GRE

PROJECT ID: WITH: N/A

**BROWN** 

MAY 2020

ORDER OF SHEETS

Section No.	2	Typical Sections and Detail
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat

TOTAL SHEETS = 164

#### **CONVENTIONAL SYMBOLS**

PLAN		PROFILE	_
CORPORATE LIMITS	///////	GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	_ ^ _ \
LOTUME	<del></del>	MARSH OR ROCK PROFILE	_ ROCK_
LOT LINE		(To be noted as such)	`
LIMITED HIGHWAY EASEMENT	L	SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		CDADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		GRADE ELEVATION	
SLOPE INTERCEPT		CULVERT (Profile View)	0 □
REFERENCE LINE	300'EB'	UTILITIES	
		ELECTRIC	— Е —
EXISTING CULVERT		FIBER OPTIC	—— FO ——
PROPOSED CULVERT (Box or Pipe)		GAS	—— G ——
	141	SANITARY SEWER	—— SAN ——
COMBUSTIBLE FLUIDS	-CAUTION-	STORM SEWER	—— ss ——
	W	TELEPHONE	— т —
MARSH ARFA	(T T)	WATER	— w —
WAR COLLAND	\ <u>*</u> _*_/	UTILITY PEDESTAL	Ħ
	~~~~~~	POWER POLE	Ь
WOODED OR SHRUB AREA	ξ	TELEPHONE POLE	ø

# **STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION**

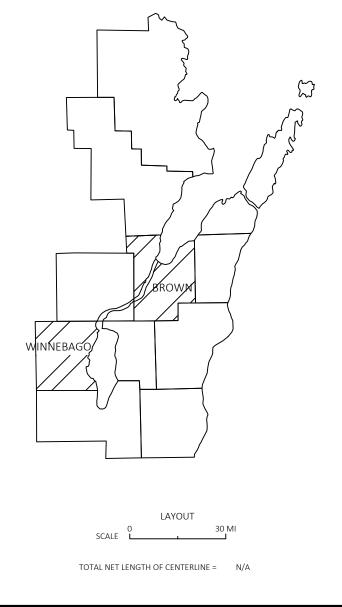
PLAN OF PROPOSED IMPROVEMENT

# **NE REGION, POLYMER DECK OVERLAYS**

**WINNEBAGO & BROWN COUNTIES** 

IH 41 **BROWN COUNTY** 

> STATE PROJECT NUMBER 1150-77-71



FEDERAL PROJECT STATE PROJECT CONTRACT PROJECT 1150-77-71 WISC 2020253

> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PREPARED BY Surveyor Designer

THERE ARE NO KNOW UTILITY FACILITIES WITHIN THE PROJECT AREA. HOWEVER, IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM THIS.

**DIGGERS HOTLINE**Dial **311** or (800)242-8511

www.DiggersHotline.com

#### TRAFFIC CONTROL NOTES

THE EXACT NUMBER LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL THE FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNING INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISITING SIGNING IN THE VICINITY SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

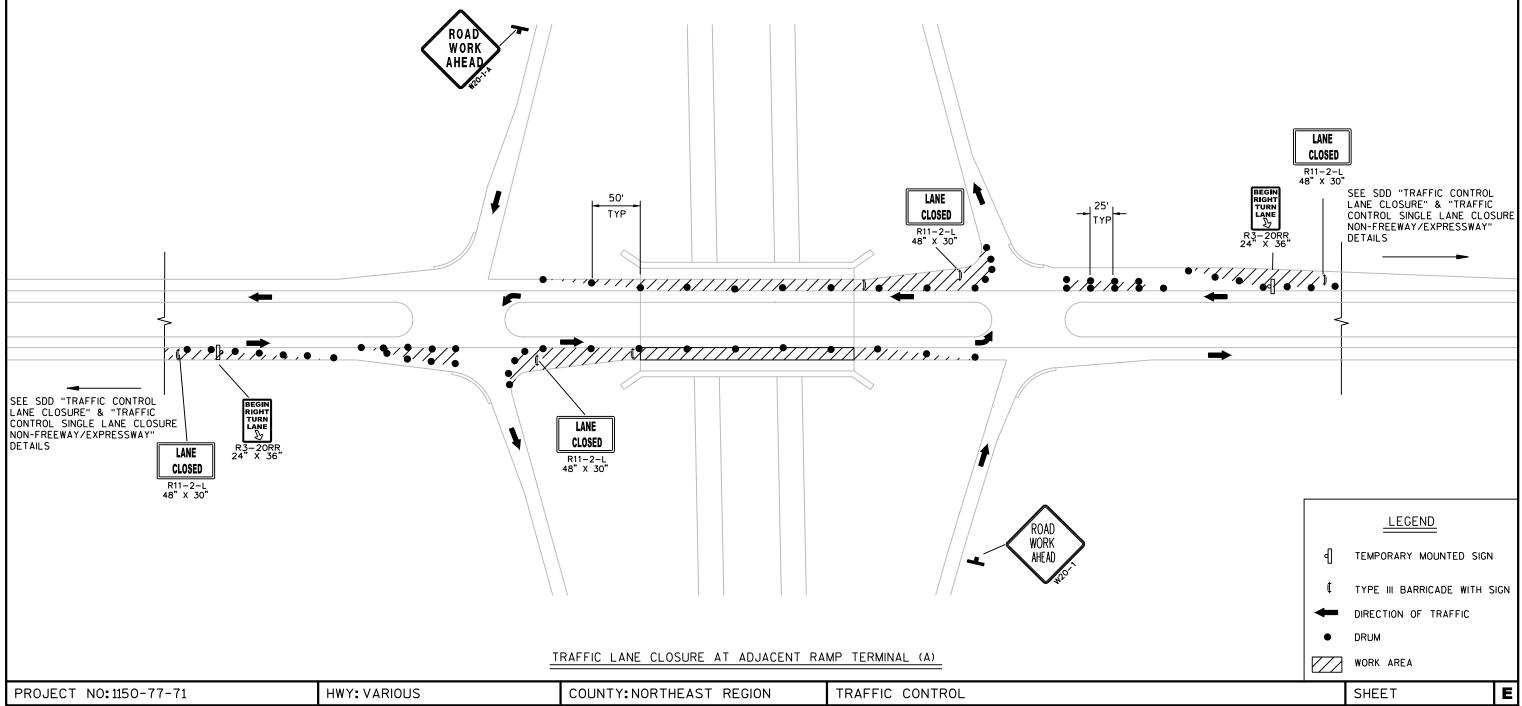
ALL "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH EXISTING SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

ADJUSTMENTS IN BUFFER SPACE SHOULD BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT SHOULD BE ½ THE LENGTH OF THE TRANSITION AREA.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



ALL SIGNING INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISITING SIGNING IN THE VICINITY SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

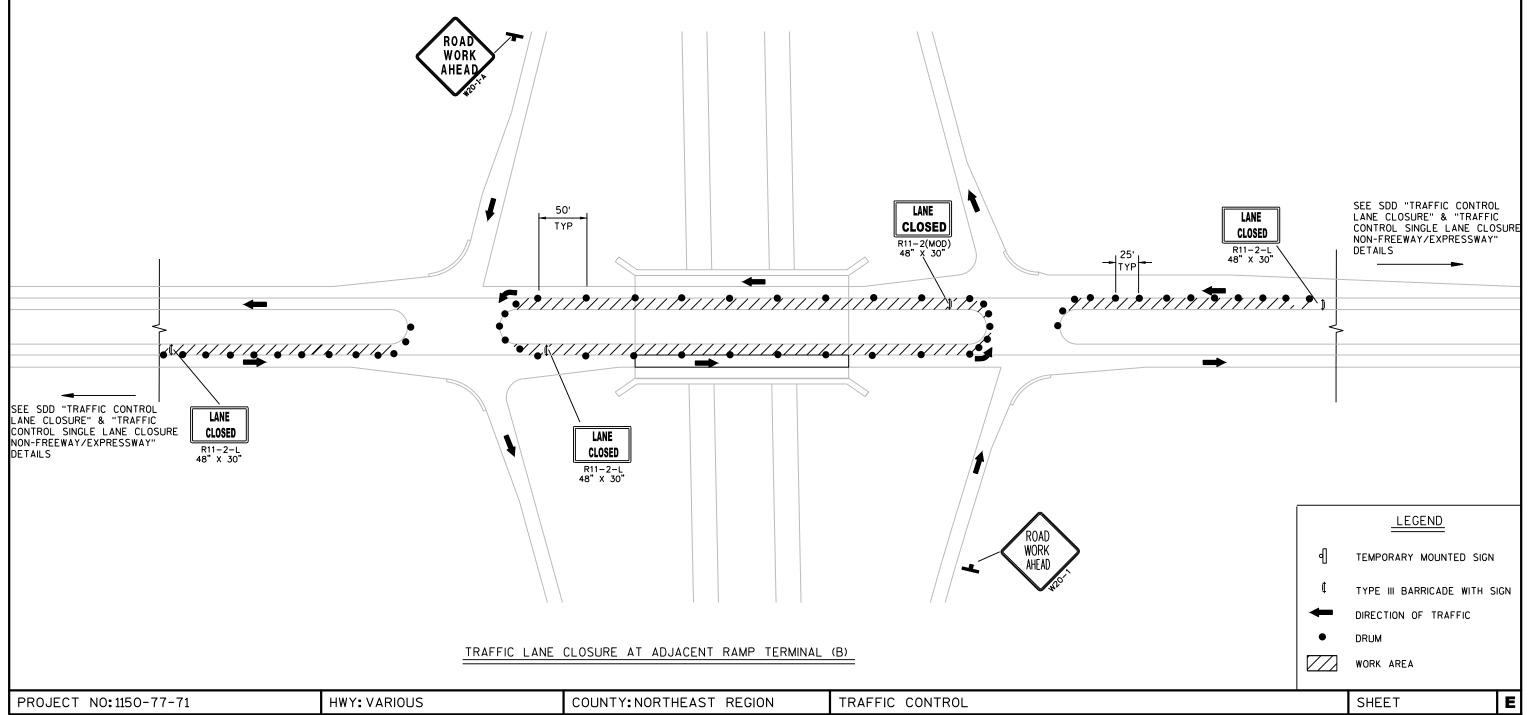
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ADJUSTMENTS IN BUFFER SPACE SHOULD BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT SHOULD BE ½ THE LENGTH OF THE TRANSITION AREA.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



#### TRAFFIC CONTROL AND WORK RESTRICTIONS MONDAY - FRIDAY

COUNTY	BRIDGE NO.	ON	UNDER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS						
				IH 41 Corridor Brown County										
BROWN	B-05-0131	HARBOR LIGHTS RD	USH 41-USH 141	FLAGGING	NONE									
BROWN	B-05-0603	I41 SB OFF RAMP TO CTH F	ASHWAUBENON CREEK	SINGLE LANE CLOSURE	SINGLE: 7AM-9AM, 5PM-6PM									
BROWN	B-05-0604	141 SB	ASHWAUBENON CREEK	SINGLE/DUAL LANE CLOSURE	SINGLE: MON-THURS 7AM-8AM, 3PM-6PM	SINGLE: FRI 7AM-8AM, 1PM-6PM	DUAL: 5AM-7PM							
BROWN	B-05-0605	IH 41 NB	ASHWAUBENON CREEK	SINGLE/DUAL LANE CLOSURE	SINGLE: MON-THURS 7AM-8AM, 3PM-6PM	SINGLE: FRI 7AM-8AM, 12PM-6PM	DUAL: 6AM-7PM							
BROWN	B-05-0606	IH 41 SB	CTH EE	SINGLE/DUAL LANE CLOSURE	SINGLE: MON-THURS 7AM-8AM, 3PM-6PM	SINGLE: FRI 7AM-8AM, 1PM-6PM	DUAL: 5AM-7PM							
BROWN	B-05-0607	IH 41 NB	CTH EE	SINGLE/DUAL LANE CLOSURE	SINGLE: MON-THURS 7AM-8AM, 3PM-6PM	SINGLE: FRI 7AM-8AM, 12PM-6PM	DUAL: 6AM-7PM							
BROWN	B-05-0608	IH 41 SB	CTH G	SINGLE/DUAL LANE CLOSURE	SINGLE: MON-THURS 7AM-8AM, 3PM-6PM	SINGLE: FRI 7AM-8AM, 1PM-6PM	DUAL: 5AM-7PM							
BROWN	B-05-0609	IH 41 NB	стн G	SINGLE/DUAL LANE CLOSURE	SINGLE: MON-THURS 7AM-8AM, 3PM-6PM	SINGLE: FRI 7AM-8AM, 12PM-6PM	DUAL: 6AM-7PM	ASHLAND OFF-RAMP FULL CLOSURE: 5AM-7PM						
BROWN	B-05-0610	IH 41 SB ON RAMP FROM ASHLAND AVE & CTH G	стн G	SINGLE/DUAL LANE CLOSURE	DUAL: 7AM-8AM, 3PM-5PM	CTH G ON-RAMP TO I-41 SB FULL CLOSURE: 7AM-6PM		. 0 = 0 = 0 = 0 = 0 = 0 = 0 = 0						
BROWN	B-05-0612	IH 41 NB Ramp	Oneida Street	CLOSE - OFF-ON RAMP/LANE SHIFT	FULLY CLOSE: 5AM-9PM	LANE SHIFT: 5AM-7PM								
BROWN	B-05-0616	IH 41 SB	Parkview Road	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM	ONEIDA ST ON-RAMP FULL CLOSURE: 7AM-7PM							
BROWN	B-05-0617	IH 41 NB	Parkview Road	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0618	IH 41 SB	Oneida St EB	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0621	IH 41 NB OFF-RAMP TO ONEIDA STREET	Parkview Rd	SINGLE LANE CLOSURE	SINGLE: 6AM-9PM	ONEIDA ST OFF-RAMP FULL CLOSURE: 7AM-7PM								
BROWN	B-05-0622	IH 41 NB ON-RAMP FROM STH 172 EB	STH 172 EB	CLOSE/LANE SHIFT	CLOSE: 5AM-10PM	LANE SHIFT: NONE								
BROWN	B-05-0623	IH 41 NB ON RAMP FROM STH 172 EB	STH 172 WB	CLOSE/LANE SHIFT	CLOSE: 5AM-10PM	LANE SHIFT: NONE								
BROWN	B-05-0624	IH 41 SB	STH 172 EB	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0625	IH 41 NB	STH 172 EB	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0626	IH 41 SB	STH 172 WB	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM	STH 172 WB ON-RAMP FULL CLOSURE: 5AM-9PM							
BROWN	B-05-0627	IH 41 NB	STH 172 WB	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0628	IH 41 SB	Cormier Road	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0629	IH 41 NB	Cormier Road	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0630	IH 41 SB	Morris Ave	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM	LOMBARDI AVE ON-RAMP FULL CLOSURE: 6AM-7PM							
BROWN	B-05-0631	IH 41 NB	Morris Avenue	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM	LOMBARDI AVE OFF-RAMP FULL CLOSURE: 6AM-8PM							
BROWN	B-05-0632	IH 41 SB	Lombardi Ave (CTH VK)	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0633	IH 41 NB	Lombardi Ave (CTH VK)	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0634	IH 41 SB	9ТН ЅТ	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM	MASON ST ON-RAMP FULL CLOSURE: 5AM-10PM							
BROWN	B-05-0635	IH 41 NB	9TH ST	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM	MASON ST OFF-RAMP FULL CLOSURE: 6AM-9PM							
BROWN		STH 54 MASON ST	IH 41	SINGLE/DUAL LANE CLOSURE	SINGLE: WB 8AM-8PM, EB 10AM-9PM	DUAL: WB 7AM-10PM								
BROWN	B-05-0638	IH 41 SB-East	LARSEN RD	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0639	IH 41 NB-West	LARSEN RD	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0640	IH 41 SB	BADGERLAND DR.	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0641	IH 41 NB	BADGERLAND DR.	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM								
BROWN	B-05-0644	IH 41 SB	STH 29/SHAWANO AVENUE	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM, 2PM-6PM	DUAL: 6AM-7PM	MASON ST OFF-RAMP FULL CLOSURE: 6AM-7PM							
BROWN	B-05-0645	H 41 NB STH 29/SHAWANO AVENUE SINGLE/DUAL LANE CLOSURE SINGLE: 7AM-8AM, 2PM-6PM DUAL: 6AM-7PM MASON ST ON-RAMP FULL CLOSURE: 7AM-9PM												
BROWN	B-05-0646	IH 41 SB-West CD RD SB	LARSEN RD	SINGLE/DUAL LANE CLOSURE	SINGLE: 6AM-9AM, 3PM-6PM	DUAL: 6AM-7PM	STH 29 ON-RAMP FULL CLOSURE: 5AM-9PM							
BROWN	B-05-0647	IH 41 NB-East NB CD RD	LARSEN RD	SINGLE/DUAL LANE CLOSURE	SINGLE: 6AM-7PM	DUAL: 6AM-9PM								

E STATE PROJECT NO: 1150-77-71 HWY: VARIOUS **COUNTY: NORTHEAST REGION** TRAFFIC CONTROL SHEET NO: FILE NAME : PLOT DATE: 1/25/2018 PLOT BY : DOTTAK PLOT NAME : \_\_ PLOT SCALE: 1:1 ORIGINATOR : NE REGION

ORG DATE : \_\_\_\_

E

SHEET NO:

STATE PROJECT NO: 1150-77-71

#### TRAFFIC CONTROL AND WORK RESTRICTIONS MONDAY - FRIDAY

COUNTY	BRIDGE NO.							
	1	ON	UNDER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS
	<u> </u>			IH 41 Corridor	Brown County (Continued)			
BROWN	B-05-0654	IH 41 SB ON RAMP FROM STH 29	BADGERLAND DR.	SINGLE/DUAL LANE CLOSURE	SINGLE: 6AM-9AM, 3PM-6PM	DUAL: 6AM-7PM	FULL CLOSURE OF SHAWANO AVE	
BROWN	1 03 0034	(SHAWANO AVE)	BABGERB WAD BALL	SINGLE/ BOX E BINE GEOSONE	3114GEE. 07 (W) 37 (W), 31 (W) 01 (W)	ON-RAMP: 5AM-9PM		
BROWN B-05-0655 IH 41 NB OFF RAMP TO STH 29 (SHAWANO AVE) BADGERLAND DR.				SINGLE LANE CLOSURE	SINGLE: 6AM-7PM	STH 29 OFF-RAMP FULL CLOSURE: 5AM- 10PM		
BROWN	B-05-0666	IH 41 SB	MEMORIAL DR	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM	DUAL:5AM-7PM		
BROWN		IH 41 NB	MEMORIAL DR	SINGLE/DUAL LANE CLOSURE	SINGLE: 3PM-6PM	DUAL: 7AM-7PM		
BROWN		IH 41 SB	USH 141/ (VELP AVE)	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM	DUAL:5AM-7PM		
BROWN	B-05-0669	IH 41 NB	USH 141/(VELP AVE)	SINGLE/DUAL LANE CLOSURE	SINGLE: 3PM-6PM	DUAL: 7AM-7PM		
BROWN	B-05-0672	USH 41 SB OFF-RAMP to VELP AVE	WIETOR WHARF DRIVE & CN R/R	SINGLE LANE CLOSURE	NONE			
BROWN		IH 41 SB	WISCONSIN CENTRAL LTD	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM	DUAL:5AM-7PM		
BROWN		IH 41 NB	WISCONSIN CENTRAL LTD RR	SINGLE/DUAL LANE CLOSURE	SINGLE: 3PM-6PM	DUAL: 7AM-7PM		
BROWN	B-05-0675	VELP AVE TO IH 41 NB RAMP	WISCONSIN CENTRAL LTD	CLOSE	6AM-8PM			
BROWN	B-05-0676	IH 41 SB	Wietor Wharf Drive	SINGLE/DUAL LANE CLOSURE	SINGLE: 7AM-8AM	DUAL:5AM-7PM		
BROWN	B-05-0677	IH 41 NB	WEITER WHARF DRIVE	SINGLE/DUAL LANE CLOSURE VELP AVE ON-RAMP FULL CLOSURE	SINGLE: MON-THURS 4PM-6PM FULL CLOSURE: 6AM-8PM	SINGLE: FRI 4PM-8PM	DUAL: MON-THURS 6AM-8PM	DUAL: FRI ALL DAY
BROWN	B-05-0682	USH 41 SB-USH 141 SB	DUCK CREEK	SINGLE/DUAL LANE CLOSURE	SINGLE: 6AM-8AM	DUAL: 5AM-7PM	I-43 SB RAMP FULL CLOSURE: 5AM- 9PM	
COUNTY	BRIDGE NO.	ON	UNDER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS	
							1	
	T	T	T	IH 41 County Corridor W				
WINNEBAGO	B-70-0259	IH 41 NB	SAWYER CREEK	IH 41 County Corridor W SINGLE/DUAL LANE CLOSURE	/innebago SINGLE: 3PM-5PM	DUAL: 6AM-7PM	STURY ON DAMP FINE GLOSUPS	
WINNEBAGO WINNEBAGO	B-70-0259 B-70-0260	IH 41 NB IH 41 SB	SAWYER CREEK			DUAL: 6AM-7PM  DUAL: 6AM-7PM	STH 21 ON-RAMP FULL CLOSURE: 5AM-9PM	
WINNEBAGO				SINGLE/DUAL LANE CLOSURE	SINGLE: 3PM-5PM			
WINNEBAGO WINNEBAGO WINNEBAGO WINNEBAGO	B-70-0260	IH 41 SB	SAWYER CREEK  LAKE BUTTE DES MORTS (South	SINGLE/DUAL LANE CLOSURE SINGLE/DUAL LANE CLOSURE	SINGLE: 3PM-5PM SINGLE: 3PM-5PM	DUAL: 6AM-7PM	5AM-9PM STH 21 ON-RAMP FULL CLOSURE:	
WINNEBAGO WINNEBAGO	B-70-0260 B-70-0263 B-70-0264	IH 41 SB IH 41 NB	SAWYER CREEK  LAKE BUTTE DES MORTS (South channel)  LAKE BUTTE DES MORTS (South	SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE	SINGLE: 3PM-5PM SINGLE: 3PM-5PM SINGLE: 3PM-6PM	DUAL: 6AM-7PM  DUAL: 6AM-7PM	5AM-9PM STH 21 ON-RAMP FULL CLOSURE:	
WINNEBAGO WINNEBAGO WINNEBAGO	B-70-0260 B-70-0263 B-70-0264	IH 41 SB IH 41 NB IH 41 SB	SAWYER CREEK  LAKE BUTTE DES MORTS (South channel)  LAKE BUTTE DES MORTS (South channel)  LAKE BUTTE DES MORTS (Main	SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE	SINGLE: 3PM-5PM SINGLE: 3PM-5PM SINGLE: 3PM-6PM SINGLE: 3PM-5PM	DUAL: 6AM-7PM  DUAL: 6AM-7PM  DUAL: 6AM-7PM	5AM-9PM STH 21 ON-RAMP FULL CLOSURE:	
WINNEBAGO WINNEBAGO WINNEBAGO WINNEBAGO	B-70-0260 B-70-0263 B-70-0264 B-70-0265 B-70-0266	IH 41 SB IH 41 NB IH 41 SB IH 41 NB	SAWYER CREEK  LAKE BUTTE DES MORTS (South channel)  LAKE BUTTE DES MORTS (South channel)  LAKE BUTTE DES MORTS (Main channel)  LAKE BUTTE DES MORTS (Main	SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE  SINGLE/DUAL LANE CLOSURE	SINGLE: 3PM-5PM SINGLE: 3PM-5PM SINGLE: 3PM-6PM SINGLE: 3PM-5PM SINGLE: 3PM-6PM	DUAL: 6AM-7PM  DUAL: 6AM-7PM  DUAL: 6AM-7PM  DUAL: 6AM-7PM	5AM-9PM STH 21 ON-RAMP FULL CLOSURE:	

FILE NAME : PLOT DATE : 1/25/2018 PLOT BY : DOTTAK PLOT NAME : \_\_\_\_\_\_ ORG DATE : \_\_\_\_\_ ORIGINATOR : NE REGION PLOT SCALE : 1:1

**COUNTY: NORTHEAST REGION** 

TRAFFIC CONTROL

HWY: VARIOUS

#### TRAFFIC CONTROL AND WORK RESTRICTIONS SATURDAY - SUNDAY

COUNTY	BRIDGE NO.	ON	UNDER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS
			IH.	IH 41 Corridor Brown County			
BROWN	B-05-0131	HARBOR LIGHTS RD	USH 41-USH 141	FLAGGING	NONE		
BROWN	B-05-0603	I41 SB OFF RAMP TO CTH F	ASHWAUBENON CREEK	SINGLE LANE CLOSURE	SINGLE: NONE		
BROWN	B-05-0604	141 SB	ASHWAUBENON CREEK SINGLE/DUAL LANE CLOSURE SINGLE: NONE			DUAL: SAT 9AM-6PM SUN 9AM-7PM	
BROWN	B-05-0605	IH 41 NB	ASHWAUBENON CREEK	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-7PM SUN 10AM-6PM	
BROWN	B-05-0606	IH 41 SB	СТН ЕЕ	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 9AM-7PM	
BROWN	B-05-0607	IH 41 NB	СТН ЕЕ	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-7PM SUN 10AM-6PM	
BROWN	B-05-0608	IH 41 SB	СТН G	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 9AM-7PM	
BROWN	B-05-0609	IH 41 NB	СТН G	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-7PM SUN 10AM-6PM	ASHLAND OFF-RAMP FULL CLOSURE: 5AM-7PM
BROWN	B-05-0610	IH 41 SB ON RAMP FROM ASHLAND AVE	СТН G	SINGLE/DUAL LANE CLOSURE	DUAL: SAT 9AM-6PM	CTH G ON-RAMP TO I-41 SB	
		& CTH G		·	SUN 9AM-7PM	FULL CLOSURE: 7AM-6PM	
BROWN	B-05-0612	IH 41 NB Ramp	Oneida Street	CLOSE - OFF-ON RAMP/LANE SHIFT	FULLY CLOSE: 5AM-9PM	LANE SHIFT: 5AM-7PM	
BROWN	B-05-0616	IH 41 SB	Parkview Road	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM	ONEIDA ST ON-RAMP
						SUN 9AM-7PM	FULL CLOSURE: 7AM-7PM
BROWN	B-05-0617	IH 41 NB	Parkview Road	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-7PM SUN 10AM-6PM	
BROWN	B-05-0618	IH 41 SB	Oneida St EB	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 9AM-7PM	
BROWN	B-05-0621	IH 41 NB OFF-RAMP TO ONEIDA STREET	Parkview Rd	SINGLE LANE CLOSURE	SINGLE: NONE	ONEIDA ST OFF-RAMP FULL CLOSURE: 7AM-7PM	
BROWN	B-05-0622	IH 41 NB ON-RAMP FROM STH 172 EB	STH 172 EB	CLOSE/LANE SHIFT	CLOSE: 5AM-10PM	LANE SHIFT: NONE	
BROWN	B-05-0623	IH 41 NB ON RAMP FROM STH 172 EB	STH 172 WB	CLOSE/LANE SHIFT	CLOSE: 5AM-10PM	LANE SHIFT: NONE	
BROWN	B-05-0624	IH 41 SB	STH 172 EB	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 9AM-7PM	
BROWN	B-05-0625	IH 41 NB	STH 172 EB	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-7PM SUN 10AM-6PM	
BROWN	B-05-0626	IH 41 SB	STH 172 WB	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 9AM-7PM	STH 172 WB ON-RAMP FULL CLOSURE: 5AM-9PM
BROWN	B-05-0627	IH 41 NB	STH 172 WB	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-7PM SUN 10AM-6PM	
BROWN	B-05-0628	IH 41 SB	Cormier Road	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	
BROWN	B-05-0629	IH 41 NB	Cormier Road	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	
BROWN	B-05-0630	IH 41 SB	Morris Ave	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	LOMBARDI AVE ON-RAMP FULL CLOSURE: 6AM-7PM
BROWN	B-05-0631	IH 41 NB	Morris Avenue	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	LOMBARDI AVE OFF-RAMP FULL CLOSURE: 6AM-8PM
BROWN	B-05-0632	IH 41 SB	Lombardi Ave (CTH VK)	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	
BROWN	B-05-0633	IH 41 NB	Lombardi Ave (CTH VK)	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	

STATE PROJECT NO: 1150-77-71 HWY: VARIOUS COUNTY: NORTHEAST REGION TRAFFIC CONTROL SHEET NO: E

FILE NAME : PLOT DATE : 1/25/2018 PLOT BY : DOTTAK PLOT NAME : \_\_\_\_\_\_ ORG DATE : \_\_\_\_\_ ORIGINATOR : NE REGION PLOT SCALE : 1:1

## TRAFFIC CONTROL AND WORK RESTRICTIONS SATURDAY - SUNDAY

	T						
COUNTY	BRIDGE NO.	ON	UNDER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS
			IH 41 Cor	IH 41 Corridor Brown County (Continued)			
BROWN	B-05-0634	IH 41 SB	9TH ST	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	MASON ST ON-RAMP FULL CLOSURE: 5AM-10PM
BROWN	B-05-0635	IH 41 NB	9TH ST	SINGLE/DUAL LANE CLOSURE SINGLE: NONE		DUAL: SAT 10AM-6PM SUN 9AM-5PM	MASON ST OFF-RAMP FULL CLOSURE: 6AM-9PM
BROWN	B-05-0637	STH 54 MASON ST	IH 41	SINGLE/DUAL LANE CLOSURE	SINGLE: WB 8AM-8PM, EB 10AM-9PM	DUAL: WB 7AM-10PM	
BROWN	B-05-0638	IH 41 SB-East	LARSEN RD	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	
BROWN	B-05-0639	IH 41 NB-West	LARSEN RD	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	
BROWN	B-05-0640	IH 41 SB	BADGERLAND DR.	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	
BROWN	B-05-0641	IH 41 NB	BADGERLAND DR.	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	
BROWN	B-05-0644	IH 41 SB	STH 29/SHAWANO AVENUE	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	MASON ST OFF-RAMP FULL CLOSURE: 6AM-7PM
BROWN	B-05-0645	IH 41 NB	STH 29/SHAWANO AVENUE	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	MASON ST ON-RAMP FULL CLOSURE: 7AM-9PM
BROWN	B-05-0646	IH 41 SB-West CD RD SB	LARSEN RD	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	STH 29 ON-RAMP FULL CLOSURE: 5AM-9PM
BROWN	B-05-0647	IH 41 NB-East NB CD RD	LARSEN RD	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	
BROWN	B-05-0654	IH 41 SB ON RAMP FROM STH 29 (SHAWANO AVE)	BADGERLAND DR.	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	SHAWANO AVE ON-RAMP FULL CLOSURE : 5AM-9PM
BROWN	B-05-0655	IH 41 NB OFF RAMP TO STH 29 (SHAWANO AVE)	BADGERLAND DR.	SINGLE LANE CLOSURE	SINGLE: NONE	STH 29 OFF-RAMP FULL CLOSURE: 5AM-10PM	
BROWN	B-05-0666	IH 41 SB	MEMORIAL DR	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	
BROWN	B-05-0667	IH 41 NB	MEMORIAL DR	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	
BROWN	B-05-0668	IH 41 SB	USH 141/ (VELP AVE)	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-6PM SUN 10AM-8PM	
BROWN	B-05-0669	IH 41 NB	USH 141/(VELP AVE)	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 10AM-6PM SUN 9AM-5PM	
BROWN	B-05-0672	USH 41 SB OFF-RAMP to VELP AVE	WIETOR WHARF DRIVE & CN R/R	SINGLE LANE CLOSURE	NONE		
BROWN	B-05-0673	IH 41 SB	WISCONSIN CENTRAL LTD	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 8AM-7PM SUN 9AM-8PM	
BROWN	B-05-0674	IH 41 NB	WISCONSIN CENTRAL LTD RR	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 9AM-7PM SUN 9AM-7PM	
BROWN	B-05-0675	VELP AVE TO IH 41 NB RAMP	WISCONSIN CENTRAL LTD	CLOSE	6AM-8PM	_	
BROWN	B-05-0676	IH 41 SB	Wietor Wharf Drive	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 8AM-7PM SUN 9AM-8PM	
BROWN	B-05-0677	IH 41 NB	WEITER WHARF DRIVE	SINGLE/DUAL LANE CLOSURE VELP AVE ON-RAMP FULL CLOSURE	SINGLE: NONE FULL CLOSURE: 6AM-8PM	DUAL: SAT 10AM-6PM SUN 9AM-5PM	
BROWN	B-05-0682	USH 41 SB-USH 141 SB	DUCK CREEK	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 8AM-7PM SUN 9AM-8PM	I-43 SB RAMP FULL CLOSURE: 5AM-9PM

STATE PROJECT NO: 1150-77-71 HWY: VARIOUS COUNTY: NORTHEAST REGION TRAFFIC CONTROL SHEET NO: E

FILE NAME : PLOT DATE : 1/25/2018 PLOT BY : DOTTAK PLOT NAME : \_\_\_\_\_\_ ORG DATE : \_\_\_\_\_ ORIGINATOR : NE REGION PLOT SCALE : 1:1

## TRAFFIC CONTROL AND WORK RESTRICTIONS SATURDAY - SUNDAY

COUNTY	BRIDGE NO.	ON	UNDER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS
			IH 41	County Corridor Winnebago			
WINNEBAGO	B-70-0259	IH 41 NB	SAWYER CREEK	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 8AM-6PM SUN 10AM-8PM	
WINNEBAGO	B-70-0260	IH 41 SB	SAWYER CREEK	SINGLE/DUAL LANE CLOSURE	SINGLE: 12PM-6PM	DUAL: SAT 8AM-5PM SUN 9AM-8PM	STH 21 ON-RAMP FULL CLOSURE: 5AM-9PM
WINNEBAGO	B-70-0263	IH 41 NB	LAKE BUTTE DES MORTS (South channel)	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 8AM-7PM SUN 10AM-8PM	STH 21 ON-RAMP FULL CLOSURE: 5AM-9PM
WINNEBAGO	B-70-0264	IH 41 SB	LAKE BUTTE DES MORTS (South channel)	SINGLE/DUAL LANE CLOSURE	SINGLE: 11AM-6PM	DUAL: SAT 8AM-7PM SUN 8AM-8PM	
WINNEBAGO	B-70-0265	IH 41 NB	LAKE BUTTE DES MORTS (Main channel)	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 8AM-7PM SUN 10AM-8PM	
WINNEBAGO	B-70-0266	IH 41 SB	LAKE BUTTE DES MORTS (Main channel)	SINGLE/DUAL LANE CLOSURE	SINGLE: 11AM-6PM	DUAL: SAT 8AM-7PM SUN 8AM-8PM	
WINNEBAGO	B-70-0267	IH 41 NB	LAKE BUTTE DES MORTS (North channel)	SINGLE/DUAL LANE CLOSURE	SINGLE: NONE	DUAL: SAT 8AM-7PM SUN 10AM-8PM	
WINNEBAGO	B-70-0268	IH 41 SB	LAKE BUTTE DES MORTS (North channel)	SINGLE/DUAL LANE CLOSURE	SINGLE: 11AM-6PM	DUAL: SAT 8AM-7PM SUN 8AM-8PM	

COUNTY	BRIDGE NO.	ON	UNDER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS
			IH 4	43 Corridor Brown County			
BROWN	B-05-0189	USH 141	IH 43	FLAGGING	NONE		

STATE PROJECT NO: 1150-77-71 HWY: VARIOUS COUNTY: NORTHEAST REGION TRAFFIC CONTROL SHEET NO: E

FILE NAME : PLOT DATE : 1/25/2018 PLOT BY : DOTTAK PLOT NAME : \_\_\_\_\_\_ ORG DATE : \_\_\_\_\_ ORIGINATOR : NE REGION PLOT SCALE : 1:1

0028

SPV.0105 Special 01. Traffic Control 1150-77-71

#### Page 1 **Estimate Of Quantities**

					1150-77-71
Line	Item	Item Description	Unit	Total	Qty
0002	509.5100.S	Polymer Overlay	SY	90,178.000	90,178.000
0004	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1150-77-71	EACH	1.000	1.000
0006	619.1000	Mobilization	EACH	1.000	1.000
8000	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0010	646.1020	Marking Line Epoxy 4-Inch	LF	1,758.000	1,758.000
0012	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	22,089.000	22,089.000
0014	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	5,698.000	5,698.000
0016	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	3,529.000	3,529.000
0018	646.5020	Marking Arrow Epoxy	EACH	5.000	5.000
0020	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0022	646.7220	Marking Chevron Epoxy 24-Inch	LF	260.000	260.000
0024	649.0105	Temporary Marking Line Paint 4-Inch	LF	3,335.000	3,335.000
0026	SPV.0090	Special 01. Joint Sealing	LF	8,157.000	8,157.000

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	COUNTY	ROUTE	OVER	BRIDGE NO.		LINE -INCH	MARKIN GROOVI	ED WET	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH LF	646.5020 MARKING ARROW EPOXY		0646.7220 MARKING CHEVRON EPOXY 24-INCH LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	SPV.0090.01 JOINT SEALING LF	REMARKS
П	ROWN	HARBOR LIGHTS RD	USH 41-USH 141	B-05-0131	668										64	
П	ROWN	USH 141	IH 43	в-05-0189		545									104	
Ш	ROWN	I41 SB OFF RAMP TO CTH F	ASHWAUBENON CREEK	в-05-0603			85	85	25						72	
3  [	ROWN	I41 SB	ASHWAUBENON CREEK	в-05-0604			94	94	63						129	
ן וי	ROWN	IH 41 NB	ASHWAUBENON CREEK	B-05-0605			93	93	75						129	
П	ROWN	IH 41 SB	CTH EE	в-05-0606			98	98	75						153	
П	ROWN	IH 41 NB	CTH EE	B-05-0607			98	98	75						153	
_   [7	ROWN	IH 41 SB	CTH G	B-05-0608			147	147	75						129	
$\neg \Box$	ROWN	IH 41 NB	СТН G	B-05-0609			147	147	100						142	
Π	ROWN	IH 41 SB ON RAMP FROM ASHLAND AVE & CTH G	CTH G	B-05-0610			148	148	80						104	
Пī	ROWN	IH 41 NB Ramp	ONEIDA STREET	B-05-0612			217	217							78	
Πī	ROWN	IH 41 SB	PARKVIEW ROAD	B-05-0616			98	98	75	175					185	
Π	ROWN	IH 41 NB	PARKVIEW ROAD	B-05-0617			118	118	50						130	
Π	ROWN	IH 41 SB	ONEIDA ST EB	B-05-0618			220	220	131						153	
ΠD	ROWN	IH 41 NB OFF-RAMP TO ONEIDA STREET	PARKVIEW ROAD	B-05-0621			118	118		30					98	
Π	ROWN	IH 41 NB ON-RAMP FROM STH 172 EB	STH 172 EB	B-05-0622			170	170							78	
Цſ	ROWN	IH 41 NB ON RAMP FROM STH 172 EB	STH 172 WB	B-05-0623			192	192							78	
П	ROWN	IH 41 SB	STH 172 EB	в-05-0624			90	90	175						177	
	ROWN	IH 41 NB	STH 172 EB	в-05-0625			170	170	100						129	
- 10	ROWN	IH 41 SB	STH 172 WB	в-05-0626			190	190	212						177	
Πī	ROWN	IH 41 NB	STH 172 WB	B-05-0627			190	190	100						129	
Πī	ROWN	IH 41 SB	CORMIER ROAD	B-05-0628			102	102	75	24					177	
15	ROWN	IH 41 NB	CORMIER ROAD	B-05-0629			102	102	100						177	
ΠĪ	ROWN	IH 41 SB	MORRIS AVENUE	B-05-0630			102	102	100						189	
Πī	ROWN	IH 41 NB	MORRIS AVENUE	B-05-0631			102	102	88						177	
15	ROWN	IH 41 SB	LOMBARDI AVE (CTH VK)	B-05-0632			152	152	112						153	
Πī	ROWN	IH 41 NB	LOMBARDI AVE (CTH VK)	в-05-0633			152	152	112						153	
Πī	ROWN	IH 41 SB	9TH ST	B-05-0634			90	90	100	24					193	
Πī	ROWN	IH 41 NB	9TH ST	в-05-0635			90	90	75						177	
Πī	ROWN	STH 54 MASON ST	IH 41	B-05-0637					79	315	5	1		351	136	315' OF 4" TEMP MARKING FOR CHANNELIZING
ΠD	ROWN	IH 41 SB-East	LARSEN RD	в-05-0638			85	85	50						124	
- 15	ROWN	IH 41 NB-West	LARSEN RD	в-05-0639			85	85	75						124	
Π	ROWN	IH 41 SB	BADGERLAND DR.	B-05-0640			294	294	150					48	124	
Π	ROWN	IH 41 NB	BADGERLAND DR.	B-05-0641			293	293	125					40	124	
Цſ	ROWN	IH 41 SB	STH 29/SHAWANO AVENUE	B-05-0644			204	204	100	460				492	157	460' OF 4" TEMP MARKING FOR CHANNELIZING
П	ROWN	IH 41 NB	STH 29/SHAWANO AVENUE	в-05-0645			204	204	100	408				440	177	408' OF 4" TEMP MARKING FOR CHANNELIZING
П	ROWN	IH 41 SB-West CD RD SB	LARSEN RD	в-05-0646			85	85	38	33					132	
	ROWN	IH 41 NB-East NB CD RD	LARSEN RD	в-05-0647			85	85	37	30					108	
	ROWN	IH 41 SB ON RAMP FROM STH 29 (SHAWANO AVE)	BADGERLAND DR.	в-05-0654			294	294	88	226				424	109	390' OF 4" TEMP MARKING FOR CHANNELIZING
	ROWN	IH 41 NB OFF RAMP TO STH 29 (SHAWANO AVE)	BADGERLAND DR.	в-05-0655			293	293	87	524				504	132	476' OF 4" TEMP MARKING FOR CHANNELIZING
112	ROWN	IH 41 SB	MEMORIAL DR	в-05-0666			356	428	262	87				187	177	63' OF 4" TEMP MARKING FOR CHANNELIZING
	ROWN	IH 41 NB	MEMORIAL DR	в-05-0667			318	253	225	69				95	177	23' OF 4" TEMP MARKING FOR CHANNELIZING
14	ROWN	IH 41 SB	USH 141/ (VELP AVE)	в-05-0668			150	150	112						177	
	ROWN	IH 41 NB	USH 141/(VELP AVE)	в-05-0669			150	150	88						148	
	ROWN	USH 41 SB OFF-RAMP to VELP AVE	WIETOR WHARF DRIVE & CN R/R	в-05-0672			1016	1016	262					84	72	
	ROWN	IH 41 SB	WISCONSIN CENTRAL LTD	в-05-0673			148	148	75						124	
	ROWN	IH 41 NB	WISCONSIN CENTRAL LTD RR	в-05-0674			148	148	75						124	
ΠŪ	ROWN	VELP AVE TO IH 41 NB RAMP	WISCONSIN CENTRAL LTD	в-05-0675			148	148							55	
ПD	ROWN	IH 41 SB	WEITER WHARF DRIVE	в-05-0676			123	123	75						124	
10	ROWN	IH 41 NB	WEITER WHARF DRIVE	в-05-0677			232	232	10	86					148	
	ROWN	USH 41 SB-USH 141 SB	DUCK CREEK	в-05-0682			251	253	200	321			260	64	245	
1					1213	545	8537	8546								
			PA	AGE TOTALS			170		4486	2812	5	1	260	2729	7005	•

ALL PERMANENT MARKING LINES, SYMBOLS AND WORDS WILL BE INSTALLED WITHIN 7 DAYS OF COMPLETEING THE POLYMER OVERLAY AT EACH STRUCTURE NO TEMPORARY MARKING LINE REQUIRED ON BRIDGES 250 FEET OR LESS.

USE TEMPORARY MARKING LINE PAINT 4-INCH IN LOCATIONS WHERE MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WILL ULTIMATELY BE INSTALLED.

PROJECT NO: 1150-77-71 HWY: IH 41 COUNTY: WINNEBAGO & BROWN MISCELLANEOUS QUANTITIES SHEET: **E** 

PLOT DATE : \_\_\_\_\_ PLOT BY : \_\_\_\_ PLOT NAME : \_\_\_\_ PLOT SCALE : 1:1

<u> </u>															
				646.	1020	646.	1040	646.1555	646.3555	646.5020	646.5120	646.7220	649.0105		
				MARKIN	G LINE	MARKIN	G LINE	MARKING LINE	MARKING LINE	MARKING	MARKING	MARKING	TEMPORARY		
				EPOXY	4-INCH	GROOV	ED WET	GROOVED CONTRAST	GROOVED CONTRAST	ARROW	WORD	CHEVRON	MARKING LINE	SPV.0090.01	
COUNTY	ROUTE	OVER	BRIDGE NO.			REF EPOX	Y 4-INCH	PERMANENT TAPE	PERMANENT TAPE	EPOXY	EPOXY	EPOXY	PAINT 4-INCH	JOINT	REMARKS
<b>I</b> I				YELLOW	WHITE	YELLOW	WHITE	4-INCH	8-INCH			24-INCH	WHITE	SEALING	
				LF	LF	LF	LF	LF	LF	EACH	EACH	LF	LF	LF	
WINNEBAGO IH 41 NB		SAWYER CREEK	B-70-0259			73	73	25	21					144	
WINNEBAGO IH 41 SB		SAWYER CREEK	в-70-0260			74	74	25						144	
WINNEBAGO IH 41 NB		LAKE BUTTE DES MORTS (South channel)	B-70-0263			219	219	112						144	
WINNEBAGO IH 41 SB		LAKE BUTTE DES MORTS (South channel)	в-70-0264			219	219	100	222					144	
WINNEBAGO IH 41 NB		LAKE BUTTE DES MORTS (Main channel)	в-70-0265			740	740	375	183				303	144	
WINNEBAGO IH 41 SB		LAKE BUTTE DES MORTS (Main channel)	в-70-0266			740	740	375	183				303	144	
WINNEBAGO IH 41 NB	·	LAKE BUTTE DES MORTS (North channel)	в-70-0267			219	219	100	54					144	
WINNEBAGO IH 41 SB		LAKE BUTTE DES MORTS (North channel)	в-70-0268			219	219	100	54					144	

0 2,503 2,503 PAGE TOTALS PREVIOUS PAGE TOTALS PROJECT TOTALS 1758 

ALL PERMANENT MARKING LINES, SYMBOLS AND WORDS WILL BE INSTALLED WITHIN 7 DAYS OF COMPLETEING THE POLYMER OVERLAY AT EACH STRUCTURE NO TEMPORARY MARKING LINE REQUIRED ON BRIDGES 250 FEET OR LESS.

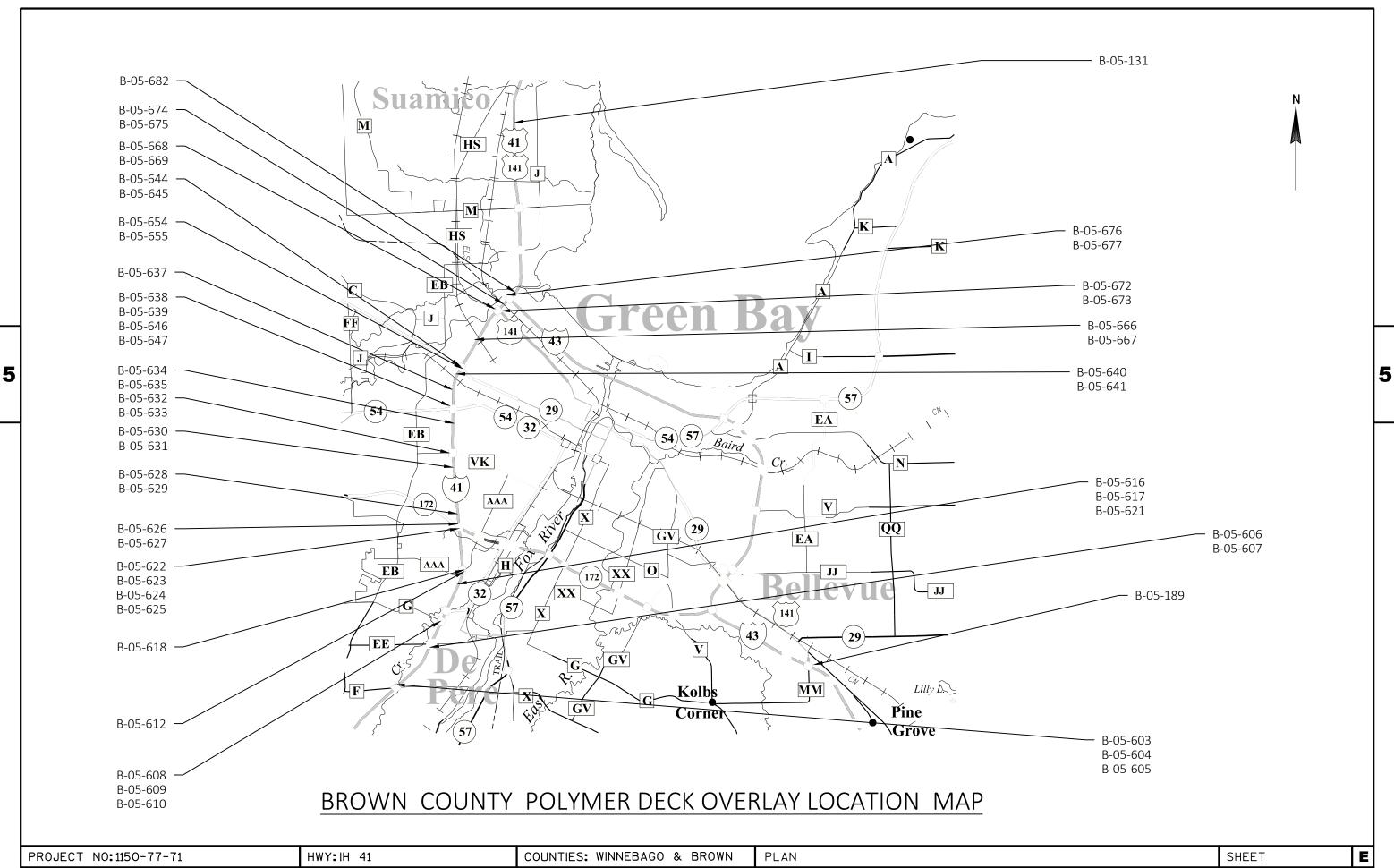
USE TEMPORARY MARKING LINE PAINT 4-INCH IN LOCATIONS WHERE MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WILL ULTIMATELY BE INSTALLED.

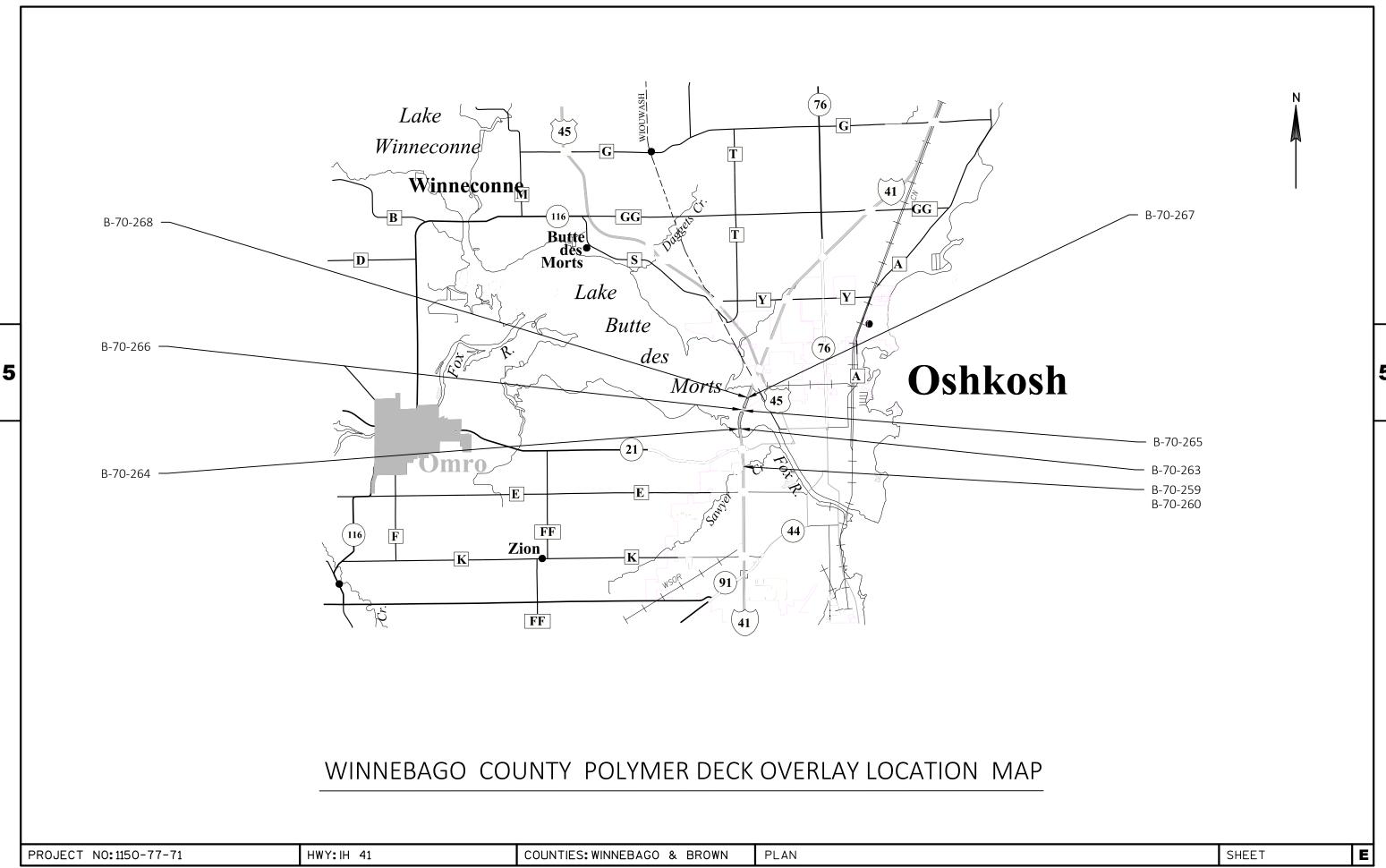
#### TRAFFIC CONTROL SIGNS PCMS

COUNTY	ROADWAY	APPROX. SERVICE PERIOD DAYS	NUMBER IN SERVICE	643.1050 DAY	REMARKS
BROWN	IH 41	7	2	14	
BROWN	USH 141	7	2	14	
WINNEBAGO	IH 41	7	2	14	
			TOTAL	42	

PF	ROJECT NO: 1150-77-71	HWY: IH 41	COUNTY: WINNEBAGO & BROWN	MISCELLANEOUS QUANTITIES	SHEET:	Е	
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FILE NAME : \_\_\_\_\_ PLOT BY : \_\_\_\_ PLOT NAME : \_\_\_\_ PLOT SCALE : 1:1

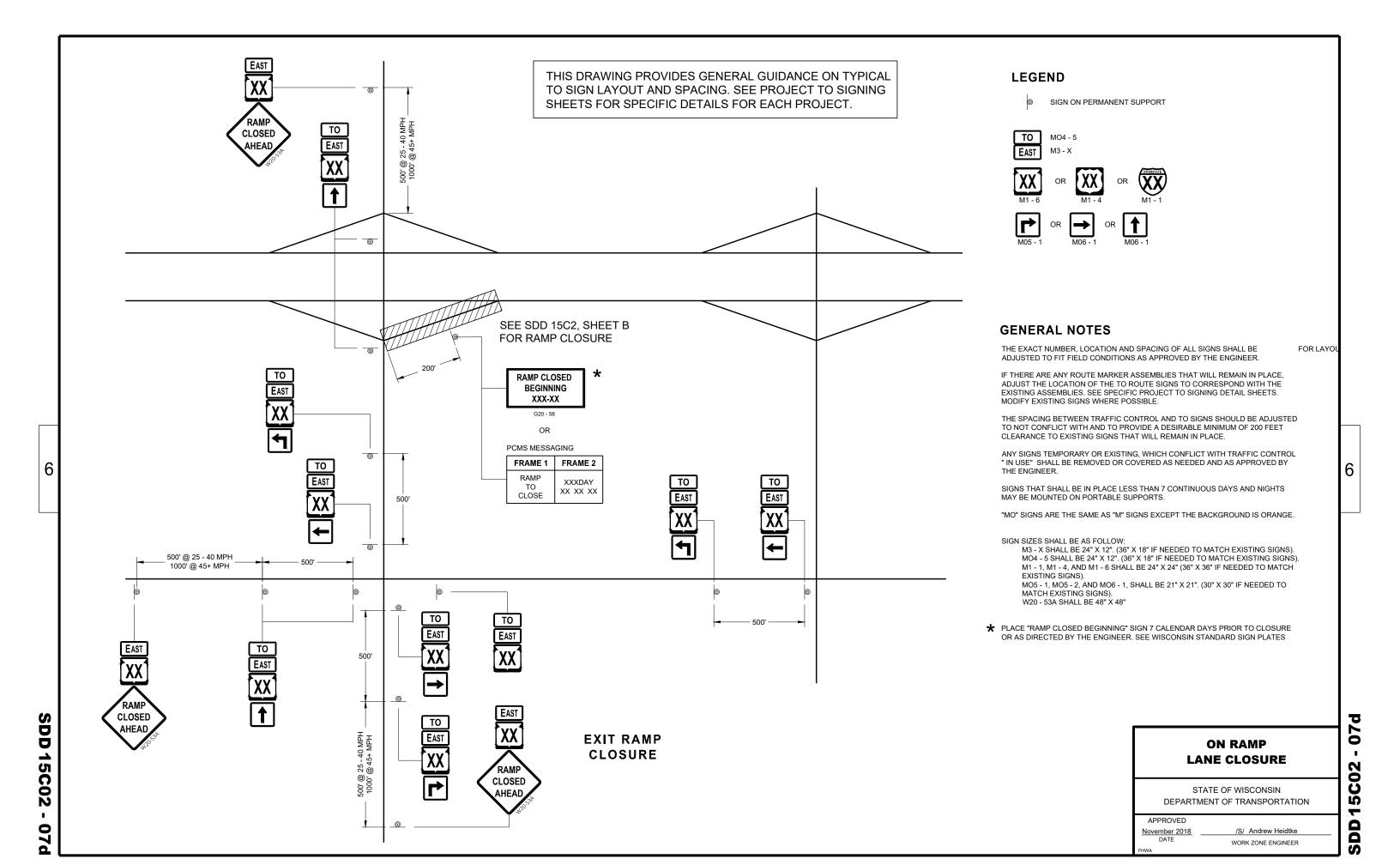


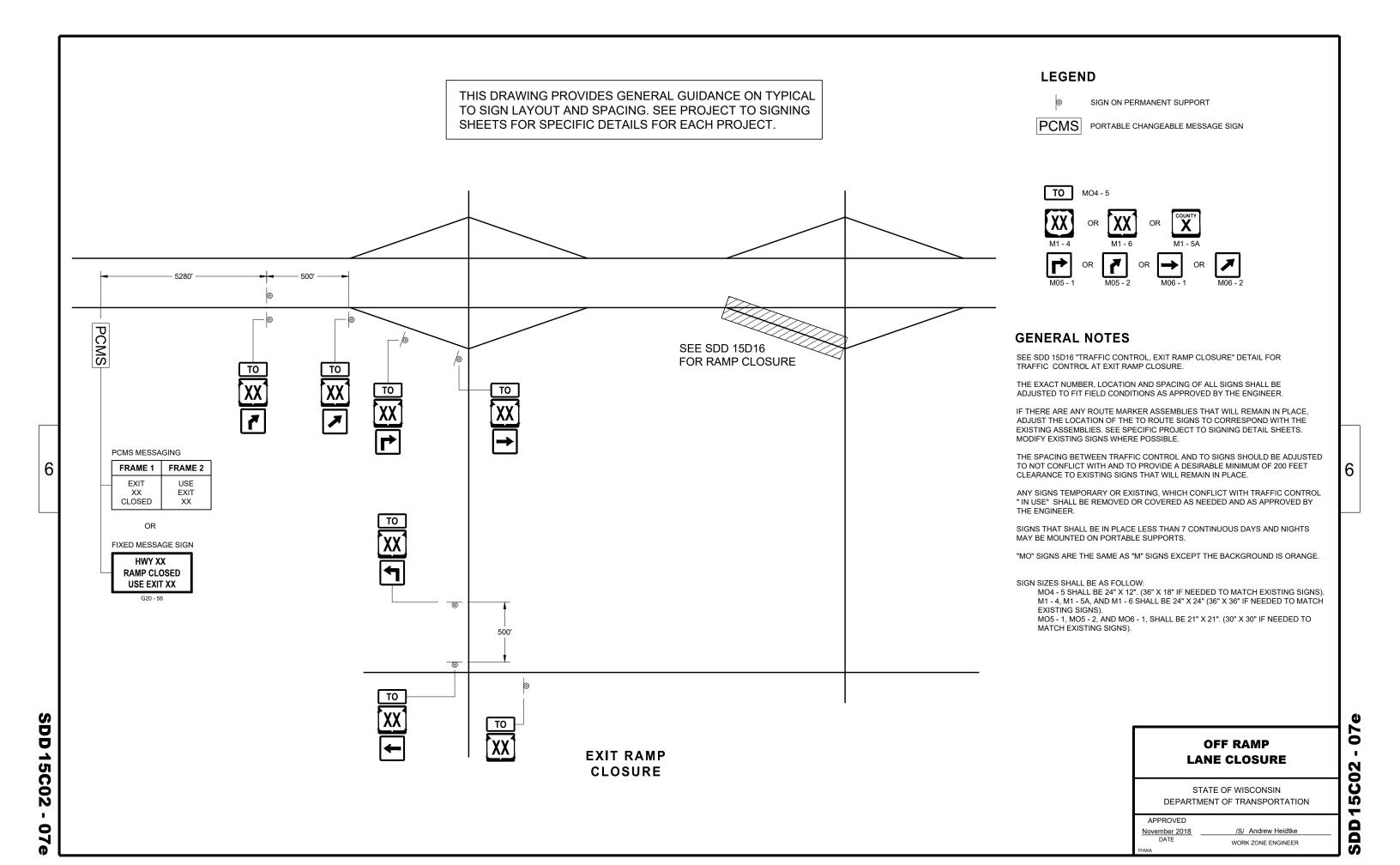


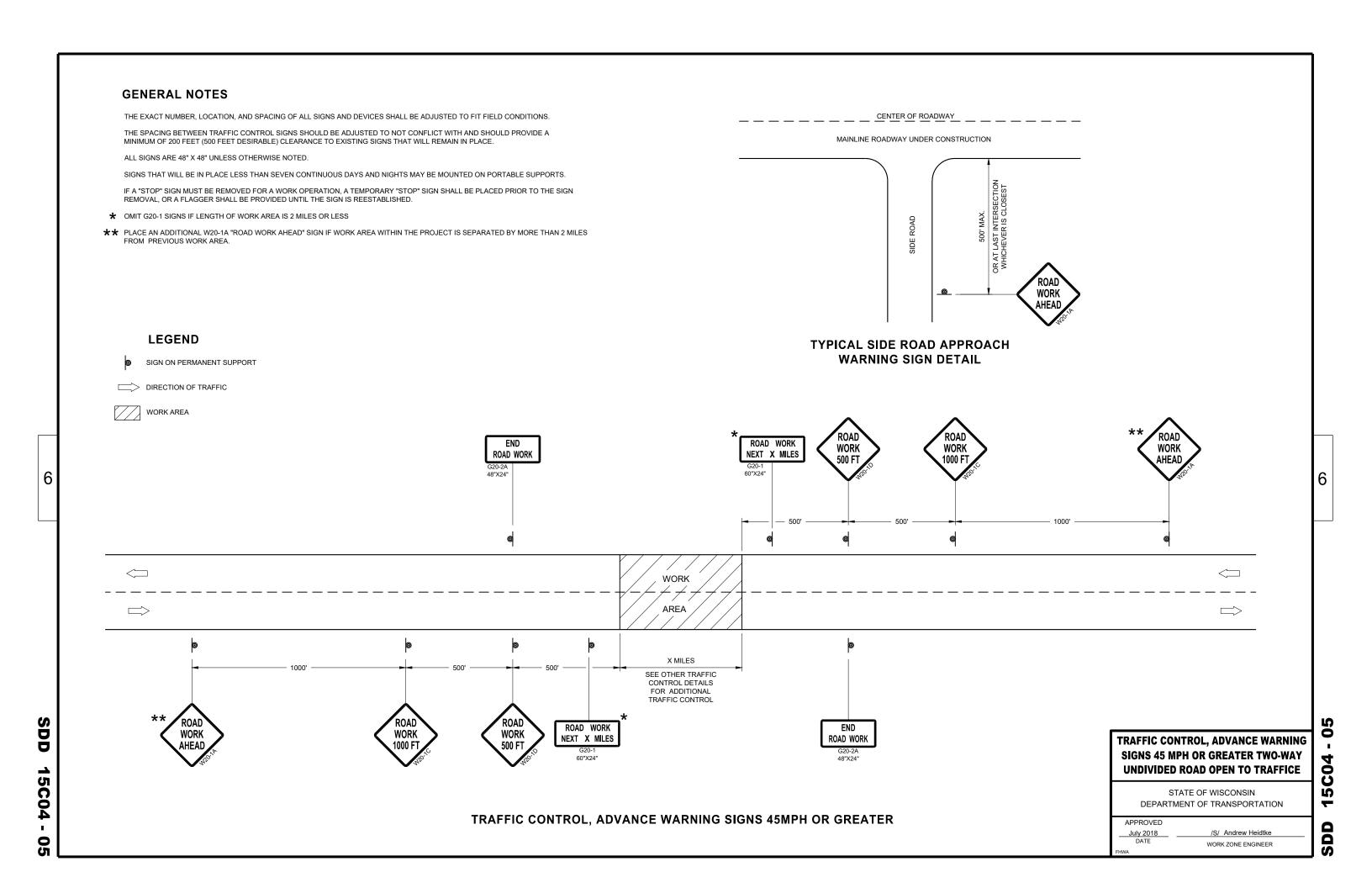
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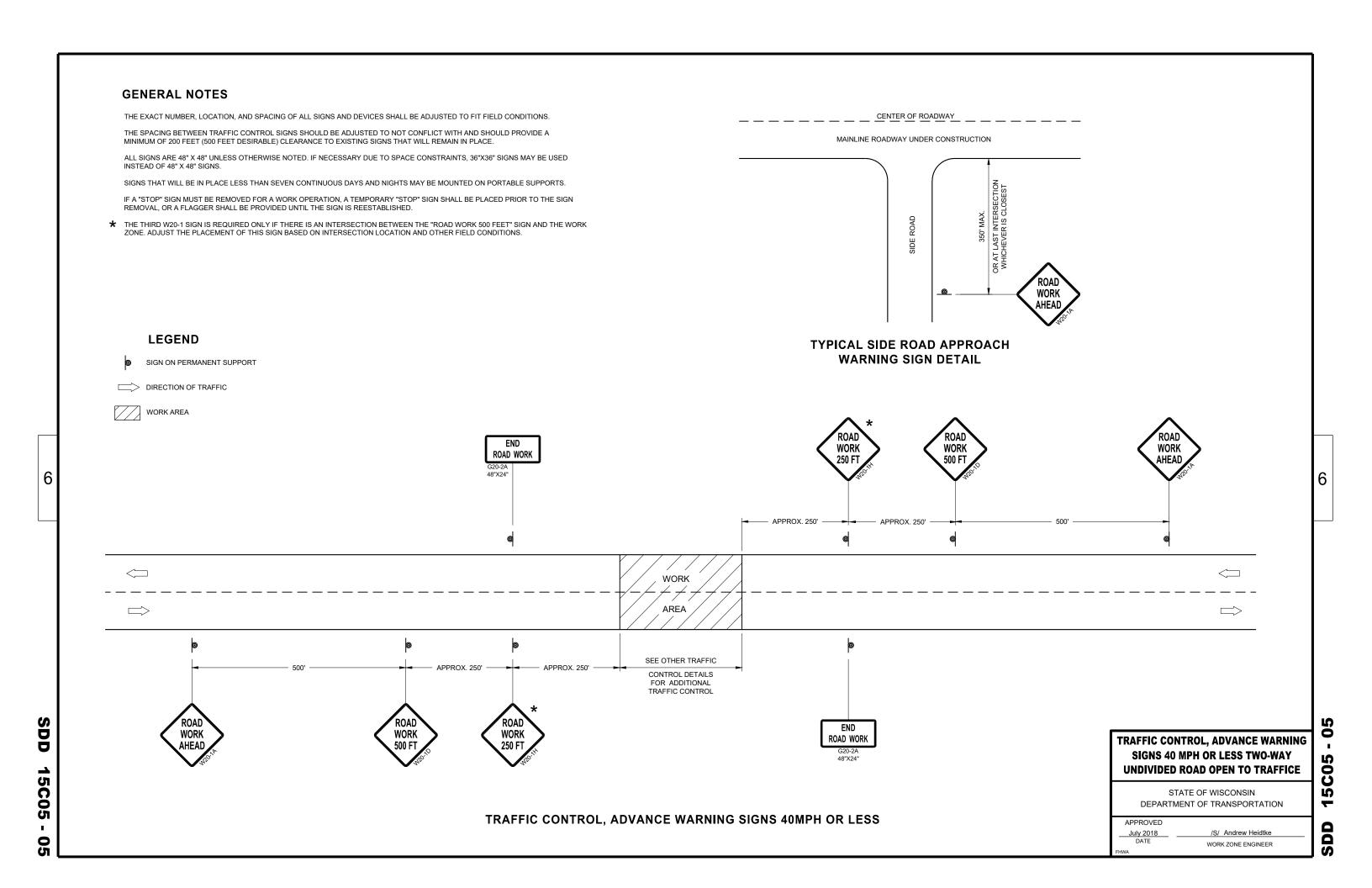
# Standard Detail Drawing ListStandard Detail Drawing List

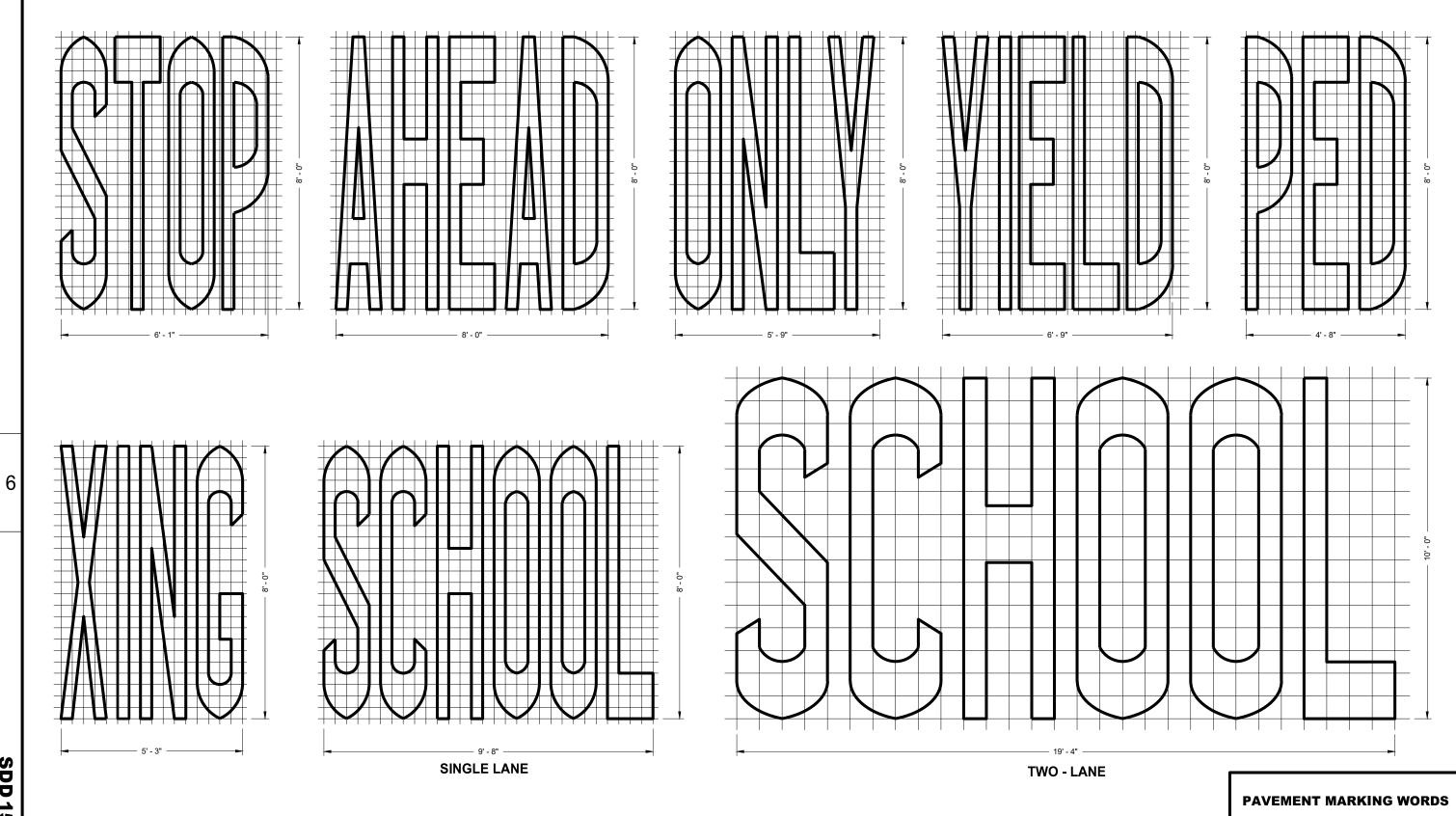
15C02-07D	ON RAMP LANE CLOSURE
15C02-07E	OFF RAMP LANE CLOSURE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15D	ROUNDABOUT ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-06C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-03A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-03B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-03C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D12-07A	TRAFFIC CONTROL, LANE CLOSURE
15D12-07B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D14-03	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-05A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D22-03	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D43-01	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS











**SDD 15C07** 15b

#### **GENERAL NOTES**

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

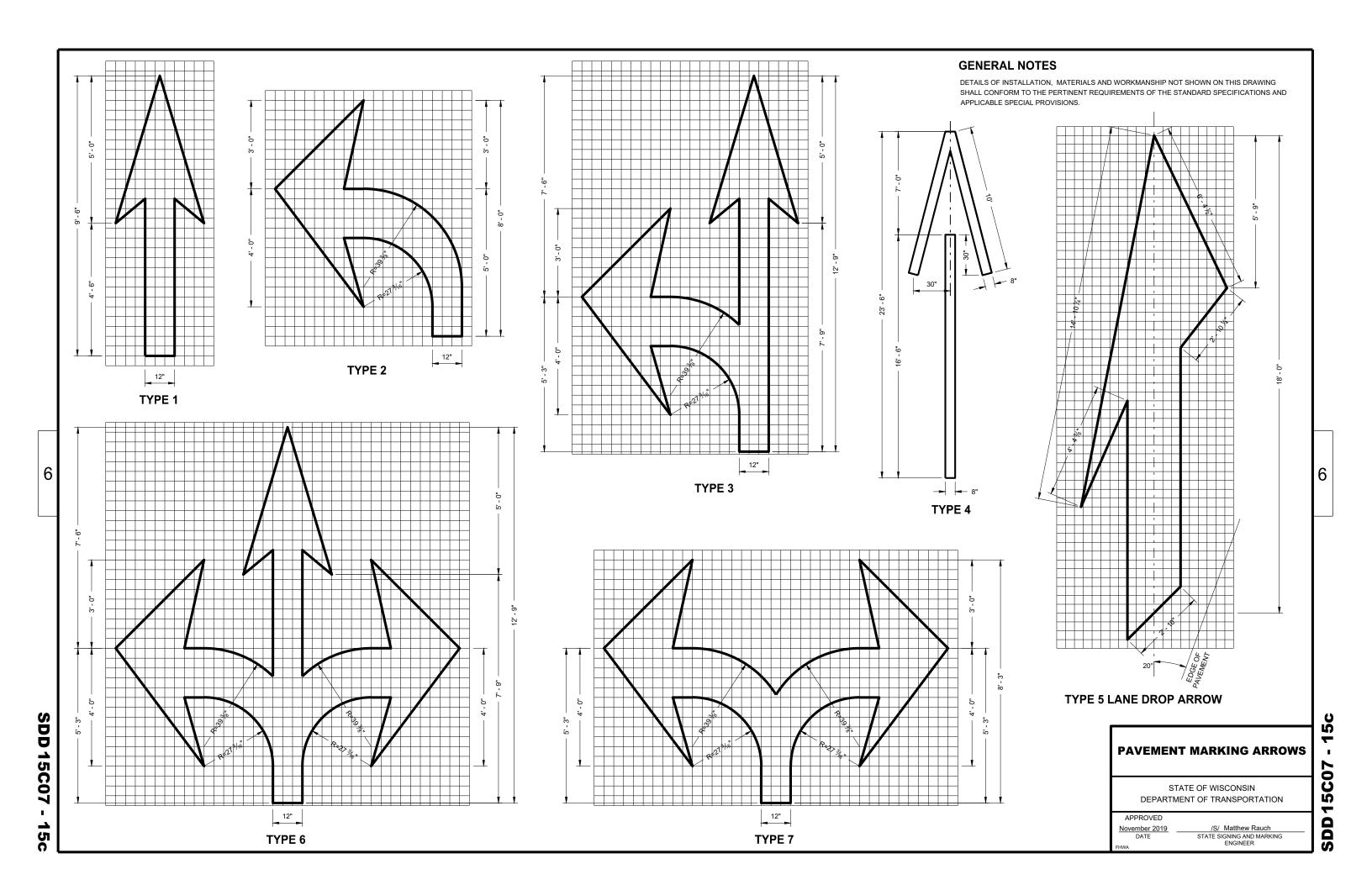
November 2019 \_\_\_\_

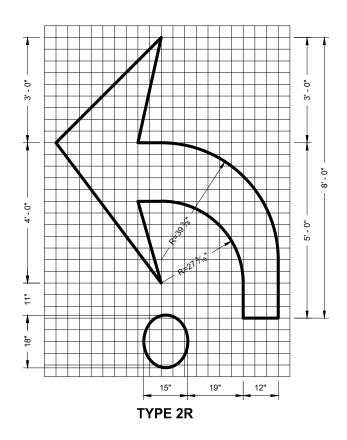
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

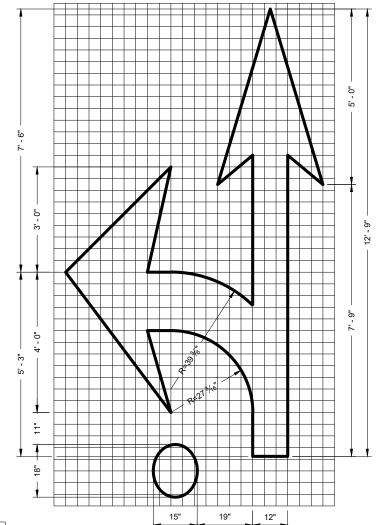
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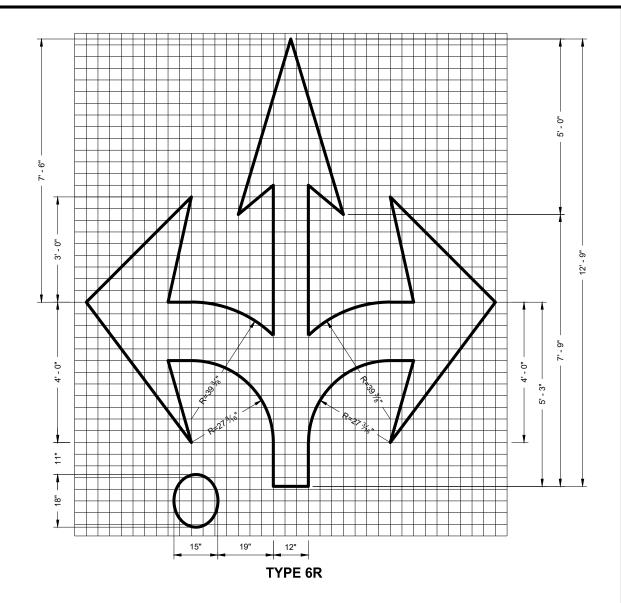
**SDD15C07** 

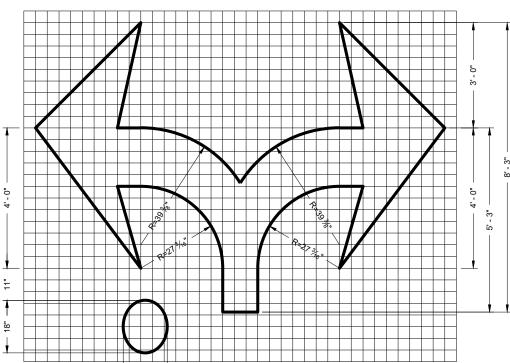






TYPE 3R





19" 12"

TYPE 7R

ROUNDABOUT
MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

6

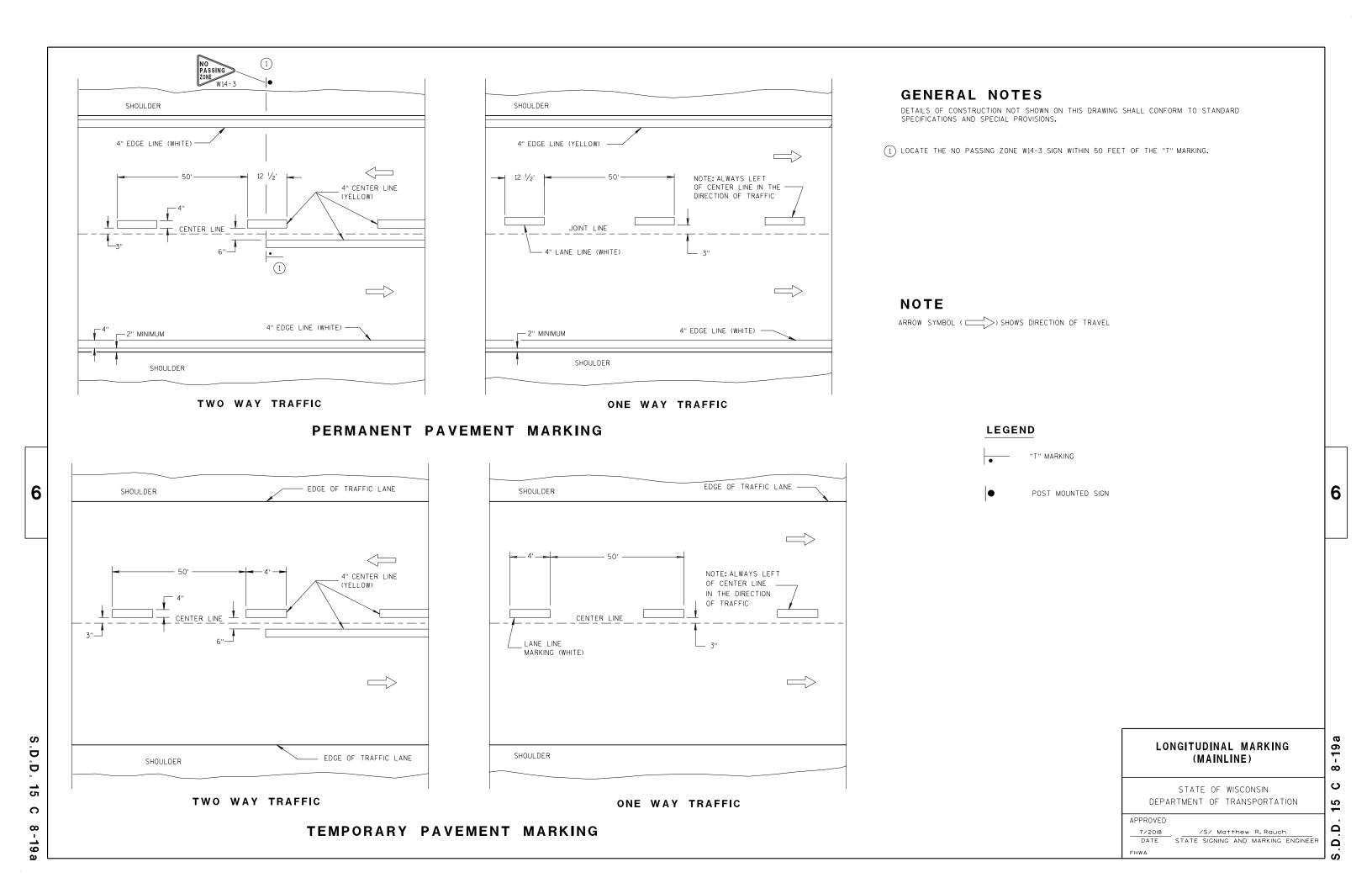
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**5C07** 

SDD

SDD 15C07 - 15d

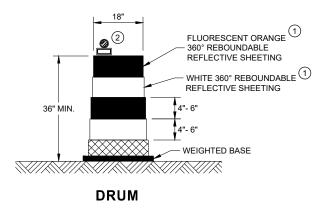
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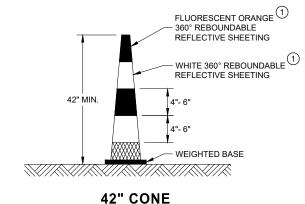


# **SDD 15C11**

#### **GENERAL NOTES**

- (1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- (2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



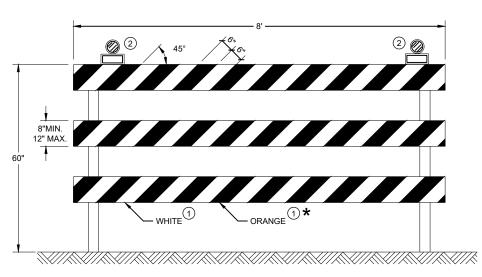


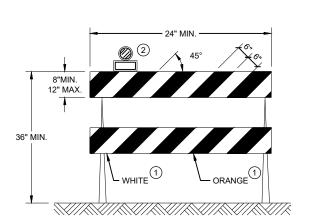


THE STRIPES SHALL SLOPE DOWNWARD TO

THE TRAFFIC SIDE FOR CHANNELIZATION.

DO NOT USE IN TAPERS ½ SPACING OF DRUMS





#### **TYPE II BARRICADE**

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.

#### **TYPE III BARRICADE**

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

\* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

#### **CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED	
June 2017	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER
FHWA	

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SDD

#### LEGEND GENERAL NOTES

SIGN ON PORTABLE OR PERMANENT SUPPORT

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUELIF

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

#### **FLAGGING**

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- (2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

#### **TEMPORARY PORTABLE RUMBLE STRIPS**

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

ROAD

ŔUMBLĖ

STRIPS



RUMBLE

STRIPS

WORK

TEMPORARY PORTABLE RUMBLE

FLAGGER, EQUIPPED WITH STOP/SLOW

PADDLE FASTENED ON SUPPORT STAFF

STRIP ARRAY

WORK AREA

DIRECTION OF TRAFFIC

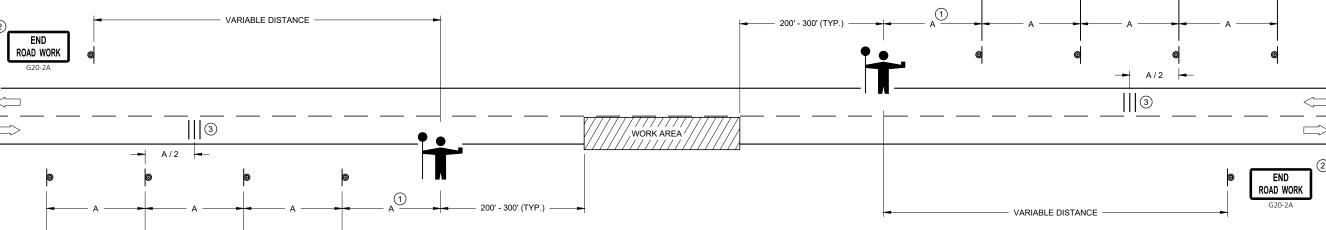
# SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A"



#### TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

# TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

2

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WORK

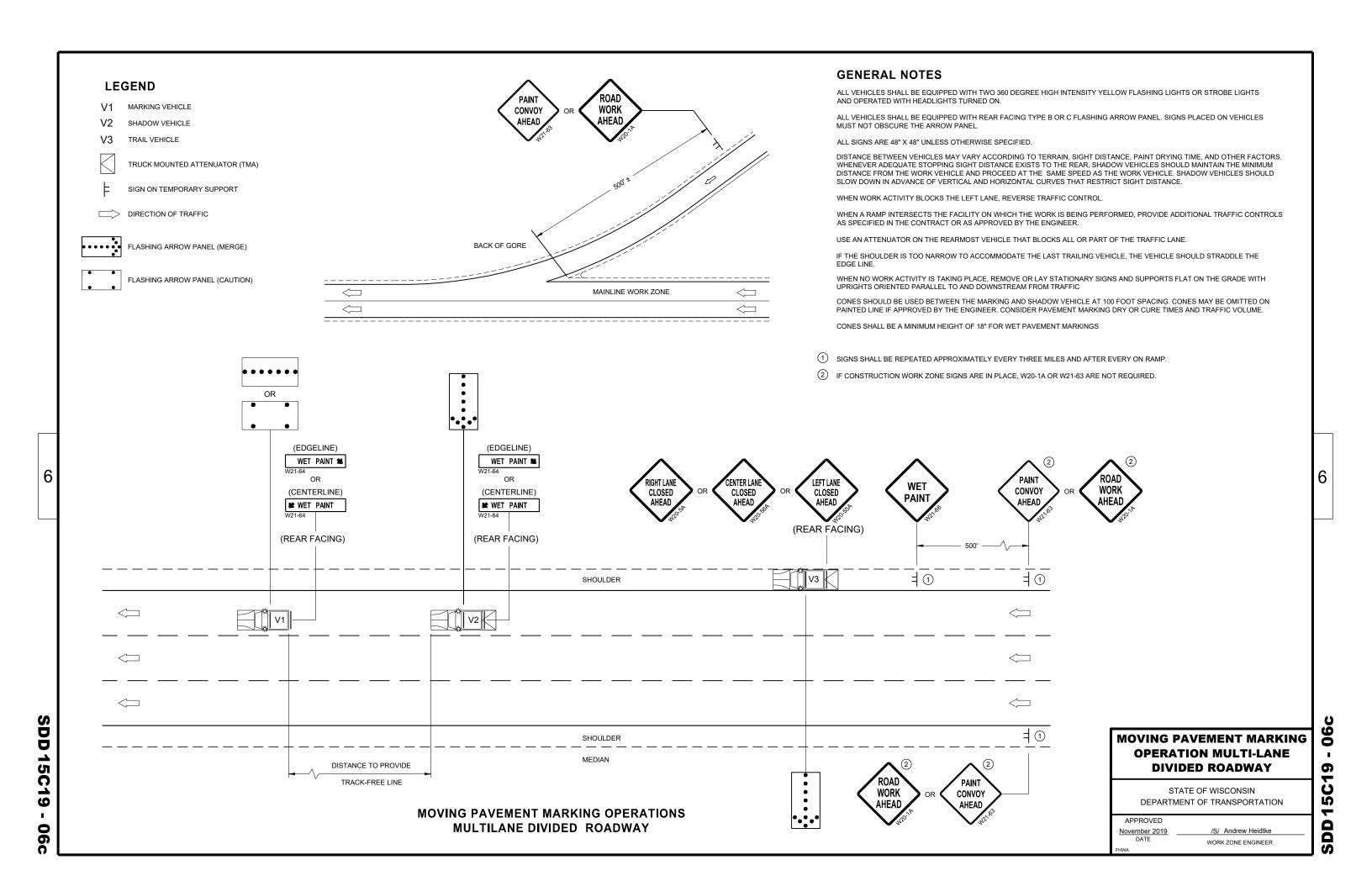
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

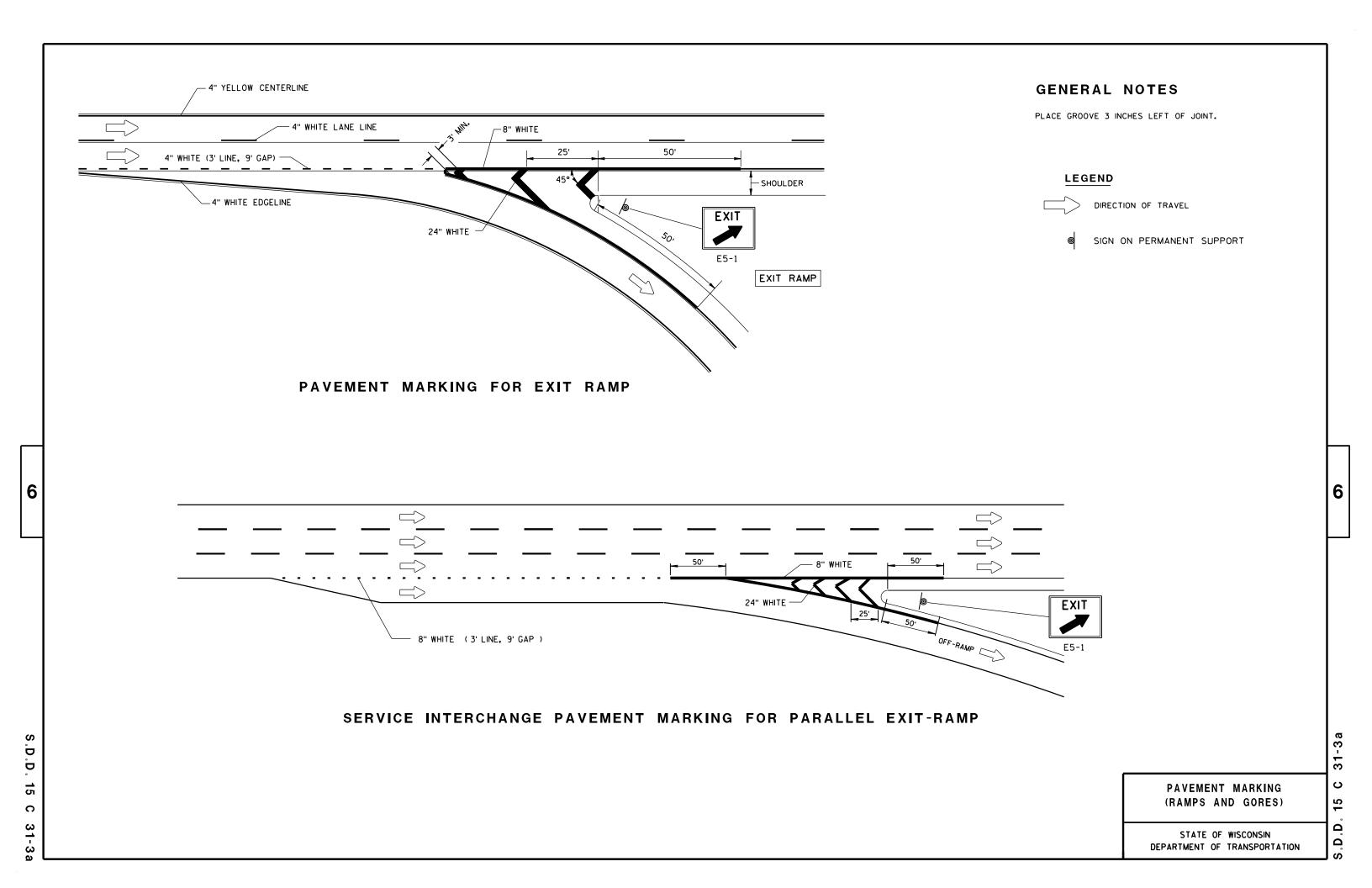
APPROVED	
May 2019	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER

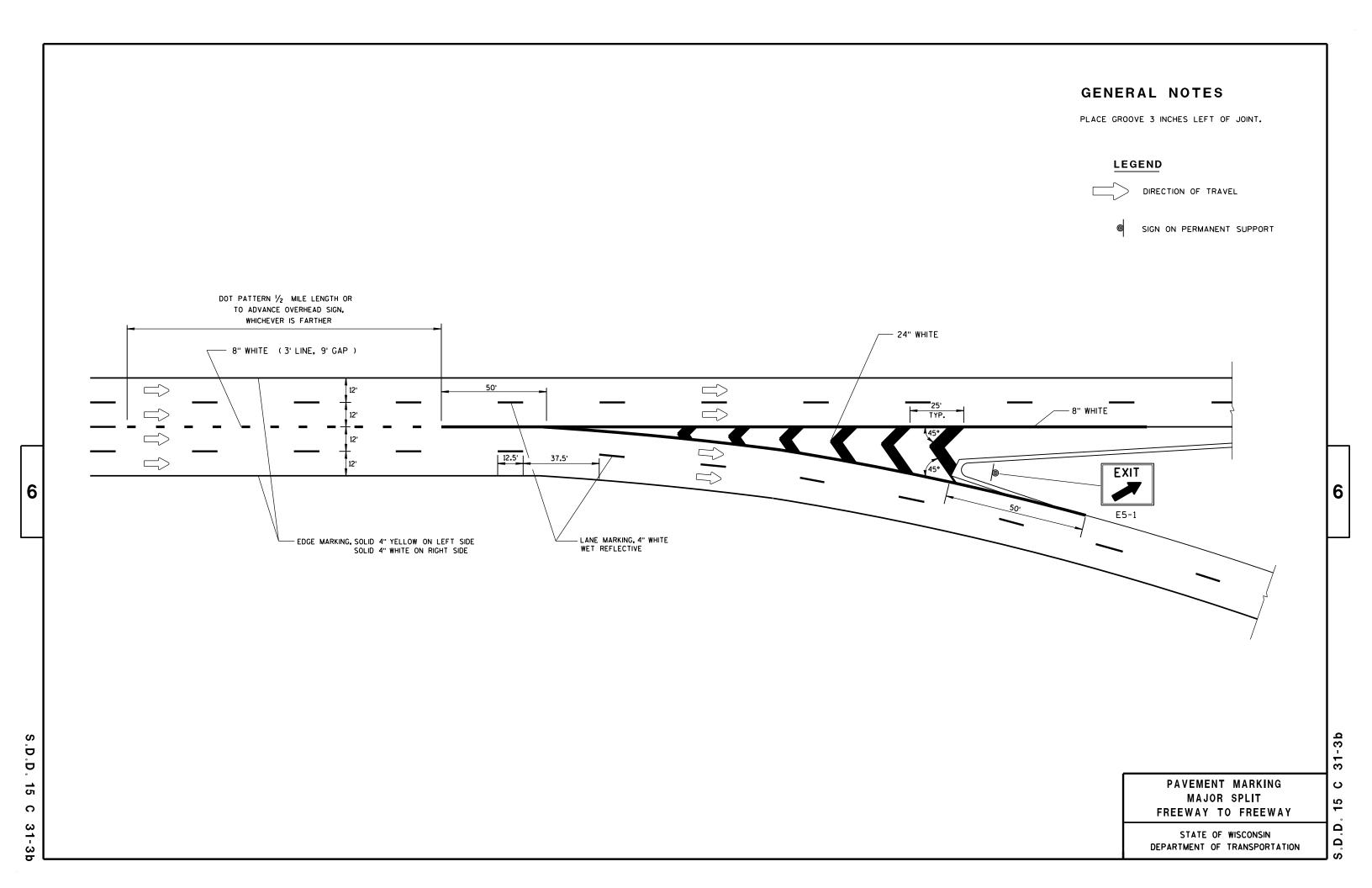
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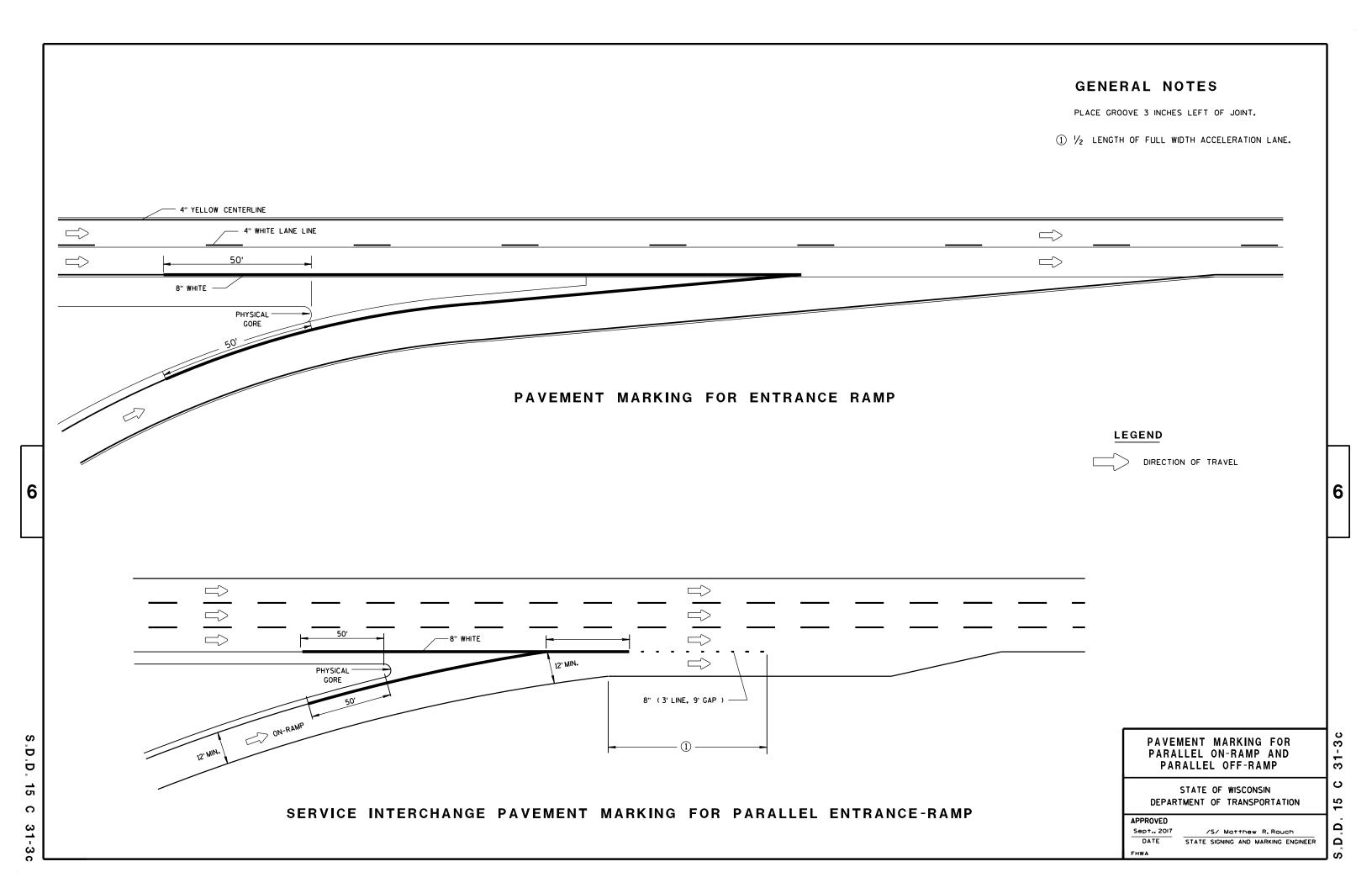
WORK ZONE ENGINEER

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#### **GENERAL NOTES**

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

#### **LEGEND**

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

WORK ZONE ENGINEER

TRAFFIC CONTROL DRUM

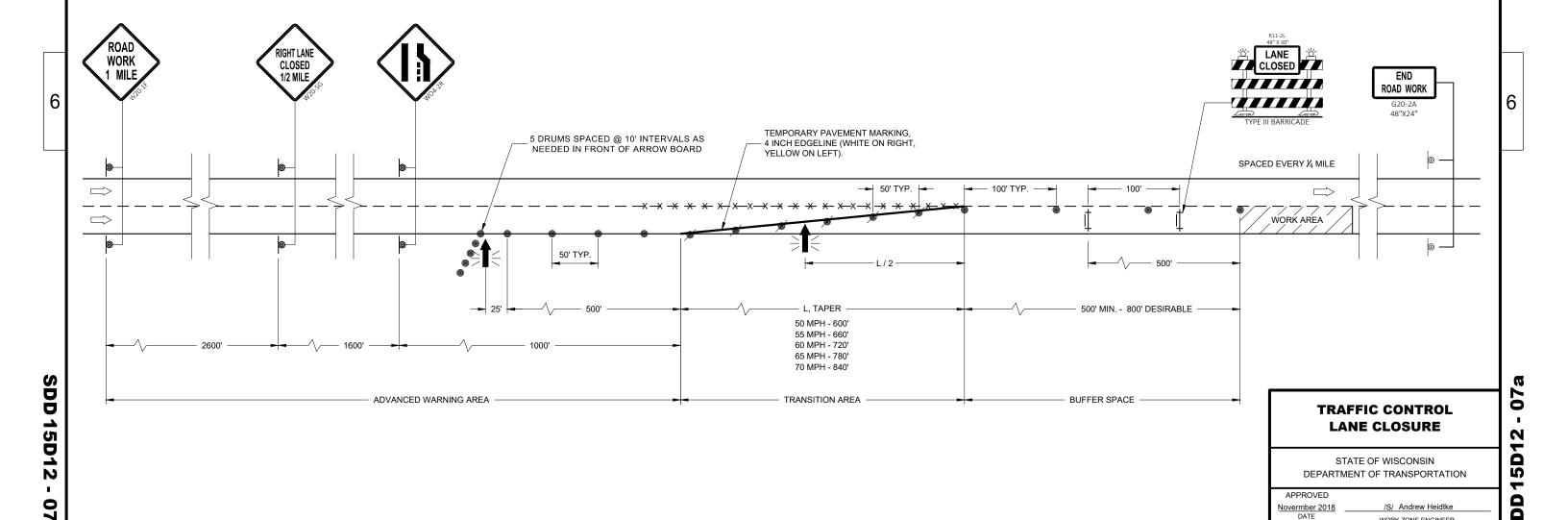
TYPE "A" WARNING LIGHT (FLASHING)

REMOVING PAVEMENT MARKING

DIRECTION OF TRAFFIC

WORK AREA

FLASHING ARROW BOARD



#### **GENERAL NOTES LEGEND** THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS. THE ADVANCED TYPE III BARRICADE WITH ATTACHED SIGN TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER. WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS SIGN ON PERMANENT SUPPORT MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS. TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE. WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED. IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET. "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE. TRAFFIC CONTROL DRUM ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. TYPE "A" WARNING LIGHT (FLASHING) ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS. THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL REMOVING PAVEMENT MARKING CHANGE SUCH AS A CROSSOVER MANEUVER. \* A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF DIRECTION OF TRAFFIC EACH ENTRANCE RAMP, PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES, INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN. WORK AREA FLASHING ARROW BOARD SPEED LIMIT 60 OR SPEER LIMIT 55 CLOSED 1/2 MILE ROAD WORK TEMPORARY PAVEMENT MARKING, - 4 INCH EDGELINE (WHITE ON RIGHT, SPACED EVERY 1/4 MILE 5 DRUMS SPACED @ 10' INTERVALS AS YELLOW ON LEFT). NEEDED IN FRONT OF ARROW BOARD , WORK AREA — 500' L, TAPER 500' MIN. - 800' DESIRABLE 55 MPH - 660' 60 MPH - 720' ADVANCED WARNING AREA TRANSITION AREA **BUFFER SPACE**

6

**SDD 15D12** 

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#### TRAFFIC CONTROL, LANE CLOSURE, **SPEED REDUCTION**

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2 

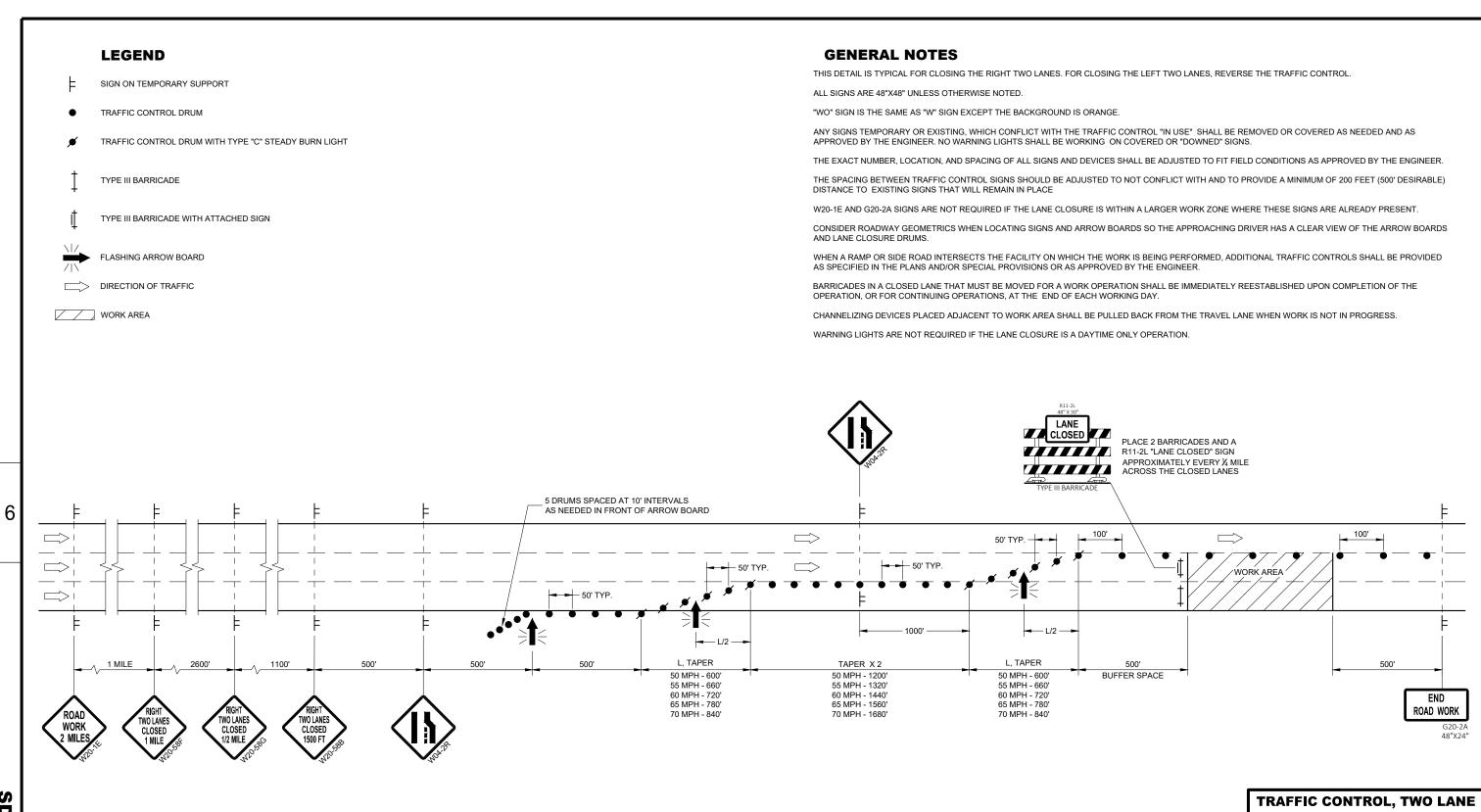
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

November 2018 DATE /S/ Andrew Heidtke WORK ZONE ENGINEER



STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

July 2015

DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

SDD 15D14 - 03

DD 15D1

03

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(PLACE 500' IN

ADVANCE OF GORE)

(PLACE 1000' IN

ADVANCE OF GORE

**PARALLEL EXIT RAMP** 

LANE CLOSED

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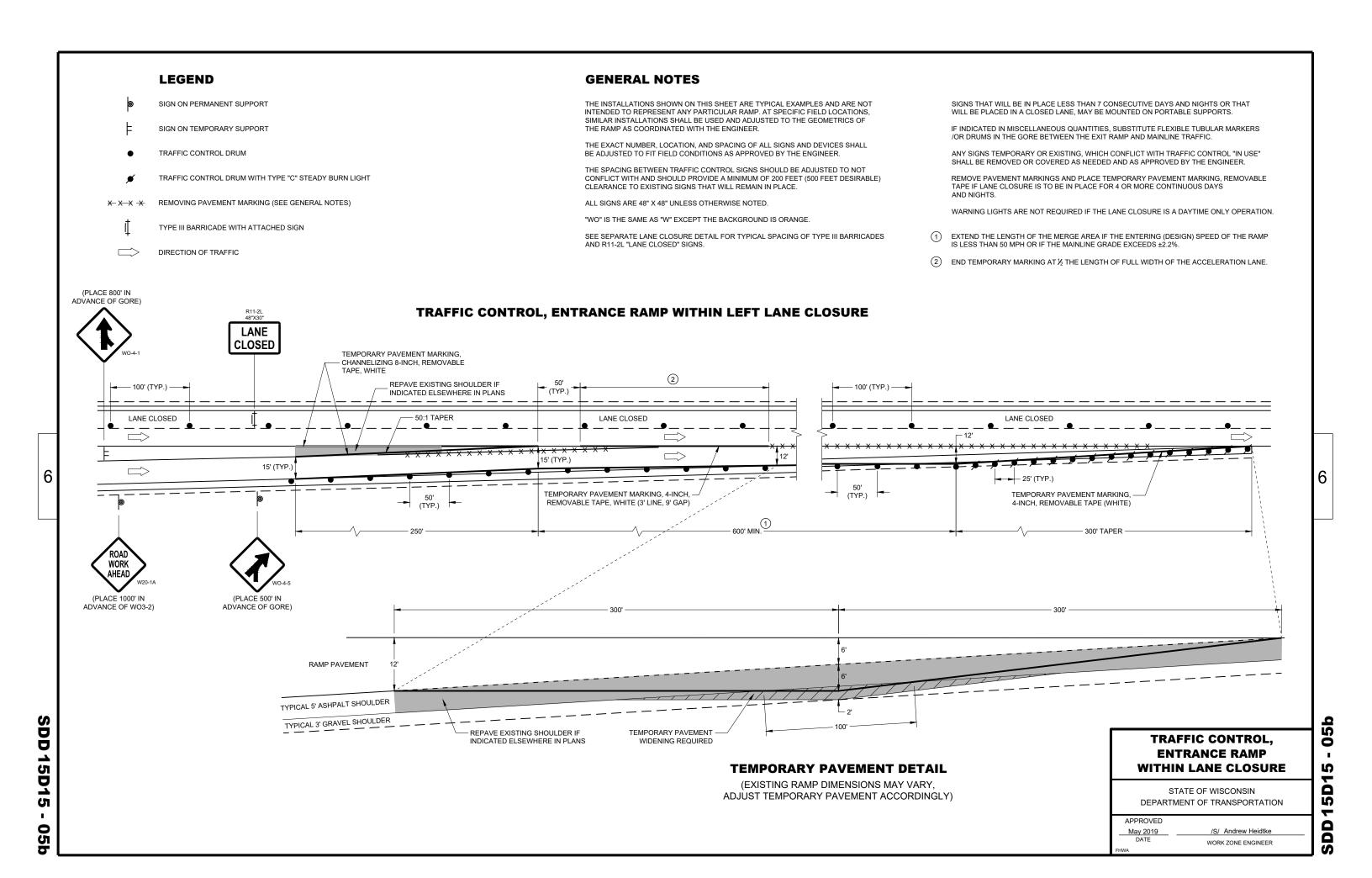
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED May 2019 DATE /S/ Andrew Heidtke WORK ZONE ENGINEER

100' (TYP.)

LANE CLOSED

**SDD 15D15** 



(PLACE 500' IN

ADVANCE OF WO3-2)

#### **GENERAL NOTES**

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

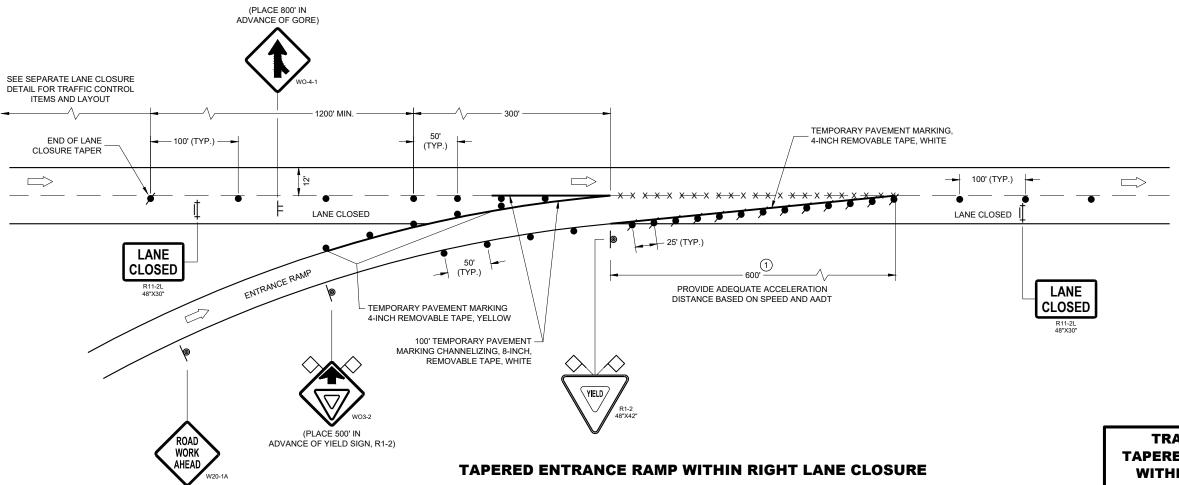
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2019

DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

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TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

(PLACE 500' IN

ADVANCE OF WO3-2)

**TAPERED ENTRANCE RAMP** 

DEPARTMENT OF TRANSPORTATION APPROVED May 2019 DATE /S/ Andrew Heidtke WORK ZONE ENGINEER

TRAFFIC CONTROL,

WITHIN LANE CLOSURE

STATE OF WISCONSIN

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

▼ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

X X X X REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

#### **GENERAL NOTES**

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

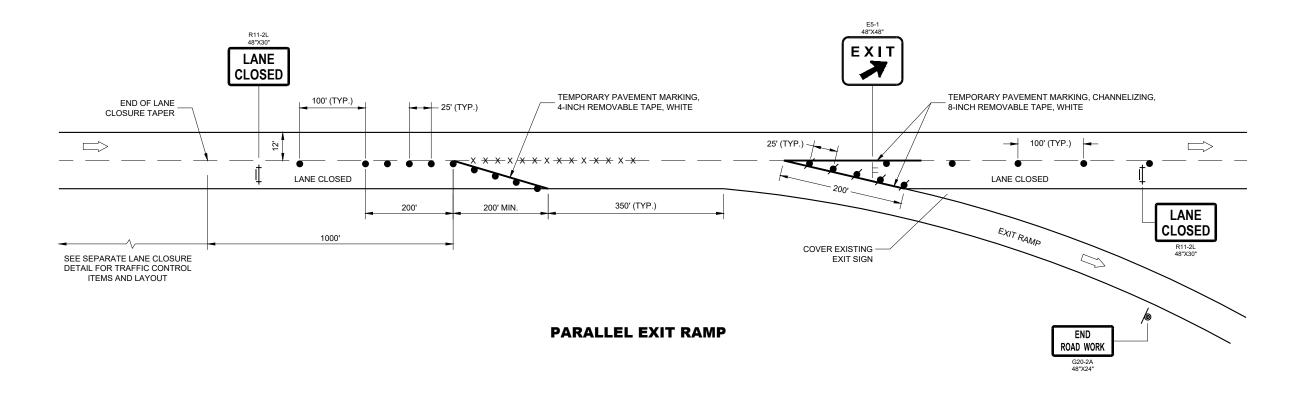
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



## TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2019

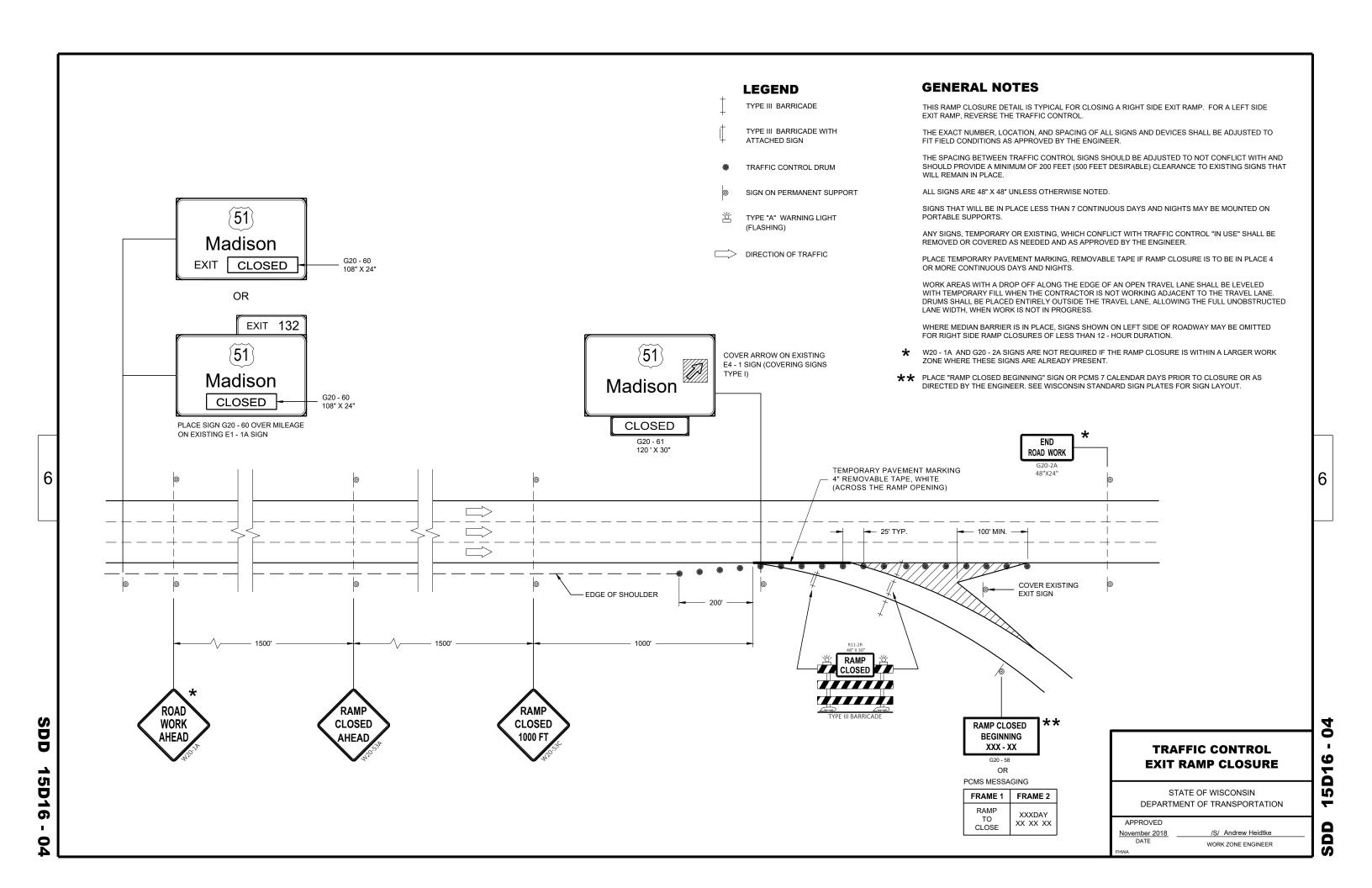
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

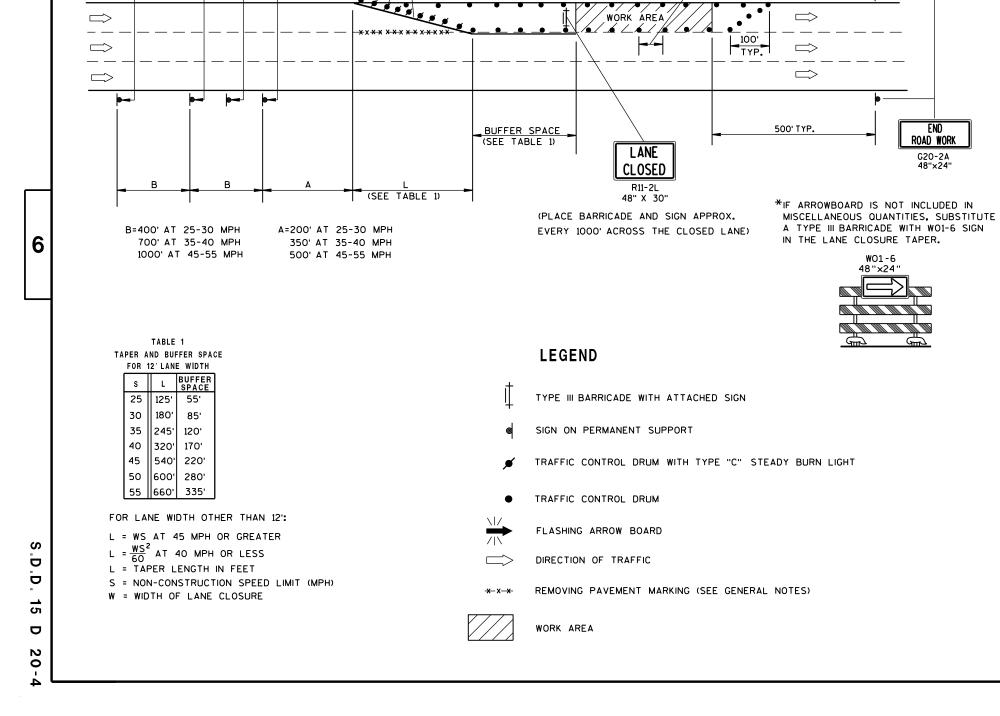
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SDD 15D15 - 0

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(5) DRUMS SPACED @ 10'

INTERVALS AS NEEDED IN

FRONT OF ARROW BOARD

TEMPORARY PAVEMENT MARKING.

4-INCH REMOVABLE TAPE (WHITE ON RIGHT,

25'@ 35 MPH OR LESS 50'@ 40 MPH OR MORE

YELLOW ON LEFT)

SPACING:

ROAD WORK

NEXT\_\_\_MILES

G20-1

60" X 24"

CLOSED

AHEAD

AHEAD

#### **GENERAL NOTES**

\*\*THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE

ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL

W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF

50' MAX. @ 35 MPH OR LESS

100' MAX. @ 40 MPH OR MORE

IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC

TRAFFIC. IN ADVANCE OF THE WORK AREA.

SPACING:

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

**APPROVED** June 2016

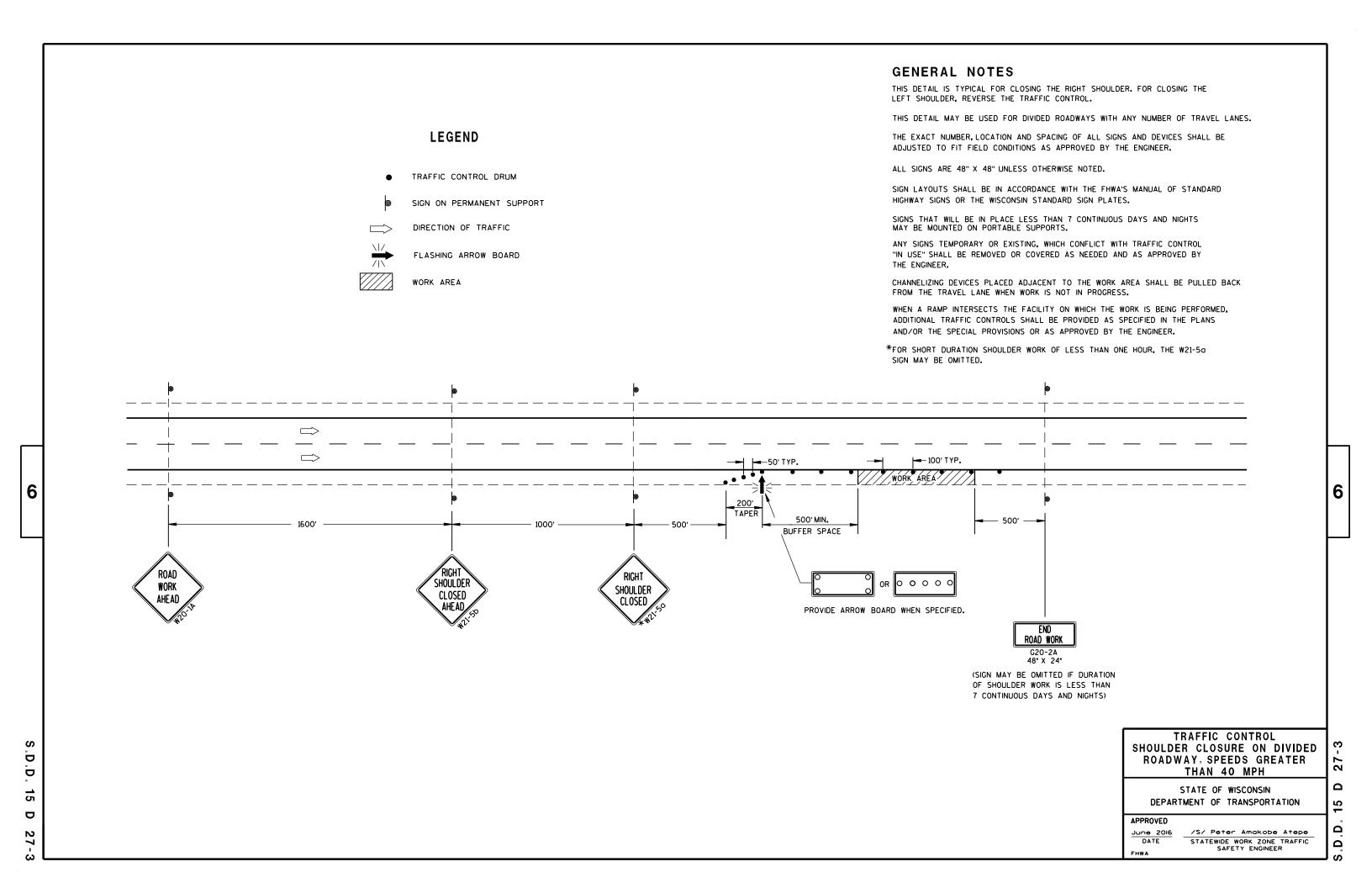
/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

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June 2016

/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER





TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SO. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SO.FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE). SIGNS LARGER THAN 27 SO.FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

#### URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST **EMBEDMENT DEPTH** 

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREM	NUMBER OF		
L	E	WOOD POSTS REQUIRED	
48" OR LESS AND LESS THAN 20 SO.FT.	-	1	
LESS THAN 60"	12"	2	٤
60" TO 120"	L/5	2	
GREATER THAN 120" LESS THAN 168"	12"	3	
168" AND GREATER	12"	4	

SEE NOTE (3)

RURAL AREA

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

-11

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6

- 11/2" DIAMETER HOLES

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NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 1/6" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 1/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

\* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

> ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 /S/ Andrew Heidtke DATE WORK ZONE ENGINEER FHWA

Ω Ω

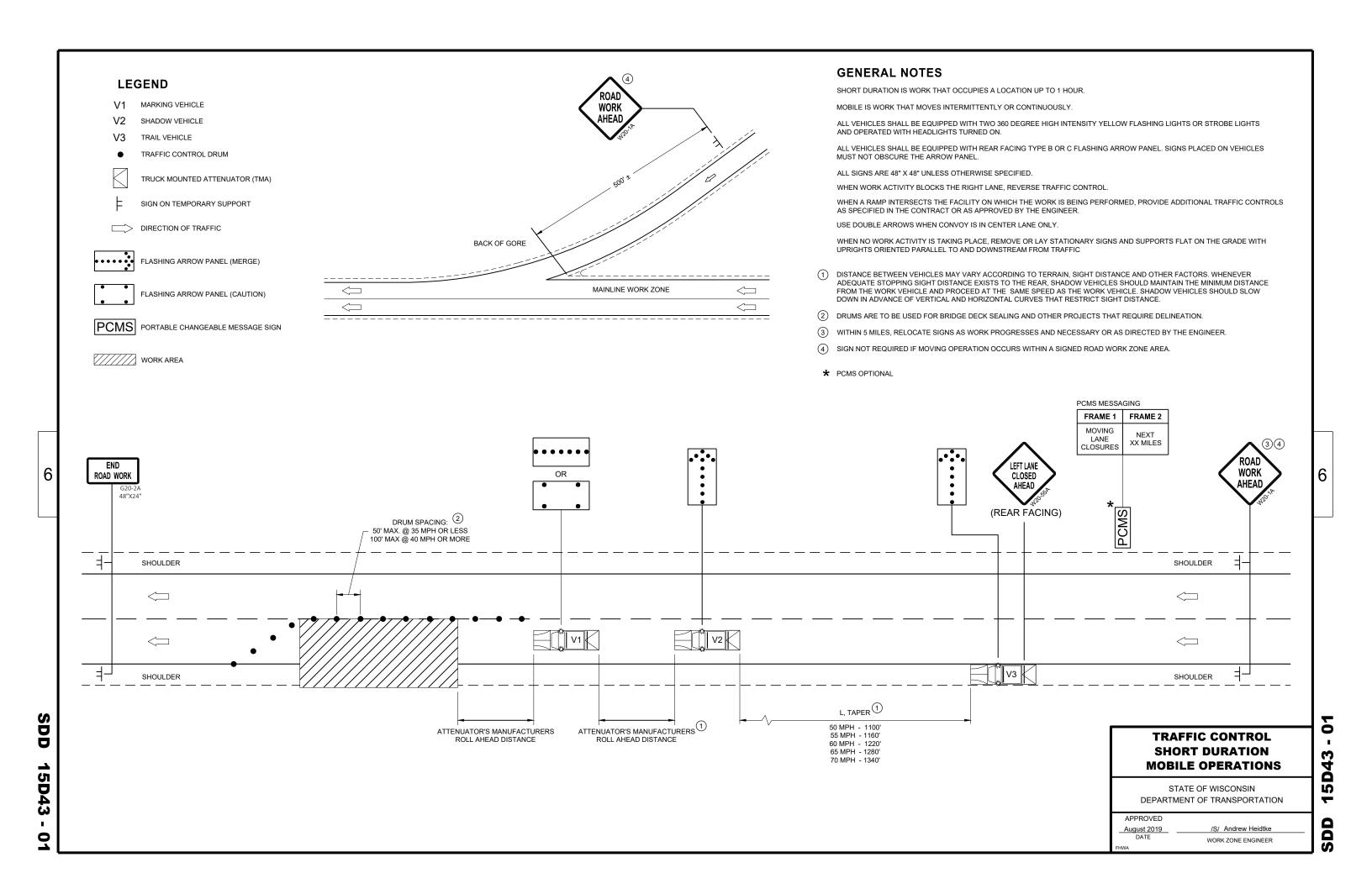
6

2 b

18

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38-2b



1150-77-71

### **DESIGN DATA**

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: HS-14
OPERATING RATING FACTOR: HS-24
MAXIMUM STANDARD PERMIT VEHICLE LOAD: 140 (KIPS)

### NOTES

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE

STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION. ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
509.5100.S	POLYMER OVERLAY	SY	825

## LIVE LOAD:

EXISTING 42SS PARAPET

DRAWINGS SHALL NOT BE SCALED.

# TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
509 <b>.</b> 5100 <b>.</b> S	POLYMER OVERLAY	SY	825

# SECTION THRU ROADWAY - LOOKING EAST

42'-3" OUT TO OUT OF DECK

42'-53%" OUT TO OUT OF SUPERSTRUCTURE

R HARBOR LIGHTS ROAD ->

EXISTING STEEL PLATE GIRDERS (TYP.)

3

2%

LANE

-EXISTING 81/2" DECK

32'-0" CLEAR ROADWAY OVERLAY (POLYMER) LIMITS

3 SPA. @ 10'-2" = 30'-6"

EXISTING STEEL GIRDER SPA.

- CROWN POINT

2%

11'-0"

LANE

2

/ -EXISTING STEEL

DIAPHRAGMS (TYP.)

SHLD.

(1)

2'-0"

8'-0" SIDEWALK

1.5%

7'-9"

EXISTING STEEL GIRDER SPA.

SHLD.

⊢ ¼" MIN. POLYMER OVERLAY

(4)

-EXISTING 6'-0" PROTECTIVE SCREENING

PARAPET

TYPE 'A

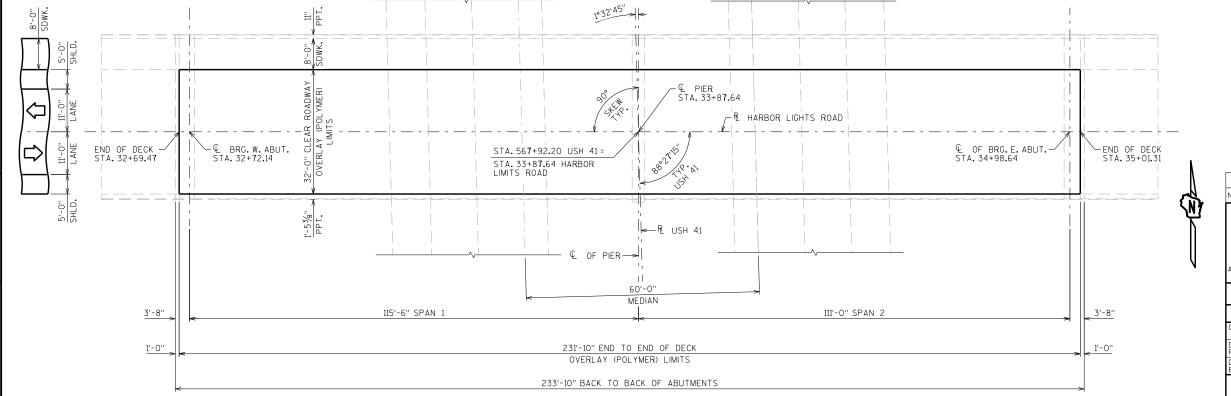
(5)

O INDICATES GIRDER NUMBER

2'-0"

8

PPT.



<u>PL AN</u>

#### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

# (608) 261-6109

STACIE WEIS AARON BONK

NO. DATE BY BUREAU OF

(608) 261-0261

#### CHIEF STRUCTURES DESIGN ENGINEER STRUCTURE B-05-131

HARBOR LIGHTS ROAD OVER USH 41 SUAMICO

DESIGN SPEC. REHABILATATION N/A DESIGNED SEW CK'D.RATINGS BY

**POLYMER** 

OVERLAY

= 12.00

DDS CK'D. SEW

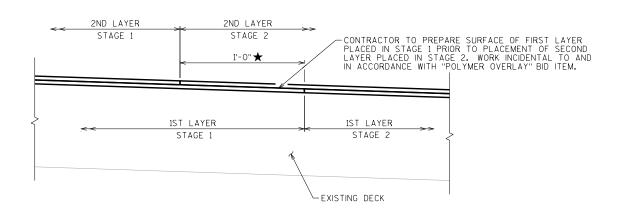
SHEET 1 OF 2

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

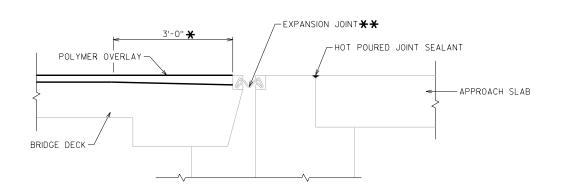
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

\*LANE LINE TO BE LOCATED WITHIN OVERLAP



### TRANSVERSE EXPANSION JOINT TRANSITION DETAIL

- $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to expansion joint and taper a distance of 3-feet.
- \*\* DETAIL LOCATION IS SHOWN AT ABUTMENT JOINT BUT SHALL BE APPLIED TO ALL EXPANSION JOINTS.

8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-131

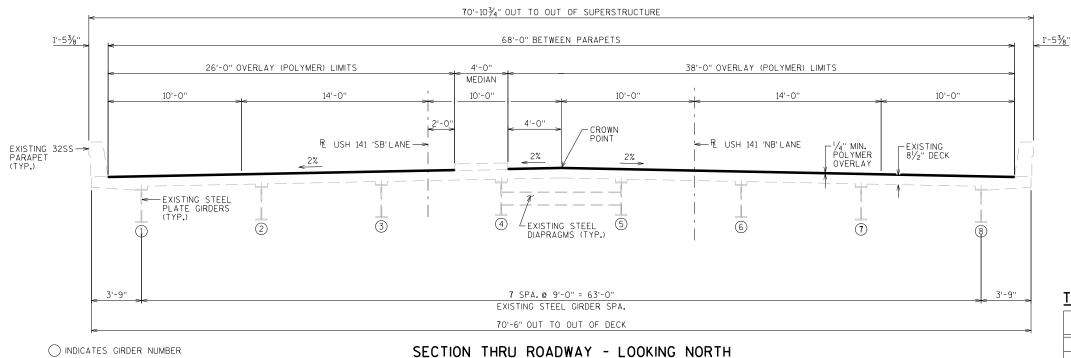
DRAWN
BY

OVERLAY
TRANSITION

BY

SEW CK'D. AMB

1150-77-71



#### DESIGN DATA

#### LIVE LOAD:

DESIGN RATING: HL-93 INVENTORY RATING: HS-25 OPERATING RATING: HS-43 MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250 (KIPS)

### <u>NOTES</u>

DRAWINGS SHALL NOT BE SCALED.

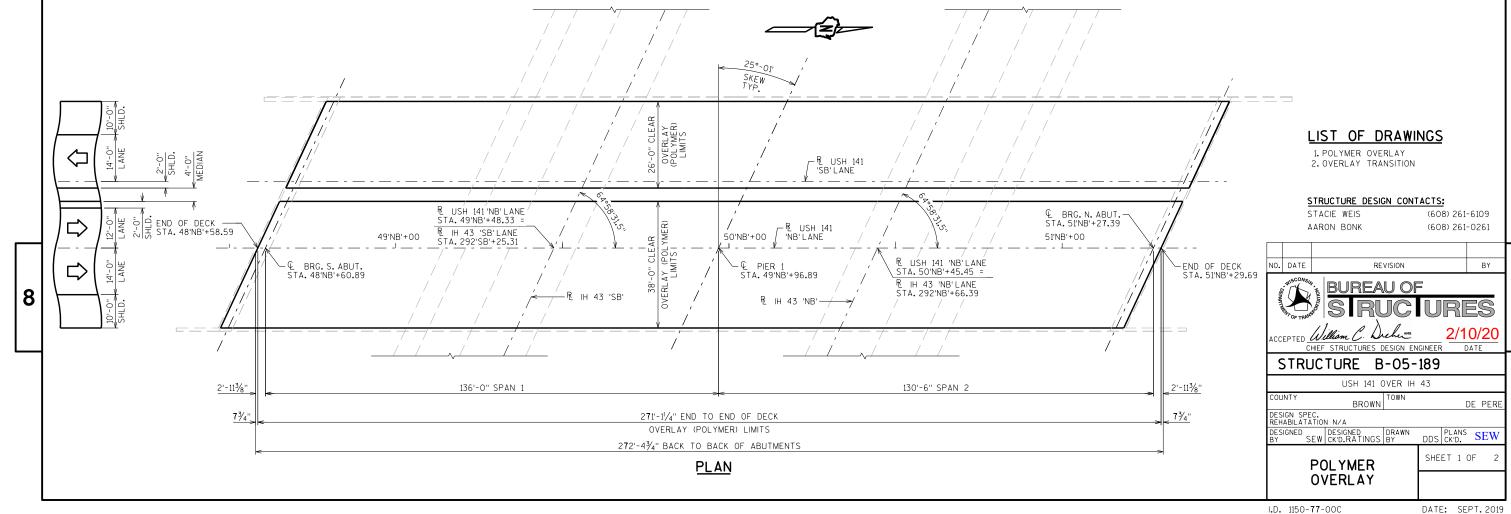
DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION, ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
509.5100.S	POLYMER OVERLAY	SY	1,928

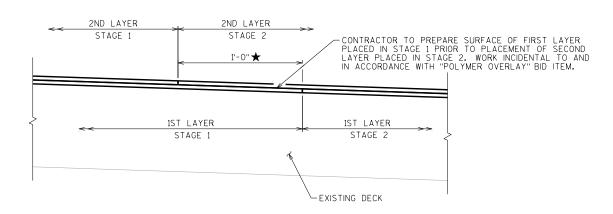


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

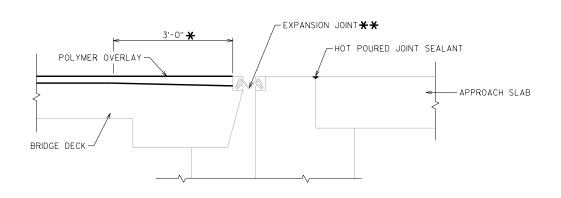
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

\*LANE LINE TO BE LOCATED WITHIN OVERLAP



### TRANSVERSE EXPANSION JOINT TRANSITION DETAIL

- $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to expansion joint and taper a distance of 3-feet.
- \*\* DETAIL LOCATION IS SHOWN AT ABUTMENT JOINT BUT SHALL BE APPLIED TO ALL EXPANSION JOINTS.

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-189

DRAWN
BY

OVERLAY
TRANSITION

BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-189

SHEET 2

1150-77-71

# DESIGN DATA

LIVE LOAD:

DESIGN RATING: HL-93 INVENTORY RATING: RF = 1.05 OPERATIONAL RATING: RF = 1.36 WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS.

#### GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

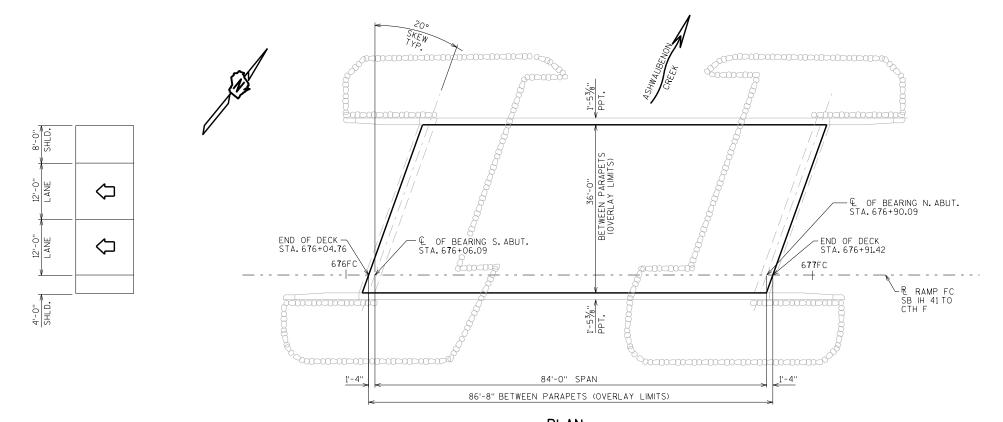
STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION. ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

## TRAFFIC VOLUME

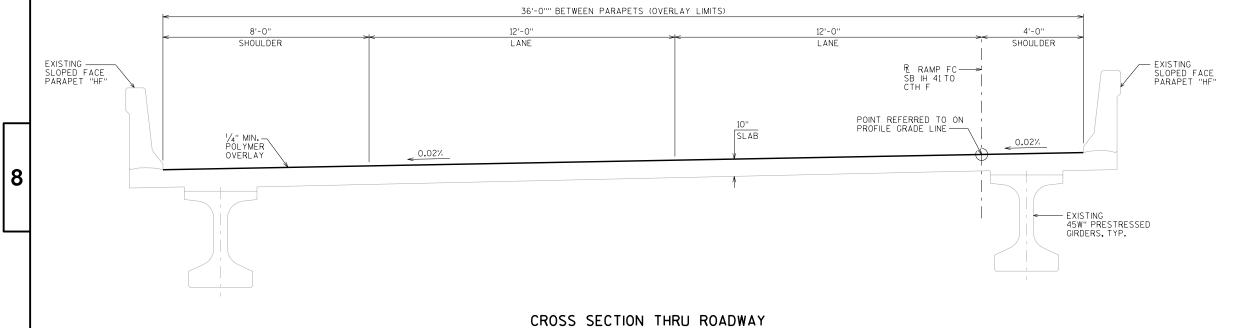
RAMP SB IH 41 TO CTH F A.D.T. = 13,100 (2035) R.D.S. = 50 M.P.H.

#### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509 <b>.</b> 5100 <b>.</b> S	POLYMER OVERLAY	SY	34 <b>7</b>



<u>PL AN</u> 45W" PRESTRESSED CONCRETE GIRDERS



(LOOKING UPSTATION)

#### LIST OF DRAWINGS

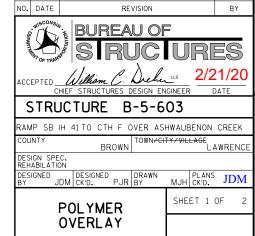
1. POLYMER OVERLAY 2. OVERLAY TRANSITION

STRUCTURE DESIGN CONTACTS:

JOEL MAAS

(608) 267-0273

LAURA SHADEWALD (608) 26**7**-9592

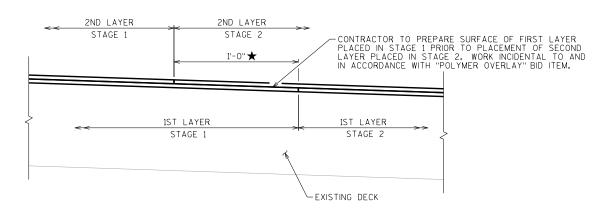


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

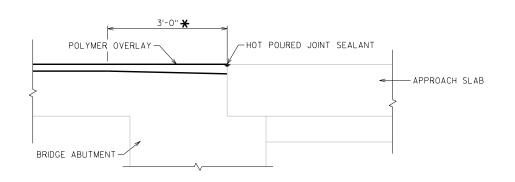
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

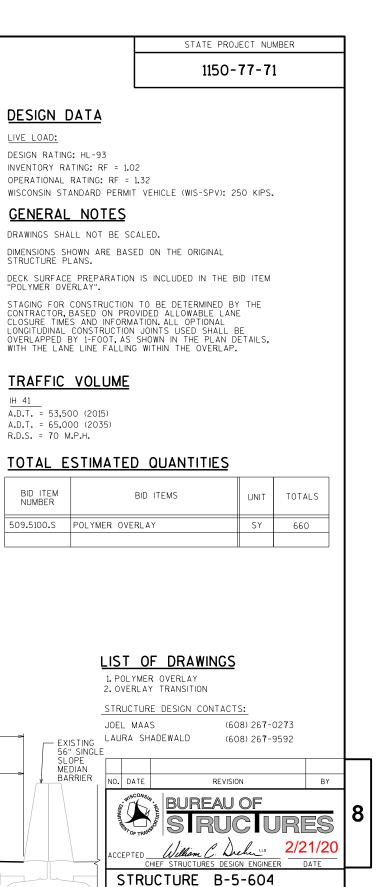
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-603

DRAWN
BY SEW/MJH PLANS JDM

OVERLAY
TRANSITION

SHEET 2



DESIGN DATA

LIVE LOAD:

DESIGN RATING: HL-93 INVENTORY RATING: RF = 1.02 OPERATIONAL RATING: RF = 1.32

#### GENERAL NOTES

#### TRAFFIC VOLUME

IH 41

677SOG

16'-9'

SHOULDER

2.0%

└R IH 41 SB

END OF DECK STA. 676SOG+55.50

1'-03/4"

12'-0"

LANE

-POINT REFERRED TO ON PROFILE GRADE LINE, CROWN POINT

**---** ℝ IH 41 SB

END OF DECK STA. 675SOG+63.38

1'-03/4''

12'-0"

SHOULDER

- EXISTING 36W" PRESTRESSED

GIRDERS, TYP.

2.0%

1/4" MIN. — POLYMER OVERLAY

 $\langle \neg$ 

16'-9" SHLD.

EXISTING -SLOPED FACE PARAPET 'LF'

8

€ BRG. N. ABUT.— STA. 676SOG+54.44

6**7**6SOG

B-05-604

90'-0" SPAN

92'-1/2" BETWEEN PARAPETS (OVERLAY LIMITS)

PLAN 36W" PRESTRESSED CONCRETE GIRDERS

1'-5¾" PPT.

64'-9" BETWEEN PARAPETS (OVERLAY LIMITS)

CROSS SECTION THRU BRIDGE

(LOOKING NORTH)

12'-0"

LANE

- € BRG. S. ABUT. STA. 6**7**5SOG+64.44

12'-0"

EXISTING 9" SLAB

LANE

A.D.T. = 53,500 (2015) A.D.T. = 65,000 (2035) R.D.S. = 70 M.P.H.

#### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS	
509.5100.S	POLYMER OVERLAY	SY	660	ĺ

IH 41 SB OVER ASHWAUBENON CREEK BROWN TOWN/CITY/VILLAGE LAWRENCE

DESIGN SPEC. REHABILATION

DESIGNED DESIGNED DRAWN
BY JDM CK'D. PJR BY

**POLYMER** 

OVERLAY

MJH CK'D. JDM

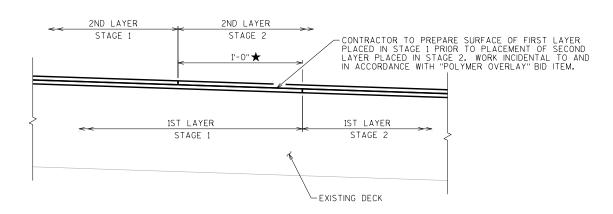
SHEET 1 OF 2

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

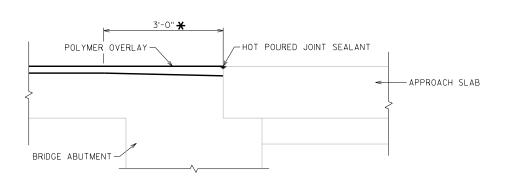
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-604

DRAWN
BY
OVERLAY
TRANSITION

SHEET 2

1150-77-71



LIVE LOAD:

DESIGN RATING: HL-93 INVENTORY RATING: RF = 1.02 OPERATIONAL RATING: RF = 1.32 WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS.

#### GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION, ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

### TRAFFIC VOLUME

A.D.T. = 53,500 (2015) A.D.T. = 65,000 (2035) R.D.S. = 70 M.P.H.

#### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS	
509 <b>.</b> 5100 <b>.</b> S	POLYMER OVERLAY	SY	660	

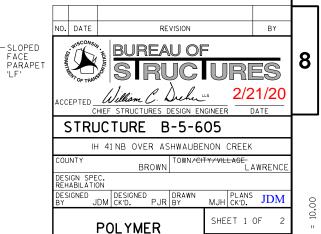
#### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

STRUCTURE DESIGN CONTACTS:

JOEL MAAS LAURA SHADEWALD

(608) 267-0273 (608) 26**7**-9592



2.0%

12'-0"

SHOULDER

CROSS SECTION THRU BRIDGE (LOOKING NORTH)

64'-9" BETWEEN PARAPETS (OVERLAY LIMITS)

12'-0"

LANE

-POINT REFERRED TO ON PROFILE GRADE LINE, CROWN POINT

92'-11/2" BETWEEN PARAPETS (OVERLAY LIMITS)

90'-0" SPAN

\_1'-03/4''

-END OF DECK

12'-0"

LANE

STA. 676NOG+20.57

∽IH 41 NB

€ BRG. N. ABUT.— STA. 676NOG+19.51

6**7**6NOG

1'-03/4"\_

- £ BRG. S. ABUT. STA. 6**7**5NOG+29.51

B-05-605

PLAN 36W" PRESTRESSED CONCRETE GIRDERS

12'-0"

LANE

EXISTING 9"

SLAB

675NOG

16'-9"

SHOULDER

- EXISTING 36W" PRESTRESSED GIRDERS, TYP.

2.0%

1/4" MIN. -POLYMER OVERLAY

 $\Box$ 

 $\Box$ 

12'-0" SHLD.

56" SINGLE SLOPE

MEDIAN

BARRIER

8

I.D. 1150-77-00AQ

OVERLAY

DATE: JAN 2020

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

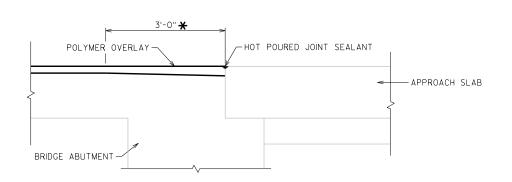
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

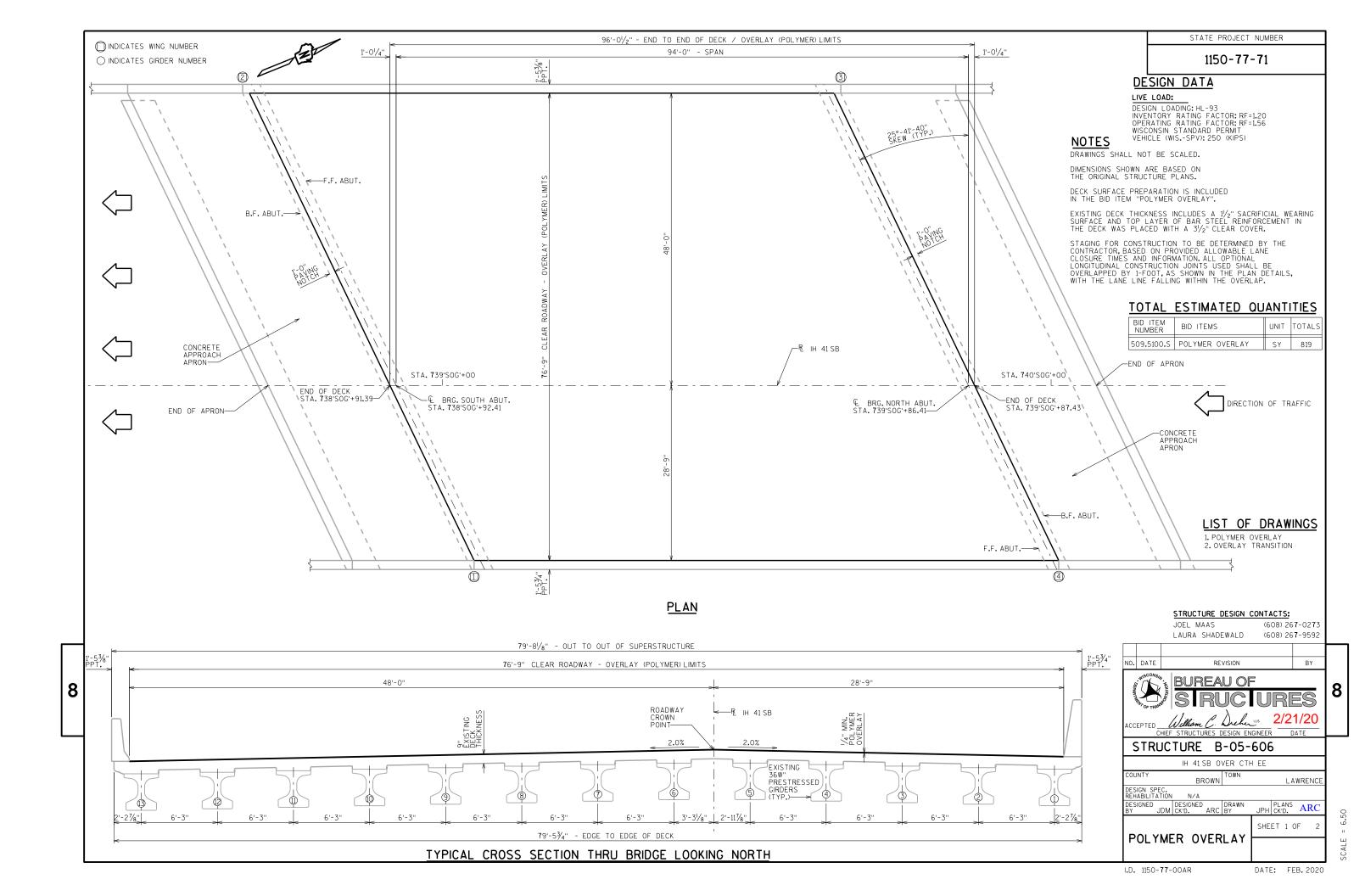
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-605

DRAWN
BY SEW/MJH PLANS JDM

OVERLAY
TRANSITION

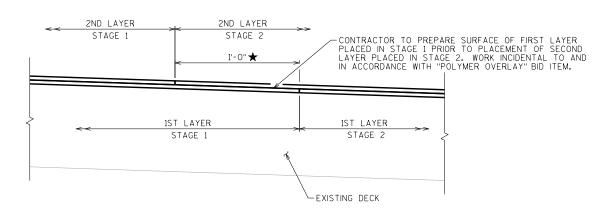


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

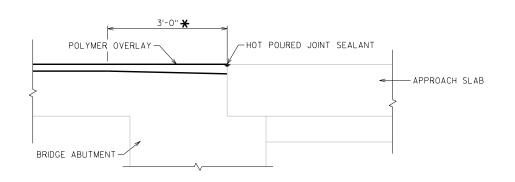
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-606

DRAWN
BY

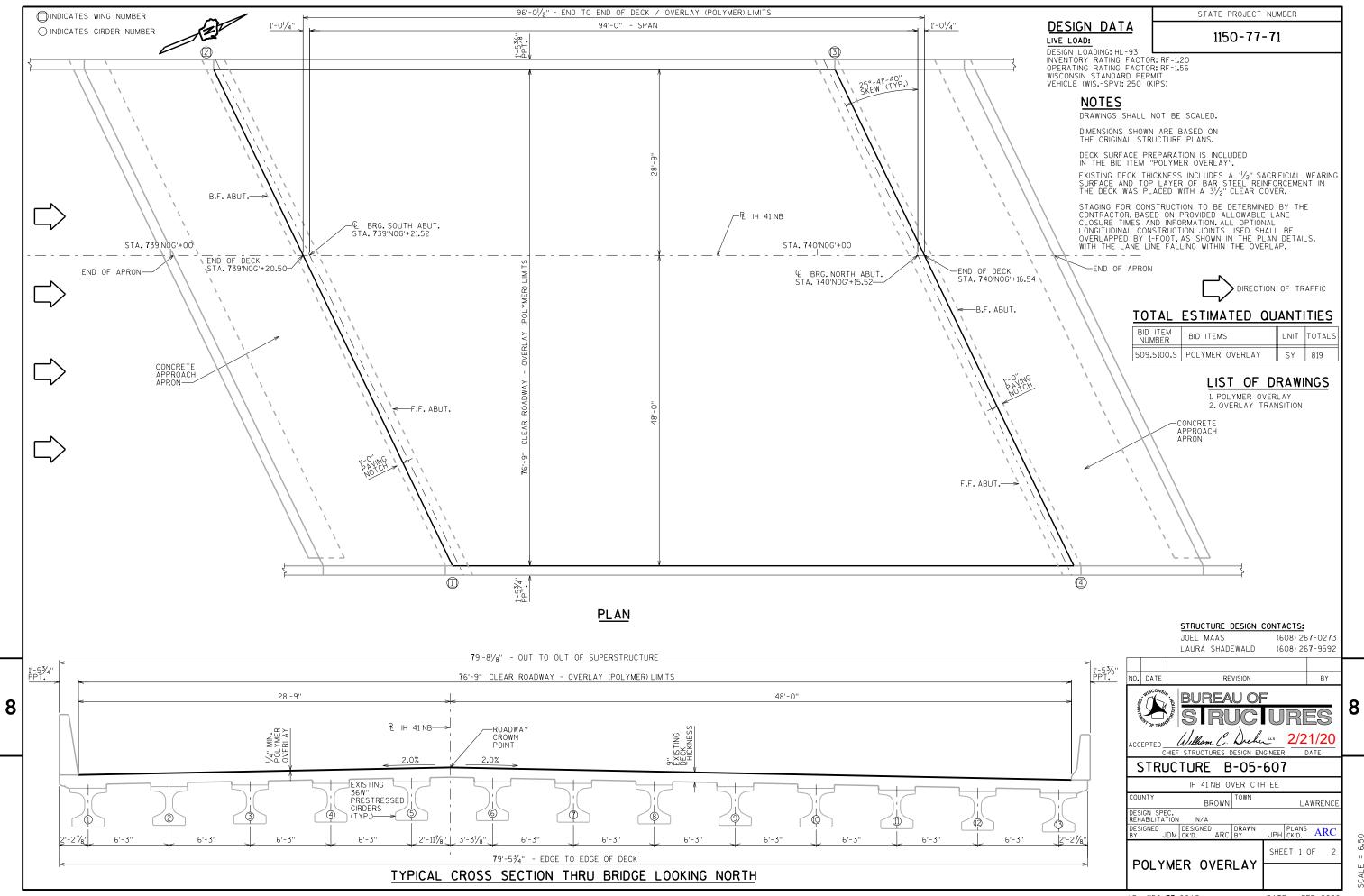
OVERLAY
TRANSITION

BY

BY

BY

SHEET 2

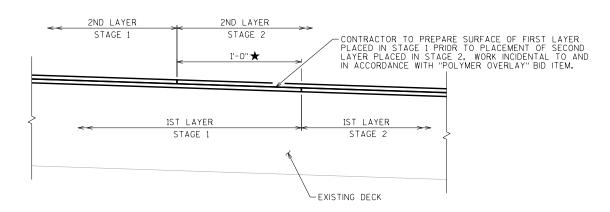


1150-77-71

#### NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

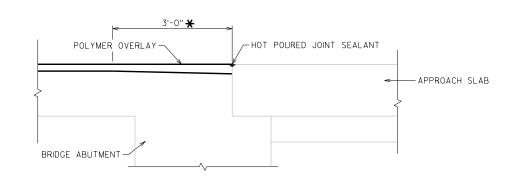
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-607

DRAWN
BY

OVERLAY
TRANSITION

BY

BY

BY

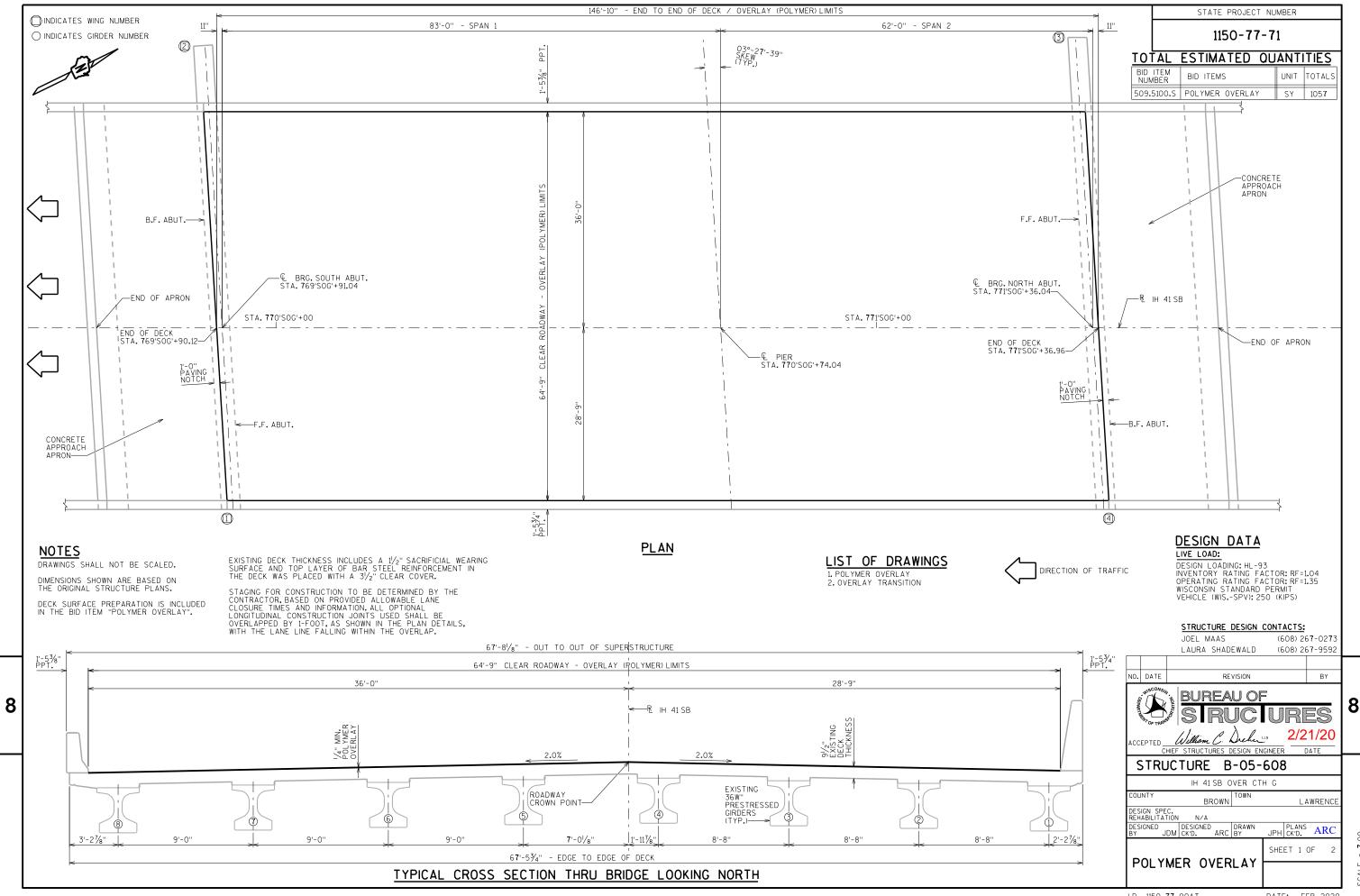
BY

BY

BY

STRUCTURE
B-05-607

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

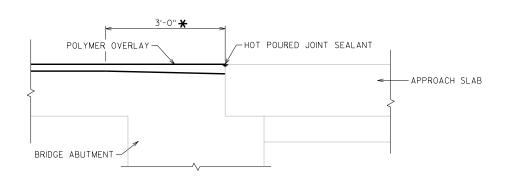
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

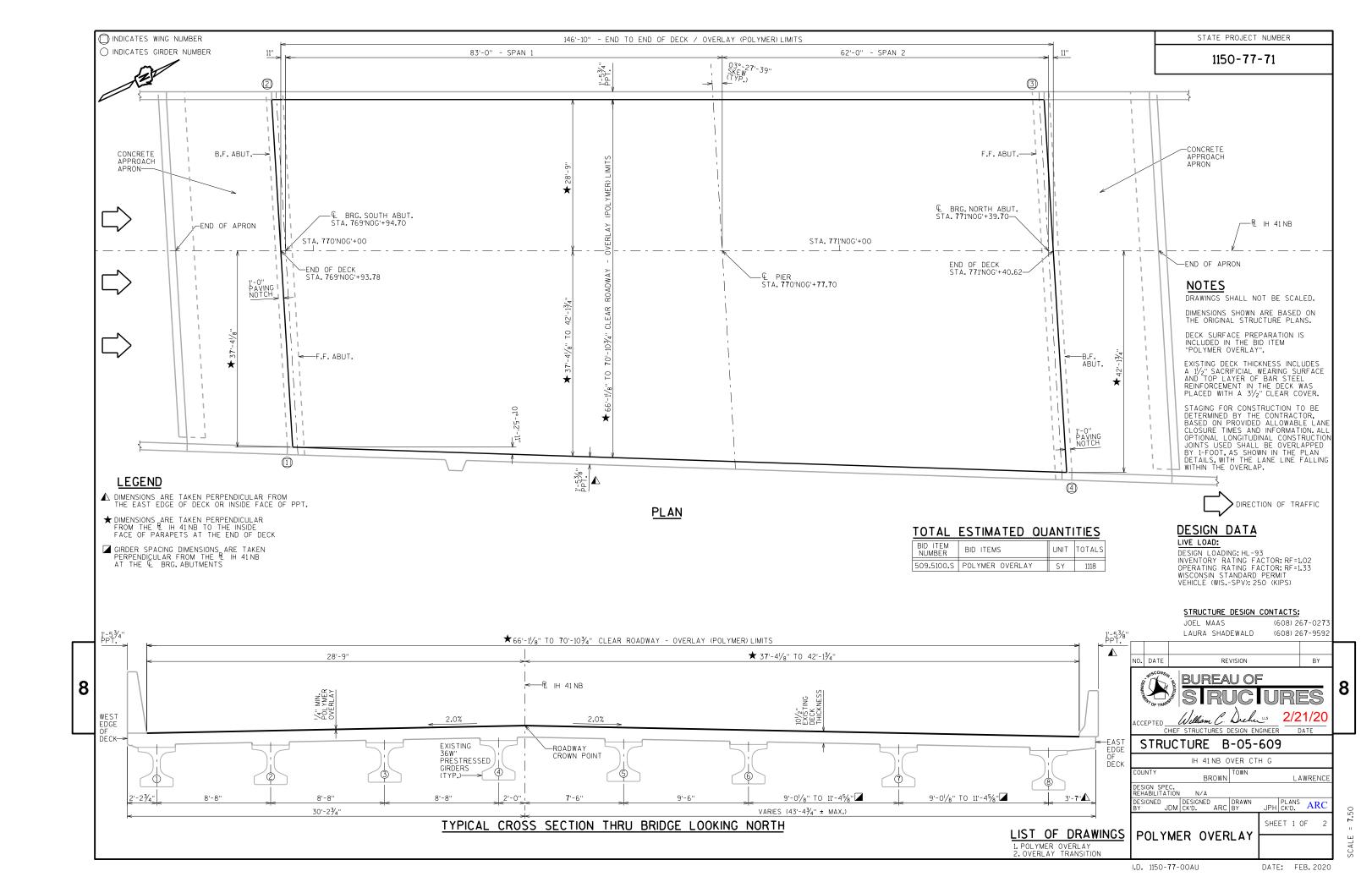
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-608

DRAWN
BY

OVERLAY
TRANSITION

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

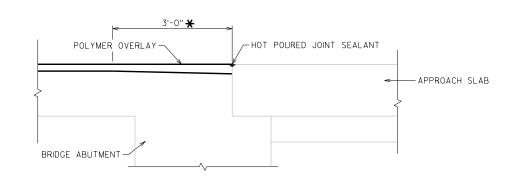
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

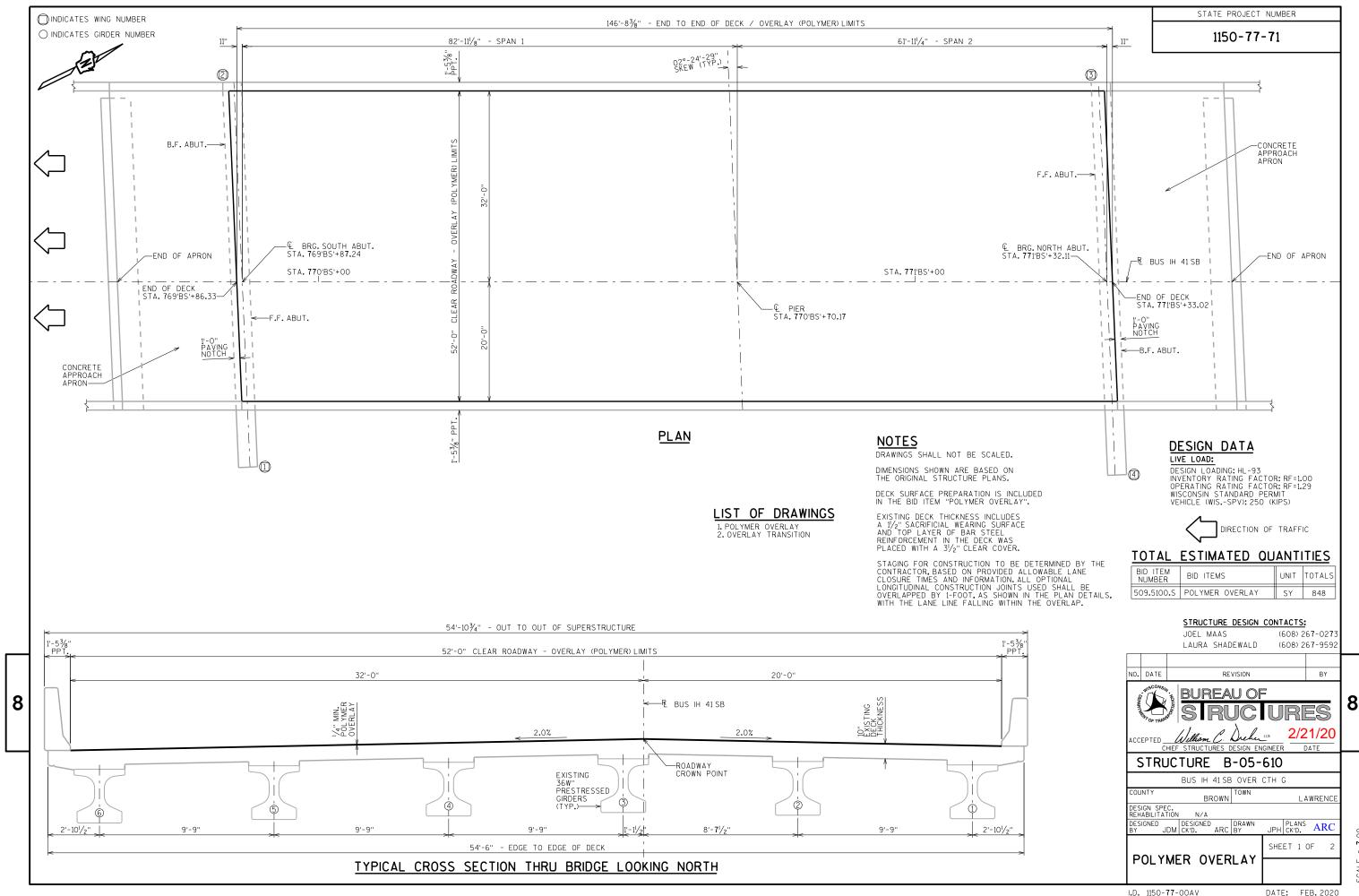
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-609

DRAWN
BY

OVERLAY
TRANSITION

SHEET 2

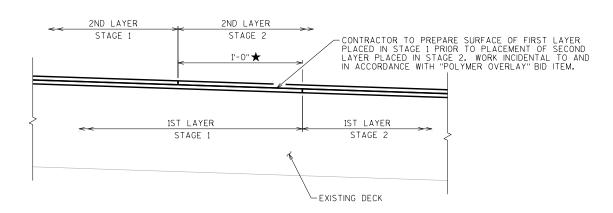


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

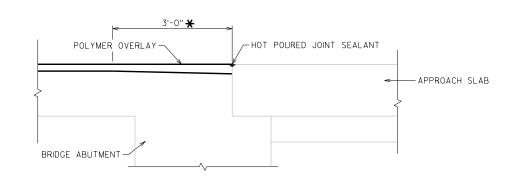
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

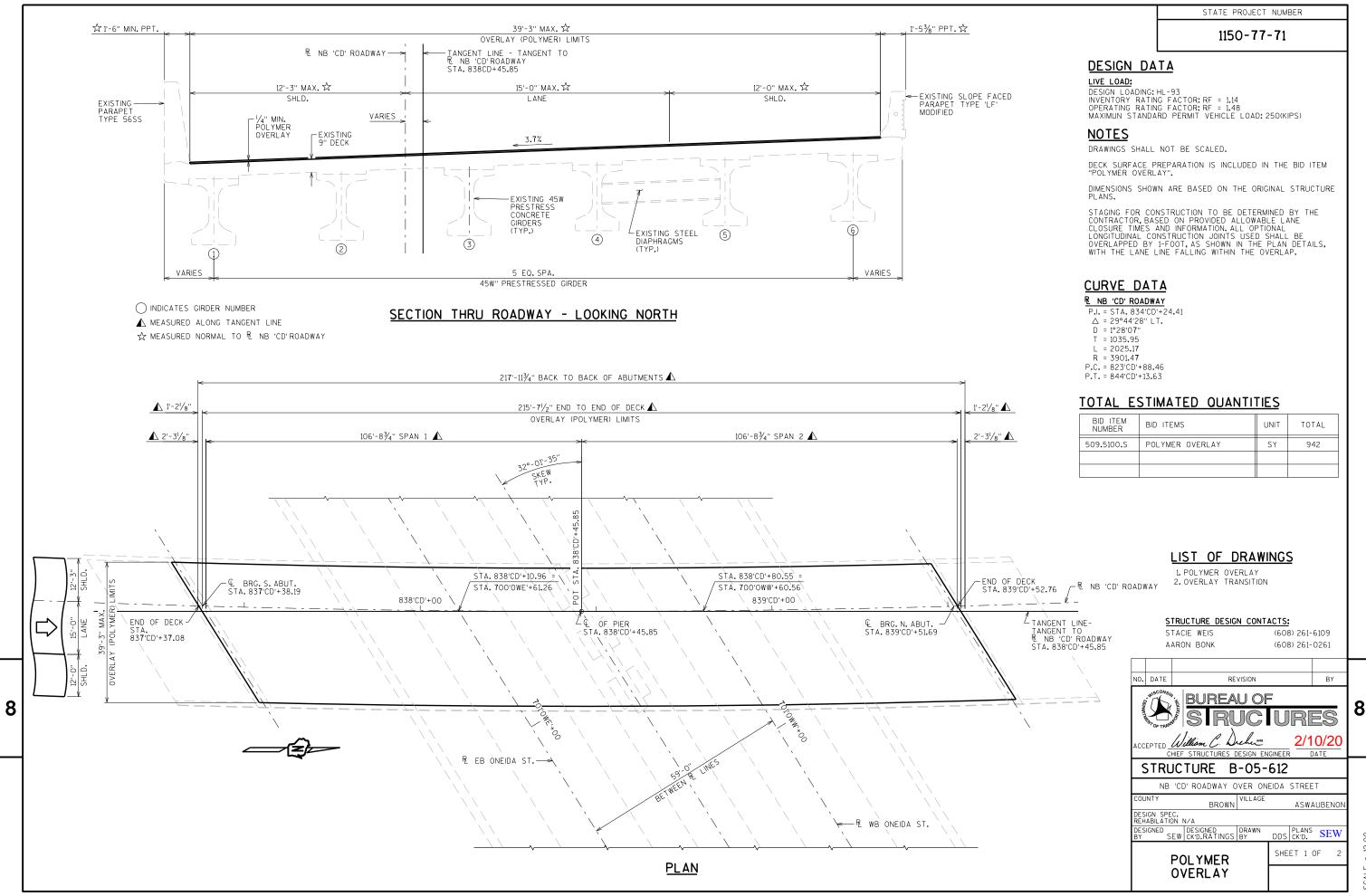
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-610

DRAWN
BY

OVERLAY
TRANSITION

SHEET 2

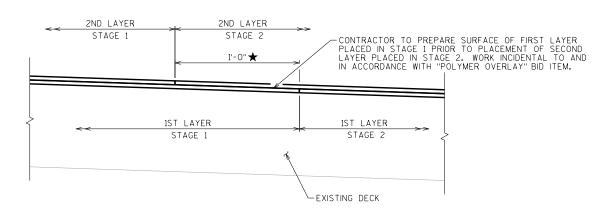


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

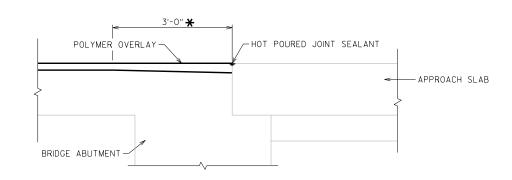
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

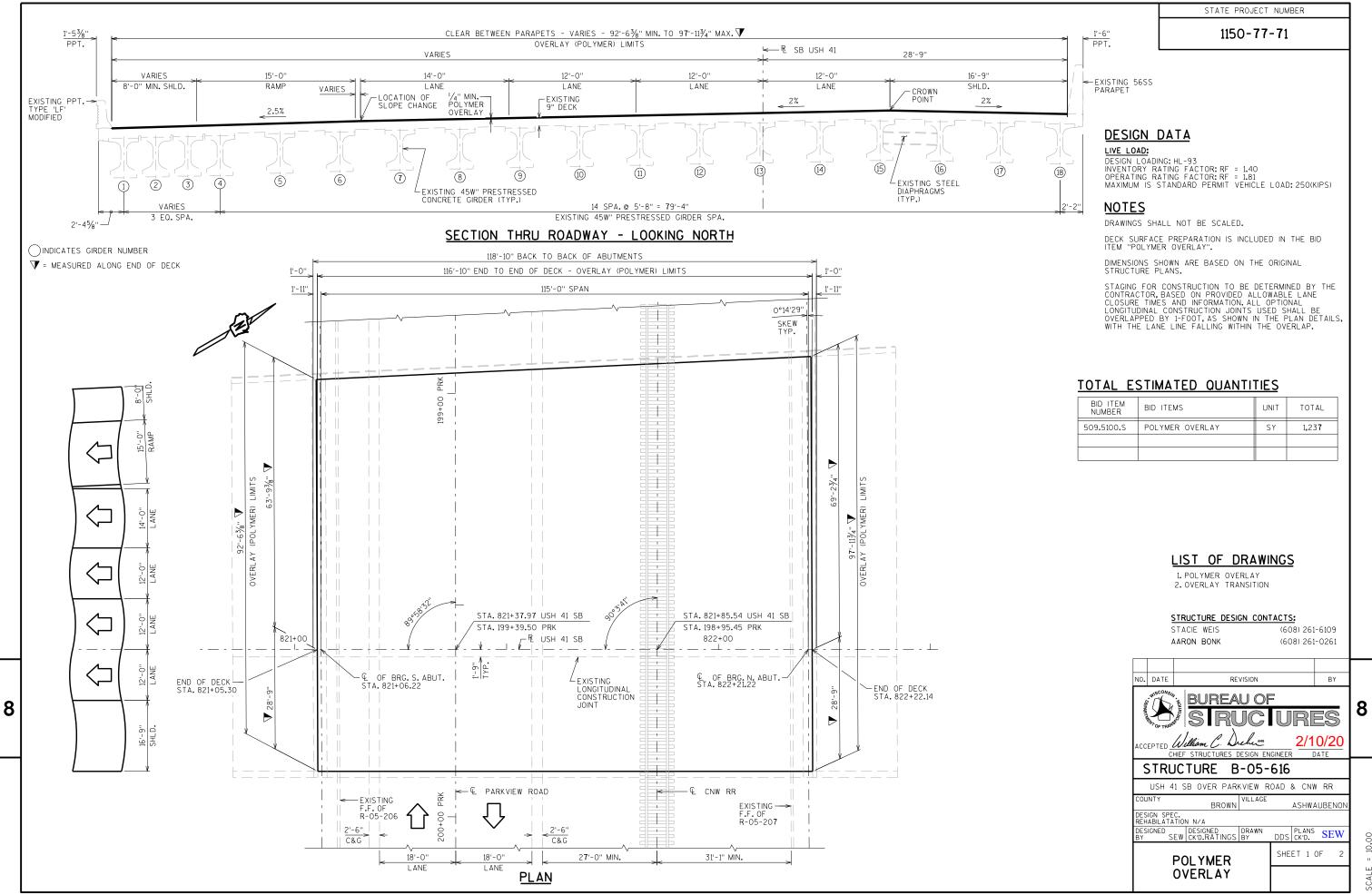
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-612

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

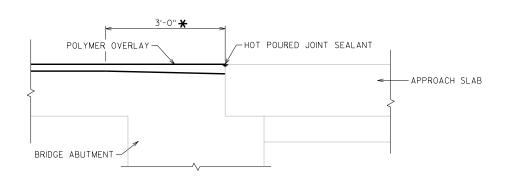
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-616

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION

SHEET 2

1150-77-71

#### LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.44
OPERATING RATING FACTOR: RF = 1.82
MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250(KIPS)

#### NOTES

DRAWINGS SHALL NOT BE SCALED.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION. ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

# TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
509.5100.5	POLYMER OVERLAY	SY	844

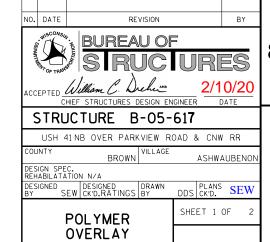
### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

#### STRUCTURE DESIGN CONTACTS:

STACIE WEIS AARON BONK

(608) 261-6109 (608) 261-0261



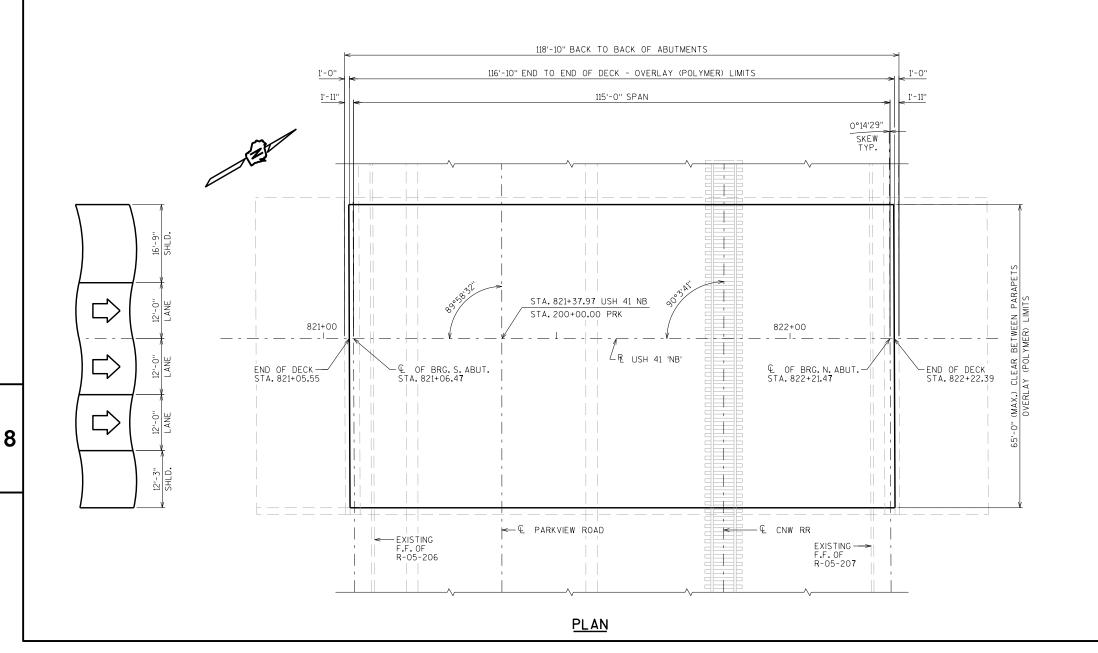
DESIGN DATA 1'-6"

65'-0" (MAX.) CLEAR BETWEEN PARAPETS VARIES PPT. OVERLAY (POLYMER) LIMITS PPT. VARIES - 28'-9" MAX. 36'-3" VARIES - 16'-9" MAX. 12'-0" 12'-0" EXISTING 56SS PARAPET LANE LANE SHLD. SHLD. LANE - CROWN POINT - 1/4" MIN. POLYMER OVERLAY 2% 2% - EXISTING 9" DECK 11 (12) 16 8 9 (11) 7 (4) 1 2 EXISTING STEEL DIAPHRAGMS EXISTING 45W" PRESTRESSED (TYP.) CONCRETE GIRDERS (TYP.) 11 SPA. @ 5'-9" = 63'-3" EXISTING 45W" PRESTRESSED GIRDER SPA. 2'-41/2"-

68'-0" OUT TO OUT OF SUPERSTRUCTURE

#### SECTION THRU ROADWAY - LOOKING NORTH

INDICATES GIRDER NUMBER

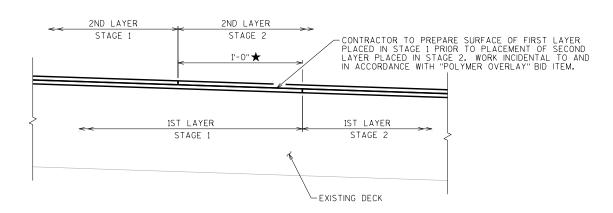


1150-77-71

#### NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

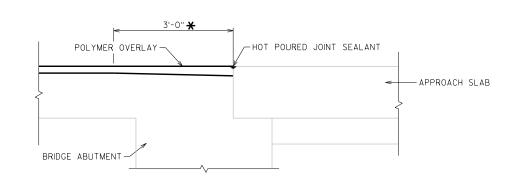
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-617

DRAWN
BY

OVERLAY
TRANSITION

BY

BY

BY

STATE OF WISCONSIN
DEFANSION
STRUCTURE B-05-617

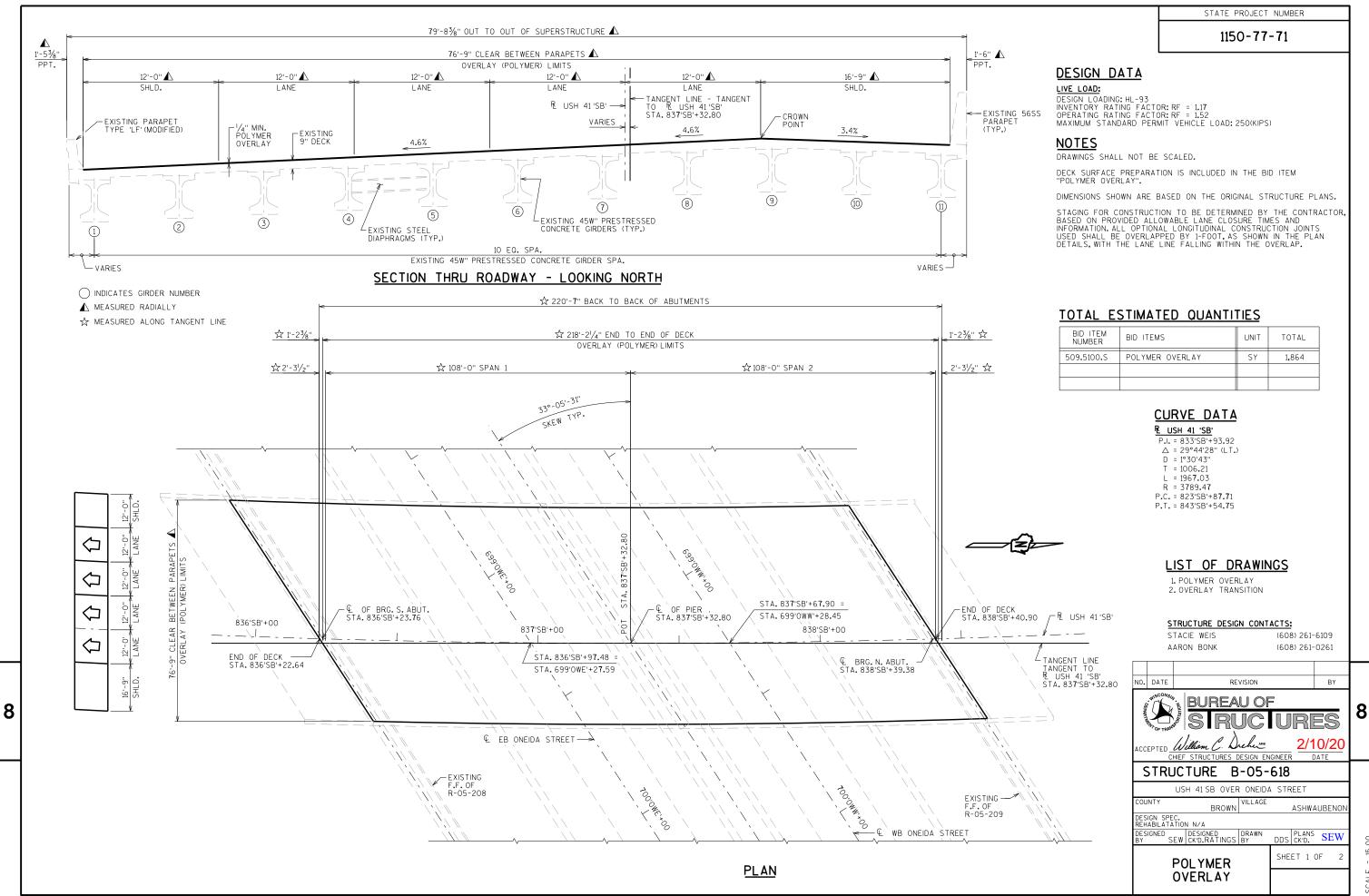
STRUCTURE B-05-617

STRUCTURE B-05-617

STRUCTURE B-05-617

DRAWN
SEW CK'D. AMB

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

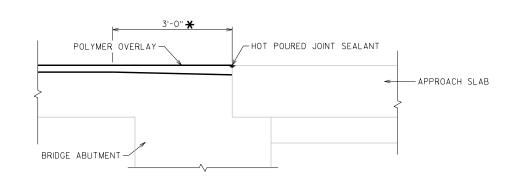
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



# END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

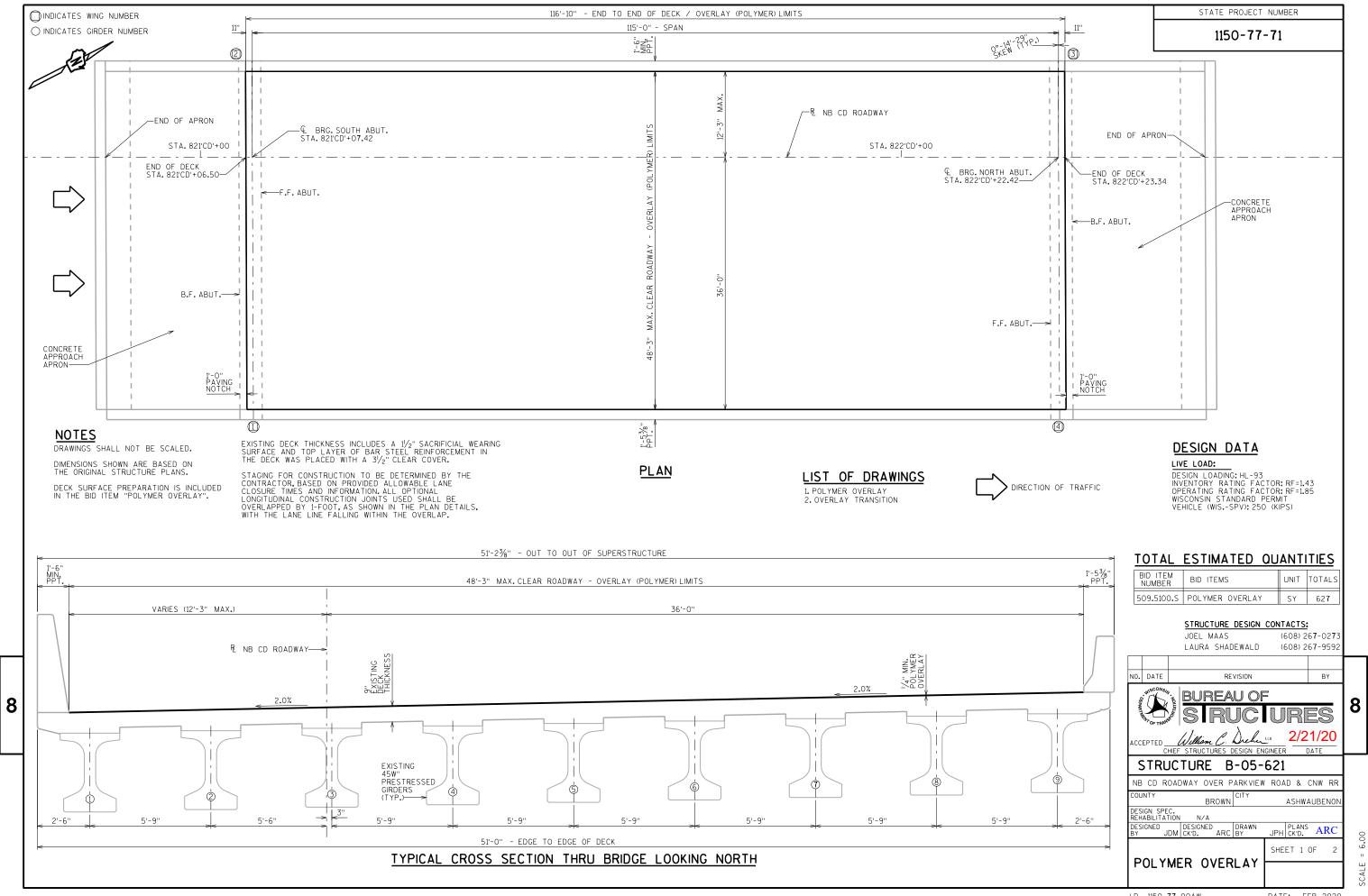
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-618

DRAWN
BY
SEW PLANS AMB

OVERLAY
TRANSITION

SHEET 2

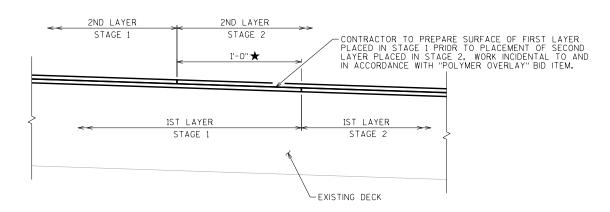


1150-77-71

#### NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

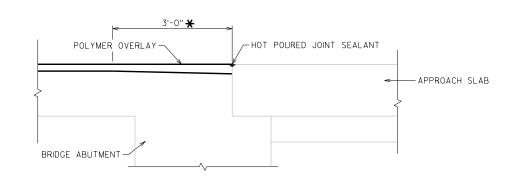
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

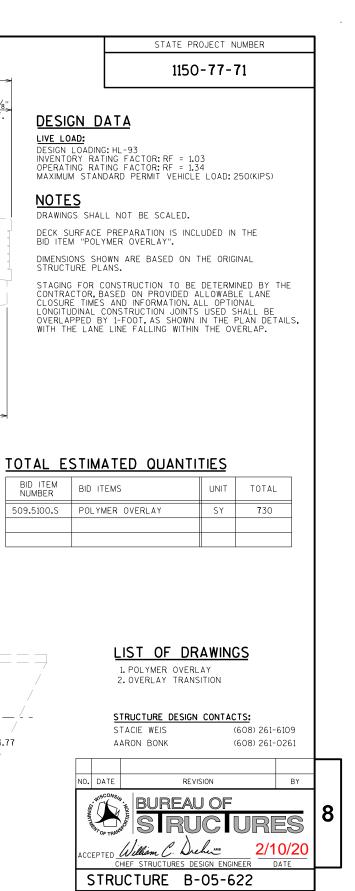
★ LANE LINE TO BE LOCATED WITHIN OVERLAP

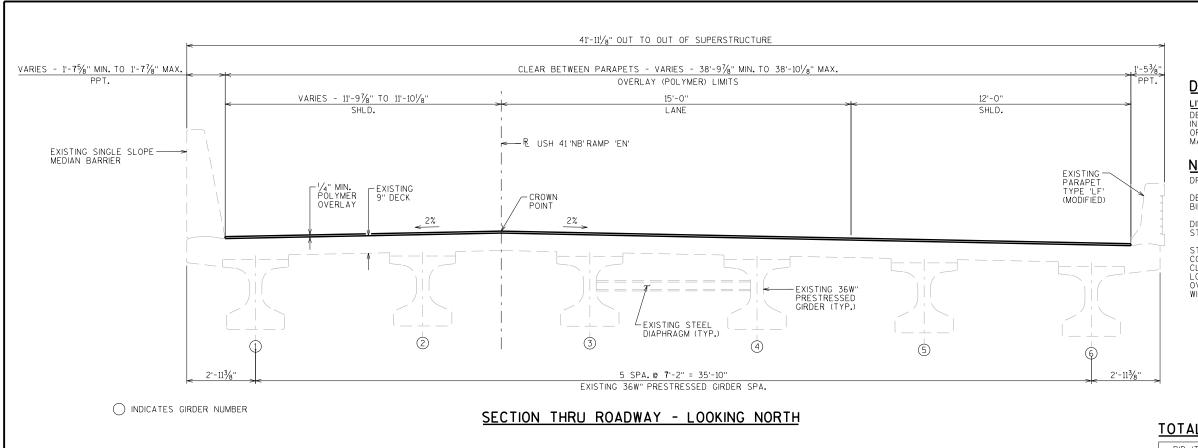


## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8





1'-13/8''

2'-13/4''

888'EN'+00

€ BRG. S. ABUT. STA. 887'EN'+85.75

-EXISTING F.F. OF R-05-210

8

70'-0" SPAN 1

R RAMP 'EN' ->

 $171'-3^{1}/_{2}$ " BACK TO BACK OF ABUTMENTS

169'-05%" END TO END OF DECK

OVERLAY (POLYMER) LIMITS

26°37'27" SKEW TYP.

-€ PIER

STA. 866'EN'+27.96 (STH 172)

PLAN

STA. 888'EN'+41.39 =

STA. 888+55.75 EN

97'-0" SPAN 2

889'EN'+00

-R STH 172 'EB'

1'-13/8''

2'-13/4'

-END OF DECK STA. 889'EN'+53.77

EXISTING -

F.F. OF R-05-211

€ BRG. N. ABUT. -STA. 889'EN'+52.**7**5

∠R USH 41'NB'RAMP 'EN'

STA. 889'EN'+09.89 = STA. 41'EBE'+88.17

NUMBER	BID ITEMS	UNIT	TOTAL
509.5100.S	POLYMER OVERLAY	SY	<b>7</b> 30

USH 41 NB RAMP EN OVER STH 172 EB BROWN VILLAGE ASHWAUBENON DESIGN SPEC. REHABILATATION N/A

DESIGNED DESIGNED DRAWN
BY SEW CK'D.RATINGS BY

**POLYMER** OVERLAY

SHEET 1 OF 2

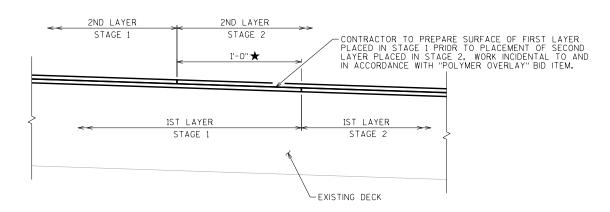
DDS CK'D. SEW

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

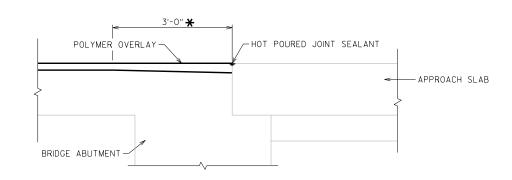
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-622

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION



#### 1150-77-71

#### DESIGN DATA

#### LIVE LOAD:

DESIGN LOADING: HL-93 INVENTORY RATING FACTOR: RF = 1.15 OPERATING RATING FACTOR: RF = 1.49 MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250(KIPS)

#### **NOTES**

- EXISTING PARAPET TYPE 'LF' (MODIFIED)

DRAWINGS SHALL NOT BE SCALED.

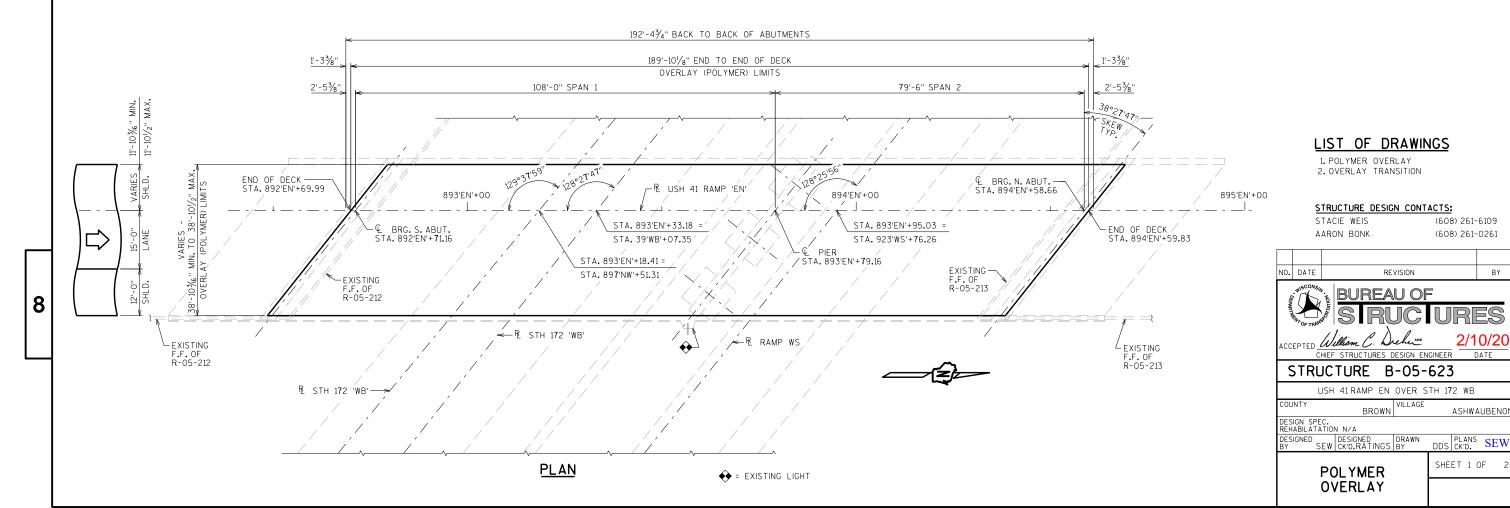
DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION, ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

#### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
509.5100.S	POLYMER OVERLAY	SY	820



41'-111/8" OUT TO OUT OF SUPERSTRUCTURE

CLEAR BETWEEN PARAPETS - VARIES - 38'-10\%" MIN. TO 38'-10\/2" MAX.

OVERLAY (POLYMER) LIMITS

15'-0"

LANE

- EXISTING 9" DECK

5 SPA.@ 7'-0" = 35'-0"

45W" PRESTRESSED GIRDER SPA.

SECTION THRU ROADWAY - LOOKING NORTH

4

R USH 41 RAMP 'EN'

2%

(3)

SHLD.

45W" PRESTRESSED GIRDER (TYP.)

6

3'-43/8"

(5)

EXISTING STEEL

DIAPHRAGM (TYP.)

VARIES - 1'-71/2" MIN. TO 1'-713/6" MAX.

EXISTING SINGLE SLOPE ->
MEDIAN BARRIER

3'-4%'

O INDICATES GIRDER NUMBER

VARIES -  $11'-10\frac{3}{16}$  " MIN. TO  $11'-10\frac{1}{2}$ " MAX.

SHLD.

CROWN -POINT

2%

2

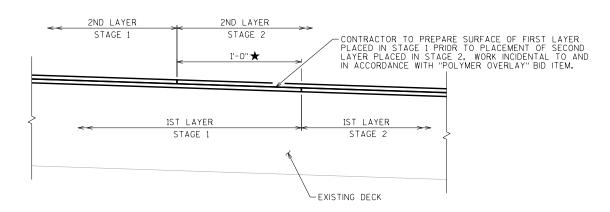
- 1/4" MIN. POLYMER OVERLAY

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

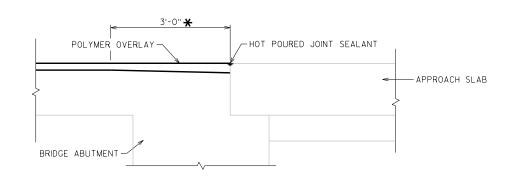
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

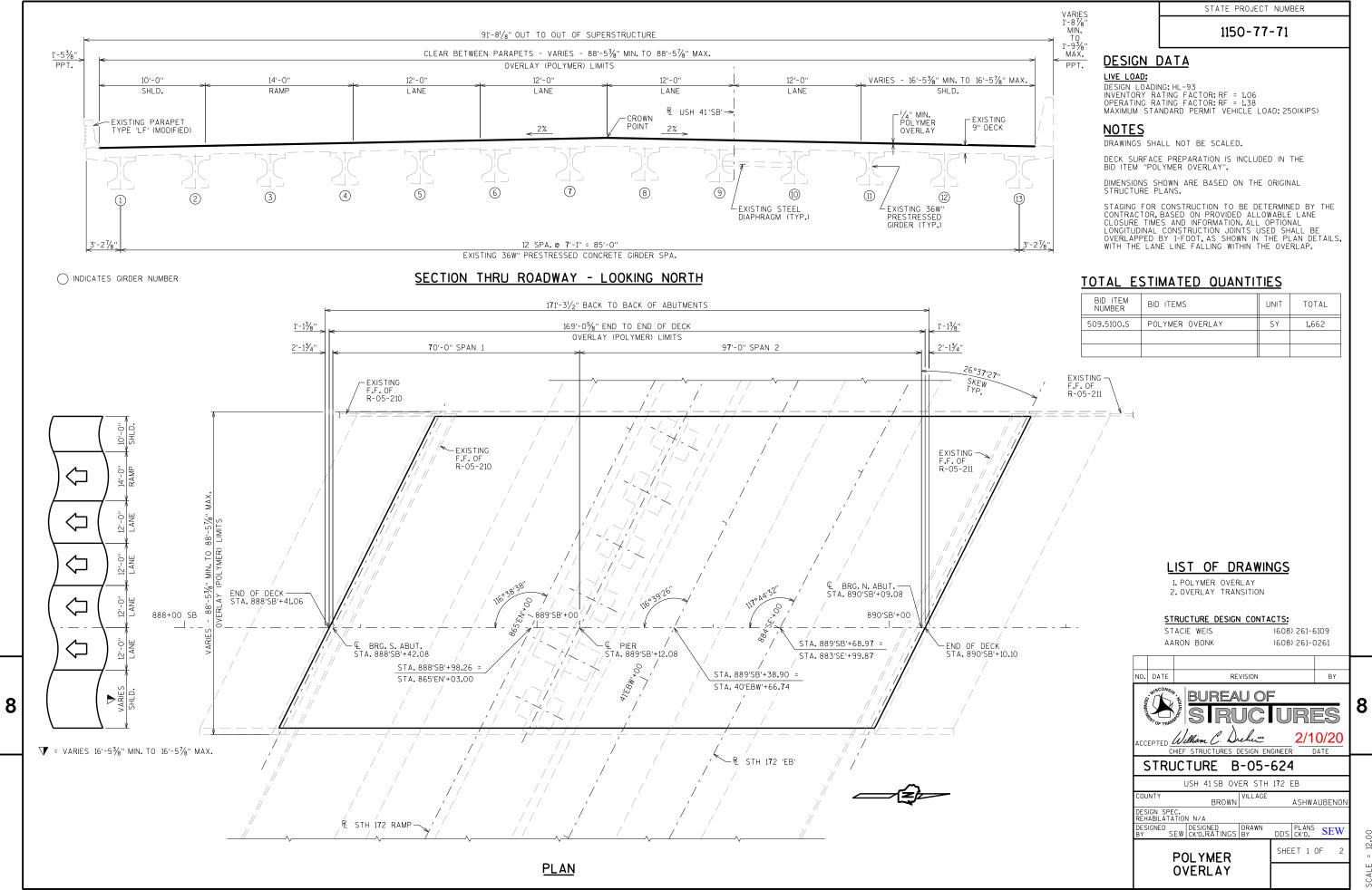
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-623

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

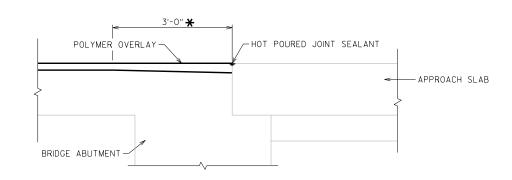
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

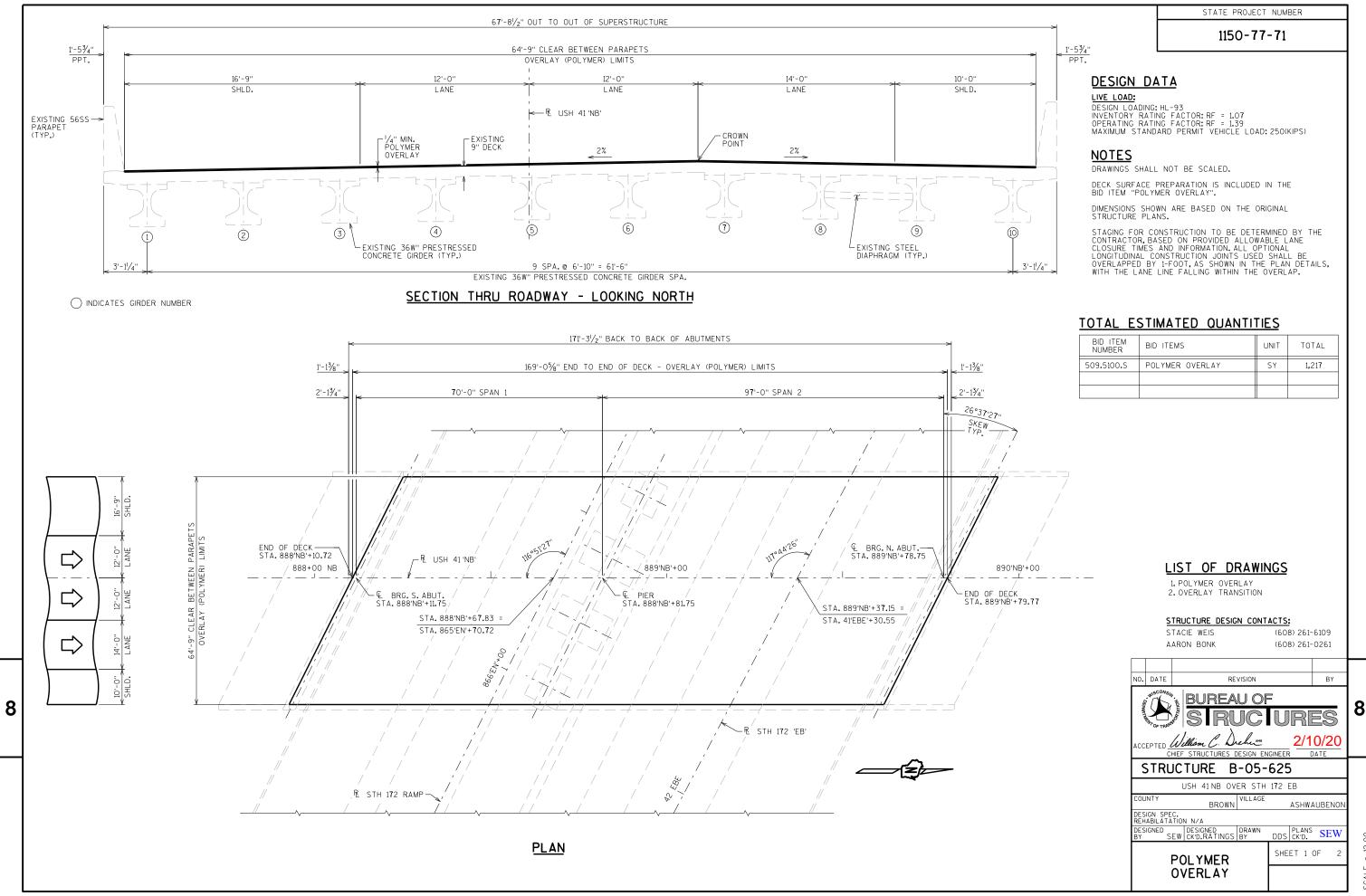
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-624

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

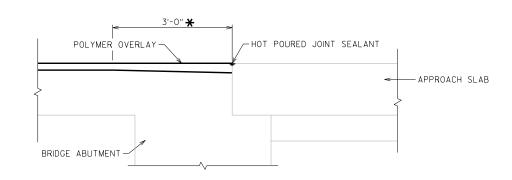
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

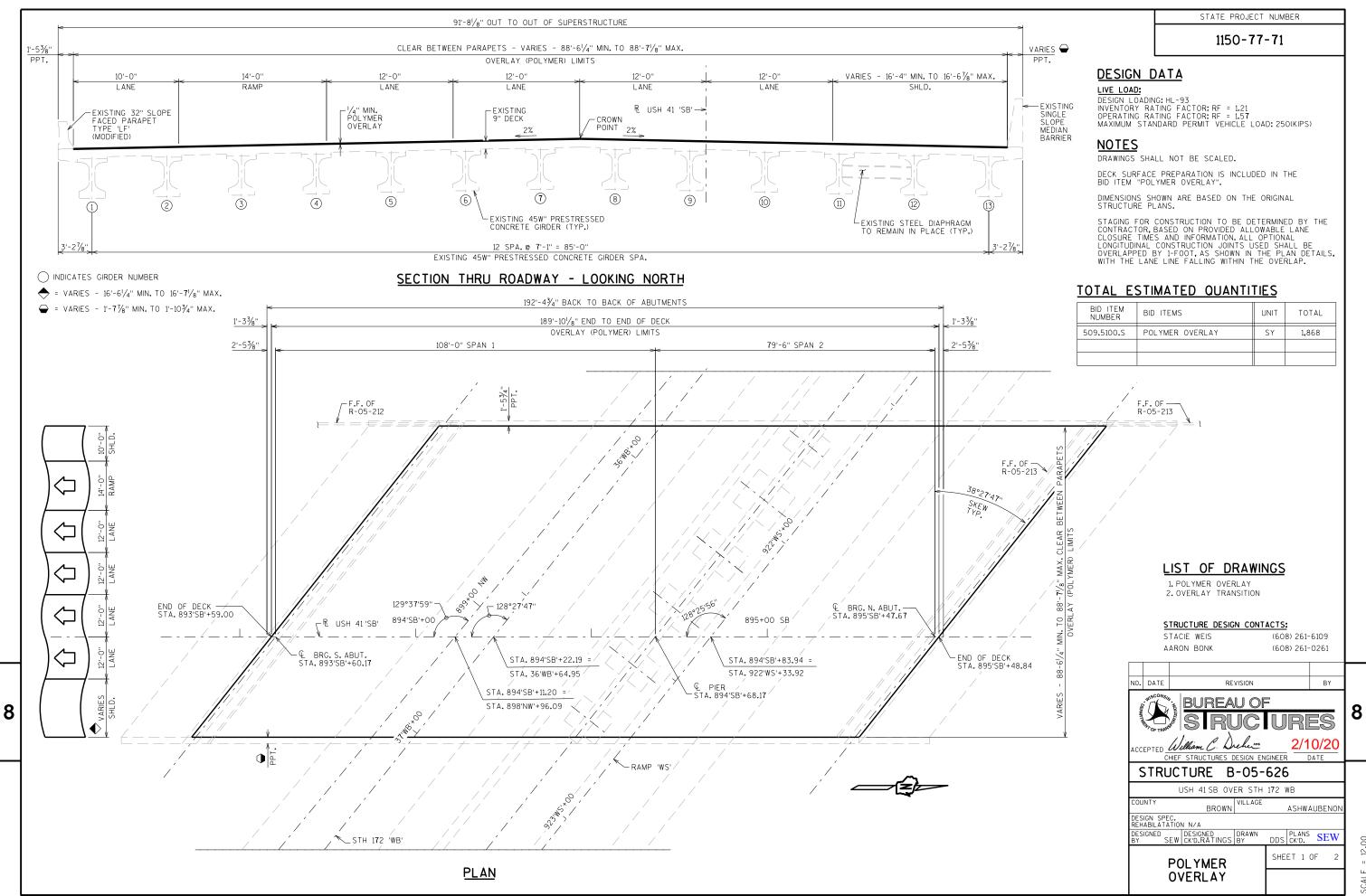
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-625

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

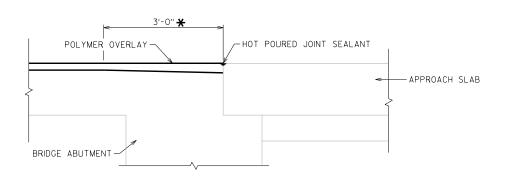
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

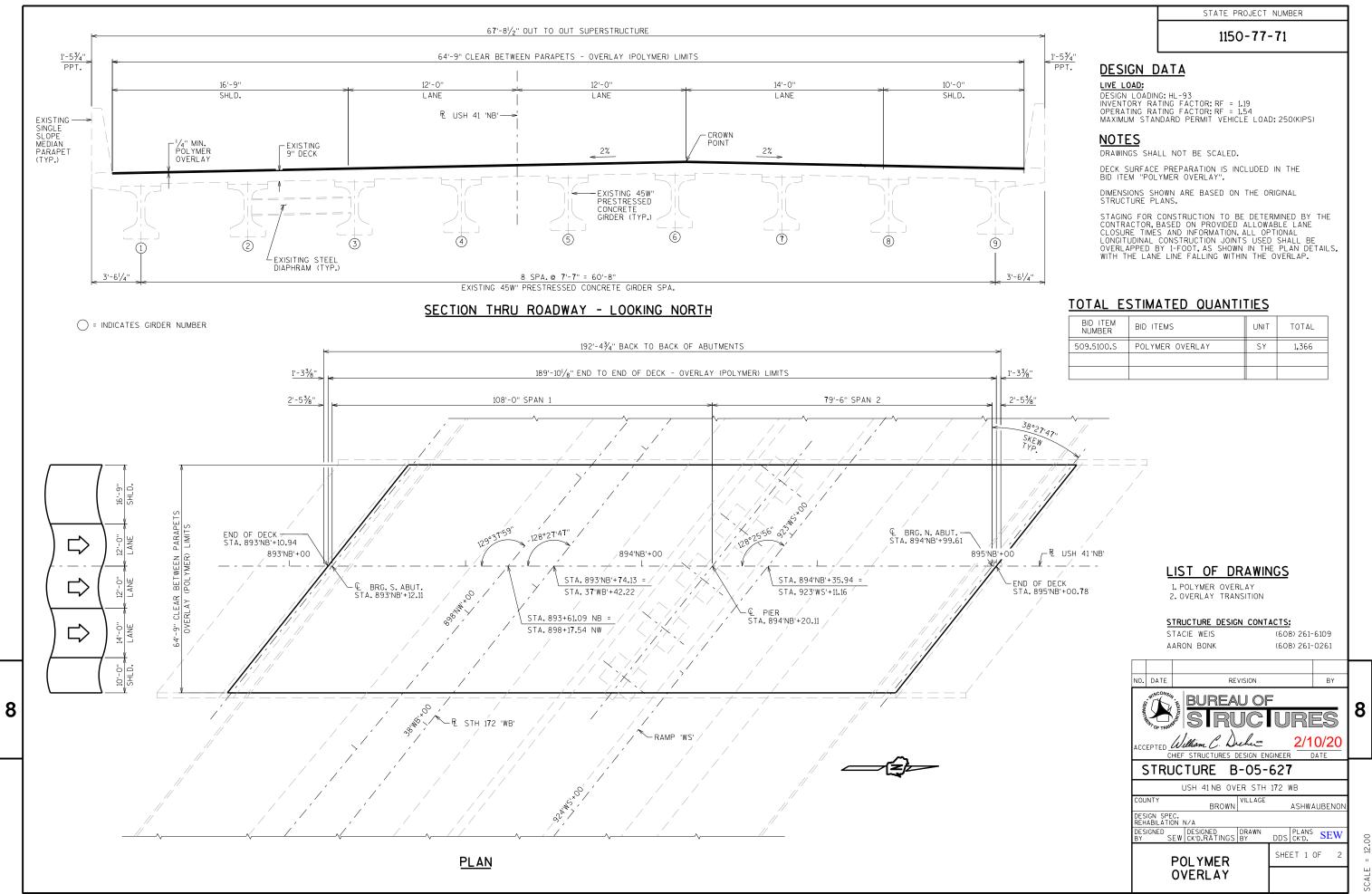
STATE OF WISCONSIN STRUCTURES DESIGN SECTION

STRUCTURE B-05-626

DRAWN SEW CK'D. AMB

OVERLAY TRANSITION

SHEET 2

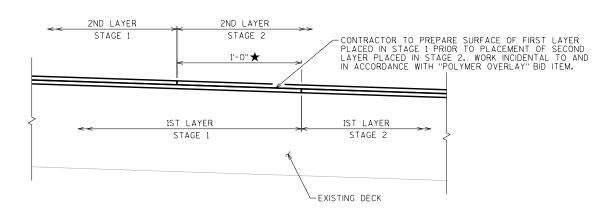


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

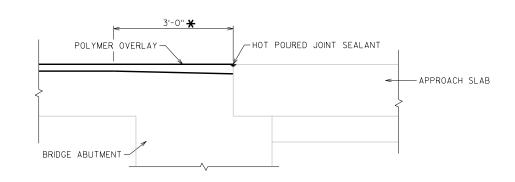
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

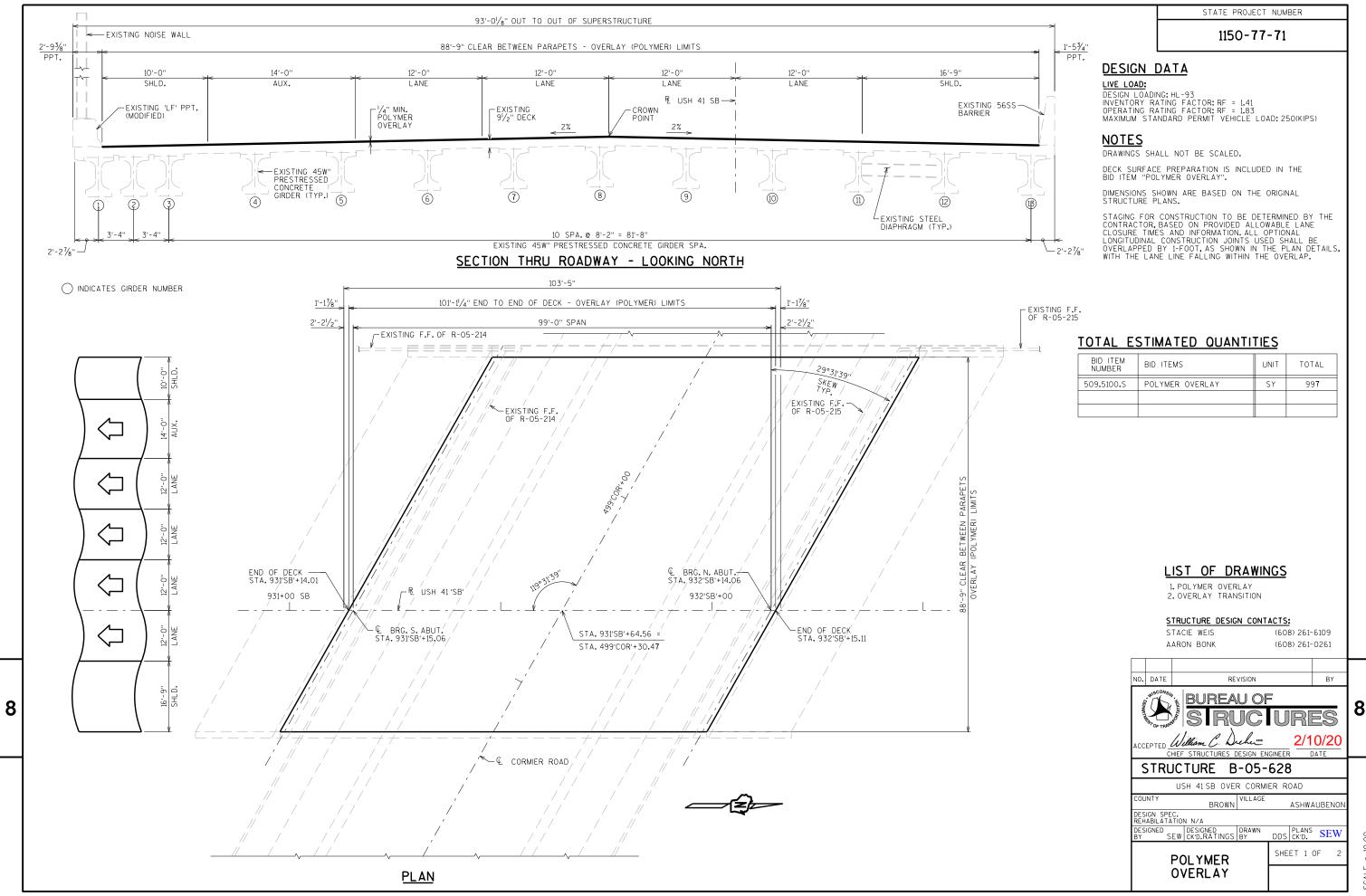
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-627

DRAWN
BY
SEW PLANS
CK'D. AMB

OVERLAY
TRANSITION

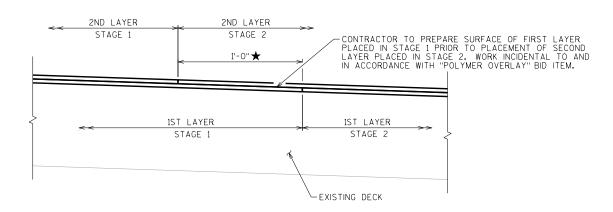


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

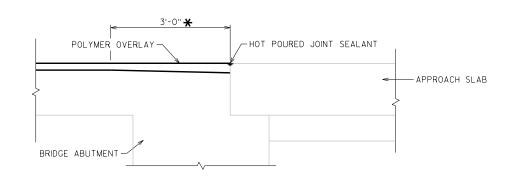
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

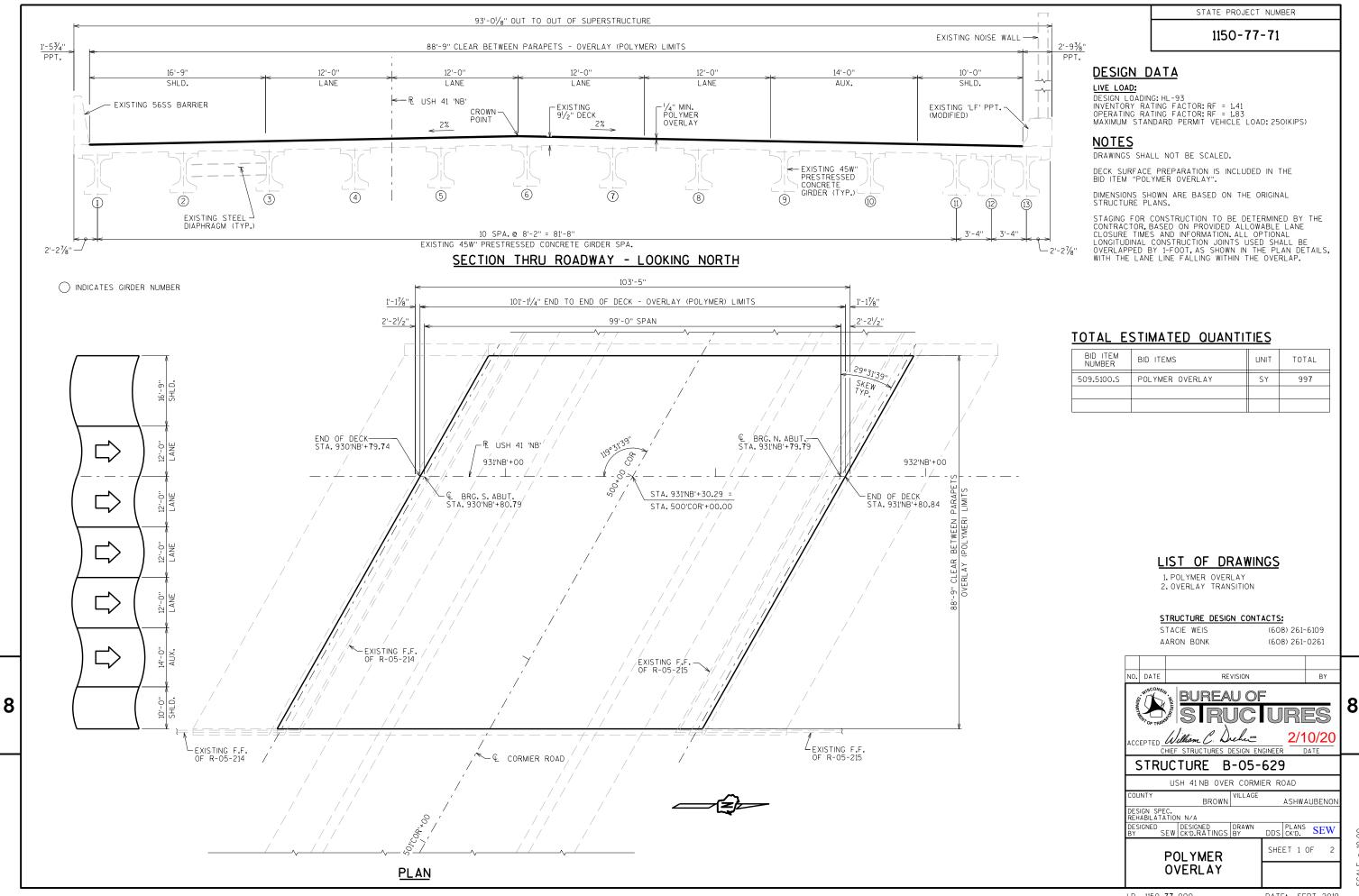
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-628

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION

SHEET 2

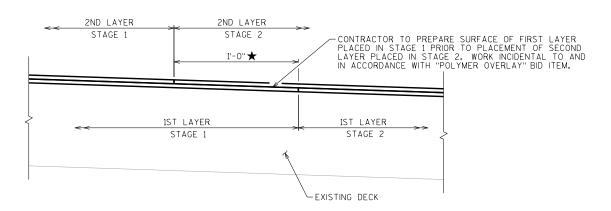


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

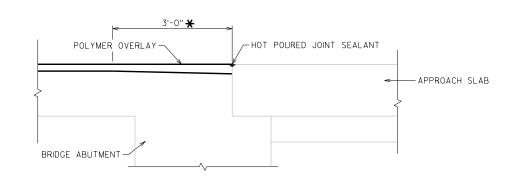
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

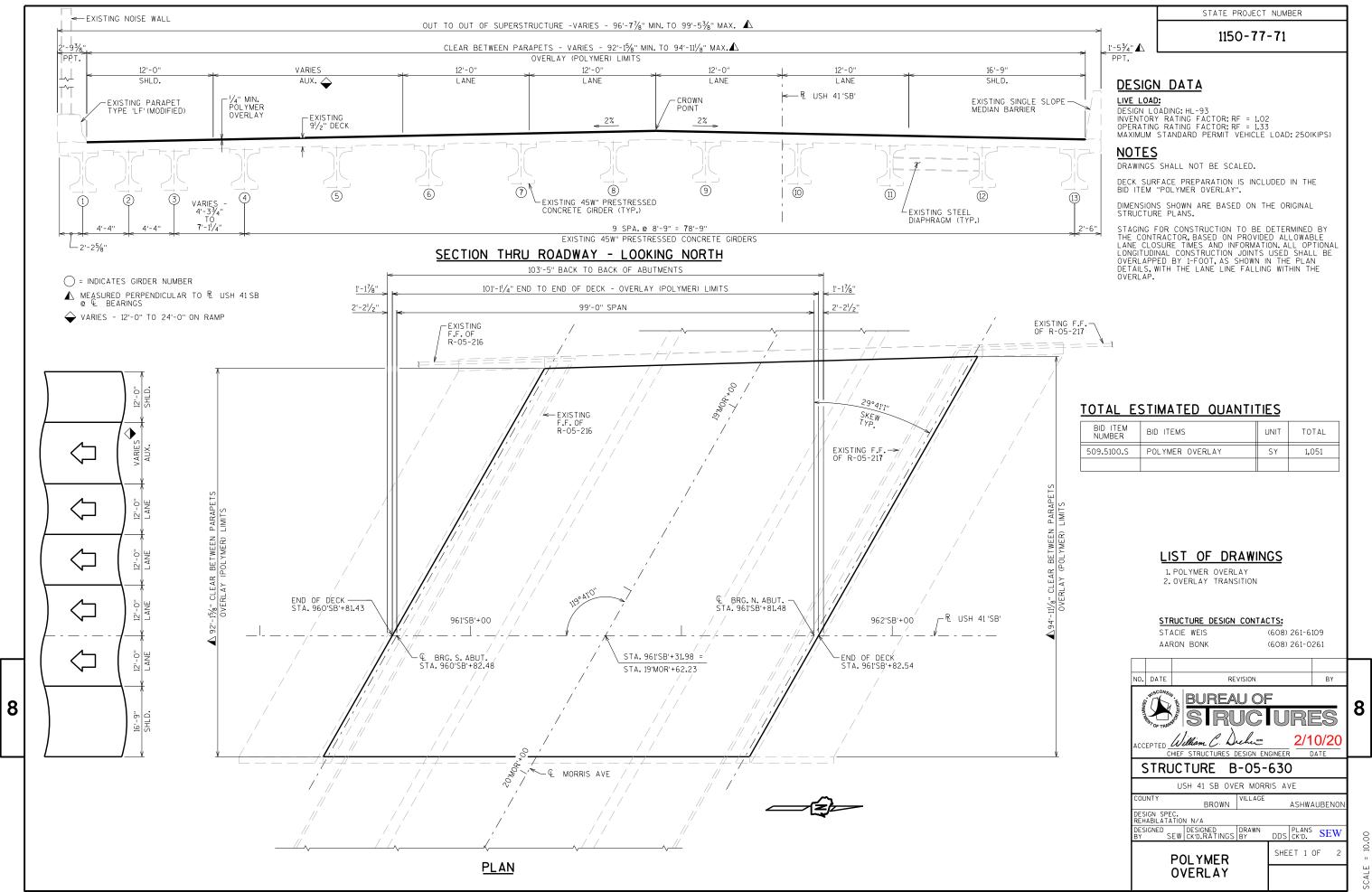
STATE OF WISCONSIN STRUCTURES DESIGN SECTION

STRUCTURE B-05-629

DRAWN SEW CKD. AMB

OVERLAY TRANSITION

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

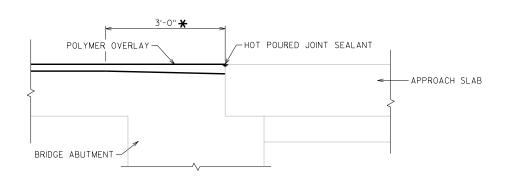
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



#### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

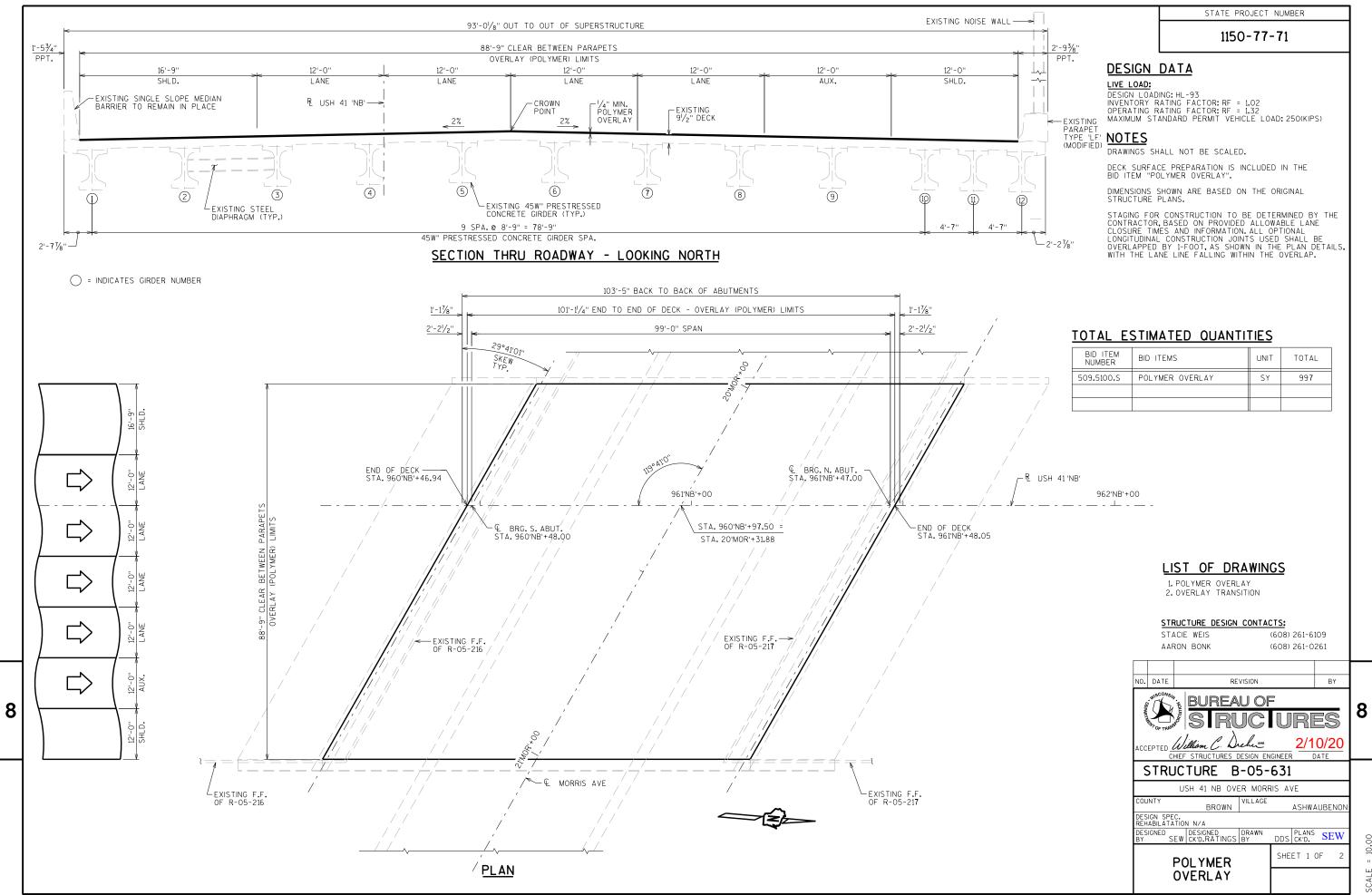
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-630

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

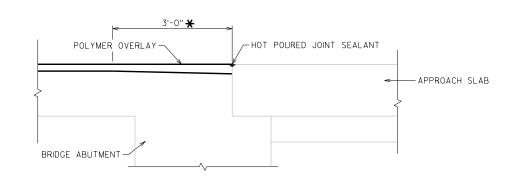
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

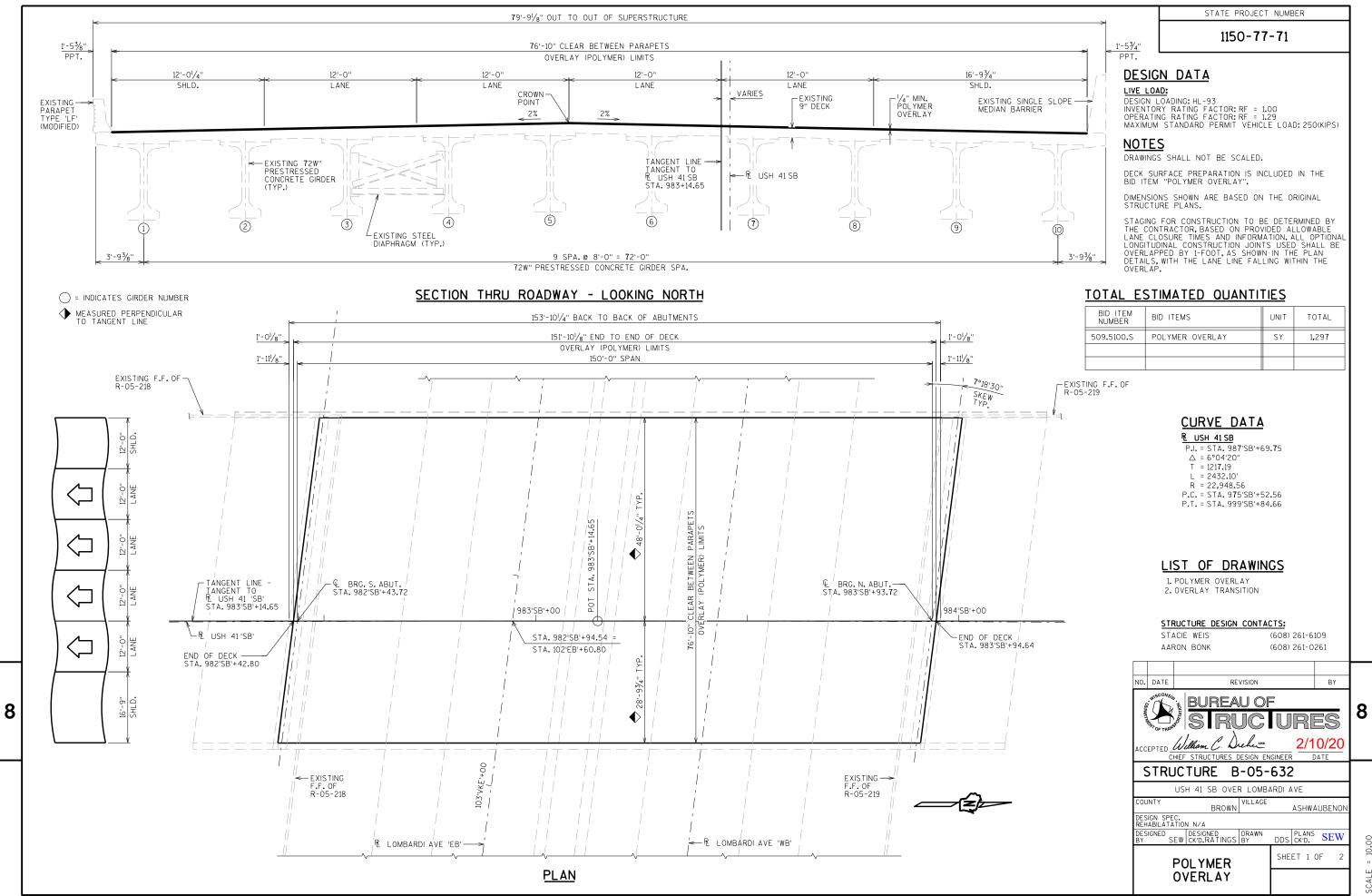
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-631

DRAWN
BY
SEW PLANS AMB

OVERLAY
TRANSITION

SHEET 2

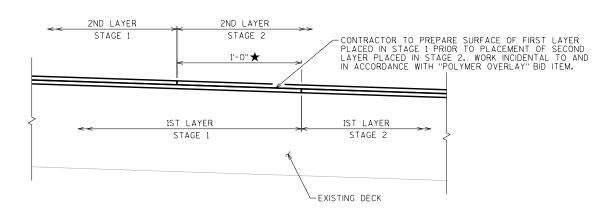


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

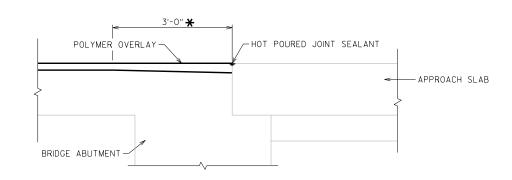
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-632

DRAWN
BY

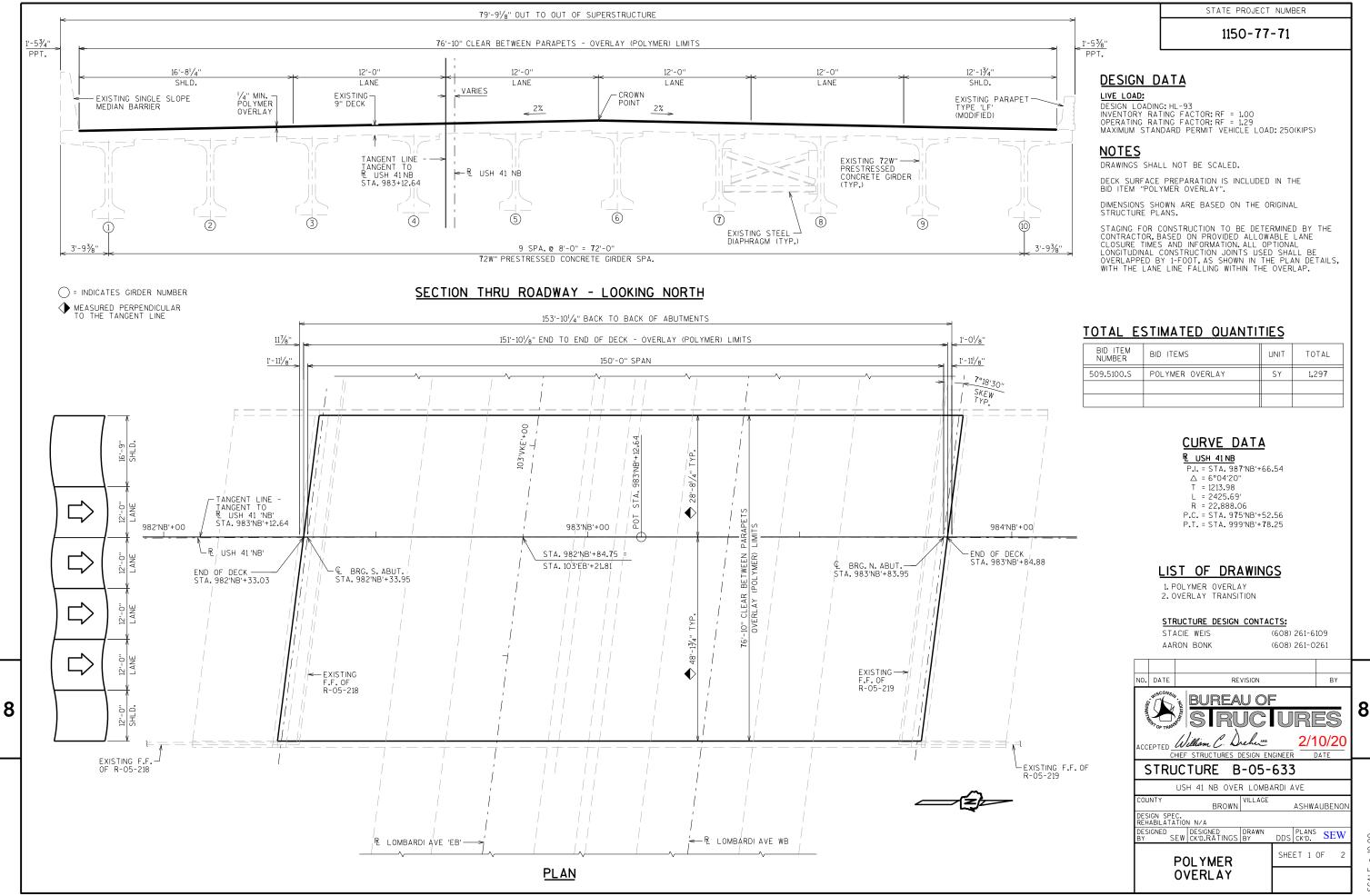
OVERLAY
TRANSITION

BY

BY

BY

SEW CKD. AMB

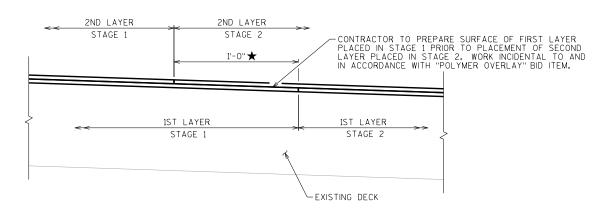


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

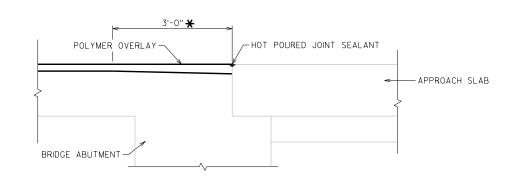
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



#### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

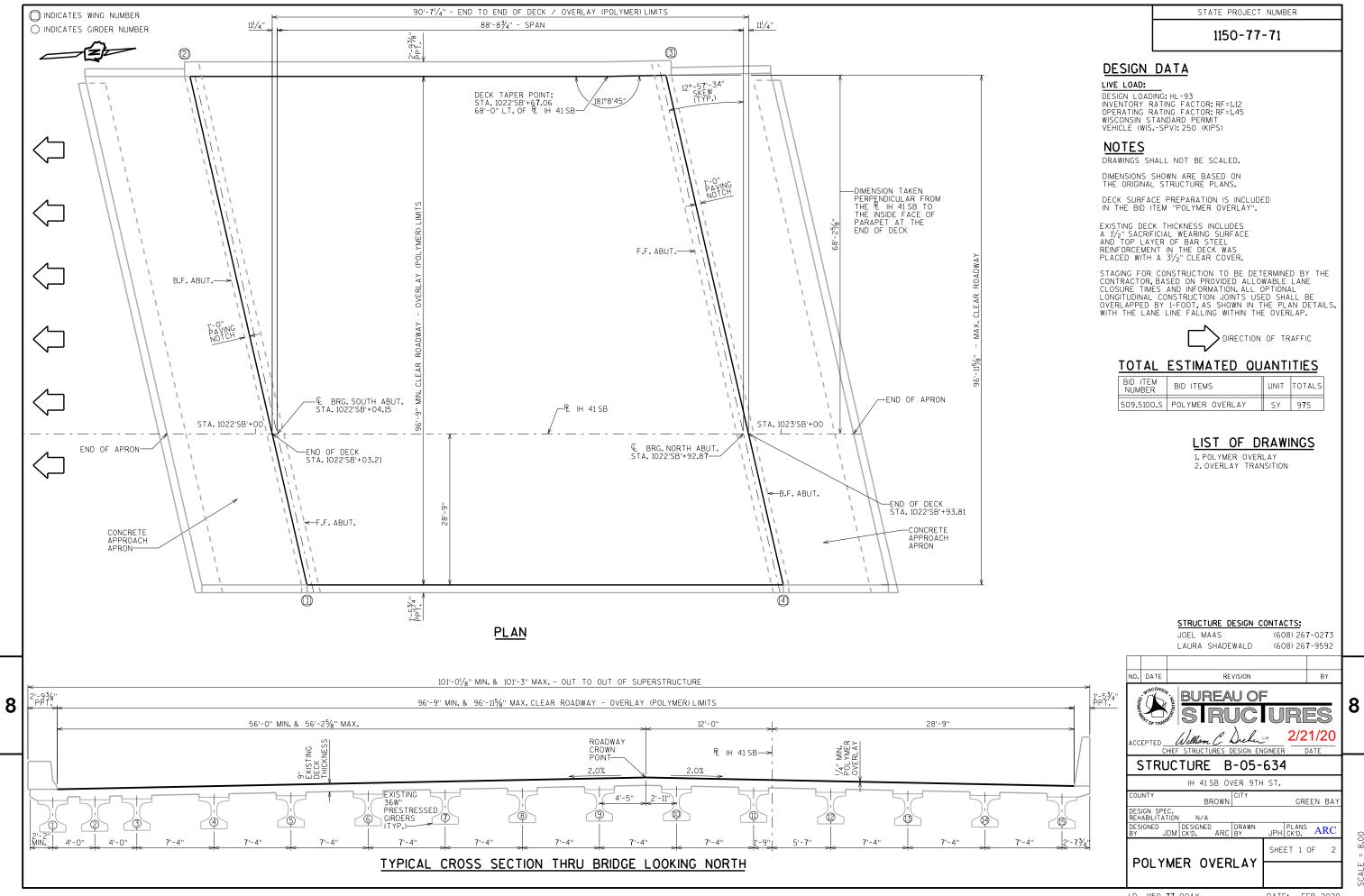
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-633

DRAWN
BY
SEW CKD. AMB

OVERLAY
TRANSITION

SHEET 2

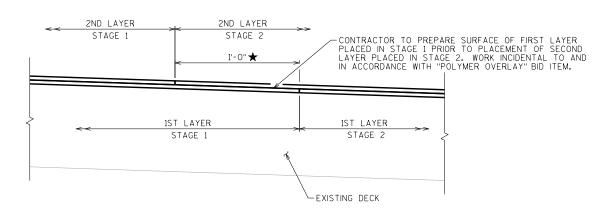


1150-77-71

#### NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

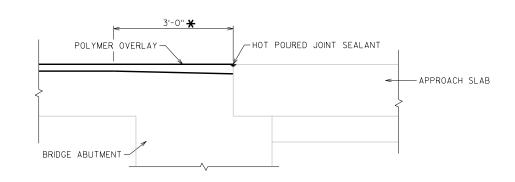
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

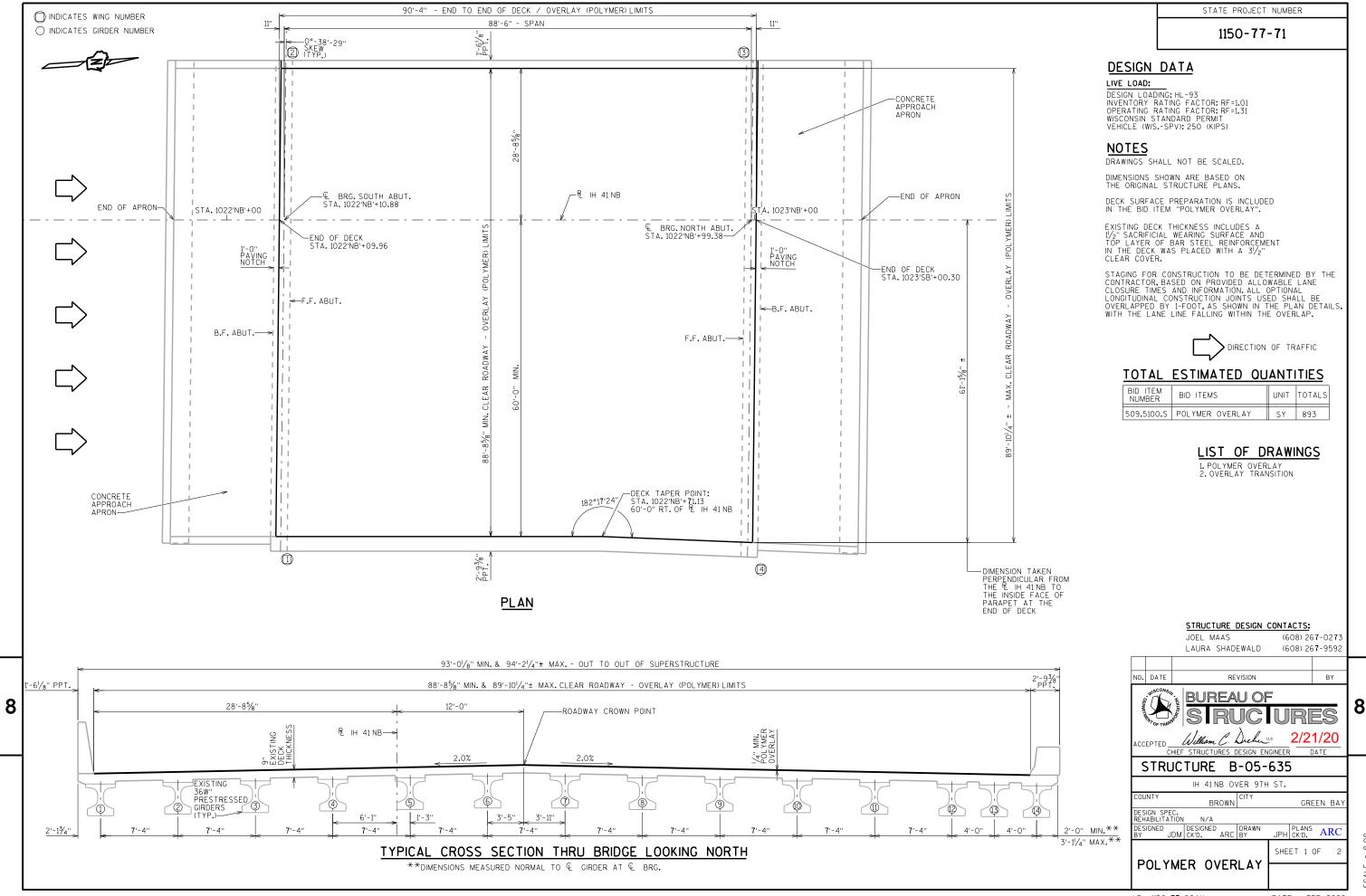
★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

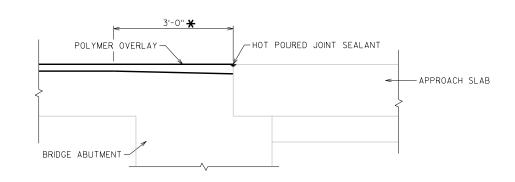
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-635

DRAWN
BY

OVERLAY
TRANSITION

BY

BY

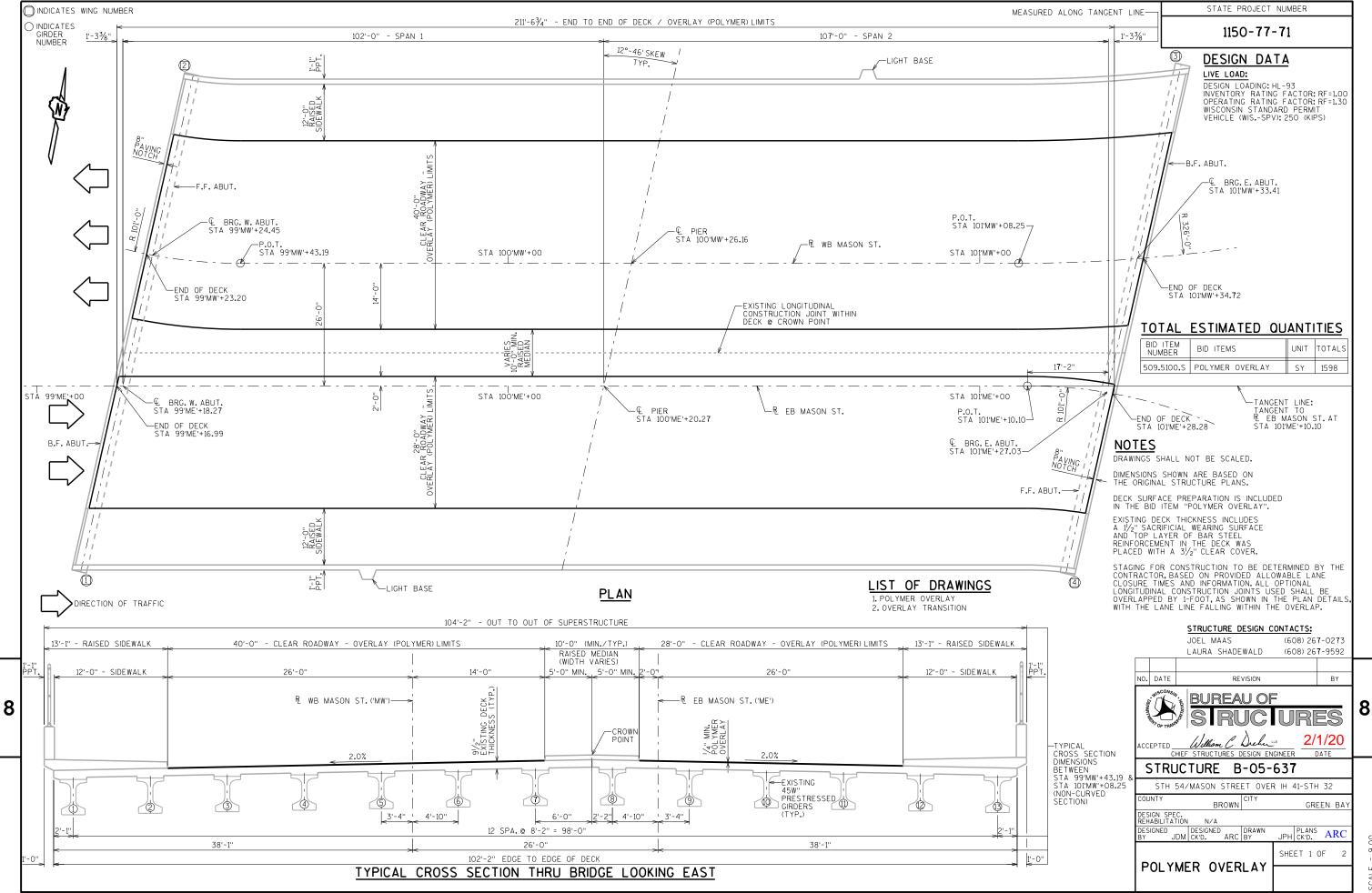
BY

BY

BY

BY

SHEET 2

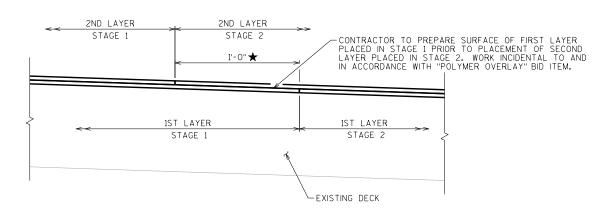


1150-77-71

#### NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

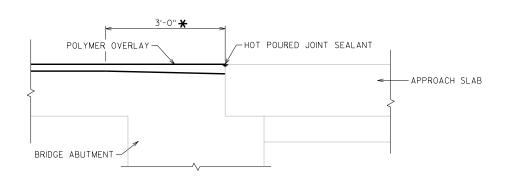
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

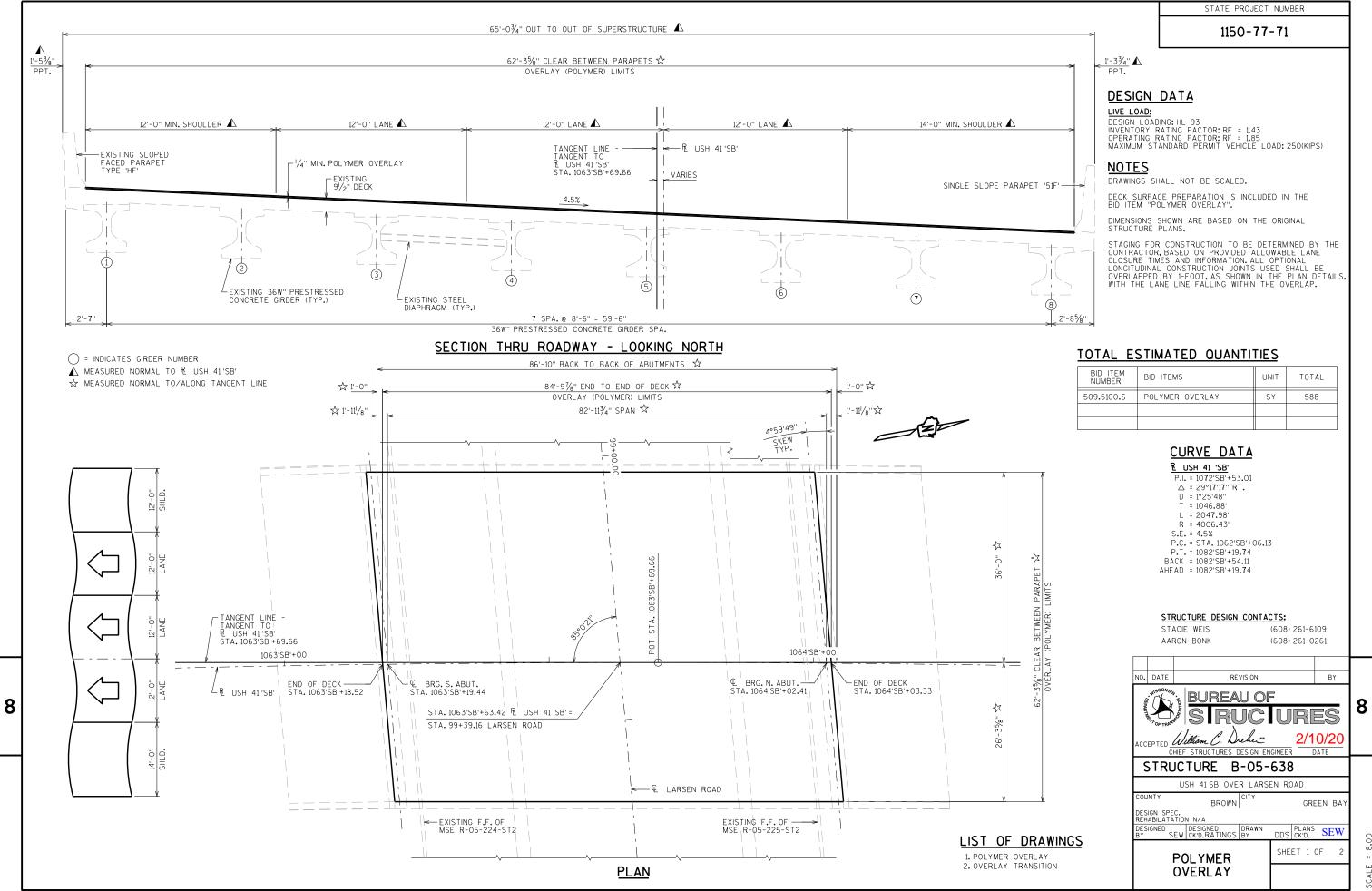
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-637

DRAWN
BY

OVERLAY
TRANSITION

SHEET 2

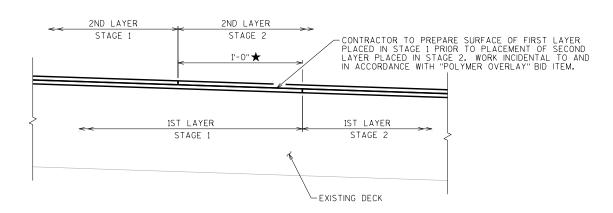


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

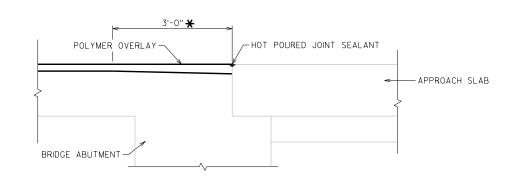
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



# POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



#### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN STRUCTURES DESIGN SECTION

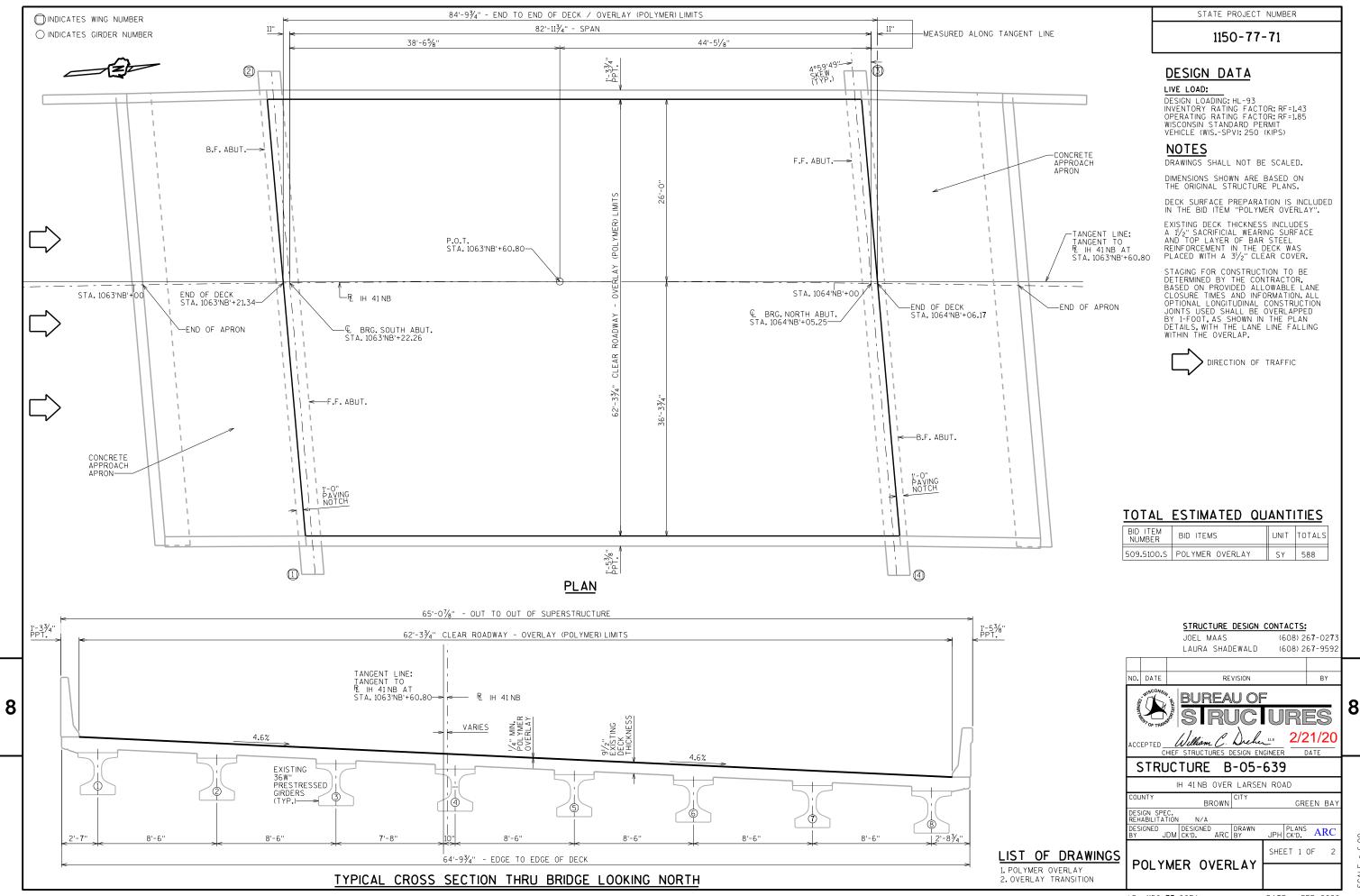
STRUCTURE B-05-638

DRAWN SEW CKD. AMB

OVERLAY TRANSITION

SHEET 2

= 1.50



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

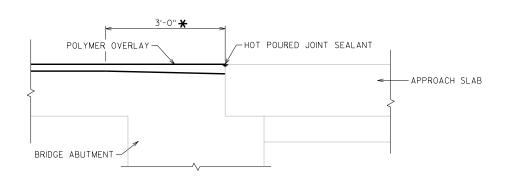
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

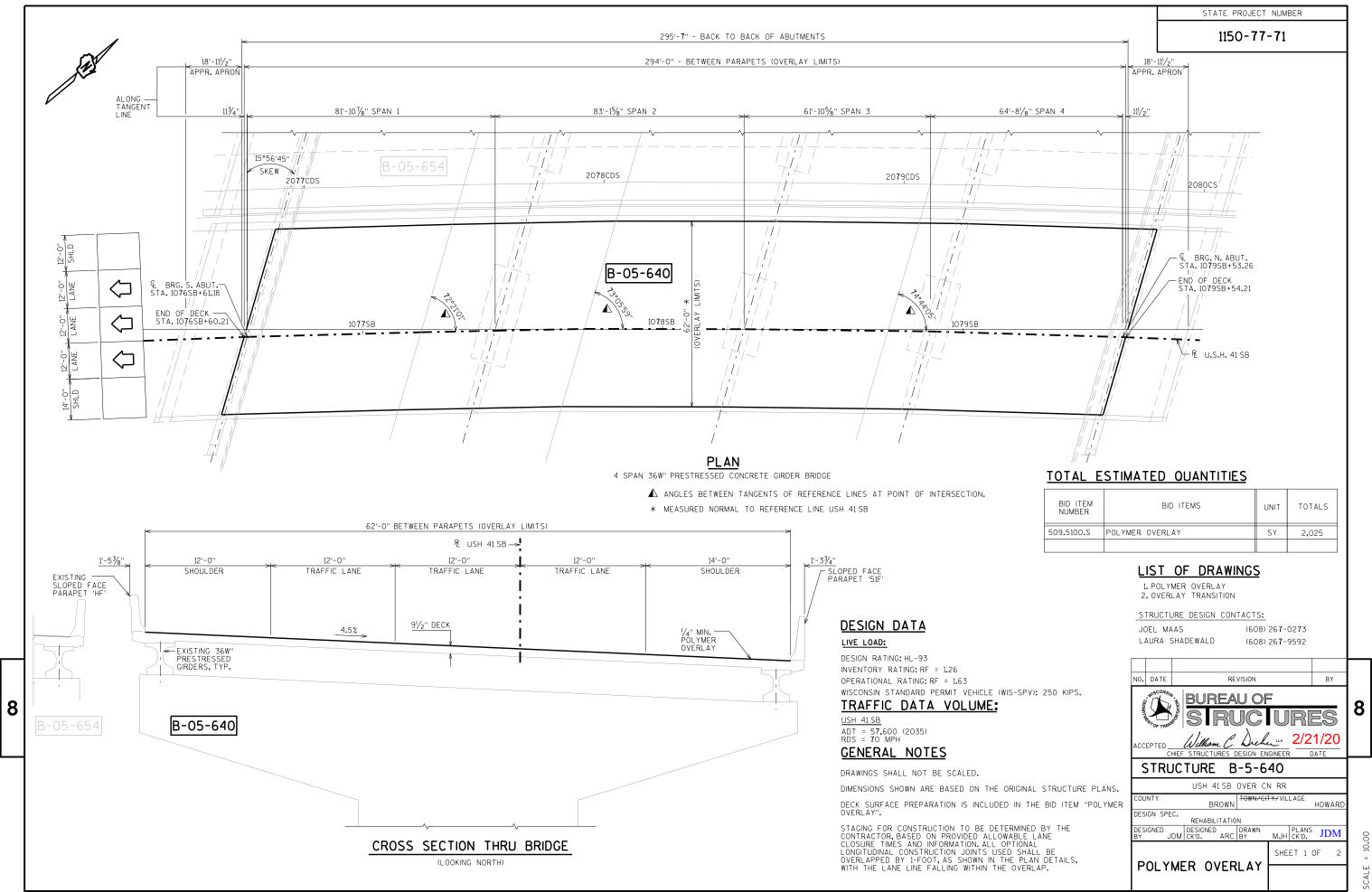
★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

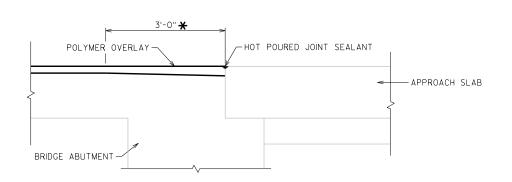
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



#### END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

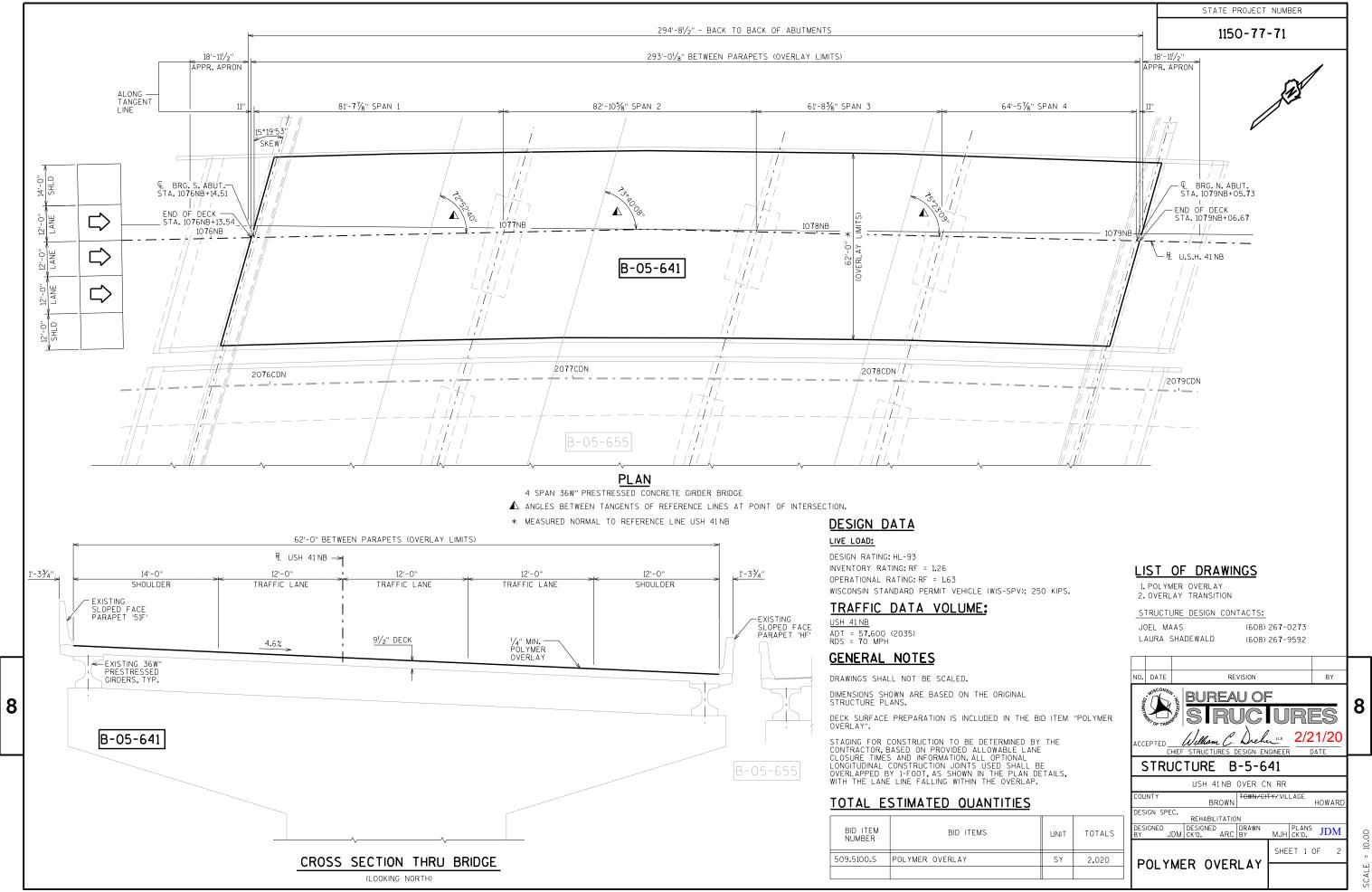
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-640

DRAWN
BY SEW/MJH PLANS JDM

OVERLAY
TRANSITION

SHEET 2

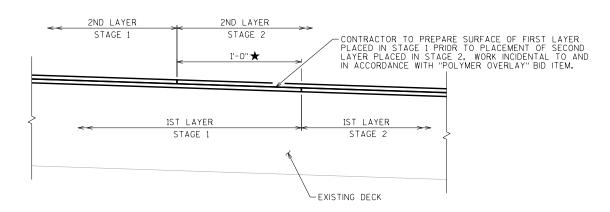


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

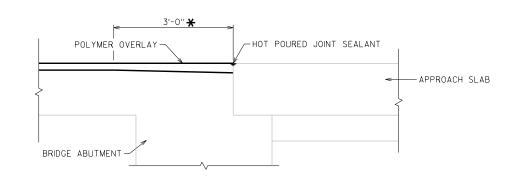
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $\%\!\!/_6$  " of concrete adjacent to end of deck and taper a distance of 3-feet

8

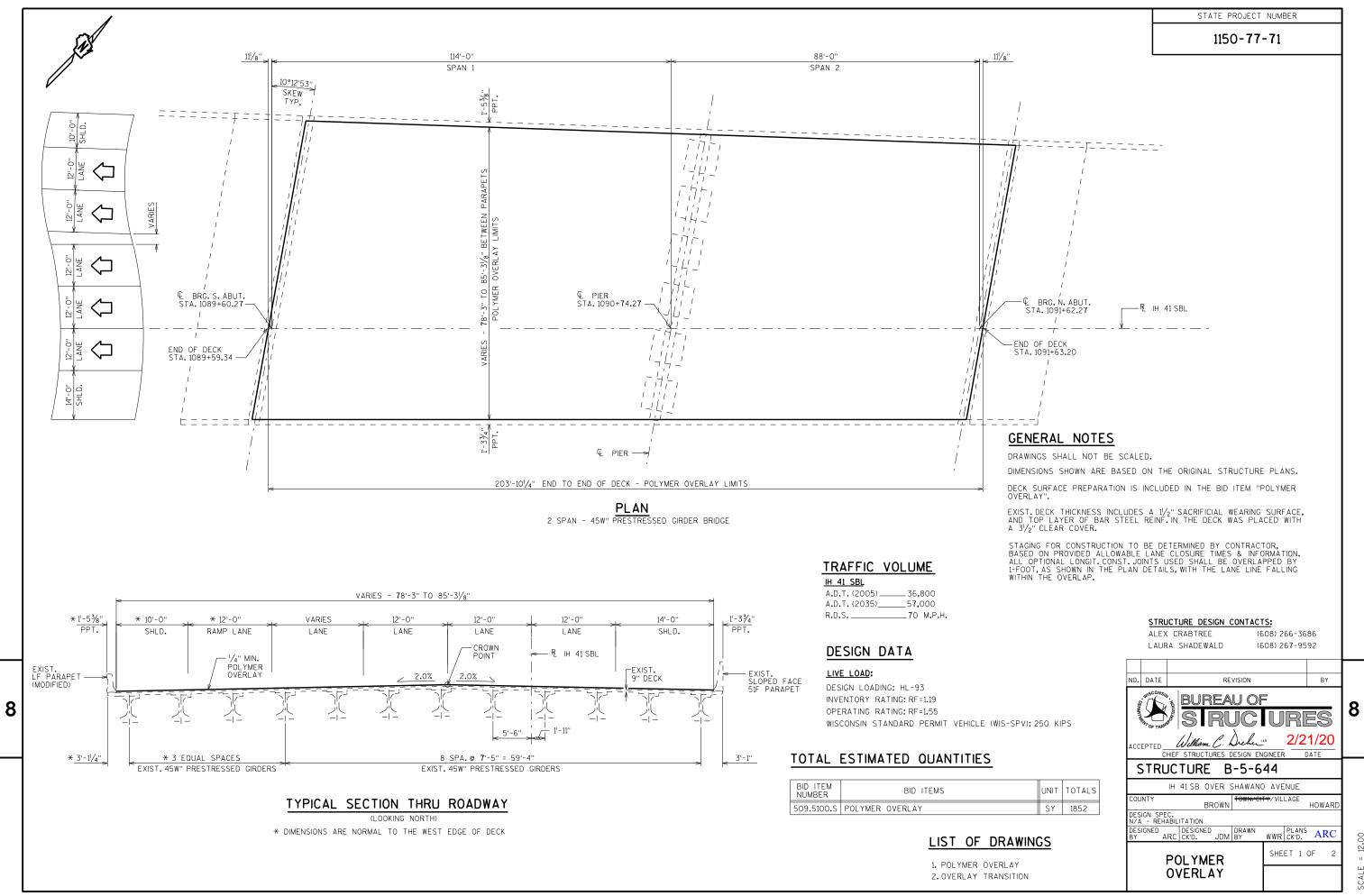
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-641

DRAWN
BY
OVERLAY
TRANSITION

SHEET 2

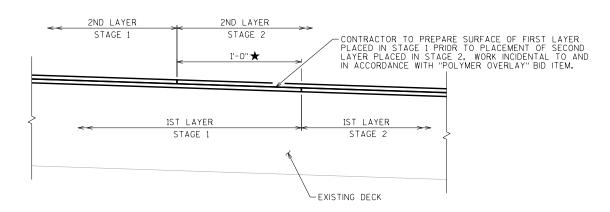


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

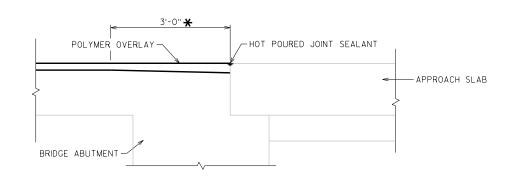
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

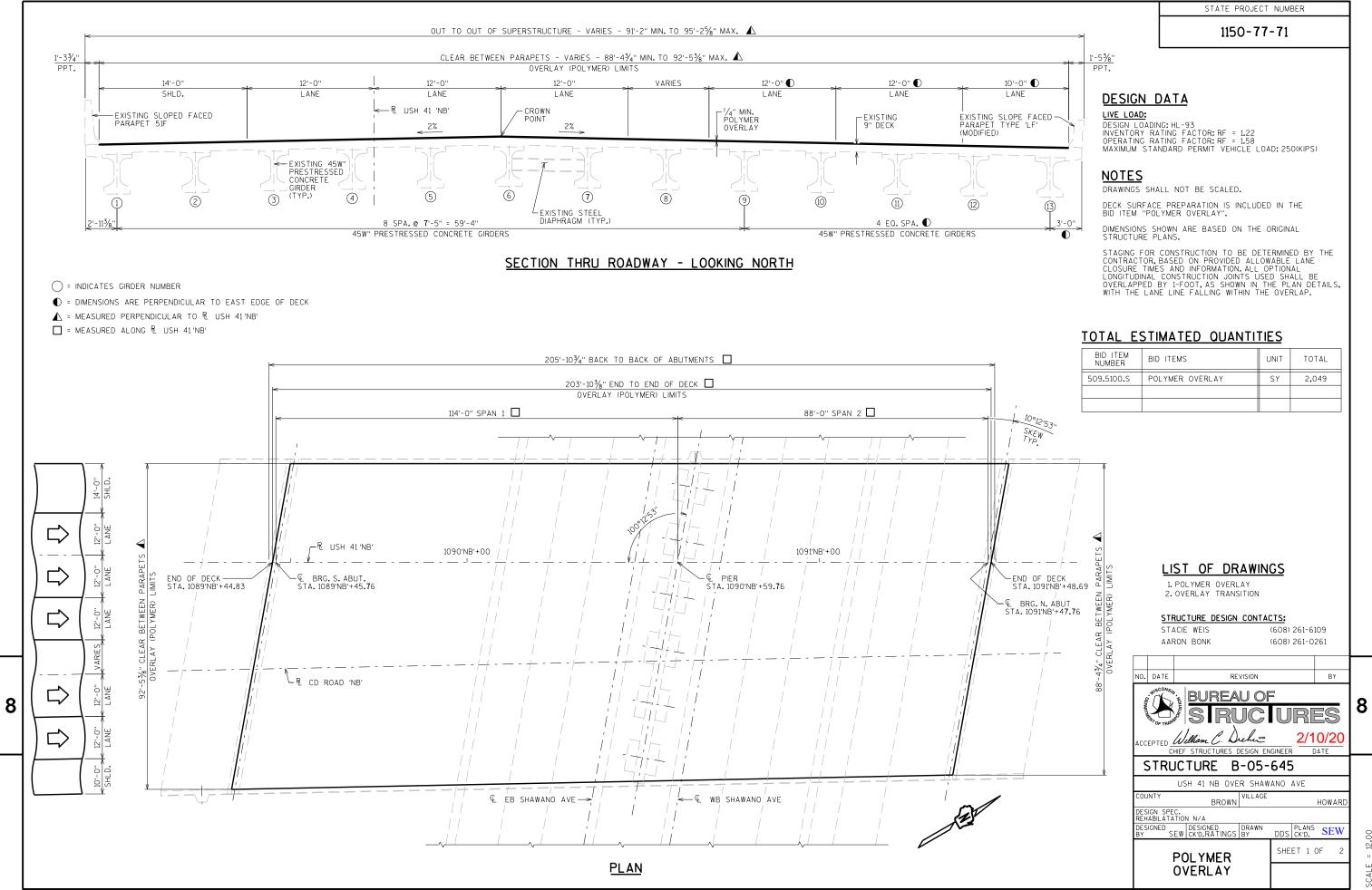
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION

STRUCTURE B-5-644

DRAWN WWR CKD. ARC

OVERLAY TRANSITION

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

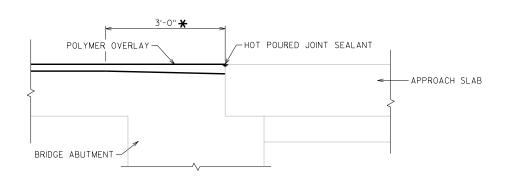
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $\%\!\!/_6$  " of concrete adjacent to end of deck and taper a distance of 3-feet

8

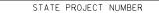
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

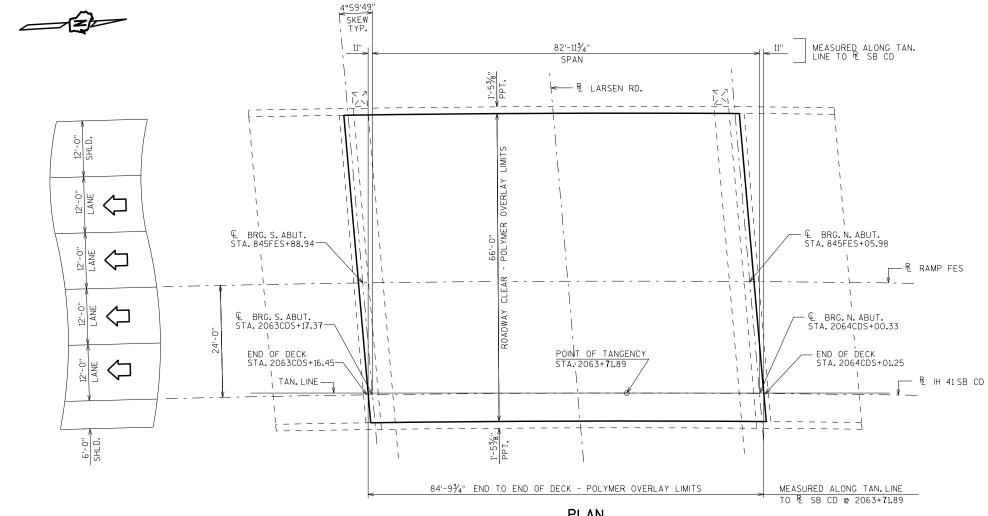
STRUCTURE B-05-645

DRAWN
BY
SEW CK'D. AMB

OVERLAY
TRANSITION



#### 1150-77-71



SINGLE SPAN - 36W" PRESTRESSED GIRDER BRIDGE

R IH 41 SB CD ->

VARIES

\_3'-10''、

TAN. LINE -

SHLD.

5'-4"

LANE

### TRAFFIC VOLUME

#### IH 41 SB CD

A.D.T. (2035)\_\_\_\_\_28,100 \_\_60 M.P.H.

#### DESIGN DATA

#### LIVE LOAD:

-EXIST. HF PARAPET

1'-11" MIN. 2'-33/8" MAX. DESIGN LOADING: HL-93 INVENTORY RATING: RF=1.14 OPERATING RATING: RF=1.47

WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS

### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS		TOTALS
509 <b>.</b> 5100 <b>.</b> S	POLYMER OVERLAY	SY	622

### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

#### GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

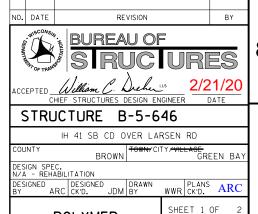
DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER

EXIST. DECK THICKNESS INCLUDES A  $1/_2$ " SACRIFICIAL WEARING SURFACE, AND TOP LAYER OF BAR STEEL REINF. IN THE DECK WAS PLACED WITH A  $3/_2$ " CLEAR COVER.

STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT. CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

#### STRUCTURE DESIGN CONTACTS:

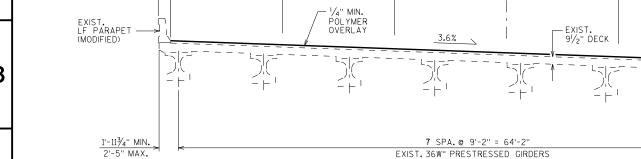
ALEX CRABTREE (608) 266-3686 LAURA SHADEWALD (608) 26**7**-9592



OVERLAY

**POLYMER** 

DATE: JAN. 2020



LANF

## TYPICAL SECTION THRU ROADWAY

66'-0" ROADWAY CLEAR - POLYMER OVERLAY LIMITS

LANE

R RAMP FES ->

12'-0"

LANF

(LOOKING NORTH)

SHLD.

MEASURED NORMAL TO R SB CD —

PPT

8

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

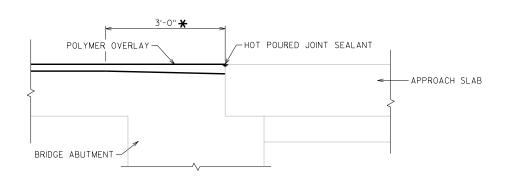
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

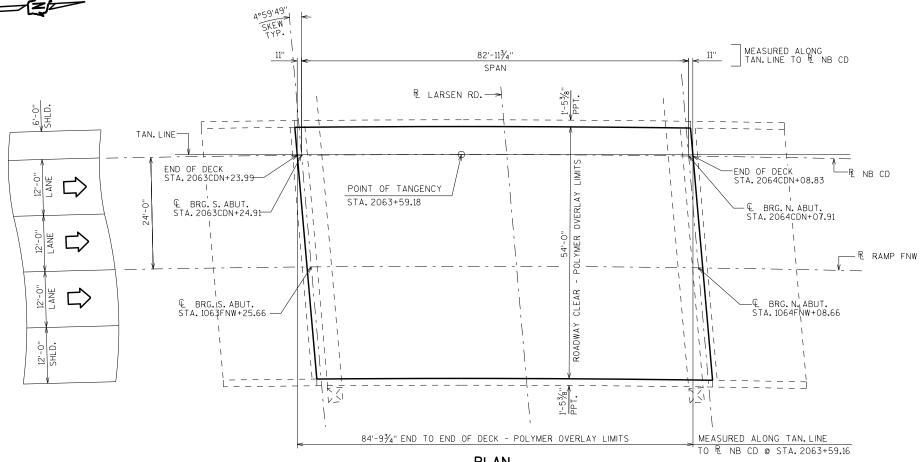
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-646

DRAWN WWR CKD. ARC
OVERLAY
TRANSITION

SHEET 2

1150-77-71



<u>PLAN</u> SINGLE SPAN - 36W" PRESTRESSED GIRDER BRIDGE

#### 54'-0" ROADWAY CLEAR - POLYMER OVERLAY LIMITS ← R NB CD -R RAMP FNW - MEASURED NORMAL TO R NB CD $\frac{1'-5\frac{3}{8}''}{PPT}$ 12'-0" 12'-0" 1'-53/8" PPT. SHLD. LANE LANE LANE SHLD. VARIES TAN. LINE 1/4" MIN. -EXIST. 9½" DECK EXIST. HE PARAPET -POLYMER OVERLAY 3.8% -EXIST. LF PARAPET (MODIFIED) 4'-7" TOTAL ESTIMATED QUANTITIES 2'-6<sup>1</sup>/<sub>8</sub>" MIN. 2'-9<sup>5</sup>/<sub>8</sub>" MAX. 2'-5%" MIN. 6 SPA.@ 8'-7" = 51'-6" BID ITEM NUMBER EXIST. 36W" PRESTRESSED GIRDERS 2'-10" MAX. 509.5100.S POLYMER OVERLAY TYPICAL SECTION THRU ROADWAY

8

#### GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

EXIST. DECK THICKNESS INCLUDES A 1/2" SACRIFICIAL WEARING SURFACE, AND TOP LAYER OF BAR STEEL REINF. IN THE DECK WAS PLACED WITH A 3/2" CLEAR COVER.

STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT, CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

#### TRAFFIC VOLUME

#### IH 41 NB CD

A.D.T. (2035)\_ \_28,000 R.D.S. \_\_\_\_\_ \_\_\_\_60 M.P.H.

#### DESIGN DATA

#### LIVE LOAD:

DESIGN LOADING: HL-93 INVENTORY RATING: RF=1.20 OPERATING RATING: RF=1.55

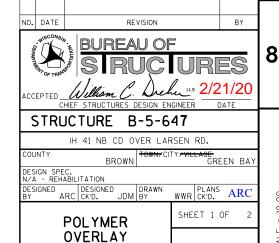
UNIT TOTALS

SY 509

WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS

#### STRUCTURE DESIGN CONTACTS:

ALEX CRABTREE (608) 266-3686 LAURA SHADEWALD (608) 26**7**-9592



### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

BID ITEMS

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

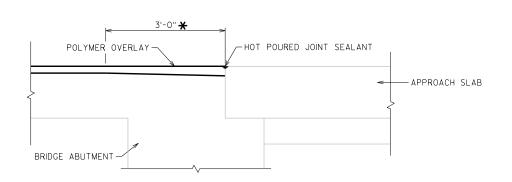
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $\%\!\!/_6$  " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION

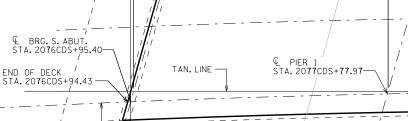
STRUCTURE B-5-647

DRAWN WWR CKD. ARC

OVERLAY
TRANSITION

SHEET 2

STATE PROJECT NUMBER 1150-77-71 81'-91/8'' 83'-03/4" 61'-97/8" 64'-73/8" 113/8" - MEASURED ALONG TANGENT LINE TO R SB CD @ STA.2078CDS+61.28 15°44'53" SKEW TYP. - R RAMP SWR -POINT OF TANGENCY @ Q PIER 2



REALIGNED BEAVER DAM CREEK —

293'-234" END TO END OF DECK - POLYMER OVERLAY LIMITS PLAN

4 SPAN - 36W" PRESTRESSED GIRDER BRIDGE

— € CN RR

© PIER 2 STA. 2078CDS+61.28

### LEGEND

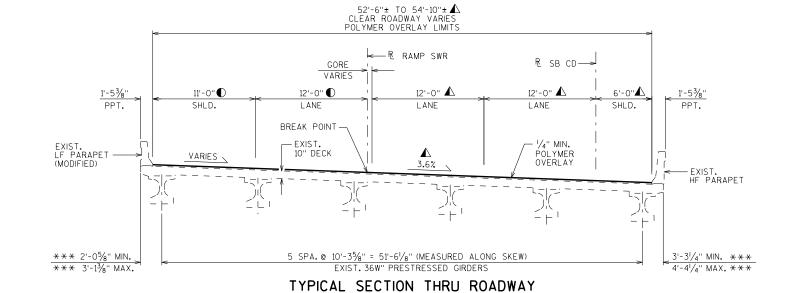
8

\*\*\* MEASURED NORMAL TO & GIRDER

⚠ MEASURED NORMAL TO R SB CD

● MEASURED NORMAL TO R RAMP SWR

R IH 41 SB CD-



(LOOKING NORTH)

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

BRG. N. ABUT.

STA. 2079CDS+87.18

-END OF DECK STA. 20**7**9CDS+88.13

MEASURED ALONG TANGENT LINE TO R SB CD @ STA. 2078CDS+61.28

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

EXIST. DECK THICKNESS INCLUDES A  $1^1\!/2^n$  Sacrificial Wearing Surface, and top layer of Bar Steel Reinf. In the Deck was placed with A  $3\frac{1}{2}$ " CLEAR COVER.

STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT.CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

# DESIGN DATA

TRAFFIC VOLUME

€ PIER 3 STA. 2079CDS+22.97

R ULMER RD ---

#### LIVE LOAD:

IH 41 SB CD A.D.T. (2035)\_\_\_\_

R.D.S. \_\_\_\_

DESIGN LOADING: HL-93 INVENTORY RATING: RF=1.17 OPERATING RATING: RF=1.52 WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS

### TOTAL ESTIMATED QUANTITIES

\_18,000

\_\_\_60 M.P.H.

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
5	509 <b>.</b> 5100 <b>.</b> S	POLYMER OVERLAY	SY	1 <b>7</b> 36

### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

#### STRUCTURE DESIGN CONTACTS:

ALEX CRABTREE (608) 266-3686 (608) 26**7**-9592 LAURA SHADEWALD

NO.	DATE	RE	VISION		BY	
	BUREAU OF SIRUCIURES  ACCEPTED William C. Duche LLS 2/21/20  CHIEF STRUCTURES DESIGN ENGINEER DATE					
S	TRL	JCTURE B	-5-6	54		
		IH 41 SB CD	OVER	CN RR		
COU	INTY	BROWN	TOWN/CI	<del>TY/</del> VILLAGE	HOWARD	
DES N/A		C. ABILITATION				
DES BY	IGNED A	RC CK'D. JDM	DRAWN BY	WWR CK'D.	ARC	
	POLYMER OVERLAY			SHEET 1	OF 2	

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

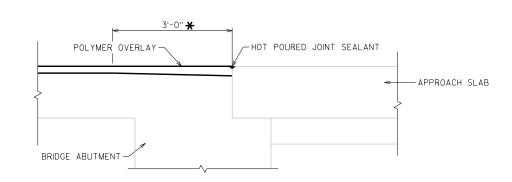
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $\%\!\!/_6$  " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-654

DRAWN
BY
OVERLAY
TRANSITION

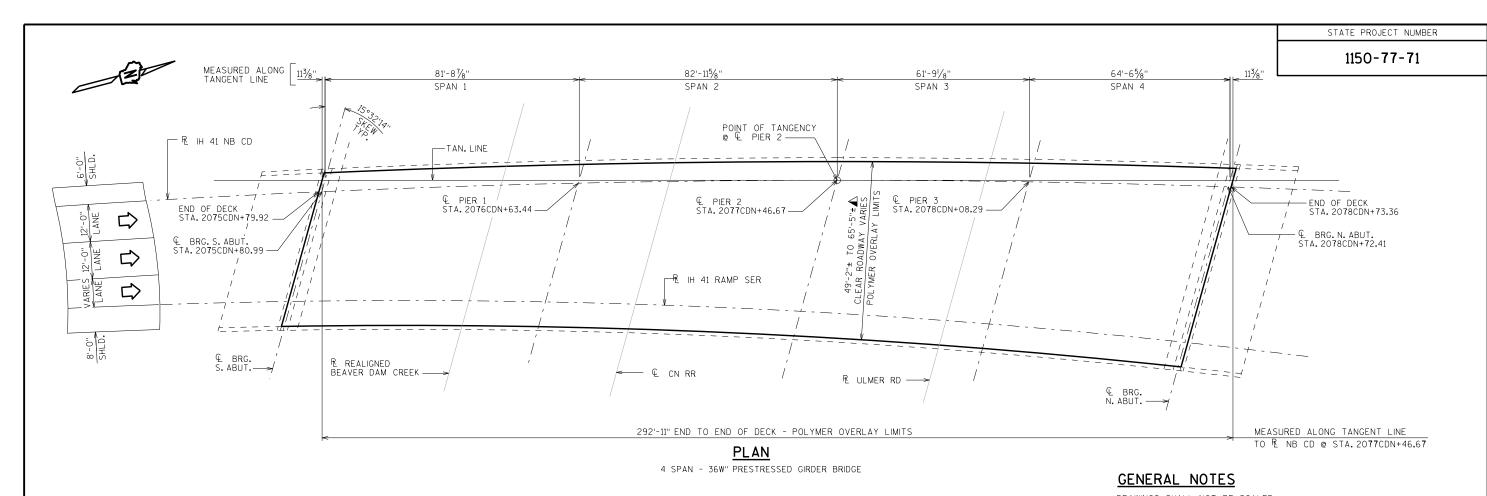
BY

BY

BY

BY

SHEET 2



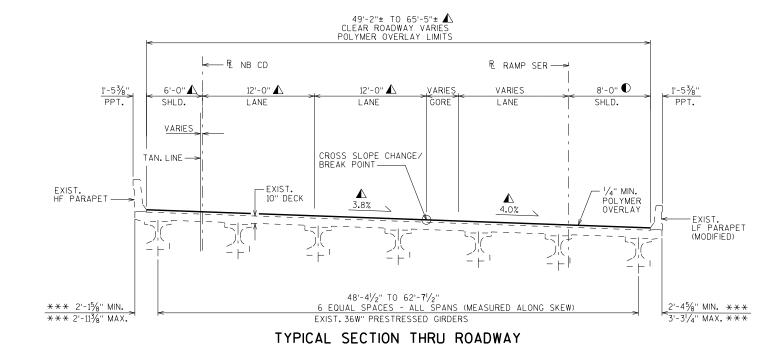
### **LEGEND**

8

\*\*\* MEASURED NORMAL TO & GIRDER

⚠ MEASURED NORMAL TO R NB CD

MEASURED NORMAL TO R RAMP SER



(LOOKING NORTH)

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

EXIST. DECK THICKNESS INCLUDES A 1/2" SACRIFICIAL WEARING SURFACE, AND TOP LAYER OF BAR STEEL REINF. IN THE DECK WAS PLACED WITH A 3/2" CLEAR COVER.

STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT. CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

### TRAFFIC VOLUME

#### IH 41 SB CD

A.D.T. (2035)\_\_\_\_\_19,500 \_\_\_60 M.P.H. R.D.S. \_\_

#### DESIGN DATA

#### LIVE LOAD:

DESIGN LOADING: HL-93 INVENTORY RATING: RF=1.52 OPERATING RATING: RF=1.97

WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS

#### TOTAL ESTIMATED QUANTITIES

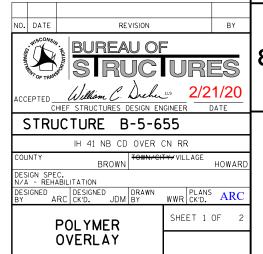
BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509 <b>.</b> 5100 <b>.</b> S	POLYMER OVERLAY	SY	1809

### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

#### STRUCTURE DESIGN CONTACTS:

ALEX CRABTREE (608) 266-3686 LAURA SHADEWALD (608) 267-9592



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

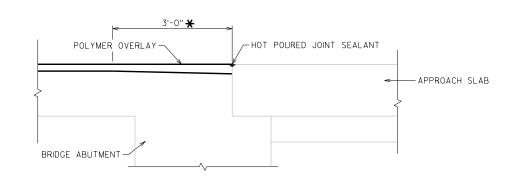
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $\%\!\!/_6$  " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

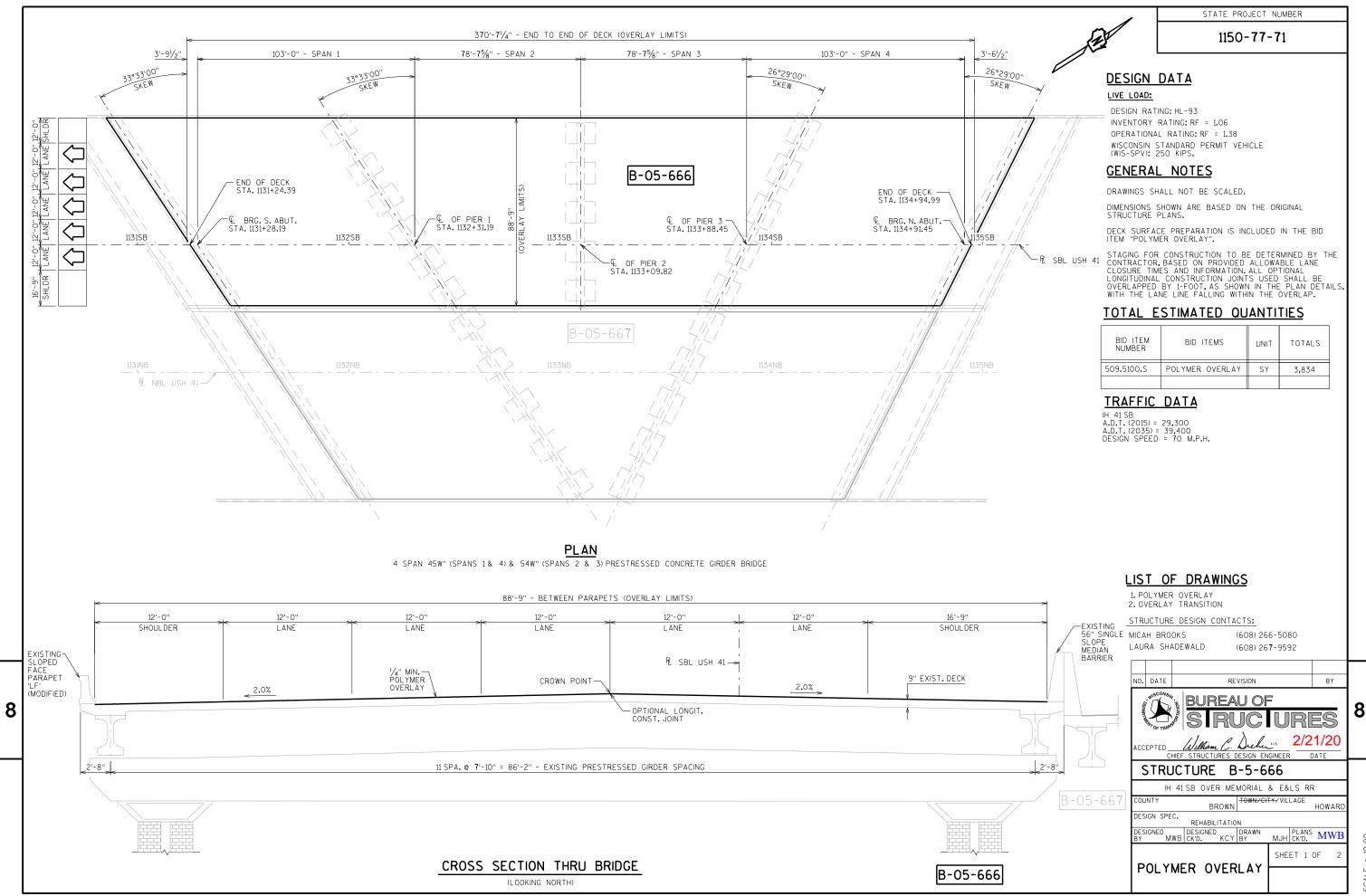
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-655

DRAWN WWR CKD. ARC

OVERLAY
TRANSITION

SHEET 2

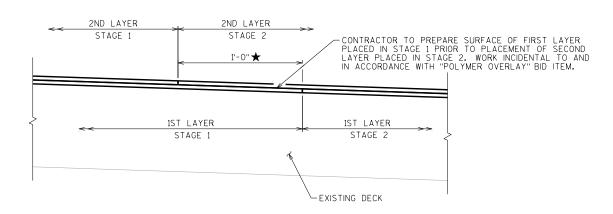


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

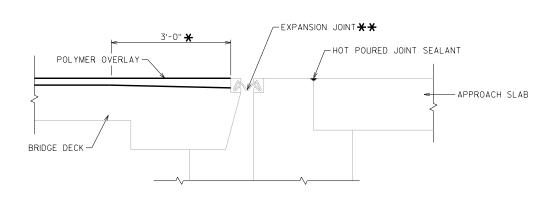
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

\*LANE LINE TO BE LOCATED WITHIN OVERLAP



#### TRANSVERSE EXPANSION JOINT TRANSITION DETAIL

- $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to expansion joint and taper a distance of 3-feet.
- \*\* DETAIL LOCATION IS SHOWN AT ABUTMENT JOINT BUT SHALL BE APPLIED TO ALL EXPANSION JOINTS.

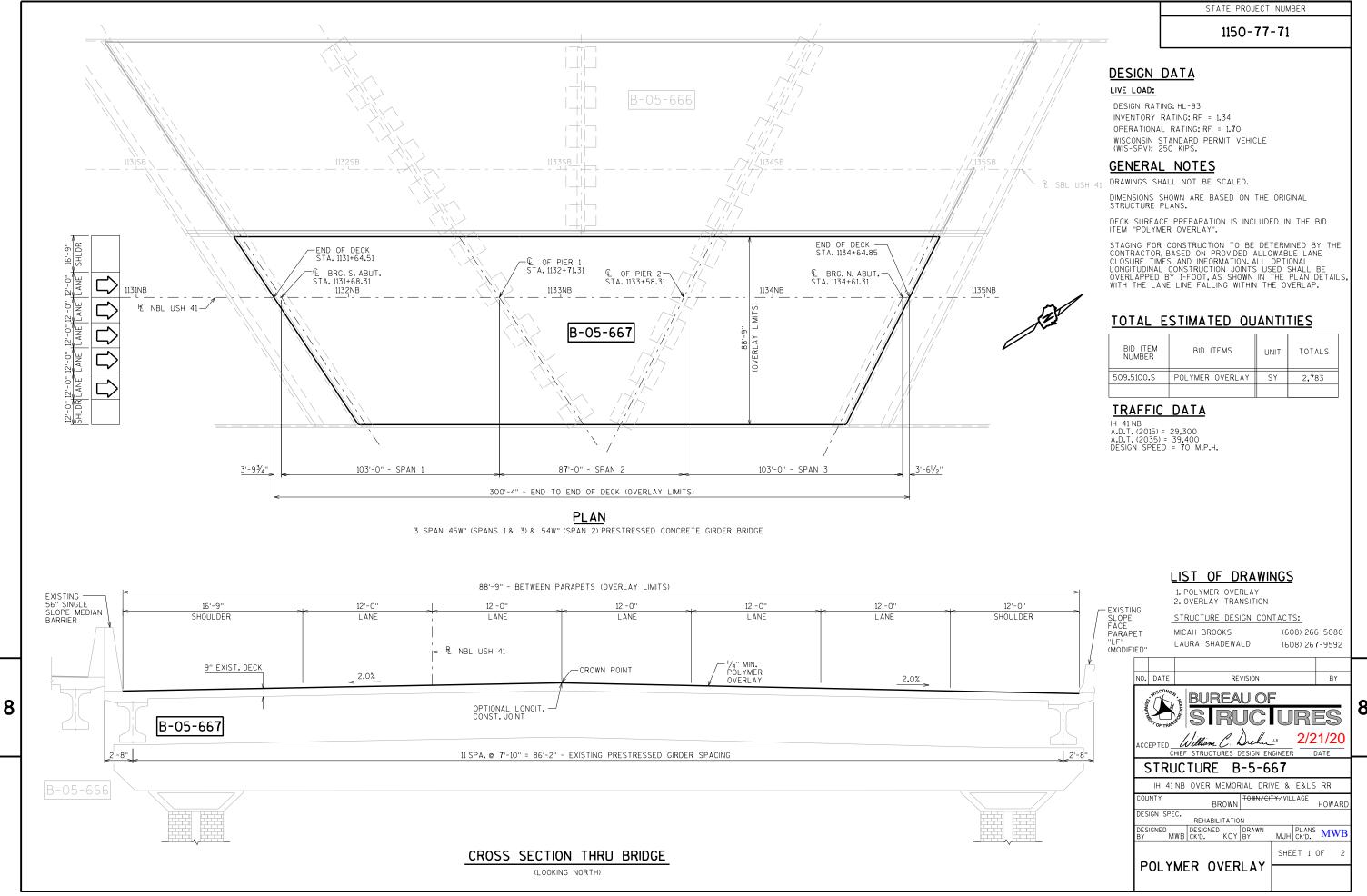
8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-666

DRAWN
BY SEW/MJH CKD. MWB

OVERLAY
TRANSITION

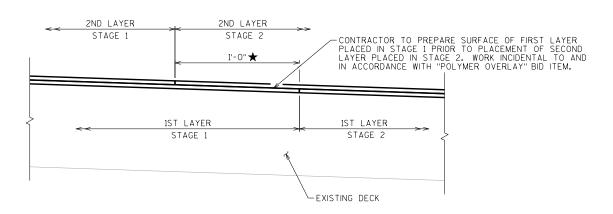


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

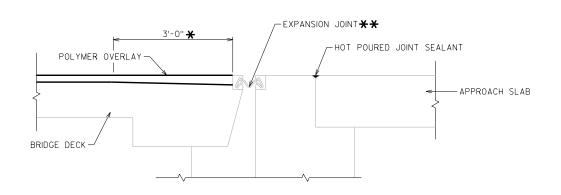
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

\*LANE LINE TO BE LOCATED WITHIN OVERLAP



### TRANSVERSE EXPANSION JOINT TRANSITION DETAIL

- $\bigstar$  remove  $1/\!\!/_4$ " to  $5\!\!/_6$ " of concrete adjacent to expansion joint and taper a distance of 3-feet.
- \*\* DETAIL LOCATION IS SHOWN AT ABUTMENT JOINT BUT SHALL BE APPLIED TO ALL EXPANSION JOINTS.

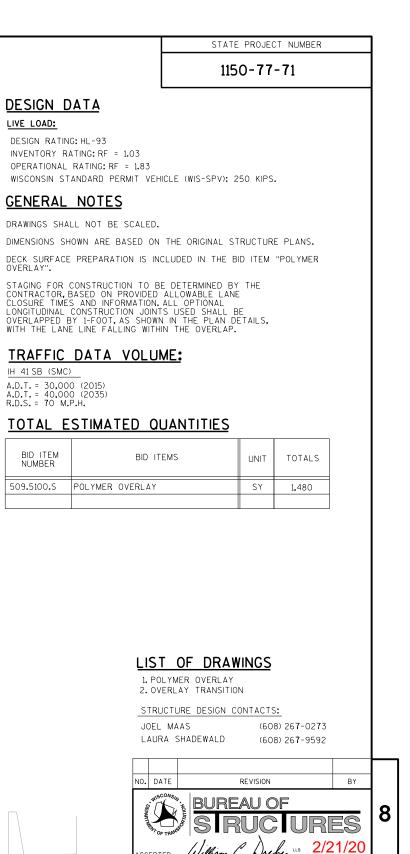
8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-667

DRAWN
BY SEW/MJH PLANS MWB

OVERLAY
TRANSITION



DESIGN DATA LIVE LOAD:

DESIGN RATING: HL-93 INVENTORY RATING: RF = 1.03 OPERATIONAL RATING: RF = 1.83

#### GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

### TRAFFIC DATA VOLUME:

IH 41 SB (SMC)

 $\langle \neg$ 

►R NMC

A.D.T. = 30,000 (2015) A.D.T. = 40,000 (2035) R.D.S. = 70 M.P.H.

#### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1,480

#### PLAN SINGLE SPAN 72W" PRESTRESSED GIRDERS

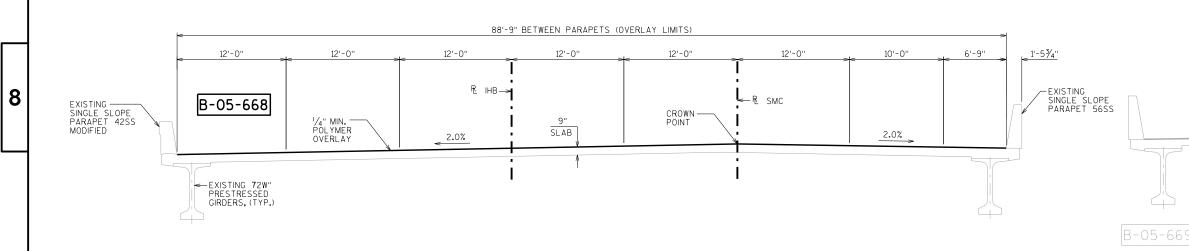
1'-01/8''

- END OF DECK STA. 1174+24.76

V—RE SMC

25°19'23"

11**7**4 SMC



CROSS SECTION THRU BRIDGE

(LOOKING NORTH)

150'-01/2" BETWEEN PARAPETS (OVERLAY LIMITS)

148'-0" SPAN

B-05-668

1228 IHB

1173 SMC

1'-01/8"

END OF DECK — STA. 1172+74.73

€ BRG. S. ABUT STA. 1172+75.75

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

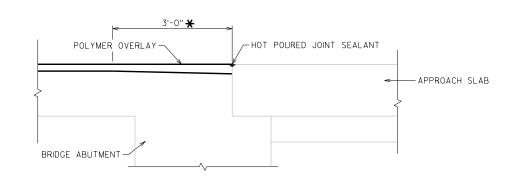
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-668

DRAWN
BY
OVERLAY
TRANSITION

SHEET 2



### DESIGN DATA

#### LIVE LOAD:

DESIGN RATING: HL-93
INVENTORY RATING: RF = 1.04
OPERATIONAL RATING: RF = 1.85
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS.

#### GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION, ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

#### TRAFFIC DATA

USH 41 SB (SMC)

A.D.T. = 30,000 (2015) A.D.T. = 40,000 (2035) R.D.S. = 70 M.P.H.

#### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS	
509.5100.S	POLYMER OVERLAY	SY	1,200	

#### 74'-0" BETWEEN PARAPETS (OVERLAY LIMITS) 14'-0'' 12'-0" 12'-0" 12'-0" B-05-669 R IH 41 NB → SINGLE SLOPE PARAPET 42SS CROWN POINT 1/4" MIN. — POLYMER OVERLAY MODIFIED SLAB 2.0% 2.0% EXISTING 72W" PRESTRESSED GIRDERS, TYP.

CROSS SECTION THRU BRIDGE

(LOOKING NORTH)

PLAN
SINGLE SPAN 72W" PRESTRESSED GIRDERS

153'-01/8" BETWEEN PARAPETS (OVERLAY LIMITS)

151'-0" SPAN

1174 SMC

11**7**4 NMC

<u>1'-0'/4''</u>

└─R SMC

- € BRG. N. ABUT. STA. 1174+48.71

- END OF DECK STA. 1174+49.74

11**7**5 NMC

VR IH 41 NB

1'-01/4"

1173 SMC

11**7**3 NMC

END OF DECK — STA. 1172+96.67

8

€ BRG. S. ABUT.-STA. 1172+97.71 B-05-669

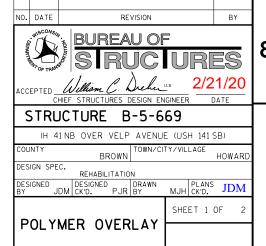
LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

STRUCTURE DESIGN CONTACTS:

JOEL MAAS (608) 267-0273

LAURA SHADEWALD (608) 267-9592



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

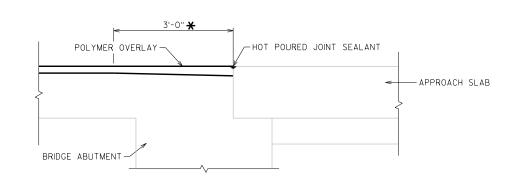
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $\%\!\!/_6$  " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

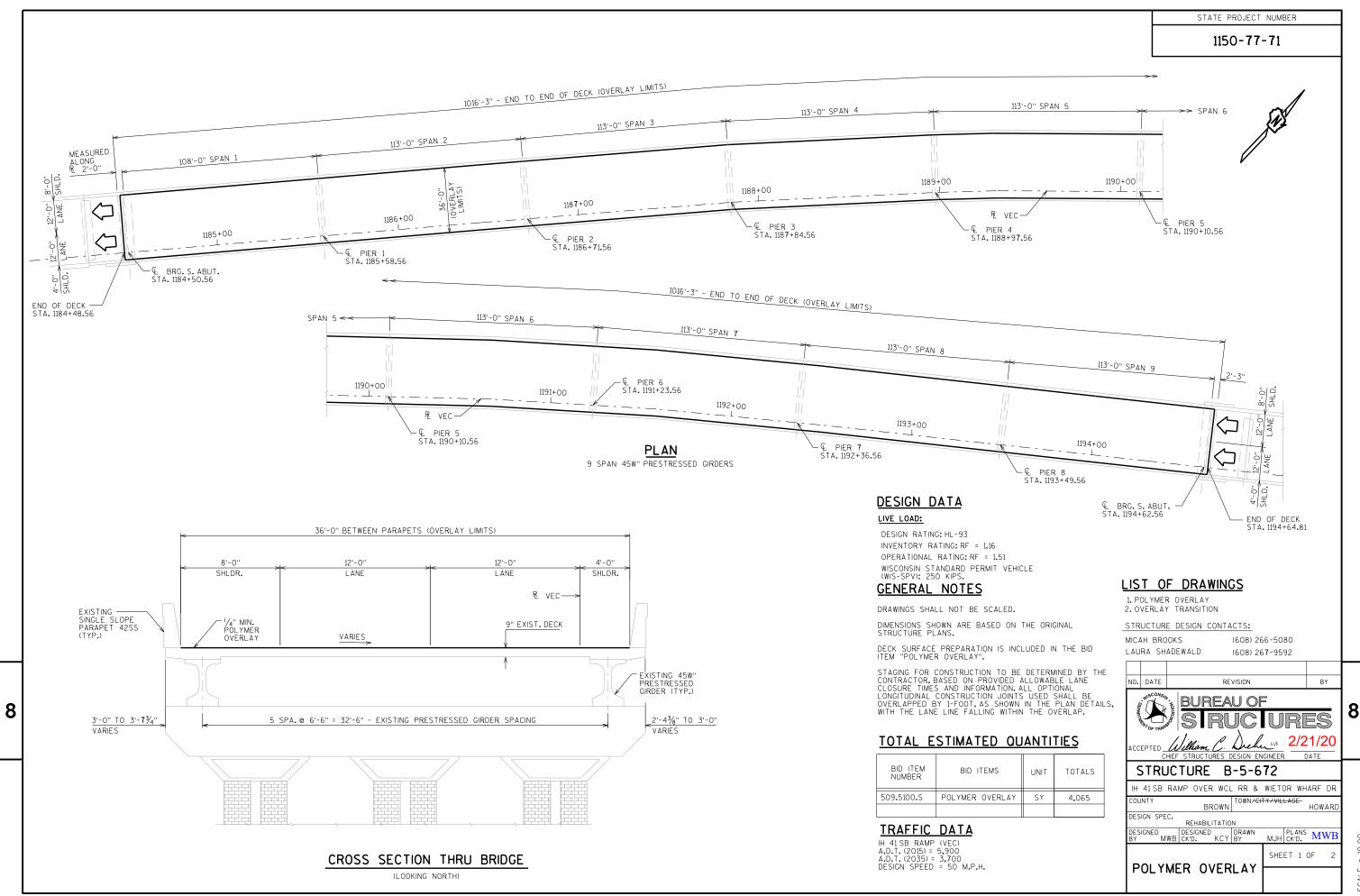
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION

STRUCTURE B-5-669

DRAWN BY SEW/MJH CK'D. JDM

OVERLAY TRANSITION

SHEET 2

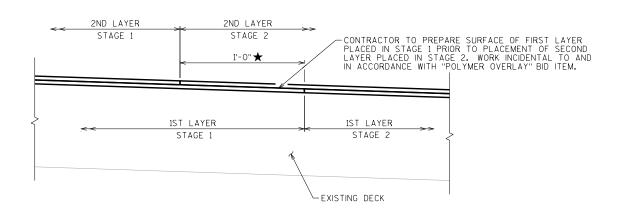


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

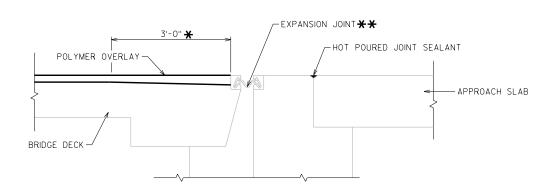
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

\*LANE LINE TO BE LOCATED WITHIN OVERLAP



#### TRANSVERSE EXPANSION JOINT TRANSITION DETAIL

- $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to expansion joint and taper a distance of 3-feet.
- \*\* DETAIL LOCATION IS SHOWN AT ABUTMENT JOINT BUT SHALL BE APPLIED TO ALL EXPANSION JOINTS.

8

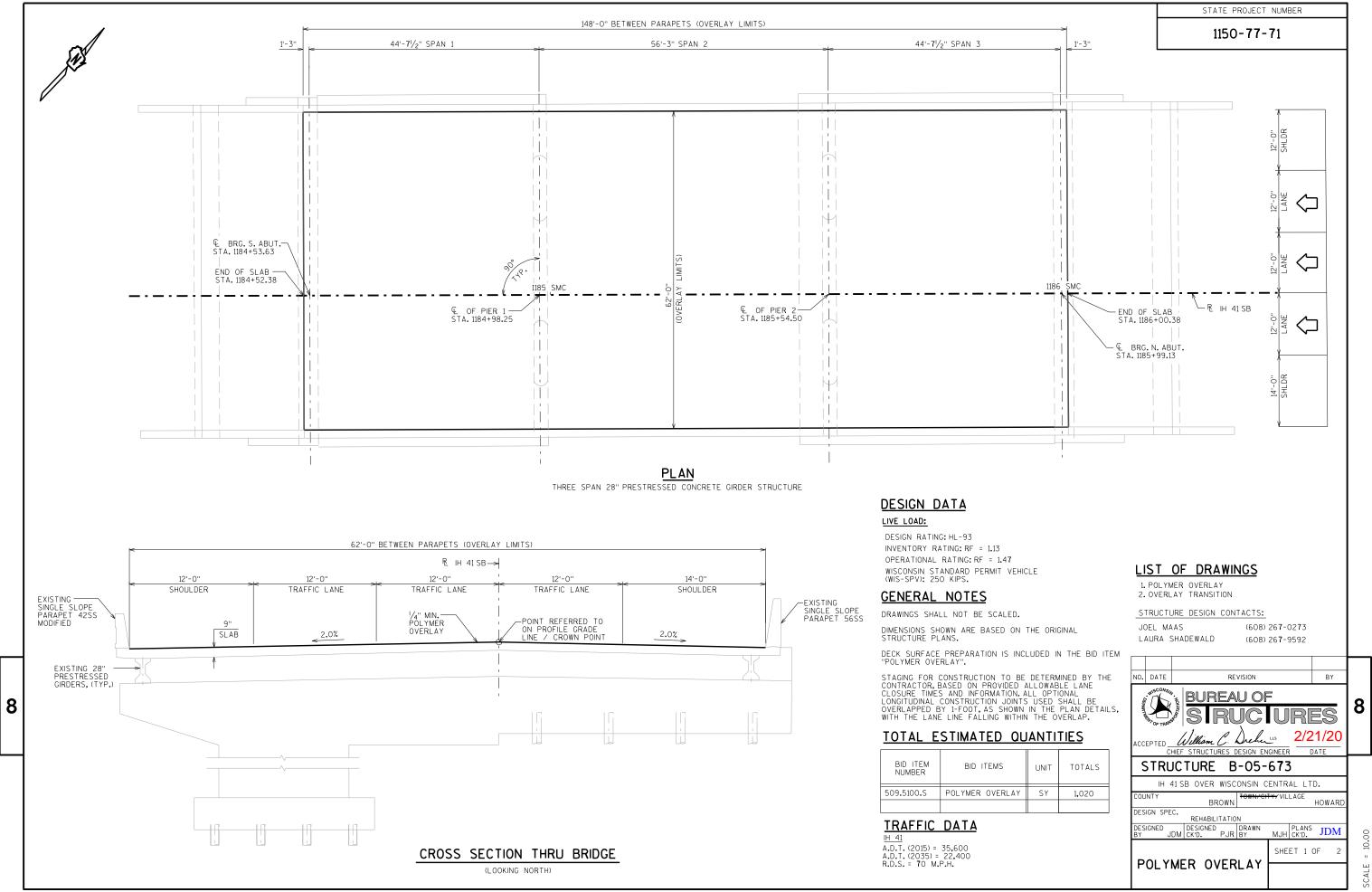
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-B-672

DRAWN
BY SEW/MJH PLANS MWB

OVERLAY
TRANSITION



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

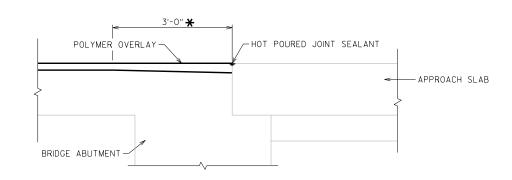
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



#### END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

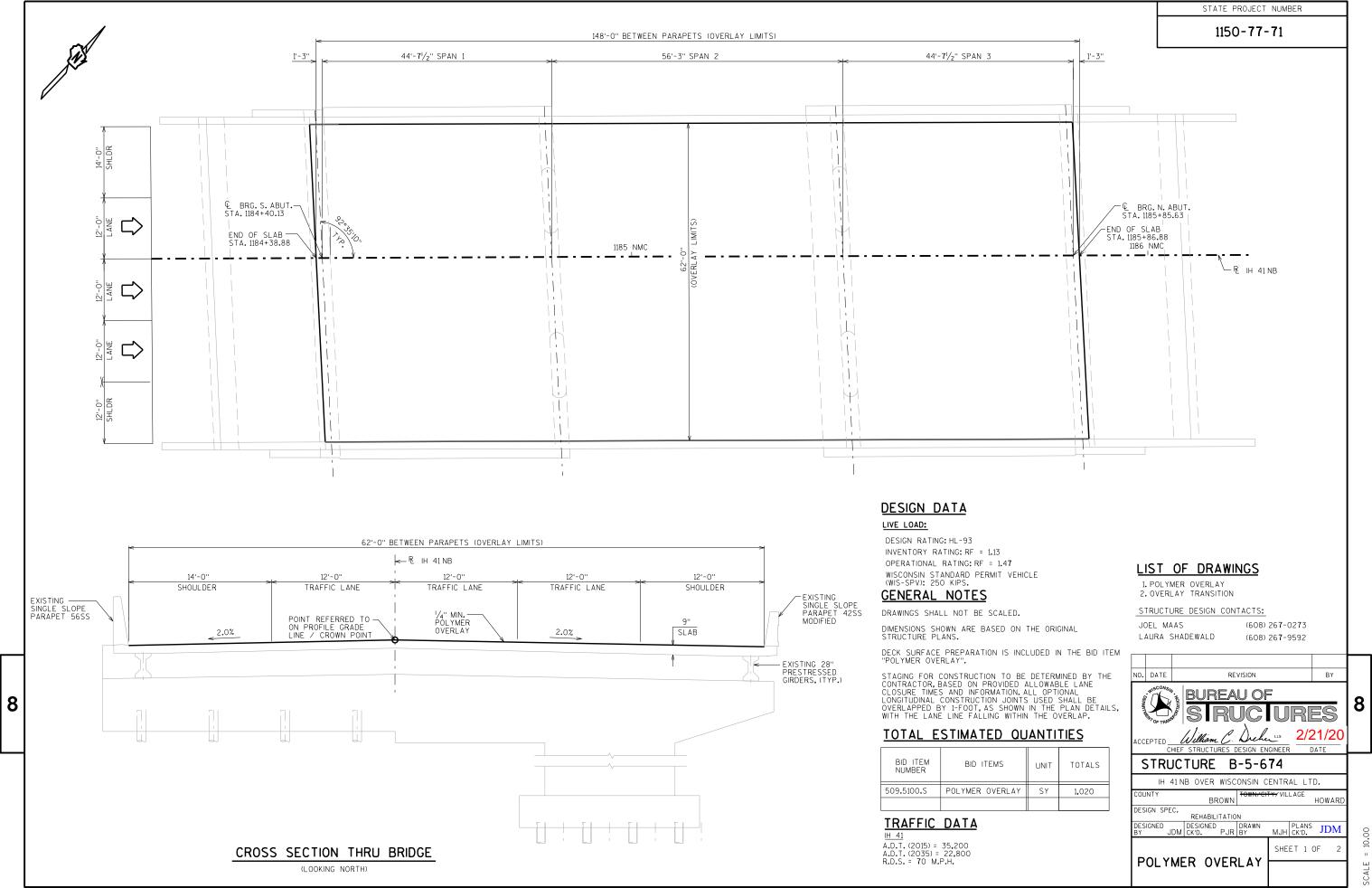
8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-673

DRAWN
BY SEW/MJH CKD. JDM

OVERLAY
TRANSITION

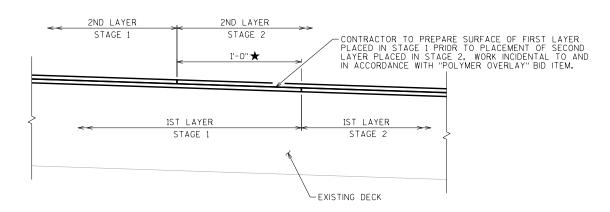


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

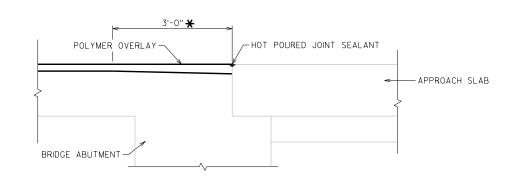
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



### END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

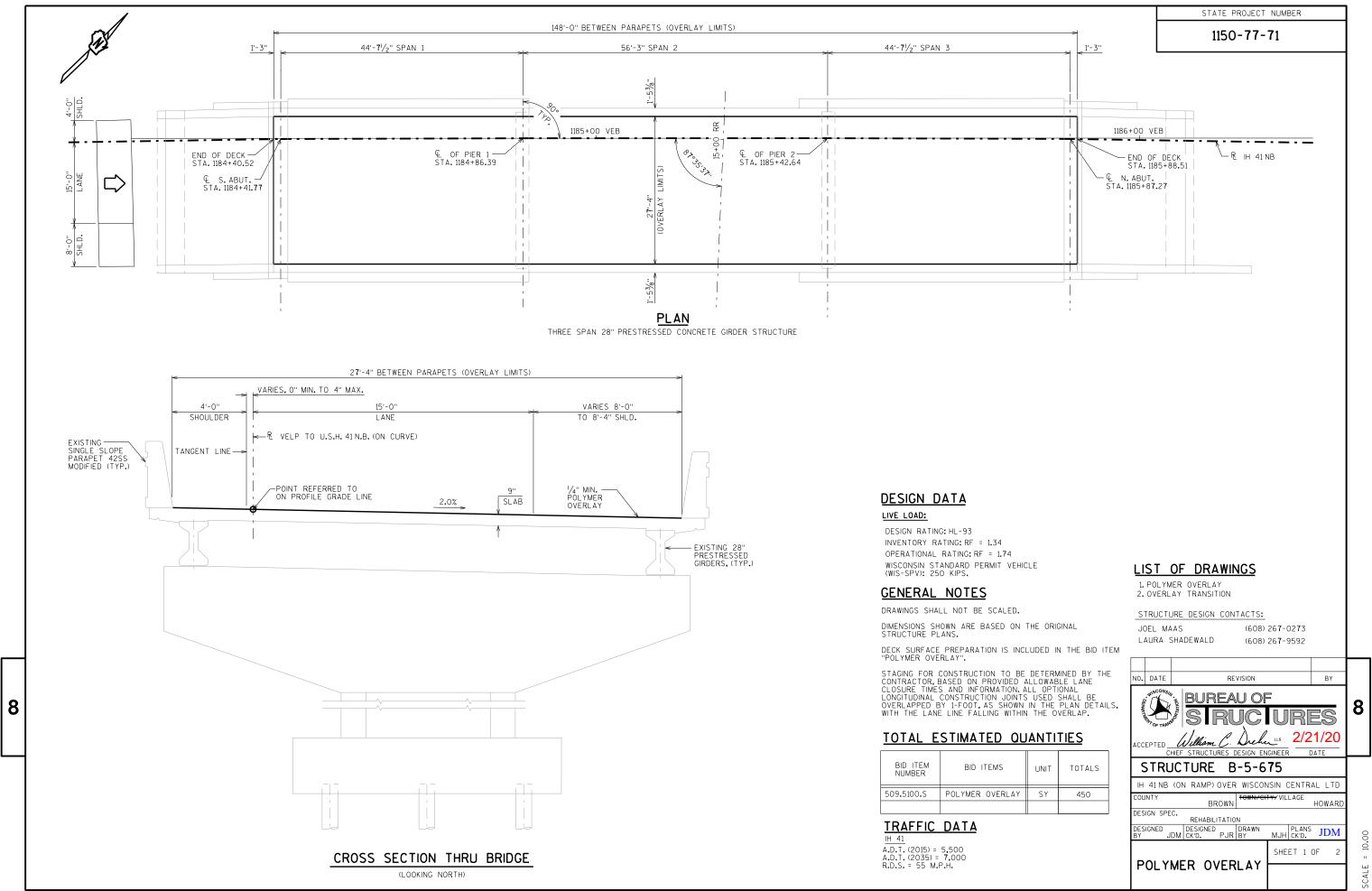
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-674

DRAWN
BY SEW/MJH CKD. JDM

OVERLAY
TRANSITION

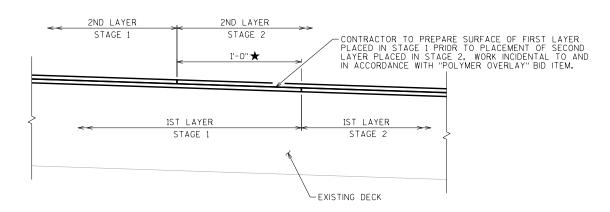


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

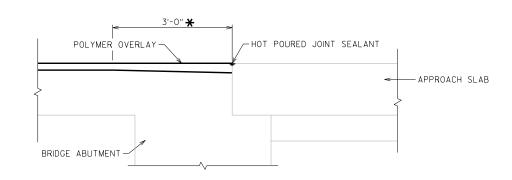
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



#### END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

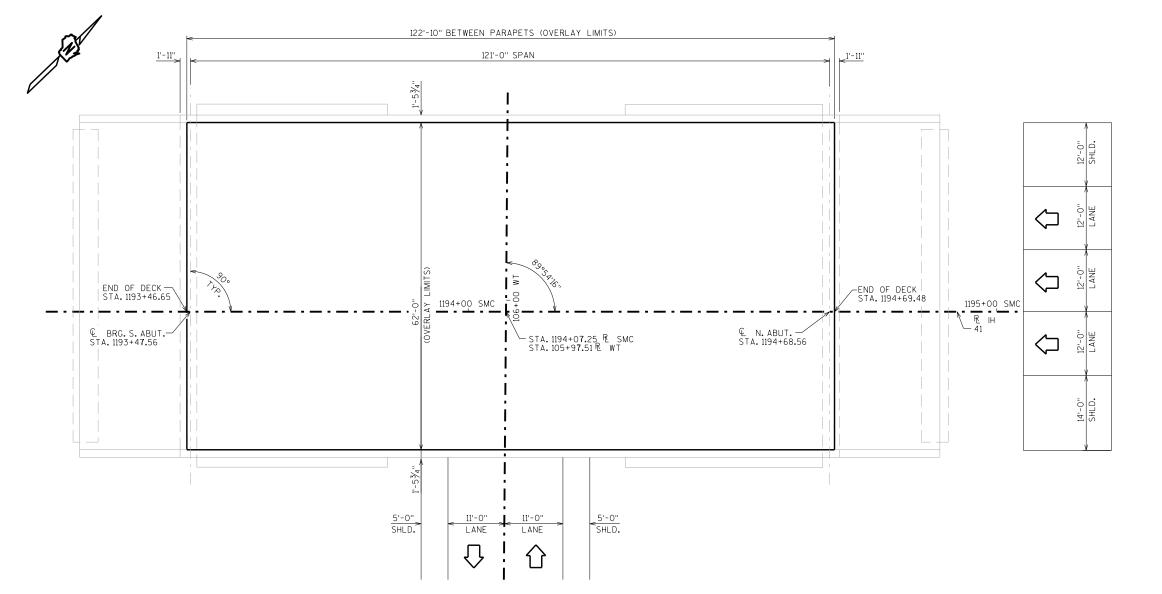
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-675

DRAWN
BY SEW/MJH PLANS JDM
OVERLAY
TRANSITION

SHEET 2





### DESIGN DATA LIVE LOAD:

DESIGN RATING: HL-93 INVENTORY RATING: RF = 1.00 OPERATIONAL RATING: RF = 1.76 WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 KIPS.

### **GENERAL NOTES**

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION, ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	850

### TRAFFIC DATA

IH 41 SB (SMC)

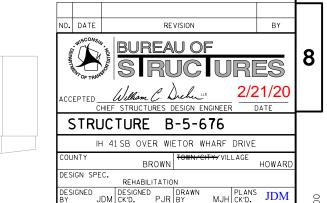
A.D.T. (2015) = 35,600 A.D.T. (2035) = 22,400 R.D.S. = 70 M.P.H.

### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

STRUCTURE DESIGN CONTACTS:

(608) 267-0273 JOEL MAAS LAURA SHADEWALD (608) 26**7**-9592



12'-0" SHOULDER LANE

> - FXISTING 54" PRESTRESSED GIRDERS, TYP.

8

- EXISTING SINGLE SLOPE PARAPET 42SS MODIFIED 1/4" MIN.— POLYMER OVERLAY -POINT REFERRED TO EXISTING 9" ON PROFILE GRADE LINE / CROWN POINT 2.0% SLAB

> CROSS SECTION THRU BRIDGE (LOOKING NORTH)

62'-0" BETWEEN PARAPETS (OVERLAY LIMITS)

12'-0"

LANE

**—**₹ IH 41

12'-0"

LANE

2.0%

14'-0"

SHOULDER

EXISTING-

SINGLE SLOPE PARAPET 56SS

PLAN

SINGLE SPAN 54W" PRESTRESSED GIRDER

I.D. 1150-77-00AF

POLYMER OVERLAY

DATE: JAN 2020

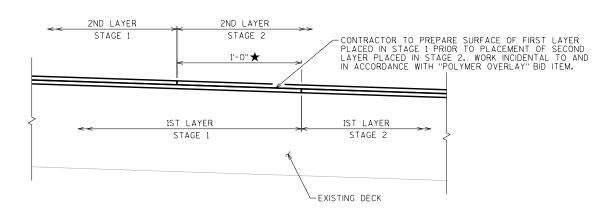
SHEET 1 OF

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

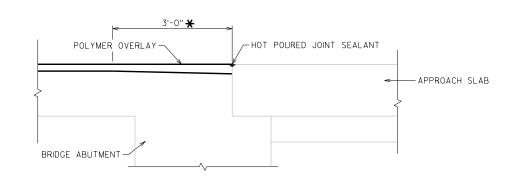
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



#### END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

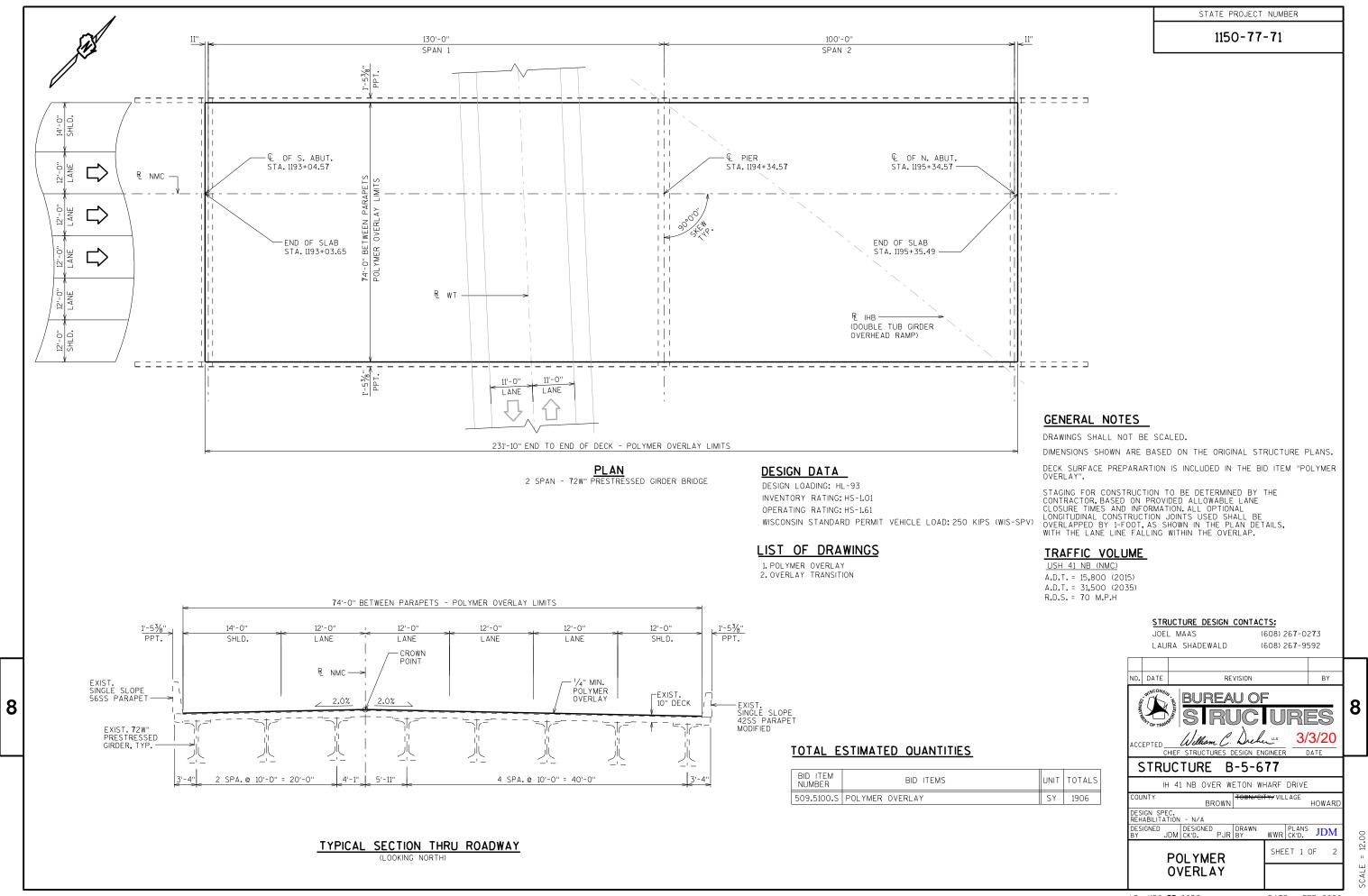
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-676

DRAWN
BY
OVERLAY
TRANSITION

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

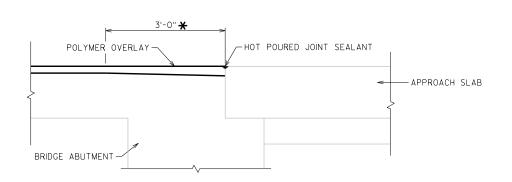
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



### POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP

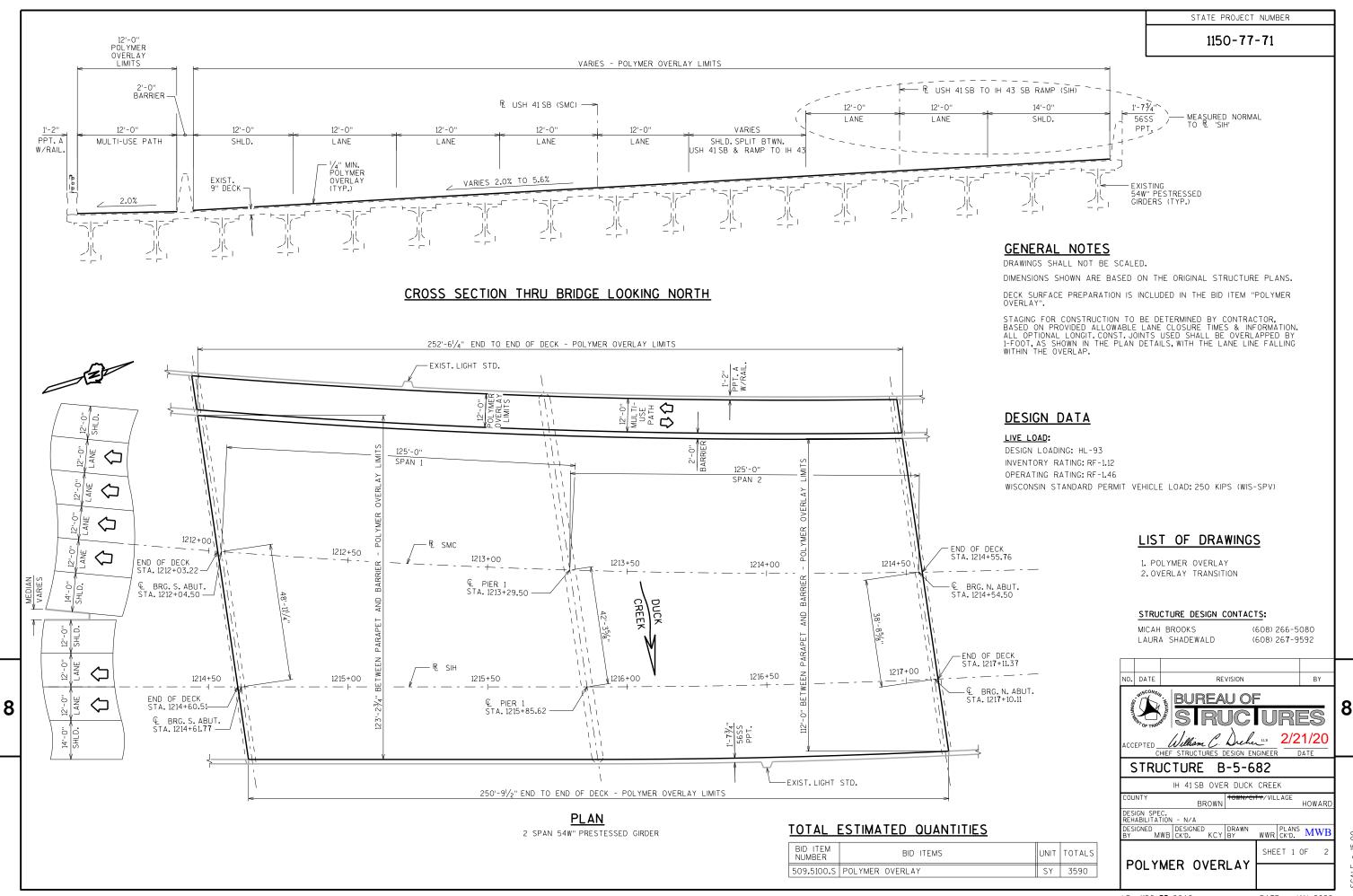


### END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $\%\!\!/_6$  " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO.	DATE	RE	VISION			BY
	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION					
0	STRUCTURE B-5-677					
	DRAWN PLANS BY SEW CK'D.					JDM
	OVERLAY TRANSITION		SHE	ET 2		



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

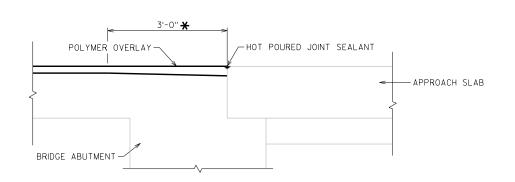
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

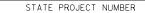
NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

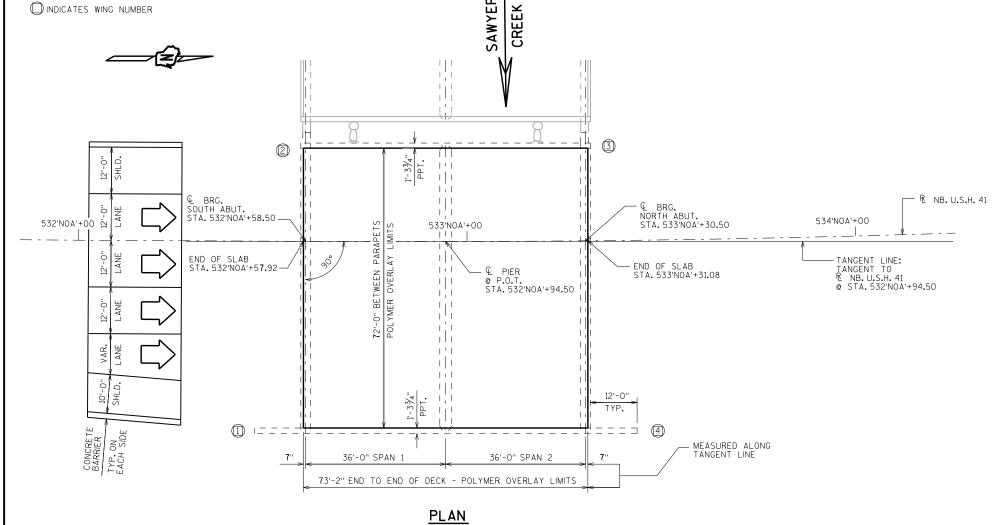
STRUCTURE B-5-682

DRAWN WWR PLANS MWB
OVERLAY
TRANSITION

SHEET 2



#### 1150-77-71



2 SPAN FLAT SLAB BRIDGE

(LOOKING NORTH)

B-**7**0-260

8

#### 72'-0" BETWEEN PARAPETS - POLYMER OVERLAY LIMITS - DIMENSIONS MEASURED NORMAL TO TANGENT LINE 12'-0" SHLD. LANE SHLD. LANE LANE LANE TANGENT LINE: TANGENT TO R NB. U.S.H. 41 © STA. 532'NOA' +94.50 R NB. U.S.H. 41 = EXIST. SLOPED FACE PARAPET '51F' VARIES - 1/4" MIN. POLYMER OVERLAY EXIST. -1'-9" SLAB THICKNESS - CROWN POINT 2.0% 2.0% CROSS SECTION

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	586

#### LIST OF DRAWINGS

1. POLYMER OVERLAY 2. OVERLAY TRANSITION

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARARTION IS INCLUDED IN THE BID ITEM "POLYMER

STAGING FOR CONSTRUCTION TO BE DETERMINED BY THE CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES AND INFORMATION. ALL OPTIONAL LONGITUDINAL CONSTRUCTION JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

#### TRAFFIC VOLUME

#### U.S.H. 41 NB

A.D.T. = 105,000 (2035) R.D.S. = 70 M.P.H

#### DESIGN DATA

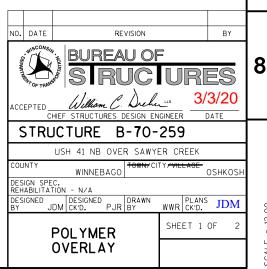
#### LIVE LOAD:

INVENTORY RATING: HS-1.21 OPERATING RATING: HS-1.57

MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250 KIPS

#### STRUCTURE DESIGN CONTACTS:

(608) 26**7**-02**7**3 JOEL MAAS LAURA SHADEWALD (608) 26**7**-9592

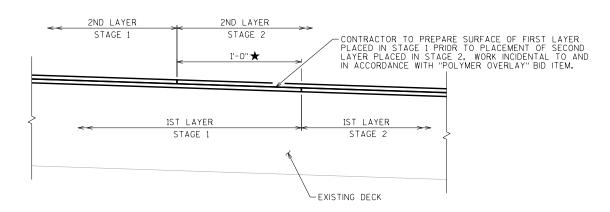


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

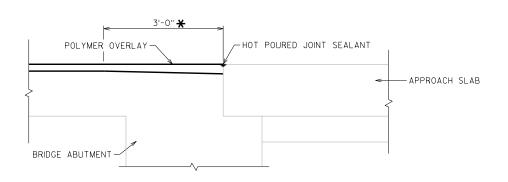
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-259

DRAWN
BY

OVERLAY
TRANSITION

BY

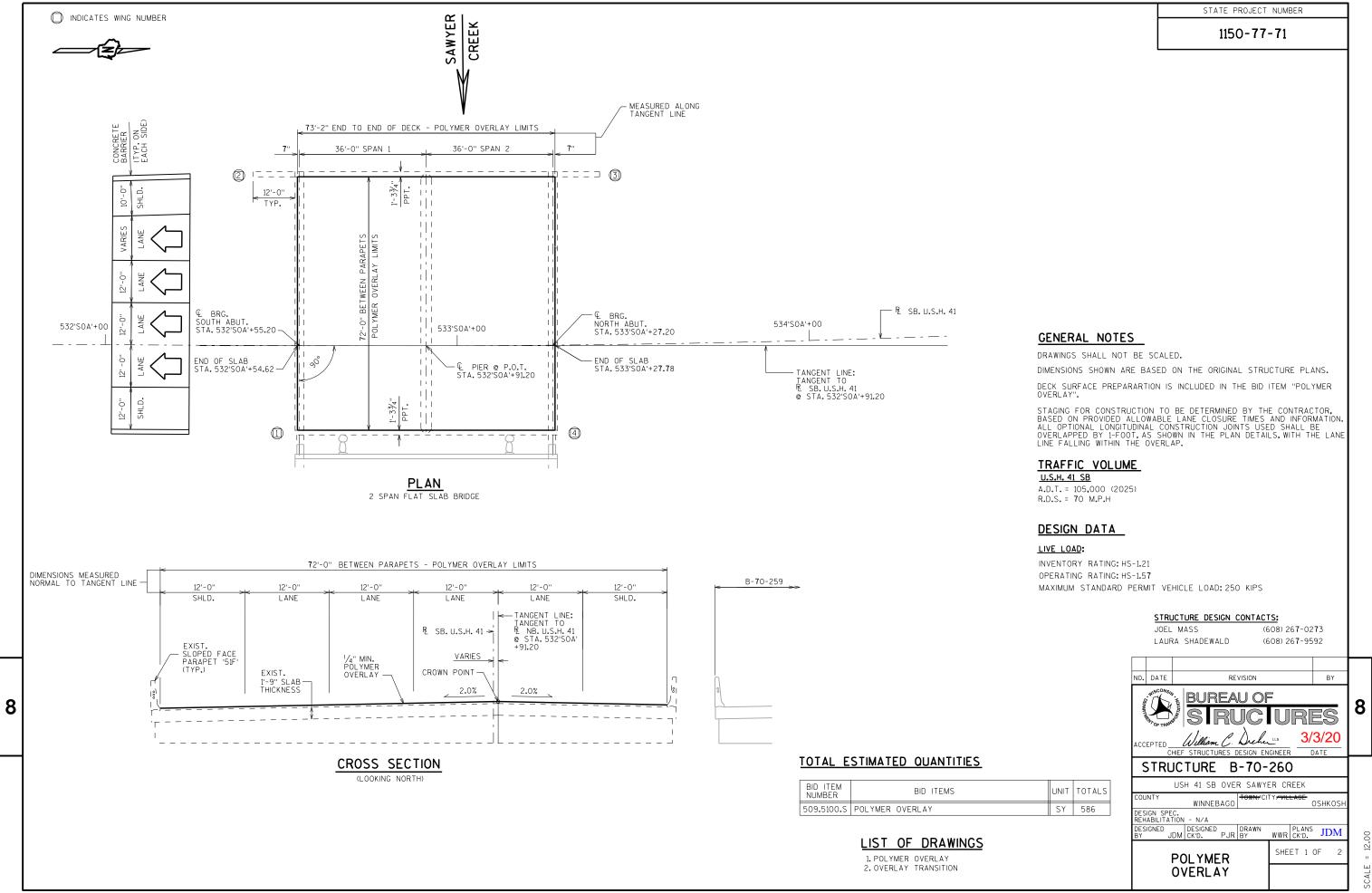
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-259

STRUCTURE B-70-259

DRAWN
SEW CK'D. JDM

SHEET 2

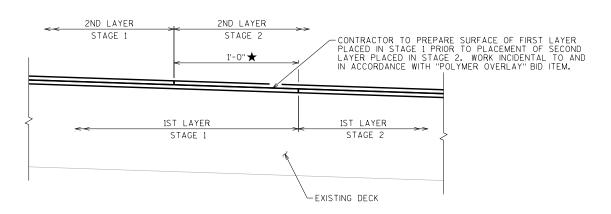


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

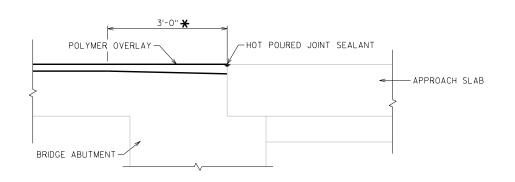
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

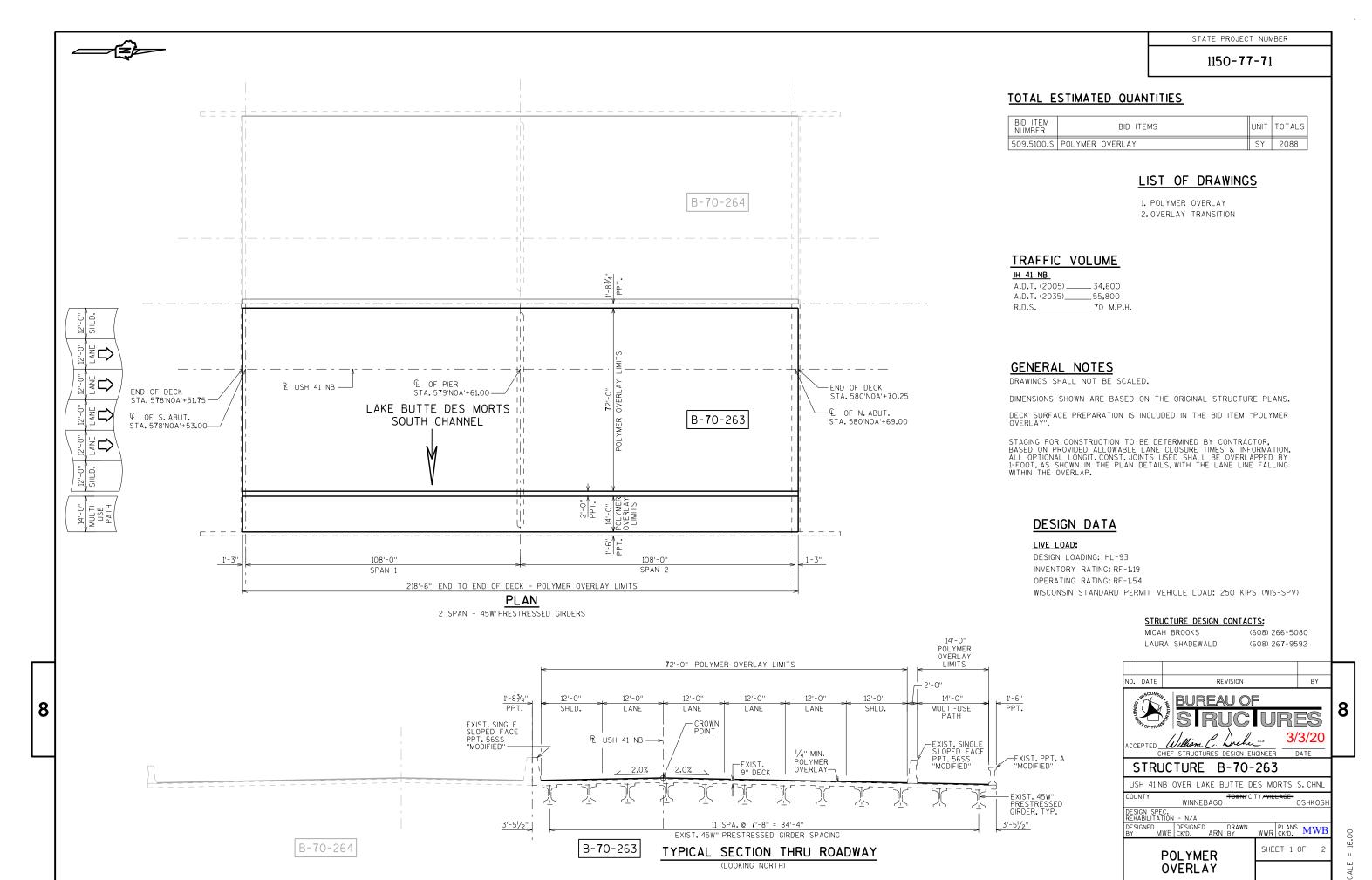
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-260

DRAWN
BY
SEW CK'D. JDM

OVERLAY
TRANSITION

SHEET 2



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

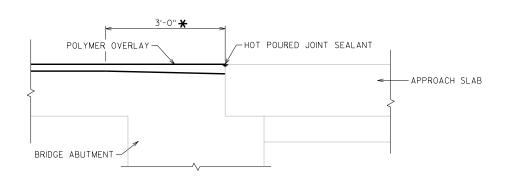
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-263

DRAWN WWR CK'D. MWB

OVERLAY
TRANSITION

STRUCTURE B-70-263

SHEET 2



1150-77-71

## TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1748

#### LIST OF DRAWINGS

1. POLYMER OVERLAY
2. OVERLAY TRANSITION

## **GENERAL NOTES**

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT.CONST.JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

### TRAFFIC VOLUME

#### <u>IH 41 SB</u>

A.D.T. (2005) \_\_\_\_\_\_ 34,600 A.D.T. (2035) \_\_\_\_\_\_ 55,800 R.D.S. \_\_\_\_\_\_ 70 M.P.H.

#### DESIGN DATA

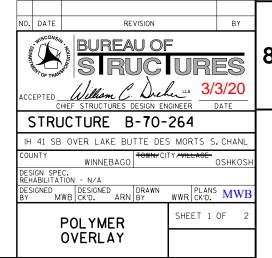
#### LIVE LOAD:

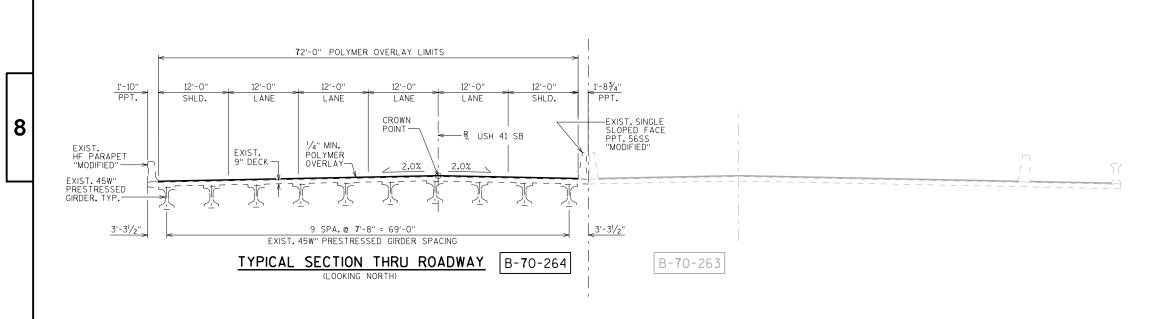
DESIGN LOADING: HL-93 INVENTORY RATING: RF-1.27 OPERATING RATING: RF-1.64

WISCONSIN STANDARD PERMIT VEHICLE LOAD: 250 KIPS (WIS-SPV)

#### STRUCTURE DESIGN CONTACTS:

MICAH BROOKS (608) 266-5080 LAURA SHADEWALD (608) 26**7**-9592





PLAN

2 SPAN - 45W'PRESTRESSED GIRDERS

218'-6" END TO END OF DECK - POLYMER OVERLAY LIMITS

108'-0"

SPAN 2

1-8¾ PPT. B-70-264

1'-3"

-€ OF N. ABUT. STA. 580'SOA'+69.00

STA. 580'SOA'+70.25

-END OF DECK

108'-0"

SPAN 1

R USH 41 SB -

OF S. ABUT.

END OF DECK

STA. 578'SOA'+53.00-

STA. 578'SOA'+51.75

LAKE BUTTE DES MORTS SOUTH CHANNEL

€ OF PIER

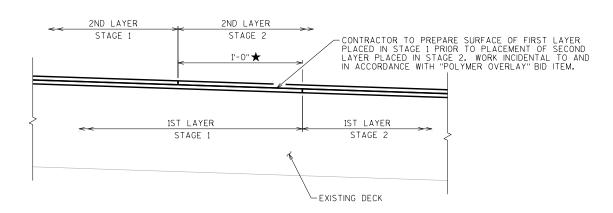
STA. 579'SOA'+61.00-

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

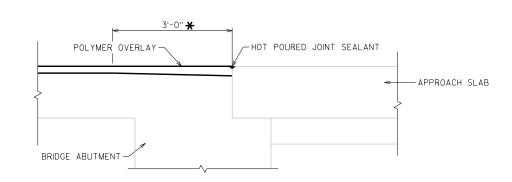
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 1/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

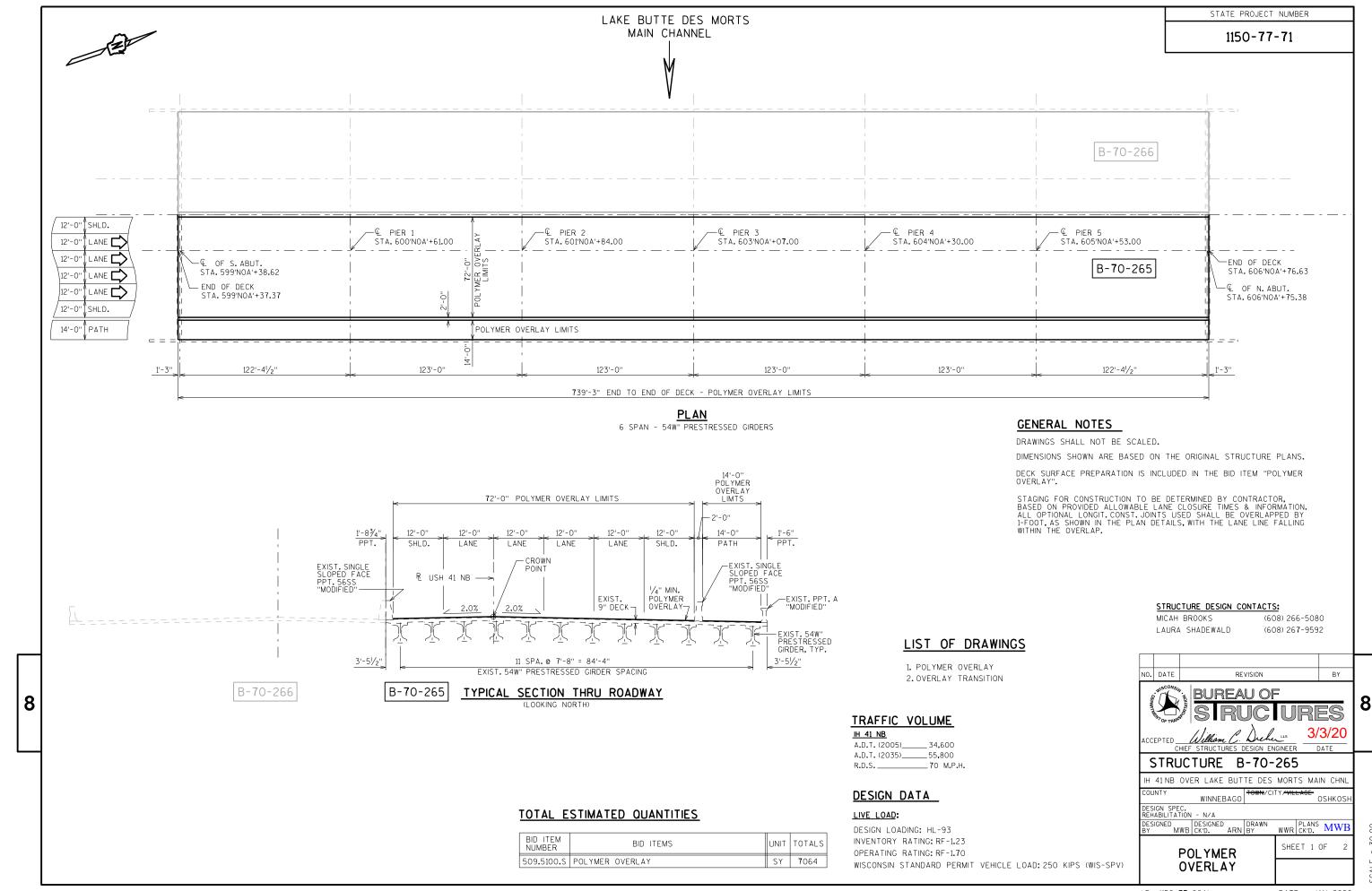
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-264

DRAWN
BY
WWR CKO. MWB

OVERLAY
TRANSITION

SHEET 2

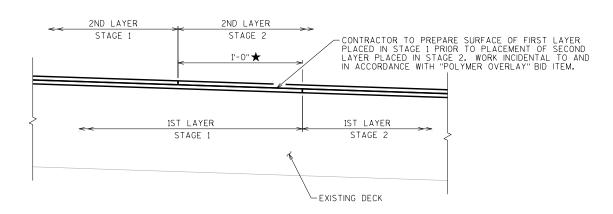


1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

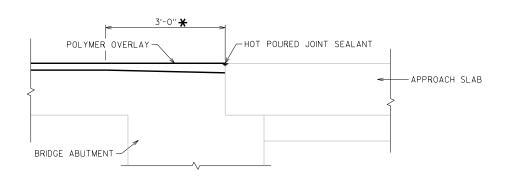
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-265

DRAWN
BY
WWR PLANS
CK'D. MWB

OVERLAY
TRANSITION

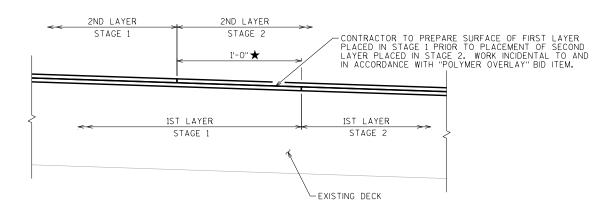
STATE PROJECT NUMBER 1150-77-71 739'-3" END TO END OF DECK - POLYMER OVERLAY LIMITS 122'-41/2" 123'-0" 123'-0" 122'-41/2" 123'-0" 123'-0" 12'-0" SHLD. -€ OF N. ABUT. - END OF DECK STA. 599'SOA'+3**7.**3**7** STA. 606'S0A'+75.38 LANE 🗘 B-70-266 END OF DECK LANE 🔼 OF S. ABUT. PIER 2 © PIER 3 € PIER 4 © PIER 5 STA. 606'S0A'+76.63 STA. 599'SOA'+38.62 LANE 🗘 STA. 600'S0A'+61.00 STA. 601'S0A'+84.00 STA. 603'S0A'+07.00 STA. 604'S0A'+30.00 STA. 605'S0A'+53.00 LANE 🗘 <sup>1</sup>12'-0"∬SHLD. LAKE BUTTE DES MORTS MAIN CHANNEL B-70-265 **PLAN** 6 SPAN - 54W" PRESTRESSED GIRDERS GENERAL NOTES DRAWINGS SHALL NOT BE SCALED. DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS. DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY". STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT. CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP. 72'-0" POLYMER OVERLAY LIMITS 12'-0" 12'-0" 12'-0" 12'-0" SHLD. LANE LANE LANE LANE SHLD. ROWN POINT-► R USH 41 SB STRUCTURE DESIGN CONTACTS: ¹/₄" MIN. POLYMER MICAH BROOKS (608) 266-5080 EXIST. 9" DECK 7 OVERLAY-LAURA SHADEWALD (608) 26**7**-9592 LIST OF DRAWINGS EXIST. 54W" PRESTRESSED GIRDER, TYP. — 1. POLYMER OVERLAY NO. DATE BY 2. OVERLAY TRANSITION **BUREAU** OF 3'-31/2" 3'-31/2" 9 SPA. @ 7'-8" = 64'-0" 8 EXIST. 54W" PRESTRESSED GIRDER SPACING TYPICAL SECTION THRU ROADWAY | B-70-266 TRAFFIC VOLUME B-70-265 William C Drehe " 3/3/20 <u>IH 41 SB</u> A.D.T. (2005)\_\_\_\_\_34,600 CHIEF STRUCTURES DESIGN ENGINEER A.D.T. (2035)\_\_\_\_\_55,800 STRUCTURE B-70-266 R.D.S.\_\_\_\_\_\_70 M.P.H. IH 41 SB OVER LAKE BUTTE DES MORTS MAIN CHNL WINNEBAGO TOWN/CITY/VILLAGE DESIGN DATA DESIGN SPEC. REHABILITATION - N/A TOTAL ESTIMATED QUANTITIES LIVE LOAD: DESIGNED DESIGNED DRAWN
BY MWB CK'D. ARN BY WWR CK'D. MWB DESIGN LOADING: HL-93 UNIT TOTALS INVENTORY RATING: RF-1.24 BID ITEMS SHEET 1 OF 2 **POLYMER** OPERATING RATING: RF-1.73 509.5100.S POLYMER OVERLAY SY 5914 OVERLAY WISCONSIN STANDARD PERMIT VEHICLE LOAD: 250 KIPS (WIS-SPV)

1150-77-71

#### NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

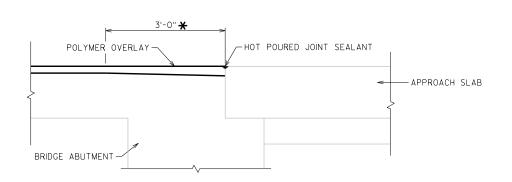
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

 $\bigstar$  remove  $1/\!\!/_4$ " to  $5/\!\!/_6$ " of concrete adjacent to end of deck and taper a distance of 3-feet

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-266

DRAWN
BY
WWR CK'D. MWB

OVERLAY
TRANSITION

SHEET 2

1150-77-71



DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER

STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT. CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

### TRAFFIC VOLUME

#### <u>IH 41 NB</u>

A.D.T. (2005)\_\_\_\_\_ 34,600 A.D.T. (2035)\_\_\_\_\_55,800 \_\_\_**7**0 M.P.H.

#### DESIGN DATA

#### LIVE LOAD:

DESIGN LOADING: HL-93 INVENTORY RATING: RF-1.24 OPERATING RATING: RF-1.61 WISCONSIN STANDARD PERMIT VEHICLE LOAD: 250 KIPS (WIS-SPV)

#### TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	2088

## LIST OF DRAWINGS

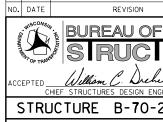
1. POLYMER OVERLAY 2. OVERLAY TRANSITION

#### STRUCTURE DESIGN CONTACTS:

MICAH BROOKS (608) 266-5080 LAURA SHADEWALD

(608) 267-9592

BY



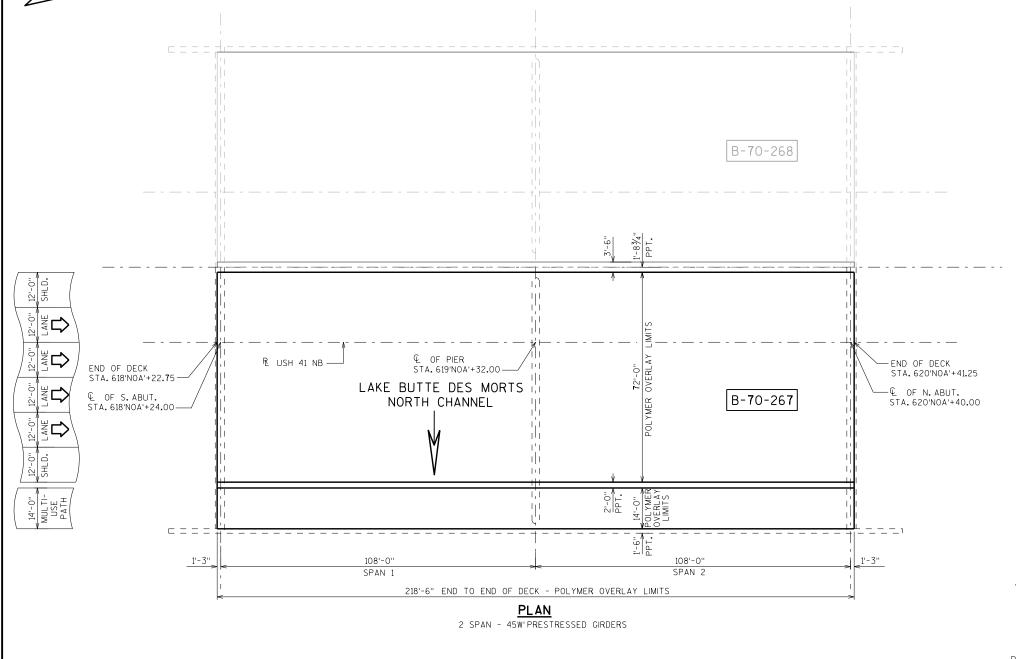
## STRUCTURE B-70-267

IH 41 NB OVER LAKE BUTTE DES MORTS N. CHNL WINNEBAGO

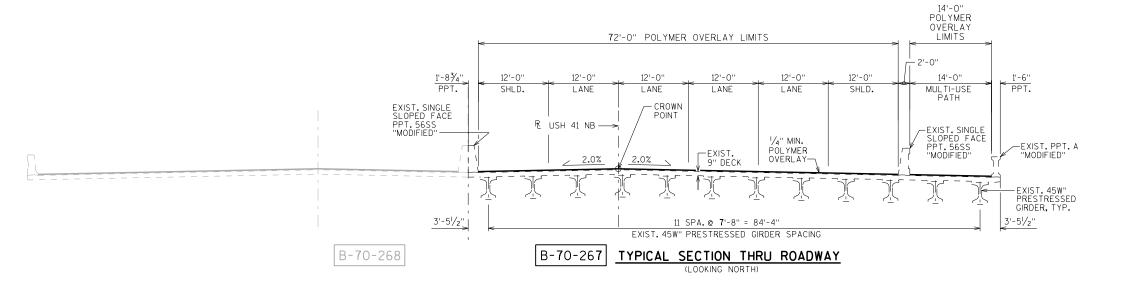
DESIGN SPEC. REHABILITATION - N/A

DESIGNED DESIGNED DRAWN
BY MWB CK'D. ARN BY WWR CK'D. MWB

> **POLYMER** OVERLAY



8



SHEET 1 OF 2

1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

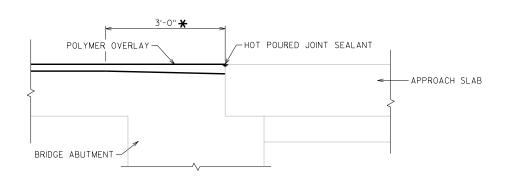
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-267

DRAWN WWR PLANS MWB
OVERLAY
TRANSITION

SHEET 2

1150-77-71

#### GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR, BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT. CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP.

## TRAFFIC VOLUME

#### IH 41 SB

A.D.T. (2005)\_\_\_\_\_ 34,600 A.D.T. (2035)\_\_\_\_\_55,800 \_\_\_70 M.P.H. R.D.S. \_\_\_\_\_

#### DESIGN DATA

#### LIVE LOAD:

DESIGN LOADING: HL-93 INVENTORY RATING: RF-1.27 OPERATING RATING: RF-1.64 WISCONSIN STANDARD PERMIT VEHICLE LOAD: 250 KIPS (WIS-SPV)

#### TOTAL ESTIMATED QUANTITIES

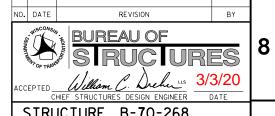
BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1748

#### LIST OF DRAWINGS

- 1. POLYMER OVERLAY
- 2. OVERLAY TRANSITION

#### STRUCTURE DESIGN CONTACTS:

MICAH BROOKS LAURA SHADEWALD



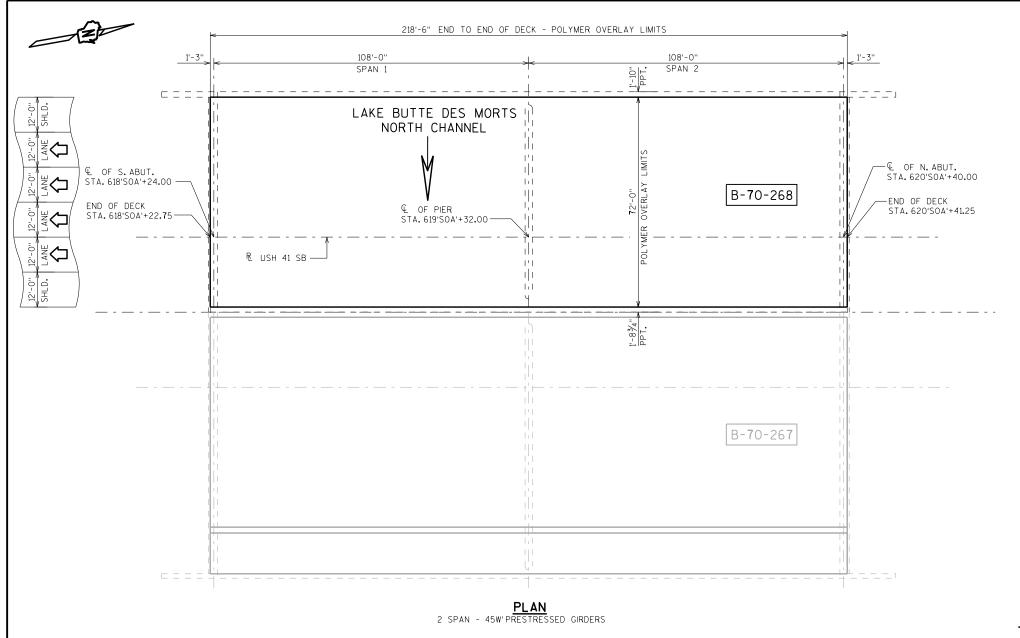
(608) 266-5080

(608) 26**7**-9592

## STRUCTURE B-70-268

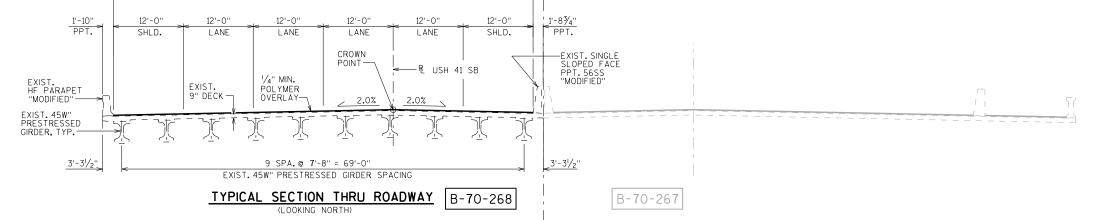
USH 41 SB OVER LAKE BUTTE DES MORTS N. CHANL WINNEBAGO TOWN/CITY/VILLAG DESIGN SPEC. REHABILITATION - N/A

DESIGNED DESIGNED DRAWN
BY MWB CK'D. ARN BY WWR CK'D. MWB SHEET 1 OF 2 **POLYMER** OVERLAY



72'-0" POLYMER OVERLAY LIMITS

# 8



1150-77-71

NOTES:

POLYMER OVERLAY TRANSITION AREA IS INCIDENTAL TO "POLYMER OVERLAY".

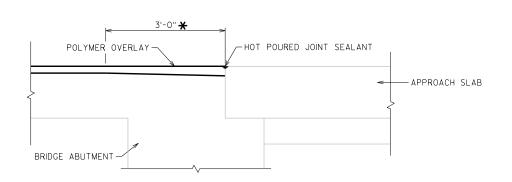
MASK OFF EXISTING END JOINT AS DIRECTED BY ENGINEER.



## POLYMER OVERLAY TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

★ LANE LINE TO BE LOCATED WITHIN OVERLAP



## END OF DECK TRANSITIONAL AREA DETAIL

★ REMOVE 1/4" TO 5/6" OF CONCRETE ADJACENT TO END OF DECK AND TAPER A DISTANCE OF 3-FEET

8

NO. DATE REVISION BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-268

DRAWN
BY
WWR PLANS
CK'D. MWB

OVERLAY
TRANSITION

Notes



## Wisconsin Department of Transportation

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