

PRIMARY OBJECTIVES

SUB-STAGE 13A AND SUB-STAGE 13B

1. RECONSTRUCT REMAINING OUTER TWO LANES OF EB I-74 ACROSS THE MORTON AVENUE INTERCHANGE.
2. CONSTRUCT MORTON RAMP D ON NEW ALIGNMENT.
3. RECONSTRUCT THE REMAINING NB LANES OF MORTON AVENUE SOUTH OF THE MORTON AVENUE/ RAMP B INTERSECTION AND SOUTH OF THE NEW MORTON AVENUE/RAMP D INTERSECTION.

CONSTRUCTION

SUB-STAGE 13A

1. RECONSTRUCT OUTER LANES AND OUTSIDE SHOULDER OF EB I-74 FROM EAST OF THE JACKSON AVENUE STRUCTURE TO THE MORTON AVENUE RAMP D GORE, INCLUDING REMAINING PORTIONS OF MORTON AVENUE RAMP F (STATION 576+00 TO STATION 609+60).
2. CONSTRUCT PROPOSED MORTON AVENUE RAMP D FROM MORTON AVENUE TO PROPOSED RAMP D STATION 1110+60.
3. RECONSTRUCT THE OUTSIDE NB LANE OF MORTON AVENUE ACROSS THE EXISTING MORTON AVENUE RAMP C TERMINAL AND ACROSS PROPOSED RAMP D.
4. RECONFIGURE THE TEMPORARY TRAFFIC SIGNALS AT THE MORTON RAMP F/D INTERSECTION FOR THE NEXT SUB-STAGE.

SUB-STAGE 13B

1. COMPLETE THE MORTON AVENUE RAMP D TAPER AND OUTSIDE SHOULDER ALONG I-74.
2. RECONSTRUCT THE NB MORTON AVENUE PAVEMENT FROM THE SOUTH LIMIT AT CLARK STREET TO EXTEND ACROSS THE ORIGINAL MORTON AVENUE RAMP D INTERSECTION.
3. RECONSTRUCT THE REMAINING NB MORTON AVENUE PAVEMENT BETWEEN THE EXIT TERMINAL TO RAMP A AND THE RAMP B INTERSECTION.
4. RECONFIGURE THE TEMPORARY TRAFFIC SIGNALS AT THE MORTON AVENUE RAMP F/D, RAMP B, AND ASHLAND STREET INTERSECTIONS FOR THE NEXT STAGE.

TRAFFIC

STAGE 13A

1. MAINTAIN 3 WB I-74 LANES FROM THE WEST PROJECT LIMIT TO THE EAST LIMIT OF THE MORTON AVENUE RAMP E TERMINAL AT ALL TIMES DURING PEAK PERIODS. CLOSE THE WB INSIDE SHOULDER AND PARTIAL INSIDE LANE FROM STATION 566+00 TO STATION 604+00. SHIFT WB TRAFFIC TOWARD THE OUTSIDE AND USE OUTSIDE SHOULDER TO MAINTAIN 2 WB I-74 LANES AT ALL TIMES DURING PEAK PERIODS FROM THE MORTON AVENUE RAMP E TERMINAL TO EAST OF MORTON AVENUE RAMP B.
2. MAINTAIN 3 LANES OF EB I-74 FROM I-474 TO THE I-155 RAMP F EXIT AT ALL TIMES DURING PEAK PERIODS. THE OUTSIDE EB LANE SHALL BE MAINTAINED AT ALL TIMES AS A SINGLE EXIT ONLY LANE TO I-155 RAMP F. MAINTAIN 2 EB I-74 LANES BETWEEN I-155 RAMP F AND I-155 RAMP E AT ALL TIMES DURING PEAK PERIODS. CONTINUE THE 2-LANE EB I-74 SECTION EAST OF THE I-155 RAMP E TERMINAL AND INTRODUCE AN AUXILIARY LANE EXTENDING BETWEEN THE I-155 RAMP E ENTRANCE AND MORTON AVENUE RAMP F EXIT TO FACILITATE WEAVING. SHIFT THE 2-LANE EB I-74 THRU LANES TO THE MEDIAN PAVEMENT, LEAVING THE AUXILIARY LANE LEADING TO THE MORTON AVENUE RAMP F EXIT. SPLIT THE 2 EB LANES IN ADVANCE AND ACROSS THE MORTON AVENUE STRUCTURE. REJOIN THE LANES AND CONTINUE AS A 2-LANE EB I-74 SECTION TO THE EAST PROJECT LIMIT. MERGE MORTON AVENUE RAMP D TRAFFIC INTO THE 2-LANE SECTION. MAINTAIN THE AUXILIARY LANE AND ONE THRU LANE AT ALL TIMES.
3. CONTINUE CLOSURE OF MORTON AVENUE RAMP C.
4. MAINTAIN THE EXISTING MORTON AVENUE RAMP D TRAFFIC AT ALL TIMES ON THE EXISTING RAMP D ALIGNMENT, SHIFTING TRAFFIC TO TEMPORARY OUTSIDE PAVEMENT AT THE RAMP TAPER.
5. MAINTAIN 2 LANES OF NB MORTON AVENUE TRAFFIC AT ALL TIMES DURING PEAK HOURS ON THE EXISTING NB PAVEMENT FROM THE EXISTING MORTON RAMP D INTERSECTION ACROSS THE INTERCHANGE TO THE ASHLAND STREET INTERSECTION, PROVIDING AN EXIT FROM THE 2-LANE SECTION TO MORTON RAMP A AND ADDING A NB LEFT TURN LANE AT THE ASHLAND STREET INTERSECTION.
6. MAINTAIN 2 SB MORTON AVENUE LANES OF TRAFFIC FROM BOND STREET TO ASHLAND STREET AT ALL TIMES DURING PEAK HOURS, ADDING SEPARATE LEFT TURN LANES TO EXISTING RAMP D AND FOR THE CATERPILLAR ENTRANCE OPPOSITE BOND STREET.
7. CLOSE THE SB MORTON AVENUE OUTSIDE SHOULDER DURING THE TEMPORARY PAVEMENT REMOVAL NEAR MORTON RAMP E OPPOSITE THE RAMP B INTERSECTION.
8. MAINTAIN 2 NB AND 2 SB LANES AT ALL TIMES ON I-155 BETWEEN THE I-74 INTERCHANGE AND THE IL 98 (BIRCHWOOD) INTERCHANGE.
9. MAINTAIN TRAFFIC ON I-155 RAMPS E, F, G & H AT ALL TIMES AS STRIPED FOR THE 2014 WINTER SHUTDOWN.

SUB-STAGE 13B (CHANGES FROM SUB-STAGE 13A)

1. SHIFT MORTON RAMP D TRAFFIC TO NEW RAMP D ALIGNMENT OPPOSITE MORTON RAMP F. MAINTAIN THE MORTON AVENUE RAMP D TRAFFIC AT ALL TIMES SHIFTING TRAFFIC TO THE INSIDE PAVEMENT AND LEFT SHOULDER AND GORE ALONG THE RAMP TAPER.
2. MAINTAIN 2 SB MORTON AVENUE LANES OF TRAFFIC FROM BOND STREET TO ASHLAND STREET AT ALL TIMES DURING PEAK HOURS. RELOCATE THE SEPARATE SB LEFT TURN LANE TO RAMP D TO THE NEW RAMP LOCATION. MAINTAIN THE SEPARATE LEFT TURN LANE AT THE MORTON AVENUE/ASHLAND STREET INTERSECTION.
3. CLOSE THE LEFT TURN LANE FOR THE CATERPILLAR ENTRANCE OPPOSITE BOND STREET.
4. BEGINNING SOUTH OF BOND STREET, SHIFT 2 LANES OF NB MORTON AVENUE TRAFFIC TO THE MORTON AVENUE MEDIAN FROM CLARK STREET TO NORTH OF THE MORTON AVENUE RAMP B INTERSECTION, PROVIDING A SEPARATE EXIT LANE LEADING TO RAMP A AND AN ADDITIONAL SEPARATE RIGHT TURN LANE FOR RAMP D APPROACHING THE NEW RAMP F/RAMP D INTERSECTION. SHIFT THE 2 NB MORTON AVENUE LANES FROM THE MEDIAN TO THEIR PROPOSED ALIGNMENT NORTH OF THE RAMP B INTERSECTION. MAINTAIN THE SEPARATE LEFT TURN LANE AT THE ASHLAND STREET INTERSECTION.
5. MAINTAIN THE 2 NB MORTON AVENUE LANES DURING APPLICABLE PEAK HOURS.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
STAGE 13 GENERAL NOTES**

SCALE: SHEET NO. 2 OF 24 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 90-[14R(14HB-4,14,14HV8)BR]	TAZEWELL	2433	1188	
CONTRACT NO. 68620				
ILLINOIS FED. AID PROJECT				