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3.1 Specifications and Standards

All bridges in the State of Wisconsin carrying highway traffic are to be designed to the *American Association of State Highway and Transportation Officials (AASHTO) LRFD Design Specifications*, the *American Society for Testing and Materials (ASTM)*, the *American Welding Society (AWS)* and Wisconsin Department of Transportation Standards. The material in this *Bridge Manual* is supplemental to these specifications and takes precedence over them.

All highway bridges are to be constructed according to State of Wisconsin, Department of Transportation, Division of Transportation Systems Development *Standard Specifications for Highway and Structure Construction* and applicable supplemental specifications and special provisions as necessary for the individual project.

All railroad bridges are to be designed to the specifications of the *American Railway Engineering Maintenance-of-Way Association (AREMA) Manual for Railway Engineering* and the specifications of the railroad involved.



3.2 Geometrics and Loading

The structure location is determined by the alignment of the highway or railroad being carried by the bridge and the alignment of the feature being crossed. If the bridge is on a horizontal curve, refer to [Figure 3.2-1](#) to determine the method used for bridge layout. The method of transition from tangent to curve can be found in *AASHTO - A Policy on Geometric Design of Highways and Streets*. Layout structures on the skew when the skew angle exceeds 2 degrees; otherwise detail structures showing a zero skew when possible.

For highway structures, the minimum desirable longitudinal vertical gradient is 0.5 percent. There have been ponding problems on bridges with smaller gradients. This requirement is applied to the bridge in its final condition, without consideration of short term camber effects. Vertical curves with the high point located on the bridge are acceptable provided that sufficient grade each side of the high point is provided to facilitate drainage. Keeping the apex of the curve off of a pier, especially for slab bridges, can be beneficial to reduce ponding at those locations.

The clearances required on highway crossings are given in the Facilities Development Manual (FDM). The recommended clearance for railroad crossings is shown on Chapter 38 Standard for Highway Over Railroad Design Requirements. Proposed railroad clearances are subject to review by the railroad involved.

Highway bridge design live loadings follow the AASHTO LRFD Design specifications using HL93. Chapter 17 provides more detail on applying this load for design. WisDOT requires a specific vehicle design check using the Wis-SPV (Standard Permit Vehicle) which can be found in Chapter 45.

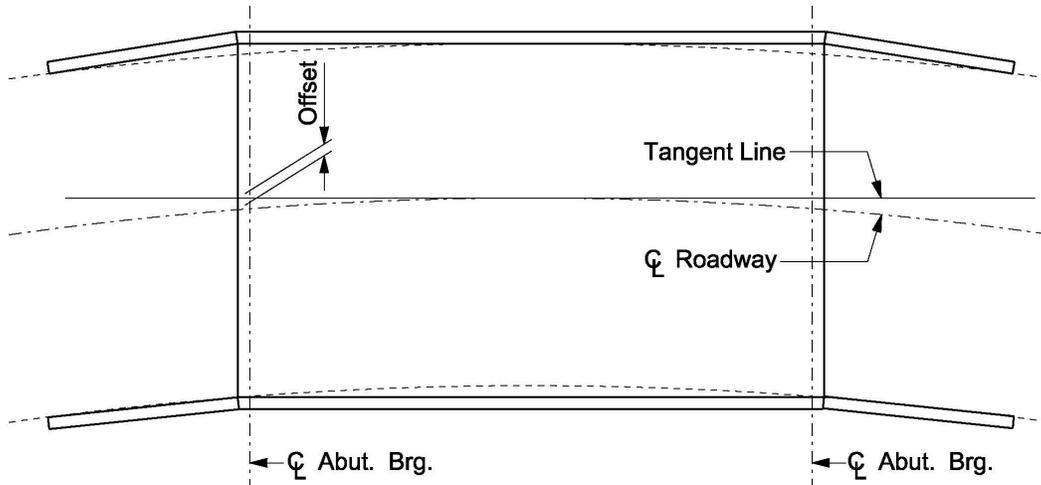
Railroad loadings are specified in the *AREMA Manual for Railway Engineering*.

All new bridges constructed in the State of Wisconsin are designed for the clearances shown in FDM 11-35-1 Attachment 1.8. FDM 11-35-1 Attachment 1.9 covers the cases described in that section as well as bridge widenings. Wires and cables over highways are designed for clearances of 18'-0" to 22'-0". Vertical clearance is needed for the entire roadway width (critical point to include traveled way, auxiliary lanes, turn lanes and shoulders).

Coordinate early in the design process with the Bureau of Highway Maintenance and Bureau of Structures in determining the appropriate vertical clearance along an OSOW High Clearance Route for new bridges, replacement bridges, bridges with superstructure replacement and overhead utilities. Refer to the FDM 11-10-5.4.3 and 11-35-1.5.1 for additional details along these high routes, including for new and replacement sign structures.

Sidewalks on bridges shall be designed a minimum of 6 feet wide. Refer to the FDM for more details.

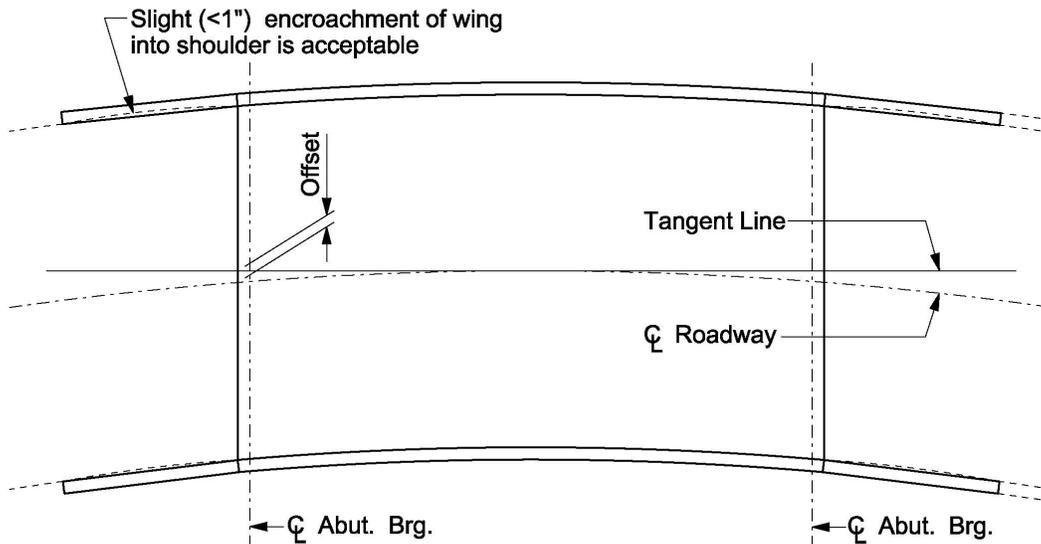
The length of bridge approaches should be determined using appropriate design standards. Refer to FDM 3-20-1 for discussion of touchdown points on local program bridge projects.



Case 1

For offsets 0" to 6"

Keep bridge straight. Widen bridge to provide full lane and shoulder width over entire length of bridge (round up to nearest 1"). Align straight wings so inside of wing tip is at edge of shoulder.



Case 2

For offsets over 6"

Curve entire bridge. Do not widen. Align straight wings so inside of wing tip is at edge of shoulder.

Figure 3.2-1

Bridge Layout on Horizontal Curves