

MAD

PROJECT ID:
WITH: 1204-00-61

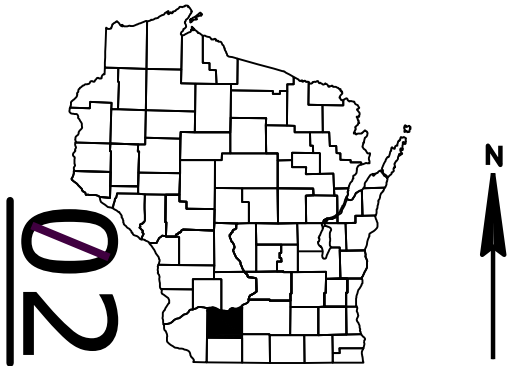
1204-00-60

COUNTY:
IOWA

MAY 2025
ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right-of-Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 116



1204-00-60	DESIGN DESIGNATION	1204-00-61	DESIGN DESIGNATION
A.A.D.T.	2022 = 17170	A.A.D.T.	2022 = 16267
A.A.D.T.	2042 = N/A	A.A.D.T.	2042 = N/A
D.H.V.	= N/A	D.H.V.	= N/A
D.D.	= N/A	D.D.	= N/A
T.	= N/A	T.	= N/A
DESIGN SPEED	= 70	DESIGN SPEED	= 70
ESALS	= N/A	ESALS	= N/A

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	////
PROPERTY LINE	---
LOT LINE	---
LIMITED HIGHWAY EASEMENT	L---
EXISTING RIGHT OF WAY	---
PROPOSED OR NEW R/W LINE	---
SLOPE INTERCEPT	---
REFERENCE LINE	---
EXISTING CULVERT	---
PROPOSED CULVERT (Box or Pipe)	---
COMBUSTIBLE FLUIDS	CAUTION
MARSH AREA	---
WOODED OR SHRUB AREA	---

PROFILE	
GRADE LINE	---
ORIGINAL GROUND	---
MARSH OR ROCK PROFILE (To be noted as such)	---
SPECIAL DITCH	---
GRADE ELEVATION	---
CULVERT (Profile View)	---
UTILITIES	
ELECTRIC	---
FIBER OPTIC	---
GAS	---
SANITARY SEWER	---
STORM SEWER	---
TELEPHONE	---
WATER	---
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DODGEVILLE - MOUNT HOREB DODGEVILLE - MOUNT HOREB

S JONES STREET BRIDGE B-25-37

USH 18
IOWA COUNTY

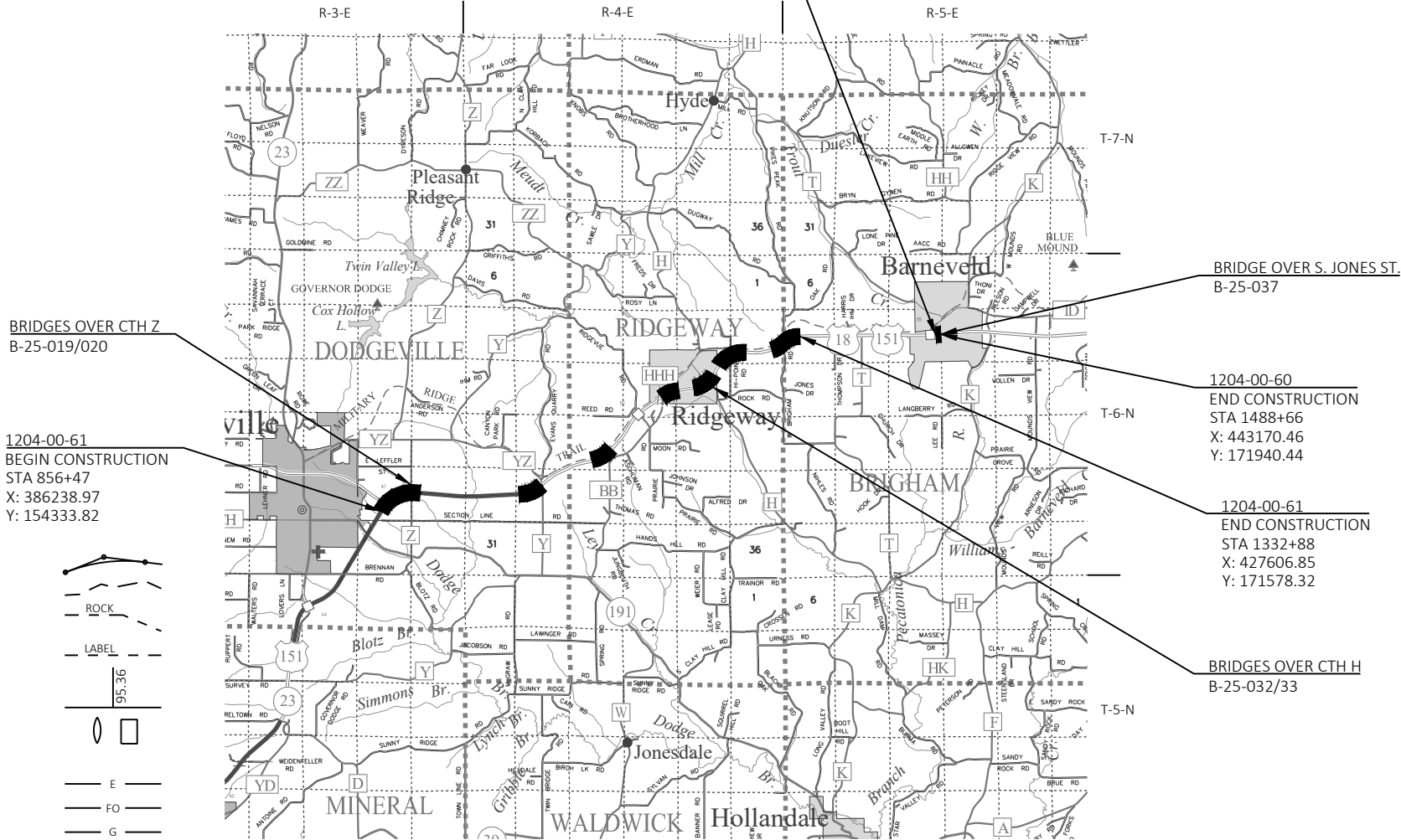
DODGEVILLE TO BARNEVELD

USH 18
IOWA COUNTY

STATE PROJECT NUMBER
1204-00-60

1204-00-60
BEGIN CONSTRUCTION
STA 1486+53
X: 442958.43
Y: 171920.66

STATE PROJECT NUMBER
1204-00-61



LAYOUT
SCALE 0 3 MI

NET LENGTH OF CENTERLINE (1204-00-60) = 0.041 MI
NET LENGTH OF CENTERLINE (1204-00-61) = 7.474 MI
TOTAL NET LENGTH OF CENTERLINE = 7.515 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN
COORDINATE REFERENCE SYSTEM (WISCRS), IOWA
NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID
COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES
ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1204-00-60		
1204-00-61	WISC 2025464	1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	WISDOT
Designer	PAUL WINDSOR
Project Manager	DEREK POTTER P.E.
Regional Examiner	WISDOT
Regional Supervisor	CHAD SCHROEDER P.E.
APPROVED FOR THE DEPARTMENT	
DATE: 12/20/24	Chad Schroeder (Signature)

E

UTILITIES CONTACTS

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
(608) 877-8650
DVOSBERG@ATCLLC.COM

ALLIANT ENERGY - ELECTRICITY
NATHAN BARNARD
490 SHAKERAG ST
MINERAL POINT, WI 53565
(608) 576-6537
NATHANBARNARD@ALLIANTENERGY.COM

BUG TUSSEL WIRELESS, LLC - COMMUNICATION LINE
DUSTIN TEAFF
1262 CAMBER CT
DE PERE, WI 54115
(902) 254-3539
DUSTIN.TEAFF@KESEXCAVATING.COM

MH TELECOM LLC - COMMUNICATION LINE
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200 E. MAIN STREET
P.O. BOX 65
MOUNT HOREB, WI 53572
(608) 437-5551
MOBILE: (608) 751-7042
JEFFREY.INABNIT@MHTCINC.COM

FRONTIER COMMUNICATION OF WI LLC - COMMUNICATION LINE
BIMAL KOHLI
122 VINE ST, STE 30
PASO ROBLES, CA 93446
(763) 317-8414
BKOHLI@PEARCE-SERVICES.COM

MOUNT HOREB TELEPHONE COMPANY - COMMUNICATION LINE
JEFFREY INABNIT
200 E. MAIN STREET
P.O. BOX 65
MOUNT HOREB, WI 53572
(608) 437-5551
MOBILE: (608) 751-7042
JEFFREY.INABNIT@MHTCINC.COM

MADISON GAS AND ELECTRIC COMPANY - GAS/PETROLEUM
ROGER AHLES
623 RAILROAD STREET
MADISON, WI 53701
(608) 252-5682
RAHLES@MGE.COM

RIDGEWAY WATER UTILITY - SEWER
BRADEN LOSBY
208 JARVIS ST, SUITE A
RIDGEWAY, WI 53582
(608) 341-5238
PUBLICWORKS@RIDGEWAYWI.GOV

SPECTRUM (FKA ASTREA) - COMMUNICATION LINE
ANDREW HEIGL
105 KENT ST
P.O. BOX 190
IRON MOUNTAIN, MI 49801
(906) 221-7536
ASTREACONSTRUCTION@ASTREACONNECT.COM
CHTR_WI_CONST@CHARTER.COM



Dial 811 or (800)242-8511
www.DiggersHotline.com

WISCONSIN DNR LIAISON

ERIC HEGGELUND
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(608) 228-7927
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ENVIRONMENTAL COORDINATOR

SARA ATWATER
SOUTHWEST REGION
2101 WRIGHT STREET
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DESIGN PROJECT MANAGER

DEREK POTTER
SOUTHWEST REGION
2101 WRIGHT ST.
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608-246-3861
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GENERAL NOTES

THE LOCATION OF EXISTING UTILITY FACILITIES LOCATED WITHIN THE PROJECT ARE NOT SHOWN ON THE PLANS.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS, OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

CURVE DATA IS BASED ON THE RADIUS DEFINITION.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

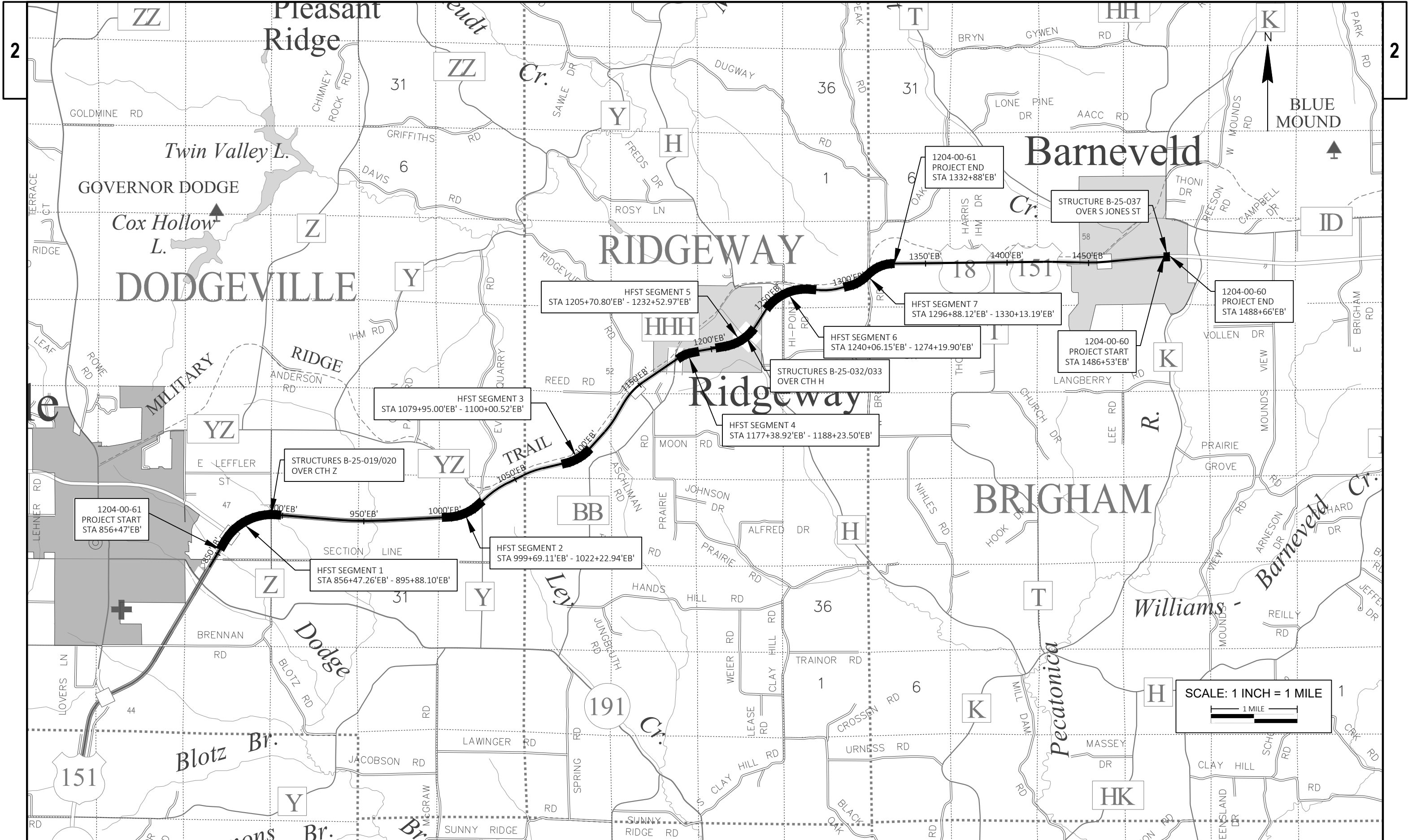
ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- TRAFFIC CONTROL

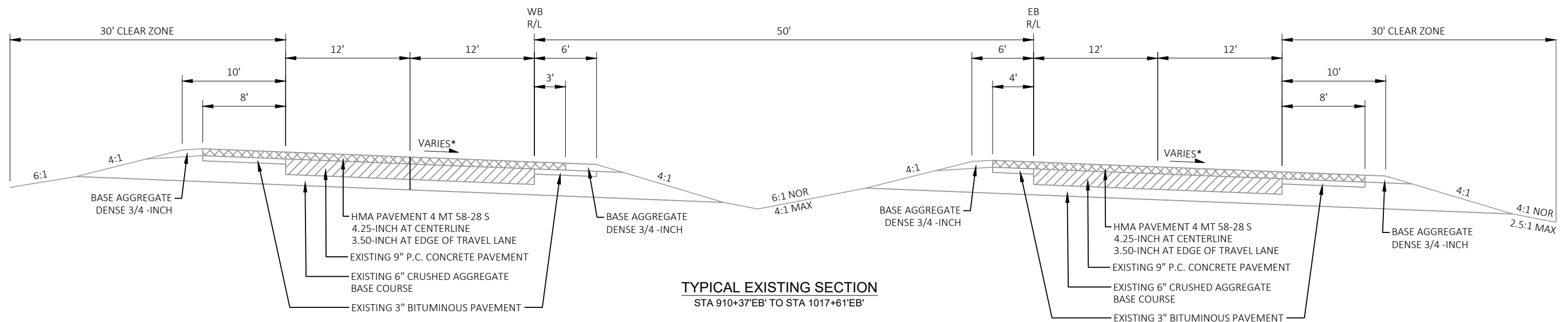
RUNOFF COEFFICIENT TABLE

LAND USE:	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIPTURF:	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPETURF:			.25			.27			.28			.30
			.32			.34			.36			.38
PAVEMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

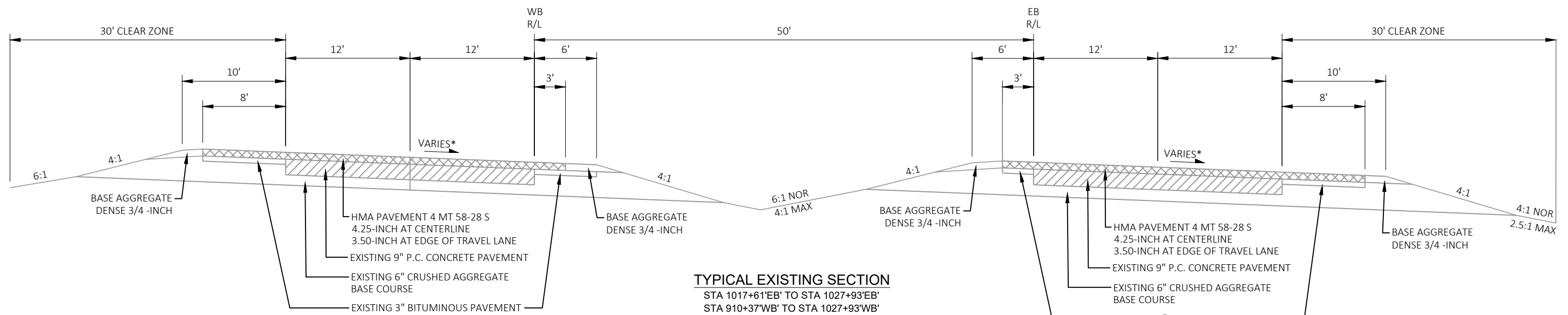
TOTAL PROJECT AREA = 20.40 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.00 ACRES



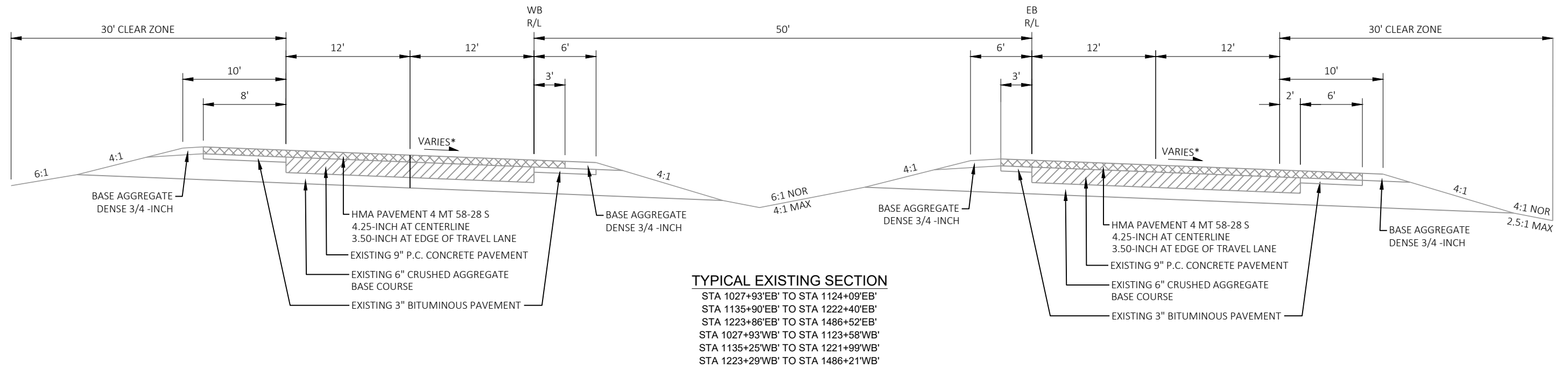
PROJECT NO: 1204-00-60,-61		HWY: USH 18	COUNTY: IOWA	PROJECT OVERVIEW	SHEET 3
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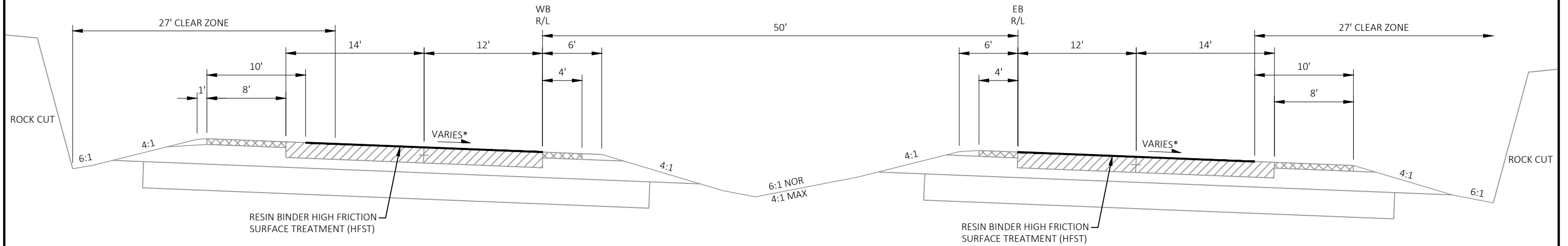


*SEE PLAN SHEETS FOR SUPERELEVATION DATA



*SEE PLAN SHEETS FOR SUPERELEVATION DATA

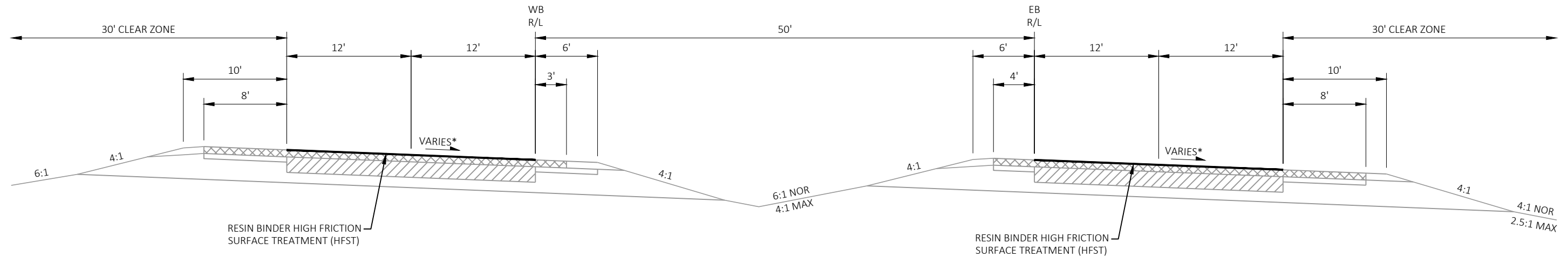




TYPICAL FINISHED SECTION

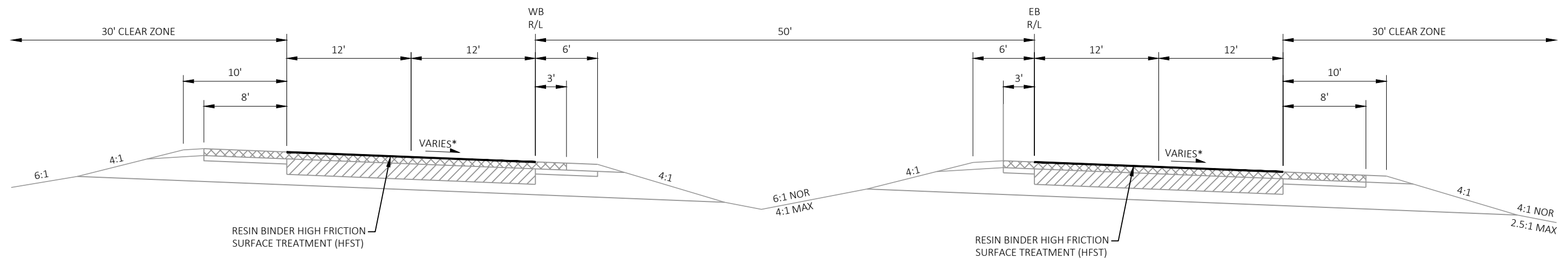
STA 856+47'EB' TO STA 892+37'EB'
STA 893+56'EB' TO STA 910+37'EB'
STA 855+90'WB' TO STA 892+26'WB'
STA 893+59'WB' TO STA 910+37'WB'

*SEE PLAN SHEETS FOR SUPERELEVATION DATA



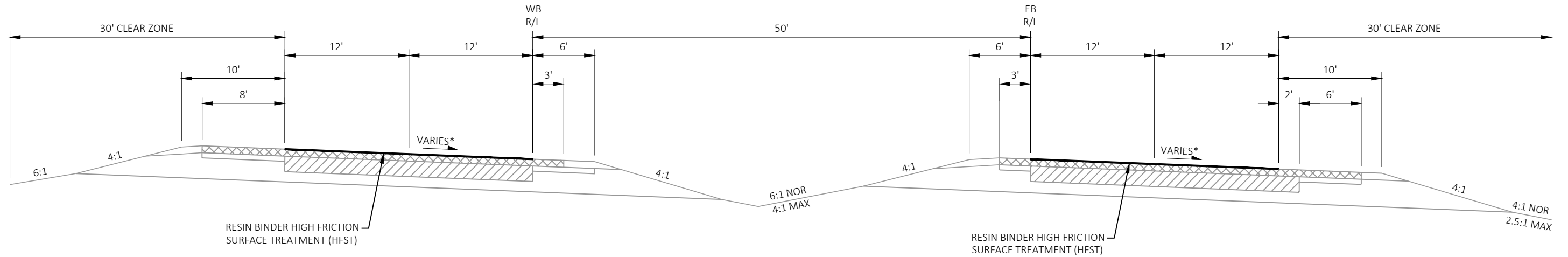
TYPICAL FINISHED SECTION
STA 910+37'EB' TO STA 1017+61'EB'

*SEE PLAN SHEETS FOR SUPERELEVATION DATA



TYPICAL FINISHED SECTION
STA 1017+61'EB' TO STA 1027+93'EB'
STA 910+37'WB' TO STA 1027+93'WB'

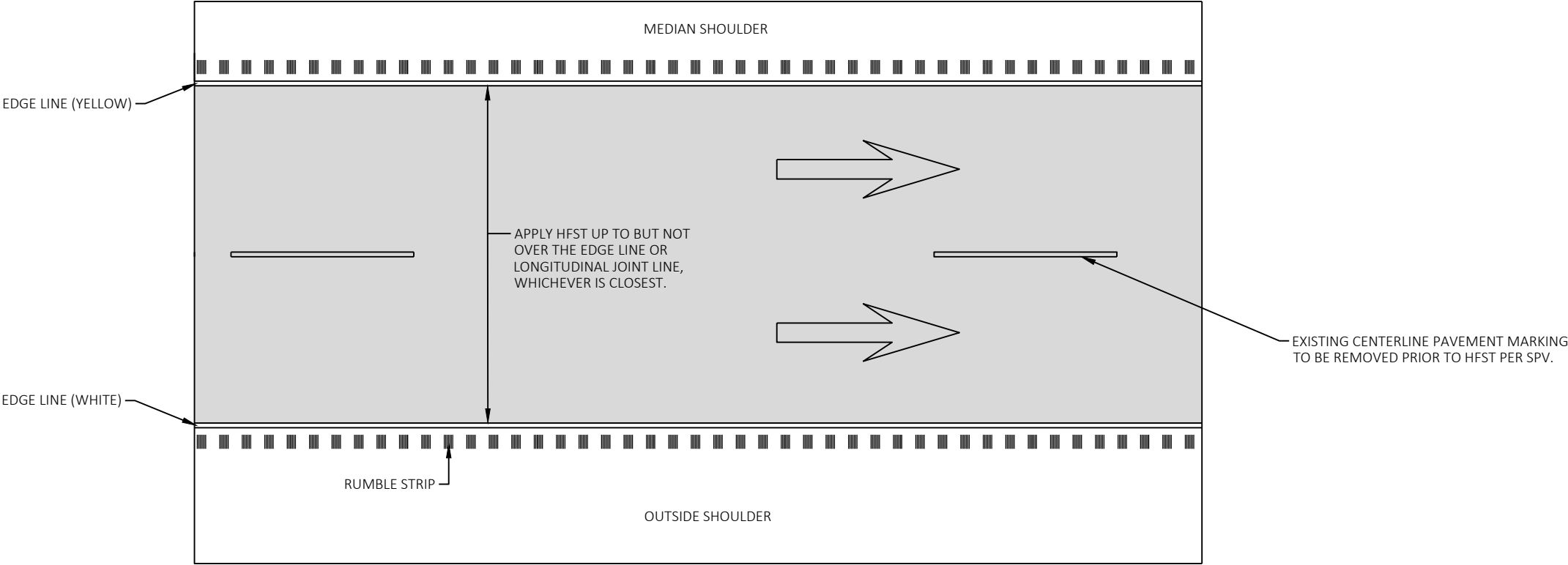
*SEE PLAN SHEETS FOR SUPERELEVATION DATA



TYPICAL FINISHED SECTION

STA 1027+93'EB' TO STA 1124+09'EB'
STA 1135+90'EB' TO STA 1222+40'EB'
STA 1223+86'EB' TO STA 1486+52'EB'
STA 1027+93'WB' TO STA 1123+58'WB'
STA 1135+25'WB' TO STA 1221+99'WB'
STA 1223+29'WB' TO STA 1486+21'WB'

*SEE PLAN SHEETS FOR SUPERELEVATION DATA



HIGH FRICTION SURFACE TREATMENT (HFST)

HIGH FRICTION SURFACE TREATMENT TO BE APPLIED PER SPV.

STAGE 1

MAINTENANCE OF TRAFFIC

USH 18/151

- THE OUTSIDE LANES OF USH 18/151 EB AND WB WILL BE CLOSED AT ALL TIMES UTILIZING A LONG TERM LANE AND SHOULDER CLOSURE.

ALL RAMPS

- ALL RAMPS SHALL REMAIN OPEN AT ALL TIMES, EXCEPT CLOSURE TIMES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

SIDE ROADS

- ALL SIDE ROADS SHALL BE CLOSED AT ALL TIMES, EXCEPT OPEN TIMES FOR WEST BRIGHAM ROAD AS SPECIFIED IN THE PROSECUTION AND PROGRESS ARTICLE.

CONSTRUCTION TO BE COMPLETED

- REMOVAL OF EXISTING PAVEMENT MARKINGS AND INSTALLATION OF TEMPORARY PAVEMENT MARKINGS FOR STAGE 2 TRAFFIC.

GENERAL NOTES

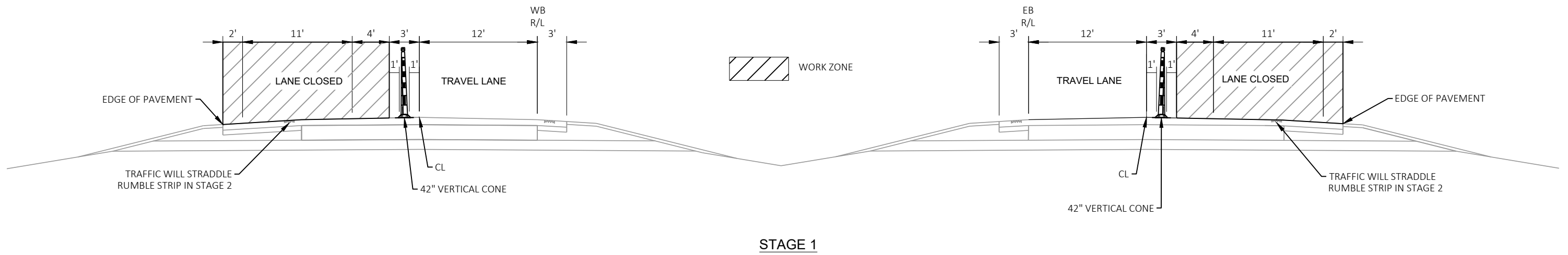
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL “IN USE” SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 48” X 48” UNLESS OTHERWISE NOTED.
- “WO” SIGNS ARE THE SAME AS “W” SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS AND SIGNED MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS, SIGN MESSAGE BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.
- IF SIGNS ARE IN PLACES LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO; PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, TRAFFIC ENGINEERING, OPERATIONS AND SAFETY MANUAL, AND OTHER CONTRACT DOCUMENTS.
- THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
- REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

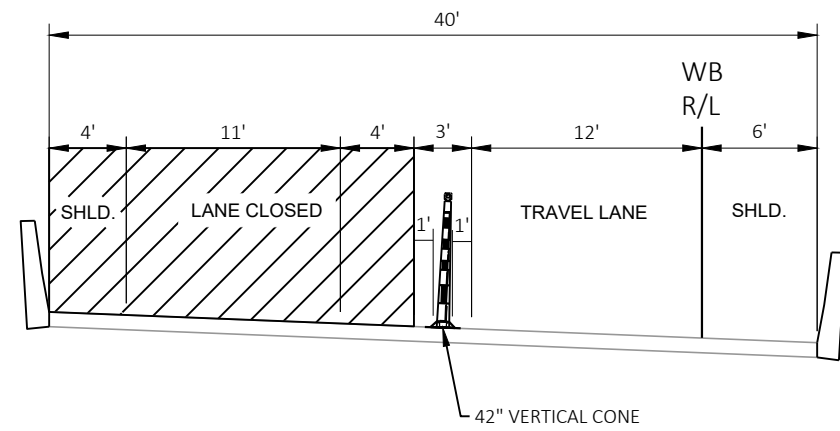
GENERAL NOTES CONTINUED

- THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCED WARNING SIGNING, DRUMS, AND ARROW BOARDS.
- CONTRACTOR EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE OF USH 18/151 OR USH 18/151 RAMPS WHILE THE CONTRACTOR IS NOT WORKING UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

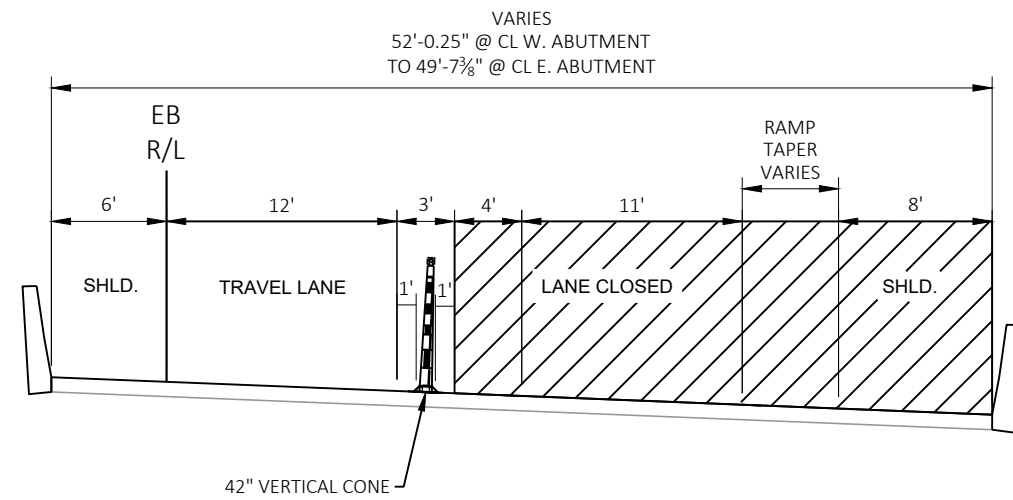
REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:

- BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- PERMANENT LONGITUDINAL PAVEMENT MARKINGS
- PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP
- TRAFFIC CONTROL LANE CLOSURE
- TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
- TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
- TRAFFIC CONTROL PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

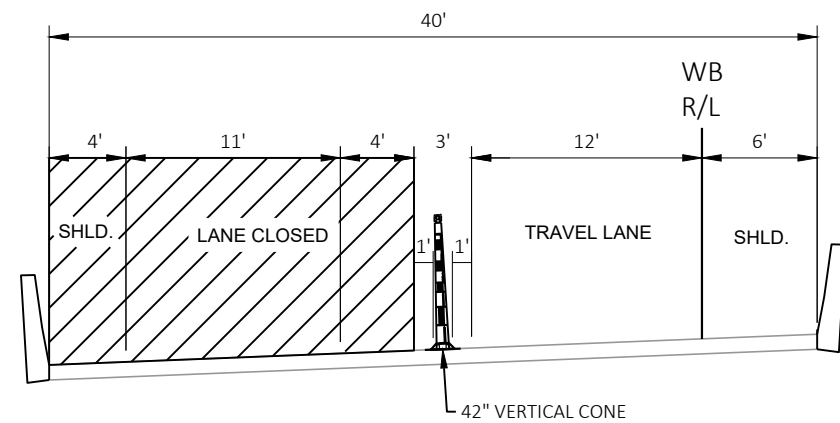




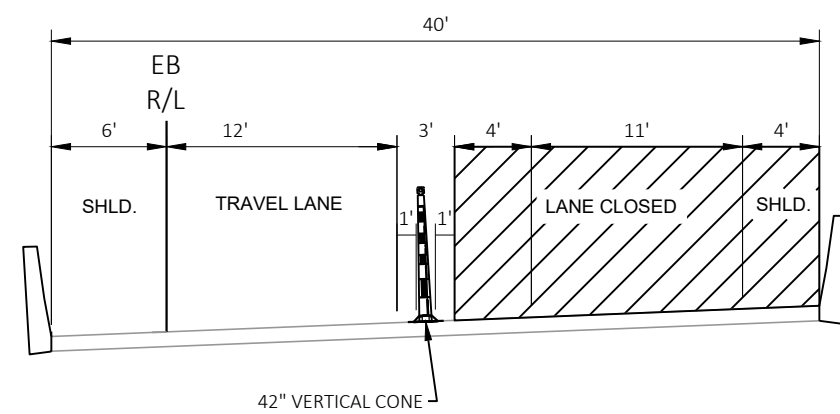
B-25-019
STAGE 1



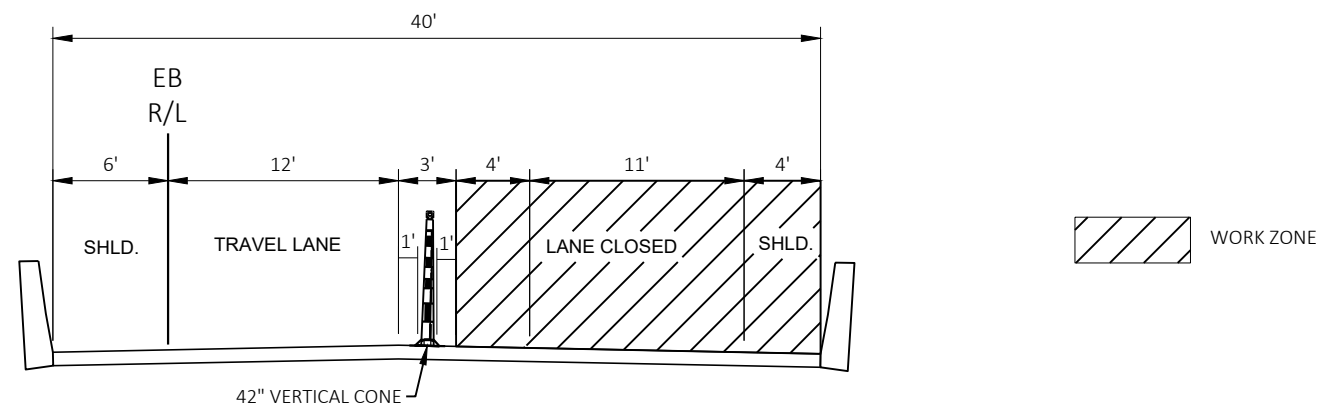
B-25-020
STAGE 1



B-25-032
STAGE 1



B-25-033
STAGE 1



B-25-037
STAGE 1

STAGE 2

MAINTENANCE OF TRAFFIC

- USH 18/151
- THE INSIDE LANES OF USH 18/151 EB AND WB WILL BE CLOSED AT ALL TIMES UTILIZING A LONG TERM LANE AND SHOULDER CLOSURE.
- ALL RAMPS
- ALL RAMPS SHALL REMAIN OPEN AT ALL TIMES, EXCEPT CLOSURE TIMES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.
- SIDE ROADS
- ALL SIDE ROADS SHALL REMAIN OPEN TO RIGHT-IN/RIGHT-OUT MOVEMENTS ONLY AT ALL TIMES, EXCEPT OPEN TIMES FOR WEST BRIGHAM ROAD AS SPECIFIED IN THE PROSECUTION AND PROGRESS ARTICLE.

CONSTRUCTION TO BE COMPLETED

- REMOVAL OF EXISTING PAVEMENT MARKINGS.
- DECK REPAIRS TO B-25-33.
- APPLY HFST TO THE INSIDE LANE OF USH 18/151 EB AND WB.
- INSTALL PERMANENT PAVEMENT MARKINGS FOR STAGE 3 TRAFFIC.

GENERAL NOTES

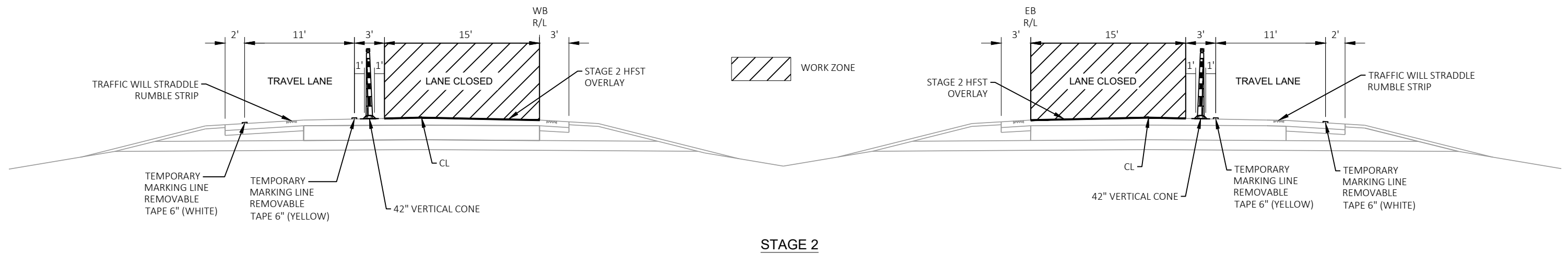
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL “IN USE” SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 48” X 48” UNLESS OTHERWISE NOTED.
- “WO” SIGNS ARE THE SAME AS “W” SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS AND SIGNED MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS, SIGN MESSAGE BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.
- IF SIGNS ARE IN PLACES LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO; PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, TRAFFIC ENGINEERING, OPERATIONS AND SAFETY MANUAL, AND OTHER CONTRACT DOCUMENTS.
- THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
- REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.

GENERAL NOTES CONTINUED

- THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCED WARNING SIGNING, DRUMS, AND ARROW BOARDS.
- CONTRACTOR EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE OF USH 18/151 OR USH 18/151 RAMPS WHILE THE CONTRACTOR IS NOT WORKING UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST. CONSTRUCTION CLEAR ZONE = 20 FEET MEASURED FROM THE EDGE OF LANE LINE.

REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:

- BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- PERMANENT LONGITUDINAL PAVEMENT MARKINGS
- PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP
- TRAFFIC CONTROL LANE CLOSURE
- TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
- TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
- TRAFFIC CONTROL PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER



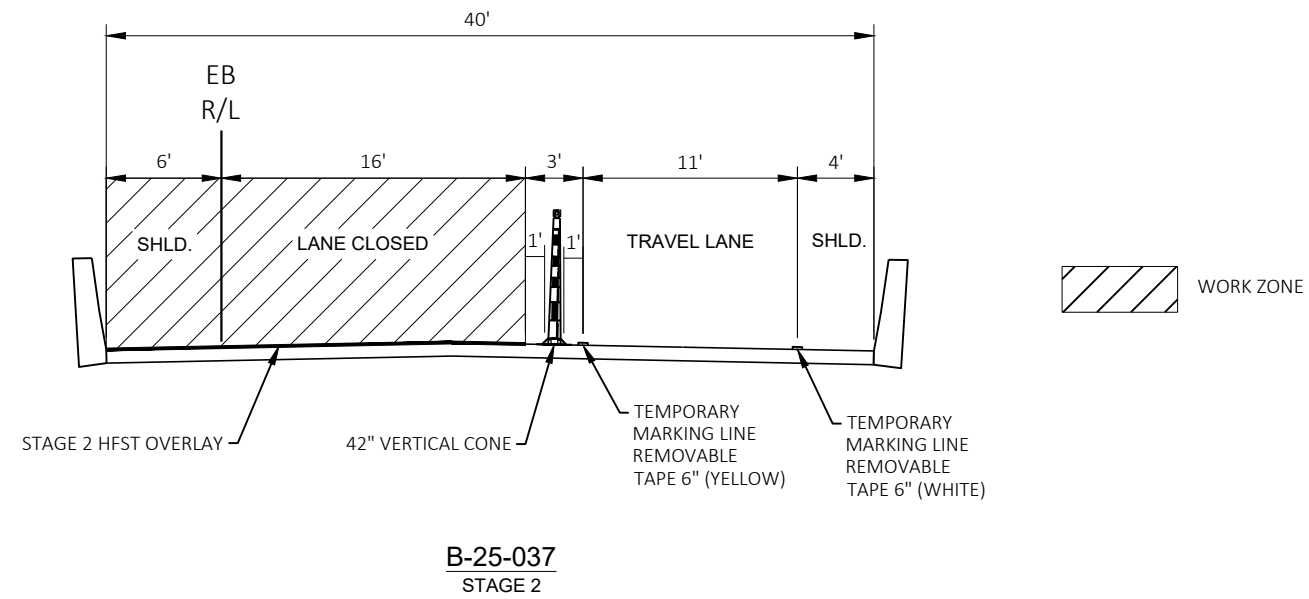
B-25-019
STAGE 2

B-25-020
STAGE 2

B-25-032
STAGE 2

B-25-033
STAGE 2





STAGE 3

MAINTENANCE OF TRAFFIC

USH 18/151

- THE OUTSIDE LANES OF USH 18/151 EB AND WB WILL BE CLOSED AT ALL TIMES UTILIZING A LONG TERM LANE AND SHOULDER CLOSURE.

ALL RAMPS

- ALL RAMPS SHALL REMAIN OPEN AT ALL TIMES, EXCEPT CLOSURE TIMES AS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS.

SIDE ROADS

- ALL SIDE ROADS SHALL BE CLOSED AT ALL TIMES, EXCEPT OPEN TIMES FOR WEST BRIGHAM ROAD AS SPECIFIED IN THE PROSECUTION AND PROGRESS ARTICLE.

CONSTRUCTION TO BE COMPLETED

- REMOVAL OF TEMPORARY PAVEMENT MARKINGS.
- DECK REPAIRS TO B-25-33.
- APPLY HFST TO THE OUTSIDE LANE OF USH 18/151 EB AND WB.
- INSTALL REMAINING PERMANENT PAVEMENT MARKINGS.

GENERAL NOTES

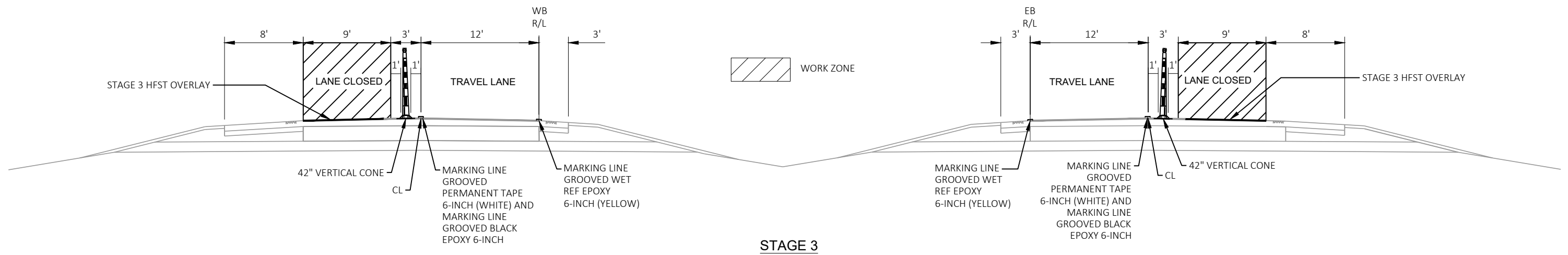
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- IF SIGNS ARE IN PLACES LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO; PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, TRAFFIC ENGINEERING, OPERATIONS AND SAFETY MANUAL, AND OTHER CONTRACT DOCUMENTS.
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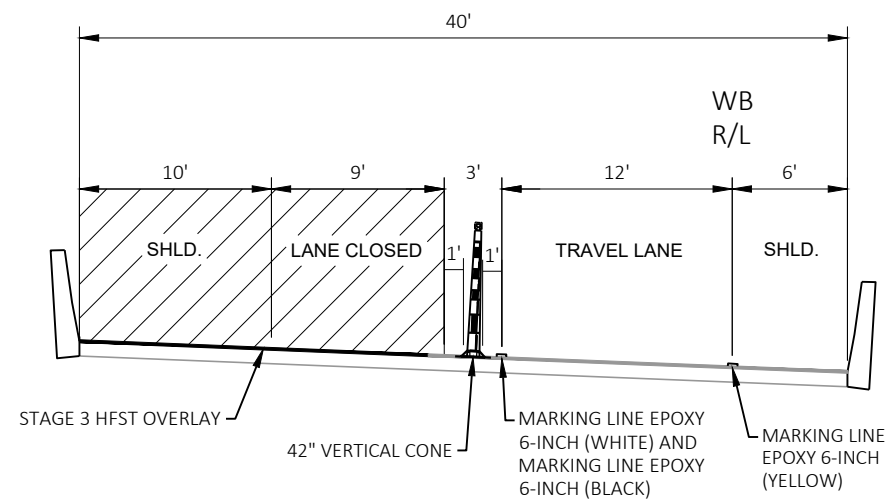
GENERAL NOTES CONTINUED

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REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:

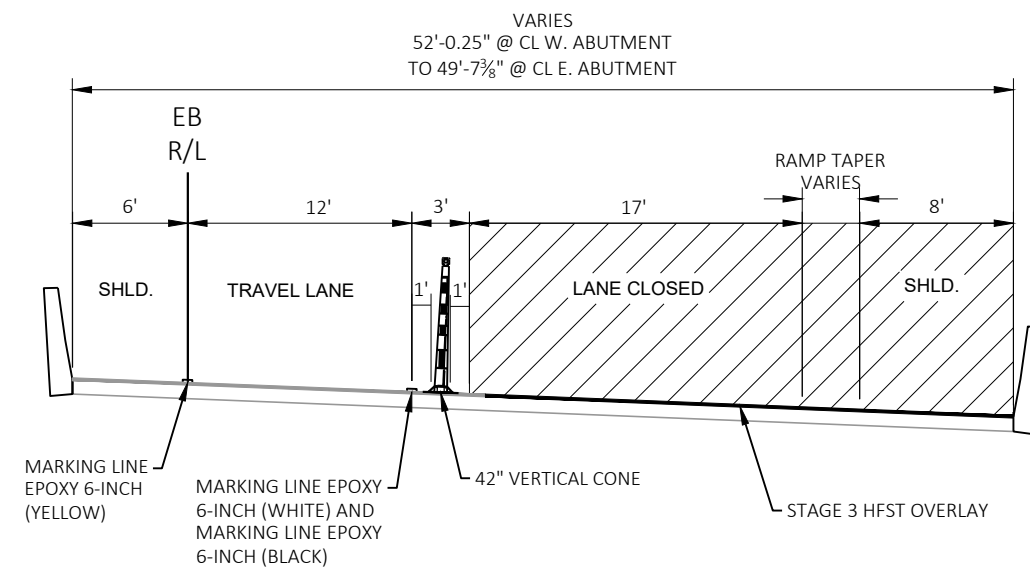
- BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
- PERMANENT LONGITUDINAL PAVEMENT MARKINGS
- PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP
- TRAFFIC CONTROL LANE CLOSURE
- TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
- TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
- TRAFFIC CONTROL PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER



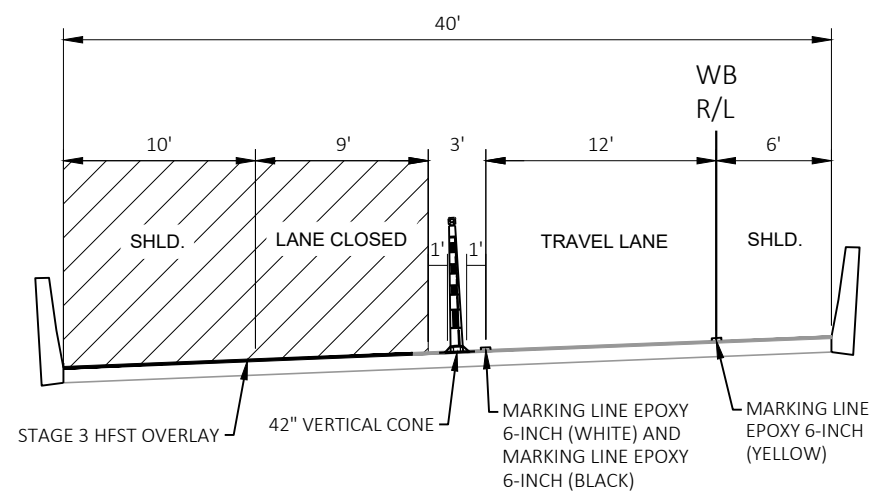


B-25-019
STAGE 3

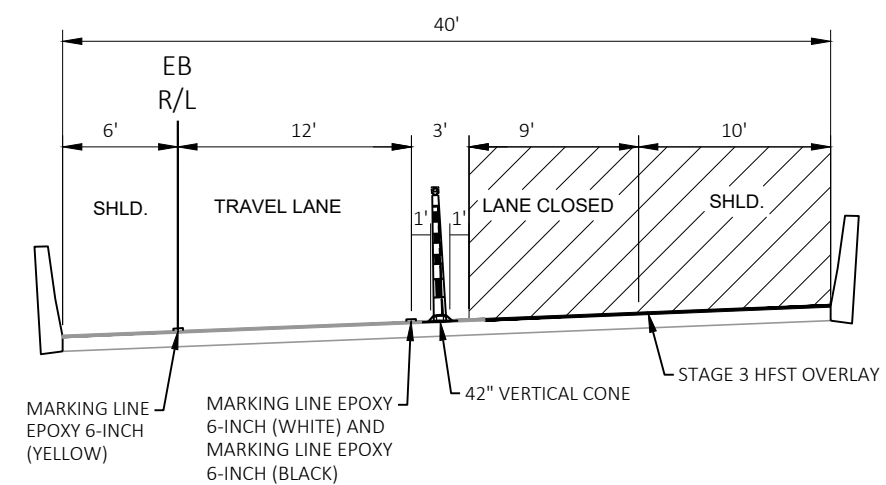
DO NOT GROOVE ON
BRIDGE DECK



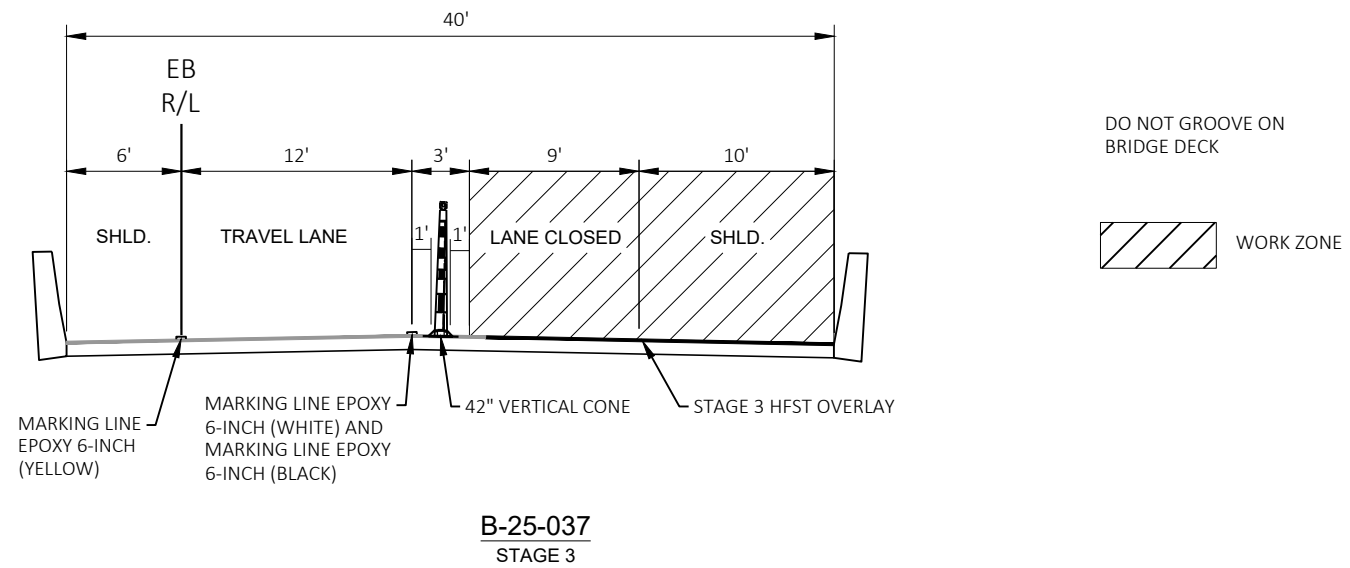
B-25-020
STAGE 3



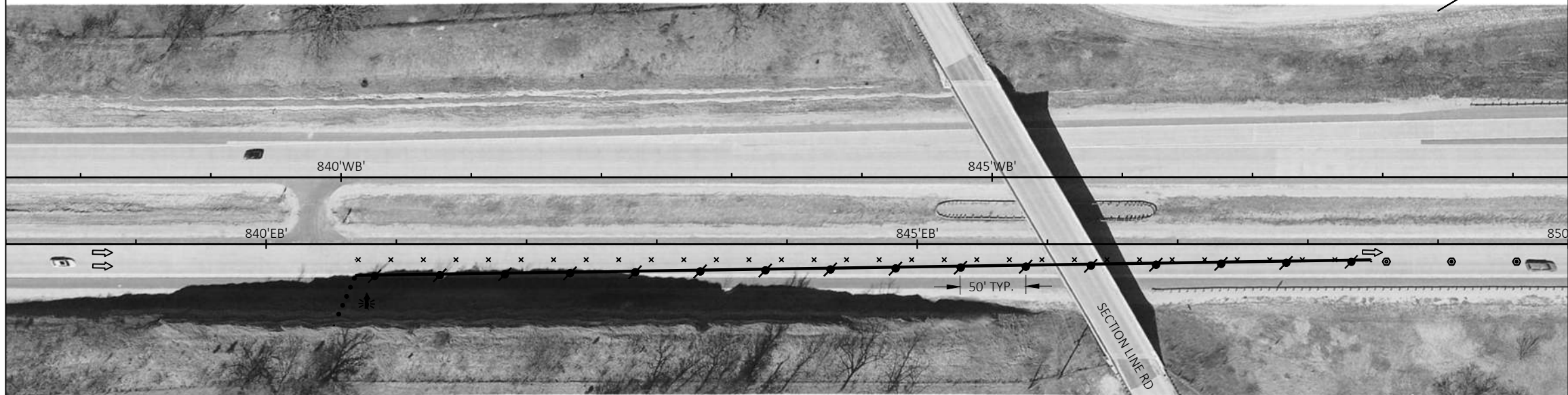
B-25-032
STAGE 3



B-25-033
STAGE 3



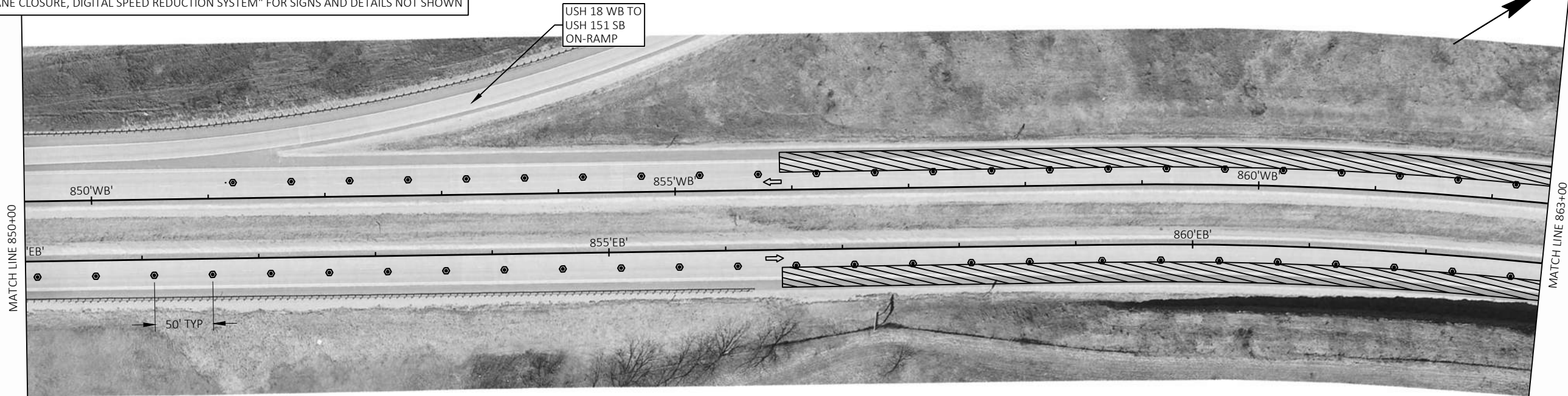
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN



LEGEND			
	PORTABLE CHANGEABLE MESSAGE BOARD		TRAFFIC CONTROL 42-INCH CONE
	TRAFFIC CONTROL DRUM		WORK AREA
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD		

MATCH LINE 850+00

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN



USH 18 WB TO
USH 151 SB
ON-RAMP

MATCH LINE 850+00

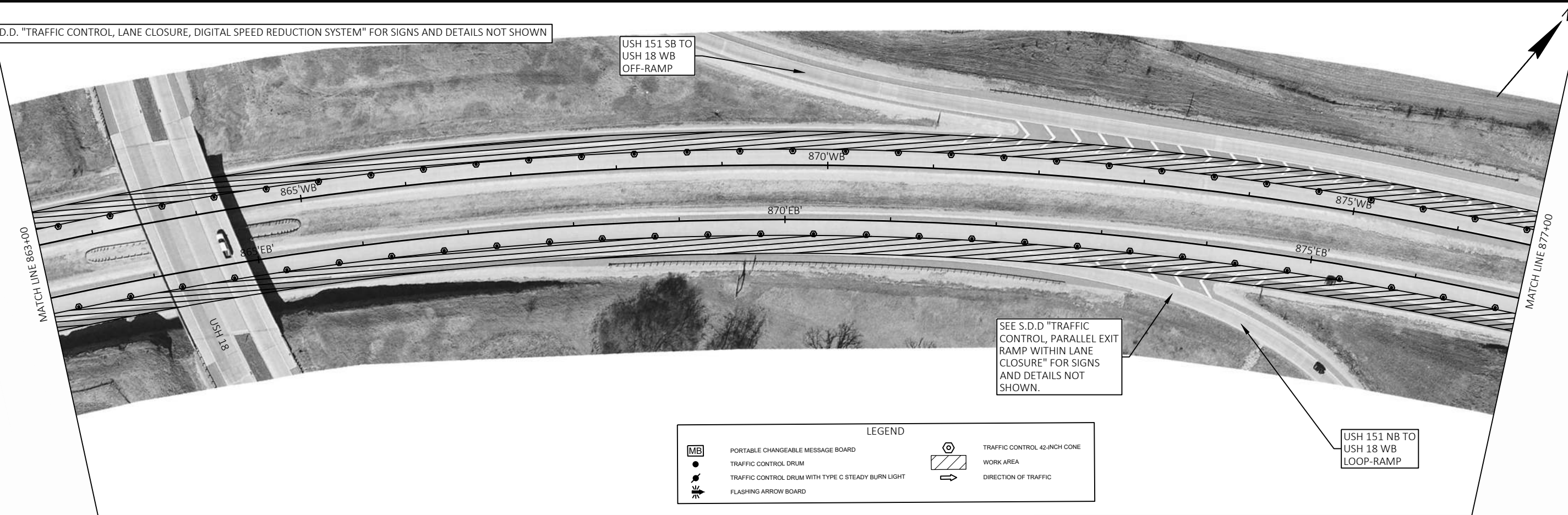
MATCH LINE 863+00

2

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN

USH 151 SB TO
USH 18 WB
OFF-RAMP

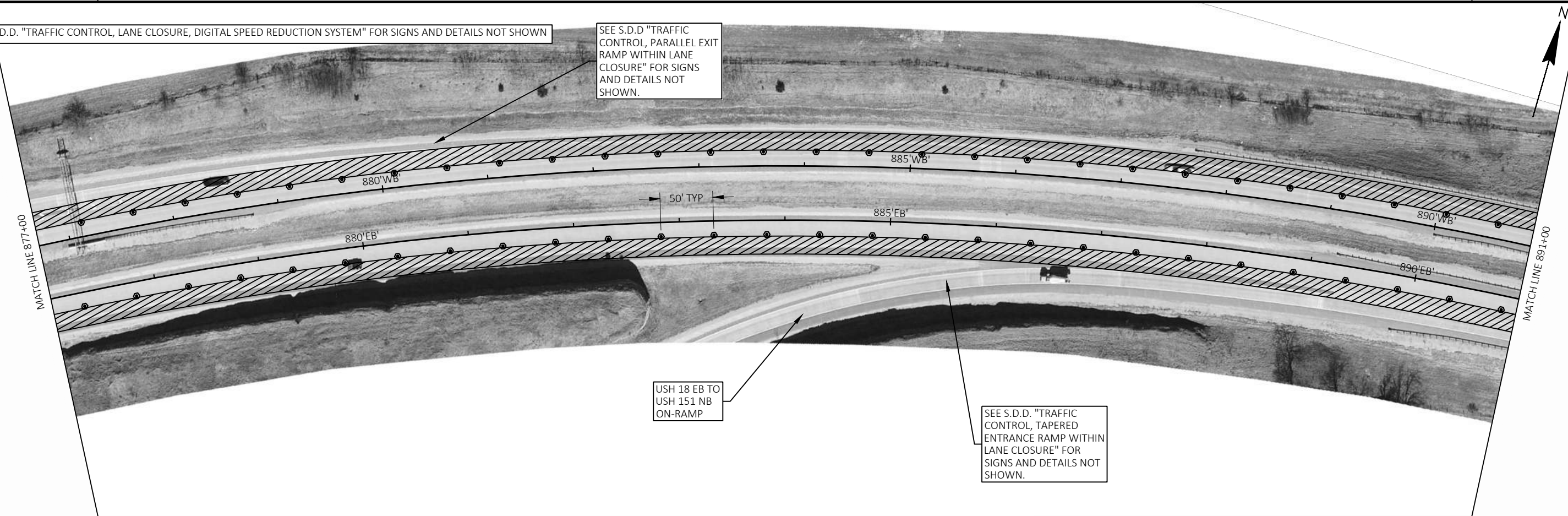
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SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN

SEE S.D.D "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR SIGNS AND DETAILS NOT SHOWN.

"TRAFFIC
L, PARALLEL EXIT
THIN LANE
" FOR SIGNS
AILS NOT



PROJECT NO:	1204-00-60,-61
-------------	----------------

HWY: USH 18

COUNTY: IOWA

TRAFFIC CONTROL STAGES 1 & 3

SHEET	24	E
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FILE NAME : N:\PDS\C3D\12040030\SHEETS PLAN\025100-TC-STAGE1AND3.DWG
LAYOUT NAME - 02

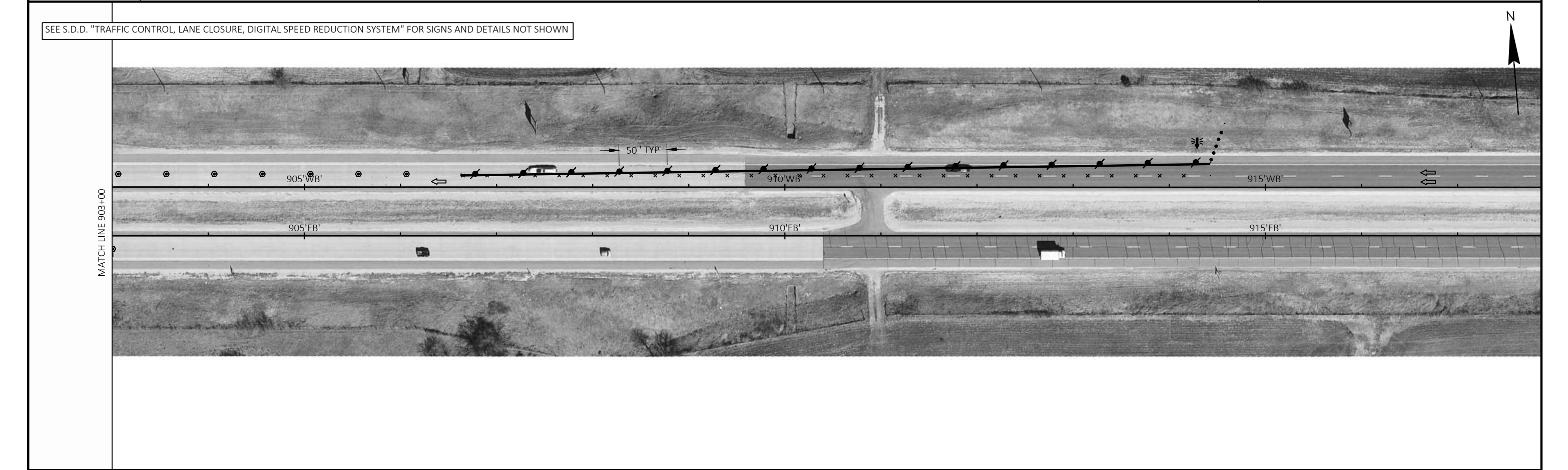
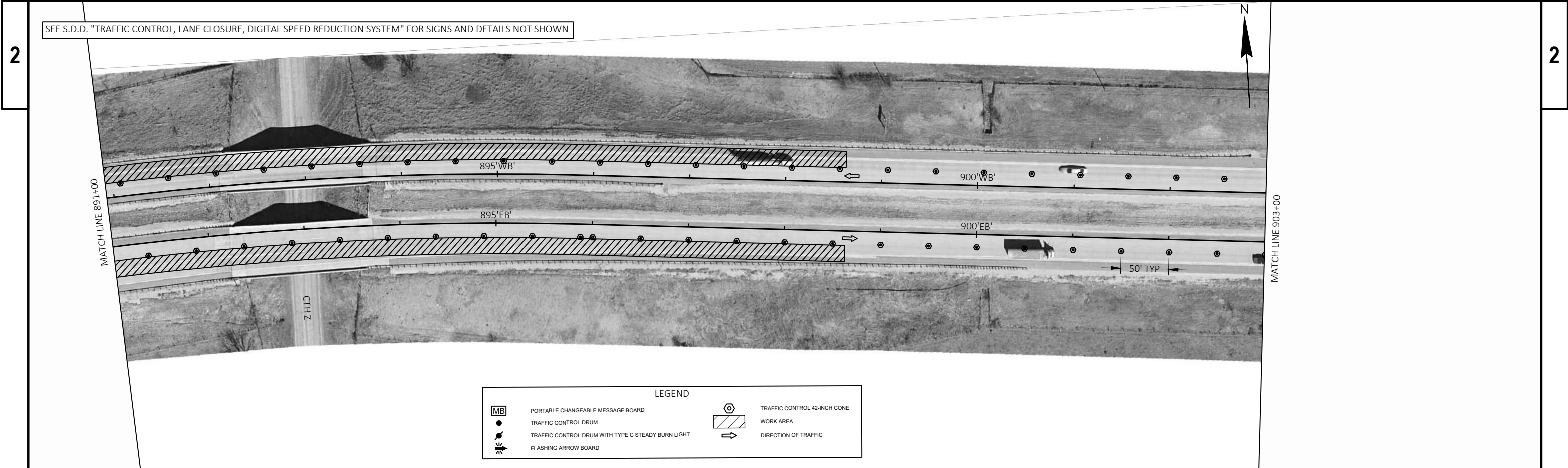
PLOT DATE : 1/7/2025 7:49 AM

PLOT BY : HENDRICKSON, JOSHUA

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN

LEGEND

MB

PORTABLE CHANGEABLE MESSAGE BOARD

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

FLASHING ARROW BOARD

TRAFFIC CONTROL 42-INCH CONE

WORK AREA

DIRECTION OF TRAFFIC

MATCH LINE 997+00

MATCH LINE 1012+00

PROJECT NO: 1204-00-60,-61

HWY: USH 18

COUNTY: IOWA

TRAFFIC CONTROL STAGES 1 & 3

SHEET 26

E

FILE NAME : N:\PDS\VC3D\12040030\SHEETS PLAN\025100-TC-STAGE1AND3.DWG

LAYOUT NAME - 04

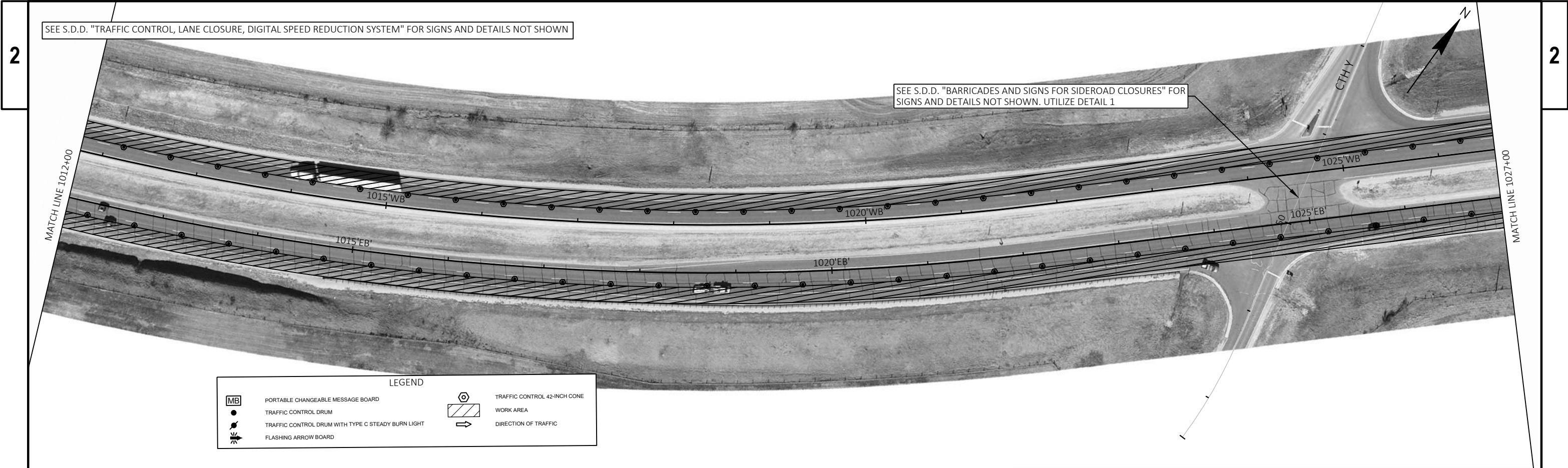
PLOT DATE : 1/7/2025 7:49 AM

PLOT BY : HENDRICKSON, JOSHUA

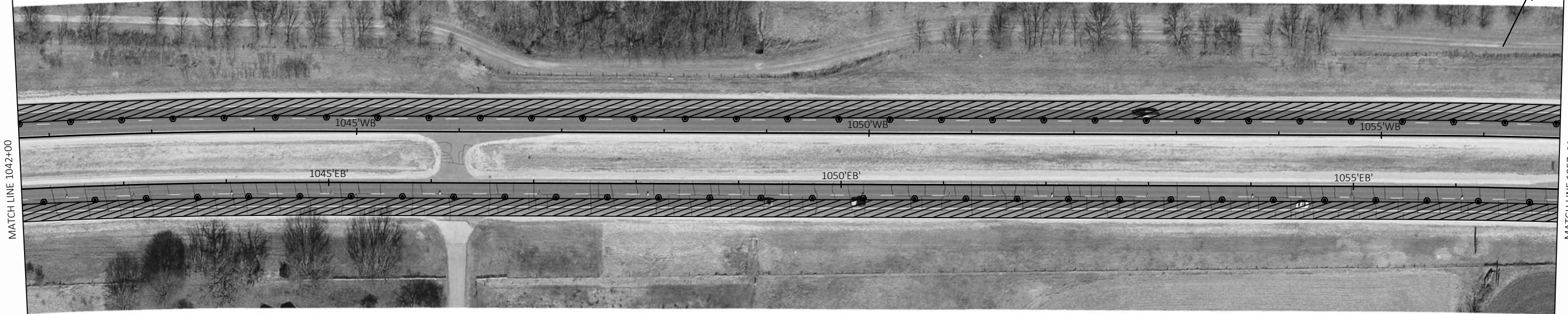
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 44

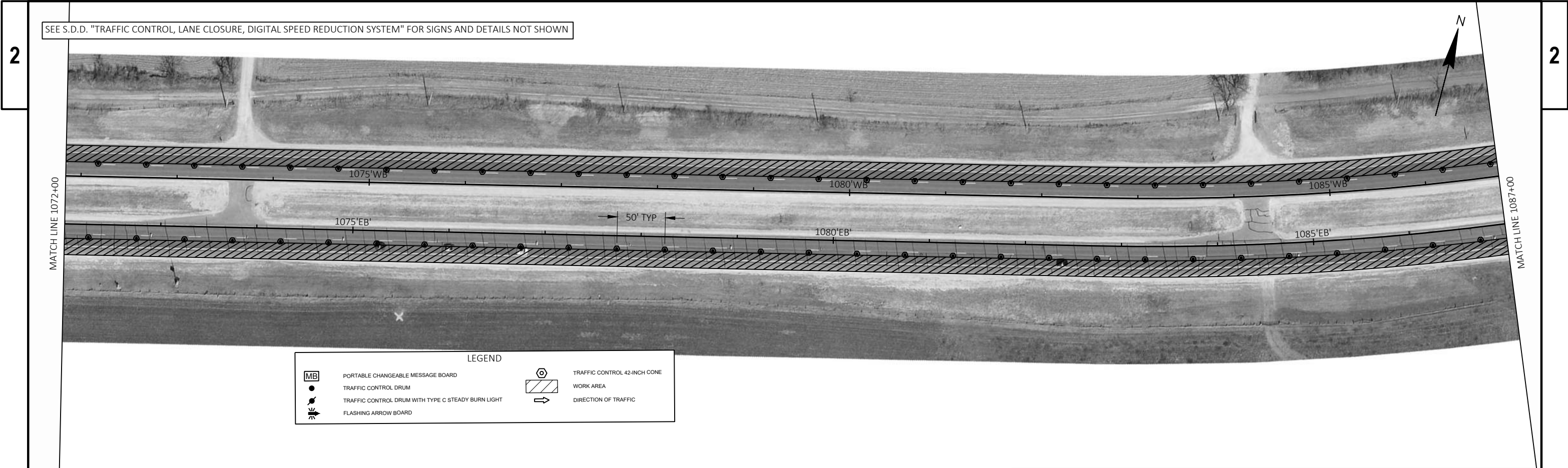


SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN



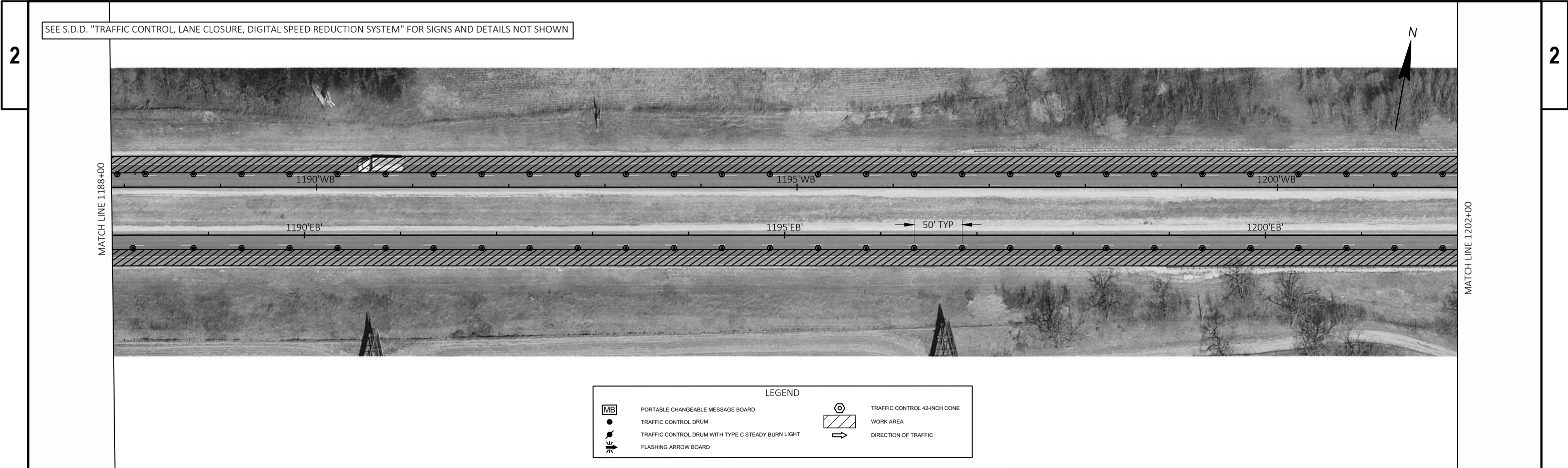
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN



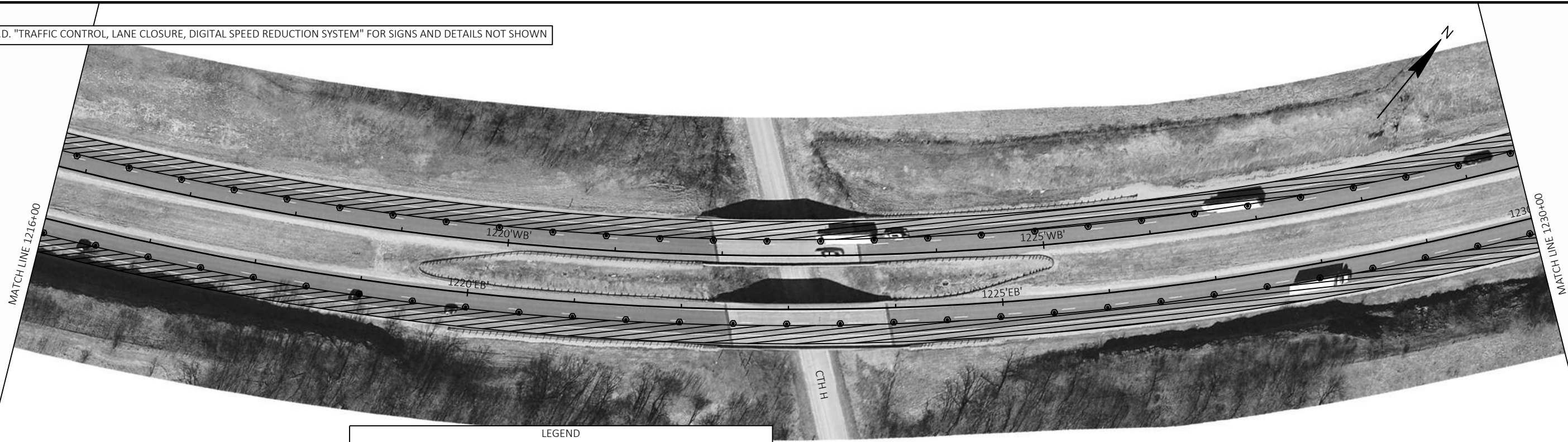








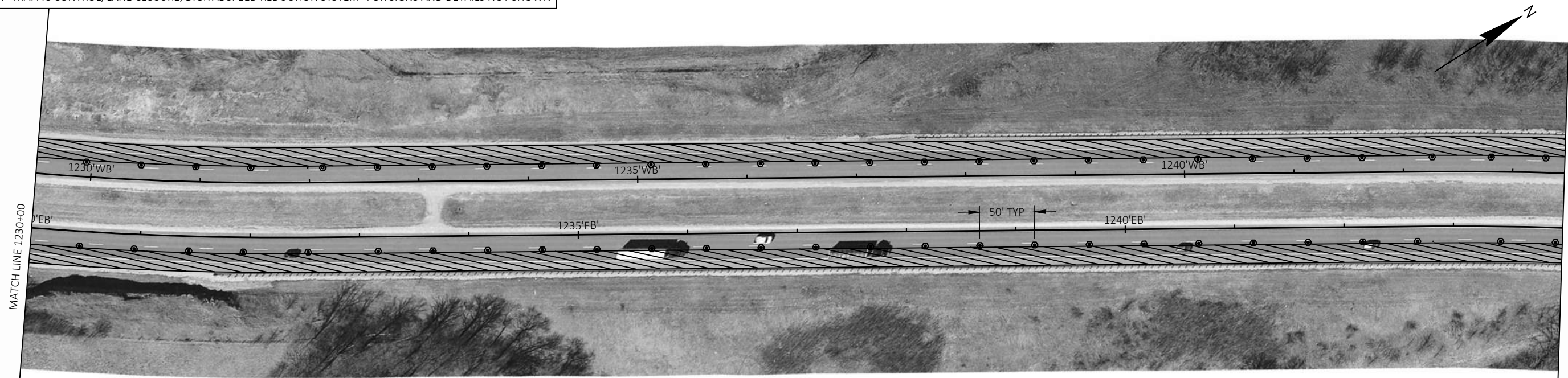
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN

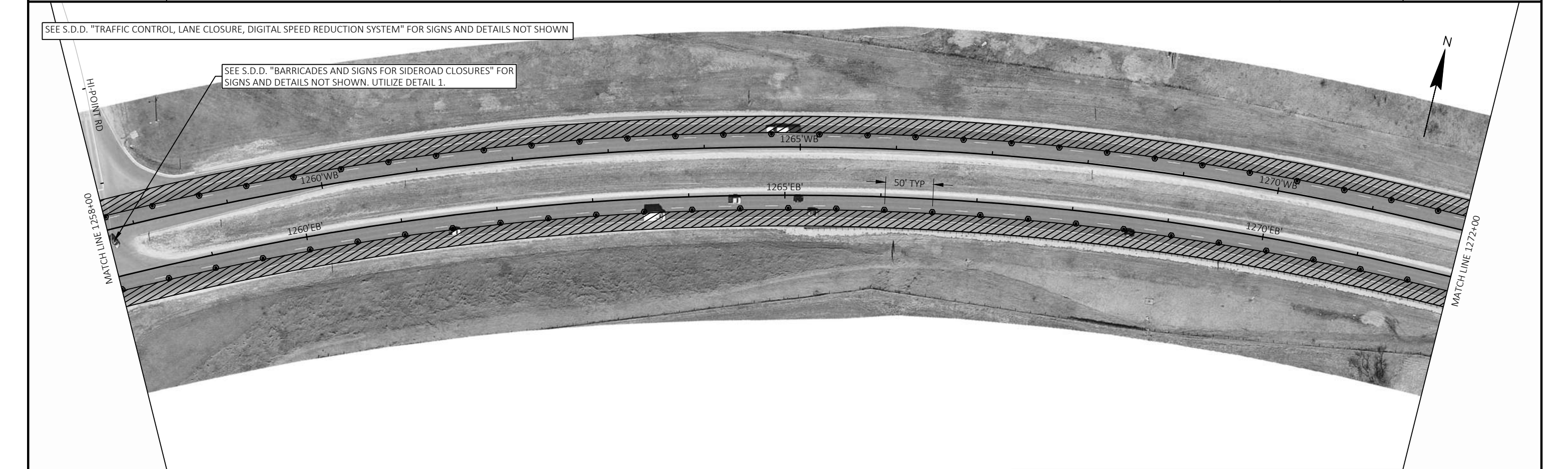
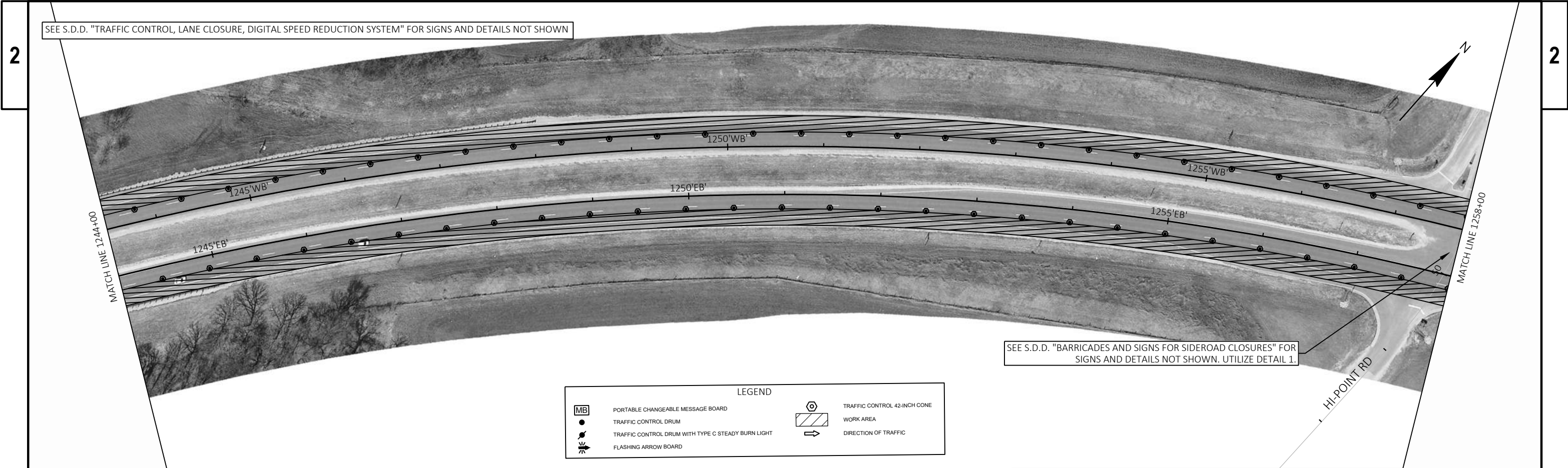


LEGEND

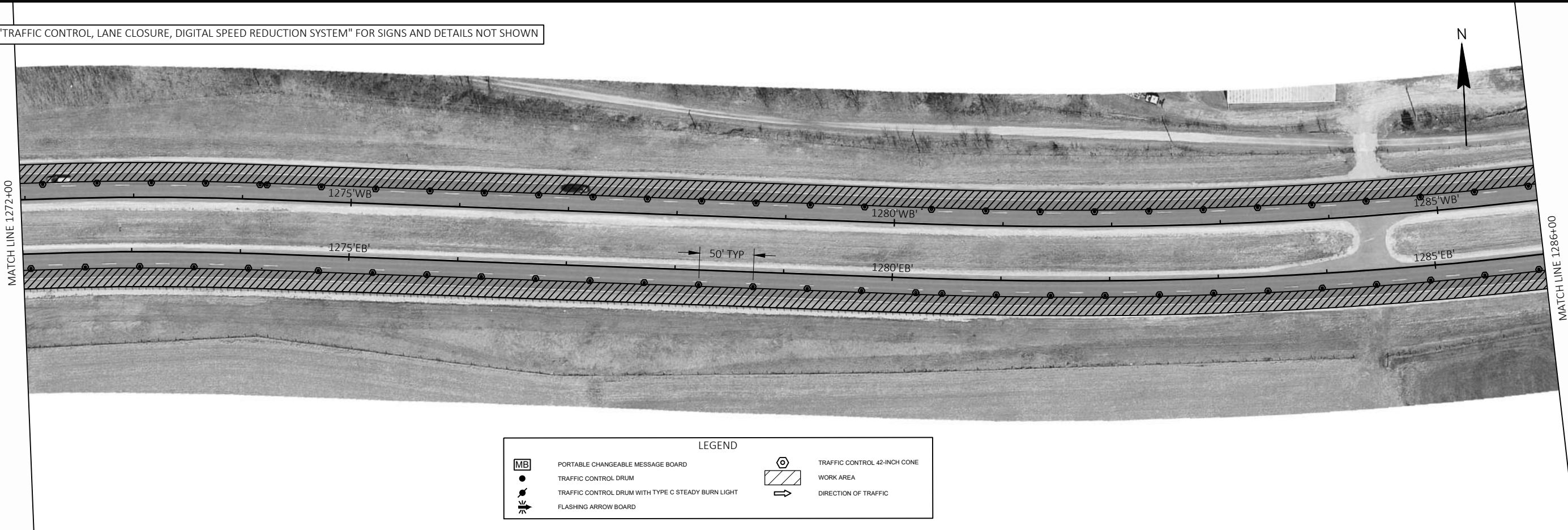
	PORTABLE CHANGEABLE MESSAGE BOARD		TRAFFIC CONTROL 42-INCH CONE
	TRAFFIC CONTROL DRUM		WORK AREA
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD		

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN



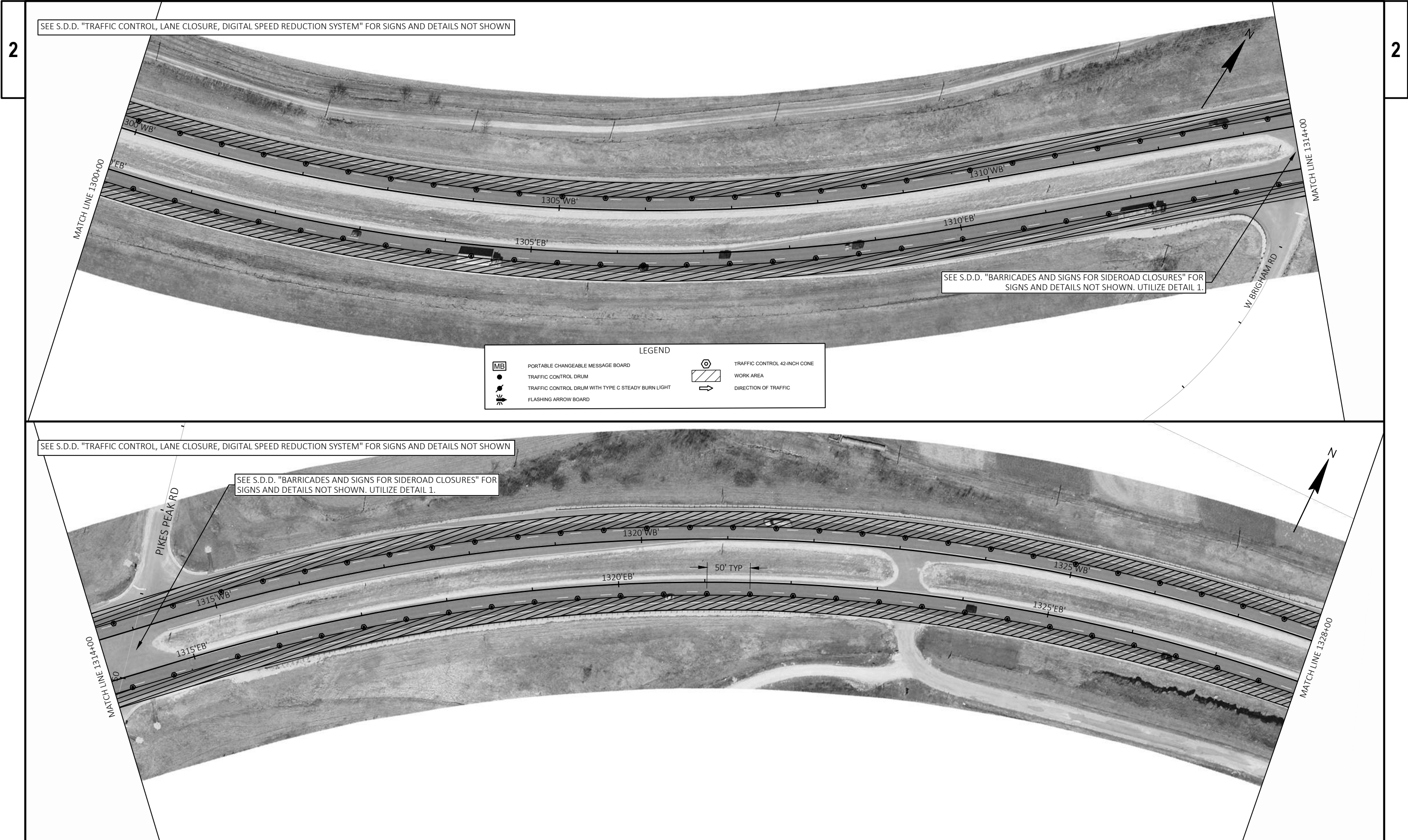


SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN



SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN





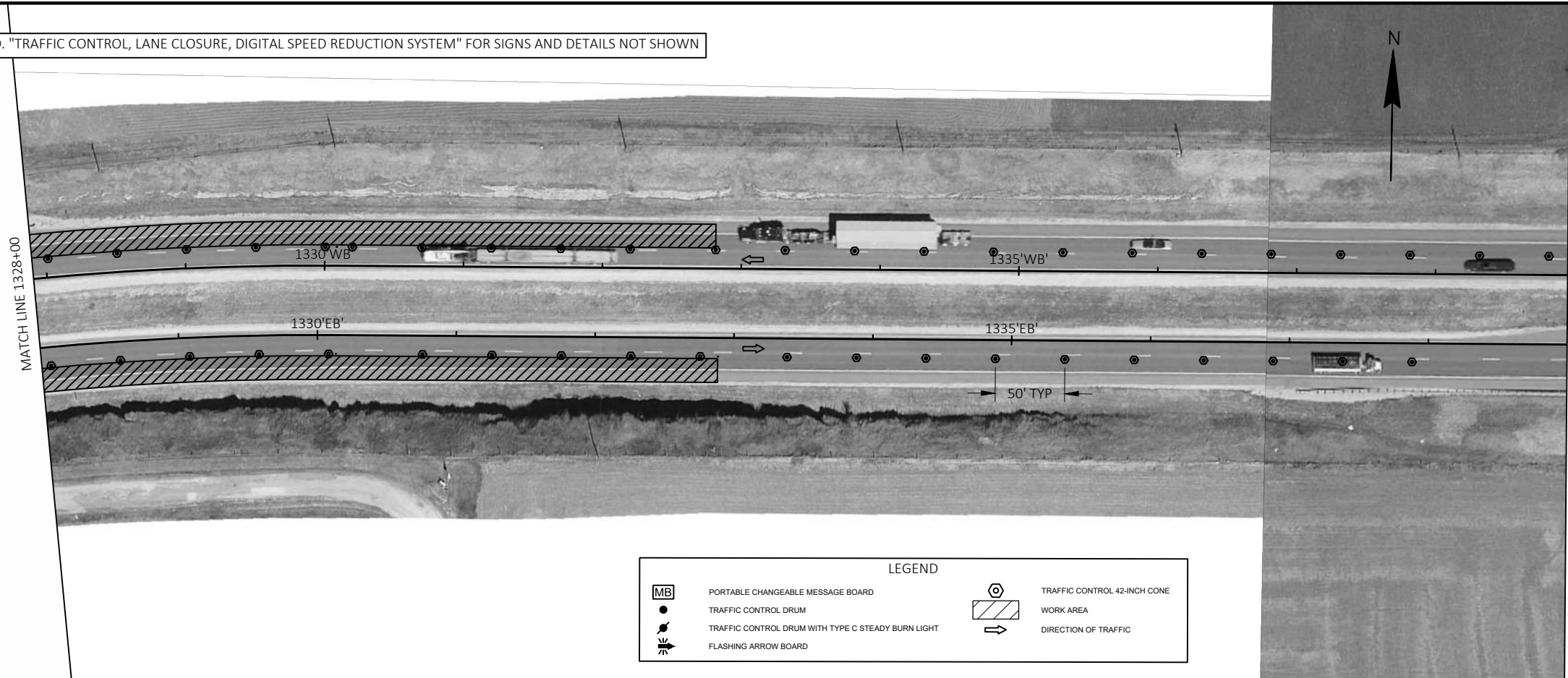
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN

SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR SIGNS AND DETAILS NOT SHOWN. UTILIZE DETAIL 1.

LEGEND

	PORTABLE CHANGEABLE MESSAGE BOARD		TRAFFIC CONTROL 42-INCH CONE
	TRAFFIC CONTROL DRUM		WORK AREA
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD		

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN



SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN





SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN

MATCH LINE 1486+00

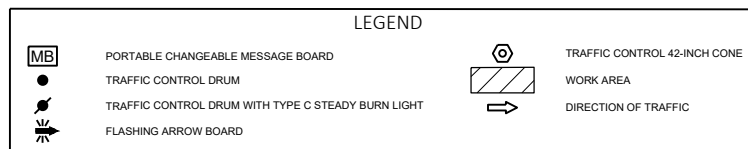
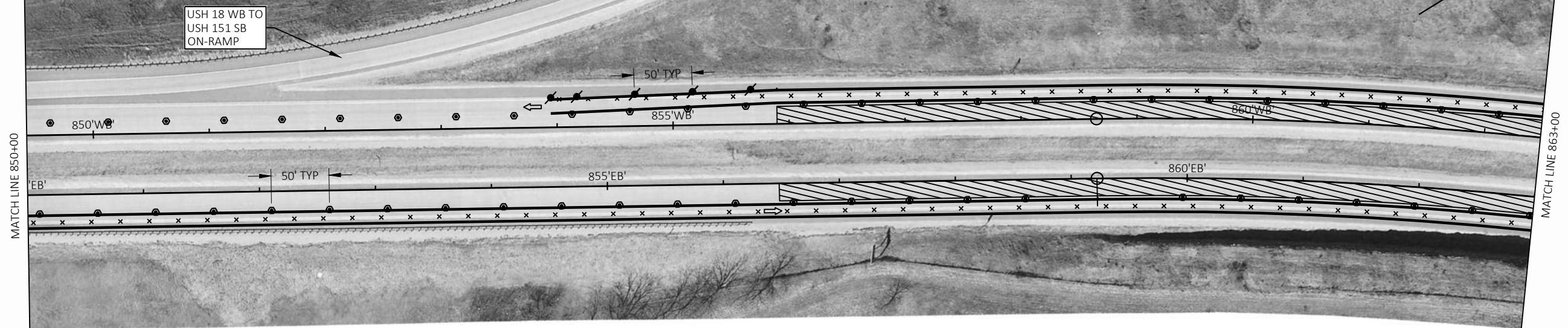


LEGEND

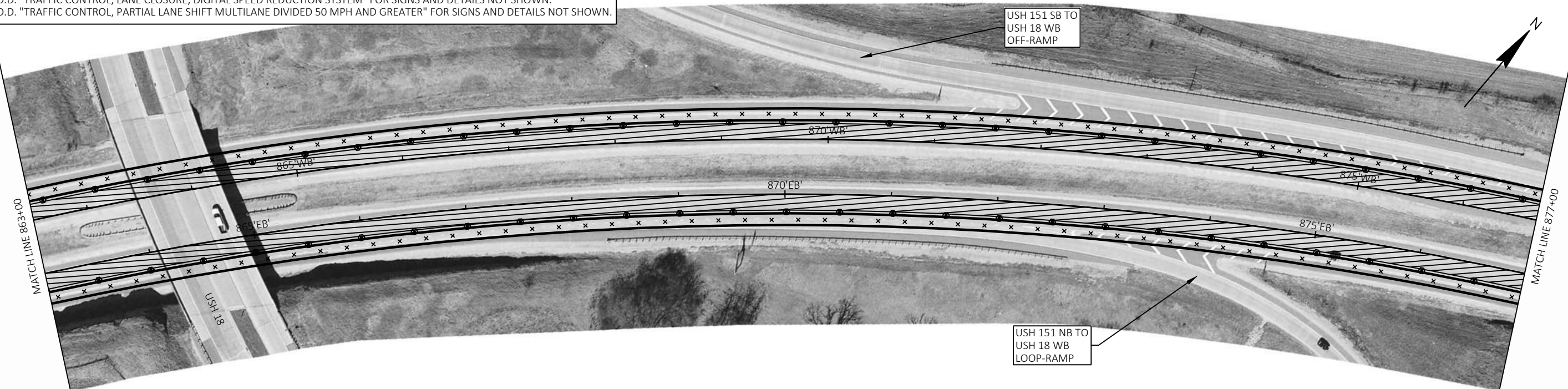
	PORTABLE CHANGEABLE MESSAGE BOARD		TRAFFIC CONTROL 42-INCH CONE
	TRAFFIC CONTROL DRUM		WORK AREA
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD		

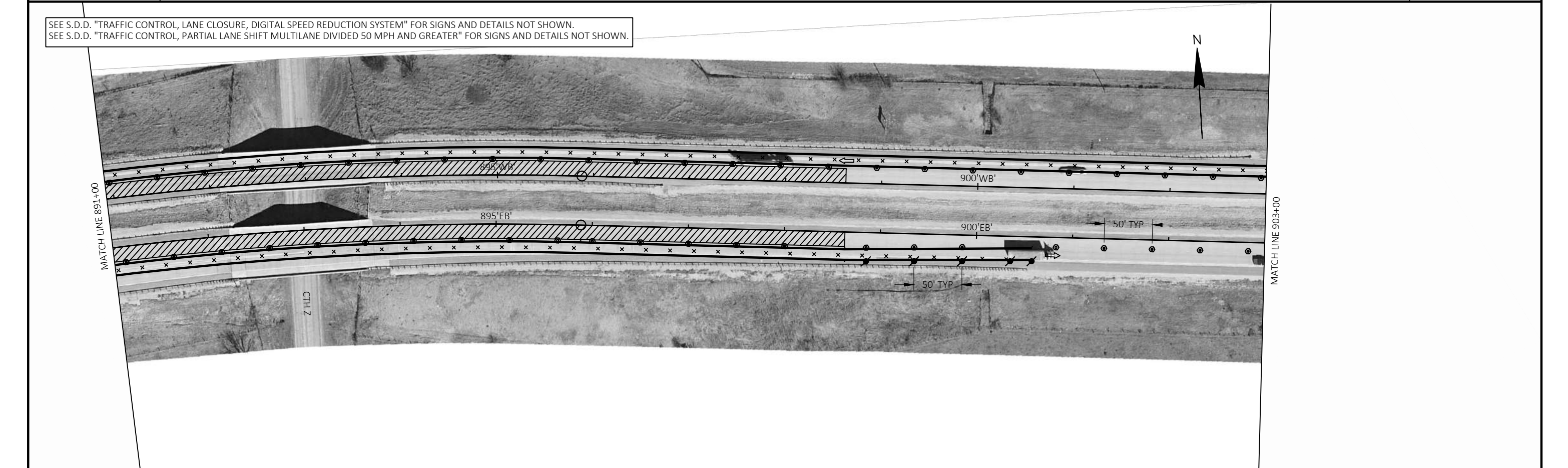
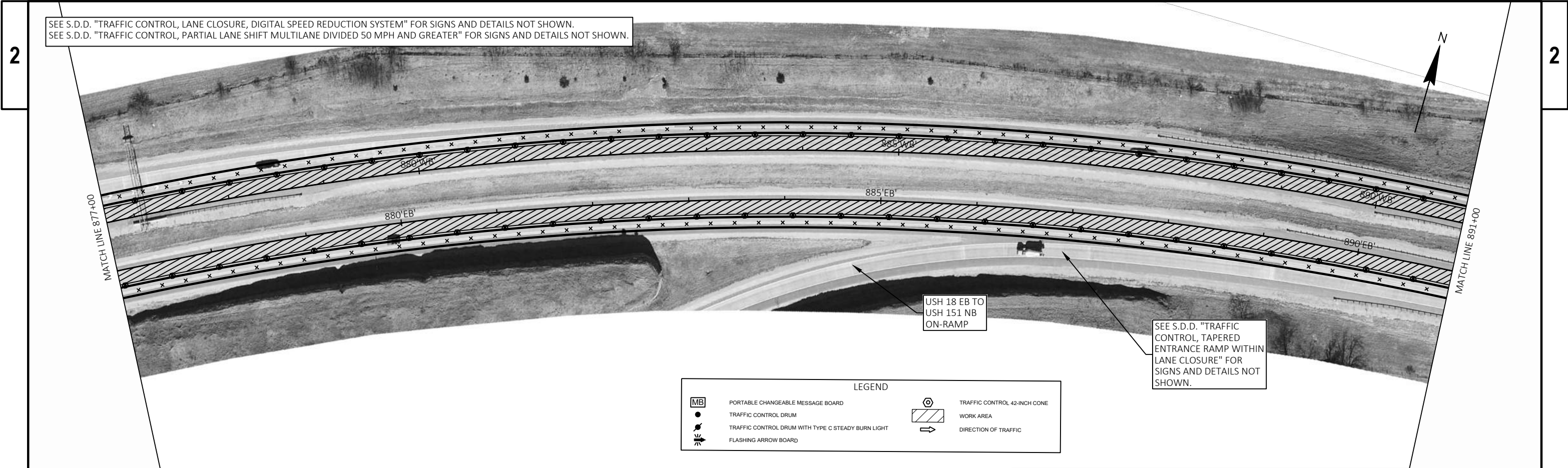


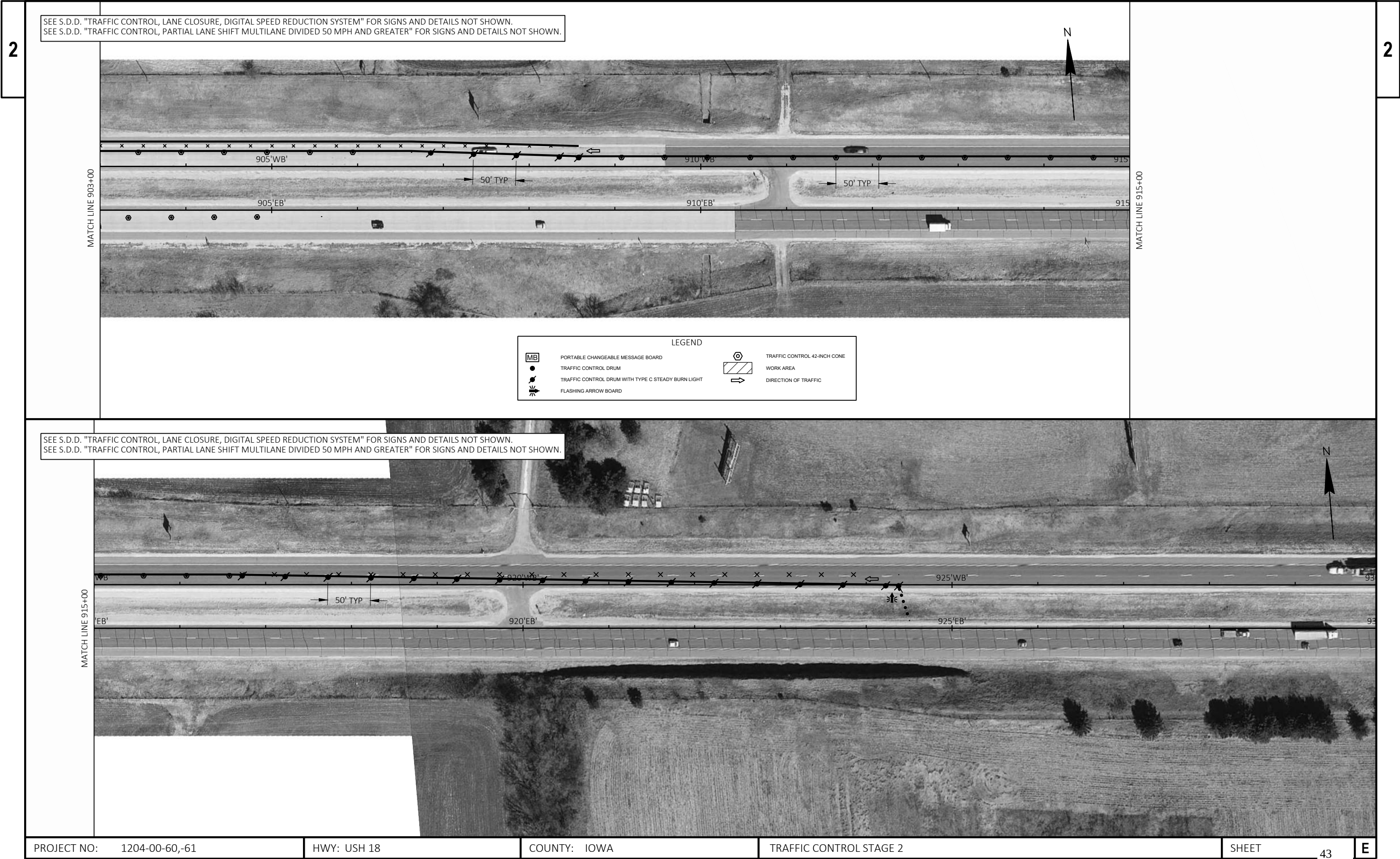
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.







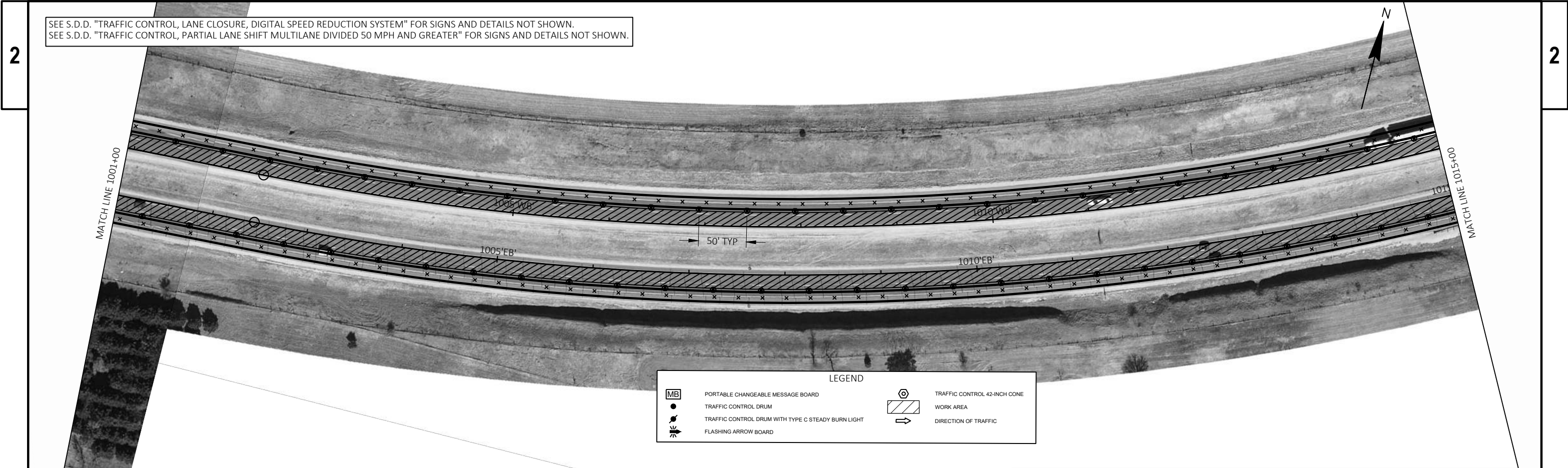


SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.

LEGEND

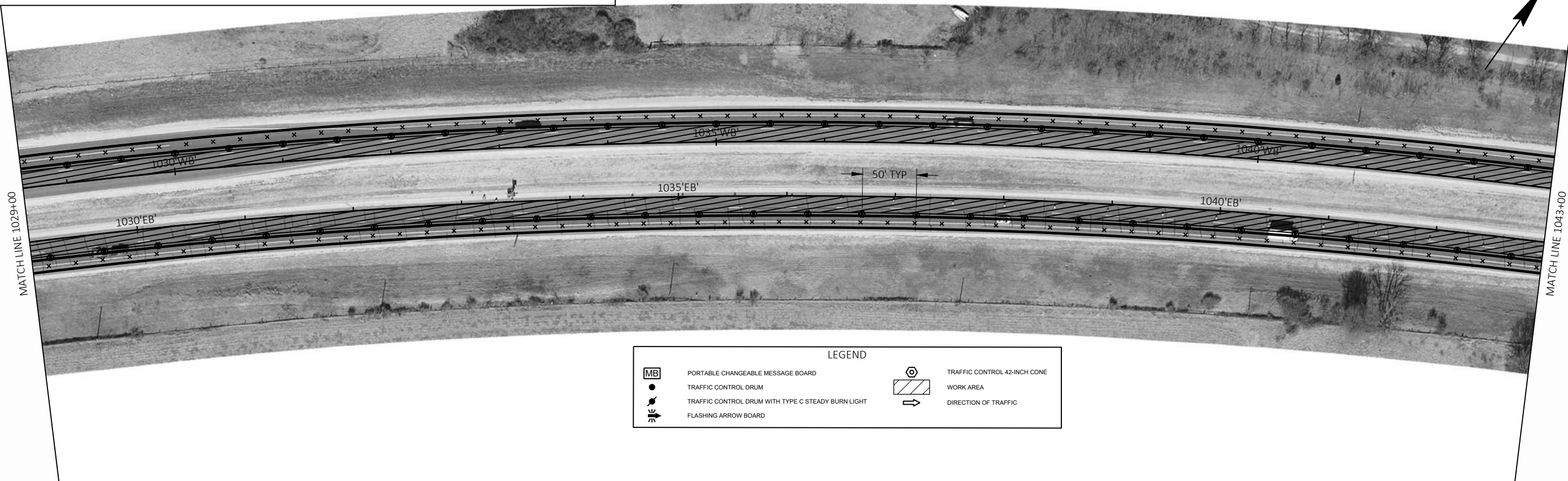
	PORTABLE CHANGEABLE MESSAGE BOARD		TRAFFIC CONTROL 42-INCH CONE
	TRAFFIC CONTROL DRUM		WORK AREA
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD		

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



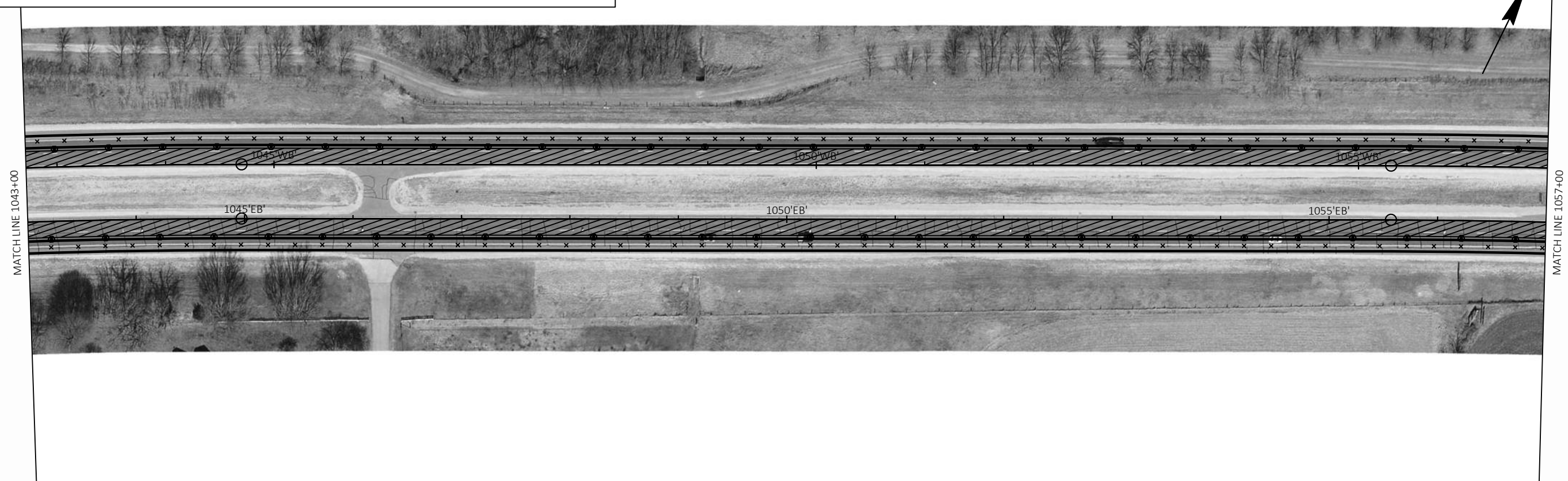
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SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



2

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



PROJECT NO: 1204-00-60,-61

HWY: USH 18

COUNTY: IOWA

TRAFFIC CONTROL STAGE 2

SHEET

46

E

FILE NAME : N:\PDS\C3D\12040030\SHEETS PLAN\025100-TC-STAGE2.DWG
LAYOUT NAME - 07

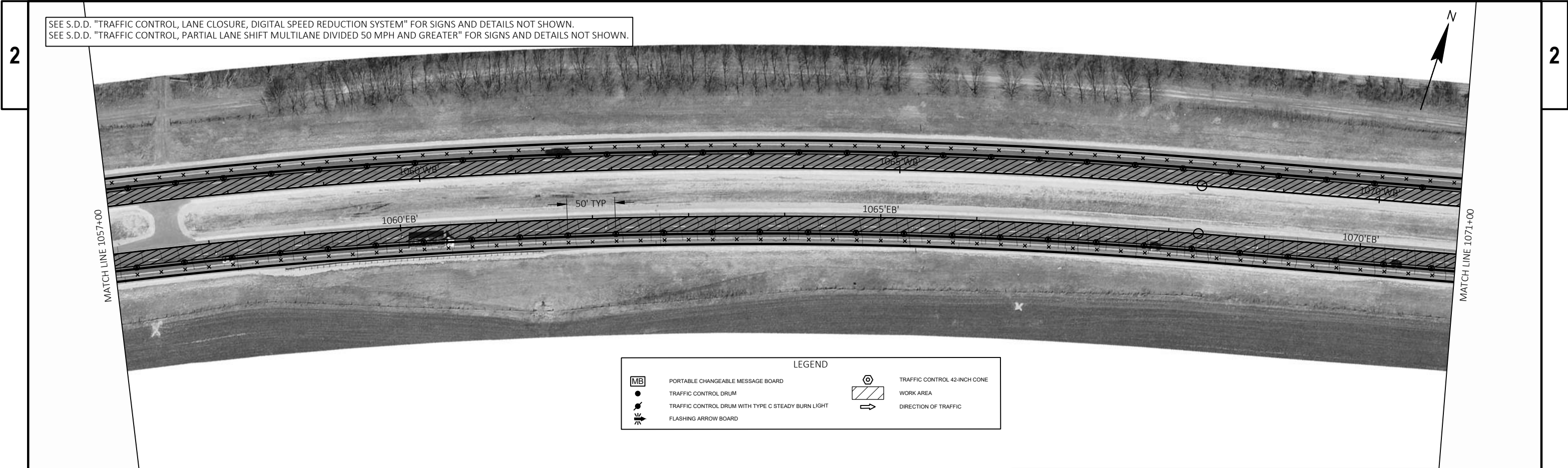
PLOT DATE : 1/7/2025 8:14 AM

PLOT BY : HENDRICKSON, JOSHUA

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 44







SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.

LEGEND

PORTABLE CHANGEABLE MESSAGE BOARD	TRAFFIC CONTROL 42-INCH CONE
TRAFFIC CONTROL DRUM	WORK AREA
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	DIRECTION OF TRAFFIC
FLASHING ARROW BOARD	

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



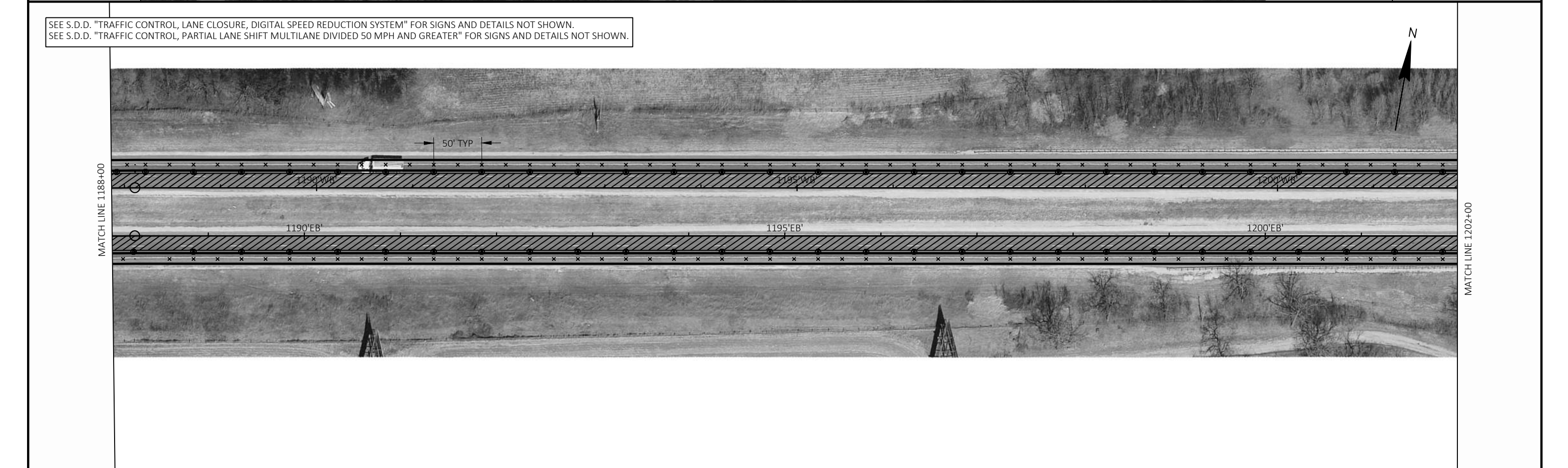
MATCH LINE 1160+00

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.

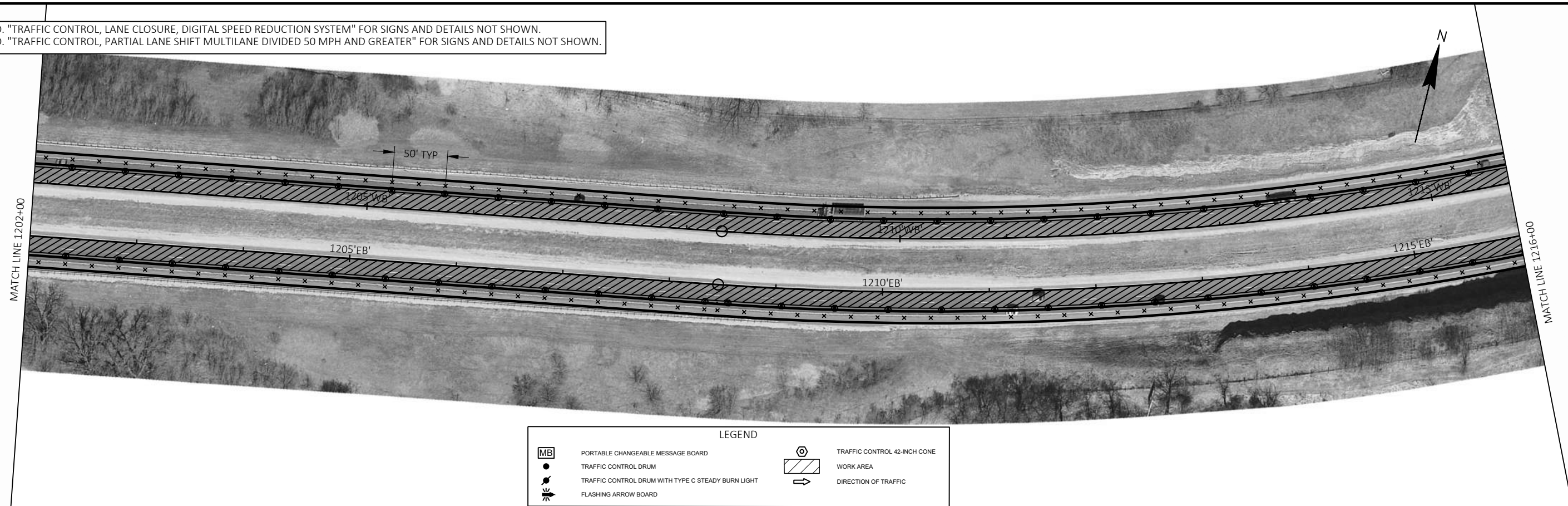


MATCH LINE 1160+00

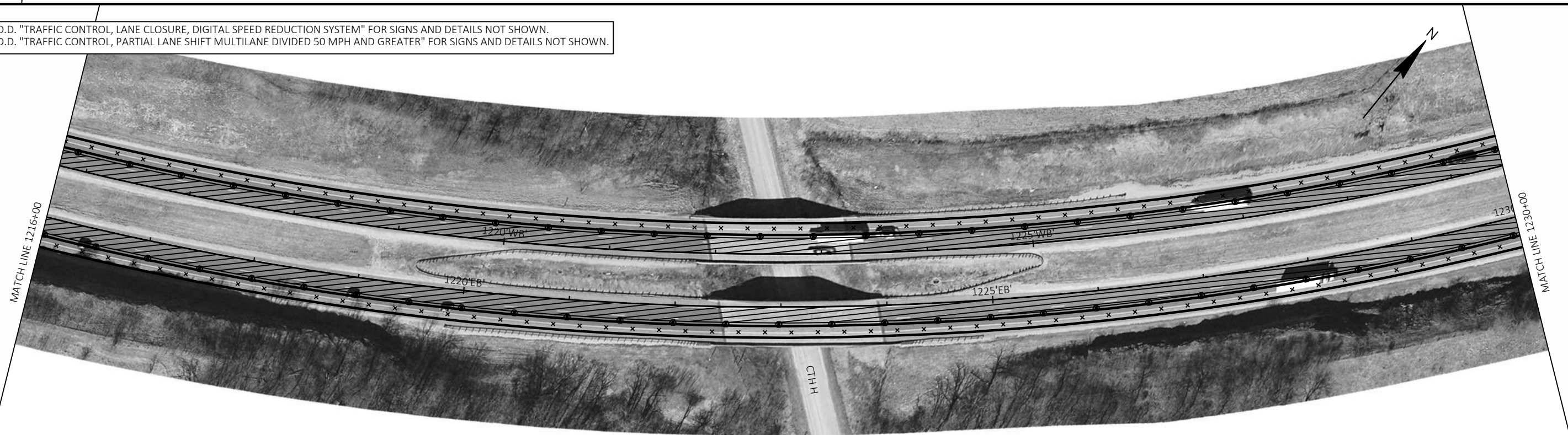
MATCH LINE 1174+00

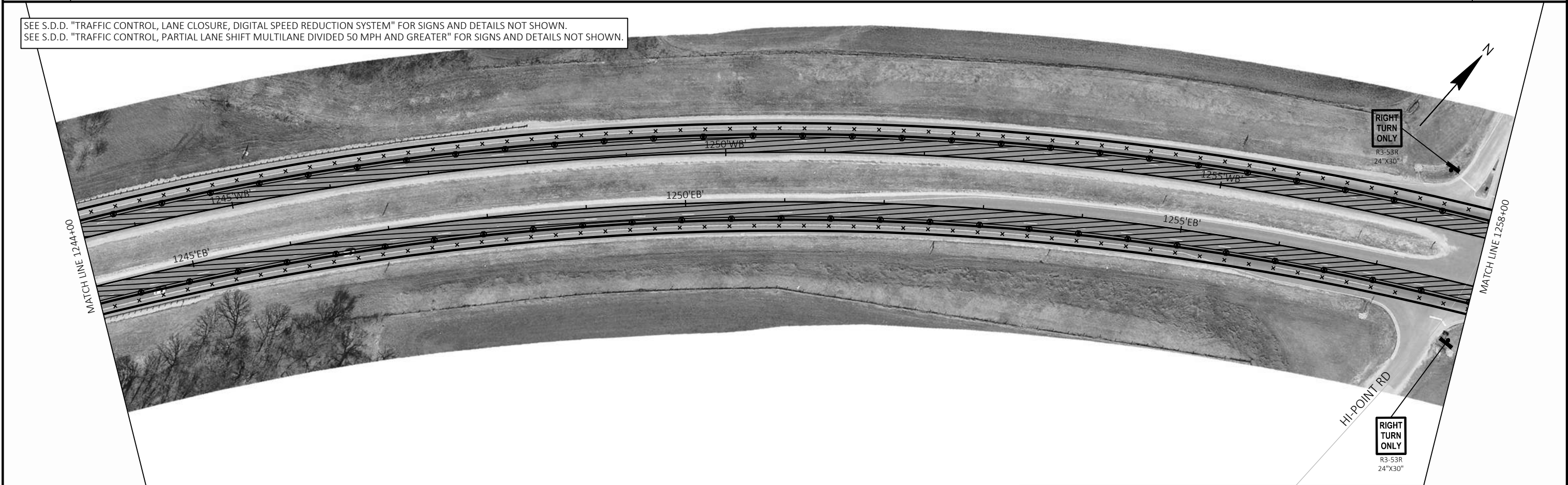
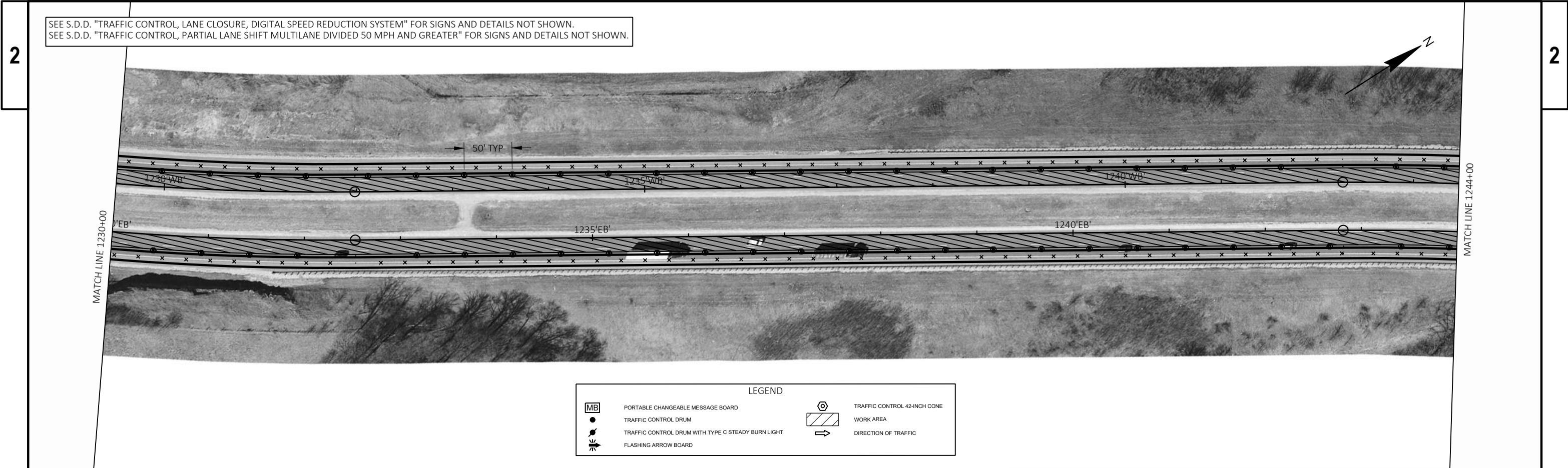


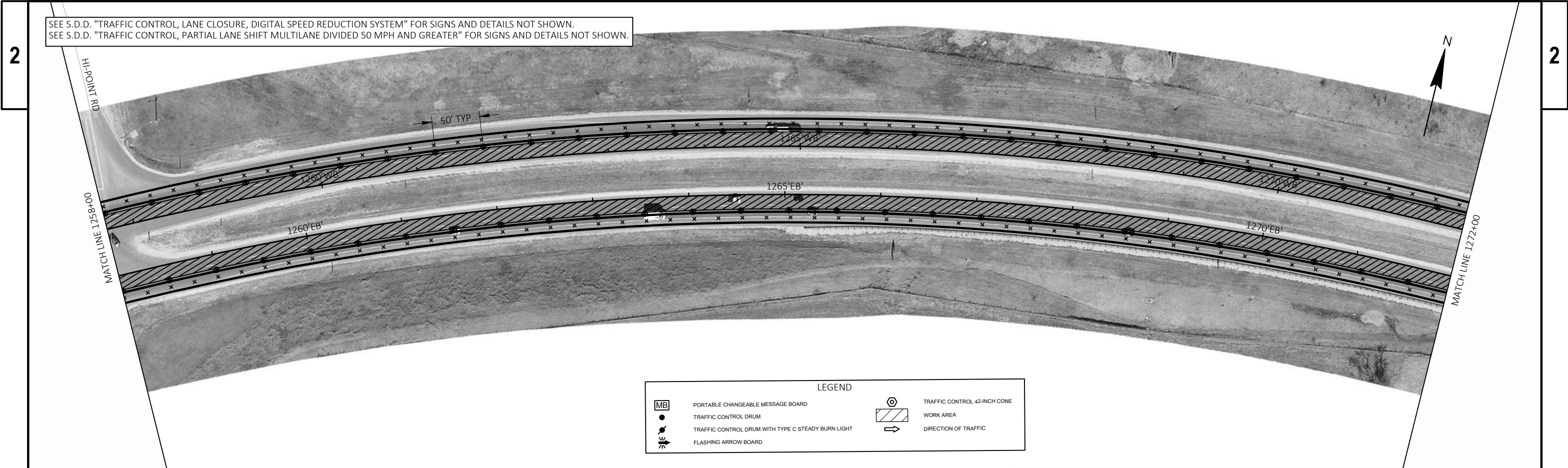
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



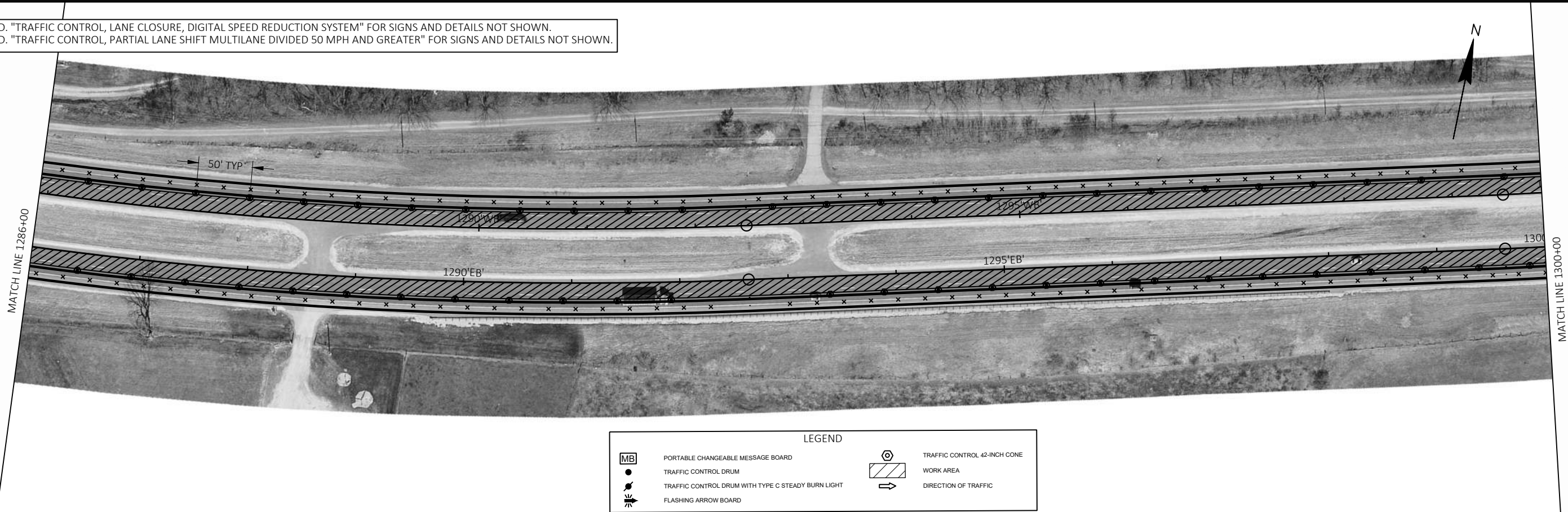
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.





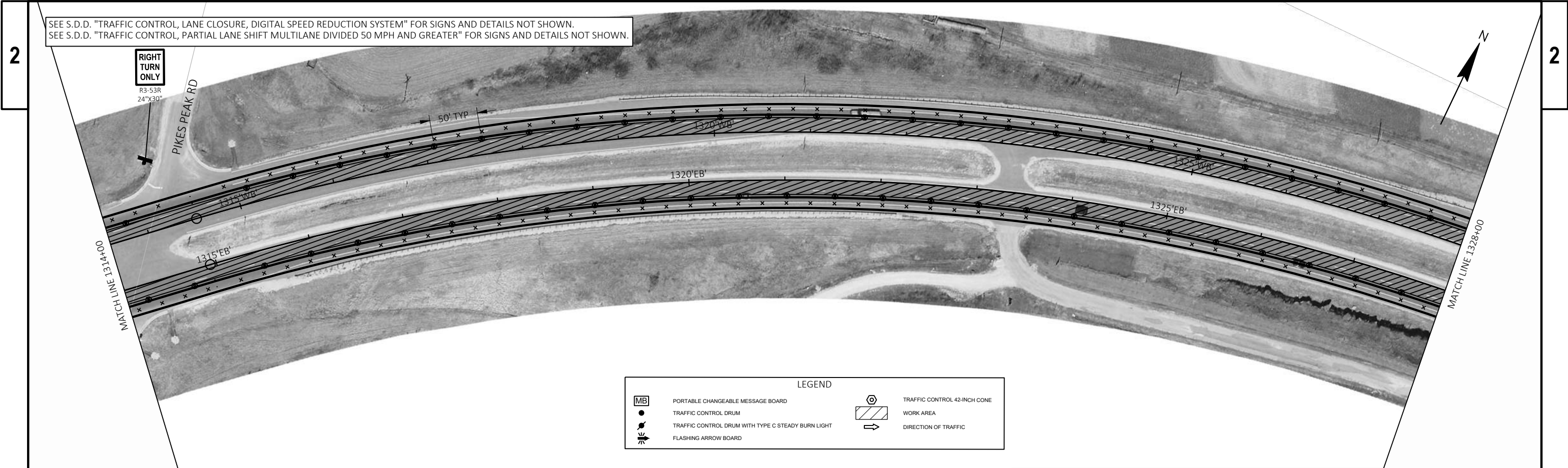


SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.





SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



MATCH LINE 1339+00

MATCH LINE 1350+00

LEGEND

	PORTABLE CHANGEABLE MESSAGE BOARD		TRAFFIC CONTROL 42-INCH CONE
	TRAFFIC CONTROL DRUM		WORK AREA
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD		

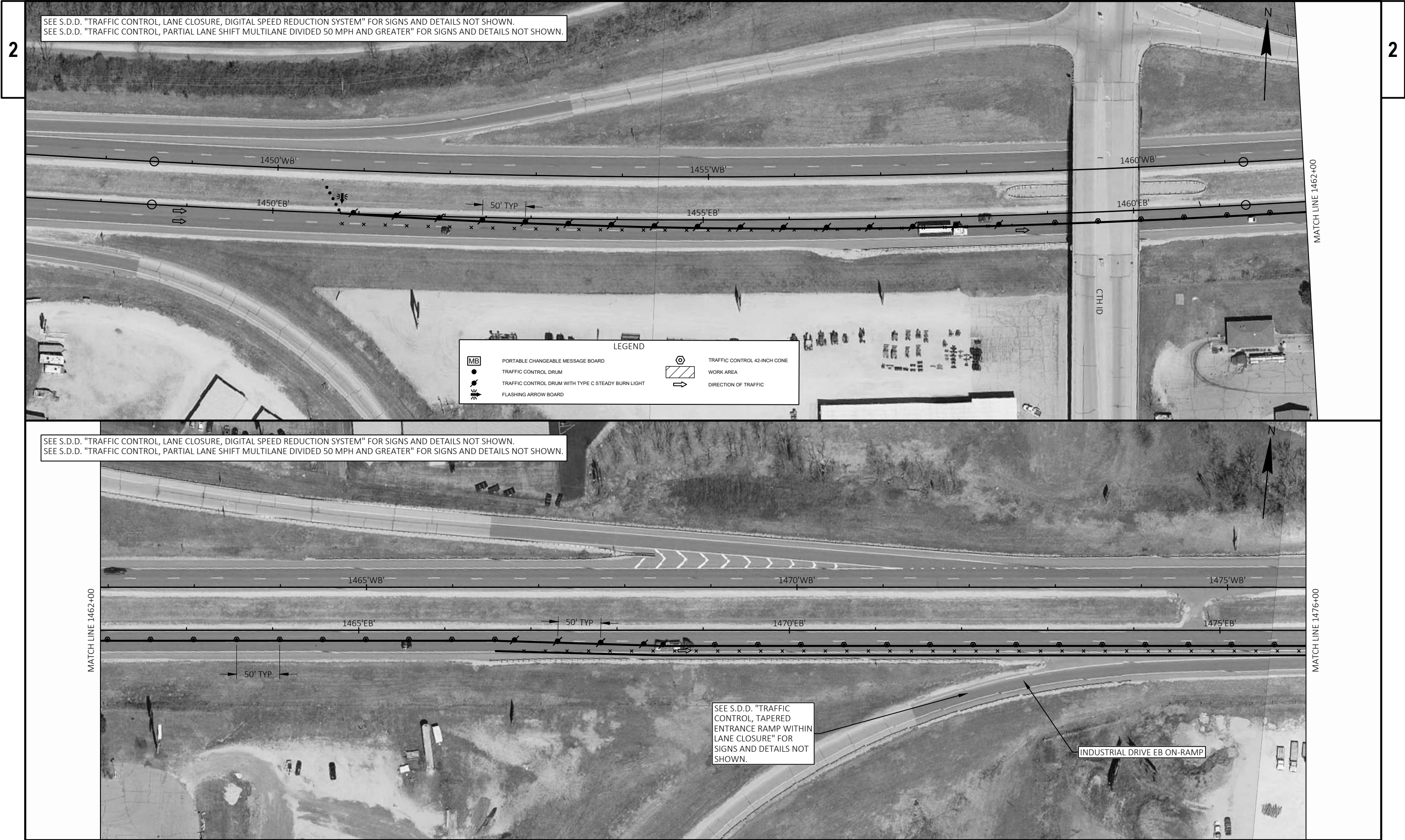
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM" FOR SIGNS AND DETAILS NOT SHOWN.
SEE S.D.D. "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR SIGNS AND DETAILS NOT SHOWN.



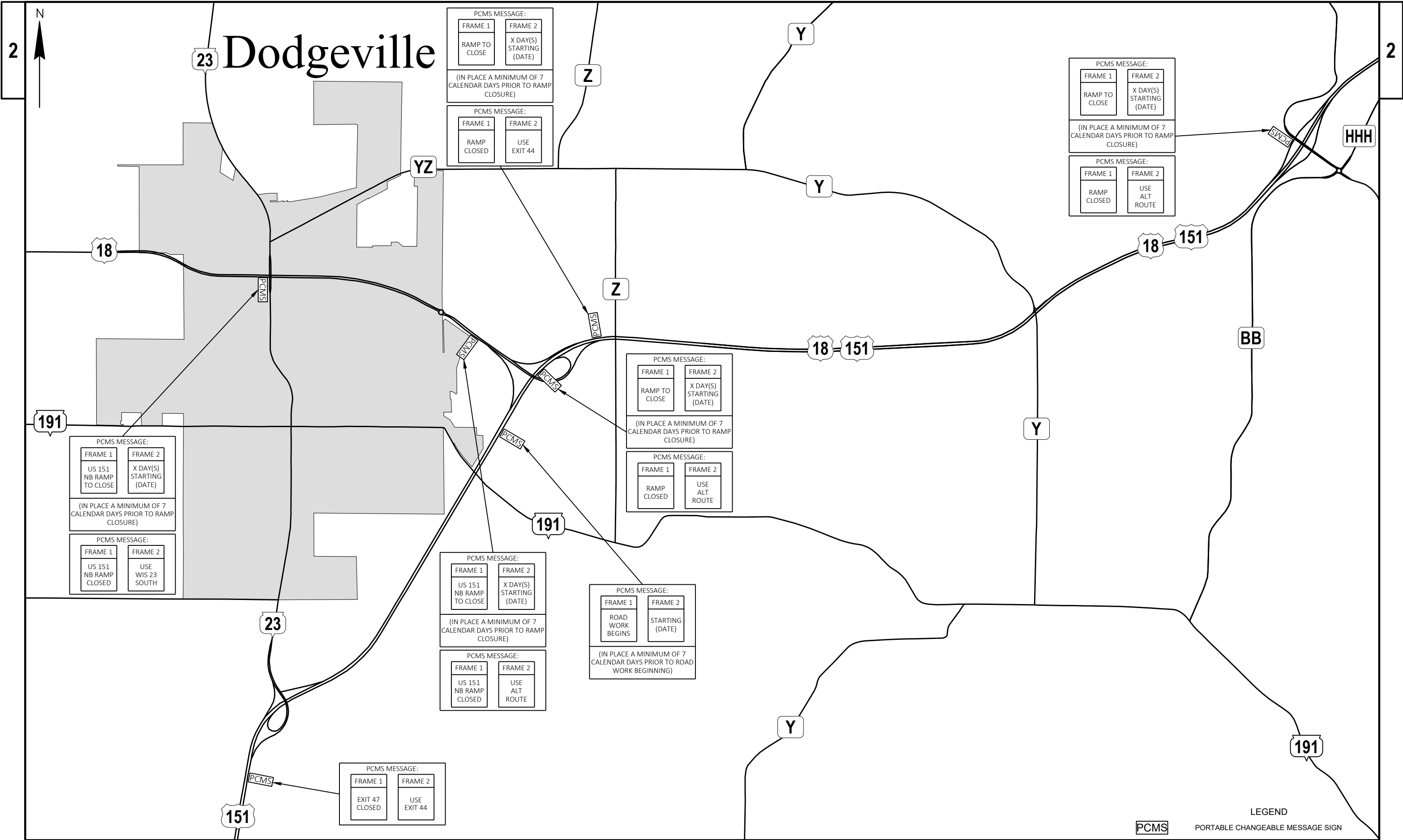
MATCH LINE 1350+00

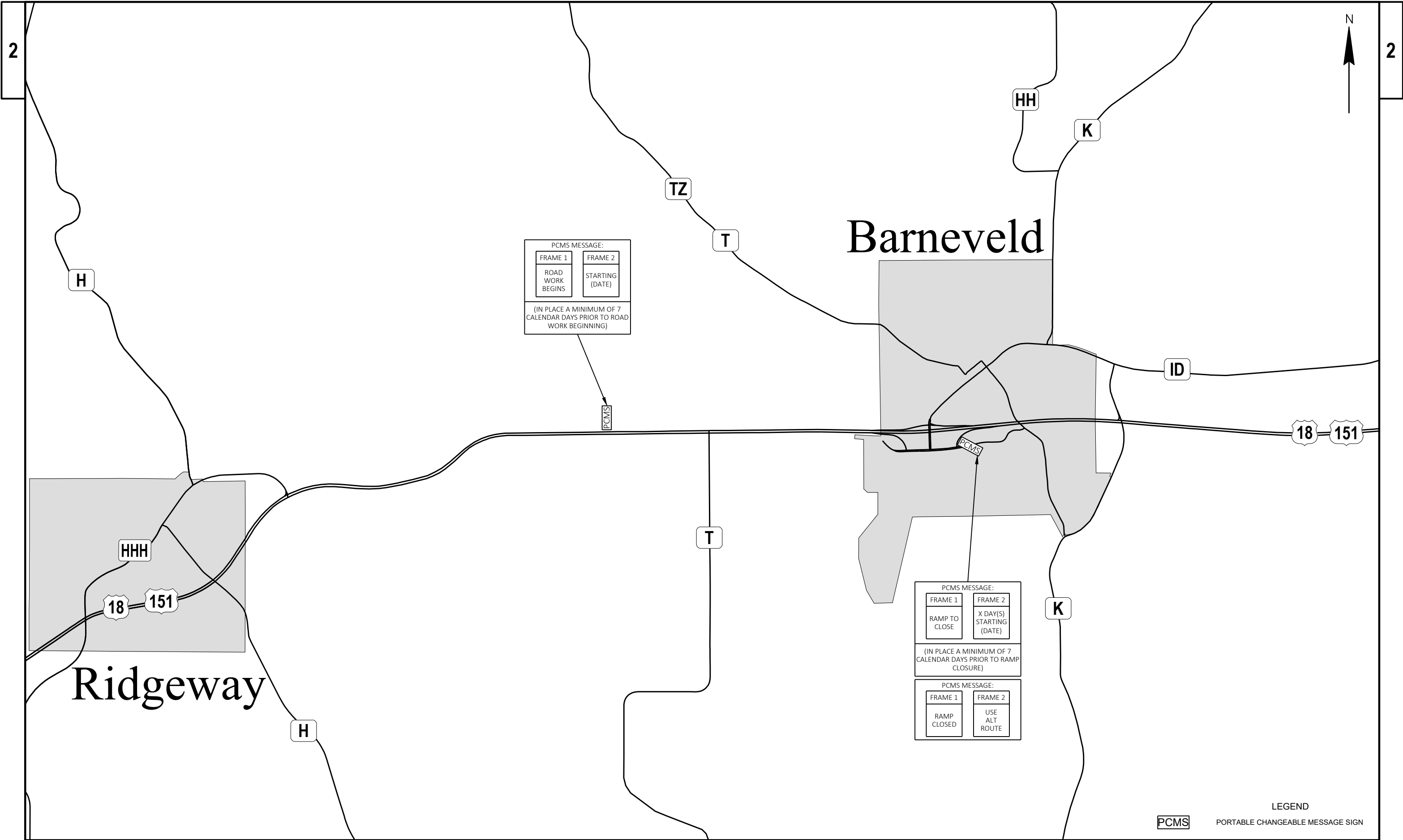
1365'WB'

1365'EB'









Estimate Of Quantities

		1204-00-60		1204-00-61	
Line	Item	Item Description	Unit	Total	Qty
0002	213.0100	Finishing Roadway (project) 01. 1204-00-61	EACH	1.000	1.000
0004	509.0301	Preparation Decks Type 1	SY	11.000	11.000
0006	509.0302	Preparation Decks Type 2	SY	6.000	6.000
0008	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	110.000	110.000
0010	509.2100.S	Concrete Masonry Deck Repair	CY	1.000	1.000
0012	619.1000	Mobilization	EACH	1.000	0.200
0014	643.0300	Traffic Control Drums	DAY	18,240.000	3,240.000
0016	643.0370.S	Digital Speed Reduction System (DSRS)	DAY	1,700.000	150.000
0018	643.0420	Traffic Control Barricades Type III	DAY	4,590.000	370.000
0020	643.0705	Traffic Control Warning Lights Type A	DAY	9,180.000	740.000
0022	643.0715	Traffic Control Warning Lights Type C	DAY	12,000.000	2,240.000
0024	643.0810.S	Connected Arrow Board	DAY	350.000	50.000
0026	643.0900	Traffic Control Signs	DAY	5,740.000	500.000
0028	643.0910	Traffic Control Covering Signs Type I	EACH	10.000	2.000
0030	643.0920	Traffic Control Covering Signs Type II	EACH	29.000	5.000
0032	643.1050	Traffic Control Signs PCMS	DAY	167.000	25.000
0034	643.1070	Traffic Control Cones 42-Inch	DAY	78,160.000	4,040.000
0036	643.1220.S	Connected Work Zone Start and End Location Markers	DAY	700.000	100.000
0038	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	170,930.000	10,580.000
0040	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	2,800.000	400.000
0042	643.4100	Traffic Control Interim Lane Closure	EACH	21.000	3.000
0044	643.5000	Traffic Control	EACH	1.000	0.200
0046	646.2020	Marking Line Epoxy 6-Inch	LF	1,980.000	560.000
0048	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	20,440.000	1,080.000
0050	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	162,750.000	9,270.000
0052	646.2050	Marking Line Grooved Permanent Tape 6-Inch	LF	20,440.000	1,080.000
0054	646.4020	Marking Line Epoxy 10-Inch	LF	70.000	70.000
0056	646.4050	Marking Line Grooved Permanent Tape 10-Inch	LF	10,280.000	1,370.000
0058	646.7220	Marking Chevron Epoxy 24-Inch	LF	510.000	510.000
0060	646.9000	Marking Removal Line 4-Inch	LF	71,270.000	2,920.000
0062	646.9055	Marking Removal Line Grooved Contrast Permanent Tape 4-Inch	LF	2,800.000	400.000
0064	646.9155	Marking Removal Line Grooved Contrast Permanent Tape 8-Inch	LF	5,430.000	1,370.000
0066	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,400.000	2,400.000
0068	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	2,160.000	2,160.000
0070	SPV.0180	Special 01. Resin Binder High Friction Surface Treatment	SY	110,200.000	110,200.000
0072	SPV.0180	Special 02. High Friction Surface Treatment Polymer Overlay	SY	3,434.000	949.000

DIGITAL SPEED REDUCTIONS SYSTEM (DSRS)

643.0370.S

643.1220.S

643.0810.S

DIGITAL SPEED LIMIT TRAILERS (DSLTL) DIGITAL SPEED REDUCTION SYSTEM (DSRS) CONNECTED WORK ZONE START AND END LOCATION MARKERS CONNECTED WORK ZONE START AND END LOCATION MARKERS CONNECTED ARROW BOARD

CATEGORY	STATION	TO	STATION	LOCATION	STAGE	DURATION (DAYS)	(DSL1)	DAY	MARKERS	DAY	CONNECTED ARROW BOARDS	DAY
PROJECT 1204-00-61												
DODGEVILLE												
0010	830+73	-	900+58	USH 18 EB	1	10	3	30	2	20	1	10
0010	853+95	-	924+38	USH 18 WB	1	10	3	30	2	20	1	10
0010	830+73	-	900+58	USH 18 EB	2	26	3	78	2	52	1	26
0010	853+95	-	924+38	USH 18 WB	2	26	3	78	2	52	1	26
0010	830+73	-	900+58	USH 18 EB	3	14	3	42	2	28	1	14
0010	853+95	-	924+38	USH 18 WB	3	14	3	42	2	28	1	14
EAST OF RIDGEWAY INTERCHANGE												
0010	973+93	-	1104+70	USH 18 EB	1	10	4	40	2	20	1	10
0010	997+67	-	1137+99	USH 18 WB	1	10	5	50	2	20	1	10
0010	973+93	-	1104+70	USH 18 EB	2	26	4	104	2	52	1	26
0010	997+67	-	1137+99	USH 18 WB	2	26	5	130	2	52	1	26
0010	973+93	-	1104+70	USH 18 EB	3	14	4	56	2	28	1	14
0010	997+67	-	1137+99	USH 18 WB	3	14	5	70	2	28	1	14
WEST OF RIDGEWAY INTRECHANGE												
0010	1151+62	-	1334+83	USH 18 EB	1	10	8	80	2	20	1	10
0010	1175+10	-	1358+53	USH 18 WB	1	10	8	80	2	20	1	10
0010	1151+62	-	1334+83	USH 18 EB	2	26	8	208	2	52	1	26
0010	1175+10	-	1358+53	USH 18 WB	2	26	8	208	2	52	1	26
0010	1151+62	-	1334+83	USH 18 EB	3	14	8	112	2	28	1	14
0010	1175+10	-	1358+53	USH 18 WB	3	14	8	112	2	28	1	14
PROJECT TOTAL								1,550	600		300	
PROJECT 1204-00-60												
BARNEVELD												
0010	1450+78	-	1495+76	USH 18 EB	1	10	3	30	2	20	1	10
0010	1450+78	-	1495+76	USH 18 EB	2	26	3	78	2	52	1	26
0010	1450+78	-	1495+76	USH 18 EB	3	14	3	42	2	28	1	14
PROJECT TOTAL								150	100		50	
CONTRACT TOTAL								1,700	700		350	

3

3

		TRAFFIC CONTROL																				
			643.0300		643.0420		643.0705		643.0715		643.0900		643.1050		643.1070		643.3180		643.3280	643.4100	643.5000	
			DURATION	TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS PCMS		TRAFFIC CONTROL CONES 42-INCH		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)	TRAFFIC CONTROL INTERIM LANE CLOSURE	TRAFFIC CONTROL
CATEGORY	STAGE	(DAYS)	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	LF	LF	LF	EACH	EACH	
PROJECT 1204-00-61																						
0010	ADVANCED NOTIFICATION	7	-	-	-	-	-	-	-	-	-	-	2	14	-	-	-	-	-	-	-	
0010	ADVANCED NOTIFICATION RAMP CLOSURES STAGE 1	7	-	-	-	-	-	-	-	-	-	-	5	35	-	-	-	-	-	-	-	
0010	ADVANCED NOTIFICATION RAMP CLOSURES STAGE 3	14	-	-	-	-	-	-	-	-	-	-	5	70	-	-	-	-	-	-	-	
0010	STAGE 1	10	300	3,000	100	1,000	200	2,000	190	1,900	110	1,100	5	5	1,420	14,200	6,280	800	1,200	6	0.8	
0010	STAGE 2	26	300	7,800	70	1,820	140	3,640	200	5,200	100	2,600	-	-	1,540	40,040	68,350	77,840	-	6	-	
0010	STAGE 3	14	300	4,200	100	1,400	200	2,800	190	2,660	110	1,540	6	18	1,420	19,880	6,280	800	1,200	6	-	
PROJECT TOTAL			15,000		4,220		8,440		9,760		5,240		142		74,120		160,350		2,400		0.8	
PROJECT 1204-00-60																						
0010	ADVANCED NOTIFICATION RAMP CLOSURE STAGE 1	7	-	-	-	-	-	-	-	-	-	-	1	7	-	-	-	-	-	-	-	
0010	ADVANCED NOTIFICATION RAMP CLOSURE STAGE 3	14	-	-	-	-	-	-	-	-	-	-	1	14	-	-	-	-	-	-	-	
0010	STAGE 1	10	70	700	10	100	20	200	50	500	10	100	1	1	60	600	1,380	200	200	1	0.2	
0010	STAGE 2	26	60	1,560	5	130	10	260	40	1,040	10	260	-	-	100	2,600	2,920	4,500	-	1	-	
0010	STAGE 3	14	70	980	10	140	20	280	50	700	10	140	1	3	60	840	1,380	200	200	1	-	
PROJECT TOTAL			3,240		370		740		2,240		500		25		4,040		10,580		400		3	0.2
CONTRACT TOTAL			18,240		4,590		9,180		12,000		5,740		167		78,160		170,930		2,800		21	1

TRAFFIC CONTROL COVERING SIGNS

643.0910

643.0920

TRAFFIC CONTROL COVERING SIGNS TYPE I

TRAFFIC CONTROL COVERING SIGNS TYPE II

CATEGORY	STAGE	EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	EACH	NUMBER OF CYCLES	NUMBER OF SIGNS
<u>PROJECT 1204-00-61</u>							
0010	STAGE 1	4	1	4	16	1	16
0010	STAGE 2	-	-	-	-	-	-
0010	STAGE 3	4	1	4	8	1	8
PROJECT TOTAL		8			24		
<u>PROJECT 1204-00-60</u>							
0010	STAGE 1	1	1	1	3	1	3
0010	STAGE 2	-	-	-	-	-	-
0010	STAGE 3	1	1	1	2	1	2
PROJECT TOTAL		2			5		
CONTRACT TOTAL		10			29		

PAVEMENT MARKING REMOVAL

CATEGORY	STATION	TO	STATION	LOCATION	STAGE	646.9000	646.9055	646.9155
						MARKING REMOVAL LINE 4-INCH LF	MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH LF	MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH
PROJECT 1204-00-61								
DODGEVILLE								
0010	840+68	-	848+48	USH 18 EB	1	-	200	-
0010	906+63	-	914+43	USH 18 WB	1	-	200	-
0010	830+73	-	900+58	USH 18 EB	2	5,380	200	-
0010	853+95	-	924+38	USH 18 WB	2	5,490	200	-
EAST OF RIDGEWAY INTERCHANGE								
0010	983+88	-	991+68	USH 18 EB	1	-	200	-
0010	1120+30	-	1128+10	USH 18 WB	1	-	200	-
0010	973+93	-	1104+70	USH 18 EB	2	11,520	200	-
0010	997+67	-	1137+99	USH 18 WB	2	12,440	200	-
WEST OF RIDGEWAY INTRECHANGE								
0010	1161+57	-	1169+37	USH 18 EB	1	-	200	-
0010	1340+82	-	1348+62	USH 18 WB	1	-	200	-
0010	1151+62	-	1334+83	USH 18 EB	2	16,730	200	-
0010	1175+10	-	1358+53	USH 18 WB	2	16,790	200	-
RAMP GORES								
0010			USH 151 NB TO USH 18 WB LOOP-RAMP		1	-	-	500
0010			USH 18 EB TO USH 151 NB ON-RAMP		1	-	-	1,560
0010			USH 151 SB TO USH 18 WB OFF-RAMP		1	-	-	1,500
0010			RIDGEVUE ROAD WB ON-RAMP		1	-	-	500
PROJECT TOTAL						68,350	2,400	4,060
PROJECT 1204-00-60								
BARNEVELD								
0010	1460+73	-	1468+53	USH 18 EB	1	-	200	-
0010	1450+78	-	1495+76	USH 18 EB	2	2,920	200	-
RAMP GORES								
0010			INDUSTRIAL DRIVE EB ON-RAMP		1	-	-	1,370
PROJECT TOTAL						2,920	400	1,370
CONTRACT TOTAL						71,270	2,800	5,430

PAVEMENT MARKINGS																
CATEGORY	STATION	T O	STATION	LOCATION	646.202				646.2025	646.2040			646.2050	646.4020	646.4050	646.7220
					MARKING LINE EPOXY 6-INCH				MARKING LINE GROOVED BLACK EPOXY 6-INCH	MARKING LINE GROOVED WET REF EPOXY 6-INCH			MARKING LINE GROOVED PERMANENT TAPE 6-INCH	MARKING LINE EPOXY 10-INCH	MARKING LINE GROOVED PERMANENT TAPE 10-INCH	MARKING CHEVRON EPOXY 24-INCH
					(SOLID WHITE)	(SOLID YELLOW)	(WHITE SKIPS)	(BLACK LAG SKIPS)	(LAG SKIPS)	(SOLID WHITE)	(SOLID YELLOW)	(WHITE SKIPS)	(WHITE SKIPS)	(SOLID WHITE)	(SOLID WHITE)	(WHITE)
					LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
PROJECT 1204-00-61																
DODGEVILLE																
0010	830+73	-	900+58	USH 18 EB	-	-	-	-	1,720	6,830	6,870	310	1,720	-	2,060	130
0010	853+95	-	924+38	USH 18 WB	-	-	-	-	1,740	6,950	6,920	100	1,740	-	1,500	380
EAST OF RIDGEWAY INTERCHANGE																
0010	973+93	-	1104+70	USH 18 EB	-	-	-	-	3,280	12,960	12,930	-	3,280	-	960	-
0010	997+67	-	1137+99	USH 18 WB	-	-	-	-	3,510	13,720	13,900	190	3,510	-	1,740	-
WEST OF RIDGEWAY INTRECHANGE																
0010	1151+62	-	1334+83	USH 18 EB	-	-	-	-	4,550	17,920	17,920	-	4,550	-	1,530	-
0010	1175+10	-	1358+53	USH 18 WB	-	-	-	-	4,560	17,950	18,010	-	4,560	-	1,120	-
BRIDGE DECKS																
0010	892+25	-	893+59	B-25-19 (WB)	140	140	40	40	-	-	-	-	-	-	-	-
0010	892+37	-	893+56	B-25-20 (EB)	120	120	50	30	-	-	-	-	-	70	-	-
0010	1221+97	-	1223+27	B-25-32 (WB)	140	140	40	40	-	-	-	-	-	-	-	-
0010	1222+42	-	1223+91	B-25-33 (EB)	150	150	40	40	-	-	-	-	-	-	-	-
PROJECT TOTAL					1,420				19,360	153,480			19,360	70	8,910	510
PROJECT 1204-00-60																
BARNEVELD																
0010	1450+78	-	1495+76	USH 18 EB	-	-	-	-	1,080	4,290	4,290	690	1,080	-	1,370	-
BARNEVELD BRIDGE DECK																
0010	1486+53	-	1488+68	B-25-37 (EB)	220	220	60	60	-	-	-	-	-	-	-	-
PROJECT TOTAL					560				1,080	9,270			1,080	0	1,370	0
CONTRACT TOTAL					1,980				20,440	162,750			20,440	70	10,280	510

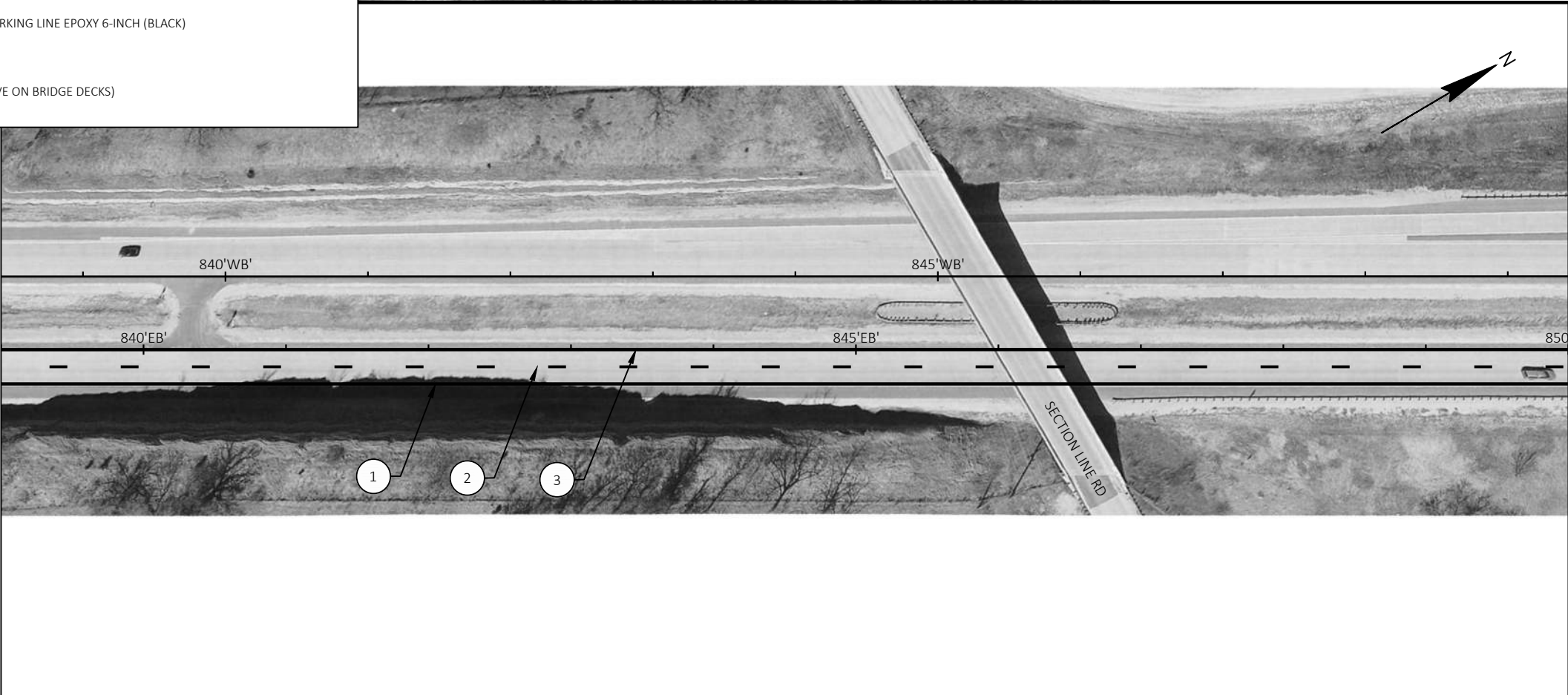
HIGH FRICTION SURFACE TREATMENT (HFST)						
					SPV.0180.01 SPECIAL (01. RESIN BINDER HIGH FRICTION SURFACE TREATMENT)	
CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
PROJECT 1204-00-61						
DODGEVILLE						
0010	856+47	-	898+63	USH 18 EB	11,250	CURVE 1
0010	855+90	-	898+63	USH 18 WB	11,400	CURVE 1
EAST OF RIDGEWAY INTERCHANGE						
0010	999+69	-	1024+98	USH 18 EB	6,750	CURVE 2
0010	999+62	-	1024+57	USH 18 WB	6,660	CURVE 2
0010	1079+95	-	1102+76	USH 18 EB	6,090	CURVE 3
0010	1079+79	-	1102+29	USH 18 WB	6,000	CURVE 3
WEST OF RIDGEWAY INTRECHANGE						
0010	1177+39	-	1190+99	USH 18 EB	3,630	CURVE 4
0010	1177+05	-	1190+86	USH 18 WB	3,690	CURVE 4
0010	1205+71	-	1235+28	USH 18 EB	7,890	CURVE 5
0010	1205+58	-	1234+73	USH 18 WB	7,780	CURVE 5
0010	1240+06	-	1276+95	USH 18 EB	9,840	CURVE 6
0010	1239+51	-	1276+95	USH 18 WB	9,990	CURVE 6
0010	1296+88	-	1332+88	USH 18 EB	9,600	CURVE 7
0010	1296+72	-	1332+83	USH 18 WB	9,630	CURVE 7
PROJECT TOTAL					110,200	



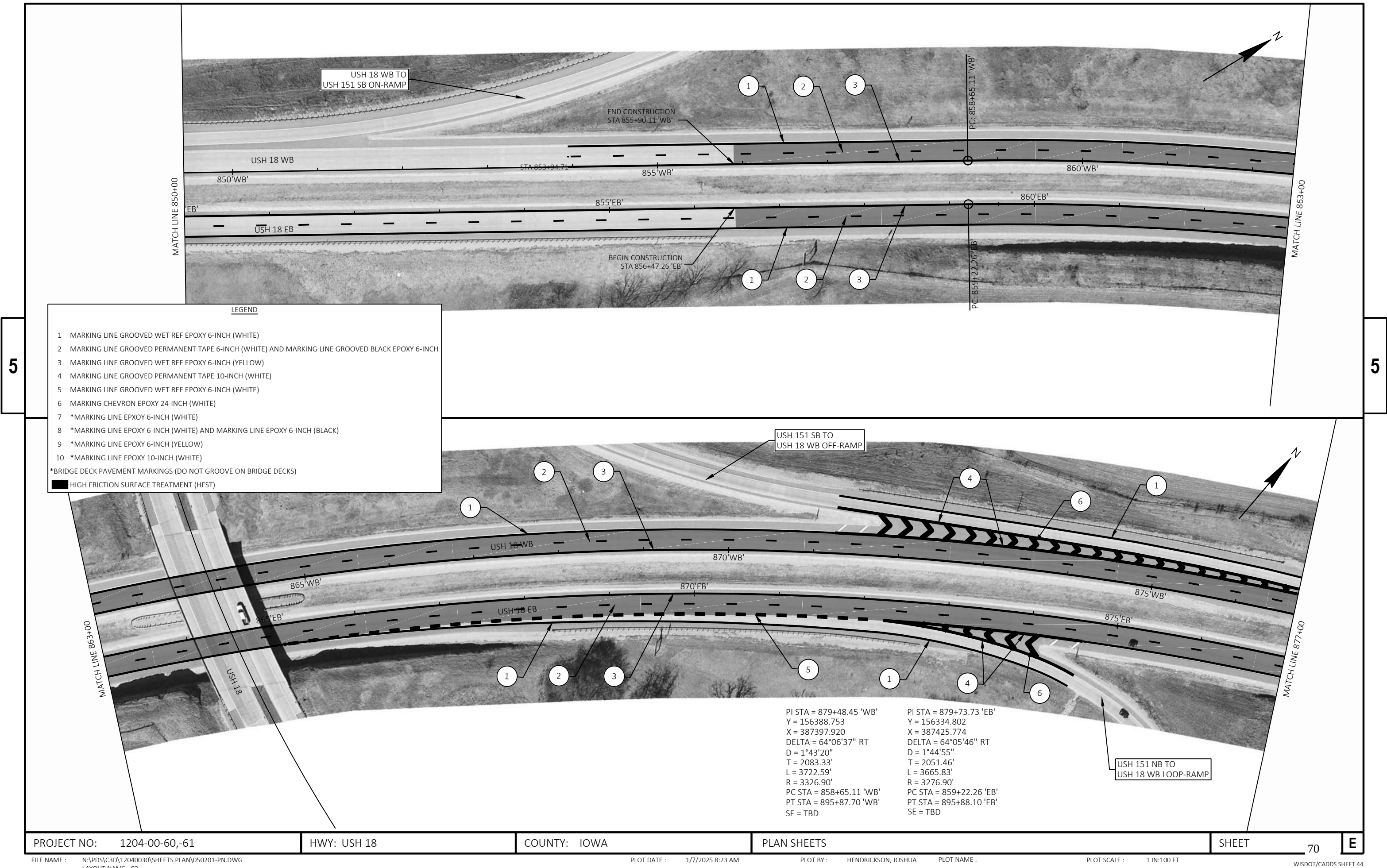
LEGEND

- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
 - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
 - 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
 - 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
 - 7 *MARKING LINE EPOXY 6-INCH (WHITE)
 - 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
 - 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
 - 10 *MARKING LINE EPOXY 10-INCH (WHITE)
- *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
-  HIGH FRICTION SURFACE TREATMENT (HFST)

MATCH LINE 839+00

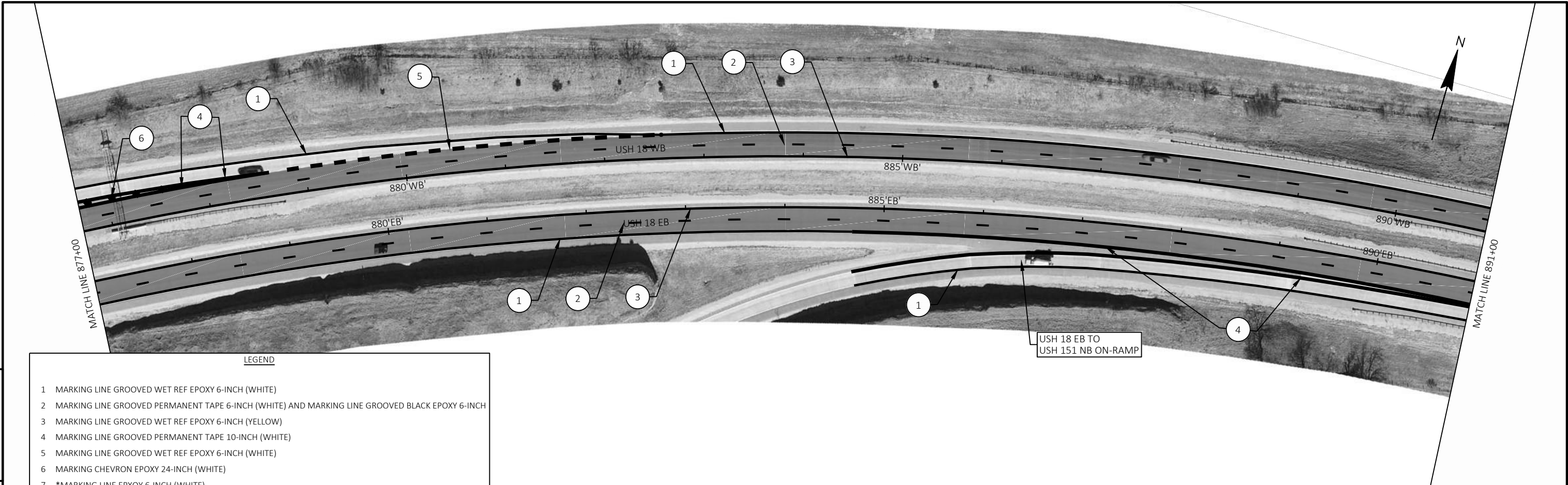


MATCH LINE 850+00



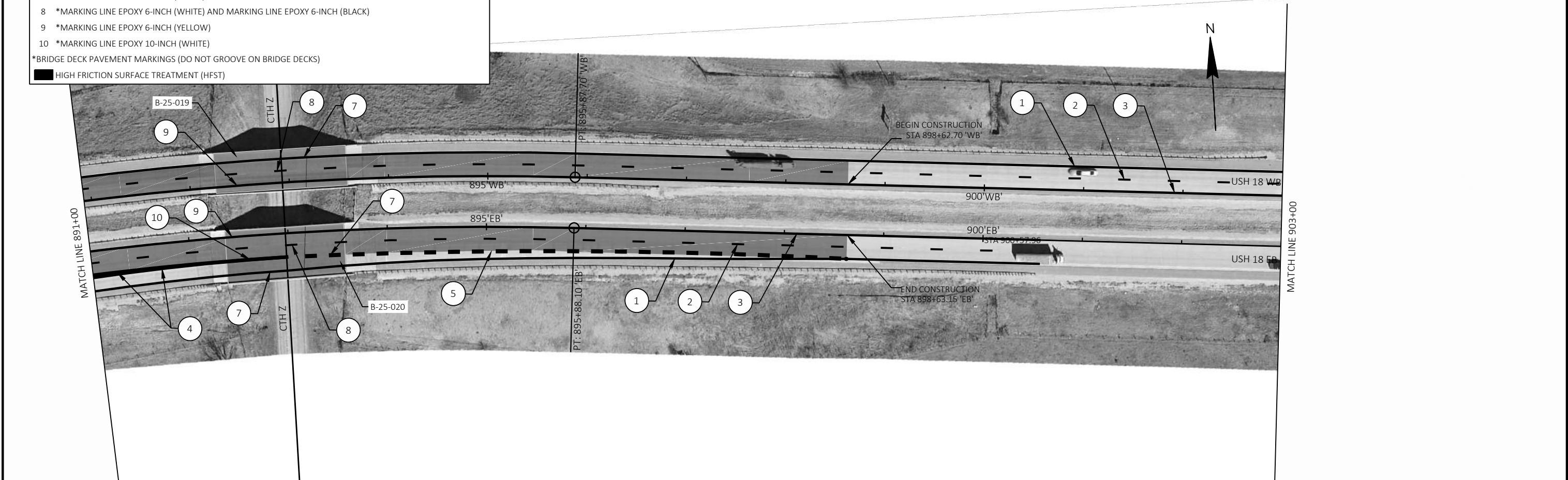
- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
 - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
 - 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
 - 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
 - 7 *MARKING LINE EPOXY 6-INCH (WHITE)
 - 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
 - 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
 - 10 *MARKING LINE EPOXY 10-INCH (WHITE)
- *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
- HIGH FRICTION SURFACE TREATMENT (HFST)

PI STA = 879+48.45 'WB'	PI STA = 879+73.73 'EB'
Y = 156388.753	Y = 156334.802
X = 387397.920	X = 387425.774
DELTA = 64°06'37" RT	DELTA = 64°05'46" RT
D = 1°43'20"	D = 1°44'55"
T = 2083.33'	T = 2051.46'
L = 3722.59'	L = 3665.83'
R = 3326.90'	R = 3276.90'
PC STA = 858+65.11 'WB'	PC STA = 859+22.26 'EB'
PT STA = 895+87.70 'WB'	PT STA = 895+88.10 'EB'
SE = TBD	SE = TBD

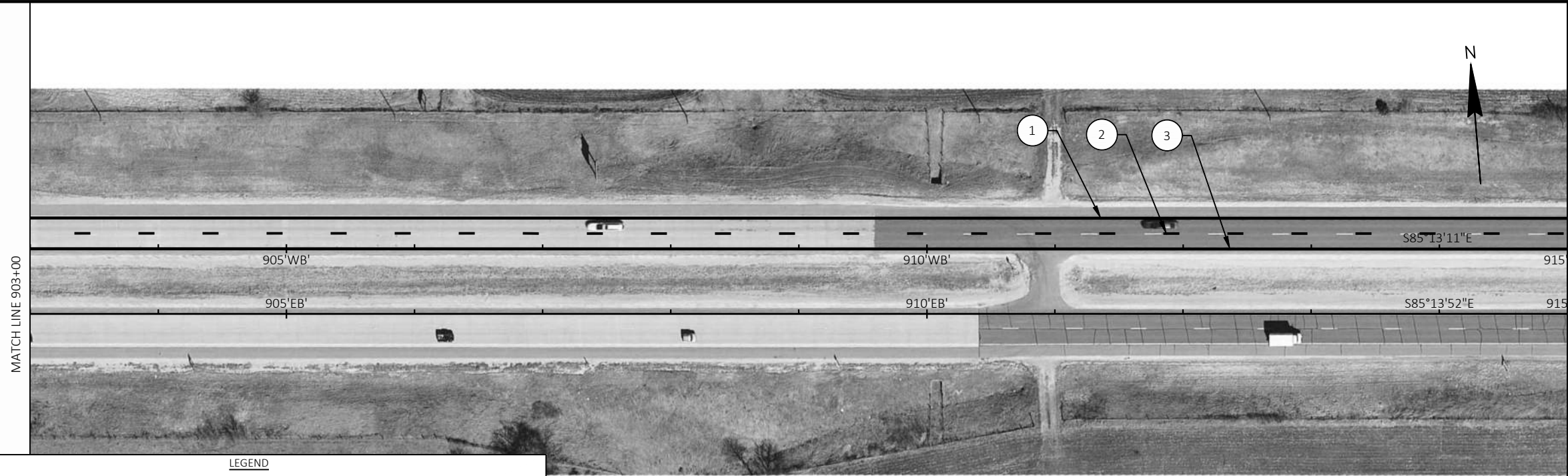


LEGEND

- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
- 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
- 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- 7 *MARKING LINE EPOXY 6-INCH (WHITE)
- 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
- 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
- 10 *MARKING LINE EPOXY 10-INCH (WHITE)
- *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
- HIGH FRICTION SURFACE TREATMENT (HFST)



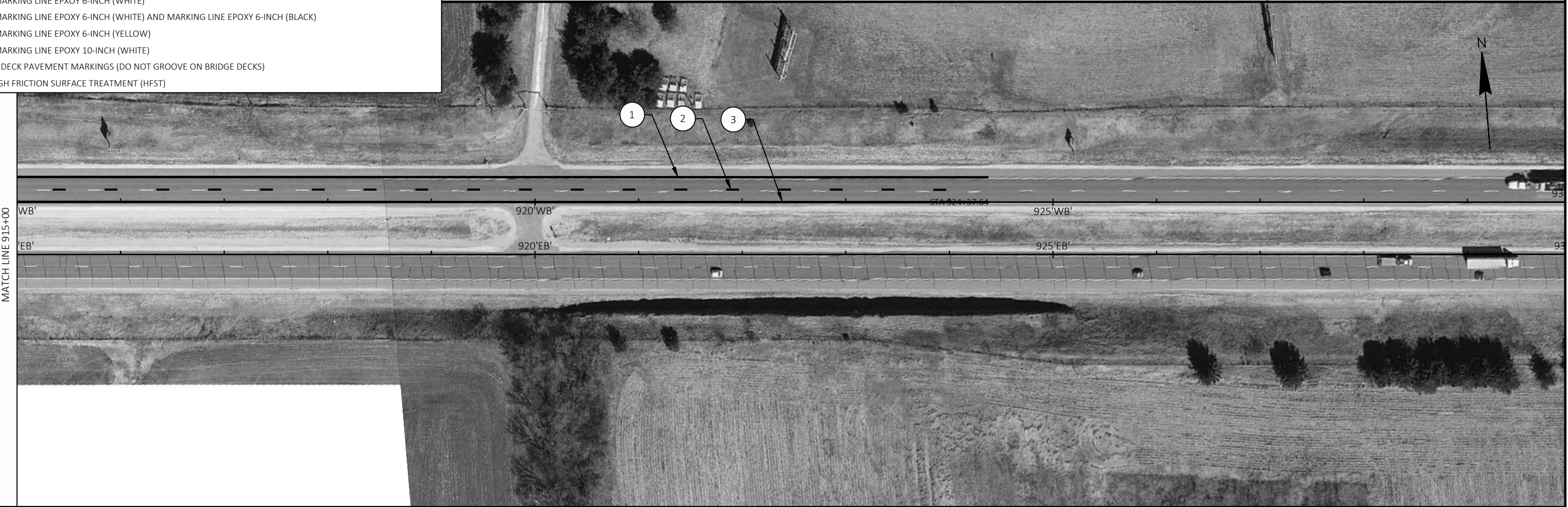
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LEGEND

- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
 - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
 - 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
 - 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
 - 7 *MARKING LINE EPOXY 6-INCH (WHITE)
 - 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
 - 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
 - 10 *MARKING LINE EPOXY 10-INCH (WHITE)
- *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
- HIGH FRICTION SURFACE TREATMENT (HFST)

5





LEGEND

1

MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

2

MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH

3

MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

4

MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)

5

MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

6

MARKING CHEVRON EPOXY 24-INCH (WHITE)

7

*MARKING LINE EPOXY 6-INCH (WHITE)

8

*MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)

9

*MARKING LINE EPOXY 6-INCH (YELLOW)

10

*MARKING LINE EPOXY 10-INCH (WHITE)

*BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)

HIGH FRICTION SURFACE TREATMENT (HFST)

5

1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)

5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

6 MARKING CHEVRON EPOXY 24-INCH (WHITE)

7 *MARKING LINE EPOXY 6-INCH (WHITE)

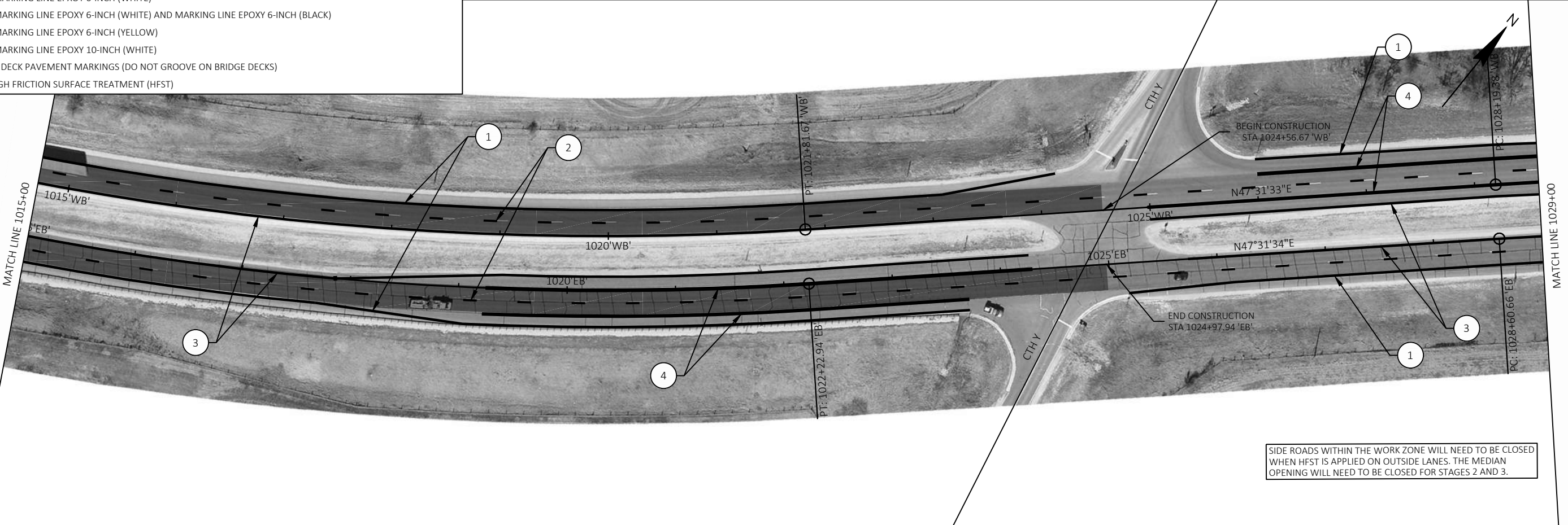
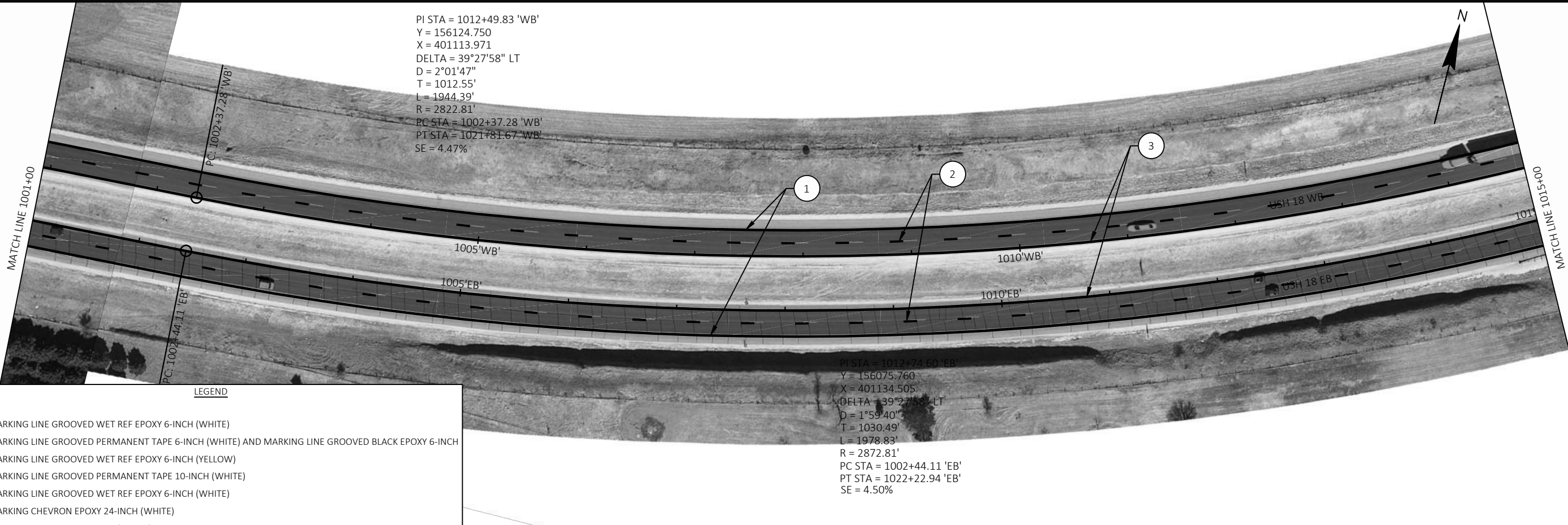
8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)

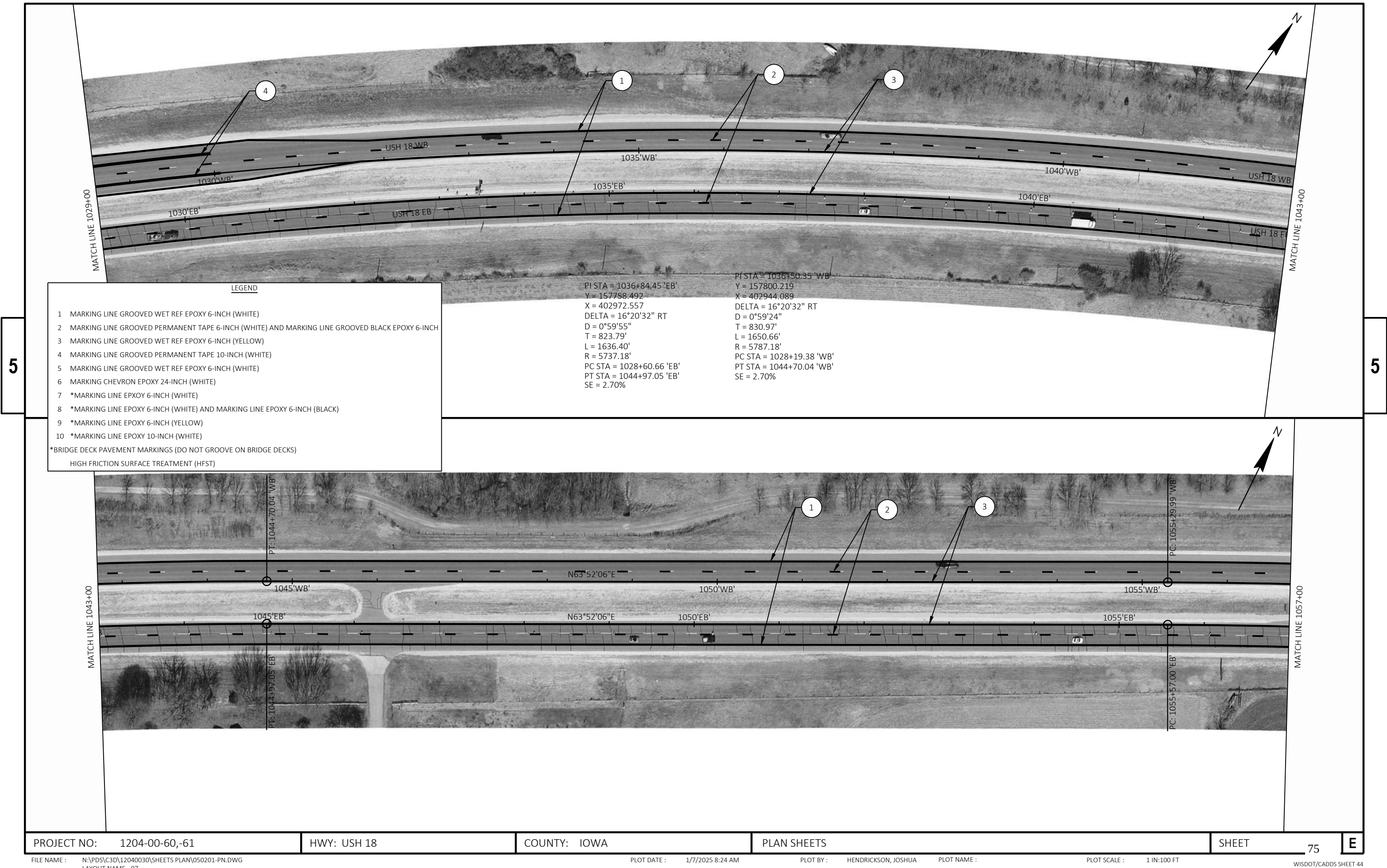
9 *MARKING LINE EPOXY 6-INCH (YELLOW)

10 *MARKING LINE EPOXY 10-INCH (WHITE)

*BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)

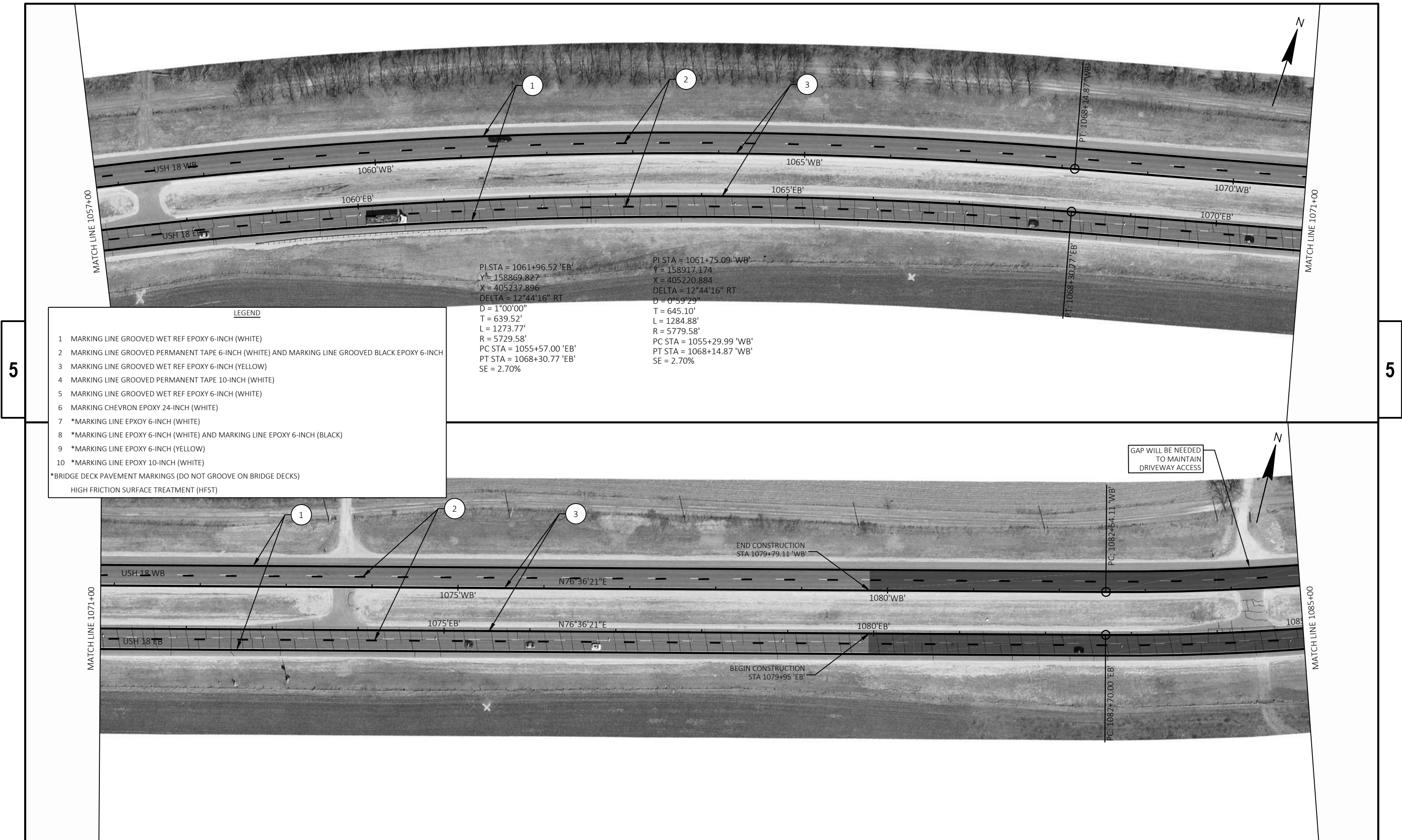
HIGH FRICTION SURFACE TREATMENT (HFST)





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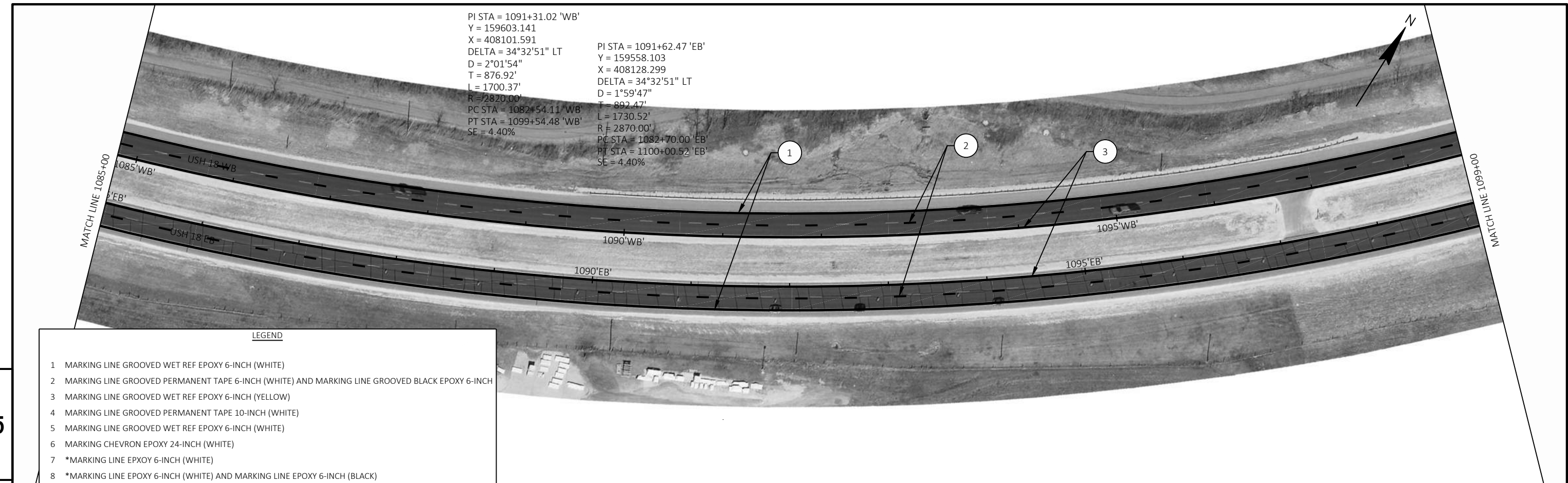


- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
 - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
 - 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
 - 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
 - 7 *MARKING LINE EPOXY 6-INCH (WHITE)
 - 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
 - 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
 - 10 *MARKING LINE EPOXY 10-INCH (WHITE)
- *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
HIGH FRICTION SURFACE TREATMENT (HFST)

PI STA = 1061+96.52 'EB'
Y = 158869.827
X = 405237.896
DELTA = 12°44'16" RT
D = 1°00'00"
T = 639.52'
L = 1273.77'
R = 5729.58'
PC STA = 1055+57.00 'EB'
PT STA = 1068+30.77 'EB'
SE = 2.70%

PI STA = 1061+75.09 'WB'
Y = 158917.174
X = 405220.884
DELTA = 12°44'16" RT
D = 0°59'29"
T = 645.10'
L = 1284.88'
R = 5779.58'
PC STA = 1055+29.99 'WB'
PT STA = 1068+14.87 'WB'
SE = 2.70%

GAP WILL BE NEEDED
TO MAINTAIN
DRIVEWAY ACCESS



LEGEND

- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
- 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
- 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- 7 *MARKING LINE EPOXY 6-INCH (WHITE)
- 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
- 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
- 10 *MARKING LINE EPOXY 10-INCH (WHITE)
- *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
- HIGH FRICTION SURFACE TREATMENT (HFST)





5

5



MATCH LINE 1160+00

LEGEND

1

MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

2

MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH

3

MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

4

MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)

5

MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

6

MARKING CHEVRON EPOXY 24-INCH (WHITE)

7

*MARKING LINE EPOXY 6-INCH (WHITE)

8

*MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)

9

*MARKING LINE EPOXY 6-INCH (YELLOW)

10

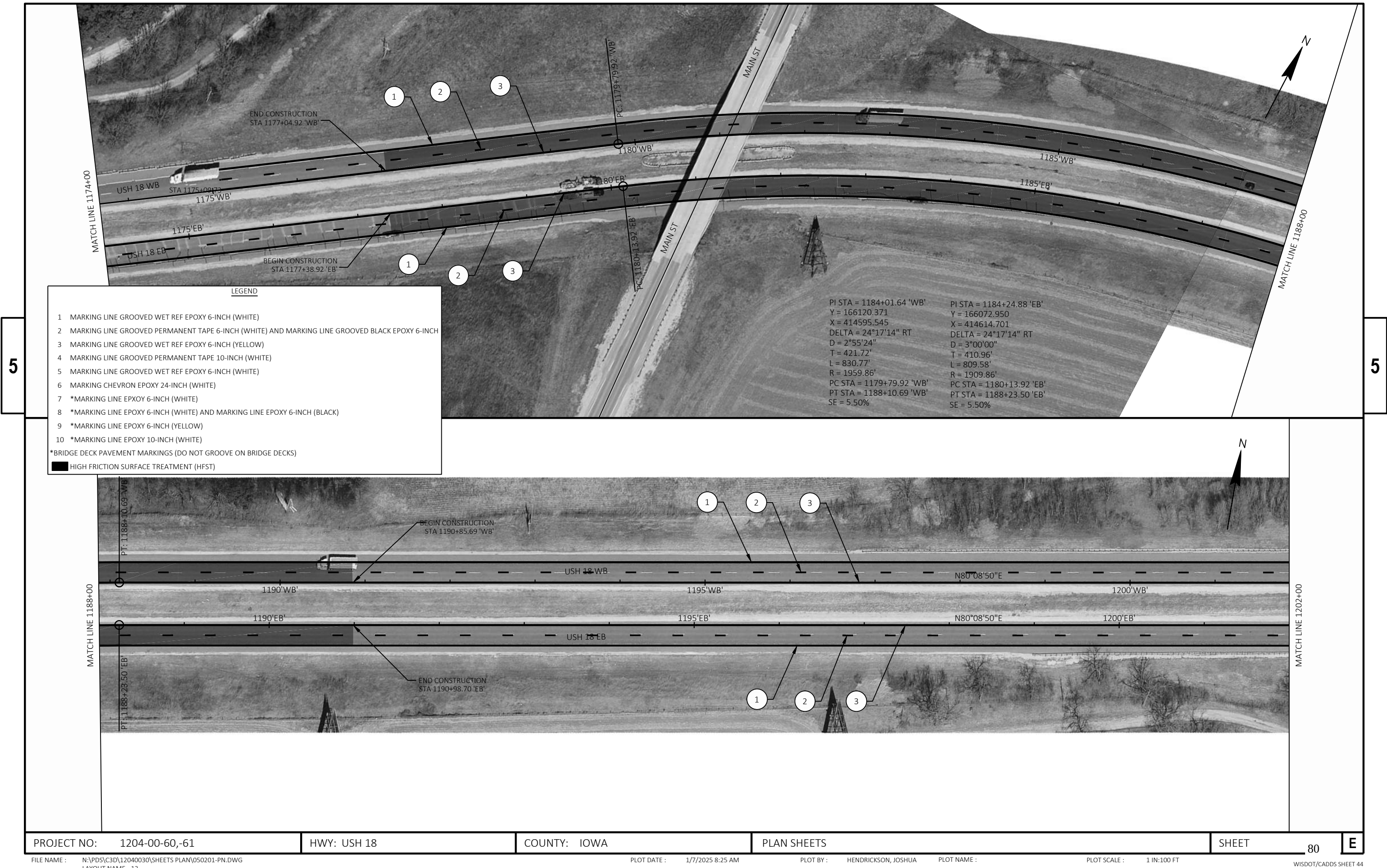
*MARKING LINE EPOXY 10-INCH (WHITE)

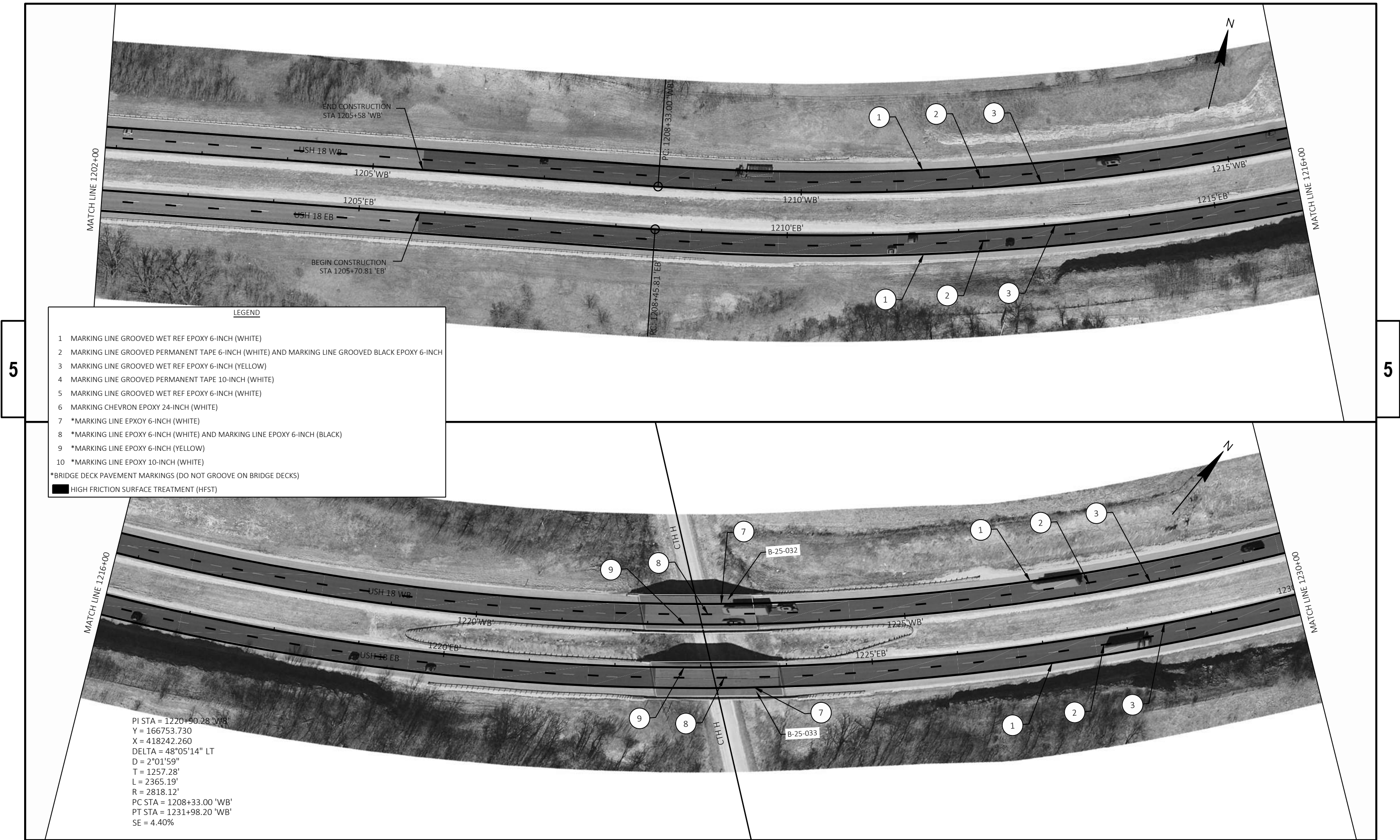
*BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)

HIGH FRICTION SURFACE TREATMENT (HFST)



MATCH LINE 1174+00





LEGEND

- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
 - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
 - 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
 - 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
 - 7 *MARKING LINE EPOXY 6-INCH (WHITE)
 - 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
 - 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
 - 10 *MARKING LINE EPOXY 10-INCH (WHITE)
- *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
- HIGH FRICTION SURFACE TREATMENT (HFST)

PROJECT NO: 1204-00-60,-61

HWY: USH 18

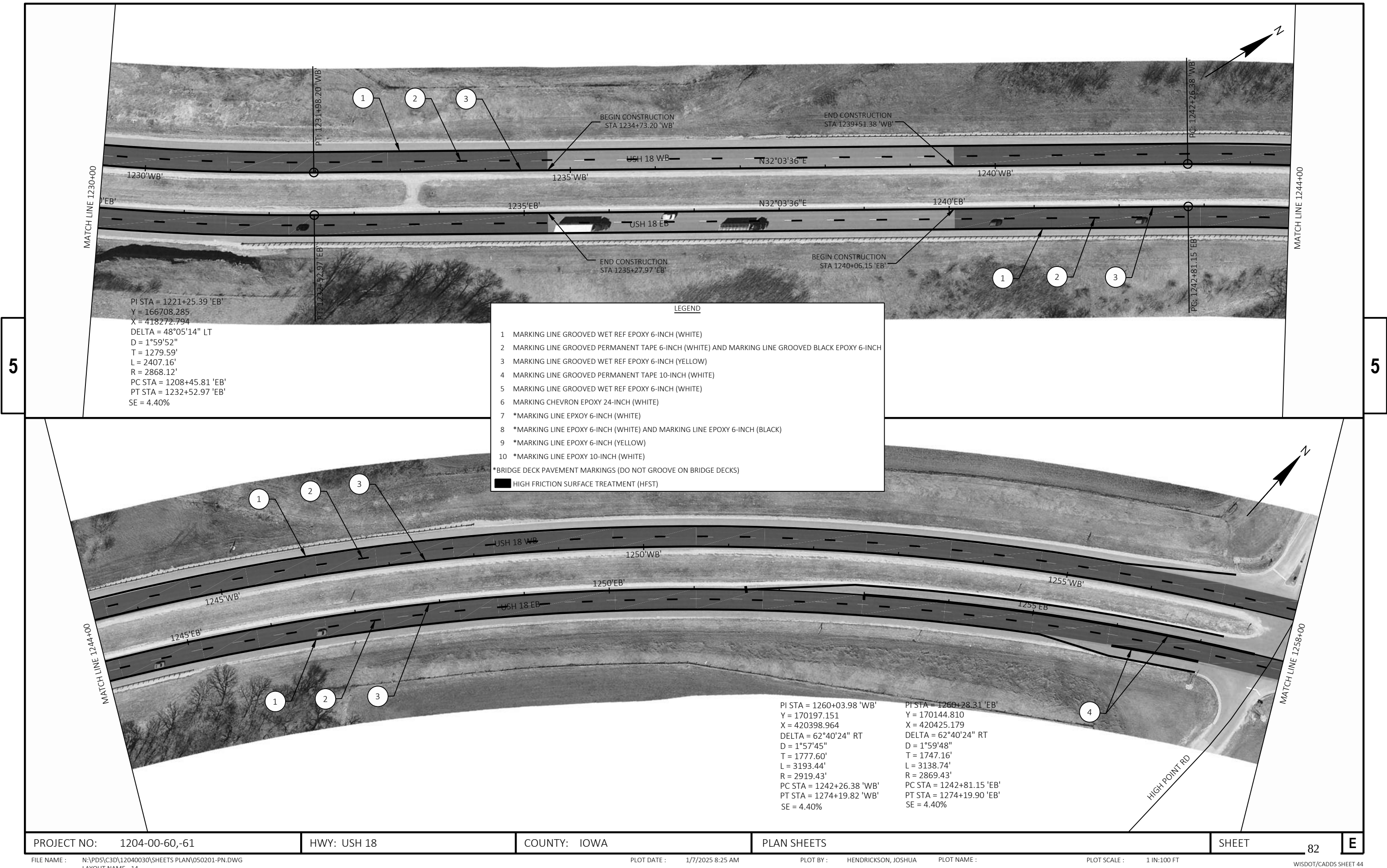
COUNTY: IOWA

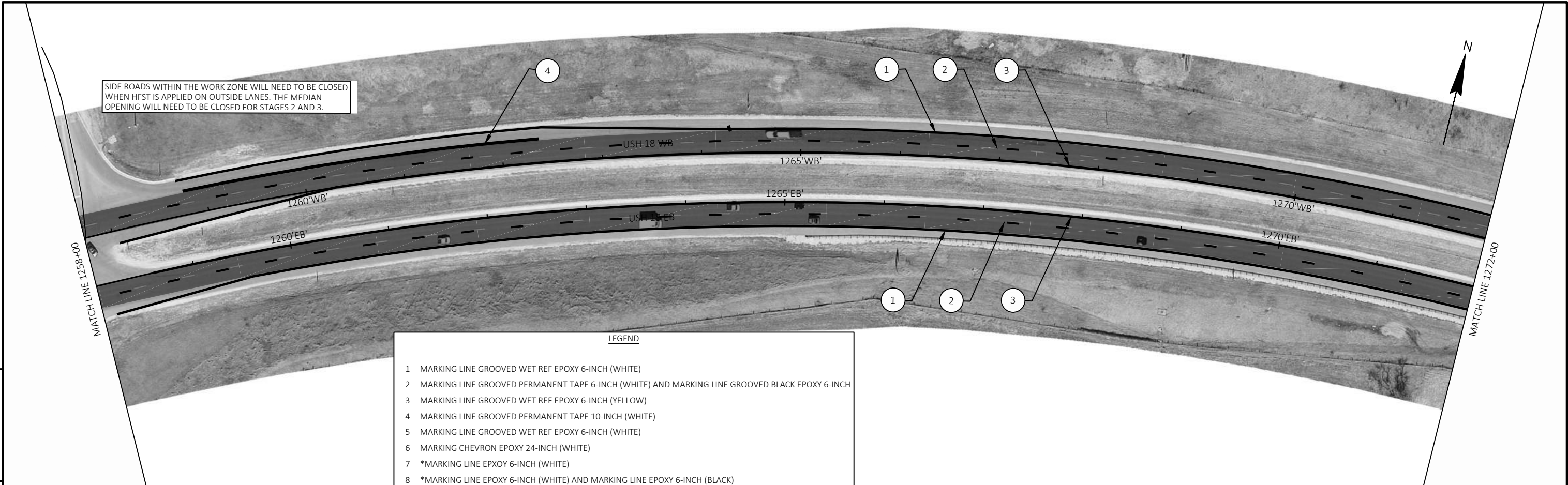
PLAN SHEETS

SHEET

81

E



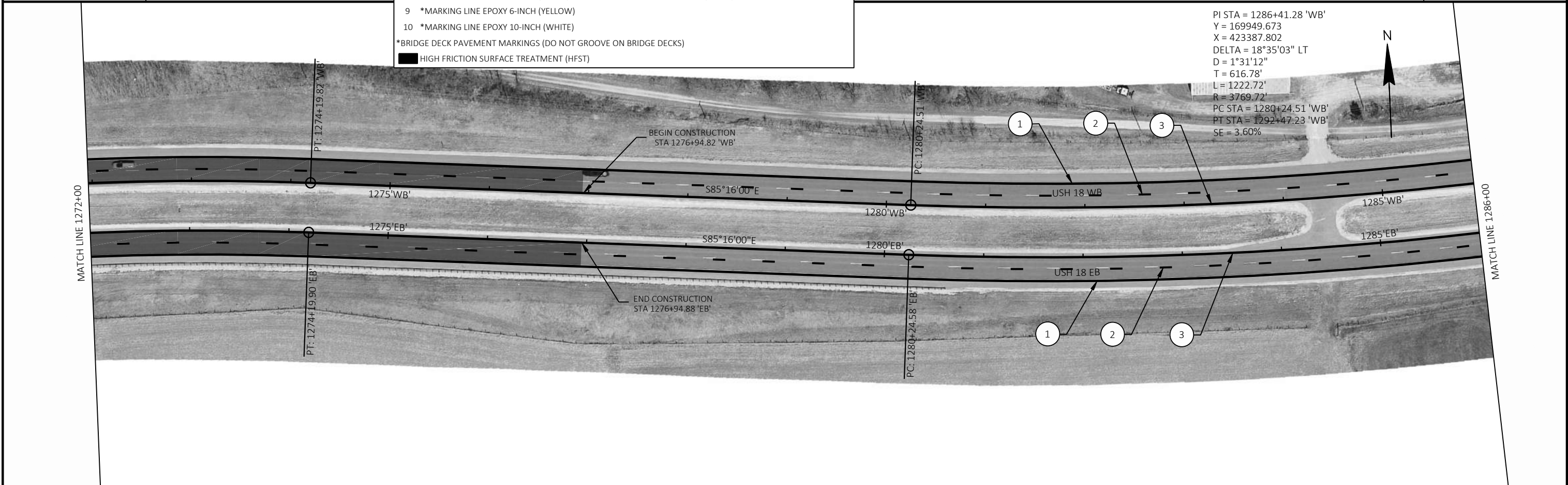


LEGEND

- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
- 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
- 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- 7 *MARKING LINE EPOXY 6-INCH (WHITE)
- 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
- 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
- 10 *MARKING LINE EPOXY 10-INCH (WHITE)

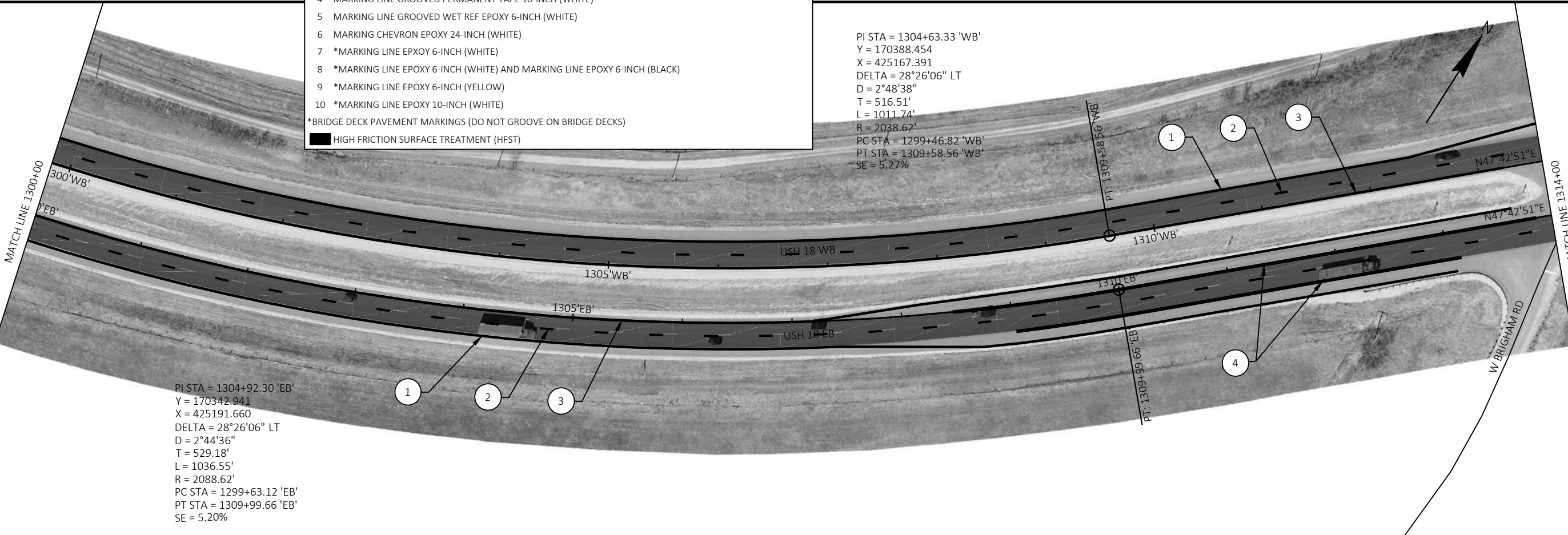
*BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)

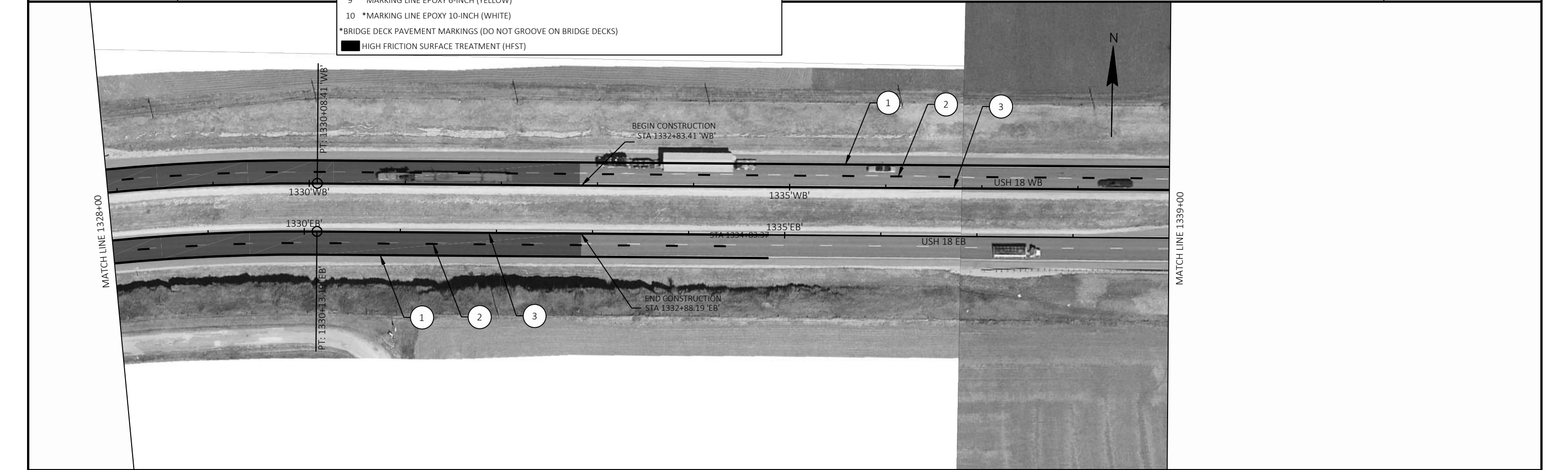
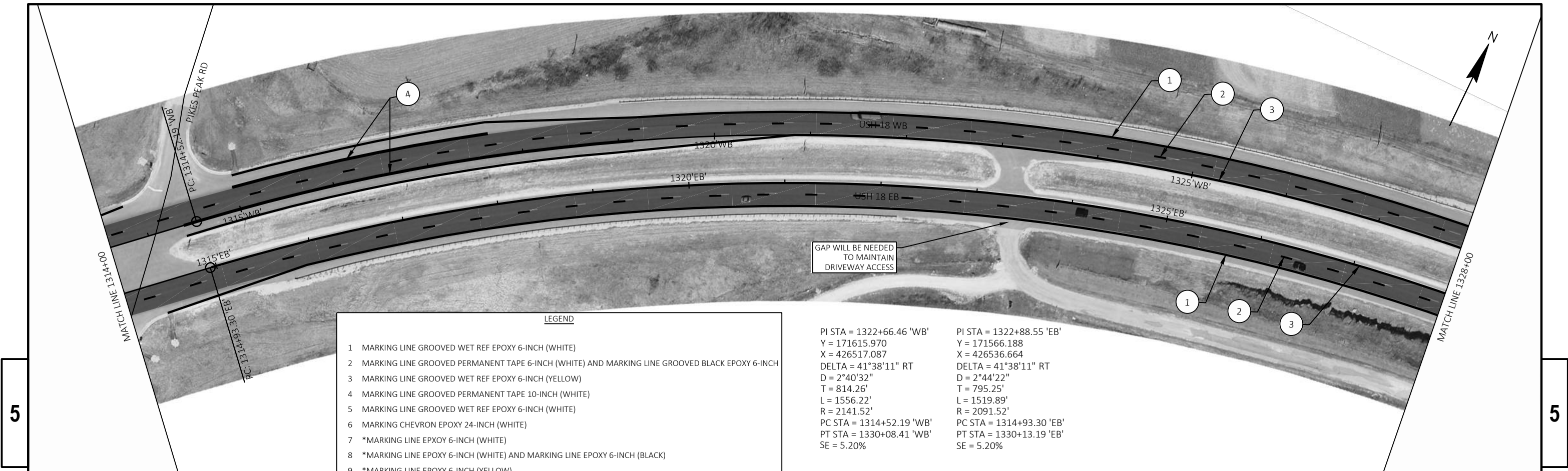
HIGH FRICTION SURFACE TREATMENT (HFST)





- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
 - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
 - 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
 - 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
 - 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
 - 7 *MARKING LINE EPOXY 6-INCH (WHITE)
 - 8 *MARKING LINE EPOXY 6-INCH (WHITE) AND MARKING LINE EPOXY 6-INCH (BLACK)
 - 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
 - 10 *MARKING LINE EPOXY 10-INCH (WHITE)
 - *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
 - HIGH FRICTION SURFACE TREATMENT (HFST)





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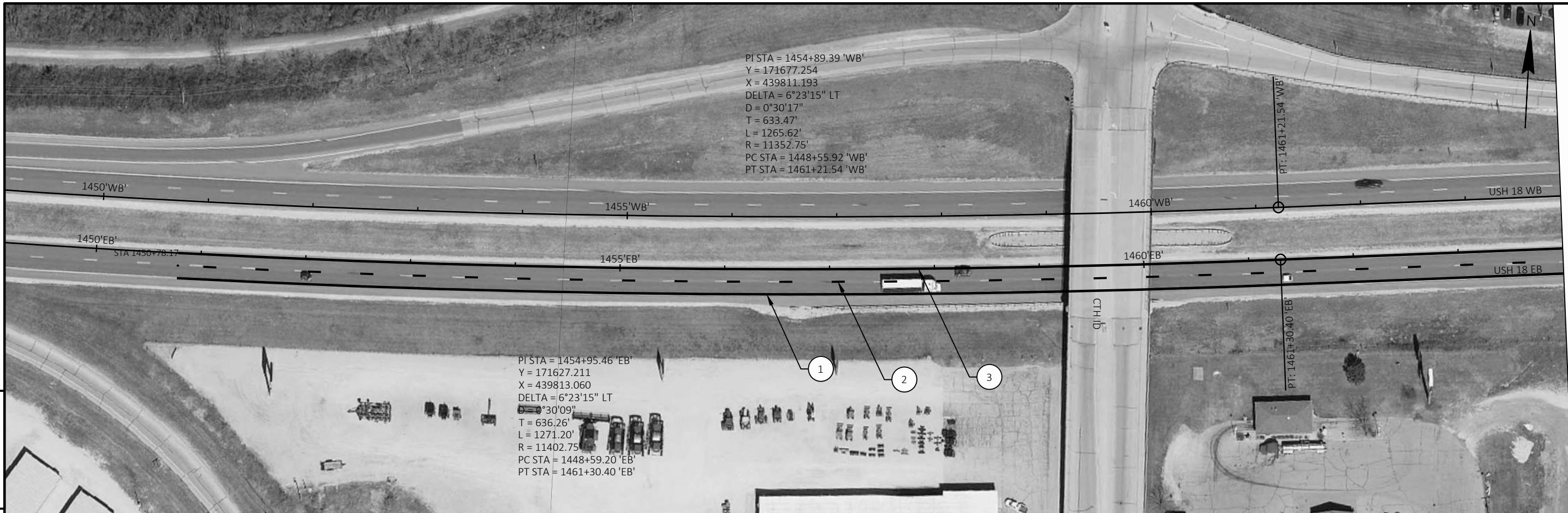
MATCH LINE 1350+00

LEGEND

- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 2 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH
- 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- 4 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)
- 5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 6 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- 7 *MARKING LINE EPOXY 6-INCH (WHITE)
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- 9 *MARKING LINE EPOXY 6-INCH (YELLOW)
- 10 *MARKING LINE EPOXY 10-INCH (WHITE)
- *BRIDGE DECK PAVEMENT MARKINGS (DO NOT GROOVE ON BRIDGE DECKS)
- HIGH FRICTION SURFACE TREATMENT (HFST)

5



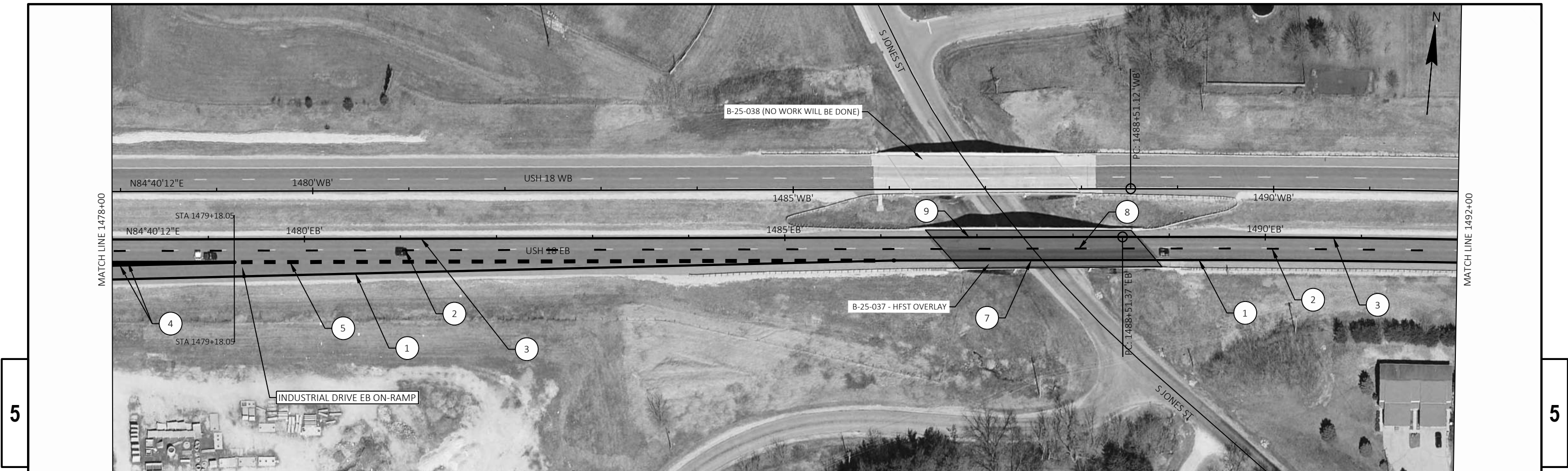


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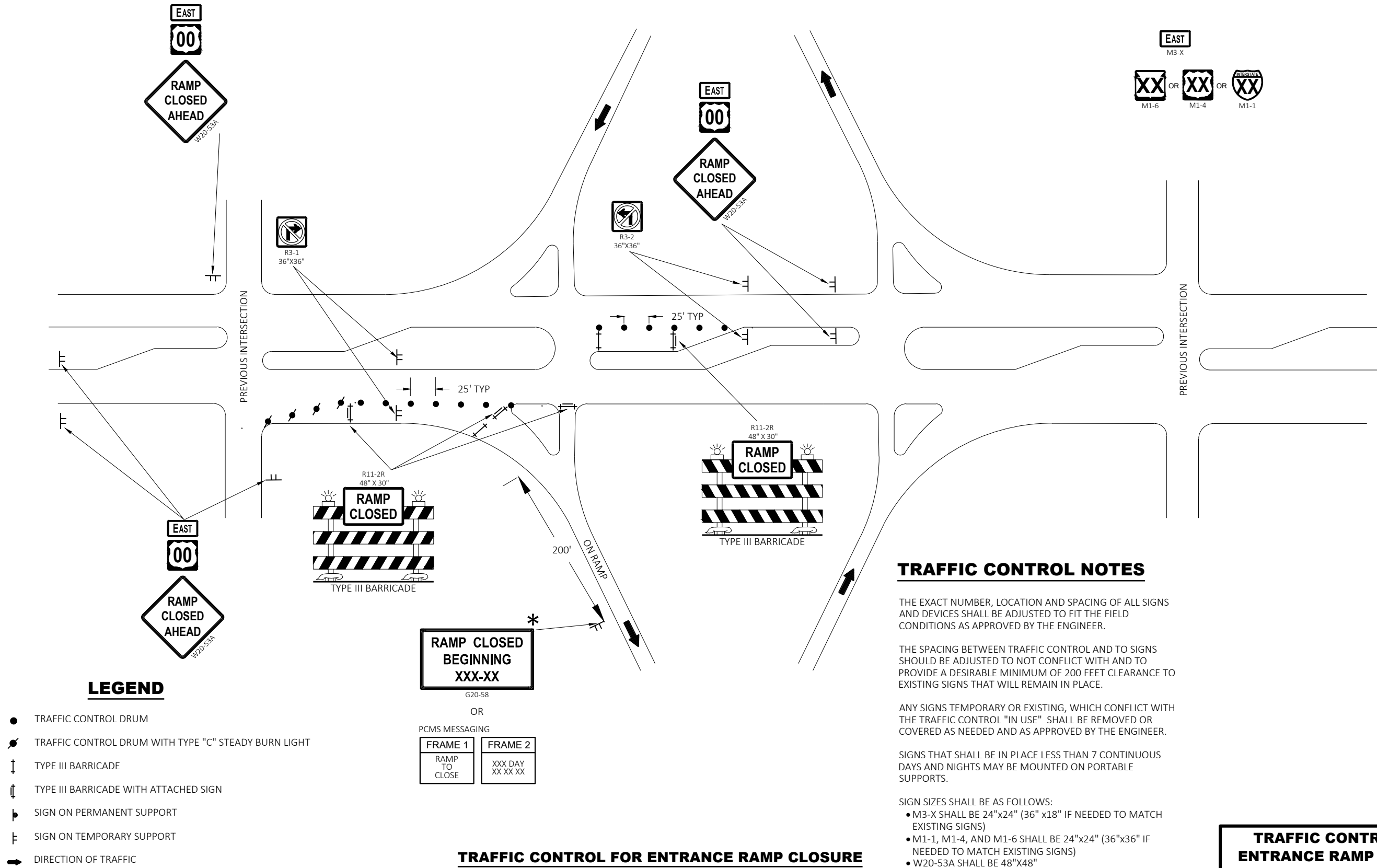


PROJECT NO: 1204-00-60,-61	HWY: USH 18	COUNTY: IOWA	PLAN SHEETS	SHEET 87	E
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Standard Detail Drawing List

15C02-09G	TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C31-07A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-07C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15D12-14G	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

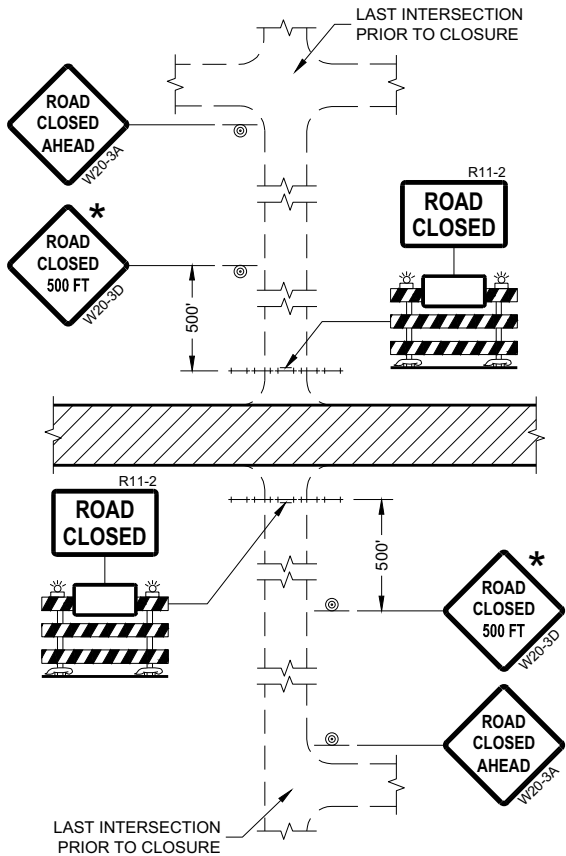
**TRAFFIC CONTROL FOR
ENTRANCE RAMP CLOSURE**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

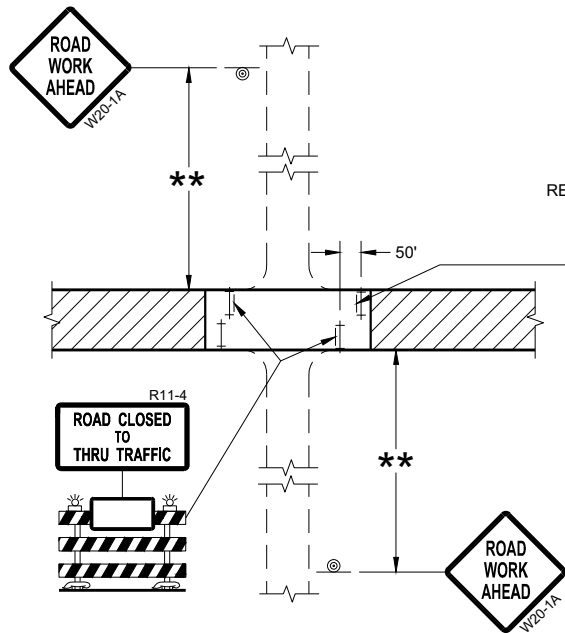
May 2023
DATE/S/ Andrew Heidtke
WORK ZONE ENGINEER

90

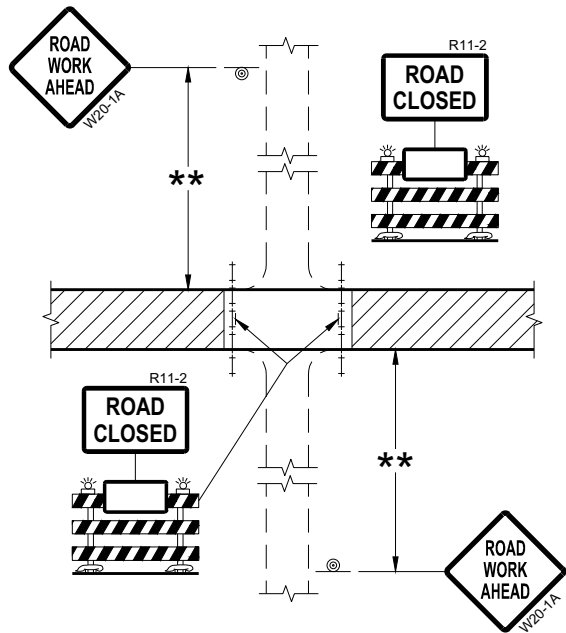
FHWA



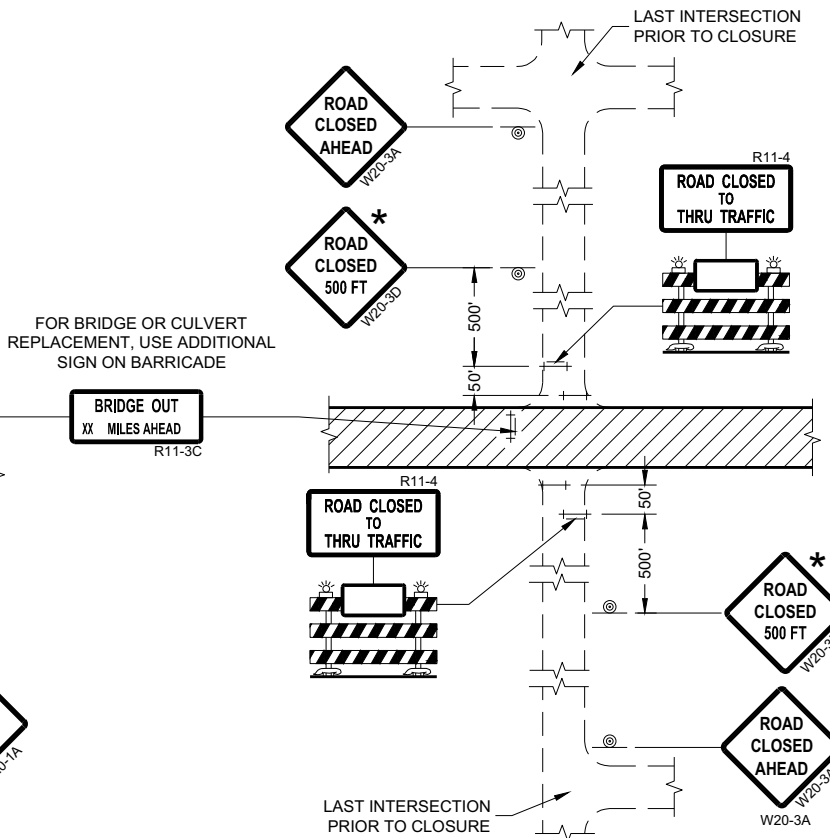
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

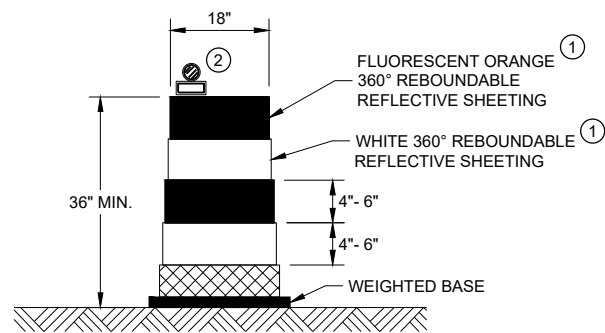
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA 91

SDD 15C08-23a

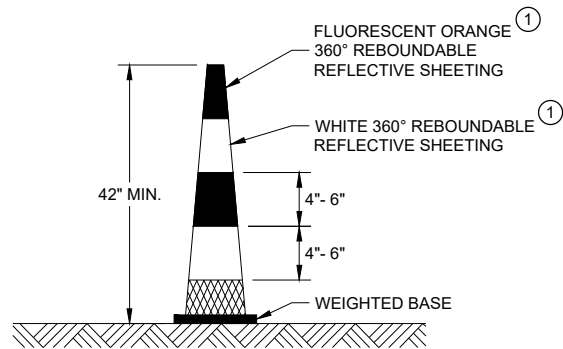


SDD 1EC08 23a



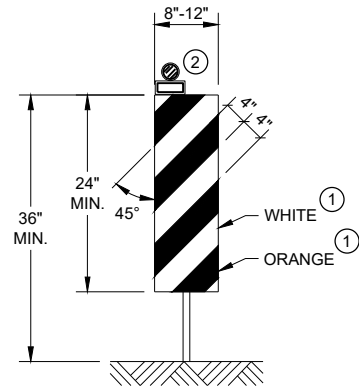
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



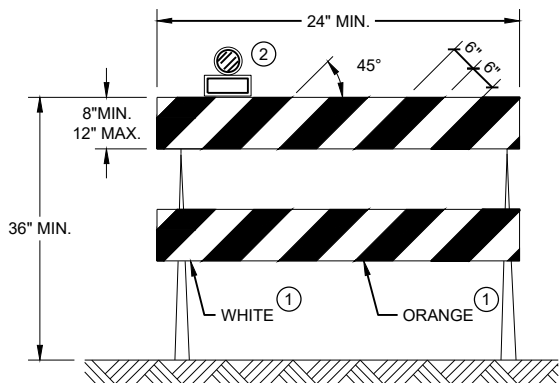
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



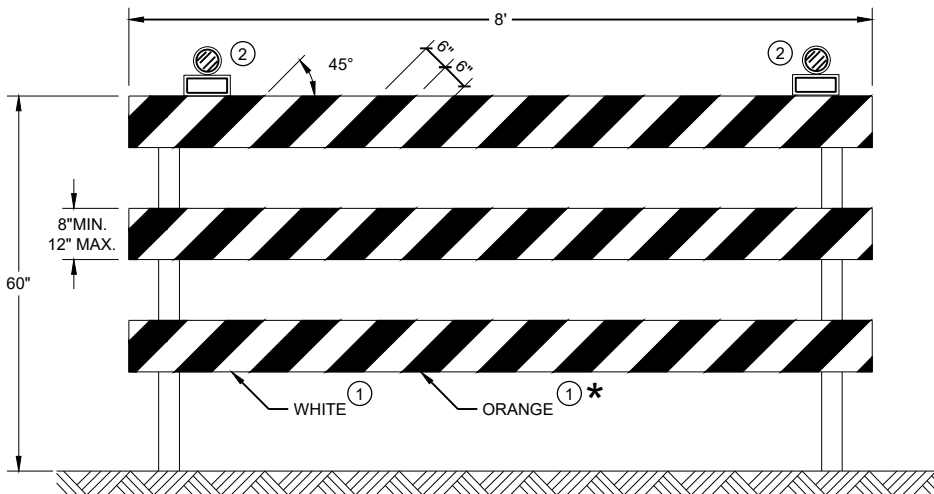
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



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.

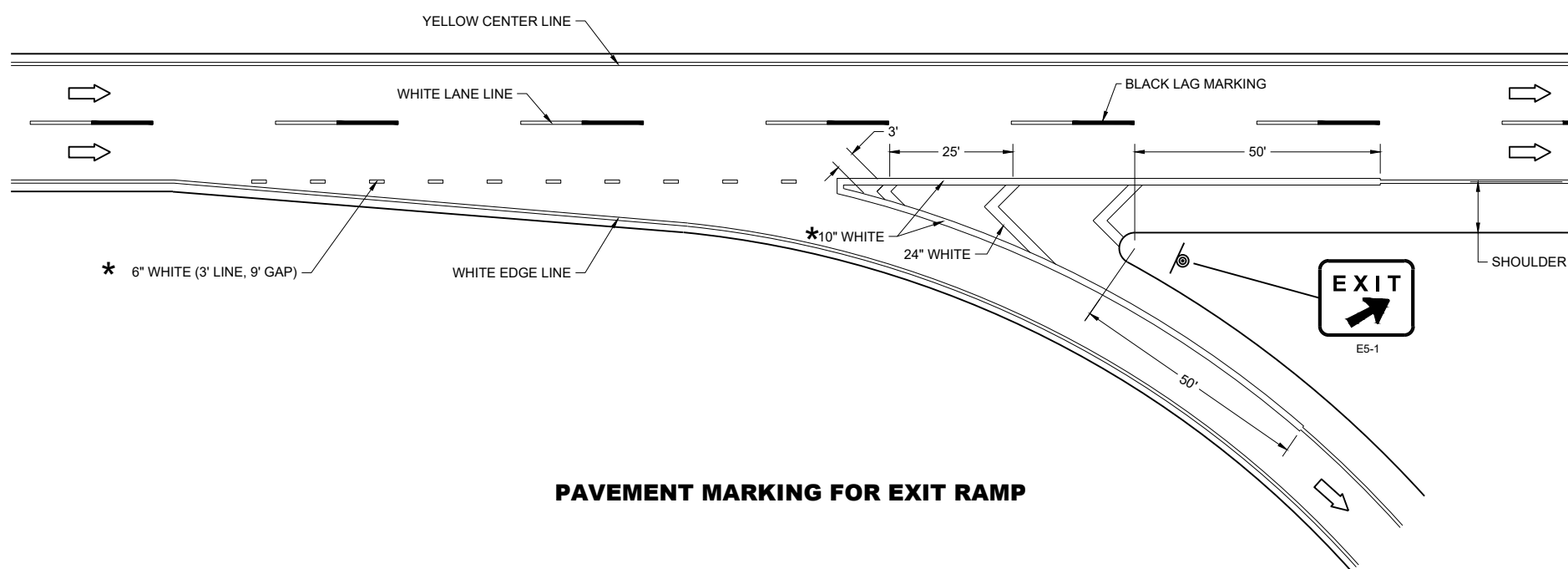
GENERAL NOTES

- 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.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 93
FHWA



GENERAL NOTES

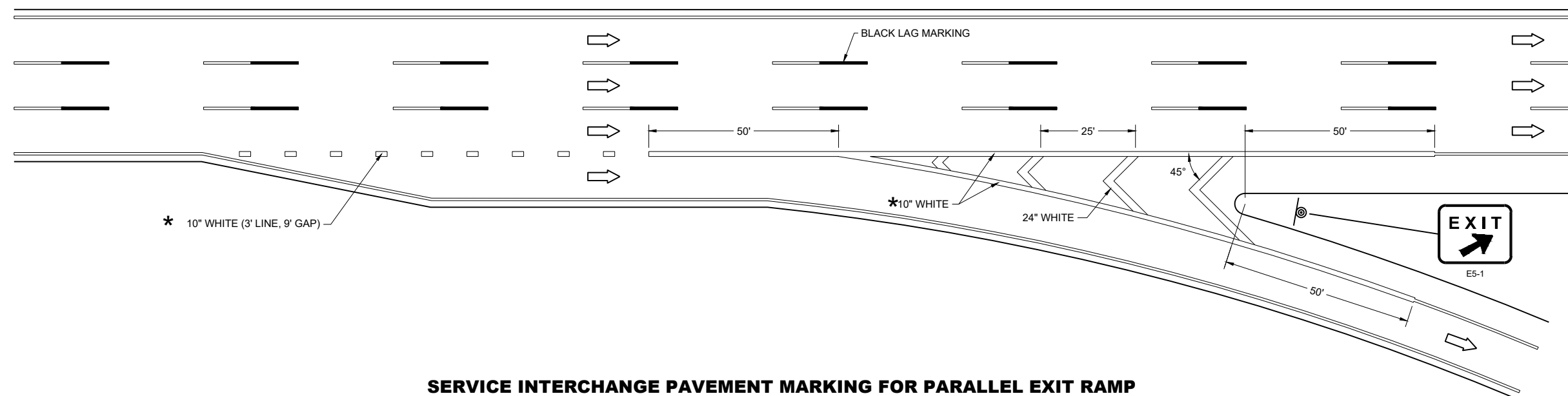
PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

 SIGN ON PERMANENT SUPPORT

 DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



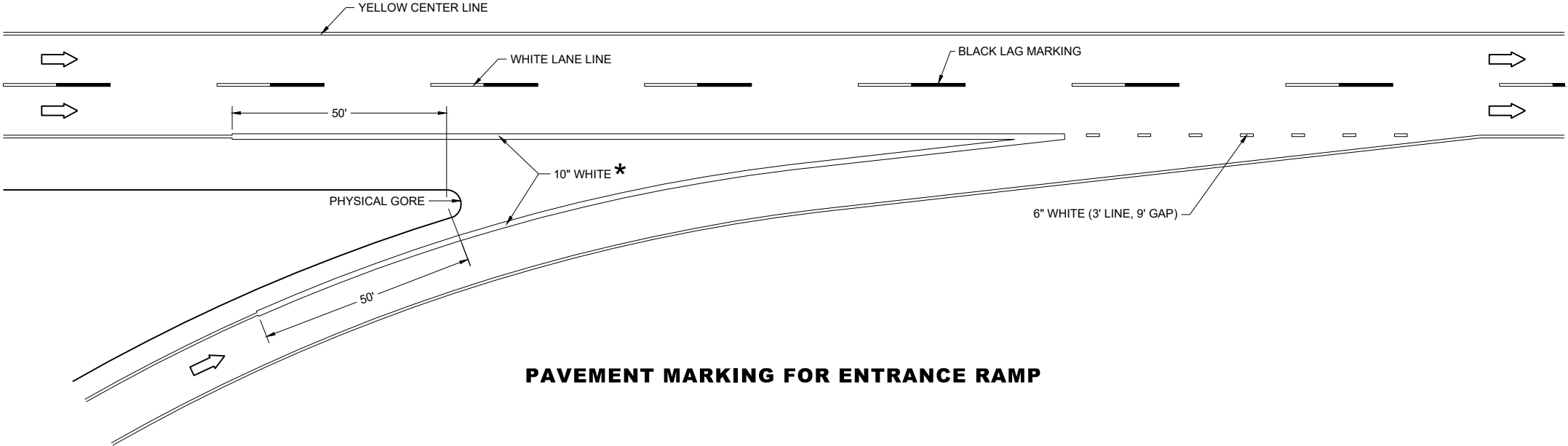
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

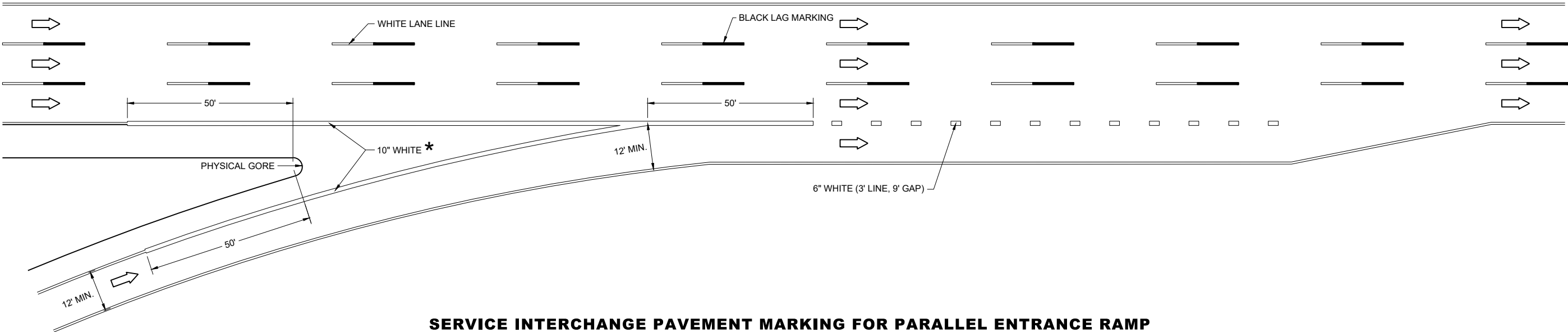
LEGEND

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PAVEMENT MARKING FOR ENTRANCE RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

PAVEMENT MARKING,
ENTRANCE RAMP AND
PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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" SIGNS ARE THE SAME AS "W" SIGNS 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.

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

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

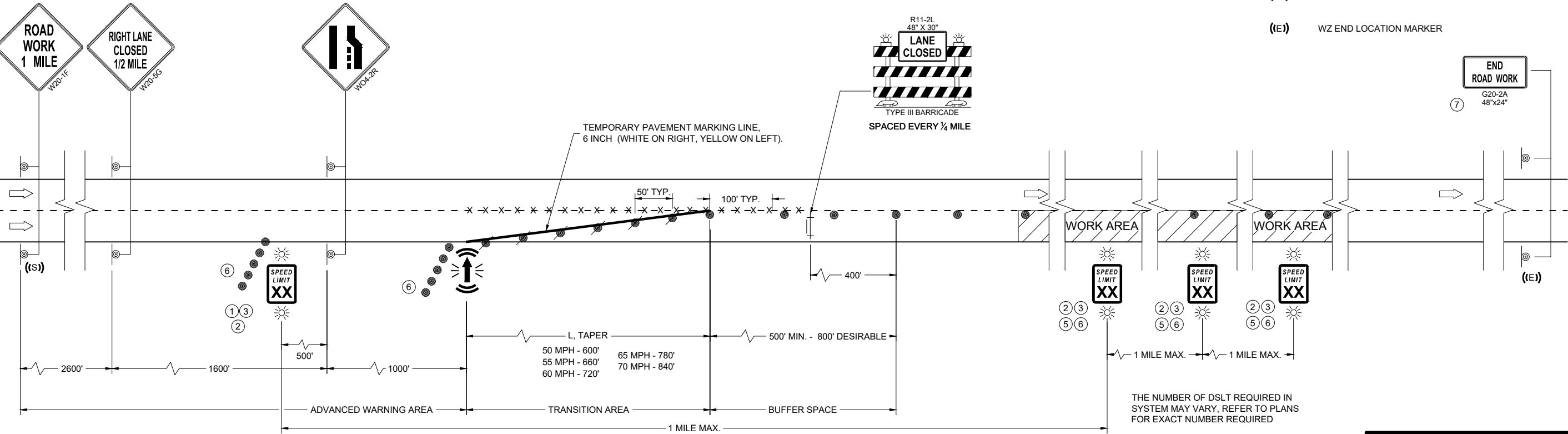
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE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

IF THE SPEED LIMIT WILL CHANGE BASED ON THE PRESENCE OF WORKERS, USE THE TAPER LENGTH THAT MATCHES THE HIGHER OF THE TWO SPEEDS FOR A CONTINUOUS LANE CLOSURE.

- 1
- EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED.
- 2
- PLACE DSLT IN ADVANCE WARNING AREA AND THROUGHOUT PROJECT LIMITS. IF THE LANE CLOSURE MOVES DOWNSTREAM, LEAVE DSLT IN PLACE.
- 3
- AT EXISTING POST MOUNTED SPEED LIMIT SIGN AFTER THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. IF THERE IS NOT AN EXISTING SIGN, PLACE 1,500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP
- 4
- IF WORK AREA STARTS LESS THAN 1,000 FEET FROM END OF LANE CLOSURE TAPER, OMIT DIGITAL SPEED LIMIT TRAILER AT THAT LOCATION.
- 5
- PLACE A DIGITAL SPEED LIMIT TRAILER A MINIMUM OF EVERY ONE MILE. MODIFY PLACEMENT AS DIRECTED BY ENGINEER WHEN DIGITAL SPEED LIMIT TRAILER IS LOCATED IN CLOSE PROXIMITY TO AN ACCELERATION LANE OF AN ENTRANCE RAMP.
- 6
- 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
- 7
- INCLUDE NON-DIGITAL R2-1 RESUME SPEED LIMIT SIGNS 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END ROAD WORK" SIGN.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSL)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Andrew Heidtke
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" X 16" MIN., ORANGE
- 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.

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.

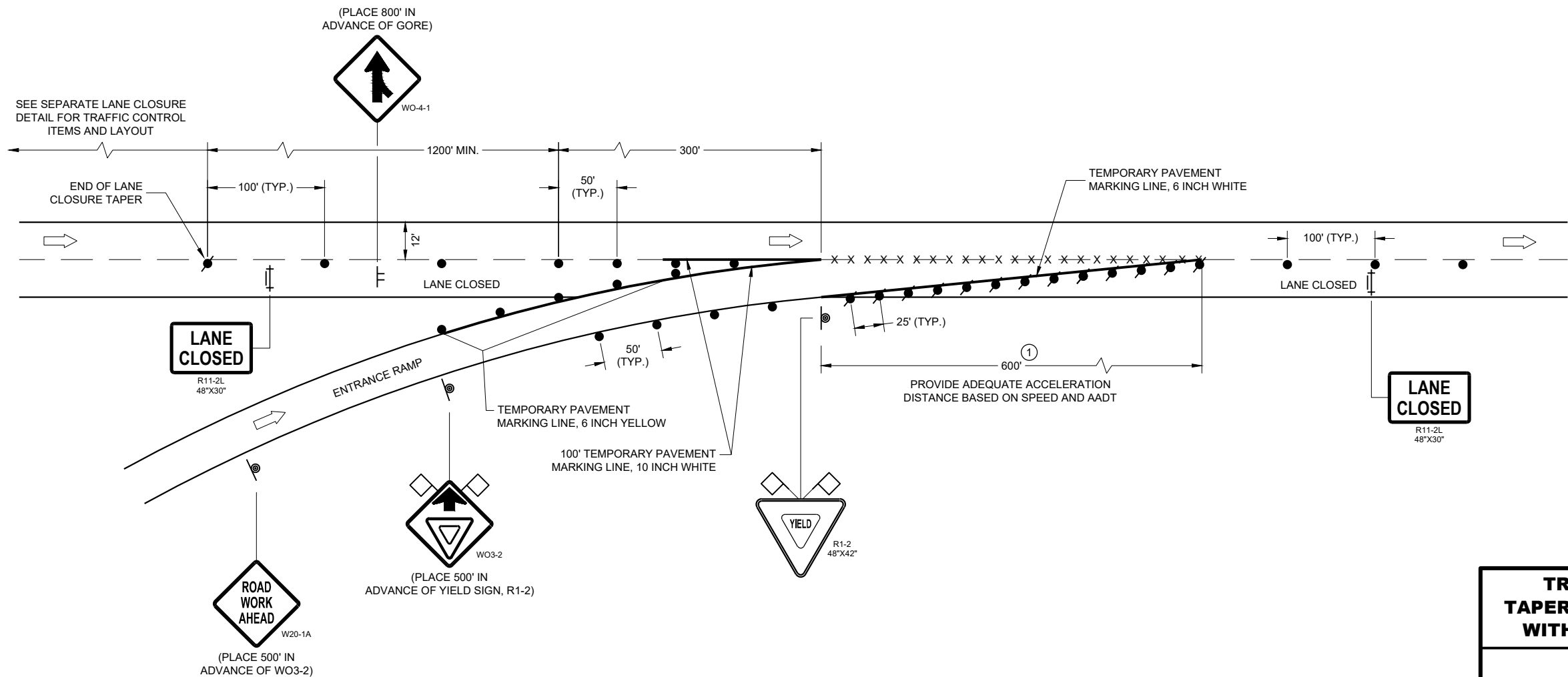
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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 LINES 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.



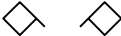
**TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 97

FHWA

LEGEND

- | | |
|---|--|
|  | SIGN ON PERMANENT SUPPORT |
|  | SIGN ON TEMPORARY SUPPORT |
|  | TRAFFIC CONTROL DRUM |
|  | TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT |
|  | TYPE III BARRICADE WITH ATTACHED SIGN |
|  | FLAGS, 16" X 16" MIN., ORANGE |
|  | 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.

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.

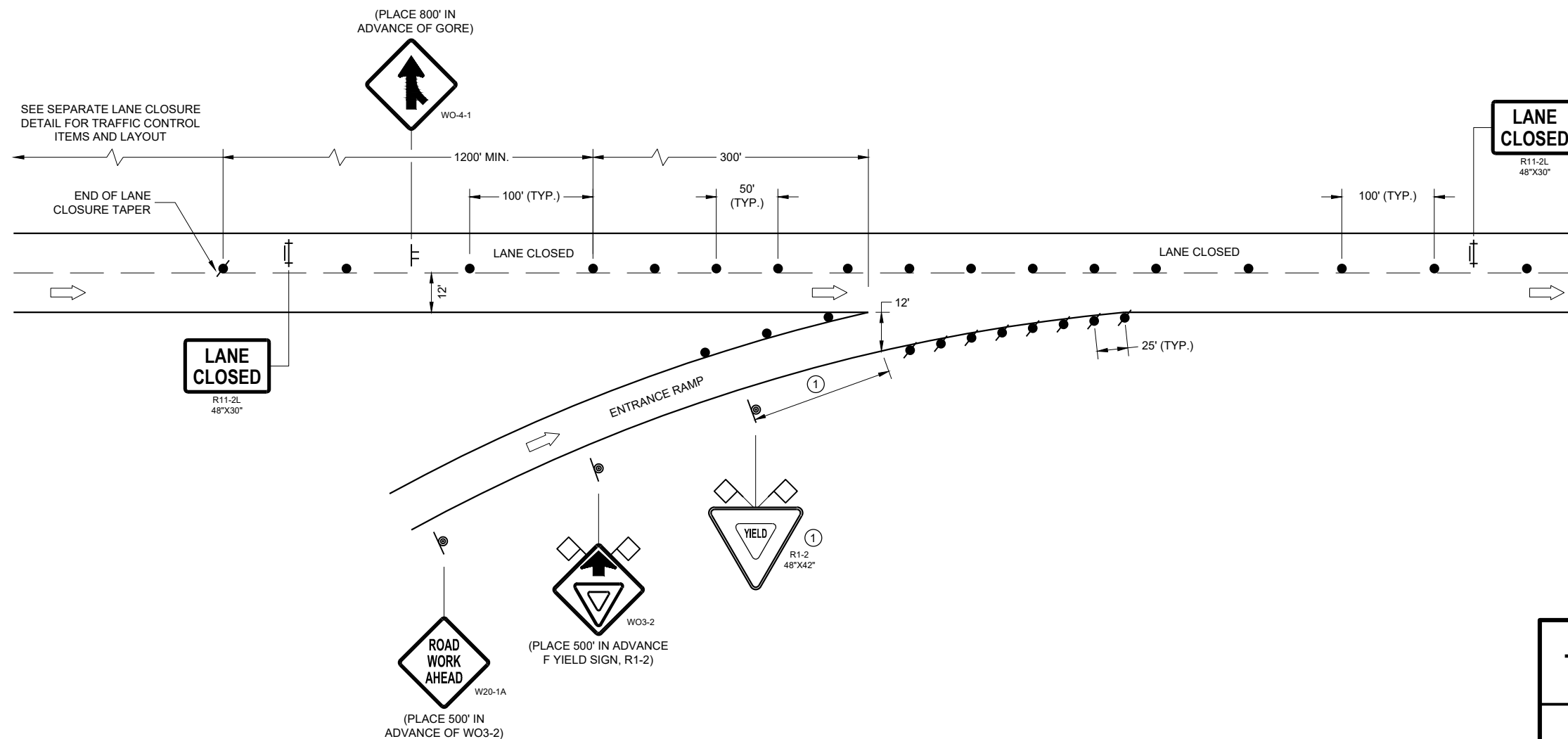
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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.

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

- ① PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



**TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER 98

FHWA

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  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.

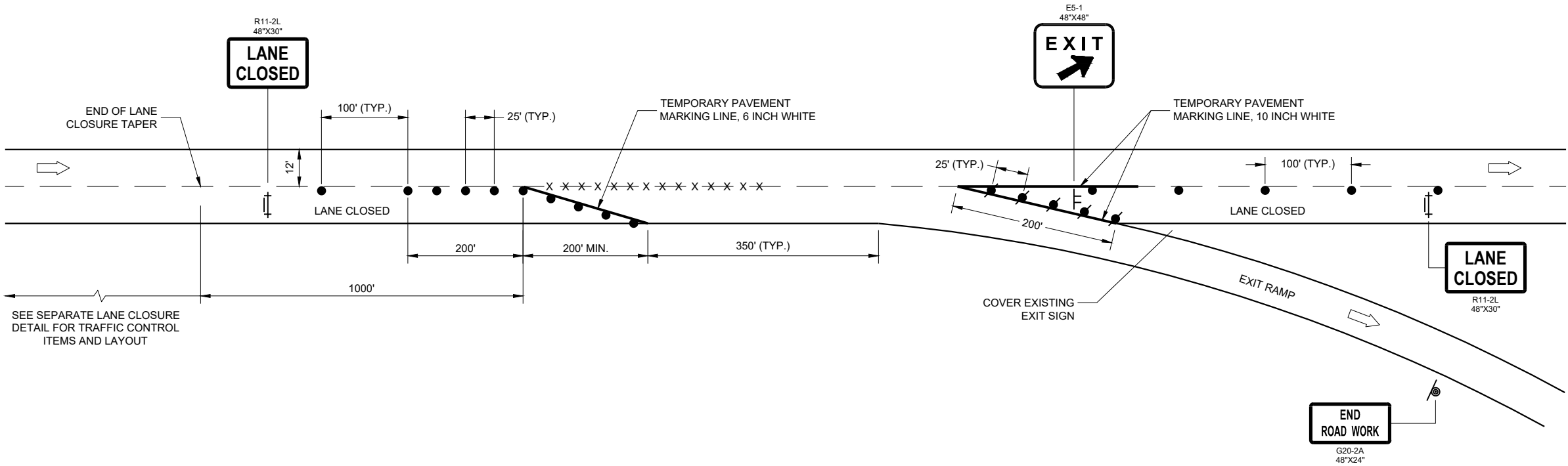
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 LINES 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 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 99

FHWA

LEGEND

-  TYPE III BARRICADE WITH ATTACHED SIGN
-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE "A" WARNING LIGHT (FLASHING)
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER $\frac{L}{2}$								
	W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315

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) DISTANCE TO EXISTING SIGNS.
- THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.
- ALL SIGNS ARE 48"x48" 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 AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.
- 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 AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

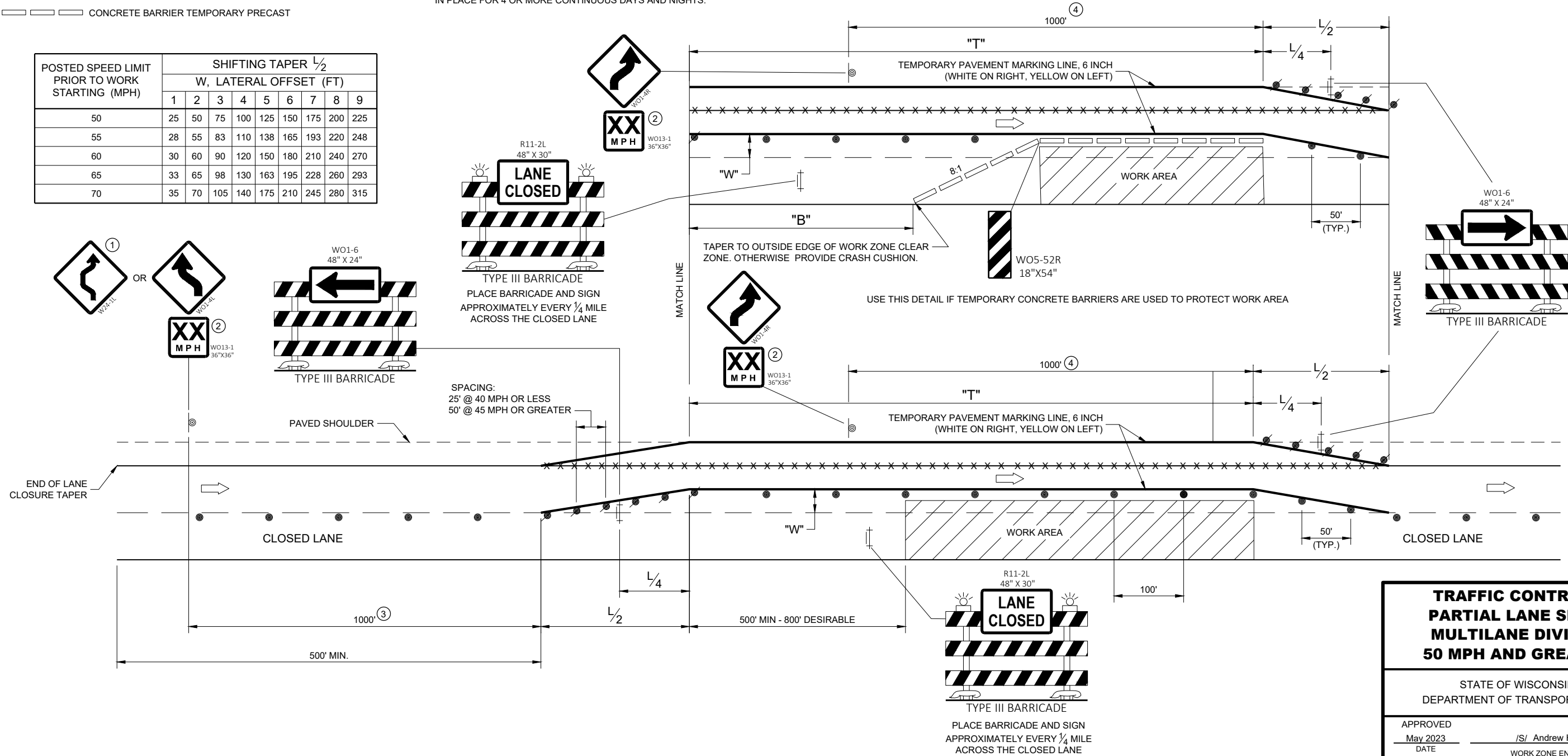
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.
- ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT 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 1/2 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.
- 1

USE ONLY WHEN T<600', OMIT WO1-4R.
- 2

IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- 3

IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
- 4

IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.

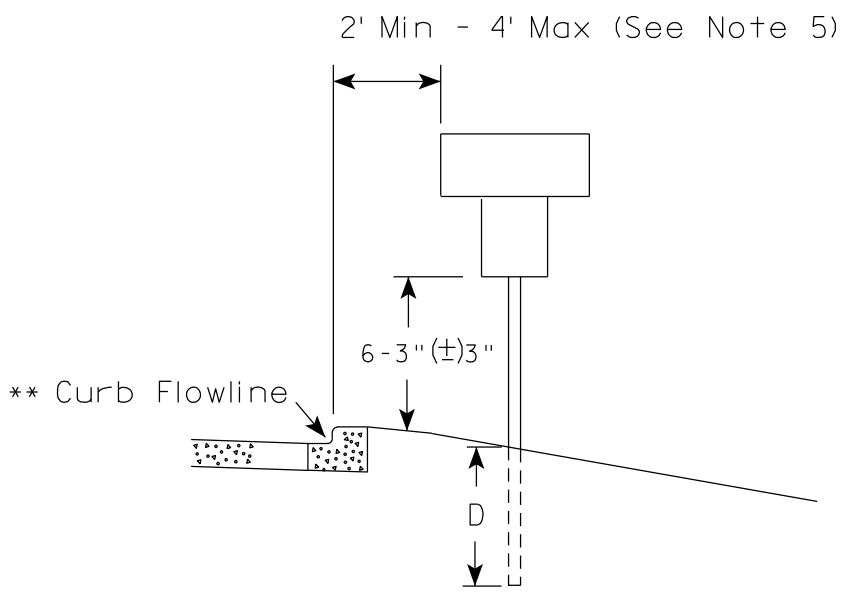
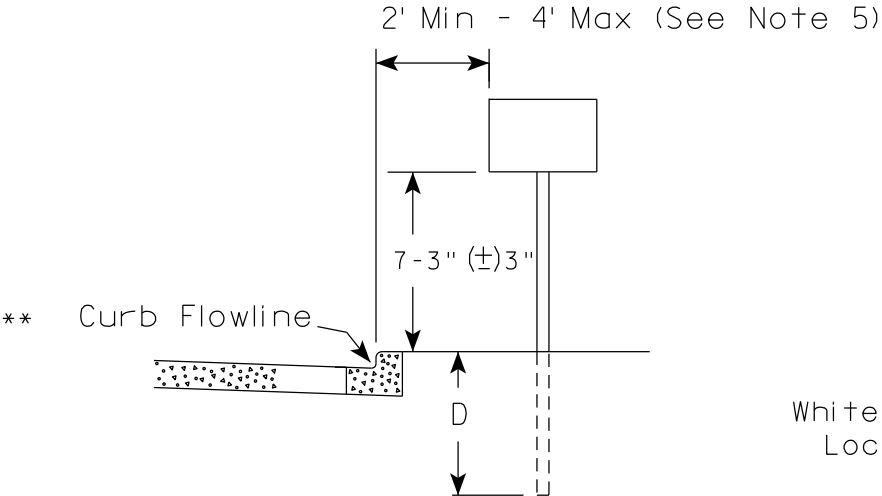


TRAFFIC CONTROL,
PARTIAL LANE SHIFT
MULTILANE DIVIDED
50 MPH AND GREATER

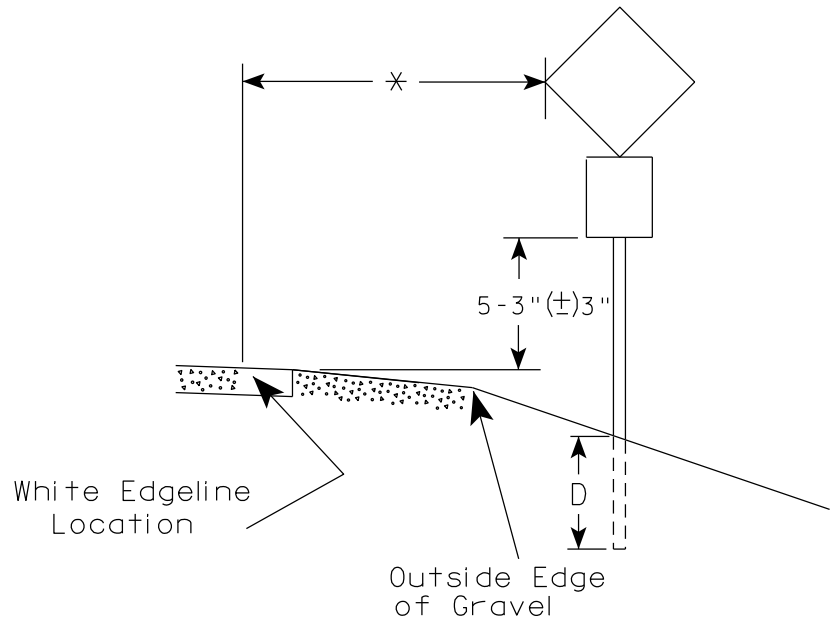
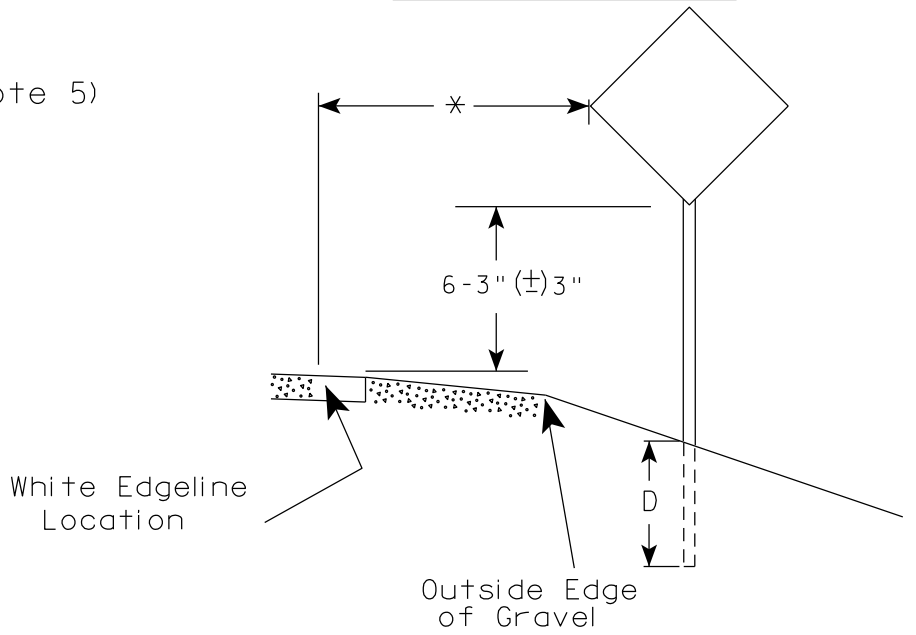
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 100
FHWA

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

* * The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

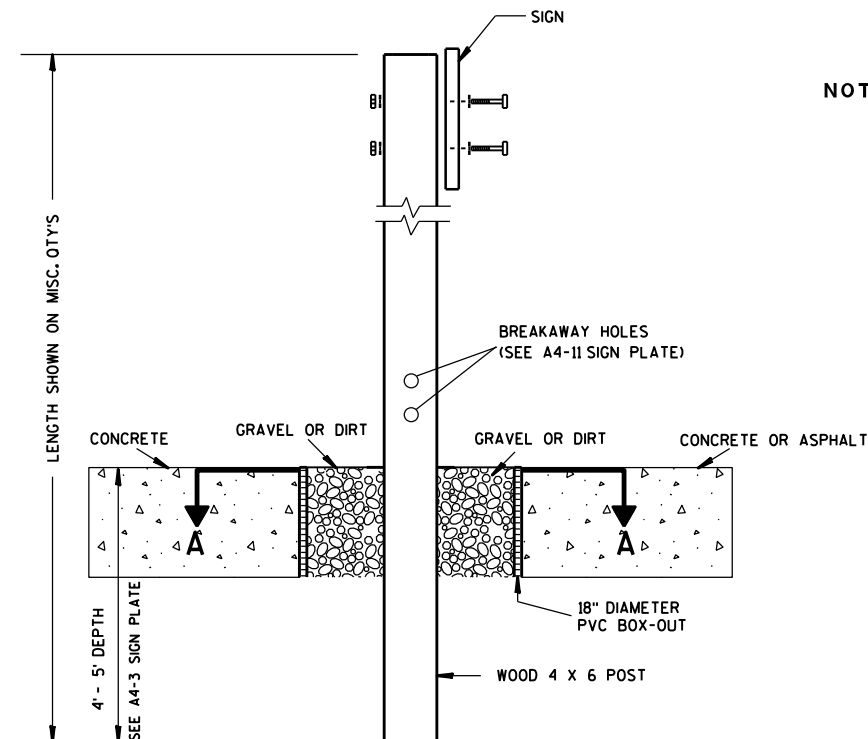
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED 
for State Traffic Engineer

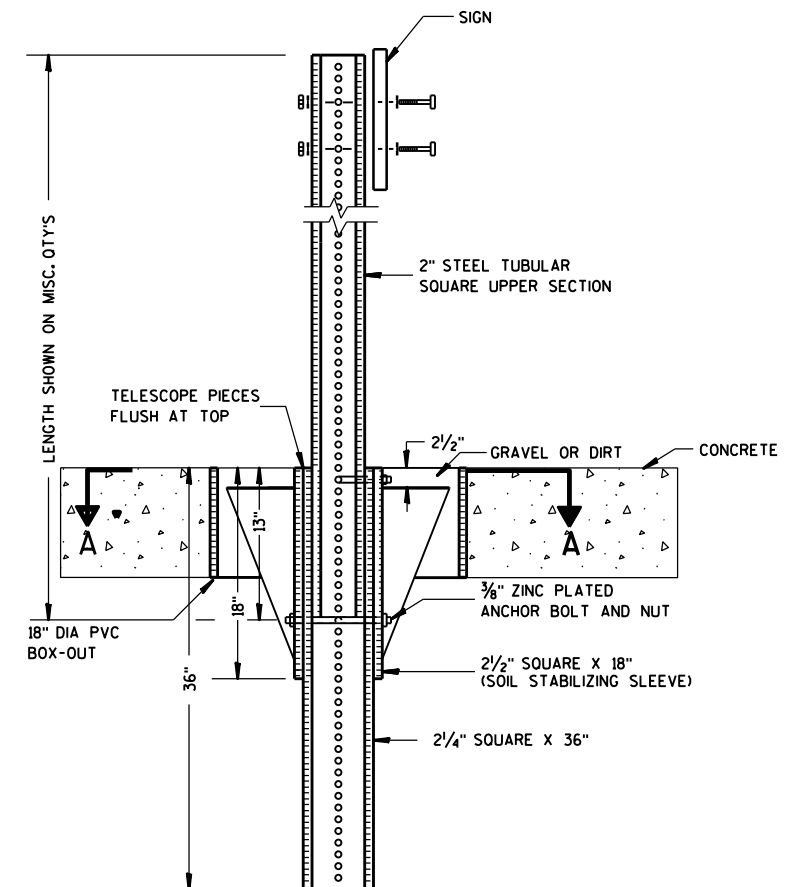
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

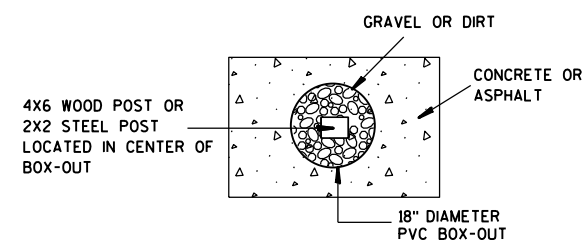
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- NOTES:**
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
 2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
 3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

**SIGN POST
BOX-OUTS
A4-3B**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 102 A4-3B.1

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

GENERAL NOTES

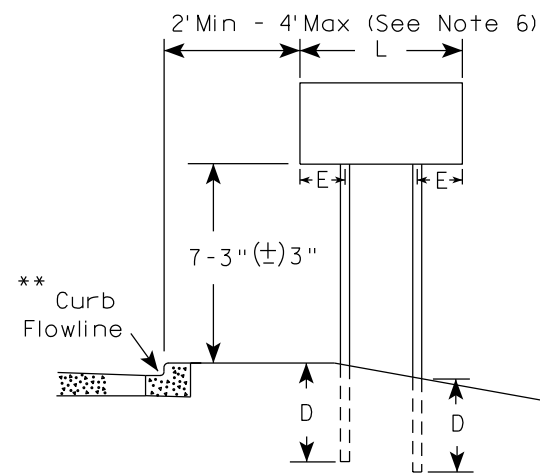
1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

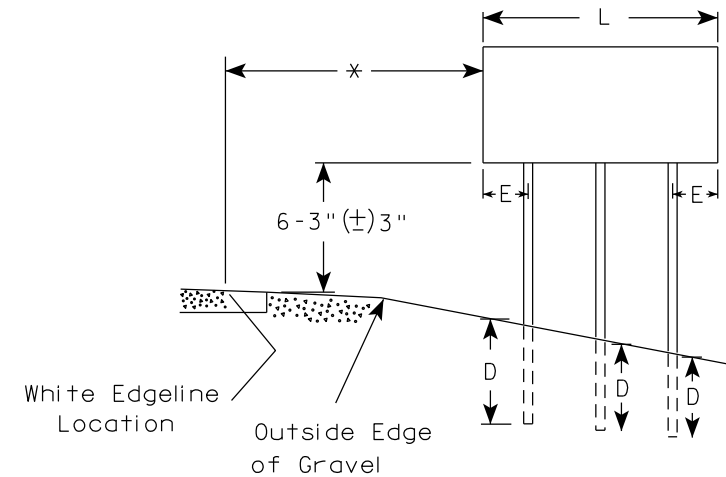
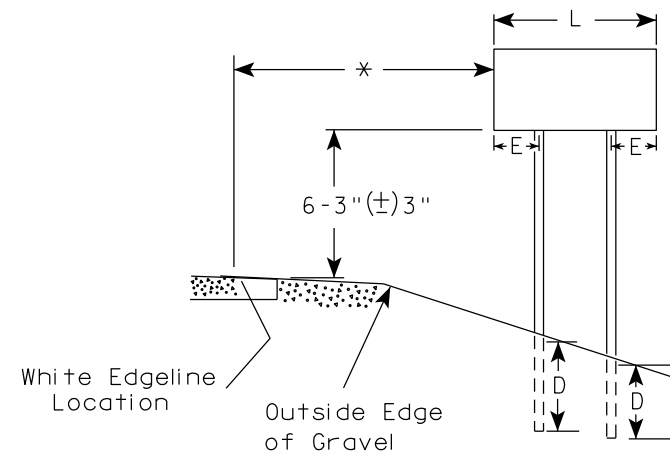
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

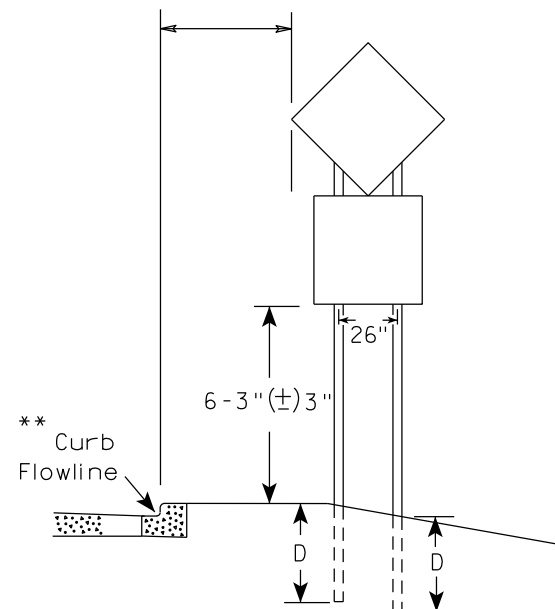
URBAN AREA



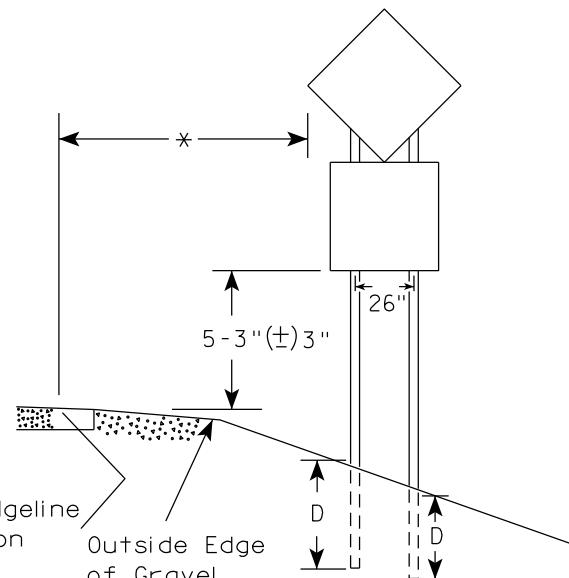
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

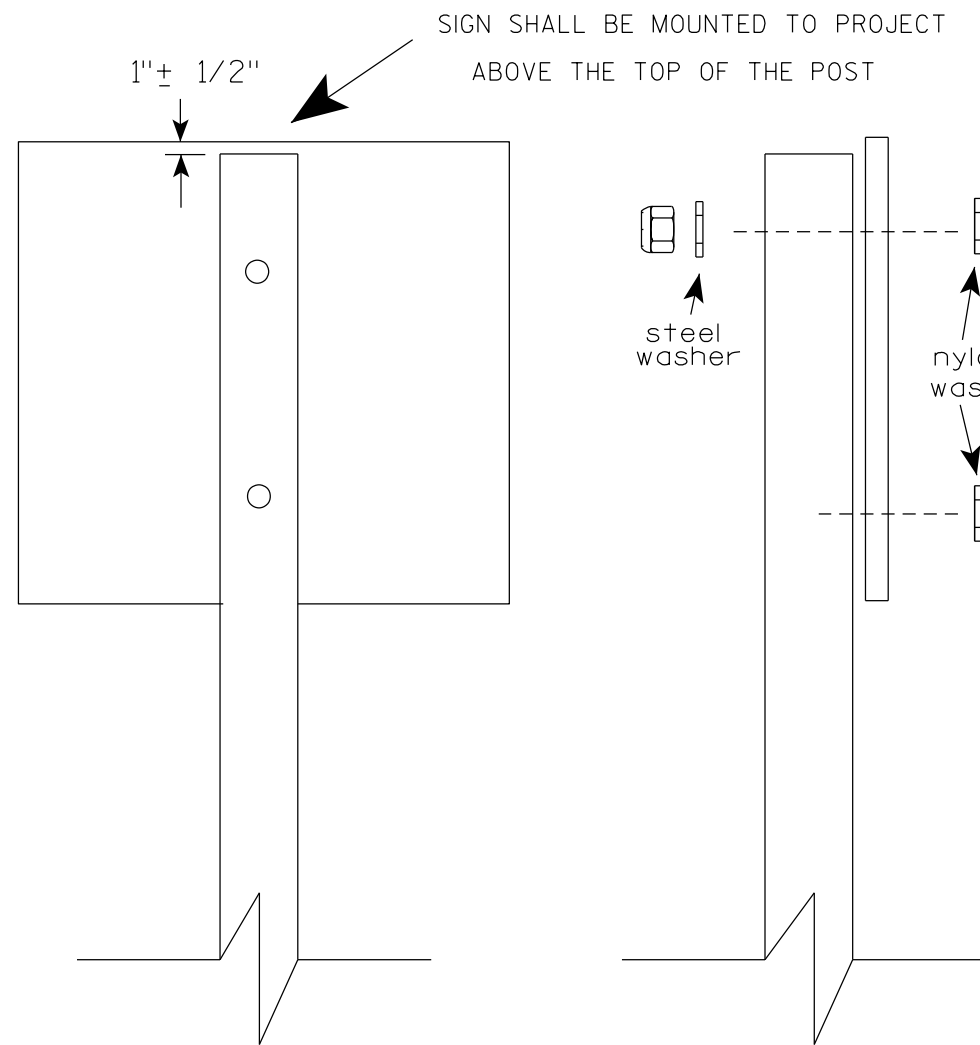
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 103

E



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.

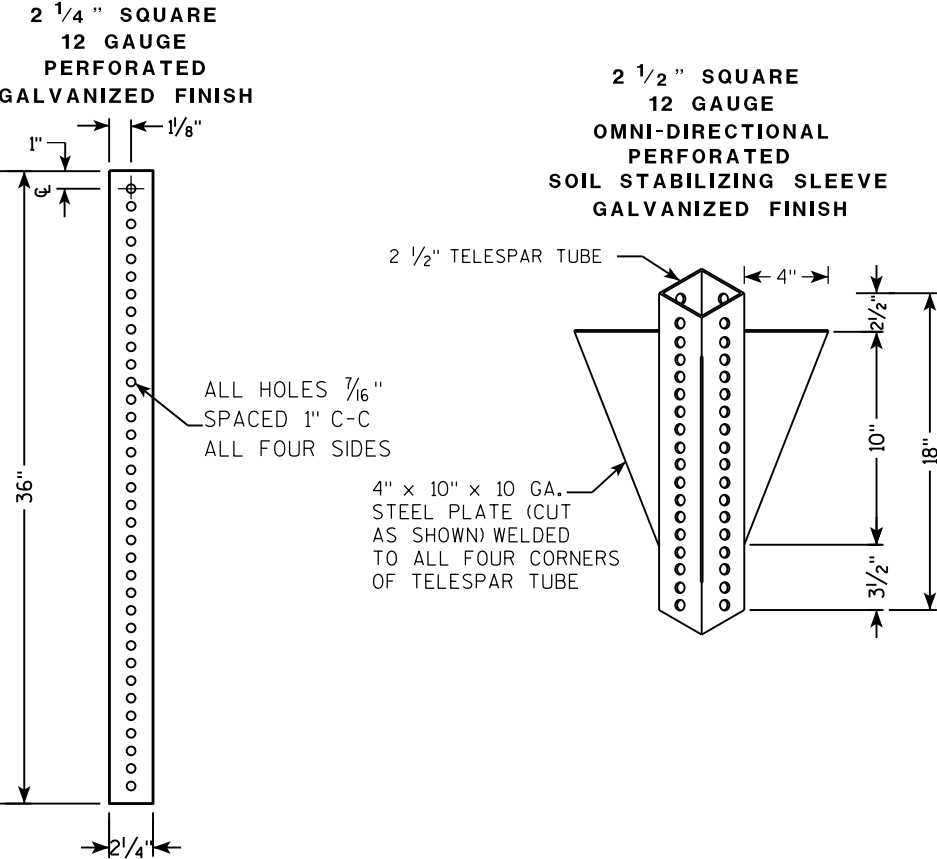
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

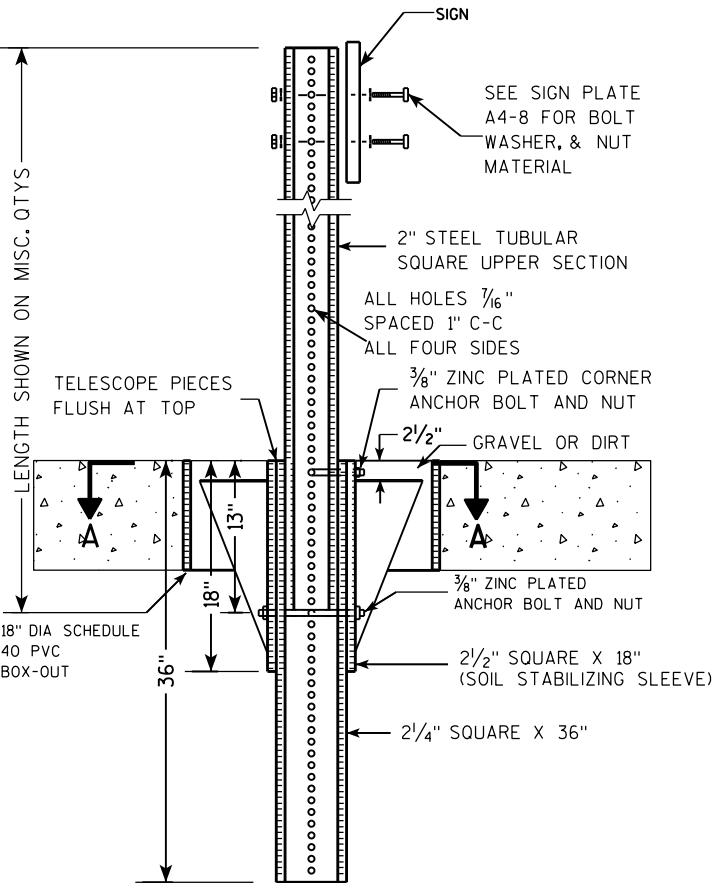
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

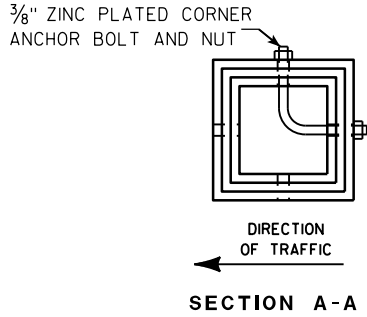
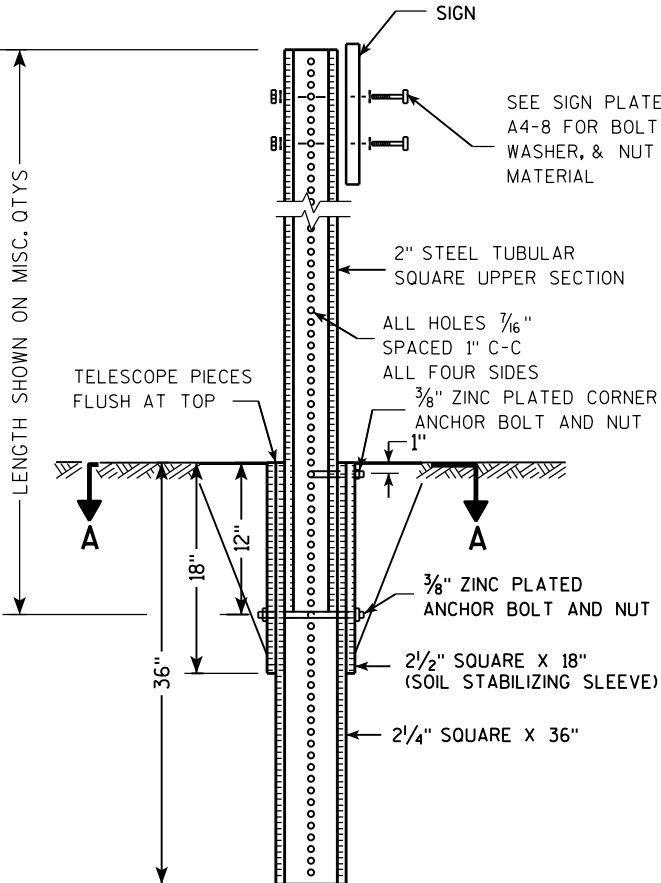
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)



Area of Sign Installation (Sq. Ft.)	Number of Required 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

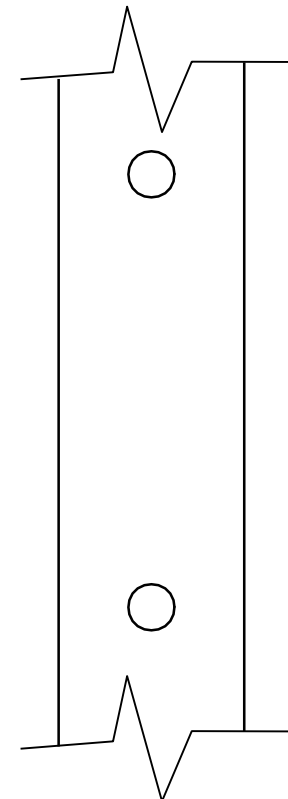
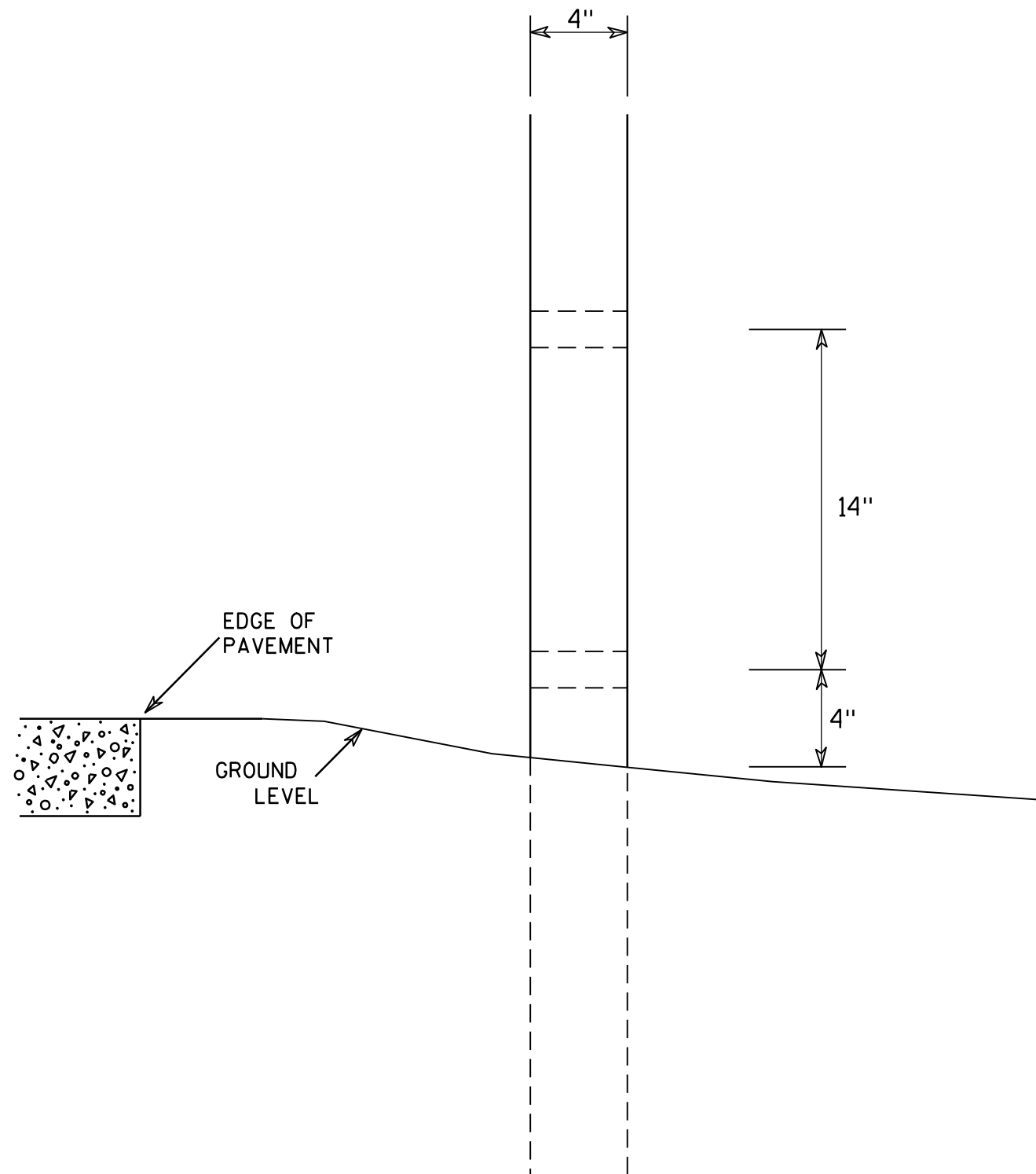
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 105 14-9.9



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

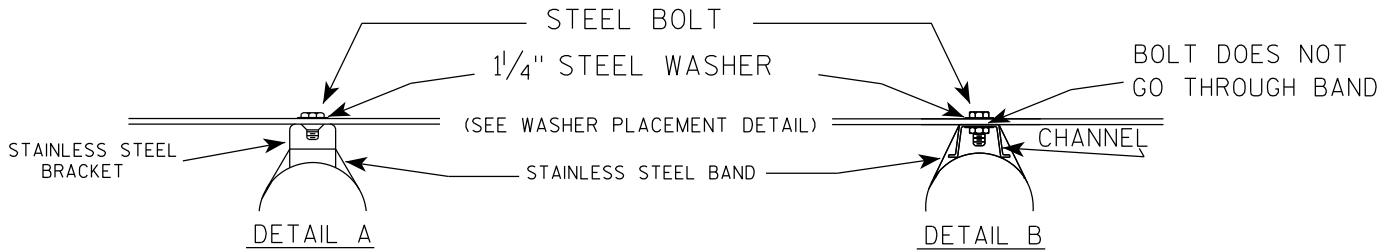
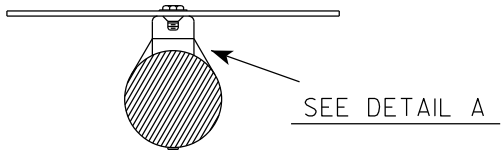
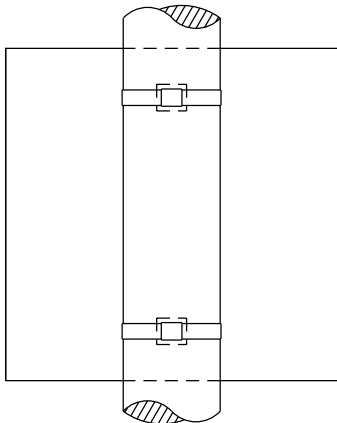
COUNTY:

SHEET NO: 106

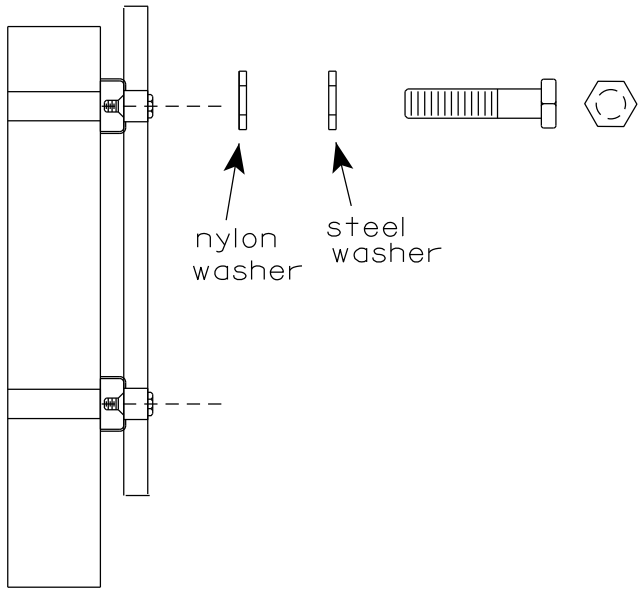
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

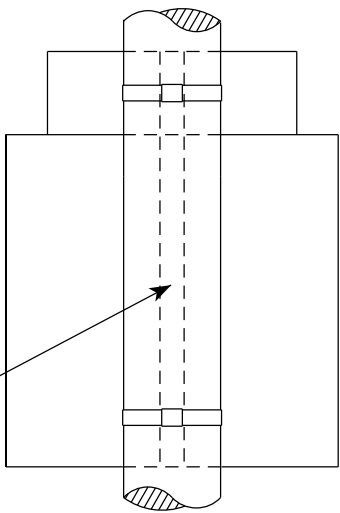


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

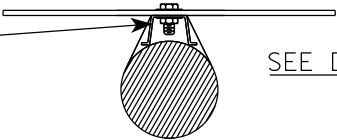
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



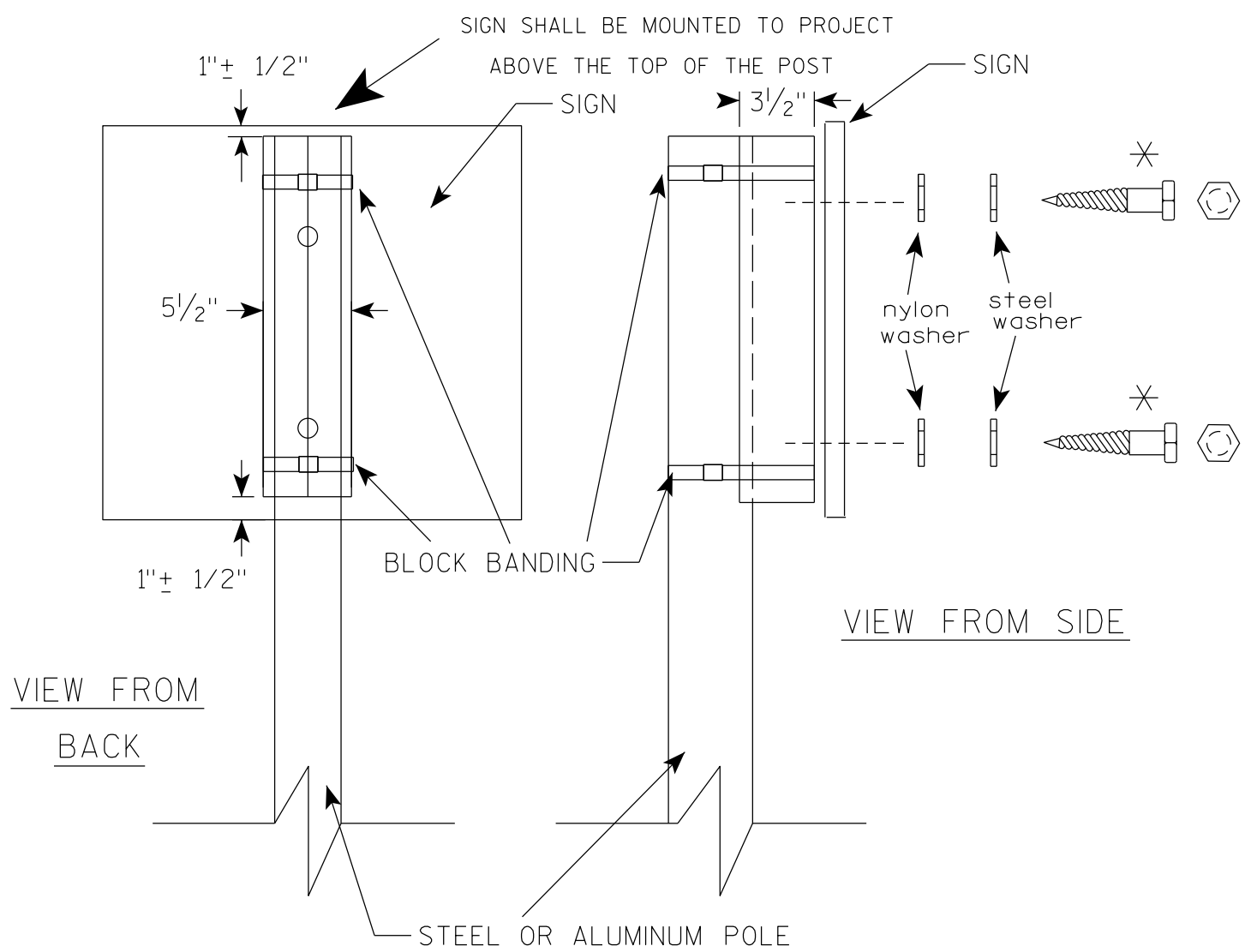
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

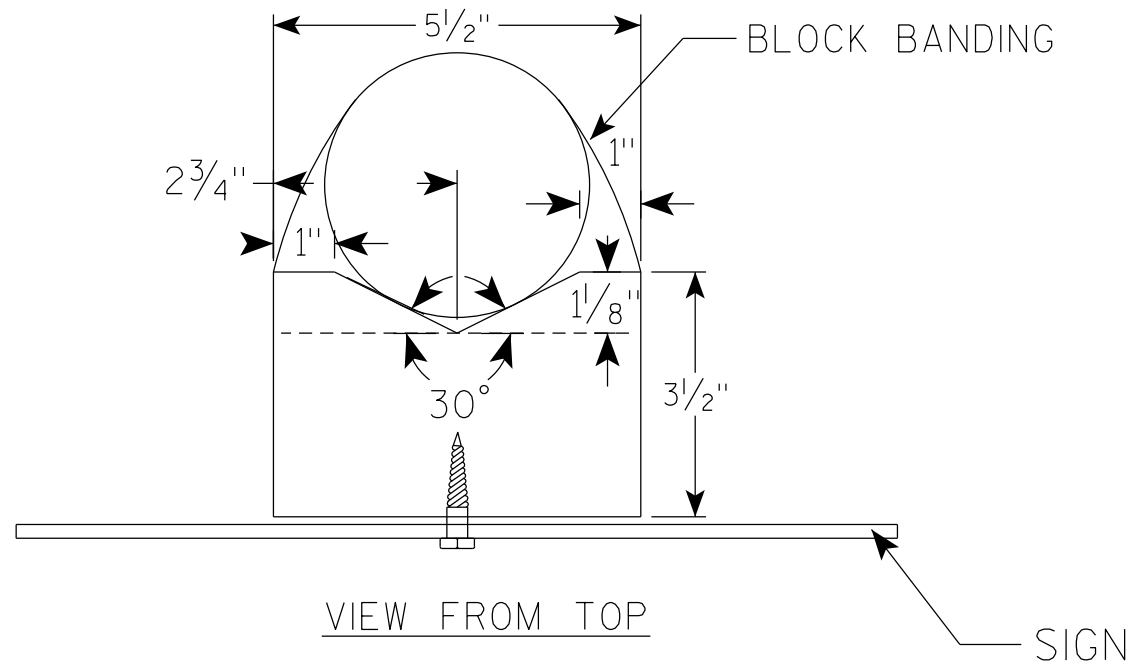
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORMALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

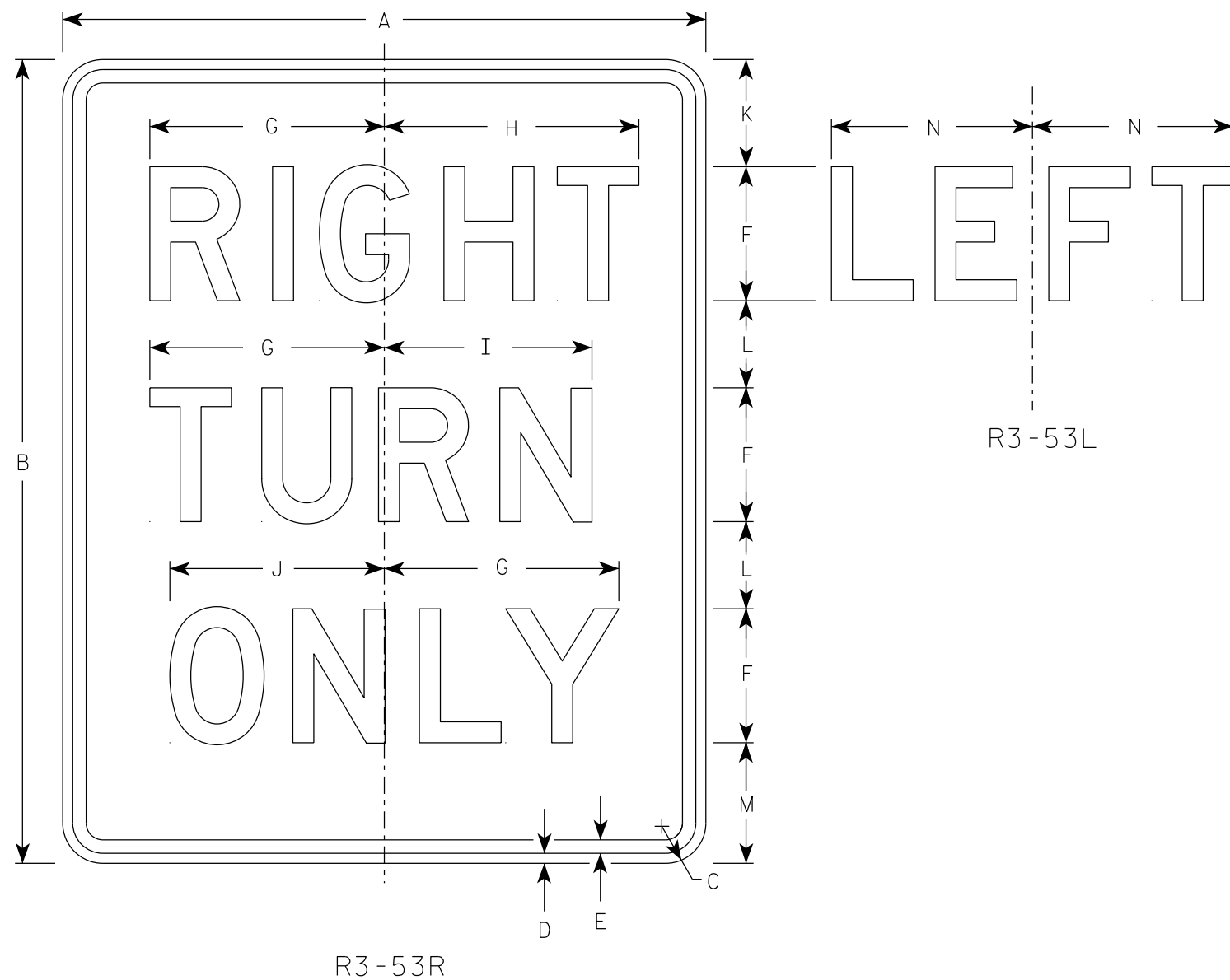
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 108

E

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. R3-53L same as R3-53R except LEFT is substituted for RIGHT

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

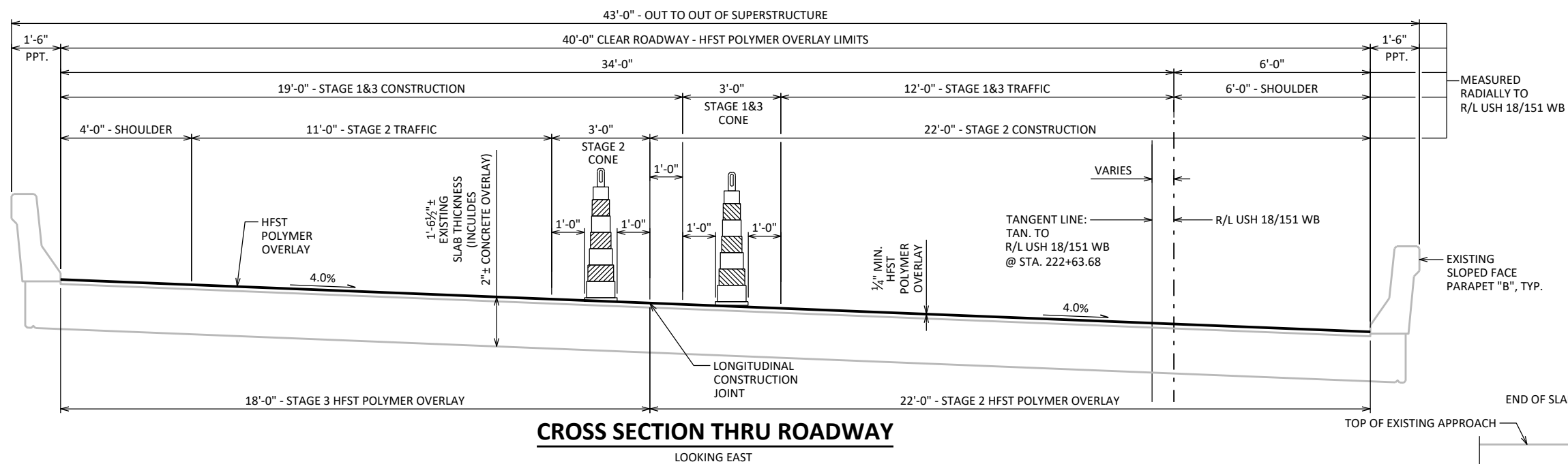
PROJECT NO:		HWY:		COUNTY:		SHEET NO: 109		E
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STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-53.9



DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-22
OPERATING RATING: HS-37
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

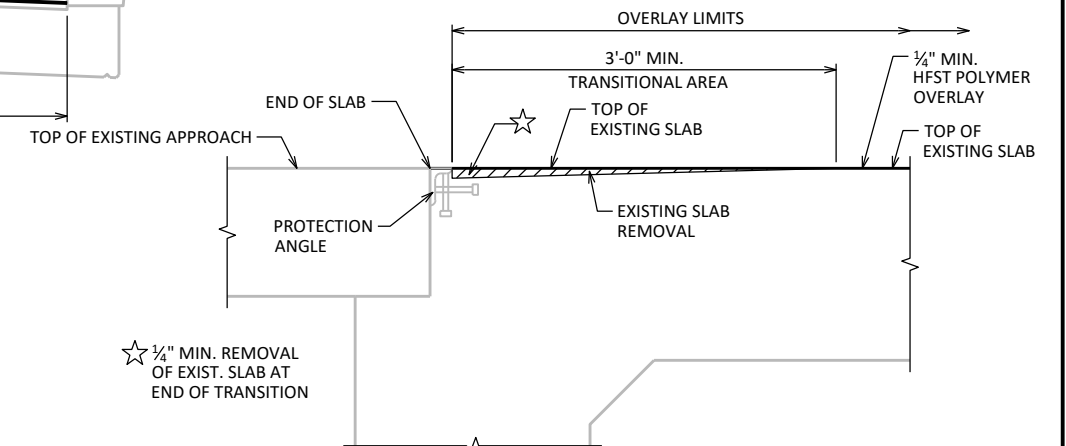
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING SLAB SURFACE PREPARATIONS AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "HIGH FRICTION SURFACE TREATMENT POLYMER OVERLAY".

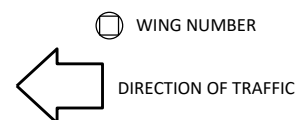
BRIDGE DECK OVERLAY TRANSITIONAL AREA AT END OF DECK SHALL BE UTILIZED TO MAINTAIN UNIFORM RIDING SURFACE TRANSITION TO PROPOSED TOP OF ROADWAY APPROACH. DO NOT APPLY OVERLAY DIRECTLY TO JOINT AT END OF DECK.



SECTION THRU ABUTMENT TRANSITIONAL AREA ON SLAB

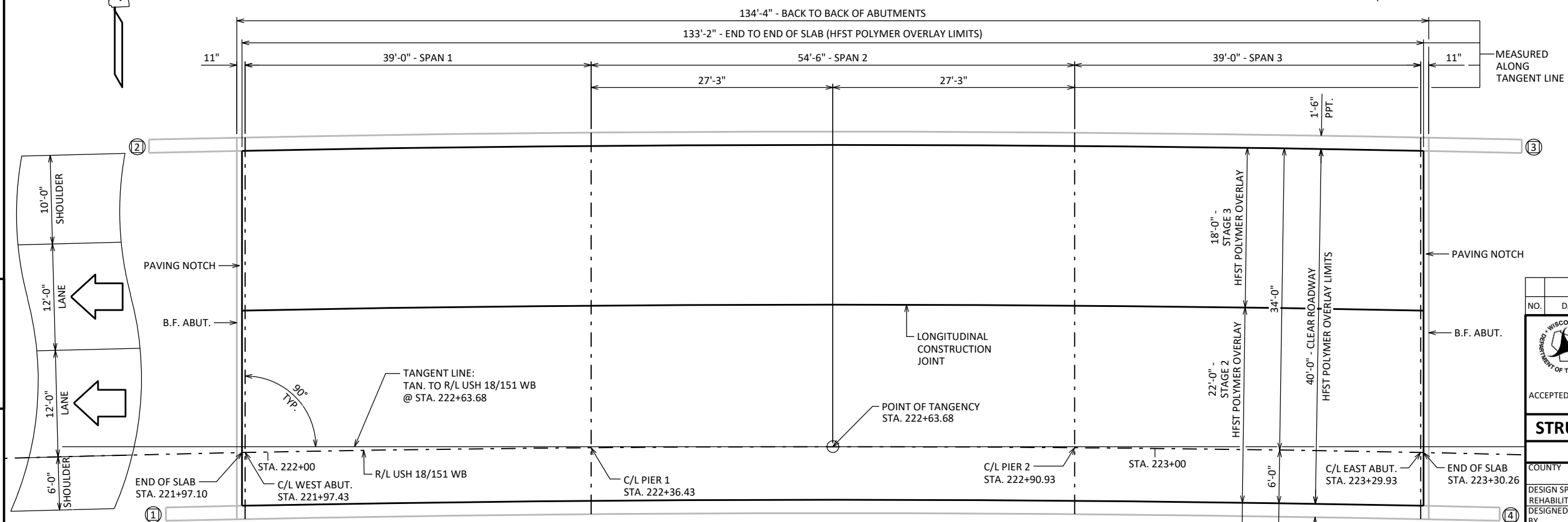
(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

LEGEND



TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
SPV.0180	HIGH FRICTION SURFACE TREATMENT POLYMER OVERLAY	SY	592



PLAN

HFST POLYMER OVERLAY
3 SPAN - CONCRETE HAUNCH SLAB

LIST OF DRAWINGS:

- ## 1. HFST POLYMER OVERLAY

TRAFFIC DATA

USH 18/151:	CTH Z:
ADT = 8,760 (2042)	ADT = 616 (2015)
R.D.S. = 70 MPH	R.D.S. = 30 MPH

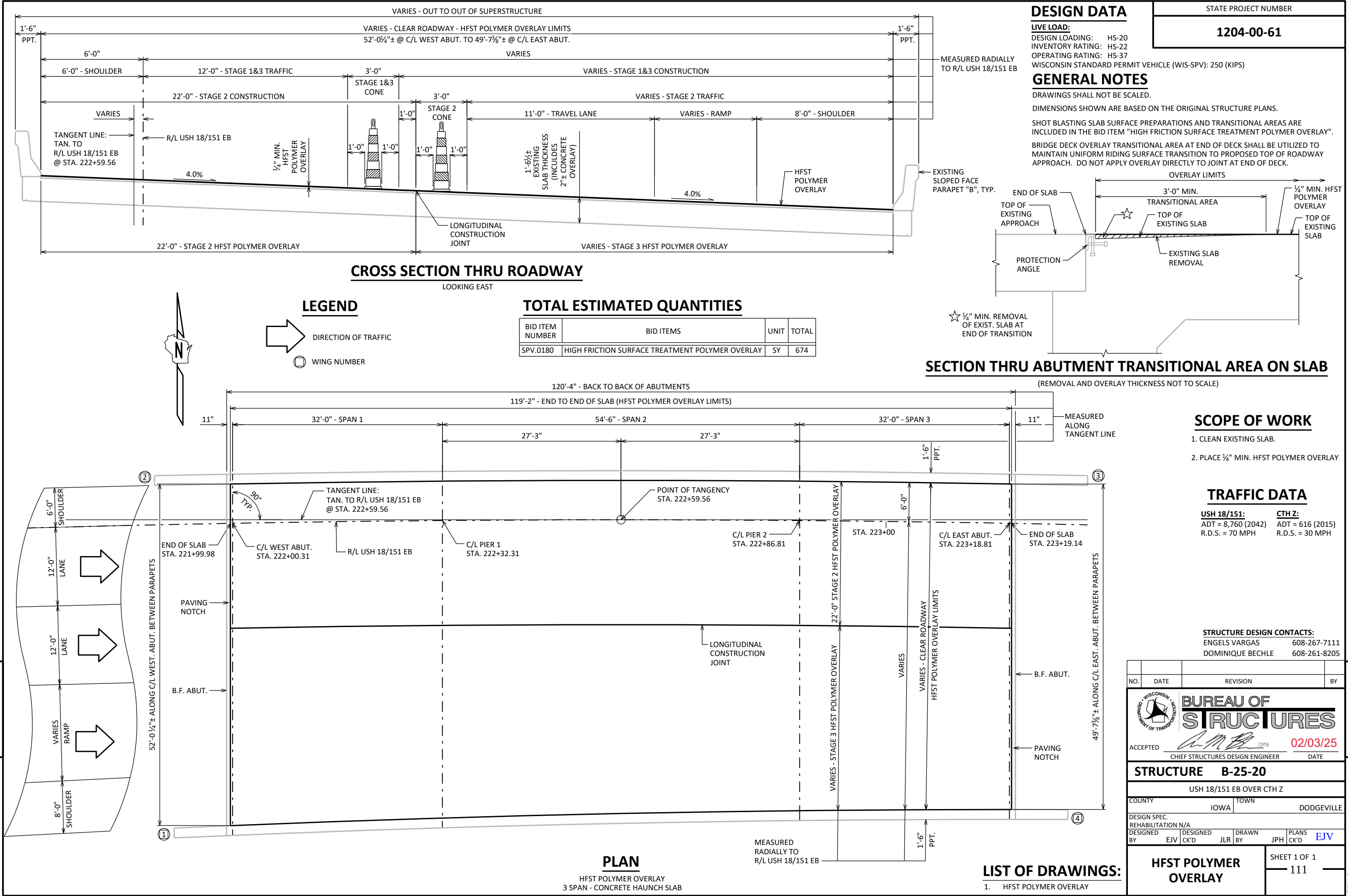
SCOPE OF WORK

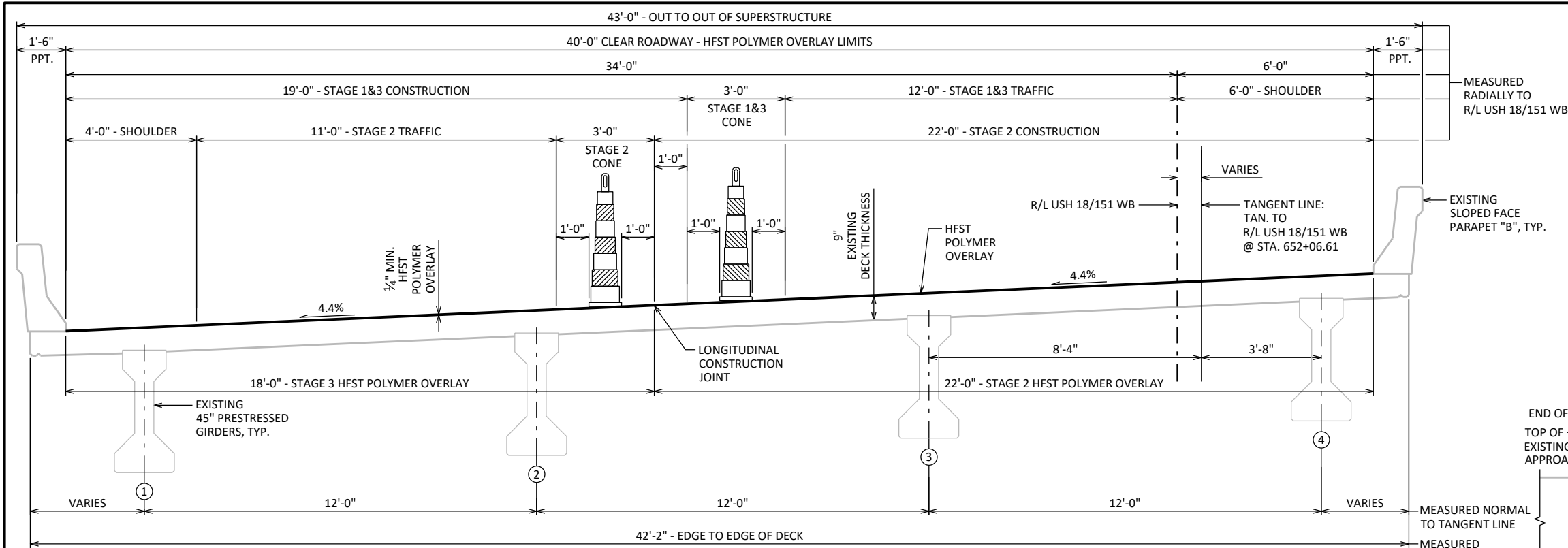
1. CLEAN EXISTING SLAB.
2. PLACE ¼" MIN. HFST POLYMER OVERLAY

STRUCTURE DESIGN CONTACTS:

ENGELS VARGAS	608-267-7111
DOMINIQUE BECHLE	608-261-8205

NO.	DATE	REVISION			BY
		BUREAU OF STRUCTURES			
ACCEPTED 		DMB CHIEF STRUCTURES DESIGN ENGINEER		02/03/25 DATE	
STRUCTURE B-25-19					
USH 18/151 WB OVER CTH Z					
COUNTY		IOWA		TOWN	
				DODGEVILLE	
DESIGN SPEC.					
REHABILITATION N/A					
DESIGNED BY	EJV	DESIGNED CK'D	JLR	DRAWN BY	JPH
				PLANS CK'D	
				EJV	
HFSST POLYMER OVERLAY				SHEET 1 OF 1 110	





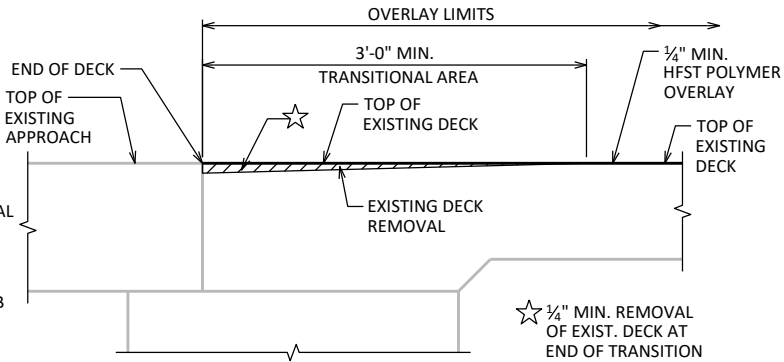
CROSS SECTION THRU ROADWAY
LOOKING EAST

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HS-20
INVENTORY RATING: HS-18
OPERATING RATING: HS-31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
SHOT BLASTING DECK SURFACE PREPARATIONS AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "HIGH FRICTION SURFACE TREATMENT POLYMER OVERLAY".
BRIDGE DECK OVERLAY TRANSITIONAL AREA AT END OF DECK SHALL BE UTILIZED TO MAINTAIN UNIFORM RIDING SURFACE TRANSITION TO PROPOSED TOP OF ROADWAY APPROACH. DO NOT APPLY OVERLAY DIRECTLY TO JOINT AT END OF DECK.



(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

LEGEND

- GIRDER NUMBER
- DIRECTION OF TRAFFIC
- WING NUMBER

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
SPV.0180	HIGH FRICTION SURFACE TREATMENT POLYMER OVERLAY	SY	574

SECTION THRU ABUTMENT TRANSITIONAL AREA ON DECK

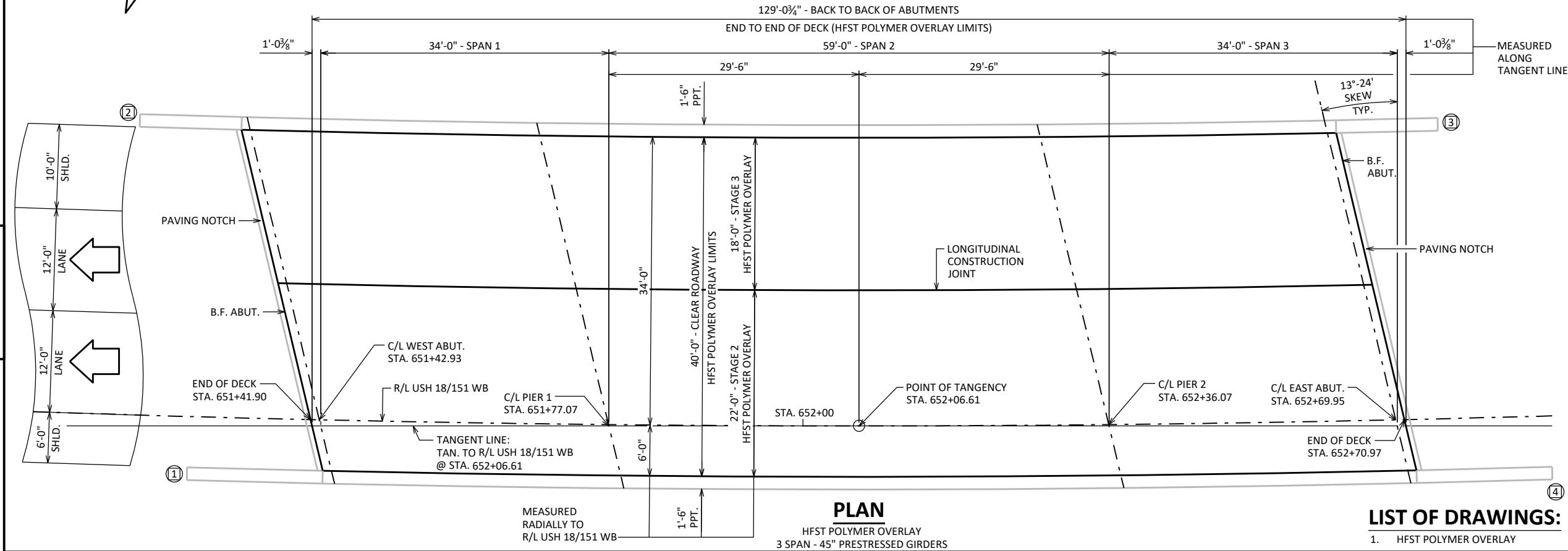
SCOPE OF WORK

- CLEAN EXISTING DECK.
- PLACE 1/4" MIN. HFST POLYMER OVERLAY

TRAFFIC DATA

USH 18/151:
ADT = 9,120 (2042)
R.D.S. = 70 MPH
CTH H:
ADT = 204 (2042)
R.D.S. = 30 MPH

STRUCTURE DESIGN CONTACTS:
ENGELS VARGAS 608-267-7111
DOMINIQUE BECHLE 608-261-8205



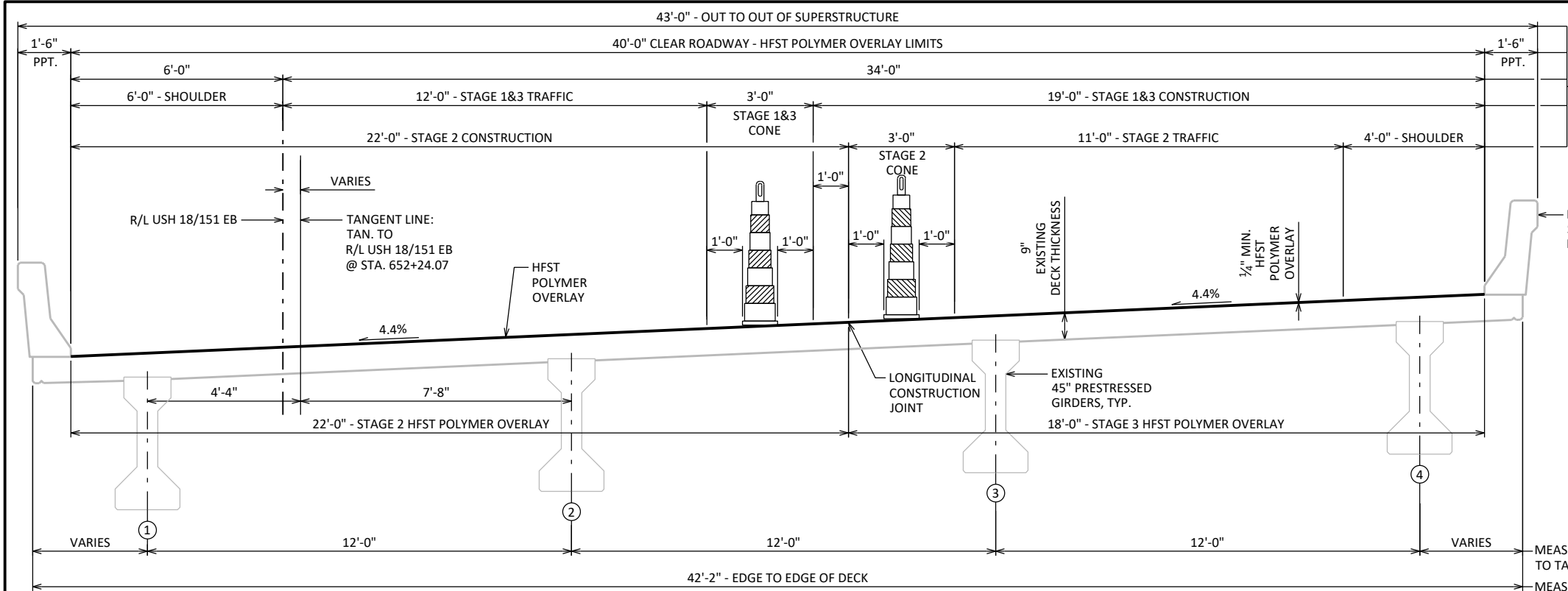
PLAN

HFST POLYMER OVERLAY
3 SPAN - 45" PRESTRESSED GIRDERS

LIST OF DRAWINGS:

- HFST POLYMER OVERLAY

NO.	DATE	REVISION	BY
BUREAU OF STRUCTURES			
ACCEPTED		CHIEF STRUCTURES DESIGN ENGINEER	DATE
STRUCTURE B-25-32			
USH 18/151 WB OVER CTH H			
COUNTY	IOWA	VILLAGE	RIDGEWAY
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	DESIGNED CK'D	DRAWN JLR	PLANS JPH
EJV	CK'D	BY	CK'D
HFST POLYMER OVERLAY		SHEET 1 OF 1	
		112	



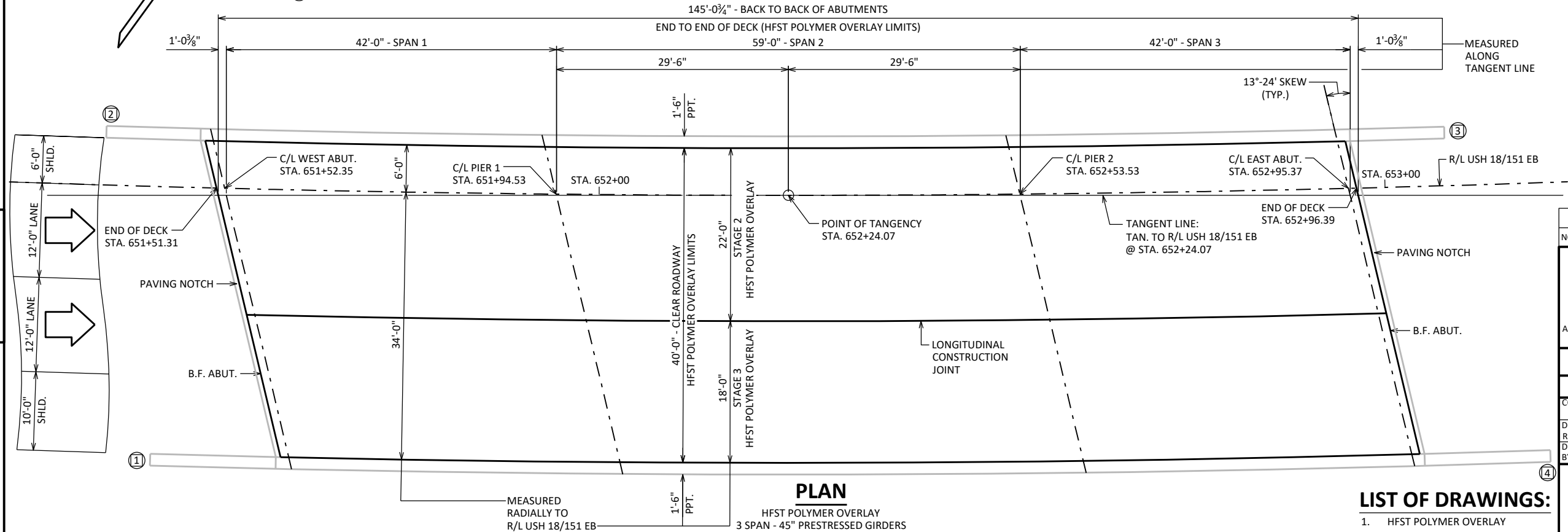
CROSS SECTION THRU ROADWAY
LOOKING EAST

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
509.0301	PREPARATION DECKS TYPE 1	SY	11
509.0302	PREPARATION DECKS TYPE 2	SY	6
509.0310.5	SAWING PAVEMENT DECK PREPARATION AREAS	LF	110
509.2100.5	CONCRETE MASONRY DECK REPAIR	CY	1
SPV.0180	HIGH FRICTION SURFACE TREATMENT POLYMER OVERLAY	SY	645

LEGEND

- GIRDER NUMBER
- DIRECTION OF TRAFFIC
- WING NUMBER



PLAN

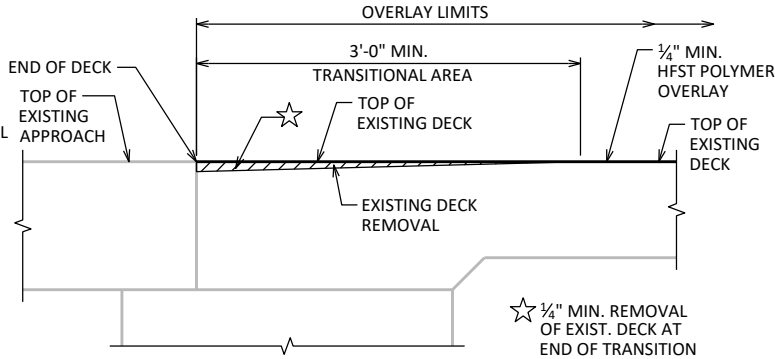
HFST POLYMER OVERLAY
3 SPAN - 45" PRESTRESSED GIRDERS

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HS-20
INVENTORY RATING: HS-18
OPERATING RATING: HS-31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DEFINED BY A SAW CUT.
"PREPARATION DECKS TYPE 1" AND "PREPARATION DECKS TYPE 2" AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE FIELD ENGINEER. DECK PREPARATION AREAS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".
DECK REPAIRS SHALL BE FILLED PRIOR TO OVERLAY PLACEMENT. DECK REPAIRS USING A PORTLAND CEMENT BASED CONCRETE REQUIRES A MINIMUM CURE TIME OF 28 DAYS PRIOR TO OVERLAY PLACEMENT.
SHOT BLASTING DECK SURFACE PREPARATIONS AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "HIGH FRICTION SURFACE TREATMENT POLYMER OVERLAY".
BRIDGE DECK OVERLAY TRANSITIONAL AREA AT END OF DECK SHALL BE UTILIZED TO MAINTAIN UNIFORM RIDING SURFACE TRANSITION TO PROPOSED TOP OF ROADWAY APPROACH. DO NOT APPLY OVERLAY DIRECTLY TO JOINT AT END OF DECK.



SECTION THRU ABUTMENT TRANSITIONAL AREA ON DECK

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

SCOPE OF WORK

- DECK PREPARATION REPAIRS
- CLEAN EXISTING DECK
- PLACE 1/4" MIN. HFST POLYMER OVERLAY

TRAFFIC DATA

USH 18/151:
ADT = 9,120 (2042)
R.D.S. = 70 MPH
CTH H:
ADT = 204 (2042)
R.D.S. = 30 MPH

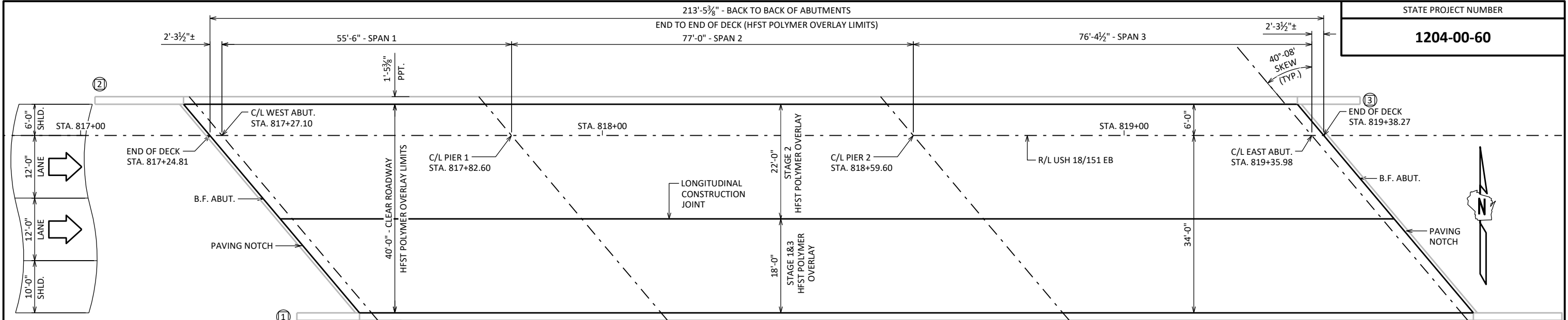
STRUCTURE DESIGN CONTACTS:

ENGELS VARGAS 608-267-7111
DOMINIQUE BECHLE 608-261-8205

NO.	DATE	REVISION	BY
ACCEPTED DMB 02/03/25 CHIEF STRUCTURES DESIGN ENGINEER DATE			
STRUCTURE B-25-33			
USH 18/151 EB OVER CTH H			
COUNTY	IOWA	VILLAGE	RIDGEWAY
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	EJV	DESIGNED CK'D	JLR
DRAWN BY	JPH	PLANS CK'D	EJV
HFST POLYMER OVERLAY			SHEET 1 OF 1 113

LIST OF DRAWINGS:

- HFST POLYMER OVERLAY

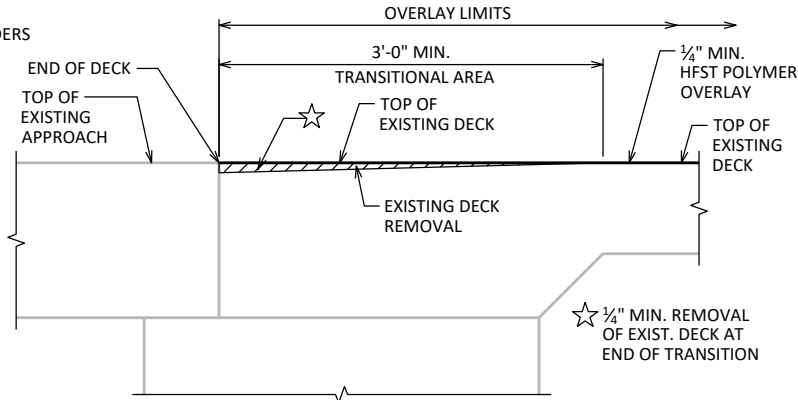


PLAN

HFST POLYMER OVERLAY
3 SPAN - 45" PRESTRESSED GIRDERS

LEGEND

- GIRDER NUMBER
- DIRECTION OF TRAFFIC
- WING NUMBER



SECTION THRU ABUTMENT TRANSITIONAL AREA ON DECK

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HS-20
INVENTORY RATING: HS-20
OPERATING RATING: HS-27
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 220 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
SHOT BLASTING DECK SURFACE PREPARATIONS AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "HIGH FRICTION SURFACE TREATMENT POLYMER OVERLAY".
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SCOPE OF WORK

- CLEAN EXISTING DECK.
- PLACE 1/4" MIN. HFST POLYMER OVERLAY

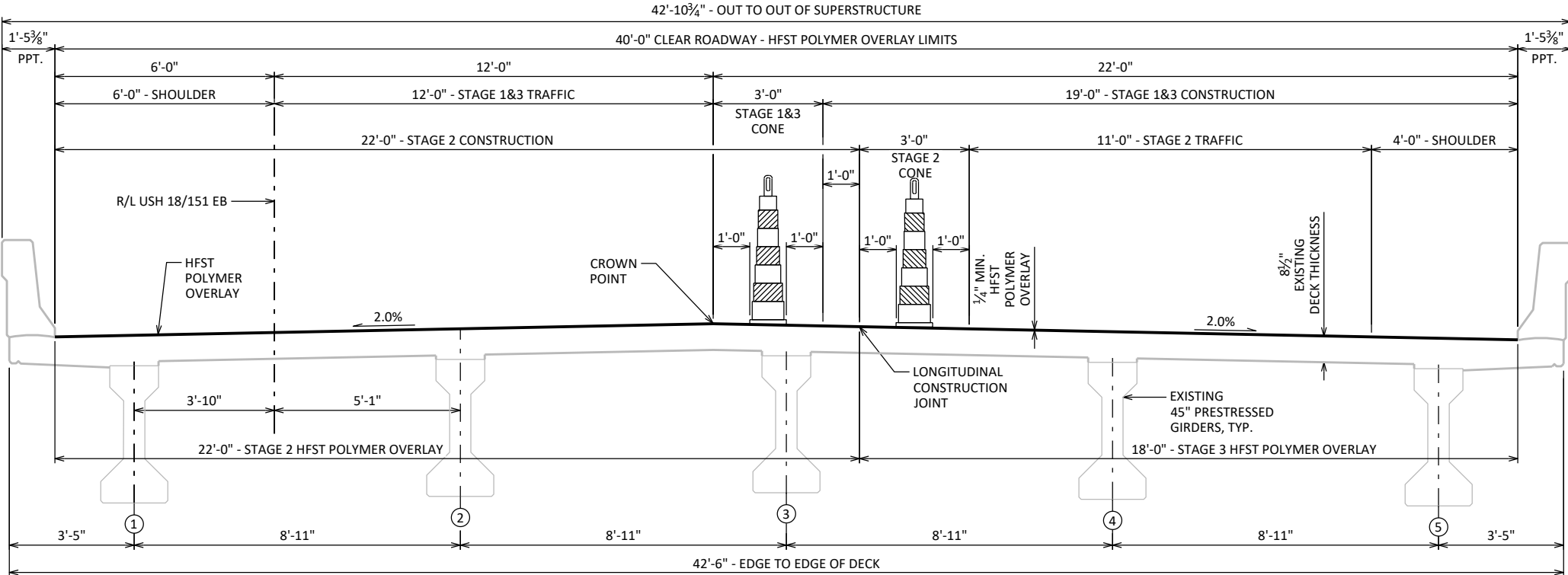
TRAFFIC DATA

USH 18/151: ADT = 9,420 (2042) R.D.S. = 70 MPH
JONES ST.: ADT = 1000 (2040) R.D.S. = 30 MPH

STRUCTURE DESIGN CONTACTS:
ENGELS VARGAS 608-267-7111
DOMINIQUE BECHLE 608-261-8205

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
SPV.0180	HIGH FRICTION SURFACE TREATMENT POLYMER OVERLAY	SY	949



CROSS SECTION THRU ROADWAY

LOOKING EAST

LIST OF DRAWINGS:

- HFST POLYMER OVERLAY

NO. DATE REVISION BY

BUREAU OF STRUCTURES

ACCEPTED **02/03/25**
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-25-37

USH 18/151 EB OVER S. JONES ST.

COUNTY IOWA VILLAGE BARNEVELD

DESIGN SPEC. REHABILITATION N/A

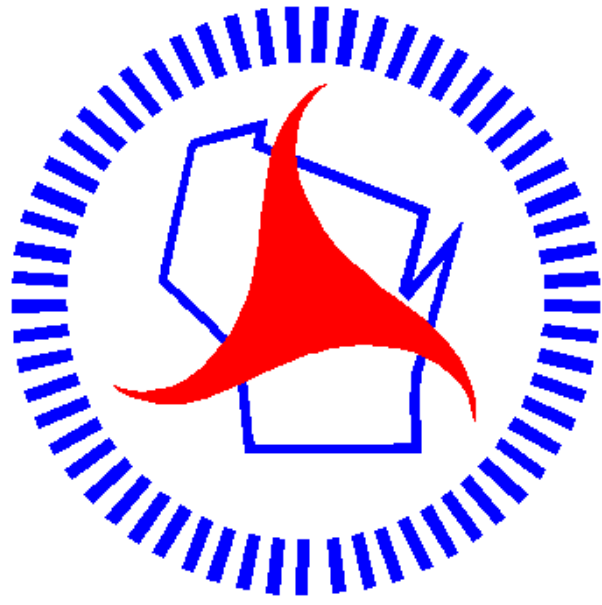
DESIGNED BY EJV DESIGNED CK'D JLR DRAWN BY JPH PLANS CK'D EJV

HFST POLYMER OVERLAY

SHEET 1 OF 1
114

SCALE =

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>