LETTING DATE
DEC. 15, 2026

PCC Patching
NHSN-169-8(073)--2R-55
KOSSUTH COUNTY

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title & Location Map Sheet
B Sheets	**Typical Cross Sections and Details**
B.1 - 3	Typical Cross Sections and As-Built Details
C Sheets	**Quantities and General Information**
C.1	Estimated Project Quantities & Reference Information
C.2	General Notes
C.3	Standard Road Plans
C.4 - 6	Tabulations
J Sheets	**Traffic Control and Staging Sheets**
J.1	Traffic Control Plan
J.2	511 Travel Restrictions
J.3	Coordinated Operations

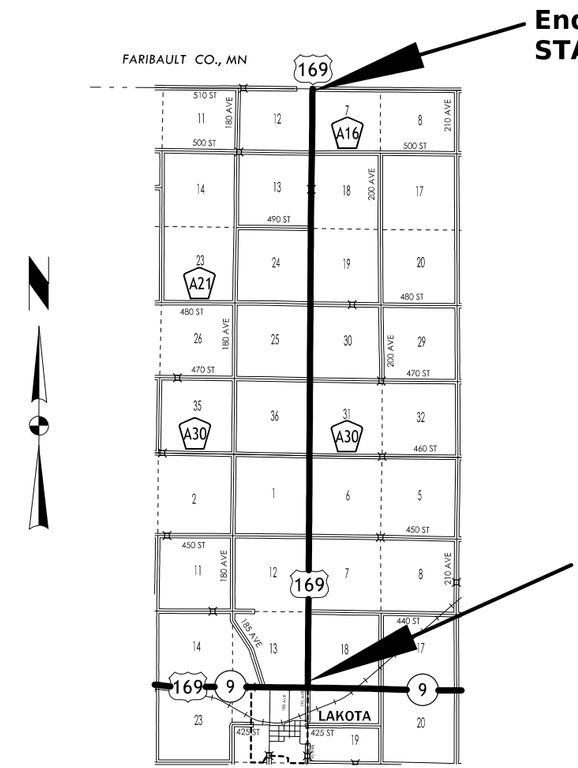
IOWA DOT

REVISIONS

TOTAL 13
PROJECT IDENTIFICATION NUMBER
25-55-169-10
PROJECT NUMBER
NHSN-169-8(073)--2R-55
R.O.W. PROJECT NUMBER

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
KOSSUTH COUNTY
PCC Patching
From E JCT IA 9 to MN Border



End Construction
STA. 417+05

Begin Construction
STA. 0+12

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.13 of the Specifications.

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Design QR Feedback Link



E JCT IA 9 to MN Border

DESIGN DATA RURAL

2025	AADT	1080	V.P.D.
20 –	AADT	--	V.P.D.
20 –	DHV	--	V.P.H.
TRUCKS		33.33	%
Total Design ESALs		--	

LICENSED PROFESSIONAL ENGINEER
DUSTEN D. ROLANDO
14475
IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature 10/02/2026 Date

DUSTEN D. ROLANDO
Printed or Typed Name

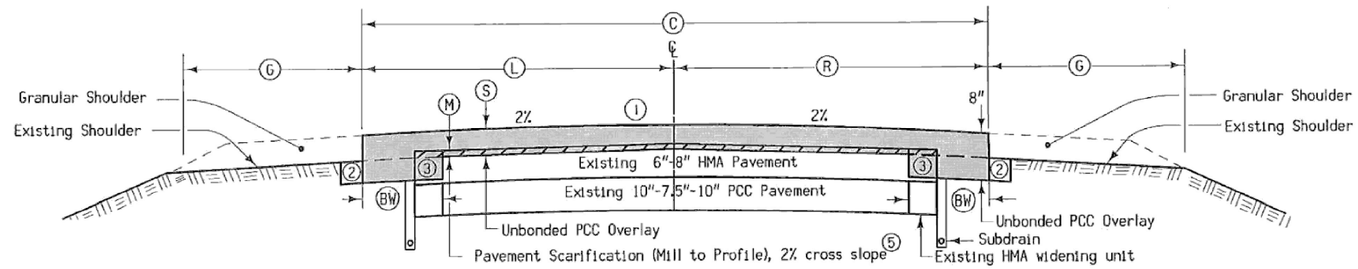
My license renewal date is December 31, 2027

Pages or sheets covered by this seal: A.1, B.1-B.3, C.1-C.6, J.1-J.3

FILE NO.	ENGLISH	DESIGN TEAM Rolando/Lemke	KOSSUTH COUNTY	PROJECT NUMBER NHSN-169-8(073)--2R-55	SHEET NUMBER A.1

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MC-1
Overlay



1. Finished slope to be 2%
   Refer to tabulation listing of superelevated curves and Standard Road Plans for additional requirements through superelevated curves.
2. Class 13 excavation is based on a depth of 3" (Existing shoulder is an inches low). Class 13 trench width is BW + 1 foot to accommodate paving operation. Backfilling needed after paving and prior to placing granular shoulder is incidental.
3. After milling the existing pavement to obtain profile, mill an additional 3 inches over existing HMA widening unit (2' wide). This milling is included in the quantity for Class 13 excavation.
4. "G" See Typicals 2620 and 7135 and Tabulation 112-9 for additional information.
5. Refer to Estimate Reference Information for the Pavement Scarification bid item.

Location			(S)	(M) (5)	(C)	(L)	(R)	Overlay Quantities Per Station				(BW)	(G) (4)	Remarks
Road Identification	Station To Station							Class 13, (2) Excavation (3)	Unbonded PCC Overlay	Unbonded PCC Furnished	Scarification Overlay			
			Inches	Inches	Feet	Feet	Feet	Cu. Yds.	Sq. Yds.	Cu. Yds.	Sq. Yds.	Feet	Feet	
US 169	4+00.0	344+65.0	5	VAR.	32	16	16	13.0	355.6	60.5	266.7	6	2	
US 169	349+90.0	410+94.6	5	VAR.	32	16	16	13.0	355.6	60.5	266.7	6	2	
US 169	410+94.6	411+74.6	5	VAR.	32	16	16	13.0	355.6	60.5	266.7	6	2	SUPERELEVATION TRANSITION
US 169	411+74.6	415+05.0	5	VAR.	32	16	16	13.0	355.6	60.5	266.7	6	2	SUPERELEVATED

TYPICAL CROSS SECTION PCC OVERLAY WITH BASE WIDENING

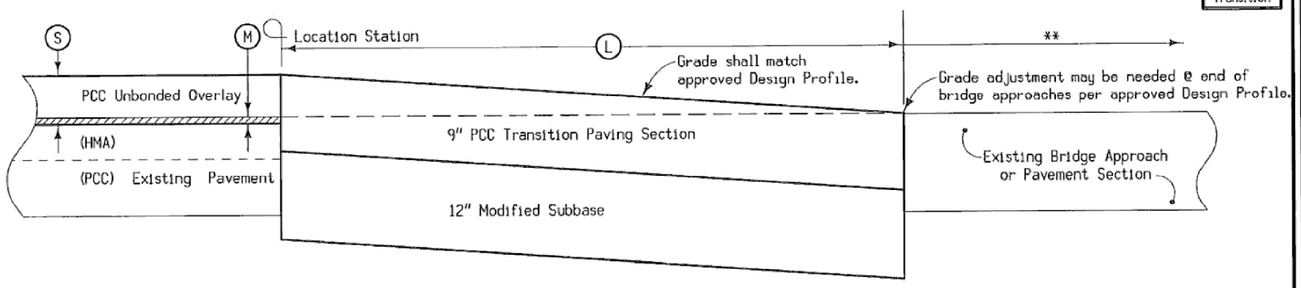
MC-2
Transition

Posted Speed Limit (mph)	Runout Ratio (ft per inch)
45 or More	50
20 to 45	25
Under 20	10 *

* Based on turning maneuvers at side roads and intersections.

(S) Surface Course
(M) Milling
(L) Transition Length

Location Station	Design Quantities Per Location						
	9" P.C.C. S.Y.	9" P.C.C. C.Y.	Modified Subbase Cu. Yds.	Class 13, Excavation Cu. Yds.	(L) Feet	(S) Inches	(M) Inches
4+00	1765.7	441.4	589	435	295	5	VAR.
344+50	474.4	118.6	158	95	142 **	5	VAR.
348+53	464.4	116.1	155	95	147 **	5	VAR.
415+05 ***	711.1	177.8	237	150	200	5	VAR.
Totals	3415.6	853.9	1139	775			

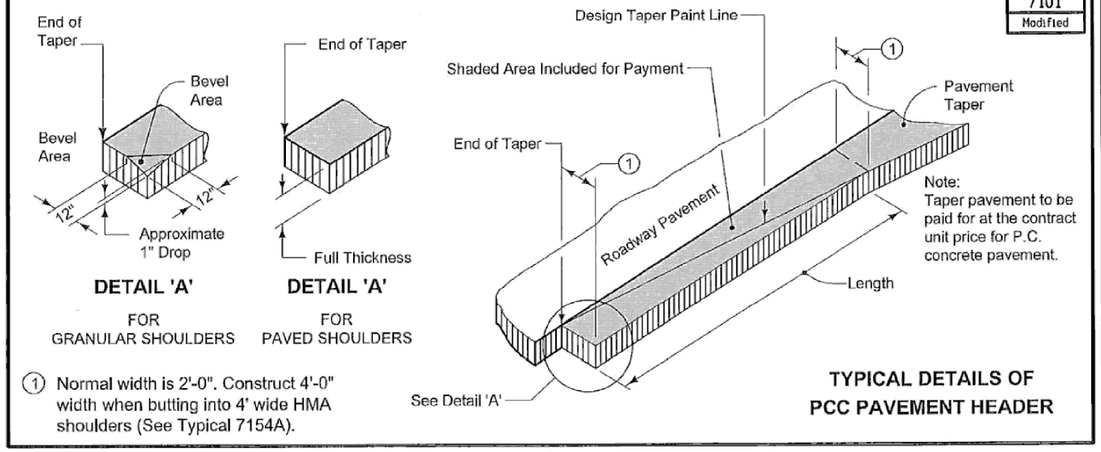


** Transition length to include bridge approach section (70')
*** Located in superelevated curve section

Note: See U Sheets for additional information.

DETAILS OF TRANSITIONS FROM PCC OVERLAY TO ADJACENT PAVEMENT

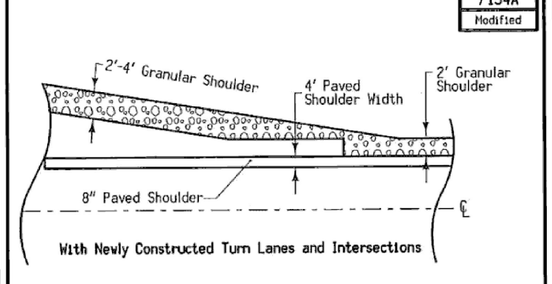
7101
Modified



(1) Normal width is 2'-0". Construct 4'-0" width when butting into 4' wide HMA shoulders (See Typical 7154A).

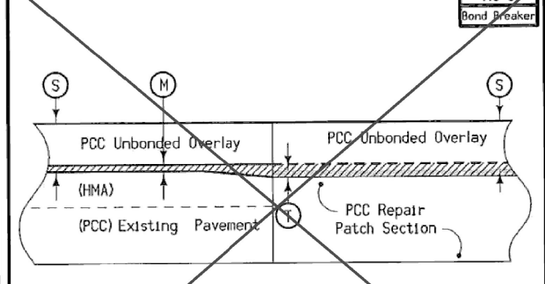
TYPICAL DETAILS OF PCC PAVEMENT HEADER

7154A
Modified



PAVED SHOULDER DETAIL AT TURN LANES & INTERSECTIONS

MC-3
Bond Breaker



(S) 5" PCC Overlay
(M) Milling (Adjust at PCC patches to account for Bond Breaker)
(T) 0.5" Bond Breaker

DETAILS OF BOND BREAKER AT PCC REPAIR PATCHES

ENGLISH	IOWA DOT	DESIGN TEAM Callahan\Coggins	KOSSUTH COUNTY	PROJECT NUMBER NHSX-169-8(59)--3H-55	SHEET NUMBER B.1

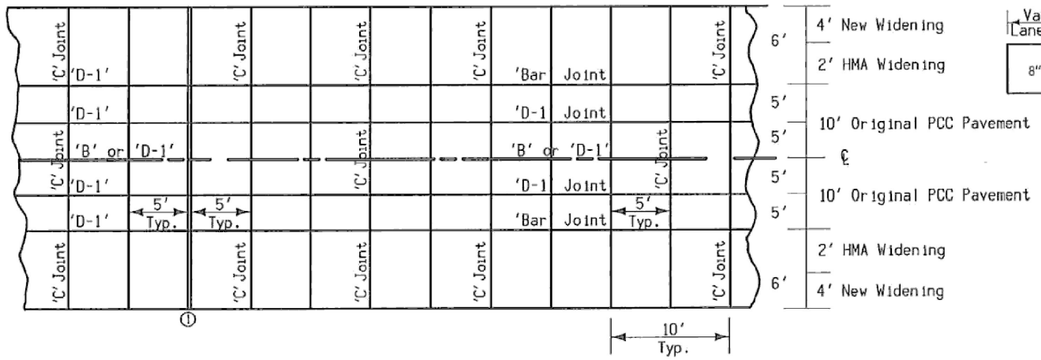
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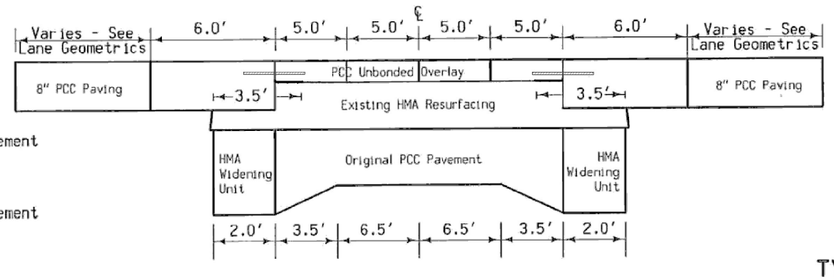
AS-BUILT PLANS - FOR INFORMATION ONLY

FILE NO.	ENGLISH	DESIGN TEAM Rolando/Lemke	Kossuth COUNTY	PROJECT NUMBER NHSN-169-8(073)--2R-55	SHEET NUMBER B.1

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MC-4
Pavement

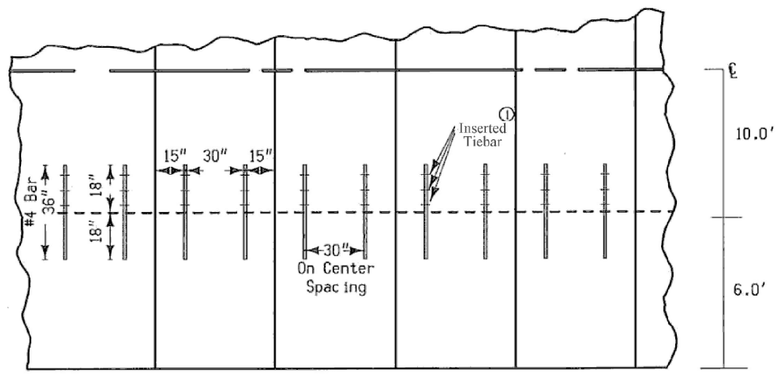


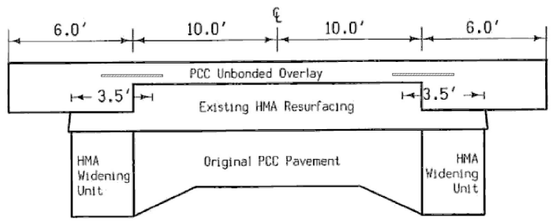


① Extend existing expansion joints in kind in new pavement.

TYPICAL CROSS SECTION AND JOINTING DIAGRAM PCC UNBONDED OVERLAY W/PARTIALLY PAVED SHOULDERS (Sta. 4+00 to 344+65 & Sta. 349+90 to Sta. 415+05)

MC-5
Bars

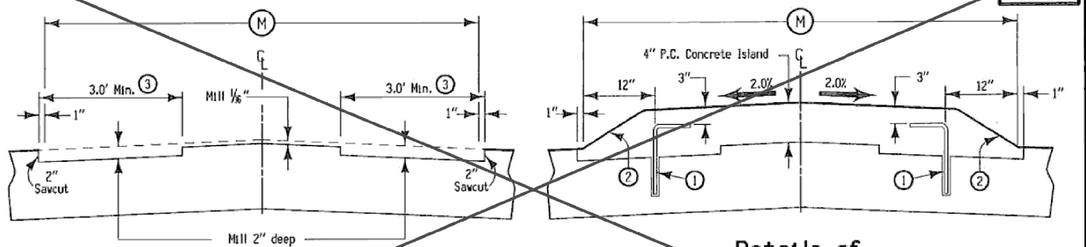




① A 3 foot #4 tiebar was inserted to a depth of 3.5" below the surface of the slab via a frame mounted, quarterpoint dowel bar installer on the paver. Bar depth was verified twice daily at random times.

TYPICAL CROSS SECTION 'BAR' JOINT DETAIL

~~6150 Modified~~

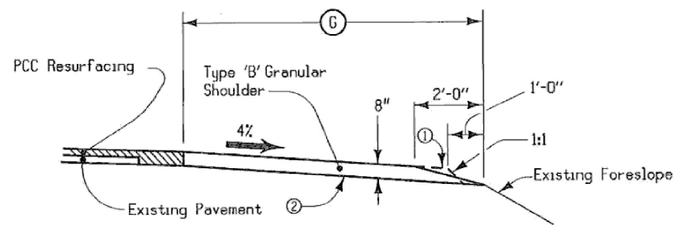


Notes:
This section may be appropriately modified in areas specifically designated by the Engineer.
Use 'C' joints in the doweled island and match the location of all transverse and longitudinal joints to the joints in the existing pavement.
Place tie bars at 24" C-C longitudinal spacing between joints in existing pavement.
Drill ¾" holes for tie bars and epoxy to new pavement. See Tabulation 100-24 for additional details. Epoxy material shall be as specified in Materials IM491.11, appendix C.

② 4" Sloped Curb
③ The contractor has the option to mill 2" across the total width of 'M'.

DOWELED ISLAND WITH SLOPED CURB

7135 Modified



Notes:
Quantities have been determined on the basis of a design weight of 140 lbs. per cubic foot.

① Place and compact material to the dashed lines, then blade and shape to foreslope that portion above the solid line in the outer 2' and roll with loaded truck tire.

② Existing shoulder surface to be shaped to a uniform cross slope prior to placing granular shoulder material. Shape to ensure the thickness of the granular shoulder material is not less than the thickness of the resurfacing. Shaping shall be paid for in accordance with Section 2121 of the Standard Specifications.

Refer to Shoulder tabulation (112-9) for quantities.

TYPICAL SECTION FOR TYPE 'B' GRANULAR SHOULDER

ENGLISH	IOWA DOT	DESIGN TEAM Callahan\Coggins	KOSSUTH COUNTY	PROJECT NUMBER NHSX-169-8(59)--3H-55	SHEET NUMBER B.2

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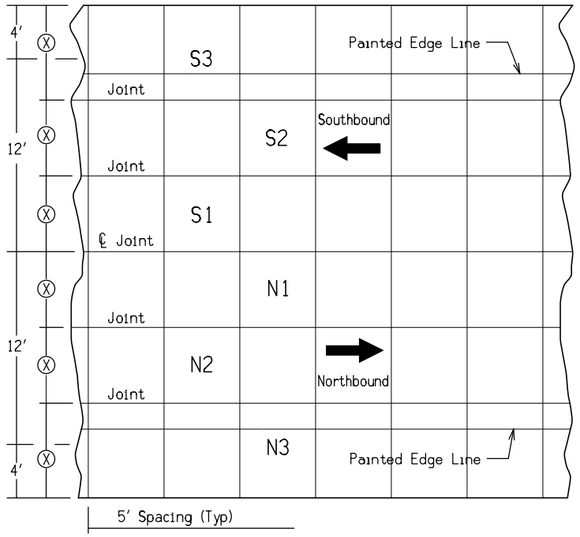
AS-BUILT PLANS - FOR INFORMATION ONLY

FILE NO.	ENGLISH	DESIGN TEAM Rolando/Lemke	Kossuth COUNTY	PROJECT NUMBER NHSN-169-8(073)--2R-55	SHEET NUMBER B.2

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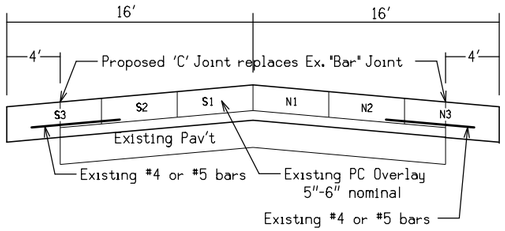
DR-1

TYPICAL PLAN VIEW OF JOINTED PANELS



Ⓧ Refer to B-sheets for existing joint spacing locations

SECTION VIEW



Refer to as-built plans for existing typical sections

TYPICAL CROSS SECTION & LANE REFERENCE PCC OVERLAY

ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
1	2310-8300600	BOND BREAKER FOR PCC PATCHES	SY	177.21	If the PCC overlay patching removal extends to the original PCC pavement, a bond breaking surface shall be placed over the original PCC prior to placing the finish patch. It is estimated that 10% of the patching area will require a bond breaker.
2	2528-8445110	TRAFFIC CONTROL	LS	1	Refer to Tabulation 108-23A for additional information.
3	2528-8445113	FLAGGERS	EACH	0	See Proposal.
4	2528-8445115	PILOT CARS	EACH	0	
5	2528-8445116	FLAGGER WITH AFAD	EACH	0	
6	2529-5070110	PATCHES, FULL-DEPTH FINISH, BY AREA	SY	1,949.32	Refer to Tabulation 102-06C, B-Sheets, and U-Sheets for additional information. The intent of the full-depth patching without dowels is to remove and replace the PCC unbonded overlay paving only to a depth specified in the plans. The full depth patch thickness may vary due to irregularities in the underlying pavement profile and widening unit depth. The minimum patch thickness shall be 5.5 inches. No additional payment will be considered for full depth patches greater than 6.0 inches. When removing the PCC overlay, if the existing PCC overlay thickness is less than the 5.5 inch design thickness, additional pavement structure shall be removed in order to place a finish patch having a minimum thickness of 5.5 inches. The contractor shall use care when breaking and removing the existing PCC overlay concrete so as not to damage the integrity of the underlying pavement structure. A tractor mounted jack hammer or similar light equipment approved by the Engineer shall be used. Methods used to perform the breaking and removal work shall be reviewed with and approved by the Engineer. When constructing patches involving N3 or S3 panels, the 'BAR' Joint shall not be re-established unless otherwise noted in the remarks. Quantities include an additional 10% for discretionary patching.
7	2529-5070120	PATCHES, FULL-DEPTH FINISH, BY COUNT	EACH	143	
8	2533-4980005	MOBILIZATION	LS	1	- -

262_06
9/28/22

UTILITIES (NOT A POINT 25 PROJECT)

This is NOT a POINT 25 project and is not subject to the provisions of IAC 761-115.25.

10/1/2026 7:21:24 AM ashton.johnson@iowadot.us

STANDARDS

The following Standards apply to construction work on this project.

Number	Date	Title
PR-102	10-21-25	Full Depth PCC Patch without Dowels
PV-101	10-20-26	Joints
TC-1	10-15-19	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-202	04-18-23	Work Within 15 ft of Traveled Way
TC-213	04-18-23	Lane Closure with Flaggers
TC-214	04-18-23	Lane Closure with Flaggers for use with Pilot Car

EXISTING PAVEMENT

Line No.	County	Route	Direction of Travel	Begin Ref. Location Sign	End Ref. Location Sign	Year	Type	Project Number	Surface Type	Surface Depth (IN)	Base Type	Base Depth (IN)	Subbase Type	Subbase Depth (IN)	Removal Type	Removal Depth (IN)	Coarse Aggregate Source	Coarse Aggregate Type	Course Aggregate Durability Class	Reinforcement Type	Remarks
1.0	Kossuth	169	Both	0+12	417+05	2014		NHSX-169-8(59)--3H-55	PCC	5.0											
2.0	Kossuth	169	Both	0+12	417+05	1994		NHS-169-8(59)--3H-55	AAC	3.0							Garner	C LST			
3.0	Kossuth	169	Both	0+12	417+05	1962		FN-169-8(17)--21-55	ACC	3.0							Northrup	Gravel			
4.0	Kossuth	169	Both	0+12	417+05	1940		FA-66	PC7	7.5							Wallingford	Gravel	2		

102_06C
4/21/26

FULL-DEPTH PATCHES

Line No.	Count	Station	Direction of Travel	Length (FT)	Width (FT)	Patch Thickness (IN)	Patch Repair or Finish	PCC Patch Type	PCC Patch Quantity (SY)	Remarks
1.0	1	1+11.00	NB	21.0	6.0	5.0	Finish	PCC Without Dowels (PR-102)	14.0	N2
2.0	1	3+99.00	NB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	N1
3.0	1	4+43.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1-N2
4.0	1	4+78.00	NB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	N1
5.0	1	5+06.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
6.0	1	12+18.00	NB	75.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	41.7	N2
7.0	1	12+70.00	NB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	N3
8.0	1	13+97.00	NB	20.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1
9.0	1	14+02.00	NB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	N1
10.0	1	14+96.00	NB	40.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	22.2	N2
11.0	1	15+08.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
12.0	1	16+03.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
13.0	1	16+28.00	NB	35.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	19.4	N2
14.0	1	19+13.00	NB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	
15.0	1	20+88.00	NB	40.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	22.2	N2
16.0	1	30+90.00	NB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	N2
17.0	1	33+32.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
18.0	1	34+84.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
19.0	1	40+16.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
20.0	1	45+00.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
21.0	1	53+80.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N3
22.0	1	54+94.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1-N2
23.0	1	56+39.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1-N2
24.0	1	60+96.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
25.0	1	62+57.00	NB	15.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N2
26.0	1	67+34.00	NB	25.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	27.8	N1-N2
27.0	1	72+78.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
28.0	1	88+64.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
29.0	1	91+97.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
30.0	1	94+41.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
31.0	1	99+34.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
32.0	1	101+62.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
33.0	1	113+32.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
34.0	1	114+28.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
35.0	1	118+26.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
36.0	1	129+06.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
37.0	1	132+65.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
38.0	1	133+42.00	NB	15.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N2
39.0	1	134+95.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
40.0	1	136+76.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
41.0	1	141+00.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
42.0	1	147+66.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
43.0	1	163+82.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
44.0	1	165+68.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
45.0	1	167+27.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
46.0	1	201+15.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
47.0	1	201+73.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
48.0	1	203+52.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1-N3

102_06C
4/21/26

FULL-DEPTH PATCHES

Line No.	Count	Station	Direction of Travel	Length (FT)	Width (FT)	Patch Thickness (IN)	Patch Repair or Finish	PCC Patch Type	PCC Patch Quantity (SY)	Remarks
49.0	1	209+63.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
50.0	1	211+44.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
51.0	1	212+04.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
52.0	1	221+69.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
53.0	1	227+63.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
54.0	1	233+73.00	NB	20.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	33.3	N1-N3
55.0	1	239+96.00	NB	15.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	25.0	N1-N3
56.0	1	248+12.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
57.0	1	254+50.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
58.0	1	254+70.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N3
59.0	1	256+33.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
60.0	1	300+83.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N3
61.0	1	312+20.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
62.0	1	317+02.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
63.0	1	354+75.00	NB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	N2
64.0	1	355+31.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
65.0	1	360+11.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
66.0	1	365+44.00	NB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	N1-N2
67.0	1	379+51.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
68.0	1	384+30.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
69.0	1	386+71.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
70.0	1	387+96.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
71.0	1	400+18.00	NB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	N1
72.0	1	403+81.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
73.0	1	409+15.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
74.0	1	411+05.00	NB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	N1-N2
75.0	1	416+94.00	NB	21.0	16.0	5.0	Finish	PCC Without Dowels (PR-102)	37.3	N1-N2
76.0	1	3+99.00	SB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	S1
77.0	1	4+43.00	SB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	S1-S2
78.0	1	5+06.00	SB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	S1
79.0	1	8+35.00	SB	95.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	52.8	S2
80.0	1	10+43.00	SB	35.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	19.4	S2
81.0	1	11+98.00	SB	80.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	44.4	S2
82.0	1	15+08.00	SB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	S1
83.0	1	15+39.00	SB	5.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	2.8	S2
84.0	1	15+94.00	SB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	S1
85.0	1	88+64.00	SB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S3
86.0	1	94+41.00	SB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S3
87.0	1	113+32.00	SB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S3
88.0	1	114+28.00	SB	15.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	25.0	S1-S3
89.0	1	118+46.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
90.0	1	129+06.00	SB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S3
91.0	1	132+65.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
92.0	1	133+42.00	SB	15.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S2
93.0	1	134+95.00	SB	15.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S2
94.0	1	136+76.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
95.0	1	141+00.00	SB	20.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	33.3	S1-S3
96.0	1	147+66.00	SB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S3

FULL-DEPTH PATCHES

Line No.	Count	Station	Direction of Travel	Length (FT)	Width (FT)	Patch Thickness (IN)	Patch Repair or Finish	PCC Patch Type	PCC Patch Quantity (SY)	Remarks
97.0	1	163+82.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
98.0	1	165+68.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
99.0	1	167+27.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
100.0	1	201+73.00	SB	15.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	25.0	S1-S3
101.0	1	201+15.00	SB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	S1
102.0	1	203+52.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
103.0	1	212+44.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
104.0	1	212+04.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
105.0	1	221+94.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
106.0	1	221+69.00	SB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	S1
107.0	1	227+63.00	SB	20.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	33.3	S1-S3
108.0	1	233+39.00	SB	20.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	22.2	S1-S2
109.0	1	233+73.00	SB	20.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	33.3	S1-S3
110.0	1	239+96.00	SB	15.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	25.0	S1-S3
111.0	1	248+12.00	SB	15.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	25.0	S1-S3
112.0	1	254+50.00	SB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S3
113.0	1	254+71.00	SB	15.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S2
114.0	1	256+33.00	SB	10.0	5.0	5.0	Finish	PCC Without Dowels (PR-102)	5.6	S1
115.0	1	300+83.00	SB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S3
116.0	1	312+20.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
117.0	1	317+02.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
118.0	1	355+31.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
119.0	1	360+11.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
120.0	1	365+44.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
121.0	1	379+51.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
122.0	1	384+30.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
123.0	1	386+71.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
124.0	1	387+96.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
125.0	1	400+18.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
126.0	1	403+81.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
127.0	1	409+15.00	SB	15.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	25.0	S1-S3
128.0	1	411+05.00	SB	10.0	10.0	5.0	Finish	PCC Without Dowels (PR-102)	11.1	S1-S2
129.0	1	415+03.00	SB	10.0	15.0	5.0	Finish	PCC Without Dowels (PR-102)	16.7	S1-S3
130.0	1	416+94.00	SB	21.0	16.0	5.0	Finish	PCC Without Dowels (PR-102)	37.3	S1-S2
Total										
130									1772.11	

(A) - "Full-Depth" refers to the total depth of the PCC overlay.
(B) - Refer to U-Sheets for reference related to lane numbers for patching.

108_23A
8/15/22

TRAFFIC CONTROL PLAN

Through traffic shall be maintained at all times.

511 TRAVEL RESTRICTIONS

Line No.	Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No. or Structure ID or FHWA No.	Type of Restriction	Existing Measurement	Remarks
1.0	US 169	2-Lane	Kossuth					None		No anticipated restrictions

111_01

10/14/22

COORDINATED OPERATIONS

Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
	To be discussed at PreCon