

PRIMARY OBJECTIVES

(FIRST STAGE OF I-155 RAMP G & H CLOSURE)

1. CONSTRUCT TEMPORARY (4-LANE) I-74 RUN-AROUND GAP ACROSS RAMP G AND RAMP H AND EB PAVEMENT CONNECTION TO I-74.
2. IMPLEMENT RAMP G AND RAMP H DETOURS.
3. CONSTRUCT EB CRASH INVESTIGATION SITE ALONG TEMPORARY I-74 RUN-AROUND.

CONSTRUCTION

1. REMOVE EXISTING RAMP G & H PAVEMENTS NORTH AND SOUTH OF I-74.
2. INSTALL EMBANKMENT ACROSS REMAINING RAMP G AND RAMP H GAP AND EASTERN PORTION OF THE TEMPORARY I-74 RUN-AROUND.
3. PLACE EMBANKMENTS NEEDED FOR I-155 STRUCTURE ABUTMENT CONSTRUCTION.
4. INITIATE EMBANKMENT PLACEMENT FOR I-155 SOUTH OF I-74.
5. COMPLETE PAVEMENT FOR THE TEMPORARY I-74 RUN-AROUND ACROSS CLOSED RAMPS G AND H AND EB RUN-AROUND PAVEMENT CONNECTION TO I-74.
6. CONSTRUCT CRASH INVESTIGATION SITE FOR EB I-74 ALONG TEMPORARY (4-LANE) RUN-AROUND.
7. COMPLETE REMAINING GAP IN TEMPORARY I-155 RAMP E2 ALIGNMENT.

TRAFFIC

1. RAMPS G & H CLOSED UNTIL THE 2014 WINTER SHUTDOWN (FOLLOWING STAGE 12).
2. MAINTAIN 3 EB I-74 LANES ON COMPLETED EB PAVEMENT AND SHOULDER BETWEEN I-474 AND THE I-155 TEMPORARY RAMP F EXIT TO SB I-155 DURING THE RAMP G AND RAMP H DETOURS DURING APPLICABLE PEAK HOURS.
3. MAINTAIN 3 WB I-74 LANES ON THE COMPLETED WB PAVEMENT FROM THE WB I-474 INTERCHANGE DIVERGENCE TO STATION 516+00 DURING APPLICABLE PEAK HOURS.
4. MAINTAIN 2 WB I-74 LANES DURING EACH PERIOD ON EXISTING PAVEMENT PER THE PREVIOUS STAGE FROM THE COMPLETED WB PAVEMENT AT STATION 516+00 TO WEST OF THE COMPLETED I-74 STRUCTURE OVER JEFFERSON STREET.
5. DETOUR RAMP G TRAFFIC WEST ALONG WB I-74 TO THE PINECREST DRIVE INTERCHANGE. RETURN ALONG EB I-74 AND EXIT TO SB I-155 VIA TEMPORARY RAMP F. MAINTAIN A SINGLE LANE AT ALL TIMES ALONG TEMPORARY RAMP F UNTIL IT MEETS SB I-155; THEN MAINTAIN TWO LANES DURING APPLICABLE PEAK HOURS ALONG SB I-155 OR AT LEAST ONE SB LANE DURING ALL NON-PEAK HOURS.
6. DETOUR RAMP H TRAFFIC EAST VIA TEMPORARY I-155 RAMP E1 TO EB I-74 AND THROUGH THE MORTON AVENUE INTERCHANGE LOOP RAMPS TO RE-ENTER WB I-74 VIA MORTON RAMP A. REDUCE NB I-155 TO SINGLE LANE IN ADVANCE OF TEMPORARY I-155 RAMP E1 TO DIRECT THE DETOURING RAMP H TRAFFIC TO RAMP E1. MAINTAIN THE NB I-155 AND TEMPORARY RAMP E1 TRAFFIC LANE AT ALL TIMES. ALSO MAINTAIN THE SUCCESSIVE MORTON AVENUE LOOP RAMP C AND LOOP RAMP A TRAFFIC PATH AT ALL TIMES.
7. INITIATE WB I-74 LANE CLOSURE IMMEDIATELY WEST OF MORTON AVENUE RAMP B, MAINTAINING A SINGLE LANE OF TRAFFIC TO THE MORTON AVENUE RAMP A MERGER TO FACILITATE HEAVY MORTON RAMP A AND MORTON RAMP E MERGING TRAFFIC. MAINTAIN 2 WB LANES BETWEEN MORTON RAMP A AND THE MORTON RAMP E DUAL LANE MERGER AT ALL TIMES. TAPER FROM THE 4-LANE SECTION AT STATION 593+00 TO THE 2-LANE WB I-74 SECTION BEGINNING AT STATION 563+76 AS SHOWN ON THE MOT PLANS. MAINTAIN CONFIGURATION DURING APPLICABLE PEAK PERIODS.
8. CONTINUE USE OF TEMPORARY SIGNALS AT THE AT THE PINECREST DRIVE INTERCHANGE.
9. RETAIN EB I-74 TRAFFIC WEST OF THE STRUCTURE OVER I-155 PER THE PREVIOUS STAGE. CONTINUE 2-LANE TRAFFIC SHIFT TO THE MEDIAN TO CIRCUMVENT THE EB TEMPORARY RUN-AROUND PAVEMENT TIE-INS WITH PROPOSED PAVEMENT. MAINTAIN 2-LANES FOR EB THRU TRAFFIC DURING APPLICABLE PEAK HOURS.

TRAFFIC (CONTINUED)

10. EXTEND I-155 RAMP E AS AN AUXILIARY EB I-74 LANE TO MORTON AVENUE RAMP C TO FACILITATE THE DETOURED I-155 RAMP H TRAFFIC.
11. INTRODUCE A SUPPLEMENTAL EB I-74 AUXILIARY LANE (4-LANES TOTAL) IN ADVANCE OF MORTON AVENUE RAMP F AS SHOWN ON THE MOT PLANS TO BETTER ACCOMMODATE EB I-74 TRAFFIC WEAVING ACROSS THE DETOURING RAMP H TRAFFIC FLOW.
12. EB I-74 TRAFFIC DESTINED FOR BOTH NB AND SB MORTON AVENUE CONTINUES TO USE MORTON AVENUE RAMP F WITH DUAL TURN LANES PROVIDED AT THE INTERSECTION FOR EACH TURNING MOVEMENT DURING APPLICABLE PEAK HOURS AND AT LEAST ONE TURN LANE FOR EACH MOVEMENT AT ALL OTHER TIMES.
13. REOPEN MORTON RAMP C FOR DETOURED I-155 RAMP H TRAFFIC. USE TEMPORARY CONCRETE BARRIER TO MAINTAIN AN ISOLATED NORTHBOUND TRAFFIC LANE BETWEEN MORTON RAMP C TO MORTON RAMP A EXCLUSIVELY FOR THE DETOURING RAMP H TRAFFIC.
14. USE THE MORTON AVENUE MEDIAN TO PROVIDE 4 NB MORTON AVENUE LANES AT ALL TIMES FROM THE APPROACH TO THE MORTON AVENUE RAMP F INTERSECTION TO THE RAMP B/RAMP E INTERSECTION TO SEPARATE THE 2 NB LANES OF FORMER RAMP A TRAFFIC DESTINED TO WB I-74 VIA MORTON RAMP E THROUGH THE CREATED TEMPORARY INTERSECTION OPPOSITE MORTON RAMP B. MAINTAIN DUAL LEFT TURN LANES TO MORTON RAMP E AT THE INTERSECTION. THE CONTINUOUS DUAL MEDIAN LANES WILL MINIMIZE WEAVING AND FACILITATE VEHICLE STORAGE IN THE EVENT OF QUEUING ALONG WB I-74 THAT EXTENDS UP RAMP E. THE OTHER TWO NB THRU LANES WILL ACCOMMODATE THE DUAL LEFT TURNING TRAFFIC FROM MORTON RAMP F THAT IS DESTINED TO CONTINUE NORTH ON MORTON AVENUE. MAINTAIN THIS CONFIGURATION AT ALL TIMES FOR APPLICABLE PEAK PERIODS.
15. PROVIDE 2-LANES ALONG MORTON AVENUE RAMP E TO ACCOMMODATE DUAL LEFT TURNS FROM NB MORTON AVENUE, LIMIT WB I-74 MERGER DELAY, AND PROVIDE VEHICLE STORAGE CAPACITY TO AVOID BLOCKAGE OF MORTON AVENUE IN THE EVENT OF QUEUING ALONG WB I-74.
16. MAINTAIN 2 SB LANES OF MORTON AVENUE BETWEEN BOND STREET AND ASHLAND STREET DURING APPLICABLE PEAK HOURS. PROVIDE SEPARATE LEFT TURN LANES FOR ASHLAND STREET, RAMP D, AND THE CATERPILLAR ENTRANCE OPPOSITE BOND STREET. (NO TEMPORARY SIGNALS ARE REQUIRED FOR THE SB LEFT TURN TO RAMP D.)
17. MAINTAIN 2 NB LANES OF MORTON AVENUE AS THRU LANES BETWEEN BOND STREET AND ASHLAND AVENUE DURING APPLICABLE PEAK HOURS. PROVIDE A SEPARATE RIGHT TURN LANE FOR RAMP D AND A SEPARATE LEFT TURN LANE FOR ASHLAND STREET IN ADDITION TO THE DUAL LEFT TURNS DESCRIBED ABOVE AT THE RAMP B/RAMP E INTERSECTION.
18. MAINTAIN USE OF THE TEMPORARY TRAFFIC SIGNALS AT THE MORTON AVENUE RAMP F, RAMP B/RAMP E, AND ASHLAND STREET INTERSECTIONS.

FILE NAME =	DESIGNED - DA	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 5 GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D468620-sh1-gennote-05.dgn	DRAWN - CM	REVISED -				90-[14R(14HB-4,14,14HV8)BR]	TAZEWELL	2433	814	
USER NAME = TERRA	CHECKED - HTL/LVA	REVISED -				CONTRACT NO. 68620				
PLOT DATE = 7/16/2012	DATE - 7/20/2012	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE:						SHEET NO. 2 OF 27 SHEETS	STA.	TO STA.		