

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	1

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

F.A.I. ROUTE 55 (INTERSTATE 55)  
DYNAMIC MESSAGING SIGNS  
FROM SOUTH OF US ROUTE 6 TO SOUTH OF US ROUTE 30

SECTION: 2005-085 SG  
PROJECT NO.: IM-055-6(221)247

WILL COUNTY  
C-91-231-06

FOR INDEX OF SHEETS, SEE SHEET NO. 2

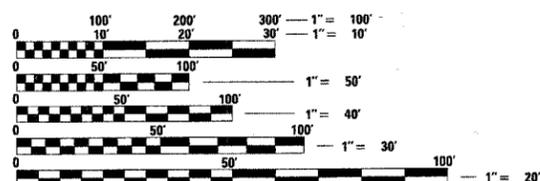
**TRAFFIC DATA**

ADT (2030) :  
U.S. 6 to I-80 = 64,000  
U.S. 52 to U.S. 30 = 60,000

POSTED SPEED :  
I-55 = 65 mph

DESIGN DESIGNATION :  
NA

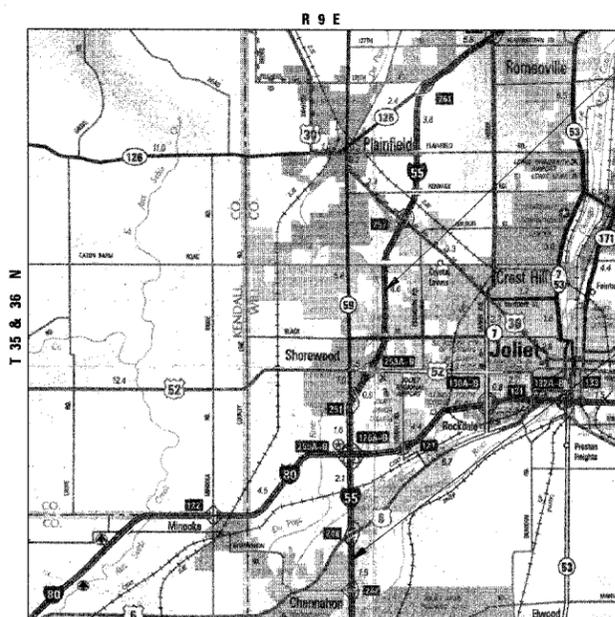
MICROFILMED \_\_\_\_\_  
REEL NUMBER \_\_\_\_\_  
AWARDED \_\_\_\_\_  
RESIDENT ENGINEER \_\_\_\_\_  
AS BUILT CHANGES WERE MADE  
ON THE FOLLOWING SHEETS \_\_\_\_\_



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

J.U.L.I.E.  
(JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION)  
(800) 892-0123

CONTRACT NO. 60B02



DMS AT STA. 489+00.00  
3972' SOUTH OF CATON  
FARM ROAD

DMS AT STA. 59+00.00  
NB 4085' SOUTH OF CL  
US ROUTE 6



DOUGLAS D. HANSEN, P.E.  
IL. REG. NO. 062-045293  
EXPIRES: 11/30/2007  
DATE: 3/4/2006

**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS ARCHITECTS PLANNERS  
205 N. MICHIGAN AVE. CHICAGO, IL 60601

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED March 8 20 06  
Diane M. O'Keefe/C-1  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 5, 20 06  
Mike Hene/D  
ENGINEER OF DESIGN AND ENVIRONMENT

May 5, 20 06  
Milton R. Sees, P.E./D  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

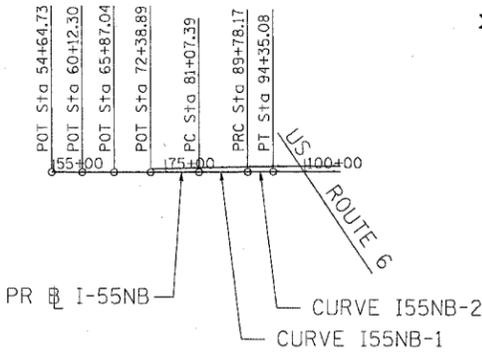
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OF THE STATE OF ILLINOIS

DISTRICT 1 - DESIGN /CONSULTANT SERVICES  
PROJECT MANAGER: RAJENDRA SHAH 847-705-4555



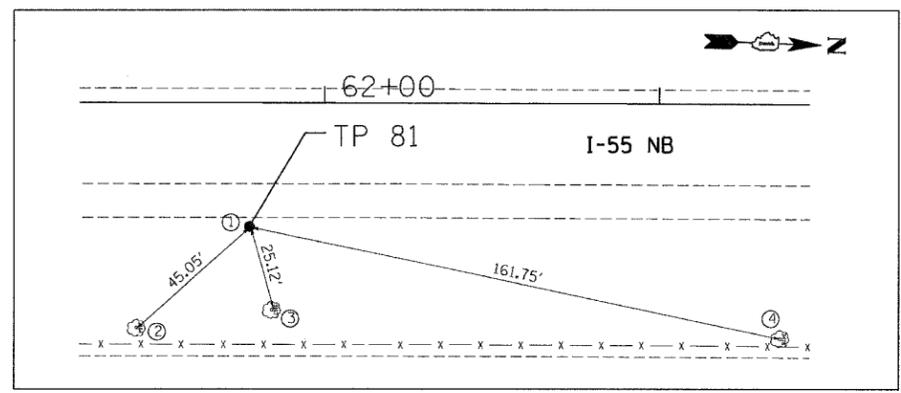
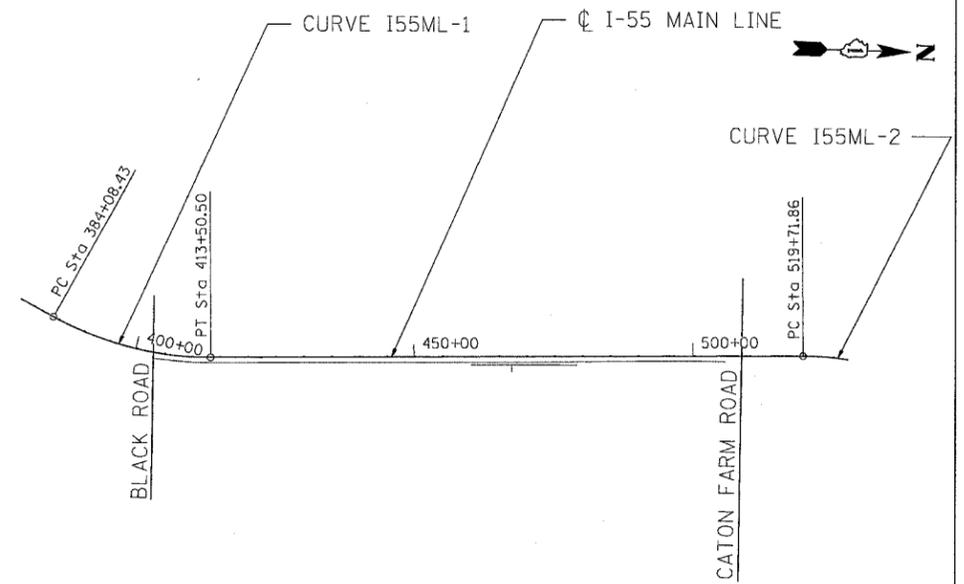


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

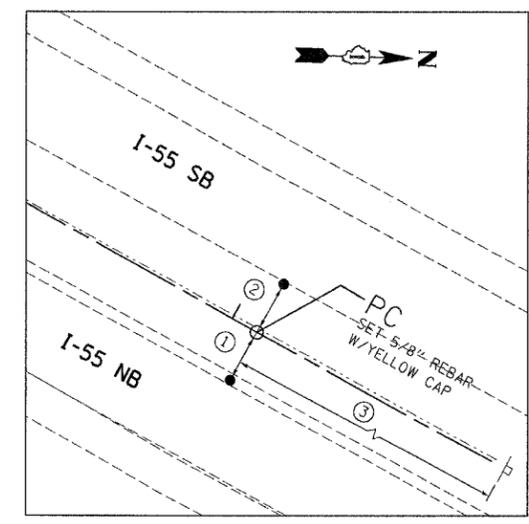


PR I-55NB	
CURVE I55NB-1	CURVE I55NB-2
PROP. CURVE I55NB-1	PROP. CURVE I55NB-2
PI STA. = 85+42.78	PI STA. = 92+06.63
$\Delta = 0^\circ 44' 30''$ (LT)	$\Delta = 0^\circ 41' 19''$ (RT)
$D = 0^\circ 05' 07''$	$D = 0^\circ 09' 03''$
$R = 67,264.42'$	$R = 38,011.97'$
$T = 435.40'$	$T = 228.46'$
$L = 870.78'$	$L = 456.91'$
$E = 1.41'$	$E = 0.69'$

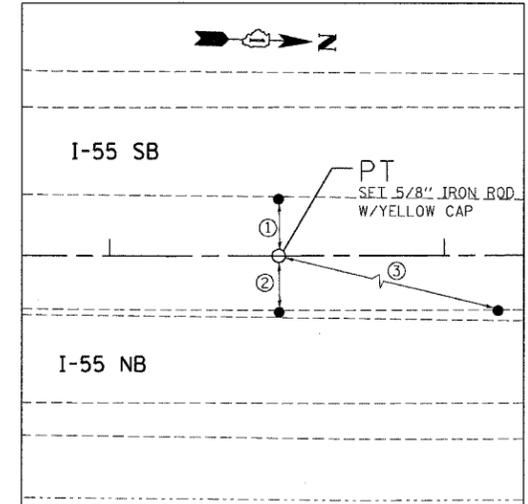
PR I-55ML	
CURVE I55ML-1	CURVE I55ML-2
PROP. CURVE I55ML-1	PROP. CURVE I55ML-2
PI STA. = 399+12.72	PI STA. = 538+58.11
$\Delta = 29^\circ 26' 39''$ (LT)	$\Delta = 44^\circ 35' 33''$ (RT)
$D = 1^\circ 00' 03''$	$D = 1^\circ 14' 44''$
$R = 5,725.00'$	$R = 4,600.00'$
$T = 1,504.28'$	$T = 1,886.24'$
$L = 2,942.06'$	$L = 3,580.11'$
$E = 194.33'$	$E = 371.71'$



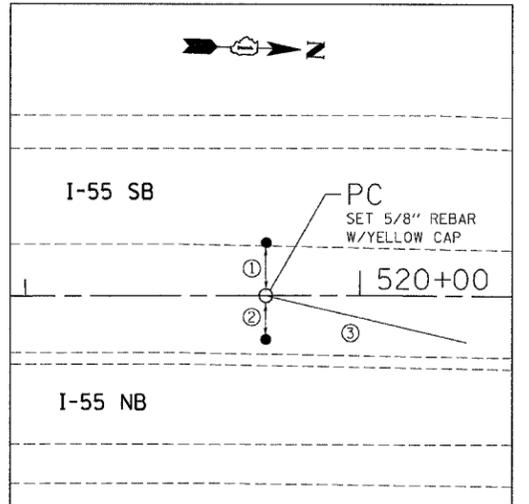
- TP 81**
- ① IRON ROD WITH YELLOW CAP (N 1740669.3010, E 1022122.2420)
  - ② PKNAIL ON WEST FACE OF 26" TRD
  - ③ PKNAIL ON WEST FACE OF 18" TRD
  - ④ PKNAIL ON WEST FACE OF 24" TRD



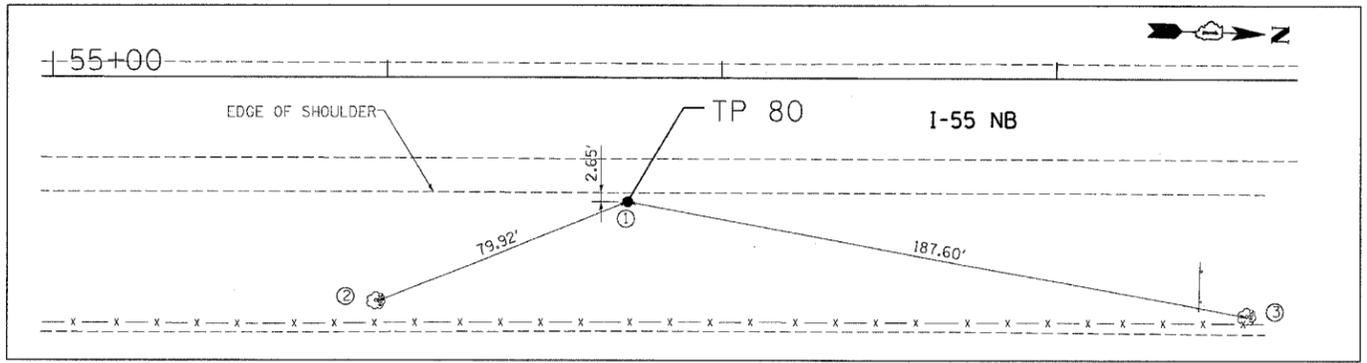
- PC STA. 384+08.43**
- ① PK NAIL, W. E.P. SHLDR ON NB, 16.39'
  - ② PK NAIL, E. E.P. SHLDR ON SB, 16.44'
  - ③ PK NAIL, E. FACE OF WD POST, 160.77'



- PT STA. 413+50.50**
- ① PK NAIL, E. E.P. OF SHLDR ON SB I-55 OPPOSITE P.T., 17.305'
  - ② PK NAIL, W. E.P. OF SHLDR ON NB I-55 OPPOSITE P.T., 16.747'
  - ③ PK NAIL, W. E.P. OF SHLDR ON NB I-55 OPPOSITE SURFACE DRAIN TO CENTER MEDIAN, 130.54'



- PC STA. 519+71.86**
- ① PK NAIL, SHLDR E.P. OF SB I-55, 15.964'
  - ② PK NAIL, ON TOP OF POST SPACER TO GR W, 12.796'
  - ③ PK NAIL, ON 10TH I-BEAM N. OF TIE# 2, 61.467'



- TP 81**
- ① IRON ROD WITH YELLOW CAP (N 1740163.8660, E 1022136.8720)
  - ② PKNAIL ON NORTH FACE OF 26" TRD
  - ③ PKNAIL ON SOUTH FACE OF 26" TRD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55 (I-80 TO U.S. 30)  
 DYNAMIC MESSAGING SIGNS

**ALIGNMENT, TIES AND BENCHMARKS**

SCALE: \_\_\_\_\_ DRAWN BY MRK  
 DATE 03/27/06 CHECKED BY DH

**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

PLOT DATE = 03/27/06  
 FILE NAME = 03/27/06  
 PLOT SCALE = 1"=40'  
 USER NAME = JUSCEN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

## BENCHMARKS

	NORTHING	EASTING	STATION	OFFSET
@ I55NB				
P.O.T. BLI55NB-1	1,739,955.6978	1,022,106.1305	54+64.73	0.00 FT
P.O.T. BLI55NB-2	1,740,503.0361	1,022,090.1678	60+12.30	0.00 FT
P.O.T. BLI55NB-3	1,741,077.5577	1,022,074.1303	65+87.04	0.00 FT
P.O.T. BLI55NB-4	1,741,729.1024	1,022,054.2696	72+38.89	0.00 FT
P.C. I55NB-1	1,742,597.1960	1,022,027.8079	81+07.39	0.00 FT
P.R.C. I55NB-1	1,743,467.3778	1,021,995.6436	89+78.17	0.00 FT
P.T. I55NB-2	1,743,923.9641	1,021,978.5553	94+35.08	0.00 FT
I55ML				
P.C. I55ML-1	1,771,871.1393	1,025,650.2801	384+08.43	0.00 FT
P.T. I55ML-1	1,774,709.8360	1,026,289.5903	413+50.50	0.00 FT
P.C. I55ML-2	1,785,324.5340	1,025,913.3325	519+71.86	0.00 FT

- B.M. 1506 RAILROAD SPIKE ON SOUTH FACE OF POWER POLE APPROXIMATELY 80' SOUTH OF MCDONALD SIGN (MILE MARKER 247.36), EL. 571.42
- B.M. 3023 SQUARE CUT ON HEAD WALL OF 18" CMP OF E. SIDE OF E. FRONTAGE ROAD AND 1/2 MILE S. OF AMOCO ROAD, EL. 566.38
- B.M. 3024 PK IN E. EP FRONTAGE ROAD AND 200' N. OF HEAD WALL B.M. 3023, EL. 569.31
- B.M. 3025 PK IN E. EP FRONTAGE ROAD AND 0.2 OF A MILE S. OF AMOCO ROAD, EL. 571.86
- B.M. 3027 SQUARE CUT ON S. END AND TOP OF A BROKEN HEAD WALL OF 18" CMP UNDER E. FRONTAGE ROAD AT THE S.E. CORNER OF AMOCO ROAD AND E. FRONTAGE OF I-55, EL. 570.04
- B.M. 3159 CROSS CUT E. TOP OF CURB ABOUT 300' S. OF HARRIS DR., EL. 593.13
- B.M. 3160 CROSS CUT S. END OF NE CURB RETURN AT THE NE CORNER OF E. FRONTAGE ROAD HARRIS DR., EL. 591.55
- B.M. 3161 CROSS CUT IN E. T/C OF E. FRONTAGE ROAD AT BEND IN CURB AND 300' S. OF SQUIRE'S MILL ROAD, EL. 592.23
- B.M. 3162 SQUARE CUT W. T/C OF MEDIAN OF SQUIRE'S MILL ROAD AT THE E. FRONTAGE ROAD OF I-55, EL. 593.20
- B.M. 3163 SQUARE CUT ON N. EDGE OF 10' Ø CONC. CAP ON CITY OF JOLIET LIFT STATION AND 150' S. OF FIDAY ROAD AND ON THE E. SIDE OF E. FRONTAGE ROAD, EL. 592.14

D247 1960 USGS (NAVD 88) EL. 543.27  
BRASS DISC SET ON TOP OF WEST END OF CONC. ABUT., AT THE NORTH END OF NB LANES, I-55 BRIDGE OVER DES PLAINES RIVER

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55 (I-80 TO U.S. 30)  
 DYNAMIC MESSAGING SIGNS

### ALIGNMENT, TIES AND BENCHMARKS II

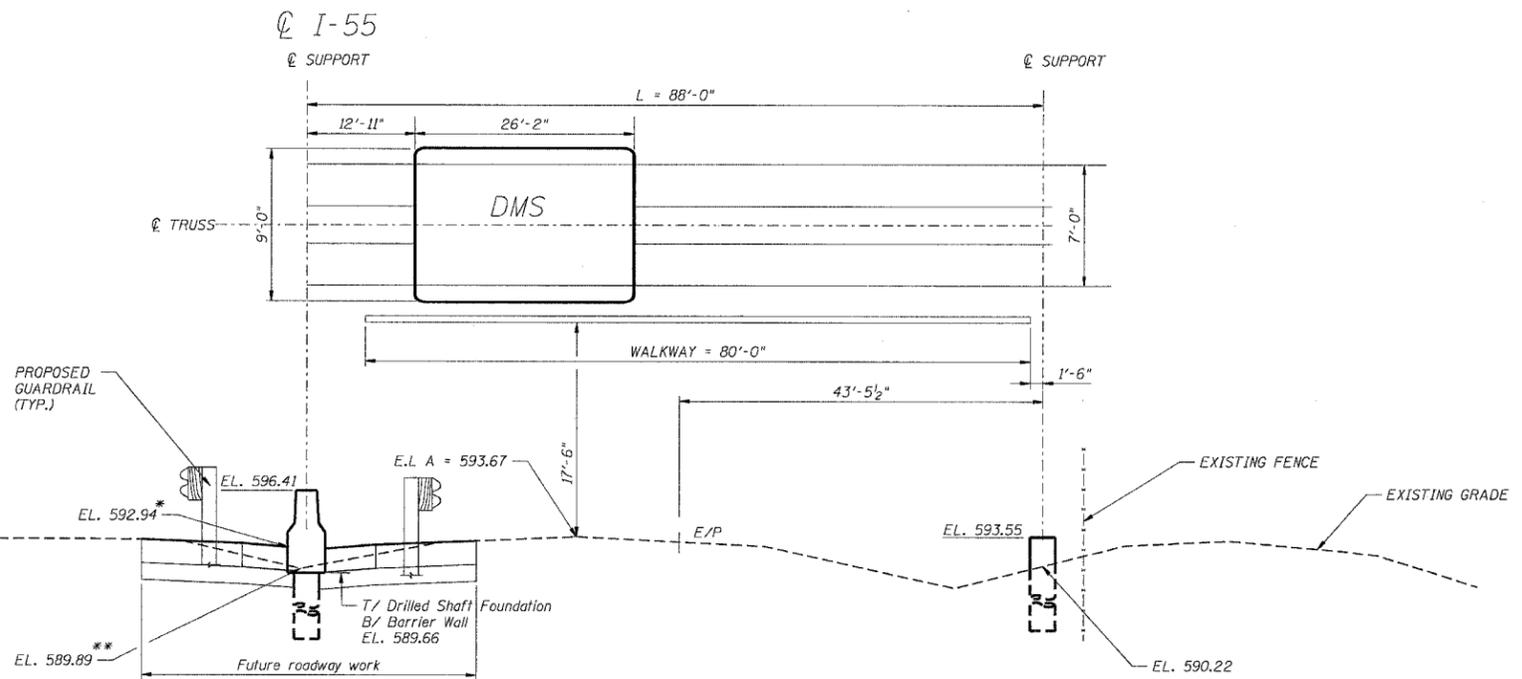
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 DATE 03/27/06 CHECKED BY DH

**TENG**  
TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS



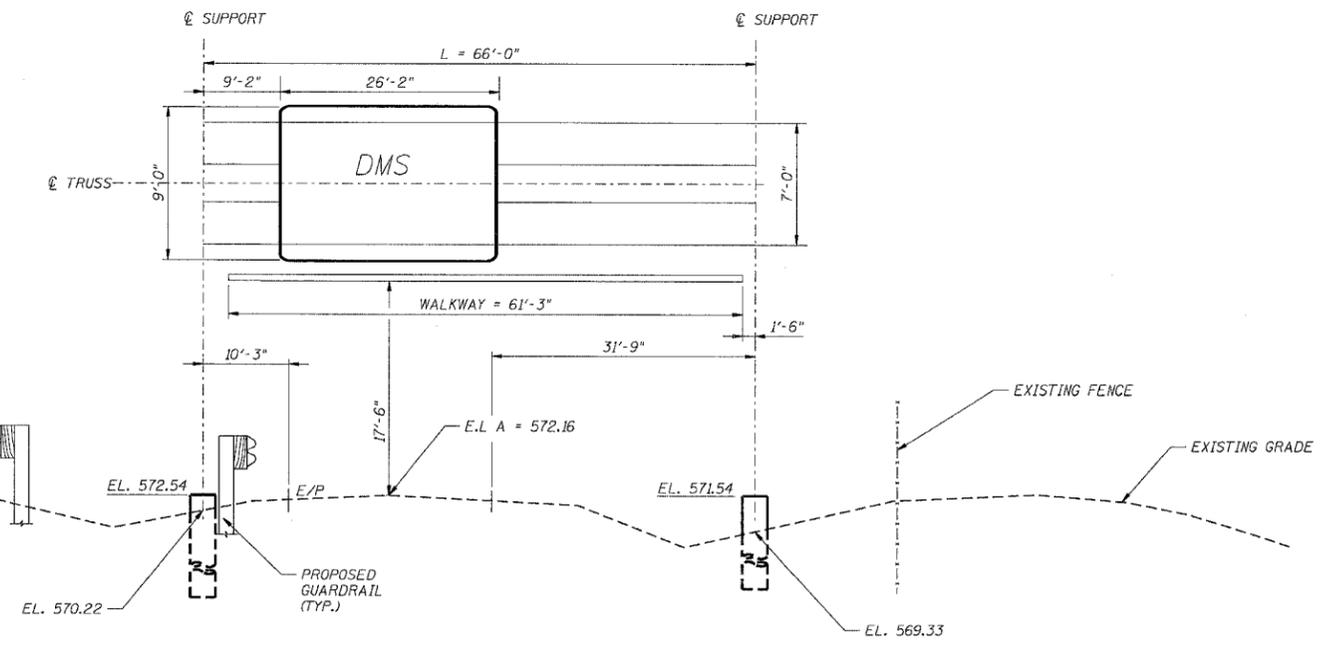


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**IS099I055R255.26**  
**STA. 469+00**  
**I-55 N.B. LOOKING NORTH**

NOTE: SEE PROPOSED DMS PLANS FOR GUARDRAIL LOCATIONS.  
 \* THE HIGHEST ELEVATION WITHIN THE FOUNDATION UNIT, TO BE CONSTRUCTED IN FUTURE CONTRACT.  
 \*\* EXISTING LOW GRADE ELEVATION



**IS099I055R247.37**  
**STA. 59+00**  
**I-55 N.B. LOOKING NORTH**

SHT. S-1 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 I-55 (I-80 TO I-55) DYNAMIC MESSAGING SIGNS  
**DMS OVERHEAD STRUCTURES  
 GENERAL ELEVATIONS**

SCALE: DATE 03/27/06  
 DRAWN BY MRK  
 CHECKED BY MJK

**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**GENERAL NOTES**

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

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

LOADING: 90 M.P.H. WIND VELOCITY

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

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

DESIGN STRESSES:  
Field Units  
 $f_c = 3,500$  p.s.i.  
 $f_y = 60,000$  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 with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.

All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W\*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer. The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

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

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

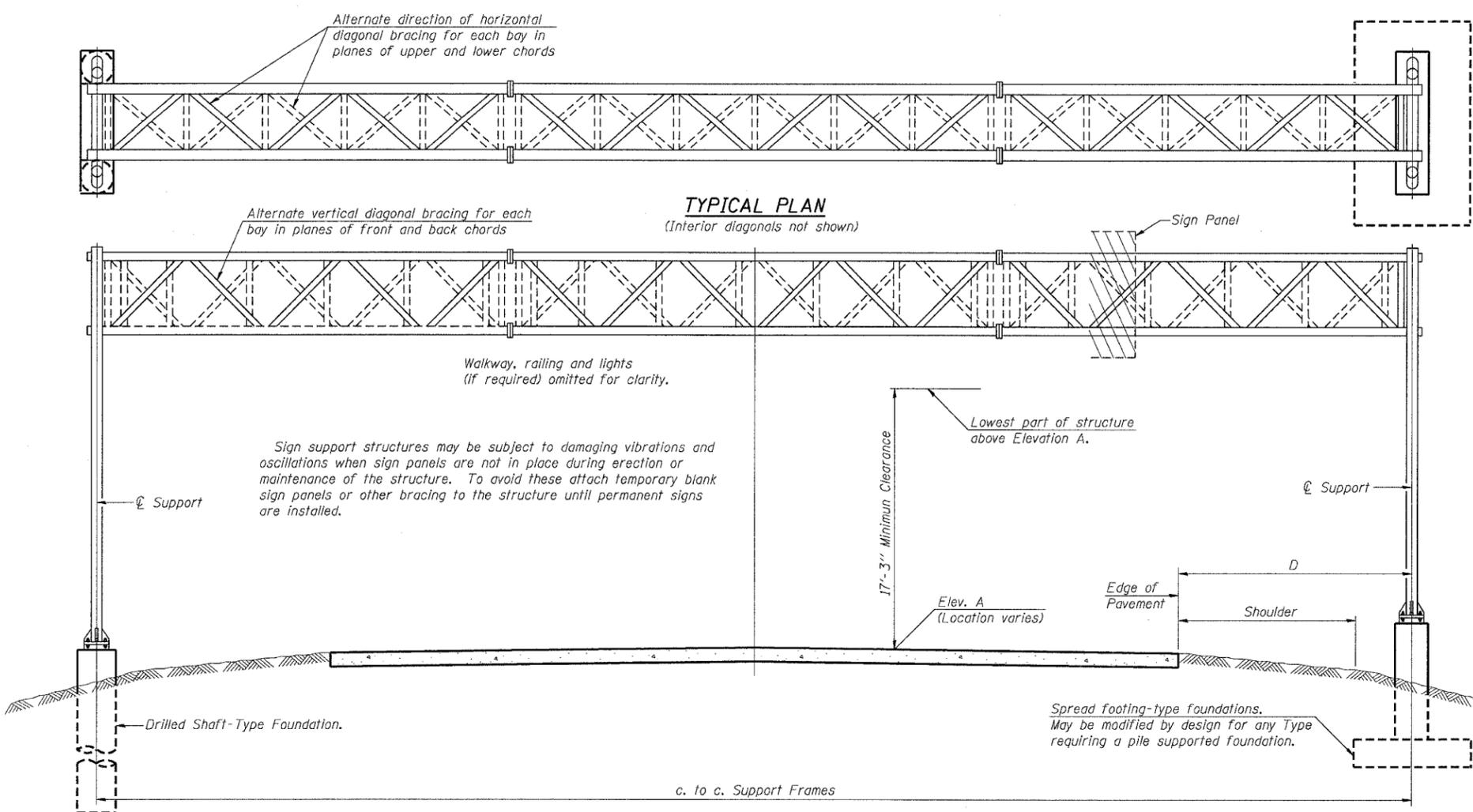
GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

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

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

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

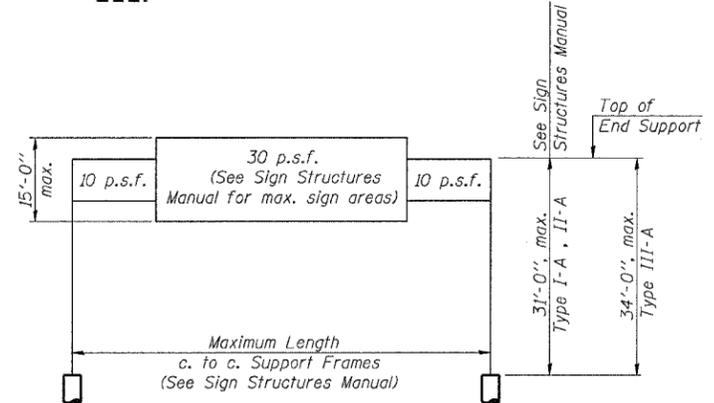
\* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.



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

Structure Number	Station	Design Truss Type	c. to c. Supports	Elev. A	Dim. D	Height of Tallest Sign	Total Sign Area
1S0991055R247.37	59+00.00	III-A	66.0	572.16	31.75	9.00 ft	235 sq. ft.
1S0991055R255.26	469+00.00	III-A	88.0	593.67	43.45	9.00 ft	235 sq. ft.

\*\*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 TYPE I-A (4'-0" x 4'-6")	-Foot	—
OVERHEAD SIGN STRUCTURE TYPE II-A (4'-6" x 5'-3")	Foot	—
OVERHEAD SIGN STRUCTURE TYPE III-A (5'-0" x 7'-0")	Foot	154
OVERHEAD SIGN STRUCTURE WALKWAY TYPE A	Foot	142
CONCRETE FOUNDATIONS	Cu. Yds.	—
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	52.7

SHT. S-2 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 I-80 TO U.S. 301  
 DYNAMIC MESSAGING SIGNS

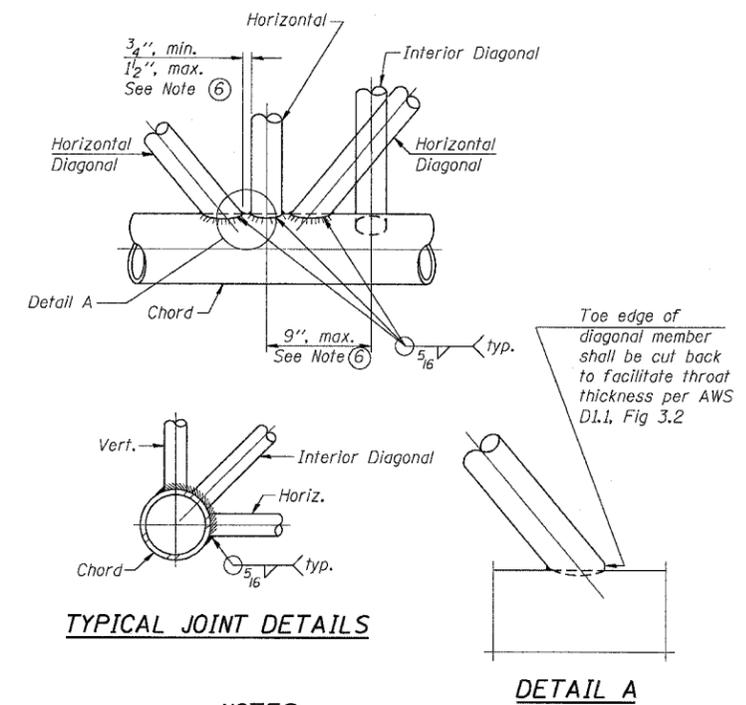
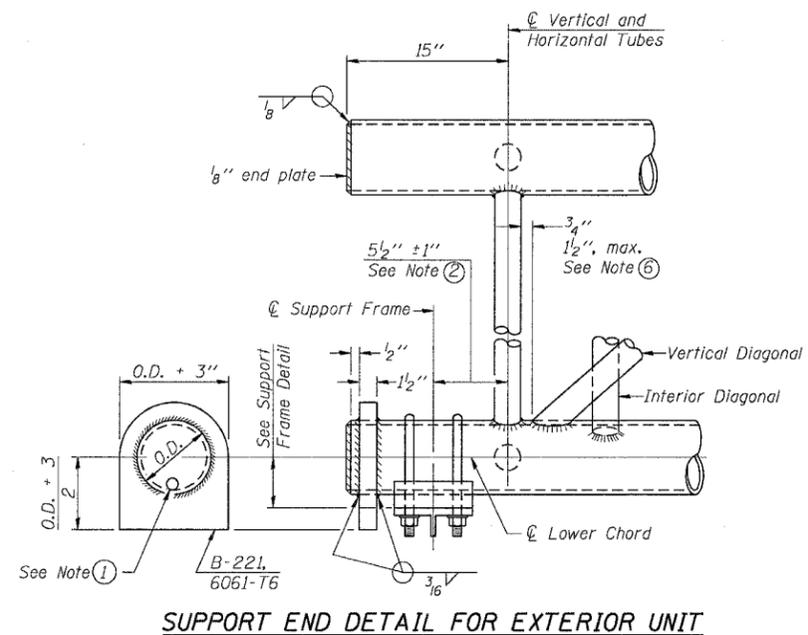
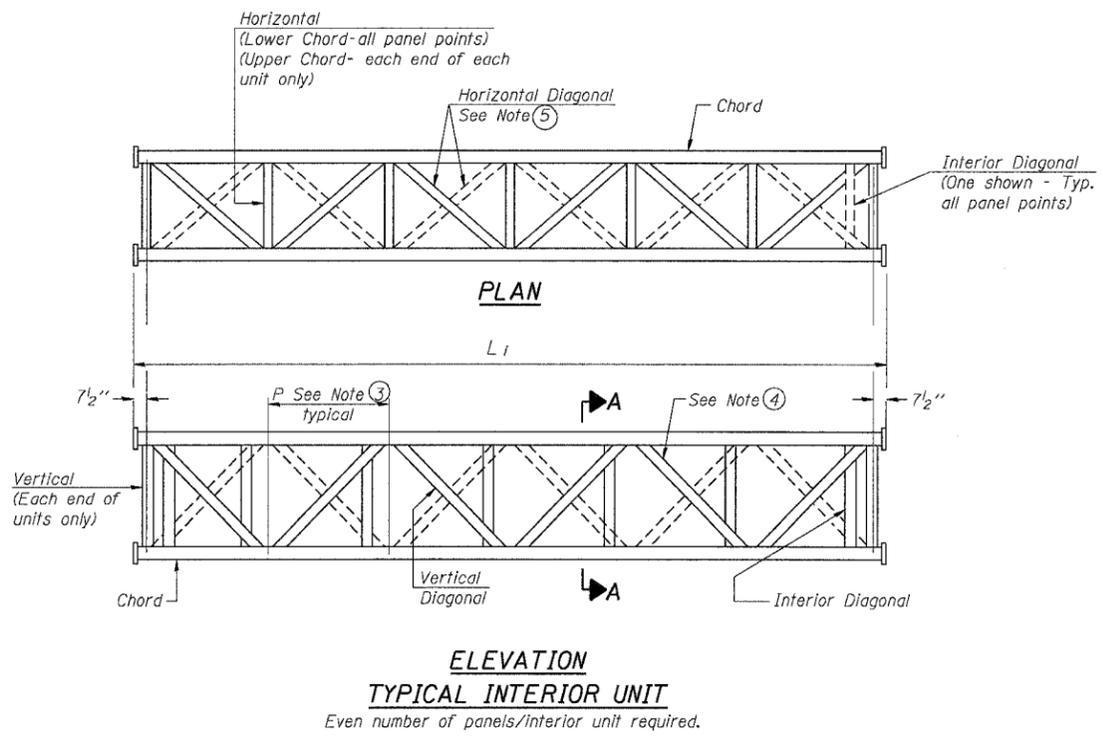
**OVERHEAD SIGN STRUCTURES  
 GENERAL PLAN & ELEVATION  
 ALUMINUM TRUSS & STEEL SUPPORTS**

SCALE: DATE 03/27/06  
 DRAWN BY MRK  
 CHECKED BY MJK

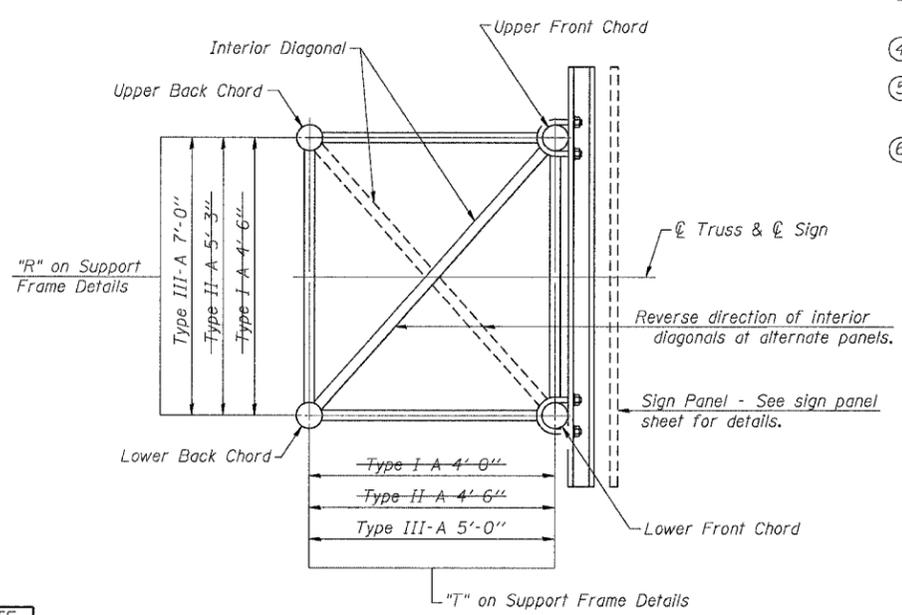
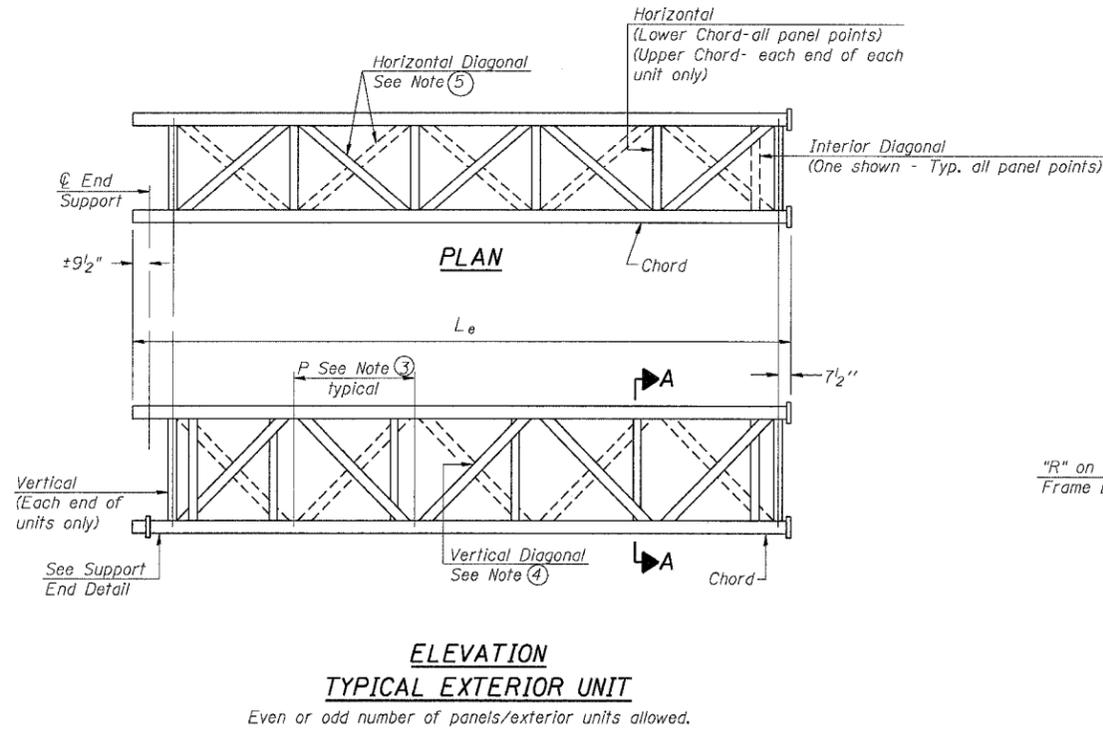
**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

PLOT DATE: 03/27/06  
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 USER: KANANTR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



- NOTES**
- Contractor may alternatively use standard aluminum drive-fit cap to close end. 1/2" φ drain hole in end plate/drive-fit cap. (Typ. at ends of all chords)
  - 5 1/2" end dimension may vary by ±1" to provide uniform panel spacing (P).
  - 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.
  - Vertical Diagonals in front and back face shall alternate.
  - Hidden lines show wind bracing alternates direction between planes of top and bottom chords.
  - 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 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.



NUMBER	REVISION	DATE

SHT. S-3 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55 (I-80 TO U.S. 30)  
 DYNAMIC MESSAGING SIGNS

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

SCALE: DRAWN BY MRK  
 DATE 03/27/05 CHECKED BY MJK

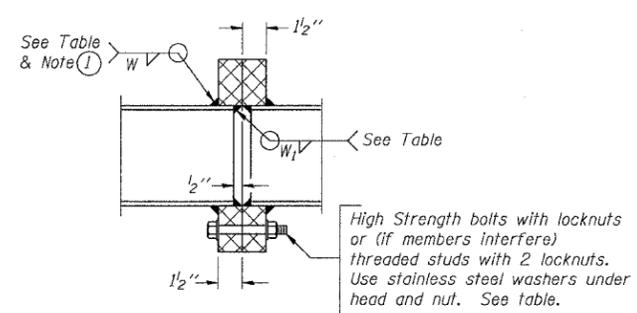
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL.	28	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

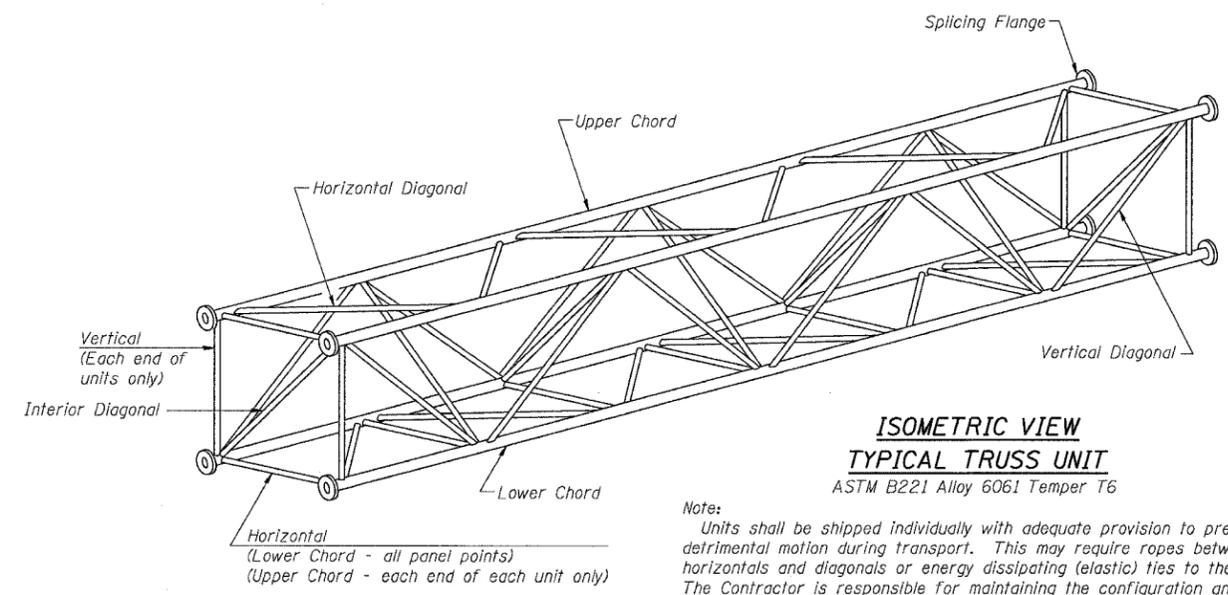
**TRUSS UNIT TABLE**

Structure Number	Station	Design Truss Type	Exterior Units (2)			Interior Unit				Upper & Lower Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals		Camber at Midspan	Splicing Flange					
			No. Panels per Unit	Unit Lgth.(L <sub>e</sub> )	Panel Lgth.(P)	No. Req'd.	No. Panels per Unit	Unit Lgth.(L <sub>i</sub> )	Panel Lgth.(P)	O.D.	Wall	O.D.	Wall		Bolts		Weld Sizes		A	B
															No./Splice	Dia.	W	W <sub>1</sub>		
IS0991055R247.37	59+00.00	III-A	6	33'-10 1/2"	5'-4"	—	—	—	—	7"	5/16"	3 1/4"	5/16"	1 3/4"	6	1"	7/16"	5/16"	11 1/2"	15"
IS0991055R255.26	469+00.00	III-A	5	28'-4"	5'-3 1/2"	1	6	33'-0"	5'-3 1/2"	7"	5/16"	3 1/4"	5/16"	1 3/4"	6	1"	7/16"	5/16"	11 1/2"	15"



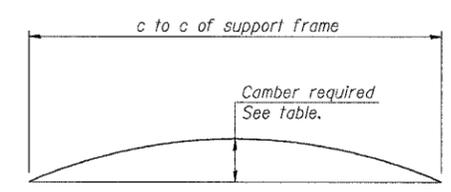
**SECTION B-B**

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



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

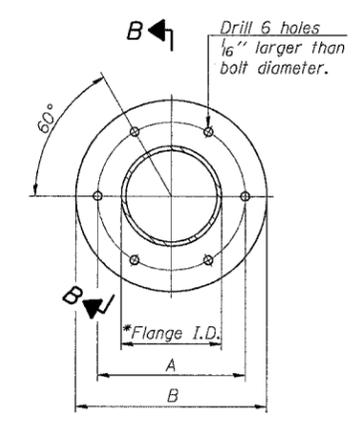
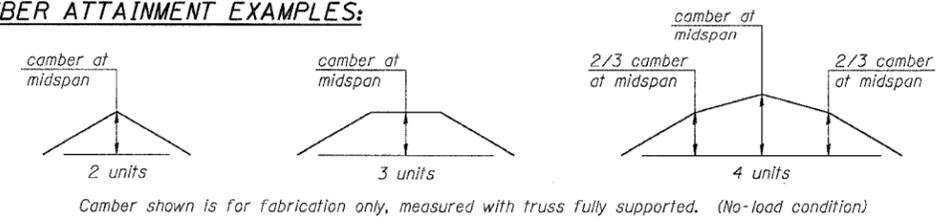
Note: Units shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The Contractor is responsible for maintaining the configuration and protection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



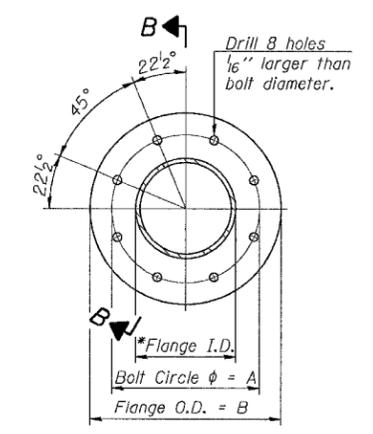
**CAMBER DIAGRAM**

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

**CAMBER ATTAINMENT EXAMPLES:**



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

SHT. S-4 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55 (I-80 TO U.S. 30)  
DYNAMIC MESSAGING SIGNS

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

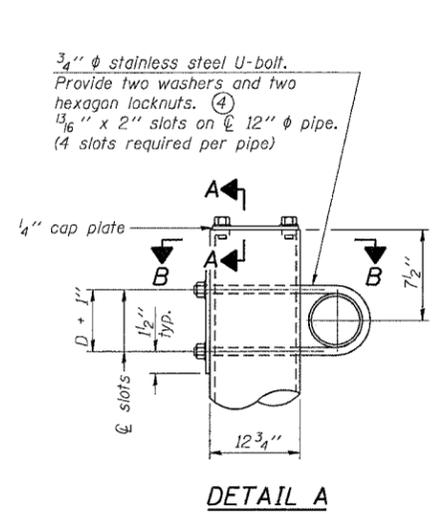
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**TENG** TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

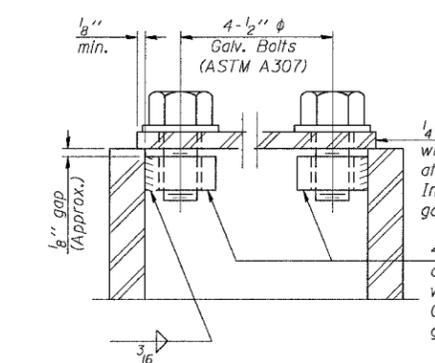
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

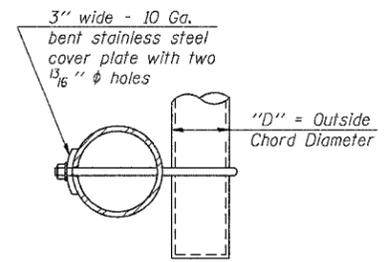


**DETAIL A**

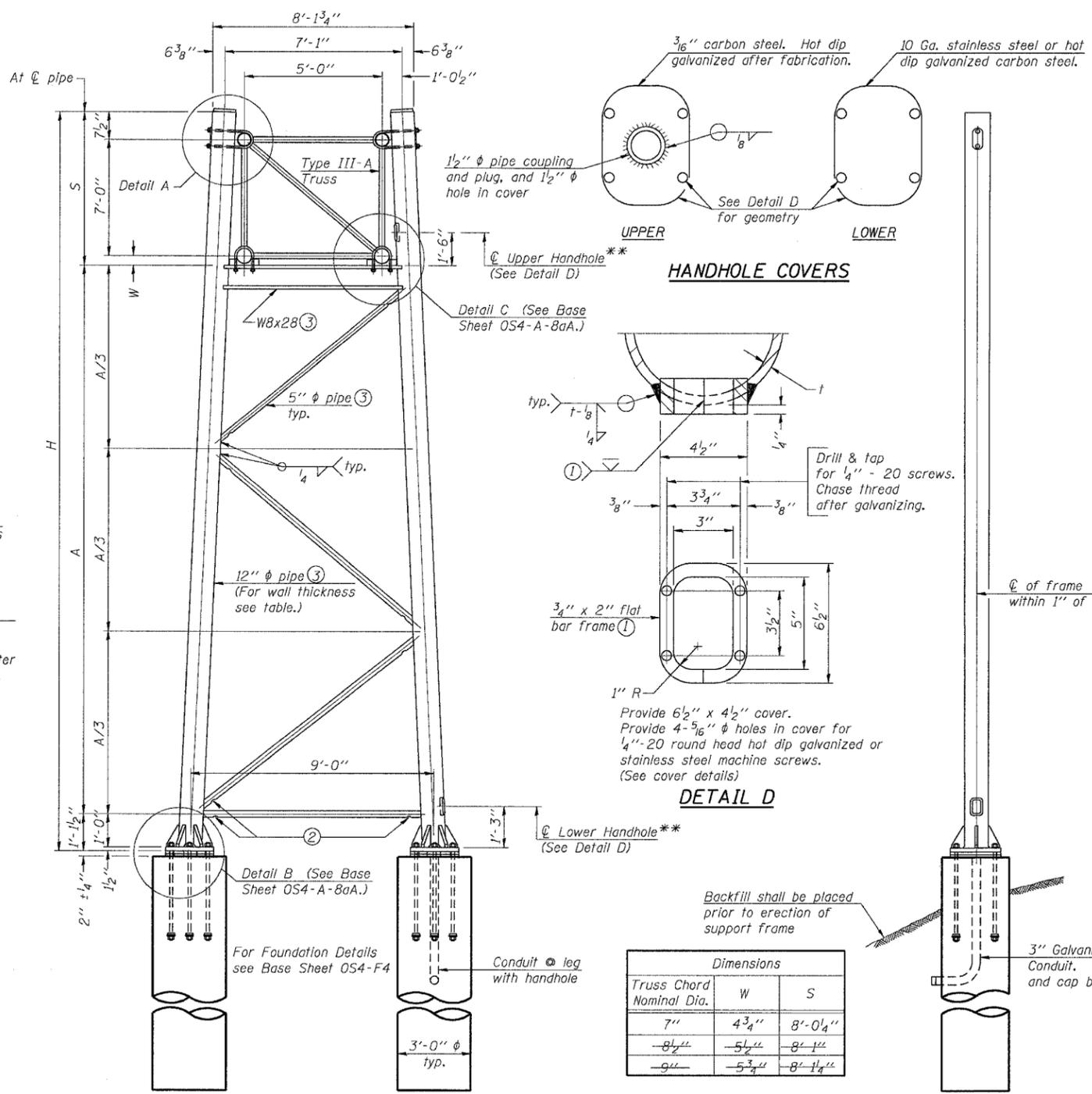


**SECTION A-A**

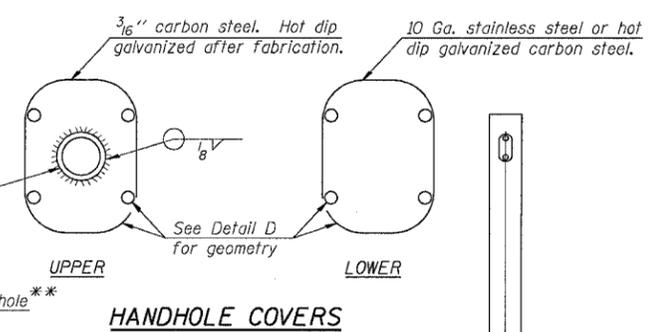
As an alternate to bolts, may use galvanized drive-fit caps installed after galvanizing frame.



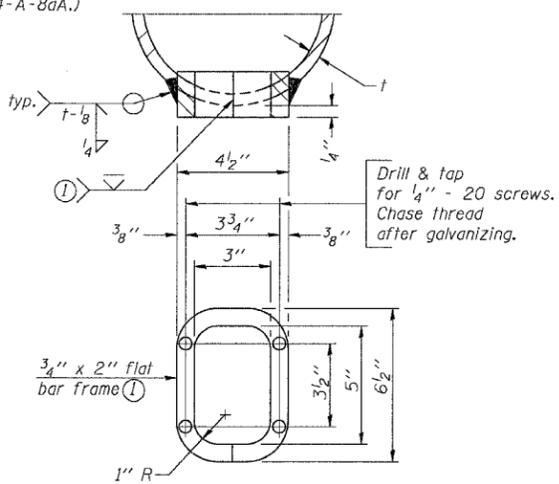
**SECTION B-B**



**SIDE ELEVATION**



**HANDHOLE COVERS**



**DETAIL D**

Dimensions		
Truss Chord Nominal Dia.	W	S
7"	4 3/4"	8'-0 1/4"
8 1/2"	5 1/2"	8'-1"
9"	5 3/4"	8'-1 1/4"

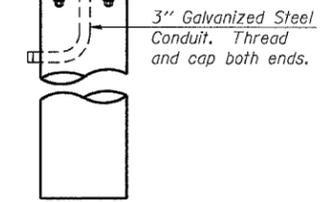
**TRUSS SUPPORT DETAILS**  
(12"  $\phi$  Pipe-Type III-A Truss)

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

- In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 min or less.
- 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.
- 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.
- See General Notes for Fasteners.
- Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.

\*\* Handholes (Upper and Lower) shall be located in each leg of each truss support.

Structure Number	Station	Support		Pipe Wall Thickness	H	A
		Left	Right			
IS0991055R247.37	59+00.00	12		0.33	26'-3"	17'-1 1/4"
IS0991055R247.37	59+00.00		12	0.33	27'-3"	18'-1 1/4"
IS0991055R255.26	469+00.00	12		0.33	23'-10 1/2"	14'-8 3/4"
IS0991055R255.26	469+00.00		12	0.33	26'-9"	17'-7 1/4"



**END ELEVATION**

NUMBER	REVISION	DATE

SHT. S-6 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55 (I-80 TO U.S. 30)  
DYNAMIC MESSAGING SIGNS

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

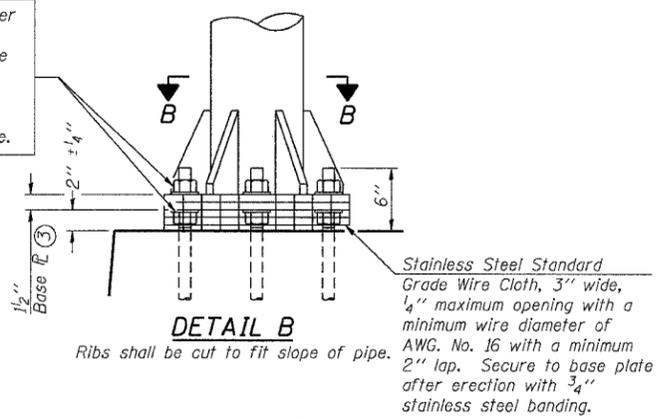
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DRAWN BY MRK  
CHECKED BY MJK

**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

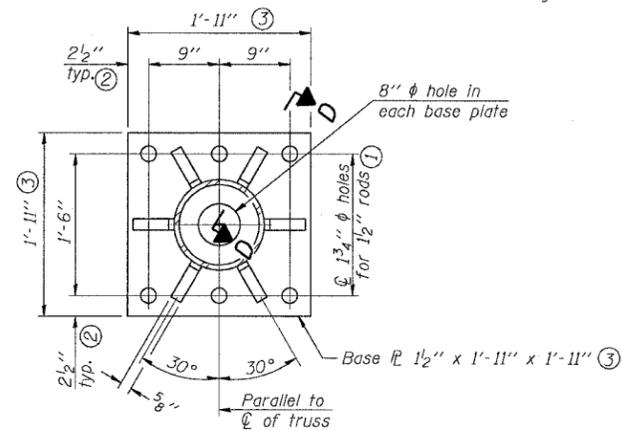
Hexagon locknut and washer (top), leveling nut and washer (bottom). Galvanize per AASHTO M232. Nuts shall each be tightened against base plate with 200 lb.-ft. minimum torque.



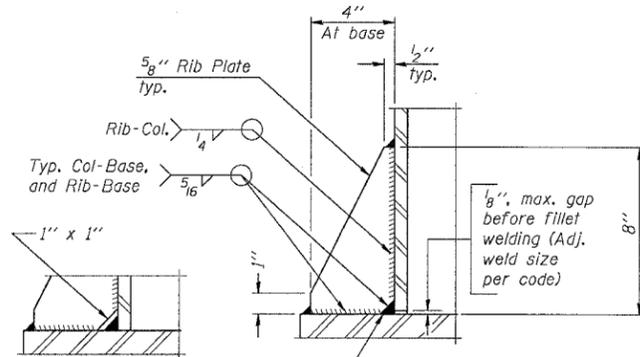
**DETAIL B**

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.

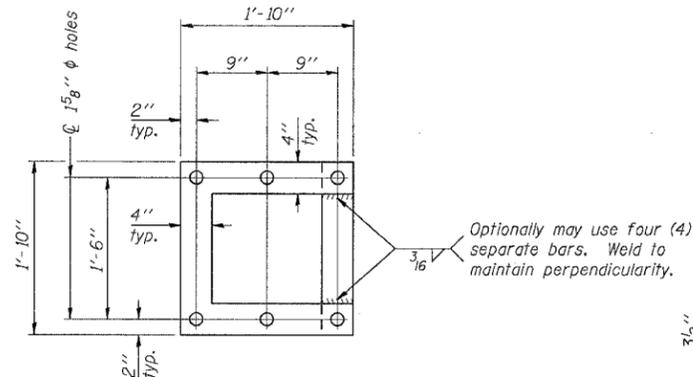


**SECTION B-B**



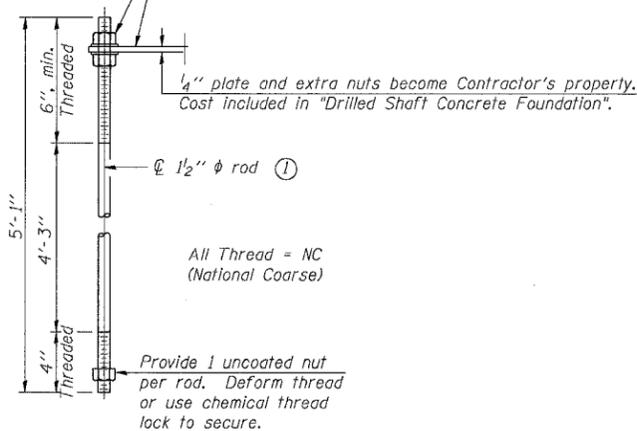
\*\* Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib 1/4" from snip.

**SECTION D-D**



**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.



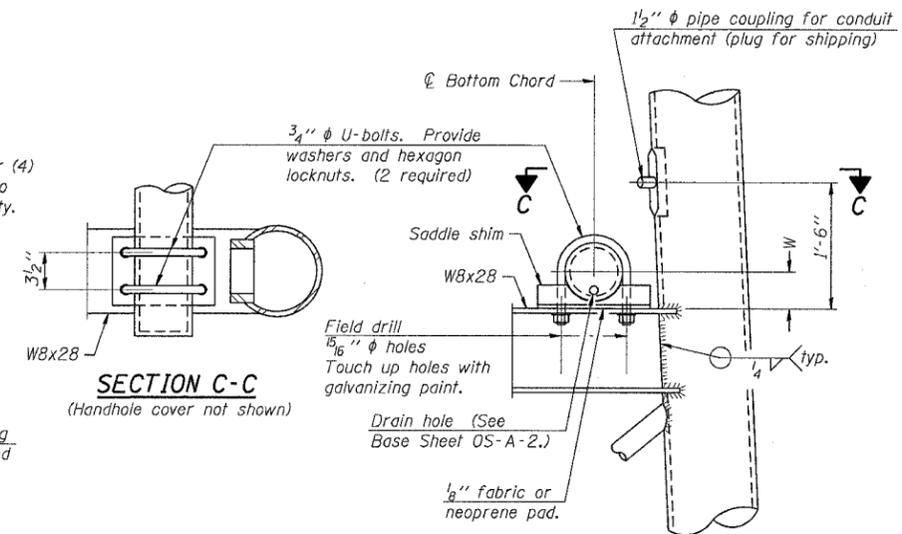
**ANCHOR ROD DETAIL**

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

**TYPE III-A TRUSS  
12" Ø PIPE SUPPORT FRAME DETAILS**

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

- ① 1 3/4" Ø rod, 2" Ø holes
- ② 2 3/4" edge distance
- ③ Base Pl. 1 5/8" x 1'-11 1/2" x 1'-11 1/2"



**SECTION C-C**

(Handhole cover not shown)

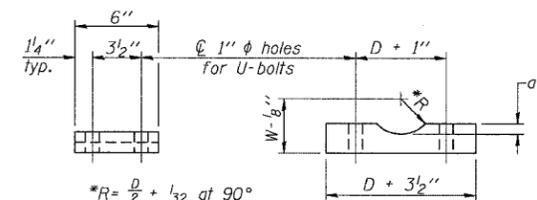
3/4" Ø U-bolts. Provide washers and hexagon locknuts. (2 required)

Field drill 1/8" Ø holes. Touch up holes with galvanizing paint.

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

1/8" fabric or neoprene pad.

**DETAIL C**



\*R = D/2 + 1/32 at 90°

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

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

**SADDLE SHIM DETAIL**

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

NUMBER	REVISION	DATE

SHT. S-7 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55 (I-80 TO I.J.S. 30)  
DYNAMIC MESSAGING SIGNS

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

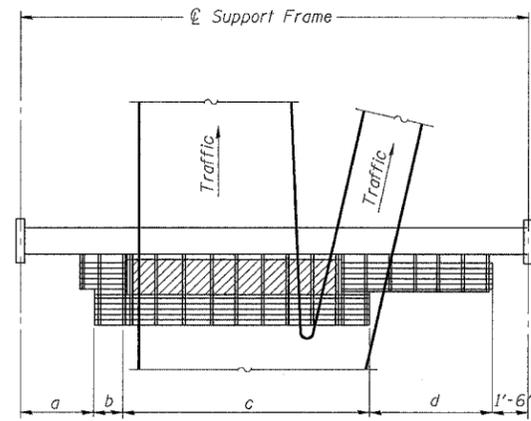
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**TENG**

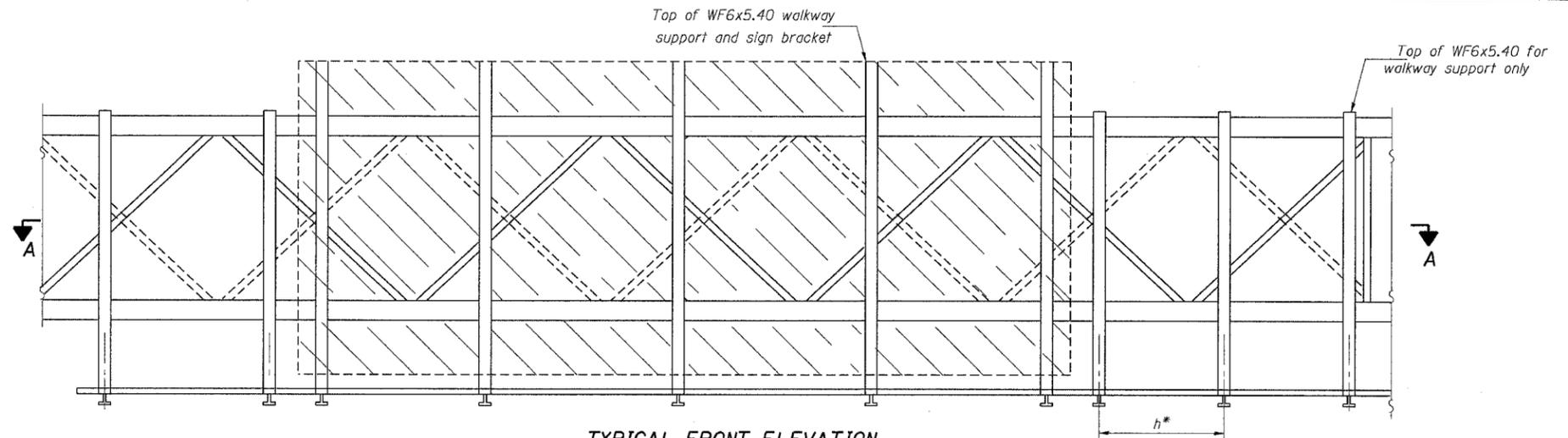
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 60B02				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	15
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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



**TYPICAL FRONT ELEVATION**

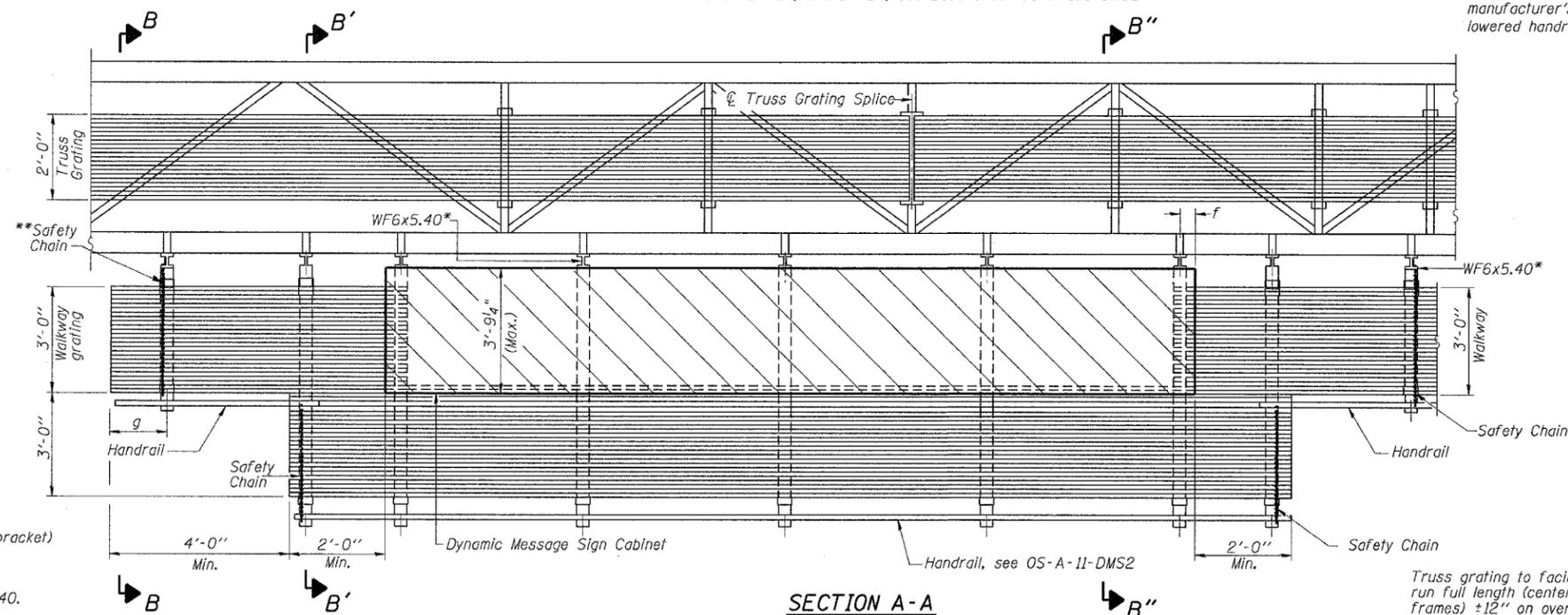
With handrail omitted for clarity.  
For Section B-B, see Base Sheet OS-A-10-DMS2  
For Section B'-B', and B''-B'', see Base Sheet OS-A-10a-DMS2

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

**BRACKET TABLE**

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

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



**SECTION A-A**

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

- f = 12" maximum, 4" minimum (End of sign to  $\mathcal{C}$  of nearest bracket)
- g = 12" maximum, 4" minimum (End of walkway grating to  $\mathcal{C}$  of nearest support bracket)
- h = 6'-0" maximum ( $\mathcal{C}$  to  $\mathcal{C}$  of walkway support brackets, WF6x5.40)
- Maximum DMS weight = 4000LBS
- 3'-9" maximum cabinet depth includes depth of cabinet plus connection to WF6x5.40.

\*\*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-DMS2

For Section B-B and Grating Splice Details see Base Sheet OS-A-10-DMS2.  
For Handrail Splice Details see Base Sheet OS-A-11-DMS2.

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

Truss grating to facilitate inspection shall run full length (center to center of support frames)  $\pm 1/2$ " on overhead trusses. Cost of truss grating is included in "Overhead Sign Structure"

SHT. S-8 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAL ROUTE 55 (I-80 TO U.S. 30)  
DYNAMIC MESSAGING SIGNS

**OVERHEAD SIGN STRUCTURE  
ALTERNATE ALUMINUM WALKWAY  
DETAILS FOR DMS**

SCALE: DRAWN BY MJK  
DATE 03/27/06 CHECKED BY MJK

**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

DESIGNED	19
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

OS-A-9-DMS2 1/7/2005

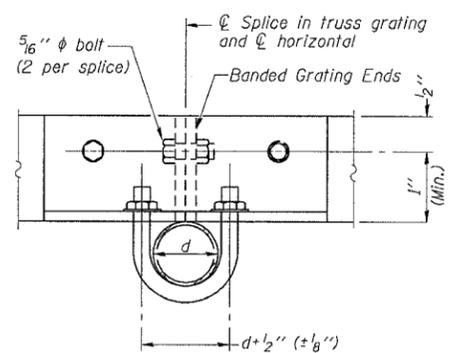
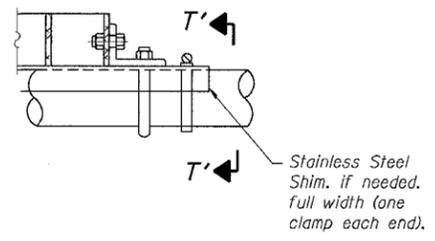
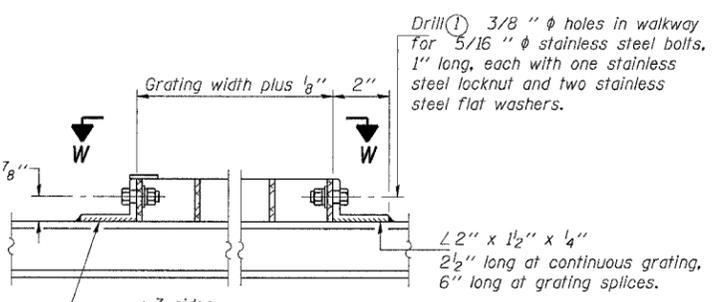
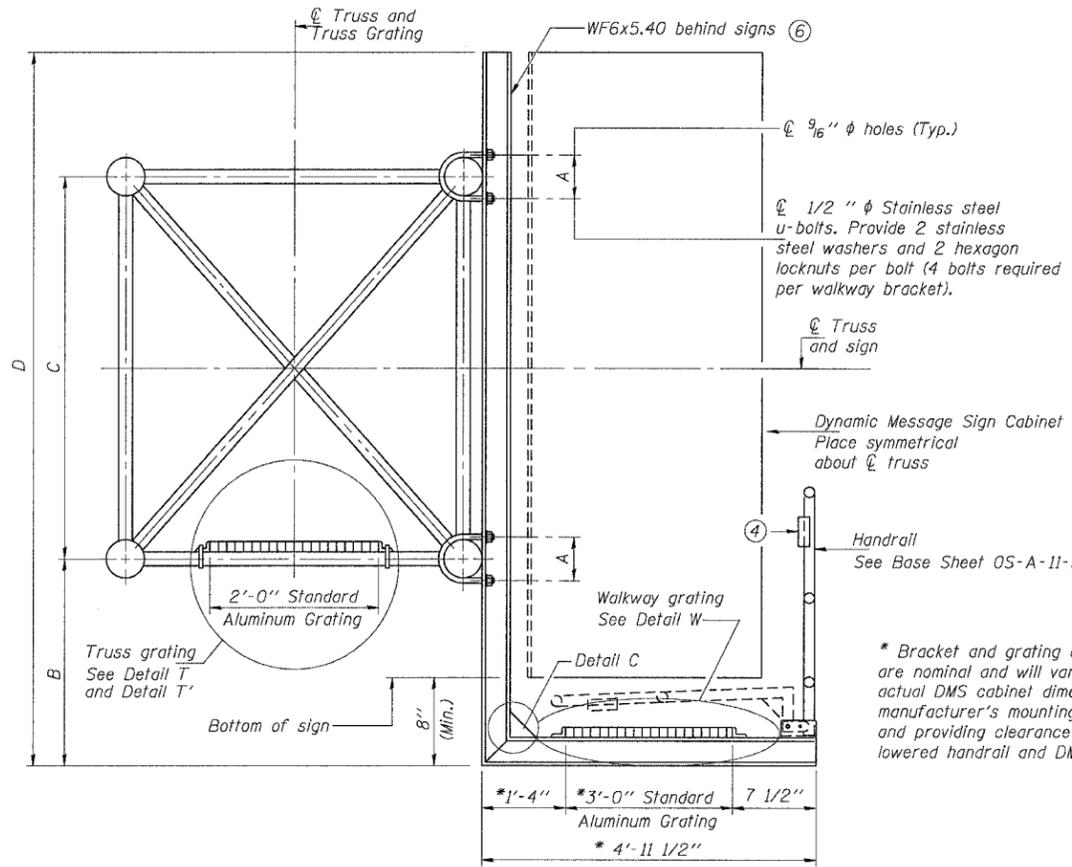
NUMBER	REVISION	DATE

Structure Number	Station	a	b	c	d	Walkway Grating and Handrail Lengths
IS099I055R247.37	59+00	6'-8"	2'-6"	28'-8"	26'-8"	61'-10"
IS099I055R255.26	469+00	10'-5"	2'-6"	28'-8"	44'-11"	80'-1"

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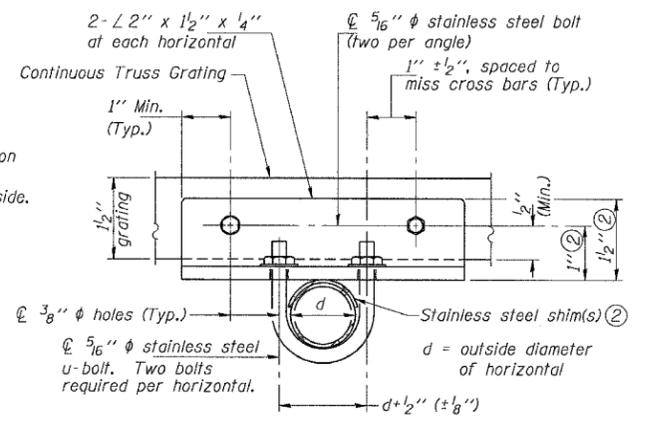
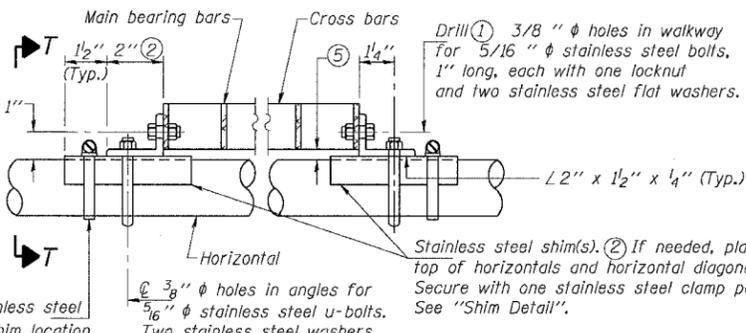
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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.



**DETAIL T**  
(Continuous Truss grating)

**SPECIFICATIONS FOR STANDARD ALUMINUM GRATING**

Main Bearing Bars shall be 3/8" x 1 1/2" on 1 3/8" centers and conform to ASTM B221 Alloy 6061-T6.  
Cross bars shall be 3/8" x 1 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

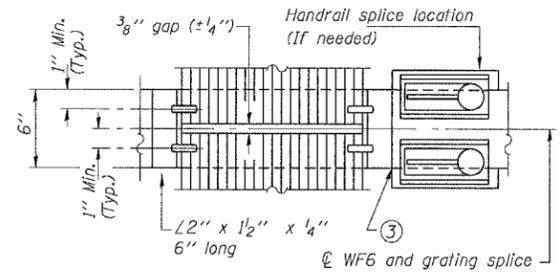
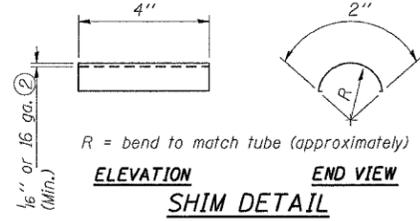
OR

Aluminum Grating with modified "T" 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 3/8" centers.  
Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

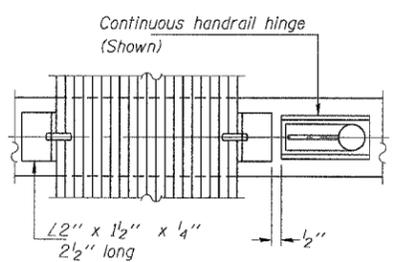
Structure Number	Station	A	B	C	D
IS0991055R247.37	59+00	8"	1'-8"	7'-0"	9'-8"
IS0991055R255.26	469+00	8"	1'-8"	7'-0"	9'-8"

- Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
- If Handrail Joint present, weld angle to WF6 and 1/4" extension bars. (See Base Sheet OS-A-11-DMS2.)
- 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
- Tube to grating gap may vary from 0 to 1/2" max. to align walkway, allow for camber, etc.
- Cabinet manufacturer must design and supply hardware for connection of cabinet to WF6's. Bolts must be stainless steel or hot dip galvanized high strength per IDOT specifications.

**SECTION B-B**

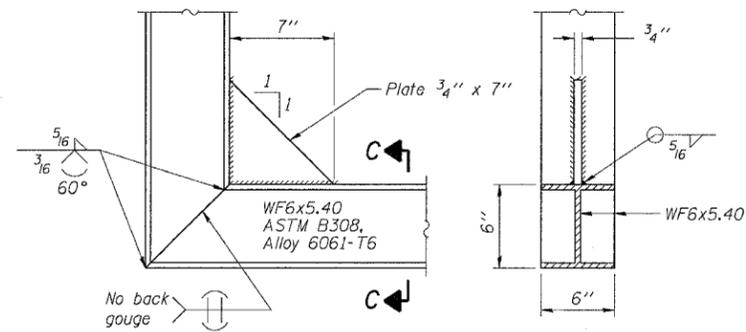


**(AT WALKWAY GRATING SPLICE)**



**SECTION W-W**

**SECTION C-C**



**DETAIL C**

NUMBER	REVISION	DATE

DESIGNED		19
CHECKED		
DRAWN		
CHECKED		
EXAMINED		
PASSED		

OS-A-10-DMS2 1/7/2005

SHT. S-9 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55 (I-80 TO U.S. 30)  
DYNAMIC MESSAGING SIGNS

**OVERHEAD SIGN STRUCTURE  
ALTERNATE ALUMINUM WALKWAY  
DETAILS FOR DMS**

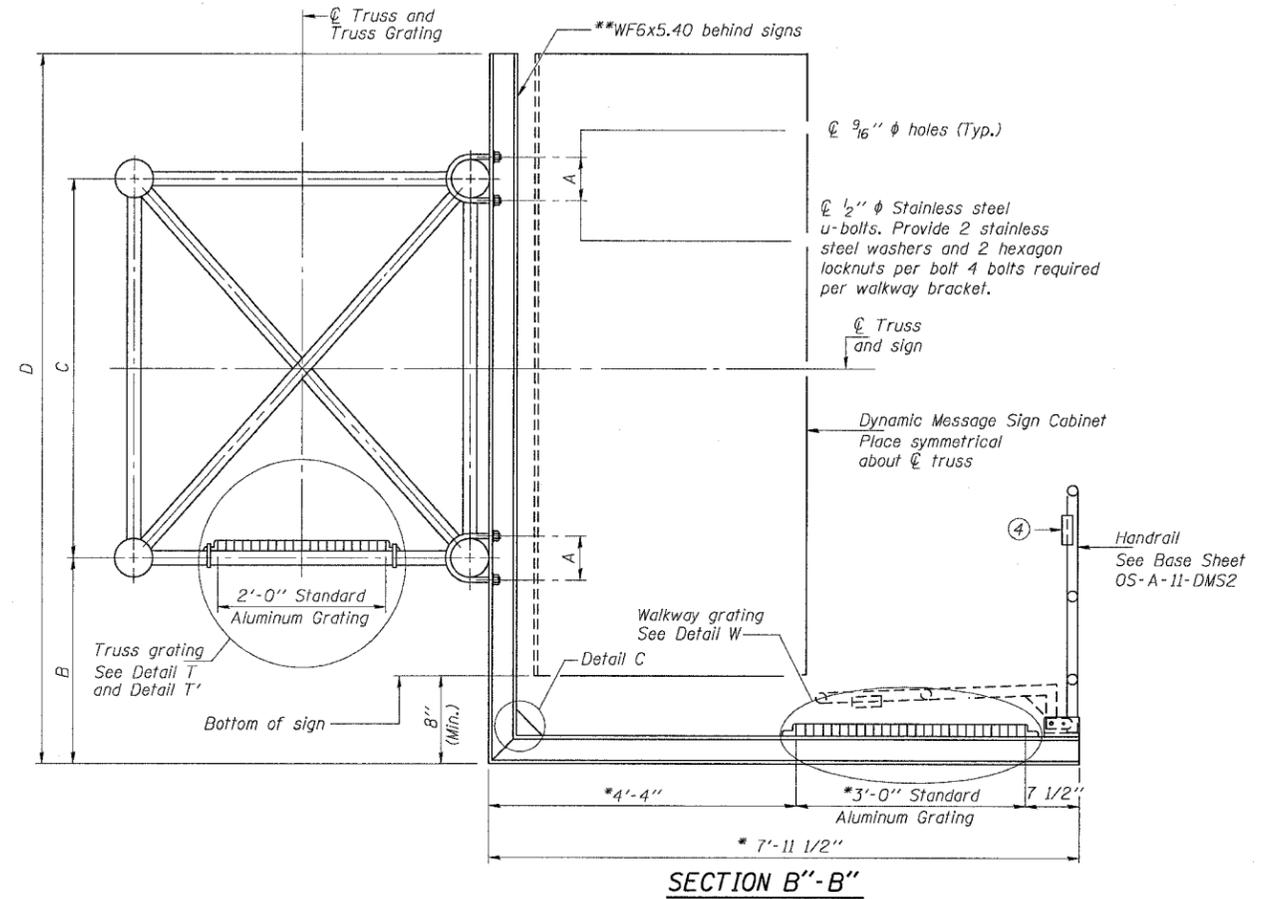
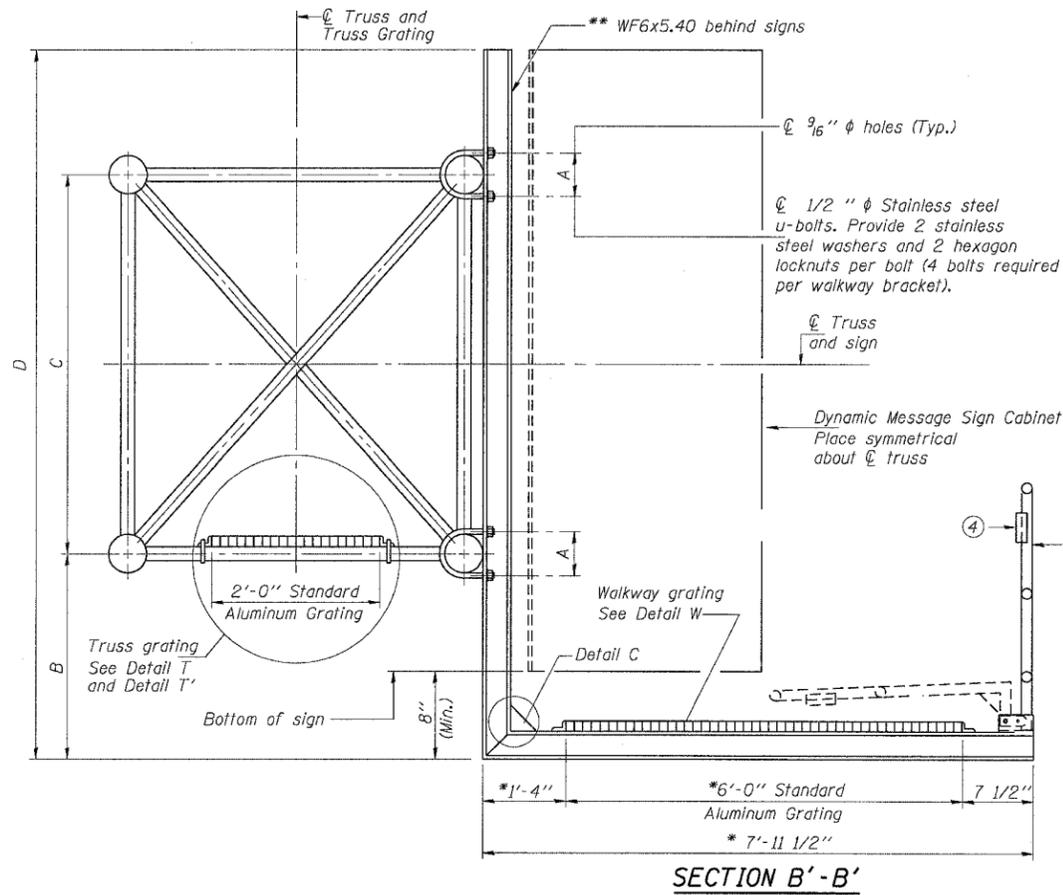
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**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 60B02				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	17
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



\* Bracket and grating dimensions are nominal and will vary based on actual DMS cabinet dimensions plus manufacturer's mounting devices, and providing clearance between the lowered handrail and DMS cabinet.

Note:  
For dimensions "A" to "D" and remaining details, see sheet OS-A-10-DMS2

\*\* Cabinet manufacturer must design and supply hardware for connection of cabinet to WF6's. Bolts must be stainless steel or hot dip galvanized high strength per IDOT specifications.

NUMBER	REVISION	DATE

SHT. 5-10 OF 15

REVISIONS	
NAME	DATE

DESIGNED	19
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

ENGINEER OF STRUCTURAL SERVICES  
ENGINEER OF BRIDGES AND STRUCTURES

OS-A-10a-DMS2 1/7/2005

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55 (I-80 TO U.S. 30)  
DYNAMIC MESSAGING SIGNS

OVERHEAD SIGN STRUCTURE  
ALTERNATE ALUMINUM WALKWAY  
DETAILS FOR DMS

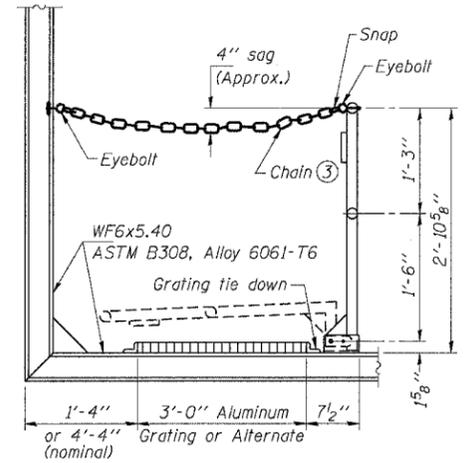
SCALE: DATE 03/27/06 DRAWN BY CHECKED BY MJK

TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

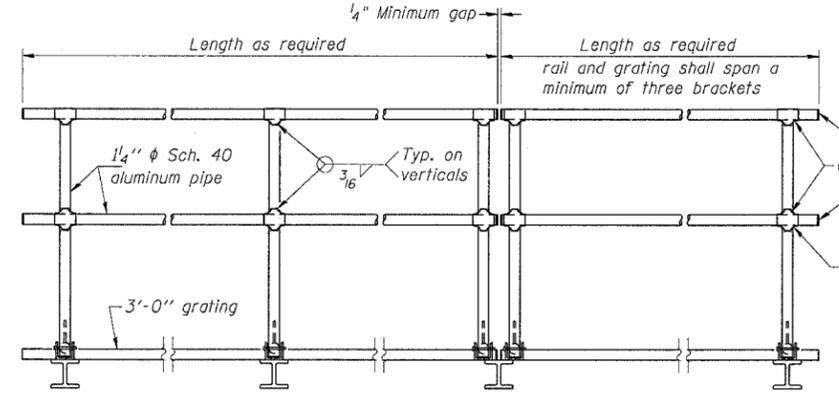
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FILE NAME = S:\DOCUMENTS\2005\STRUCT\05A10A10A10.DWG  
PLOT SCALE = 1/8"=1'-0"  
USER NAME = KRWATNR

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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



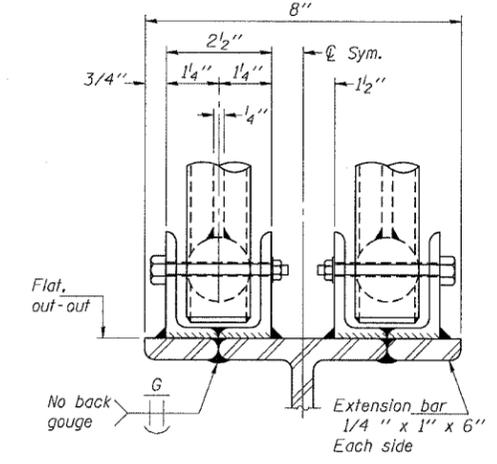
**FRONT ELEVATION**

**HANDRAIL DETAILS**

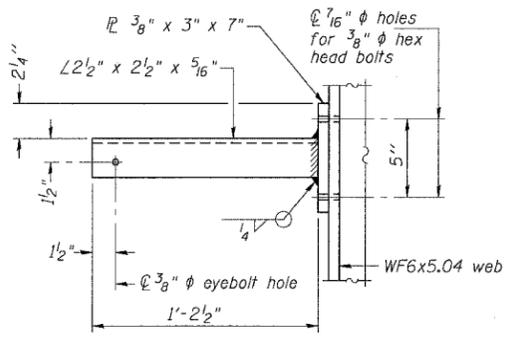
Handrail pipe shall be ASTM B241, Alloy 6063-T6 or Alloy 6061-T6.

② Horizontal handrail member shall be continuous thru fitting. Provide 7/16 inch diameter hole in fitting for 3/8 inch diameter bolt. Field drill 1/16 inch diameter hole in horizontal rail member. Provide washer and locknut for bolt. (Use 5/16 inch eyebolts in 7/16 inch diameter holes on top rail at ends only.)

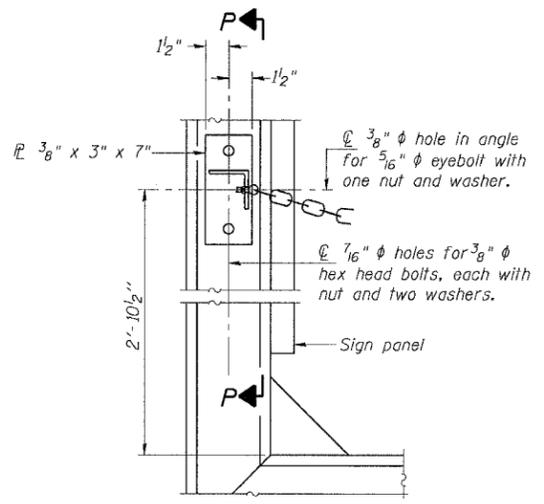
① Install standard force-fit end caps or weld 1/2 inch end plates with 1/8 inch c.f.w. and grind smooth. (All rail ends)



**ELEVATION AT HANDRAIL JOINT** ④

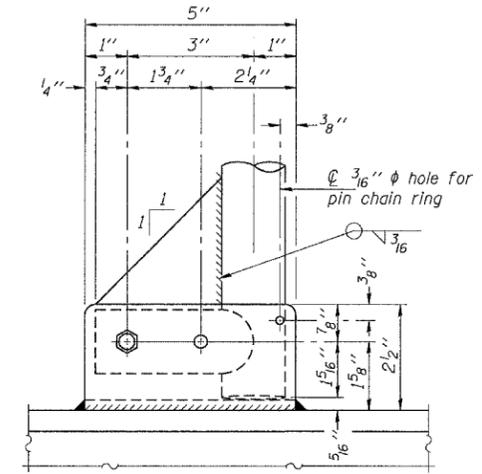


**SECTION P-P**

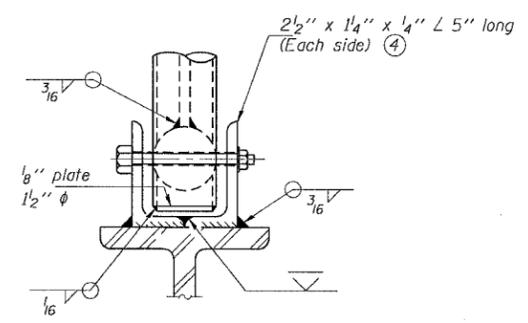


**ALTERNATE SAFETY CHAIN ATTACHMENT**

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

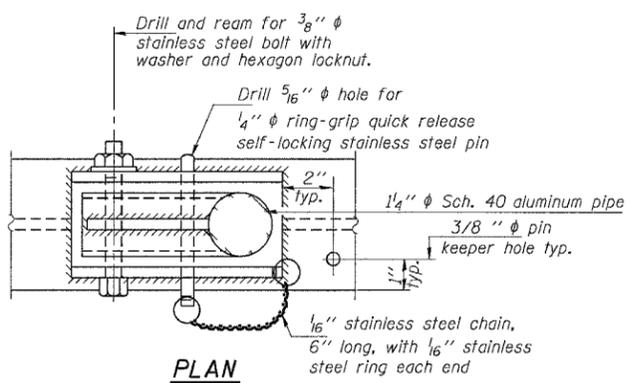


**SIDE ELEVATION**

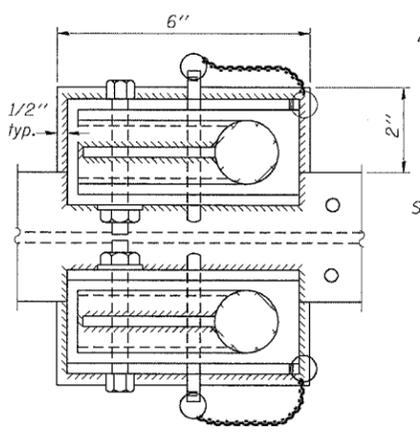


**FRONT ELEVATION**

See "ELEVATION" at right for dimensions.

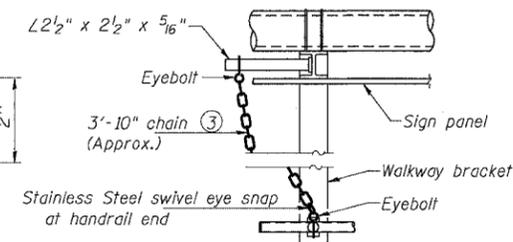


**PLAN**  
**DETAIL E HANDRAIL HINGE**



**PLAN AT HANDRAIL JOINT**

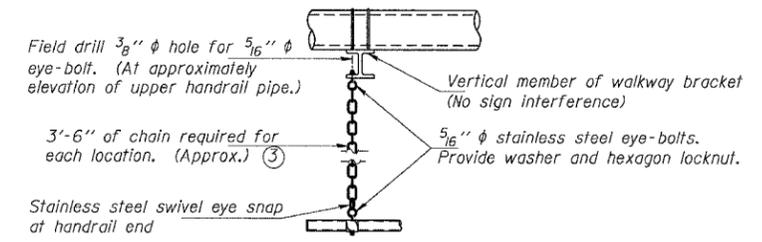
Details not shown same as "PLAN"



**ALTERNATE SAFETY CHAIN ATTACHMENT**

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

- ③ 3/16 inch 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.



**SAFETY CHAIN**

One required for each end of each walkway.

SHT. S-11 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55 (I-80 TO I.I.S. 30)  
DYNAMIC MESSAGING SIGNS

**OVERHEAD SIGN STRUCTURE  
ALTERNATE ALUMINUM HANDRAIL  
DETAILS FOR DMS**

SCALE: \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
DATE: 03/27/06 CHECKED BY: MJK

**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

DESIGNED	19
CHECKED	ENGINEER OF BRIDGE DESIGN
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

OS-A-11-DMS2 1/7/2005

PLOT DATE: 03/27/06  
 FILE NAME: S:\PROJECTS\2005\085 SG\STRUCTURE\CONV\S04-14R22-SHT  
 PLOT SCALE: 3/27/2006, 1488339  
 USER NAME: KARANIMR  
 SA:\DOCUMENT\02261550\STRUCTURE\CONV\S04-14R22-SHT





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**Wang Engineering, INC.**  
 Consulting Geotechnical and Environmental Engineers  
 wangeng3@wangeng.com  
 1145 Main Street  
 Lombard, IL 60148  
 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG SB-01-01** Page 1 of 1

WEI Job No.: 555-11-01

Datum: NGVD  
 Elevation: 570.33 ft  
 North: 1740393.29 ft  
 East: 1022085.12 ft  
 Station: 59+02.75  
 Offset: 8.25 LT

Client: IDOT Project D-91-132-05  
 Project: I-55 Improvements  
 Location: Will County, Illinois

**Wang Engineering, INC.**  
 Consulting Geotechnical and Environmental Engineers  
 wangeng3@wangeng.com  
 1145 Main Street  
 Lombard, IL 60148  
 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG SB-01-02** Page 1 of 1

WEI Job No.: 555-11-01

Datum: NGVD  
 Elevation: 569.14 ft  
 North: 1740394.88 ft  
 East: 1022151.70 ft  
 Station: 59+02.40  
 Offset: 58.35 RT

Client: IDOT Project D-91-132-05  
 Project: I-55 Improvements  
 Location: Will County, Illinois

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
569.8	6-inch thick, brown SILTY CLAY LOAM --TOPSOIL-- Stiff, brown SILTY CLAY	0-2	1	2	8	1.75 P	29	544.8	Medium dense to dense, brown SILTY LOAM	0-7	11	NP	7	NP	8
567.3	Medium dense to dense, brown, gravelly SANDY LOAM	2-5	2	3	14	NP	6	540.3	Boring terminated at 30.00 ft	7-30	12	NP	22	NP	13
		5-10	3	5	12	NP	4								
		10-15	4	20	28	NP	3								
		15-20	5	19	23	NP	2								
		20-25	6	5	7	NP	5								
		25-30	7	8	10	NP	4								
		30-35	8	28	29	NP	2								
548.8	Very stiff, gray CLAY	35-40	9	16	11	1.75 P	38								
		40-45	10	3	6	2.21 B	30								

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Sample Type	SPT Values (blows/in)	Qu (tsf)	Moisture Content (%)
568.8	4-inch thick, brown CLAY LOAM --TOPSOIL-- Stiff, brown SILTY CLAY LOAM	0-3	1	3	8	1.00	31	544.8	Medium dense to dense, brown SILTY LOAM	0-7	11	NP	7	NP	8
566.1	Medium dense to very dense, brown SANDY GRAVEL with cobbles	3-5	2	9	15	NP	6	540.3	Boring terminated at 30.00 ft	7-30	12	NP	22	NP	13
		5-10	3	24	26	NP	4								
		10-15	4	29	29	NP	4								
		15-20	5	19	16	NP	4								
		20-25	6	29	46	NP	3								
552.6	Stiff to very stiff, brown and gray SILTY CLAY with boulder obstruction	25-30	7	29	52	2.05 S	33								
		30-35	8	6	7	2.05 B	28								
		35-40	9	50	5	1.64 B	29								
547.1	Possible on top of Bedrock Boring terminated at 27.26 ft	40-45	10	50	5	NR									

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	03-23-2006	Complete Drilling	03-23-2006
Drilling Contractor	Precon Drilling	Drill Rig	CME-75 ATV
Driller	J & B	Logger	K. Jacob
Checked by	MLS	Time After Drilling	NA
Drilling Method	3.25 IDA HSA, Boring backfilled upon completion		
While Drilling	DRY	At Completion of Drilling	DRY
Depth to Water	NA	The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	03-20-2006	Complete Drilling	03-20-2006
Drilling Contractor	Precon Drilling	Drill Rig	CME-75 ATV
Driller	J & L	Logger	S. Sugiarto
Checked by	CTF	Time After Drilling	NA
Drilling Method	3.25 IDA HSA, Boring backfilled upon completion		
While Drilling	DRY	At Completion of Drilling	DRY
Depth to Water	NA	The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	

PLOT DATE = #DATE#  
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 PLOT SCALE = #SCALE#  
 USER NAME = #USER#  
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 K:\R\N\T\W

SHT. S-14 OF 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55 (I-80 TO U.S. 30)  
 DYNAMIC MESSAGING SIGNS

**SOIL BORING LOGS - 1**

SCALE: \_\_\_\_\_  
 DATE: 03/27/06

DRAWN BY: MRK  
 CHECKED BY: MJK

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS



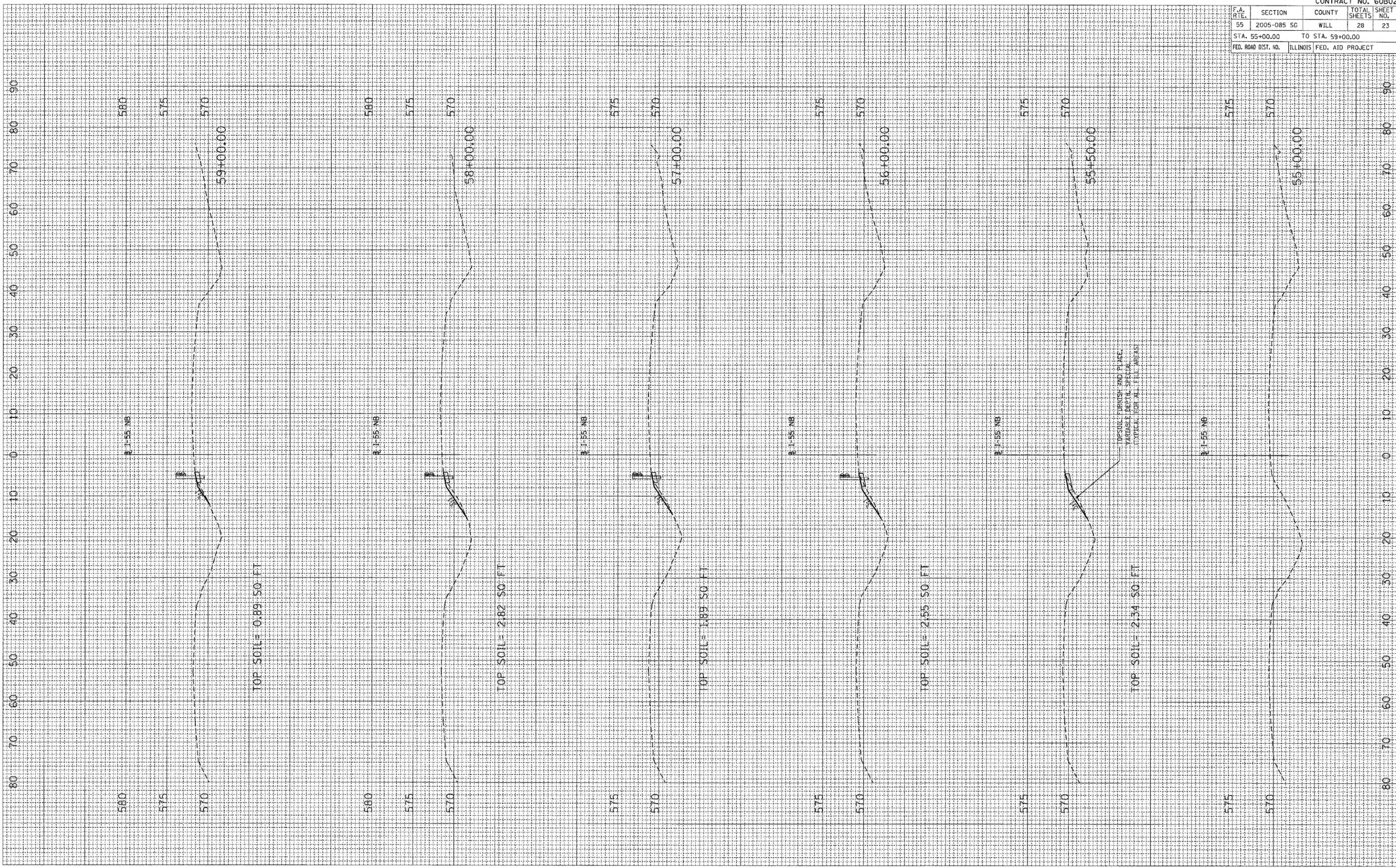
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 SURVEY PLOTTED  
 NOTE BOOK TEMPLATE  
 NO. IS CHECKED

FINAL SURVEY  
 SURVEY PLOTTED  
 NOTE BOOK TEMPLATE  
 NO. AREAS CHECKED

BY \_\_\_\_\_ DATE \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_



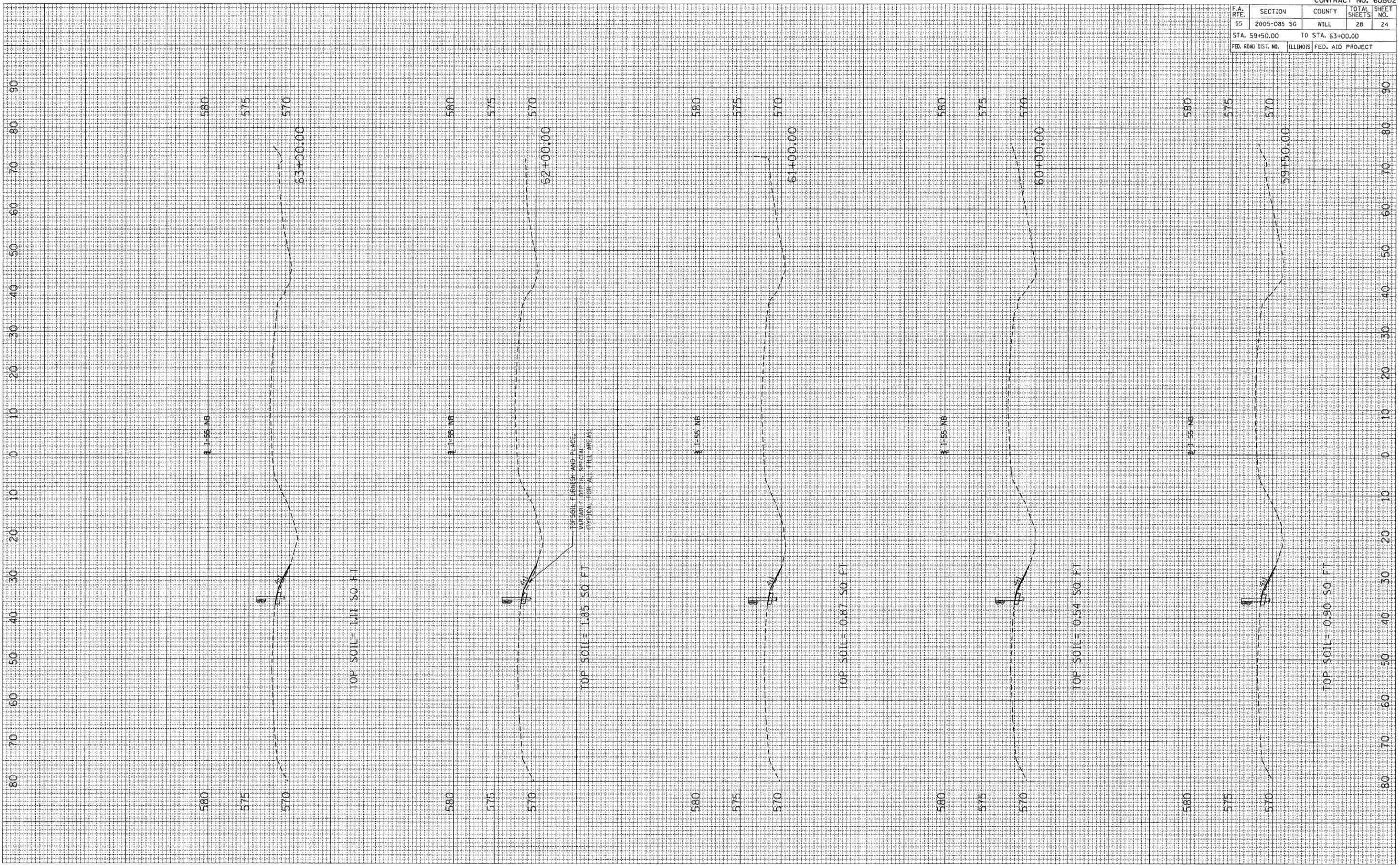
CONTRACT NO. 60802

F.A. DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	23
STA. 55+00.00		TO STA. 59+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLOT DATE = 08/27/05  
 FILE NAME = 60802.DWG  
 PLOT SCALE = 1"=40.00'  
 USER NAME = JUSER8

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 NOTE BOOK NO. AS CHECKED

FINAL SURVEY PLOTTED  
 NOTE BOOK NO. AS CHECKED



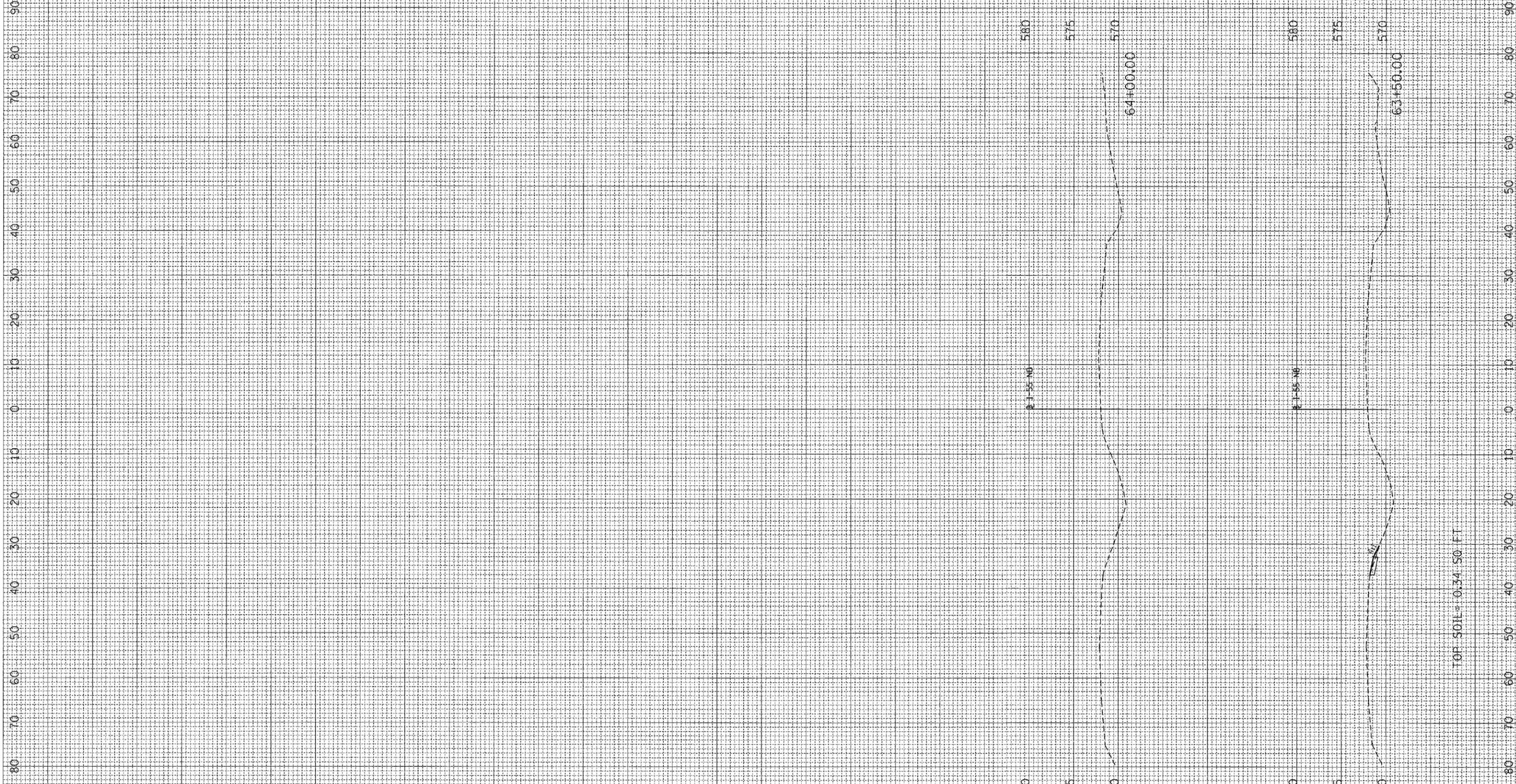
CONTRACT NO. 60802

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	24
STA. 59+50.00		TO STA. 63+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLOT DATE = 8/17/05  
 FILE NAME = 60802.DWG  
 PLOT SCALE = 1"=40'  
 USER NAME = JLS/ERS

ORIGINAL SURVEY  
 SURVEY PLOTTED  
 NOTE BOOK TEMPLATE  
 NO. 1000 CHECKED

FINAL SURVEY  
 SURVEY PLOTTED  
 NOTE BOOK TEMPLATE  
 NO. 1000 CHECKED



CONTRACT NO. 60802				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	25
STA. 63+50.00		TO STA. 64+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TOP SOIL = 0.34 SO FT

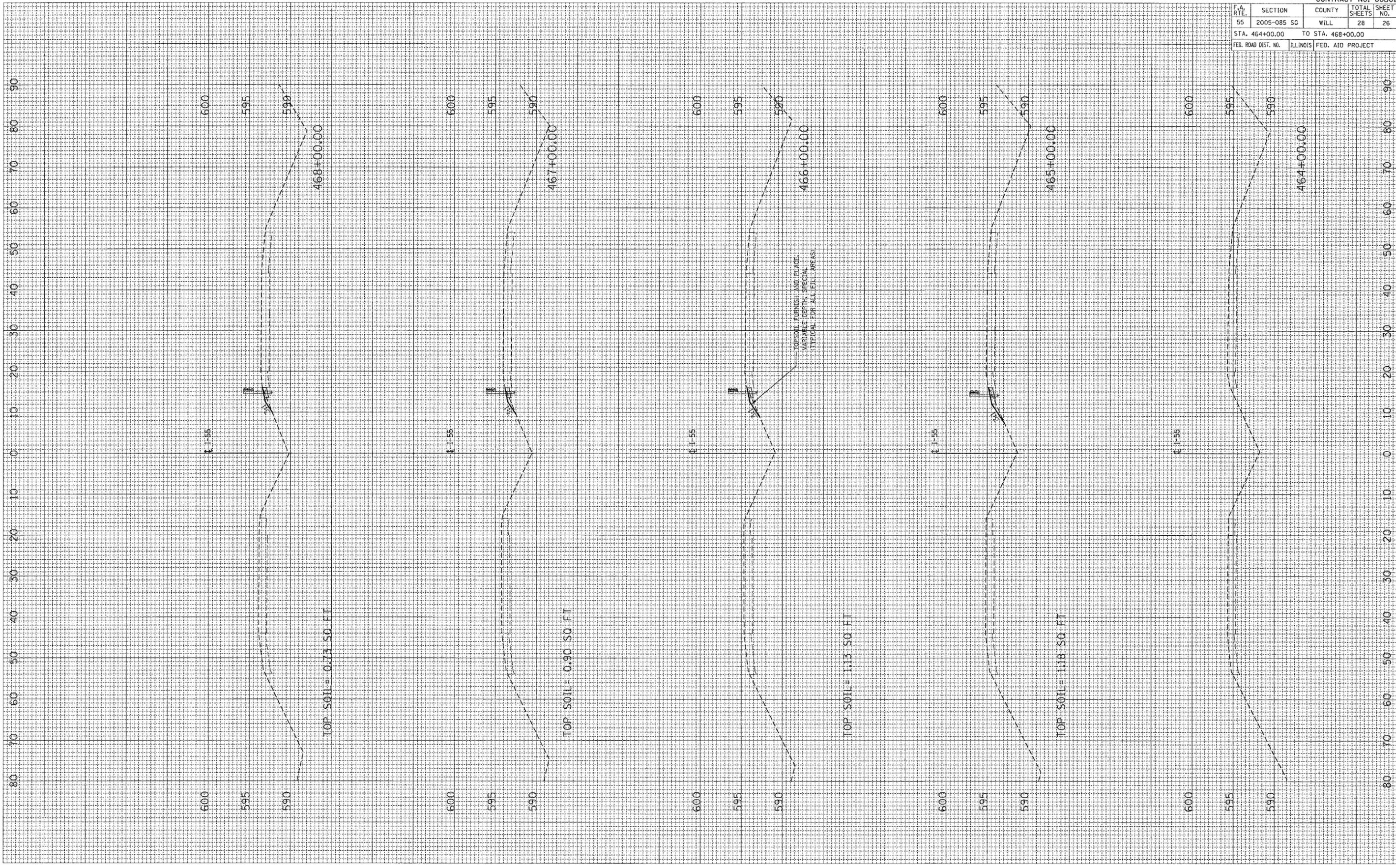
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 NOTE BOOK NO. \_\_\_\_\_  
 REVISIONS PL. CHECKED \_\_\_\_\_

FINAL SURVEY PLOTTED  
 NOTE BOOK NO. \_\_\_\_\_  
 REVISIONS PL. CHECKED \_\_\_\_\_

BY \_\_\_\_\_

DATE \_\_\_\_\_



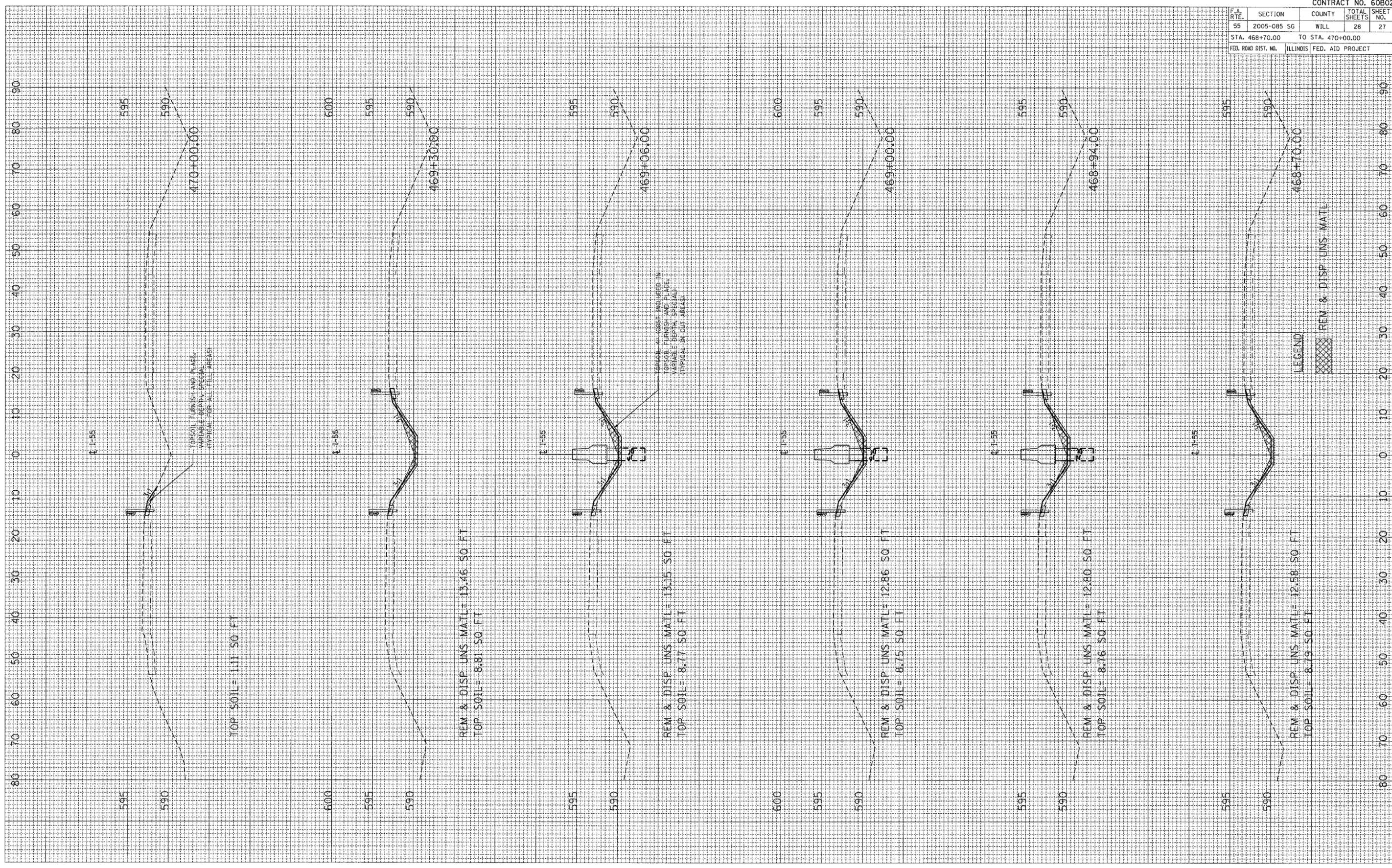
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55	2005-085 5G	WILL	28	26
STA. 464+00.00		TO STA. 468+00.00		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

CONTRACT NO. 60B02

PLOT DATE = 04/18/08  
 FILE NAME = 01LE16  
 USER NAME = RUSBR6

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 NOTE BOOK TEMPLATE AREA CHECKED JS

FINAL SURVEY PLOTTED BY DATE  
 NOTE BOOK TEMPLATE AREA CHECKED JS



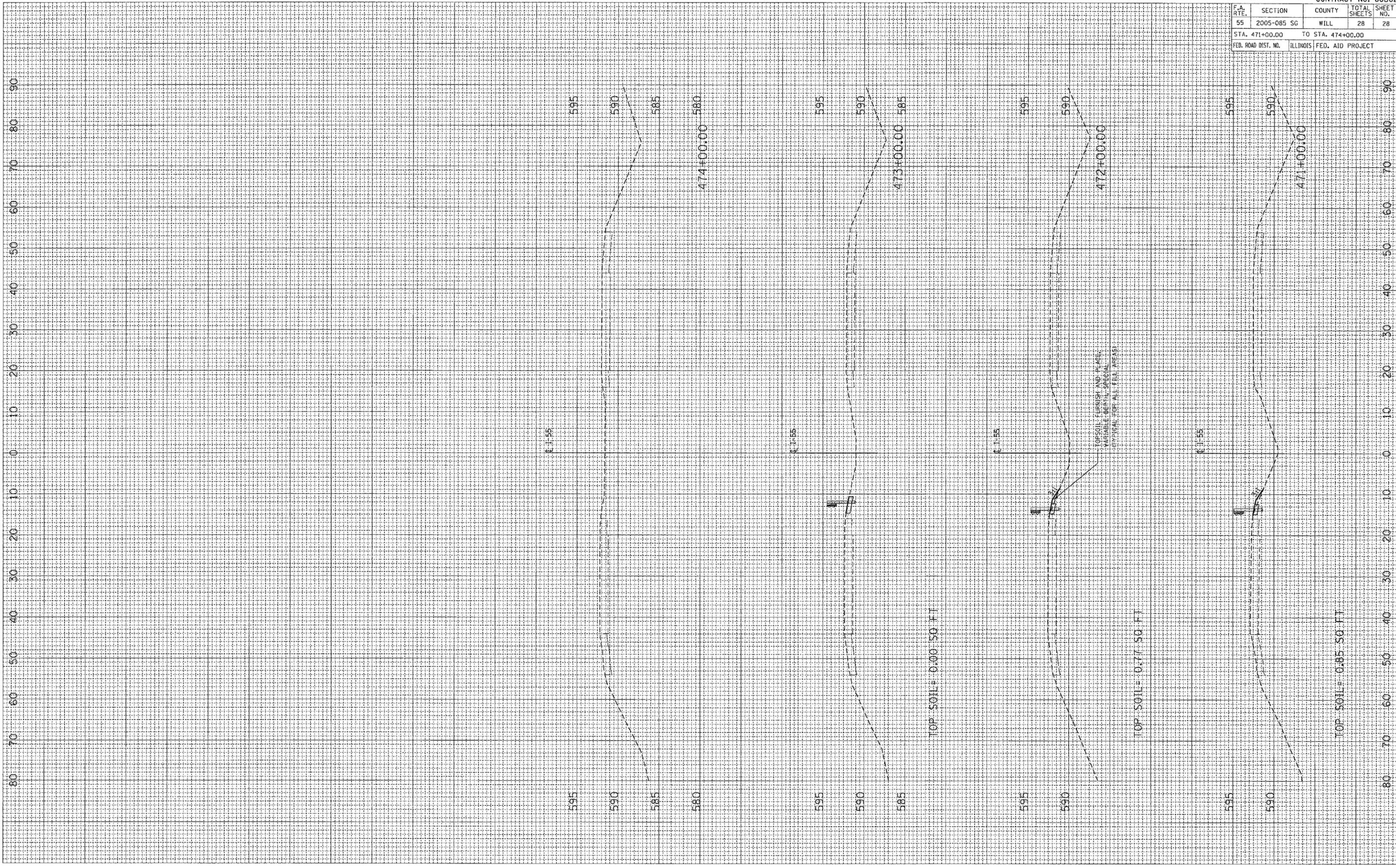
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STA. 468+70.00		TO STA. 470+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 60B02

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 USER NAME = #USER#

ORIGINAL SURVEY PLOTTED BY DATE  
 NOTE BOOK TEMPLATE AS CHECKED

FINAL SURVEY PLOTTED BY DATE  
 NOTE BOOK TEMPLATE AS CHECKED



CONTRACT NO. 60B02				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-085 SG	WILL	28	28
STA. 471+00.00 TO STA. 474+00.00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		