1-19-07 Letting, Item 091

CONTRACT NO. 72A18

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	D-6 ITS #2	SANGAMON	30	1

INDEX OF SHEETS

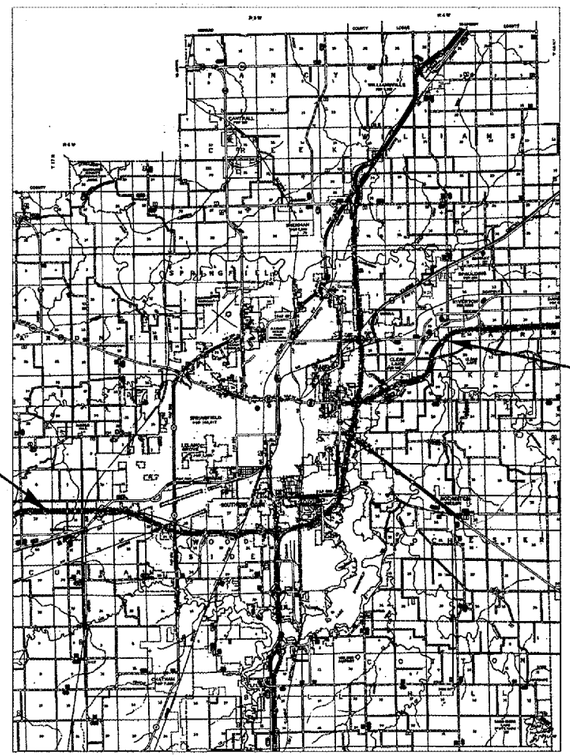
STANDARDS

000001-04
701101-01
701106-01
701400-02
701401-03
701422-01
702001-06

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAI ROUTE 72 (I–72)
SECTION D–6 ITS #2
PROJECT: ITS-0517(105)
SANGAMON COUNTY
C–75-017-06

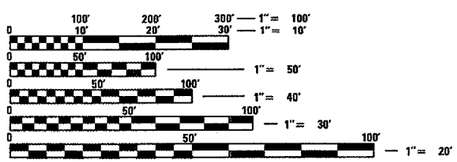


END PROJECT
SECTION: D-6 ITS #2
STATION 467+50 english

BEGIN PROJECT
SECTION: D-6 ITS #2
STA. 171+700 metric

D–96–007–06

LOCATION OF SECTION INDICATED THUS: –



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1–800–892–0123

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Oct. 20 20 06
Quest M Reed
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
December 8, 20 06
Eric E. Harm (E)
Interim ENGINEER OF DESIGN AND ENVIRONMENT
December 8, 20 06
Milton R. Sees P.E. (E)
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

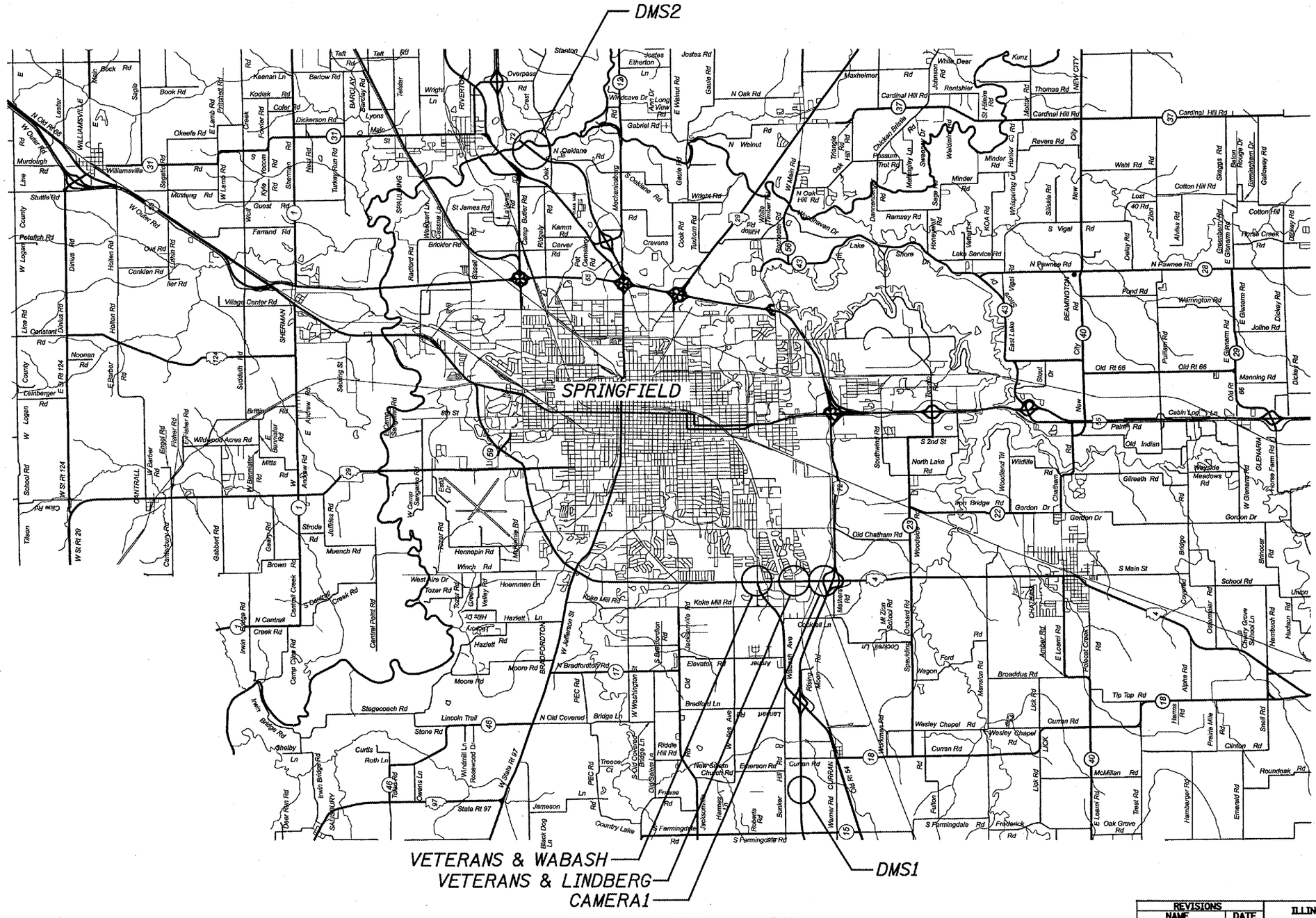
PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: KYLE ARMSTRONG (217) 558–6523
SQUAD LEADER: BILL SHAW (217) 524–2180

CONTRACT NO. 72A18

CONTRACT NO. 72A18

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	D-6 ITS #2	SANGAMON	30	2
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DMS1 - STATION 467+50 english
DMS2 - STATION 171+700 metric
CAMERA1 - LIGHT POLE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
LOCATION MAP
F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

SCALE: VERT.
HORIZ.
DATE

DRAWN BY: CHD
CHECKED BY

CONTRACT NO. 72A18

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
FAI 72	D-6 ITS #2	SANGAMON	30	3
STA.	TO STA.			
EXISTING CONDITIONS:				

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	50% FED, 50% STATE URBAN CONSTRUCTION TYPE CODE Y032-1F TOTAL QUANTITIES	100% STATE URBAN CONSTRUCTION TYPE CODE Y032-1F TOTAL QUANTITIES
67100100	MOBILIZATION	LSUM	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	LSUM	1	
70100820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	LSUM	1	
70103700	TRAFFIC CONTROL COMPLETE	LSUM	1	
73300300	OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (5'-0" X 7'-0")	FOOT	200	
73305000	OVERHEAD SIGN STRUCTURE WALKWAY	FOOT	69.2	
73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CUYD	40.6	
80400105	ELECTRIC SERVICE INSTALLATION, SPECIAL	EACH		2
83057120	LIGHT POLE, WOOD, 25 FOOT, CLASS 4	EACH	2	
81012500	CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	13097.0	
81021540	CONDUIT, AUGERED, 1 1/2" DIA., PVC	FOOT	90.0	
81100500	CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIAMETER, GALVANIZED STEEL	FOOT	20.0	
81306100	JUNCTION BOX (SPECIAL)	EACH	16	
81306200	DRILL EXISTING JUNCTION BOX	EACH	1	
81400100	HANDHOLE	EACH	2	
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	13097.0	
83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	4	
87100120	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 8F	FOOT	12310.0	
87900200	DRILL EXISTING HANDHOLE	EACH	2	
X0322011	LIGHT POLE REMOVE AND RE-ERECT	EACH	1	
X0323228	FURNISH AND INSTALL TRUSS DAMPER	EACH	2	
X0324963	CLOSED CIRCUIT CAMERA SYSTEM COMPLETE	EACH	1	
X0324965	INSTALL TRUSS MOUNTED DYNAMIC MESSAGE SIGN	EACH	2	
70106800	CHANGEABLE MESSAGE SIGN	CALMO	2	
Z0002005	ATTENUATOR BASE	SQYD	103.2	
~~X 5160400~~	~~DRILLED SHAFT IN ROCK~~	~~CU YD~~	~~2.4~~	
⊙ Z0030150	IMPACT ATTENUATOR (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4	
X8730041	ELECTRIC CABLE IN CONDUIT, SERVICE, 2/C NO. 1/0 AND 1/C NO. 6	FOOT	1270.5	
X8730042	ELECTRIC CABLE IN CONDUIT, SERVICE, 2/C NO. 4 AND 1/C NO. 8	FOOT	484.5	
X 50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	2.4	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6

EXAMINED October 13 20 06

ENGINEER OF OPERATIONS

EXAMINED Oct 2 20 06

ENGINEER OF PROGRAM IMPLEMENTATION

EXAMINED October 5 20 06

ENGINEER OF PROGRAM DEVELOPMENT

Rev.

①SFTY-3N

DATE
DATE-TIME
DGN-SPEC
REF-L
REF

CONTRACT NO. 72A18

F.A.I. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
72	D-6 ITS #2	SANGAMON	30	4
STA.		TO STA.		
EXISTING CONDITIONS:				

PLAN

DATE	BY	
		SURVEYED
		DESIGNED
		ALIGNMENT CHECKED
		PLAT OF R.W. CHECKED
		PLAN FILE NAME

NOTE BOOK NO.

LEGEND

ALUM	ALUMINUM
EP	EDGE OF PAVEMENT
TW SH	TWISTED SHIELDED
PWR CBL	POWER CABLE
F.O.	FIBER OPTIC
J.B.	JUNCTION BOX
GSC	GALVANIZED STEEL CONDUIT
PVCC	POLYVINYL CHLORIDE CONDUIT
	EXISTING HANDHOLE
	EXISTING DOUBLE HANDHOLE
	EXISTING CONTROLLER
	EXISTING SERVICE INSTALLATION
	EXISTING GALVANIZED STEEL CONDUIT
	EXISTING JUNCTION BOX
	EXISTING SIGN TRUSS
	EXISTING HIGHWAY LIGHTING UNIT
	EXISTING UNDERGROUND LIGHTING CABLES
	PROPOSED HANDHOLE
	PROPOSED DOUBLE HANDHOLE
	PROPOSED CONTROLLER
	PROPOSED CONDUIT; "T" TRENCH, "P" PUSH, "ATS" ATTACHED TO STRUCTURE, SIZE SPECIFIED
	PROPOSED SERVICE INSTALLATION
	PROPOSED CCTV CAMERA
	PROPOSED JUNCTION BOX, SIZE SPECIFIED
	PROPOSED WOOD POLE, SIZE SPECIFIED
	PROPOSED LIGHT POLE, SIZE SPECIFIED

GENERAL NOTES

1 CCTV ARE LOCATION SENSITIVE. PROPOSED EQUIPMENT LOCATIONS ARE APROXIMATE. TO ENSURE THE OPTIMUM FIELD OF VIEW, ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR, PER THE MANUFACTURER REPRESENTATIVES RECOMMENDATIONS AND THE ENGINEERS APPROVAL.

2 PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM.

3 ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FORM U.S.G.S. MEAN SEA LEVEL DATUM.

4 U-BOLTS SHALL BE PRODUCED FROM ASTM A276, TYPE 304, 304L, 316, CONDITION A , COLD FINISH, OR AN EQUIVALENT MATERIAL ACCEPTABLE TO THE ENGINEER. ALL NUTS SHALL BE STAINLESS STEEL CONFORMING TO ASTM A194, GRADE 8 (AISI TYPE 304) OR GRADE 8F (AISI TYPE 303). THE NUTS SHALL BE LOCKNUTS WITH NYLON OR STEEL INSERTS AND SEMI FINISHED HEXAGONAL HEADS EQUIVALENT TO THE FINISHED HEX SERIES OF THE AMERICAN NATIONAL STANDARD. ALL WASHERS SHALL BE STAINLESS STEEL CONFORMING TO ASTM 240, TYPE 302 OR 304.

5 ALL BOLTS, SCREWS, NUTS AND WASHERS SHALL BE STAINLESS STEEL. ANTI-SEIZE PASTE COMPOUND SHALL BE USED ON ALL MOUNTING HARDWARE FIELD CONNECTIONS. ALL CCTV MOUNTING METHODS AND MOUNTING MATERIAL SHALL BE PRE-APPROVED BY THE ENGINEER.

6 UNDERGROUND CABLE MARKING TAPE SHALL BE INSTALLED WITH ALL TRENCH & BACKFILL FOR ELECTRICAL WORK IN ACCORDANCE WITH ARTICLES 815.03 (c) & 1066.05 OF THE STANDARD SPECIFICATIONS.

7 A ¼" DIA. NYLON ROPE SHALL BE INSTALLED IN ALL CONDUIT RUNS. THE COST OF PULL ROPE SHALL BE INCLUDED IN THE PROPOSED ELECTRIC CABLE INSTALLATION IN THAT CONDUIT.

8 THE CONTRACTOR SHALL NOT DRILL ANY HOLES IN THE BEAMS, DECK, OR SUBSTRUCTURE OF THE BRIDGE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

9 ALL GROUND RODS SUPPLIED FOR THIS PROJECT SHALL BE ¾" DIAMETER X 12'-0" LONG.

10 THE LOCATION OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

11 ALL UTILITIES SHALL BE LOCATED IN FIELD PRIOR TO ANY ATTEMPT TO CONSTRUCT ANY COMPONENT OF THE VARIOUS CCTV CAMERA SYSTEM. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96-HOURS ADVANCE NOTICE TO THE RESIDENT ENGINEER SO THAT THE UTILITY COMPANIES CAN BE NOTIFIED.

12 COORDINATION WITH THE DEPARTMENTS BUREAU OF OPERATIONS IS REQUIRED BEFORE ANY TRENCHING SHALL BE DONE TO LOCATE HIGHWAY LIGHTING/PUMP STATION FACILITIES. PH: (217)558-6523 OR (217)524-9161.

13 THE AREAS THAT ARE DISTURBED DUE TO THE DIGGING OR TRENCHING SHALL BE COMPLETED ON A WEEKLY BASIS USING SEEDING, CLASS 2 AND MULCH METHOD 1 AND SHALL CONFORM TO THE REQUIREMENTS OF SECTION 251 OF THE STANDARD SPECIFICATIONS EXCEPT THAT NO EMULSIFIED ASPHALT SHALL BE USED. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.

14 THE CONTRACTOR MUST COORDINATE AND COOPERATE WITH THE DEPARTMENT AND THE INVOLVED PARTIES AS DIRECTED BY THE DEPARTMENT

15 EXISTING CONDUIT AND PULL POINT LOCATIONS TAKEN FROM HISTORICAL DATA. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDUIT SIZES AND LOCATIONS PRIOR TO INSTALLING PROPOSED FIBER OPTIC CABLE WITHIN EXISTING CONDUIT.

16 BENDING RADIUS OF FIBER OPTIC CABLE SHALL NOT EXCEED SIX (6) INCHES.

17 EXACT FIELD LOCATIONS OF ITS EQUIPMENT SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL TAKE CARE NOT TO INSTALL ITS EQUIPMENT IN DRAINAGE AREAS.

18 THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS, CONSTRUCTION METHODOLOGIES, PRODUCT MANUFACTURER SPECIFICATIONS, OWNERS MANUALS, AND USER MANUALS BEFORE PROCURING AND INSTALLING ANY ITS EQUIPMENT AS PART OF THIS CONTRACT. ALL PROPOSED ITS WORK SHALL BE REVIEWED AND APPROVED BY THE DEPARTMENT.

19 THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING TRAFFIC CONTROL FOR THE INSTALLATION OF ITS RELATED EQUIPMENT WITH OTHER CONTRACTS AND WORK IN THE AREA.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & LEGEND

F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

DRAWN BY:

PLOT DATE: *DATE-TIME*

*$DATE$
DATE-TIME
DGN-SPEC
REF-SPEC
*REF-STANDARD

CONTRACT NO. 72A18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXISTING FIBER OPTIC TO WABASH AND VETERANS

57'-UNIT DUCT 1 1/2" (INCLUDED IN CLOSED CIRCUIT CAMERA SYSTEM COMPLETE PAY ITEM)

LIGHT POLE REMOVE AND RE-ERECT (POLE N9)

DRILL EX. HANDHOLE

EXIST. DETECTOR LOOP CABLES MAY BE REMOVED TO MAKE ROOM FOR PROPOSED CABLES (CABLE REMOVAL INCLUDED IN CLOSED CIRCUIT CAMERA SYSTEM COMPLETE PAY ITEM)

52'-E 2"-P

84'-E 4"-P

4'-E 4"-P

DRILL EX. HANDHOLE

INSTALL PROP. FIBER OPTIC TO EXIST TRAFFIC SIGNAL CABINET

BIT

CONC

BIT

N

FIBER OPTIC QUANTITIES

QUANTITY	UNIT	ITEM
4	EACH	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN
2	EACH	DRILL EXISTING HANDHOLE
1	EACH	LIGHT POLE REMOVE AND RE-ERECT
1	EACH	CLOSED CIRCUIT CAMERA SYSTEM COMPLETE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CAMERA 1 PLAN VIEW

D-6 ITS-2
SANGAMON COUNTY

SCALE: VERT. 1" = 500'
HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

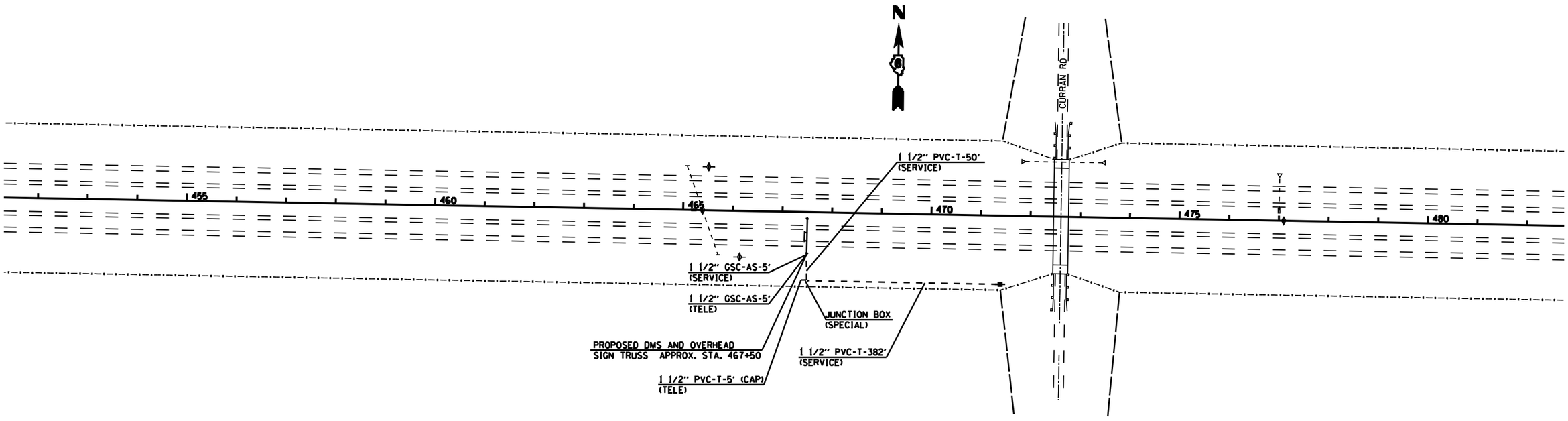
PLOT DATE : $DATE$
FILE NAME : $FILE$
PLOT SCALE : $SCALE$
USER NAME : $USER$

CONTRACT NO. 72A18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DMS 1 QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	ELECTRIC SERVICE INSTALLATION, SPECIAL
1	EACH	WOOD POLE, 25 FT., CLASS 4
437.0	FOOT	CONDUIT IN TRENCH, 1 1/2" DIA., PVC
10.0	FOOT	CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., GALVANIZED STEEL
1	EACH	JUNCTION BOX (SPECIAL)
437.0	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
484.5	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, 2/C #4 AND 1/C #8



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DMS 1 PLAN VIEW

D-6 ITS-2
SANGAMON COUNTY

SCALE: VERT. 1" = 100'
HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

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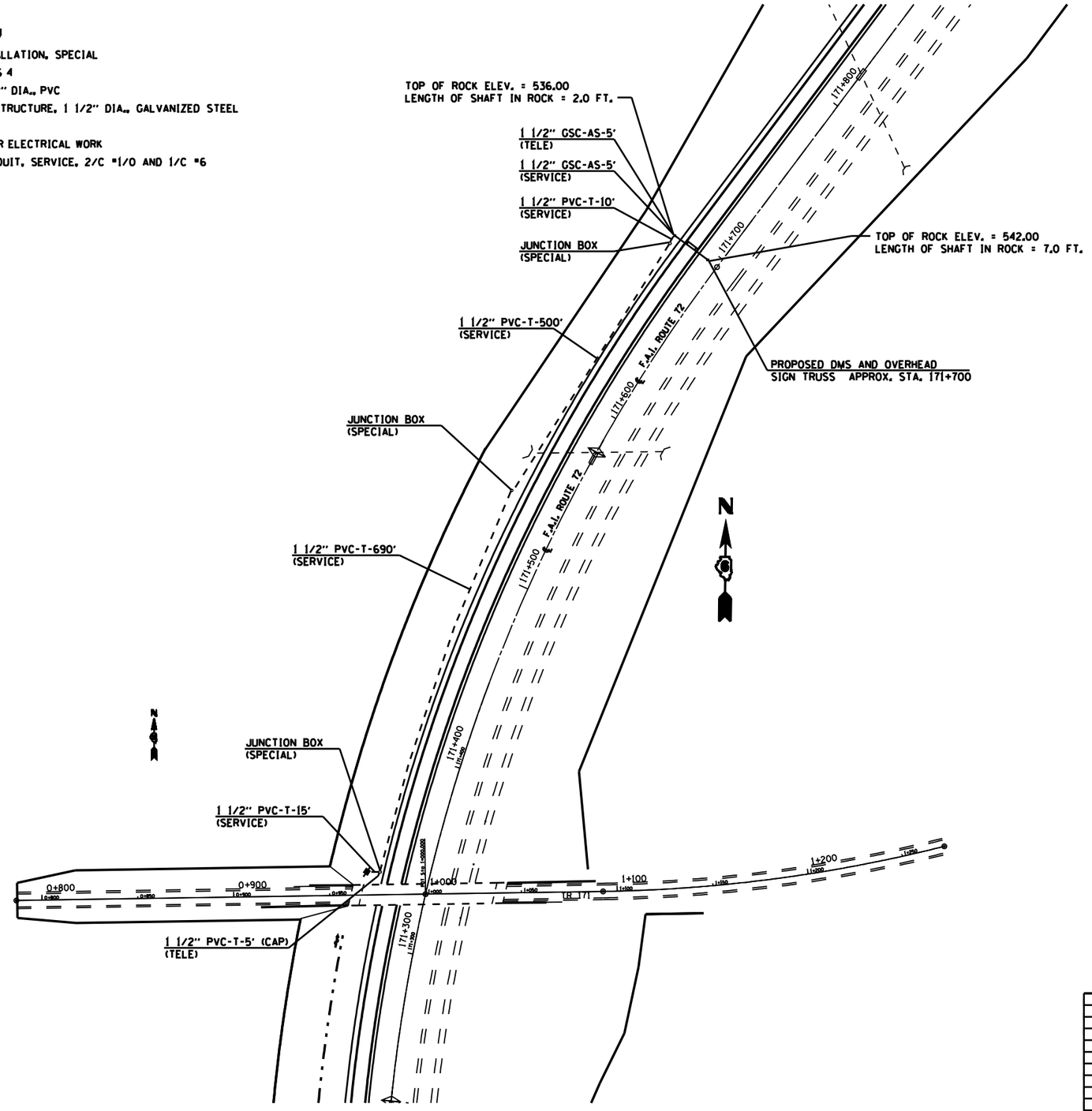
PLOT SCALE : $SCALE$
USER NAME : $USER$

CONTRACT NO. 72A18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	7
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DMS 2 QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	ELECTRIC SERVICE INSTALLATION, SPECIAL
1	EACH	WOOD POLE, 25 FT., CLASS 4
1220.0	FOOT	CONDUIT IN TRENCH, 1 1/2" DIA., PVC
10.0	FOOT	CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., GALVANIZED STEEL
3	EACH	JUNCTION BOX (SPECIAL)
1220.0	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1270.5	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, 2/C #1/0 AND 1/C #6



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DMS 2 PLAN VIEW

D-6 ITS-2
SANGAMON COUNTY

SCALE: VERT. 1" = 100'
HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

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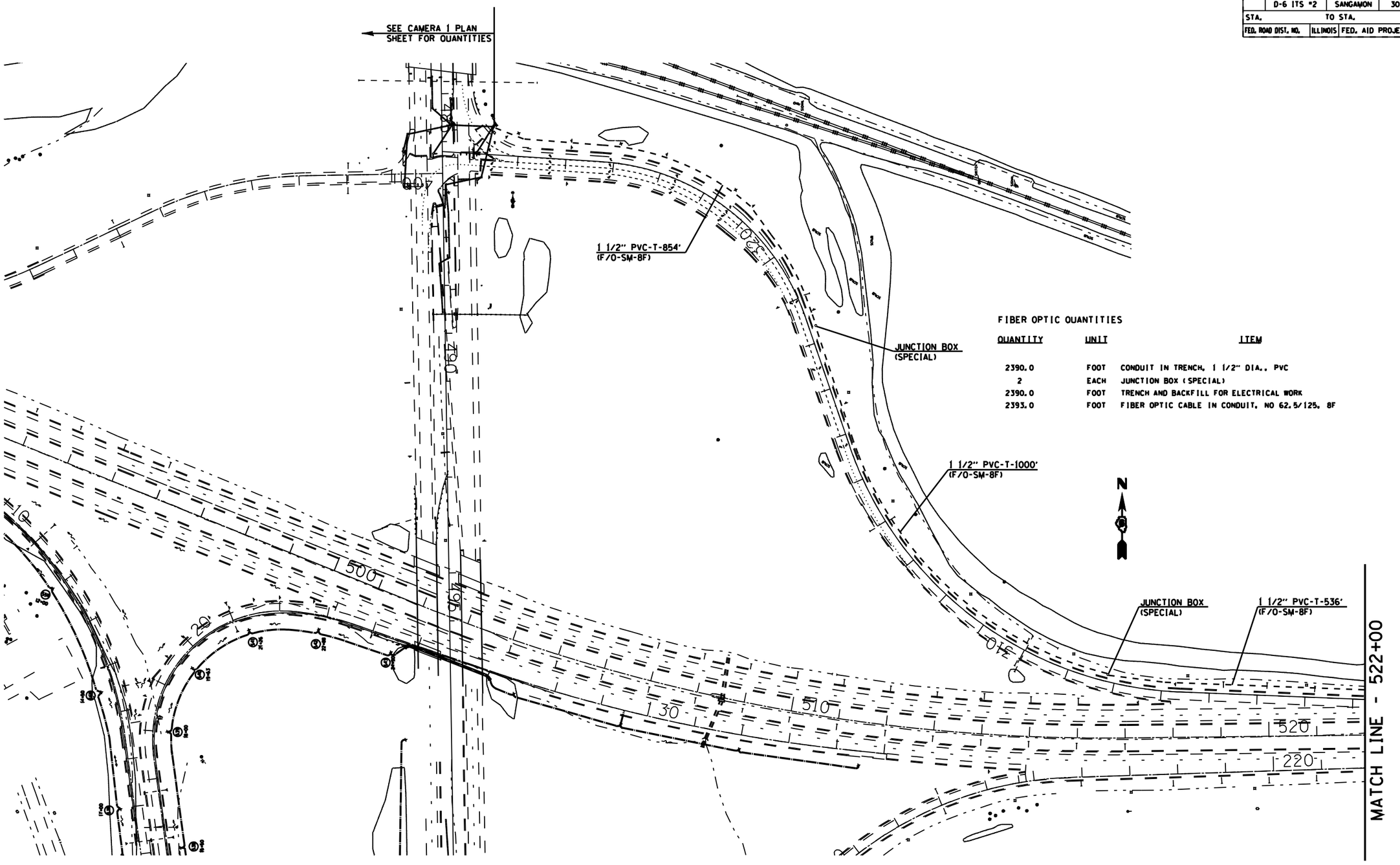
FILE NAME = %FILE%
PLOT SCALE = %SCALE%
USER NAME = %USER%

CONTRACT NO. 72A18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FIBER OPTIC QUANTITIES

QUANTITY	UNIT	ITEM
2390.0	FOOT	CONDUIT IN TRENCH, 1 1/2" DIA., PVC
2	EACH	JUNCTION BOX (SPECIAL)
2390.0	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
2393.0	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO 62.5/125, 8F

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

I-72 F/O PLAN VIEW

D-6 ITS-2
SANGAMON COUNTY

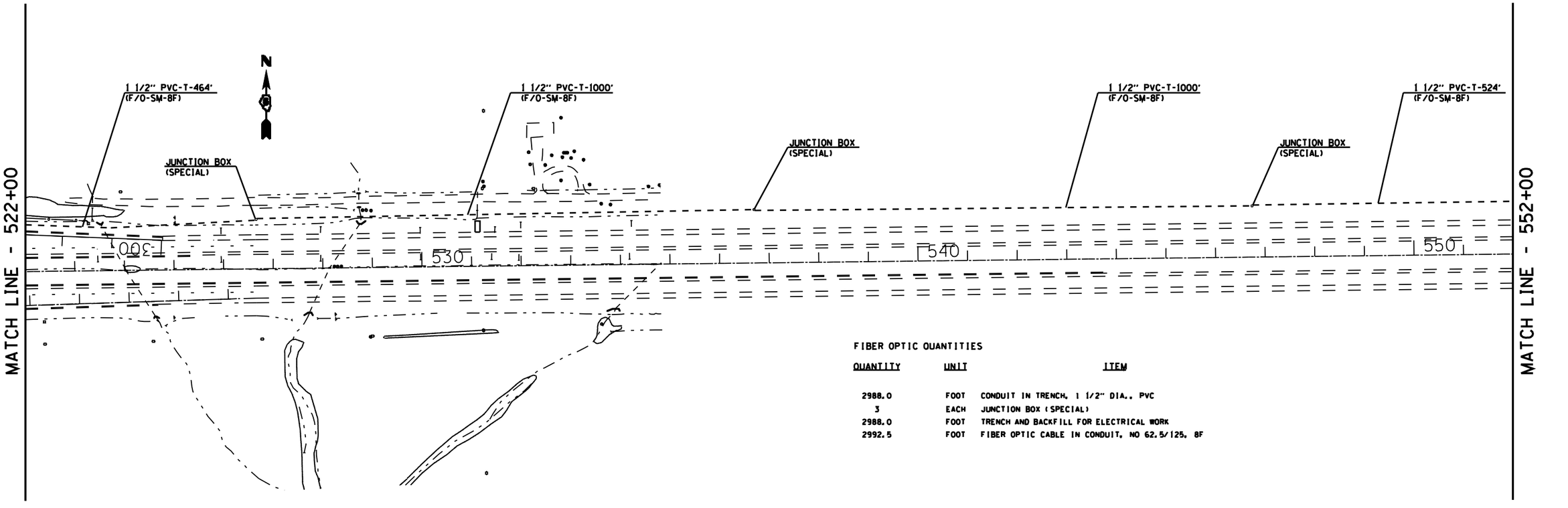
SCALE: VERT. 1" = 500'
HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

PLOT DATE : #DATE#
FILE NAME : #FILE1#
PLOT SCALE : #SCALE#
USER NAME : #USER#

CONTRACT NO. 72A18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	9
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FIBER OPTIC QUANTITIES

QUANTITY	UNIT	ITEM
2988.0	FOOT	CONDUIT IN TRENCH, 1 1/2" DIA., PVC
3	EACH	JUNCTION BOX (SPECIAL)
2988.0	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
2992.5	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO 62.5/125, 8F

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

I-72 F/O PLAN VIEW

D-6 ITS-2
SANGAMON COUNTY

SCALE: VERT. 1" = 500'
HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

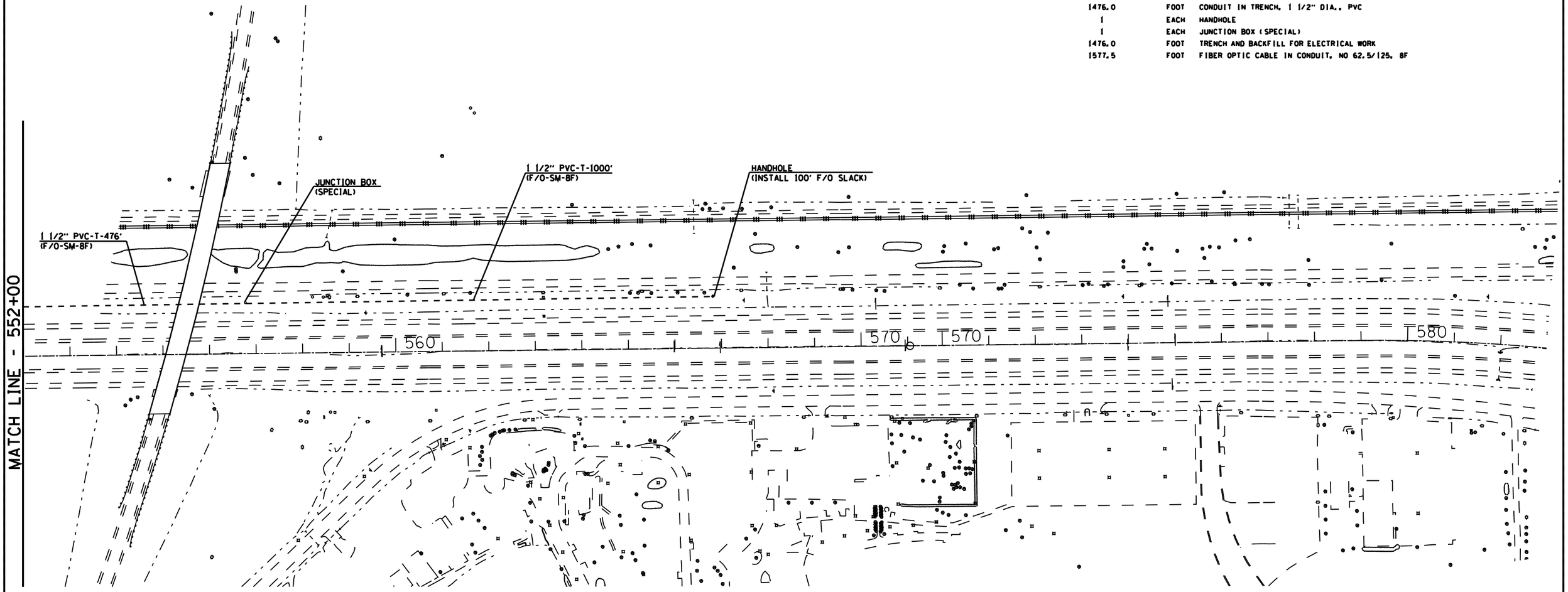
PLOT DATE : #DATE#
FILE NAME : $FILE$
PLOT SCALE : #SCALE#
USER NAME : $USER$

CONTRACT NO. 72A18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FIBER OPTIC QUANTITIES

QUANTITY	UNIT	ITEM
1476.0	FOOT	CONDUIT IN TRENCH, 1 1/2" DIA., PVC
1	EACH	HANDHOLE
1	EACH	JUNCTION BOX (SPECIAL)
1476.0	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1577.5	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO 62.5/125, 8F



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

I-72 F/O PLAN VIEW

D-6 ITS-2
SANGAMON COUNTY

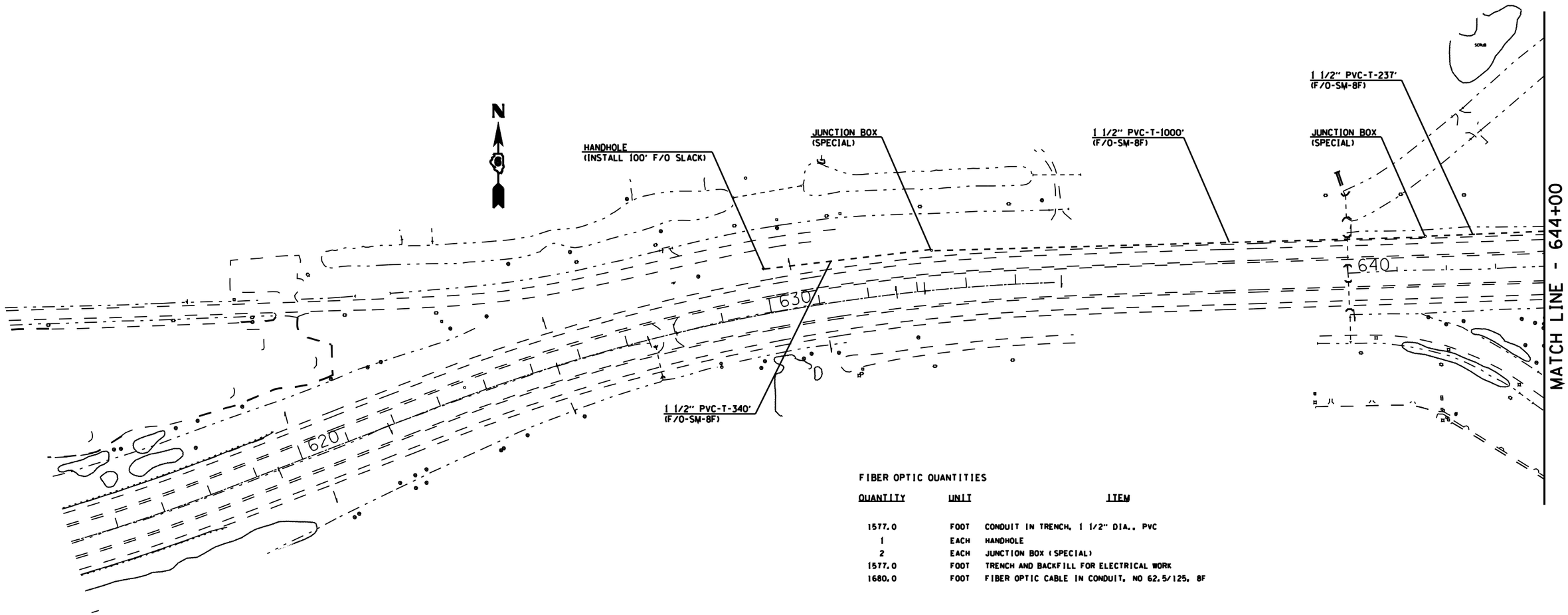
SCALE: VERT. 1" = 500'
HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

PLOT DATE : #DATE#
FILE NAME : #FILE1#
PLOT SCALE : #SCALE#
USER NAME : #USER#

CONTRACT NO. 72A18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FIBER OPTIC QUANTITIES

QUANTITY	UNIT	ITEM
1577.0	FOOT	CONDUIT IN TRENCH, 1 1/2" DIA., PVC
1	EACH	HANDHOLE
2	EACH	JUNCTION BOX (SPECIAL)
1577.0	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1680.0	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO 62.5/125, 8F

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

I-72 F/O PLAN VIEW

D-6 ITS-2
SANGAMON COUNTY

SCALE: VERT. 1" = 500'
HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

PLOT DATE : #DATE#
FILE NAME : @FILE1#
PLOT SCALE : #SCALE#
USER NAME : #USER#

CONTRACT NO. 72A18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	12
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FIBER OPTIC QUANTITIES

QUANTITY	UNIT	ITEM
3009.0	FOOT	CONDUIT IN TRENCH, 1 1/2" DIA., PVC
90.0	FOOT	CONDUIT, AUGERED, 1 1/2" DIA., PVC
1	EACH	DRILL EXISTING JUNCTION BOX
4	EACH	JUNCTION BOX (SPECIAL)
3009.0	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
3667.0	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO 62.5/125, 8F

N

MATCH LINE - 644+00

2ND ST

HAZEL DELL

6TH ST

I-72

1 1/2" PVC-T-763'
(F/O-SM-8F)

JUNCTION BOX
(SPECIAL)

1 1/2" PVC-T-1000'
(F/O-SM-8F)

JUNCTION BOX
(SPECIAL)

1 1/2" PVC-T-1000'
(F/O-SM-8F)

JUNCTION BOX
(SPECIAL)

185'-E
2"-P

1 1/2" PVC-A-90'
(F/O-SM-8F)

1 1/2" PVC-T-246'
(F/O-SM-8F)

DRILL EXISTING
JUNCTION BOX

279'-E
2"-P

INSTALL PROP. FIBER OPTIC
TO CAMERA EQUIPMENT CABINET.
FIBER SHALL NOT BE CONNECTED

645 650 655 660 665 670 675

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

I-72 F/O PLAN VIEW

D-6 ITS-2
SANGAMON COUNTY

SCALE: VERT. 1" = 500'
HORIZ.
DATE

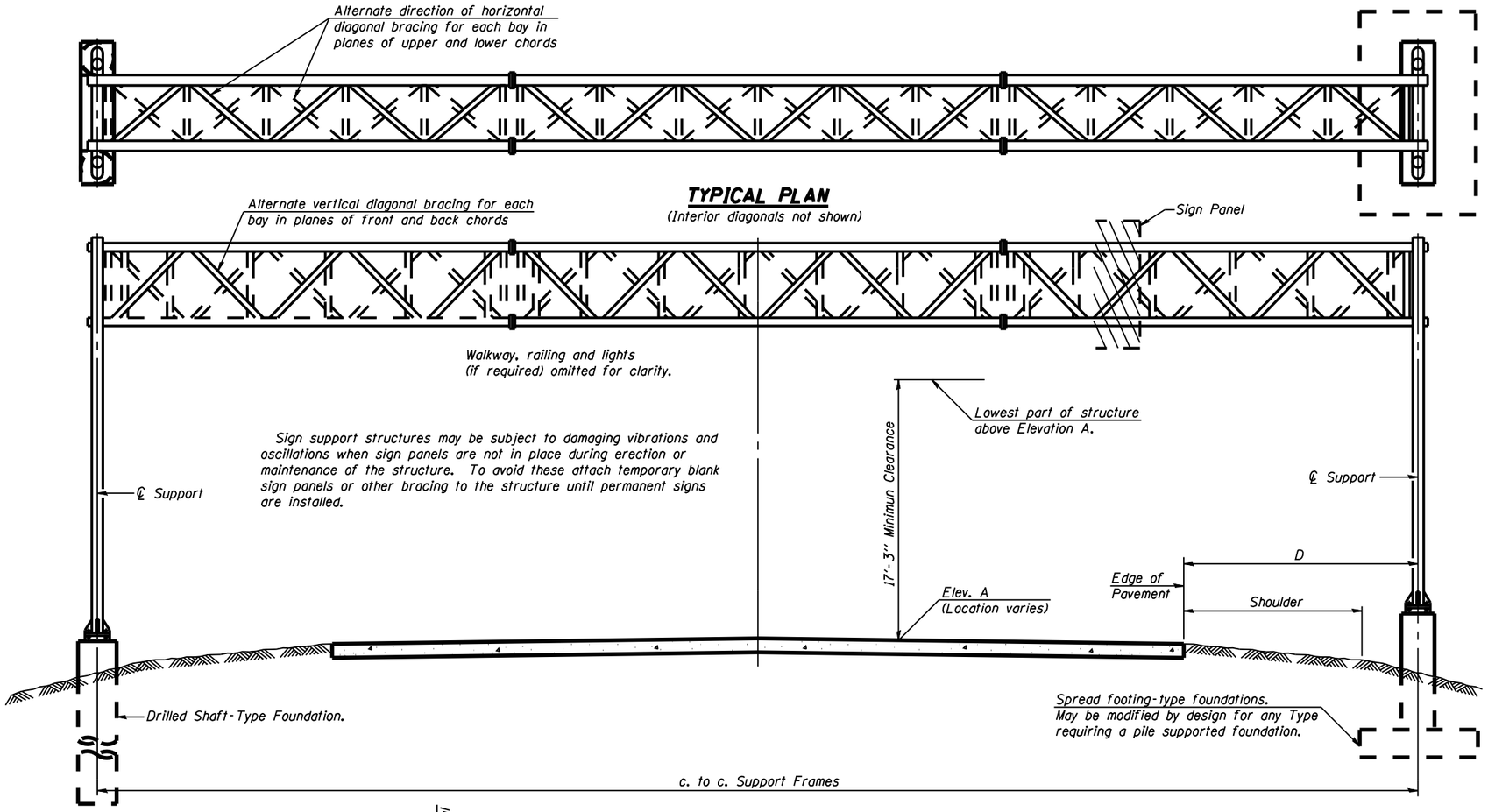
DRAWN BY KDA
CHECKED BY

PLOT DATE : $DATE$
FILE NAME : $FILE$
PLOT SCALE : $SCALE$
USER NAME : $USER$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	13
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

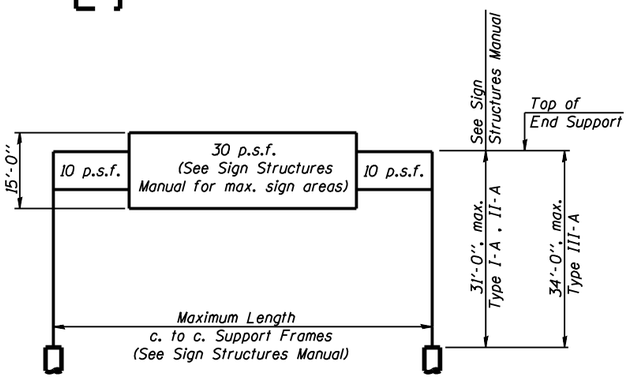
SHEET NO. - - SHEETS

Contract # 72A18



TYPICAL PLAN

(Interior diagonals not shown)



DESIGN WIND LOADING DIAGRAM

Parameters shown are basis for I.D.O.T. Standards and Sign Manual Tables. Installations not within dimensional limits shown require special analysis for all components.

TYPICAL ELEVATION

(Looking at Face of Signs**)

Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

Structure Number	Station	Design Truss Type	c. to c. Supports	Elev. A	Dim. D	Height of Tallest Sign	Total Sign Area
6S0841072R090.2	467+50.00	III-A	100'	621.54	42'-0"	8'-6"	221.0 S.F.
6S0841072L106.3	171+700.00	III-A	100'	549.64	32'-0"	8'-6"	221.0 S.F.

**Looking upstation for structures with signs both sides.

GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WIND LOADING: 30 p.s.f. normal to Sign Panel Area and truss elements not behind sign Loading Diagram.

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES:
Field Units
f'c = 3,500 p.s.i.
fy = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specificiations.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.
All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer.
The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to AASHTO M314 Gr. 36 or 55 with a minimum Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Bridge Seat Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE SPAN TYPE I-A	Foot	
OVERHEAD SIGN STRUCTURE SPAN TYPE II-A	Foot	
OVERHEAD SIGN STRUCTURE SPAN TYPE III-A	Foot	200.0
OVERHEAD SIGN STRUCTURE WALKWAY TYPE A	Foot	69'-2"
CONCRETE FOUNDATIONS	Cu. Yds.	
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	40.6

NUMBER	REVISION	DATE

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

- 200

EXAMINED
ENGINEER OF BRIDGE DESIGN

PASSED
ENGINEER OF BRIDGES AND STRUCTURES

OS-A-1 7/01/2006

OVERHEAD SIGN STRUCTURES GENERAL PLAN & ELEVATION ALUMINUM TRUSS & STEEL SUPPORTS

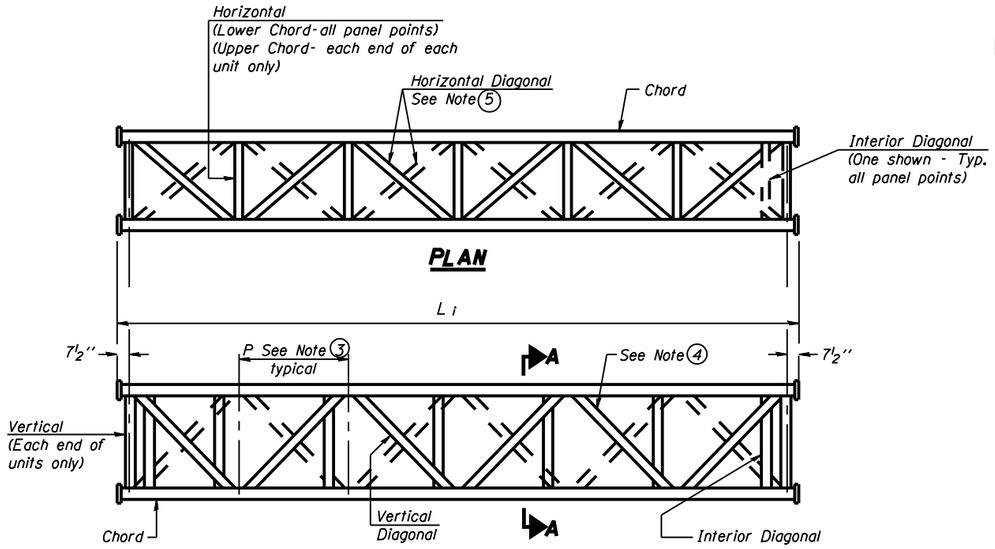
F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

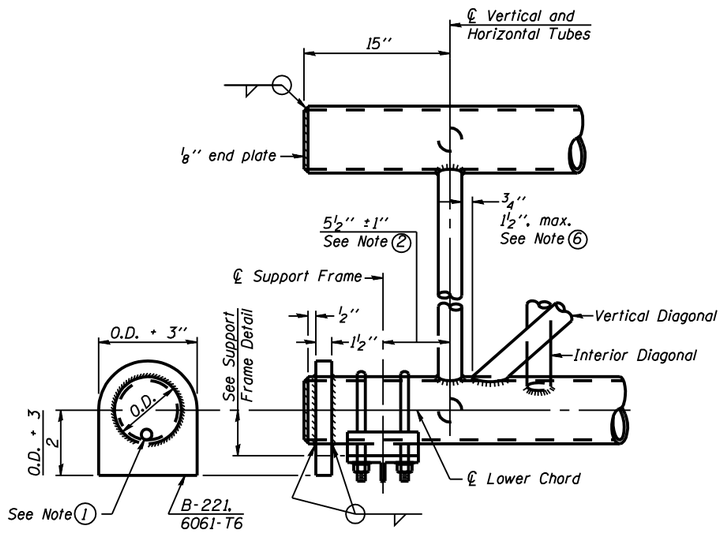
SHEET NO. -
- SHEETS

Contract # 72A18

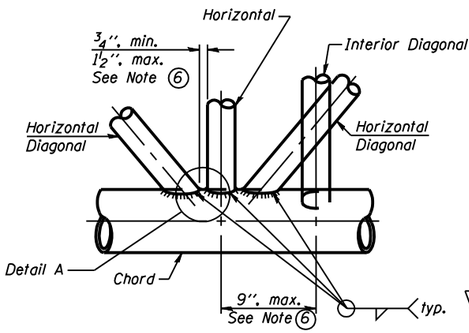


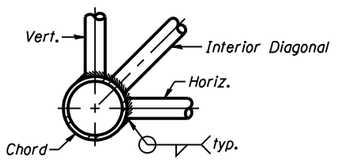
ELEVATION
TYPICAL INTERIOR UNIT

Even number of panels/interior unit required.

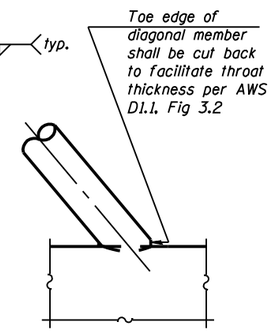


SUPPORT END DETAIL FOR EXTERIOR UNIT

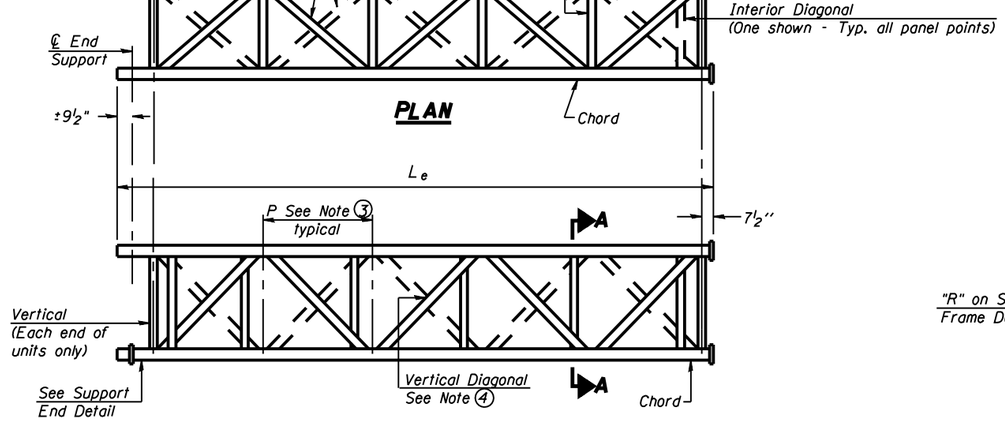




TYPICAL JOINT DETAILS

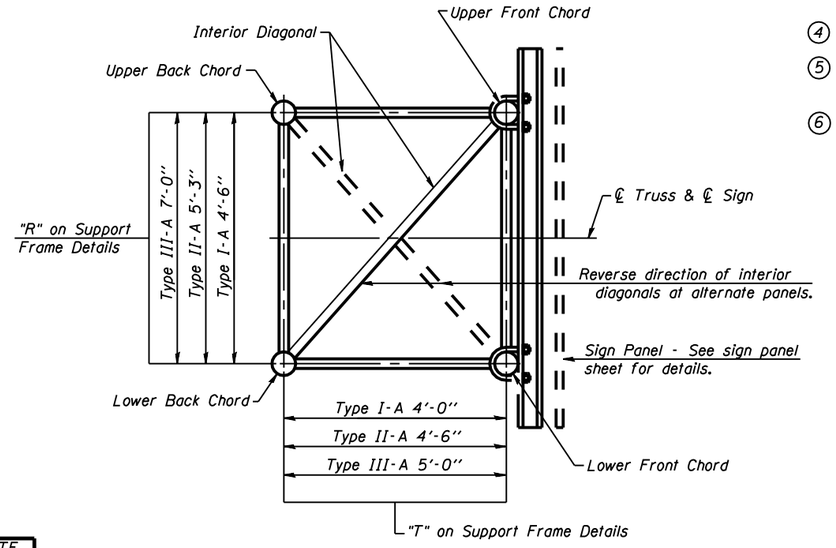


DETAIL A



ELEVATION
TYPICAL EXTERIOR UNIT

Even or odd number of panels/exterior units allowed.



SECTION A-A

NOTES

(1) Contractor may alternatively use standard aluminum drive-fit cap to close end. ½" ϕ drain hole in end plate/drive-fit cap. (Typ. at ends of all chords)

(2) 5½" end dimension may vary by ±1" to provide uniform panel spacing (P).

(3) Panel spacing (P) shall be uniform for entire truss and between 4'-0" and 5'-0" for Type I-A or 4'-0" and 5'-6" for Types II-A and III-A.

(4) Vertical Diagonals in front and back face shall alternate.

(5) Hidden lines show wind bracing alternates direction between planes of top and bottom chords.

(6) All diagonals shall be detailed for minimum offset from the panel point based on the following: Offset shall be such as to provide a ¾" minimum to 1½" maximum clearance between any diagonal and any horizontal or vertical member, and to provide clearance for U-bolt connections of signs or walkway brackets.

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

OS-A-2 7/01/2006

OVERHEAD SIGN STRUCTURES
ALUMINUM TRUSS DETAILS
FOR TRUSS TYPES I-A, II-A AND III-A

F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

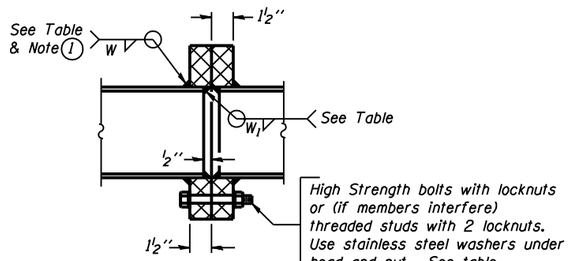
SHEET NO. -
- SHEETS

Contract # 72A18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

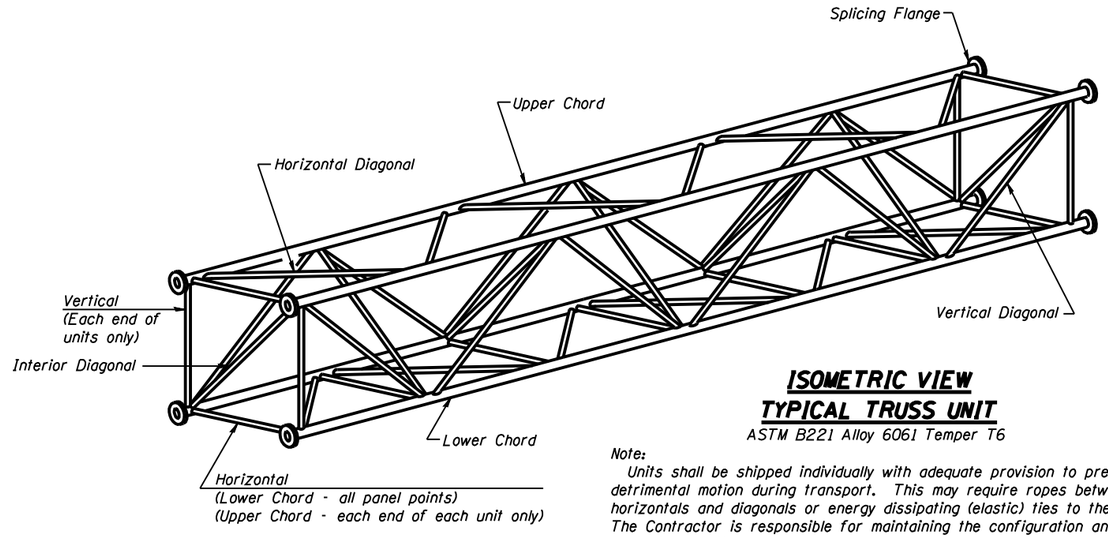
TRUSS UNIT TABLE

Structure Number	Station	Design Truss Type	Exterior Units (2)			Interior Unit				Upper & Lower Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals		Camber at Midspan	Splicing Flange					
															Bolts		Weld Sizes		A	B
			No. Panels per Unit	Unit Lgth.(L_e)	Panel Lgth.(P)	No. Req'd.	No. Panels per Unit	Unit Lgth.(L_i)	Panel Lgth.(P)	O.D.	Wall	O.D.	Wall		No./Splice	Dia.	W	W_1		
6S0841072R090.2	467+50.00	III-A	6	34'-1½"	5'-4½"	1	6	33'-6"	5'-4½"	7"	5/16"	3¼"	5/16"	2 5/16"	6	1"	7/16"	5/16"	11½"	15"
6S0841072L106.3	171+700.00	III-A	6	34'-1½"	5'-4½"	1	6	33'-6"	5'-4½"	7"	5/16"	3¼"	5/16"	2 5/16"	6	1"	7/16"	5/16"	11½"	15"



SECTION B-B

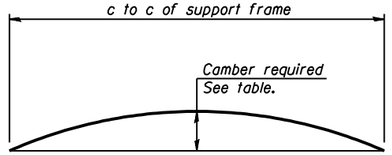
(1) Splicing Flanges shall be attached to each truss unit with the truss shop assembled to camber shown. Truss units shall be in proper alignment and flange surfaces shall be shop bolted into full contact before welding. Sufficient external welds or tacks shall be made to secure flanges until remaining welds are made after disassembly. Adjacent flanges shall be "match marked" to insure proper field assembly.



ISOMETRIC VIEW
TYPICAL TRUSS UNIT

ASTM B221 Alloy 6061 Temper T6

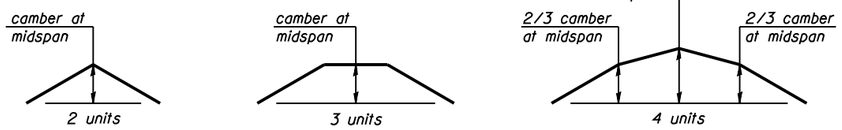
Note:
Units shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The Contractor is responsible for maintaining the configuration and protection of the units.



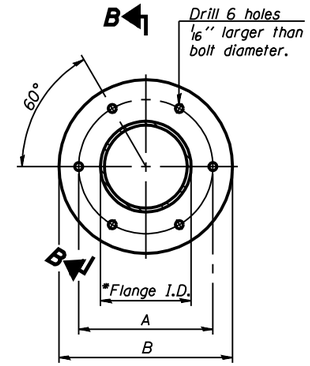
CAMBER DIAGRAM

Camber curve shown is theoretical. Actual camber attained by slope changes at splices between units.

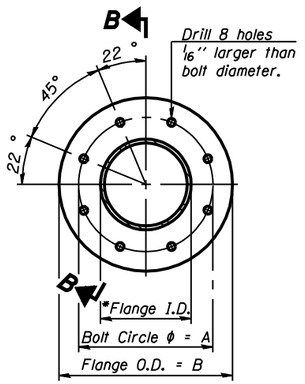
CAMBER ATTAINMENT EXAMPLES:



Camber shown is for fabrication only, measured with truss fully supported. (No-load condition)



TRUSS TYPES I-A, II-A, & III-A



TRUSS TYPES II-A & III-A
SPLICING FLANGES

ASTM B221, Alloy 6061-T6
or ASTM B209, Alloy 6061-T651
*To fit O.D. of Chord with maximum gap of 1/16".

NUMBER	REVISION	DATE

DESIGNED -
CHECKED -
DRAWN -
CHECKED -

- 200
EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

OS4-A-2 7/01/2006

OVERHEAD SIGN STRUCTURES
ALUMINUM TRUSS DETAILS
FOR TRUSS TYPES I-A, II-A AND III-A

F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

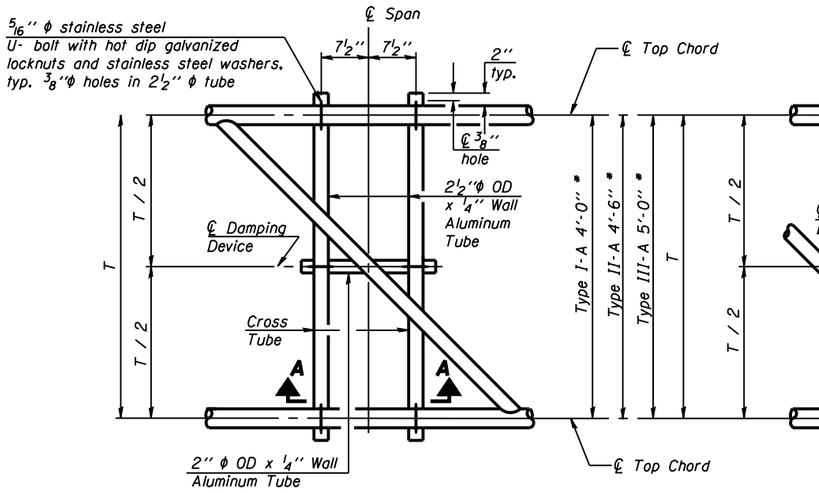
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Center of horizontal to center of splice dimension may vary. Verify before drilling holes in mounting tube.

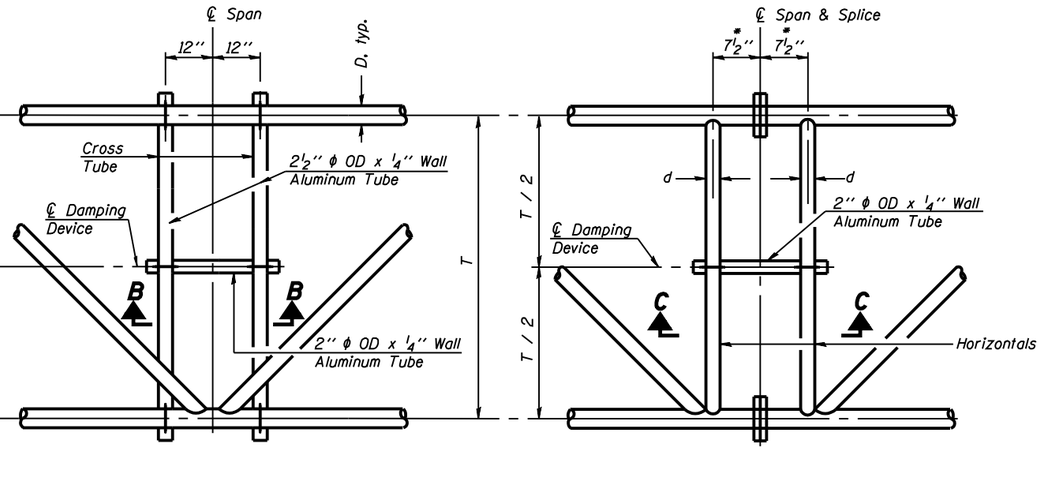
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. -
- SHEETS

Contract # 72A18

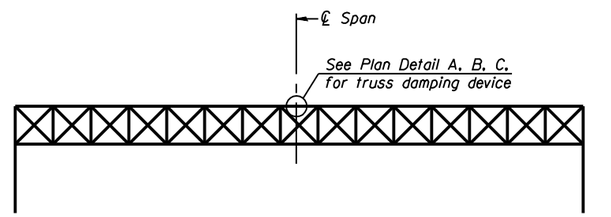


PLAN DETAIL "A"
℄ Span between Panel Points



PLAN DETAIL "B"
℄ Span at Panel Point

PLAN DETAIL "C"
℄ Span at ℄ Chord Splice



ELEVATION
Aluminum Overhead Sign Truss

NOTES

Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum) Cost included in Overhead Sign Structure...

Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6. Cost included in Overhead Sign Structure...

SECTION A-A

SECTION B-B

SECTION C-C

TRUSS DAMPING DEVICE CONNECTION DETAIL
(Typical)

DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL
(Typical)

TOP CHORD TO CROSS TUBE U-BOLT DETAIL
(Typical - Detail "A" and "B")

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

OS-A-D 7/01/2006

OVERHEAD SIGN STRUCTURE DAMPING DEVICE

F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

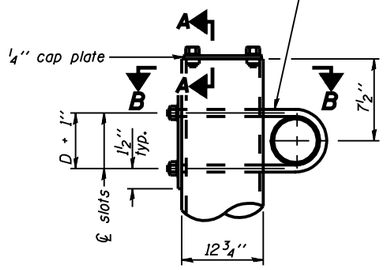
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

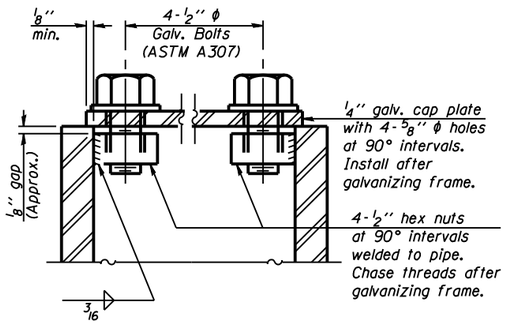
SHEET NO. - - SHEETS

Contract # 72A18

$\frac{3}{4}$" ϕ stainless steel U-bolt. Provide two washers and two hexagon locknuts. (4)
$\frac{13}{16}$" x 2" slots on ℄ 12" ϕ pipe. (4 slots required per pipe)

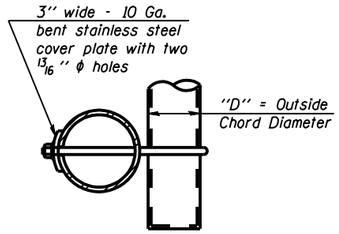


DETAIL A

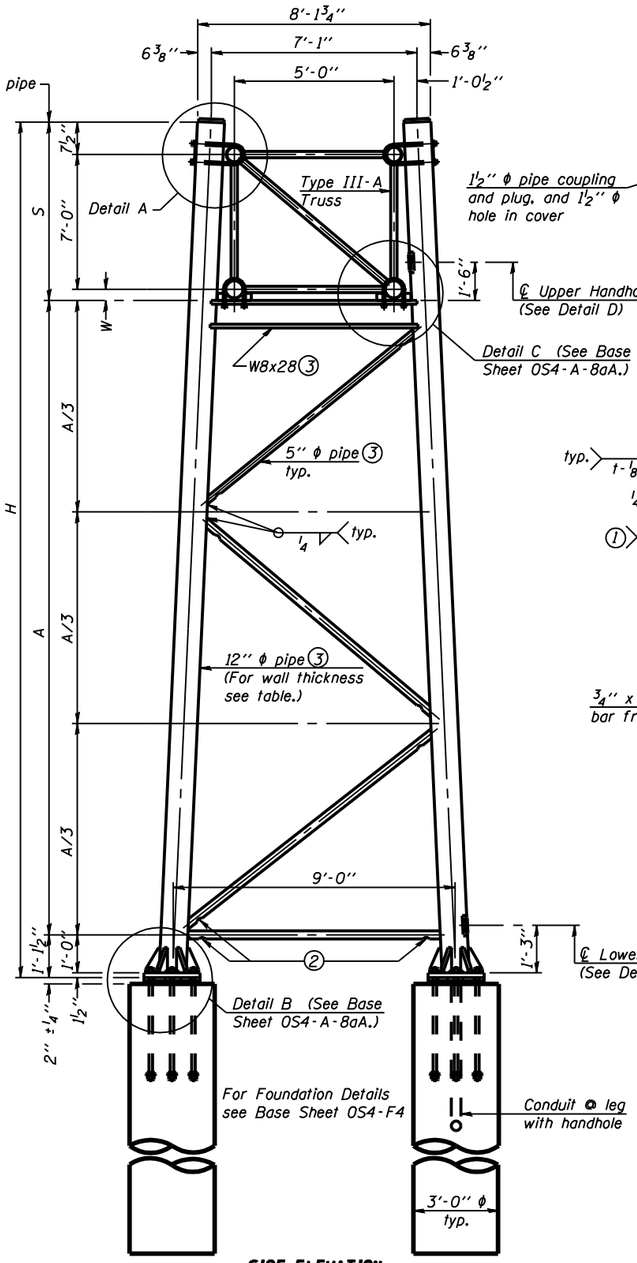


SECTION A-A

As an alternate to bolts, may use galvanized drive-fit caps installed after galvanizing frame.

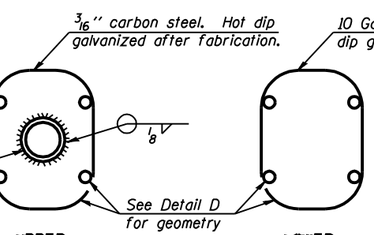


SECTION B-B

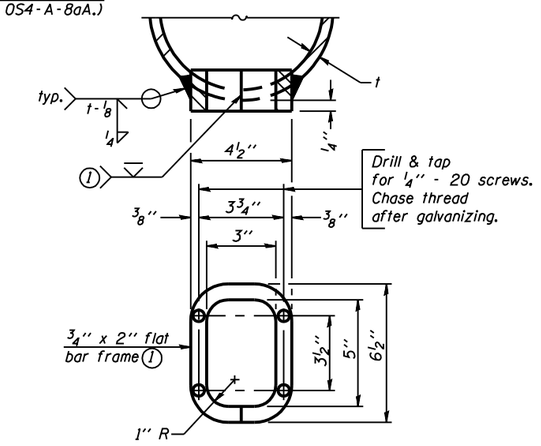


SIDE ELEVATION

NUMBER	REVISION	DATE



HANDHOLE COVERS



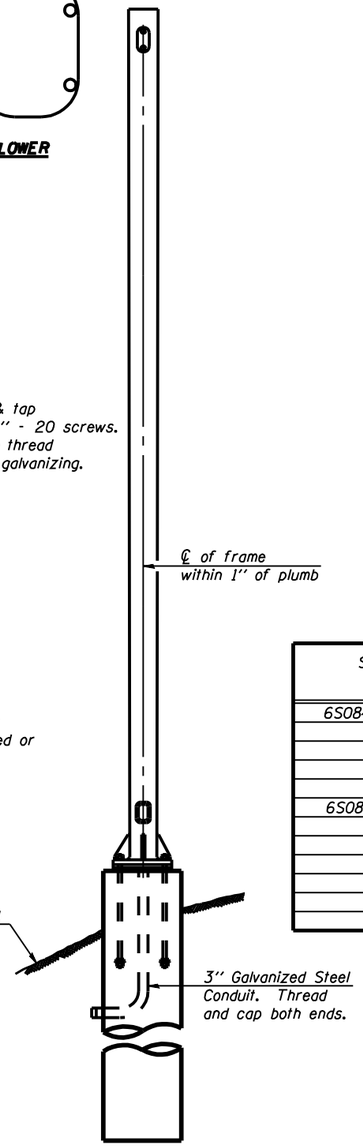
Provide 6½" x 4½" cover.
Provide 4-$\frac{5}{16}$" ϕ holes in cover for ¼"-20 round head hot dip galvanized or stainless steel machine screws.
(See cover details)

DETAIL D

Dimensions		
Truss Chord Nominal Dia.	W	S
7"	4 ¾"	8'-0¼"
8½"	5½"	8'-1"
9"	5 ¾"	8'-1¼"

TRUSS SUPPORT DETAILS

(12" ϕ Pipe-Type III-A Truss



END ELEVATION

Support Design Loads: See Base Sheet OS-A-1 for design and loading criteria.
Load combinations checked include deadload plus:
a) 100% wind normal to sign, 20% parallel to sign
b) 60% wind normal to sign, 30% parallel to sign

(1) In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 min or less.

(2) Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred, typ.

(3) Steel pipe, plate, carbon steel handhole covers and rolled sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Base Sheet OS-A-1.

(4) See General Notes for fasteners.

(5) Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.

(6) "H" based on 15'-0" or actual sign height, whichever is greater.

* For dynamic message sign installations, provide upper and lower handholes in both legs of each support frame.

Structure Number	Station	Support		Pipe Wall Thickness	H (6)	A
		Left	Right			
6S0841072R090.2	467+50.00	X		0.33	30'-7⅞"	21'-6⅛"
			X	0.33	30'-7⅞"	21'-6⅛"
6S0841072L106.3	171+700.00	X		0.33	32'-½"	22'-10¾"
			X	0.33	29'-6⅝"	20'-4⅞"

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

OS4-A-8a 7/01/2006

OVERHEAD SIGN STRUCTURES
SUPPORT FRAME FOR
TYPE III-A ALUMINUM TRUSS

F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

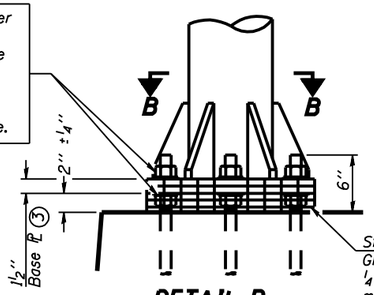
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. - - SHEETS

Contract # 72A18

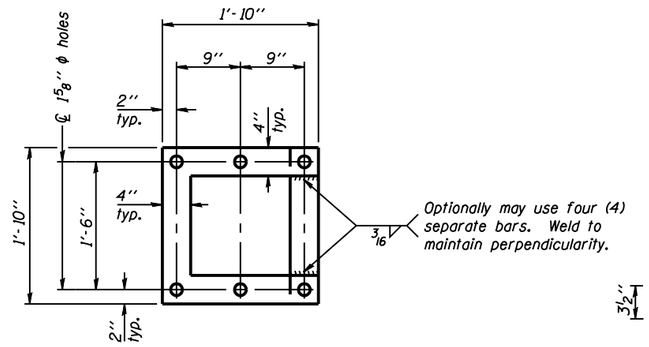
Hexagon locknut and washer (top), leveling nut and washer (bottom). Galvanize per AASHTO M232. Nuts shall each be tightened against base plate with 200 lb.-ft. minimum torque.



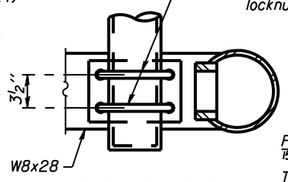
Stainless Steel Standard Grade Wire Cloth, 3'' wide, 1/4'' maximum opening with a minimum wire diameter of AWG. No. 16 with a minimum 2'' lap. Secure to base plate after erection with 3/4'' stainless steel banding.

DETAIL B

Ribs shall be cut to fit slope of pipe.

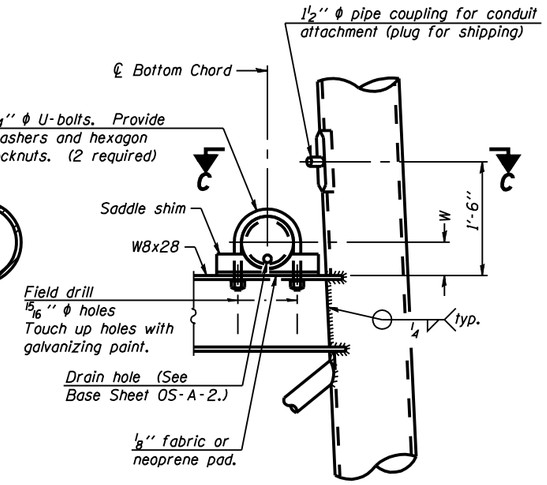


POSITIONING PLATE(S)

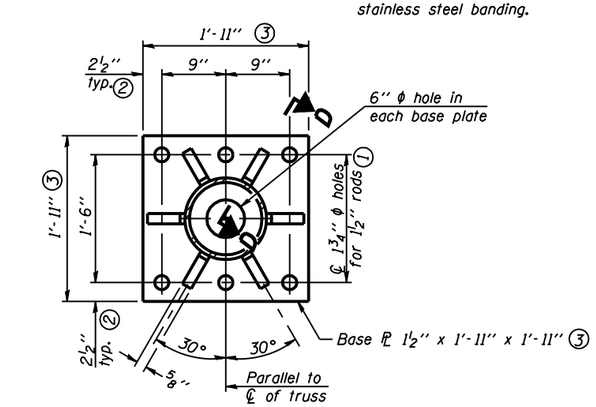


SECTION C-C

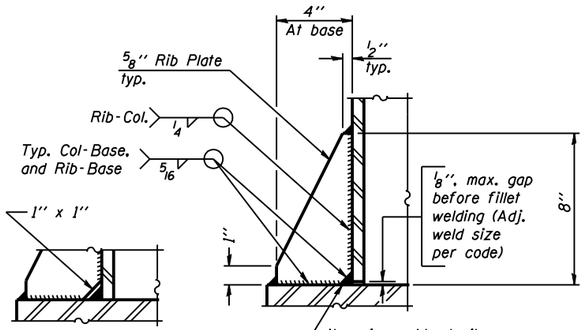
(Handhole cover not shown)



DETAIL C

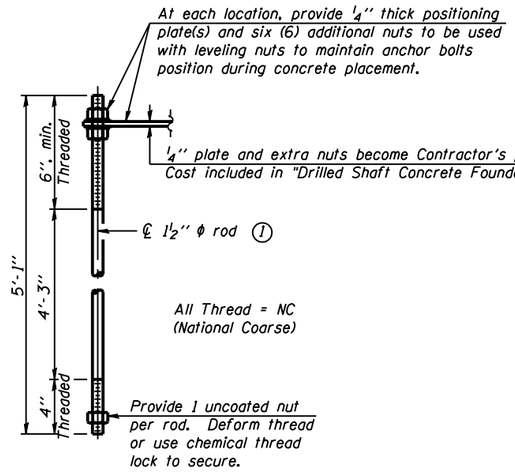


SECTION B-B



** Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib 1/4'' from snip.

SECTION D-D



ANCHOR ROD DETAIL

Anchor rods shall conform to AASHTO M314 Grade 36 or 55 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. Galvanize upper 12'' per AASHTO M232. No welding shall be permitted on rods.

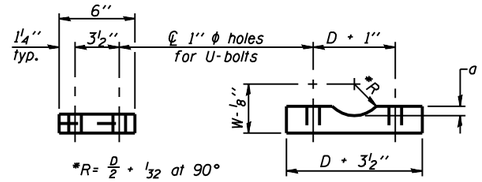
TYPE III-A TRUSS
12'' ϕ PIPE SUPPORT FRAME DETAILS

Notes:
For Type III-A Truss spans greater than 150 ft. and up to 160 ft.:

(1) 1 3/4'' ϕ rod, 2'' ϕ holes

(2) 2 3/4'' edge distance

(3) Base PL 1 5/8'' x 1'-11 1/2'' x 1'-11 1/2''



*R = D/2 + 1/32 at 90°

D = Outside Diameter of Chord. For W, see Base Sheet OS-A-6.

Truss Chord Nominal Dia.	a
7''	1''
8 1/2''	1 1/4''
9''	1 3/8''

SADDLE SHIM DETAIL

ASTM B26 Alloy 356-F
or
ASTM B209 Alloy 6061-T651
(4 required per sign truss)

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

OS4-A-80A 7/01/2006

OVERHEAD SIGN STRUCTURES
SUPPORT FRAME FOR
TYPE III-A ALUMINUM TRUSS

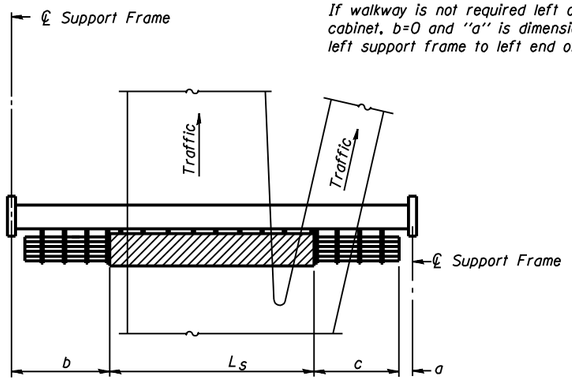
F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

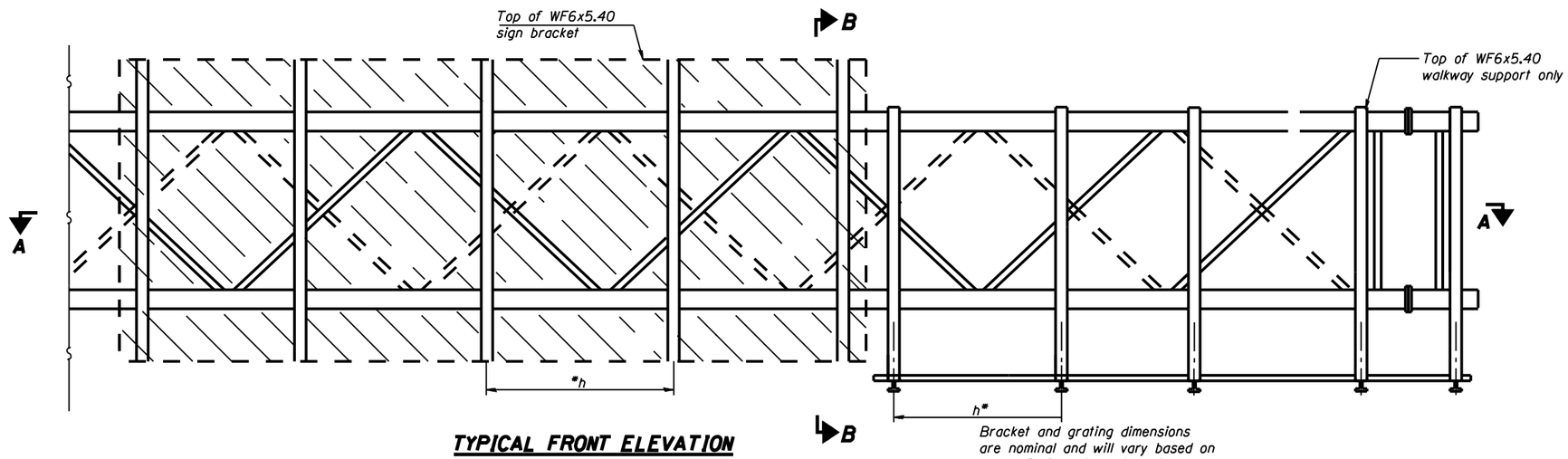
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. ___
___ SHEETS

① *If walkway is required left of the DMS cabinet, a=1'-6" and b=walkway lengths. If walkway is not required left of the DMS cabinet, b=0 and "a" is dimension from left support frame to left end of cabinet.*

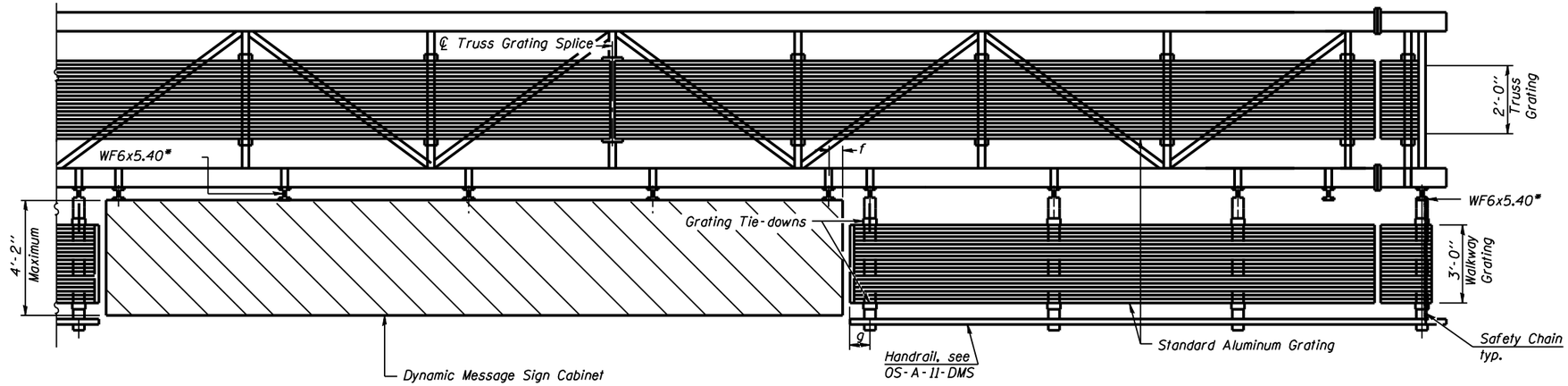


PLAN
WALKWAY AND HANDRAIL SKETCH
(Road plan beneath truss varies)



TYPICAL FRONT ELEVATION
With handrail omitted for clarity.

Bracket and grating dimensions are nominal and will vary based on actual DMS cabinet dimensions plus manufacturer's mounting devices.



Walkway and Truss Grating width dimensions are nominal and may vary ±½" based on available standard widths.

BRACKET TABLE

WF6x5.40 ASTM B308, Alloy 6061-T6		
Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

Notes:
** Space walkway brackets WF6x5.40 for efficiency and within limits shown:*

f = 12" maximum, 4" minimum (End of sign to ℄ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway grating to ℄ of nearest support bracket)
h = 6'-0" maximum (℄ to ℄ sign and/or walkway support brackets, WF6x5.40

Maximum DMS weight = 5000 lbs. 4'-2" maximum cabinet depth includes depth of cabinet plus connection to WF6x5.40.
For Section B-B and Grating Splice Details, see Base Sheet OS-A-10-DMS.
For Handrail Splice Details, see Base Sheet OS-A-11-DMS.

SECTION A-A

Handrail and walkway shall span a minimum of three brackets between splices and/or gap joints. Place all sign and walkway brackets as close to panel points as practical. Grating and handrail splices placed as needed.

Structure Number	Station	a	b	c	L_s	Walkway Grating and Handrail Lengths
6S0841072R090.2	467+50.00	1'-6"	33'-0"	39'-6"	26'-0"	39'-6"
650841072L106.3	171+700.00	1'-6"	42'-10"	29'-8"	26'-0"	29'-8"

Truss grating to facilitate inspection shall run full length (center to center of support frames) ±12" on overhead trusses. Cost of truss grating is included in "Overhead Sign Structure".

OVERHEAD SIGN STRUCTURES
ALTERNATE ALUMINUM WALKWAY DETAILS FOR DMS

F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

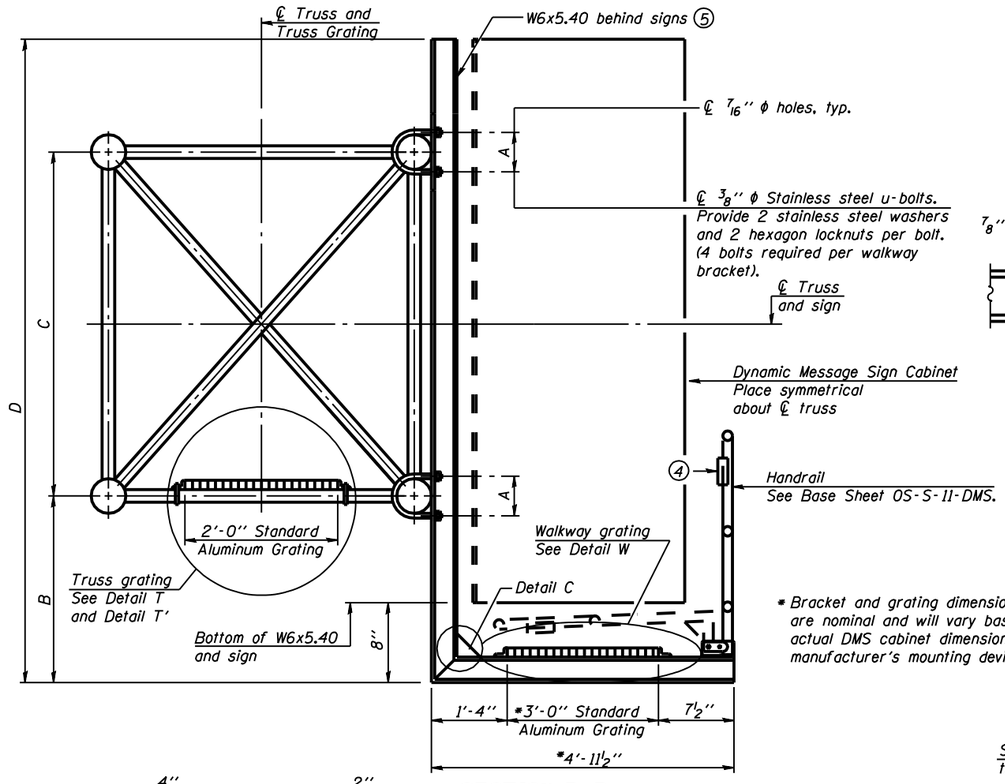
EXAMINED _____ 19
ENGINEER OF STRUCTURAL SERVICES
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

OS-A-9-DMS 7/01/2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	20



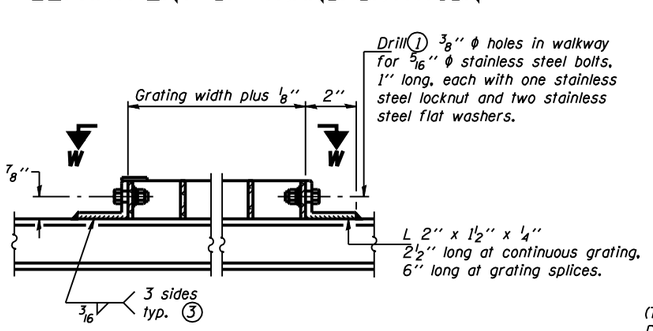
* Bracket and grating dimensions are nominal and will vary based on actual DMS cabinet dimensions plus manufacturer's mounting devices.

SECTION B-B

SHIM DETAIL

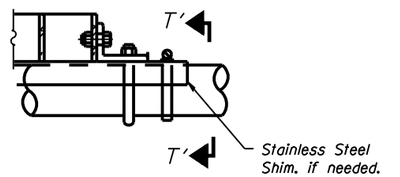
DETAIL C

SECTION C-C



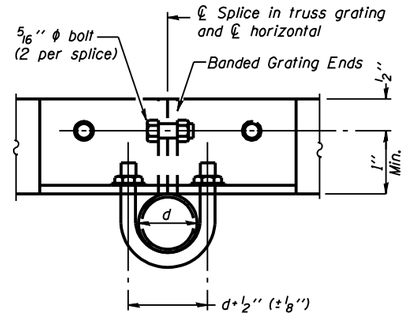
DETAIL W

(Walkway grating)

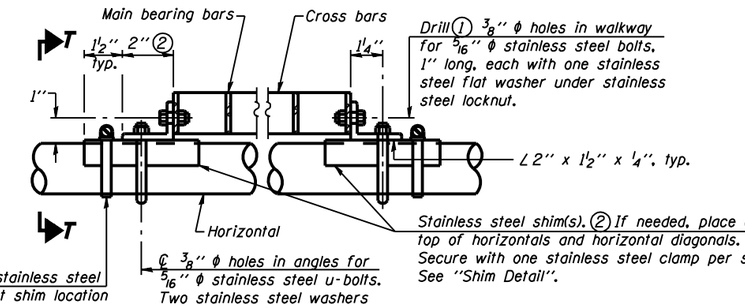


DETAIL T'

(Truss grating splice)
Details not shown same as Detail T.
Alternate materials may be used subject to the Engineer's review and approval.

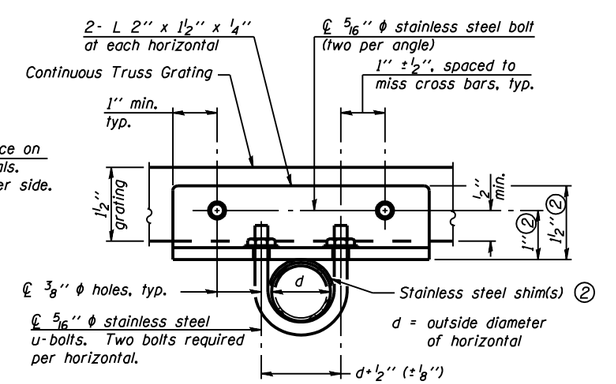


SECTION T'-T'

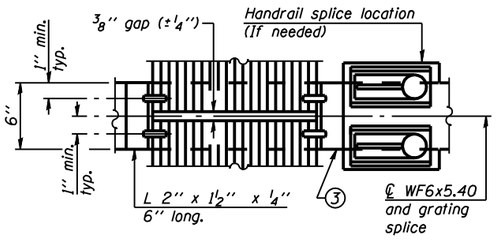


DETAIL T

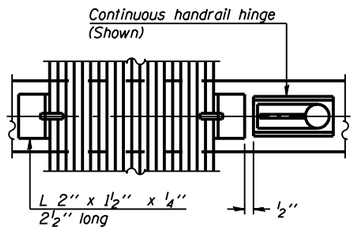
(Continuous Truss grating)



SECTION T-T



(AT WALKWAY GRATING SPLICE)



(CONTINUOUS WALKWAY GRATING)

SECTION W-W

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

Main Bearing Bars shall be 3/16" x 1 1/2" on 1 3/16" centers and conform to ASTM B211 Alloy 6061-T6.

Cross bars shall be 3/16" x 1 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

Aluminum Grating with modified "I" sections for main bearing bars shall meet the following requirements:

Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in. per bar, a depth of 1 1/2", spaced on 1 3/16" centers.

Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

Structure Number	Station	A	B	C	D
6S0841072R090.2	467+50.00	7 7/16"	1'-3"	7'-0"	8'-9"
6S0841072L106.3	171+700.00	7 7/16"	1'-3"	7'-0"	8'-9"

1. Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
2. Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
3. If Handrail Joint present, weld angle to WF(A-N)4 and 1/4" extension bars. (See Base Sheet OS-A-11.)
4. ℄ 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
5. Cabinet manufacturer must design and supply hardware for connection of cabinet to WF6's. Bolts must be stainless steel or hot dip galvanized high strength per IDOT specifications.

NUMBER	REVISION	DATE

DESIGNED
CHECKED
DRAWN
CHECKED

19
EXAMINED
ENGINEER OF STRUCTURAL SERVICES
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

OS-A-10-DMS 7/01/2006

OVERHEAD SIGN STRUCTURES
ALTERNATE ALUMINUM WALKWAY DETAILS FOR DMS

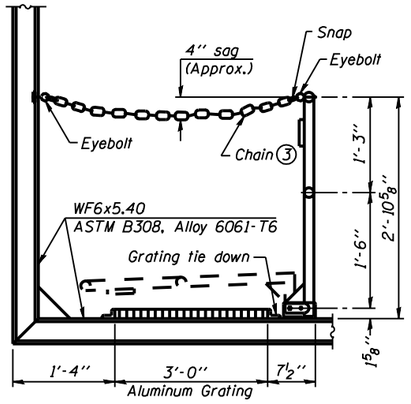
F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

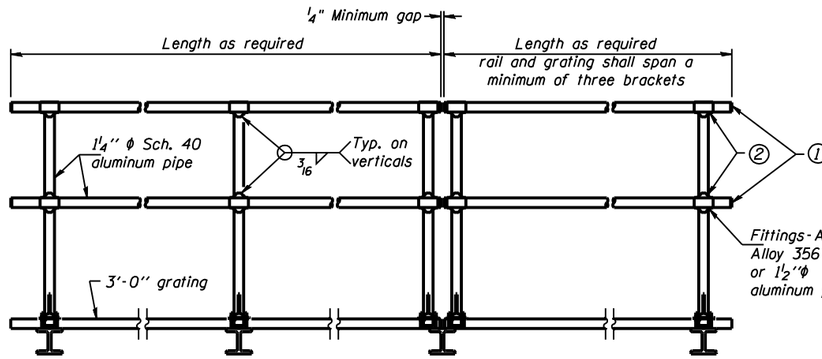
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. - - SHEETS

Contract # 72A18



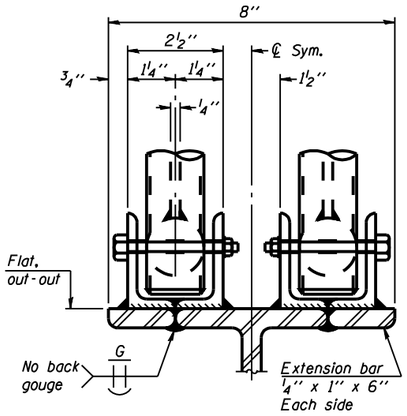
SIDE ELEVATION
(Showing safety chain w/o sign)



(1) Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends)

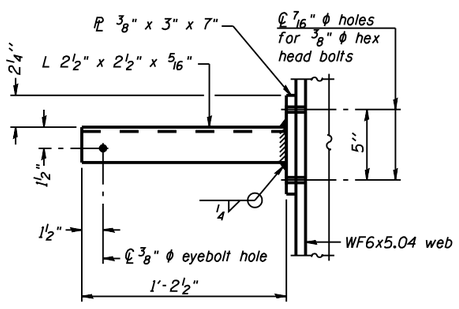
(2) Horizontal handrail member shall be continuous thru fitting. Provide 7/16" ϕ hole in fitting for 3/8" ϕ bolt. Field drill 7/16" ϕ hole in horizontal rail member. Provide washer and locknut for bolt. (Use 5/16" eyebolts in 7/16" ϕ holes on top rail at ends only.)

FRONT ELEVATION

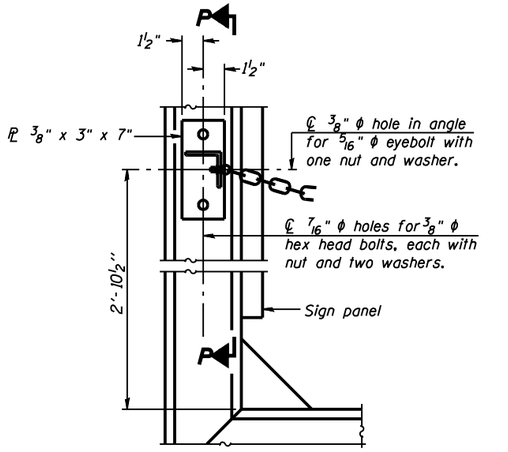


ELEVATION AT HANDRAIL JOINT (4)

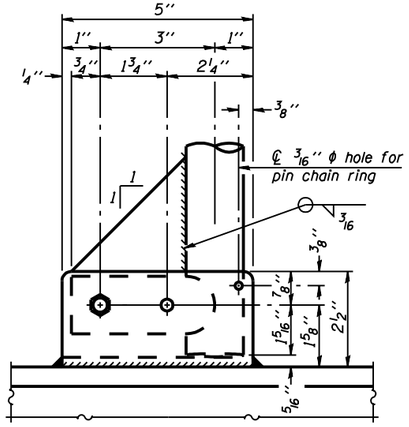
HANDRAIL DETAILS
Handrail pipe shall be ASTM B241, Alloy 6063-T6 or Alloy 6061-T6.



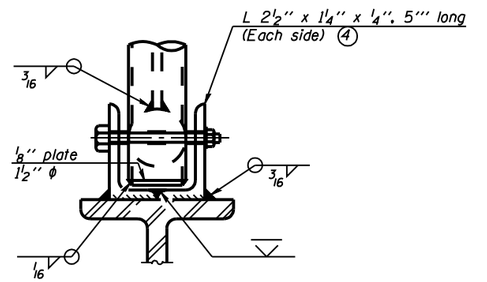
SECTION P-P



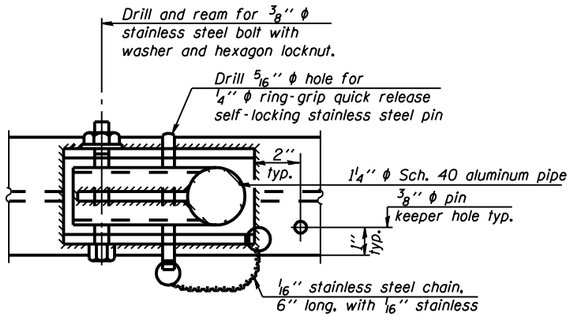
ALTERNATE SAFETY CHAIN ATTACHMENT
(With Sign Present)
Items not shown same as "Side Elevation" of "Handrail Details"



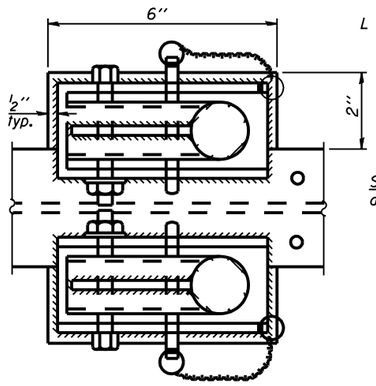
SIDE ELEVATION



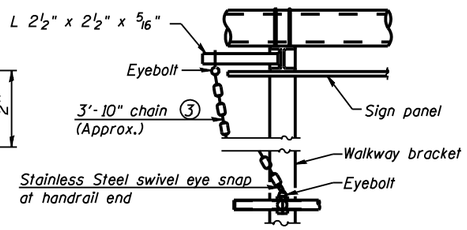
FRONT ELEVATION
See "ELEVATION" at right for dimensions.



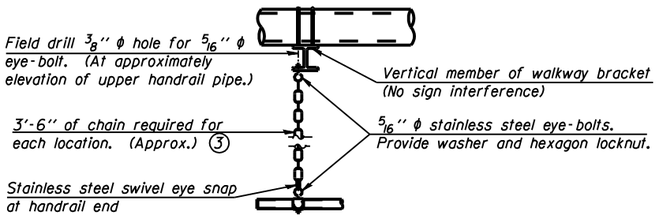
PLAN
DETAIL E HANDRAIL HINGE



PLAN AT HANDRAIL JOINT
Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT
Details not shown similar to "Safety Chain" Details
(Walkway omitted for clarity)



SAFETY CHAIN
One required for each end of each walkway.

(3) 3/16" type 304L stainless steel chain, approximately 12 links per foot.

(4) Extrusions may be used in lieu of the details shown, with approval of the Engineer.

DESIGNED	-
CHECKED	-
DRAWN	-
CHECKED	-

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

OS-A-11-DMS 7/01/2006

OVERHEAD SIGN STRUCTURES
ALTERNATE ALUMINUM HANDRAIL DETAILS
FOR DMS

F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

For anchor rod size and placement, see Support Frame Detail Sheet.

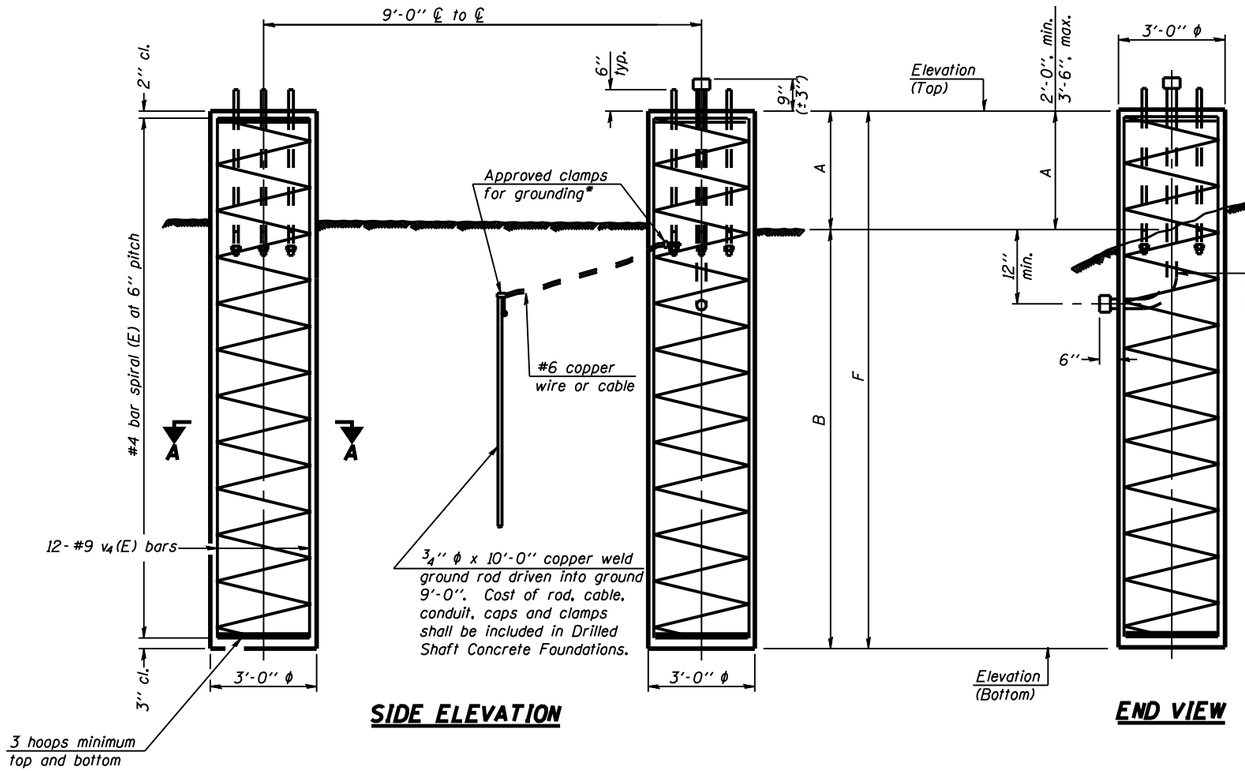
* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

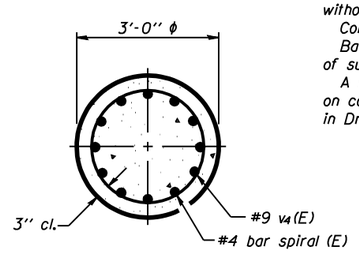
SHEET NO. - - SHEETS

Contract # 72A18



SIDE ELEVATION

END VIEW



SECTION A-A

BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
v4(E)	24	#9	F less 5"	——
#4 bar spiral (E) - see Side Elevation				

NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

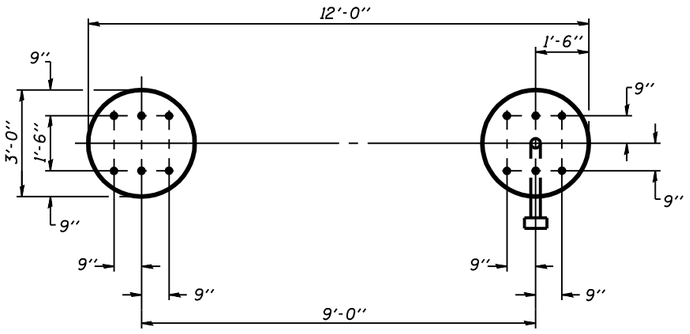
No sonotubes or decomposable forms shall be used below the lower conduit entrance.

Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.



PLAN

Structure Number	Station	Left Foundation					Right Foundation					Class SI Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top	Elevation Bottom	A	B	F	
6S0841072R090.2	467+50.00						620.26	595.26	2'-0"	23'-0"	25'-0"	13.1
6S0841072L106.2	171+700.00						549.46	534.00	2'-0"	13'-6"	15'-6"	8.1

DESIGNED -	
CHECKED -	
DRAWN -	
CHECKED -	

- 200

EXAMINED

ENGINEER OF BRIDGE DESIGN

PASSED

ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

OS4-F4 1-7-05

DETAILS FOR 12" ϕ SUPPORT FRAME TYPE III-A TRUSS

OVERHEAD SIGN STRUCTURES
DRILLED SHAFT DETAILS

F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

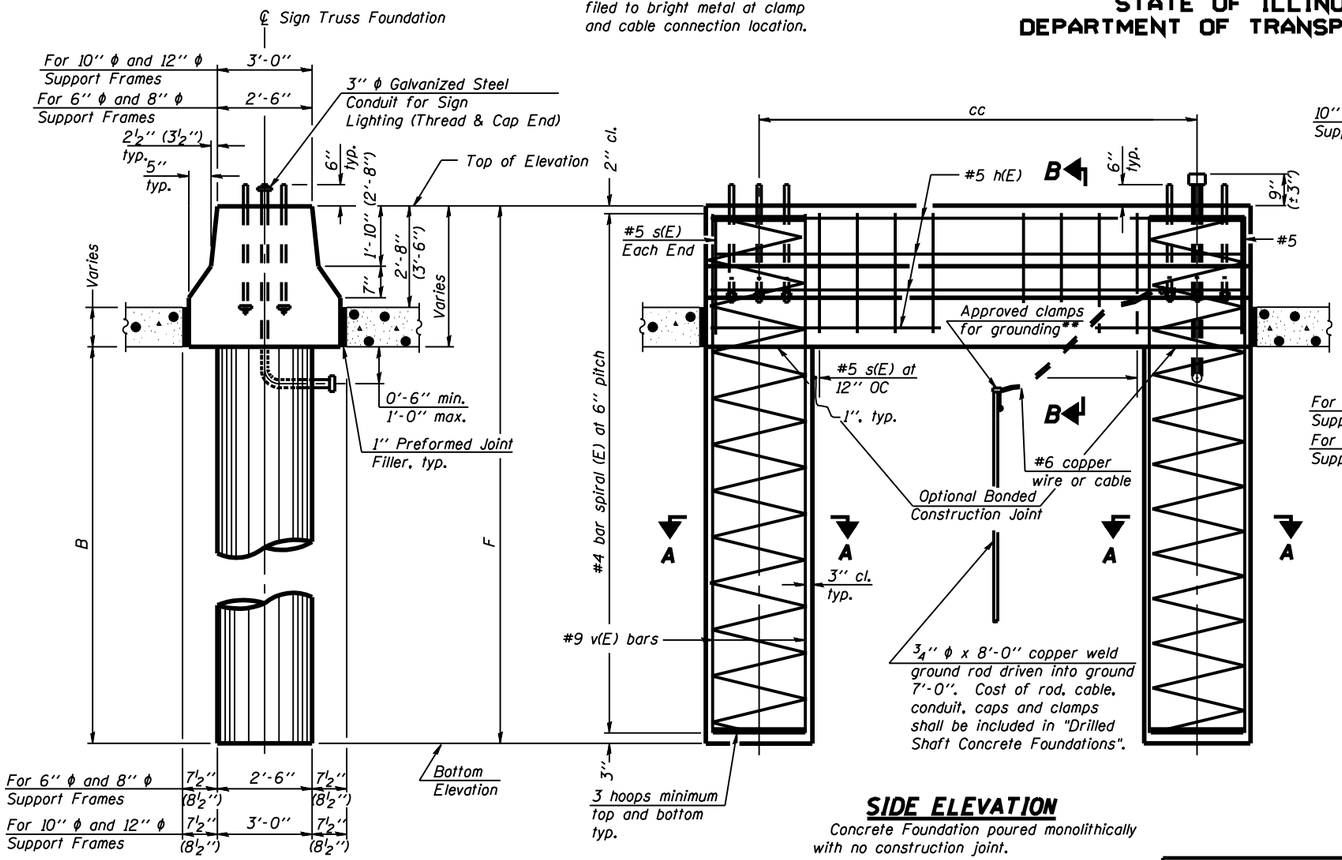
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 72	D-6 ITS #2	SANGAMON	30	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. -
- SHEETS

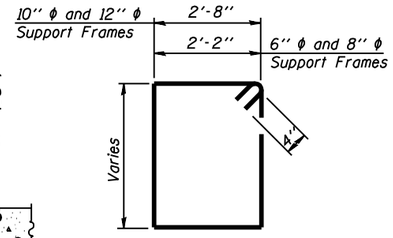
Contract # 72A18

* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

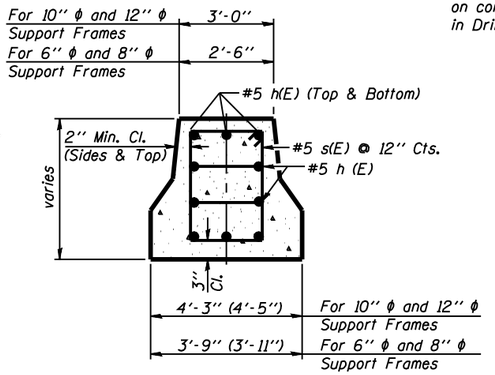


SIDE ELEVATION

Concrete Foundation poured monolithically with no construction joint.



BAR s(E)



SECTION B-B

NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance.

Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.

BAR LIST - EACH FOUNDATION

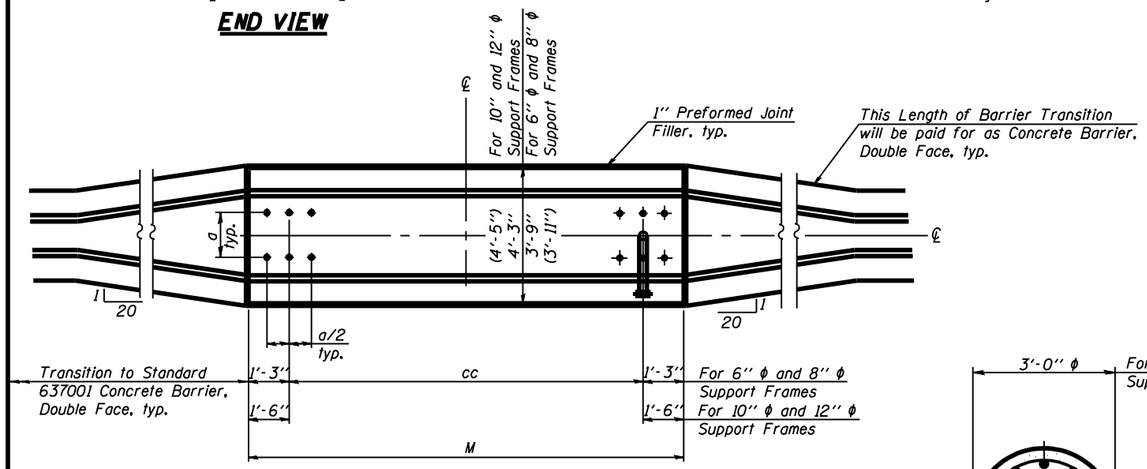
Bar	Number	Size	Length	Shape
h(E)	10	#5	M less 4"	
s(E)	Varies	#5	Varies	
v(E)	16	#9	F less 0'-5"	
v(E)	24	#9	F less 0'-5"	
#4(E) bar spiral _ see Side Elevation				

6" ϕ and 8" ϕ Support Frame

10" ϕ and 12" ϕ Support Frame

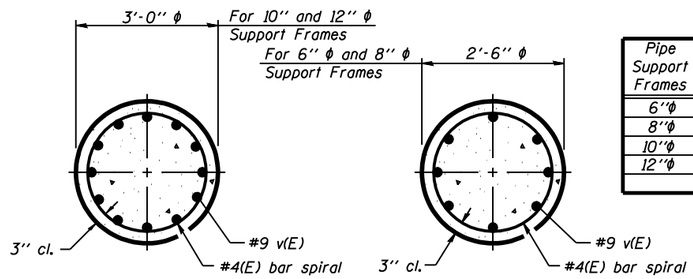
All dimensions in parenthesis are for 42" high barrier.

END VIEW



PLAN

Structure Number	Station	Left Foundation				Right Foundation				Class SI Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	B	F	Elevation Top	Elevation Bottom	B	F	
6S0841072R090.2	467+50.00	620.26	595.26	23'-0"	25'-0"					13.1
6S0841072L106.2	171+700.00	546.98	534.98	10'-0"	12'-0"					6.3



SECTION A-A

Pipe Support Frames	cc	M	a	a/2
6"ϕ	7'-0"	9'-6"	0'-11"	5½"
8"ϕ	7'-6"	10'-0"	1'-1½"	6¾"
10"ϕ	8'-3"	11'-3"	1'-3"	7½"
12"ϕ	9'-0"	12'-0"	1'-6"	9"

DESIGNED -	- 200
CHECKED -	EXAMINED ENGINEER OF BRIDGE DESIGN
DRAWN -	PASSED
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES

OS4-MED 7/01/2006

OVERHEAD SIGN STRUCTURES MEDIAN SUPPORT FOUNDATION DETAILS

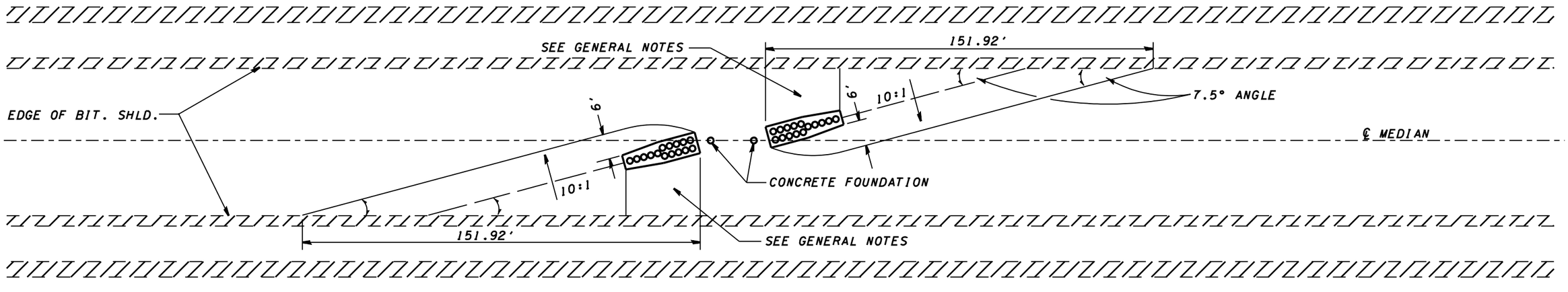
F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

CONTRACT NO. 72A18

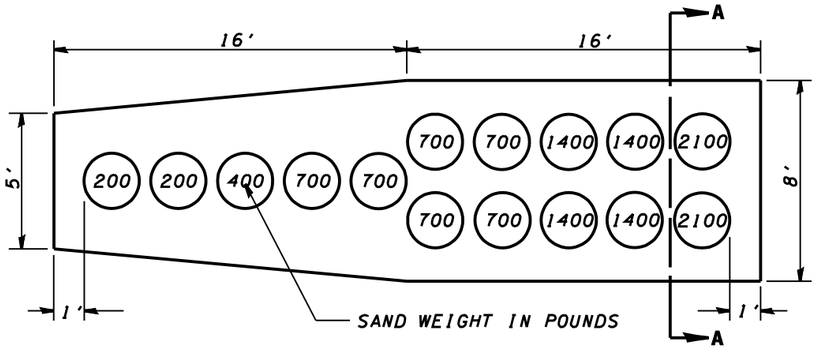
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	24
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

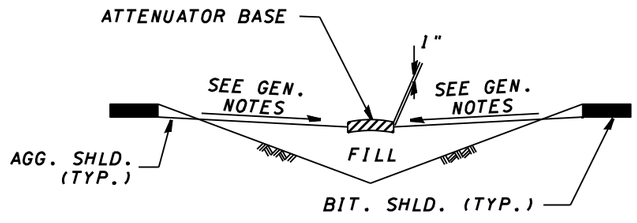
1. THE 10:1 SLOPE CONTROLS NOSE OF ATTENUATOR BASE ELEVATION.
2. ATTENUATOR BASE GRADE PARALLEL'S EDGE OF PAVEMENT GRADE.
3. SLOPE ADJACENT TO ATTENUATOR BASE SHALL BE 10:1 OR FLATTER.
4. ANY EARTHWORK, INCLUDING GRADING, COMPACTION, AND SEEDING ASSOCIATED WITH THE INSTALLATION OF THE ATTENUATOR BASE IS CONSIDERED INCLUDED IN THE PRICE OF THE ATTENUATOR BASE.
5. ANY EXISTING DRAINAGE STRUCTURES LOCATED WITHIN THE WORKING AREA SHALL BE MODIFIED OR LEFT IN PLACE. WHERE THE EXISTING DRAINAGE STRUCTURES ARE TO REMAIN IN PLACE. THE SLOPES ARE TO BE CONSTRUCTED AS DIRECTED BY THE ENGINEER.
6. ATTENUATOR BASE THICKNESS SHALL BE ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.



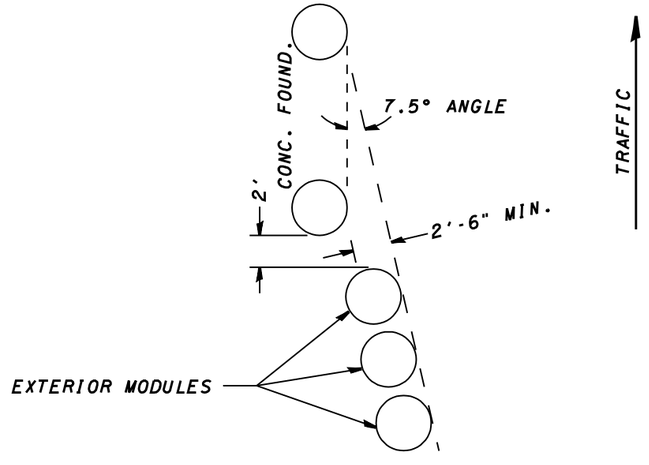
INERTIAL BARRIER LAYOUT AND GRADING PLAN



INERTIAL BARRIER MODULE ARRAY AND ATTENUATOR BASE PLAN



SECTION A - A



EXTERIOR MODULE LAYOUT

QUANTITIES

ITEM	UNIT	TOTAL
IMPACT ATTENUATOR (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4
ATTENUATOR BASE	SQ. YD.	103.2

REVISIONS NAME	DATE

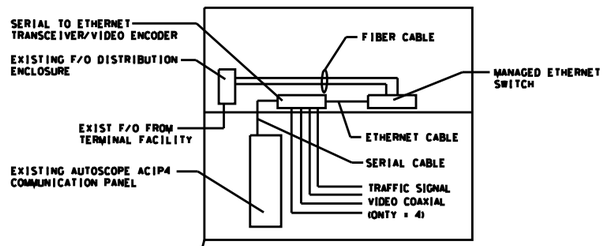
ILLINOIS DEPARTMENT OF TRANSPORTATION

INERTIAL BARRIER INSTALLATION DETAILS

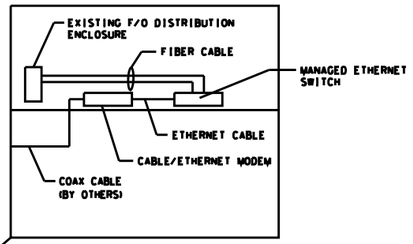
SCALE: VERT. HORIZ.
DATE
DRAWN BY
CHECKED BY

CONTRACT NO. 72400

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #1	SANGAMON	30	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

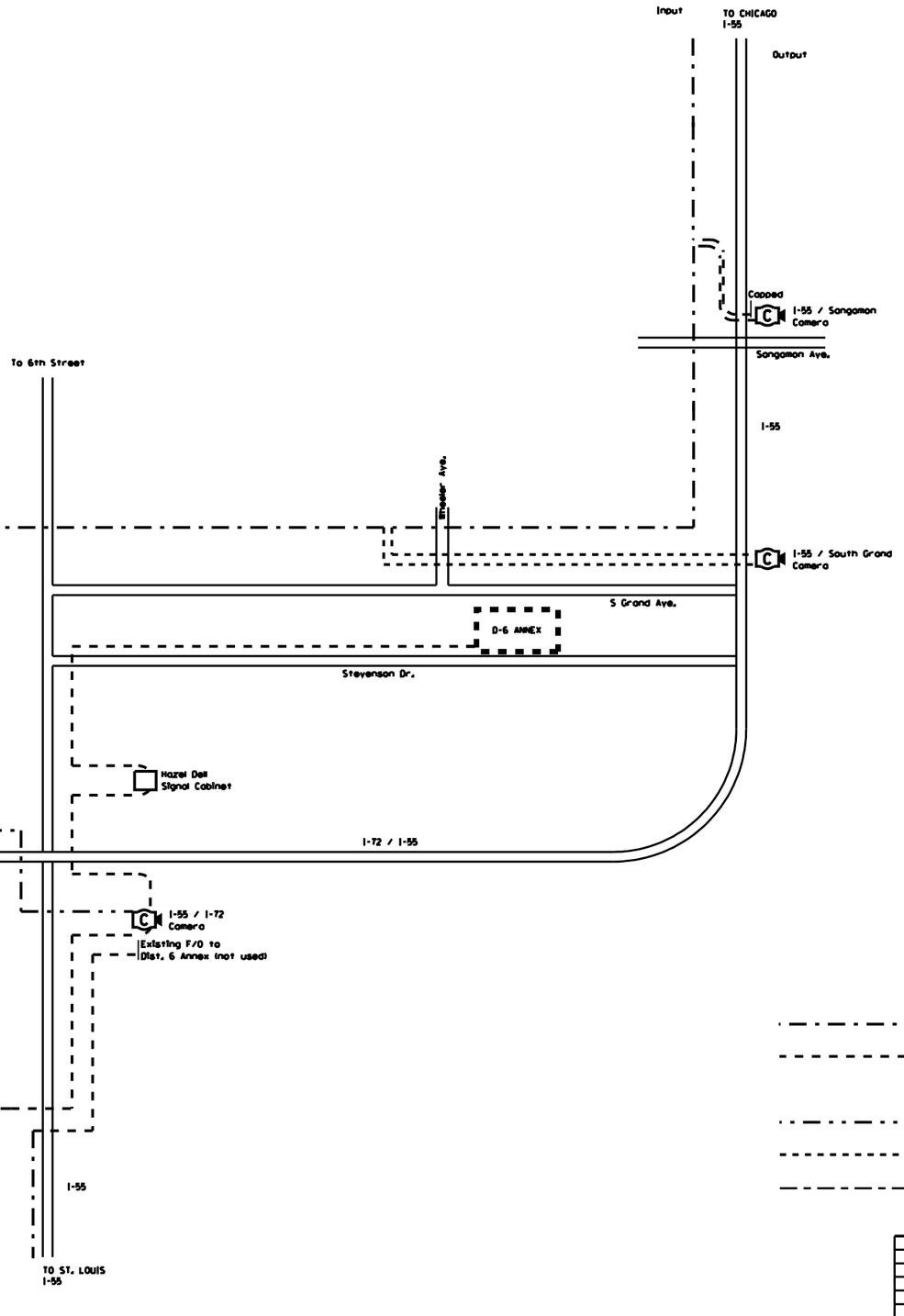


IL 4 / WABASH AVE SIGNAL CABINET DETAIL



IL 4 / LINDBERG BLVD SIGNAL CABINET DETAIL

IL 4 / I-72 N RAMP SIGNAL CABINET DETAIL



: Existing Fiber Optic Backbone pair (Illitel Communications)

: Existing pair of Single-Mode 8F Fiber Optic Cable (IDOT)

: Handhole (IDOT)

: Proposed pair of Single-Mode 8F Fiber Optic Cable (IDOT)

: Existing pair of Single-Mode 24F Fiber Optic Cable (IDOT)

: Existing Fiber Optic

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIBER OPTIC SYSTEM SCHEMATIC

D-6 ITS-2
SANGAMON COUNTY

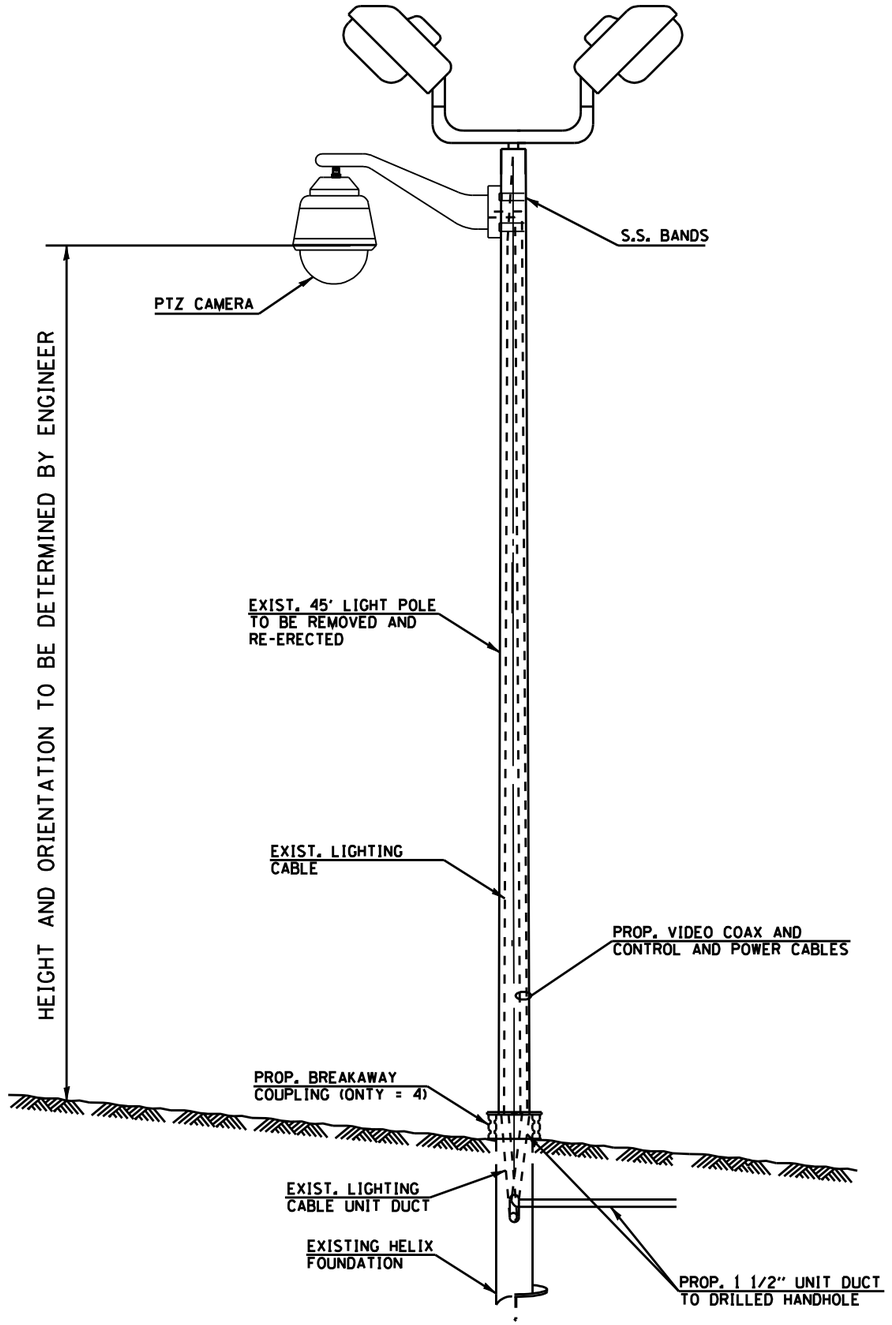
SCALE: VERT. NOT TO SCALE
HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

PLOT DATE : %DATE%
FILE NAME : $FILEL%
PLOT SCALE : %SCALE%
USER NAME : %USER%

CONTRACT NO. 72400

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #1	SANGAMON	30	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED CAMERA INSTALLATION

NOT TO SCALE

NOTES:

1. THE CONTRACTOR SHALL SUBMIT DETAIL PLANS AND CALCULATIONS OF CCTV ARM AND MOUNTING HARDWARE FOR THE POLE FOR APPROVAL BY THE ENGINEER.
2. MOUNTING BRACKET DETAILS MAY VARY DEPENDING UPON EQUIPMENT MANUFACTURER.
3. INSTALL GROUNDING SYSTEM IN ACCORDANCE WITH SECTION 807 OF THE IDOT STANDARD SPECIFICATIONS.
4. CONTRACTOR SHALL CONTACT ENGINEER DURING CAMERA INSTALLATION TO DETERMINE ACTUAL CAMERA HEIGHT AND ORIENTATION IN FIELD

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CCTV SYSTEM MOUNTING AND WIRING DETAILS

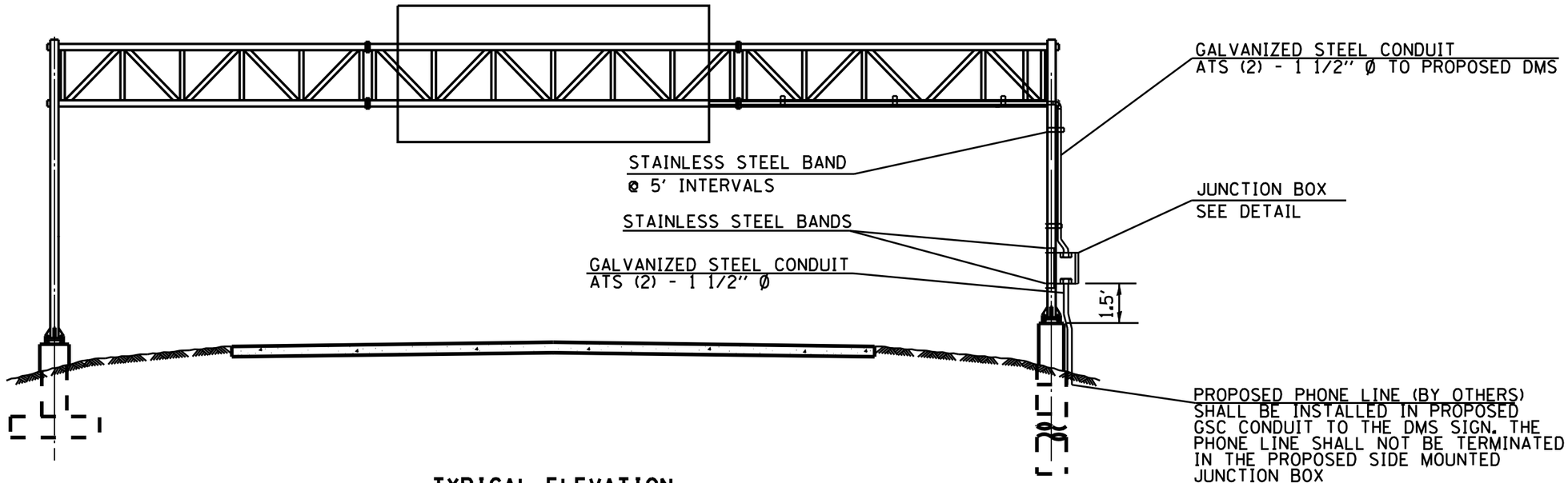
D-6 ITS #2
SANGAMON COUNTY

SCALE: VERT. HORIZ. NOT TO SCALE
DRAWN BY KDA
DATE AUG 2006
CHECKED BY

PLOT DATE : $DATE$
FILE NAME : $FILE$
PLOT SCALE : $SCALE$
USER NAME : $USER$

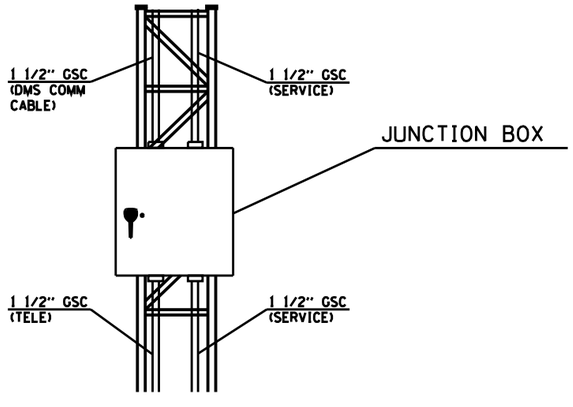
CONTRACT NO. 72400

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D-6 ITS #2	SANGAMON	30	27
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL ELEVATION

NOT TO SCALE



JUNCTION BOX DETAIL

NOT TO SCALE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DMS MOUNTING AND WIRING DETAILS

D-6 ITS
SANGAMON COUNTY

SCALE: VERT. NOT TO SCALE HORIZ.
DATE

DRAWN BY KDA
CHECKED BY

PLOT DATE : #DATE#
FILE NAME : #FILE#
PLOT SCALE : #SCALE#
USER NAME : #USER#

CONTRACT NO. 72A18

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	D-6 ITS #2	SANGAMON	30	28
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT District 6

SOIL BORING LOG

Page 1 of 1

Date 7/06

ROUTE FAI 72 DESCRIPTION ITS Sign I-72 East Bound Lanes Near Curran LOGGED BY M. Tappan

SECTION D6 ITS 2 LOCATION NE 1/4, SEC. 16, TWP. 15 N, RNG. 6 W, 3 PM

COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 6S084I072R90.2
Station 467+50

BORING NO. 1 Median (Left)
Station 467+50
Offset 42.7ft Lt EBL CL
Ground Surface Elev. 617.6 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
▽ First Encounter 601.1 ft
▽ Upon Completion 603.6 ft
▼ After 5 Days Hrs. 613.1 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Tan and Light Grey Dry SILT			
	1		
	5	2.4	18
	6	S-10	
614.60			
Light Grey and Brown Moist SILTY CLAY LOAM			
	1		
▼	1	0.4	26
-5	2	B	
611.60			
Light Brown Moist SILTY CLAY	0		
	0	0.7	25
	2	B	
	0		
	1	0.7	24
-10	2	B	
607.10			
Grey and Brown Moist SILTY CLAY (Till)	1		
	2	1.8	22
	4	B	
▼ 603.60			
	0		
Brown and Grey V. Moist CLAY LOAM (Till)	0	0.3	21
-15	2	B	
▽			
	4		
Grey and Brown Moist	15	6.4	8
	28	S-11	
	6		
	20	8.1	10
-20	34	S-12	

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown and Grey V. Moist CLAY LOAM (Till) (continued)			
	5		
Moist	15	7.4	10
	25	S-12	
	4		
Grey Moist CLAY LOAM (Till)	10	9.3	11
-25	17	B	
	5		
	21	8.2	10
587.60 -30	44	S-11	
Boring Completed			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT District 6

SOIL BORING LOG

Page 1 of 1

Date 7/06

ROUTE FAI 72 DESCRIPTION ITS Sign I-72 East Bound Lanes Near Curran LOGGED BY M. Tappan

SECTION D6 ITS 2 LOCATION NE 1/4, SEC. 16, TWP. 15 N, RNG. 6 W, 3 PM

COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140 # Auto

STRUCT. NO. 6S084I072R90.2
Station 467+50

BORING NO. 2 South (Right)
Station 467+50
Offset 42.7ft Rt EBL CL
Ground Surface Elev. 618.6 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▽ Upon Completion 606.6 ft
▼ After 5 Days Hrs. 612.6 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown and Grey Moist SILTY CLAY			
	1		
	2	0.7	29
	3	B	
615.60			
Tan and Light Grey V. Moist SILT	1		
	2	0.6	28
613.60 -5	2	B	
Greyish Brown Moist SILTY CLAY LOAM			
▼	0		
	0	0.4	26
	1	B	
610.10			
Grey and Brown Moist SILTY CLAY (Till)	0		
	1	0.6	27
-10	2	B	
	0		
▽			
	2	0.9	25
	2	B	
	0		
	2	1.2	19
-15	4	B	
602.60			
Grey and Brown Moist CLAY LOAM (Till)	1		
	7	3.3	13
	11	B	
	3		
	13	7.3	10
-20	15	S-14	

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Grey and Brown Moist CLAY LOAM (Till) (continued)			
	3		
	11	6.0	10
-25	21	S-10	
	2		
Grey Dry CLAY LOAM (Till)	28	10.0	7
Broken Sample 588.60 -30	59	E	
Boring Completed			
Refer STA to Stamp on Road, STA Increase to East			
Refer Elevation to cL EBL I-72 STA 467+50 = 621.5'			
-35			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORINGS
F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

SCALE: VERT.
HORIZ.
DATE
DRAWN BY:
CHECKED BY

CONTRACT NO. 72A18

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	D-6 ITS #2	SANGAMON	30	29
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT District 6

SOIL BORING LOG

Page 1 of 1

Date 7/06

ROUTE FAI 72 DESCRIPTION ITS Sign I-72 West Bound Lanes Near Riverton LOGGED BY M. Tappan

SECTION D6 ITS 2 LOCATION NE 1/4, SEC. 21, TWP. 16 N, RNG. 4 W, 3 PM

COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 6S084I072L106.2
Station 171+700

BORING NO. 1 North (Right)
Station 171+700
Offset 30.0ft Lt WBL CL
Ground Surface Elev. 549 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▽ Upon Completion Dry ft
▼ After 6 Days Hrs. 538.5 ft

	DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Greyish Brown Dry CLAY LOAM (Till)		7		
Broken Sample		15	+4.5	8
		25	P	
		8		
		26	+10.0	8
		39	S-10	
	-5	7		
Broken Sample		22	10.0	8
		37	E	
541.00 Light Greyish Brown Moist V.		5		
Weathered Micaceous Silty SHALE		14	2.7	12
		19	S-10	
	-10	2		
Weathered		15	3.4	14
		25	S-10	
		11		
Grey Dry Fissile Silty SHALE		100 /3"		7
	-15	19		
532.50 Grey Dry Interbedded Fissile Silty SHALE and Calcareous SHALE		100 /2"		8
Boring Completed				
Refer STA to Stamp on Road, STA Increase to East				
Refer Elevation to cL WB I-72 STA 171+700 = 549.5'	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H – Sampler Advanced By Weight of Hammer, W.O.P – Advanced by Weight of Pipe, B.S. – Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name S:\DGN\ILG\DOT FILES\SANGAMON\ITS SIGN I-72 NEAR RIVERTON,SANGAMON RIVER.dgn Data Template D6TEMPLT.DGN Data Printed 9/6/06
Latitude 39 Deg 49.255 N Longitude 89 Deg 33.836 W Datum NAD83 Job Number C96-028-06

Illinois Department of Transportation
Division of Highways
IDOT District 6

SOIL BORING LOG

Page 1 of 1

Date 7/06

ROUTE FAI 72 DESCRIPTION ITS Sign I-72 West Bound Lanes Near Riverton LOGGED BY M. Tappan

SECTION D6 ITS 2 LOCATION NE 1/4, SEC. 21, TWP. 16 N, RNG. 4 W, 3 PM

COUNTY Sangamon DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 6S084I072L106.2
Station 171+700

BORING NO. 2 Median (Left)
Station 171+700
Offset 43.0ft Rt WBL CL
Ground Surface Elev. 545.9 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
▽ First Encounter Cored ft
▽ Upon Completion Cored ft
▼ After 6 Days Hrs. 534.9 ft

	DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Greyish Brown Dry CLAY LOAM (Till)		4		
		15	7.6	8
		19	S-5	
		6		
Auger Refusal at 4.0' – Begin 541.90 Rock Core		100 /4"		
Borehole continued with rock coring.	-5			
	-10			
	-15			
	-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H – Sampler Advanced By Weight of Hammer, W.O.P – Advanced by Weight of Pipe, B.S. – Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

File Name S:\DGN\ILG\DOT FILES\SANGAMON\ITS SIGN I-72 NEAR RIVERTON,SANGAMON RIVER.dgn Data Template D6TEMPLT.DGN Data Printed 9/6/06
Latitude 39 Deg 49.255 N Longitude 89 Deg 33.836 W Datum NAD83 Job Number C96-028-06

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORINGS
F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

SCALE: VERT.
HORIZ.
DATE

DRAWN BY:
CHECKED BY

CONTRACT NO. 72A18

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	D-6 ITS #2	SANGAMON	30	30
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT District 6

ROCK CORE LOG

Date 7606

ROUTE FAI 72 DESCRIPTION ITS Sign I-72 West Bound Lanes Near Riverton LOGGED BY M. Tappan

SECTION D6 ITS 2 LOCATION NE 1/4, SEC. 21, TWP. 16 N, RNG. 4 W, 3 PM

COUNTY Sangamon CORING METHOD Water

STRUCT. NO. 68084I072L106.2 CORING BARREL TYPE & SIZE Christensen NXB Wireline
Station 171+700

Core Diameter 1.88 in
Top of Rock Elev. 541.90 ft
Begin Core Elev. 541.90 ft

BORING NO. 2 Median (Left)
Station 171+700
Offset 43.0ft Rt WBL CL
Ground Surface Elev. 545.9 ft

		DEPTH (ft)	CORE (#)	RECOVERY (%)	RQD (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Grey V. Well Indurated Microcrystalline LIMESTONE	541.90		1	20	9		
	540.70	-5					
Brown Weathered Poorly Indurated Argilliceous LIMESTONE	539.90						
No Recovery - Silty SHALE Cuttings in return water							
		-10					
	532.90						
Rock Core Completed		-15					
		-20					

Color pictures of the cores N
Cores will be stored for examination until Not Stored
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run

BBS, form 138 (Rev. 8-99)

ROCK CORE ITS SIGN I-72 NEAR RIVERTON, SANGAMON INTERLOCK DETSHEET.DGN 9/4/06

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORINGS
F.A.I. 72 (I-72)
SECTION D-6 ITS #2
SANGAMON COUNTY

SCALE: VERT.
HORIZ.
DRAWN BY:
DATE
CHECKED BY