

PROJECT ID: 1161-00-66

COUNTY: COLUMBIA

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.	(2020)	=	9700 NB
A.A.D.T.	(2040)	=	11700 NB
D.H.V.		=	1104
D.D.		=	60/40
T.		=	18.4%
DESIGN SPEED		=	70 MPH
ESALS		=	17,000,000

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	

ROCK	
LABEL	
95.36	
0	
1	
2	
3	
4	
5	
6	
7	
8	
9	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MADISON - PACKWAUKEE

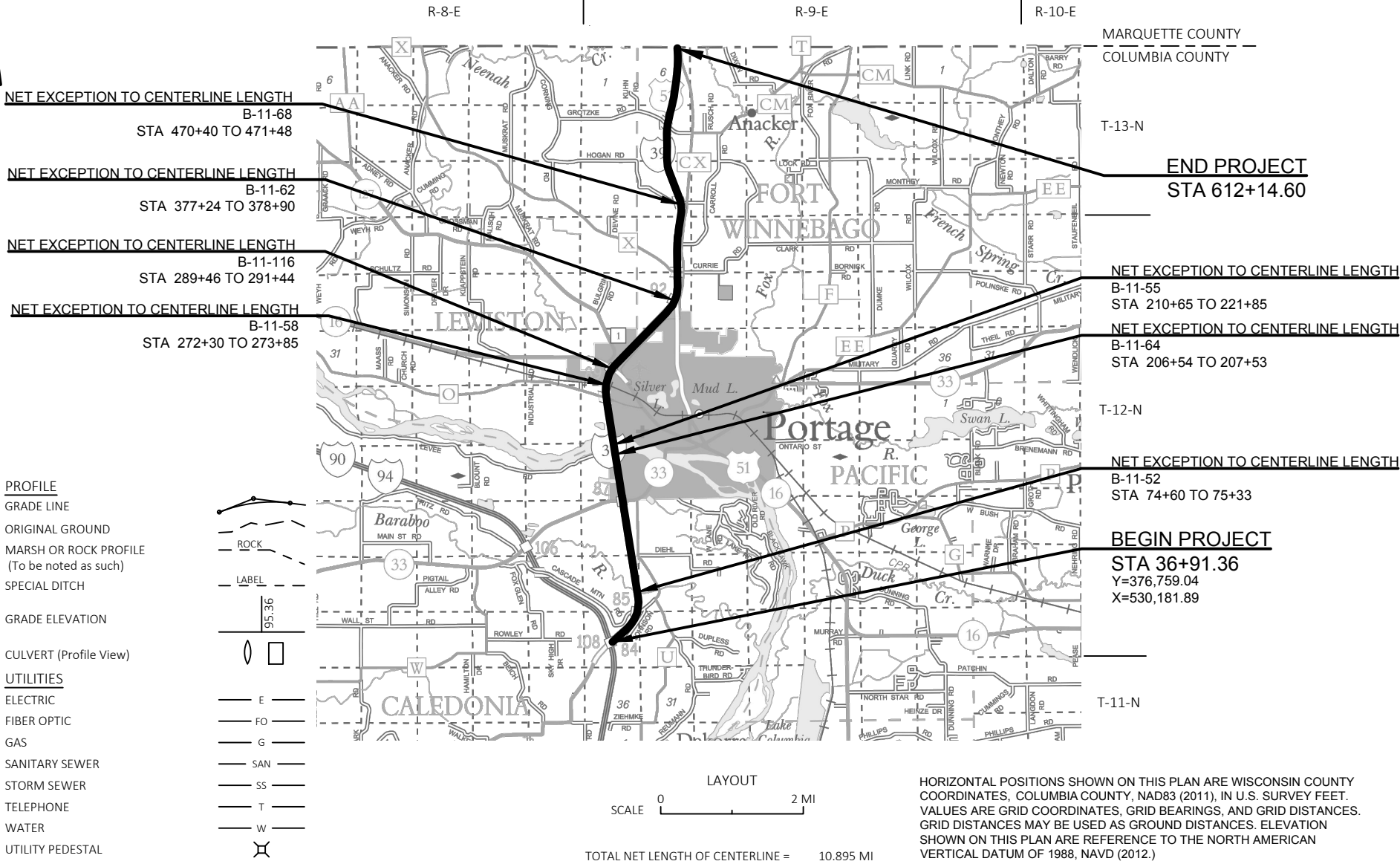
STH 78 TO MARQUETTE COUNTY LINE, NB

IH 39

COLUMBIA COUNTY

STATE PROJECT NUMBER
1161-00-66

APPROVED FOR DESIGN OF
UTILITY ADJUSTMENTS
7/16/2019



ORIGINAL PLANS PREPARED BY	
 www.daarcorp.com Portage, WI 53901 608-566-1370	
DATE: _____	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	DAAR ENGINEERING INC.
Designer	DAAR ENGINEERING INC.
Project Manager	LALITHA BALACHANDRAN, P.E.
Regional Examiner	SW REGION
Regional Supervisor	WILLIAM STROBEL, P.E.
APPROVED FOR THE DEPARTMENT	
DATE: _____ (Signature)	
E	

STANDARD ABBREVIATIONS				GENERAL NOTES	ORDER OF DETAIL SHEETS
AC	ACRE	NC	NORMAL CROWN	CURVE DATA BASED ON THE ARC DEFINITION. WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, OR HMA IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUALTHICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTMTIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE. PERSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES, SEARCH FOR EVIDENCE OF A LANDMARK IN ALL AREAS WHERE A LANDMARK MAY EXIST. REMOVAL OF ANY SURVEY MARKER REQUIRES APPROVAL OF THE ENGINEER. STATIONING OF CONCRETE PAVEMENT REPAIR & REPLACEMENT LOCATIONS IN PLAN ARE APPROXIMATE. VERIFY LOCATIONS WITH ENGINEER. PLAN REMOVAL AREAS ARE APPORXIMATE. EXACT LIMITS SHALL BE DETERMINED IN THE FIELD. SAWING CONCRETE WILL BE MEASURED AND PAID FOR ONLY ONCE WHEN REPAIRS ARE ADJACENT ALONG THE C/L OF THE NB LANES (IN BOTH OUTSIDE AND MEDIAN LANES). OVERSAWING INTO PAVEMENT THAT IS TO REMAIN TO FACILITATE REMOVAL OF REPAIR AREAS SHALL BE SEALED WITH AN APPROVED EPOXY. THE OVERSAWING AND EPOXY ARE INCIDENTAL TO BID ITEMS 416.1710, 416.1715, 416.1720, & 416.1725. IN CONCRETE PAVEMENT REPLACEMENT SECTIONS, THE NEW JOINTS SHOULD MATCH ADJACENT CONCRETE JOINT. THE NEW TINING SHOULD MATCH THE ADJACENT PAVEMENT PATTERN. THE ENGINEER WILL DETERMINE THE EXACT LOCATION OF EROSION CONTROL ITEMS. MAINTAIN ALL EROSION CONTROL MEASURES UNTIL THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. THE CONTRACTOR WILL REMOVE EROSION CONTROL ITEMS AT THE DIRECTION OF THE ENGINEER. DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIAL IN WETLANDS, WATERWAYS OR ENVIRONMENTALLY SENSITIVE AREAS ADJACENT TO THE PROJECT. HMA PAVEMENT WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN EXISTING ALIGNMENT FROM AS-BUILT INFORMATION	GENERAL NOTES PROJECT OVERVIEW TYPICAL SECTIONS CONSTRUCTION DETAILS INTERSECTION DETAILS TRAFFIC CONTROL DETAILS
ADJ	ADJUST	N	NORTH		
AH	AHEAD	NTS	NOT TO SCALE		
ASPH	ASPHALT	Y	NORTH GRID COORDINATE		
AVG	AVERAGE	NB	NORTHBOUND		
ADT	AVERAGE DAILY TRAFFIC	NO	NUMBER		
AMC	ADJUSTING MANHOLE COVER	OD	OUTSIDE DIAMETER		
ASMC	ADJUSTING SANITARY MANHOLE COVER	PAVT	PAVEMENT		
AWV	ADJUSTING WATER VALVE	PLE	PERMANENT LIMITED EASEMENT		
BK	BACK	PT	POINT		
BAD	BASE AGGREGATE DENSE	PC	POINT OF CURVATURE		
BM	BENCHMARK	PI	POINT OF INTERSECTION		
BMP	BEST MANAGEMENT PRACTICE	PT	POINT OF TANGENCY		
CB	CATCH BASIN	PVC	POLYVINYL CHLORIDE		
C/L	CENTER LINE	PCC	PORTLAND CEMENT CONCRETE		
Δ	CENTRAL ANGLE OR DELTA	LB	POUND		
CIR	CIRCULAR	PSF	POUNDS PER SQUARE FOOT		
CL	CLASS	PSI	POUNDS PER SQUARE INCH		
CONC	CONCRETE	PE	PRIVATE ENTRANCE		
CONST	CONSTRUCTION	PGL	PROFILE GRADE LINE		
CABC	CRUSHED AGGREGATE BASE SOURCE	PL	PROPERTY LINE		
CE	COMMERCIAL ENTRANCE	R	RADIUS		
CFS	CUBIC FEET PER SECOND	R	RANGE		
CY	CUBIC YARD	R/L	REFERENCE LINE		
C&G	CURB AND GUTTER	REINF	REINFORCING OR REINFORCEMENT		
D	DEGREE OF CURVE	REQD	REQUIRED		
DHV	DESIGN HOUR VOLUME	RT	RIGHT		
DIA	DIAMETER	R/W	RIGHT-OF-WAY		
DD	DIRECTIONAL DISTRIBUTION	RD	ROAD		
DWY	DRIVEWAY	RDWY	ROADWAY		
E	EAST	SEC	SECTION		
X	EAST GROUND COORDINATE	SHLDR	SHOULDER		
EB	EASTBOUND	S	SOUTH		
EL	ELEVATION	SB	SOUTHBOUND		
ESALS	EQUIVALENT SINGLE AXLE LOADS	SCH	SCHEDULE		
EXC	EXCAVATION	SQ	SQUARE		
EBS	EXCAVATION BEYOND SUBGRADE	SF	SQUARE FEET		
EX	EXISTING	SW	SIDEWALK		
FPS	FEET PER SECOND	SY	SQUARE YARD		
FERT	FERTILIZE	SDD	STANDARD DETAIL DRAWINGS		
FL	FLOWLINE	STH	STATE TRUNK HIGHWAYS		
FT	FOOT	STA	STATION		
HES	HIGH EARLY STRENGTH	SS	STORM SEWER		
HP	HIGH POINT	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE		
HMA	HOT MIX ASPHALT	ST	STREET		
CWT	HUNDREDWEIGHT	STR	STRUCTURE OR STRUCTURAL		
HYD	HYDRANT	SE	SUPERELEVATION		
INL	INLET	T	TANGENT		
IC	INLET COVERS TYPE H	TEMP	TEMPORARY		
IS	INLTES 2X3 AND INLET COVERS TYPE H	TI	TEMPORARY INTEREST		
ID	INSIDE DIAMETER	TLE	TEMPORARY LIMITED EASEMENT		
I	INTERSECTION ANGLE	T	TOWN		
INV	INVERT	T%	TRUCKS (PERCENT OF)		
IP	IRON PIPE OR PIN	TYP	TYPICAL		
LT	LEFT	VAR	VARIABLE		
LP	LOW POINT	VERT	VERTICAL		
LS	LUMP SUM	V	DESIGN SPEED		
MH	MANHOLE	VOL	VOLUME		
MAX	MAXIMUM	WM	WATERMAIN		
MGAL	MEGAGALLON	WV	WATER VALVE		
MPH	MILES PER HOUR	W	WEST		
MIN	MINIMUM	WB	WESTBOUND		
MON	MONUMENT	YD	YARD		

UTILITY CONTACTS

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION ANTHONY MARCINIAK W 234 N 2000 RIDGEWAY PARKWAY CT WAUKESHA, WI 53187-0047 (262) 506-6814 amarciniak@atcllc.com	ADAMS-COLUMBIA ELECTRIC COOPERATIVE - ELECTRICITY BILL KEARNS W6290 HWY 33 PARDEEVILLE, WI 53954 (608) 429-4105 bkearns@acecwi.com
AT&T LEGACY-COMMUNICATION LINE KENNETH COLWELL 222 W JACKSON WOODSTOCK, IL 60098 (312) 734-2223 kc1298@att.com	ADAMS-COLUMBIA ELECTRIC COOPERATIVE - ELECTRICITY SHAWN PIETRZAK PO BOX 70 FRIENDSHIP, WI 53934 (800) 831-8629 spietrzak@acecwi.com
CHARTER COMMUNICATIONS- COMMUNICATION LINE BRANDON STORM 2701 DANIELS ST MADISON, WI 53718 (608) 274-3822 brandon.storm@charter.com	ALLIANT ENERGY - ELECTRICITY MICHAEL BROLIN 4902 NORTH BILTMORE LN MADISON, WI 53713 (608) 458-4871 MichaelBrolin@alliantenergy.com
CITY OF PORTAGE UTILITIES - WATER AARON JAHNCKE 115 WEST PLEASANT ST. PORTAGE, WI 53901 (608) 742-2176 Aaron.jahncke@portagewi.gov	ALLIANT ENERGY - GAS/PETROLEUM MICHAEL BROLIN 4902 NORTH BILTMORE LN MADISON, WI 53713 (608) 458-4871 MichaelBrolin@alliantenergy.com
CITY OF PORTAGE UTILITIES - SEWER AARON JAHNCKE 115 WEST PLEASANT ST. PORTAGE, WI 53901 (608) 742-2176 Aaron.jahncke@portagewi.gov	WISCONSIN DEPARTMENT OF TRANSPORTATION-COMMUN JEFF MADSON 433 W. ST. PAUL AVE., SUITE. 300 MILWAUKEE, WI 53203-3007 (414) 225-3723 Jeffrey.Madison@dot.wi.gov
PORTAGE MUNICIPAL AIRPORT - AIRPORT FACILITY JOHN POPPY 1011 SILVER LANKE DR. PORTAGE, WI 53901 (608) 742-3300 airportage@gmail.com	FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION RUSS RYAN 118 DIVISION STREET PLYMOUTH, WI 53073 (920) 583-3275 Russel.w.ryan@ftr.com
WINDSTREAM KDL, LLC - COMMUNICATION LINE KEVIN PARRIS 1858 WRIGHT ST. MADISON, WI 53704 (608) 819-5016 kevin.j.parris@windstream.com	NORTHERN NATURAL GAS COMPANY - GAS/PETROLEUM JASON GOULD 8101 BIRCHWOOD CT., SUITE F JOHNSTON, IA 50131 (402) 530-2011 Jason.Gould@nngco.com
RODGERS TELECOM - COMMUNICATION LINE VICKIE MORAN 4804 N 40TH ST. SHEBOYGAN, WI 53083 (920) 395-7125 vmoran@gabes.com	MADISON COLLEGE - COMMUNICATION LINE WESLEY MARQUARDT 1701 WRIGHT ST. MADISON, WI 53704 (608) 243-4040 WMarquardt@madisoncollege.edu
TDS METROCOM LLC - COMMUNICATION LINE JEFF SHAW 202 E OGDEN STREET MEDFORD, WI 54451 (715) 748-6970 Jeff.shaw@tdstelecom.com	

WISDOT CONTACTS

WISDOT PROJECT MANAGER
LALITHA BALACHANDRAN
2101 WRIGHT ST.
MADISON WI 53704-2559
(608) 243-3382
Lalitha.Balachandran@dot.wi.gov

WDNR CONTACT

ERIC HEGGELUND
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 228-7927
eric.heggelund@wisconsin.gov

COLUMBIA COUNTY CONTACT

CHRIS HARDY, PE
HIGHWAY COMMISSIONER
338 WEST OLD HWY. 16
WYOCENA, WI 53969
(608) 429-3750

OTHER CONTACTS

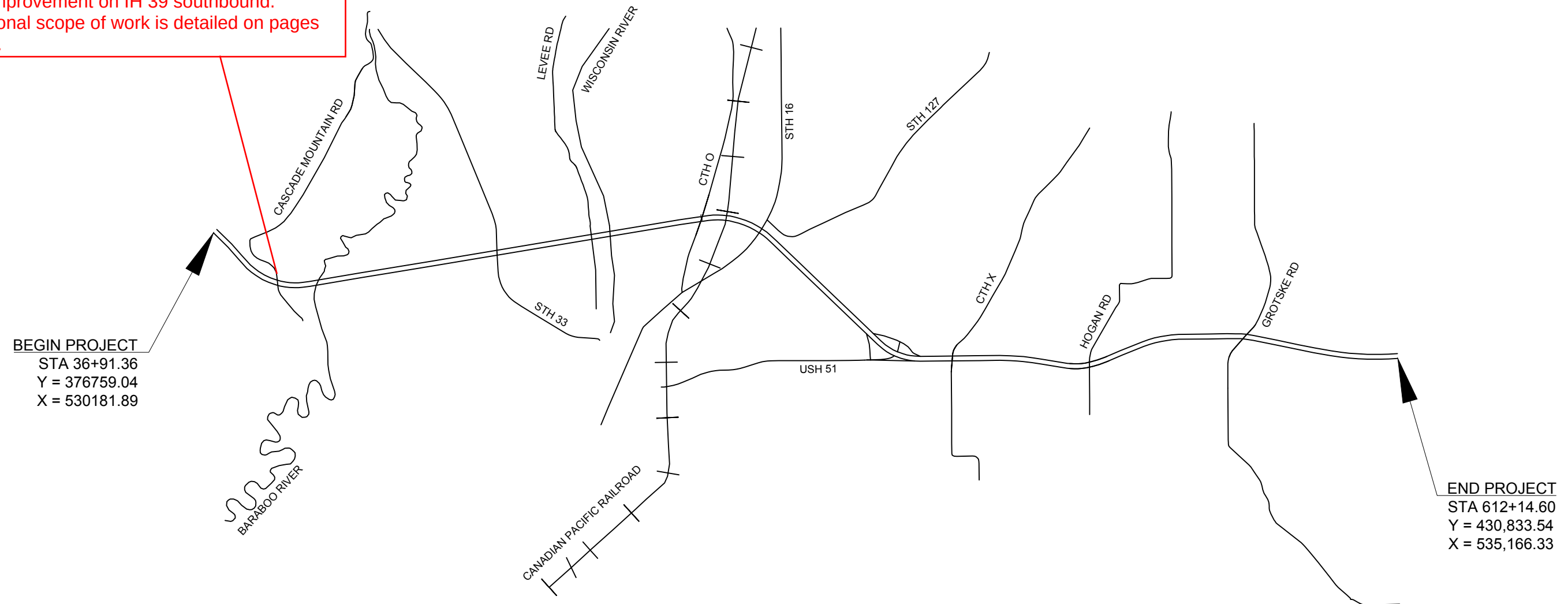
DAAR ENGINEERING, INC
TERI SCHOPP
151 E COOK STREET
PORTAGE, WI 53901
(920) 342-2176
teri.schopp@daarcorp.com

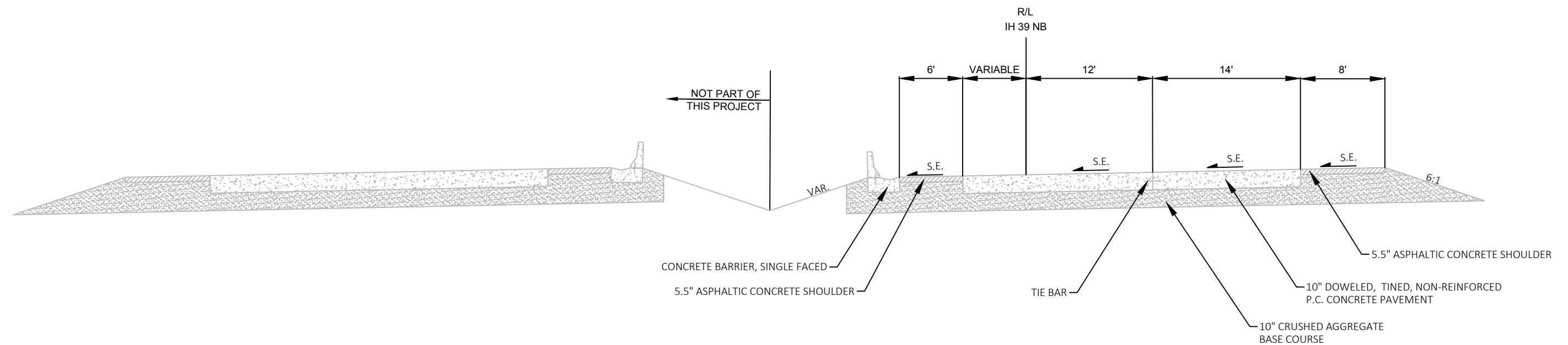
DIGGERSHOTLINE

Dial 811 or (800) 242-8511

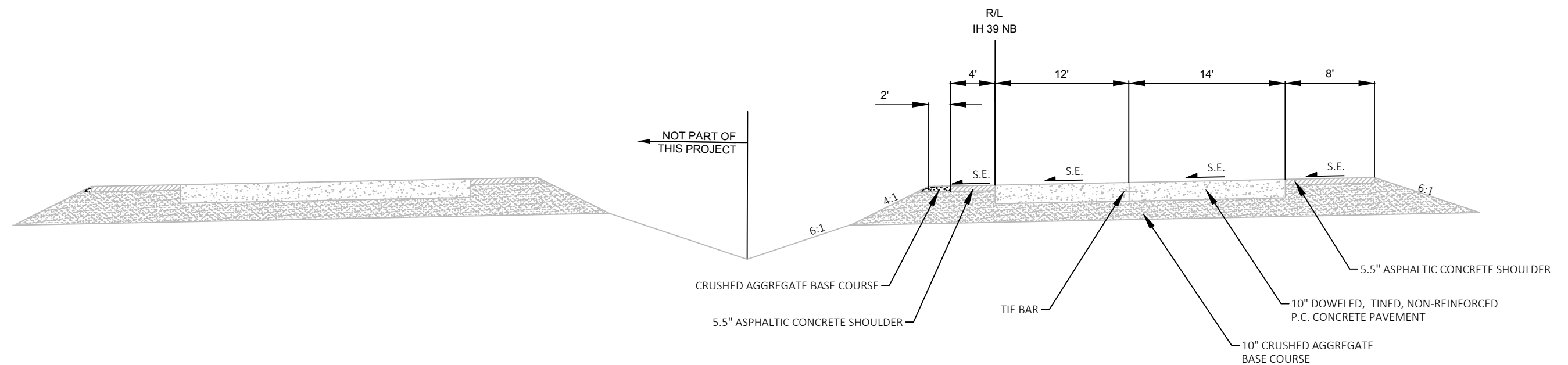
www.DiggersHotline.com

The Department is proposing to add barrier wall along IH 39 southbound between the Cascade Mountain Road Interchange and Baraboo River. Culvert Pipe improvements will also be made within the Cascade Mountain Road interchange and on Cascade Mountain Road. Guardrail will also be removed and replaced with the barrier wall improvement on IH 39 southbound. Additional scope of work is detailed on pages 51-74.

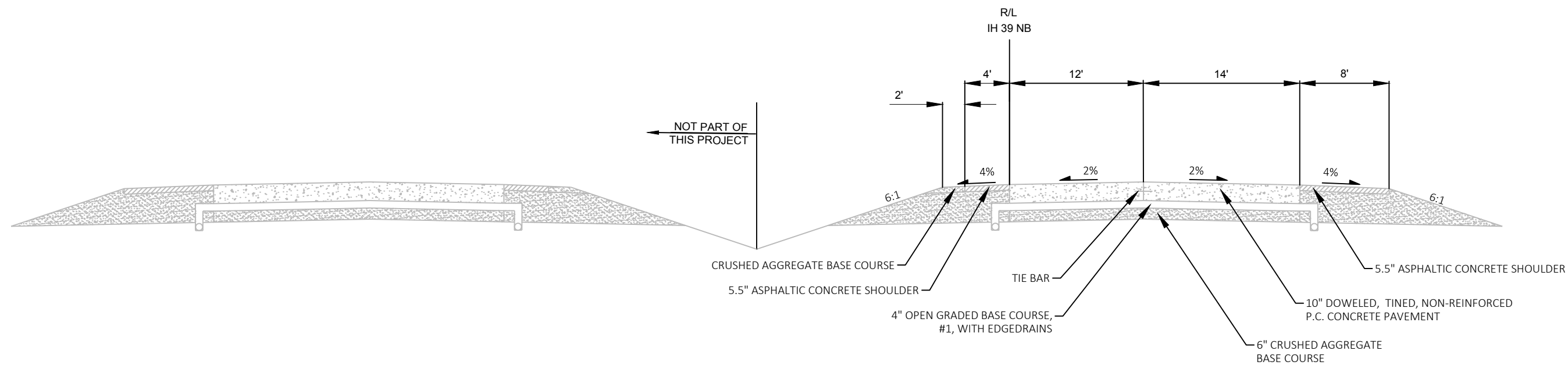




TYPICAL EXISTING SECTION - IH 39
STA 36+91.36 TO 67+90

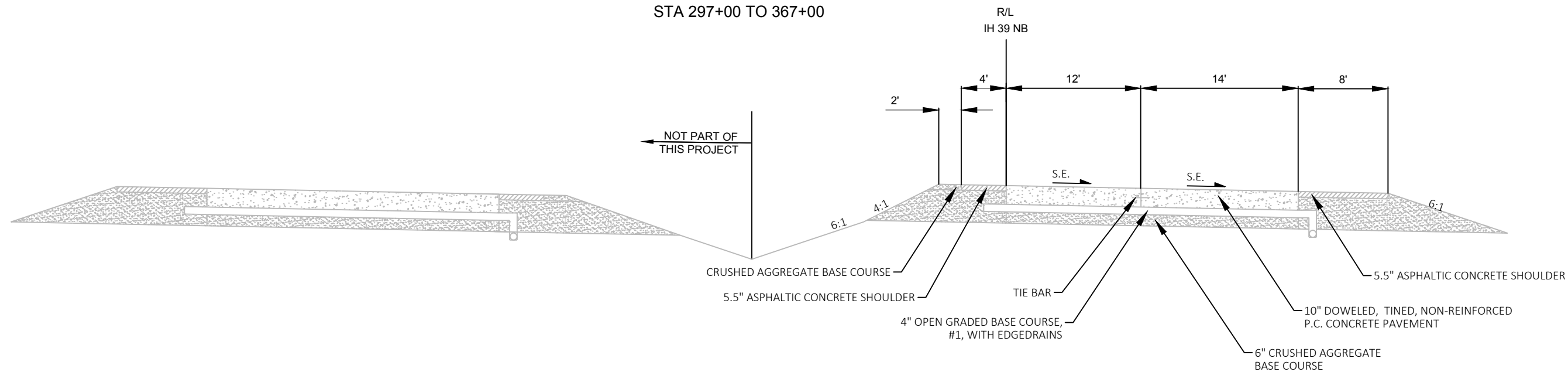


TYPICAL EXISTING SECTION - IH 39
STA 67+90 TO 74+00



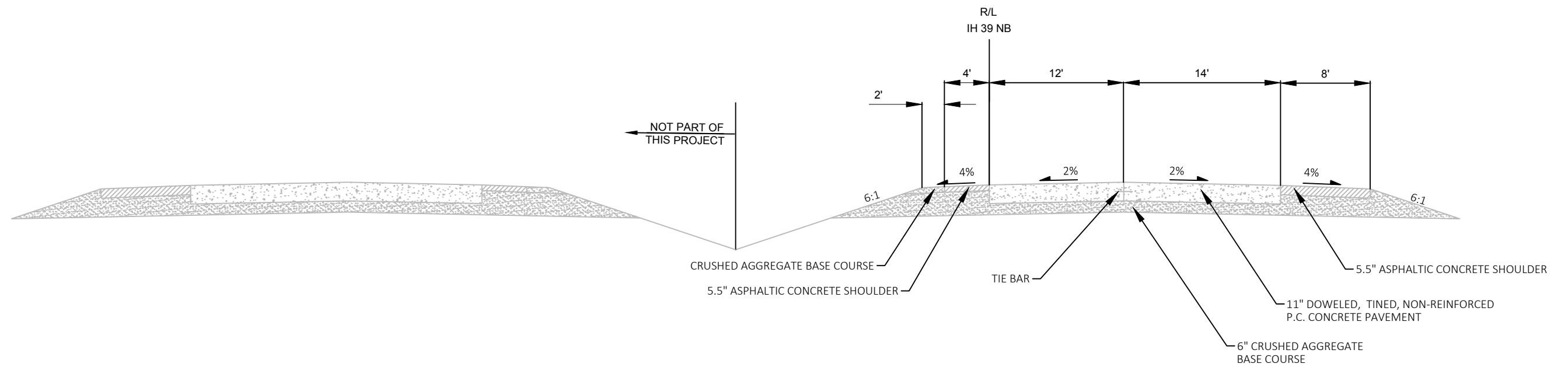
TYPICAL EXISTING SECTION - IH 39

STA 74+00 TO 74+60
STA 75+33 TO 206+54
STA 207+53 TO 210+65
STA 221+85 TO 254+00
STA 297+00 TO 367+00



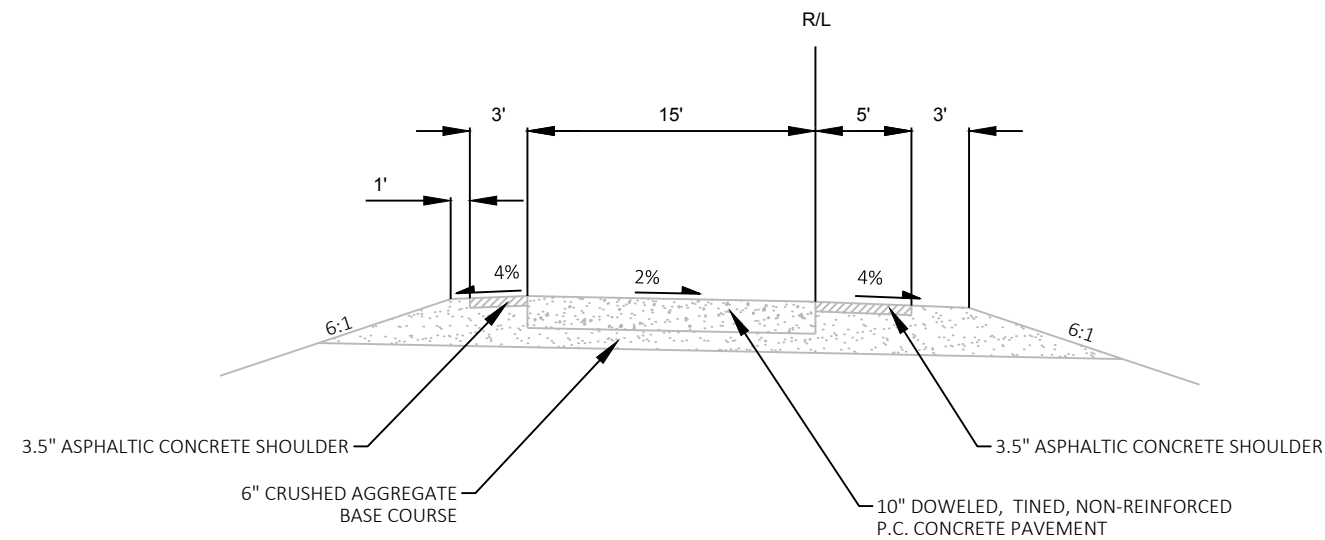
TYPICAL EXISTING SECTION - IH 39

STA 254+00 TO 272+30
STA 273+85 TO 289+46
STA 291+44 TO 297+00
STA 367+00 to 373+00



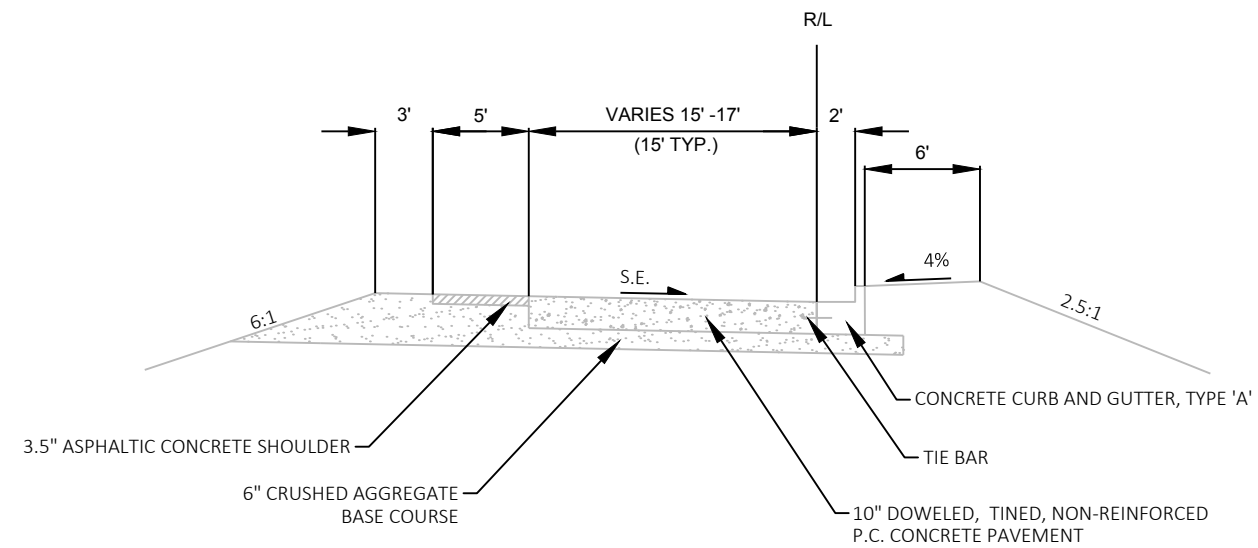
TYPICAL EXISTING SECTION - IH 39

STA 373+00 TO 377+24
STA 378+90 TO 470+40
STA 471+48 TO 612+14.60

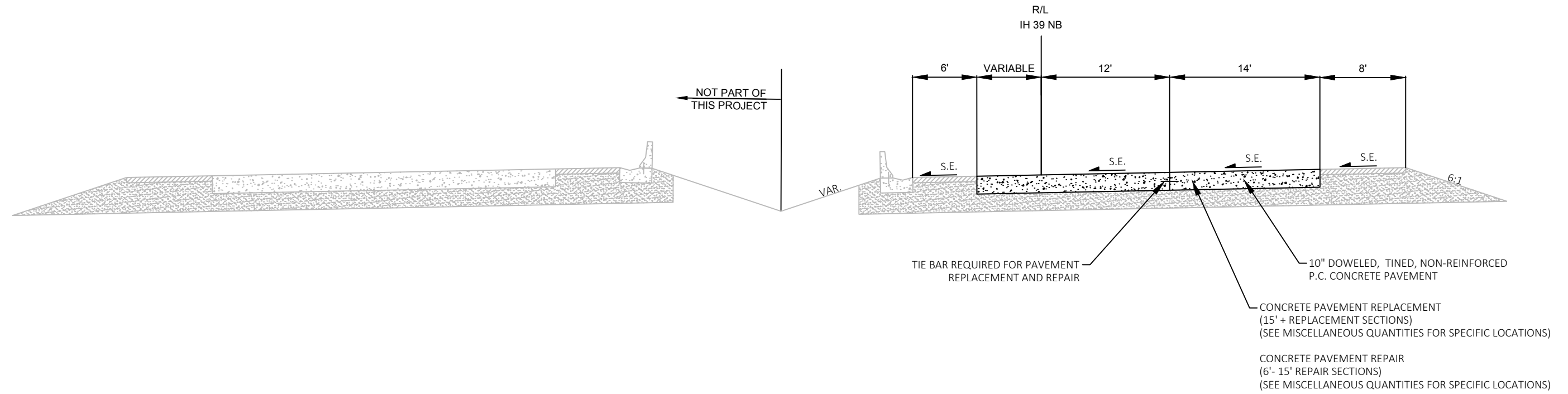


TYPICAL EXISTING SECTION - USH 51 RAMP

STA 368+00'R2' TO 372+30'R2'
STA 380+00'R2' TO 390+00'R2'
STA 366+77'R3' TO 378+00'R3'
STA 384+65'R3' TO 386+75'R3'
STA 368+00'R4' TO 374+65'R4'

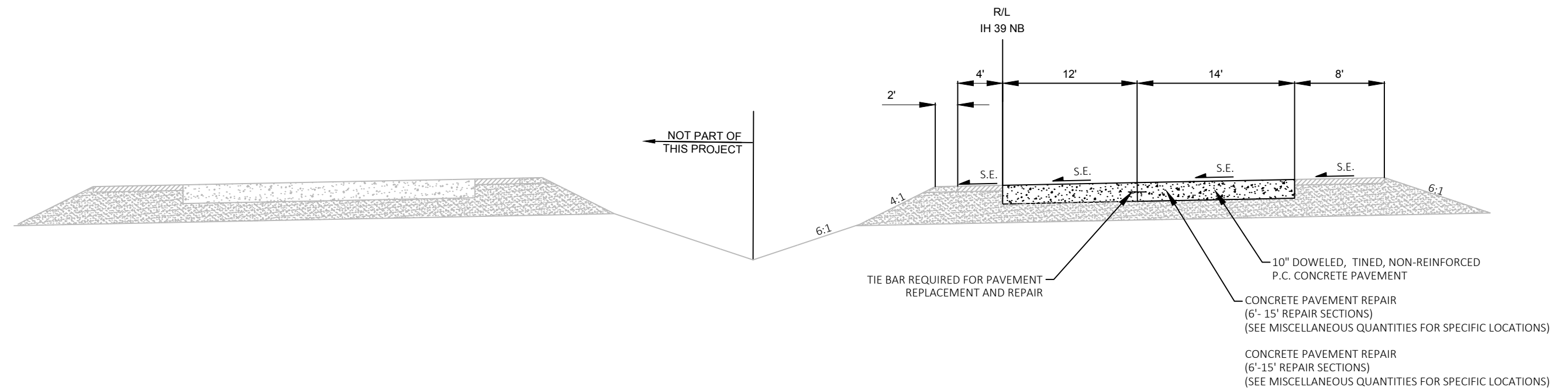


TYPICAL EXISTING SECTION - USH 51 RAMP WITH CURB AND GUTTER
STA 372+30'R2' TO 378+00'R2'
STA 380+00'R3' TO 384+65'R3'

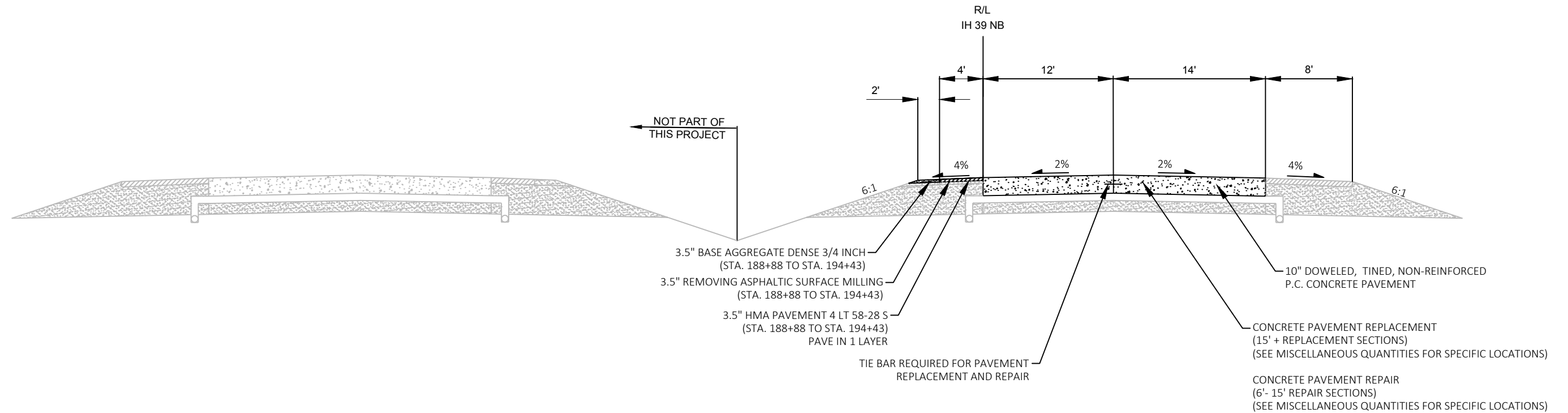


*TIE BARS PAID PER 416.1710 AND 416.1720

TYPICAL PROPOSED SECTION - IH 39
STA 36+91.36 TO 67+90



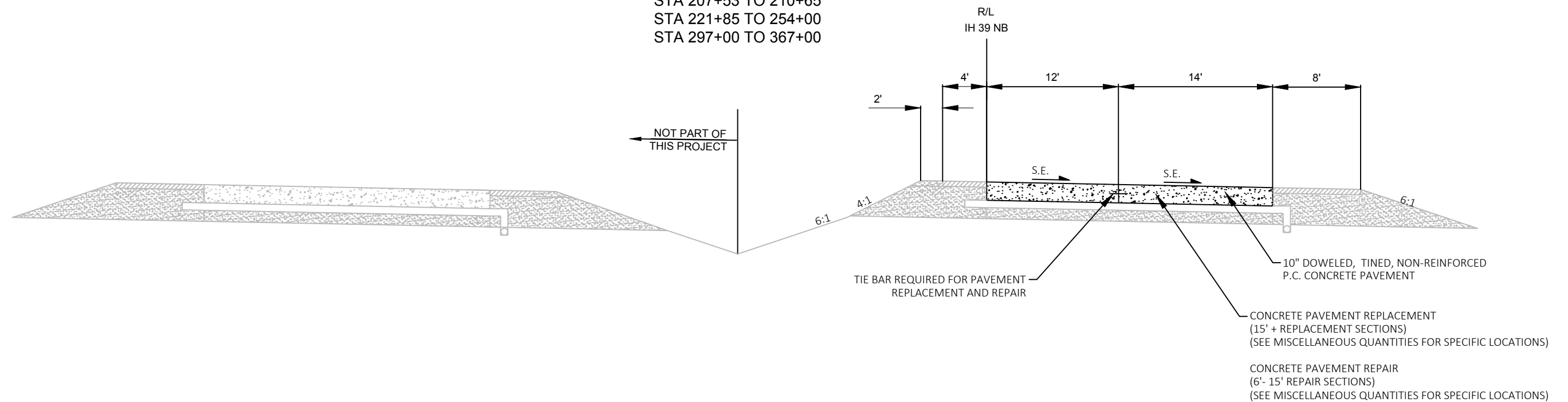
TYPICAL PROPOSED SECTION - IH 39
STA 67+90 TO 74+00



*TIE BARS PAID PER 416.1710 AND 416.1720

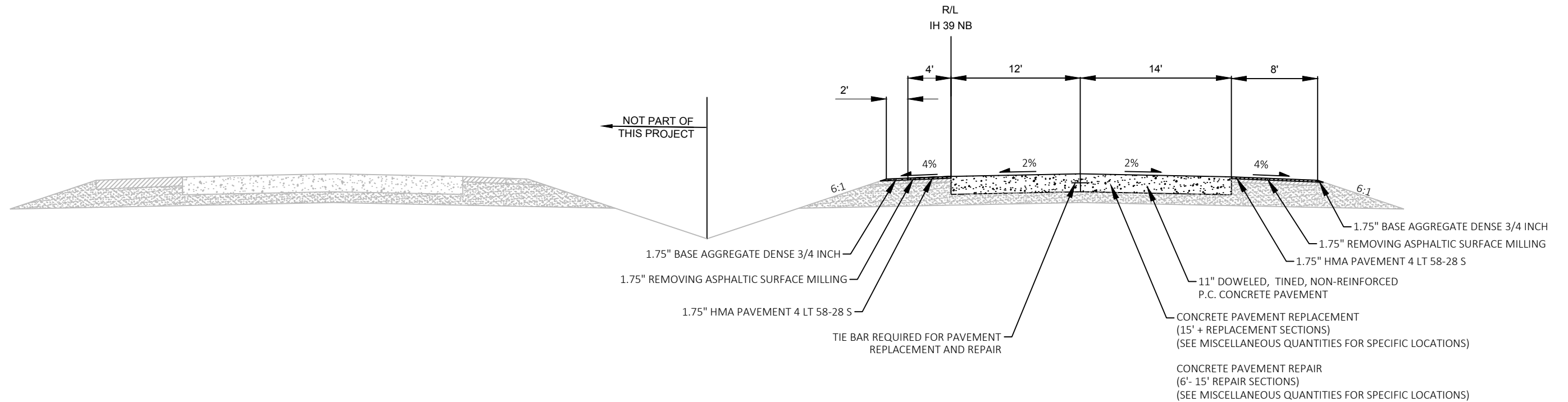
TYPICAL PROPOSED SECTION - IH 39

STA 74+00 TO 74+60
STA 75+33 TO 206+54
STA 207+53 TO 210+65
STA 221+85 TO 254+00
STA 297+00 TO 367+00



TYPICAL PROPOSED SECTION - IH 39

STA 254+00 TO 272+30
STA 273+85 TO 289+46
STA 291+44 TO 297+00
STA 367+00 to 373+00



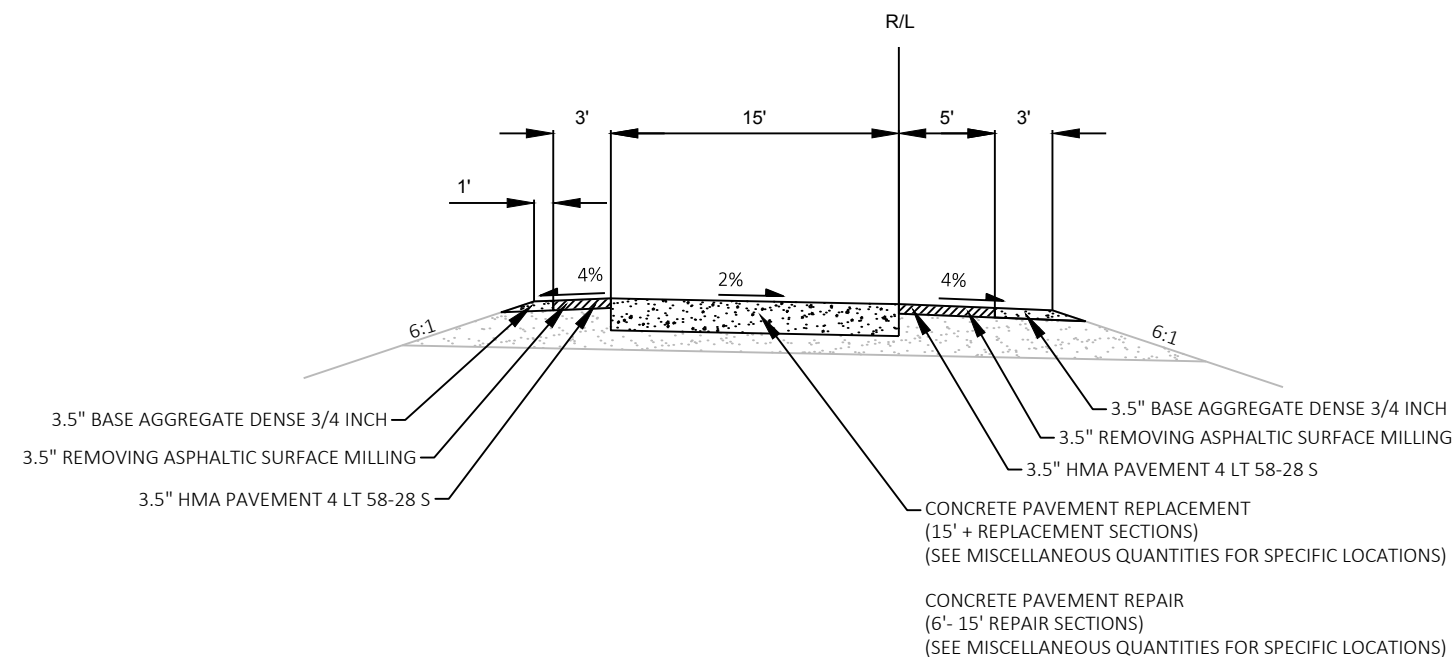
*TIE BARS PAID PER 416.1710 AND 416.1720

TYPICAL PROPOSED SECTION - IH 39

STA 373+00 TO 377+24

STA 378+90 TO 470+40

STA 471+48 TO 612+14.60



TYPICAL PROPOSED SECTION - USH 51 RAMP

STA 368+00'R2' TO 372+30'R2'

STA 380+00'R2' TO 390+00'R2'

STA 366+77'R3' TO 378+00'R3'

STA 384+65'R3' TO 386+75'R3'

STA 368+00'R4' TO 375+00'R4'

PROJECT NO: 1161-00-66

HWY: IH 39

COUNTY: COLUMBIA

TYPICAL SECTIONS - PROPOSED

SHEET

PRE_10

E

FILE NAME : O:\DESIGN\SW\1161-00-36,66 IH 39, COLUMBIA COUNTY\C3D\11610036\SHEETPLAN\020302-TS.DWG
LAYOUT NAME - 03

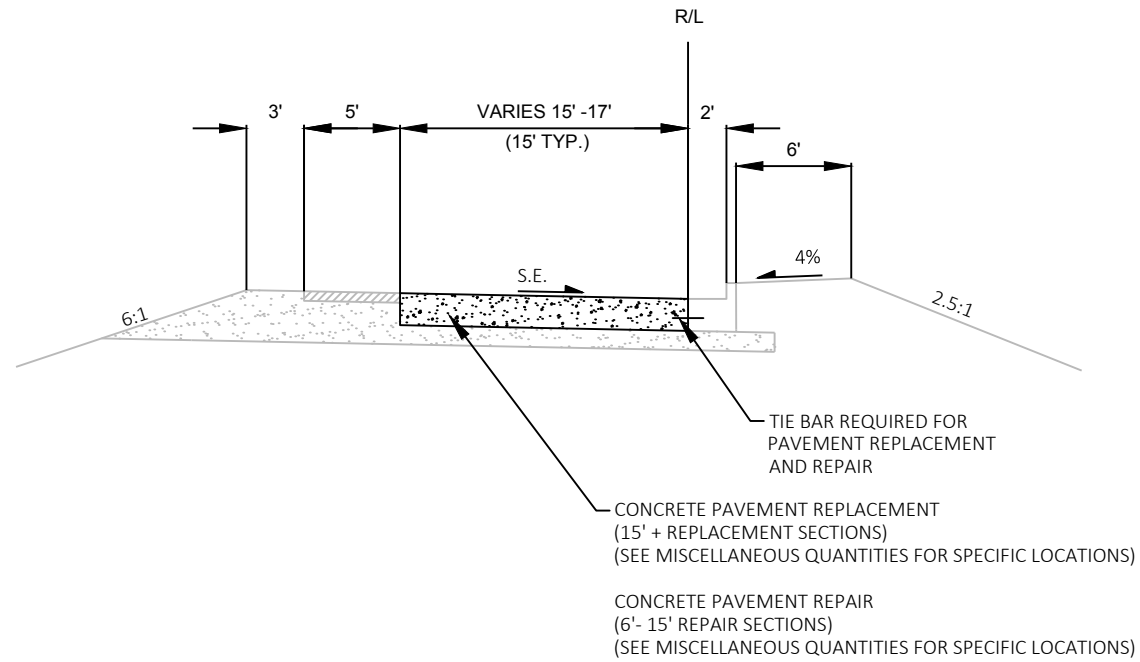
PLOT DATE : 4/24/2019 11:05 AM

PLOT BY : JAMES GOLDEN

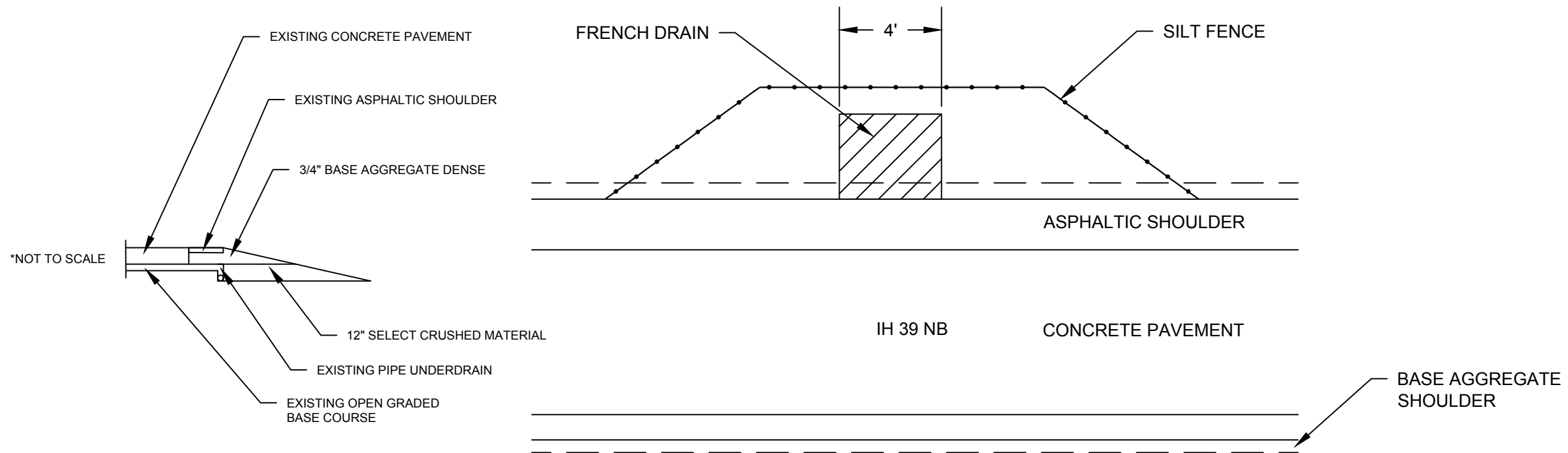
PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 42

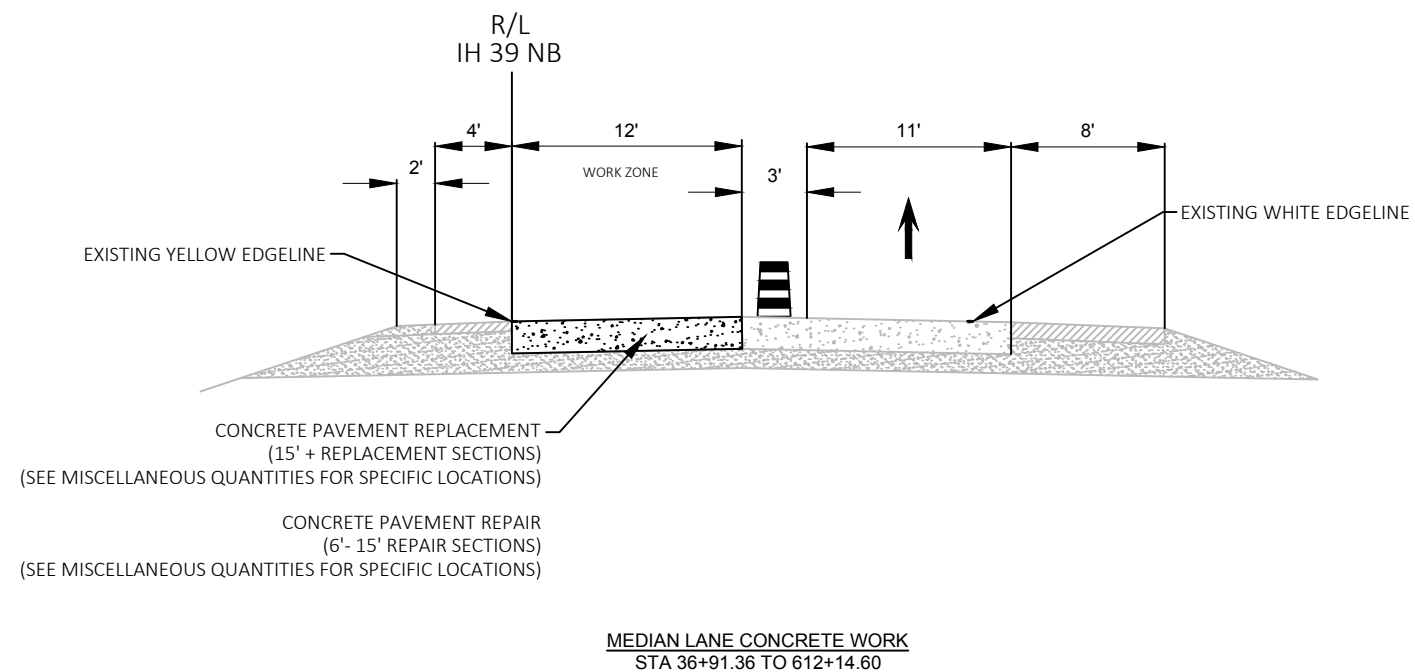


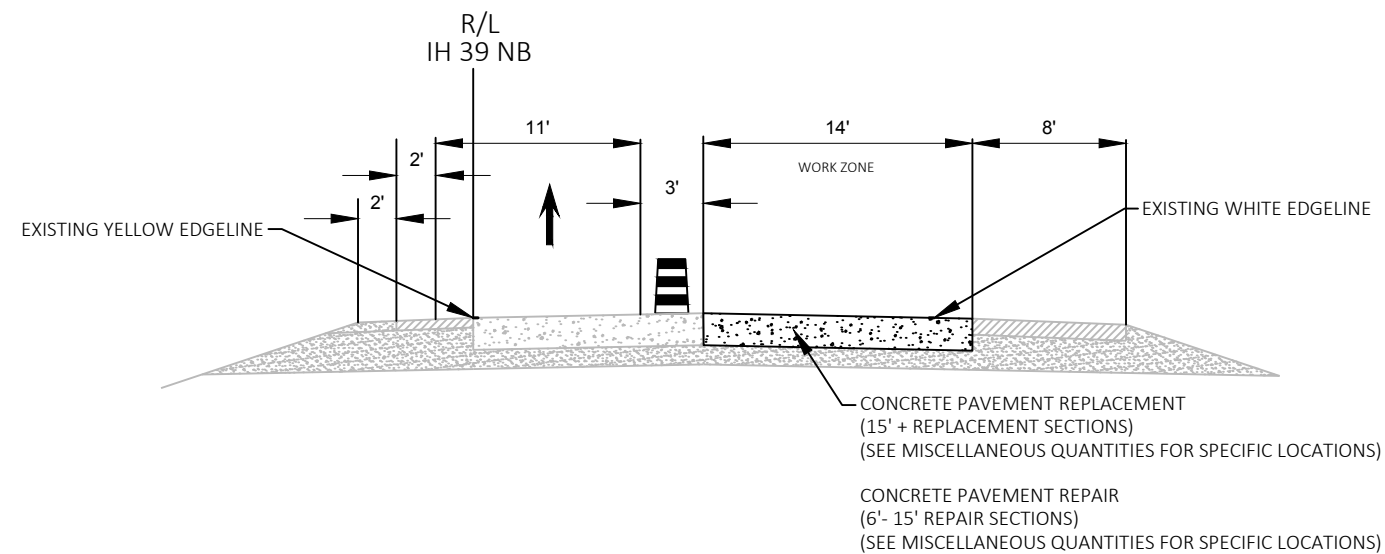
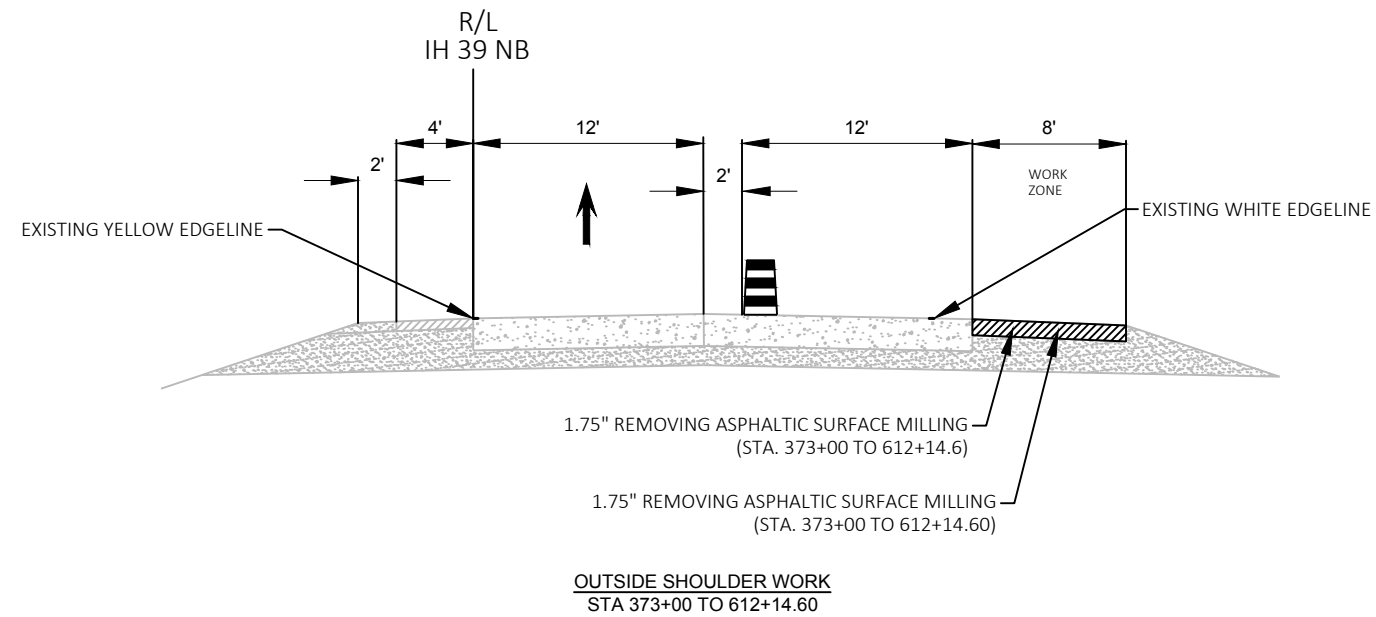
TYPICAL PROPOSED SECTION - USH 51 RAMP WITH CURB AND GUTTER
STA 372+30'R2' TO 378+00'R2'
STA 380+00'R3' TO 384+65'R3'



FRENCH DRAIN DETAIL

STA. 96+37.44
STA. 188+76.80
STA. 252+27.40
STA. 339+25.98

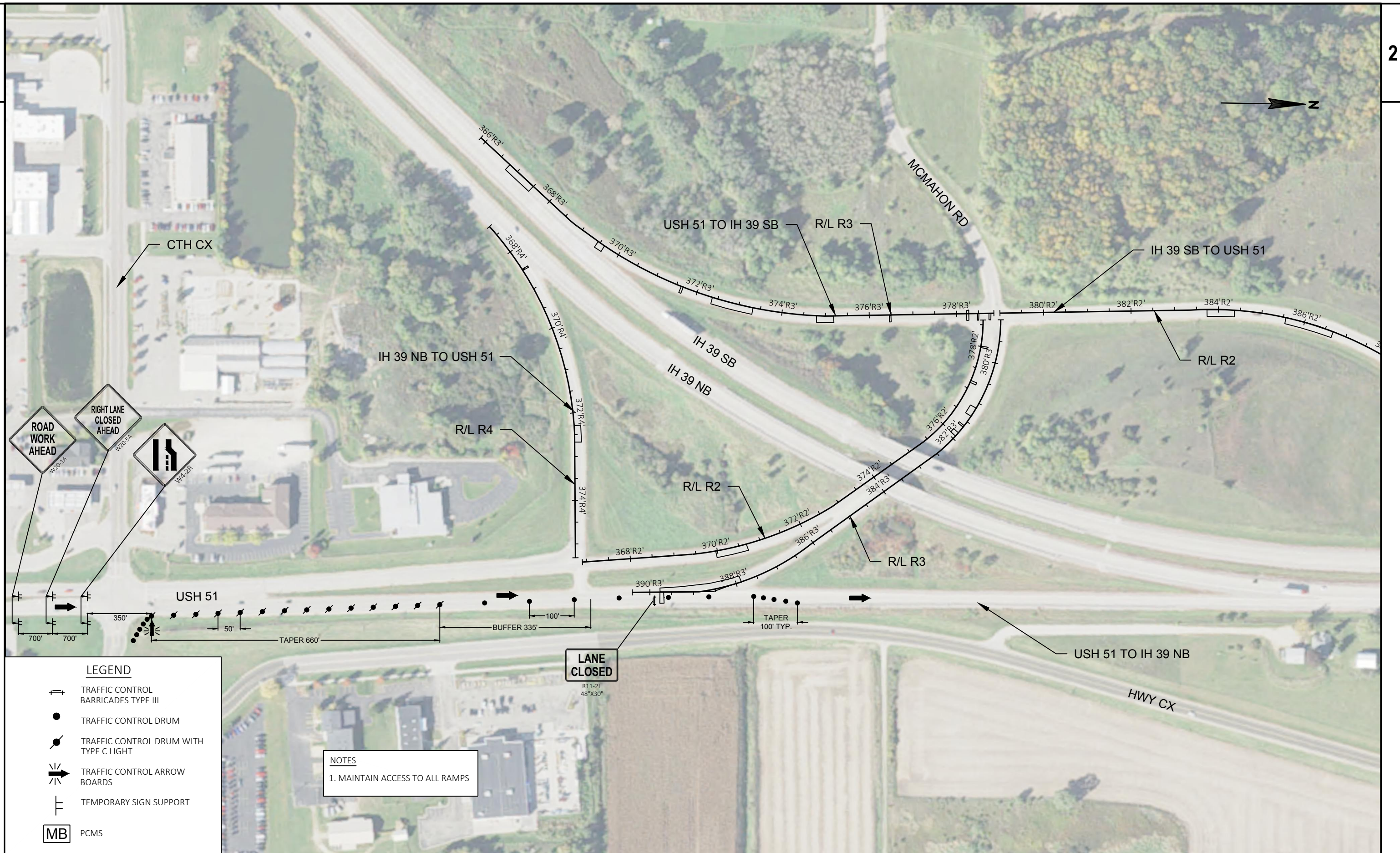




STAGE 2 CONSTRUCTION
STA 36+91.36 TO 612+14.60

NOTES

1. MOVE DRUM ONTO NEW PAVEMENT DURING 3 DAY CURING PERIOD
2. DO NOT REMOVE EXISTING EDGELINE MARKINGS



PROJECT NO: 1161-00-66

HWY: IH 39

COUNTY: COLUMBIA

TRAFFIC CONTROL USH 51 NB

SHEET

PRE_15

E

FILE NAME : O:\DESIGN\SW\1161-00-36,66 IH 39, COLUMBIA COUNTY\C3D\11610036\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - 01

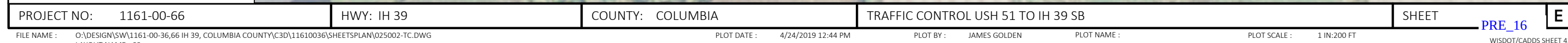
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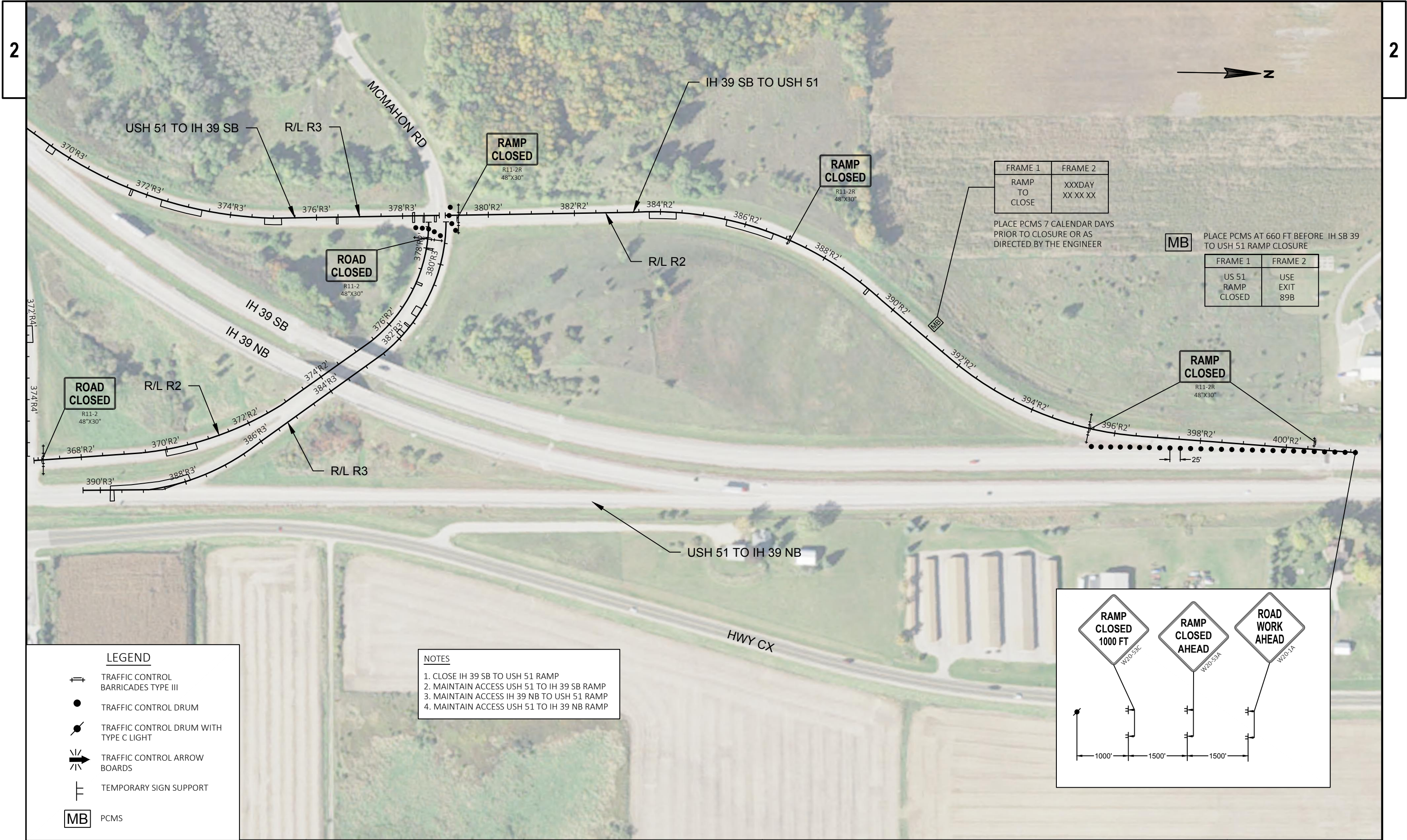
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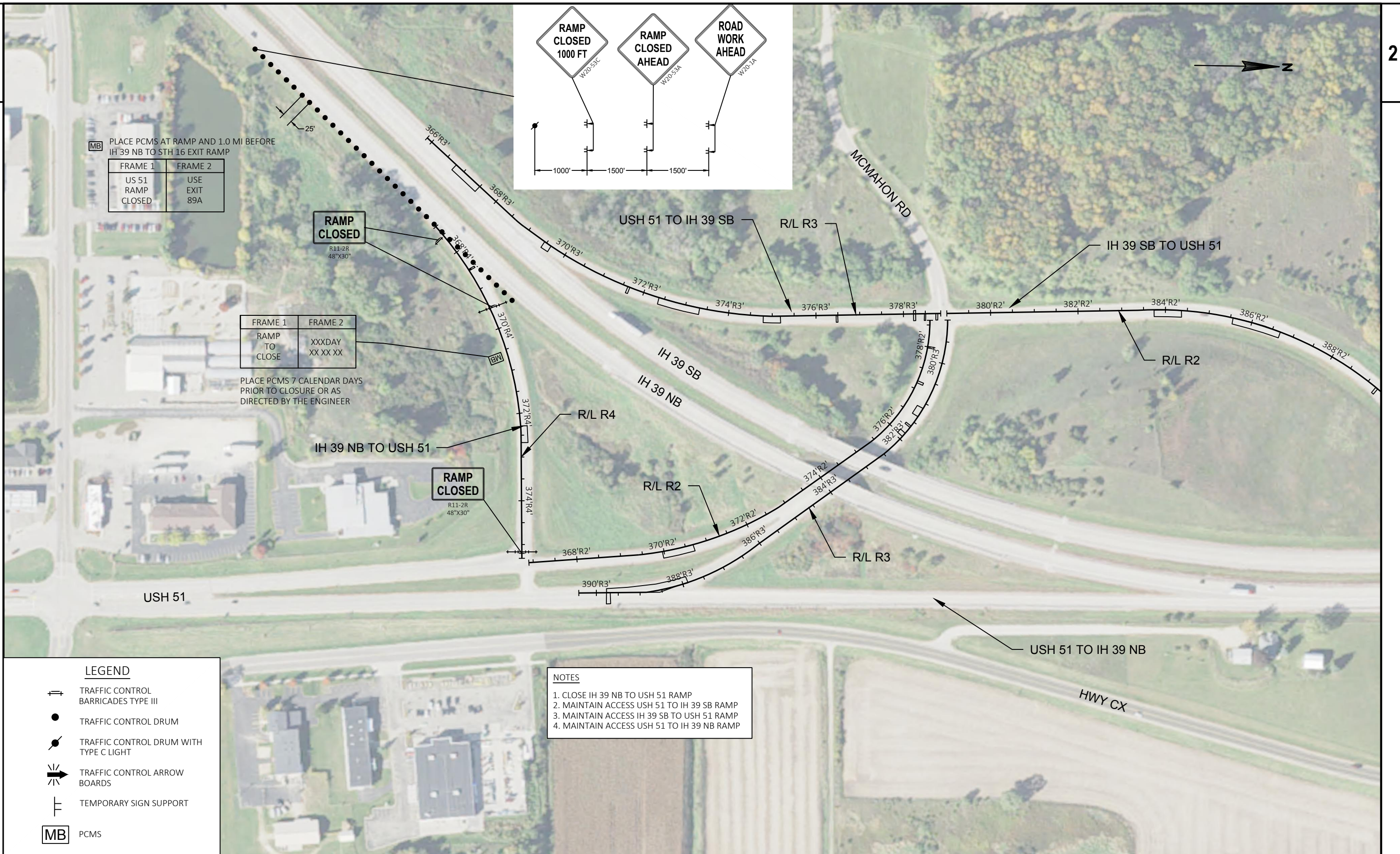
PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDs SHEET 42







ASPHALTIC SURFACE MILLING

204.0120
REMOVING
ASPHALTIC
SURFACE
MILLING

	LOCATION	LT/RT	STA	TO	STA	SY	COMMENTS
MAINLINE	IH 39 NB	LT	188+88	-	194+43	250	MEDIAN SHOULDER
	IH 39 NB	LT	373+00	-	612+15	10,700	MEDIAN SHOULDER
	SUBTOTAL					10,950	
	IH 39 NB	RT	373+00	-	612+15	21,300	OUTSIDE SHOULDER
	SUBTOTAL					21,300	
RAMPS	IH 39 SB OFF USH 51	LT	380'R2'	-	390'R2'	340	INSIDE SHOULDER
	IH 39 SB OFF USH 51	RT	380'R2'	-	390'R2'	560	OUTSIDE SHOULDER
	IH 39 SB ON USH 51	LT	371'R3'	-	378'R3'	240	INSIDE SHOULDER
	IH 39 SB ON USH 51	RT	371'R3'	-	378'R3'	390	OUTSIDE SHOULDER
	IH 39 NB OFF USH 51	LT	368'R4'	-	375'R4'	240	INSIDE SHOULDER
	IH 39 NB OFF USH 51	RT	368'R4'	-	375'R4'	390	OUTSIDE SHOULDER
	SUBTOTAL					2,160	
TOTAL					34,410		

AGGREGATE ITEMS

305.0110 624.0100

BASE
AGGREGATE
DENSE 3/4-INCH WATER

	LOCATION	LT/RT	STA	TO	STA	TON	MGAL	COMMENTS
MAINLINE	IH 39 NB	LT	188+88	-	194+43	50	1	MEDIAN SHOULDER
	IH 39 NB	LT	373+00	-	612+15	670	7	MEDIAN SHOULDER
	SUBTOTAL					720	8	
	IH 39 NB	RT	373+00	-	612+15	140	2	OUTSIDE SHOULDER
	SUBTOTAL					140	2	
RAMPS	IH 39 SB OFF USH 51	LT	380'R2'	-	390'R2'	40	1	INSIDE SHOULDER
	IH 39 SB OFF USH 51	RT	380'R2'	-	390'R2'	90	1	OUTSIDE SHOULDER
	IH 39 SB ON USH 51	LT	371'R3'	-	378'R3'	90	1	INSIDE SHOULDER
	IH 39 SB ON USH 51	RT	371'R3'	-	378'R3'	90	1	OUTSIDE SHOULDER
	IH 39 NB OFF USH 51	LT	368'R4'	-	375'R4'	90	1	INSIDE SHOULDER
	IH 39 NB OFF USH 51	RT	368'R4'	-	375'R4'	90	1	OUTSIDE SHOULDER
	SUBTOTAL					490	6	
TOTAL						1,350	16	

ASPHALT ITEMS

						305.0500	415.6000.S	455.0605*	460.5224	465.0400	
						SHAPING SHOULDERS	ROUT AND SEAL	TACK COAT	HMA PAVEMENT 4 LT 58-28 S	ASPHALTIC SHOULDER RUMBLE STRIPS	
	LOCATION	LT/RT	STA	TO	STA	STA	LF	GAL	TON	LF	COMMENTS
MAINLINE	IH 39 NB	LT	188+88	-	194+43	6	555	20	50	555	MEDIAN SHOULDER
	IH 39 NB	LT	373+00	-	612+15	--	23,915	750	2,100	23,915	MEDIAN SHOULDER
	SUBTOTAL					6	24,470	770	2,150	24,470	
	IH 39 NB	RT	373+00	-	612+15	--	23,915	1,500	2,090	23,915	OUTSIDE SHOULDER
	SUBTOTAL					--	23,915	1,500	2,090	23,915	
RAMPS	IH 39 SB OFF USH 51	LT	380'R2'	-	390'R2'	10	1000	25	70	1,000	INSIDE SHOULDER
	IH 39 SB OFF USH 51	RT	380'R2'	-	390'R2'	10	1000	40	110	1,000	OUTSIDE SHOULDER
	IH 39 SB ON USH 51	LT	371'R3'	-	378'R3'	7	700	20	50	700	INSIDE SHOULDER
	IH 39 SB ON USH 51	RT	371'R3'	-	378'R3'	7	700	30	80	700	OUTSIDE SHOULDER
	IH 39 NB OFF USH 51	LT	368'R4'	-	375'R4'	7	700	20	50	700	INSIDE SHOULDER
	IH 39 NB OFF USH 51	RT	368'R4'	-	375'R4'	7	700	30	80	700	OUTSIDE SHOULDER
	SUBTOTAL					48	4800	165	440	4800	
TOTAL						54	53,185	2,435	4,680	53,185	

*APPLICATION RATE IS 0.07 GAL/SY

CONCRETE PAVEMENT REPLACEMENTS AND REPAIRS (1 OF 4)

						416.0610	416.0620	416.1710	416.1720	690.0250
						DRILLED	DRILLED	CONCRETE	CONCRETE	
						TIE BARS	DOWEL	PAVEMENT	PAVEMENT	SAWING
						EACH	BARS	REPAIR	REPLACEMENT	CONCRETE
								SY	SY	LF
MAINLINE	Patch #	LOCATION	BEGIN STATION	END STATION	LOCATION					
	1	IH 39 NB	49+89	- 49+96	MEDIAN	-	18	10.0	-	26
	10	IH 39 NB	67+51	- 67+55	MEDIAN	-	18	8.0	-	26
	43	IH 39 NB	153+32	- 153+50	MEDIAN	-	18	-	24.1	52
	48	IH 39 NB	164+25	- 164+29	MEDIAN	-	16	8.0	-	30
	49	IH 39 NB	165+33	- 165+37	MEDIAN	-	16	8.0	-	30
	50	IH 39 NB	166+30	- 166+34	MEDIAN	-	16	8.0	-	30
	62	IH 39 NB	189+52	- 189+60	MEDIAN	-	18	10.3	-	26
	66	IH 39 NB	198+07	- 198+23	MEDIAN	12	16	-	22.2	48
	69	IH 39 NB	224+19	- 224+23	MEDIAN	-	18	8.0	-	26
	74	IH 39 NB	232+55	- 232+61	MEDIAN	-	16	8.4	-	30
	79	IH 39 NB	247+58	- 247+64	MEDIAN	-	16	9.1	-	31
	83	IH 39 NB	256+10	- 256+16	MEDIAN	-	16	8.0	-	30
	87	IH 39 NB	260+41	- 260+50	MEDIAN	-	18	11.0	-	26
	90	IH 39 NB	282+14	- 282+19	MEDIAN	-	18	8.0	-	29
	91	IH 39 NB	294+98	- 295+02	MEDIAN	-	8	4.1	-	26
	99	IH 39 NB	322+07	- 322+10	MEDIAN	-	16	8.0	-	30
	114	IH 39 NB	357+76	- 357+85	MEDIAN	-	16	12.5	-	33
	122	IH 39 NB	364+71	- 365+07	MEDIAN	11	18	-	48.2	91
	129	IH 39 NB	372+47	- 372+61	MEDIAN	-	18	18.1	-	26
	130	IH 39 NB	383+09	- 383+13	MEDIAN	-	8	8.0	-	27
	131	IH 39 NB	387+11	- 387+30	MEDIAN	-	18	-	25.4	52
	133	IH 39 NB	393+88	- 393+99	MEDIAN	-	24	18.6	-	35
	135	IH 39 NB	410+32	- 410+50	MEDIAN	-	18	-	24.5	52
	137	IH 39 NB	432+16	- 432+22	MEDIAN	-	18	8.6	-	26
	138	IH 39 NB	443+61	- 443+81	MEDIAN	-	18	-	27.4	52
	139	IH 39 NB	458+30	- 458+38	MEDIAN	-	18	10.3	-	26
	140	IH 39 NB	466+54	- 466+58	MEDIAN	-	18	8.0	-	26
	142	IH 39 NB	469+01	- 469+09	MEDIAN	-	16	10.1	-	32
	143	IH 39 NB	472+45	- 472+48	MEDIAN	-	18	8.0	-	26
	144	IH 39 NB	507+36	- 507+52	MEDIAN	-	18	-	21.3	52
	145	IH 39 NB	548+40	- 548+47	MEDIAN	-	18	9.1	-	26
	146	IH 39 NB	605+00	- 605+04	MEDIAN	-	18	8.0	-	26
MEDIAN SUBTOTAL						23	542	236	193	1104
MAINLINE	1A	IH 39 NB	49+89	- 49+96	OUTSIDE	-	18	11.7	-	26
	2	IH 39 NB	50+63	- 50+85	OUTSIDE	14	20	-	33.7	56
	3	IH 39 NB	56+02	- 56+07	OUTSIDE	-	20	9.3	-	34
	4	IH 39 NB	57+46	- 57+52	OUTSIDE	-	20	9.3	-	34
	5	IH 39 NB	60+00	- 60+18	OUTSIDE	12	20	-	28.0	56
	6	IH 39 NB	63+40	- 63+45	OUTSIDE	-	20	9.3	-	34
	7	IH 39 NB	63+75	- 63+80	OUTSIDE	-	20	9.3	-	34
	8	IH 39 NB	64+88	- 64+99	OUTSIDE	-	20	18.0	-	40
	9	IH 39 NB	66+11	- 66+16	OUTSIDE	-	20	9.3	-	34
	10A	IH 39 NB	67+51	- 67+55	OUTSIDE	-	18	9.4	-	26
	11	IH 39 NB	67+96	- 68+03	OUTSIDE	-	20	10.6	-	35
	12	IH 39 NB	77+77	- 77+81	OUTSIDE	-	36	17.3	-	52
	13	IH 39 NB	84+21	- 84+58	OUTSIDE	24	20	-	56.1	98
	14	IH 39 NB	87+47	- 87+64	OUTSIDE	12	20	-	27.8	56
	15	IH 39 NB	88+70	- 88+76	OUTSIDE	-	20	9.3	-	34

CONCRETE PAVEMENT REPLACEMENTS AND REPAIRS (CONT. 2 OF 4)

						416.0610	416.0620	416.1710	416.1720	690.0250
						DRILLED	DRILLED	CONCRETE	CONCRETE	SAWING
						TIE BARS	DOWEL	PAVEMENT	PAVEMENT	CONCRETE
						EACH	EACH	REPAIR	REPLACEMENT	LF
MAINLINE	Patch #	LOCATION	BEGIN STATION	END STATION	LOCATION			SY	SY	
	16	IH 39 NB	91+26	- 92+33	OUTSIDE	72	20	-	167.7	238
	17	IH 39 NB	93+95	- 94+31	OUTSIDE	24	20	-	55.8	98
	18	IH 39 NB	95+21	- 95+25	OUTSIDE	-	20	9.3	-	34
	19	IH 39 NB	95+57	- 95+93	OUTSIDE	24	20	-	56.2	98
	20	IH 39 NB	98+12	- 98+18	OUTSIDE	-	20	10.1	-	35
	21	IH 39 NB	106+59	- 106+95	OUTSIDE	24	20	-	55.6	98
	22	IH 39 NB	116+52	- 116+88	OUTSIDE	24	20	-	55.8	98
	23	IH 39 NB	117+60	- 118+15	OUTSIDE	37	20	-	84.3	126
	24	IH 39 NB	118+87	- 118+91	OUTSIDE	-	20	9.3	-	34
	25	IH 39 NB	121+94	- 121+98	OUTSIDE	-	20	9.3	-	34
	26	IH 39 NB	122+84	- 122+87	OUTSIDE	-	20	9.3	-	34
	27	IH 39 NB	123+20	- 123+55	OUTSIDE	24	20	-	55.8	98
	28	IH 39 NB	126+44	- 126+48	OUTSIDE	-	20	9.3	-	34
	29	IH 39 NB	128+18	- 128+55	OUTSIDE	25	20	-	57.2	98
	30	IH 39 NB	130+36	- 130+79	OUTSIDE	29	20	-	67.4	112
	31	IH 39 NB	132+35	- 132+40	OUTSIDE	-	20	9.3	-	34
	32	IH 39 NB	133+08	- 133+13	OUTSIDE	-	20	9.3	-	34
	33	IH 39 NB	133+99	- 134+01	OUTSIDE	-	20	9.3	-	34
	34	IH 39 NB	134+88	- 135+60	OUTSIDE	49	20	-	112.3	168
	35	IH 39 NB	135+97	- 136+33	OUTSIDE	29	20	-	56.1	98
	36	IH 39 NB	139+03	- 139+05	OUTSIDE	-	20	9.3	-	34
	37	IH 39 NB	139+75	- 139+80	OUTSIDE	-	20	9.3	-	34
	38	IH 39 NB	141+75	- 141+78	OUTSIDE	-	20	9.3	-	34
	39	IH 39 NB	147+20	- 147+23	OUTSIDE	-	20	9.3	-	34
	40	IH 39 NB	147+43	- 147+57	OUTSIDE	-	20	20.8	-	41
	41	IH 39 NB	152+31	- 152+35	OUTSIDE	-	20	9.3	-	34
	42	IH 39 NB	152+66	- 152+69	OUTSIDE	-	20	9.3	-	34
	43A	IH 39 NB	153+32	- 153+50	OUTSIDE	-	18	-	28.3	52
	44	IH 39 NB	153+50	- 153+65	OUTSIDE	11	20	-	23.7	56
	45	IH 39 NB	155+77	- 155+80	OUTSIDE	-	20	9.3	-	34
	46	IH 39 NB	158+16	- 158+19	OUTSIDE	-	20	9.3	-	34
	47	IH 39 NB	158+39	- 158+70	OUTSIDE	21	20	-	47.3	84
	51	IH 39 NB	168+15	- 168+23	OUTSIDE	-	20	12.3	-	36
	52	IH 39 NB	170+11	- 170+63	OUTSIDE	35	20	-	80.0	126
	53	IH 39 NB	171+14	- 171+54	OUTSIDE	26	20	-	60.9	98
	54	IH 39 NB	171+87	- 171+91	OUTSIDE	-	20	9.3	-	34
	55	IH 39 NB	172+59	- 172+96	OUTSIDE	25	20	-	57.1	98
	56	IH 39 NB	177+45	- 177+50	OUTSIDE	-	20	9.3	-	34
	57	IH 39 NB	183+39	- 183+77	OUTSIDE	26	20	-	59.5	98
	58	IH 39 NB	185+77	- 185+80	OUTSIDE	24	20	9.3	-	64
	59	IH 39 NB	187+03	- 187+38	OUTSIDE	24	20	-	55.5	98
	60	IH 39 NB	188+48	- 188+84	OUTSIDE	24	20	-	56.6	98
	61	IH 39 NB	189+22	- 189+52	OUTSIDE	20	20	-	46.7	84
	62A	IH 39 NB	189+52	- 189+60	OUTSIDE	-	18	12.1	-	26
	63	IH 39 NB	189+60	- 189+75	OUTSIDE	-	20	23.3	-	34
	64	IH 39 NB	194+14	- 194+18	OUTSIDE	-	20	9.3	-	34
	65	IH 39 NB	197+59	- 198+48	OUTSIDE	60	20	-	139.4	196
	67	IH 39 NB	201+63	- 201+67	OUTSIDE	-	20	9.3	-	34
	68	IH 39 NB	201+81	- 201+85	OUTSIDE	-	20	9.3	-	34
	69A	IH 39 NB	224+19	- 224+23	OUTSIDE	-	18	9.4	-	26

CONCRETE PAVEMENT REPLACEMENTS AND REPAIRS (CONT. 3 OF 4)

						416.0610	416.0620	416.1710	416.1720	690.0250
						DRILLED	DRILLED	CONCRETE	CONCRETE	
						TIE BARS	DOWEL	PAVEMENT	PAVEMENT	SAWING
						EACH	BARS	REPAIR	REPLACEMENT	CONCRETE
								SY	SY	LF
MAINLINE	Patch #	LOCATION	BEGIN STATION	END STATION	LOCATION					
	70	IH 39 NB	228+61	- 228+97	OUTSIDE	24	20	-	55.5	98
	71	IH 39 NB	229+51	- 229+86	OUTSIDE	24	20	-	55.4	98
	72	IH 39 NB	230+22	- 230+58	OUTSIDE	24	20	-	55.6	98
	73	IH 39 NB	232+38	- 232+74	OUTSIDE	24	20	-	55.4	98
	75	IH 39 NB	234+22	- 235+31	OUTSIDE	114	20	-	170.0	364
	76	IH 39 NB	236+42	- 238+39	OUTSIDE	132	20	-	306.7	420
	77	IH 39 NB	246+69	- 246+75	OUTSIDE	-	20	9.3	-	37
	78	IH 39 NB	247+44	- 248+17	OUTSIDE	49	20	-	113.2	168
	80	IH 39 NB	248+64	- 249+31	OUTSIDE	45	20	-	103.6	154
	81	IH 39 NB	249+70	- 250+39	OUTSIDE	46	20	-	107.3	154
	82	IH 39 NB	252+19	- 252+25	OUTSIDE	-	20	10.0	-	34
	84	IH 39 NB	256+16	- 256+87	OUTSIDE	48	20	-	111.3	168
	85	IH 39 NB	258+27	- 258+32	OUTSIDE	-	20	9.3	-	34
	86	IH 39 NB	258+51	- 258+56	OUTSIDE	-	20	9.3	-	34
	87A	IH 39 NB	260+41	- 260+50	OUTSIDE	-	18	12.9	-	26
	88	IH 39 NB	263+61	- 263+99	OUTSIDE	25	20	-	58.3	98
	89	IH 39 NB	264+99	- 265+26	OUTSIDE	18	20	-	42.0	70
	90A	IH 39 NB	282+14	- 282+19	OUTSIDE	-	18	9.4	-	29
	91A	IH 39 NB	294+98	- 295+02	OUTSIDE	-	8	4.9	-	26
	92	IH 39 NB	295+24	- 295+29	OUTSIDE	-	20	17.1	-	34
	93	IH 39 NB	299+83	- 299+86	OUTSIDE	-	20	9.3	-	34
	94	IH 39 NB	300+56	- 300+92	OUTSIDE	22	20	-	55.2	98
	95	IH 39 NB	301+28	- 301+46	OUTSIDE	11	20	-	27.5	56
	96	IH 39 NB	310+55	- 311+13	OUTSIDE	35	20	-	87.3	68
	97	IH 39 NB	316+17	- 316+53	OUTSIDE	22	20	-	56.2	84
	98	IH 39 NB	317+45	- 317+81	OUTSIDE	22	20	-	56.0	84
	100	IH 39 NB	322+41	- 322+45	OUTSIDE	-	20	9.3	-	34
	101	IH 39 NB	324+61	- 324+64	OUTSIDE	-	20	9.3	-	34
	102	IH 39 NB	327+48	- 327+51	OUTSIDE	-	20	9.3	-	34
	103	IH 39 NB	327+94	- 328+12	OUTSIDE	12	20	-	27.4	56
	104	IH 39 NB	338+73	- 339+30	OUTSIDE	35	20	-	89.1	140
	105	IH 39 NB	347+73	- 347+79	OUTSIDE	-	20	9.3	-	34
	106	IH 39 NB	348+63	- 348+69	OUTSIDE	-	20	9.5	-	56
	107	IH 39 NB	349+56	- 349+74	OUTSIDE	11	20	-	28.3	34
	108	IH 39 NB	350+72	- 351+00	OUTSIDE	17	20	-	43.0	70
	109	IH 39 NB	351+70	- 351+75	OUTSIDE	-	20	9.3	-	34
	110	IH 39 NB	352+25	- 352+28	OUTSIDE	-	20	9.3	-	34
	111	IH 39 NB	352+60	- 352+64	OUTSIDE	-	20	9.3	-	34
	112	IH 39 NB	354+56	- 354+64	OUTSIDE	-	20	12.4	-	36
	113	IH 39 NB	356+05	- 357+09	OUTSIDE	63	20	-	161.8	224
	115	IH 39 NB	357+76	- 358+50	OUTSIDE	45	20	-	116.8	168
	116	IH 39 NB	359+27	- 359+32	OUTSIDE	-	20	9.3	-	34
	117	IH 39 NB	360+02	- 360+38	OUTSIDE	-	20	56.0	-	64
	118	IH 39 NB	362+20	- 362+23	OUTSIDE	-	20	9.3	-	34
	119	IH 39 NB	362+38	- 362+41	OUTSIDE	-	20	9.3	-	34
	120	IH 39 NB	362+91	- 362+95	OUTSIDE	-	20	9.3	-	34
	121	IH 39 NB	363+98	- 364+01	OUTSIDE	-	20	9.3	-	34
	122A	IH 39 NB	364+71	- 365+07	OUTSIDE	11	18	-	56.6	91
	123	IH 39 NB	365+76	- 365+83	OUTSIDE	-	20	10.4	-	35
	124	IH 39 NB	366+67	- 366+72	OUTSIDE	-	20	9.3	-	34

CONCRETE PAVEMENT REPLACEMENTS AND REPAIRS (CONT. 4 OF 4)

						416.0610	416.0620	416.1710	416.1720	690.0250
						DRILLED	DRILLED	CONCRETE	CONCRETE	
						TIE BARS	DOWEL	PAVEMENT	PAVEMENT	SAWING
						EACH	BARS	REPAIR	REPLACEMENT	CONCRETE
								SY	SY	LF
MAINLINE	Patch #	LOCATION	BEGIN STATION	END STATION	LOCATION					
	125	IH 39 NB	366+85	- 366+90	OUTSIDE	-	20	9.3	-	34
	126	IH 39 NB	367+09	- 367+23	OUTSIDE	-	20	21.3	-	42
	127	IH 39 NB	370+41	- 370+44	OUTSIDE	-	20	9.3	-	34
	128	IH 39 NB	372+07	- 372+11	OUTSIDE	-	36	17.3	-	52
	129A	IH 39 NB	372+47	- 372+61	OUTSIDE	-	18	21.3	-	26
	130A	IH 39 NB	383+09	- 383+13	OUTSIDE	-	8	9.4	-	27
	131A	IH 39 NB	387+11	- 387+30	OUTSIDE	-	18	-	29.8	52
	132	IH 39 NB	387+58	- 388+10	OUTSIDE	32	20	-	83.8	126
	133A	IH 39 NB	393+88	- 393+99	OUTSIDE	-	24	21.9	-	35
	134	IH 39 NB	408+54	- 408+59	OUTSIDE	-	20	9.3	-	34
	135A	IH 39 NB	410+32	- 410+50	OUTSIDE	-	18	-	28.8	52
	136	IH 39 NB	416+69	- 416+75	OUTSIDE	-	20	9.9	-	34
	137A	IH 39 NB	432+16	- 432+22	OUTSIDE	-	18	10.1	-	26
	138A	IH 39 NB	443+61	- 443+81	OUTSIDE	-	18	-	32.2	52
	139A	IH 39 NB	458+30	- 458+38	OUTSIDE	-	18	12.1	-	26
	140A	IH 39 NB	466+54	- 466+58	OUTSIDE	-	18	9.4	-	26
	141	IH 39 NB	468+95	- 469+09	OUTSIDE	-	20	21.6	-	34
	143A	IH 39 NB	472+45	- 472+48	OUTSIDE	-	18	9.4	-	26
	144A	IH 39 NB	507+36	- 507+52	OUTSIDE	-	18	-	25.0	52
	145A	IH 39 NB	548+40	- 548+47	OUTSIDE	-	18	10.7	-	26
OUTSIDE SUBTOTAL						1630	2694	929	3864	8967
MAINLINE TOTAL						1653	3236	1165	4057	10071
RAMPS	1	IH 39 NB ON USH 51	389+68	- 389+77	RAMP	-	36	28.9	-	52
	1	IH 39 SB OFF USH 51	389+22	- 389+28	RAMP	-	22	10.0	-	30
	2	IH 39 SB OFF USH 51	385+56	- 386+69	RAMP	-	22	-	183.3	80
	3	IH 39 SB OFF USH 51	383+74	- 384+37	RAMP	-	22	-	105.0	150
	4	IH 39 SB OFF USH 51	377+98	- 378+01	RAMP	3	22	10.0	-	30
	5	IH 39 SB OFF USH 51	377+14	- 377+19	RAMP	4	22	10.0	-	30
	6	IH 39 SB OFF USH 51	369+96	- 370+68	RAMP	-	22	-	120.0	165
	1	IH 39 SB ON USH 51	387+88	- 389+77	RAMP	-	22	-	305.0	405
	2	IH 39 SB ON USH 51	381+82	- 381+92	RAMP	7	22	16.7	-	30
	3	IH 39 SB ON USH 51	381+61	- 381+65	RAMP	3	22	10.0	-	30
	4	IH 39 SB ON USH 51	381+12	- 381+34	RAMP	14	22	-	35.0	60
	5	IH 39 SB ON USH 51	378+74	- 378+79	RAMP	-	36	15.3	-	46
	6	IH 39 SB ON USH 51	378+48	- 378+51	RAMP	-	22	10.0	-	30
	7	IH 39 SB ON USH 51	378+23	- 378+28	RAMP	-	22	10.0	-	30
	8	IH 39 SB ON USH 51	376+46	- 376+50	RAMP	-	22	10.0	-	30
	9	IH 39 SB ON USH 51	374+80	- 375+18	RAMP	-	22	-	65.0	90
	10	IH 39 SB ON USH 51	372+37	- 373+33	RAMP	-	22	-	160.0	225
	11	IH 39 SB ON USH 51	371+61	- 371+66	RAMP	-	22	10.0	-	30
	12	IH 39 SB ON USH 51	369+45	- 369+62	RAMP	-	22	-	121.7	180
	13	IH 39 SB ON USH 51	366+77	- 367+49	RAMP	-	22	-	30.0	60
	1	IH 39 NB OFF USH 51	368+48	- 368+51	RAMP	-	22	10.0	-	30
	2	IH 39 NB OFF USH 51	372+29	- 372+67	RAMP	-	22	-	30.0	105
RAMP TOTAL						31	512	151	1155	1918
Undistributed						170	380	130	520	1200
PROJECT TOTAL						1854	4128	1446	5732	13189

PROJECT NO: 1161-00-66

HWY: IH 39

COUNTY: COLUMBIA

MISCELLANEOUS QUANTITIES

SHEET

PRE_24

E

CONCRETE SURFACE REPAIR

416.0754.S

CONCRETE PAVEMENT
PARTIAL DEPTH REPAIR
SURFACE REPAIR

	Patch #	LOCATION	STATION	LOCATION	SF
MAINLINE	9	IH 39 NB	167+92	MEDIAN	16
	19	IH 39 NB	193+60	MEDIAN	16
	20	IH 39 NB	197+23	MEDIAN	16
	21	IH 39 NB	233+83	MEDIAN	16
	22	IH 39 NB	234+58	MEDIAN	16
	23	IH 39 NB	236+62	MEDIAN	16
	24	IH 39 NB	238+03	MEDIAN	16
	25	IH 39 NB	238+56	MEDIAN	16
	26	IH 39 NB	240+72	MEDIAN	16
	27	IH 39 NB	242+56	MEDIAN	16
	29	IH 39 NB	248+17	MEDIAN	16
	30	IH 39 NB	250+21	MEDIAN	16
	31	IH 39 NB	250+76	MEDIAN	16
	33	IH 39 NB	251+49	MEDIAN	16
	MEDIAN SUBTOTAL				224
MAINLINE	1	IH 39 NB	55+16	OUTSIDE	16
	2	IH 39 NB	65+77	OUTSIDE	16
	3	IH 39 NB	100+10	OUTSIDE	16
	4	IH 39 NB	100+64	OUTSIDE	16
	5	IH 39 NB	122+65	OUTSIDE	16
	6	IH 39 NB	125+71	OUTSIDE	16
	7	IH 39 NB	137+05	OUTSIDE	16
	8	IH 39 NB	137+59	OUTSIDE	16
	10	IH 39 NB	176+01	OUTSIDE	16
	11	IH 39 NB	176+54	OUTSIDE	16
	12	IH 39 NB	178+71	OUTSIDE	16
	13	IH 39 NB	178+72	OUTSIDE	16
	14	IH 39 NB	179+59	OUTSIDE	16
	15	IH 39 NB	179+80	OUTSIDE	16
	16	IH 39 NB	181+05	OUTSIDE	16
	17	IH 39 NB	190+46	OUTSIDE	16
	18	IH 39 NB	193+59	OUTSIDE	16
	28	IH 39 NB	242+74	OUTSIDE	16
	32	IH 39 NB	251+12	OUTSIDE	16
	34	IH 39 NB	252+74	OUTSIDE	16
	35	IH 39 NB	262+52	OUTSIDE	16
	36	IH 39 NB	274+53	OUTSIDE	16
	37	IH 39 NB	291+76	OUTSIDE	16
	38	IH 39 NB	295+49	OUTSIDE	16
	39	IH 39 NB	308+38	OUTSIDE	16
	40	IH 39 NB	313+61	OUTSIDE	16
	41	IH 39 NB	319+63	OUTSIDE	16
	42	IH 39 NB	339+64	OUTSIDE	16
	43	IH 39 NB	342+21	OUTSIDE	16
	44	IH 39 NB	345+25	OUTSIDE	16
	45	IH 39 NB	366+51	OUTSIDE	16
	46	IH 39 NB	368+63	OUTSIDE	16
	47	IH 39 NB	376+36	OUTSIDE	16
	48	IH 39 NB	411+22	OUTSIDE	16
	49	IH 39 NB	438+21	OUTSIDE	16
	50	IH 39 NB	471+75	OUTSIDE	16
	51	IH 39 NB	598+21	OUTSIDE	16
	OUTSIDE SUBTOTAL				592
	TOTAL				816

ROW FENCE

204.0170
REMOVING
FENCE

616.0100
FENCE WOVEN
WIRE (4-FT)

	LOCATION	LT/RT	STATION	TO	STATION	LF	LF
MAINLINE	IH 39 SB	LT	31+62	-	31+92	30	30
	IH 39 SB	LT	32+36	-	32+66	30	30
	IH 39 SB	LT	32+78	-	32+93	15	15
	IH 39 SB	LT	33+47	-	33+62	15	15
	IH 39 SB	LT	34+37	-	34+67	30	30
	IH 39 SB	LT	34+84	-	35+14	30	30
	IH 39 SB	LT	36+32	-	36+47	15	15
	IH 39 SB	LT	37+38	-	37+68	30	30
	IH 39 SB	LT	38+22	-	38+82	60	60
	IH 39 NB	RT	84+21	-	84+36	15	15
	IH 39 NB	RT	84+48	-	84+63	15	15
	IH 39 NB	RT	87+38	-	88+58	120	120
	IH 39 NB	RT	89+02	-	89+17	15	15
	IH 39 NB	RT	94+51	-	94+66	15	15
	IH 39 NB	RT	123+34	-	123+79	45	45
	IH 39 NB	RT	139+33	-	139+48	15	15
	IH 39 NB	RT	177+46	-	177+61	15	15
	IH 39 NB	RT	187+59	-	187+89	30	30
	IH 39 NB	RT	190+29	-	190+44	15	15
	IH 39 NB	RT	191+44	-	191+89	45	45
	IH 39 NB	RT	194+25	-	196+95	270	270
	IH 39 NB	RT	203+64	-	203+94	30	30
	IH 39 NB	RT	223+66	-	224+16	50	50
	IH 39 NB	RT	228+04	-	228+19	15	15
	IH 39 NB	RT	243+98	-	244+13	15	15
	IH 39 NB	RT	251+32	-	251+47	15	15
	IH 39 NB	RT	254+28	-	254+43	15	15
	IH 39 NB	RT	306+60	-	307+50	90	90
	IH 39 NB	RT	320+70	-	321+60	90	90
	IH 39 NB	RT	325+03	-	325+93	90	90
	IH 39 NB	RT	352+49	-	353+24	75	75
	IH 39 NB	RT	353+24	-	353+99	75	75
	IH 39 NB	RT	355+76	-	356+06	30	30
	IH 39 NB	RT	366+90	-	367+20	30	30
	IH 39 NB	RT	388+08	-	390+08	200	200
	IH 39 NB	RT	405+71	-	405+86	15	15
	IH 39 NB	RT	436+76	-	437+36	60	60
	IH 39 NB	RT	444+04	-	444+64	60	60
	IH 39 NB	RT	491+77	-	492+07	30	30
	IH 39 NB	RT	494+68	-	494+98	30	30
	IH 39 NB	RT	503+81	-	504+11	30	30
	IH 39 NB	RT	532+43	-	533+03	60	60
	IH 39 NB	RT	563+53	-	563+68	15	15
	IH 39 NB	RT	584+02	-	584+17	15	15
	IH 39 NB	RT	594+47	-	594+62	15	15
	TOTAL					2020	2020

PROJECT NO: 1161-00-66

HWY: IH 39

COUNTY: COLUMBIA

MISCELLANEOUS QUANTITIES

SHEET

PRE_25

E

BARRIER WALL

						SPV.0060.02	SPV.0090.01
						CONCRETE BARRIER WALL SURFACE REPAIR	REPAIR/ REPLACE CONCRETE BARRIER
		LOCATION		STATION	TO STATION	EACH	LF
MAINLINE	IH 39 NB	MEDIAN	39+56	39+62	-	6	
	IH 39 NB	MEDIAN	39+71	39+79	-	8	
	IH 39 NB	MEDIAN	41+63	-	1	-	
	IH 39 NB	MEDIAN	42+05	-	1	-	
	IH 39 NB	MEDIAN	42+55	-	1	-	
	IH 39 NB	MEDIAN	44+02	-	1	-	
	IH 39 NB	MEDIAN	45+67	-	1	-	
	IH 39 NB	MEDIAN	46+04	-	1	-	
	IH 39 NB	MEDIAN	46+57	-	1	-	
	IH 39 NB	MEDIAN	47+14	-	1	-	
	IH 39 NB	MEDIAN	47+50	-	1	-	
	IH 39 NB	MEDIAN	53+60	-	1	-	
	IH 39 NB	MEDIAN	58+93	-	1	-	
	IH 39 NB	MEDIAN	59+66	-	1	-	
	IH 39 NB	MEDIAN	65+77	-	1	-	
	SUBTOTAL					13	14

TRAFFIC CONTROL												
			643.0300	643.0420	643.0705	643.0715	643.0800	643.0900	643.1050	643.1055.S	643.5000	
			TRAFFIC CONTROL DRUMS	TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL WARNING LIGHTS TYPE C	TRAFFIC CONTROL ARROW BOARDS	TRAFFIC CONTROL SIGNS	TRAFFIC CONTROL SIGNS PCMS	TRUCK OR TRAILER- MOUNTED ATTENUATOR	TRAFFIC CONTROL	
LOCATION		DURATION DAYS	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY	EACH	
MAINLINE	IH 39 NB	MEDIAN	30	2550	120	240	510	60	360	30	10	0.3
	IH 39 NB	OUTSIDE	30	2550	120	240	510	60	360	30	10	0.3
	SUBTOTAL			5100	240	480	1020	120	720	60	20	0.6
RAMPS	IH 39 SB OFF USH 51		7	266	98	140	-	-	84	21	-	0.1
	IH 39 SB ON USH 51		7	280	77	112	98	7	147	28	-	0.1
	IH 39 NB OFF USH 51		7	238	49	70	-	-	21	21	-	0.1
	IH 39 NB ON USH 51		7	210	7	14	98	7	49	-	-	0.1
	SUBTOTAL			994	231	336	196	14	301	70	0	0.4
TOTAL			6094	471	816	1216	134	1021	130	20	1	

PAVEMENT MARKING ITEMS

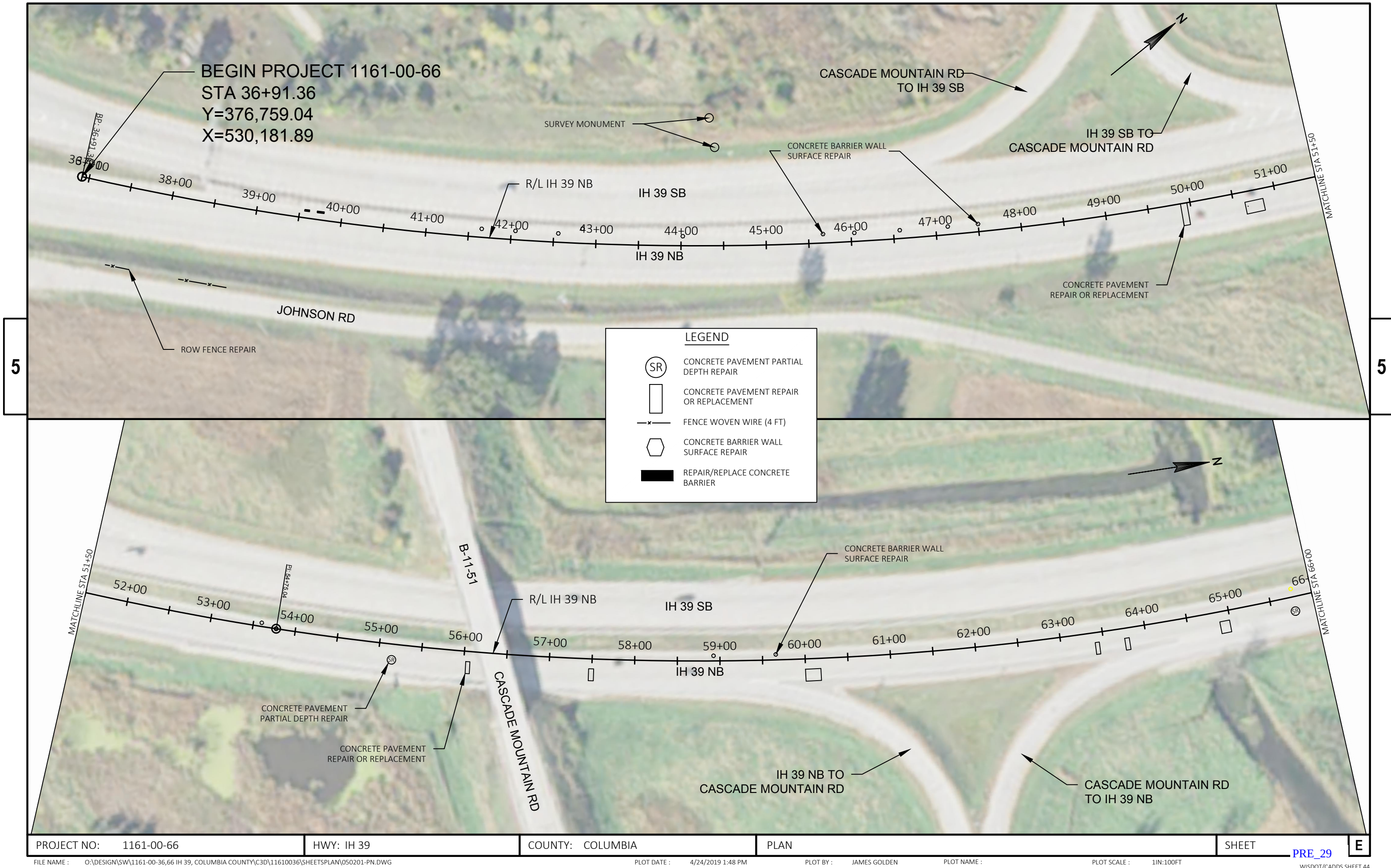
					646.1020	646.5520	SPV.0060.01						
					MARKING LINE EPOXY 4-INCH								
					YELLOW	WHITE	WHITE (12.5' LINE, 37.5' GAP)	MARKING OUTFALL EPOXY	REMOVING RAISED PAVEMENT MARKERS AND FILLING VOIDS				
LOCATION					STATION	TO	STATION	LF	LF				
MAINLINE						LF			EACH	EACH			
	IH 39 NB					36+91	-	612+15	300	3000	800	116	300
	SUBTOTAL					300			3000	800	116	300	
RAMPS	IH 39 SB OFF USH 51					367'R2'	-	396'R2'	270	270	-	-	-
	IH 39 SB ON USH 51					366'R3'	-	390'R3'	480	480	-	-	-
	IH 39 NB OFF USH 51					367'R4'	-	375'R4'	50	50	-	-	-
	IH 39 NB ON USH 51					390'R3'	-	391'R3'	10	10	-	-	-
	SUBTOTAL					810			810	0	0	0	
TOTAL					1110			3810	800	116	300		
					5720								

DELINEATORS

				204.0180	633.0100	633.0500
				REMOVING DELINEATORS AND MARKERS	DELINEATOR POSTS STEEL	DELINEATOR REFLECTORS
MAINLINE	ROADWAY	STATION	TO STATION	EACH	EACH	EACH
	IH 39 NB	36+91	- 612+15	117	117	117
TOTAL				117	117	117

SAWING ASPHALT

				690.0150
				SAWING ASPHALT
MAINLINE	LOCATION	STA	LF	
	IH 39 NB	188+88	12	
	IH 39 NB	194+43	12	
	IH 39 NB	373+00	12	
	IH 39 NB	612+15	12	
SUBTOTAL			48	
RAMPS	IH 39 SB OFF USH 51	380'R2'	8	
	IH 39 SB OFF USH 51	390'R2'	8	
	IH 39 SB ON USH 51	371'R3'	8	
	IH 39 SB ON USH 51	378'R3'	8	
	IH 39 NB OFF USH 51	368'R4'	8	
	IH 39 NB OFF USH 51	375'R4'	8	
SUBTOTAL			48	
TOTAL			96	





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LEGEND

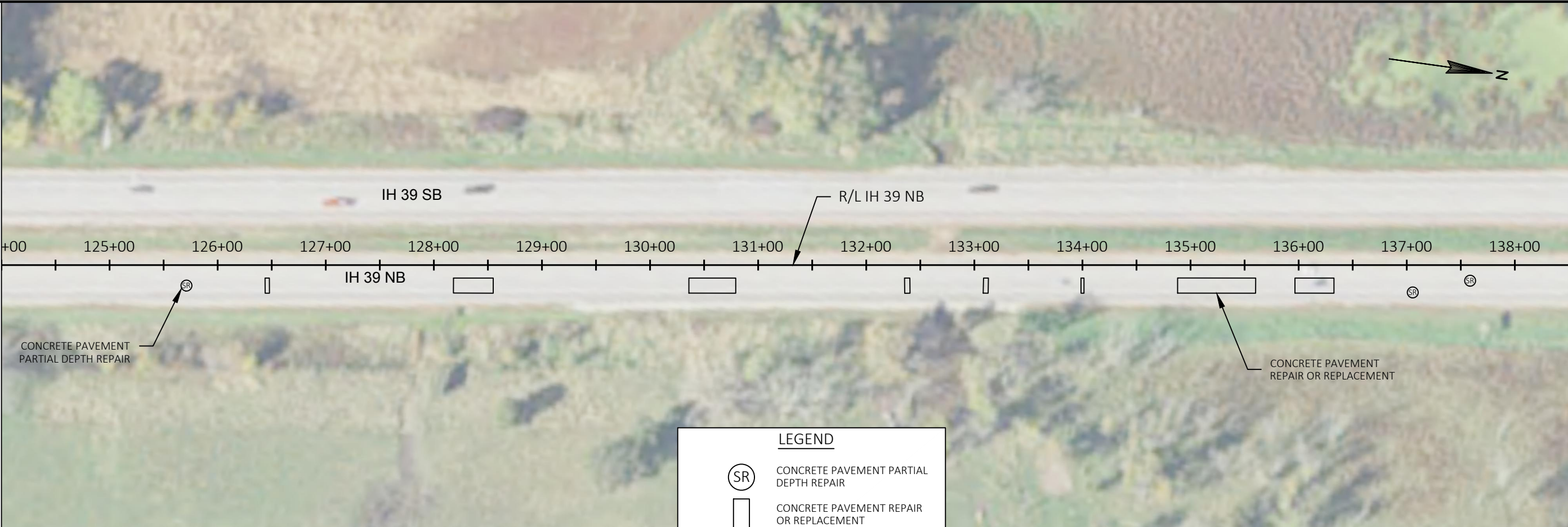
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT
- FENCE WOVEN WIRE (4 FT)
- CONCRETE BARRIER WALL SURFACE REPAIR
- REPAIR/REPLACE CONCRETE BARRIER

5



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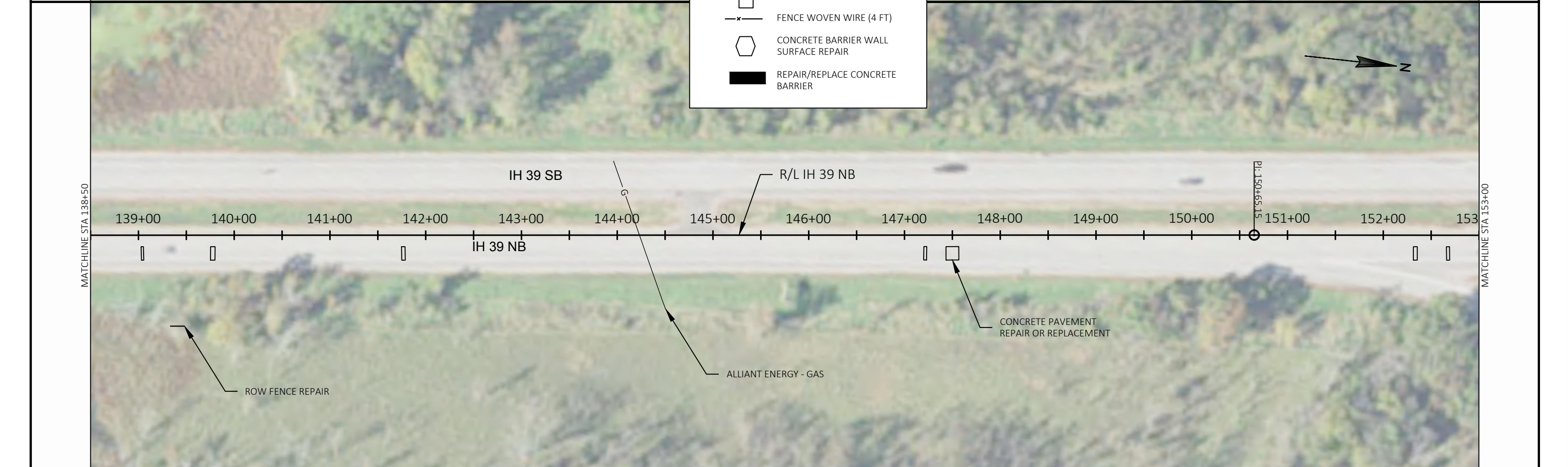


MATCHLINE STA 138+50

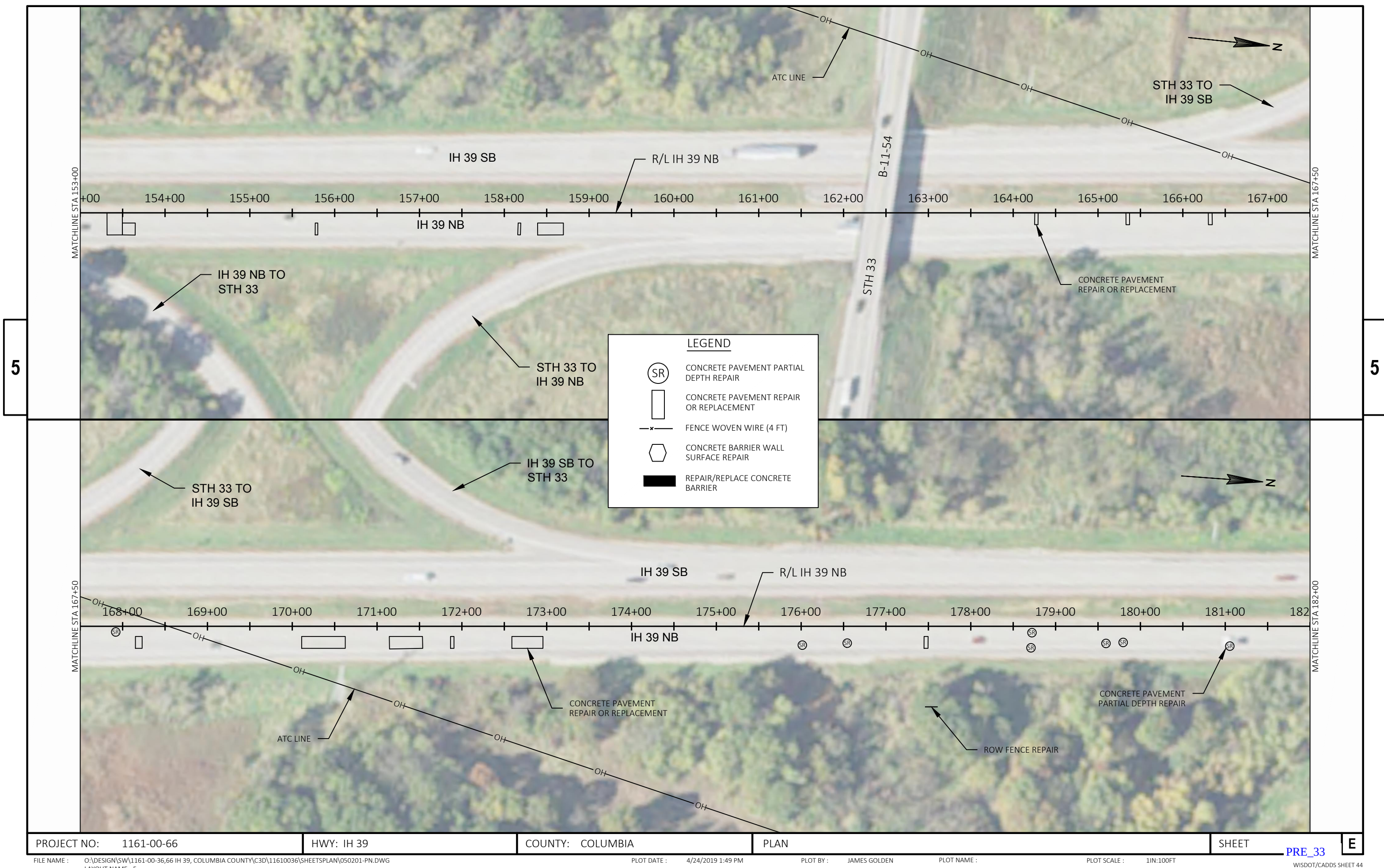
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LEGEND

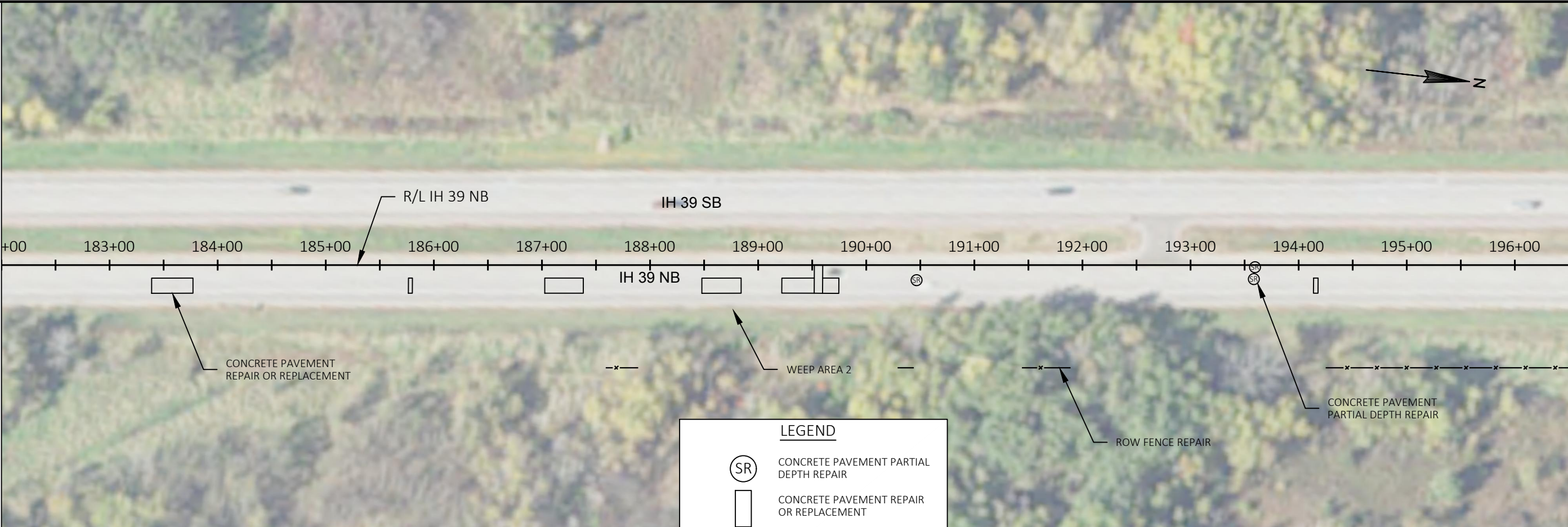
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT
- FENCE WOVEN WIRE (4 FT)
- CONCRETE BARRIER WALL SURFACE REPAIR
- REPAIR/REPLACE CONCRETE BARRIER



MATCHLINE STA 153+00



5



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LEGEND

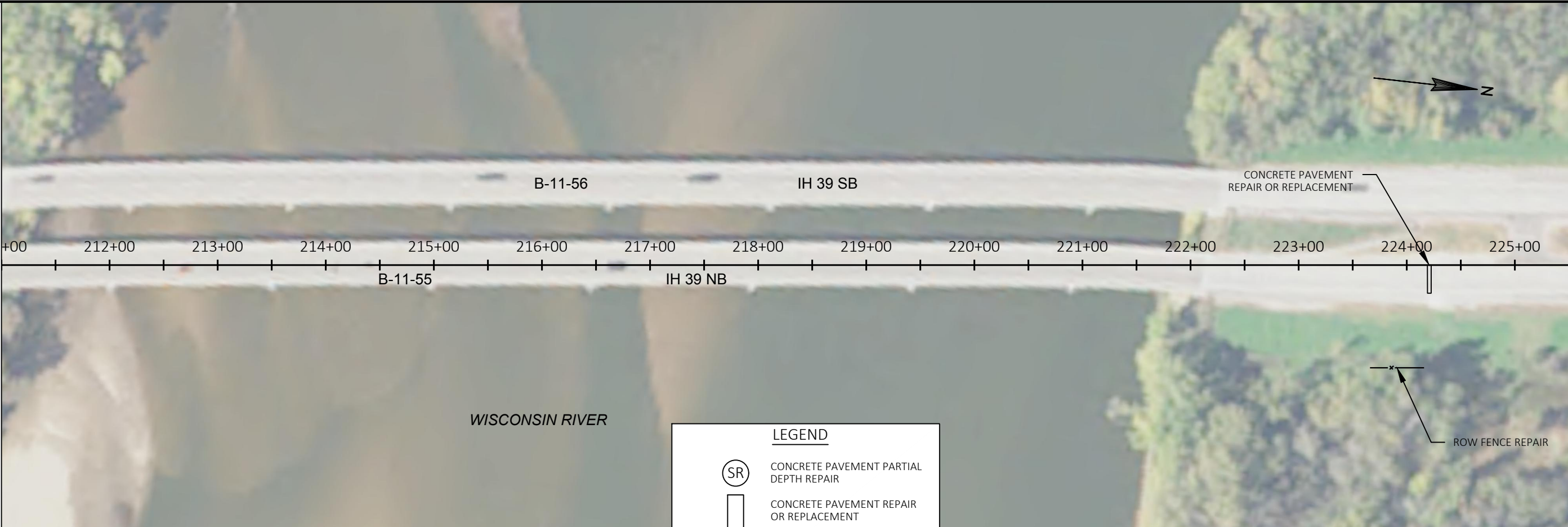
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT
- FENCE WOVEN WIRE (4 FT)
- CONCRETE BARRIER WALL SURFACE REPAIR
- REPAIR/REPLACE CONCRETE BARRIER

5



5

5



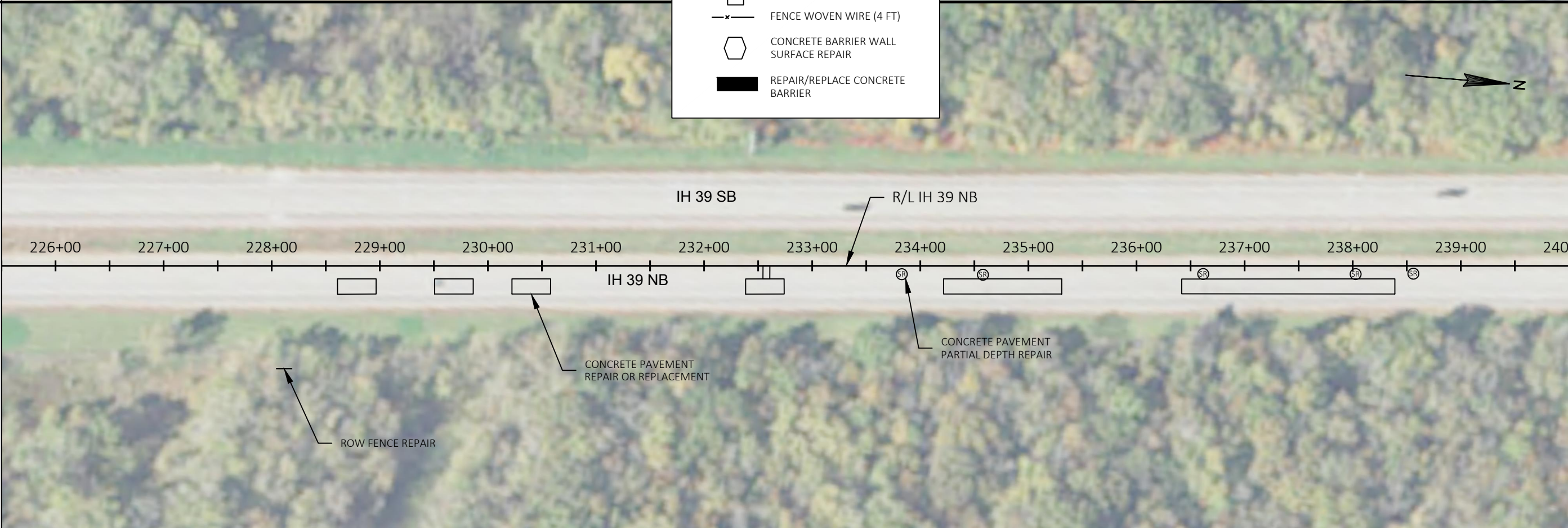
MATCHLINE STA 225+50

5

LEGEND

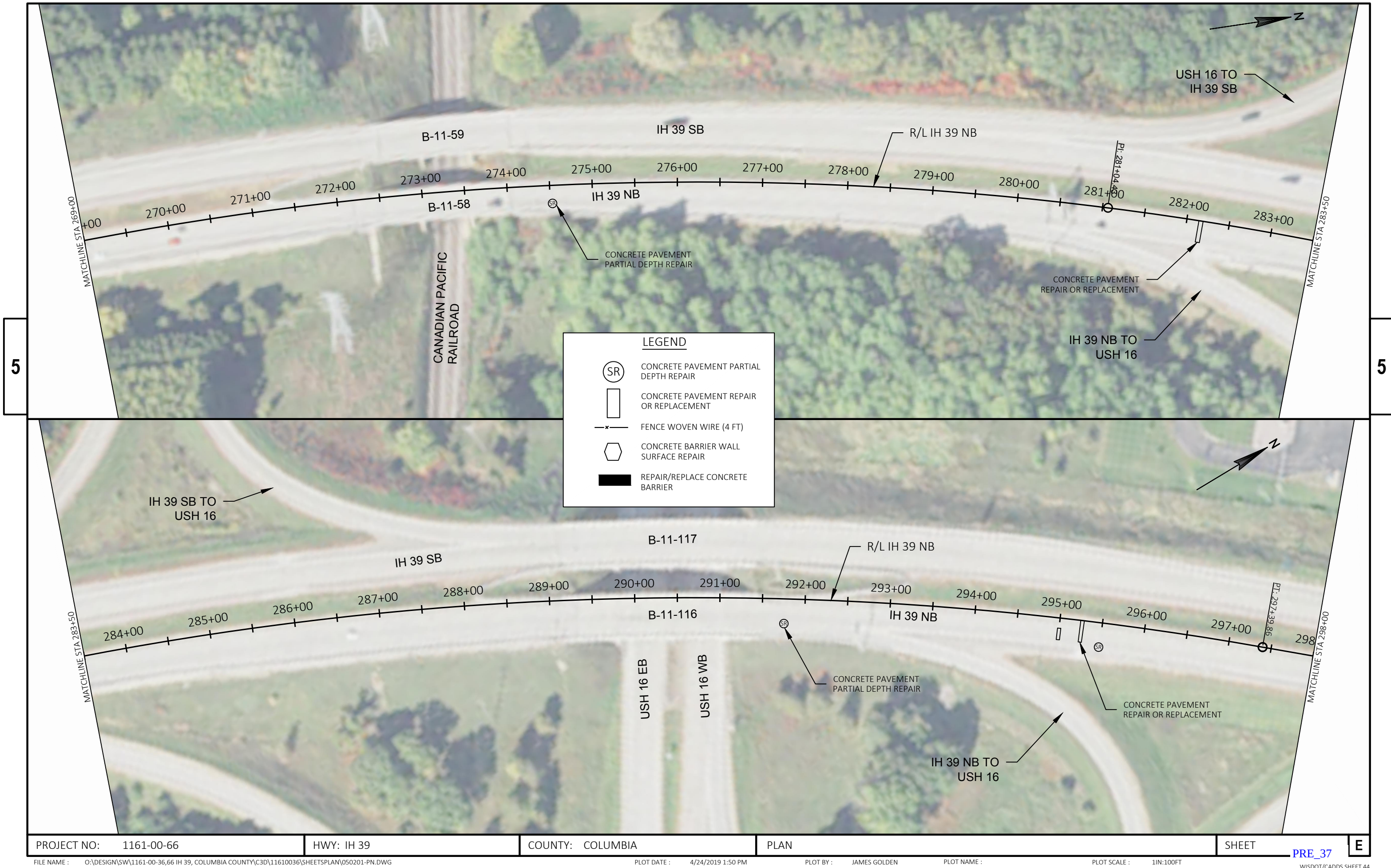
- CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT
- FENCE WOVEN WIRE (4 FT)
- CONCRETE BARRIER WALL SURFACE REPAIR
- REPAIR/REPLACE CONCRETE BARRIER

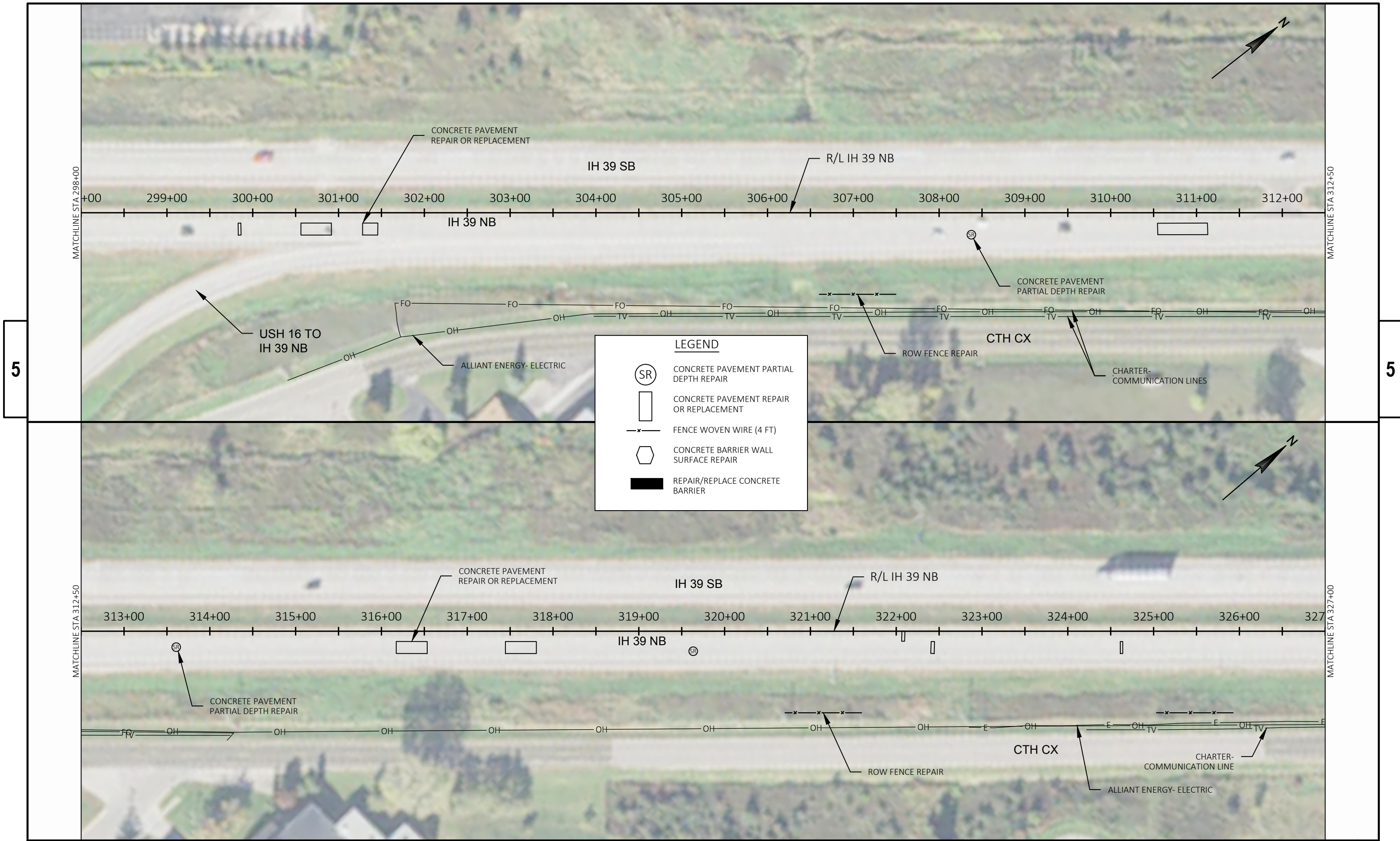
5



MATCHLINE STA 240+00



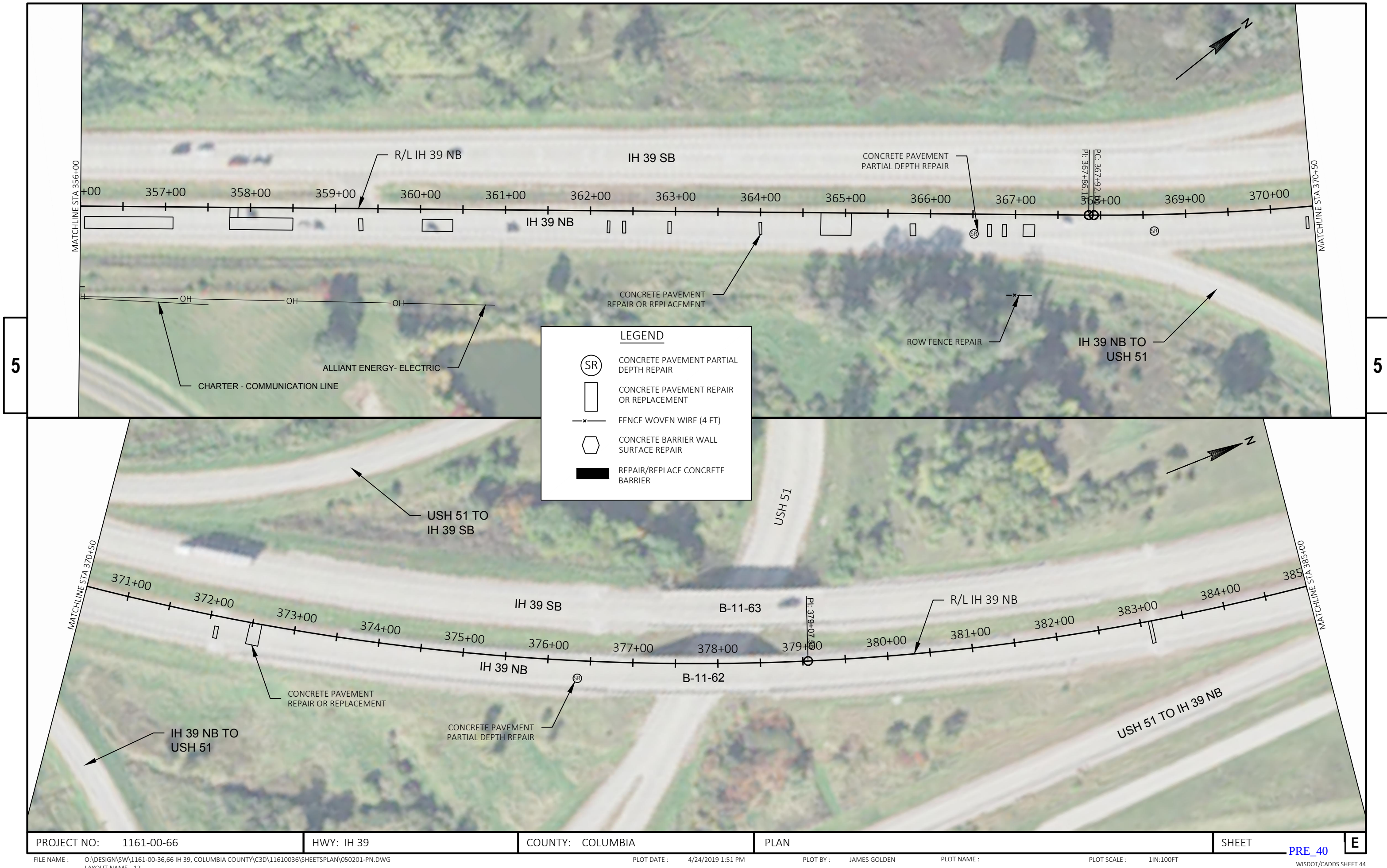




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PROJECT NO: 1161-00-66

HWY: IH 39

COUNTY: COLUMBIA

PLAN

SHEET

E

FILE NAME : O:\DESIGN\SW\1161-00-36,66 IH 39, COLUMBIA COUNTY\C3D\11610036\SHEETS\PLAN\050201-PN.DWG
LAYOUT NAME - 12

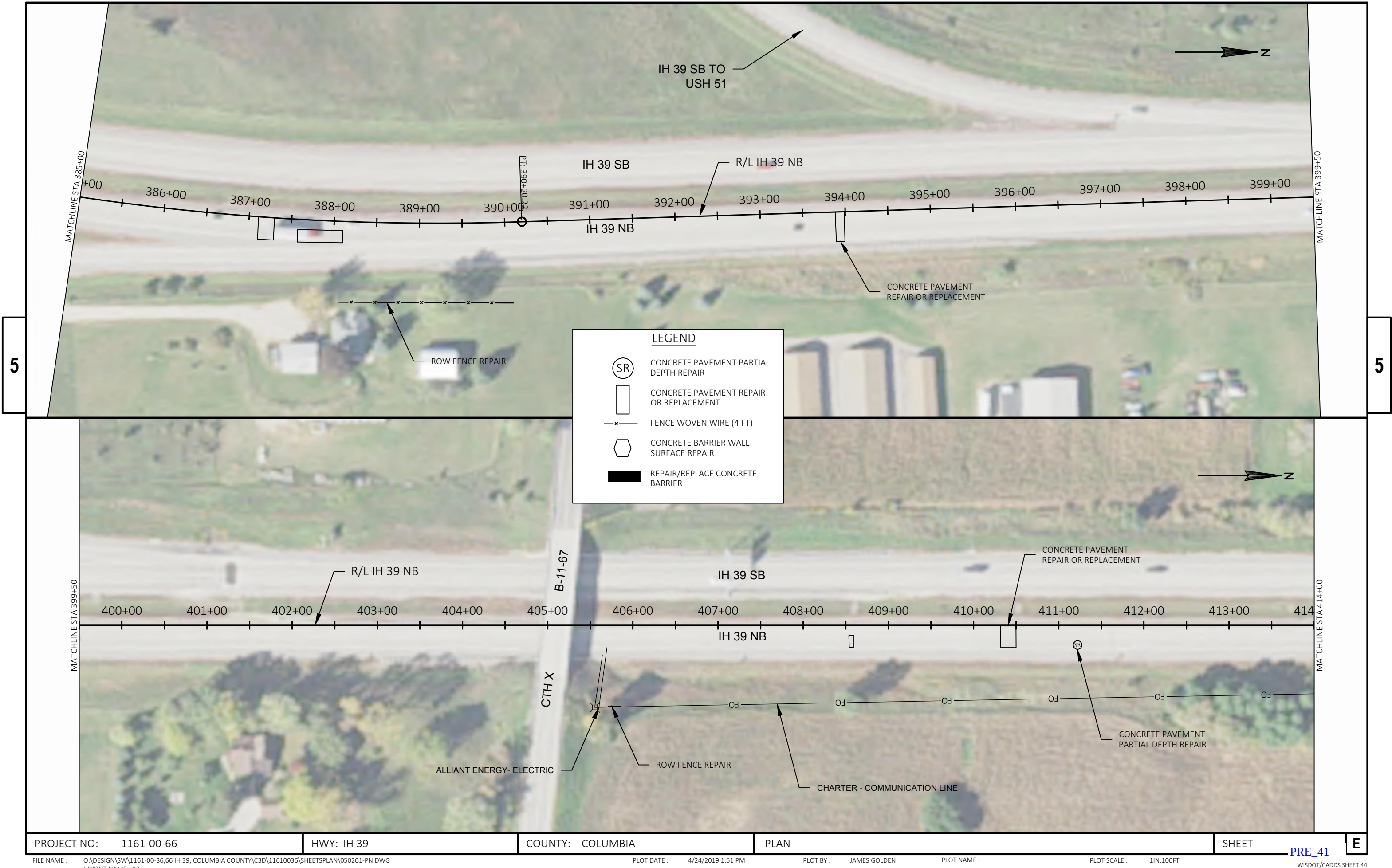
PLOT DATE : 4/24/2019 1:51 PM

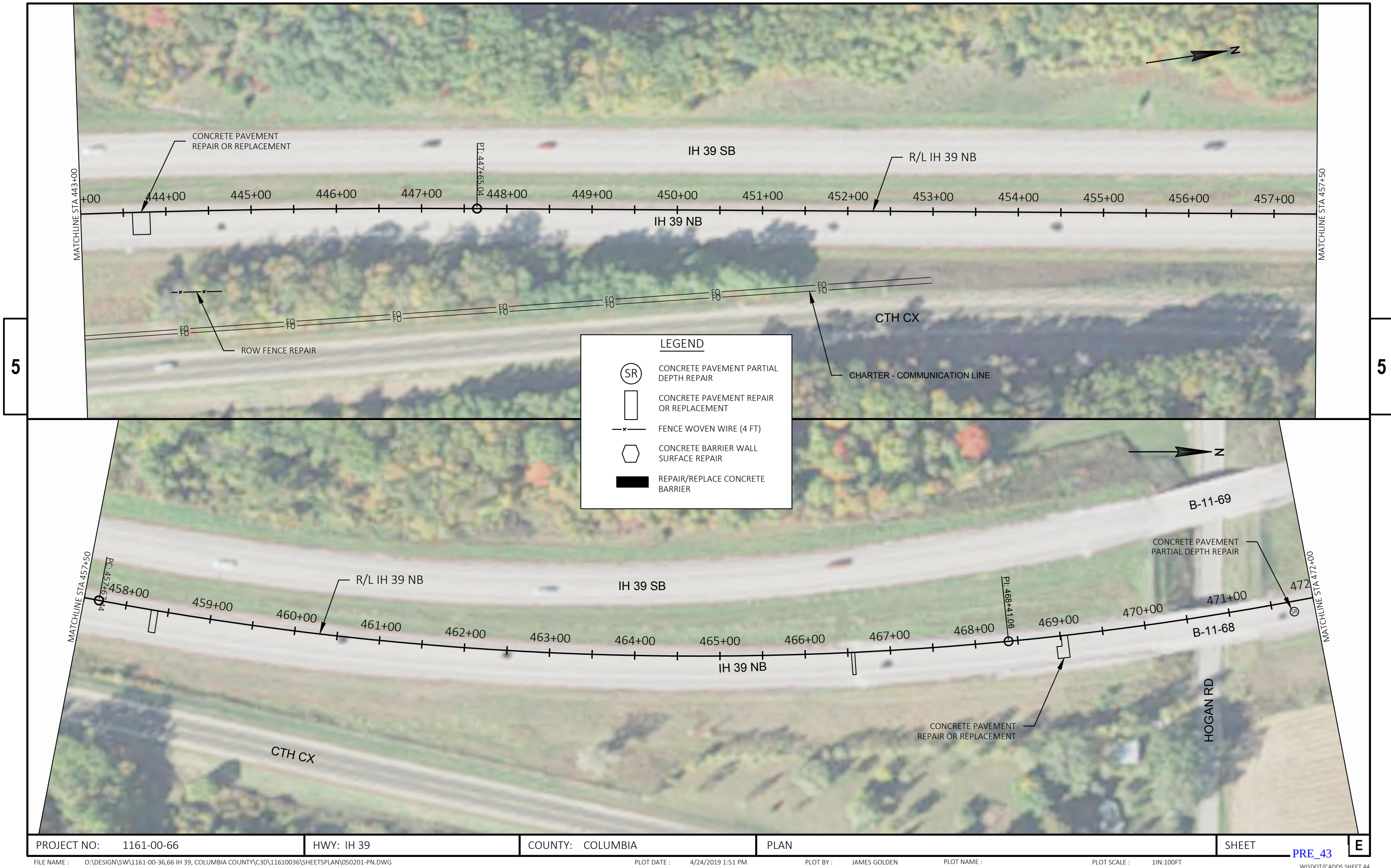
PLOT BY : JAMES GOLDEN

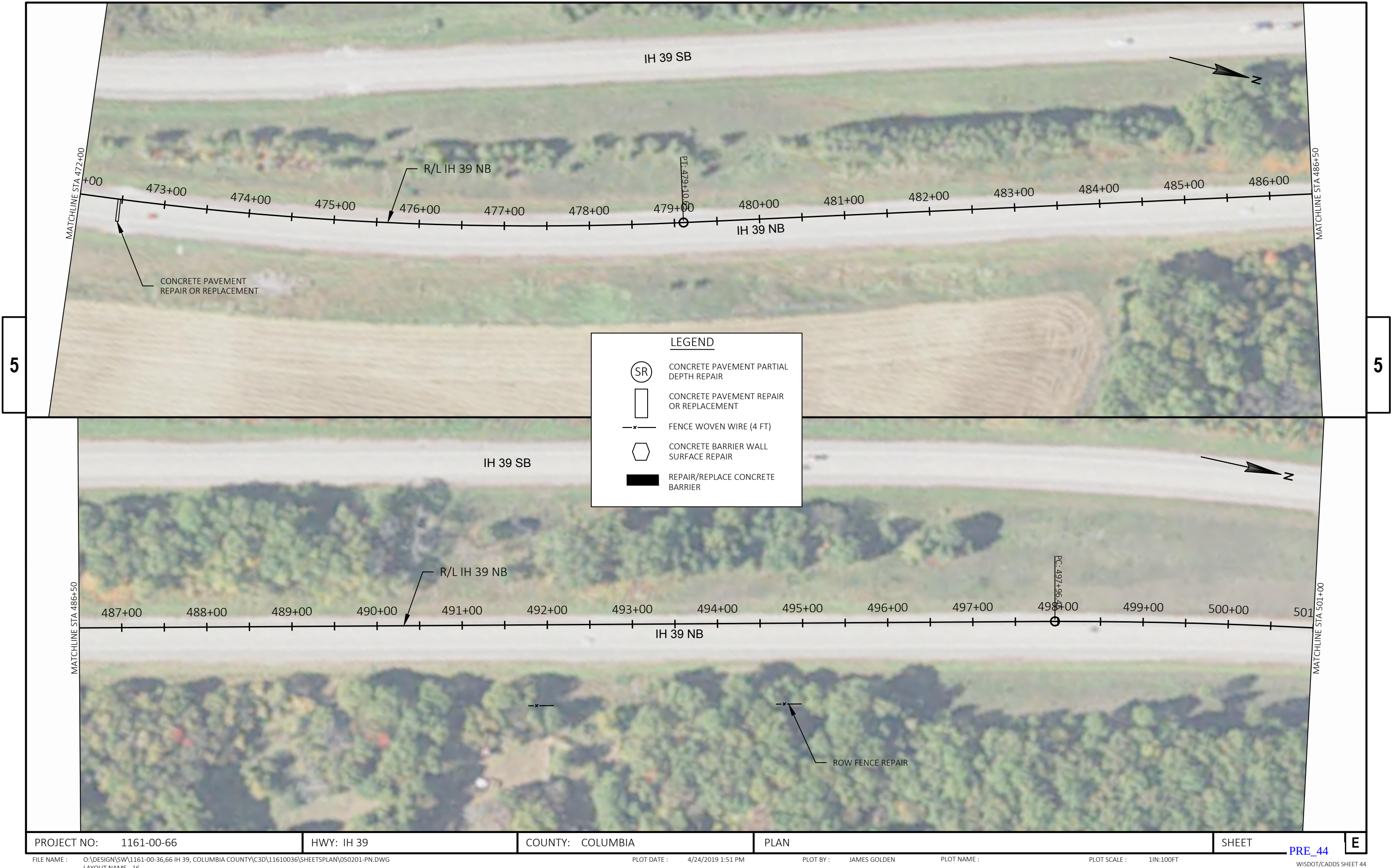
PLOT NAME :

PLOT SCALE : 1IN=100FT

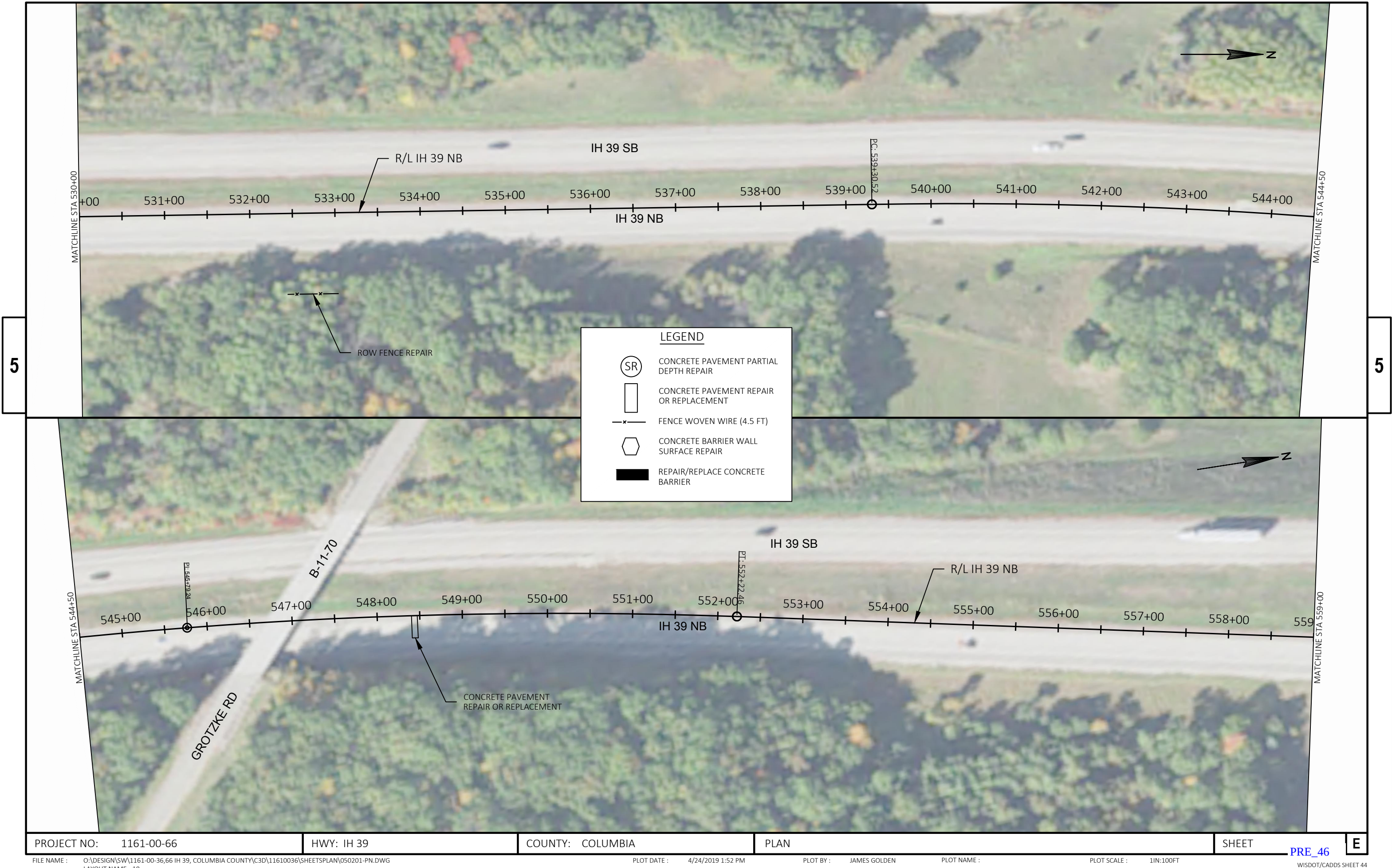
PRE_40
WISDOT/CADDs SHEET 44



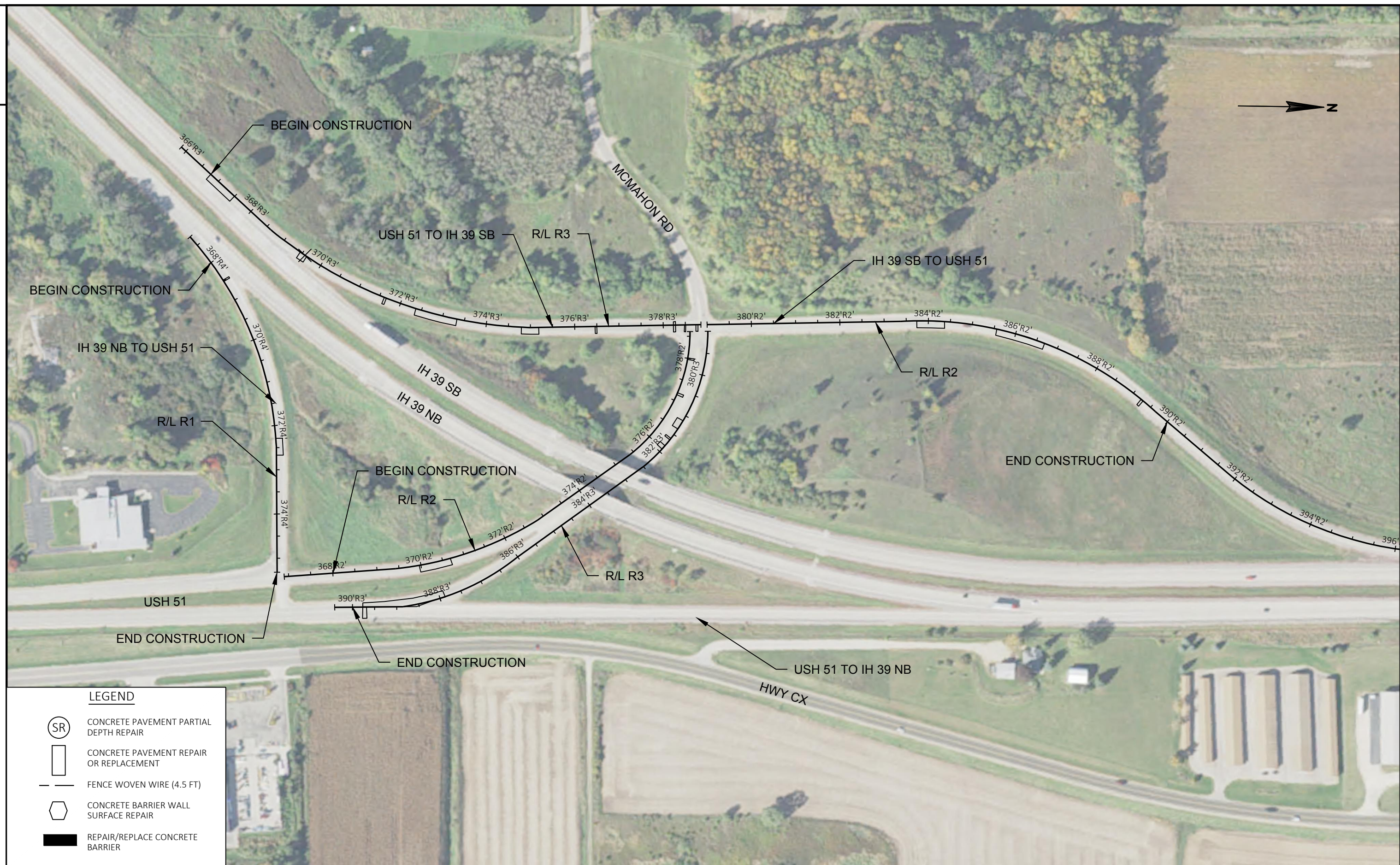


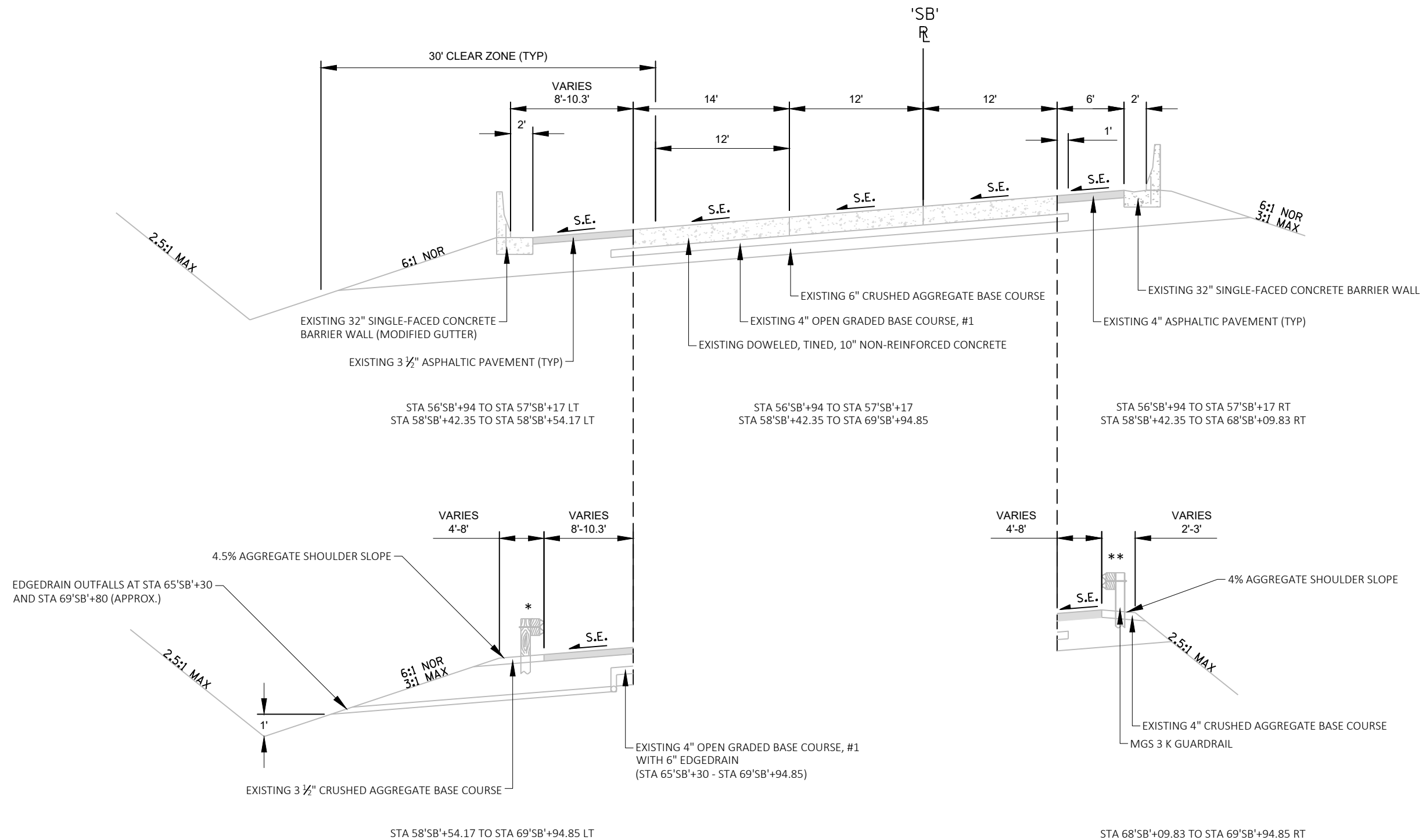












EXISTING TYPICAL SECTION IH 39 SB

STA 56'SB'+94 TO STA 57'SB'+17
STA 58'SB'+42.35 TO STA 69'SB'+94.85

*NOTE: MGS 3 GUARDRAIL LOCATIONS:
STA 58'SB'+51.83 - STA 59'SB'+47.49
STA 63'SB'+97.20 - STA 67'SB'+96.83

**NOTE: MGS 3 K GUARDRAIL LOCATIONS:
STA 68'SB'+08.10 - STA 69'SB'+94.85

PROJECT NO: 1161-00-66

HWY: IH 39

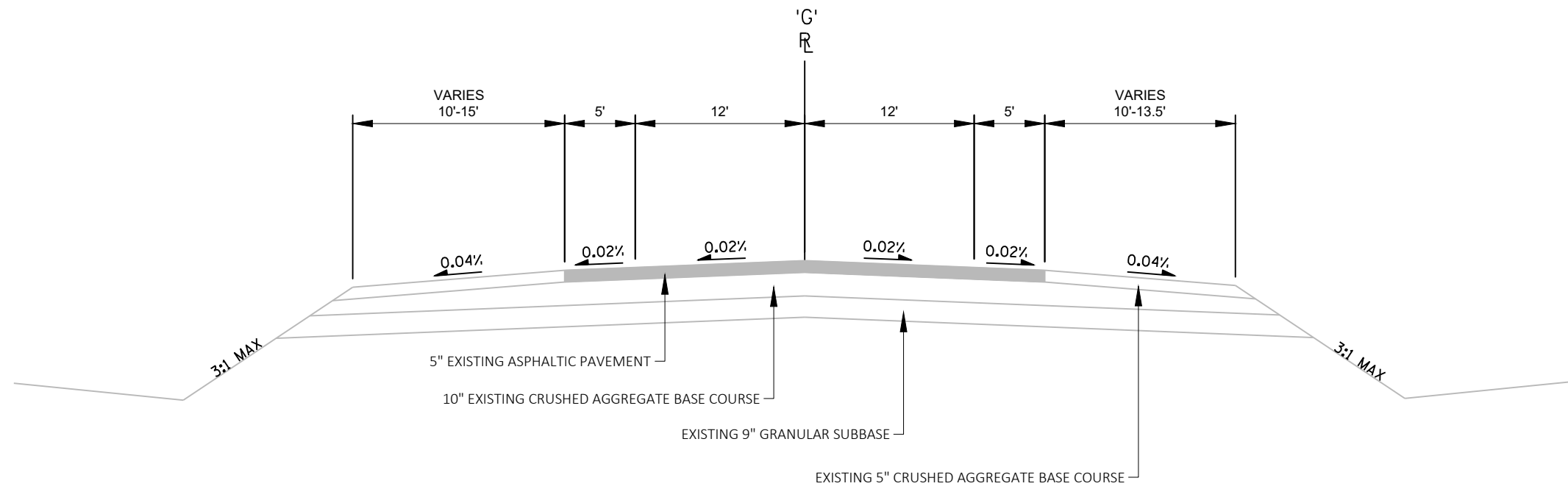
COUNTY: COLUMBIA

EXISTING TYPICAL SECTIONS

SHEET

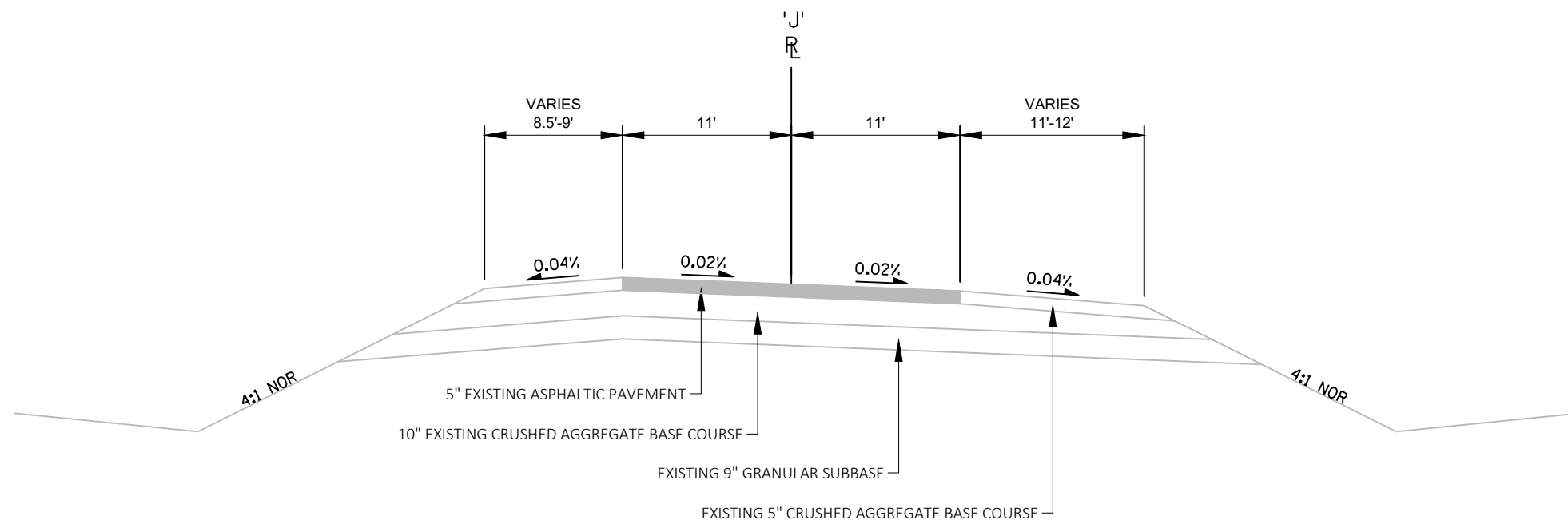
PRE_50

E



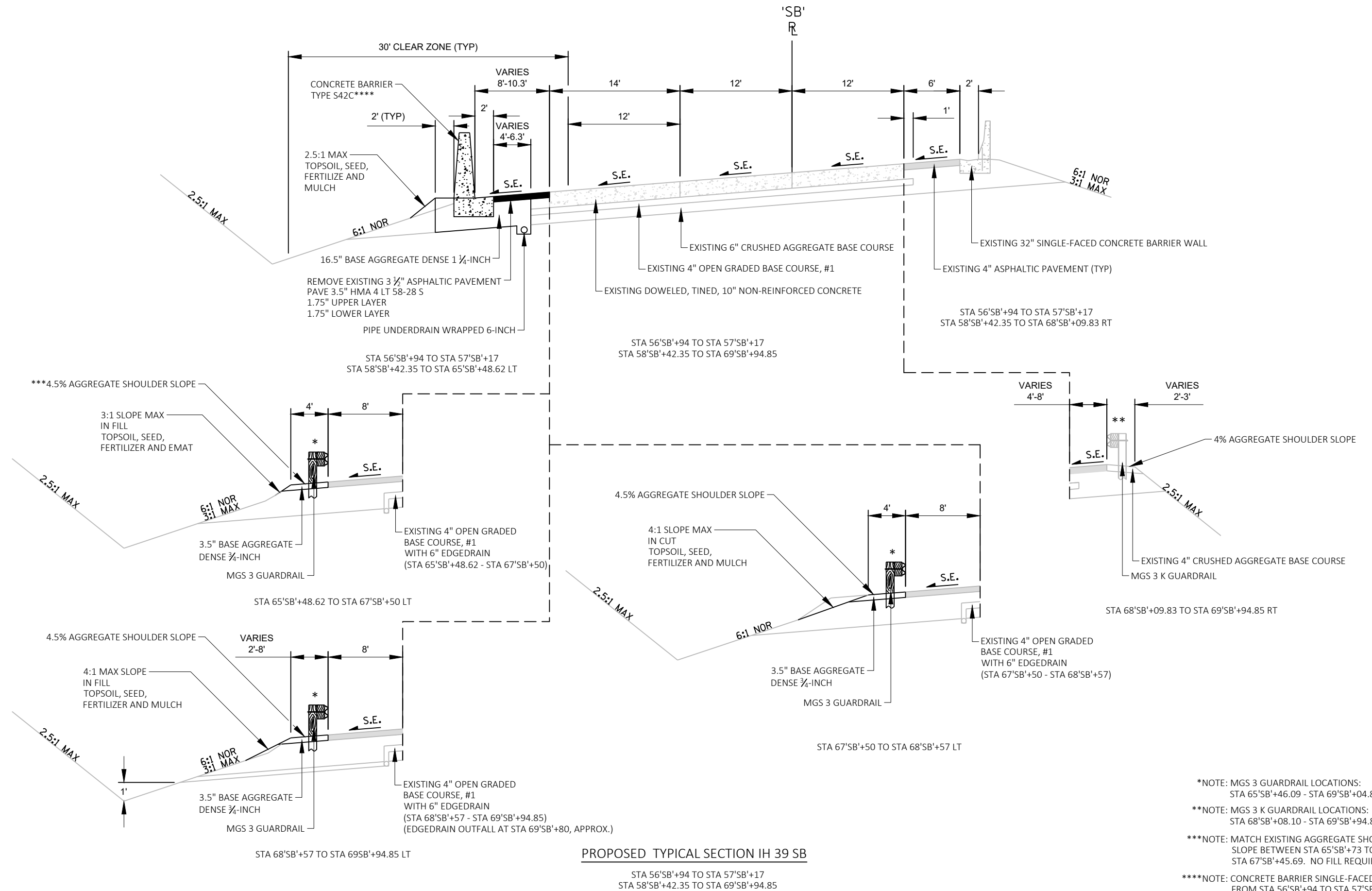
EXISTING TYPICAL SECTION IH 39 SB OFF RAMP

STA 5'G'+01.44 TO STA 5'G'+45.44
(CULVERT PIPES)



EXISTING TYPICAL SECTION CASCADE MOUNTAIN ROAD

STA 17'J'+75 TO STA 18'J'+25
(CULVERT PIPE)



PROJECT NO: 1161-00-66

HWY: IH 39

COUNTY: COLUMBIA

PROPOSED TYPICAL SECTIONS

SHEET

PRE_52

E

FILE NAME : N:\PDS\C3D\11610036\SHEETSP\020302-TS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/25/2019 12:25 PM

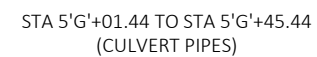
PLOT BY : RINZEL, JAMES M

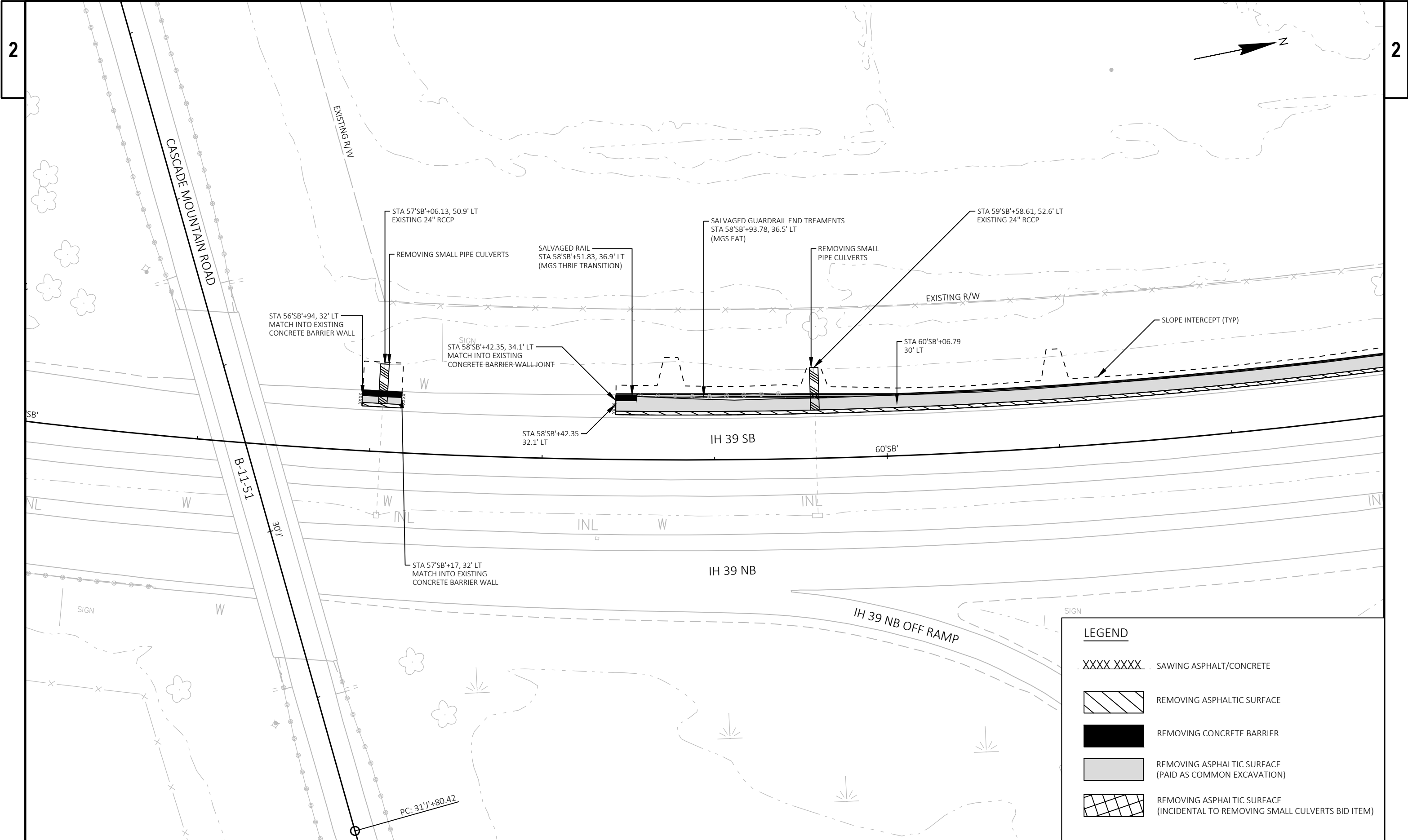
PLOT NAME :

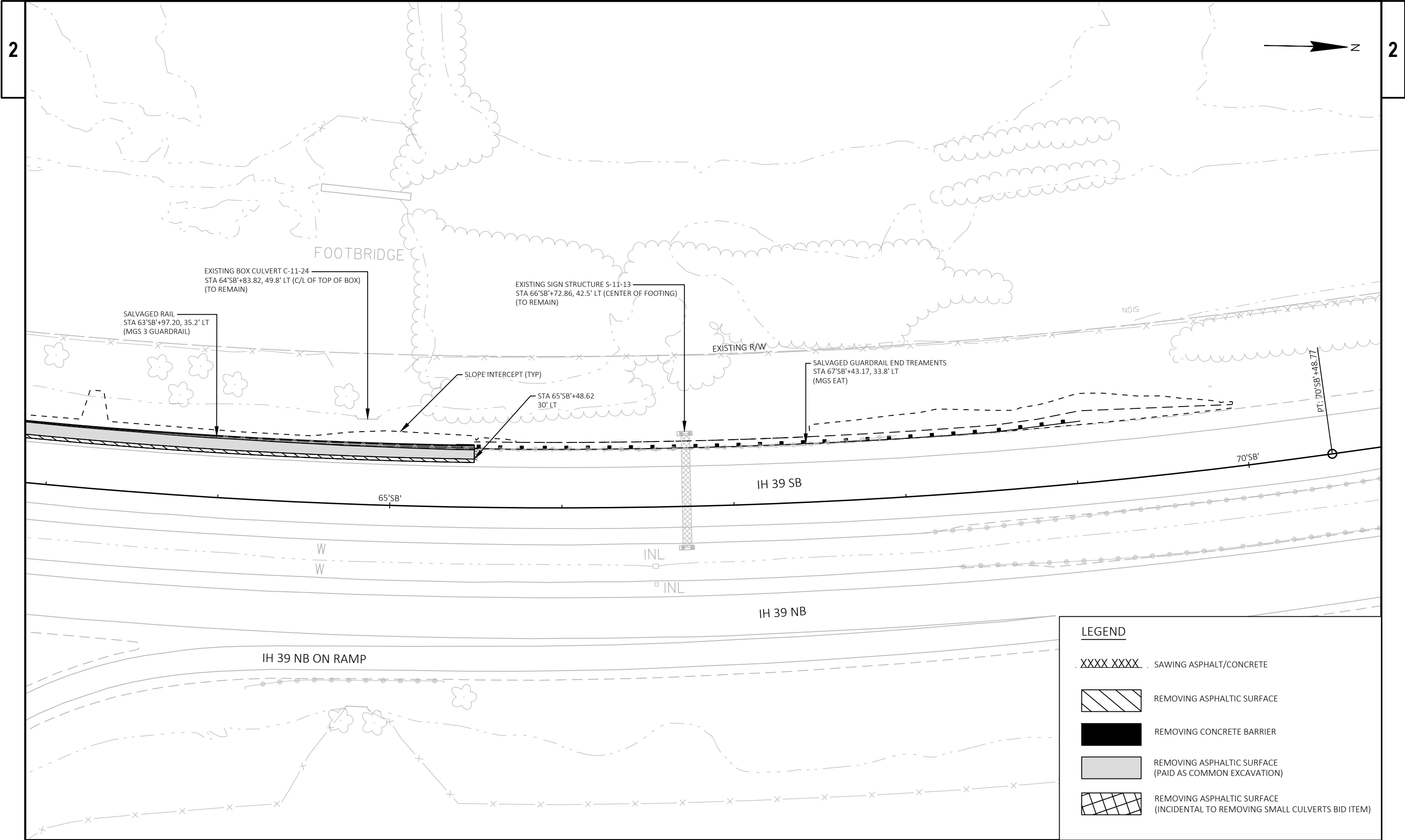
PLOT SCALE : 1 IN:10 FT

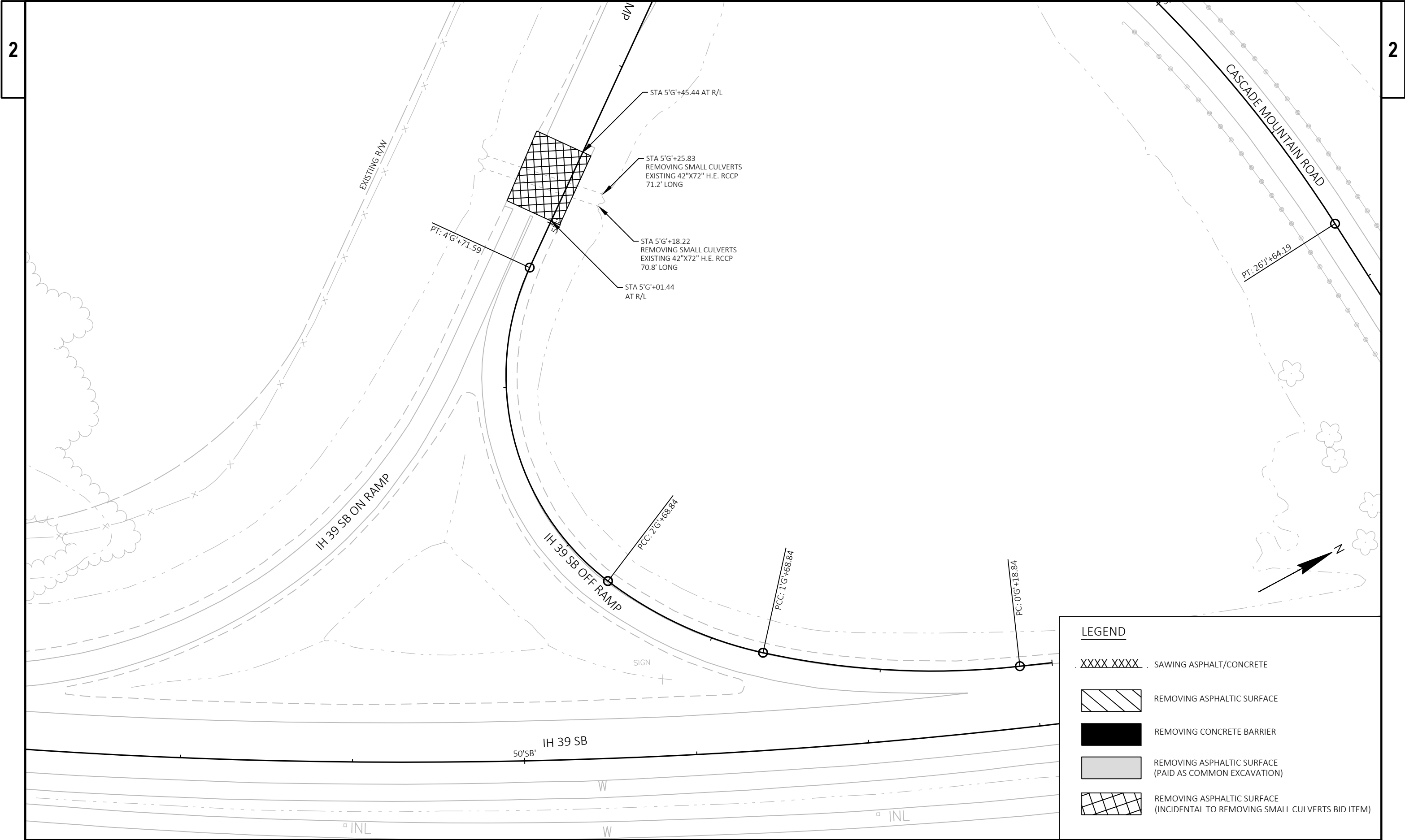
WISDOT/CADDs SHEET 42

2









LEGEND

XXXX XXXX

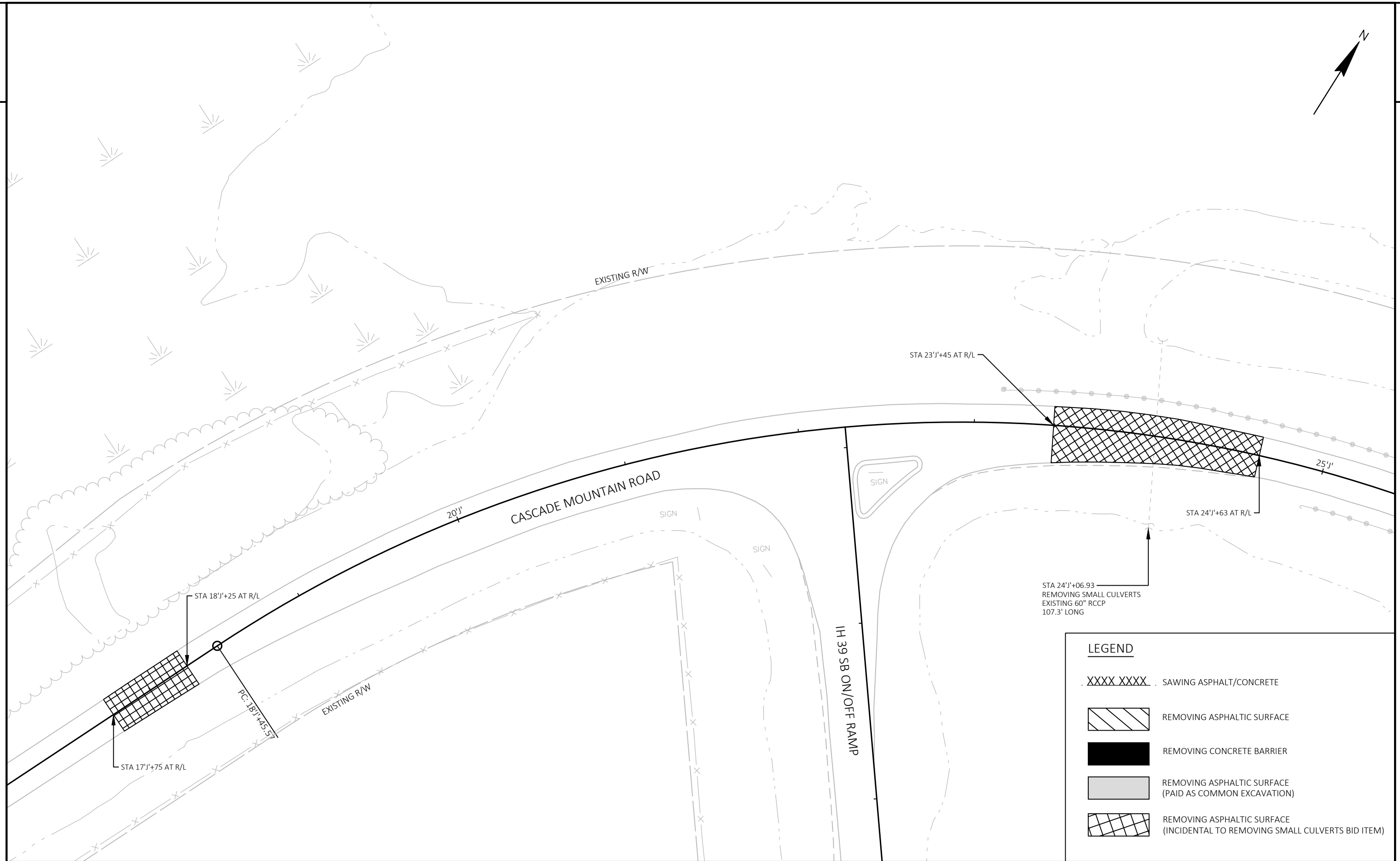
SAWING ASPHALT/CONCRETE

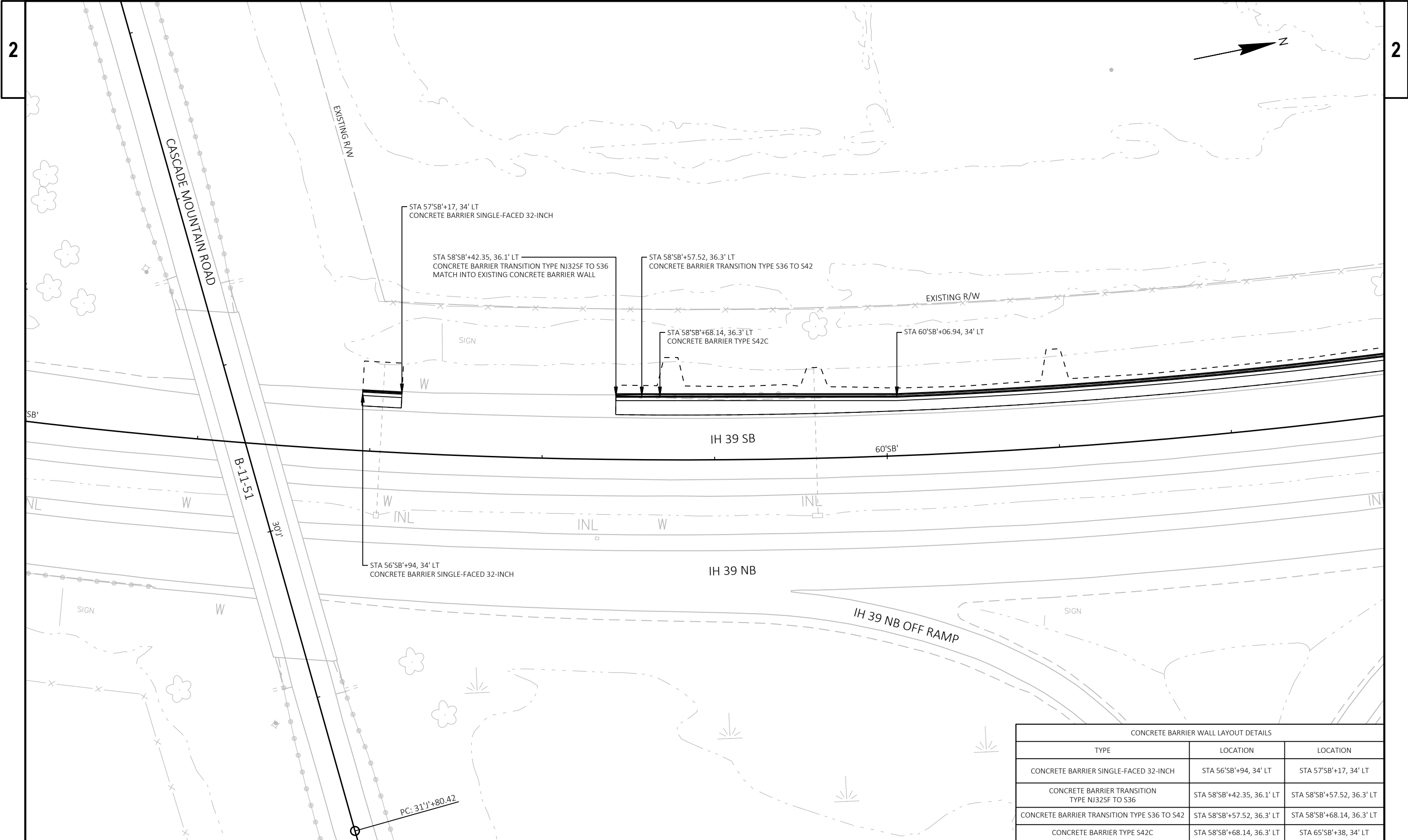
REMOVING ASPHALTIC SURFACE

REMOVING CONCRETE BARRIER

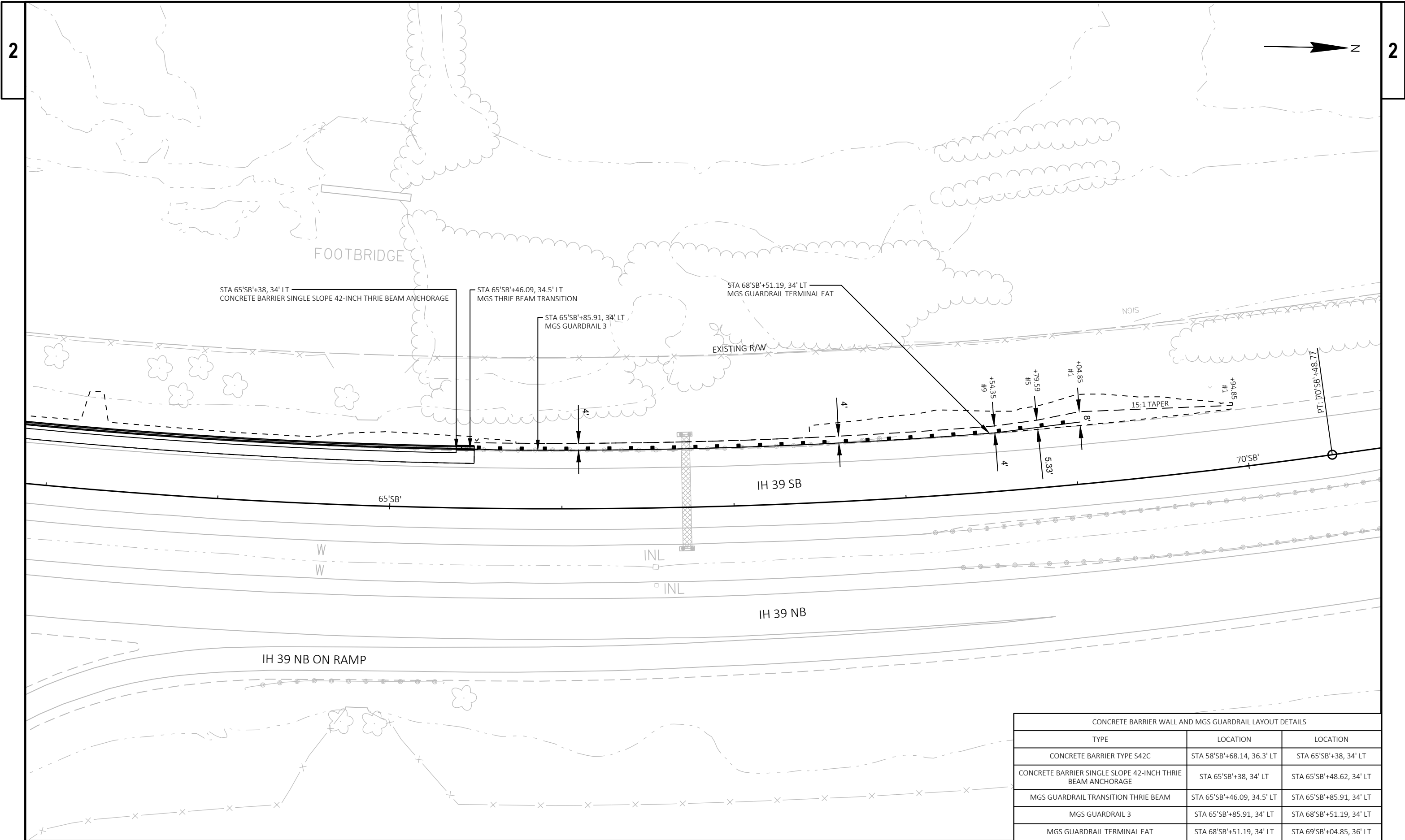
REMOVING ASPHALTIC SURFACE
(PAID AS COMMON EXCAVATION)

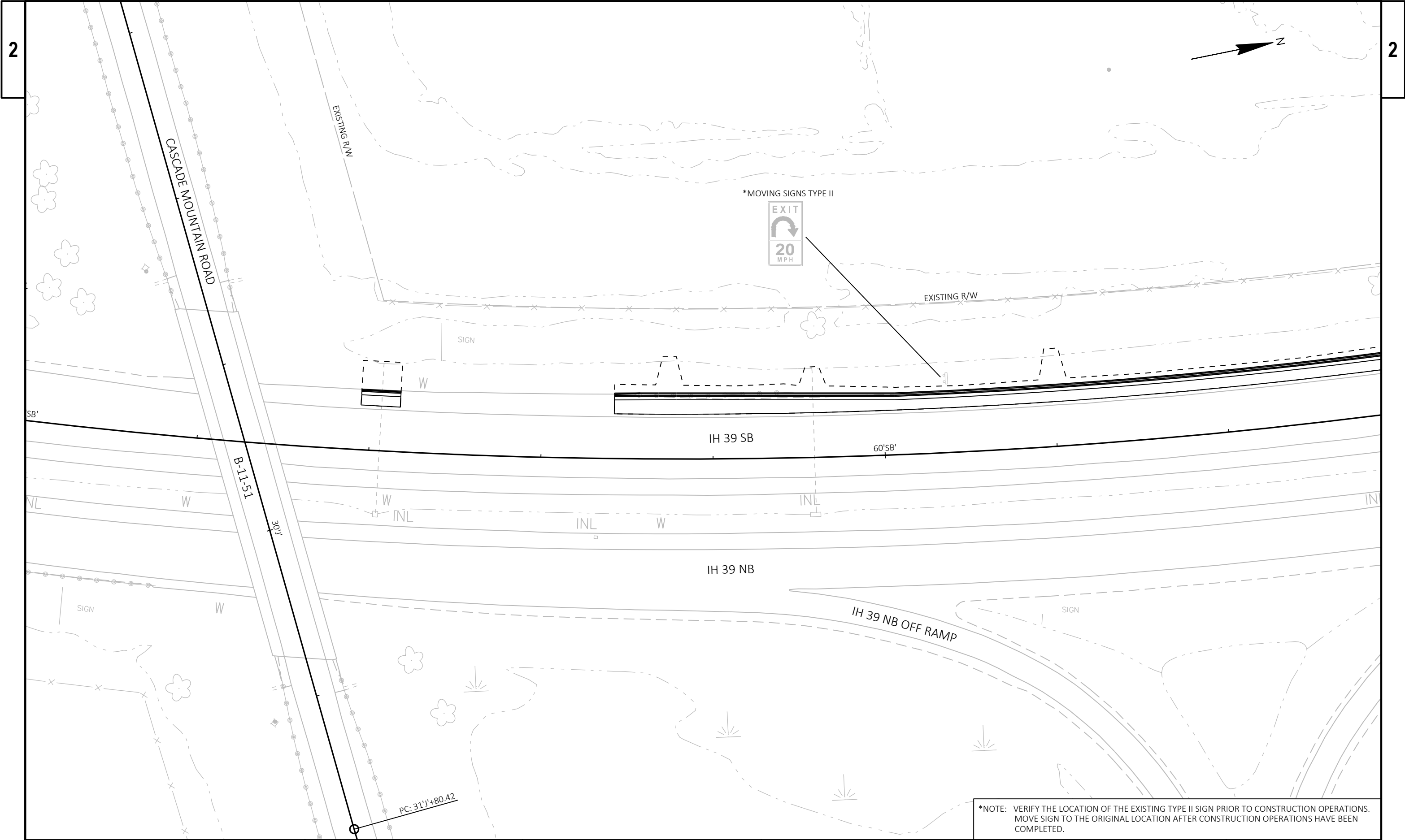
REMOVING ASPHALTIC SURFACE
(INCIDENTAL TO REMOVING SMALL CULVERTS BID ITEM)

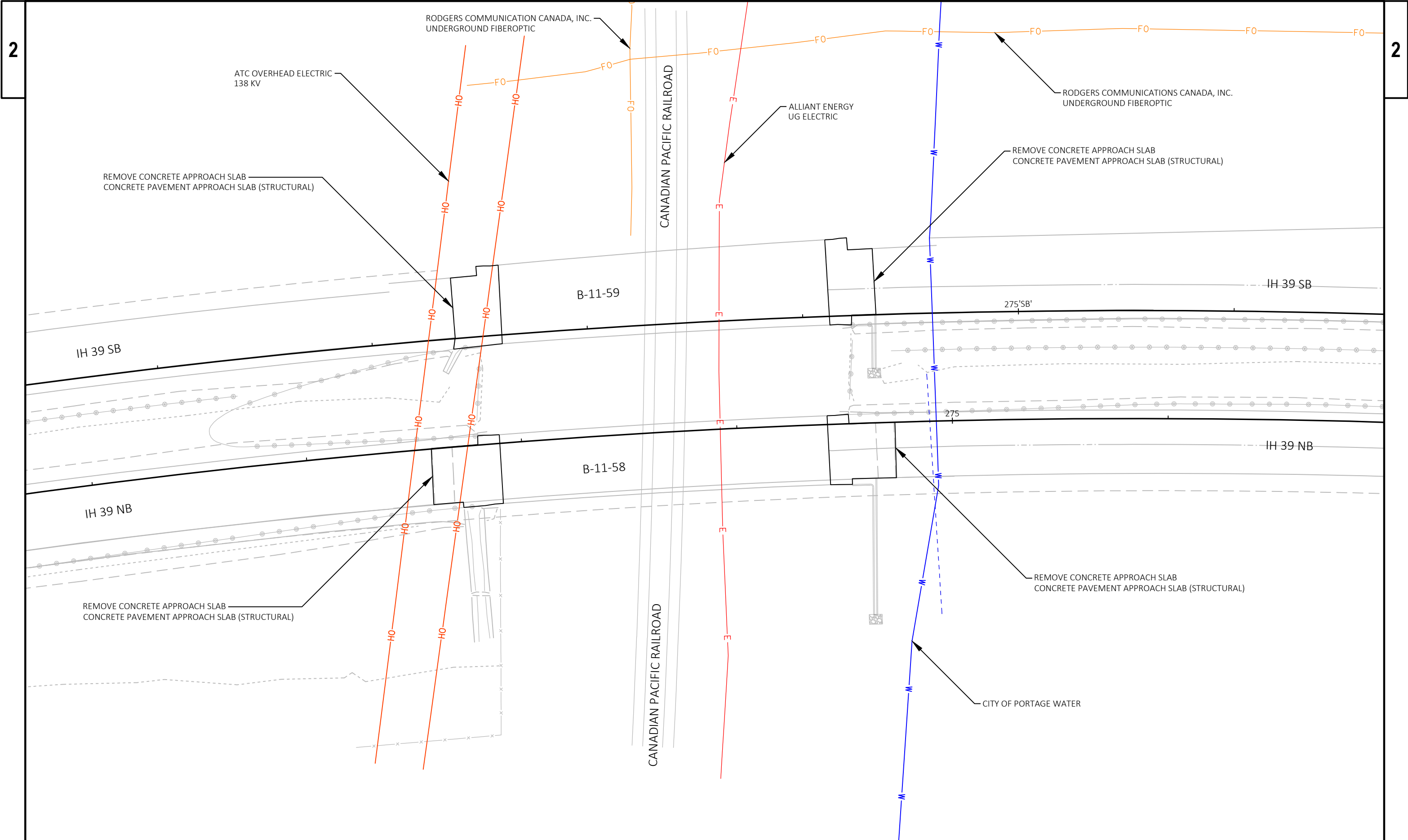


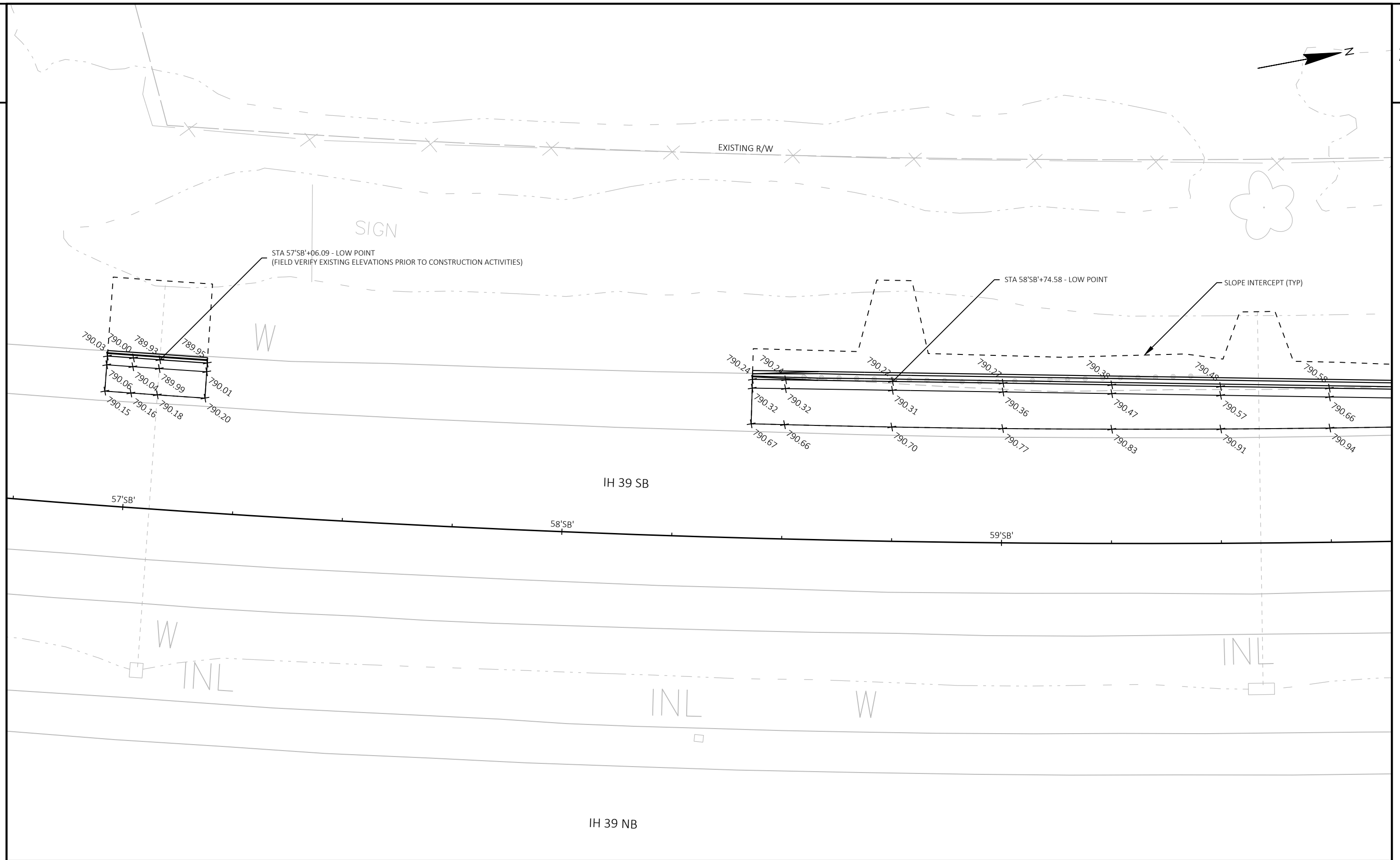


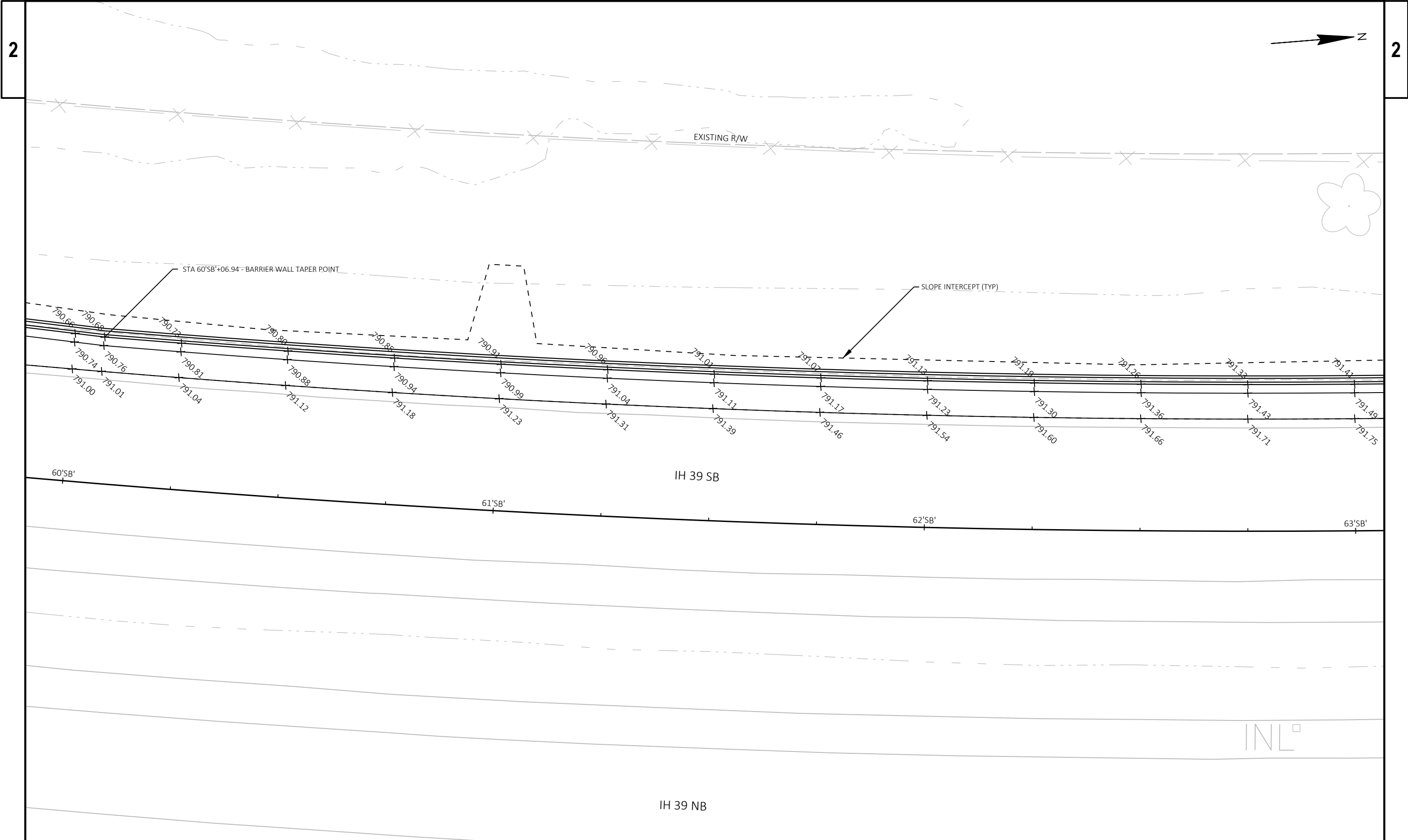
CONCRETE BARRIER WALL LAYOUT DETAILS		
TYPE	LOCATION	LOCATION
CONCRETE BARRIER SINGLE-FACED 32-INCH	STA 56'SB'+94, 34' LT	STA 57'SB'+17, 34' LT
CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36	STA 58'SB'+42.35, 36.1' LT	STA 58'SB'+57.52, 36.3' LT
CONCRETE BARRIER TRANSITION TYPE S36 TO S42	STA 58'SB'+57.52, 36.3' LT	STA 58'SB'+68.14, 36.3' LT
CONCRETE BARRIER TYPE S42C	STA 58'SB'+68.14, 36.3' LT	STA 65'SB'+38, 34' LT

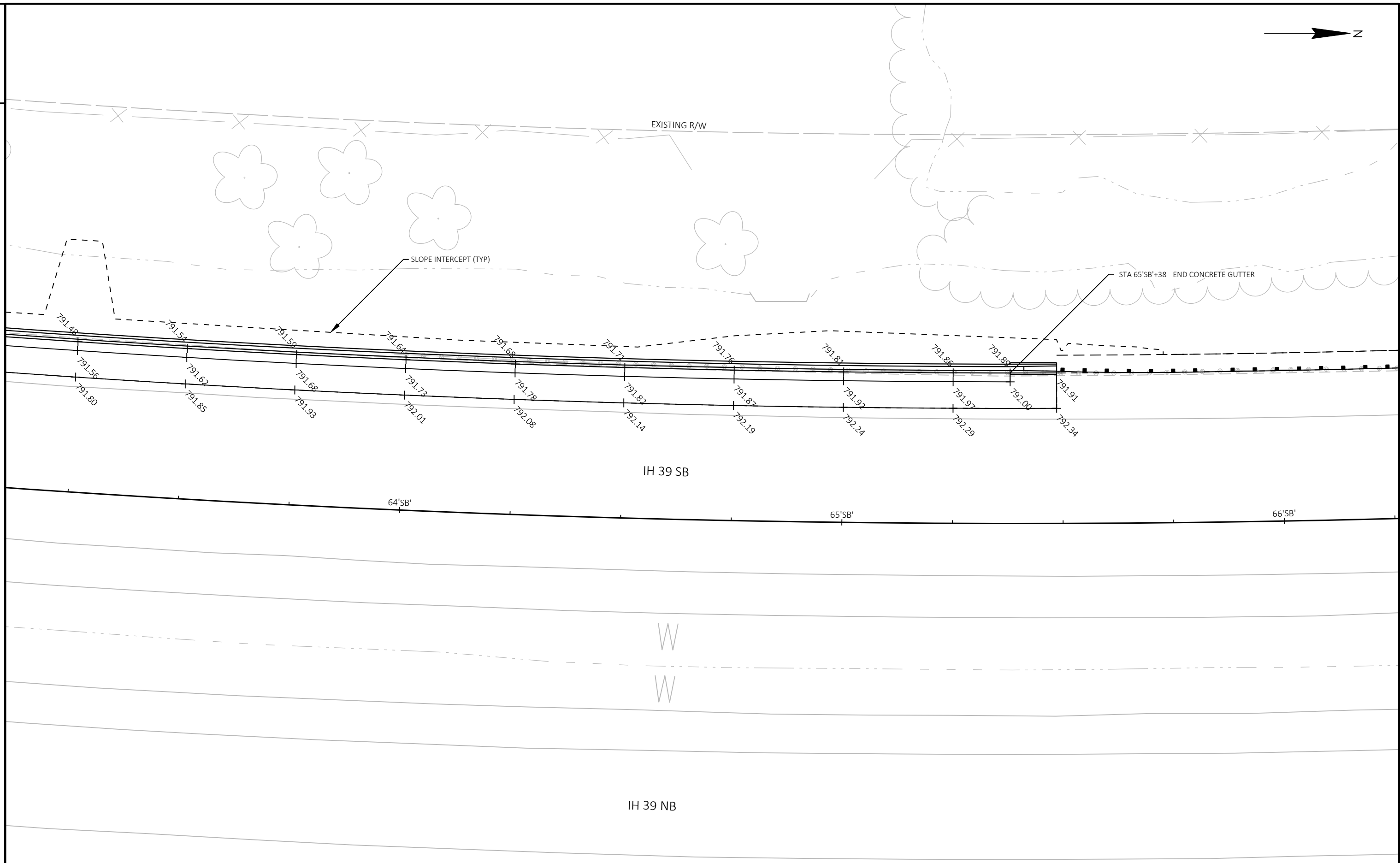


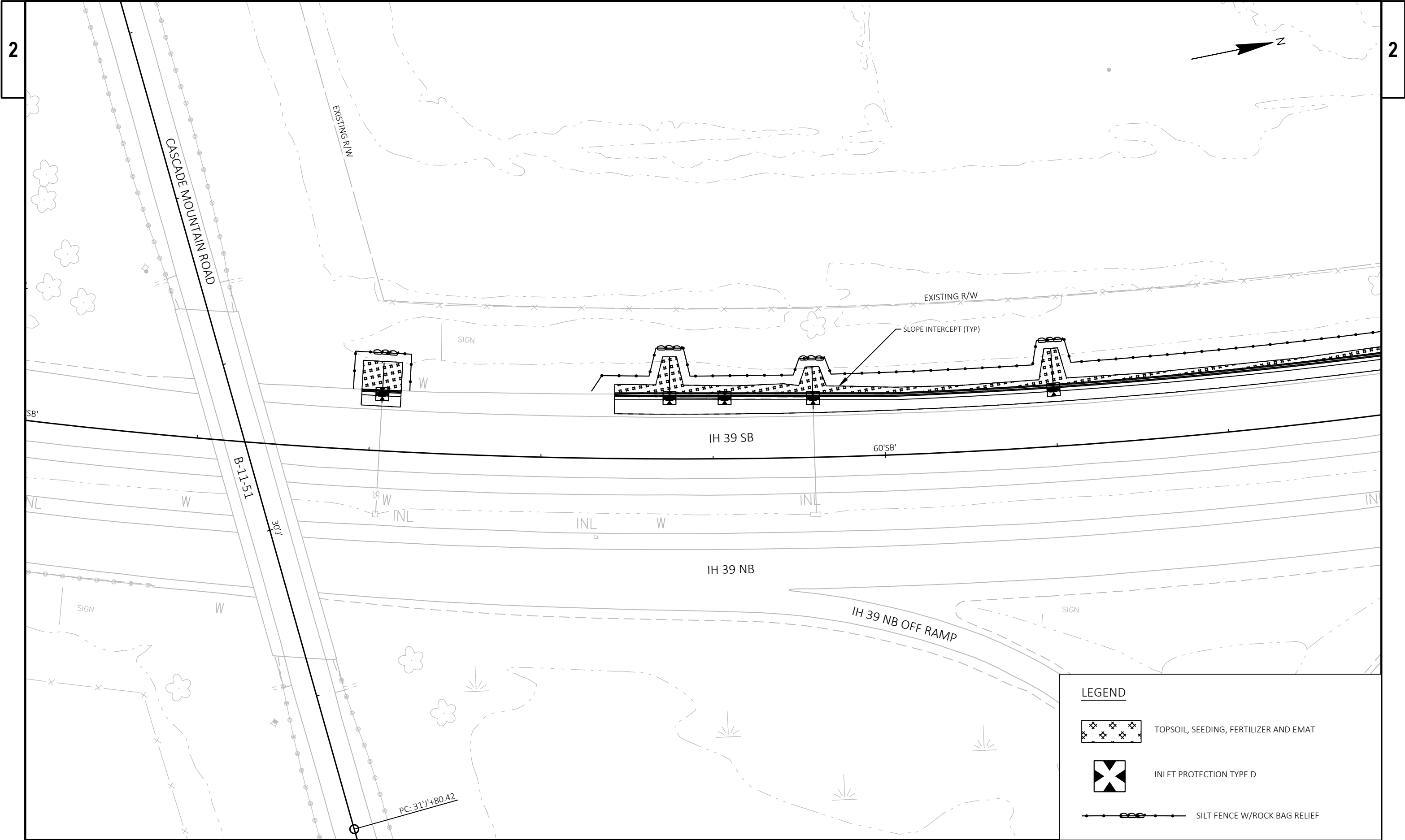






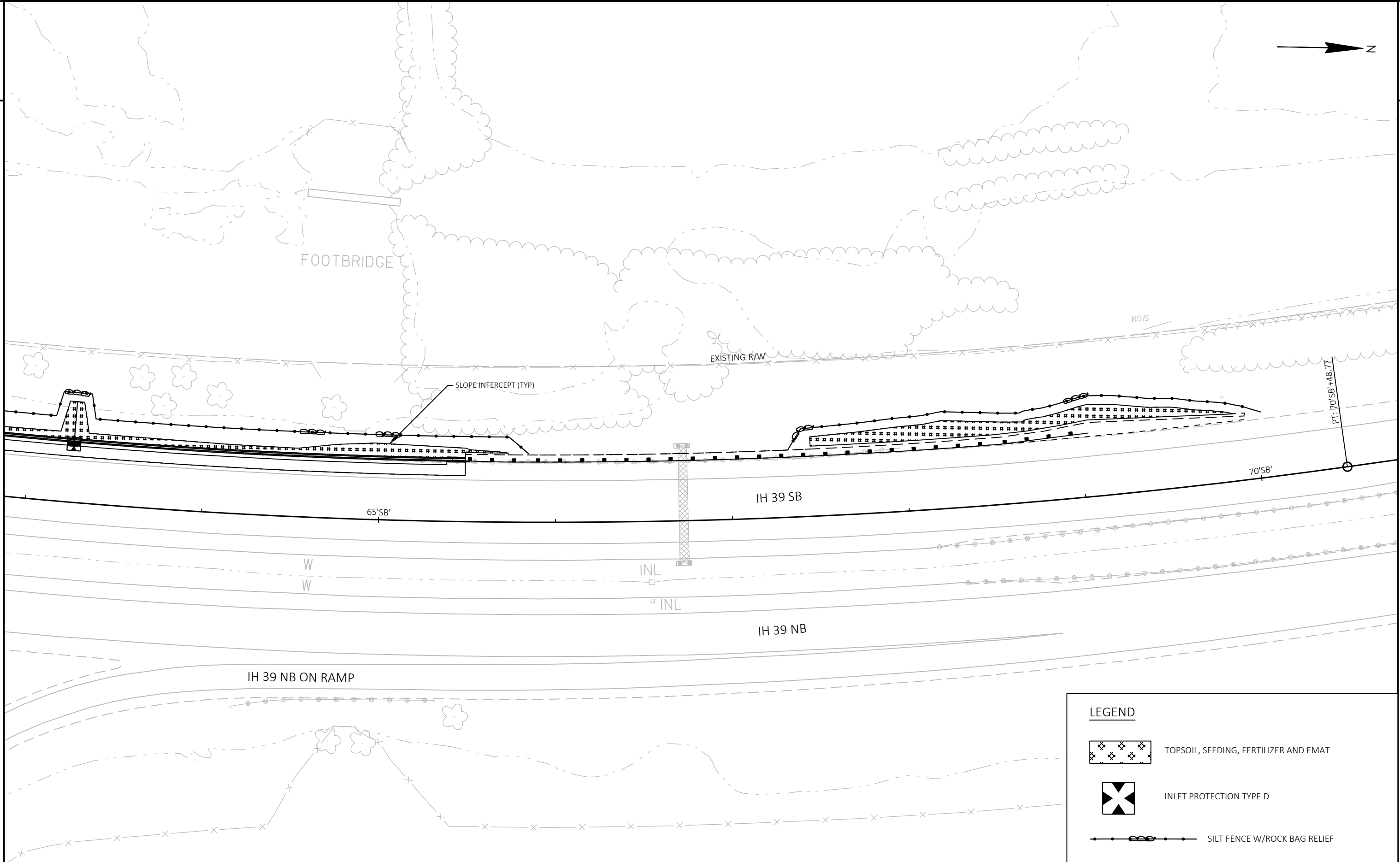






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2



PROJECT NO:	1161-00-66
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HWY: IH 39

COUNTY: COLUMBIA

EROSION CONTROL PLAN

SHEET PRE_66

PRE_66	E
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FILE NAME : N:\PDS\C3D\11610036\SHEETSP\PLAN\022001-EC.DWG
LAYOUT NAME - 02

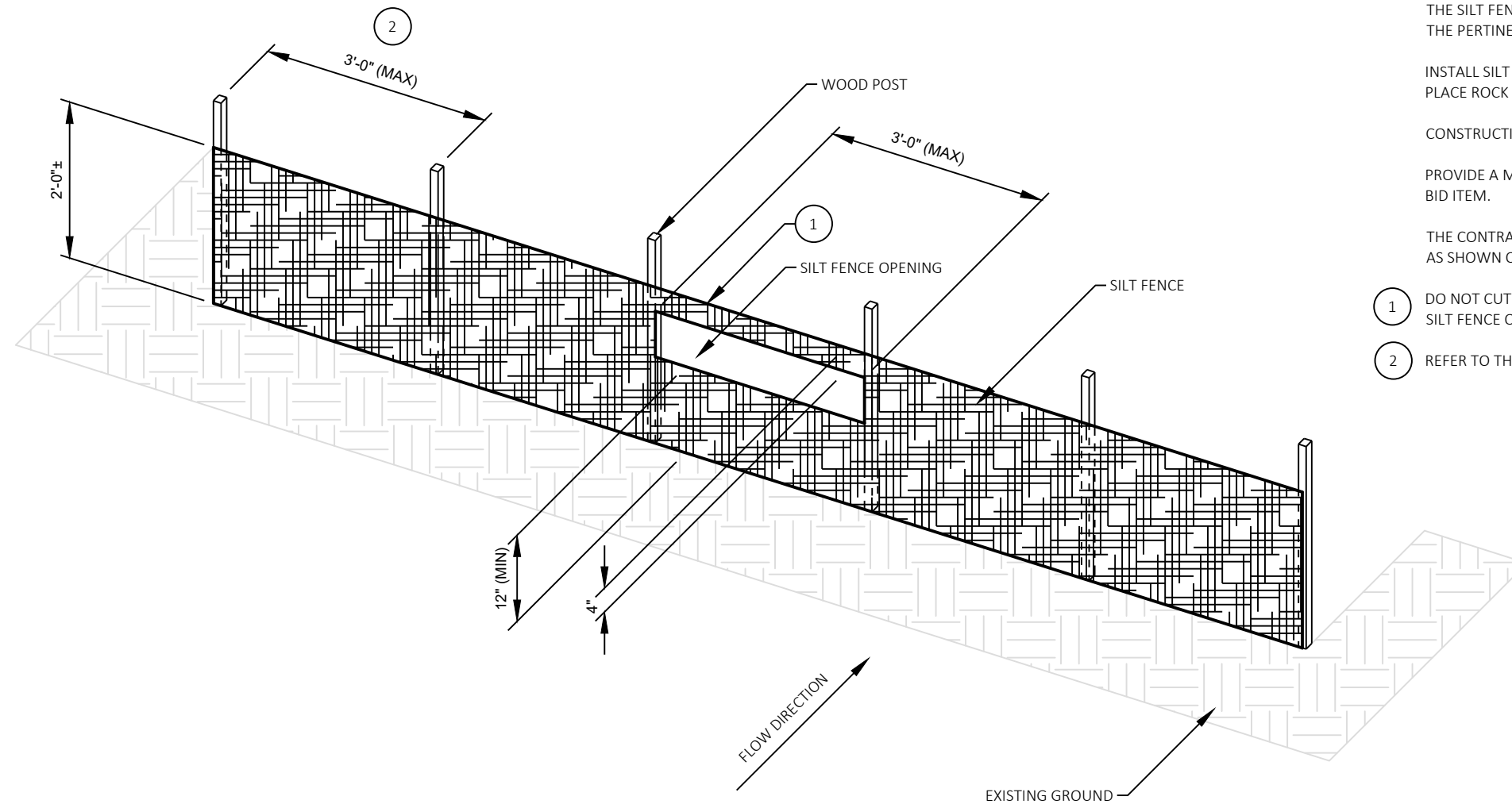
PLOT DATE : 7/25/2019 1:29 PM

PLOT BY : RINZEL, JAMES M

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42



GENERAL NOTES

THE SILT FENCE RELIEF DETAIL IS A SUPPLEMENTAL DETAIL TO THE SILT FENCE STANDARD DETAILS AND SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

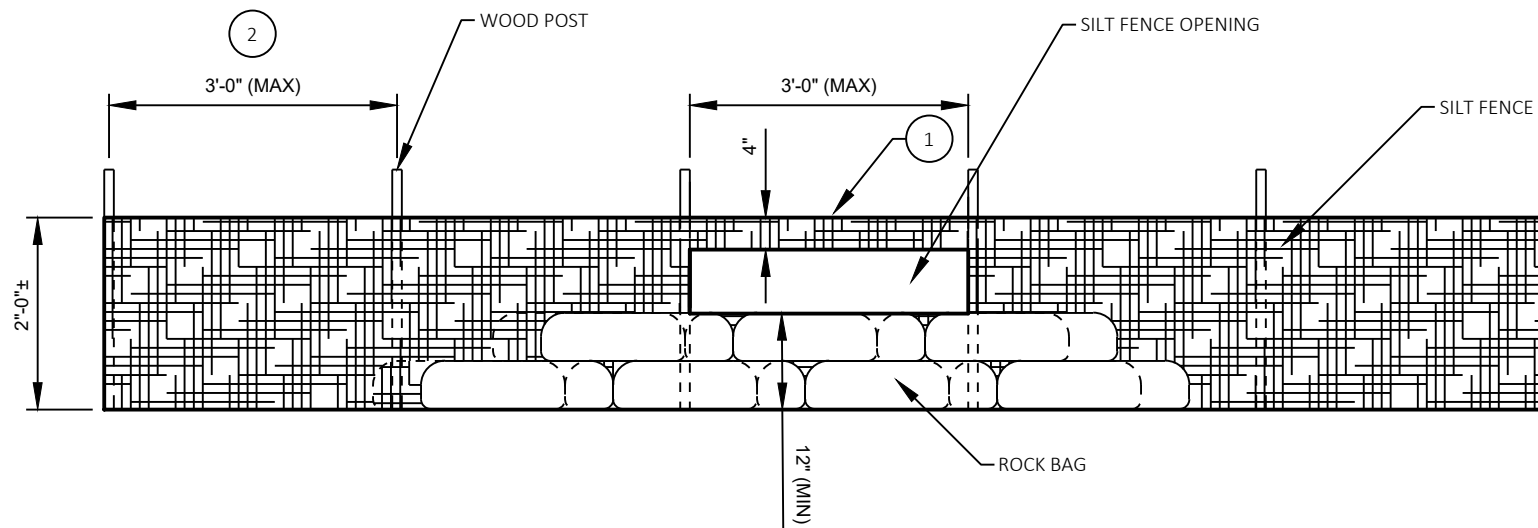
INSTALL SILT FENCE PRIOR TO CONSTRUCTING THE SILT FENCE OPENING. PRIOR TO CONSTRUCTING THE SILT FENCE OPENING, PLACE ROCK BAGS AT THE SILT FENCE OPENING AS SHOWN IN THIS DETAIL.

CONSTRUCTION OF THE SILT FENCE OPENING SHALL BE INCIDENTAL TO THE COST OF THE SILT FENCE BID ITEM.

PROVIDE A MINIMUM OF 22 ROCK BAGS MINIMUM PER 3 FOOT OPENING. ROCK BAGS SHALL BE PAID UNDER THE ROCK BAGS BID ITEM.

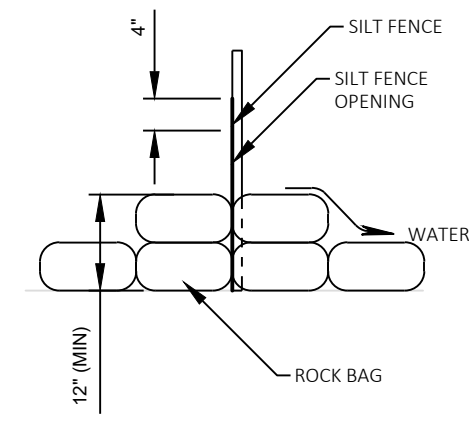
THE CONTRACTOR SHALL ADJUST THE SILT FENCE RELIEF OPENINGS WITHIN THE SILT FENCE AS NECESSARY TO PROVIDE RELIEF: AS SHOWN ON THE PLANS, TO FIT FIELD CONDITIONS AND AS DIRECTED BY THE FIELD ENGINEER.

- 1 DO NOT CUT THE SUPPORT CORD OR TENSION TAPE WHEN CONSTRUCTING THE SILT FENCE OPENING. KEEP THE TOP OF THE SILT FENCE OPENING 1"± BELOW THE 3" FOLD AT THE SUPPORT CORD OR TENSION TAPE.
- 2 REFER TO THE SILT FENCE STANDARD DETAILS FOR ALLOWABLE ADJUSTMENTS TO POST SPACING.

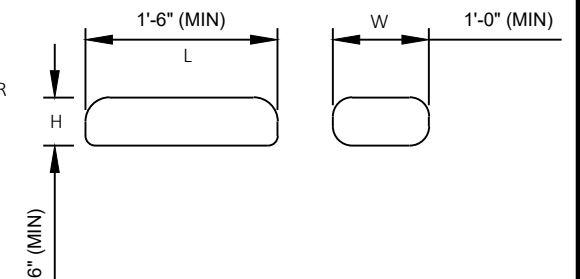


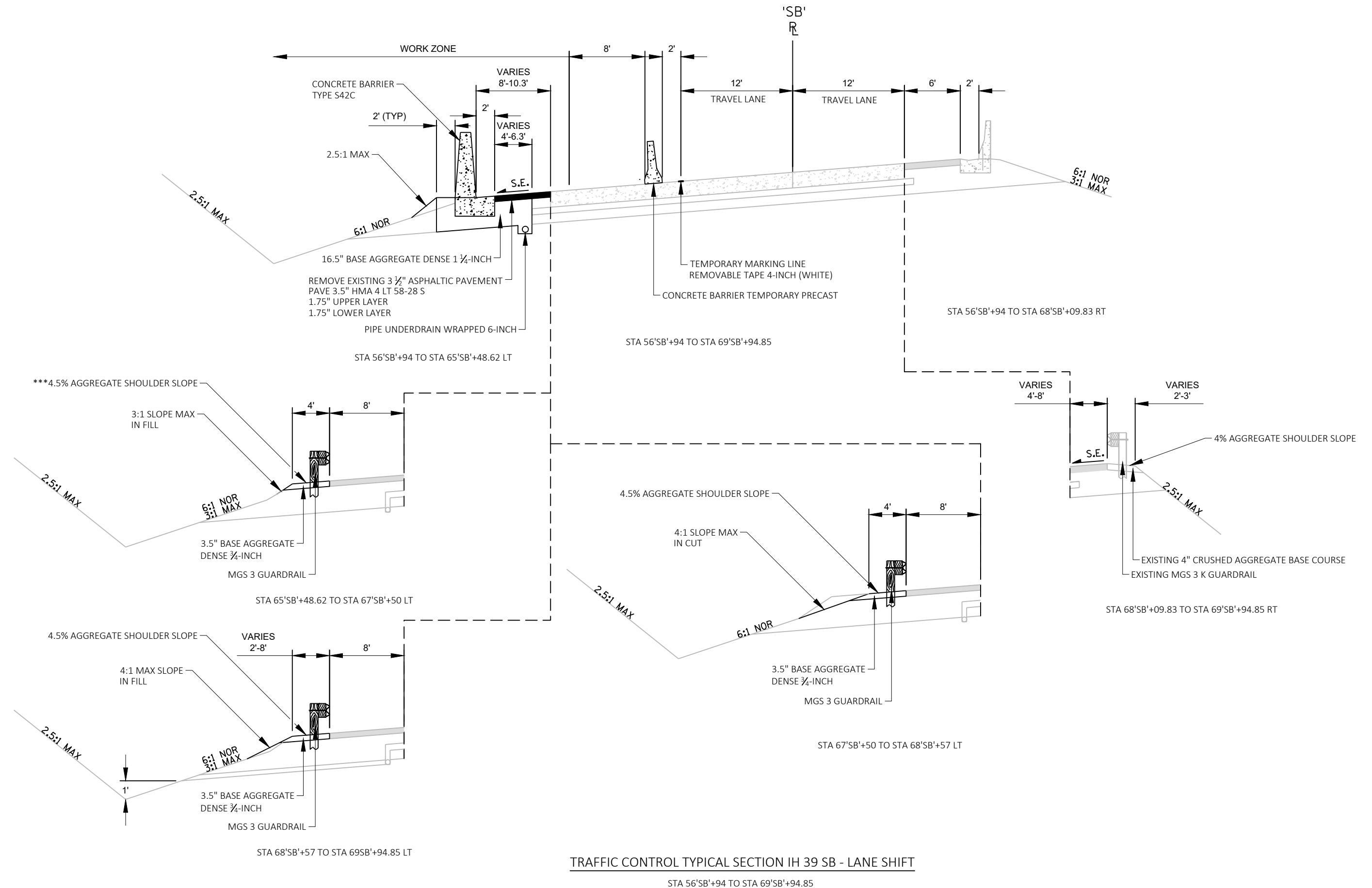
SILT FENCE RELIEF DETAIL

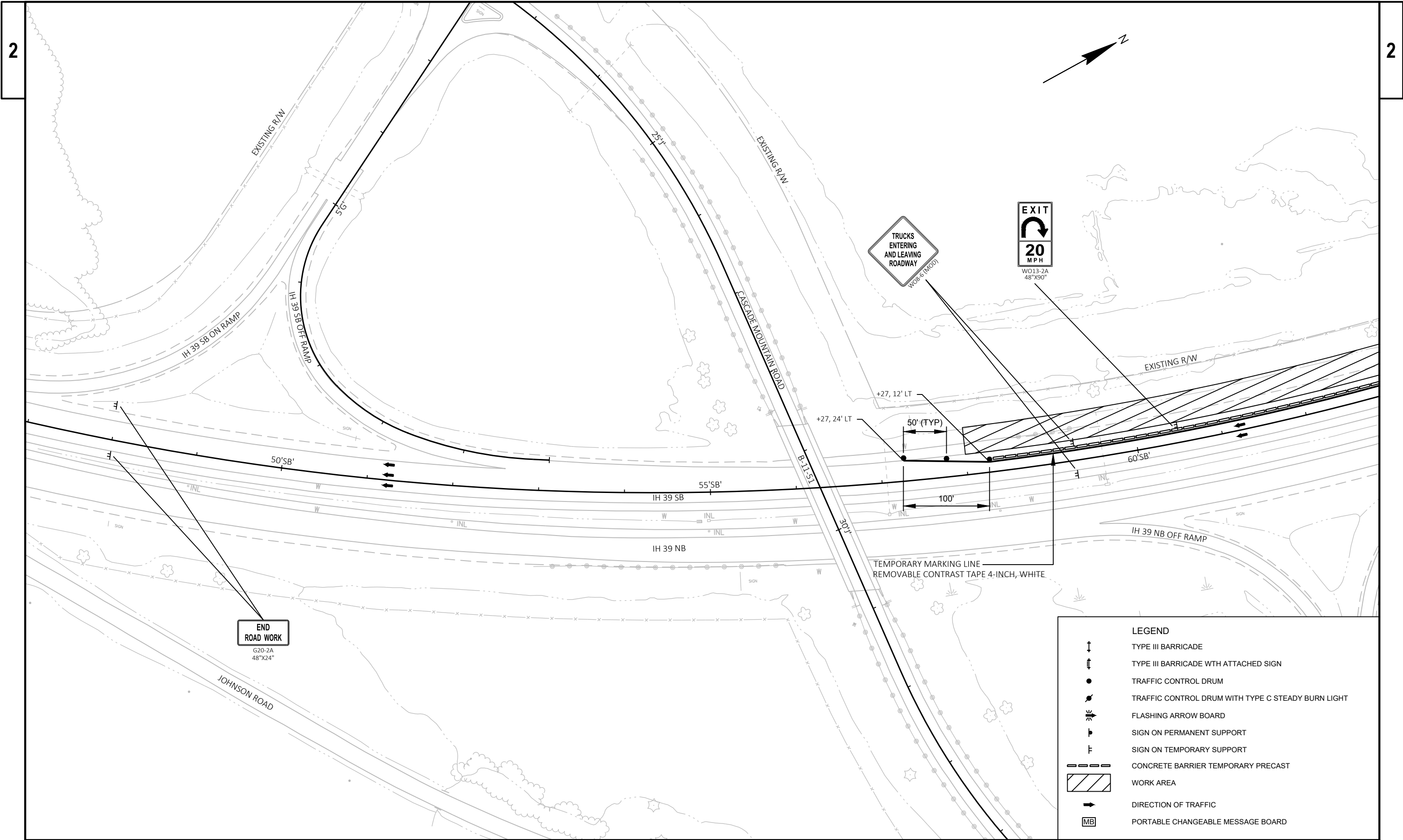
SECTION VIEW

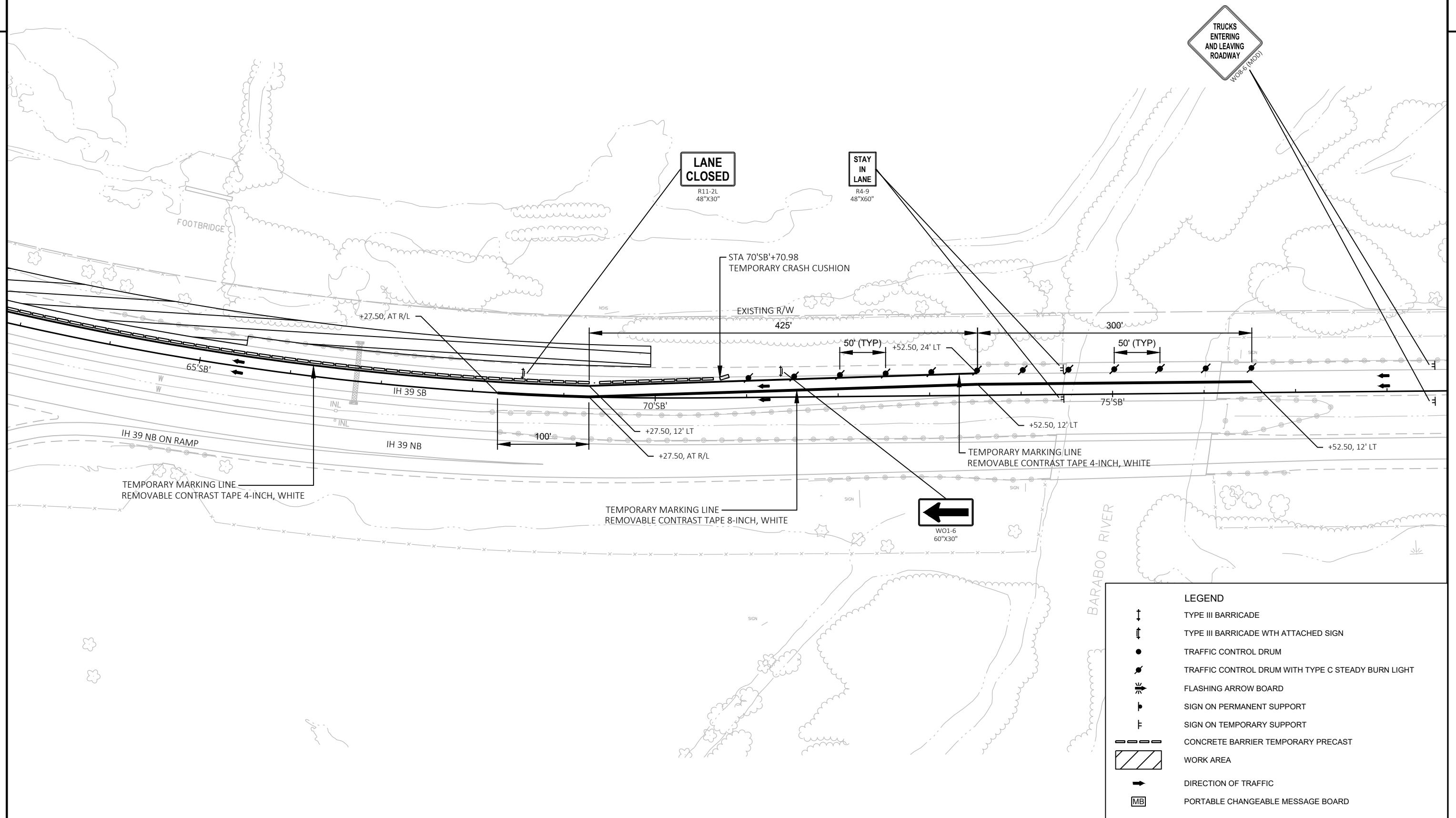


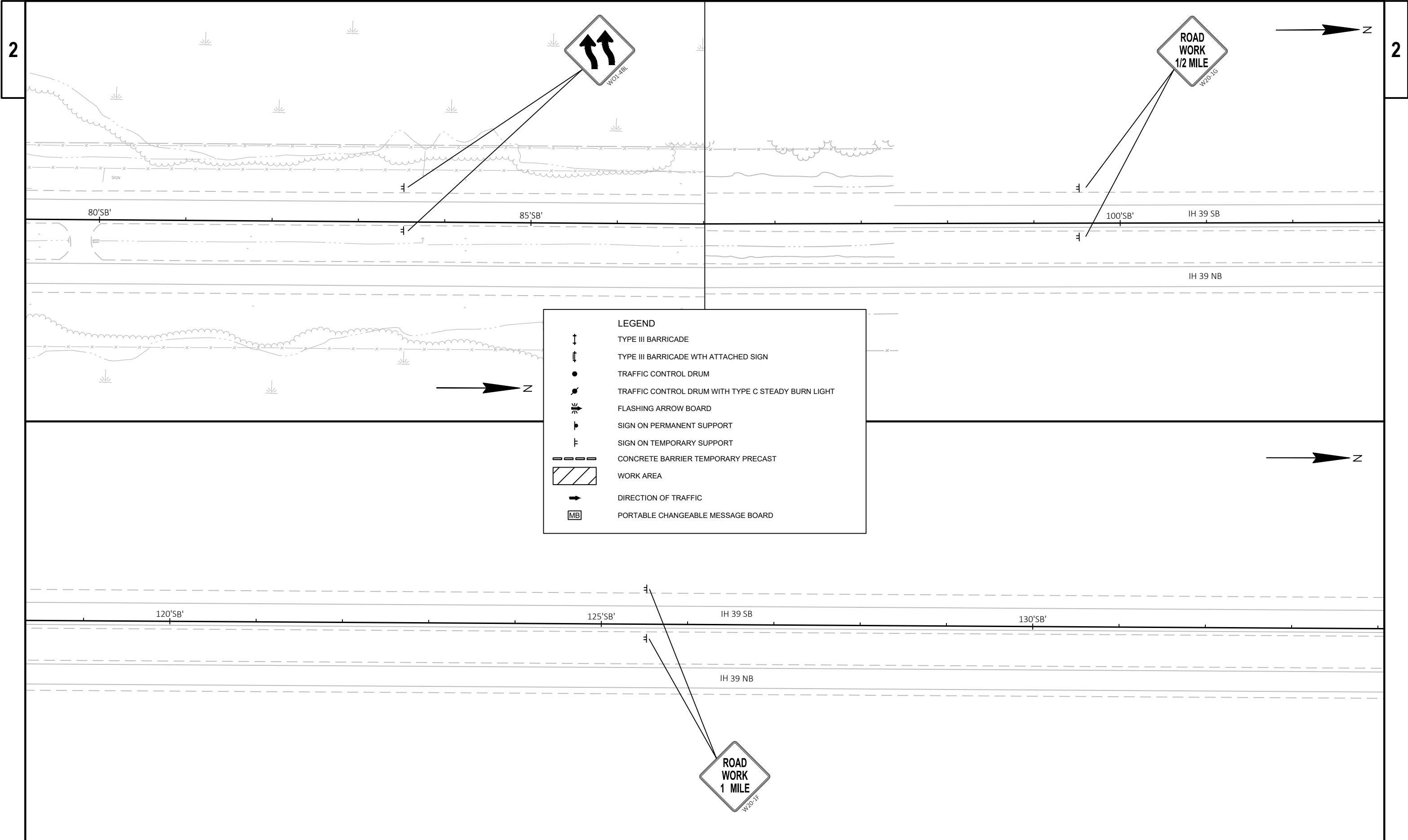
ROCK BAG DETAIL

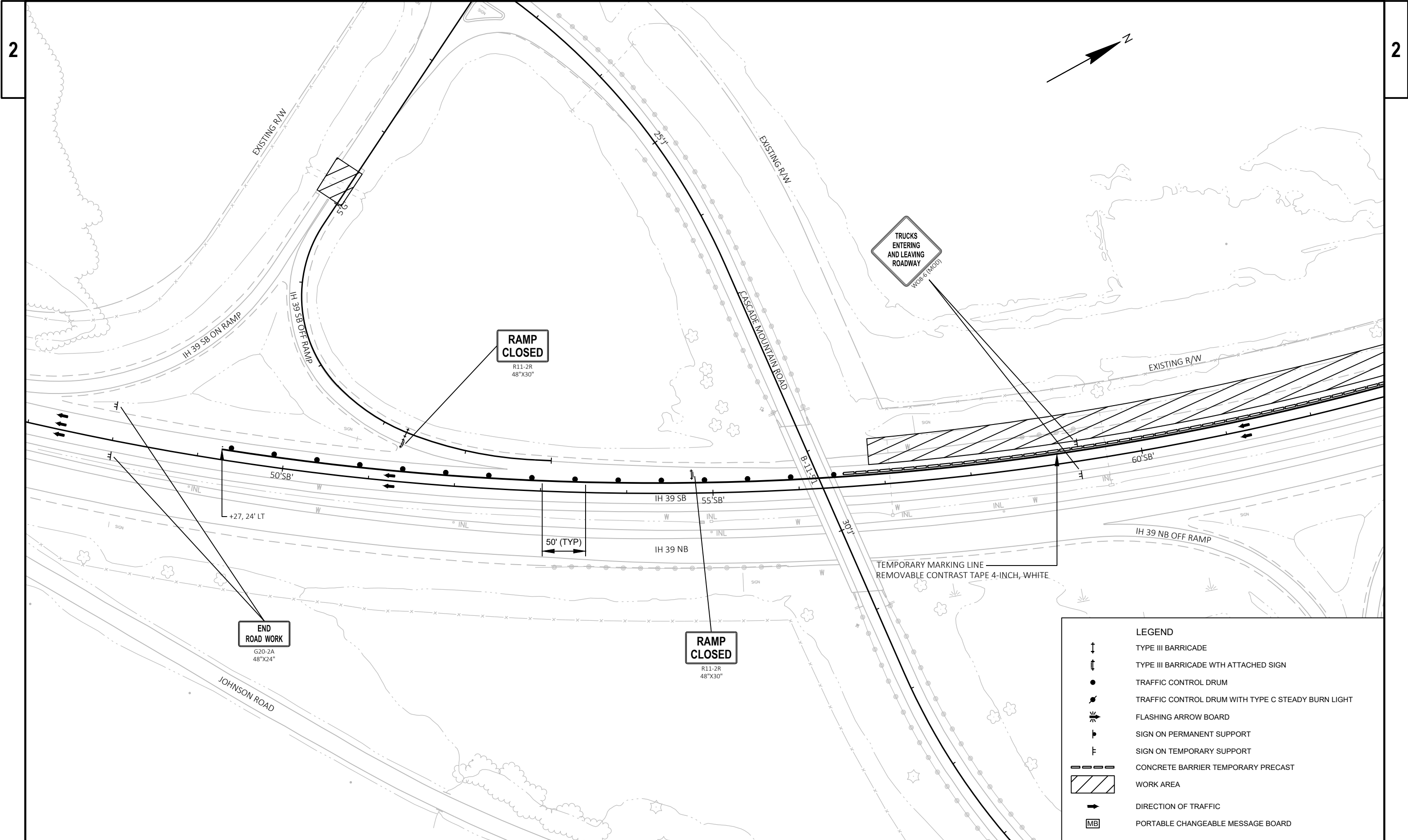


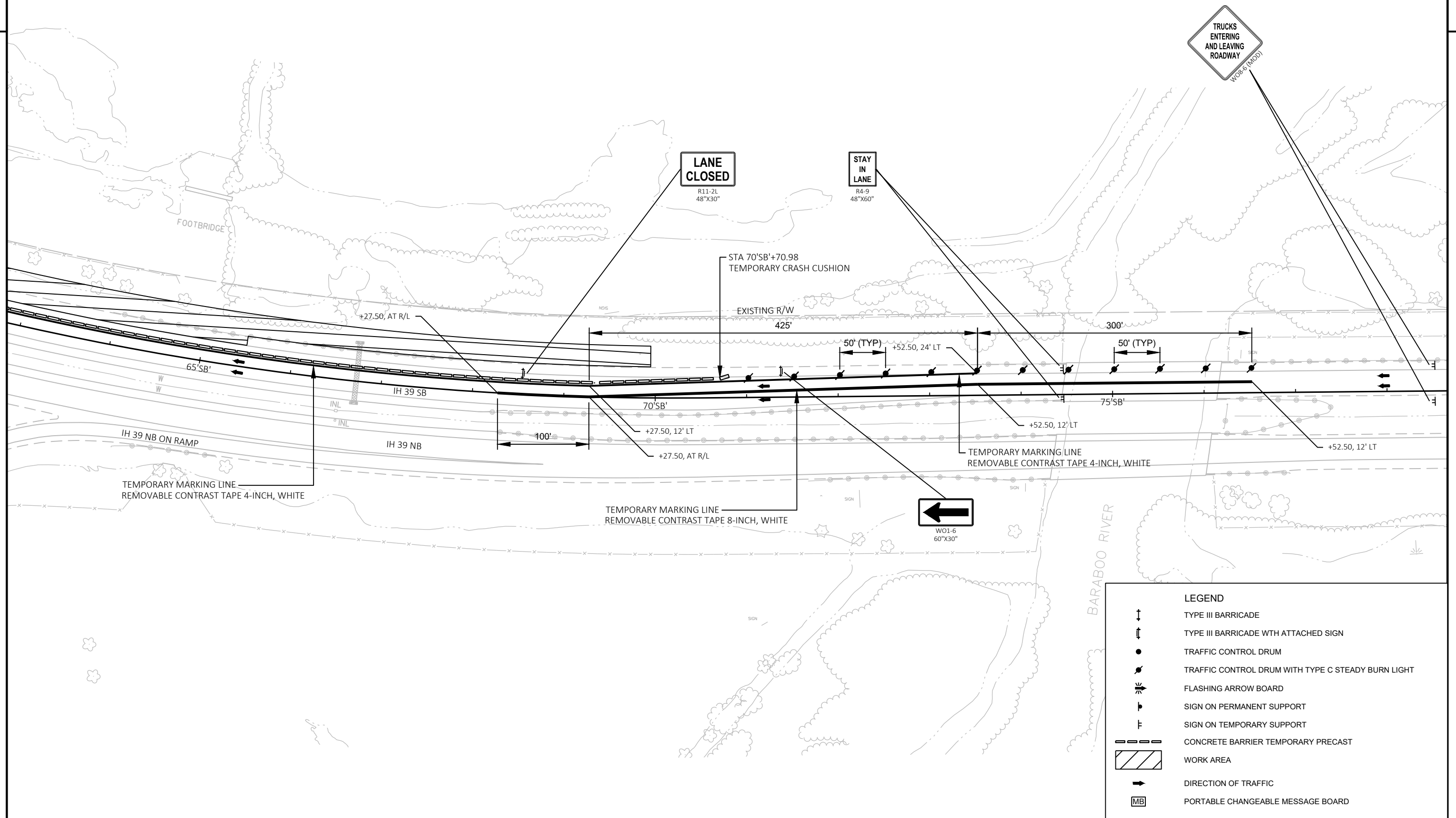












PROJECT NO: 1161-00-66

HWY: IH 39

COUNTY: COLUMBIA

TRAFFIC CONTROL - IH 39 SB LANE SHIFT WITH RAMP CLOSURE

SHEET

PRE_75

E

FILE NAME : N:\PDS\C3D\11610036\SHEETSPLAN\025005-TC.DWG
LAYOUT NAME - 02

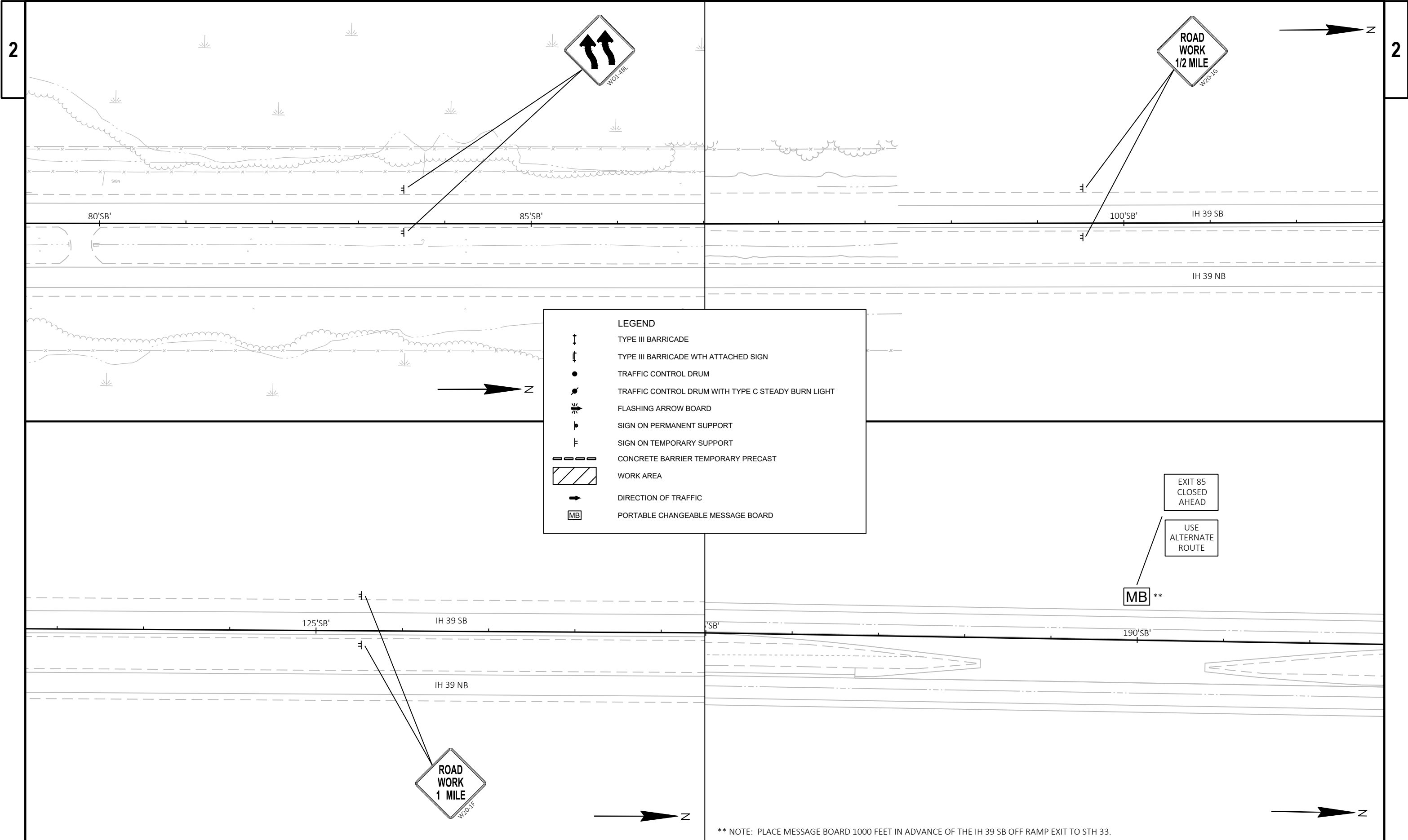
PLOT DATE : 7/25/2019 1:51 PM

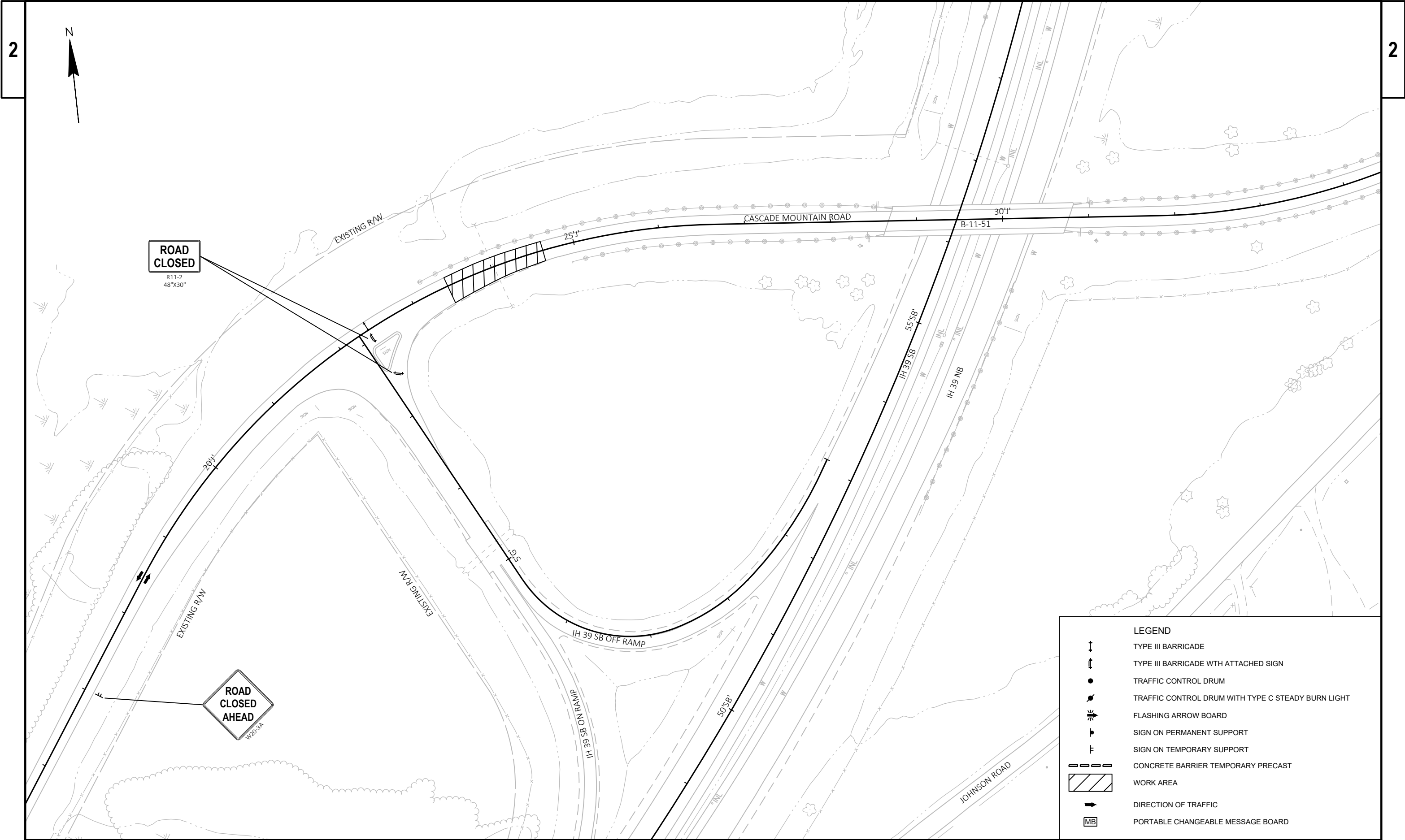
PLOT BY : RINZEL, JAMES M

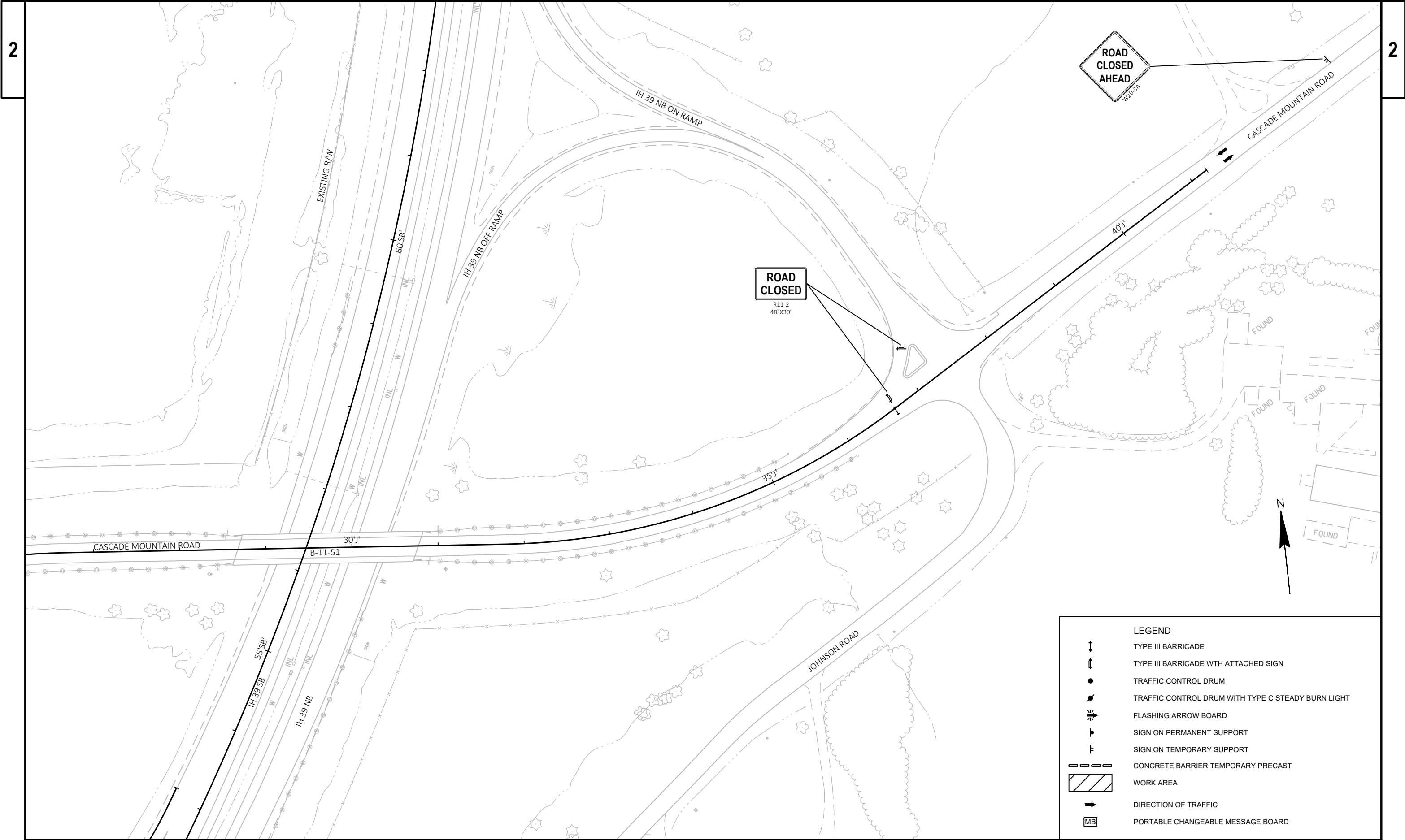
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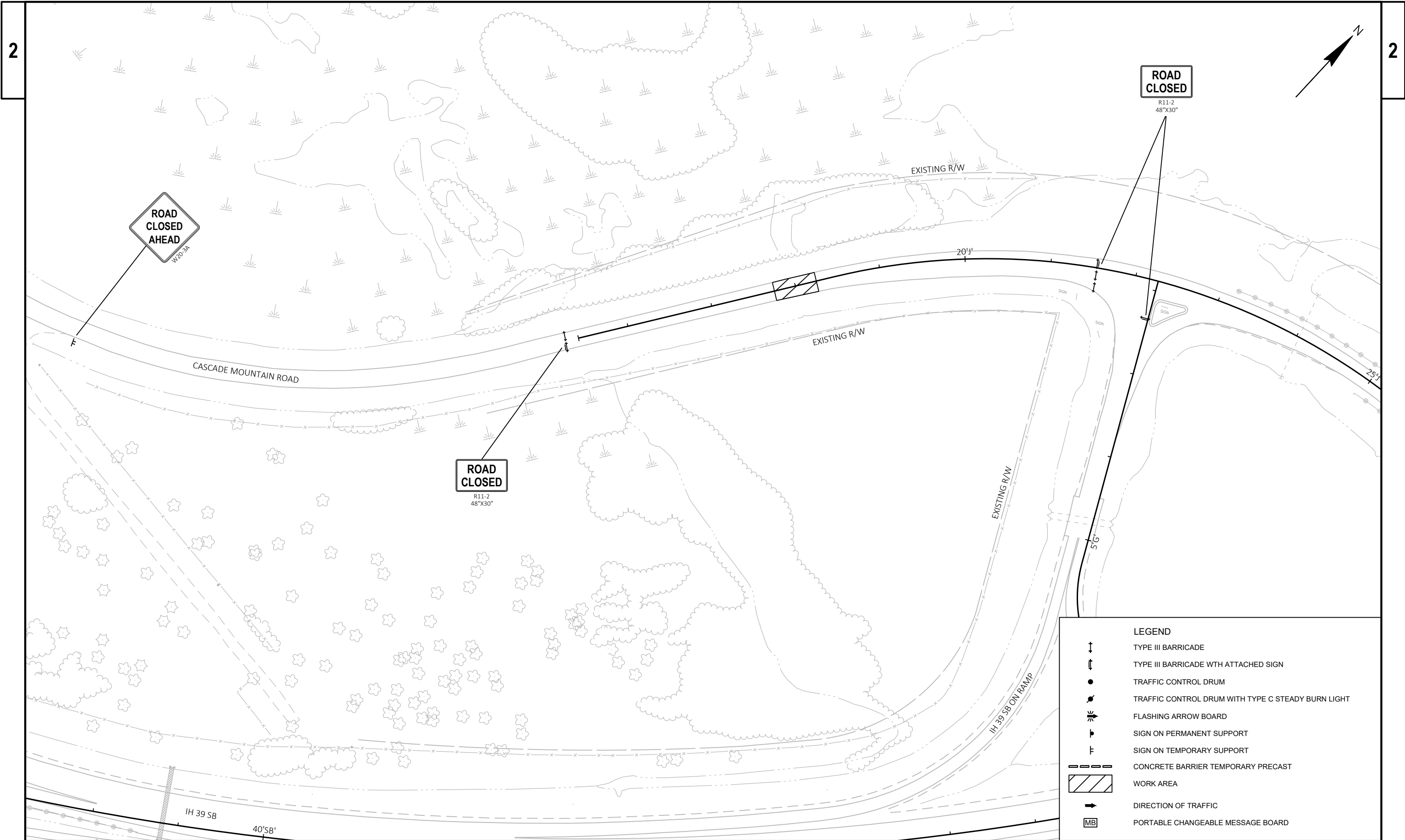
PLOT SCALE : 1 IN:100 FT

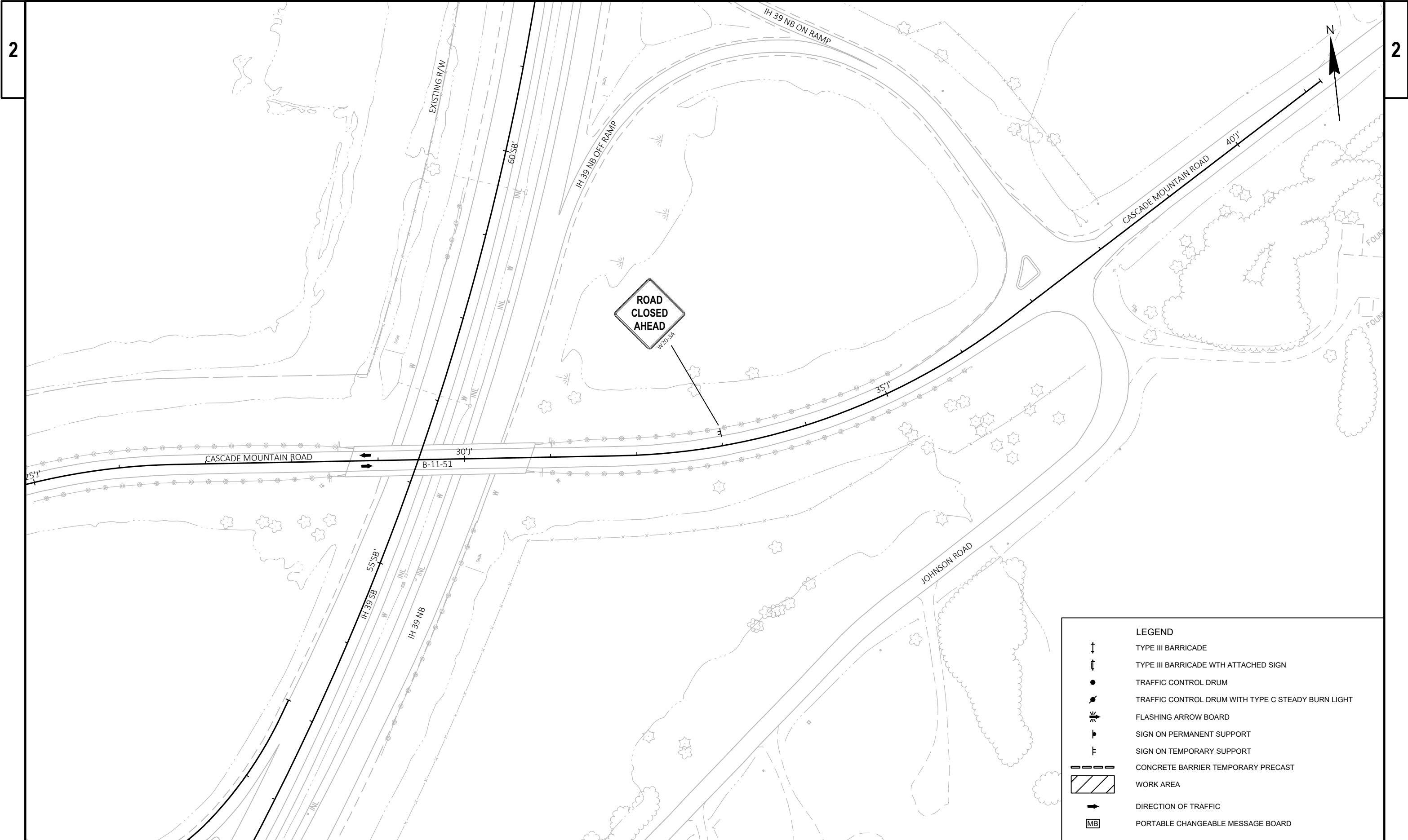
WISDOT/CADDs SHEET 42



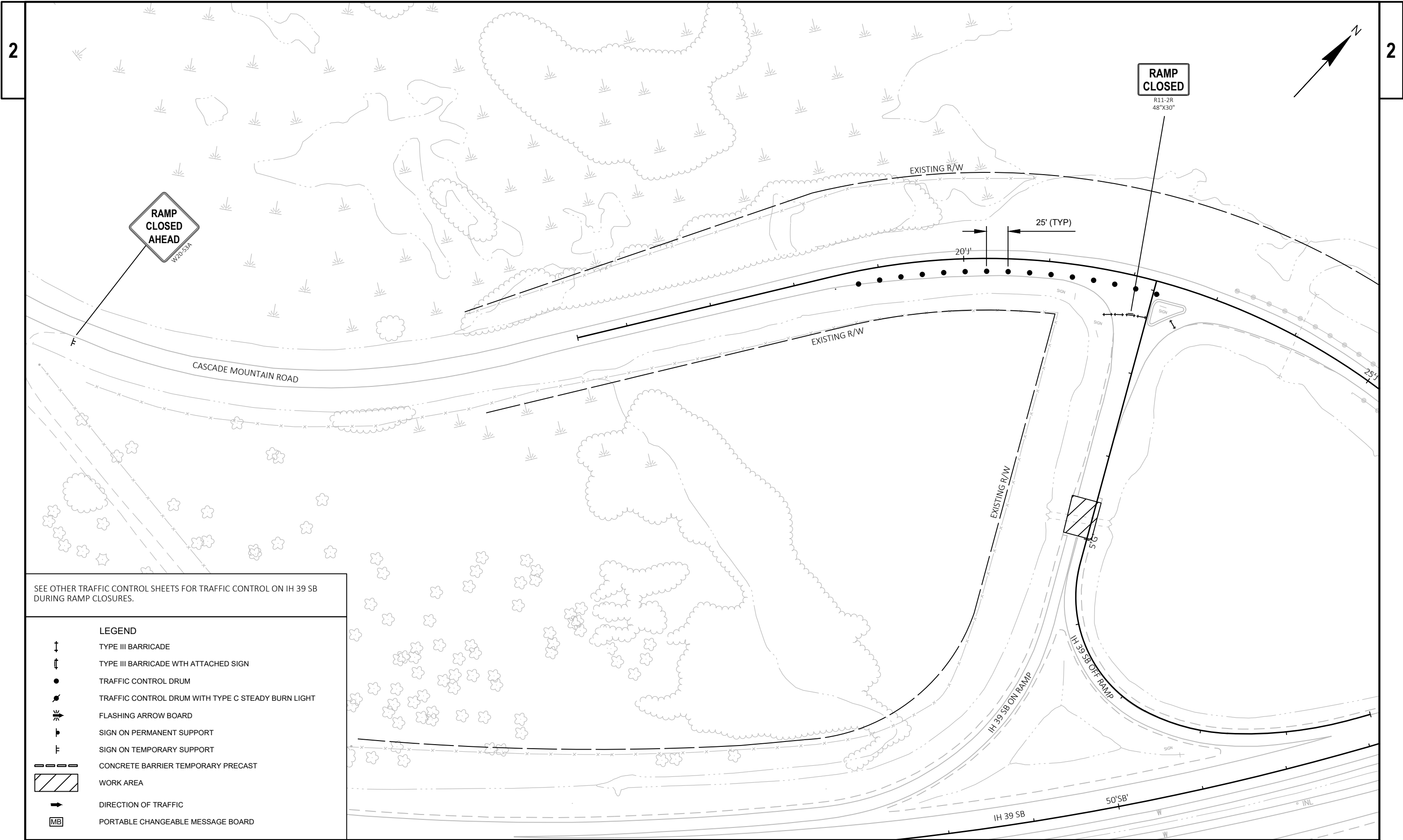








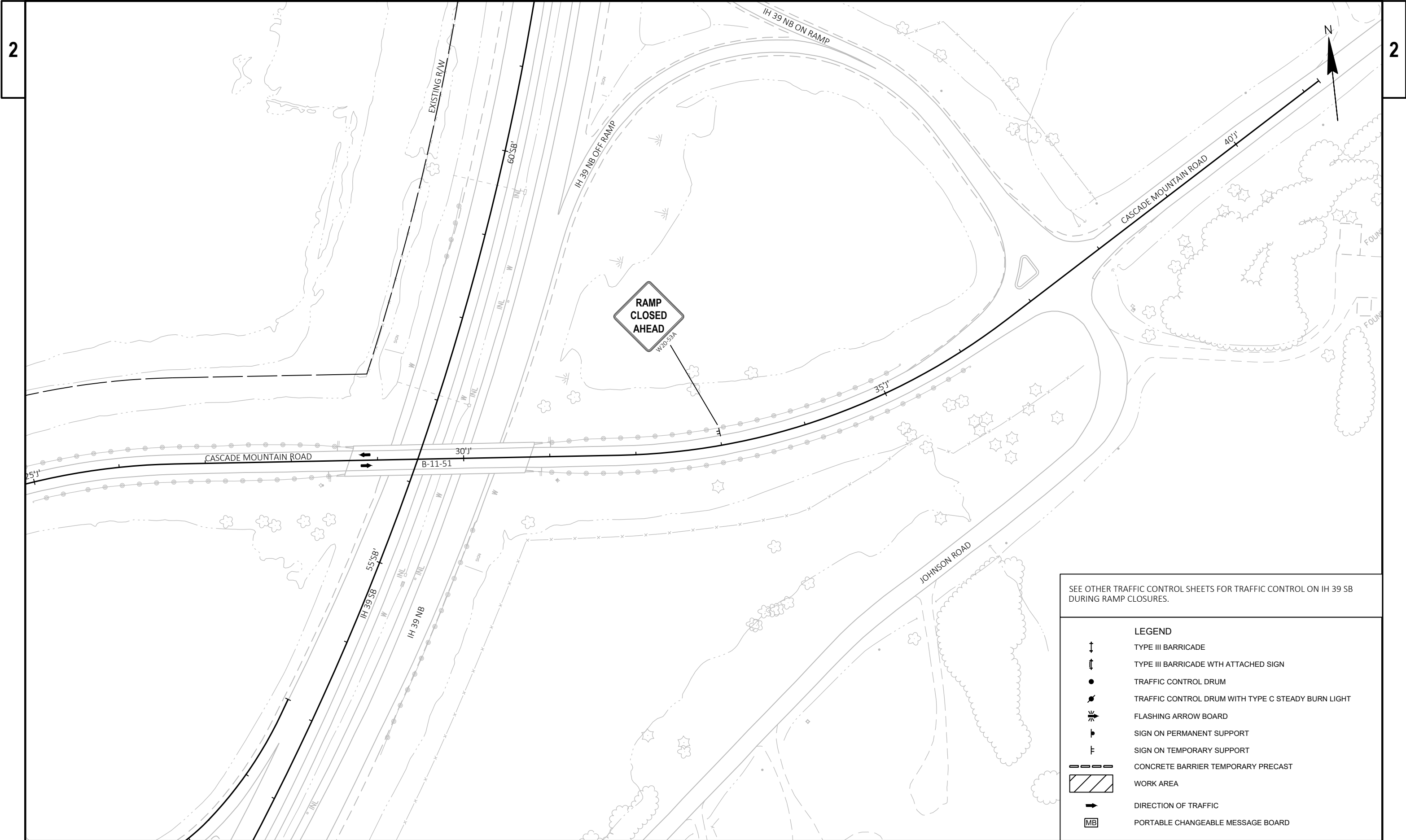
LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC
	PORTABLE CHANGEABLE MESSAGE BOARD



SEE OTHER TRAFFIC CONTROL SHEETS FOR TRAFFIC CONTROL ON IH 39 SB DURING RAMP CLOSURES.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD



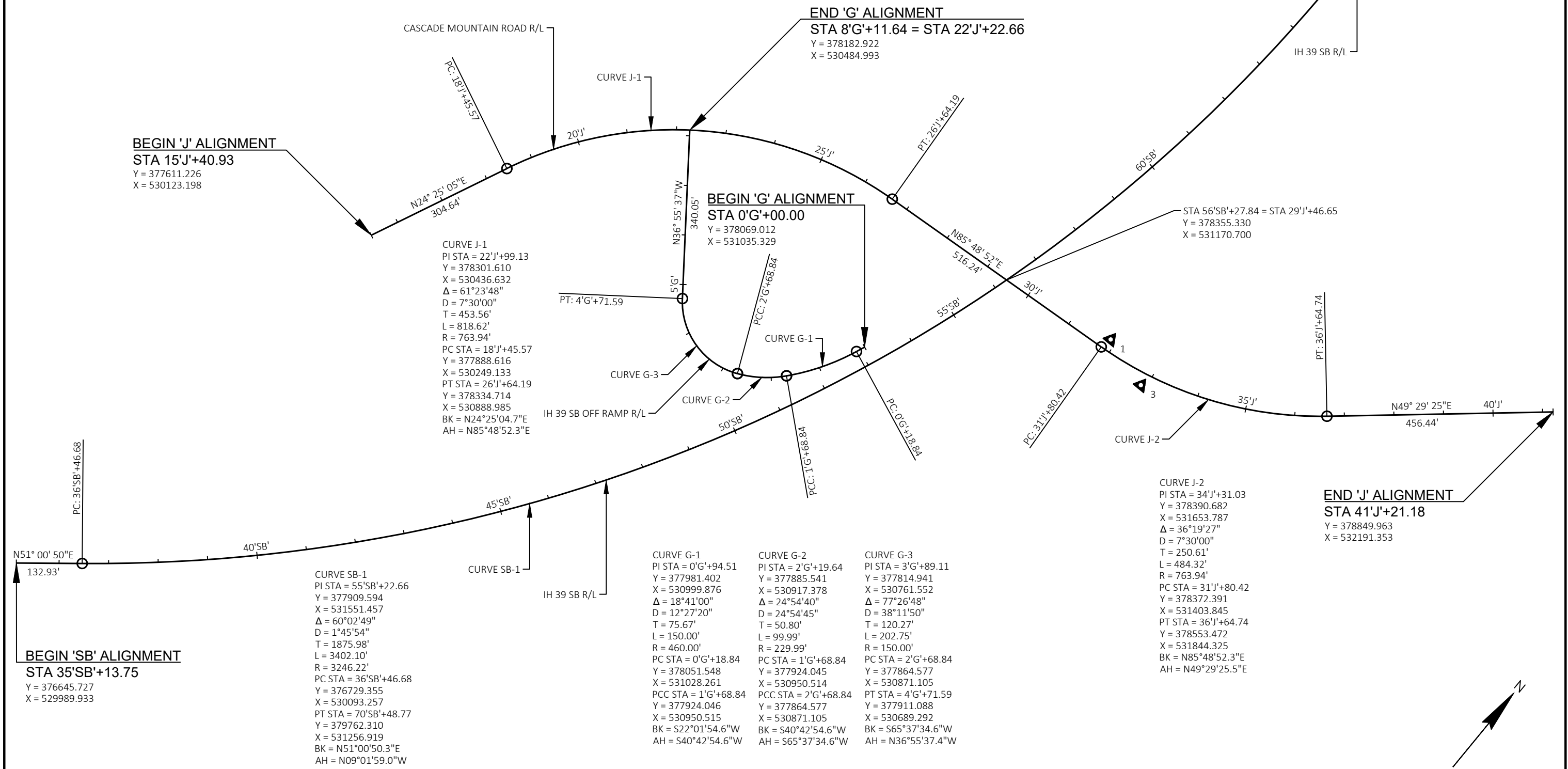
SEE OTHER TRAFFIC CONTROL SHEETS FOR TRAFFIC CONTROL ON IH 39 SB DURING RAMP CLOSURES.

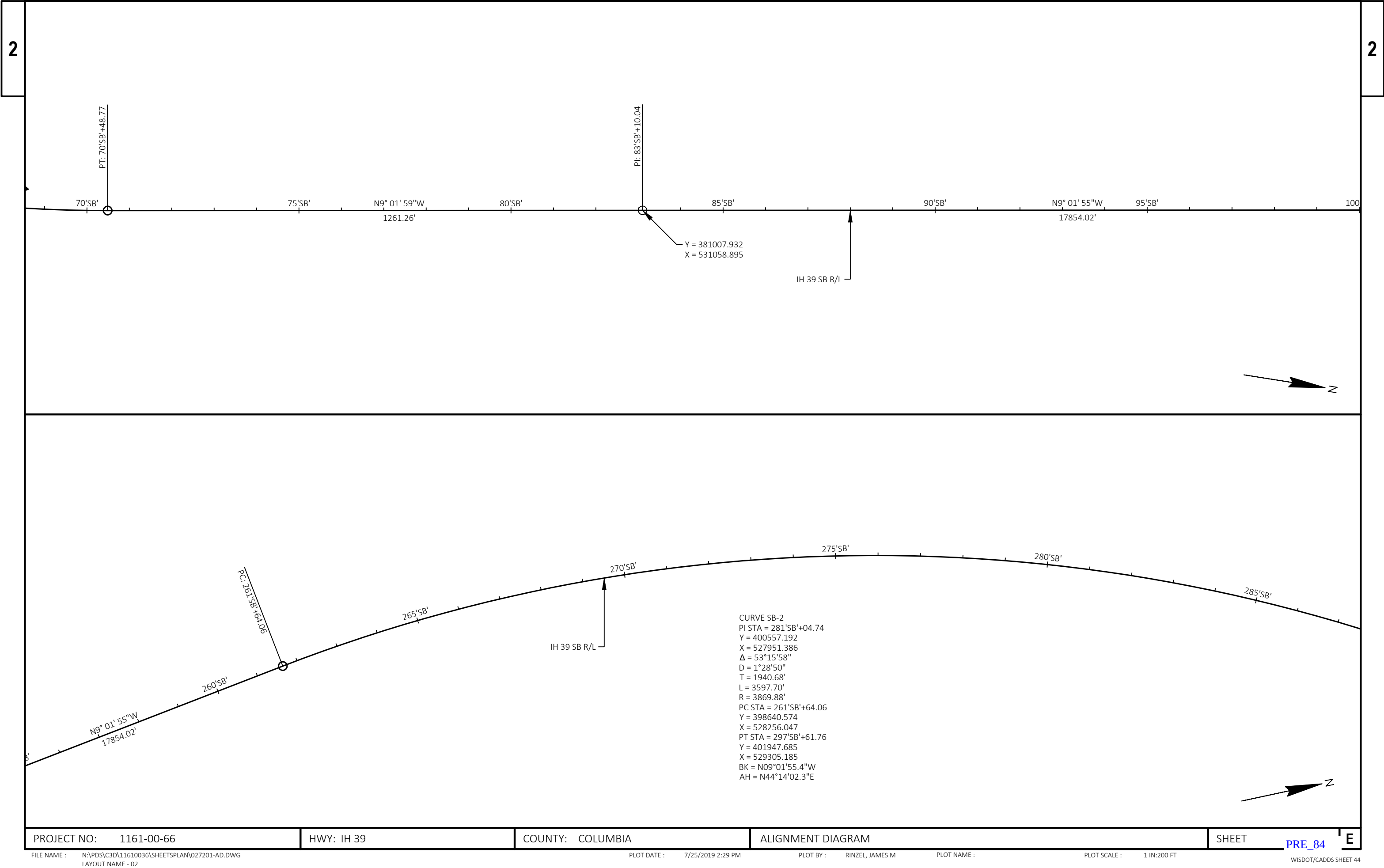
LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
	DIRECTION OF TRAFFIC
	PORTABLE CHANGEABLE MESSAGE BOARD

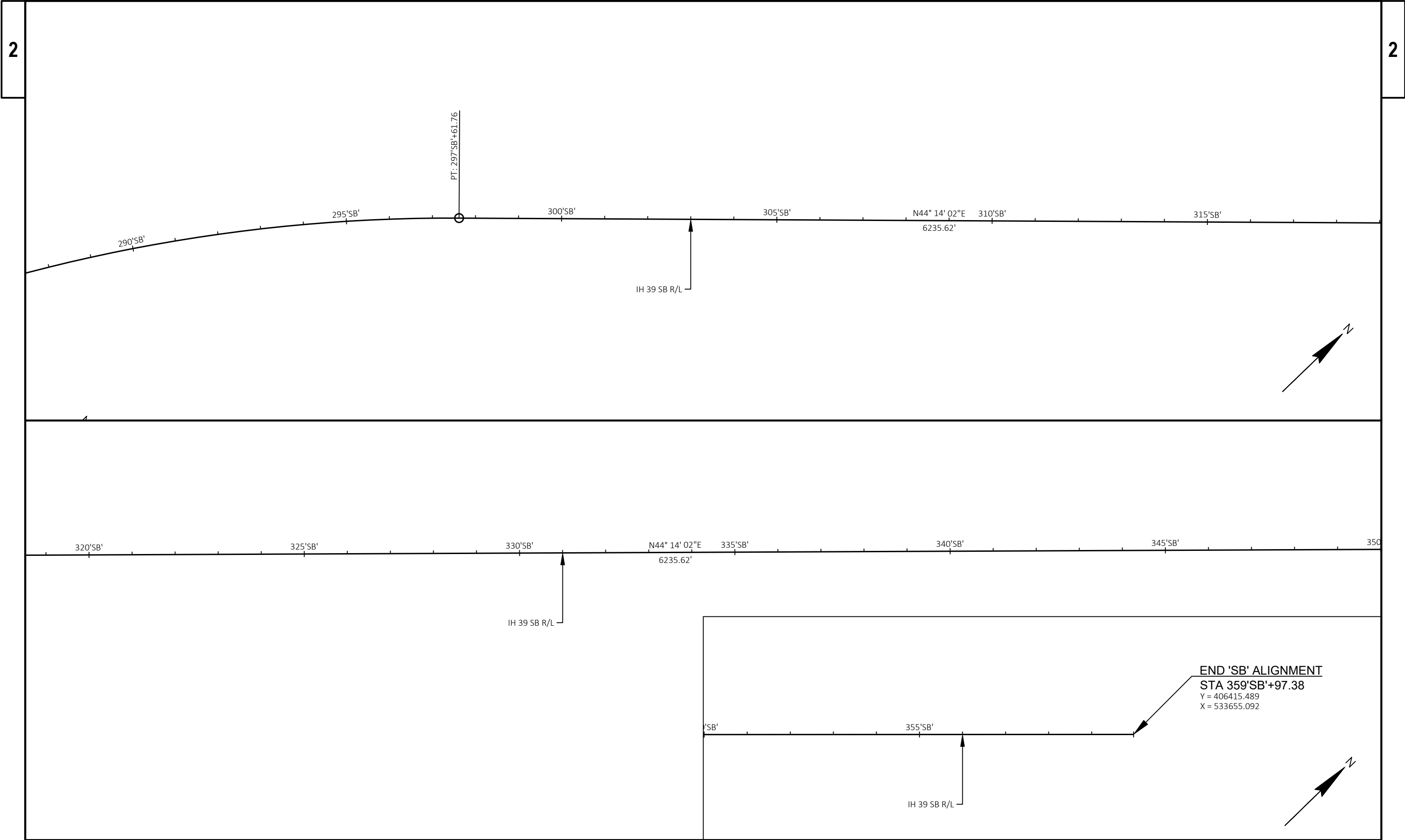
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CONTROL POINT AND BENCHMARK DATA						
POINT	DESCRIPTION	STATION	OFFSET	X COORDINATE	Y COORDINATE	ELEVATION
1	REBAR W/RED CAP	31'J'+87.60	23.11' LT	531409.101	378395.979	808.49
2	REBAR W/RED CAP	68'SB'+43.92	46.62' LT	531236.265	379554.718	790.60
3	DISC IN CONC. (CALEDONIA N GPS)	32'J'+87.14	24.66' RT	531514.600	378363.475	807.77
BM4	CHIS. "X" SE CORNER OF FLANGE OF SIGN BRIDGE	66'SB'+69.68	41.50' LT	531253.000	379383.600	793.92

2







STORM SEWER ITEMS

		520.8000		608.0418		608.0424		611.0610	611.3004	612.0406	SPV.0060.03	SPV.0060.04		
		CONCRETE COLLARS FOR PIPE		STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH		STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH		INLET COVERS TYPE BW	INLETS 4-FT DIAMETER	PIPE UNDERDRAIN WRAPPED 6-INCH	PIPE CHECK VALVE 18-INCH	PIPE CHECK VALVE 24-INCH		
	LOCATION	STATION	OFFSET	STATION	OFFSET	EACH	LF	LF	EACH	EACH	LF	EACH	EACH	REMARKS
MAINLINE	IH 39 SB	57'SB'+06.07	27.9' LT	57'SB'+06.08	33' LT	1	---	5.1	---	---	---	---	---	PIPE P5
	IH 39 SB	57'SB'+06.08	33' LT	---	---	---	---	---	1	1	---	---	---	STRUCTURE 301
	IH 39 SB	57'SB'+06.08	33' LT	57'SB'+06.13	50.9' LT	---	---	17.9	---	---	---	1	---	PIPE P6 & STRUCTURE 201
	IH 39 SB	58'SB'+74.58	35.4' LT	---	---	---	---	---	1	1	---	---	---	STRUCTURE 401
	IH 39 SB	58'SB'+74.58	35.4' LT	58'SB'+74.58	59.4' LT	---	24	---	---	---	1	---	---	PIPE P1 & STRUCTURE 202
	IH 39 SB	58'SB'+74.58	35.4' LT	59'SB'+06.94	35.3' LT	---	32	---	---	---	---	---	---	PIPE P2
	IH 39 SB	59'SB'+06.94	35.3' LT	---	---	---	---	---	1	1	---	---	---	STRUCTURE 402
	IH 39 SB	59'SB'+58.61	52.6' LT	59'SB'+58.74	34.5' LT	---	---	18.2	---	---	---	1	---	PIPE P8 & STRUCTURE 203
	IH 39 SB	59'SB'+58.74	34.5' LT	---	---	---	---	---	1	1	---	---	---	STRUCTURE 302
	IH 39 SB	59'SB'+58.74	34.5' LT	59'SB'+58.78	27.9' LT	1	---	6.5	---	---	---	---	---	PIPE P7
	IH 39 SB	61'SB'+00	33' LT	---	---	---	---	---	1	1	---	---	---	STRUCTURE 403
	IH 39 SB	61'SB'+00	33' LT	61'SB'+00	57' LT	---	24	---	---	---	1	---	---	PIPE P3 & STRUCTURE 204
	IH 39 SB	63'SB'+25	33' LT	---	---	---	---	---	1	1	---	---	---	STRUCTURE 404
	IH 39 SB	63'SB'+25	33' LT	63'SB'+25	57' LT	---	24	---	---	---	1	---	---	PIPE P4 & STRUCTURE 205
	IH 39 SB	58'SB'+45	28.75' LT	64'SB'+75	28.75' LT	---	---	---	---	610.5	---	---	---	---
TOTAL						2	104	48	6	6	610.5	3	2	

STORM SEWER / CULVERT PIPE

	LOCATION			SIZE	LENGTH	TYPE	PIPE NAME	GRADE	INVERT ELEVATION		REMARKS	PIPE CHECK VALVE	PIPE CHECK VALVE	CONCRETE
	LOCATION	TO	FROM	IN	FT			%	INLET	DISCHARGE		18-INCH	24-INCH	COLLAR
MAINLINE	IH 39 SB	301	EXIST	24	5.1	CL IV	P5	1.34	786.00	785.93	---	---	---	1
	IH 39 SB	201	301	24	17.9	CL IV	P6	1.34	785.93	785.69	INSTALL PIPE CHECK VALVE AT PIPE DISCHARGE	---	1	---
	IH 39 SB	202	401	18	24	CL IV	P1	0.30	786.51	786.44	INSTALL PIPE CHECK VALVE AT PIPE DISCHARGE	1	---	---
	IH 39 SB	401	402	18	32	CL IV	P2	0.30	786.51	786.61	---	---	---	---
	IH 39 SB	302	EXIST	24	6.5	CL IV	P7	1.44	786.10	786.00	---	---	---	1
	IH 39 SB	203	302	24	18.2	CL IV	P8	1.44	786.00	785.74	INSTALL PIPE CHECK VALVE AT PIPE DISCHARGE	---	1	---
	IH 39 SB	204	403	18	24	CL IV	P3	0.30	787.20	787.12	INSTALL PIPE CHECK VALVE AT PIPE DISCHARGE	1	---	---
	IH 39 SB	205	404	18	24	CL IV	P4	0.30	787.77	787.70	INSTALL PIPE CHECK VALVE AT PIPE DISCHARGE	1	---	---

STORM SEWER / CULVERT PIPE GENERAL NOTES

1) PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE OR FROM CENTER OF STRUCTURE TO PIPE END.

DRAINAGE STRUCTURES

	LOCATION	STRUCTURE NO.	STRUCTURE TYPE		COVER	RIM	PIPE INVERT	TOP OF STRUCTURE BASE		**DEPTH	REMARKS	INLET PROTECTION	
			INLET / PIPE CHECK VALVE	STATION	OFFSET	TYPE	ELEVATION	ELEVATION	ELEVATION	FT		TYPE	
MAINLINE	IH 39 SB	301	INLETS 4-FT DIAMETER	57'SB'+06.08	33' LT	BW	789.99	785.93	785.68	3.15		D	
	IH 39 SB	201	PIPE CHECK VALVE 24-INCH	57'SB'+06.13	50.9' LT	---	---	785.69	---	---	INVERT ELEVATION IS THE CONNECTING PIPE DISCHARGE ELEVATION	---	
	IH 39 SB	401	INLETS 4-FT DIAMETER	58'SB'+74.58	35.4' LT	BW	790.31	786.51	786.30	2.85	---	D	
	IH 39 SB	202	PIPE CHECK VALVE 18-INCH	58'SB'+74.58	59.4' LT	---	---	786.44	---	---	INVERT ELEVATION IS THE CONNECTING PIPE DISCHARGE ELEVATION	---	
	IH 39 SB	402	INLETS 4-FT DIAMETER	59'SB'+06.94	35.3' LT	BW	790.39	786.61	786.40	2.83	---	D	
	IH 39 SB	203	PIPE CHECK VALVE 24-INCH	59'SB'+58.61	52.6' LT	---	---	785.74	---	---	---	---	
	IH 39 SB	302	INLETS 4-FT DIAMETER	59'SB'+58.74	34.5' LT	BW	790.60	786.00	785.75	3.69	---	D	
	IH 39 SB	403	INLETS 4-FT DIAMETER	61'SB'+00	33' LT	BW	790.99	787.2	786.99	2.84	---	D	
	IH 39 SB	204	PIPE CHECK VALVE 18-INCH	61'SB'+00	57' LT	---	---	787.12	---	---	INVERT ELEVATION IS THE CONNECTING PIPE DISCHARGE ELEVATION	---	
	IH 39 SB	404	INLETS 4-FT DIAMETER	63'SB'+25	33' LT	BW	791.56	787.77	787.56	2.84	---	D	
	IH 39 SB	205	PIPE CHECK VALVE 18-INCH	63'SB'+25	57' LT	---	---	787.70	---	---	INVERT ELEVATION IS THE CONNECTING PIPE DISCHARGE ELEVATION	---	

DRAINAGE STRUCTURE GENERAL NOTES

- 1) STATIONS AND OFFSETS TO INLET STRUCTURES ARE TO THE CENTER OF THE STRUCTURE.
- 2) STATIONS AND OFFSETS TO PIPE CHECK VALVES ARE TO THE DISCHARGE END OF THE EXISTING/PROPOSED PIPE END.
- 3) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE OF PROPOSED CURB AND GUTTER FOR INLET STRUCTURES UNLESS OTHERWISE NOTED.

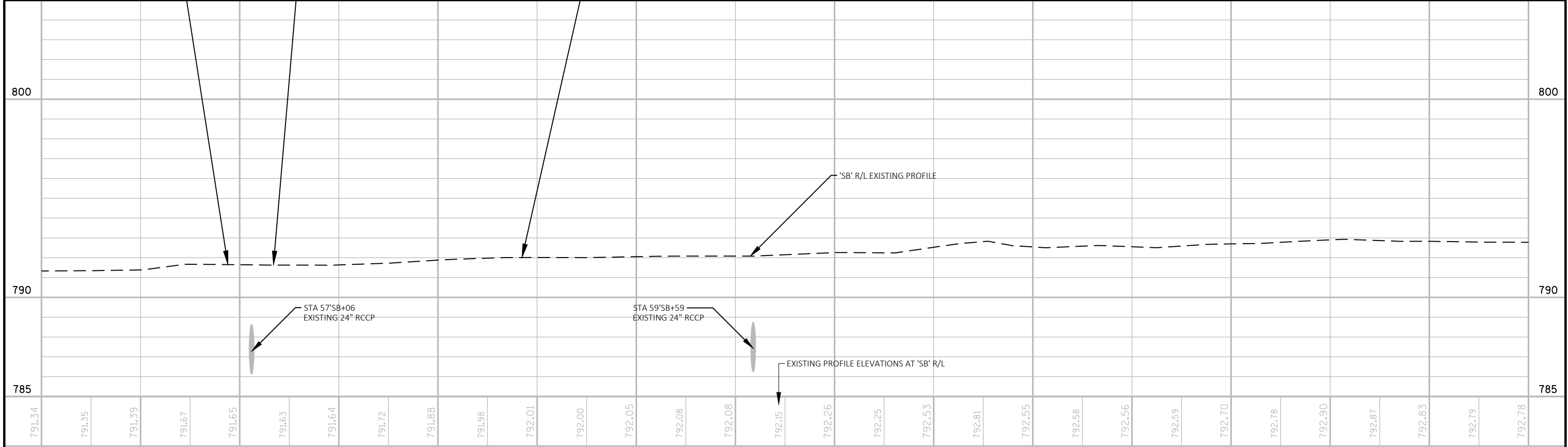
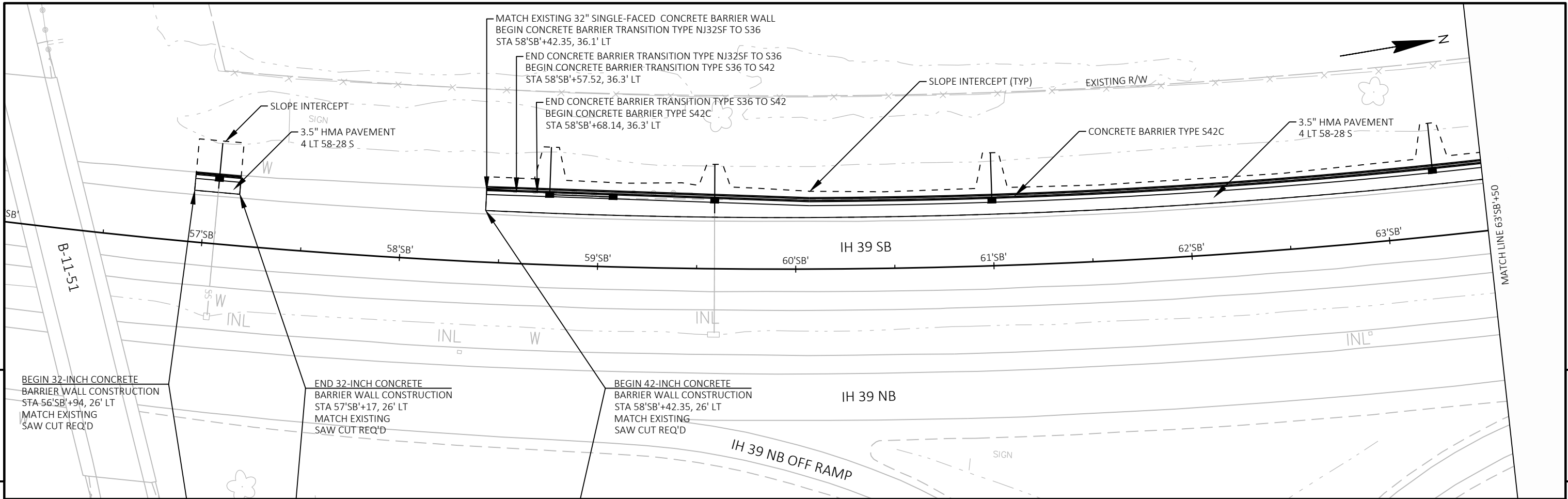
ADDITIONAL NOTES:

**STRUCTURE DEPTH:

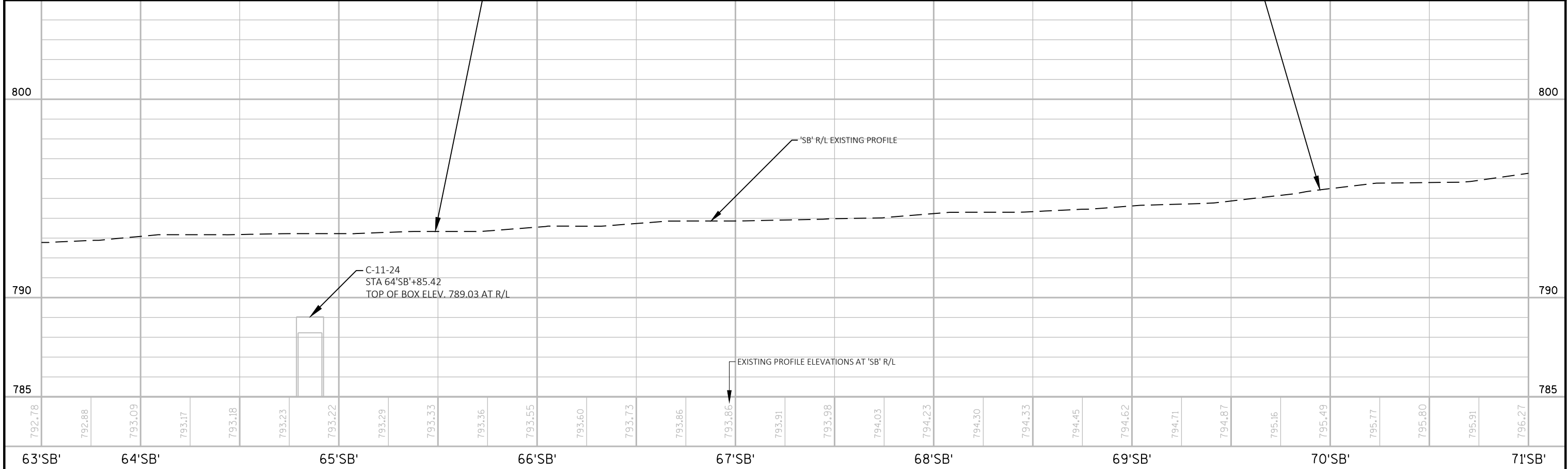
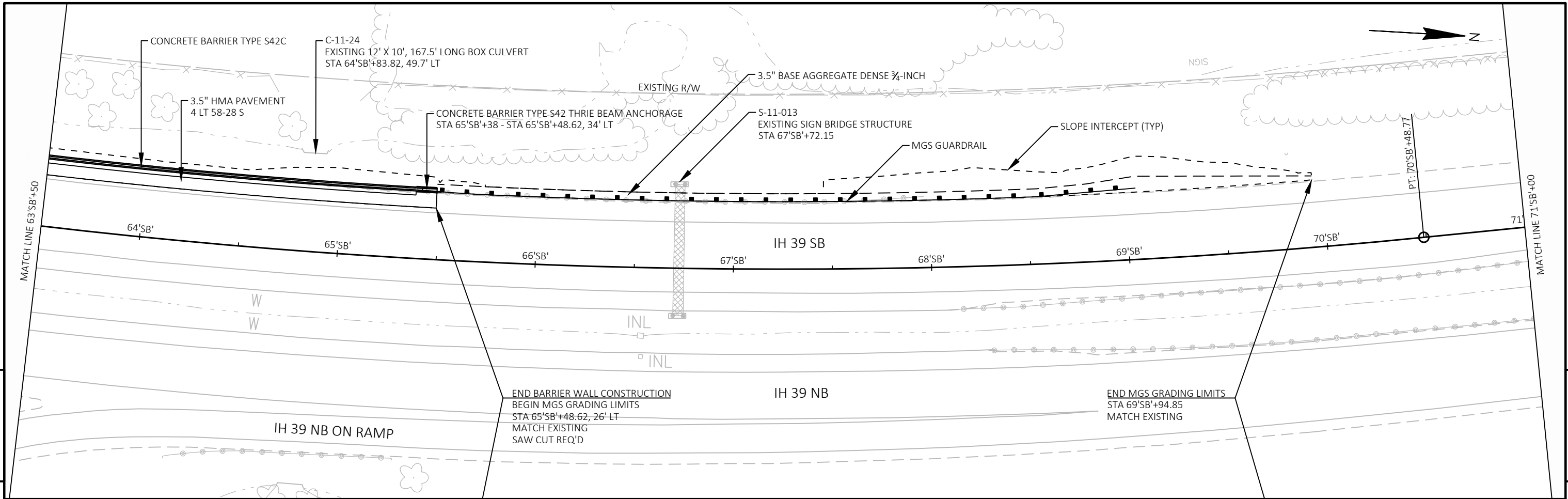
INLETS = RIM ELEVATION - TOP OF STRUCTURE BASE - CASTING HEIGHT (0.83 FT) - ADJUSTING RINGS (0.33 FT)

CASTING HEIGHT = 0.83 FT FOR INLET COVERS TYPE BW

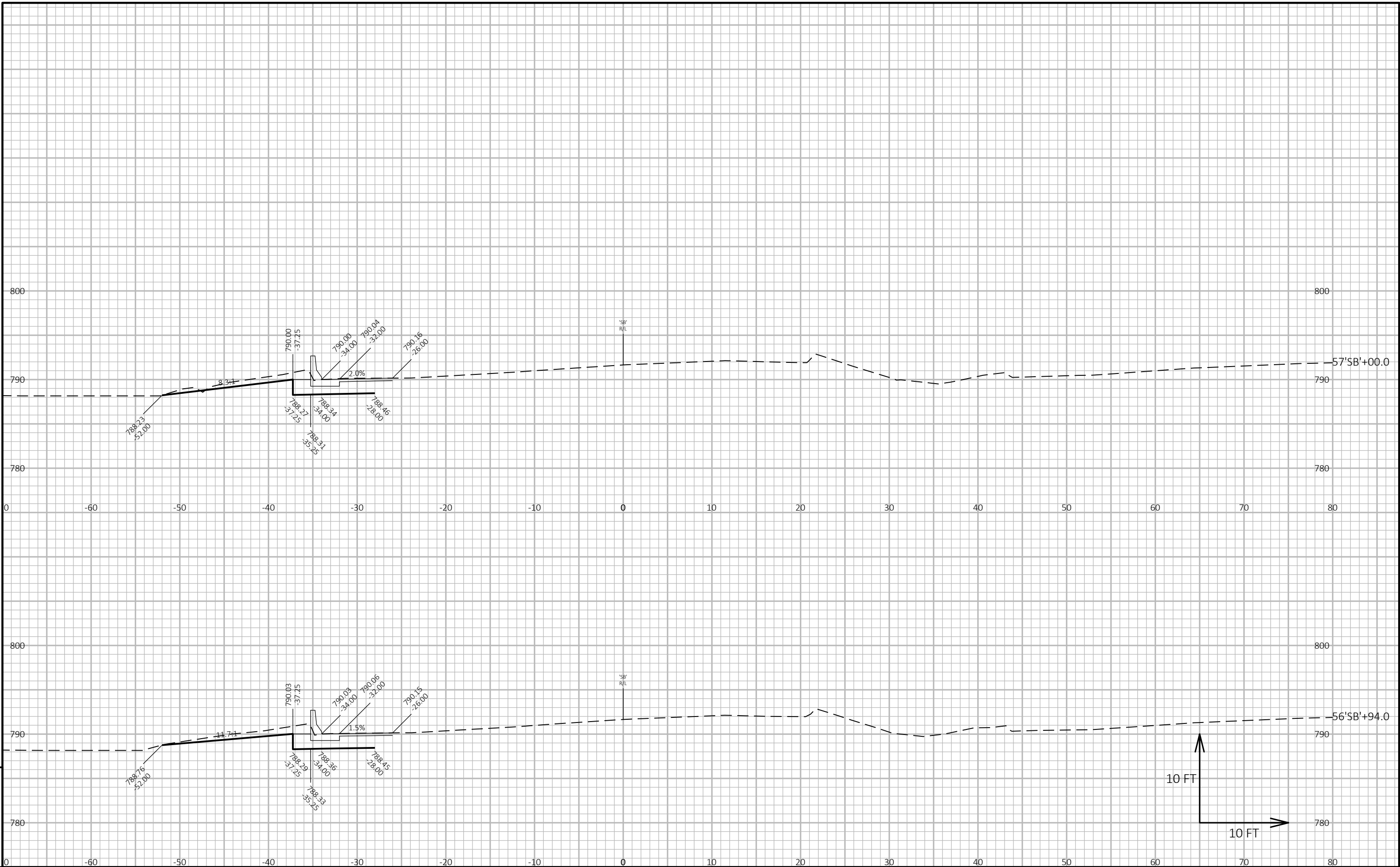
ADJUSTING RINGS = 0.33 FT FOR INLET COVERS TYPE BW

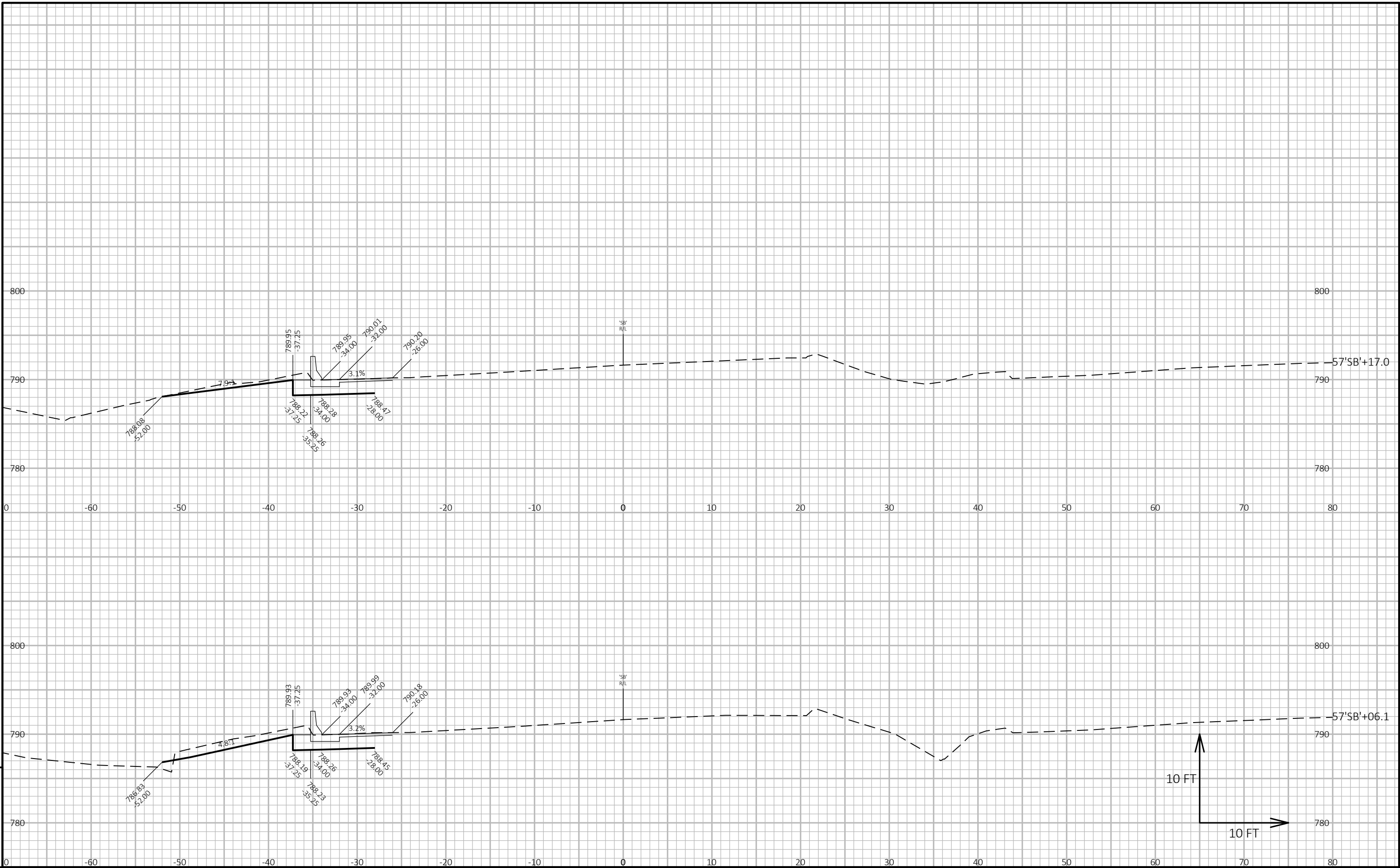


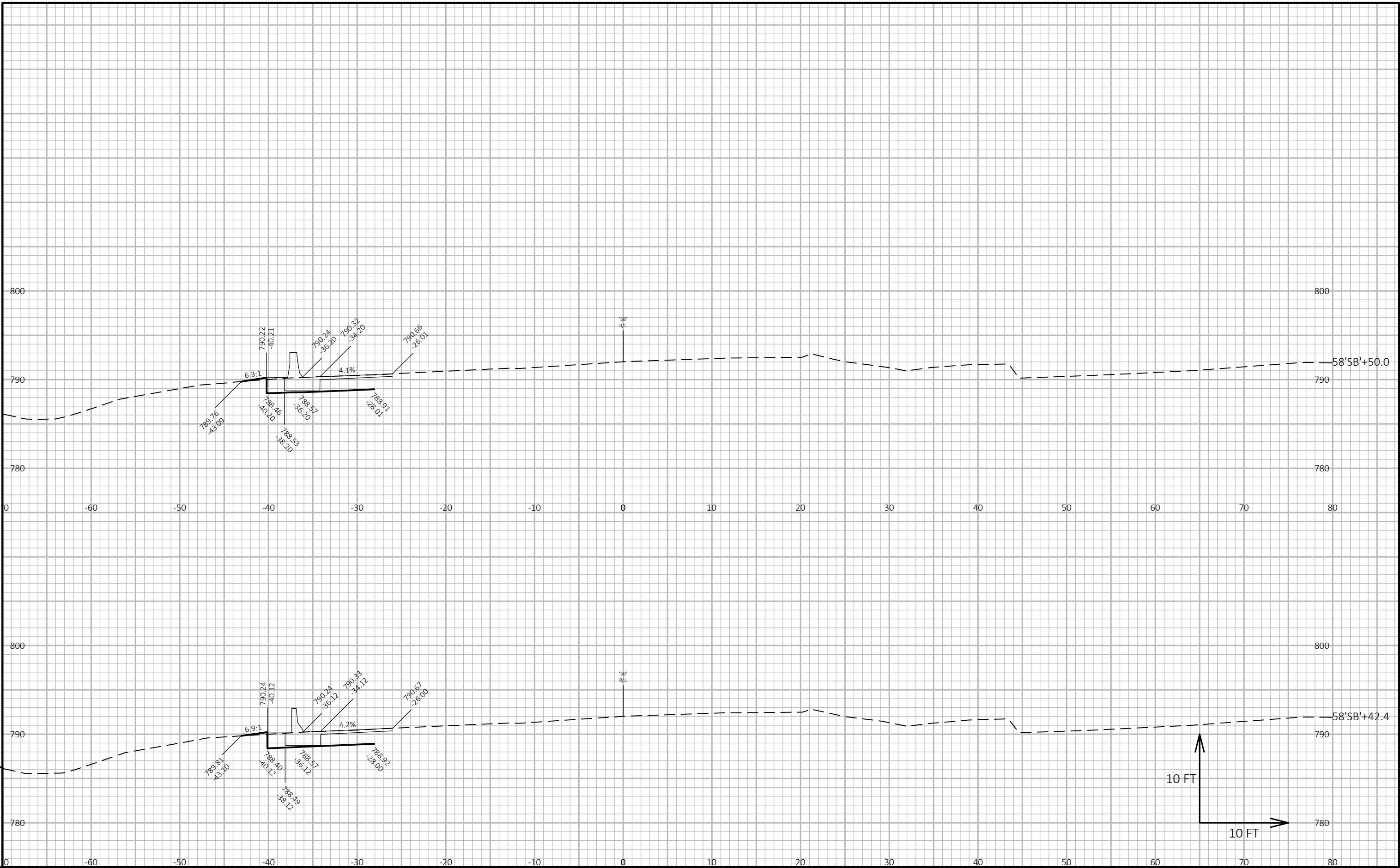
56'SB'		57'SB'		58'SB'		59'SB'		60'SB'		61'SB'		62'SB'		63'SB'		63'SB'			
PROJECT NO: 1161-00-66				HWY: IH 39				COUNTY: COLUMBIA				PLAN AND PROFILE: IH 39 SB				SHEET PRE 88 E			

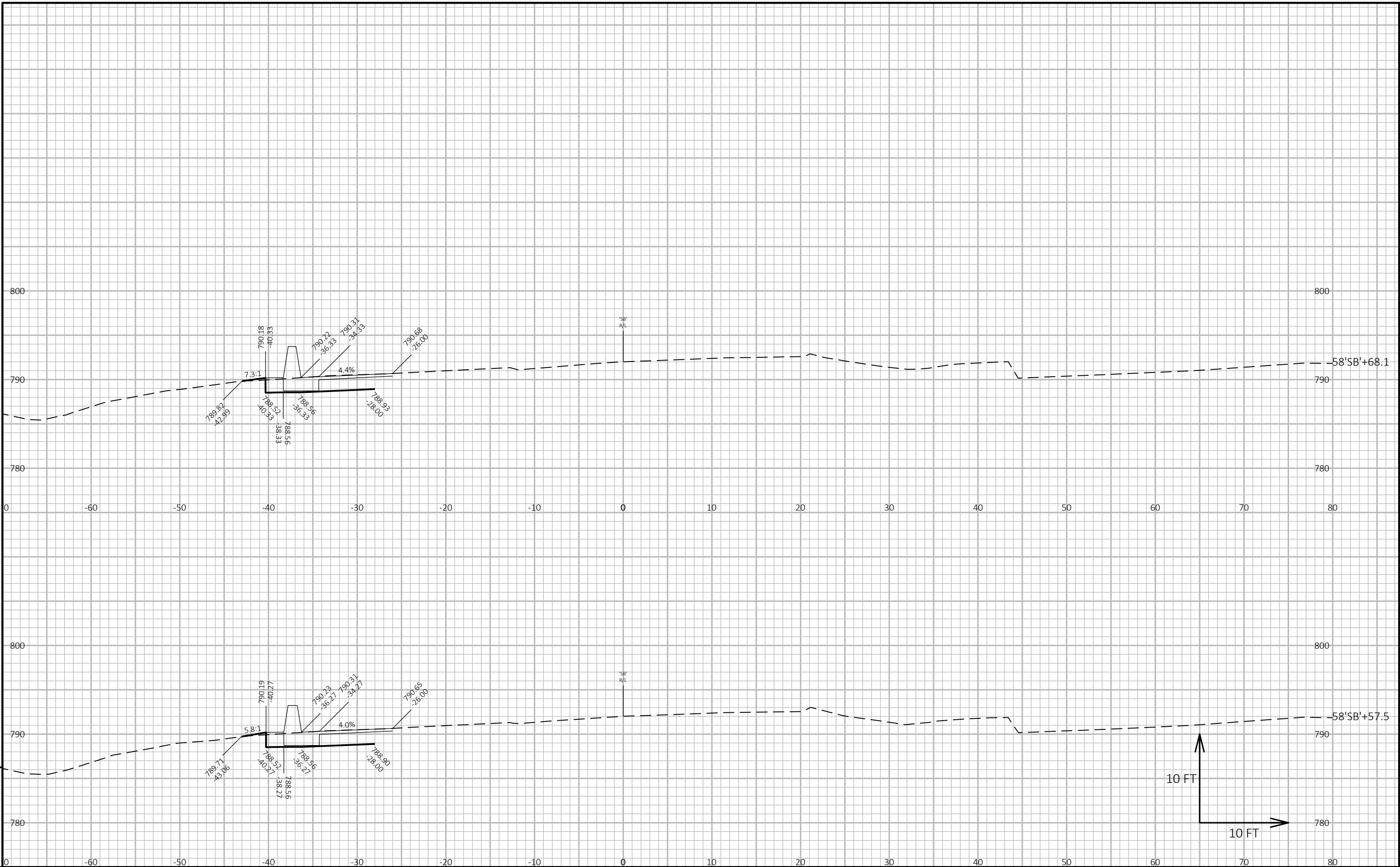


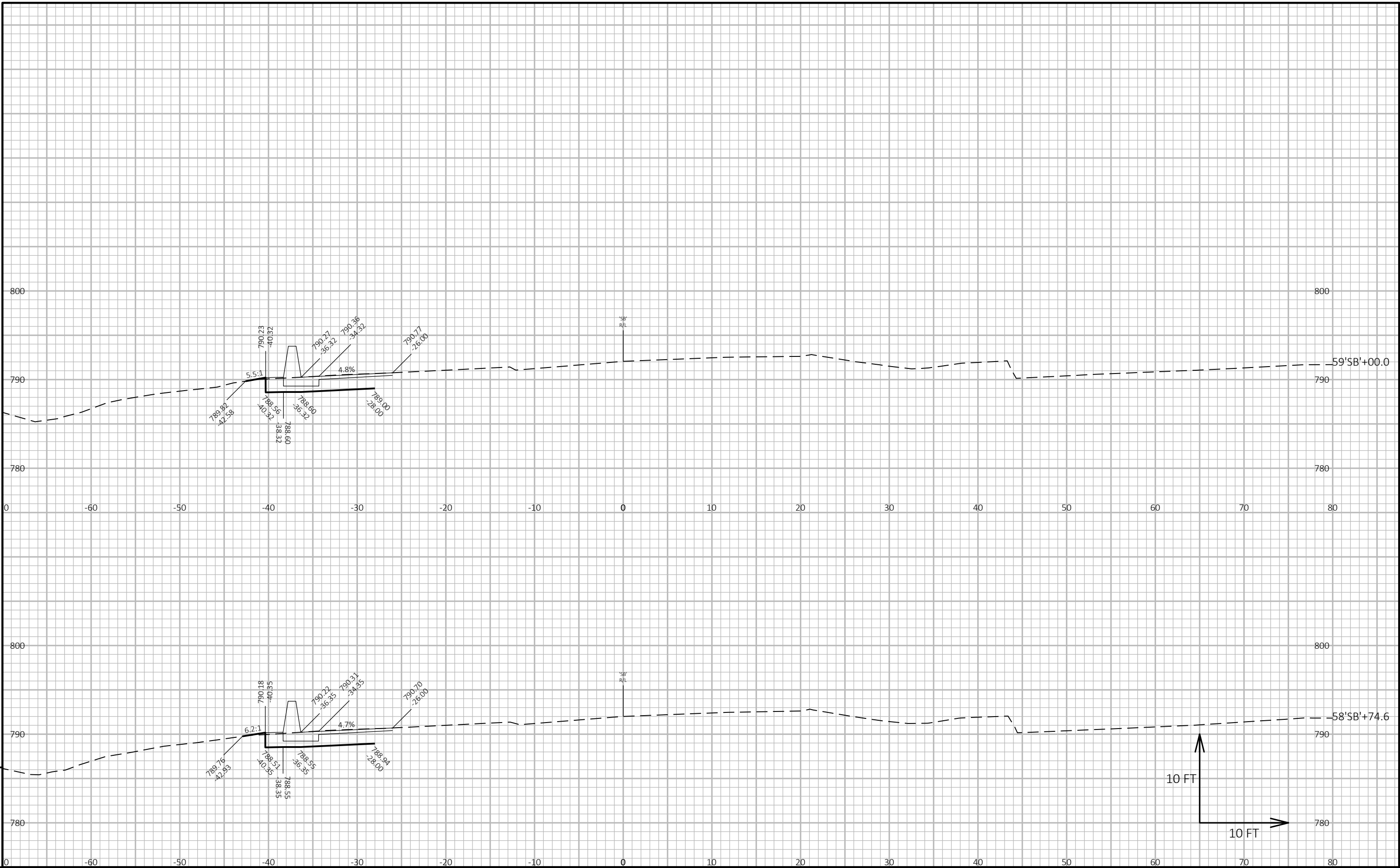
PROJECT NO:	1161-00-66	HWY:	IH 39	COUNTY:	COLUMBIA	PLAN AND PROFILE:	IH 39 SB	SHEET	PRE_89	E
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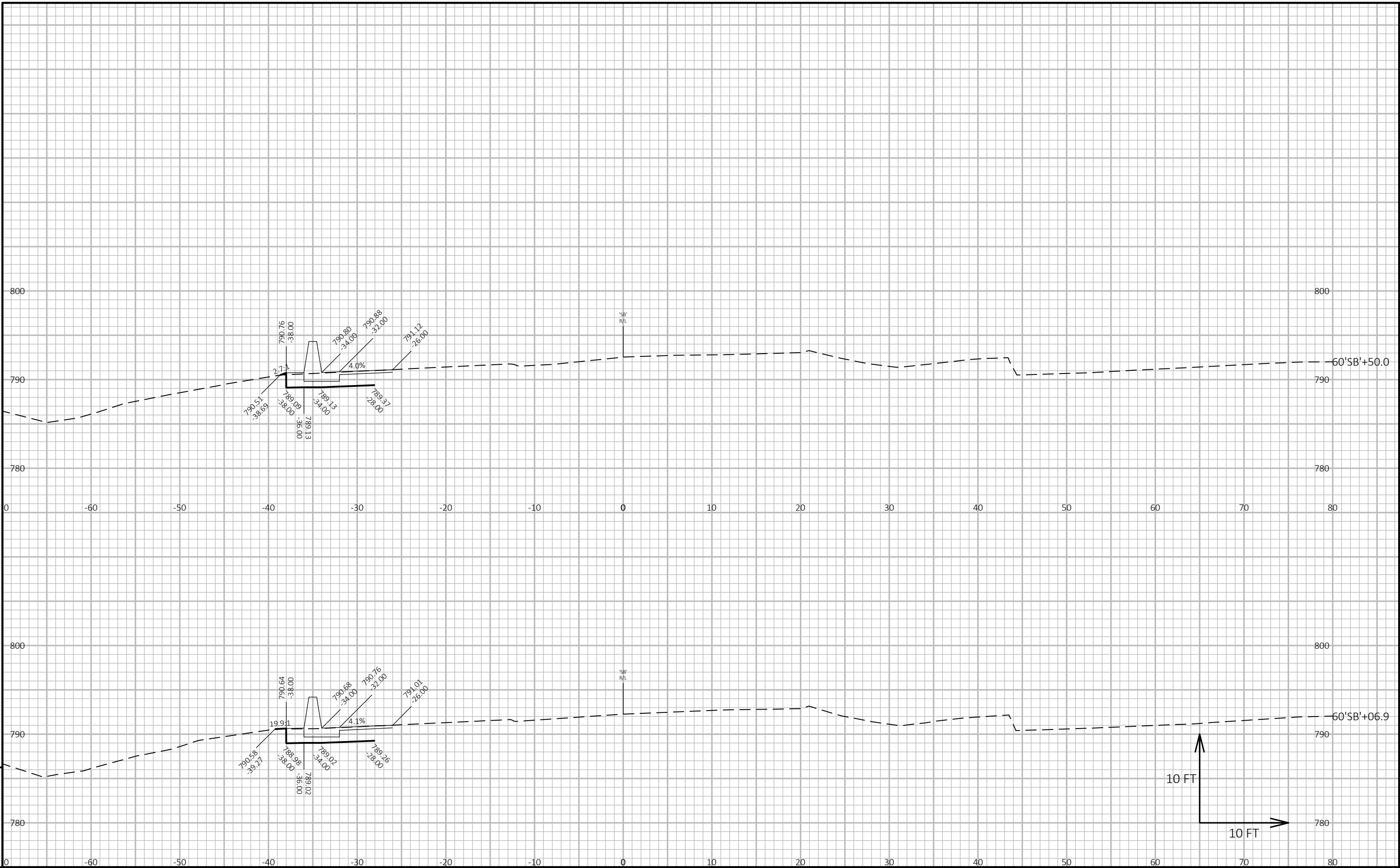


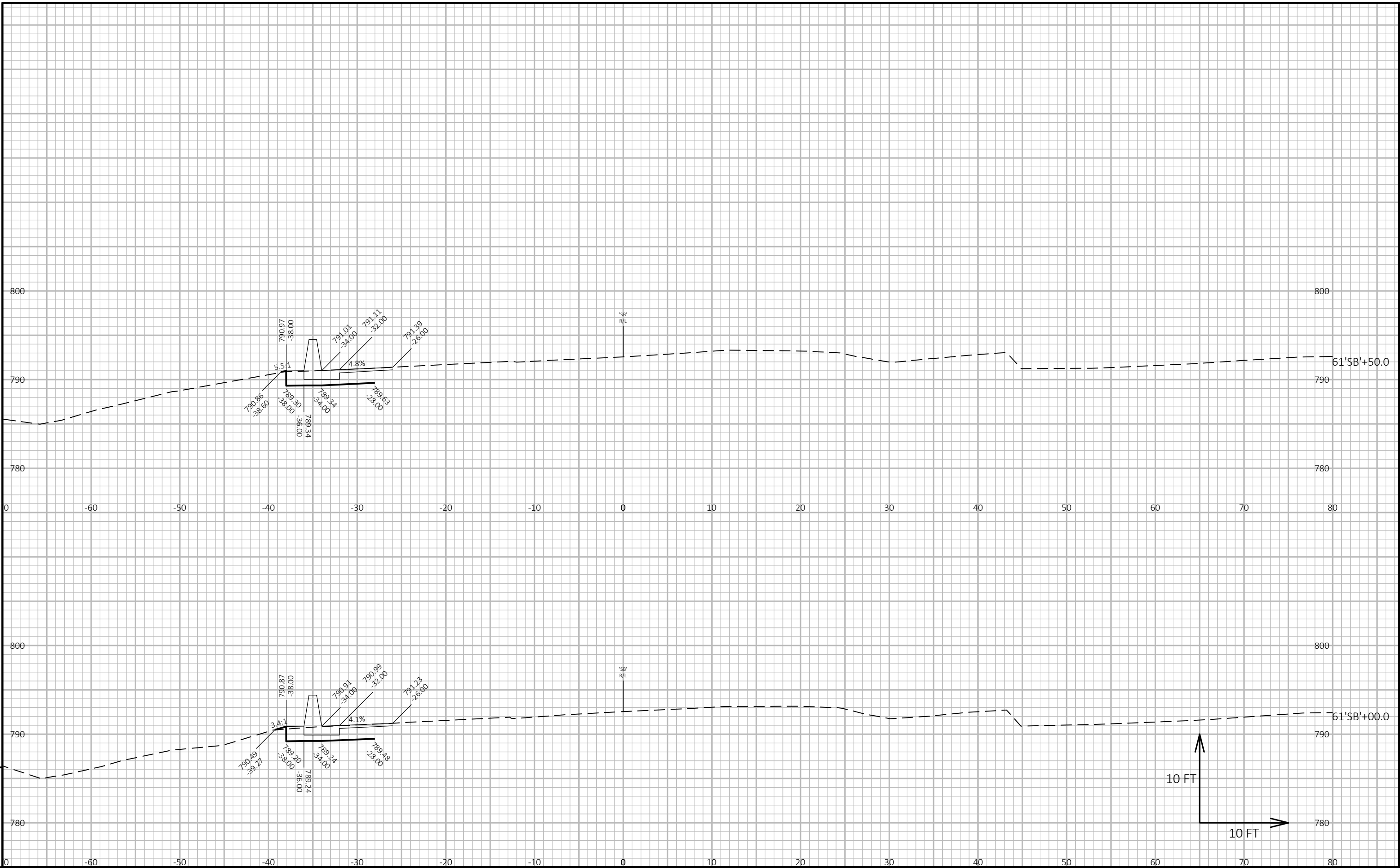


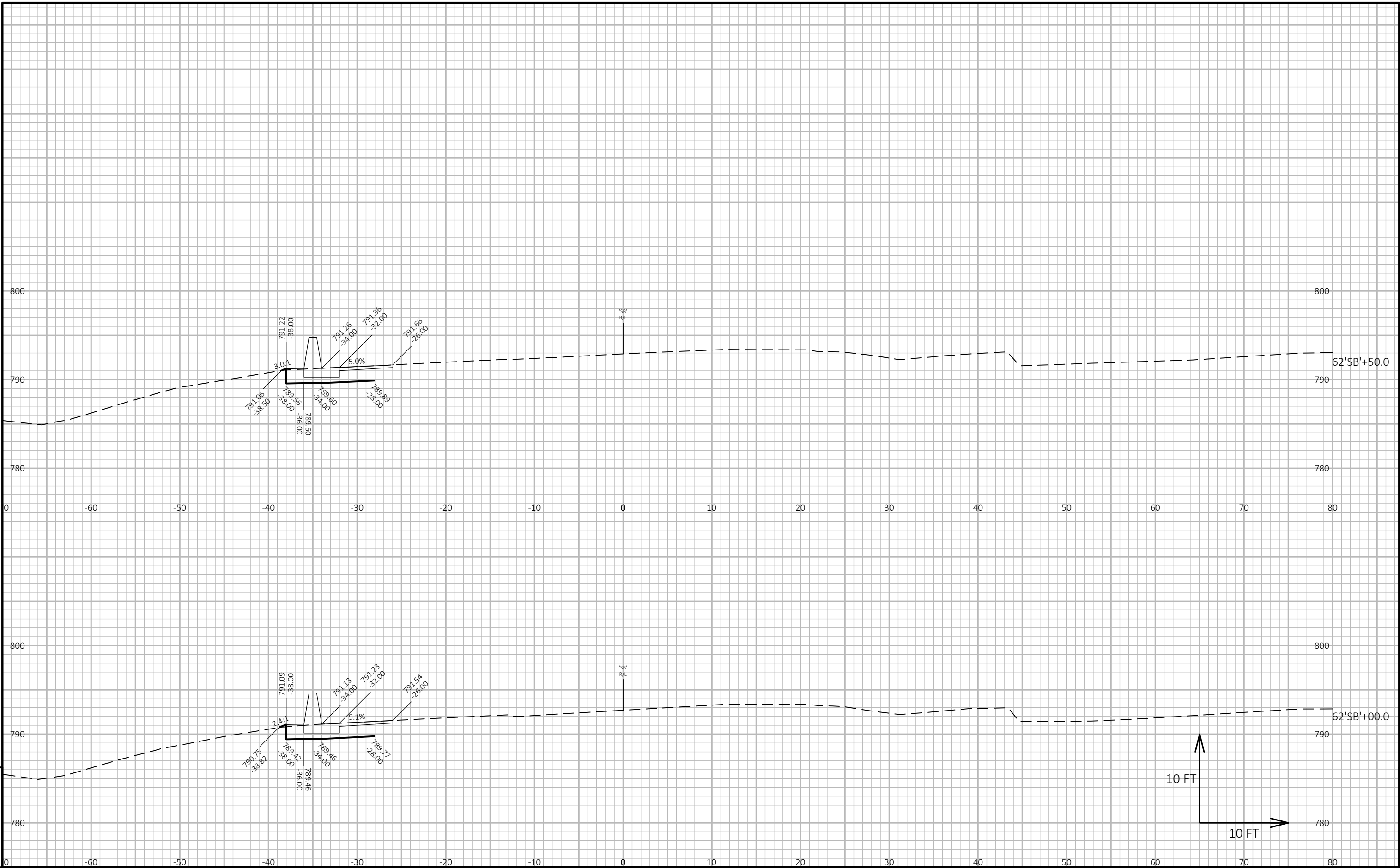


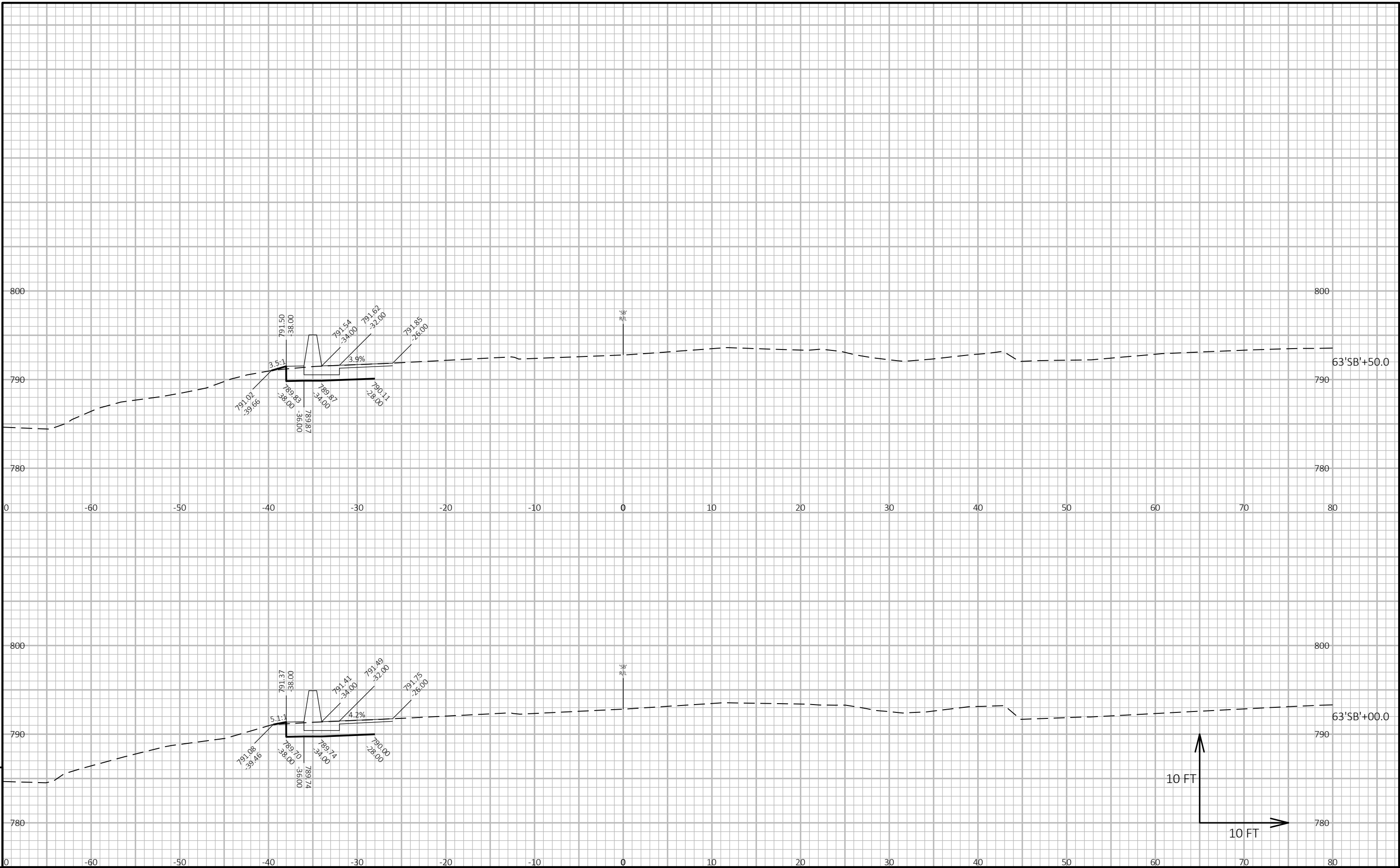






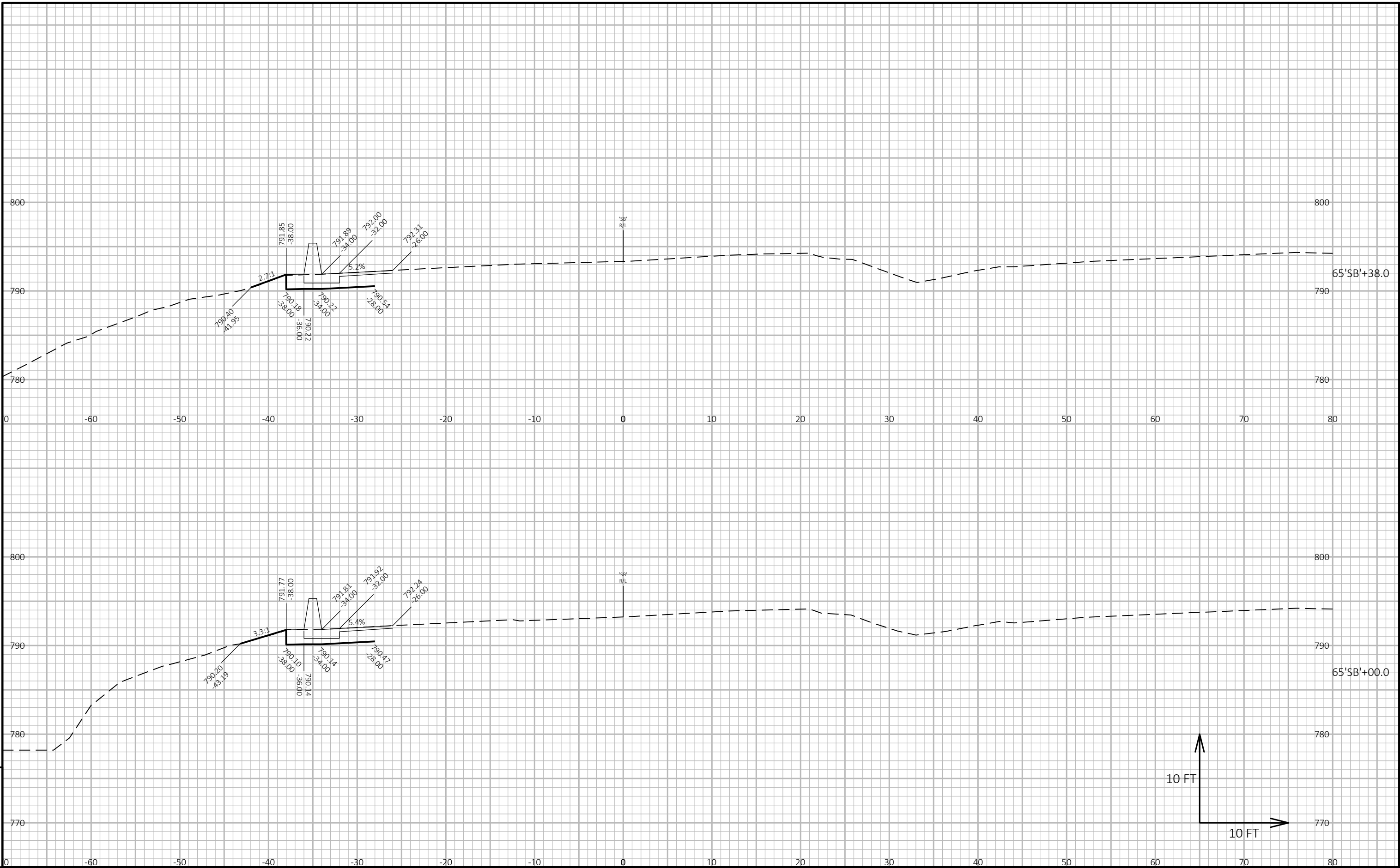


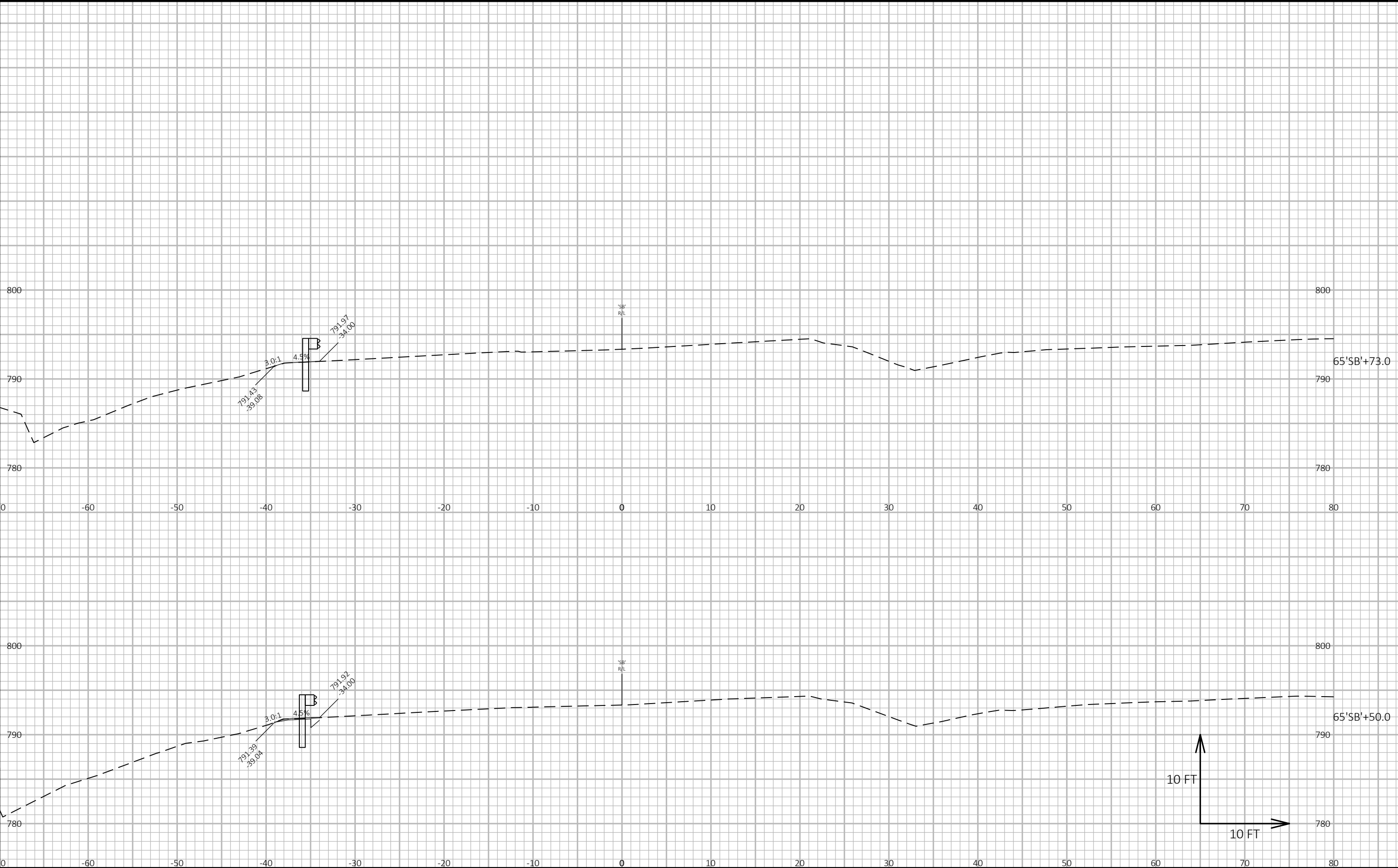




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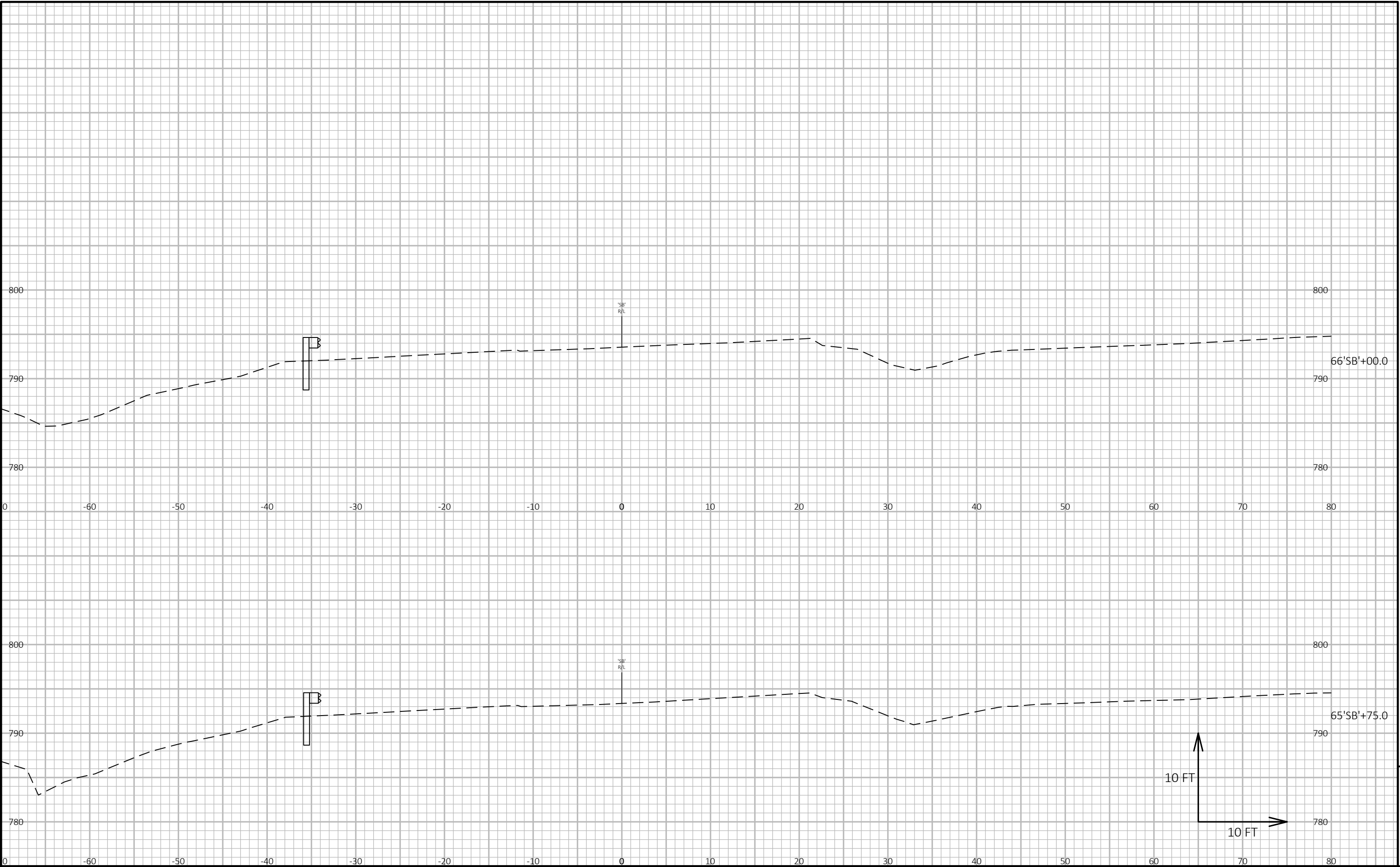




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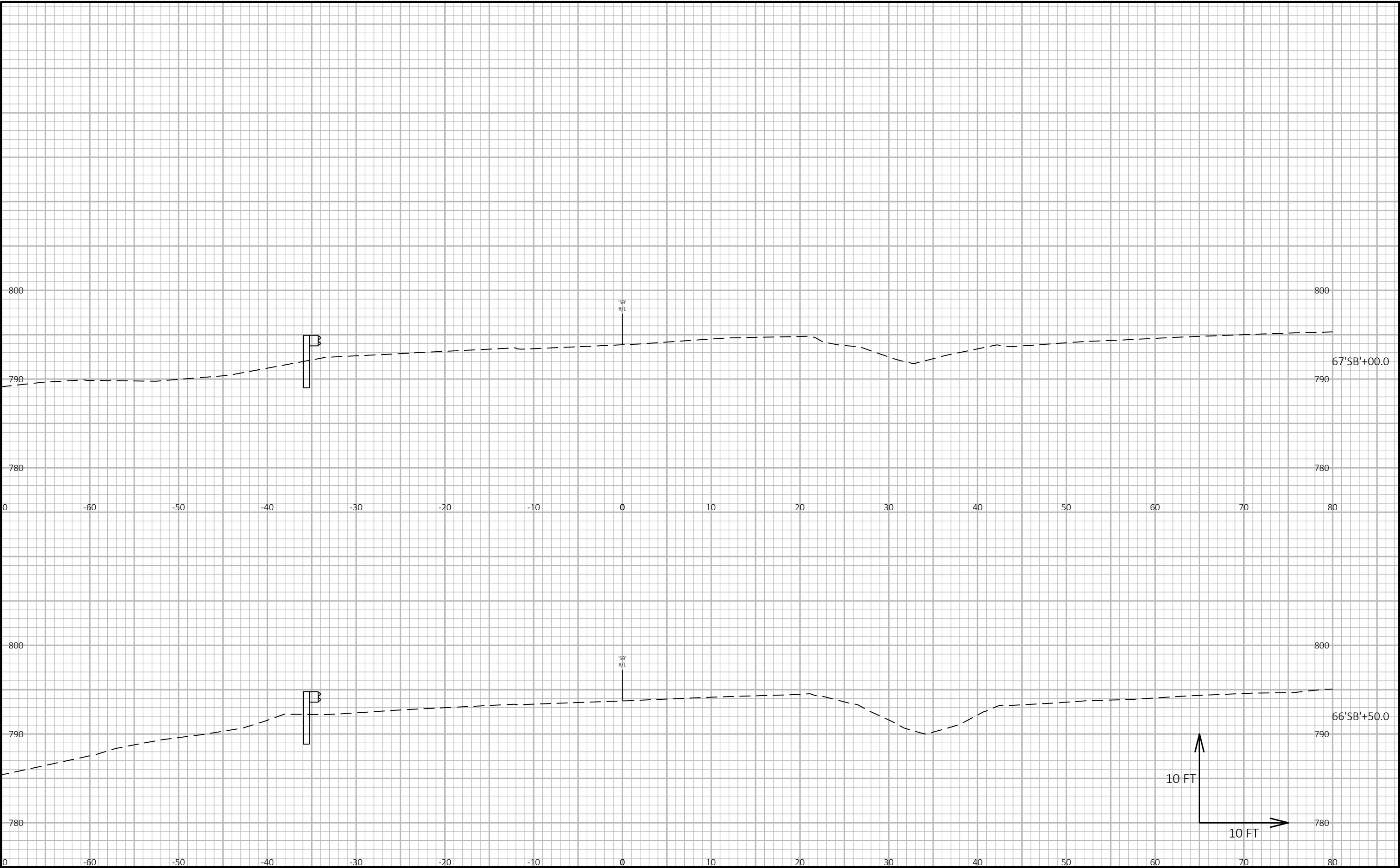
PROJECT NO: 1161-00-66	HWY: IH 39	COUNTY: COLUMBIA	CROSS SECTIONS: IH 39 SB	SHEET	PRE_103 E
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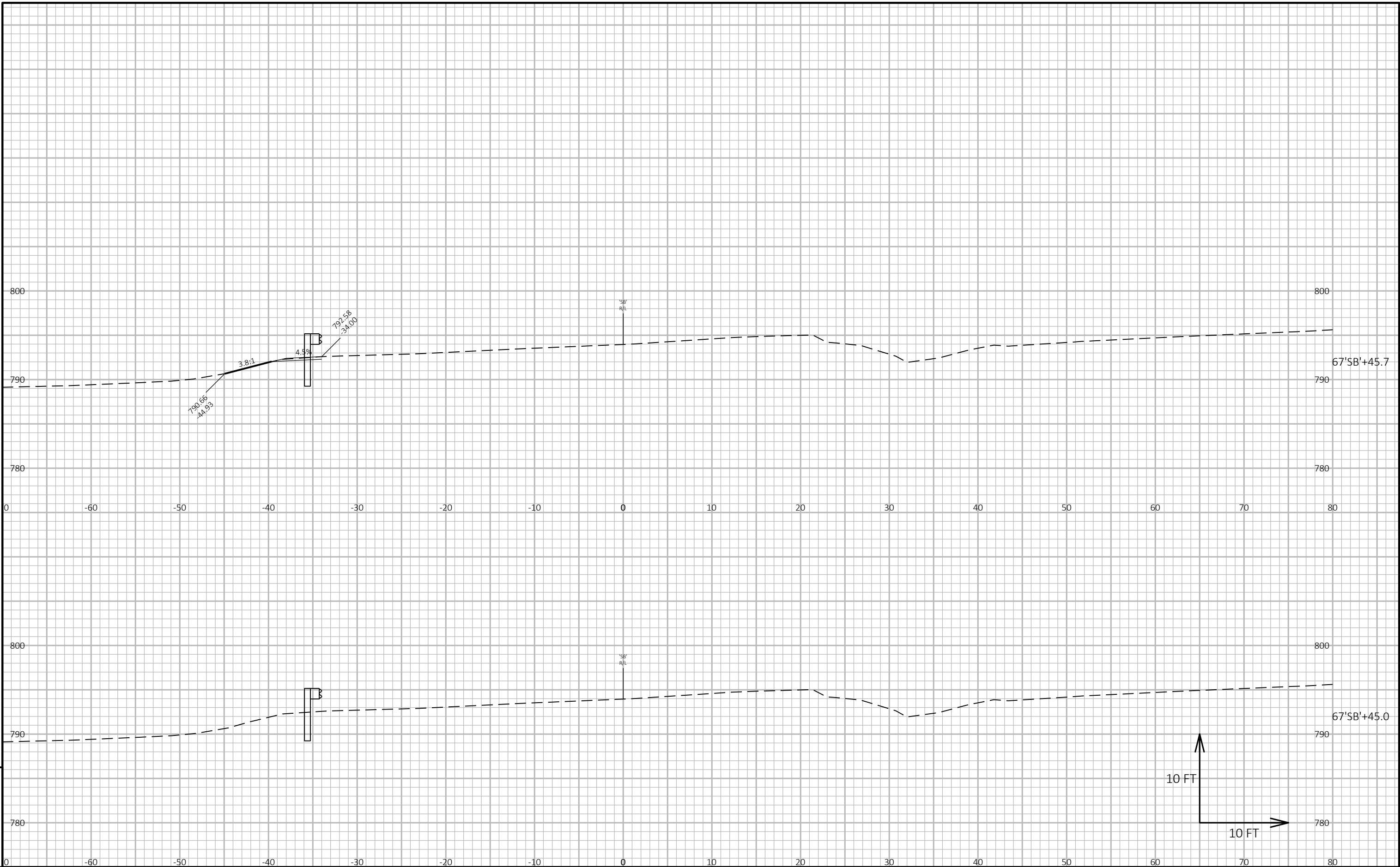


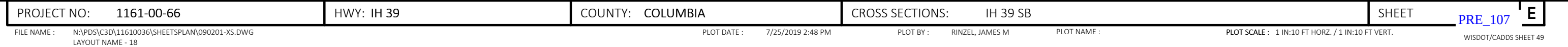
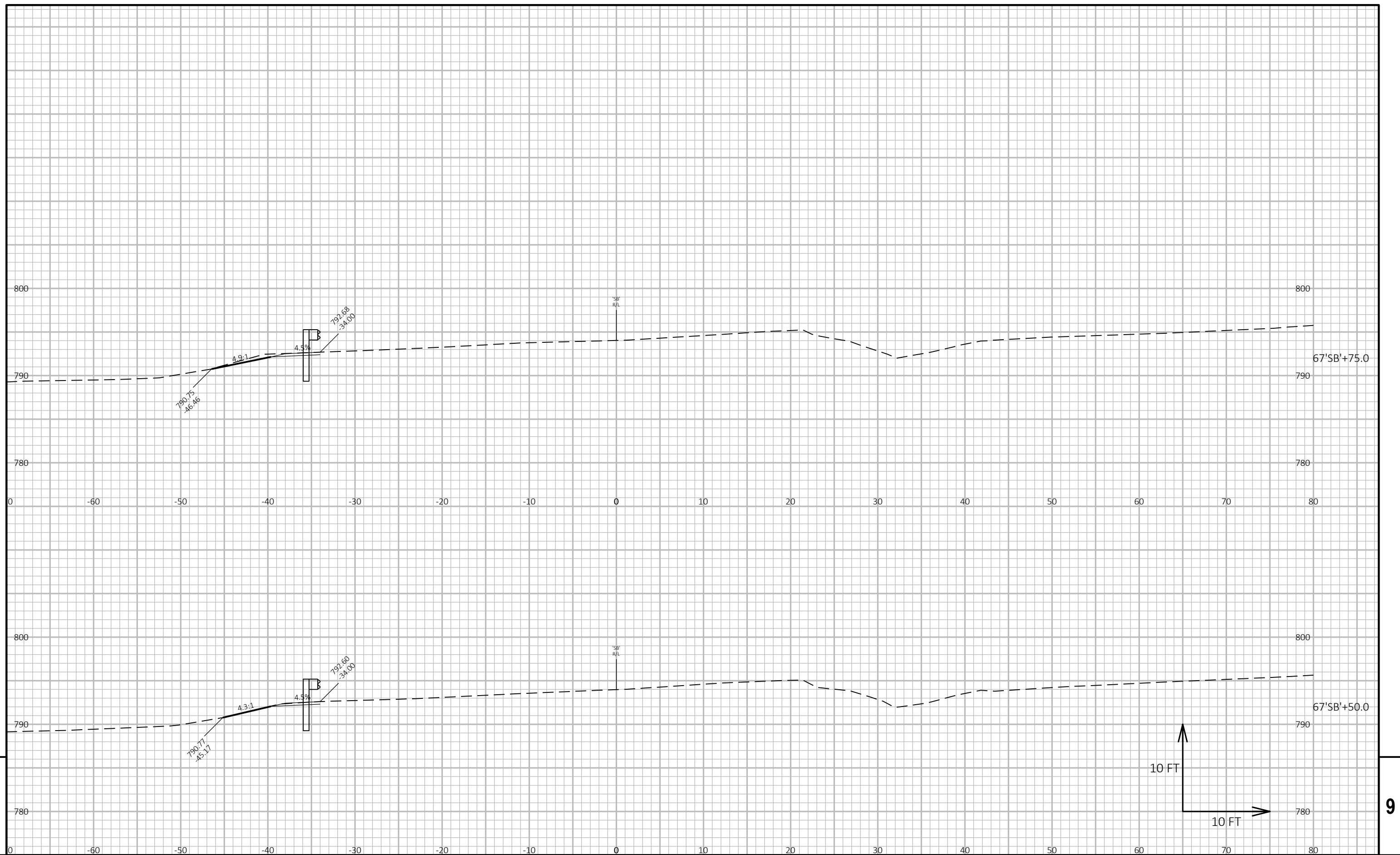
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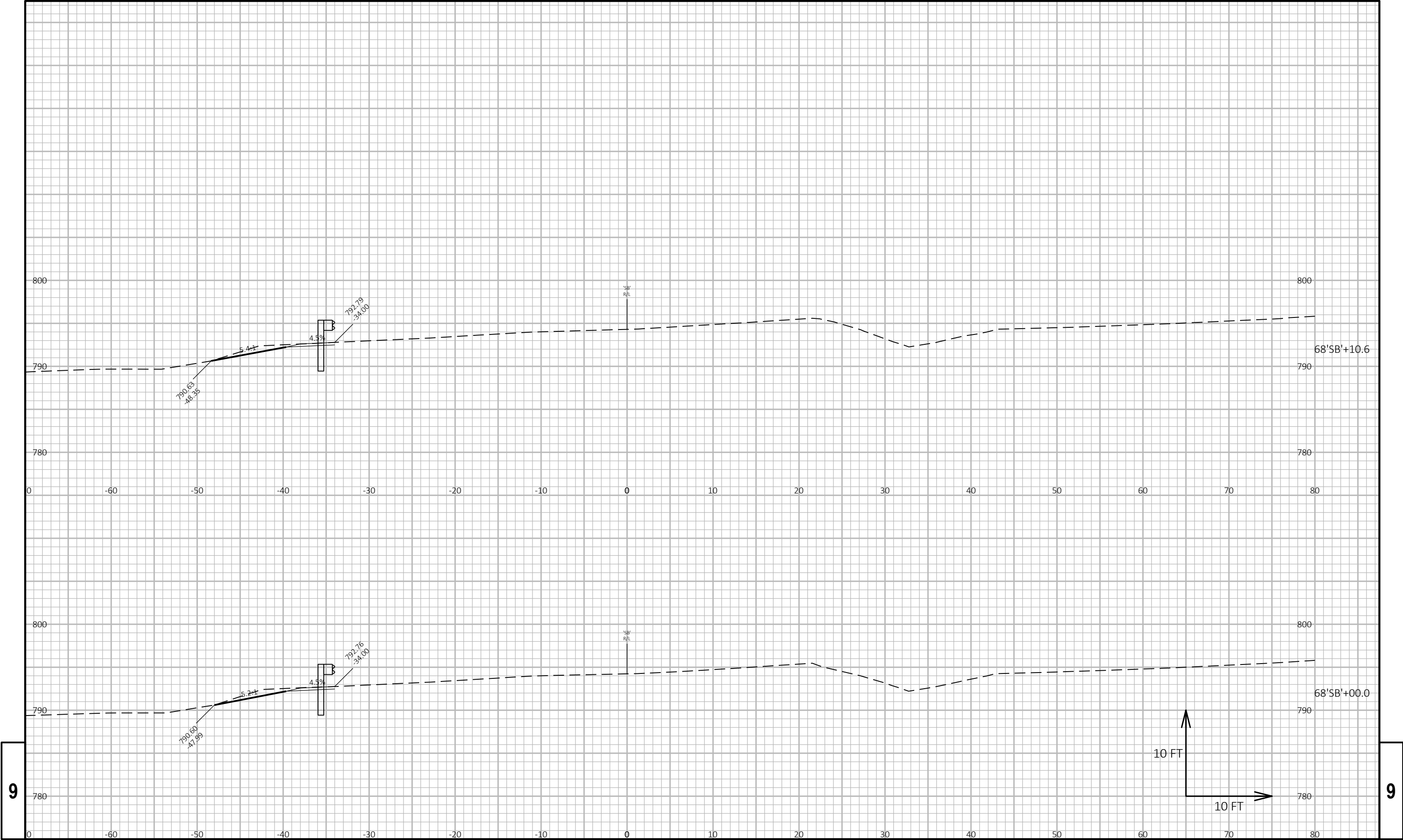
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PROJECT NO: 1161-00-66	HWY: IH 39	COUNTY: COLUMBIA	CROSS SECTIONS: IH 39 SB	SHEET	PRE_104 E
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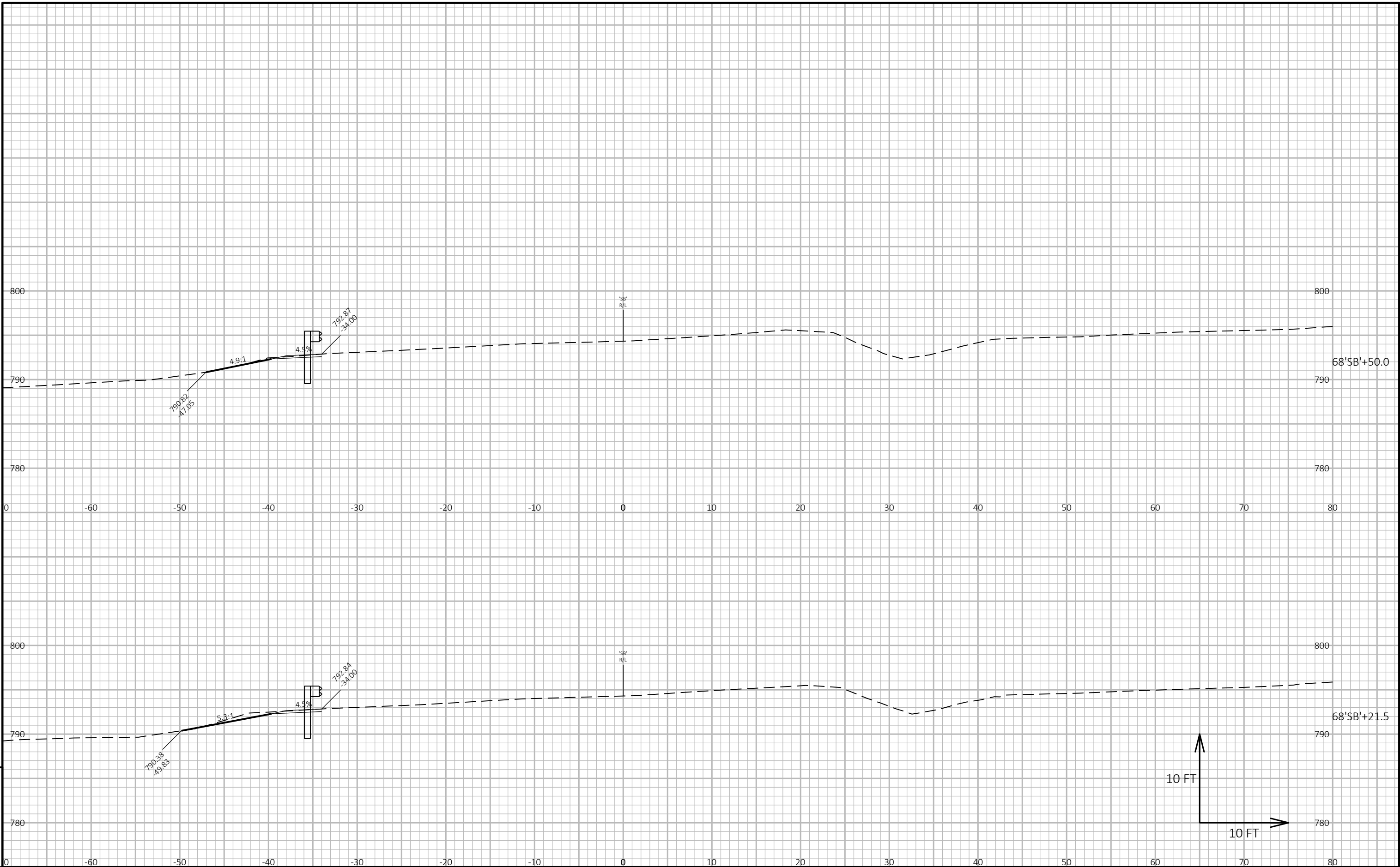






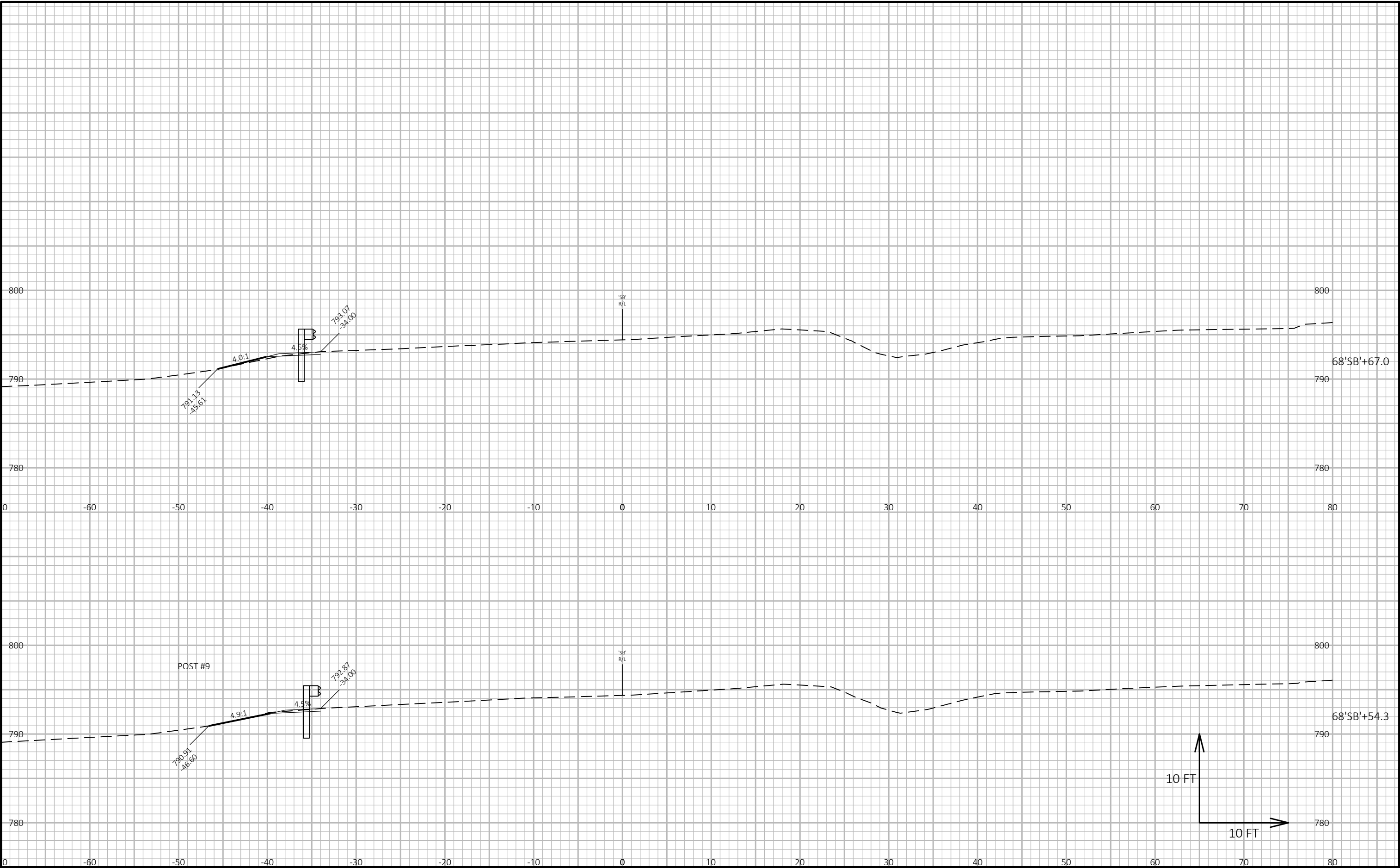
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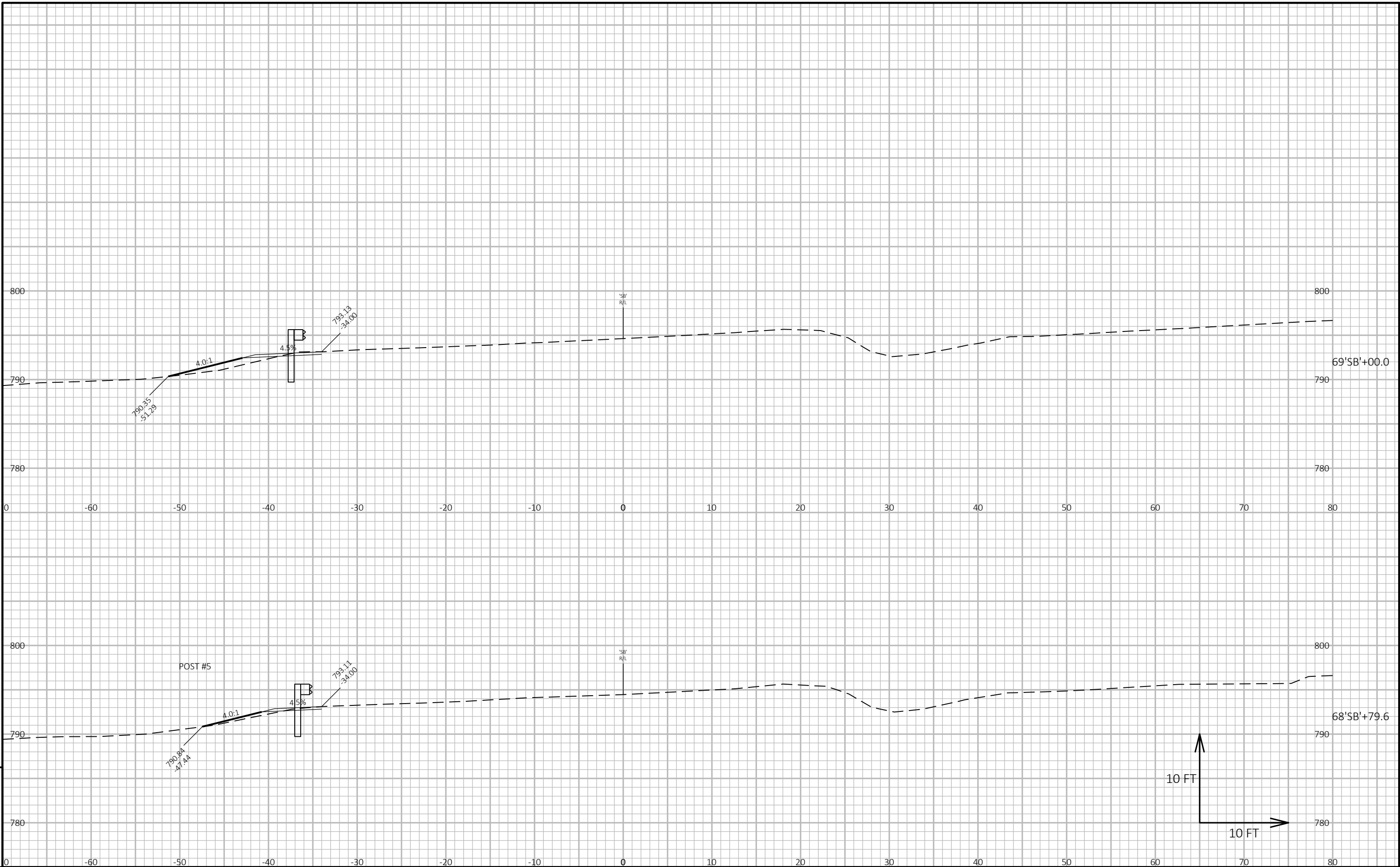
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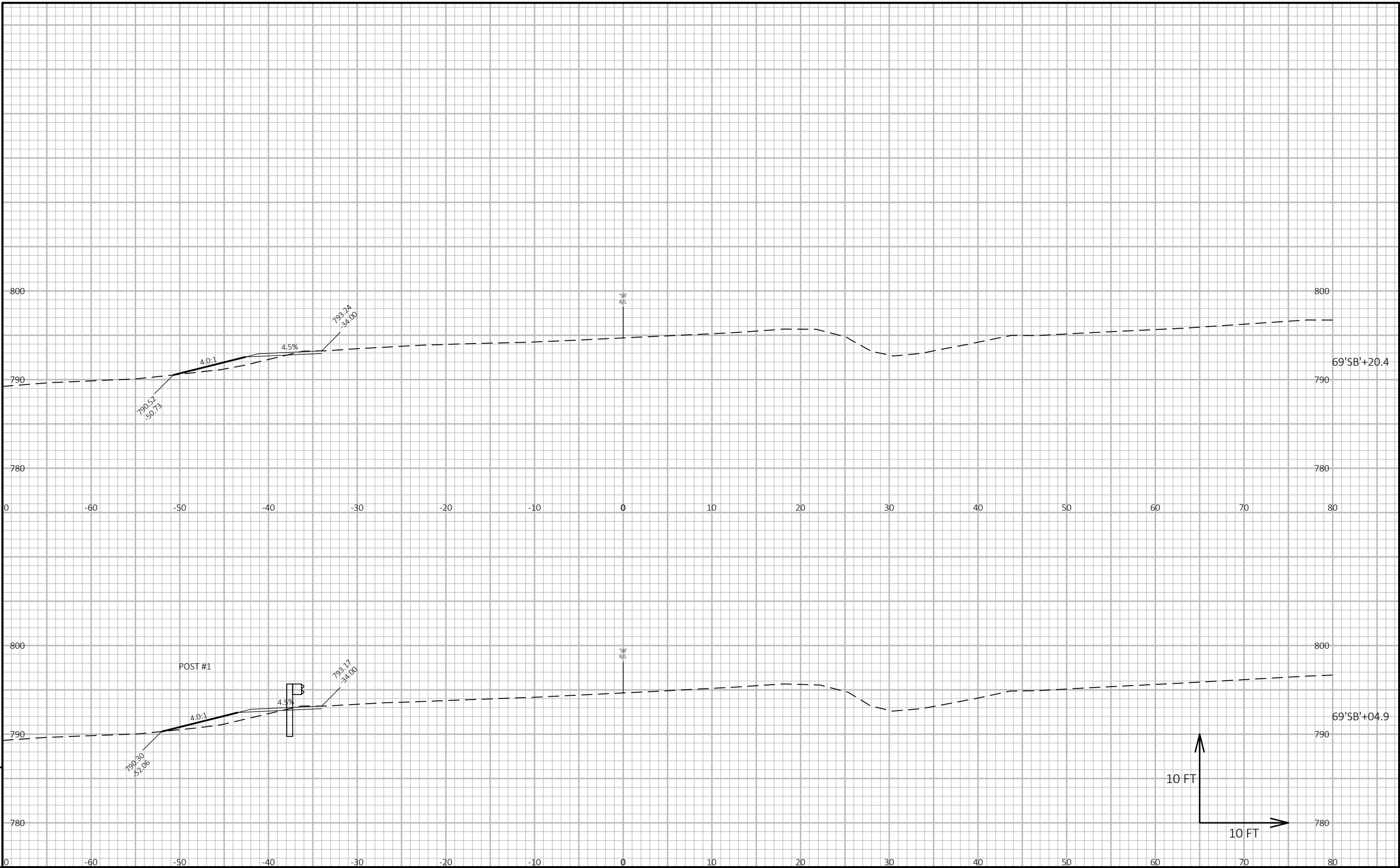


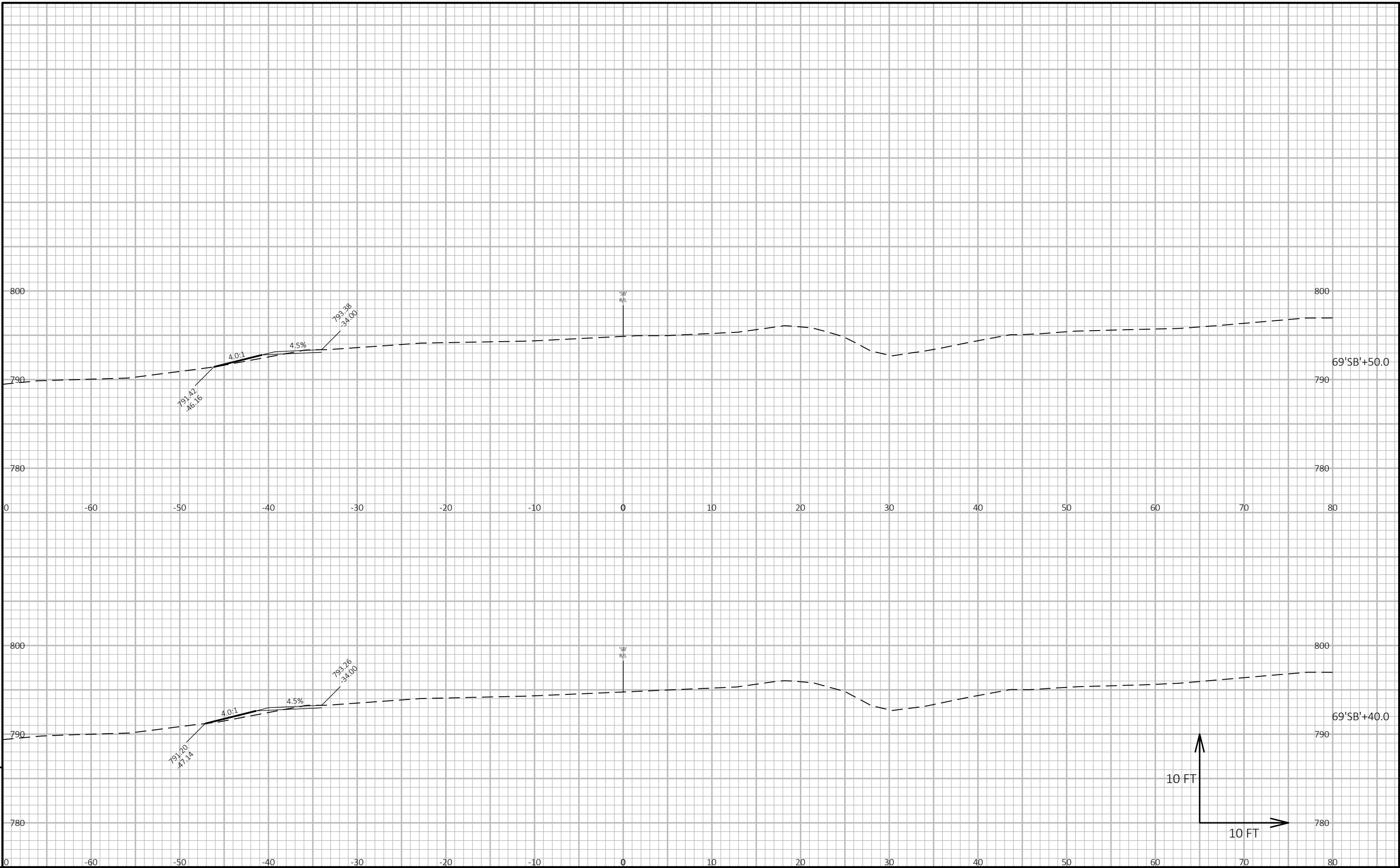
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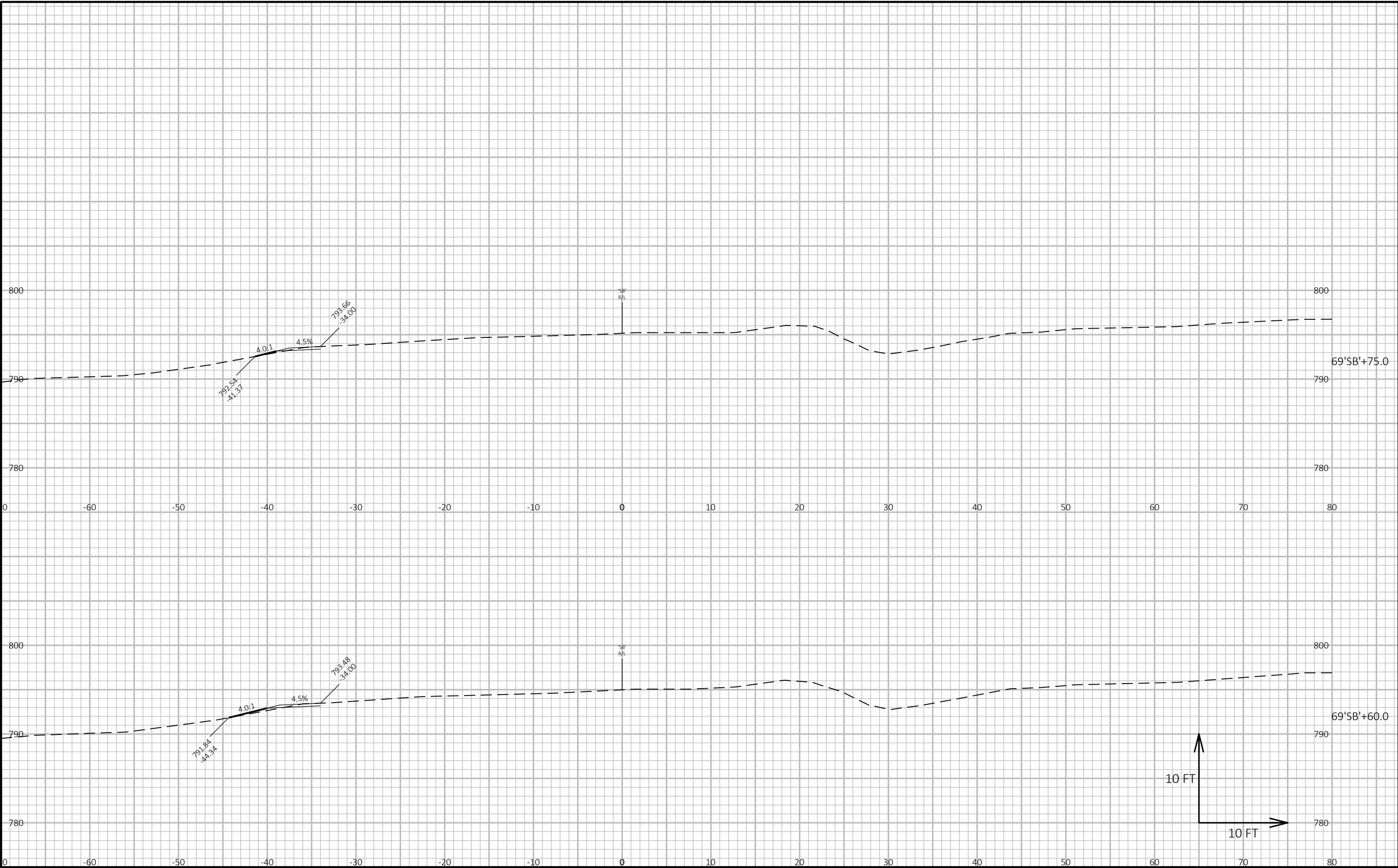




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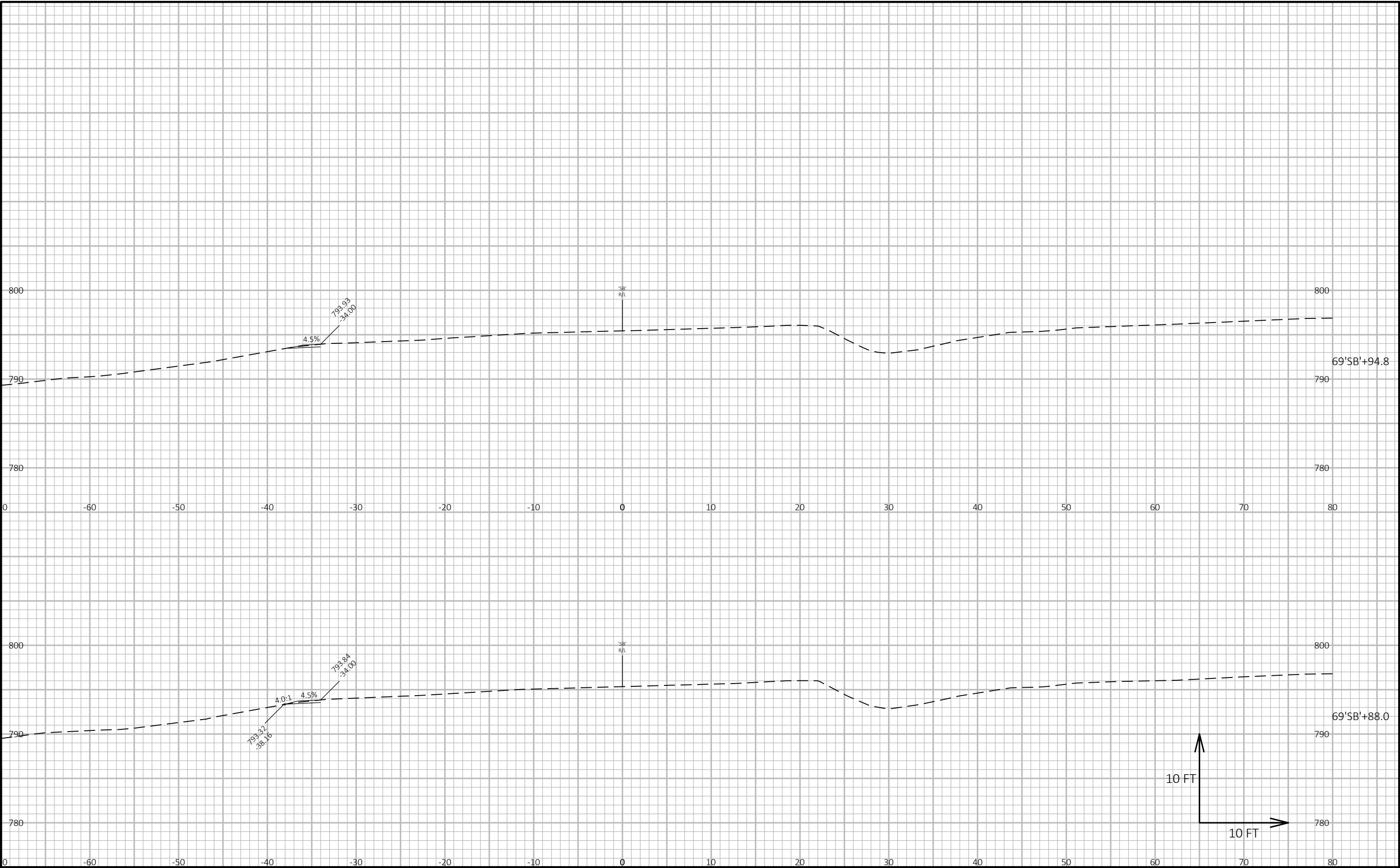
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PROJECT NO: 1161-00-66	HWY: IH 39	COUNTY: COLUMBIA	CROSS SECTIONS: IH 39 SB	SHEET	PRE_113 E
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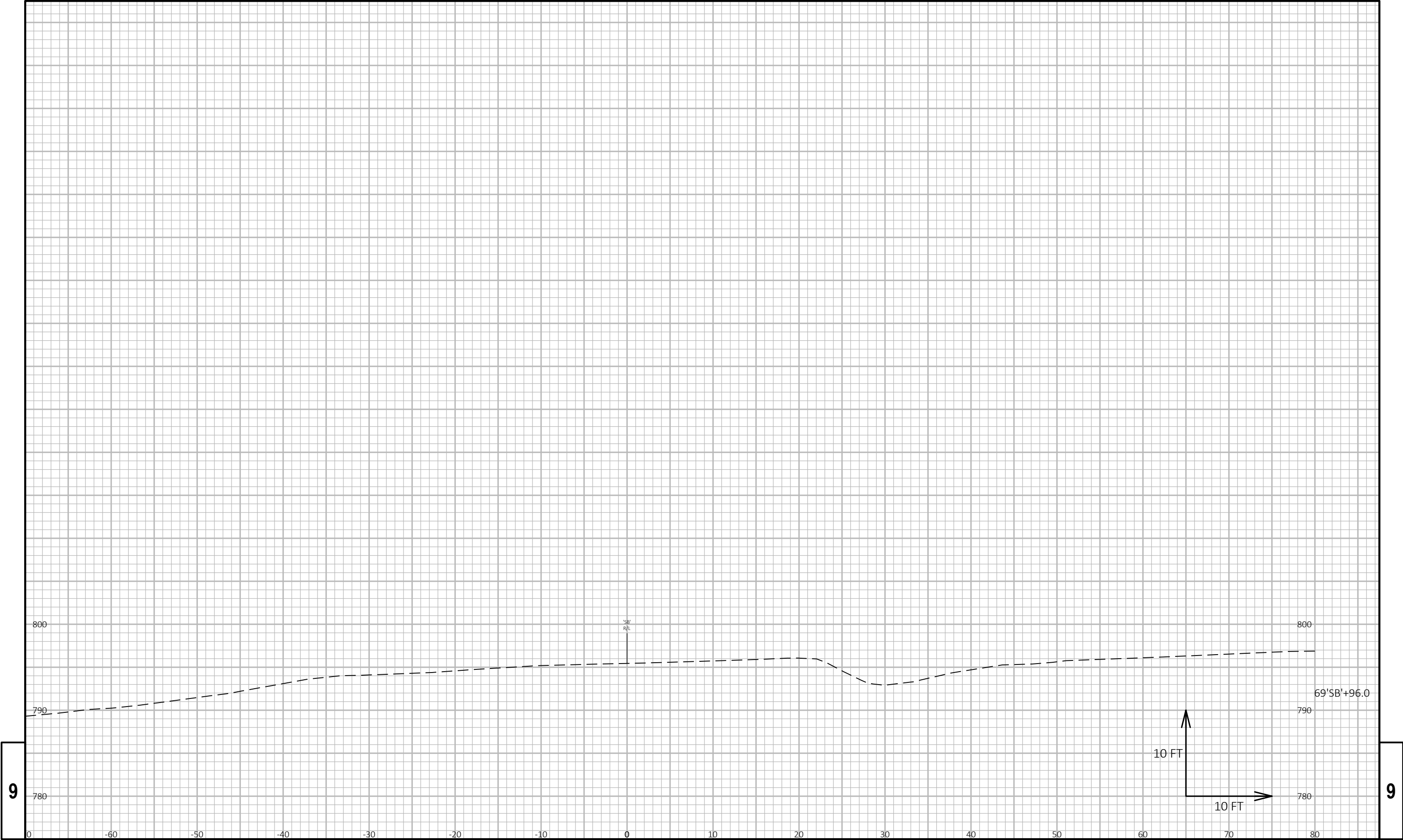
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PROJECT NO: 1161-00-66	HWY: IH 39	COUNTY: COLUMBIA	CROSS SECTIONS: IH 39 SB	SHEET	PRE_115 E
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PROJECT NO:	1161-00-66	HWY:	IH 39	COUNTY:	COLUMBIA	CROSS SECTIONS:	IH 39 SB	SHEET	PRE_116 E
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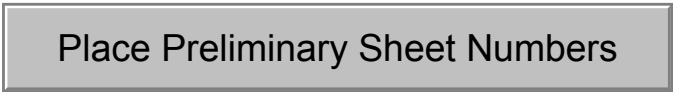
EPlans Preliminary Sheet Numbering Tool

Notes

- Acrobat 5 or higher is required to Insert Preliminary Sheet Numbers.
- The Bureau of Highway Construction Plan Examiner places sheet numbers in the final plan.
- This sheet is for placing preliminary sheet numbers with a “PRE_” prefix.
- If a plan contains multiple projects, number each plan individually.
- Leave this sheet in the plan.

TO ADD PRELIMINARY SHEET NUMBERS

- 1. Insert this sheet at the end of the plan**
 - a. With the plan open in Acrobat, select Document > Insert Pages.
 - b. In the Select File to Insert dialog box, select this file (Preliminary_Sheet_Numbers.pdf)
 - c. In the Insert dialog box, choose After for Location and Last page for Page.
 - d. Click OK.
- 2. Click the Place Preliminary Sheet Numbers button**
 - a. Go to the last sheet of the plan.
 - b. Click the Place Preliminary Sheet Numbers button once.
(The preliminary sheet number appears in the bottom right corner of the sheets.
The number should match the page number in the Acrobat Status bar).
- 3. Re-Save the PDF**
 - a. Select File > Save As and save the PDF.



TO REMOVE PRELIMINARY SHEET NUMBERS

