# A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: May 17, 2011
Date of Addendum: May 5, 2011

| B.O. | Proposal ID | Proposal Work Type | County | Project Number | Addendum |
|---|---|---|---|---|---|
| 164 | 75-0601-061 | HMA Resurfacing With Milling | Plymouth | NHSX-060-1(61)--3H-75 | 17may164.a02 |

Notice: Only the bid proposal holders receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the proposal holder.

Make the following changes to the plan:

Add the attached Plan Sheet B.17 to the plans to show the existing reinforcing details.

Make the following changes to the Plan Sheet C.4:

Replace: Tab. 102-5 TABULATION OF EXISTING PAVEMENT Dated 08-01-08
With: Attached Tab. 102-5 TABULATION OF EXISTING PAVEMENT Dated 08-01-08

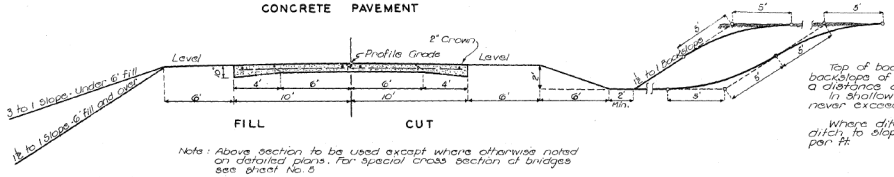
Make the following changes to the Plan Sheet C.9 through C.12:

Replace: Tabulations 102-6C FULL-DEPTH PATCHES Dated 10-19-10
With: Attached Tabulations 102-6C FULL-DEPTH PATCHES Dated 10-19-10

| FED. ROAD DIST. NO. | STATE | FA PROJ. NO | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 5 | IOWA | 346 | | 3 | 61 |
| | | A-B | | | |

## TYPICAL CROSS SECTIONS - 20FT ROADWAY

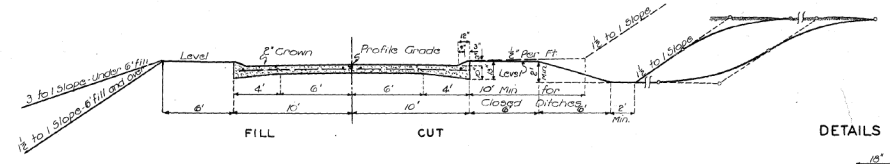
### CONCRETE PAVEMENT




Note: Above section to be used except where otherwise noted on detailed plans. For special cross section of bridges see sheet No. 5

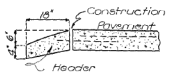
Top of backslope of all ditches and bottom of backslope of wide ditches to be rounded off for a distance of 3 feet.
In shallow cuts the curve in one direction will never exceed one half the length of backslope.

Where ditches are more than 2' wide bottom of ditch to slope away from road at the rate of ½" per ft.

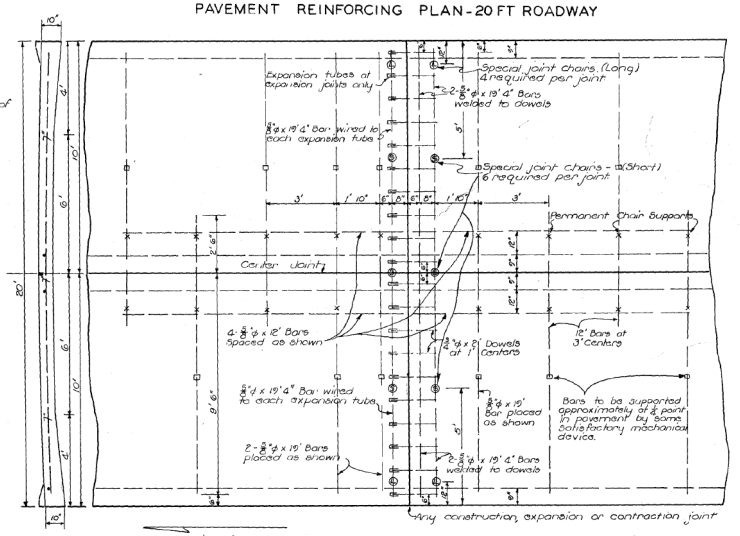



Note: Curb Section to be used where noted on detailed plans. Closed ditches to be used where noted on detailed plans.

## DETAILS OF CONCRETE HEADER




## PAVEMENT REINFORCING PLAN - 20 FT ROADWAY



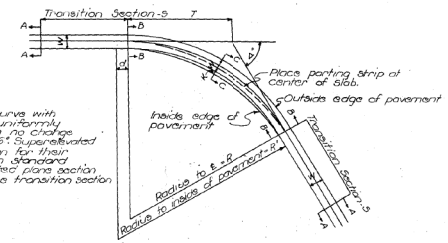

Reinforcing steel to be plain ⅝"ϕ bars excepting dowels which are ¾"ϕ bars, four longitudinal bars to be placed as shown, 8½" below top surface with 2' laps to be used at all splices. All dowel bars to be placed 3½" below top of slab. Dowels at transverse joints to project 8½" into new work and to be fitted with expansion tubes at expansion joints only. Longitudinal reinforcing steel to end 2" from transverse joints.

All reinforcing steel to be held rigidly in correct position.

Minimum construction requirements as follow:-

1. All transverse bars to be placed under longitudinal bars and to be supported by two permanent chairs and one removable device at quarter point See plan above. Also see note 3 below.
2. Dowel and transverse bars of joint assembly to be supported in a plane parallel to the surface of the pavement. The method of placing and supporting joint assembly to be by special joint chairs, See note 6.
3. Side longitudinal bars to be supported by removable brackets from side forms. (Subject to construction requirements for variable conditions)
4. All lap and intersections of bars to be securely wired.
5. Permanent chairs to be U-shaped pressed metal pins with not less than 4" penetration into Subgrade. Distance from subgrade to bottom of dowel bars to be 3½". Metal to be 18 guage.
6. Special joint chairs (Long ① & Short ③) to be U-shaped pressed 12 guage sheet metal with notch & wire tie lug in top and with subgrade lug. Long ①-Distance from bottom of top notch to subgrade lug 4 1/2" penetration below subgrade less 1/16". Short ③-Distance from bottom of top notch to subgrade lug - 2 1/2", penetration below subgrade - 1/16".

## DETAILS FOR SUPERELEVATION




Superelevation begins at 0°30' Curve with 0.148 per ft of width and increase uniformly to 0.833 per ft. of width at 6° with no change in rate for curves sharper than 6°. Superelevated curves to be built to a plane section for their entire length. The transition from standard Crown section to fully superelevated plane section to be worked out uniformly in the transition section. S = 120' We.

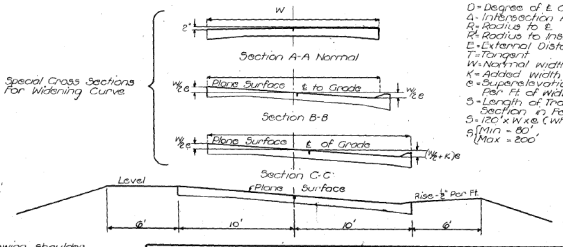
$K = 4°(0.0036 \cdot D - 0.0225)$ (Min. 2° & Max 6°)

$R - R' = \frac{e}{E}E - \frac{W}{2}$ $\quad d = \frac{e}{E}L$

(Area of added width (shaded portion) $(R - R' + \frac{W}{2})(R + R' - \frac{W}{2})(\tan \frac{\Delta}{2} - 0.0087267\,\Delta)$ Sq. Ft.

(Carry to 3 places) (carry to 5 places)

D = Degree of ℄ Curve
Δ = Intersection Angle
R = Radius to ℄
R' = Radius to Inside Edge
E = External Distance to ℄
T = Tangent
W = Neutral width of Pavement
K = Added Width at Middle of Curve
e = Superelevation in Feet Per Ft. of Width
S = Length of Transition Section, in Feet
S = 120 × W × e/8 (When W = 20)
S (min. = 80', Max. = 200'

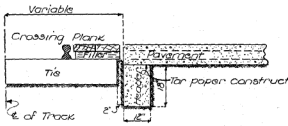



Section Showing Shoulder Slopes for Superelevated Curves.

### REVISIONS

May 28, 1935 Note on metal plates of contraction joint.
Aug. 13, 1935 Shoulder slope on curb section.
Aug. 23, 1935 Method of supporting joint assembly - Special joint chairs.

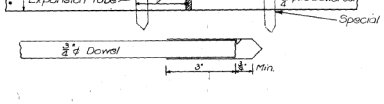
## DETAILS OF RAILWAY GRADE CROSSING



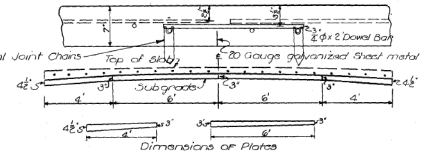

In addition to the usual top reinforcing, one row of ⅝"ϕ bars 8' long spaced 1'-0" c. to c. shall be placed 2" above the bottom of the slab. Header to extend full width of pavement. Crown of pavement to be removed at railroad crossing. Transition from 2" crown to flat section to be 30'

## DETAILS OF TRANSVERSE JOINTS

### EXPANSION JOINT




### CONTRACTION JOINT




Dimensions of Plates

Expansion joints to be spaced 60' apart with contraction joints constructed midway between expansion joints. Expansion tubes to cover 3" of free end of dowel and remainder of free end to be treated to break bond.

Sheet details of contraction joints are the same as expansion joint except no expansion tubes are used and free end of dowel is treated to break bond.

Expansion tubes to be used on dowel bars through expansion joints shall be non-collapsible tubes with one end closed. They shall be formed with a positive bar stop capable of withstanding a push of more than 20 pounds. The stop shall be located 3 inches from the open end of the tube. Tubes shall have an internal diameter of not more than ⅛ inch longer than the nominal diameter of the bar.

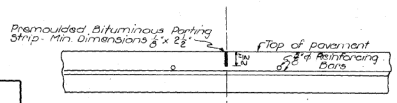
Premoulded joint material to be shaped to fit crown of pavement and to be placed ½" below finished concrete surface. Dowel holes in premoulded joint material to accurately fit dowels of joint assembly.

Expansion joints through curb (above gutter line) to be twice the thickness of remainder of joint.

Contraction joint metal plates to be 20 guage galvanized sheet metal, to comply with the A.S.T.M. Standard Specifications for zinc coated (galvanized) sheets A93-27 for "1.25 ounce ordered coating" Plates to be held in correct position by use of installation shield.

Revised Aug 31, 1935

## DETAIL OF CENTER PARTING STRIP




Note: Parting strips of types other than shown will be considered as alternates.

New 5-5-2011

| DESIGN TEAM | Flattery\Bell | METRIC | IOWA DOT * OFFICE OF DESIGN | PLYMOUTH/SIOUX | COUNTY | PROJECT NUMBER | NHSX-060-1(61)--3H-75 | SHEET NUMBER | B.17 |
|---|---|---|---|---|---|---|---|---|---|

7:02:05 AM 5/5/2011 kbell W:\Projects\7506001010\Design\75060061B.sht

# TABULATION OF EXISTING PAVEMENT

| No. | Location | Existing Pavement | Coarse Aggregate | | | | Pavement Thickness | Reinforcement | Detail Typical |
|---|---|---|---|---|---|---|---|---|---|
| | | | Type | | Source | Durability Class | | | |
| | | Type | Gravel | Crushed Stone | | | MM | Type | |
| | MP 1.11 to MP 4.74 | PCC | | | | | 267 | | |
| | MP 4.74 to MP 8.28 | AAC | X | | Hawarden-North | | | | |
| | | AAC | | X | Dell Rapids | | 13 | | Quartz |
| | | AAC | | X | Gilmore City-MW | | 76 | | |
| | | PC7 | X | | Hawarden-North | 2 | 178 | See Typical | |
| | MP 8.28 to MP 9.63 | AAC | X | | Hawarden-North | | 102 | | |
| | | AAC | | X | Dell Rapids | | 13 | | Quartz |
| | | AAC | X | | L.G. Everist | | 76 | | |
| | | PC7 | X | | Hawarden-North | 2 | 178 | See Typical | |
| | MP 17.40 to MP 19.82 | AAC | | X | Hawarden-North | | 102 | | |
| | | AAC | | X | Gilmore City-Hal | | 64 | | |
| | | PC7 | X | | Ashton | 2 | 191 | See Typical | |
| | MP 26.98 to MP 29.43 | AAC | | X | Hawarden-North | | 102 | | |
| | | AAC | | X | Gilmore City-Hal | | 64 | | |
| | | PC7 | X | | Ashton | 2 | 191 | See Typical | |
| | Shoulders | HMA | | | | | 152 | | |

PCC: PCC Concrete Slab
PC7: 10"-7"-10" PCC Concrete Slab
AAC: Type A Asphalt Cement Concrete
HMA: Hot Mix Asphalt

# FULL-DEPTH PATCHES

Refer to Standard Roads Plans RR-1, RR-2, RR-4, RR-18, and RR-26

| Location | | | Dimension | | | PCC Patches | | | HMA Patches | Composite HMA | Subbase Patches | Subbase Patch w/ 'EF' Joint | Patch Subdrain | 'CD' Joints | 'CT' Joints | 'EF' Joints | Anchor Lugs Removal | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | Station or Milepost | Lane | Length | Width | Patch Thickness | With Dowels | Without Dowels | C R C | | | | | | | | | | |
| | | | | | | RR-4 | RR-2 | RR-18 | | | RR-26 | RR-1 | RR-1 or RR-26 | | | RR-1 | | |
| | | L, R, or B | M | M | MM | M2 | M2 | M2 | M2 | MG | M2 | M2 | M | No. | No. | No. | No. | |
| 2 | 64+36 | B | 3.7 | 3.7 | 254 | 26.8 | | | | | | | | 1 | | | | |
| 2 | 64+86 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 65+89 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 67+05 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 69+26 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 69+31 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 69+61 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 72+07 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 70+25 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 70+37 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 74+53 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 74+94 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 75+03 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 75+71 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 75+79 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 75+98 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 76+07 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 76+26 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 76+45 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 76+92 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 76+96 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+03 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+16 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+21 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+29 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+48 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+57 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+68 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+75 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 77+84 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 78+02 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 78+39 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 78+50 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 78+69 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 78+77 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 78+86 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 78+96 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 79+08 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 79+16 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 79+25 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 79+34 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 79+52 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 79+63 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 79+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 79+89 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 80+00 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 80+09 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 80+17 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 80+48 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 80+55 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 80+65 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 80+83 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 81+00 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 81+19 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 81+38 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 81+47 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 81+65 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 81+79 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 81+89 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 81+98 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 82+09 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 82+34 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 82+51 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 82+72 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 82+89 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 83+03 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 83+12 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 83+21 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 83+40 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 83+76 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 83+95 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 84+43 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 84+88 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 84+98 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 85+07 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 85+15 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 85+33 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 85+70 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |

# FULL-DEPTH PATCHES

Refer to Standard Roads Plans RR-1, RR-2, RR-4, RR-18, and RR-26

| Location | | | Dimension | | | PCC Patches | | | HMA Patches | Composite HMA | Subbase Patches | Subbase Patch w/ 'EF' Joint | Patch Subdrain | 'CD' Joints | 'CT' Joints | 'EF' Joints | Anchor Lugs Removal | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | Station or Milepost | Lane | Length | Width | Patch Thickness | With Dowels | Without Dowels | C R C | | | | | | | | | | |
| | | | | | | RR-4 | RR-2 | RR-18 | | | RR-26 | RR-1 | RR-1 or RR-26 | | | RR-1 | | |
| | | L, R, or B | M | M | MM | M2 | M2 | M2 | M2 | MG | M2 | M2 | M | No. | No. | No. | No. | |
| 2 | 85+91 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 86+09 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 86+16 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 86+34 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 86+44 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 86+49 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 86+70 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 86+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 86+89 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 87+18 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 87+25 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 87+44 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 87+62 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 87+92 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 88+03 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 88+12 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 88+31 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 88+50 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 88+68 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 89+21 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 89+58 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 89+96 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 90+13 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 90+31 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 90+41 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 90+68 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 90+86 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 91+00 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 91+05 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 91+13 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 91+23 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 91+42 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 91+51 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 92+43 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 92+52 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 92+66 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 92+90 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 93+20 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 93+40 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 93+45 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 93+55 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 93+68 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 93+93 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 93+98 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 94+21 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 94+41 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 94+72 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 95+09 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 95+63 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 95+84 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 95+92 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 96+13 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 96+37 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 96+48 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 96+60 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 96+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 97+17 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 97+37 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 97+53 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 97+73 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 97+95 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 98+25 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 98+32 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 98+47 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 98+63 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 98+83 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 99+09 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 99+29 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 99+52 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 99+70 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 99+90 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 100+09 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 100+34 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 100+69 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 101+50 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 101+96 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 103+23 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 104+05 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |

# FULL-DEPTH PATCHES

Refer to Standard Roads Plans RR-1, RR-2, RR-4, RR-18, and RR-26

| Location | | | Dimension | | | PCC Patches | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | Station or Milepost | Lane | Length | Width | Patch Thickness | With Dowels | Without Dowels | C R C | HMA Patches | Composite HMA | Subbase Patches | Subbase Patch w/ 'EF' Joint | Patch Subdrain | 'CD' Joints | 'CT' Joints | 'EF' Joints | Anchor Lugs Removal | Remarks |
| | | | | | | RR-4 | RR-2 | RR-18 | | | RR-26 | RR-1 | RR-1 or RR-26 | | | RR-1 | | |
| | | L, R, or B | M | M | MM | M2 | M2 | M2 | M2 | MG | M2 | M2 | M | No. | No. | No. | No. | |
| 2 | 105+89 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 106+88 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 106+98 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 107+81 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 111+61 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 113+67 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 113+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 119+73 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 127+57 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 129+03 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 136+23 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 139+76 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 141+68 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 20+91 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 21+00 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 21+05 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 21+14 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 21+27 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 21+31 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 21+55 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 21+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 24+55 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 24+74 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 24+97 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 25+24 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 25+78 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 27+64 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 28+01 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 28+10 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 28+78 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 29+06 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 29+11 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 29+52 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 29+73 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 30+36 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 31+22 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 31+27 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 31+41 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 31+45 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 32+84 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 1 | 33+02 | L | 1.8 | 3.7 | 254 | 6.7 | | | | | | | | | | | | |
| 2 | 33+11 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 33+30 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 33+39 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 33+48 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 33+57 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 33+71 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 33+98 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 34+10 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 34+77 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 34+99 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 36+05 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 36+23 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 36+42 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 36+47 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 36+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 36+84 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 39+47 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 39+84 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 40+03 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 40+30 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 40+89 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 41+13 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 41+44 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 42+23 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 42+46 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 46+20 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 46+67 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 47+13 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 51+90 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 53+34 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 53+57 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 53+77 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 54+63 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 56+11 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 57+08 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 58+10 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 58+17 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |

# FULL-DEPTH PATCHES

Refer to Standard Roads Plans RR-1, RR-2, RR-4, RR-18, and RR-26

| Location | | | Dimension | | | PCC Patches | | | HMA Patches | Composite HMA | Subbase Patches | Subbase Patch w/ 'EF' Joint | Patch Subdrain | 'CD' Joints | 'CT' Joints | 'EF' Joints | Anchor Lugs Removal | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Count | Station or Milepost | Lane | Length | Width | Patch Thickness | With Dowels | Without Dowels | C R C | | | | | | | | | | |
| | | | | | | RR-4 | RR-2 | RR-18 | | | RR-26 | RR-1 | RR-1 or RR-26 | | | RR-1 | | |
| | | L, R, or B | M | M | MM | M2 | M2 | M2 | M2 | MG | M2 | M2 | M | No. | No. | No. | No. | |
| 2 | 58+27 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 58+37 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 169+40 | B | 3.1 | 3.7 | 254 | 22.3 | | | | | | | | 1 | | | | |
| 2 | 171+52 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 172+25 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 172+45 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 172+81 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 173+00 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 174+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 174+90 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 177+40 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 177+56 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 177+75 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 177+84 | B | 3.1 | 3.7 | 254 | 22.3 | | | | | | | | 1 | | | | |
| 2 | 178+01 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 178+59 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 181+45 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 183+12 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 183+28 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 184+31 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 184+40 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 184+68 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 184+98 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 185+06 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 185+43 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 185+61 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 185+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 185+84 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 186+26 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 186+92 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 186+99 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 187+09 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 187+67 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 188+49 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 188+69 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 188+97 | B | 4.0 | 3.7 | 254 | 29.0 | | | | | | | | 1 | | | | |
| 2 | 189+10 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 189+33 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 189+47 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 189+65 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 189+83 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 189+88 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 190+95 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 191+13 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 191+54 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 191+82 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 191+96 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 196+73 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 197+67 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 197+85 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 198+26 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 198+45 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 198+49 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 198+73 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 199+20 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 1 | 199+23 | R | 1.8 | 3.7 | 254 | 6.7 | | | | | | | | | | | | |
| 2 | 199+32 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 199+65 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 200+68 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 200+93 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 203+39 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 204+28 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 205+85 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 206+08 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 206+41 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 206+50 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 206+68 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 206+77 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 206+82 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 206+99 | B | 3.7 | 3.7 | 254 | 26.8 | | | | | | | | 1 | | | | |
| 2 | 207+19 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 207+25 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 207+70 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 208+39 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 208+61 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |
| 2 | 208+80 | B | 1.8 | 3.7 | 254 | 13.4 | | | | | | | | | | | | |