

PRIMARY OBJECTIVES

1. CONSTRUCT WESTERN AND EASTERN CONNECTING ENDS FOR THE CENTER PORTIONS OF THE TEMPORARY (4-LANE) I-74 RUN-AROUND ACROSS EXISTING I-74 PAVEMENT.
2. CONSTRUCT I-155 RAMP E.
3. CONSTRUCT NB I-155 OUTSIDE LANE AND SHOULDER.

CONSTRUCTION

1. REMOVE TEMPORARY MEDIAN PAVEMENT AND CONSTRUCT PERMANENT MEDIAN AND INSIDE LANES OF MAINLINE PAVEMENT FROM STATION 508+25 TO STATION 516+00.
2. CONSTRUCT THE CENTER PORTION OF THE WESTERN SECTION OF THE TEMPORARY I-74 RUN-AROUND ACROSS EXISTING EB I-74 PAVEMENT FROM I-74 STATION 516+00 TO 4LRR STATION 710+50.
3. REMOVE TEMPORARY MEDIAN PAVEMENT AND CONSTRUCT PERMANENT MEDIAN PAVEMENT FROM EAST OF THE ABANDONED RAILROAD GAP AT STATION 552+00 TO I-74 STATION 556+50 TO MEET THE 4LRR AT THE LOWERED PROPOSED PROFILE.
4. CONSTRUCT CENTER PORTION OF THE EASTERN SECTION OF THE TEMPORARY I-74 RUN-AROUND ACROSS EXISTING EB I-74 PAVEMENT FROM 4LRR STATION 728+00 TO EAST OF THE ABANDONED RAILROAD GAP AT I-74 STATION 552+00 (4LRR STA 737+25.3).
5. BEGIN CONSTRUCTION OF THE PROPOSED NB I-155 RIGHT LANE AND SHOULDER AND PROPOSED I-155 RAMP E, EXCEPT ITS TERMINAL CONNECTION TO EB I-74.
6. BEGIN DEMOLITION OF THE EXISTING EB I-74 STRUCTURE OVER I-155 AND REMOVAL OF REMAINING EXISTING EB I-74 PAVEMENTS TO THE EAST AND WEST THAT ARE NOT NECESSARY FOR CONSTRUCTION ACCESS.

TRAFFIC

1. RETAIN BASIC TRAFFIC PATTERNS AND LANES REQUIRED TO ACCOMMODATE THE DETOURED RAMP G AND H TRAFFIC FROM THE PREVIOUS STAGE AT ALL TIMES, EXCEPT AS ALTERED BELOW.
2. SHIFT THE 2 WB I-74 TRAFFIC LANES WITHIN THE I-155 INTERCHANGE AND ADJACENT TO THE PROPOSED WORK AREAS TO THE OUTSIDE WB LANES AND TEMPORARY SHOULDERS. MAINTAIN 2 WB LANES ADJACENT TO THE WORK AREA DURING APPLICABLE PEAK HOURS.
3. SHIFT THE 2 EB I-74 TRAFFIC LANES TO THE COMPLETED EB PAVEMENT OF THE TEMPORARY I-74 RUN-AROUND. MAINTAIN 2 EB THRU LANES ADJACENT TO THE CONSTRUCTION DURING APPLICABLE PEAK HOURS. MAINTAIN THE ADJACENT EB LANES LEADING TO AND FROM TEMPORARY I-155 RAMP F AND TEMPORARY I-155 RAMP E2, RESPECTIVELY, AT ALL TIMES.
4. SHIFT THE TEMPORARY I-155 RAMP E1 TRAFFIC TO THE TEMPORARY I-155 RAMP E2 ALIGNMENT.
5. BEGIN THE NB I-155 RIGHT LANE CLOSURE IMMEDIATELY NORTH OF THE NB I-155 EXIT TO IL 98 (BIRCHWOOD STREET). MERGE THE NB I-155 ENTRANCE RAMP FROM IL 98 (BIRCHWOOD STREET) TO A SINGLE NB LANE IN ADVANCE OF THE NB I-155 CONSTRUCTION LIMIT AND CONTINUE AS A SINGLE LANE ON THE EXISTING LEFT LANE AND MEDIAN SHOULDER PAVEMENT LEADING INTO TEMPORARY RAMP E2, CARRYING THE RAMP E AND DETOURED RAMP H TRAFFIC.
6. CONTINUE USE OF TEMPORARY TRAFFIC SIGNALS AT THE PINECREST DRIVE INTERCHANGE.
7. MAINTAIN THE TRAFFIC CONFIGURATION AND TEMPORARY SIGNAL USE ALONG MORTON AVENUE FROM THE PREVIOUS STAGE.

FILE NAME =	DESIGNED - DA	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 6 GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
D468620-sh1-gennote-06.dgn	DRAWN - CM	REVISED -				• 90-[14R(14HB-4,14,14HB)BR]	TAZEWELL	2433	845		
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 18 SHEETS	STA.	TO STA.			