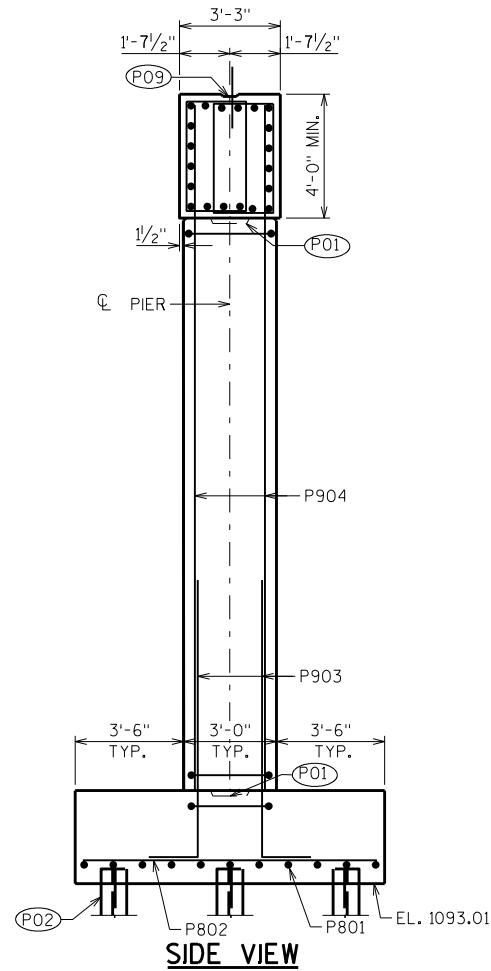
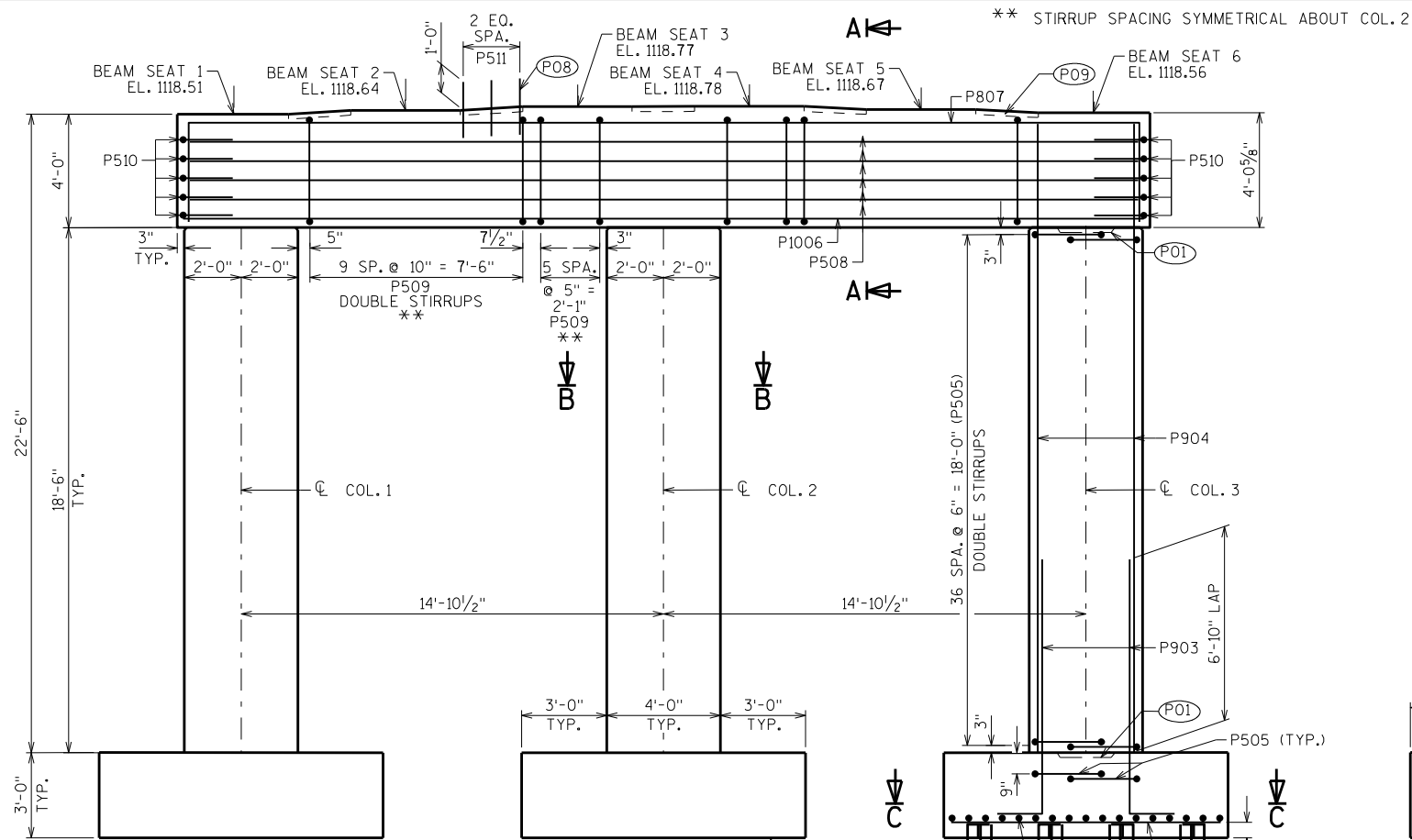
- (A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6, (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).
- (A15) PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.
- (A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.
- (A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
SOUTH ABUTMENT DETAILS		SHEET 7	

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

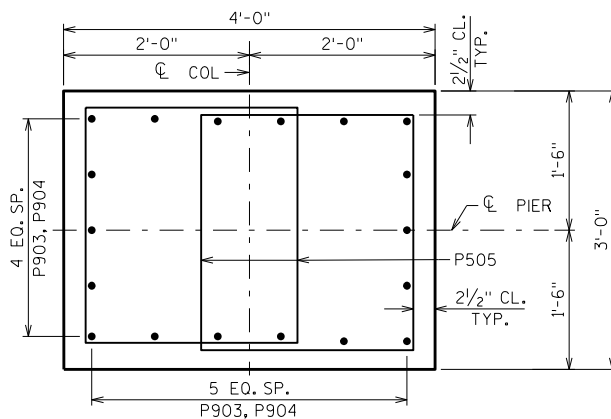
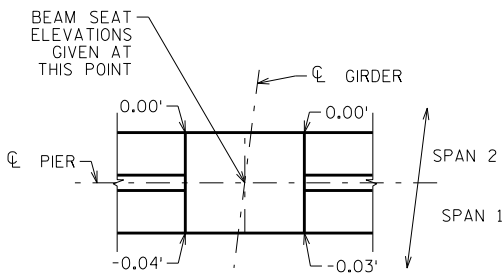
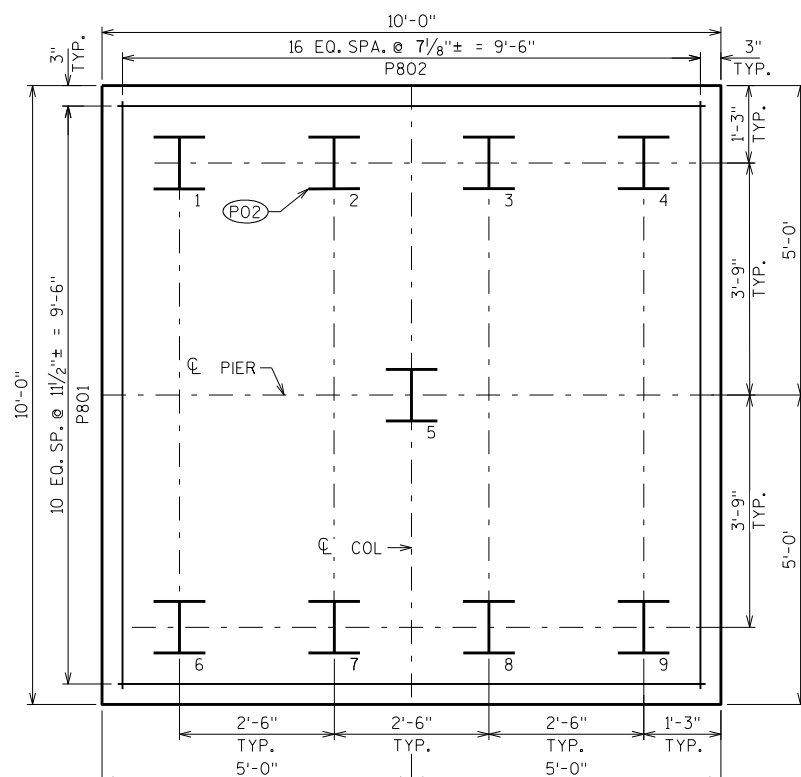
BAR MARK	C/CAT	NO. REQ'D.	LENGTH	BENT	LOCATION
P801		33	9'-7"		FOOTING
P802		51	9'-7"		FOOTING
P903	X	54	10'-6"	X	FOOTING-COLUMN-VERTICAL
P904	X	54	22'-1"		COLUMN-VERTICAL
P505	X	228	10'-6"	X	COLUMN-STIRRUP
P1006	X	6	33'-10"		CAP-MAIN BOTTOM BARS
P807	X	6	40'-5"	X	CAP-MAIN TOP BARS
P508	X	8	33'-10"		CAP-SIDES
P509	X	64	11'-8"	X	CAP-STIRRUPS
P510	X	10	6'-0"	X	CAP-END U BARS
P511	X	15	2'-0"		CAP-DOWEL BARS



= SLOPED BEAM SEAT

P807, P510

P903



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
PIER		SHEET 8	

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF THE GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

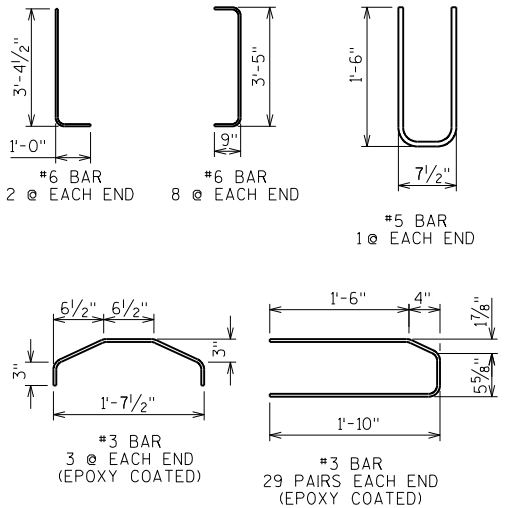
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. -7 WIRE
LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF
270,000 psi.

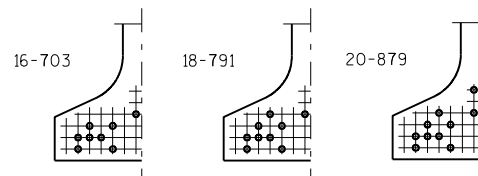
FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE
"STEEL DIAPHRAGM" SHEET.



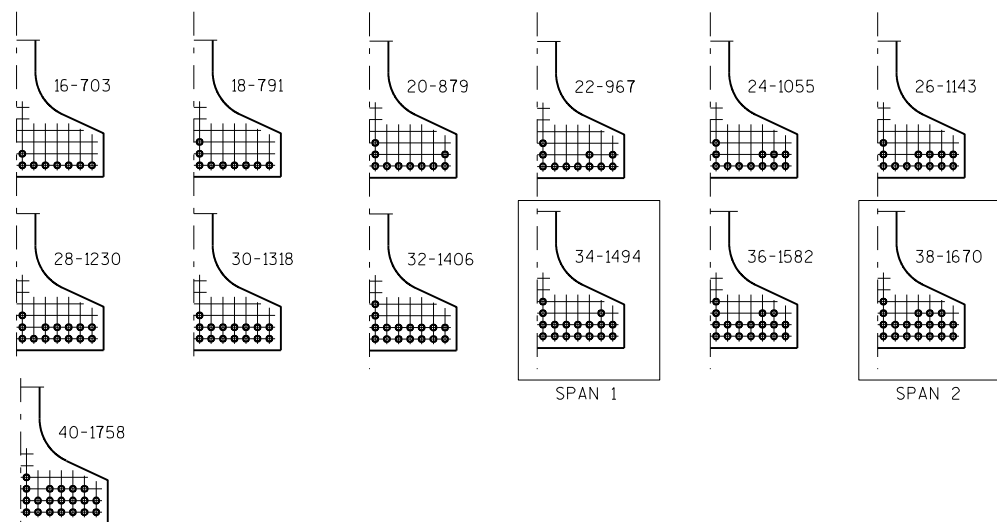
(A) DETAIL TYP. AT EACH END
(B) 6 # BARS, FULL LENGTH, MIN. LAP =
(SPAN 1) 6 #4, 1'-11" MIN. LAP
(SPAN 2) 6 #4, 1'-11" MIN. LAP

* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

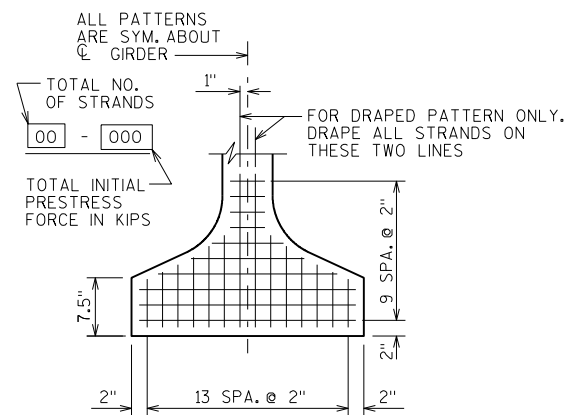
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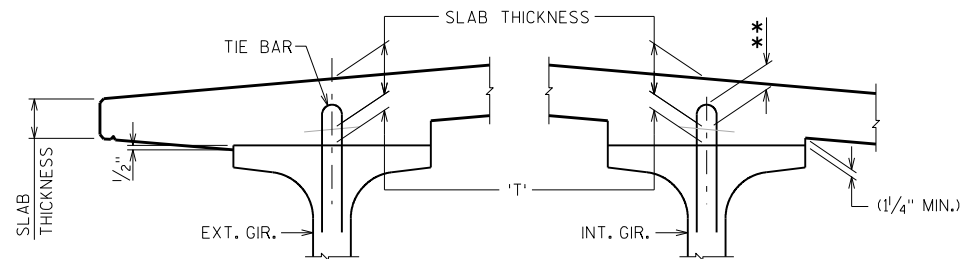
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6" ϕ STRANDS

ARRANGEMENT AT ϕ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6" ϕ STRANDS

TYP. STRAND PATTERN



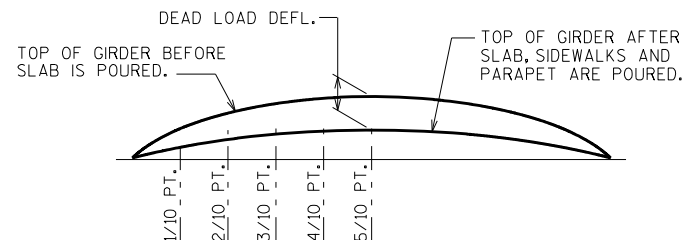
SLAB HAUNCH DETAIL

IF 1/4" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN 1/2" OR, ** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

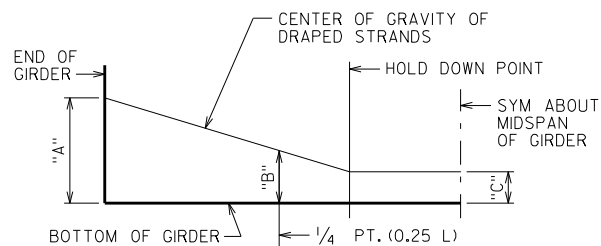
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ϕ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3.0" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN)*
1	3.72
2	4.51

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.
THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
45W" PRESTRESSED GIRDER DETAILS 2		SHEET 10	

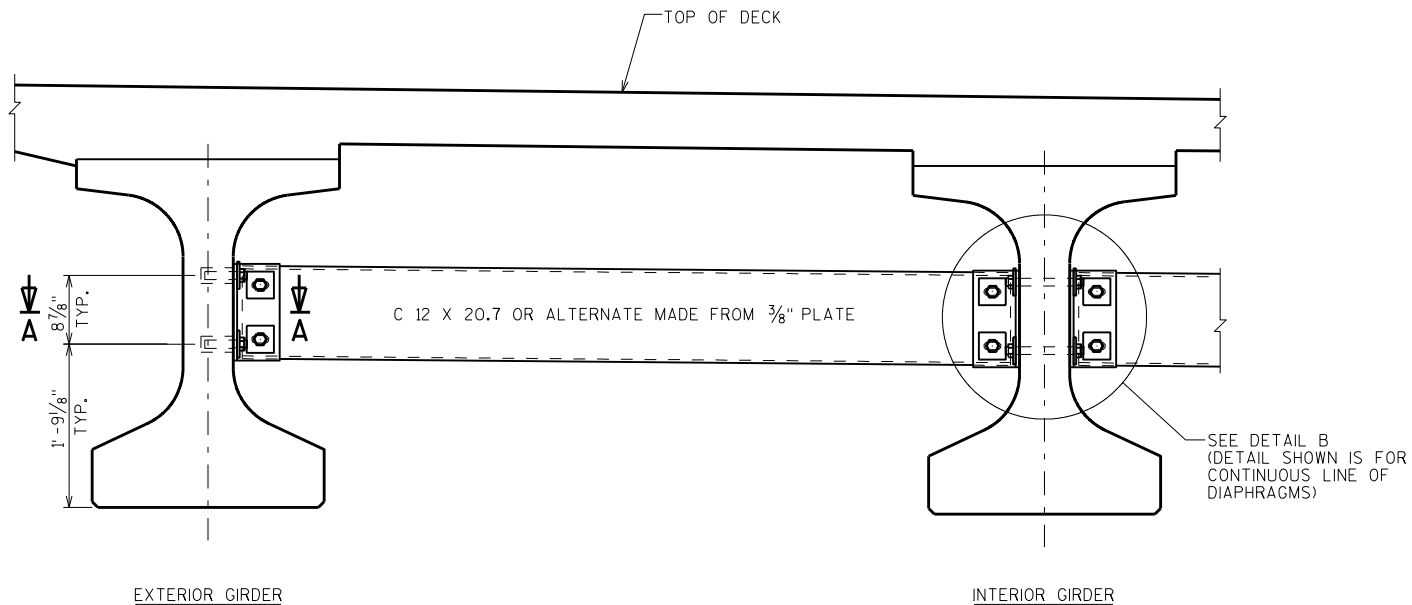
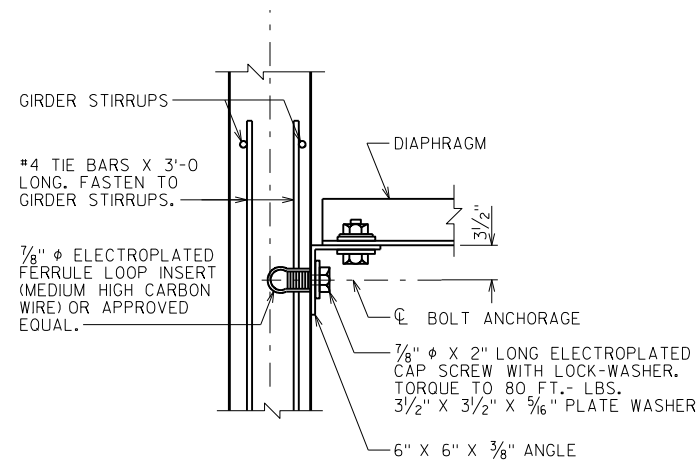
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-55-261", EACH.

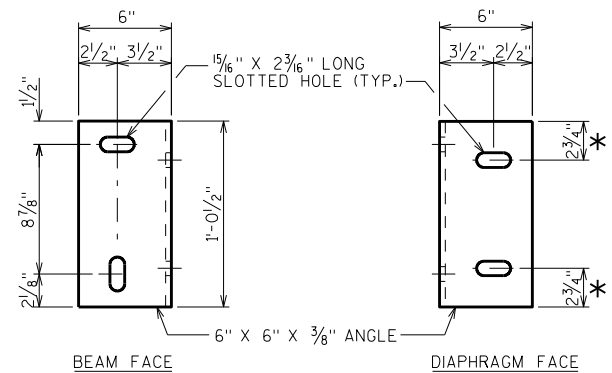
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

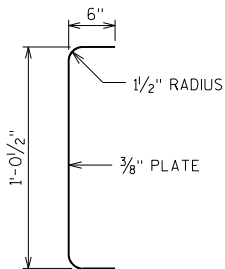
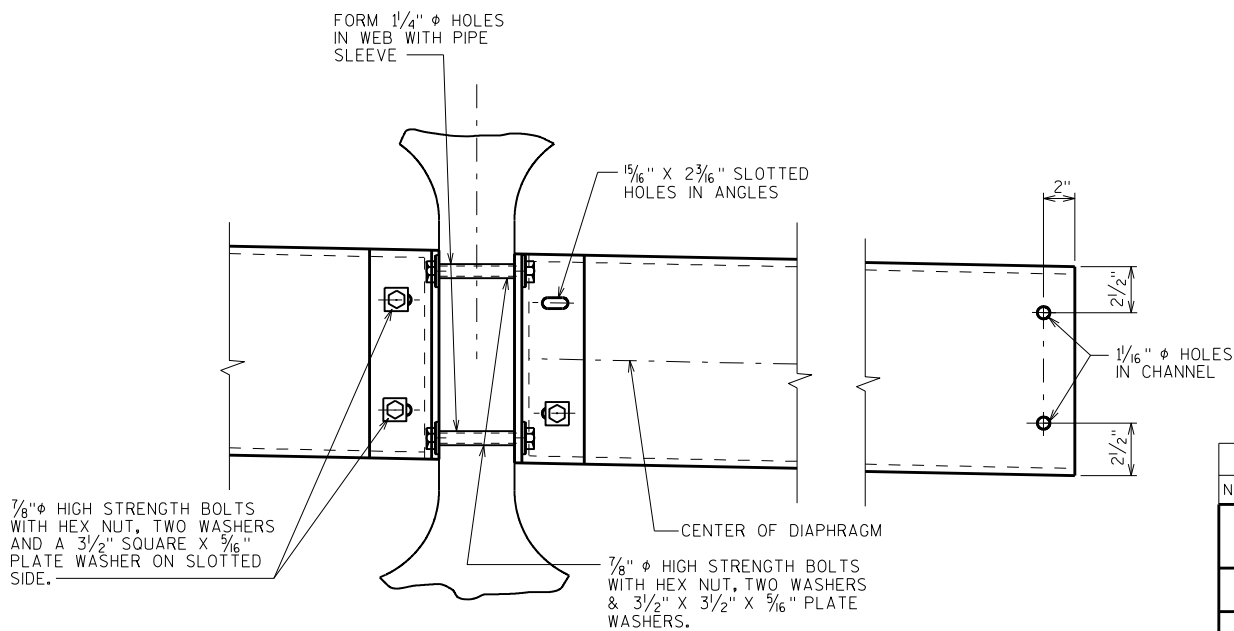
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S10F ASTM A563, LUBRICANT AND TEST FOR COATED NUTS.

**PART TRANSVERSE SECTION AT DIAPHRAGM****SECTION A-A**

(FOR EXTERIOR ATTACHMENT)

**DIAPHRAGM SUPPORT**

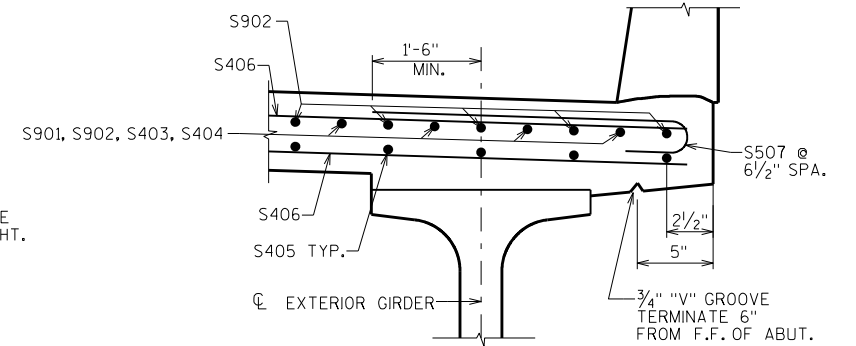
* 2 1/2" FOR ALTERNATE PLATE DIAPHRAGM

**SECTION THRU
ALTERNATE DIAPHRAGM**

(FOR CONTINUOUS LINE OF DIAPHRAGMS)

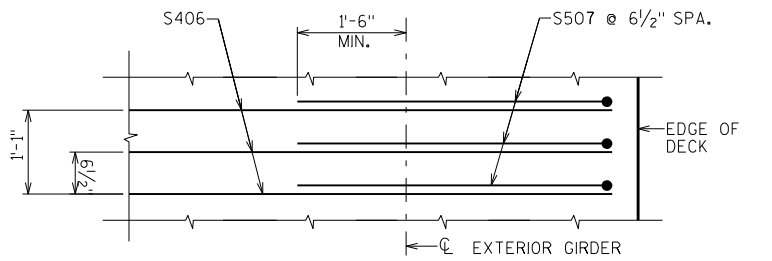
DETAIL B

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
STEEL DIAPHRAGM			SHEET 11

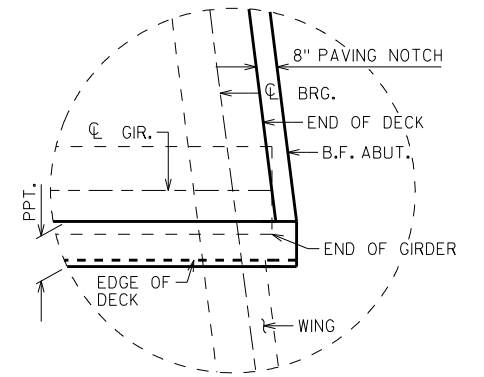
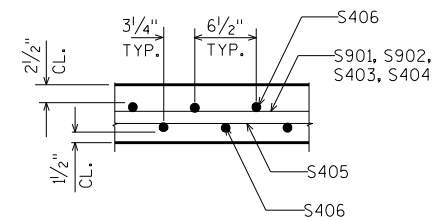


PLAN

DETAIL A

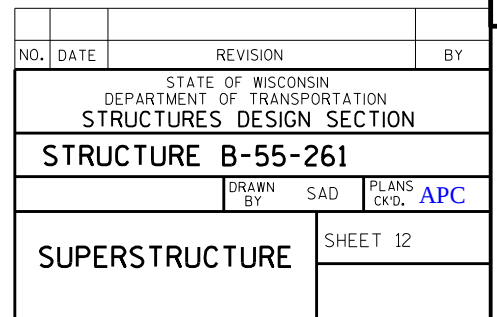


SECTION S-S



CORNER DETAIL

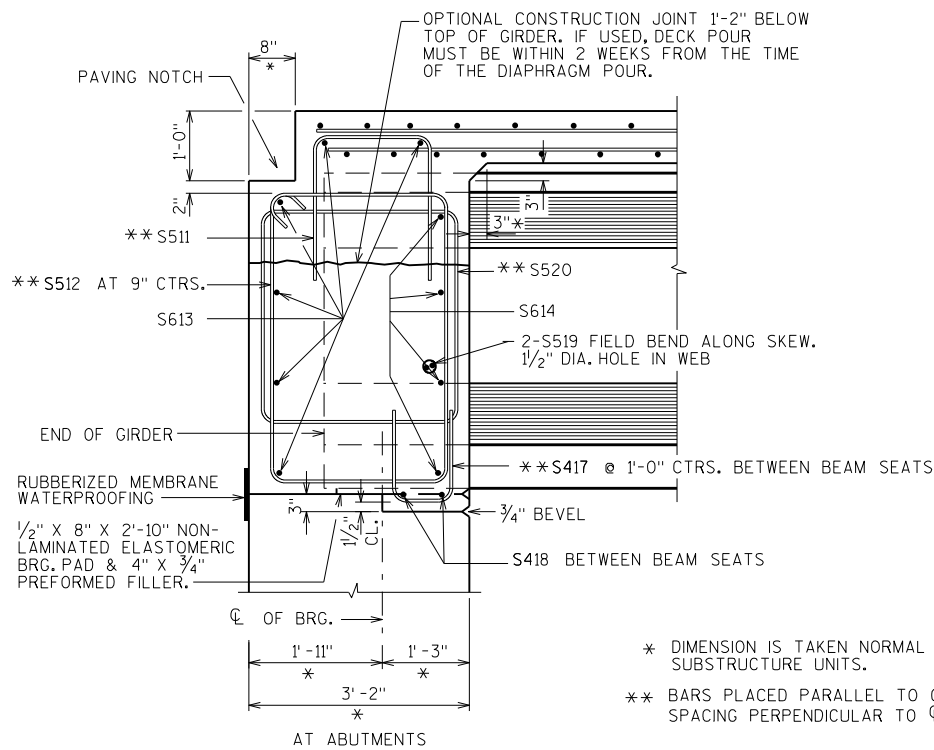
WING 4 SHOWN, OTHERS SIMILAR



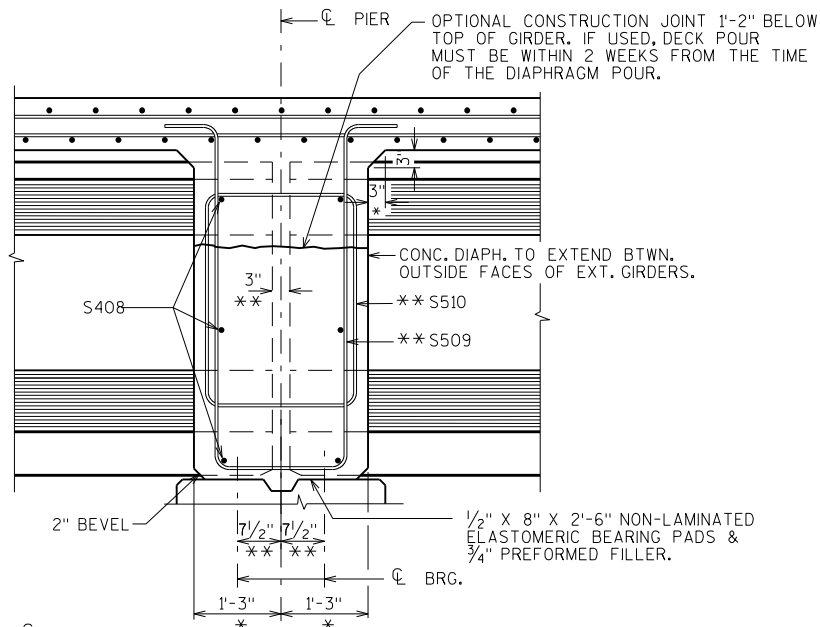
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
S901	X	94	21'-9"		LONGITUDINAL CONTINUITY
S902	X	95	46'-6"		LONGITUDINAL CONTINUITY
S403	X	141	27'-11"		LONGITUDINAL TOP
S404	X	141	29'-11"		LONGITUDINAL TOP
S405	X	336	35'-4"		LONGITUDINAL BOTTOM
S406	X	875	34'-5"		TRANSVERSE TOP AND BOTTOM
S507	X	876	4'-1"	X	TRANSVERSE TOP - EDGE - BOTH SIDES
S408	X	30	3'-3"		PIER DIAPHRAGM - HORIZ. - F.F. & B.F.
S509	X	20	11'-6"	X	PIER DIAPHRAGM - VERT. - BTWN GIR. FLANGES
S510	X	10	9'-4"	X	PIER DIAPHRAGM - VERT. - UNDER GIR. FLANGES
S511	X	58	5'-9"	X	ABUT. DIAPHRAGM - VERT. - BTWN GIR. FLANGES
S512	X	58	13'-2"	X	ABUT. DIAPHRAGM - VERT. - BTWN GIR. FLANGES
S613	X	12	34'-5"		ABUT. DIAPHRAGM - HORIZ. - B.F.
S614	X	80	3'-8"		ABUT. DIAPHRAGM - HORIZ. - F.F.
S615	X	4	3'-6"	X	ABUT. DIAPHRAGM - HORIZ. - END
S616	X	8	5'-0"	X	ABUT. DIAPHRAGM - HORIZ. - END
S417	X	30	3'-3"	X	ABUT. DIAPHRAGM - VERT. - BTWN BEAM SEATS
S418	X	20	1'-9"		ABUT. DIAPHRAGM - HORIZ. - BTWN BEAM SEATS
S519	X	24	6'-0"		ABUT. DIAPHRAGM - HORIZ. - THRU GIR. ENDS
S520	X	24	10'-8"	X	ABUT. DIAPHRAGM - VERT. - UNDER GIRDER FLANGES

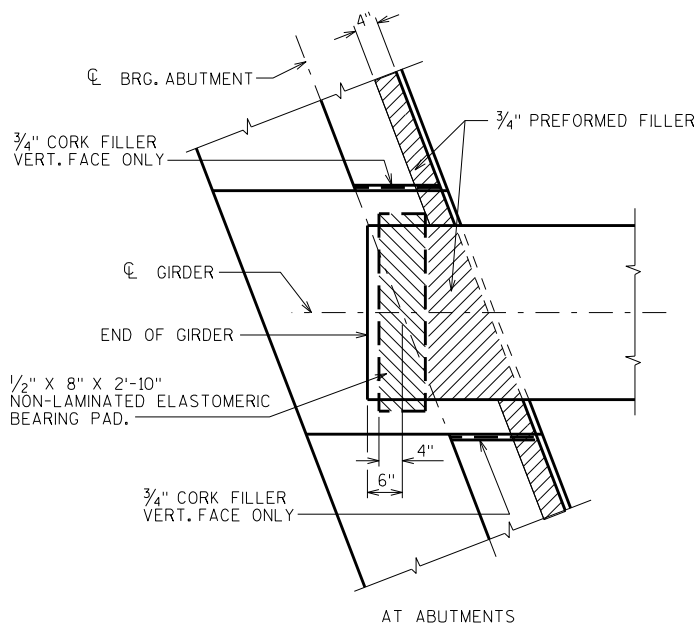
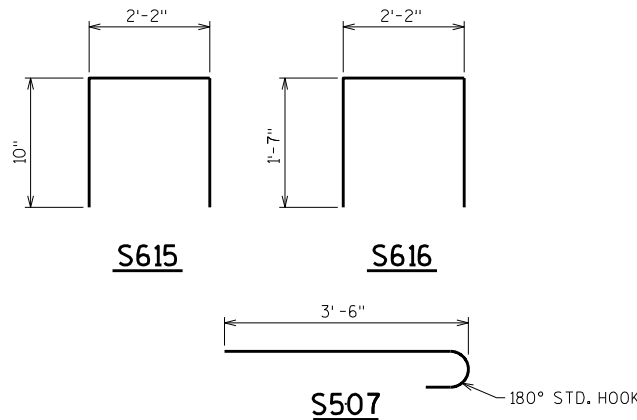


PART LONGIT. SECTION

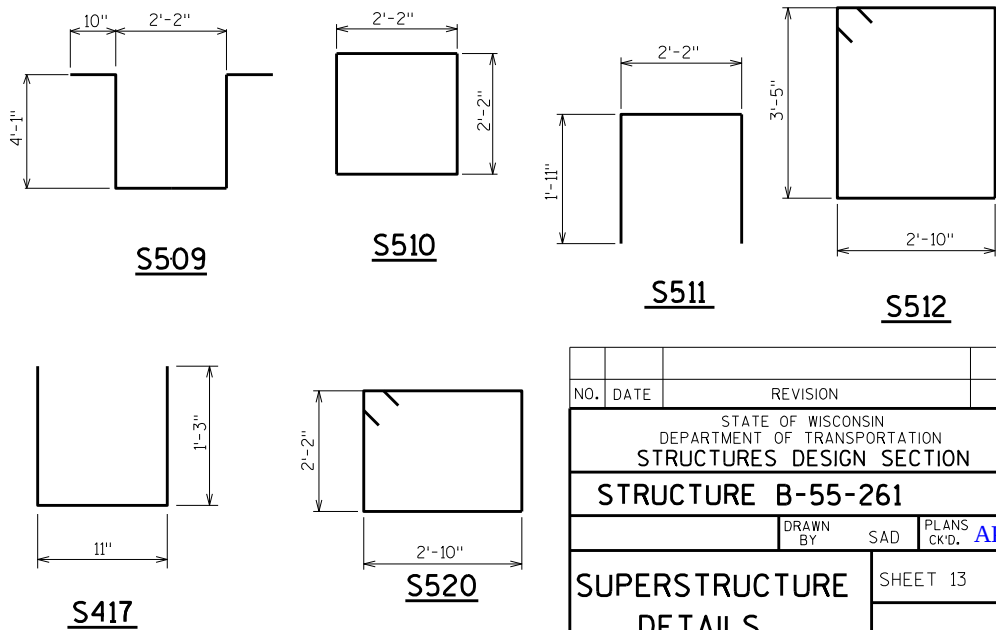
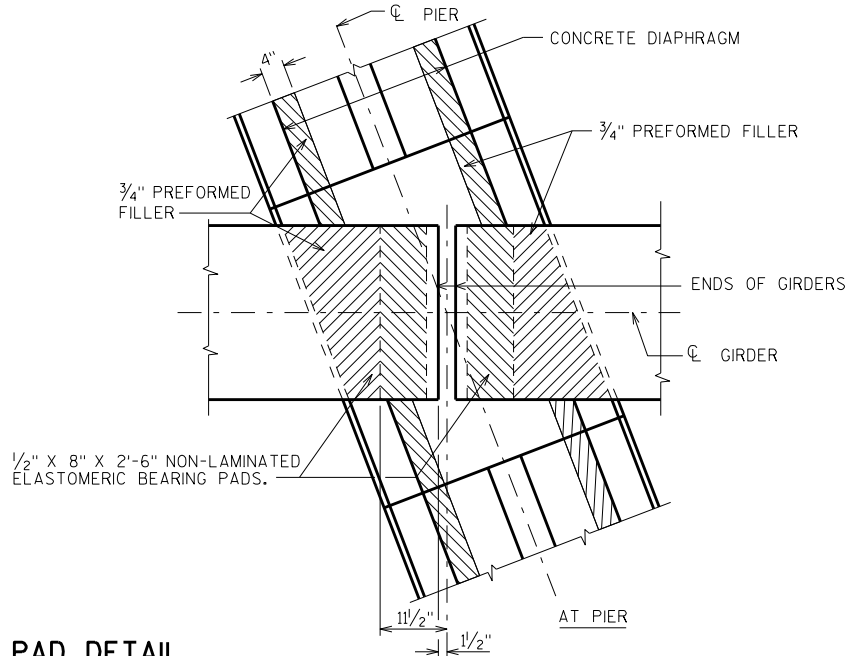


TOP OF DECK ELEVATIONS

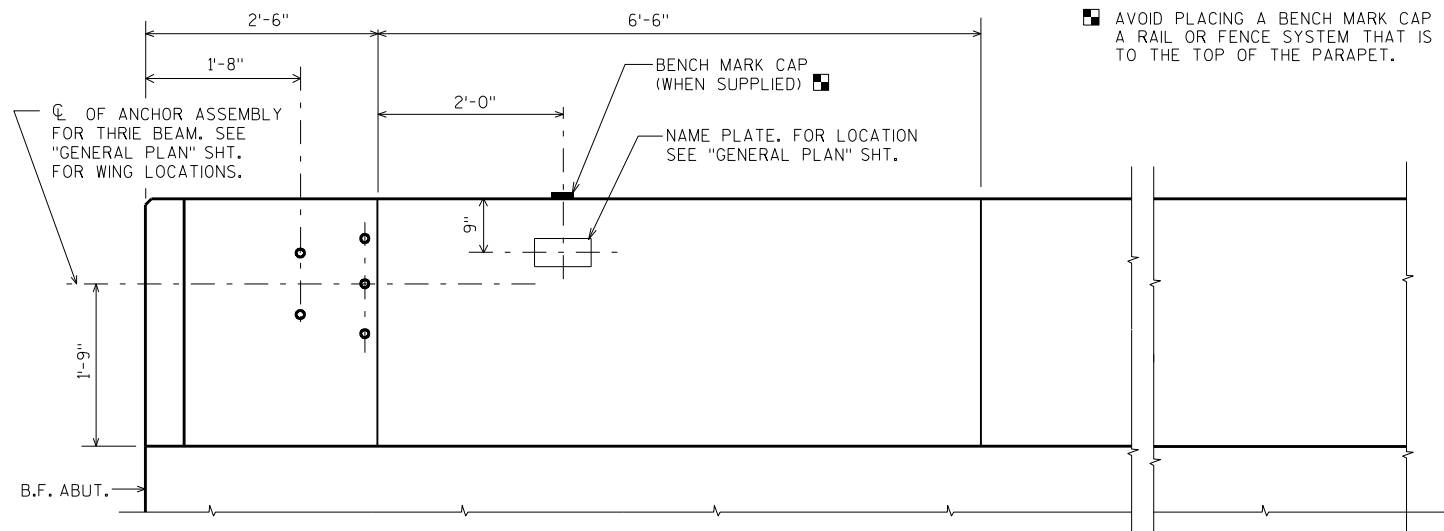
	S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	N. ABUT.
E. EOD	1120.67	1120.99	1121.29	1121.58	1121.85	1122.10	1122.34	1122.56	1122.77	1122.96	1123.13	1123.30	1123.45	1123.58	1123.69	1123.79	1123.87	1123.93	1123.98	1124.01	1124.02
GIR. 1	1120.70	1121.02	1121.32	1121.61	1121.87	1122.13	1122.37	1122.59	1122.79	1122.98	1123.16	1123.33	1123.47	1123.61	1123.72	1123.82	1123.90	1123.96	1124.00	1124.03	1124.04
GIR. 2	1120.84	1121.16	1121.46	1121.74	1122.01	1122.26	1122.50	1122.72	1122.93	1123.12	1123.29	1123.46	1123.60	1123.73	1123.85	1123.94	1124.02	1124.08	1124.13	1124.15	1124.16
GIR. 3	1120.99	1121.30	1121.60	1121.88	1122.15	1122.40	1122.64	1122.86	1123.06	1123.25	1123.42	1123.59	1123.73	1123.86	1123.97	1124.07	1124.15	1124.21	1124.25	1124.28	1124.28
GIR. 4	1121.01	1121.32	1121.62	1121.90	1122.17	1122.42	1122.65	1122.87	1123.07	1123.26	1123.43	1123.59	1123.74	1123.87	1123.98	1124.07	1124.15	1124.21	1124.25	1124.28	1124.28
GIR. 5	1120.91	1121.22	1121.52	1121.80	1122.06	1122.31	1122.55	1122.76	1122.97	1123.15	1123.32	1123.48	1123.63	1123.76	1123.87	1123.96	1124.03	1124.09	1124.13	1124.16	1124.16
GIR. 6	1120.81	1121.12	1121.42	1121.70	1121.96	1122.21	1122.44	1122.66	1122.86	1123.04	1123.21	1123.37	1123.52	1123.64	1123.75	1123.84	1123.92	1123.98	1124.02	1124.04	1124.04
W. E.O.D.	1120.79	1121.10	1121.40	1121.68	1121.94	1122.19	1122.42	1122.64	1122.84	1123.02	1123.19	1123.35	1123.49	1123.62	1123.73	1123.82	1123.89	1123.95	1123.99	1124.01	1124.02



BEARING PAD DETAIL

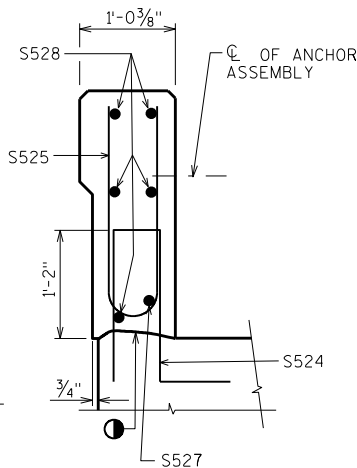


NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
SUPERSTRUCTURE DETAILS		SHEET 13	

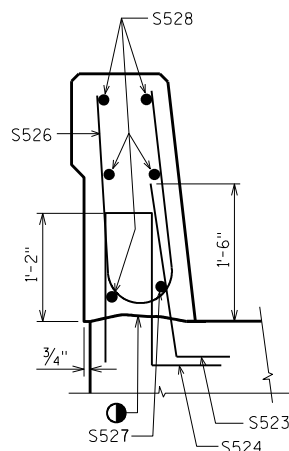


INSIDE ELEVATION

AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.



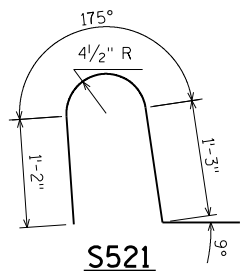
SECTION A



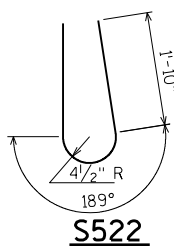
SECTION B

BILL OF BARS

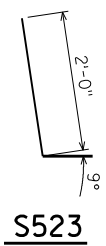
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
S521	X	666	4-5	X	PARAPET VERT.
S522	X	666	5-0	X	PARAPET VERT.
S523	X	48	2-9	X	PARAPET-VERT.
S524	X	68	4-4	X	PARAPET-VERT.
S525	X	44	4-9	X	PARAPET-VERT.
S526	X	24	4-10	X	PARAPET-VERT.
S527	X	4	49'-1"	X	PARAPET-HORIZ.
S528	X	56	49'-1"		PARAPET HORIZ.



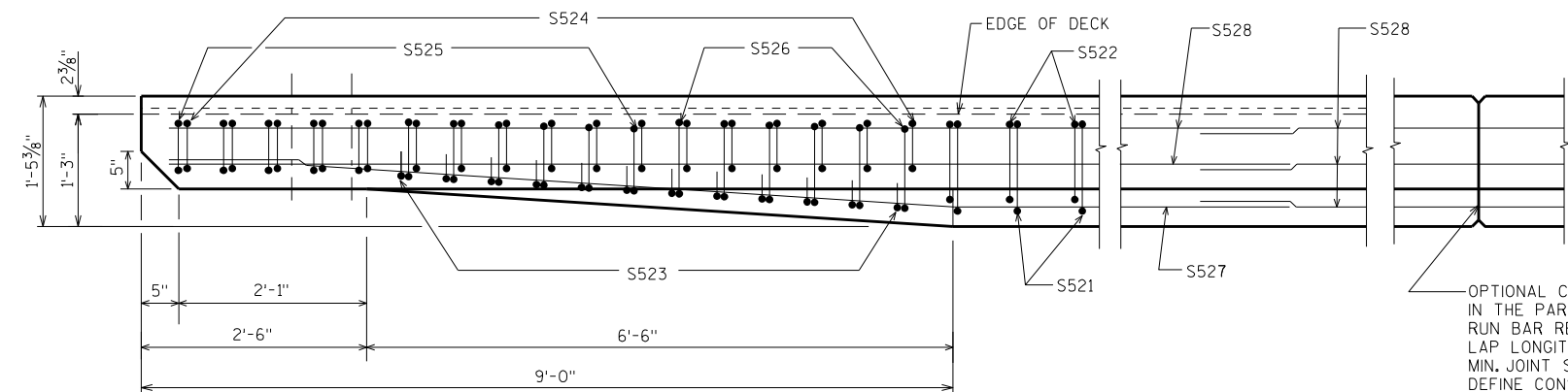
S521



S522

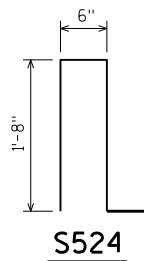


S523

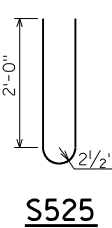


PLAN

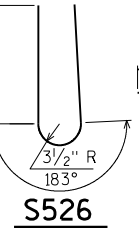
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A 3/4" V-GROOVE.



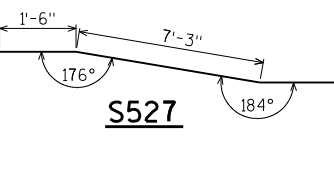
S524



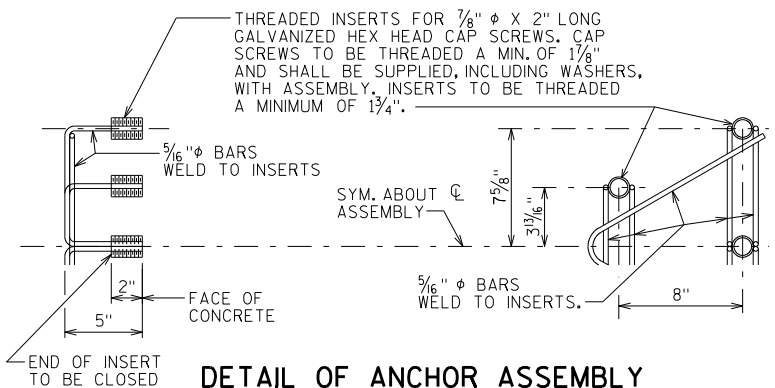
S525



S526



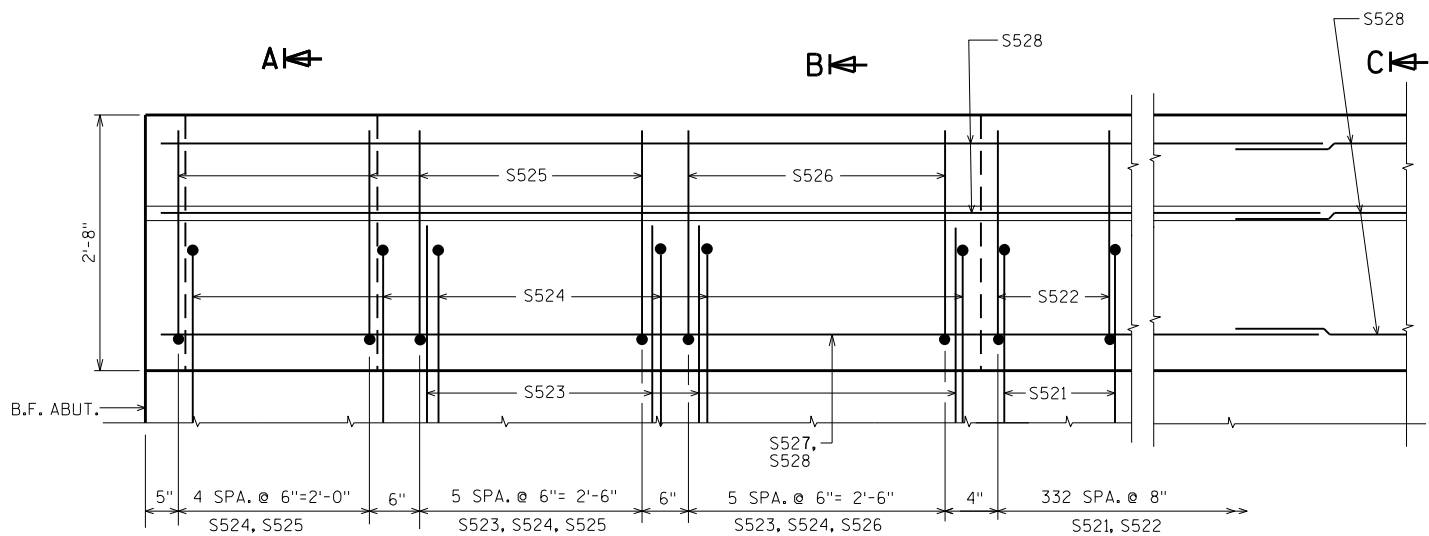
S527



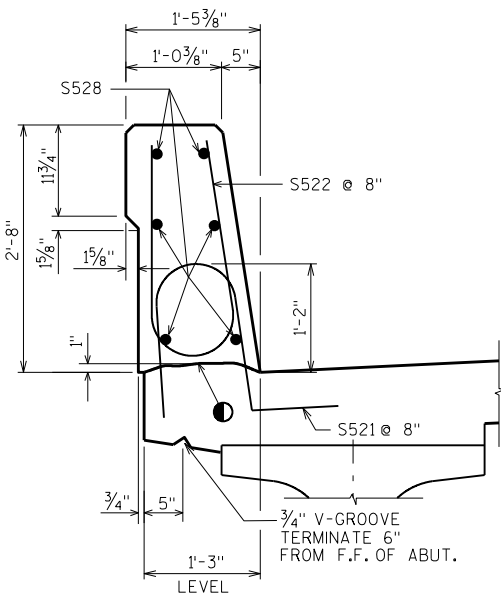
DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



OUTSIDE ELEVATION



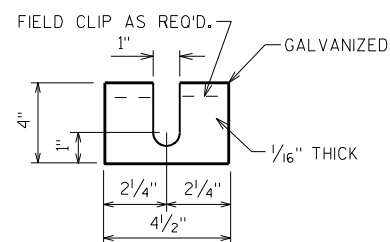
SECTION C

CONST. JOINT - STRIKE OFF AS SHOWN.

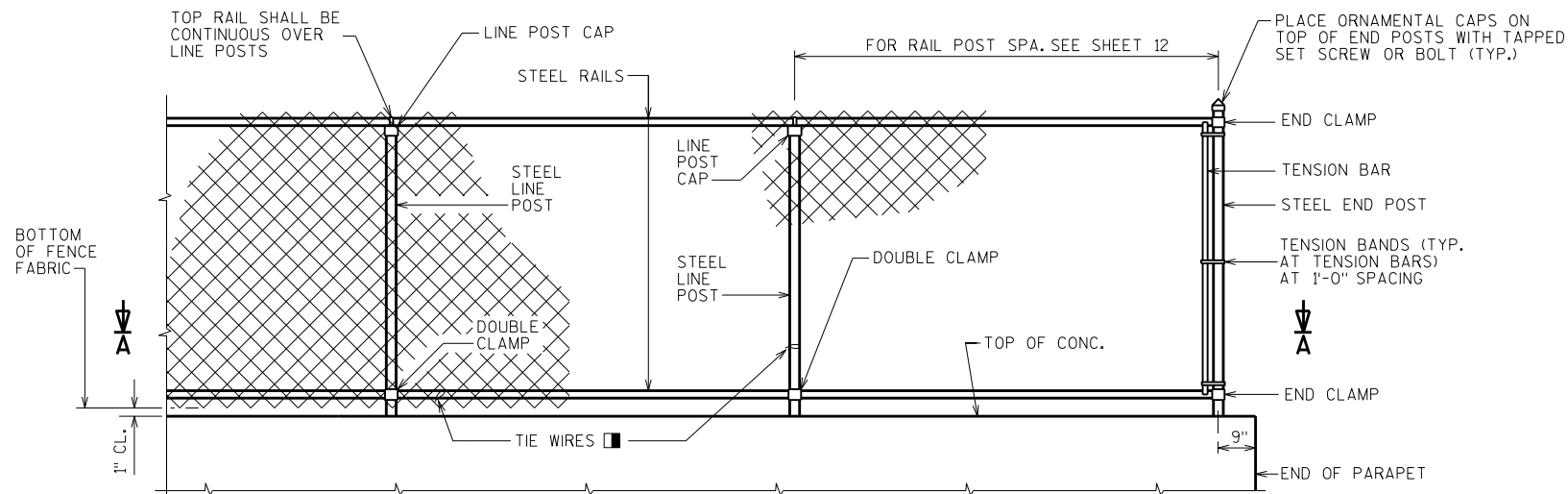
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
SINGLE SLOPE PARAPET 32SS			SHEET 14

**FENCE MEMBER
SIZE & WEIGHT**

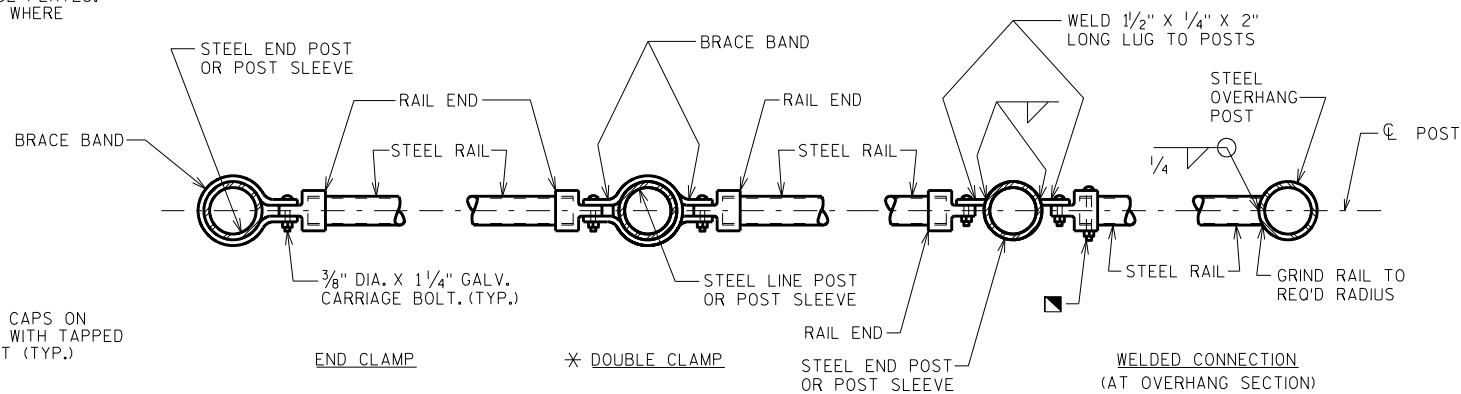
STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12

**POST SHIM DETAILS**

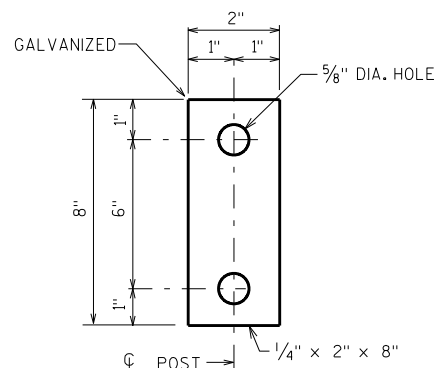
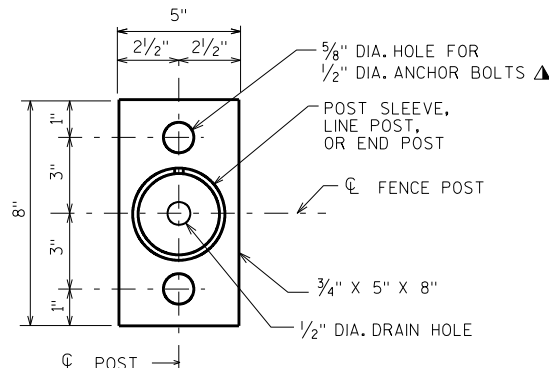
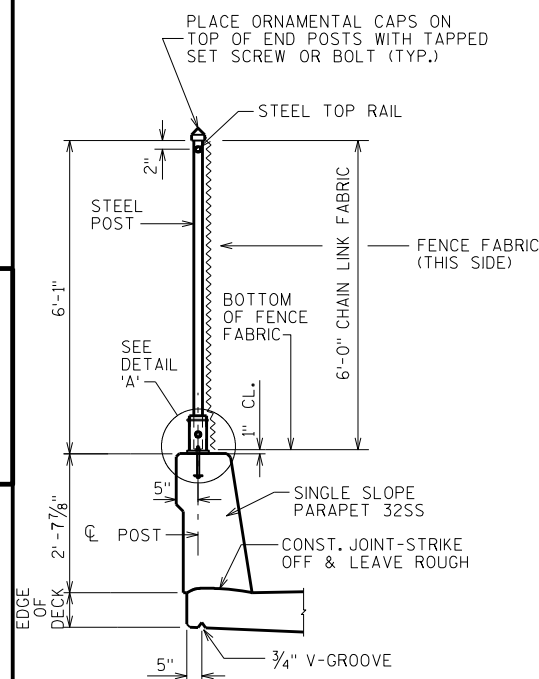
SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.

**FENCE PART ELEVATION**

VIEWING FABRIC SIDE

**SECTION A-A**

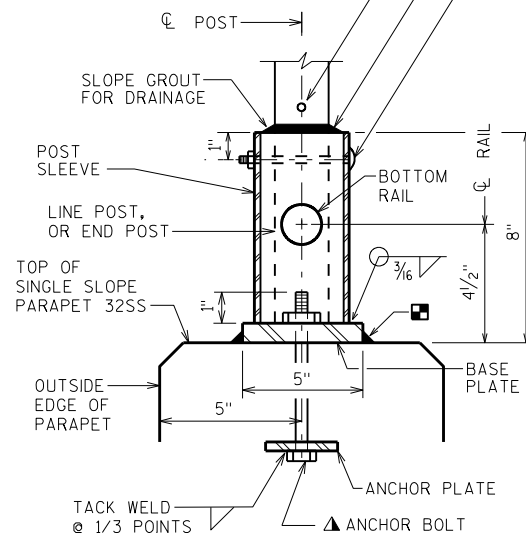
NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

**ANCHOR PLATE****BASE PLATE****SECTION THRU FENCE**

3/8" DIA. GALV. CARRIAGE BOLT WITH LOCKING NUT. (TO BE SUPPLIED WITH ASSEMBLY)

FILL SLEEVE AND BEVEL AWAY FROM POST WITH NON-SHRINK GROUT AFTER SETTING POST. (LEAVE NO VOIDS)

DRILL 3/16" DIA. DRAIN HOLE PARALLEL TO ROADWAY IMMEDIATELY ABOVE GROUT IN POST. SLEEVE LOCATIONS ONLY.

**DETAIL 'A'**

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6- FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

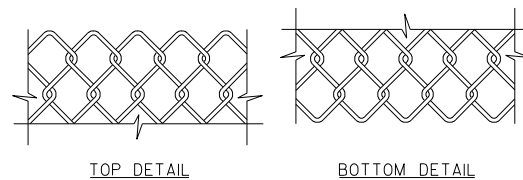
1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER, TYPE "S", 1/2" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR 1/2" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ★

MASONRY ANCHOR TYPE S 1/2-INCH. EMBED 6" IN CONCRETE. ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

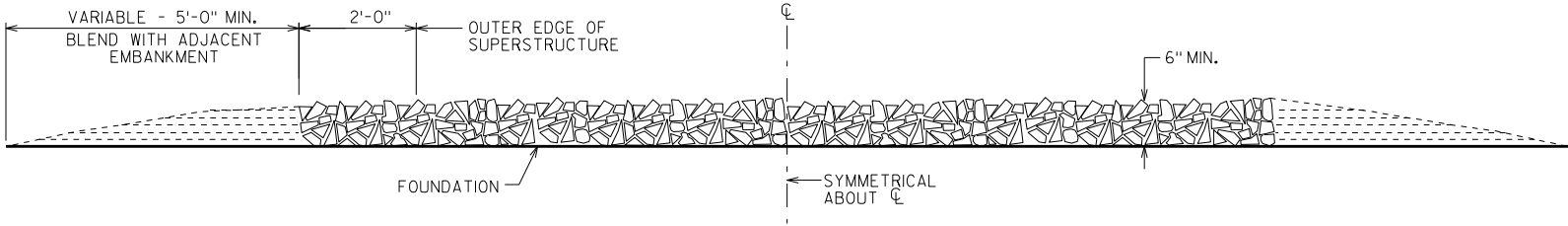
BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

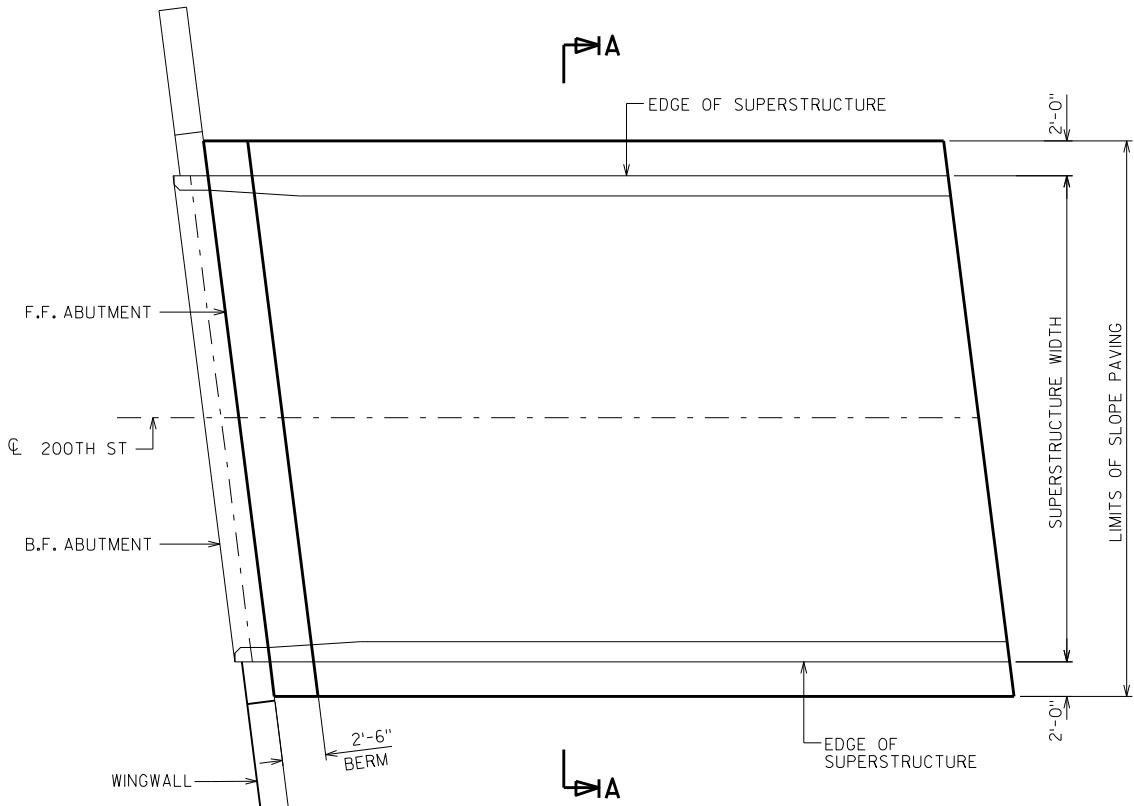
**FENCE FABRIC**

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

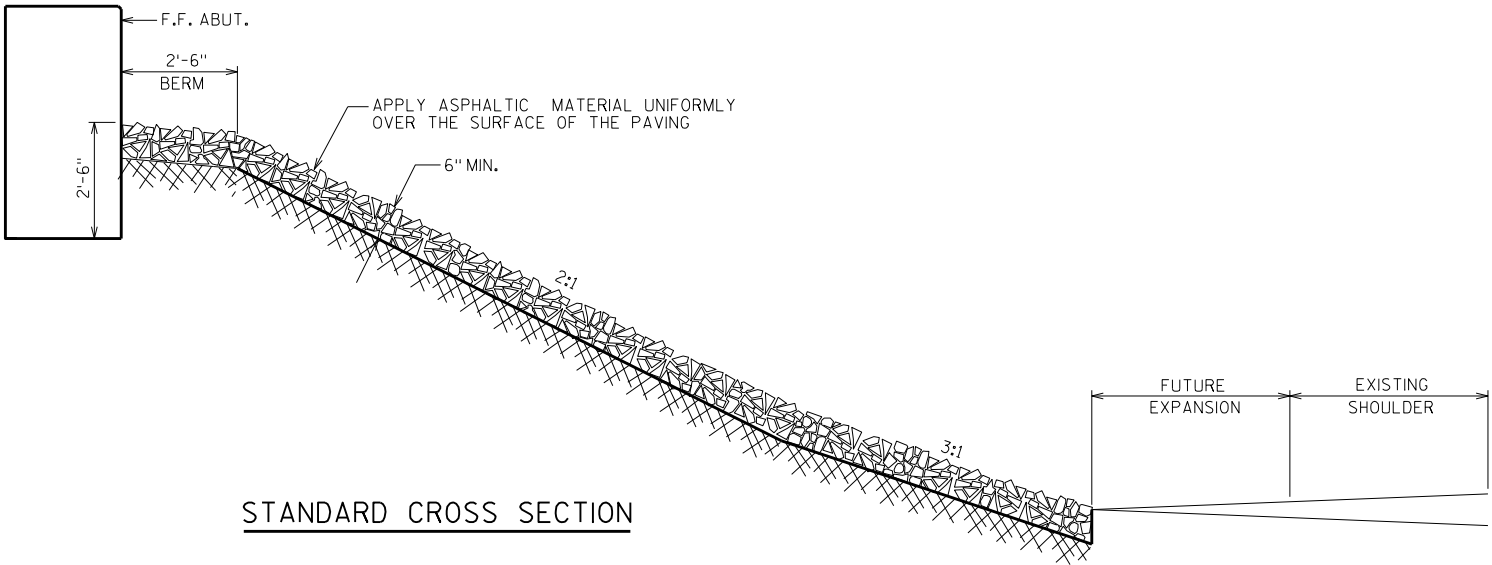
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CKD. APC
FENCING DETAILS			SHEET 15



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-261			
DRAWN BY		SAD	PLANS CK'D. APC
SLOPE PAVING CRUSHED AGGREGATE		SHEET 16	