

SHOULDER PATCHING AND REMOVAL SCHEDULE

LOCATION						PAVED SHOULDER REMOVAL	HOT-MIX ASPHALT BASE COURSE, 10"	HOT-MIX ASPHALT SHOULDERS, 8"	HOT-MIX ASPHALT SHOULDERS, 9"	HOT-MIX ASPHALT SHOULDERS, 10"	SHOULDER REMOVAL AND REPLACEMENT 10"	SUBBASE GRANULAR MATERIAL, TYPE C	AGGREGATE SHOULDERS, TYPE B 8"	AGGREGATE SHOULDERS, TYPE B 10"	AGGREGATE WEDGE SHOULDER, TYPE B
STA.	TO	STA.	INSIDE/OUTSIDE	LENGTH (FT)	WIDTH (FT)	SO YD	SO YD	SO YD	SO YD	FOOT	TON	SO YD	SO YD	TON	
<b>I-255 (NB)</b>															
1407+40.0			OUTSIDE	30.0	10.0	33.3			33.3						1.9
1426+05.0			OUTSIDE	30.0	10.0	33.3			33.3						1.9
1434+75.0			OUTSIDE	20.0	10.0	22.2			22.2						1.3
1437+70.0			OUTSIDE	20.0	10.0	22.2			22.2						1.3
1499+15.0			OUTSIDE	50.0	10.0	55.6			55.6						3.2
1509+50.0			GORE	10.0	10.0	11.1			11.1						
1523+00.0	TO	1525+00.0	GORE			164.0	164.0								
** 1563+50.0			OUTSIDE	4.0	10.0					10.0	0.8				
** 1567+50.0			OUTSIDE	4.0	10.0					10.0	0.8				
** 1571+50.0			OUTSIDE	4.0	10.0					10.0	0.8				
** 1575+50.0			OUTSIDE	4.0	10.0					10.0	0.8				
** 1579+50.0			OUTSIDE	4.0	10.0					10.0	0.8				
** 1583+50.0			OUTSIDE	4.0	10.0					10.0	0.8				
** 1587+50.0			OUTSIDE	4.0	10.0					10.0	0.8				
** 1591+50.0			OUTSIDE	4.0	10.0					10.0	0.8				
1613+00.0	TO	1615+00.0	GORE			206.0	206.0								
<b>I-255 (SB)</b>															
1403+10.0			OUTSIDE	20.0	10.0	22.2			22.2						1.3
1404+20.0			OUTSIDE	30.0	10.0	33.3			33.3						1.9
1421+90.0			OUTSIDE	20.0	10.0	22.2			22.2						1.3
1422+50.0			INSIDE	30.0	10.0	33.3			33.3						1.9
1523+00.0	TO	1526+00.0	GORE			443.0	443.0								
<b>I-255 (C-D ROADWAY)</b>															
1610+90.0	TO	1611+20.0	GORE			36.0	36.0								
<b>RAMP B</b>															
10+70.0			OUTSIDE	40.0	8.0	35.6		35.6				8.9			
<b>RAMP C</b>															
2+90.0			INSIDE	5.0	8.0	4.4		4.4				1.1			
2+90.0			OUTSIDE	30.0	10.0	33.3		33.3				6.7			
<b>RAMP 1 (I-270)</b>															
1589+10.0			OUTSIDE	5.0	8.0	4.4		4.4				1.1			
170+45.0			OUTSIDE	150.0	8.0	133.3		133.3				33.3			
<b>TOTAL</b>						<b>1,349.0</b>	<b>849.0</b>	<b>73.3</b>	<b>137.8</b>	<b>288.9</b>	<b>80.0</b>	<b>6.6</b>	<b>16.7</b>	<b>34.4</b>	<b>15.8</b>
<b>USE</b>						<b>1,349</b>	<b>849</b>	<b>74</b>	<b>138</b>	<b>289</b>	<b>80</b>	<b>7</b>	<b>17</b>	<b>35</b>	<b>16</b>

NOTE:  
 \* THE ENGINEER SHALL BE THE SOLE JUDGE AS TO WHETHER THIS QUANTITY OR TEMPORARY PAVEMENT SHOULD BE CONSTRUCTED IN THESE AREAS. SEE TRAFFIC CONTROL PLANS FOR EXACT LOCATIONS.  
 \*\* THIS IS ALONG THE PROPOSED UNDERDRAINS BETWEEN LANE 3 AND LANE 4 ON I-255 (NB) AND ACROSS LANE 4 TO THE SHOULDER.

STRIP REFLECTIVE CRACK CONTROL SCHEDULE

LOCATION					STRIP REFLECTIVE CRACK CONTROL TREATMENT
STA.	TO	STA.	LANE		FOOT
<b>I-255 (NB)</b>					
1408+00.0	TO	1410+00.0	2		200.0
1408+00.0	TO	1409+00.0	3		100.0
1413+00.0	TO	1421+00.0	2		800.0
1463+00.0	TO	1465+10.0	2		210.0
1468+00.0	TO	1470+00.0	2		200.0
1472+25.0	TO	1473+75.0	2		150.0
<b>I-255 (SB)</b>					
1401+00.0	TO	1403+50.0	1		250.0
1490+00.0	TO	1495+00.0	2		500.0
1589+50.0	TO	1599+50.0	1		1000.0
<b>RAMP 1 (I-270)</b>					
154+10.0	TO	169+10.0			1500.0
<b>RAMP 7 (I-270)</b>					
715+10.0	TO	725+10.0			1000.0
<b>RAMP 4 (I-162)</b>					
1+20.0	TO	6+20.0			500.0
5+70.0	TO	8+70.0			300.0
<b>TOTAL</b>					<b>6,710.0</b>
<b>USE</b>					<b>6,710</b>

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.

ATTENUATOR SCHEDULE

LOCATION	ATTENUATOR BASE	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS (PARTIALLY REDIRECTIVE), TEST LEVEL 3	REMOVE IMPACT ATTENUATORS, NO SALVAGE
STA.	SO YD	EACH	EACH	EACH
<b>I-255 (NB)</b>				
1454+00.0	27.3	1	1	2
1507+26.0	54.6	2		2
1535+91.0	54.6	2		2
1575+00.0	27.3	1	1	2
1588+63.0	27.3	1	1	2
<b>I-255 (SB)</b>				
1434+00.0	54.6	2		2
<b>I-270 (C-D ROADWAY)</b>				
445+37.0	27.3	1		1
470+78.0	27.3	1		1
<b>TOTAL</b>	<b>300.4</b>	<b>11</b>	<b>3</b>	<b>14</b>
<b>USE</b>	<b>301</b>	<b>11</b>	<b>3</b>	<b>14</b>

SEEDING SCHEDULE

LOCATION	SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	PERIMETER EROSION BARRIER
STA.	ACRE	POUND	POUND	POUND	ACRE	FOOT
<b>I-255 (NB)</b>						
1454+00.0	0.05	4.33	4.33	4.33	0.05	68.0
1507+26.0	0.09	8.04	8.04	8.04	0.09	68.0
1535+91.0	0.09	7.77	7.77	7.77	0.09	68.0
1575+00.0	0.05	4.65	4.65	4.65	0.05	68.0
1588+63.0	0.05	4.78	4.78	4.78	0.05	68.0
<b>I-255 (SB)</b>						
1434+00.0	0.09	7.78	7.78	7.78	0.09	68.0
<b>I-270 (C-D ROADWAY)</b>						
445+34.0	0.04	3.56	3.56	3.56	0.04	51.4
470+78.0	0.05	4.32	4.32	4.32	0.05	197.9
<b>TOTAL</b>	<b>0.50</b>	<b>45.2</b>	<b>45.2</b>	<b>45.2</b>	<b>0.50</b>	<b>657.3</b>
<b>USE</b>	<b>0.5</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>0.5</b>	<b>658</b>