

PROJECT ID: 1300-03-72

COUNTY: MILWAUKEE

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 =



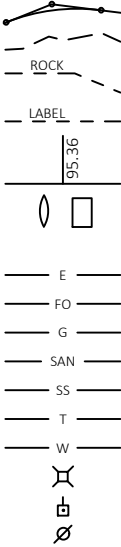
DESIGN DESIGNATION

A.A.D.T.	2015	=	26,375
A.A.D.T.	2040	=	30,550
D.H.V.		=	1,214
D.D.		=	67/33
T.		=	5.3%
DESIGN SPEED		=	
		=	50 MPH

ESALS =
CONVENTIONAL SYMBOLS

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

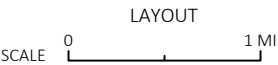
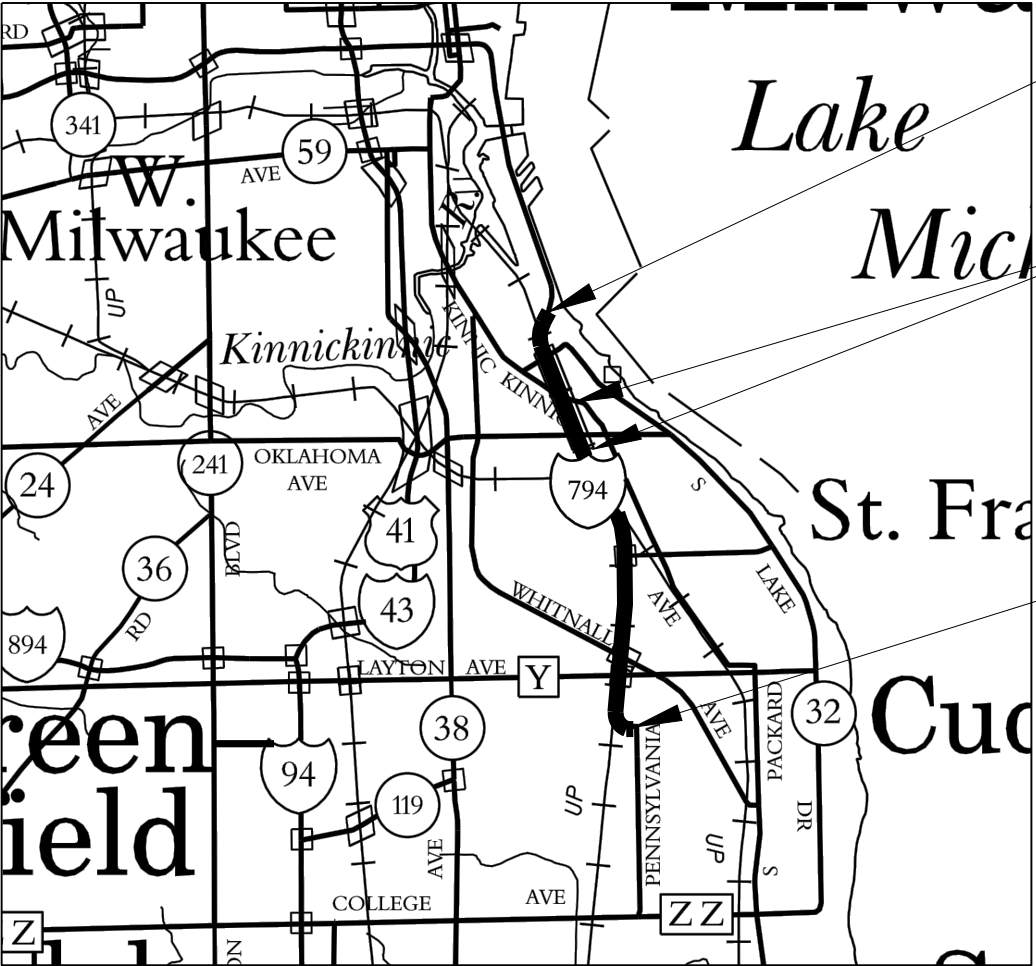
LAKE PARKWAY - MILWAUKEE / ST. FRANCIS

E. LINCOLN AVE. TO S. PENNSYLVANIA AVE.

STH 794
MILWAUKEE COUNTY

STATE PROJECT NUMBER
1300-03-72

R-22-E



TOTAL NET LENGTH OF CENTERLINE = 3.820 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE REFERENCE TO THE WISCONSIN COUNTRY COORDINATE SYSTEM (WCCS), MILWAUKEE, COUNTY, NAD83 (2011), IN U.S SURVEY FEET.

ELEVATION SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012)

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1300-03-72		

DRAFT PS&E
9/29/2020

END PROJECT
STA. 260+13
X = 610571.20
Y = 286689.69

EXCEPTIONS TO NET C/L LENGTH
N-40-29
N-40-30
N-40-31
N-40-32

T-6-N
BEGIN PROJECT
STA 58+51
X = 613771.59
Y = 267923.34

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	WISDOT
Designer	GARY STARK
Project Manager	NGUYEN LY
Regional Examiner	STEVE CHOJNACKI
Regional Supervisor	BENEDICT ERUCHALU
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

GENERAL NOTES

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

ALL LAYOUT DATA IS REFERENCED TO THE R/L UNLESS OTHERWISE NOTED.

STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR WILL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A CALL TO THE UTILITIES THAT HAVE INSTALLATIONS WITHIN THE PROJECT AREA

EROSION CONTROL DEVICES ARE TO BE PLACED IN SEQUENCE WITH CONSTRUCTION STAGING AND MAINTAINED THROUGH EACH STAGE OR AS DETERMINED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN ON THE PLAN SHEETS ARE APPROXIMATE LOCATIONS. THE EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER

RE-TOPSOILING OF ALL DISTURBED AREAS SHALL BE DONE IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. FERTILIZE, SEED AND MULCH OR PLACE EROSION MAT ON ALL TOPSOILED AREAS WITHIN 3 WORKING DAYS AFTER PLACEMENT OF THE TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN 24 HOURS, SEED THOSE AREAS WITH TEMPORARY SEED.

ELEVATIONS SHOWN FOR CURB AND GUTTER ARE FLANGE ELEVATION. DISTANCES SHOWN FOR CURB AND GUTTER RADAII ARE MEASURED TO THE FLANGE

HMA PAVING LAYER DEPTHS

STH 794 - STA 58+51 TO 99+50 NB & SB
UPPER:1 3/4 INCHES OF HMA PAVEMENT 4MT 58-28 H
LOWER: 2 1/4 INCHES OF HMA PAVEMENT 3MT 58-28 S

STH 794 - STA 99+50 TO 260+13 NB & SB
UPPER:1 3/4 INCHES OF HMA PAVEMENT 4MT 58-28 H
LOWER: 1 3/4 INCHES OF HMA PAVEMENT 4MT 58-28 H

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- EROSION CONTROL
- PERMANENT SIGNING
- LIGHTING
- SIGNALS
- FTMS
- PAVEMENT MARKING
- TRAFFIC CONTROL
- ALIGNMENT

OTHER CONTACTS

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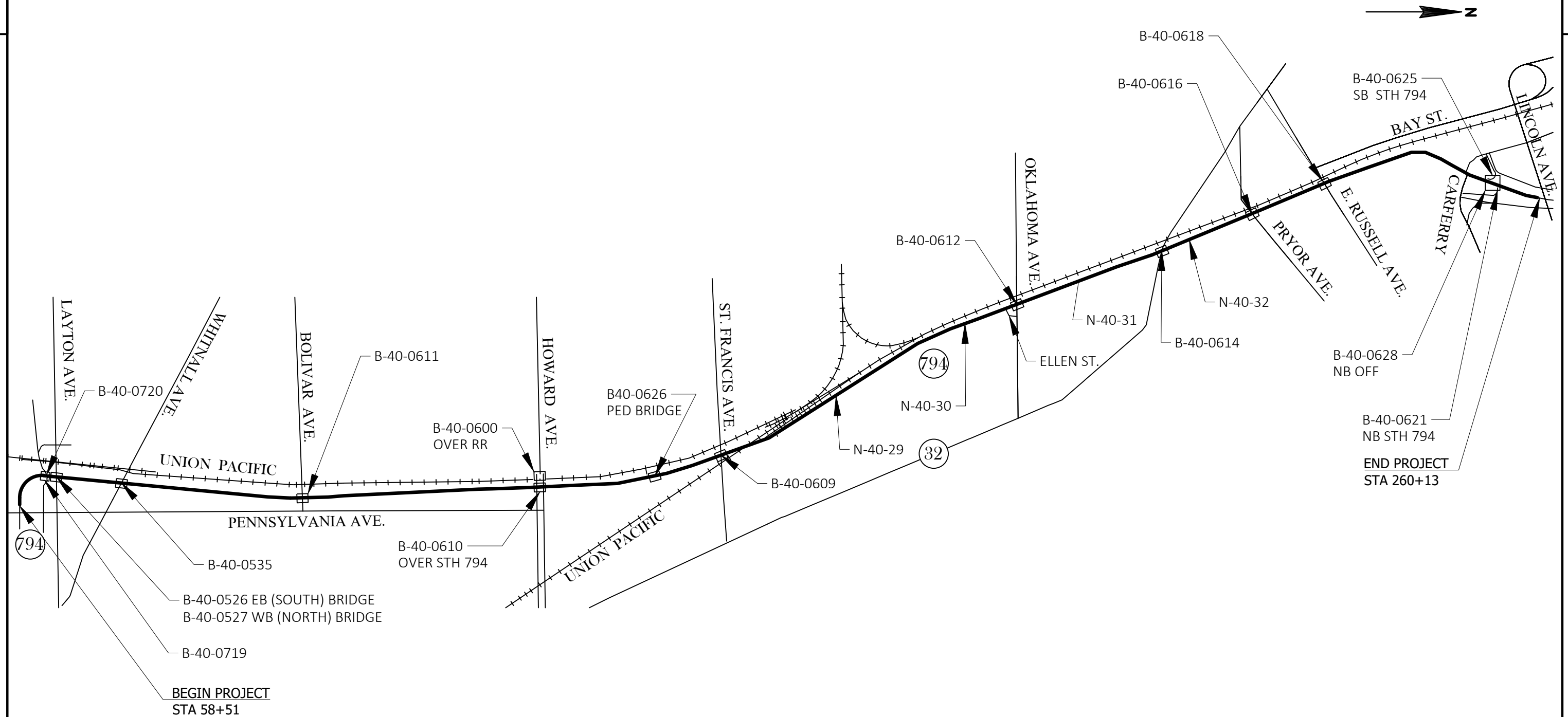
DESIGN CONTACTS

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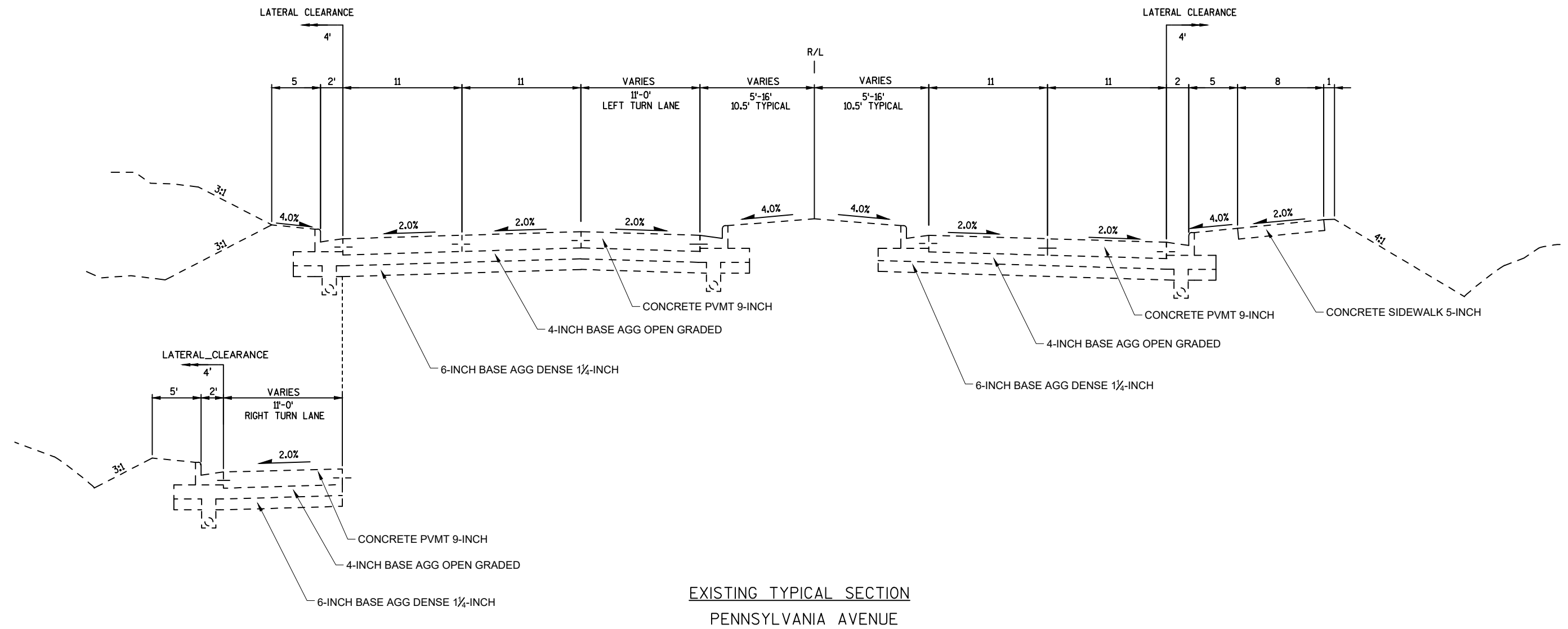
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Call 811 or Toll Free (800) 242-8511
www.DiggersHotline.com

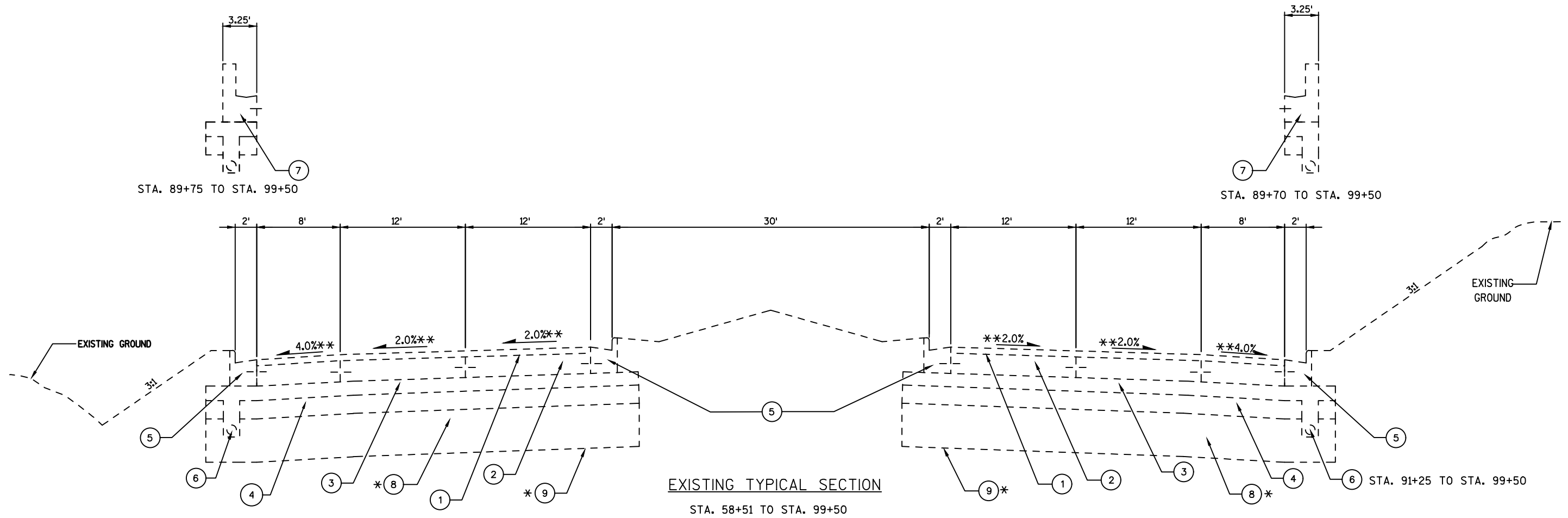


PROJECT NO: 1300-03-72	HWY: STH 794	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET	E
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2

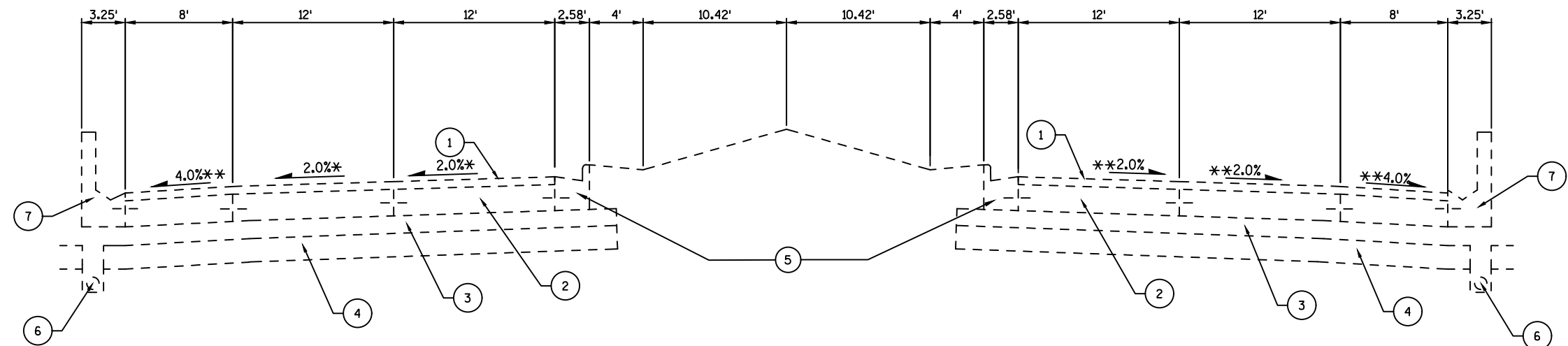
2 |



LEGEND

- ① EXISTING HMA PAVEMENT, 4-INCH
- ② EXISTING CONCRETE BASE 7-INCH (DOWELED)
- ③ EXISTING BASE AGGREGATE OPEN GRADED, 4-INCH
- ④ EXISTING BASE AGGREGATE DENSE 1 1/4-INCH, 6-INCH
- ⑤ EXISTING CONCRETE CURB AND GUTTER 31-INCH SPECIAL
- ⑥ EXISTING PIPE UNDERDRAIN 6-INCH
- ⑦ EXISTING CONCRETE BARRIER SPECIAL
- ⑧ EXISTING SELECT CRUSHED STONE
- ⑨ EXISTING TYPE SR FABRIC

** 4% SUPERELEVATION
STA. 60+50 TO STA. 70+64, 4% NB & SB
* STA. 70+64 TO STA. 99+50



EXISTING TYPICAL SECTION
STH 794
STA. 99+50 TO STA. 155+00

LEGEND

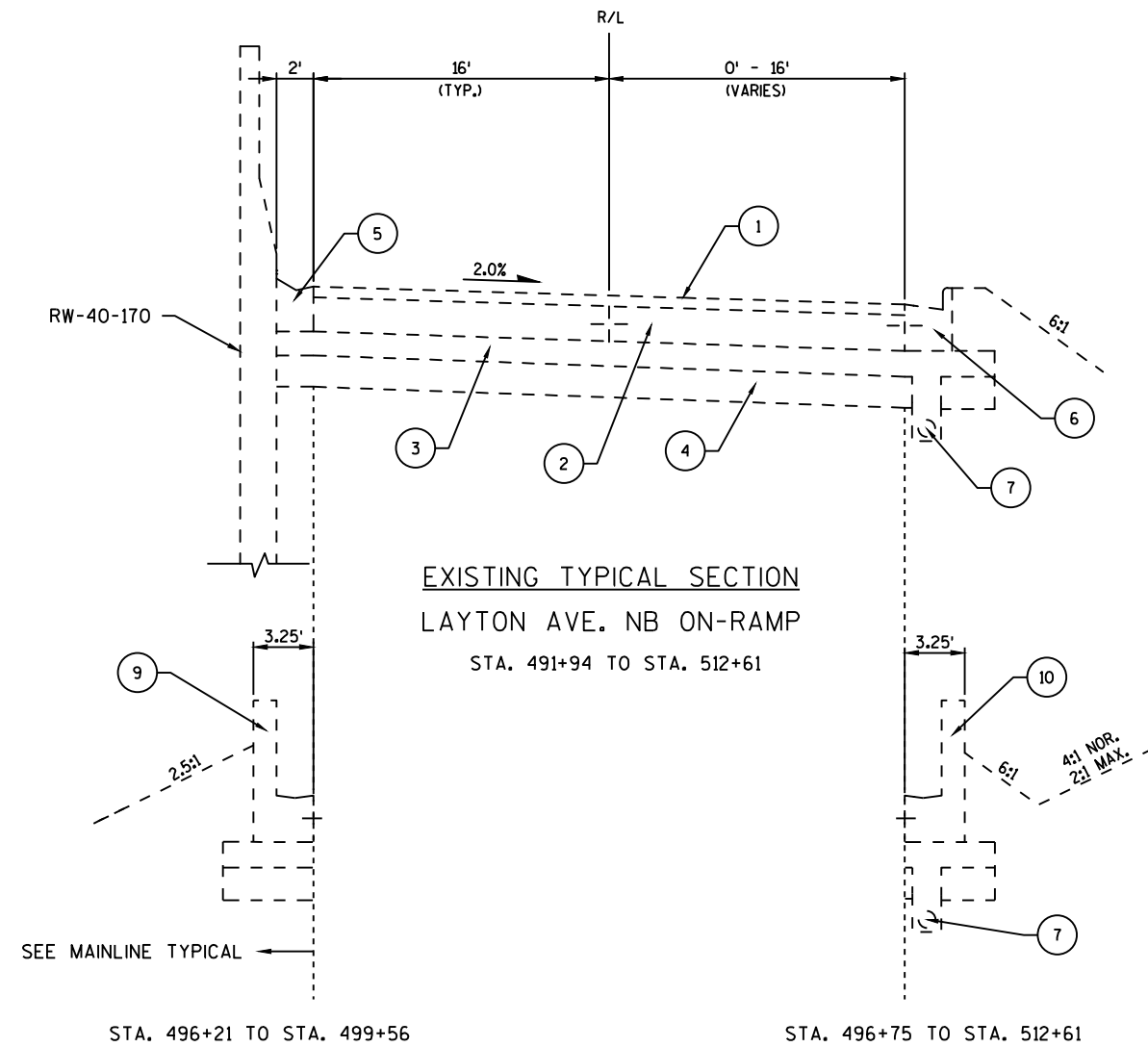
- ① EXISTING HMA PAVEMENT, 3-INCH
- ② EXISTING CONCRETE BASE 7-INCH (NON-DOWELED)
- ③ EXISTING C.A.B.C. OPEN GRADED, NO. 2, 4-INCH
- ④ EXISTING C.A.B.C., 6-INCH
- ⑤ EXISTING CONCRETE CURB AND GUTTER 31-INCH SPECIAL (TYP.) (SEE DETAIL)
- ⑥ EXISTING PIPE UNDERDRAIN 6-INCH (TYP.)
- ⑦ EXISTING CONCRETE BARRIER, VERTICAL FACE (SEE DETAIL)

* SUPERELEVATION TRANSITION FROM 2.0% TO 2.5%
STA. 145+10 TO STA. 145+50

** SUPERELEVATION TRANSITION FROM 2.0% TO 0.0%
STA. 141+75 TO STA. 143+50

SUPERELEVATION TRANSITION FROM 0.0% TO -2.0%
STA. 143+50 TO STA. 145+10

SUPERELEVATION TRANSITION FROM -2.0% TO -2.5%
STA. 145+10 TO STA. 145+50

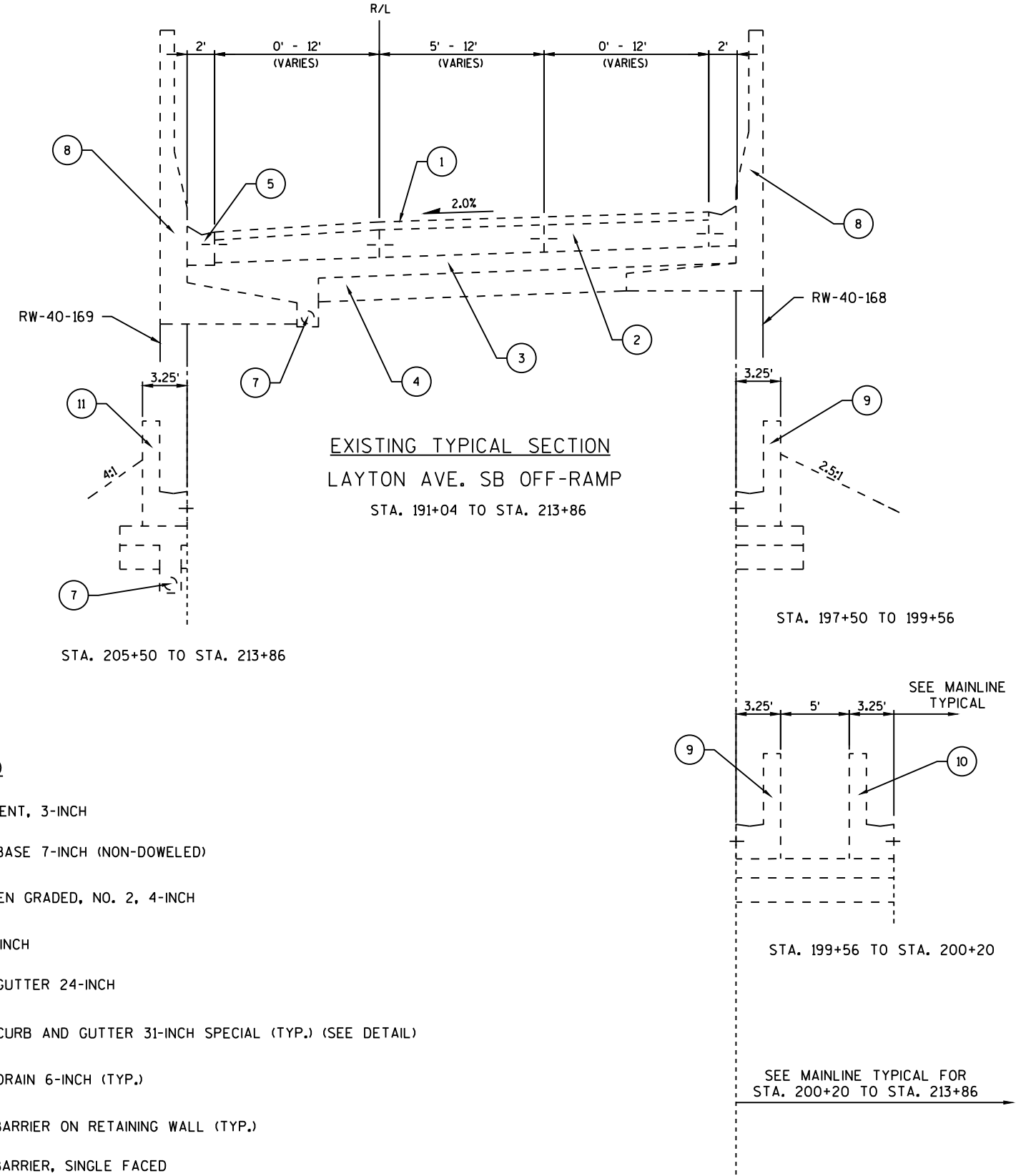


STA. 496+21 TO STA. 499+56

STA. 496+75 TO STA. 512+61

LEGEND

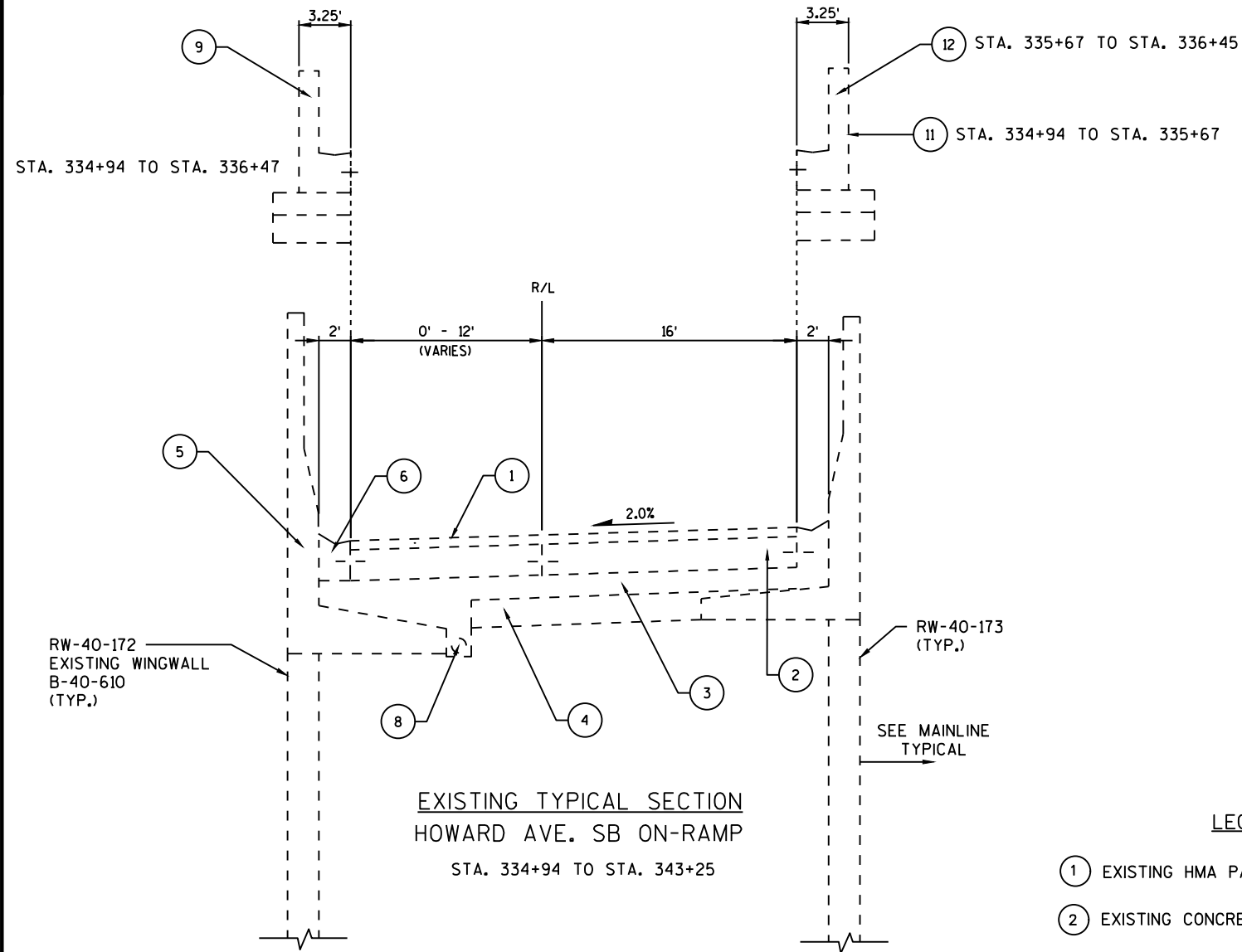
- ① EXISTING HMA PAVEMENT, 3-INCH
- ② EXISTING CONCRETE BASE 7-INCH (NON-DOWELED)
- ③ EXISTING C.A.B.C. OPEN GRADED, NO. 2, 4-INCH
- ④ EXISTING C.A.B.C., 6-INCH
- ⑤ EXISTING CONCRETE GUTTER 24-INCH
- ⑥ EXISTING CONCRETE CURB AND GUTTER 31-INCH SPECIAL (TYP.) (SEE DETAIL)
- ⑦ EXISTING PIPE UNDERDRAIN 6-INCH (TYP.)
- ⑧ EXISTING CONCRETE BARRIER ON RETAINING WALL (TYP.)
- ⑨ EXISTING CONCRETE BARRIER, SINGLE FACED
- ⑩ EXISTING CONCRETE BARRIER, VERTICE FACE (SEE DEATIL)
- ⑪ EXISTING CONCRETE BARRIER, SPECIAL (TYP.) (SEE DETAIL)



STA. 197+50 TO 199+56

STA. 199+56 TO STA. 200+20

SEE MAINLINE TYPICAL FOR
STA. 200+20 TO STA. 213+86



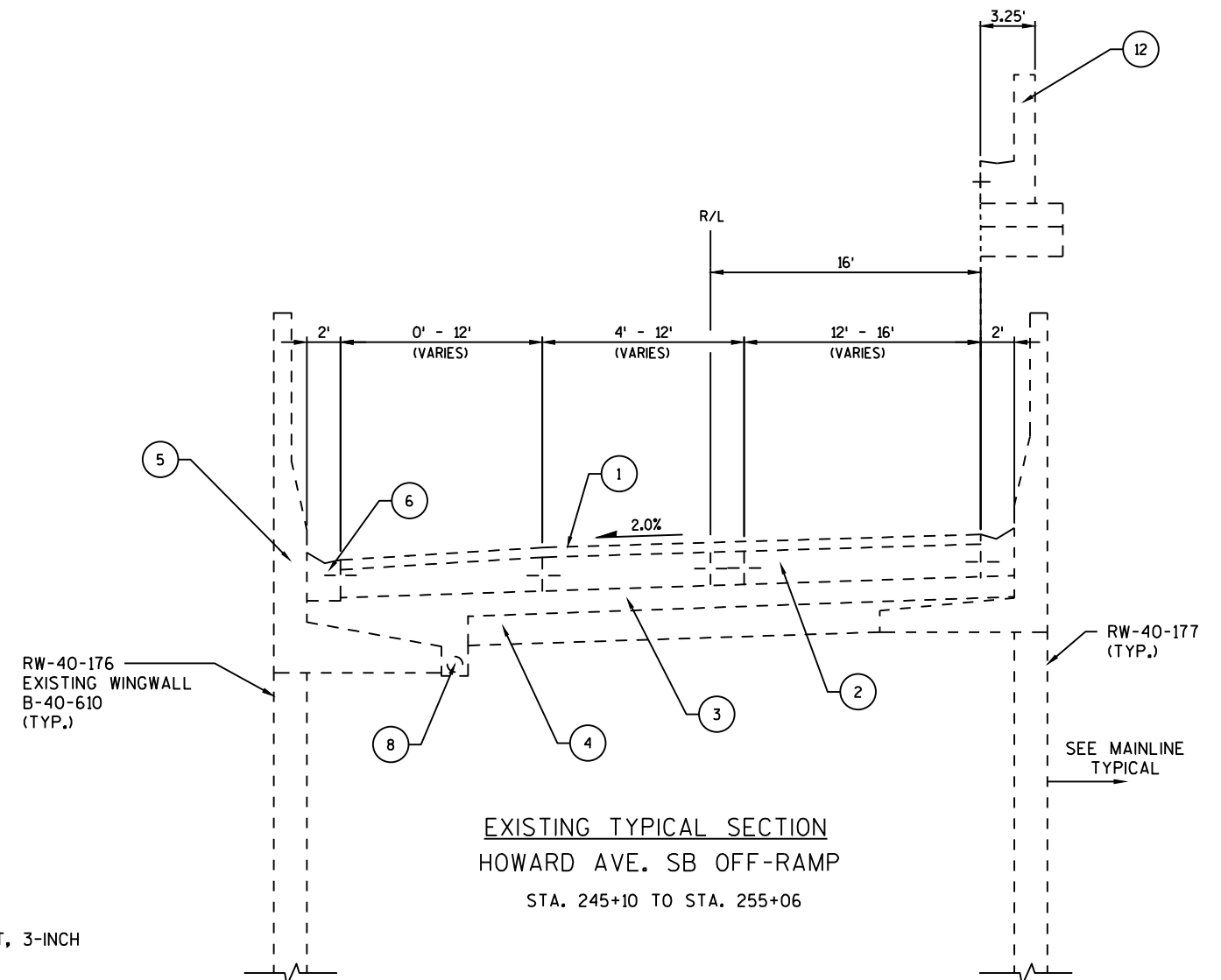
EXISTING TYPICAL SECTION
HOWARD AVE. SB ON-RAMP
STA. 334+94 TO STA. 343+25

* SUPERELEVATION TRANSITION FROM 2.0% TO -5.23%
STA. 342+00 TO STA. 343+25

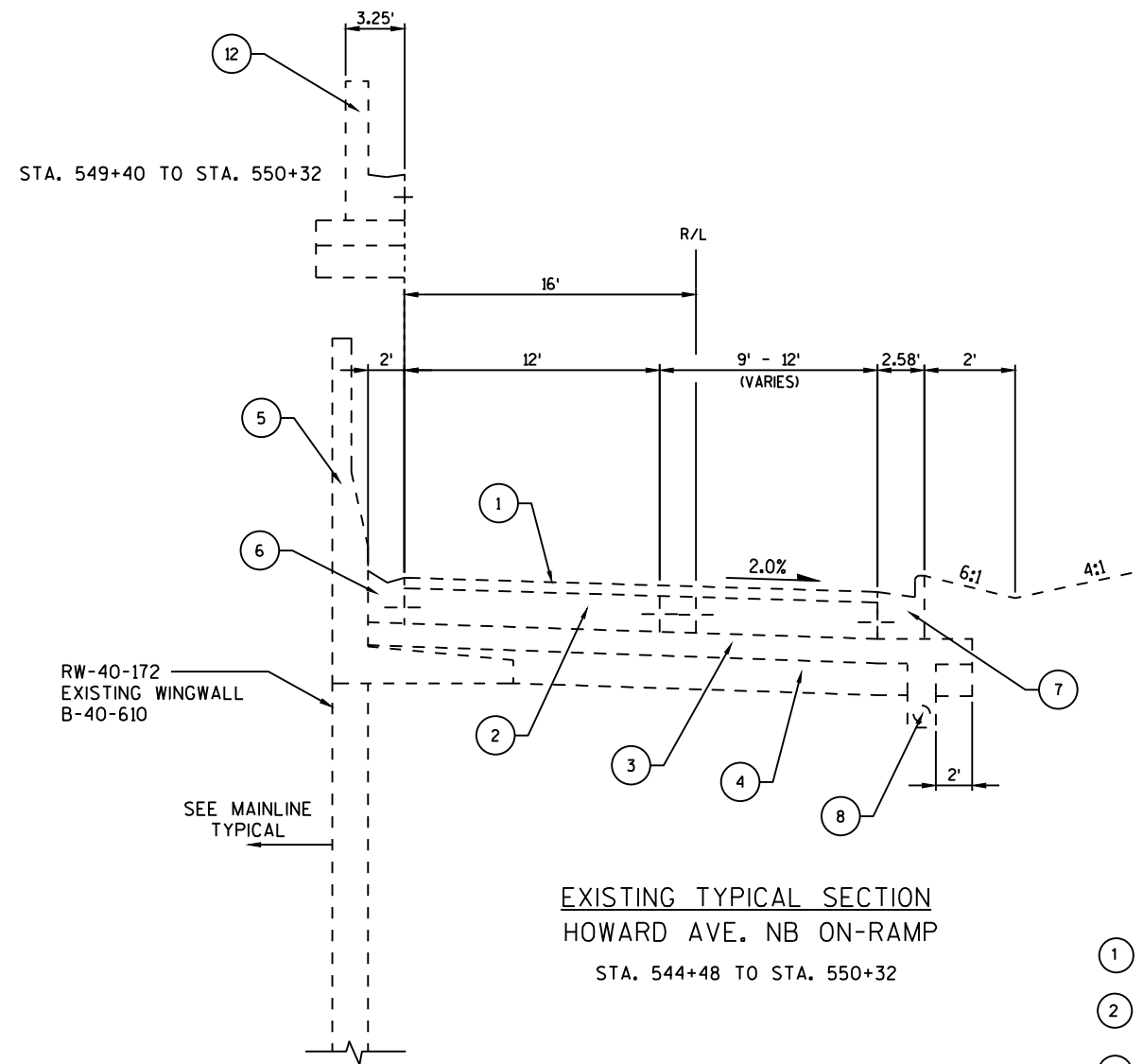
** SUPERELEVATION TRANSITION FROM -4.73% TO 2.0%
STA. 245+10 TO STA. 246+25

LEGEND

- ① EXISTING HMA PAVEMENT, 3-INCH
- ② EXISTING CONCRETE BASE 7-INCH (NON-DOWELED)
- ③ EXISTING C.A.B.C. OPEN GRADED, NO. 2, 4-INCH
- ④ EXISTING C.A.B.C., 6-INCH
- ⑤ EXISTING CONCRETE BARRIER ON RETAINING WALL (TYP.) (SEE WALL PLANS)
- ⑥ EXISTING CONCRETE CURB AND GUTTER 24-INCH (TYP.) (SEE S.D.D.)
- ⑦ EXISTING CONCRETE CURB AND GUTTER 31-INCH SPECIAL (TYP.) (SEE DETAIL)
- ⑧ EXISTING PIPE UNDERDRAIN 6-INCH (TYP.) (SEE S.D.D.)
- ⑨ EXISTING CONCRETE BARRIER, SPECIAL (TYP.) (SEE DETAIL)
- ⑩ EXISTING CONCRETE BARRIER, VERTICAL FACE (SEE DETAIL)
- ⑪ EXISTING CONCRETE BARRIER DOUBLE FACED, SPECIAL (SEE DETAIL)
- ⑫ EXISTING CONCRETE BARRIER, SINGLE FACED



EXISTING TYPICAL SECTION
HOWARD AVE. SB OFF-RAMP
STA. 245+10 TO STA. 255+06



EXISTING TYPICAL SECTION
HOWARD AVE. NB ON-RAMP
STA. 544+48 TO STA. 550+32

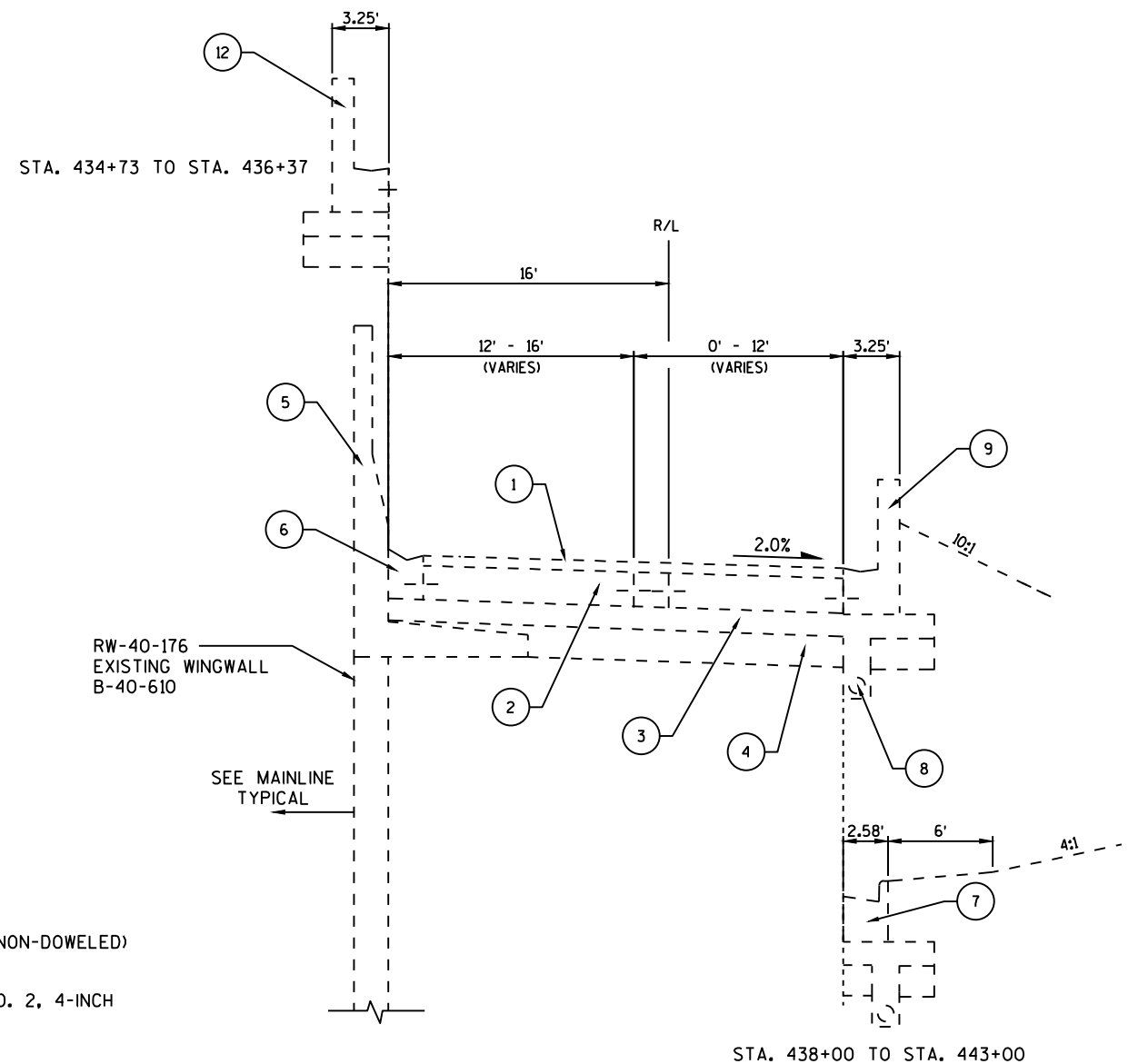
* SUPERELEVATION TRANSITION FROM 2.0% TO -3.64%
STA. 442+50 TO STA. 443+00

SUPERELEVATION TRANSITION FROM -5.32% TO 2.0%
STA. 544+50 TO STA. 545+25

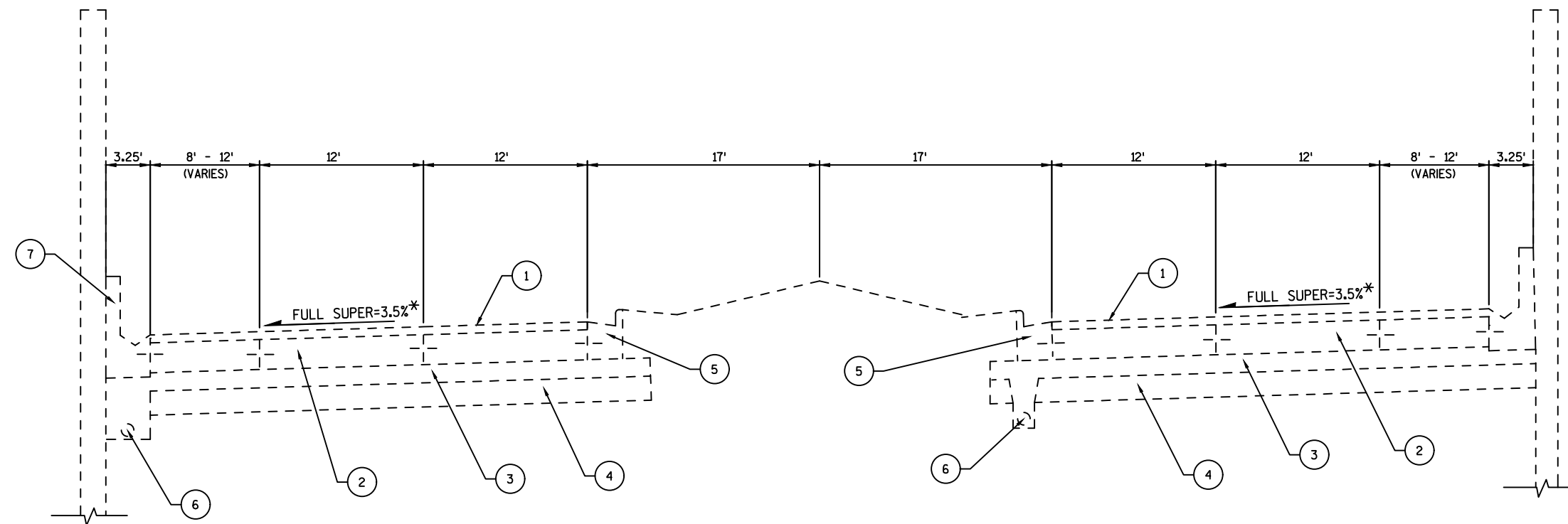
SUPERELEVATION TRANSITION FROM 2.0% TO -3.0%
STA. 548+35 TO STA. 550+00

LEGEND

- ① EXISTING HMA PAVEMENT, 3-INCH
- ② EXISTING CONCRETE BASE 7-INCH (NON-DOWELED)
- ③ EXISTING C.A.B.C. OPEN GRADED, NO. 2, 4-INCH
- ④ EXISTING C.A.B.C., 6-INCH
- ⑤ EXISTING CONCRETE BARRIER ON RETAINING WALL (TYP.) (SEE WALL PLANS)
- ⑥ EXISTING CONCRETE CURB AND GUTTER 24-INCH (TYP.) (SEE S.D.D.)
- ⑦ EXISTING CONCRETE CURB AND GUTTER 31-INCH SPECIAL (TYP.) (SEE DETAIL)
- ⑧ EXISTING PIPE UNDERDRAIN 6-INCH (TYP.) (SEE S.D.D.)
- ⑨ EXISTING CONCRETE BARRIER, SPECIAL (TYP.) (SEE DETAIL)
- ⑩ EXISTING CONCRETE BARRIER, VERTICAL FACE (SEE DETAIL)
- ⑪ EXISTING CONCRETE BARRIER DOUBLE FACED, SPECIAL (SEE DETAIL)
- ⑫ EXISTING CONCRETE BARRIER, SINGLE FACED



EXISTING TYPICAL SECTION
HOWARD AVE. NB OFF-RAMP
STA. 434+73 TO STA. 443+00



EXISTING TYPICAL SECTION

STH 794

STA. 155+00 TO STA. 161+75
STA. 165+78 TO STA. 177+25

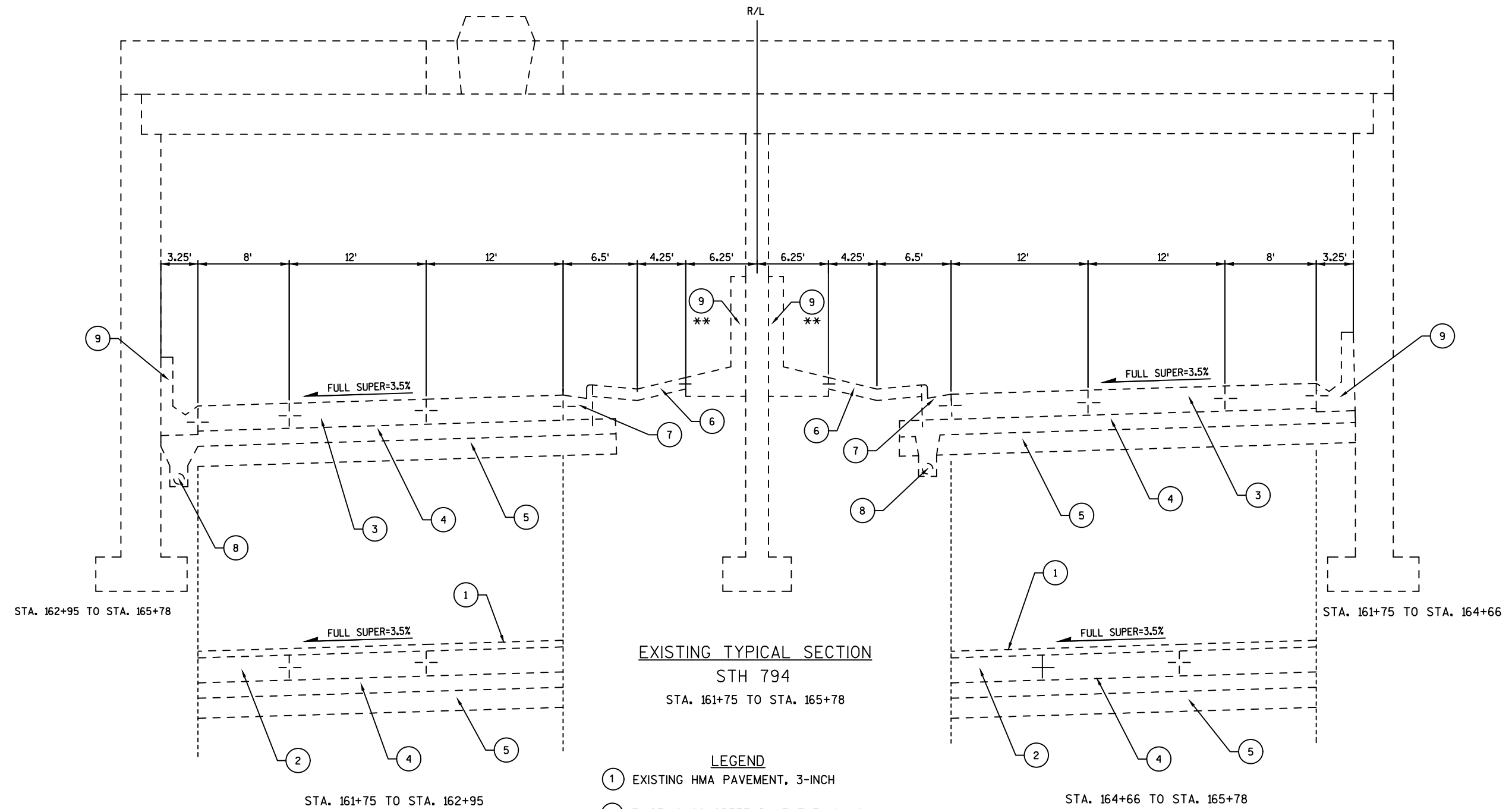
LEGEND

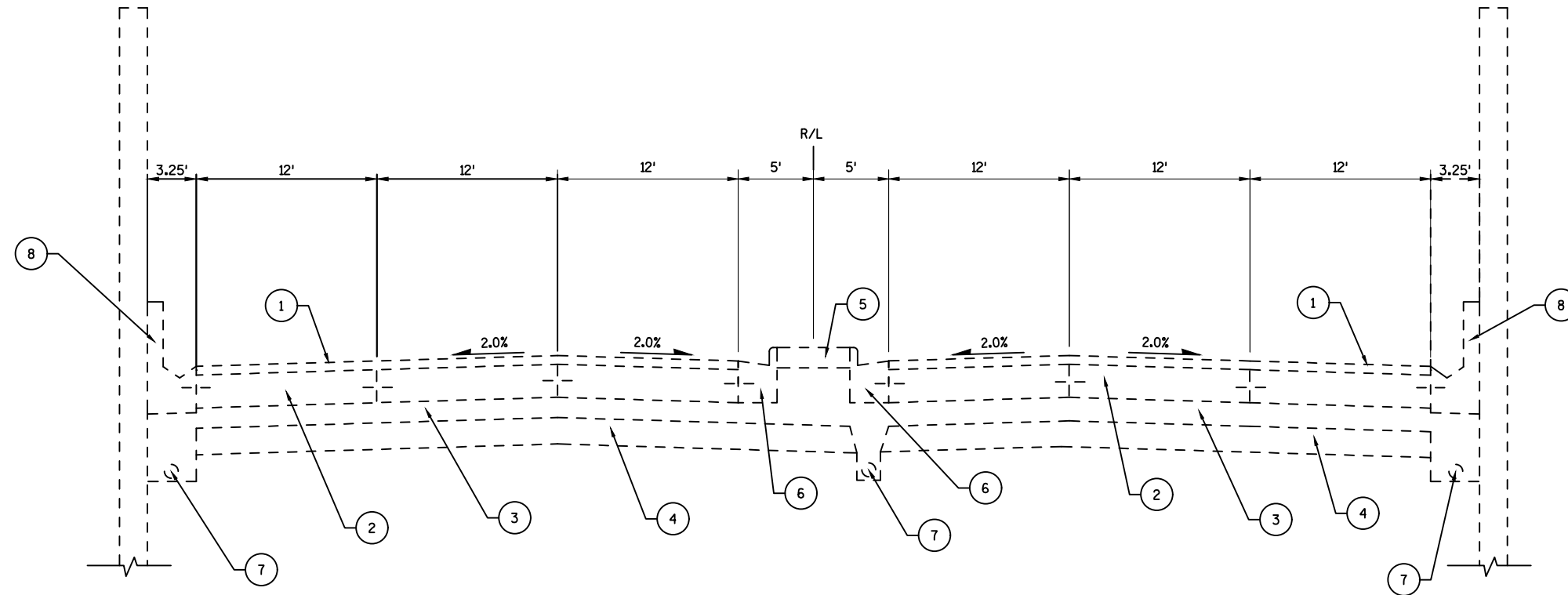
- ① EXISTING HMA PAVEMENT, 3-INCH
- ② EXISTING CONCRETE PAVEMENT, 8-INCH
- ③ EXISTING C.A.B.C. OPEN GRADED, NO. 2, 4-INCH
- ④ EXISTING C.A.B.C., 6-INCH
- ⑤ EXISTING CONCRETE CURB AND GUTTER 31-INCH, SPECIAL (TYP.)
- ⑥ EXISTING PIPE UNDERDRAIN 6-INCH (TYP.)
- ⑦ EXISTING CONCRETE BARRIER ALONG STRUCTURE (SEE DETAIL)

* SUPERELEVATION = 2.5%
STA. 155+00 TO STA. 161+50

SUPERELEVATION TRANSITION FROM 2.5% TO 3.5%
STA. 160+50 TO STA. 161+50

SUPERELEVATION TRANSITION FROM 3.5% TO 2.0%
STA. 171+75 TO STA. 177+25
(SEE TYPICAL STARTING AT STA. 177+25)

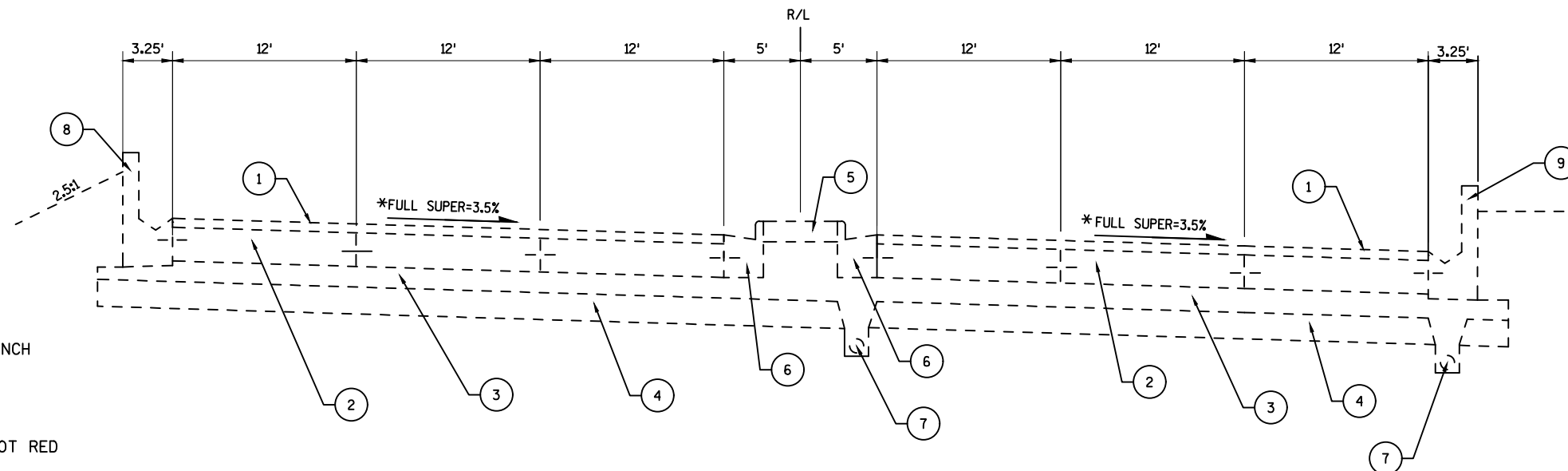




EXISTING TYPICAL SECTION

STH 794

STA. 177+25 TO STA. 181+85, LT.
STA. 177+25 TO STA. 180+60, RT.



EXISTING TYPICAL SECTION

STH 794

STA. 181+85 TO STA. 194+25 SB
STA. 180+60 TO STA. 196+00 NB

* SUPERELEVATION TRANSITION
STA. 180+50 TO STA. 183+00

SUPERELEVATION TRANSITION FROM 2.0% TO 3.5%
STA. 180+50 TO STA. 183+00

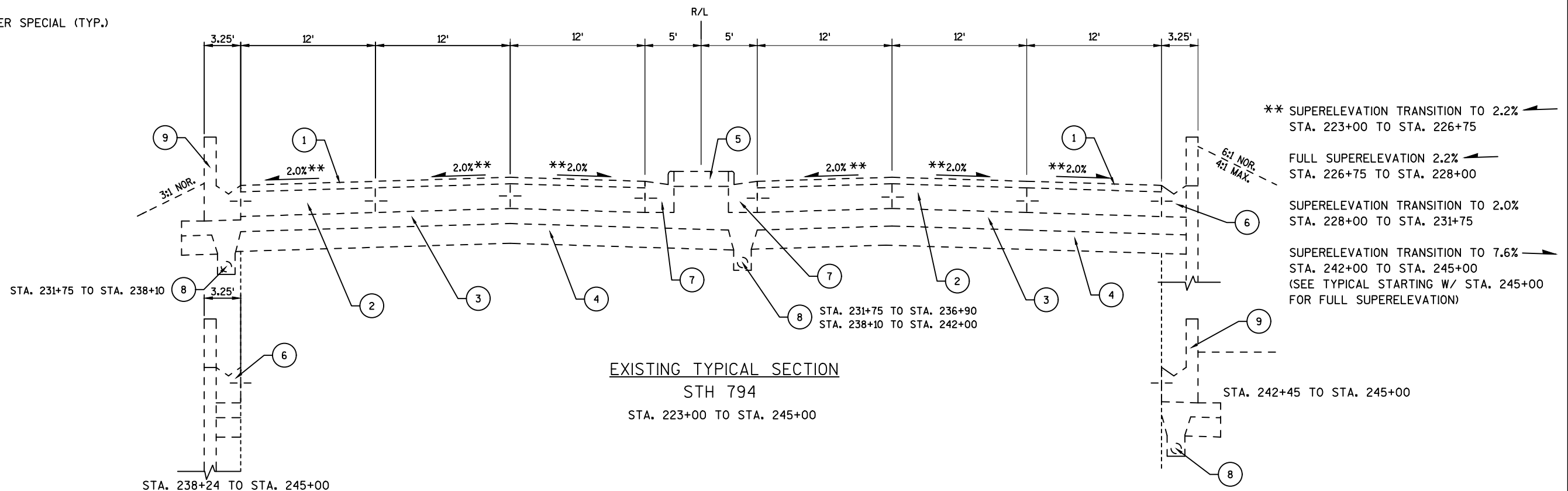
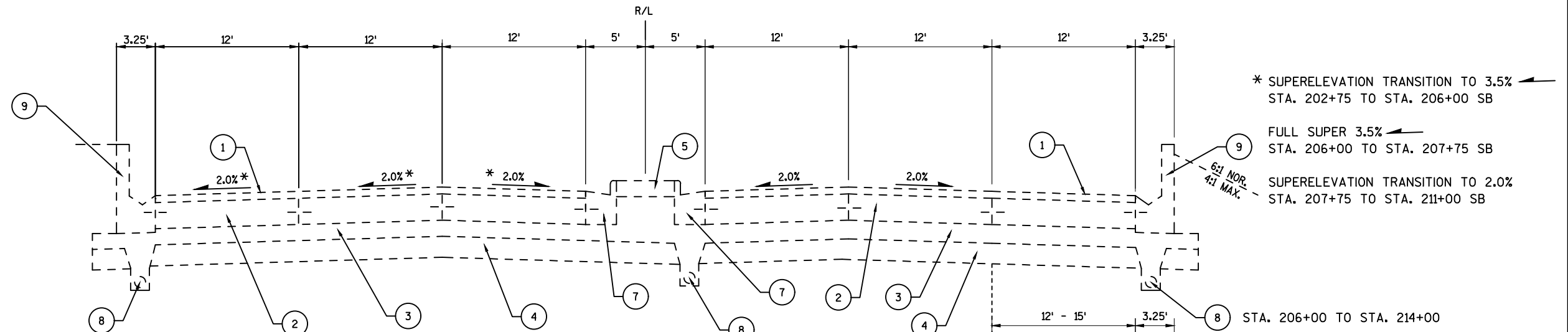
SUPERELEVATION TRANSITION FROM 3.5% TO 2.0%
(SEE TYPICAL STARTING AT STA. 194+25 SB, STA.
196+00 NB)
STA. 191+00 TO STA. 194+25 SB
STA. 192+75 TO STA. 196+00 NB

LEGEND

- ① EXISTING HMA PAVEMENT, 3-INCH
- ② EXISTING CONCRETE PAVEMENT, 8-INCH
- ③ EXISTING C.A.B.C. OPEN GRADED, NO. 2, 4-INCH
- ④ EXISTING C.A.B.C., 6-INCH
- ⑤ EXISTING CONCRETE SIDEWALK, 5-INCH WISDOT RED
- ⑥ EXISTING CONCRETE CURB AND GUTTER 31-INCH SPECIAL (TYP.)
- ⑦ EXISTING PIPE UNDERDRAIN 6-INCH (TYP.)
- ⑧ EXISTING CONCRETE BARRIER ALONG STRUCTURE (SEE DEATIL)
- ⑨ EXISTING CONCRETE BARRIER SPECIAL (TYP.)

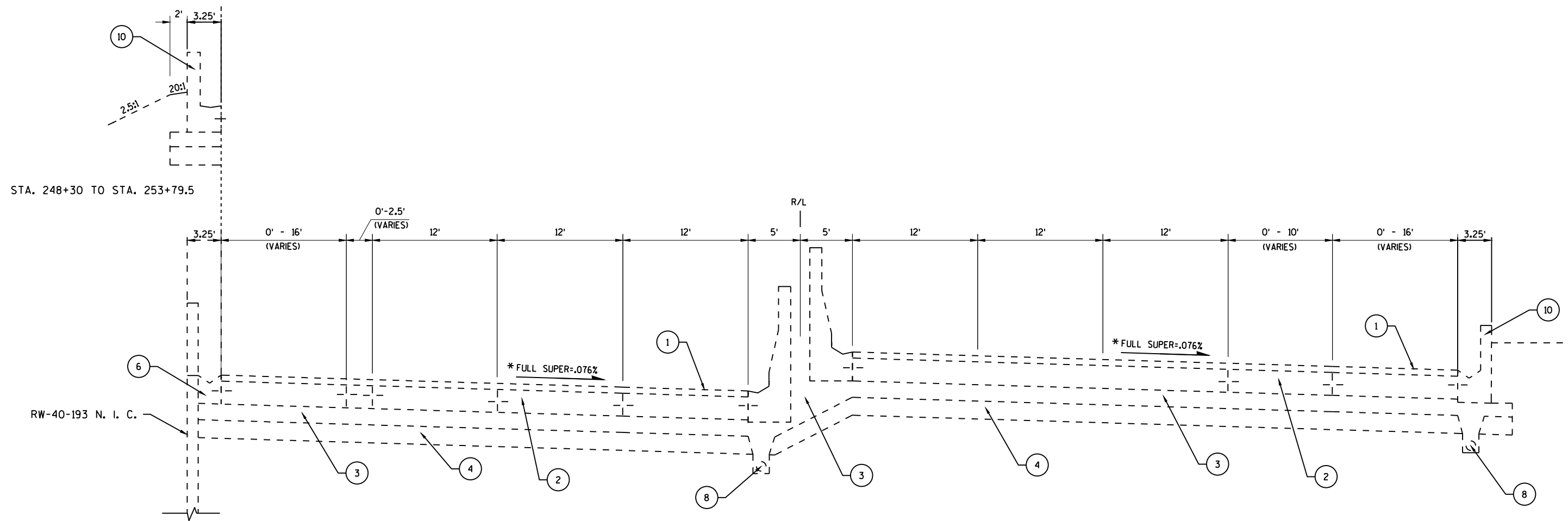
LEGEND

- ① EXISTING HMA PAVEMENT, 3-INCH
- ② EXISTING CONCRETE PAVEMENT, 7-INCH
- ③ EXISTING C.A.B.C. OPEN GRADED, NO. 2, 4-INCH
- ④ EXISTING C.A.B.C., 6-INCH
- ⑤ EXISTING CONCRETE SIDEWALK, 5-INCH WISDOT RED
- ⑥ EXISTING CONCRETE GUTTER 24-INCH (TYP.)
- ⑦ EXISTING CONCRETE CURB AND GUTTER 31-INCH SPECIAL (TYP.)
- ⑧ EXISTING PIPE UNDERDRAIN 6-INCH (TYP.)
- ⑨ EXISTING CONCRETE BARRIER SPECIAL (TYP.)



2

2 |



LEGEND

- ① EXISTING HMA PAVEMENT, 3-INCH
- ② EXISTING CONCRETE BASE 7-INCH
- ③ EXISTING C.A.B.C. OPEN GRADED, NO. 2, 4-INCH
- ④ EXISTING C.A.B.C., 6-INCH
- ⑤ EXISTING CONCRETE, SIDEWALK 5-INCH SPECIAL
- ⑥ EXISTING CONCRETE GUTTER 24-INCH (TYP.)
- ⑦ EXISTING CONCRETE CURB AND GUTTER 31-INCH SPECIAL (TYP.)
- ⑧ EXISTING PIPE UNDERDRAIN 6-INCH (TYP.)
- ⑨ EXISTING CONCRETE BARRIER, SINGLE-FACE (TYP.)
- ⑩ EXISTING CONCRETE BARRIER, SPECIAL (TYP.)

EXISTING TYPICAL SECTION

STH 794

STA. 245+00 TO STA. 253+79.5

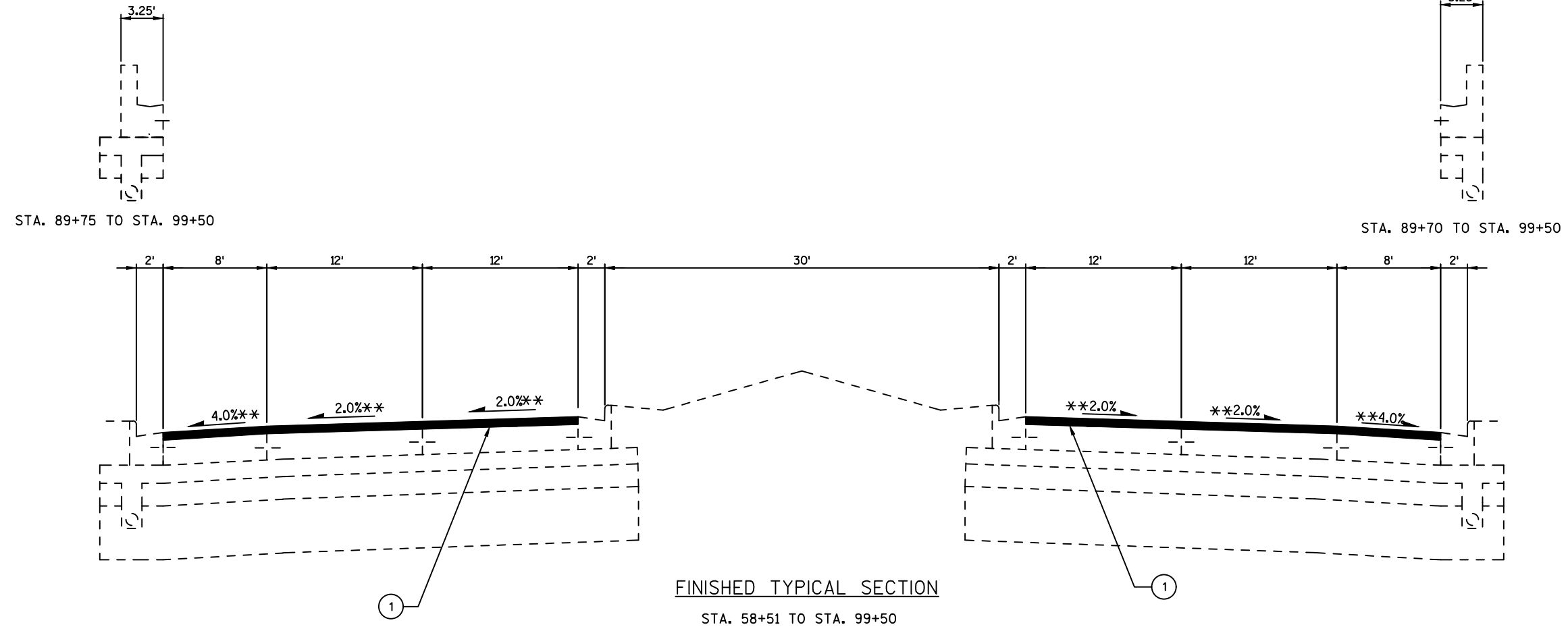
* SUPERELEVATION TRANSITION TO 0.0% AT BRIDGE DECK
STA. 252+75 TO STA. 253+79.5



- [illegible]

* STA. 260+13 TO STA. 260+58 NB
EXISTING CONCRETE PAVEMENT
10-INCH

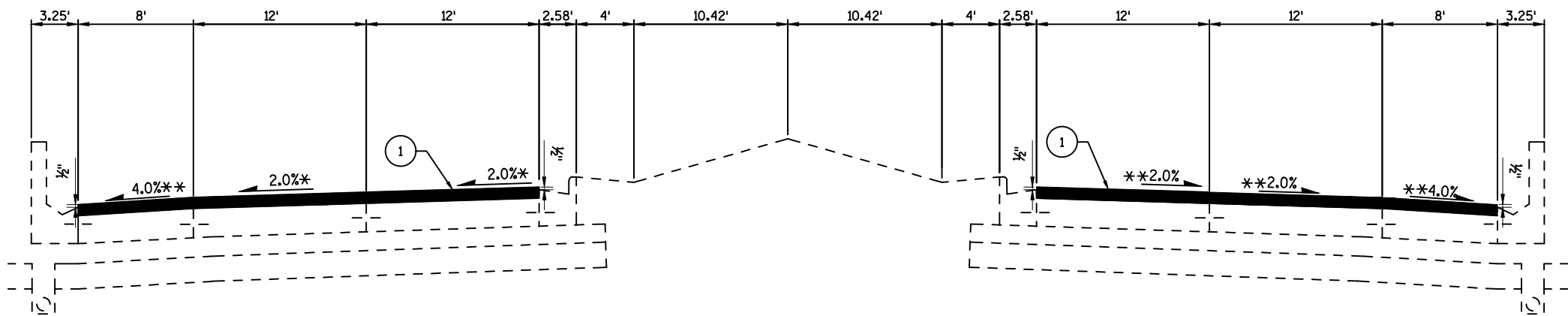
STA. 255+62 TO STA. 256+03 SB
EXISTING CONCRETE PAVEMENT



LEGEND

1 MILL 4" HMA, PLACE 4" HMA

** 4% SUPERELEVATION
STA. 60+50 TO STA. 70+64, 4% NB & SB



FINISHED TYPICAL SECTION
STH 794
STA. 99+50 TO STA. 155+00

LEGEND

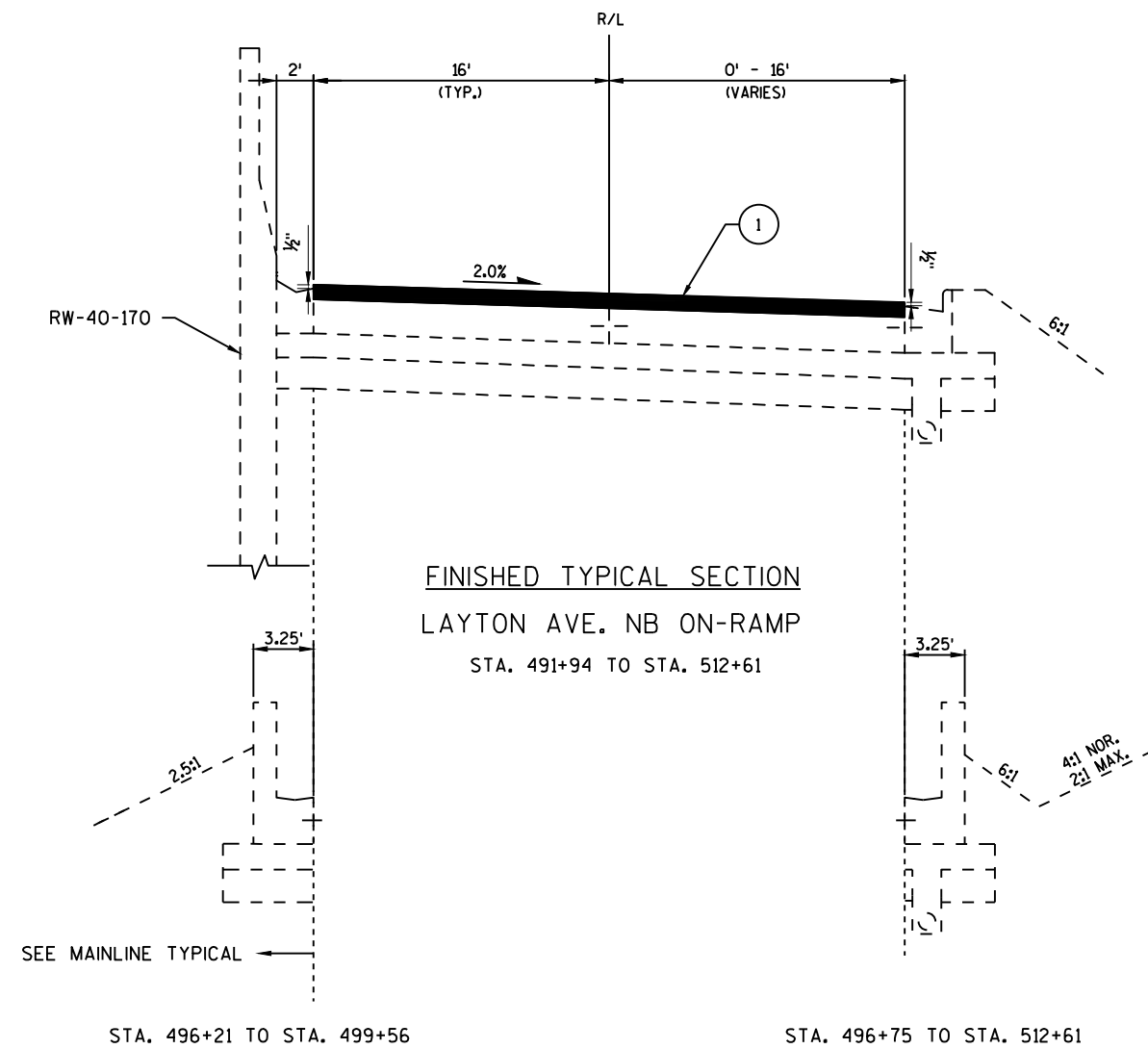
① MILL 3" PLACE 3 1/2" HMA

* SUPERELEVATION TRANSITION FROM 2.0% TO 2.5%
STA. 145+10 TO STA. 145+50

** SUPERELEVATION TRANSITION FROM 2.0% TO 0.0%
STA. 141+75 TO STA. 143+50

SUPERELEVATION TRANSITION FROM 0.0% TO -2.0%
STA. 143+50 TO STA. 145+10

SUPERELEVATION TRANSITION FROM -2.0% TO -2.5%
STA. 145+10 TO STA. 145+50

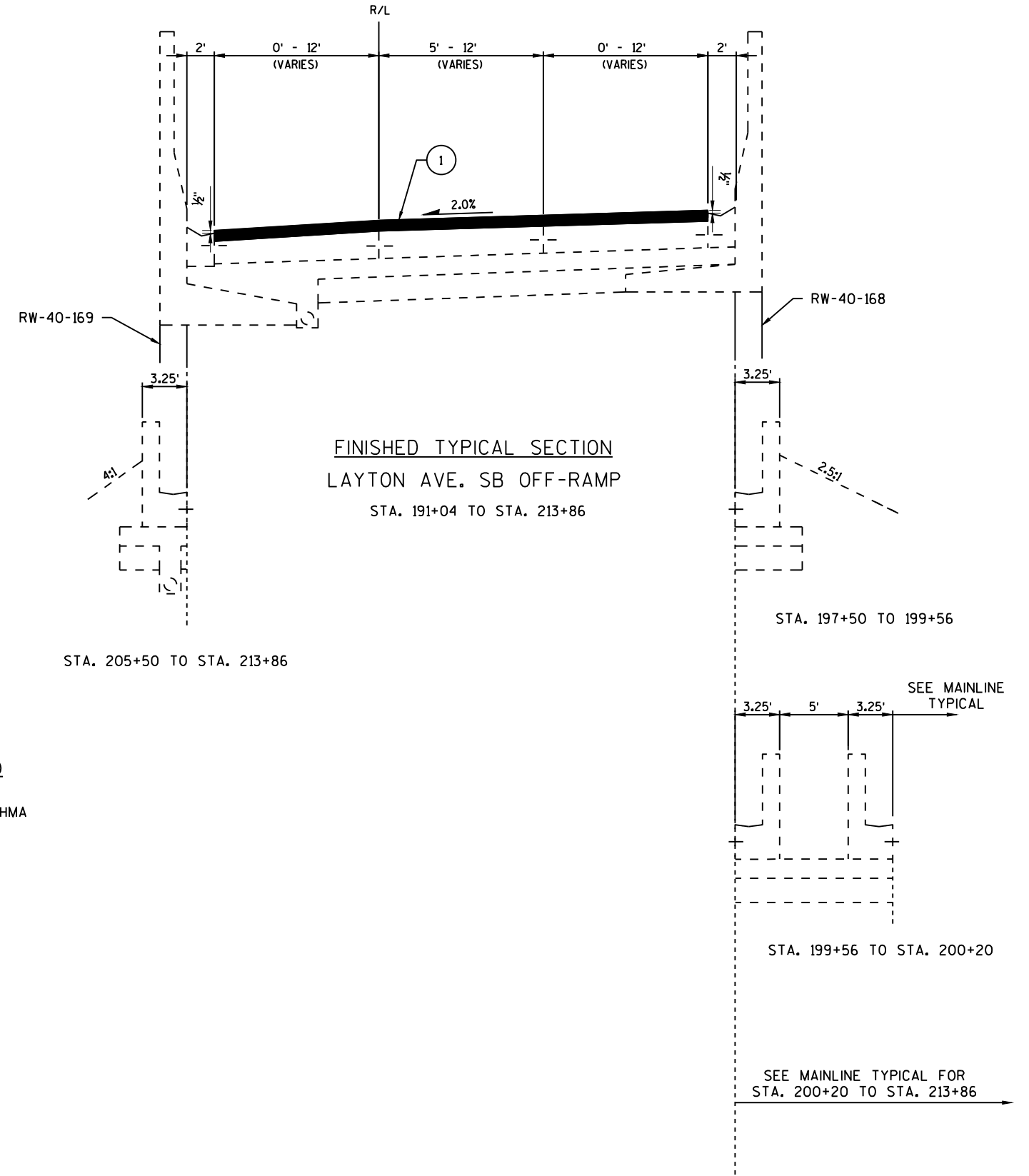


STA. 496+21 TO STA. 499+56

STA. 496+75 TO STA. 512+61

LEGEND

① MILL 3" PLACE 3½" HMA

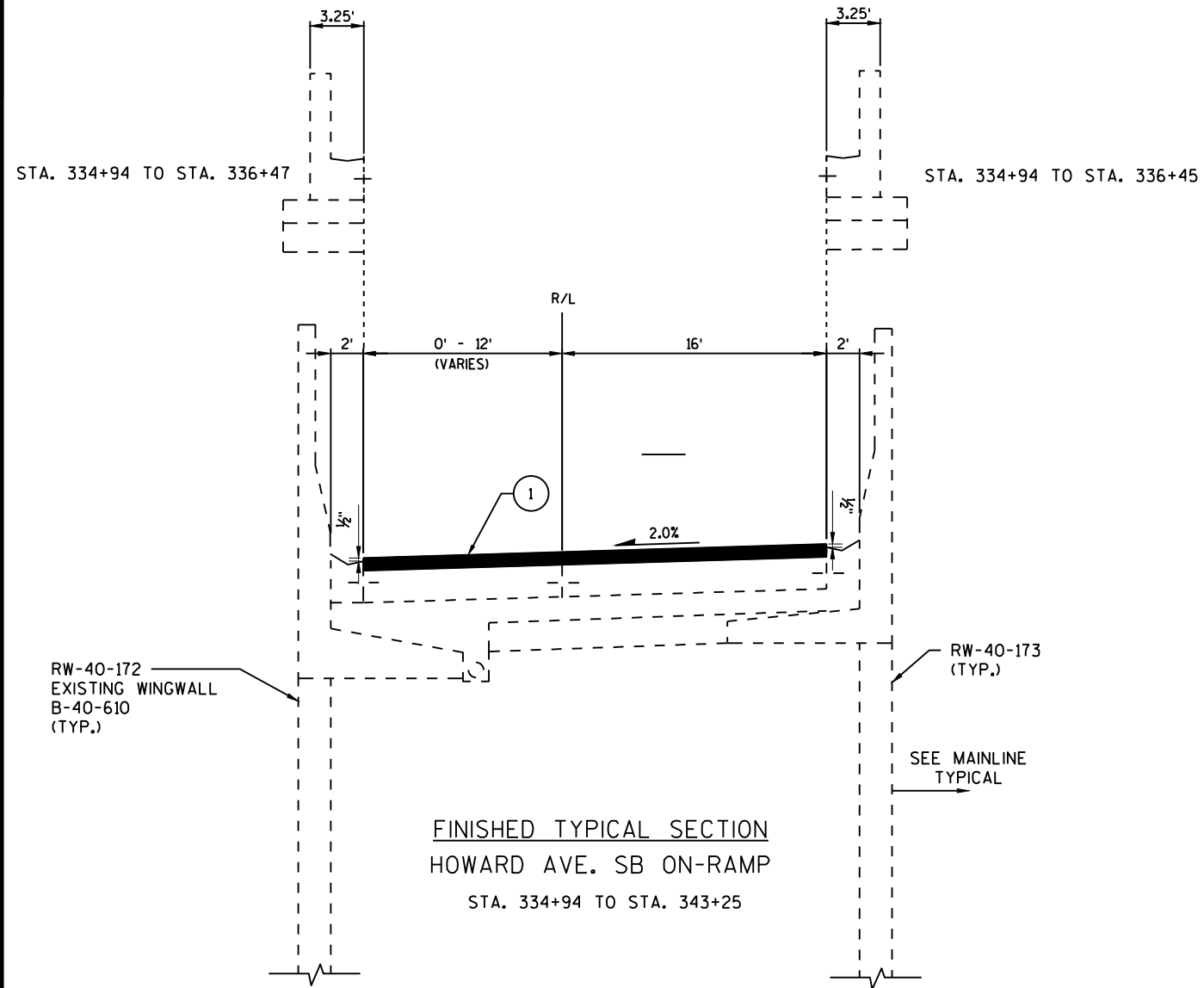


STA. 205+50 TO STA. 213+86

STA. 197+50 TO 199+56

STA. 199+56 TO STA. 200+20

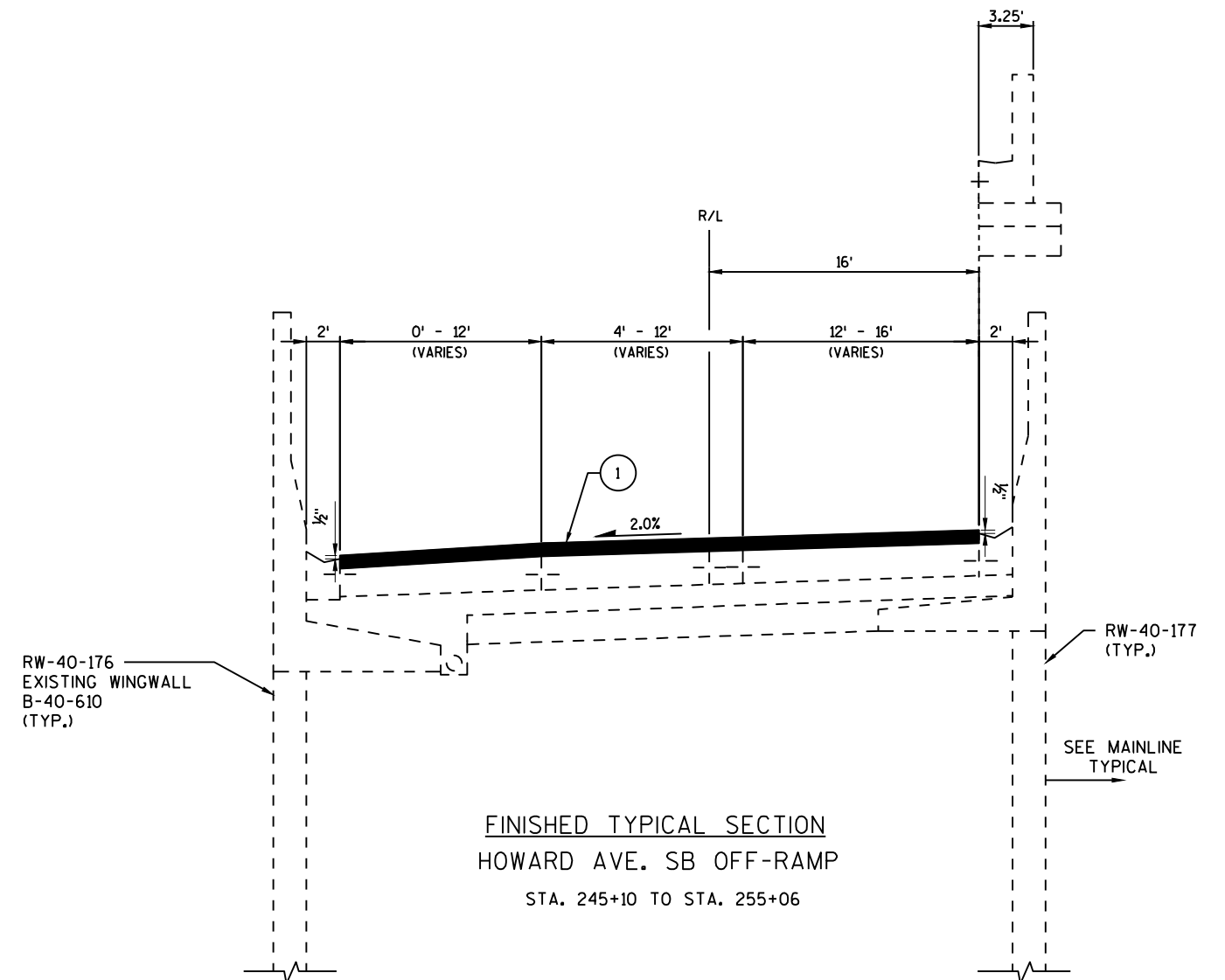
SEE MAINLINE TYPICAL FOR
STA. 200+20 TO STA. 213+86

LEGEND

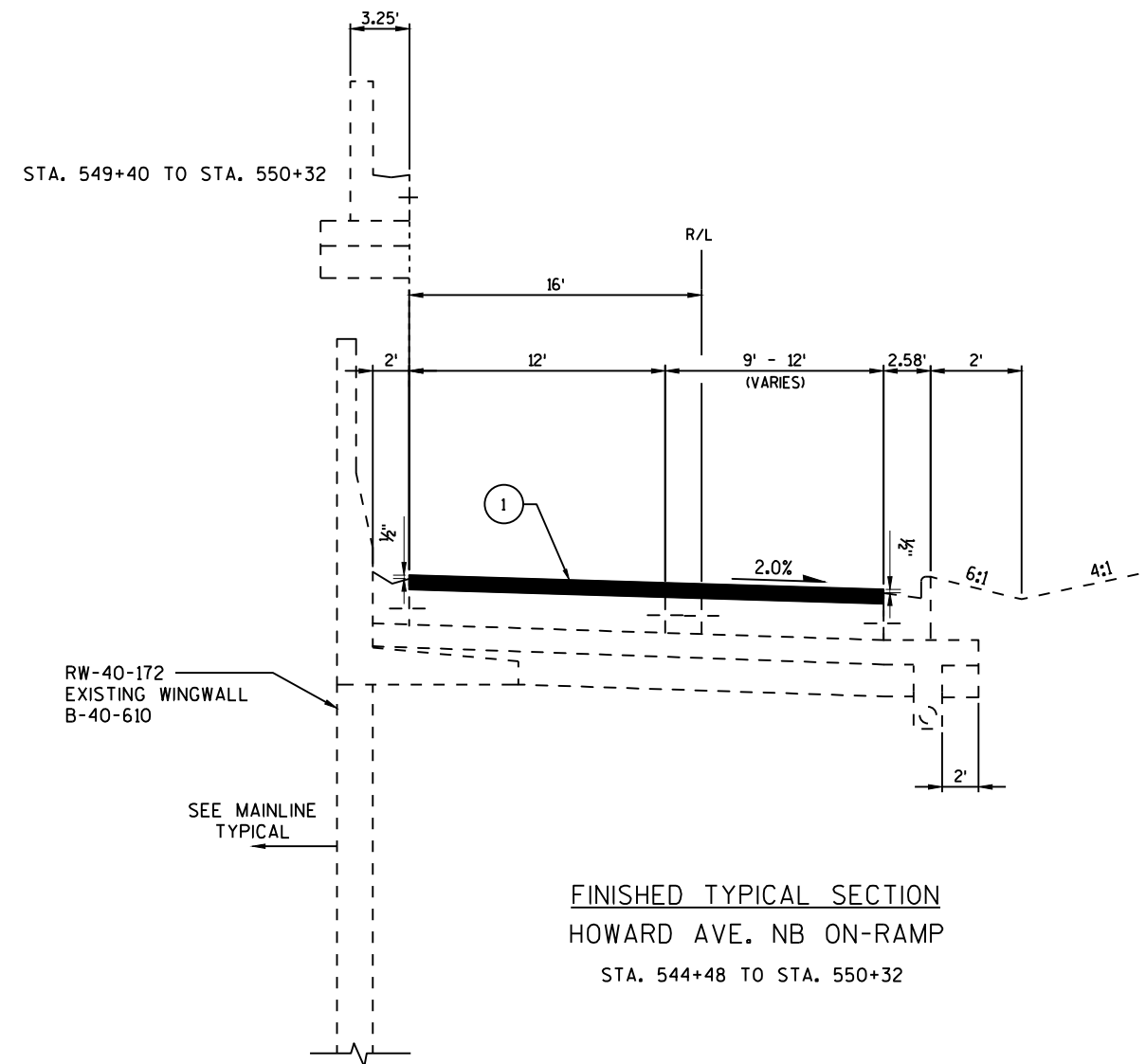
① MILL 3" PLACE 3½" HMA

* SUPERELEVATION TRANSITION FROM 2.0% TO -5.23%
STA. 342+00 TO STA. 343+25

** SUPERELEVATION TRANSITION FROM -4.73% TO 2.0%
STA. 245+10 TO STA. 246+25



2



FINISHED TYPICAL SECTION
HOWARD AVE. NB ON-RAMP
STA. 544+48 TO STA. 550+32

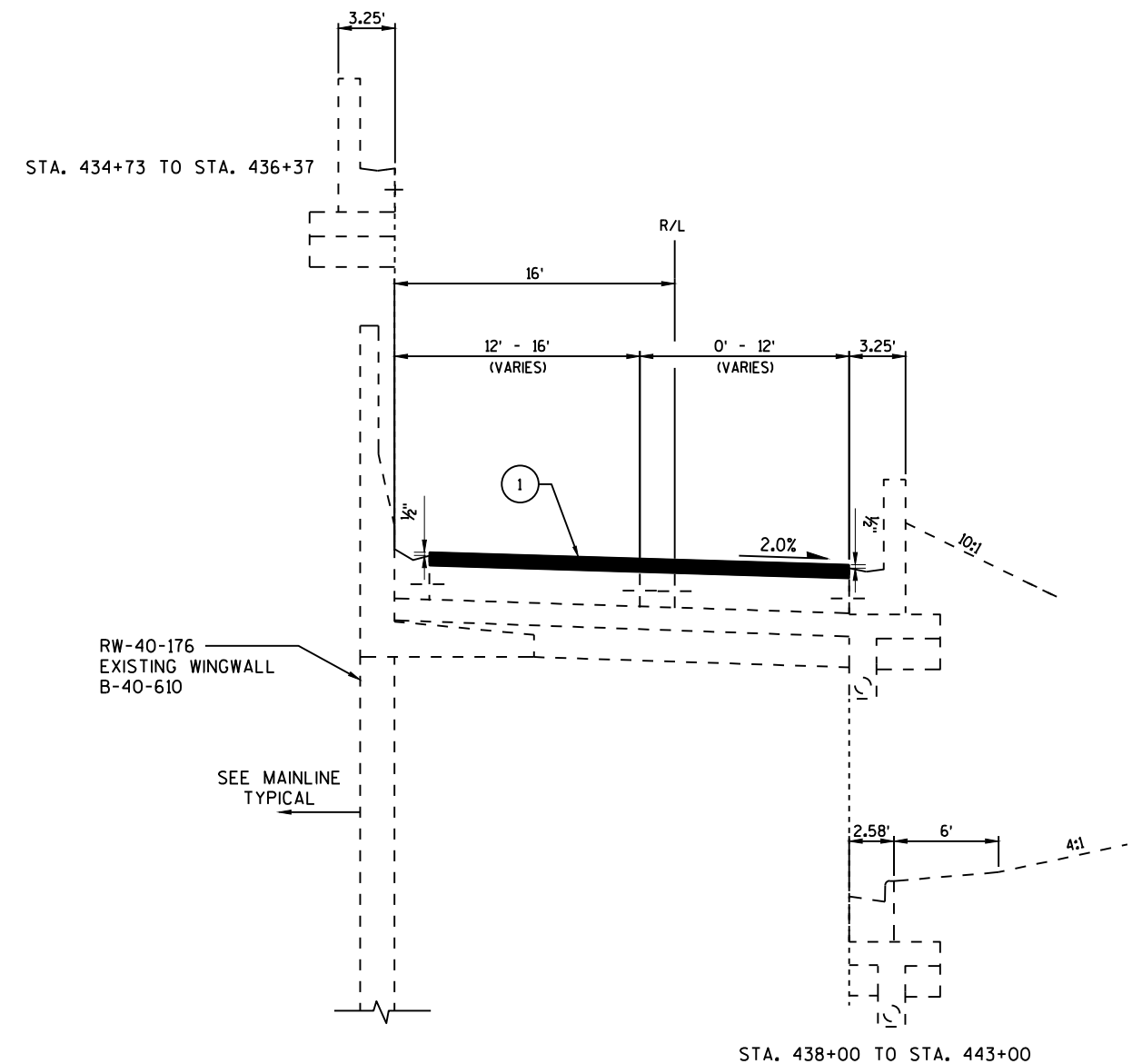
* SUPERELEVATION TRANSITION FROM 2.0% TO -3.64%
STA. 442+50 TO 443+00

SUPERELEVATION TRANSITION FROM -5.32% TO 2.0%
STA. 544+50 TO STA. 545+25

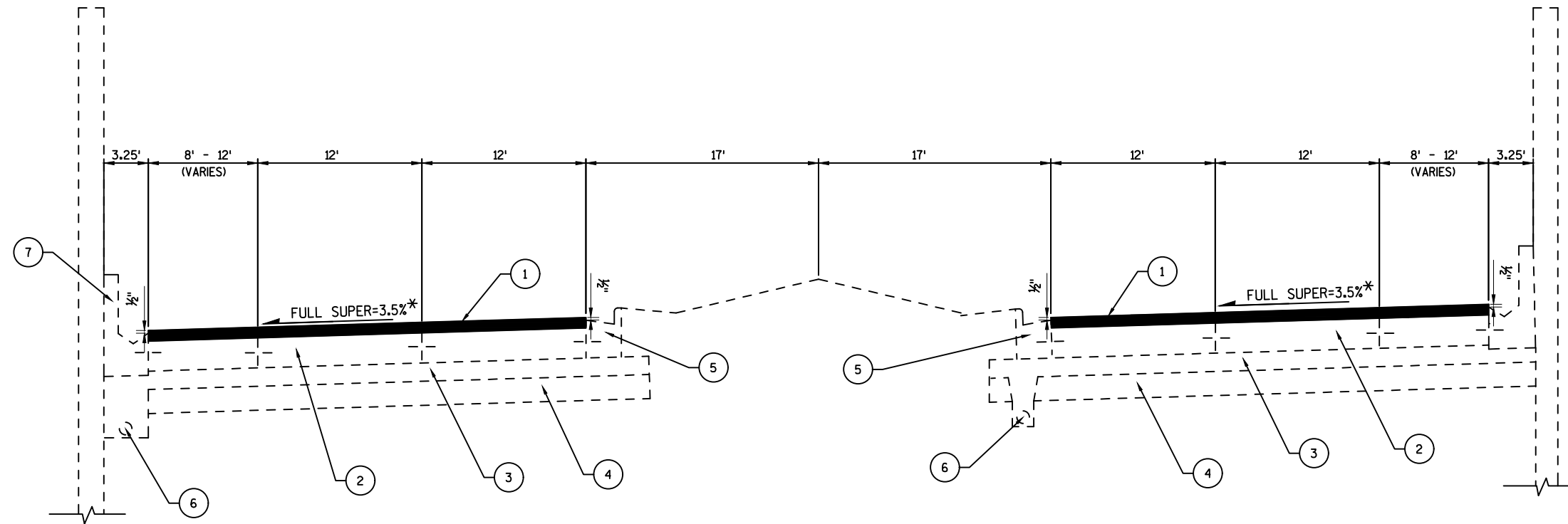
SUPERELEVATION TRANSITION FROM 2.0% TO -3.0%
STA. 548+35 TO STA. 550+00

LEGEND

① MILL 3" PLACE 3½" HMA



FINISHED TYPICAL SECTION
HOWARD AVE. NB OFF-RAMP
STA. 434+73 TO STA. 443+00



FINISHED TYPICAL SECTION

STH 794

STA. 155+00 TO STA. 161+75
STA. 165+78 TO STA. 177+25

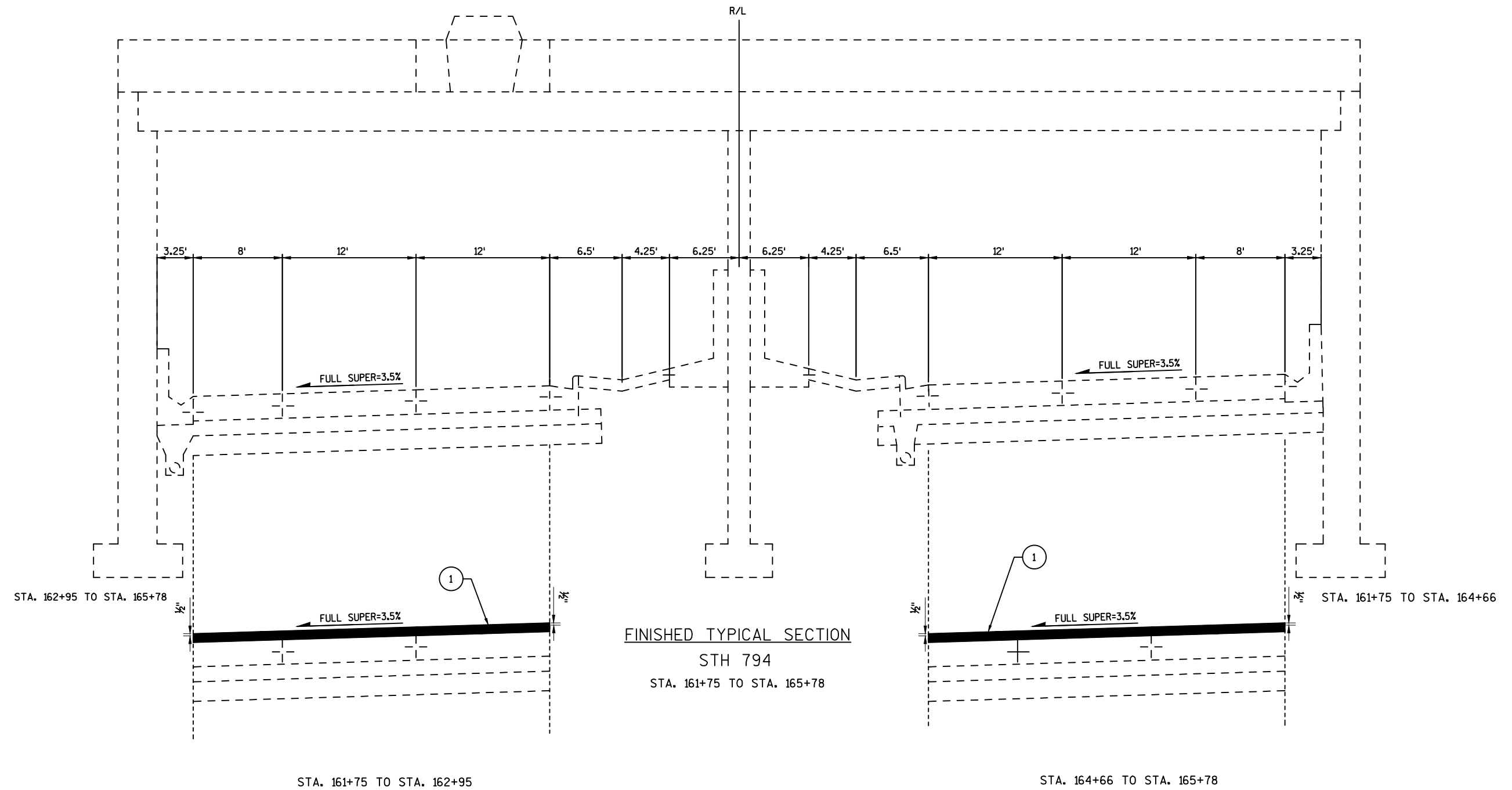
LEGEND

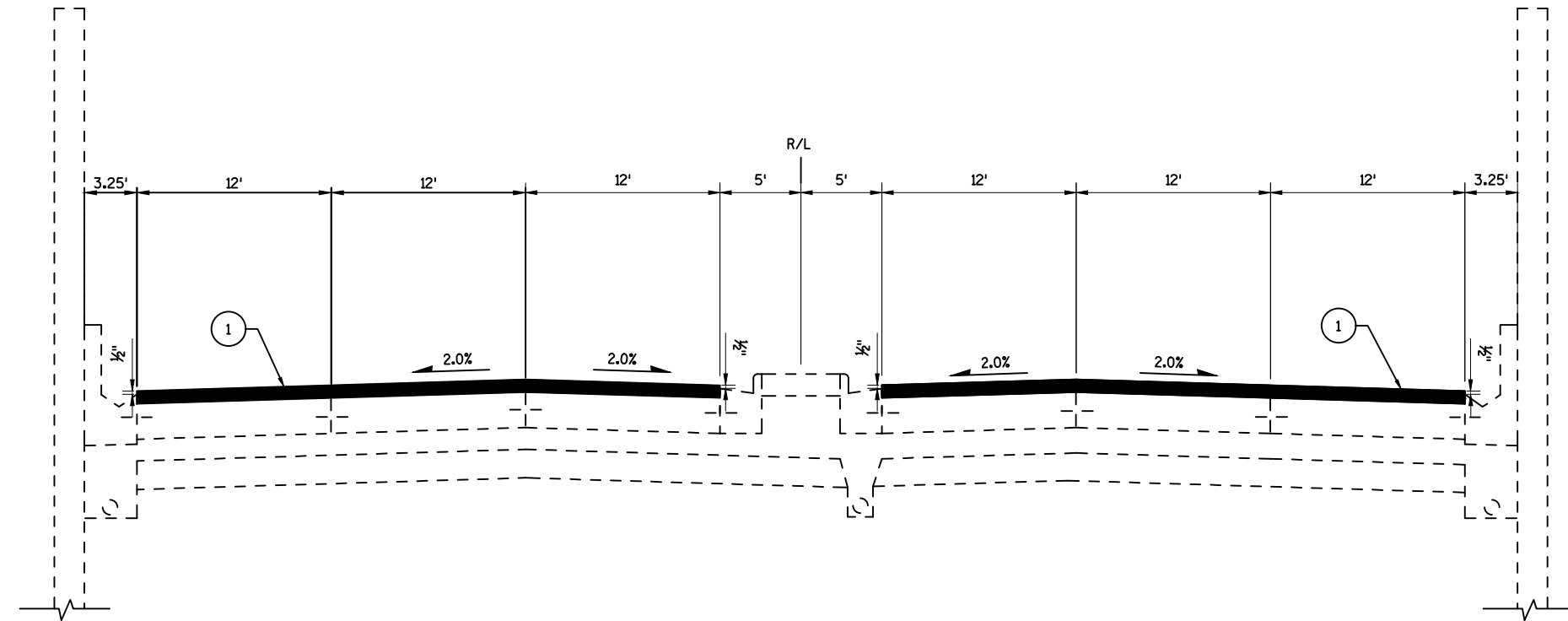
① MILL 3" PLACE 3 1/2" HMA

* SUPERELEVATION = 2.5%
STA. 155+00 TO STA. 161+50

SUPERELEVATION TRANSITION FROM 2.5% TO 3.5%
STA. 160+50 TO STA. 161+50

SUPERELEVATION TRANSITION FROM 3.5% TO 2.0%
STA. 171+75 TO STA. 177+25
(SEE TYPICAL STARTING AT STA. 177+25)

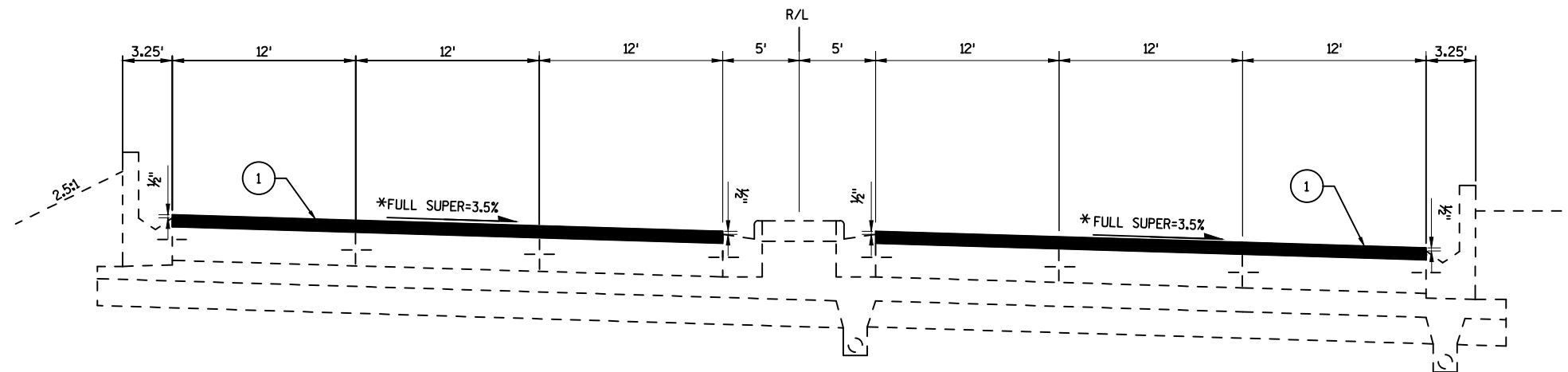




FINISHED TYPICAL SECTION

STH 794

STA. 177+25 TO STA. 181+85, LT.
STA. 177+25 TO STA. 180+60, RT.



LEGEND

① MILL 3" PLACE 3½" HMA

FINISHED TYPICAL SECTION

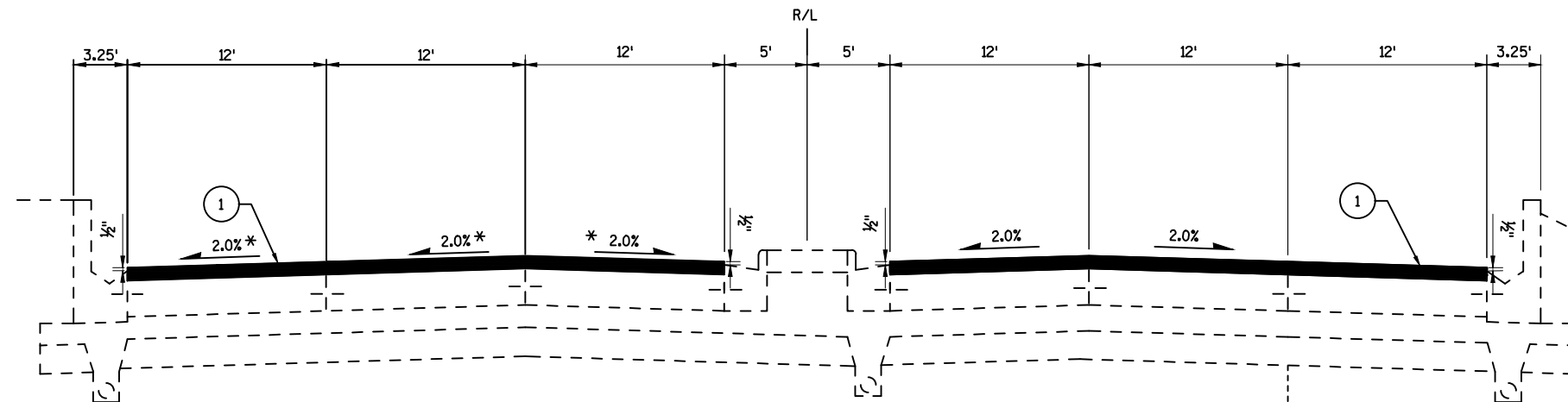
STH 794

STA. 181+85 TO STA. 194+25 SB
STA. 180+60 TO STA. 196+00 NB

* SUPERELEVATION TRANSITION
STA. 180+50 TO STA. 183+00

SUPERELEVATION TRANSITION FROM 2.0% TO 3.5%
STA. 180+50 TO STA. 183+00

SUPERELEVATION TRANSITION FROM 3.5% TO 2.0%
(SEE TYPICAL STARTING AT STA. 194+25 SB, STA.
196+00 NB)
STA. 191+00 TO STA. 194+25 SB
STA. 192+75 TO STA. 196+00 NB



* SUPERELEVATION TRANSITION TO 3.5%
STA. 202+75 TO STA. 206+00 SB

FULL SUPER 3.5%
STA. 206+00 TO STA. 207+75 SB

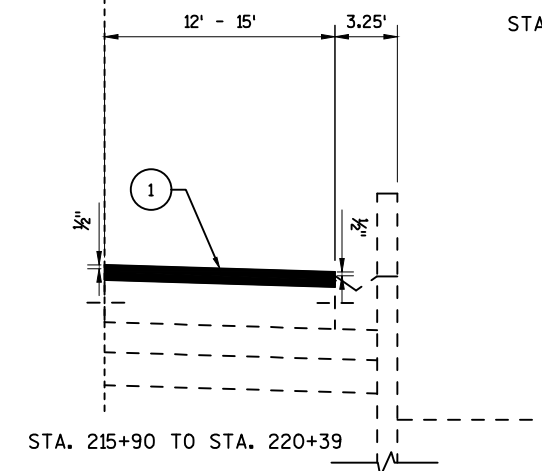
SUPERELEVATION TRANSITION TO 2.0%
STA. 207+75 TO STA. 211+00 SB

STA. 206+00 TO STA. 214+00

FINISHED TYPICAL SECTION

STH 794

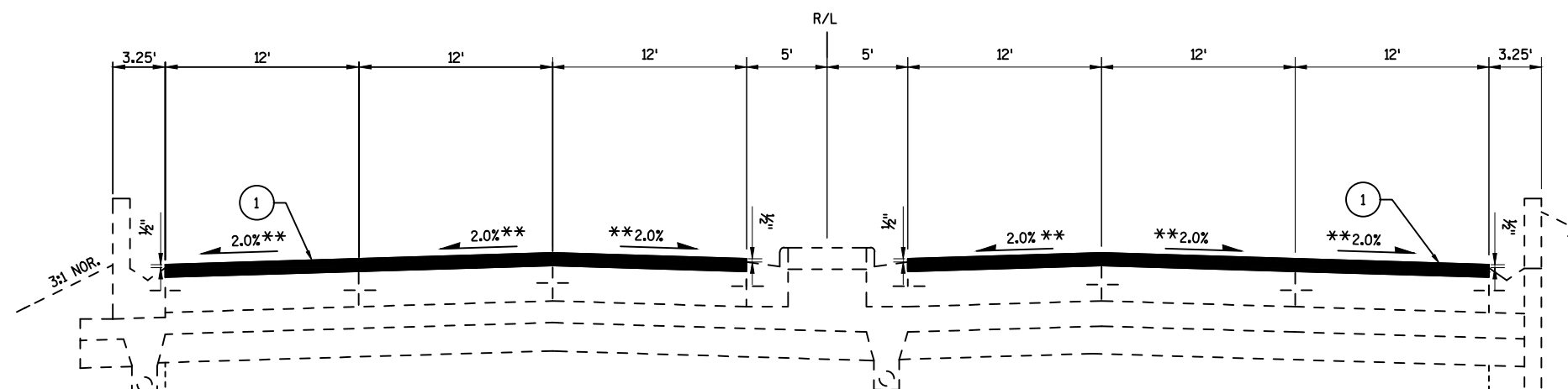
STA. 194+25 TO STA. 223+00 SB
STA. 196+00 TO STA. 223+00 NB



STA. 215+90 TO STA. 220+39

LEGEND

① MILL 3" PLACE 3 1/2" HMA



** SUPERELEVATION TRANSITION TO 2.2%
STA. 223+00 TO STA. 226+75

FULL SUPERELEVATION 2.2%
STA. 226+75 TO STA. 228+00

SUPERELEVATION TRANSITION TO 2.0%
STA. 228+00 TO STA. 231+75

SUPERELEVATION TRANSITION TO 7.6%
STA. 242+00 TO STA. 245+00
(SEE TYPICAL STARTING W/ STA. 245+00
FOR FULL SUPERELEVATION)

STA. 231+75 TO STA. 238+10

STA. 231+75 TO STA. 236+90
STA. 238+10 TO STA. 242+00

FINISHED TYPICAL SECTION

STH 794

STA. 223+00 TO STA. 245+00

STA. 242+45 TO STA. 245+00

STA. 238+24 TO STA. 245+00

PROJECT NO: 1300-03-72

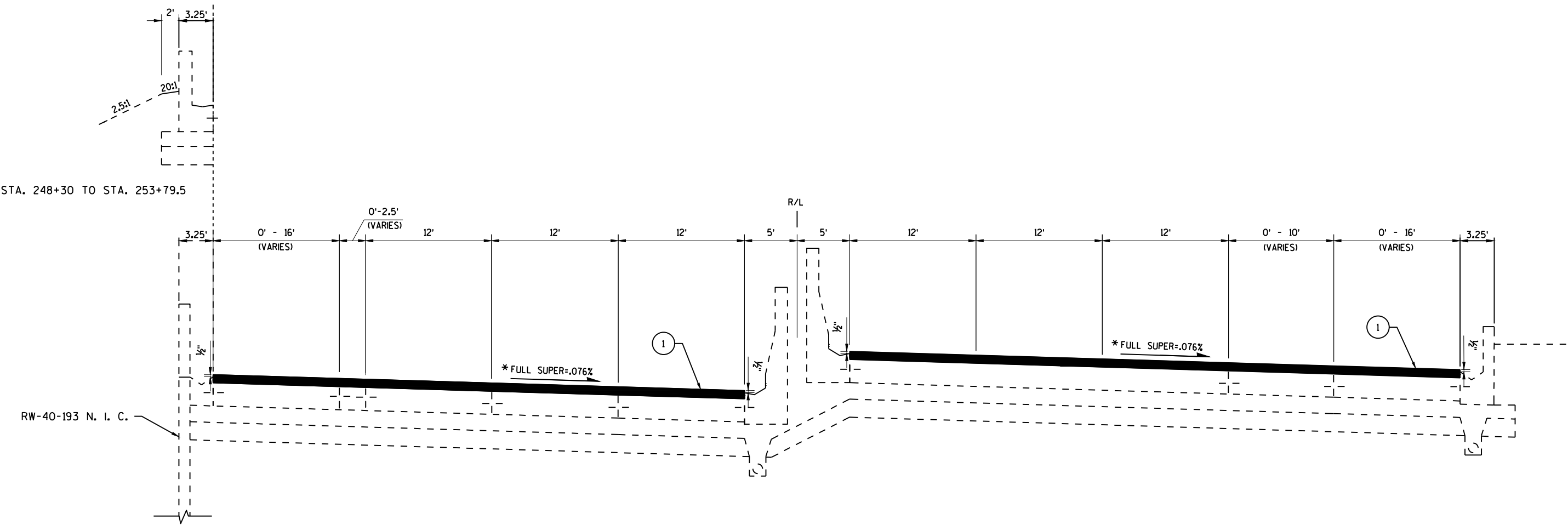
HWY: STH 794

COUNTY: MILWAUKEE

TYPICAL SECTIONS

SHEET

E

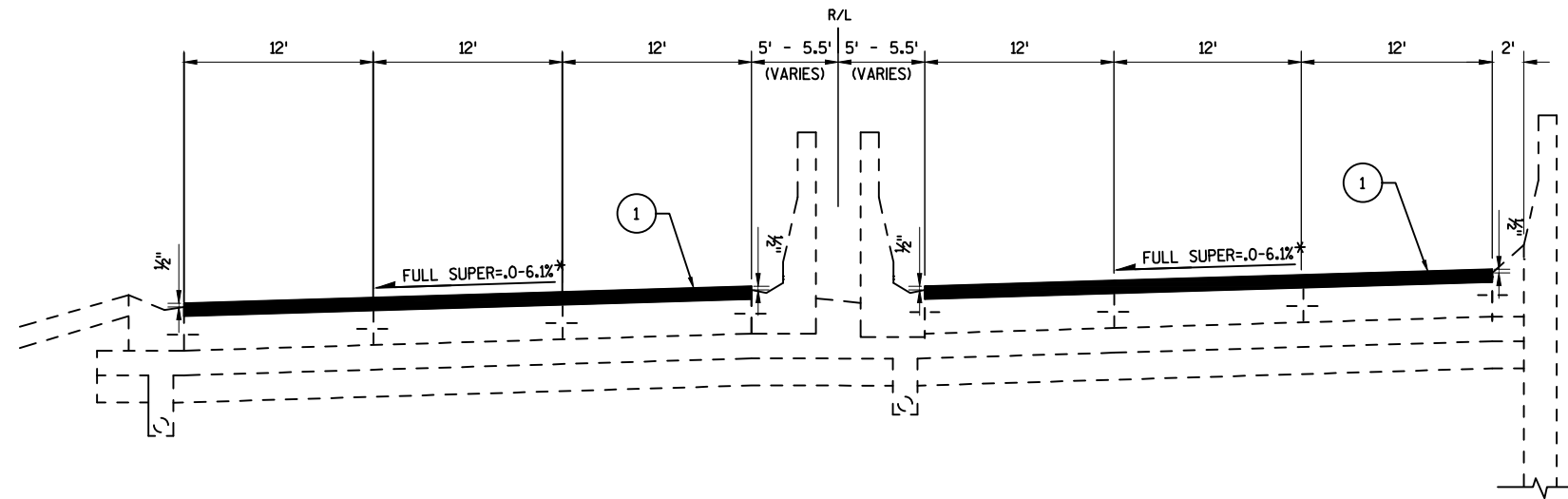


FINISHED TYPICAL SECTION
STH 794
STA. 245+00 TO STA. 253+79.5

LEGEND

① MILL 3" PLACE 3½" HMA

* SUPERELEVATION TRANSITION TO 0.0% AT BRIDGE DECK
STA. 252+75 TO STA. 253+79.5

FINISHED TYPICAL SECTION

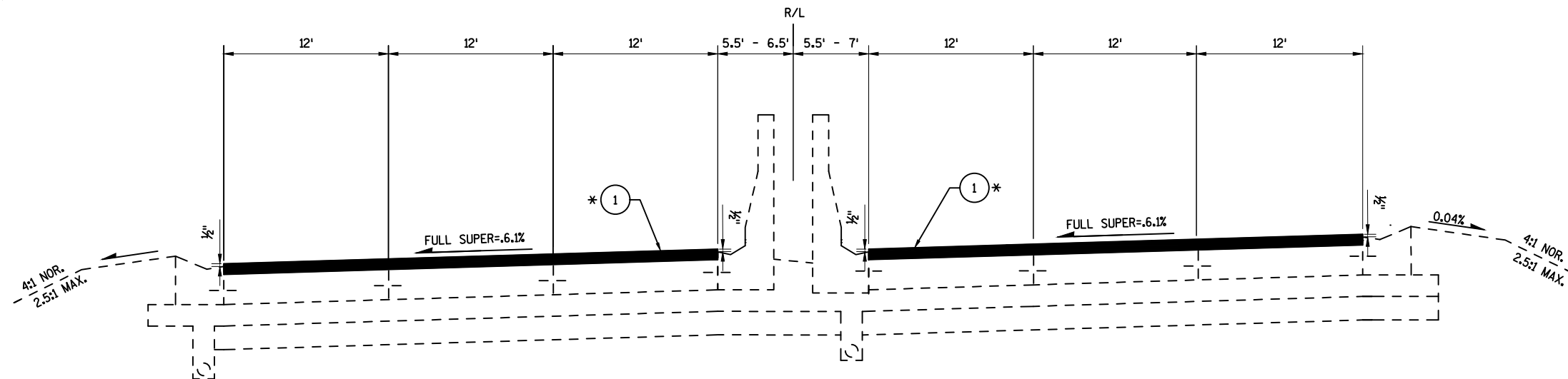
STH 794

STA. 255+62 TO STA. 257+90 NB
STA. 256+03 TO STA. 257+50 SB

* MATCH SUPERELEVATION

** SUPERELEVATION TRANSITION AT BRIDGE TO
6.1% AT
STA. 254+25 NB & SBLEGEND

① MILL 3" PLACE 3 1/2" HMA

FINISHED TYPICAL SECTION

STH 794

STA. 257+92 TO STA. 260+13 NB
STA. 257+50 TO STA. 260+13 SB* STA. 260+13 TO STA. 260+58 NB
EXISTING CONCRETE PAVEMENTSTA. 255+62 TO STA. 256+03 SB
EXISTING CONCRETE PAVEMENT

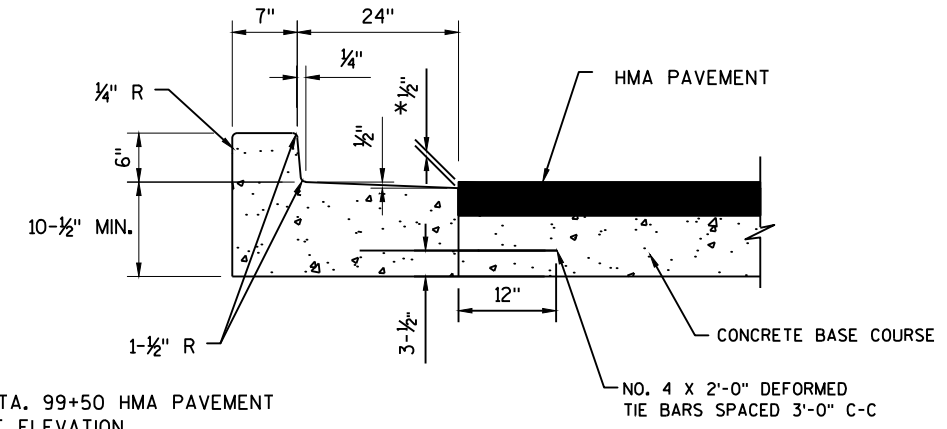
A detailed cross-section diagram of a bridge deck. The diagram shows a concrete base with a 7-inch thickness. On top of the base is a layer of HMA (Hot Mix Asphalt) pavement, which is 12 inches thick. The total width of the deck is 24 inches. The concrete base has a 10-inch minimum width on the left side. The HMA pavement has a 1/4-inch radius at the top left corner and a 1 1/2-inch radius at the bottom left corner. The concrete base has a 1/4-inch radius at the top left corner and a 1-inch radius at the bottom left corner. The diagram also shows a 3 1/2-inch wide section of the concrete base. A tie bar, labeled 'NO. 4 X 2'-0" DEFORMED TIE BARS SPACED 3'-0" C-C', is shown crossing the interface between the HMA pavement and the concrete base. The tie bar is 12 inches long. The diagram is labeled '99+50 HMA PAVEMENT ELEVATION'.

* STA. 58+51 TO STA. 99+50 HMA PAVEMENT
TO MATCH FLANGE ELEVATION

NOTES

- 1) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED THE MINIMUM THICKNESS IS MAINTAINED.
- 2) TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

CONCRETE CURB & GUTTER 31-INCH SPECIAL

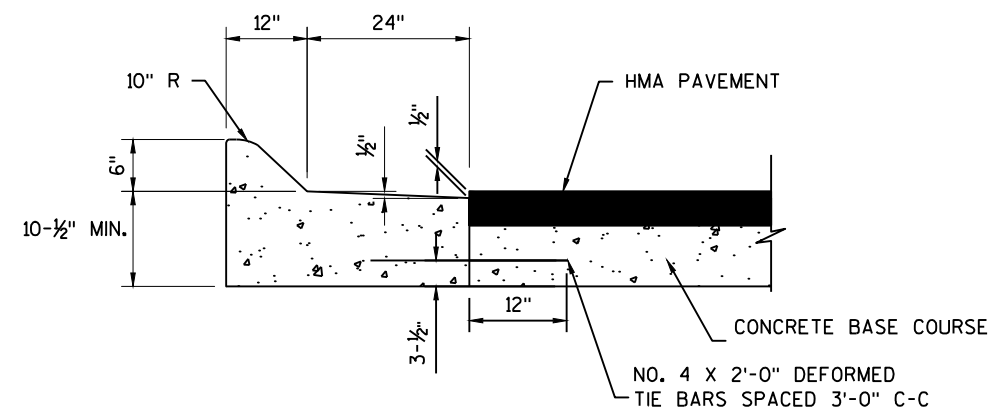


* STA. 58+51 TO STA. 99+50 HMA PAVEMENT
TO MATCH FLANGE ELEVATION

NOTES

- 1) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED THE MINIMUM THICKNESS IS MAINTAINED.
- 2) TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

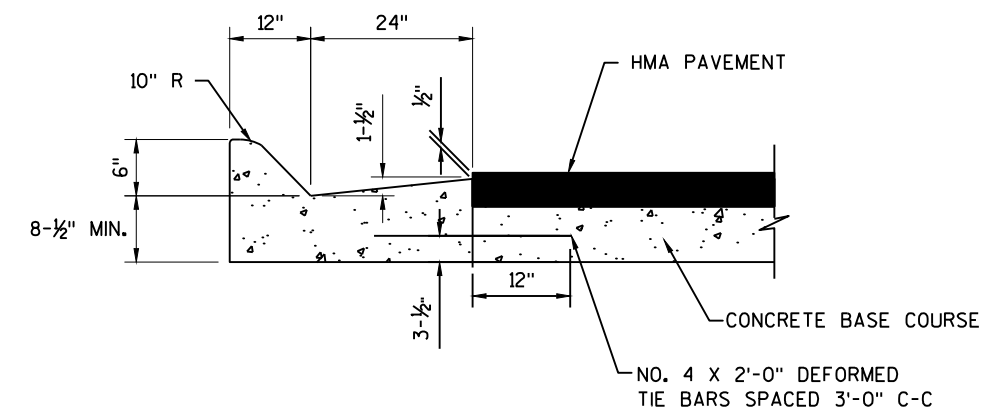
CONCRETE CURB & GUTTER 31-INCH SPECIAL
HIGH SIDE SECTION



NOTES

- 1) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED THE MINIMUM THICKNESS IS MAINTAINED.
- 2) TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

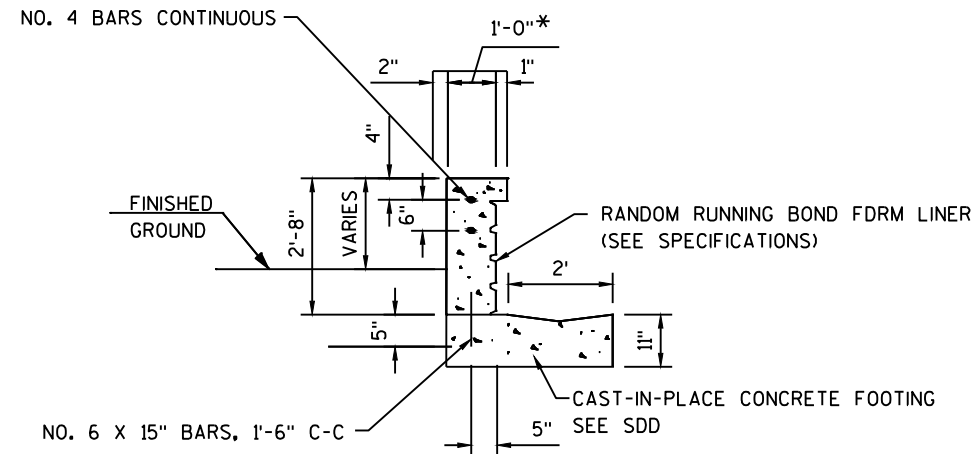
CONCRETE CURB & GUTTER 36-INCH SPECIAL
HIGH SIDE SECTION



NOTES

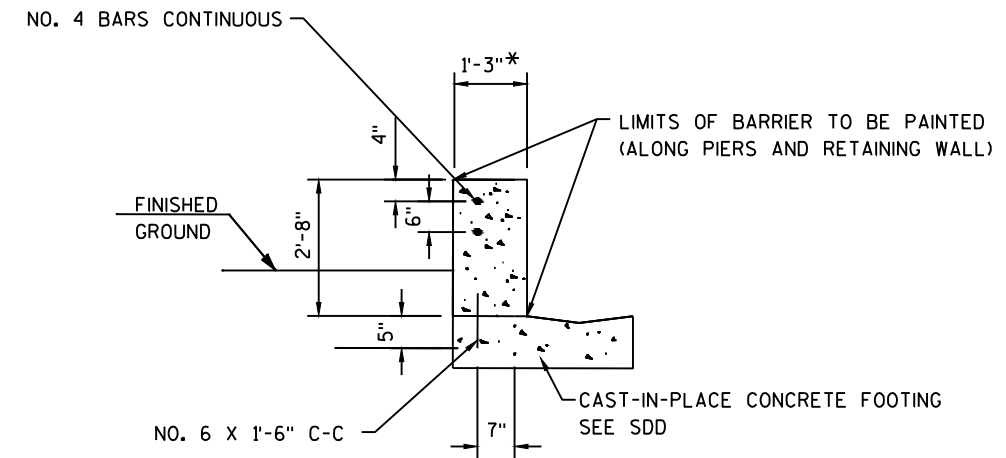
- 1) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED THE MINIMUM THICKNESS IS MAINTAINED.
- 2) TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

CONCRETE CURB & GUTTER 36-INCH SPECIAL
LOW SIDE SECTION



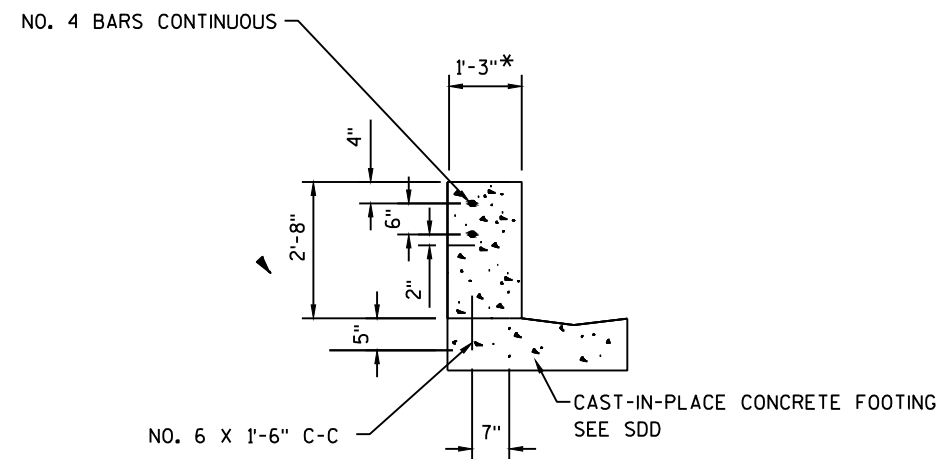
CONCRETE BARRIER SPECIAL

NOTE:
ALL CONSTRUCTION INFORMATION
NOT INDICATED ON THIS DETAIL
SHALL BE IN ACCORDANCE WITH
SDD "CONCRETE BARRIER, SINGLE FACED".



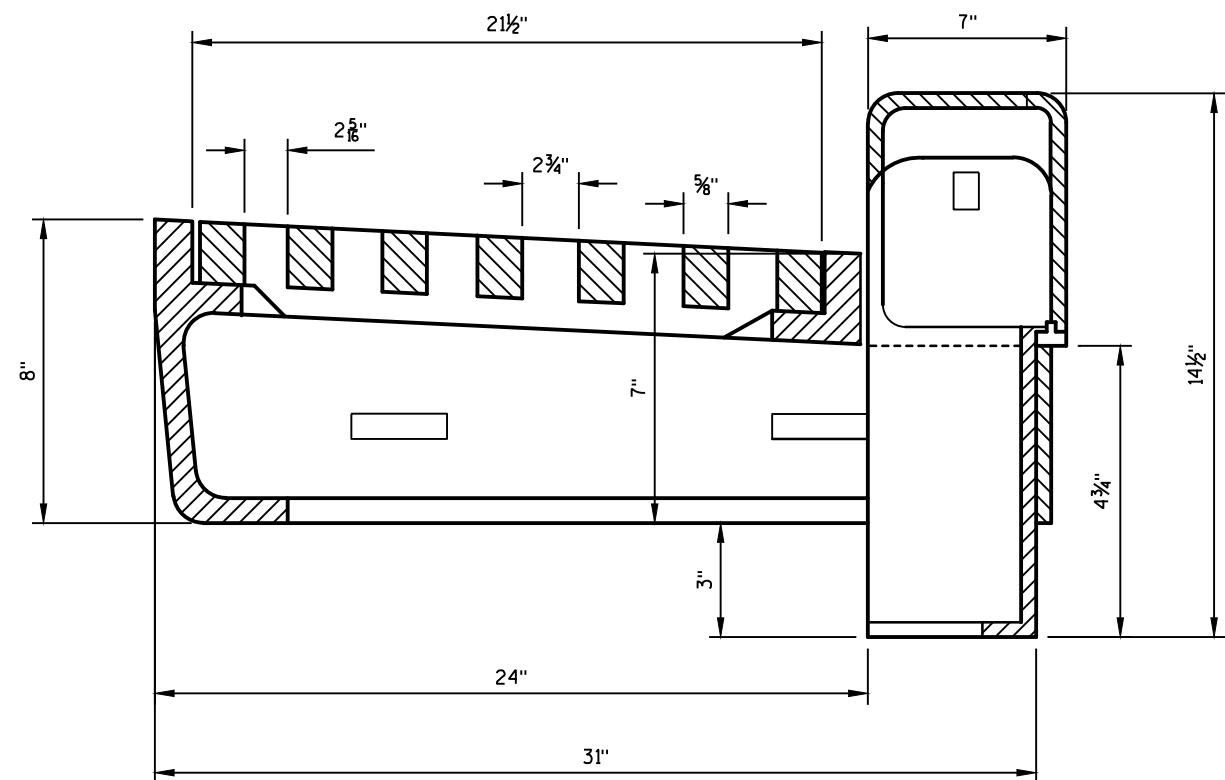
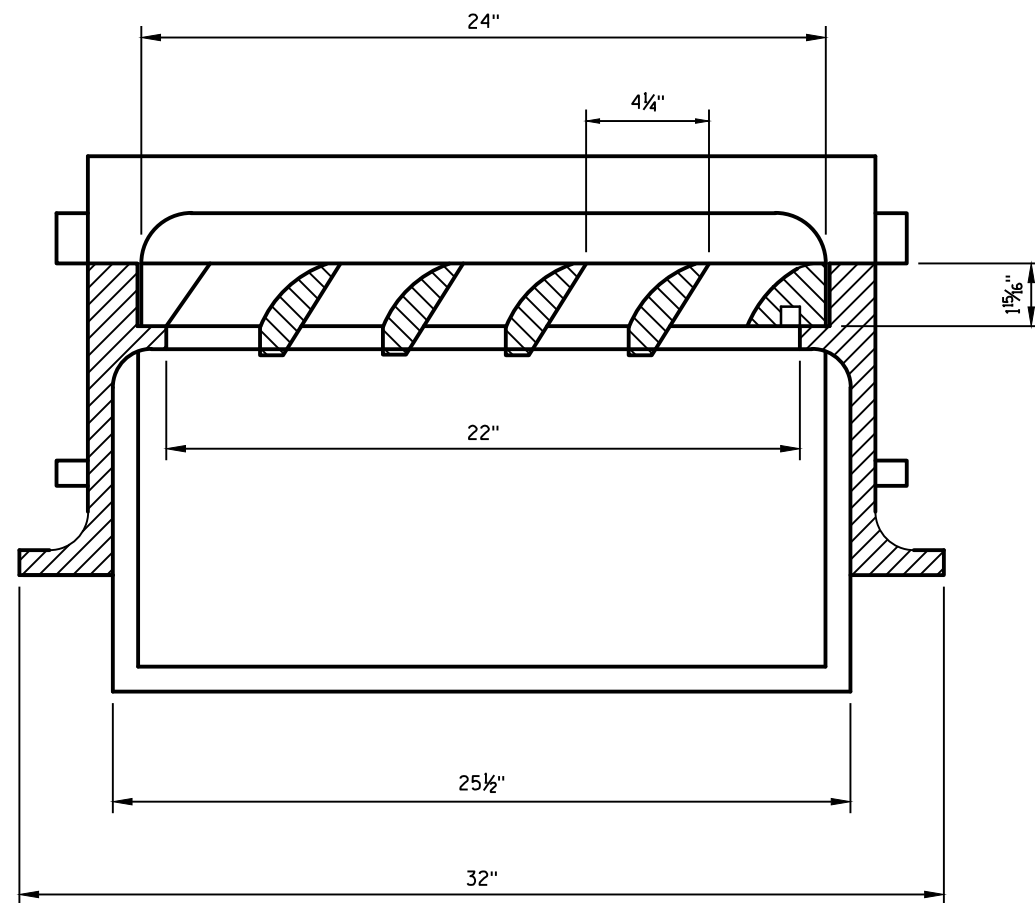
CONCRETE BARRIER, VERTICAL FACE

NOTE:
ALL CONSTRUCTION INFORMATION
NOT INDICATED ON THIS DETAIL
SHALL BE IN ACCORDANCE WITH
SDD "CONCRETE BARRIER, SINGLE FACED".

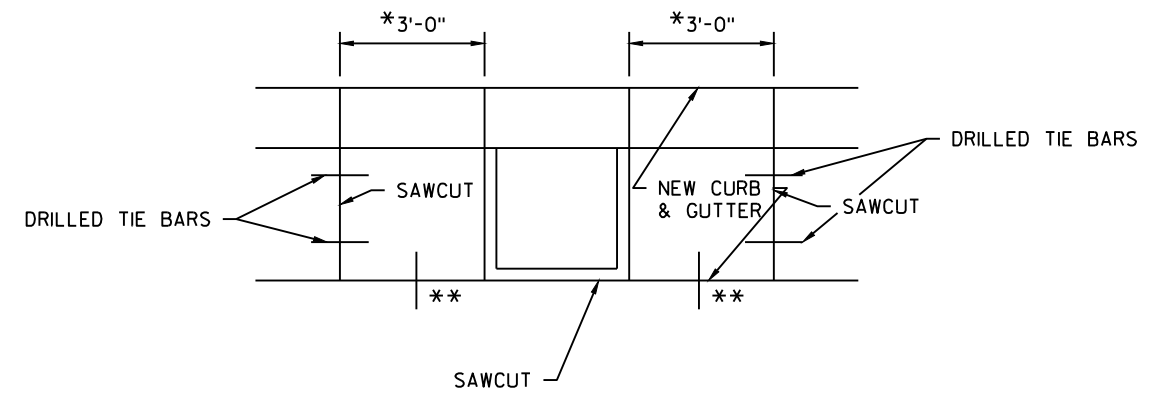
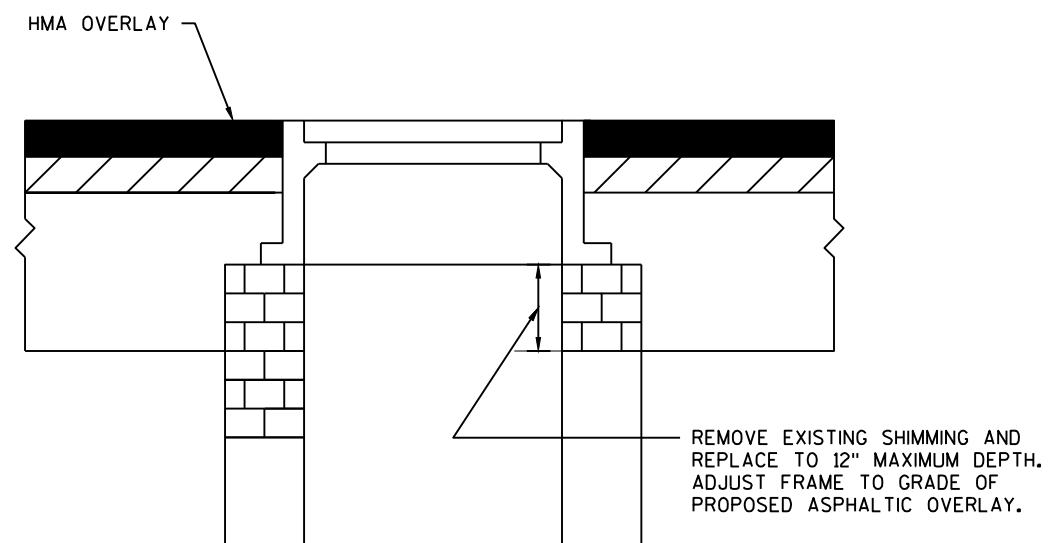


CONCRETE BARRIER, VERTICAL ALONG STRUCTURE

NOTE:
ALL CONSTRUCTION INFORMATION
NOT INDICATED ON THIS DETAIL
SHALL BE IN ACCORDANCE WITH
SDD "CONCRETE BARRIER, SINGLE FACED".

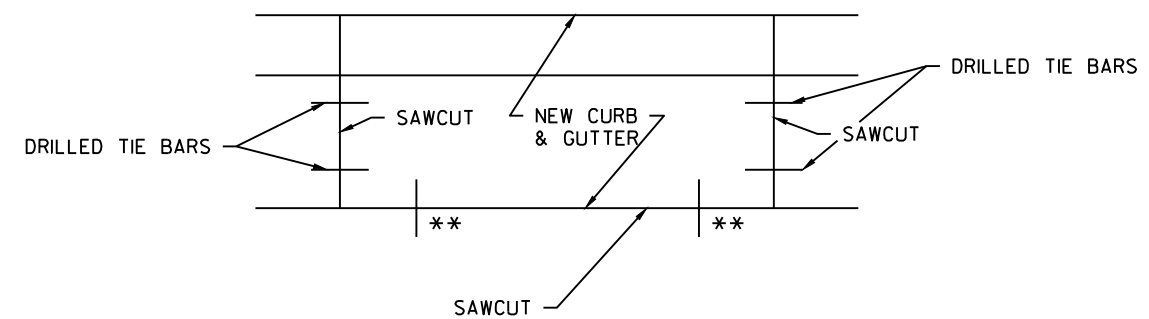


31-INCH INLET COVER SPECIAL, TYPE R

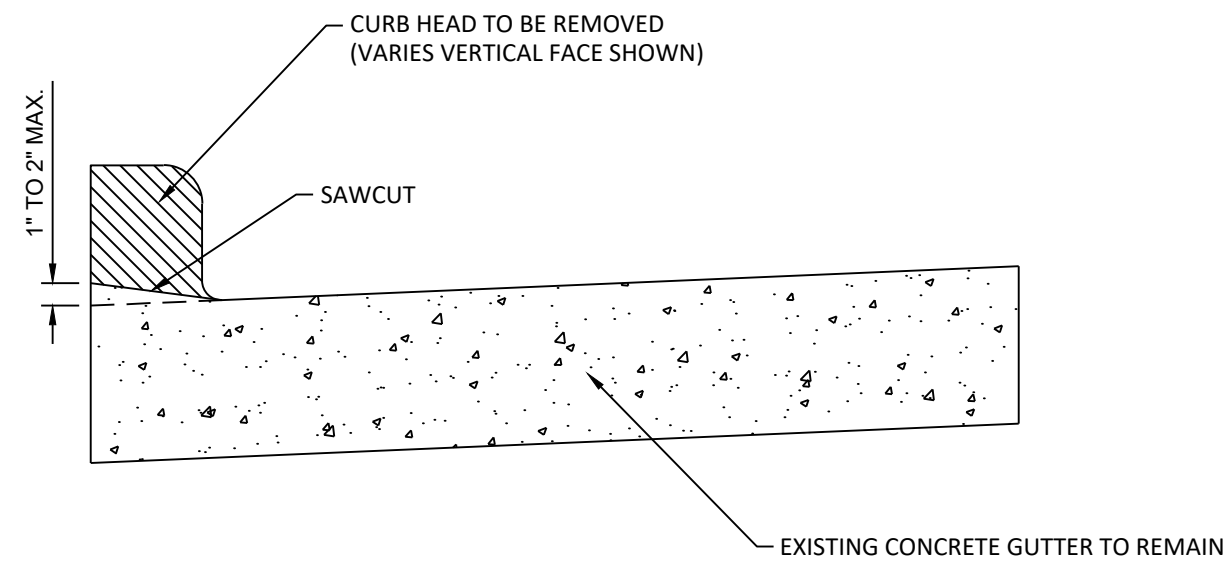


*REMOVE 3'-0" CURB & GUTTER MIN. OR TO THE NEAREST JOINT 6'-0" MAX. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

** DRILLED TIE BARS ALONG ML SEE SDD 13C9 FOR SPACING



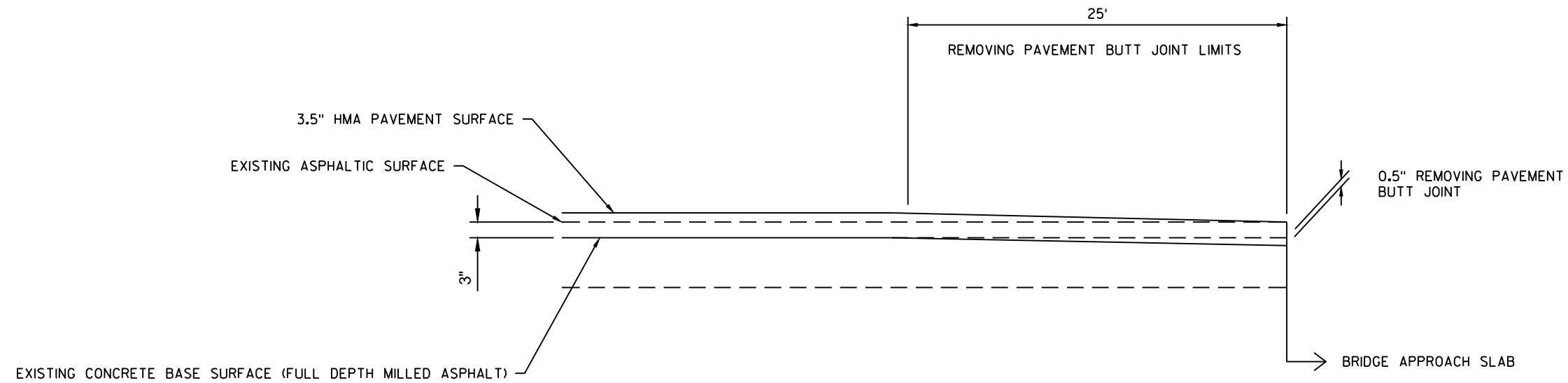
CURB AND GETTER REPLACEMENT
PLAN VIEW



SAWING CONCRETE CURB HEAD
STH 794

TRANSITION FROM EXISTING CURB TO SAVED CURB OVER 4 FEET
AT CONCRETE SURFACE DRAINS AND 6 FEET AT ALL OTHER LOCATIONS.

TRANSITION PAID AS SAWING CONCRETE CURB HEAD



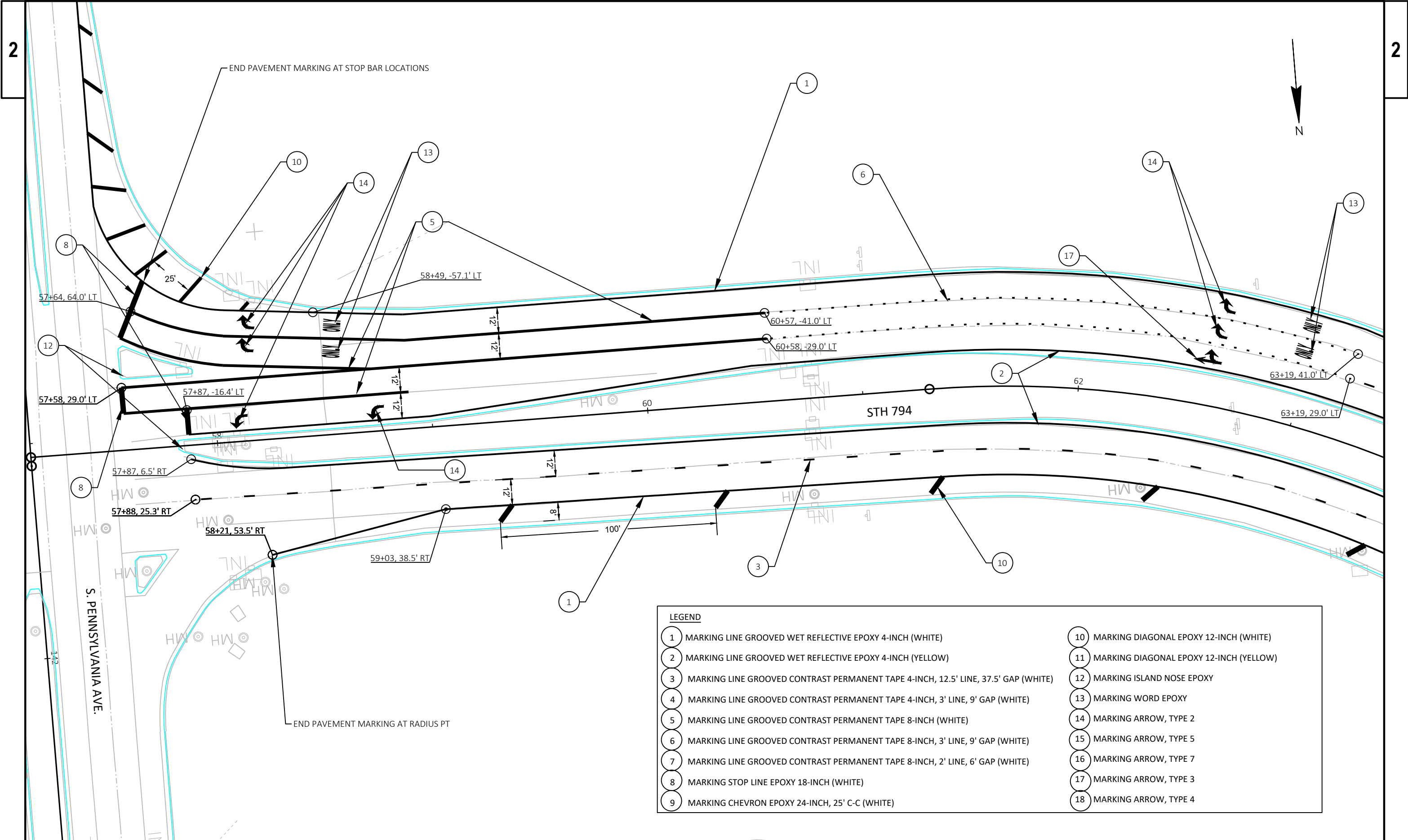
REMOVING PAVEMENT BUTT JOINT DETAIL

STH 794

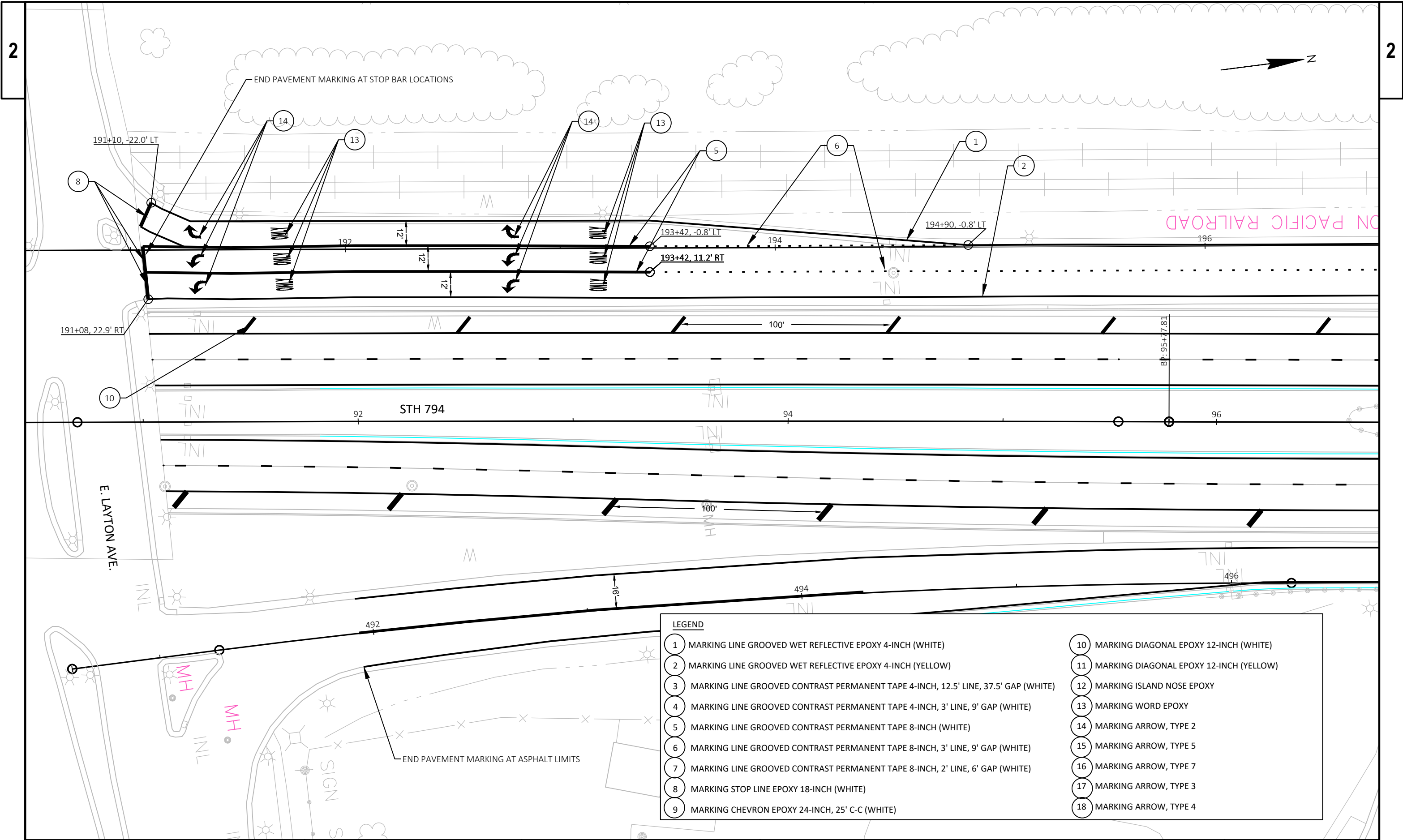
STA 99+50 TO 260+13 LT & RT –

LOCATED AT ALL MATCH POINTS AND STRUCTURE
LOCATIONS

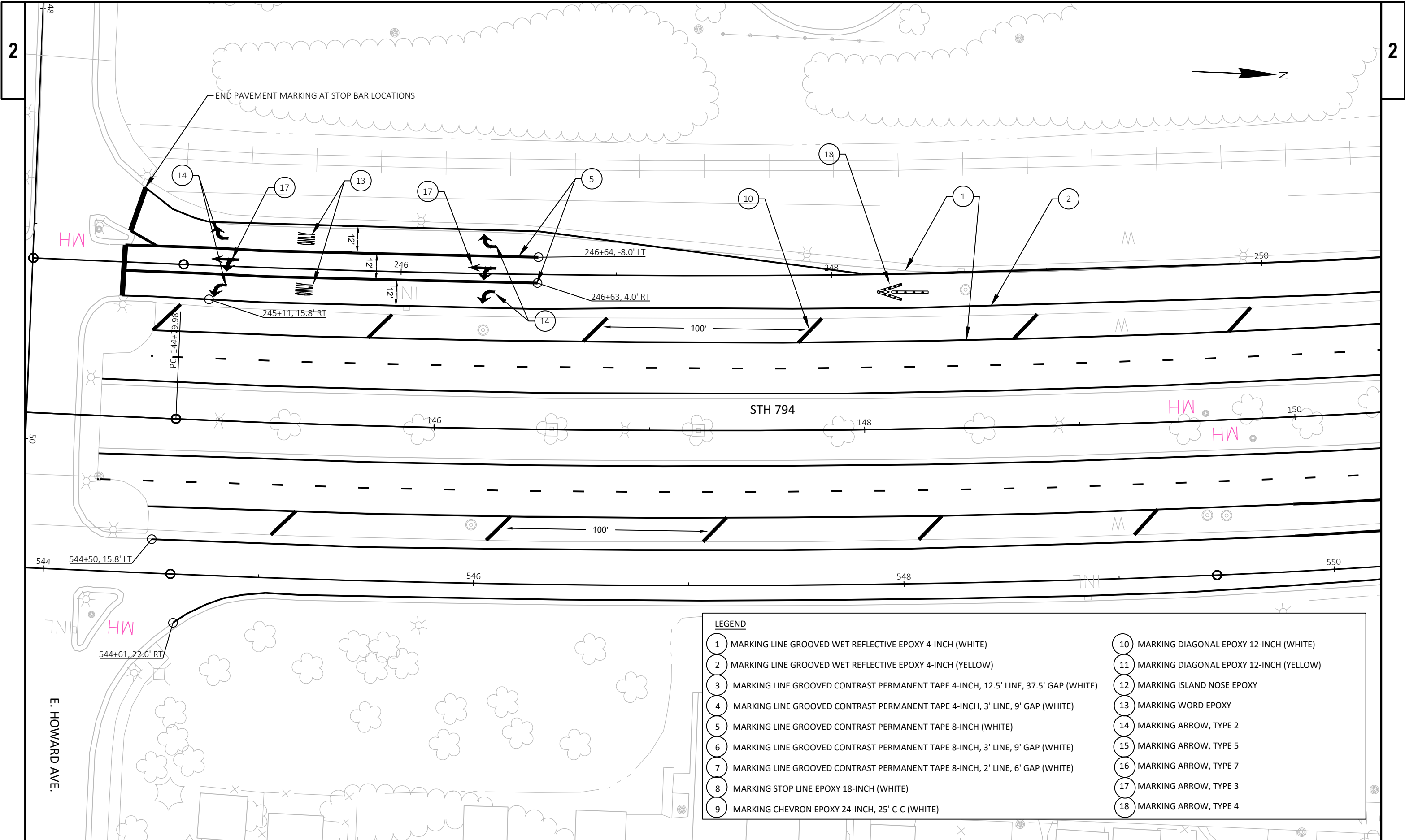
FINAL LOCATION TO BE DETERMINED BY ENGINEER
IN THE FIELD



LEGEND	
1	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
2	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, 12.5' LINE, 37.5' GAP (WHITE)
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, 3' LINE, 9' GAP (WHITE)
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 3' LINE, 9' GAP (WHITE)
7	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 2' LINE, 6' GAP (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING CHEVRON EPOXY 24-INCH, 25' C-C (WHITE)
10	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
11	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING ISLAND NOSE EPOXY
13	MARKING WORD EPOXY
14	MARKING ARROW, TYPE 2
15	MARKING ARROW, TYPE 5
16	MARKING ARROW, TYPE 7
17	MARKING ARROW, TYPE 3
18	MARKING ARROW, TYPE 4



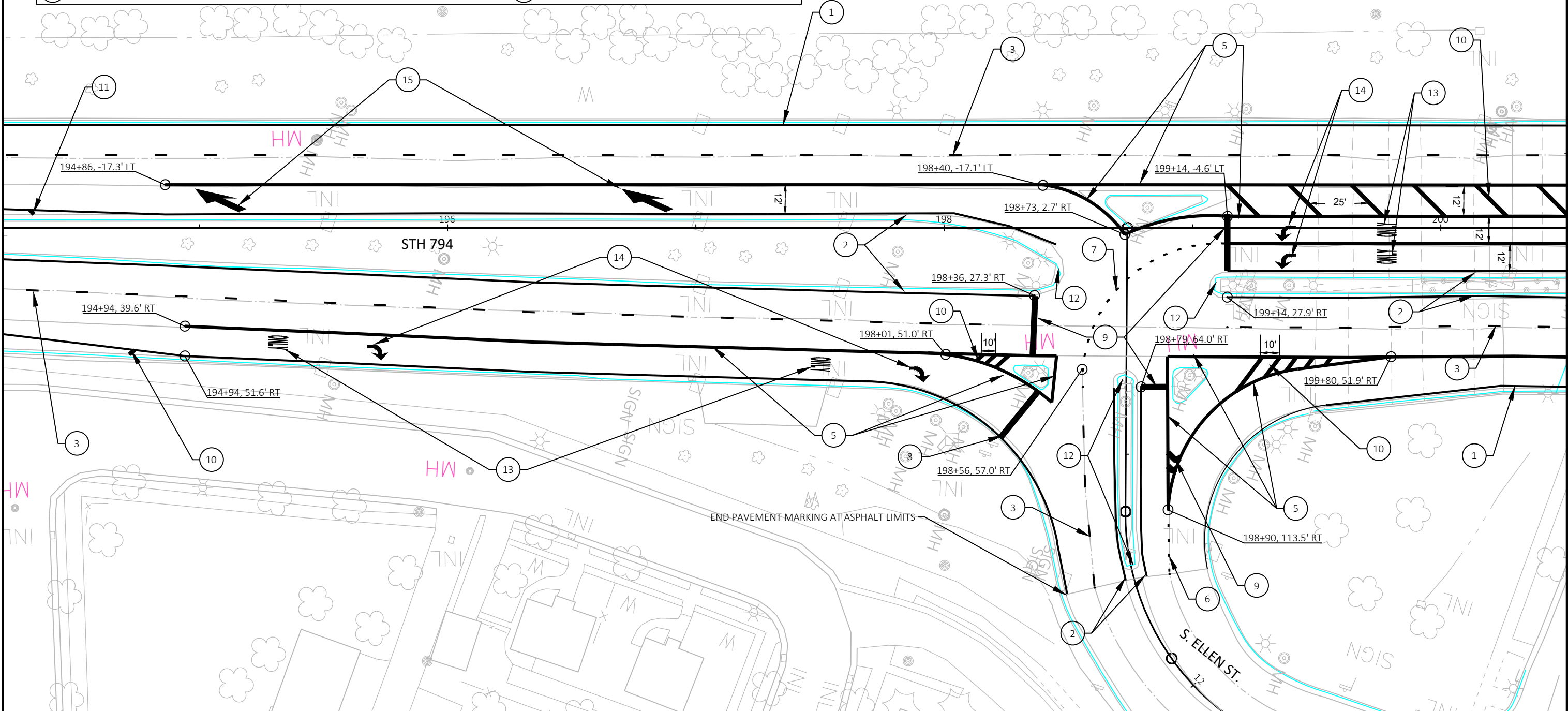
LEGEND	
1	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
2	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, 12.5' LINE, 37.5' GAP (WHITE)
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, 3' LINE, 9' GAP (WHITE)
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 3' LINE, 9' GAP (WHITE)
7	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 2' LINE, 6' GAP (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING CHEVRON EPOXY 24-INCH, 25' C-C (WHITE)
10	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
11	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING ISLAND NOSE EPOXY
13	MARKING WORD EPOXY
14	MARKING ARROW, TYPE 2
15	MARKING ARROW, TYPE 5
16	MARKING ARROW, TYPE 7
17	MARKING ARROW, TYPE 3
18	MARKING ARROW, TYPE 4



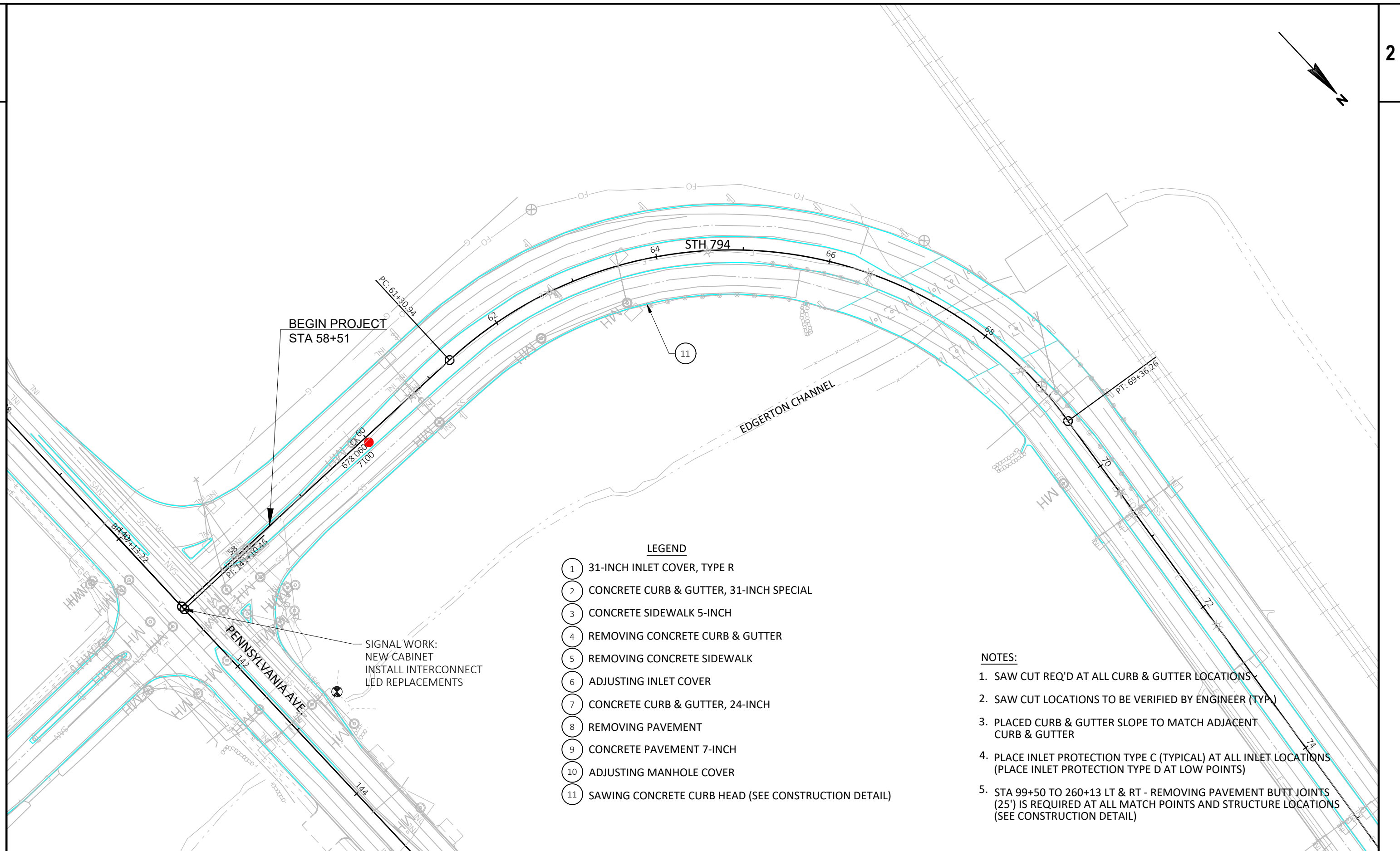
LEGEND	
1	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
2	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, 12.5' LINE, 37.5' GAP (WHITE)
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, 3' LINE, 9' GAP (WHITE)
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 3' LINE, 9' GAP (WHITE)
7	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 2' LINE, 6' GAP (WHITE)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING CHEVRON EPOXY 24-INCH, 25' C-C (WHITE)
10	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
11	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
12	MARKING ISLAND NOSE EPOXY
13	MARKING WORD EPOXY
14	MARKING ARROW, TYPE 2
15	MARKING ARROW, TYPE 5
16	MARKING ARROW, TYPE 7
17	MARKING ARROW, TYPE 3
18	MARKING ARROW, TYPE 4

LEGEND

- | | |
|--|--|
| 1 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | 10 MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 2 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | 11 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 3 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, 12.5' LINE, 37.5' GAP (WHITE) | 12 MARKING ISLAND NOSE EPOXY |
| 4 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, 3' LINE, 9' GAP (WHITE) | 13 MARKING WORD EPOXY |
| 5 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | 14 MARKING ARROW, TYPE 2 |
| 6 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 3' LINE, 9' GAP (WHITE) | 15 MARKING ARROW, TYPE 5 |
| 7 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 2' LINE, 6' GAP (WHITE) | 16 MARKING ARROW, TYPE 7 |
| 8 MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 MARKING ARROW, TYPE 3 |
| 9 MARKING CHEVRON EPOXY 24-INCH, 25' C-C (WHITE) | 18 MARKING ARROW, TYPE 4 |







PROJECT NO: 1300-03-72

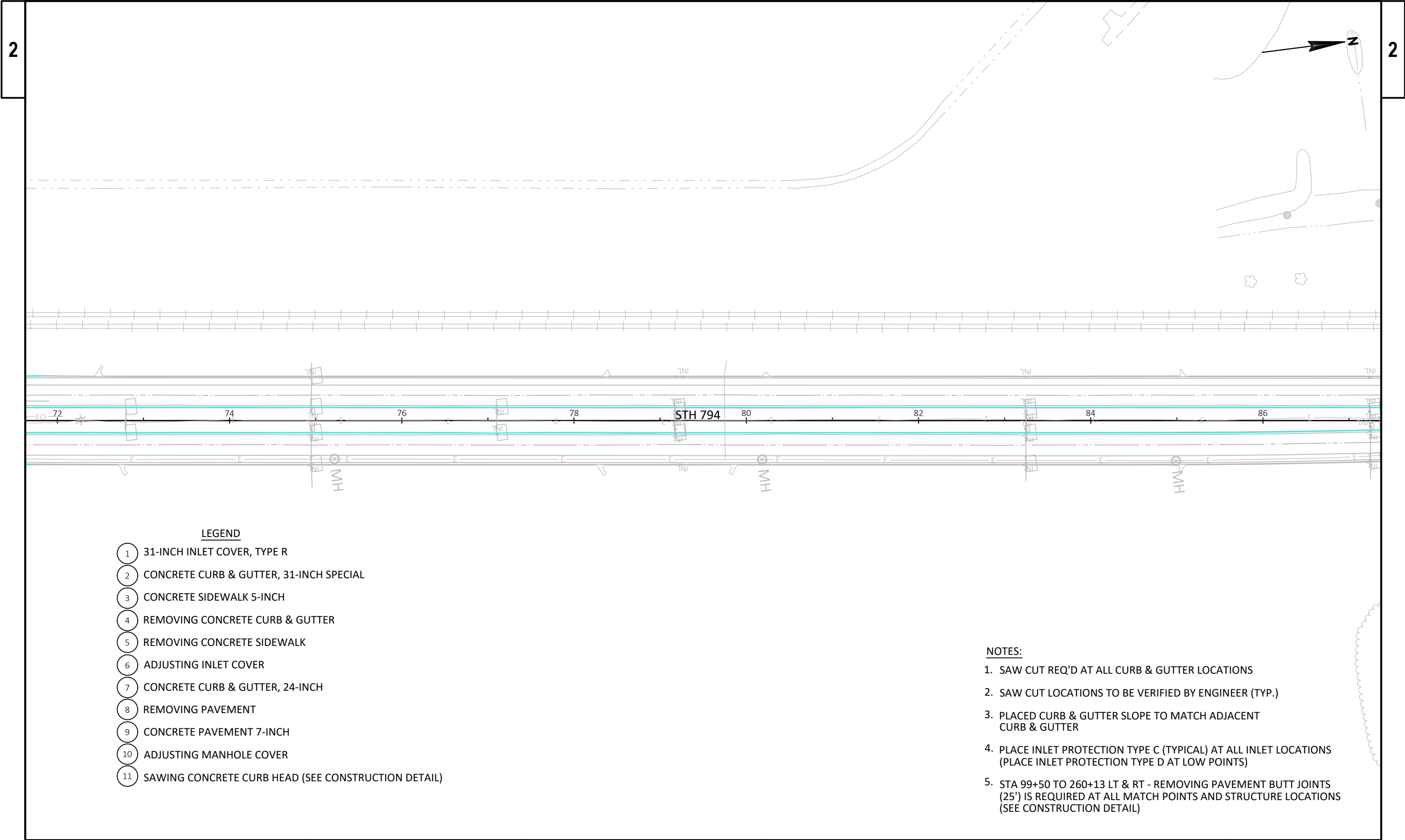
HWY: STH 794

COUNTY: MILWAUKEE

PLAN DETAIL

SHEET

E

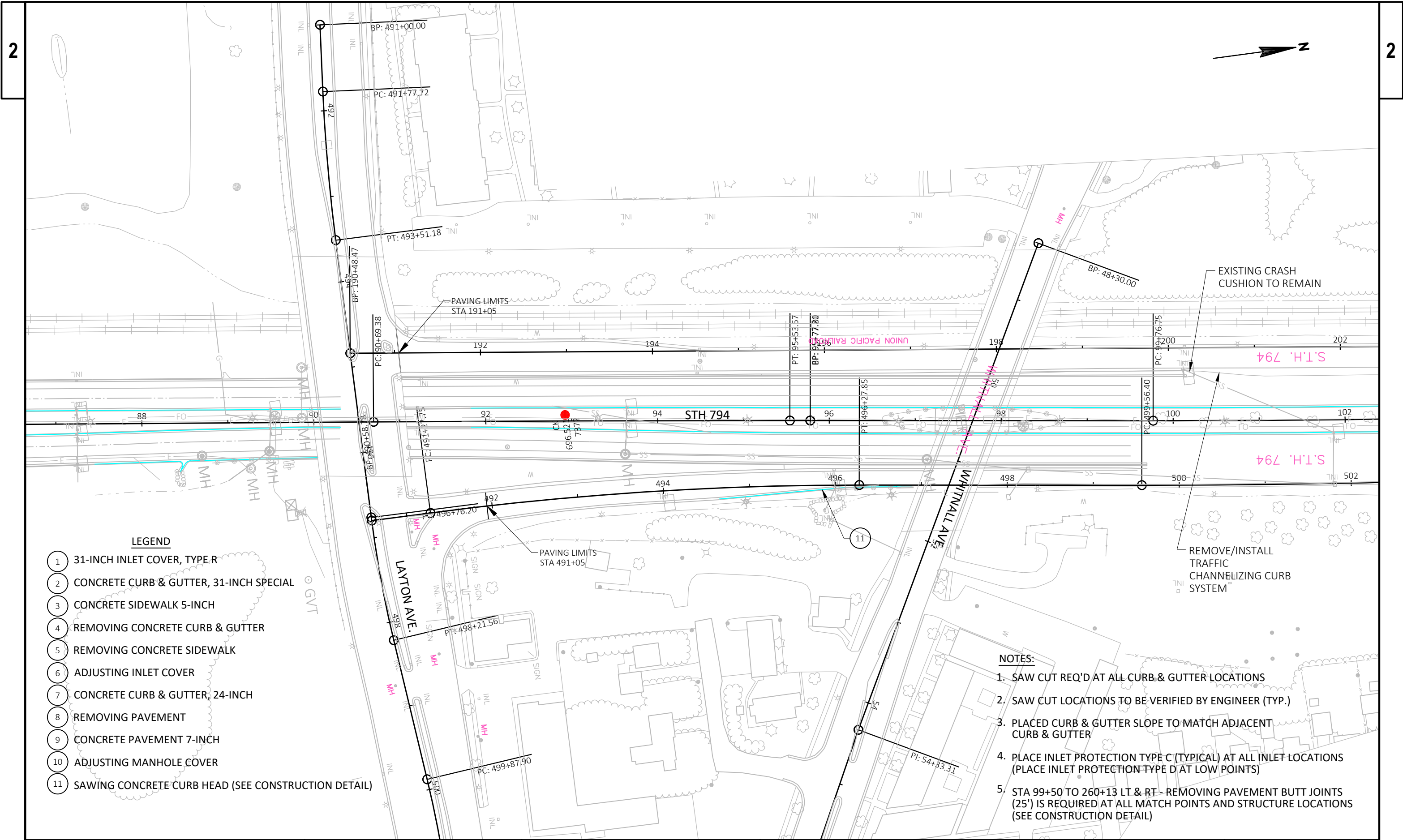


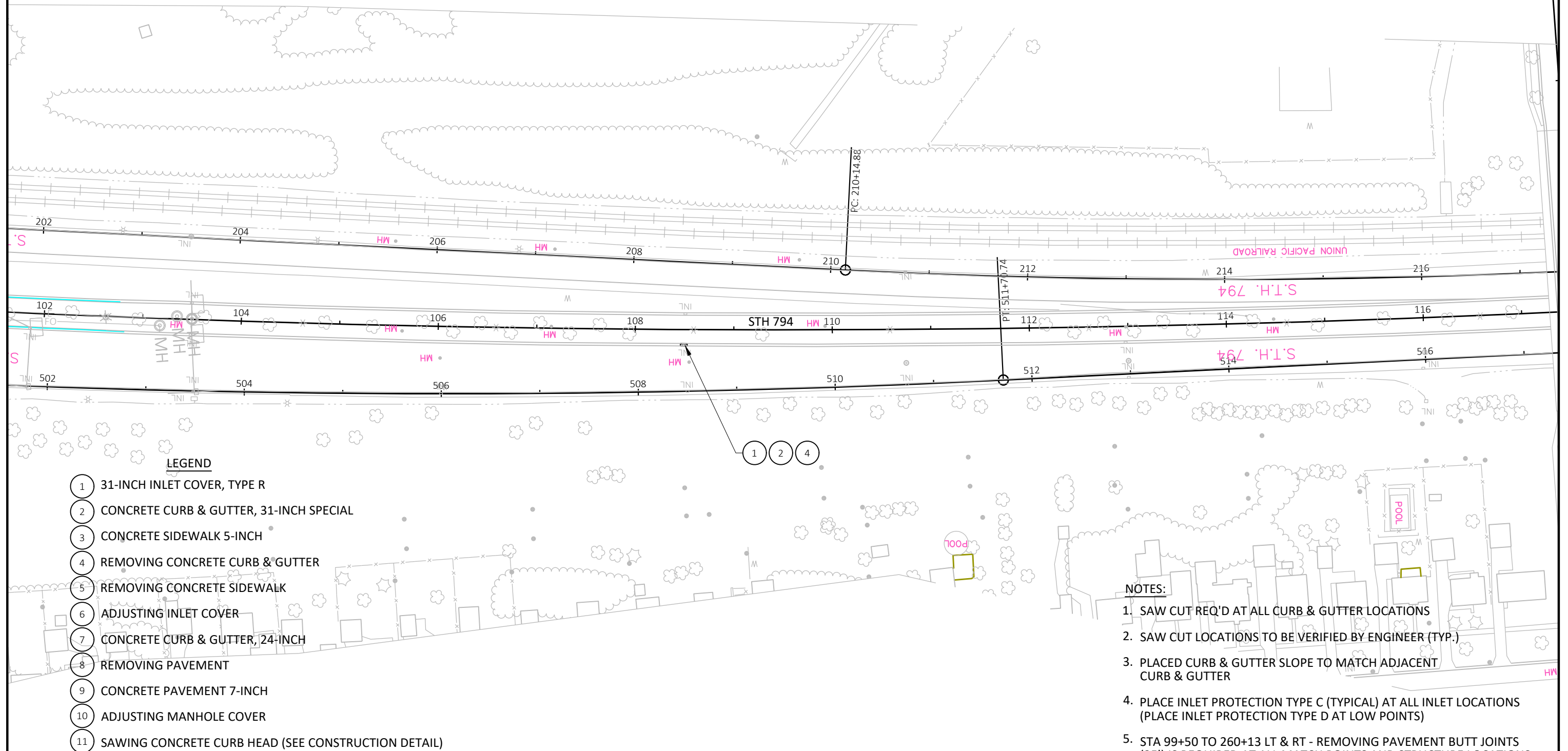
LEGEND

- 1 31-INCH INLET COVER, TYPE R
- 2 CONCRETE CURB & GUTTER, 31-INCH SPECIAL
- 3 CONCRETE SIDEWALK 5-INCH
- 4 REMOVING CONCRETE CURB & GUTTER
- 5 REMOVING CONCRETE SIDEWALK
- 6 ADJUSTING INLET COVER
- 7 CONCRETE CURB & GUTTER, 24-INCH
- 8 REMOVING PAVEMENT
- 9 CONCRETE PAVEMENT 7-INCH
- 10 ADJUSTING MANHOLE COVER
- 11 SAWING CONCRETE CURB HEAD (SEE CONSTRUCTION DETAIL)

NOTES:

- 1. SAW CUT REQ'D AT ALL CURB & GUTTER LOCATIONS
- 2. SAW CUT LOCATIONS TO BE VERIFIED BY ENGINEER (TYP.)
- 3. PLACED CURB & GUTTER SLOPE TO MATCH ADJACENT CURB & GUTTER
- 4. PLACE INLET PROTECTION TYPE C (TYPICAL) AT ALL INLET LOCATIONS (PLACE INLET PROTECTION TYPE D AT LOW POINTS)
- 5. STA 99+50 TO 260+13 LT & RT - REMOVING PAVEMENT BUTT JOINTS (25') IS REQUIRED AT ALL MATCH POINTS AND STRUCTURE LOCATIONS (SEE CONSTRUCTION DETAIL)





PROJECT NO: 1300-03-72

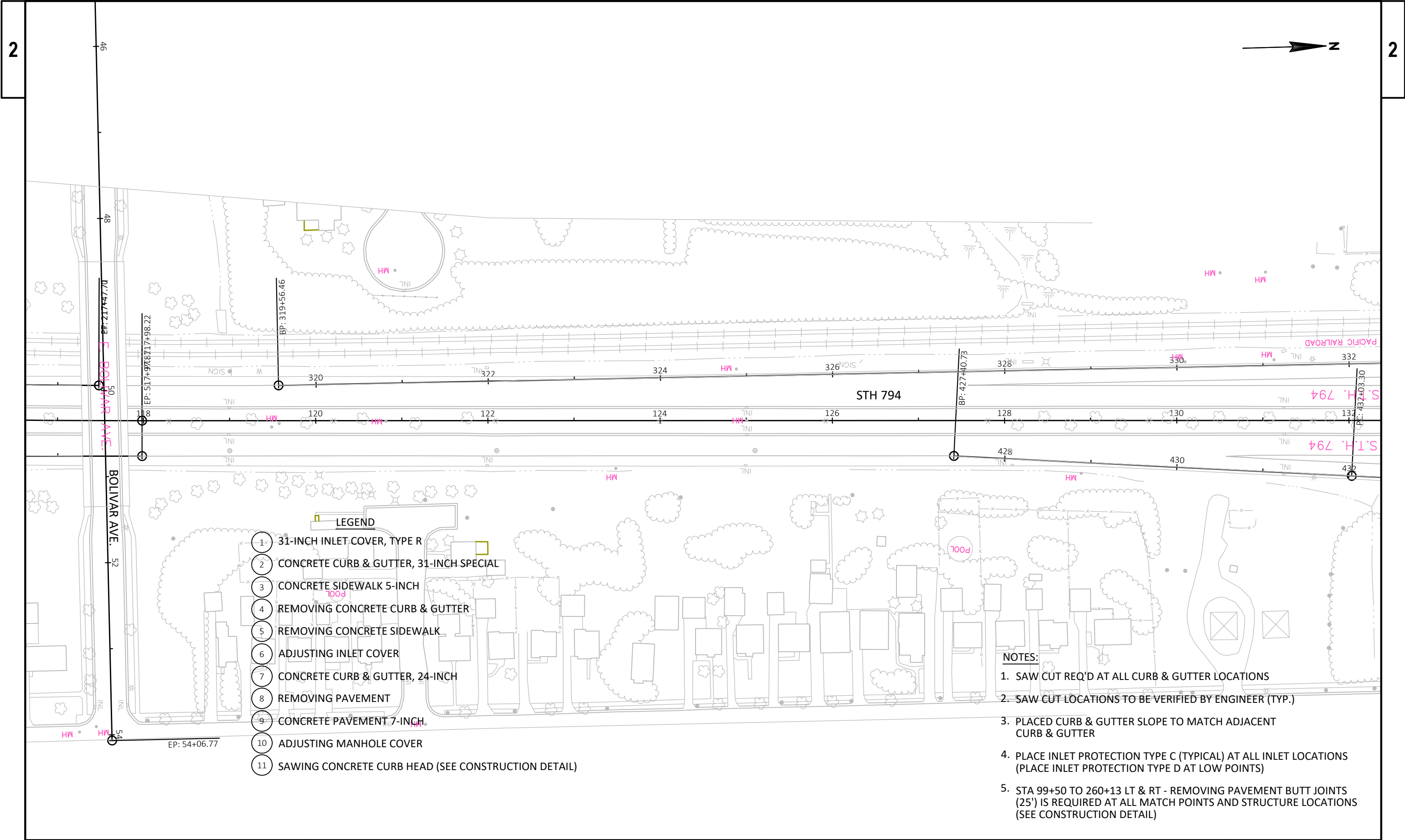
HWY: STH 794

COUNTY: MILWAUKEE

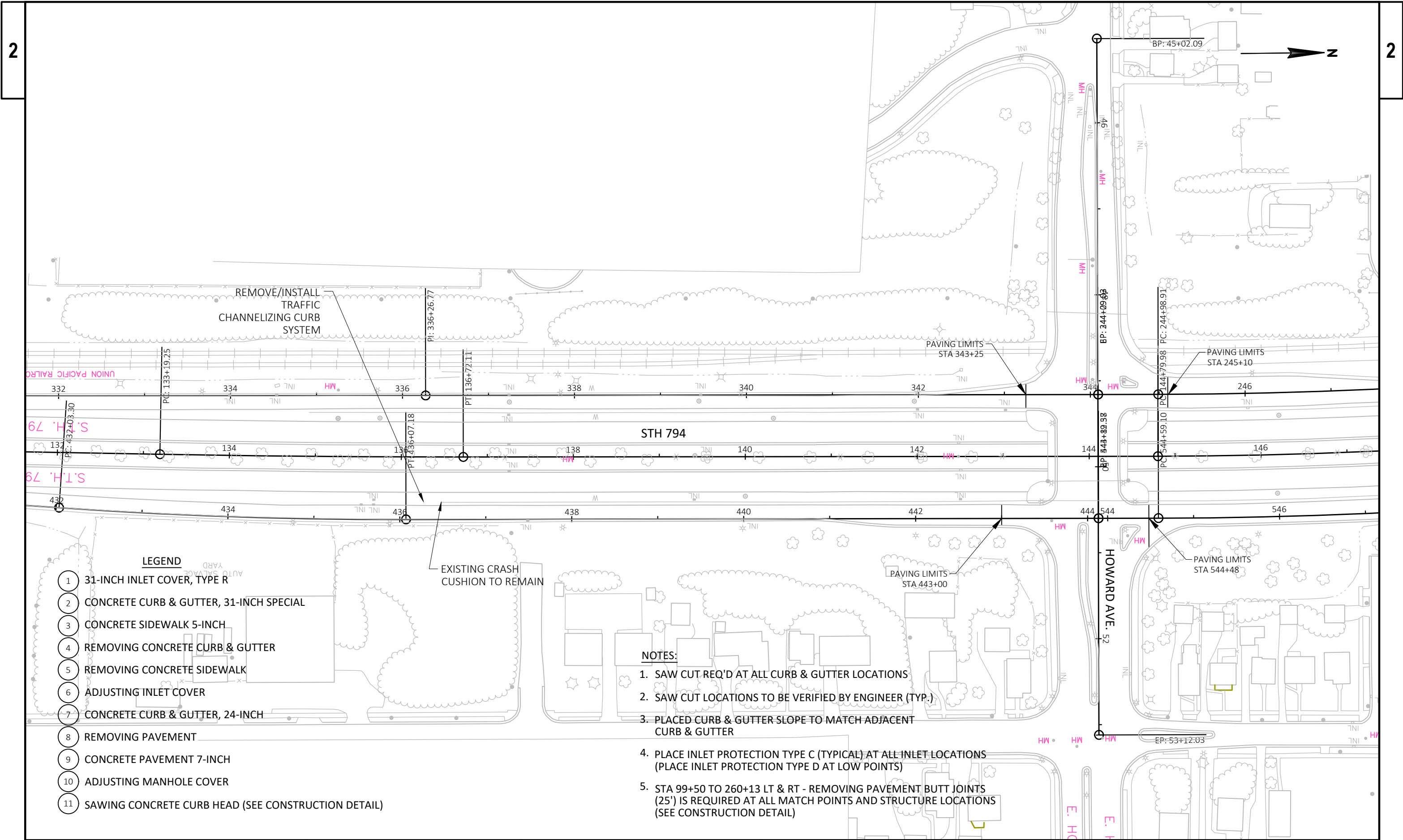
PLAN DETAIL

SHEET

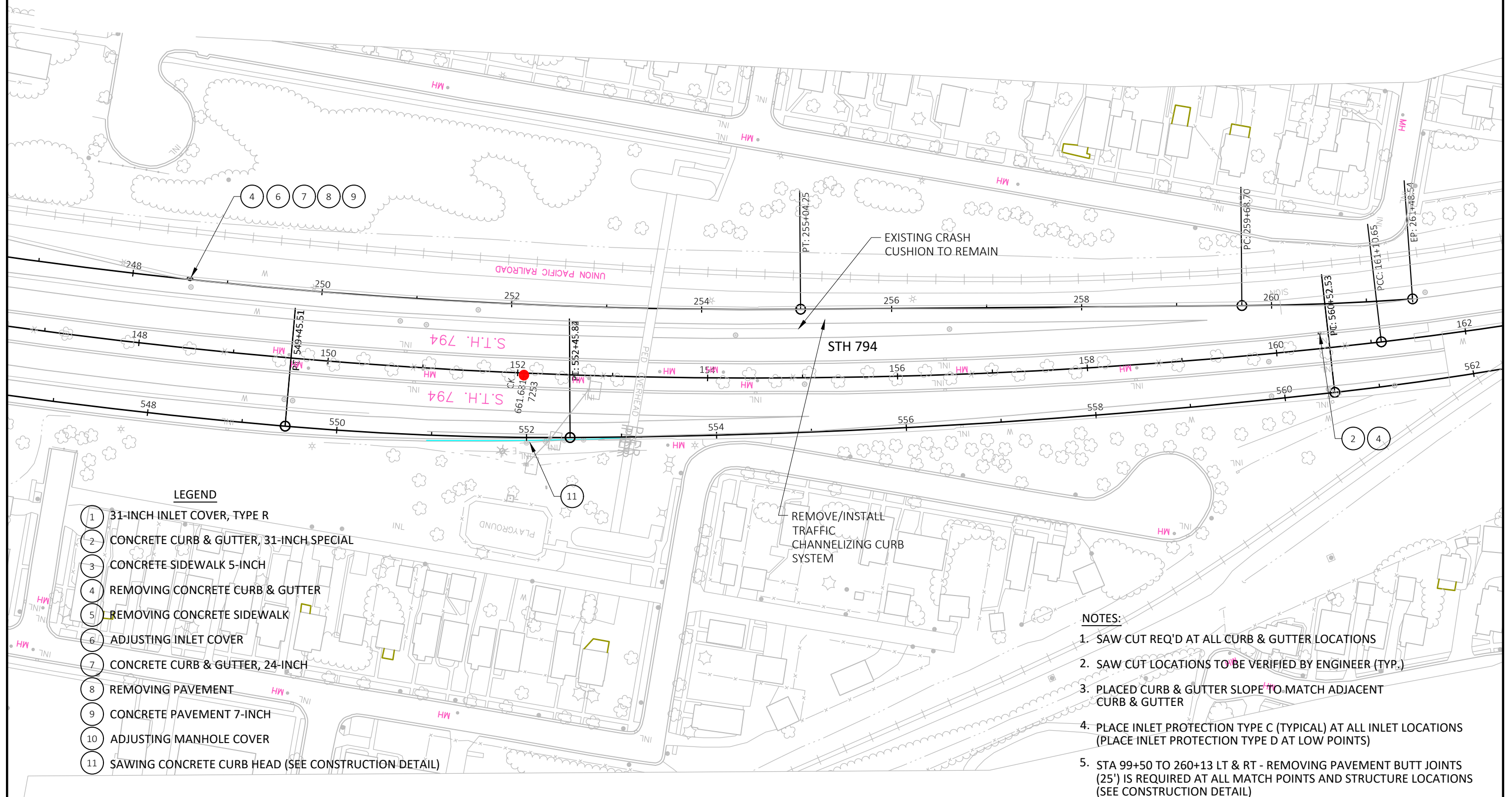
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PROJECT NO: 1300-03-72	HWY: STH 794	COUNTY: MILWAUKEE	PLAN DETAIL	SHEET	E
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PROJECT NO: 1300-03-72	HWY: STH 794	COUNTY: MILWAUKEE	PLAN DETAIL	SHEET	E
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PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

PLAN DETAIL

SHEET

E

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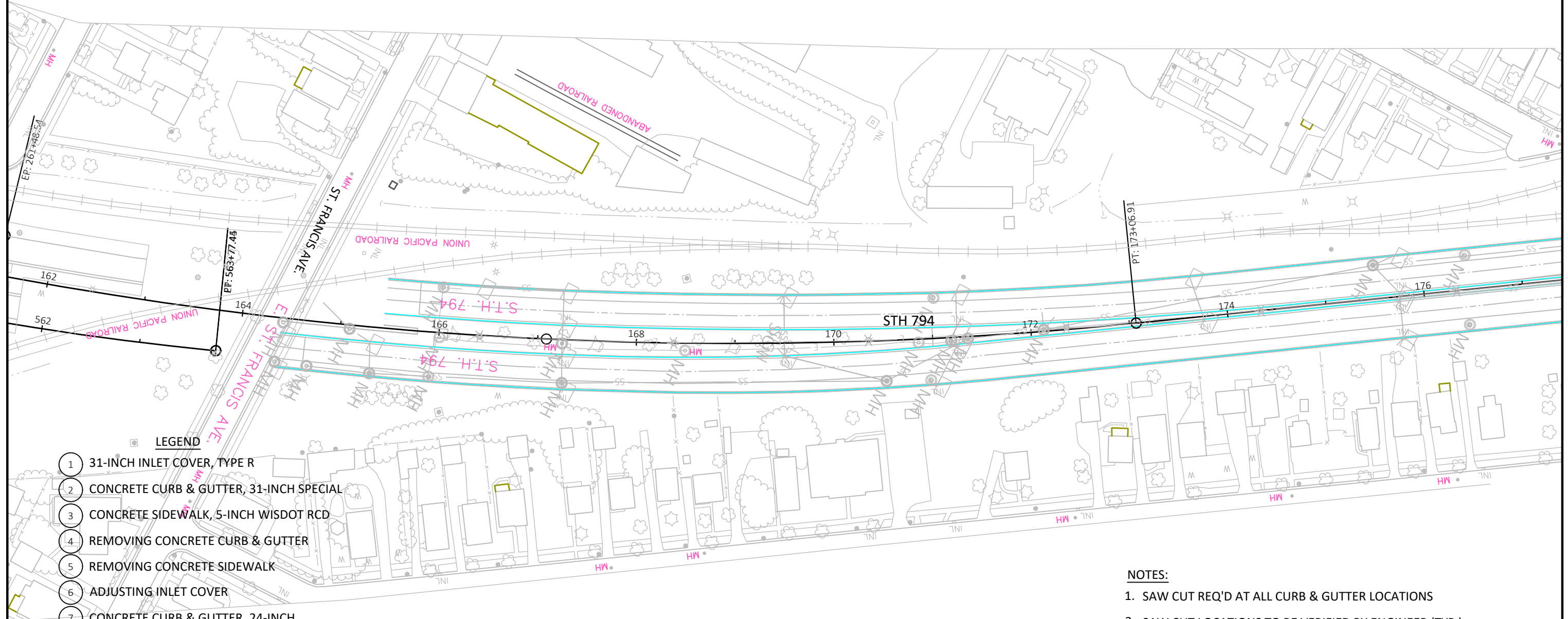
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PLOT BY : STARK, GARY W

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

45
WISDOT/CADD SHEET 42

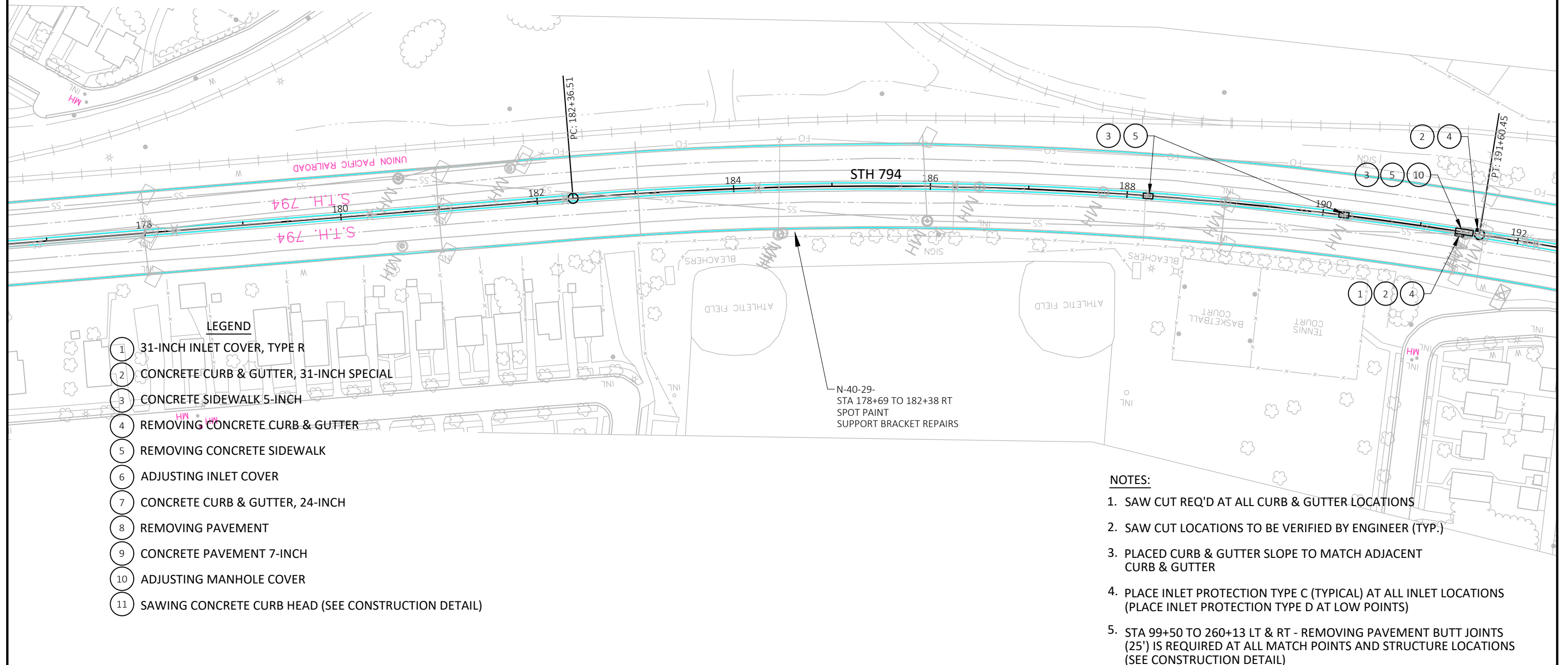


LEGEND

- 1 31-INCH INLET COVER, TYPE R
- 2 CONCRETE CURB & GUTTER, 31-INCH SPECIAL
- 3 CONCRETE SIDEWALK, 5-INCH WISDOT RCD
- 4 REMOVING CONCRETE CURB & GUTTER
- 5 REMOVING CONCRETE SIDEWALK
- 6 ADJUSTING INLET COVER
- 7 CONCRETE CURB & GUTTER, 24-INCH
- 8 REMOVING PAVEMENT
- 9 CONCRETE PAVEMENT 7-INCH
- 10 ADJUSTING MANHOLE COVER
- 11 SAWING CONCRETE CURB HEAD (SEE CONSTRUCTION DETAIL)

NOTES:

- 1. SAW CUT REQ'D AT ALL CURB & GUTTER LOCATIONS
- 2. SAW CUT LOCATIONS TO BE VERIFIED BY ENGINEER (TYP.)
- 3. PLACED CURB & GUTTER SLOPE TO MATCH ADJACENT CURB & GUTTER
- 4. PLACE INLET PROTECTION TYPE C (TYPICAL) AT ALL INLET LOCATIONS (PLACE INLET PROTECTION TYPE D AT LOW POINTS)
- 5. STA 99+50 TO 260+13 LT & RT - REMOVING PAVEMENT BUTT JOINTS (25') IS REQUIRED AT ALL MATCH POINTS AND STRUCTURE LOCATIONS (SEE CONSTRUCTION DETAIL)



PROJECT NO: 1300-03-72

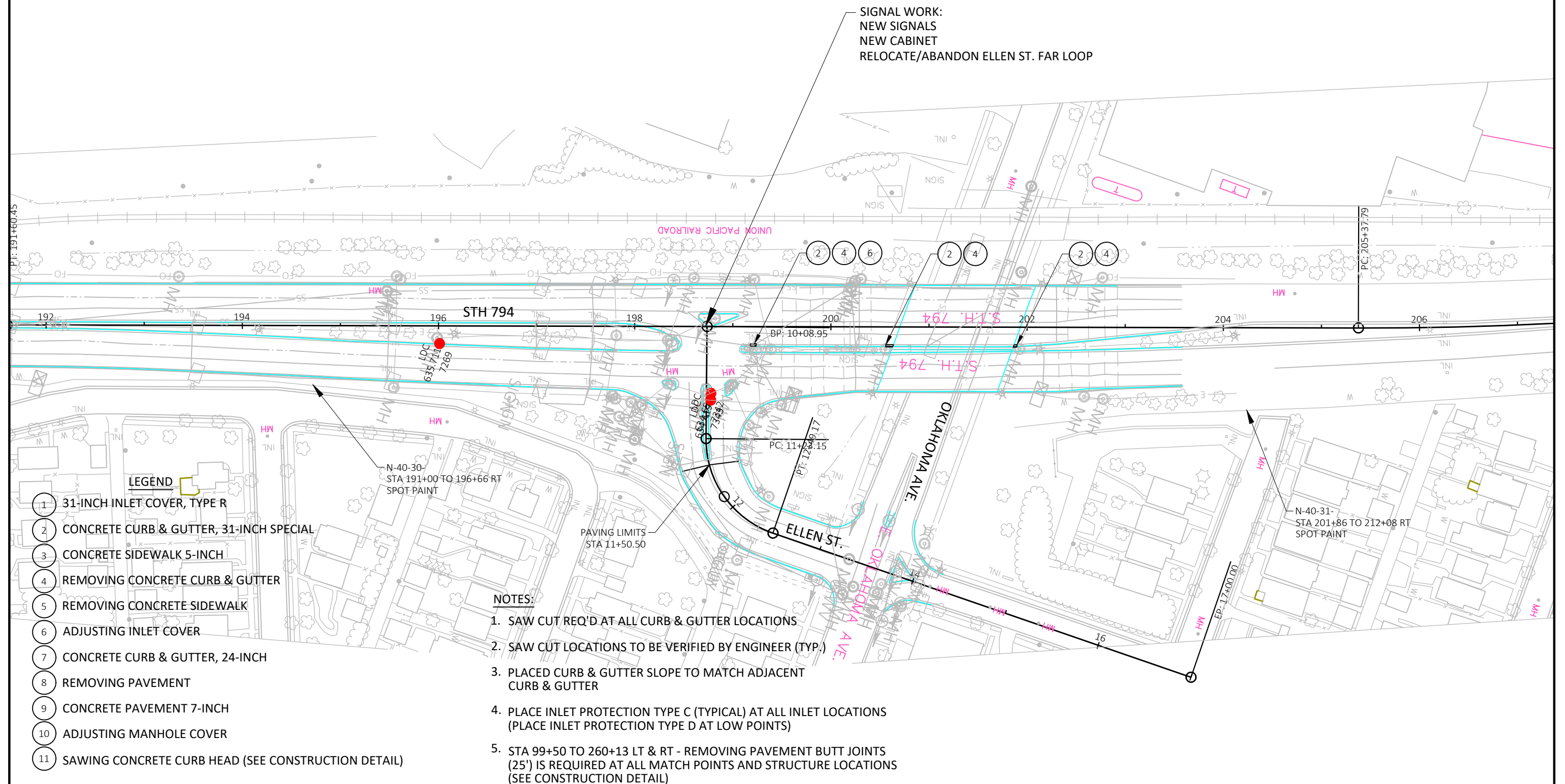
HWY: STH 794

COUNTY: MILWAUKEE

PLAN DETAIL

SHEET

E



PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

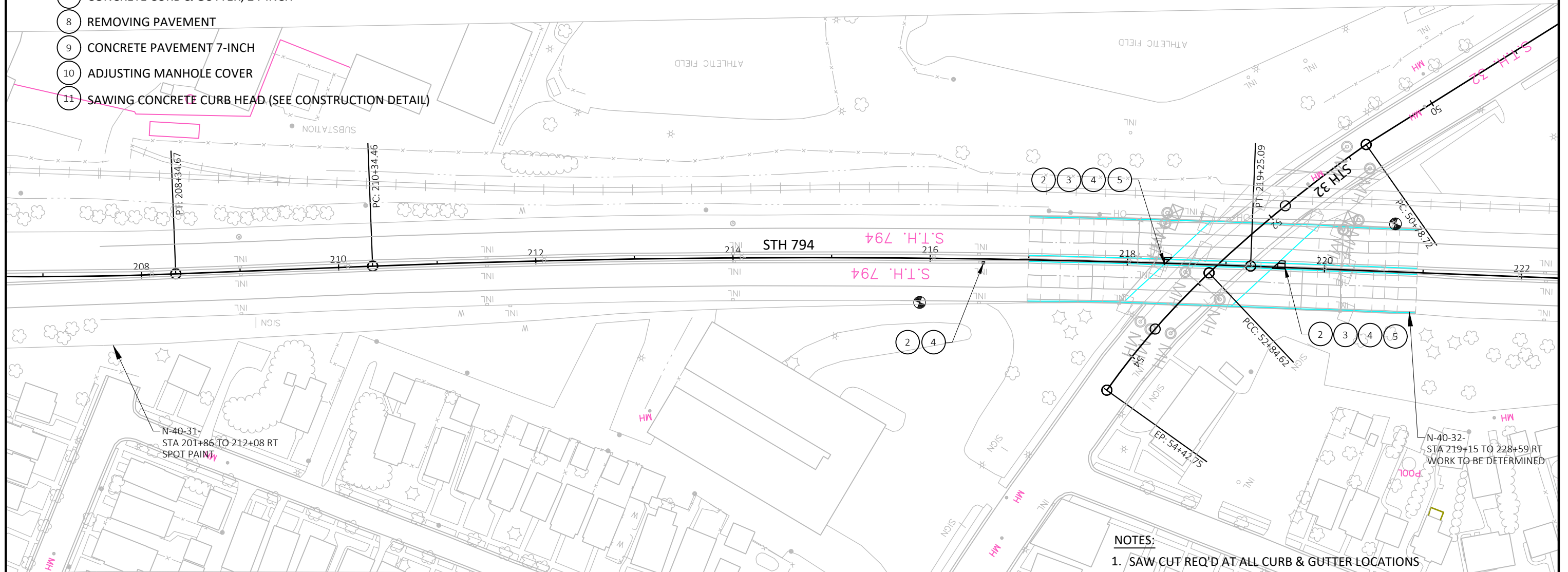
PLAN DETAIL

SHEET

E

LEGEND

- 1 31-INCH INLET COVER, TYPE R
- 2 CONCRETE CURB & GUTTER, 31-INCH SPECIAL
- 3 CONCRETE SIDEWALK 5-INCH
- 4 REMOVING CONCRETE CURB & GUTTER
- 5 REMOVING CONCRETE SIDEWALK
- 6 ADJUSTING INLET COVER
- 7 CONCRETE CURB & GUTTER, 24-INCH
- 8 REMOVING PAVEMENT
- 9 CONCRETE PAVEMENT 7-INCH
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- 11 SAWING CONCRETE CURB HEAD (SEE CONSTRUCTION DETAIL)



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PROJECT NO: 1300-03-72

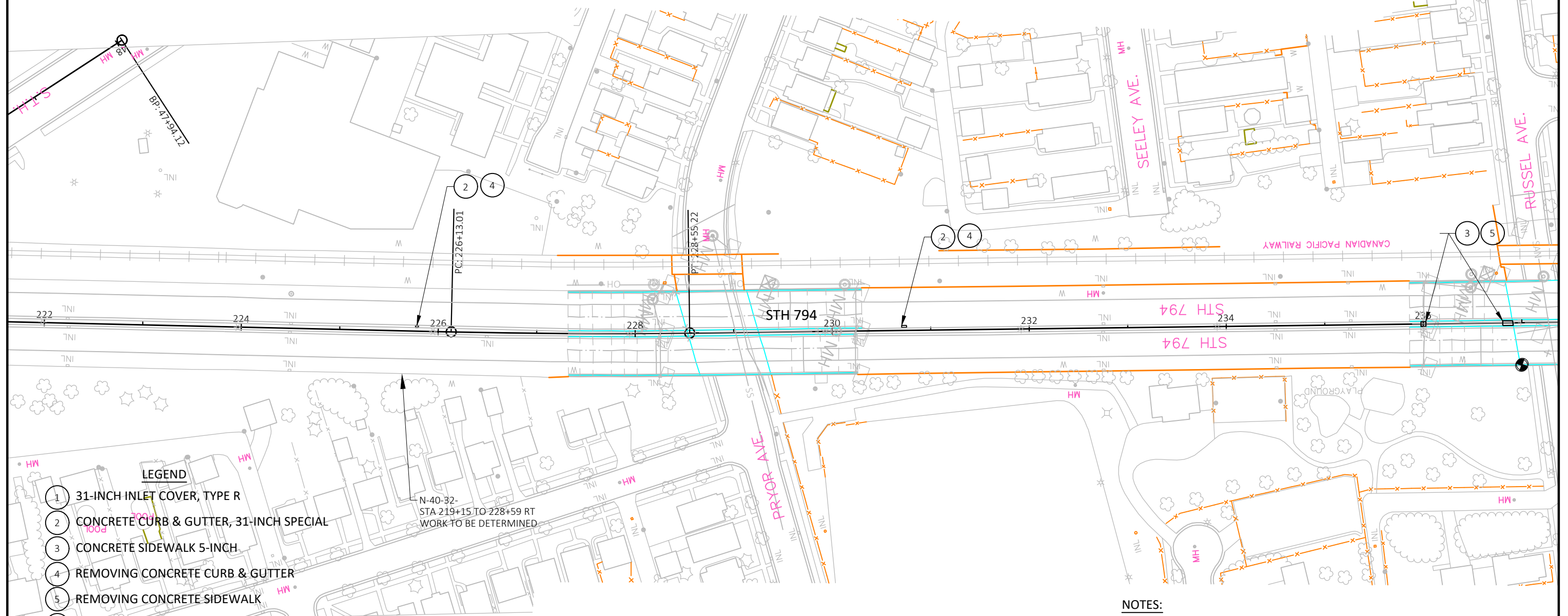
HWY: STH 794

COUNTY: MILWAUKEE

PLAN DETAIL

SHEET

E



LEGEND

- 1 31-INCH INLET COVER, TYPE R
- 2 CONCRETE CURB & GUTTER, 31-INCH SPECIAL
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NOTES:

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PROJECT NO: 1300-03-72

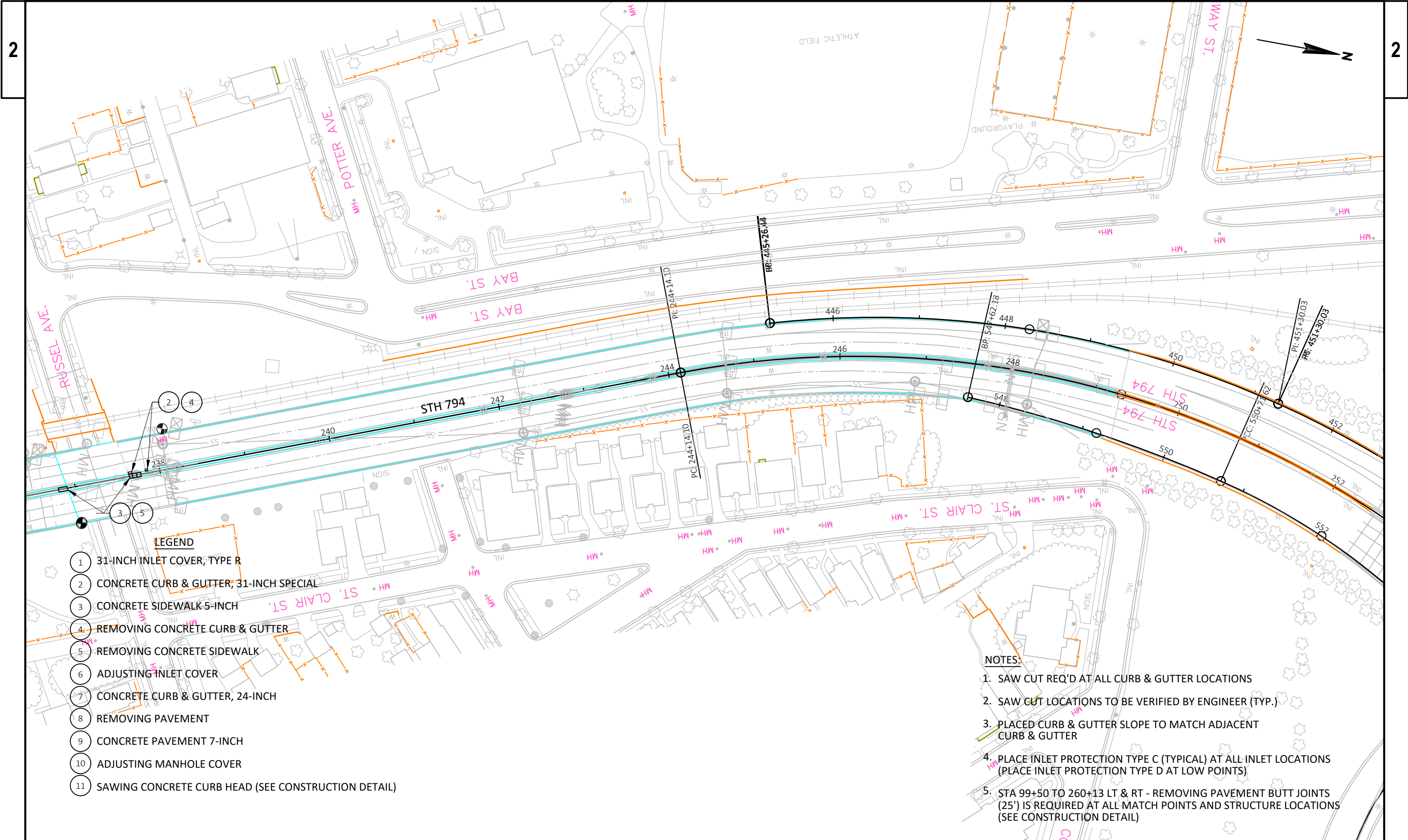
HWY: STH 794

COUNTY: MILWAUKEE

PLAN DETAIL

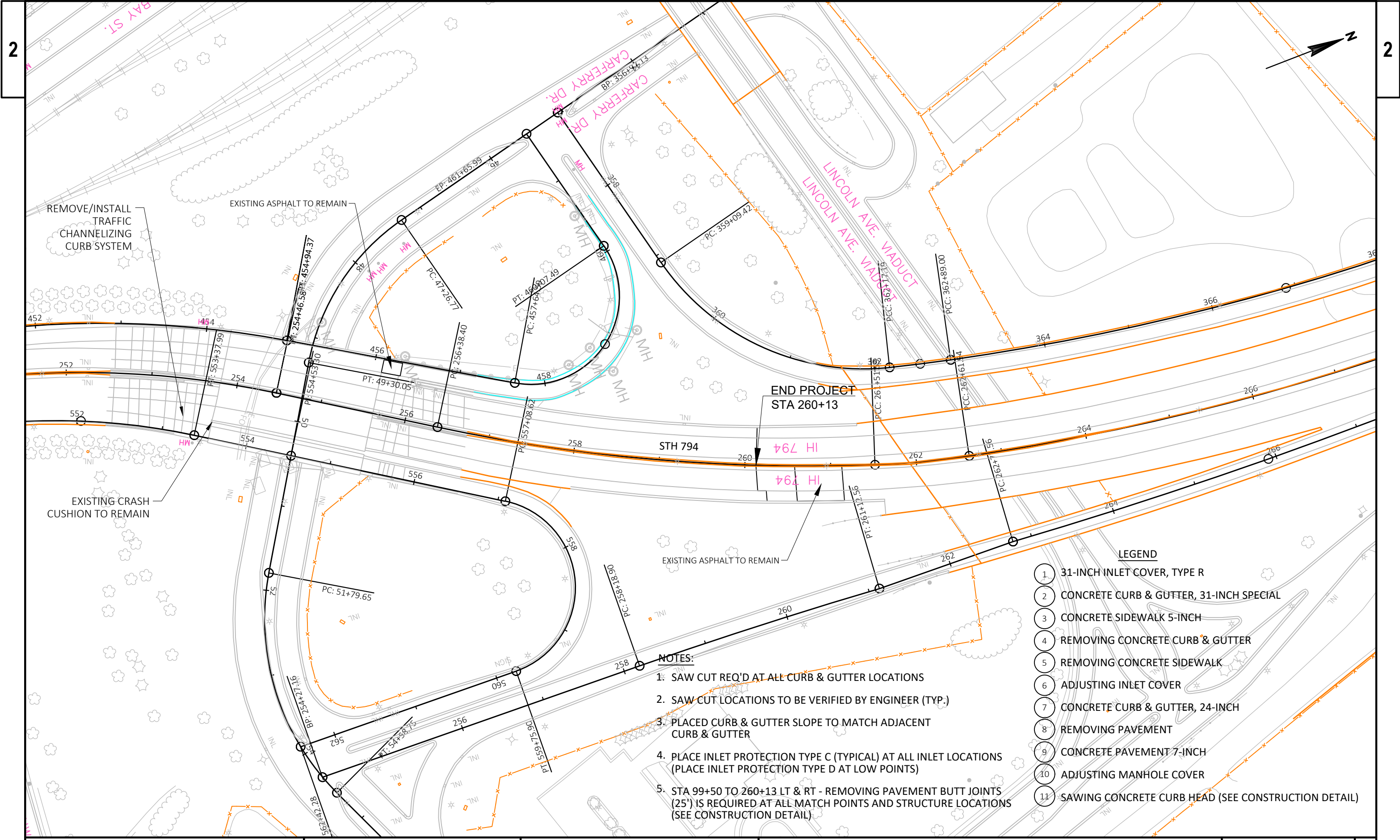
SHEET

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- LEGEND**
- 1 31-INCH INLET COVER, TYPE R
 - 2 CONCRETE CURB & GUTTER, 31-INCH SPECIAL
 - 3 CONCRETE SIDEWALK 5-INCH
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 - 11 SAWING CONCRETE CURB HEAD (SEE CONSTRUCTION DETAIL)

- NOTES:**
- 1. SAW CUT REQ'D AT ALL CURB & GUTTER LOCATIONS
 - 2. SAW CUT LOCATIONS TO BE VERIFIED BY ENGINEER (TYP.)
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REMOVE/INSTALL
TRAFFIC
CHANNELIZING
CURB SYSTEM

EXISTING ASPHALT TO REMAIN

EXISTING CRASH
CUSHION TO REMAIN

END PROJECT
STA 260+13

STH 794

794 IH
794 IH

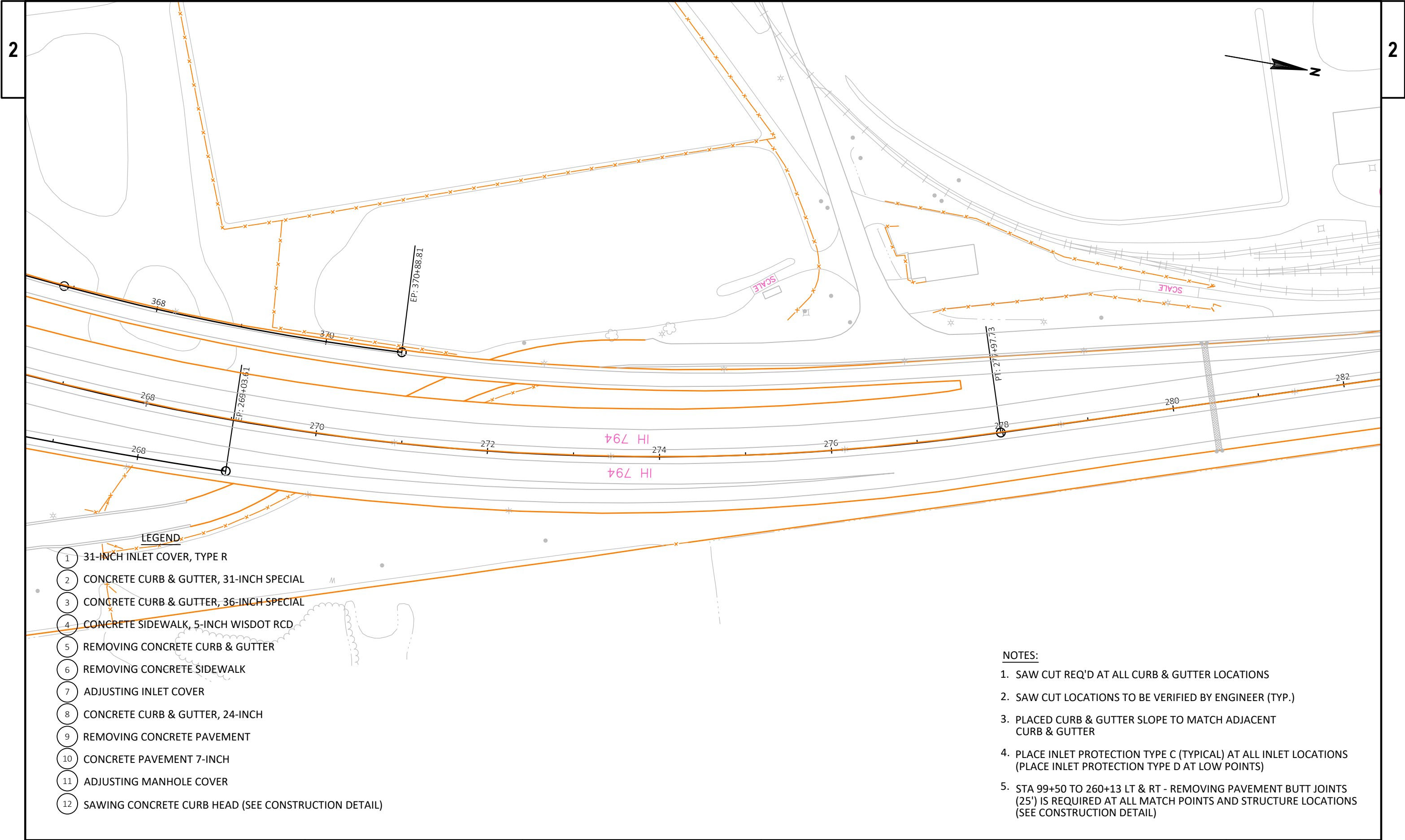
EXISTING ASPHALT TO REMAIN

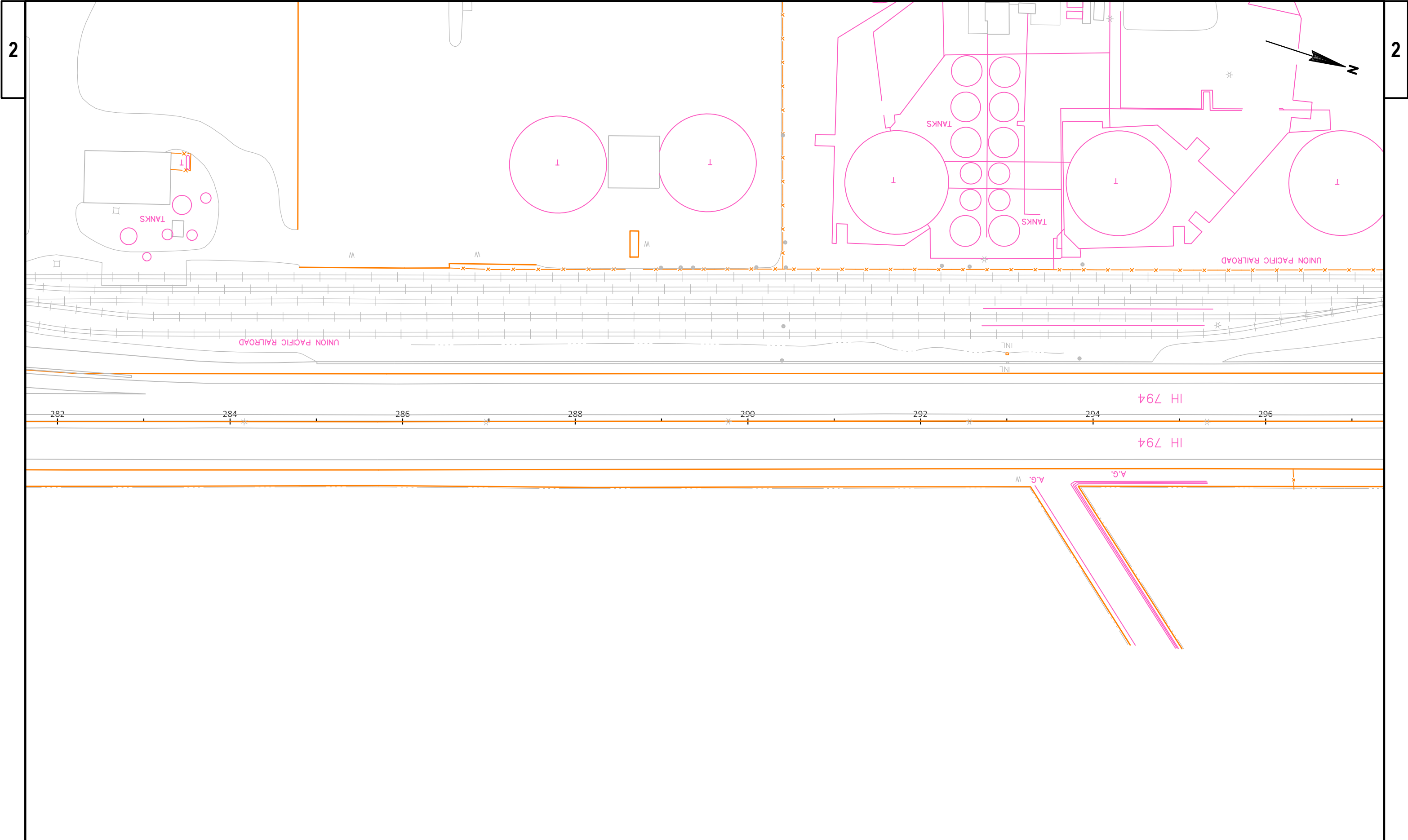
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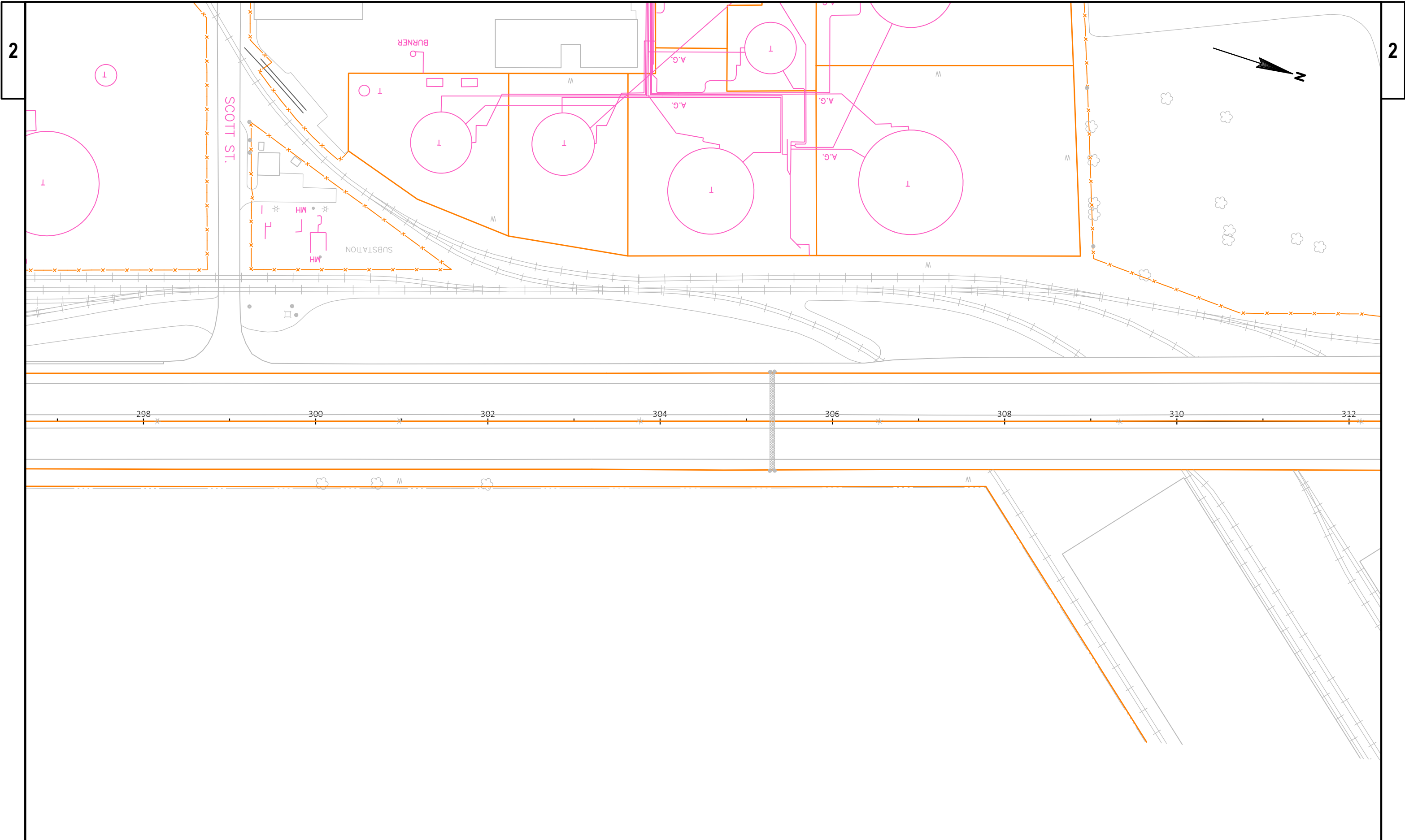
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- 3 CONCRETE SIDEWALK 5-INCH
- 4 REMOVING CONCRETE CURB & GUTTER
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- 5. STA 99+50 TO 260+13 LT & RT - REMOVING PAVEMENT BUTT JOINTS (25') IS REQUIRED AT ALL MATCH POINTS AND STRUCTURE LOCATIONS (SEE CONSTRUCTION DETAIL)

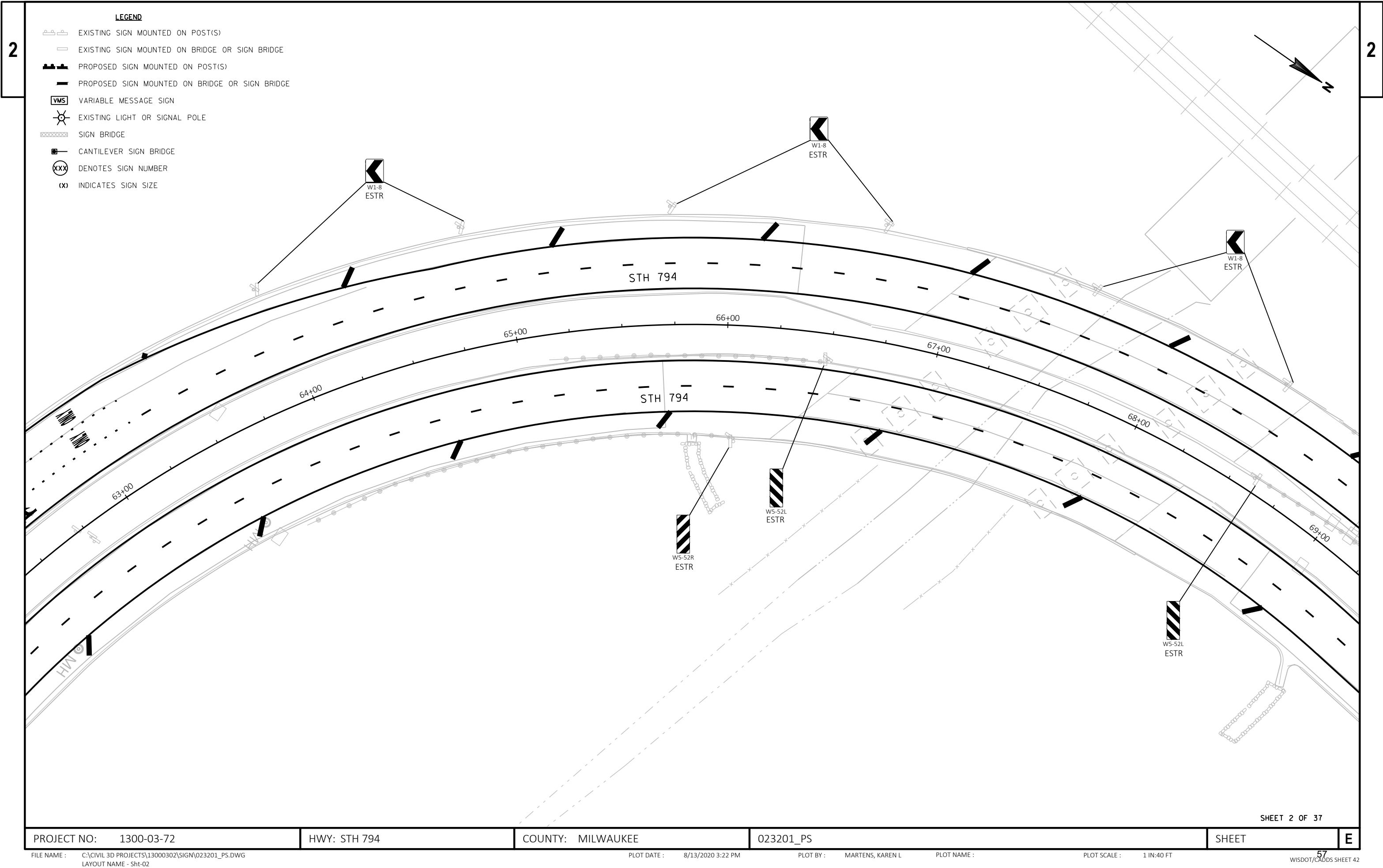






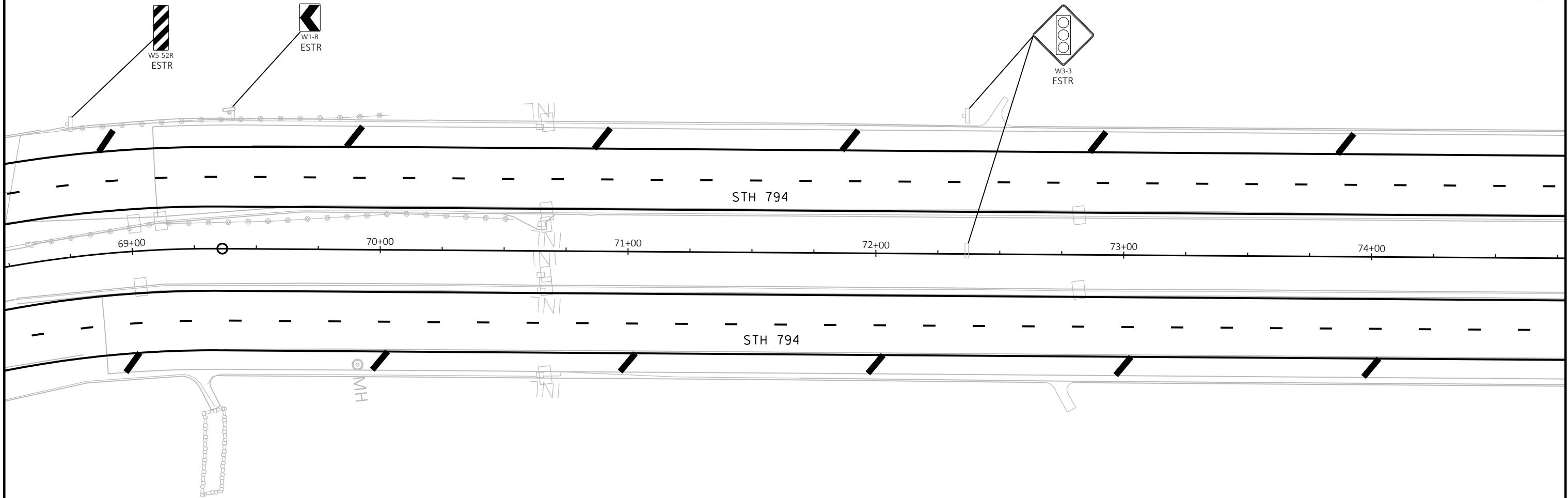
PROJECT NO: 1300-03-72	HWY: STH 794	COUNTY: MILWAUKEE	PLAN DETAIL	SHEET	E
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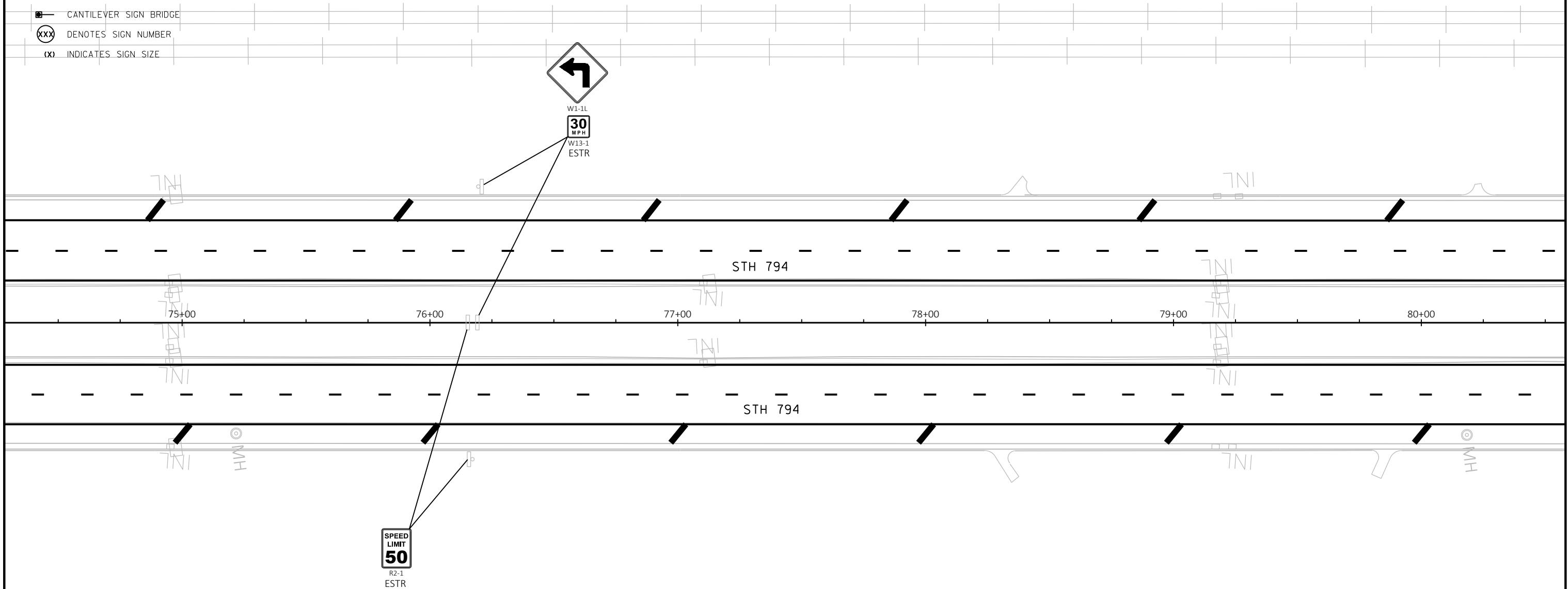
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-  PROPOSED SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
-  VARIABLE MESSAGE SIGN
-  EXISTING LIGHT OR SIGNAL POLE
-  SIGN BRIDGE
-  CANTILEVER SIGN BRIDGE
-  DENOTES SIGN NUMBER
-  INDICATES SIGN SIZE



LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
-  EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
-  PROPOSED SIGN MOUNTED ON POST(S)
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-  VARIABLE MESSAGE SIGN
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-  SIGN BRIDGE
-  CANTILEVER SIGN BRIDGE
-  DENOTES SIGN NUMBER
-  INDICATES SIGN SIZE

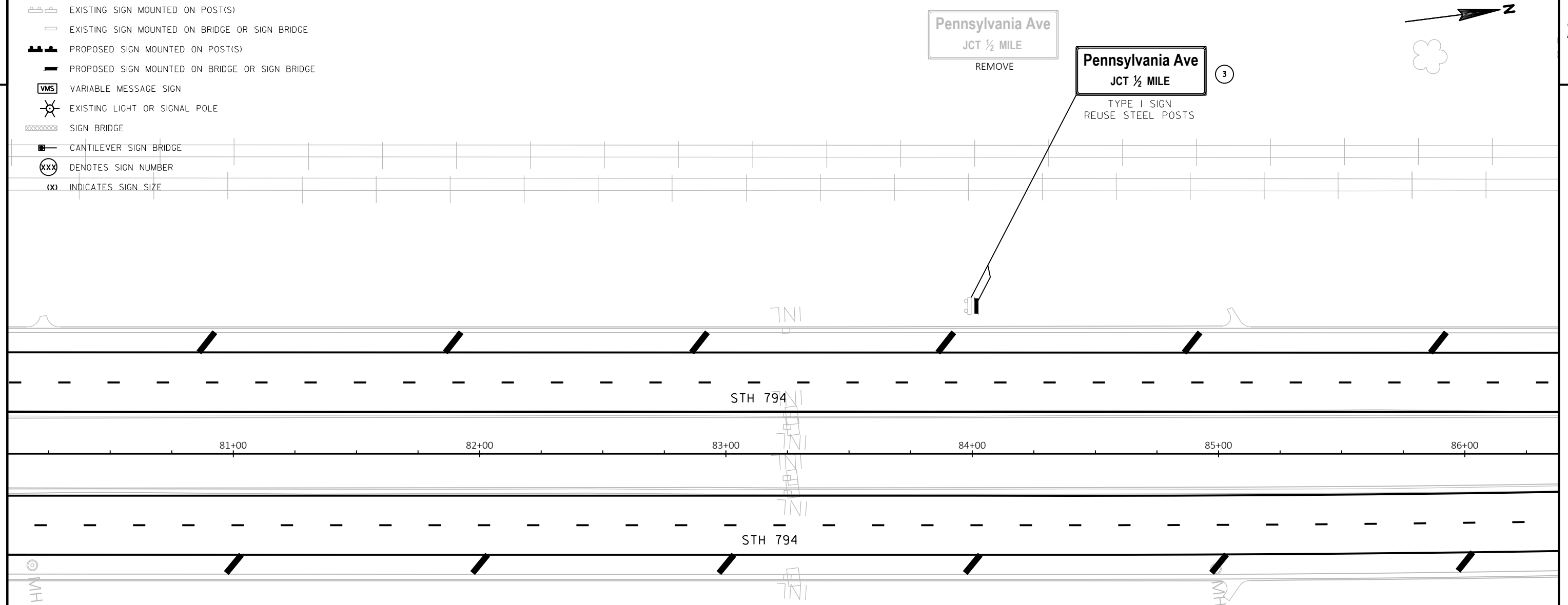


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LEGEND

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|  | VARIABLE MESSAGE SIGN | | |
|  | EXISTING LIGHT OR SIGNAL POLE | | |
|  | SIGN BRIDGE | | |
|  | CANTILEVER SIGN BRIDGE | | |
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|  | INDICATES SIGN SIZE | | |



SHEET 5 OF 37

PROJECT NO:	1300-03-72
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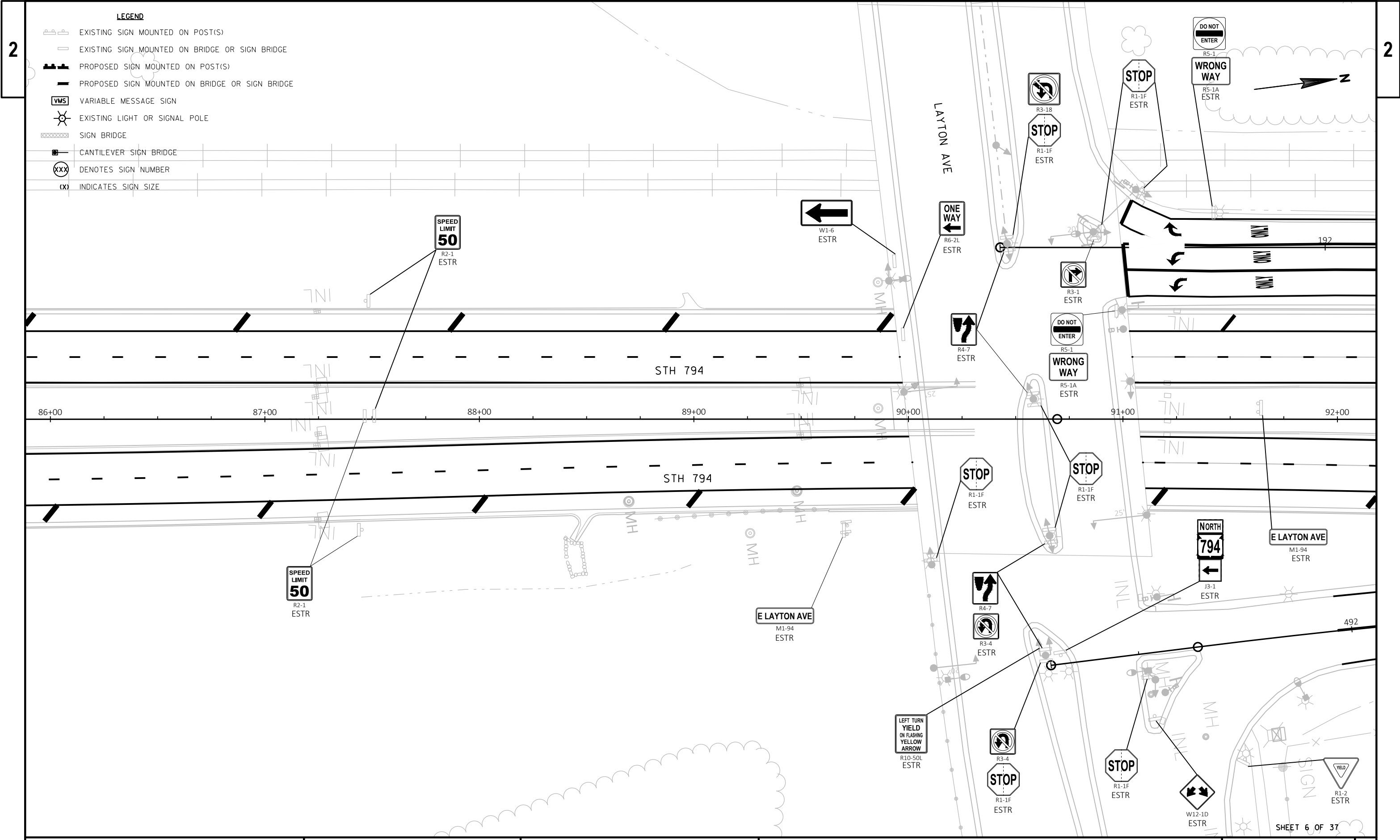
HWY: STH 794

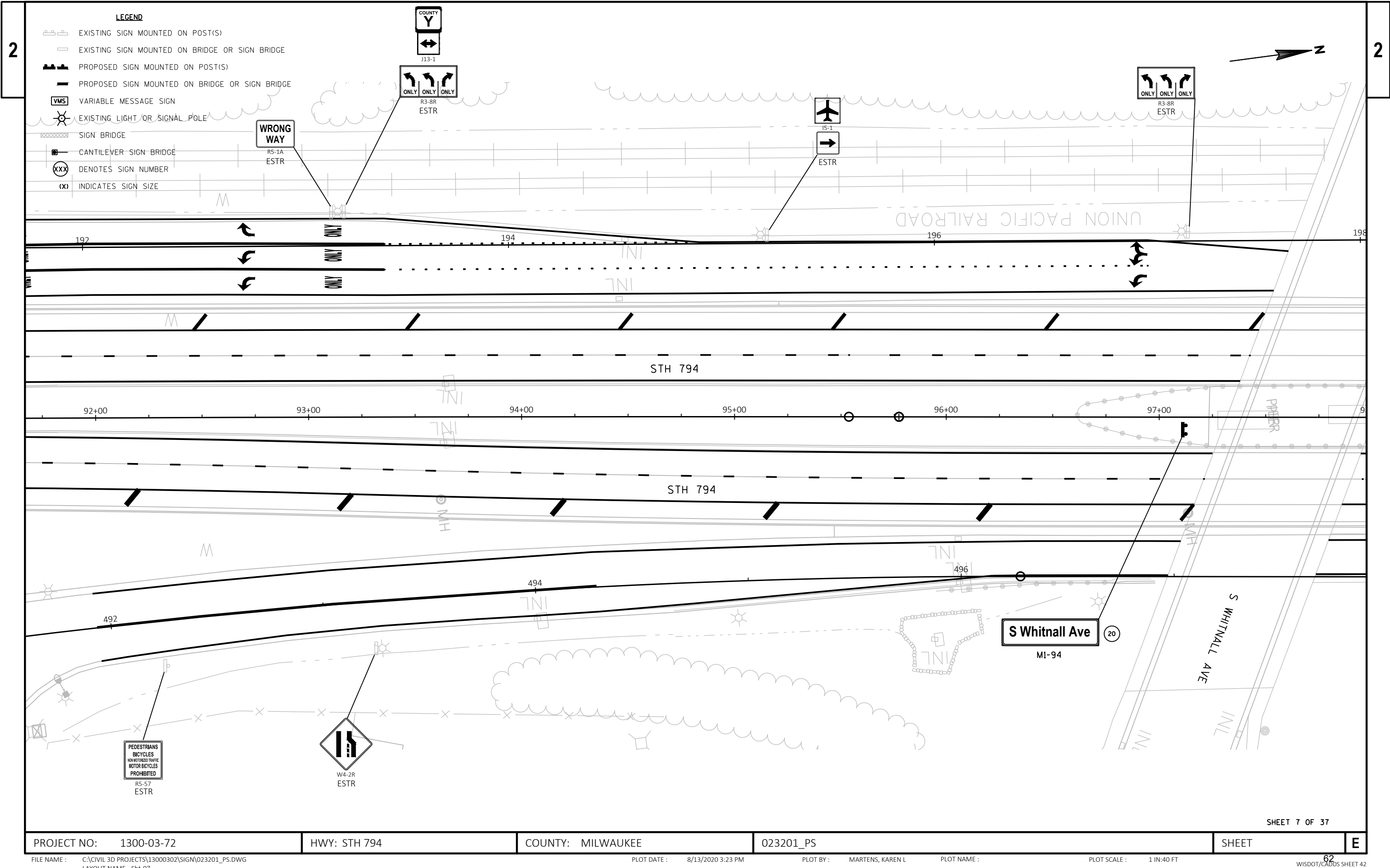
COUNTY: MILWAUKEE

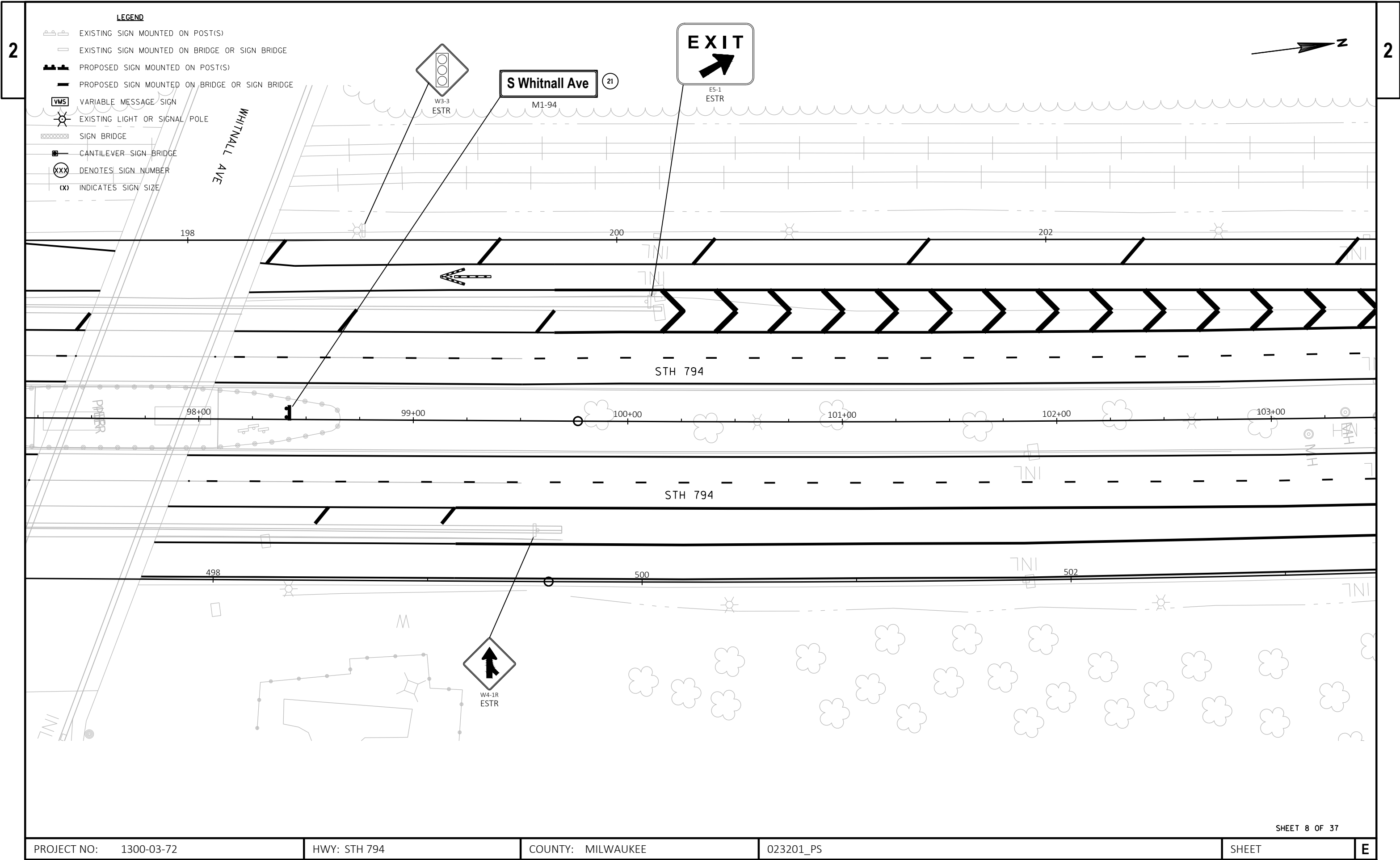
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SHEET

3

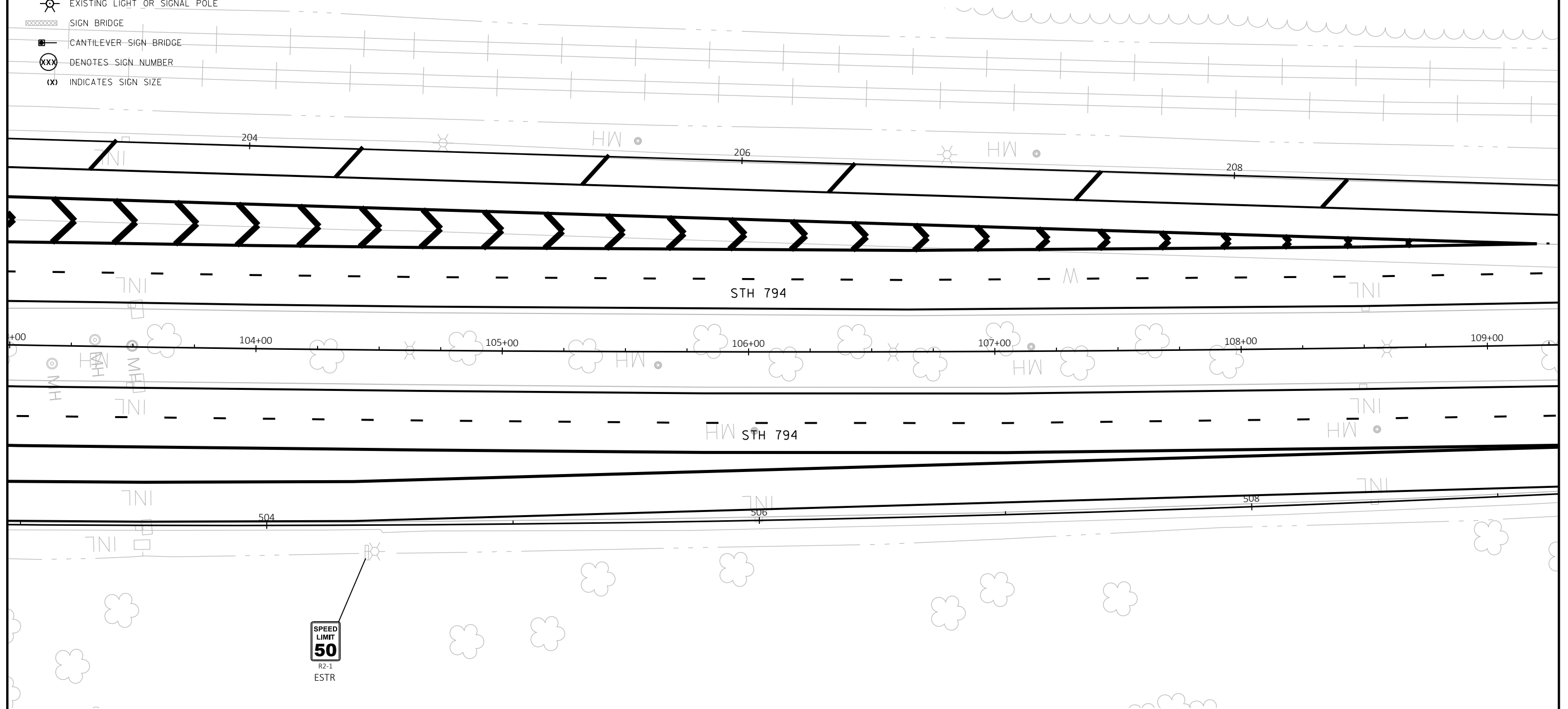




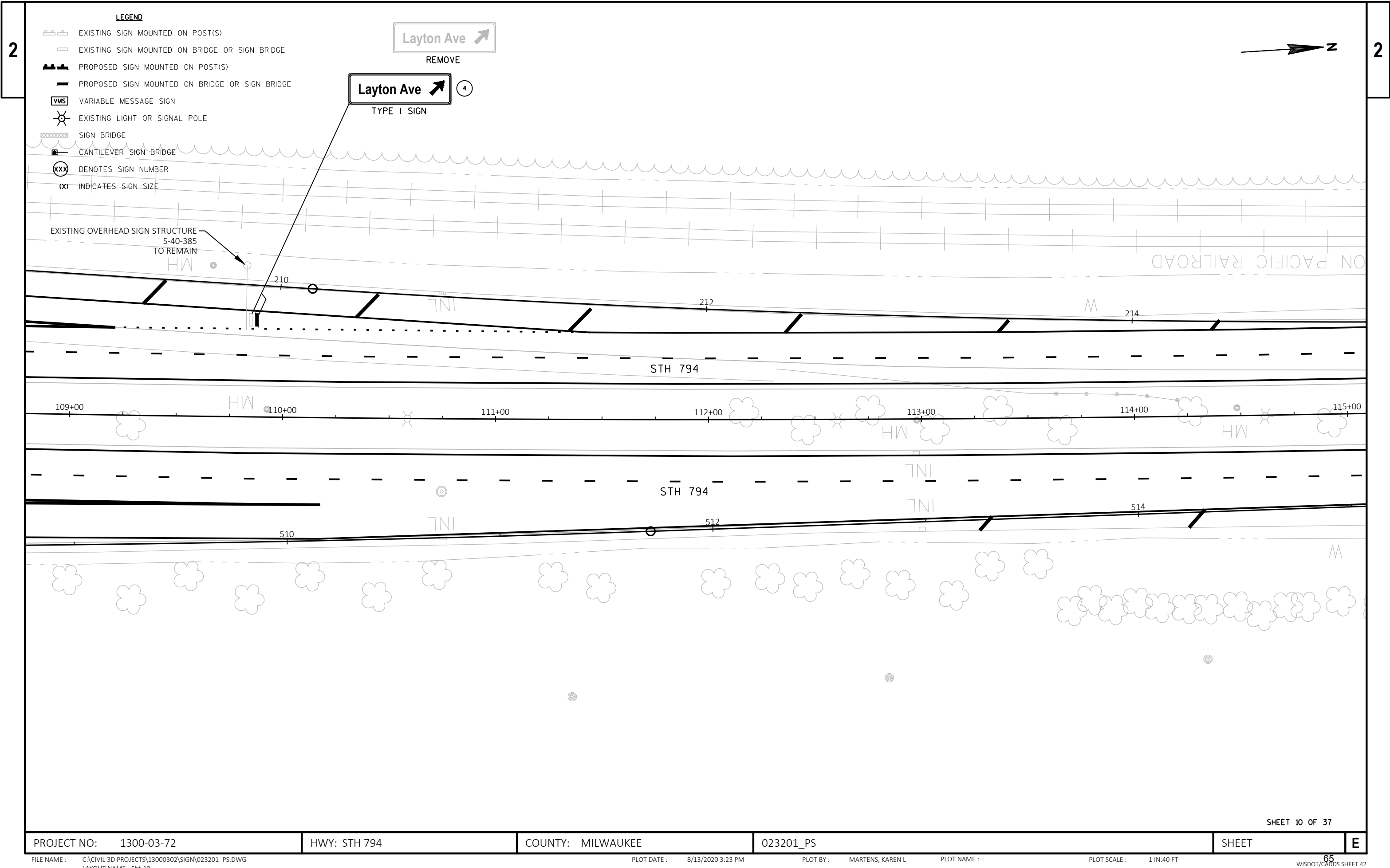


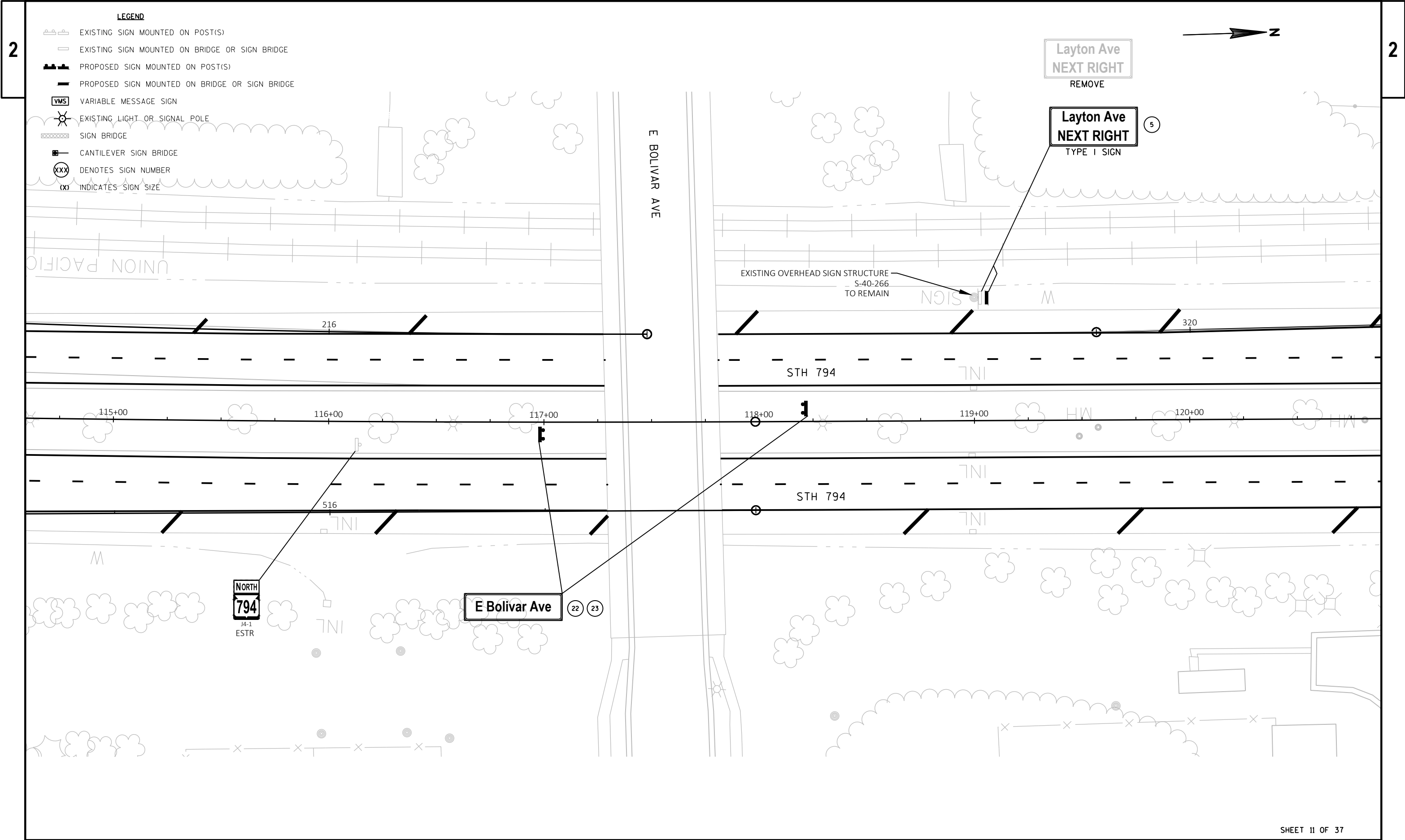
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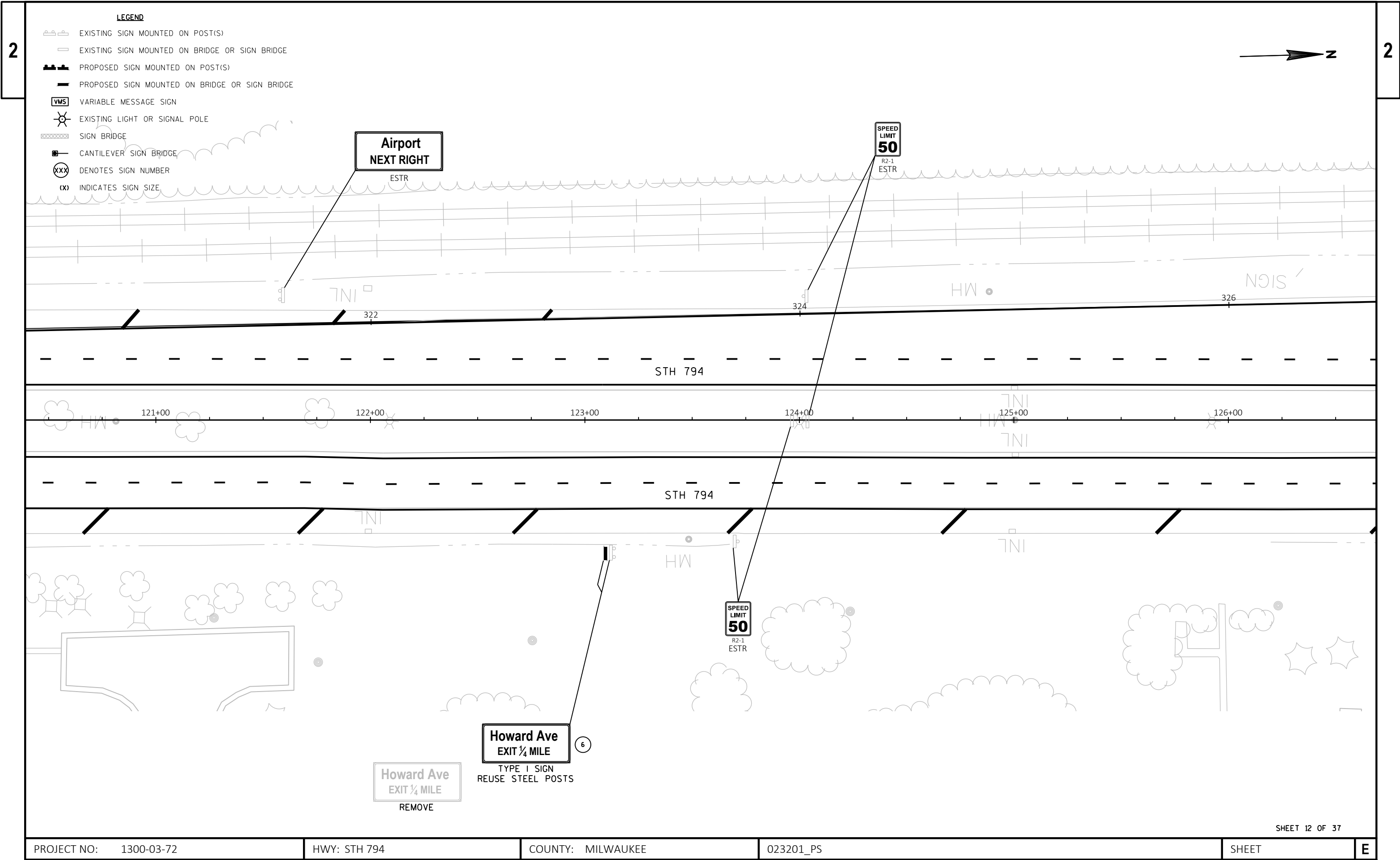
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	VARIABLE MESSAGE SIGN
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	SIGN BRIDGE
	CANTILEVER SIGN BRIDGE
	DENOTES SIGN NUMBER
	INDICATES SIGN SIZE



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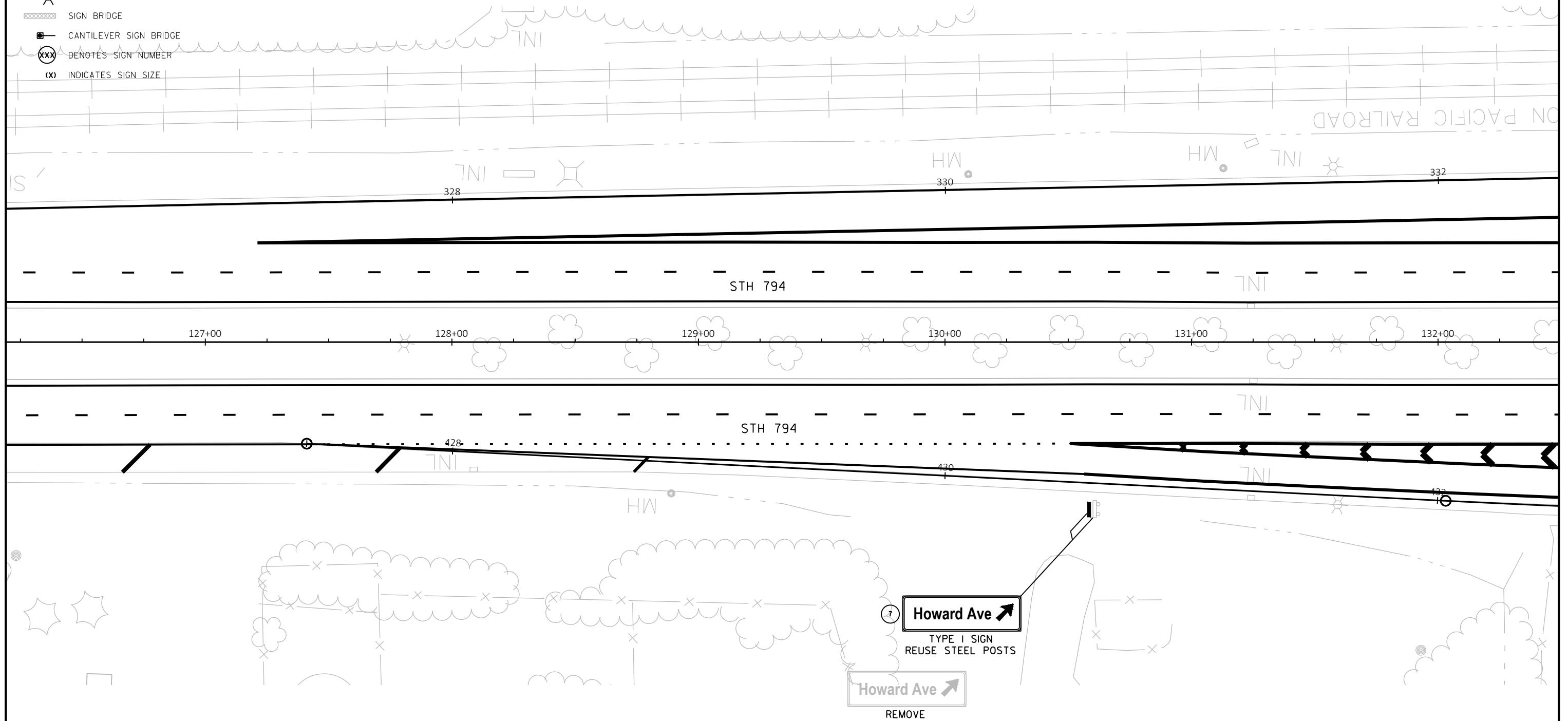


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LEGEND

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|  | PROPOSED SIGN MOUNTED ON POST(S) |
|  | PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE |
|  | VARIABLE MESSAGE SIGN |
|  | EXISTING LIGHT OR SIGNAL POLE |
|  | SIGN BRIDGE |
|  | CANTILEVER SIGN BRIDGE |
|  | DENOTES SIGN NUMBER |
|  | INDICATES SIGN SIZE |



SHEET 13 OF 37

PROJECT NO:	1300-03-72
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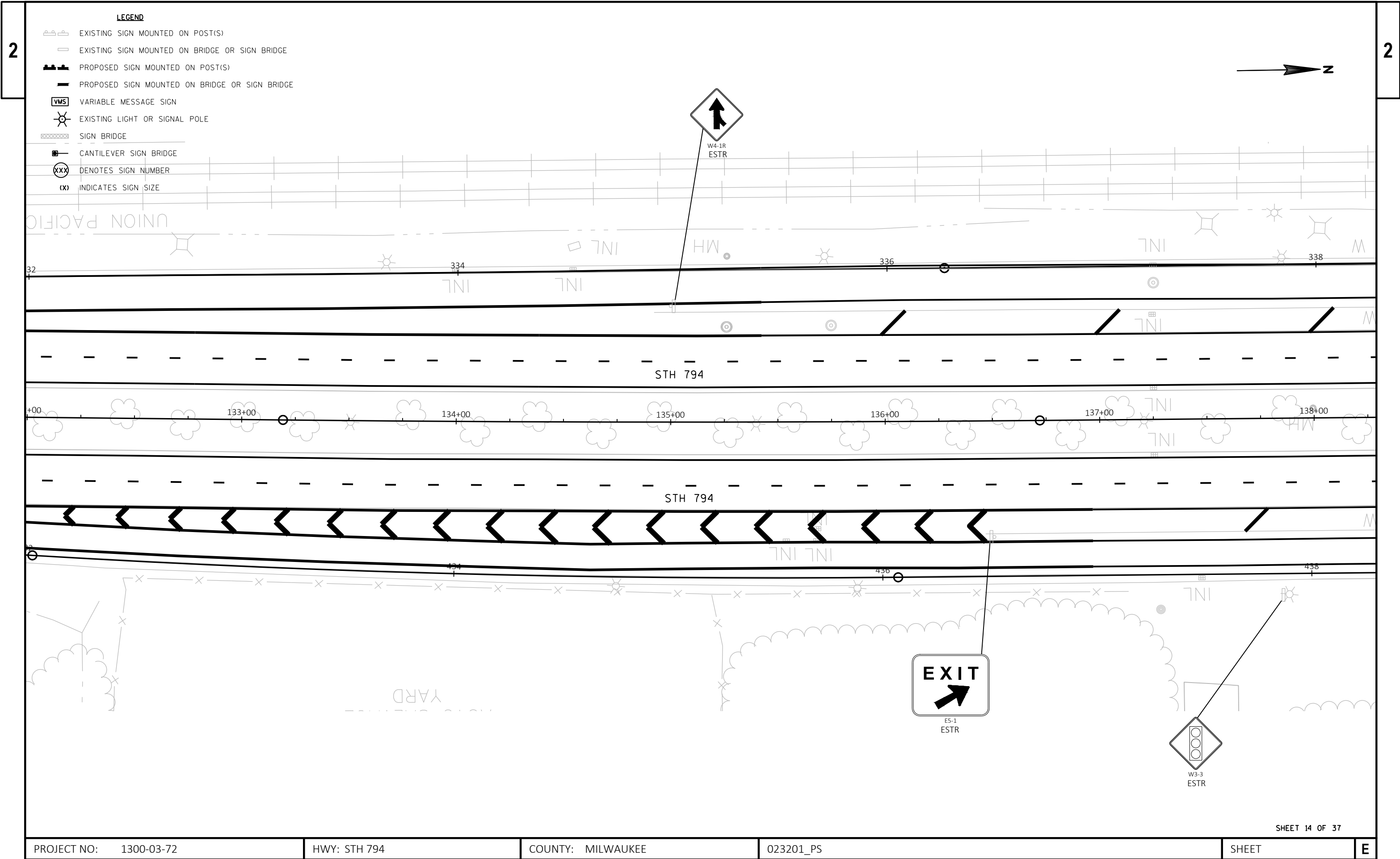
HWY: STH 794

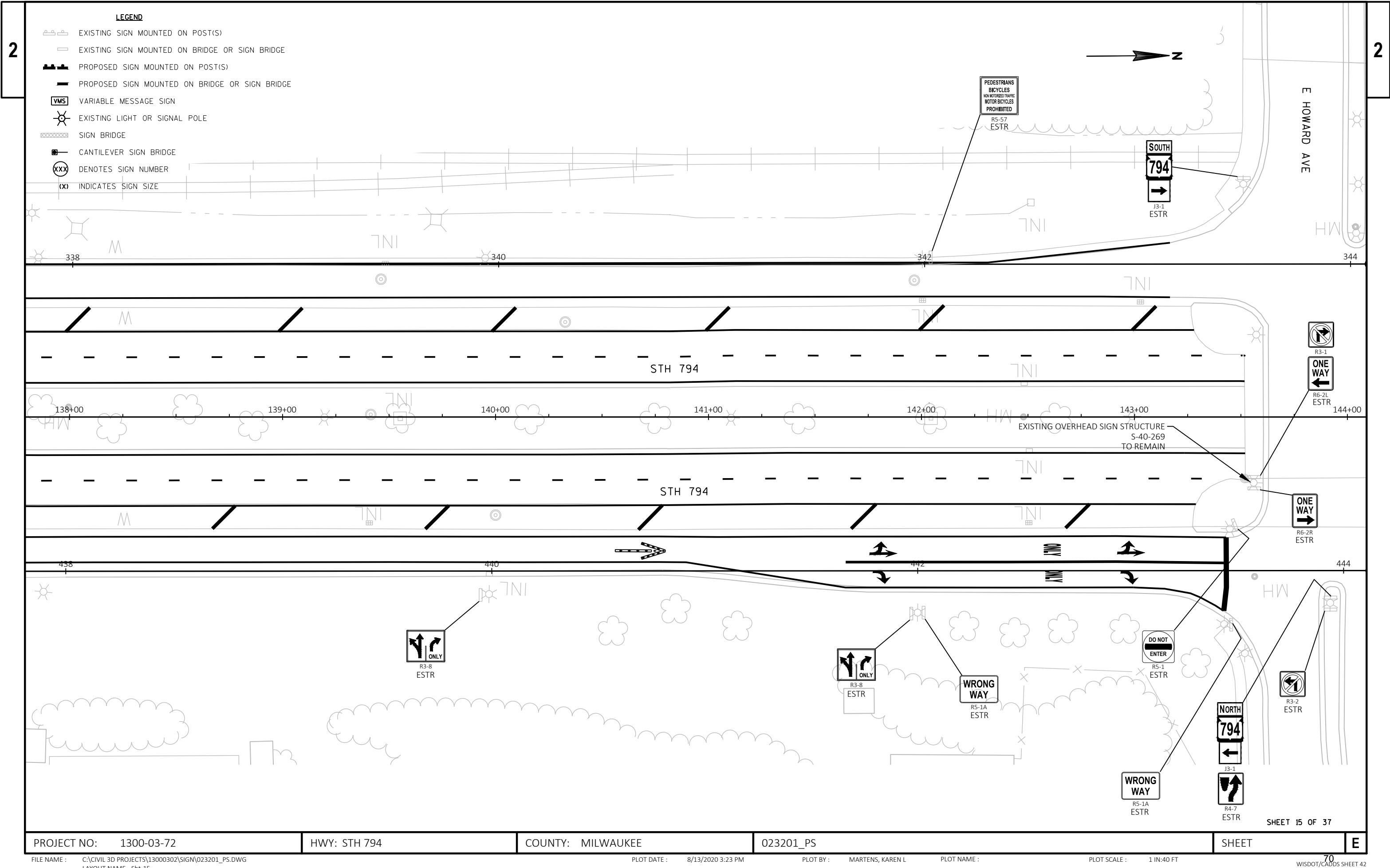
COUNTY: MILWAUKEE

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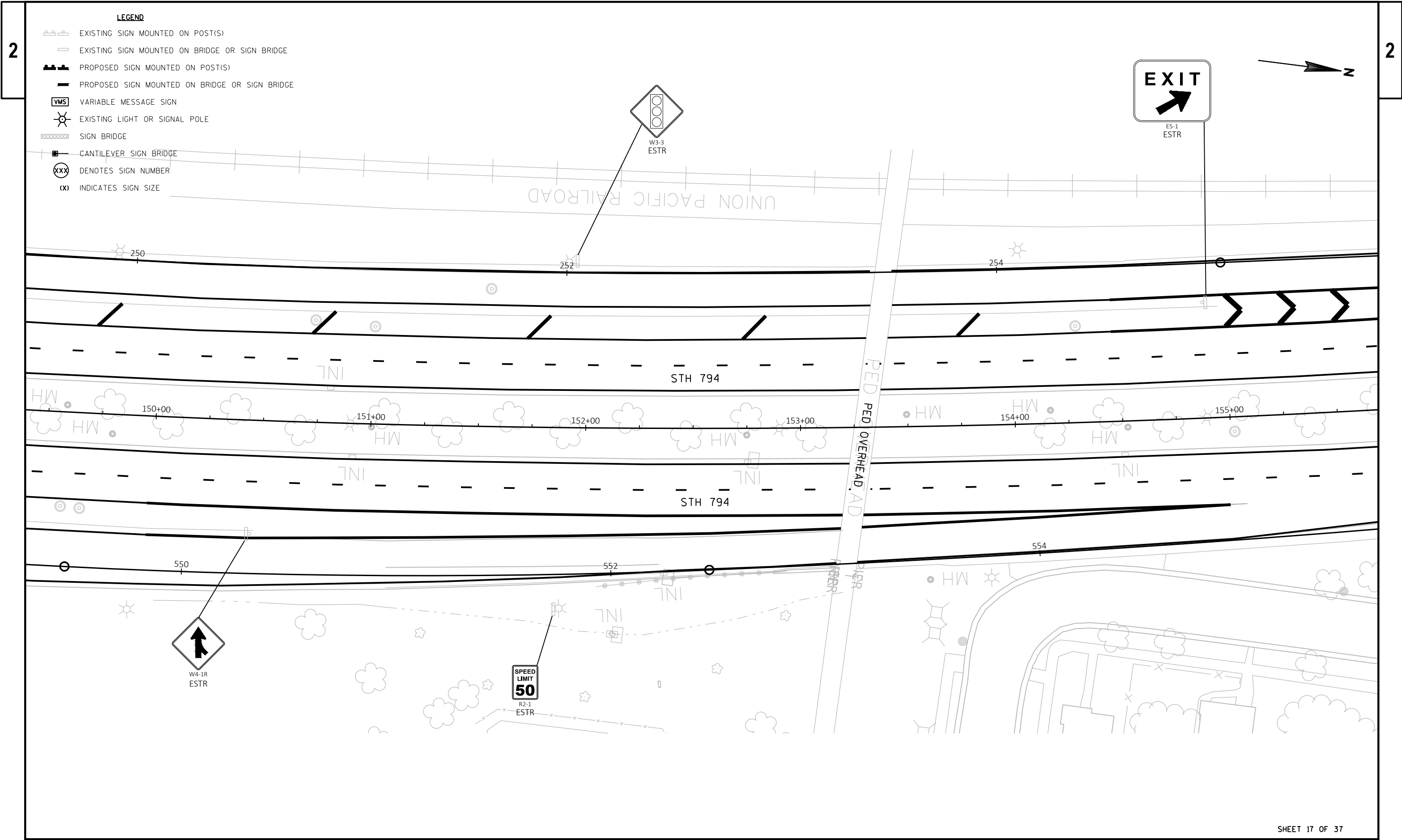
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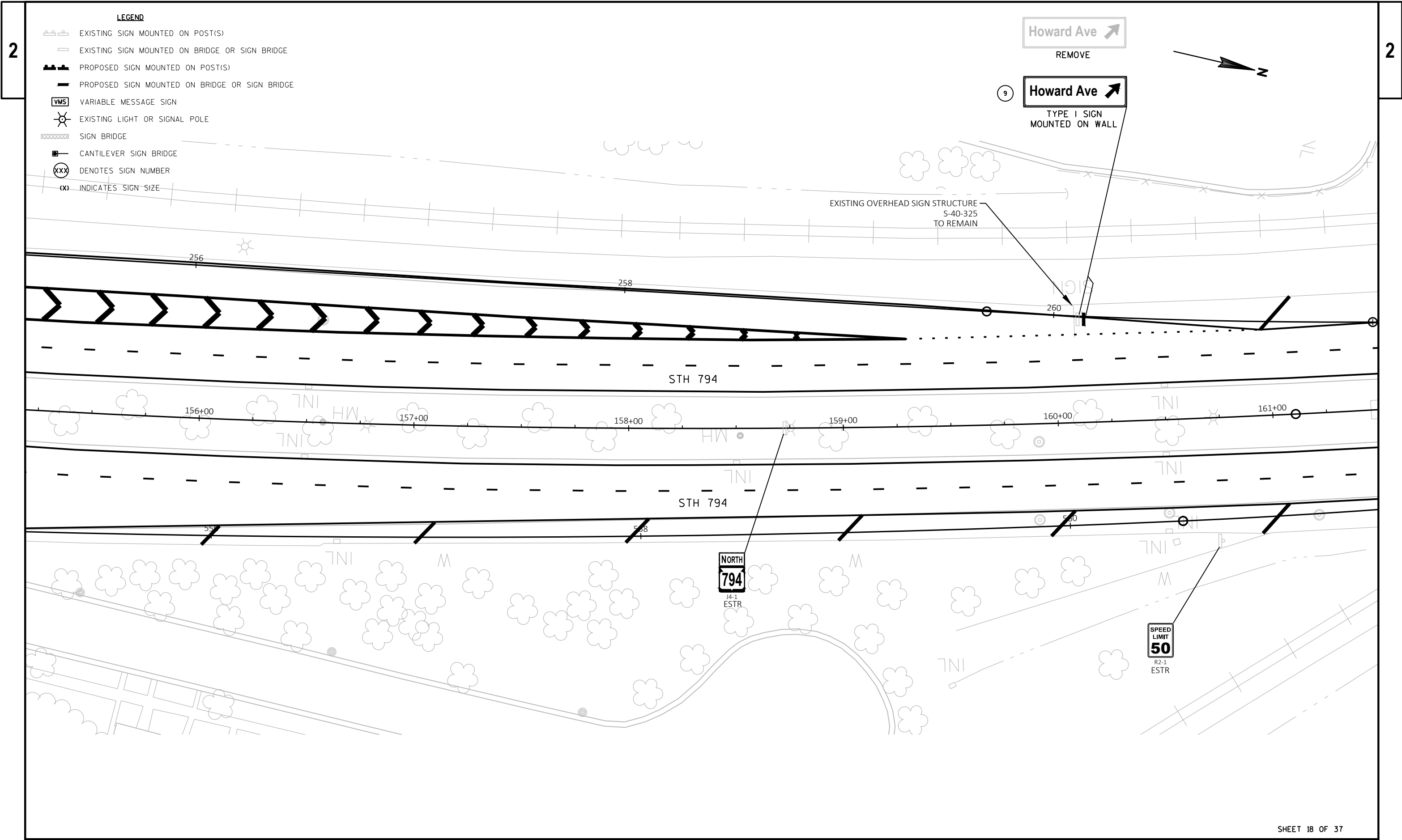
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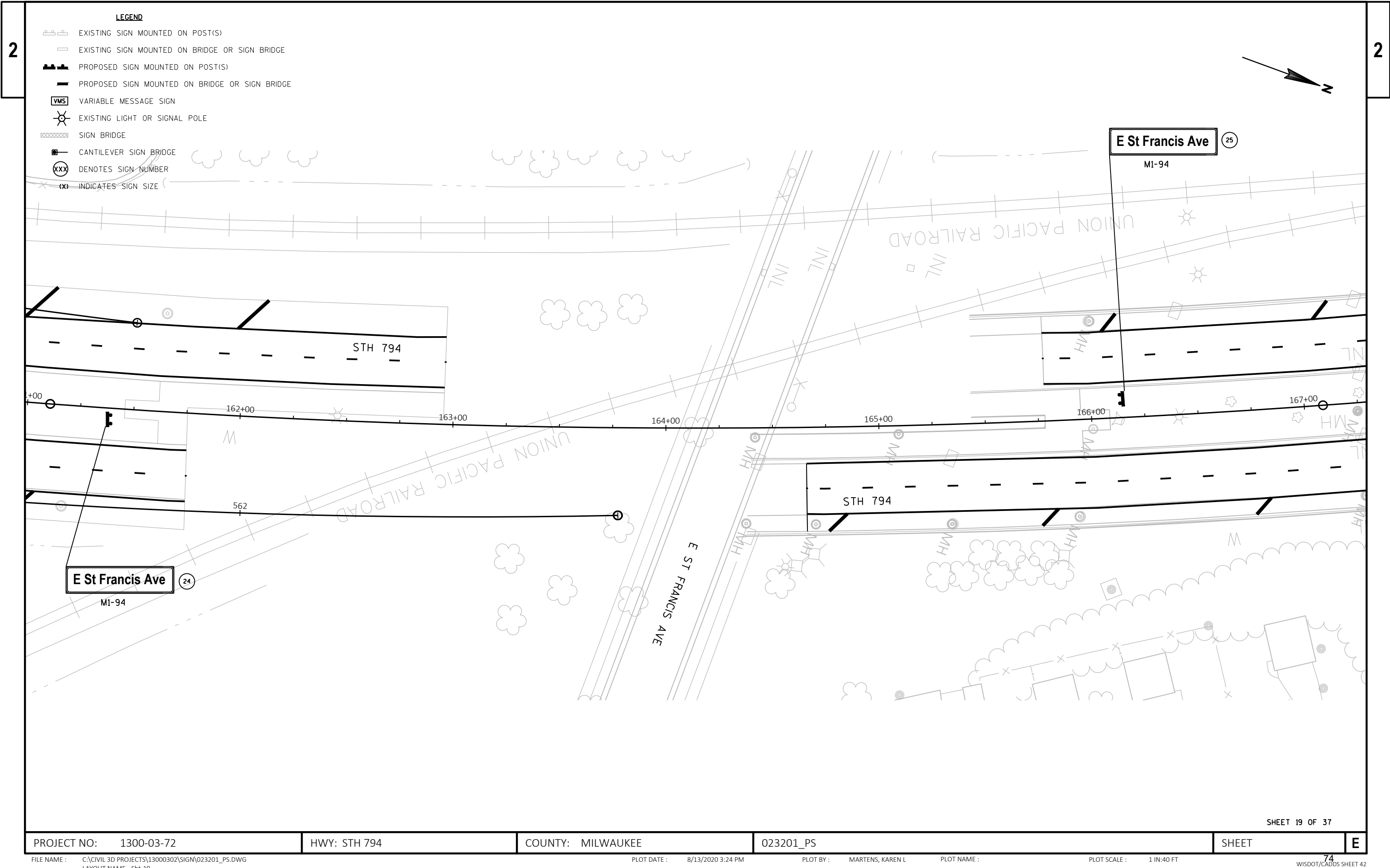


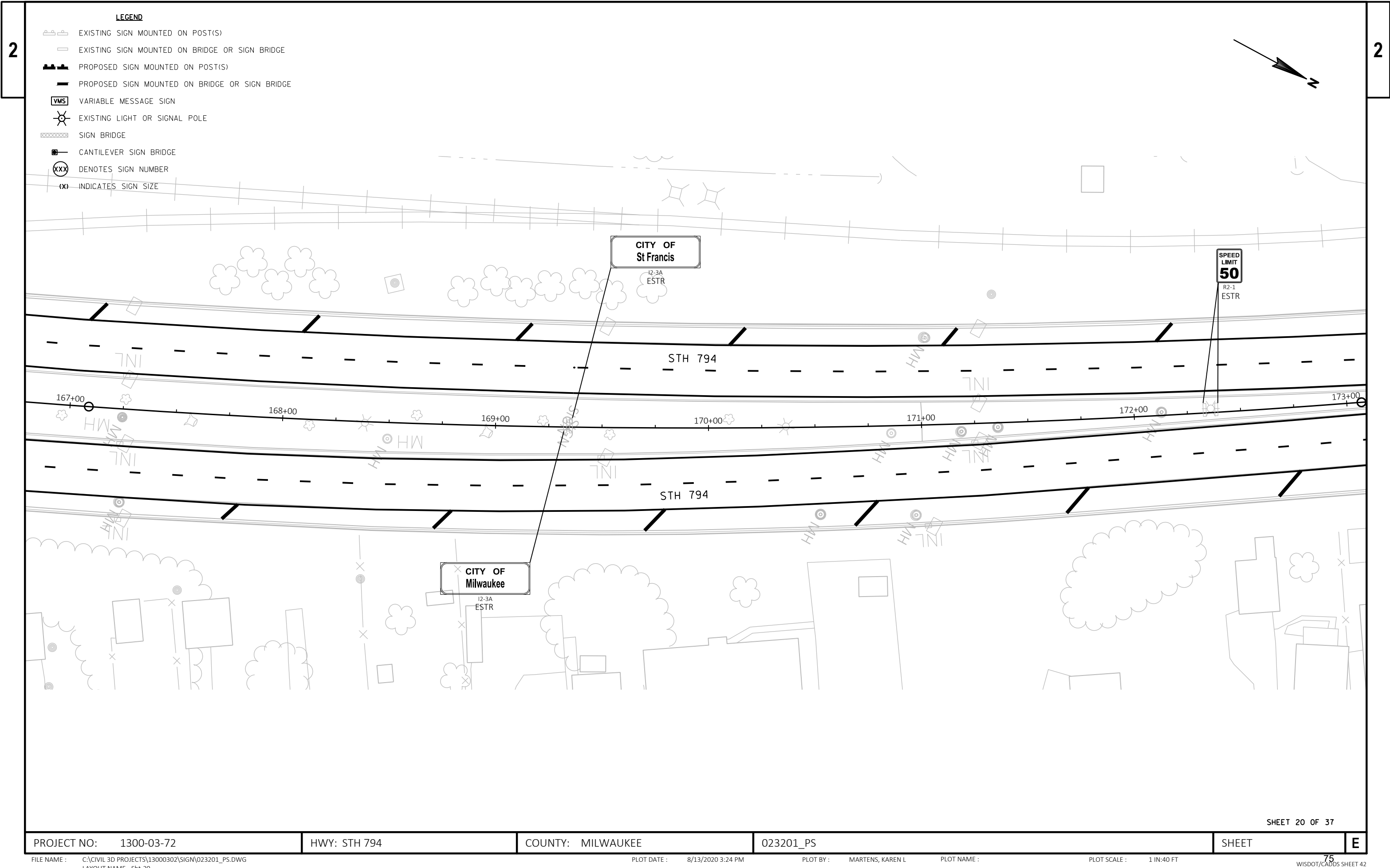


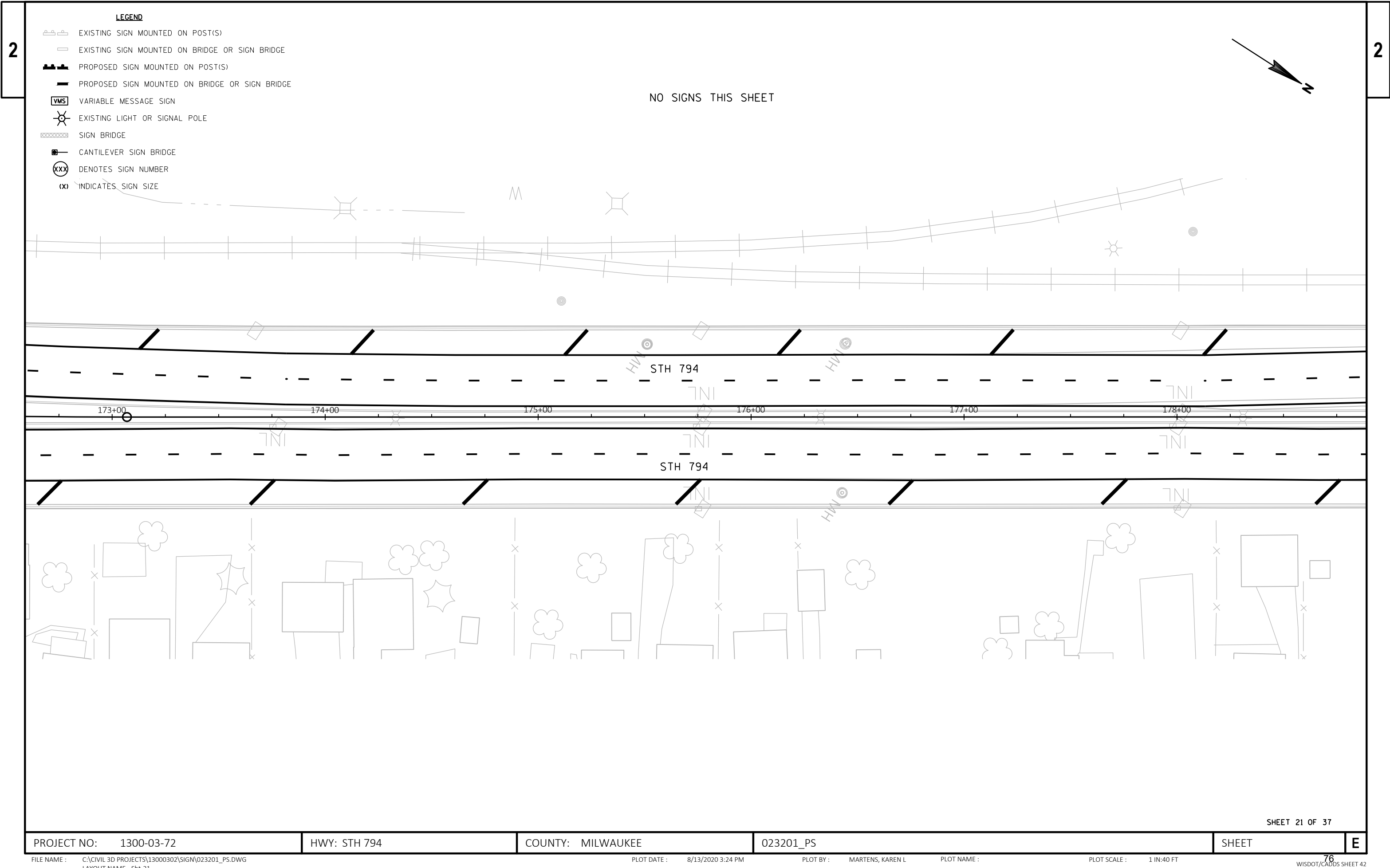








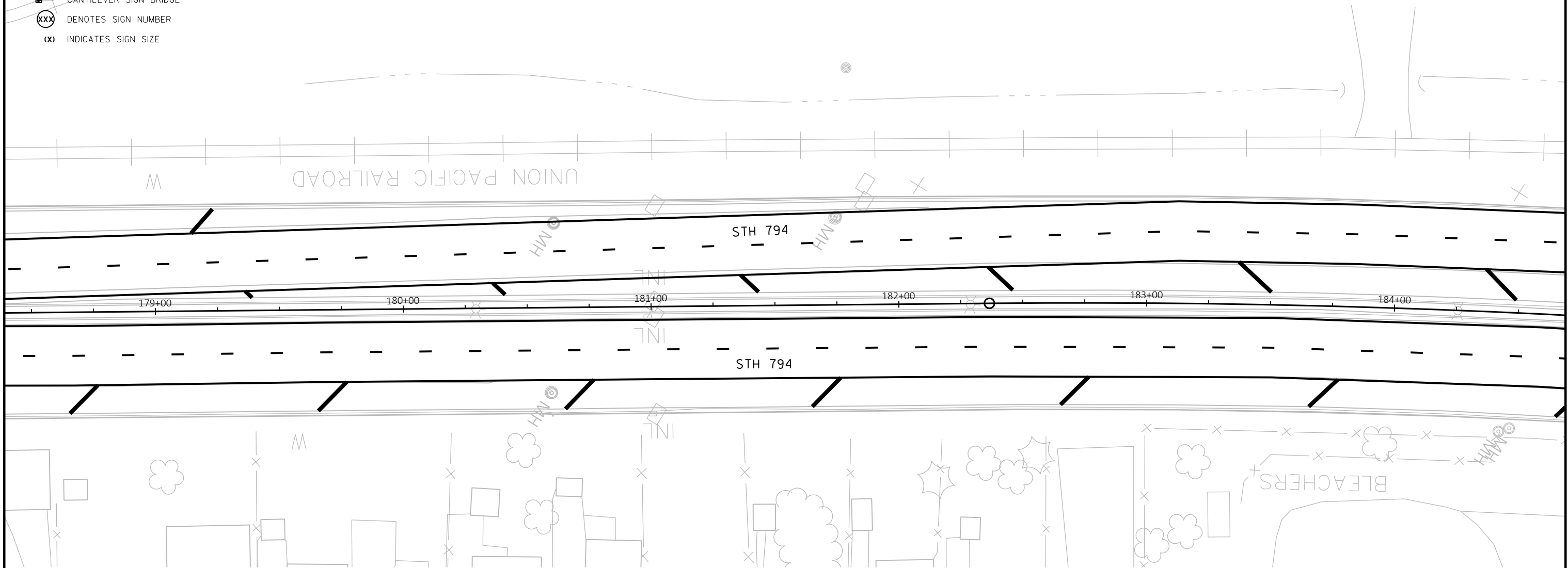


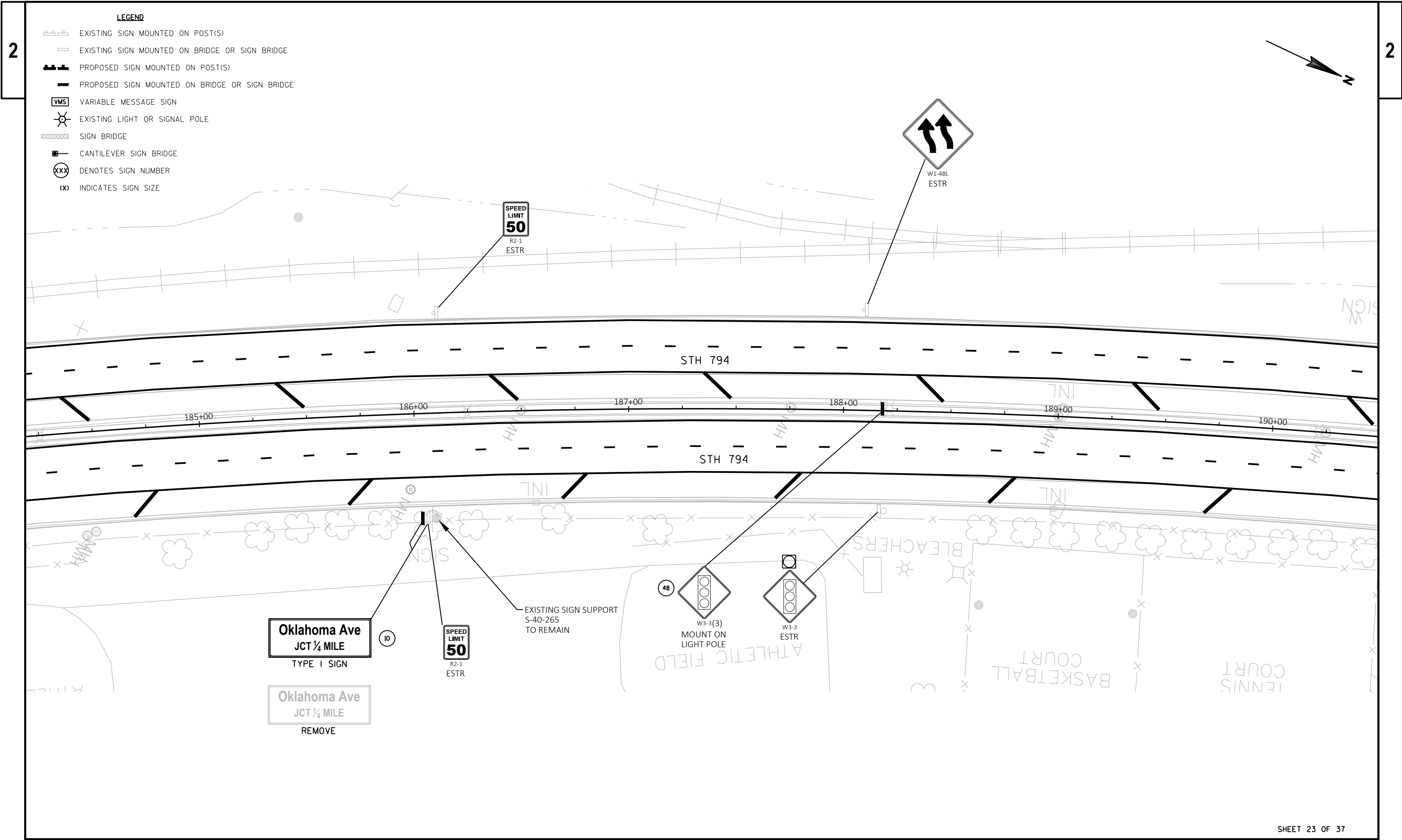


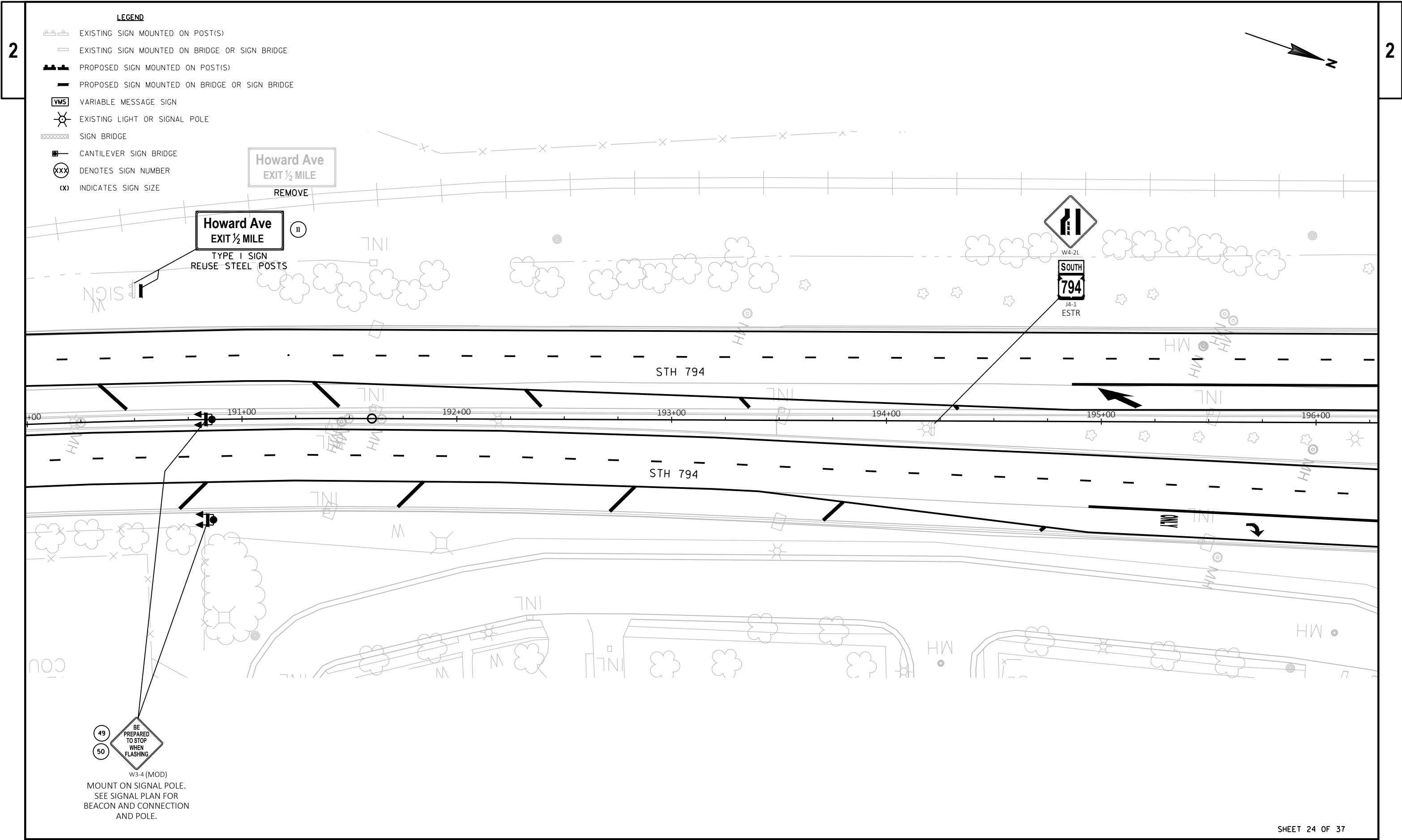
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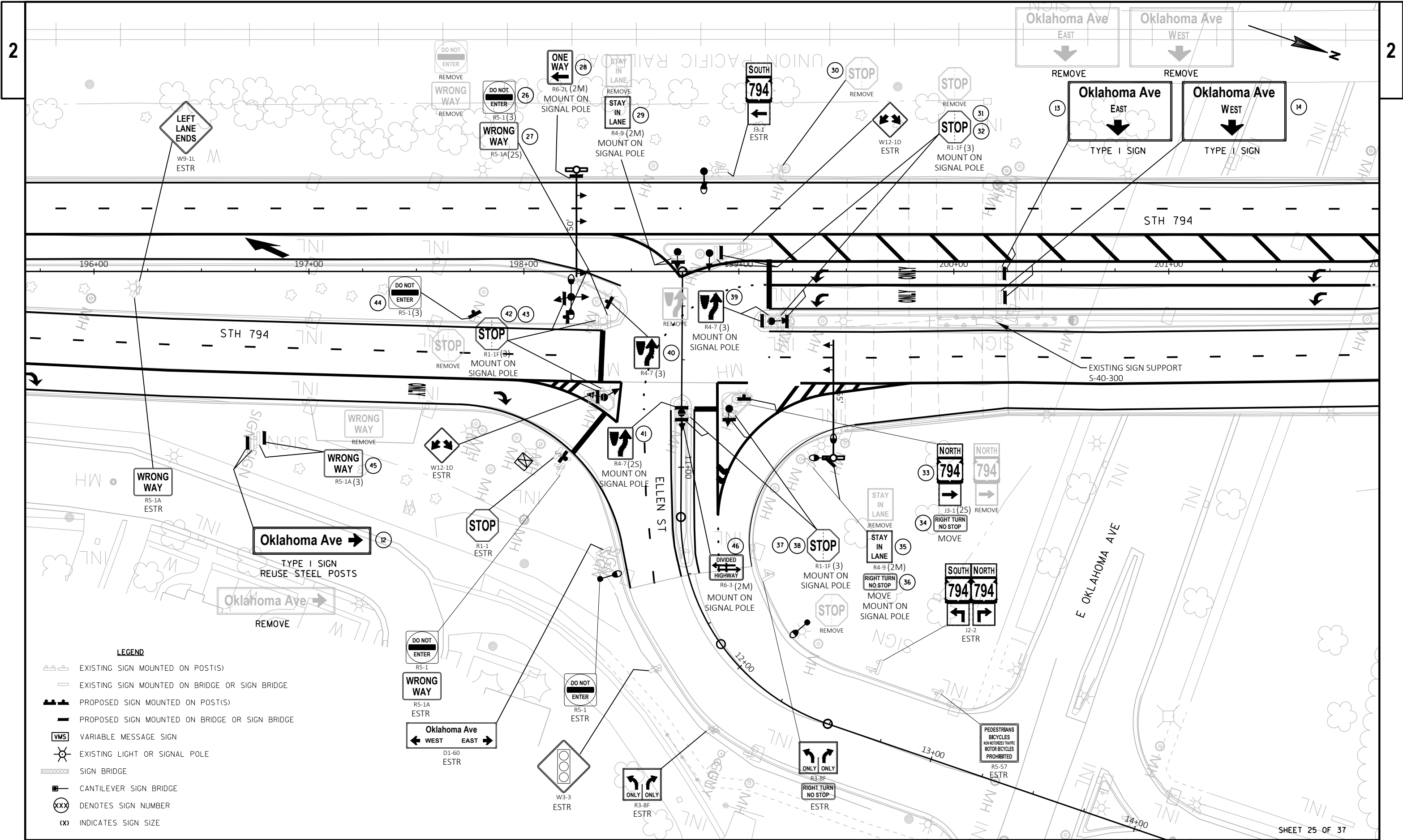
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- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE

NO SIGNS THIS SHEET







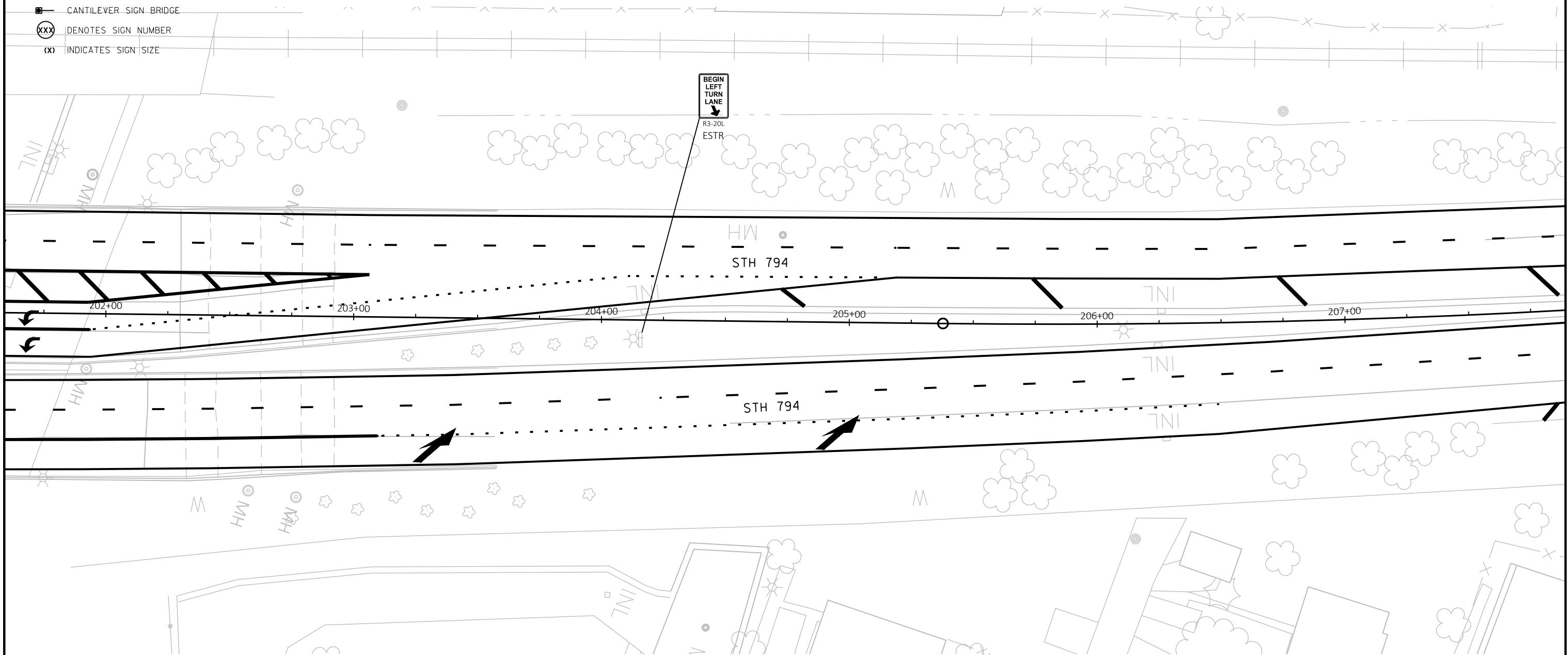


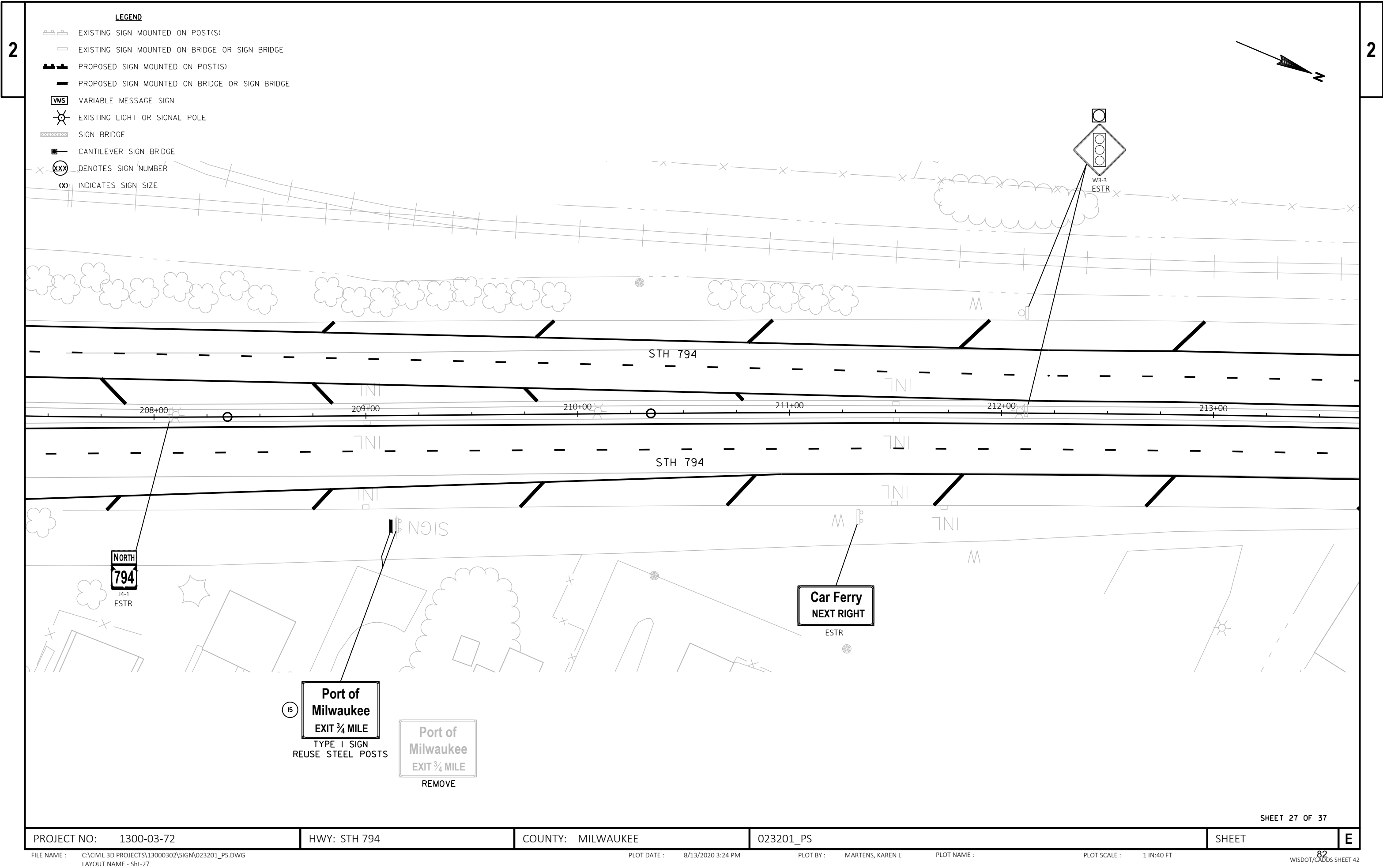
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- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
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- INDICATES SIGN SIZE

LEGEND

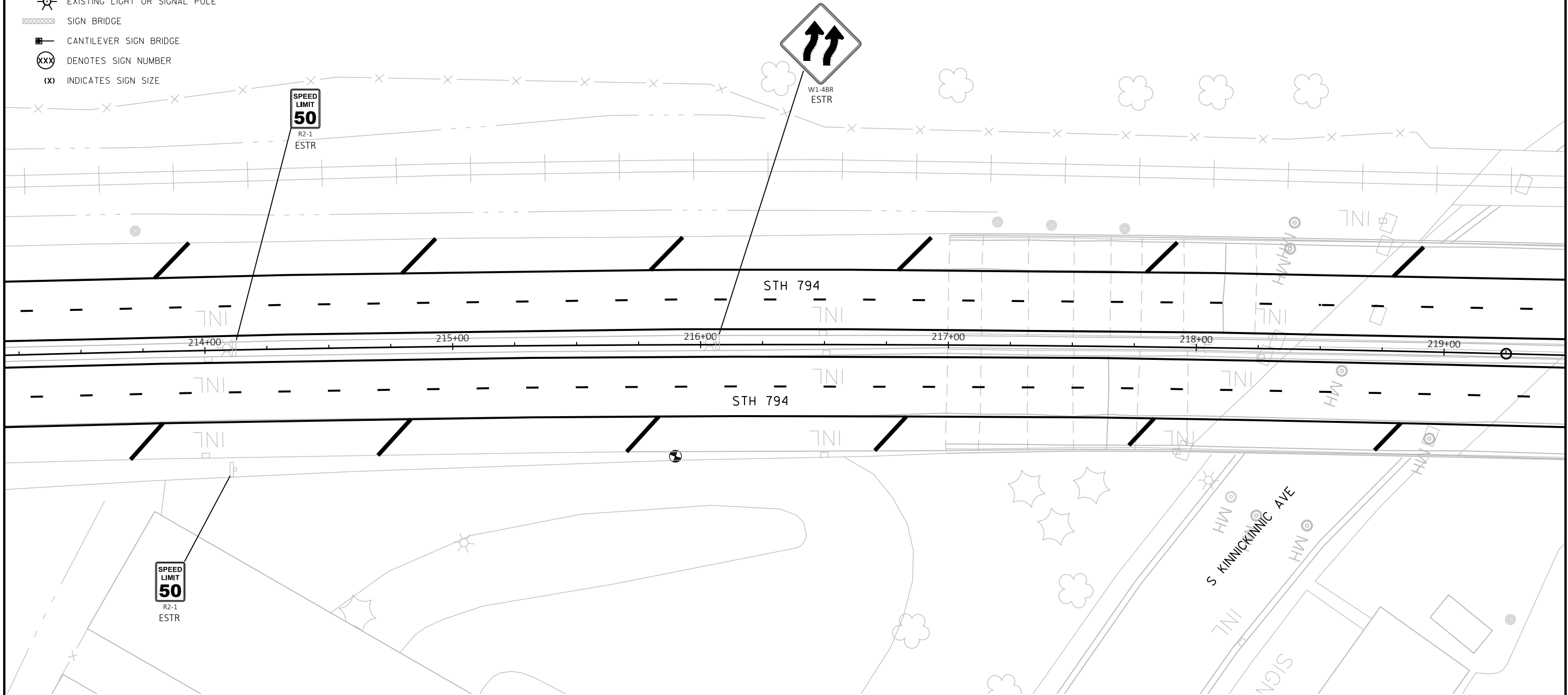
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- VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE





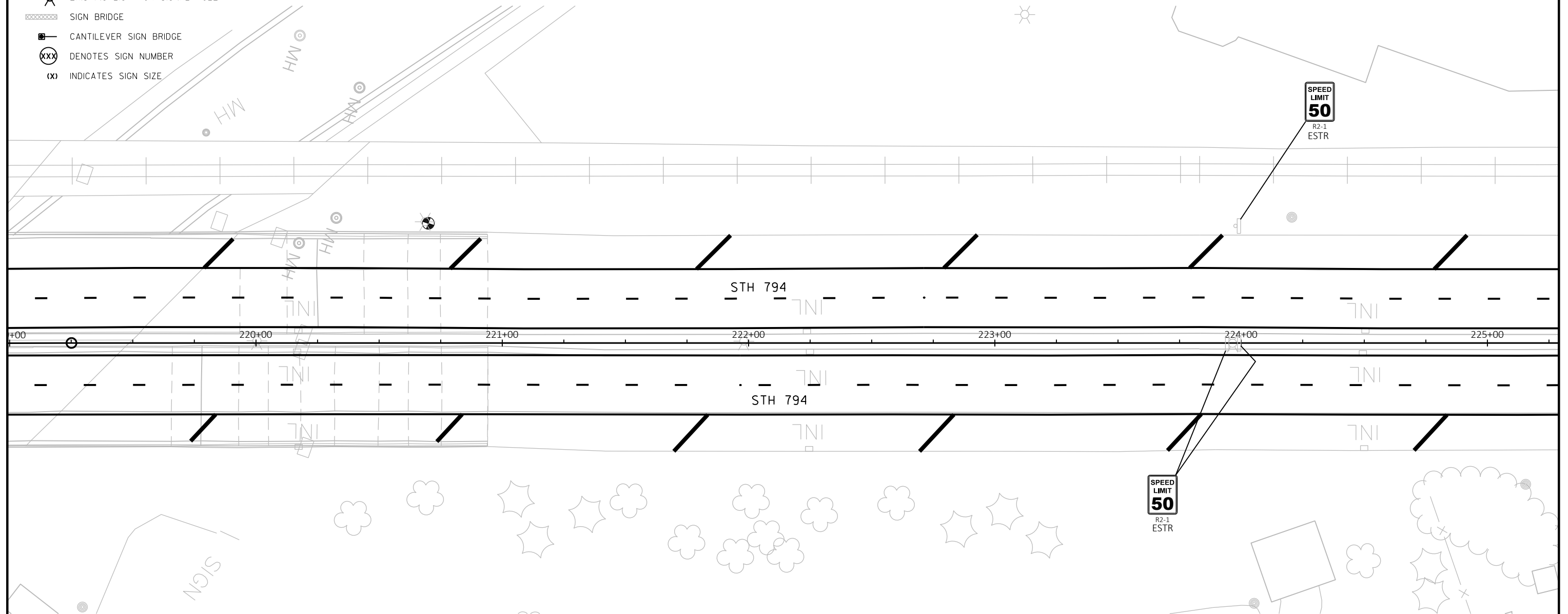
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- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE



2

	EXISTING SIGN MOUNTED ON POST(S)
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	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
	VARIABLE MESSAGE SIGN
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	SIGN BRIDGE
	CANTILEVER SIGN BRIDGE
	DENOTES SIGN NUMBER
(X)	INDICATES SIGN SIZE

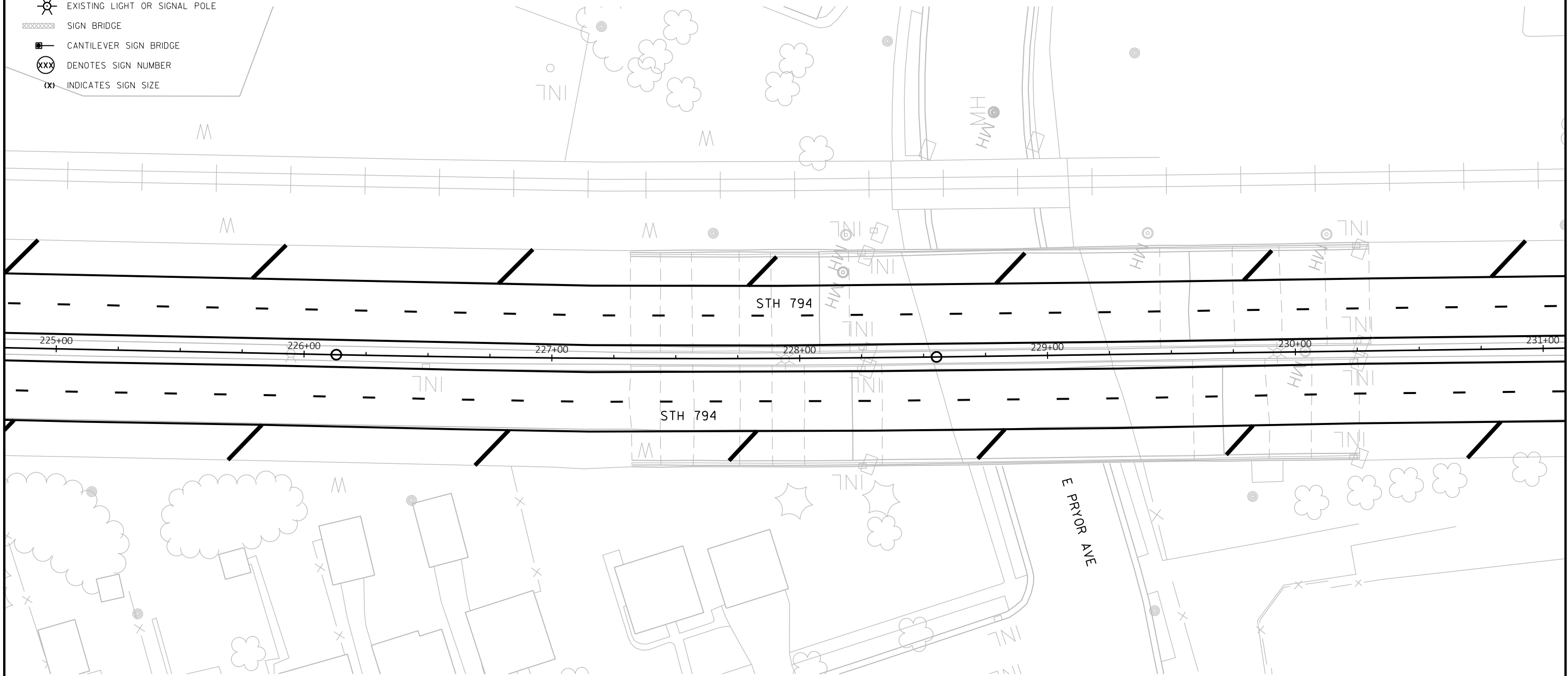


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LEGEND

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- VARIABLE MESSAGE SIGN
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- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE

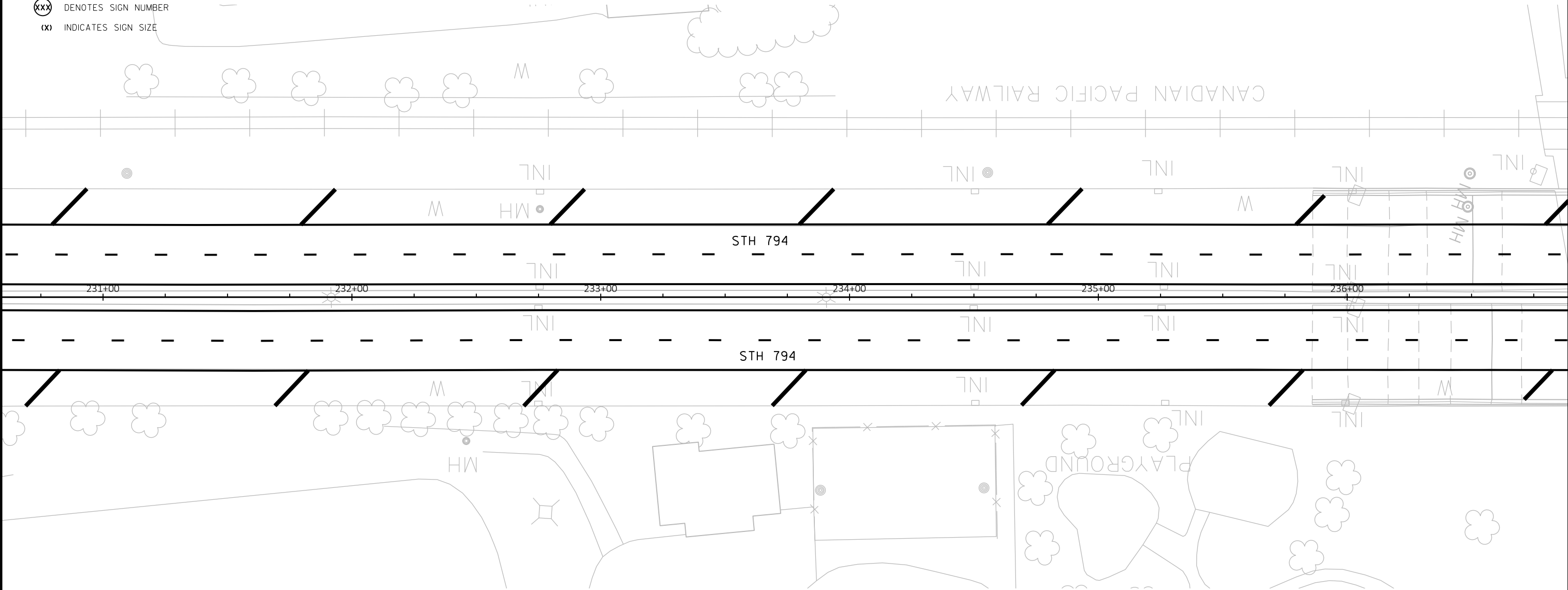
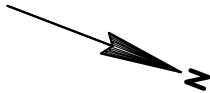
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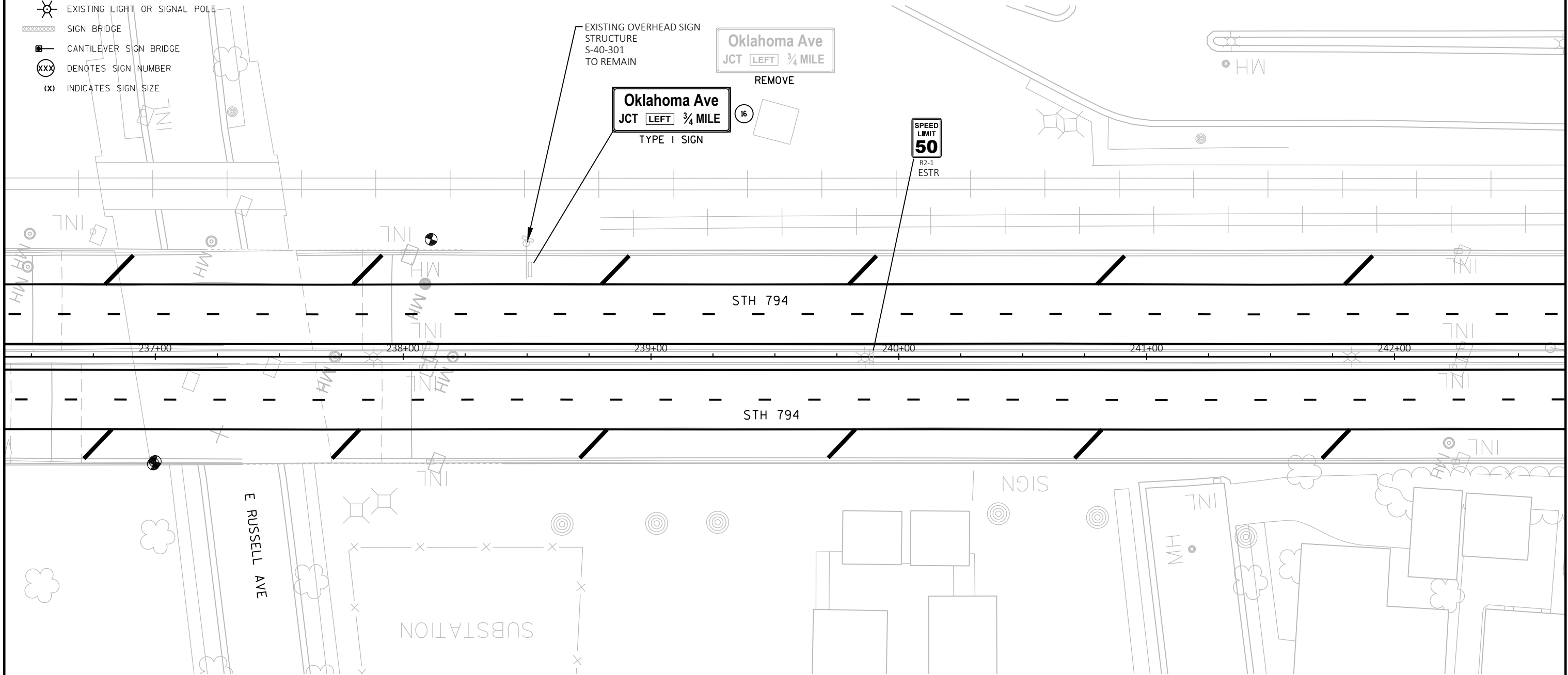
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- VARIABLE MESSAGE SIGN
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- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE

NO SIGNS THIS SHEET

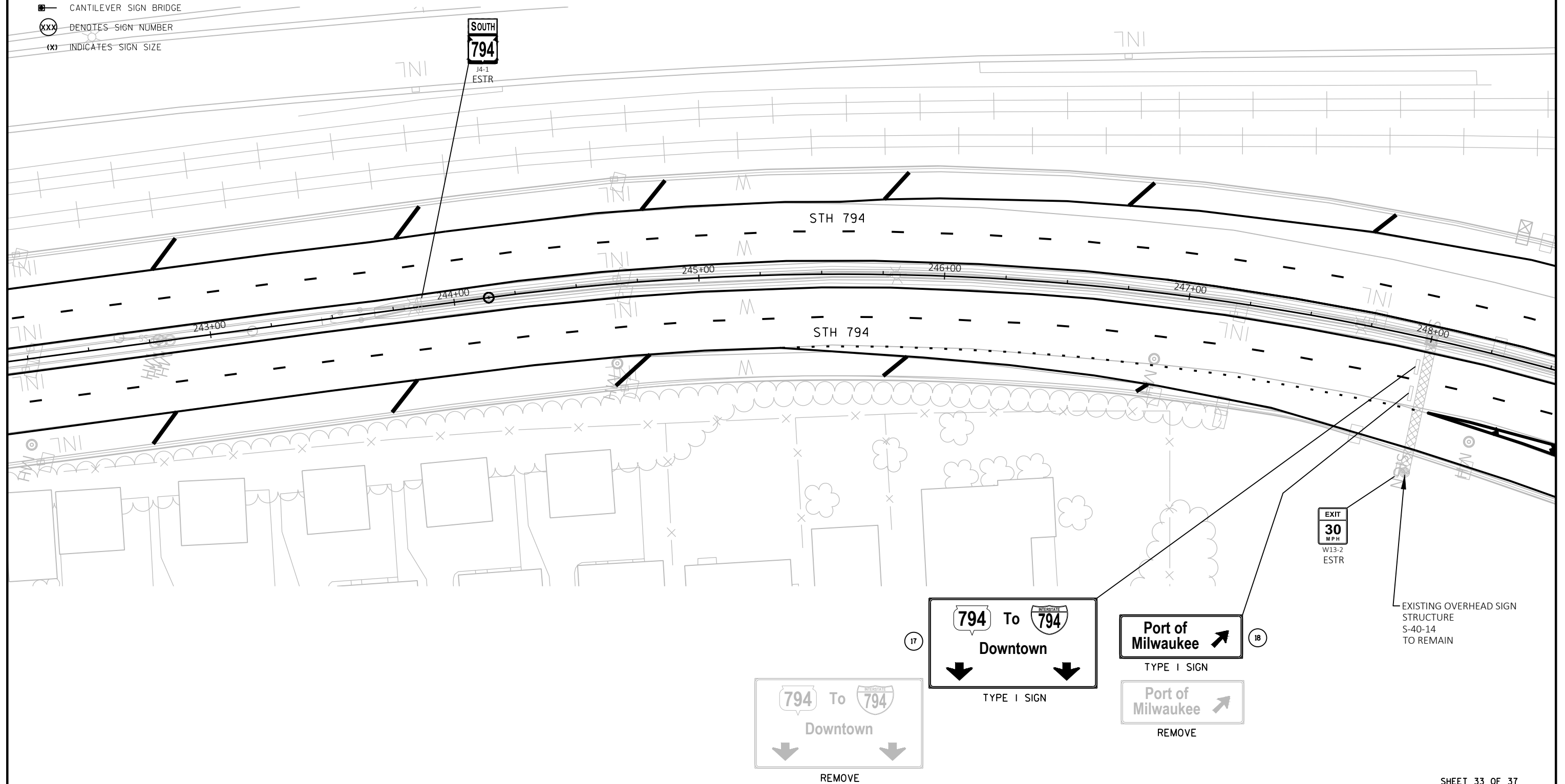


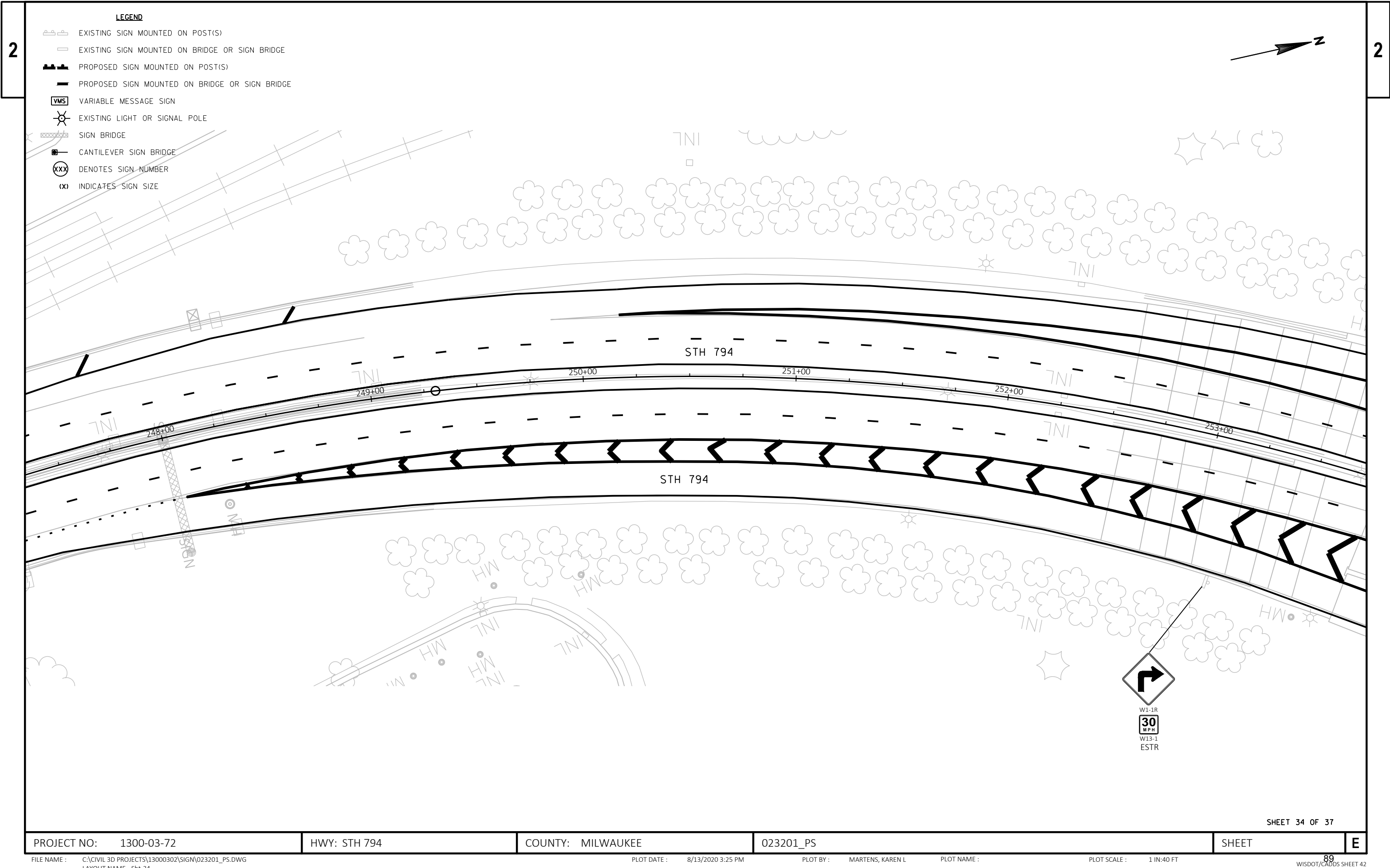
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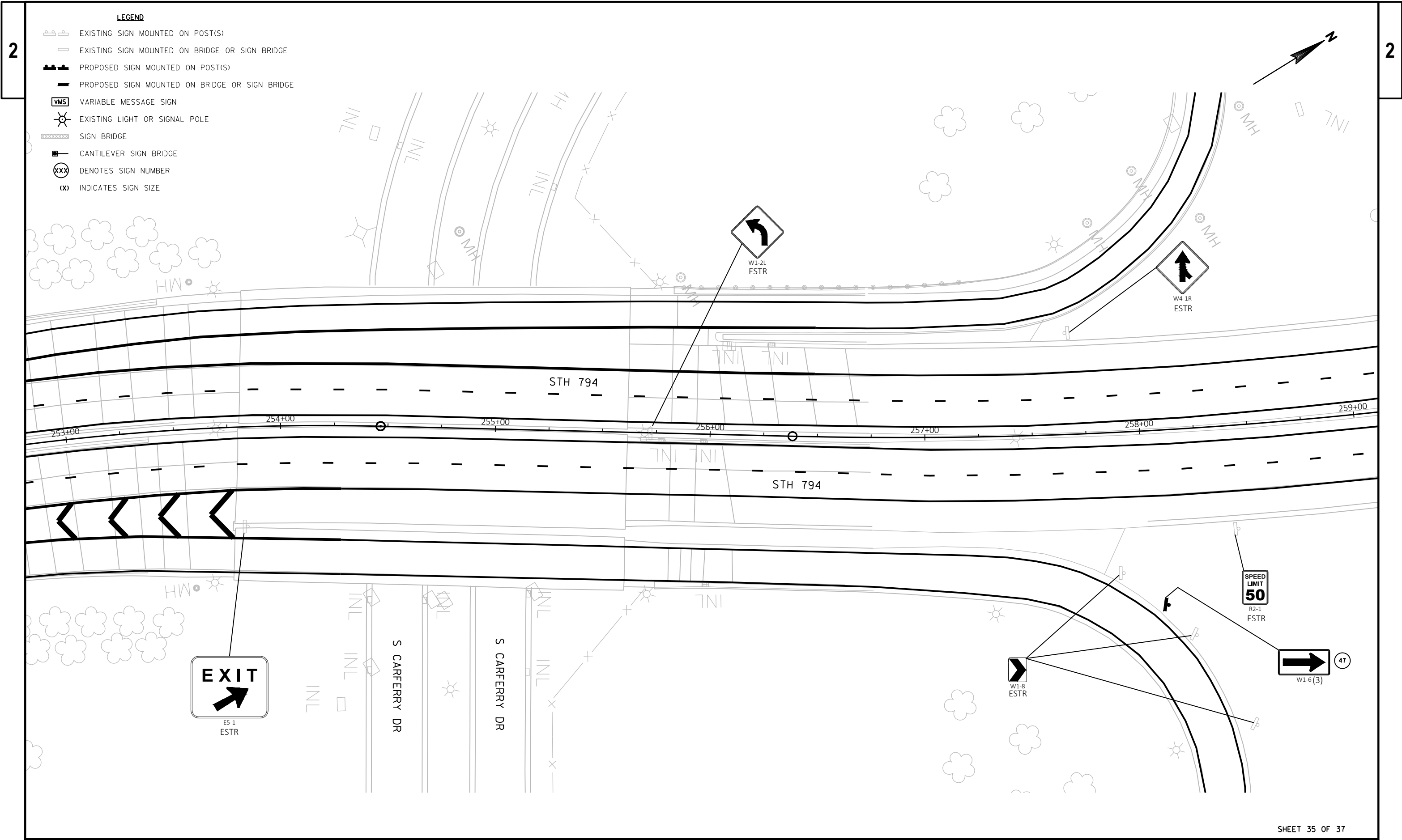
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- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
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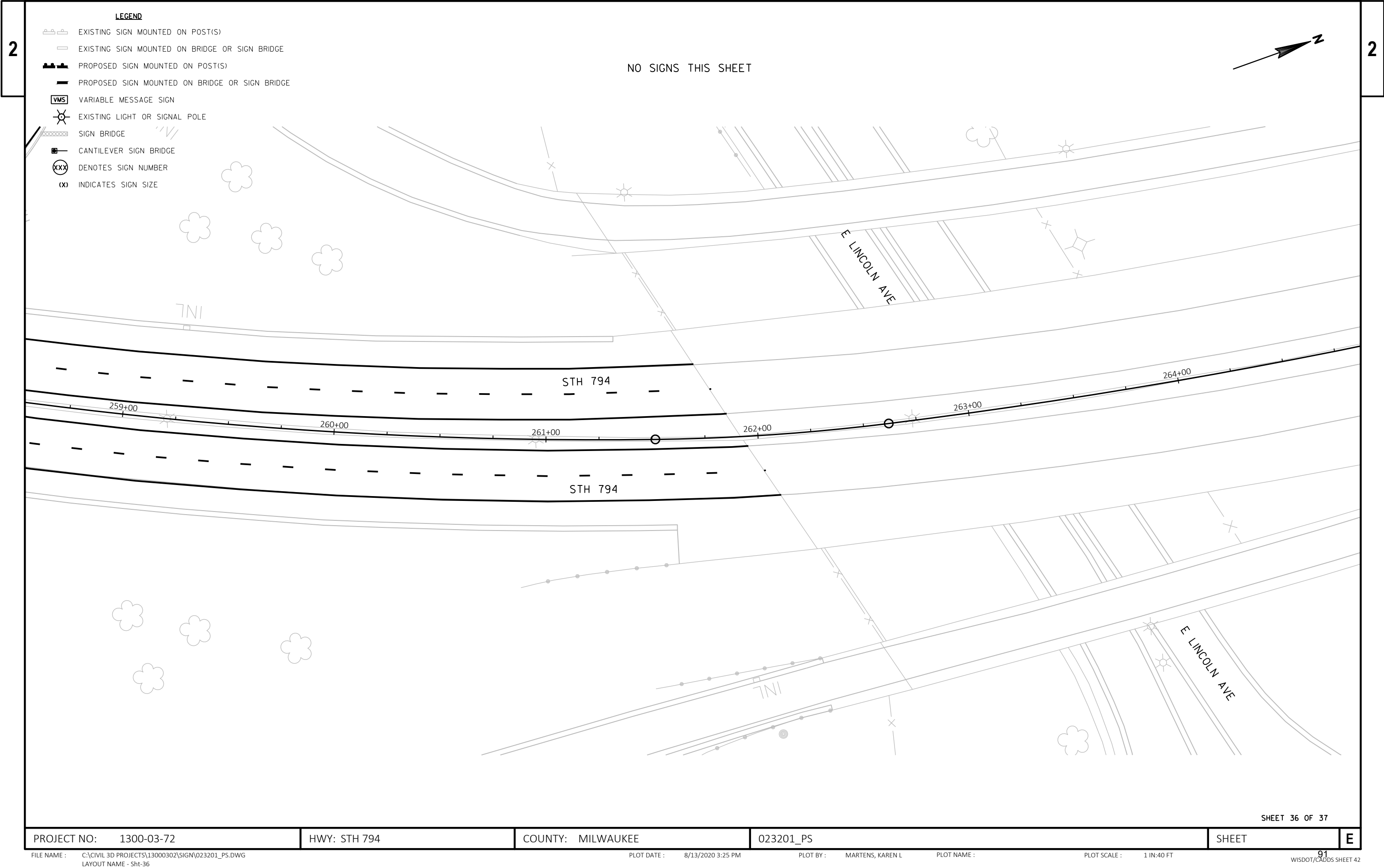


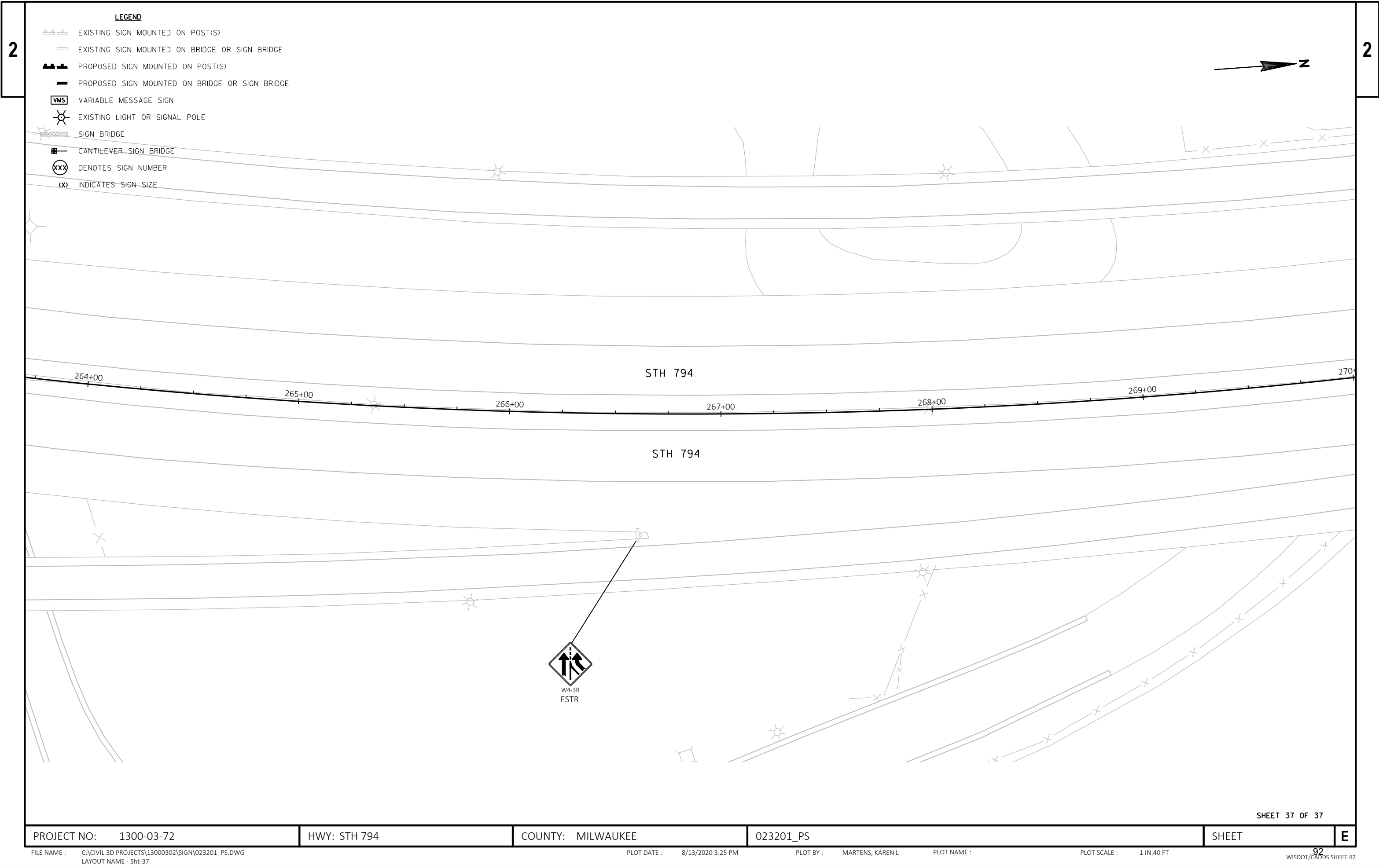
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	EXISTING LIGHT OR SIGNAL POLE
	SIGN BRIDGE
	CANTILEVER SIGN BRIDGE
	DENOTES SIGN NUMBER
	INDICATES SIGN SIZE











GENERAL NOTES:

FREEWAY LIGHTING SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTIONS 652 TO 657 AND 659 EXCEPT:

1. DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. LOCATIONS OF THE PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. HOWEVER, INSTALLATION WILL REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. UNDER THE APPROVAL OF THE ENGINEER, APPROPRIATE ADJUSTMENT OF CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED TO ILLUSTRATE AS BUILT CONDITIONS.
3. THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION ON THE CONDUIT.
4. ALL OPEN AND UN-TERMINATED CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATELY AFTER INSTALLATION.
5. BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.
6. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.
7. PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND BE CAPPED WITH THE APPROPRIATE CAST PLASTIC CAP WHICH FITS SNUGGLY ON THE CONDUIT THAT CAN BE EASILY REMOVED. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.
8. CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX-TO-PULL BOX, JUNCTION BOX OR BASE-TO-BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.
9. PULL ROPE (3/8-INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUITS.
10. CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS (.PDF FORMAT) FOR ALL THE WORK BEING DONE.
11. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION.
12. UNDERGROUND WIRE & CONDUIT SHOWN ON REMOVAL PLANS FOR REMOVAL SHALL BE ABANDONED IN PLACE UNLESS DIRECTED BY THE ENGINEER. CONTRACTOR MAY CHOOSE TO REMOVE CONDUCTOR AT THEIR OWN EXPENSE.
13. PROVIDE MINIMUM CABLE SLACK AS MENTIONED BELOW:

PULL BOXES:

3-FT

EMBEDDED JUNCTION BOXES:

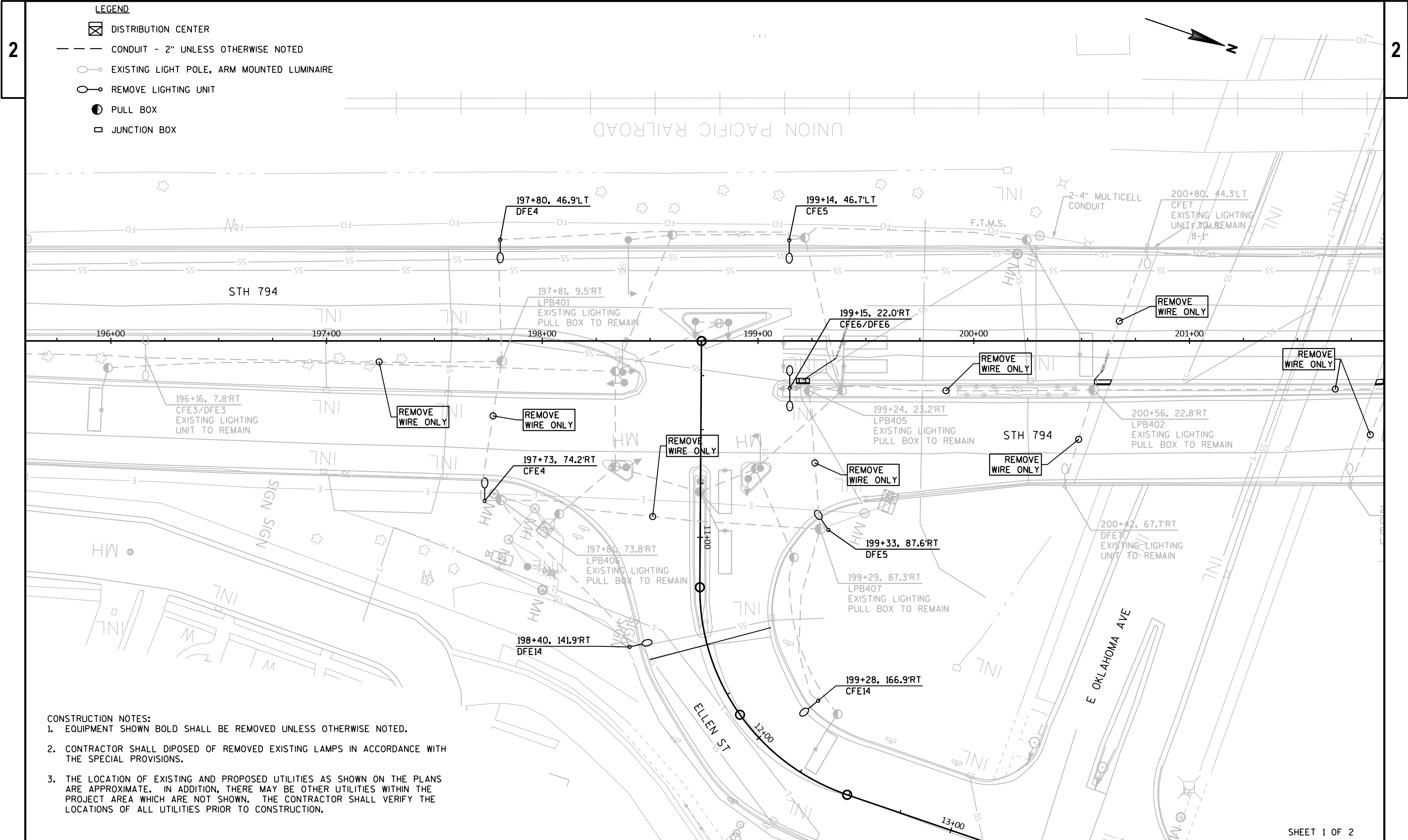
3-FT

DISTRIBUTION CENTER/LOAD CENTER:

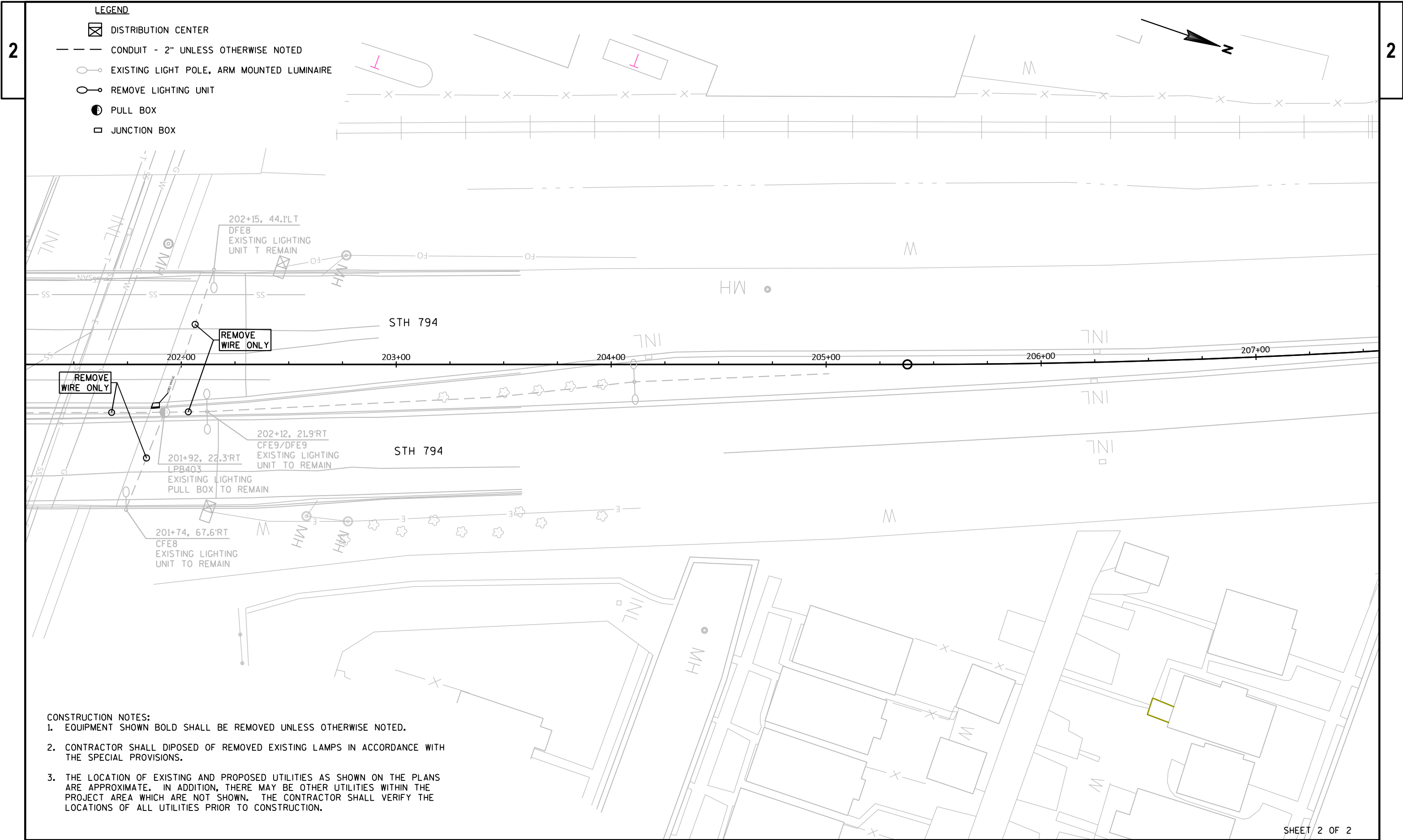
10-FT

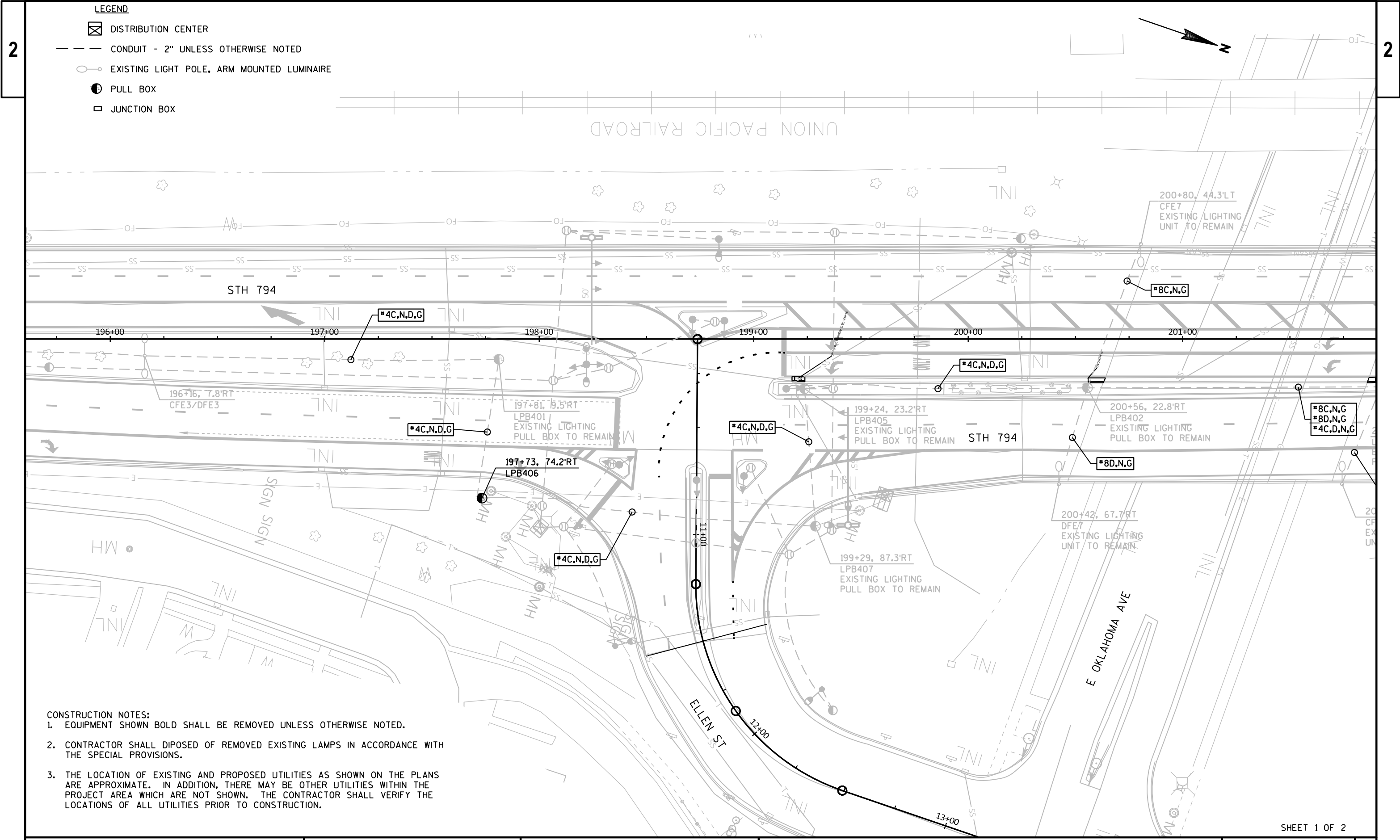
POLES:

5-FT IN AND 5-FT OUT



CONSTRUCTION NOTES:
1. EQUIPMENT SHOWN BOLD SHALL BE REMOVED UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL DIPOSED OF REMOVED EXISTING LAMPS IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
3. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

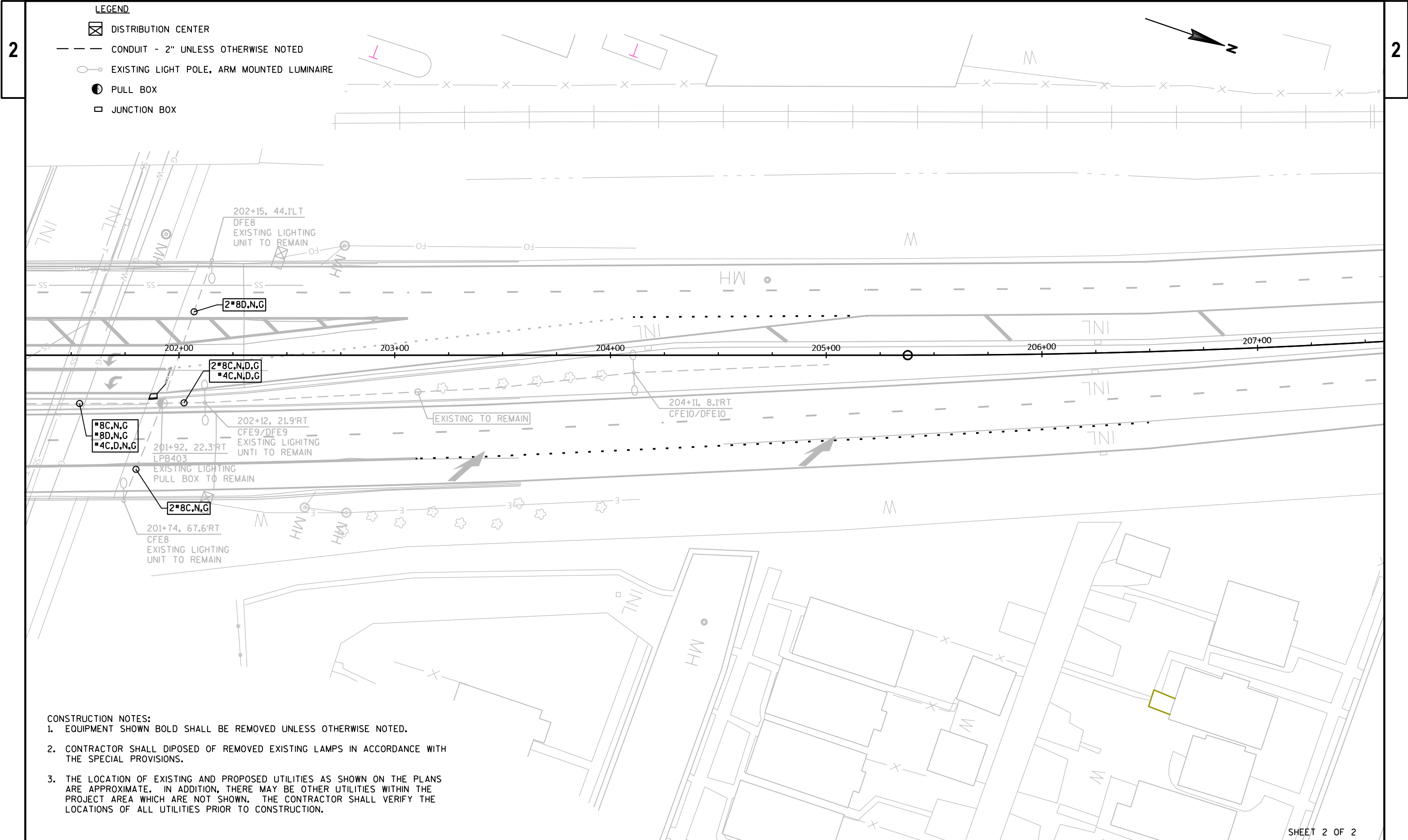




LEGEND

- DISTRIBUTION CENTER
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- EXISTING LIGHT POLE, ARM MOUNTED LUMINAIRE
- PULL BOX
- JUNCTION BOX

- CONSTRUCTION NOTES:
- EQUIPMENT SHOWN BOLD SHALL BE REMOVED UNLESS OTHERWISE NOTED.
 - CONTRACTOR SHALL DIPOSED OF REMOVED EXISTING LAMPS IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
 - THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.



LEGEND

- ☒ CONTROL CABINET
- — — — — NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- — — — — LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, DUAL MOUNT TRAFFIC POLE, 20-FEET, TRANSFORMER BASE
- (XX) ● SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- ☒ LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- ⊕ PULL BOX, 24" X 42"
- ☒ SIGNAL HEAD NUMBER

CONSTRUCTION NOTES:

1. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
2. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. GRAYSHADE REPRESENTS EXISTING.
BOLD REPRESENTS ITEMS TO BE REMOVED.

- Ⓡ RED CIRCULAR INDICATOR
- Ⓢ YELLOW CIRCULAR INDICATOR
- Ⓢ GREEN CIRCULAR INDICATOR
- Ⓡ RED ARROW
- Ⓢ YELLOW ARROW
- Ⓢ GREEN ARROW
- Ⓢ WALK/DON'T WALK INDICATOR 16"
(COUNTDOWN TIMER)
- Ⓢ EVP DESIGNATOR
- Ⓢ EVP DETECTOR HEAD
- Ⓢ YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

PROJECT NO: 1300-03-72

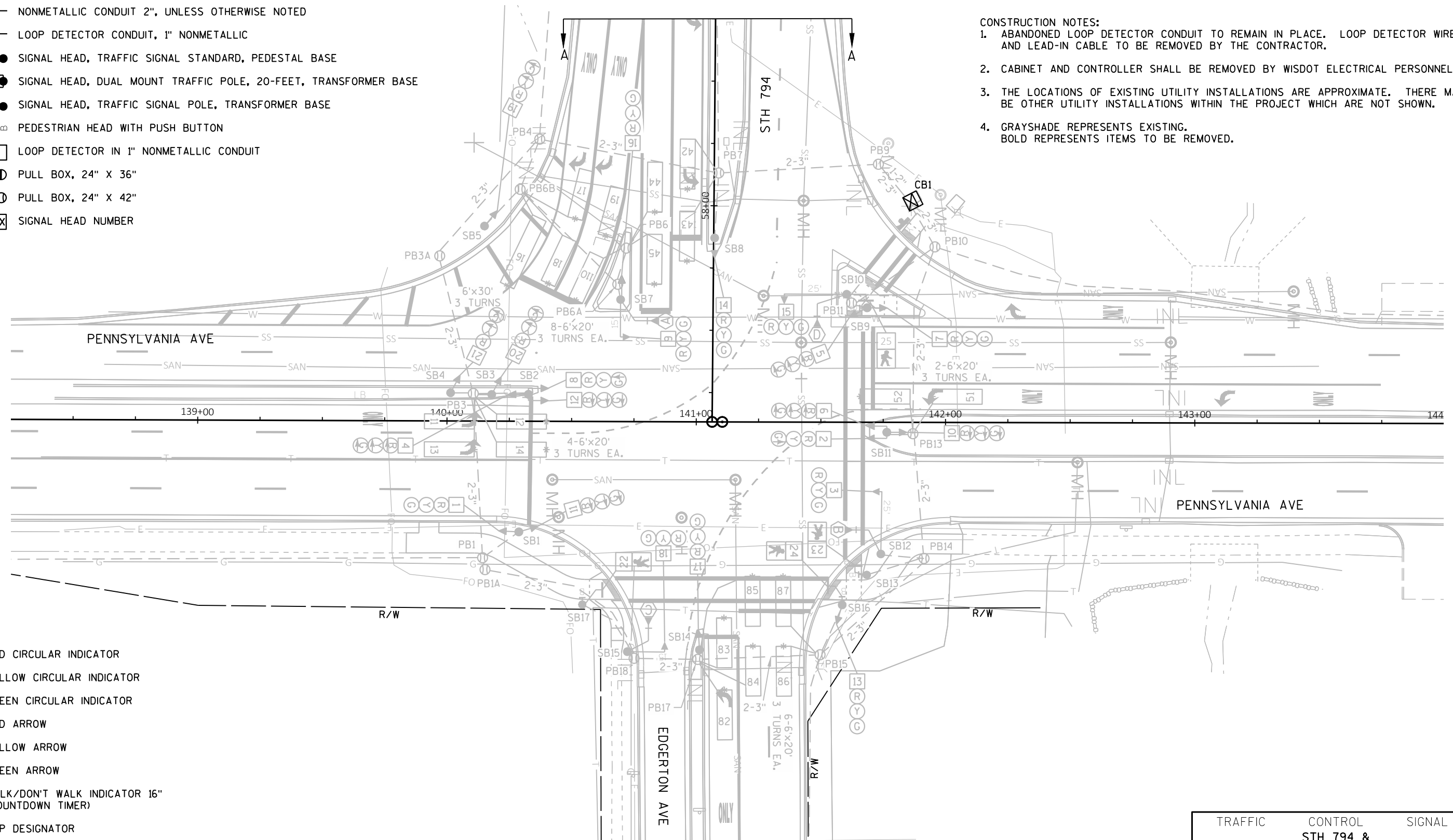
HWY: STH 794

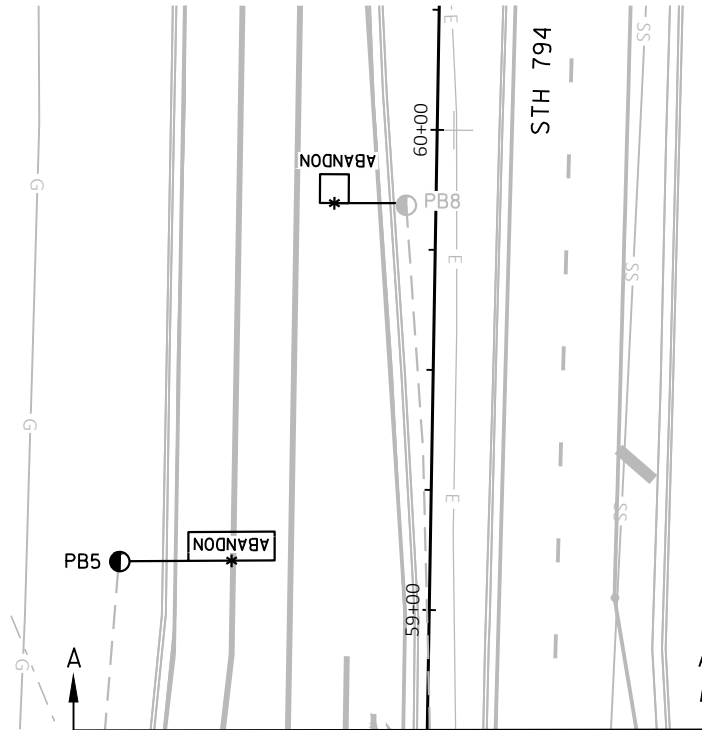
COUNTY: MILWAUKEE

TRAFFIC SIGNAL REMOVAL PLAN

SHEET

E





TRAFFIC	CONTROL	SIGNAL
STH 794 & S PENNSYLVANIA AVE MILWAUKEE COUNTY		
SIGNAL NO. S40-1231		
REGION CONTACT: P. VIRK		PAGE 2 OF 2
DESIGNED BY:		
REVISED BY: C. VANDE LEESE		

PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC SIGNAL REMOVAL PLAN

SHEET

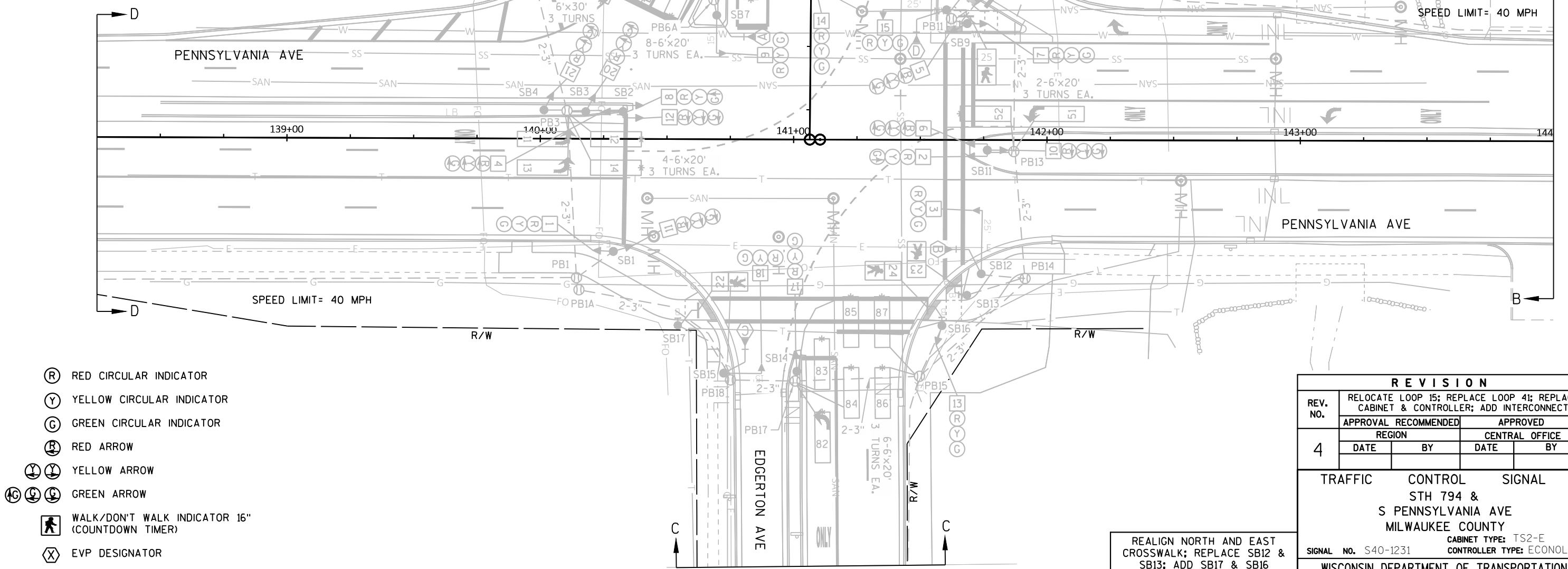
E

LEGEND

- CONTROL CABINET
- NONMETALLIC INTERCONNECT CONDUIT
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, DUAL MOUNT TRAFFIC POLE, 20-FEET, TRANSFORMER BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER

CONSTRUCTION NOTES:

- * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
- THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.



- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

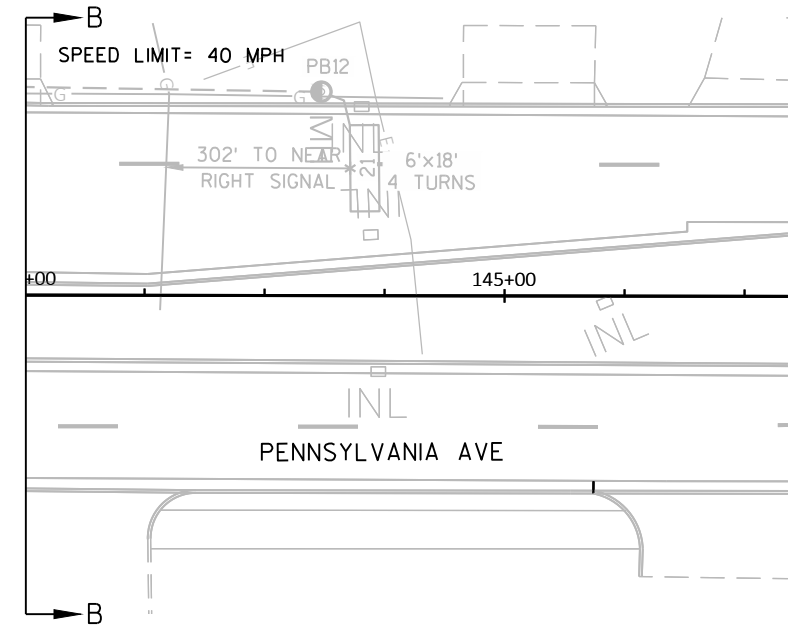
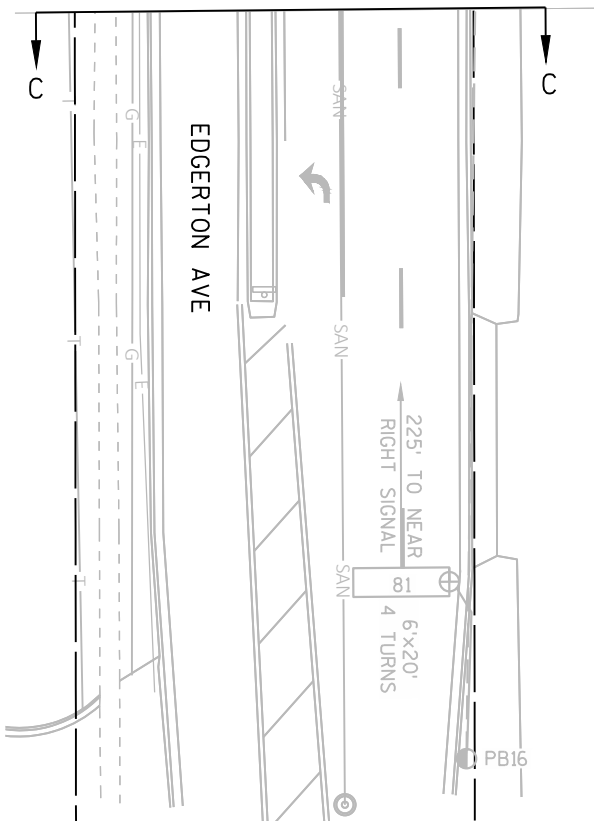
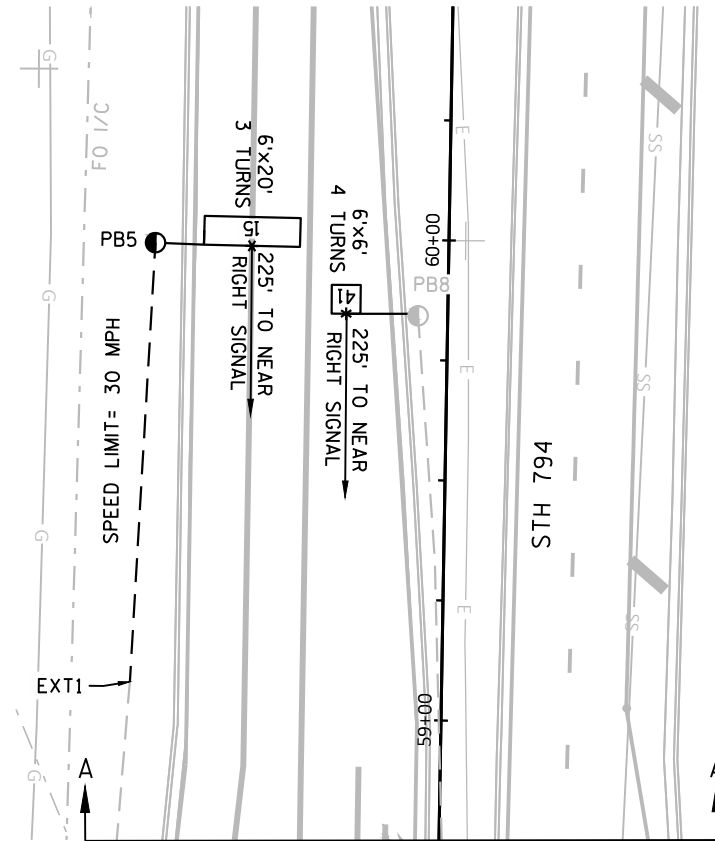
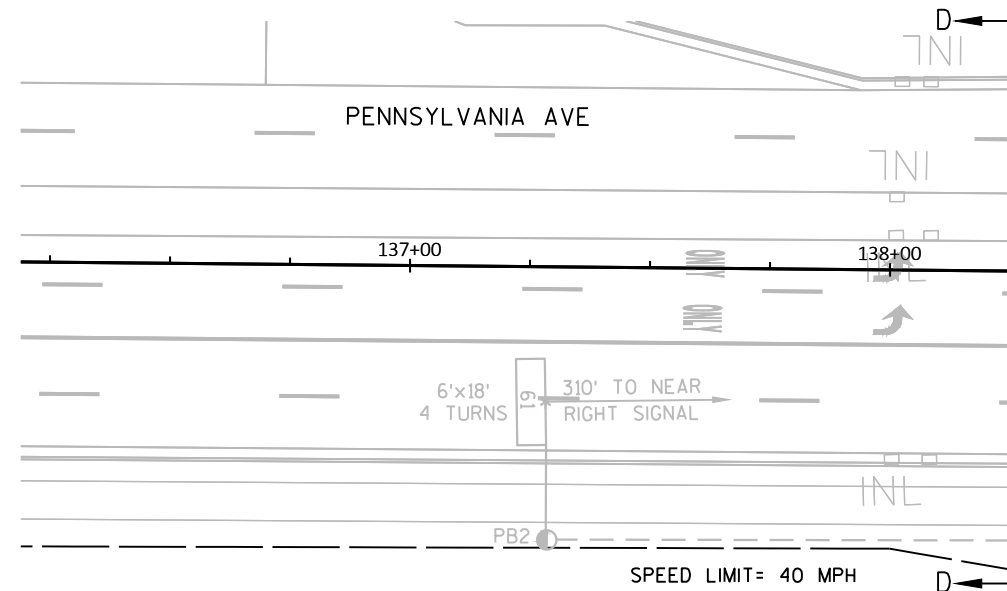
REALIGN NORTH AND EAST CROSSWALK; REPLACE SB12 & SB13; ADD SB17 & SB16

ADD PED HEADS & BUTTONS ON N. LEG 2017

ASBUILT UPDATED FIELD CHANGES 2017

INITIAL INSTALL 2004

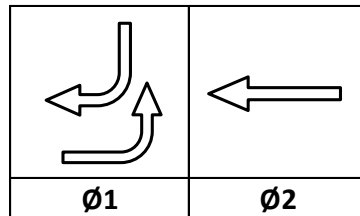
REVISION				
REV. NO.	RELOCATE LOOP 15; REPLACE LOOP 41; REPLACE CABINET & CONTROLLER; ADD INTERCONNECT			
	APPROVAL RECOMMENDED		APPROVED	
4	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
TRAFFIC CONTROL SIGNAL				
STH 794 &				
S PENNSYLVANIA AVE				
MILWAUKEE COUNTY				
CABINET TYPE: TS2-E				
SIGNAL NO. S40-1231		CONTROLLER TYPE: ECONOLITE		
WISCONSIN DEPARTMENT OF TRANSPORTATION				
APPROVAL RECOMMENDED				
DATE 5/04/04		ANNE RESHADI-NEZAD		
		REGION TRAFFIC ENGINEER		
APPROVED				
DATE 6/17/04		WILLIAM C. GILDING		
		STATE TRAFFIC ENGINEER		
REGION CONTACT: P. VIRK				
DESIGNED BY:				
REVISED BY: C. VANDE LEST				



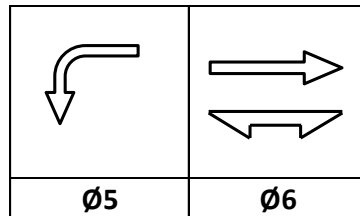
TRAFFIC CONTROL SIGNAL
STH 794 & S PENNSYLVANIA AVE MILWAUKEE COUNTY
SIGNAL NO. S40-1231
REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEESE
PAGE 2 OF 3

	HEAD NUMBERS	F L A S H
Ø1	4,5,6,19,20,21	R
Ø2	7,8,9	R
Ø3		
Ø4	16,17,18	R
Ø5	10,11,12	R
Ø6	1,2,3	R
Ø7		
Ø8	13,14,15	R
Ø2P		
Ø4P		
Ø6P	22,24	
Ø8P	23,25	
OLE		
OLF		
OLG		
OLH		

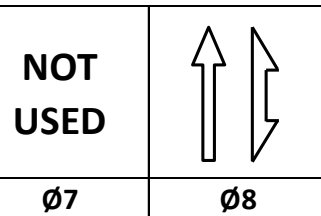
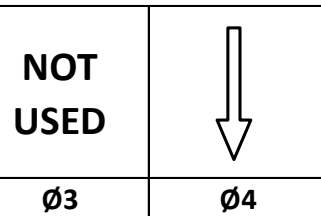
RING 1



RING 2



BARRIER



Z

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	← →	← →	↓ ↑	↓ ↑
PHASE	2+5	6+1	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.

AFTER PREEMPTION SEQUENCE 4+8, CONTROLLER SHALL RETURN TO PHASES 4+8.

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	13	15	17	19	21	42	44
CALLED PHASE	1	1	1	1	1	2	4	4
CALL OPTION	X	X		X	X	X	X	X
DELAY TIME				X	X			
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME			X					
USE ADDED INITIAL						X		
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	14	16	18	110	41	43	45
CALLED PHASE	1	1	1	1	1	4	4	4
CALL OPTION	X	X	X	X	X		X	X
DELAY TIME			X	X	X			
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME						X		
USE ADDED INITIAL								
CROSS SWITCH PHASE								

19	17	23	21	27	25	31	29
51	61	82	84	86			
5	6	8	8	8			
X	X	X	X	X			
				X			
X	X	X	X	X			
	X						

DETECTOR INPUT							
PLAN LOOP DETECTOR*(S)							
CALLED PHASE							
CALL OPTION							
DELAY TIME							
EXTENTION OPTION							
EXTEND TIME							
USE ADDED INITIAL							
CROSS SWITCH PHASE							

20	18	24	22	28	26	32	30
52	81	83	85	87			
5	8	8	8	8			
X		X	X	X			
				X			
X	X	X	X	X			
	X						

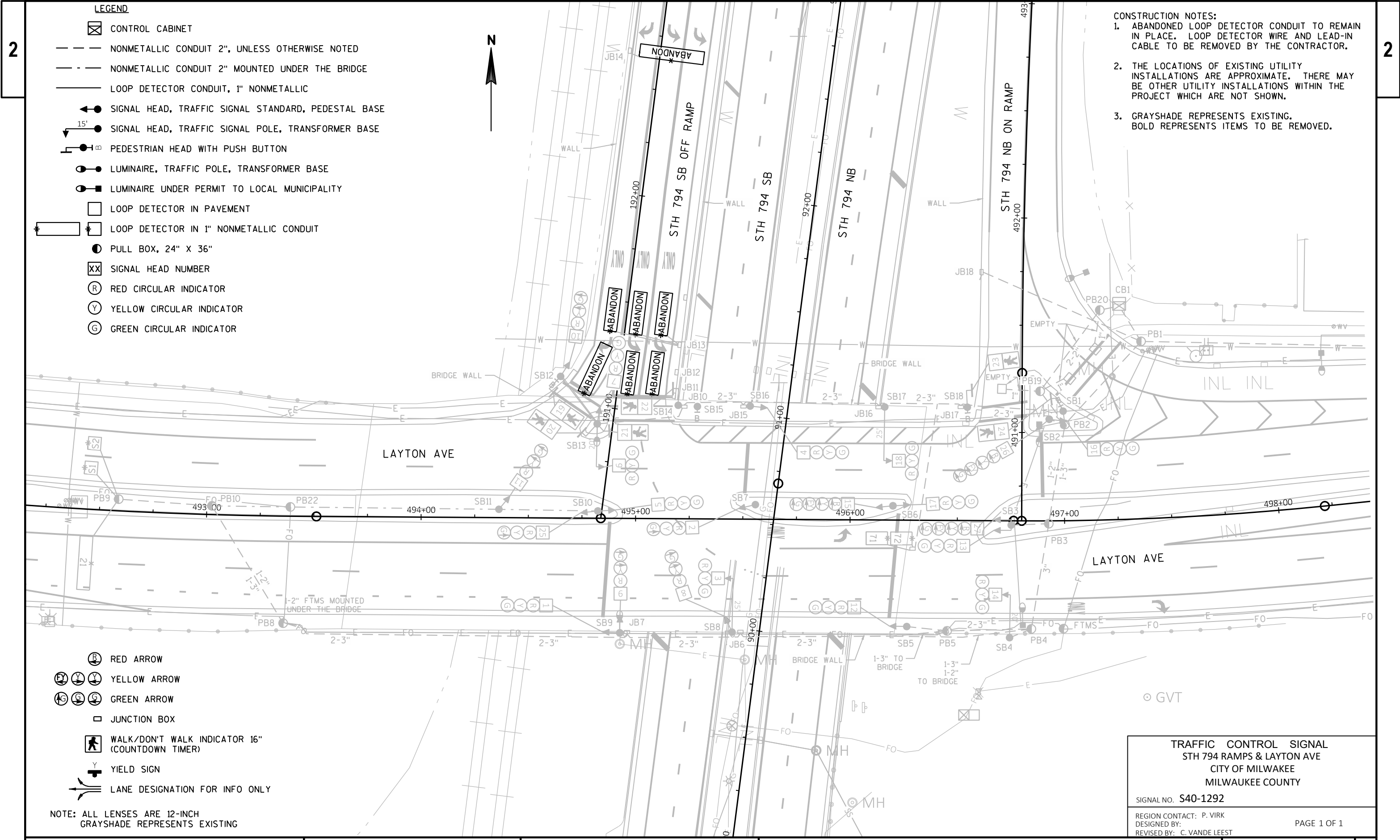
DETECTOR INPUT							
PLAN LOOP DETECTOR*(S)							
CALLED PHASE							
CALL OPTION							
DELAY TIME							
EXTENTION OPTION							
EXTEND TIME							
USE ADDED INITIAL							
CROSS SWITCH PHASE							

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER	
CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC CABINET	
IN SEPARATE DOT LIGHTING CABINET	X

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	X
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	



LEGEND

- ☒ CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- - - NONMETALLIC CONDUIT 2" MOUNTED UNDER THE BRIDGE
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- 15' ● SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN PAVEMENT
- * □ * LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR

- CONSTRUCTION NOTES:
1. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
 2. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
 3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.

- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- JUNCTION BOX
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

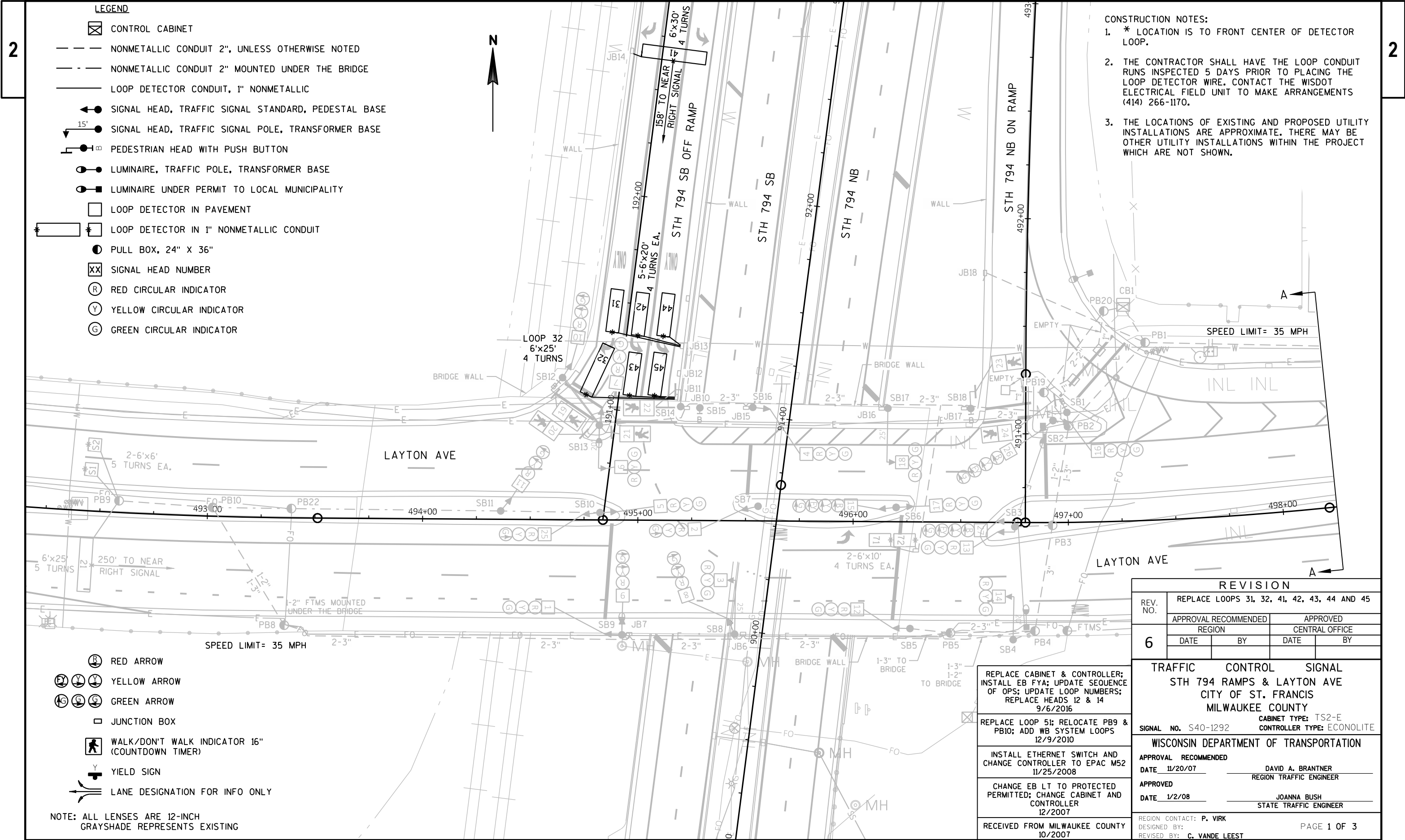
NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

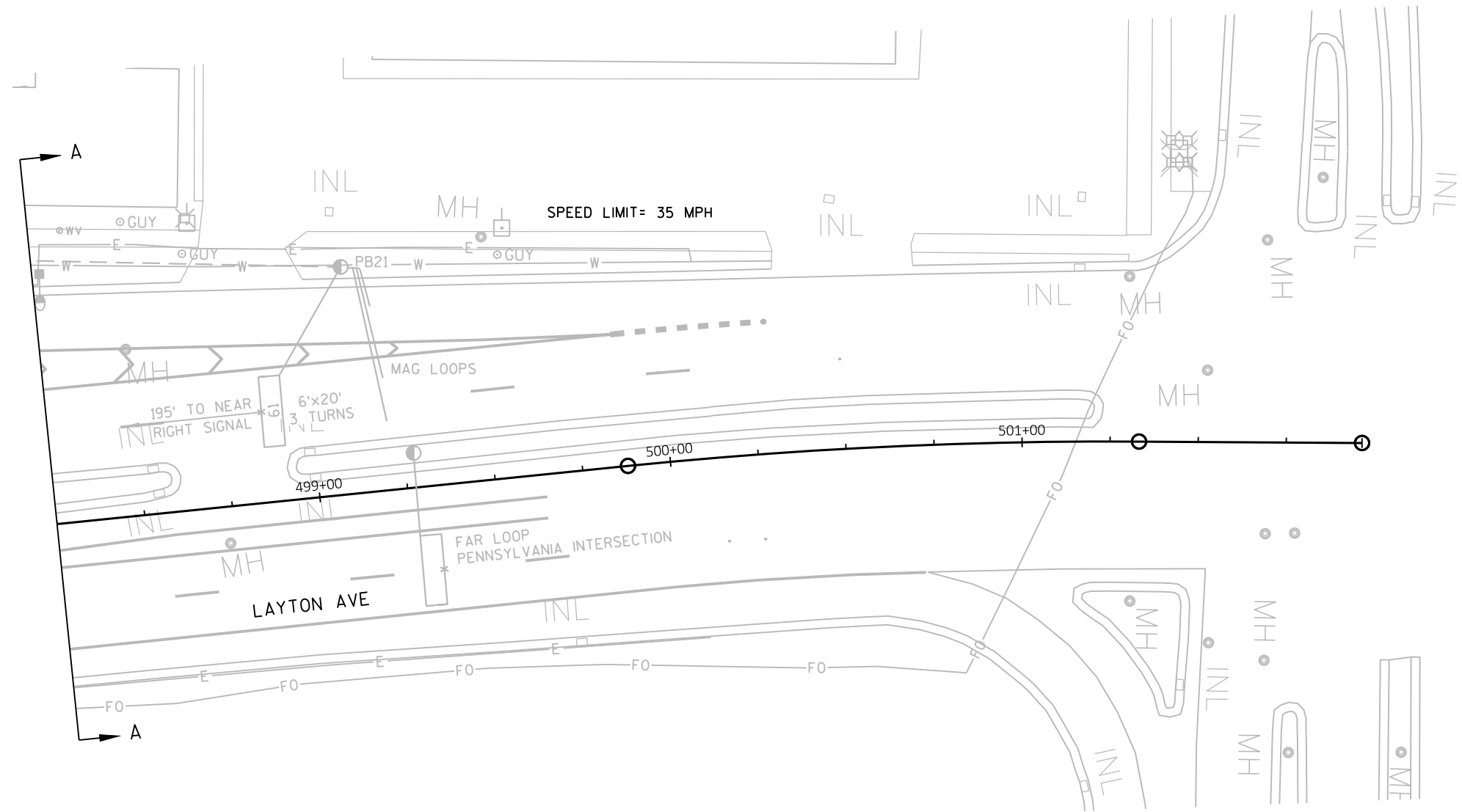
TRAFFIC CONTROL SIGNAL
STH 794 RAMP & LAYTON AVE
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. **S40-1292**

REGION CONTACT: P. VIRK
DESIGNED BY:
REVISED BY: C. VANDE LEEST

PAGE 1 OF 1





TRAFFIC CONTROL SIGNAL
STH 794 RAMP & LAYTON AVE
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1292

REGION CONTACT: P. VIRK
DESIGNED BY:
REVISED BY: C. VANDE LEEST

PAGE 2 OF 3

PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC SIGNAL PLAN

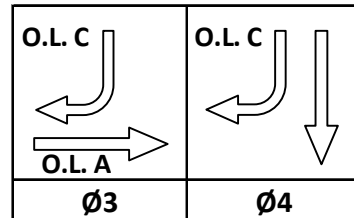
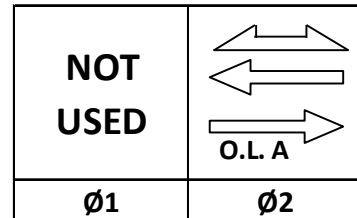
SHEET

E

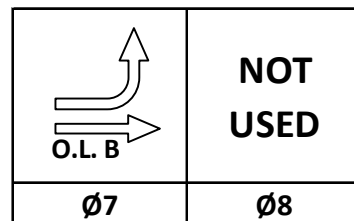
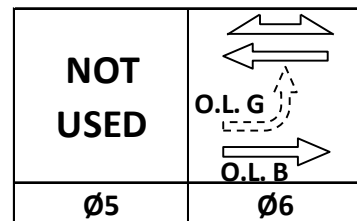
	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4	7,8,9	R
Ø5		
Ø6	16,17,18	R
Ø7	15,26,27	R
Ø8		
Ø2P	19,20,21,22	
Ø6P	23,24	
OLA	1,2,3,25	R
OLB	12,13,14	R
OLC	10,11	R
OLD		
OLE		
OLF		
OLG	15,26,27	-

** WEST RAMP INTERSECTION

RING 1



RING 2



BARRIER

** EAST RAMP INTERSECTION

* RING 1 SHALL CONTROL THE WEST RAMP

* RING 2 SHALL CONTROL THE EAST RAMP

N

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3		7		X
4		7		X
5				
6	X	2	MIN	X
7		4		X
8				

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER	
CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-40-0207

TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC CABINET	
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	21	32	42	44	61	72		S1
CALLED PHASE	2	3,4	4	4	6	7		
CALL OPTION	X	X	X	X	X	X		
DELAY TIME		X						
EXTENTION OPTION	X	X	X	X	X	X		
EXTEND TIME								
USE ADDED INITIAL	X				X			
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	31	41	43	45	71			S2
CALLED PHASE	3,4	4	4	4	7			
CALL OPTION	X		X	X	X			
DELAY TIME	X							
EXTENTION OPTION	X	X	X	X	X			
EXTEND TIME		X						
USE ADDED INITIAL								
CROSS SWITCH PHASE								

19	17	23	21	27	25	31	29

DETECTOR INPUT	
PLAN LOOP DETECTOR*(S)	
CALLED PHASE	
CALL OPTION	
DELAY TIME	
EXTENTION OPTION	
EXTEND TIME	
USE ADDED INITIAL	
CROSS SWITCH PHASE	

20	18	24	22	28	26	32	30

DETECTOR INPUT	
PLAN LOOP DETECTOR*(S)	
CALLED PHASE	
CALL OPTION	
DELAY TIME	
EXTENTION OPTION	
EXTEND TIME	
USE ADDED INITIAL	
CROSS SWITCH PHASE	

STH 794 RAMPS & LAYTON AVENUE	
CITY OF ST. FRANCIS	
MILWAUKEE COUNTY	
SIGNAL NO: S40-1292	CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE	
DATE: 11/2020	PAGE NO. 3 OF 3

 CONTROL CABINET

— - — NONMETALLIC INTERCONNECT CONDUIT

—— LOOP DETECTOR CONDUIT, 1" NONMETALLIC

● SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE

15' ● SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE

 LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

* * LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

VIDEO DETECTION CAMERA

● PULL BOX, 24" X 36"

⑩ PULL BOX, 24" X 42"

XX SIGNAL HEAD NUMBER

Ⓡ RED CIRCULAR INDICATOR

① YELLOW CIRCULAR INDICATOR

⑥ GREEN CIRCULAR INDICATOR

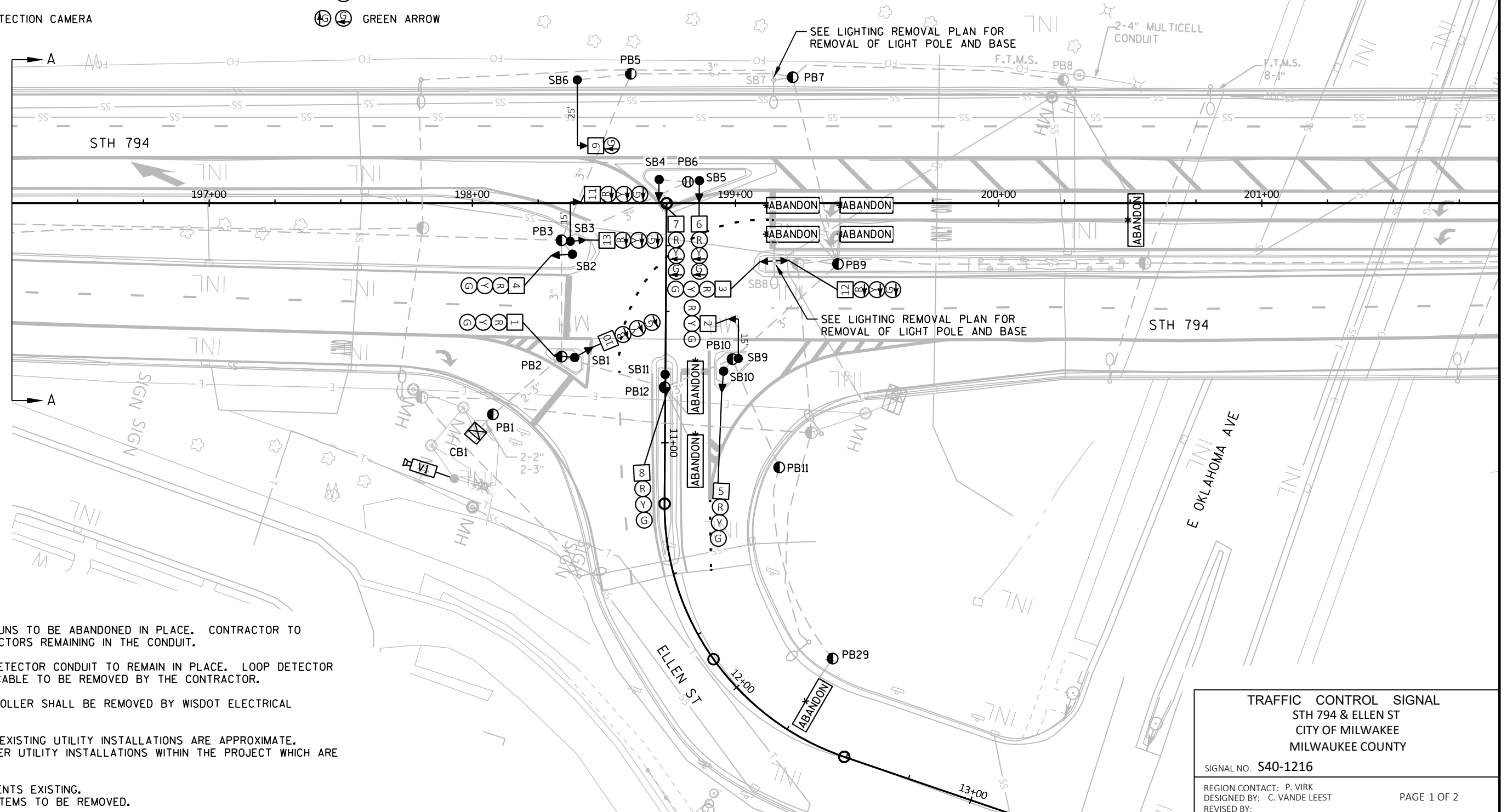
 RED ARROW

 YELLOW ARROW

 GREEN ARROW

● FTMS CAMERA POLE

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.

2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.

3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.

4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

5. GRAYSHADE REPRESENTS EXISTING.
BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
 STH 794 & ELLEN ST
 CITY OF MILWAKEE
 MILWAUKEE COUNTY

SIGNAL NO. S40-1216

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 1 OF 2

PROJECT NO:	1300-03-72
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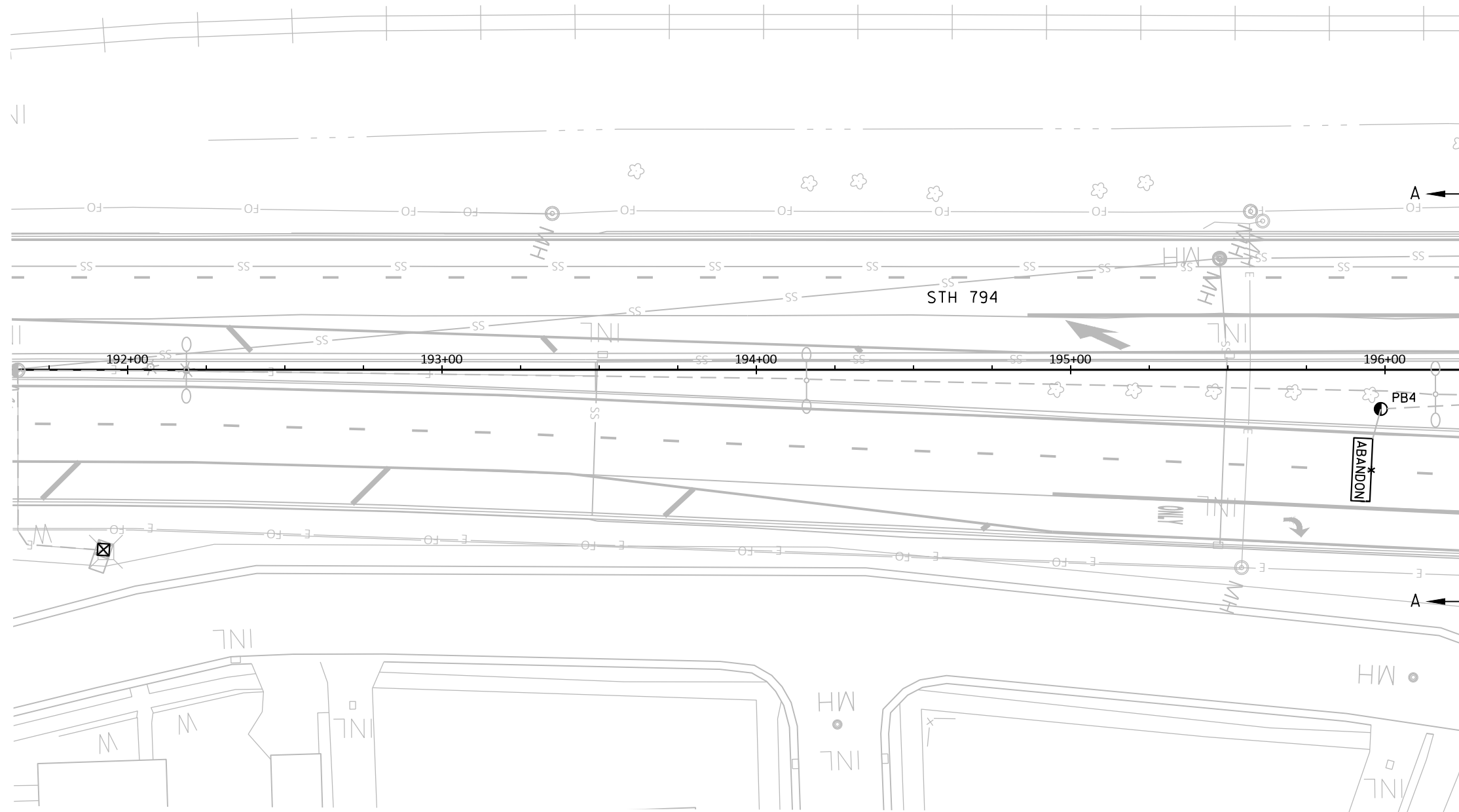
HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC SIGNAL REMOVAL PLAN

SHEET

1



TRAFFIC CONTROL SIGNAL
STH 794 & ELLEN ST
CITY OF MILWAKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1216

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC SIGNAL REMOVAL PLAN

SHEET

E

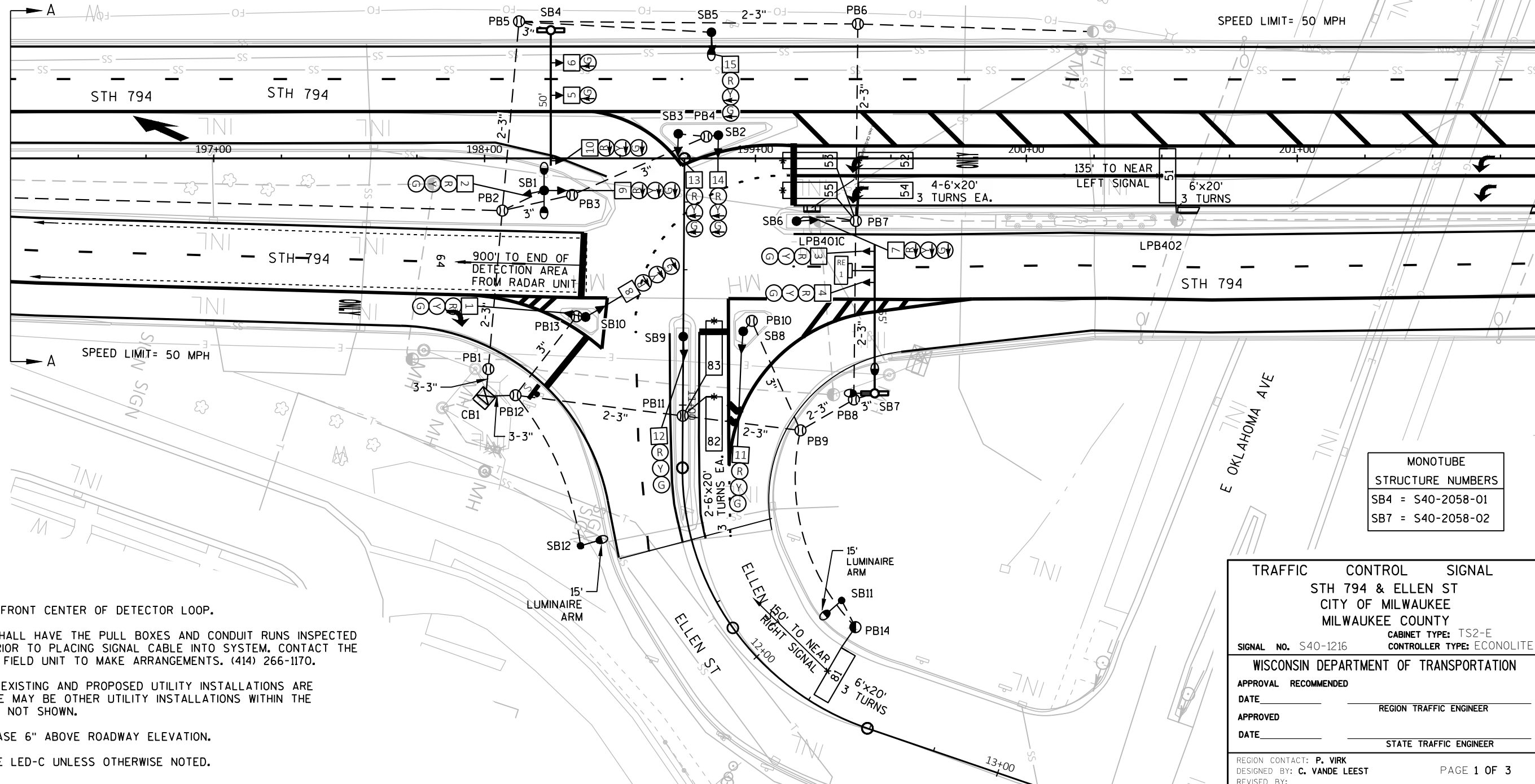
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- MONOTUBE BASE, POLE, 50'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADAR DETECTION AREA
- RADAR DETECTOR

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW

STOP SIGN

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES:

- * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
- THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
- INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
- ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.

MONOTUBE STRUCTURE NUMBERS	
SB4	= S40-2058-01
SB7	= S40-2058-02

TRAFFIC CONTROL SIGNAL	
STH 794 & ELLEN ST	
CITY OF MILWAUKEE	
MILWAUKEE COUNTY	
SIGNAL NO. S40-1216	CABINET TYPE: TS2-E CONTROLLER TYPE: ECONOLITE
WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVAL	RECOMMENDED
DATE	REGION TRAFFIC ENGINEER
APPROVED	
DATE	STATE TRAFFIC ENGINEER
REGION CONTACT: P. VIRK	
DESIGNED BY: C. VANDE LEEST	
REVISED BY:	

PROJECT NO: 1300-03-72

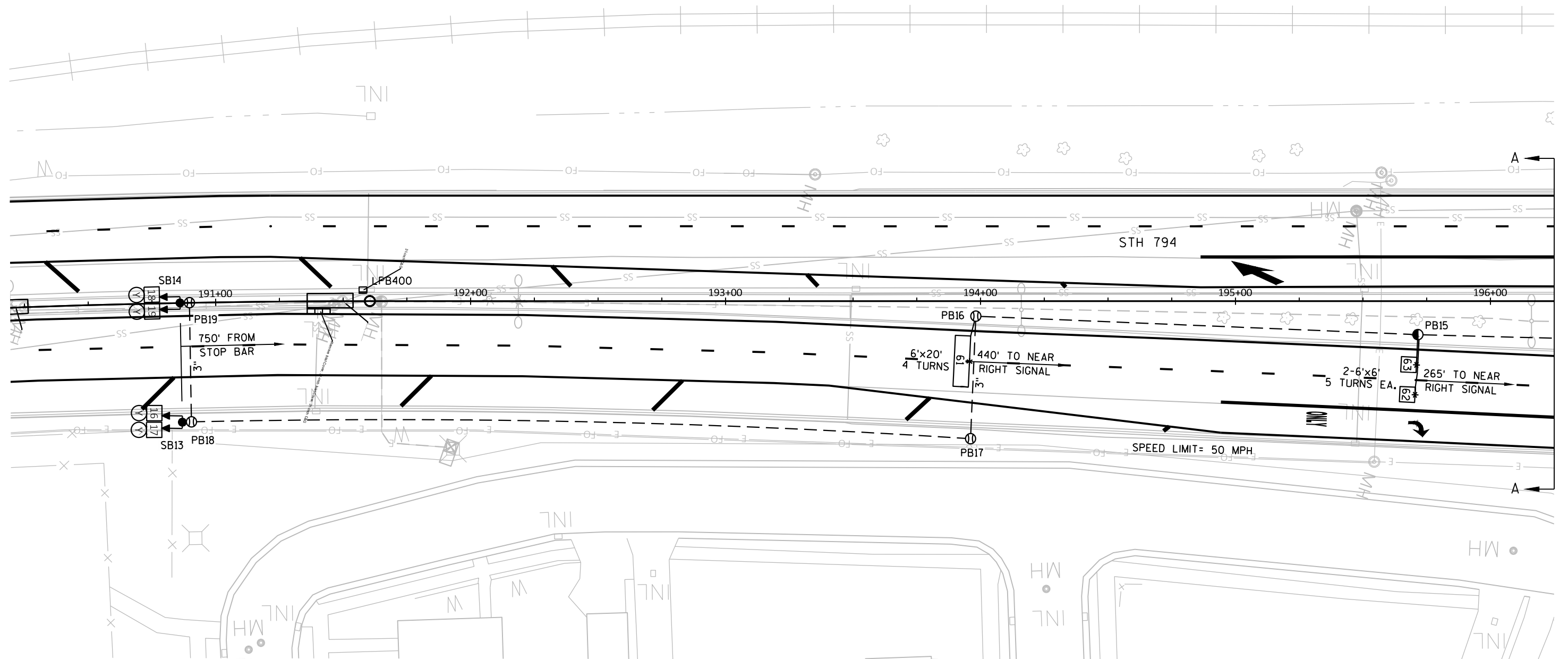
HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC SIGNAL PLAN

SHEET

E



TRAFFIC CONTROL SIGNAL
STH 794 & ELLEN ST
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1216

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC SIGNAL PLAN

SHEET

E

	HEAD NUMBERS	F L A S H
Ø1		
Ø2		
Ø3		
Ø4		
Ø5	7,8,9,10	R
Ø6	1,2,3,4	R
Ø7		
Ø8	11,12,13,14,15	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA	5,6	
BCN	16,17,18,19	FY
OLG		
OLH		

RING 1

NOT USED	NOT USED
Ø1	Ø2

NOT
USEDNOT
USED

Ø3

Ø4

RING 2

Ø5	Ø6

NOT
USED

O.L. A

Ø7

Ø8

BARRIER

Z

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2				
3				
4				
5				X
6	X		MIN	X
7				
8				X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION

NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-40-0206

TYPE OF LIGHTING

BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT

NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	51	53	55	62	81	83		
CALLED PHASE	5	5	5	6	8	8		
CALL OPTION		X	X	X		X		
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X		
EXTEND TIME	X				X			
USE ADDED INITIAL				X				
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	52	54	61	63	82			
CALLED PHASE	5	5	6	6	8			
CALL OPTION	X	X	X	X	X			
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X			
EXTEND TIME								
USE ADDED INITIAL			X	X				
CROSS SWITCH PHASE								

19	17	23	21	27	25	31	29
64							
6							
X							
X							

20	18	24	22	28	26	32	30

DETECTOR INPUT

PLAN LOOP DETECTOR*(S)

CALLED PHASE

CALL OPTION

DELAY TIME

EXTENTION OPTION

EXTEND TIME

USE ADDED INITIAL

CROSS SWITCH PHASE

DETECTOR INPUT

PLAN LOOP DETECTOR*(S)

CALLED PHASE

CALL OPTION

DELAY TIME

EXTENTION OPTION

EXTEND TIME

USE ADDED INITIAL

CROSS SWITCH PHASE

GENERAL NOTES

1 BCN = "PREPARE TO STOP WHEN FLASHING" BEACON

2 PREPARE TO STOP WHEN FLASHING BEACON SHALL DEACTIVATE AT START OF PHASE 6 GREEN INTERVAL AND REACTIVATE 10 SECONDS PRIOR TO START OF PHASE 6 YELLOW INTERVAL

3 PREPARE TO STOP WHEN FLASHING BEACONS SHALL FLASH ALTERNATELY ON EACH POLE

STH 794 & ELLEN ST	
CITY OF MILWAUKEE	
MILWAUKEE COUNTY	
SIGNAL NO: S40-1216	CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE	
DATE: 11/2020	PAGE NUMBER: 3 OF 3

PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

SEQUENCE OF OPERATIONS

SHEET NO:

111

E

PROJECT ID:	1300-03-72
INTERSECTION:	STH 794 & Ellen St

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR								PED BUTTON	FUTURE APS
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK	
SB1	12	2	RED	ORG	GRN							
		9				RED/BLK	ORG/BLK	GRN/BLK				
SB2	7	14	RED				ORG	GRN				
SB3	7	13	RED				ORG	GRN				
SB4	12	5						GRN				
		6						GRN				
		10				RED/BLK	ORG/BLK	GRN/BLK				
SB5	7	15	RED				ORG	GRN				
SB6	7	7				RED	ORG	GRN				
SB7	7	3	RED	ORG	GRN							
		4	RED	ORG	GRN							
SB8	7	11	RED	ORG	GRN							
SB9	7	12	RED	ORG	GRN							
SB10	12	1	RED	ORG	GRN							
		8				RED/BLK	ORG/BLK	GRN/BLK				
SB13	7	16							ORG			
		17							RED			
SB14	7	18							ORG			
		19							RED			

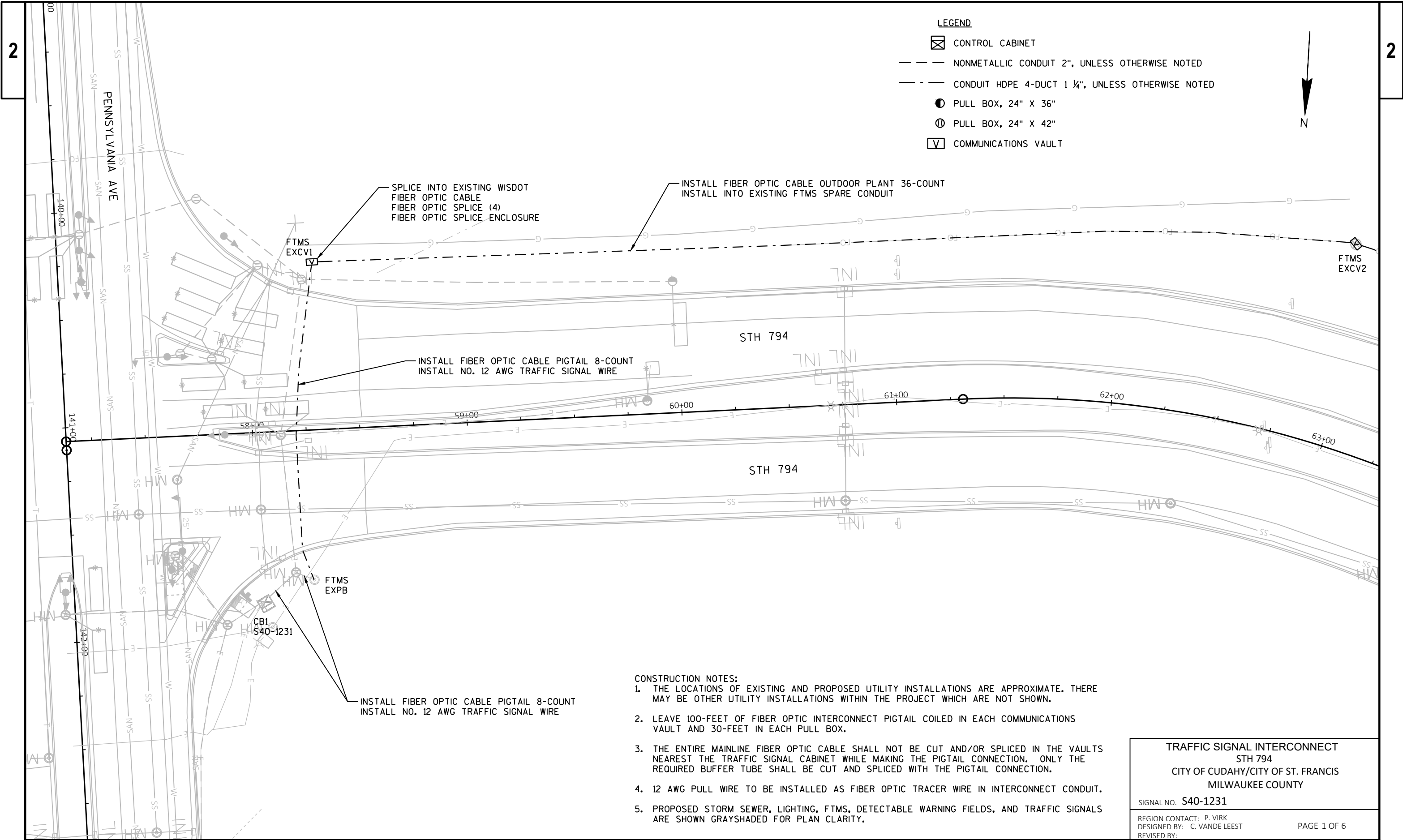
- *Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
- *Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
- *At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
- *Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB1
PB3	SB1
PB4	SB2
PB5	SB4
PB6	SB4
PB7	SB6
PB8	SB7
PB9	SB7
PB10	SB8
PB11	SB9
PB12	CB1
PB13	CB1
PB15	SB1
PB16	SB13
PB17	SB13
PB18	SB13
PB19	SB14

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB1
SB1	SB13
SB13	SB14
SB14	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

Radar Detection Cable	
From	To
CB1	SB7 (RE1)

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB1
SB1	SB5
CB1	SB12
SB12	SB7
SB7	SB11

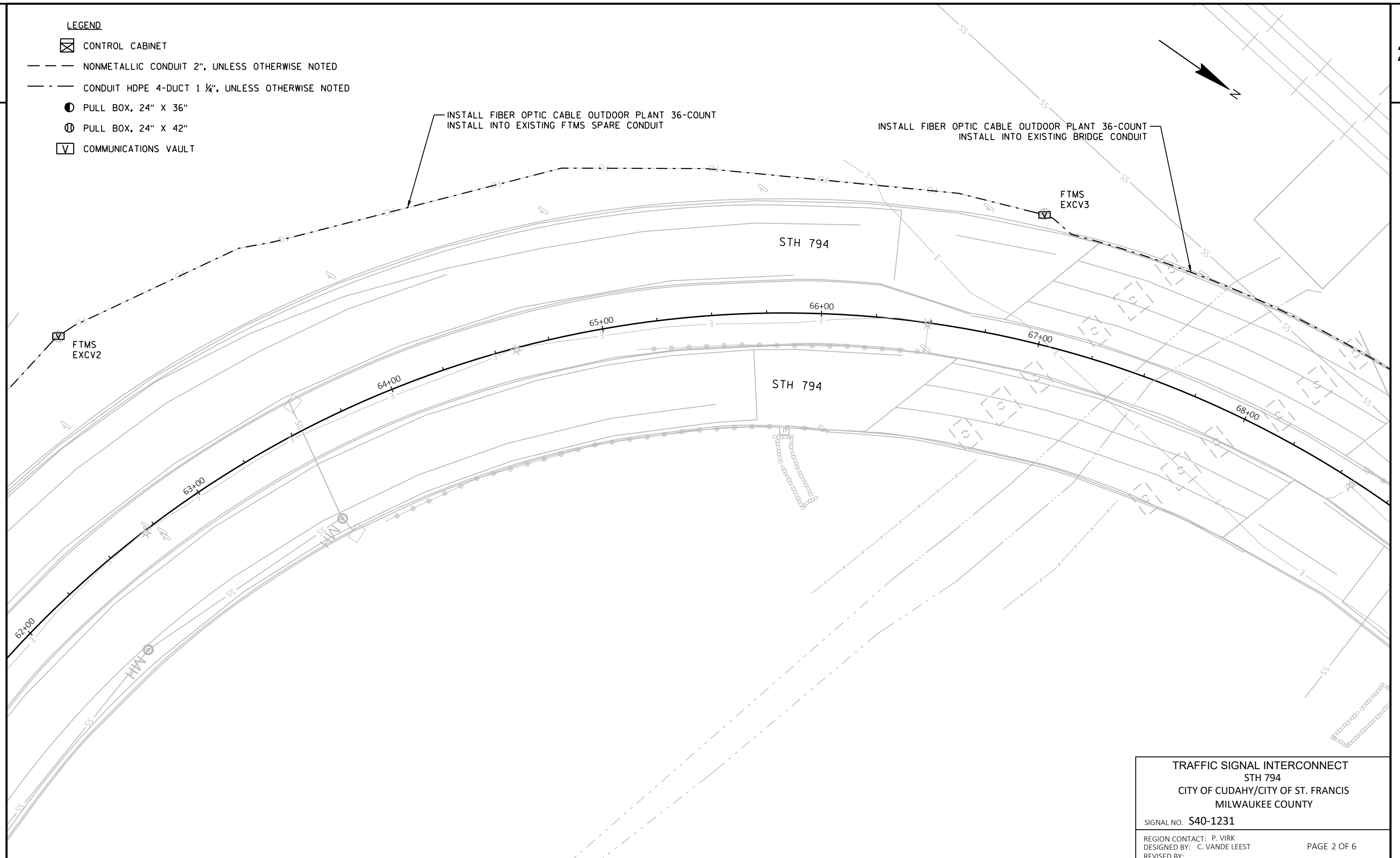


2

2

LEGEND

-  CONTROL CABINET
 NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
 CONDUIT HDPE 4-DUCT 1 1/4", UNLESS OTHERWISE NOTED
 PULL BOX, 24" X 36"
 PULL BOX, 24" X 42"
 COMMUNICATIONS VAULT



TRAFFIC SIGNAL INTERCONNECT
STH 794
CITY OF CUDAHY/CITY OF ST. FRANCIS
MILWAUKEE COUNTY

SIGNAL NO. S40-1231

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 2 OF 6

PROJECT NO:	1300-03-72
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HWY: STH 794

COUNTY: MILWAUKEE

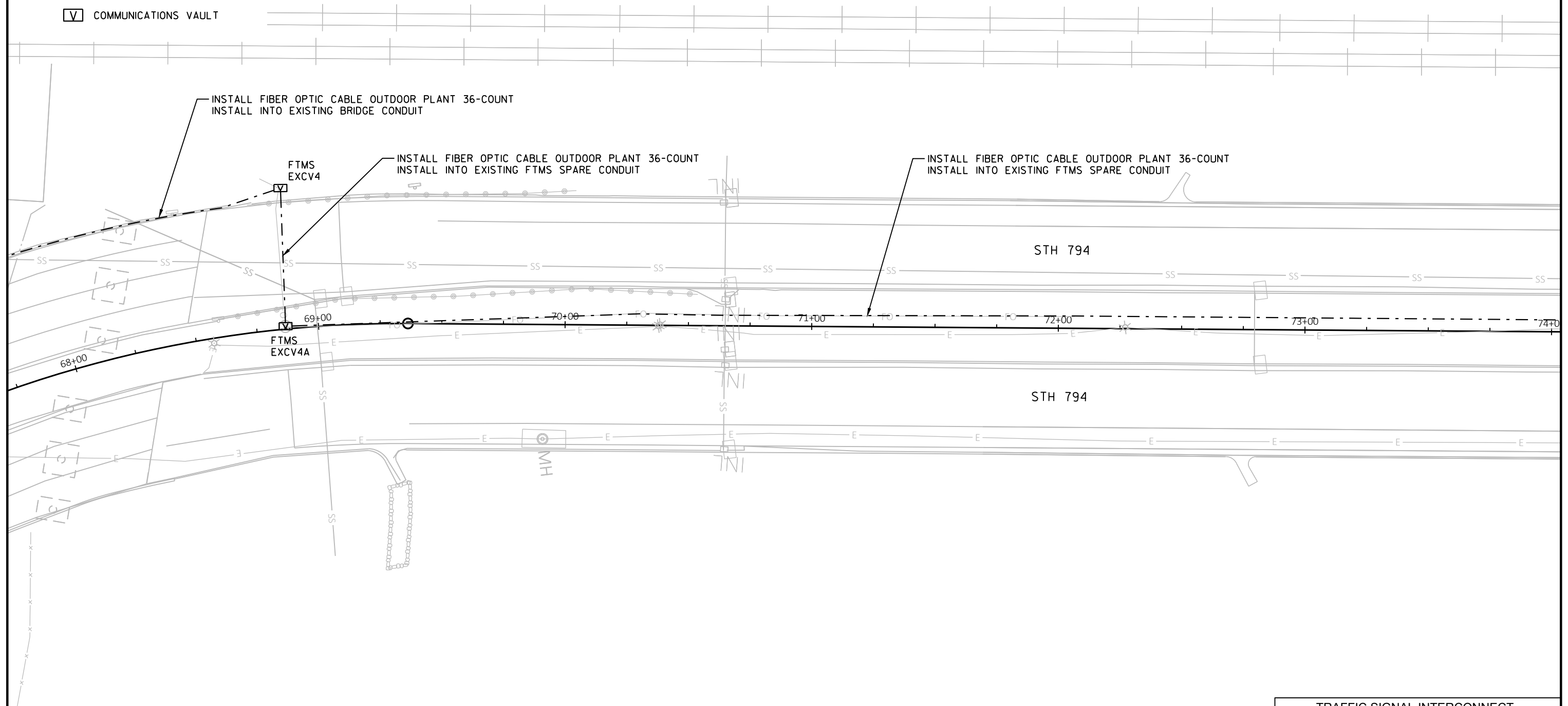
TRAFFIC SIGNAL INTERCONNECT PLAN

SHEET

11

LEGEND

- ☒ CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- - - CONDUIT HDPE 4-DUCT 1 1/4", UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- Ⓢ PULL BOX, 24" X 42"
- ☒ COMMUNICATIONS VAULT



TRAFFIC SIGNAL INTERCONNECT
STH 794
CITY OF CUDAHY/CITY OF ST. FRANCIS
MILWAUKEE COUNTY

SIGNAL NO. **S40-1231**

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 3 OF 6

LEGEND

☒ CONTROL CABINET

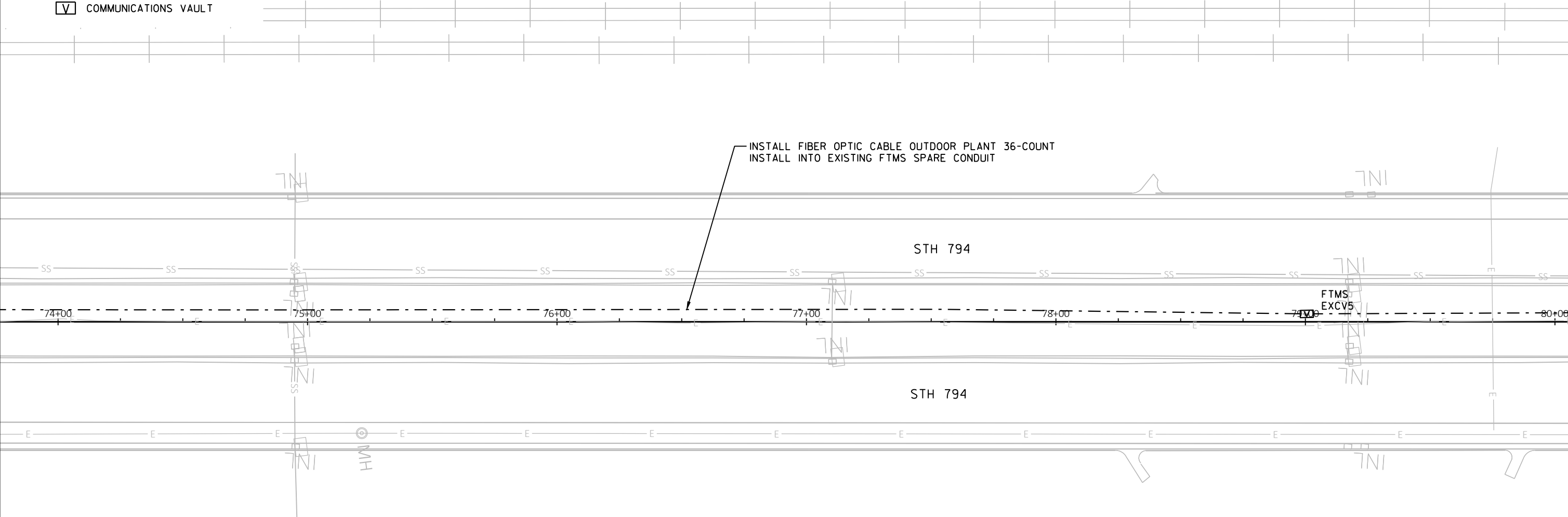
— — — NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

— - — CONDUIT HDPE 4-DUCT 1 ¼", UNLESS OTHERWISE NOTED

● PULL BOX, 24" X 36"

⓪ PULL BOX, 24" X 42"

☒ COMMUNICATIONS VAULT



TRAFFIC SIGNAL INTERCONNECT
STH 794
CITY OF CUDAHY/CITY OF ST. FRANCIS
MILWAUKEE COUNTY

SIGNAL NO. S40-1231

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 4 OF 6

PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

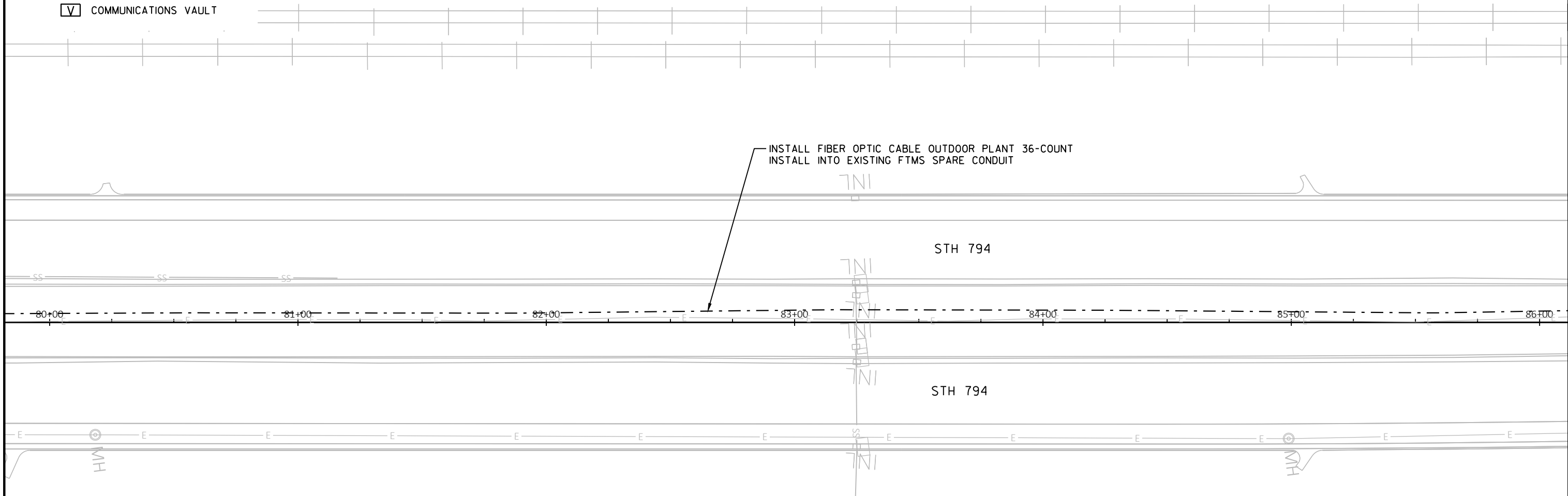
TRAFFIC SIGNAL INTERCONNECT PLAN

SHEET

E

LEGEND

-  CONTROL CABINET
-  NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
-  CONDUIT HDPE 4-DUCT 1 1/4", UNLESS OTHERWISE NOTED
-  PULL BOX, 24" X 36"
-  PULL BOX, 24" X 42"
-  COMMUNICATIONS VAULT

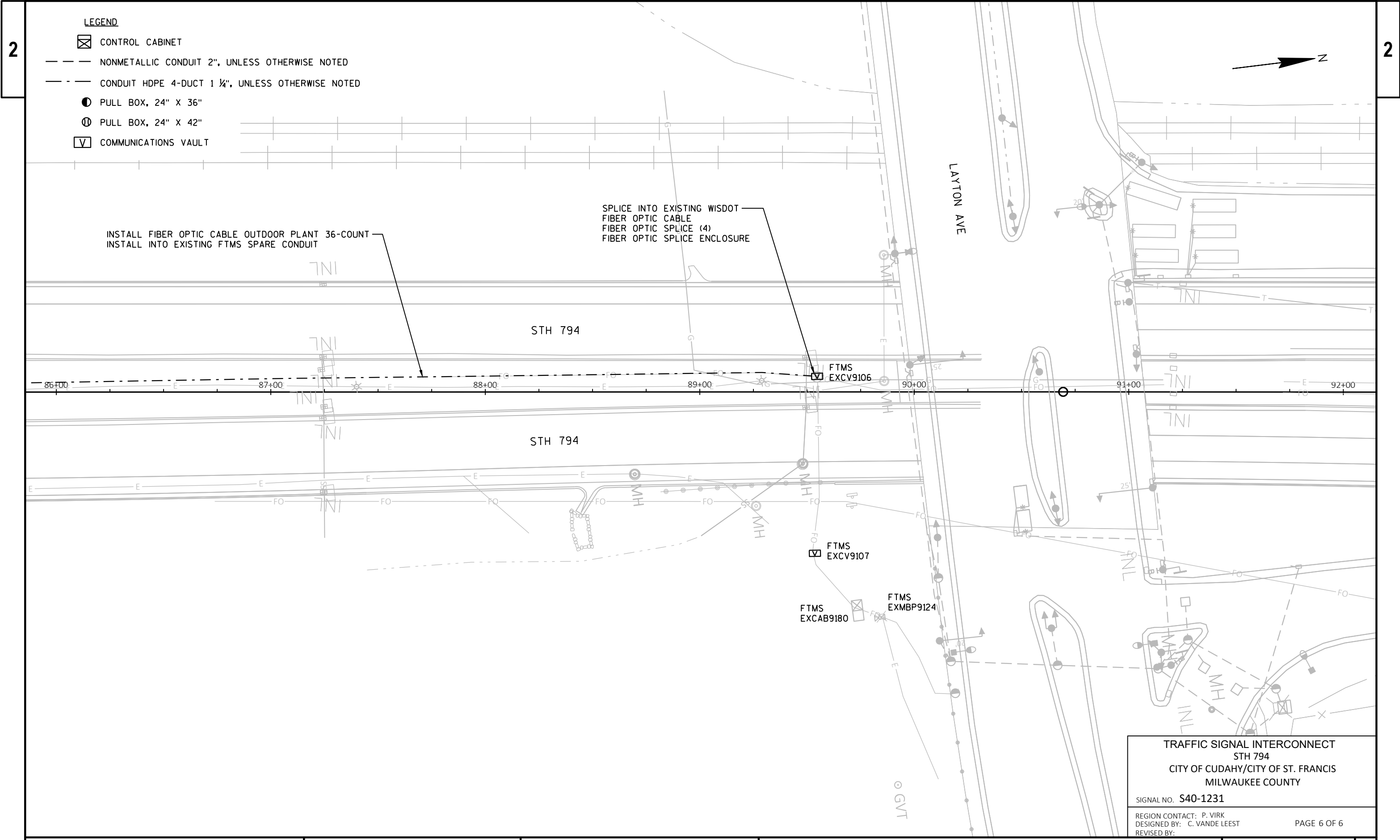


TRAFFIC SIGNAL INTERCONNECT
STH 794
CITY OF CUDAHY/CITY OF ST. FRANCIS
MILWAUKEE COUNTY

SIGNAL NO. **S40-1231**

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 5 OF 6

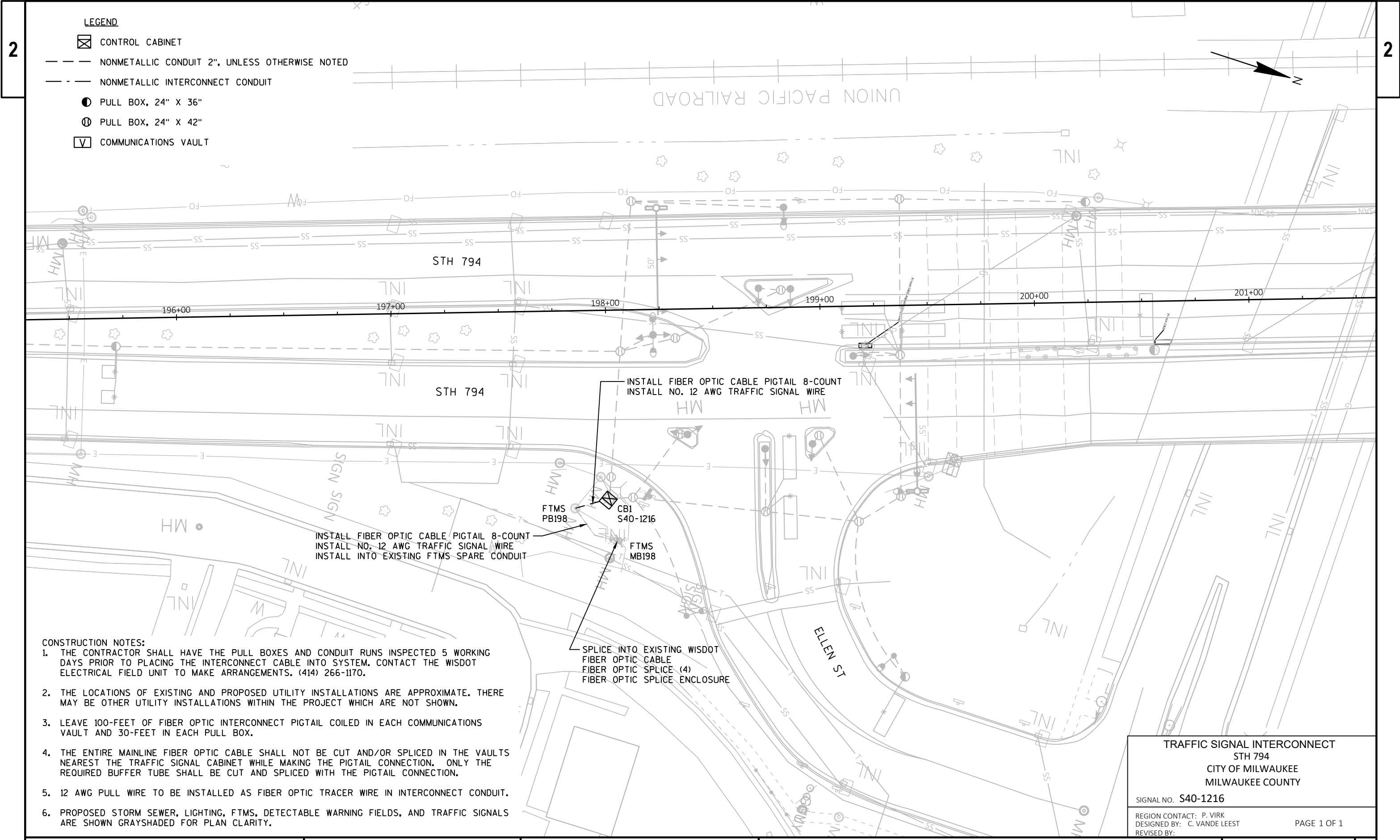


TRAFFIC SIGNAL INTERCONNECT
STH 794
CITY OF CUDAHY/CITY OF ST. FRANCIS
MILWAUKEE COUNTY

SIGNAL NO. **S40-1231**

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 6 OF 6



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- COMMUNICATIONS VAULT

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING THE INTERCONNECT CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. LEAVE 100-FEET OF FIBER OPTIC INTERCONNECT PIGTAIL COILED IN EACH COMMUNICATIONS VAULT AND 30-FEET IN EACH PULL BOX.
4. THE ENTIRE MAINLINE FIBER OPTIC CABLE SHALL NOT BE CUT AND/OR SPLICED IN THE VAULTS NEAREST THE TRAFFIC SIGNAL CABINET WHILE MAKING THE PIGTAIL CONNECTION. ONLY THE REQUIRED BUFFER TUBE SHALL BE CUT AND SPLICED WITH THE PIGTAIL CONNECTION.
5. 12 AWG PULL WIRE TO BE INSTALLED AS FIBER OPTIC TRACER WIRE IN INTERCONNECT CONDUIT.
6. PROPOSED STORM SEWER, LIGHTING, FTMS, DETECTABLE WARNING FIELDS, AND TRAFFIC SIGNALS ARE SHOWN GRAYSHADED FOR PLAN CLARITY.

INSTALL FIBER OPTIC CABLE PIGTAIL 8-COUNT
INSTALL NO. 12 AWG TRAFFIC SIGNAL WIRE

INSTALL FIBER OPTIC CABLE PIGTAIL 8-COUNT
INSTALL NO. 12 AWG TRAFFIC SIGNAL WIRE
INSTALL INTO EXISTING FTMS SPARE CONDUIT

SPLICE INTO EXISTING WISDOT
FIBER OPTIC CABLE
FIBER OPTIC SPLICE (4)
FIBER OPTIC SPLICE ENCLOSURE

TRAFFIC SIGNAL INTERCONNECT
STH 794
CITY OF MILWAUKEE
MILWAUKEE COUNTY

SIGNAL NO. S40-1216

REGION CONTACT: P. VIRK
DESIGNED BY: C. VANDE LEEST
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC SIGNAL INTERCONNECT PLAN

SHEET

E

LEGEND	PROPOSED	EXISTING
FTMS CONVENTIONAL SYMBOLS		
POLE MOUNTED CABINET- - - - -		
METER BREAKER PEDESTAL- - - - -		
24X36-INCH CSCP PULL BOX - - - - -		
FTMS (ITS) CONDUIT - - - - -	- -	- -
BREAKER DISCONNECT BOX- - - - -		
YPE 1 CONCRETE MANHOLE - - - - -		

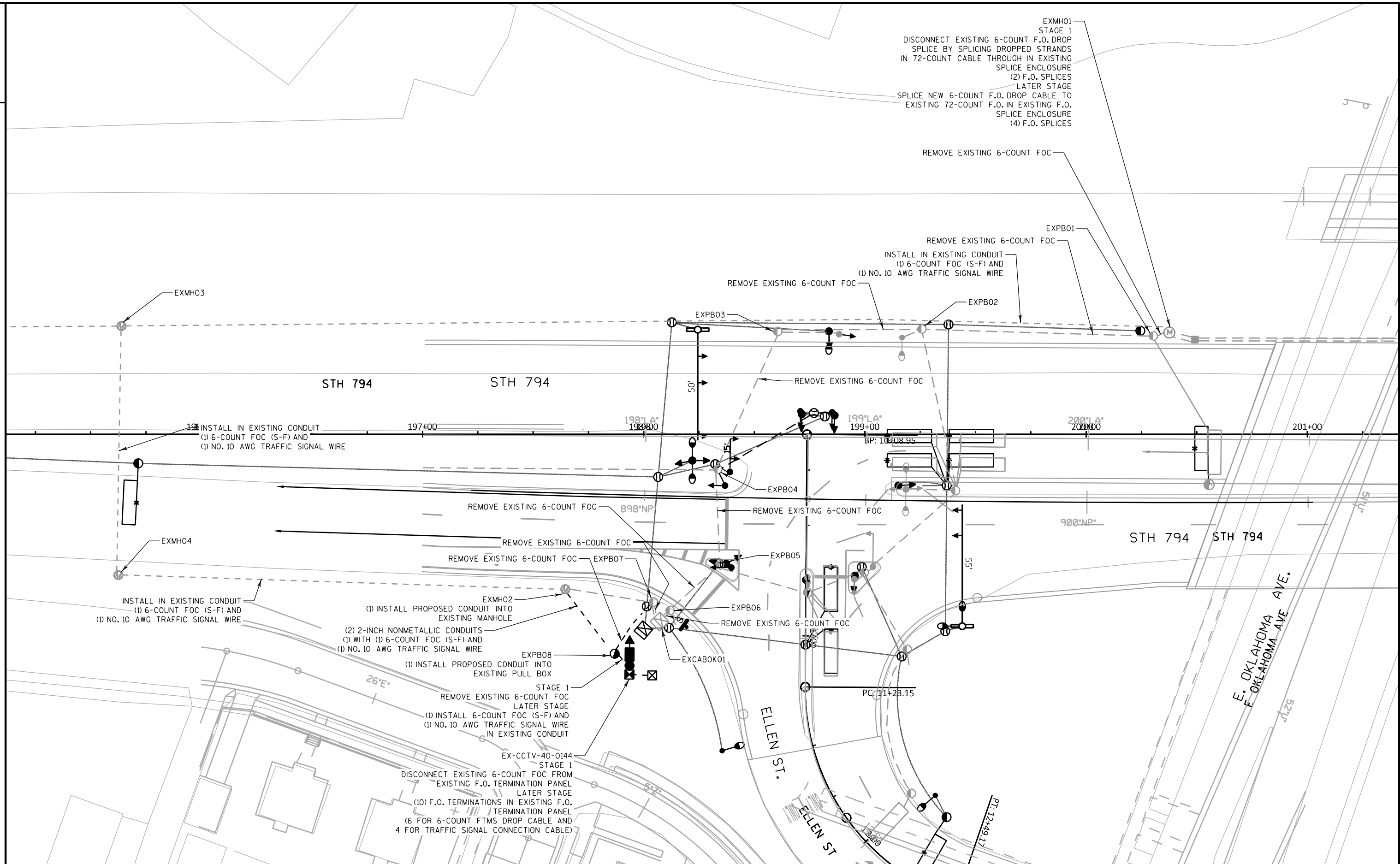
FTMS STANDARD ABBREVIATIONS	
CB	CONTROLLER CABINET
CCTV	CLOSED CIRCUIT TELEVISION SITE
MH	MANHOLE
PB	PULL BOX
EX	EXISTING
FOC	FIBER OPTIC CABLE
F.O.	FIBER OPTIC
S-F	STATE-FURNISHED

FTMS GENERAL NOTES

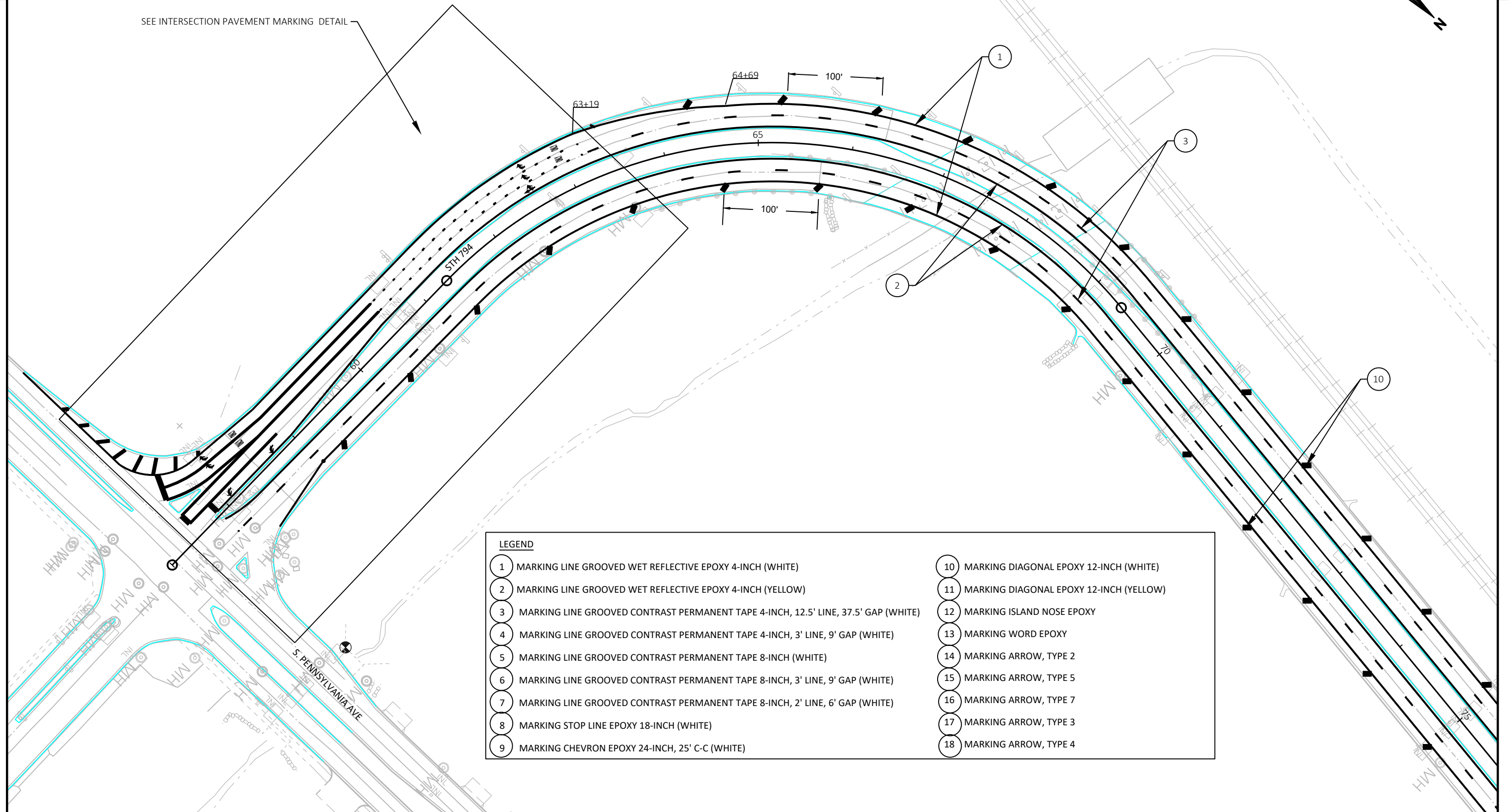
1. THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.
2. BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.
3. BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULLBOXES, POLES, CABINET FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.
4. NO TREES (AND/OR SHRUBS) SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
5. AREAS WITHIN THE RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR FTMS CONSTRUCTION SHALL BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT, AND SHALL BE INCLUDED IN THE COST OF INSTALLING FTMS ITEMS. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS BUT ALSO CONTAINING FTMS CONSTRUCTION SHALL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS.
6. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
7. DUE TO RAMP, LANE, SHOULDER CLOSURE RESTRICTIONS, AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.
8. THE CONTRACTOR IS FULLY RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.
9. THE CONTRACTOR SHALL CONTACT THE WISDOT STATEWIDE TRAFFIC OPERATIONS CENTER AT (414) 227-2166 FIVE (5) WORKING DAYS PRIOR TO ENTERING ANY EXISTING WISDOT FTMS OR ITS CABINET.
10. ALL LOOP DETECTORS ARE STATIONED TO CENTER OF LEADING EDGE AS APPROACHED BY NORMAL VEHICLE PATH.
11. HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.
12. VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.

2

2



SEE INTERSECTION PAVEMENT MARKING DETAIL



LEGEND

- | | |
|--|--|
| 1 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) | 10 MARKING DIAGONAL EPOXY 12-INCH (WHITE) |
| 2 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) | 11 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
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| 5 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) | 14 MARKING ARROW, TYPE 2 |
| 6 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 3' LINE, 9' GAP (WHITE) | 15 MARKING ARROW, TYPE 5 |
| 7 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, 2' LINE, 6' GAP (WHITE) | 16 MARKING ARROW, TYPE 7 |
| 8 MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 MARKING ARROW, TYPE 3 |
| 9 MARKING CHEVRON EPOXY 24-INCH, 25' C-C (WHITE) | 18 MARKING ARROW, TYPE 4 |

PROJECT NO: 1300-03-72

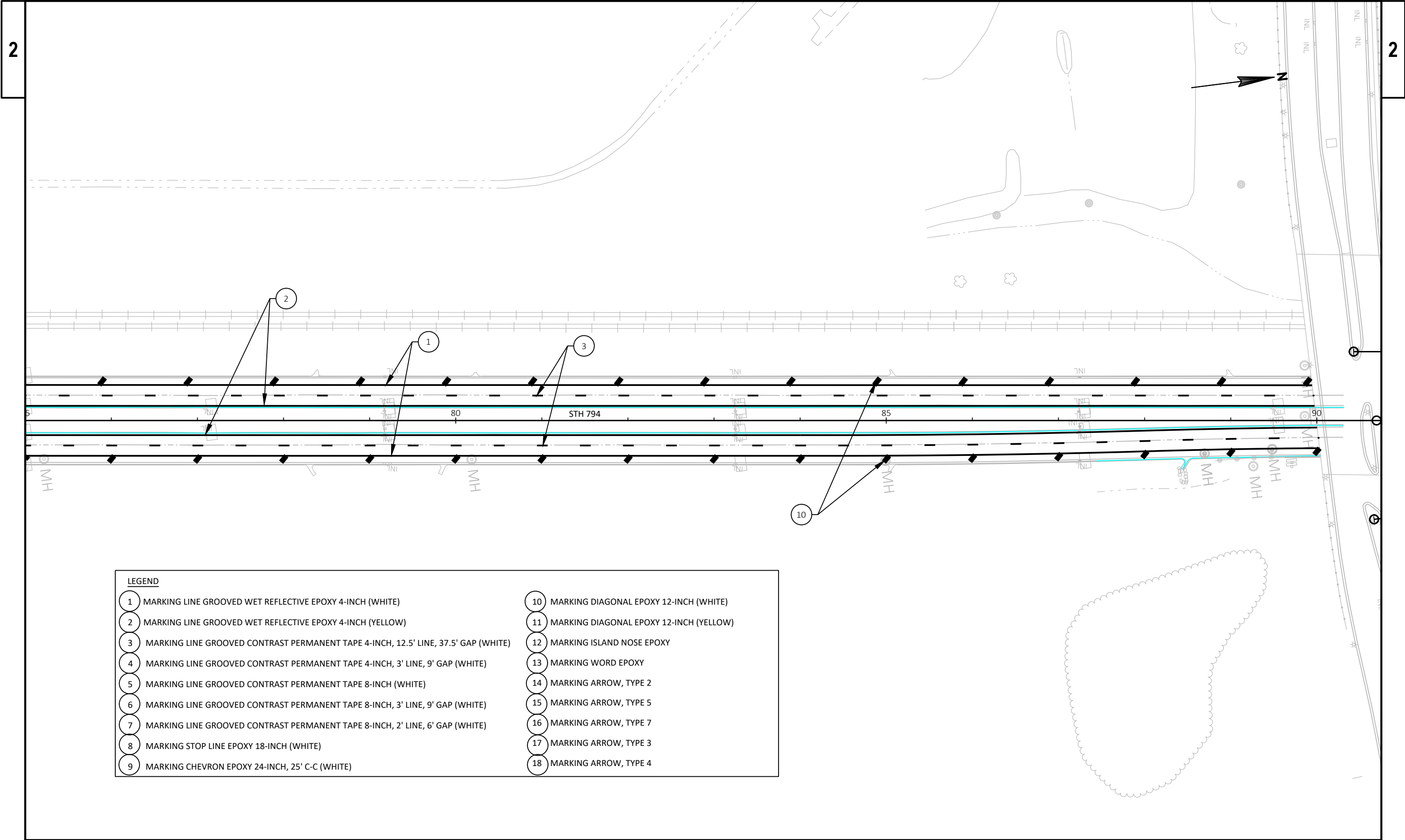
HWY: STH 794

COUNTY: MILWAUKEE

PAVEMENT MARKING

SHEET

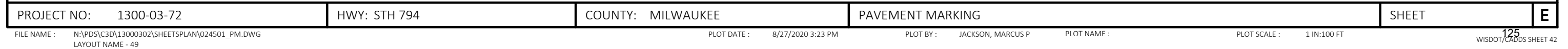
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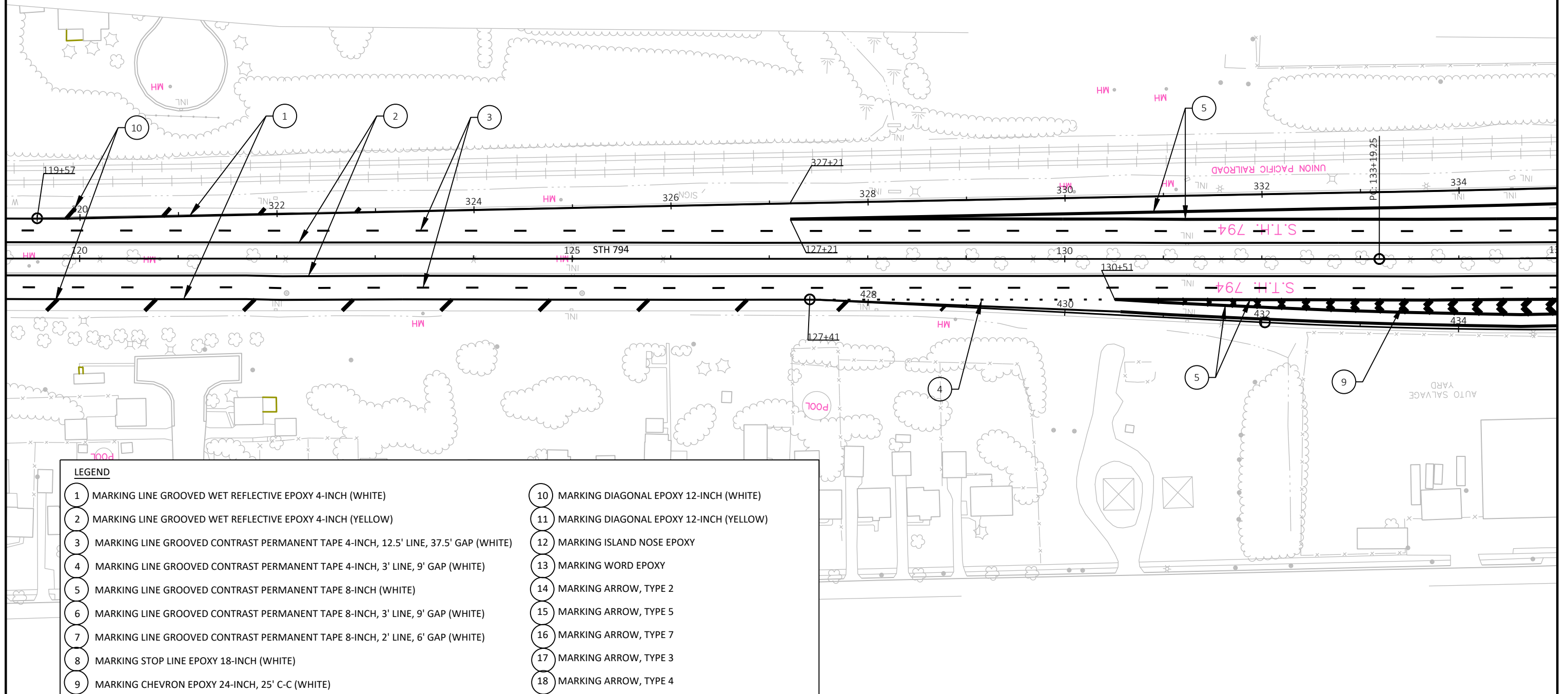


LEGEND	
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18	MARKING ARROW, TYPE 4





PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

PAVEMENT MARKING

SHEET

E

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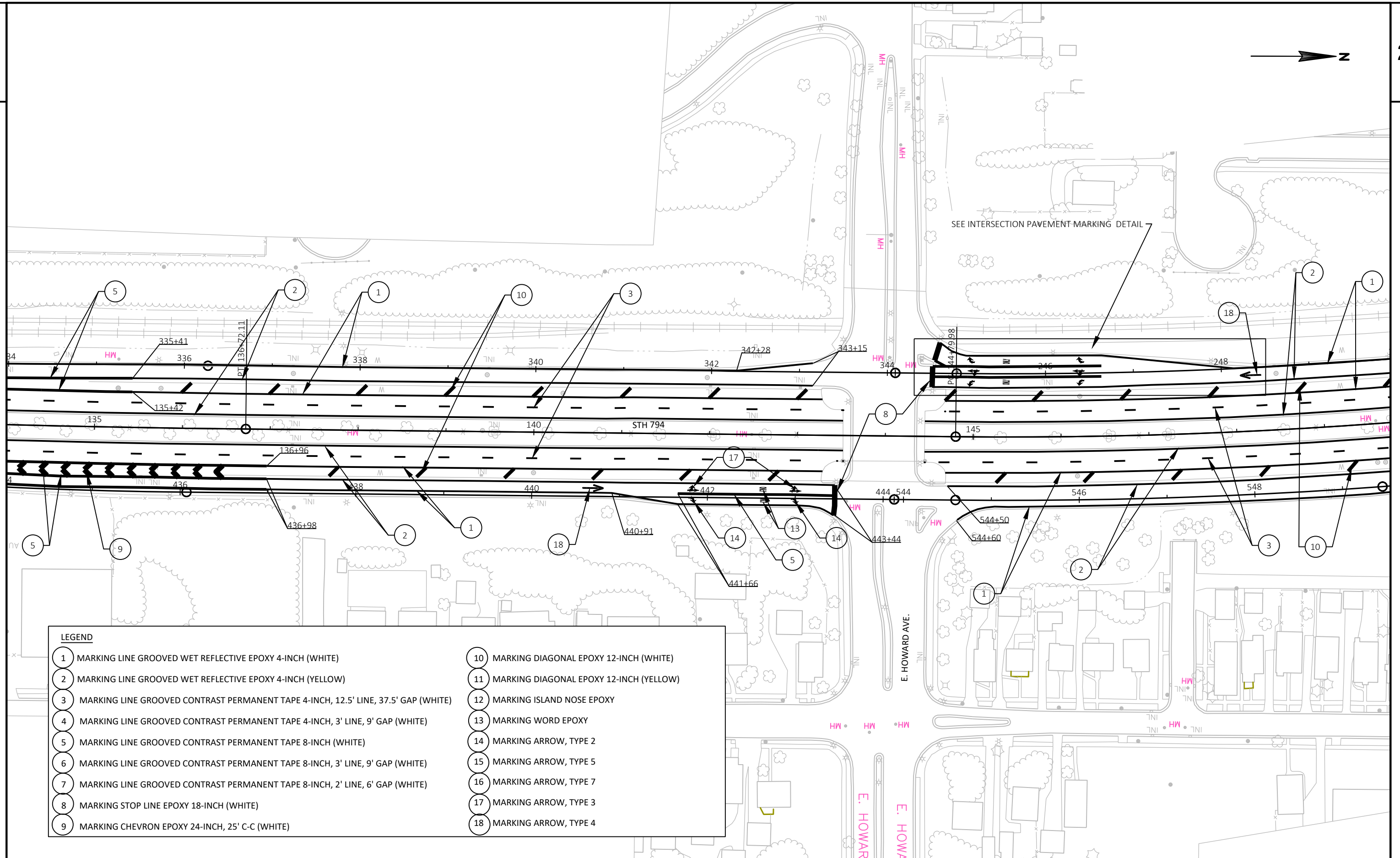
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PLOT NAME :

PLOT SCALE : 1 IN:100 FT

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PROJECT NO: 1300-03-72

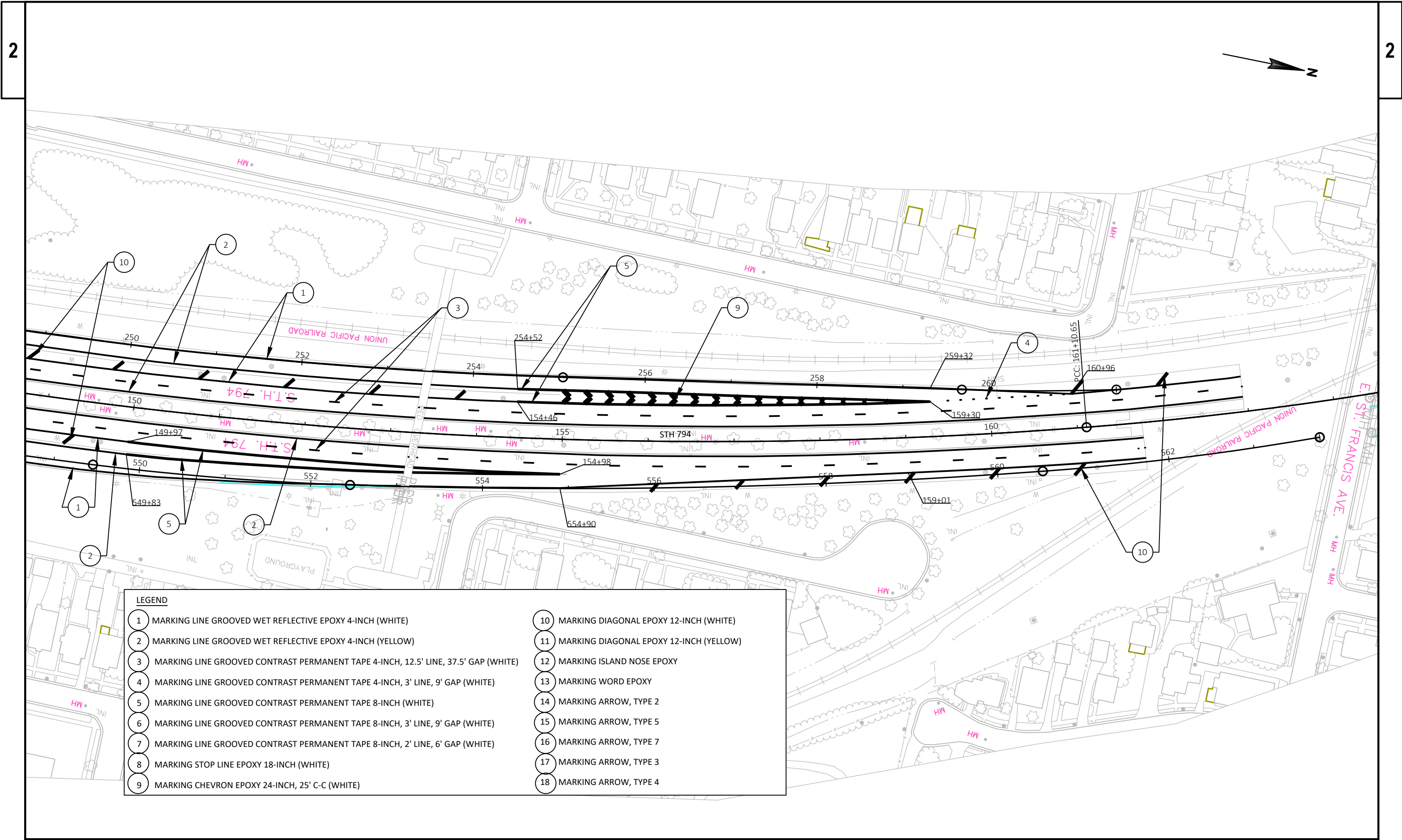
HWY: STH 794

COUNTY: MILWAUKEE

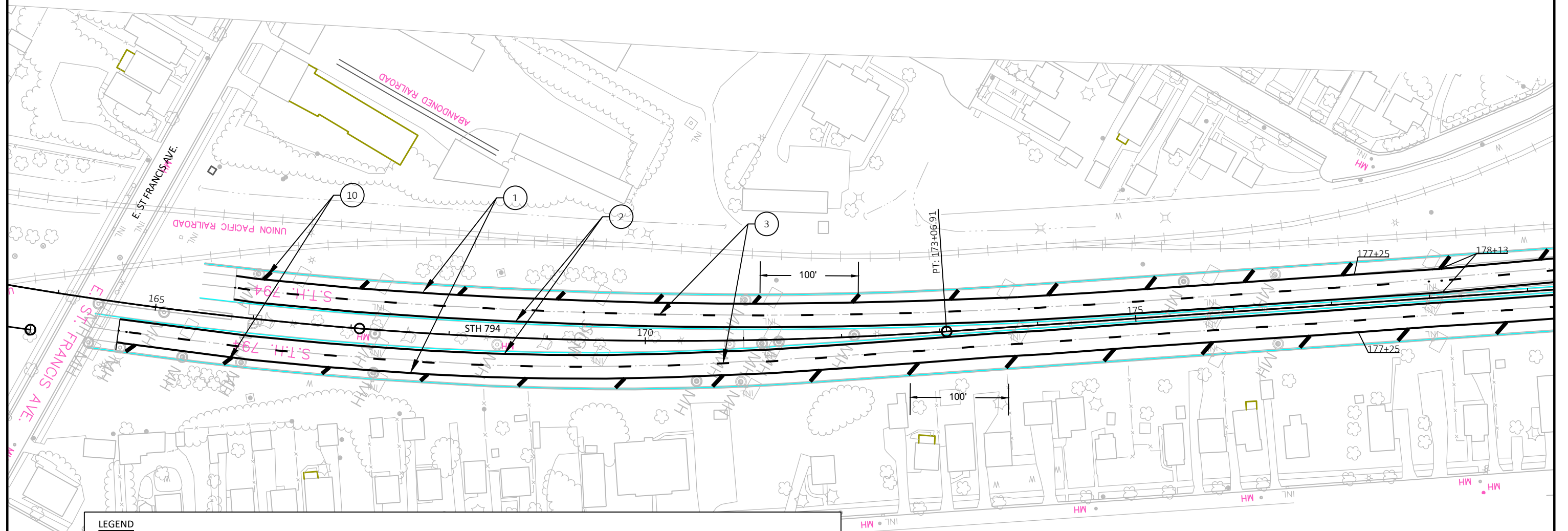
PAVEMENT MARKING

SHEET

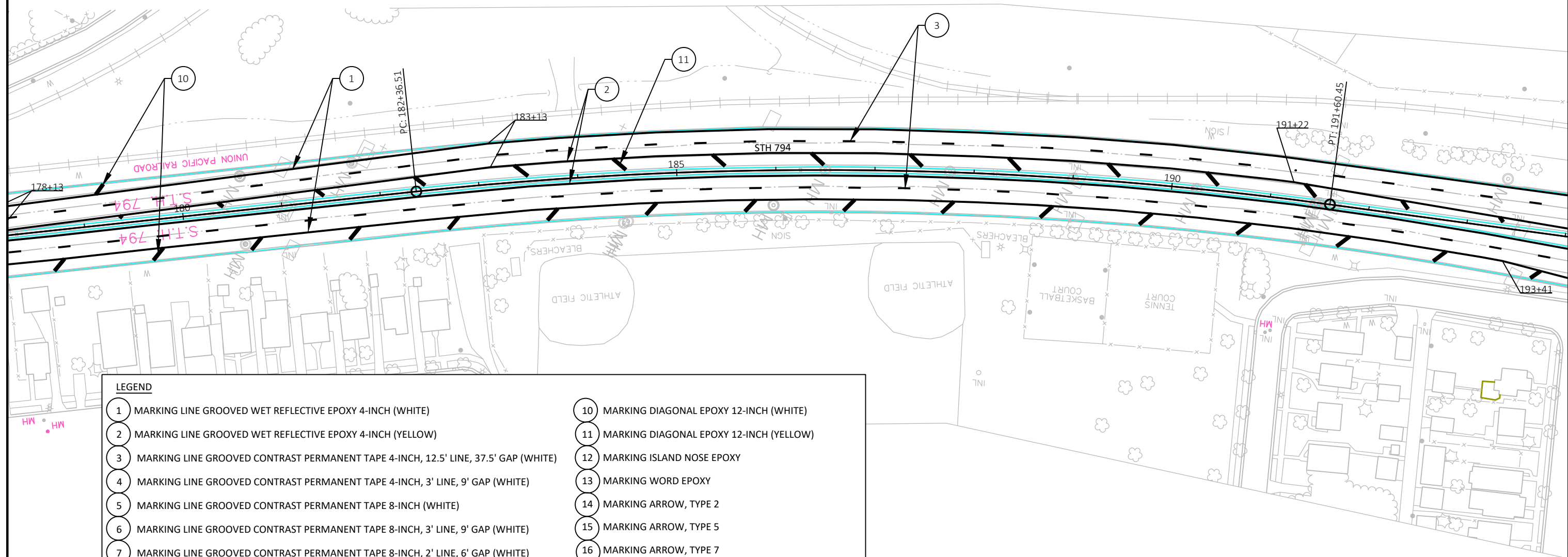
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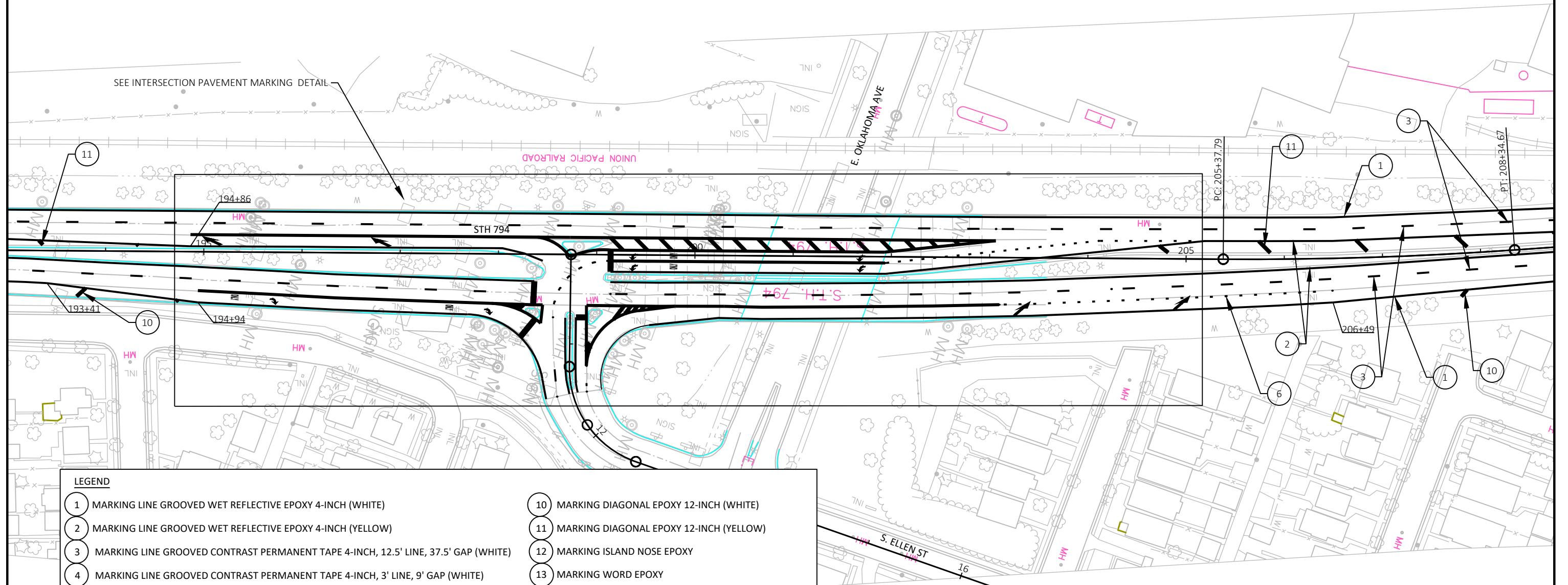


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PROJECT NO: 1300-03-72

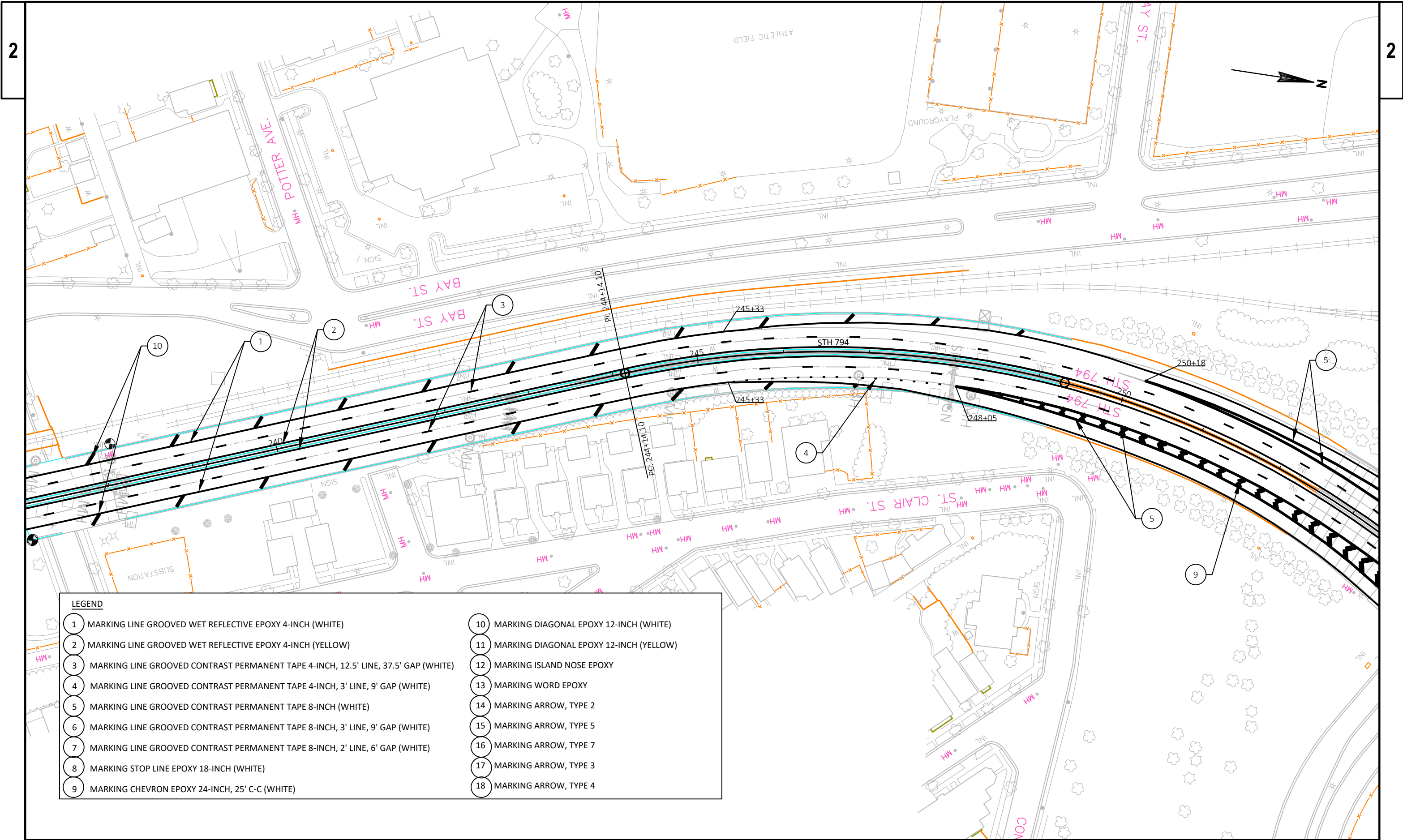
HWY: STH 794

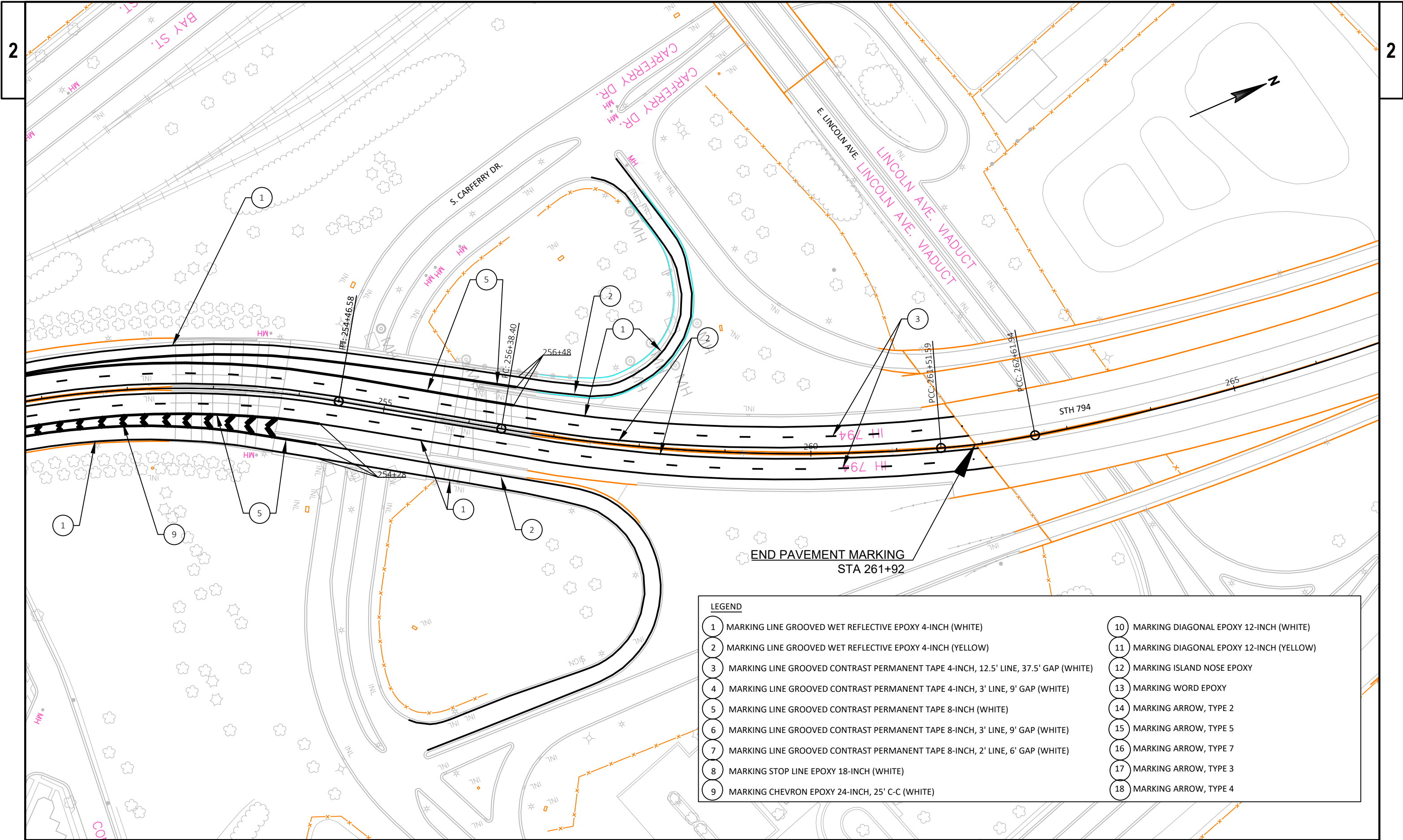
COUNTY: MILWAUKEE

PAVEMENT MARKING

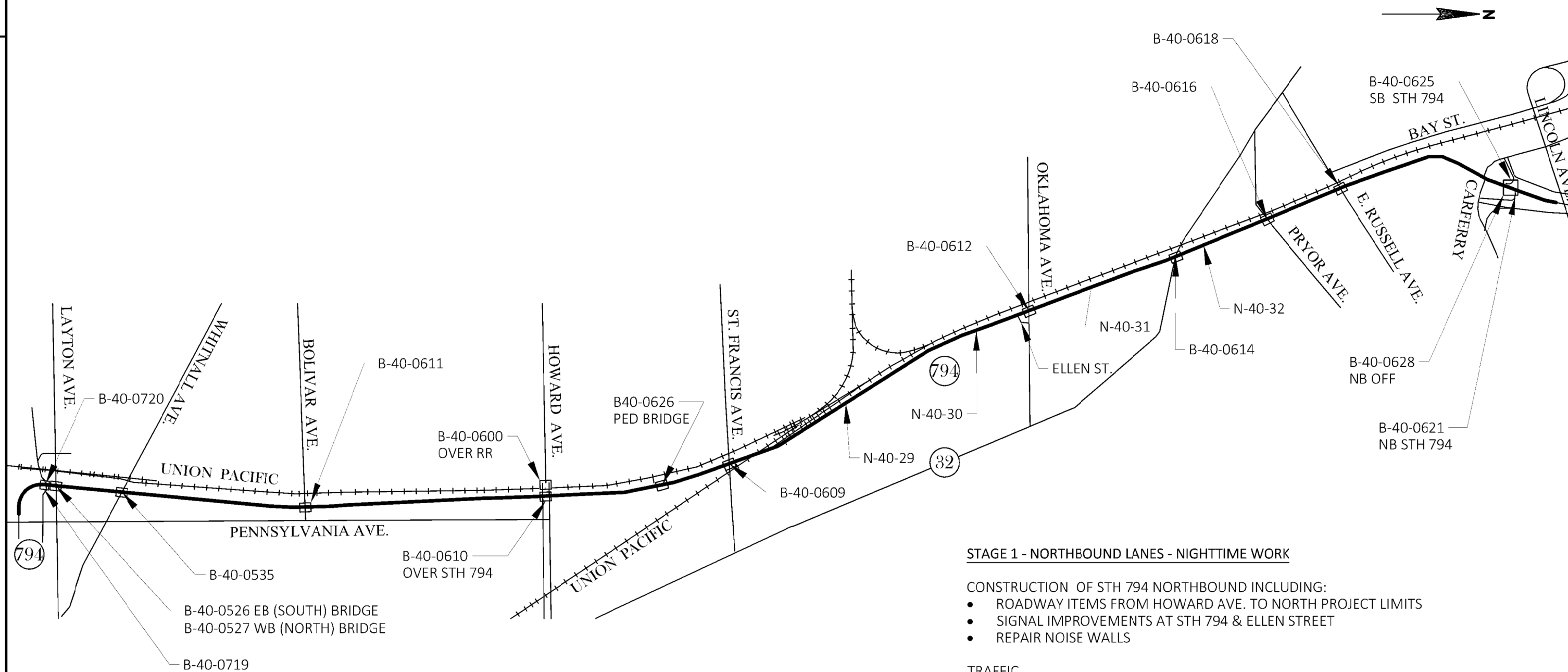
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LEGEND	
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PROJECT NO: 1300-03-72

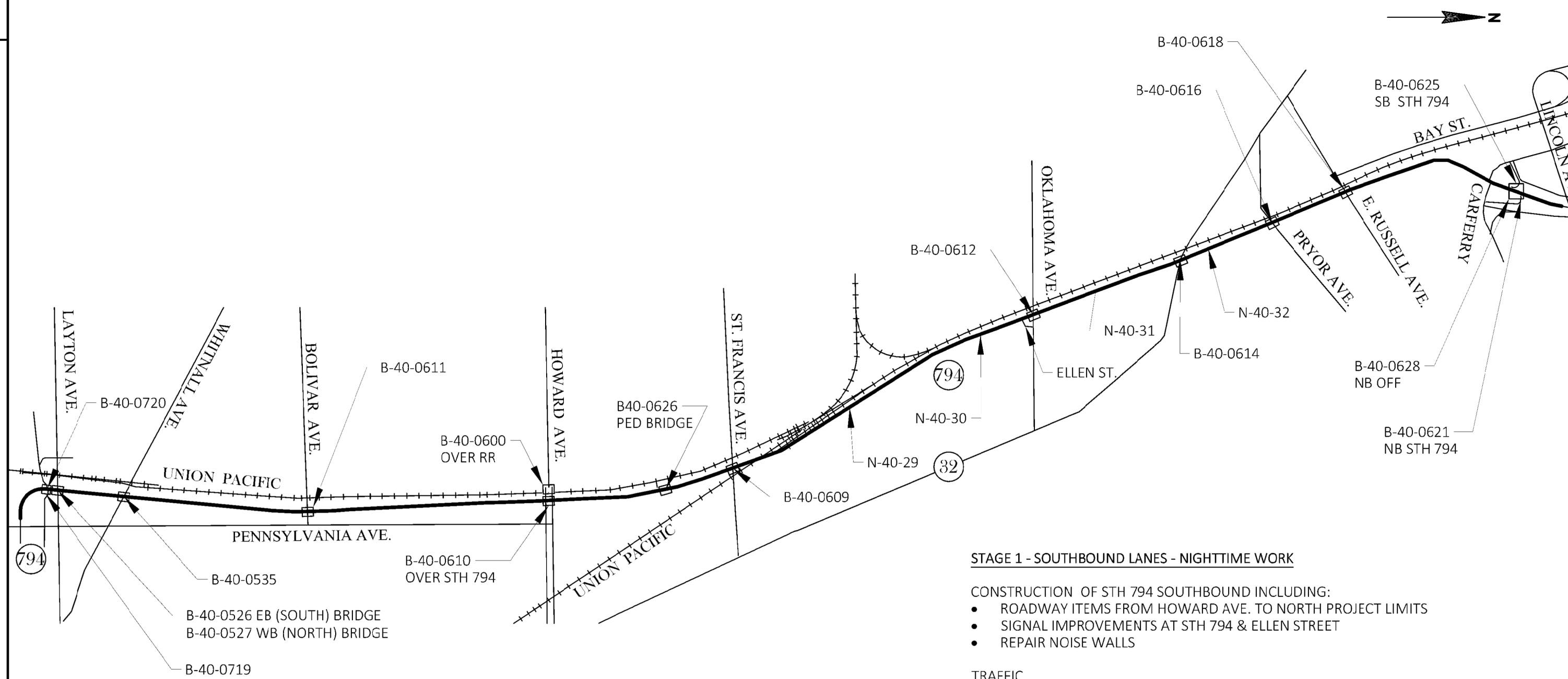
HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC CONTROL OVERVIEW - STAGE 1 - NORTHBOUND LANES - NIGHTTIME WORK

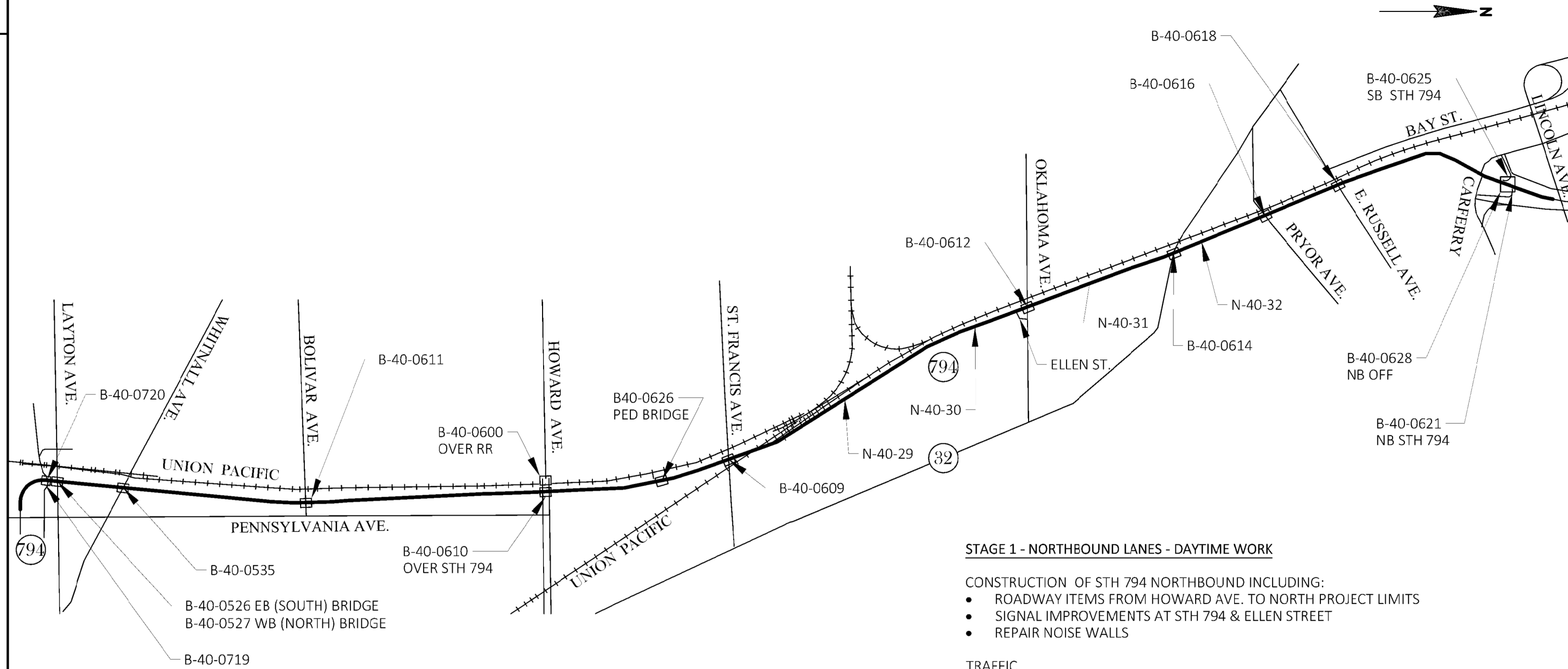
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STAGE 1 - SOUTHBOUND LANES - NIGHTTIME WORK

- CONSTRUCTION OF STH 794 SOUTHBOUND INCLUDING:
- ROADWAY ITEMS FROM HOWARD AVE. TO NORTH PROJECT LIMITS
 - SIGNAL IMPROVEMENTS AT STH 794 & ELLEN STREET
 - REPAIR NOISE WALLS
- TRAFFIC
- CLOSE STH 794 SOUTHBOUND FROM PENNSYLVANIA AVE. TO PORT OF MILWAUKEE/CARFERRY DR.
 - CLOSE ACCESS TO STH 794 SOUTHBOUND AT PENNSYLVANIA AVE., LAYTON AVE., HOWARD AVE., AND PORT OF MILWAUKEE/CARFERRY DR.
 - CLOSE ELLEN STREET CONNECTION AT OKLAHOMA AVE TO STH 794.



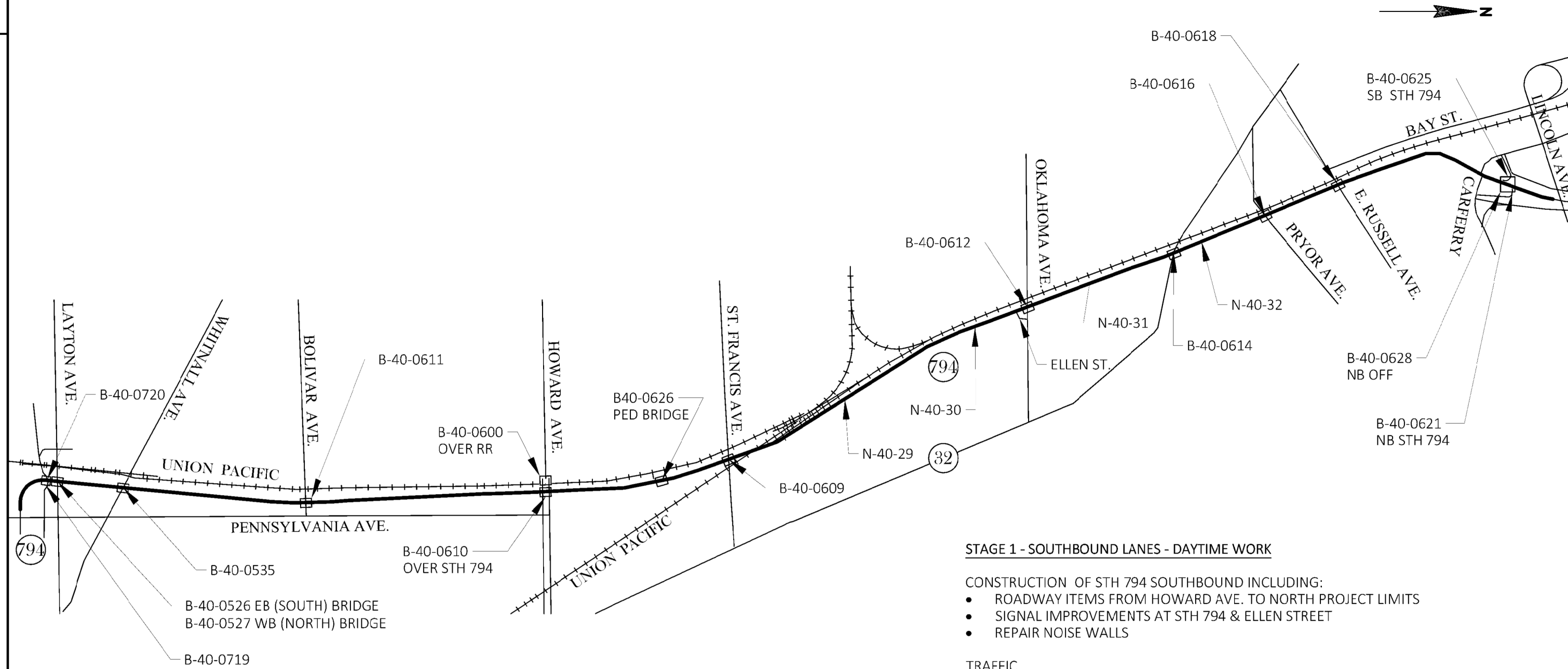
STAGE 1 - NORTHBOUND LANES - DAYTIME WORK

CONSTRUCTION OF STH 794 NORTHBOUND INCLUDING:

- ROADWAY ITEMS FROM HOWARD AVE. TO NORTH PROJECT LIMITS
- SIGNAL IMPROVEMENTS AT STH 794 & ELLEN STREET
- REPAIR NOISE WALLS

TRAFFIC

- LANE CLOSEURE OF STH 794 NORTHBOUND FROM PENNSYLVANIA AVE. TO PORT OF MILWAUKEE/CARFERRY DR. MAINTAIN A MINIMUM OF ONE LANE OPEN TO TRAFFIC AT ALL TIMES.
- MAINTAIN ACCESS TO STH 794 NORTHBOUND AT PENNSYLVANIA AVE., LAYTON AVE., HOWARD AVE., AND PORT OF MILWAUKEE/CARFERRY DR.
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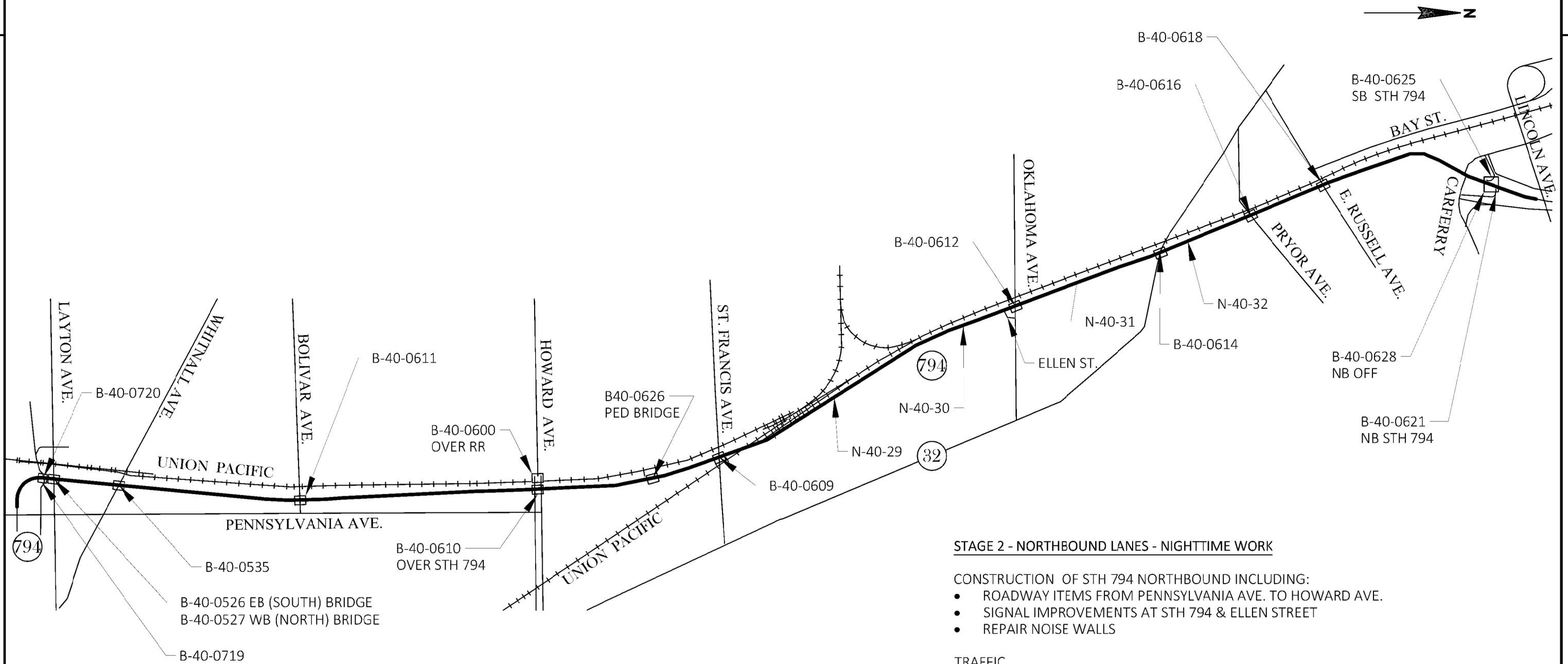
STAGE 1 - SOUTHBOUND LANES - DAYTIME WORK

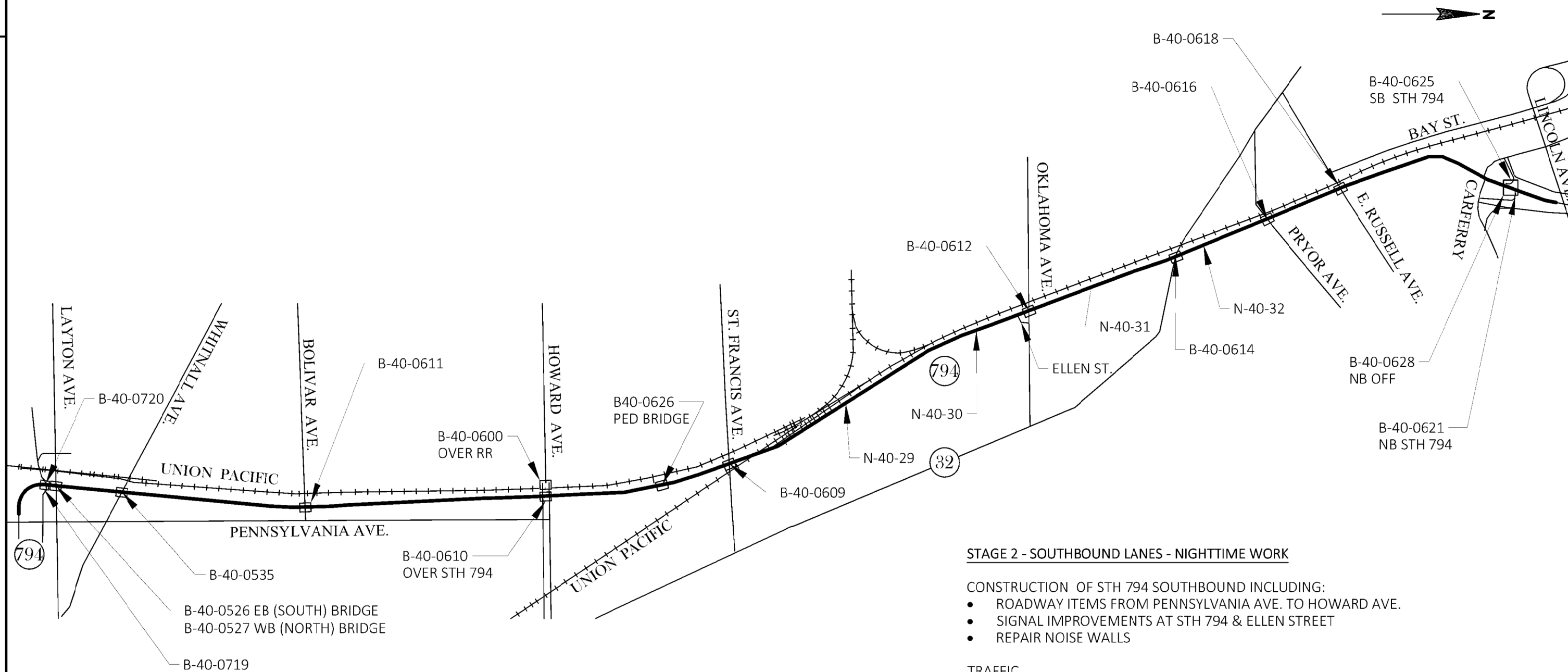
CONSTRUCTION OF STH 794 SOUTHBOUND INCLUDING:

- ROADWAY ITEMS FROM HOWARD AVE. TO NORTH PROJECT LIMITS
- SIGNAL IMPROVEMENTS AT STH 794 & ELLEN STREET
- REPAIR NOISE WALLS

TRAFFIC

- LANE CLOSURE OF STH 794 SOUTHBOUND FROM PENNSYLVANIA AVE. TO PORT OF MILWAUKEE/CARFERRY DR. MAINTAIN A MINIMUM OF ONE LANE OPEN TO TRAFFIC AT ALL TIMES.
- MAINTAIN ACCESS TO STH 794 NORTHBOUND AT PENNSYLVANIA AVE., LAYTON AVE., HOWARD AVE., AND PORT OF MILWAUKEE/CARFERRY DR.
- CLOSE ELLEN STREET CONNECTION AT OKLAHOMA AVE TO STH 794.





PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

TRAFFIC CONTROL OVERVIEW - STAGE 2 - SOUTHBOUND LANES - NIGHTTIME WORK

SHEET

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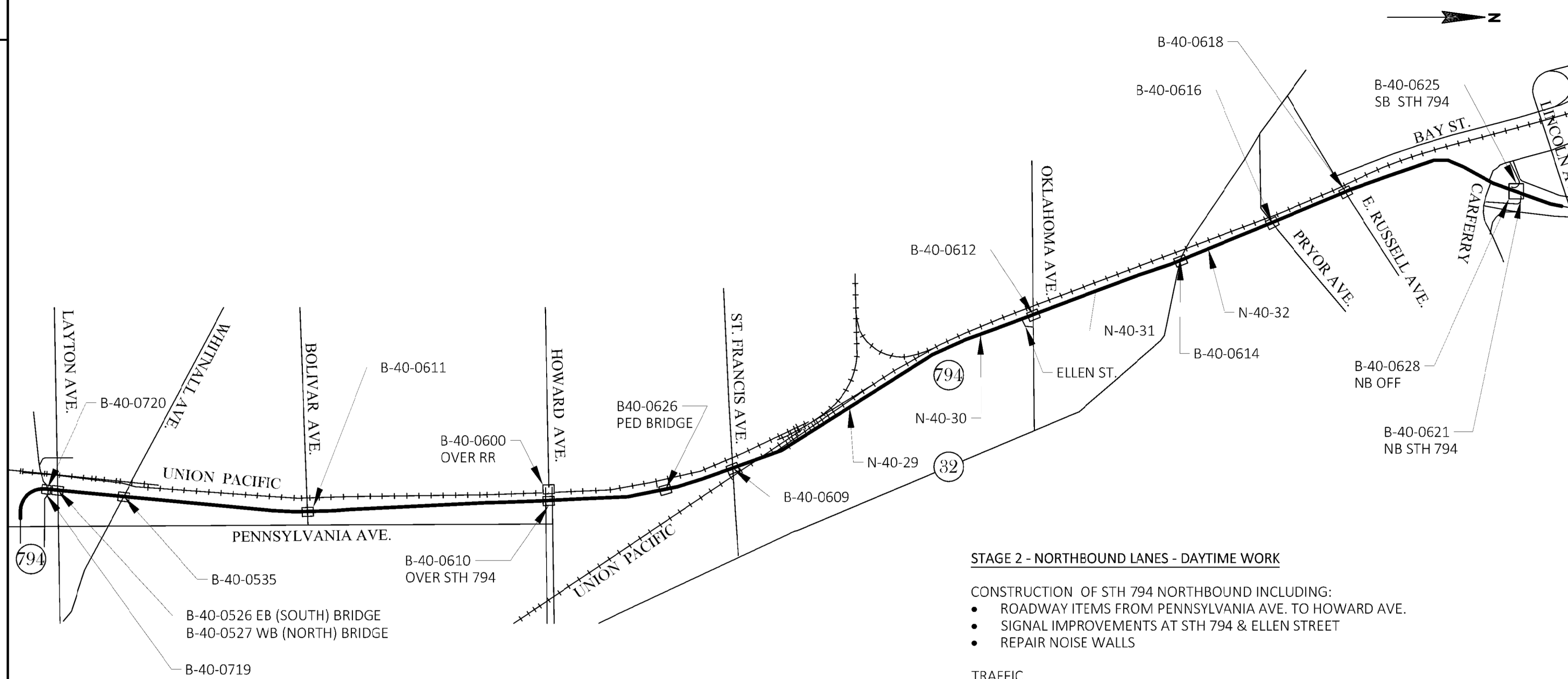
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PLOT BY : LAUREN ZIDEK

PLOT NAME :

PLOT SCALE : 1 IN=200 FT

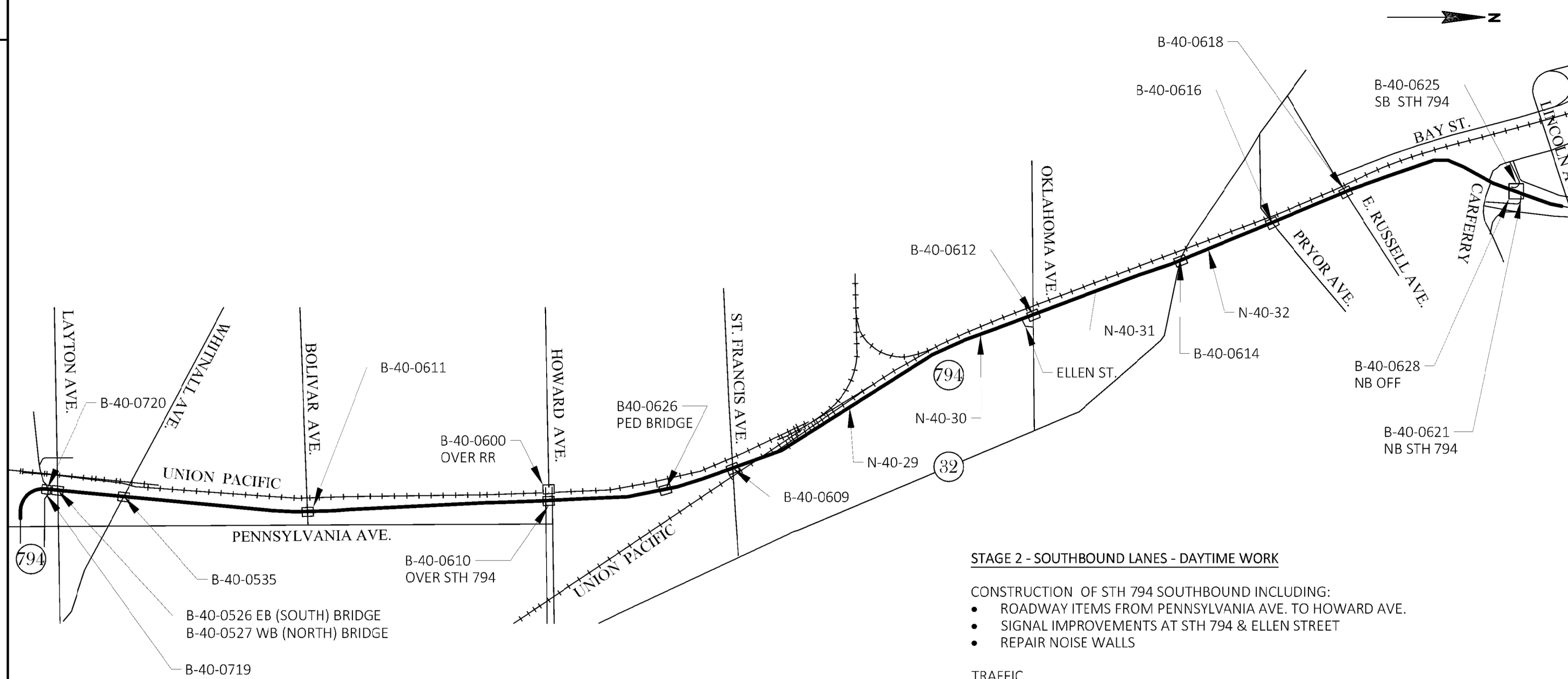
WISDOT/CADD5 SHEET 42
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STAGE 2 - NORTHBOUND LANES - DAYTIME WORK

- CONSTRUCTION OF STH 794 NORTHBOUND INCLUDING:
- ROADWAY ITEMS FROM PENNSYLVANIA AVE. TO HOWARD AVE.
 - SIGNAL IMPROVEMENTS AT STH 794 & ELLEN STREET
 - REPAIR NOISE WALLS

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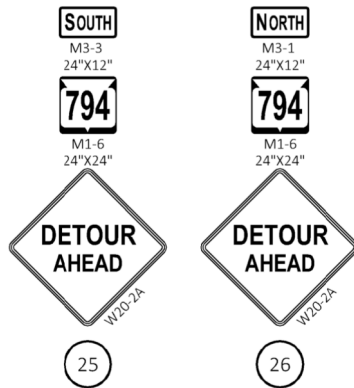


STAGE 2 - SOUTHBOUND LANES - DAYTIME WORK

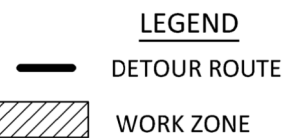
- CONSTRUCTION OF STH 794 SOUTHBOUND INCLUDING:
- ROADWAY ITEMS FROM PENNSYLVANIA AVE. TO HOWARD AVE.
 - SIGNAL IMPROVEMENTS AT STH 794 & ELLEN STREET
 - REPAIR NOISE WALLS

- TRAFFIC
- LANE CLOSURE OF STH 794 SOUTHBOUND FROM PENNSYLVANIA AVE. TO PORT OF MILWAUKEE/CARFERRY DR. MAINTAIN A MINIMUM OF ONE LANE OPEN TO TRAFFIC AT ALL TIMES.
 - MAINTAIN ACCESS TO STH 794 NORTHBOUND AT PENNSYLVANIA AVE., LAYTON AVE., HOWARD AVE., AND PORT OF MILWAUKEE/CARFERRY DR.
 - CLOSE ELLEN STREET CONNECTION AT OKLAHOMA AVE TO STH 794.

2

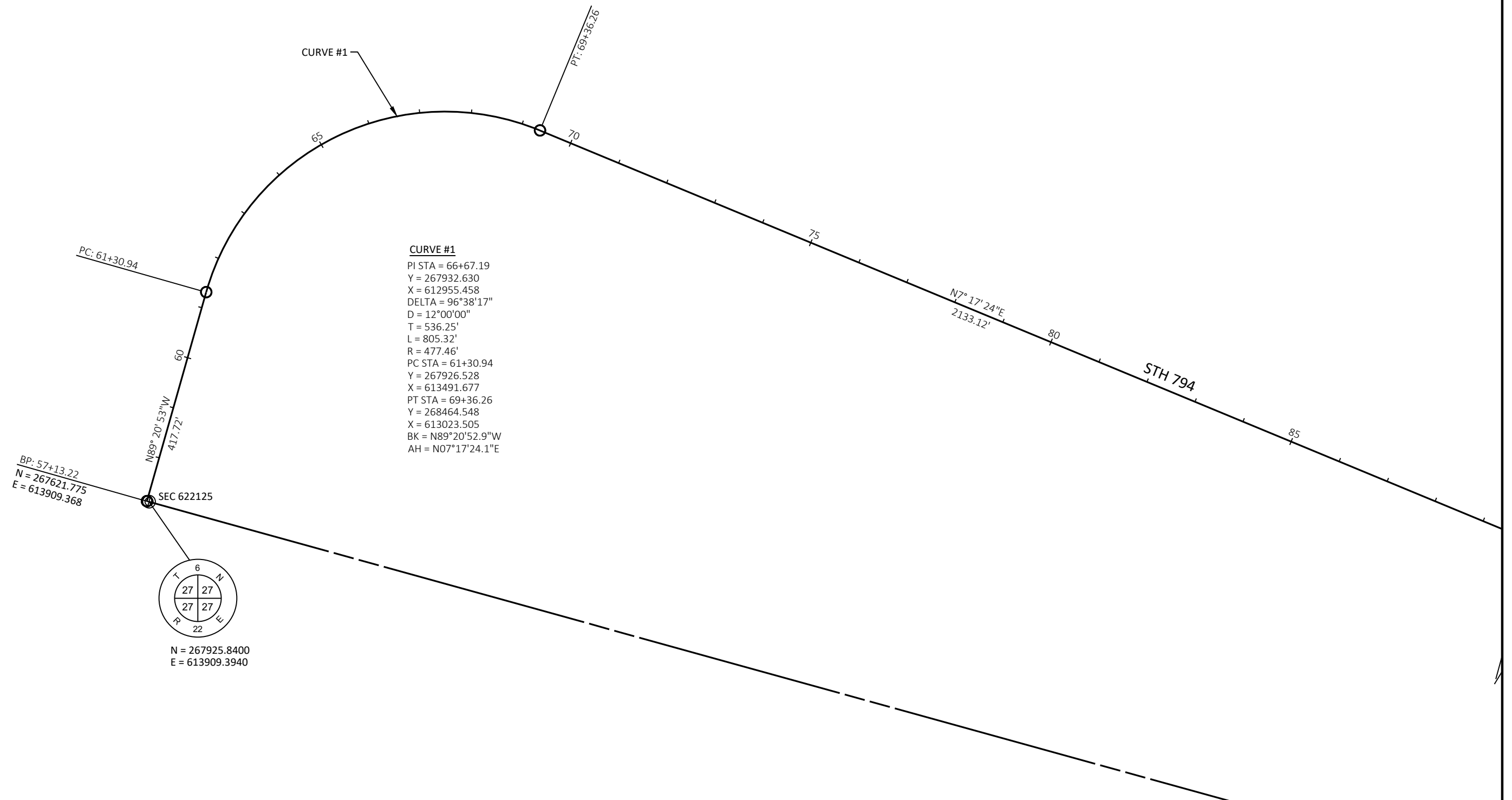


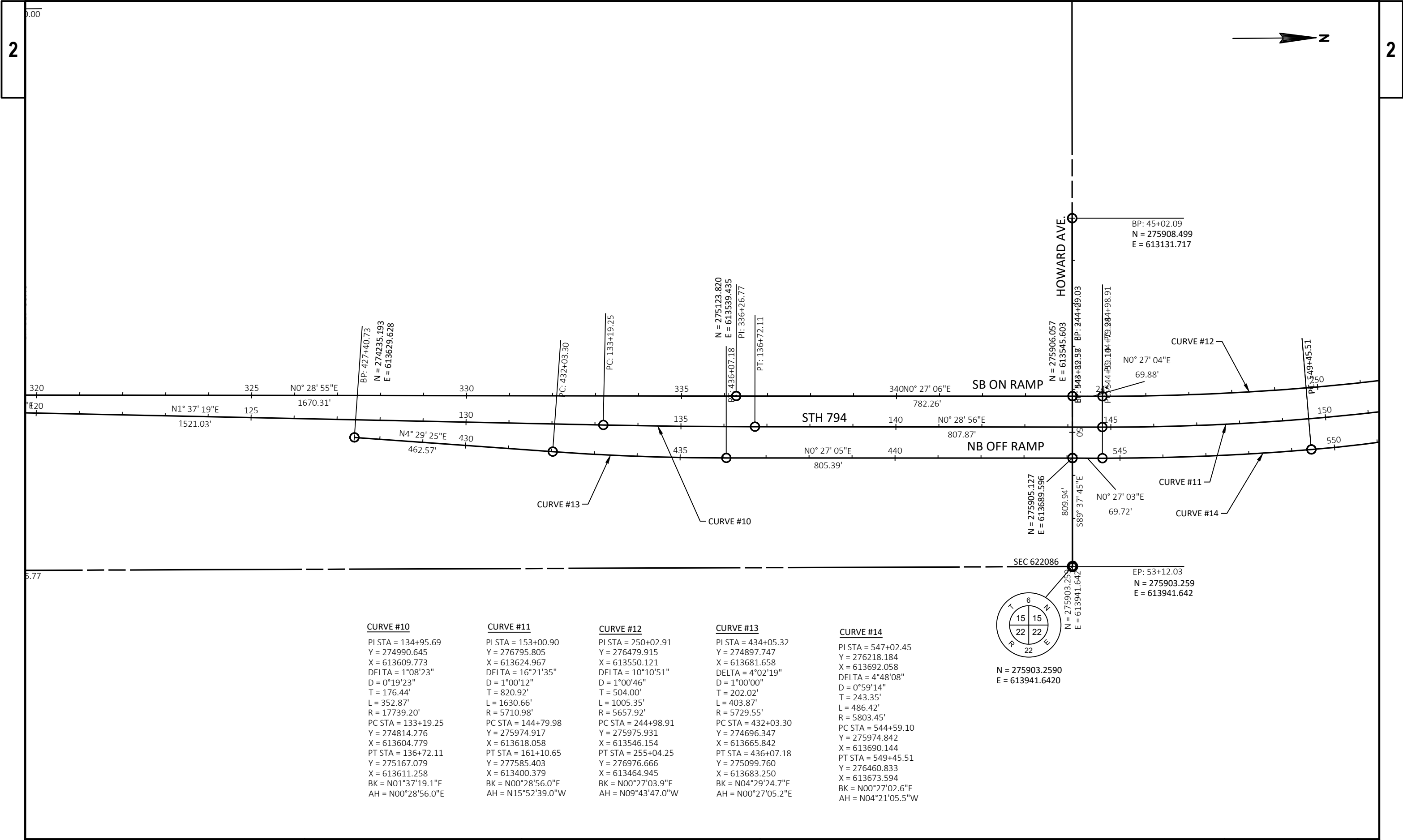
***SIGN SIZE IS TO BE INCREASED AS FOLLOWS:**
24" X 12" INCREASED TO 36" X 18"
24" X 24" INCREASED TO 36" X 36"
21" X 21" INCREASED TO 30" X 30"



■

ISDOT/CADDSSHEET 42
144





CURVE #10

PI STA = 134+95.69
Y = 274990.645
X = 613609.773
DELTA = 1°08'23"
D = 0°19'23"
T = 176.44'
L = 352.87'
R = 17739.20'
PC STA = 133+19.25
Y = 274814.276
X = 613604.779
PT STA = 136+72.11
Y = 275167.079
X = 613611.258
BK = N01°37'19.1"E
AH = N00°28'56.0"E

CURVE #11

PI STA = 153+00.90
Y = 276795.805
X = 613624.967
DELTA = 16°21'35"
D = 1°00'12"
T = 820.92'
L = 1630.66'
R = 5710.98'
PC STA = 144+79.98
Y = 275974.917
X = 613618.058
PT STA = 161+10.65
Y = 277585.403
X = 613400.379
BK = N00°28'56.0"E
AH = N15°52'39.0"W

CURVE #12

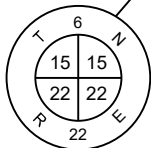
PI STA = 250+02.91
Y = 276479.915
X = 613550.121
DELTA = 10°10'51"
D = 1°00'46"
T = 504.00'
L = 1005.35'
R = 5657.92'
PC STA = 244+98.91
Y = 275975.931
X = 613546.154
PT STA = 255+04.25
Y = 276976.666
X = 613464.945
BK = N00°27'03.9"E
AH = N09°43'47.0"W

CURVE #13

PI STA = 434+05.32
Y = 274897.747
X = 613681.658
DELTA = 4°02'19"
D = 1°00'00"
T = 202.02'
L = 403.87'
R = 5729.55'
PC STA = 432+03.30
Y = 274696.347
X = 613665.842
PT STA = 436+07.18
Y = 275099.760
X = 613683.250
BK = N04°29'24.7"E
AH = N00°27'05.2"E

CURVE #14

PI STA = 547+02.45
Y = 276218.184
X = 613692.058
DELTA = 4°48'08"
D = 0°59'14"
T = 243.35'
L = 486.42'
R = 5803.45'
PC STA = 544+59.10
Y = 275974.842
X = 613690.144
PT STA = 549+45.51
Y = 276460.833
X = 613673.594
BK = N00°27'02.6"E
AH = N04°21'05.5"W



N = 275903.2590
E = 613941.6420

PROJECT NO: 1300-03-72

HWY: STH 794

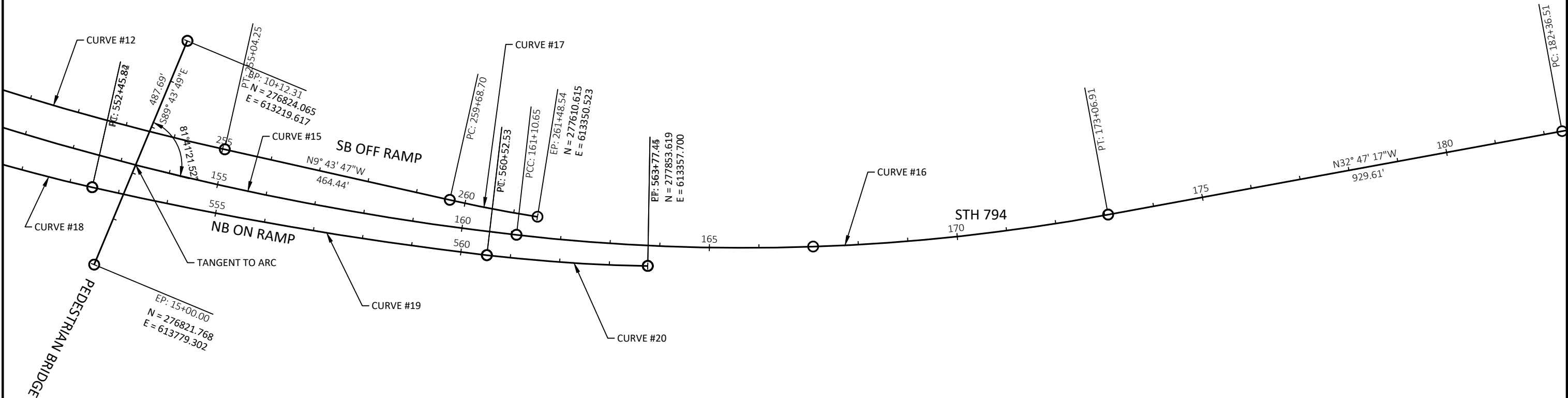
COUNTY: MILWAUKEE

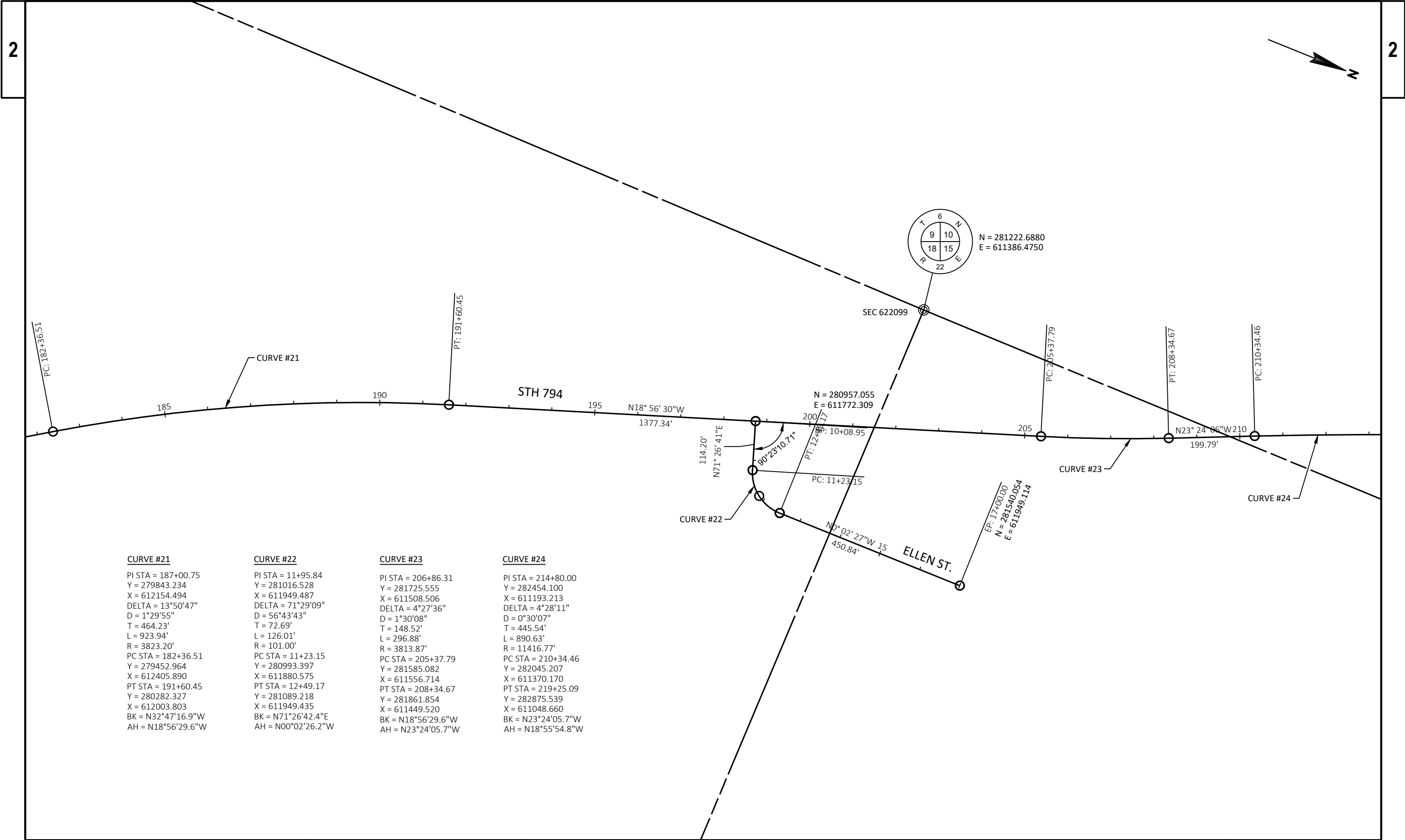
ALIGNMENT LAYOUT

SHEET

E

CURVE #12	CURVE #15	CURVE #16	CURVE #17	CURVE #18	CURVE #19	CURVE #20
PI STA = 250+02.91 Y = 276479.915 X = 613550.121 DELTA = 10°10'51" D = 1°00'46" T = 504.00' L = 1005.35' R = 5657.92' PC STA = 244+98.91 Y = 275975.931 X = 613546.154 PT STA = 255+04.25 Y = 276976.666 X = 613464.945 BK = N00°27'03.9"E AH = N09°43'47.0"W	PI STA = 153+00.90 Y = 276795.805 X = 613624.967 DELTA = 16°21'35" D = 1°00'12" T = 820.92' L = 1630.66' R = 5710.98' PC STA = 144+79.98 Y = 275974.917 X = 613618.058 PT STA = 161+10.65 Y = 277585.403 X = 613400.379 BK = N00°28'56.0"E AH = N15°52'39.0"W	PI STA = 167+13.16 Y = 278164.942 X = 613235.583 DELTA = 16°54'53" D = 1°24'50" T = 602.51' L = 1196.26' R = 4052.18' PC STA = 161+10.65 Y = 277585.403 X = 613400.379 PT STA = 173+06.91 Y = 278671.464 X = 612909.302 BK = N15°52'24.4"W AH = N32°47'16.9"W	PI STA = 260+58.65 Y = 277523.086 X = 613371.252 DELTA = 3°35'38" D = 1°59'54" T = 89.95' L = 179.84' R = 2867.07' PC STA = 259+68.70 Y = 277434.430 X = 613386.454 PT STA = 261+48.54 Y = 277610.615 X = 613350.523 BK = N09°43'47.0"W AH = N13°19'25.3"W	PI STA = 550+95.77 Y = 276610.662 X = 613662.193 DELTA = 5°15'25" D = 1°45'02" T = 150.26' L = 300.31' R = 3273.12' PC STA = 549+45.51 Y = 276460.835 X = 613673.594 PT STA = 552+45.82 Y = 276758.814 X = 613637.113 BK = N04°21'05.5"W AH = N09°36'30.3"W	PI STA = 556+49.56 Y = 277156.886 X = 613569.724 DELTA = 6°02'58" D = 0°45'00" T = 403.72' L = 806.69' R = 7640.50' PC STA = 552+45.84 Y = 276758.830 X = 613637.110 PT STA = 560+52.53 Y = 277545.623 X = 613460.764 BK = N09°36'30.3"W AH = N15°39'27.9"W	PI STA = 562+15.12 Y = 277702.182 X = 613416.882 DELTA = 5°41'16" D = 1°45'02" T = 162.59' L = 324.91' R = 3273.07' PC STA = 560+52.53 Y = 277545.626 X = 613460.763 PT STA = 563+77.44 Y = 277853.619 X = 613357.700 BK = N15°39'27.9"W AH = N21°20'43.5"W





CURVE #21

PI STA = 187+00.75
Y = 279843.234
X = 612154.494
DELTA = 13°50'47"
D = 1°29'55"
T = 464.23'
L = 923.94'
R = 3823.20'
PC STA = 182+36.51
Y = 279452.964
X = 612405.890
PT STA = 191+60.45
Y = 280282.327
X = 612003.803
BK = N32°47'16.9"W
AH = N18°56'29.6"W

CURVE #22

PI STA = 11+95.84
Y = 281016.528
X = 611949.487
DELTA = 71°29'09"
D = 56°43'43"
T = 72.69'
L = 126.01'
R = 101.00'
PC STA = 11+23.15
Y = 280993.397
X = 611880.575
PT STA = 12+49.17
Y = 281089.218
X = 611949.435
BK = N71°26'42.4"E
AH = N00°02'26.2"W

CURVE #23

PI STA = 206+86.31
Y = 281725.555
X = 611508.506
DELTA = 4°27'36"
D = 1°30'08"
T = 148.52'
L = 296.88'
R = 3813.87'
PC STA = 205+37.79
Y = 281585.082
X = 611556.714
PT STA = 208+34.67
Y = 281861.854
X = 611449.520
BK = N18°56'29.6"W
AH = N23°24'05.7"W

CURVE #24

PI STA = 214+80.00
Y = 282454.100
X = 611193.213
DELTA = 4°28'11"
D = 0°30'07"
T = 445.54'
L = 890.63'
R = 11416.77'
PC STA = 210+34.46
Y = 282045.207
X = 611370.170
PT STA = 219+25.09
Y = 282875.539
X = 611048.660
BK = N23°24'05.7"W
AH = N18°55'54.8"W

PROJECT NO: 1300-03-72

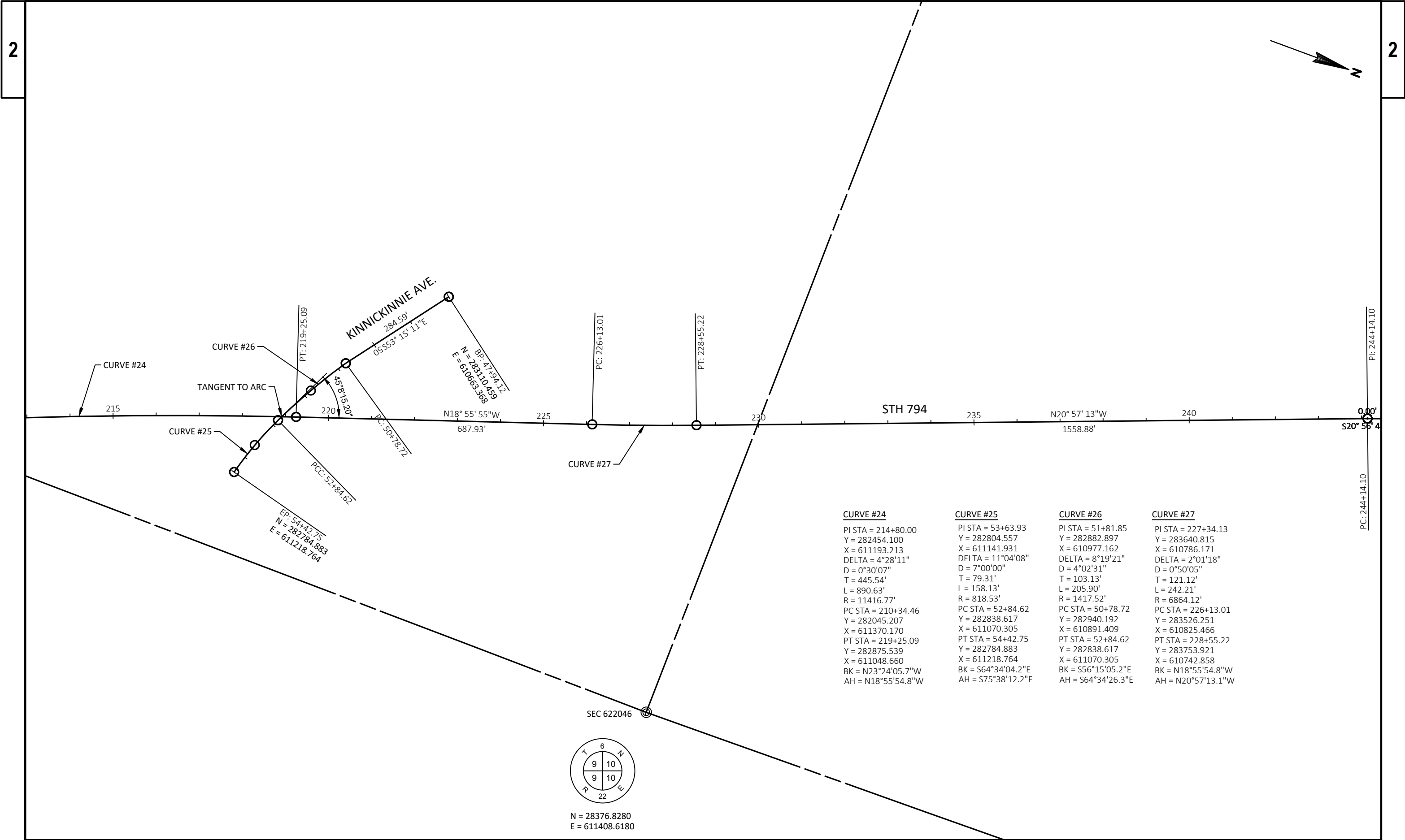
HWY: STH 794

COUNTY: MILWAUKEE

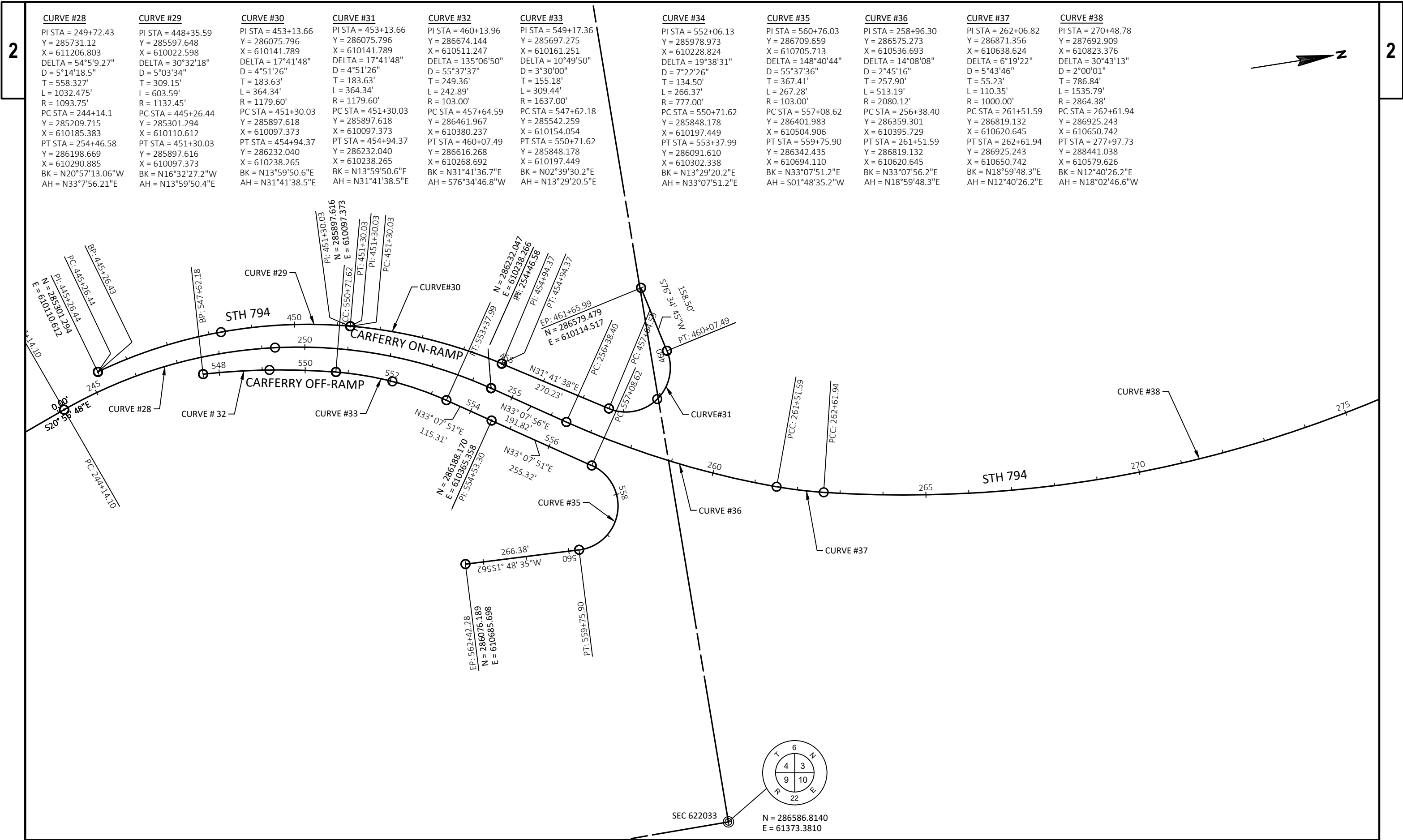
ALIGNMENT LAYOUT

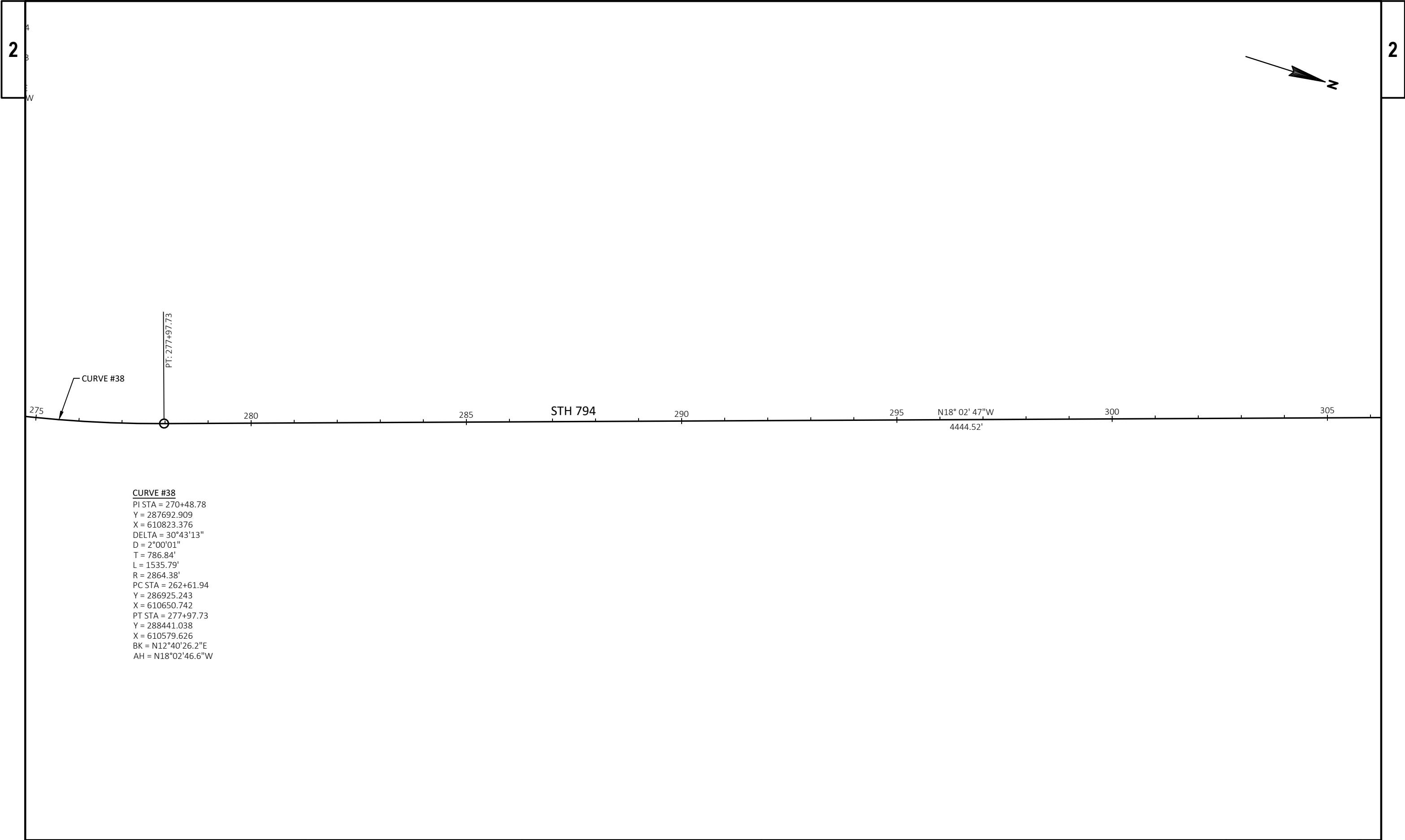
SHEET

E

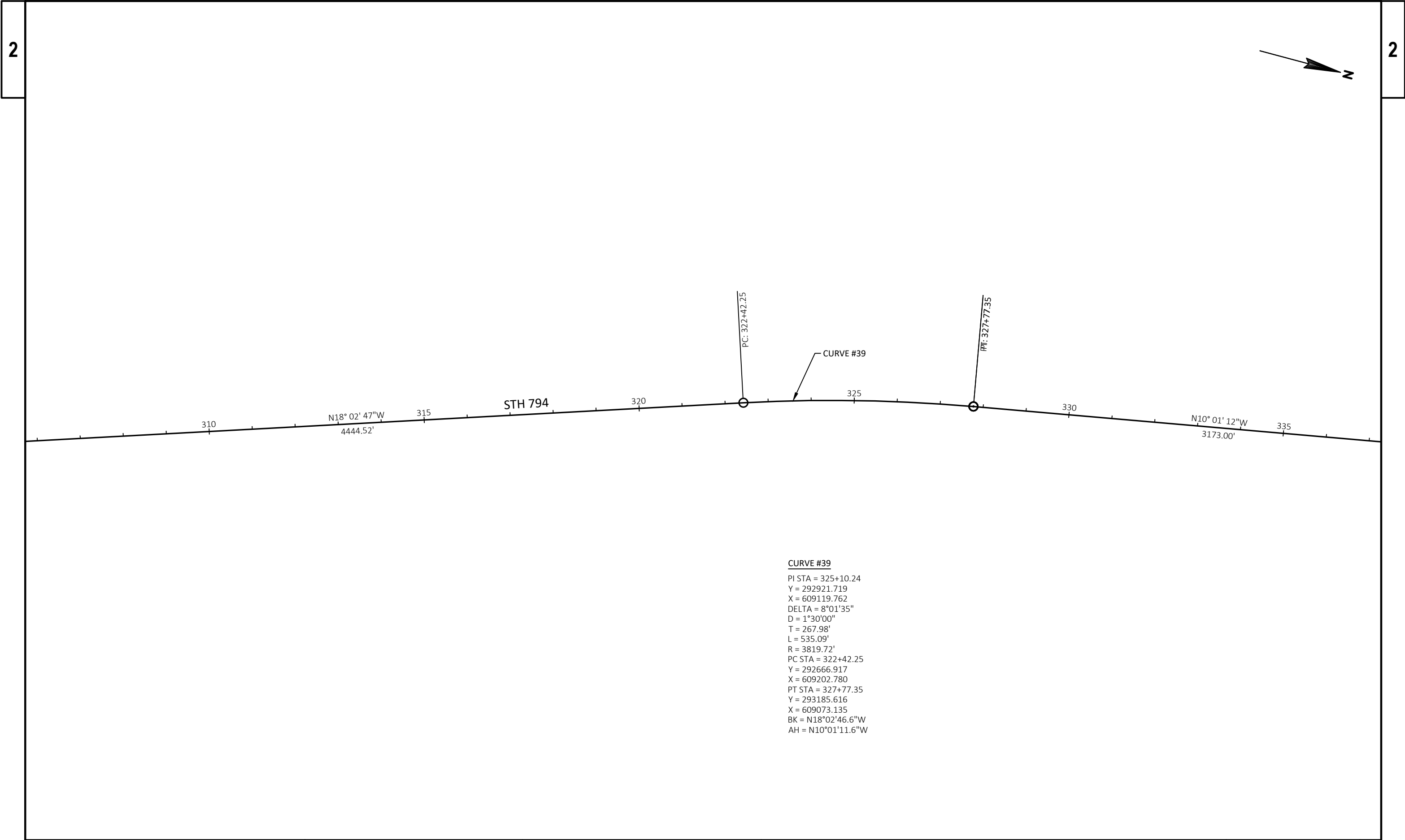


CURVE #24	CURVE #25	CURVE #26	CURVE #27
PI STA = 214+80.00	PI STA = 53+63.93	PI STA = 51+81.85	PI STA = 227+34.13
Y = 282454.100	Y = 282804.557	Y = 282882.897	Y = 283640.815
X = 611193.213	X = 611141.931	X = 610977.162	X = 610786.171
DELTA = 4°28'11"	DELTA = 11°04'08"	DELTA = 8°19'21"	DELTA = 2°01'18"
D = 0°30'07"	D = 7°00'00"	D = 4°02'31"	D = 0°50'05"
T = 445.54'	T = 79.31'	T = 103.13'	T = 121.12'
L = 890.63'	L = 158.13'	L = 205.90'	L = 242.21'
R = 11416.77'	R = 818.53'	R = 1417.52'	R = 6864.12'
PC STA = 210+34.46	PC STA = 52+84.62	PC STA = 50+78.72	PC STA = 226+13.01
Y = 282045.207	Y = 282838.617	Y = 282940.192	Y = 283526.251
X = 611370.170	X = 611070.305	X = 610891.409	X = 610825.466
PT STA = 219+25.09	PT STA = 54+42.75	PT STA = 52+84.62	PT STA = 228+55.22
Y = 282875.539	Y = 282784.883	Y = 282838.617	Y = 283753.921
X = 611048.660	X = 611218.764	X = 611070.305	X = 610742.858
BK = N23°24'05.7"W	BK = S64°34'04.2"E	BK = S56°15'05.2"E	BK = N18°55'54.8"W
AH = N18°55'54.8"W	AH = S75°38'12.2"E	AH = S64°34'26.3"E	AH = N20°57'13.1"W

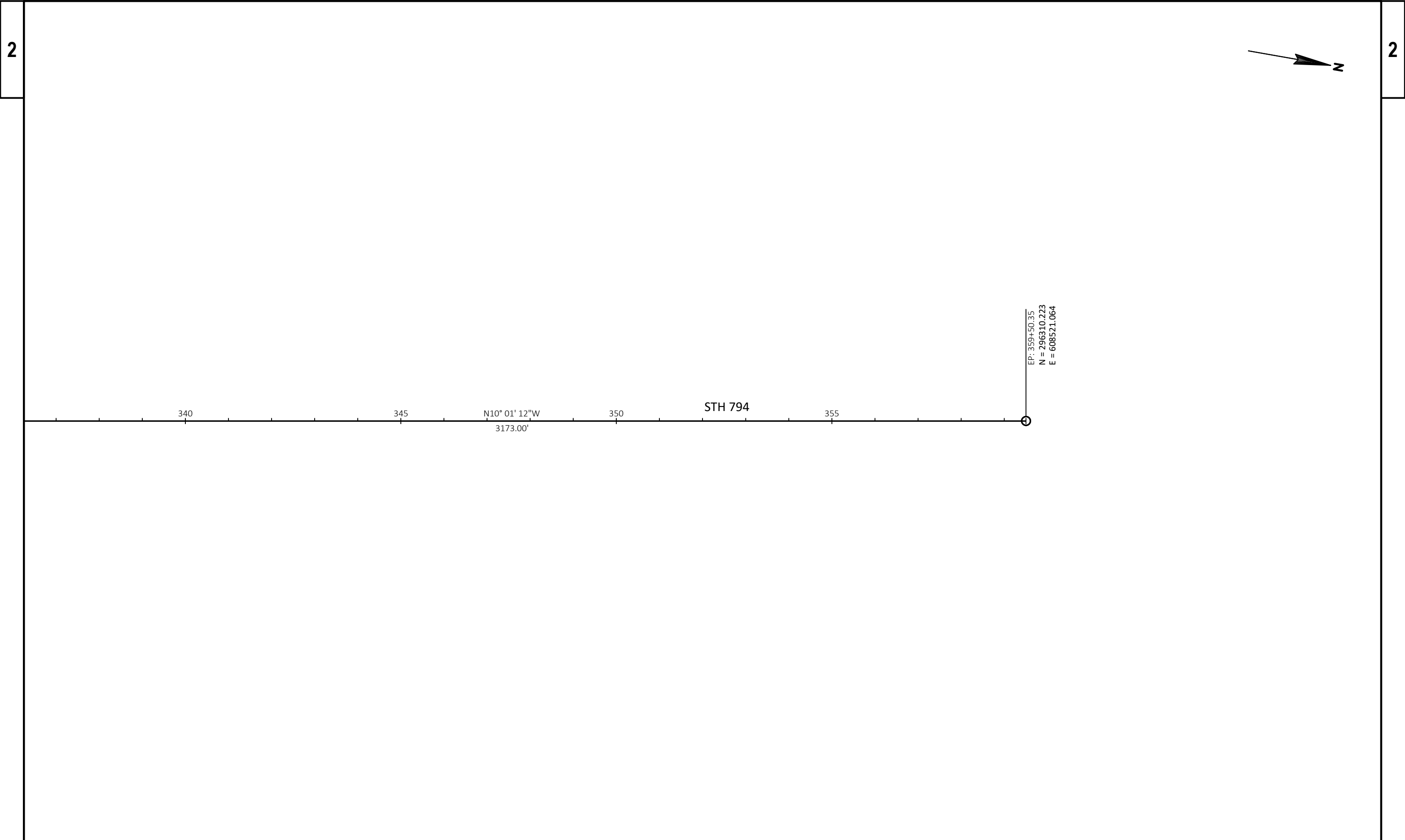




PROJECT NO: 1300-03-72	HWY: STH 794	COUNTY: MILWAUKEE	ALIGNMENT LAYOUT	SHEET	E
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CURVE #39
PI STA = 325+10.24
Y = 292921.719
X = 609119.762
DELTA = 8°01'35"
D = 1°30'00"
T = 267.98'
L = 535.09'
R = 3819.72'
PC STA = 322+42.25
Y = 292666.917
X = 609202.780
PT STA = 327+77.35
Y = 293185.616
X = 609073.135
BK = N18°02'46.6"W
AH = N10°01'11.6"W



PROJECT NO: 1300-03-72	HWY: STH 794	COUNTY: MILWAUKEE	ALIGNMENT LAYOUT	SHEET	E
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LOCATION	REMOVING PAVEMENT	REMOVING	SAWING
	BUTT JOINT	ASPHALTIC SURFACE	ASPHALT
	204.0105	204.0125	690.0150
	SY	TON	LF
NB STH 794			
STA 58+51 TO 65+60	93	581	35
STA 68+85 TO 99+50	86	2,608	--
STA 99+50 TO 155+00	--	3,559	--
STA 155+00 TO 161+75	90	437	--
STA 164+65 TO 196+00	89	2,210	--
STA 202+17 TO 217+67	204	1,117	--
STA 219+76 TO 228+22	204	609	--
STA 229+71 TO 236+58	198	495	--
STA 238+02 TO 253+42	266	1,239	--
STA 255+93 TO 260+13	222	306	--
SB STH 794			
STA 58+51 TO 66+33	91	811	52
STA 69+10 TO 99+50	90	2,595	--
STA 99+50 TO 155+00	--	3,546	--
STA 155+00 TO 162+95	89	159	--
STA 164+65 TO 194+25	86	2,003	--
STA 202+42 TO 218+14	245	1,165	--
STA 220+21 TO 228+09	200	566	--
STA 229+57 TO 236+56	199	500	--
STA 237+95 TO 253+49	260	1,297	--
STA 256+03 TO 260+13	201	293	--
LAYTON AVE RAMPS			
NB ON RAMP - STA 491+90 TO 512+31	--	757	32
SB OFF RAMP - STA 191+05 TO 212+65	--	1,066	61
HOWARD AVE RAMPS			
NB OFF RAMP - STA 429+03 TO 443+03	--	442	24
NB ON RAMP - STA 544+49 TO 556+26	--	444	44
SB OFF RAMP - STA 245+07 TO 260+10	--	556	38
SB ON RAMP - STA 323+39 TO 343+27	--	517	30
ELLEN ST INTERSECTION			
NB	105	435	--
SB	166	500	--
UNDISTRIBUTED	--	1,541	16
TOTAL	3,184	32,354	332

LOCATION	TACK	HMA PAVEMENT	
	COAT	3 MT 58-28 S	4 MT 58-28 H
	455.0605	460.6223	460.6224
	GAL	TON	TON
NB STH 794			
STA 58+51 TO 65+60	291	327	254
STA 68+85 TO 99+50	1,304	1,467	1,141
STA 99+50 TO 155+00	2,373	--	4,152
STA 155+00 TO 161+75	292	--	510
STA 164+65 TO 196+00	1,474	--	2,579
STA 202+17 TO 217+67	745	--	1,303
STA 219+76 TO 228+22	406	--	710
STA 229+71 TO 236+58	330	--	577
STA 238+02 TO 253+42	826	--	1,445
STA 255+93 TO 260+13	204	--	357
SB STH 794			
STA 58+51 TO 66+33	406	456	355
STA 69+10 TO 99+50	1,298	1,460	1,135
STA 99+50 TO 155+00	2,364	--	4,137
STA 155+00 TO 162+95	106	--	185
STA 164+65 TO 194+25	1,336	--	2,337
STA 202+42 TO 218+14	777	--	1,360
STA 220+21 TO 228+09	378	--	661
STA 229+57 TO 236+56	333	--	583
STA 237+95 TO 253+49	865	--	1,513
STA 256+03 TO 260+13	196	--	342
LAYTON AVE RAMPS			
NB ON RAMP - STA 491+90 TO 512+31	504	--	883
SB OFF RAMP - STA 191+05 TO 212+65	711	--	1,244
HOWARD AVE RAMPS			
NB OFF RAMP - STA 429+03 TO 443+03	294	--	515
NB ON RAMP - STA 544+49 TO 556+26	296	--	518
SB OFF RAMP - STA 245+07 TO 260+10	370	--	648
SB ON RAMP - STA 323+39 TO 343+27	344	--	603
ELLEN ST INTERSECTION			
NB	290	--	508
SB	333	--	583
UNDISTRIBUTED	972	--	--
TOTAL	20,418	3,710	31,138

CATEGORY 0010

CATEGORY 0010

3

LOCATION	REMVOING CURB & GUTTER 204.0150 LF	REMVOING CONCRETE SIDEWALK 204.0155 SY	REMOVING PAVEMENT 204.0100 SY	SAWING CONCRETE 690.0250** LF
STH 794				
STA 108+50, 16' RT	7	--	--	13
STA 160+47, 15' LT	3	--	--	9
STA 188+20, 2' LT	--	--	--	8
STA 190+20, 2' LT	--	--	--	8
STA 191+44, 5' RT	9	3.0	--	23
STA 191+57, 5' LT	3	--	--	9
STA 199+22, 18' RT	6	--	--	12
STA 200+55, 18' RT	8	--	--	14
STA 201+89, 18' RT	3	--	--	9
STA 216+54, 5' RT	3	--	--	9
STA 218+40, 4' LT	8	2.0	--	22
STA 219+56, 4' LT	7	2.0	--	21
STA 225+78, 6' LT	3	--	--	9
STA 230+74, 5' LT	5	--	--	11
STA 236+00, CENTER	--	--	--	8
STA 236+80, CETNER	--	--	--	8
STA 237+67, 5' LT	4	1.0	--	15
STA 237+86, 5' LT	3	--	--	9
HOWARD SB OFF RAMP				
STA 248+60, 1' LT	6	--	0.4	20
UNDISTRIBUTED	--	--	--	12
SUBTOTAL	78	8.0	0.4	249

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

3

LOCATION	BASE PATCHING CONCRETE SHES 390.0403* SY	DRILLED TIE BARS 416.0610** EACH	DRILLED DOWEL BARS 416.0620 EACH	SAWING CONCRETE 690.0250** LF
NB STH 794				
STA 58+51 TO 155+00	3,374	--	7,592	10,123
STA 155+00 TO 196+00	1,177	--	2,648	3,531
STA 1960+00 TO 253+42	1,731	--	4,673	6,231
STA 255+93 TO 260+13	136	--	368	490
SB STH 794				
STA 58+51 TO 155+00	3,662	--	8,239	10,985
STA 155+00 TO 194+25	1,115	--	2,509	3,346
STA 194+25 TO 253+49	1,790	--	4,028	5,371
STA 256+03 TO 260+13	130	--	293	391
UNDISTRIBUTED	656	1,000	--	2,023
TOTAL	13,771	1,000	30,350	42,491

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN
* ENGINEER TO DETERMINE EXACT LOCATION IN THE FIELD

CATEGORY 0010

CATEGORY 0010

3

LOCATION	CONCRETE				
	PAVEMENT	CURB & GUTTER	SIDEWALK	CURB & GUTTER	DRILLED TIE
	7-INCH	24-INCH	5-INCH	31-INCH SPECIAL	BARS
	415.0070	601.0205	602.0410	SPV.0090.04	416.0610**
	SY	LF	SF	LF	EACH
STH 794					
STA 108+50, 16' RT	--	--	--	7	2
STA 160+47, 15' LT	--	--	--	3	1
STA 188+20, 2' LT	--	--	50	--	--
STA 190+20, 2' LT	--	--	50	--	--
STA 191+44, 5' RT	--	--	90	9	3
STA 191+57, 5' LT	--	--	--	3	1
STA 199+22, 18' RT	--	--	--	6	2
STA 200+55, 18' RT	--	--	--	8	2
STA 201+89, 18' RT	--	--	--	3	1
STA 216+54, 5' RT	--	--	--	3	1
STA 218+40, 4' LT	--	--	25	8	2
STA 219+56, 4' LT	--	--	50	7	2
STA 225+78, 6' LT	--	--	--	3	1
STA 230+74, 5' LT	--	--	--	5	1
STA 236+00, CENTER	--	--	25	--	--
STA 236+80, CETNER	--	--	50	--	--
STA 237+67, 5' LT	--	--	70	4	1
STA 237+86, 5' LT	--	--	--	3	1
HOWARD SB OFF RAMP					
STA 248+60, 1' LT	0.4	6	--	--	--
UNDISTRIBUTED	--	--	--	--	--
SUBTOTAL	0.4	6	410	72	21

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

INLET COVERS	
TYPE R	
611.0648	
LOCATION	EACH
STH 794	
STA 108+50, 16' RT	1
STA 191+44, 5' RT	1
	2

LOCATION	ADJUSTING		INLET PROTECTION
	MAN HOLE COVERS	INLET COVERS	TYPE C
	611.8110 EACH	611.8115 EACH	628.7015* EACH
NB STH 794			
STA 58+51 TO 99+50	--	--	23
STA 99+50 TO 155+00	11	--	28
STA 155+00 TO 177+25	11	--	15
STA 177+25 TO 223+00	2	--	33
STA 223+00 TO 260+13	4		27
SB STH 794			
STA 58+51 TO 99+50	--	--	27
STA 99+50 TO 155+00	7	1	22
STA 155+00 TO 177+25	9	--	14
STA 177+25 TO 223+00	9	1	34
STA 223+00 TO 260+13	5	--	27
LAYTON AVE			
NB ON RAMP	2	--	9
SB OFF RAMP	3	--	12
HOWARD AVE			
NB ON RAMP	--	--	5
NB OFF RAMP	--	--	5
SB ON RAMP	3	--	10
SB OFF RAMP	--	--	--
TOTAL	66	2	291

* ENGINEER TO DETERMINE EXACT LOCATION IN THE FIELD

CATEGORY 0010

3

LOCATION	CONSTRUCTION STAKING	
	RESURFACING REFERENCE 650.8000	SUPPLEMENTAL CONTROL (PROJECT) 650.9910
	LF	LS
STH 794		
STA 58+51 TO 260+13	20,162	1
LAYTON RAMP		
NB ON-RAMP	2,967	--
SB OFF-RAMP	2,282	--
HOWARD RAMP		
NB ON-RAMP	584	--
NB OFF-RAMP	827	--
SB ON-RAMP	831	--
SB OFF-RAMP	996	--
UNDISTRIBUTED	--	--
TOTAL	28,649	1

LOCATION	FIELD OFFICE TYPE D 642.5401
	EACH
	STH 794
PROJECT	1
	1

3

LOCATION	TOPSOIL 625.0100*	MULTCHING 627.0200*	FERTILIZER TYPE B 629.0210*	SEEDING MIXTURE NO. 40 630.0140*
	SY	SY	CWT	LB
STH 794 INTERSECTION				
S. PENNSYLVANIA AVE	6	6	0.35	0.10
ELLEN ST	19	19	1.19	0.34
UNDISTRIBUTED	1	1	0.08	0.02
TOTALS	26	26	1.62	0.46

* ENGINEER TO DETERMINE EXACT LOCATION IN THE FIELD

LOCATION	TRAFFIC CHANNELIZING CHANNELIZING CURB SYSTEM SPV.0090.02	SAWING CONCRETE CURB HEAD SPV.0090.03
	LF	LF
	STH 794	
STA 63+76, 51' RT	--	25
LAYTON NB ON RAMP		
STA 495+84, 5' RT	--	25
LAYTON SB OFF RAMP		
STA 200+20, 23' RT	35	--
HOWARD NB OFF RAMP		
STA 436+48, 20' LT	35	--
HOWARD NB ON RAMP		
STA 552+03, 4' RT	--	25
HOWARD SB OFF RAMP		
STA 255+02, 20' RT	35	--
UNDISTRIBUTED	--	--
SUBTOTAL	105	75

CATEGORY 0010

PAVEMENT MARKING																			
LOCATION	LINE	LINE	LINE GROOVED WET REFLECTIVE EPOXY						ARROWS EPOXY					WORD EPOXY	STOP LINE EPOXY	DIAGONAL EPOXY		CHEVRON	ISLAND NOSE EPOXY
	4-INCH	4-INCH	4-INCH		8-INCH		TYPE 2	TYPE 5	TYPE 7	TYPE 4	TYPE 3	12-INCH	12-INCH			EPOXY	EPOXY		
	(WHITE)	(YELLOW)	12.5' LINE, 37.5' SPACE	3' LINE, 9' SPACE	3' LINE, 9' GAP	2' LINE, 6' GAP													
	646.1020	646.1020	646.1040	646.1040	646.3040	646.3040												646.3040	
LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF	EACH	
STH 794 NB																			
STA 57+87 TO 99+19	4,015	4,050	1,038	--	--	--	--	--	--	--	--	--	--	--	--	440	--	--	--
STA 99+19 TO 112+25	--	1,310	325	--	1,100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STA 112+25 TO 127+41	1,515	1,515	375	--	--	--	--	--	--	--	--	--	--	--	--	233	--	--	--
STA 127+41 TO 136+96	--	955	238	78	650	--	--	--	--	--	--	--	--	--	--	22	--	365	--
STA 136+96 TO 149+97	1,450	1,450	363	--	--	--	--	--	--	--	--	--	--	--	--	180	--	--	--
STA 149+97 TO 154+98	--	500	125	--	1,025	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STA 154+98 TO 194+94	4,000	4,000	1,000	--	--	--	--	--	--	--	--	--	--	--	--	555	--	--	--
STA 194+94 TO 206+49	1,190	1,230	308	--	1,025	91	--	2	2	--	--	--	--	2	60	65	--	10	2
STA 206+49 TO 245+33	3,885	3,885	975	--	--	--	--	--	--	--	--	--	--	--	--	675	--	--	--
STA 245+33 TO 248+05	--	272	75	68	--	--	--	--	--	--	--	--	--	--	--	15	--	--	--
STA 248+05 TO 254+28	625	625	150	--	605	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STA 254+28 TO 261+92	765	765	188	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STH 794 SB																			
STA 57+58 TO 63+19	760	540	--	--	850	131	--	6	--	--	--	1	4	55	110	--	--	--	1
STA 63+19 TO 99+66	3,650	3,650	913	--	--	--	--	--	--	--	--	--	--	--	--	380	--	--	--
STA 99+66 TO 109+21	--	955	238	--	950	--	--	--	--	--	--	--	--	--	--	--	--	710	--
STA 109+21 TO 111+44	--	223	50	56	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STA 111+44 TO 127+21	1,580	1,580	400	--	--	--	--	--	--	--	--	--	--	--	--	135	--	--	--
STA 127+21 TO 135+42	--	825	200	--	825	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STA 135+42 TO 154+46	1,905	1,905	475	--	--	--	--	--	--	--	--	--	--	--	--	285	--	--	--
STA 154+46 TO 160+96	--	650	163	42	480	--	--	--	--	--	--	--	--	--	--	--	--	235	--
STA 160+96 TO 194+86	3,390	3,390	850	--	36	--	--	--	--	--	--	--	--	--	--	245	215	--	--
STA 194+86 TO 205+19	1,035	970	256	82	1,575	--	24	4	2	--	--	--	2	--	250	--	--	--	--
STA 205+19 TO 250+18	4,500	4,500	1,125	--	--	--	--	--	--	--	--	--	--	--	700	80	--	--	--
STA 250+18 TO 256+48	--	630	150	--	645	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STA 256+48 TO 261+92	545	545	137.5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RAMPS																			
LAYTON NB ON-RAMP	2,035	725	--	--	1,100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
LAYTON SB OFF-RAMP	2,040	865	--	--	950	126	--	6	--	1	1	--	6	37	--	--	--	--	--
HOWARD NB ON-RAMP	1,600	650	--	--	825	--	--	2	--	--	1	2	2	--	--	--	--	--	--
HOWARD NB OFF-RAMP	1,040	535	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
HOWARD SB ON-RAMP	1,620	985	--	--	880	--	--	4	--	--	1	2	2	--	--	--	--	--	--
HOWRD SB OFF-RAMP	1,600	775	--	--	820	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CARFERRY NB OFF-RAMP	1,380	825	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CARFERRY SB ON-RAMP	1,085	460	--	--	645	--	--	--	--	--	--	--	--	--	--	--	--	--	--
UNDISTRIBUTED	2,361	2,337	506	16	779	17	1	--	--	--	--	--	--	8	215	15	66	--	--
SUBTOTAL	49,571	49,077	10,623.5	342	16,365	365	25	24	4	1	3	5	18	160	4,505	310	1,386	3	
TOTAL	98,648		10,965.5		16,756		37		18		160		4,815		1,386		3		

CATEGORY 0010

3

			TRAFFIC CONTROL													
LOCATION	STATION	TO	STATION	DRUMS	CONES	BARRICADES	WARNING	WARNING	FLASHING	SIGNS	COVERING	FOR		SIGNS	SIGNS	
				643.0300	42-INCH	TYPE III	LIGHTS	LIGHTS	ARROW BOARD		SIGNS	TYPE II	INFORMATION ONLY		SIGNS	
				DAY	643.1070	643.0420	TYPE A	TYPE C	643.0800	643.0900	643.0920*	Number	Number	FIXED MESSAGE	PCMS	
				DAY	DAY	DAY	DAY	DAY	EACH	DAY	EACH	of	of	643.1000	643.1050	
				DAY	DAY	DAY	DAY	DAY	EACH	DAY	EACH	Cycles	Signs	SF	DAY	
STAGE 1																
STH 794 NB																
HOWARD AVE TO CARFERRY	130+00		266+00													
NIGHT TIME CLOSURE				4,565		4,731	5,644	1,660	166	8,964	39	3	13	325	332	
DAY TIME LANE CLOSURE				1,660	24,651	1245		2,822	166	830	18,094	83	218	125		
STAGE 2																
STH 794 NB																
PENNSYLVANIA TO HOWARD	58+00		156+00													
NIGHT TIME CLOSURE				4,970		1,775	1,988	3,621	142	2,698	42	3	14	420	284	
DAY TIME LANE CLOSURE				1,420	15,691	1,065		2,414	142	710	15,478	71	218	137		
STAGE 1																
STH 794 SB																
HOWARD AVE TO CARFERRY	130+00		266+00													
NIGHT TIME CLOSURE				7,470		996	664	913	166	5,312	42	3	14	327	332	
DAY TIME LANE CLOSURE				1,660	24,651	1245		2,822	166	830	18,094	83	218	134		
STAGE 2																
STH 794 SB																
PENNSYLVANIA TO HOWARD	58+00		156+00													
NIGHT TIME CLOSURE				2,075		830	1,846	3,053	142	2,627	45	3	15	131	284	
DAY TIME LANE CLOSURE				1,420	15,691	1,065		2,822	142	710	15,478	71	218	143		
			Subtotal	25,240	80,684	12,952	10,142	20,127	1,232	22,681	67,312			1,742	1,232	
			UNDISTRIBUTED	2,524	8,068	1,295	1,014	2,013	123	2,268	6,731			174	123	
			TOTALS													
			Total	27,764	88,752	14,247	11,156	22,140	1,355	24,949	74,043			1,916	1,355	

3

PROJECT NO: 1300-03-72

HWY: STH 794

COUNTY: MILWAUKEE

MISCELLANEOUS QUANTITIES

SHEET:

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

PLOT SCALE : 1:1

CATEGORY 0010

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	TYPE I SIGN SIZE W x H [FT.] x [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]	638.2601 REMOVING SIGNS TYPE I [EA]	635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS [EA]	REMARKS / NEW SIGN LOCATION
1	D16-1R	SOUTH STH 794 ONLY [RA]	3.5 x 6	21.00	1	--	SHEET 1 OF 37 INSTALL ON S-40-709 I-BEAMS INCIDENTAL
2	D16-1R	SOUTH STH 794 ONLY [RA]	3.5 x 6	21.00	1	--	SHEET 1 OF 37 INSTALL ON S-40-709 I-BEAMS INCIDENTAL
3	E3-1	PENNSYLVANIA AVE JCT 1/2 MILE	18 x 5	90.00	1	2	SHEET 5 OF 37 REUSE STEEL POSTS
4	E3-1	LAYTON AVE [TA]	12 x 3	36.00	1	2	SHEET 10 OF 37 REUSE STEEL POSTS
5	E9-1	LAYTON AVE NEXT RIGHT	10 x 4	40.00	1	--	SHEET 11 OF 37 INSTALL ON S-40-266 I-BEAMS INCIDENTAL
6	E3-1	HOWARD AVE EXIT 1/4 MILE	12 x 5	60.00	1	2	SHEET 12 OF 37 REUSE STEEL POSTS
7	E3-1	HOWARD AVE [TA]	15 x 3.5	52.50	1	2	SHEET 13 OF 27 REUSE STEEL POSTS
8	D16-1L	SOUTH STH 794 ONLY [LA]	3.5 x 6	21.00	1	--	SHEET 16 OF 37 INSTALL ON S-40-269 I-BEAMS INCIDENTAL
9	E3-1	HOWARD AVE [TA]	12 x 3	36.00	1	--	SHEET 18 OF 37 INSTALL ON S-40-325 I-BEAMS INCIDENTAL
10	E3-1	OKLAHOMA AVE JCT 1/4 MILE	12 x 4	48.00	1	--	SHEET 23 OF 37 INSTALL ON S-40-265 I-BEAMS INCIDENTAL
11	E3-1	HOWARD AVE EXIT 1/2 MILE	12 x 5	60.00	1	2	SHEET 24 OF 37 REUSE STEEL POSTS
12	E3-1	OKLAHOMA AVE [RA]	18 x 3.5	63.00	1	2	SHEET 25 OF 37 REUSE STEEL POSTS

TYPE I PERMANENT SIGNING -

1300-03-72 STH 794

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	TYPE I SIGN SIZE W x H [FT.] x [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]	638.2601 REMOVING SIGNS TYPE I [EA]	635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS [EA]	REMARKS / NEW SIGN LOCATION
13	--	OKLAHOMA AVE EAST [DA]	12 x 6	72.00	1	--	SHEET 25 OF 37 INSTALL ON S-40-300 I-BEAMS INCIDENTAL
14	--	OKLAHOMA AVE WEST [DA]	12 x 6	72.00	1	--	SHEET 25 OF 37 INSTALL ON S-40-300 I-BEAMS INCIDENTAL
15	E3-1	PORT OF MILWAUKEE EXIT 3/4 MILE	12 x 7	84.00	1	2	SHEET 27 OF 37 REUSE STEEL POSTS
16	--	OKLHOMA AVE JCT LEFT 3/4 MILE	13 x 4	52.00	1	--	SHEET 32 OF 37 INSTALL ON S-40-301 I-BEAMS INCIDENTAL
17	E6-51	STH 794 TO IH 794 DOWNTOWN [DA] [DA]	16 x 7	112.00	1	--	SHEET 33 OF 37 INSTALL ON S-40-14 I-BEAMS INCIDENTAL
18	E3-1	PORT OF MILWAUKEE [TA]	11 x 4	44.00	1	--	SHEET 33 OF 37 INSTALL ON S-40-14 I-BEAMS INCIDENTAL
TOTALS				984.500	18	14	

TYPE II PERMANENT SIGNING -

1300-03-72 STH 794

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	634.0618 WOOD POSTS 4"X6"x18' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"x14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
20	M1-94	S WHITNALL AVE	108 x 21	15.750	--	--	--	2	--	--	--	SHEET 7 OF 37
21	M1-94	S WHITNALL AVE	108 x 21	15.750	--	--	--	2	--	--	--	SHEET 8 OF 37
22	M1-94	E BOLIVAR AVE	102 x 21	14.875	--	--	--	2	--	--	--	SHEET 11 OF 37
23	M1-94	E BOLIVAR AVE	102 x 21	14.875	--	--	--	2	--	--	--	SHEET 11 OF 37
24	M1-94	E ST FRANCIS AVE	120 x 21	17.500	--	--	--	2	--	--	--	SHEET 19 OF 37
25	M1-94	E ST FRANCIS AVE	120 x 21	17.500	--	--	--	2	--	--	--	SHEET 19 OF 37
26	R5-1(3)	--	36 x 36	9.000	--	--	1	1	--	--	--	SHEET 25 OF 37
27	R5-1A(2S)	--	36 x 24	6.000	--	--	--	--	--	--	#26	--
28	R6-2L(2M)	--	30 x 36	7.500	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
29	R4-9(2M)	--	24 x 30	5.000	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
30	R1-1F	--	-- x --	--	--	--	1	--	--	--	--	REMOVE FROM SIGNAL POLE
31	R1-1F(3)	--	36 x 36	--	--	7.460	1	--	--	--	--	MOUNT ON SIGNAL POLE
32	R1-1F(3)	--	36 x 36	--	--	7.460	1	--	--	--	--	MOUNT ON SIGNAL POLE
33	J3-1(2S)	--	24 x 57	9.500	--	--	1	1	--	--	--	--
	M3-1	NORTH	24 x 12									
	M1-6	STH 794	24 x 24									
	M6-1		21 x 21									
34	--	RIGHT TURN NO STOP	-- x --	--	--	--	--	--	--	1	#33	--
35	R4-9(2M)	--	24 x 30	5.000	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
36	--	RIGHT TURN NO STOP	-- x --	--	--	--	--	--	--	1	--	MOUNT ON SIGNAL POLE
37	R1-1F(3)	--	36 x 36	--	--	7.460	1	--	--	--	--	MOUNT ON SIGNAL POLE
38	R1-1F(3)	--	36 x 36	--	--	7.460	1	--	--	--	--	MOUNT ON SIGNAL POLE
39	R4-7(3)	--	36 x 48	12.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
40	R4-7(3)	--	36 x 48	12.000	--	--	--	1	--	--	--	--
41	R4-7(2S)	--	24 x 30	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
42	R1-1F(3)	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE
43	R1-1F(3)	--	36 x 36	--	--	7.460	--	--	--	--	--	MOUNT ON SIGNAL POLE
44	R5-1(3)	--	36 x 36	9.000	--	--	--	1	--	--	--	--
45	R5-1A(3)	--	42 x 30	8.750	--	--	--	--	--	--	--	MOUNT ON STEEL POST
46	R6-3(2M)	--	30 x 24	5.000	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
47	W1-6(3)	--	48 x 24	--	8.000	--	--	1	--	--	--	SHEET 35 OF 37
48	W3-3(3)	--	36 x 36	--	9.000	--	--	--	--	--	--	SHEET 23-MOUNT ON LIGHT POLE
49	W3-4(MOD)	BE PREPARED TO STOP WHEN FLASHING	36 x 36	--	9.000	--	--	--	--	--	--	SHEET 24-MOUNT ON POLE
50	W3-4(MOD)	BE PREPARED TO STOP WHEN FLASHING	36 x 36	--	9.000	--	--	--	--	--	--	SHEET 24-MOUNT ON POLE
UNDISTRIBUTED				--	--	--	--	5	5	5		
TOTALS				190.000	35.000	44.760	9	22	5	7		

LIGHTING - REMOVALS

204.0195 REMOVING CONCRETE BASES
204.9060.S.11 REMOVING LIGHTING UNITS
204.9060.S.12 REMOVING SIGN LIGHTING
204.9090.S.11 REMOVING ELECTRICAL WIRES FROM CONDUIT

CATEGORY	STAGE	SYSTEM	DESCRIPTION	LOCATION	OFFSET	204.0195 REMOVING CONCRETE BASES	204.9060.S.11 REMOVING LIGHTING UNITS	204.9060.S.12 REMOVING SIGN LIGHTING	204.9090.S.11 REMOVING ELECTRICAL WIRE FROM CONDUIT	COMMENTS
						EACH	EACH	EACH	LF	
0010	HL-40-FE		CFE3/DFE3	196+16	7.8' RT	--	--	--	--	EXISTING LIGHTING UNIT TO REMAIN
			CFE3/DFE3 - LPB401	196+16 - 197+81	--	--	--	--	160	--
			LPB401	197+81	9.5' RT	--	--	--	--	EXISTING LIGHTING PULL BOX TO REMAIN
			DFE4	197+80	46.9' LT	1	1	--	--	--
			CFE5	199+14	46.7' LT	1	1	--	--	--
			LPB401 - LPB406	197+73 - 197+81	--	--	--	--	60	--
			CFE4	197+73	74.2' RT	1	1	--	--	--
			LPB406	197+81	73.8' RT	--	--	--	--	EXISTING LIGHTING PULL BOX TO REMAIN
			LPB406	197+81 - 199+29	--	--	--	--	150	--
			LPB407	199+29, 87.6' RT	--	--	--	--	--	EXISTING LIGHTING PULL BOX TO REMAIN
			DFE5	199+33	87.6' RT	1	1	--	--	--
			LPB407 - LPB405	199+29 - 199+24	--	--	--	--	60	--
			LPB405	199+24	23.2' RT	--	--	--	--	EXISTING LIGHTING PULL BOX TO REMAIN
			CFE6/DFE6	199+15	22.0' RT	1	1	--	--	--
			LPB405 - LPB402	199+24 - 200+56	--	--	--	--	140	--
			LPB402	200+56	22.8' RT	--	--	--	--	EXISTING LIGHTING PULL BOX TO REMAIN
			LPB402 - DFE7	200+42 - 200+56	--	--	--	--	45	--
			DFE7	200+42	67.7' RT	--	--	--	--	EXISTING LIGHTING UNIT TO REMAIN
			LPB402 - CFE7	200+56 - 200+80	--	--	--	--	70	--
			CFE7	200+80	44.3' LT	--	--	--	--	EXISTING LIGHTING UNIT TO REMAIN
			LPB402 - LPB403	200+56 - 201+90	--	--	--	--	40	--
			LPB403	--	--	--	--	--	--	EXISTING LIGHTING PULL BOX TO REMAIN
			LPB403 - CFE9/DFE9	201+90 - 202+13	--	--	--	--	30	--
			CFE9/DFE9	201+90	22.0' RT	--	--	--	--	EXISTING LIGHTING UNIT TO REMAIN
			LPB403 - CFE8	201+90 - 202+00	--	--	--	--	50	--
			CFE8	202+00	67.0' RT	--	--	--	--	EXISTING LIGHTING UNIT TO REMAIN
			LPB403 - DFE8	201+202+30	--	--	--	--	70	--
			DFE8	202+30	45.0' LT	--	--	--	--	EXISTING LIGHTING UNIT TO REMAIN
			DFE14	198+40	141.9' RT	1	1	--	--	--
			CFE14	199+28	166.9' RT	1	1	--	--	--
			2 MV-CD/FE (D51/D52)	200+20	22.0' RT	--	--	2	--	SIGN BRIDGE (S-40-300)
0010	HL-40-FE				TOTALS	7	7	2	875	

LIGHTING - CONDUIT AND WIRE

655.0620 ELECTRICAL WIRE LIGHTING 8 AWG
655.0630 ELECTRICAL WIRE LIGHTING 4 AWG

CATEGORY	STAGE	SYSTEM	CIRCUIT	FROM	TO	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG	COMMENTS
						LF	LF	
0010		HL-40-FE	C/N/D/G	CFE3/DFE3	LPB401	160	480	EXISTING LIGHTING UNIT, CONDUIT AND PULL BOX
				LPB401	LPB406	60	60	EXISTING CONDUIT AND PULL BOXES
				LPB406	LPB407	150	450	"
				LPB407	LPB405	60	180	"
				LPB405	LPB402	130	390	EXISTING CONDUIT AND PULL BOXES
			C/N/G D/N/G C/N/G D/N/G	LPB402	LPB403	140	420	EXISTING CONDUIT AND PULL BOXES
				LPB403	CFE9/DFE9	30	90	EXISTING CONDUIT, PULL BOX AND LIGHTING UNIT
				CFE9/DFE9	CFE8	240	—	"
				CFE9/DFE9	DFE8	300	—	"
				CFE8	CFE7	780	—	EXISTING CONDUIT, PULL BOX AND LIGHTING UNIT
				DFE8	DFE7	765	—	EXISTING CONDUIT, PULL BOX AND LIGHTING UNIT
				TOTALS				
0010			TOTALS			2,815	2,070	

LIGHTING - CONTROL, SERVICES AND SYSTEMS
240/480 VAC 3-WIRE (GROUNDED NEUTRAL)

655.0640 ELECTRICAL WIRE LIGHTING 1 AWG
SPV.0105.11 MAINTENANCE OF LIGHTING SYSTEMS

CATEGORY	STAGE	DESCRIPTION	SYSTEM	LOCATION	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG	SPV.0105.11 MAINTENANCE OF LIGHTING SYSTEMS	COMMENTS
					LF	LS	
0010		PROJECT (1300-03-72)	HL-40-FE	STH 794 - SE OF OKLAHOMA AVE.	18	1	EXISTING CABINET TO REMAIN
0010			TOTALS		18	1	

3

STH 794 & S PENNSYLVANIA AVE
MILWAUKEE COUNTY
CATEGORY 0020
S40-1231

STATE FURNISHED MATERIALS SUMMARY	
EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE
1	TRAFFIC SIGNAL CABINET
1	ETHERNET SWITCH

CONDUIT		
652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.		
FROM	TO	
EXT1	PB5	92
TOTAL		92 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE	
204.9105.S.31 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE L.S.	
LOCATION	
STH 794 & S PENNSYLVANIA AVE	1
TOTAL	1

INSTALL CONDUIT INTO EXISTING ITEM	
652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	
STRUCTURE NO.	
PB8	1
TOTAL	1 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC DETECTOR LOOPS								
LOOP NO.	HOME RUN PB	LOCATION** ^	SIZE (FT)x(FT)	NO. OF TURNS	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
15	PB5	59+98.2, 41.0'LT	6'x20'	3	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 1)	72	346	216
41	PB8	59+84.4, 21.2'LT	6'x6'	4	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 1)	48	269	192
TOTAL						120 *	615 *	408 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STH 794 & S PENNSYLVANIA AVE
MILWAUKEE COUNTY
CATEGORY 0020
S40-1231

PULL BOXES		
		653.0135
		PULL BOXES
		STEEL
PULL BOX		24x36-INCH
NO.	LOCATION^	EACH
PB5	59+98.2, 61.0'LT	1
TOTAL		1 *

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

REMOVING PULL BOXES	
	653.0905
PULL BOX	REMOVING
NO.	PULL BOXES
	EACH
PB5	1
TOTAL	1 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET	
	SPV.0105.30
	TRNSPT AND INSTALL STATE FURN TRAFFIC SIGNAL CABINET
LOCATION	L.S.
STH 794 & S PENNSYLVANIA AVE	1
TOTAL	1

STH 794 & LAYTON AVE
MILWAUKEE COUNTY
CATEGORY 0020
S40-1292

REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE	
204.9105.S.32	
REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE	
LOCATION	L.S.
STH 794 & LAYTON AVE	1
TOTAL	1

TRAFFIC DETECTOR LOOPS								
LOOP NO.	HOME RUN PB	LOCATION** ^	SIZE (FT)x(FT)	NO. OF TURNS	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR	655.0700 LOOP DETECTOR LEAD IN CABLE	655.0800 LOOP DETECTOR WIRE
						L.F.	L.F.	L.F.
31	JB13	191+35.6, 6.7'LT	6'x20'	4	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 2)	112	312	448
32	JBXX	191+05.3, 15.2'LT	6'x25'	4	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 2)	142	288	568
41	JB14	192+64.3, 5.4'RT	6'x30'	4	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 1)	82	486	328
42	JB13	191+35.5, 5.3'RT	6'x20'	4	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 2)	88	312	352
43	JB11	191+07.4, 5.0'RT	6'x20'	4	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 2)	90	288	360
44	JB13	191+36.7, 17.1'RT	6'x20'	4	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 1)	66	312	264
45	JB11	191+08.8, 16.5'RT	6'x20'	4	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 1)	68	288	272
TOTAL						648 *	2286 *	2592 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

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STH 794 & ELLEN ST
MILWAUKEE COUNTY
CATEGORY 0020
S40-1216

STATE FURNISHED MATERIALS SUMMARY	
EACH	DESCRIPTION
1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE
1	TRAFFIC SIGNAL CABINET
1	ETHERNET SWITCH
1	POLES TYPE 12
1	POLES TYPE 13
1	MONOTUBE ARMS 50-FT
1	MONOTUBE ARMS 55-FT
1	LUMINAIRE ARMS 15-FT
1	LUMINAIRE ARMS 15-FT CLAMP-ON
1	RADAR DETECTOR

STATE FURNISHED FOR INFORMATION ONLY							
SIGNAL BASE NO.	POLES TYPE 12	POLES TYPE 13	MONOTUBE ARMS 50-FT	MONOTUBE ARMS 55-FT	LUMINAIRE ARMS STEEL 15-FT	LUMINAIRE ARMS STEEL 15-FT CLAMP-ON	RADAR DETECTOR
	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SB4	1	--	1	--	--	--	--
SB7	--	1	--	1	1	1	1
TOTAL	1	1	1	1	1	1	1

REMOVING CONCRETE BASES	
204.0195 REMOVING CONCRETE BASES	
SIGNAL BASE NO.	EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB9	1
SB10	1
SB11	1
TOTAL	10

REMOVING TRAFFIC SIGNALS	
204.9105.S.30 REMOVING TRAFFIC SIGNALS	
LOCATION	L.S.
STH 794 & ELLEN ST	1
TOTAL	1

REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE	
204.9105.S.33 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE	
LOCATION	L.S.
STH 794 & ELLEN ST	1
TOTAL	1

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STH 794 & ELLEN ST
MILWAUKEE COUNTY
CATEGORY 0020
S40-1216

		CONDUIT		
		652.0225	652.0235	652.0615
		CONDUIT RIGID	CONDUIT RIGID	CONDUIT
		NONMETALLIC	NONMETALLIC	SPECIAL
		SCHEDULE 40	SCHEDULE 40	3-INCH
		2-INCH	3-INCH	3-INCH
FROM	TO	L.F.	L.F.	L.F.
CB1	PB1	--	30	--
PB1	PB2	--	--	118
PB2	SB1	17	--	--
PB2	PB3	--	26	--
PB3	PB4	--	--	54
PB4	SB2	4	--	--
PB4	SB3	10	--	--
PB2	PB15	235	--	--
PB15	PB16	174	--	--
PB16	PB17	--	--	48
PB17	PB18	306	--	--
PB18	SB13	4	--	--
PB18	PB19	--	--	47
PB19	SB14	4	--	--
PB2	PB5	--	--	140
PB5	SB4	--	12	--
PB5	SB5	71	--	--
PB5	PB6	--	250	--
PB6	PB7	--	--	146
PB7	SB6	22	--	--
PB7	LPB401C	13	--	--
PB7	PB8	--	--	132
PB8	SB7	--	8	--
PB8	PB9	--	46	--
PB9	PB10	--	--	44
PB10	SB8	5	--	--
PB9	PB14	79	--	--
PB14	SB11	11	--	--
PB9	PB11	--	--	88
PB11	SB9	29	--	--
PB11	PB12	--	--	124
PB12	PB13	--	--	37
PB13	SB10	3	--	--
PB12	SB12	61	--	--
PB12	CB1	--	33	--
TOTAL		1048	405	978

INSTALL CONDUIT INTO EXISTING ITEM	
652.0700.S	
INSTALL CONDUIT INTO EXISTING ITEM	
STRUCTURE NO.	EACH
LPB401C	1
LPB402	1
TOTAL	2

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 794 & ELLEN ST
MILWAUKEE COUNTY
CATEGORY 0020
S40-1216

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION** ^	SIZE (FT)x(FT)	NO. OF TURNS	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR	655.0700 LOOP DETECTOR LEAD IN CABLE	655.0800 LOOP DETECTOR WIRE
						L.F.	L.F.	L.F.
51	LPB402	200+49.1, 6.4'RT	6'x20'	3	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	64	366	192
52	PB7	199+38.1, 0.8'RT	6'x20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	220	270
53	PB7	199+10.1, 0.8'RT	6'x20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	220	282
54	PB7	199+38.1, 11.8'RT	6'x20'	3	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	220	204
55	PB7	199+10.1, 11.8'RT	6'x20'	3	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	74	220	222
61	PB16	193+95.7, 23.7'RT	6'x20'	4	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	68	492	272
62	PB15	195+70.4, 36.6'RT	6'x6'	5	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	60	318	300
63	PB15	195+70.9, 24.9'RT	6'x6'	5	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	42	318	210
81	PB14	12+25.2, 12.8'LT	6'x20'	3	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	210	210
82	PB11	10+96.9, 11.5'LT	6'x20'	3	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	74	87	222
83	PB11	10+68.9, 11.5'LT	6'x20'	3	9F15-4A - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	86	87	258
TOTAL						790 *	2758 *	2642 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP
^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PULL BOXES

PULL BOX NO.	LOCATION^	653.0135 PULL BOXES STEEL 24x36-INCH EACH	653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	198+01.4, 77.8'RT	--	1
PB2	198+06.5, 19.3'RT	--	1
PB3	198+32.3, 13.5'RT	--	1
PB4	198+81.9, 8.1'LT	--	1
PB5	198+12.7, 50.6'LT	--	1
PB6	199+37.8, 49.7'LT	--	1
PB7	199+37.0, 23.1'RT	--	1
PB8	199+36.3, 89.0'RT	--	1
PB9	11+09.0, 43.5'LT	--	1
PB10	10+68.7, 25.2'LT	--	1
PB11	11+04.0, 0.0'RT	--	1
PB12	198+11.4, 87.5'RT	--	1
PB13	198+33.9, 58.4'RT	--	1
PB14	12+25.1, 32.0'LT	1	--
PB15	195+71.5, 13.1'RT	1	--
PB16	193+98.1, 5.9'RT	--	1
PB17	193+96.0, 54.0'RT	--	1
PB18	190+89.6, 46.7'RT	--	1
PB19	190+89.7, 0.0'RT	--	1
TOTAL		2	17

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

REMOVING PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB9	1
PB10	1
PB11	1
PB12	1
PB29	1
TOTAL	12

STH 794 & ELLEN ST
MILWAUKEE COUNTY
CATEGORY 0020
S40-1216

CONCRETE BASES						
SIGNAL BASE NO.	LOCATION^	654.0101	654.0102	654.0105	654.0113	654.0217
		CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE CONTROL
		BASES TYPE 1 EACH	BASES TYPE 2 EACH	BASES TYPE 5 EACH	BASES TYPE 13 EACH	CABINET BASES TYPE 9 SPECIAL EACH
CB1	198+00.5, 87.8'RT	--	--	--	--	1
SB1	198+22.0, 11.9'RT	--	1	--	--	--
SB2	198+86.3, 8.5'LT	1	--	--	--	--
SB3	198+71.5, 9.1'LT	1	--	--	--	--
SB4	198+24.5, 47.3'LT	--	--	--	1	--
SB5	198+83.7, 46.6'LT	--	1	--	--	--
SB6	199+15.1, 23.2'RT	1	--	--	--	--
SB7	199+44.0, 86.8'RT	--	--	--	1	--
SB8	10+72.6, 22.1'LT	1	--	--	--	--
SB9	10+74.7, 0.0'RT	1	--	--	--	--
SB10	198+37.3, 58.6'RT	1	--	--	--	--
SB11	12+10.0, 36.9'LT	--	--	1	--	--
SB12	11+44.1, 40.4'RT	--	--	1	--	--
SB13	190+86.0, 46.8'RT	1	--	--	--	--
SB14	190+86.0, 0.0'RT	1	--	--	--	--
TOTAL		8	2	2	2	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TRAFFIC SIGNAL CABLE AND WIRE					
FROM	TO	655.0240	655.0260	655.0320	
		CABLE	CABLE	CABLE TYPE	
		TRAFFIC SIGNAL 7-14 AWG L.F.	TRAFFIC SIGNAL 12-14 AWG L.F.	UF 2-10 AWG GROUNDED L.F.	
CB1	SB1	--	129	--	
CB1	SB2	228	--	--	
CB1	SB3	234	--	--	
CB1	SB4	--	210	--	
CB1	SB5	269	--	--	
CB1	SB6	319	--	--	
CB1	SB7	223	--	--	
CB1	SB8	241	--	--	
CB1	SB9	145	--	--	
CB1	SB10	--	94	--	
CB1	SB13	943	--	--	
CB1	SB14	1006	--	--	
CB1	SB1	--	--	--	
SB1	SB5	--	--	129	
SB1	SB5	--	--	198	
CB1	SB12	--	--	--	
SB12	SB7	--	--	99	
SB12	SB7	--	--	270	
SB7	SB11	--	--	177	
TOTAL		3608	433	873	

TRAFFIC SIGNAL CABLE AND WIRE		
FROM	TO	655.0515
		ELECTRICAL WIRE
		TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	129
SB1	SB13	872
SB13	SB14	95
SB14	SB2	1034
SB2	SB3	38
SB3	SB4	244
SB4	SB5	107
SB5	SB6	347
SB6	SB7	136
SB7	SB8	136
SB8	SB9	178
SB9	SB10	187
SB10	CB1	94
PB1	CB1	33
PB2	SB1	37
PB3	SB1	79
PB4	SB2	24
PB5	SB4	32
PB6	SB4	173
PB7	SB6	42
PB8	SB7	28
PB9	SB7	67
PB10	SB8	25
PB11	SB9	49
PB12	CB1	34
PB13	CB1	87
PB15	SB1	288
PB16	SB13	410
PB17	SB13	346
PB18	SB13	24
PB19	SB14	24
TOTAL		5399

STH 794 & ELLEN ST
MILWAUKEE COUNTY
CATEGORY 0020
S40-1216

TRAFFIC SIGNAL CABLE AND WIRE		
655.0230		
CABLE		
TRAFFIC SIGNAL		
5-14 AWG		
FROM	TO	L.F.
SB1	HEAD 2	19
SB1	HEAD 9	19
SB2	HEAD 14	19
SB3	HEAD 13	19
SB4	HEAD 5	73
SB4	HEAD 6	73
SB4	HEAD 10	75
SB5	HEAD 15	19
SB6	HEAD 7	19
SB7	HEAD 3	80
SB7	HEAD 4	80
SB8	HEAD 11	19
SB9	HEAD 12	19
SB10	HEAD 1	19
SB10	HEAD 8	19
SB13	HEAD 16	19
SB13	HEAD 17	19
SB14	HEAD 18	19
SB14	HEAD 19	19
TOTAL		647

TRAFFIC SIGNAL CABLE AND WIRE		
655.0610		
ELECTRICAL WIRE		
LIGHTING		
12 AWG		
FROM	TO	L.F.
SB1	LUMIN. (2)	234
SB5	LUMIN.	117
SB7	LUMIN. (2)	288
SB11	LUMIN.	144
SB12	LUMIN.	144
TOTAL		927

ELECTRICAL SERVICE METER BREAKER PEDESTAL	
656.0200.01	
ELECTRICAL SERVICE	
METER BREAKER	
PEDESTAL	
LOCATION*	L.S.
STH 794 & ELLEN ST.	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

STH 794 & ELLEN ST
MILWAUKEE COUNTY
CATEGORY 0020
S40-1216

3

POLES (CONTRACTOR FURNISHED)								
	657.0100	657.0255	657.0310	657.0322	657.0420	657.0609	657.0715	659.1125
	TRANSFORMER		POLES	POLES	TRAFFIC SIGNAL		LUMINAIRE ARMS	
	PEDESTAL	BASES BREAKAWAY			STANDARDS	LUMINAIRE ARMS	LUMINAIRE ARMS	LUMINAIRES
	BASES	11 1/2-INCH	TYPE 3	TYPE 5	ALUMINUM	SINGLE MEMBER	TRUSS TYPE	UTILITY
SIGNAL	EACH	BOLT CIRCLE	EACH	ALUMINUM	13-FT	4-INCH CLAMP 6-FT	4 1/2-INCH CLAMP 15-FT	LED C
BASE NO.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SB1	--	1	1	--	--	2	--	2
SB2	1	--	--	--	1	--	--	--
SB3	1	--	--	--	1	--	--	--
SB5	--	1	1	--	--	1	--	1
SB6	1	--	--	--	1	--	--	--
SB8	1	--	--	--	1	--	--	--
SB9	1	--	--	--	1	--	--	--
SB10	1	--	--	--	1	--	--	--
SB11	--	1	--	1	--	--	1	1
SB12	--	1	--	1	--	--	1	1
SB13	1	--	--	--	1	--	--	--
SB14	1	--	--	--	1	--	--	--
TOTAL	8	4	2	2	8	3	2	5 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

POLES (STATE SUPPLIED)							
	SPV.0060.30	SPV.0060.31	SPV.0060.32	SPV.0060.33	SPV.0060.34	SPV.0060.35	659.1125
	INSTALL	INSTALL	INSTALL	INSTALL	INSTALL	INSTALL	LUMINAIRES
	POLES	POLES	MONOTUBE	MONOTUBE	LUMINAIRE ARMS	LUMINAIRE ARMS	UTILITY
	TYPE 12	TYPE 13	ARMS 50-FT	ARMS 55-FT	STEEL 15-FT	STEEL 15-FT	LED C
SIGNAL	EACH	EACH	EACH	EACH	EACH	CLAMP-ON	EACH
BASE NO.	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SB4	1	--	1	--	--	--	--
SB7	--	1	--	1	1	1	2
TOTAL	1	1	1	1	1	1	2 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

STH 794 & ELLEN ST
MILWAUKEE COUNTY
CATEGORY 0020
S40-1216

FACES			
SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0171	658.0173
		TRAFFIC SIGNAL FACE 1S 12-INCH EACH	TRAFFIC SIGNAL FACE 3S 12-INCH EACH
1	SB10	--	1
2	SB1	--	1
3	SB7	--	1
4	SB7	--	1
5	SB4	1	--
6	SB4	1	--
7	SB6	--	1
8	SB10	--	1
9	SB1	--	1
10	SB4	--	1
11	SB8	--	1
12	SB9	--	1
13	SB3	--	1
14	SB2	--	1
15	SB5	--	1
16	SB13	1	--
17	SB13	1	--
18	SB14	1	--
19	SB14	1	--
TOTAL		6	13

SIGNAL MOUNTING HARDWARE	
LOCATION	658.5069.01
	SIGNAL MOUNTING HARDWARE L.S.
STH 794 & ELLEN ST	1
TOTAL	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS	
LOCATION	661.0200.01
	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.
STH 794 & ELLEN ST	1
TOTAL	1

STH 794 & ELLEN ST
MILWAUKEE COUNTY
CATEGORY 0020
S40-1216

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET	
SPV.0105.31 TRNSPT & INSTALL STATE FURN TRAFFIC SIGNAL CABINET	
LOCATION	L.S.
STH 794 & ELLEN ST	1
TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED RADAR DETECTION SYSTEM	
SPV.0105.32 TRNSPT & INSTALL STATE FURN RADAR DETECT SYS	
LOCATION	L.S.
STH 794 & ELLEN ST	1
TOTAL	1

TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS	
SPV.0105.33 TRNSPT TRAFFIC SIGNAL & INTER LIGHTING MATERIALS	
LOCATION	L.S.
STH 794 & ELLEN ST	1
TOTAL	1

STH 794
MILWAUKEE COUNTY
CATEGORY 0020
COMMUNICATIONS

CONDUIT				
652.0225 652.0700.S 655.0610				
CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F. INSTALL CONDUIT INTO EXISTING ITEM EACH ELECTRICAL WIRE LIGHTING 12 AWG L.F.				
FROM	TO	L.F.	EACH	L.F.
CB1 (S67-1216)	FTMS PB198	17	1	27
TOTAL		17 *	1 *	27 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

FIELD SYSTEM INTEGRATOR			
670.0100.01 670.0200.01 678.0500.01			
FIELD SYSTEM ITS COMMUNICATION			
INTEGRATOR DOCUMENTATION SYSTEM TESTING			
LOCATION	L.S.	L.S.	L.S.
1300-03-72	1	1	1
TOTAL		1	1

FIBER OPTIC CABLE		
678.0036		
INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT L.F.		
FROM	TO	L.F.
FTMS EXCV1	FTMS EXCV2	587
FTMS EXCV2	FTMS EXCV3	565
FTMS EXCV3	FTMS EXCV4	323
FTMS EXCV4	FTMS EXCV4A	156
FTMS EXCV4A	FTMS EXCV5	1113
FTMS EXCV5	FTMS EXCV9106	1205
15% CONTINGENCY		592
TOTAL		4541

FIBER OPTIC SPLICE		
678.0200 678.0300		
FIBER OPTIC FIBER OPTIC		
SPLICE ENCLOSURE SPLICE		
LOCATION	EACH	EACH
FTMS EXCV1	1	4
FTMS EXCV9106	1	4
FTMS MB198	--	4
TOTAL		12

STH 794
MILWAUKEE COUNTY
CATEGORY 0020
COMMUNICATIONS

FIBER OPTIC COMMUNICATIONS EQUIPMENT			
LOCATION	678.0600 INSTALL ETHERNET SWITCHES EACH	ST-ST SINGLE MODE FIBER JUMPER 2-CT 4-FEET*** EACH	CAT-5E CABLE 5-FEET*** EACH
CB1 (S40-1231)	1	2	3
CB1 (S40-1216)	1	2	3
TOTAL	2	4	6

* PAY ITEM INCLUDES INSTALLATION OF BOTH CONTRACTOR FURNISHED
AND STATE FURNISHED MATERIALS

*** FOR INFORMATION ONLY

STATE FURNISHED MATERIALS SUMMARY (FOR INFORMATION ONLY)					
FROM	TO	PATCH PANEL WITH FIBER OPTIC CABLE PIGTAIL 8-CT EACH	L.F.	ETHERNET SWITCH EACH	FIBER OPTIC CABLE OUTDOOR PLANT 36-CT L.F.
FTMS CV1	CB1 (S40-1231)	1	400	1	--
FTMS MB198	CB1 (S40-1216)	1	100	1	--
FTMS EXCV1	FTMS EXCV2	--	--	--	587
FTMS EXCV2	FTMS EXCV3	--	--	--	565
FTMS EXCV3	FTMS EXCV4	--	--	--	323
FTMS EXCV4	FTMS EXCV4A	--	--	--	156
FTMS EXCV4A	FTMS EXCV5	--	--	--	1113
FTMS EXCV5	FTMS EXCV9106	--	--	--	1205
15% CONTINGENCY		--	--	--	592
TOTAL		2	500	2	4541

TRANSPORT AND INSTALL STATE FURNISHED FIBER OPTIC COMMUNICATIONS MATERIALS			
LOCATION	SPV.0105.34 TRANSPT & INSTALL STATE FURN FO CABLE PIGTAIL 8-CT L.S.	SPV.0105.35 TRANSPT & INSTALL STATE FURN FO CABLE PIGTAIL 8-CT L.S.	(FOR INFORMATION ONLY) PATCH PANEL WITH FIBER OPTIC CABLE PIGTAIL 8-CT STATE FURNISHED L.F.
CB1 (S40-1231)	1	--	400
CB1 (S40-1216)	--	1	100
TOTAL	1	1	500

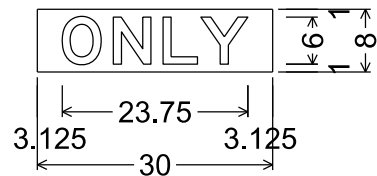
FTMS ITEMS

CATEGORY	ROADWAY	ITEM ID	652.0225 * 652.0700.S * 655.0515 * 674.0300 678.0006 678.0300 678.0400							
			LINEAR DISTANCE	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	INSTALL CONDUIT INTO EXISTING ITEM	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	REMOVE CABLE	OPTIC CABLE OUTDOOR PLANT 6-CT	FIBER OPTIC SPLICE	FIBER OPTIC TERMINATION
				LF	EACH	LF	LF	LF	EACH	EACH
0020	USH 794	EXMH01	--	--	1	--	--	100	6	--
		EXMH01 - EXPB02	100	--	--	--	100	--	--	--
		EXPB02 - EXPB03	65	--	--	--	65	--	--	--
		EXPB03 - EXPB04	65	--	--	--	65	--	--	--
		EXPB04 - EXPB05	40	--	--	--	40	--	--	--
		EXPB05 - EXPB06	30	--	--	--	30	--	--	--
		EXPB06 - EXCABOK01	10	--	--	--	10	--	--	--
		EXCABOK01 - EXPB07	10	--	--	--	10	--	--	--
		EXPB07 - EXPB08	30	--	--	--	30	--	--	--
		EXPB08 - EX-CCTV-40-0144	10	--	--	--	10	--	--	--
		EXMH01 - EXMH03	475	--	--	475	--	525	--	--
		EXMH03 - EXMH04	110	--	--	110	--	160	--	--
		EXMH04 - EXMH02	200	--	--	200	--	250	--	--
		EXMH02 - EXPB08	30	60	--	30	--	80	--	--
		EXPB08	--	--	1	--	--	--	--	--
		EXPB08 - EX-CCTV-40-0144	10	--	--	10	--	60	--	--
		EX-CCTV-40-0144	--	--	--	--	--	--	--	10
TOTALS				60	2	825	360	1,175	6	10

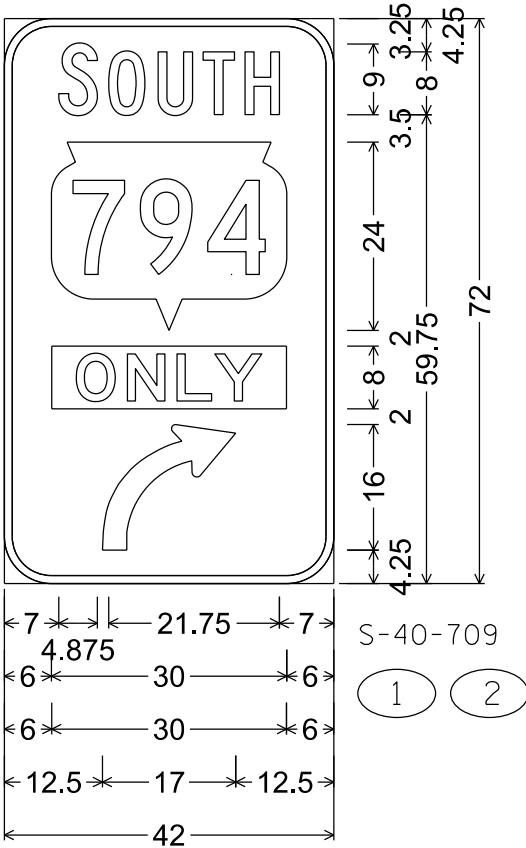
* - ADDITIONAL QUANTITIES FOUND ELSEWHERE

MISCELLANEOUS ITEMS

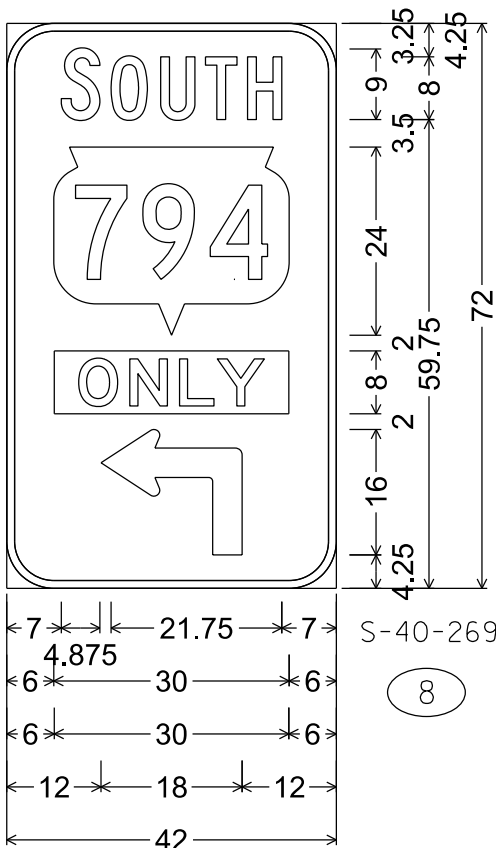
CATEGORY	ROADWAY	670.0100.20 FIELD SYSTEM INTEGRATOR	670.0200.20 ITS DOCUMENTATION	678.0500.20 COMMUNICATION SYSTEM TESTING
		LS	LS	LS
0020	USH 794 PROJECT	1	1	1
TOTALS		1	1	1



No border, Black on, Fluorescent yellow;
"ONLY" Black, E



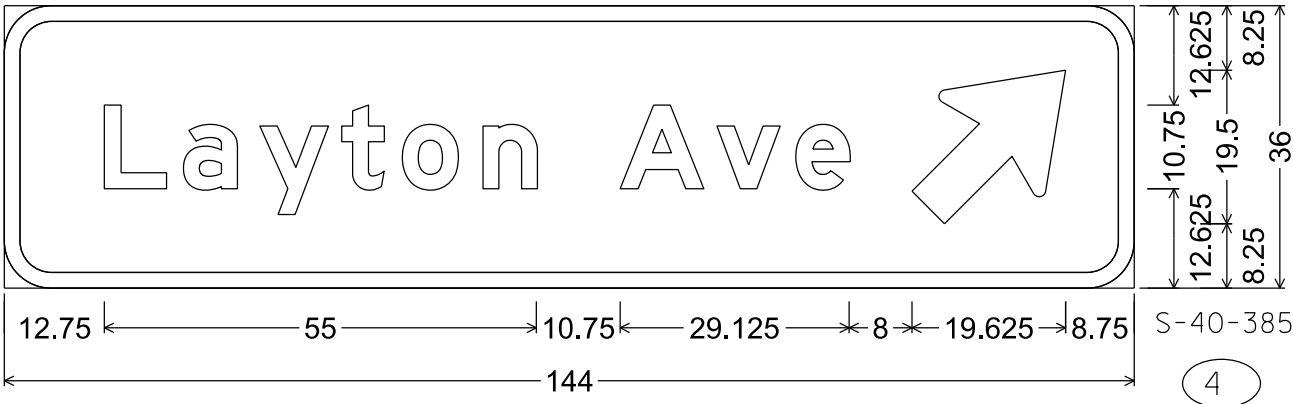
D16-1R; 6.000" Radius, 1.000" Border,
"SOUTH", C



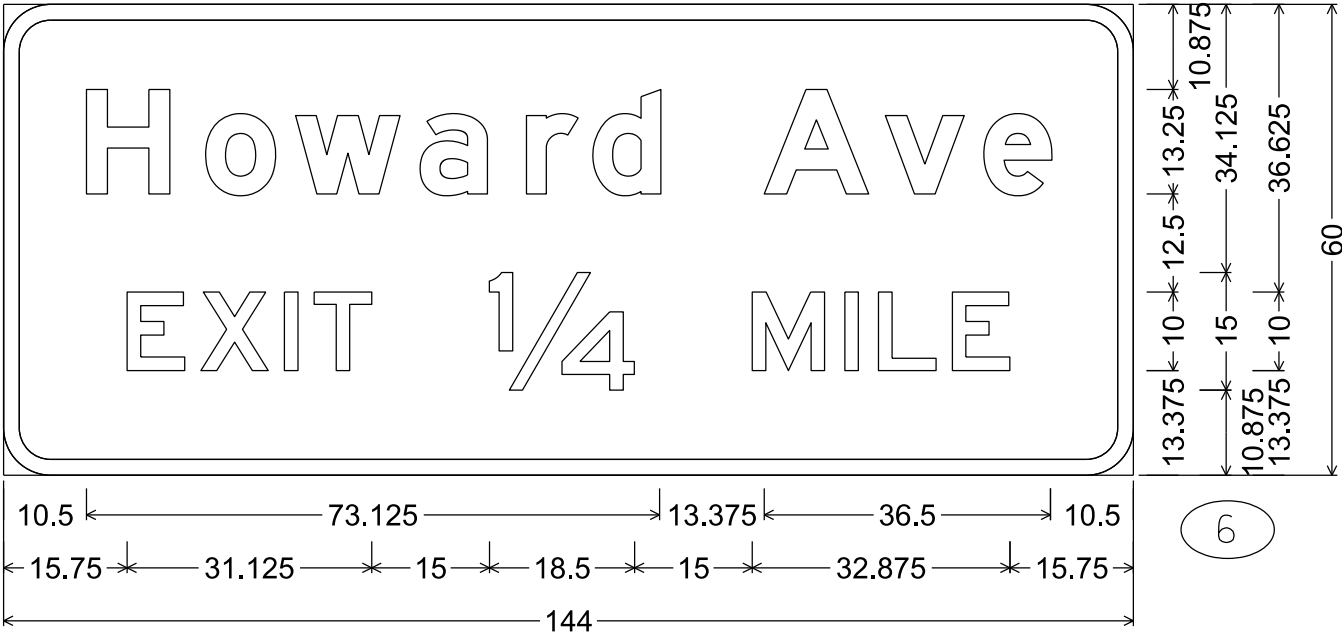
D16-1R; 6.000" Radius, 1.000" Border,
"SOUTH", C

NOTES

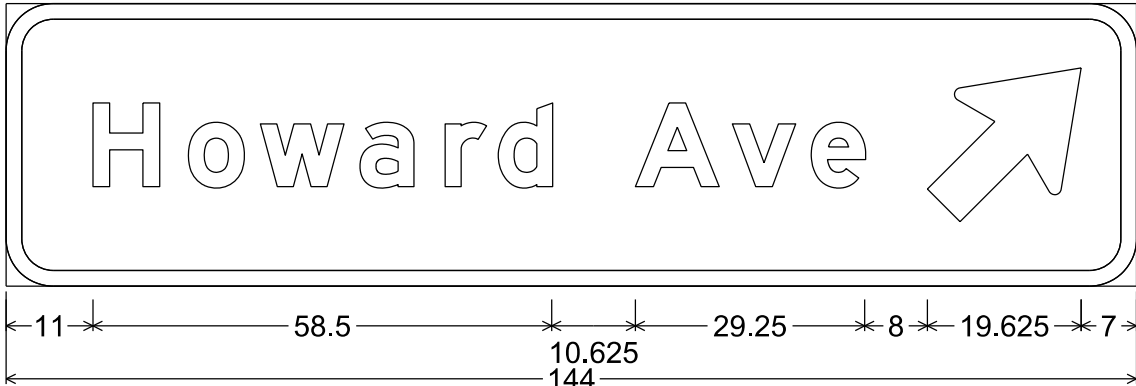
- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except as noted
- 4. ONLY plaque is on Type F Yellow Reflective sheeting with Black Non-Reflective message



E3-1;
6.000" Radius, 2.000" Border, White on, Green;
"Layton", E Mod; "Ave", E Mod;



E3-1; 6.000" Radius, 2.000" Border, White on, Green;
"Howard", E Mod; "Ave", E Mod; "EXIT", E; "1/4", E; "MILE", E



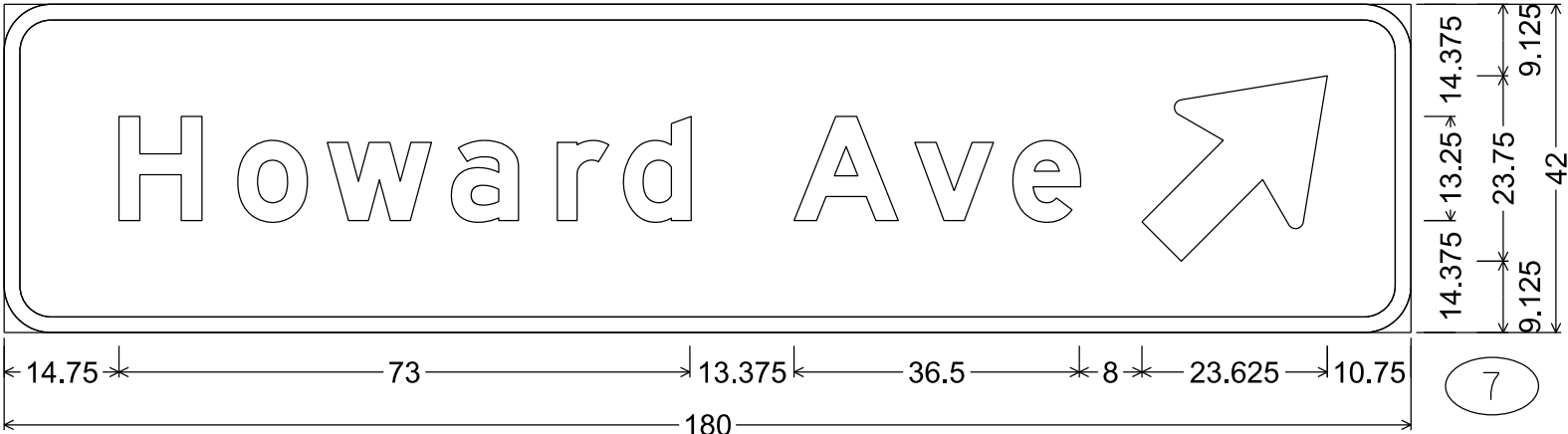
E3-1; 6.000" Radius, 2.000" Border,
"Howard", E Mod; "Ave", E Mod

S-40-325

9

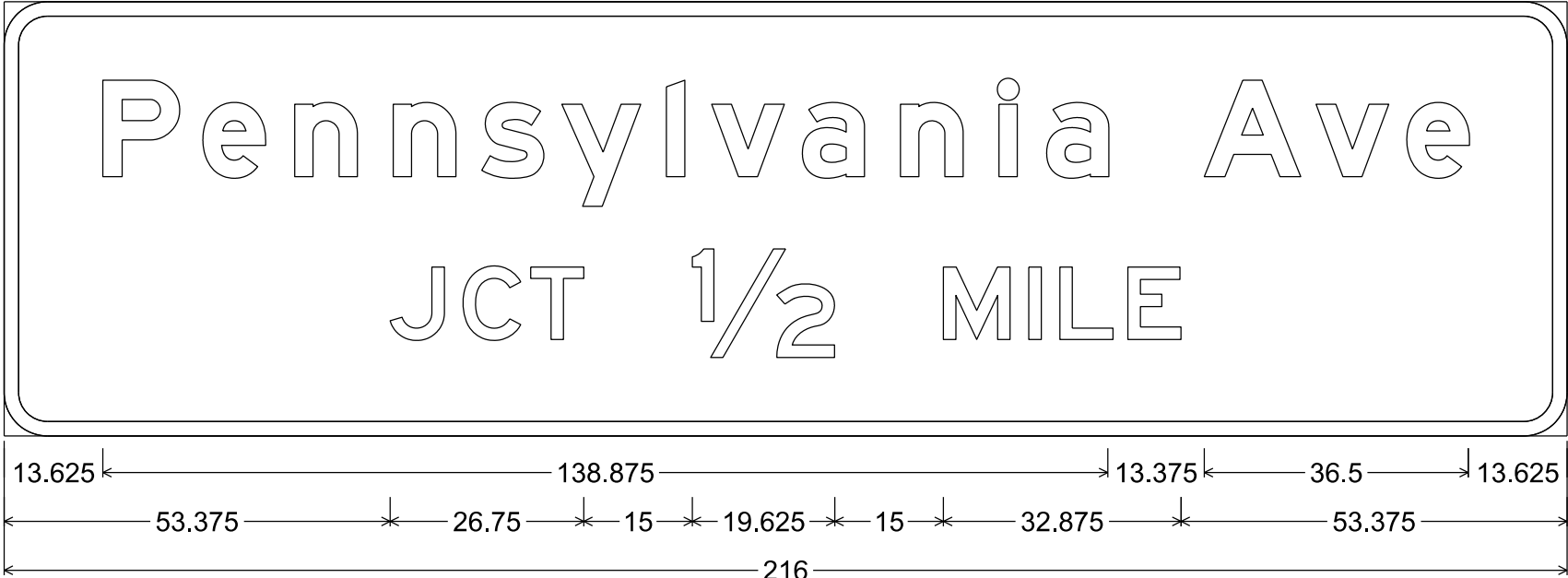
NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except as noted



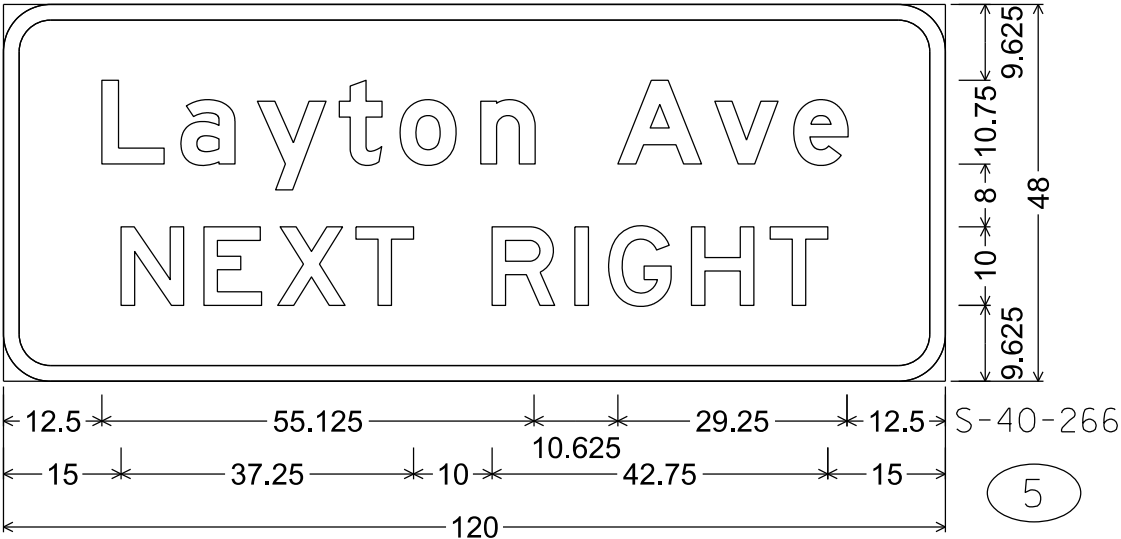
E3-1; 6.000" Radius, 2.000" Border,
"Howard", E Mod; "Ave", E Mod

7



E3-1; 6.000" Radius, 2.000" Border,
"Pennsylvania", E Mod; "Ave", E Mod; "JCT", E; "1/2", E; "MILE", E

3

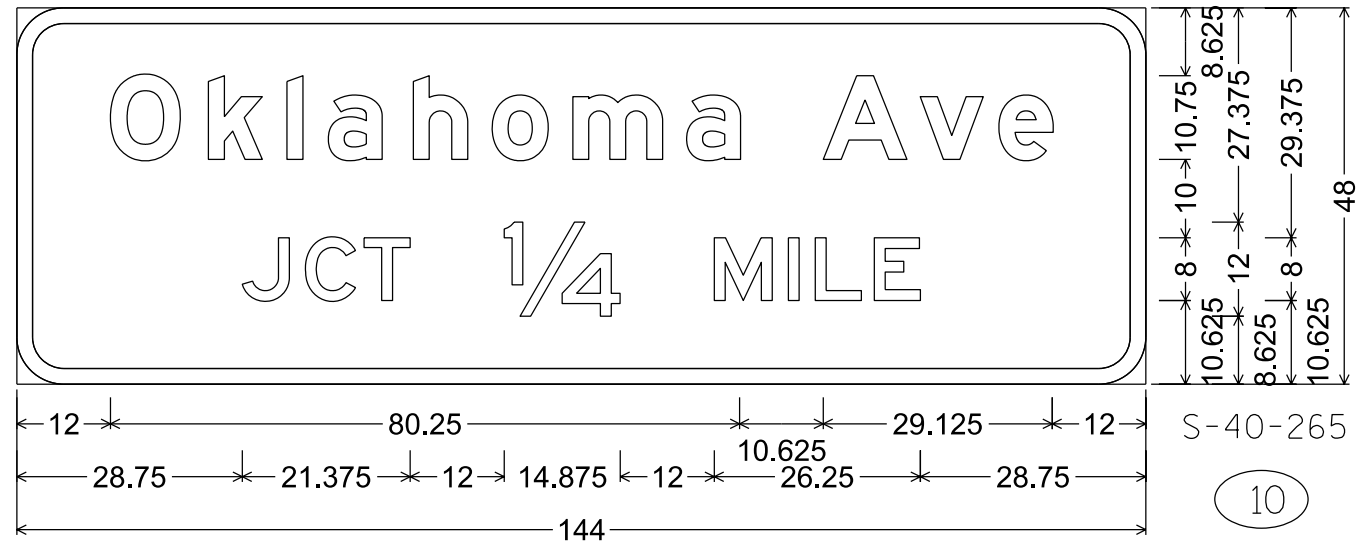


E9-1; 6.000" Radius, 2.000" Border,
"Layton", E Mod; "Ave", E Mod; "NEXT", E; "RIGHT", E

5

NOTES

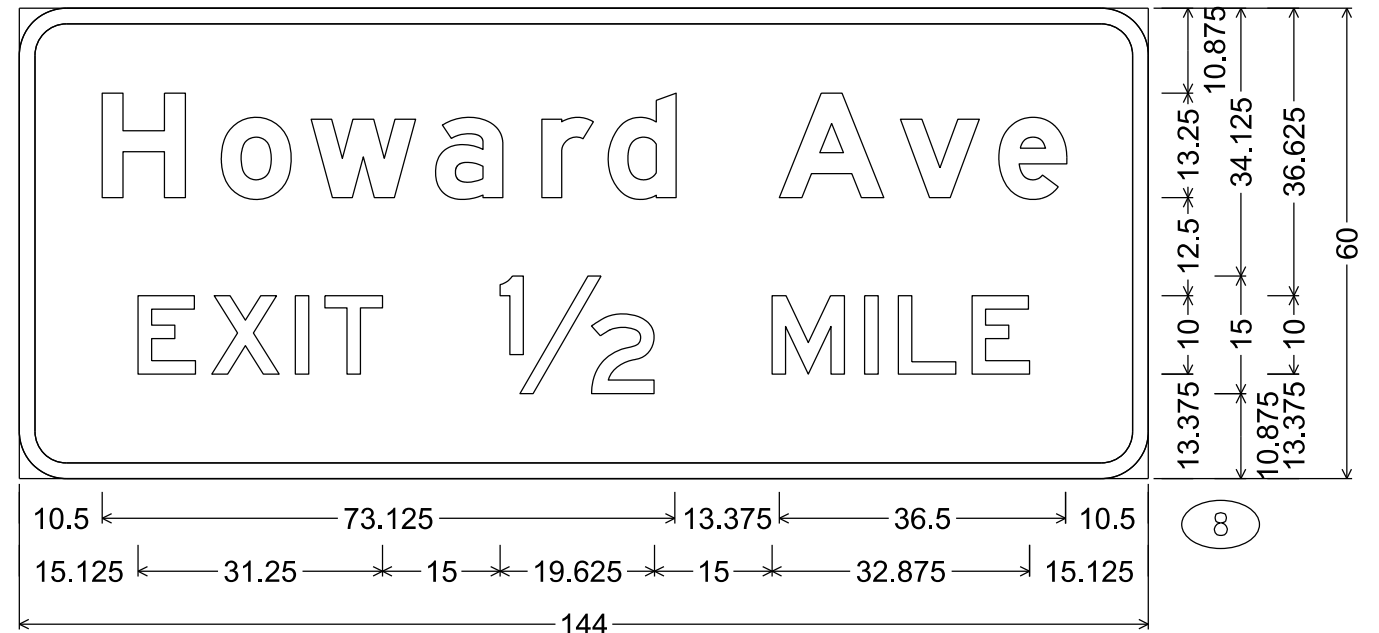
1. All Signs Type I - Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except as noted



E3-1; 6.000" Radius, 2.000" Border,
"Oklahoma", E Mod; "Ave", E Mod; "JCT", E; "1/4", E; "MILE", E

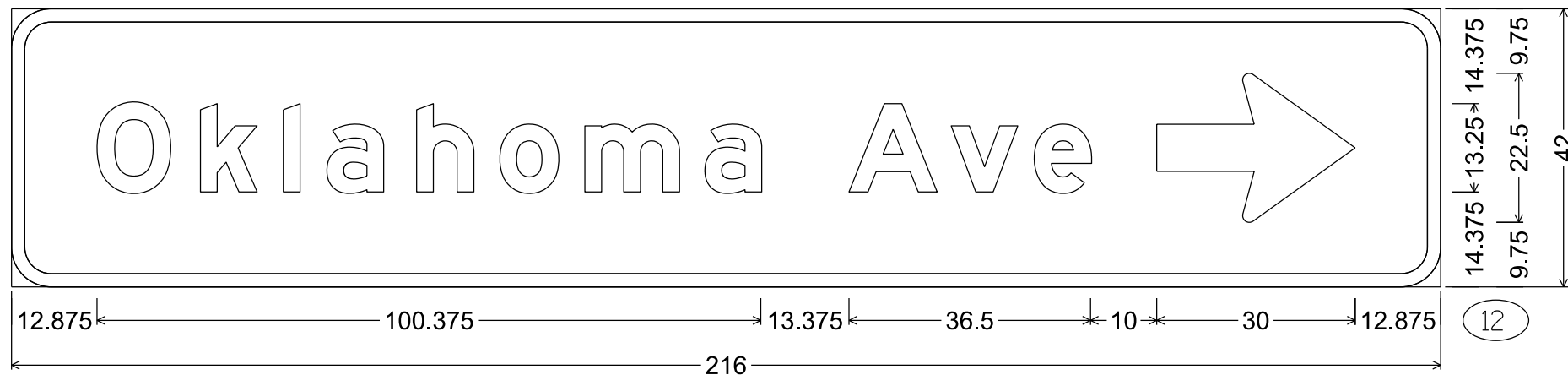
S-40-265

10



E3-1; 6.000" Radius, 2.000" Border, White on, Green;
"Howard", E Mod; "Ave", E Mod; "EXIT", E; "1/2", E; "MILE", E

8

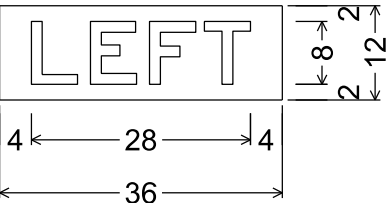


E3-1; 6.000" Radius, 2.000" Border,
"Oklahoma", E Mod; "Ave", E Mod

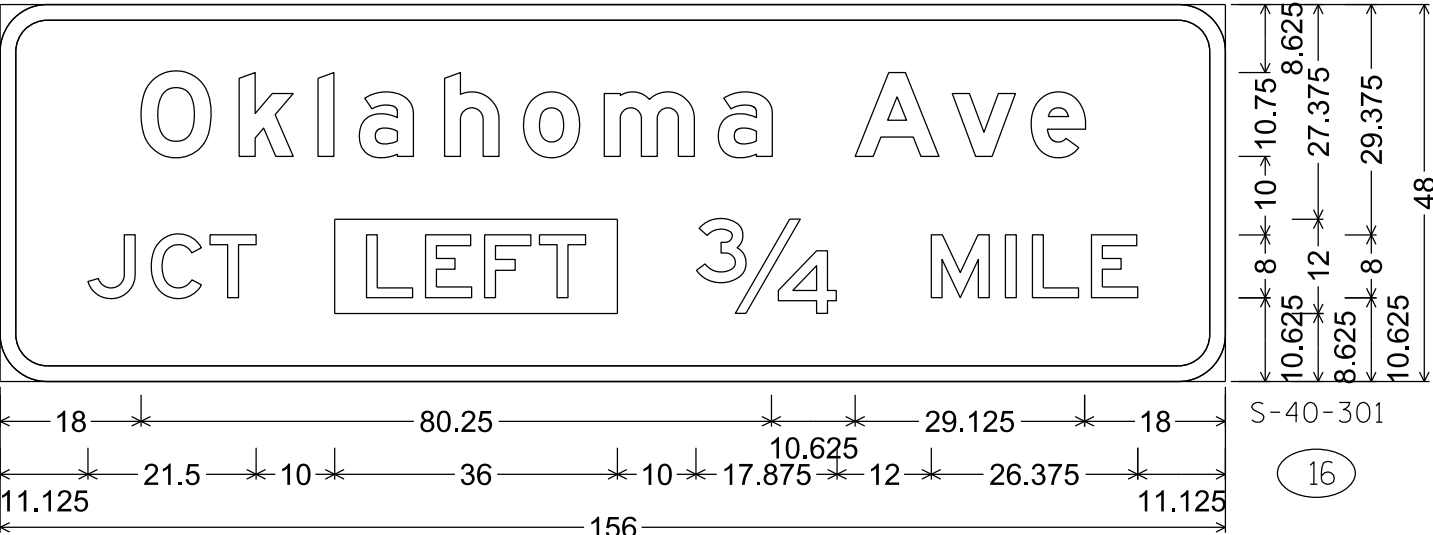
12

NOTES

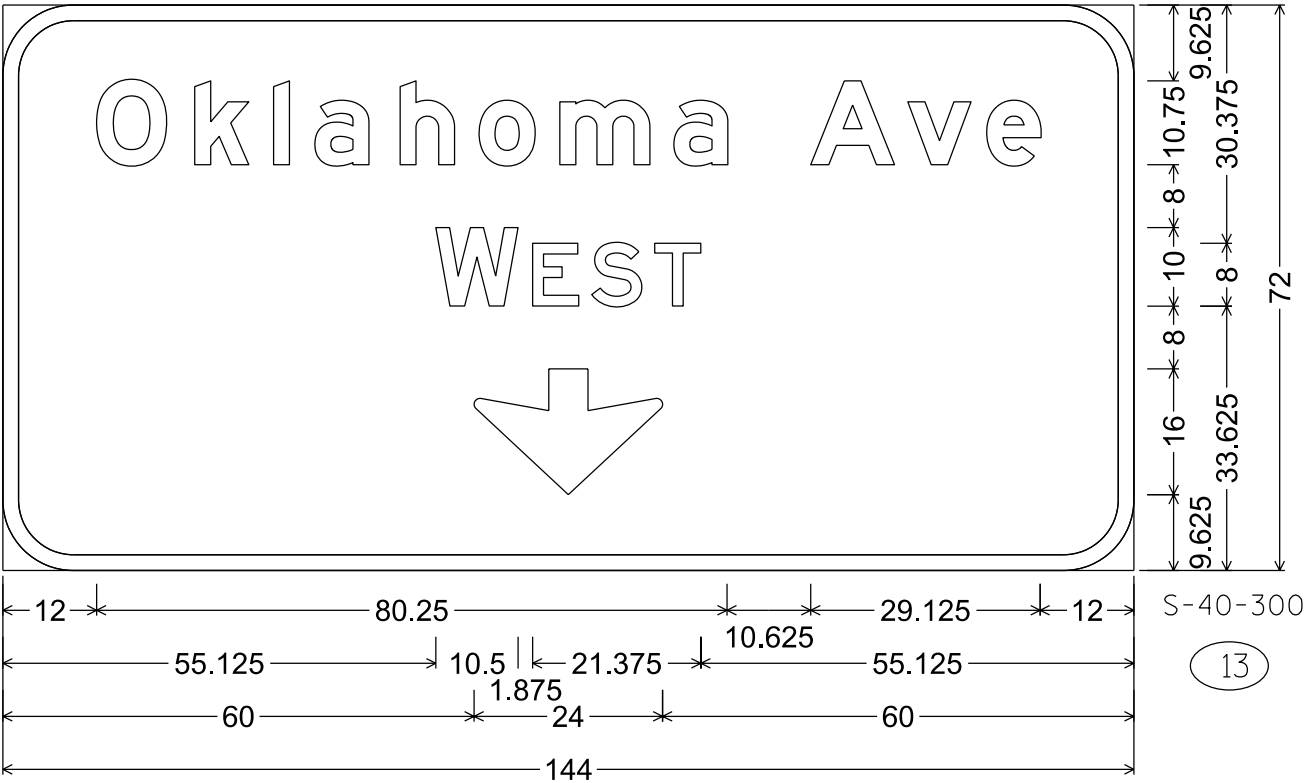
- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except as noted



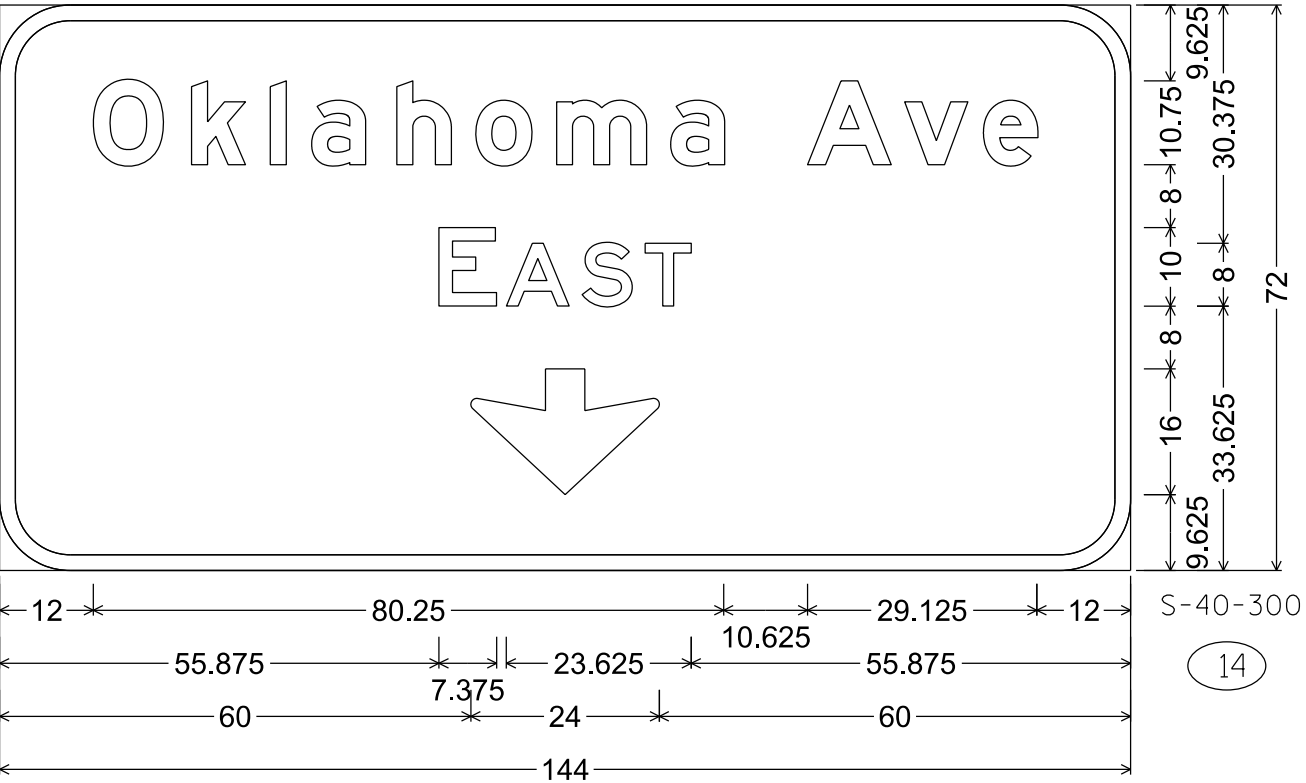
No border, Black on, Yellow;
"LEFT", E;



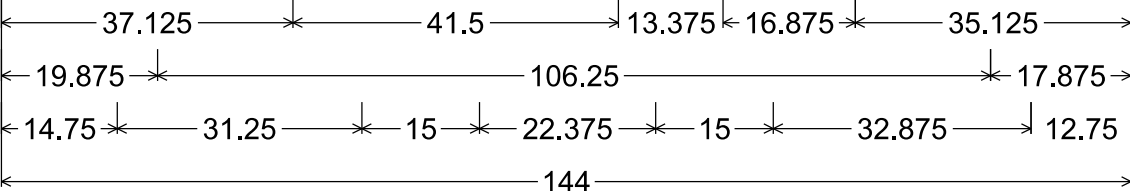
6.000" Radius, 2.000" Border, White on, Green;
"Oklahoma", E Mod; "Ave", E Mod; "JCT", E; "3/4", E; "MILE", E



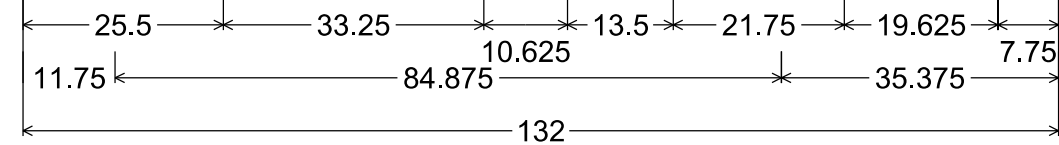
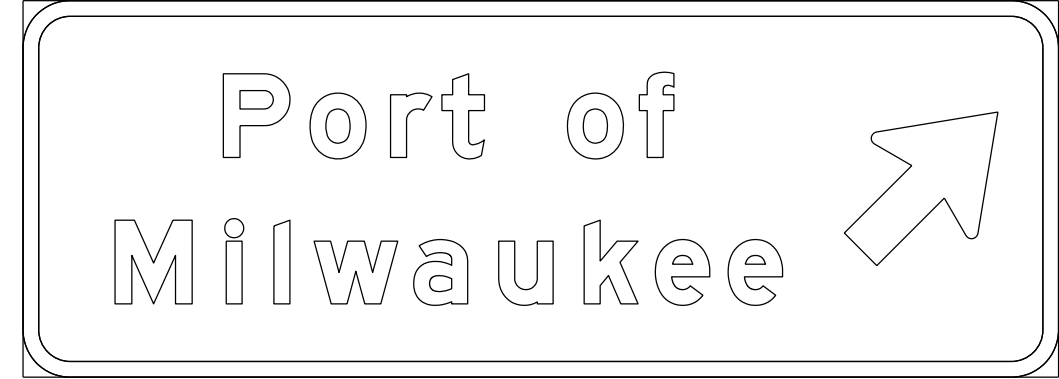
9.000" Radius, 2.000" Border,
"Oklahoma", E Mod; "Ave", E Mod; "WEST", E



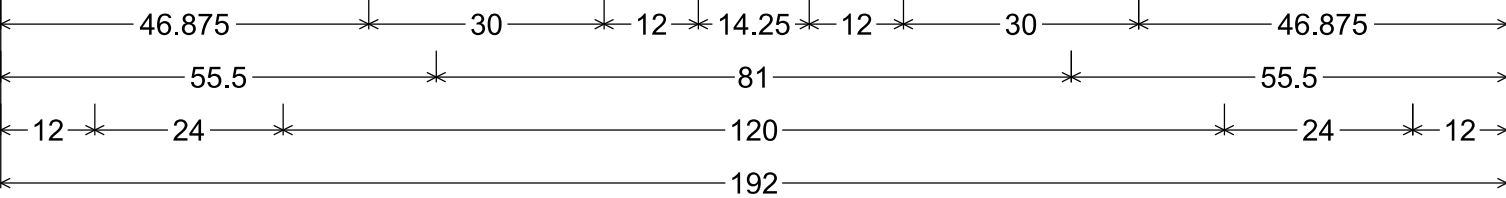
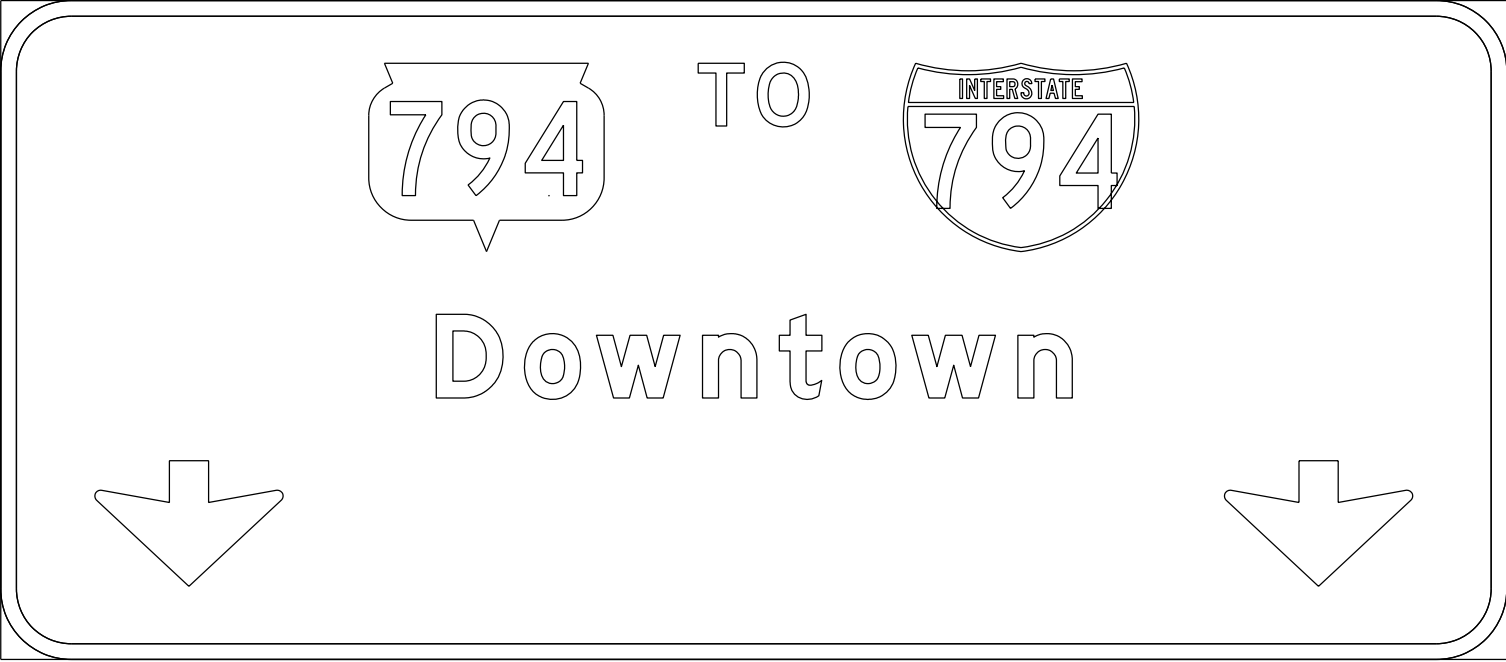
9.000" Radius, 2.000" Border,
"Oklahoma", E Mod; "Ave", E Mod; "EAST", E



E3-1; 9.000" Radius, 2.000" Border,
"Port", E Mod; "of", E Mod; "Milwaukee", E Mod; "EXIT", E; "3/4", E; "MILE", E



E3-1; 6.000" Radius, 2.000" Border,
"Port", E Mod; "of", E Mod; "Milwaukee", E Mod



E6-51; 9.000" Radius, 2.000" Border,
"TO", E; "Downtown", E Mod

NOTES

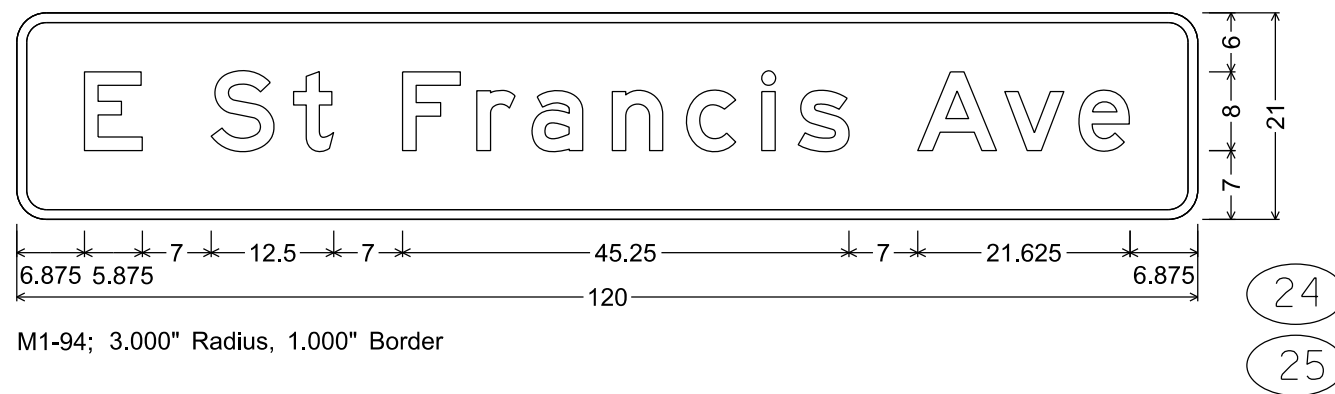
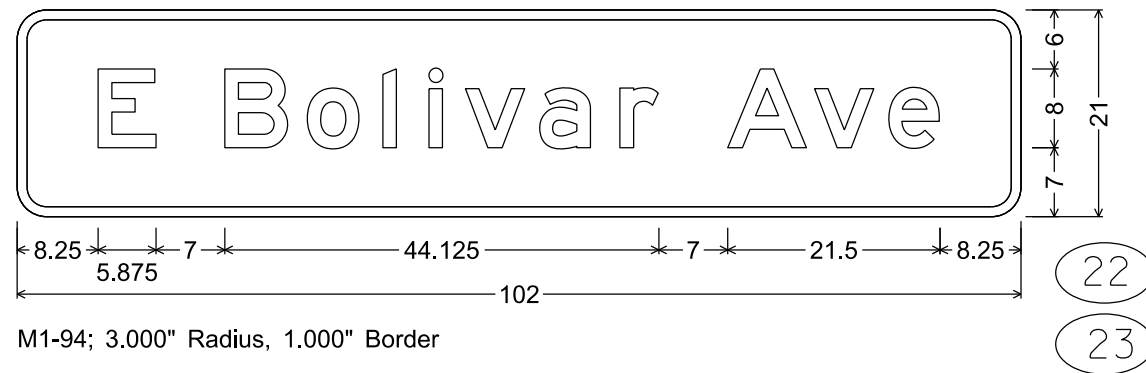
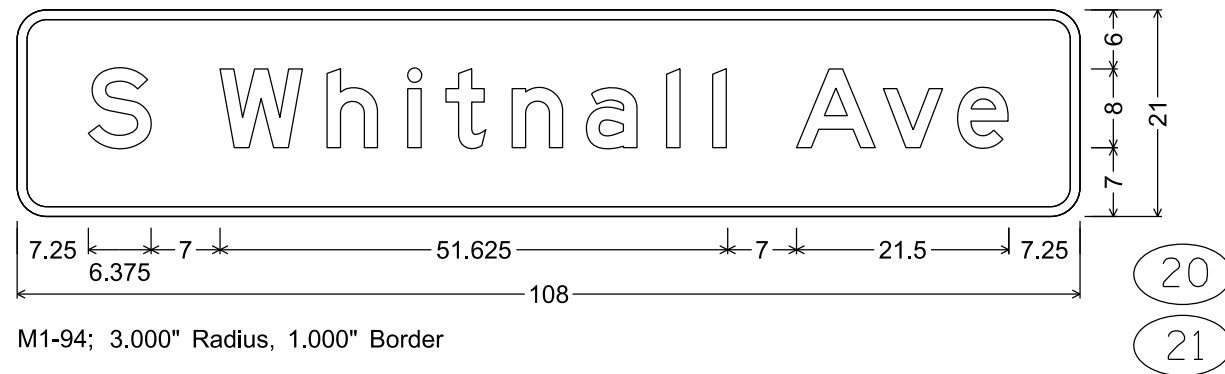
- 1. All Signs Type I - Type SH Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - E Modified except as noted
- 4. ONLY plaque is on Type F Yellow Reflective sheeting with Black Non-Reflective message

7

7

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E



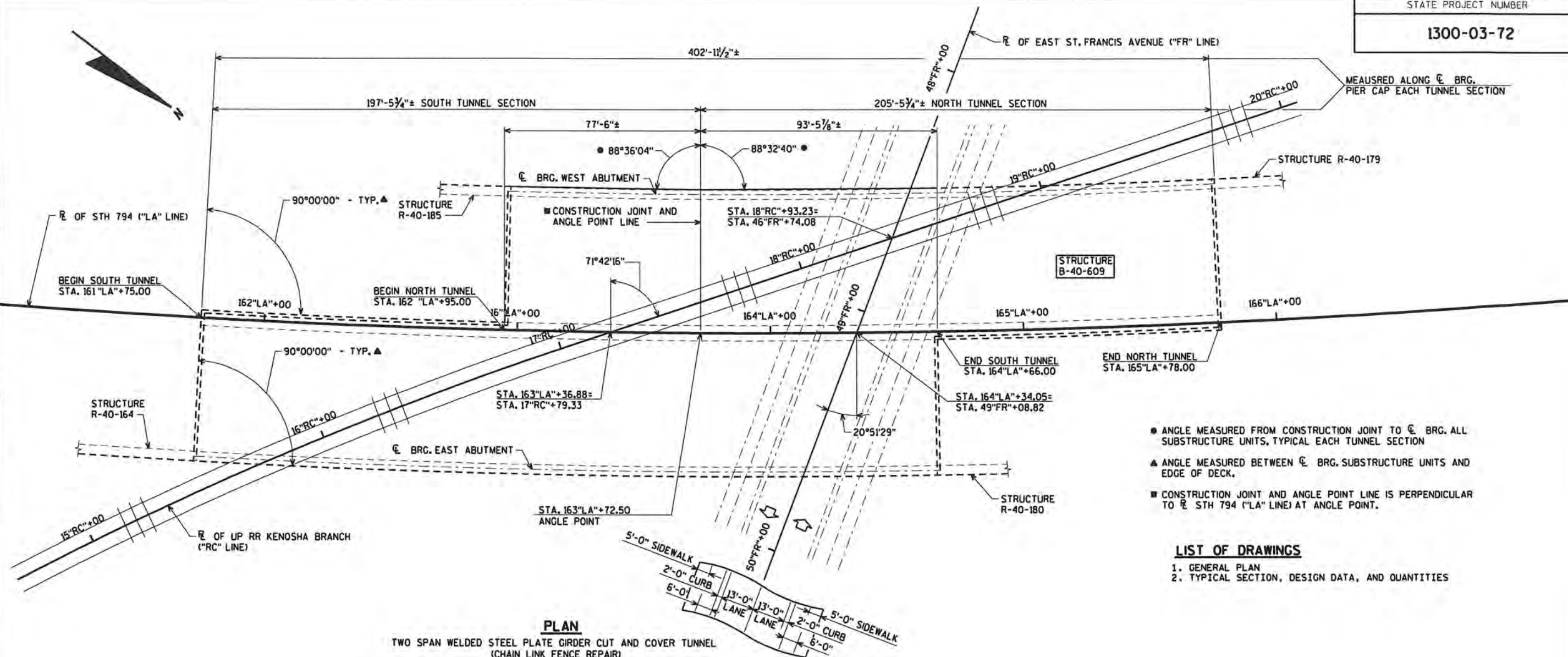
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CHECKED BY: DATE: 8/24/2020
BACK CHECKED BY: DATE:
CORRECTED BY: DATE:

8

STATE PROJECT NUMBER

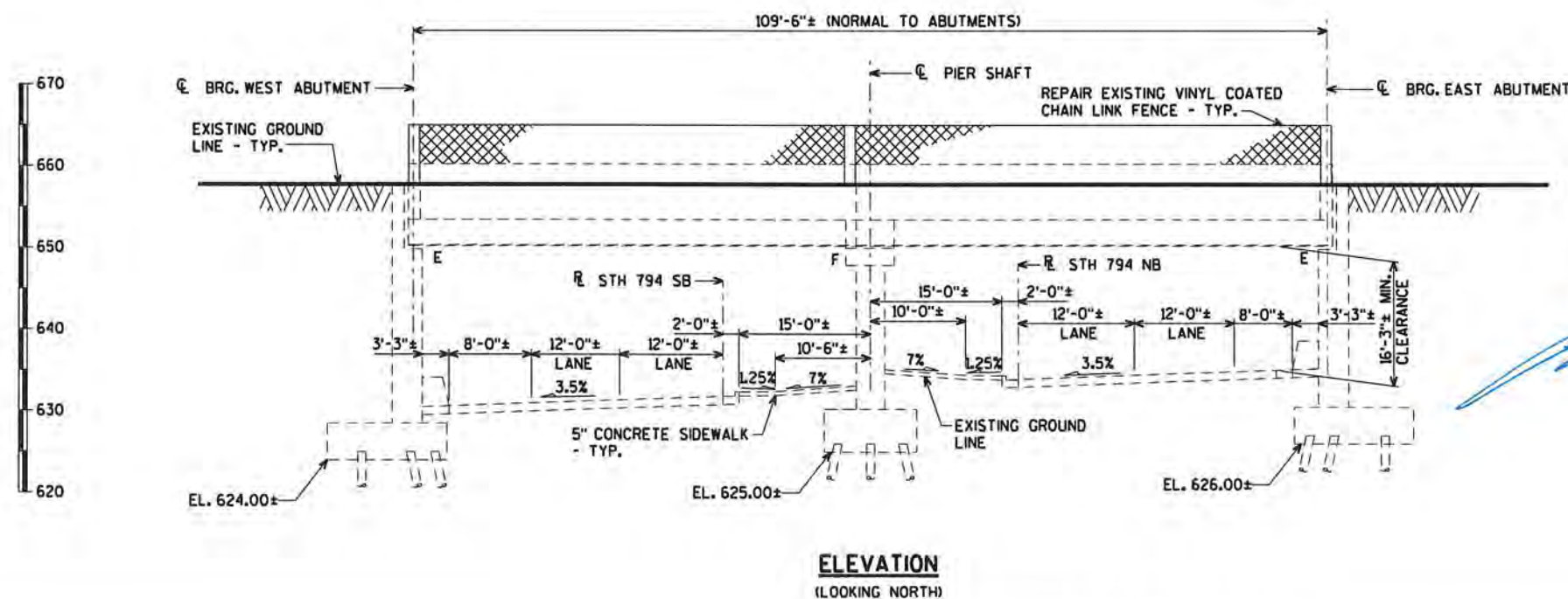
1300-03-72



- ANGLE MEASURED FROM CONSTRUCTION JOINT TO CL BRG. ALL SUBSTRUCTURE UNITS, TYPICAL EACH TUNNEL SECTION
- ▲ ANGLE MEASURED BETWEEN CL BRG. SUBSTRUCTURE UNITS AND EDGE OF DECK.
- CONSTRUCTION JOINT AND ANGLE POINT LINE IS PERPENDICULAR TO CL STH 794 ("LA" LINE) AT ANGLE POINT.

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTION, DESIGN DATA, AND QUANTITIES



FOR TYPICAL SECTION AND DESIGN DATA SEE SHEET 2



BRIDGE OFFICE CONTACT:
AARON BONK
(608)-261-0261
CONSULTANT CONTACT:
CHRIS MCMAHON
(715)-834-3161

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
AYRES ASSOCIATES 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED _____ CHIEF STRUCTURES DESIGN ENGINEER DATE _____			
STRUCTURE B-40-609			
EAST ST. FRANCIS AVENUE AND UP RR OVER STH 794			
COUNTY	MILWAUKEE	TOWN/CITY/VILLAGE	ST. FRANCIS
DESIGN SPEC.	REHABILITATION	N/A	
DESIGNED BY	CBM	DESIGN CK'D.	---
DRAWN BY	CJM/JLB	PLANS CK'D.	CBM
GENERAL PLAN			SHEET 1 OF 2

8

\$PRNAME\$
I:\42\45-0447.00 - STH 794 Rehabilitations\Bridges\B-40-0609\Structure\Final\B400609 CP.dgn

8

STATE PROJECT NUMBER

1300-03-72

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
SPV.0090.01	VINYL COATED CHAIN LINK FENCE REPAIR	LF	445

NOTE:
REPLACE THE TENSION BARS AND TENSION BANDS AND ALL OTHER CONNECTION HARDWARE ON THE VINYL COATED CHAIN LINK FENCE.

DESIGN DATA

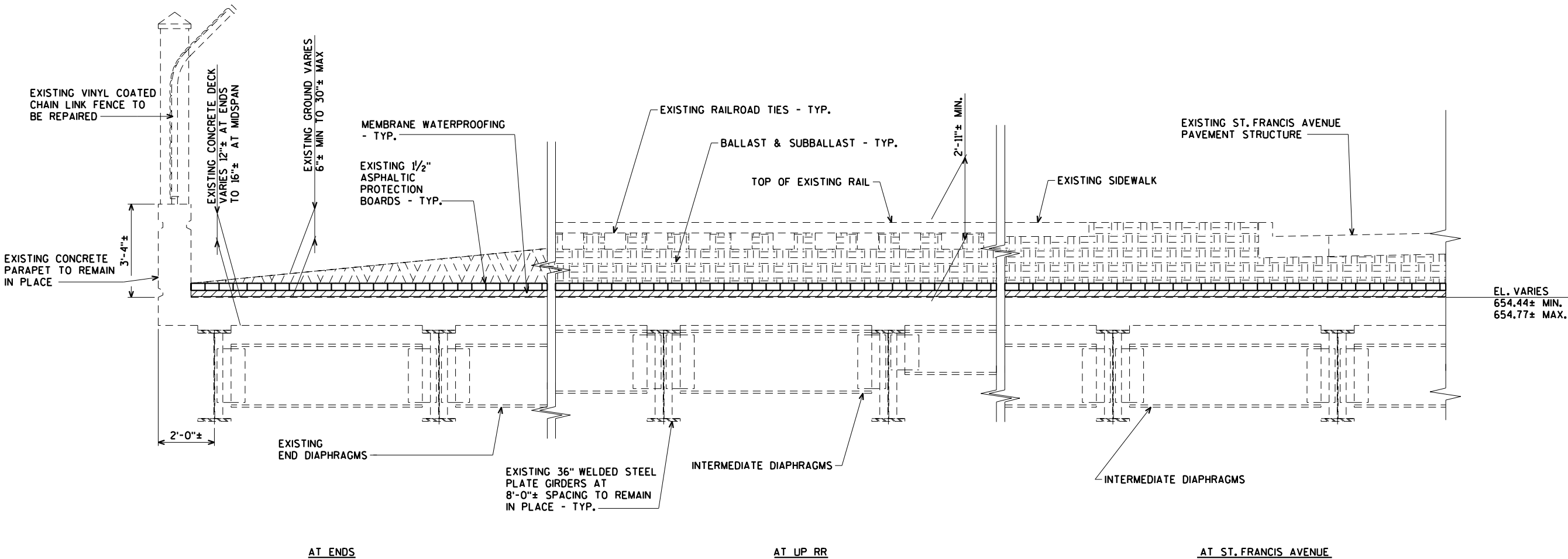
LIVE LOAD:
DESIGN LOADING: HS-20
INVENTORY RATING: HS-70
OPERATING RATING: HS-90
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

TRAFFIC DATA:

ST. FRANCIS AVENUE		STH 794	
A.D.T. =	2,300 (2020)	A.D.T. =	26,375 (2020)
A.D.T. =	2,500 (2040)	A.D.T. =	30,550 (2040)
R.D.S. =	30 M.P.H.	R.D.S. =	40 M.P.H.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON ORIGINAL STRUCTURE PLANS.
ORIGINAL CONSTRUCTION YEAR IS 1998.

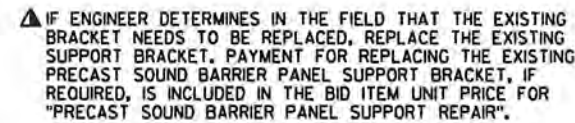


TYPICAL TRANSVERSE SECTIONS

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-40-609			
DRAWN BY CJM/JLB		PLANS CK'D. CBM	
TYPICAL SECTION, DESIGN DATA, AND QUANTITIES			SHEET 2 OF 2
			187

ORIGINAL PLANS PREPARED BY
AYRES ASSOCIATES
3433 Oakwood Hills Parkway
Eau Claire, WI 54701
www.AyresAssociates.com

8



PRECAST CONCRETE PANEL NOISE WALL
(REPAIR SUPPORT BRACKETS & PAINT)



DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
ORIGINAL CONSTRUCTION YEAR IS 1999.

7. REINSTALL SALVAGED SOUND PANELS.

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0200.01	REMOVING OLD STRUCTURE STA. 174+LA'+95 RT.	LS	1
517.3000.S.01	STRUCTURE OVERCOATING CLEANING AND PRIMING N-40-29	LS	1
SPV.0060.01	PRECAST SOUND BARRIER PANEL SUPPORT REPAIR	EACH	20

① UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.
REPAIR BOTH SIDES OF SOUND PANEL WHEN REPAIRS ARE MADE.

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY AYRES ASSOCIATES 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com			
state of wisconsin department of transportation			
ACCEPTED _____		_____ DATE	
CHIEF STRUCTURES DESIGN ENGINEER			
STRUCTURE N-40-29			
STH 794 NOISE WALL			
COUNTY	MILWAUKEE	TOWN/CITY/VILLAGE	MILWAUKEE
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	CBM	DESIGN CK'D. ---	DRAWN BY JLB
		PLANS CK'D.	CBM
GENERAL PLAN		SHEET 1 OF 1	

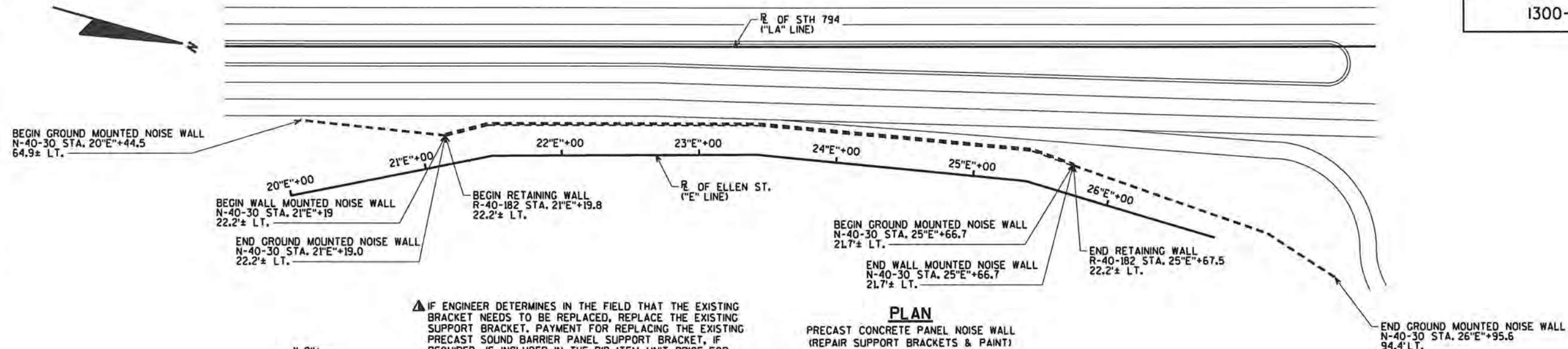
BRIDGE OFFICE CONTACT:
AARON BONK
(608)-261-0261

CONSULTANT CONTACT:
CHRIS MCMAHON
(715)-834-3161

SPRNAME\$ I:\42\45-0447.00 - STH 794 Rehabilitation\Noise Walls\N-40-30\Structure\Final\N4030_OP.dgn

CHECKED BY: DATE: BACK CHECKED BY: DATE: CORRECTED BY: DATE:

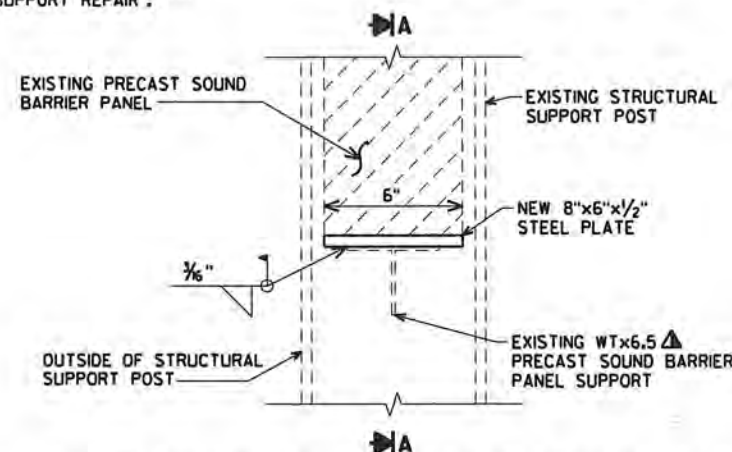
8



IF ENGINEER DETERMINES IN THE FIELD THAT THE EXISTING BRACKET NEEDS TO BE REPLACED, REPLACE THE EXISTING SUPPORT BRACKET. PAYMENT FOR REPLACING THE EXISTING PRECAST SOUND BARRIER PANEL SUPPORT BRACKET, IF REQUIRED, IS INCLUDED IN THE BID ITEM UNIT PRICE FOR "PRECAST SOUND BARRIER PANEL SUPPORT REPAIR".

PLAN

PRECAST CONCRETE PANEL NOISE WALL
(REPAIR SUPPORT BRACKETS & PAINT)



SOUND BARRIER PANEL SUPPORT REPAIR DETAIL

20 REQUIRED

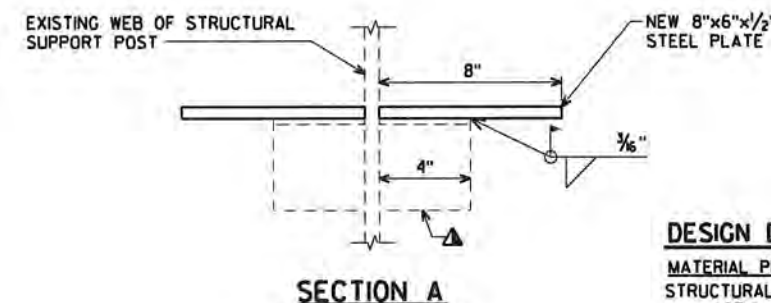
REPAIR SEQUENCE

1. LOCATE SOUND PANELS THAT HAVE SETTLED PAST THE EXISTING SUPPORT BRACKETS.
2. REMOVE AND SALVAGE EXISTING SETTLED SOUND PANELS OUT FROM THE STRUCTURAL SUPPORT POSTS BY LIFTING THEM OUT. COST TO REMOVE, STORE, AND REINSTALL THE SOUND PANELS IS INCLUDED IN THE BID ITEM "REMOVING OLD STRUCTURE STA. 23'E+70 LT.". ANY DAMAGE TO THE SOUND PANELS CAUSED BY THE CONTRACTOR DURING REMOVAL, STORAGE OR REINSTALLING THE PANELS SHALL BE REPAIRED BY THE CONTRACTOR. COST FOR REPAIRING DAMAGED SOUND PANELS SHALL BE INCIDENTAL TO "REMOVING OLD STRUCTURE STA. 23'E+70 LT.".
3. REPAIR SOUND BARRIER PANEL SUPPORT BRACKETS AS SHOWN IN THE DETAILS.
4. FIELD PAINT REPAIRED SOUND BARRIER PANEL SUPPORT BRACKETS. PAINT SHALL BE BROWN, AMS STANDARD COLOR NO. 20059.
5. CLEAN RUSTED AREAS OF STRUCTURAL SUPPORT POSTS TO BARE METAL AND APPLY PRIMER AND INTERMEDIATE COATS TO THE AREAS.
6. OVERCOAT PAINT ALL THE STRUCTURAL SUPPORT POSTS AND BRACKETS. PAINT SHALL BE BROWN, AMS STANDARD COLOR NO. 20059.
7. REINSTALL SALVAGED SOUND PANELS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0200.02	REMOVING OLD STRUCTURE STA. 23'E+70 LT.	LS	1
517.3000.5.02	STRUCTURE OVERCOATING CLEANING AND PRIMING N-40-30	LS	1
SPV.0060.01	PRECAST SOUND BARRIER PANEL SUPPORT REPAIR	EACH	20

- UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.
REPAIR BOTH SIDES OF SOUND PANEL WHEN REPAIRS ARE MADE.



SECTION A

DESIGN DATA

MATERIAL PROPERTIES:
STRUCTURAL CARBON STEEL
ASTM A36 $f_y = 36,000$ p.s.i.

TRAFFIC DATA:

STH 794
A.D.T. = 26,375 (2020)
A.D.T. = 30,550 (2040)
R.D.S. = 50 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
ORIGINAL CONSTRUCTION YEAR IS 1999.



BRIDGE OFFICE CONTACT:
AARON BONK
(608)-261-0261

CONSULTANT CONTACT:
CHRIS MCMAHON
(715)-834-3161

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
AYRES ASSOCIATES 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com			
state of wisconsin department of transportation			
ACCEPTED _____ CHIEF STRUCTURES DESIGN ENGINEER _____ DATE _____			
STRUCTURE N-40-30			
STH 794 NOISE WALL			
COUNTY	MILWAUKEE	TOWN/CITY/VILLAGE	MILWAUKEE
DESIGN SPEC.	REHABILITATION	N/A	
DESIGNED BY	CBM	DESIGN CK'D.	---
DRAWN BY	JLB	PLANS CK'D.	CBM
GENERAL PLAN			SHEET 1 OF 1

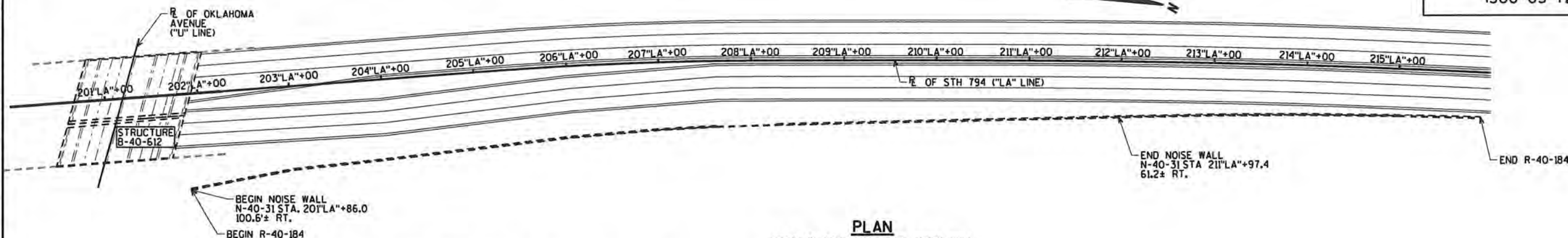
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CHECKED BY: DATE: BACK CHECKED BY: DATE: CORRECTED BY: DATE:

8

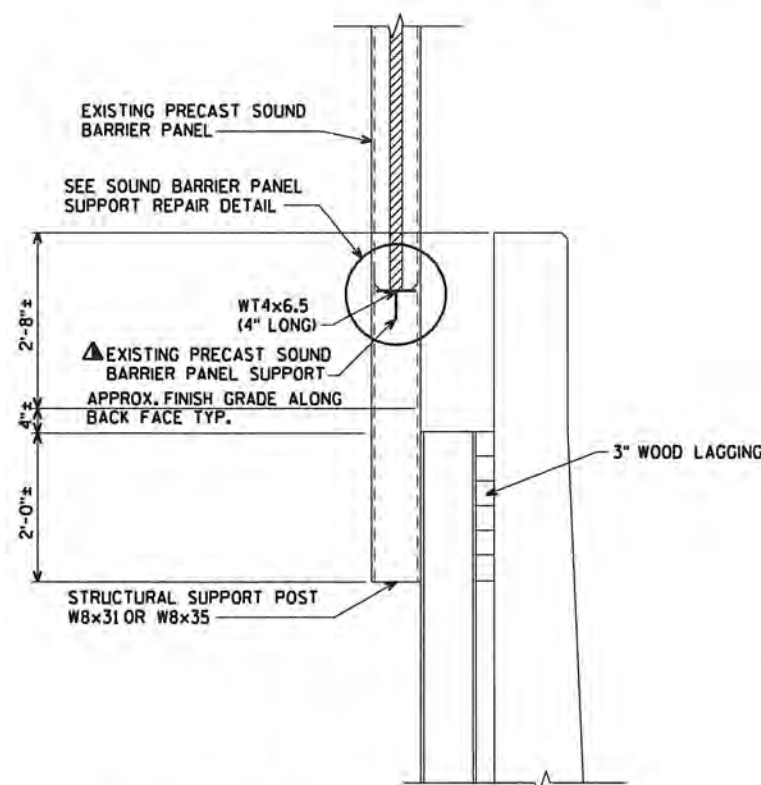
STATE PROJECT NUMBER

1300-03-72



PLAN
PRECAST CONCRETE PANEL NOISE WALL
(REPAIR SUPPORT BRACKETS & PAINT)

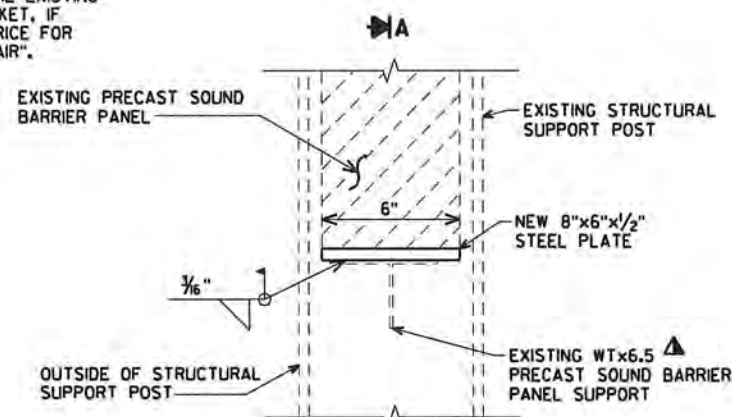
▲ IF ENGINEER DETERMINES IN THE FIELD THAT THE EXISTING BRACKET NEEDS TO BE REPLACED, REPLACE THE EXISTING SUPPORT BRACKET. PAYMENT FOR REPLACING THE EXISTING PRECAST SOUND BARRIER PANEL SUPPORT BRACKET, IF REQUIRED, IS INCLUDED IN THE BID ITEM UNIT PRICE FOR "PRECAST SOUND BARRIER PANEL SUPPORT REPAIR".



STRUCTURE MOUNT CONNECTION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
ORIGINAL CONSTRUCTION YEAR IS 1999.



SOUND BARRIER PANEL SUPPORT REPAIR DETAIL
50 REQUIRED

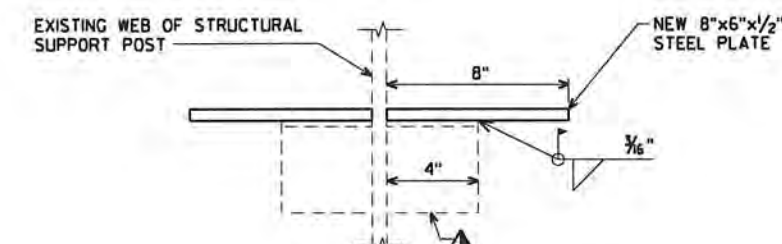
REPAIR SEQUENCE

1. LOCATE SOUND PANELS THAT HAVE SETTLED PAST THE EXISTING SUPPORT BRACKETS.
2. REMOVE AND SALVAGE EXISTING SETTLED SOUND PANELS OUT FROM THE STRUCTURAL SUPPORT POSTS BY LIFTING THEM OUT. COST TO REMOVE, STORE, AND REINSTALL THE SOUND PANELS IS INCLUDED IN THE BID ITEM "REMOVING OLD STRUCTURE STA. 206+00 RT.". ANY DAMAGE TO THE SOUND PANELS CAUSED BY THE CONTRACTOR DURING REMOVAL, STORAGE OR REINSTALLING THE PANELS SHALL BE REPAIRED BY THE CONTRACTOR. COST FOR REPAIRING DAMAGED SOUND PANELS SHALL BE INCIDENTAL TO "REMOVING OLD STRUCTURE STA. 206+00 RT.".
3. REPAIR SOUND BARRIER PANEL SUPPORT BRACKETS AS SHOWN IN THE DETAILS. ▲
4. FIELD PAINT REPAIRED SOUND BARRIER PANEL SUPPORT BRACKETS. PAINT SHALL BE BROWN, AMS STANDARD COLOR NO. 20059.
5. CLEAN RUSTED AREAS OF STRUCTURAL SUPPORT POSTS TO BARE METAL AND APPLY PRIMER AND INTERMEDIATE COATS TO THE AREAS.
6. OVERCOAT PAINT ALL THE STRUCTURAL SUPPORT POSTS AND BRACKETS. PAINT SHALL BE BROWN, AMS STANDARD COLOR NO. 20059.
7. REINSTALL SALVAGED SOUND PANELS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0200.03	REMOVING OLD STRUCTURE STA. 206+00 RT.	LS	1
517.3000.03	STRUCTURE OVERCOATING CLEANING AND PRIMING N-40-31	LS	1
SPV.0060.01	PRECAST SOUND BARRIER PANEL SUPPORT REPAIR	EACH	50

- ① UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.
REPAIR BOTH SIDES OF SOUND PANEL WHEN REPAIRS ARE MADE.



SECTION A

DESIGN DATA

MATERIAL PROPERTIES:
STRUCTURAL CARBON STEEL
ASTM A36 $f_y = 36,000$ p.s.i.

TRAFFIC DATA:

STH 794
A.D.T. = 26,375 (2020)
A.D.T. = 30,550 (2040)
R.D.S. = 50 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN



NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
AYRES ASSOCIATES 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com			
state of wisconsin department of transportation			
ACCEPTED _____ CHIEF STRUCTURES DESIGN ENGINEER DATE _____			
STRUCTURE N-40-31			
STH 794 NOISE WALL			
COUNTY	MILWAUKEE	CITY/TOWNSHIP/VILLAGE	MILWAUKEE
DESIGN SPEC.	REHABILITATION	N/A	
DESIGNED BY	CBM	DESIGN CK'D.	---
DRAWN BY	JLB	PLANS CK'D.	CBM
GENERAL PLAN			SHEET 1 OF 1

BRIDGE OFFICE CONTACT:
AARON BONK
(608)-261-0261

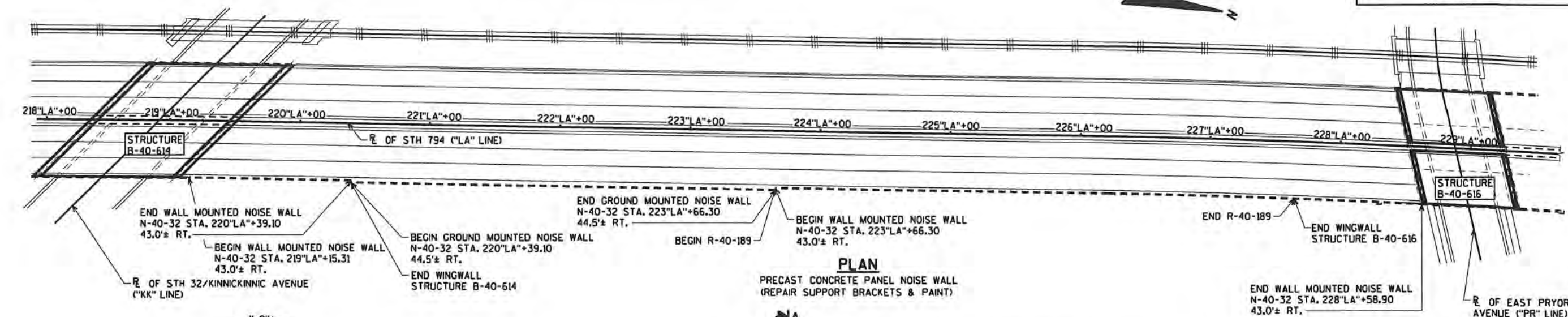
CONSULTANT CONTACT:
CHRIS MCMAHON
(715)-834-3161

\$PNAME\$
I:\4245-0447.00 - STH 794 Rehabilitation\Noise Walls\N-40-32\StructureFinal\N4032 GP.dgn

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STATE PROJECT NUMBER

1300-03-72

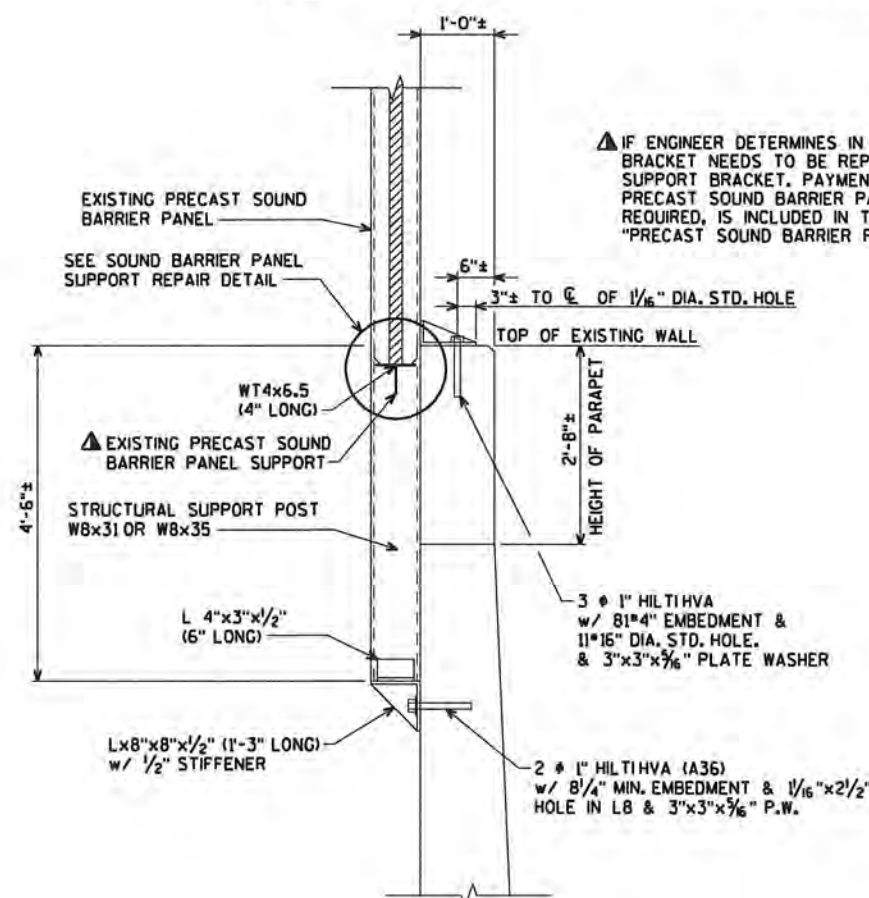


PLAN

PRECAST CONCRETE PANEL NOISE WALL
(REPAIR SUPPORT BRACKETS & PAINT)

END WALL MOUNTED NOISE WALL
N-40-32 STA. 228+00.90
43.0'± RT.

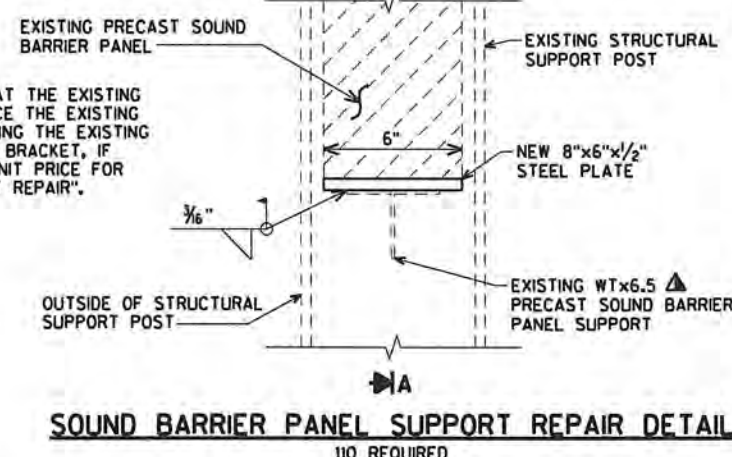
R OF EAST PRYOR
AVENUE (PR LINE)



STRUCTURE MOUNT CONNECTION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
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ORIGINAL CONSTRUCTION YEAR IS 1999.



SOUND BARRIER PANEL SUPPORT REPAIR DETAIL

110 REQUIRED

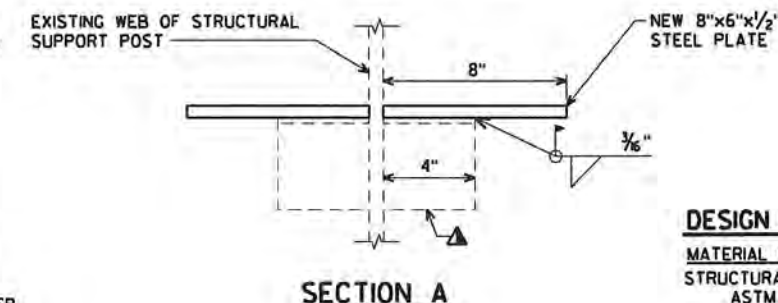
REPAIR SEQUENCE

1. LOCATE SOUND PANELS THAT HAVE SETTLED PAST THE EXISTING SUPPORT BRACKETS.
2. REMOVE AND SALVAGE EXISTING SETTLED SOUND PANELS OUT FROM THE STRUCTURAL SUPPORT POSTS BY LIFTING THEM OUT. COST TO REMOVE, STORE, AND REINSTALL THE SOUND PANELS IS INCLUDED IN THE BID ITEM "REMOVING OLD STRUCTURE STA. 223+00.90 RT.". ANY DAMAGE TO THE SOUND PANELS CAUSED BY THE CONTRACTOR DURING REMOVAL, STORAGE OR REINSTALLING THE PANELS SHALL BE REPAIRED BY THE CONTRACTOR, COST FOR REPAIRING DAMAGED SOUND PANELS SHALL BE INCIDENTAL TO "REMOVING OLD STRUCTURE STA. 172+00.90 RT.".
3. REPAIR SOUND BARRIER PANEL SUPPORT BRACKETS AS SHOWN IN THE DETAILS.
4. FIELD PAINT REPAIRED SOUND BARRIER PANEL SUPPORT BRACKETS. PAINT SHALL BE BROWN, AMS STANDARD COLOR NO. 20059.
5. CLEAN RUSTED AREAS OF STRUCTURAL SUPPORT POSTS TO BARE METAL AND APPLY PRIMER AND INTERMEDIATE COATS TO THE AREAS.
6. OVERCOAT PAINT ALL THE STRUCTURAL SUPPORT POSTS AND BRACKETS. PAINT SHALL BE BROWN, AMS STANDARD COLOR NO. 20059.
7. REINSTALL SALVAGED SOUND PANELS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0200.04	REMOVING OLD STRUCTURE STA. 223+00.90 RT.	LS	1
517.3000.04	STRUCTURE OVERCOATING CLEANING AND PRIMING N-40-32	LS	1
SPV.0060.01	PRECAST SOUND BARRIER PANEL SUPPORT REPAIR	EACH	20

- ① UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.
REPAIR BOTH SIDES OF SOUND PANEL WHEN REPAIRS ARE MADE.



SECTION A

DESIGN DATA

MATERIAL PROPERTIES:

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ASTM A36 $f_y = 36,000$ p.s.i.

TRAFFIC DATA:

STH 794
A.D.T. = 26,375 (2020)
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LIST OF DRAWINGS

1. GENERAL PLAN



NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY AYRES ASSOCIATES 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED		CHIEF STRUCTURES DESIGN ENGINEER	DATE
STRUCTURE N-40-32			
STH 794 NOISE WALL			
COUNTY	MILWAUKEE	CITY/TOWNSHIP	MILWAUKEE
DESIGN SPEC.	REHABILITATION	N/A	
DESIGNED BY	CBM	DESIGN CK'D.	---
DRAWN BY	JLB	PLANS CK'D.	CBM
GENERAL PLAN			SHEET 1 OF 1

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