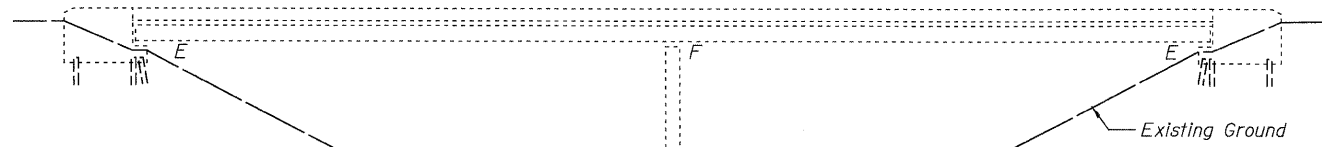
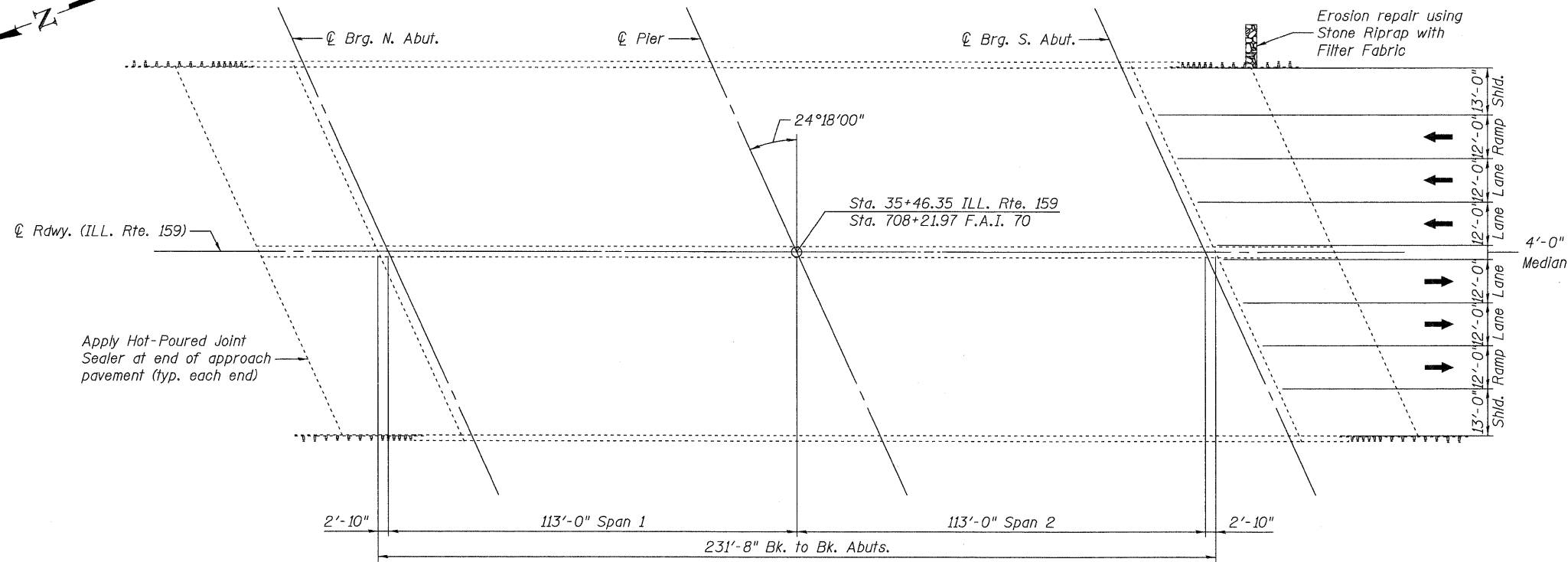


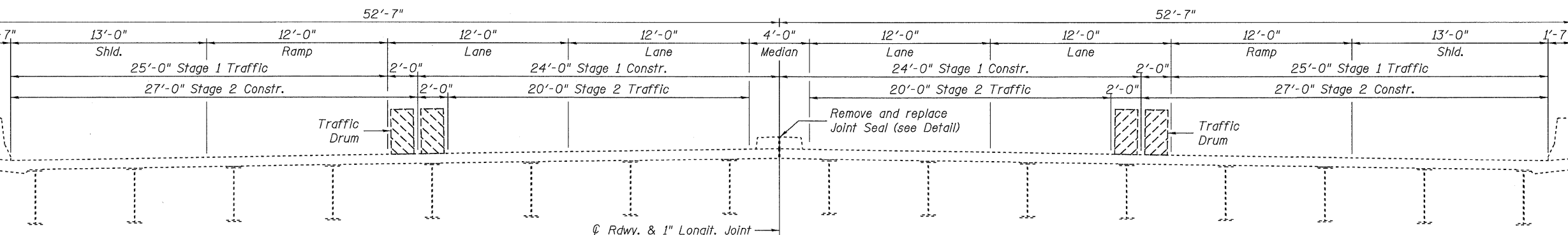
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



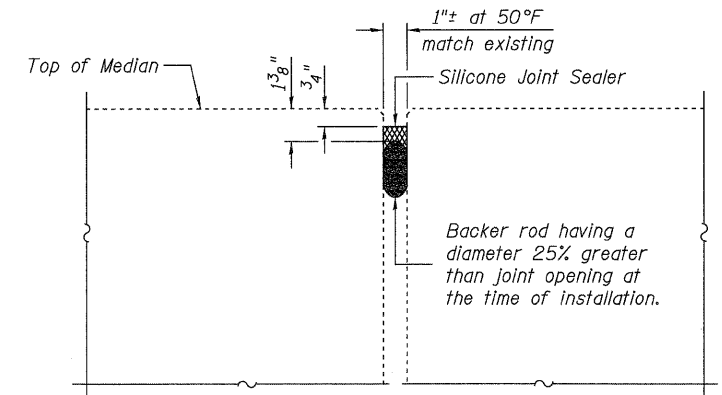
ELEVATION



PLAN



CROSS SECTION  
(Looking South)



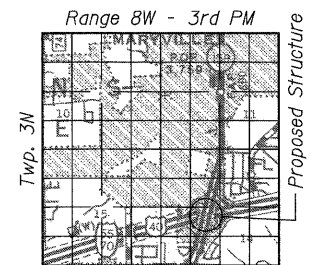
SECTION AT LONGITUDINAL EXPANSION JOINT-MEDIAN

GENERAL NOTES

Concrete Sealer shall be applied to the surfaces of the approach pavements, bridge deck and parapets, including wings. See Special Provision for "BRIDGE DECK CONCRETE SEALER".

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A1	Sq Yd	--	12	12
Filter Fabric	Sq Yd	--	12	12
Joint Or Crack Filling	Pound	--	156	156
Concrete Sealer	Sq Ft	31976	--	31976
Bridge Washing No. 2	Each	1	--	1
Silicone Joint Sealer, 1"	Foot	228	--	228

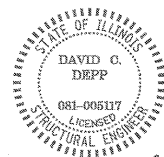


LOCATION SKETCH

GENERAL PLAN & ELEVATION  
ILLINOIS 159 OVER  
F.A.I. ROUTE 70  
STRUCTURE NO. 060-0269

SHEET 1 OF 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	101
STA. 708+21.97			CONTRACT NO.	76A73	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois



Signed: *David Depp*  
Date: *6-4-2009*  
Lic. Expires: 11-30-2010

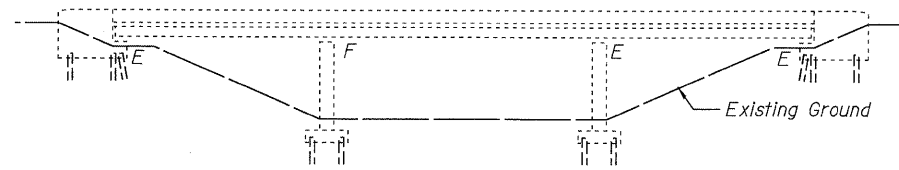
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CHECKED: DCD	CHECKED: DCD

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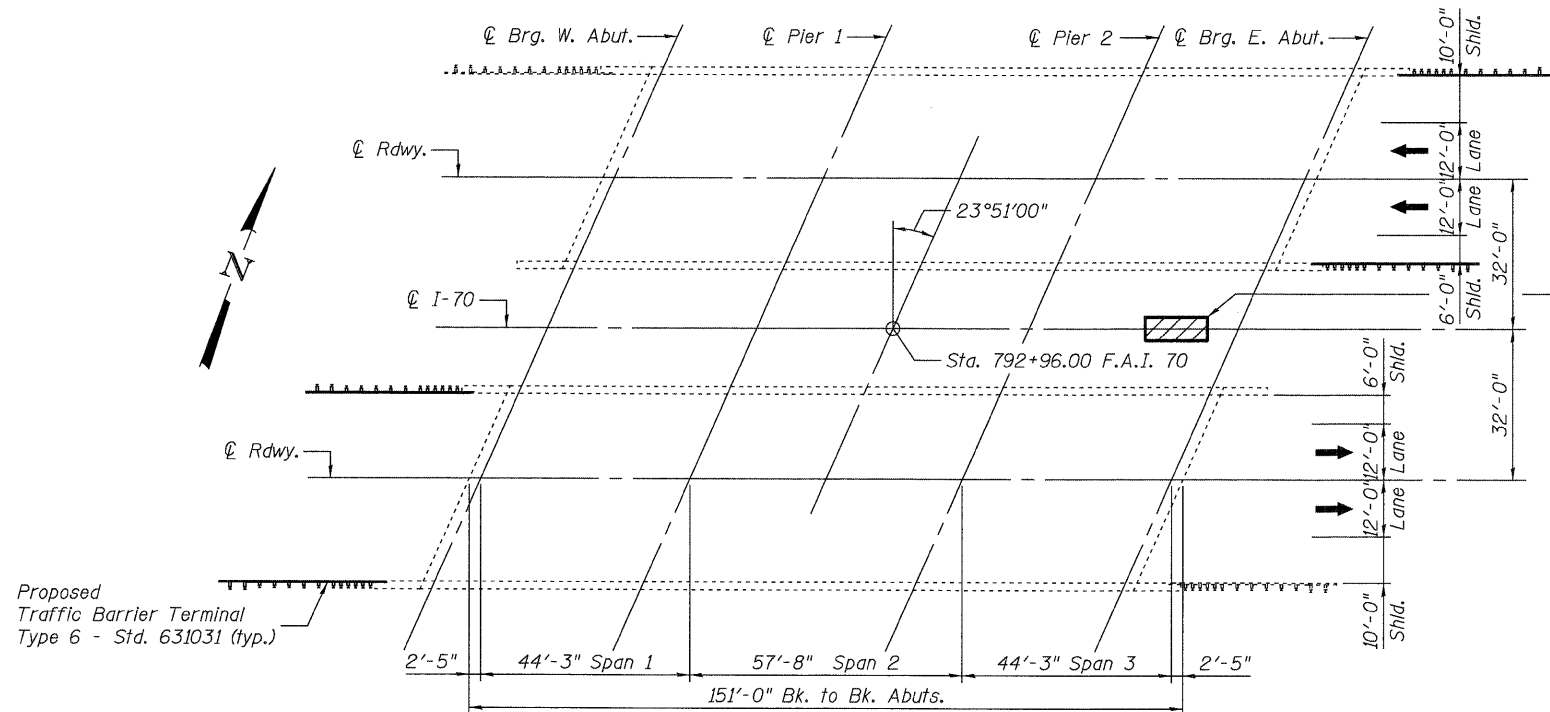
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DATE: 06/11/2009 17:48:39

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DEPARTMENT OF TRANSPORTATION



ELEVATION



PLAN

Backfill undermined slope wall with Controlled Low-Strength Material. Remove and replace small area(s) of slope wall for access if required.

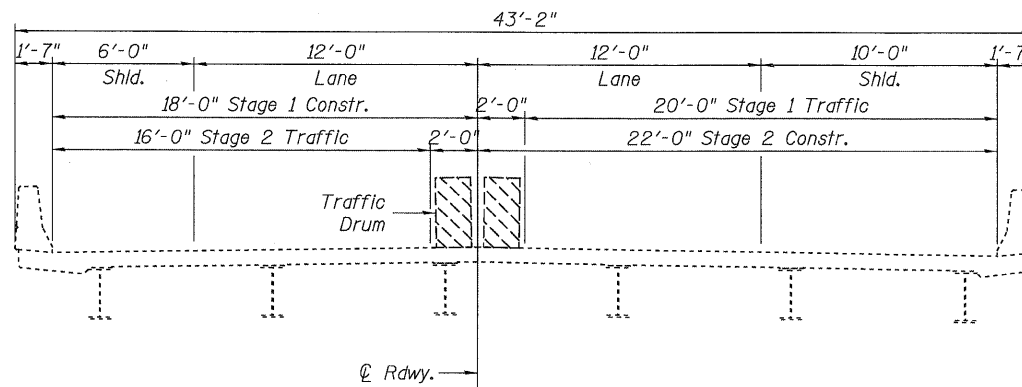
GENERAL NOTES

Concrete Sealer shall be applied to the surfaces of the bridge deck and parapets, including wings. See Special Provision for "BRIDGE DECK CONCRETE SEALER".

Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

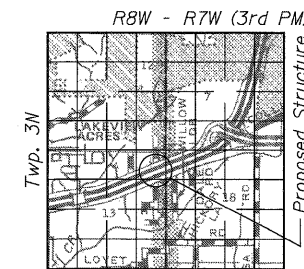
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Slope Wall Removal	Sq Yd	--	2	2
Slope Wall 4 Inch	Sq Yd	--	2	2
Concrete Sealer	Sq Ft	14652	--	14652
Bridge Washing No. 3	Each	1	--	1
Bridge Washing No. 4	Each	1	--	1
Controlled Low-Strength Material	Cu Yd	--	6	6



CROSS SECTION  
(Looking with traffic)

Note:  
Staging is for information only, to be coordinated with roadway staging.



LOCATION SKETCH

GENERAL PLAN & ELEVATION  
F.A.I. ROUTE 70 OVER  
WILSON HEIGHTS RD. (TR 192)  
STRUCTURE NO. 060-0018(EB) & 0019(WB)

SHEET 1 OF 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	102
	STA. 792+96.00		CONTRACT NO.	76A73	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois



Signed: *David Depp*  
Date: *6-4-2009*  
Lic. Expires: 11-30-2010

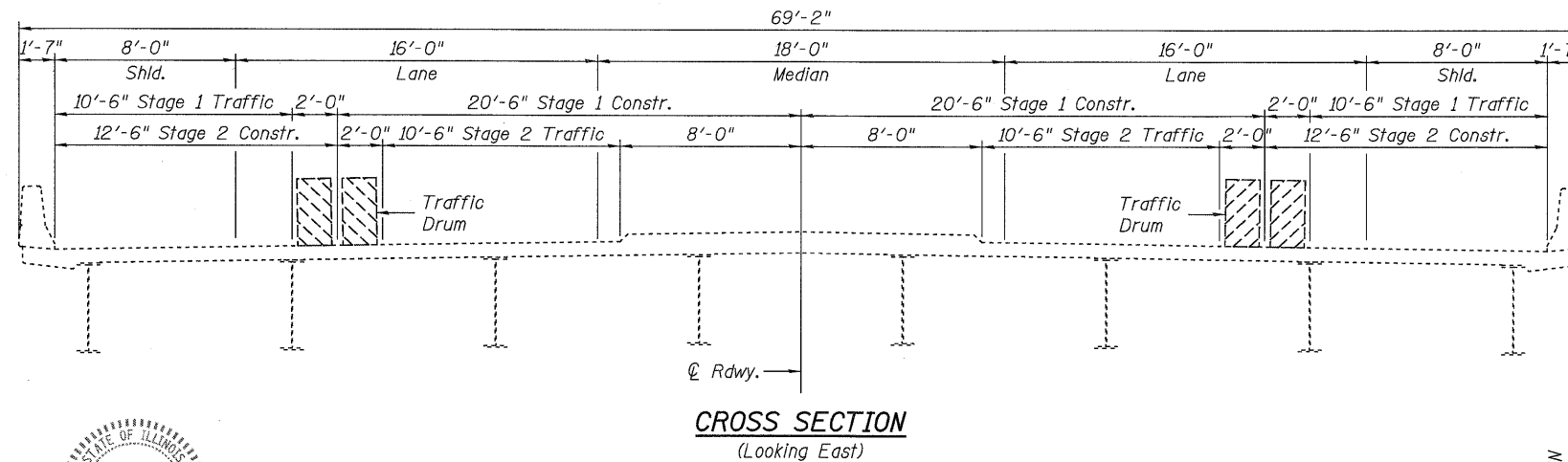
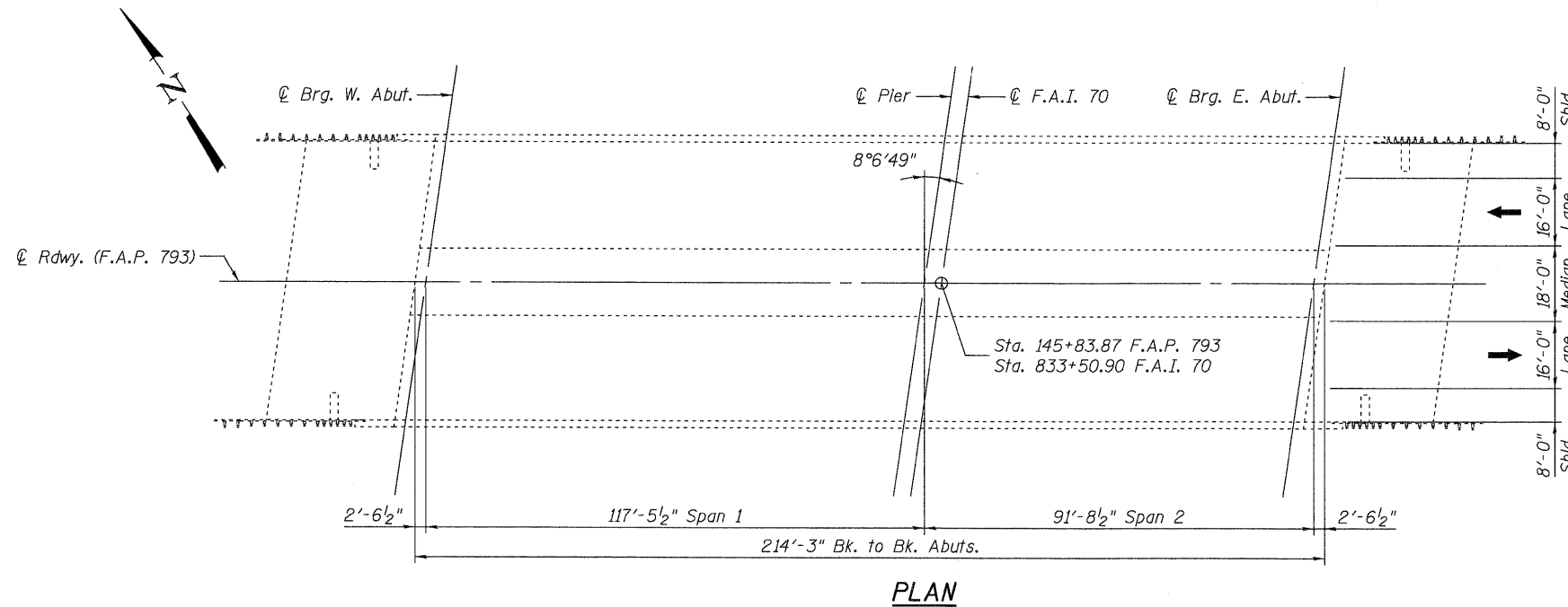
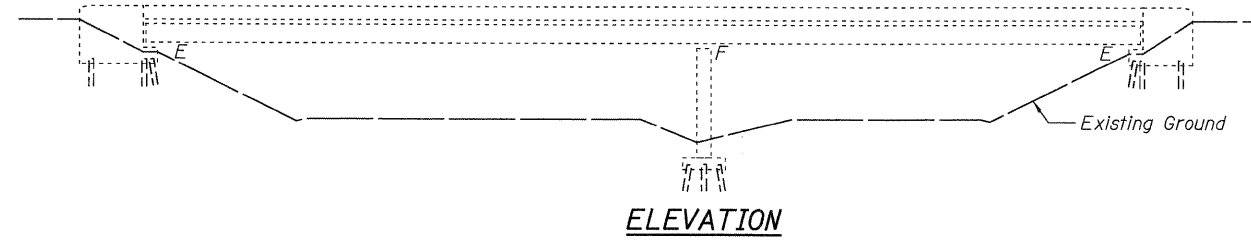
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CHECKED: DCD	CHECKED: DCD

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DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

Sheet No.	Description
1	Gen. Plan, Gen. Notes & Total Bill of Mat'l
2	Repair Details

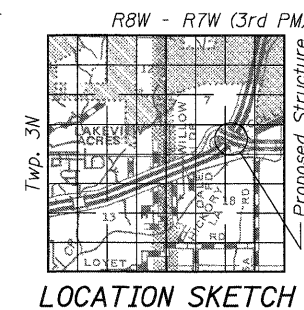


GENERAL NOTES

Concrete Sealer shall be applied to the surfaces of the approach pavements, bridge deck and parapets, including wings. See Special Provision for "BRIDGE DECK CONCRETE SEALER".

TOTAL BILL OF MATERIAL

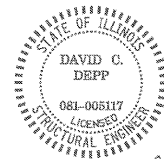
ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu Yd	--	3	3
Concrete Collar	Cu Yd	--	1.0	1.0
Concrete Sealer	Sq Ft	19616	--	19616
Bridge Washing No. 5	Each	1	--	1
Controlled Low-Strength Material	Cu Yd	--	4	4
Silicone Joint Sealer (Special)	Foot	--	46	46



GENERAL PLAN & ELEVATION  
F.A.P. ROUTE 793 (U.S. 40) OVER  
F.A.I. ROUTE 70  
STRUCTURE NO. 060-0267

SHEET 1 OF 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	103
STA. 833+50.90			CONTRACT NO. 76A73		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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CONSULTING ENGINEERS  
Springfield, Illinois

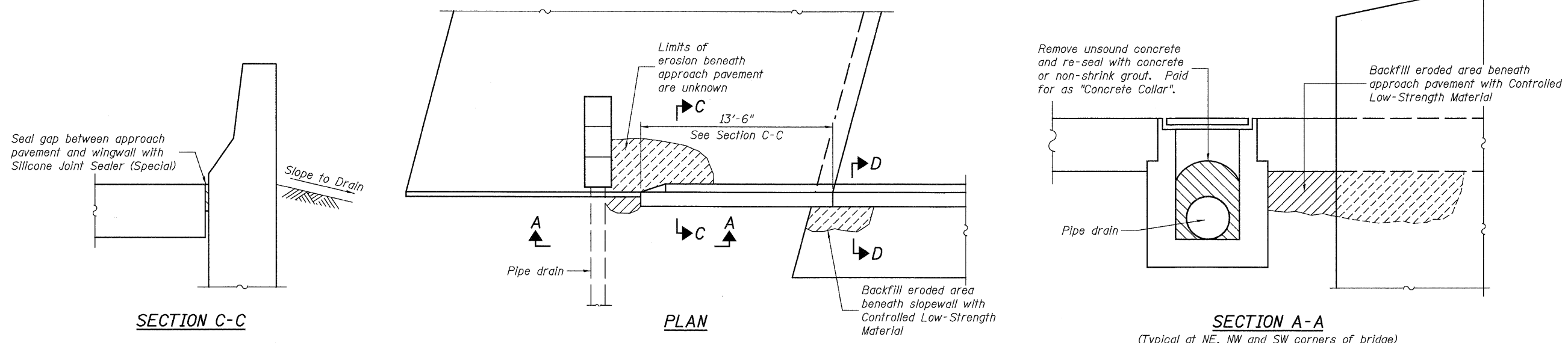


Signed: *David Depp*  
Date: *6-4-2009*  
Lic. Expires: 11-30-2010

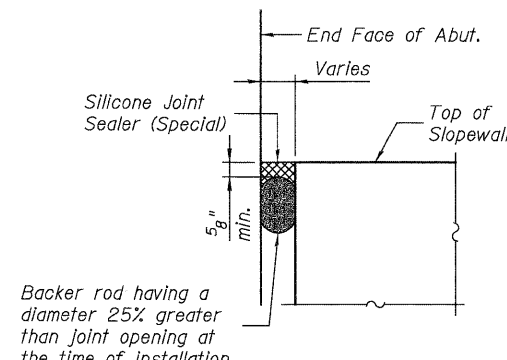
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DATE: 06/11/2009 11:22:57

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**EROSION REPAIR AT ABUTMENTS**



**SECTION D-D**  
(Typical at NW and SW corners of bridge)

Note:  
The gap between the slopewall and the end face of abutment shall be sealed. Materials and installation shall be generally according to the Special Provisions for Silicone Joint Sealer. Payment shall be at the contract unit price per foot for SILICONE JOINT SEALER (SPECIAL).

**SECTION A-A**  
(Typical at NE, NW and SW corners of bridge)

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ	DRAWN: PTR
CHECKED: DCD	CHECKED: DCD

**REPAIR DETAILS**  
F.A.P. ROUTE 793 (U.S. 40) OVER  
F.A.I. ROUTE 70  
STRUCTURE NO. 060-0267

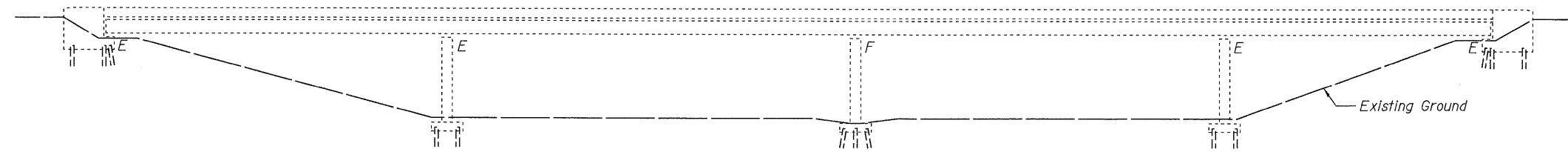
SHEET 2 OF 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	104
	STA. 833+50.90		CONTRACT NO. 76A73		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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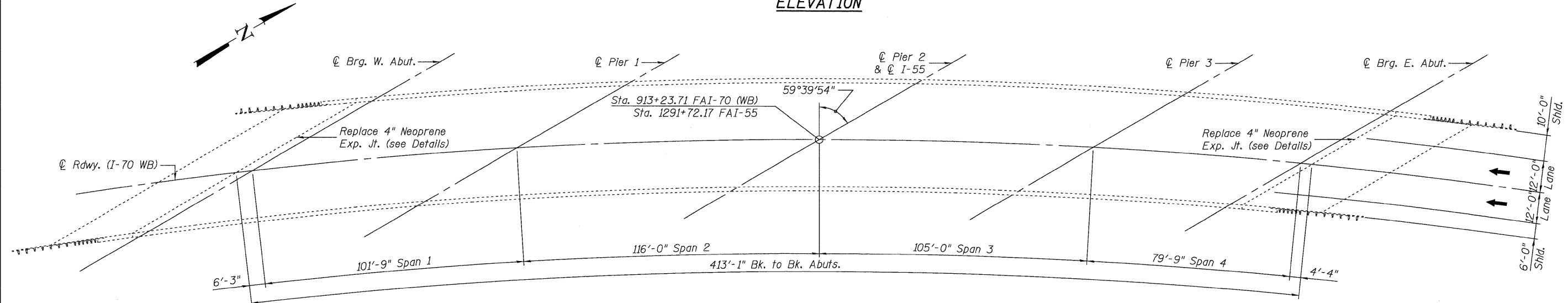
STATE OF ILLINOIS  
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INDEX OF SHEETS

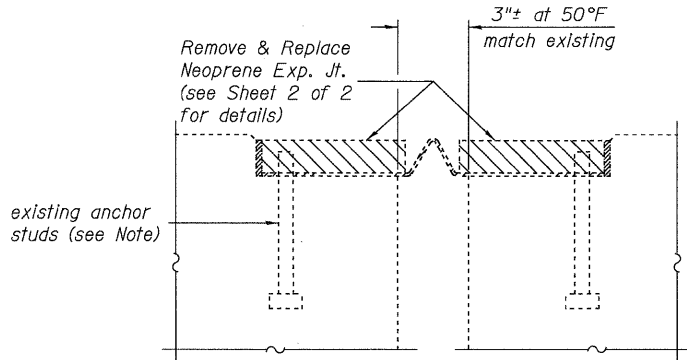
Sheet No.	Description
1	Gen. Plan, Gen. Notes & Total Bill of Mat'l
2	Expansion Joint Details



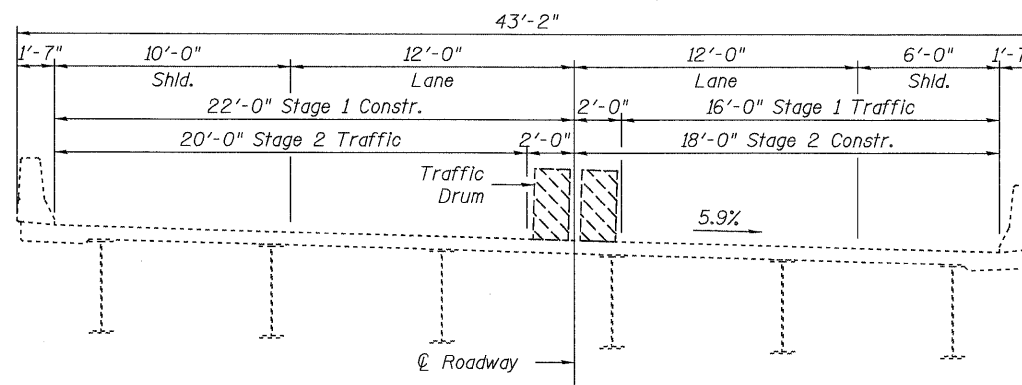
ELEVATION



PLAN



SECTION AT EXPANSION JOINT



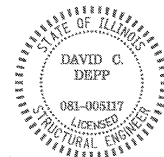
CROSS SECTION  
(Looking East)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Neoprene Expansion Joint 4"	Foot	178	--	178
Bridge Washing No. 6	Each	1	--	1

Note:  
The new expansion joint assembly shall accommodate the existing dimensions, to be measured by the Contractor. Existing anchor studs shall be cut off flush with the bottom of the concrete blockout and sealed with epoxy. Install new studs by epoxy grouting into drilled holes according to Section 584 of the Standard Specifications. New studs shall be embedded a minimum of 5" into concrete, and shall be spaced to provide a minimum clear distance of 2" from the existing studs.

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois



Signed: *David Depp*  
Date: *6-4-2009*  
Lic. Expires: 11-30-2010

DESIGNED: JDQ	DRAWN: PTR
CHECKED: DCD	CHECKED: DCD



LOCATION SKETCH

GENERAL PLAN & ELEVATION  
F.A.I. ROUTE 70 (WB) OVER  
F.A.I. ROUTE 55  
STRUCTURE NO. 060-0022

SHEET 1 OF 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(6,9,10)BR	MADISON	150	105
		STA. 913+23.71	CONTRACT NO. 76A73		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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DATE: 06/11/2009 17:26:47  
USER: SJS

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Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

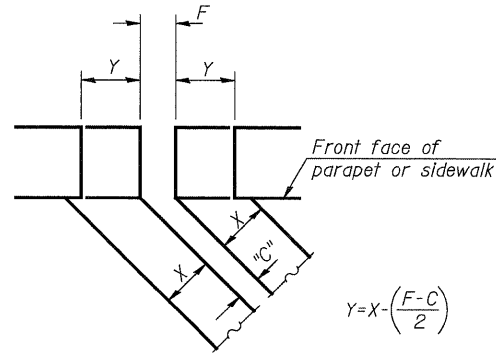
**INSTALLATION NOTES**

- Install continuous seal in roadway, parapet, curb, and sidewalk.
- Install anchor blocks as indicated.

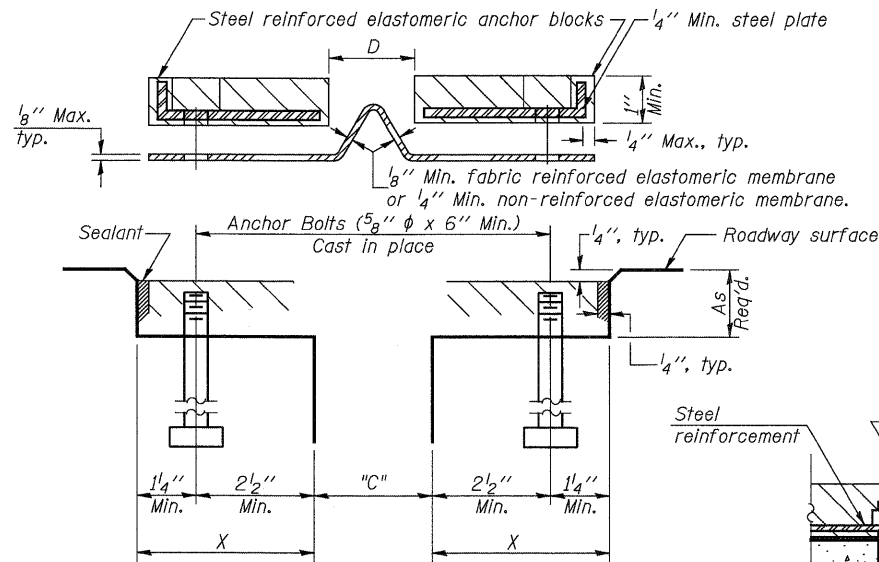
Note A:  
Maximum spacing of anchor bolts shall be 12" centers.

**SKEW LIMITATIONS**

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



**FORMING BLOCKOUT SKETCH**

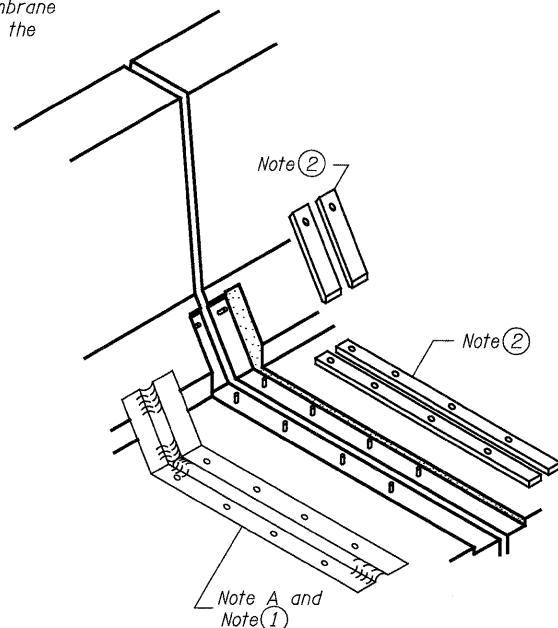


**CROSS SECTION**

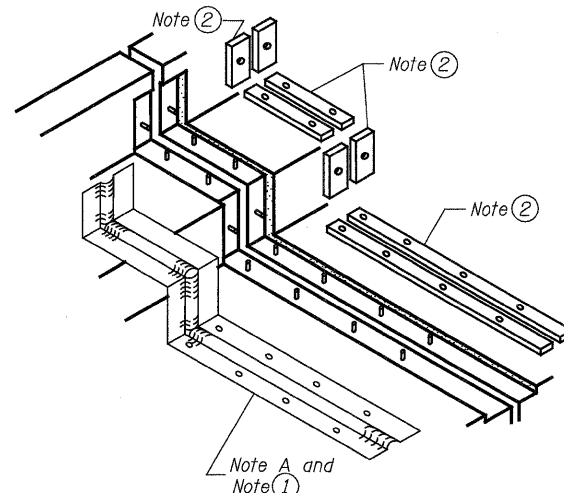
**ANCHOR BLOCK WITH ASPHALT SURFACE**

**GENERAL NOTES**

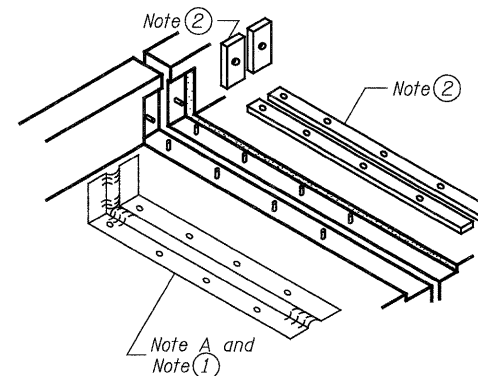
Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.  
The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.  
The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.  
Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.  
The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.



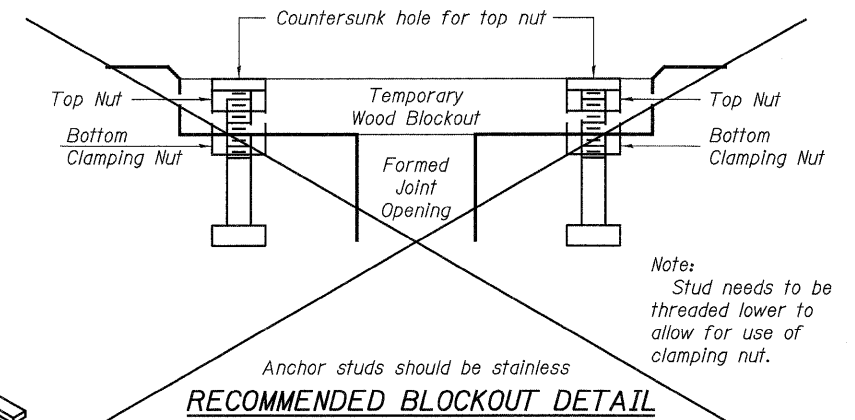
**AT PARAPET**



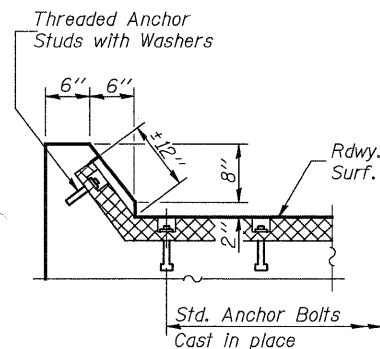
**AT SIDEWALK OR MEDIAN**



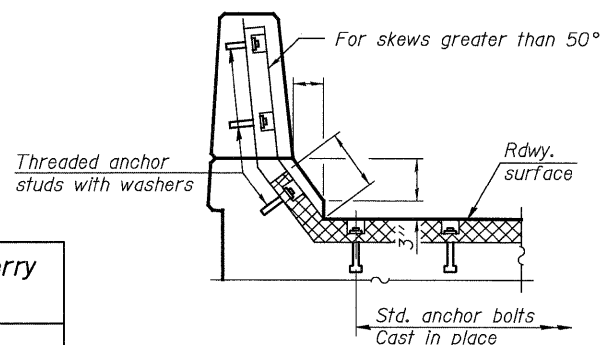
**AT WALL**



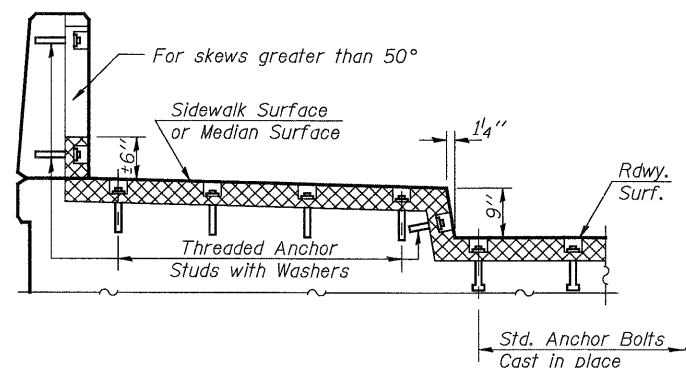
**RECOMMENDED BLOCKOUT DETAIL**



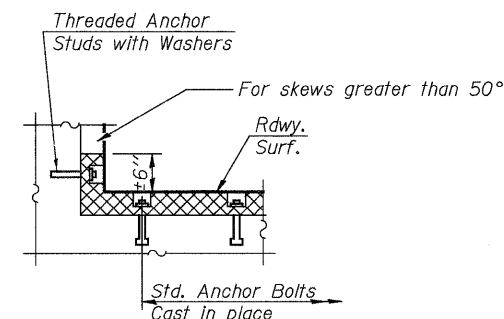
**AT CURB**



**AT PARAPET**



**AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS**



**AT WALL**

<b>JD Johnson, Depp &amp; Quisenberry</b> CONSULTING ENGINEERS Springfield, Illinois	
DESIGNED: JDQ	DRAWN: PTR
CHECKED: DCD	CHECKED: DCD

EJ-CS 10-22-04

**CONTINUOUS SEAL TYPE  
NEOPRENE EXPANSION JOINTS**  
F.A.I. ROUTE 70 (WB) OVER  
F.A.I. ROUTE 55  
STRUCTURE NO. 060-0022

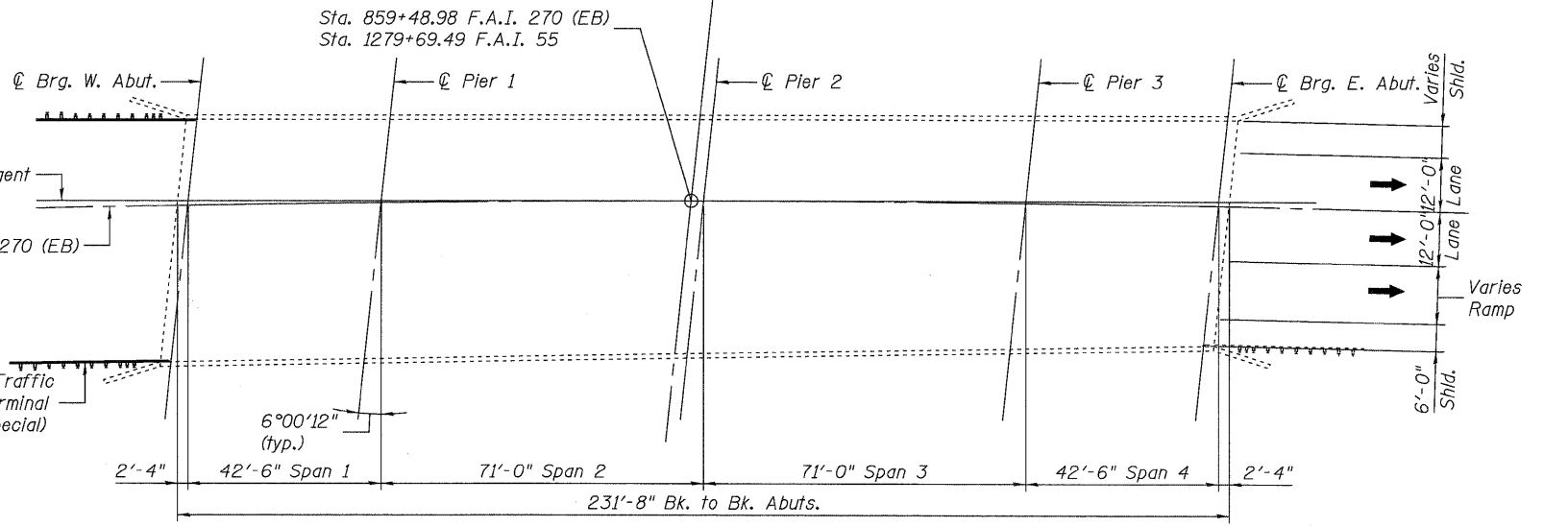
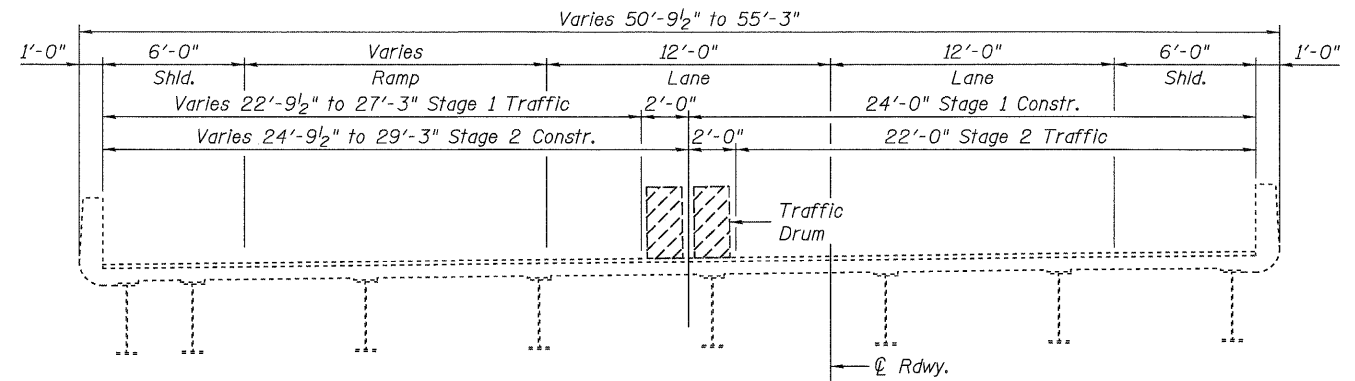
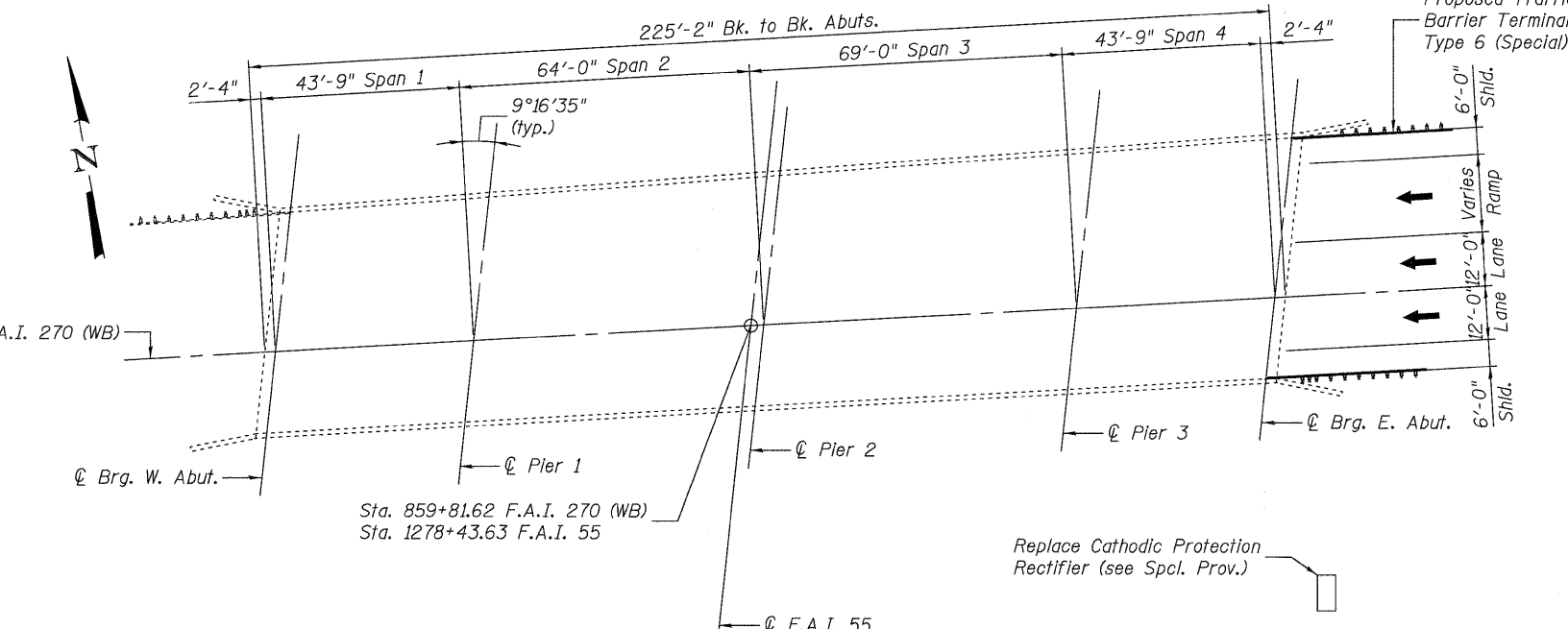
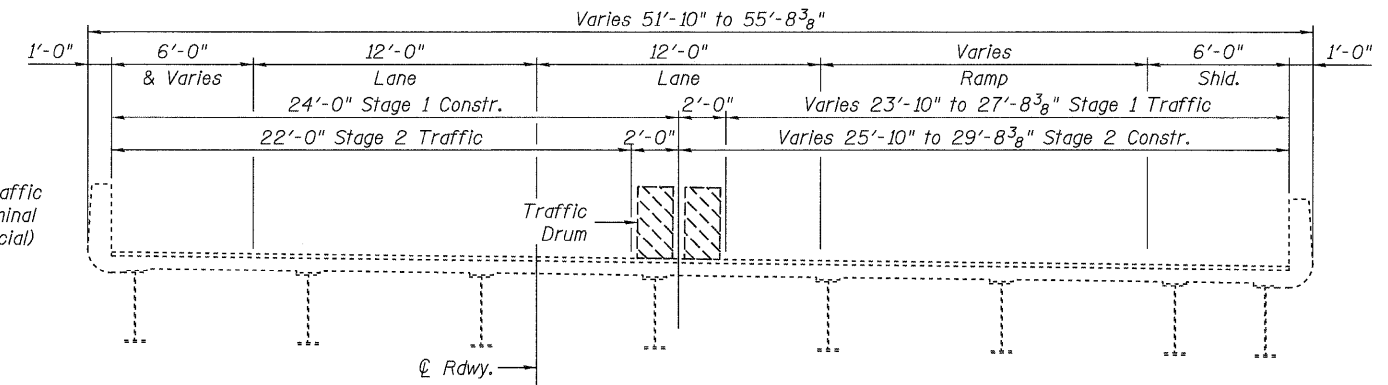
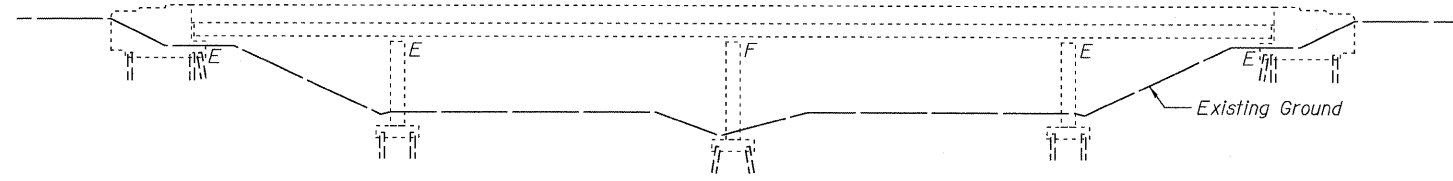
SHEET 2 OF 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	106
		STA. 913+23.71	CONTRACT NO. 76A73		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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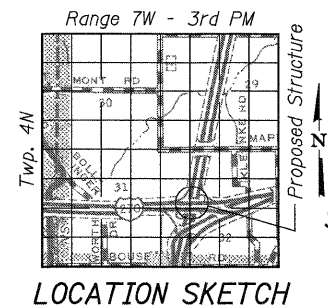
INDEX OF SHEETS

Sheet No.	Description
1	Gen. Plan, Gen. Notes & Total Bill of Mat'l
2	Superstructure Details



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Silicone Joint Sealer, 2 3/4"	Foot	--	212	212
Anchor Bolts, 1"	Each	--	32	32
Bridge Washing No. 7	Each	1	--	1
Bridge Washing No. 8	Each	1	--	1
Replace Cathodic Protection Rectifier	Each	1	--	1



GENERAL PLAN & ELEVATION  
F.A.I. ROUTE 270 OVER  
F.A.I. ROUTE 55  
STRUCTURE NO. 060-0057(EB) & 0058(WB)

SHEET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1 OF 2	70	60-(8,9,10)BR	MADISON	150	107
		STA. 1278+43.63 (I-55)	CONTRACT NO. 76A73		
		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

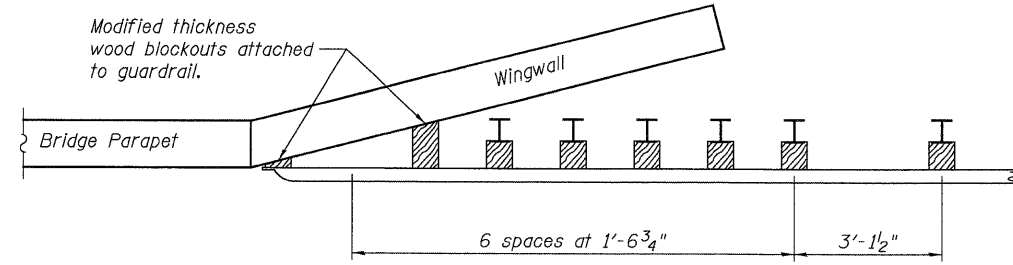


Signed: *David Depp*  
Date: *6-4-2009*  
Lic. Expires: 11-30-2010

DESIGNED: JDQ	DRAWN: PTR
CHECKED: DCD	CHECKED: DCD

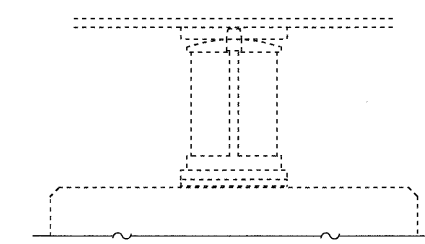
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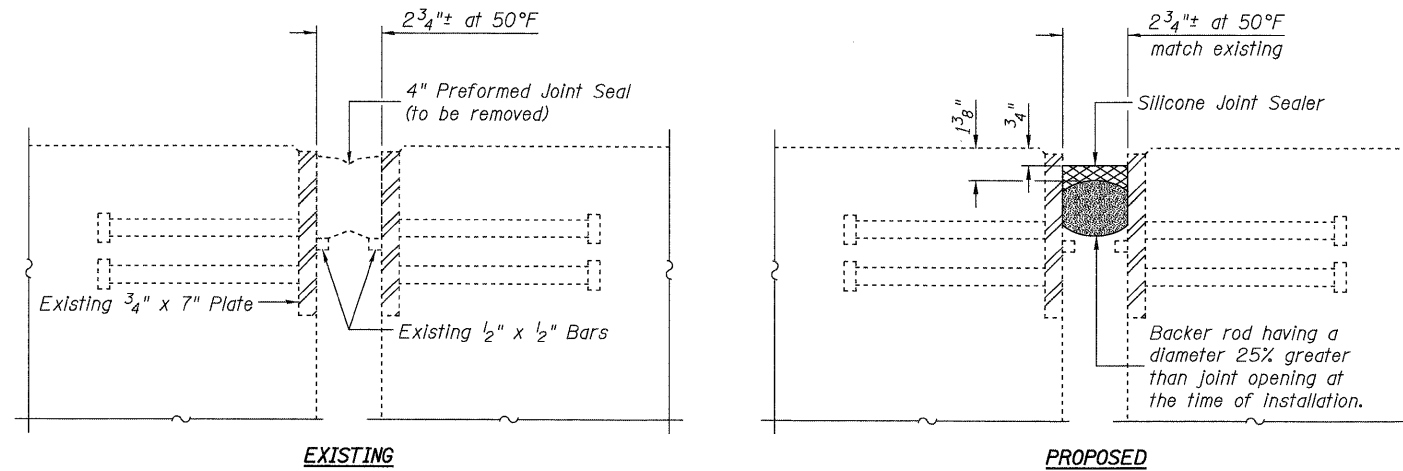


Note:  
To be constructed according to  
Std. 631031 except as noted above.

**TRAFFIC BARRIER TERMINAL  
TYPE 6 (SPECIAL)**

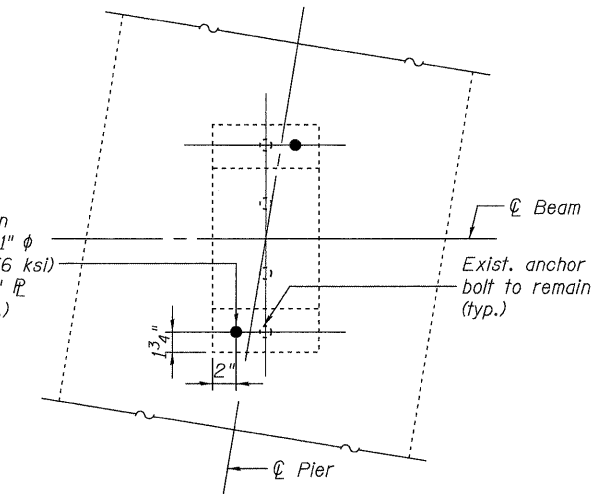


**ELEVATION**



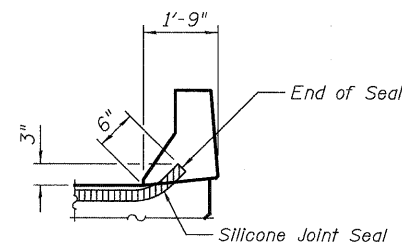
**SECTION THRU EXPANSION JOINT  
EAST & WEST ABUTMENT**

Field drill 1/4"  $\phi$  hole in  
bottom plate for new 1"  $\phi$   
Anchor Bolts (Grade 36 ksi)  
with 2 1/4" x 2 1/4" x 5/16" PL  
washer under nut (typ.)



**PLAN**

**FIXED BEARING RETROFIT - PIER 2**



**TYPICAL END OF SEAL TREATMENT  
AT EXPANSION JOINT**

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ	DRAWN: PTR
CHECKED: DCD	CHECKED: DCD

**SUPERSTRUCTURE DETAILS**  
F.A.I. ROUTE 270 OVER  
F.A.I. ROUTE 55  
STRUCTURE NO. 060-0057(EB) & 0058(WB)

SHEET 2 OF 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	108
	STA. 1278+43.63 (1-55)		CONTRACT NO. 76A73		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**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

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 Specifications.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. 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.

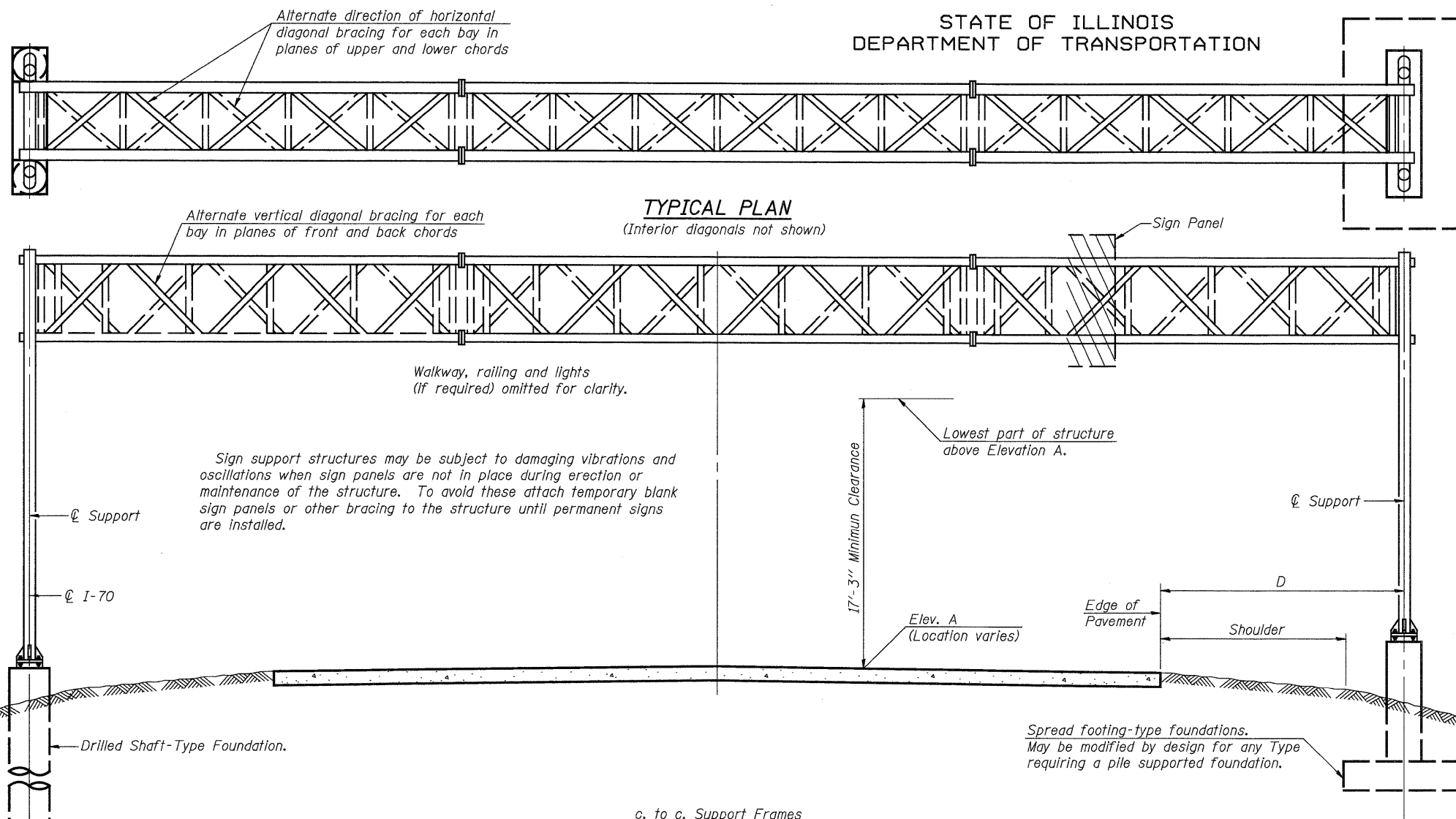
ANCHOR RODS: Shall conform to AASHTO M314 Gr. 36, 55 or 105 with a minimum Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F.

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.

FOUNDATIONS: The contract unit price for Concrete Foundations and Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

\* 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.

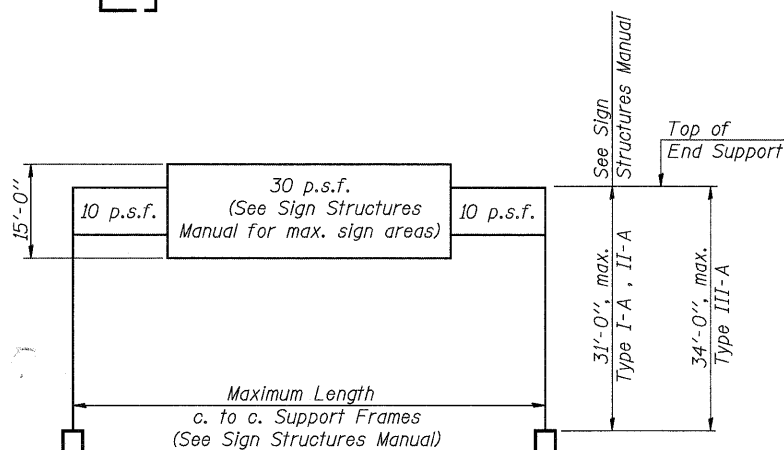


**TYPICAL ELEVATION**  
(Looking at Face of Signs)\*\*

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
8S0601055R016.4	803+00	II-A	60'-0"	585.62	Unknown	13'-6"	367 sf
8S0601055R017.8	1363+75	I-A	90'-0"	567.77	Unknown	12'-0"	447 sf

\*\*Looking upstation for structures with signs both sides.



**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.

**TOTAL BILL OF MATERIAL**

NUMBER	REVISION	DATE

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE SPAN TYPE I-A	Foot	90
OVERHEAD SIGN STRUCTURE SPAN TYPE II-A	Foot	60
OVERHEAD SIGN STRUCTURE SPAN TYPE III-A	Foot	
OVERHEAD SIGN STRUCTURE WALKWAY TYPE A	Foot	30
CONCRETE FOUNDATIONS	Cu. Yds.	
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	20.4

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

SHEET 1 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TO	60-(8,9,10)BR	MADISON	150	109
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 76A73	

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ      DRAWN: SJS/PTR  
CHECKED: DCD      CHECKED: DCD

OS-A-1      12-1-08

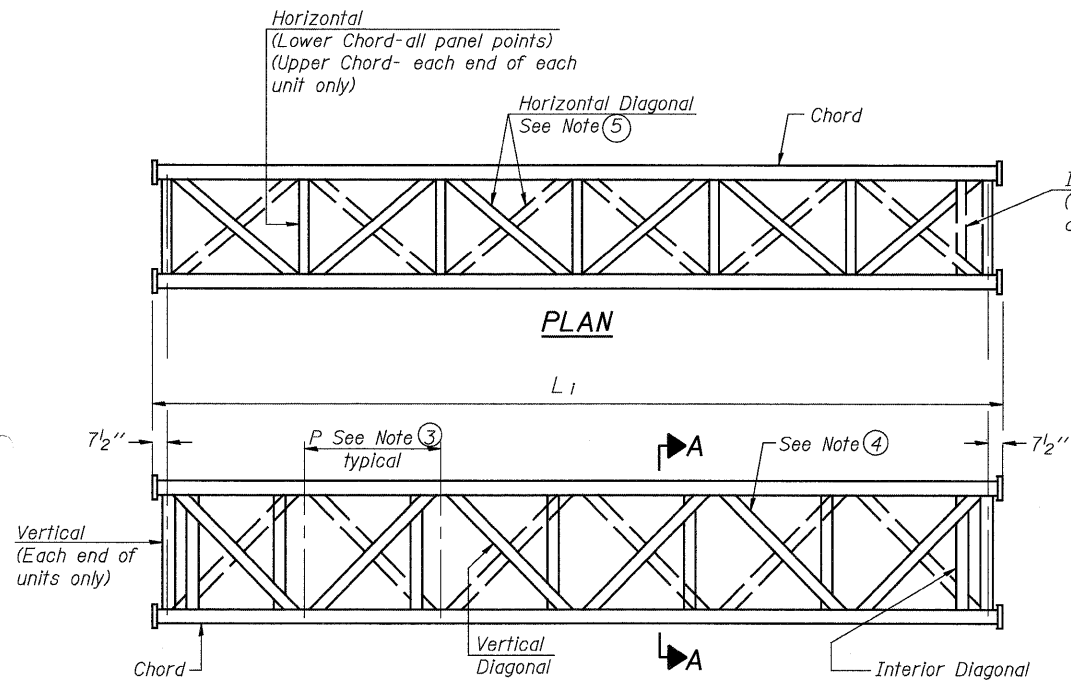
Rev.

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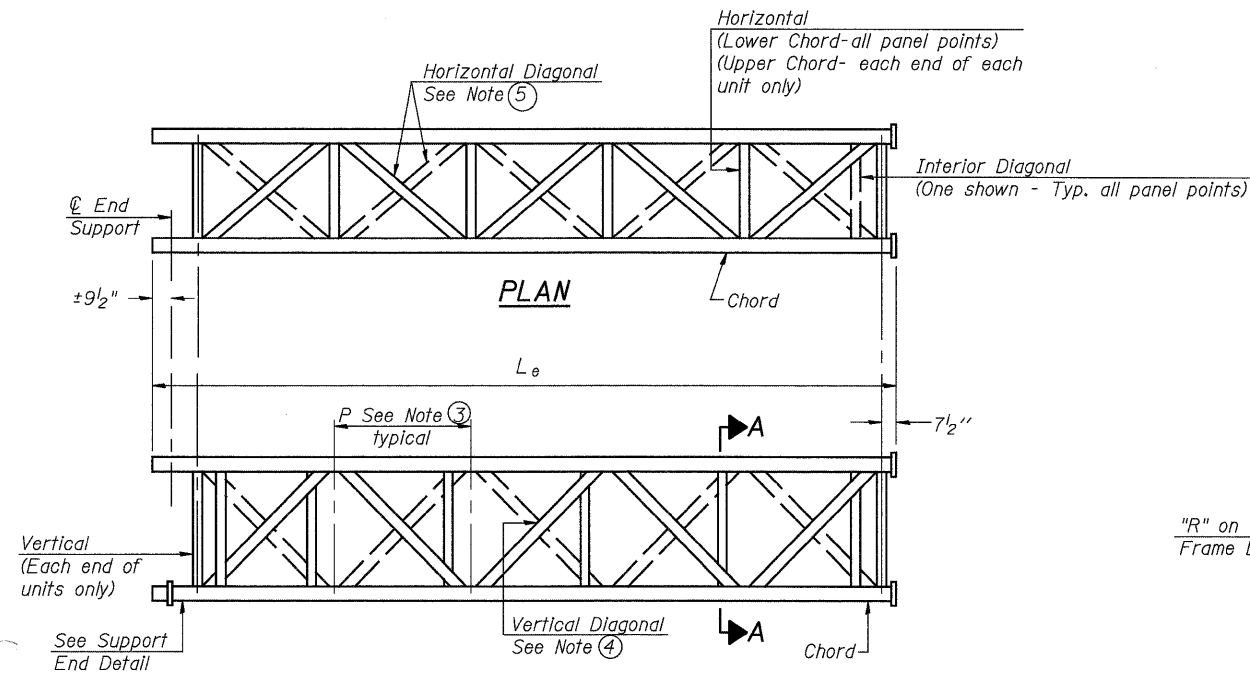
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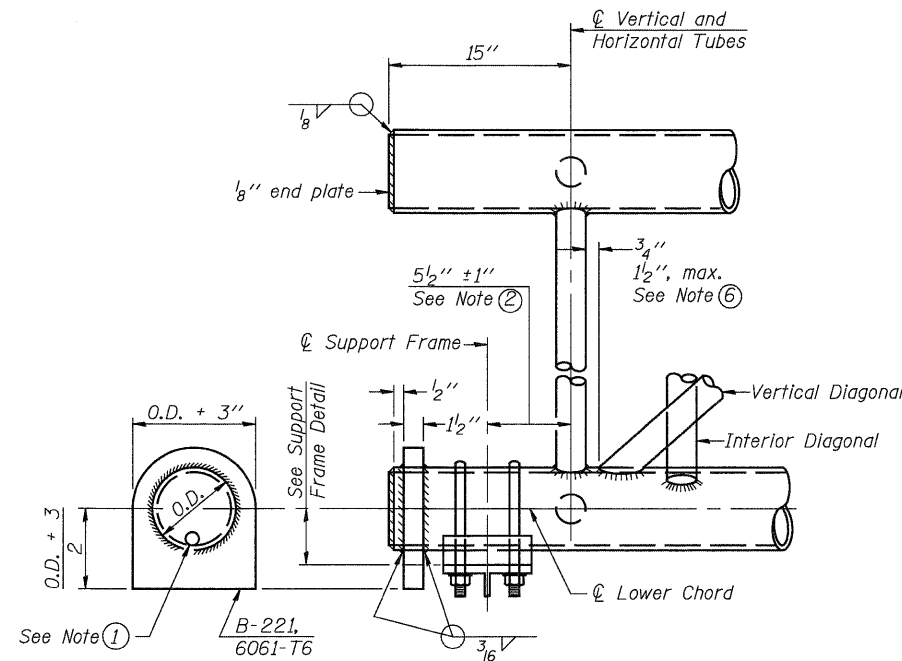
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



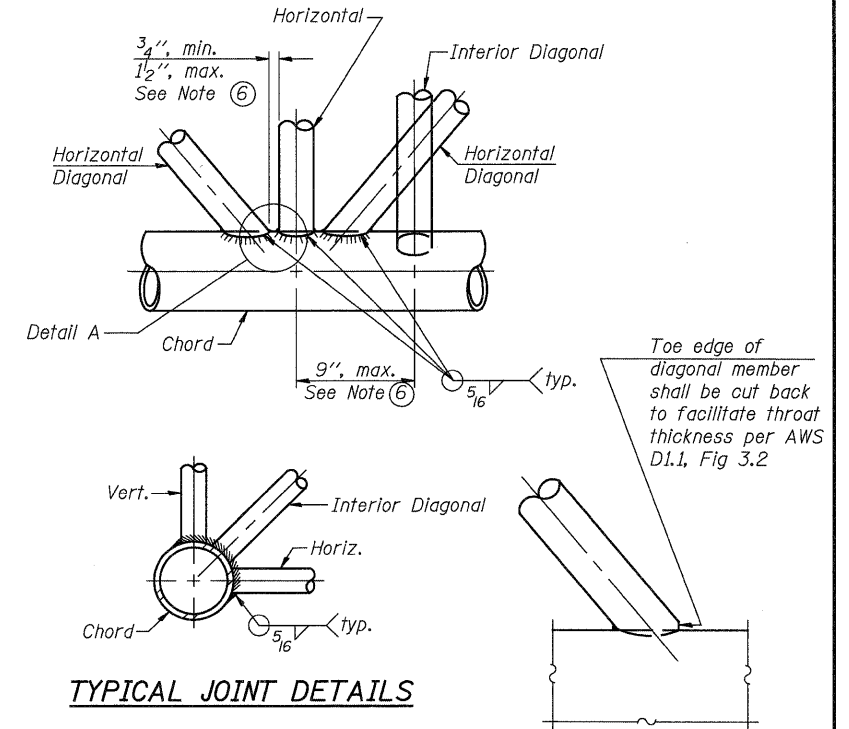
**ELEVATION  
TYPICAL INTERIOR UNIT**  
Even number of panels/interior unit required.



**ELEVATION  
TYPICAL EXTERIOR UNIT**  
Even or odd number of panels/exterior units allowed.

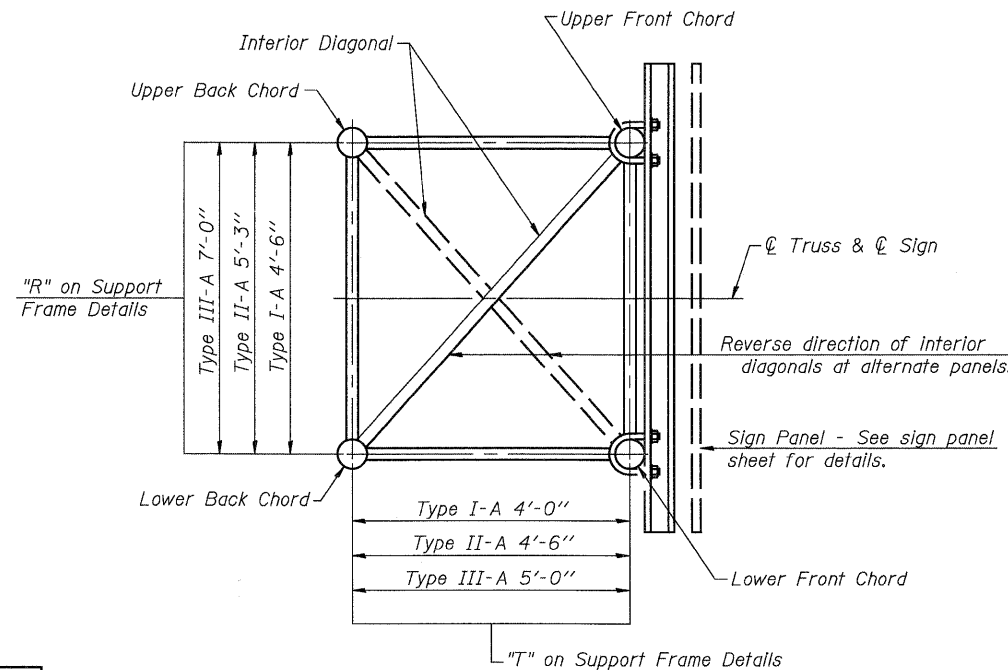


**SUPPORT END DETAIL FOR EXTERIOR UNIT**



**TYPICAL JOINT DETAILS**

**DETAIL A**



**SECTION A-A**

- ① Contractor may alternatively use standard aluminum drive-fit cap to close end. 1/2"  $\phi$  drain hole in end plate/drive-fit cap. (Typ. at ends of all chords)
- ② 5 1/2" end dimension may vary by  $\pm 1"$  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 3/4" minimum to 1/2" 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: JDQ	DRAWN: SJS/PTR
CHECKED: DCD	CHECKED: DCD

NUMBER	REVISION	DATE

OS-A-2

12-1-08

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

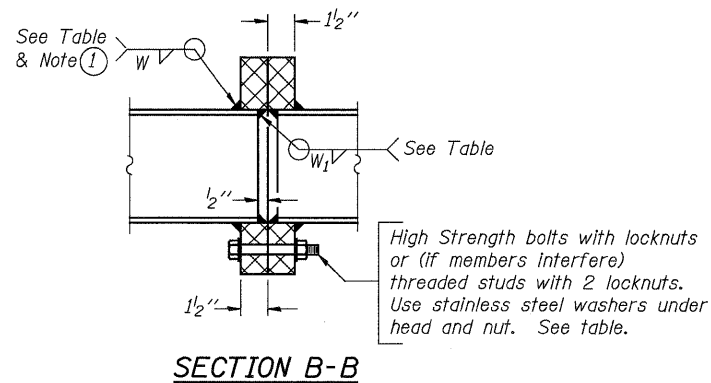
SHEET 2 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	110
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	CONTRACT NO. 76A73	

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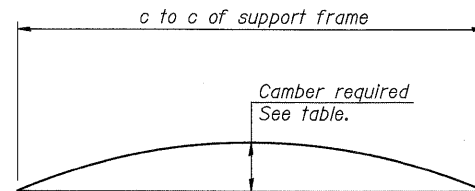
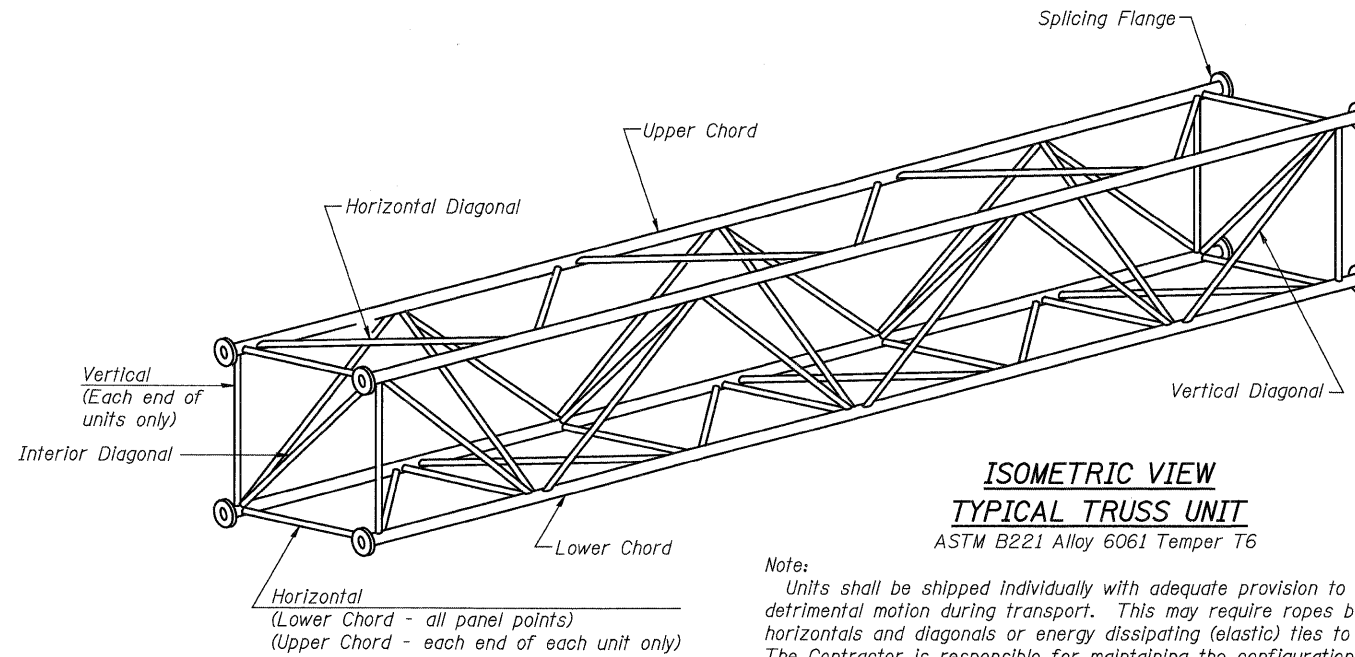
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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					
			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			
															No./Splice	Dia.	W	W <sub>1</sub>	A	B
BS0601055R016.4	803+00	II-A	6	30'-10 1/2"	4'-10"	0	-	-	-	5 1/2"	5/16"	3"	5/16"	1"	6	7/8"	3/8"	1/4"	9 1/4"	12 1/4"
BS0601055R017.8	1363+75	I-A	6	30'-9"	4'-9 3/4"	1	6	30'-1 1/2"	4'-9 3/4"	5"	5/16"	2 1/2"	5/16"	2 3/4"	6	7/8"	5/16"	1/4"	8 3/4"	11 3/4"

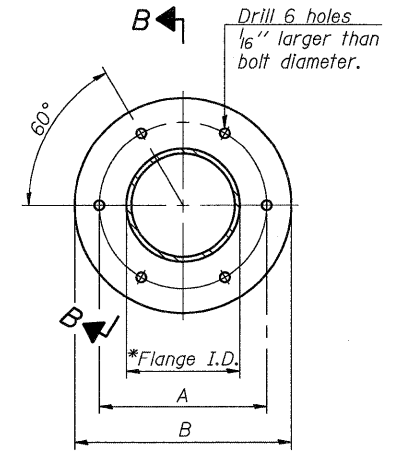
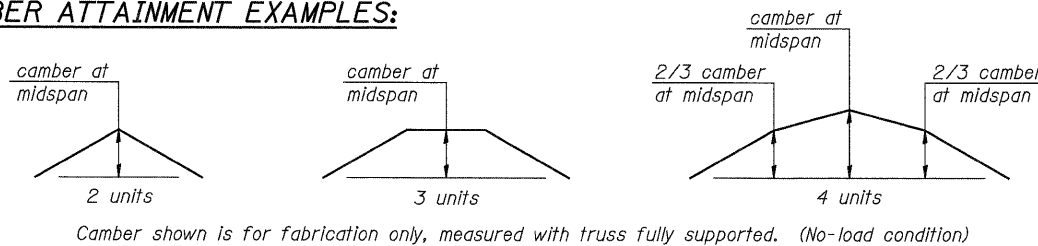


① Splicing Flanges shall be attached to each truss unit with the truss shop assembled to camber shown. Truss units shall be in proper alignment and flange surfaces shall be shop bolted into full contact before welding. Sufficient external welds or tacks shall be made to secure flanges until remaining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

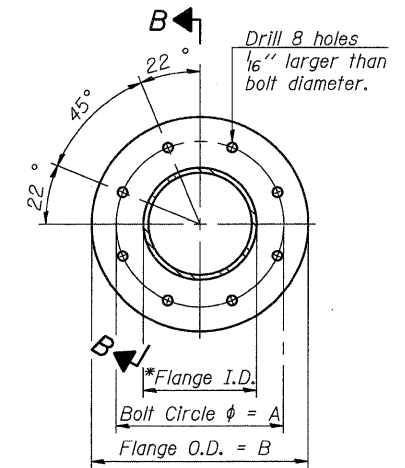


**CAMBER DIAGRAM**  
Camber curve shown is theoretical. Actual camber attained by slope changes at splices between units.

CAMBER ATTAINMENT EXAMPLES:



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

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ	DRAWN: SJS/PTR
CHECKED: DCD	CHECKED: DCD

OS4-A-2 12-1-08

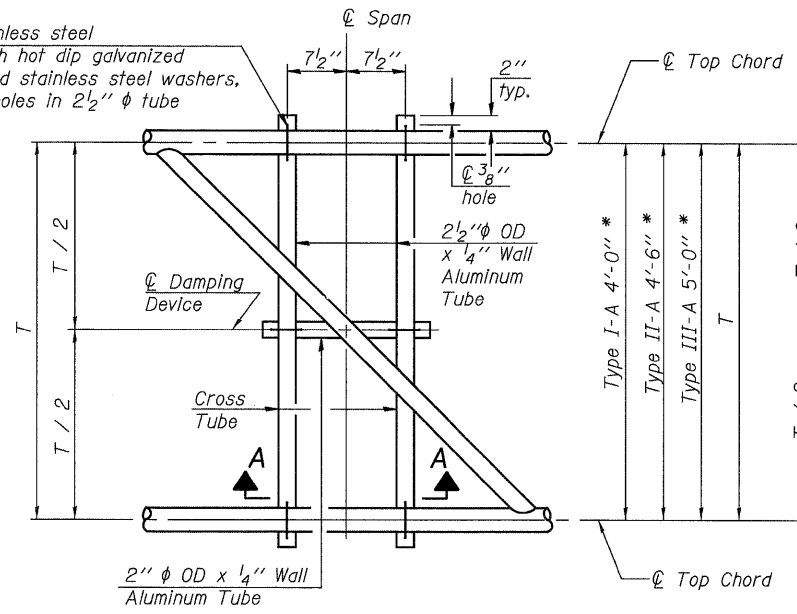
**OVERHEAD SIGN STRUCTURES  
ALUMINUM TRUSS DETAILS  
FOR TRUSS TYPES I-A, II-A AND III-A**

SHEET 3 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	CONTRACT NO. 76A73	

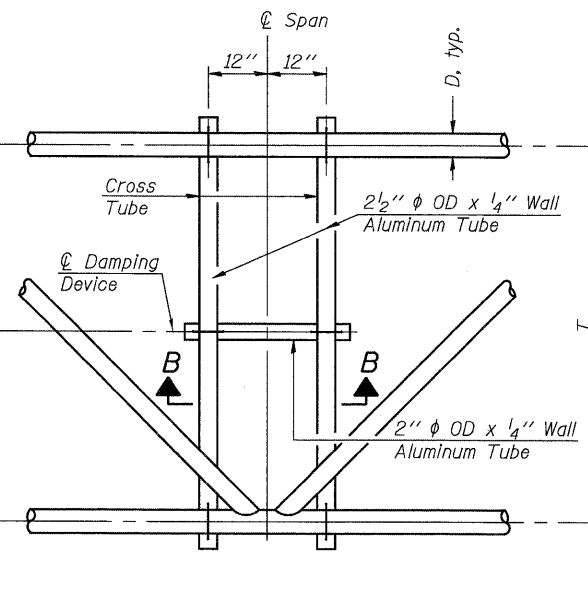
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

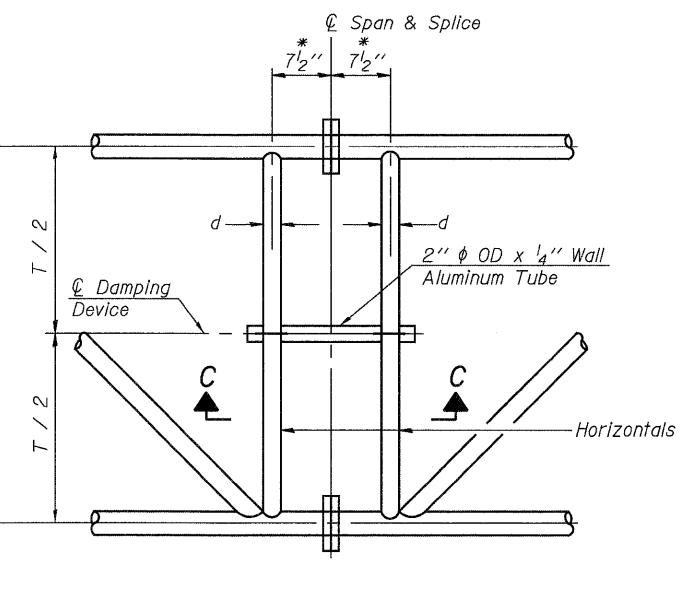
5/16" φ stainless steel U-bolt with hot dip galvanized locknuts and stainless steel washers, typ. 3/8" φ holes in 2 1/2" φ tube



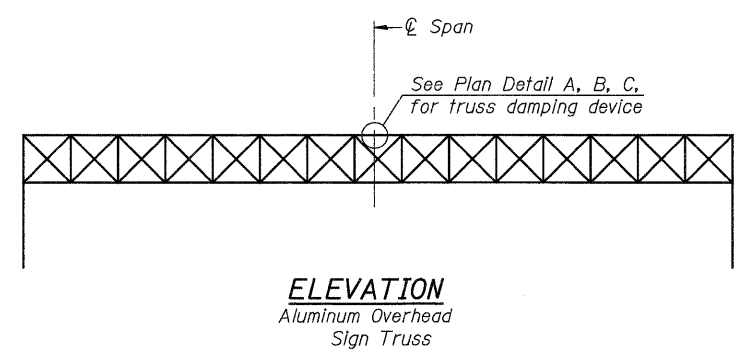
**PLAN DETAIL "A"**  
Span between Panel Points



**PLAN DETAIL "B"**  
Span at Panel Point

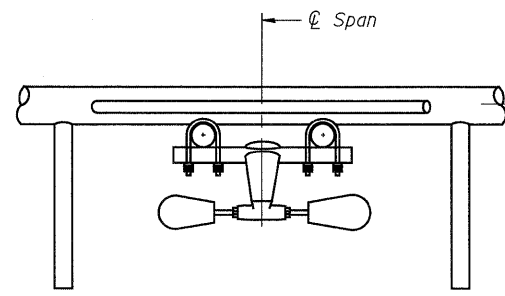


**PLAN DETAIL "C"**  
Span at Chord Splice

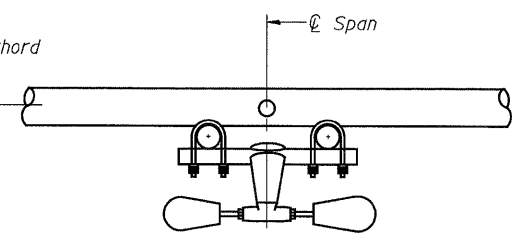


**ELEVATION**  
Aluminum Overhead Sign Truss

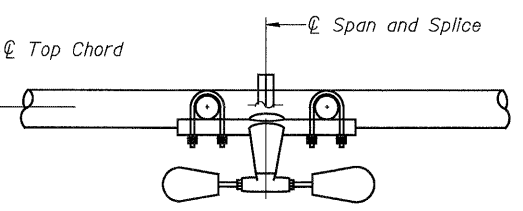
**NOTES**  
Damper: One damper per truss. (31 lbs. minimum Stockbridge-Type Aluminum - 29" minimum between ends of weights) Cost included in Overhead Sign Structure...  
Materials: Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6. Cost included in Overhead Sign Structure...



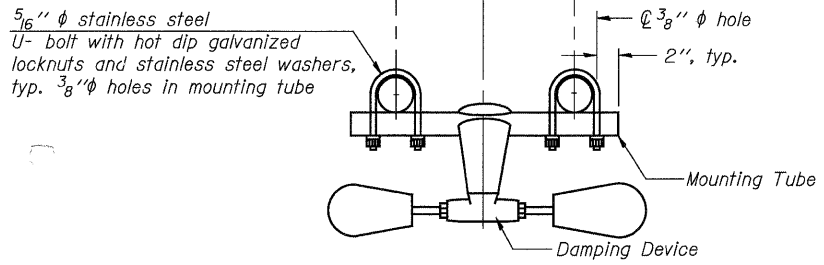
**SECTION A-A**



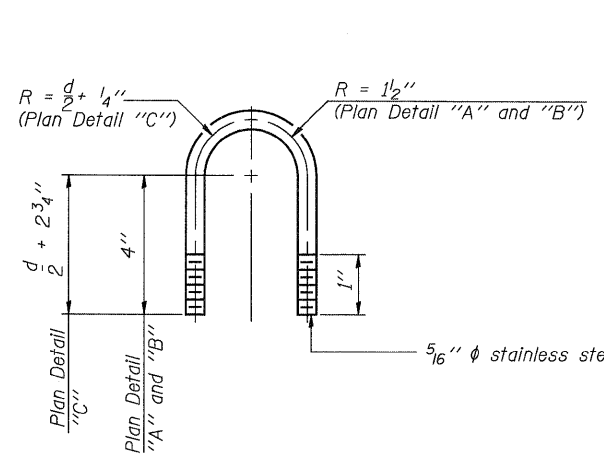
**SECTION B-B**



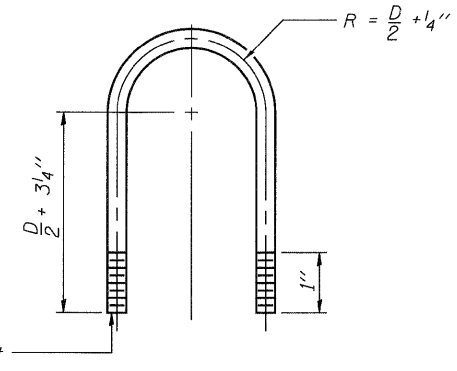
**SECTION C-C**



**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")

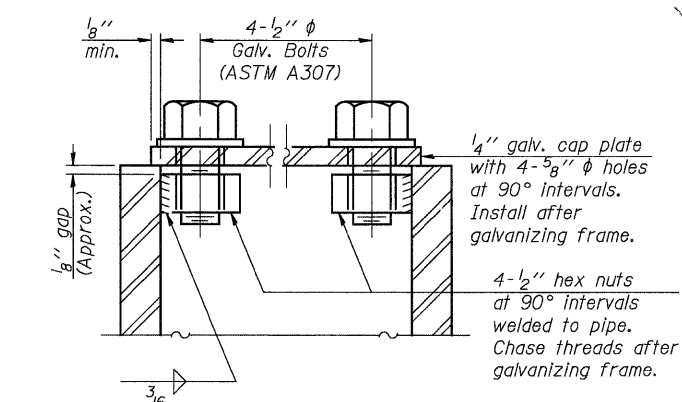
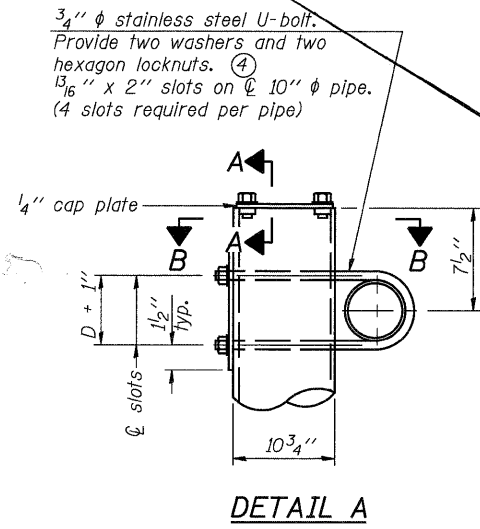
<b>JD</b> Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	
DESIGNED: JDQ	DRAWN: SJS/PTR
CHECKED: DCD	CHECKED: DCD

OS-A-D 12-1-08

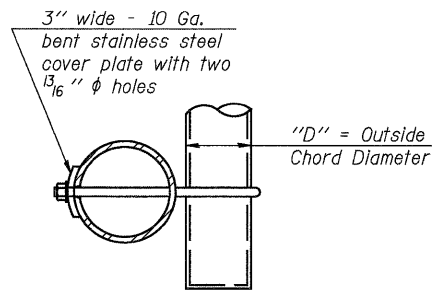
<b>OVERHEAD SIGN STRUCTURE DAMPING DEVICE</b>					
SHEET 4 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	112
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	CONTRACT NO. 76A73	

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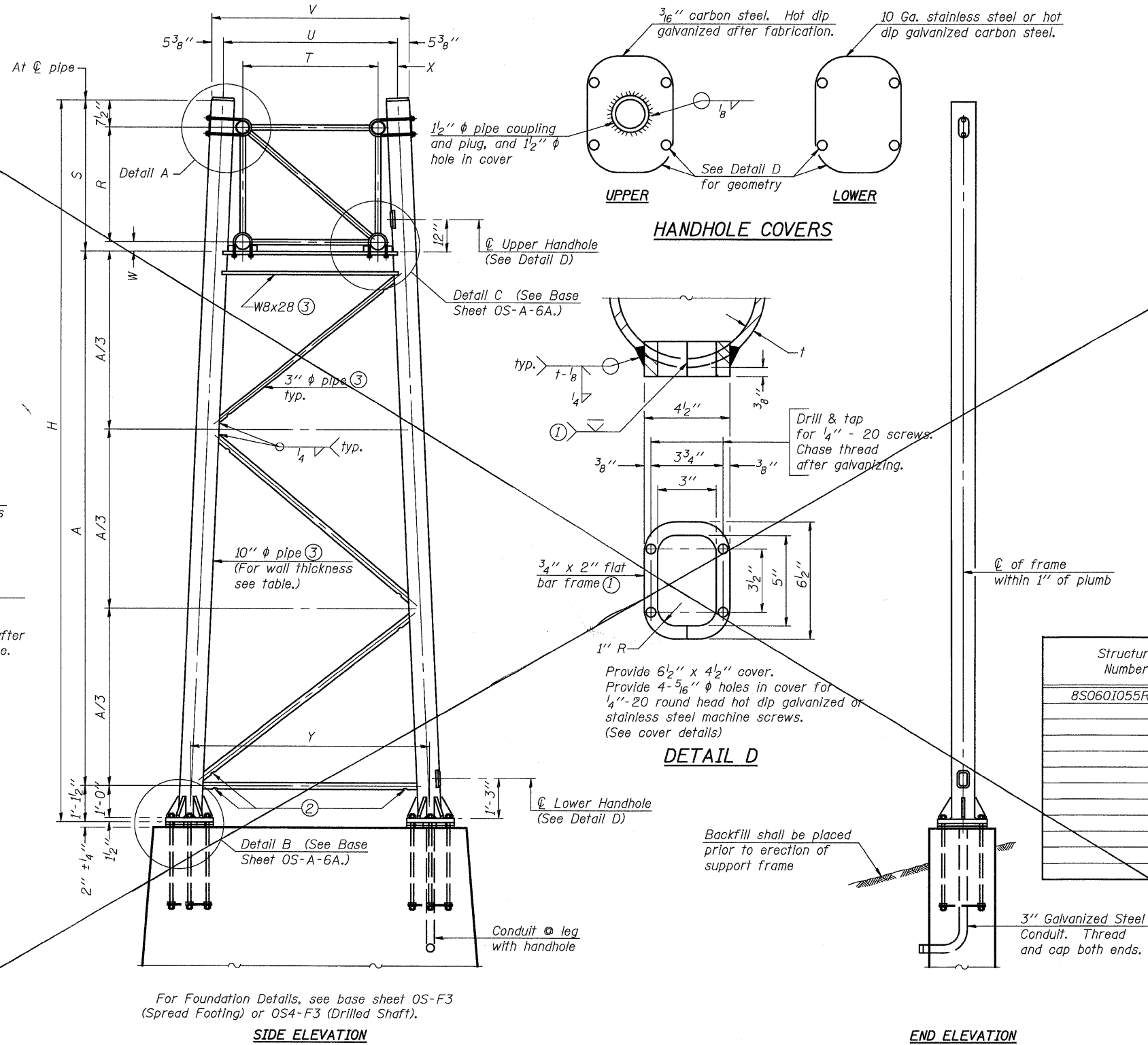
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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



**SECTION B-B**

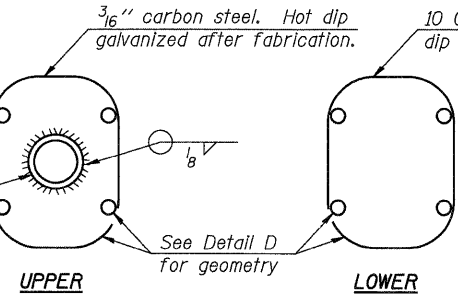


For Foundation Details, see base sheet OS-F3 (Spread Footing) or OS4-F3 (Drilled Shaft).

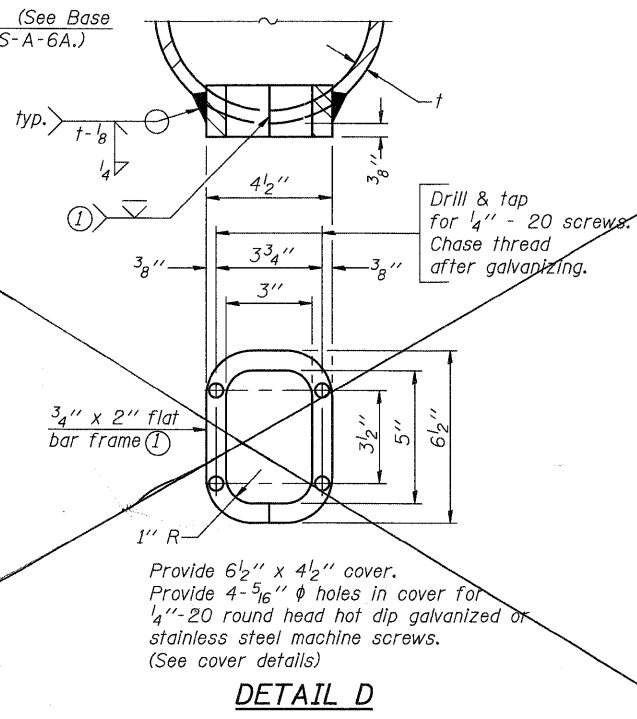
**SIDE ELEVATION**

**10"  $\phi$  PIPE TRUSS SUPPORT FRAME**

Truss Type	Dimensions							
	R	S	T	U	V	W	X	Y
I-A	4'-6"	5'-5 1/2"	4'-0"	5'-6"	6'-4 3/4"	4"	9"	8'-3"
II-A ⑤	5'-3"	6'-3 1/4"	4'-6"	6'-1"	6'-11 3/4"	4 3/4"	9 1/2"	8'-3"



**HANDHOLE COVERS**



**DETAIL D**

③ of frame within 1" of plumb

**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 (falling 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.

Structure Number	Station	Support		Truss Type	Pipe Wall Thickness	H ⑥	A
		Left	Right				
BS0601055R017.8	1363+75	Left	Right	I-A	0.279"	28'-1"	21'-6"

NUMBER	REVISION	DATE

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ      DRAWN: SJS/PTR  
CHECKED: DCD      CHECKED: DCD

OS-A-6      12-1-08

**OVERHEAD SIGN STRUCTURES**  
**SUPPORT FRAME FOR ALUMINUM TRUSS**

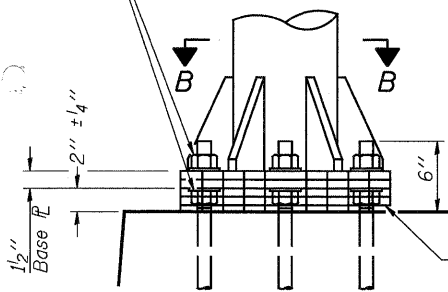
SHEET 5 OF 11

F.A.I. RTE. TO	SECTION 60-18,9,10BR	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 113
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 76A73	

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DEPARTMENT OF TRANSPORTATION

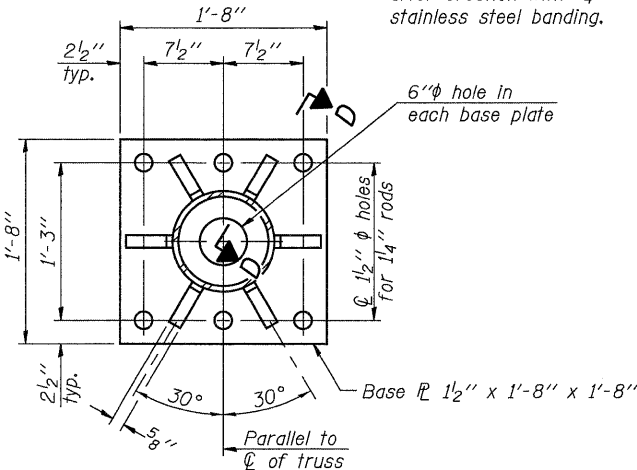
Hexagon locknut and washer (top), leveling nut and washer (bottom). Galvanize per AASHTO M232. Nuts shall each be tightened against base plate with 200 lb.-ft. minimum torque.



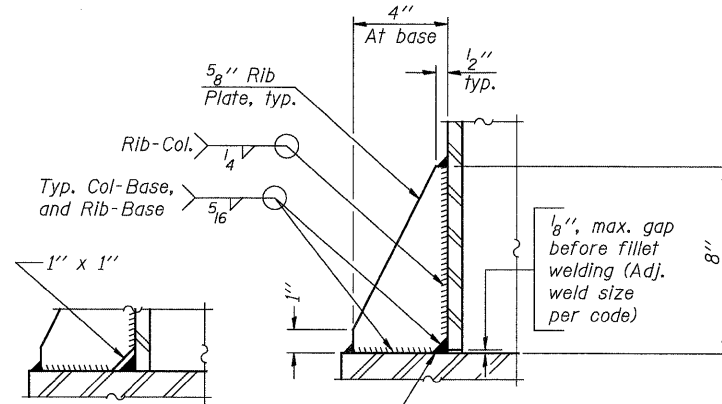
**DETAIL B**

Ribs shall be cut to fit slope of pipe.

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.



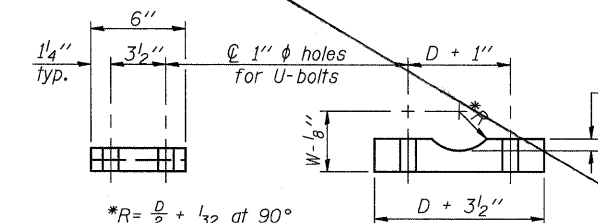
**SECTION B-B**



**SECTION D-D**

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

No snip req'd. at rib inside corner if placed before col. to base plate welding.

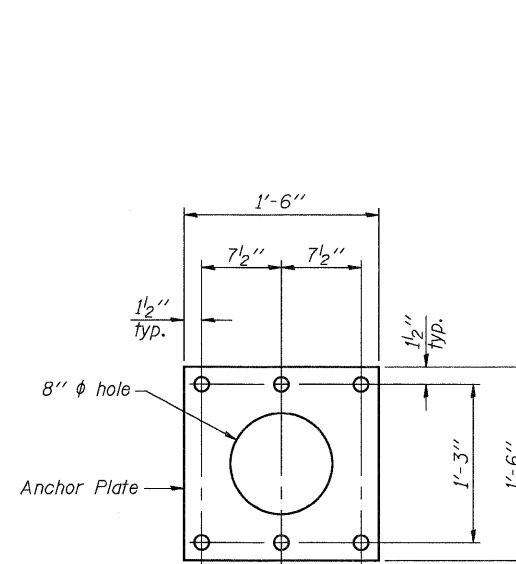


**SADDLE SHIM DETAIL**

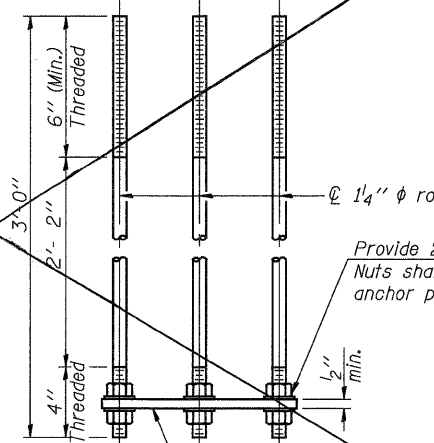
ASTM B26 Alloy 356-F  
or  
ASTM B209 Alloy 6061-T651  
(4 required per sign truss)

Truss Chord Nominal Dia.	a
5"	3/4"
5 1/2"	15/16"
6"	7/8"
6 1/2"	15/16"
7"	1"

\*R =  $\frac{D}{2} + \frac{1}{32}$  at 90°  
D = Outside Diameter of Chord.  
For W, see Base Sheet OS-A-6.



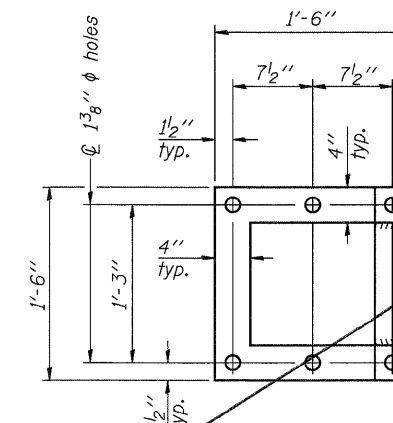
**Anchor Plate**



**ANCHOR ROD DETAIL**  
Spread Footing Foundation

Provide 2 uncoated nuts per rod. Nuts shall be "snug tight" against anchor plate.

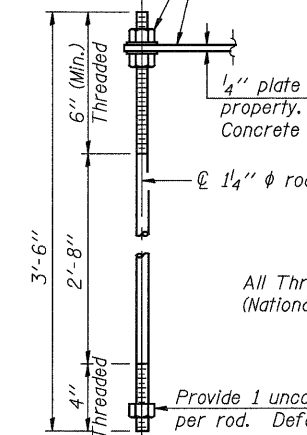
All Thread = NC (National Coarse)



**POSITIONING PLATE(S)**

At each location, provide 1/4" thick positioning plate(s) and six (6) additional nuts to be used with leveling nuts to maintain anchor bolts position during concrete placement.

1/4" plate and extra nuts become Contractor's property. Cost Included in Drilled Shaft Concrete Foundations.



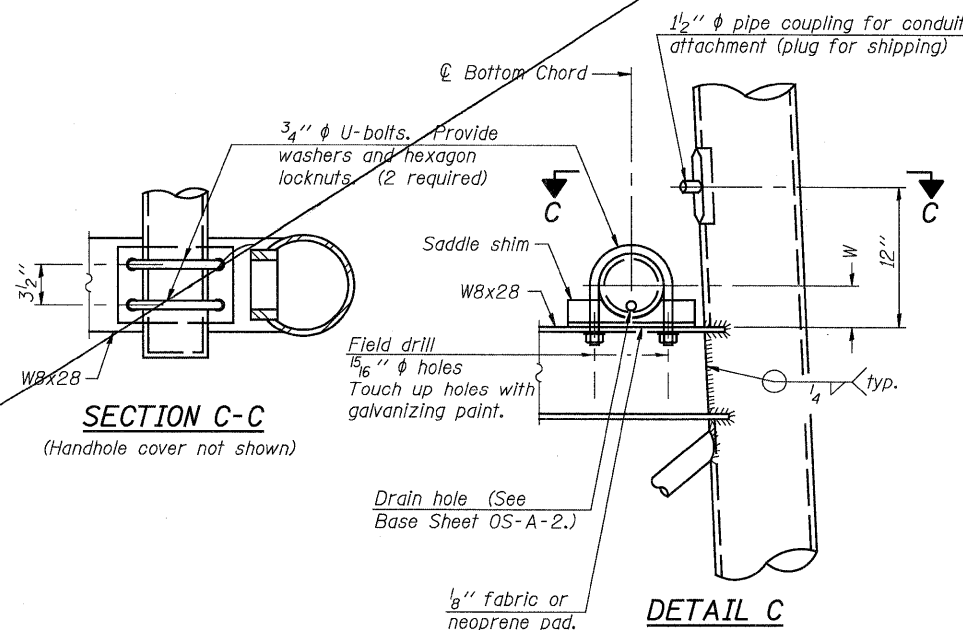
**ANCHOR ROD DETAIL**  
Drilled Shaft Foundation

All Thread = NC (National Coarse)

Provide 1 uncoated nut per rod. Deform thread or use chemical thread lock to secure.

Anchor rods shall conform to AASHTO M314 Grade 36 or 50 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.

**10" Ø PIPE SUPPORT FRAME DETAILS**



**SECTION C-C**

(Handhole cover not shown)

**DETAIL C**

Field drill 15/16" Ø holes Touch up holes with galvanizing paint.

Drain hole (See Base Sheet OS-A-2.)

1/8" fabric or neoprene pad.

NUMBER	REVISION	DATE

<b>JD Johnson, Depp &amp; Quisenberry</b> CONSULTING ENGINEERS Springfield, Illinois	
DESIGNED: JDQ	DRAWN: SJS/PTR
CHECKED: DCD	CHECKED: DCD

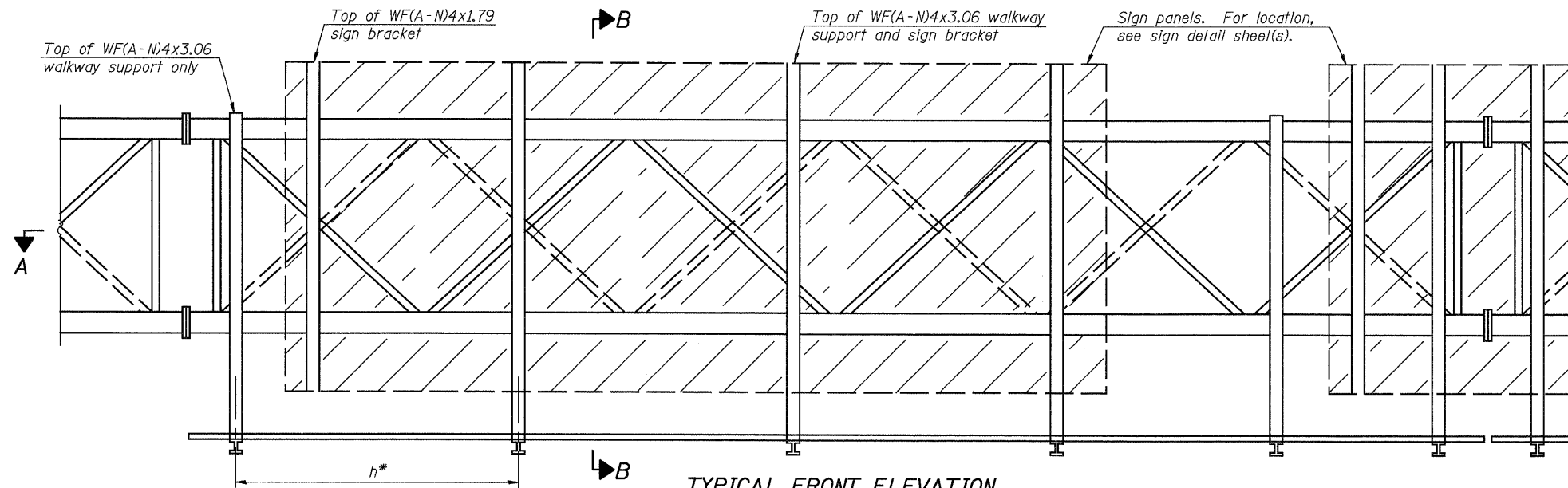
OS-A-6A 12-1-08

OVERHEAD SIGN STRUCTURES  
SUPPORT FRAME DETAILS ALUMINUM TRUSS

SHEET 6 OF 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70	60-(8,9,10)BR	MADISON	150	114
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				CONTRACT NO. 76A73	

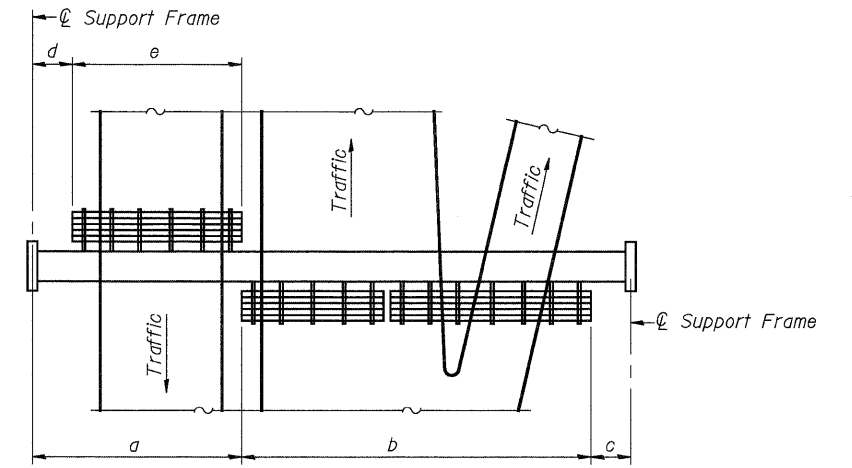


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**TYPICAL FRONT ELEVATION**

With lights and handrail omitted for clarity.  
For Section B-B, see Base Sheet OS-A-10.



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

**BRACKET TABLE**

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 WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to  $\phi$  of nearest bracket)

g = 12" maximum, 4" minimum (End of walkway grating to  $\phi$  of nearest support bracket)

h = 6'-0" maximum ( $\phi$  to  $\phi$  sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

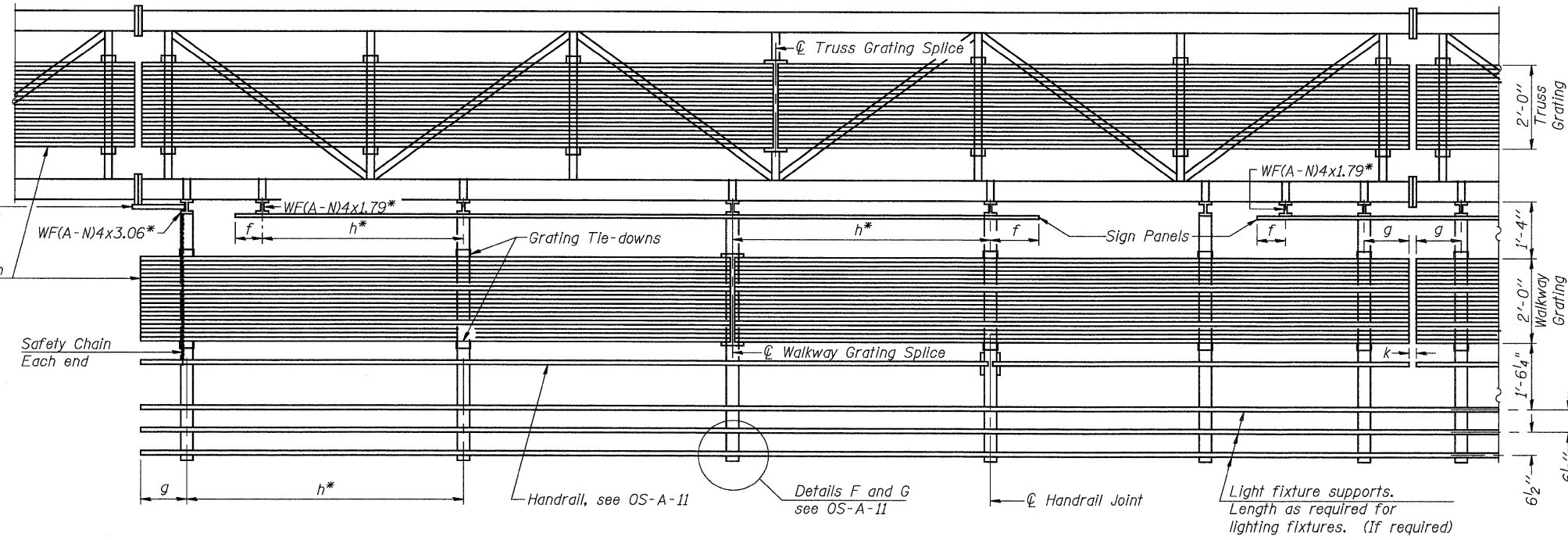
k = 2" maximum gap between adjacent walkway grating sections and handrail ends

\*\* If walkway bracket at safety chain location is behind sign, add angle to bracket, see Alternate Safety Chain Attachment on Base Sheet OS-A-11.

For Details T and W, Section B-B and Grating Splice Details see Base Sheet OS-A-10.

For Handrail Details see Base Sheet OS-A-11.

\*\* Alternate angle for safety chain attachment  
Standard Aluminum Grating, see Details T and W  
Safety Chain Each end



**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. Handrail joints, grating, and light support splices placed as needed.

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

Walkway and Truss Grating width dimensions are nominal and may vary  $\pm 1/2"$  based on available standard widths.

NUMBER	REVISION	DATE

Structure Number	Station	a	b	c	d	e	Walkway Grating and Handrail Lengths
8S0601055R016.4	803+00	18'-0"	30'-0"	12'-0"	-	-	30'-0"
8S0601055R017.8	1363+75	18'-0"	52'-0"	20'-0"	-	-	52'-0"

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ      DRAWN: SJS/PTR  
CHECKED: DCD      CHECKED: DCD

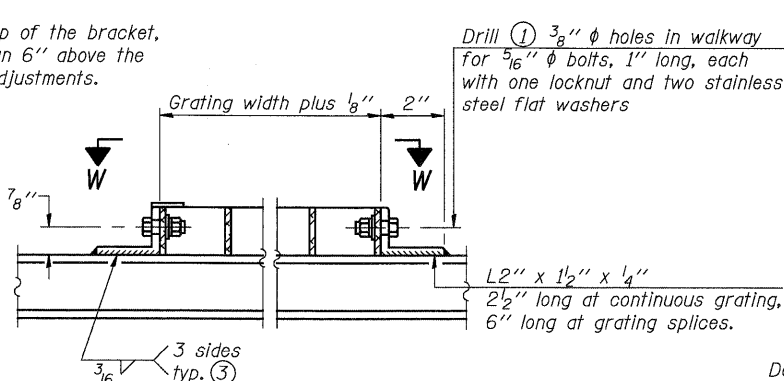
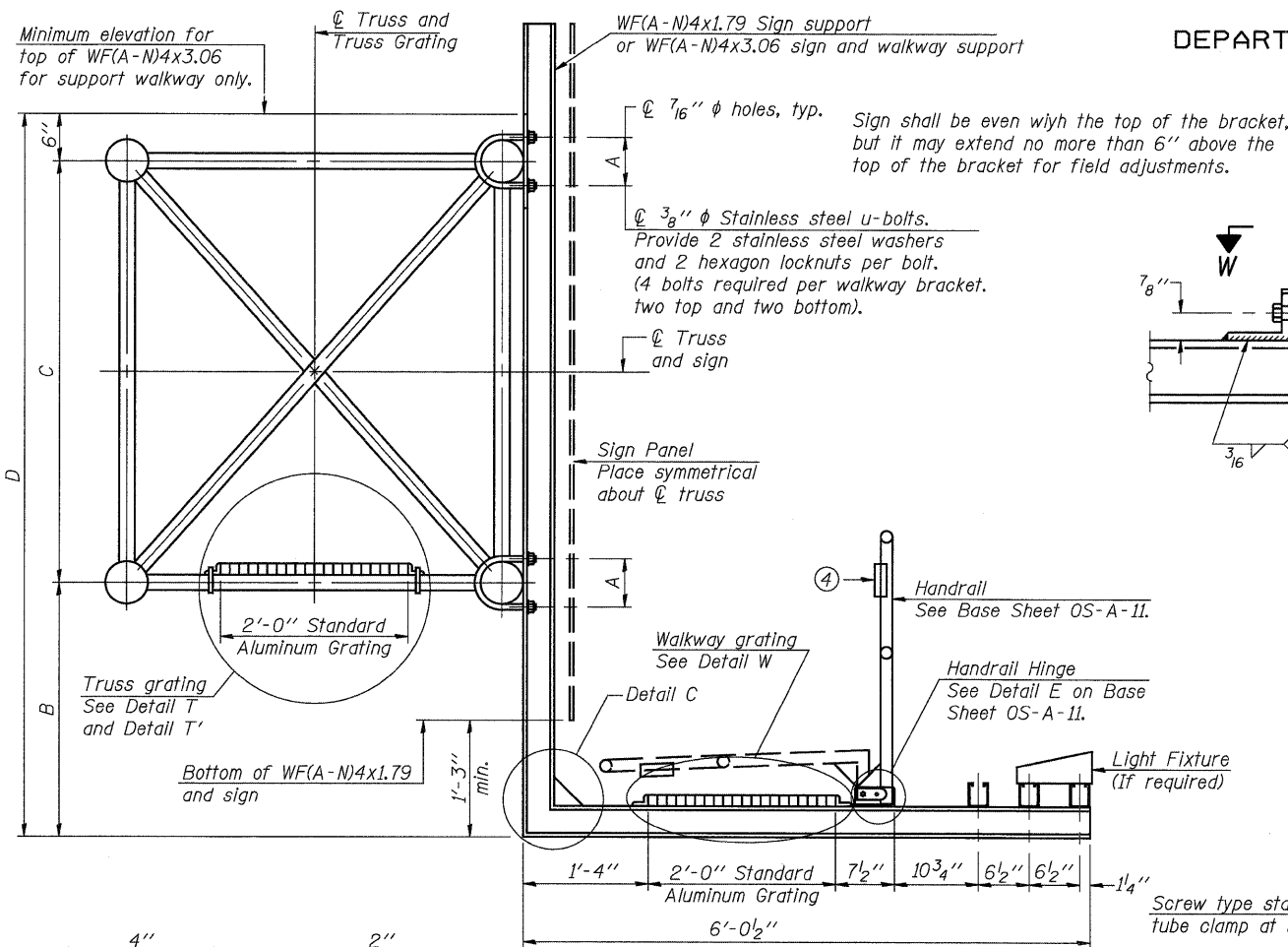
OS-A-9      12-1-08

**OVERHEAD SIGN STRUCTURES  
ALUMINUM WALKWAY DETAILS**

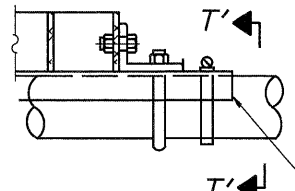
SHEET 7 OF 11	F.A.I. R.T.E. 70	SECTION 60-(8,9,10)BR	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 115
	CONTRACT NO. 76A73			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

FILE: M:\proj\factrs\10166 IL-DBV\W1-170 Resurfacing\T-SignStructures\SignStructures-76A73-00-signtruss-span.dgn  
USER: SJS  
DATE: 06/11/2009 16:45:35

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

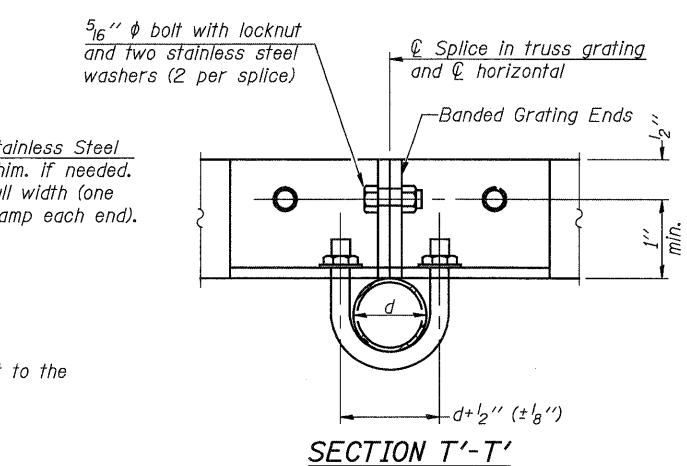


DETAIL W  
(Walkway grating)

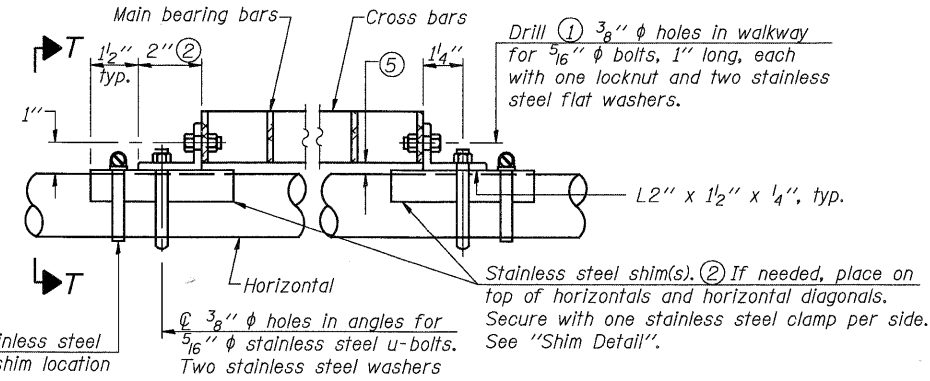


DETAIL T'

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

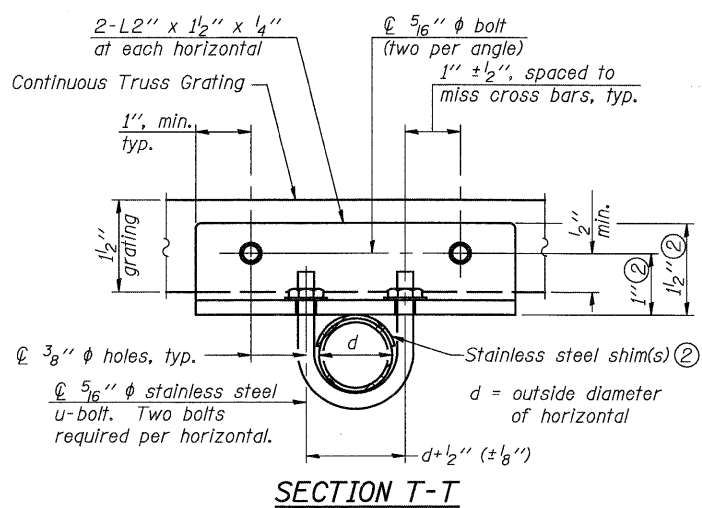


SECTION T'-T'



DETAIL T

(Continuous Truss grating)



SECTION T-T

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

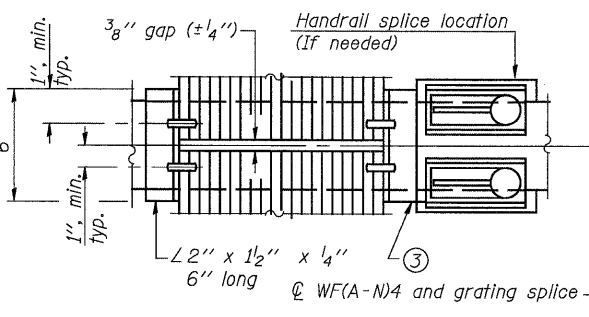
Main Bearing Bars shall be 3/16" x 1 1/2" on 1 3/16" centers and conform to ASTM B221 Alloy 6061-T6.  
Cross bars shall be 3/16" x 1 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

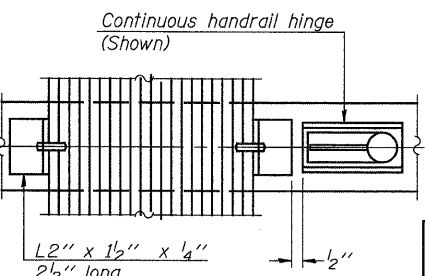
Aluminum Grating with modified "4" sections for main bearing bars shall meet the following requirements:  
Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.<sup>3</sup> per bar, a depth of 1 1/2", spaced on 1 3/16" centers.  
Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

Structure Number	Station	A	⑥ B	C	⑥ D
8S060I055R016.4	803+00	6"	5'-4 1/2"	5'-3"	11'-1 1/2"
8S060I055R017.8	1363+75	5 1/2"	5'-0"	4'-6"	10'-0"

SECTION B-B

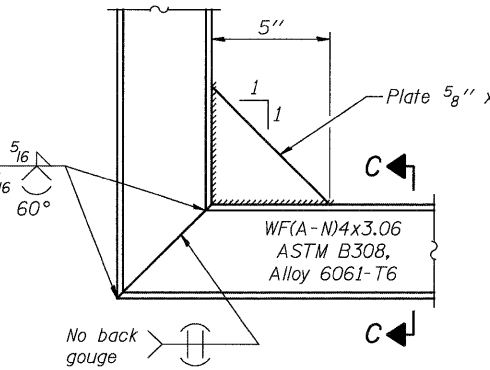
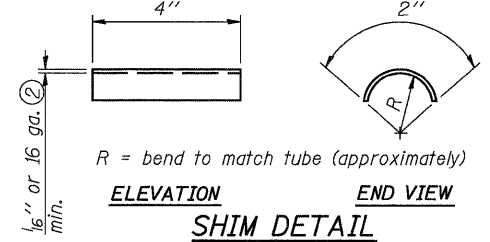
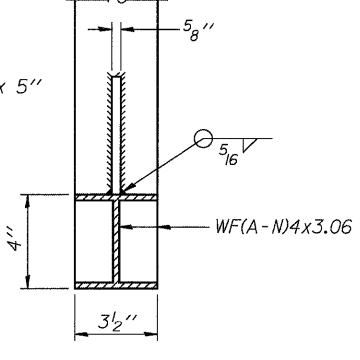


(AT WALKWAY GRATING SPLICE)



SECTION W-W

SECTION C-C



NUMBER	REVISION	DATE

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ DRAWN: SJS/PTR  
CHECKED: DCD CHECKED: DCD

OS-A-10 6-1-09

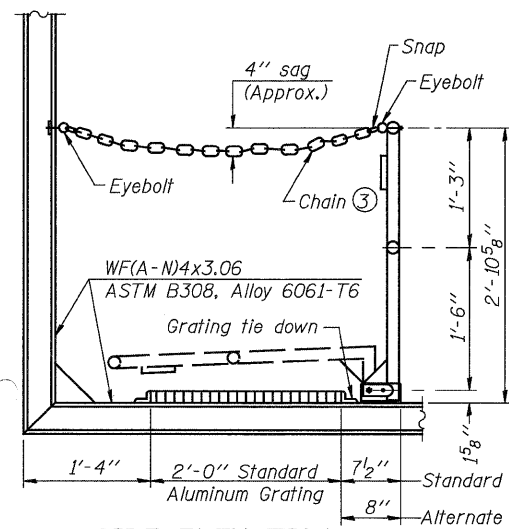
**OVERHEAD SIGN STRUCTURES**  
**ALUMINUM WALKWAY DETAILS**

SHEET 8 OF 11	F.A.I. RTE. 70	SECTION 60-18,9,10BR	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 116
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT		

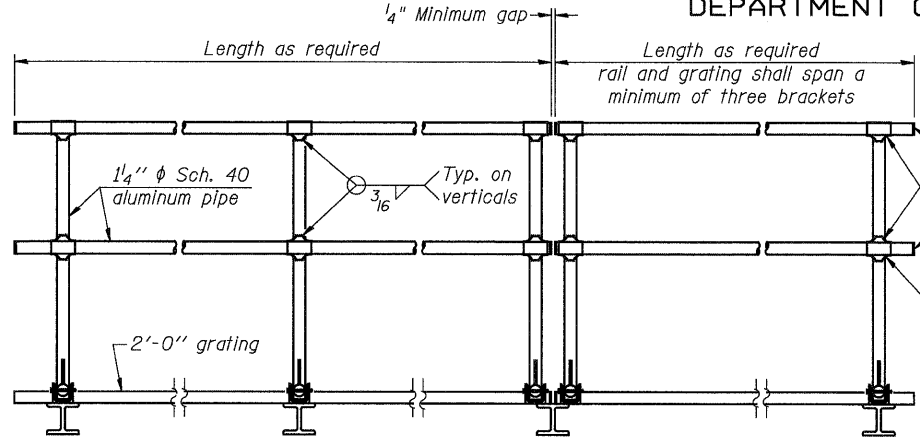
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USER: SJS  
DATE: 06/11/2009 16:45:38



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SIDE ELEVATION**  
(Showing safety chain w/o sign)

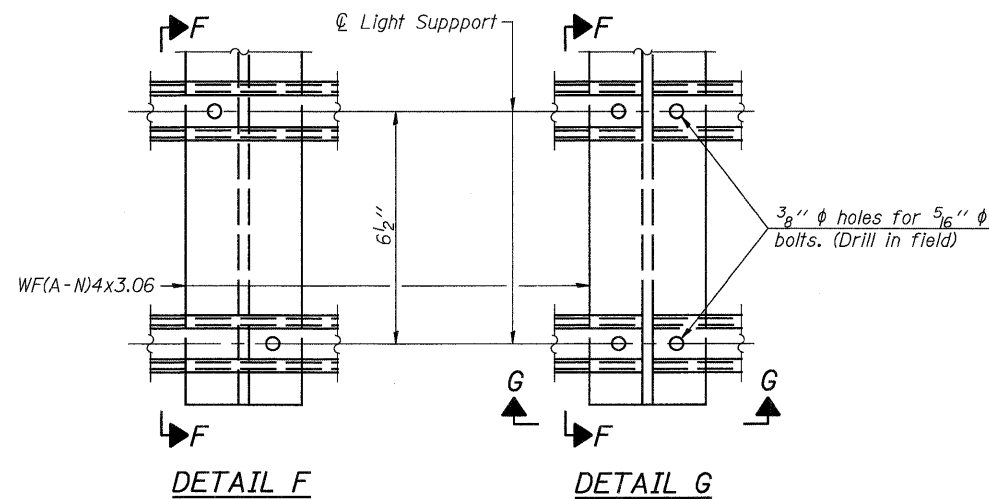


**FRONT ELEVATION**

**HANDRAIL DETAILS**

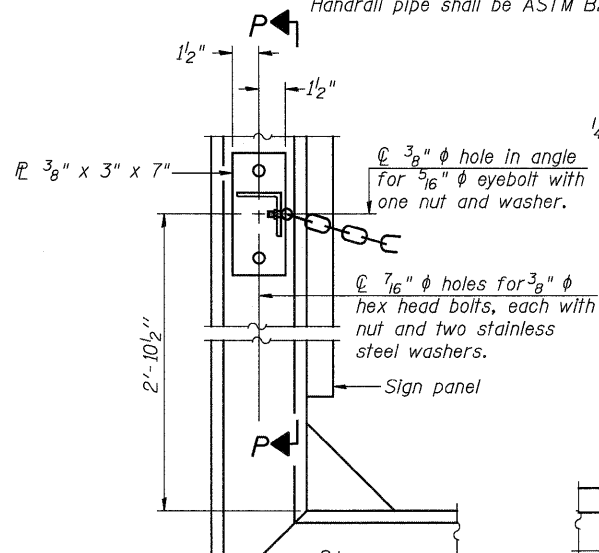
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.

- 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 1/16" hole in fitting for 3/8" bolt. Field drill 1/16" hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16" holes on top rail at ends only.)



**DETAIL F**

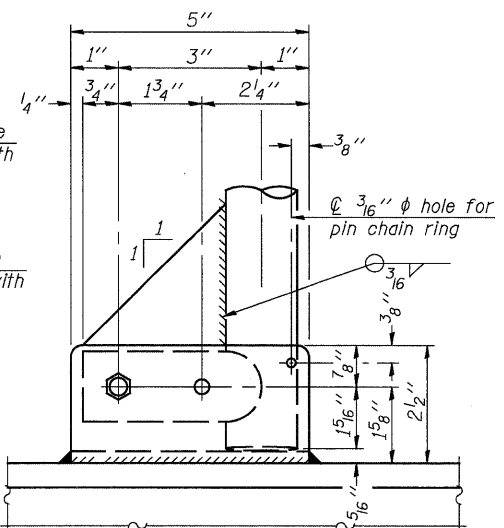
**DETAIL G**



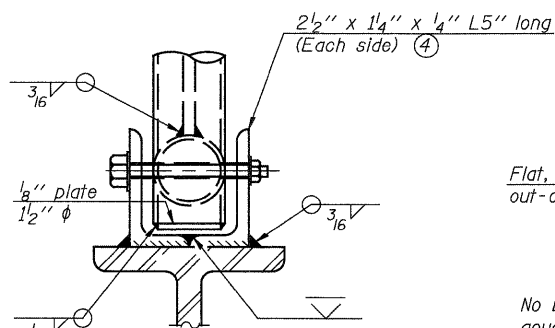
**ALTERNATE SAFETY CHAIN ATTACHMENT**

(With Sign Present)

Items not shown same as "Side Elevation" of "Handrail Details"

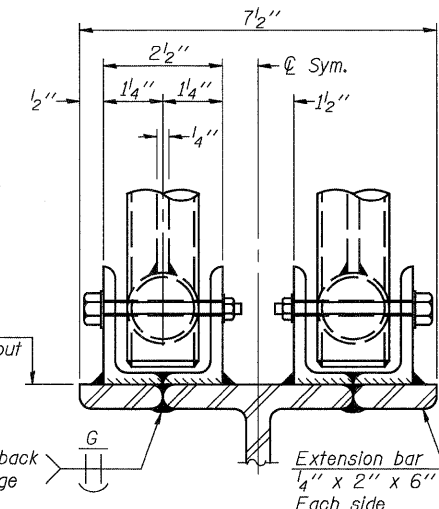


**SIDE ELEVATION**

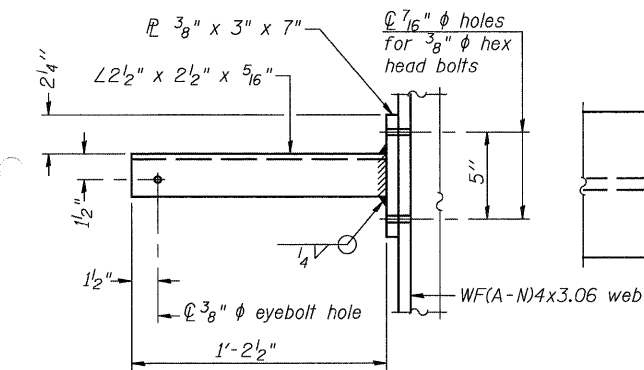


**FRONT ELEVATION**

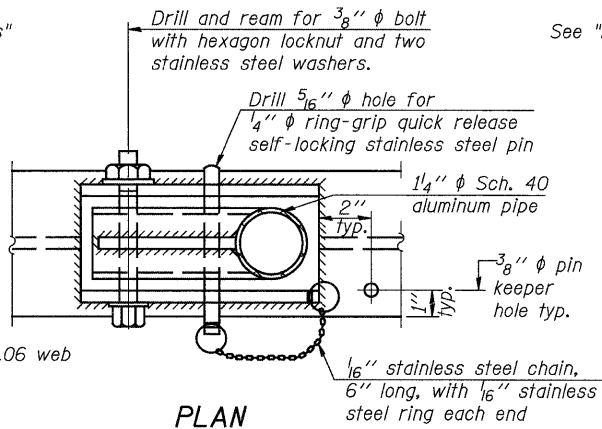
See "Elevation" at right for dimensions.



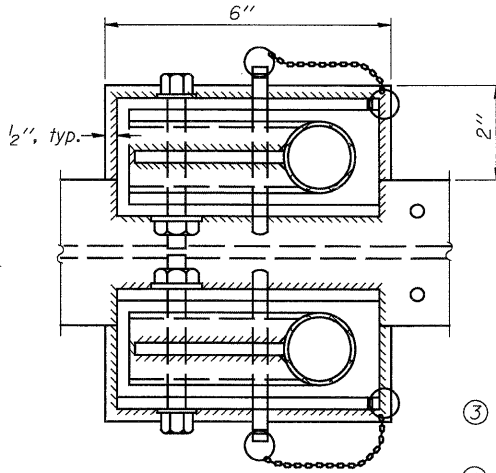
**ELEVATION AT HANDRAIL JOINT**



**SECTION P-P**

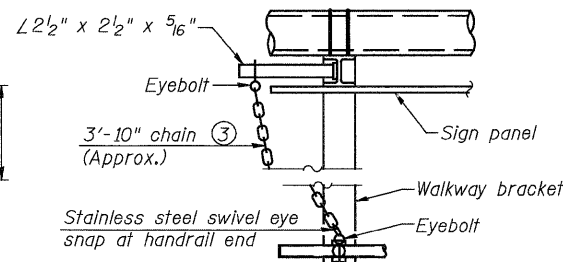


**PLAN  
DETAIL E HANDRAIL HINGE**



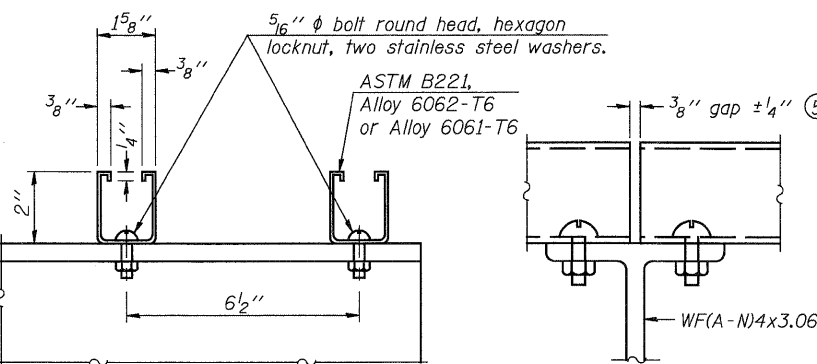
**PLAN AT HANDRAIL JOINT**

Details not shown same as "PLAN"



**ALTERNATE SAFETY CHAIN ATTACHMENT**

Details not shown similar to "Safety Chain" Details (Walkway omitted for clarity)

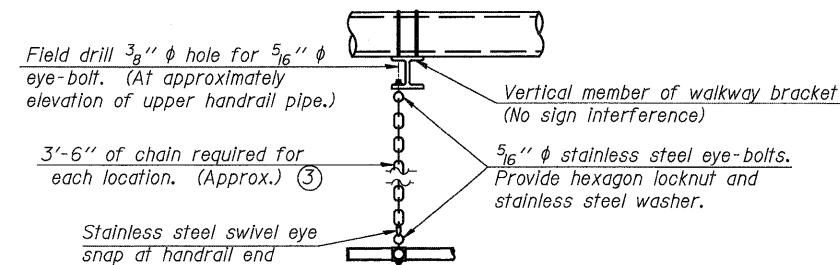


**SECTION F-F**

**SECTION G-G**

**LIGHTING FIXTURE MOUNTS (IF REQUIRED)**

- ⑤ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.



**SAFETY CHAIN**

One required for each end of each walkway.

NUMBER	REVISION	DATE

- 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.

**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ      DRAWN: SJS/PTR  
CHECKED: DCD      CHECKED: DCD

OS-A-11      12-1-08

OVERHEAD SIGN STRUCTURES ALUMINUM HANDRAIL DETAILS				
SHEET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS
9	70	60-(8,9,10)BR	MADISON	150
OF 11				117
CONTRACT NO. 76A73				
FED. ROAD DIST. NO.      ILLINOIS FED. AID PROJECT				

DATE: 06/11/2009 16:45:44      USER: SJS      FILE: M:\projects\10166 IL-08VV\1-70 Resurfacing\7-SignStructures\6A73-00-signtruss-span.dgn

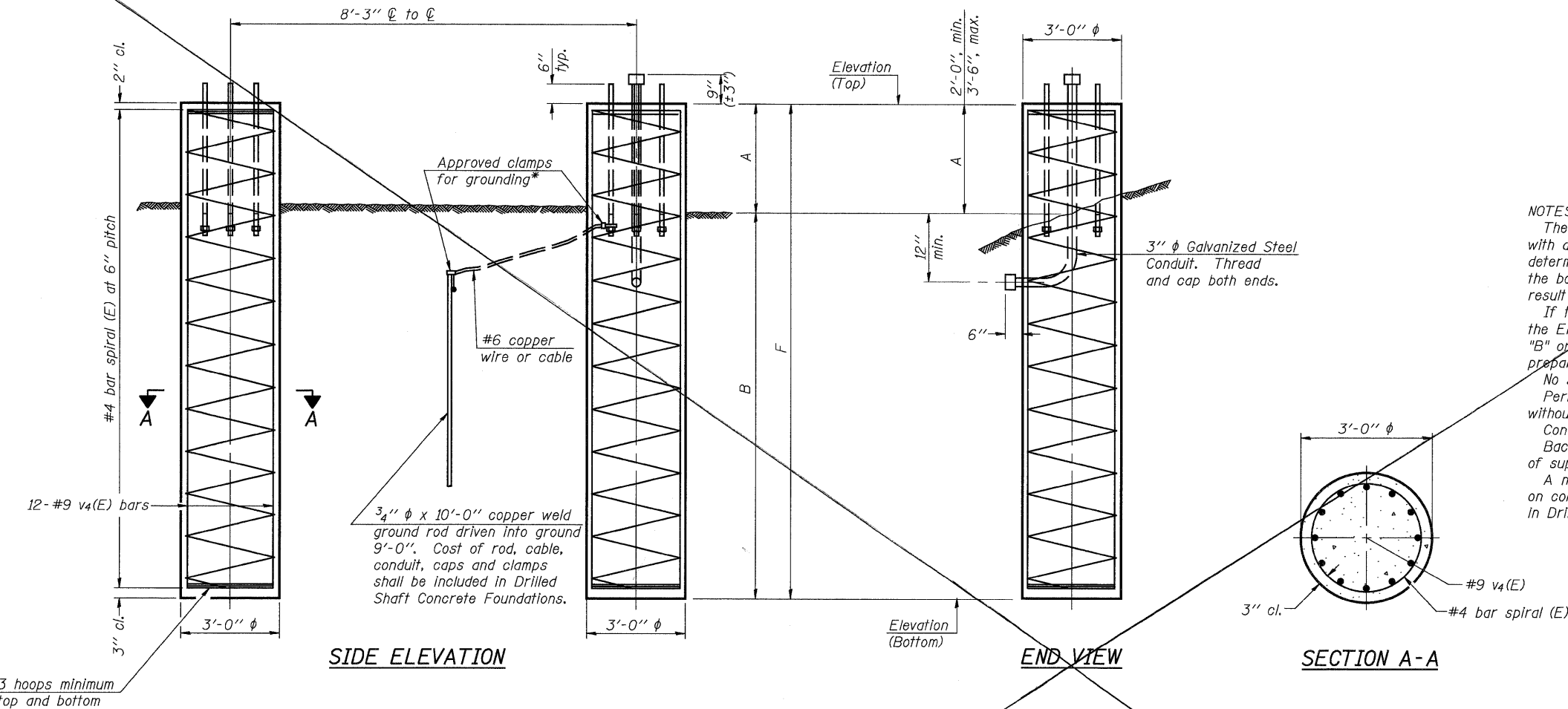
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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.

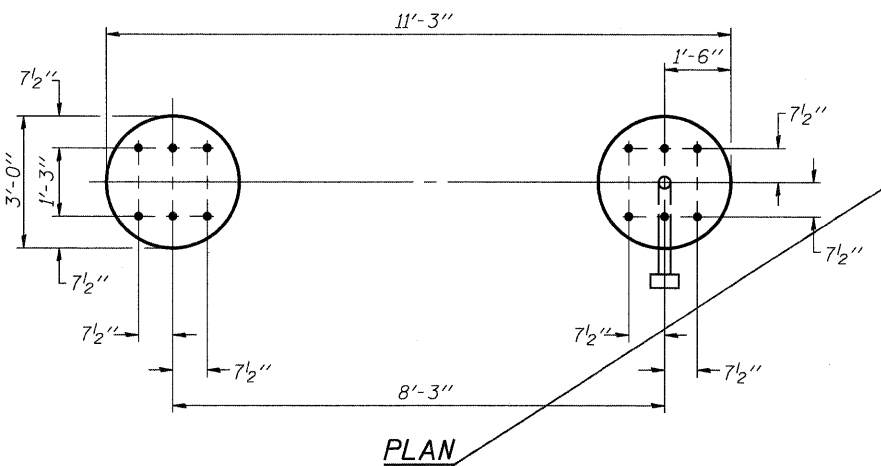
**BAR LIST - EACH FOUNDATION**

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 ( $Q_u$ ) 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.

Structure Number	Station	Left Foundation			Right Foundation			Class DS Concrete (Cu. Yds.)				
		Elevation Top	Elevation Bottom	F	Elevation Top	Elevation Bottom	F					
8SD601055R017.8	1363+75	568.60	549.10	3'-0"	16'-6"	19'-6"	568.60	549.10	3'-0"	16'-6"	19'-6"	20.4



**PLAN**

NUMBER	REVISION	DATE

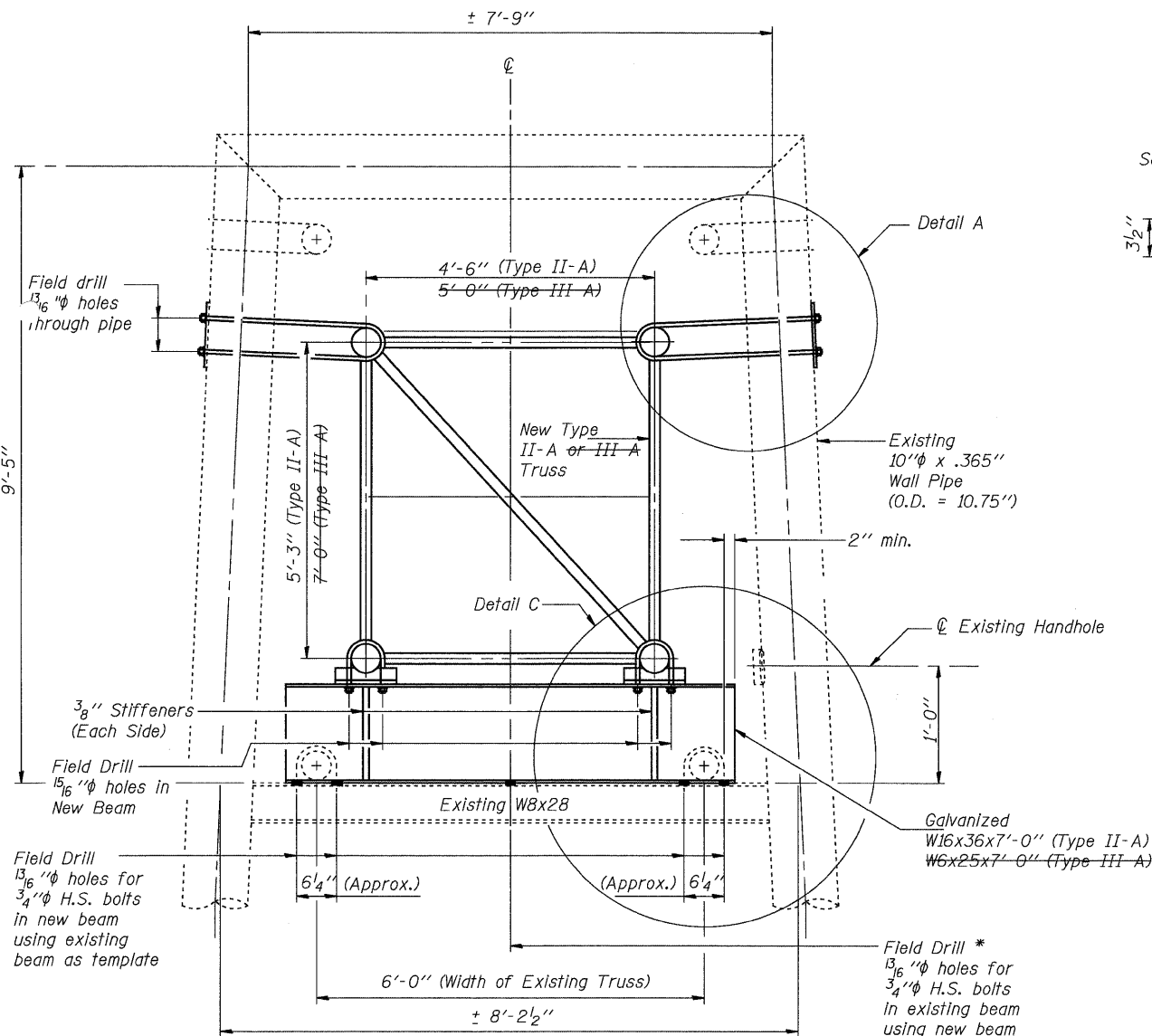
**DETAILS FOR 10"  $\phi$  SUPPORT FRAME  
TYPE I-A or II-A TRUSS**

<b>OVERHEAD SIGN STRUCTURES DRILLED SHAFT DETAILS</b>					
SHEET 10 OF 11	F.A.I. RTE. TO	SECTION 60-(8,9,10)BR	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 118
CONTRACT NO. 76A73					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

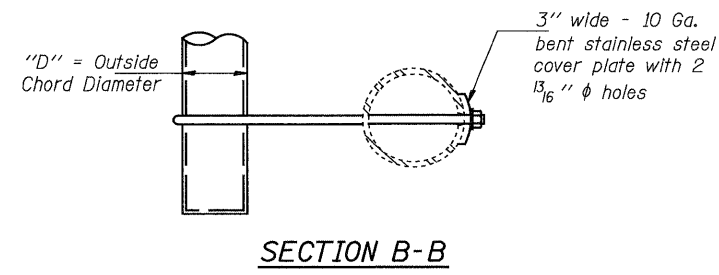
<b>JD Johnson, Depp &amp; Quisenberry</b> CONSULTING ENGINEERS Springfield, Illinois	
DESIGNED: JDQ	DRAWN: SJS/PTR
CHECKED: DCD	CHECKED: DCD
<b>OS4-F3</b>	12-1-08

FILE: M:\projects\10166 IL-08VW11-70 Resurfacing\7-SignStructures\7-SignStructures-span.dgn  
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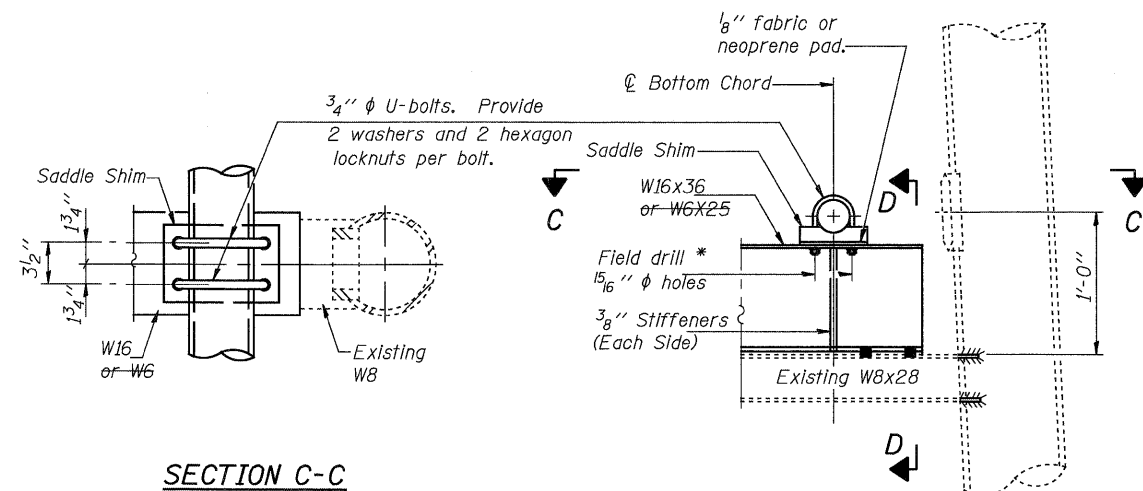
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SIDE VIEW**  
**OVERHEAD SIGN STRUCTURE**  
**END SUPPORT RETROFIT**  
APPLIES TO STRUCTURE:  
8S060I055R016.4 at Sta. 803+00

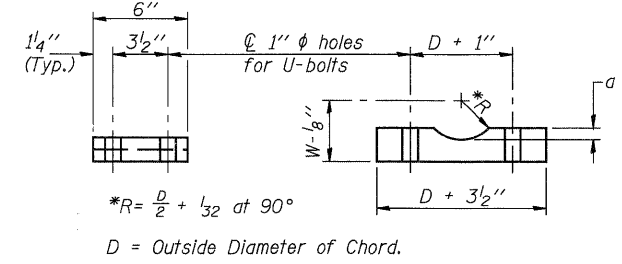


**SECTION B-B**



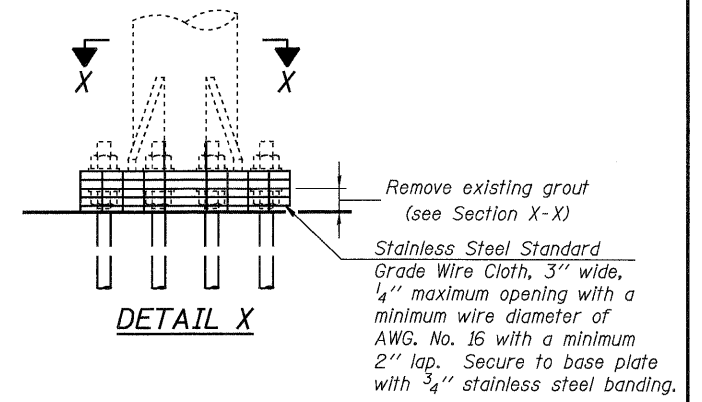
**SECTION C-C**

**DETAIL C**



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

Truss Chord Nominal Dia.	a	W
5 1/2"	1 3/16"	4 3/4"
6"	7/8"	4 3/4"
6 1/2"	1 5/16"	4 3/4"
7"	1"	5 1/2"
8 1/2"	1 1/4"	5 1/2"
9"	1 3/8"	5 1/2"



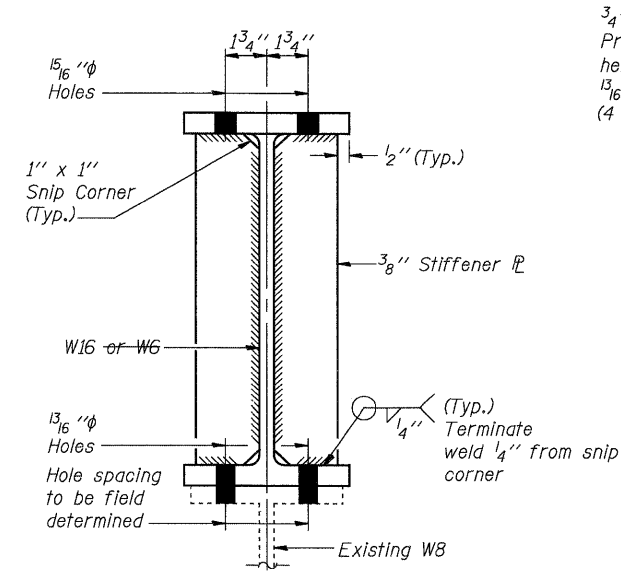
**DETAIL X**

**SECTION X-X**

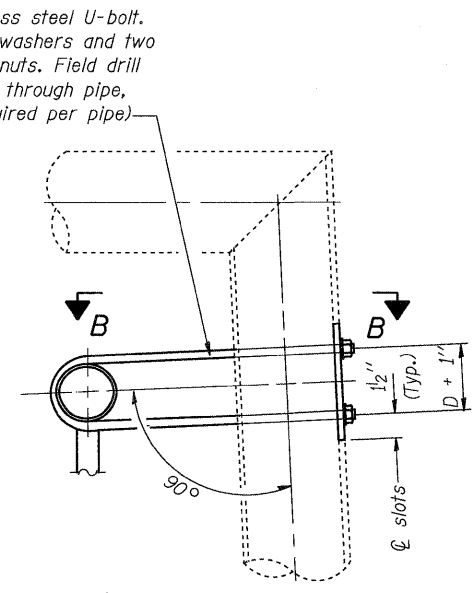
**CANTILEVER SIGN STRUCTURE**  
**BASE PLATE RETROFIT**

APPLIES TO STRUCTURES:  
8C060I055R014.5 at Sta. 706+00  
8C060I055L014.5 at Sta. 710+00

Note: Cost of base plate retrofit shall be included with "Overhead Sign Structure Span Type I-A".



**SECTION D-D**



**DETAIL A**

**EXISTING SIGN STRUCTURE**  
**RETROFITS**

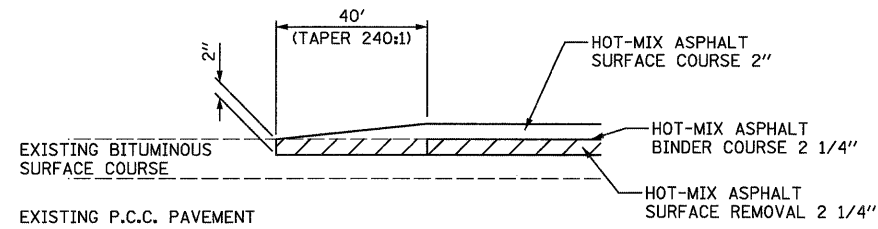
**JD Johnson, Depp & Quisenberry**  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: JDQ	DRAWN: SJS/PTR
CHECKED: DCD	CHECKED: DCD

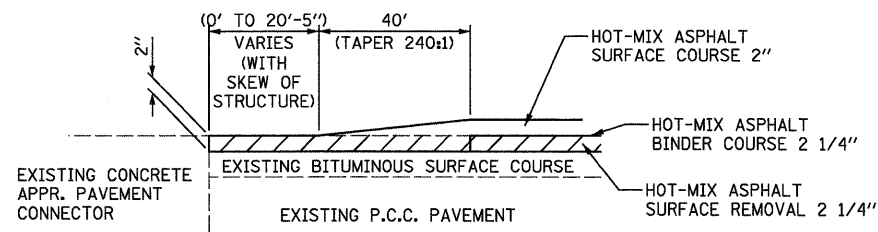
SHEET 11 OF 11	F.A.I. RTE. 70	SECTION 60-(8,9,10)BR	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 119
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FILE: M:\projects\10166 IL-08VW\1-70 Resurfacing\7-SignStructures\76A73-01-signtruss-span.dgn  
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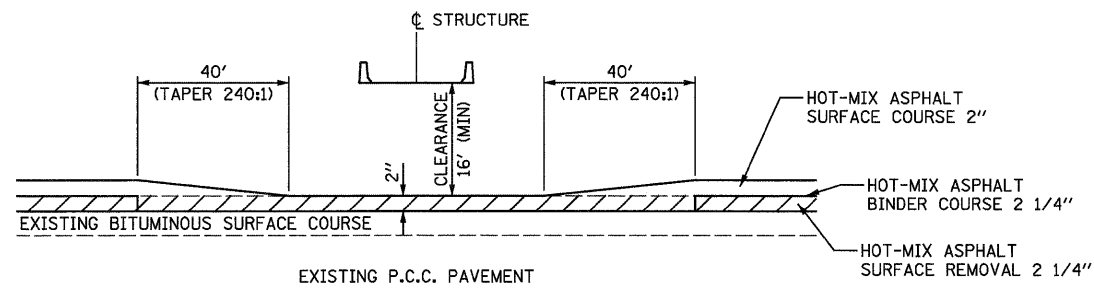




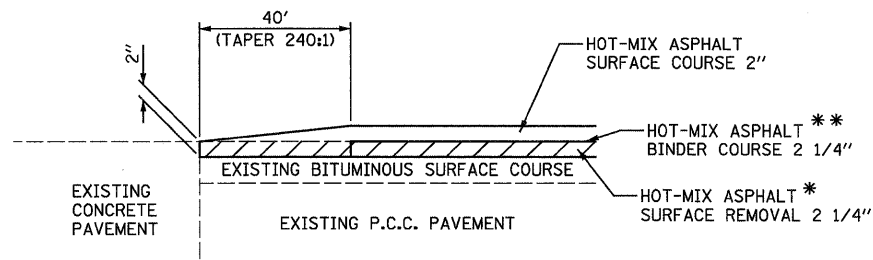
JOINT DETAIL ①



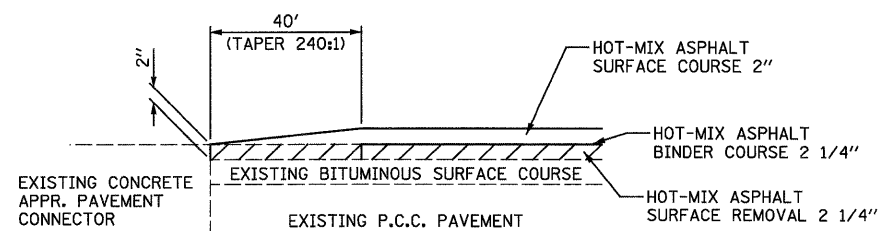
JOINT DETAIL ②



RESURFACING TRANSITION UNDER EXISTING STRUCTURES ③

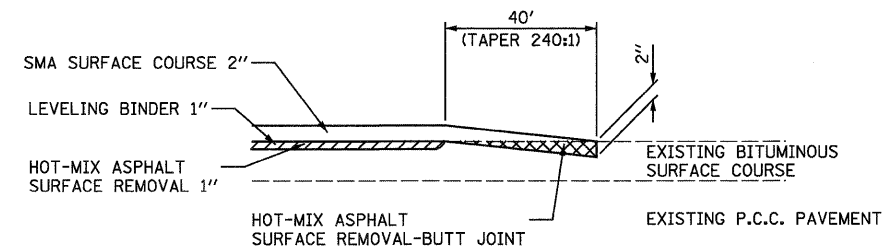


JOINT DETAIL ④

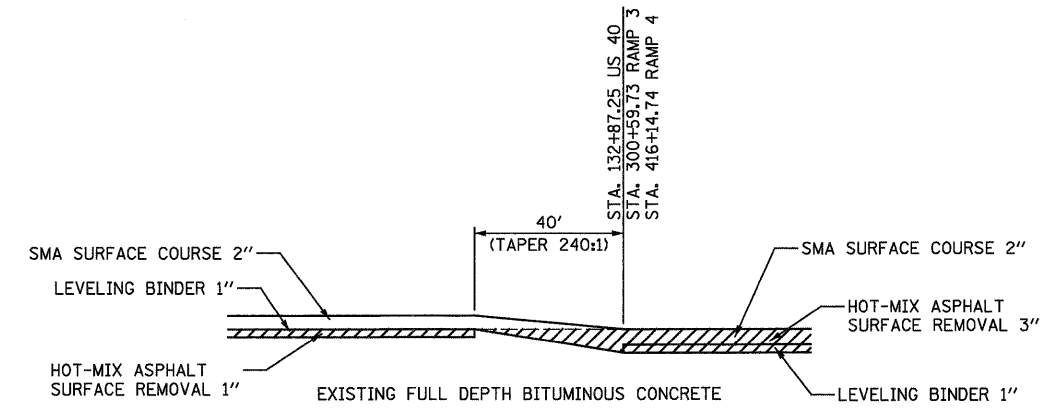


JOINT DETAIL ⑤

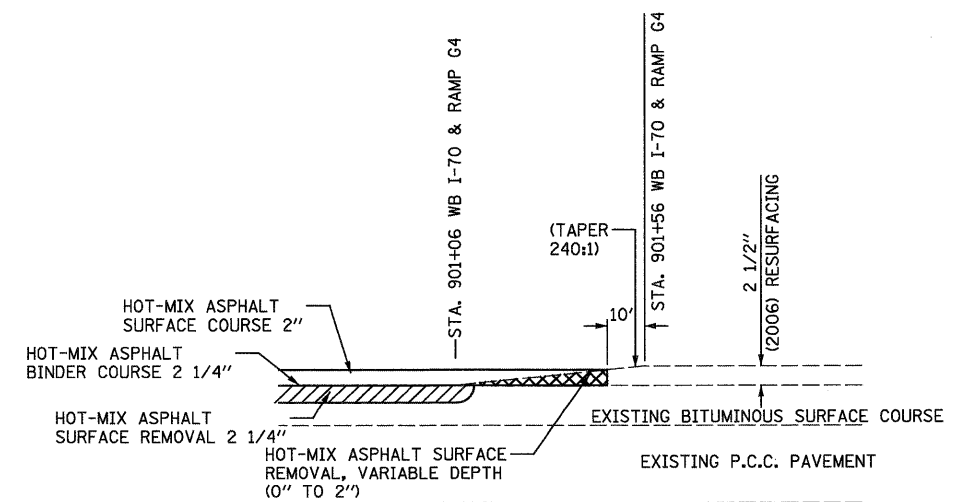
FOR RAMPS  
 \* HOT-MIX ASPHALT SURFACE REMOVAL 1"  
 \*\* LEVELING BINDER 1"



BUTT JOINT DETAIL ⑥



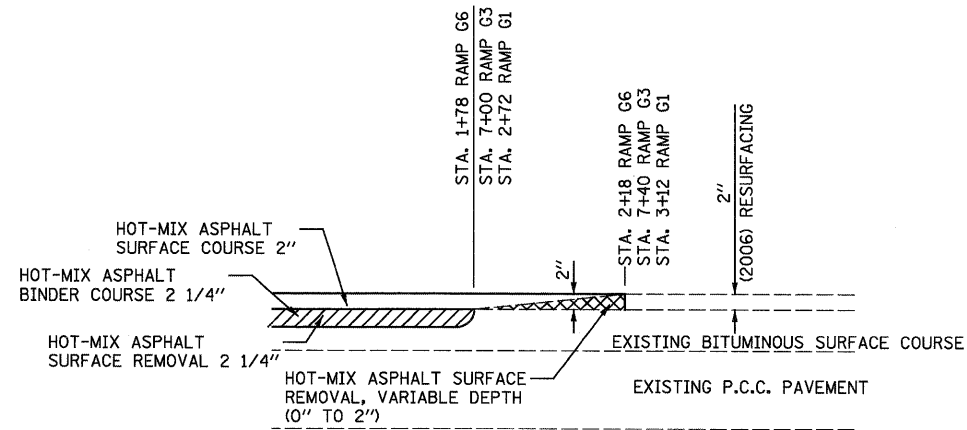
RESURFACING TRANSITION DETAIL ⑦



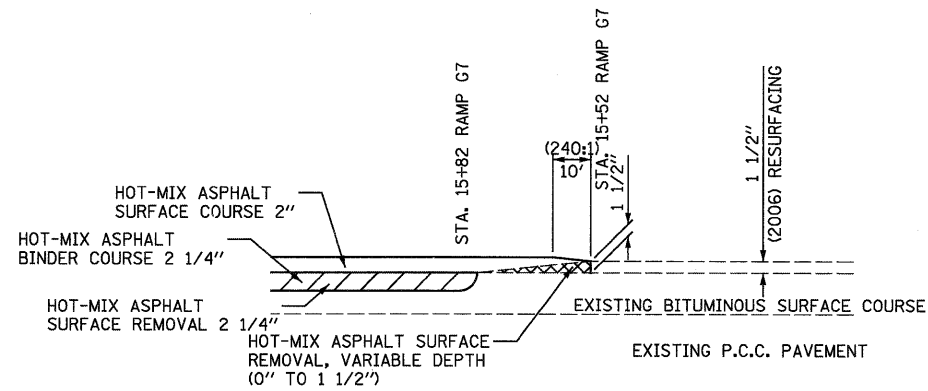
JOINT DETAIL ⑧

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>JOINT DETAIL SHEET</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \D76A73-ahd-details_joint.dgn		DRAWN -	REVISED -					70	.	MADISON	150	121
<b>JD Johnson, Depp &amp; Quisenberry</b> CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 5/8" = 1' / IN.	CHECKED -	REVISED -					CONTRACT NO. 76A73				
	PLOT DATE = 06/12/2009 09:33:16	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				

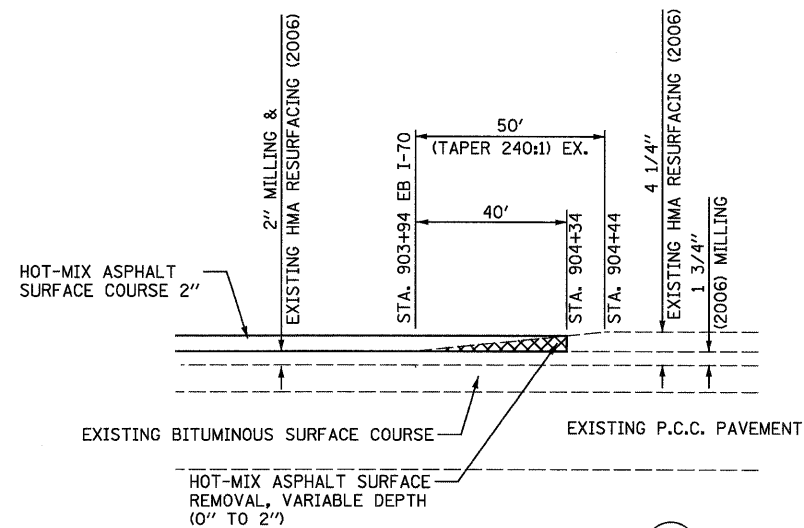
• 60-(7,8,9,10)RS, 60-(8,9,10)BR



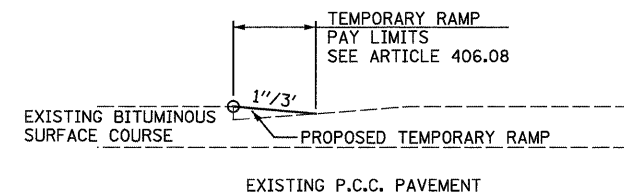
JOINT DETAIL ⑨



JOINT DETAIL ⑩



JOINT DETAIL ⑪



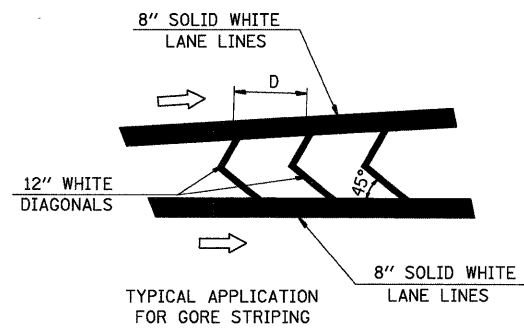
TEMPORARY RAMP DETAIL

NOTES:  
THE TEMPORARY RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

INSTALLATION AND REMOVAL OF THE TEMPORARY RAMP WILL BE PAID FOR AS "TEMPORARY RAMP".

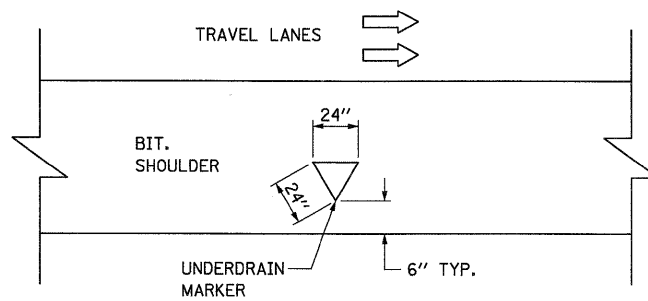
FILE NAME = ...N076A73-shd-details_joint.dgn	USER NAME = SJS	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>JOINT DETAIL SHEET</b>				F.A.I. RTE. 70	SECTION •	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 122
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -						SCALE:	SHEET NO.	OF	SHEETS	STA.
	PLOT DATE = 06/12/2009 09:33:17	CHECKED -	REVISED -										
		DATE -	REVISED -										

• 60-(7,8,9,10)RS, 60-(8,9,10)BR



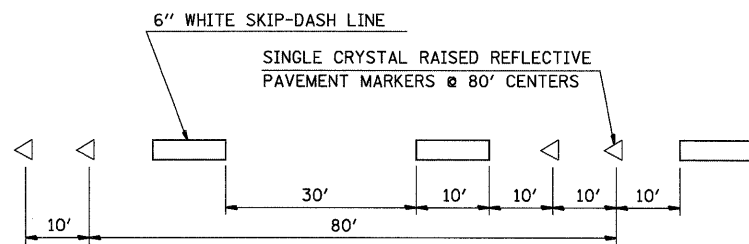
D = 20' - 30-45 MPH  
30' - OVER 45 MPH

**DIAGONAL LINES**  
NOT TO SCALE  
(SEE PLANS FOR LOCATIONS)

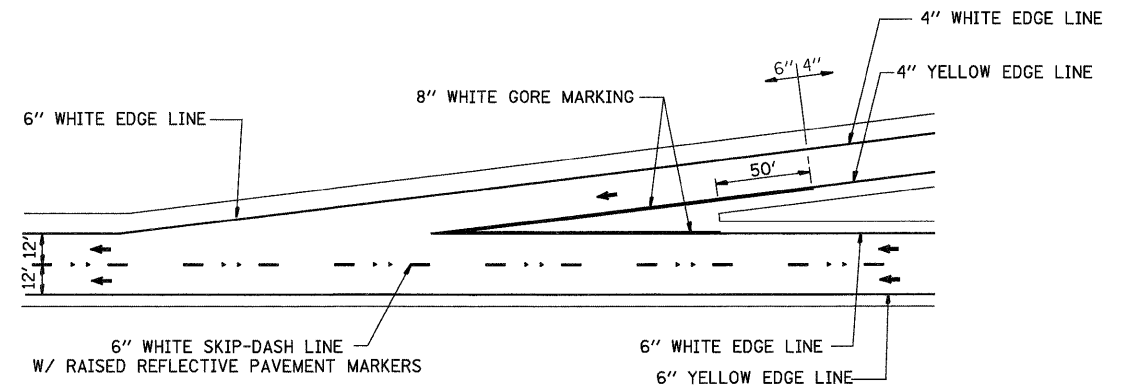


**TYPICAL UNDERDRAIN HEADWALL MARKER DETAIL**  
24" WHITE-THERMOPLASTIC TRIANGLE  
NOT TO SCALE

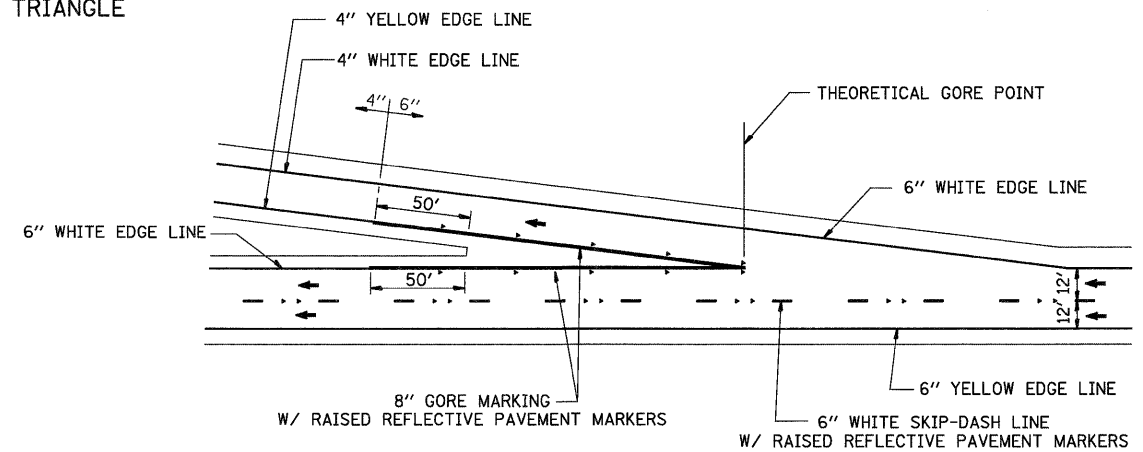
NOTE:  
TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (SQ FT)



**TYPICAL APPLICATION FOR WHITE SKIP-DASH LINES WITH RAISED REFLECTIVE PAVEMENT MARKERS**  
NOT TO SCALE



**TYPICAL ENTRANCE RAMP MARKINGS**  
NOT TO SCALE



**TYPICAL EXIT RAMP MARKINGS**  
NOT TO SCALE

FILE NAME =	USER NAME = SJS	DESIGNED -	REVISED -
..._D76A73-shd-detail1.dgn		DRAWN -	REVISED -
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 06/12/2009 09:33:30	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

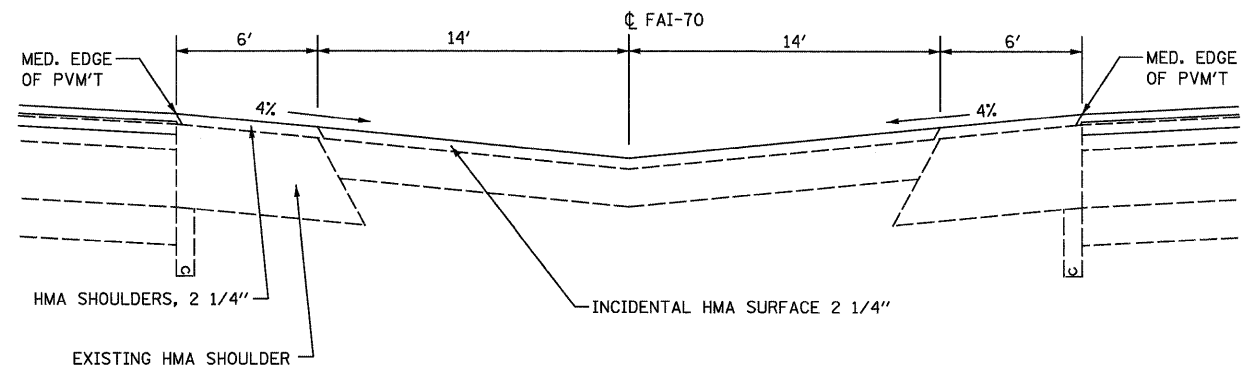
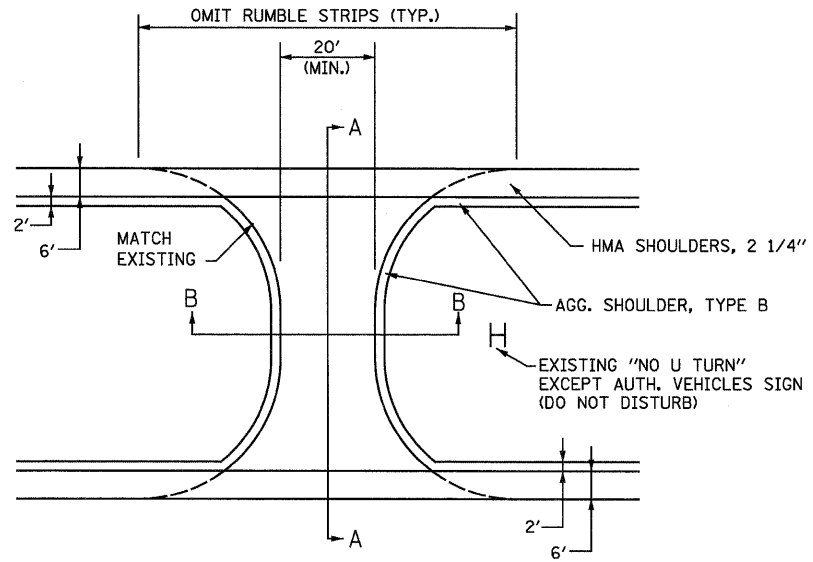
PAVMENT MARKING DETAILS

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

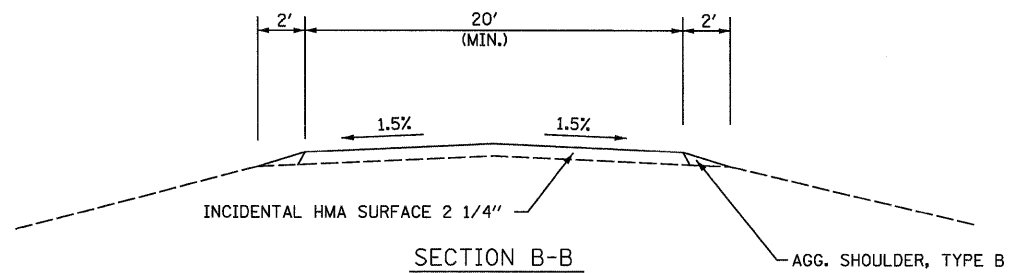
• 60-(7,8,9,10)RS, 60-(8,9,10)BR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70		MADISON	150	123
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76A73	

# MEDIAN CROSS-OVER DETAIL



SECTION A-A



LOCATION  
 STA. 567+50  
 STA. 760+78

• 60-(7,8,9,10)RS, 60-(8,9,10)BR

FILE NAME = ..._D76A73-shr-detail1.dgn	USER NAME = SJS	DESIGNED -	REVISED -
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 06/12/2009 09:33:31		CHECKED -	REVISED -
		DATE -	REVISED -

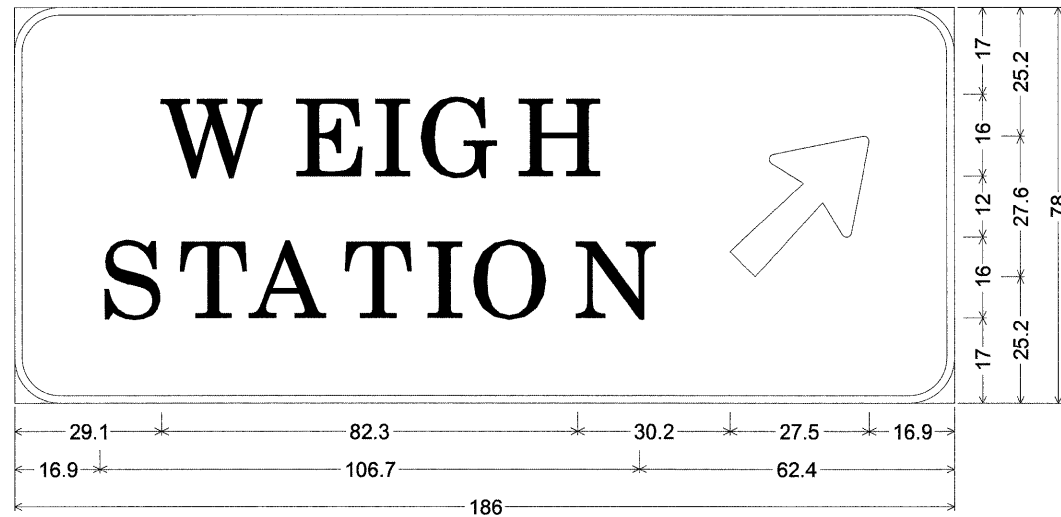
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MEDIAN CROSS-OVER DETAIL

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

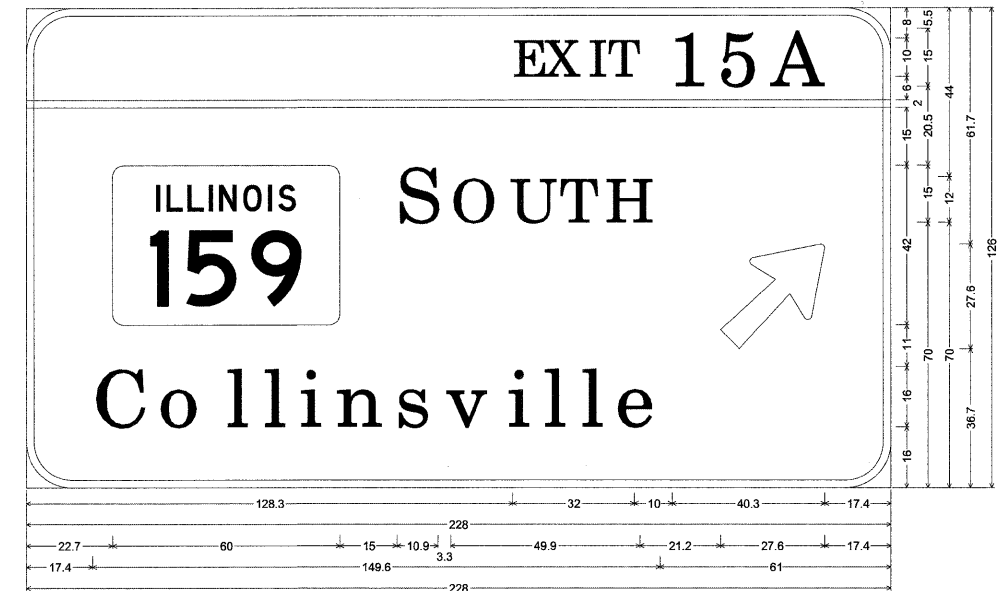
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	*	MADISON	150	124
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 76A73				





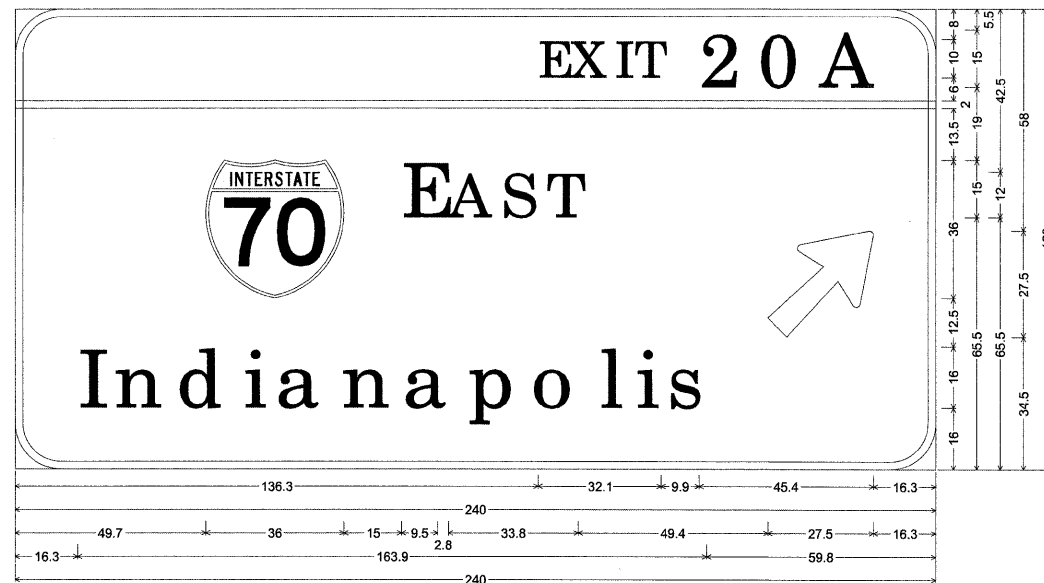
9.0" Radius, 1.5" Border, White on Green;  
 [WEIGH] ClearviewHwy-5-W; [STATION] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8C060I055L013.9



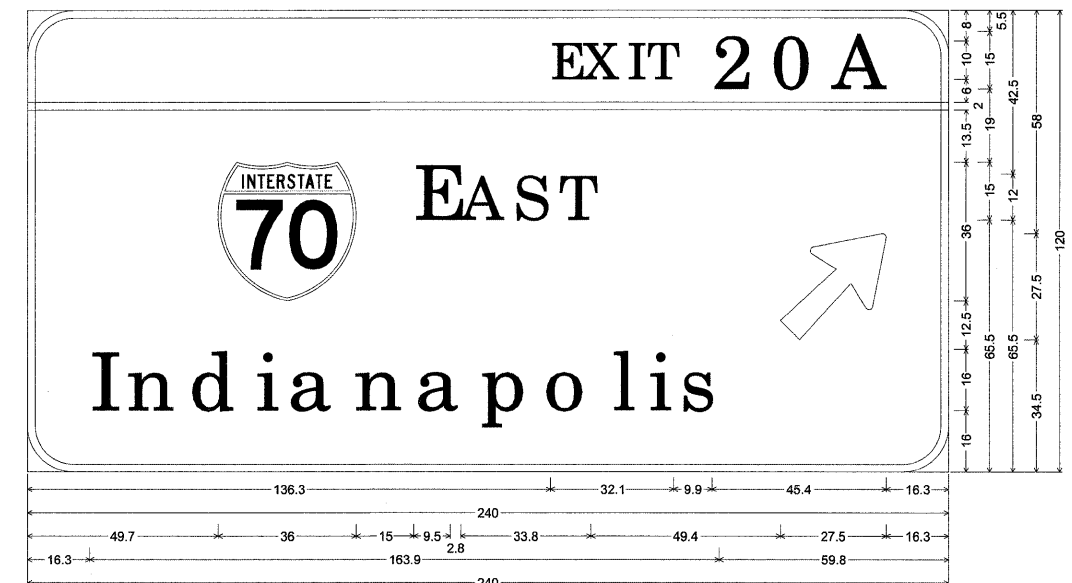
12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 15A] ClearviewHwy-5-W; [SOUTH] ClearviewHwy-5-W; [Collinsville] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8C060I055L014.5



12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 20A] ClearviewHwy-5-W; [EAST] ClearviewHwy-5-W; [Indianapolis] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8C060I055L019.5

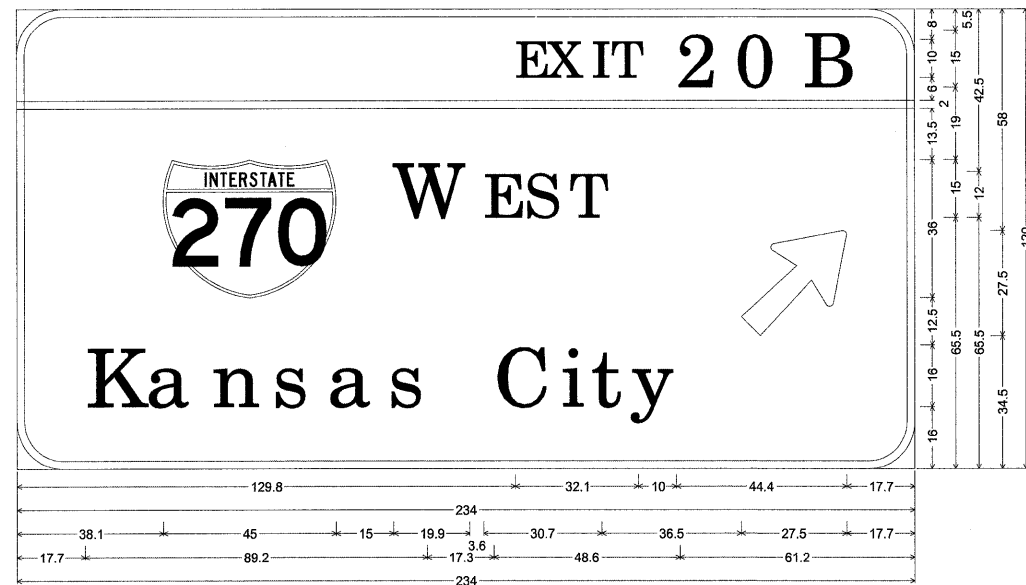


12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 20A] ClearviewHwy-5-W; [EAST] ClearviewHwy-5-W; [Indianapolis] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8C060I055R018.7

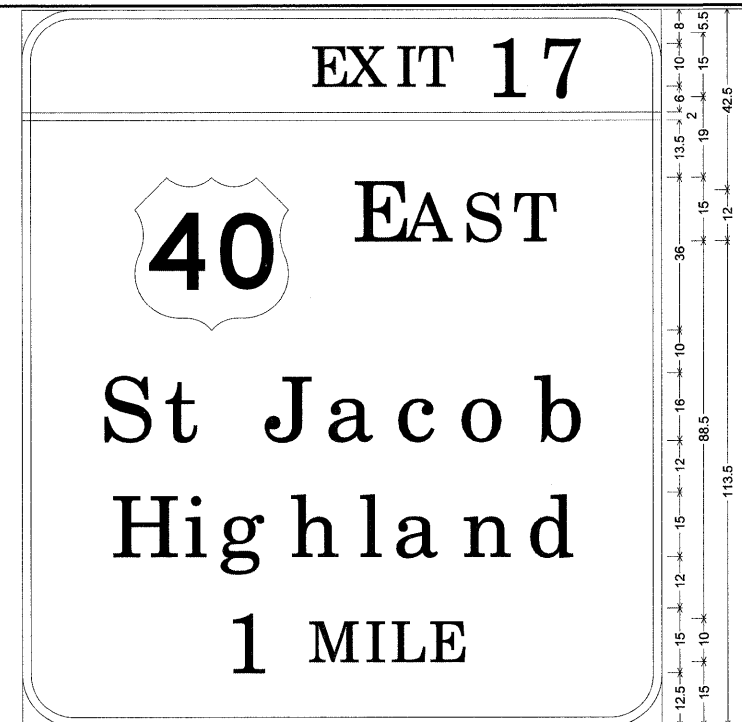
• 60-(7,8,9,10)RS, 60-(8,9,10)BR

FILE NAME = c:\pw_work\NPWIDOT\KEPLARCL\dms71073\d8	USER NAME = keplarol 8a73-sht-plan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGN PANEL DESIGNS</b>	F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -	SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____			-70-		MADISON	150	125
PLOT DATE = 6/25/2009	DATE -	REVISED -		CONTRACT NO. 76A73 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

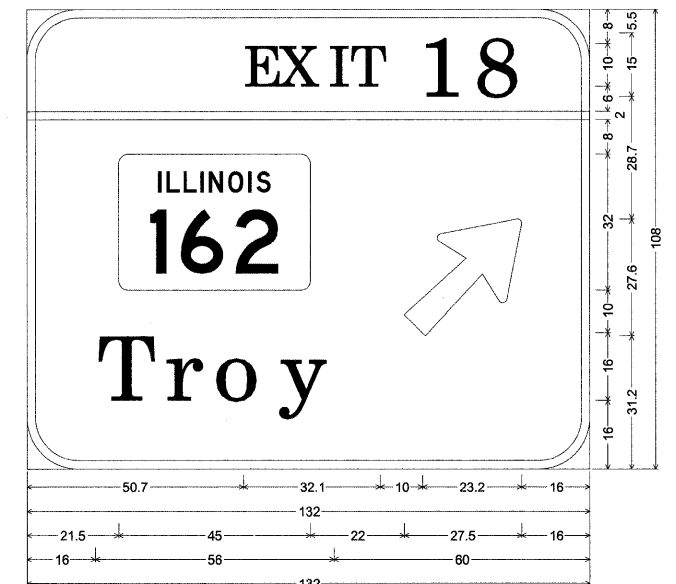


12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 20B] ClearviewHwy-5-W; [W EST] ClearviewHwy-5-W; [Kansas City] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8C060I055R019.4

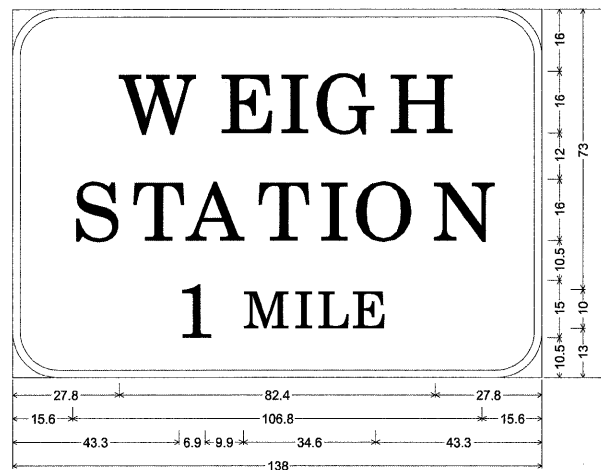


12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 17] ClearviewHwy-5-W; [E AST] ClearviewHwy-5-W; [St Jacob] ClearviewHwy-5-W;  
 [Highland] ClearviewHwy-5-W; [1 MILE] ClearviewHwy-5-W;



12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 18] ClearviewHwy-5-W; [Troy] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

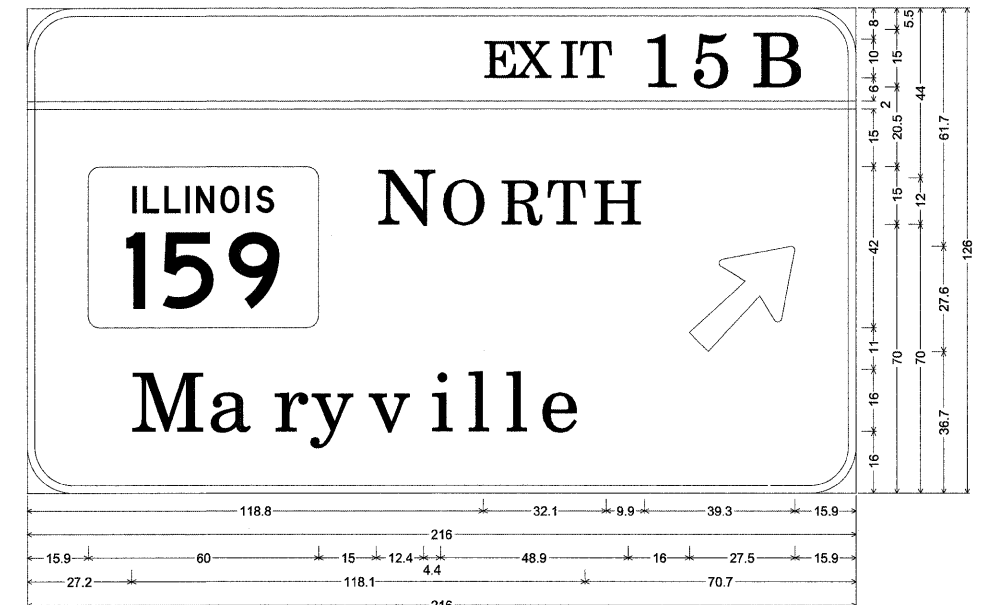
8S060I055L018.3



12.0" Radius, 2.0" Border, White on Green;  
 [WEIGH] ClearviewHwy-5-W; [STATION] ClearviewHwy-5-W;  
 [1 MILE] ClearviewHwy-5-W;



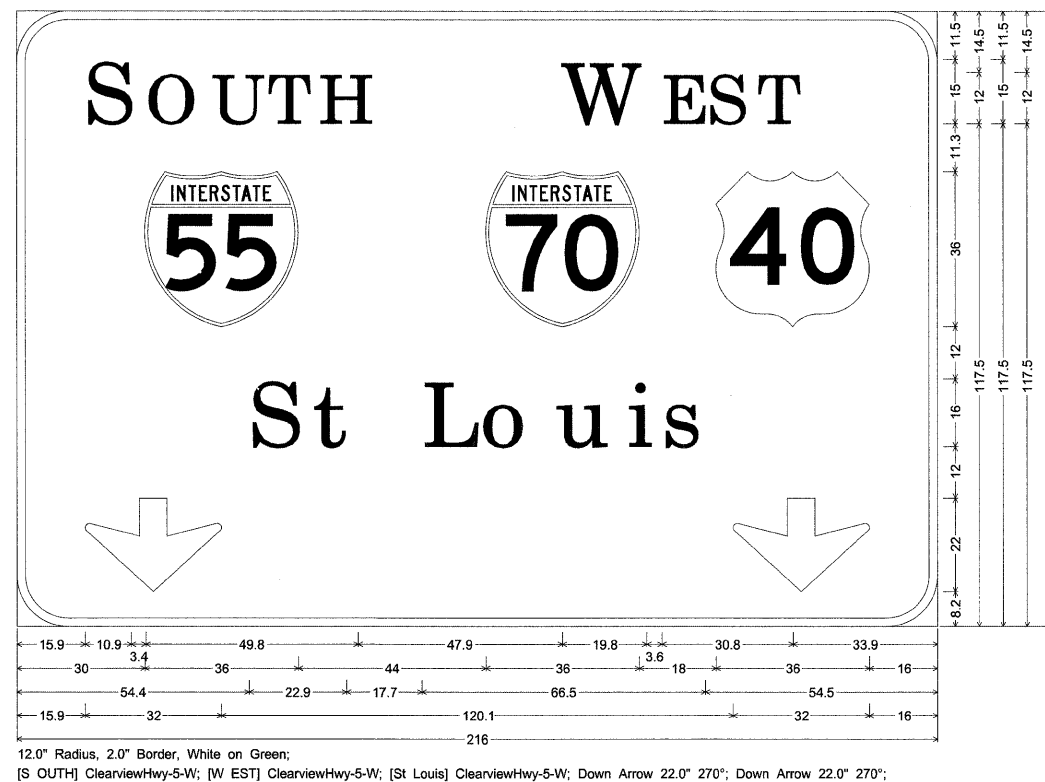
12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 15A] ClearviewHwy-5-W; [S OUTH] ClearviewHwy-5-W; [Collinsville] ClearviewHwy-5-W;  
 [NEXT RIGHT] ClearviewHwy-5-W;



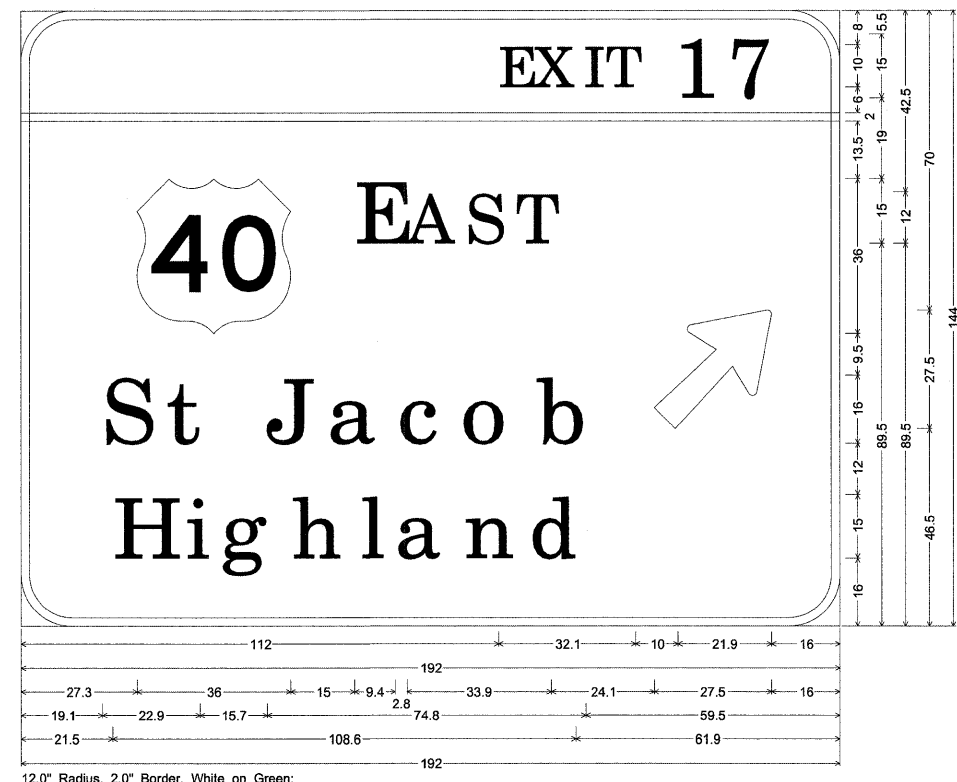
12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 15B] ClearviewHwy-5-W; [N ORTH] ClearviewHwy-5-W; [Maryville] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8S060I055L014.8

FILE NAME =	USER NAME = keplarcl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGN PANEL DESIGNS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\NPWIDOT\KEPLARCL\dms71073\d86a73-sht-plan.dgn		DRAWN -	REVISED -		SCALE: _____	SHEET NO. ____ OF ____ SHEETS	STA. _____ TO STA. _____	70		MADISON	150	126
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 16A73				
PLOT DATE = 6/25/2009		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

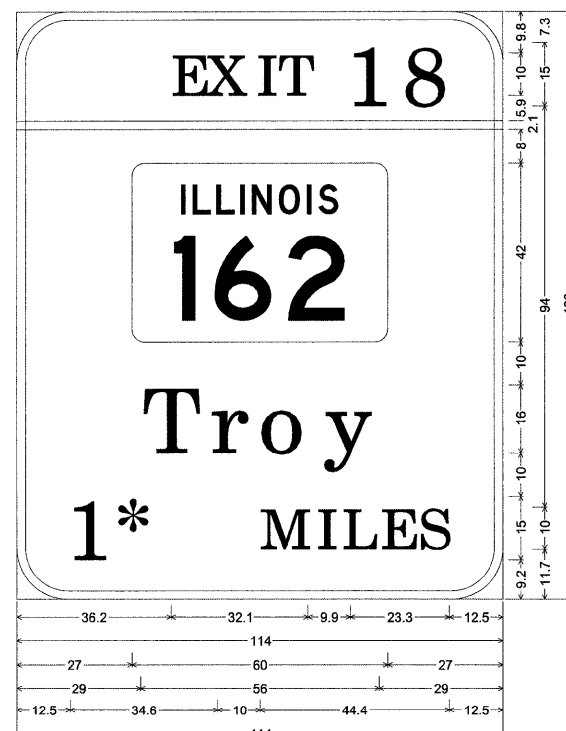


12.0" Radius, 2.0" Border, White on Green;  
 [SOUTH] ClearviewHwy-5-W; [WEST] ClearviewHwy-5-W; [St Louis] ClearviewHwy-5-W; Down Arrow 22.0° 270°; Down Arrow 22.0° 270°;

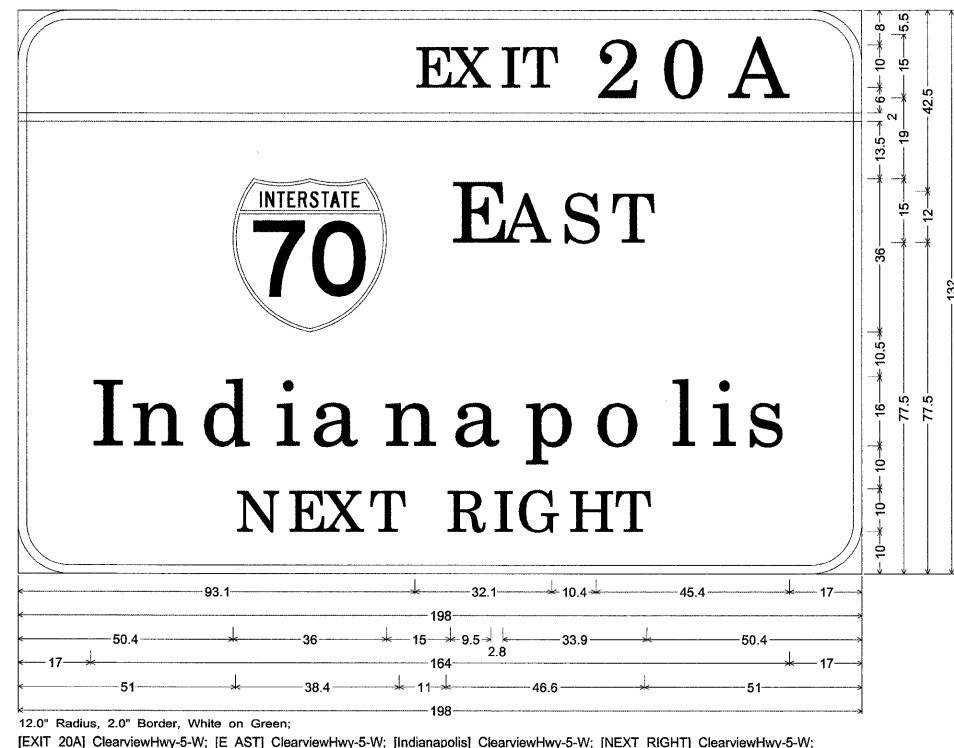


12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 17] ClearviewHwy-5-W; [EAST] ClearviewHwy-5-W; [St Jacob] ClearviewHwy-5-W; [Highland] ClearviewHwy-5-W;  
 Arrow 160 - 35.0° 45°;

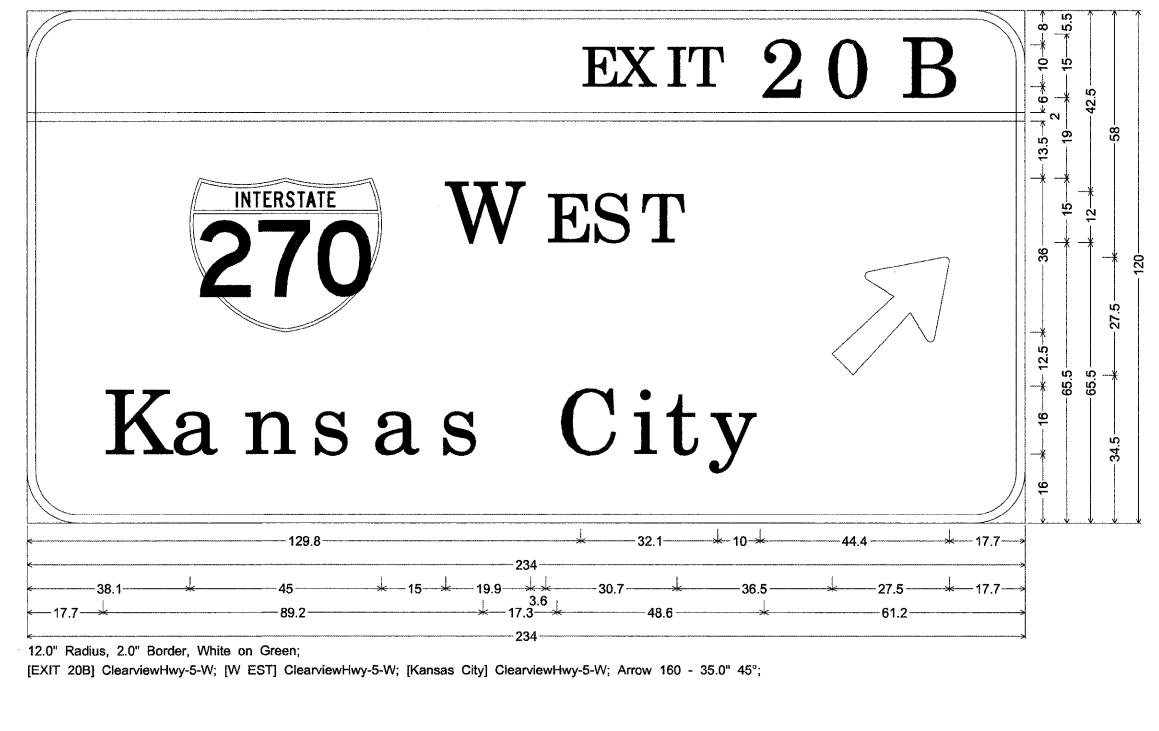
8S060I055L018.3



12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 18] ClearviewHwy-5-W; [Troy] ClearviewHwy-5-W;  
 [1\* MILES] ClearviewHwy-5-W;



12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 20A] ClearviewHwy-5-W; [EAST] ClearviewHwy-5-W; [Indianapolis] ClearviewHwy-5-W; [NEXT RIGHT] ClearviewHwy-5-W;

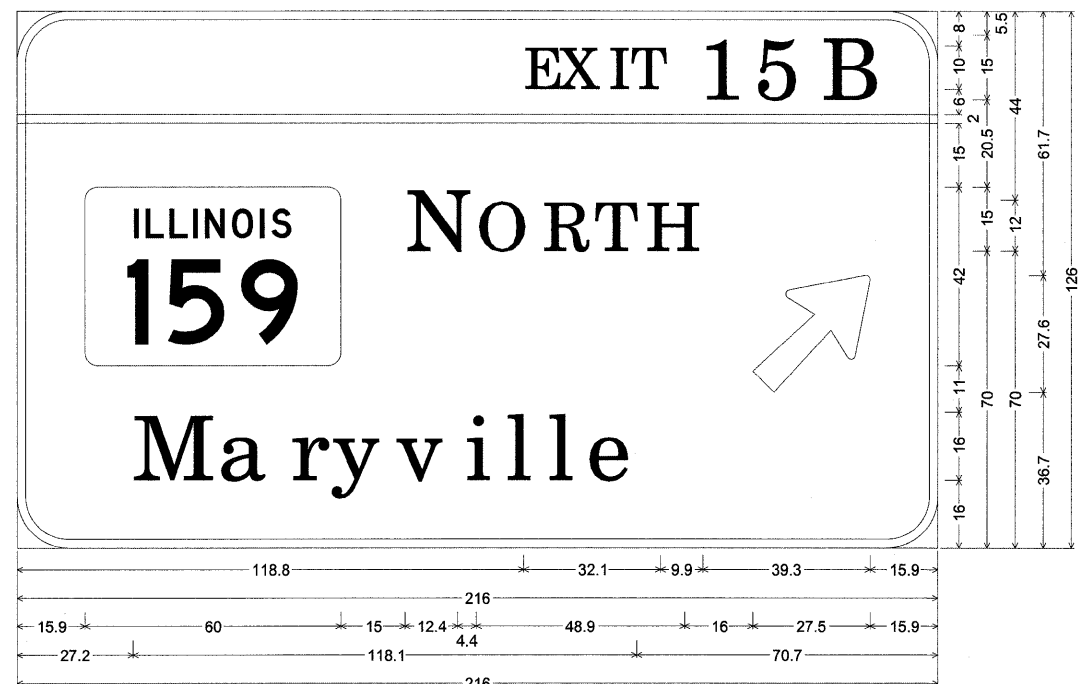


12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 20B] ClearviewHwy-5-W; [WEST] ClearviewHwy-5-W; [Kansas City] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8S060I055L019.7

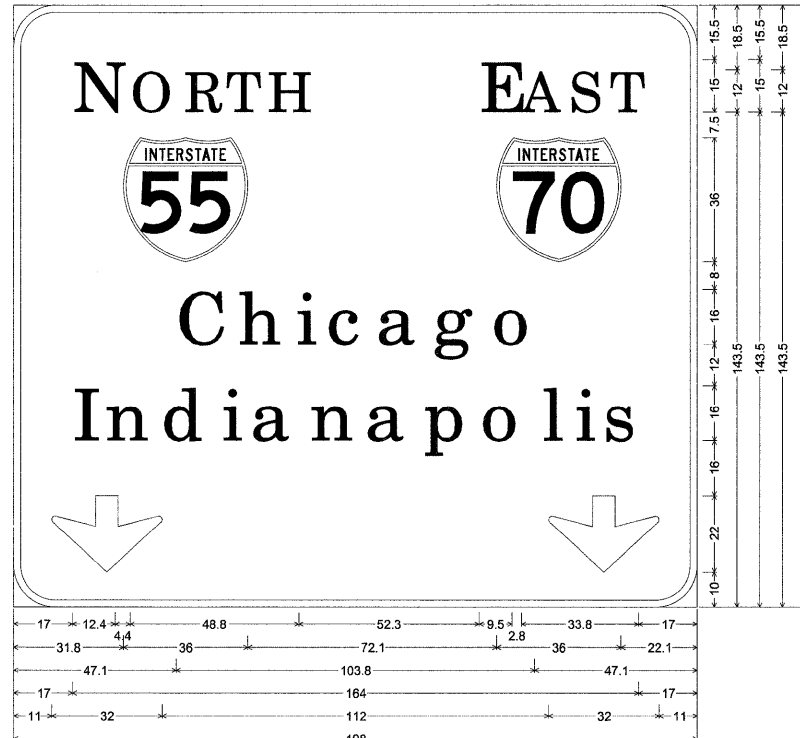
• 60-(7,8,9,10)RS, 60-(8,9,10)BR

FILE NAME =	USER NAME = keplarcl	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGN PANEL DESIGNS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et\pwwork\NPWIDOT\KEPLARCL\dms71073\d8	6a73-sht-plan.dgn	DRAWN -	REVISED -			-70-		MADISON	150	127	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76A73					
	PLOT DATE = 6/25/2009	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____											



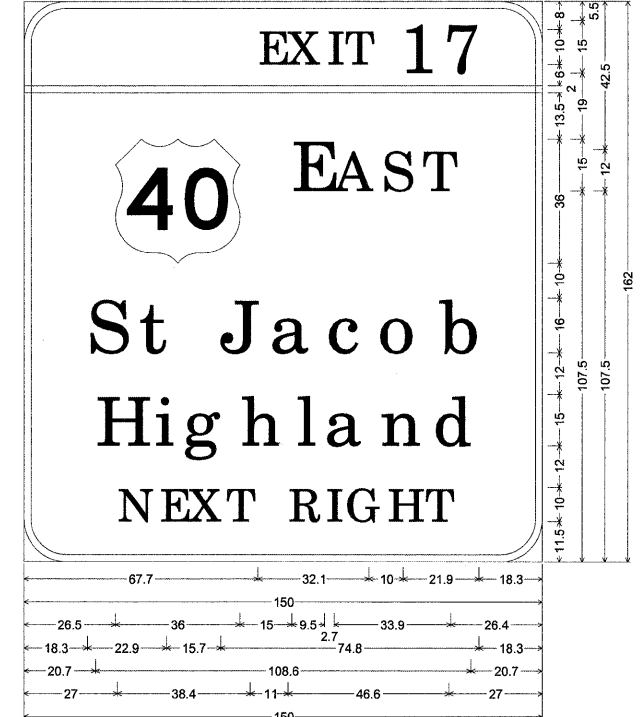
12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 15B] ClearviewHwy-5-W; [N ORTH] ClearviewHwy-5-W; [Maryville] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8C060I055R014.5



12.0" Radius, 2.0" Border, White on Green;  
 [N ORTH] ClearviewHwy-5-W; [E AST] ClearviewHwy-5-W; [Chicago] ClearviewHwy-5-W;  
 [Indianapolis] ClearviewHwy-5-W; Down Arrow 22.0° 270°; Down Arrow 22.0° 270°;

8S060I055R016.4

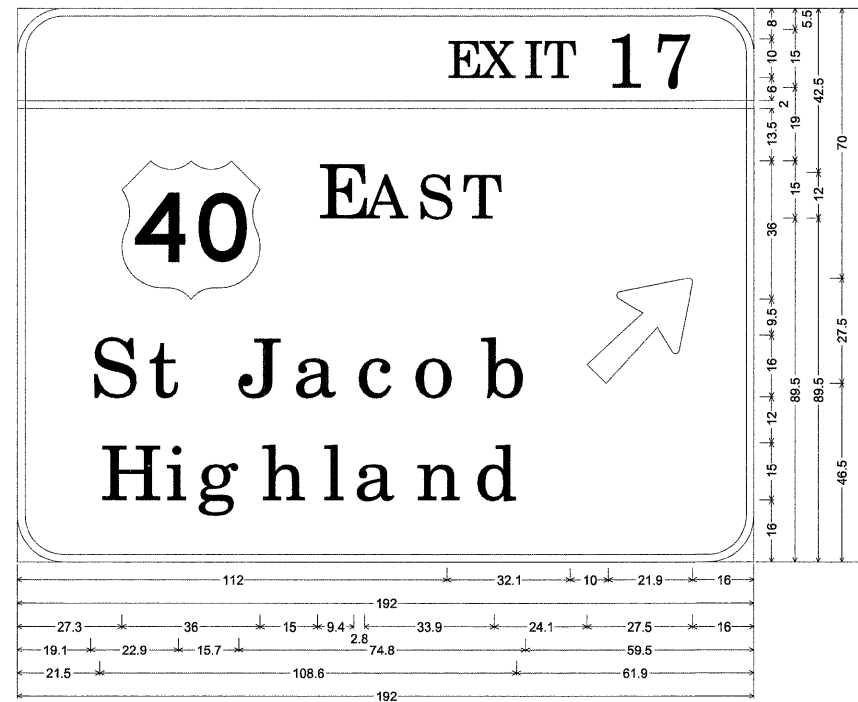


12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 17] ClearviewHwy-5-W; [E AST] ClearviewHwy-5-W;  
 [St Jacob] ClearviewHwy-5-W; [Highland] ClearviewHwy-5-W;  
 [NEXT RIGHT] ClearviewHwy-5-W;



12.0" Radius, 2.0" Border, White on Green;  
 [N ORTH] ClearviewHwy-5-W; [E AST] ClearviewHwy-5-W; [Chicago] ClearviewHwy-5-W;  
 [Indianapolis] ClearviewHwy-5-W; Down Arrow 22.0° 270°; Down Arrow 22.0° 270°;

8S060I055R016.6



12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 17] ClearviewHwy-5-W; [E AST] ClearviewHwy-5-W; [St Jacob] ClearviewHwy-5-W;  
 [Highland] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

FILE NAME =  
 c:\pw\_work\PIWIDOT\KEPLARCL\dms71073\d8

USER NAME = keplarc1  
 6a73-shr-plan.dgn  
 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = 6/25/2009

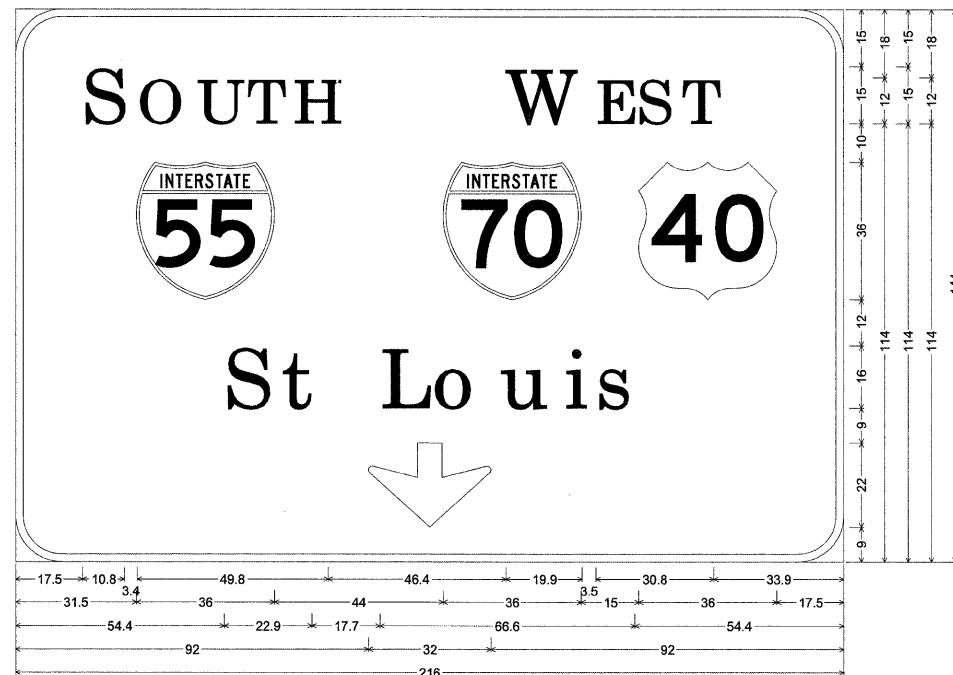
DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

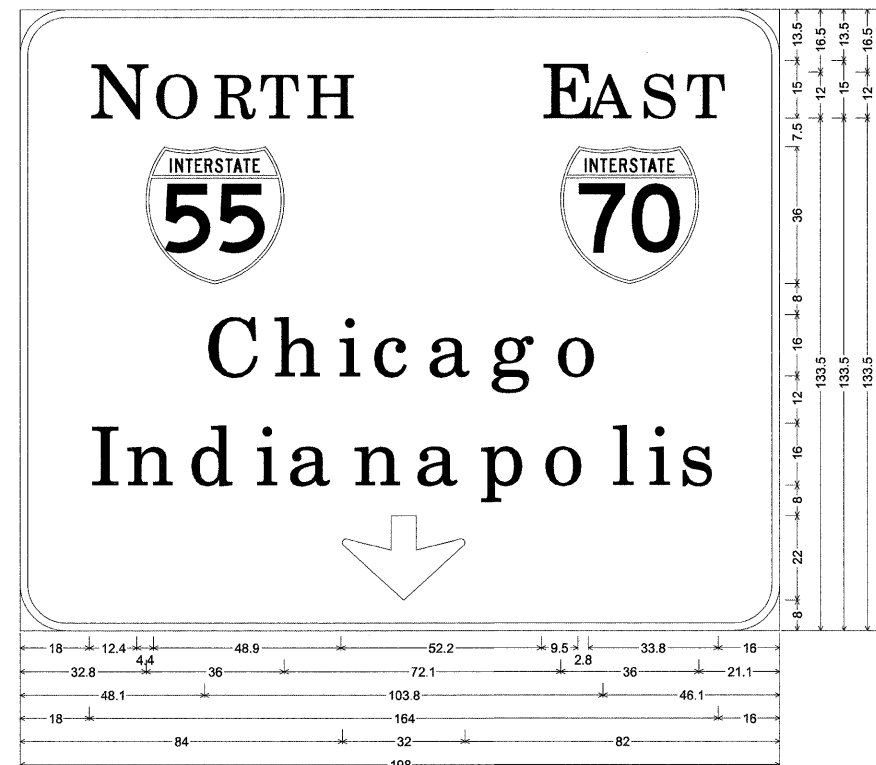
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SIGN PANEL DESIGNS  
 SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70		MADISON	150	128
CONTRACT NO. 76A73				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

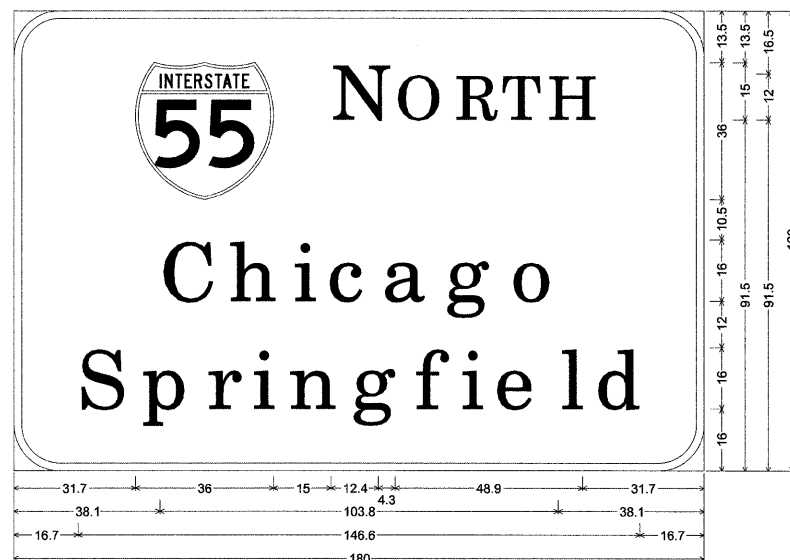


12.0" Radius, 2.0" Border, White on Green;  
[SOUTH] ClearviewHwy-5-W; [WEST] ClearviewHwy-5-W; [St Louis] ClearviewHwy-5-W; Down Arrow 22.0° 270°;

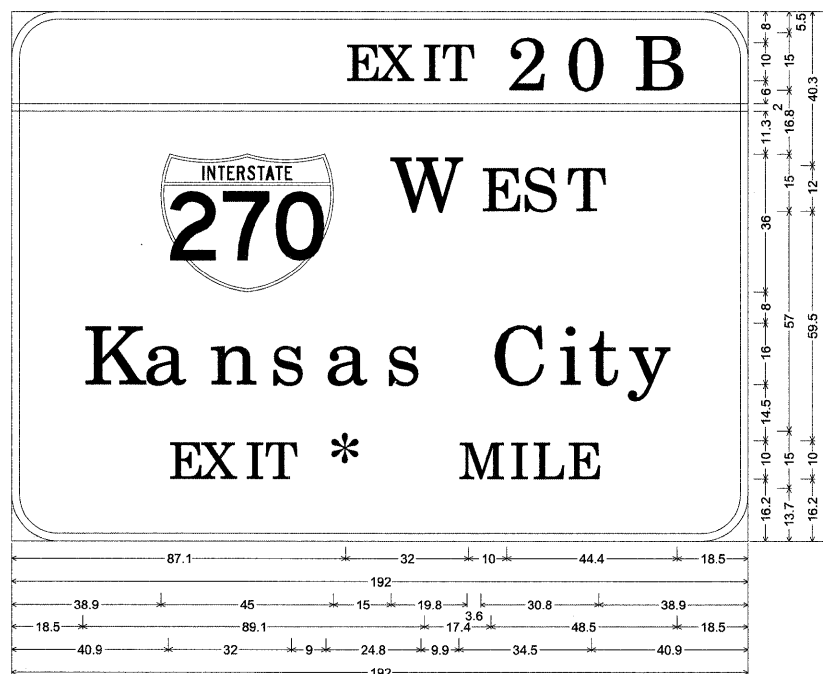


12.0" Radius, 2.0" Border, White on Green;  
[NORTH] ClearviewHwy-5-W; [EAST] ClearviewHwy-5-W; [Chicago] ClearviewHwy-5-W;  
[Indianapolis] ClearviewHwy-5-W; Down Arrow 22.0° 270°;

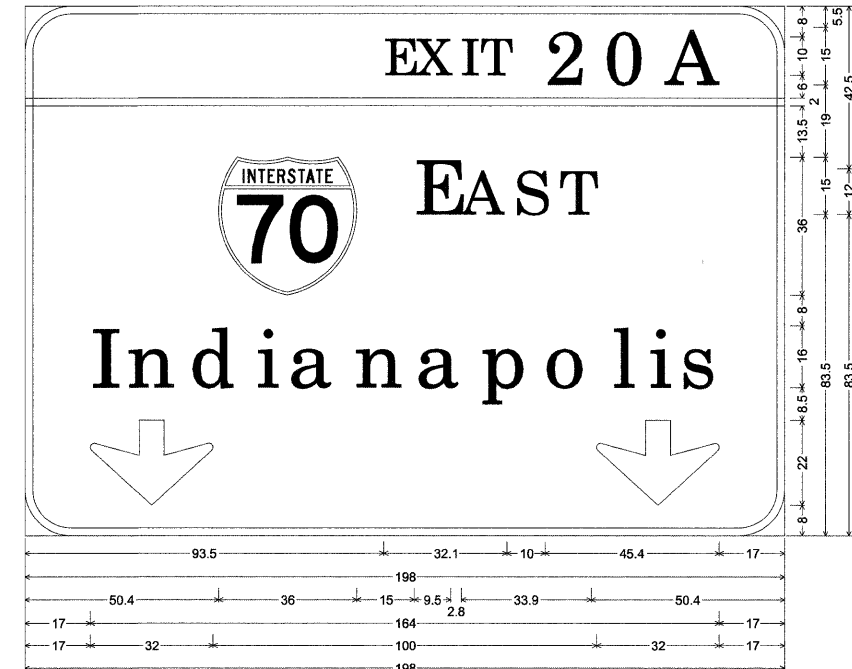
8S060I055R017.0



12.0" Radius, 2.0" Border, White on Green;  
[NORTH] ClearviewHwy-5-W; [Chicago] ClearviewHwy-5-W; [Springfield] ClearviewHwy-5-W;



12.0" Radius, 2.0" Border, White on Green;  
[EXIT 20B] ClearviewHwy-5-W; [WEST] ClearviewHwy-5-W; [Kansas City] ClearviewHwy-5-W;  
[EXIT 1/2 MILE] ClearviewHwy-5-W;

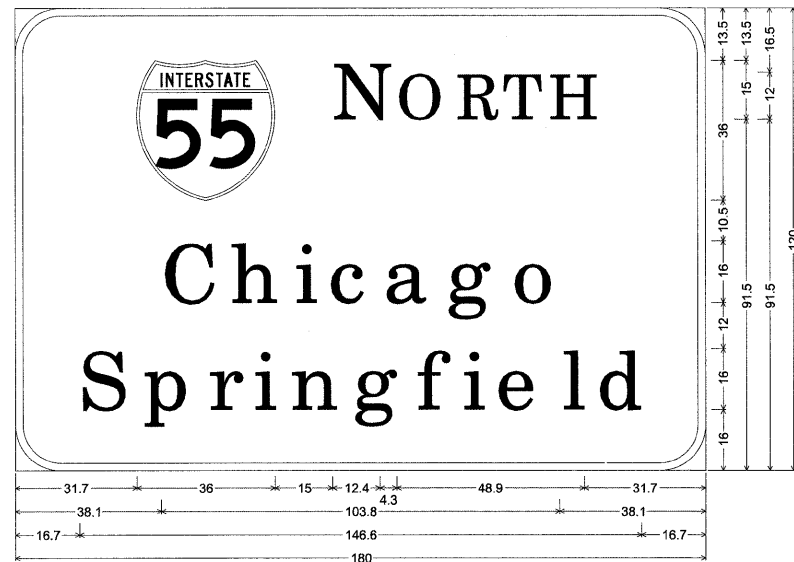


12.0" Radius, 2.0" Border, White on Green;  
[EXIT 20A] ClearviewHwy-5-W; [EAST] ClearviewHwy-5-W; [Indianapolis] ClearviewHwy-5-W; Down Arrow 22.0° 270°;

8S060I055R019.0

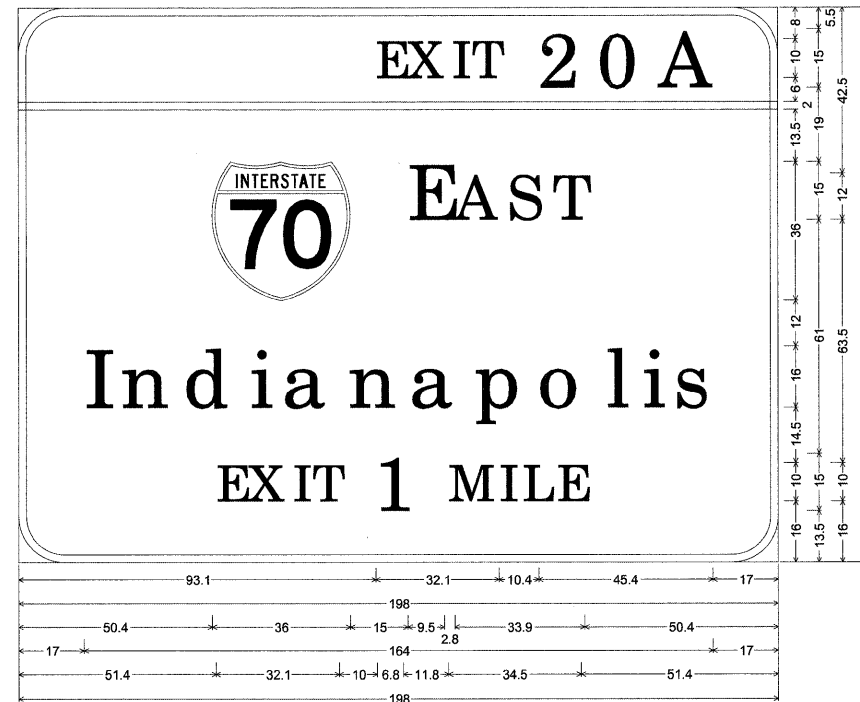
60-(7,8,9,10)RS, 60-(8,9,10)BR

FILE NAME = c:\pwwork\pwidot\KEPLARCL\dms71073\d8	USER NAME = keplercl 6a73-sht-plan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGN PANEL DESIGNS</b>				F.A.I. RTE. 70	SECTION .	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 129
					SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. <b>76A73</b>					
					FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT								

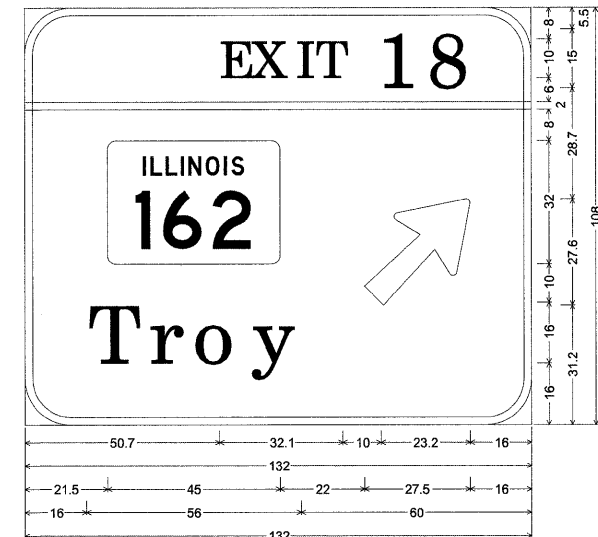


12.0" Radius, 2.0" Border, White on Green;  
 [N ORTH] ClearviewHwy-5-W; [Chicago] ClearviewHwy-5-W; [Springfield] ClearviewHwy-5-W;

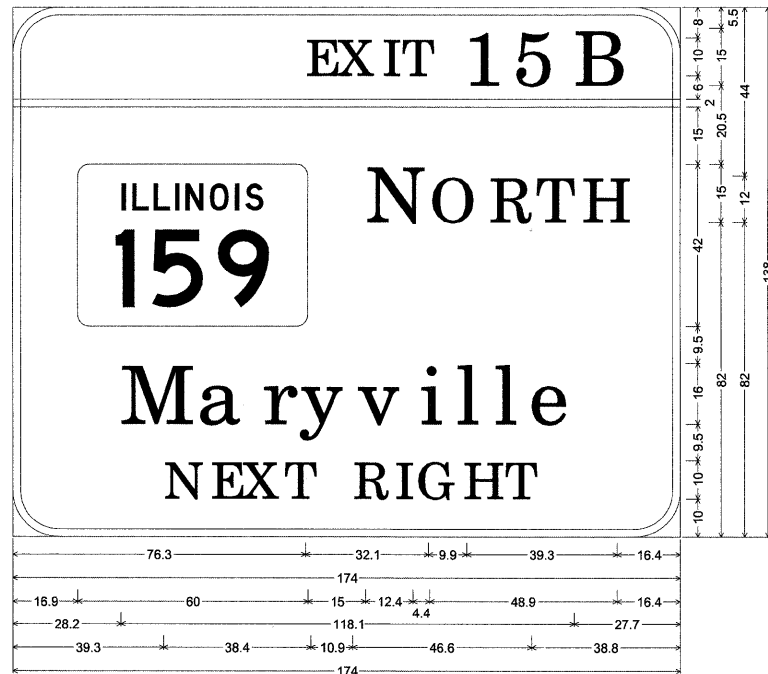
8S060I055R017.8



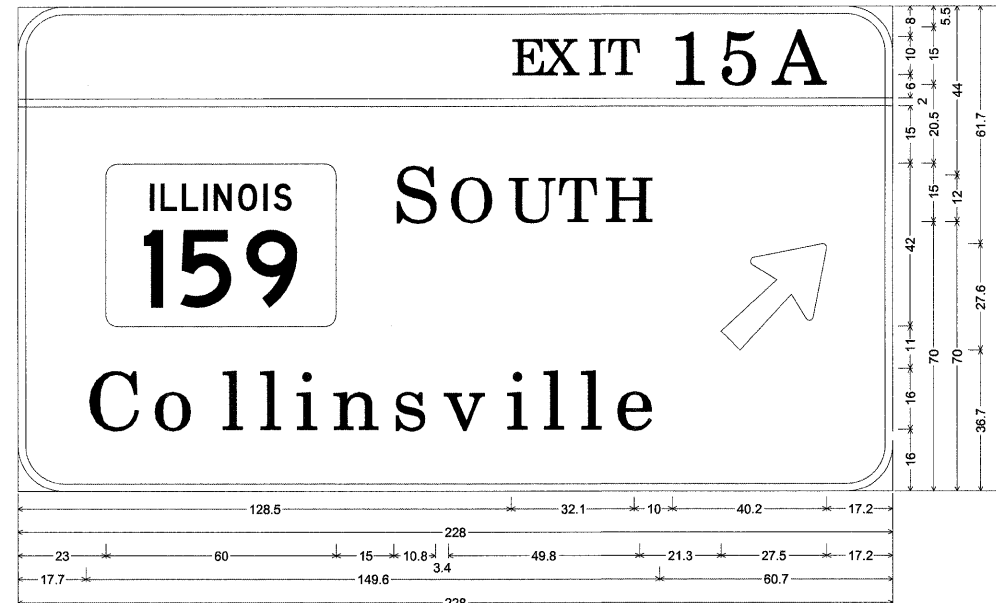
12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 20A] ClearviewHwy-5-W; [E AST] ClearviewHwy-5-W; [Indianapolis] ClearviewHwy-5-W;  
 [EXIT 1 MILE] ClearviewHwy-5-W;



12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 18] ClearviewHwy-5-W; [Troy] ClearviewHwy-5-W;  
 Arrow 160 - 35.0° 45°;



12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 15B] ClearviewHwy-5-W; [N ORTH] ClearviewHwy-5-W; [Maryville] ClearviewHwy-5-W;  
 [NEXT RIGHT] ClearviewHwy-5-W;

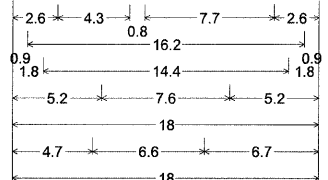
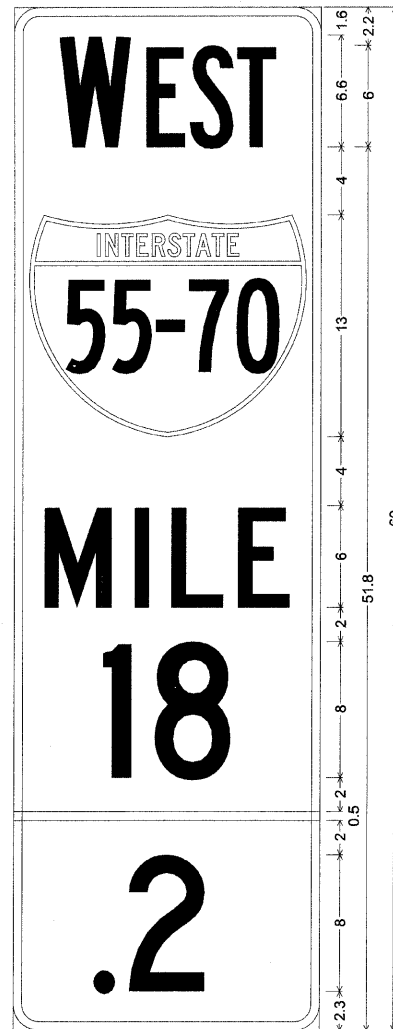


12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 15A] ClearviewHwy-5-W; [S OUTH] ClearviewHwy-5-W; [Collinsville] ClearviewHwy-5-W; Arrow 160 - 35.0° 45°;

8S060I055R014.3

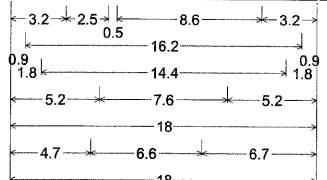
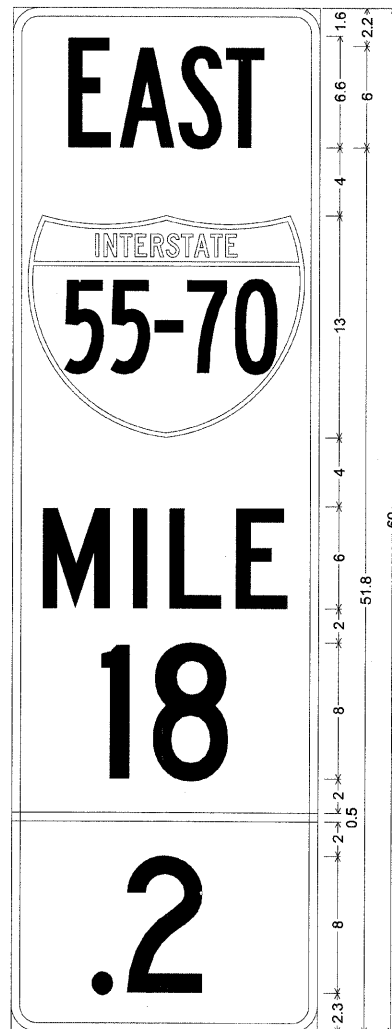
• 60-(7,8,9,10)RS, 60-(8,9,10)BR

FILE NAME = c:\pw_work\NPWIDOT\KEPLARCL\dms71273\c8	USER NAME = keplar1 6a73-shr-plan.dgn	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGN PANEL DESIGNS</b>			F.A.I. RTE. 70	SECTION *	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 130
PLOT SCALE = 5/8" = 1' / IN. PLOT DATE = 5/25/2009					SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 76A73 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



1.5" Radius, 0.5" Border, White on Green;  
 [W EST] B 2K 43% spacing;  
 [MILE] C 2K; [18] C 2K; [.2] C 2K;  
 Table of widths and spaces.

2.6	4.3	0.8	2.3	0.3	2.6	0.2	2.3	2.6
0.9	16.2	0.9						
1.8	4.0	1.3	0.8	1.3	3.1	0.8	3.1	1.8
5.2	1.7	1.4	4.5	5.2				
-0.0	18.0	0.0						
4.7	1.3	0.8	4.5	6.7				



1.5" Radius, 0.5" Border, White on Green;  
 [E AST] B 2K 43% spacing;  
 [MILE] C 2K; [18] C 2K; [.2] C 2K;  
 Table of widths and spaces.

3.2	2.5	0.5	3.3	0.2	2.6	0.2	2.3	3.2
0.9	16.2	0.9						
1.8	4.0	1.3	0.8	1.3	3.1	0.8	3.1	1.8
5.2	1.7	1.4	4.5	5.2				
-0.0	18.0	0.0						
4.7	1.3	0.8	4.5	6.7				

NOTE: ".2" IS CENTER ABOUT THE "2" WITH NO REGARD TO THE DECIMAL.

STATION	SIGN PANEL - TYPE 1		METAL POST - TYPE B
	EB	WB	
	SQ FT	SQ FT	FOOT
574+16	7.5	7.5	16
584+72	7.5	7.5	16
595+28	7.5	7.5	16
605+84	7.5	7.5	16
616+40	7.5	7.5	16
626+96	7.5	7.5	16
637+52	7.5	7.5	16
648+08	7.5	7.5	16
658+64	7.5	7.5	16
669+20	7.5	7.5	16
679+76	7.5	7.5	16
690+32	7.5	7.5	16
700+88	7.5	7.5	16
711+44	7.5	7.5	16
722+00	7.5	7.5	16
732+56	7.5	7.5	16
743+12	7.5	7.5	16
753+68	7.5	7.5	16
764+24	7.5	7.5	16
774+80	7.5	7.5	16
785+36	7.5	7.5	16
795+92	7.5	7.5	16
806+48	7.5	7.5	16
817+04	7.5	7.5	16
827+60	7.5	7.5	16
838+16	7.5	7.5	16
848+72	7.5	7.5	16
1379+66	7.5	7.5	16
1369+10	7.5	7.5	16
1358+54	7.5	7.5	16
1347+98	7.5	7.5	16
1337+42	7.5	7.5	16
1326+86	7.5	7.5	16
1316+30	7.5	7.5	16
1305+74	7.5	7.5	16
1295+18	7.5	7.5	16
1284+62	7.5	7.5	16
1274+06	7.5	7.5	16
1263+50	7.5	7.5	16
SUB-TOTALS	292.5	292.5	
TOTALS	585		624

NOTES:  
 THE RESIDENT ENGINEER WILL CONTACT JEFF ABEL (618-346-3283) FOR EXACT PLACEMENT OF SIGNS.  
 SIGNS SHALL BE PLACED IN THE CENTER OF THE MEDIAN, BACK-TO-BACK ON ONE POST.

# SCHEDULE OF QUANTITIES

SCHEDULE OF QUANTITIES			CONSTRUCTION TYPE CODE											
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	MP12.7	MP13.4	MP13.9	MP14.6	MP15.3	MP15.9	MP17.0	MP17.6	MP18.6	MP19.1	MP19.7
80300100	LOCATING UNDERGROUND CABLE	FOOT	2460	20	575	20	565	20	20	785	20	20	395	20
80500100	SERVICE INSTALLATION, TYPE A	EACH	11	1	1	1	1	1	1	1	1	1	1	1
81012500	CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	2670	265	285	60	545	75	65	765	75	55	405	75
81012800	CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	130	10	30	10	10	10	10	10	10	10	10	10
81018400	CONDUIT PUSHED, 1 1/2" DIA., GALVANIZED STEEL	FOOT	385		50		160			75			100	
81100800	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., GALVANIZED STEEL	FOOT	20		20									
81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	14		2		4			4			4	
81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	11	1	1	1	1	1	1	1	1	1	1	1
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1344	1120	1452	300	2984	360	320	3524	360	280	2384	360
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2800	275	315	70	555	85	75	775	85	65	415	85
83012400	LIGHT POLE, ALUMINUM, 45 FT. M.H., TENON MOUNT	EACH	3			1		1				1		
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	146	15	11	11	15	15	13	15	15	12	12	12
86300305	CONTROLLER CABINET TYPE III, SPECIAL	EACH	11	1	1	1	1	1	1	1	1	1	1	1
87000105	ELECTRIC CABLE ASSEMBLY IN CONDUIT, 600V (EPR-TYPE TC) 2/C NO. 10 AND NO. 10 GROUND	FOOT	330	30	30	30	30	30	30	30	30	30	30	30
87301715	ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 18 6 PAIR	FOOT	240	30	30		30		30	30	30		30	30
87800210	CONCRETE FOUNDATION, TYPE D (SPECIAL)	FOOT	44	4	4	4	4	4	4	4	4	4	4	4
X0323150	JUNCTION BOX, ALUMINUM, ATTACHED TO STRUCTURE, 18" X 18" X 10"	EACH	11	1	1	1	1	1	1	1	1	1	1	1
X0325476	RADAR VEHICLE DETECTION SYSTEM	EACH	11	1	1	1	1	1	1	1	1	1	1	1
X0326091	LIGHT POLE, STEEL 50 FT. WITH CAMERA LOWERING SYSTEM	EACH	8	1	1		1		1	1	1		1	1
X8100065	CONDUIT IN TRENCH, 4" DIA., PVC TYPE C	FOOT	330	30	30	30	30	30	30	30	30	30	30	30
XXXXXXXX1	CELLULAR MODEM	EACH	11	1	1	1	1	1	1	1	1	1	1	1

\* 60-(7,8,9,10)RS, 60-(8,9,10)BR

FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS SCHEDULE OF QUANTITIES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\PWIDOT\PRESTONME\dms71073\d76e73-shr-ITS.dgn		DRAWN -	REVISED -			-70-		MADISON	150	132
	PLOT SCALE = 5/8"=1'-0" / IN.	CHECKED -	REVISED -							
	PLOT DATE = 7/9/2009	DATE -	REVISED -							
						SCALE: _____ SHEET NO. ___ OF ___ SHEETS		STA. _____ TO STA. _____		FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT
										CONTRACT NO. <b>76A73</b>

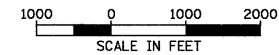
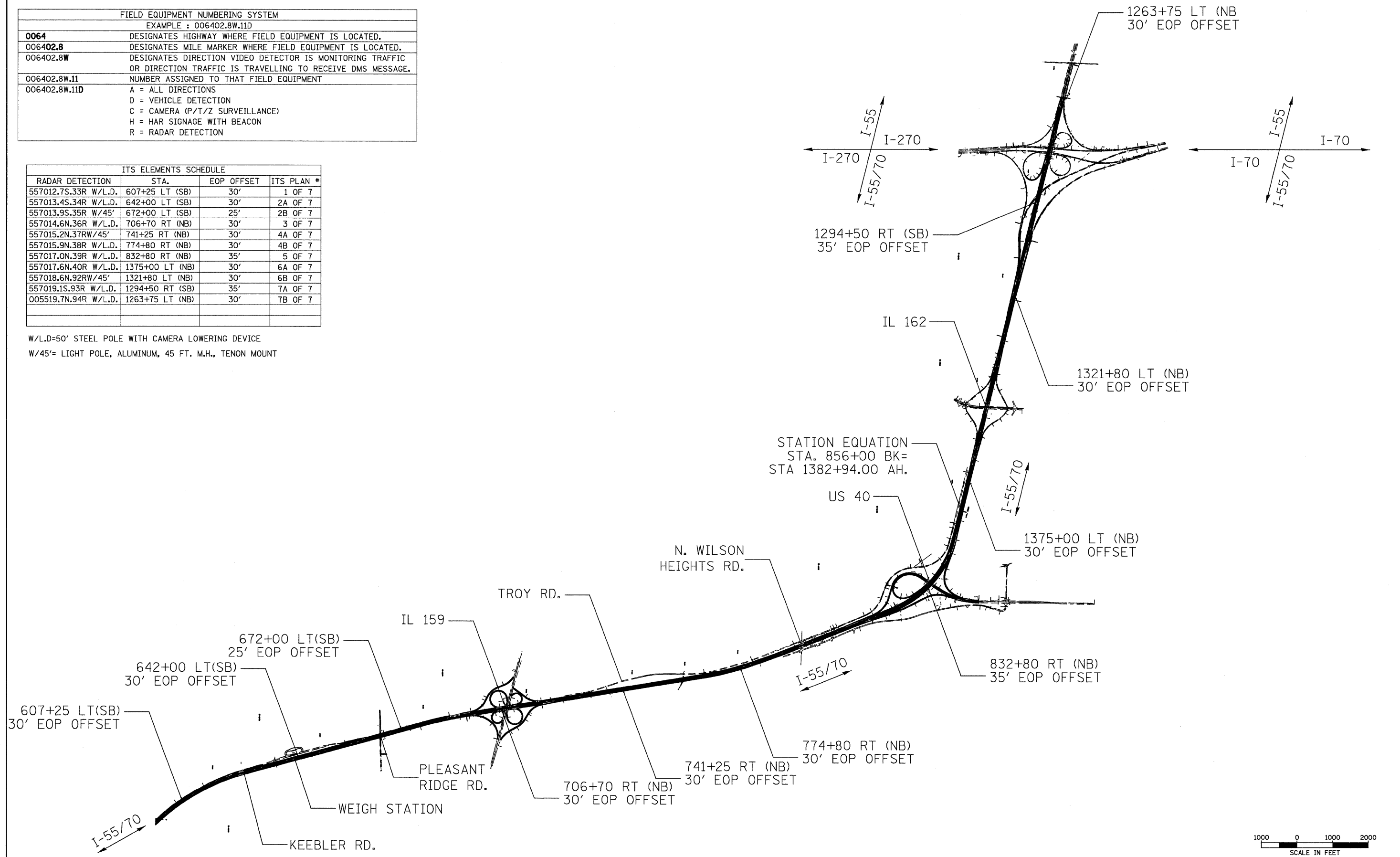


FIELD EQUIPMENT NUMBERING SYSTEM	
EXAMPLE : 006402.8W.11D	
0064	DESIGNATES HIGHWAY WHERE FIELD EQUIPMENT IS LOCATED.
006402.8	DESIGNATES MILE MARKER WHERE FIELD EQUIPMENT IS LOCATED.
006402.8W	DESIGNATES DIRECTION VIDEO DETECTOR IS MONITORING TRAFFIC OR DIRECTION TRAFFIC IS TRAVELLING TO RECEIVE DMS MESSAGE.
006402.8W.11	NUMBER ASSIGNED TO THAT FIELD EQUIPMENT
006402.8W.11D	A = ALL DIRECTIONS D = VEHICLE DETECTION C = CAMERA (P/T/Z SURVEILLANCE) H = HAR SIGNAGE WITH BEACON R = RADAR DETECTION

ITS ELEMENTS SCHEDULE			
RADAR DETECTION	STA.	EOP OFFSET	ITS PLAN #
557012.7S.33R W/L.D.	607+25 LT (SB)	30'	1 OF 7
557013.4S.34R W/L.D.	642+00 LT (SB)	30'	2A OF 7
557013.9S.35R W/45'	672+00 LT (SB)	25'	2B OF 7
557014.6N.36R W/L.D.	706+70 RT (NB)	30'	3 OF 7
557015.2N.37RW/45'	741+25 RT (NB)	30'	4A OF 7
557015.9N.38R W/L.D.	774+80 RT (NB)	30'	4B OF 7
557017.0N.39R W/L.D.	832+80 RT (NB)	35'	5 OF 7
557017.6N.40R W/L.D.	1375+00 LT (NB)	30'	6A OF 7
557018.6N.92RW/45'	1321+80 LT (NB)	30'	6B OF 7
557019.1S.93R W/L.D.	1294+50 RT (SB)	35'	7A OF 7
005519.7N.94R W/L.D.	1263+75 LT (NB)	30'	7B OF 7

W/L.D.=50' STEEL POLE WITH CAMERA LOWERING DEVICE

W/45'= LIGHT POLE, ALUMINUM, 45 FT. M.H., TENON MOUNT



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS KEY MAP</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#	PLOT SCALE = #SCALE#	DRAWN -	REVISED -			.70		MADISON	133	
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		DATE -	REVISED -	SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____						

• 60-(7,8,9,10)RS, 60-(8,9,10)BR

LEGEND

GENERAL NOTES

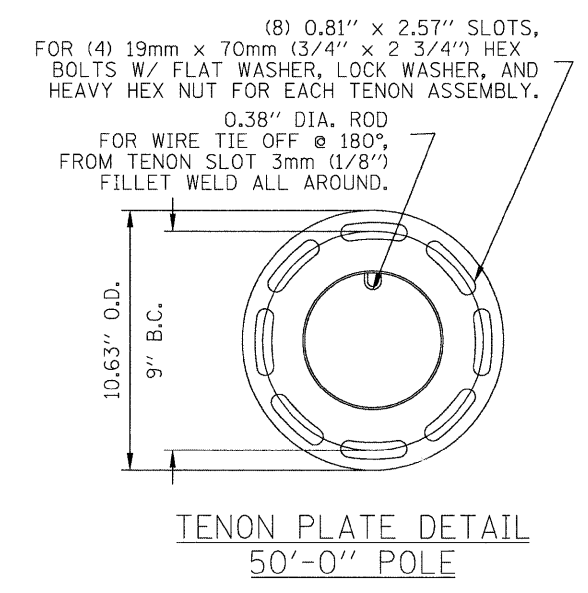
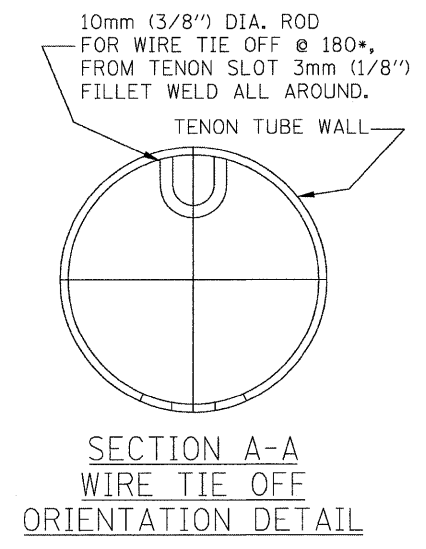
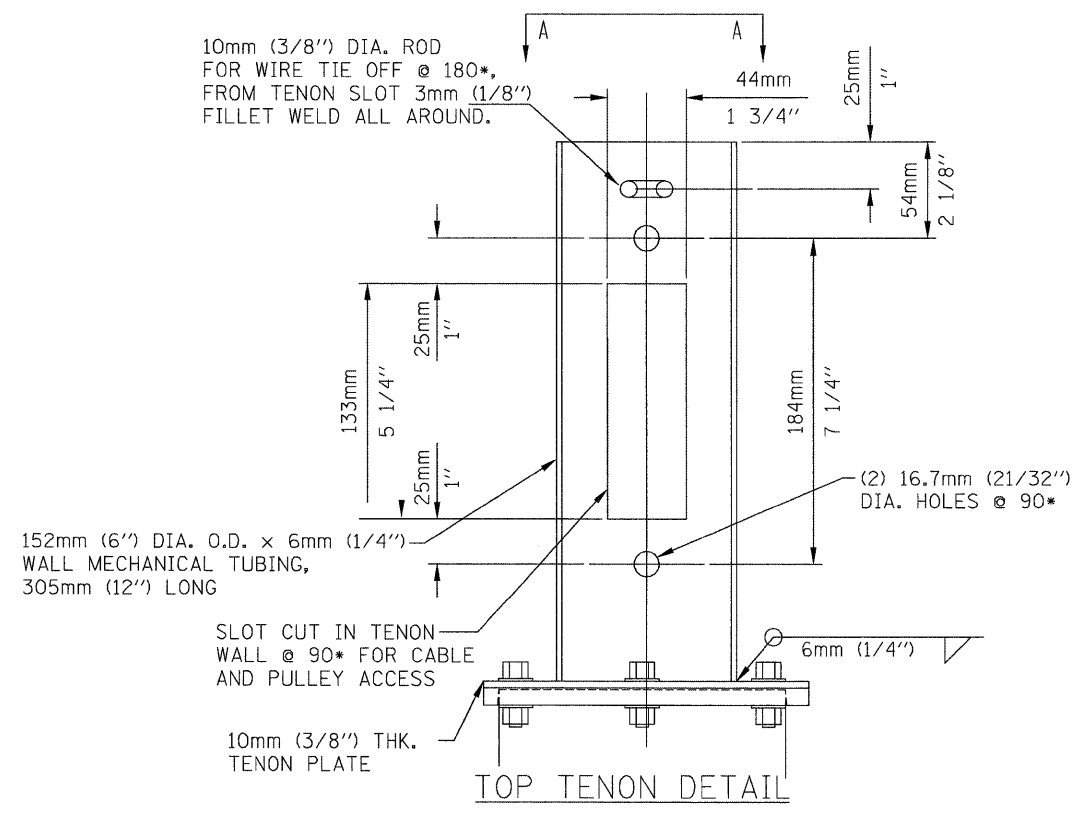
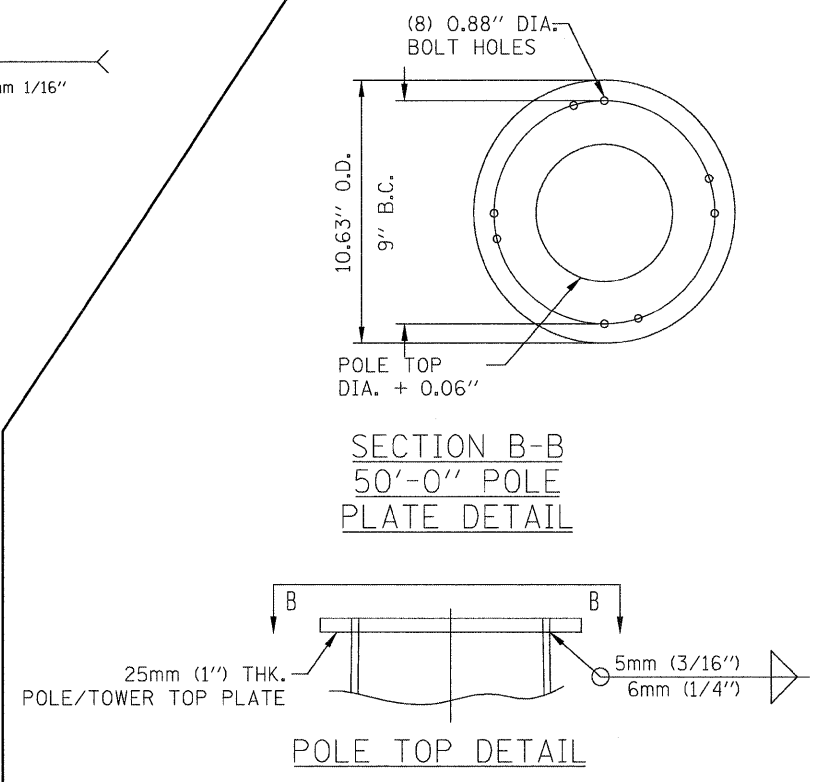
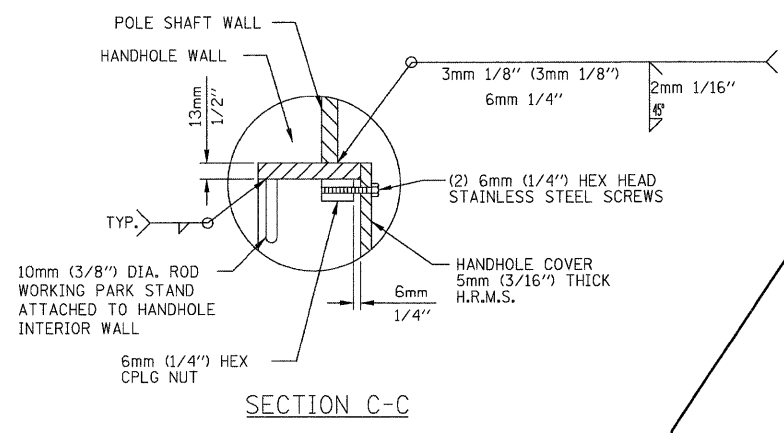
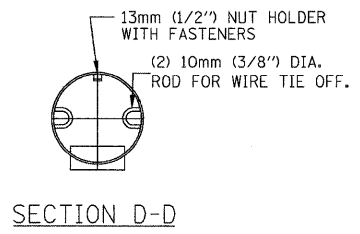
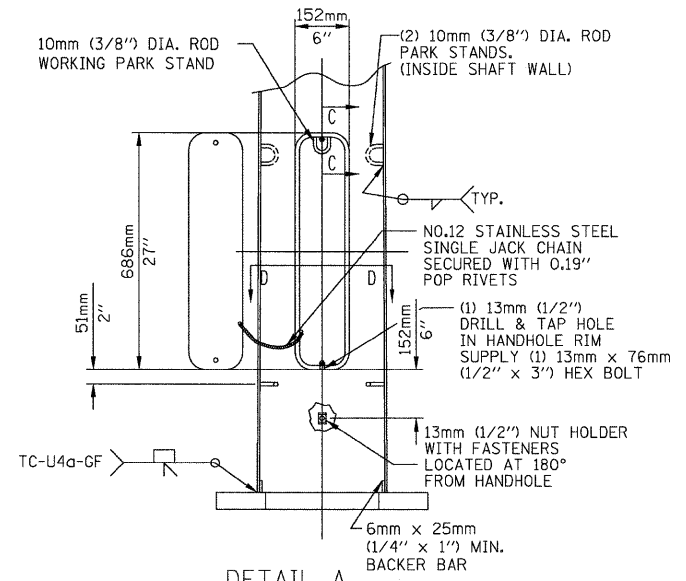
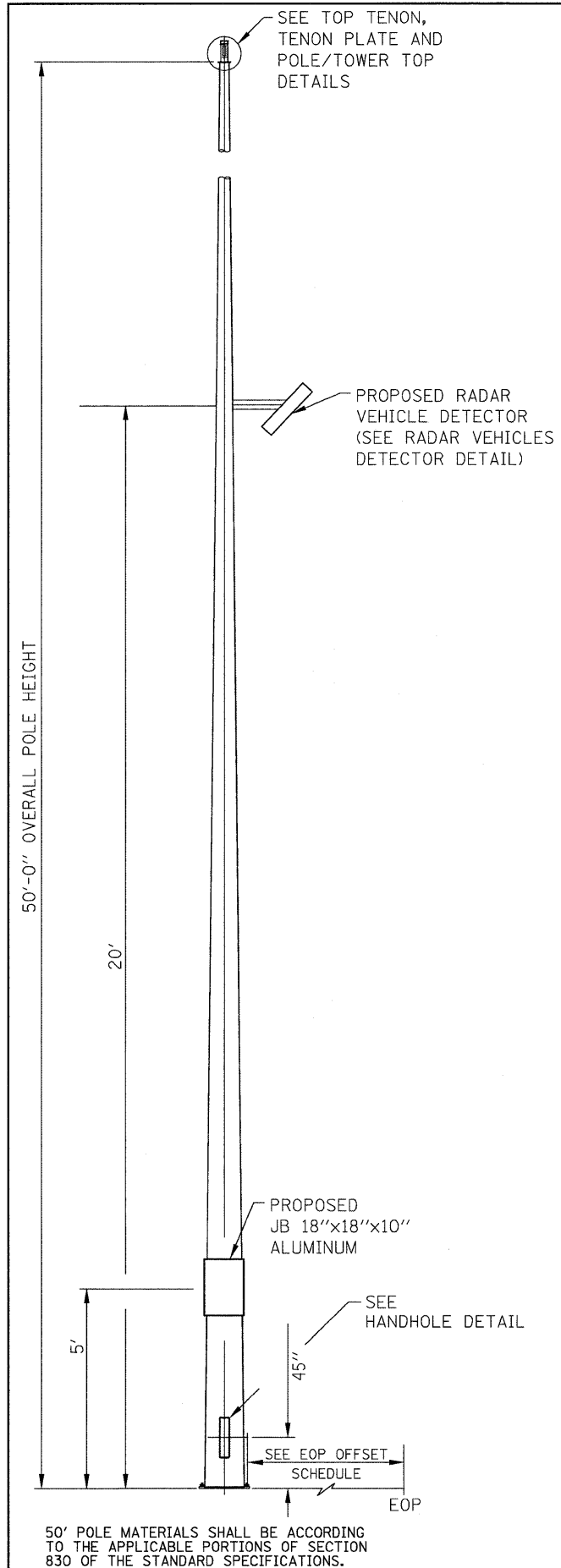
- EP EDGE OF PAVEMENT
- GSC GALVANIZED STEEL CONDUIT
- PVCC POLYVINYL CHLORIDE CONDUIT
- ☒ EXISTING CONTROLLER
- ☐ EXISTING SERVICE INSTALLATION
- ▣ PROPOSED HANDHOLE
- ▢ PROPOSED DOUBLE HANDHOLE
- ⊠ PROPOSED CONTROLLER
- //—— PROPOSED CONDUIT: "T" TRENCH, "P" PUSH "ATS" ATTACHED TO STRUCTURE, SIZE SPECIFIED
- PROPOSED SERVICE INSTALLATION
- ⊙ PROPOSED JUNCTION BOX, SIZE SPECIFIED
- 📹 PROPOSED RADAR VEHICLE DETECTOR

1. RADAR DETECTORS ARE LOCATION SENSITIVE. PROPOSED EQUIPMENT LOCATIONS ARE APPROXIMATE 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 ENGINEER'S APPROVAL. MR. BRIAN SNEED OF BUREAU OF OPERATIONS SHALL BE CONTACTED FOR ACTUAL CAMERA LOCATION VERIFICATION.
2. ALL MATERIALS SUPPLIED SHALL CONFORM TO SECTION 106 OF THE STANDARD SPECIFICATIONS FOR CONTROL OF MATERIALS.
3. THE CONTROLLER CABINETS AND JUNCTION BOXES SHALL BE UNPAINTED ALUMINUM SHEET METAL UNLESS OTHERWISE SPECIFIED ON THE PLANS.
5. ALL GROUND RODS SUPPLIED FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH ARTICLE 1087.01 EXCEPT THAT THEY SHALL BE 3/4 " DIAMETER X 12'-0" LONG. ALL CONNECTIONS TO GROUND RODS SHALL BE MADE VIA EXOTHERMIC WELD, COMPRESSION CLAMPS WILL NOT BE ALLOWED.
5. COORDINATION WITH THE DEPARTMENT'S BUREAU OF OPERATIONS IS REQUIRED BEFORE ANY TRENCHING SHALL BE DONE TO LOCATE HIGHWAY LIGHTING/PUMP STATION/ITS FACILITIES AND TO COORDINATE OTHER FIELD ACTIVITIES.
6. ALL HANDHOLES SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE PER SECTION 814 OF THE STANDARD SPECIFICATIONS. THE LEGEND ON THE COVER SHALL BE "ITS". SLOPE HANDHOLE TO MATCH FINAL GRADE ELEVATION.
7. ALL UTILITIES AND DRAINAGE STRUCTURES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY ATTEMPT TO CONSTRUCT ANY COMPONENT OF THE VARIOUS CCTV CAMERA SYTEMS AND VEHICLE DETECTION SYSTEMS. THE COST FOR LOCATING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRENCH AND BACKFILL FOR ELECTRICAL WORK.
8. A 9-1-1 ADDRESS MUST BE OBTAINED FROM THE MADISON COUNTY 9-1-1 COORDINATOR PRIOR TO OBTAINING ELECTRIC/ TELEPHONE SERVICE AT THE PROJECT LOCATIONS. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER/TECHNICIAN A MINIMUM OF SIX WEEKS IN ADVANCE OF THE ANTICIPATED DATE THAT ELECTRIC/TELEPHONE SERVICE WILL BE REQUIRED IN ORDER THAT THE NECESSARY ADDRESS CAN BE OBTAINED. IF THERE ARE ANY QUESTIONS REGARDING THE ABOVE, CONTACT THE 9-1-1 COORDINATOR AT 618-692-7480, EXT.5911 FOR MADISON COUNTY.

• 60-(7,8,9,10)RS, 60-(8,9,10)BR

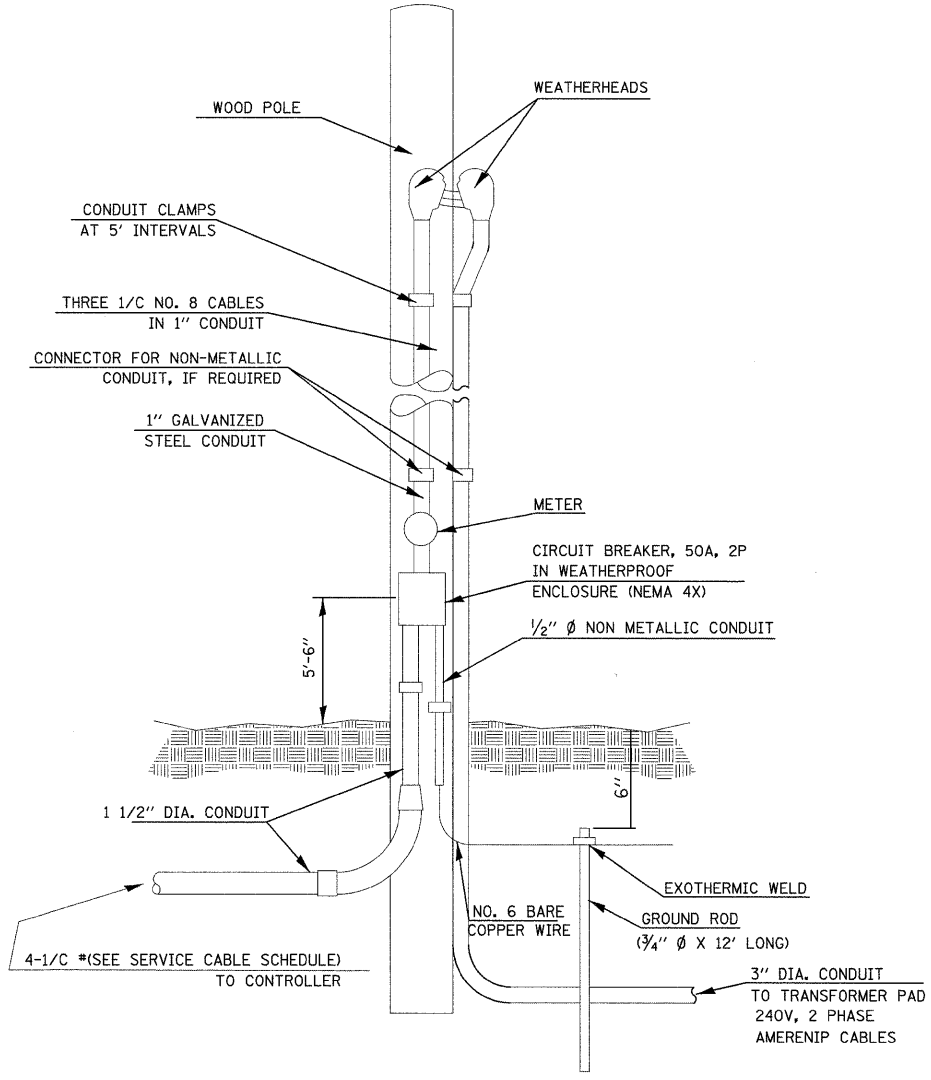
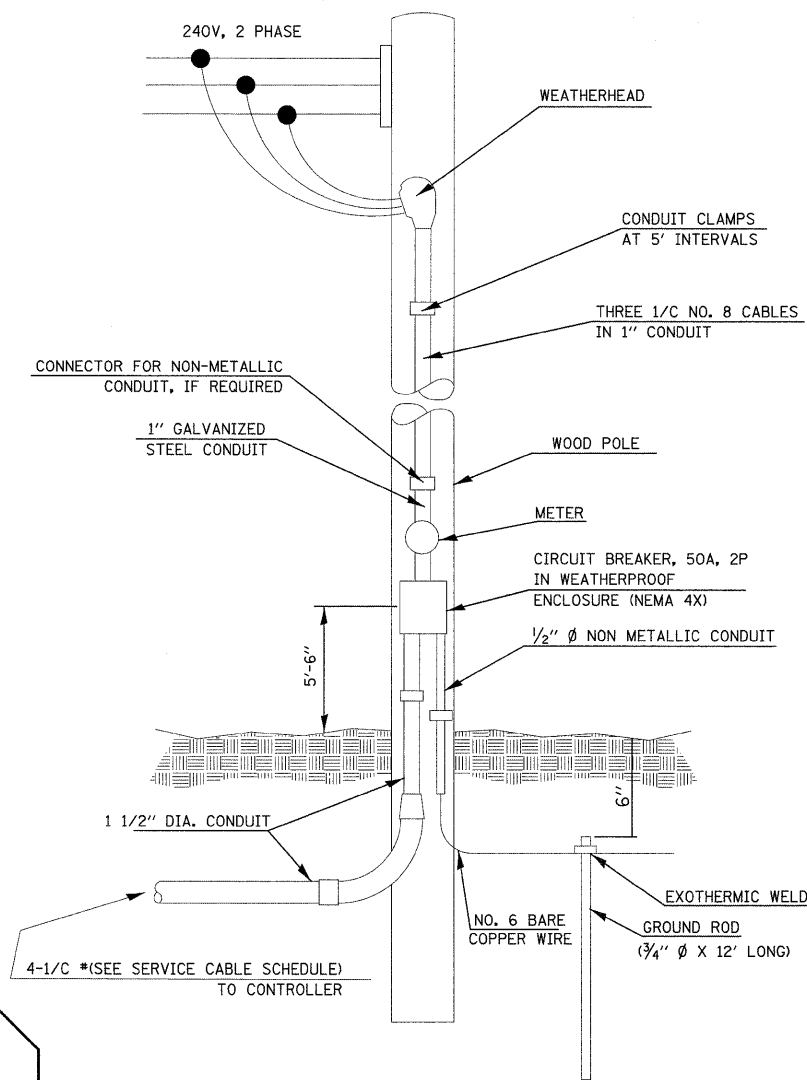
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#FILE#		DRAWN - ---	REVISED - ---			70.	.	MADISON	134		
	PLOT SCALE = #SCALE#	CHECKED - ---	REVISED - ---			CONTRACT NO. 16A73					
	PLOT DATE = #DATE#	DATE - ---	REVISED - ---			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
						SCALE: _____		SHEET NO. ___ OF ___ SHEETS		STA. _____ TO STA. _____	

50'-0" OVERALL POLE HEIGHT



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>POLE MOUNTED CCTV DETAIL WITH CAMERA LOWERING DEVICE</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -			70		MADISON	135	135	
		CHECKED -	REVISED -			CONTRACT NO. 16A73					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
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• 60-(7,8,9,10)RS, 60-(8,9,10)BR

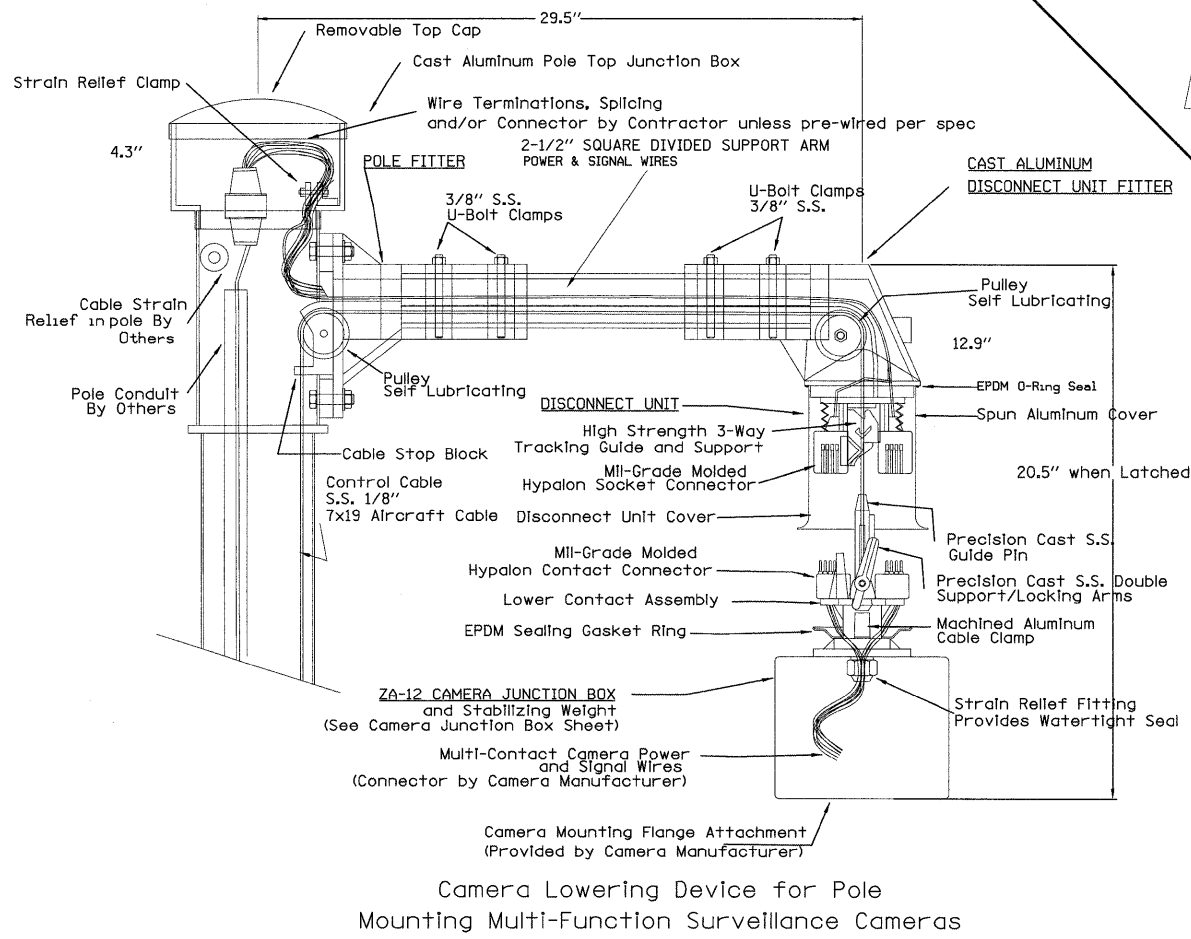


SERVICE INSTALLATION, TYPE A  
NOT TO SCALE

SERVICE CABLE SCHEDULE	
SERVICE LOCATIONS	4-1/8-#
557012.7S.33R	6
557013.9S.35R	6
557014.6N.36R	6
557015.2N.37R	6
557015.9N.38R	6
557017.0N.39R	6
557017.6N.40R	6
557018.6N.92R	6
557019.1S.93R	6
557019.7N.94R	6

SERVICE INSTALLATION, TYPE A  
NOT TO SCALE

SERVICE CABLE SCHEDULE	
SERVICE LOCATIONS	4-1/8-#
557013.4S.34R	6



Camera Lowering Device for Pole Mounting Multi-Function Surveillance Cameras

FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISD -
et\pw_work\PWIDOT\PRESTONME\dms71073\ds	76a73-shr-11S.dgn	DRAWN -	REVISD -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISD -
PLOT DATE = 7/9/2009		DATE -	REVISD -

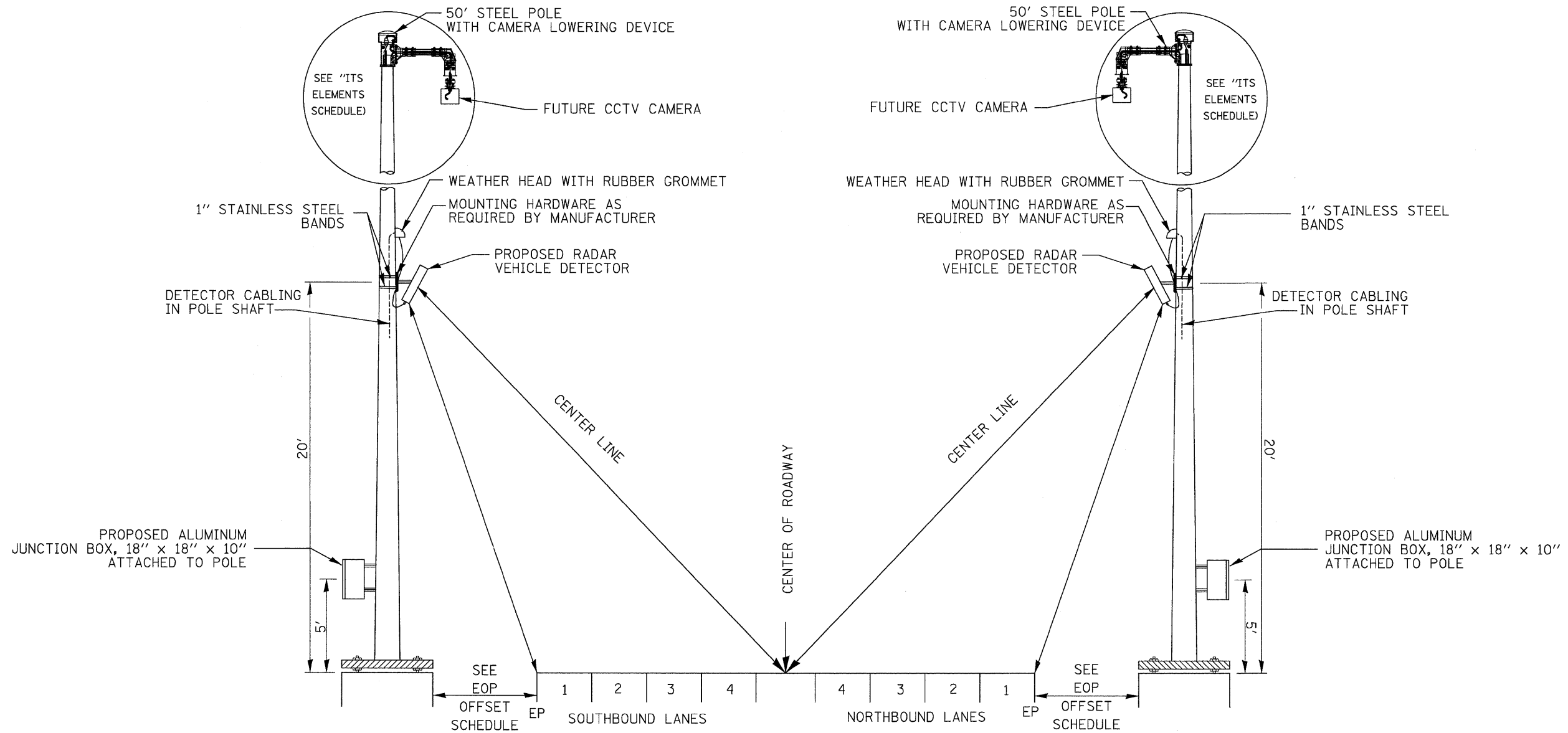
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**POLE MOUNTED CCTV DETAIL WITH CAMERA LOWERING DEVICE  
AND SERVICE INSTALLATION DETAILS**

SCALE: \_\_\_\_\_ SHEET NO. \_\_\_ OF \_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.I. RTE. -70-	SECTION	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 136
CONTRACT NO. 76A73			ILLINOIS FED. AID PROJECT	

\* 60-(7,8,9,10)RS, 60-(8,9,10)BR



**DETAIL  
RADAR VEHICLE DETECTOR**

NOT TO SCALE

LOCATIONS:

ITS ELEMENTS SCHEDULE			
RADAR DETECTION	STA.	EOP OFFSET	# OF LANES
557012.7S.33R W/L.D.	607+25 LT (SB)	30'	2
557013.4S.34R W/L.D.	642+00 LT (SB)	30'	2
557013.9S.35R W/45'	672+00 LT (SB)	25'	2
557014.6N.36R W/L.D.	706+70 RT (NB)	30'	3
557015.2N.37RW/45'	741+25 RT (NB)	30'	2
557015.9N.38R W/L.D.	774+80 RT (NB)	30'	2
557017.0N.39R W/L.D.	832+80 RT (NB)	35'	2
557017.6N.40R W/L.D.	1375+00 LT (NB)	30'	2
557018.6N.92RW/45'	1321+80 LT (NB)	30'	2
557019.1S.93R W/L.D.	1294+50 RT (SB)	35'	2
005519.7N.94R W/L..	1263+75 LT (NB)	30'	3

W/L.D.=50' STEEL POLE WITH CAMERA LOWERING DEVICE

W/45'= LIGHT POLE, ALUMINUM, 45 FT. M.H., TENON MOUNT

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - ----	REVISED - ----	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RADAR VEHICLE DETECTION DETAIL</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	DRAWN - ----	REVISED - ----			.70	*	MADISON		137
	PLOT DATE = *DATE*	CHECKED - ----	REVISED - ----			CONTRACT NO. <b>16A73</b>				
		DATE - ----	REVISED - ----			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____						

• 60-(7,8,9,10)RS, 60-(8,9,10)BR

CONCRETE FOUNDATION				
LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH *
SEE "ITS ELEMENTS SCHEDULE"	381 mm (15")	610mm (24")	SEE "ITS ELEMENTS SCHEDULE"	2.00 m (6'-9")

\* Length does not include 100 (4)hook

ITS ELEMENTS SCHEDULE			
RADAR DETECTION	STA.	EOP OFFSET	SHAFT DEPTH
557012.7S.33R W/L.D.	607+25 LT (SB)	30'	15'
557013.4S.34R W/L.D.	642+00 LT (SB)	30'	11'
557013.9S.35R W/45'	672+00 LT (SB)	25'	11'
557014.6N.36R W/L.D.	706+70 RT (NB)	30'	15'
557015.2N.37RW/45'	741+25 RT (NB)	30'	15'
557015.9N.38R W/L.D.	774+80 RT (NB)	30'	13'
557017.0N.39R W/L.D.	832+80 RT (NB)	35'	15'
557017.6N.40R W/L.D.	1375+00 LT (NB)	30'	15'
557018.6N.92RW/45'	1321+80 LT (NB)	30'	12'
557019.1S.93R W/L.D.	1294+50 RT (SB)	35'	12'
005519.7N.94R W/L.	1263+75 LT (NB)	30'	12'

W/L.D.=50' STEEL POLE WITH CAMERA LOWERING DEVICE  
W/45'= LIGHT POLE, ALUMINUM, 45 FT. M.H., TENON MOUNT

Notes:

Wireway may be on front, back, or side of foundation as required by the trenching. Place door of transformer base on wireway side to minimize the number of unit duct bends.

Top of schedule 40 PVC 125 (5) I.D. PVC wiring window, shall be flush with the top of foundation for drainage.

75 (3) Min. concrete cover on all steel

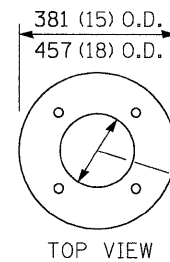
25 (1) Ø Steel anchor rod with 230 (9) of threads. See table for the required bolt circle diameter.

Anchor rod shall extend through nut 10 to 25 (3/8 to 1). For barrier or foundations located behind guardrail, use self-locking nut and flat washer. Do not use lock washer. Length above foundation shall be adjusted to accommodate breakaway devices furnished by the contractor for a specific installation.

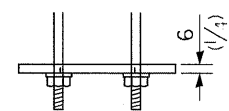
Use dirt removed from foundation to meet 1.52m (5 ft.) chord fill around foundation top. Grade dirt level with bottom of concrete chamfer.

125 (5) I.D. P.V.C. wireway window. Fill with fine aggregate

35 If the required anchor rod length above top of foundation is less than 75 (3), anchor rods may be lowered below 150 (6)

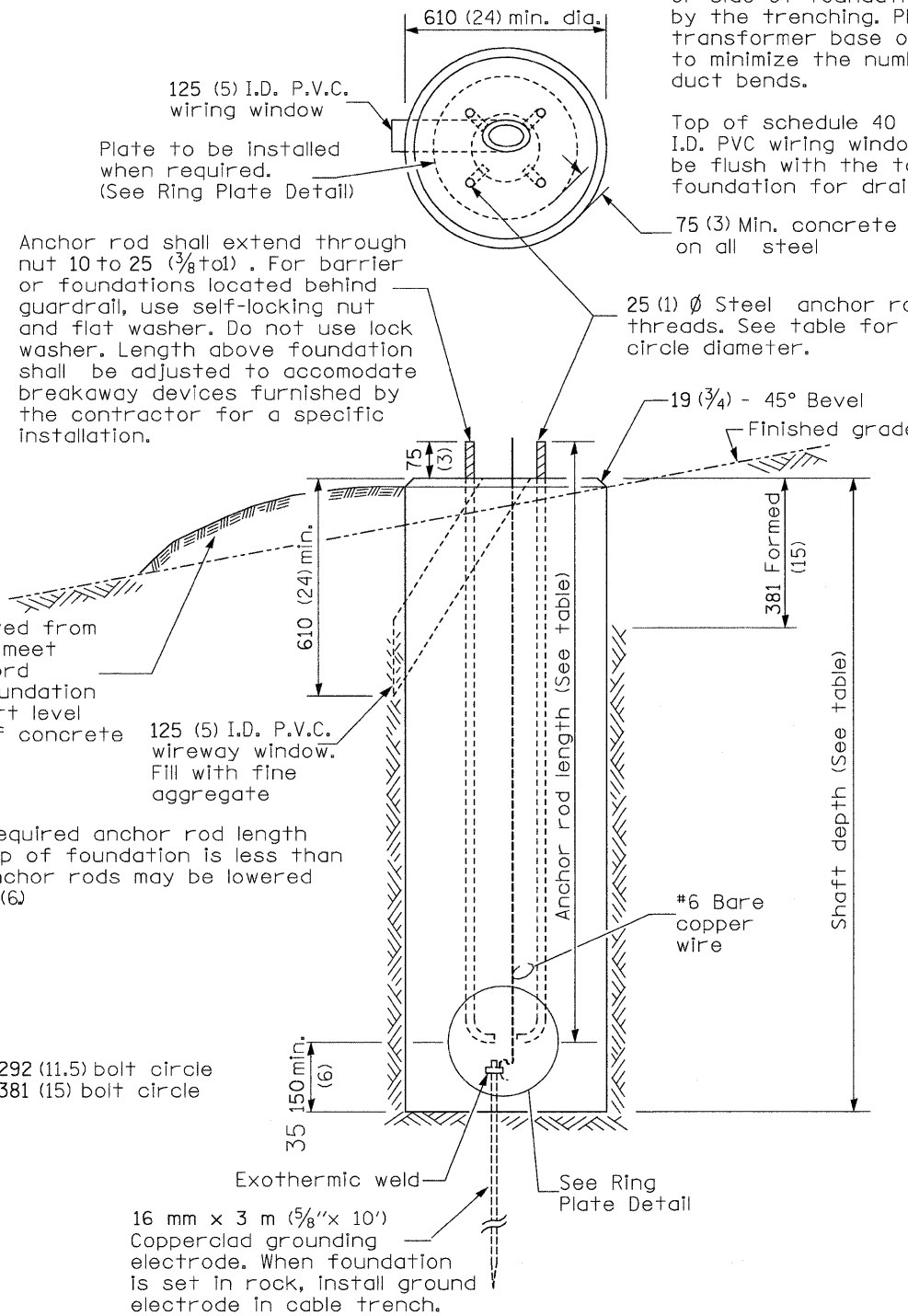


TOP VIEW

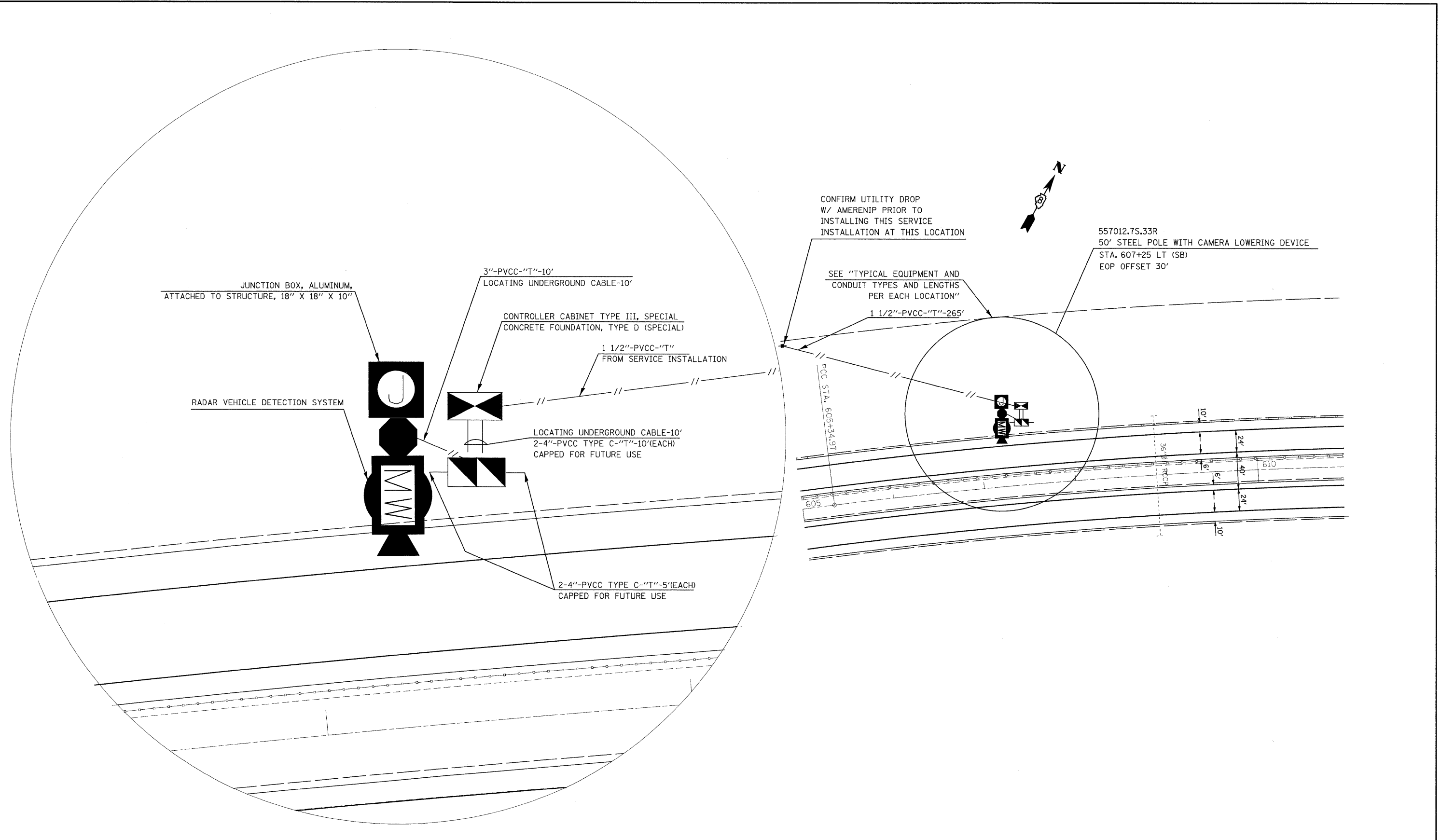


RING PLATE DETAIL

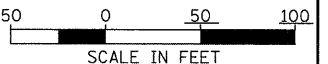
(When rock is encountered and foundation is shallower)



CONCRETE FOUNDATION



TYPICAL EQUIPMENT AND CONDUIT TYPES AND LENGTHS PER EACH LOCATION



FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISD -
cs:\pw\work\IDOT\PRESTONME\dms71073\ds76a73-shd-ITS.dgn		DRAWN -	REVISD -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISD -
PLOT DATE = 7/9/2009		DATE -	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

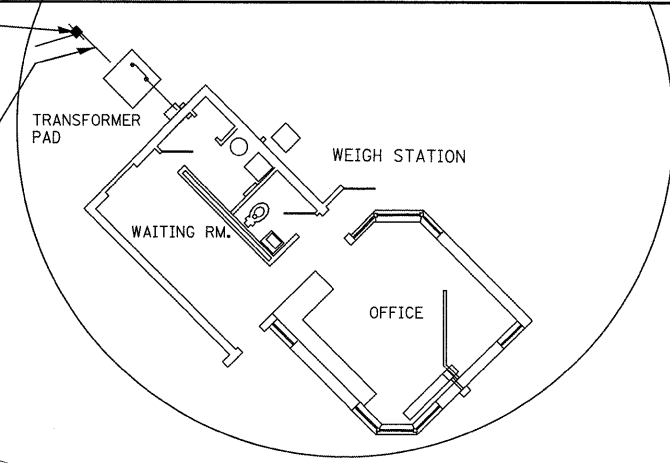
<b>ITS PLANS</b>	
SCALE: 1" = 50'	SHEET NO. ___ OF ___ SHEETS
STA. 605+00	TO STA. 620+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-70-		MADISON	150	139
CONTRACT NO. 76A73			ILLINOIS FED. AID PROJECT	



CONFIRM UTILITY DROP  
W/ AMERENIP PRIOR TO  
INSTALLING THIS SERVICE  
INSTALLATION AT THIS LOCATION

3" -PVCC-"T"-20'  
3" -GSC-"ATS"-20'  
LOCATING UNDERGROUND CABLE-20'

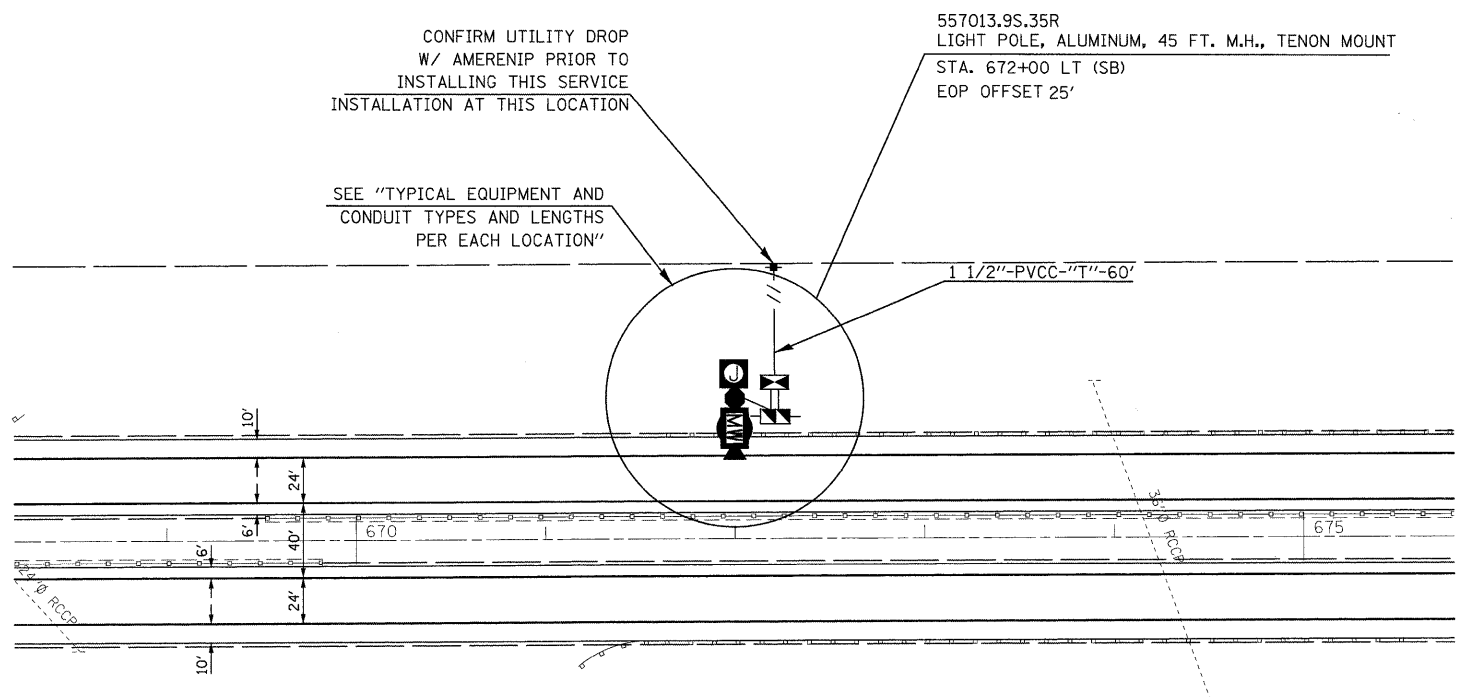


CONFIRM UTILITY DROP  
W/ AMERENIP PRIOR TO  
INSTALLING THIS SERVICE  
INSTALLATION AT THIS LOCATION

557013.9S.35R  
LIGHT POLE, ALUMINUM, 45 FT. M.H., TENON MOUNT  
STA. 672+00 LT (SB)  
EOP OFFSET 25'

SEE "TYPICAL EQUIPMENT AND  
CONDUIT TYPES AND LENGTHS  
PER EACH LOCATION"

1 1/2" -PVCC-"T"-60'



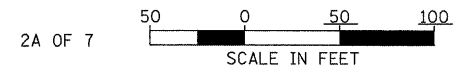
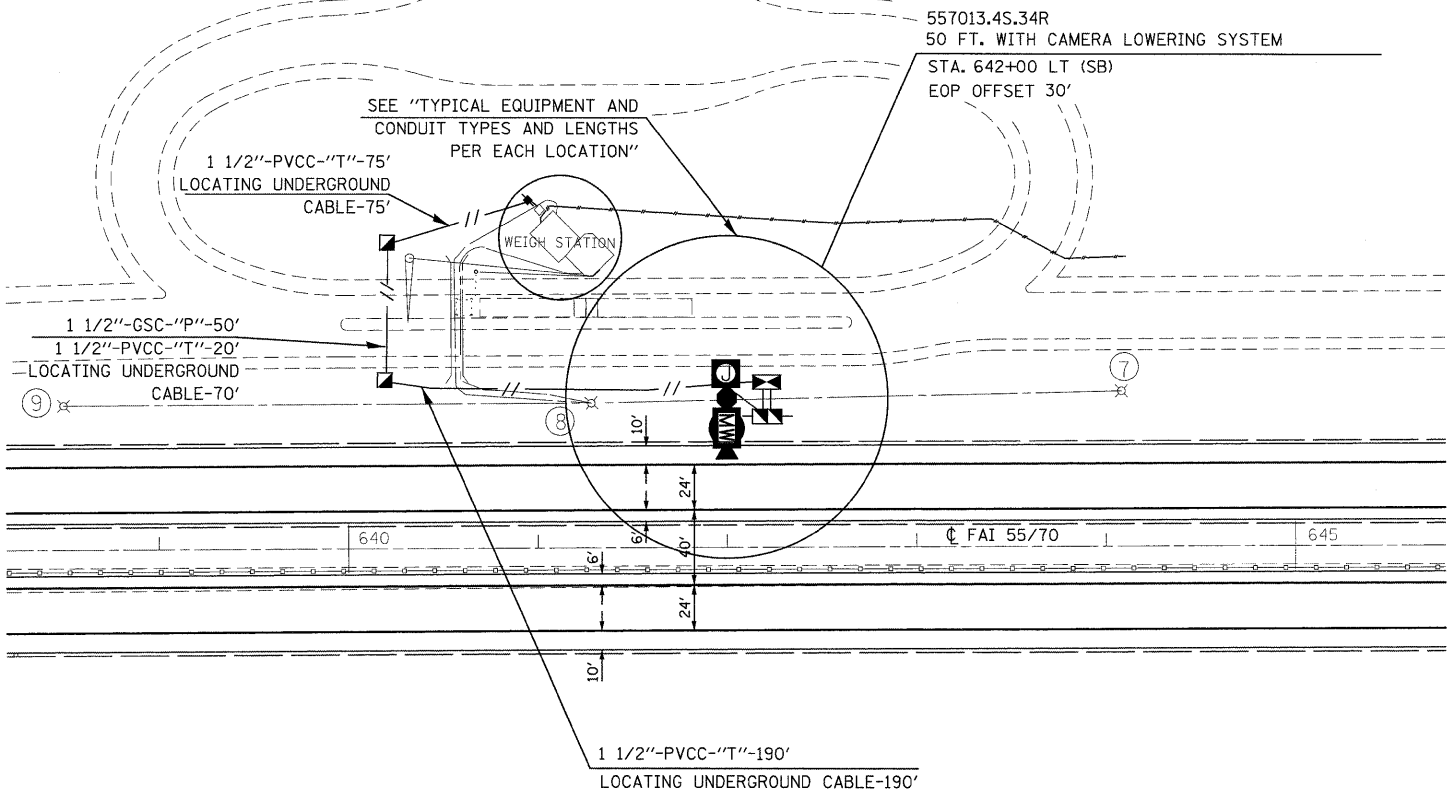
SEE "TYPICAL EQUIPMENT AND  
CONDUIT TYPES AND LENGTHS  
PER EACH LOCATION"

1 1/2" -PVCC-"T"-75'  
LOCATING UNDERGROUND  
CABLE-75'

557013.4S.34R  
50 FT. WITH CAMERA LOWERING SYSTEM  
STA. 642+00 LT (SB)  
EOP OFFSET 30'

1 1/2" -GSC-"P"-50'  
1 1/2" -PVCC-"T"-20'  
LOCATING UNDERGROUND  
CABLE-70'

1 1/2" -PVCC-"T"-190'  
LOCATING UNDERGROUND CABLE-190'



FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -
ct:\pw_work\PWIDOT\PRESTONME\dms71073\d76a73-sh1-1TS.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 7/9/2009		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

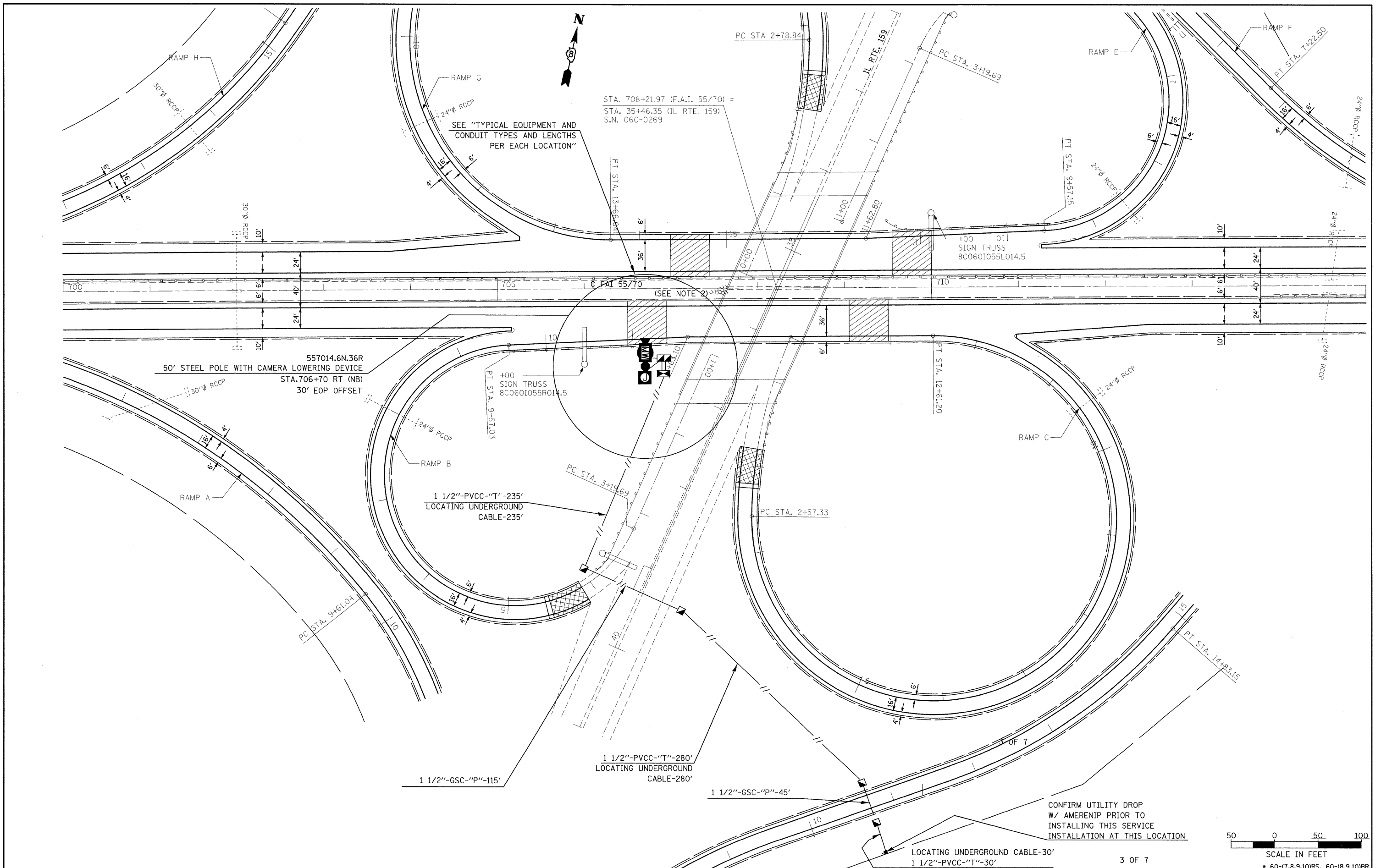
**ITS PLANS**

SCALE: 1" = 50' SHEET NO. \_\_\_ OF \_\_\_ SHEETS STA. 665+00 TO STA. 680+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-10-		MADISON	150	140
CONTRACT NO. 76A73				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

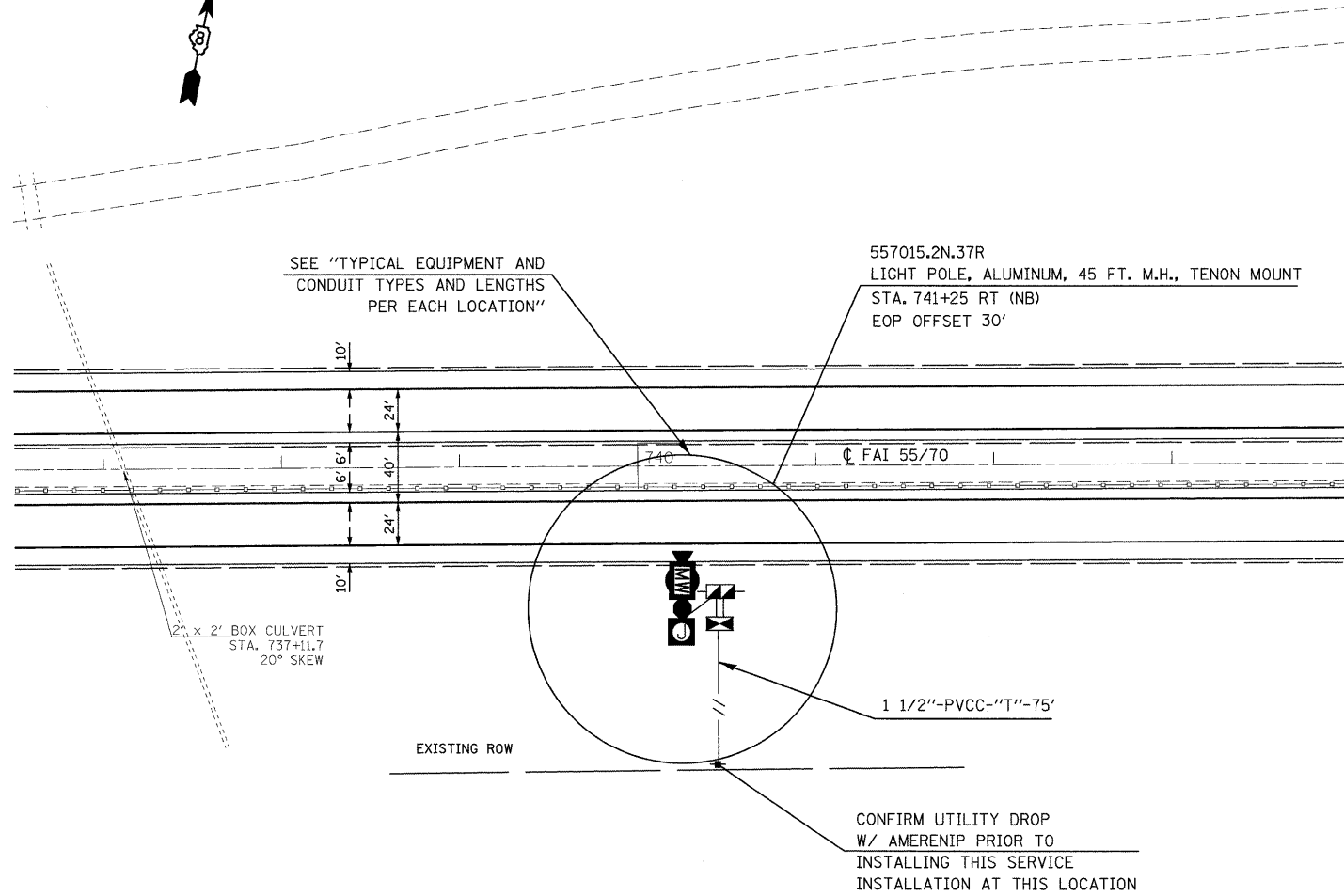
• 60-(7,8,9,10)RS, 60-(8,9,10)BR



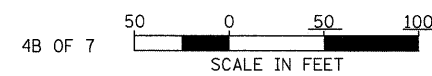
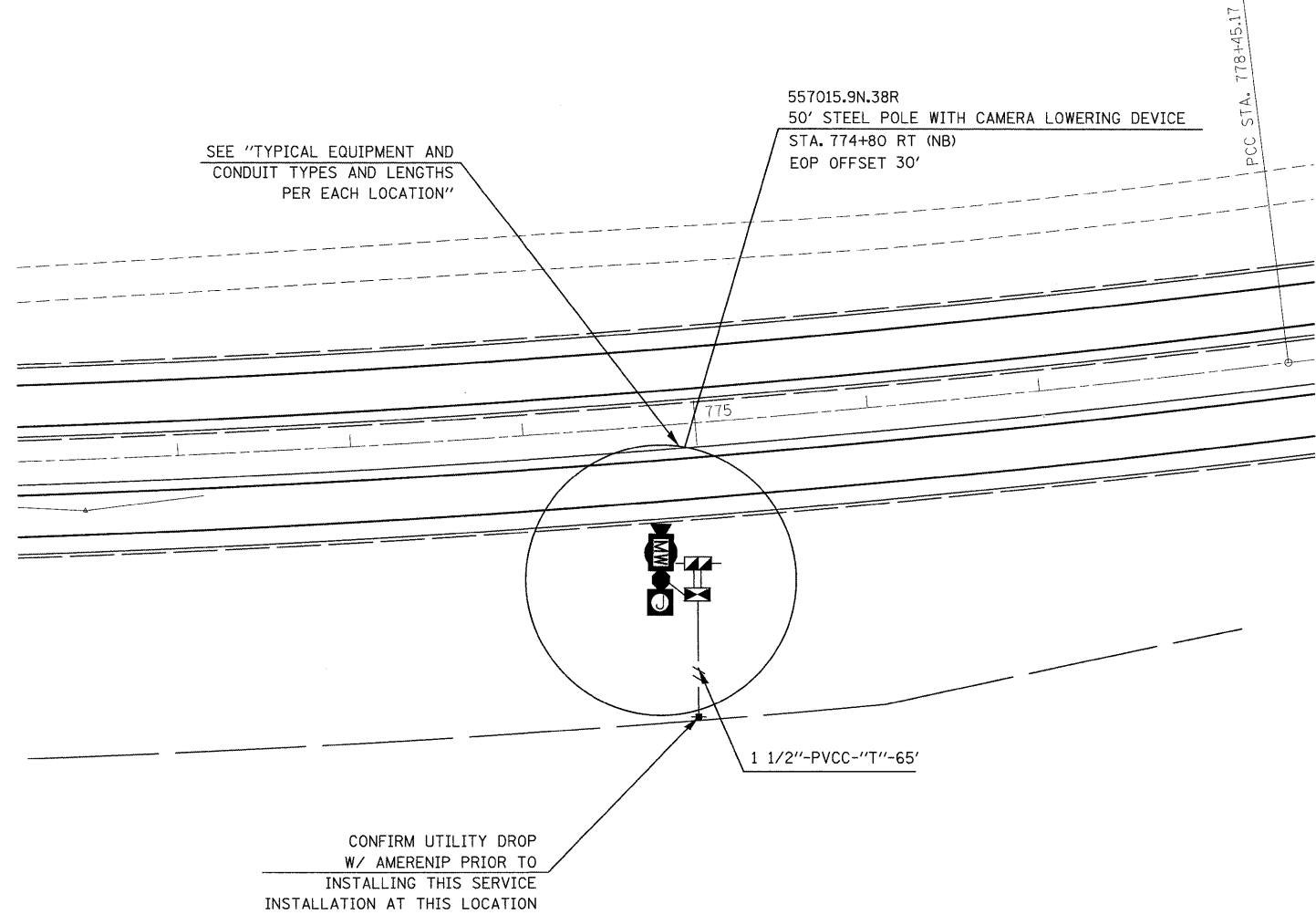


FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS PLANS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwwid\PRESTONME\des\71873\des\76s73-sht-ITS.dgn	76s73-sht-ITS.dgn	DRAWN	REVISED			70		MADISON	150	141	
PLOT SCALE = 50.0000' / IN.		CHECKED	REVISED			CONTRACT NO. 76A73					
PLOT DATE = 7/9/2009		DATE	REVISED			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

SCALE: 1" = 50' SHEET NO. \_\_\_ OF \_\_\_ SHEETS STA. 700+00 TO STA. 715+00



4A OF 7



4B OF 7

FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -
ct:\pw_work\PIWIDOT\PRESTONME\dms71073\d76a73-sht-ITS.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 7/9/2009		DATE -	REVISED -

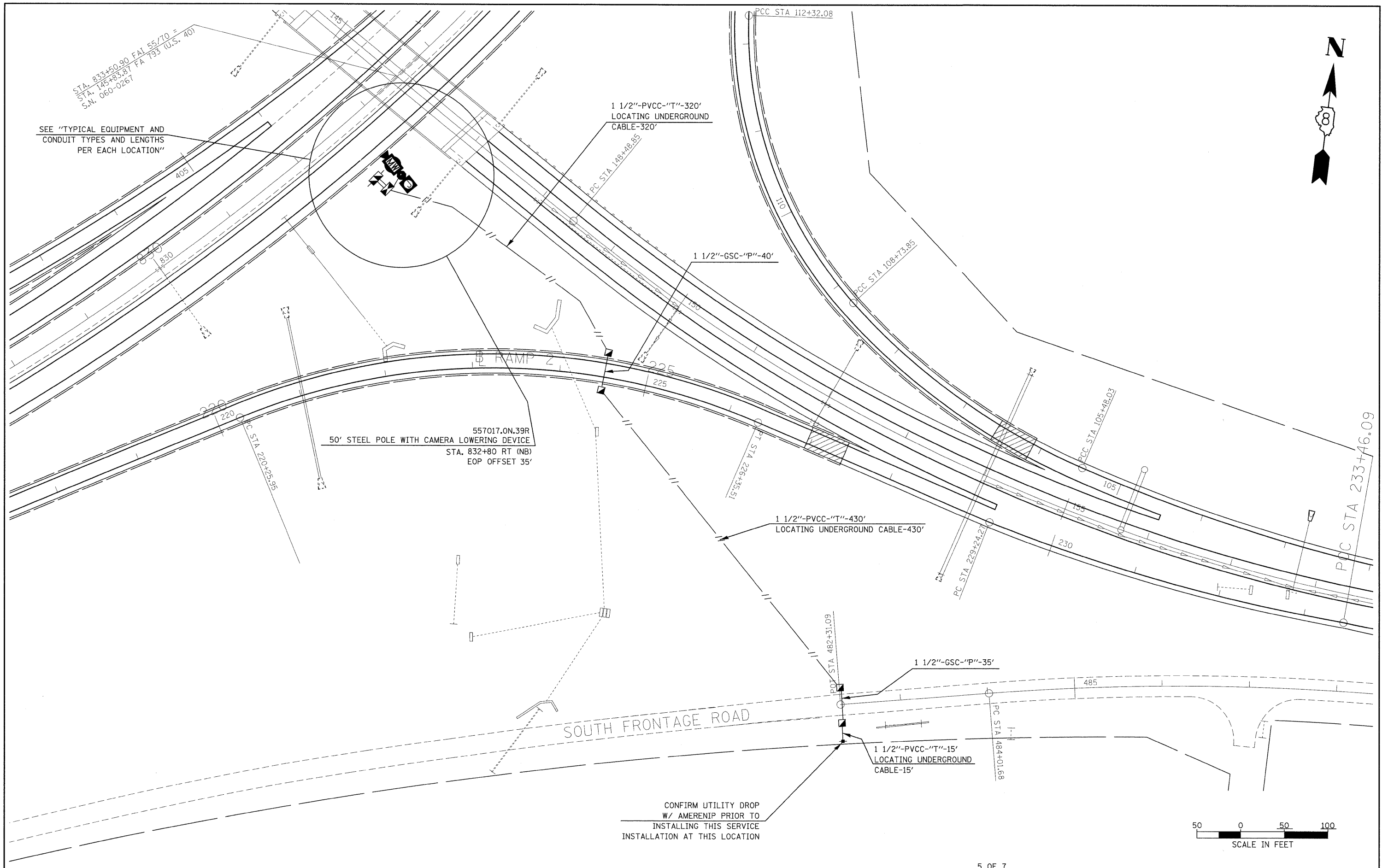
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ITS PLANS**

SCALE: 1" = 50' SHEET NO. \_\_\_ OF \_\_\_ SHEETS STA. 760+00 TO STA. 775+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-10-	*	MADISON	150	142
CONTRACT NO. 76A73				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

60-(7,8,9,10)RS, 60-(8,9,10)BR



SEE "TYPICAL EQUIPMENT AND CONDUIT TYPES AND LENGTHS PER EACH LOCATION"

STA. 833+50.90 FAI 55/70 =  
 STA. 145+83.87 FA T93 (U.S. 40)  
 S.N. 060-0267

1 1/2"-PVCC-"T"-320'  
 LOCATING UNDERGROUND  
 CABLE-320'

1 1/2"-GSC-"P"-40'

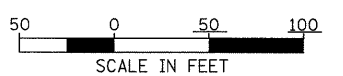
557017.0N.39R  
 50' STEEL POLE WITH CAMERA LOWERING DEVICE  
 STA. 832+80 RT (NB)  
 EOP OFFSET 35'

1 1/2"-PVCC-"T"-430'  
 LOCATING UNDERGROUND CABLE-430'

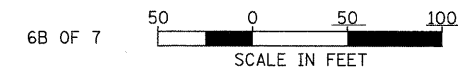
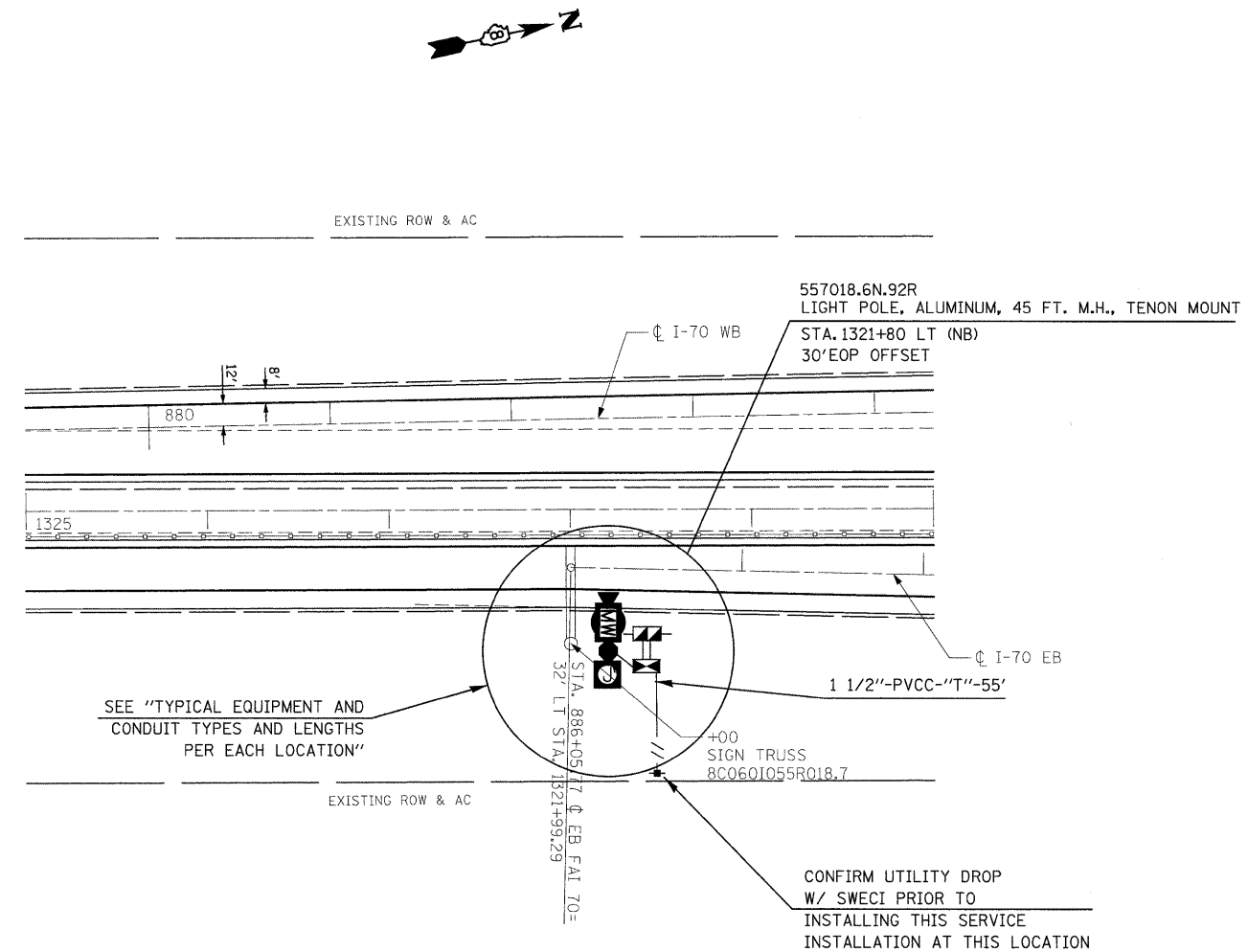
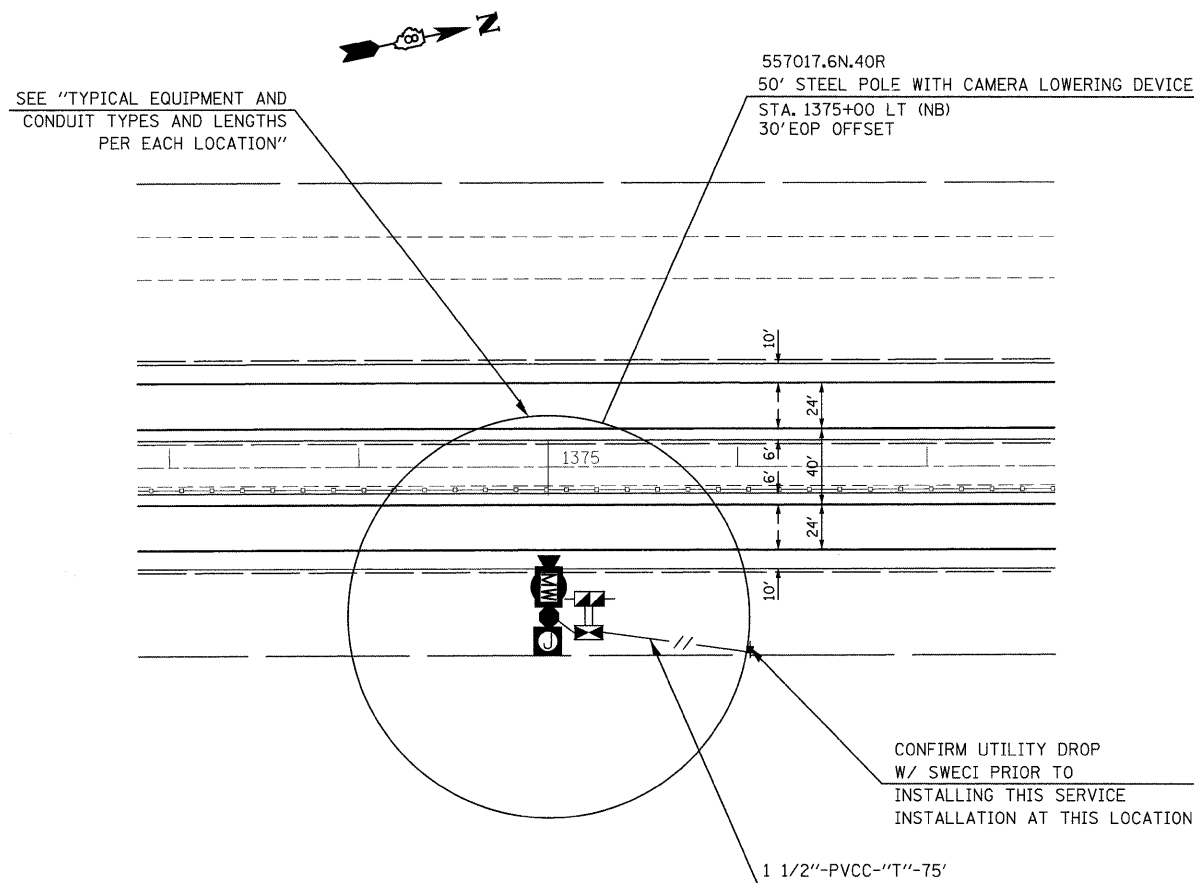
1 1/2"-GSC-"P"-35'

1 1/2"-PVCC-"T"-15'  
 LOCATING UNDERGROUND  
 CABLE-15'

CONFIRM UTILITY DROP  
 W/ AMERENIP PRIOR TO  
 INSTALLING THIS SERVICE  
 INSTALLATION AT THIS LOCATION



FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ITS PLANS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pw_work\PWIDOT\PRESTONME\dms71073\d76a73-shr-1TS.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -			-70-		MADISON	150	143	
PLOT DATE = 7/9/2009	DATE -	CHECKED -	REVISED -			CONTRACT NO. 76A73					
		DATE -	REVISED -			SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 820+00 TO STA. 835+00 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



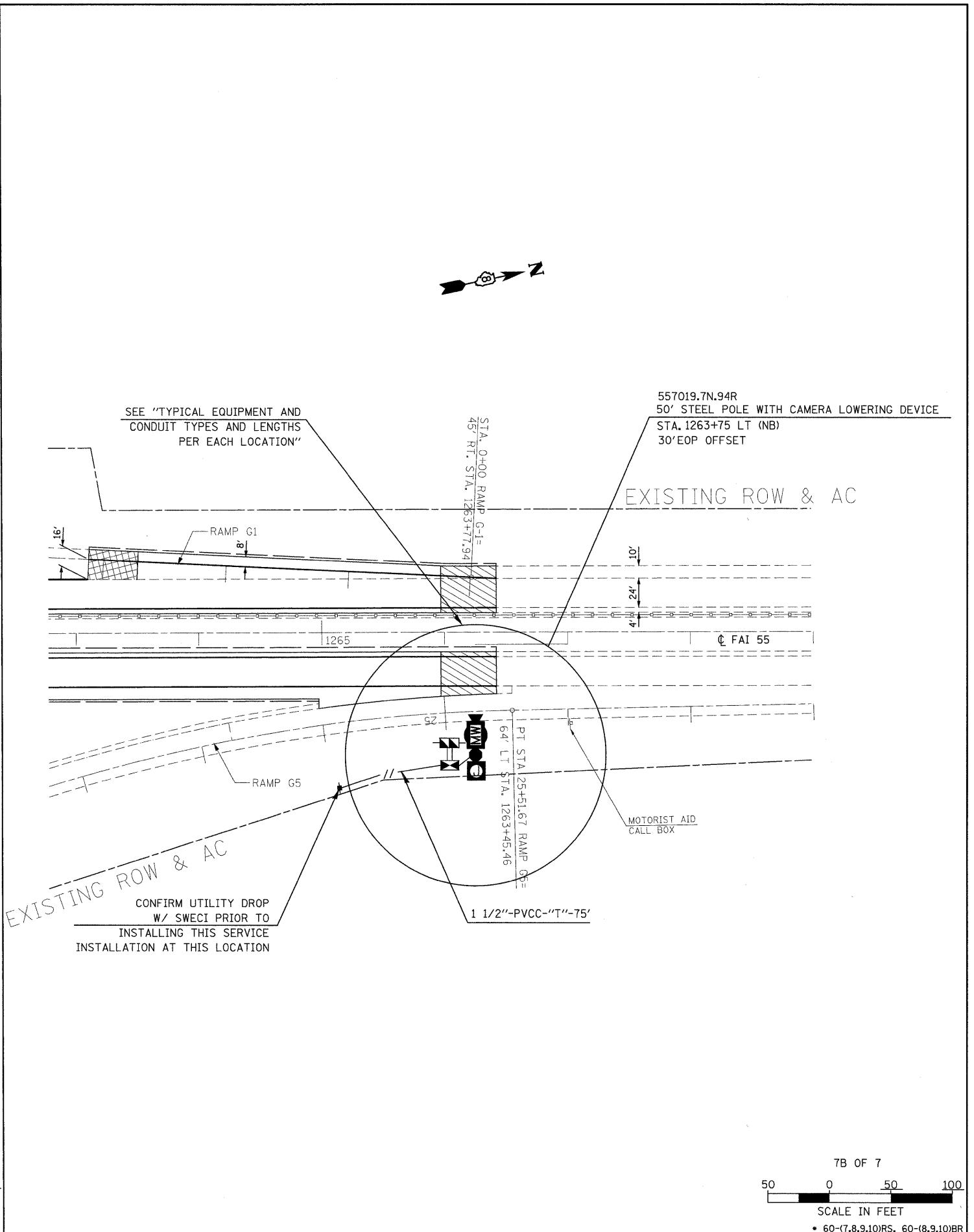
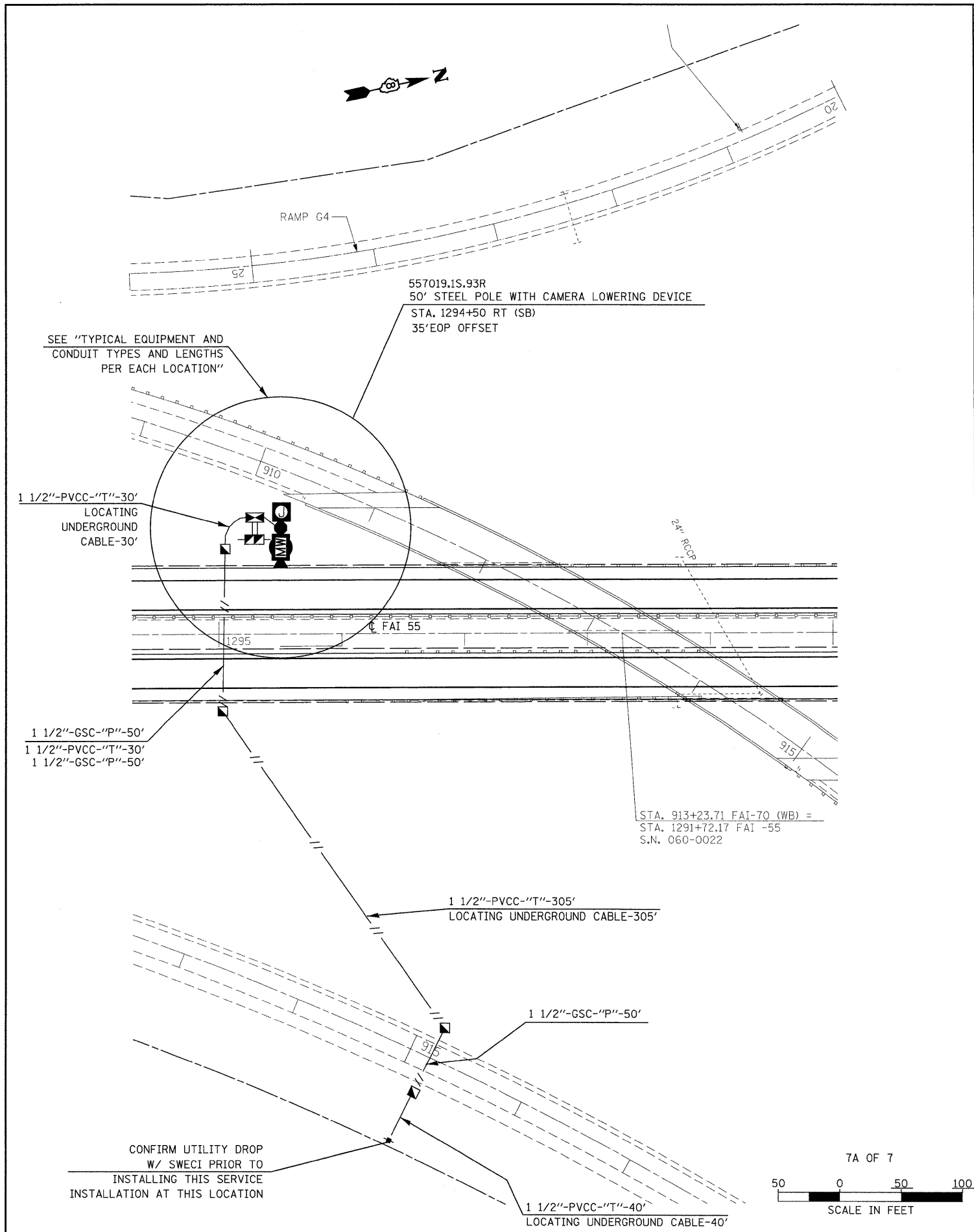
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PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISD -
PLOT DATE = 7/9/2009		DATE -	REVISD -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ITS PLANS

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 850+00 TO STA. 1375+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-70-	*	MADISON	150	144
CONTRACT NO. 76A73				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -
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PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 7/9/2009		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ITS PLANS**

SCALE: 1" = 50' SHEET NO. \_\_\_ OF \_\_\_ SHEETS STA. 1330±00 TO STA. 1315±00

F.A.I. RTE. -70-	SECTION	COUNTY - MADISON	TOTAL SHEETS - 150	SHEET NO. - 145
CONTRACT NO. 76A73			ILLINOIS FED. AID PROJECT	

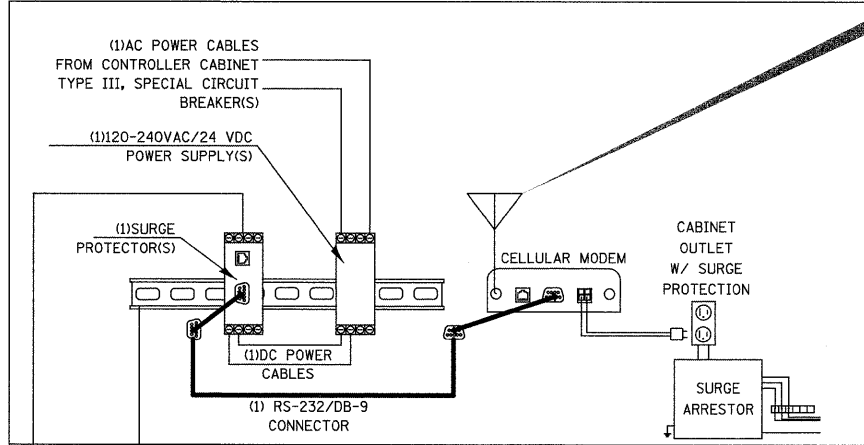
RADAR  
 DETECTOR AT:  
 557012.7S.33R  
 557013.4S.34R  
 557013.9S.35R  
 557014.6N.36R  
 557015.2N.37R  
 557015.9N.38R  
 557017.0N.39R  
 557017.6N.40R  
 557018.6N.92R  
 557019.1S.93R  
 557019.7N.94R

JUNCTION BOX, ALUMINUM,  
 ATTACHED TO STRUCTURE,  
 18" X 18" X 10" AT:

MP12.7  
 MP13.4  
 MP14.0  
 MP14.6  
 MP15.3  
 MP15.9  
 MP17.0  
 MP17.6  
 MP18.6  
 MP19.1  
 MP19.7

CONTROLLER CABINET  
 TYPE III, SPECIAL AT:

MP12.7  
 MP13.4  
 MP14.0  
 MP14.6  
 MP15.3  
 MP15.9  
 MP17.0  
 MP17.6  
 MP18.6  
 MP19.1  
 MP19.7



(2) POWER AND  
 REAL-TIME  
 TRAFFIC  
 DATA MANAGEMENT  
 CABLE

1. ALL NECESSARY CABLING, SURGE PROTECTION, ANCILLARY HARDWARE, MATERIALS,  
 AND ALL LABOR AND INCIDENTAL WORK NECESSARY TO COMPLETE THIS WORK SHALL  
 BE INCLUDED IN THE COST OF THE "RADAR VEHICLE DETECTION SYSTEM" PAY ITEM

FILE NAME =	USER NAME = prestonm	DESIGNED -	REVISED -
ct:\pw_work\pwwork\prestonm\dms71073\d8	6a73-sh-t-ITS.dgn	DRAWN -	REVISED -
PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 7/13/2009		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**COMMUNICATION SHEET  
 ALL CONTROLLER CABINETS**

SCALE: \_\_\_\_\_ SHEET NO. \_\_\_ OF \_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70		MADISON	150	146
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT			CONTRACT NO. 76A73	

• 60-(7,8,9,10)RS, 60-(8,9,10)BR

Page 1 of 1

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Date 05/19/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - South Bound Lane; 30 feet E.O.P. LOGGED BY SCI  
60 - (7,8,9,10)RS, 60 - (8,9,10)BR

SECTION 60 - (7,8,9,10)RS, 60 - (8,9,10)BR LOCATION Collinsville Township; NE 14, SEC. 21, TWP. 3N, RNG. 8W

COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O C K	U C S	M O I S T U R E	Surface Water Elev. _____ ft	D E P T H	B L O C K	U C S	M O I S T U R E
BORING NO. <u>B-1</u> Station <u>607+25</u> Offset <u>55 ft LL</u> Ground Surface Elev. <u>99.2</u> ft (ft) (6") (tsf) (%)									
CRUSHED LIMESTONE - 6 Inces (A-4)	4	6	4.5	18					
FILL: Brown, low plastic clayey silt	6	7	P						
SILT: Reddish brown, low plastic (A-4)	3	3	0.6	24					
SILTY CLAY: Reddish brown, low plastic (A-6)	1	2	0.8	21					
SANDY CLAY: Reddish brown, low plastic (A-6)	1	3	0.8	20					
CLAY: Brown, high plastic, some sand (A-7)	1	2	0.8	20					
SANDY CLAY: Brown, low plastic (A-6), with Brown, low plastic clayey silt (A-4) deposit from about 14 to 14.5 feet	4	7	2.2	18					
SILT: Brown, low plastic (A-4) with approximately 2-inches of Brown, fine to medium sand (A-2) deposit at about 17 feet	4	12	2.0	18					
SANDY SILT: Brown, low plastic (A-4)	9	18	1.8	17					
	13	13	S/10						
	20								

Boring terminated at 40.0 ft.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

Page 1 of 1

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Date 05/19/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - South Bound Lane; 30 feet E.O.P. LOGGED BY SCI  
60 - (7,8,9,10)RS, 60 - (8,9,10)BR

SECTION 60 - (7,8,9,10)RS, 60 - (8,9,10)BR LOCATION Collinsville Township; SW 14, SEC. 15, TWP. 3N, RNG. 8W

COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O C K	U C S	M O I S T U R E	Surface Water Elev. _____ ft	D E P T H	B L O C K	U C S	M O I S T U R E
BORING NO. <u>B-2</u> Station <u>642+00</u> Offset <u>95 ft LL</u> Ground Surface Elev. <u>95.0</u> ft (ft) (6") (tsf) (%)									
SILT: Grayish brown, low plastic (A-4)	6	6	5.1	18					
Becomes grayish brown and brown	1	1	0.8	27					
Becomes brown	1	3	0.3	27					
Becomes grayish brown	1	2	0.4	29					
Becomes gray	1	4	0.3	30					
Becomes grayish brown	1	2	0.7	28					
Becomes brown	1	2	0.5	27					

Boring terminated at 40.0 ft.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

Page 1 of 1

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

## SOIL BORING LOG

Date 05/19/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - South Bound Lane; 25 feet E.O.P. LOGGED BY SCI  
60 - (7,8,9,10)RS, 60 - (8,9,10)BR

SECTION 60 - (7,8,9,10)RS, 60 - (8,9,10)BR LOCATION Collinsville Township; SE 14, SEC. 15, TWP. 3N, RNG. 8W

COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O C K	U C S	M O I S T U R E	Surface Water Elev. _____ ft	D E P T H	B L O C K	U C S	M O I S T U R E
BORING NO. <u>B-3</u> Station <u>672+00</u> Offset <u>53 ft LL</u> Ground Surface Elev. <u>99.0</u> ft (ft) (6") (tsf) (%)									
CRUSHED LIMESTONE - 6 Inces (A-4)	2	2	0.8	27					
FILL: Brown, low plastic silty clay (A-6)	3	3	P						
Becomes brown and gray	2	3	1.3	23					
With grayish brown low plastic silt	2	4	1.9	20					
Becomes gray from about 13.5 to 14.5 feet	1	4	1.7	25					
FILL: Grayish brown and gray, low plastic clayey silt (A-4)	2	4	1.2	23					
CLAYEY SILT: Brown, low plastic (A-4)	2	2	0.3	30					
Becomes grayish brown	2	3	B						

Boring terminated at 40.0 ft.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SOIL BORING LOGS 1 OF 4</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -			70		MADISON	152	147	
		CHECKED -	REVISED -			CONTRACT NO. <b>16A73</b>					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: _____	SHEET NO. ____ OF ____ SHEETS	STA. _____ TO STA. _____					

\* 60-(7,8,9,10)RS, 60-(8,9,10)BR

**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation

**SOIL BORING LOG**

Page 1 of 1  
Date 05/19/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - North Bound Lane; 30 feet E.O.P. LOGGED BY SCI  
60 - (7,8,9,10)RS, 60 -  
(8,9,10)BR LOCATION City of Marvillie; SW 14, SEC. 14, TWP. 3N, RNG. 8W

SECTION \_\_\_\_\_ COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. _____				Surface Water Elev. _____ ft				D B U M				
Station _____				Stream Bed Elev. _____ ft				E L C O				
BORING NO. <u>B-4</u>				Groundwater Elev.: _____				P T W S				
Station <u>706+55</u>				First Encounter <u>90.8 ft</u>				H S Qu T				
Offset <u>90 ft RL</u>				Upon Completion _____ ft				(ft) (6") (tsf) (%)				
Ground Surface Elev. <u>101.8</u> ft				After _____ Hrs.								
FILL: Dark brown, low plastic silty clay (A-6)	2	0.9	28	CLAYEY SILT: Gray, low plastic (A-4) (continued)	Becomes grayish brown	1	0.9	25				
SILTY CLAY: Brown, low plastic (A-6)	3	B		Becomes gray		1	0.8	24				
	1	0.4	28			1	0.8	24				
CLAYEY SILT: Grayish brown and brown, low plastic (A-4)	2	B		SILTY CLAY: Gray, low plastic, trace to some sand (A-6)		WH						
	2	1.0	26			3	1.1	25				
	3	B		CLAY: Brown and gray, high plastic, trace to some sand (A-7)		WH						
	1	0.5	35	Becomes brown and gray		2	2.4	25				
ORGANIC SILT: Dark brown, low plastic (A-4)	1	0.9	39			2	B					
CLAYEY SILT: Gray, low plastic (A-4)	WH			Becomes brown, some sand, trace fine gravel		1	0.5	19				
	WH	0.3	28			2	B					
	1	0.5	27	Temporary benchmark - Existing sign truss (BC060105SR04.5 - SE Anchor Bolt painted white). Assumed El. of 100.0.		3	1.2	22				
	2	0.6	27			5	2.1	14				
	3	B		Boring terminated at 40.0 ft.		9	B					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
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**SOIL BORING LOG**

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Date 05/19/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - North Bound Lane; 30 feet E.O.P. LOGGED BY SCI  
60 - (7,8,9,10)RS, 60 -  
(8,9,10)BR LOCATION Collinsville Township; NE 14, SEC. 14, TWP. 3N, RNG. 8W

SECTION \_\_\_\_\_ COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. _____				Surface Water Elev. _____ ft				D B U M				
Station _____				Stream Bed Elev. _____ ft				E L C O				
BORING NO. <u>B-5</u>				Groundwater Elev.: _____				P T W S				
Station <u>741+23</u>				First Encounter <u>87.3 ft</u>				H S Qu T				
Offset <u>70 ft RL</u>				Upon Completion _____ ft				(ft) (6") (tsf) (%)				
Ground Surface Elev. <u>98.3</u> ft				After _____ Hrs.								
SILTY CLAY: Dark brown, low plastic (A-6)	3	1.6	19	CLAY: Reddish brown, high plastic, some sand, trace fine gravel (A-7) (continued)	Becomes grayish brown and gray	5	2.0	14				
CLAYEY SILT: Brown, low plastic (A-4)	3	B		Becomes gray		2	1.7	14				
	1	0.5	27			4	2.1	15				
	2	B				6	B					
	1	0.4	27	Becomes gray and brown		3	3.8	15				
	1	0.4	27			3	B					
SILTY CLAY: Brown, low plastic (A-6)	WH			Becomes grayish brown		1	1.2	14				
	1	0.5	24			4	B					
	2	B		Temporary benchmark - Sta. 742+50 pavement stamp. Assumed El. of 100.0 at the "+".		4	1.4	14				
	1	0.8	21			5	B					
	2	B		Boring terminated at 40.0 ft.		5	B					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
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**SOIL BORING LOG**

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Date 05/20/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - North Bound Lane; 30 feet E.O.P. LOGGED BY SCI  
60 - (7,8,9,10)RS, 60 -  
(8,9,10)BR LOCATION Collinsville Township; NE 14, SEC. 13, TWP. 3N, RNG. 8W

SECTION \_\_\_\_\_ COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. _____				Surface Water Elev. _____ ft				D B U M				
Station _____				Stream Bed Elev. _____ ft				E L C O				
BORING NO. <u>B-6</u>				Groundwater Elev.: _____				P T W S				
Station <u>774+84</u>				First Encounter <u>88.2 ft</u>				H S Qu T				
Offset <u>82 ft RL</u>				Upon Completion _____ ft				(ft) (6") (tsf) (%)				
Ground Surface Elev. <u>99.2</u> ft				After _____ Hrs.								
ASPHALT - 12 inches	3	9.0	17	CLAY: Grayish brown and gray, high plastic, some sand, trace fine gravel (A-7) (continued)		WH						
FILL: Brown, low plastic silt (A-4)	7	9.0	17	Becomes grayish brown		2	0.7	18				
	9	S10				3	B					
SILTY CLAY: Brown, low plastic (A-6) (possible clayey silt)	3	0.5	29			5	1.9	15				
	2	B				6	B					
	1	0.5	27			3						
	2	0.8	27			5	2.3	14				
	2	B				7	B					
	1	1.3	27			2						
	1	1.3	27			4	2.1	14				
	3	B				6	B					
	1	0.7	26			4						
	3	B		Becomes grayish brown		4						
	2	0.8	25			6	3.0	12				
	2	B				10	B					
	1	0.6	21	Temporary benchmark - Sta. 775+00 pavement stamp. Assumed El. of 100.0 at the "+".		3						
	1	0.6	21			7	2.2	13				
	2	B		Boring terminated at 40.0 ft.		9	B					
	2	1.6	33			9	B					
	4	B				9	B					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
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## SOIL BORING LOG

Date 05/20/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - North Bound Lane; 35 feet E.O.P. LOGGED BY SCI  
 SECTION 60 - (7,8,9,10)RS, 60 - LOCATION City of Troy; SE 14, SEC. 7, TWP. 3N, RNG. 7W  
 COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O C K	U C S	M O I S T U R E	Surface Water Elev. _____ ft				D E P T H	B L O C K	U C S	M O I S T U R E
					Stream Bed Elev. _____ ft							
BORING NO. <u>B-7</u>	H S	S Q U A R E	T E S T	G R O U N D	Groundwater Elev.: _____ ft				H S	Q U A R T E R	T E S T	G R O U N D
Station <u>832+60</u>					First Encounter _____ ft							
Offset <u>95 ft</u>	Upon Completion _____ ft				After _____ Hrs.							
Ground Surface Elev. <u>98.9</u> ft	(ft)	(ft)	(%)	(%)					(ft)	(ft)	(%)	(%)
FILL: Dark brown and brown, low plastic silty clay, trace to some sand (A-7)												
	3											
	5	2.4		20								
	5	B										
95.9												
SILTY CLAY: Gray and brown, trace to some sand (A-6)												
	1		0.5	25								
	3	B										
(possible clayey silt)												
	5											
93.4												
CLAYEY SILT: Gray and brown, low plastic, trace to some sand (A-4)												
	1		0.4	27								
	1	B										
	2											
	1		1.0	27								
	2	B										
	10											
Becomes brown												
	2		0.8	25								
	3	B										
95.9												
SILTY CLAY: Brown, low plastic, trace to some sand (A-6)												
	1		0.7	30								
	1	B										
	15											
Temporary benchmark - Sta. 832+00 pavement stamp. Assumed El. of 100.0 at the "+".												
	1											
	2		1.3	27								
	3	B										
	1											
	2		0.6	26								
	1	B										
	20											
Boring terminated at 40.0 ft.												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
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## SOIL BORING LOG

Date 05/20/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - North Bound Lane; 30 feet E.O.P. LOGGED BY SCI  
 SECTION 60 - (7,8,9,10)RS, 60 - LOCATION City of Troy; SE 14, SEC. 7, TWP. 3N, RNG. 7W  
 COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O C K	U C S	M O I S T U R E	Surface Water Elev. _____ ft				D E P T H	B L O C K	U C S	M O I S T U R E
					Stream Bed Elev. _____ ft							
BORING NO. <u>B-8</u>	H S	Q U A R T E R	T E S T	G R O U N D	Groundwater Elev.: _____ ft				H S	Q U A R T E R	T E S T	G R O U N D
Station <u>1375+00</u>					First Encounter _____ ft							
Offset <u>60 ft</u>	Upon Completion _____ ft				After _____ Hrs.							
Ground Surface Elev. <u>98.6</u> ft	(ft)	(ft)	(%)	(%)					(ft)	(ft)	(%)	(%)
FILL: Dark brown, low plastic silty clay, trace to some sand (A-6)												
	2											
	2	3.0		22								
	3	P										
Becomes grayish brown												
	1		0.5	28								
	1	B										
75.6												
CLAY: Gray and grayish brown, high plastic, trace to some sand (A-7)												
	2		1.2	23								
	2	B										
	3											
93.6												
CLAY: Brown, high plastic (A-7)												
	1		0.25	37								
	1	WH										
	1	WH										
	1	WH										
93.1												
SILTY CLAY: Gray and brown, low plastic (A-6)												
	1		0.5	29								
	1	B										
	1											
	1		1.0	27								
	2	B										
	10											
Becomes grayish brown												
	1		1.4	30								
	1	B										
96.6												
ORGANIC SILT: Dark brown, low plastic (A-4)												
	1		1.1	29								
	1	B										
	2											
	15											
Becomes grayish brown, sand content appears to increase												
	6		3.1	12								
	10	B										
	35											
82.1												
SILT: Gray, low plastic (A-4)												
	1		1.2	27								
	2	B										
	3											
80.6												
SILTY CLAY: Gray, low plastic, some sand (A-6)												
	1		0.5	26								
	1	WH										
	12		2.5	16								
	15	B										
	20											
Boring terminated at 40.0 ft.												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
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## SOIL BORING LOG

Date 05/21/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - North Bound Lane; 30 feet E.O.P. LOGGED BY SCI  
 SECTION 60 - (7,8,9,10)RS, 60 - LOCATION City of Troy; SW 14, SEC. 5, TWP. 3N, RNG. 7W  
 COUNTY Madison DRILLING METHOD CME 45HSA HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H	B L O C K	U C S	M O I S T U R E	Surface Water Elev. _____ ft				D E P T H	B L O C K	U C S	M O I S T U R E
					Stream Bed Elev. _____ ft							
BORING NO. <u>B-9</u>	H S	Q U A R T E R	T E S T	G R O U N D	Groundwater Elev.: _____ ft				H S	Q U A R T E R	T E S T	G R O U N D
Station <u>1321+65</u>					First Encounter _____ ft							
Offset <u>85 ft</u>	Upon Completion _____ ft				After _____ Hrs.							
Ground Surface Elev. <u>97.5</u> ft	(ft)	(ft)	(%)	(%)					(ft)	(ft)	(%)	(%)
FILL: Dark brown, low plastic silty clay, trace sand, organic (A-6)												
	1											
	2	0.6		20								
	2	B										
94.5												
CLAY: Grayish brown and brown, low plastic silty clay, trace sand, rock (A-6)												
	1											
	1		3.3	23								
	3	B										
92.0												
SILT: Gray and brown, low plastic (A-4)												
	1											
	1		1.2	26								
	3	B										
SILTY CLAY: Brown, low plastic (A-6)												
	1											
	1		0.8	27								
	1	B										
	1											
	1		0.6	29								
	2	B										
Becomes brown and gray, trace to some sand												
	2		2.9	20								
	5	B										
	8											
	15											
82.0												
CLAY: Grayish brown and brown, high plastic, trace sand (A-7)												
	1		1.9	26								
	3	B										
	3											
Becomes brown, some sand, trace fine gravel												
	3		1.5	20								
	4	B										
	20											
Boring terminated at 40.0 ft.												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

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Division of Highways  
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**SOIL BORING LOG** Page 1 of 1  
Date 05/21/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - South Bound Lane; 35 feet E.O.P. LOGGED BY SCI  
60 - (7,8,9,10)RS, 60 -  
(8,9,10)BR

SECTION \_\_\_\_\_ LOCATION Pin Oak Township; SW 14, SEC. 32, TWP. 4N, RNG. 7W  
COUNTY Madison DRILLING METHOD CME 45/ISA HAMMER TYPE Automatic

STRUCT. NO. \_\_\_\_\_  
Station \_\_\_\_\_

BORING NO. B-10  
Station 1294+86  
Offset 60 ft ft  
Ground Surface Elev. 99.9 ft (ft) (6") (taf) (%)

DEPTH (ft)	DESCRIPTION	U (ft)	M (%)	DEPTH (ft)	U (ft)	M (%)
0	Surface Water Elev. _____ ft			0		
0	Stream Bed Elev. _____ ft			0		
	Groundwater Elev.: _____ ft					
	First Encounter _____ ft					
	Upon Completion _____ ft					
	After _____ Hrs. _____ ft					
2	FILL: Dark brown, low plastic silty clay, trace sand (A-6)	4	3.6	22		
5	Becomes gray					
95.9	SILTY CLAY: Gray and brown, low plastic (A-6)	1	1.0	28		
	Becomes gray					
93.4	SILT: Gray, low plastic, trace sand (A-4)	2	1.3	24		
	Becomes grayish brown and dark brown					
88.4	SILTY CLAY: Grayish brown, brown, and gray, low plastic, trace sand (A-6)	1	0.9	37		
84.9	CLAY: Dark brown, high plastic, trace to some sand (A-7)	1	<0.25	54		
83.4	SILTY CLAY: Dark grayish brown and dark brown, low plastic, trace to some sand (A-6)	2	1.6	28		
80.9	CLAY: Grayish brown, high plastic, trace to some sand (A-7)	1	1.4	22		
	Boring terminated at 40.0 ft.					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer). AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

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**SOIL BORING LOG** Page 1 of 1  
Date 05/21/09

ROUTE FAI 70 (I-70) DESCRIPTION Sign Boring - North Bound Lane; 30 feet E.O.P. LOGGED BY SCI  
60 - (7,8,9,10)RS, 60 -  
(8,9,10)BR

SECTION \_\_\_\_\_ LOCATION Pin Oak Township; NW 14, SEC. 32, TWP. 4N, RNG. 7W  
COUNTY Madison DRILLING METHOD CME 45/ISA HAMMER TYPE Automatic

STRUCT. NO. \_\_\_\_\_  
Station \_\_\_\_\_

BORING NO. B-11  
Station 1263+67  
Offset 75 ft ft  
Ground Surface Elev. 100.3 ft (ft) (6") (taf) (%)

DEPTH (ft)	DESCRIPTION	U (ft)	M (%)	DEPTH (ft)	U (ft)	M (%)
0	Surface Water Elev. _____ ft			0		
0	Stream Bed Elev. _____ ft			0		
	Groundwater Elev.: _____ ft					
	First Encounter _____ ft					
	Upon Completion _____ ft					
	After _____ Hrs. _____ ft					
98.9	FILL: Brown, low plastic silty clay (A-6)	4	4.0	18		
97.3	FILL: Dark brown and brown, low plastic silty clay (A-7)	6				
95.8	CLAY: Gray and brown, high plastic (A-7)	2	2.3	25		
94.6	SILTY CLAY: Brown and gray, low plastic (A-7)	3				
	CLAYEY SILT: Gray, low plastic (possible silty clay)	2	0.8	27		
	Becomes gray and brown					
89.8	SILTY CLAY: Brown and brownish gray, low plastic (A-6)	2	0.8	27		
84.8	CLAY: Grayish brown and brown, high plastic (A-7)	2	1.4	25		
	Becomes gray					
	Boring terminated at 40.0 ft.					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer). AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)