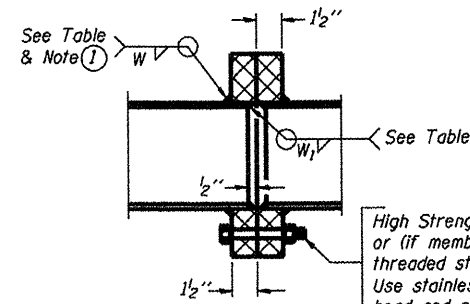


**TRUSS UNIT TABLE**

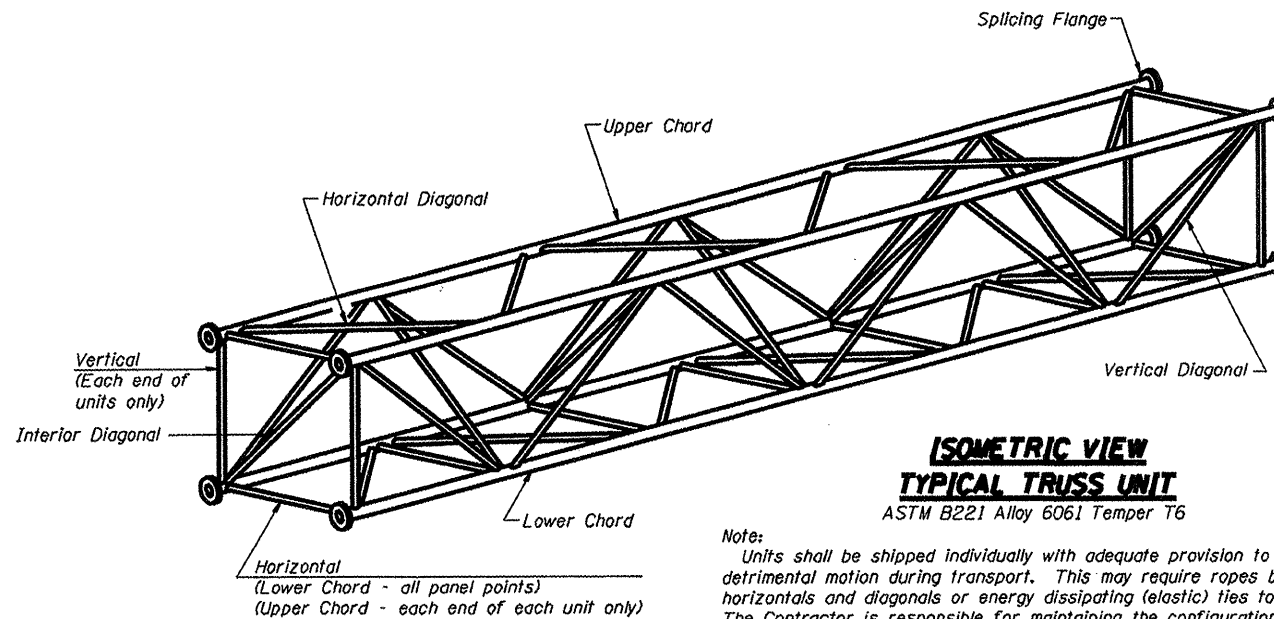
Structure Number	Station	Design Truss Type	Exterior Units (2)				Interior Unit				Upper & Lower Chord		Verticals, Horizontals, Vertical, Horizontal, and Interior Diagonals				Camber at Midspan	Splicing Flange			
			No. Panels per Unit	Unit Lgth.(L <sub>e</sub> )	Panel Lgth.(P)	No. Req'd.	No. Panels per Unit	Unit Lgth.(L <sub>i</sub> )	Panel Lgth.(P)	O.D.	Wall	O.D.	Wall	Bolts		Weld Sizes		A	B		
														No./Splice	Dia.	W				W <sub>i</sub>	
97	201+75	II-A	7	39' 2 1/2"	5' 4"	1	6	33' 3"	5' 4"	6 1/2"	5/8"	3"	5/8"	3 1/2"	6	1"	3/8"	1/4"	11"	14 1/2"	
100	234+25	II-A	7	39' 2 1/2"	5' 4"	1	6	33' 3"	5' 4"	6 1/2"	5/8"	3"	5/8"	3 1/2"	6	1"	3/8"	1/4"	11"	14 1/2"	
102	232+00	II-A	5	27' 1"	5' 0 1/2"	1	6	31' 6"	5' 0 1/2"	5 1/2"	5/8"	3"	5/8"	2 1/2"	6	1"	3/8"	1/4"	9 1/2"	12 1/4"	
131	250981088L036.4	II-A	6	30' 9"	4' 9 3/4"	2	6	30' 1 1/2"	4' 9 3/4"	7"	5/8"	3"	5/8"	4 1/2"	6	1"	3/8"	1/4"	11 1/2"	15"	
135	250811280R010.8	II-A	8	38' 8 1/2"	4' 7 1/4"	1	8	38' 1"	4' 7 1/4"	7"	5/8"	3"	5/8"	3 1/2"	6	1"	3/8"	1/4"	11 1/2"	15"	
46	250811000L000.0	II-A	8	40' 1/2"	4' 9 1/4"	1	8	39' 5"	4' 9 1/4"	7"	5/8"	3"	5/8"	4 1/2"	6	1"	3/8"	1/4"	11 1/2"	15"	



**SECTION B-B**

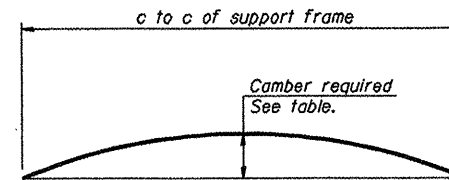
① Splicing Flanges shall be attached to each truss unit with the truss shop assembled to camber shown. Truss units shall be in proper alignment and flange surfaces shall be shop bolted into full contact before welding. Sufficient external welds or tacks shall be made to secure flanges until remaining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

High Strength bolts with locknuts or (if members interfere) threaded studs with 2 locknuts. Use stainless steel washers under head and nut. See table.



**ISOMETRIC VIEW TYPICAL TRUSS UNIT**  
ASTM B221 Alloy 6061 Temper T6

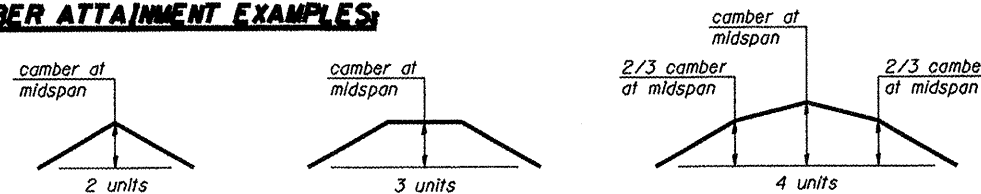
Note: Units shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The Contractor is responsible for maintaining the configuration and protection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



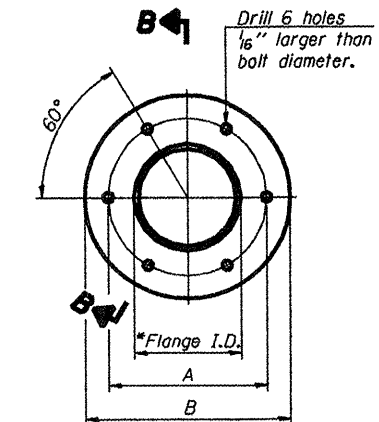
**CAMBER DIAGRAM**

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

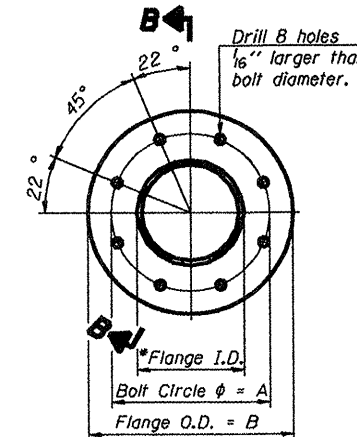
**CAMBER ATTAINMENT EXAMPLES:**



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".

054-A-2

1-20-11

FILE NAME = D:\BR\SIGN TRUSS\CADD Plans\2011-2 cont	USER NAME = lmkd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>OVERHEAD SIGN STRUCTURES - ALUMINUM TRUSS DETAILS FOR TRUSS TYPES I-A, II-A AND III-A</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	act\PLANeng.dgn	DRAWN -	REVISED -			var	D-2 OVD SIN STR REPL 12-03	VARIOUS	28	7	
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -			SCALE	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 46176		
	PLOT DATE = Wed Apr 06 15:28:53 2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					