



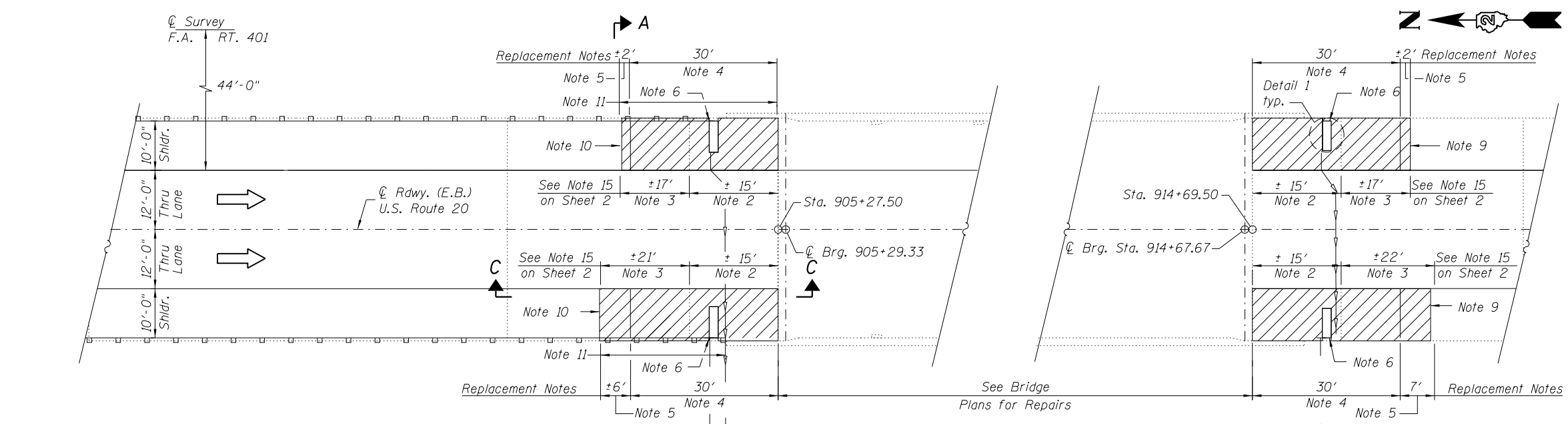


NOTES:

1. The existing bridge approach shoulder has settled approximately 2" (and varies) measured at the abutments (4 locations typical). The contractor shall restore the top elevation of the concrete approach shoulder pavement at the bridge abutment to be 2 1/2" and varies lower than the proposed bridge deck and restore the shoulder cross slope of 1/2"/ft. (The shoulder will receive 2 1/2" HMA and varies overlay to make top of shoulder level with top of bridge overlay - see Section A-A on sheet 6 for HMA thickness variation.) Remove the existing bridge approach shoulder and roadway shoulder to the limits noted on plan. Restore and compact sub base and install new shoulder. Prior to constructing the new shoulder all proposed grade elevations shall be approved by the resident engineer.
2. Remove bridge approach shoulder. This work is to be paid for as Paved Shoulder Removal. Per original design plan, the existing approach shoulder pavement is shown to be 10 inches thick concrete and reinforced with welded wire fabric (IDOT historical Highway Standard 2324)
3. Remove roadway shoulder pavement. This work is to be paid for as Paved Shoulder Removal. Per original design plan depth varies from 10 to 6 inches. Remove shoulder to nearest construction joint.
4. At the limits of work noted, replace removed shoulder with P.C Concrete Bridge Approach Shoulder Pavement IDOT Highway Standard 609006
5. At limits of work noted, replaced removed shoulder with Portland cement shoulders, vary shoulder thickness to match existing shoulder thicknesses as shown in section A-A. This work is to be paid for as Portland Cement Concrete Shoulders 10".
6. Inlet to be Adjusted. Adjust elevation for HMA overlay. See Section B on this sheet.
7. Provide Aggregate Subgrade Improvement 4" as required to replace material disturbed by removal activity and as needed to install new shoulder at required grade.
8. Protect existing under drain system from damage.
9. Remove shoulder to nearest construction joint. Location of joint shown is approximate - verify in field.
10. See Sheet No. 6 for Shoulder Replacement Bill of Material.
11. Remove and Reerect Rail Element of Existing Guardrail

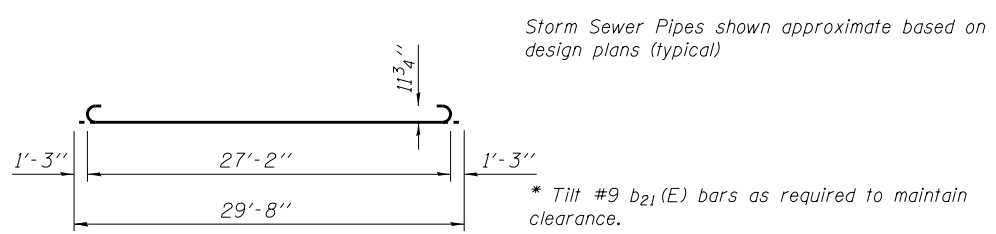
LEGEND

-  Paved Shoulder Removal
-  1 1/2" Hot-Mix Asphalt Surface Course, Mix "D", N70 & 1" Leveling Binder (Machine Method), N70
-  Traffic Direction
-  Guardrail

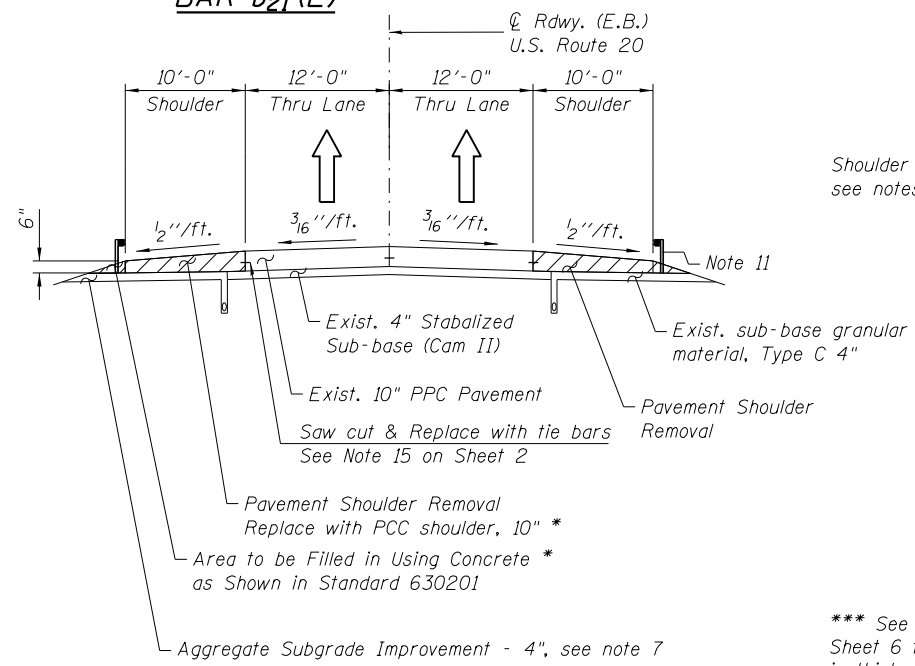


SHOULDER REMOVAL AND REPLACEMENT PLAN

US RTE. 20 (EASTBOUND)
NTS

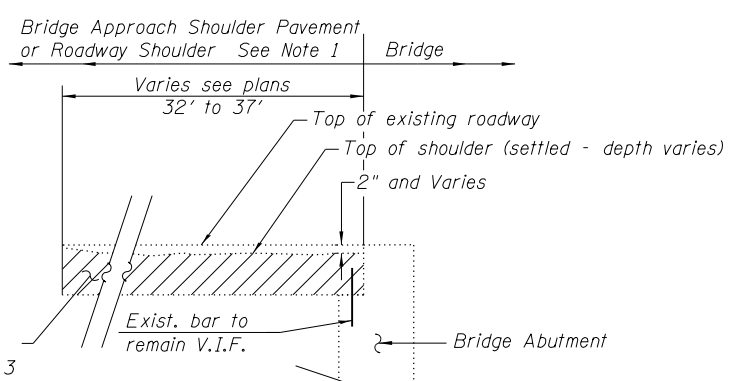


BAR b₂₁(E)



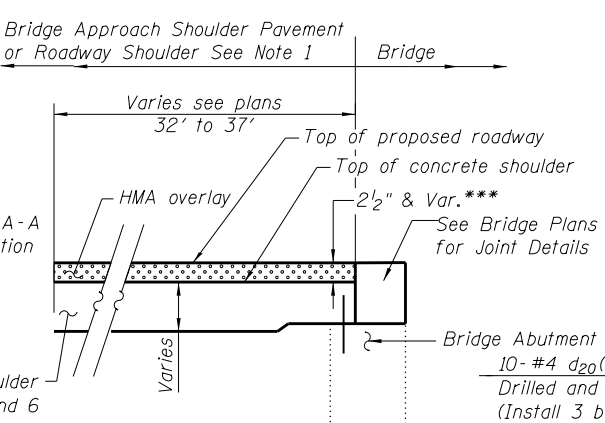
TYPICAL REMOVAL SECTION A-A

(Looking South)



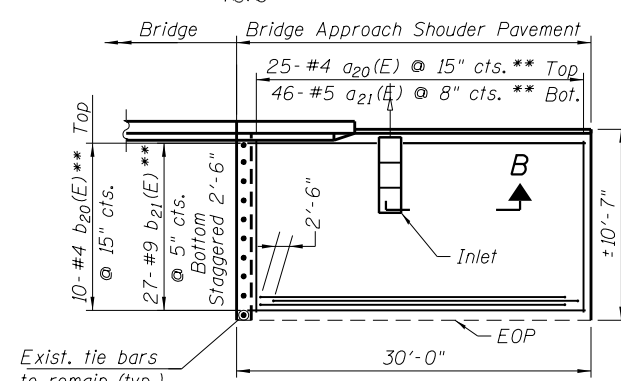
EXISTING SECTION C-C

(Section at Northwest corner shown other locations similar)



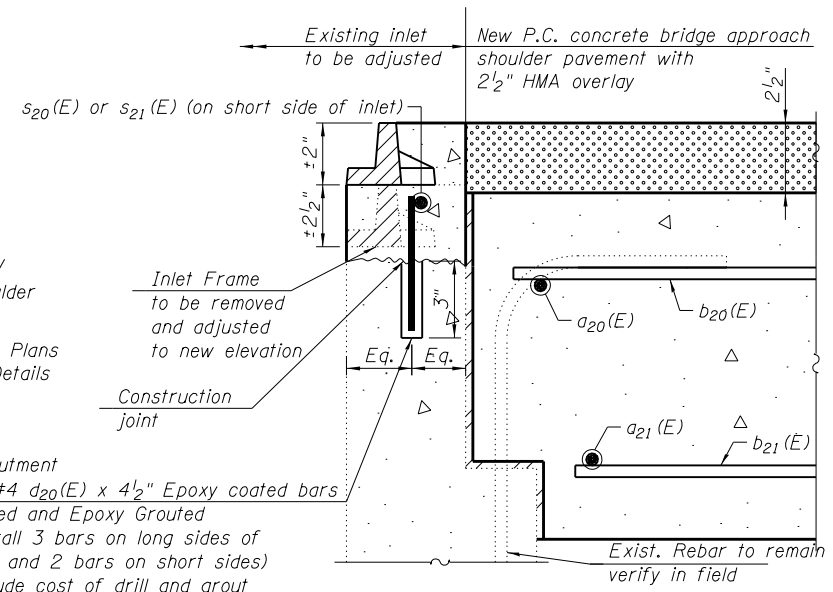
PROPOSED SECTION C-C

(Section at Northwest corner shown other locations similar)



DETAIL 1 PLAN

NTS
**Cut in field to clear inlet (Southeast corner shown other location similar)



SECTION B

INLET TO BE ADJUSTED
NTS

* Paid for as Portland Cement Concrete Shoulder, 10". Vary shoulder thickness from 10" to 6" as shown. Not shown but similar bridge approach shoulder (see plan) paid for as PCC Bridge Approach Shoulder Pavement. Maintain shoulder thickness as shown in standard 609006.

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DESIGNED - JMG	REVISED -
CHECKED - MI	REVISED -
DRAWN - HH	REVISED -
CHECKED - JMG, MAI	REVISED -

DATE - 03/13/2013	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHOULDER REMOVAL AND REPLACEMENT PLAN AND SECTIONS
EB US ROUTE 20 OVER PECATONICA RIVER STRUCTURE NO. 089-0042

SHEET NO. 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0301	(177-4B-1M)	STEPHENSON	43	7
CONTRACT NO. 64J24				
ILLINOIS FED. AID PROJECT				