

STAGE 1

INSTALL TEMPORARY SIGNING, STRIPING AND OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE STAGE 1 TRAFFIC CONFIGURATION, INCLUDING THE NECESSARY MDOIFICATIONS TO THE EXISTING GROUND MOUNTED AND OVERHEAD SIGNS.

ALL TRAVEL LANES, TAPERS, TANGENTS AND LANE SHIFTS WITHIN WORK ZONES SHALL MAINTAIN A MINIMUM WIDTH OF 11 FEET.

TRAFFIC

NB IL-394

1. PRIOR TO PATCH LOCATION #2, REDUCE TRAFFIC TO ONE LANE (LEFT LANE)
2. MAINTAIN ONE LANE OF TRAFFIC. TRAFFIC IS OPENED BACK TO THE EXISTING CONFIGURATION AFTER PATCH LOCATION #40
3. ACCESS TO EXIT RAMPS K & H FOR EASTBOUND I-80/I-94, WESTBOUND I-80 AND NORTHBOUND I-294 WILL BEGIN IMMEDIATELY AFTER THE BRIDGE FOR THORNTON-LANSING ROAD (SN# 016-2799)
4. MAINTAIN ONE LANE OF TRAFFIC (RIGHT LANE) FOR EXIT TO RAMPS K & H. ACCESS TO RAMP H WILL BEGIN AT EXISTING SIGN TRUSS NORTH OF PATCH LOCATION #6

RAMPS K, L & V (NB IL-394 TO EB I-80/I-94)

1. REDUCE TO ONE LANE (RIGHT LANE) OF TRAFFIC BY MERGING RAMPS K & L TOGETHER BEFORE PATCHING.
2. YIELD RAMP K TO RAMP L. TRAFFIC IS OPENED BACK TO EXISTING CONFIGURATION AFTER PATCH LOCATION #12

EB I-80/I-94

1. BEGINNING NEAR STATION 85+00, REDUCE TRAFFIC TO TWO LANES (LANE 4 & 5)
2. MAINTAIN TWO LANES OF TRAFFIC UNTIL A THIRD LANE IS ADDED AT THE TORRENCE AVENUE ENTRANCE RAMP.
3. IMMEDIATELY AFTER PATCHING AND WHILE CURING, OPEN AND SHIFT LANE 3 INTO LANE 1 STARTING AT APPROXIMATELY STATION 128+50. RETURN TO EXISTING CONFIGURATION AFTER PATCH LOCATION #25.

WB I-80/I-94

1. BEGINNING NEAR STATION 223+20, REDUCE TRAFFIC TO THREE LANES (LANES 1, 2 & 3).
2. ACCESS TO WESTBOUND I-94 WILL BEGIN IMMEDIATELY AFTER PATCH LOCATIONS #32 & #33. ONE LANE (LEFT LANE) WILL BE OPEN ON I-94. AT THIS LOCATION I-80 WILL BE OPENED BACK TO THE EXISTING CONFIGURATION.
3. AFTER PATCH LOCATIONS #35 & #36, I-94 WILL BE OPENED BACK TO THE EXISTING CONFIGURATION.

NB I-94

1. BEGINNING NEAR STATION 130+50, REDUCE TRAFFIC TO TWO LANES (LANES 1 & 2)
2. THE NORTHBOUND I-94 EXIT RAMP TO EASTBOUND US 6 IS CLOSED. RAMP TRAFFIC HEADING TO EASTBOUND US 6 IS DETOURED TO THE WESTBOUND US 6 EXIT, BACK ONTO SOUTHBOUND I-94 AND EXITS SOUTHBOUND I-94 TO EASTBOUND US 6.

CONSTRUCTION

BEGIN PAVEMENT PATCHING WHERE POSSIBLE UTILIZING LANE CLOSURES IMPLEMENTED IN THE STAGE 1 MAINTENANCE OF TRAFFIC PLANS.

STAGE 2

INSTALL TEMPORARY SIGNING, STRIPING AND OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE STAGE 2 TRAFFIC CONFIGURATION, INCLUDING THE NECESSARY MDOIFICATIONS TO THE EXISTING GROUND MOUNTED AND OVERHEAD SIGNS.

NO MORE THAN ONE LANE AND SHOULDER MAY BE CLOSED SIMULTANEOUSLY WITHIN THE STATE OF INDIANA. TANGENTS BETWEEN LANE CLOSURE TAPERS MAY BE SHORTENED WITHIN THE STATE OF ILLINOIS TO ACCOMMODATE THIS REQUIREMENT.

ALL TRAVEL LANES, TAPERS, TANGENTS AND LANE SHIFTS WITHIN WORK ZONES SHALL MAINTAIN A MINIMUM WIDTH OF 11 FEET.

TRAFFIC

NB IL-394

1. PRIOR TO PATCH LOCATION #1, REDUCE TRAFFIC TO ONE LANE (RIGHT LANE)
2. MAINTAIN ONE LANE OF TRAFFIC. TRAFFIC IS OPENED BACK TO THE EXISTING CONFIGURATION AFTER PATCH LOCATION #39
3. ACCESS TO EXIT RAMPS K & H FOR EASTBOUND I-80/I-94, WESTBOUND I-80 AND NORTHBOUND I-294 WILL BEGIN AT STATION 66+75
4. MAINTAIN ONE LANE OF TRAFFIC (LEFT LANE) FOR EXIT TO RAMPS K & H. ACCESS TO RAMP K WILL BEGIN AFTER PATCH LOCATION #8

RAMPS K, L & V (NB IL-394 TO EB I-80/I-94)

1. REDUCE TO ONE LANE (LEFT LANE) OF TRAFFIC BY MERGING RAMPS K & L TOGETHER BEFORE PATCHING.
2. YIELD RAMP K TO RAMP L. TRAFFIC IS OPENED BACK TO EXISTING CONFIGURATION AFTER PATCH LOCATION #13.

EB I-80/I-94

1. REDUCE I-94 ENTRANCE TO I-80/I-94 TO ONE LANE (LEFT LANE) OF TRAFFIC BEFORE MERGE.
2. REDUCE I-80/I-94 TO THREE LANES (LANES 1, 2 & 3)
3. TEMPORARILY CLOSE ENTRANCE RAMP FROM TORRENCE AVENUE (RAMP W) TO ACCOMMODATE THE WORK ZONE.
4. NEAR STATION 138+75, SHIFT THE COLLECTOR-DISTRIBUTER LANE SOUTH OF RAMP W ONTO THE RIGHT SHOULDER.
5. IMMEDIATELY AFTER PATCH LOCATION #17, SHIFT THE COLLECTOR-DISTRIBUTER LANE OFF THE SHOULDER, ACROSS LANES 4, 5 & 6 AND MERGE INTO LANE 3.
6. TRAFFIC IS OPENED BACK TO THE EXISTING CONFIGURATION AFTER PATCH LOCATION #28.

WB I-80/I-94

1. NEAR STATION 244+20 REDUCE TRAFFIC TO TWO LANES (LANES 5 & 6)
2. TRAFFIC IS OPENED BACK TO THE EXISTING CONFIGURATION AFTER THE PREFORMED RUBBER JOINT REPLACEMENT LOCATION.

STAGE 3

INSTALL TEMPORARY SIGNING, STRIPING AND OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE STAGE 1 TRAFFIC CONFIGURATION, INCLUDING THE NECESSARY MDOIFICATIONS TO THE EXISTING GROUND MOUNTED AND OVERHEAD SIGNS.

ALL TRAVEL LANES, TAPERS, TANGENTS AND LANE SHIFTS WITHIN WORK ZONES SHALL MAINTAIN A MINIMUM WIDTH OF 11 FEET.

TRAFFIC

EB I-80/I-94

1. PRIOR TO PATCH LOCATIONS #23 AND #24, REDUCE TRAFFIC TO THREE LANES (LANES 3, 4 & 5)
2. TRAFFIC IS OPENED BACK TO THE EXISTING CONFIGURATION AFTER PATCH LOCATIONS #23 AND #24.

| | | | | | | | | | | | | |
|---|------------------------------|------------|-----------|---|---|-------|----|---------------------------|-----------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = 11oydjm | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUGGESTED MAINTENANCE OF TRAFFIC NOTES | | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| et:\pw\work\p1dot\11oydjm\d0298297\0133012-sh1-plan.dgn | | DRAWN - | REVISED - | | | | | 80/94 | 2012-002-CRC-PP | COOK | 91 | 9 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | CONTRACT NO. 60T34 | | | ILLINOIS FED. AID PROJECT | | | | |
| | PLOT DATE = 4/4/2012 | DATE - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. | TO | STA. | |