



DAN RYAN MOT - STAGE A
FOR WORK ON WEST ABUTMENT,
PIER 2 AND PIER 4

LEGEND:

- 63rd STREET - STAGE I CONSTRUCTION (SOUTH HALF SUPERSTRUCTURE)
- 63rd STREET - STAGE II CONSTRUCTION (NORTH HALF SUPERSTRUCTURE TO SIDEWALK)
- 63rd STREET - STAGE III CONSTRUCTION (NORTH HALF SUPERSTRUCTURE FROM SIDEWALK TO NORTH END OF BRIDGE)
- TEMPORARY CONCRETE BARRIER
- EXISTING PAVEMENT MARKINGS
- TEMPORARY PAVEMENT MARKINGS
- (A) - 4" WHITE EDGE LINE (RIGHT)
- (B) - 4" YELLOW EDGE LINE (LEFT)
- (C) - 5" WHITE SKIP DASH LANE LINES (10' DASH, 30' SKIP)
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' C-C IN TAPERS AND 100' C-C IN TANGENTS OR TYPE II BARRICADE
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3 (Z0030260)
- TRAFFIC DIRECTION
- TYPE III BARRICADE

NOTES

1. TEMPORARY CONCRETE BARRIERS SHALL HAVE IMPACT ATTENUATOR AT END OF BARRIER AS PER DISTRICT ONE STANDARD.
2. FOR ALL STAGES OF CONSTRUCTION ON 63rd STREET THERE WILL BE 2 STAGES ON THE EXPRESSWAY IN ORDER TO SHIFT WORK AREAS SO THAT ADJACENT PIERS/ABUTMENTS ARE NOT BEING WORKED ON AT THE SAME TIME.
DURING DAN RYAN STAGE A THE CONTRACTOR SHALL CONFINE WORK TO THE FOLLOWING PIERS/ABUTMENTS:
- WEST ABUTMENT, PIER 2, PIER 4
SEE FOLLOWING SHEET FOR DAN RYAN STAGE B.
3. DURING EACH STAGE OF 63rd STREET BRIDGE SUPERSTRUCTURE CONSTRUCTION, SWITCH DAN RYAN MOT BETWEEN DAN RYAN STAGE A AND STAGE B AS NEEDED DEPENDING ON PIER REMOVAL AND CONSTRUCTION.
4. THE DAN RYAN SHOULDERS HAVE RECESSED RUMBLE STRIPS. PRIOR TO SHIFTING TRAFFIC ONTO SHOULDERS, THE RUMBLE STRIPS WILL BE TEMPORARILY FILLED IN WITH A TEMPORARY COLD MIX PATCH UNDER THE ITEM PARTIAL DEPTH PATCHING, WHICH SHALL BE MAINTAINED UNTIL TRAFFIC IS SHIFTED OFF THE SHOULDER. THE TEMPORARY PATCHING SHALL THEN BE REMOVED, AND THE RUMBLE STRIPS REESTABLISHED.
5. USE APPLICABLE PORTIONS OF IDOT DISTRICT ONE STANDARDS: "TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE" (TC-09) AND "TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES" (TC-17).
ALSO USE IDOT STANDARD "APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY" (701400) FOR SIGNING IN ADVANCE OF WHAT IS SHOWN ON THESE PLANS.
6. ALL EXISTING PAVEMENT MARKINGS REMOVED DUE TO TRAFFIC CONTROL SHALL BE REPLACED IN KIND AS DIRECTED BY THE ENGINEER.
7. FOR THE REMOVAL OF EXISTING PAVEMENT MARKING AND PLACEMENT OF TEMPORARY AND PERMANENT PAVEMENT MARKING, USE IDOT DISTRICT ONE STANDARD: "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" (TC-12), MODIFIED AS DIRECTED BY THE ENGINEER.
8. FOR NIGHTTIME LANE CLOSURES, USE APPLICABLE PORTIONS OF IDOT STANDARD 701401 AND DISTRICT ONE STANDARDS TC-9 AND TC-17. ALSO ADHERE TO THE SPECIFICATIONS OF DISTRICT ONE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC" (9010001), LATEST EDITION.
9. WORK IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE PAID FOR AS "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY)", LUMP SUM.
10. TAPE TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON EXISTING/NEWLY CONSTRUCTED SURFACES. TEMPORARY PAINT SHALL BE USED ON TEMPORARY PAVEMENT OR PAVEMENT TO BE REMOVED.
11. TEMPORARY PAVEMENT MARKING (PAINT) SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. PAINT USED OVER THE WINTER MONTHS IN THE TRANSITION AREAS ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN THE FINAL PAVEMENT MARKINGS ARE INSTALLED. ON EXPRESSWAYS, EPOXY MARKINGS SHALL BE REQUIRED ON ALL TEMPORARY PAVEMENT SURFACES OVER THE WINTER MONTHS. EPOXY USED OVER THE WINTER IN TRANSITION AREAS AT THE LIMITS OF CONSTRUCTION ON EXISTING SURFACES SHALL BE REMOVED BY GRINDING WHEN FINAL PAVEMENT MARKINGS ARE INSTALLED.

①
W20-1(0)
48"x48"

②
36"x36"

③*
96"x48"
ARROWS: W24-1(L)

④*
W24-1(L)
48"x48"

⑤*
96"x48"
ARROWS: W24-1(R)

⑥*
W24-1(R)
48"x48"

⑦
W2-115(0)-3618
SPEED LIMIT 45 R2-I-3648
PHOTO ENFORCED R10-190P-3618
\$375/FINE MINIMUM R2-I106-3618

*NUMBER OF ARROWS SHALL MATCH NUMBER OF LANES OPEN TO TRAFFIC

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