

Figure 5-397.119

Wire Fence (Design W-1) and Concrete Parapet (Type P-1)

Approved, and signed, January 5, 2017. Last date revised: February 22, 2018

Revised 02-22-2018

At GENERAL NOTES:

- At numbered note ③, Changed note to read: “For non-raised sidewalk, see concrete parapet sheet.”

At the INSIDE ELEVATION OF RAILING:

- Changed the height of the concrete parapet from 2'-4" to 2'-8".
- Changed the look of the drawing at the base of the parapet to show the brush curb and the top portion of the raised sidewalk.

At TYPICAL SECTION THROUGH FENCE:

- Changed the height and dimension of the concrete parapet from 2'-4" to 2'-8".
- Changed the note pointing to the top of the deck or sidewalk to: “Top of raised sidewalk shown ③.”
- Changed the look of the location where the parapet and sidewalk meet to show the parapet mounted on a sidewalk.

Added to the existing DESIGNER NOTE: “Parapet shown based on standard figure 5-397.166”.

Added NEW DESIGNER NOTE: Note reads – “For roadway design speeds greater than 45 mph wire fence must be protected by a traffic barrier.”

Approved 01-05-2017

REMOVED From the STANDARD FIGURE:

- Removed all reinforcement and all reinforcement related details, dimensions and information. This information is located on the P-1 parapet standard.
- Removed the Rail Rustication detail, Deflection Joint detail, Rail Test Level information and name plate.
- Removed and replaced the old P-1 barrier shape and any related dimensions with the updated P-1 shape showing the aesthetic coping, brush curb, control joint and end of bridge joints throughout the standard.
- Removed “1 ¾” Chamfer Both Sides” from the barrier at the Typical Section through Fence.

At GENERAL NOTES:

- Removed and replaced all General Notes and added numbered notes ② and ③.
- At numbered note ①, added the words “EXP. JOINT” to the 2nd sentence for clarification.

At SHEET TITLE:

- Removed the sub title “(With Integral End Post)”.

At the INSIDE ELEVATION OF RAILING:

- Added “12” Min. (Typ.)” to show distance from the end of bridge joint and control joint to posts.
- Added “Top of Concrete Parapet” with leader line.
- Added “Control Joint ②” pointing to the control joint.
- Added “Junction “Y” at Intermediate Posts (Typ.)” with circled leader line showing the location.
- Added “See Concrete Parapet Plan Sheet for Joint Details”, “Bridge Approach or Wingwall” and “Bridge Superstructure” to the end of bridge joint location.
- Changed note pointing to the lower rail to: “1¼” Nom. Dia. Standard Pipe (Typ.) Tie at 1'-0" Max. Spg.”
- Changed the Tension Wire note to: “Galvanized 7 ga. Coil Spring Steel Tension Wire per AASHTO M181 (Ties @ 1'-0" Max. Spg.)”

At the TYPICAL SECTION THROUGH FENCE:

- Removed the 1'-0" dimension at the top of the chain link to pipe brace location.
- Added the base plate to the detail.
- Adjusted the 3"+/- dimension to be shown from the base plate to the bottom rail.
- Changed the size of the pipe to 2 ½" and the weight per foot to 5.79 at the note for Intermediate Posts.
- Changed the words “Knuckle Salvage” to “Knuckled Selvage” in the 6'-0" Wide Chain Link note.
- Added note: “See Concrete Parapet Plan Sheet for Details” with leader line to new parapet shape.
- Added “③ Top of Bridge Deck or Sidewalk” with leader line.

Minnesota Department of Transportation – Bridge Office
REVISION LOG for Figure 5-397.119

February 22, 2018 Page 2 of 2

- Changed the dimension from 6” to 6 ½” between the inside face of the parapet to the Φ of post.

ADDED Bubbled DESIGNER NOTE:

- Select Finish Coating Type (Galv. Or Vinyl) in Special Provision 2557.

At the JUNCTION “X” (PLAN), JUNCTION “Y” AND JUNCTION “Z” DETAIL LOCATIONS:

- The details were “flipped” to accurately show the bolt, nut and lock washer direction.

At DETAIL “A”:

- 9 Gauge Wire was removed from the Vinyl Coated note.

At PIPE SLEEVE DETAIL:

- The 2 way clamp look was changed to show two bolts on each side for accuracy.

Revised 04-17-2013

This standard was updated to convert reinforcing bar marks from metric to U.S. customary bar designations.

Approved, and signed, December 18, 2003.