PATCHING SCHEDULE													
Location			CLASS A PATCH, 15"			CLASS B PATCH, 15"			HMA SURFACE REMOVAL, 5"	HMA BINDER IL 19, N90	HMA SURFACE, POLY, MIX E, N 90	POLYMERIZED BITUMINOUS MATERIALS, (PRIME COAT)	AGGREGATE (PRIME COAT)
			TYPE I	TYPE II	TYPE III	TYPE I	TYPE II	TYPE III					
Mile Marker	Direction	Lane	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	GALLON	TON
34.2	NB	DL							300	50.4	33.6	0.188	0.90
34.4	SB	DL							12	2.0	1.3	0.008	0.04
34.7	NB	DL							75	12.6	8.4	0.047	0.23
34.7	SB	PL		13.3									
34.9	SB	DL							150	25.2	16.8	0.094	0.45
35.0	NB	PL							6	1.0	0.7	0.004	0.02
35.1	SB	DL							6	1.0	0.7	0.004	0.02
35.2	NB	DL							50	8.4	5.6	0.031	0.15
35.3	SB	PL	4	13.3									
35.4	SB	DL			24								
35.5	NB	DL							12	2.0	1.3	0.008	0.04
35.6	NB	PL							100	16.8	11.2	0.063	0.30
35.7	NB	DL							6	1.0	0.7	0.004	0.02
35.9	NB	DL							12	2.0	1.3	0.008	0.04
35.9	SB	DL			24								
35.9	SB	PL							350	58.8	39.2	0.219	1.05
36.1	SB	PL							100	16.8	11.2	0.063	0.30
36.2	SB	DL							6	1.0	0.7	0.004	0.02
36.3	SB	DL							25	4.2	2.8	0.016	0.08
36.6	NB	DL							12	2.0	1.3	0.008	0.04
36.7	NB	DL	4	13.3									
36.7	SB	PL							50	8.4	5.6	0.031	0.15
36.9	NB	PL							6	1.0	0.7	0.004	0.02
37.1	NB	DL							875	147.0	98.0	0.548	2.63
37.2	SB	PL							100	16.8	11.2	0.063	0.30
37.3	NB	PL							12	2.0	1.3	0.008	0.04
37.5	SB	DL	4										
37.6	NB	DL			24								
37.7	NB	DL							6	1.0	0.7	0.004	0.02
37.8	NB	PL		13.3									
37.8	SB	DL							200	33.6	22.4	0.125	0.60
37.9	SB	DL							12	2.0	1.3	0.008	0.04
38.0	NB	DL							75	12.6	8.4	0.047	0.23
38.0	SB	DL							6	1.0	0.7	0.004	0.02
38.1	NB	PL							950	159.6	106.4	0.595	2.85
38.3	NB	PL							12	2.0	1.3	0.008	0.04
38.3	SB	PL		13.3									
38.4	SB	DL							50	8.4	5.6	0.031	0.15
38.6	NB	DL							6	1.0	0.7	0.004	0.02
38.7	SB	PL			24								
38.8	NB	PL							300	50.4	33.6	0.188	0.90
38.8	SB	PL							12	2.0	1.3	0.008	0.04
39.0	NB	DL							25	4.2	2.8	0.016	0.08
39.0	NB	PL	4										
TOTALS			24	79.8	144	24	79.8	144	20137	3383	2255	12.6	60

The patching schedule was developed from a limited patching survey performed by staff from studies and plans, construction and operations. Final patching locations, sizes, and their priority for repair are to be determined by the resident engineer. It is the intent of this project to do limited full depth patching at only those locations with major failures while the partial depth patching will be focused on eliminating rutted sections of roadway, some of which may be recent partial depth patches that are failing. Care should be taken to determine patching locations most in need of repair throughout the project limits prior to the commencement of construction operations as it will not be possible to patch all questionable areas due to the limited quantity included in the plans.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - ___	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ___	REVISED - ___			55	60-(1,2,3)I-1	MADISON	14	8
	PLOT SCALE = $SCALE$	CHECKED - ___	REVISED - ___							CONTRACT NO. 76C94
	PLOT DATE = $DATE$	DATE - _____	REVISED - ___		SCALE: _____ SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		