

HMA PAVEMENT WIDENING w/ HMA RESURFACING
NHSX-018-3(116)--3H-55

KOSSUTH COUNTY

LETTING DATE
DEC. 17, 2024



PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM KOSSUTH COUNTY

HMA PAVEMENT WIDENING w/ HMA RESURFACING ECL in Algona to 0.8 mi east of Sexton

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

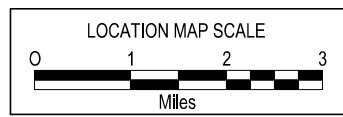
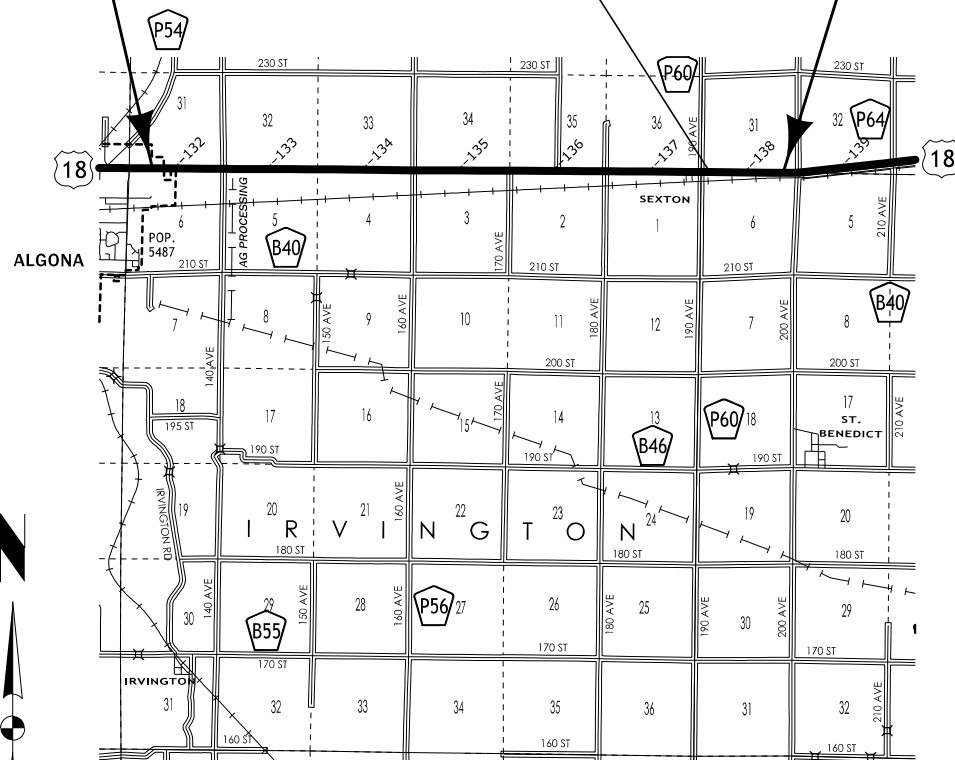
Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



STA 708+78.0
BEGIN PROJECT
R.P. 131.94

STA 1151+50.0
END PROJECT
R.P. 138.36

EQUATION:
Sta 1017+57.58 (Bk)
-Sta 1120+05.97 (Ahd)



DESIGN DATA RURAL

2025	AADT	3200	V.P.D.
2045	AADT	4000	V.P.D.
2045	DHV	420	V.P.H.
	TRUCKS	19	%
Total Design ESALs 1,997,280			

REVISIONS

TOTAL

75

PROJECT IDENTIFICATION NUMBER

23-55-018-010

PROJECT NUMBER

NHSX-018-3(116)--3H-55

R.O.W. PROJECT NUMBER

NHSX-018-3(118)--2R-55

INDEX OF SHEETS

105-3

10-18-05

A.1	Title sheet, Location Map and Legend
B.1-B.4	Typical Details
D.1-D.8	Plan and Profile Sheets
X.1-X.54	Mainline X-Sections
Y.1-Y.5	Side Road X-Sections
VX1-VX2	Mainline Culvert X-Sections
VY1	Side Road Culvert X-Sections

* Color Plan sheets

MILEAGE SUMMARY

105-1

09-27-94

Div.	Location	Lin. Ft.	Miles
	Sta. 708+78.0 to Sta. 1151+50.0	44,272.0	8.384
	Equation: Sta. 1017+57.58 (Bk) -Sta. 1120+05.97 (Ahd) Shortens line	10,248.39	
	Total Net Project Length	34,023.6	6.443

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - JAN. 12, 2024

FILE NO.

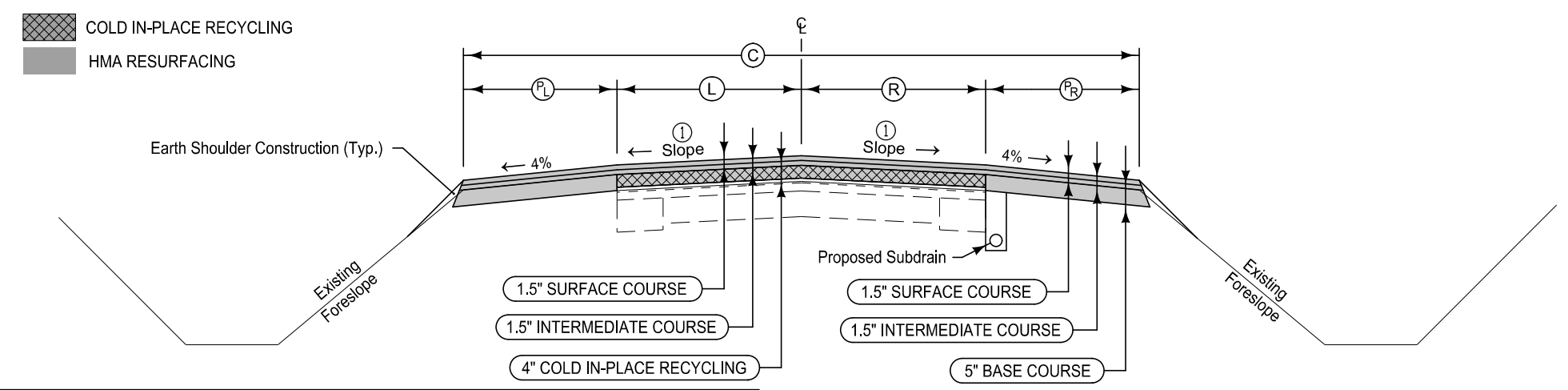
ENGLISH

DESIGN TEAM Kelly \ Suntken

KOSSUTH COUNTY

PROJECT NUMBER NHSX-018-3(116)--3H-55

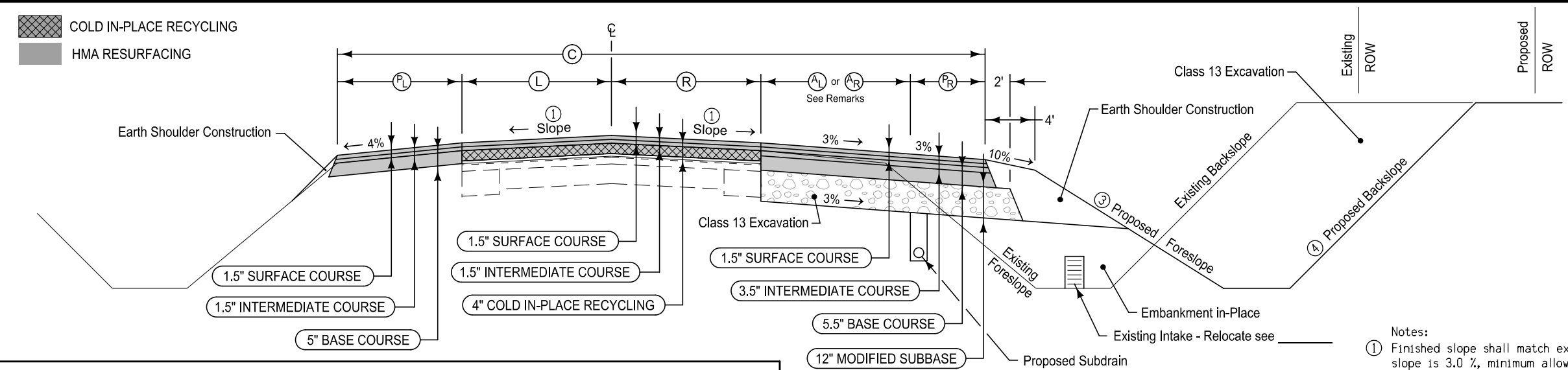
SHEET NUMBER A.1



- Notes:
- ① Finished slope shall match existing pavement except that the maximum allowable slope is 3.0 %, minimum allowable slope is 2.0 %.
 - ② Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.
 - ③ Southbound PCC Left Turn Lanes and Median shall not be Cold In-Place Recycled, otherwise continue C-I-P through existing 4' paved shoulders.
 - ④ Right turn lanes and tapers shall not be Cold In-Place Recycled. Refer to U-Sheets for additional information, otherwise continue C-I-P through existing 4' paved shoulders.

COLD IN-PLACE RECYCLING & HMA RESURFACING							
STATION TO STATION	C	L	R	PL	PR	REMARKS	
	Feet	Feet	Feet	Feet	Feet		
708+78.00	710+28.00	24	12	12	0	0	From BOP
710+28.00	729+10.26	44	12	12	10	10	
740+73.40	833+88.14	44	12	12	10	10	
857+14.16	890+00.00	44	12	12	10	10	
1123+03.85	1151+50.00	44	12	12	10	10	To EOP

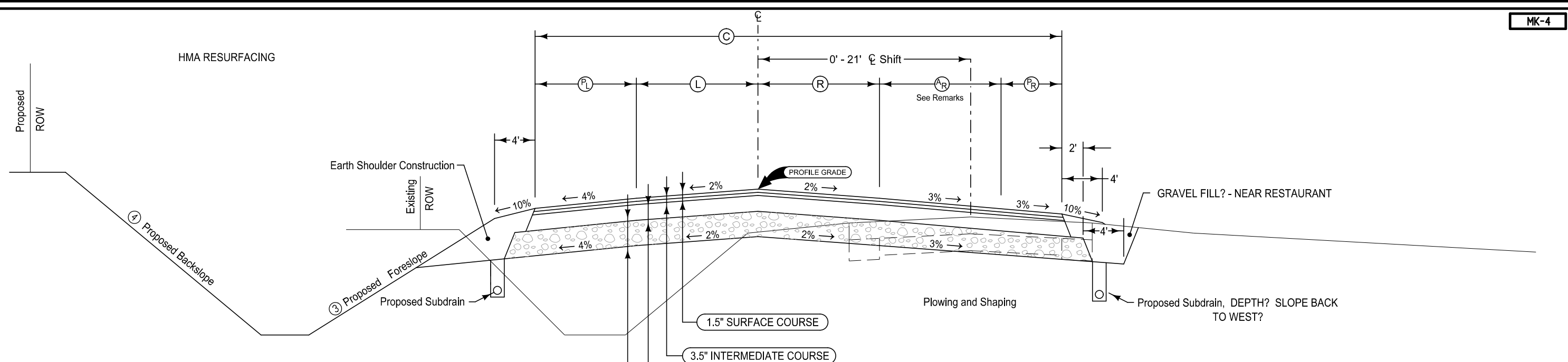
**TYPICAL CROSS SECTION
COLD IN-PLACE RECYCLING & HMA RESURFACING
w/ FULL WIDTH PAVED SHOULDERS**



- Notes:
- ① Finished slope shall match existing pavement except that the maximum allowable slope is 3.0 %, minimum allowable slope is 2.0 %.
 - ② Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.
 - ③ Proposed foreslope in areas of widening is 4:1. Check plan and profile sheets for deviations
 - ④ Proposed backslope in areas of widening is 2.5:1. Check plan and profile sheets for deviations

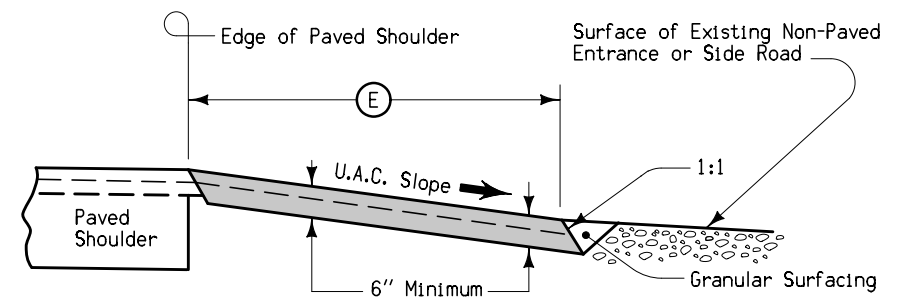
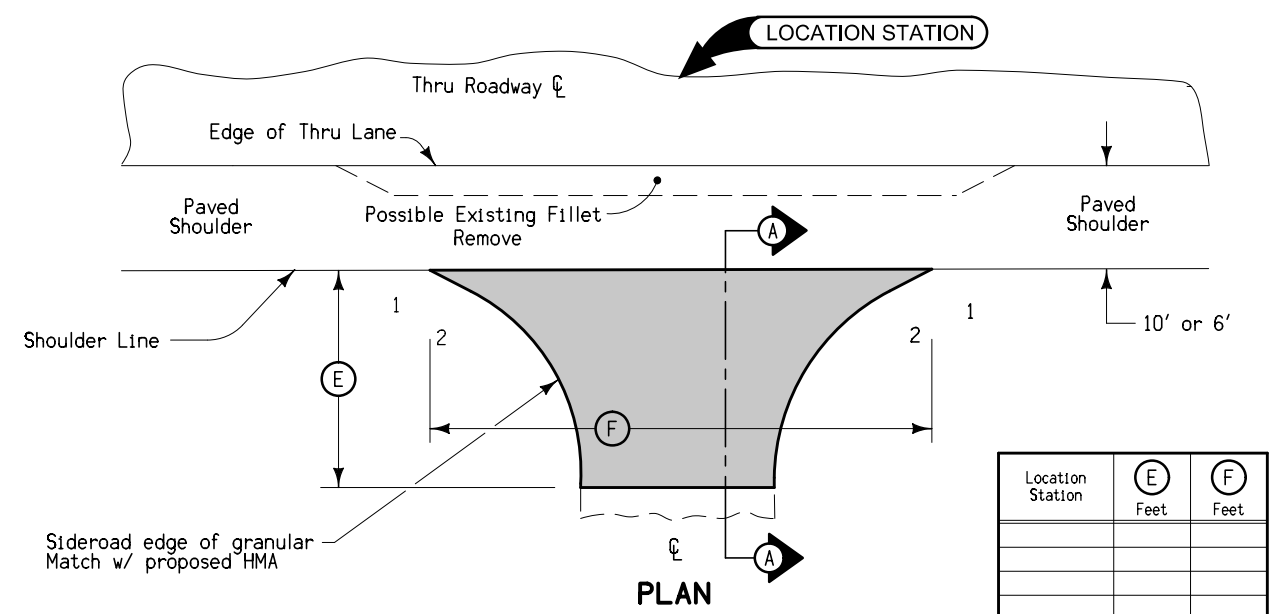
COLD IN-PLACE RECYCLING & HMA RESURFACING									
STATION TO STATION	C	L	R	AL	AR	PL	PR	REMARKS	
	Feet	Feet	Feet	Feet	Feet	Feet	Feet		
729+10.26	739+68.14	44-67.85	12	12		0-29.85	10	10-4	EB Offset Right Turn Lane at 140th
833+88.14	845+51.73	44-67.85	12	12		0-29.85	10	10-4	EB Offset Right Turn Lane at 160th
845+51.73	857+14.16	44-67.83	12	12		0-29.83	10	10-4	WB Offset Right turn lane at 160th
890+00.00	896+60.00	44-50	12	12		0-12	10	10-4	Begin WB Passing Lane Taper
896+60.00	937+60.00	50	12	12		12	10	4	WB Passing Lane
937+60.00	939+40.00	50-44	12	12		12-0	10	4-10	End WB Passing lane Taper
939+40.00	941+20.00	44-50	12	12		0-12	10	4	Begin EB Passing lane Taper
941+20.00	982+20.00	50	12	12		12	10	4	EB Passing lane

**TYPICAL CROSS SECTION
PROPOSED AUXILIARY LANE w/
HMA RESURFACING & PAVED SHOULDER**



NEW CONSTRUCTION / HMA PAVEMENT							
STATION TO STATION	C	L	R	A _R	P _L	P _R	REMARKS
	Feet	Feet	Feet	Feet	Feet	Feet	
982+20.00	988+80.00	56-44	12	12	12-0	10	
988+80.00	992+37.68	44	12	12	12	10	
992+37.68	993+22.84	44-46.41	12	12	0-2.41	10	Begin Offset Right Turn Lane and Left Turn Lanes at 190th St
993+22.84	1004+01.01	46.41-84.34	12-34.33	12	2.41-30.01	10-4	

**TYPICAL CROSS SECTION
HMA PAVEMENT - PROPOSED MAINLINE SHIFT w/
AUXILIARY LANE & PAVED SHOULDER**

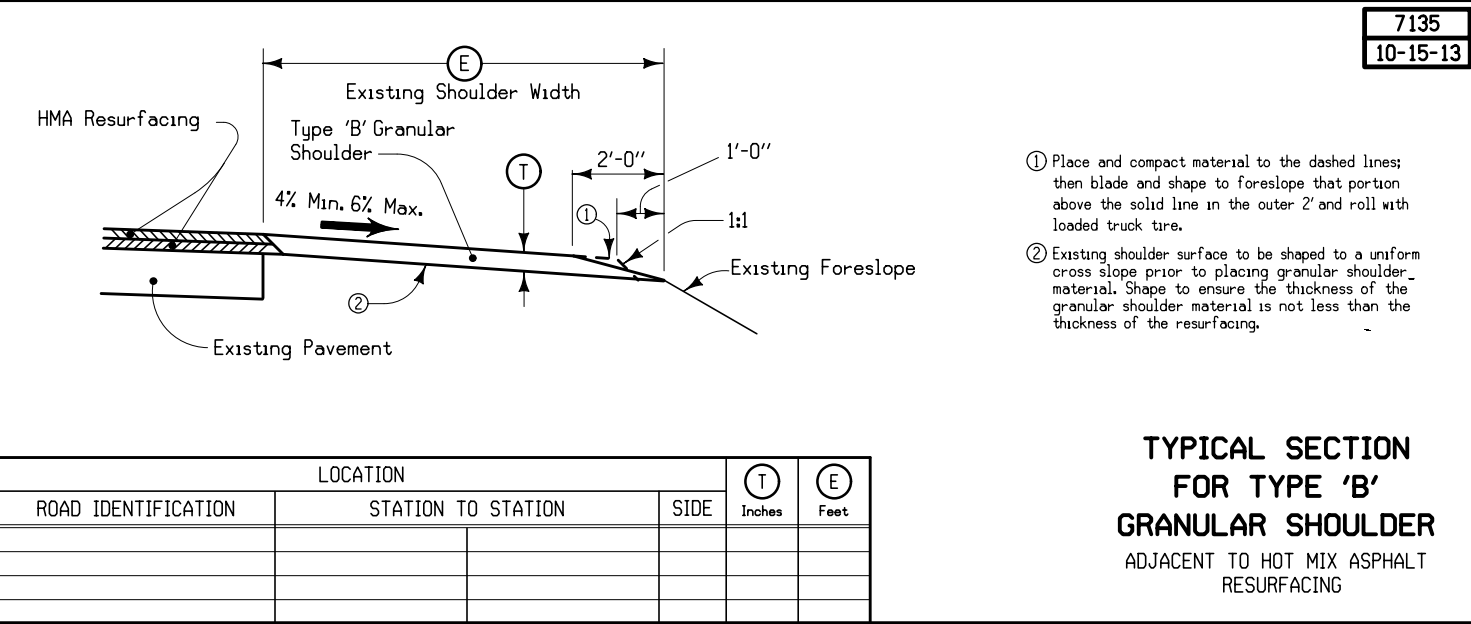


Special shaping of existing surface prior to placement of fillet may be required by the Engineer and is incidental to other work on the project.
Quantities included with mainline quantities.

Location Station	E Feet	F Feet

SECTION A-A

FILLET FOR NON-PAVED ENTRANCES OR SIDE ROADS

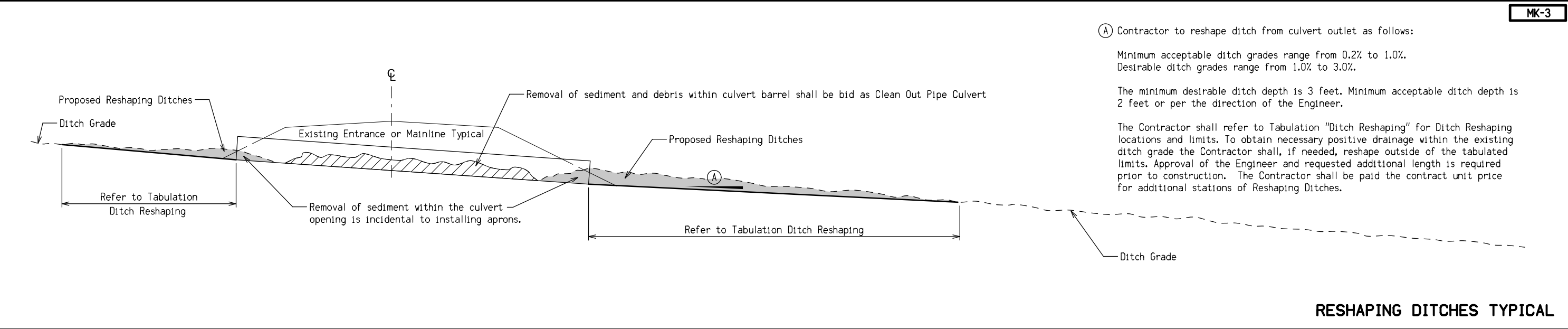


7135
10-15-13

- 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.
- 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.

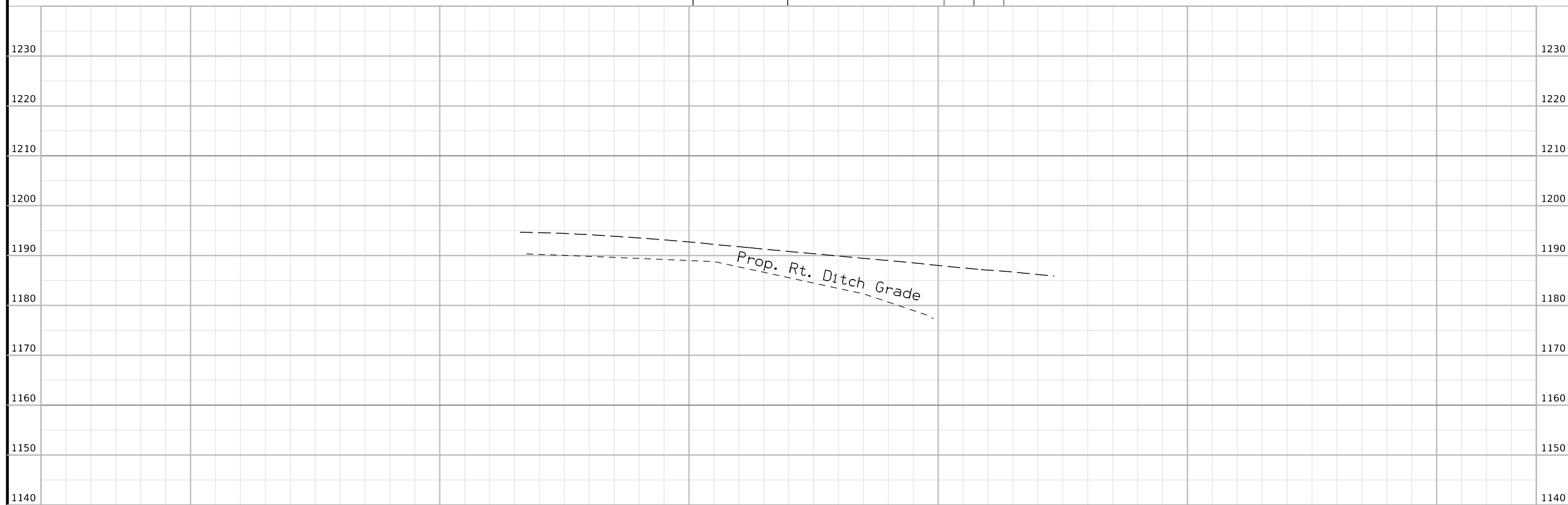
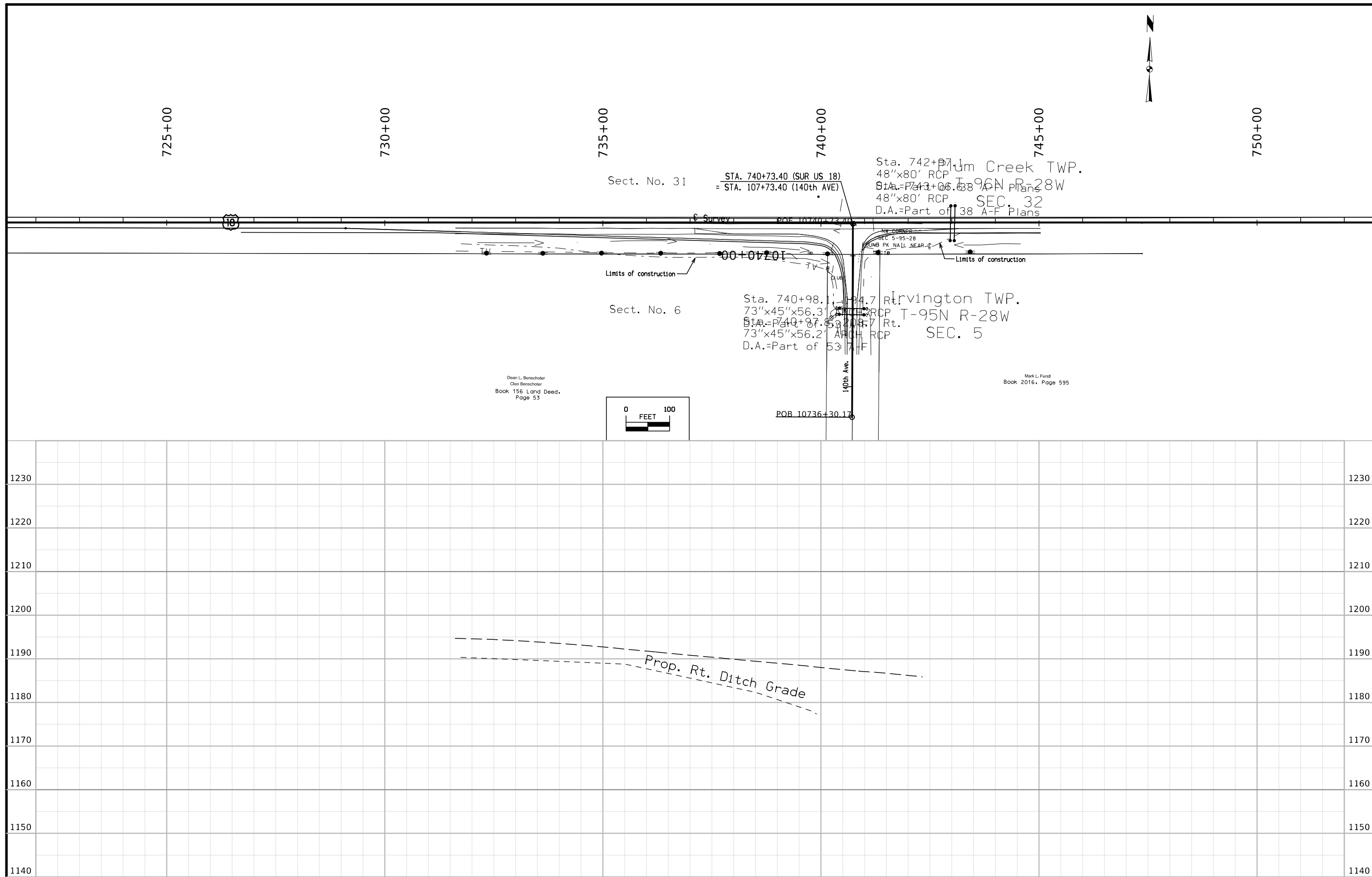
TYPICAL SECTION FOR TYPE 'B' GRANULAR SHOULDER ADJACENT TO HOT MIX ASPHALT RESURFACING

LOCATION			T	E
ROAD IDENTIFICATION	STATION TO STATION	SIDE	Inches	Feet

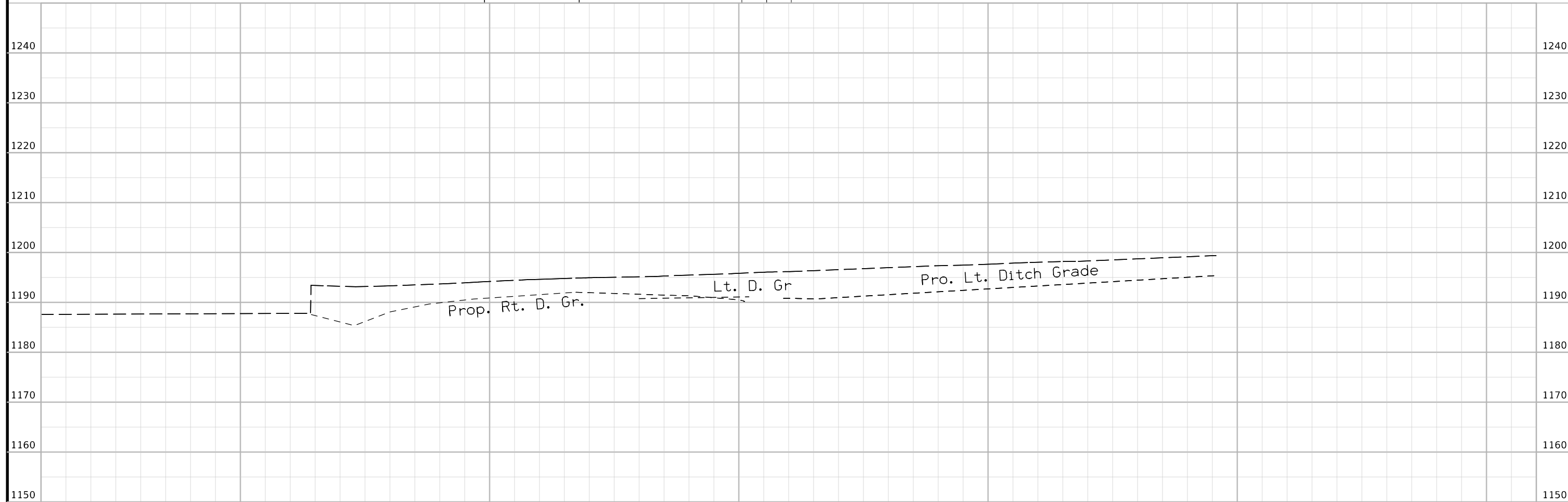
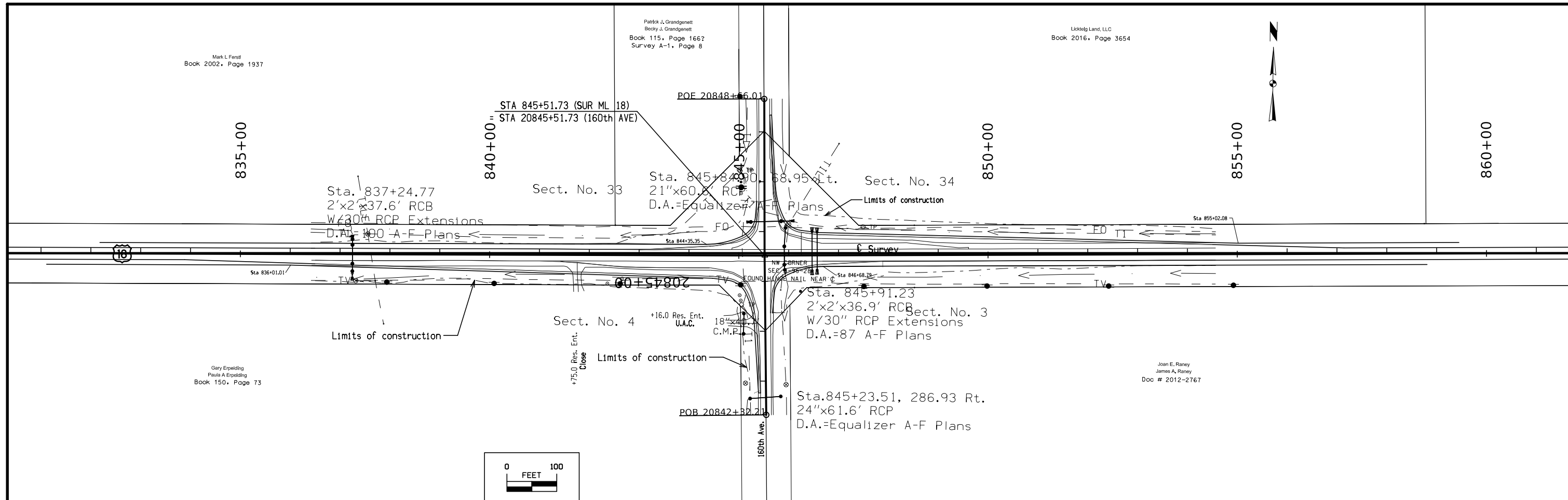


- (A) Contractor to reshape ditch from culvert outlet as follows:
- Minimum acceptable ditch grades range from 0.2% to 1.0%. Desirable ditch grades range from 1.0% to 3.0%.
 - The minimum desirable ditch depth is 3 feet. Minimum acceptable ditch depth is 2 feet or per the direction of the Engineer.
 - The Contractor shall refer to Tabulation "Ditch Reshaping" for Ditch Reshaping locations and limits. To obtain necessary positive drainage within the existing ditch grade the Contractor shall, if needed, reshape outside of the tabulated limits. Approval of the Engineer and requested additional length is required prior to construction. The Contractor shall be paid the contract unit price for additional stations of Reshaping Ditches.

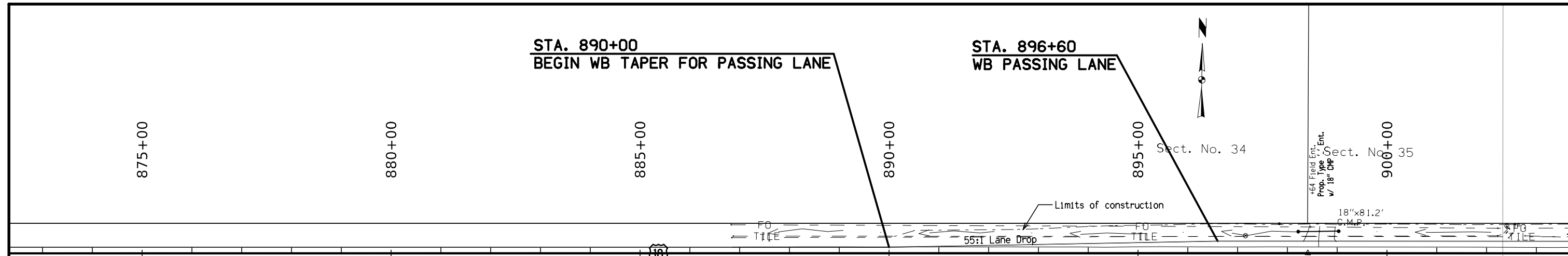
RESHAPING DITCHES TYPICAL



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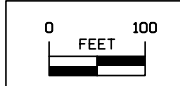
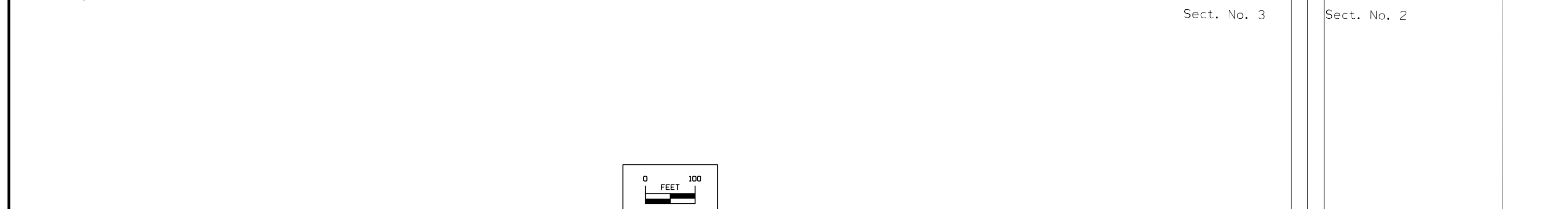


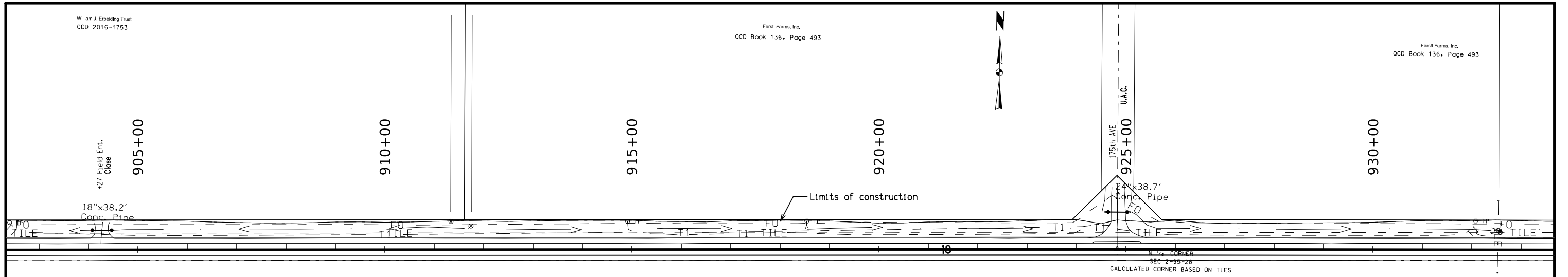
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N 1/4 CORNER SEC 3-95-28 FOUND MAG NAIL NEAR ϕ

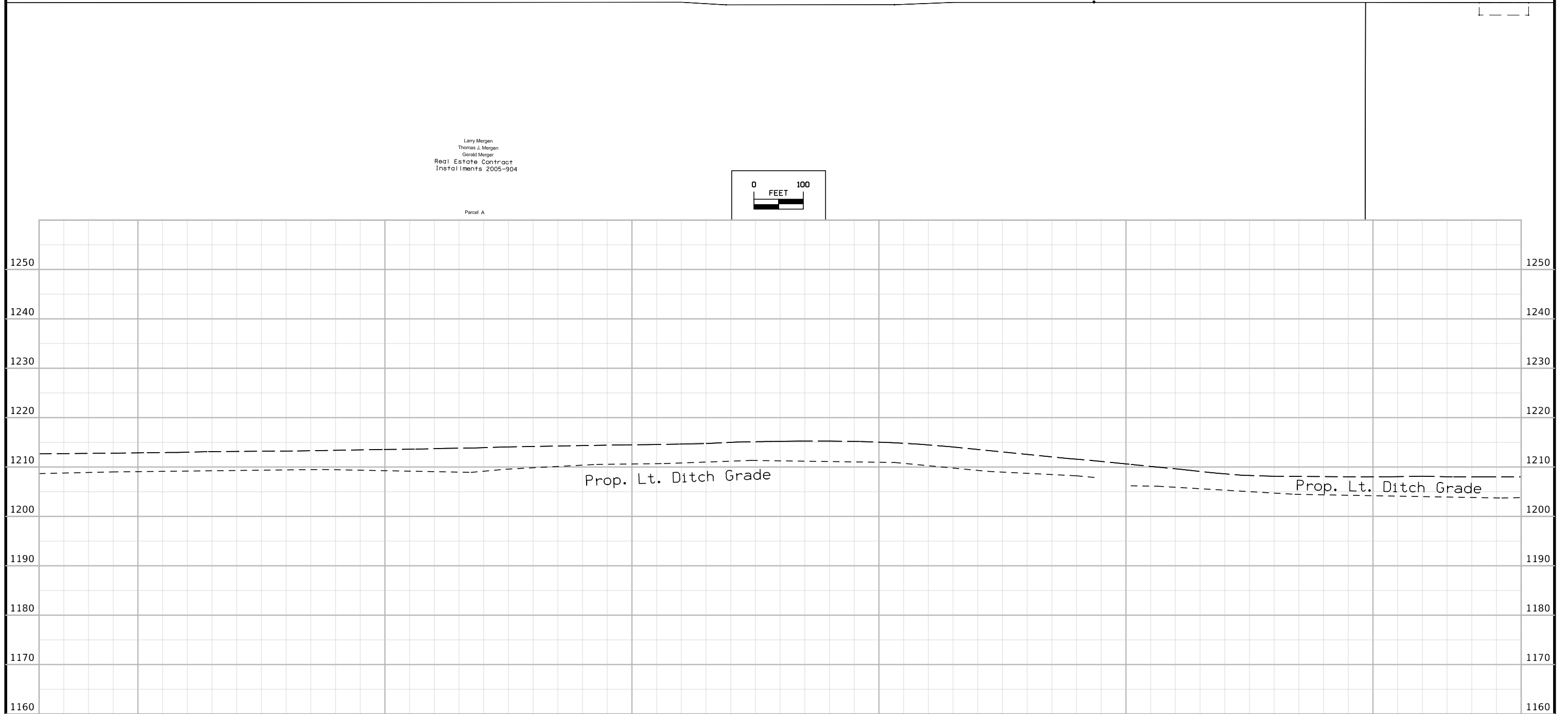
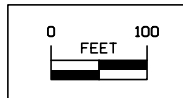
NW CORNER SEC 2-95-28 FOUND HINGE NAIL NEAR ϕ



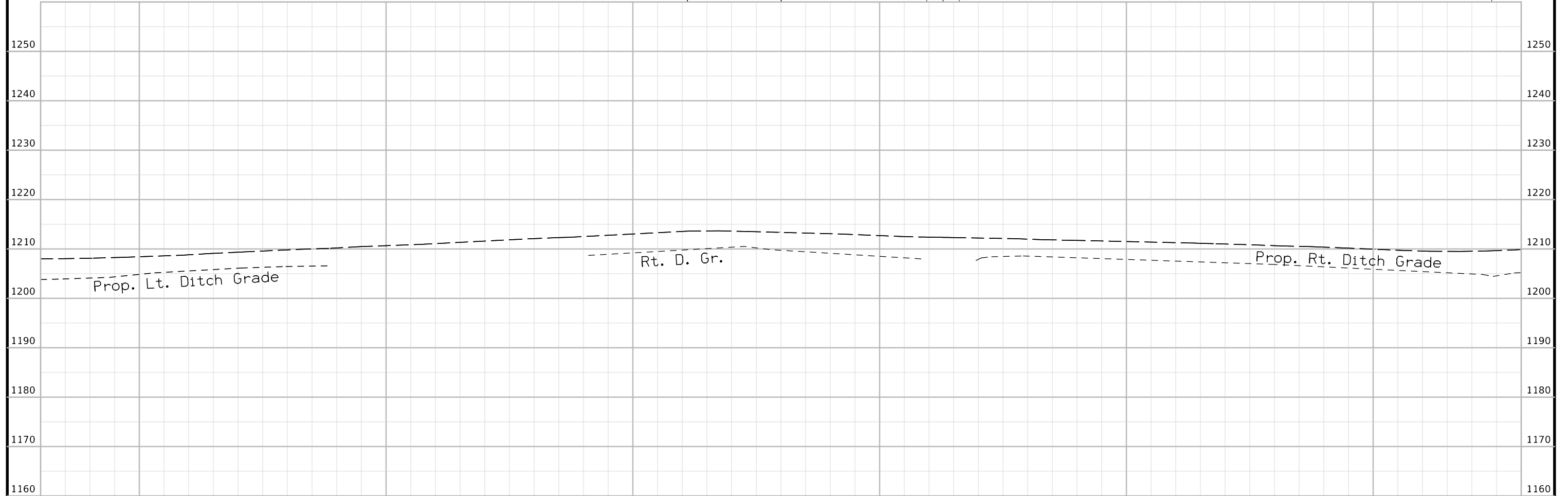
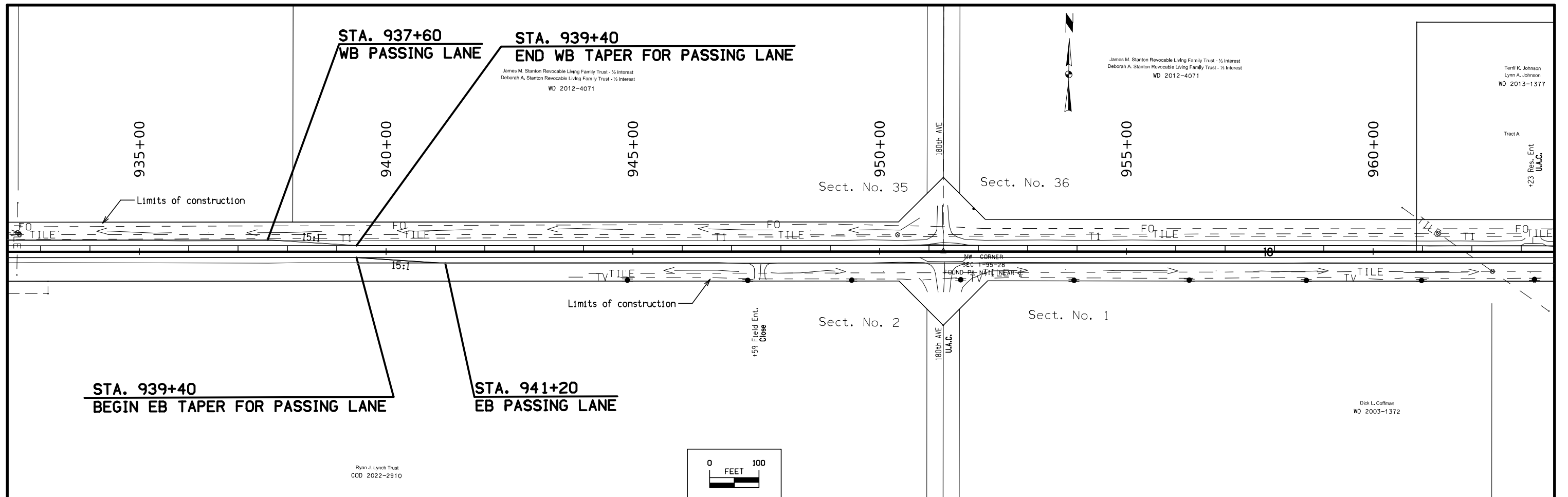


Larry Mergen
Thomas J. Mergen
Garalt Mergen
Real Estate Contract
Installments 2005-904

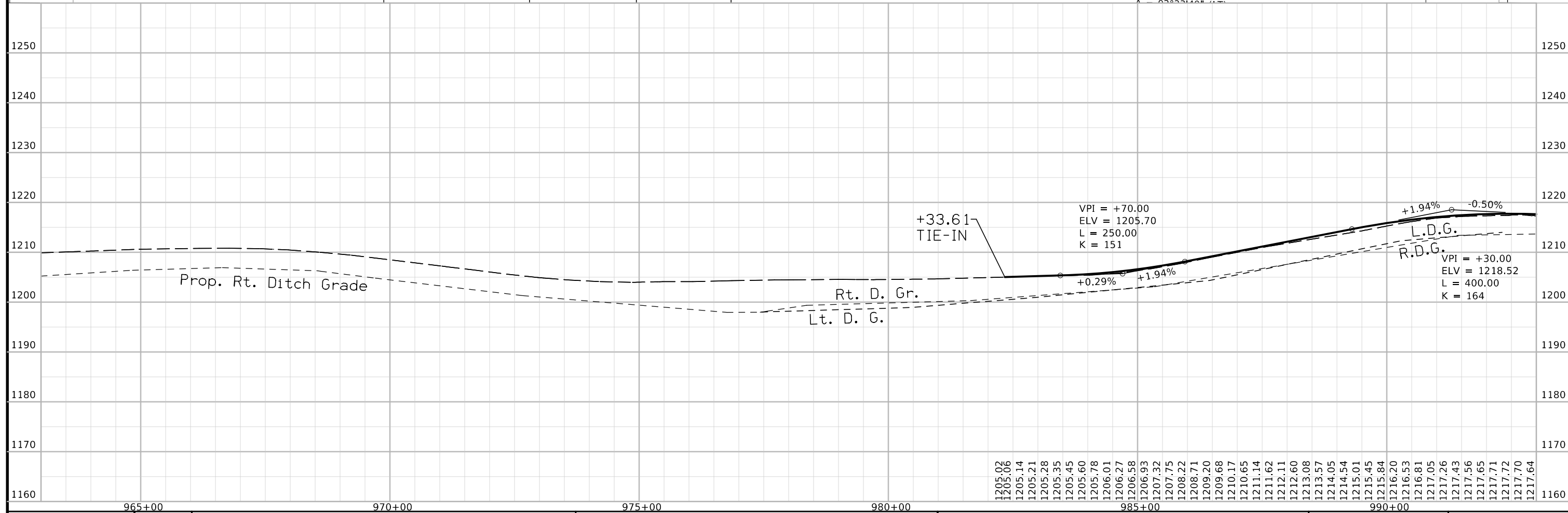
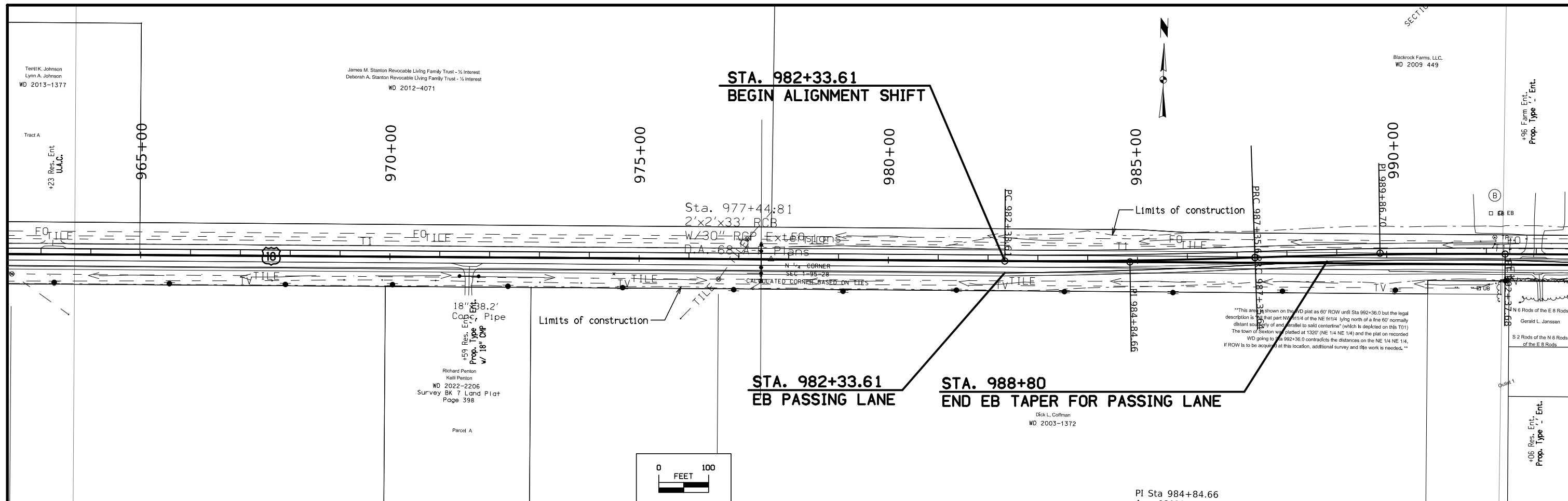
Parcel A



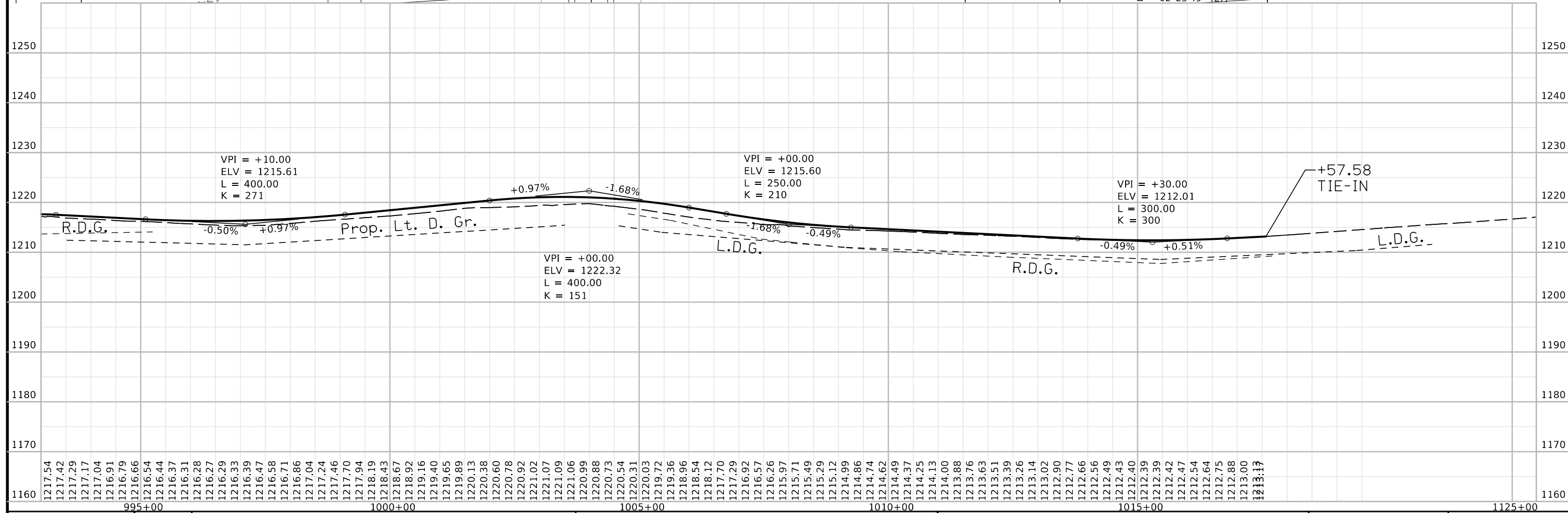
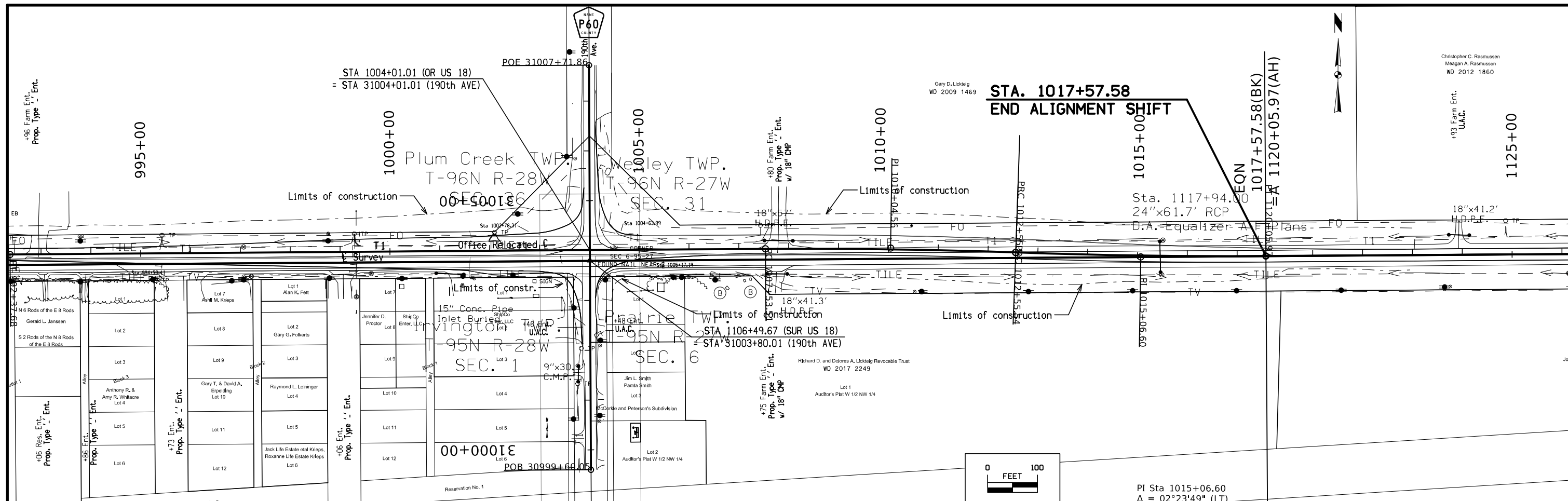
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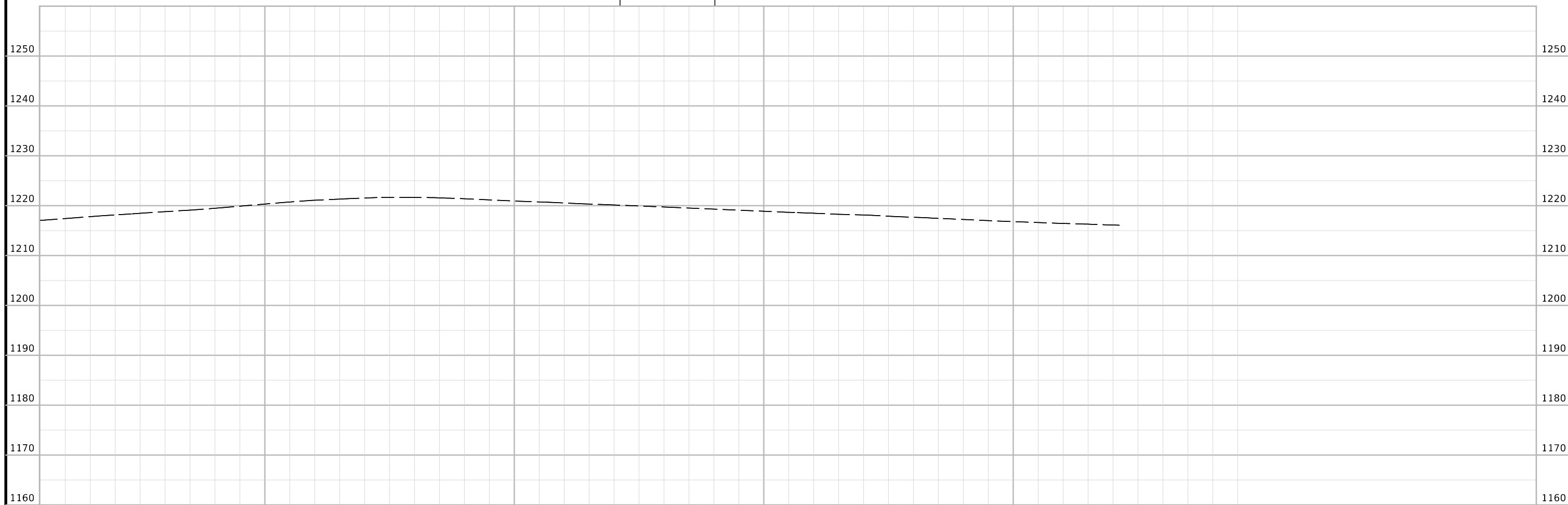
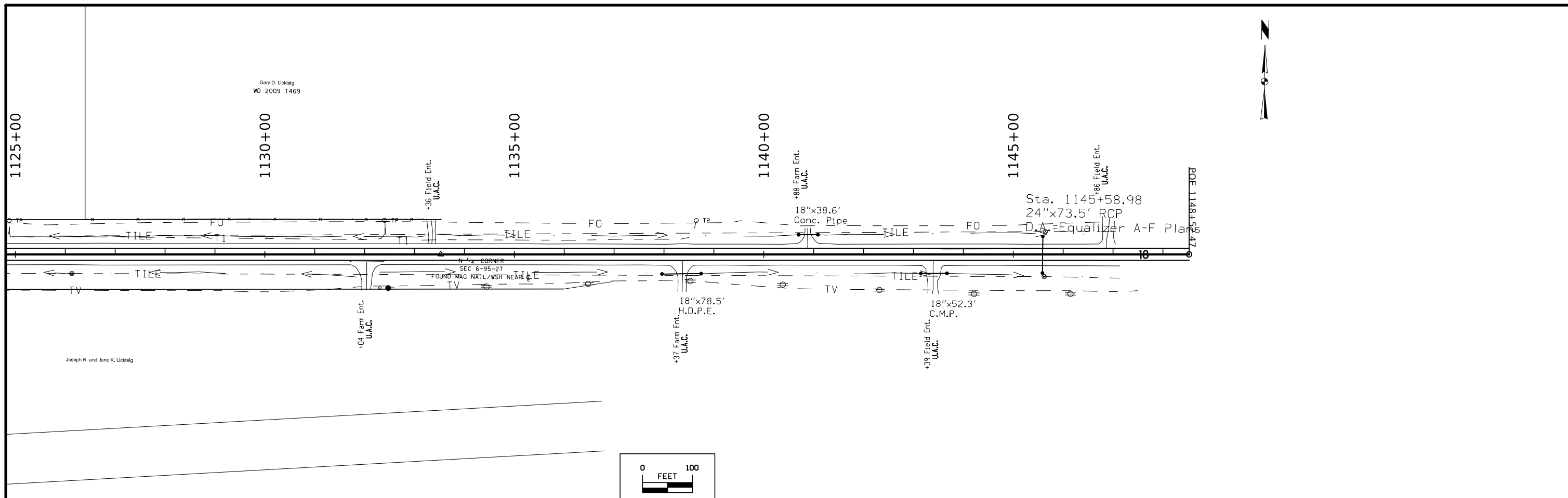
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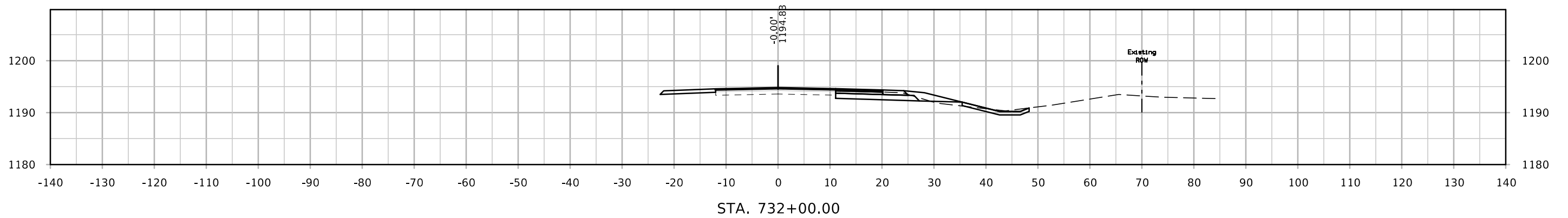
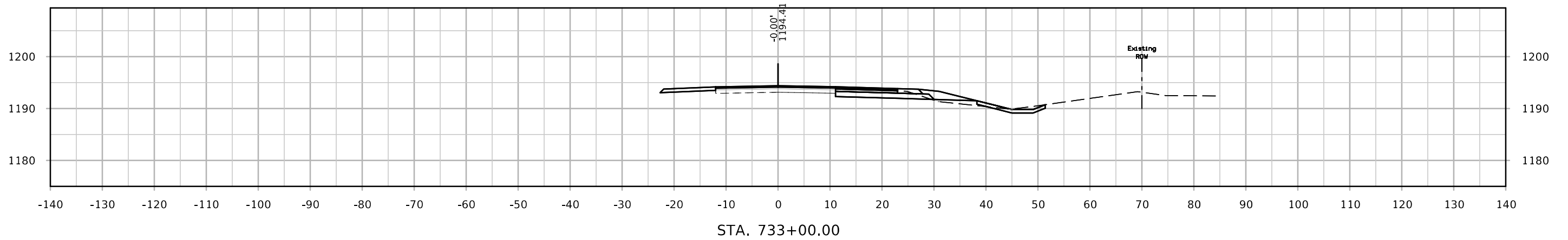
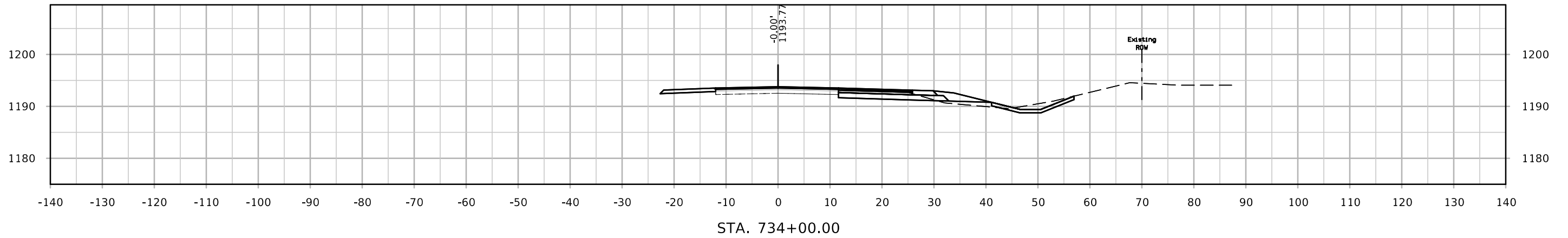


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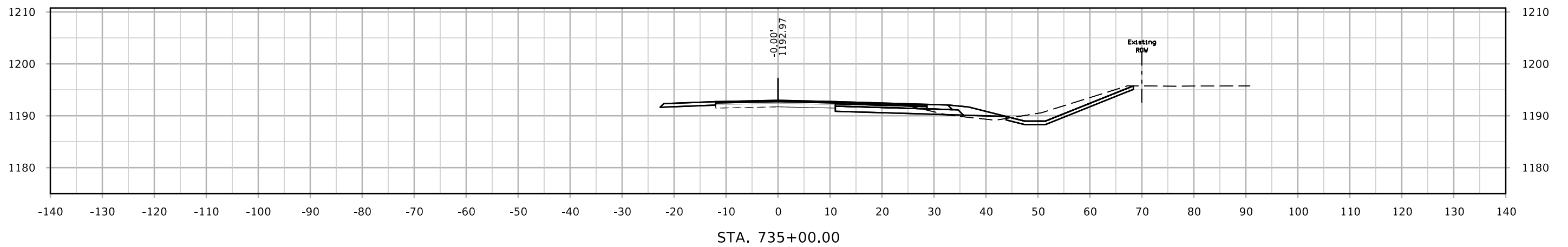
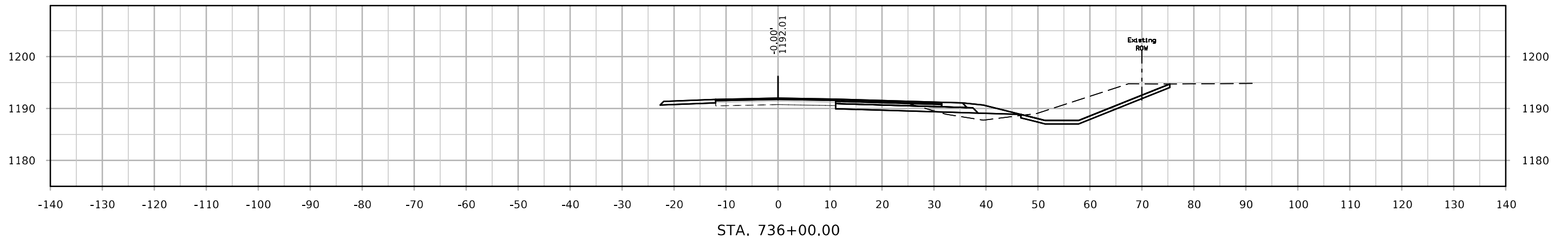
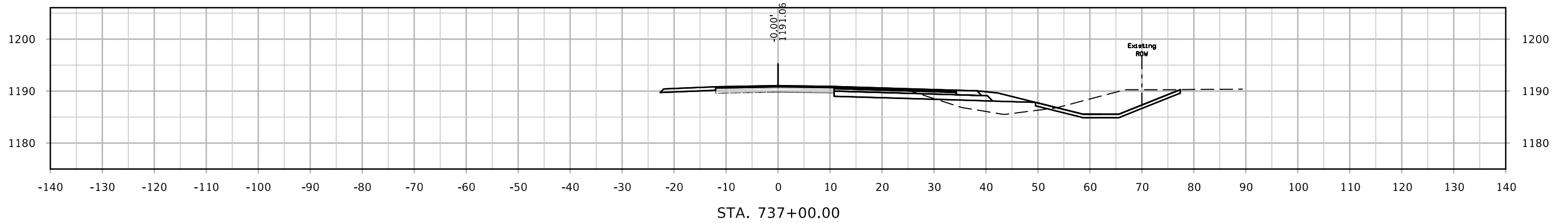


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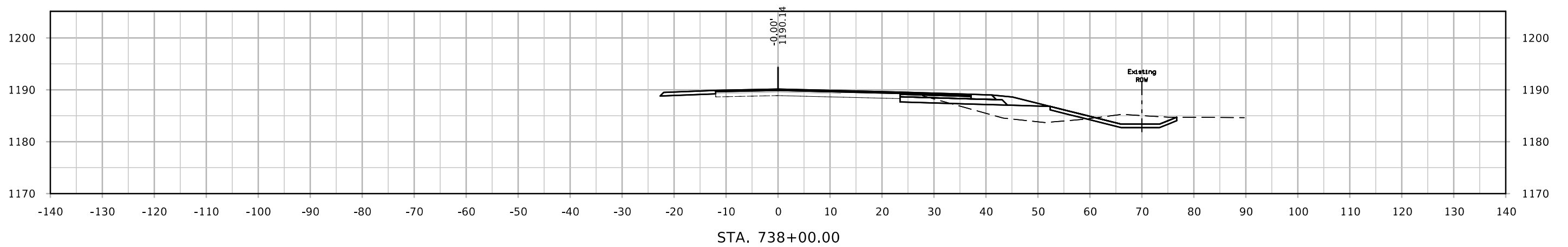
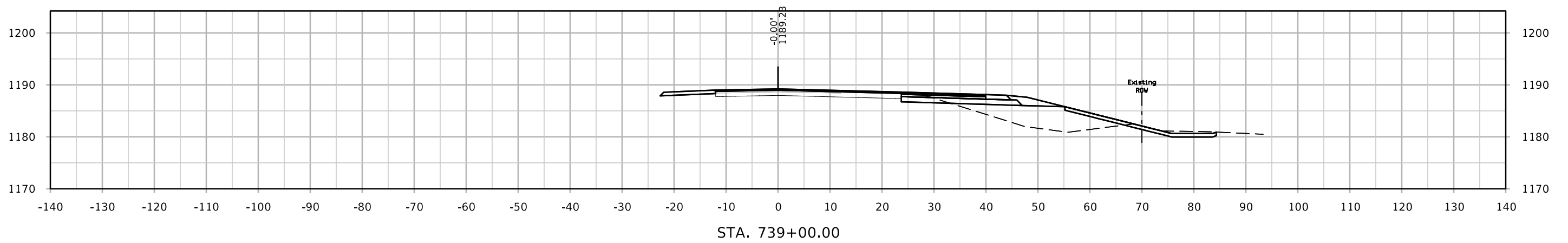
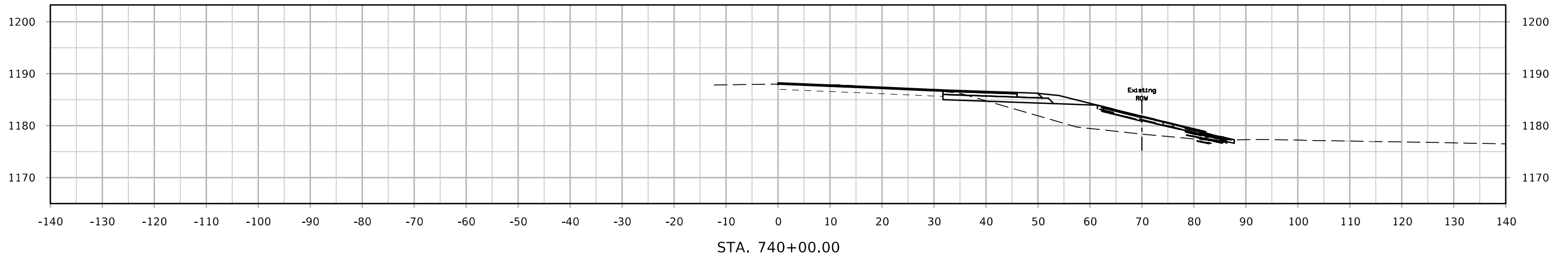
US 18 near 140th Ave.



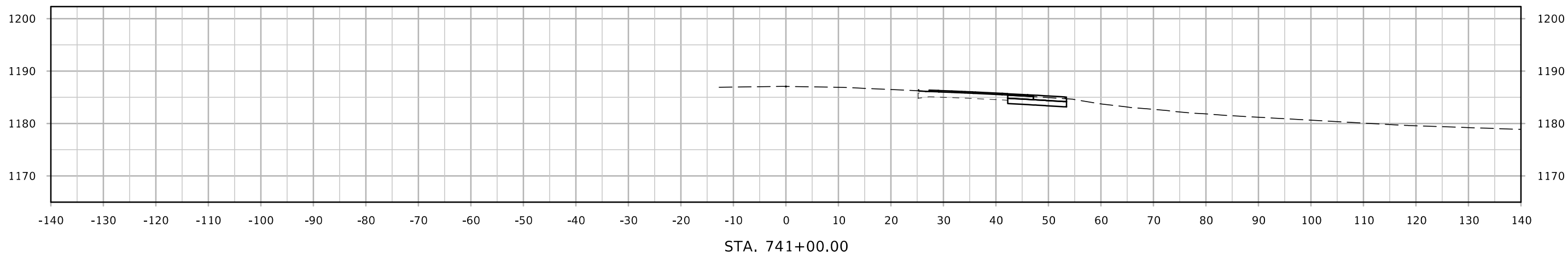
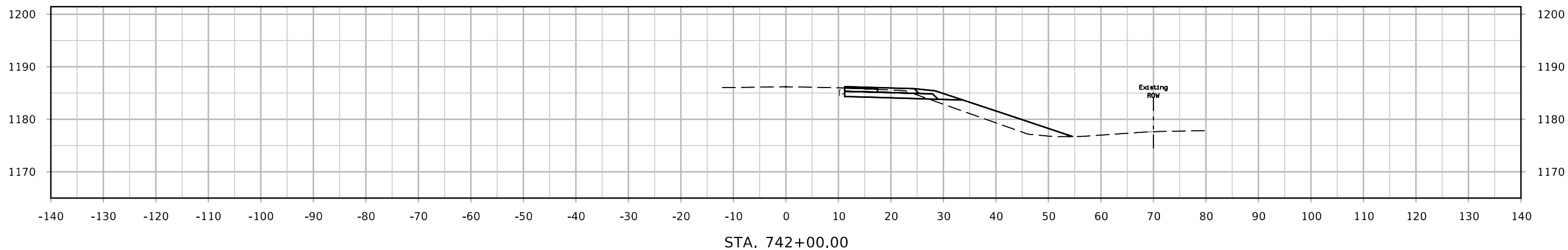
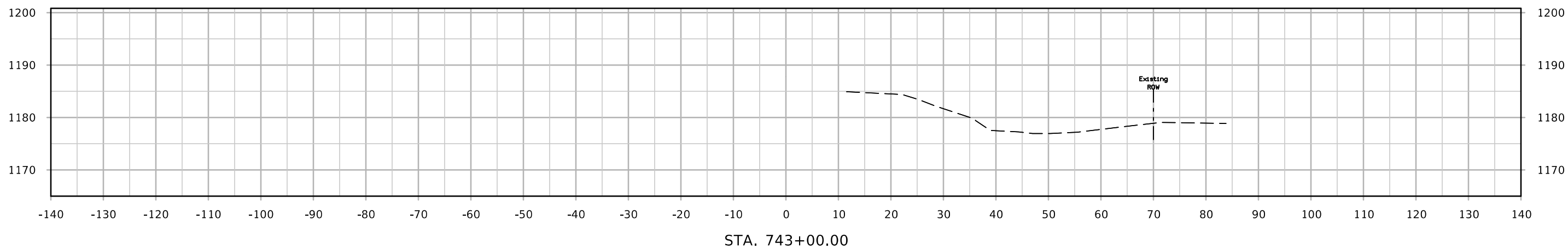
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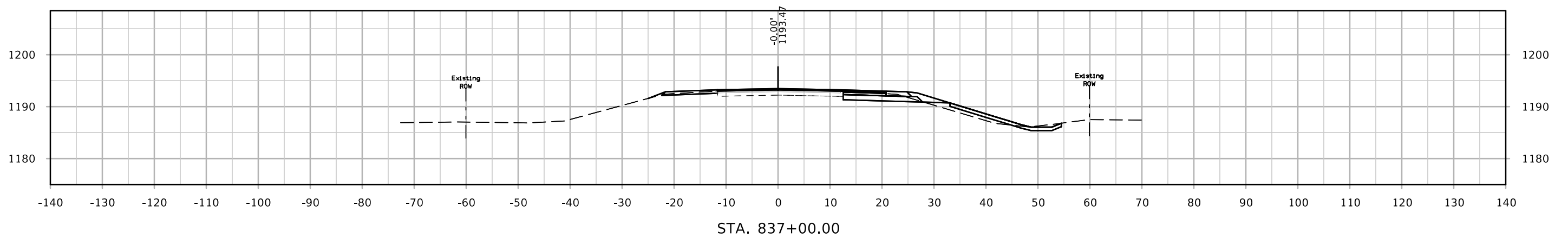
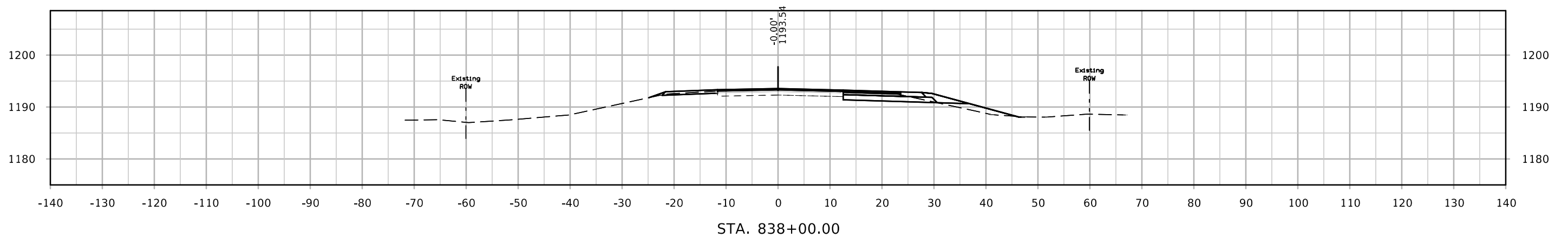
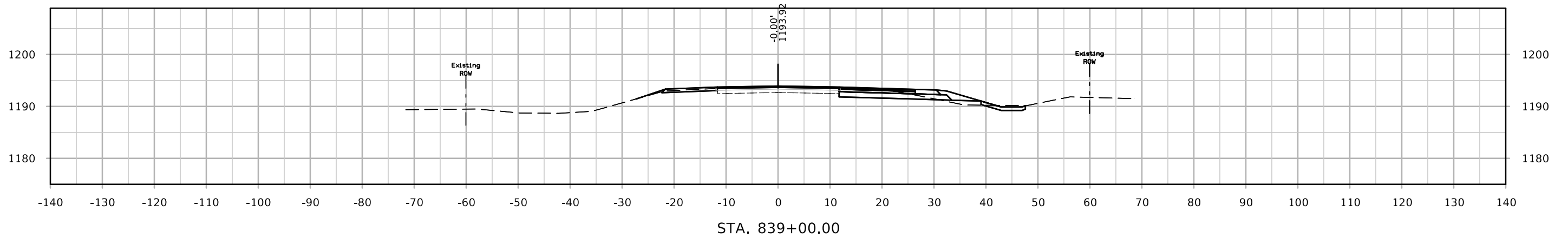
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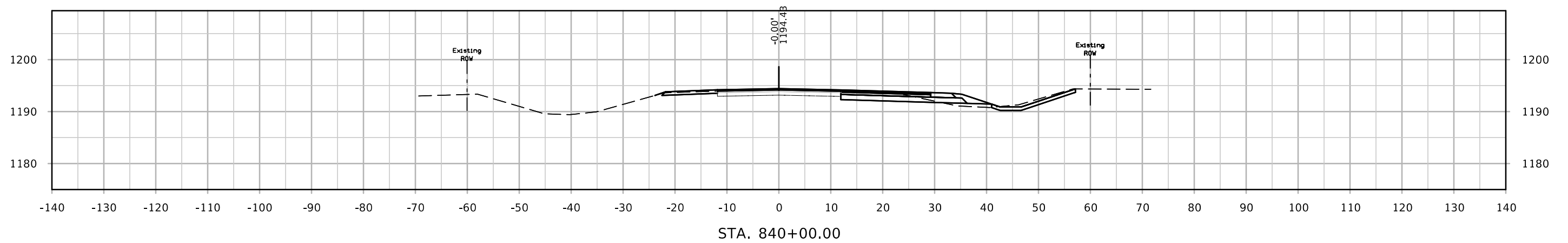
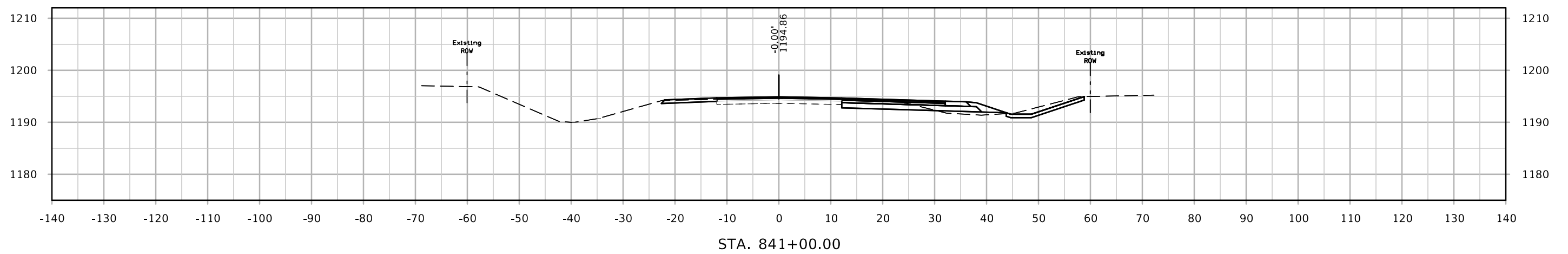
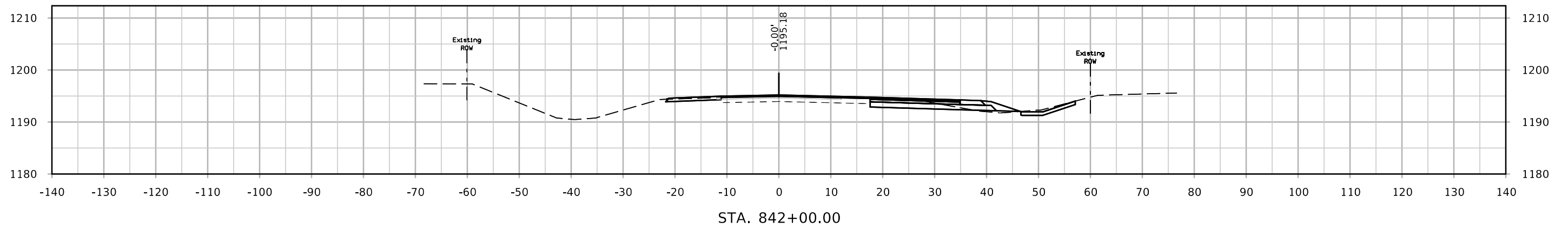
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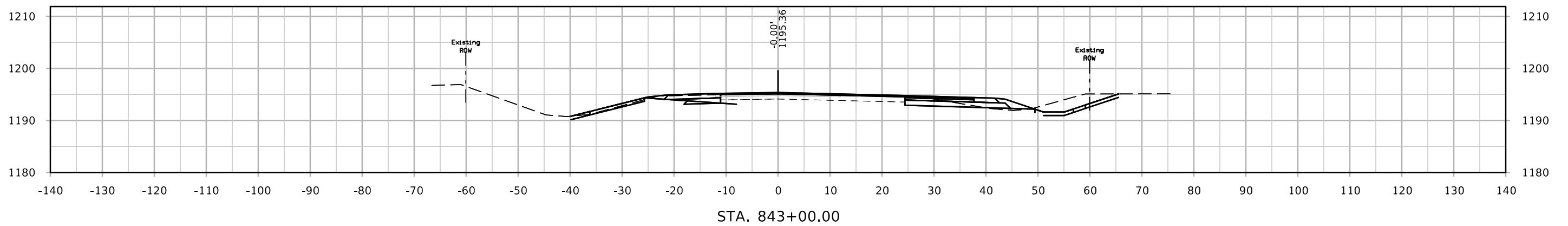
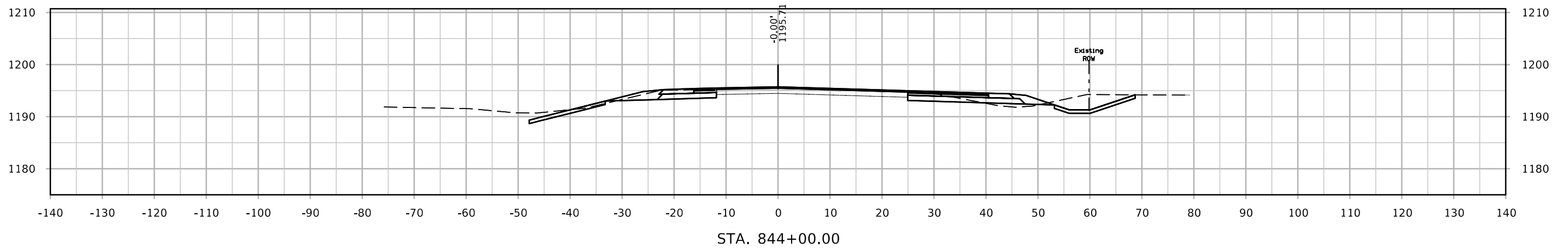
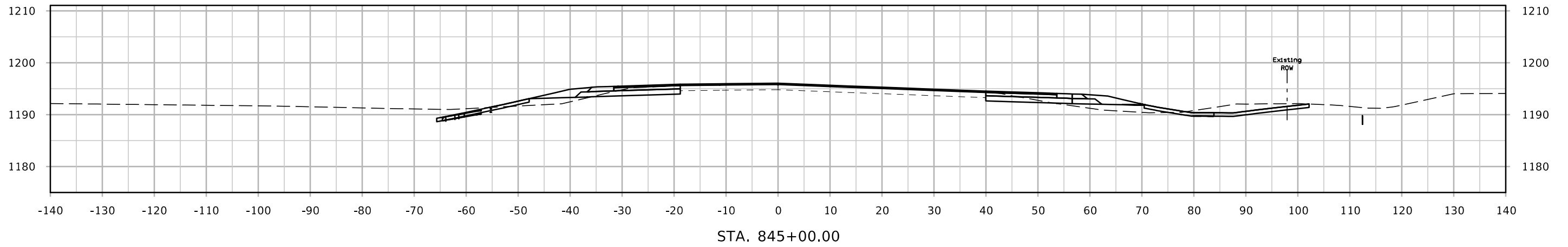
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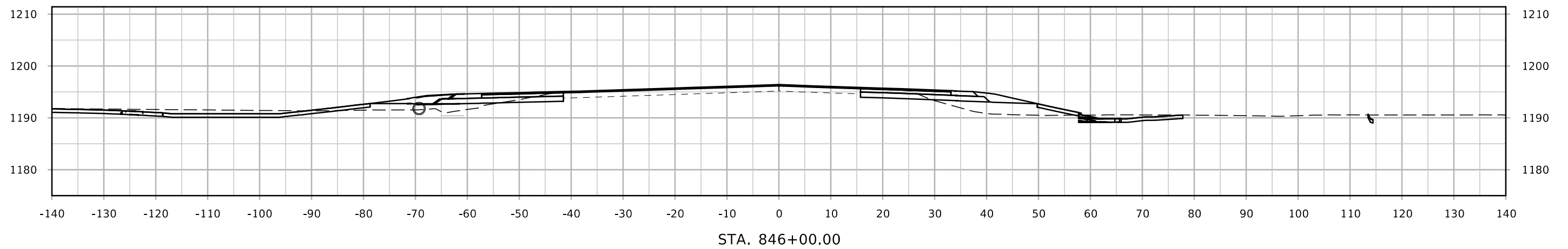
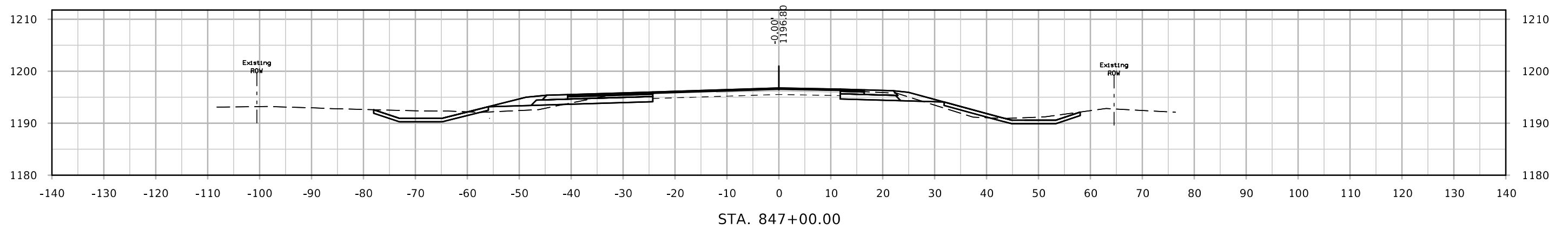
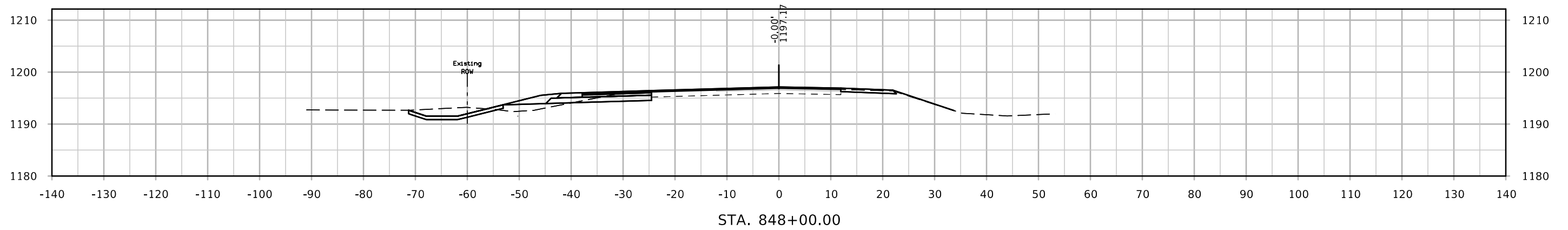
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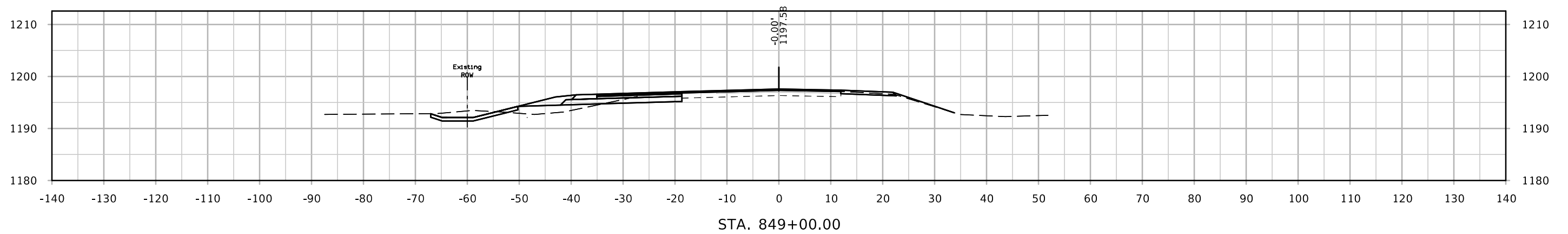
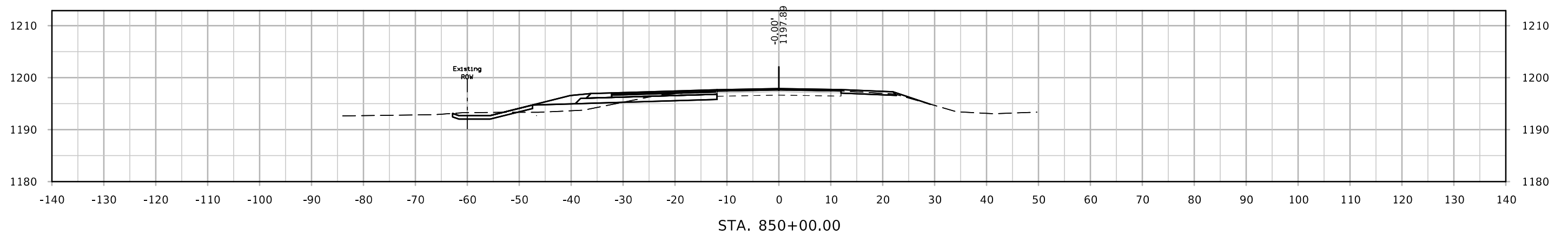
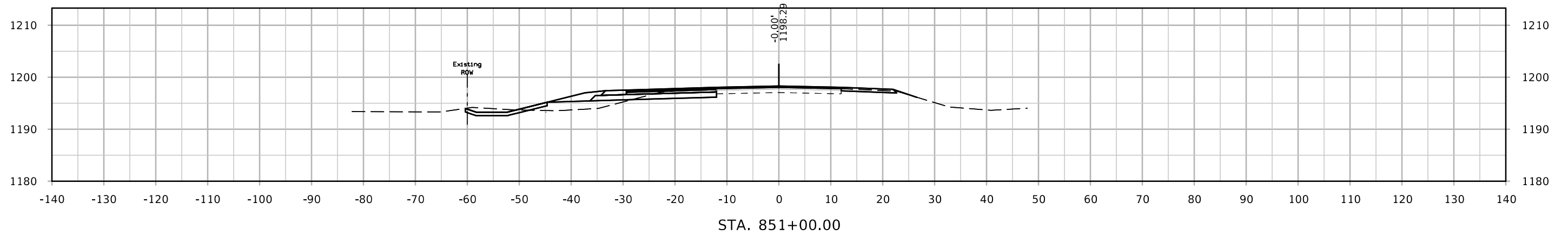
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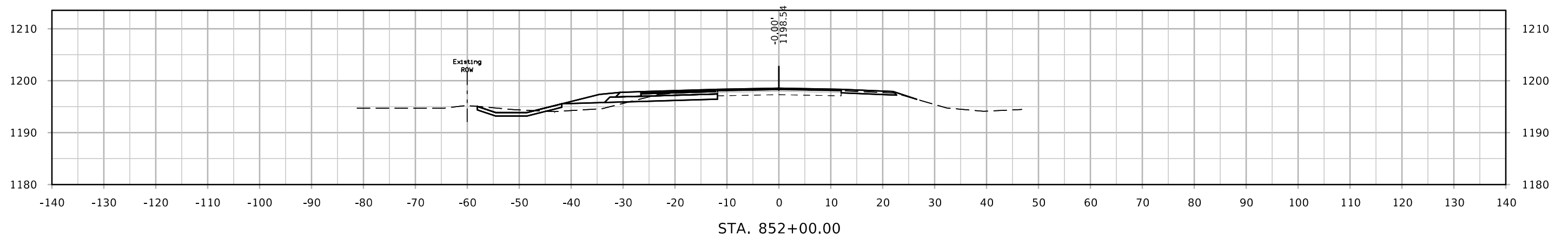
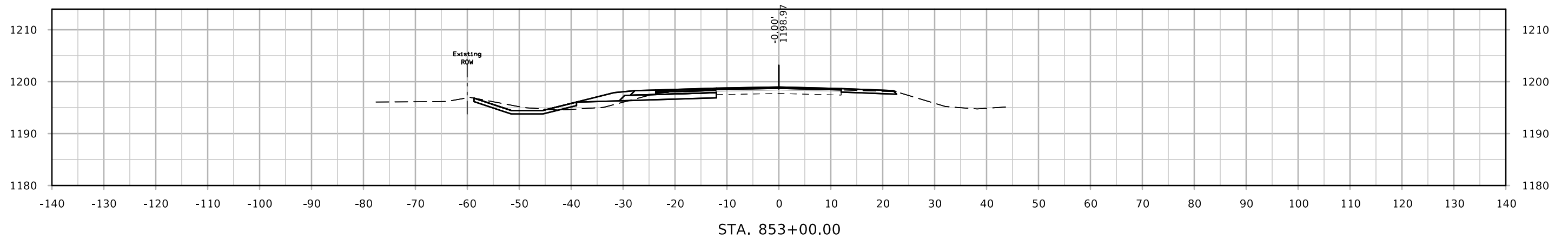
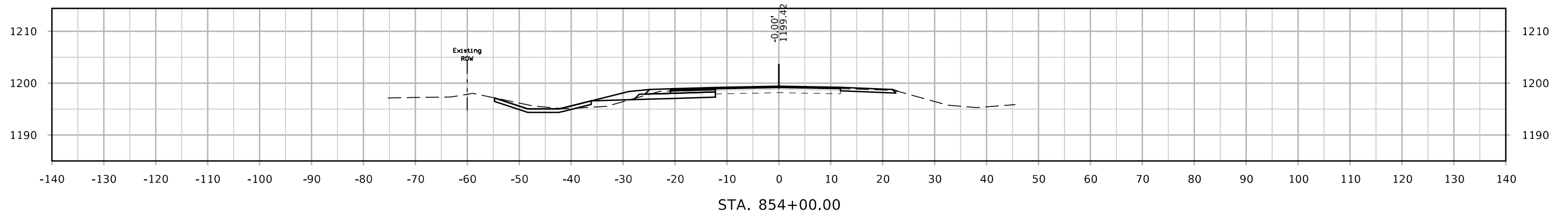
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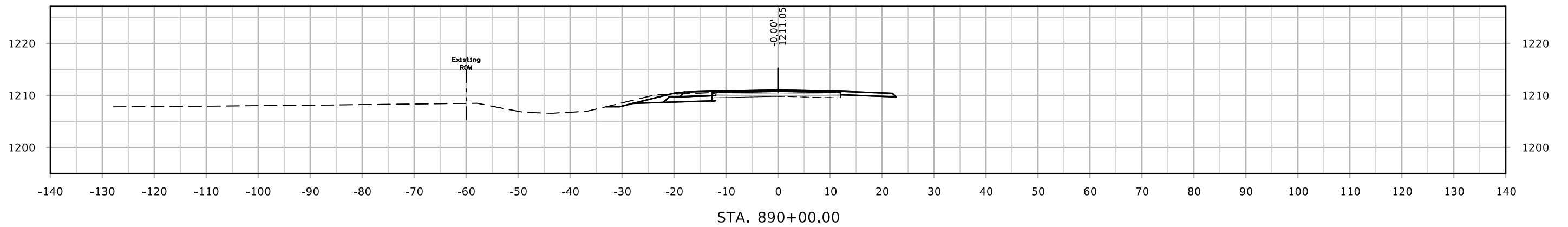
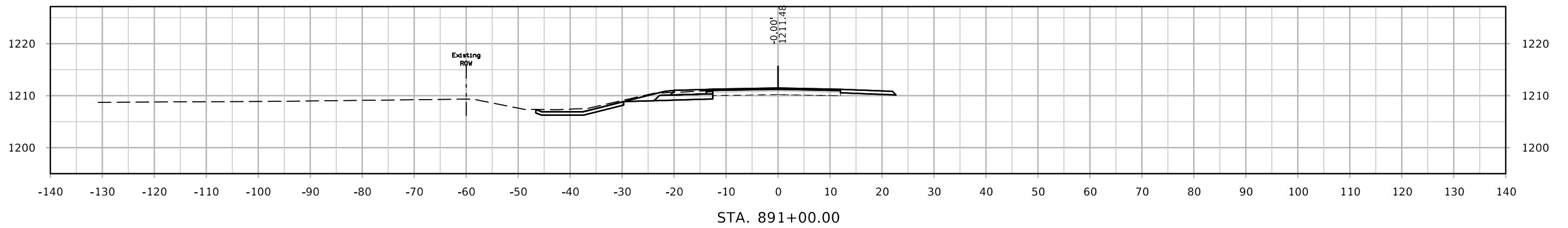
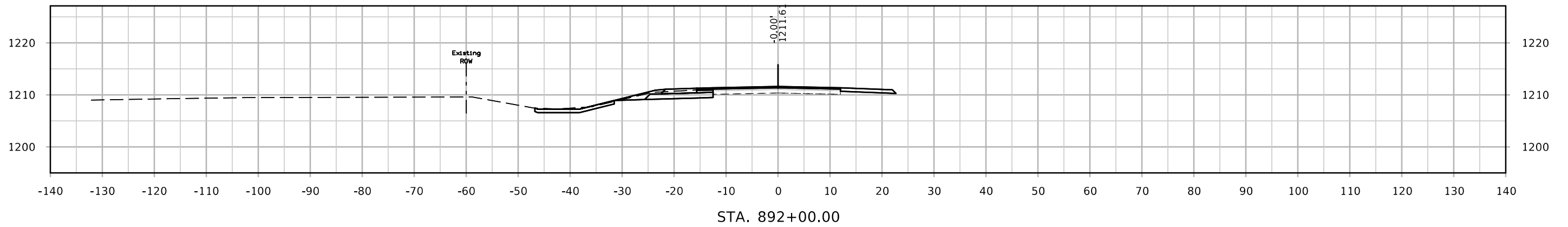
US 18 near 160th Ave.



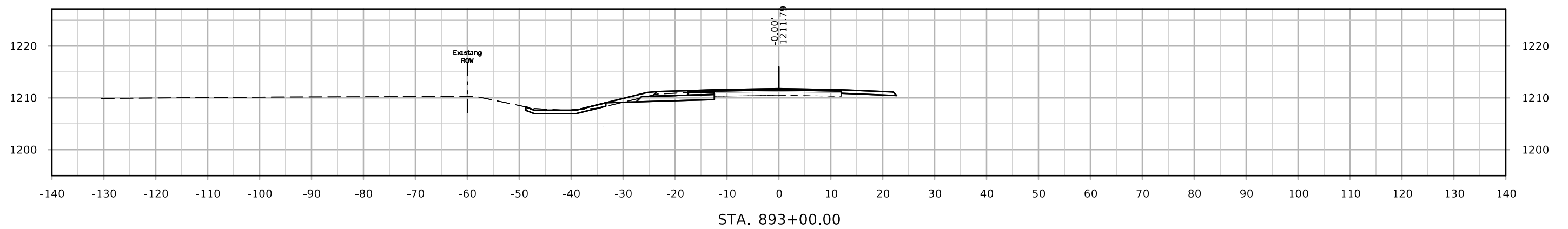
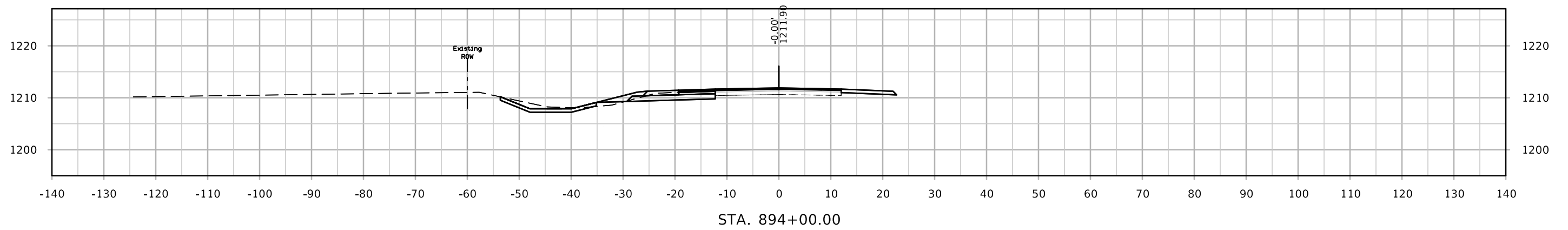
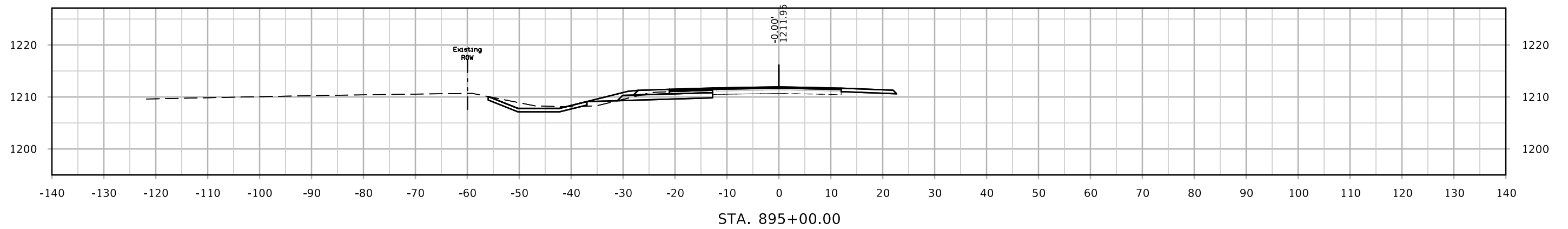
US 18 near 160th Ave.



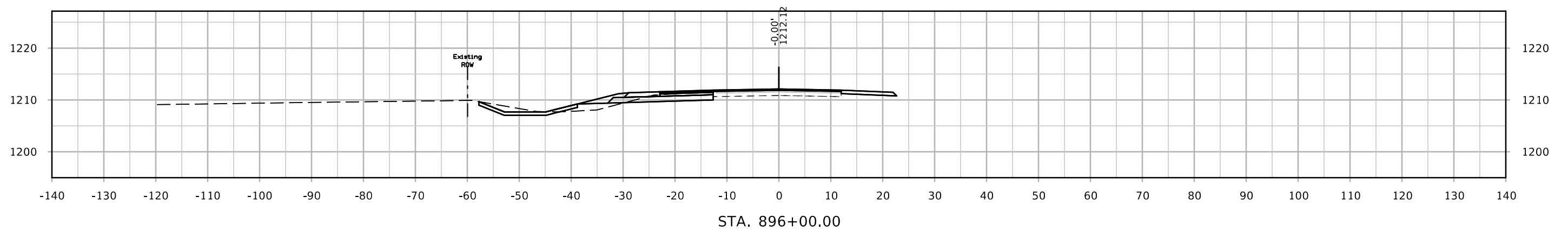
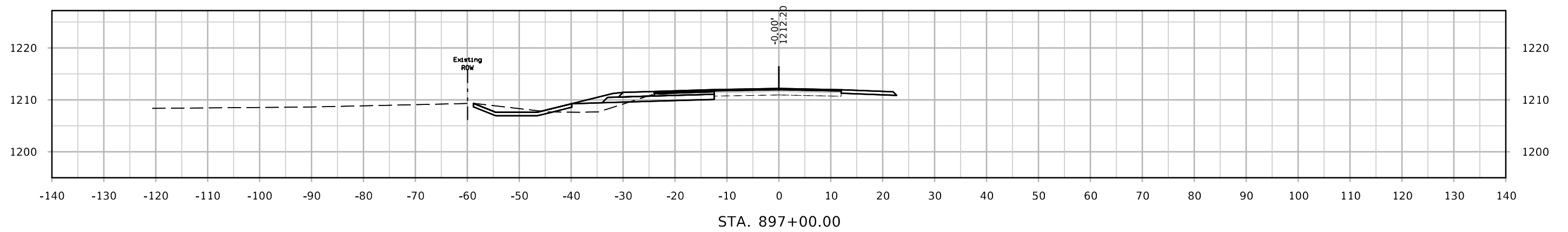
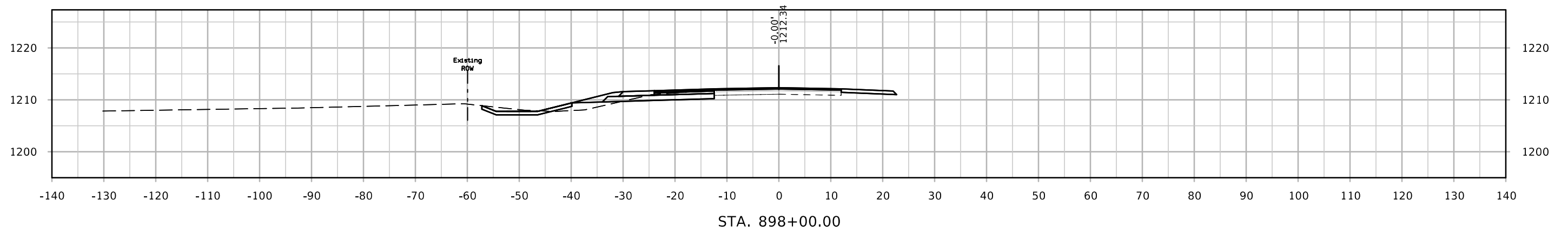
US 18 WB Passing Lane



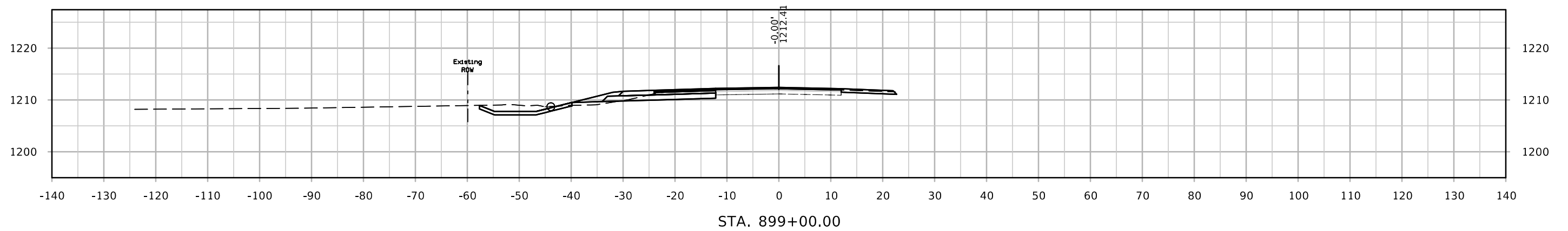
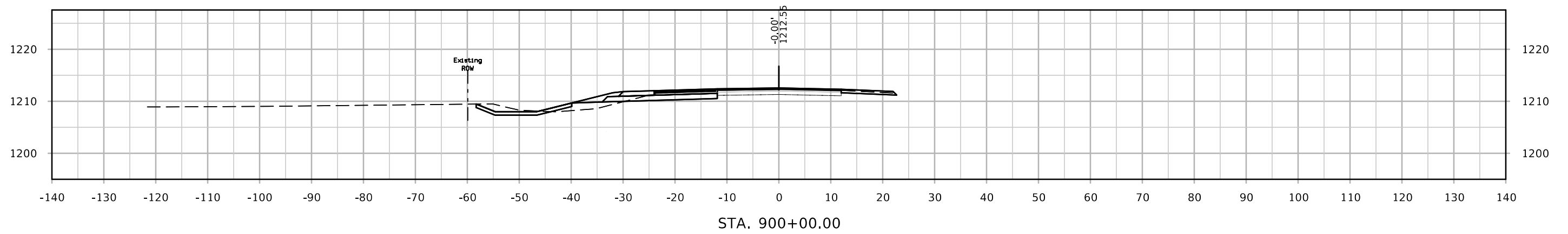
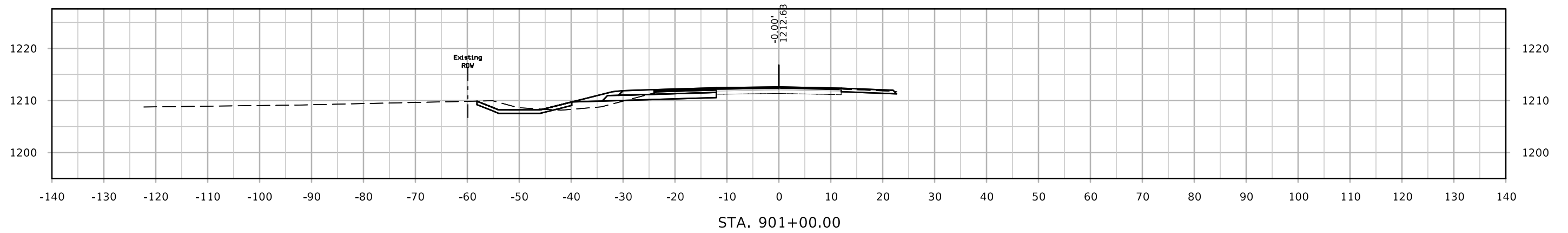
US 18 WB Passing Lane



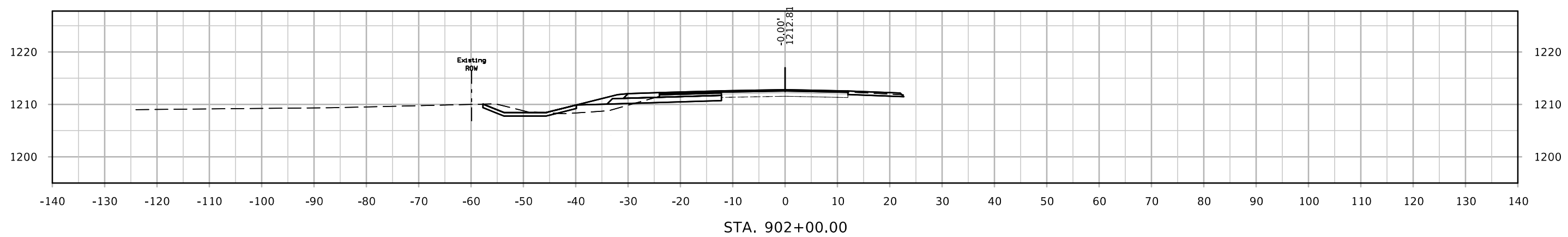
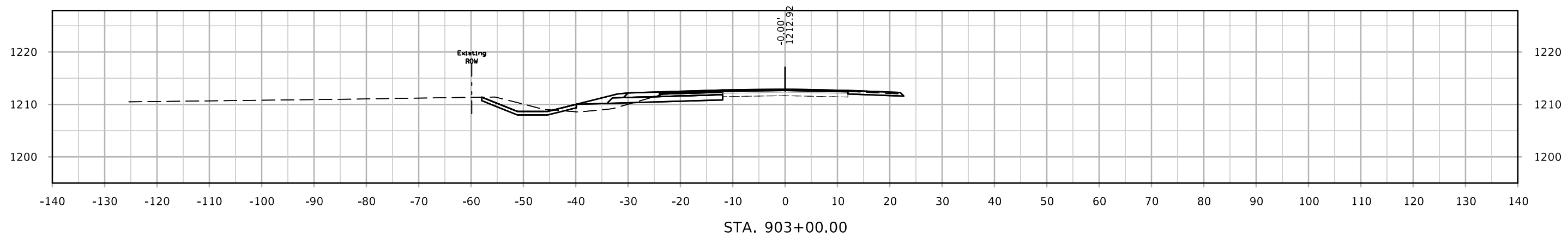
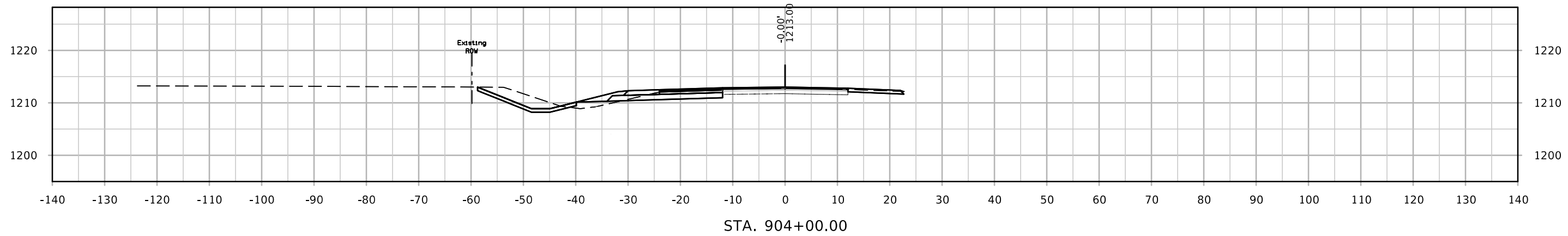
US 18 WB Passing Lane



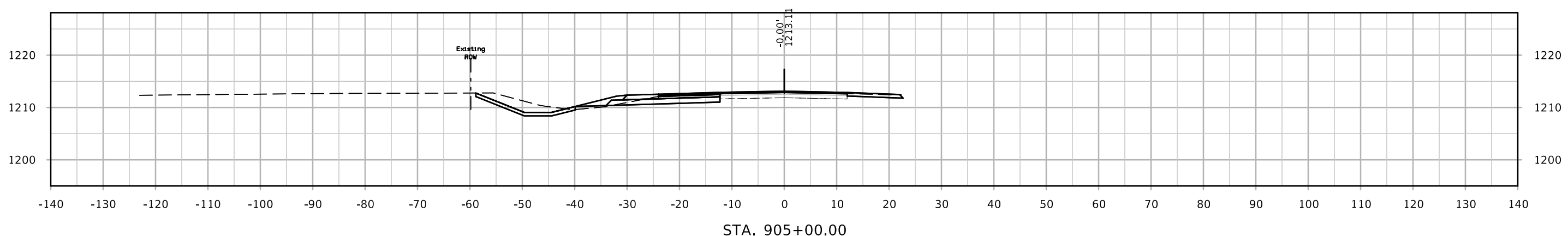
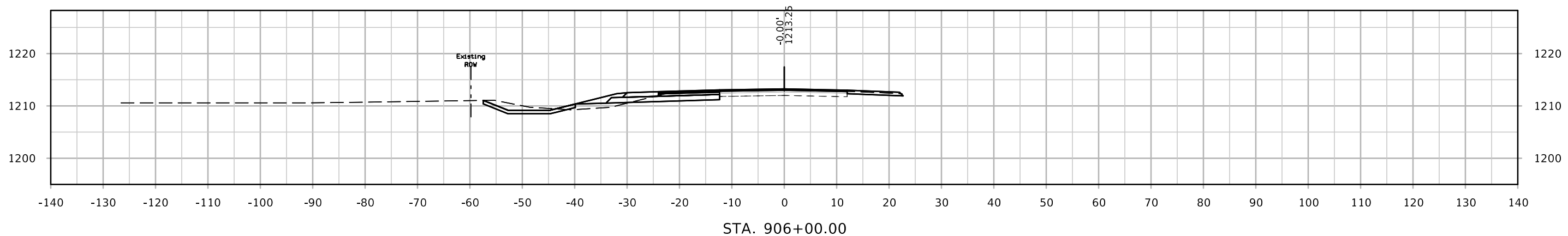
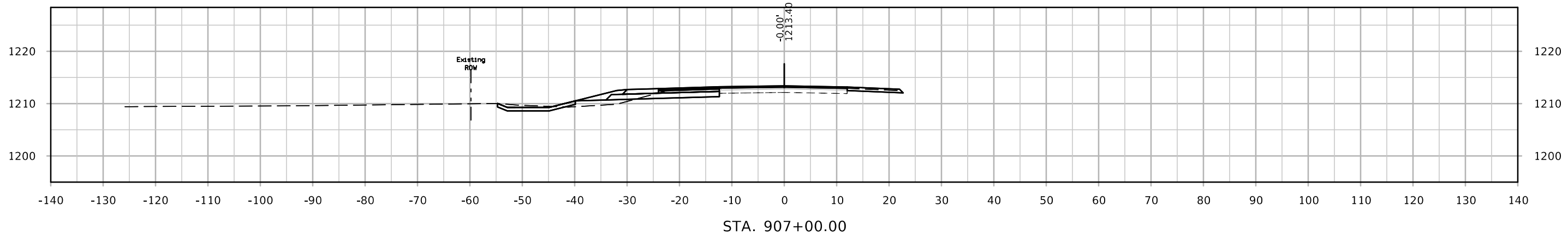
US 18 WB Passing Lane



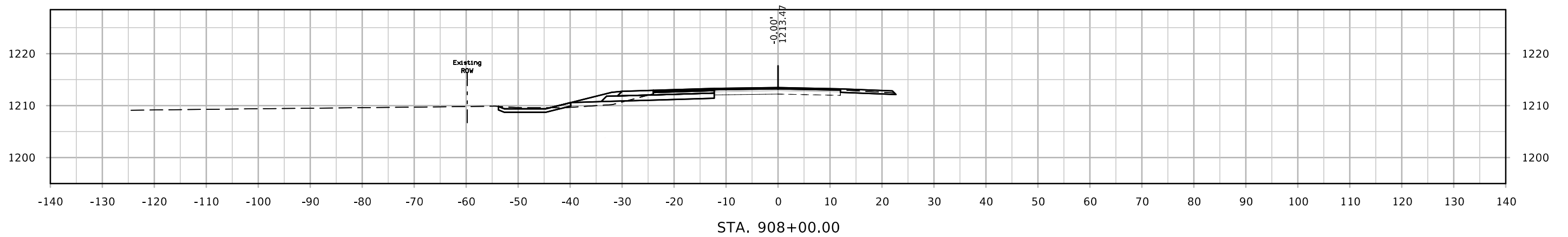
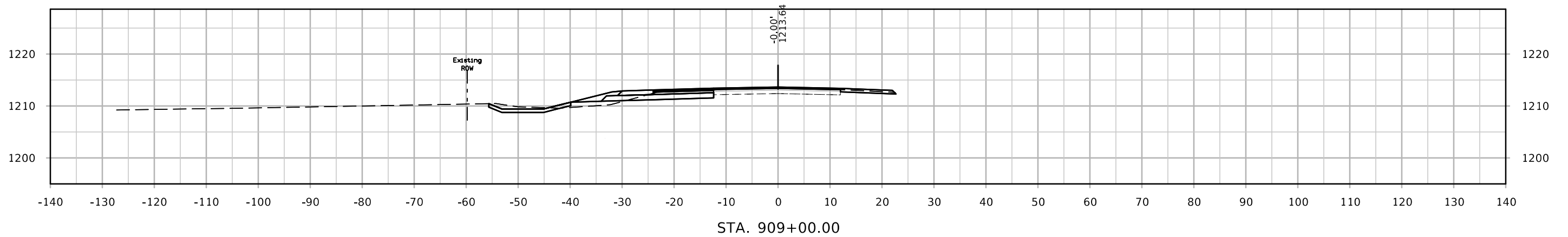
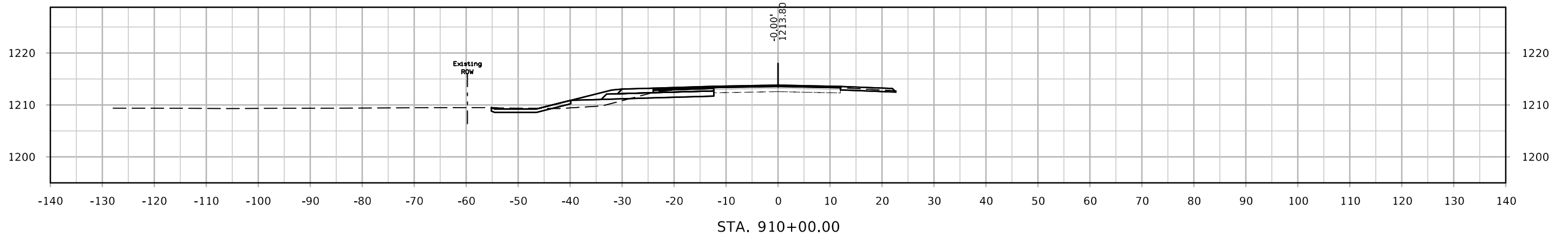
US 18 WB Passing Lane



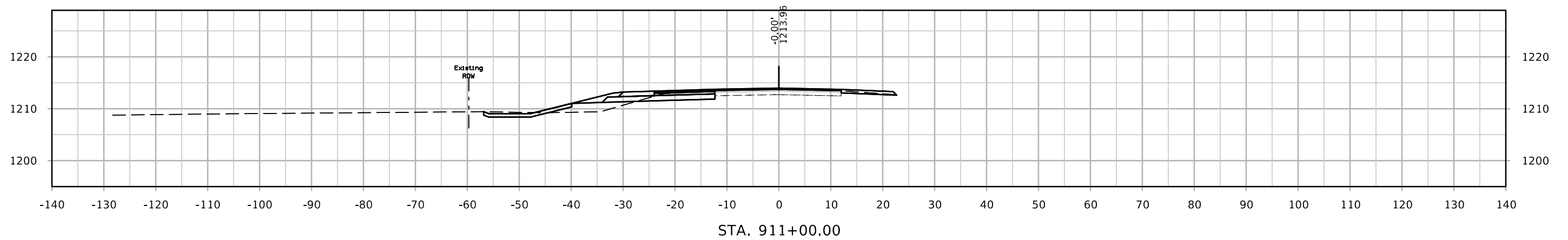
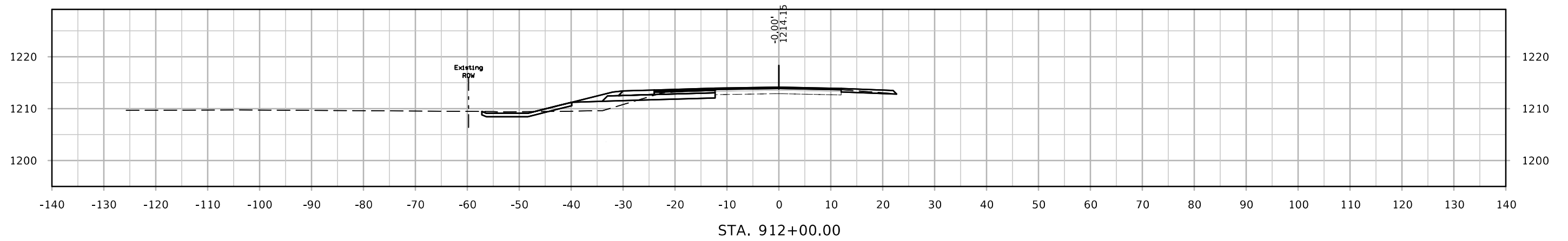
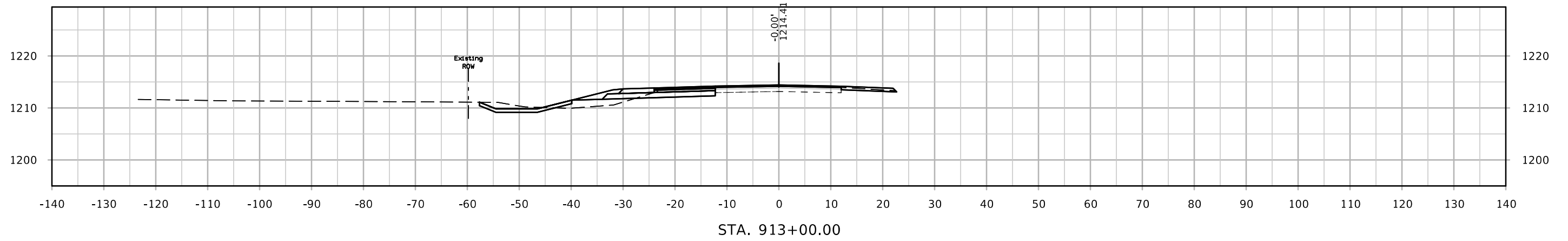
US 18 WB Passing Lane



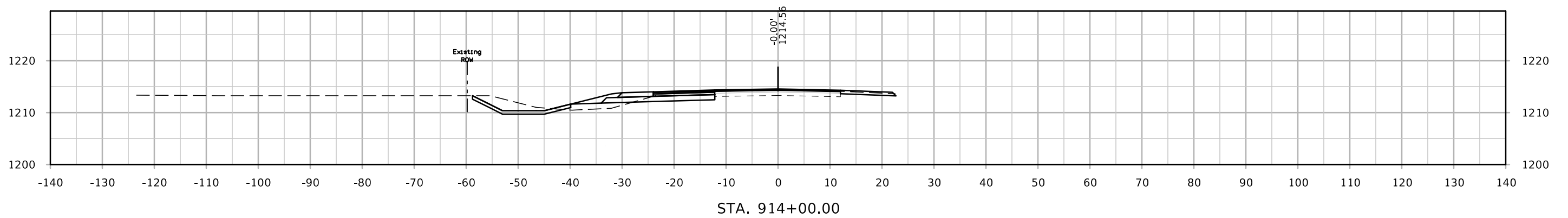
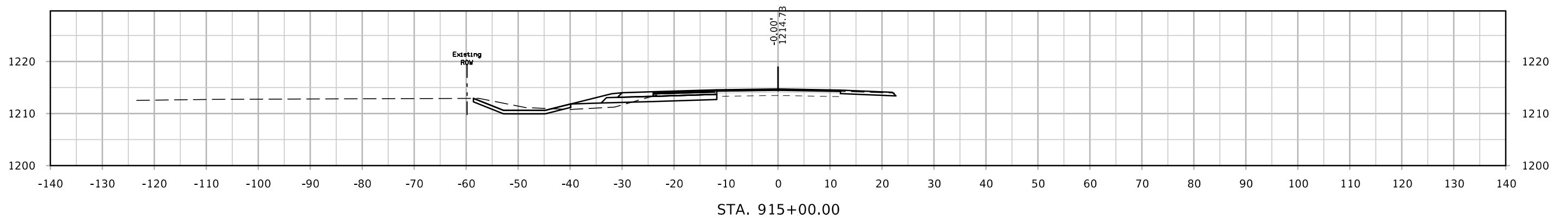
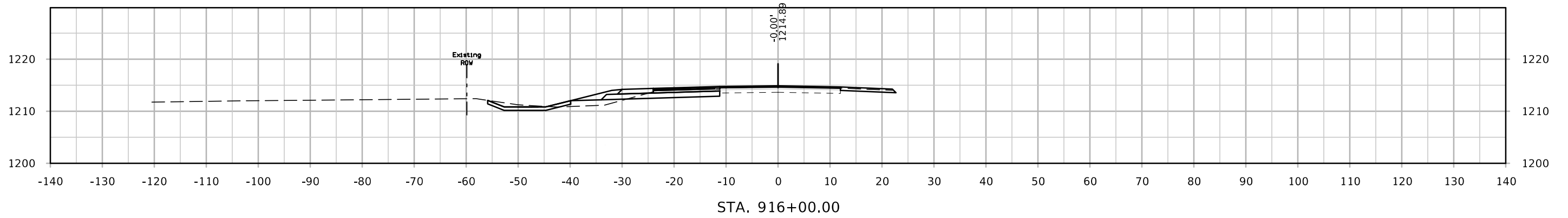
US 18 WB Passing Lane



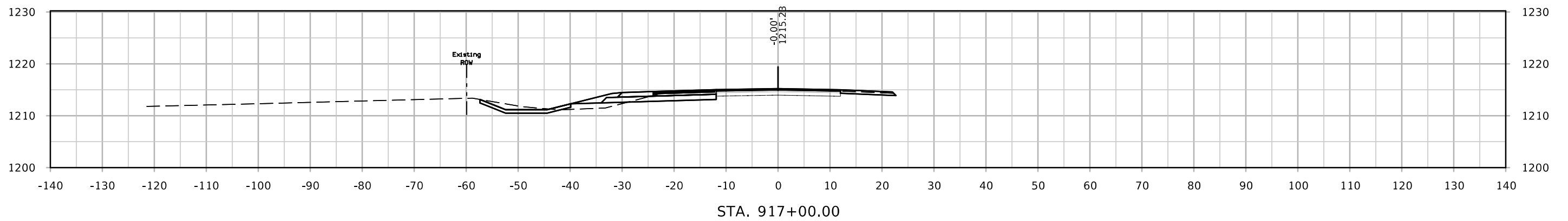
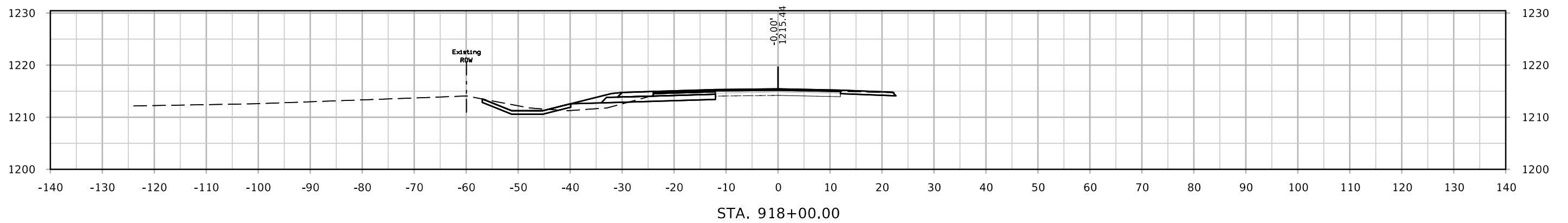
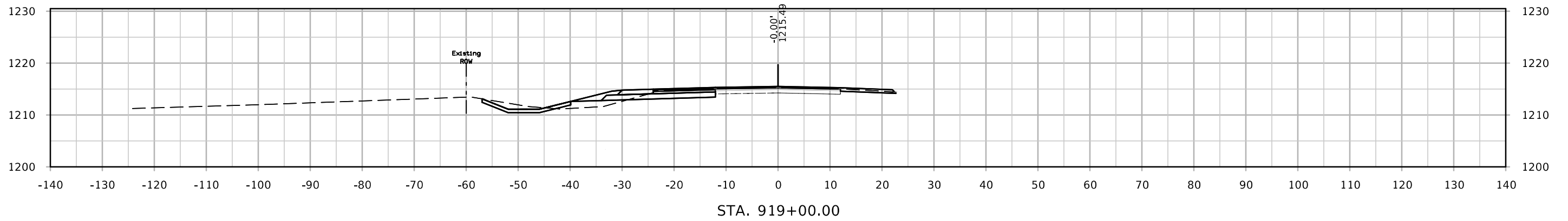
US 18 WB Passing Lane



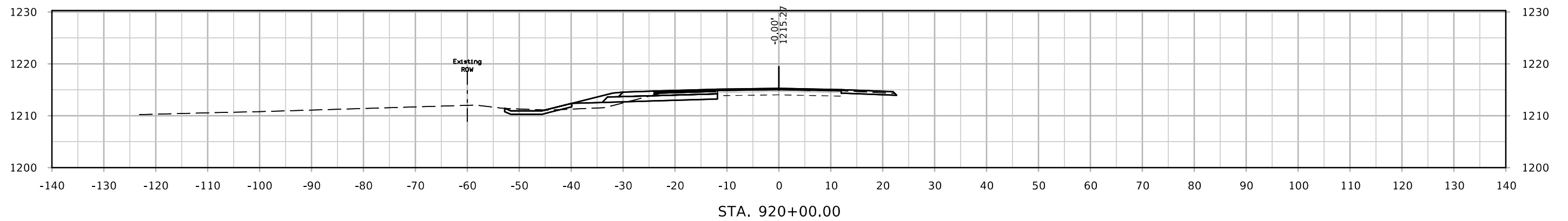
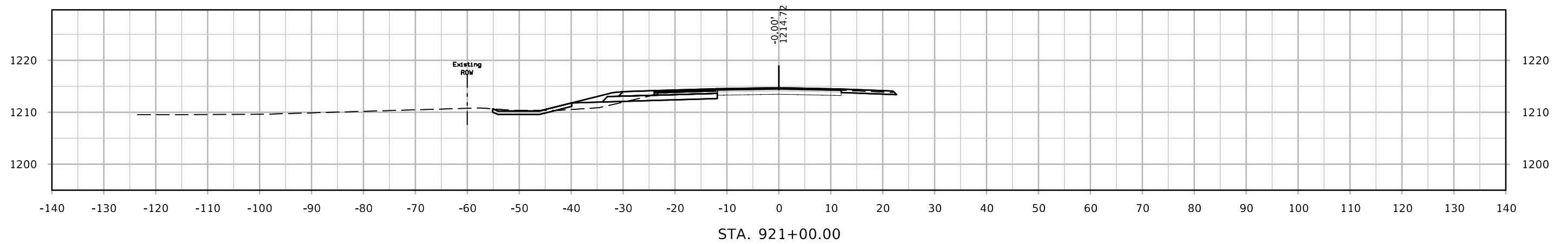
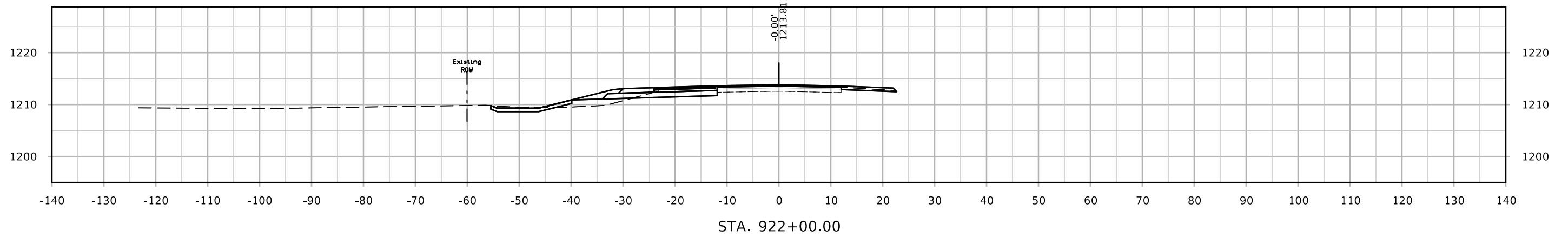
US 18 WB Passing Lane



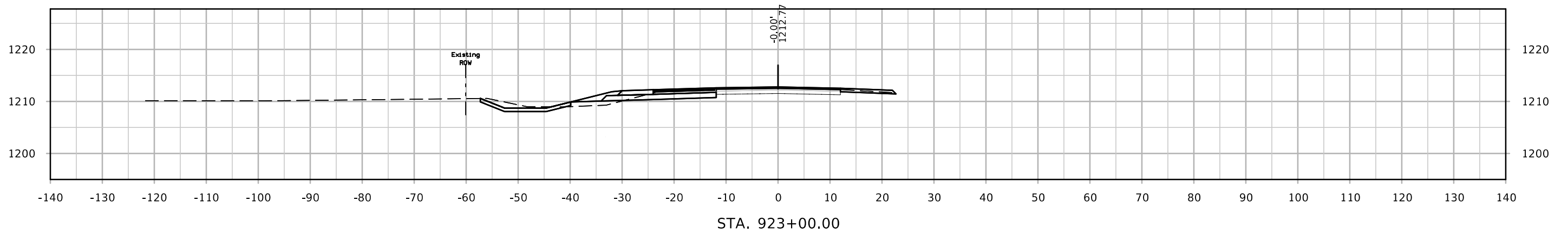
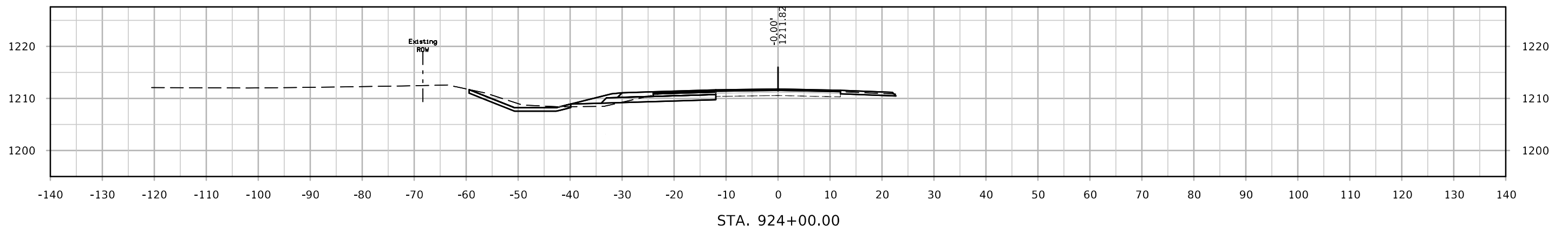
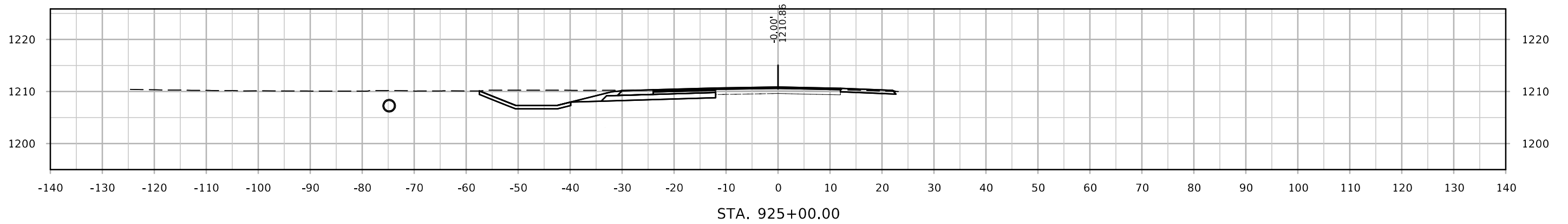
US 18 WB Passing Lane



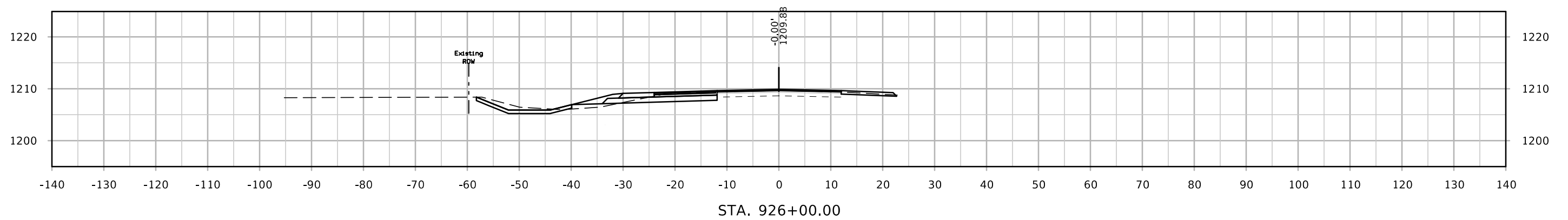
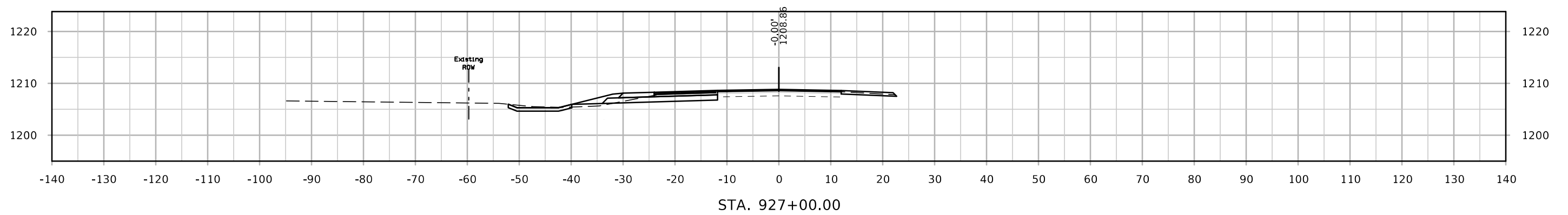
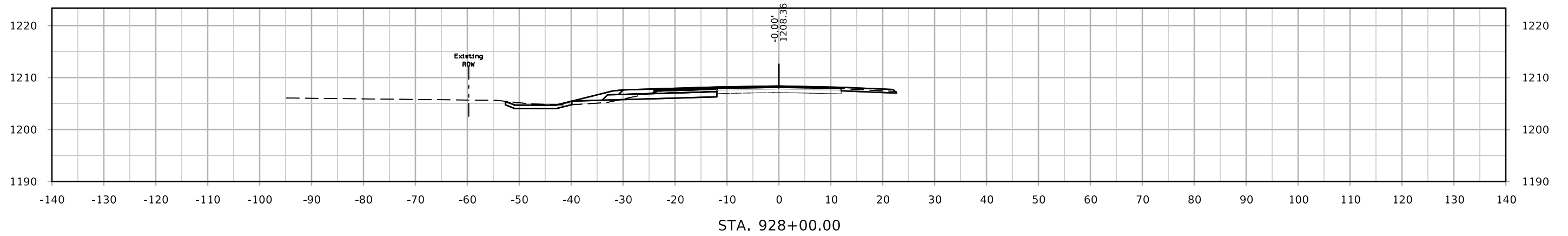
US 18 WB Passing Lane



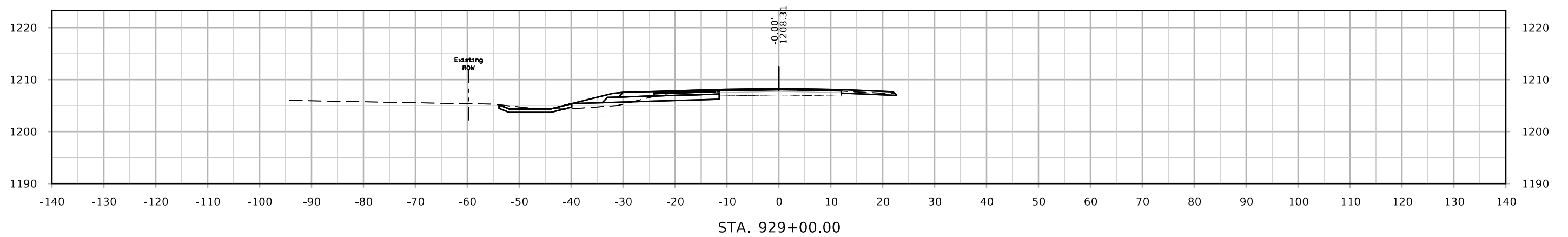
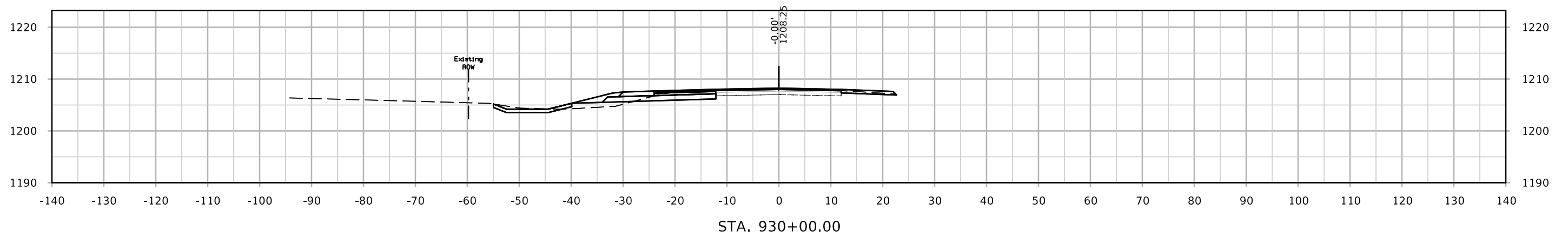
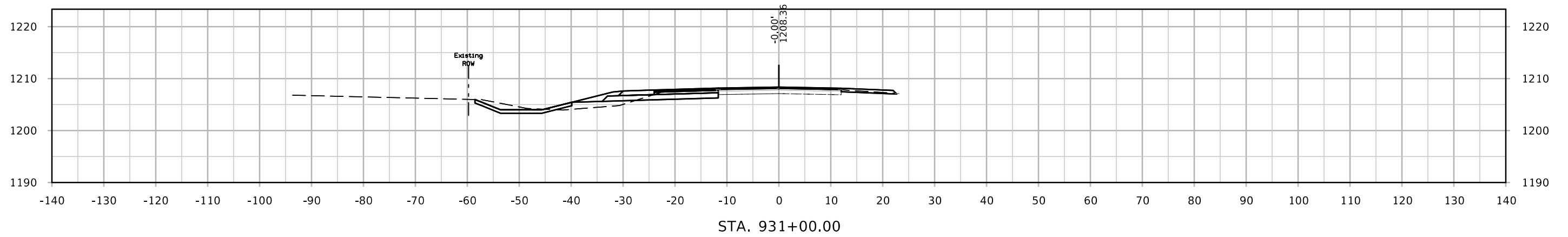
US 18 WB Passing Lane



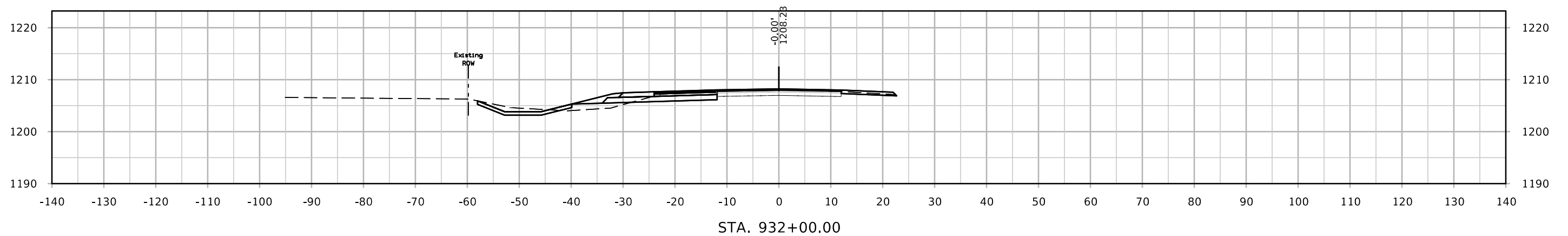
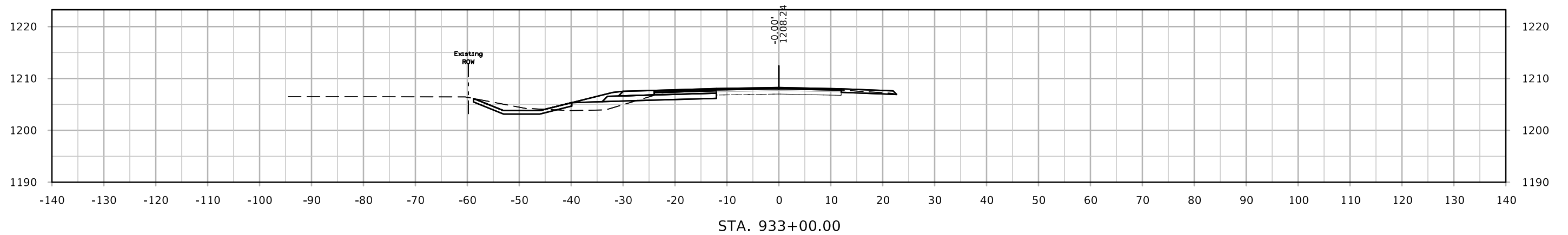
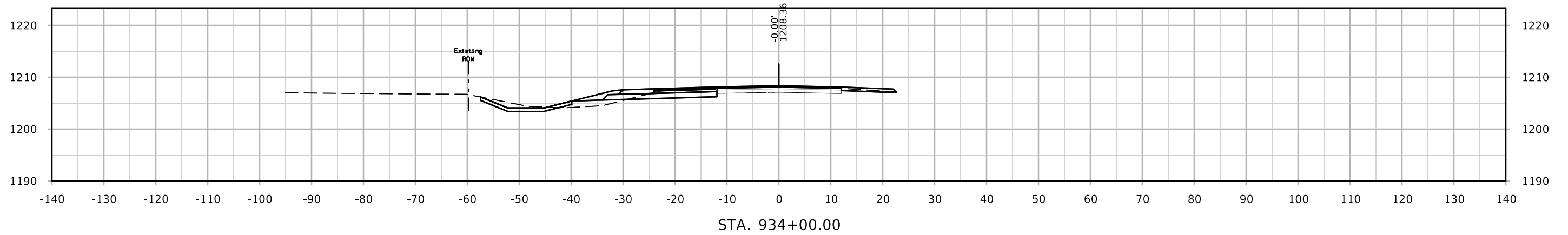
US 18 WB Passing Lane



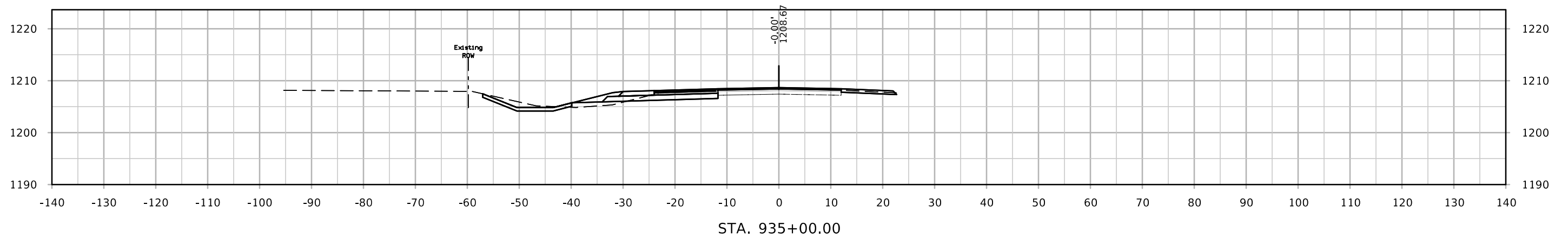
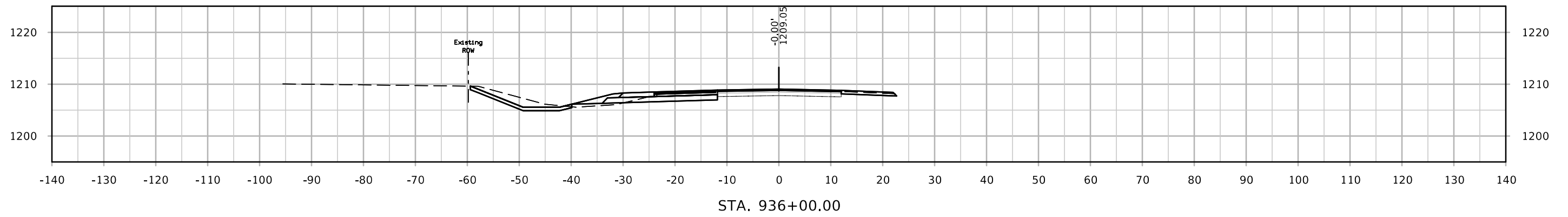
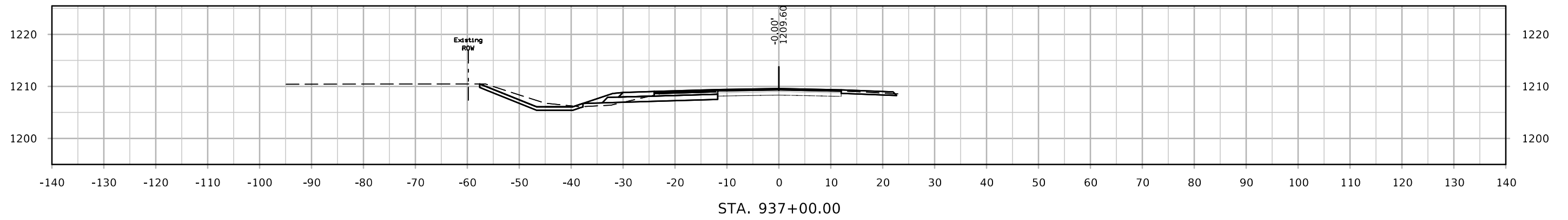
US 18 WB Passing Lane



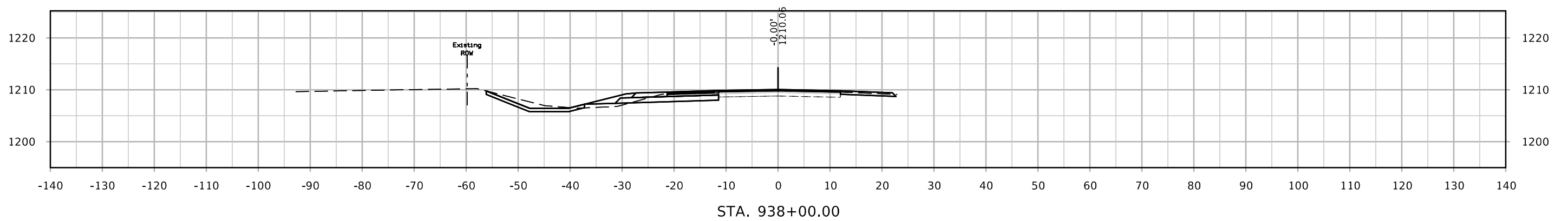
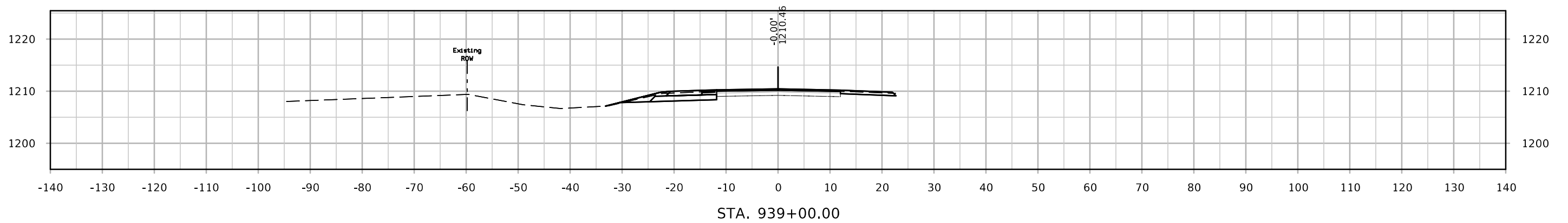
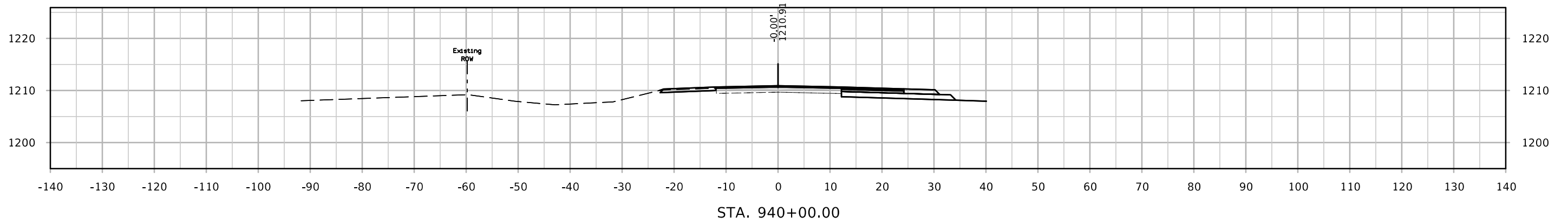
US 18 WB Passing Lane



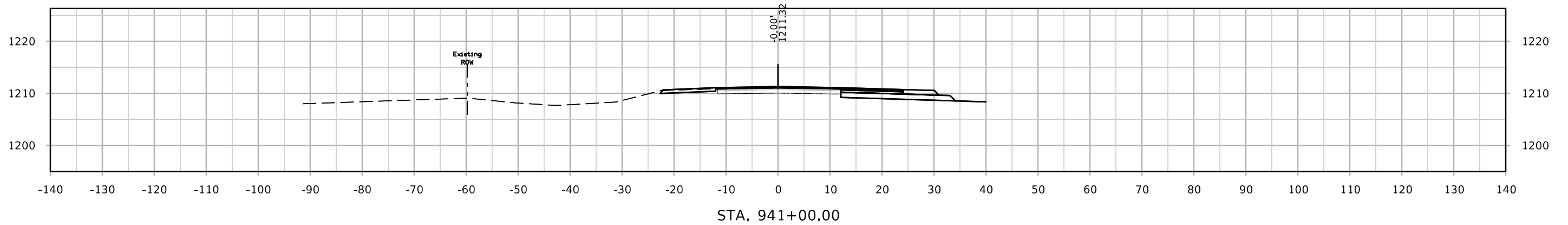
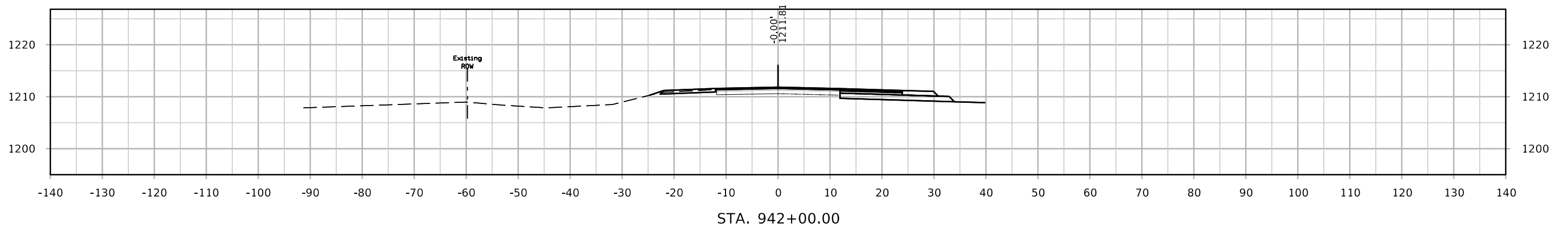
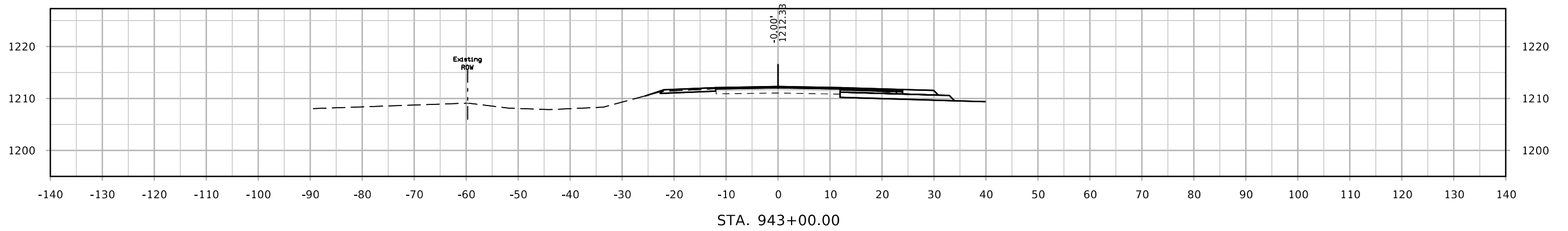
US 18 WB Passing Lane



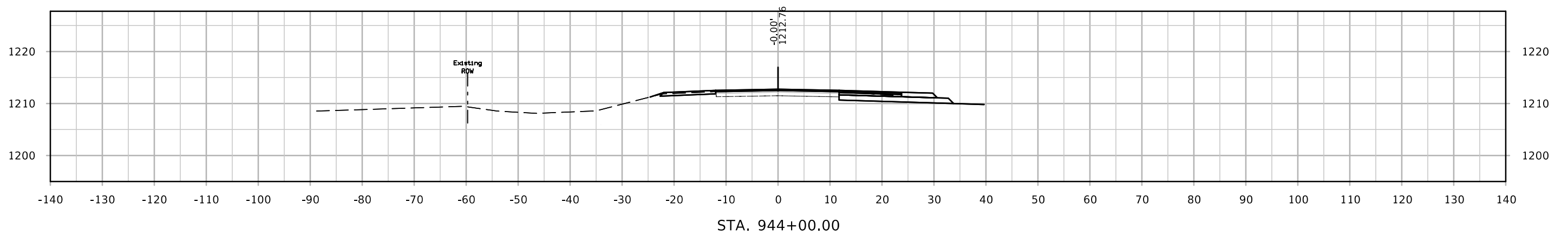
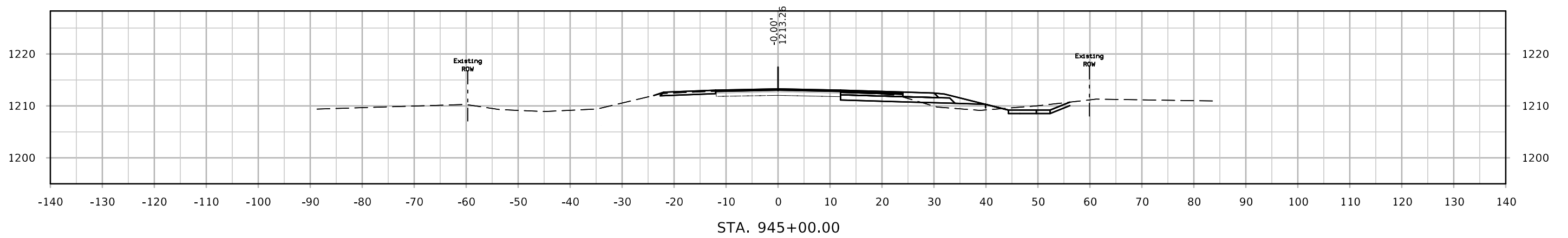
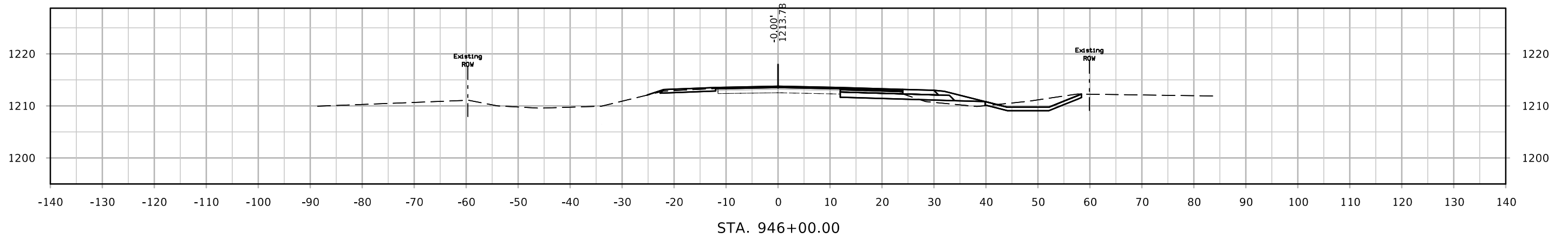
US 18 WB Passing Lane



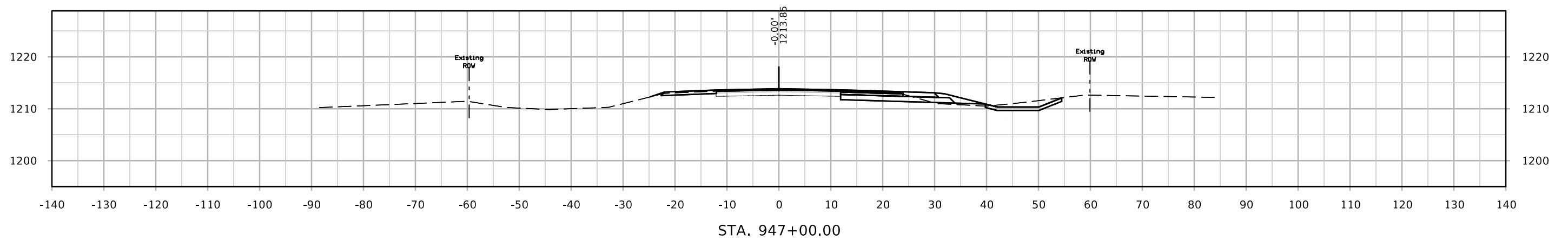
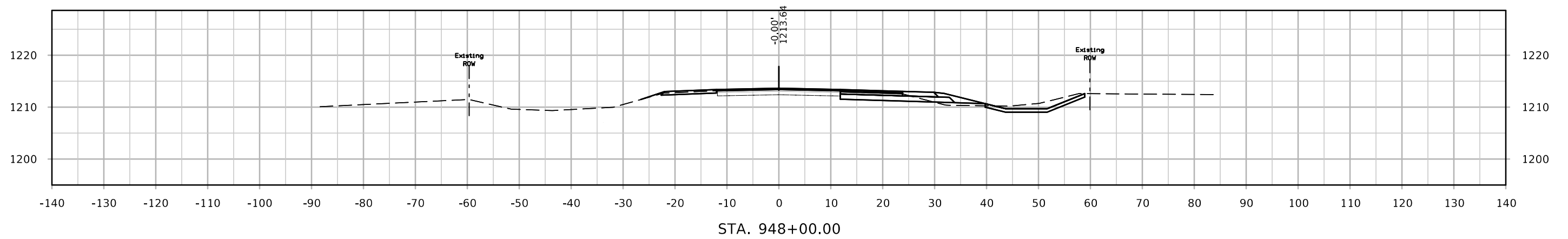
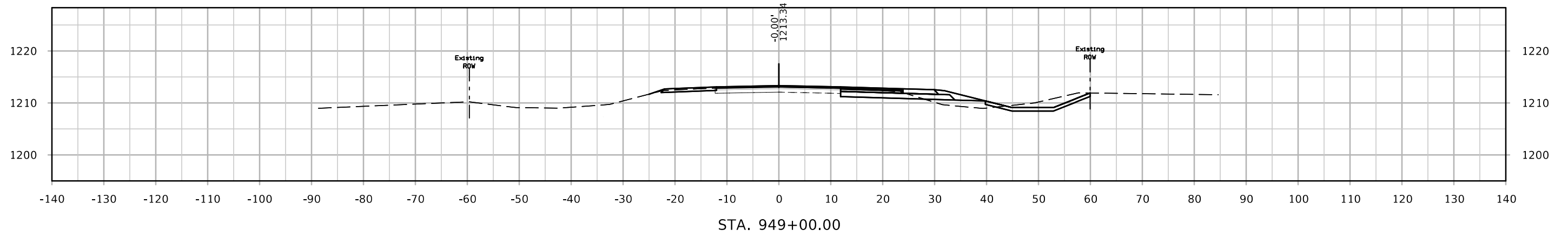
US 18 EB Passing Lane



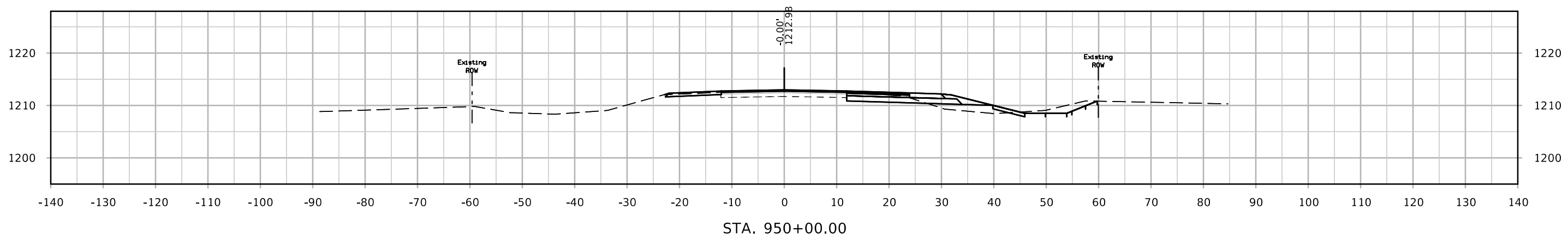
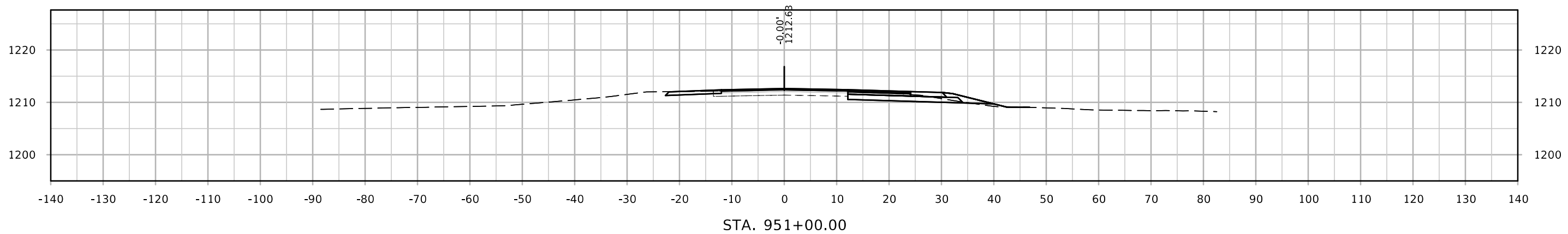
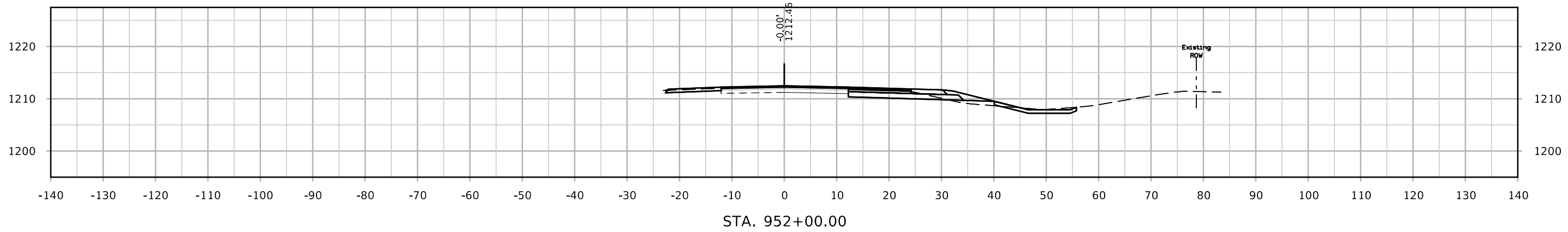
US 18 EB Passing Lane



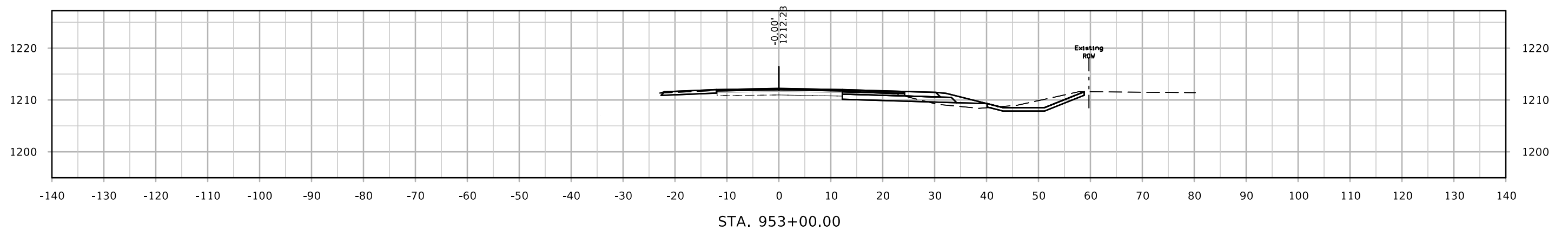
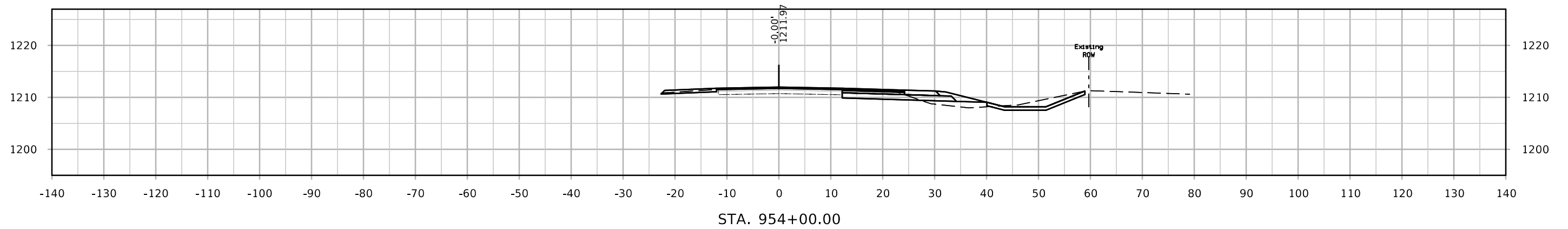
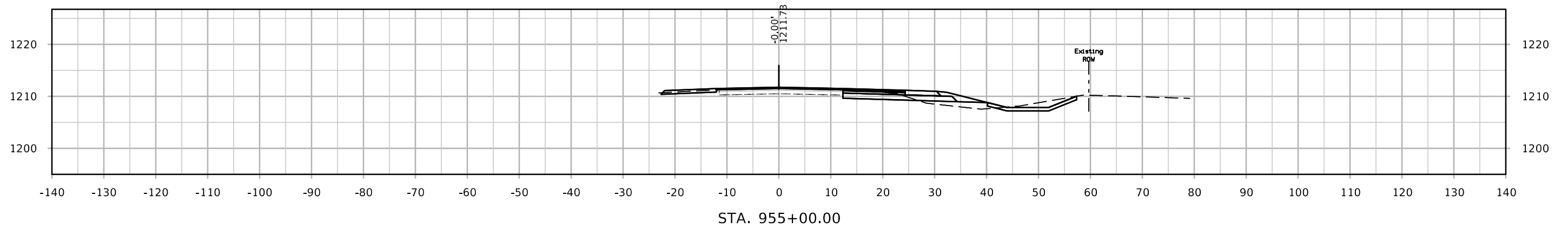
US 18 EB Passing Lane



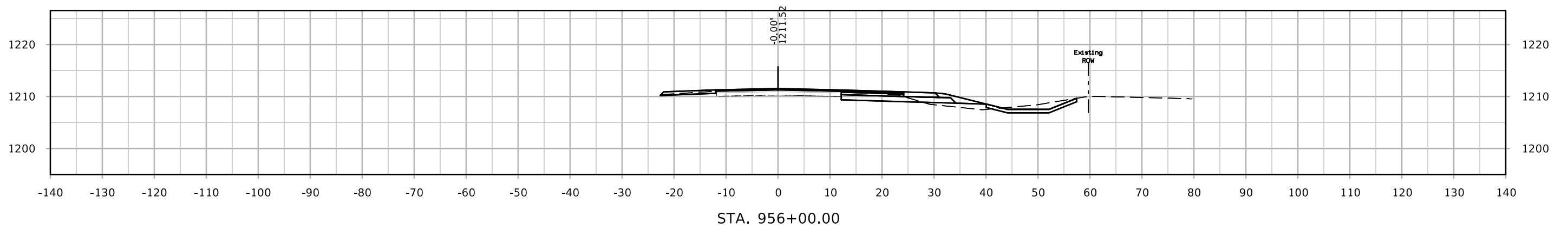
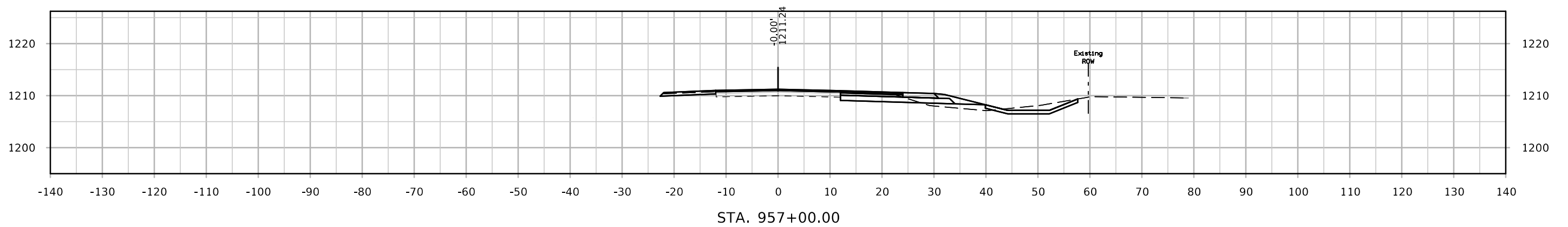
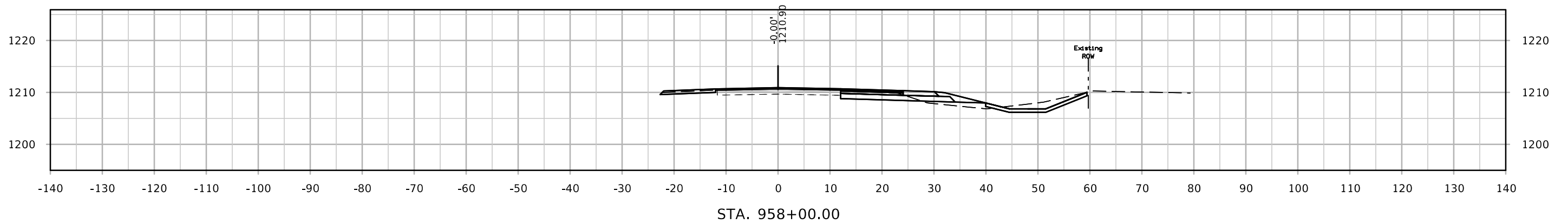
US 18 EB Passing Lane



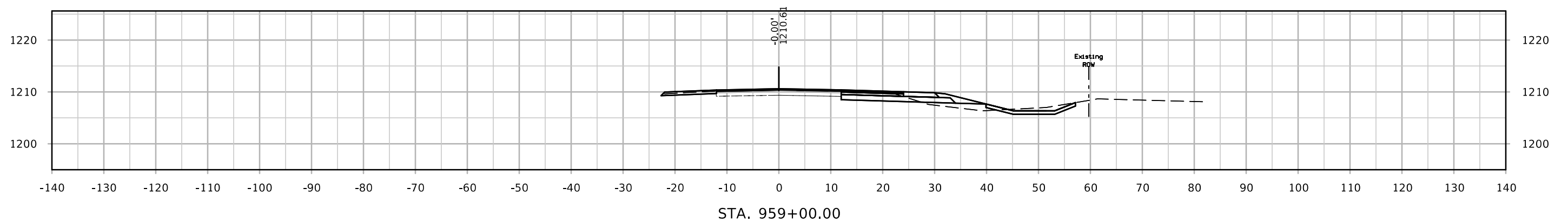
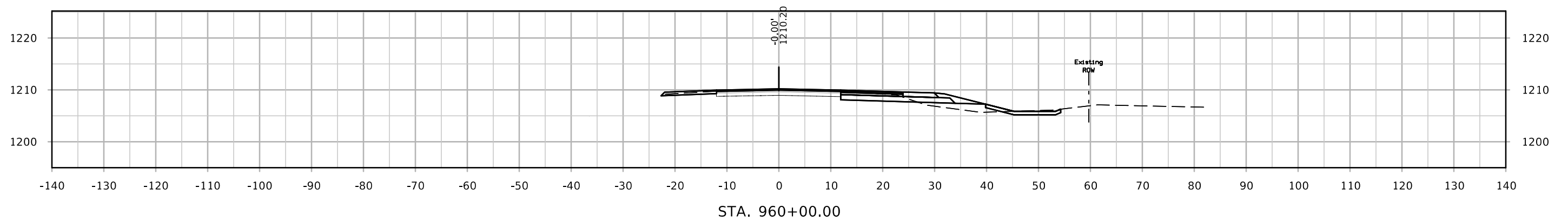
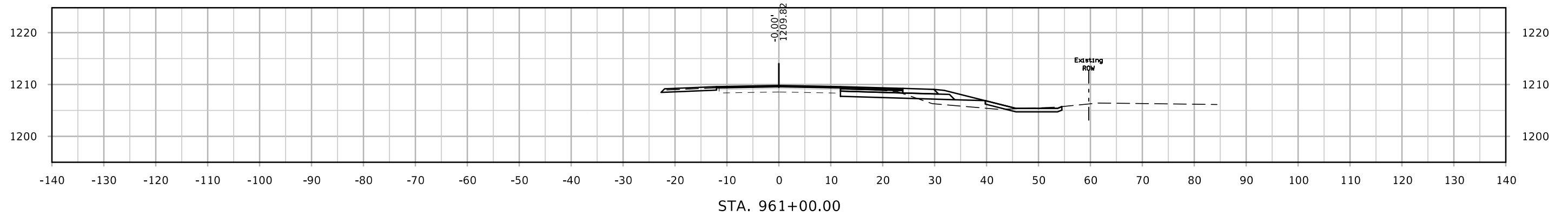
US 18 EB Passing Lane



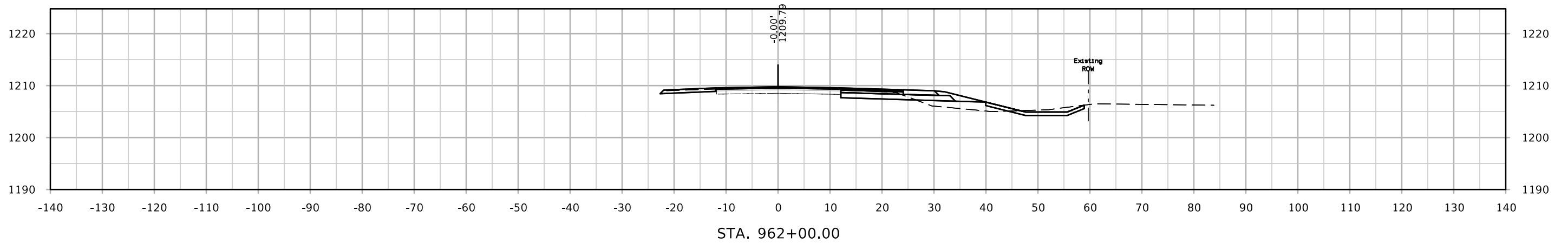
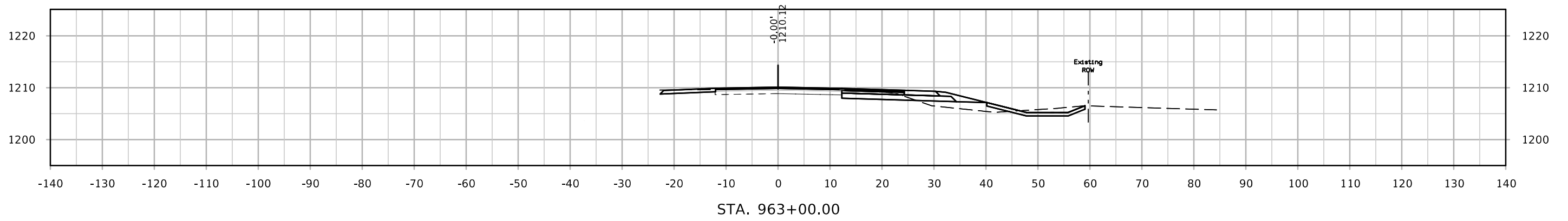
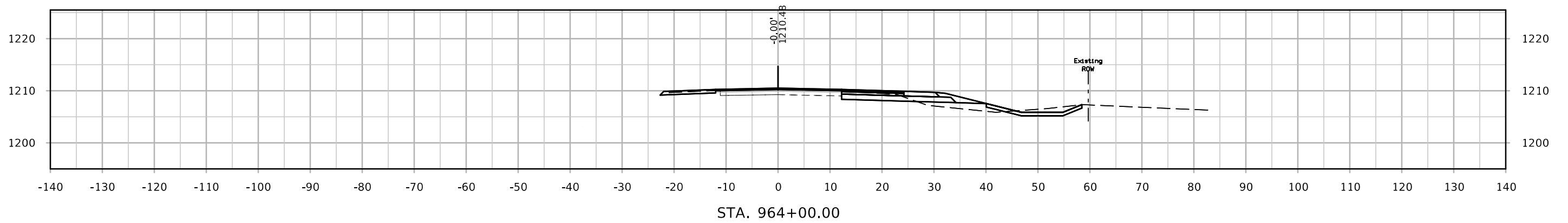
US 18 EB Passing Lane



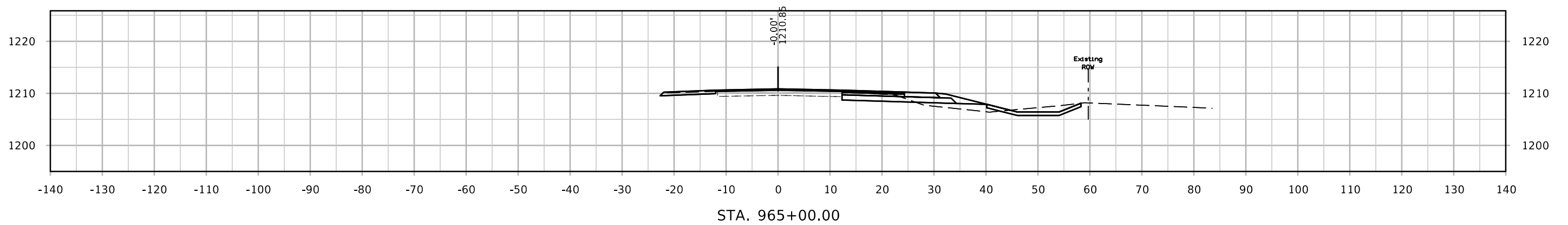
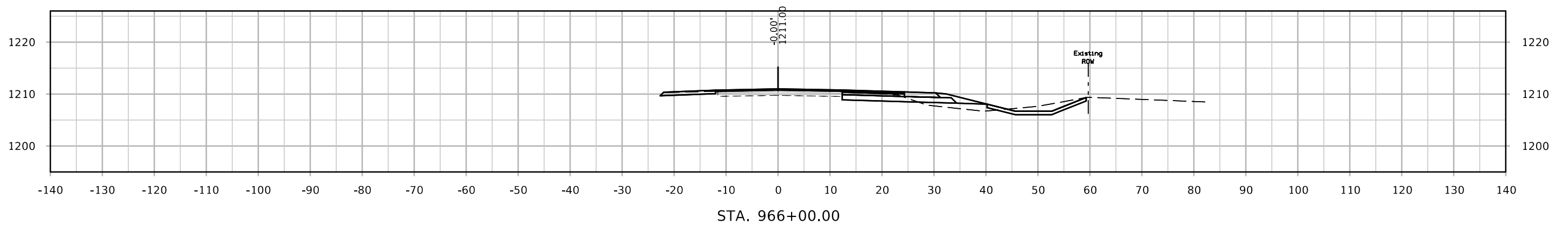
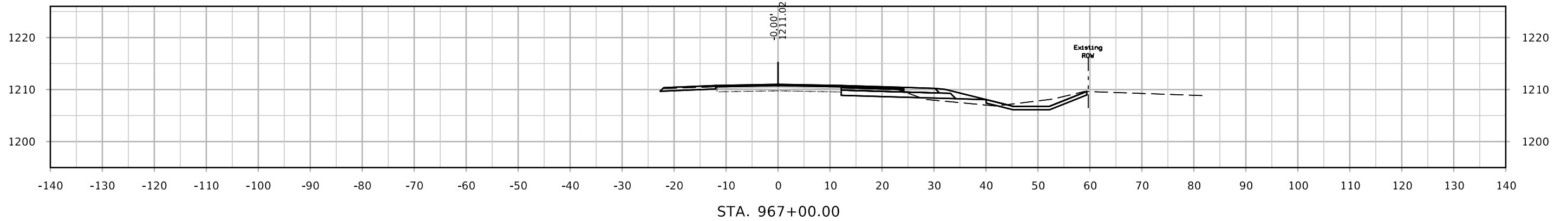
US 18 EB Passing Lane



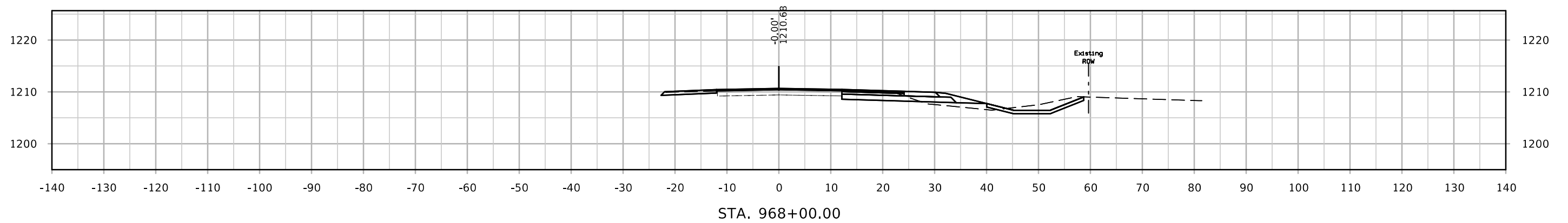
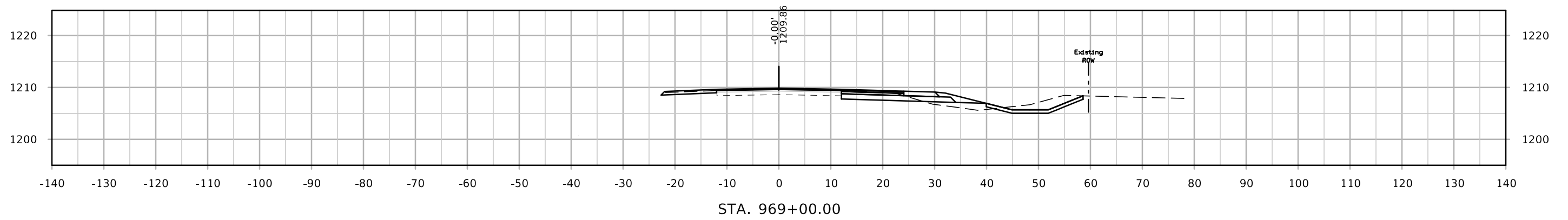
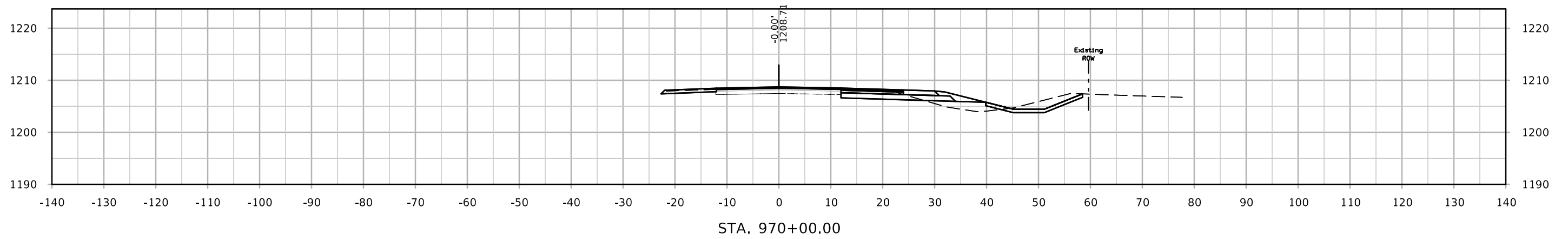
US 18 EB Passing Lane



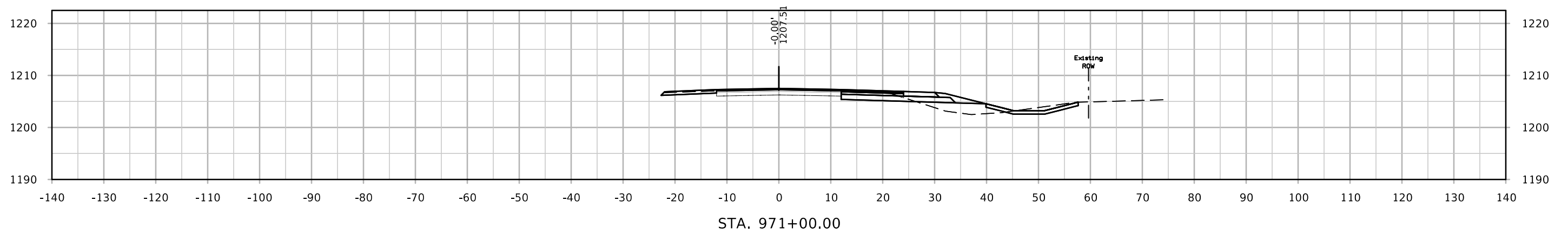
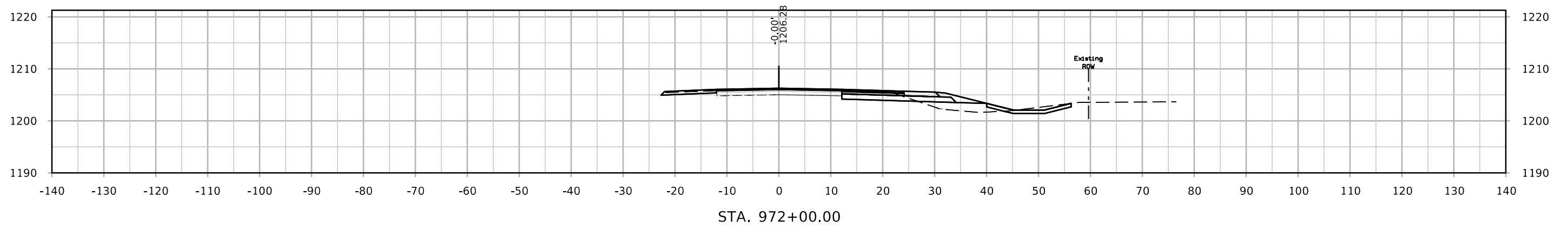
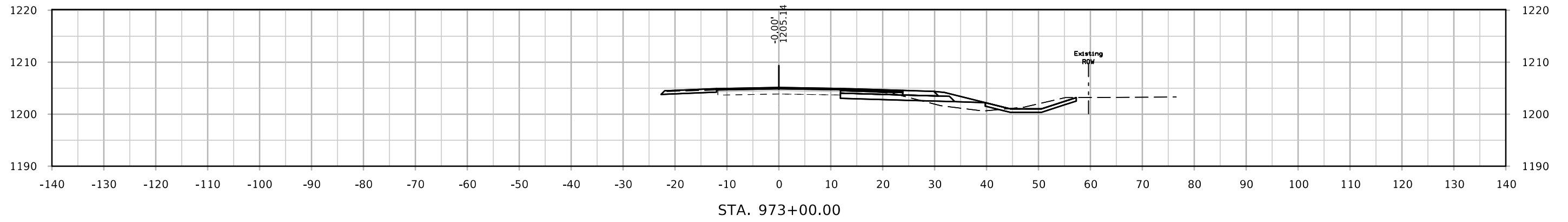
US 18 EB Passing Lane



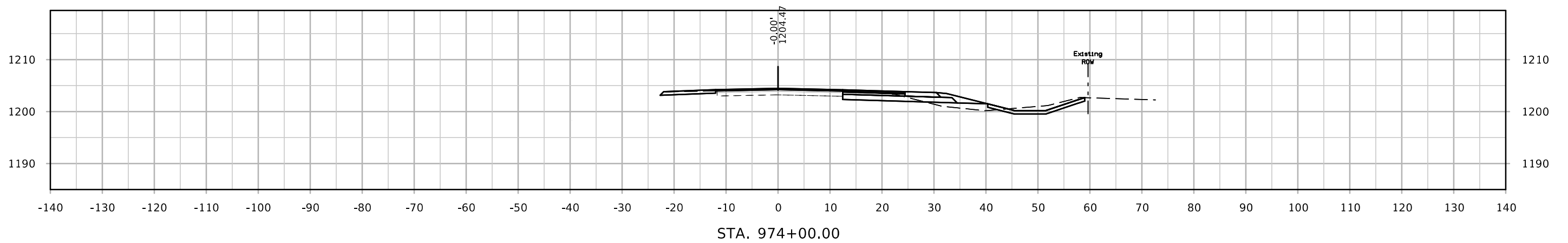
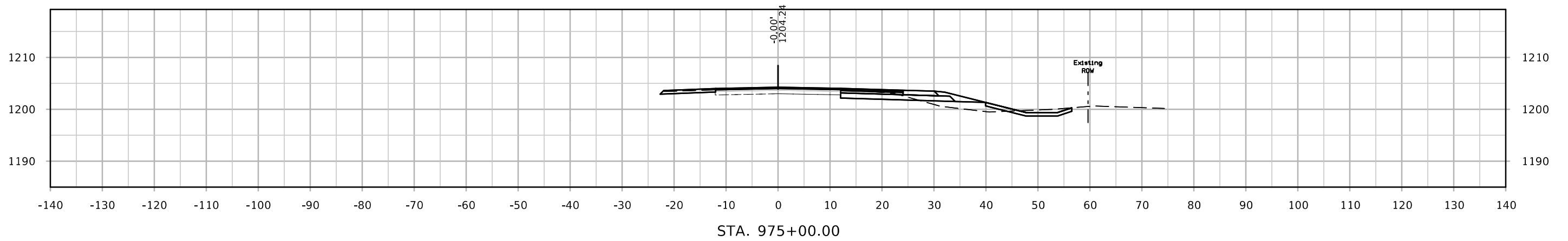
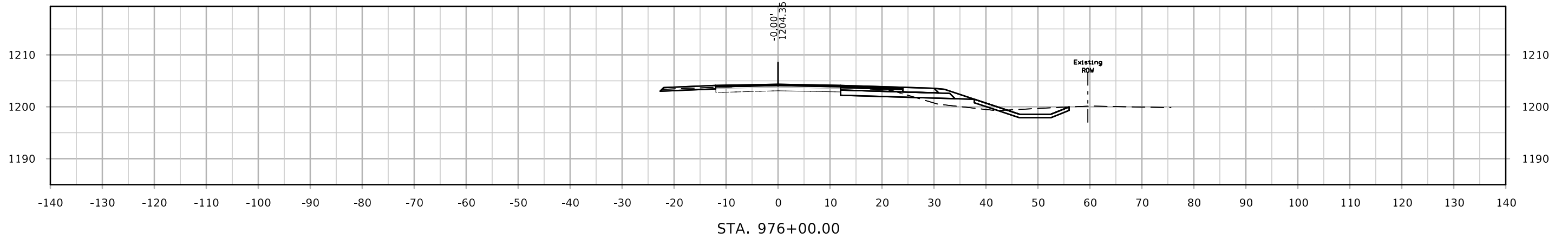
US 18 EB Passing Lane



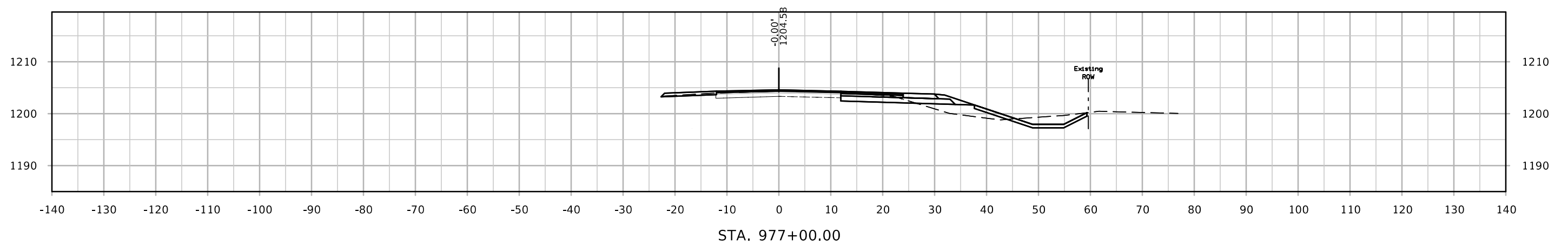
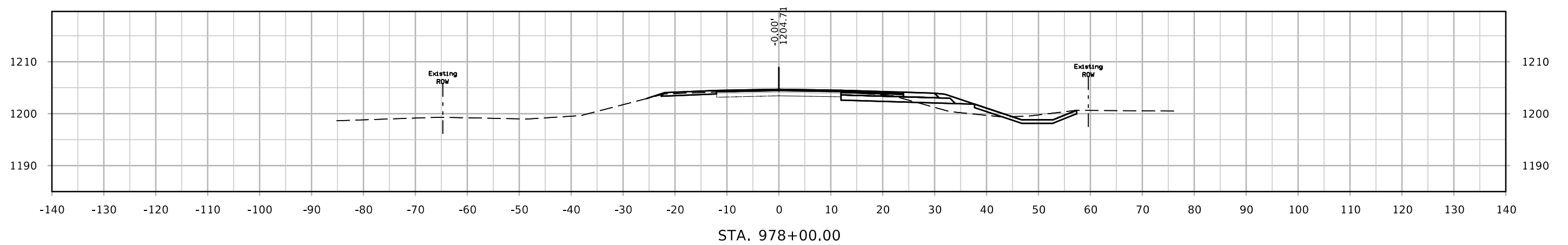
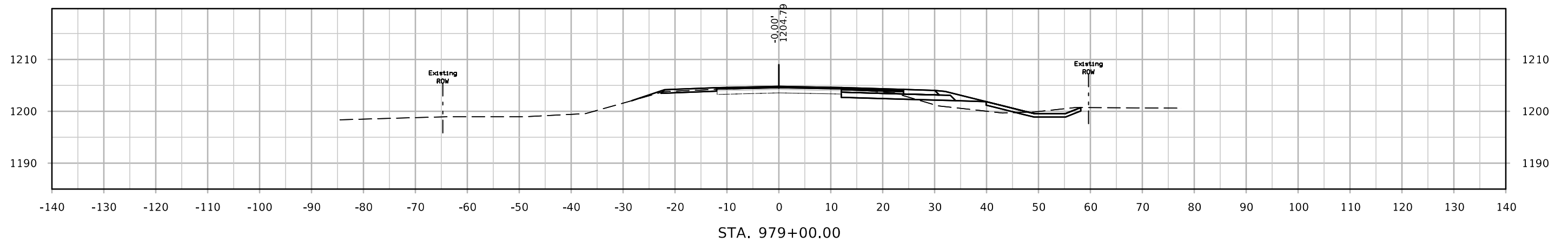
US 18 EB Passing Lane



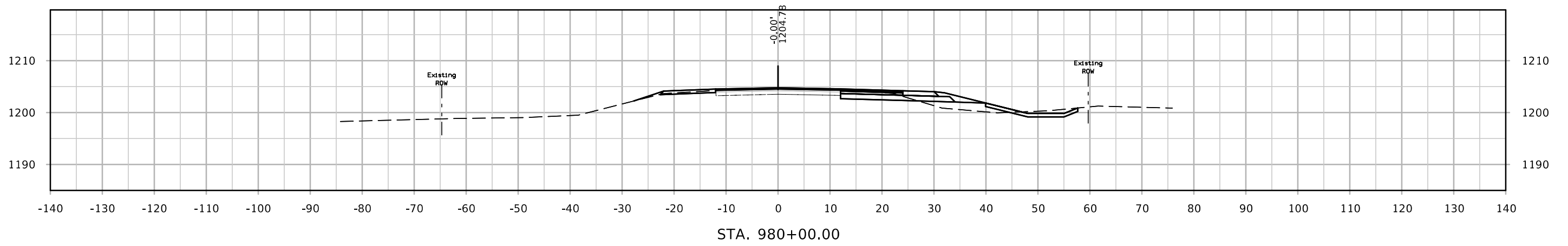
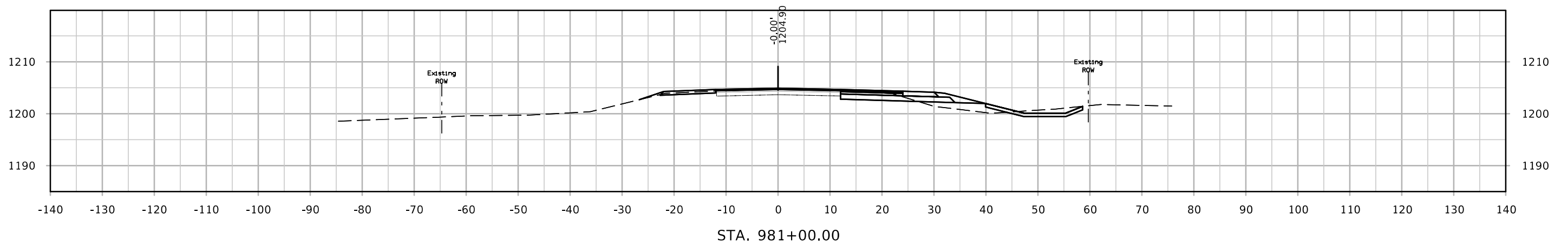
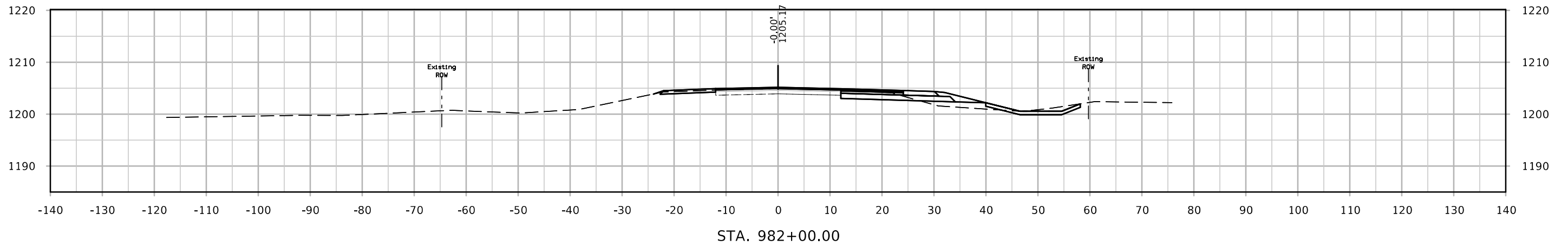
US 18 EB Passing Lane



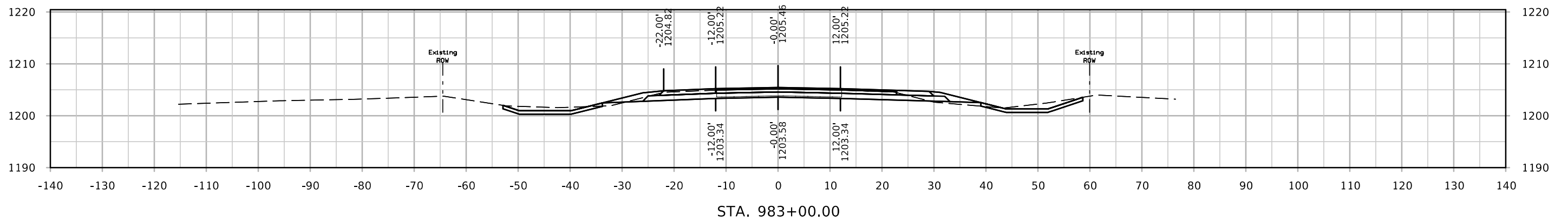
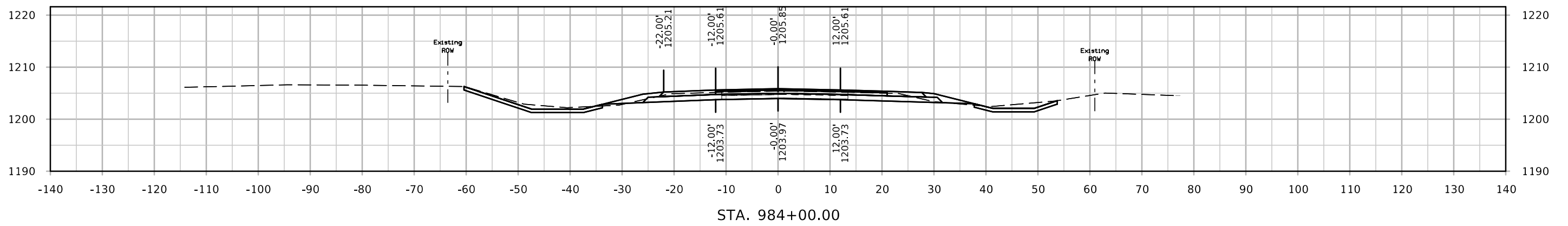
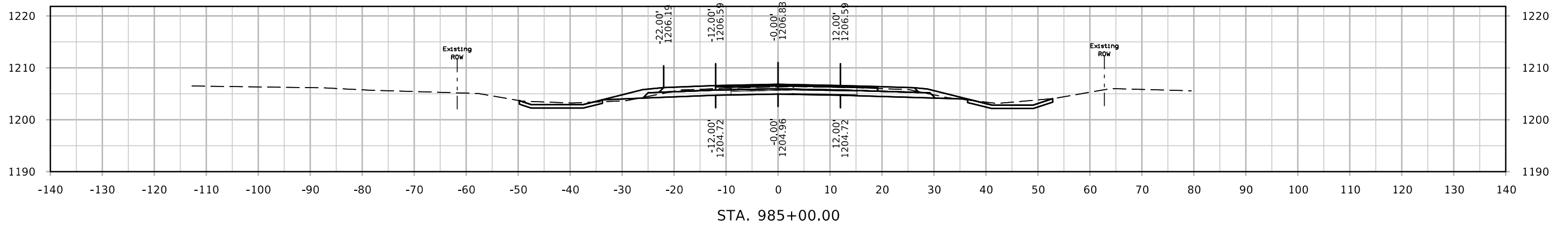
US 18 EB Passing Lane



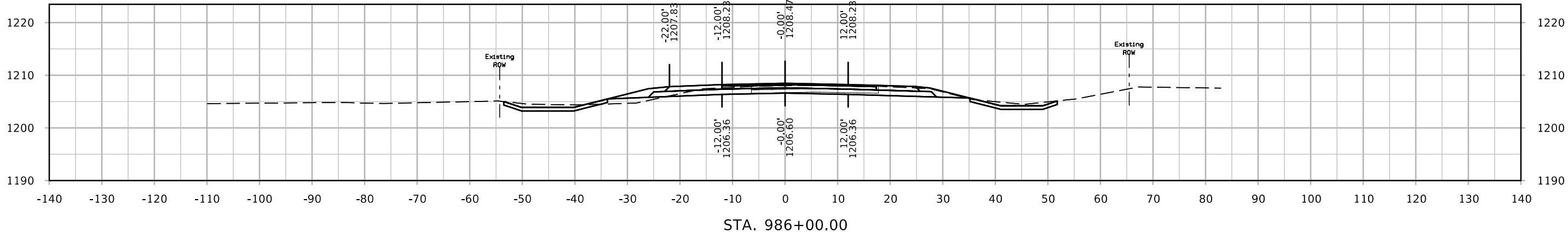
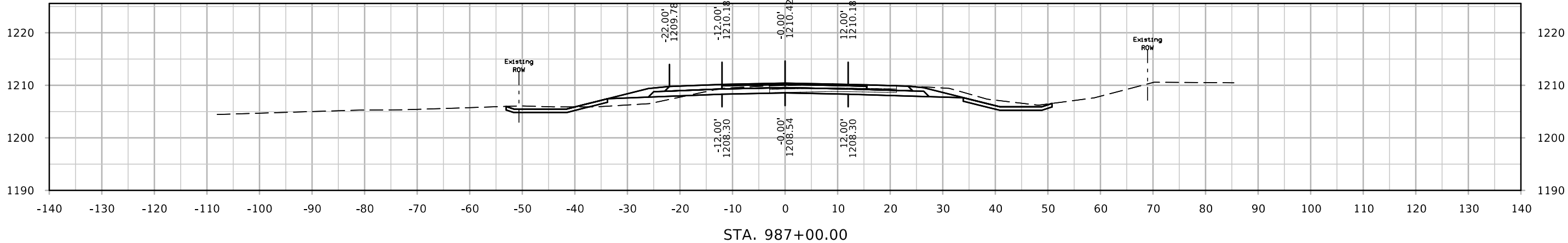
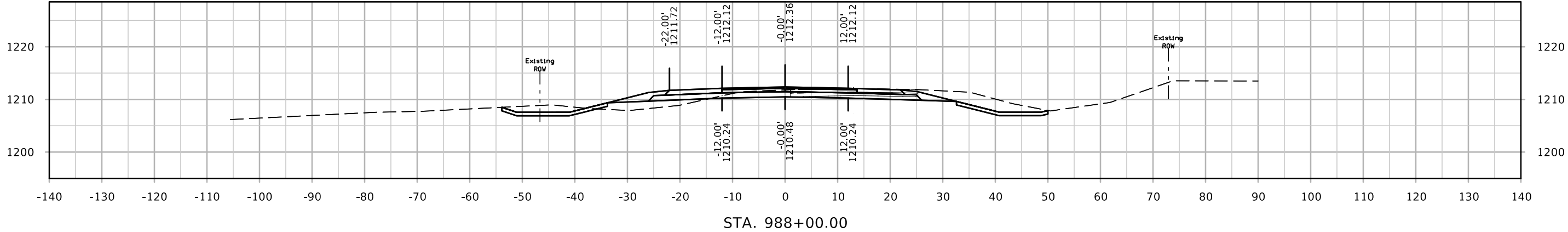
US 18 EB Passing Lane



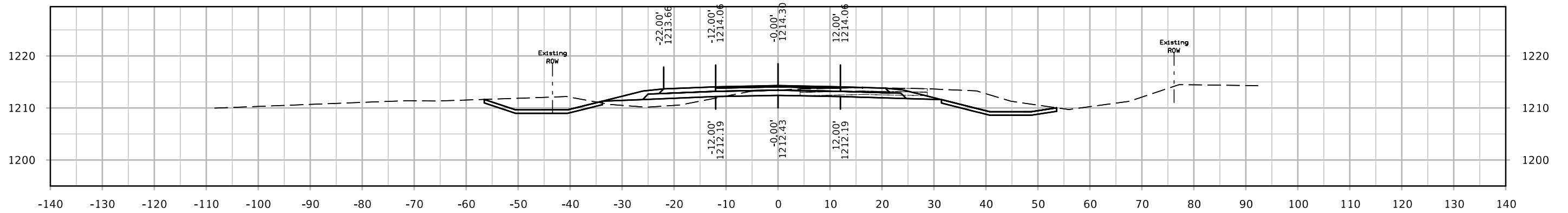
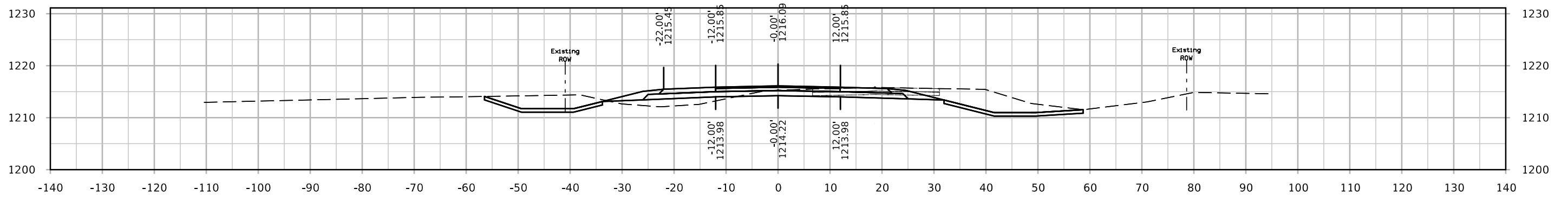
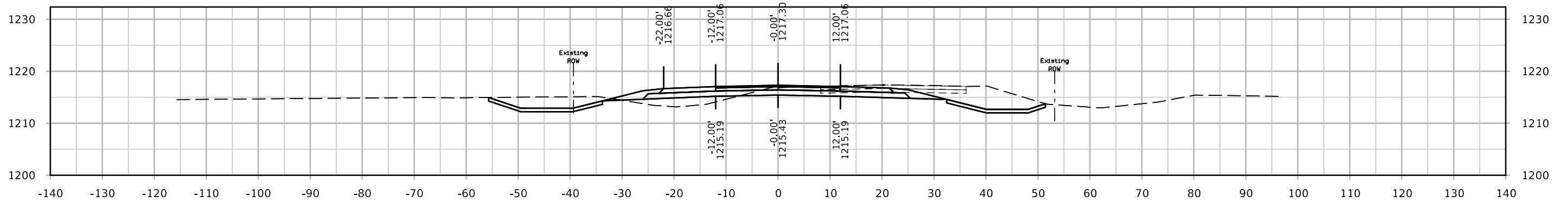
US 18 Alignment shift near 190th Ave.



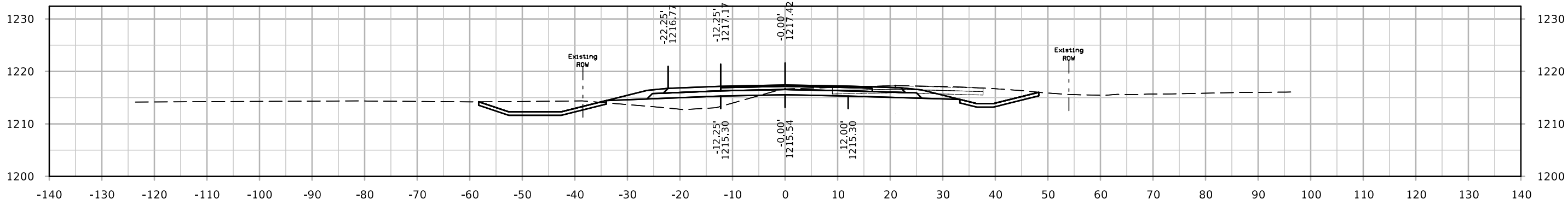
US 18 Alignment shift near 190th Ave.



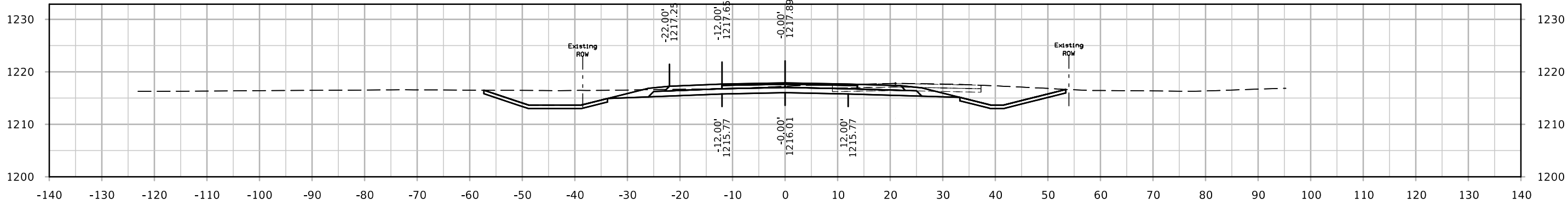
US 18 Alignment shift near 190th Ave.



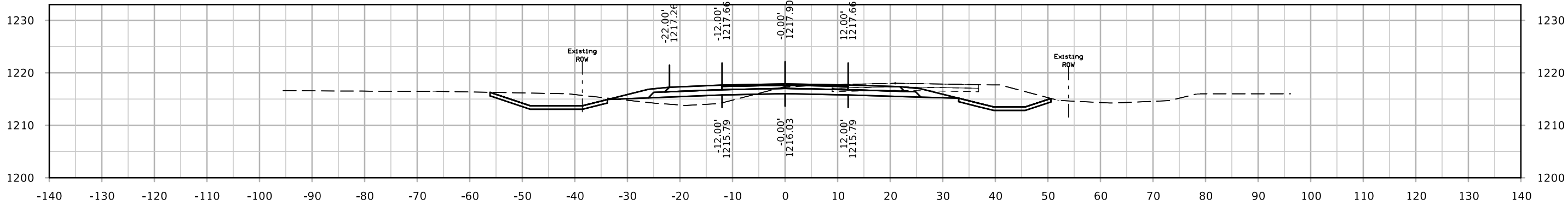
US 18 Alignment shift near 190th Ave.



STA. 994+00.00

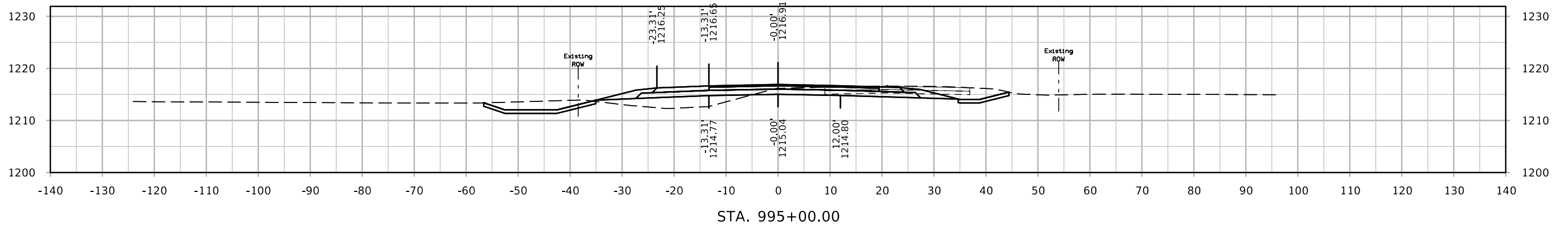
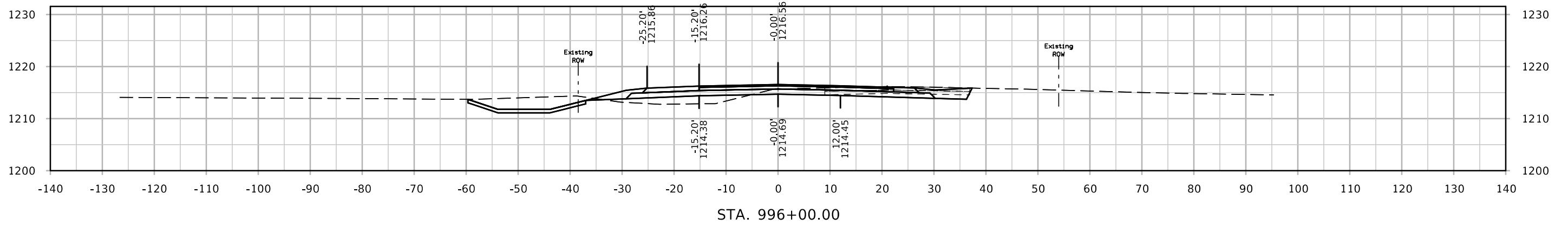
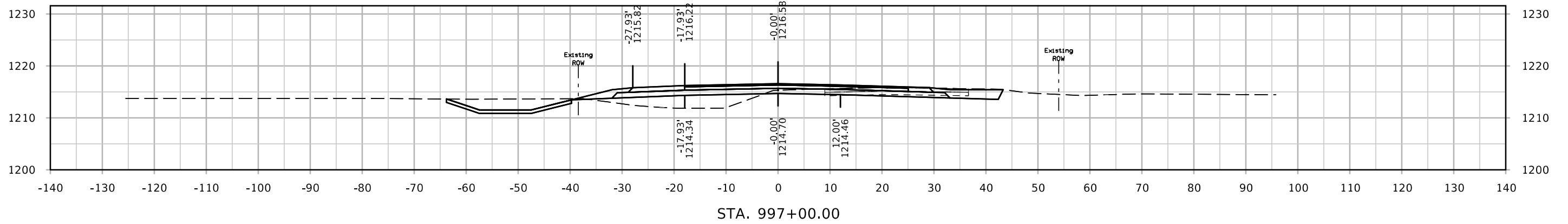


STA. 993+00.00

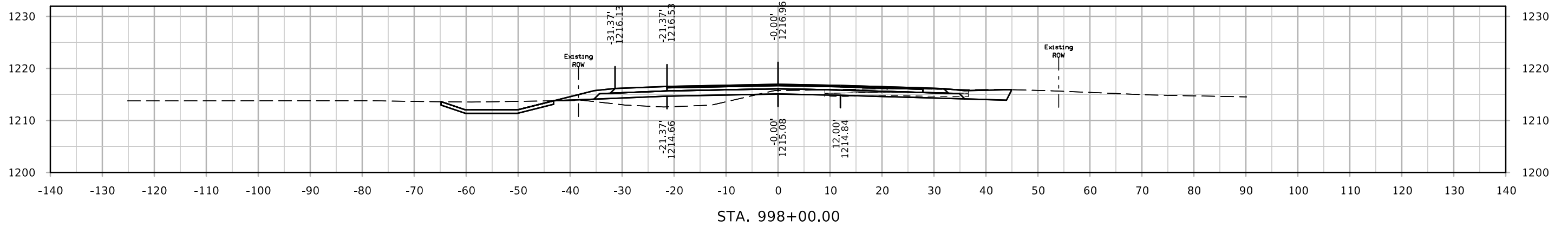
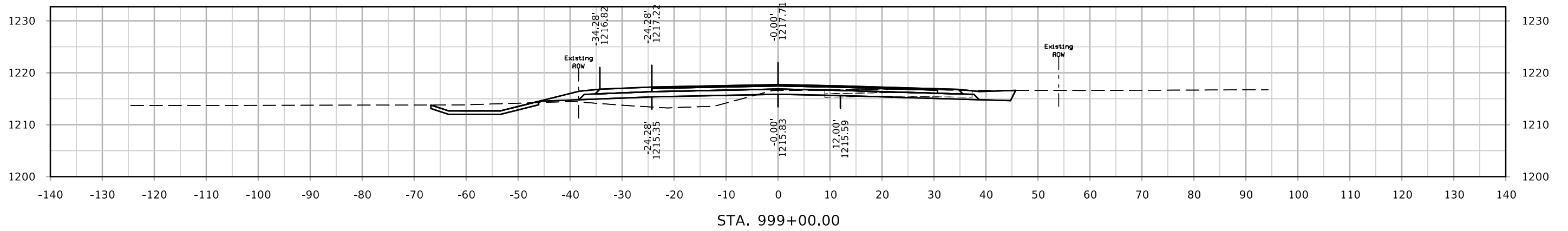
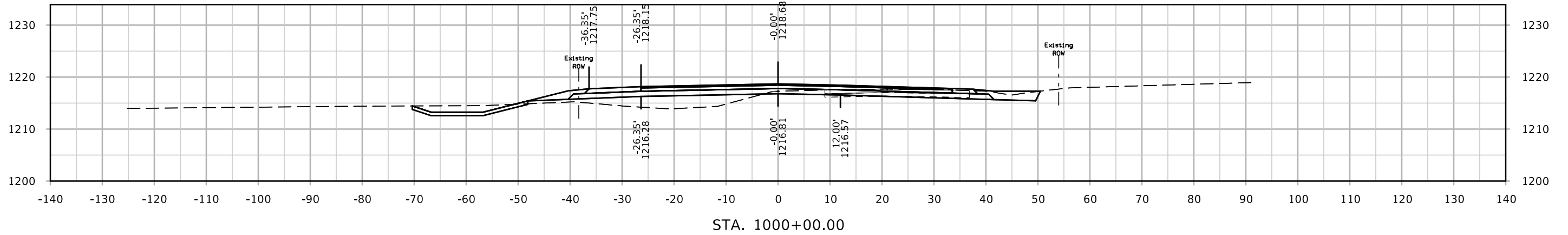


STA. 992+00.00

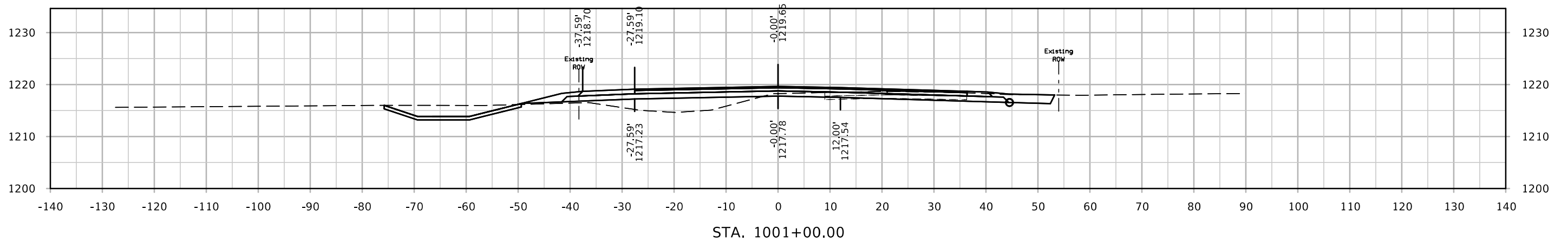
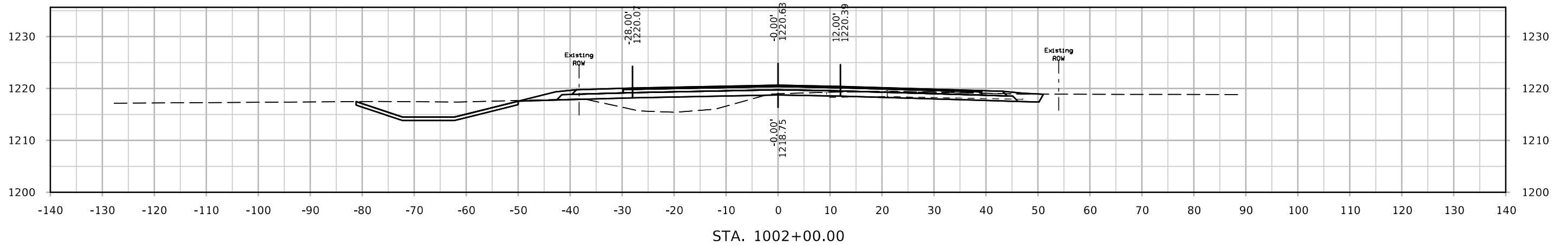
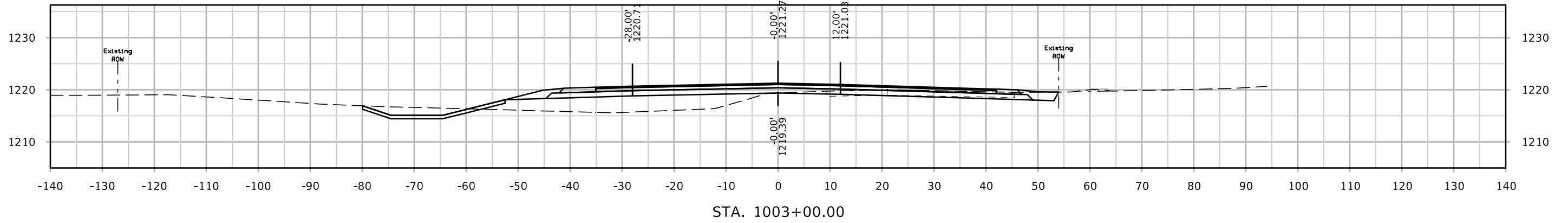
US 18 Alignment shift near 190th Ave.



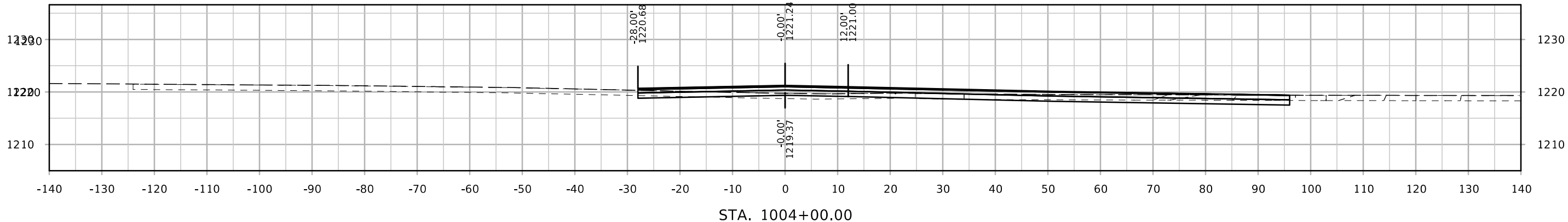
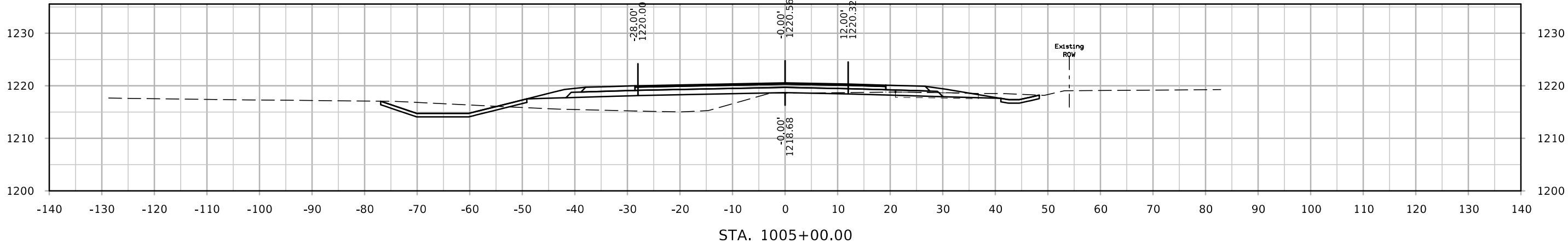
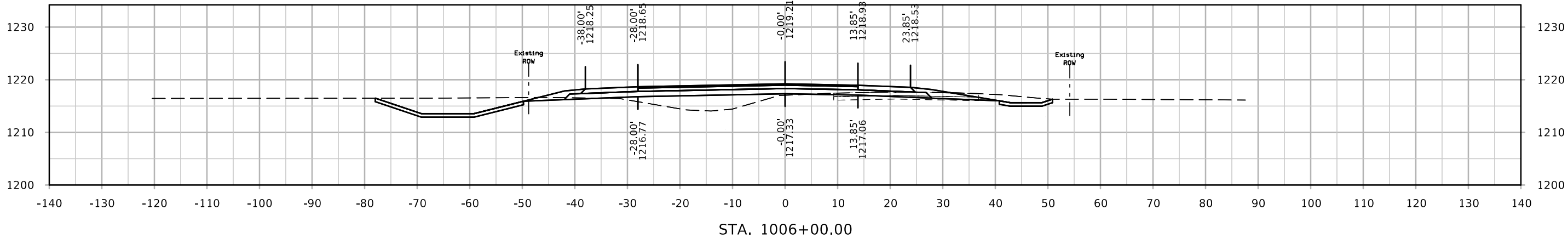
US 18 Alignment shift near 190th Ave.



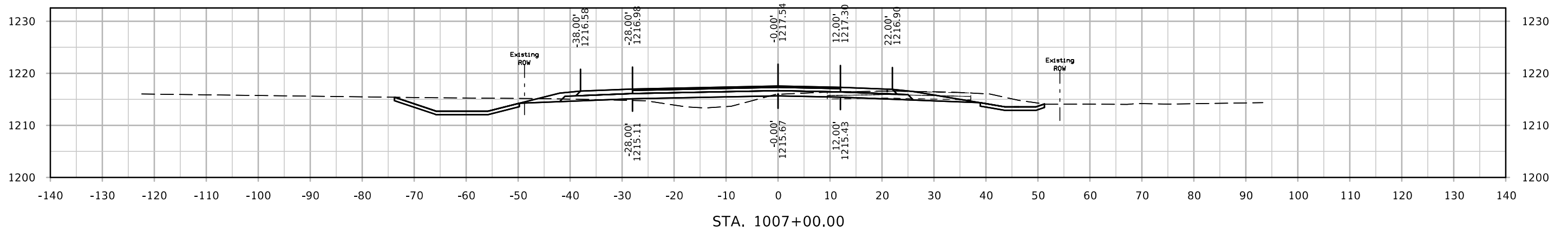
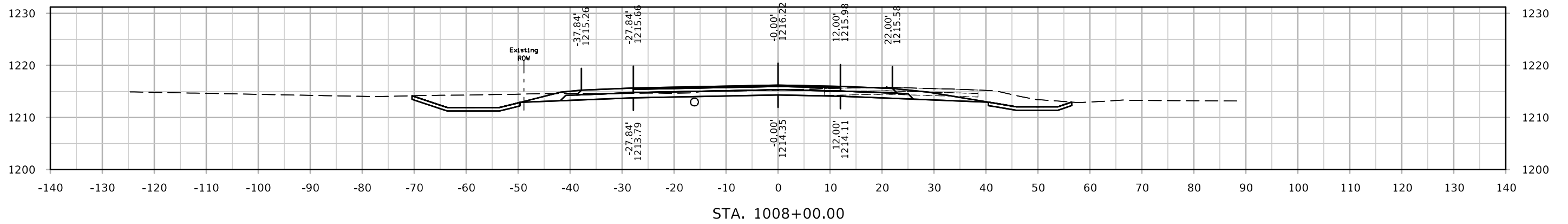
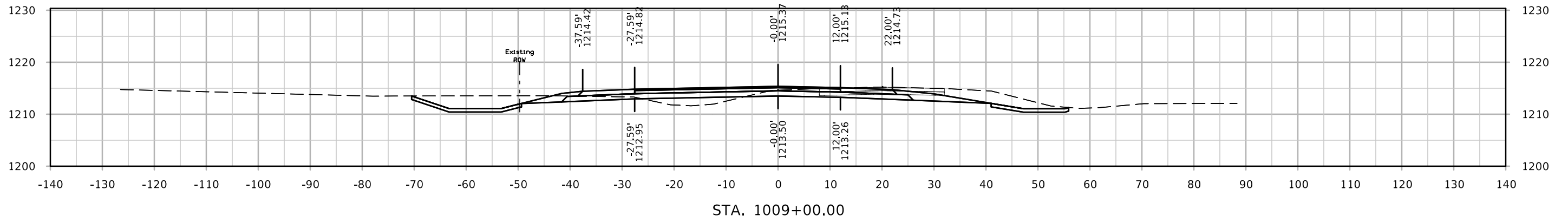
US 18 Alignment shift near 190th Ave.



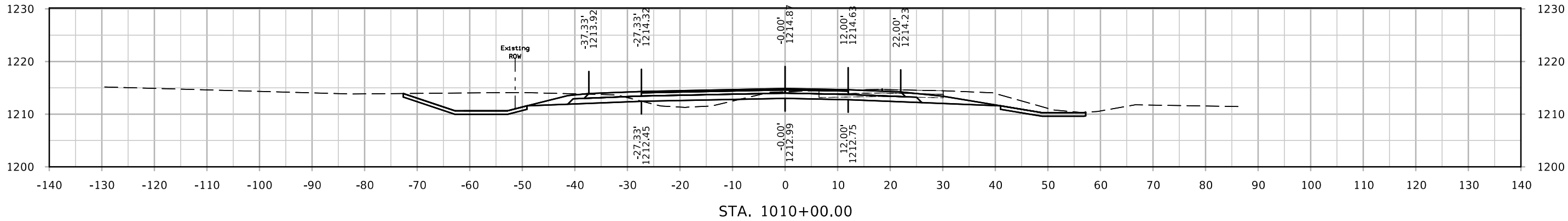
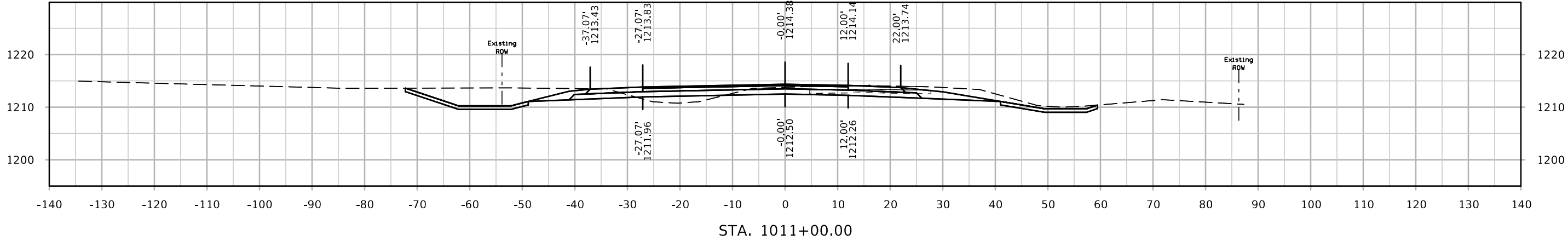
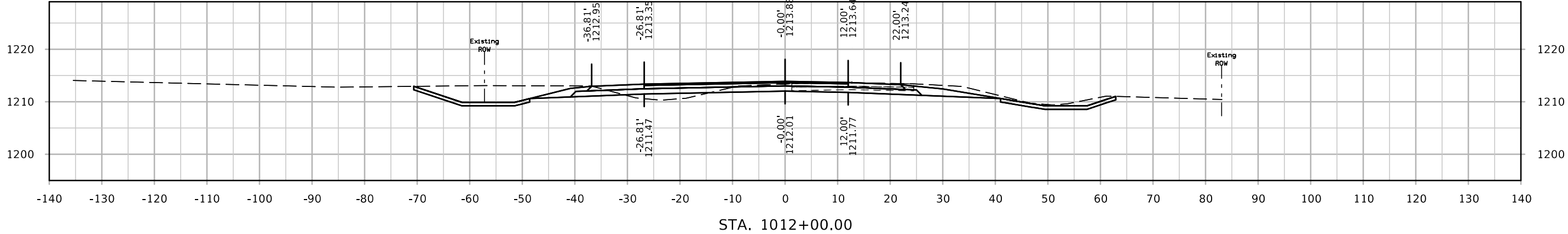
US 18 Alignment shift near 190th Ave.



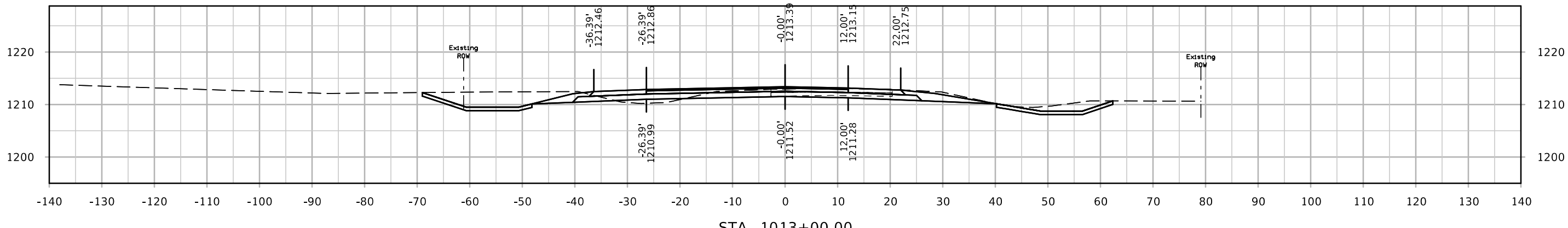
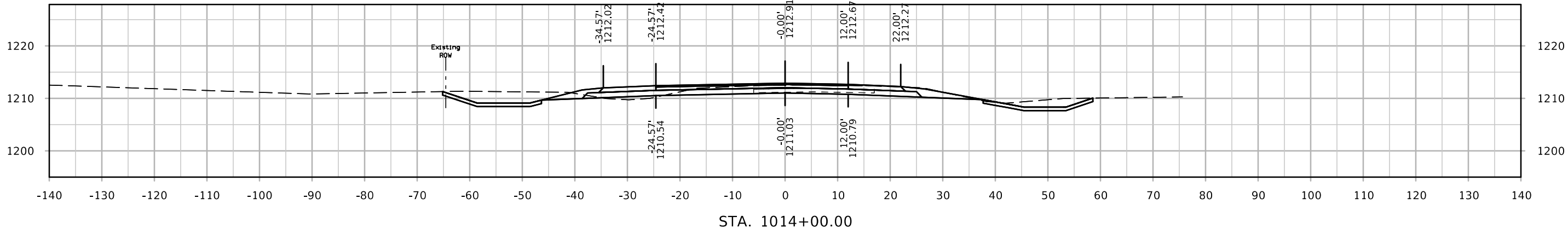
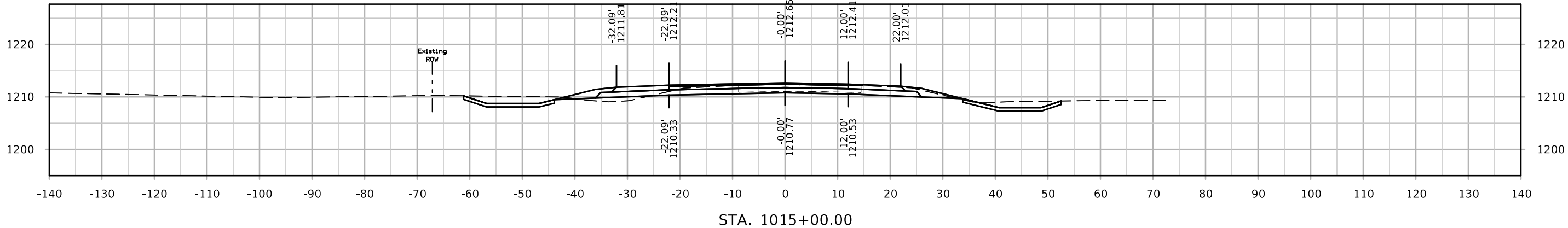
US 18 Alignment shift near 190th Ave.



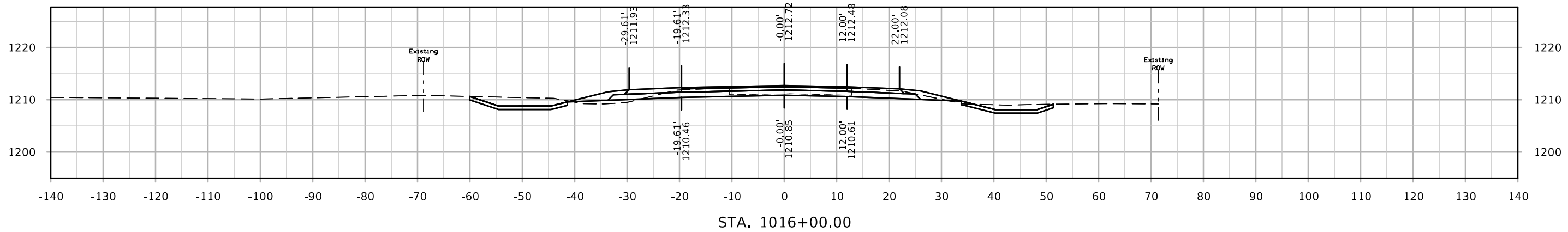
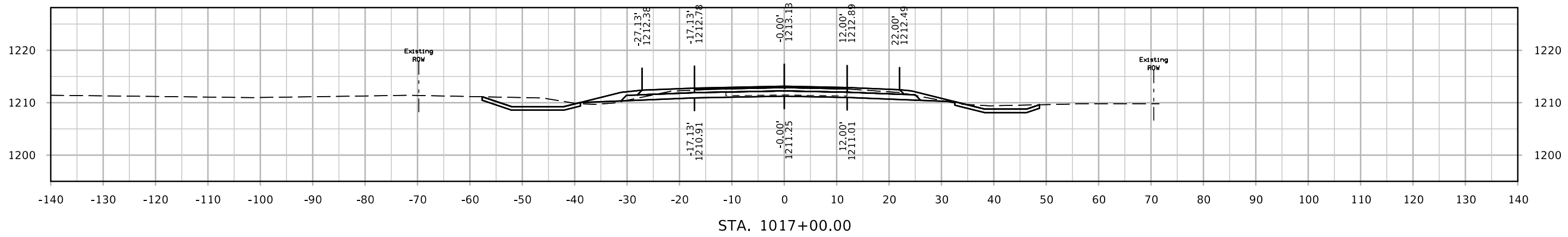
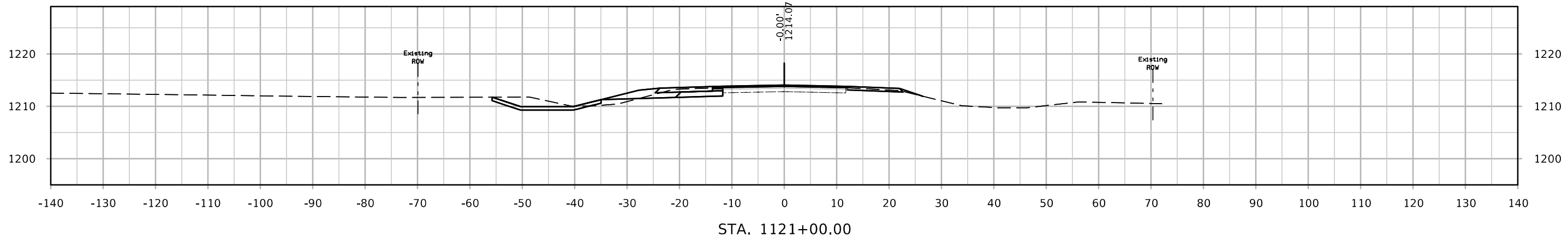
US 18 Alignment shift near 190th Ave.



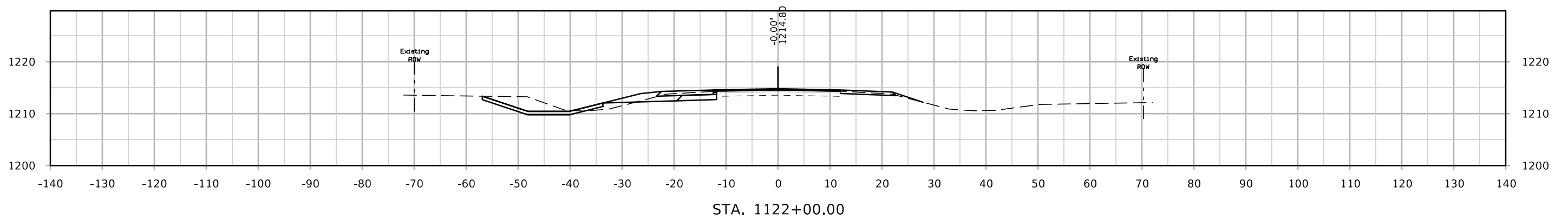
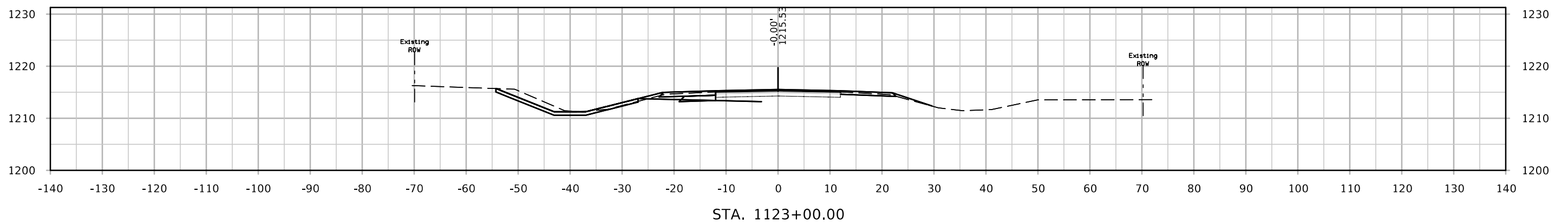
US 18 Alignment shift near 190th Ave.



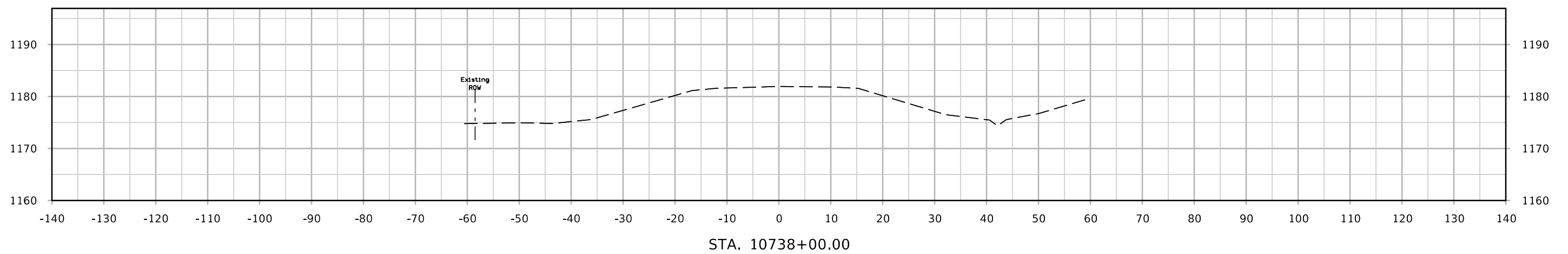
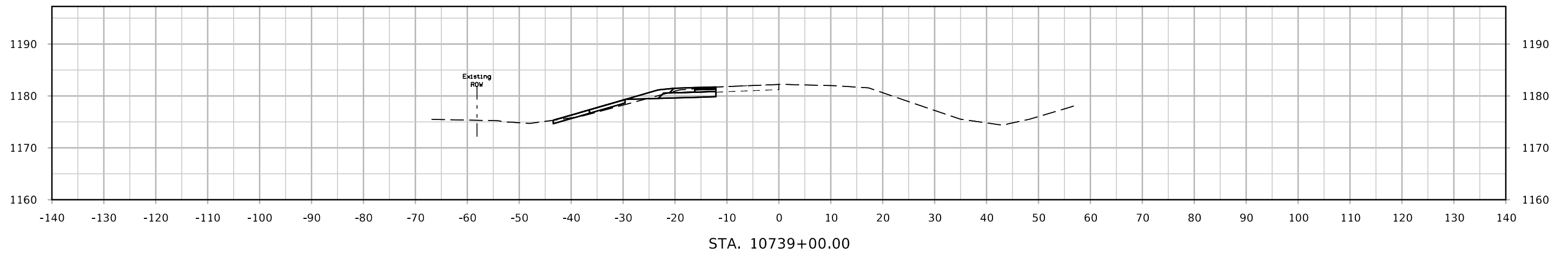
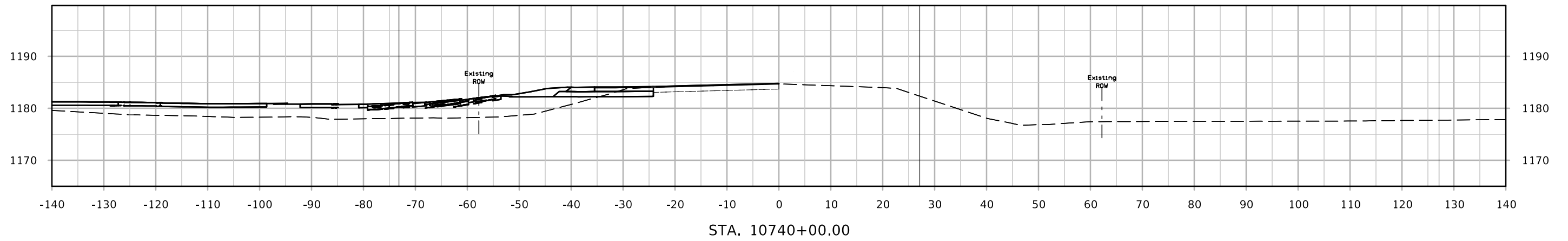
US 18 Alignment shift near 190th Ave.



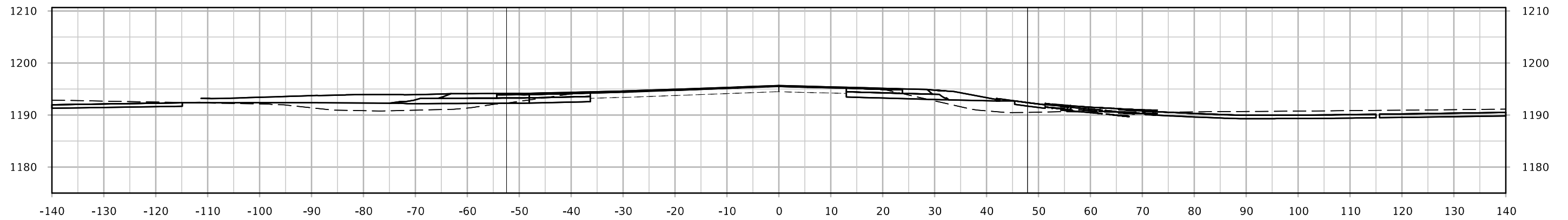
US 18 Alignment shift near 190th Ave.



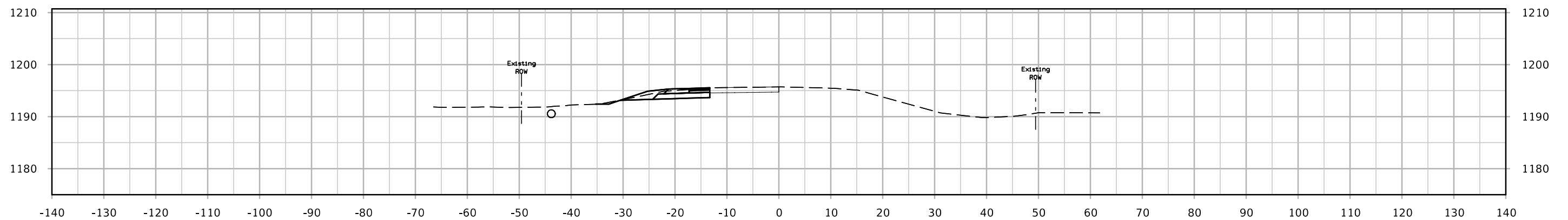
140th Ave.



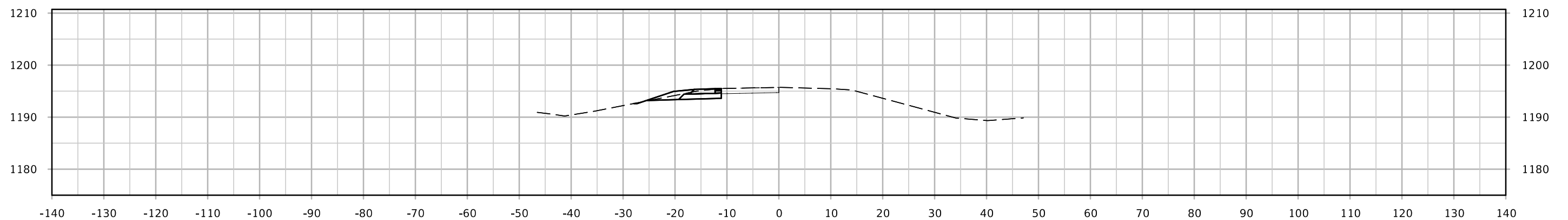
160th Ave.



STA. 20845+00.00

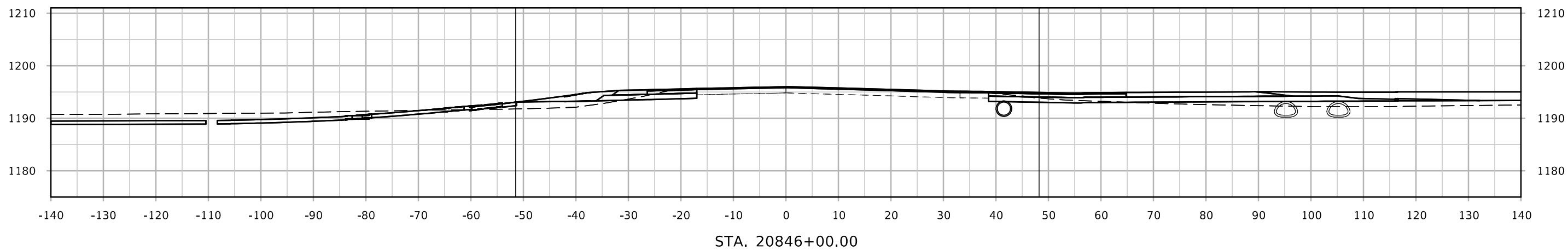
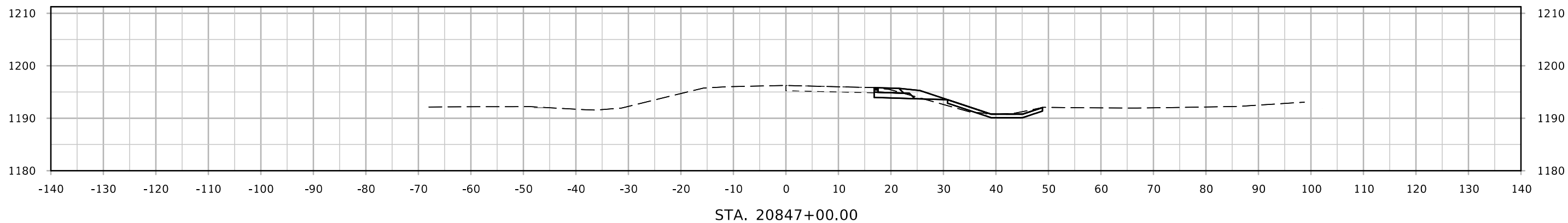


STA. 20844+00.00

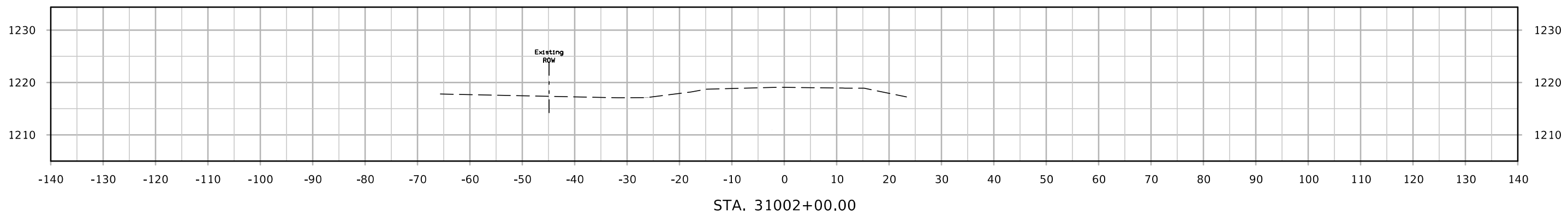
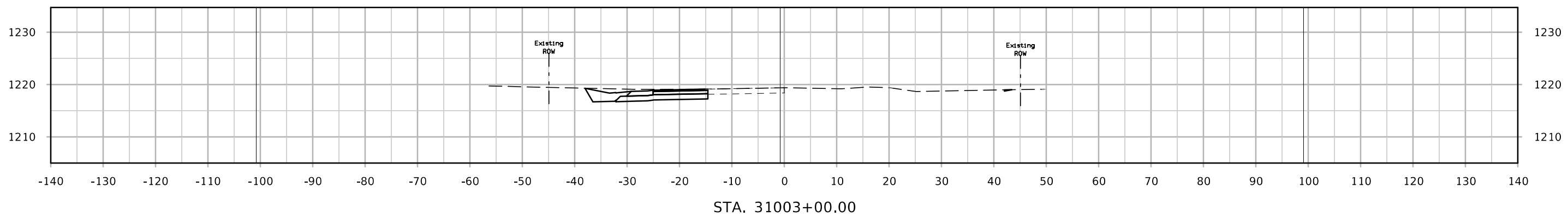
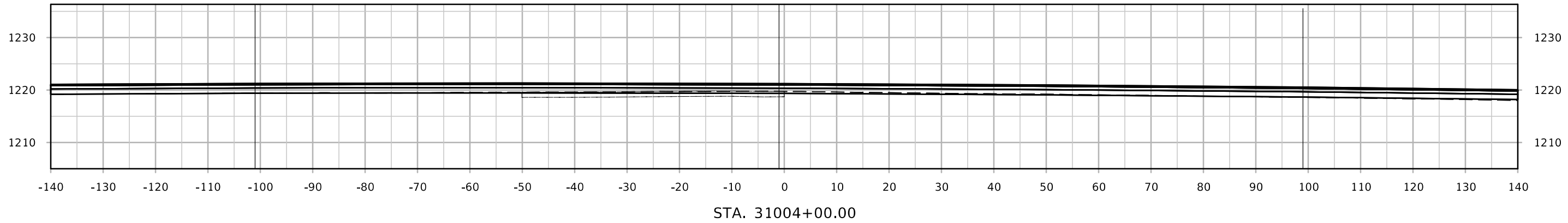


STA. 20843+00.00

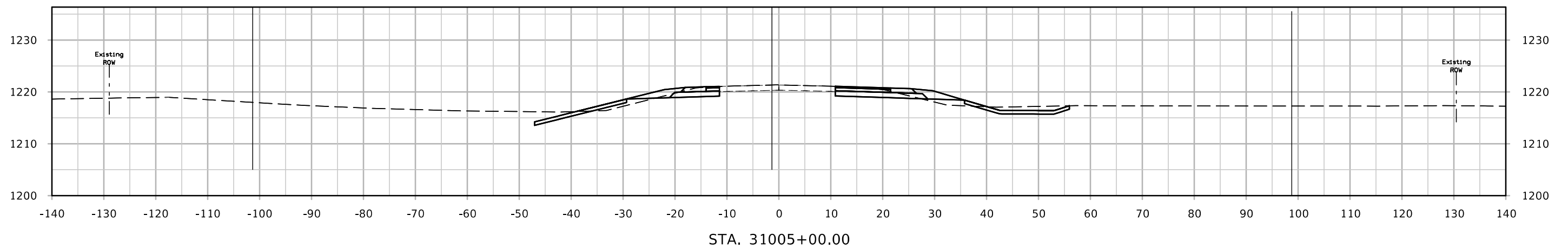
160th Ave.

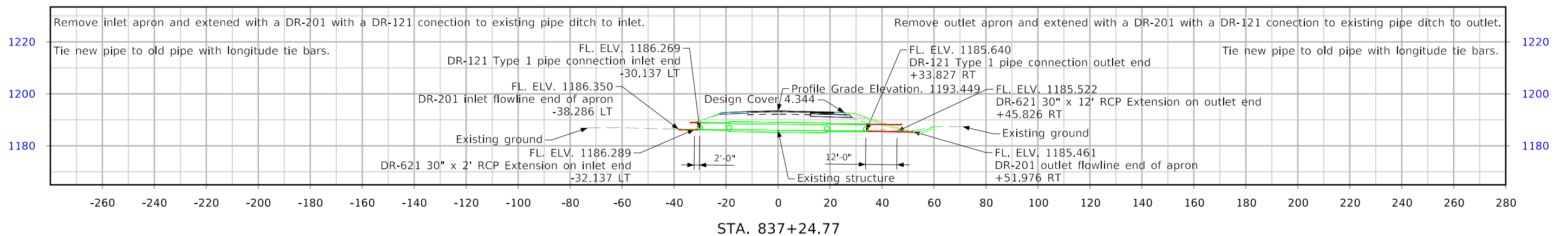
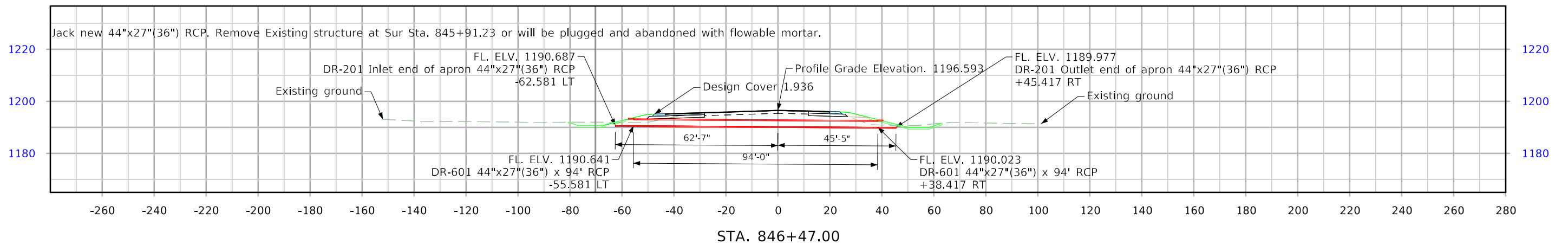
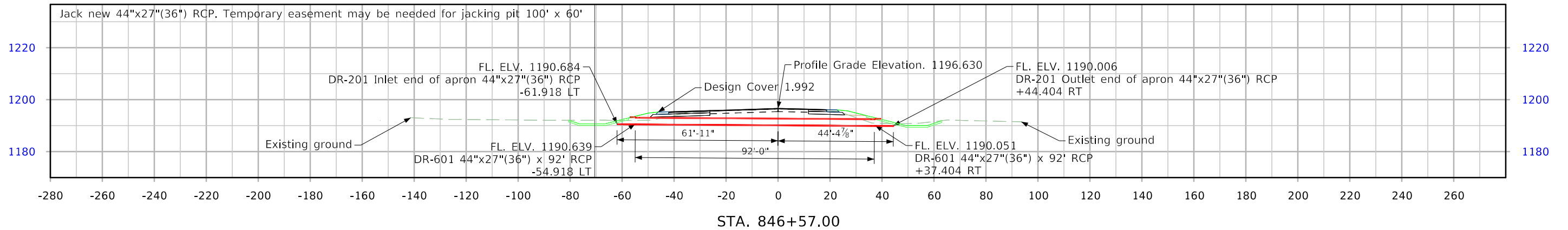


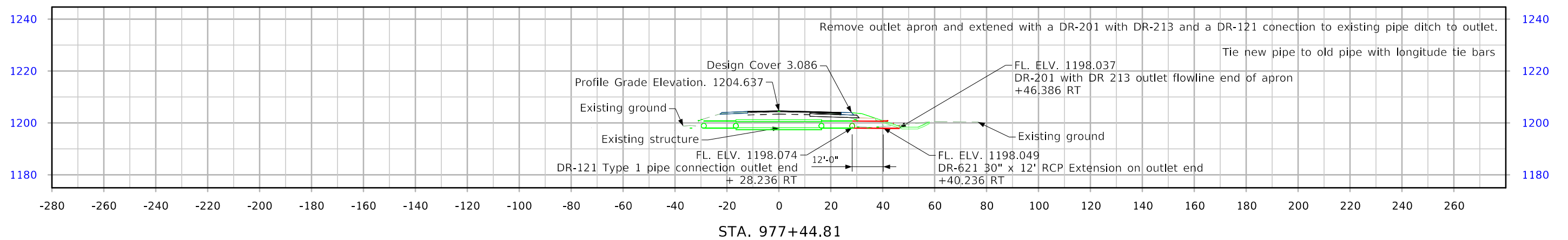
190th Ave.



190th Ave.







160th Ave.

