

FULL DEPTH PATCHING SCHEDULE (CONTINUED)

LOCATION						CLASS A PATCHES, TYPE II, 9 INCH	CLASS A PATCHES, TYPE III, 9 INCH	CLASS A PATCHES, TYPE IV, 9 INCH	CLASS A PATCHES, TYPE II, 10 INCH	CLASS A PATCHES, TYPE III, 10 INCH	CLASS A PATCHES, TYPE III, 10 INCH (SPECIAL)	CLASS A PATCHES, TYPE IV, 10 INCH	CLASS A PATCHES, TYPE II, 13 INCH	CLASS A PATCHES, TYPE III, 13 INCH	CLASS A PATCHES, TYPE IV, 13 INCH	CLASS A PATCHES, TYPE II, 14 INCH	CLASS B PATCHES, TYPE II, 11 INCH	CLASS C PATCHES, TYPE IV, 15 INCH	*** APPROACH SLAB REPAIR (FULL DEPTH)	PATCHING REINFORCEMENT	DOWEL BARS 1 1/2"	TIE BARS 3/4"	PAVEMENT FABRIC	SAW CUTS	
STA.	TO	STA.	LANE	LENGTH (F T)	WIDTH (F T)	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	SO YD	EACH	EACH	SO YD	FOOT	
I-255 (C-D ROADWAY)																									
1586+75.0				6.0	12.0								8.0												66.0
1587+75.0				12.0	12.0									16.0											84.0
1589+50.0				15.0	12.0		20.0																		93.0
1590+50.0				40.0	16.0			71.1																	184.0
1595+00.0				60.0	16.0													106.7				20	30		244.0
RAMP 1 (I-270)																									
148+50.0				6.0	16.0	10.7																			82.0
151+25.0				6.0	16.0	10.7																			82.0
153+75.0				6.0	16.0	10.7																			82.0
154+75.0				8.0	16.0	14.2																			88.0
157+00.0				8.0	16.0	14.2																			88.0
173+50.0				6.0	16.0	10.7																			82.0
176+10.0				30.0	16.0			53.3																	154.0
176+90.0				10.0	16.0		17.8																		94.0
177+50.0				6.0	16.0	10.7																			82.0
177+75.0				6.0	16.0	10.7																			82.0
178+00.0				8.0	16.0	14.2																			88.0
179+60.0				20.0	16.0			35.6																	124.0
187+00.0				12.0	12.0		16.0																		84.0
181+15.0				6.0	16.0								10.7												82.0
RAMP 4 (I-270)																									
465+75.0				6.0	16.0												10.7								60.0
467+15.0				7.0	16.0												12.4								62.0
470+50.0				6.0	16.0												10.7								60.0
471+08.0				6.0	16.0												10.7								60.0
474+30.0				6.0	16.0												10.7								60.0
RAMP 6 (I-270)																									
• 715+94.2				6.0	24.0					16.0															
• 721+98.9				6.0	24.0					16.0															
TOTAL						106.7	53.8	160.0	188.0	114.7	248.0	893.3	28.8	18.7	16.0	1,469.6	42.7	55.1	106.7	201.3	3,264.7	140	3,708	55.1	17,378.0
USE						107	54	160	188	115	248	894	29	19	16	1,470	43	56	107	202	3,265	140	3,708	56	17,378

NOTE:
 ALONG I-255, LANE 1 IS ASSUMED TO BE THE LANE NEAREST THE MEDIAN IN BOTH DIRECTIONS OF TRAVEL. SUBSEQUENT LANES ARE IN NUMERICAL ORDER BASED ON THIS ASSUMPTION.
 C-D DENOTES COLLECTOR-DISTRIBUTOR ROADWAY.
 • THIS IS THE APPROXIMATE LOCATION OF THE EXISTING WIDE FLANGE BEAM TERMINAL JOINT TO BE REPLACED.
 •• THIS IS ALONG THE PROPOSED UNDERDRAINS BETWEEN LANE 3 AND LANE 4 ON I-255 (NB) AND ACROSS LANE 4 TO THE SHOULDER.
 ••• THE EXTENT OF THE DETERIORATION TO BE DETERMINED IN THE FIELD. THE QUANTITY OF PARTIAL DEPTH AND FULL DEPTH SHALL BE DETERMINED AT THAT TIME.

UNDERDRAIN SCHEDULE

LOCATION			PIPE UNDERDRAINS 4"	PIPE UNDERDRAINS 4" (SPECIAL)	CONCRETE HEADWALLS FOR PIPE DRAINS
STA.	TO	STA.	FOOT	FOOT	EACH
I-255 (NB)					
1561+50.0	TO	1565+50.0	400.0	100.0	2
1565+50.0	TO	1569+50.0	400.0	100.0	2
1569+50.0	TO	1573+50.0	400.0	100.0	2
1573+50.0	TO	1577+50.0	400.0	100.0	2
1577+50.0	TO	1581+50.0	400.0	100.0	2
1581+50.0	TO	1585+50.0	400.0	110.6	2
1585+50.0	TO	1589+50.0	400.0	120.2	2
1589+50.0	TO	1593+50.0	400.0	130.8	2
TOTAL			3,200.0	861.6	16
USE			3,200	862	16