

# MAINTENANCE OF TRAFFIC NARRATIVE:

## PRE-STAGE

PRIOR TO ANY EXISTING TRAFFIC OR ROAD GEOMETRY MODIFICATIONS, THE TEMPORARY PAVEMENT REQUIRED FOR ALL THREE STAGES OF CONSTRUCTION WILL BE INSTALLED. SECTIONS OF TEMPORARY PAVEMENT WILL BE INSTALLED ALONG BOTH THE NORTHBOUND AND SOUTHBOUND SHOULDERS OF IL-83. TEMPORARY PAVEMENT WILL ALSO BE INSTALLED ON THE IL 38 WEST TO IL 83 NORTH RAMP AND THE IL 83 SOUTH TO IL 38 WEST RAMP. INSTALLATION WILL REQUIRE TEMPORARY CONCRETE BARRIER ALONG THE LENGTH OF THE TEMPORARY PAVEMENT TO BE INSTALLED. BREAKDOWN OF THE LIMITS OF EACH SECTION OF TEMPORARY PAVEMENT TO BE INSTALLED:

- IL 83 NORTHBOUND SHOULDER AND OUTSIDE RAMP APPROX. STA 101+00 TO 114+50
- IL 83 NORTHBOUND SHOULDER AND INSIDE RAMP APPROX. STA 101+00 TO 103+00
- IL 83 SOUTHBOUND SHOULDER AND OUTSIDE RAMP APPROX. STA 102+50 TO 106+50
- IL 83 SOUTHBOUND SHOULDER AND INSIDE RAMP APPROX. STA 101+00 TO 105+50

## STAGE 1

THE FIRST STAGE OF CONSTRUCTION WILL UTILIZE A WORK ZONE LOCATED IN THE CENTER LANES AND MEDIAN OF IL 83. TO ACCOMMODATE THIS WORK AREA, TRAFFIC WILL BE SHIFTED TO THE OUTSIDE AND REDUCED FROM 3 TO 2 THROUGH LANES IN EACH DIRECTION.

STARTING AT APPROX. STATION 123+75, THE INSIDE SOUTHBOUND LANE OF TRAFFIC WILL BE MERGED AT A 55:1 TAPER DOWN TO TWO LANES, ENDING AT APPROX. STATION 117+00. FROM THERE, 2 LANES WILL BE MAINTAINED FOR 500' BEFORE BEGINNING A 27.5:1 TAPER SHIFT TO THE WEST ENDING AT APPROX. STATION 105+75. CONCRETE BARRIER TO PROTECT THE WORK AREA WILL BE PROVIDED ALONG THIS SHIFT AT A 12:1 TAPER. AFTER 150' OF STRAIGHT SECTION, THE ROADWAY WILL BEGIN TO SHIFT BACK TOWARDS THE EAST AT 27.5:1 STARTING AT APPROX. STATION 104+25. THE TWO LANES OF TRAFFIC SHIFT TO MATCH THE OUTSIDE TWO LANES OF TRAFFIC IN THE EXISTING CONDITION AT APPROX. STATION 97+00 AND THE INSIDE LANE WILL AGAIN BE AVAILABLE. THE WESTBOUND OFF RAMP ENTRANCE WILL BE MODIFIED SLIGHTLY TO ACCOMMODATE THIS MAIN LANE SHIFT, WITH THE ENTRANCE BEGINNING AT APPROX. STATION 113+25 AND THEN MATCHING THE EXISTING RAMP THEREAFTER.

STARTING AT APPROX. STATION 86+00, THE INSIDE NORTHBOUND LANE OF TRAFFIC WILL BE MERGED AT A 55:1 TAPER DOWN TO TWO LANES, ENDING AT APPROX. STATION 92+50. FROM THERE, 2 LANES WILL BE MAINTAINED FOR APPROX. 500' BEFORE BEGINNING A 27.5:1 TAPER SHIFT TO THE EAST ENDING AT APPROX. STATION 104+25. CONCRETE BARRIER TO PROTECT THE WORK AREA WILL BE PROVIDED ALONG THIS SHIFT AT A 12:1 TAPER. AFTER 150' OF STRAIGHT SECTION, THE ROADWAY WILL BEGIN TO SHIFT BACK TOWARDS THE EAST AT 27.5:1 STARTING AT APPROX. STATION 105+75. THE TWO LANES OF TRAFFIC SHIFT TO MATCH THE OUTSIDE TWO LANES OF TRAFFIC IN THE EXISTING CONDITION AT APPROX. STATION 113+75 AND THE INSIDE LANE WILL AGAIN BE AVAILABLE. THE NORTHBOUND ON RAMP FROM IL 38 WILL BE SHIFTED SLIGHTLY INSIDE AT RADIUS 335' TO MATCH THE MAIN LANE SHIFT. ON THE OUTSIDE OF THE RAMP LANE THERE WILL BE CONCRETE BARRIER TO PROTECT TRAFFIC FROM THE BACKSLOPE INTO THE WETLAND AREA. THE RAMP LANE WILL BEGIN ITS MERGE AFTER THE THROUGH LANES SHIFT AND COMPLETE BY APPROX. STATION 116+25.

ALL THROUGH LANES WILL BE 11' WIDE WITH MINIMUM 1' SHOULDER BETWEEN CONCRETE BARRIERS. CONCRETE BARRIERS WILL BE SPACED FROM THE WORK ZONE TO ALLOW FOR CONSTRUCTABILITY AND AVOID PINNING OF BARRIERS ON NEWLY CONSTRUCTED PAVEMENT (PINNING OF BARRIERS ON EXISTING PAVEMENT WILL BE UTILIZED TO SAVE SPACE).

## STAGE 2

THE SECOND STAGE OF CONSTRUCTION WILL UTILIZE TWO WORK ZONES, EACH LOCATED TO THE OUTSIDE OF EXISTING TRAFFIC. TO ACCOMMODATE THESE WORK AREAS, THROUGH TRAFFIC WILL BE SHIFTED INSIDE SLIGHTLY AND THE RAMPS WILL BE SHIFTED TO THE OUTSIDE. THERE WILL BE NO LANE REDUCTIONS IN THIS STAGE.

STARTING AT APPROX. STATION 109+00, THE SOUTHBOUND LANES OF TRAFFIC WILL SHIFT AT A 27.5:1 TAPER, ENDING AT APPROX. STATION 105+75. CONCRETE BARRIER TO PROTECT THE WORK AREA WILL BE PROVIDED ALONG THIS SHIFT AT A 12:1 TAPER. AFTER 150' OF STRAIGHT SECTION, THE ROADWAY WILL BEGIN TO SHIFT BACK TOWARDS THE WEST AT 27.5:1 STARTING AT APPROX. STATION 104+25. THE LANES WILL COMPLETE THE LANE SHIFT AT APPROX. STATION 101+00. THE WESTBOUND OFF RAMP ENTRANCE WILL REMAIN UNCHANGED, BUT THE RAMP ITSELF WILL SHIFT TO THE WEST BEGINNING AT APPROX. STATION 109+00. A RADIUS OF 335' WILL BE MAINTAINED THROUGHOUT THE SHIFT AS THE RAMP LANE MATCHES BACK WITH EXISTING.

STARTING AT APPROX. STATION 101+50, THE NORTHBOUND LANES OF TRAFFIC WILL SHIFT AT A 27.5:1 TAPER, ENDING AT APPROX. STATION 104+25. CONCRETE BARRIER TO PROTECT THE WORK AREA WILL BE PROVIDED ALONG THIS SHIFT AT A 12:1 TAPER. AFTER 150' OF STRAIGHT SECTION, THE ROADWAY WILL BEGIN TO SHIFT BACK TOWARDS THE WEST AT 27.5:1 STARTING AT APPROX. STATION 105+75. THE LANES WILL COMPLETE THE LANE SHIFT AT APPROX. STATION 108+50. THE NORTHBOUND ON RAMP WILL BE SHIFTED TO THE EAST AROUND THE WORK ZONE, WITH DRUMS AND BARRIER PROVIDED. A RADIUS OF 335' WILL BE MAINTAINED ON THE CURVE PRIOR TO THE SHIFT.

## STAGE 2 (CONT'D)

ALL THROUGH LANES WILL BE 11' WIDE AND BOTH RAMP LANES WILL BE 12' WIDE, EACH WITH MINIMUM 1' SHOULDER BETWEEN CONCRETE BARRIERS. CONCRETE BARRIERS WILL BE SPACED FROM THE WORK ZONE TO ALLOW FOR CONSTRUCTABILITY AND AVOID PINNING OF BARRIERS ON NEWLY CONSTRUCTED PAVEMENT (PINNING OF BARRIERS ON EXISTING PAVEMENT WILL BE UTILIZED TO SAVE SPACE).

## STAGE 3

THE THIRD STAGE OF CONSTRUCTION WILL UTILIZE TWO WORK ZONES, EACH LOCATED ON THE OUTSIDE EDGE OF THE CULVERT. TO ACCOMMODATE THESE WORK AREAS, THROUGH TRAFFIC AND RAMPS WILL BE SHIFTED INSIDE. THERE WILL BE NO LANE REDUCTIONS IN THIS STAGE.

STARTING AT APPROX. STATION 107+00, THE SOUTHBOUND LANES OF TRAFFIC WILL SHIFT AT A 27.5:1 TAPER, ENDING AT APPROX. STATION 105+75. AFTER 150' OF STRAIGHT SECTION, THE ROADWAY WILL BEGIN TO SHIFT BACK TOWARDS THE WEST AT 27.5:1 STARTING AT APPROX. STATION 104+25. THE LANES WILL COMPLETE THE LANE SHIFT AT APPROX. STATION 103+25. THE WESTBOUND OFF RAMP ENTRANCE WILL BE SHIFTED TO THE EAST TO MATCH THE THROUGH LANES OF TRAFFIC. THE ENTRANCE TAPER WILL BE MODIFIED WITH A TAPER OF DRUMS FOLLOWED BY CONCRETE BARRIER TO PROTECT THE WORK ZONE. AFTER PASSING THE WORK ZONE, THE RAMP LANE WILL SHIFT BACK TO MATCH THE EXISTING ORIENTATION AT A 335' RADIUS.

STARTING AT APPROX. STATION 101+50, THE NORTHBOUND LANES OF TRAFFIC WILL SHIFT AT A 27.5:1 TAPER, ENDING AT APPROX. STATION 104+25. AFTER 150' OF STRAIGHT SECTION, THE ROADWAY WILL BEGIN TO SHIFT BACK TOWARDS THE WEST AT 27.5:1 STARTING AT APPROX. STATION 105+75. THE LANES WILL COMPLETE THE LANE SHIFT AT APPROX. STATION 108+50. THE NORTHBOUND RAMP WILL BE SHIFTED WEST TO MATCH THE THROUGH LANES OF TRAFFIC. A RADIUS OF 335' WILL BE MAINTAINED AS IT SHIFTS FROM THE EXISTING ORIENTATION TO MATCH THE THROUGH LANES. A CONCRETE BARRIER WILL BE INSTALLED TO PROTECT THE WORK ZONE. AFTER PASSING THE WORK ZONE, THE RAMP LANE WILL SHIFT WITH THE THROUGH LANES TO MATCH EXISTING BEFORE MERGING.

ALL THROUGH LANES WILL BE 11' WIDE AND BOTH RAMP LANES WILL BE 12' WIDE, EACH WITH MINIMUM 1' SHOULDER BETWEEN CONCRETE BARRIERS. CONCRETE BARRIERS WILL BE SPACED FROM THE WORK ZONE TO ALLOW FOR CONSTRUCTABILITY AND AVOID PINNING OF BARRIERS ON NEWLY CONSTRUCTED PAVEMENT (PINNING OF BARRIERS ON EXISTING PAVEMENT WILL BE UTILIZED TO SAVE SPACE).

RETAINING WALL CONSTRUCTION WILL OCCUR DURING STAGE 3 TO COINCIDE WITH THE RE-GRADING OF THE SWALE, UP TO THE CONTRACTOR'S DISCRETION.

## COMPLETION OF WORK

ONCE TRAFFIC IS PLACED BACK IN EXISTING CONFIGURATION, CONTRACTOR TO REMOVE ALL TEMPORARY PAVEMENT, FINALIZE ALL MAINLINE AND SHOULDER CONSTRUCTION AS SHOWN ON PLANS, AND FINALIZE LANDSCAPING.

## PORTABLE CHANGEABLE MESSAGE SIGNS

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WILL BE USED IN EACH OF THE MOT STAGES. THE MESSAGES DISPLAYED WILL CHANGE WITH EACH STAGE AND ARE SHOWN BELOW:

PRE-STAGE:	STAGE 1:	STAGE 2:	STAGE 3:
PHRASE 1: CAUTION [DATE]	PHRASE 1: LEFT LN CLOSED AHEAD	PHRASE 1: LANE SHIFT AHEAD	PHRASE 1: CAUTION
PHRASE 2: SHOULDER WORK AHEAD	PHRASE 2: EXPECT DELAYS	PHRASE 2: EXPECT DELAYS	PHRASE 2: LANE SHIFT AHEAD

MODEL: D:\64bit...  
 FILE NAME: P:\000089...  
 IDOT\000089\01\002 (ENG) - PTB 195-016 Phase II Var Var\Eng\pctchn\WO 1 - IL83-IL38\500 Drawings\502\_CADD Sheets\162M69-shr-MOTnotes.dgn



USER NAME = khejtmanek	DESIGNED - KH	REVISED -
	DRAWN - KM	REVISED -
PLOT SCALE = 2,0000 ' / in.	CHECKED - AP	REVISED -
PLOT DATE = 3/10/2021	DATE - 3/11/2021	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC – STAGING NOTES**

SCALE: NONE SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	2020-196-T	DUPAGE	122	23
CONTRACT NO. 62M69			ILLINOIS FED. AID PROJECT	