

\*TRANSVERSE PAVEMENT PATCHING SCHEDULE

STATION	LOC. LT. / RT.	THICK (IN)	AREA (SY)	TYPE	DOWEL BARS	CRACK ROUTING / SEALING
86+97.00	RT.	9	3	PARTIAL	-	-
87+03.00	LT. / RT.	9	16	PARTIAL	-	-
87+65.00	RT.	9	2	PARTIAL	-	-
87+77.00	RT.	9	4	PARTIAL	-	-
87+91.00	LT. / RT.	9	11	PARTIAL	-	-
87+94.00	RT.	9	3	PARTIAL	-	-
88+42.00	LT. / RT.	9	11	PARTIAL	-	-
88+93.00	LT.	9	5	PARTIAL	-	-
89+00.00	LT. / RT.	9	11	PARTIAL	-	-
89+21.00	LT.	9	3	PARTIAL	-	-
89+76.00	RT.	9	9	PARTIAL	-	-
89+76.00	LT.	9	5	PARTIAL	-	-
90+00.00	CL	9	3	PARTIAL	-	-
90+17.00	LANE RT.	9	3	PARTIAL	-	-
90+31.00	LANE RT.	9	11	PARTIAL	-	-
91+00.00	LANE RT.	9	4	C TYI 9	-	-
91+29.00	LANE RT.	9	4	C TYI 9	-	-
92+27.00	LANE RT.	9	5	PARTIAL	-	-
93+34.00	LANE RT.	9	8	PARTIAL	-	-
93+63.00	RT.	9	5	PARTIAL	-	-
93+79.00	RT.	9	5	PARTIAL	-	-
94+00.00	LANE RT.	9	5	PARTIAL	-	-
95+00.00	LANE RT.	9	5	PARTIAL	-	-
95+26.00	LT. / RT.	9	11	PARTIAL	-	-
96+01.00	RT.	9	5	PARTIAL	-	-
96+76.00	RT.	9	5	PARTIAL	-	-
96+76.00	LT.	9	5	PARTIAL	-	-
97+55.00	RT.	9	4	PARTIAL	-	-
97+72.00	RT.	9	3	PARTIAL	-	-
98+02.00	RT.	9	2	PARTIAL	-	-
100+56.00	LT. / RT.	10	11	PARTIAL	-	-
102+34.00	LT. / RT.	10	11	PARTIAL	-	-
103+00.00	LT. / RT.	10	18	PARTIAL	-	-
106+36.00	LT. / RT.	10	11	PARTIAL	-	-
107+42.00	RT.	10	5	PARTIAL	-	-
110+72.00	LT.	10	5	PARTIAL	-	-
111+29.00	LT. / RT.	10	11	PARTIAL	-	-
111+90.00	LT. / RT.	10	11	PARTIAL	-	-
114+09.00	LT. / RT.	10	16	PARTIAL	-	-
115+07.00	LANE LT.	10	5	PARTIAL	-	-
116+92.00	LT. / RT.	10	11	PARTIAL	-	-
127+64.00	LT.	10	5	C TYI 10	-	-
127+64.00	RT.	10	8	C TYII 10	-	-
128+00.00	LT.	10	5	C TYII 10	-	-
128+28.00	RT.	10	9	C TYII 10	-	-
128+53.00	LT.	10	6	C TYII 10	-	-
128+53.00	RT.	10	11	C TYII 10	-	-
128+90.00	LT.	10	9	C TYII 10	-	-
128+90.00	RT.	10	19	C TYIII 10	-	-
129+19.00	LT.	10	15	C TYII 10	-	-
280+26.00	RT.	10	7	C TYII 10	-	-
280+81.00	RT.	10	5	C TYI 10	-	-
326+00.00	LT.	10	5	PARTIAL	-	-
326+00.00	RT.	10	8	PARTIAL	-	-
326+46.00	LT.	10	5	PARTIAL	-	-
326+46.00	RT.	10	9	PARTIAL	-	-
326+89.00	LT.	10	6	PARTIAL	-	-
326+89.00	RT.	10	10	PARTIAL	-	-
328+02.00	LT.	10	7	PARTIAL	-	-
328+02.00	RT.	10	9	PARTIAL	-	-
328+79.00	LT.	10	7	PARTIAL	-	-
328+79.00	RT.	10	14	PARTIAL	-	-

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STATION	LOC. LT. / RT.	THICK (IN)	AREA (SY)	TYPE	DOWEL BARS	CRACK ROUTING / SEALING
329+84.00	LT.	10	7	PARTIAL	-	-
329+84.00	RT.	10	16	PARTIAL	-	-
330+04.00	LT.	10	7	PARTIAL	-	-
332+19.00	LT.	10	17	PARTIAL	-	-
332+19.00	RT.	10	5	PARTIAL	-	-
333+04.00	LT.	10	16	PARTIAL	-	-
333+76.00	LT.	10	14	PARTIAL	-	-
334+96.00	LT.	10	9	PARTIAL	-	-
425+00.00	LT. / RT.	8	16	D TYIII 8	-	-
433+67.00	LT. / RT.	8	48	D TYIV 8	-	-
434+80.00	LT. / RT.	8	16	D TYIII 8	-	-
457+00.00	LT. / RT.	8	48	D TYIV 8	-	-

\*LONGITUDINAL PAVEMENT PATCHING SCHEDULE

FROM STATION	TO STATION	LOC.	THICK (IN)	AREA (SY)	TYPE	DOWEL BARS	CRACK ROUTING / SEALING
5+36.00	6+19.00	~	9	65	PARTIAL	-	-
6+96.00	7+77.00	~	9	36	PARTIAL	-	-
18+00.00	19+77.00	~	9	79	PARTIAL	-	-
20+46.00	21+15.00	RT. EOP	9	46	C TYIV 9	-	-
27+78.00	28+15.00	~	9	16	PARTIAL	-	-
34+08.00	34+92.00	~	9	37	PARTIAL	-	-
38+35.00	38+70.00	~	9	16	PARTIAL	-	-
38+94.00	39+16.00	~	9	10	PARTIAL	-	-
39+36.00	39+45.00	~	9	4	PARTIAL	-	-
40+15.00	40+26.00	RT. EOP	9	5	PARTIAL	-	-
40+33.00	40+54.00	~	9	9	PARTIAL	-	-
40+70.00	40+84.00	~	9	6	PARTIAL	-	-
41+33.00	42+13.00	~	9	36	PARTIAL	-	-
42+25.00	42+64.00	~	9	17	PARTIAL	-	-
42+73.00	43+23.00	~	9	22	PARTIAL	-	-
43+30.00	43+56.00	~	9	12	PARTIAL	-	-
44+32.00	44+53.00	~	9	9	PARTIAL	-	-
46+74.00	46+96.00	~	9	10	PARTIAL	-	-
47+03.00	47+26.00	~	9	10	PARTIAL	-	-
47+32.00	48+23.00	~	9	40	PARTIAL	-	-
48+35.00	49+24.00	~	9	40	PARTIAL	-	-
49+34.00	49+98.00	~	9	28	PARTIAL	-	-
50+04.00	50+25.00	~	9	9	PARTIAL	-	-
51+02.00	51+27.00	~	9	8	PARTIAL	-	-
55+06.00	55+29.00	~	9	10	PARTIAL	-	-
64+29.00	64+56.00	RT. EOP	9	12	PARTIAL	-	-
66+62.00	67+00.00	~	9	17	PARTIAL	-	-
71+67.00	71+95.00	RT. EOP	9	12	PARTIAL	-	-
72+51.00	72+66.00	RT. EOP	9	7	PARTIAL	-	-
72+74.00	72+82.00	RT. EOP	9	4	PARTIAL	-	-
74+95.00	75+04.00	RT. EOP	9	6	C TYII 9	-	-
76+32.00	76+66.00	RT. EOP	9	15	PARTIAL	-	-
88+58.00	88+89.00	RT. WID JT.	9	14	PARTIAL	-	-

\*HMA SURFACE REMOVAL DEPTH DEDUCTED FROM PAVEMENT THICKNESS. SEE SPECIAL PROVISION FOR PAVEMENT PATCHING AND PAVEMENT PATCHING (PARTIAL DEPTH).

DEPARTMENT OF ENGINEERING  
 DANVILLE, IL. R. DAVID SCHNELLE, CITY ENGINEER  
 LYNCH ROAD IMPROVEMENT  
 PAVEMENT PATCHING SCHEDULE II

SCALE: 1:50  
 DATE: 3/12/2007  
 DRAWN BY: RDS  
 CHECKED BY: JPH

X:\Projects\Cty\Current\05010215-Lynch Spur\Civil\DOM\SCH004.dgn

CITY OF DANVILLE, IL  
 100 WEST MAIN STREET  
 DANVILLE, IL 60118

REVISIONS	DATE