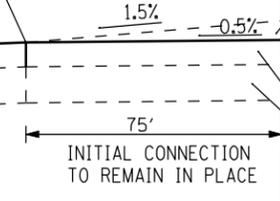


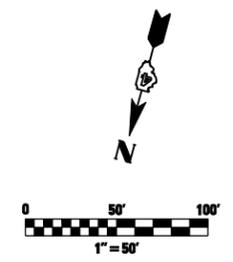
STA. 12+75 (GRAIN BIN ROAD)  
 STA. 11+25 (MUDD ROAD)  
 PROP. PROFILE ELEVATIONS

PROPOSED  
 HMA SURFACE



**CONNECTION DETAIL**

CONSTRUCTION ENDS  
 STA. 8+50 (MUDD RD)  
 PROP. AGGREGATE SURFACE  
 STA. 8+50 TO STA. 10+00



STA. 1448+88.47  $\phi$  US 24 =  
 STA. 12+00  $\phi$  GRAIN BIN ROAD/  
 $\phi$  MUDD ROAD

STA. 11+25  
 MATCH PROP. PROFILE  
 ELEV = 461.3±  
 SEE DETAIL

STA. 11+48

STA. 11+87

STA. 12+13

STA. 12+39

STA. 12+75  
 MATCH PROP. PROFILE  
 ELEV = 461.3±  
 SEE DETAIL

STA. 104+50 (NOTT RD)  
 PROP. HMA CONSTRUCTION  
 STA 104+50 TO STA 110+93.13

STA. 102+50 (NOTT RD)  
 PROP. AGGREGATE SURFACE  
 STA 102+50 TO STA 104+50

STA. 13+95.18  $\phi$  GRAIN BIN ROAD  
 (CONNECTOR) =  
 STA. 105+00  $\phi$  GRAIN BIN ROAD/  
 $\phi$  NOTT ROAD

STA. 110+93.13 (GRAIN BIN ROAD)  
 CONSTRUCTION ENDS

**LEGEND**

- WORK AREA
- AGGREGATE FOR TEMPORARY ACCESS - (10' WIDE)
- TYPE III BARRICADE
- TRAFFIC LANE

**STAGE I NOTES**

1. CLOSE GRAIN BIN ROAD, EXCEPT FOR LOCAL TRAFFIC ON NOTT ROAD, AND CONSTRUCT THE GRAIN BIN ROAD CONNECTOR, GRAIN BIN ROAD, AND NOTT ROAD AT THE FOLLOWING LOCATIONS:
  - GRAIN BIN ROAD CONNECTOR FROM STA. 12+13 TO STA. 13+95.18, INCLUDING THE TEMPORARY AGGREGATE ACCESS ROAD TO THE FARM AT THE END OF NOTT ROAD AND THE CULVERTS AT STA. 12+39 AND STA. 13+60.
  - GRAIN BIN ROAD FROM STA. 105+00 TO STA. 110+93.13 INCLUDING THE REMOVAL AND PLACEMENT OF THE CULVERT AT STA. 108+00.
  - NOTT ROAD FROM STA. 102+50 TO STA. 105+00
  - REMOVE TREE ALONG US 24 AT STA. 1451+00 (RIGHT).
2. CONSTRUCT MUDD ROAD FROM STA. 8+50 TO STA. 11+87, INCLUDING THE CULVERT AT STA. 11+48. THE CONTRACTOR MAY CLOSE MUDD ROAD FOR THE PERIOD OF 1 DAY TO REMOVE AND INSTALL THE CULVERT AT STA. 10+15. (SEE "WORKING RESTRICTIONS"). THE GUARDRAIL SPANNING THE PROPOSED MUDD ROAD LOCATION SHALL NOT BE REMOVED UNTIL IMMEDIATELY PRIOR TO CONSTRUCTION BEGINNING AT THIS LOCATION.
3. ESTABLISH DITCHES AND PERFORM OTHER DRAINAGE WORK TO THE EXTENT FEASIBLE TO STAGE I CONSTRUCTION. THE DITCHES ON THE DOWNSTREAM END (EAST SIDE) OF THE CULVERTS AT STA. 12+39 (GRAIN BIN ROAD CONNECTOR) AND STA. 11+48 (MUDD ROAD) CANNOT BE ESTABLISHED UNTIL STAGE II. SEED AND MULCH ALL DISTURBED AREAS.
4. CONSTRUCT THE INITIAL CONNECTIONS TO EXISTING US 24 (AS PER THE CONNECTION DETAIL). PLACE HMA SURFACE ALONG WITH PAVEMENT MARKINGS. STOP SIGNS SHOULD BE IN PLACE AT MUDD, GRAIN BIN, AND NOTT ROADS ONLY. CLOSE THE FORMER INTERSECTION USING TYPE III BARRICADES AND SHIFT TRAFFIC TO THE NEWLY CONSTRUCTED GRAIN BIN AND MUDD ROADS.

FILE NAME = SFILES

**SDI** STRUCTURE DESIGNS, INCORPORATED  
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USER NAME = #USER#	DESIGNED - JL / RY	REVISED -
	DRAWN - JL / RY	REVISED -
PLOT SCALE = #SCALE#	CHECKED - JES	REVISED -
PLOT DATE = #DATE#	DATE - 12-17-2012	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLAN - STAGE I**  
**US RTE 24 OVER BIG SISTER CREEK & LITTLE SISTER CREEK**

SCALE: SHEET NO. 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(137BR, BR-1) BR	FULTON	118	27
CONTRACT NO. 68699				
ILLINOIS FED. AID PROJECT				