Illinois Tollway Standard Drawing Revisions

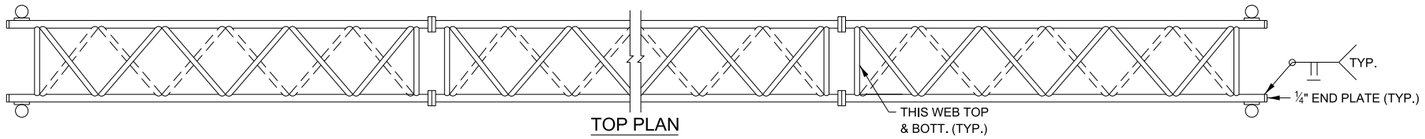
Section F	Sign Structure	
	Standard	**Modification Summary** **Effective: 03-01-2025**
		This set of standard drawings has been converted from v8i to OpenRoads.
	F1-15	**Overhead Sign Structure Span Type Structure Details**
	Sheet 5	Added vertical clearance of storm sewer to grade beam in End View.
	F4-15	**Overhead Sign Structure Cantilever Type Structure Details**
	Sheet 8	Revised callout for stainless steel U-bolt to go with stainless steel locknut instead of galvanized locknut.
	F8-10	**Overhead Sign Structure Sign, Luminaire and Beacon Supports**
	Sheet 1	Added note 9 to clarify mounted hardware for sign panels shall be supplied by the Contractor.
	F11-07	**Milepost Marker**
	Sheet 1	Added milepost marker callouts.
	F13-10	**Overhead Sign Structure Monotube Type (Steel) Mainline Structure Details**
	Sheet 1	Added callout for median shoulder barrier indicating that details for median barrier is provided on sheet 9 of the standard. Added junction box and the U-bolt attachment details for the junction box.
	Sheet 4	Changed camera angle from 15º to 5º MIN. 10º MAX. Added plastic trim detail and notes.
	Sheet 5	Changed camera angle from 15º to 5º MIN. 10º MAX. Added plastic trim detail and callout.
	Sheet 9	Added new sheet to show median barrier details
	F14-08	**Overhead Sign Structure Butterfly Type Structure Details**
	Sheet 7	Revised callout for stainless steel U-bolt to go with stainless steel locknut instead of galvanized locknut.
	F15-09	**Overhead Sign Structure Monotube Type (Steel) Structure Details AET Ramp**
	Sheet 1	Added junction box and the U-bolt attachment details for the junction box.
	Sheet 2	Increase the span to 60' and updated camber. Extended the IT equipment support pipes to the ends.
	Sheet 3	Extended the IT equipment support pipes to the ends.
	Sheet 4	Changed camera angle from 15º to 5º MIN. 10º MAX. Added plastic trim detail and notes.
	Sheet 5	Changed camera angle from 15º to 5º MIN. 10º MAX. Added plastic trim detail and callout.
	Sheet 7	Clarified that top of barrier is level between monotubes in Elevation View.
	~~F16-07~~	**Overhead Sign Structure Monotube Type (Steel) Structure Details for Cash-IPO Ramp**
		Standard is removed because it is no longer used.
	F17-10	**Overhead Sign Structure Span Type Structure Details**
	Sheet 9	Added vertical clearance of storm sewer to grade beam in End View.

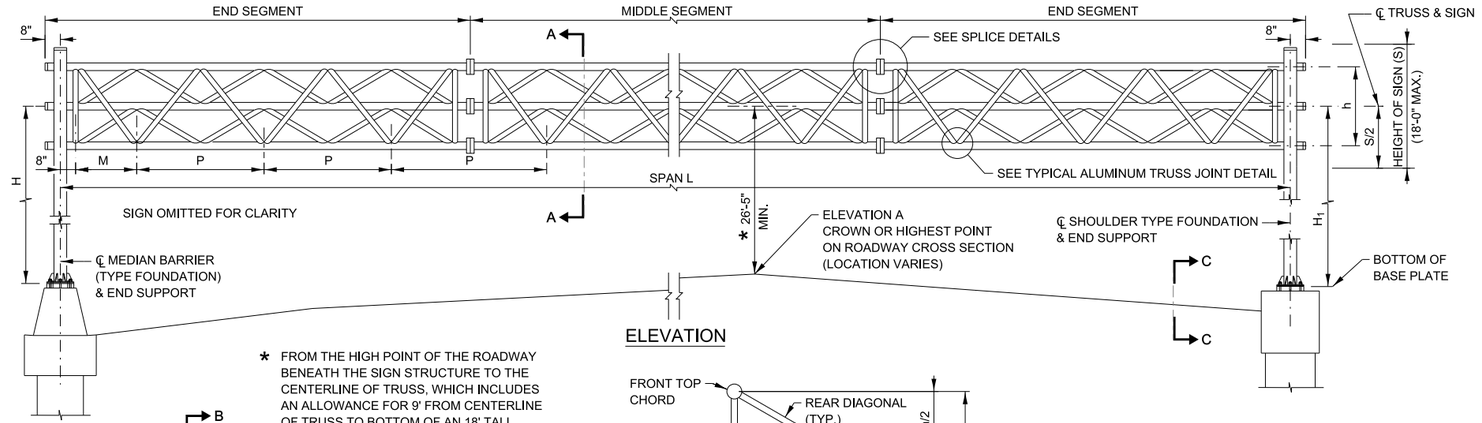
Illinois Tollway Standard Drawing Revisions

Section F	Sign Structure	
	Standard	**Modification Summary** **Effective: 03-01-2025**
	F21-00	**Overhead Sign Structure AET Ramp Single Monotube Type (Steel) Ground Mounted**
		Added new standard to show standard details for single monotube with foundation placed outside the barriers.
	F22-00	**Overhead Sign Structure AET Ramp Single Monotube Type (Steel) Barrier Mounted**
		Added new standard to show standard details for single monotube with foundation placed in-line with barrier.

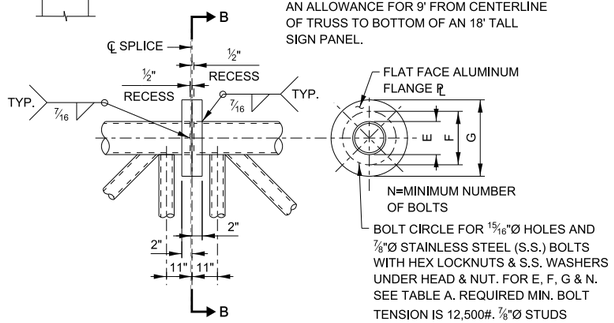
New Sheet

~~Retired Standard~~



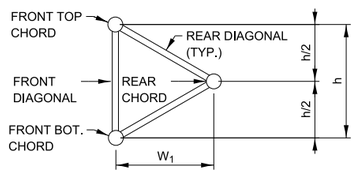


* FROM THE HIGH POINT OF THE ROADWAY BENEATH THE SIGN STRUCTURE TO THE CENTERLINE OF TRUSS, WHICH INCLUDES AN ALLOWANCE FOR 9' FROM CENTERLINE OF TRUSS TO BOTTOM OF AN 18' TALL SIGN PANEL.

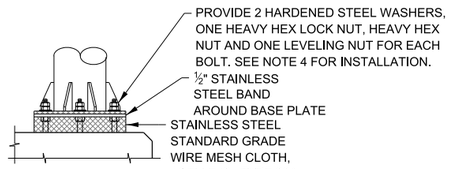


ELEVATION SECTION B-B

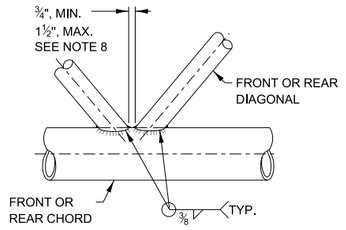
SPLICE DETAILS



SECTION A-A



VIEW C-C



TYPICAL ALUMINUM TRUSS JOINT DETAIL

SIGN STRUCTURE MEMBER SCHEDULE

TRUSS NO.	DIMENSIONS					ALUMINUM TRUSS *						STEEL END SUPPORT		
	TRUSS SPAN L (MAX.)	P (MAX.)	M	h	W_1	MAXIMUM ALLOWABLE SIGN PANEL AREA	DL (TRUSS) DEFLECTION	MIDDLE SEGMENT OR END SEGMENT				W	HSS COLUMN (NOMINAL DIAMETER)	
								CHORD (O.D.)		DIAGONAL (O.D.)			HSS 12.75x0.500	HSS 14x0.625
								FRONT	REAR	FRONT	REAR		H OR H_1	H OR H_1
T-80	80'-0"	9'-0"	3'-4"	4'-6"	3'-10¾"	900 S.F.	1"	5½"Ø x½"	5½"Ø x½"	2½"Ø x¼"	2½"Ø x¼"	5'-9"	32'-0" (MAX)	38'-0" (MAX)
T-85	85'-0"	9'-6"	3'-10"	4'-9"	4'-1⅜"	955 S.F.	1 1/16"	6⅞"Ø x½"	6⅞"Ø x½"	3"Ø x¼"	3"Ø x¼"	6'-7"	31'-0" (MAX)	38'-0" (MAX)
T-90	90'-0"	10'-0"	4'-4"	5'-0"	4'-4"	1010 S.F.	1⅛"	6⅞"Ø x½"	6⅞"Ø x½"	3"Ø x¼"	3"Ø x¼"	6'-7"	31'-0" (MAX)	38'-0" (MAX)
T-95	95'-0"	10'-6"	4'-10"	5'-3"	4'-6⅝"	1065 S.F.	1 3/16"	6⅞"Ø x½"	6⅞"Ø x½"	3"Ø x¼"	3"Ø x¼"	6'-7"	31'-0" (MAX)	38'-0" (MAX)
T-100	100'-0"	11'-4"	4'-0"	5'-8"	4'-10⅞"	1125 S.F.	1¼"	7"Ø x½"	7"Ø x½"	3½"Ø x¼"	3½"Ø x¼"	7'-5"	31'-0" (MAX)	38'-0" (MAX)
T-105	105'-0"	12'-0"	3'-10"	6'-0"	5'-2⅜"	1180 S.F.	1 5/16"	7"Ø x½"	7"Ø x½"	3½"Ø x¼"	3½"Ø x¼"	7'-5"	31'-0" (MAX)	38'-0" (MAX)
T-110	110'-0"	12'-6"	4'-4"	6'-3"	5'-5"	1200 S.F.	1⅜"	7"Ø x½"	7"Ø x½"	3½"Ø x¼"	3½"Ø x¼"	7'-5"	31'-0" (MAX)	38'-0" (MAX)
T-115	115'-0"	13'-0"	4'-10"	6'-6"	5'-7⅞"	1200 S.F.	1½"	7½"Ø x½"	7½"Ø x½"	3½"Ø x¼"	3½"Ø x¼"	10'-2"	34'-0" (MAX)	40'-0" (MAX)
T-120	120'-0"	13'-8"	4'-8"	6'-10"	5'-11"	1200 S.F.	1 9/16"	7½"Ø x½"	7½"Ø x½"	3½"Ø x¼"	3½"Ø x¼"	10'-2"	34'-0" (MAX)	40'-0" (MAX)
T-130	130'-0"	15'-0"	4'-4"	7'-6"	6'-5⅞"	1200 S.F.	1 9/16"	9"Ø x½"	9"Ø x½"	4"Ø x¼"	4"Ø x¼"	10'-2"	NOT APPLICABLE	40'-0" (MAX)
T-140	140'-0"	16'-3"	4'-4"	8'-2"	7'-0⅞"	1200 S.F.	1 11/16"	10"Ø x½"	10"Ø x½"	4"Ø x¼"	4"Ø x¼"	10'-2"	NOT APPLICABLE	40'-0" (MAX)
T-150	150'-0"	17'-6"	4'-4"	8'-10"	7'-7¾"	1200 S.F.	1 13/16"	11"Ø x½"	11"Ø x½"	4½"Ø x¼"	4½"Ø x¼"	10'-2"	NOT APPLICABLE	40'-0" (MAX)

* SUBSTITUTION OF LARGER TRUSS SIZE IS ACCEPTABLE.

NOTE:
A PAIR OF MAIN HSS COLUMN SIZES FOR EACH SUPPORT SHALL BE SELECTED INDEPENDENTLY BASED ON SPECIFIC NEEDS.

CAMBER

SPAN IN FEET	CAMBER IN INCHES
80 THRU 95	1½"
96 THRU 110	1⅝"
111 THRU 120	1⅞"
121 THRU 130	1⅞"
131 THRU 140	2"
141 THRU 150	2⅛"

PROVIDE THE ABOVE CAMBER AT MIDDLE OF SPAN OF STRUCTURES

TABLE A

CHORD O.D. E	F	G	N
5½"Ø	10"	13"	8
6⅞"Ø & 7"Ø	11½"	14½"	10
7½"Ø	12½"	15½"	12
9"Ø	13½"	16½"	14
10"Ø	15½"	18½"	16
11"Ø	17½"	20½"	18

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

GENERAL NOTES:

1. WORK THIS SHEET WITH OVERHEAD SIGN STRUCTURES SPAN TYPE SUMMARY AND TOTAL BILL OF MATERIAL.
2. AFTER ADJUSTMENTS TO LEVEL TRUSS AND ENSURE ADEQUATE VERTICAL CLEARANCE, ALL TOP AND LEVELING NUTS SHALL BE TIGHTENED AGAINST THE BASE PLATE WITH A MINIMUM TORQUE OF 200 LB.-FT. STAINLESS STEEL MESH SHALL THEN BE PLACED AROUND THE PERIMETER OF THE BASE PLATE. SECURE TO BASE PLATE WITH STAINLESS STEEL BANDING.
3. SIGN SUPPORT STRUCTURES MAY BE SUBJECT TO DAMAGING VIBRATIONS AND OSCILLATIONS WHEN SIGN PANELS ARE NOT IN PLACE DURING ERECTION OR MAINTENANCE OF THE STRUCTURE. TO AVOID THESE, ATTACH TEMPORARY BLANK SIGN PANELS OR OTHER BRACING TO THE STRUCTURE UNTIL PERMANENT SIGNS ARE INSTALLED.
4. TRUSS SEGMENTS SHALL BE SHIPPED INDIVIDUALLY WITH ADEQUATE PROVISION TO PREVENT DETRIMENTAL MOTION DURING TRANSPORT. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CONFIGURATION AND PROTECTION OF THE TRUSSES.
5. ONLY SIGN PANELS ARE PERMITTED TO BE MOUNTED ON THIS TRUSS.

DESIGN SPECIFICATIONS:

1. 2015 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 1ST EDITION WITH 2020 INTERIM REVISIONS, INSTRUCTIONS AND INFORMATION.
2. FOUNDATION DESIGN IS IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020

CONSTRUCTION SPECIFICATIONS:

1. ALL MATERIALS, EXCEPT AS SHOWN, FABRICATION, ERECTION AND CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 733 OF THE LATEST ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.

LOADING:

1. BOTH END SUPPORTS ARE DESIGNED FOR 60% OF THE TOTAL LOAD.
2. WIND LOADING SHALL BE A MINIMUM OF 50 PSF ON SIGN PANELS AND 35 PSF NORMAL TO TRUSS ELEMENTS NOT BEHIND SIGN PANELS.
3. ICE LOAD, OSHA, WALKWAY = 3 P.S.F. APPLIED WITH A FACTOR OF 1.0 FOR STRENGTH I ONLY.

FABRICATION NOTES:

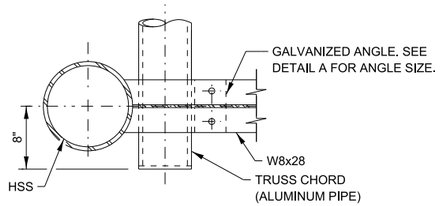
1. NO SPLICES SHALL BE LOCATED WITHIN 0.1xL OF THE CENTERLINE OF THE SPAN.
2. MATERIALS: ALUMINUM SHALL CONFORM TO ASTM B221, ALLOY 6061 TEMPER T6. ALL STRUCTURAL STEEL PIPE SHALL BE ASTM A53 GRADE B OR A106 GRADE B OR API 5L GRADE B OR X42 OR X52. ALL STRUCTURAL STEEL HSS SHALL BE ASTM A500 GRADE B OR C. ALL STRUCTURAL STEEL PLATES AND SHAPES SHALL CONFORM TO ASTM A36 (AASHTO M183) OR ASTM A572 GRADE 50. 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 HSS 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.
3. 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 IDOT STANDARD SPECIFICATIONS. ALUMINUM WELD FILLER SHALL BE ALLOY 5556.
4. FASTENERS FOR ALUMINUM TRUSSES: HIGH STRENGTH BOLTS SHALL SATISFY THE REQUIREMENTS OF AASHTO M164 (ASTM A325), OR APPROVED ALTERNATE, AND SHALL HAVE MATCHING LOCK NUTS. THREADED STUDS FOR SPLICES (IF MEMBERS INTERFERE) SHALL SATISFY THE REQUIREMENTS OF ASTM A449, ASTM A193, GRADE B7, OR APPROVED ALTERNATE, AND SHALL HAVE MATCHING LOCK NUTS. BOLTS AND LOCK NUTS NOT REQUIRED TO BE HIGH STRENGTH SHALL SATISFY THE REQUIREMENTS OF ASTM A307. ALL BOLTS AND LOCK NUTS SHALL BE HOT DIP GALVANIZED PER AASHTO M232, EXCEPT STAINLESS STEEL FASTENERS, NUTS AND WASHERS. THE LOCK NUTS SHALL 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.
5. U-BOLTS: U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).
6. GALVANIZING: ALL STEEL GRATING, PLATES, SHAPES, HSS AND PIPE SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M111. PAINTING IS NOT PERMITTED.
7. SEE TABLE "SIGN STRUCTURE MEMBER SCHEDULE" FOR "W" AND "W1".
8. DIAGONALS SHALL BE DETAILED TO MINIMIZE OFFSET FOR THEORETICAL PANEL POINT AND PROVIDE ¾ TO 1 ½ INCH CLEARANCE BETWEEN DIAGONALS AND PROVIDE CLEARANCE FOR U-BOLT CONNECTIONS OF SIGNS OR WALKWAY BRACKETS.
9. FOR ANY DESIGN SPAN LENGTH THAT FALLS BETWEEN TWO CONSECUTIVE SPANS PROVIDED IN COLUMN 2 OF TABLE "SIGN STRUCTURE MEMBER SCHEDULE", THE LARGER DESIGN SPAN LENGTH SHALL BE USED (I.E. FOR A 92' SPAN LENGTH FALLING BETWEEN 90' AND 95' DESIGN SPAN LENGTHS IN TABLE, THE 95' DESIGN SPAN LENGTH TRUSS AND POST DETAILS SHALL BE USED).

Illinois Tollway

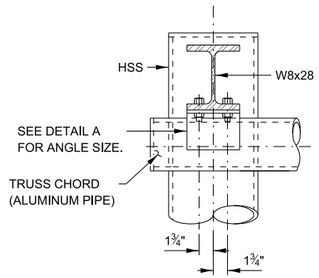
REVISIONS	
DATE	DESCRIPTION
03-01-2025	ADDED UTILITY CLEARANCE REQ.
03-01-2024	ADDED UTILITY CLEARANCE REQ.
03-01-2023	REV. 'N' DIM. IN ELEV. TO 'M', REV.
	NUMBER OF v(E) BARS SHTS. 3 & 4
	& INC. SHAFT, BAR SIZE AND DIMS.
	RELATIVE TO THE SHAFTS ON SHT. 4

OVERHEAD SIGN STRUCTURE SPAN TYPE STRUCTURE DETAILS

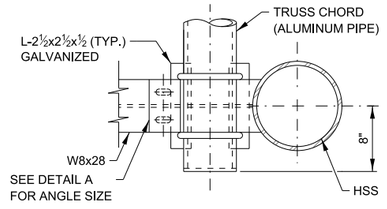
VERSION:	STANDARD:	SHEET:
2025-03	F1-15	1 OF 5



SECTION B-B



SECTION A-A



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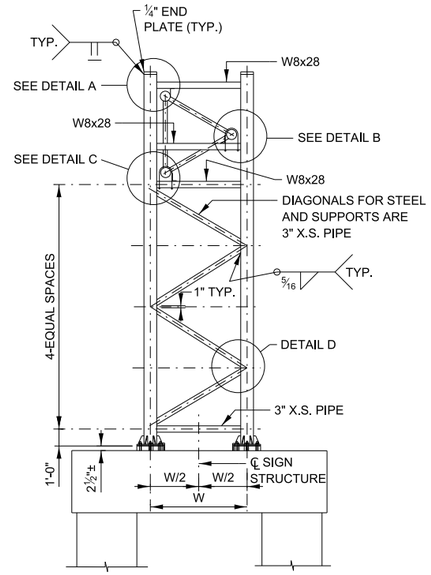
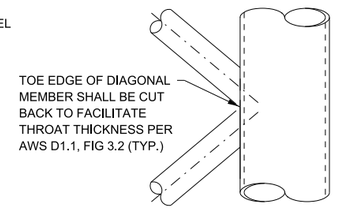
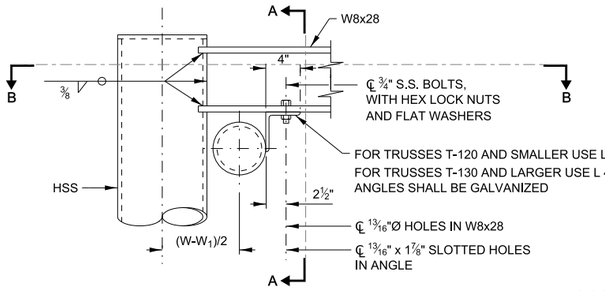


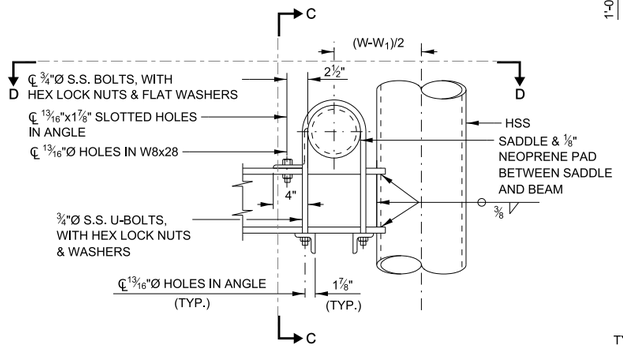
TYPICAL END SUPPORT ELEVATION



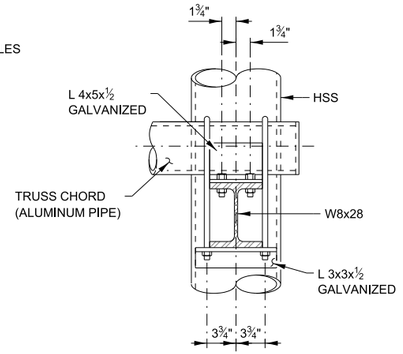
DETAIL D



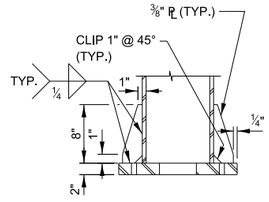
DETAIL A



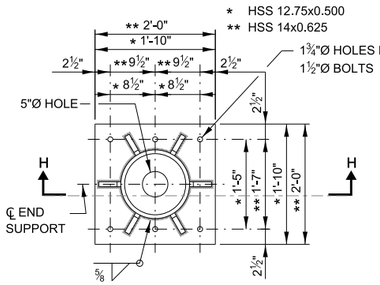
DETAIL B



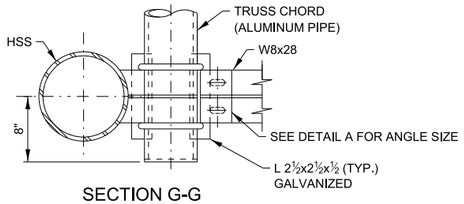
SECTION C-C



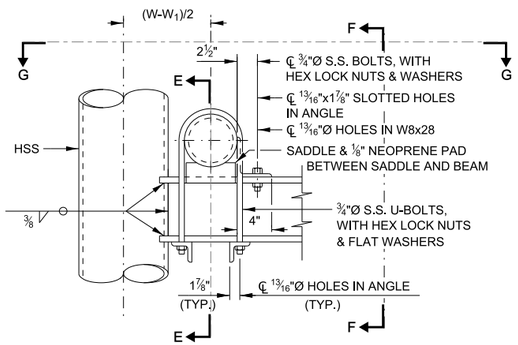
SECTION H-H



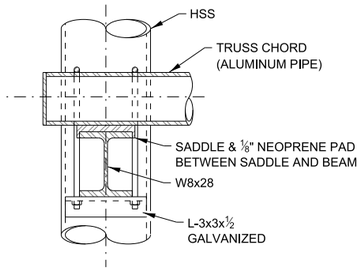
BASE PLATE PLAN



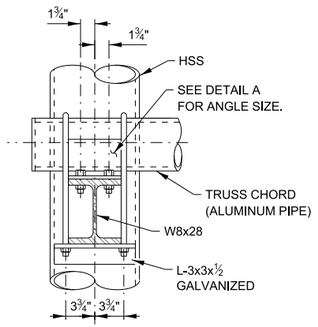
SECTION G-G



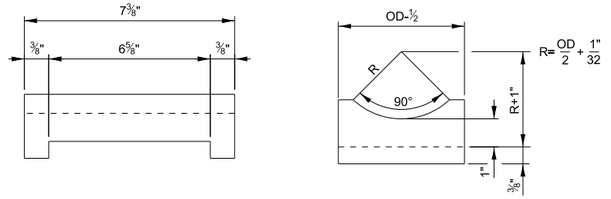
DETAIL C



SECTION E-E



SECTION F-F



SADDLE (SHIM) DETAIL (ALUMINUM)

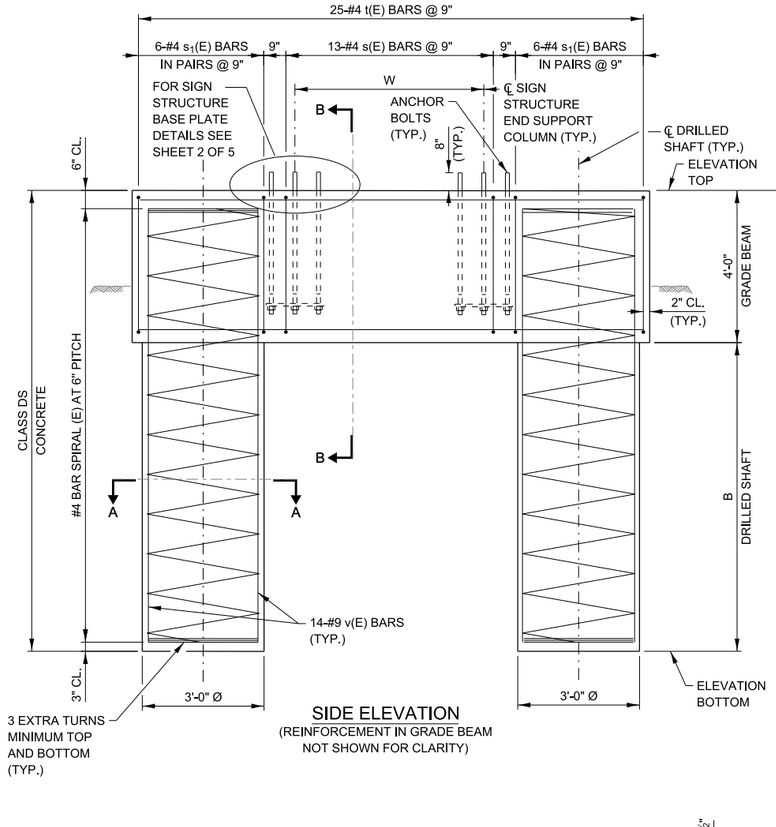
APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

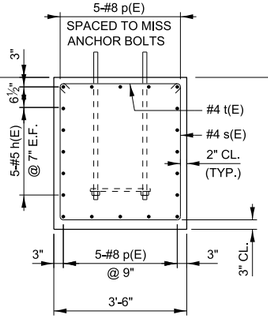
Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE STRUCTURE DETAILS

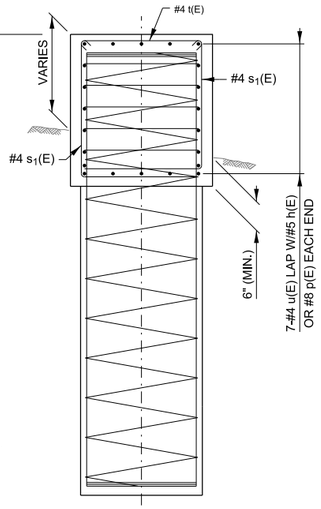
VERSION:	STANDARD:	SHEET:
2025-03	F1-15	2 OF 5



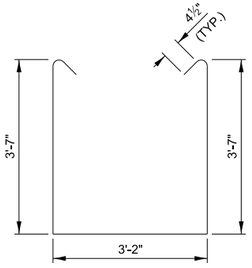
SIDE ELEVATION
(REINFORCEMENT IN GRADE BEAM NOT SHOWN FOR CLARITY)



SECTION B-B



END VIEW



BAR s(E)

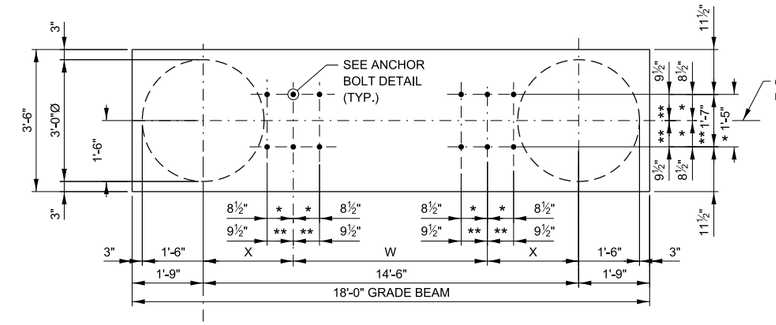
NOTES:

1. THE FOUNDATION DETAILS SHOWN ARE BASED ON THE PRESENCE OF MOSTLY COMMON COHESIVE SOIL CONDITIONS (SILTY OR SANDY CLAY), WITH AN AVERAGE UNCONFINED COMPRESSIVE STRENGTH (QU) > 1.25 TON/SQ. FT. WHICH SHALL BE DETERMINED BY PREVIOUS SOIL INVESTIGATIONS AT THE JOBSITE. WHEN OTHER CONDITIONS ARE INDICATED, THE FOUNDATION DIMENSIONS SHOWN SHALL BE INCLUDED IN THE PLANS AND THE FOUNDATION DIMENSIONS SHOWN SHALL BE THE RESULT OF SITE SPECIFIC DESIGNS. IF CONDITIONS ENCOUNTERED IN THE FIELD ARE DIFFERENT THAN THOSE INDICATED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF THE FOUNDATION DIMENSIONS NEED TO BE MODIFIED.
2. ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M314 OR ASTM F1554 GRADE 55. ALL OTHER MATERIAL, FABRICATION, AND CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 734 OF THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
3. CONCRETE SHALL BE PLACED MONOLITHICALLY, WITHOUT CONSTRUCTION JOINTS UNLESS NOTED OTHERWISE.
4. BACKFILL SHALL BE PLACED PER SECTION 502 OF THE IDOT STANDARD SPECIFICATION AND PRIOR TO ERECTION OF SUPPORT COLUMN.
5. A NORMAL SURFACE FINISH FOLLOWED BY A CONCRETE SEALER APPLICATION WILL BE REQUIRED ON CONCRETE SURFACES ABOVE THE LOWEST ELEVATION 6" BELOW FINISHED GROUND LINE.
6. ALL REBAR DESIGNATED (E) SHALL BE EPOXY COATED. REBAR SHALL BE POSITIONED SO THAT THERE WILL BE NO INTERFERENCE BETWEEN VERTICAL REINFORCEMENT AND ANCHOR BOLTS.
7. SITE GROUNDING ELECTRODE SYSTEM TO BE PROVIDED AS INDICATED ON THE PLANS.
8. NO SONOTUBES OR DECOMPOSABLE FORMS SHALL BE USED 6" BELOW THE FINISHED GROUND LINE. PERMANENT METAL FORMS OR OTHER SHIELDING SHALL NOT BE LEFT IN PLACE BELOW THE ELEVATION WITHOUT THE ENGINEER'S WRITTEN PERMISSION. EXCAVATIONS SHALL BE DEWATERED BEFORE CONCRETE PLACEMENT IF DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.
9. IF NECESSARY TO INCREASE STEEL END SUPPORT HEIGHT ABOVE THE LIMITATIONS SHOWN IN SIGN STRUCTURE MEMBER SCHEDULE ON SHEET 1 OF THIS SERIES, GRADE BEAM DEPTH SHALL BE INCREASED UP TO 6'-0" WITHOUT CHANGES TO THE DRILLED SHAFT DESIGN. GRADE BEAM REINFORCEMENT, CONCRETE VOLUME AND LENGTH OF ANCHOR BOLTS SHALL BE REVISED ACCORDINGLY.

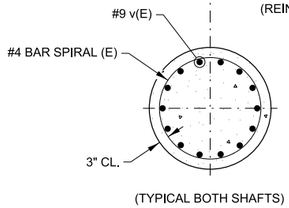
CLASS DS CONC. AND REINF. BARS QUANTITIES SHOWN IN THE TABLE ARE FOR 2 DRILLED SHAFTS AND 1 GRADE BEAM

DESIGN TABLE FOR DRILLED SHAFTS IN COHESIVE SOILS (QU > 1.25 TON/SQ. FT.)

TRUSS No.	W	X	B	CLASS DS CONC. CY	REINF. BARS POUND
T-80	5'-9"	4'-4½"	40'-0"	30.3	6090
T-85	6'-7"	3'-11½"	50'-0"	35.5	7250
T-90	6'-7"	3'-11½"	50'-0"	35.5	7250
T-95	6'-7"	3'-11½"	50'-0"	35.5	7250
T-100	7'-5"	3'-6½"	50'-0"	35.5	7250
T-105	7'-5"	3'-6½"	50'-0"	35.5	7250
T-110	7'-5"	3'-6½"	50'-0"	35.5	7250
T-115	10'-2"	2'-2"	50'-0"	35.5	7250
T-120	10'-2"	2'-2"	50'-0"	35.5	7250
T-130	10'-2"	2'-2"	55'-0"	38.1	7830
T-140	10'-2"	2'-2"	55'-0"	38.1	7830
T-150	10'-2"	2'-2"	55'-0"	38.1	7830

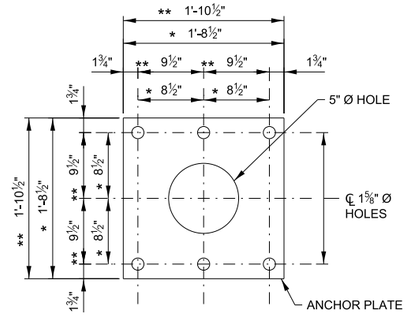


PLAN
(REINFORCEMENT NOT SHOWN FOR CLARITY)



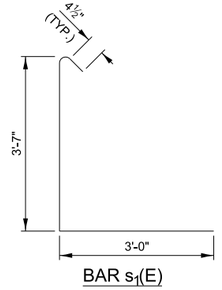
(TYPICAL BOTH SHAFTS)

SECTION A-A

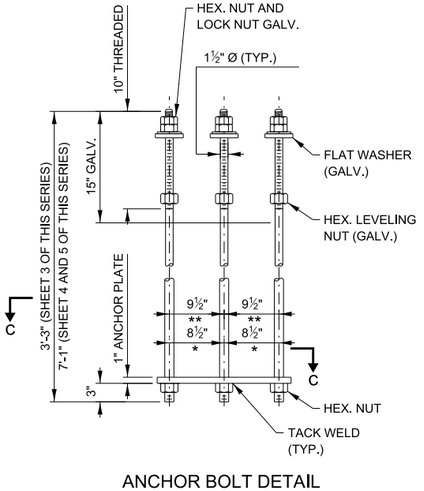


SECTION C-C

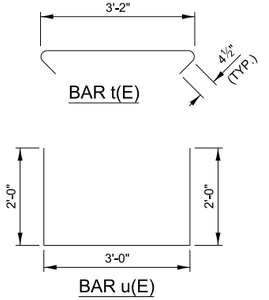
* HSS 12.75x0.500
** HSS 14x0.625



BAR s_1(E)



ANCHOR BOLT DETAIL
(TYP. FOR ALL FOUNDATIONS)



BAR t(E)

BAR u(E)

BAR LIST - EACH FOUNDATION
(2 SHAFT AND 1 GRADE BEAM)

BAR	NUMBER	SIZE	LENGTH	SHAPE
h(E)	10	#5	17'-8"	
p(E)	10	#8	17'-8"	
s(E)	13	#4	11'-1"	
s_1(E)	24	#4	6'-11½"	
t(E)	25	#4	3'-11"	
u(E)	14	#4	7'-0"	
v(E)	28	#9	B ADD 3'-3"	
#4 BAR SPIRAL (E) - SEE SIDE ELEVATION				

APPROVED BY:
Marco Nastif
CHIEF ENGINEERING OFFICER
DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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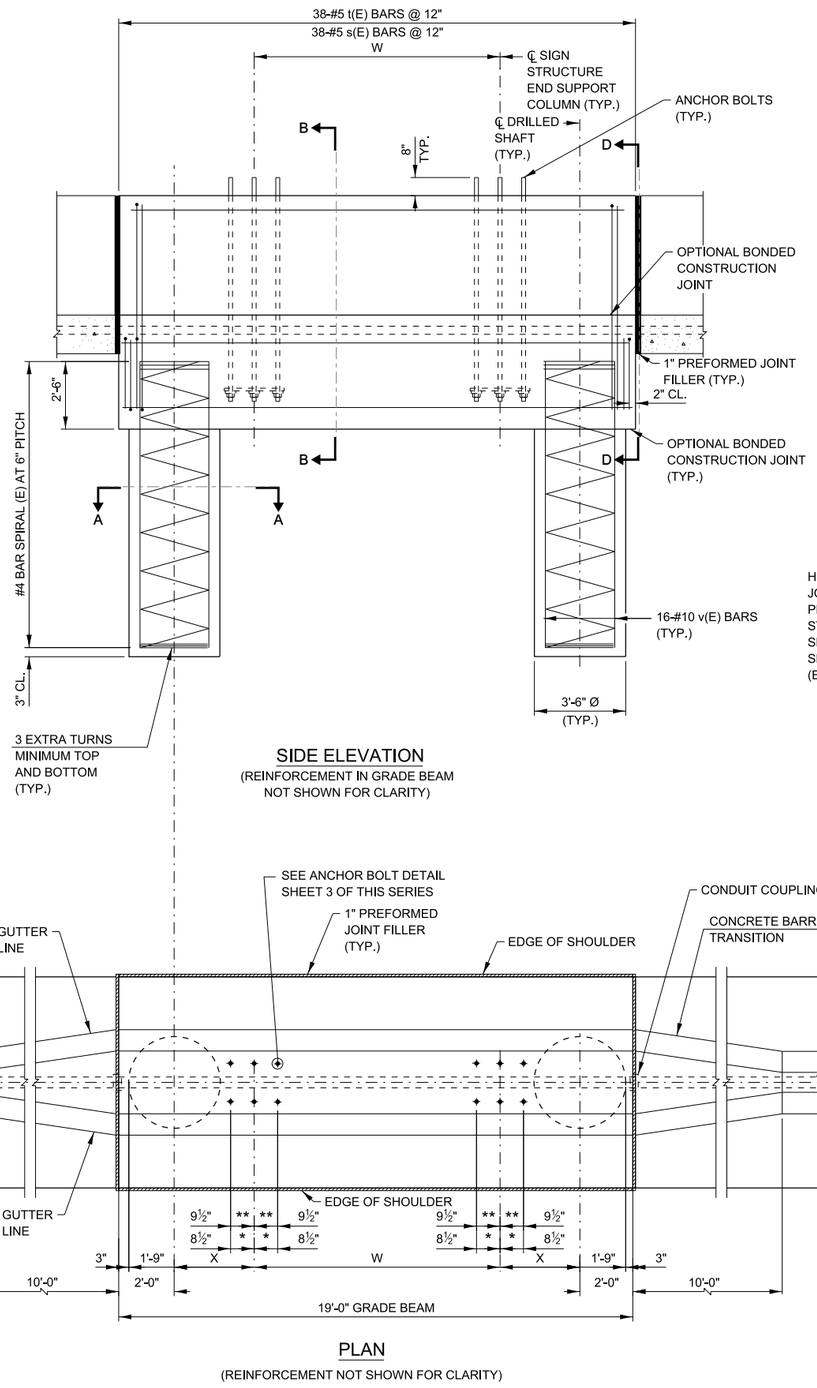
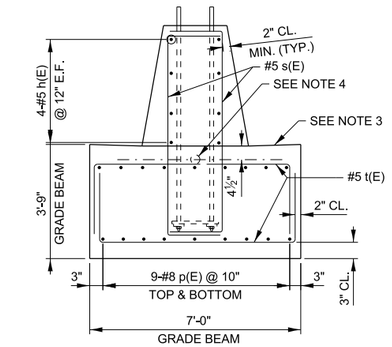


SIDE ELEVATION

(REINFORCEMENT IN GRADE BEAM NOT SHOWN FOR CLARITY)



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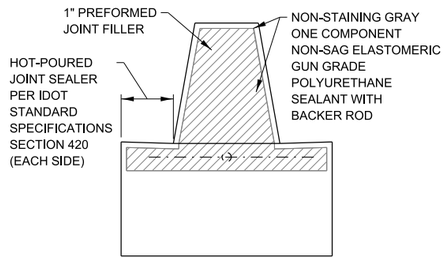
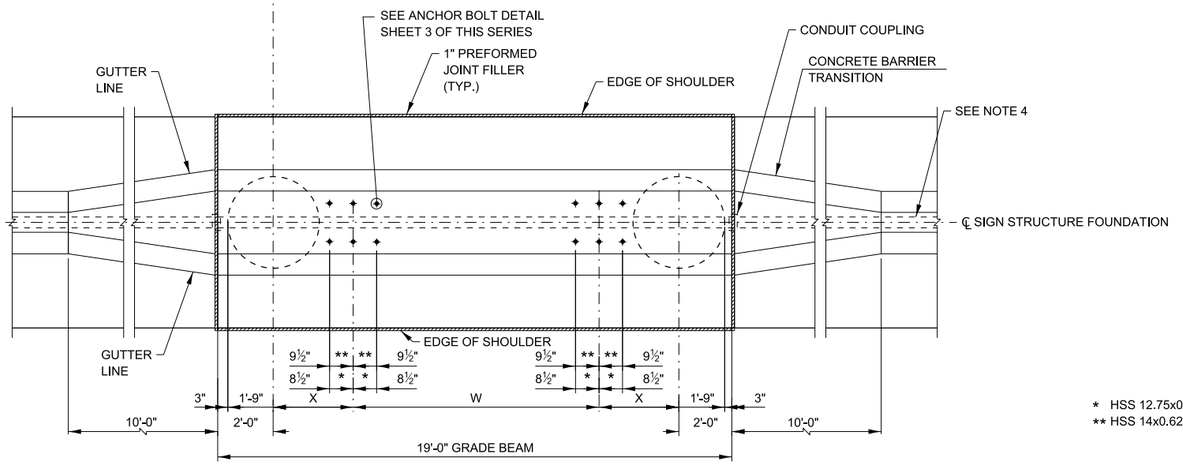


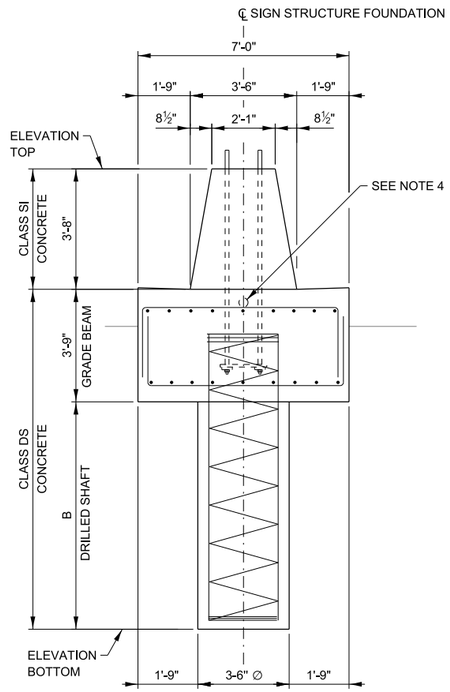
SECTION D-D



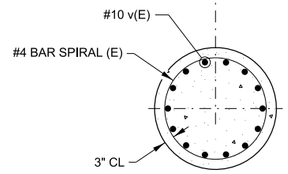
* HSS 12.75x0.500
** HSS 14x0.625

PLAN

(REINFORCEMENT NOT SHOWN FOR CLARITY)



END VIEW



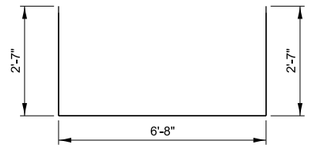
SECTION A-A

(TYPICAL BOTH SHAFTS)

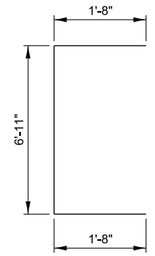
BAR LIST - EACH FOUNDATION

BAR	NUMBER	SIZE	LENGTH	SHAPE
h(E)	8	#5	17'-8"	——
p(E)	18	#8	17'-8"	——
s(E)	38	#5	10'-3"	⊓
t(E)	38	#5	11'-10"	⊔
v(E)	32	#10	B ADD 2'-3"	——

#4 BAR SPIRAL (E) - SEE SIDE ELEVATION



BAR t(E)



BAR s(E)

DESIGN TABLE FOR DRILLED SHAFTS IN COHESIVE SOILS (QU > 1.25 TON/SQ. FT.)							
TRUSS No.	W	X	B	CLASS DS CONC. CU. YD.	CLASS SI CONC. CU. YD.	REINF. BARS POUND	PROTECTIVE COAT SQ. YD.
T-80	5'-9"	4'-7½"	50'-0"	54.1	7.2	10460	27.5
T-85	6'-7"	4'-2½"	55'-0"	57.7	7.2	11280	27.5
T-90	6'-7"	4'-2½"	55'-0"	57.7	7.2	11280	27.5
T-95	6'-7"	4'-2½"	55'-0"	57.7	7.2	11280	27.5
T-100	7'-5"	3'-9½"	55'-0"	57.7	7.2	11280	27.5
T-105	7'-5"	3'-9½"	55'-0"	57.7	7.2	11280	27.5
T-110	7'-5"	3'-9½"	55'-0"	57.7	7.2	11280	27.5
T-115	10'-2"	2'-5"	55'-0"	57.7	7.2	11280	27.5
T-120	10'-2"	2'-5"	55'-0"	57.7	7.2	11280	27.5
T-130	10'-2"	2'-5"	60'-0"	61.2	7.2	12090	27.5
T-140	10'-2"	2'-5"	60'-0"	61.2	7.2	12090	27.5
T-150	10'-2"	2'-5"	60'-0"	61.2	7.2	12090	27.5

CLASS DS CONC. QUANTITIES SHOWN IN THE TABLE ARE FOR 2 DRILLED SHAFTS AND 1 GRADE BEAM.
CLASS SI CONC. QUANTITIES SHOWN IN THE TABLE ARE FOR 1 TWO-FACE BARRIER OVER GRADE BEAM.
REINF. BAR AND PROTECTIVE COAT QUANTITIES SHOWN IN THE TABLE ARE FOR 2 DRILLED SHAFTS, 1 GRADE BEAM, AND 1 TWO-FACE BARRIER OVER GRADE BEAM.

NOTES:

1. SEE SHEET 3 OF THIS SERIES FOR GENERAL NOTES AND DESIGN CRITERIA.
2. FOR SIGN STRUCTURE BASE PLATE DETAIL, SEE SHEET 2 OF THIS SERIES.
3. REFERENCE ILLINOIS TOLLWAY STANDARD DRAWING C5 FOR GUTTER SLOPE.
4. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS, CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT BARS, DO NOT CUT REINFORCEMENT BARS.
5. PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF THE BARRIER AND TOP FACE OF GUTTER.

APPROVED BY: Marco Nastif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE STRUCTURE DETAILS

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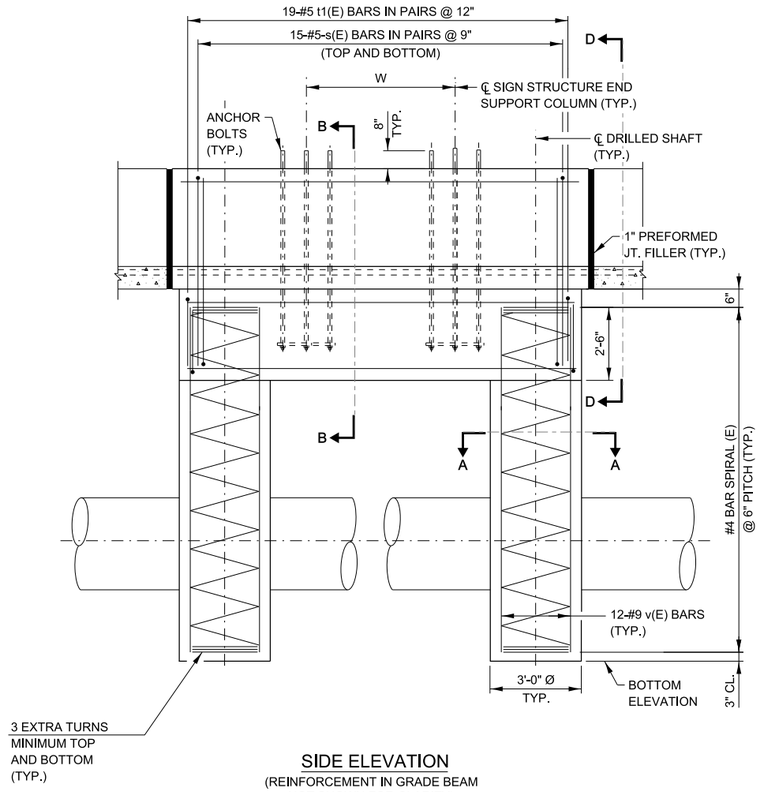
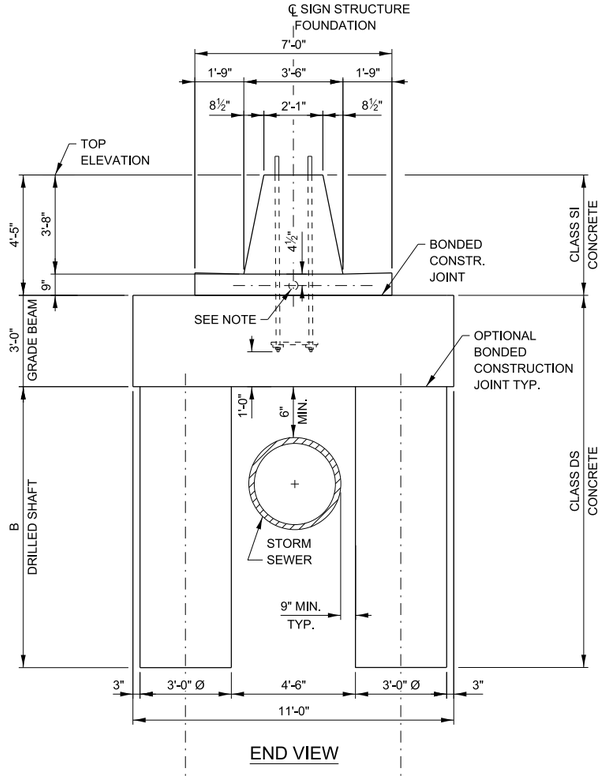


SIDE ELEVATION

(REINFORCEMENT IN GRADE BEAM NOT SHOWN FOR CLARITY)



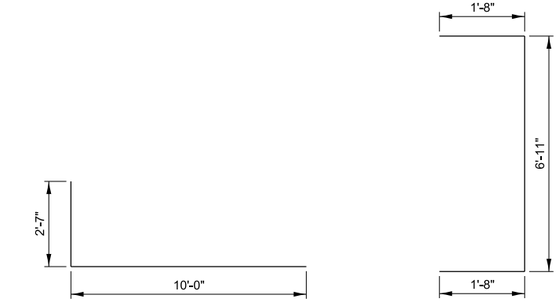
END VIEW

BAR LIST - EACH FOUNDATION

BAR	NUMBER	SIZE	LENGTH	SHAPE
h(E)	16	#5	13'-8"	
p(E)	30	#8	13'-8"	
s(E)	38	#5	10'-3"	
t(E)	15	#5	6'-8"	
t1(E)	60	#8	12'-7"	
v(E)	48	#9	B ADD 2'-3"	
#4 BAR SPIRAL (E) - SEE SIDE ELEVATION				

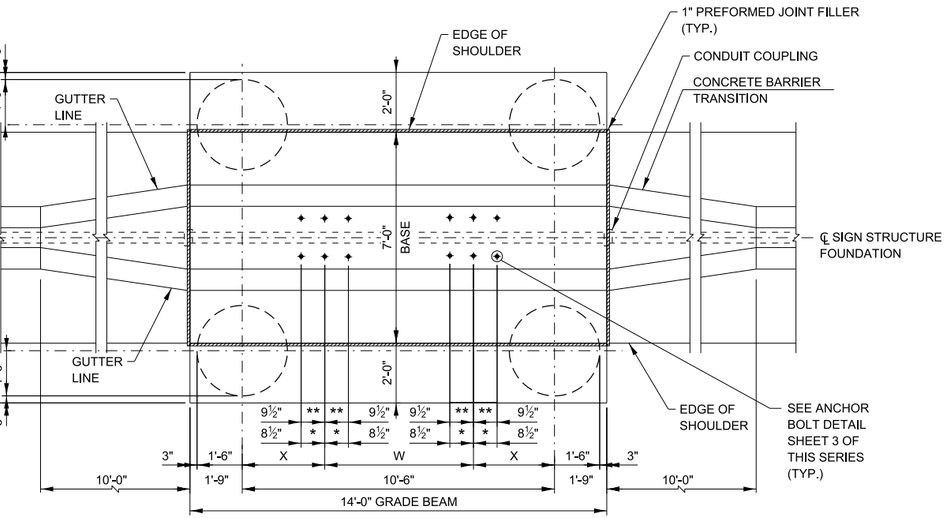
DESIGN TABLE FOR DRILLED SHAFTS IN COHESIVE SOILS (QU > 1.25 TON/SQ. FT.)

TRUSS No.	W	X	B	CLASS DS CONC. CU. YD.	CLASS SI CONC. CU. YD.	REINF. BARS POUND	PROTECTIVE COAT SQ. YD.
T-80	5'-9"	2'-4½"	25'-0"	43.3	8.0	9570	20.3
T-85	6'-7"	1'-11½"	25'-0"	43.3	8.0	9570	20.3
T-90	6'-7"	1'-11½"	25'-0"	43.3	8.0	9570	20.3
T-95	6'-7"	1'-11½"	25'-0"	43.3	8.0	9570	20.3
T-100	7'-5"	1'-6½"	25'-0"	43.3	8.0	9570	20.3
T-105	7'-5"	1'-6½"	30'-0"	48.5	8.0	10600	20.3
T-110	7'-5"	1'-6½"	30'-0"	48.5	8.0	10600	20.3
T-115	10'-2"	0'-2"	30'-0"	48.5	8.0	10600	20.3
T-120	10'-2"	0'-2"	30'-0"	48.5	8.0	10600	20.3
T-130	10'-2"	0'-2"	35'-0"	53.7	8.0	11630	20.3
T-140	10'-2"	0'-2"	35'-0"	53.7	8.0	11630	20.3
T-150	10'-2"	0'-2"	35'-0"	53.7	8.0	11630	20.3



BAR t1(E)

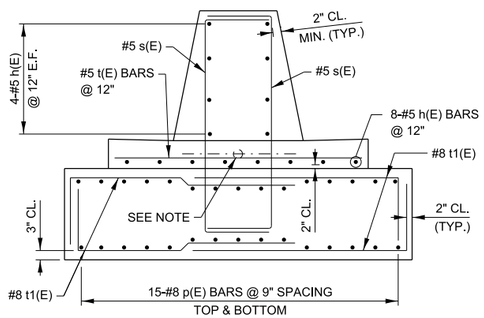
BAR s(E)



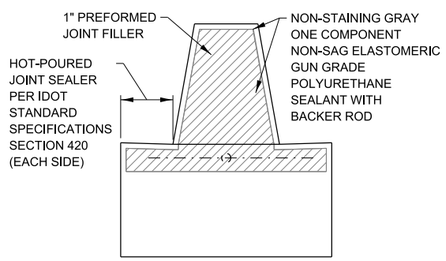
PLAN

(REINFORCEMENT NOT SHOWN FOR CLARITY)

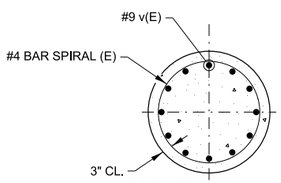
* HSS 12.75x0.500
** HSS 14x0.625



SECTION B-B



SECTION D-D



SECTION A-A

(TYPICAL FOR 4 SHAFTS)

NOTE:
1. SEE NOTES ON SHEET 4 OF THIS SERIES.

APPROVED BY: Marco Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE STRUCTURE DETAILS

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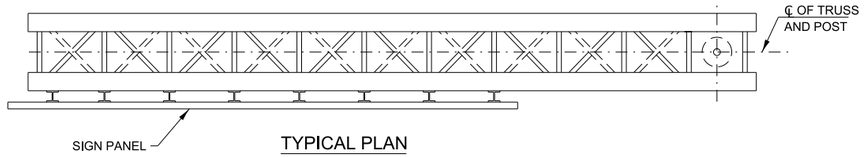
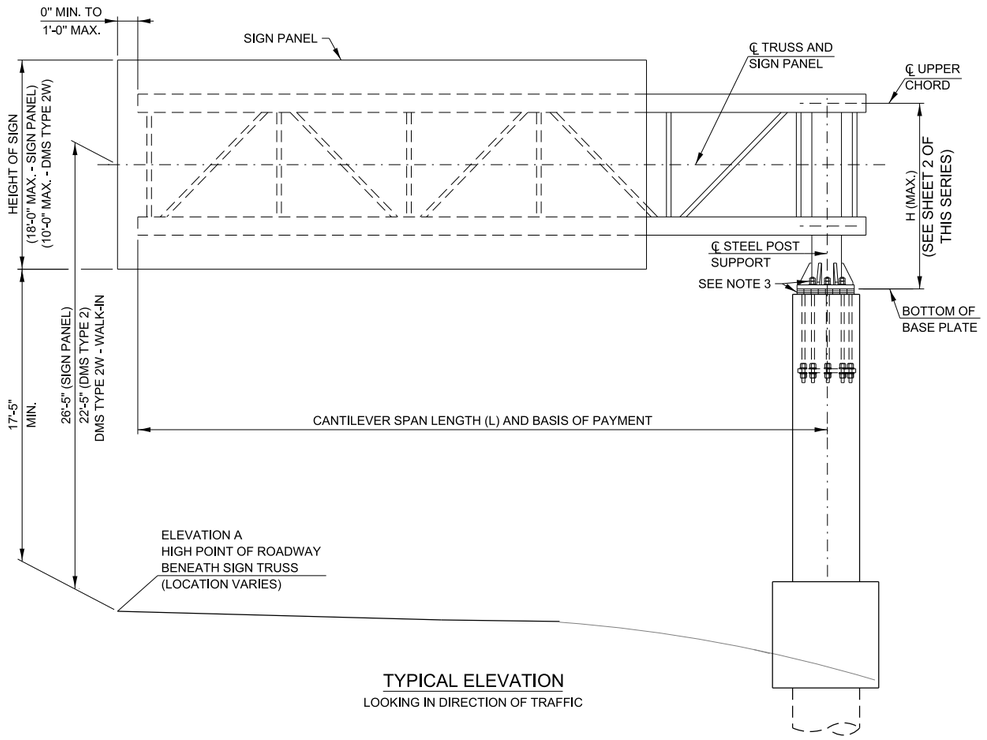


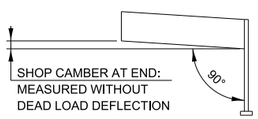
TYPICAL PLAN



TYPICAL ELEVATION
LOOKING IN DIRECTION OF TRAFFIC

SHOP CAMBER TABLE

CANTILEVER LENGTH (L)	SHOP CAMBER AT END
20'	1½"
25'	1½"
30'	2"
35'	2½"
40'	2½"
45'	3"
50'	3½"



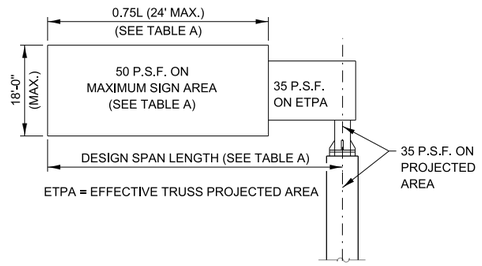
CAMBER DIAGRAM
(FOR FABRICATION ONLY)

TABLE B: MATERIAL SPECIFICATIONS FOR STRUCTURAL STEEL AND FASTENERS

ELEMENT OF STRUCTURE	SPECIFICATION	MINIMUM YIELD STRENGTH (K.S.I.)	MINIMUM ULTIMATE STRENGTH (K.S.I.)
STRUCTURAL STEEL TUBE, PIPE AND POST	ASTM A500 GRADE B OR GRADE C	42, 46	58, 62
	API 5L GRADE B OR X42 OR X52	35	52
	ASTM A106 GRADE B	35	60
	ASTM A53, TYPE E OR S, GRADE B	35	60
STEEL BAR AND STEEL PLATES	ASTM A572 GRADE 50	50	65
STAINLESS STEEL BOLTS	ASTM A193, CLASS 1, GRADE B8	30	75
STRUCTURAL STEEL BOLTS	ASTM 325 TYPE 1	--	105
STAINLESS STEEL LOCKNUTS	ASTM A194 GRADE 8F ASTM A194 GRADE 2H	--	--
NUTS	ASTM A563 GRADE DH	--	--
STEEL WASHERS	ASTM F436	--	--
STAINLESS STEEL WASHERS	ASTM A240, TYPE 302	--	--
STEEL ANCHOR BOLTS	AASHTO M314 OR ASTM F1554	55	75

TABLE A: MAXIMUM LIMITS FOR SIGNS

TRUSS TYPE	DESIGN SPAN LENGTH (FT.)	MAXIMUM SIGN AREA (SQ. FT.)	MAXIMUM SIGN LENGTH (FT.)
20-D	20	270	15
25-D	25	338	18.75
30-D	30	405	22.5
35-D	35	432	24
40-D	40	432	24
45-D	45	432	24
50-D	50	432	24



DESIGN WIND LOADING DIAGRAM

FABRICATION NOTES:

1. MATERIALS: FOR MATERIAL SPECIFICATIONS FOR CANTILEVER SIGN STRUCTURES, SEE TABLE B. ALL STRUCTURAL STEEL PLATES AND SHAPES SHALL CONFORM TO ASTM A572 GR. 50. 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 STEEL POST SHALL HAVE A MINIMUM LONGITUDINAL CHARPY V-NOTCH (CVN) ENERGY OF 15 LB.-FT. AT 40° F (ZONE 2) BEFORE GALVANIZING.

2. WELDING: ALL MATERIALS, WELDING PROCEDURES AND INSPECTION USED FOR THE CANTILEVER OVERHEAD SIGN STRUCTURE SHALL CONFORM TO AWS D1.1-10 FOR TUBULAR, CYCLICALLY LOADED STRUCTURES. ADDITIONALLY, ALL WELDED MATERIALS USED SHALL BE PREQUALIFIED FOR USE WITH WPS AS PER AWS D1.1-10, TABLE 3.1.

3. FASTENERS FOR STEEL TRUSSES: HIGH STRENGTH BOLTS SHALL SATISFY THE REQUIREMENTS OF AASHTO M164 (ASTM A325), OR APPROVED ALTERNATE, AND SHALL HAVE MATCHING LOCKNUTS. THREADED STUDS FOR SPLICES (IF MEMBERS INTERFERE) SHALL SATISFY THE REQUIREMENTS OF ASTM A449. ASTM A193 GRADE B7, OR APPROVED ALTERNATE, AND SHALL HAVE MATCHING LOCKNUTS. BOLTS AND LOCKNUTS NOT REQUIRED TO BE HIGH STRENGTH SHALL SATISFY THE REQUIREMENTS OF ASTM A307. ALL BOLTS AND LOCKNUTS SHALL BE HOT DIP GALVANIZED PER AASHTO M232, EXCEPT STAINLESS STEEL FASTENERS, NUTS AND WASHERS. THE LOCKNUTS SHALL 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.

4. U-BOLTS: U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).

5. GALVANIZING: ALL PLATES, SHAPES AND PIPE SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M111. PAINTING IS NOT PERMITTED. ALL FASTENERS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH AASHTO M111 OR M232 AS APPROPRIATE FOR THE PRODUCT (EXCEPT STAINLESS STEEL FASTENERS).

GENERAL NOTES:

1. WORK THIS SHEET WITH OVERHEAD SIGN STRUCTURE CANTILEVER TYPE SUMMARY AND TOTAL BILL OF MATERIAL SHEET.

2. AFTER ADJUSTMENTS TO LEVEL TRUSS AND ENSURE ADEQUATE VERTICAL CLEARANCE, ALL TOP AND LEVELING NUTS SHALL BE TIGHTENED AGAINST THE BASE PLATE WITH A MINIMUM TORQUE OF 200 LB.-FT. STAINLESS STEEL MESH SHALL THEN BE PLACED AROUND THE PERIMETER OF THE BASE PLATE. SECURE TO BASE PLATE WITH STAINLESS STEEL BANDING.

3. SIGN SUPPORT STRUCTURES MAY BE SUBJECT TO DAMAGING VIBRATIONS AND OSCILLATIONS WHEN SIGN PANELS ARE NOT IN PLACE DURING ERECTION OR MAINTENANCE OF THE STRUCTURE. TO AVOID THESE, ATTACH TEMPORARY BLANK SIGN PANELS OR OTHER BRACING TO THE STRUCTURE UNTIL PERMANENT SIGNS ARE INSTALLED.

4. TRUSSES SHALL BE SHIPPED INDIVIDUALLY WITH ADEQUATE PROVISION TO PREVENT DETRIMENTAL MOTION DURING TRANSPORT. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CONFIGURATION AND PROTECTION OF THE TRUSSES.

5. ALL WELDS SHALL BE CONTINUOUS UNLESS OTHERWISE SHOWN. ALL WELDING SHALL BE DONE IN ACCORDANCE WITH CURRENT AWS D1.1 STRUCTURE WELDING CODE AND THE STANDARD SPECIFICATIONS.

6. ALL STEEL PLATES, SHAPES AND PIPE SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M111.

7. PROVIDE RUBBED SURFACE FINISH FOLLOWED BY CONCRETE SEALER APPLICATION ON ENTIRE SURFACE OF CONCRETE COLUMN AND NORMAL SURFACE FINISH ON GRADE BEAM, EXCEPT BOTTOM SURFACE.

8. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

9. DMS TYPE 2W - WALK-IN IS PERMITTED TO BE INSTALLED ON CANTILEVER TRUSS. DO NOT INSTALL SIGN PANEL IN CONJUNCTION WITH DMS TYPE 2W - WALK-IN. SEE SHEET 9 OF THIS SERIES FOR PERMISSIBLE SIGN SIZE AND WEIGHT.

CONSTRUCTION SPECIFICATIONS:

1. ALL MATERIALS, EXCEPT AS SHOWN, FABRICATION, ERECTION AND CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 733 OF THE LATEST ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.

LOADING:

1. ALL CANTILEVER TRUSSES ARE DESIGNED FOR AN 18'-0" DEEP SIGN PANEL OVER 75% OF THE ARM LENGTH, WITH A MAXIMUM PANEL WIDTH OF 24'-0".

2. ALL CANTILEVER TRUSSES ARE DESIGNED FOR 35 PSF WIND PRESSURE ON TRUSS MEMBERS AND 50 PSF WIND PRESSURE ON SIGN PANEL.

3. WALKWAY SHALL INCLUDE DEAD LOAD LOAD PLUS 500 LB CONCENTRATED LIVE LOAD.

4. WALKWAY HANDRAILS ARE DESIGNED FOR A 200-LB LOAD ON TOP RAIL AND A 150-LB LOAD ON MID RAIL, APPLIED IN ANY DIRECTION.

5. PROVIDE ANCHORAGE FOR ATTACHMENT OF PERSONAL FALL ARREST SYSTEMS PER OSHA SECTION 1926.502(D). ANCHORAGE SHALL BE INSTALLED AS CLOSE TO PANEL POINTS AS POSSIBLE AND SHALL BE CAPABLE OF SUPPORTING AT LEAST 5000 LBS.

6. ICE LOAD OF 3 PSF APPLIED WITH A FACTOR OF 1.0 FOR STRENGTH I ONLY.

DESIGN SPECIFICATIONS:

2015 AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 1ST EDITION, WITH 2020 INTERIM REVISIONS, INSTRUCTIONS AND INFORMATION

CONCRETE COLUMN, GRADE BEAM AND DRILLED SHAFT ARE DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020

DESIGN UNIT STRESSES FOR REINFORCED CONCRETE:

CLASS SI CONCRETE _____ f'c = 3,500 P.S.I.
CLASS DS CONCRETE _____ f'c = 4,000 P.S.I.
REINFORCING STEEL _____ fy = 60,000 P.S.I.

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

REVISIONS	
DATE	DESCRIPTION
03-01-2025	CHANGED LOCKNUT MATERIAL.
03-01-2024	REVISED ANCHOR BOLT DETAILS.
03-01-2023	CHANGE COL. SIZES AND 50' TOP, BOTT. & VERT. DIAG. MEMBER SIZES, REMOVE TACK WELD.
03-01-2022	REVISE FABRICATION NOTE 4.

OVERHEAD SIGN STRUCTURE CANTILEVER TYPE STRUCTURE DETAILS

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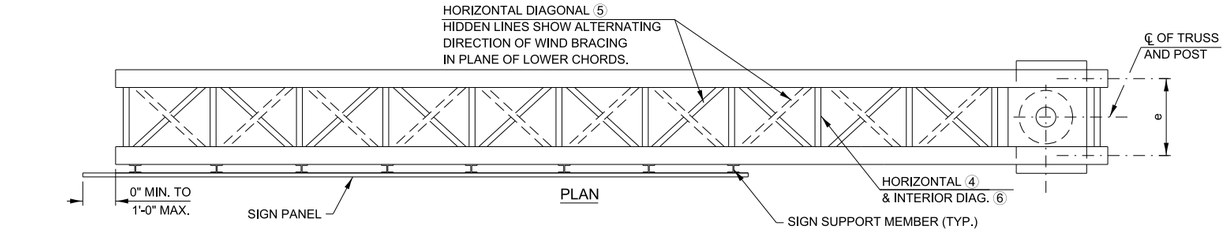
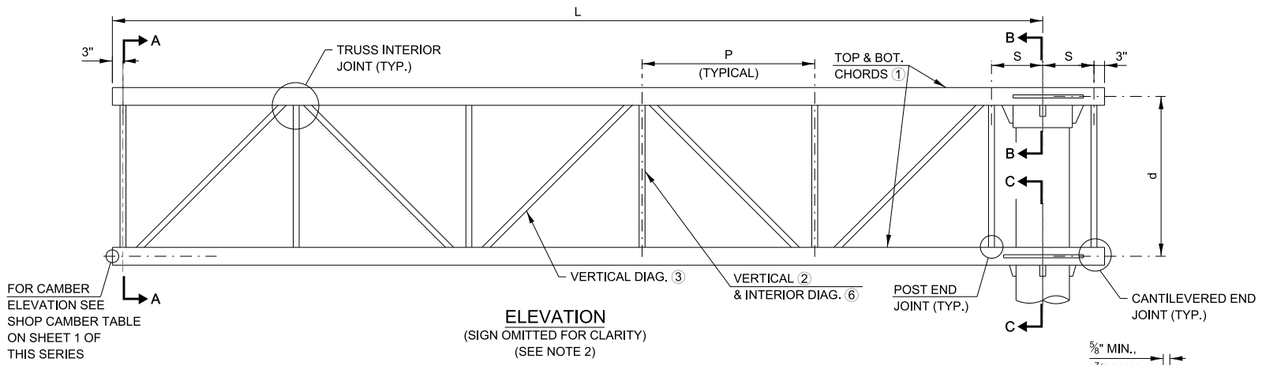
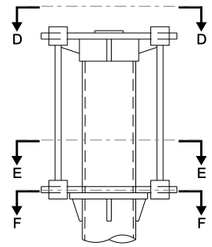
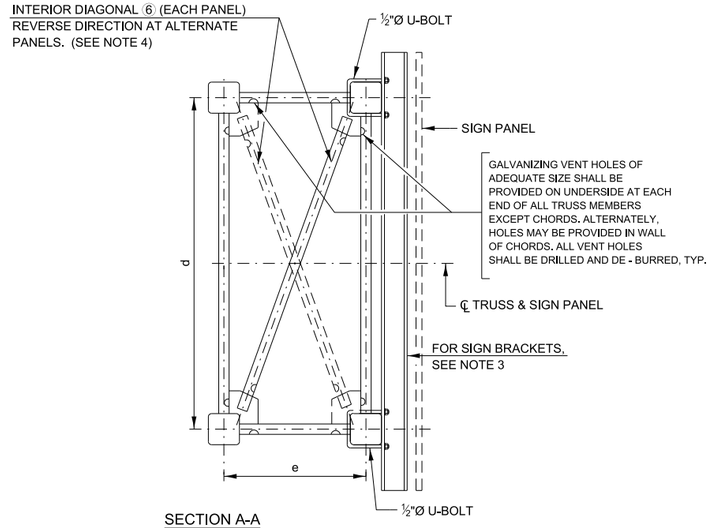




ELEVATION
(SIGN OMITTED FOR CLARITY)
(SEE NOTE 2)

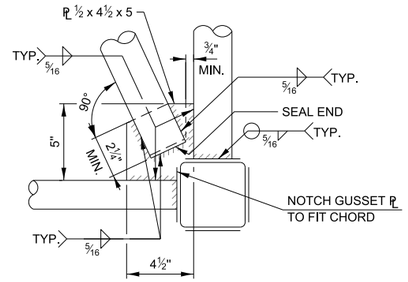


ELEVATION
(END VIEW)
(SEE NOTE 2)

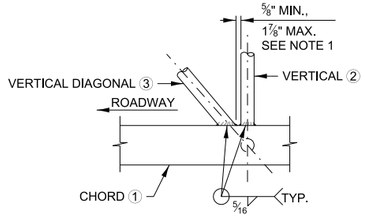


SECTION A-A

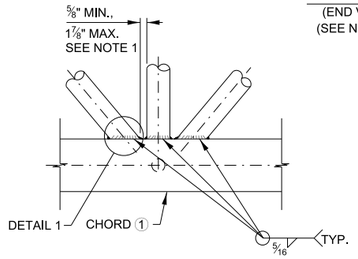
** CONTRACTOR SHALL USE STANDARD DRIVE - FIT CAP TO CLOSE ENDS. AFTER GALVANIZING, DRIVE - FIT CAP SHALL HAVE ⅛" Ø DRAIN HOLES AT LOW EDGE.



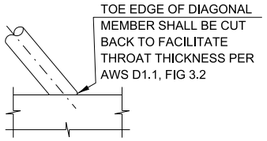
GUSSET PL FOR INTERIOR DIAG. DETAIL



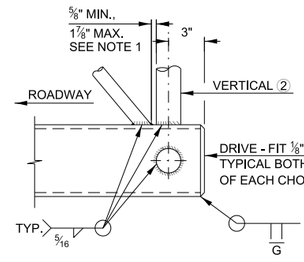
POST END JOINT DETAIL



TRUSS INTERIOR JOINT DETAIL



DETAIL 1



CANTILEVER END JOINT DETAIL

TABLE C: TRUSS AND POST DETAILS FOR 18'-0" (MAX.) SIGN HEIGHT

DESIGN SPAN LENGTH (L)	TRUSS TYPE	TRUSS SIZE		ACTUAL SPAN LENGTH	MAXIMUM SIGN LENGTH	STEEL SUPPORT POST (COLUMN)				TRUSS MEMBERS AND DETAILS														
		e	d			DIAMETER	WEIGHT	WALL THICKNESS	H (MAX.)	TOP & BOTTOM CHORD ①	VERTICAL ②		VERTICAL DIAG. ③		HORIZONTAL ④		HORIZONTAL DIAG. ⑤		INTERIOR DIAG. ⑥		PANELS		
											PIPE	WALL	PIPE	WALL	PIPE	WALL	PIPE	WALL	PIPE	WALL	NO.	P	S
20'	20-D	2'-6"	5'-6"	20'-1"	15'-0"	18"	104.67 (#/FT)	0.562"	12'-0"	HSS 5x5x¼	2½"Ø X.S	0.276"	3"Ø X.S	0.600"	1½"Ø X.S	0.200"	2½"Ø X.S	0.276"	1½"Ø X.S	0.200"	4	4'-7"	1'-6"
25'	25-D	3'-6"	5'-6"	24'-11"	18'-9"	18"	104.67 (#/FT)	0.562"	12'-0"	HSS 5x5x¼	2½"Ø X.S	0.276"	4"Ø X.S	0.600"	2"Ø X.S	0.218"	2½"Ø X.S	0.276"	2"Ø X.S	0.218"	5	4'-7"	1'-9"
30'	30-D	3'-6"	7'-0"	30'-2"	22'-6"	18"	104.67 (#/FT)	0.562"	12'-0"	HSS 6x6x¼	3"Ø X.S	0.300"	4"Ø X.S	0.674"	2"Ø X.S	0.218"	2½"Ø X.S	0.276"	2"Ø X.S	0.218"	5	5'-7"	2'-0"
35'	35-D	4'-0"	7'-0"	35'-0"	24'-0"	24"	171.29 (#/FT)	0.687"	12'-0"	HSS 6x6x¼	3"Ø X.S	0.300"	4"Ø X.S	0.674"	2"Ø X.S	0.218"	2½"Ø X.S	0.276"	2"Ø X.S	0.218"	5	6'-6"	2'-3"
40'	40-D	4'-0"	7'-0"	40'-0"	24'-0"	24"	171.29 (#/FT)	0.687"	12'-0"	HSS 6x6x¼	3"Ø X.S	0.300"	4"Ø X.S	0.674"	2"Ø X.S	0.218"	2½"Ø X.S	0.276"	2"Ø X.S	0.218"	6	6'-3"	2'-3"
45'	45-D	4'-6"	7'-0"	45'-0½"	24'-0"	24"	171.29 (#/FT)	0.687"	12'-0"	HSS 6x6x¼	3"Ø X.S	0.300"	4"Ø X.S	0.674"	2"Ø X.S	0.218"	2½"Ø X.S	0.276"	2"Ø X.S	0.218"	7	6'-0½"	2'-6"
50'	50-D	4'-6"	7'-0"	50'-1"	24'-0"	24"	171.29 (#/FT)	0.687"	12'-0"	HSS 10x10x¼	3"Ø X.S	0.300"	HSS 8.625x0.5	0.465"	2"Ø X.S	0.218"	3"Ø X.S	0.276"	2"Ø X.S	0.218"	8	5'-11"	2'-6"

*

NOTES:

1. TRUSS MEMBERS SHALL BE SPACED A MINIMUM OF 3 TIMES THE WALL THICKNESS OF THE LARGEST CONNECTING MEMBERS TO ENSURE PROPER WELD SPACING.

2. FOR SECTIONS B-B, C-C, D-D, E-E AND F-F SEE SHEET 3 OF THIS SERIES.

3. FOR SIGN SUPPORT DETAILS, SEE ILLINOIS TOLLWAY STANDARD DRAWING F8, FOR DMS TYPE 2W - WALK-IN SIGN SUPPORT DETAILS, SEE SHEET 9 OF THIS SERIES.

4. DIRECTION OF INTERIOR DIAGONALS SHOWN IN SECTION A-A CORRECTLY DEPICTS TRUSSES HAVING AN ODD NUMBER OF PANELS. TRUSSES WITH AN EVEN NUMBER OF PANELS WILL HAVE DIAGONALS IN A REVERSED DIRECTION THAN AS SHOWN.

5. FOR ANY DESIGN SPAN LENGTH THAT FALLS BETWEEN TWO CONSECUTIVE SPANS, PROVIDED IN COLUMN 1 OF TABLE C, THE LARGER DESIGN SPAN LENGTH SHALL BE USED (I.E. FOR A 32' SPAN LENGTH FALLING BETWEEN 30' AND 35' DESIGN SPAN LENGTHS IN TABLE C, THE 35' DESIGN SPAN LENGTH TRUSS AND POST DETAILS SHALL BE USED).

APPROVED BY:
Marwan Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
CANTILEVER TYPE
STRUCTURE DETAILS

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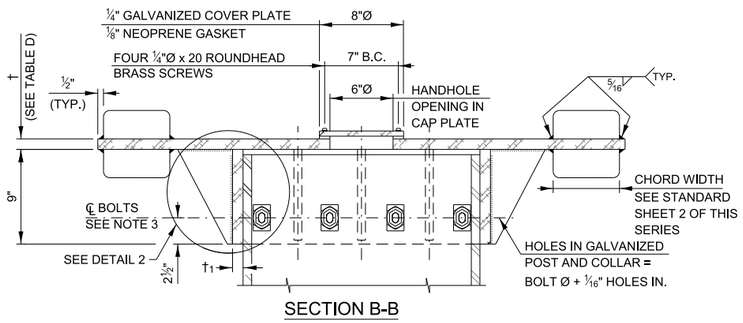
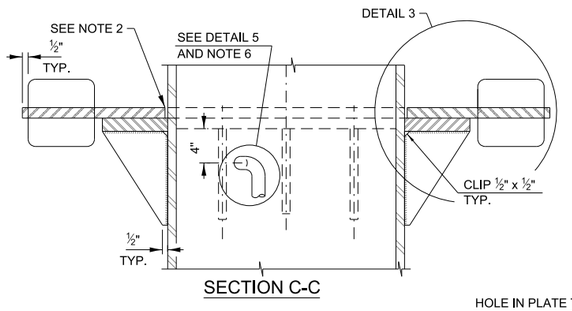
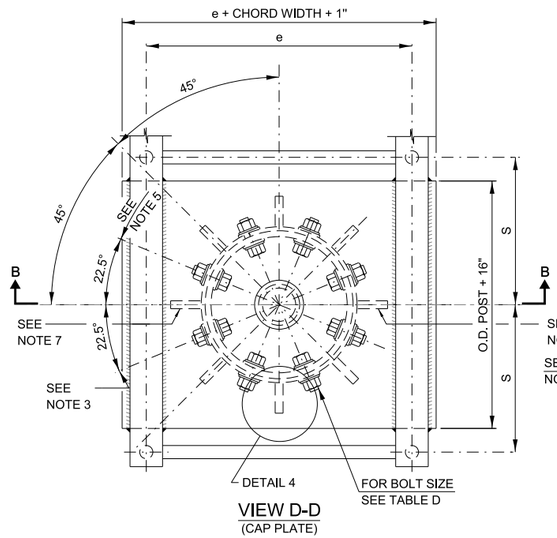


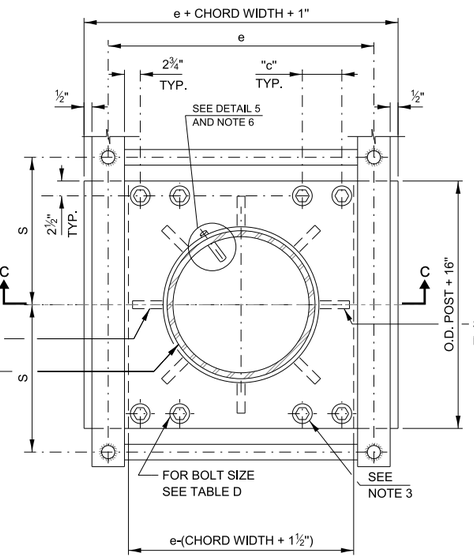
SECTION B-B



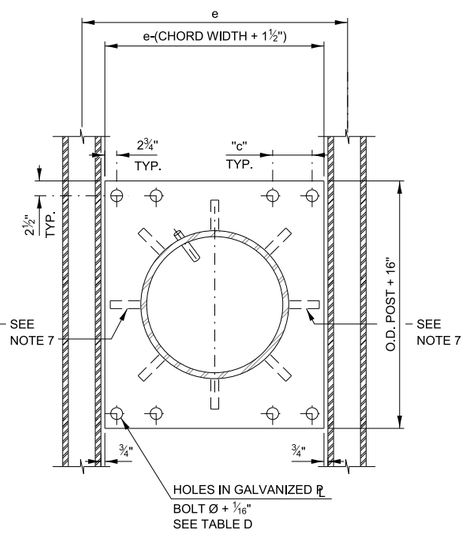
SECTION C-C



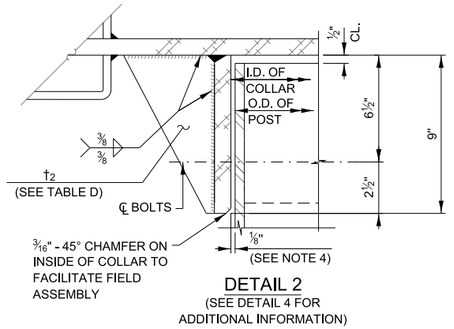
VIEW D-D
(CAP PLATE)



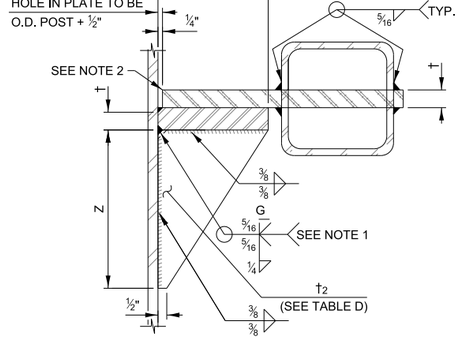
SECTION E-E
(JUNCTURE PLATE)



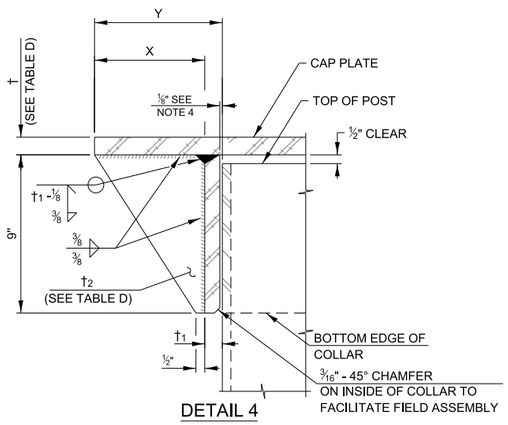
SECTION F-F
(SETTING PLATE)



DETAIL 2
(SEE DETAIL 4 FOR ADDITIONAL INFORMATION)



DETAIL 3
(SEE DETAIL 4 FOR ADDITIONAL INFORMATION)



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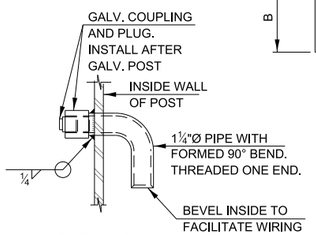
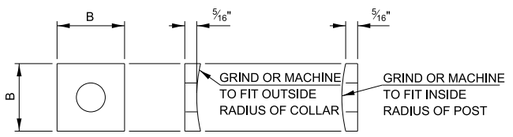


DETAIL 5



BOLT SIZE	CONTOURED WASHERS	
	HOLE DIA.	B
1⅛"Ø	1⅛"Ø	2¼"
1¼"Ø	1⅜"Ø	2¼"
1½"Ø	1⅝"Ø	2¼"

CONTOURED WASHERS
(ASTM A240, TYPE 304)

NOTES:

1. GRIND TOP IF REQUIRED TO FULLY SEAT PLATE. REPAIR DAMAGED GALVANIZING BEFORE ASSEMBLY.
2. AFTER TIGHTENING LOWER CONNECTION BOLTS, FILL GAP WITH NON - HARDENING SILICONE CAULK SUITABLE FOR EXTERIOR EXPOSURE AND ACCEPTABLE TO THE ENGINEER.
3. CONNECTION BOLTS IN COLLAR AND BOLTS AT LOWER CHORD CONNECTION SHALL BE HIGH STRENGTH WITH MATCHING LOCKNUTS. LOWER CONNECTION BOLTS SHALL HAVE 2 FLAT WASHERS EACH.
4. AFTER GALVANIZING, COLLAR I.D. SHALL EQUAL O.D. OF GALVANIZED POST PLUS ⅛" (±1/16") MAXIMUM GAP BETWEEN POST AND COLLAR AT ANY LOCATION SHALL BE ⅛" BEFORE TIGHTENING BOLTS.
5. OPTIONAL FULL PENETRATION WELD IN COLLAR. (TWO LOCATIONS MAXIMUM (180° APART) X-RAY OR UT 100%) ALL BOLTS SHOWN ARE HIGH STRENGTH.
6. ORIENT PIPE TOWARD SIGN PANEL SIDE. HOLE IN POST = O.D. PIPE + ⅛".
7. OMIT INDICATED STIFFENER IN TRUSS TYPE 20-D.

B.C. = BOLT CIRCLE

TABLE D: BOLT SCHEDULE

SPAN LENGTH	POST OUTSIDE DIAMETER	JUNCTURE & COLLAR CONNECTION BOLT DIAMETER	LOWER JUNCTURE BOLT SPACING DIMENSION "c"	PLATE THICKNESS		STIFFENER THICKNESS	NO. OF STIFFENERS	STIFFENERS		
				(t)	(t1)	(t2)		x	y	z
< = 20'	18"	1⅛"	3⅛"	1"	¾"	½"	6	5"	6"	8"
21'-30'	18"	1½"	3¾"	1⅛"	⅞"	¾"	8	5"	6"	8"
31'-40'	24"	1½"	4½"	1¼"	1"	¾"	8	7"	8"	10½"
41'-50'	24"	1½"	4½"	1¼"	1"	¾"	8	7"	8"	10½"

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE CANTILEVER TYPE STRUCTURE DETAILS

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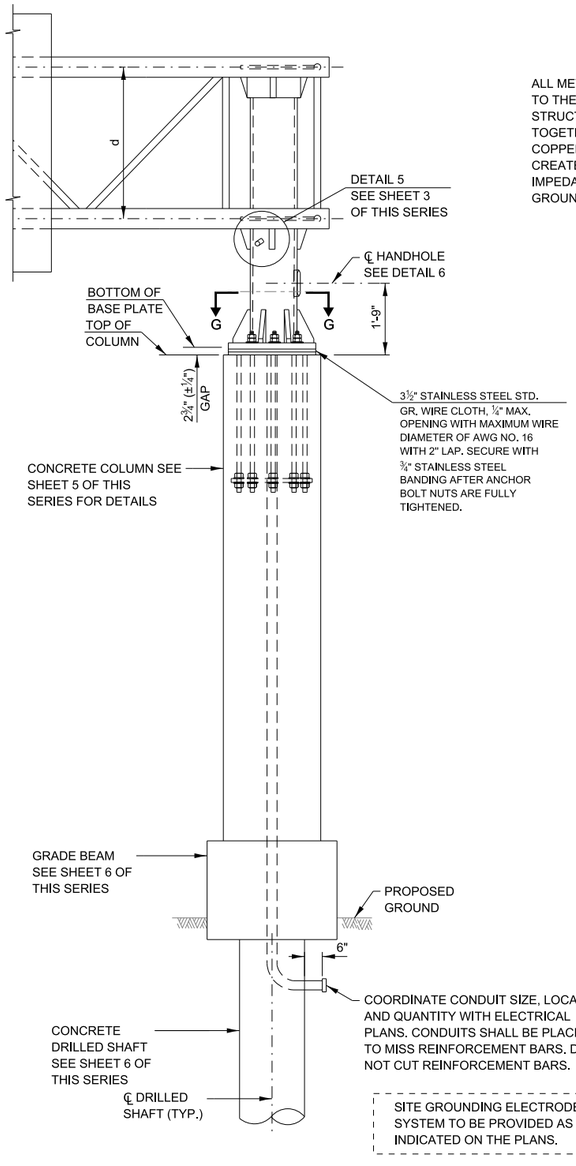
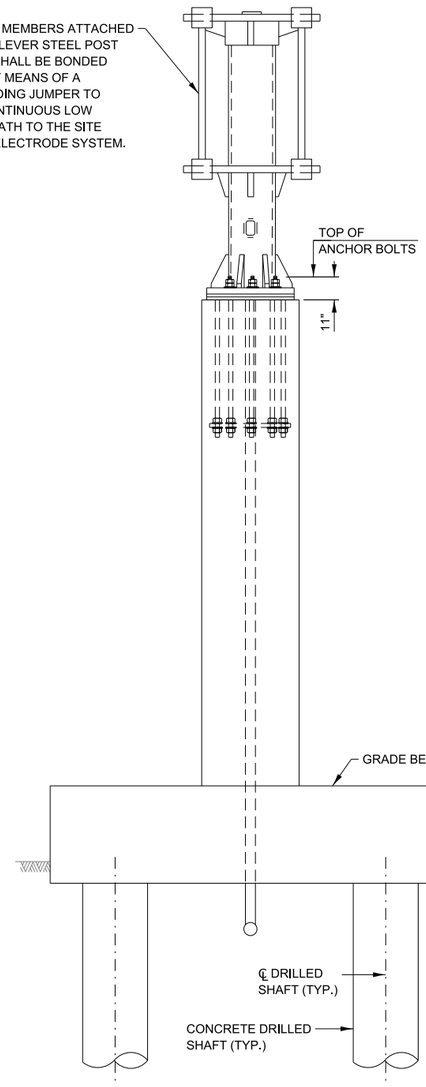
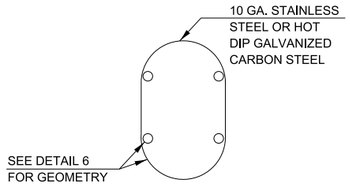


FRONT ELEVATION

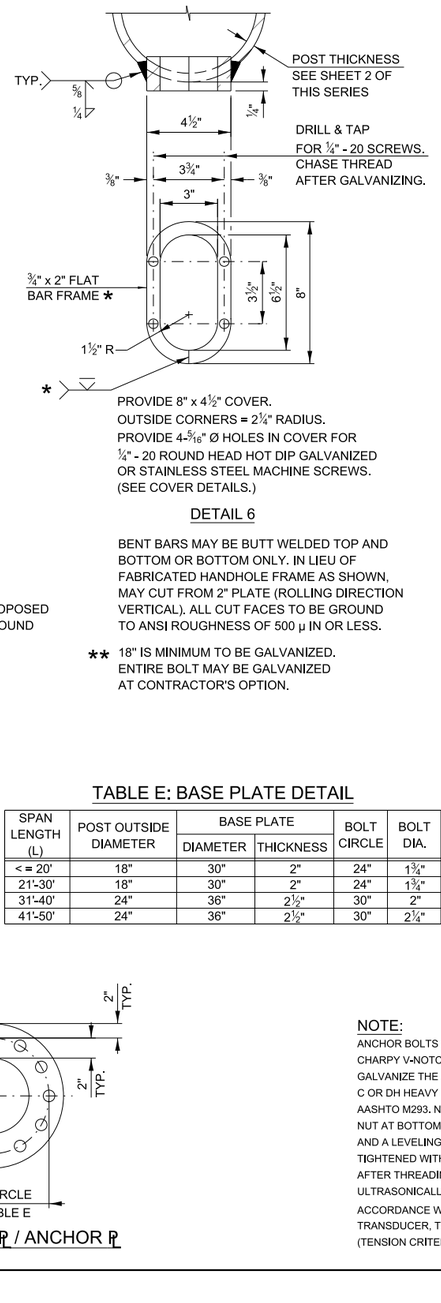
ALL METALLIC MEMBERS ATTACHED TO THE CANTILEVER STEEL POST STRUCTURE SHALL BE BONDED TOGETHER BY MEANS OF A COPPER BONDING JUMPER TO CREATE A CONTINUOUS LOW IMPEDANCE PATH TO THE SITE GROUNDING ELECTRODE SYSTEM.



SIDE ELEVATION



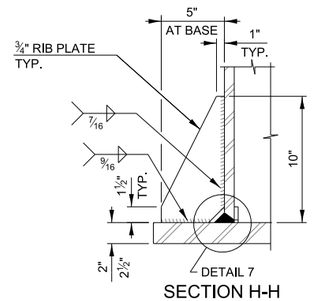
HANDHOLE COVER



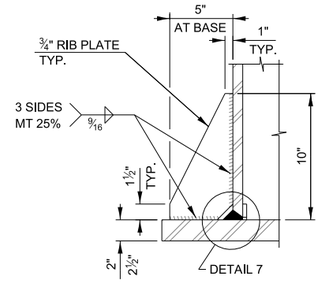
DETAIL 6

BENT BARS MAY BE BUTT WELDED TOP AND BOTTOM OR BOTTOM ONLY. 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 μ IN OR LESS.

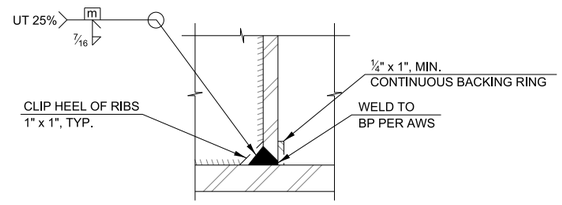
** 18" IS MINIMUM TO BE GALVANIZED. ENTIRE BOLT MAY BE GALVANIZED AT CONTRACTOR'S OPTION.



SECTION H-H
18" DIA. COLUMN



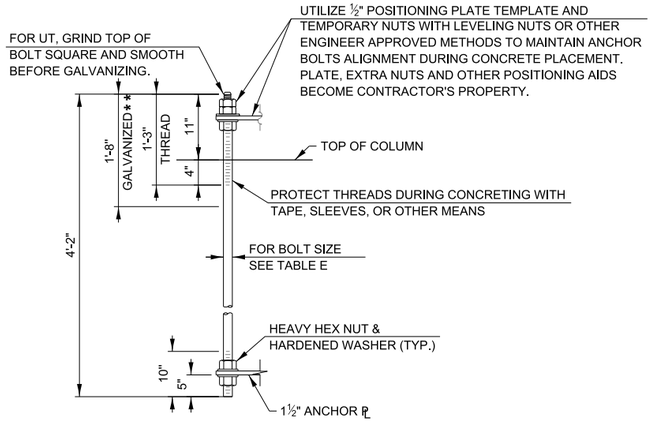
SECTION H-H
24" DIA. COLUMN



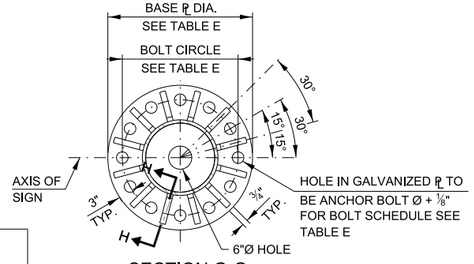
DETAIL 7
(TYPICAL RIB)

TABLE E: BASE PLATE DETAIL

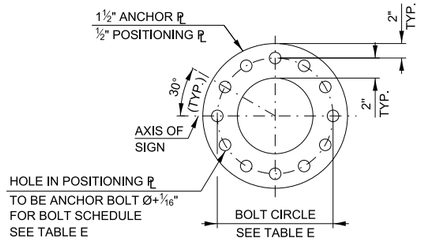
SPAN LENGTH (L)	POST OUTSIDE DIAMETER	BASE PLATE		BOLT CIRCLE	BOLT DIA.
		DIAMETER	THICKNESS		
< = 20'	18"	30"	2"	24"	1¾"
21'-30'	18"	30"	2"	24"	1¾"
31'-40'	24"	36"	2½"	30"	2"
41'-50'	24"	36"	2½"	30"	2¼"



ANCHOR BOLT DETAIL



SECTION G-G



POSITIONING ℄ / ANCHOR ℄

NOTE:

ANCHOR BOLTS SHALL CONFORM TO AASHTO M314 OR ASTM F1554 AND MEET CHARPY V-NOTCH (CVN) ENERGY OF 15 LB.-FT. AT 10° F, BEFORE GALVANIZING. GALVANIZE THE UPPER 18" (MINIMUM **) AND ASSOCIATED M291, GRADE A, C OR DH HEAVY HEX NUTS, HEAVY HEX LOCK NUTS AND HARDENED WASHERS PER AASHTO M293. NO WELDING SHALL BE PERMITTED ON BOLTS. PROVIDE AN UNFINISHED NUT AT BOTTOM, A HEXAGON LOCKNUT, HEXAGON NUT AND WASHER ABOVE BASE PLATE AND A LEVELING NUT AND WASHER BELOW BASE PLATE. NUTS SHALL EACH BE TIGHTENED WITH 200 LB.-FT. MINIMUM TORQUE AGAINST BASE PLATE. BEFORE OR AFTER THREADING, BUT BEFORE GALVANIZING, EACH ANCHOR BOLT SHALL BE ULTRASONICALLY TESTED (UT) BY A LEVEL II OR III INSPECTOR, QUALIFIED IN ACCORDANCE WITH ANSI GUIDELINES, USING A STRAIGHT BEAM, ½" Ø 3.5 MHZ. TRANSDUCER, TO ENSURE NO REJECTABLE FLAWS EXIST IN THE UPPER 18" (TENSION CRITERIA).

APPROVED BY:
Marwan Nashif
CHIEF ENGINEERING OFFICER
DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE CANTILEVER TYPE STRUCTURE DETAILS

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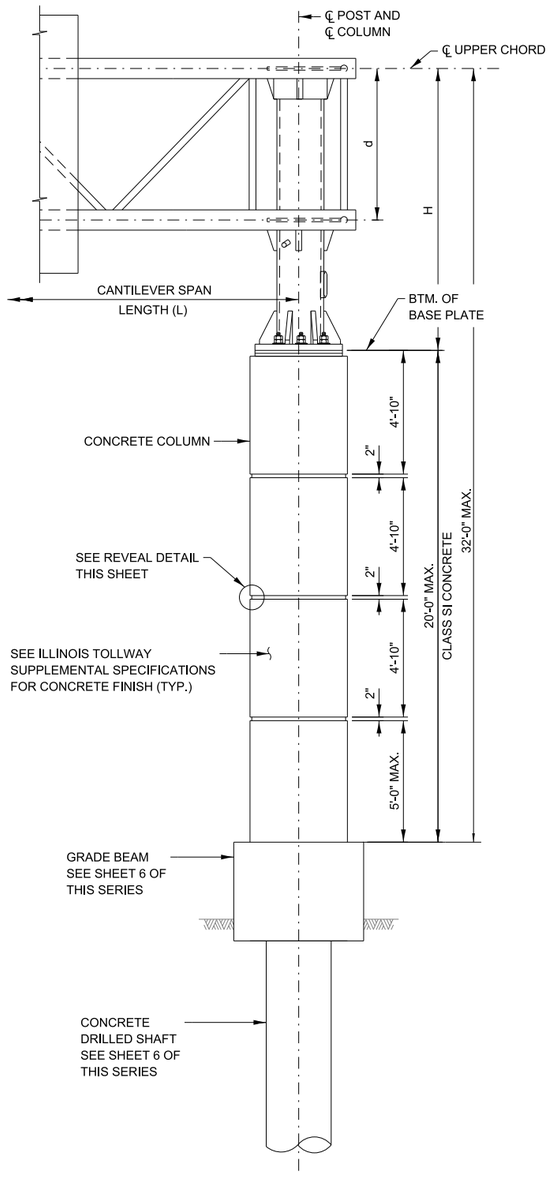
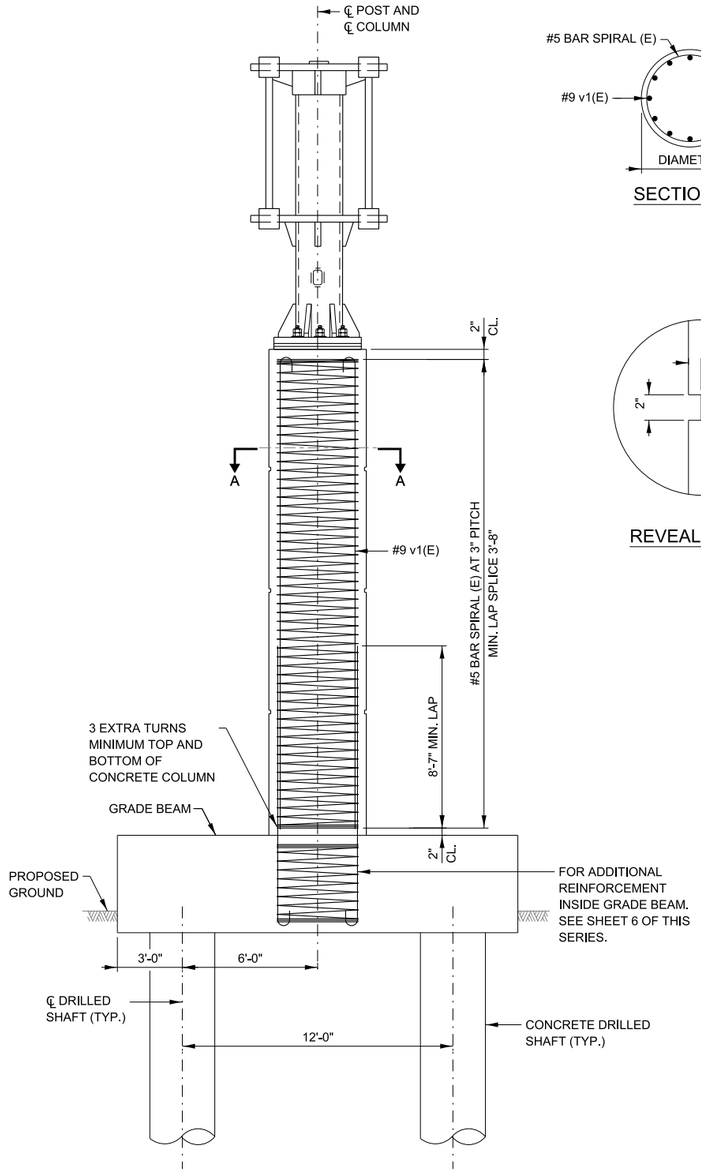
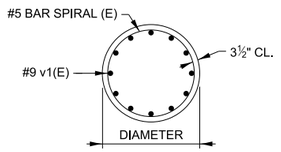


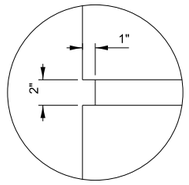
FRONT ELEVATION



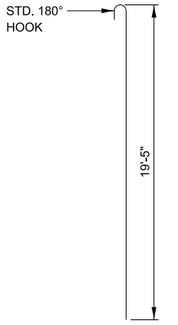
SIDE ELEVATION



SECTION A-A



REVEAL DETAIL



BAR v1(E)

TABLE F: CONCRETE COLUMN DESIGN TABLE

SPAN LENGTH (L)	STEEL POST DIAMETER	CONCRETE COLUMN			
		DIAMETER	VERTICAL BAR v1(E)	CLASS SI CONC. CU. YD*	REINF. BARS POUND *
< = 20'	18"	3'-6"	16-#9	7.1	1,910
21'-30'	18"	3'-6"	16-#9	7.1	1,910
31'-40'	24"	4'-0"	20-#9	9.2	2,330
41'-50'	24"	4'-0"	20-#9	9.2	2,330

* CONCRETE VOLUME AND REBAR WEIGHT ARE DETERMINED FOR 20'-0" CONCRETE COLUMN HEIGHT. ADJUST CONCRETE VOLUME AND REBAR WEIGHT ACCORDINGLY IF CONCRETE COLUMN HEIGHT IS LESS THAN 20'-0".

APPROVED BY:
Marco Nastif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
CANTILEVER TYPE
STRUCTURE DETAILS

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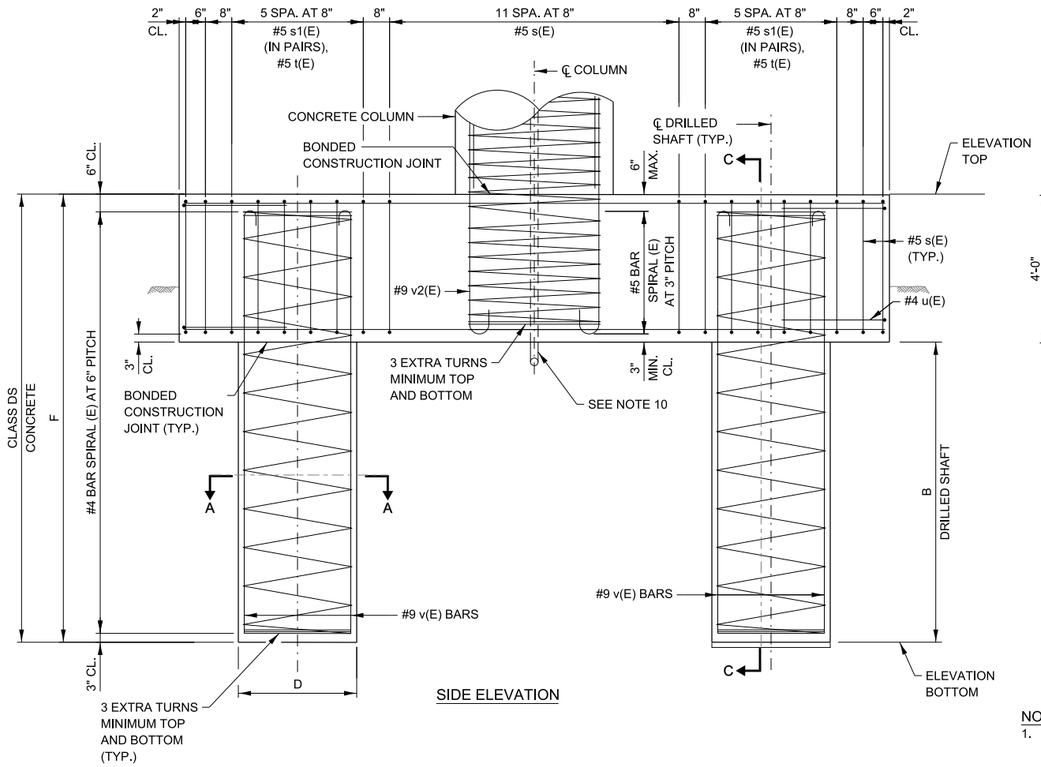
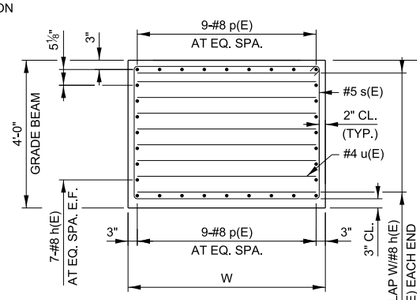
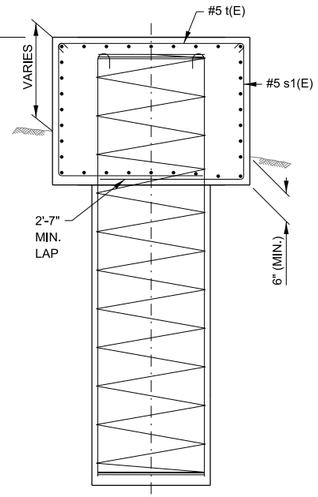


SIDE ELEVATION



VIEW B-B

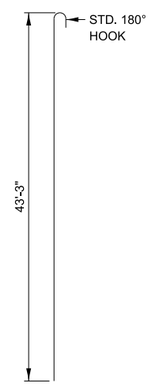


SECTION C-C

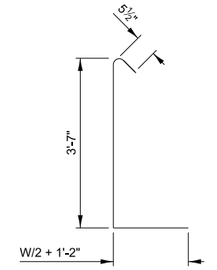
BAR LIST - EACH FOUNDATION

(2 SHAFT AND 1 GRADE BEAM)

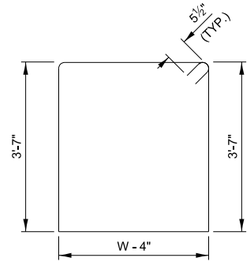
BAR	NUMBER	SIZE	LENGTH D = 3'-0"	LENGTH D = 4'-0"	SHAPE
h(E)	14	#8	17'-8"	17'-8"	
p(E)	18	#8	17'-8"	17'-8"	
s(E)	16	#5	17'-5"	19'-5"	
s1(E)	24	#5	7'-8½"	8'-2½"	
t(E)	12	#5	5'-7"	6'-7"	
u(E)	18	#4	8'-7"	9'-7"	
v(E)	SEE TABLE G	#9	44'-6"	44'-6"	
v2(E)	SEE TABLE G	#9	13'-9"	13'-9"	
#4 BAR SPIRAL (E) - SEE SIDE ELEVATION					
#5 BAR SPIRAL (E) - SEE SIDE ELEVATION					



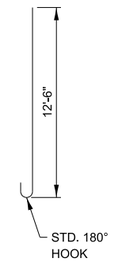
BAR v(E)



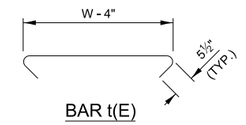
BAR s1(E)



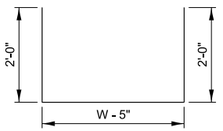
BAR s(E)



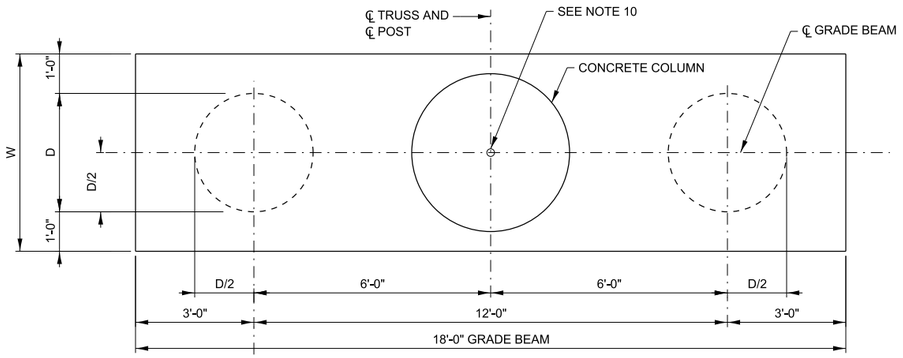
BAR v2(E)



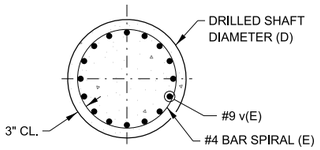
BAR t(E)



BAR u(E)



PLAN *



SECTION A-A

(TYPICAL BOTH SHAFTS)

NOTES:

1. THE FOUNDATION DETAILS SHOWN ARE BASED ON THE PRESENCE OF MOSTLY COHESIVE SOIL CONDITIONS (SILTY OR SANDY CLAY), WITH AN AVERAGE UNCONFINED COMPRESSIVE STRENGTH (QU) > 1.25 TON/SQ. FT. WHICH SHALL BE DETERMINED BY PREVIOUS SOIL INVESTIGATIONS AT THE JOBSITE. WHEN OTHER CONDITIONS ARE INDICATED, THE BORING DATA SHALL BE INCLUDED IN THE PLANS AND THE FOUNDATION DIMENSIONS SHOWN SHALL BE THE RESULT OF SITE SPECIFIC DESIGNS. IF CONDITIONS ENCOUNTERED IN THE FIELD ARE DIFFERENT THAN THOSE INDICATED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF THE FOUNDATION DIMENSIONS NEED TO BE MODIFIED.
2. ALL MATERIAL, FABRICATION, AND CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 734 OF THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
3. CONCRETE SHALL BE PLACED MONOLITHICALLY, WITHOUT CONSTRUCTION JOINTS UNLESS NOTED OTHERWISE.
4. BACKFILL SHALL BE PLACED PER SECTION 502 OF THE STANDARD SPECIFICATION AND PRIOR TO ERECTION OF CONCRETE COLUMN.
5. PROVIDE RUBBED SURFACE FINISH FOLLOWED BY CONCRETE SEALER APPLICATION ON ENTIRE SURFACE OF CONCRETE COLUMN AND NORMAL SURFACE FINISH ON GRADE BEAM, EXCEPT BOTTOM SURFACE. COST IS INCLUDED IN THE COST OF "FOUNDATION FOR OVERHEAD SIGN STRUCTURE, CANTILEVER TYPE".
6. ALL REBAR DESIGNATED (E) SHALL BE EPOXY COATED. REBAR SHALL BE POSITIONED SO THAT THERE WILL BE NO INTERFERENCE BETWEEN VERTICAL REINFORCEMENT AND STIRRUPS.
7. NO SONOTUBES OR DECOMPOSABLE FORMS SHALL BE USED 6" BELOW THE FINISHED GROUND LINE. PERMANENT METAL FORMS OR OTHER SHIELDING SHALL NOT BE LEFT IN PLACE BELOW THE ELEVATION WITHOUT THE ENGINEER'S WRITTEN PERMISSION. EXCAVATIONS SHALL BE DEWATERED BEFORE CONCRETE PLACEMENT IF DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.
8. FOR SIZE AND NUMBER OF PVC COATED STEEL CONDUITS, SEE ELECTRICAL CONSTRUCTION DRAWINGS.
9. TYPICAL SIGN STRUCTURE FOUNDATION IS SHOWN ON THIS SHEET. SEE SHEET 7 OF THIS SERIES FOR FOUNDATION LOCATED IN ROADWAY MEDIAN.
10. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT BARS. DO NOT CUT REINFORCEMENT BARS.

NOTE:

* REINFORCEMENT IN GRADE BEAM NOT SHOWN FOR CLARITY.

** FOR GRADE BEAM ONLY.

BAR SPIRAL LAP SPLICE	
BAR	MIN. LAP
#4	2'-11"
#5	3'-8"

TABLE G: DESIGN TABLE FOR DRILLED SHAFTS IN COHESIVE SOILS

SPAN LENGTH (L)	W	D	B	F	VERTICAL BAR v(E) SHAFT 1	VERTICAL BAR v(E) SHAFT 2	VERTICAL BAR v2(E)	CLASS DS ** CONC. CU. YD.	CLASS DS CONC. CU. YD.	REINF. BARS POUND
< = 20'	5'-0"	3'-0"	40'	44'	12-#9	12-#9	16-#9	13.4	21	4,610
21'-30'	5'-0"	3'-0"	40'	44'	12-#9	12-#9	16-#9	13.4	21	4,610
31'-40'	6'-0"	4'-0"	40'	44'	20-#9	20-#9	20-#9	16	37.3	7,420
41'-50'	6'-0"	4'-0"	40'	44'	20-#9	20-#9	20-#9	16	37.3	7,420

APPROVED BY:

Marwa Nashif

CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE CANTILEVER TYPE STRUCTURE DETAILS

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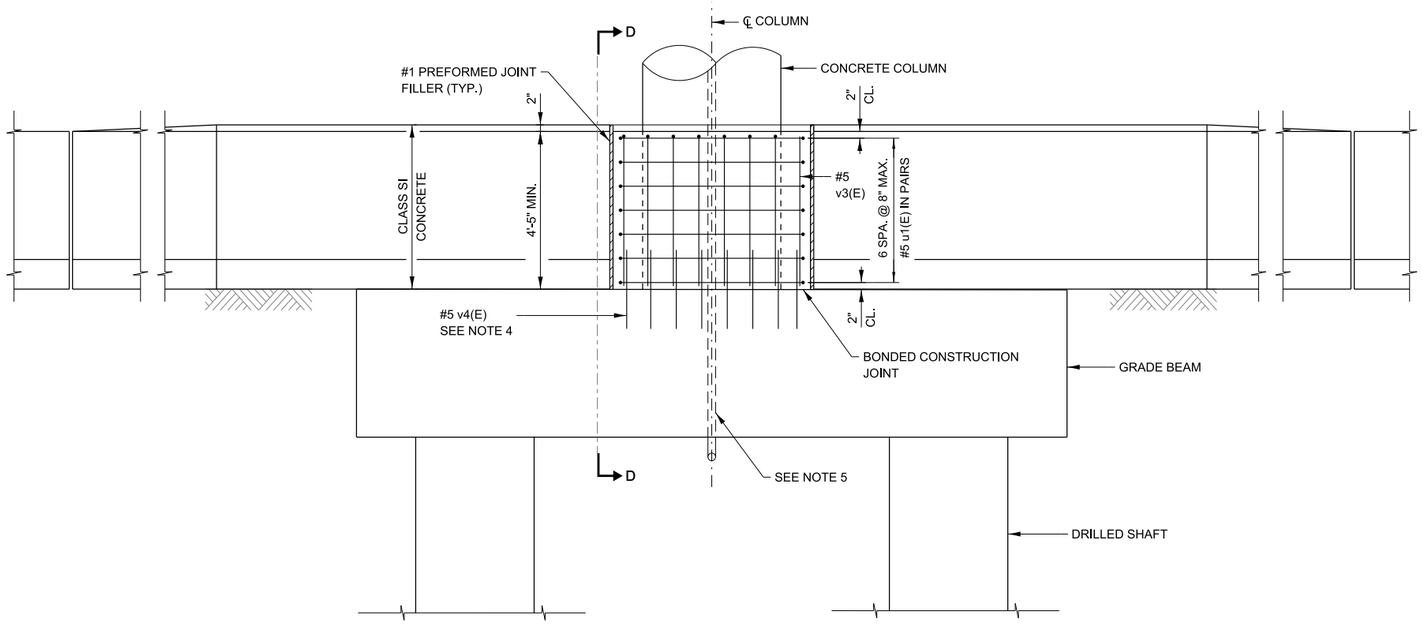
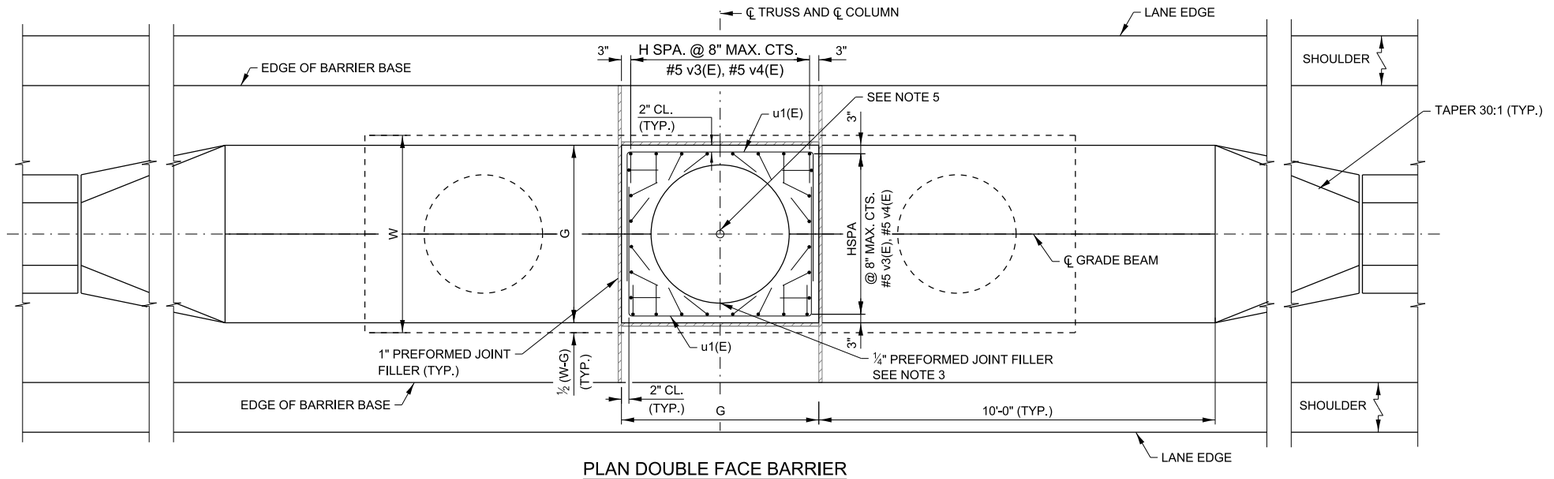


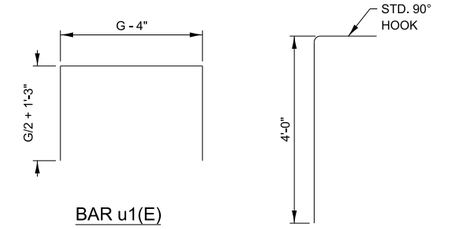
SIDE ELEVATION



PLAN DOUBLE FACE BARRIER

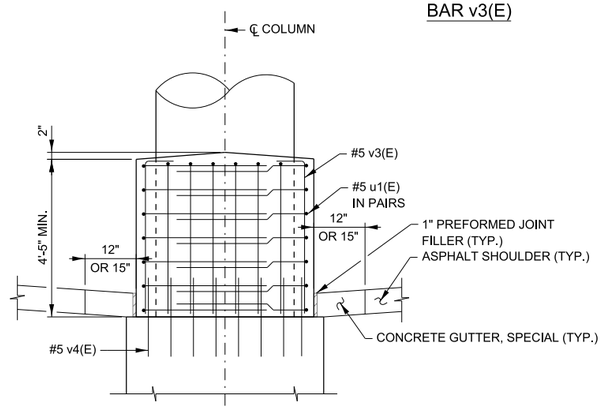
BAR LIST - CRASHWALL

BAR	SIZE	G = 4'-6"		G = 5'-0"		SHAPE
		NUMBER	LENGTH	NUMBER	LENGTH	
u1(E)	#5	14	11'-2"	14	12'-2"	
v3(E)	#5	24	4'-10"	28	4'-10"	
v4(E)	#5	24	2'-0"	28	2'-0"	



BAR u1(E)

BAR v3(E)



SECTION D-D

NOTES:

1. SEE SHEET 6 OF THIS SERIES FOR ADDITIONAL NOTES.
2. GRADE BEAM AND DRILLED SHAFT DIMENSIONS, DETAILS, QUANTITIES AND BAR LIST ARE SHOWN ON SHEET 6 OF THIS SERIES.
3. SEAL EXPOSED SURFACE OF ¼" PREFORMED JOINT FILLER WITH BACKER ROD AND SILICONE SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
4. #5 DRILLED ANCHOR BARS WILL BE EPOXY GROUTED AASHTO M31, GRADE 60 REBAR. PROVIDE 12" MINIMUM EMBEDMENT. INSTALL ANCHORS ACCORDING TO STANDARD SPECIFICATIONS SECTION 584. LOCATE GRADE BEAM REBAR PRIOR TO DRILLING. DO NOT DAMAGE GRADE BEAM REBAR DURING INSTALLATION.
5. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT BARS, DO NOT CUT REINFORCEMENT BARS.
6. PROTECTIVE COAT SHALL BE APPLIED TO TRAFFIC AND TOP FACES OF CRASHWALL.

TABLE H: DESIGN TABLE FOR CRASHWALL

SPAN LENGTH (L)	W	G	H	CLASS SI CONCRETE CU. YD.	REINF. BARS POUND	PROTECTIVE COAT SQ. YD.
< = 20'	5'-0"	4'-6"	6	1.7	340	6.0
21'-30'	5'-0"	4'-6"	6	1.7	340	6.0
31'-40'	6'-0"	5'-0"	7	2.0	350	7.0
41'-50'	6'-0"	5'-0"	7	2.0	350	7.0

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE CANTILEVER TYPE STRUCTURE DETAILS

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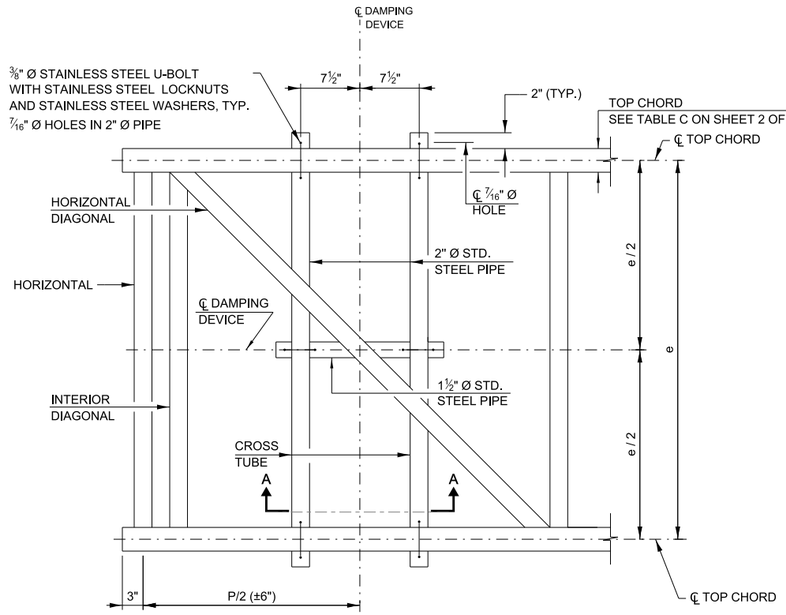
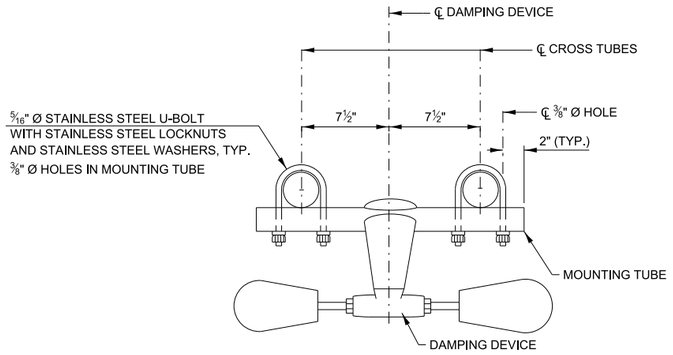
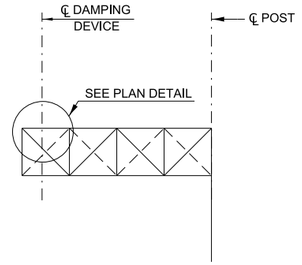


PLAN DETAIL



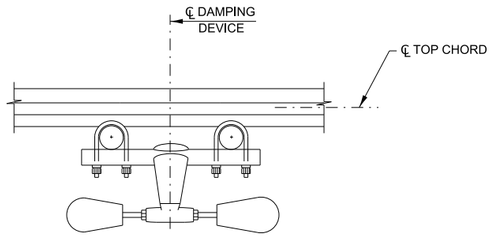
TRUSS DAMPING
DEVICE CONNECTION DETAIL



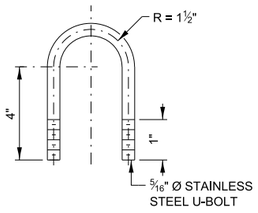
ELEVATION

NOTE:

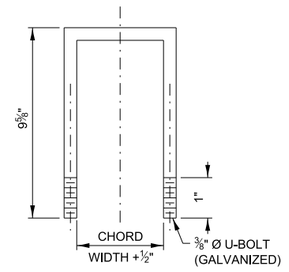
DAMPER: ONE DAMPER PER TRUSS. (31 LBS. STOCKBRIDGE-TYPE 29" MINIMUM BETWEEN ENDS OF WEIGHTS.



SECTION A-A



DAMPING DEVICE MOUNTING
TUBE U-BOLT DETAIL
(TYPICAL)



TOP CHORD TO CROSS TUBE
U-BOLT DETAIL
(TYPICAL)

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER
DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
CANTILEVER TYPE
STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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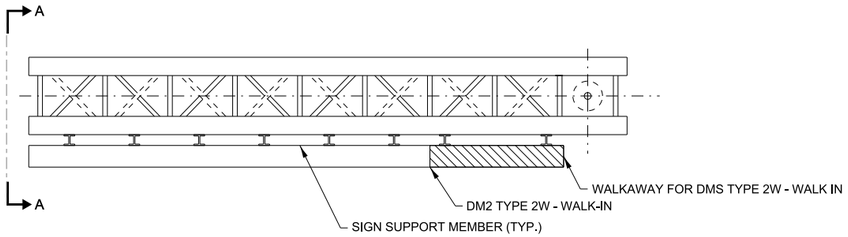
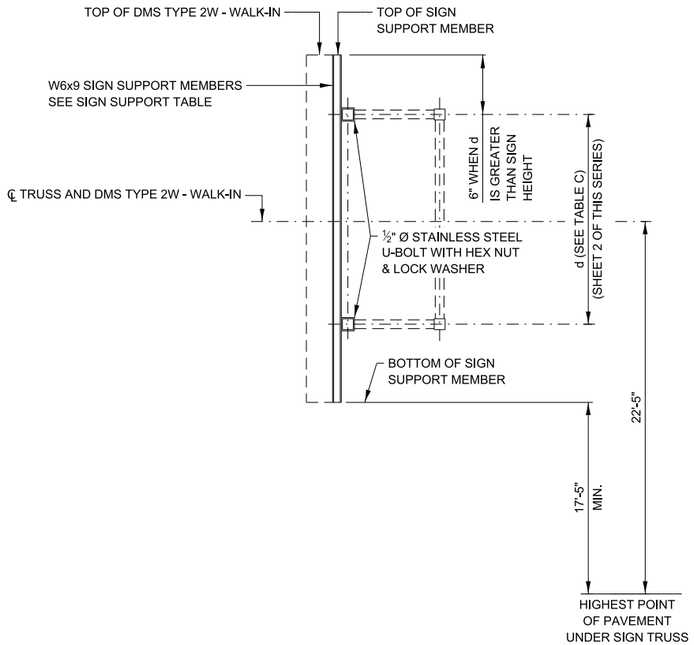


PLAN



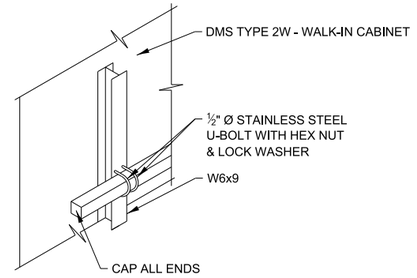
SECTION A-A
DMS TYPE 2W - WALK-IN SUPPORT DETAIL

TABLE I: SIGN SUPPORT TABLE

W6x9		
SIGN WIDTH		NUMBER OF SIGN SUPPORTS 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

TABLE J: DMS TYPE 2W - WALK-IN TABLE

MAXIMUM TRUSS LENGTH				MAXIMUM WEIGHT
	HEIGHT	WIDTH	DEPTH	
40 FEET	8'-0"	26'-6"	3'-4½"	4200 LBS.



STAINLESS STEEL U-BOLT DETAIL

NOTES:

1. DMS TYPE 2W - WALK-IN SHALL BE ATTACHED TO TRUSS AS CLOSE TO PANEL JOINTS AS POSSIBLE.
2. VERIFY SIGN SUPPORT MEMBER LENGTH PRIOR TO FABRICATION.
3. DMS TYPE 2W - WALK-IN MANUFACTURER SHALL DESIGN, PROVIDE AND INSTALL HORIZONTAL MOUNTING MEMBERS. VERTICAL SPACING OF HORIZONTAL MEMBERS SHALL BE DESIGNED BY DMS TYPE 2W - WALK-IN MANUFACTURER. VERIFY VERTICAL SPACING WITH HOLES FOR STAINLESS STEEL U-BOLT.

APPROVED BY: Marwa Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
CANTILEVER TYPE
STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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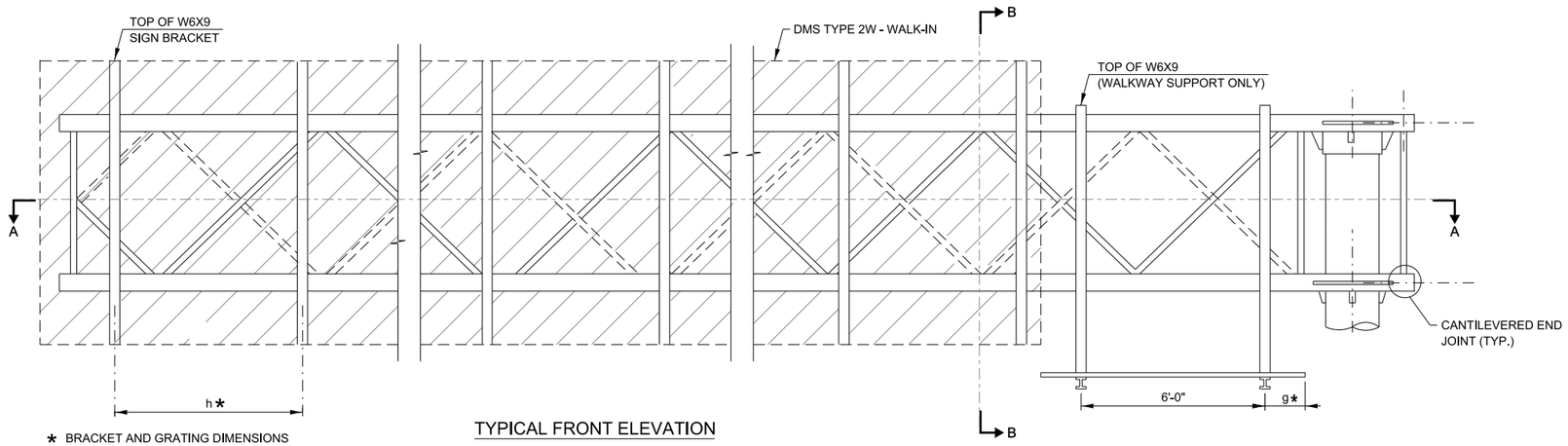
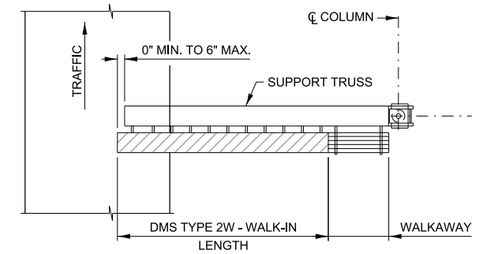


* BRACKET AND GRATING DIMENSIONS ARE NOMINAL AND WILL VARY BASED ON ACTUAL DMS TYPE 2W - WALK-IN DIMENSIONS PLUS MANUFACTURER'S MOUNTING DEVICES.

TYPICAL FRONT ELEVATION

WITH HANDRAIL OMITTED FOR CLARITY.
FOR SECTION B-B, SEE SHEET 11 OF THIS SERIES.



PLAN
WALKWAY AND HANDRAIL SKETCH

(ROAD PLAN BENEATH TRUSS VARIES)
WALKWAY MAY BE LOCATED AT RIGHT OR LEFT END OF TRUSS.

NOTES:
SPACE WALKWAY BRACKETS AND SIGN BRACKETS W6X9 FOR EFFICIENCY AND WITHIN LIMITS SHOWN:

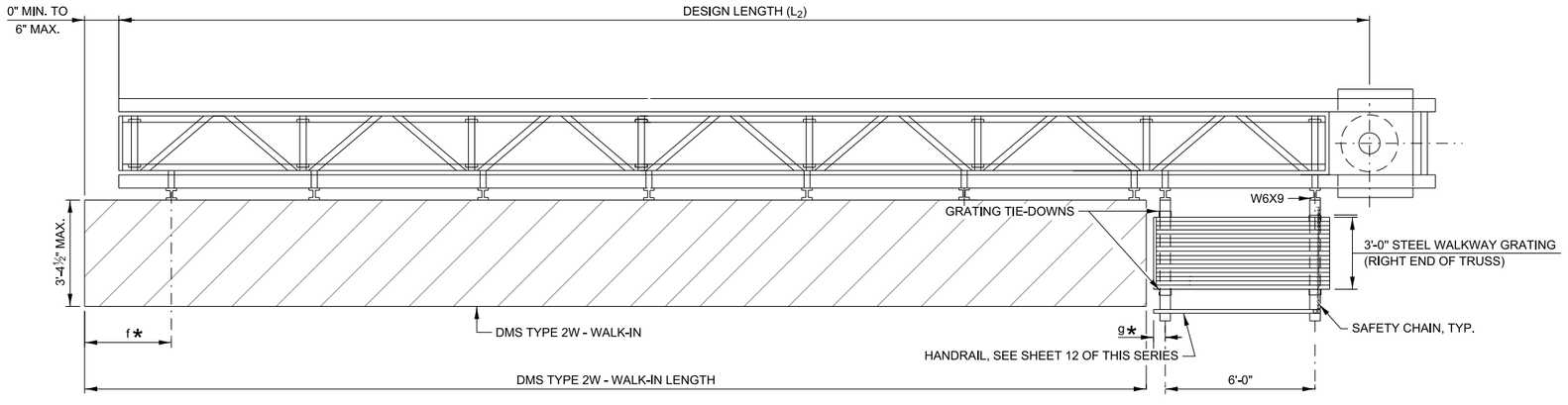
f = 12" MAXIMUM, 4" MINIMUM (END OF SIGN TO ℄ OF NEAREST BRACKET)
g = 12" MAXIMUM, 4" MINIMUM (END OF WALKWAY GRATING TO ℄ OF NEAREST SUPPORT BRACKET)
h = 6'-0" MAXIMUM (℄ TO ℄ SIGN AND/OR WALKWAY SUPPORT BRACKETS, W6X9)

FOR SECTION B-B, SEE SHEET 11 OF THIS SERIES.

WALKWAY AND TRUSS GRATING WIDTH DIMENSIONS ARE NOMINAL AND MAY VARY ± ½" BASED ON AVAILABLE STANDARD WIDTH.

PLACE ALL SIGN AND WALKWAY BRACKETS AS CLOSE TO PANEL POINTS AS PRACTICAL.

DMS TYPE 2W - WALK-IN SHALL HAVE THE DOOR AT THE END, OPPOSITE THE WALKWAY SECURED IN A CLOSED POSITION.



SECTION A-A

PLACE ALL SIGN AND WALKWAY BRACKETS AS CLOSE TO PANEL POINTS AS PRACTICAL.

BRACKET TABLE

W6X9		
SIGN WIDTH		NUMBER OF 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

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE CANTILEVER TYPE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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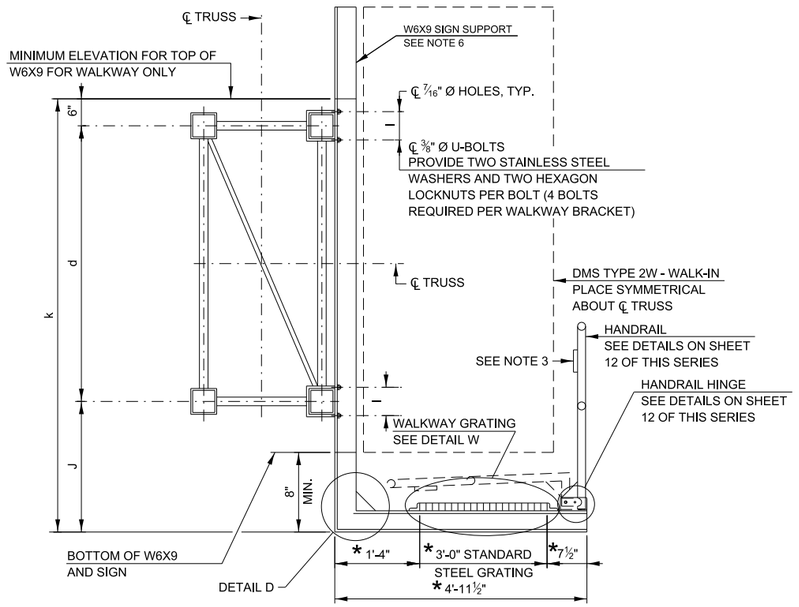
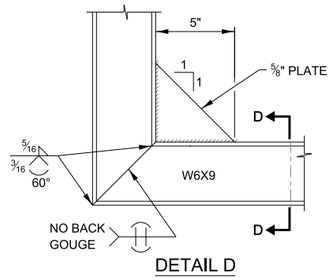
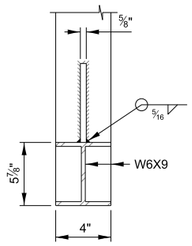


SECTION B-B

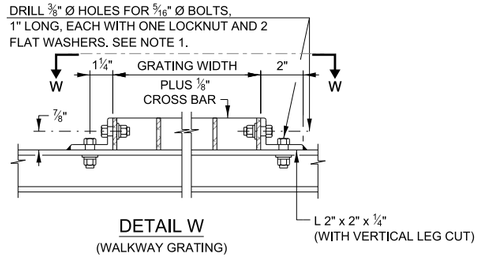
* BRACKET AND GRATING DIMENSIONS ARE NOMINAL AND WILL VARY BASED ON ACTUAL DMS TYPE 2W - WALK-IN DIMENSIONS PLUS MANUFACTURERS MOUNTING DEVICE



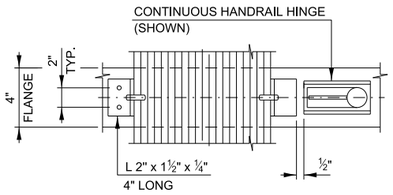
DETAIL D



SECTION D-D



DETAIL W
(WALKWAY GRATING)



(CONTINUOUS WALKWAY GRATING)

SECTION W-W

NOTES:

1. DRILLING HOLES IN GRATING MAY BE DONE IN SHOP OR FIELD, BASED ON CONTRACTOR'S PREFERENCE AND SUBJECT TO ACCURATE ALIGNMENT.
2. IF HANDRAIL JOINT PRESENT, WELD ANGLE TO W6X9 AND ¼" EXTENSION BARS. SEE SHEET 12 OF THIS SERIES.
3. PL ⅛" x ½" X 2" WELDED TO HANDRAIL POSTS TO PROTECT LOCATIONS THAT CONTACT GRATING.
4. DMS TYPE 2W - WALK-IN MANUFACTURER SHALL DESIGN AND SUPPLY HARDWARE FOR CONNECTION TO W6X9. BOLTS SHALL BE STAINLESS STEEL OR HOT DIP GALVANIZED HIGH STRENGTH PER IDOT SPECIFICATIONS.

APPROVED BY:
Marwan Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE CANTILEVER TYPE STRUCTURE DETAILS

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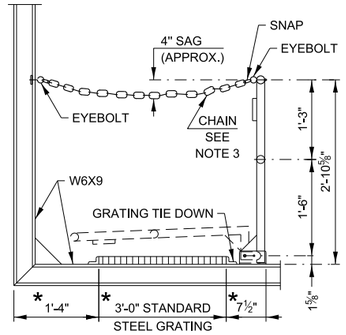
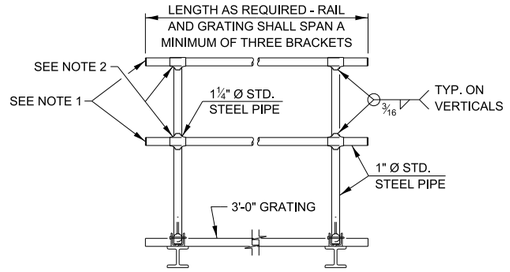


SIDE ELEVATION

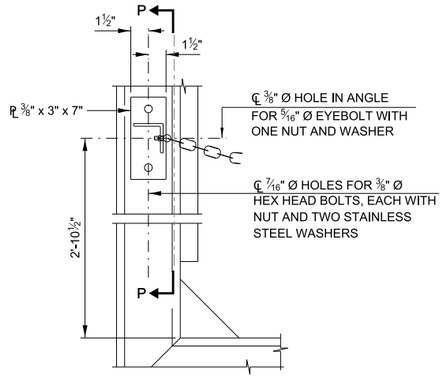
(SHOWING SAFETY CHAIN W/O SIGN)

* BRACKET AND GRATING DIMENSIONS ARE NOMINAL AND WILL VARY BASED ON ACTUAL DMS TYPE 2W - WALK-IN DIMENSIONS PLUS MANUFACTURERS MOUNTING DEVICE.

HANDRAIL DETAILS

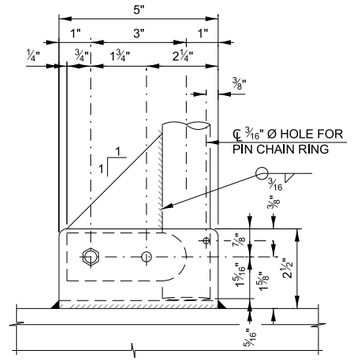


FRONT ELEVATION

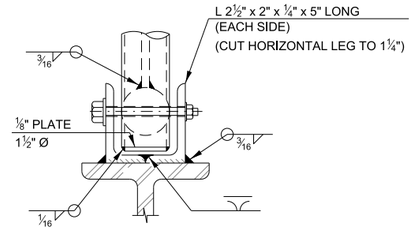


ALTERNATE SAFETY CHAIN ATTACHMENT

ITEMS NOT SHOWN SAME AS "SIDE ELEVATION" OF "HANDRAIL DETAILS"

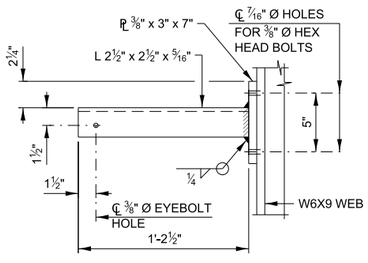


SIDE ELEVATION

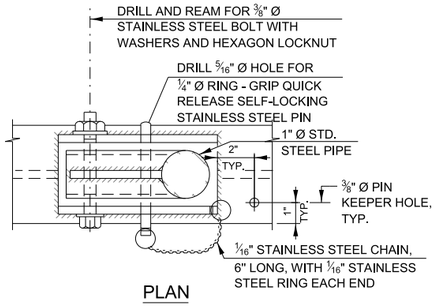


FRONT ELEVATION

DETAILS NOT SHOWN SAME AS "ELEVATION" AT RIGHT.

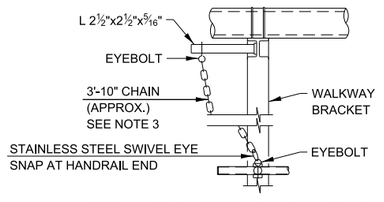


SECTION P-P



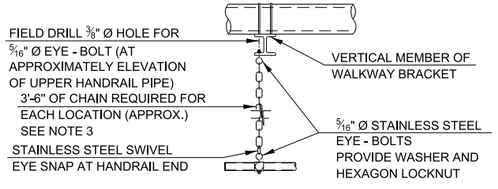
PLAN

DETAIL E HANDRAIL HINGE



ALTERNATE SAFETY CHAIN ATTACHMENT

DETAILS NOT SHOWN SIMILAR TO "SAFETY CHAIN" DETAILS (WALKWAY OMITTED FOR CLARITY)



SAFETY CHAIN

ONE REQUIRED FOR EACH END OF WALKWAY.

NOTES:

1. INSTALL STANDARD FORCE - FIT END CAPS OR WELD ⅛" END PLATES WITH ⅛" C.F.W. AND GRIND SMOOTH. (ALL RAIL ENDS)

2. HORIZONTAL HANDRAIL MEMBER SHALL BE CONTINUOUS THRU 1¼" Ø PIPE. PROVIDE 7/16" Ø HOLE IN 1¼" Ø PIPE FOR ⅜" Ø BOLT. FIELD DRILL 7/16" Ø HOLE IN HORIZONTAL RAIL MEMBER. PROVIDE LOCKNUT AND TWO STAINLESS STEEL WASHERS FOR BOLT. (USE 5/16" EYEBOLTS IN 7/16" Ø HOLES ON TOP RAIL AT ENDS ONLY.)

3. 3/16" TYPE 304L STAINLESS STEEL CHAIN, APPROXIMATELY 12 LINKS PER FOOT.

APPROVED BY: Marco Nastal, CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE CANTILEVER TYPE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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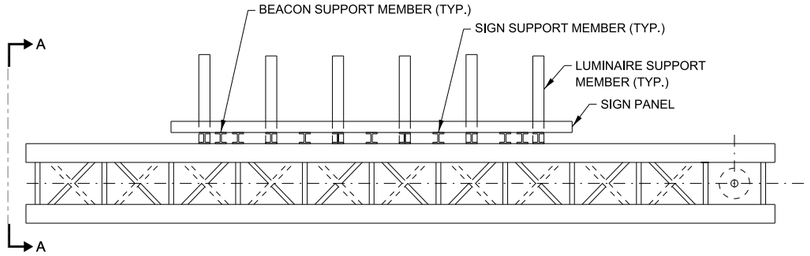
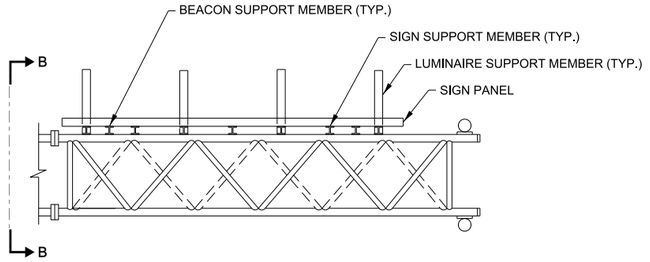


PLAN

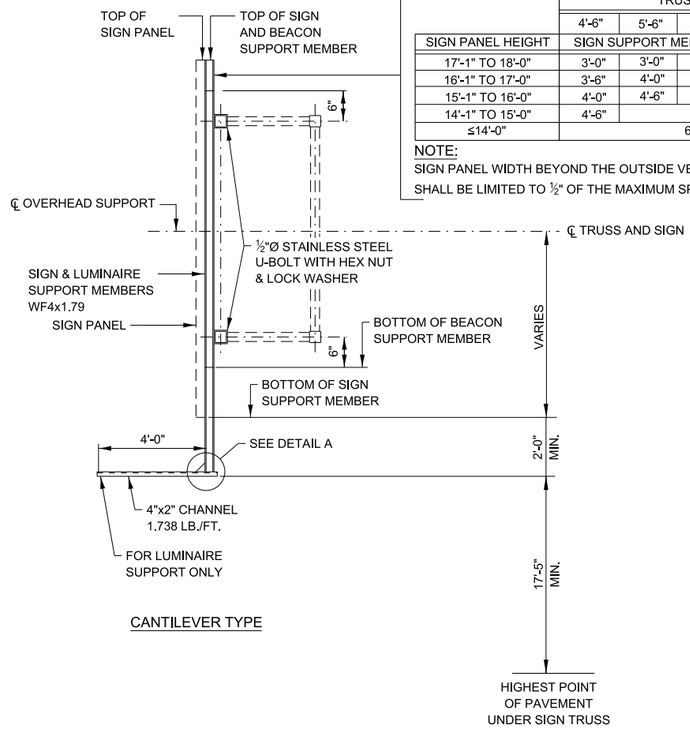


PLAN

SIGN SUPPORT MEMBERS-WF4x1.79

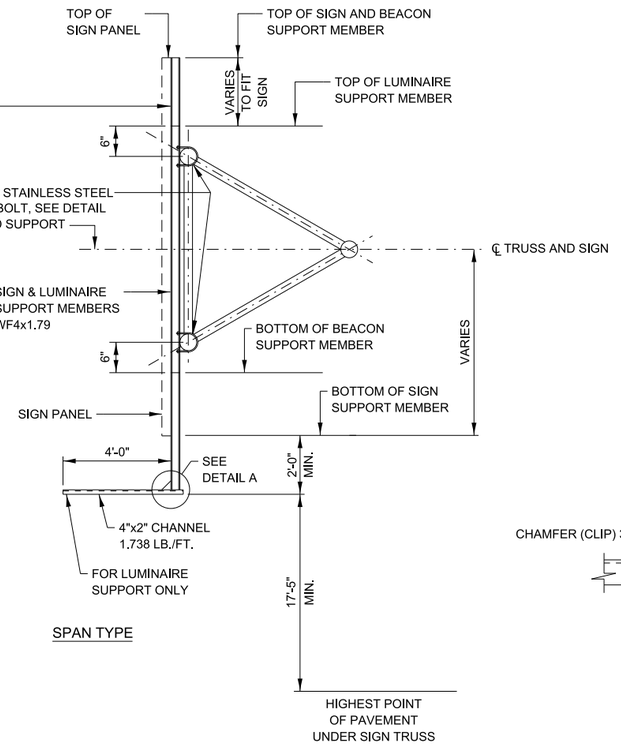
	TRUSS DEPTH				
	4'-6"	5'-6"	7'-0"	8'-2"	8'-10"
SIGN PANEL HEIGHT	SIGN SUPPORT MEMBER MAX. SPACING				
17'-1" TO 18'-0"	3'-0"	3'-0"	4'-6"	5'-6"	6'-0"
16'-1" TO 17'-0"	3'-6"	4'-0"	5'-0"	6'-0"	
15'-1" TO 16'-0"	4'-0"	4'-6"	6'-0"		
14'-1" TO 15'-0"	4'-6"	6'-0"			
≤14'-0"	6'-0"				

NOTE:
SIGN PANEL WIDTH BEYOND THE OUTSIDE VERTICAL MEMBER SHALL BE LIMITED TO ½" OF THE MAXIMUM SPACING



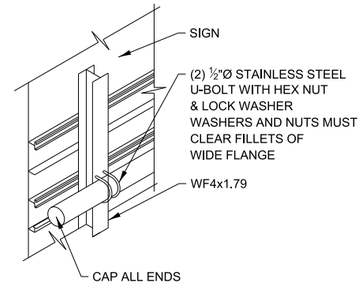
CANTILEVER TYPE

SECTION A-A

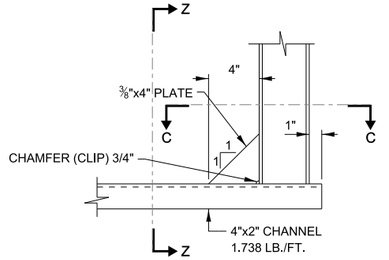


SPAN TYPE

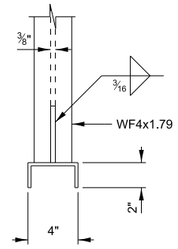
SECTION B-B



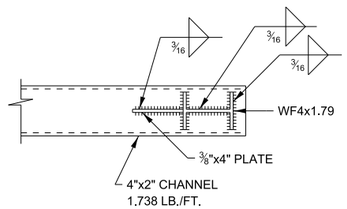
STAINLESS STEEL U-BOLT DETAIL



DETAIL A



SECTION Z-Z



SECTION C-C

SIGN AND LUMINAIRE SUPPORT DETAIL

NOTES:

1. SIGN PANEL SHALL BE ATTACHED TO TRUSS AS CLOSE TO PANEL JOINTS AS POSSIBLE.
2. LUMINAIRE SUPPORT MEMBERS TO BE INSTALLED ONLY WHEN SIGN STRUCTURE IS TO BE ILLUMINATED.
3. BEACON SUPPORT MEMBERS TO BE INSTALLED ONLY WHEN FLASHING BEACON IS REQUIRED.
4. WF4x1.79 AND 4"x2" CHANNEL SHALL BE 6061-T6 ALUMINUM.
5. WELDS MUST BE IN ACCORDANCE WITH AWS D1.2.
6. LUMINAIRES SHALL NOT HAVE A PROJECTED AREA FOR WIND LOADS LARGER THAN 144IN.
7. THE C.G. OF THE LUMINAIRE SHALL NOT EXCEED 6" VERTICALLY OR HORIZONTALLY FROM WHERE IT ATTACHES ON THE 4"x2" CHANNEL.
8. THE MAXIMUM WEIGHT FOR THE LUMINAIRE SHALL BE 15LBS.
9. THE REQUIRED MOUNTING HARDWARE FOR SIGN PANELS SHALL BE FURNISHED BY THE CONTRACTOR.

NOTES:

ALL MATERIAL IS ALUMINUM (UNLESS OTHERWISE NOTED).

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

REVISIONS	
DATE	DESCRIPTION
03-01-2025	ADDED NOTE 9.
03-01-2021	UPDATED DESIGN LOADING AND DESIGN CRITERIA.
03-01-2020	ADDED BEACON DETAILS.
03-01-2019	REVISED NOTE 2.
03-01-2018	ADDED VERTICAL CLEARANCE.

OVERHEAD SIGN STRUCTURE SIGN, LUMINAIRE AND BEACON SUPPORTS

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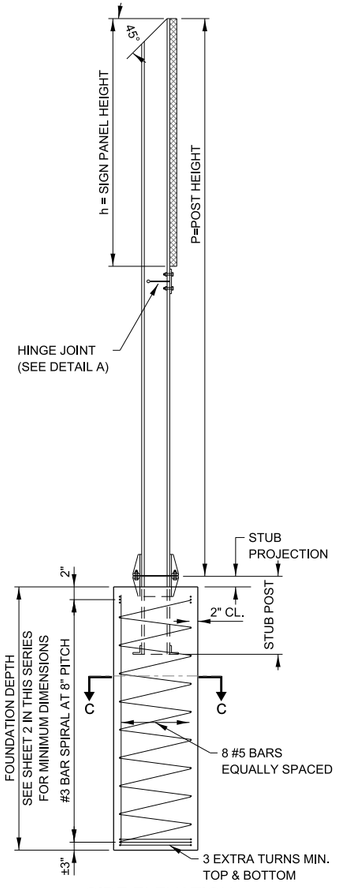
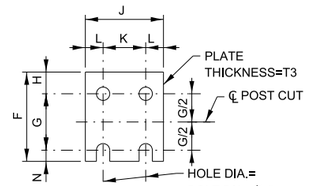


SIDE ELEVATION
POST & FOUNDATION



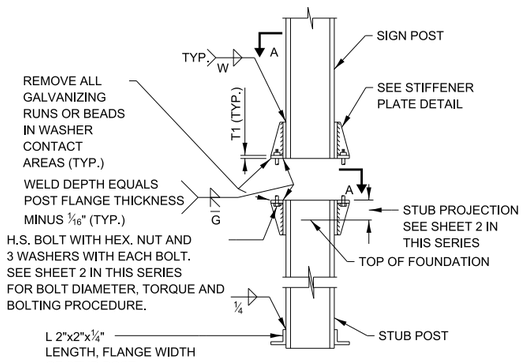
FUSE PLATE DETAIL

INSTALL WITH NOTCHES TOWARDS BASE

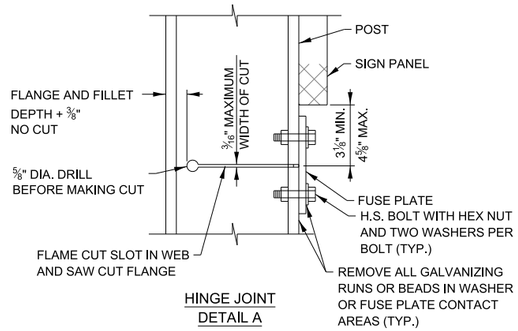
G & H DIM. TABLE		
BOLT DIA.	G	H
½"	2"	1⅛"
⅝"	2¼"	1¼"
¾"	2½"	1⅜"
⅞"	2¾"	1½"
1"	3"	1⅝"
1⅛"	3¼"	1¾"
1¼"	3½"	1⅞"

FABRICATORS NOTES

THE SLOT AND THE ⅝" DIA. HOLE IN THE WEB AND THE FUSE PLATE BOLT HOLES IN THE FLANGE SHALL BE MADE BEFORE GALVANIZING. POST FLANGE SHALL BE SAW CUT AFTER GALVANIZING AND BARE METAL SURFACES SHALL BE COATED WITH AN APPROVED ZINC SOLDER OR ZINC-RICH PAINT. THESE SURFACES SHALL NOT BE COATED UNTIL THE FUSE PLATE IS INSTALLED AND BOLTS FULLY TIGHTENED.



ELEVATION
SIGN POST & STUB POST



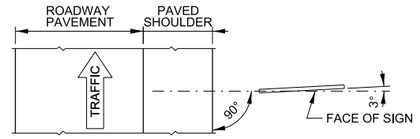
HINGE JOINT
DETAIL A

STIFFENER PLATE
DETAIL

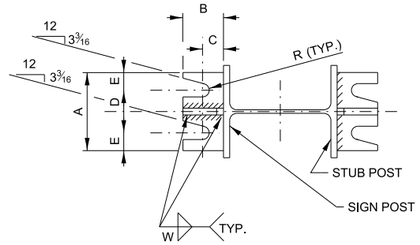
SEE SHEET 2 IN THIS
SERIES FOR DIMENSIONS

SHIM DETAIL

FURNISH 2-.012" THICK AND
2-.032" THICK SHIMS PER POST.
SHIMS SHALL BE FABRICATED
FROM BRASS SHIM STOCK
CONFORMING TO ASTM B36.



LOCATION SKETCH



SEC. A-A

GENERAL NOTES

DESIGN: 2015 AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 1ST EDITION, WITH 2020 INTERIM REVISIONS, INSTRUCTIONS AND INFORMATION

CONSTRUCTION: STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

LOADING: FOR 120 MPH WIND VELOCITY PLUS 14% GUST FACTOR NORMAL TO SIGN.

CONTROLLING LOAD COMBINATION (EXTREME 1) PER AASHTO:
1.1DC + 1.0W

DESIGN STRESSES:
STRUCTURAL STEEL - PER AASHTO 36,000 P.S.I.
REINFORCING STEEL - 60,000 P.S.I.
CLASS SI CONCRETE - 3,500 P.S.I.

FOUNDATION:
MINIMUM UNCONFINED COMPRESSIVE STRENGTH, Qu FOR ALL LAYERS FOR COHESIVE SOILS (CLAYS) SHALL BE 1.25 TON/SQ.FT.

WELDING: ALL WELDING TO BE CONTINUOUS UNLESS OTHERWISE SHOWN. ALL WELDING TO BE DONE IN ACCORDANCE WITH CURRENT AWS SPECIFICATIONS, AND STANDARD SPECIFICATIONS.

MATERIALS:
ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A992 AND LRFD SPECIFICATIONS. ALL PLATES SHALL CONFORM TO ASTM A572-GR50.

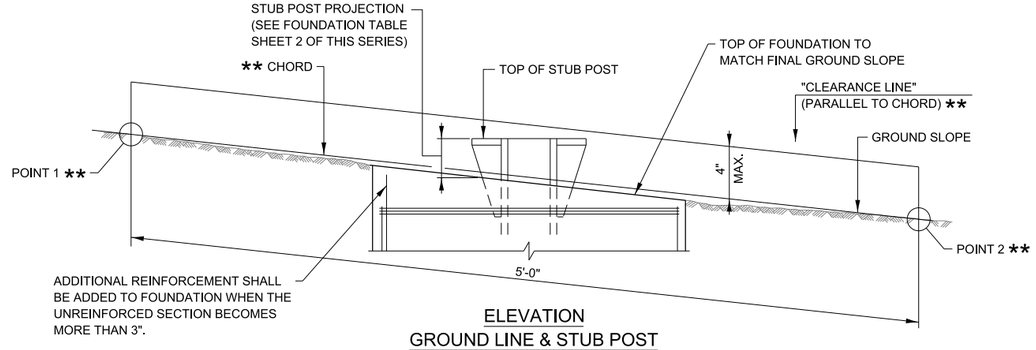
ALL HIGH STRENGTH STEEL BOLTS, NUTS AND WASHERS SHALL CONFORM TO STANDARD SPECIFICATIONS.

HIGH STRENGTH STEEL BOLTS, NUTS AND HARDENED WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M232.

HIGH STRENGTH BOLTS IN BASE PLATES SHALL BE TIGHTENED TO THE TORQUE SHOWN ON SHEET 2 IN THIS SERIES.

AFTER FABRICATION, THE POST, FUSE PLATE, BASE PLATE AND UPPER 6" OF STUB POST SHALL BE HOT - DIP GALVANIZED ACCORDING TO ASTM M111, EXCEPT AS NOTED UNDER FABRICATOR NOTES.

SEC. C-C



ELEVATION
GROUND LINE & STUB POST

** FOR ALL "POINT 1" AND "POINT 2" LOCATIONS, "CLEARANCE LINE" MUST BE AT OR ABOVE TOP OF STUB POST.

APPROVED BY: Manar Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2023

Illinois Tollway

REVISIONS	
DATE	DESCRIPTION
03-01-2023	REV. W6x15 & W16x45 AND W10x22
	MAX. PS. SPC. FOR 8'-6" SIGN DEPTH
03-01-2021	UPDATE DESIGN LOADING, CRITERIA
	AND ADDED TABLES FOR SIGN SPACING
03-01-2019	CLARIFIED DESIGN STRESS FOR SOIL
	PRESSURE

BREAKAWAY SIGN SUPPORT DETAILS

VERSION:	STANDARD:	SHEET:
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POST	FOUNDATION TABLE												BASE CONNECTION DATA TABLE									
	FOUNDATION			REINFORCEMENT							STUB POST											
	DIA.	MIN. DEPTH	CY. * CONC.	VERTICAL BARS			BAR SPIRALS			LBS.**	STUB LGTH.	STUB PROJECTION	LBS. ***	BOLT SIZE AND TORQUE	A	B	C	D	E	T1	T2	W	R
				NO.	SIZE	LGTH.	SIZE	O.D.	LGTH.														
W6x9	2'-0"	6'-0"	.70	8	#5	5'-9"	#3	20½"	79'	78	2'-3"	3"	44	⅝" ★ x 3¼" LG. TORQUE = 450" #	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	¼"	11/32"
W6x15	2'-0"	6'-0"	.70	8	#5	5'-9"	#3	20½"	79'	78	2'-6"	3"	71										
W8x18	2'-0"	6'-0"	.70	8	#5	5'-9"	#3	20½"	79'	78	2'-6"	3"	85	¾" ★ x 3¾" LG. TORQUE = 750" #	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	5/16"	13/32"
W10x22	2'-6"	7'-0"	1.27	8	#5	6'-3"	#3	26½"	105'	92	3'-0"	2½"	110										
W10x26	2'-6"	7'-6"	1.39	8	#5	6'-9"	#3	26½"	112'	98	3'-0"	2½"	137	⅞" ★ x 4" LG. TORQUE = 950" #	7"	2¾"	1½"	4"	1½"	1"	¾"	⅜"	15/32"
W12x26	2'-6"	7'-9"	1.41	8	#5	7'-6"	#3	26½"	119'	107	3'-0"	2½"	140										
W14x30	3'-0"	8'-6"	2.23	8	#5	7'-0"	#3	32½"	145'	113	3'-0"	2½"	150										
W14x38	3'-0"	9'-0"	2.36	8	#5	7'-9"	#3	32½"	153'	122	3'-6"	2½"	208	1" ★ x 4½" LG. TORQUE = 1100" #	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	⅜"	17/32"
W16x45	3'-0"	9'-6"	2.49	8	#5	8'-3"	#3	32½"	162'	130	3'-6"	2½"	233										

* QUANTITY OF CLASS SI CONCRETE CONSISTS OF ALL CONCRETE NECESSARY FOR ONE FOUNDATION. (CUBIC YARDS)

** THIS INCLUDES REINFORCEMENT BARS AND SPIRAL HOOPING REQUIRED FOR ONE FOUNDATION.

*** INCLUDES WEIGHT OF STUB POST WITH ANGLES, GUSSETS, BASE PLATES, BOLTS, NUTS, WASHERS, PLUS BASE PLATES AND GUSSETS ON MAIN POST, PLUS FUSE PLATE (IF ANY) WITH BOLTS, NUTS AND WASHERS. (ONE POST)

EQUIVALENT TORQUE VALUES

450" # = 37.5' #
750" # = 62.5' #
950" # = 79.2' #
1100" # = 91.7' #

PROCEDURE FOR ASSEMBLY OF BASE CONNECTION:

1. ASSEMBLE POST TO STUB WITH H.S. BOLTS AND ONE OF THE THREE FLAT WASHERS ON EACH BOLT BETWEEN PLATES AS SHOWN.
2. SHIMS MAY BE USED BETWEEN PLATES TO LEVEL POST.
3. TIGHTEN BOLTS IN BASE PLATE IN A SYSTEMATIC ORDER TO THE REQUIRED TORQUE.
4. LOOSEN EACH BOLT AND RETIGHTEN TO THE REQUIRED TORQUE IN SAME ORDER AS INITIAL TIGHTENING.
5. BURR OR CENTER PUNCH THREADS AT JUNCTURE OF BOLT AND NUT TO PREVENT NUT FROM LOOSENING.

POST	FUSE PLATE DATA TABLE				FUSE PLATE BOLT SIZE TABLE										
					SIGN PANEL HEIGHT (h)										
	J	K	L	T3	4'	5'	6'	7'	8'	9'	10'	11'	12'	13'	14'
W6x9	4"	2¼"	⅞"	¼"	½"Øx1½"	½"Øx1½"	½"Øx1½"	—	—	—	—	—	—	—	—
W6x15	6"	3½"	1¼"	⅜"	⅝"Øx2"	⅝"Øx2"	¾"Øx2"	¾"Øx2"	¾"Øx2"	¾"Øx2"	¾"Øx2"	—	—	—	—
W8x18	5¼"	2¾"	1¼"	⅜"	½"Øx1¾"	⅝"Øx2"	¾"Øx2"	¾"Øx2"	¾"Øx2"	¾"Øx2"	¾"Øx2"	⅞"Øx2¼"	⅞"Øx2¼"	—	—
W10x22	5¾"	2¾"	1½"	½"	½"Øx1½"	⅝"Øx2"	¾"Øx2¼"	¾"Øx2¼"	⅞"Øx2¼"	⅞"Øx2¼"	⅞"Øx2¼"	⅞"Øx2¼"	⅞"Øx2¼"	⅞"Øx2¼"	1"Øx2½"
W10x26	5¾"	2¾"	1½"	⅝"	½"Øx2"	⅝"Øx2¼"	¾"Øx2½"	¾"Øx2½"	⅞"Øx2½"	1"Øx2¾"	1"Øx2¾"	1"Øx2¾"	1"Øx2¾"	1"Øx2¾"	1"Øx2¾"
W12x26	6½"	3½"	1½"	⅝"	—	—	—	—	—	⅞"Øx2½"	—	—	1"Øx2½"	1"Øx2½"	1"Øx2½"
W14x30	6¾"	3½"	1⅝"	½"	½"Øx2"	½"Øx2"	⅝"Øx2"	¾"Øx2¼"	¾"Øx2¼"	⅞"Øx2½"	¾"Øx2½"	1"Øx2½"	1"Øx2½"	1"Øx2½"	1"Øx2½"
W14x38	6¾"	3½"	1⅝"	½"	—	½"Øx2"	⅝"Øx2¼"	⅝"Øx2¼"	¾"Øx2½"	⅞"Øx2½"	¾"Øx2½"	1"Øx2½"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"
W16x45	7"	3½"	1¾"	½"	—	—	—	⅝"Øx2¼"	¾"Øx2½"	¾"Øx2½"	¾"Øx2½"	1"Øx2¾"	1"Øx2¾"	1⅛"Øx3"	1¼"Øx3"

POST	FUSE PLATE DATA TABLE				FUSE PLATE BOLT SIZE TABLE										
					SIGN PANEL HEIGHT (h)										
	J	K	L	T3	15'	16'	17'	18'	19'	20'	21'	22'	23'	24'	—
W6x9	4"	2¼"	⅞"	¼"	—	—	—	—	—	—	—	—	—	—	—
W6x15	6"	3½"	1¼"	⅜"	—	—	—	—	—	—	—	—	—	—	—
W8x18	5¼"	2¾"	1¼"	⅜"	—	—	—	—	—	—	—	—	—	—	—
W10x22	5¾"	2¾"	1½"	½"	1"Øx2½"	—	—	—	—	—	—	—	—	—	—
W10x26	5¾"	2¾"	1½"	⅝"	1"Øx2¾"	1"Øx2¾"	1"Øx2¾"	—	—	—	—	—	—	—	—
W12x26	6½"	3½"	1½"	⅝"	1"Øx2½"	1"Øx2½"	1⅛"Øx3"	1¼"Øx3"	—	—	—	—	—	—	—
W14x30	6¾"	3½"	1⅝"	½"	1"Øx2½"	1"Øx2½"	1⅛"Øx3"	1¼"Øx3"	1¼"Øx3"	—	—	—	—	—	—
W14x38	6¾"	3½"	1⅝"	½"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	—	—
W16x45	7"	3½"	1¾"	½"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	1¼"Øx3"	—

PROCEDURE FOR FUSE PLATE BOLT TIGHTENING:

ALL FRICTION FUSE BOLTS SHALL BE TIGHTENED IN THE SHOP AS APPROVED BY THE ENGINEER ACCORDING TO ONE OF THE FOLLOWING METHODS:

1. TURN-OF-NUT TIGHTENING,
2. TIGHTENING BY USE OF A DIRECT TENSION INDICATOR.

THE ABOVE METHODS OF INSTALLATION AND TIGHTENING SHALL CONFORM TO THE LATEST ISSUE OF THE SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A-325 OR A-490 BOLTS, FOR SLIP - CRITICAL CONNECTIONS AS ISSUED BY THE RESEARCH COUNCIL ON RIVETED AND BOLTED STRUCTURAL JOINTS OF THE ENGINEERING FOUNDATION.

TIGHTENING SHALL BE TO SUCH A DEGREE AS TO OBTAIN THE FOLLOWING MINIMUM RESIDUAL TENSION IN EACH BOLT.

BOLT DIA.	MIN. RESIDUAL BOLT TENSION	BOLT DIA.	MIN. RESIDUAL BOLT TENSION	BOLT DIA.	MIN. RESIDUAL BOLT TENSION
½"	12,050	⅞"	39,250	1¼"	71,700
⅝"	19,200	1"	51,500		
¾"	28,400	1⅛"	56,450		

APPROVED BY: Marco Nastal
CHIEF ENGINEERING OFFICER

DATE: 03/01/2023

Illinois Tollway

BREAKAWAY SIGN SUPPORT DETAILS

VERSION:	STANDARD:	SHEET:
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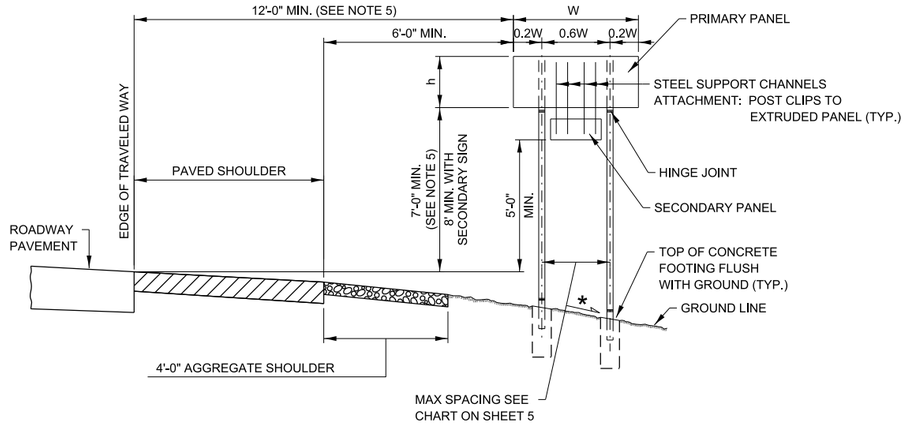
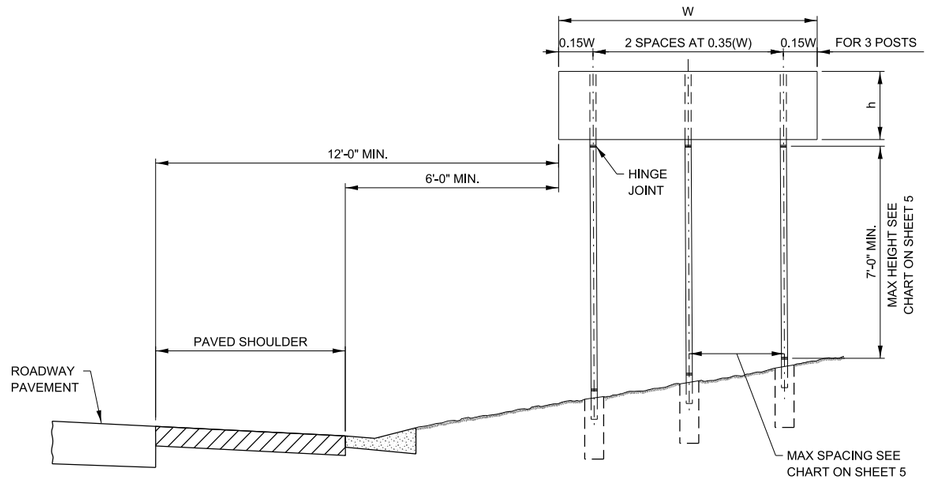
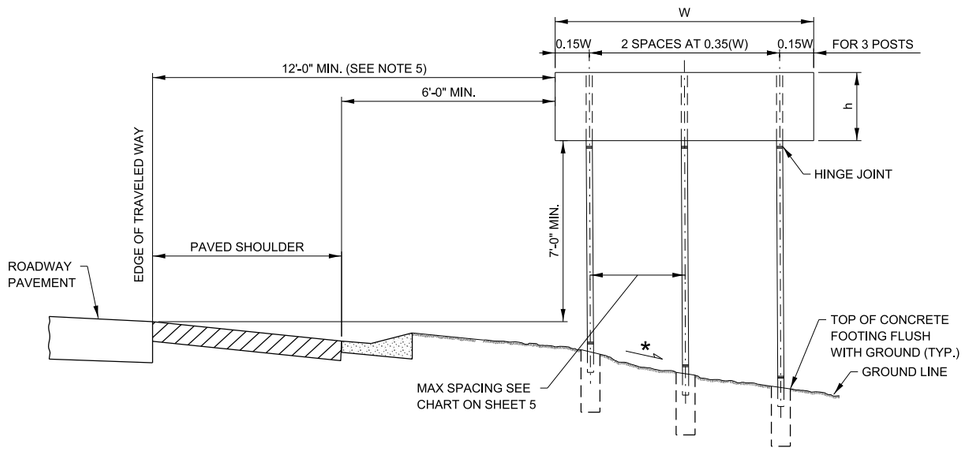


CONDITION 1 - SIGN INSTALLATION

(*) FORESLOPE 1:6 (V:H) OR FLATTER



CONDITION 3 - SIGN INSTALLATION



CONDITION 2 - SIGN INSTALLATION

(*) FORESLOPE 1:6 (V:H) OR FLATTER

UNSHIELDED SLOPE

NOTES:

1. SEE SIGN INSTALLATION SCHEDULE IN CONTRACT PLANS FOR DIMENSIONS.
2. THE DIMENSIONS OF ALL POSTS FOR GROUND MOUNTED SIGNS ARE BASED ON DESIGN CROSS SECTIONS. THE CONTRACTOR SHALL VERIFY REQUIRED POST LENGTHS IN THE FIELD, PRIOR TO SUBMITTING SHOP DRAWINGS AND POST FABRICATION TO MAINTAIN THE CLEARANCES SHOWN.
3. SIGN FOUNDATION ELEVATIONS TO BE BASED ON FINISHED SLOPES.
4. ANY ADDITIONAL SIGN TO BE ADDED LATER MUST BE SUPPORTED BY THE EXISTING SIGN PANEL AND NOT THE SIGN POST. MINIMUM CLEARANCES SHALL BE MAINTAINED.
5. SIGNS THAT ARE PLACED WELL OUTSIDE THE CLEAR ZONE MAY BE INSTALLED WITH A MINIMUM HEIGHT OF 5 FEET, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE HORIZONTAL ELEVATION OF THE NEAR EDGE OF TRAVELED ROADWAY.
6. MINIMUM HEIGHT OF LOWEST POST SHALL BE 7'-0" MEASURED BETWEEN STUB PROJECTION AND HINGE JOINT.
7. FOR TWO POSTS SPACED LESS THAN 7 FEET APART, EACH POST SHALL HAVE A MASS LESS THAN 18 lb/ft.
8. WHEN THE TOTAL COMBINED WEIGHT OF THE TWO POSTS LOCATED WITHIN 7 FEET OF EACH OTHER EXCEEDS 600 lbs., THE SIGN SHALL BE PLACED WELL OUTSIDE THE CLEAR ZONE OR BE SHIELDED FROM VEHICULAR IMPACT.

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2023

Illinois Tollway

BREAKAWAY SIGN SUPPORT DETAILS

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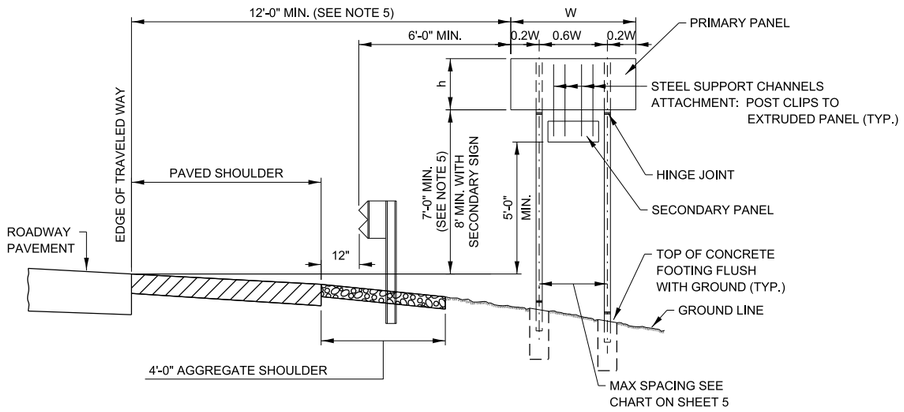
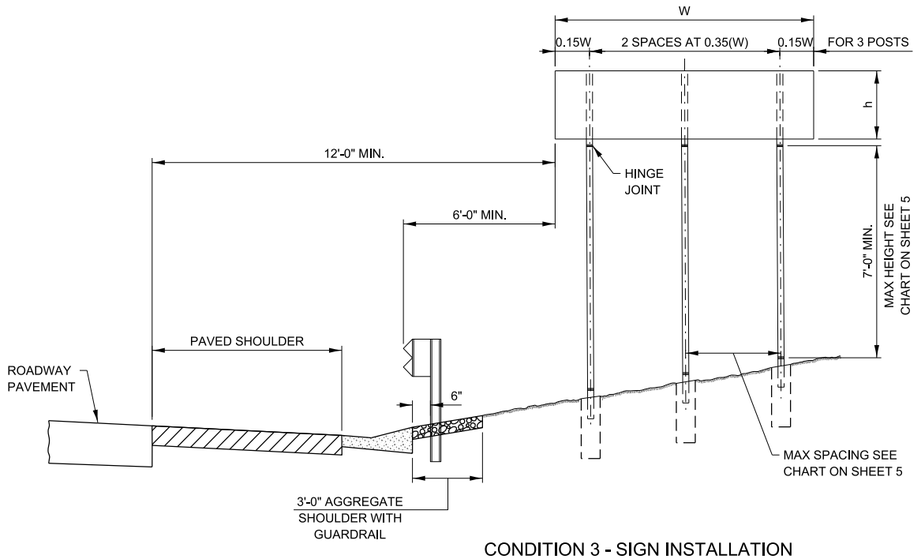
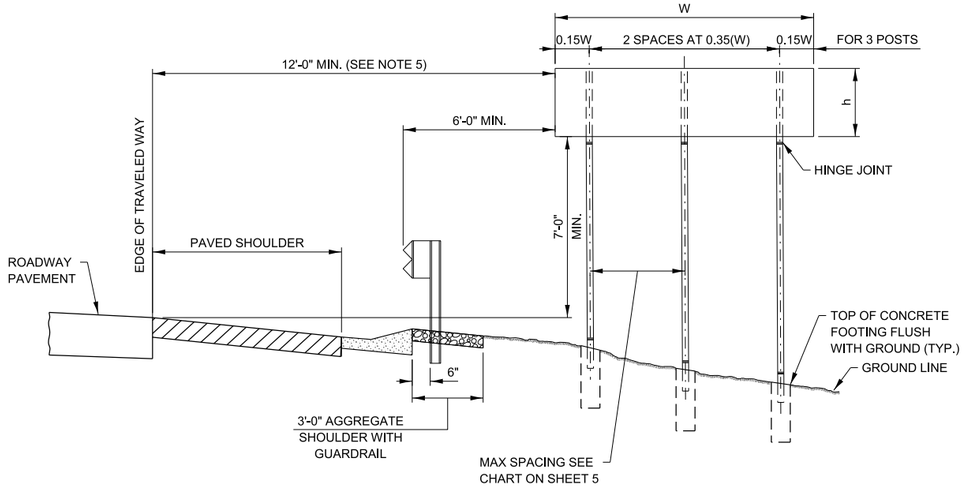


CONDITION 1 - SIGN INSTALLATION



CONDITION 3 - SIGN INSTALLATION



CONDITION 2 - SIGN INSTALLATION

NOTES:

1. SEE SIGN INSTALLATION SCHEDULE IN CONTRACT PLANS FOR DIMENSIONS.
2. THE DIMENSIONS OF ALL POSTS FOR GROUND MOUNTED SIGNS ARE BASED ON DESIGN CROSS SECTIONS. THE CONTRACTOR SHALL VERIFY REQUIRED POST LENGTHS IN THE FIELD, PRIOR TO SUBMITTING SHOP DRAWINGS AND POST FABRICATION TO MAINTAIN THE CLEARANCES SHOWN.
3. SIGN FOUNDATION ELEVATIONS TO BE BASED ON FINISHED SLOPES.
4. ANY ADDITIONAL SIGN TO BE ADDED LATER MUST BE SUPPORTED BY THE EXISTING SIGN PANEL AND NOT THE SIGN POST. MINIMUM CLEARANCES SHALL BE MAINTAINED.
5. SIGNS THAT ARE PLACED WELL OUTSIDE THE CLEAR ZONE MAY BE INSTALLED WITH A MINIMUM HEIGHT OF 5 FEET, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE HORIZONTAL ELEVATION OF THE NEAR EDGE OF TRAVELED ROADWAY.
6. MINIMUM HEIGHT OF LOWEST POST SHALL BE 7'-0" MEASURED BETWEEN STUB PROJECTION AND HINGE JOINT.
7. FOR TWO POSTS SPACED LESS THAN 7 FEET APART, EACH POST SHALL HAVE A MASS LESS THAN 18 lb/ft.
8. WHEN THE TOTAL COMBINED WEIGHT OF THE TWO POSTS LOCATED WITHIN 7 FEET OF EACH OTHER EXCEEDS 600 lbs., THE SIGN SHALL BE PLACED WELL OUTSIDE THE CLEAR ZONE OR BE SHIELDED FROM VEHICULAR IMPACT.

SHIELDED SLOPE

APPROVED BY:
Marwan Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2023

Illinois Tollway

BREAKAWAY SIGN SUPPORT DETAILS

VERSION:	STANDARD:	SHEET:
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POST SIZE W6x15	SIGN DEPTH						
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"
CLEAR HEIGHT	POST MAX SPACING						
6'-0"	11'-6"	9'-0"	7'-0"	6'-0"	5'-0"	4'-0"	3'-6"
8'-0"	8'-0"	6'-6"	5'-6"	4'-6"	3'-6"	3'-0"	-
10'-0"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"	-	-
12'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-
14'-0"	3'-6"	3'-0"	-	-	-	-	-
16'-0"	3'-0"	-	-	-	-	-	-

POST SIZE W6x9	SIGN DEPTH		
	4'-0"	5'-0"	6'-0"
CLEAR HEIGHT	POST MAX SPACING		
6'-0"	5'-6"	4'-0"	3'-0"
8'-0"	4'-0"	3'-0"	-
10'-0"	3'-0"	-	-
12'-0"	-	-	-

POST SIZE W14x30	SIGN DEPTH															
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"
CLEAR HEIGHT	POST MAX SPACING															
6'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-6"	10'-0"	8'-0"	6'-6"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"
8'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-0"	9'-6"	8'-0"	6'-6"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-
10'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-6"	9'-0"	7'-6"	6'-6"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-	-
12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-0"	8'-6"	7'-6"	6'-6"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-
14'-0"	12'-0"	12'-0"	11'-0"	9'-6"	8'-6"	7'-6"	6'-6"	5'-6"	5'-0"	4'-0"	3'-6"	3'-0"	-	-	-	-
16'-0"	12'-0"	11'-0"	9'-6"	8'-0"	7'-0"	6'-0"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-
18'-0"	10'-6"	9'-0"	8'-0"	7'-0"	6'-0"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-
20'-0"	8'-6"	7'-6"	6'-6"	6'-0"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-
22'-0"	7'-6"	6'-6"	6'-0"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-
24'-0"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-	-	-
26'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-	-	-	-
28'-0"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-	-	-	-	-
30'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-	-	-	-	-	-

POST SIZE W14x38	SIGN DEPTH																			
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23"-0"	24'-0"
CLEAR HEIGHT	POST MAX SPACING																				
6'-0"	-	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-6"	9'-0"	7'-6"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-
8'-0"	-	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-6"	10'-0"	8'-6"	7'-6"	6'-6"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-
10'-0"	-	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-0"	9'-6"	8'-6"	7'-6"	6'-6"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-
12'-0"	-	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-6"	9'-0"	8'-0"	7'-0"	6'-0"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-
14'-0"	-	12'-0"	12'-0"	12'-0"	11'-6"	10'-0"	9'-0"	8'-0"	7'-0"	6'-0"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-
16'-0"	-	12'-0"	12'-0"	11'-0"	9'-6"	8'-6"	7'-6"	6'-6"	6'-0"	5'-6"	4'-6"	4'-0"	3'-6"	-	-	-	-	-	-	-	-
18'-0"	-	12'-0"	10'-6"	9'-6"	8'-6"	7'-6"	6'-6"	6'-0"	5'-0"	4'-6"	4'-0"	3'-6"	-	-	-	-	-	-	-	-	-
20'-0"	-	10'-6"	9'-0"	8'-0"	7'-0"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-	-	-
22'-0"	-	9'-0"	8'-0"	7'-0"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-
24'-0"	-	7'-6"	7'-0"	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-
26'-0"	-	6'-6"	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-	-
28'-0"	-	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-	-	-
30'-0"	-	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-	-	-	-

POST SIZE W16x45	SIGN DEPTH																			
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23"-0"	24'-0"
CLEAR HEIGHT	POST MAX SPACING																				
6'-0"	-	-	-	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-0"	10'-0"	9'-0"	7'-6"	6'-6"	6'-0"	5'-0"	4'-6"	4'-0"	3'-6"
8'-0"	-	-	-	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-6"	10'-0"	8'-6"	7'-6"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"
10'-0"	-	-	-	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-0"	10'-0"	8'-6"	7'-6"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-
12'-0"	-	-	-	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-0"	9'-6"	8'-6"	7'-6"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-
14'-0"	-	-	-	12'-0"	12'-0"	12'-0"	12'-0"	10'-6"	9'-0"	8'-0"	7'-0"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-
16'-0"	-	-	-	12'-0"	12'-0"	11'-6"	10'-0"	9'-0"	8'-0"	7'-0"	6'-6"	5'-6"	5'-0"	4'-0"	4'-0"	3'-6"	3'-0"	-	-	-	-
18'-0"	-	-	-	12'-0"	11'-0"	10'-0"	9'-0"	8'-0"	7'-0"	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-
20'-0"	-	-	-	10'-6"	9'-6"	8'-6"	7'-6"	7'-0"	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-
22'-0"	-	-	-	9'-0"	8'-6"	7'-6"	6'-6"	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-
24'-0"	-	-	-	8'-0"	7'-6"	6'-6"	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-	-
26'-0"	-	-	-	7'-0"	6'-6"	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-
28'-0"	-	-	-	6'-6"	6'-0"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-
30'-0"	-	-	-	5'-6"	5'-0"	4'-6"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-

POST SIZE W12x26	SIGN DEPTH														
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"
CLEAR HEIGHT	POST MAX SPACING														
6'-0"	-	-	-	-	-	12'-0"	-	-	8'-0"	6'-6"	5'-6"	4'-6"	4'-0"	3'-0"	3'-0"
8'-0"	-	-	-	-	-	10'-6"	-	-	6'-6"	5'-6"	4'-6"	4'-0"	3'-0"	-	-
10'-0"	-	-	-	-	-	8'-6"	-	-	5'-6"	4'-6"	4'-0"	3'-0"	-	-	-
12'-0"	-	-	-	-	-	7'-0"	-	-	4'-6"	4'-0"	3'-0"	-	-	-	-
14'-0"	-	-	-	-	-	6'-0"	-	-	4'-0"	3'-0"	-	-	-	-	-
16'-0"	-	-	-	-	-	5'-0"	-	-	3'-6"	3'-0"	-	-	-	-	-
18'-0"	-	-	-	-	-	4'-0"	-	-	3'-0"	-	-	-	-	-	-
20'-0"	-	-	-	-	-	3'-6"	-	-	-	-	-	-	-	-	-
22'-0"	-	-	-	-	-	3'-0"	-	-	-	-	-	-	-	-	-
24'-0"	-	-	-	-	-	3'-0"	-	-	-	-	-	-	-	-	-

POST SIZE W10x26	SIGN DEPTH													
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"
CLEAR HEIGHT	POST MAX SPACING													
6'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	11'-6"	9'-6"	8'-0"	7'-0"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"
8'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-6"	9'-0"	7'-6"	6'-6"	5'-6"	5'-0"	4'-0"	3'-6"	3'-0"	-
10'-0"	12'-0"	12'-0"	12'-0"	10'-0"	8'-6"	7'-6"	6'-0"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-	-
12'-0"	12'-0"	11'-6"	9'-6"	8'-0"	7'-0"	6'-0"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-
14'-0"	11'-0"	9'-0"	8'-0"	7'-0"	6'-0"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-
16'-0"	9'-0"	7'-6"	6'-6"	5'-6"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-
18'-0"	7'-6"	6'-6"	5'-6"	5'-0"	4'-0"	3'-6"	3'-6"	3'-0"	-	-	-	-	-	-
20'-0"	6'-6"	5'-6"	5'-0"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-
22'-0"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-
24'-0"	4'-6"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-
26'-0"	4'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-
28'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-	-
30'-0"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-	-	-

POST SIZE W10x22	SIGN DEPTH										
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"
CLEAR HEIGHT	POST MAX SPACING											
6'-0"	12'-0"	12'-0"	12'-0"	12'-0"	10'-6"	9'-0"	7'-6"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"
8'-0"	12'-0"	12'-0"	11'-0"	10'-0"	8'-6"	7'-0"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"	-
10'-0"	12'-0"	11'-6"	9'-6"	8'-0"	6'-6"	5'-6"	5'-0"	4'-0"	3'-6"	3'-0"	-	-
12'-0"	11'-0"	9'-0"	7'-6"	6'-6"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-
14'-0"	9'-0"	7'-6"	6'-6"	5'-6"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-
16'-0"	7'-0"	6'-0"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-
18'-0"	6'-0"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-
20'-0"	5'-0"	4'-6"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-
22'-0"	4'-6"	3'-6"	3'-6"	3'-0"	-	-	-	-	-	-	-	-
24'-0"	3'-6"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-
26'-0"	3'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-
28'-0"	3'-0"	-	-	-	-	-	-	-	-	-	-	-

POST SIZE W8x18	SIGN DEPTH								
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"
CLEAR HEIGHT	POST MAX SPACING								
6'-0"	12'-0"	12'-0"	10'-6"	8'-6"	7'-0"	5'-6"	4'-6"	4'-0"	3'-0"
8'-0"	12'-0"	10'-0"	8'-0"	6'-6"	5'-6"	4'-6"	4'-0"	3'-0"	-
10'-0"	9'-6"	7'-6"	6'-6"	5'-0"	4'-6"	3'-6"	3'-0"	-	-
12'-0"	7'-6"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"	-	-	-
14'-0"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"	-	-	-	-
16'-0"	5'-0"	4'-0"	3'-6"	3'-0"	-	-	-	-	-
18'-0"	4'-0"	3'-6"	3'-0"	-	-	-	-	-	-
20'-0"	3'-6"	3'-0"	-	-	-	-	-	-	-
22'-0"	3'-0"	-	-	-	-	-	-	-	-

APPROVED BY:

Manar Nashif

CHIEF ENGINEERING OFFICER

DATE: 03/01/2023

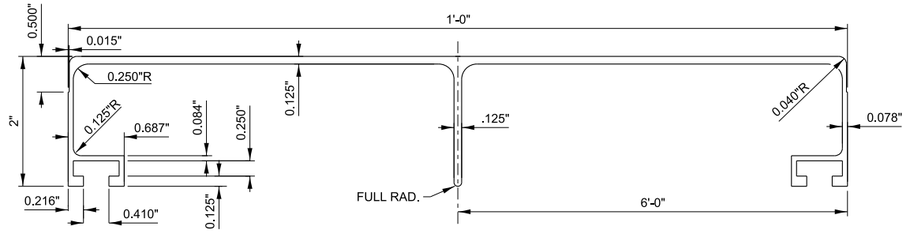
NOTES:

1. CLEAR HEIGHT SHALL BE TAKEN AS THE DISTANCE BETWEEN THE STUB PROJECTION AND THE BOTTOM OF THE SIGN PANEL.

Illinois Tollway

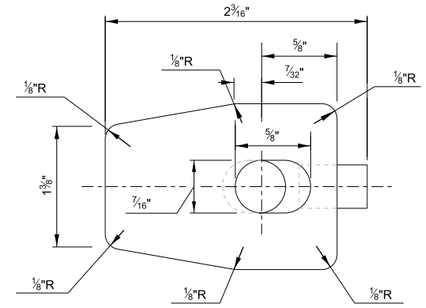
BREAKAWAY SIGN SUPPORT DETAILS

VERSION:	STANDARD:	SHEET:
2023-03	F9-07	5 OF 5

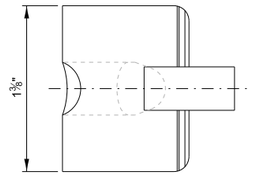


12" PANEL

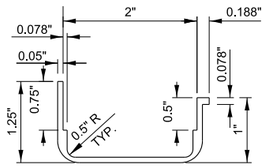
TYPE B SIGN PANEL EXTRUSIONS



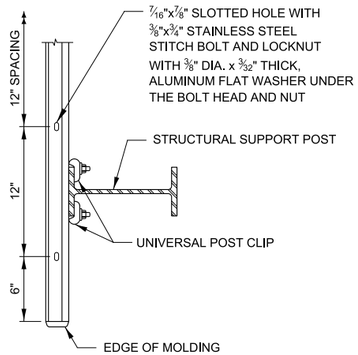
PLAN VIEW



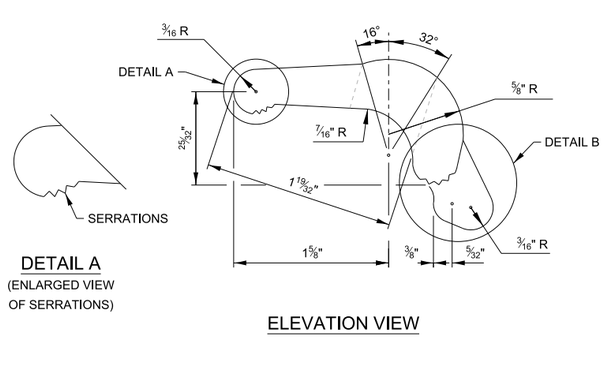
END VIEW



EDGE MOLDING SECTION
FOR SIGN PANEL

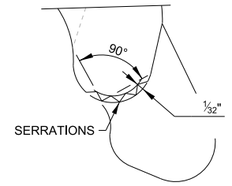


SECTION C-C



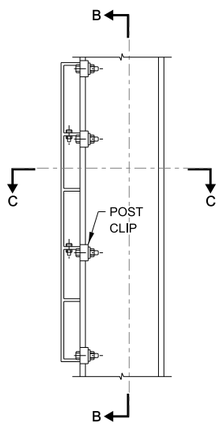
DETAIL A
(ENLARGED VIEW
OF SERRATIONS)

ELEVATION VIEW

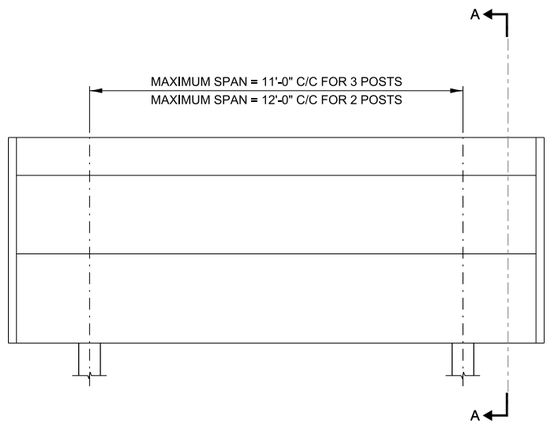


DETAIL B
(ENLARGED DETAIL
OF SERRATIONS)

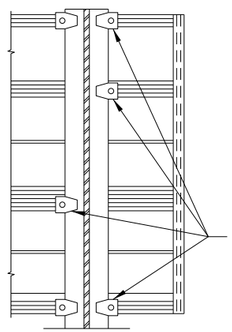
UNIVERSAL POST CLIP DETAIL



SECTION A-A

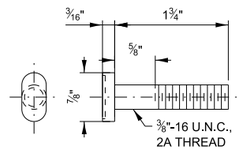


FACE OF SIGN PANEL



PROVIDE TWO (2) POST CLIPS AT TOP AND BOTTOM. ALTERNATE INTERIOR POST CLIPS ON SIGNS UNDER 24 FEET LONG AND OVER HEAD MOUNTED SIGNS. DO NOT ALTERNATE INTERIOR CLIPS ON OTHER SIGNS. A 3/8" DIA. x 3/32" THICK, ALUMINUM FLAT WASHER SHALL BE USED UNDER EACH NUT TO PREVENT GOUGING OF THE CLIP.

SECTION B-B



POST CLIP BOLT
STAINLESS STEEL

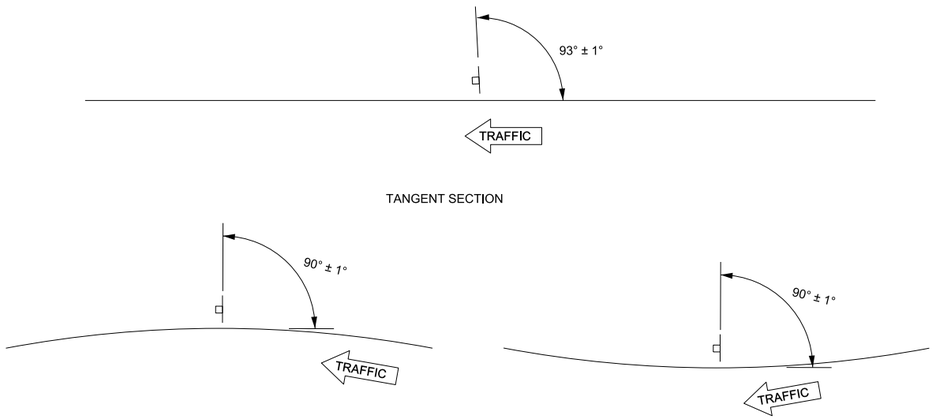
APPROVED BY: Paul Kovacs
CHIEF ENGINEERING OFFICER
DATE: 03/11/2015

Illinois Tollway

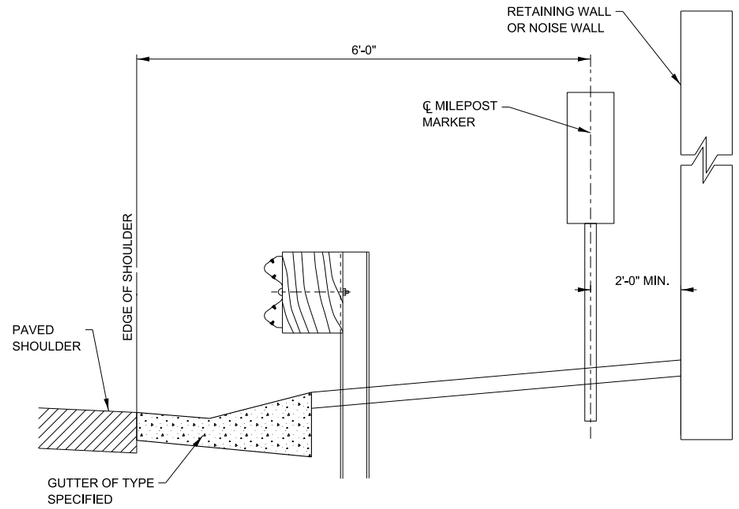
REVISIONS	
DATE	DESCRIPTION
03-11-2015	ADDED WASHERS TO CONNECTION
	DETAILS
02-07-2012	REMOVED DETAIL FOR MOUNTING 2
	PANEL SIGN.
01-01-2009	MODIFIED TYPE B SIGN PANEL DIM.
	MODIFIED POST CLIP DETAIL.

MISCELLANEOUS DETAILS AND ALUMINUM SIGN PANELS

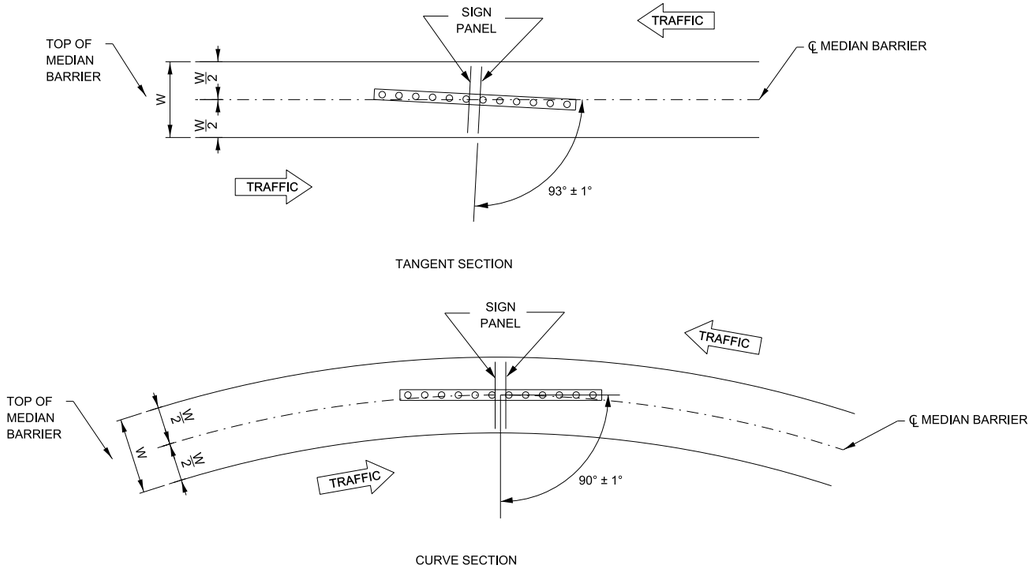
VERSION:	STANDARD:	SHEET:
2015-03	F10-03	1 OF 1



GROUND MOUNT SIGN POSITIONING
NOT TO SCALE



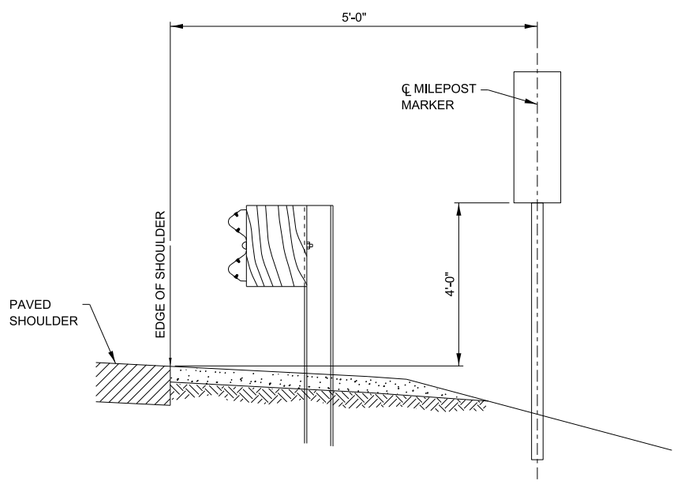
SECTION WITH GUTTER
NOT TO SCALE



MEDIAN BARRIER SIGN POSITIONING
NOT TO SCALE

LEGEND:

TRAFFIC — DIRECTION OF TRAFFIC



SECTION WITHOUT GUTTER
NOT TO SCALE

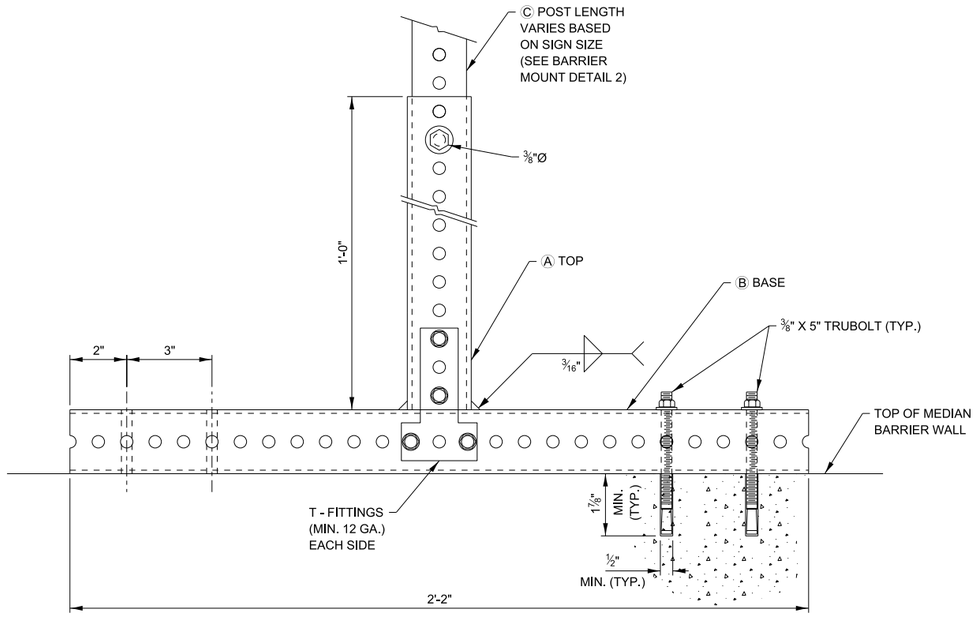
APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

REVISIONS	
DATE	DESCRIPTION
03-01-2025	ADDED MILEPOST MARKER CALLOUTS
03-01-2020	REVISED BARRIER MOUNT DETAIL AND
	GENERAL NOTES, ADDED MILEPOST
03-01-2019	REMOVED "LIGHT POLE/SIGN
	STRUCTURE MOUNTED DETAIL."
03-31-2016	REVISED BOLT NOTE.

Illinois Tollway

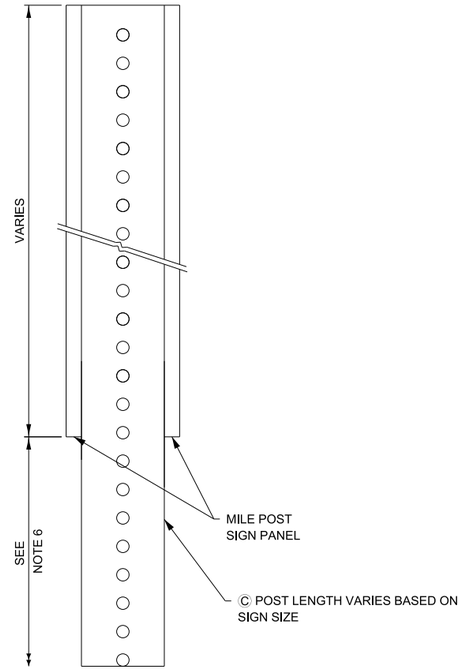
MILEPOST MARKER

VERSION:	STANDARD:	SHEET:
2025-03	F11-07	1 OF 2



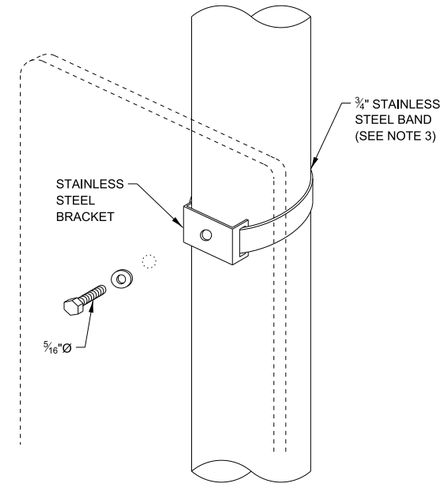
BARRIER MOUNT DETAIL

NOT TO SCALE



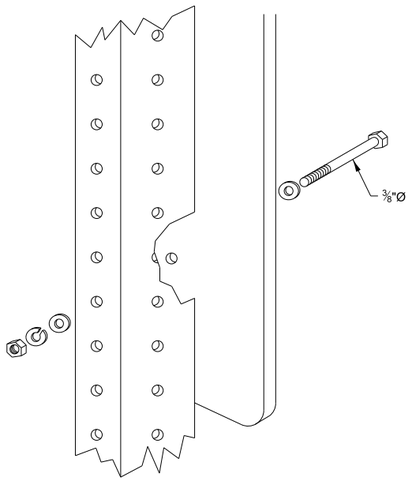
BARRIER MOUNT DETAIL 2

NOT TO SCALE



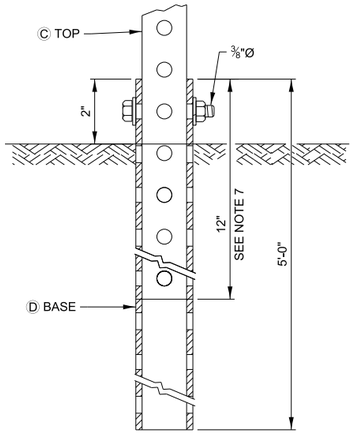
LIGHT POLE/SIGN STRUCTURE MOUNT DETAIL

NOT TO SCALE



TELESCOPING STEEL POSTS

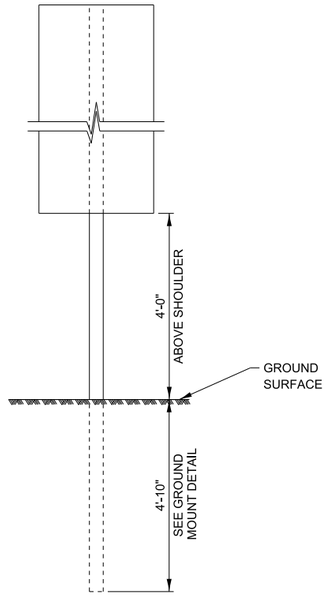
NOT TO SCALE



GROUND MOUNT DETAIL

NOT TO SCALE

A	2¼" x 2¼" x 1'-0" (12 GA.)
B	2¼" x 2¼" x 2'-2" (12 GA.)
C	2" x 2" x VARIES (12 GA.)
D	2¼" x 2¼" x 5'-0" (12 GA.)



ONE POST INSTALLATION

NOT TO SCALE

GENERAL NOTES:

1. ALL ANCHOR BOLTS FOR MEDIAN BARRIER MOUNT DETAIL SHALL BE 3/8" DIA. RED HEAD "TRUBOLT" OR APPROVED EQUAL.
2. ALL DIMENSIONS ARE IN INCHES UNLESS SHOWN OTHERWISE.
3. FOLLOWING ARE THE STEPS FOR FASTENING THE MILEPOST MARKER SIGN PANEL. ALL MOUNTING DETAILS SHOWN ON THIS SHEET APPLY:
   A. CENTER ALL FASTENERS ON THE SIGN PANEL.
   B. START AND FINISH THE FASTENER SPACING USING A MINIMUM OF 3" TO A MAXIMUM OF 6" FROM THE TOP AND BOTTOM EDGE OF THE SIGN PANEL.
   C. THE DISTANCE BETWEEN SUCCESSIVE FASTENERS SHALL NOT EXCEED 2'-0".
4. CENTER THE 5/16" DIA. BOLT IN THE MIDDLE OF THE SIGN.
5. USE THE SAME ATTACHMENT FOR BACK TO BACK MILEPOST MARKER SIGN.
6. DISTANCE FROM THE GROUND TO THE BOTTOM OF THE MILEPOST MARKER SIGN SHALL BE A MINIMUM OF 4'-0" REGARDLESS OF BARRIER TYPE.
7. THE TOP SECTION SHALL BE TELESCOPED INTO THE BASE SECTION 12 INCHES AND FASTENED TOGETHER.
8. FOR ATTACHMENT TO BRIDGE PARAPET USE BARRIER WALL MOUNT DETAIL. ONLY ONE PANEL REQUIRED WHEN ATTACHED TO PARAPET ALONG OUTSIDE SHOULDER.
9. BASE AND POST ASSEMBLY SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M111 OR AS SPECIFIED IN THE SPECIAL PROVISION.

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER — DATE: 03/01/2025

Illinois Tollway

MILEPOST MARKER

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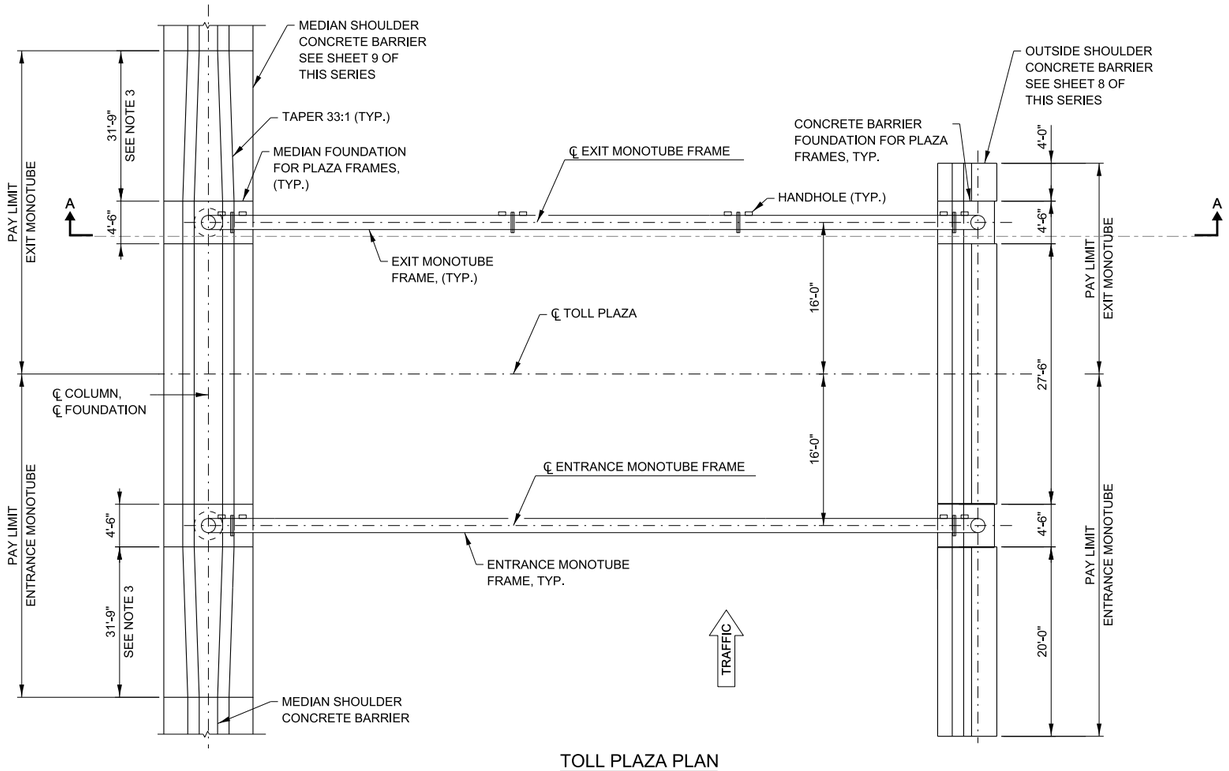
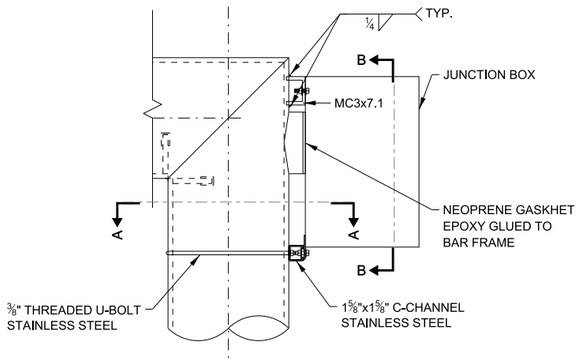
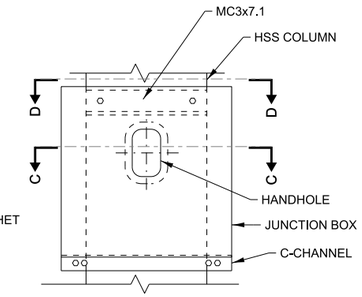


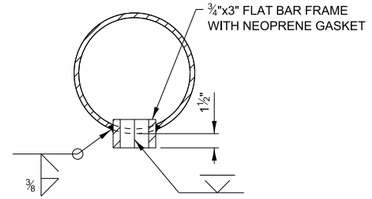
TOLL PLAZA PLAN



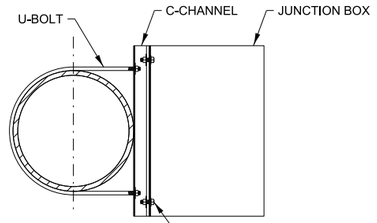
EPOXY GLUE SHALL BE FOR OUTDOOR USE WITH A TEMPERATURE RANGE OF -20°F TO 150°F AND SHALL BE SUITABLE FOR METAL AND PLASTIC WITH A SHEAR STRENGTH GREATER THAN 2300 PSI.



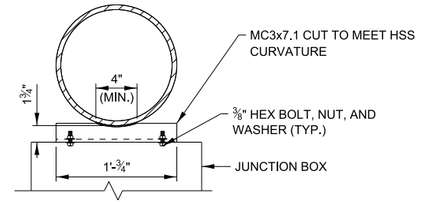
SECTION B-B



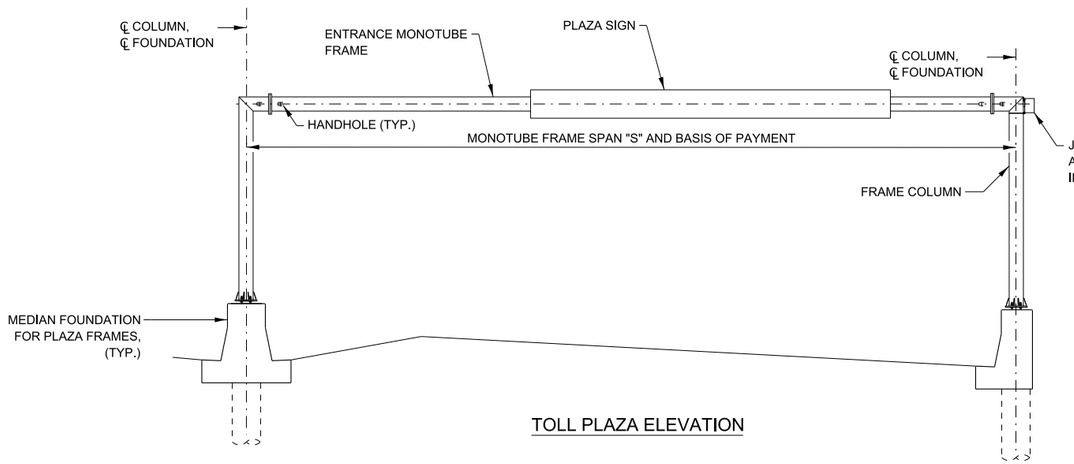
SECTION C-C



SECTION A-A

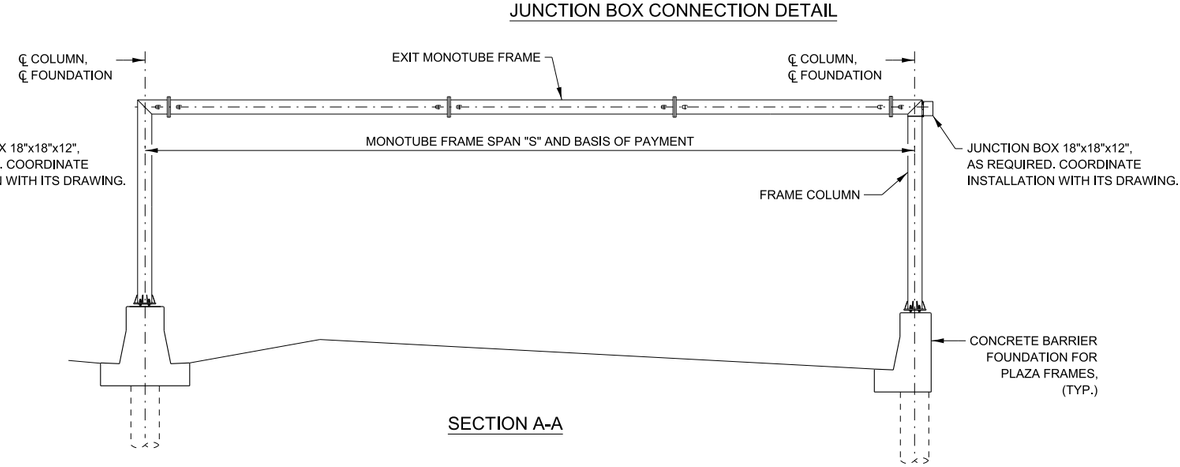


SECTION D-D



TOLL PLAZA ELEVATION

JUNCTION BOX CONNECTION DETAIL



SECTION A-A

NOTES:

1. SEE PLANS FOR SIGN SIZE AND LOCATION.
2. MAXIMUM PLAZA SIGN AREA IS 108 SQ. FT. MAXIMUM PLAZA SIGN LENGTH IS 36 FT.
3. TAPER BARRIER WIDTH AND HEIGHT FULL LENGTH.

APPROVED BY: Marwan Nashif, CHIEF ENGINEERING OFFICER — DATE: 03/01/2025

REVISIONS	
DATE	DESCRIPTION
03-01-2025	ADDED MEDIAN BARRIER, JUNCTION
	BOX, AND PLASTIC TRIM DETAILS.
03-01-2024	ADDED NOTE FOR BARRIER PAYMENT
	CLARIFIED PAY ITEMS FOR MONOTUBES.
03-01-2023	CHANGE HORZ. PIPE TO 4XX-STRONG,
	REVISED MED. BARRIER TAPER WIDTH.

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) MAINLINE STRUCTURE DETAILS

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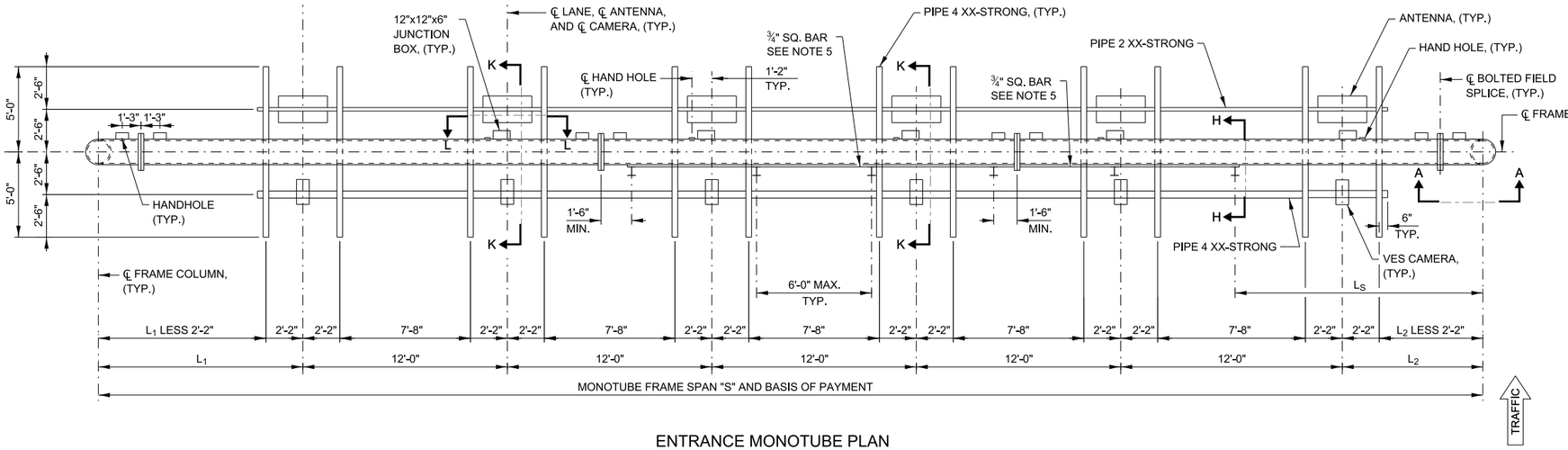
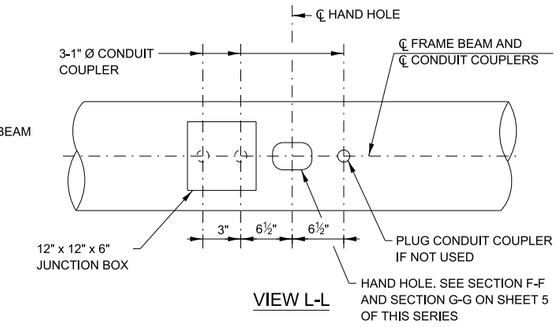
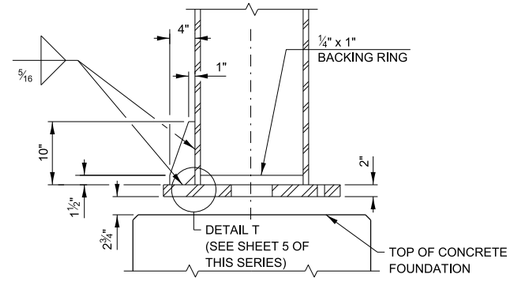


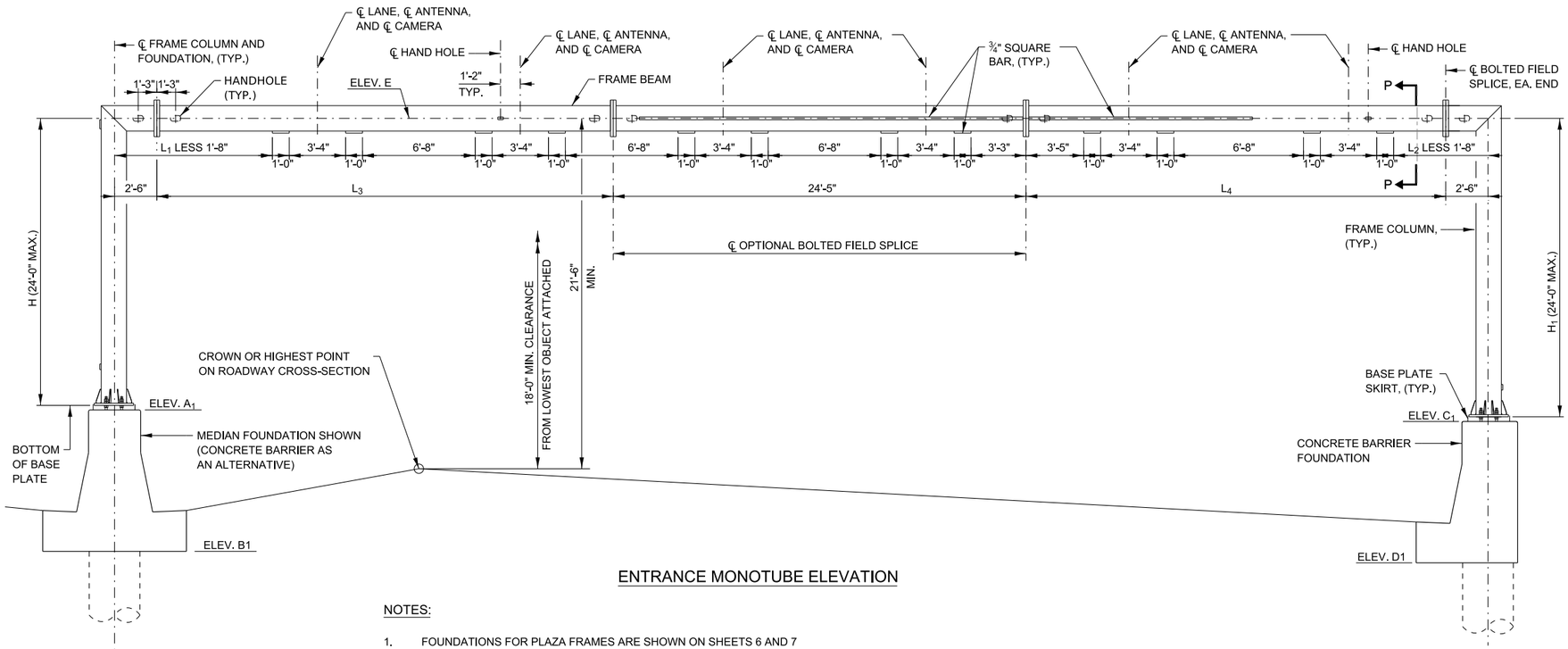
ENTRANCE MONOTUBE PLAN



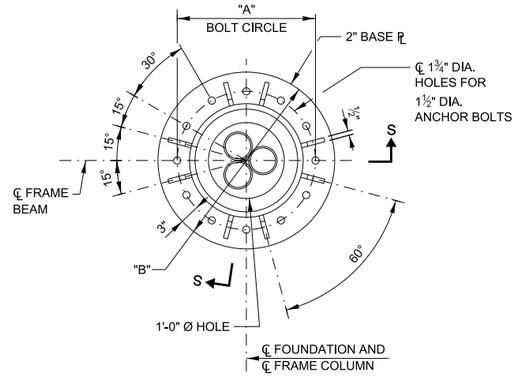
VIEW L-L



SECTION S-S



ENTRANCE MONOTUBE ELEVATION



BASE PLATE PLAN MONOTUBE FRAMES

NOTES:

1. FOUNDATIONS FOR PLAZA FRAMES ARE SHOWN ON SHEETS 6 AND 7 OF THIS SERIES.
2. FOR SECTIONS A-A, H-H, K-K, BASE PLATE SKIRT AND HAND HOLE DETAILS, SEE SHEET 5 OF THIS SERIES.
3. FOR SECTION P-P SEE SHEET 4 OF THIS SERIES.
4. PROVIDE CAMBER AT MIDSPAN OF STRUCTURE.
5. DISCONTINUE ¾" SQUARE BAR TO ALLOW ½" Ø U-BOLT INSTALLATION.
6. WORK THIS SHEET WITH, OVERHEAD SIGN STRUCTURES ENTRANCE/EXIT MONOTUBE TYPE (STEEL) MAINLINE SUMMARY AND TOTAL BILL OF MATERIAL SHEET.

MONOTUBE FRAME TABLE

TYPE	SPAN "S"	FRAME COLUMN	FRAME BEAM	CAMBER	"A"	"B"
I	≤ 70'	HSS 16x0.500	HSS 16x0.500	2¾"	1'-8"	2'-2"
II	71'-80'	HSS 18x0.500	HSS 18x0.500	4"	1'-10"	2'-4"
III	81'-90'	HSS 18x0.500	HSS 18x0.500	4½"	1'-10"	2'-4"

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
MONOTUBE TYPE (STEEL)
MAINLINE STRUCTURE
DETAILS

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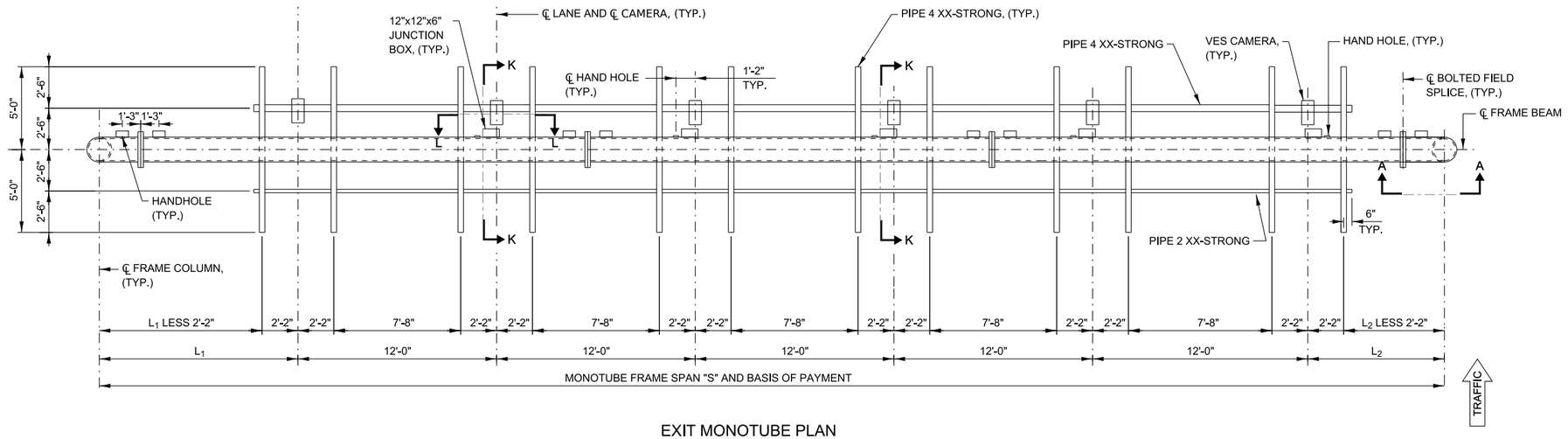
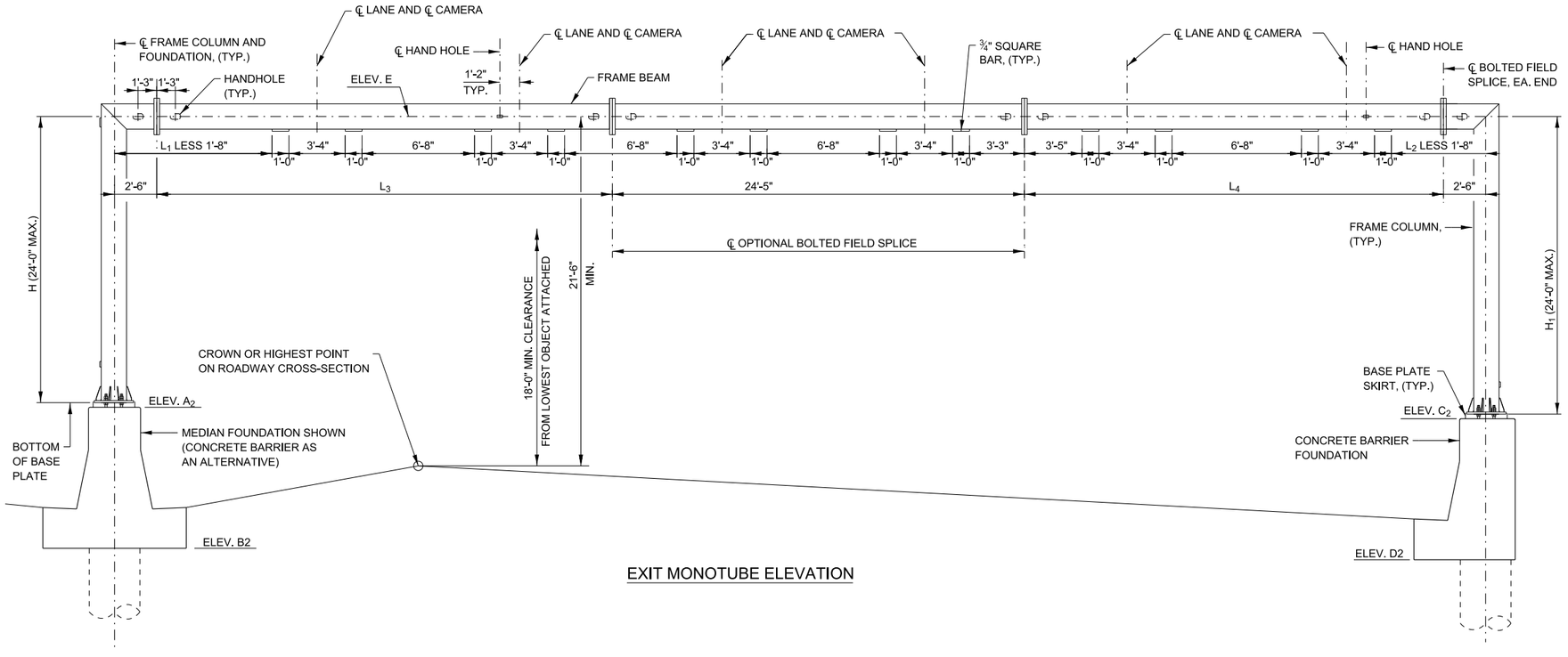


EXIT MONOTUBE PLAN



EXIT MONOTUBE ELEVATION

NOTES:

1. SEE SHEET 2 OF THIS SERIES FOR MONOTUBE FRAME TABLE, VIEW L-L, BASE PLATE DETAIL, AND ADDITIONAL NOTES.
2. WORK THIS SHEET WITH, OVERHEAD SIGN STRUCTURES EXIT MONOTUBE TYPE (STEEL) SUMMARY AND TOTAL BILL OF MATERIAL SHEET.

APPROVED BY: Marco Nastal, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) MAINLINE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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GENERAL NOTES:

1. SEE THE ILLINOIS TOLLWAY STRUCTURE DESIGN MANUAL FOR MINIMUM VERTICAL CLEARANCE.

2. AFTER ADJUSTMENTS TO LEVEL FRAME BEAM AND ENSURE ADEQUATE VERTICAL CLEARANCE, TIGHTEN ALL TOP AND LEVELING NUTS AGAINST THE BASE PLATE WITH A MINIMUM TORQUE OF 200 LB.-FT. THEN PLACE STAINLESS STEEL MESH AROUND THE PERIMETER OF THE BASE PLATE. SECURE TO BASE PLATE WITH STAINLESS STEEL BANDING.

3. REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

STRUCTURAL STEEL:

1. MATERIAL FOR THE HSS MONOTUBE FRAME SHALL CONFORM TO THE REQUIREMENT OF ASTM A500 GRADE B OR GRADE C. OTHER STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36, UNLESS NOTED OTHERWISE.

2. PIPES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A53 GRADE B.

3. ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 (AASHTO M314) GRADE 55, WITH A MINIMUM TENSILE STRENGTH OF 75,000 PSI. INSTALLATION AND INSPECTION OF ANCHOR BOLTS SHALL COMPLY WITH ILLINOIS TOLLWAY SPECIAL PROVISION "INTELLIGENT TRANSPORTATION SYSTEMS GANTRY FRAME "STEEL". ANCHORS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 (AASHTO M232). SEE SHEET 6 OF THIS SERIES FOR GALVANIZED LENGTH.

4. U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).

5. BOLTS (EXCLUDING ANCHOR BOLTS AND U-BOLTS) SHALL BE HIGH STRENGTH AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM A325 (AASHTO M164). THEY SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 (AASHTO M232).

6. NUTS SHALL CONFORM TO ASTM A563 GRADE DH AND GALVANIZED ACCORDING TO ASTM A153 (AASHTO M232).

7. HARDENED STEEL WASHERS SHALL CONFORM TO ASTM F436 AND GALVANIZED ACCORDING TO ASTM A153 (AASHTO M232).

8. HSS FOR MONOTUBE FRAME, PIPES, STRUCTURAL STEEL SHAPES AND PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 AFTER FABRICATION.

8. THE MONOTUBE FRAME BEAM, COLUMNS, BASE PLATE MATERIAL, AND SPLICES ARE CONSIDERED TENSION MEMBERS AND SHALL CONFORM TO THE IMPACT TESTING REQUIREMENT, ZONE 2.

10. WELDING SHALL BE PERFORMED BY CERTIFIED WELDERS USING E70-XX ELECTRODES, AND SHALL CONFORM TO AWS D1.1-08 "STRUCTURAL WELDING CODE - STEEL". ALL WELDS ON ARCHITECTURAL EXPOSED STEEL (AES) MEMBERS ARE TO BE GROUND SMOOTH AND FILLED.

DESIGN LOADING:

WIND LOAD CRITERIA:
BASIC WIND SPEED = 120 M.P.H.
G = 1.14
I_F = 1.00
K_Z = 1.00
SIGN PANEL = 50 P.S.F.
COLUMN/BEAM = 35 P.S.F.

SIGN DEAD LOAD = 3 P.S.F.

ICE = 3 P.S.F. (APPLIED WITH A FACTOR OF 1.0 FOR STRENGTH I ONLY)

EQUIPMENT LOADS:

CAMERA ASSEMBLY W/MOUNTING HARDWARE	40 LB.
ANTENNA W/MOUNTING HARDWARE	24 LB.

DESIGN STRESSES FOR REINFORCED CONCRETE:

f'c = COMPRESSIVE STRENGTH OF CONCRETE AT 14 DAYS (CLASS SI)	= 3,500 P.S.I.
f'c = COMPRESSIVE STRENGTH OF CONCRETE AT 14 DAYS (CLASS DS)	= 4,000 P.S.I.
fy = YIELD STRENGTH OF REINFORCEMENT BARS (GRADE 60)	= 60,000 P.S.I.

FOUNDATION:

MINIMUM UNCONFINED COMPRESSIVE STRENGTH, Qu FOR ALL LAYERS OF COHESIVE SOILS (CLAYS) SHALL BE 1.25 TON/SQ.FT. AT PLAZA FRAMES.

DESIGN SPECIFICATIONS:

1. ILLINOIS TOLLWAY STRUCTURE DESIGN MANUAL, LATEST EDITION.

2. AASHTO LRFD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION.

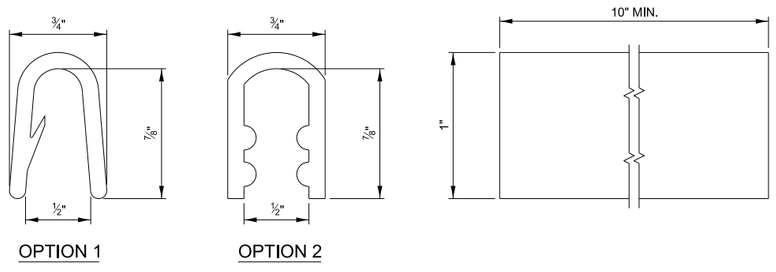
3. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020.

4. ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, JANUARY 2012

CONSTRUCTION SPECIFICATIONS:

1. ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

2. ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.



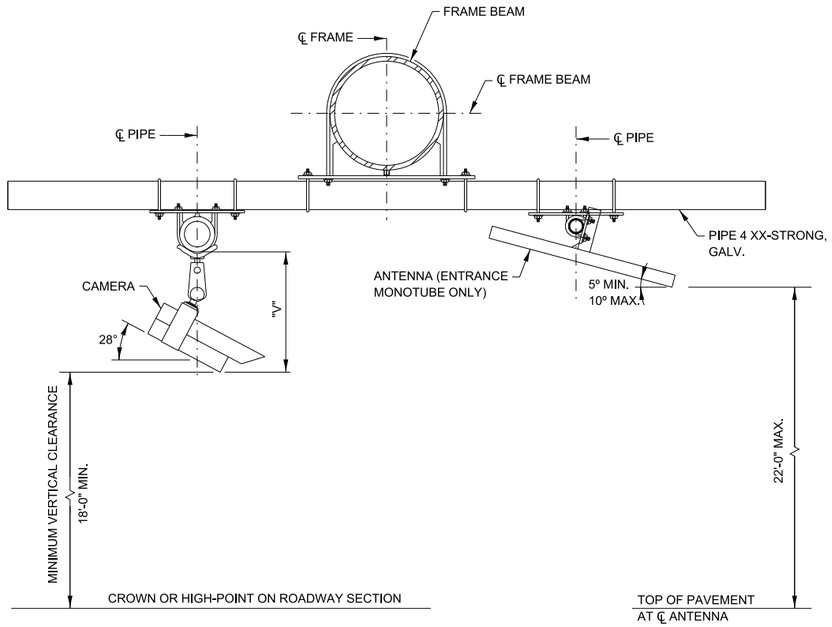
PLASTIC TRIM DETAIL

NOTES:

1. ALL SHARP EDGES OR DRIPS OF ZINC SHALL BE REMOVED FROM ALL STIFFENER PLATES PRIOR TO EPOXY GLUING THE TRIM. THE TRIM SHALL BE EPOXY GLUED TO BOTH SIDES OF THE PLATE. THE COST OF THE TRIM AND EPOXY GLUE SHALL BE INCLUDED IN THE COST OF "OVERHEAD SIGN STRUCTURE, AET RAMP ENTRANCE MONOTUBE TYPE (STEEL)"

2. THE TRIM SHALL BE HEAVY DUTY PLASTIC TRIM (OPTION 1 OR OPTION 2 OR EQUIVALENT) FOR OUTDOOR USE FOR APPLICATION WITH A TEMPERATURE RANGE OF -20°F TO 150°F. THE TRIM SHALL BE CHEMICAL RESISTANT, A HARD RATING AND SHALL MEET FMVSS-302 FOR FEDERAL MOTOR VEHICLE SAFETY STANDARDS FOR FLAMMABILITY.

3. EPOXY GLUE SHALL BE FOR OUTDOOR USE WITH A TEMPERATURE RANGE OF -20°F TO 150°F AND SHALL BE SUITABLE FOR METAL AND PLASTIC WITH A SHEAR STRENGTH GREATER THAN 2300 PSI.



SECTION P-P

NOTE:

VERIFY DIMENSION "V" WITH CAMERA MANUFACTURER.

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) MAINLINE STRUCTURE DETAILS

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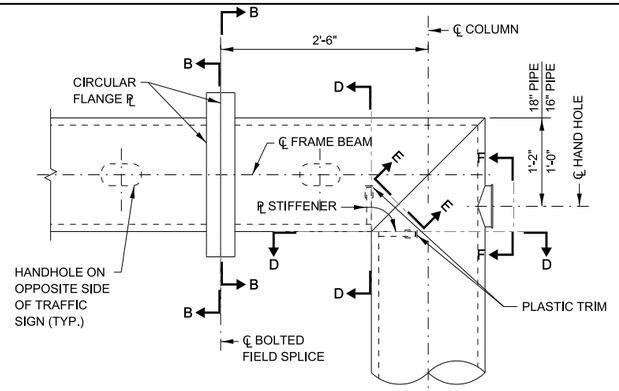
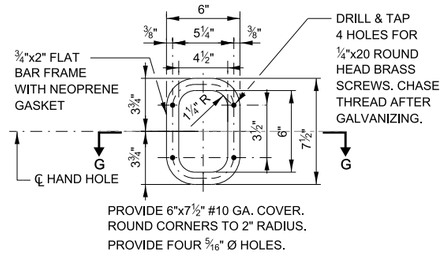
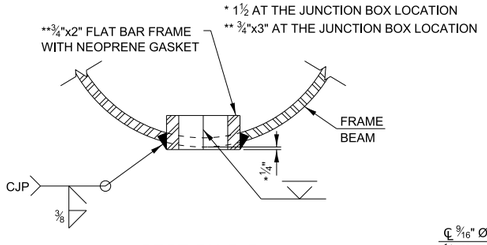


SECTION A-A

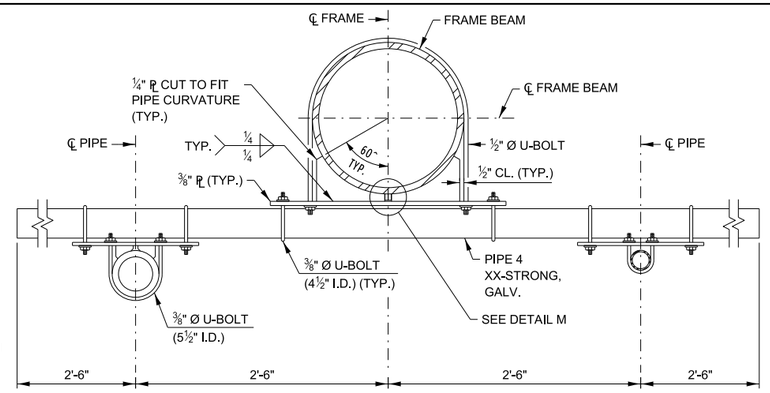
(SEE SHEET 1 OF THIS SERIES FOR LOCATION)



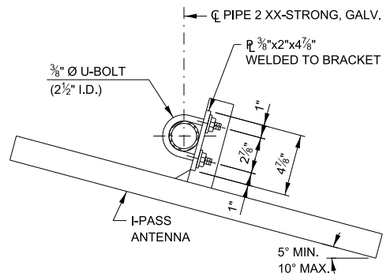
SECTION F-F



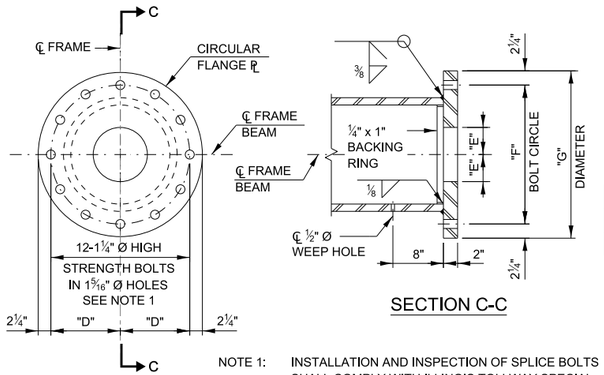
SECTION G-G



SECTION K-K



ANTENNA HANGER



SECTION B-B

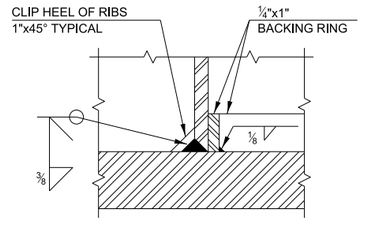
SECTION C-C

FRAME BEAM	"D"	"E"	"F"	"G"
HSS 16x0.500	10"	6"	1'-8"	2'-0½"
HSS 18x0.500	11"	6"	1'-10"	2'-2½"

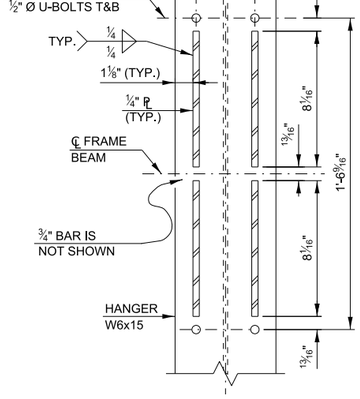
NOTE 1: INSTALLATION AND INSPECTION OF SPLICE BOLTS SHALL COMPLY WITH ILLINOIS TOLLWAY SPECIAL PROVISION "INTELLIGENT TRANSPORTATION SYSTEMS GANTRY FRAME (STEEL)".

SECTION D-D

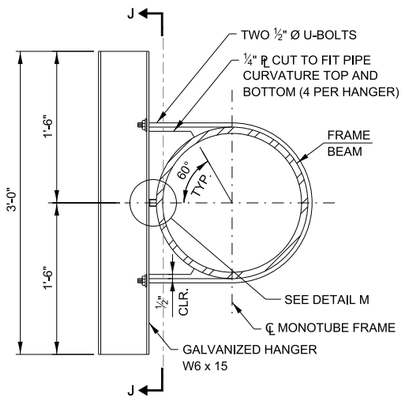
SECTION E-E



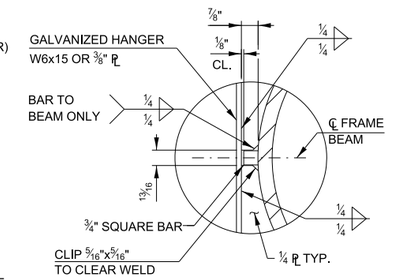
DETAIL T



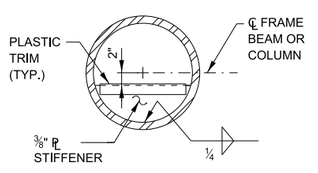
SECTION J-J



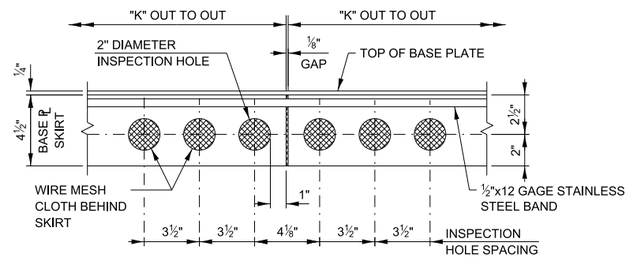
SECTION H-H (SIGN HANGER)



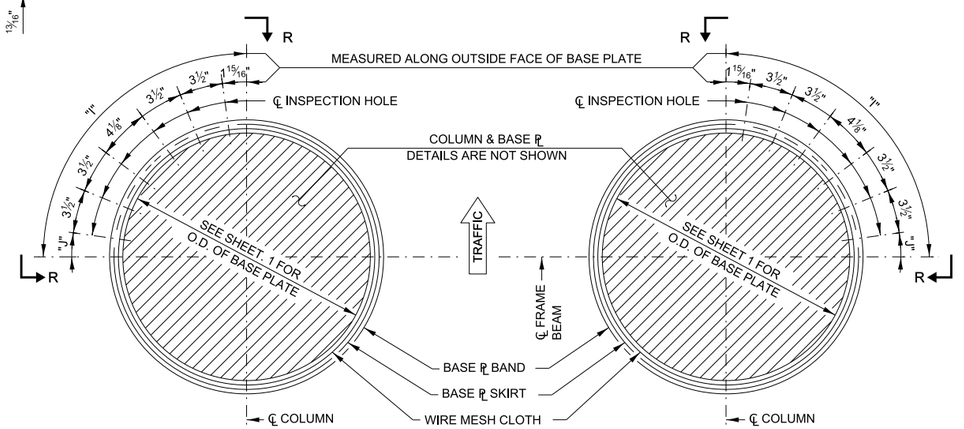
DETAIL M



COLUMN BASE



VIEW R-R (BASE PLATE SKIRT)



LEFT BASE PLATE

RIGHT BASE PLATE

COLUMN BASE PLATE PLAN

FRAME COLUMN	"I"	"J"	"K"
HSS 16x0.500	1'-8 7⁄16"	⅜"	6'-9 9⁄16"
HSS 18x0.500	1'-10"	1 15⁄16"	7'-3⅞"

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) MAINLINE STRUCTURE DETAILS

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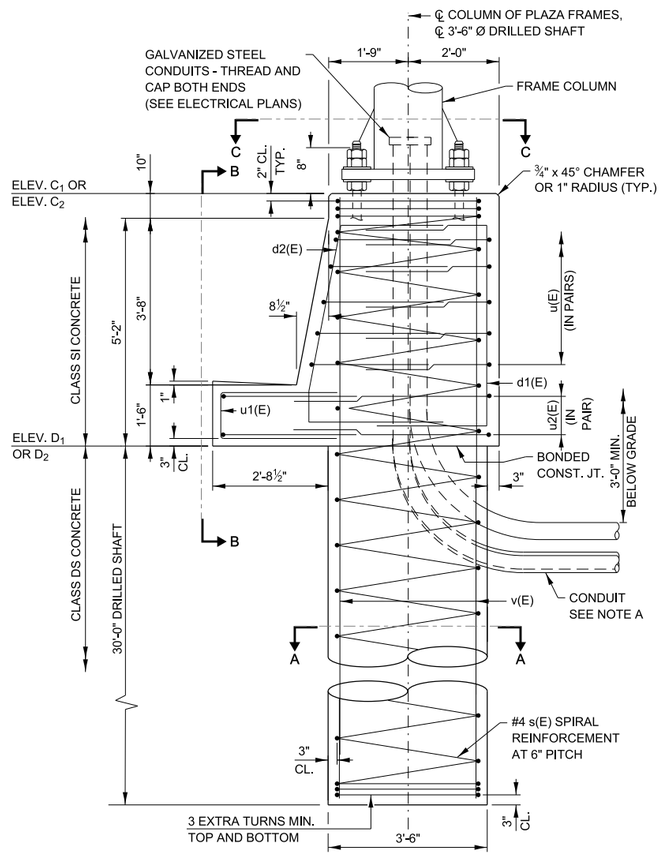
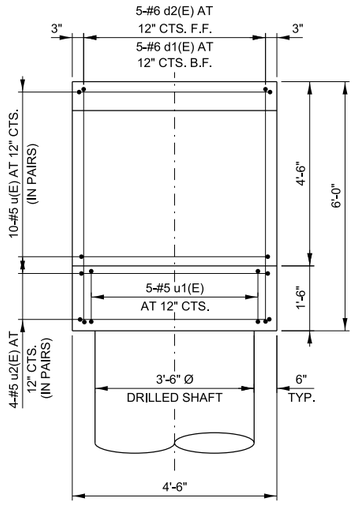
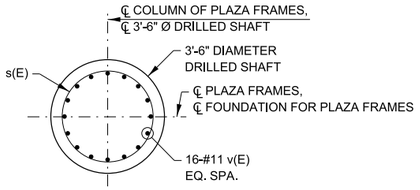


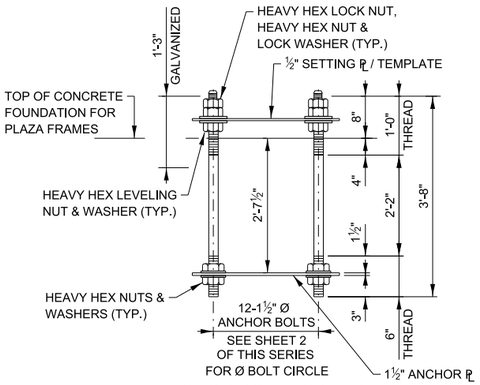
SIDE ELEVATION



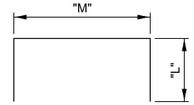
VIEW B-B



SECTION A-A

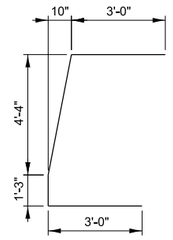


ANCHOR BOLT ASSEMBLY



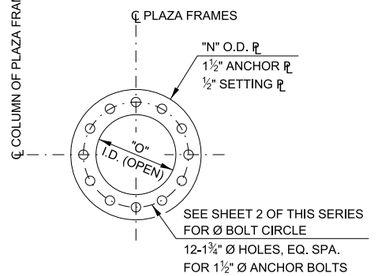
BAR	"L"	"M"
d1(E)	3'-0"	5'-7"
u(E)	3'-0"	4'-2"
u1(E)	3'-6"	1'-1"
u2(E)	4'-1"	4'-2"
u3(E)	5'-10"	4'-2"

BARS d1(E), u(E), u1(E), u2(E) AND u3(E)



BAR d2(E)

FRAME COLUMN	"N"	"O"
HSS 16x0.500	2'-0"	1'-4"
HSS 18x0.500	2'-2"	1'-6"



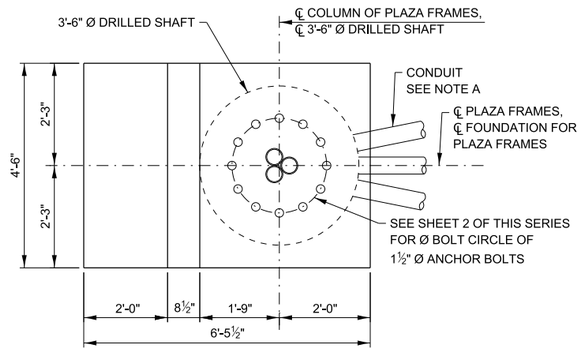
ANCHOR ℄ / SETTING ℄

BAR LIST-ONE FOUNDATION

BAR	NO. CONCRETE BARRIER FDN.	NO. MEDIAN BARRIER FDN.	SIZE	LENGTH	SHAPE
d1(E)	5	10	#6	11'-7"	
d2(E)	5	10	#6	11'-8"	
s(E)	1		#4	35'-7"	
s1(E)		1	#4	35'-7"	
v(E)	16		#11	35'-7"	
v1(E)		16	#11	35'-7"	
u(E)	10	10	#5	10'-2"	
u1(E)	5	10	#5	8'-1"	
u2(E)	4		#5	12'-4"	
u3(E)		4	#5	15'-10"	

ESTIMATED QUANTITY

ITEM	UNIT	CONCRETE BARRIER FDN.	MEDIAN BARRIER FDN.
CLASS SI CONCRETE	CU. YD.	4.7	4.9
CLASS DS CONCRETE	CU. YD.	10.7	10.7
REINFORCEMENT BARS EPOXY COATED	POUND	3,890	4,120
PROTECTIVE COAT	SQ. YD.	5.2	7.4



VIEW C-C

CONCRETE BARRIER FOUNDATION FOR PLAZA FRAMES

NOTE A:

COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT. CUTTING OF REINFORCEMENT SHALL NOT BE ALLOWED.

FOUNDATIONS:

THE FOUNDATION DETAILS SHOWN ARE BASED ON THE PRESENCE OF MOSTLY COMMON COHESIVE SOIL CONDITIONS (SILTY OR SANDY CLAY), WITH AN AVERAGE UNCONFINED COMPRESSIVE STRENGTH (QU) > 1.25 TON/SQ. FT. WHICH MUST BE DETERMINED BY PREVIOUS SOIL INVESTIGATIONS AT THE JOBSITE. WHEN OTHER CONDITIONS ARE INDICATED, THE BORING DATA SHALL BE INCLUDED IN THE PLANS AND THE FOUNDATION DIMENSIONS SHOWN SHALL BE THE RESULT OF SITE SPECIFIC DESIGNS. IF CONDITIONS ENCOUNTERED IN THE FIELD ARE DIFFERENT THAN THOSE INDICATED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF THE FOUNDATION DIMENSIONS NEED TO BE MODIFIED.

LEGEND:

F.F. - FRONT FACE
B.F. - BACK FACE
CTS. - CENTERS

NOTES:

1. SITE GROUNDING ELECTRODE SYSTEM TO BE PROVIDED AS INDICATED ON THE PLANS.
2. PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF THE BARRIER AND TOP OF GUTTER.

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) MAINLINE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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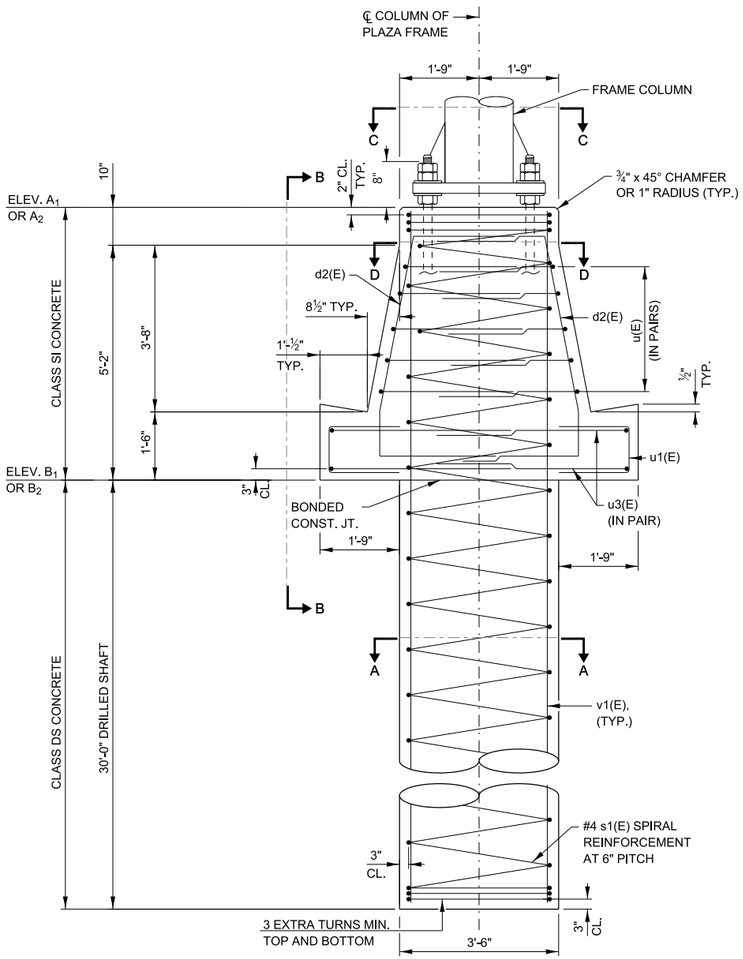
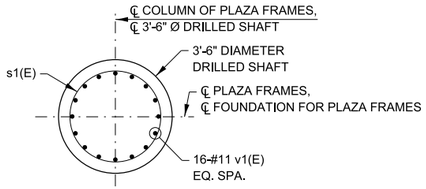
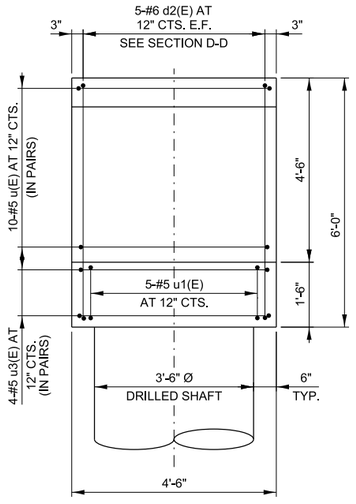


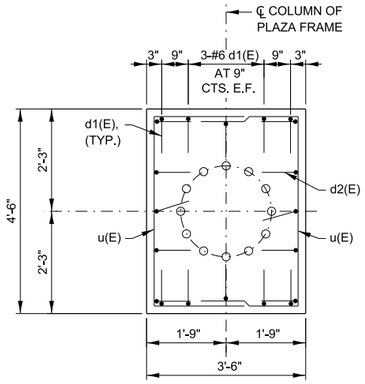
MEDIAN FOUNDATION FOR PLAZA FRAMES



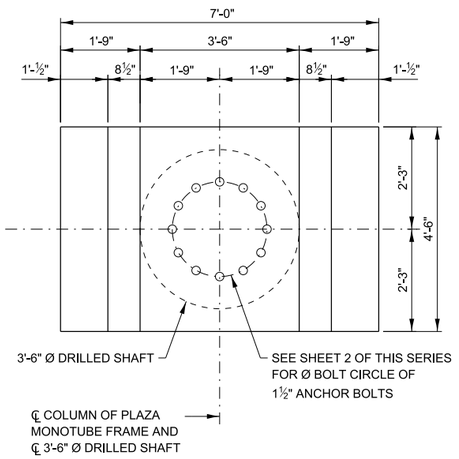
SECTION A-A



VIEW B-B



SECTION D-D



VIEW C-C

NOTES:

1. ANCHOR BOLT ASSEMBLY DETAIL, ANCHOR PLATE DETAIL AND BAR BENDING DIAGRAMS AND QUANTITIES ARE SHOWN ON SHEET 6 OF THIS SERIES.
2. SEE SHEET 6 OF THIS SERIES FOR ADDITIONAL NOTES.
3. SITE GROUNDING ELECTRODE SYSTEM TO BE PROVIDED AS INDICATED ON THE PLANS.
4. SEE SHEETS 1 AND 9 FOR BARRIER TAPER DETAILS.

LEGEND:

E.F. - EACH FACE
CTS. - CENTERS

APPROVED BY: Marwa Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) MAINLINE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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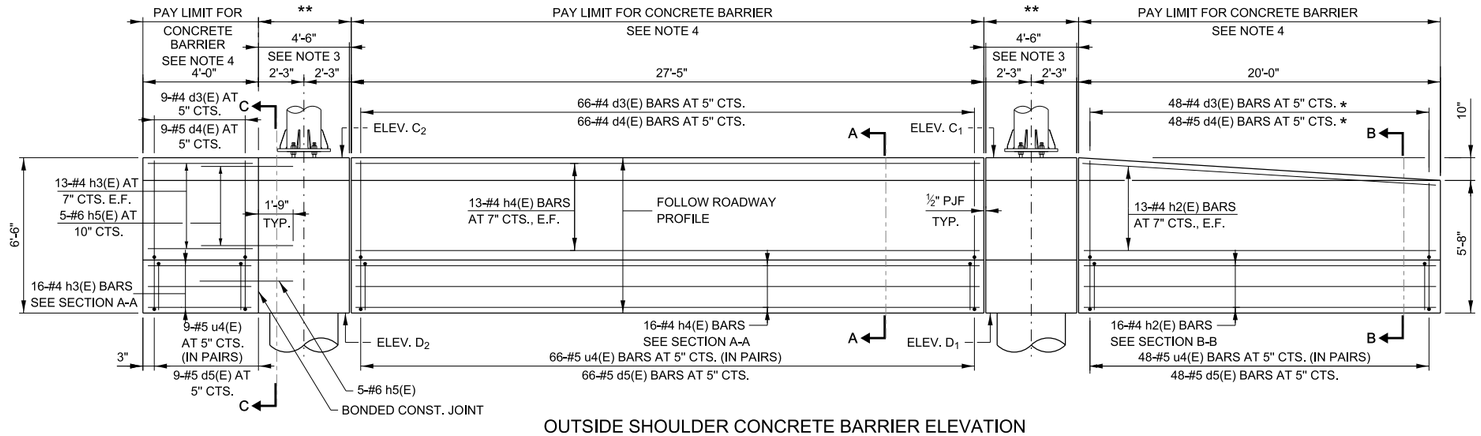


OUTSIDE SHOULDER CONCRETE BARRIER ELEVATION

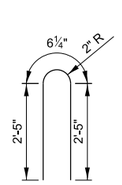
INSIDE FACE BARRIER IS SHOWN

* CUT IN FIELD AS REQUIRED TO FIT TAPER

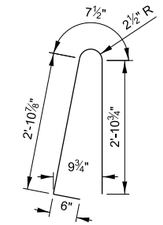
** PAY LIMIT FOR FOUNDATION FOR OVERHEAD SIGN STRUCTURE

BAR LIST - ONE BARRIER

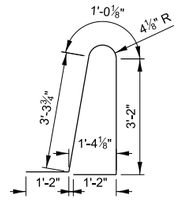
BAR	NO.	SIZE	LENGTH	SHAPE
d3(E)	123	#4	5'-5"	
d4(E)	123	#5	7'-0"	
d5(E)	123	#5	9'-10"	
h2(E)	29	#4	19'-7"	
h3(E)	29	#4	3'-8"	
h4(E)	29	#4	27'-1"	
h5(E)	10	#6	3'-9"	
u4(E)	246	#5	9'-3"	



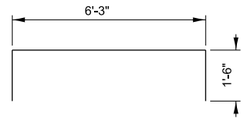
BAR d3(E)



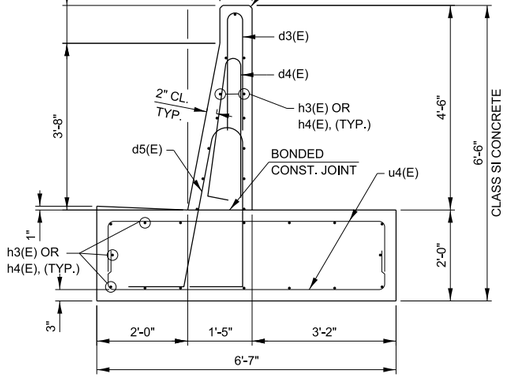
BAR d4(E)



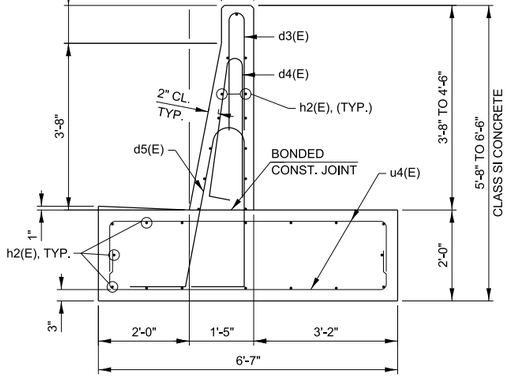
BAR d5(E)



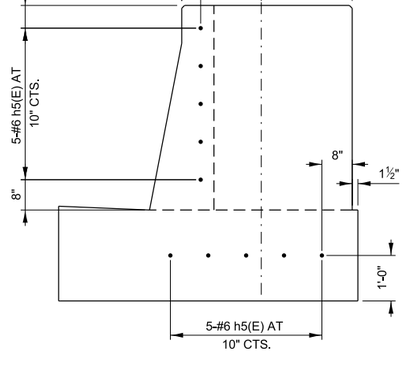
BAR u4(E)



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF THE BARRIER, TOP FACE OF THE GUTTER AND TO THE ENTRANCE SIDE FACE (AT THE BEGINNING OF THE PLAZA PAVEMENT) FOR THE FULL HEIGHT OF THE BARRIER.
2. FOR LOCATION OF ELECTRICAL JUNCTION BOXES ON THE WALL, SEE ELECTRICAL DETAIL SHEETS.
3. FOR CONCRETE BARRIER FOUNDATION DETAILS FOR PLAZA FRAMES SEE SHEET 6 OF THIS SERIES.
4. OUTSIDE SHOULDER CONCRETE BARRIER AND BASE DETAILED ON THIS SHEET WILL BE PAID FOR UNDER THE ITEMS: CONCRETE STRUCTURES, REINFORCEMENT BARS, EPOXY COATED AND PROTECTIVE COAT.
5. ALL CONCRETE BARRIERS LOCATED OUTSIDE THE LIMITS SHOWN ON THESE SHEETS WILL BE PAID SEPARATELY.

ESTIMATED QUANTITY

	ITEM	UNIT	ENTRANCE MONOTUBE	EXIT MONOTUBE	TOTAL
OUTSIDE SHOULDER CONCRETE BARRIER	CONCRETE STRUCTURES	CU. YD.	21.8	11.6	33.4
	REINFORCEMENT BARS, EPOXY COATED	POUND	3,920	2,090	6,010
	PROTECTIVE COAT	SQ. YD.	26.8	14.3	41.1
MEDIAN SHOULDER CONCRETE BARRIER (SEE SHEET 9 OF 9)	CONCRETE BARRIER MEDIAN TRANSITION, DOUBLE FACE, AT PLAZA MONOTUBE	FOOT	31.8	31.8	63.5
	CONCRETE BARRIER MEDIAN, DOUBLE FACE, AT PLAZA MONOTUBE	FOOT	13.8	13.8	27.5
	PROTECTIVE COAT	SQ. YD.	60.2	60.2	120.5

APPROVED BY:
Marco Nastif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) MAINLINE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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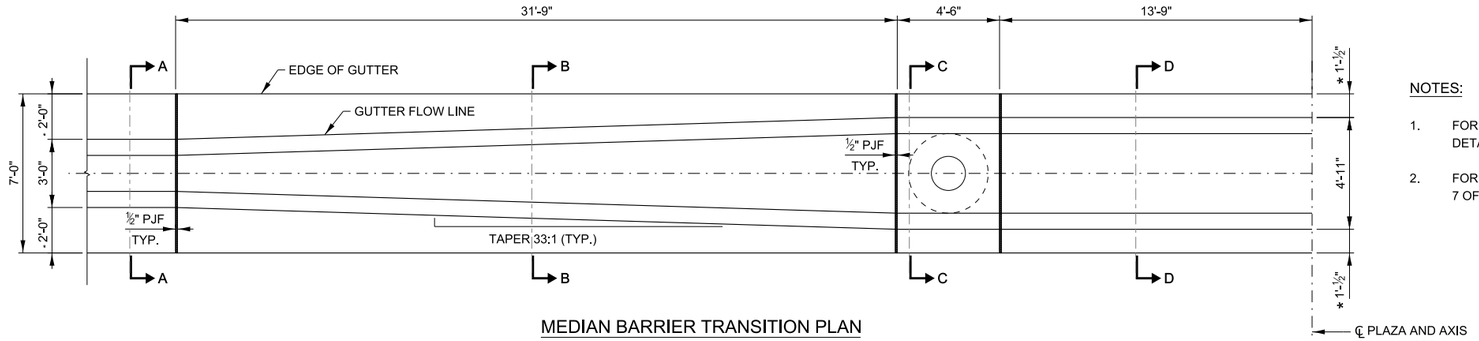
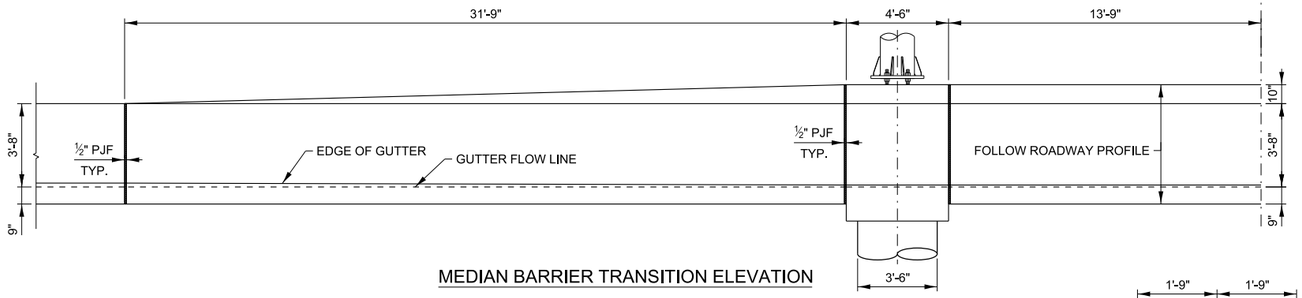


MEDIAN BARRIER TRANSITION PLAN

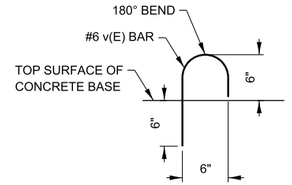
℄ PLAZA AND AXIS OF SYMMETRY



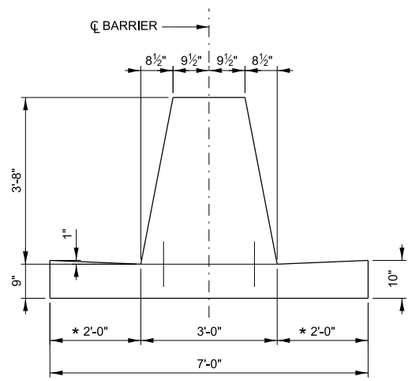
MEDIAN BARRIER TRANSITION ELEVATION

NOTES:

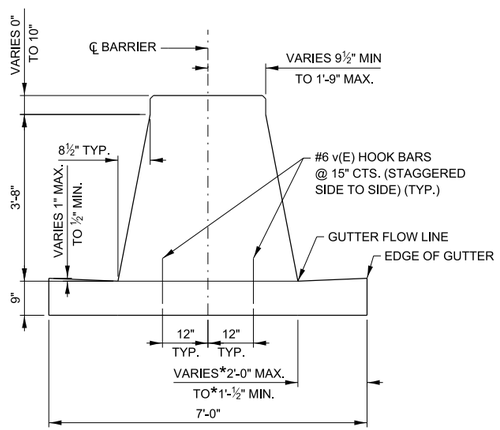
1. FOR LOCATION OF ELECTRICAL JUNCTION BOXES IN THE WALL, SEE ELECTRICAL DETAIL SHEETS.
2. FOR CONCRETE BARRIER FOUNDATION DETAILS FOR PLAZA FRAMES SEE SHEET 7 OF THIS SERIES.



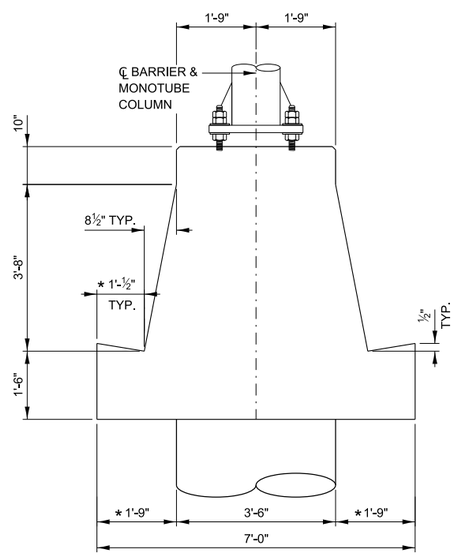
v(E) HOOK BAR (SIDE VIEW)



SECTION A-A

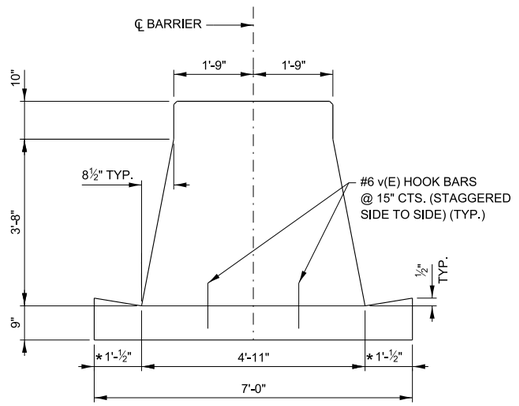


SECTION B-B



SECTION C-C

(MONOTUBE FOUNDATION REINFORCEMENT NOT SHOWN FOR CLARITY)



SECTION D-D

* WHEN THE ADJACENT ROADWAY SHOULDER IS WIDER THAN 14 FEET, THE GUTTER WIDTH SHALL BE WIDENED AS SHOWN ON THE CONTRACT PLANS.

APPROVED BY: Marwan Nashif, CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) MAINLINE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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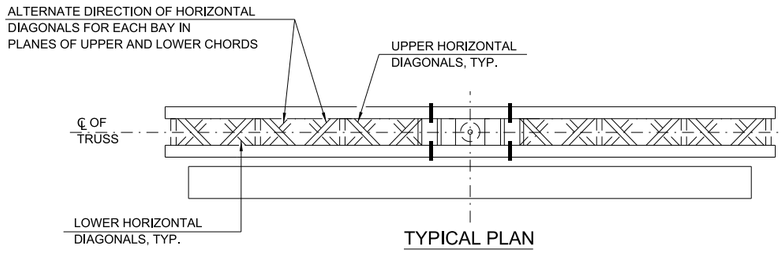
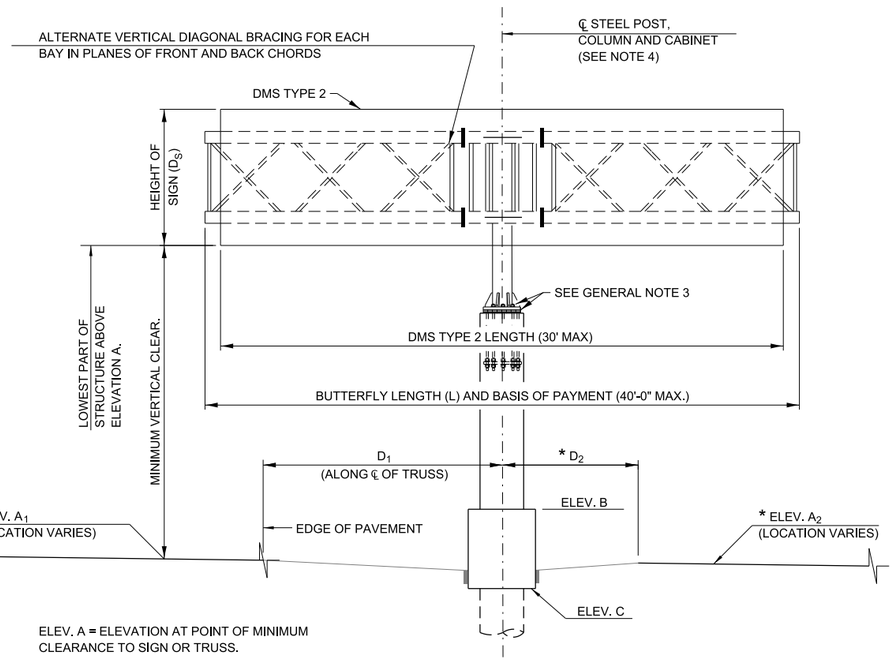


TYPICAL PLAN



ELEV. A = ELEVATION AT POINT OF MINIMUM CLEARANCE TO SIGN OR TRUSS.

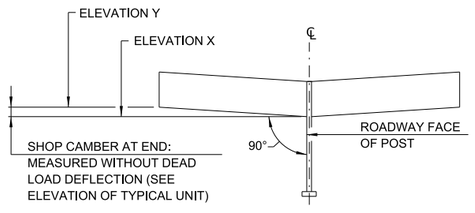
TYPICAL ELEVATION

LOOKING IN DIRECTION OF TRAFFIC

* ELEVATION A_2 AND DIMENSION D_2 NOT USED WHEN BUTTERFLY STRUCTURE IS MOUNTED ON RIGHT SIDE OF THE SHOULDER.

SHOP CAMBER TABLE

UNIT LENGTH L_1 OR L_2	SHOP CAMBER AT END
15'	¼"
20'	½"
25'	¾"

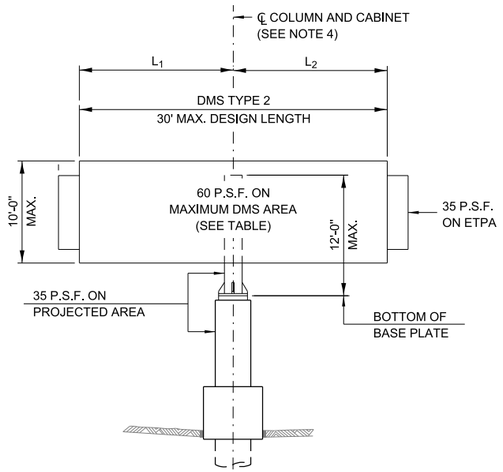


CAMBER DIAGRAM

(FOR FABRICATION ONLY)

DMS TYPE 2 TABLE

TRUSS MOUNTING	MAXIMUM TOTAL AREA	MAXIMUM ALLOWABLE WEIGHT
ONE FACE	300 SQ. FT.	5000 LB. - CENTERED ON STRUCTURE
TWO FACE	300 SQ. FT.	6000 LB. - CENTERED ON STRUCTURE



DESIGN WIND LOADING DIAGRAM

ETPA = EFFECTIVE TRUSS PROJECTED AREA

FABRICATION NOTES:

1. MATERIALS: ALL STRUCTURAL STEEL PIPE SHALL BE ASTM A53 GRADE B OR ASTM A106 GRADE B OR API 5L GRADE X42 OR API 5L GRADE X52 OR ASTM A500 GRADE B OR C. ALL STRUCTURAL STEEL PLATES AND SHAPE SHALL CONFORM TO ASTM A36 (AASHTO M183) OR ASTM A572 GRADE 50. 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.
2. WELDING: ALL WELDS TO BE CONTINUOUS UNLESS OTHERWISE SHOWN. ALL WELDING TO BE DONE IN ACCORDANCE WITH CURRENT AWS D1.1 STRUCTURAL WELDING CODE AND THE STANDARD SPECIFICATIONS.
3. FASTENERS: HIGH STRENGTH BOLTS SHALL SATISFY THE REQUIREMENTS OF AASHTO M164 (ASTM A325), OR APPROVED ALTERNATE, AND SHALL HAVE MATCHING LOCKNUTS, THREADED STUDS FOR SPLICES (IF MEMBERS INTERFERE) SHALL SATISFY THE REQUIREMENTS OF ASTM A449, ASTM A193, GRADE B7, OR APPROVED ALTERNATE, AND SHALL HAVE MATCHING LOCKNUTS. BOLTS AND LOCKNUTS NOT REQUIRED TO BE HIGH STRENGTH SHALL SATISFY THE REQUIREMENTS OF ASTM A307. ALL BOLTS AND LOCKNUTS SHALL BE HOT DIP GALVANIZED PER AASHTO M232, EXCEPT STAINLESS STEEL FASTENERS, NUTS AND WASHERS. THE LOCKNUTS SHALL 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.
4. U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).
5. GALVANIZING: ALL STEEL PLATES, SHAPES AND PIPE SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M111. PAINTING IS NOT PERMITTED.
6. ANCHOR BOLTS: SHALL CONFORM TO AASHTO M314 OR ASTM F1554 GRADE 55.

GENERAL NOTES:

1. WORK THIS SHEET WITH OVERHEAD SIGN STRUCTURE BUTTERFLY TYPE (STEEL) SUMMARY AND TOTAL BILL OF MATERIAL SHEET.
2. AFTER ADJUSTMENTS TO LEVEL TRUSS AND ENSURE ADEQUATE VERTICAL CLEARANCE, ALL TOP AND BOTTOM LEVELING NUTS SHALL BE TIGHTENED AGAINST THE BASE PLATE WITH A MINIMUM TORQUE OF 200 LB.-FT. STAINLESS STEEL MESH SHALL THEN BE PLACED AROUND THE PERIMETER OF THE BASE PLATE. SECURE TO BASE PLATE WITH STAINLESS STEEL BANDING.
3. CENTERLINE DMS TYPE 2 SHALL BE LOCATED AT CENTERLINE OF COLUMN.
4. SIGN SUPPORT STRUCTURES MAY BE SUBJECT TO DAMAGING VIBRATIONS AND OSCILLATIONS WHEN DMS ARE NOT IN PLACE DURING ERECTION OR MAINTENANCE OF THE STRUCTURE. TO AVOID THESE VIBRATIONS AND OSCILLATIONS, CONSIDERATION SHOULD BE GIVEN TO ATTACHING TEMPORARY BLANK SIGN PANELS TO THE STRUCTURE.
5. TRUSSES 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 TRUSSES.
6. PROVIDE RUBBED SURFACE FINISH FOLLOWED BY CONCRETE SEALER APPLICATION ON ENTIRE SURFACE OF CONCRETE COLUMN AND ALL SURFACES OF CRASHWALL, EXCEPT BOTTOM SURFACE.
7. REINFORCEMENT BARS: REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
8. PARAMETERS SHOWN ARE BASIS FOR THIS STANDARD. INSTALLATION NOT WITHIN DIMENSIONAL LIMITS SHOWN REQUIRE SPECIAL ANALYSIS FOR ALL COMPONENTS.
9. IT IS PERMISSIBLE TO MOUNT TWO DMS TYPE 2 ON THE BUTTERFLY TRUSS, ONE ON EACH FACE OF THE TRUSS. THE TOTAL COMBINED DEPTH OF DMS TYPE 2 SHALL NOT EXCEED 4'-4" AND THE TOTAL COMBINED WEIGHT SHALL NOT EXCEED 6000 LB. CENTER THE DMS TYPE 2 ON ~ STEEL POST. DO NOT INSTALL SIGN PANEL IN CONJUNCTION WITH DMS TYPE 2 SIGN CABINETS ON ONE FACE OF THE TRUSS. A SIGN PANEL ON ONE FACE AND DMS TYPE 2 ON THE OTHER IS PERMITTED.
10. SIGN PANEL DIMENSIONS MAY NOT EXTEND BEYOND DMS LIMITS.

CONSTRUCTION SPECIFICATIONS:

1. ALL MATERIALS, EXCEPT AS SHOWN, FABRICATION, ERECTION AND CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 733 AND 734 OF THE LATEST ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.

LOADING:

1. WIND LOADING SHALL BE A MINIMUM OF 60 PSF ON DMS TYPE 2 AND 35 PSF NORMAL TO TRUSS ELEMENTS NOT BEHIND DMS TYPE 2.
2. PROVIDE ANCHORAGE FOR ATTACHMENT OF PERSONAL FALL ARREST SYSTEMS PER OSHA SECTION 1926.502(D). ANCHORAGE SHALL BE INSTALLED AS CLOSE TO PANEL POINTS AS POSSIBLE AND SHALL BE CAPABLE OF SUPPORTING AT LEAST 5000 LBS.
3. ICE LOAD OF 3 PSF APPLIED WITH A FACTOR OF 1.0 FOR STRENGTH I ONLY.

DESIGN SPECIFICATIONS:

2015 AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 1ST EDITION WITH 2020 INTERIM REVISIONS, INSTRUCTIONS AND INFORMATION.

CONCRETE COLUMN, CRASH WALL AND DRILLED SHAFT ARE DESIGNED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020.

DESIGN UNIT STRESSES FOR REINFORCED CONCRETE:

CLASS SI CONCRETE: f'c = 3,500 P.S.I.
CLASS DS CONCRETE: f'c = 4,000 P.S.I.
REINFORCING STEEL: fy = 60,000 P.S.I.

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

REVISIONS	
DATE	DESCRIPTION
03-01-2025	REVISED LOCKNUT MATERIAL.
03-01-2022	REVISE FABRICATION NOTES 1 & 4.
03-01-2021	UPDATE DESIGN LOADING AND DESIGN CRITERIA.
03-01-2020	UPDATED CRASH WALL HEIGHT.
	ADDED HEAVY HEX NUT TO ANCHORS.

Illinois Tollway

OVERHEAD SIGN STRUCTURE BUTTERFLY TYPE STRUCTURE DETAILS

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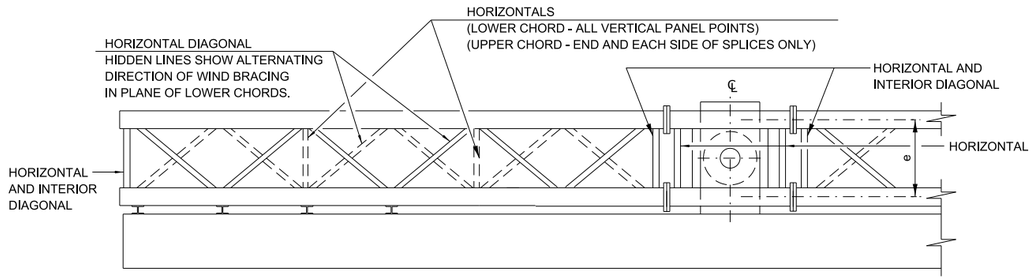
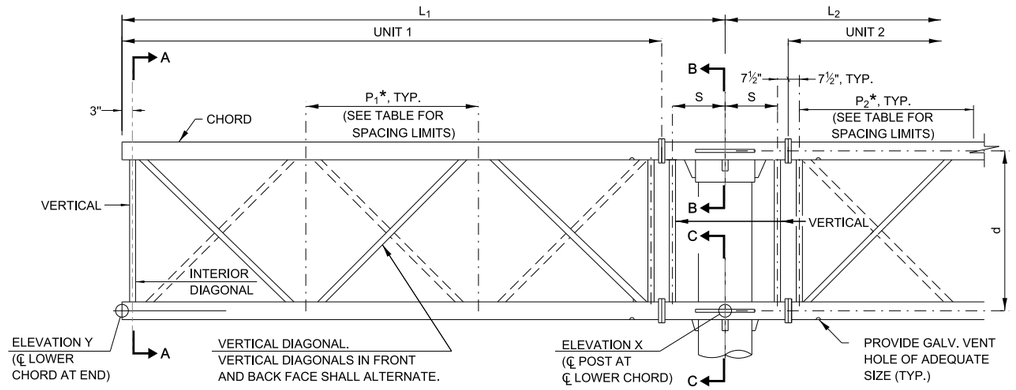


PLAN

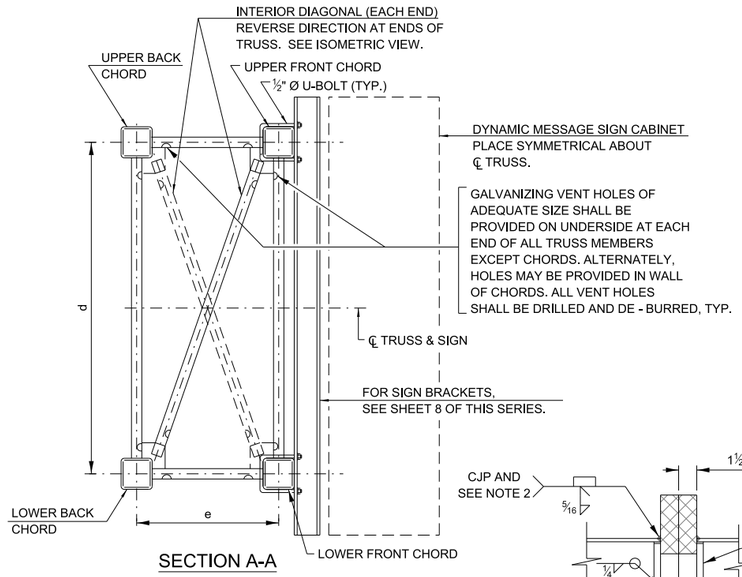


ELEVATION

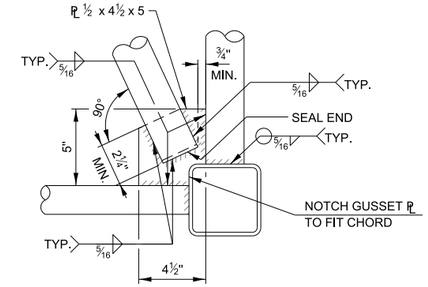
(SIGN OMITTED FOR CLARITY)

TYPICAL TRUSS UNIT

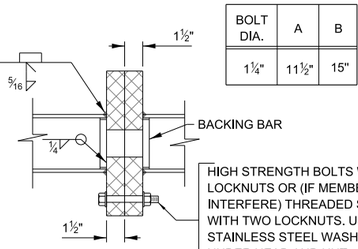
FOR SECTION B-B AND SECTION C-C, SEE SHEET 3 OF THIS SERIES



SECTION A-A

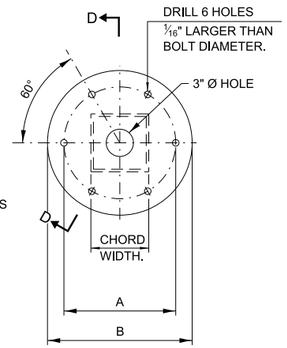


GUSSET ℄ FOR INTERIOR DIAG. DETAIL

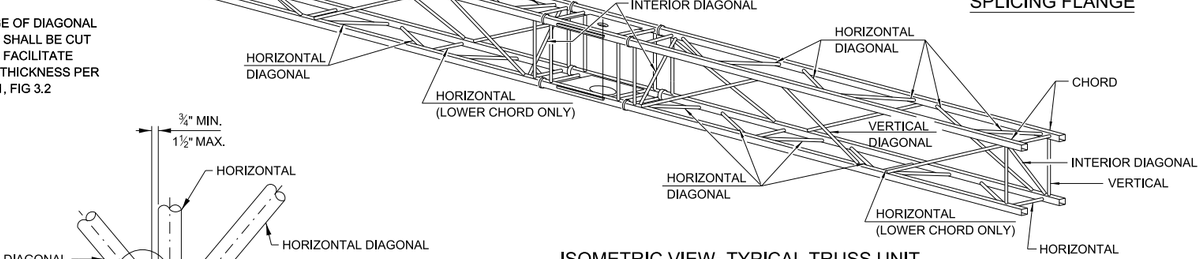


BOLT DIA.	A	B
1¼"	11½"	15"

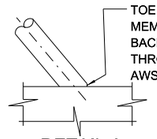
SECTION D-D



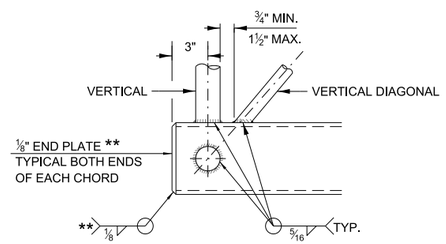
SPLICING FLANGE



ISOMETRIC VIEW- TYPICAL TRUSS UNIT

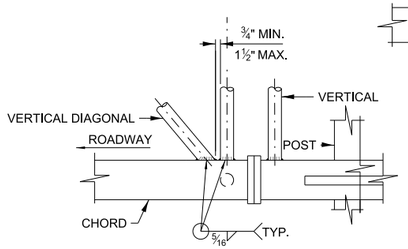


DETAIL A

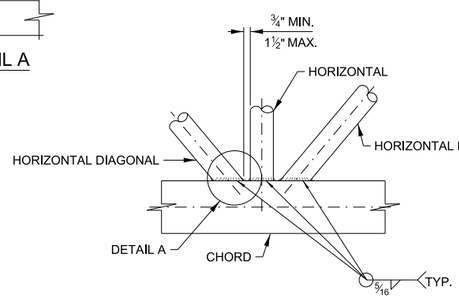


BUTTERFLY END JOINT DETAIL

** CONTRACTOR MAY ALTERNATIVELY USE STANDARD STEEL DRIVE - FIT CAP TO CLOSE ENDS. ½" Ø DRAIN HOLE IN END PLATE / DRIVE - FIT CAP.



POST END JOINT DETAIL



TRUSS INTERIOR JOINT DETAIL

NOTES:

1. THERE ARE TWICE AS MANY HORIZONTAL DIAGONALS AS THERE ARE VERTICAL DIAGONALS.
2. SPLICING FLANGES SHALL BE ATTACHED TO EACH TRUSS UNIT WITH THE TRUSS SHOP ASSEMBLED TO CAMBER SHOWN ON SHEET 1 OF THIS SERIES. 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.
3. NOMINAL WALL THICKNESS SHOWN. THICKER WALL IS PERMITTED UPON ENGINEER'S APPROVAL.

TRUSS UNIT TABLE

TRUSS SIZE		MAXIMUM DMS TYPE 2 SIGN LENGTH	STEEL SUPPORT POST (COLUMN)				TRUSS MEMBERS AND DETAILS							
e	d		DIAMETER	WEIGHT	WALL THICKNESS (SEE NOTE 3)	H (MAX.)	TOP & BOTTOM CHORD	VERTICAL PIPE	VERTICAL DIAG. PIPE	HORIZONTAL PIPE	HORIZONTAL DIAG. PIPE	INTERIOR DIAG. PIPE	LIMITS FOR PANEL SPACING (P) *	DIMENSION S
3'-9"	7'-0"	30'-0"	24"	125.61 (#/FT)	½"	12'-0"	HSS 6x6x5/16	3"Ø X.S	4"Ø X.X.S	2"Ø X.S	2½"Ø X.S	2"Ø X.S	48" MIN. TO 66" MAX.	1'-9"

*P = L-S-1'-6" / # PANELS

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER — DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE BUTTERFLY TYPE STRUCTURE DETAILS

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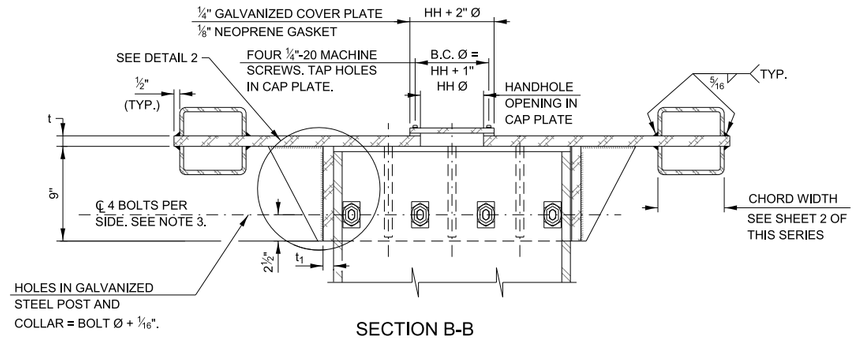
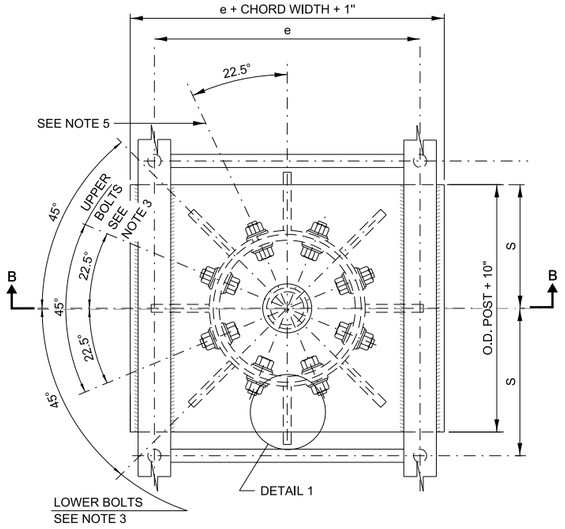
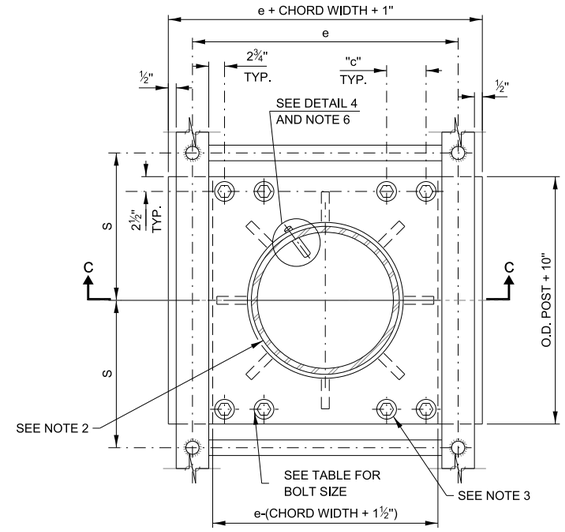


SECTION B-B

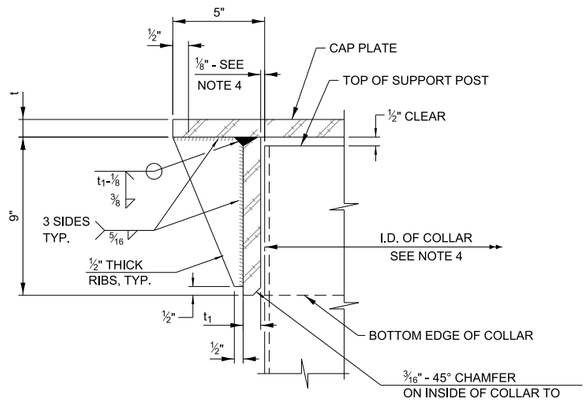
BOLTS SHALL BE HIGH STRENGTH WASHERS (INCLUDING CONTOURED WASHERS), AND LOCKNUTS SHALL BE STAINLESS STEEL.



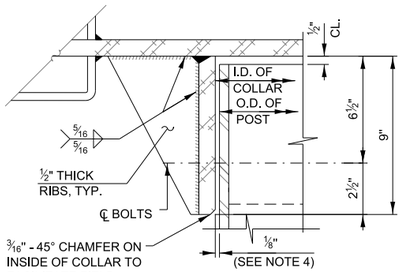
PLAN VIEW - TOP OF COLUMN



SECTION THRU POST ABOVE LOWER CHORDS

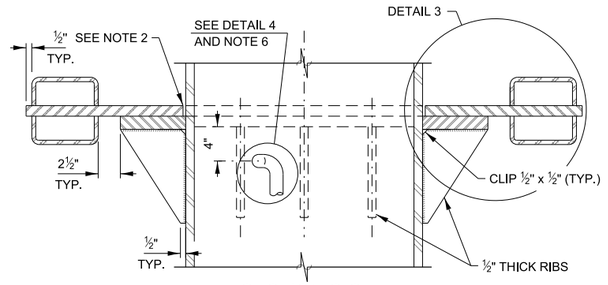


DETAIL 1



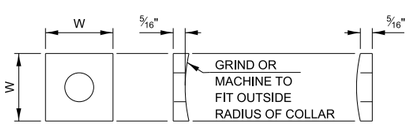
DETAIL 2

(FOR DETAILS NOT SHOWN, SEE DETAIL 3)



SECTION C-C

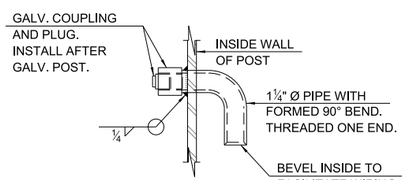
GRIND OR MACHINE TO FIT INSIDE RADIUS OF POST



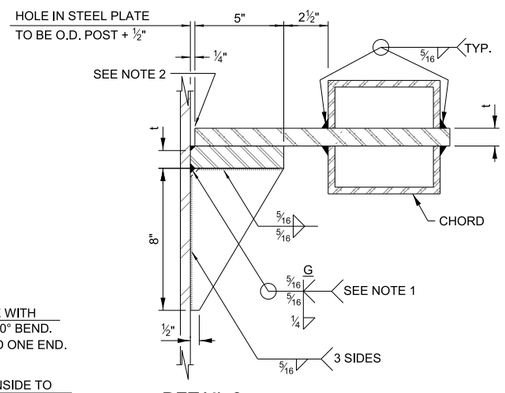
CONTOURED WASHERS

BOLT SIZE	CONTOURED WASHERS	
	HOLE DIA.	W
⅞"	1"	2½"
1"	1⅛"	3"
1¼"	1⅜"	3¼"

(ASTM A240, TYPE 304)



DETAIL 4



DETAIL 3

NOTES:

1. GRIND TOP IF REQUIRED TO FULLY SEAT PLATE. REPAIR DAMAGED GALVANIZING BEFORE ASSEMBLY.
2. AFTER TIGHTENING LOWER CONNECTION BOLTS, FILL GAP WITH NON - HARDENING, SILICONE CAULK SUITABLE FOR EXTERIOR EXPOSURE AND ACCEPTABLE TO THE ENGINEER.
3. CONNECTION BOLTS IN COLLAR AND BOLTS AT LOWER CHORD CONNECTION SHALL BE HIGH STRENGTH WITH MATCHING LOCKNUTS. CONNECTION BOLTS SHALL HAVE TWO STAINLESS STEEL FLAT WASHERS EACH.
4. COLLAR I.D. SHALL BE MANUFACTURED TO CORRESPOND TO O.D. OF ACTUAL GALVANIZED POST PLUS ⅛" (± 1/16"). MAXIMUM GAP BETWEEN POST AND COLLAR AT ANY LOCATION EQUALS ⅜" BEFORE TIGHTENING BOLTS.
5. OPTIONAL FULL PENETRATION WELD IN COLLAR. (TWO LOCATIONS MAXIMUM (180° APART) X-RAY OR UT 100%)
6. ORIENT PIPE TOWARD WALKWAY SIDE. HOLE IN POST = O.D. PIPE + ⅛".

CONNECTION TABLE

POST OUTSIDE DIAMETER	UPPER & LOWER CONNECTION BOLT DIAMETER (SEE NOTE 3)	LOWER JUNCTURE BOLT SPACING DIMENSION "c" (SEE NOTE 3)	OPENING IN CAP PLATE "HH"	PLATE THICKNESS (t)	COLLAR THICKNESS (t_1)
24"	1¼"	3½"	6"	1"	⅞"

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE BUTTERFLY TYPE STRUCTURE DETAILS

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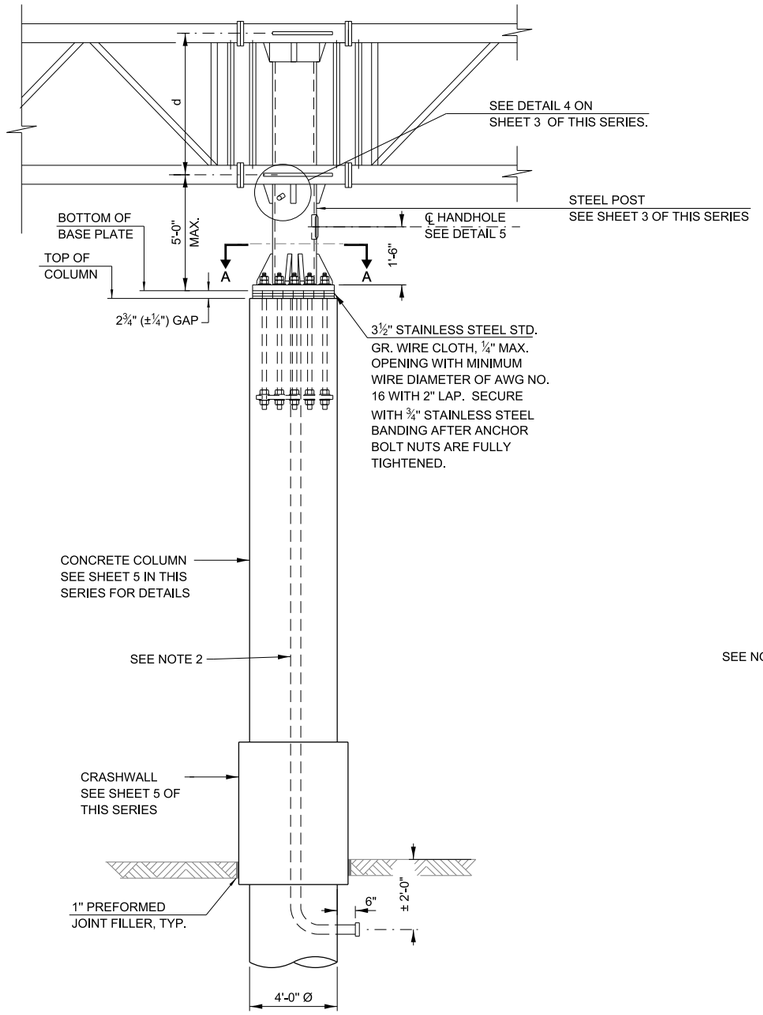
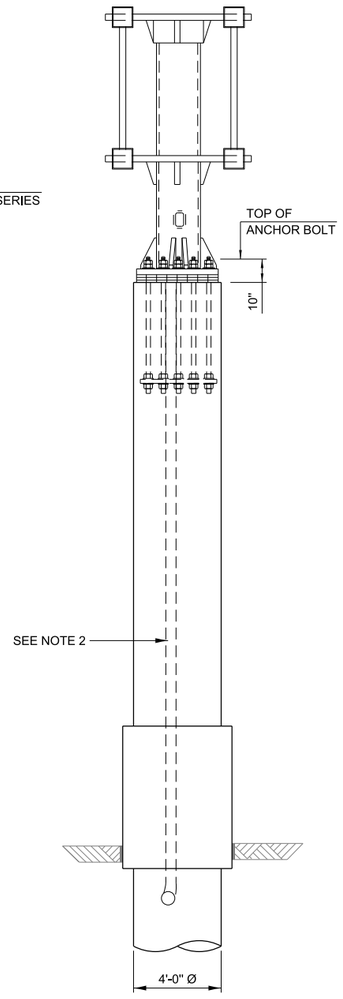
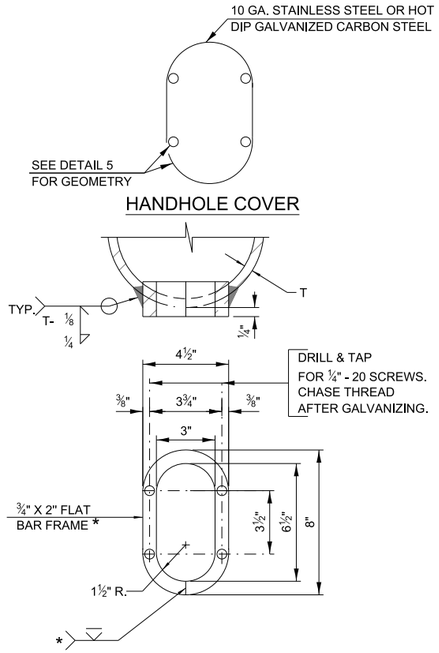


FRONT ELEVATION

SEE SHEET 5 OF THIS SERIES FOR FOUNDATION DETAILS.
(DMS TYPE 2 SIGN CABINET NOT SHOWN FOR CLARITY)



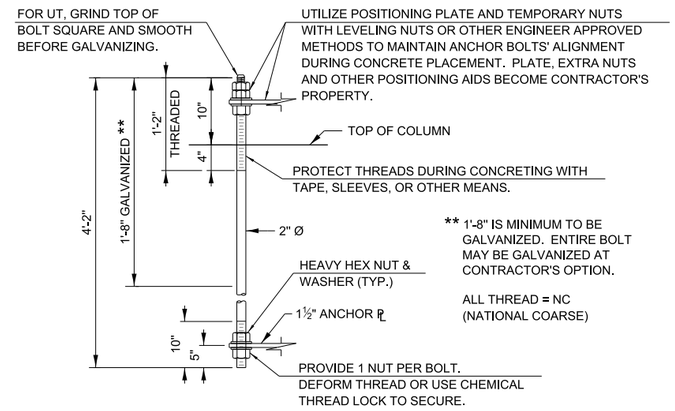
SIDE ELEVATION



PROVIDE 8" X 4" COVER. OUTSIDE CORNERS = 2¼" RADIUS. PROVIDE 4-$\frac{5}{16}$" Ø HOLES IN FOR ¼" - 20 ROUND HEAD HOT DIP GALVANIZED OR STAINLESS STEEL MACHINE SCREWS. (SEE COVER DETAILS.)

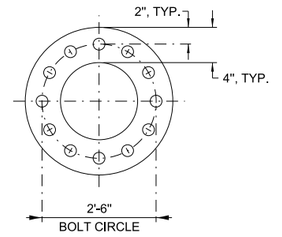
DETAIL 5

* BENT BARS MAY BE BUTT WELDED TOP AND BOTTOM OR BOTTOM ONLY. 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 500μ in OR LESS.

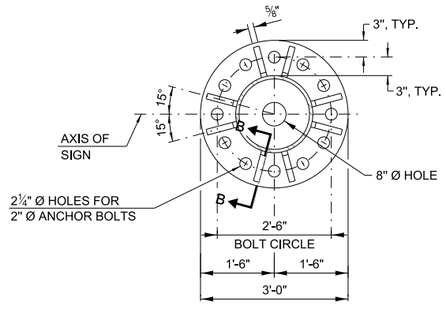


ANCHOR BOLT DETAIL

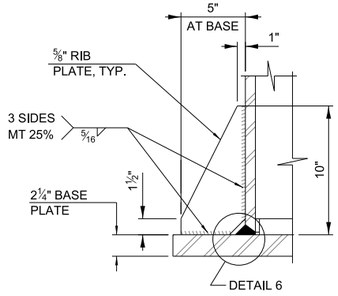
ANCHOR BOLTS SHALL CONFORM TO AASHTO M314 OR ASTM F1554 GRADE 55. GALVANIZE THE UPPER 1'-8" (MINIMUM (**) AND ASSOCIATED AASHTO M291, GRADE A, C OR DH HEAVY HEX NUTS AND HARDENED WASHERS PER AASHTO M232. NO WELDING SHALL BE PERMITTED ON BOLTS. PROVIDE A NUT AT BOTTOM, A HEXAGON LOCKNUT AND WASHER ABOVE BASE PLATE AND A LEVELING NUT AND WASHER BELOW BASE PLATE. NUTS SHALL EACH BE TIGHTENED WITH 200 LB.-FT. MINIMUM TORQUE AGAINST BASE PLATE. BEFORE OR AFTER THREADING, BUT BEFORE GALVANIZING, EACH ANCHOR BOLT SHALL BE ULTRASONICALLY TESTED (UT) BY A LEVEL II OR III INSPECTOR, QUALIFIED IN ACCORD WITH ANSI GUIDELINES, TO ENSURE NO REJECTABLE FLAWS EXIST IN THE UPPER 18" (TENSION CRITERIA).



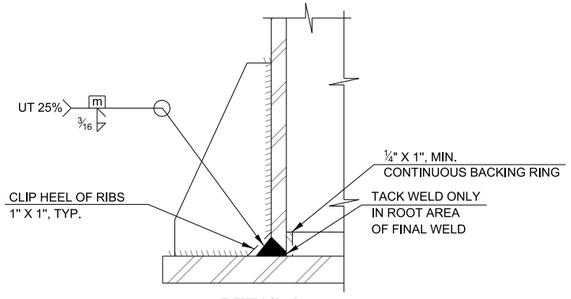
POSITIONING PLATE/ANCHOR ℄



SECTION A-A



SECTION B-B



DETAIL 6
(TYPICAL RIB)

APPROVED BY:
Marco Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
BUTTERFLY TYPE
STRUCTURE DETAILS

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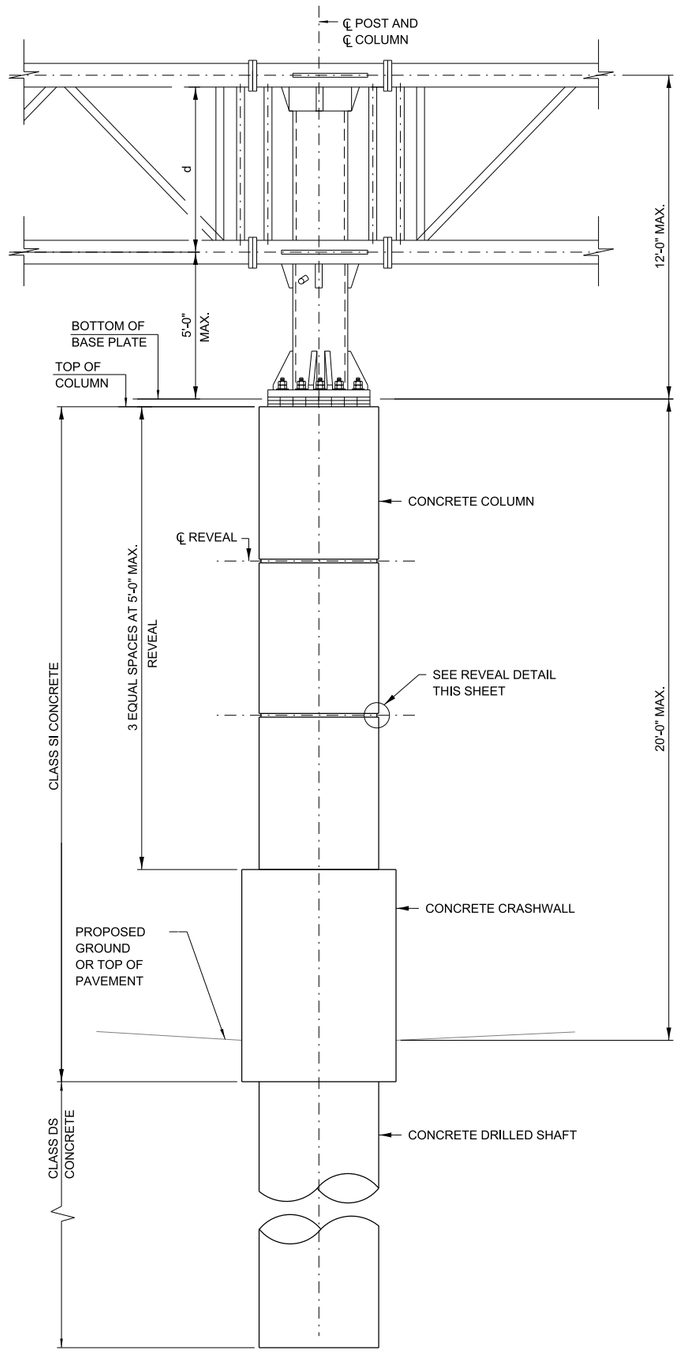
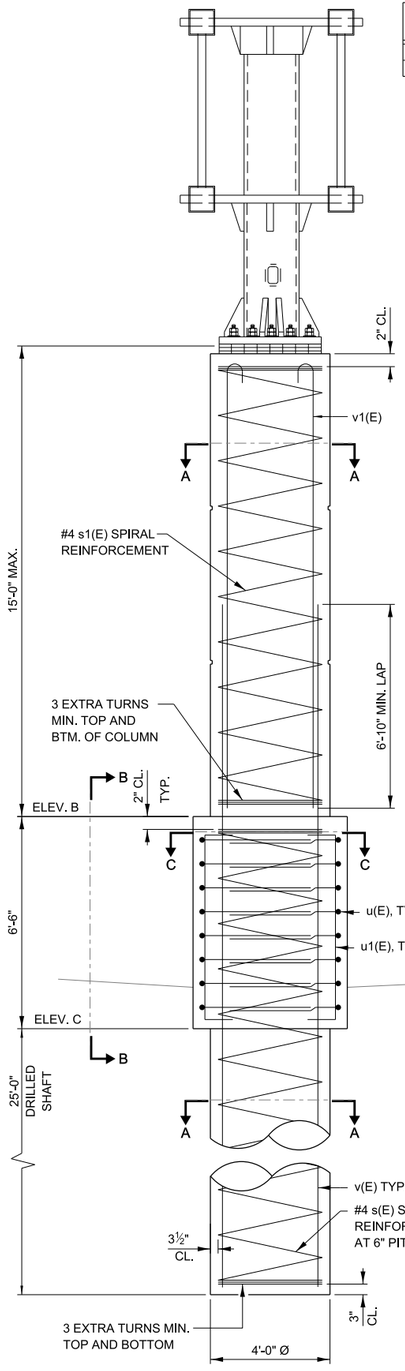


FRONT ELEVATION

DMS TYPE 2 NOT SHOWN
FOR CLARITY



SIDE ELEVATION

BILL OF MATERIAL - EACH FOUNDATION

CLASS SI CONC. CY	CLASS DS CONC. CY	REBAR POUNDS	PROTECTIVE COAT SQ. YD.
12.9	11.7	4,830	6.0

NOTES:

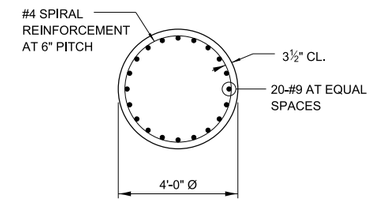
1. COLUMN CONCRETE VOLUME AND BAR s1(E) LENGTH ARE COMPUTED BASED ON 15'-0" COLUMN HEIGHT. IF COLUMN HEIGHT IS NOT EQUAL 15'-0", QUANTITIES SHALL BE CALCULATED BASED ON ACTUAL COLUMN HEIGHT.
2. PROTECTIVE COAT SHALL BE APPLIED TO TRAFFIC AND TOP FACES OF CRASHWALL AND PERIMETER OF THE COLUMN.

BAR LIST - EACH FOUNDATION

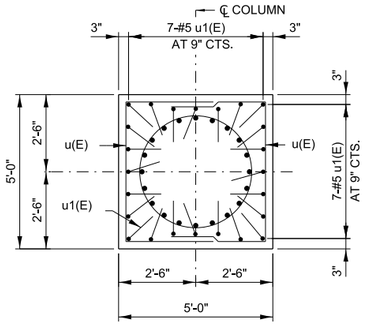
(COLUMN, CRASHWALL AND DRILLED SHAFT)

	BAR	NUMBER	SIZE	LENGTH	SHAPE
	v(E)	20	#9	38'-3"	
	v1(E)	20	#9	15'-8"	
*	s(E)	1	#4	31'-1"	
*	s1(E)	1	#4	14'-5"	
	u(E)	16	#5	12'-2"	
	u1(E)	24	#5	8'-7"	

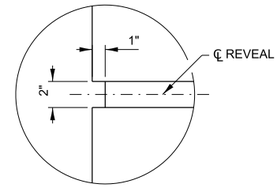
* THE LENGTH OF SPIRAL SHOWN IS THE HEIGHT OF SPIRAL



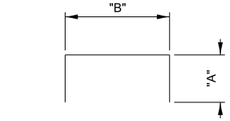
SECTION A-A



SECTION C-C

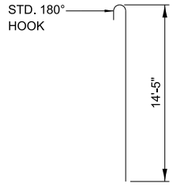


REVEAL DETAIL

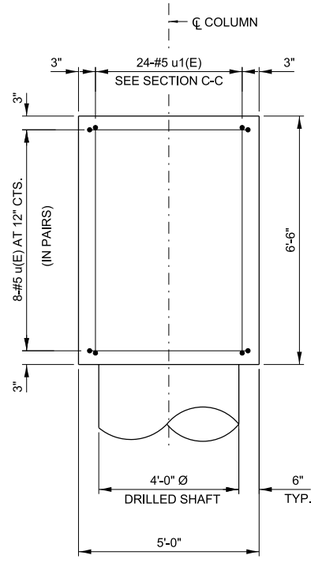


BAR	"A"	"B"
u(E)	3'-9"	4'-8"
u1(E)	1'-3"	6'-1"

BAR u(E), u1(E)



BAR v1(E)



SECTION B-B

FOUNDATIONS:

THE FOUNDATION DETAILS SHOWN ARE BASED ON THE PRESENCE OF MOSTLY COMMON COHESIVE SOIL CONDITIONS (SILTY OR SANDY CLAY), WITH AN AVERAGE UNCONFINED COMPRESSIVE STRENGTH (QU) > 1.25 TON/SQ. FT. WHICH SHALL BE DETERMINED BY PREVIOUS SOIL INVESTIGATIONS AT THE JOBSITE. WHEN OTHER CONDITIONS ARE INDICATED, THE BORING DATA SHALL BE INCLUDED IN THE PLANS AND THE FOUNDATION DIMENSIONS SHOWN SHALL BE THE RESULT OF SITE SPECIFIC DESIGNS. IF CONDITIONS ENCOUNTERED IN THE FIELD ARE DIFFERENT THAN THOSE INDICATED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF THE FOUNDATION DIMENSIONS NEED TO BE MODIFIED.

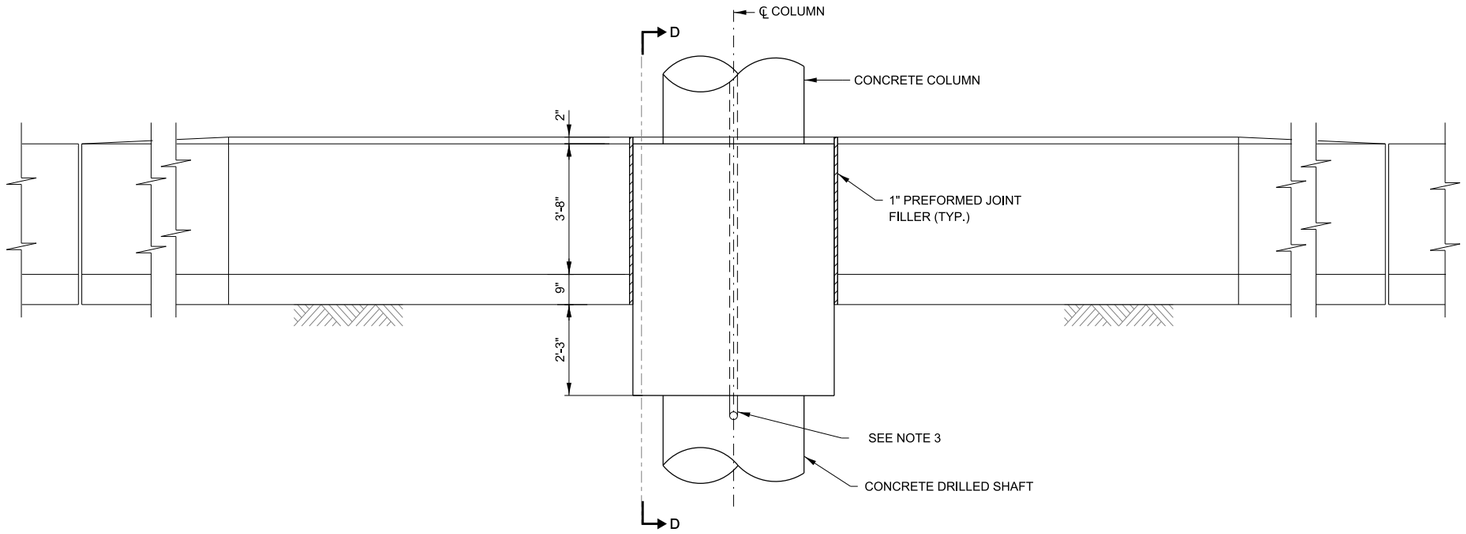
APPROVED BY:
Marwan Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

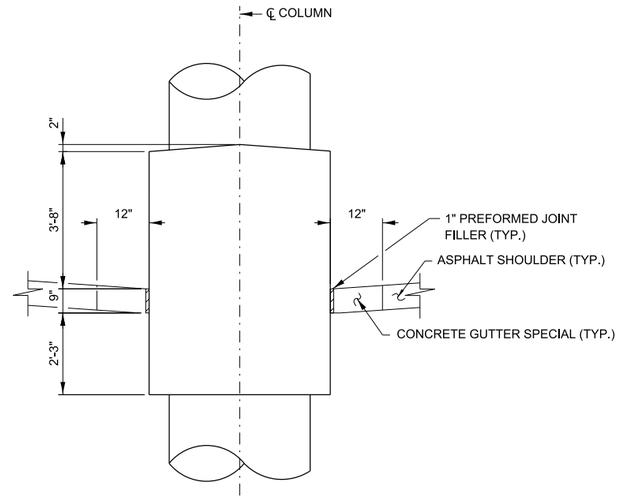
Illinois Tollway

OVERHEAD SIGN STRUCTURE BUTTERFLY TYPE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
2025-03	F14-08	5 OF 8

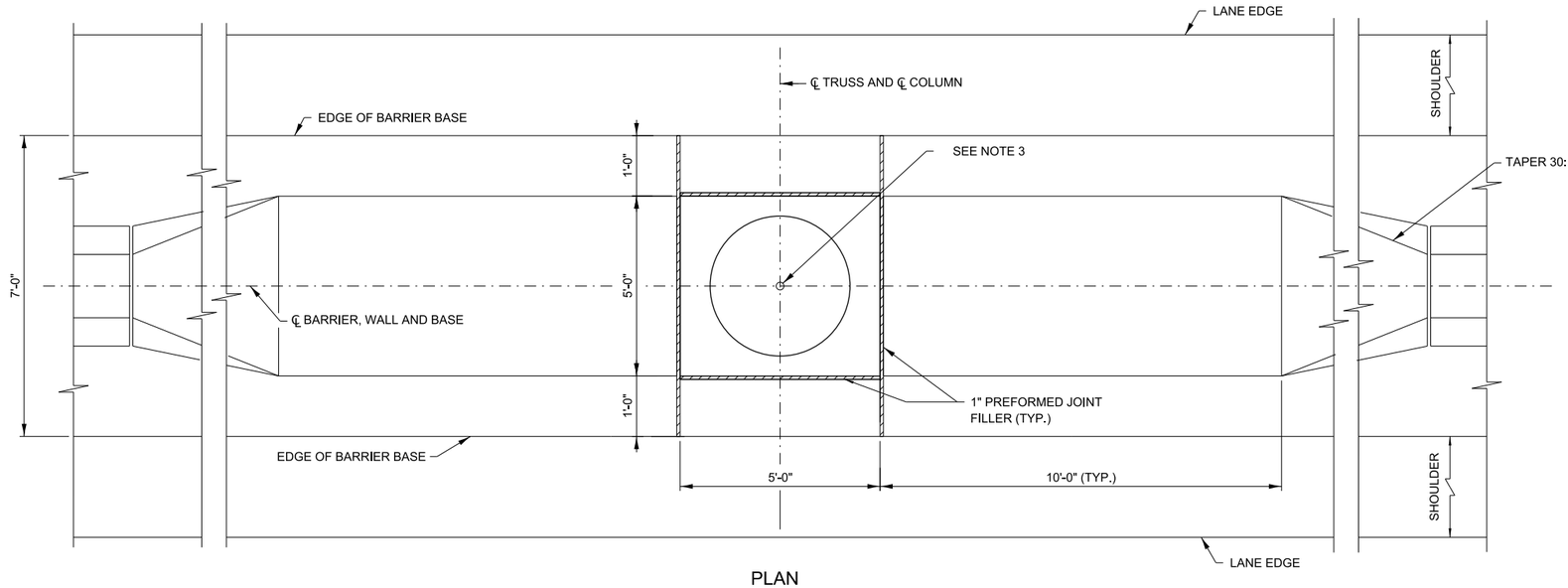


SIDE ELEVATION

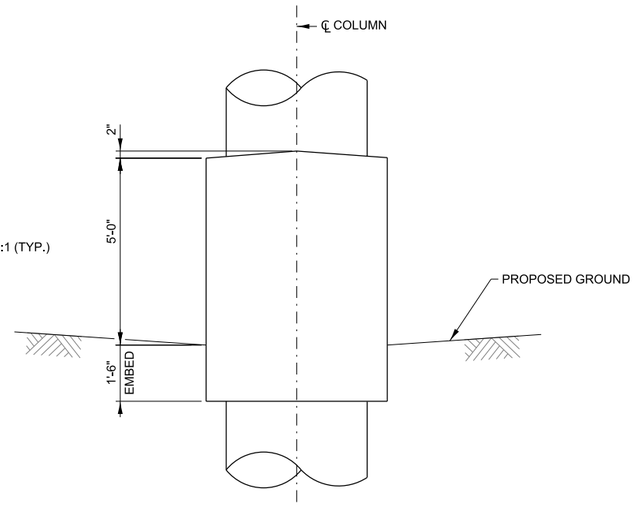


SECTION D-D

FOUNDATION LOCATED IN PAVED ROADWAY MEDIAN



PLAN



SECTION D-D

FOUNDATION LOCATED IN UNPAVED ROADWAY MEDIAN

NOTES:

1. SIDE ELEVATION AND PLAN VIEW ARE SHOWN FOR FOUNDATION LOCATED IN PAVED MEDIAN.
2. SEE SHEET 5 OF THIS SERIES FOR REINFORCEMENT DETAILS.
3. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT BARS. DO NOT CUT REINFORCEMENT BARS.

APPROVED BY: Marco Nastif, CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
BUTTERFLY TYPE
STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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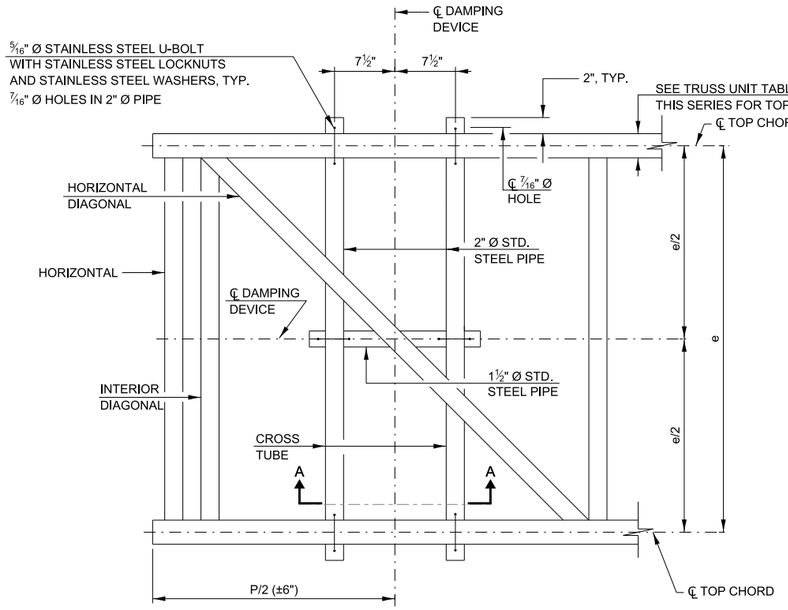
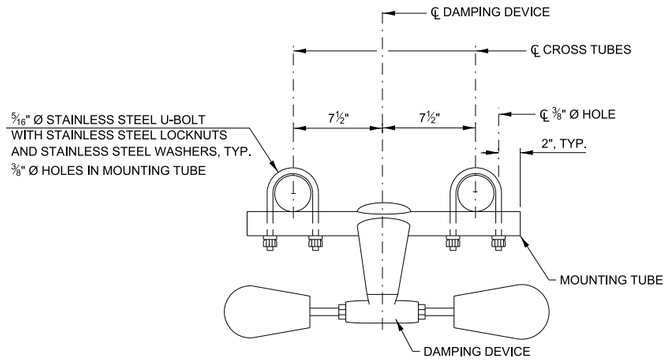
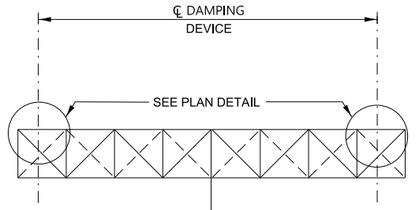


PLAN DETAIL

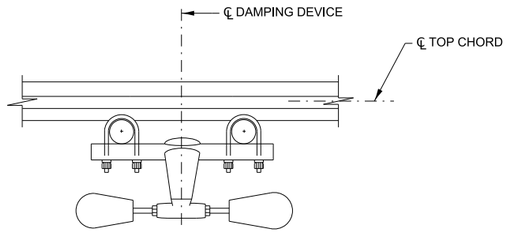


TRUSS DAMPING DEVICE CONNECTION DETAIL

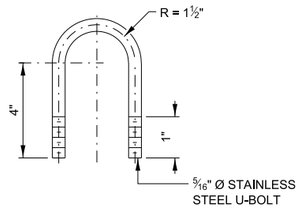


ELEVATION

STEEL BUTTERFLY SIGN STRUCTURE

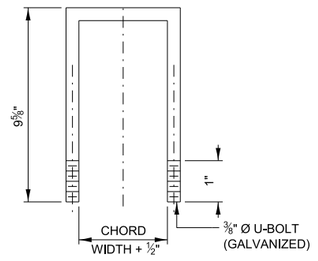


SECTION A-A



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL

(TYPICAL)



TOP CHORD TO CROSS TUBE U-BOLT DETAIL

(TYPICAL)

NOTE:

DAMPER: ONE DAMPER PER TRUSS. (31 LBS. STOCKBRIDGE-TYPE 29" MINIMUM BETWEEN ENDS OF WEIGHTS).

APPROVED BY:

Manar Nashif

CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE BUTTERFLY TYPE STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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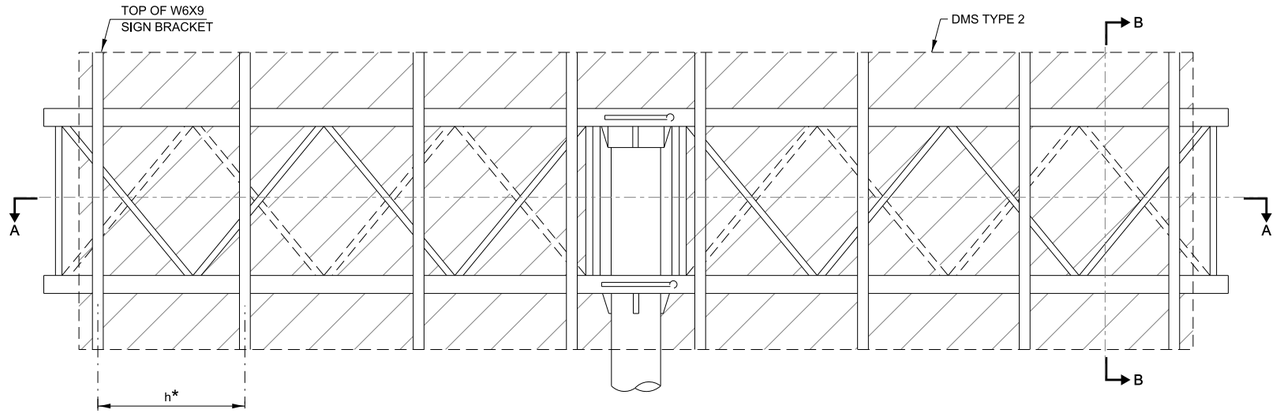
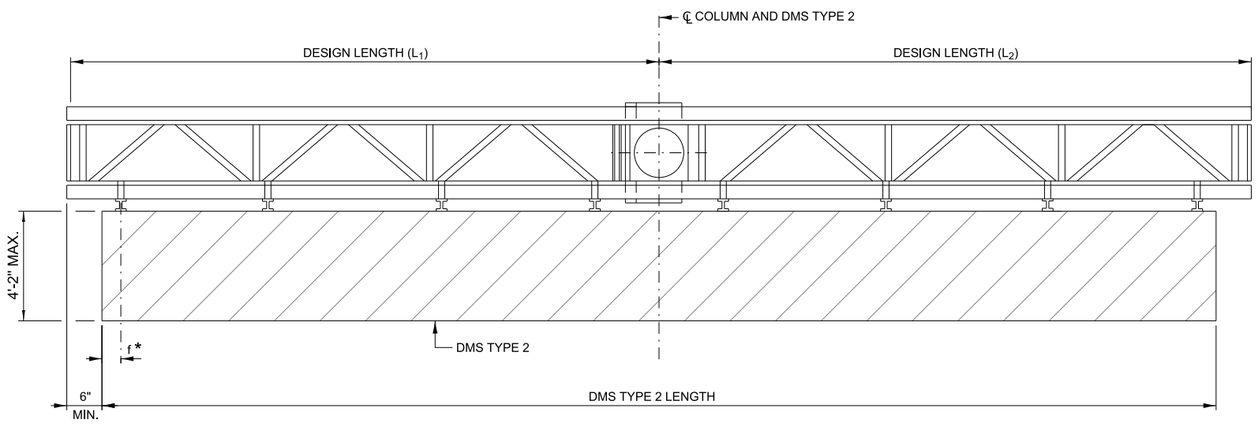


* BRACKET DIMENSIONS ARE NOMINAL AND WILL VARY BASED ON ACTUAL DMS TYPE 2 DIMENSIONS PLUS MANUFACTURER'S MOUNTING DEVICES.

TYPICAL FRONT ELEVATION



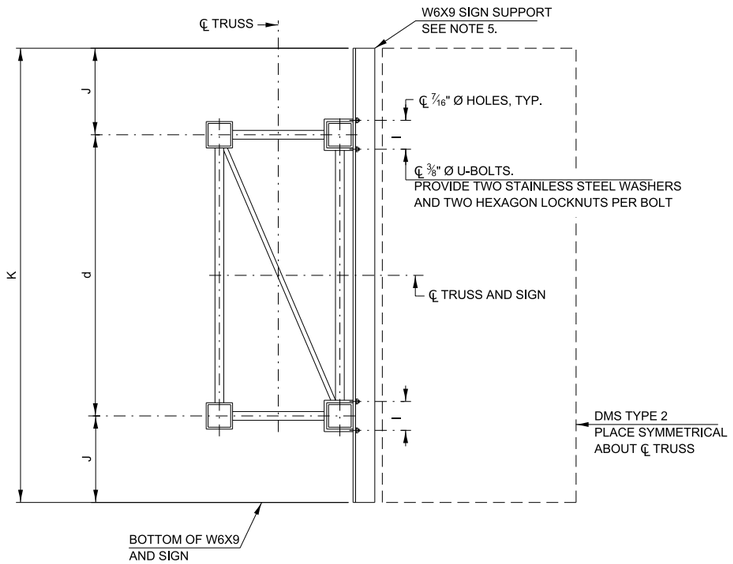
SECTION A-A

PLACE ALL SIGN BRACKETS AS CLOSE TO PANEL POINTS AS PRACTICAL.

(ROAD PLAN BENEATH TRUSS VARIES)
BUTTERFLY MAY BE LOCATED IN SHOULDER AREA.

NOTES:

1. SPACE SIGN BRACKETS W6X9 FOR EFFICIENCY AND WITHIN LIMITS SHOWN:
2. f = 12" MAXIMUM, 4" MINIMUM (END OF SIGN TO ℄ OF NEAREST BRACKET)
   h = 6'-0" MAXIMUM (℄ TO ℄ SIGN SUPPORT BRACKETS, W6X9)
3. MAXIMUM DMS TYPE 2 WEIGHT = 5000 LBS.
4. 4'-2" MAXIMUM DEPTH INCLUDES DEPTH OF DMS TYPE 2 PLUS CONNECTION TO W6X9.
5. DMS TYPE 2 MANUFACTURER SHALL DESIGN AND SUPPLY HARDWARE FOR CONNECTION TO W6X9. BOLTS SHALL BE STAINLESS STEEL OR HOT DIP GALVANIZED HIGH STRENGTH PER THE STANDARD SPECIFICATION.



SECTION B-B

BRACKET TABLE

W6X9		
SIGN WIDTH		NUMBER OF 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

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
BUTTERFLY TYPE
STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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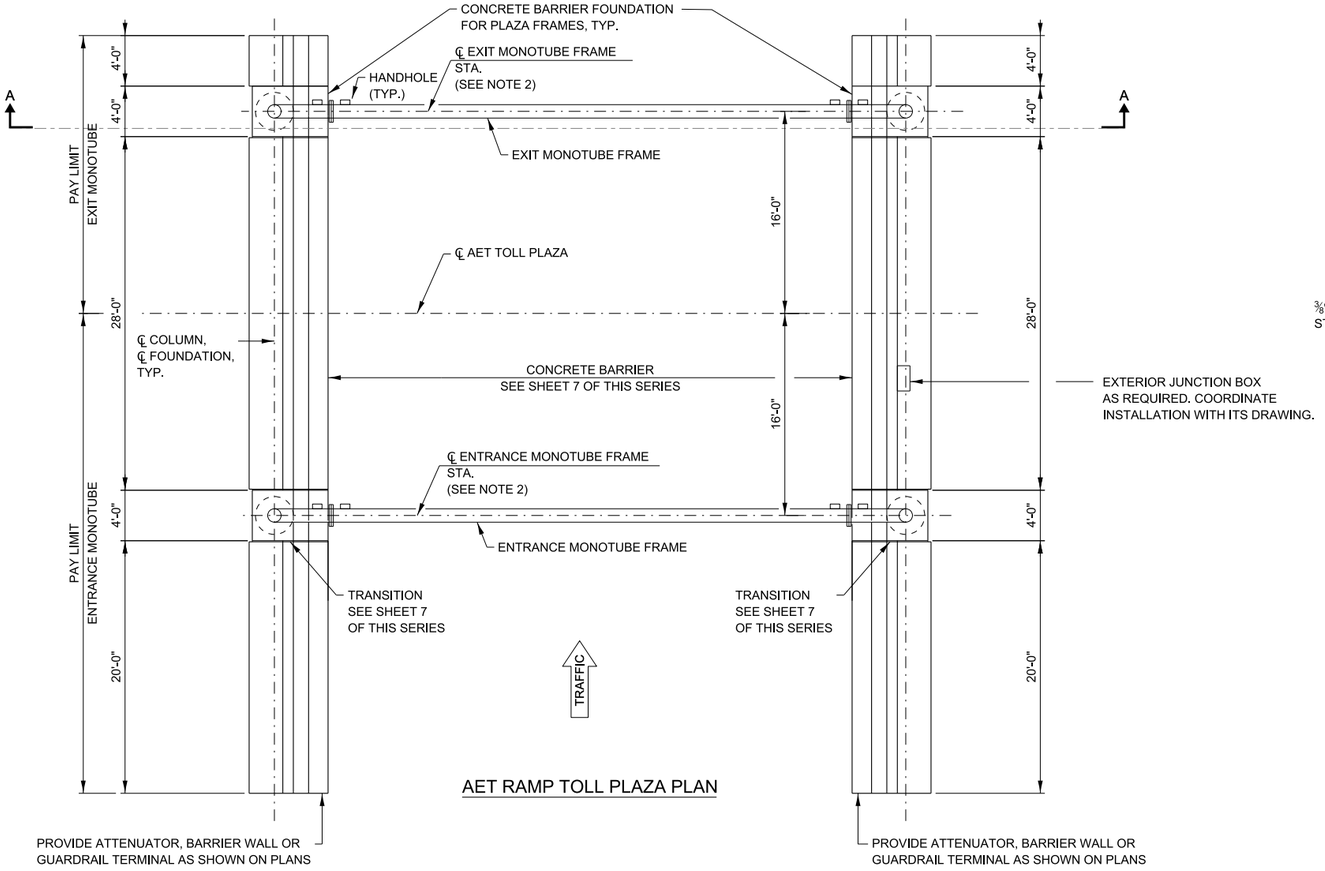
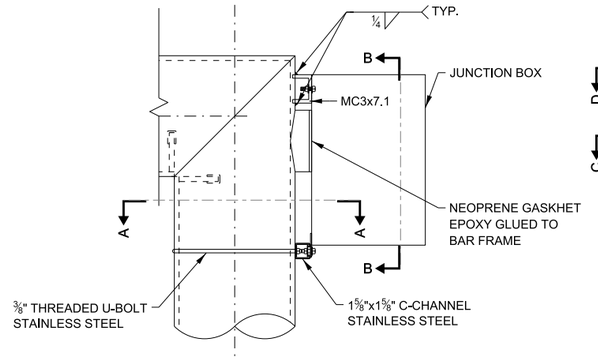
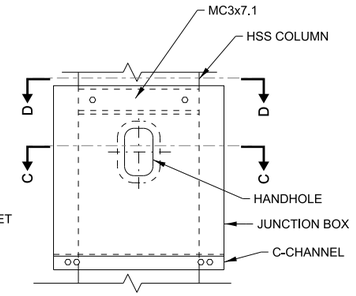


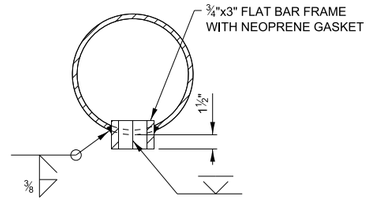
AET RAMP TOLL PLAZA PLAN



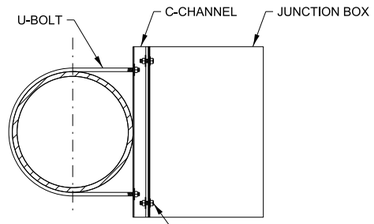
EPOXY GLUE SHALL BE FOR OUTDOOR USE WITH A TEMPERATURE RANGE OF -20°F TO 150°F AND SHALL BE SUITABLE FOR METAL AND PLASTIC WITH A SHEAR STRENGTH GREATER THAN 2300 PSI.



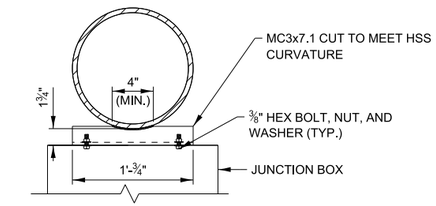
SECTION B-B



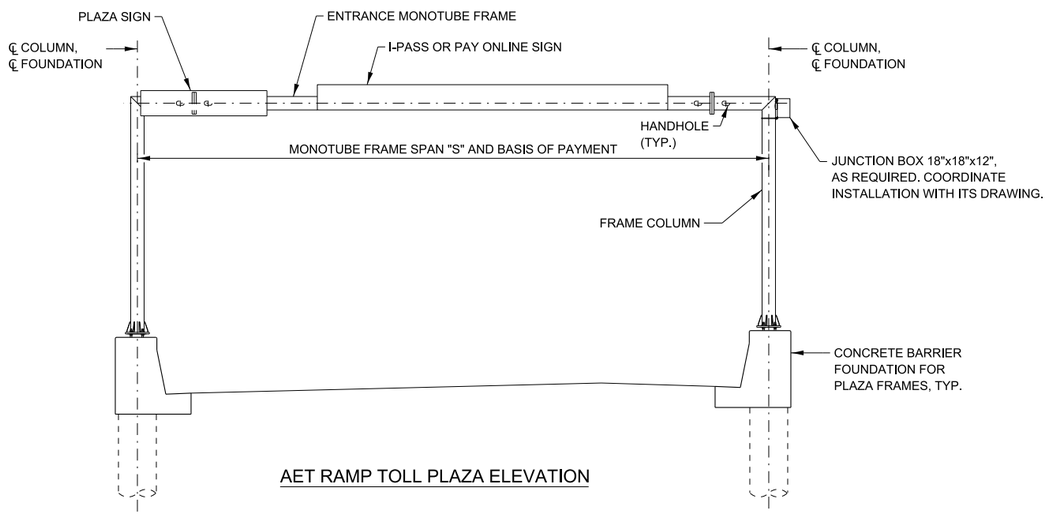
SECTION C-C



SECTION A-A

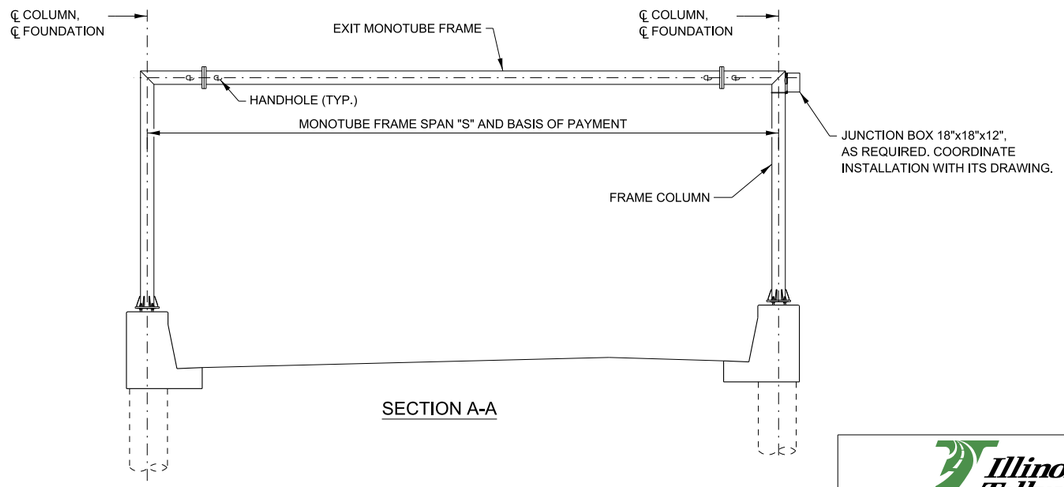


SECTION D-D



AET RAMP TOLL PLAZA ELEVATION

JUNCTION BOX CONNECTION DETAIL



SECTION A-A

SIGN TABLE

SIGN	MAXIMUM AREA	MAXIMUM LENGTH
PLAZA SIGN	24 S.F.	8'-0"
I-PASS OR PAY ONLINE SIGN	60 S.F.	20'-0"

NOTES:

1. SEE CONTRACT PLANS FOR SIGN SIZE AND LOCATION.
2. PROVIDE ENTRANCE AND EXIT MONOTUBE FRAME STATIONS IN CONTRACT PLANS.

APPROVED BY: Marwan Nashif, CHIEF ENGINEERING OFFICER — DATE: 03/01/2025

REVISIONS	
DATE	DESCRIPTION
03-01-2025	UPDATED JUNCT. BOX & CAM. ANGLES
03-01-2024	ADDED NOTE FOR BARRIER PAYMENT
	CLARIFIED PAY ITEMS FOR MONOTUBES
03-01-2023	CHANGE HORZ. PIPE TO 4XX-STRONG,
	PIPE & REV. NUMBER OF v(E) BARS
03-01-2022	REV. STRUCT. STEEL NOTES 1 & 4,

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) STRUCTURE DETAILS FOR AET RAMP

VERSION:	STANDARD:	SHEET:
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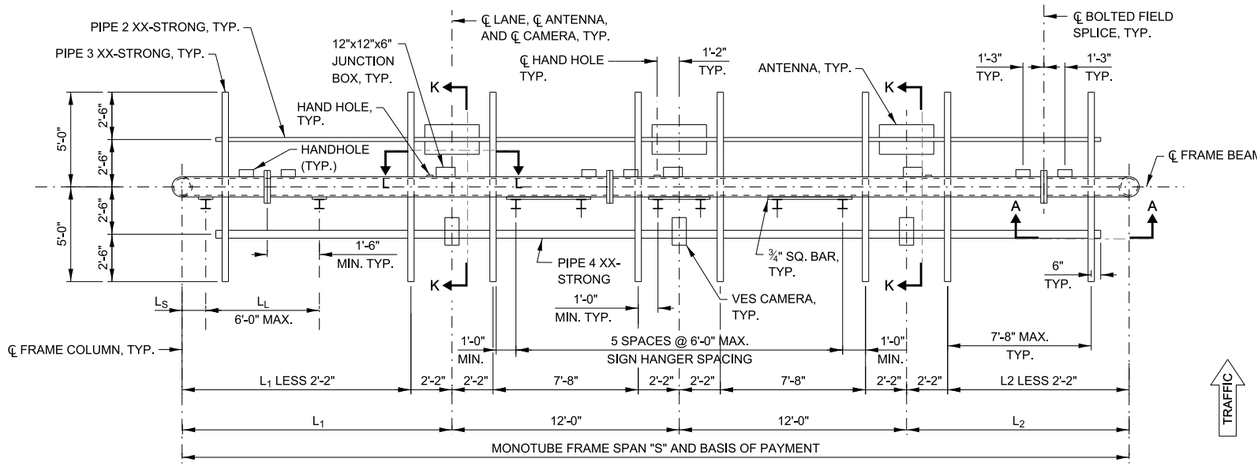
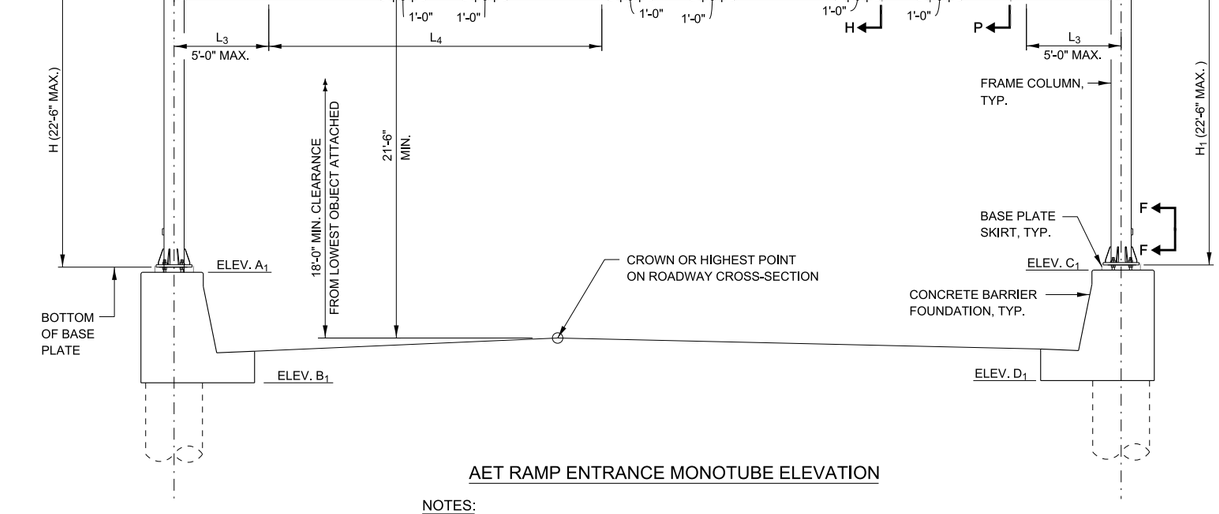
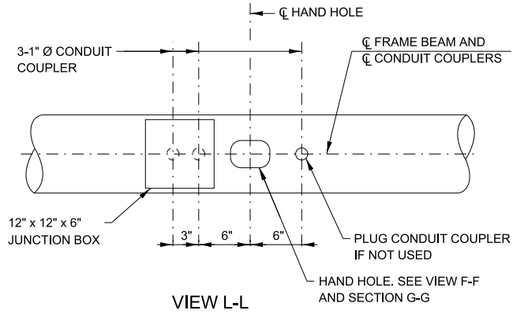


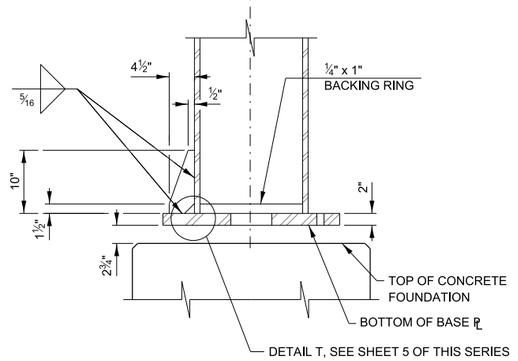
AET RAMP ENTRANCE MONOTUBE PLAN



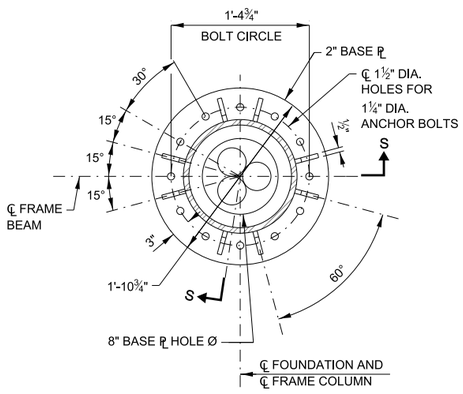
AET RAMP ENTRANCE MONOTUBE ELEVATION



VIEW L-L



SECTION S-S



BASE PLATE PLAN
ENTRANCE AND EXIT MONOTUBE

NOTES:

1. FOUNDATIONS FOR MONOTUBE FRAMES ARE SHOWN ON SHEET 6 OF THIS SERIES.
2. SEE SHEET 5 OF THIS SERIES FOR SECTIONS A-A, G-G, H-H, K-K, VIEW F-F AND BASE PLATE SKIRT.
3. SEE SHEET 4 OF THIS SERIES FOR SECTION P-P.
4. PROVIDE CAMBER AT MIDSPAN OF STRUCTURE.
5. LOCATE OPTIONAL BOLTED FIELD SPLICE NEAR MIDSPAN.
6. WORK THIS SHEET WITH, OVERHEAD SIGN STRUCTURE ENTRANCE MONOTUBE TYPE (STEEL) AET RAMP SUMMARY AND TOTAL BILL OF MATERIAL SHEET.

ENTRANCE MONOTUBE FRAME TABLE

SPAN "S"	FRAME COLUMN	FRAME BEAM	CAMBER
60' MAX.	HSS 12.75x0.500	HSS 12.75x0.500	2¼"

SEE ILLINOIS TOLLWAY STANDARD DRAWING F13 FOR SPANS GREATER THAN 60'.

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) STRUCTURE DETAILS FOR AET RAMP

VERSION:	STANDARD:	SHEET:
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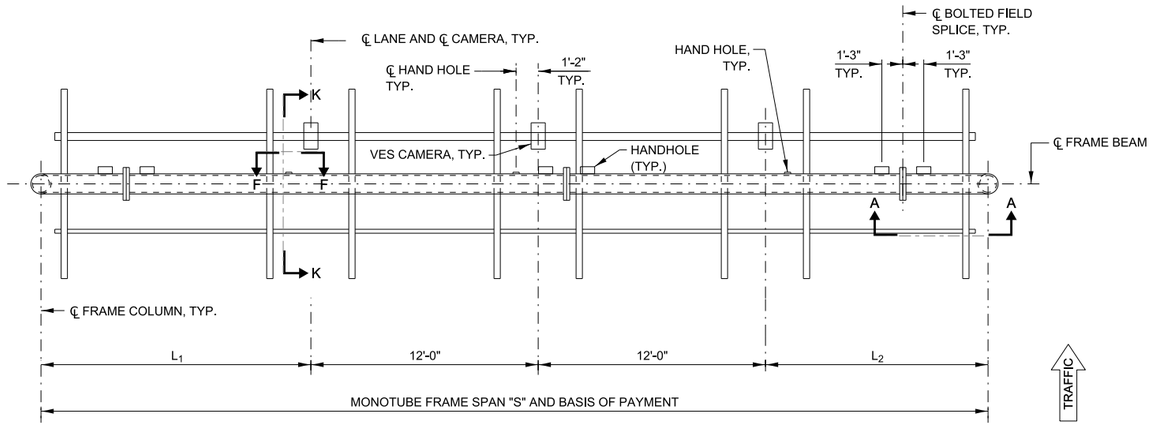
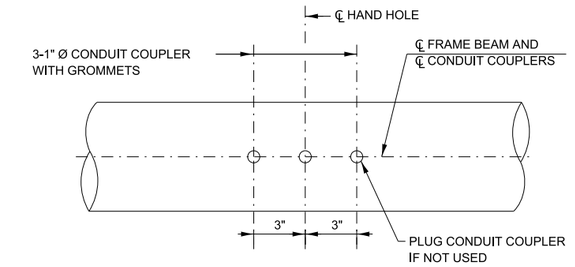
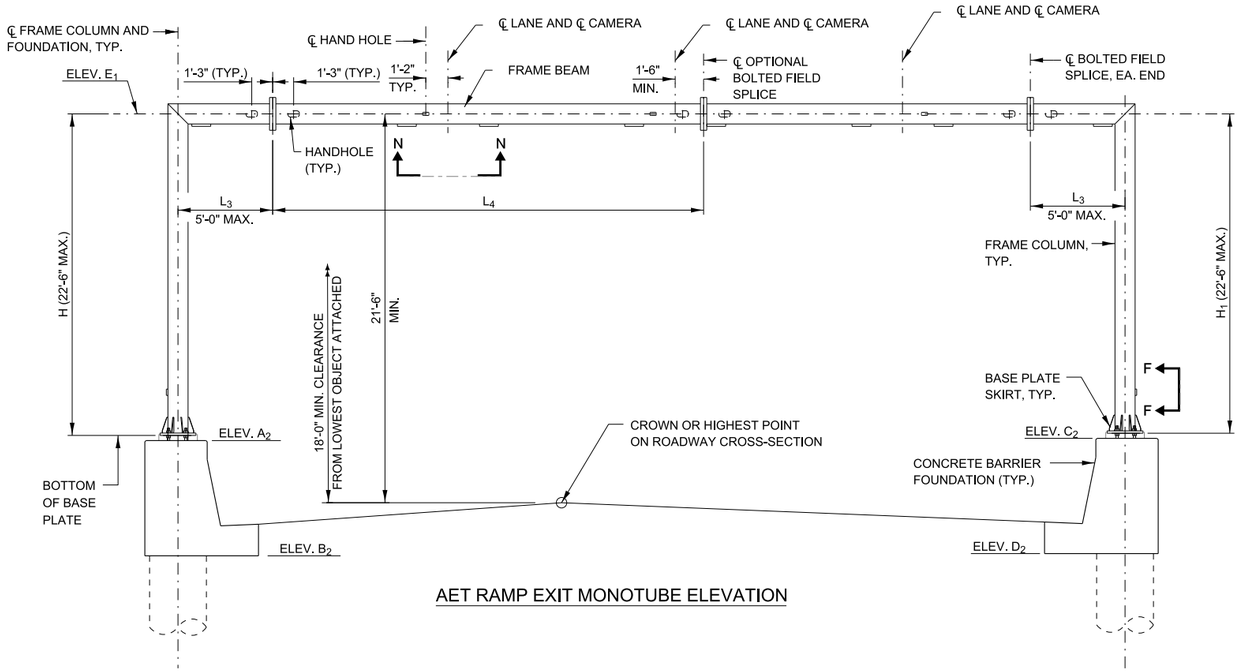


AET RAMP EXIT MONOTUBE PLAN



VIEW N-N (CONDUIT COUPLER DETAIL)



AET RAMP EXIT MONOTUBE ELEVATION

EXIT MONOTUBE FRAME TABLE

SPAN "S"	FRAME COLUMN	FRAME BEAM	CAMBER
60' MAX.	HSS 12.75x0.500	HSS 12.75x0.500	2¼"

SEE STANDARD F13 FOR SPANS GREATER THAN 60'.

NOTES:

1. SEE SHEET 2 OF THIS SERIES FOR SECTION S-S, BASE ` PLAN AND ADDITIONAL NOTES.
2. SEE SHEET 4 OF THIS SERIES FOR SECTION O-O.
3. SEE SHEET 5 OF THIS SERIES FOR SECTIONS A-A AND G-G, AND BASE PLATE SKIRT.
4. WORK THIS SHEET WITH, OVERHEAD SIGN STRUCTURE EXIT MONOTUBE TYPE (STEEL) AET RAMP SUMMARY AND TOTAL BILL OF MATERIAL SHEET.

APPROVED BY:
Marwan Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) STRUCTURE DETAILS FOR AET RAMP

VERSION:	STANDARD:	SHEET:
2025-03	F15-09	3 OF 7

GENERAL NOTES:

1. AFTER ADJUSTMENTS TO LEVEL FRAME BEAM AND ENSURE ADEQUATE VERTICAL CLEARANCE, TIGHTEN ALL TOP AND LEVELING NUTS AGAINST THE BASE PLATE WITH A MINIMUM TORQUE OF 200 LB.-FT. THEN PLACE STAINLESS STEEL MESH AROUND THE PERIMETER OF THE BASE PLATE. SECURE TO BASE PLATE WITH STAINLESS STEEL BANDING.

2. REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

STRUCTURAL STEEL:

1. MATERIAL FOR THE HSS MONOTUBE FRAME SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C. BASE PLATE AND STIFFENER PLATE SHALL CONFORM TO ASTM A709 GRADE 50. OTHER STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36, UNLESS NOTED OTHERWISE.

2. PIPES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A53 GRADE B.

3. ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 (AASHTO M314) GRADE 55, WITH A MINIMUM TENSILE STRENGTH OF 75,000 PSI. INSTALLATION AND INSPECTION OF ANCHOR BOLTS SHALL COMPLY WITH ILLINOIS TOLLWAY SPECIAL PROVISION "INTELLIGENT TRANSPORTATION SYSTEMS GANTRY FRAME "STEEL". ANCHORS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 (AASHTO M232). SEE SHEET 6 OF THIS SERIES FOR GALVANIZED LENGTH.

4. U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).

5. BOLTS (EXCLUDING ANCHOR BOLTS AND U-BOLTS) SHALL BE HIGH STRENGTH STEEL BOLTS.

6. HSS FOR MONOTUBE FRAME, PIPES, STRUCTURAL STEEL SHAPES AND PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 AFTER FABRICATION.

7. THE MONOTUBE FRAME BEAM, COLUMNS, BASE PLATE MATERIAL, AND SPLICES ARE CONSIDERED TENSION MEMBERS AND SHALL CONFORM TO THE IMPACT TESTING REQUIREMENT, ZONE 2.

DESIGN LOADING:

WIND LOAD CRITERIA

BASIC WIND SPEED = 120 M.P.H.
G = 1.14
I_F = 1.00
K_Z = 1.00

SIGN PANEL	50 P.S.F.
COLUMN/BEAM	35 P.S.F.

SIGN DEAD LOAD = 3 P.S.F.

ICE = 3 P.S.F. (APPLIED WITH A FACTOR OF 1.0 FOR STRENGTH I ONLY)

EQUIPMENT LOADS:

CAMERA ASSEMBLY W/MOUNTING HARDWARE	40 LB.
ANTENNA W/MOUNTING HARDWARE	24 LB.

DESIGN STRESSES FOR REINFORCED CONCRETE:

f'c = COMPRESSIVE STRENGTH OF CONCRETE (CLASS SI)	= 3,500 P.S.I.
f'c = COMPRESSIVE STRENGTH OF CONCRETE (CLASS DS)	= 4,000 P.S.I.
fy = YIELD STRENGTH OF REINFORCEMENT BARS (GRADE 60)	= 60,000 P.S.I.

FOUNDATION:

MINIMUM UNCONFINED COMPRESSIVE STRENGTH, Qu FOR ALL LAYERS OF COHESIVE SOILS (CLAYS) SHALL BE 1.25 TON/SQ.FT. AT MONOTUBE FRAMES.

DESIGN SPECIFICATIONS:

1. ILLINOIS TOLLWAY STRUCTURE DESIGN MANUAL, LATEST EDITION.

2. AASHTO LRFD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION.

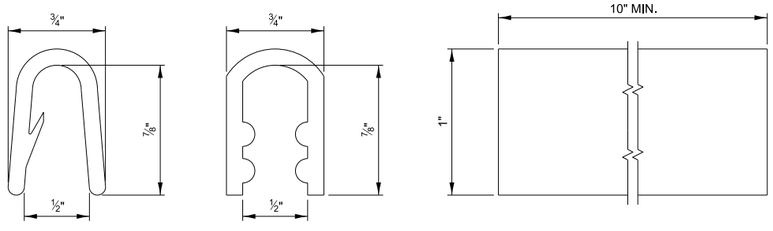
3. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020.

4. ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, JANUARY 2012.

CONSTRUCTION SPECIFICATIONS:

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.



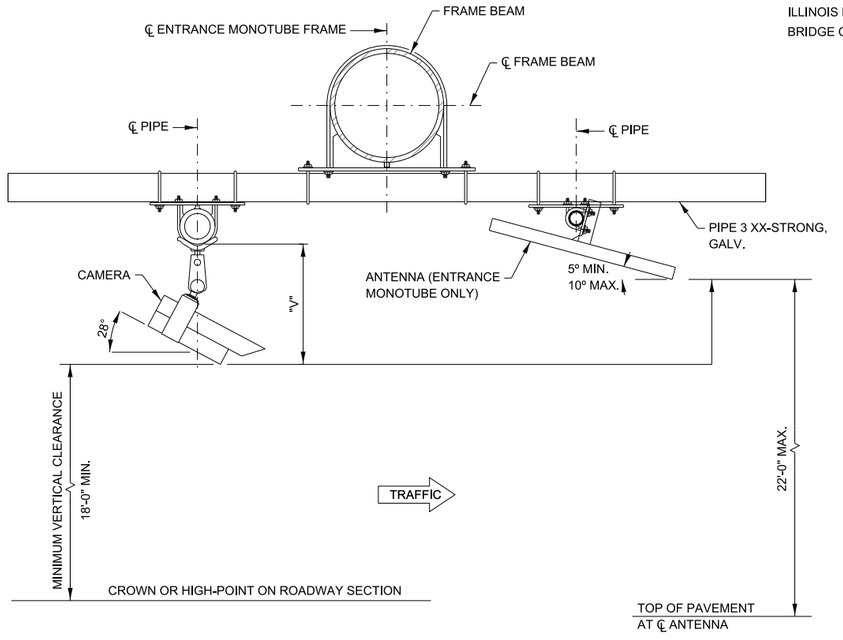
PLASTIC TRIM DETAIL

NOTES:

1. ALL SHARP EDGES OR DRIPS OF ZINC SHALL BE REMOVED FROM ALL STIFFENER PLATES PRIOR TO EPOXY GLUING THE TRIM. THE TRIM SHALL BE EPOXY GLUED TO BOTH SIDES OF THE PLATE. THE COST OF THE TRIM AND EPOXY GLUE SHALL BE INCLUDED IN THE COST OF "OVERHEAD SIGN STRUCTURE, AET RAMP ENTRANCE MONOTUBE TYPE (STEEL)"

2. THE TRIM SHALL BE HEAVY DUTY PLASTIC TRIM (OPTION 1 OR OPTION 2 OR EQUIVALENT) FOR OUTDOOR USE FOR APPLICATION WITH A TEMPERATURE RANGE OF -20°F TO 150°F. THE TRIM SHALL BE CHEMICAL RESISTANT, A HARD RATING AND SHALL MEET FMVSS-302 FOR FEDERAL MOTOR VEHICLE SAFETY STANDARDS FOR FLAMMABILITY.

3. EPOXY GLUE SHALL BE FOR OUTDOOR USE WITH A TEMPERATURE RANGE OF -20°F TO 150°F AND SHALL BE SUITABLE FOR METAL AND PLASTIC WITH A SHEAR STRENGTH GREATER THAN 2300 PSI.



SECTION P-P

NOTE:
VERIFY DIMENSION "V" WITH CAMERA MANUFACTURER.

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) STRUCTURE DETAILS FOR AET RAMP

VERSION:	STANDARD:	SHEET:
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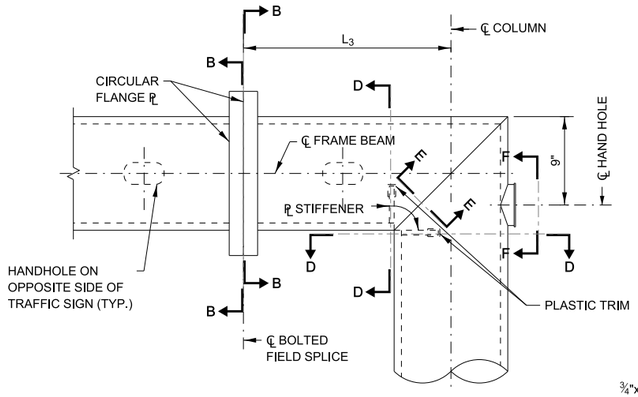
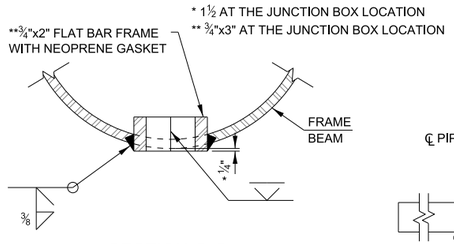
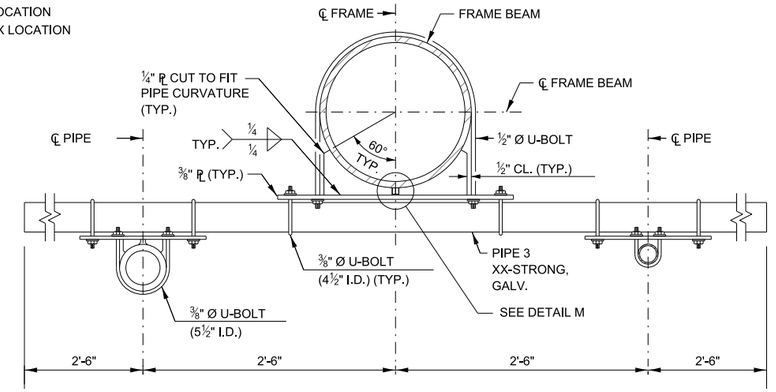


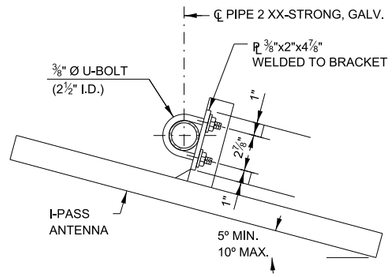
SECTION A-A

(SEE SHEETS 2 AND 3 OF THIS SERIES FOR LOCATION)

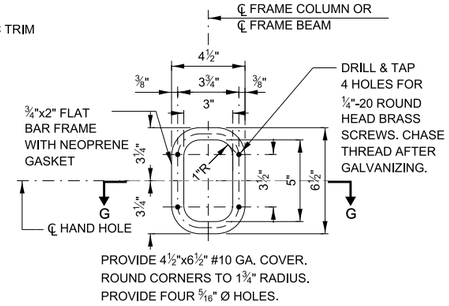


SECTION G-G

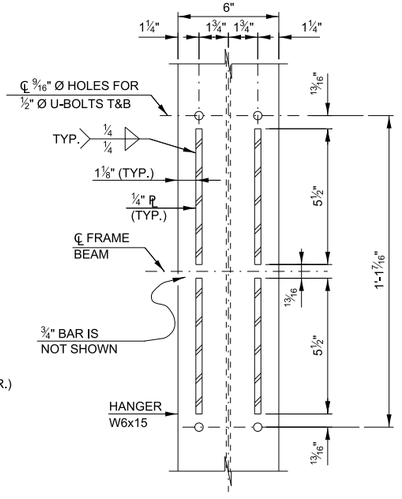




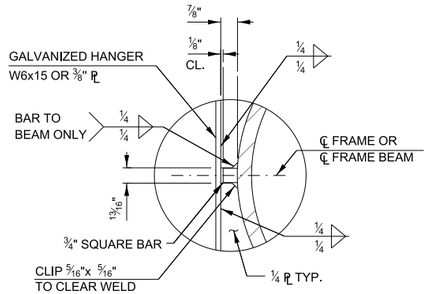
ANTENNA HANGER



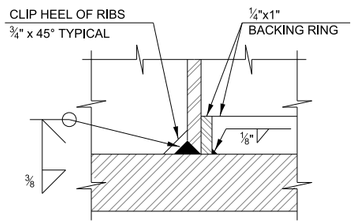
VIEW F-F



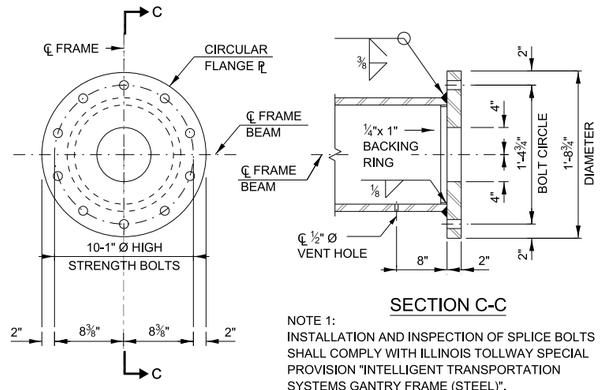
SECTION K-K



DETAIL M



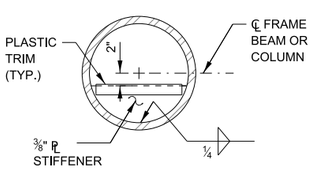
DETAIL T



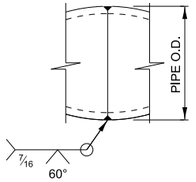
SECTION B-B

SECTION C-C

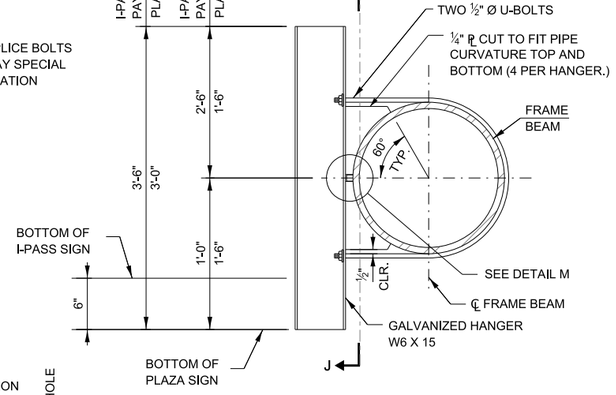
NOTE 1:
INSTALLATION AND INSPECTION OF SPLICE BOLTS SHALL COMPLY WITH ILLINOIS TOLLWAY SPECIAL PROVISION "INTELLIGENT TRANSPORTATION SYSTEMS GANTRY FRAME (STEEL)".



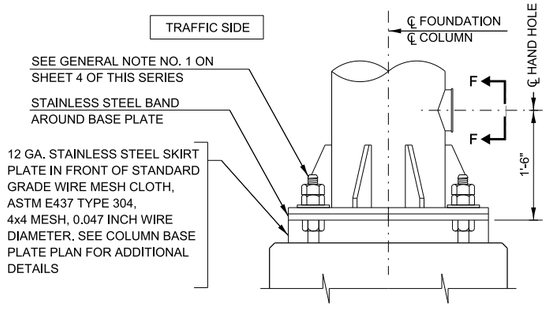
SECTION D-D



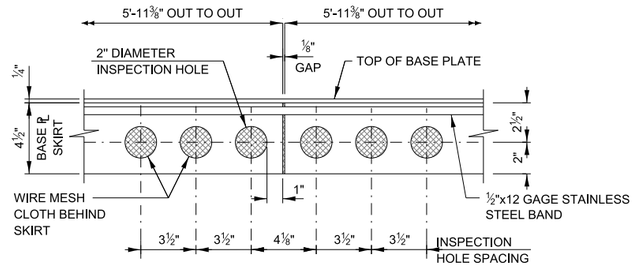
SECTION E-E



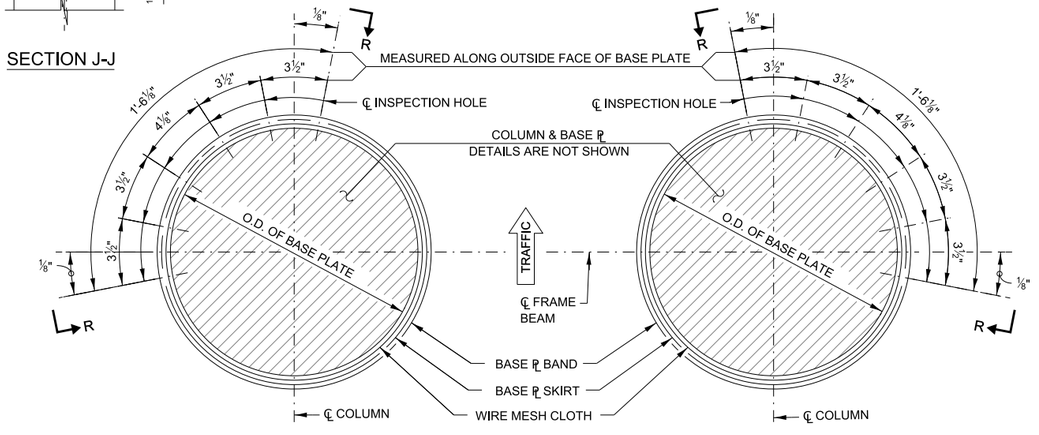
SECTION H-H (SIGN HANGER)



COLUMN BASE



VIEW R-R (BASE PLATE SKIRT)



LEFT BASE PLATE

RIGHT BASE PLATE

NOTE:
SEE SHEET 2 OF THIS SERIES FOR BASE PLATE OUTSIDE DIAMETER.

COLUMN BASE PLATE PLAN

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) STRUCTURE DETAILS FOR AET RAMP

VERSION:	STANDARD:	SHEET:
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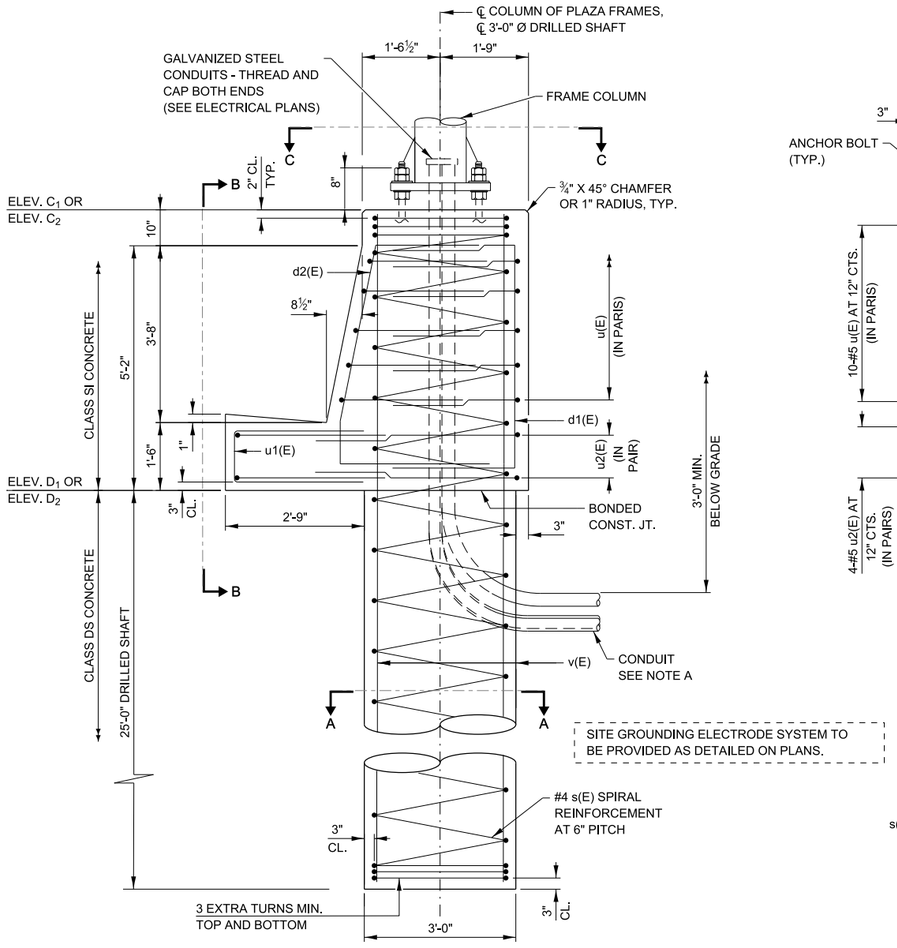
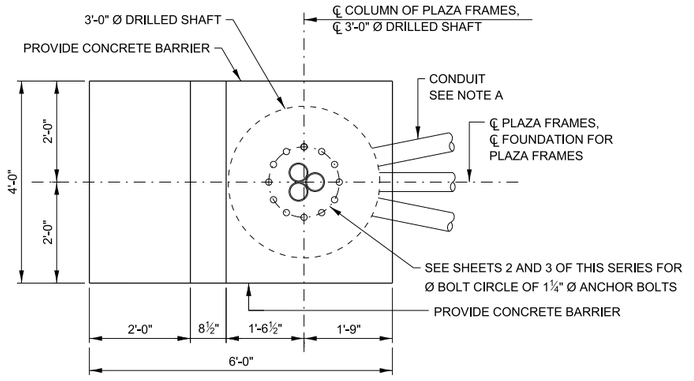


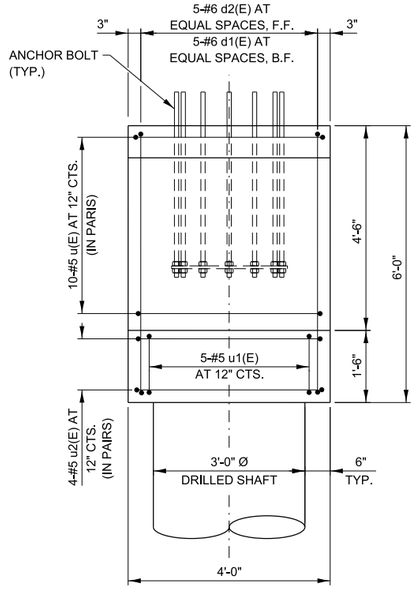
SIDE ELEVATION RIGHT SIDE
(MIRRORED ELEVATION LEFT SIDE)



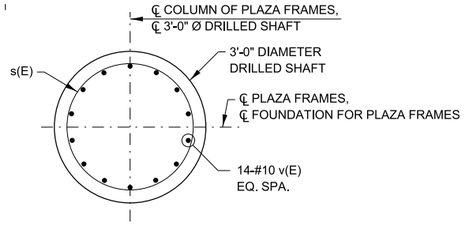
VIEW C-C

CONCRETE BARRIER FOUNDATION FOR PLAZA FRAMES RIGHT SIDE

(MIRRORED ELEVATION LEFT SIDE)



VIEW B-B



SECTION A-A

NOTE A:

1. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. PROVIDE CONDUIT COUPLERS AS REQUIRED.
2. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT. CUTTING OF REINFORCEMENT SHALL NOT BE ALLOWED.

NOTE B:

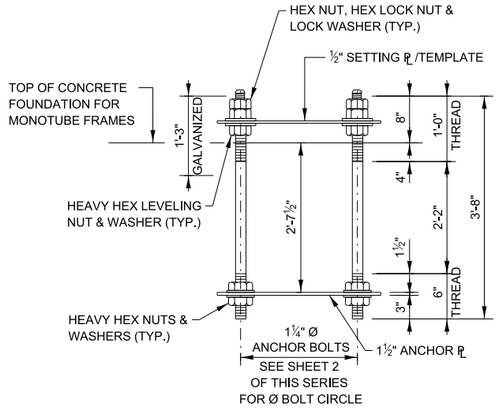
PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF THE BARRIER AND TOP OF GUTTER

FOUNDATION NOTE:

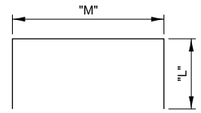
THE FOUNDATION DETAILS SHOWN ARE BASED ON THE PRESENCE OF MOSTLY COMMON COHESIVE SOIL CONDITIONS (SILTY OR SANDY CLAY), WITH AN AVERAGE UNCONFINED COMPRESSIVE STRENGTH (QU) > 1.25 TON/SQ. FT. WHICH MUST BE DETERMINED BY PREVIOUS SOIL INVESTIGATIONS AT THE JOB SITE. WHEN OTHER CONDITIONS ARE INDICATED, THE BORING DATA SHALL BE INCLUDED IN THE PLANS AND THE FOUNDATION DIMENSIONS SHOWN SHALL BE THE RESULT OF SITE SPECIFIC DESIGNS. IF CONDITIONS ENCOUNTERED IN THE FIELD ARE DIFFERENT THAN THOSE INDICATED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF THE FOUNDATION DIMENSIONS NEED TO BE MODIFIED.

LEGEND:

F.F. - FRONT FACE
B.F. - BACK FACE
CTS. - CENTERS

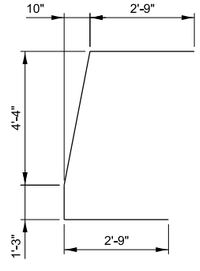


ANCHOR BOLT ASSEMBLY



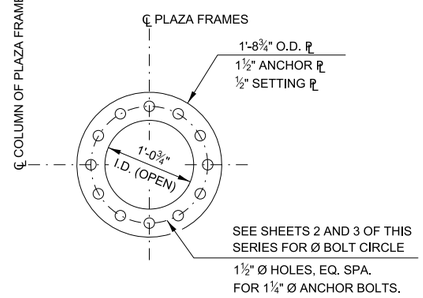
BAR	"L"	"M"
d1(E)	2'-9"	5'-7"
u(E)	2'-9"	3'-8"
u1(E)	3'-3"	1'-1"
u2(E)	3'-10"	3'-8"

BARS d1(E), u(E), u1(E) AND u2(E)



BAR d2(E)

FRAME COLUMN	ANCHOR BOLT
HSS 12.75x0.500	12



ANCHOR ℄ / SETTING ℄

BAR LIST-ONE FOUNDATION

BAR	NO.	SIZE	LENGTH	SHAPE
d1(E)	5	#6	11'-1"	
d2(E)	5	#6	11'-2"	
s(E)	1	#4	30'-7"	
v(E)	14	#10	30'-7"	
u(E)	10	#5	9'-2"	
u1(E)	5	#5	7'-7"	
u2(E)	4	#5	11'-4"	

ESTIMATED QUANTITY

ITEM	UNIT	CONCRETE BARRIER FDN.
CLASS SI CONCRETE	CU. YD.	3.8
CLASS DS CONCRETE	CU. YD.	6.6
REINFORCEMENT BARS, EPOXY COAT	POUND	2,540
PROTECTIVE COAT	SQ. YD.	4.4

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) STRUCTURE DETAILS FOR AET RAMP

VERSION:	STANDARD:	SHEET:
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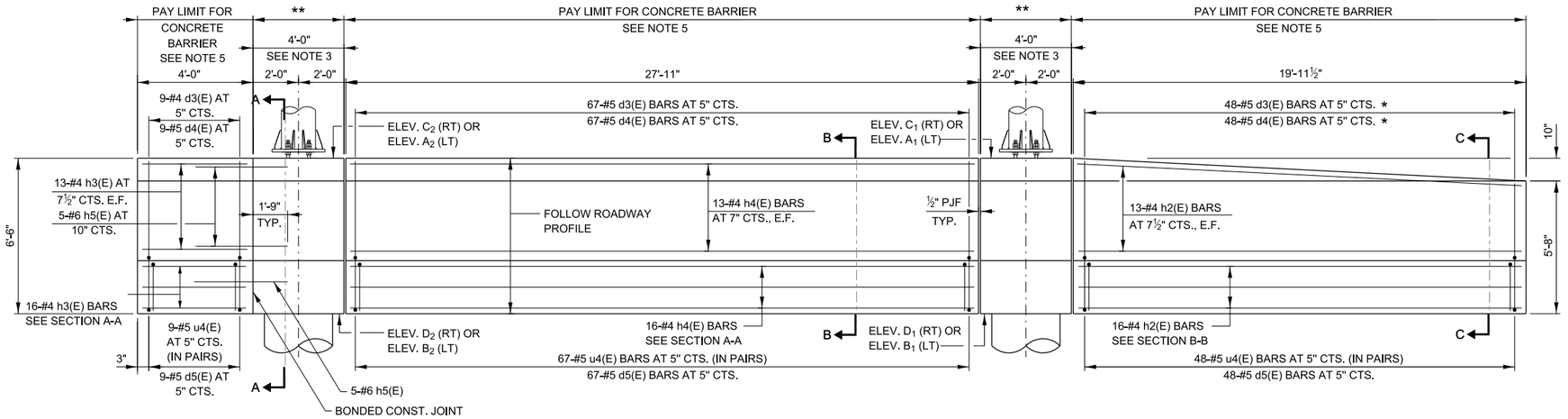


CONCRETE BARRIER AND BARRIER BASE ELEVATION

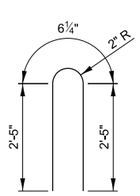
INSIDE FACE OF RIGHT BARRIER IS SHOWN
(MIRROR ELEVATION OF LEFT BARRIER)

* CUT IN FIELD AS REQUIRED TO FIT TAPER

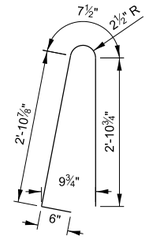
** PAY LIMIT FOR FOUNDATION FOR OVERHEAD SIGN STRUCTURE

BAR LIST - FOR ONE BARRIER

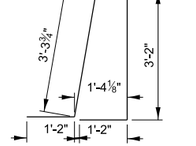
BAR	NO.	SIZE	LENGTH	SHAPE
d3(E)	124	#4	5'-5"	
d4(E)	124	#5	7'-0"	
d5(E)	124	#5	9'-10"	
h2(E)	29	#4	19'-7"	
h3(E)	29	#4	3'-8"	
h4(E)	29	#4	27'-7"	
h5(E)	10	#6	3'-9"	
u4(E)	248	#5	9'-3"	



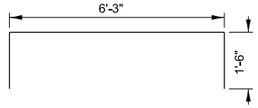
BAR d3(E)



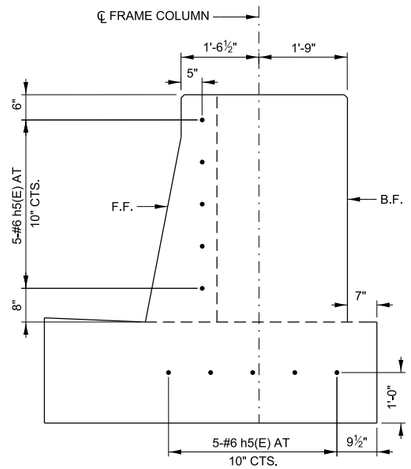
BAR d4(E)



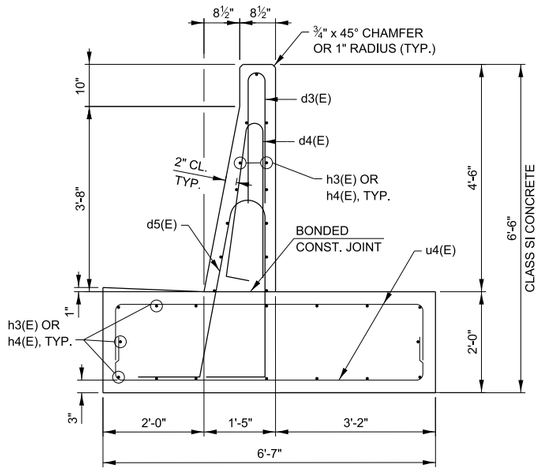
BAR d5(E)



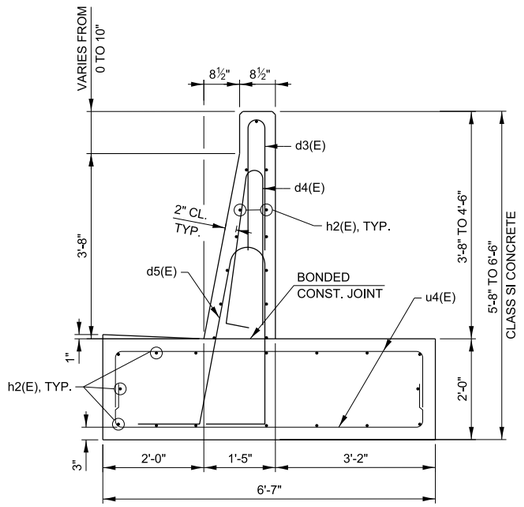
BAR u4(E)



SECTION A-A



SECTION B-B



SECTION C-C

ESTIMATED QUANTITY

(FOR ONE CONCRETE BARRIER)

ITEM	UNIT	ENETERANCE MONOTUBE	EXIT MONOTUBE	TOTAL
CONCRETE STRUCTURES	CU. YD.	22.0	11.7	33.7
REINFORCEMENT BARS, EPOXY COATED	POUND	3,945	2,115	6,060
PROTECTIVE COAT	SQ. YD.	26.9	14.5	41.4

NOTES:

1. PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF THE BARRIER, GUTTER AND TO THE ENTRANCE SIDE FACE (AT THE BEGINNING OF THE RAMP PLAZA PAVEMENT) FOR THE FULL HEIGHT OF THE BARRIER.
2. ELECTRICAL JUNCTION BOXES SHALL BE EXTERIOR MOUNTED ON THE BACK FACE OF BARRIER.
3. FOR CONCRETE BARRIER FOUNDATION DETAILS FOR MONOTUBE FRAMES, SEE SHEET 6 OF THIS SERIES.
4. SEE OVERHEAD SIGN STRUCTURE ENTRANCE MONOTUBE TYPE (STEEL) AET RAMP SUMMARY AND TOTAL BILL OF MATERIAL IN CONTACT PLANS FOR COMPLETE BILL OF MATERIAL.
5. CONCRETE BARRIER AND BASE DETAILED ON THIS SHEET WILL BE PAID FOR UNDER THE ITEMS: CONCRETE STRUCTURES, REINFORCEMENT BARS, EPOXY COATED AND PROTECTIVE COAT.
6. CONCRETE BARRIER LOCATED OUTSIDE THE LIMITS SHOWN ON THESE SHEETS WILL BE PAID FOR SEPARATELY.

APPROVED BY:
Marco Nastif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE MONOTUBE TYPE (STEEL) STRUCTURE DETAILS FOR AET RAMP

VERSION:	STANDARD:	SHEET:
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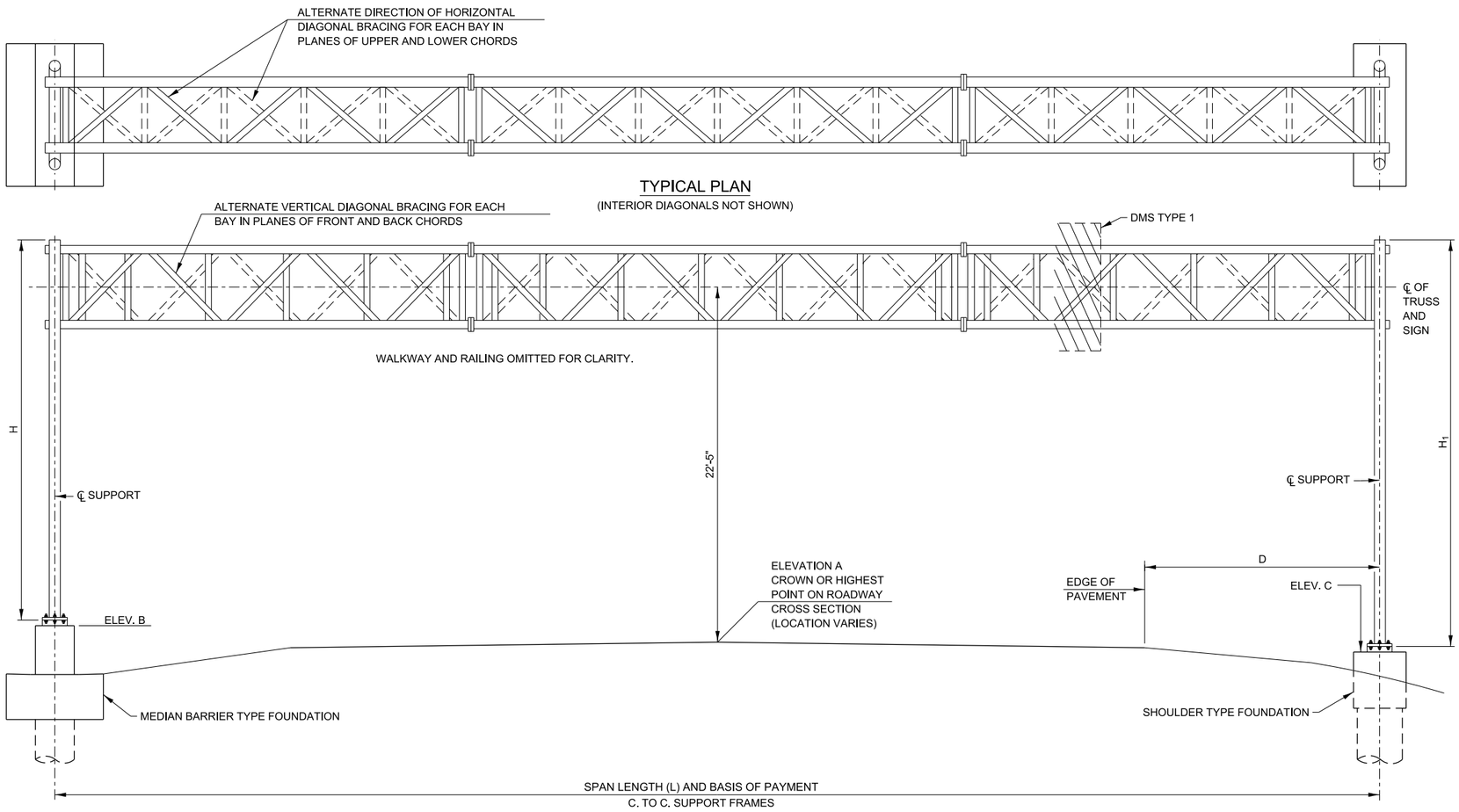

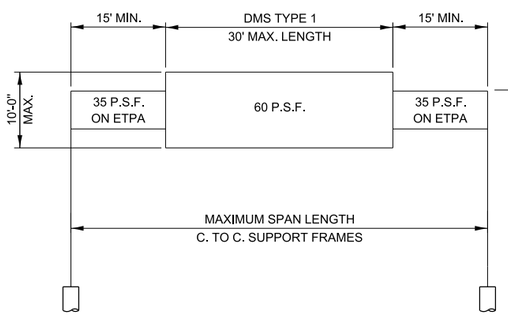

DESIGN WIND LOADING DIAGRAM

ETPA = EFFECTIVE TRUSS PROJECTED AREA.
MAXIMUM DMS WEIGHT = 5000 LBS.

TYPICAL ELEVATION

(LOOKING AT FACE OF SIGN)

ELEV. A = ELEVATION AT POINT OF MINIMUM CLEARANCE TO DMS, WALKWAY SUPPORT OR TRUSS.

MATERIAL SPECIFICATIONS TABLE FOR STRUCTURAL STEEL AND FASTENERS

ELEMENT OF STRUCTURE	SPECIFICATION	MINIMUM YIELD STRENGTH (K.S.I.)	MINIMUM ULTIMATE STRENGTH (K.S.I.)
HOLLOW STRUCTURAL SECTIONS (HSS)	ASTM A500 GRADE B	42	58
STRUCTURAL STEEL PIPE	ASTM A53, TYPE E OR S, GRADE B	35	60
STRUCTURAL STEEL BAR, PLATES AND SHAPES	ASTM A572 GRADE 50	50	65
STAINLESS STEEL BOLTS	ASTM A193 GRADE B8 OR B8M	30	75
STRUCTURAL STEEL BOLTS	ASTM 325, TYPE 1	–	105
STAINLESS STEEL LOCKNUTS	ASTM A194 GRADE 8F ASTM A194 GRADE 2H	–	–
NUTS	ASTM A563 GRADE DH	–	–
STEEL WASHERS	ASTM F436	–	–
STAINLESS STEEL WASHERS	ASTM A240, TYPE 302	–	–
STEEL ANCHOR BOLTS	AASHTO M314 OR ASTM F1554	105	125

CONSTRUCTION SPECIFICATIONS:

ALL MATERIALS, EXCEPT AS SHOWN, FABRICATION, ERECTION AND CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE LATEST STANDARD SPECIFICATIONS.

LOADING:

1. SPAN TYPE (STEEL) TRUSS ARE DESIGNED FOR A 10'-0" DEEP DMS, WITH A MAXIMUM LENGTH OF 30'-0" AND AMAXIMUM THICKNESS OF 4'-2".
2. SPAN TYPE (STEEL) TRUSS ARE DESIGNED FOR 35 PSF WIND PRESSURE ON TRUSS MEMBERS AND 60 PSF ON DMS.
3. WALKWAY LOADING SHALL INCLUDE DEAD LOAD PLUS 500 LBS. CONCENTRATED LIVE LOAD.
4. WALKWAY HANDRAILS ARE DESIGNED FOR A 200-LB LOAD ON TOP RAIL AND A 150-LB LOAD ON MID RAIL, APPLIED IN ANY DIRECTION.
5. PROVIDE ANCHORAGE FOR ATTACHMENT OF PERSONAL FALL ARREST SYSTEMS PER OSHA SECTION 1926.502(D). ANCHORAGE SHALL BE INSTALLED AS CLOSE TO PANEL POINTS AS POSSIBLE AND SHALL BE CAPABLE OF SUPPORTING AT LEAST 5000 LBS.
6. ICE LOAD OF 3 PSF APPLIED WITH A FACTOR OF 1.0 FOR STRENGTH I ONLY.

DESIGN SPECIFICATIONS:

2015 AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 1ST EDITION WITH 2020 INTERIM REVISIONS, INSTRUCTIONS AND INFORMATION.

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020

GENERAL NOTES:

1. WORK THIS SHEET WITH, OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL) SUMMARY AND BILL OF MATERIAL SHEET.
2. AFTER ADJUSTMENTS TO LEVEL TRUSS AND ENSURE ADEQUATE VERTICAL CLEARANCE, ALL TOP AND LEVELING NUTS SHALL BE TIGHTENED AGAINST THE BASE PLATE WITH A MINIMUM TORQUE OF 200 LB.-FT. STAINLESS STEEL MESH SHALL THEN BE PLACED AROUND THE PERIMETER OF THE BASE PLATE. SECURE TO BASE PLATE WITH STAINLESS STEEL BANDING.
3. SIGN SUPPORT STRUCTURES MAY BE SUBJECT TO DAMAGING VIBRATIONS AND OSCILLATIONS WHEN DMS IS NOT IN PLACE DURING ERECTION OR MAINTENANCE OF THE STRUCTURE. TO AVOID THESE, ATTACH TEMPORARY BLANK SIGN PANELS OR OTHER BRACING TO THE STRUCTURE UNTIL DMS IS INSTALLED.
4. TRUSS UNITS SHALL BE SHIPPED INDIVIDUALLY WITH ADEQUATE PROVISION TO PREVENT DETRIMENTAL MOTION DURING TRANSPORT. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CONFIGURATION AND PROTECTION OF THE TRUSS UNITS.
5. ALL WELDS SHALL BE CONTINUOUS UNLESS OTHERWISE SHOWN. ALL WELDING SHALL BE DONE IN ACCORDANCE WITH CURRENT AWS D1.1 STRUCTURE WELDING CODE AND THE STANDARD SPECIFICATIONS.
6. INSTALLATIONS NOT WITHIN DIMENSIONAL LIMITS SHOWN REQUIRE SPECIAL ANALYSIS FOR ALL COMPONENTS.
7. ONE DMS TYPE 1 IS PERMITTED TO BE MOUNTED ON A SPAN TRUSS. DO NOT MOUNTSIGN PANELS ON THIS TRUSS.

FABRICATION NOTES:

1. MATERIALS: SEE MATERIAL SPECIFICATIONS TABLE FOR MATERIAL SPECIFICATIONS FOR OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL). 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 STEEL POST SHALL HAVE A MINIMUM LONGITUDINAL CHARPY V-NOTCH (CVN) ENERGY OF 15 LB.-FT. AT 40 F (ZONE 2) BEFORE GALVANIZING.
2. WELDING: ALL MATERIALS, WELDING PROCEDURES AND INSPECTION USED FOR THE SPAN TYPE OVERHEAD SIGN STRUCTURE SHALL CONFORM TO AWS D1.1-15 FOR TUBULAR, CYCLICALLY LOADED STRUCTURES. ADDITIONALLY, ALL WELDED MATERIALS USED SHALL BE PREQUALIFIED FOR USE WITH WPS PER AWS D1.1-15, TABLE 3.1.
3. FASTENERS FOR STEEL TRUSSES: HIGH STRENGTH BOLTS SHALL SATISFY THE REQUIREMENTS OF AASHTO M164 (ASTM A325), OR APPROVED ALTERNATE, AND SHALL HAVE MATCHING LOCKNUTS. THREADED STUDS FOR SPLICES (IF MEMBERS INTERFERE) SHALL SATISFY THE REQUIREMENTS OF ASTM A449, ASTM A193 GRADE B7, OR APPROVED ALTERNATE, AND SHALL HAVE MATCHING LOCKNUTS. BOLTS AND LOCKNUTS NOT REQUIRED TO BE HIGH STRENGTH SHALL SATISFY THE REQUIREMENTS OF ASTM A307. ALL BOLTS AND LOCKNUTS SHALL BE HOT DIP GALVANIZED PER AASHTO M232, EXCEPT STAINLESS STEEL FASTENERS, NUTS AND WASHERS. THE LOCKNUTS SHALL 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.
4. U-BOLTS: U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).
5. STEEL GRATING: STEEL BARS FOR GRATING ELEMENTS SHALL CONFORM TO ASTM A36 OR AN EQUIVALENT MATERIAL ACCEPTABLE TO THE ENGINEER.
6. GALVANIZING: ALL PLATES, SHAPES AND PIPE SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M111. PAINTING IS NOT PERMITTED. ALL FASTENERS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH AASHTO M111 OR M232 AS APPROPRIATE FOR THE PRODUCT (EXCEPT STAINLESS STEEL FASTENERS).

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

REVISIONS	
DATE	DESCRIPTION
03-01-2025	ADDED UTILITY CLEARANCE REQ.
03-01-2024	ADDED UTILITY CLEARANCE REQ.
03-01-2023	CHANGE VERT. DIAG. & INT. DIAG. TO
	4X-STRONG PIPE, END SUP. DIAG. TO
	4XX-STRONG PIPE, REV. NUM. OF V(E)
	BARS ON SHT. 7 & 8 & INC. SHAFT.

OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL) STRUCTURE DETAILS

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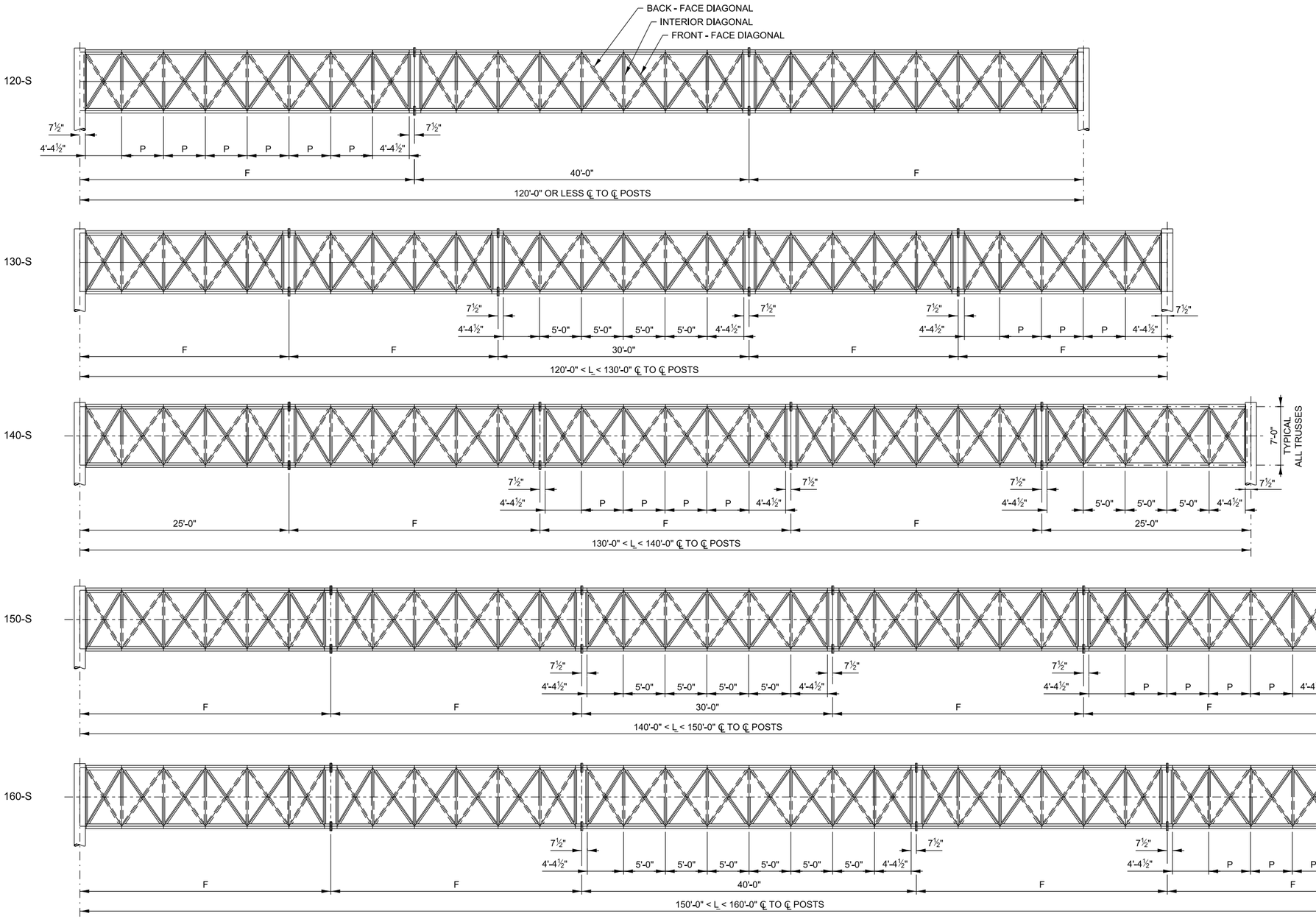
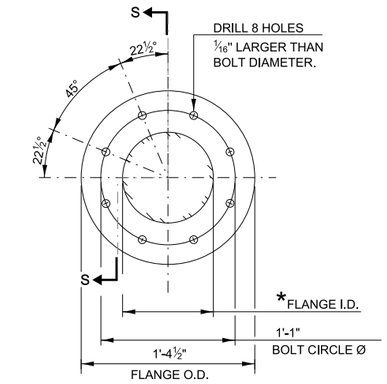
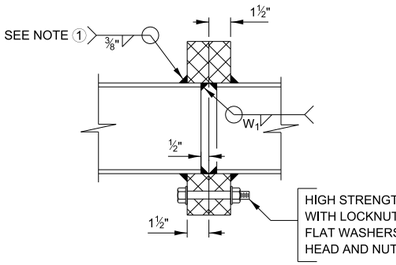


PART ELEVATION VIEWS



SPLICING FLANGES

*TO FIT O.D. OF CHORD WITH MAXIMUM GAP OF 1/16".

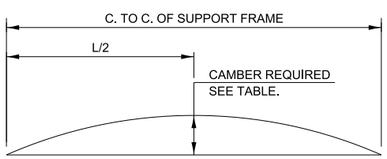


SECTION S-S

NOTE:

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.

SPAN LENGTH (L)	CAMBER
120' OR LESS	2¾"
120' < L ≤ 130'	3¼"
130' < L ≤ 140'	4"
140' < L ≤ 150'	4¼"
150' < L ≤ 160'	5"



CAMBER DIAGRAM

NOTE:
1. FABRICATE TRUSS WITH CHORDS CURVED SMOOTHLY TO PROVIDE CAMBER.
2. DO NOT CAMBER BY SHIMMING AT TRUSS FIELD SPLICES OR CUTTING AND REWELDING CHORD.

TRUSS MEMBER SCHEDULE

DESIGN TRUSS TYPE	SPAN	CHORDS	VERTICAL DIAGONALS, VERTICALS AND INTERIOR DIAGONALS	HORIZONTAL DIAGONALS	HORIZONTALS	SPLICING FLANGE		
						H.S. BOLTS		WELD SIZE
						NO./SPLICE	DIA.	W_1
120-S	120' OR LESS	HSS 8.625x0.322	PIPE 4 X-STRONG	PIPE 3 XX-STRONG	PIPE 3 X-STRONG	8	1"	1/4"
130-S	120' < L ≤ 130'	HSS 8.625x0.375	PIPE 4 X-STRONG	PIPE 3 XX-STRONG	PIPE 3 X-STRONG	8	1"	5/16"
140-S	130' < L ≤ 140'	HSS 8.625x0.375	PIPE 4 X-STRONG	PIPE 3 XX-STRONG	PIPE 3 X-STRONG	8	1"	5/16"
150-S	140' < L ≤ 150'	HSS 8.625x0.500	PIPE 4 X-STRONG	PIPE 3 XX-STRONG	PIPE 3 X-STRONG	8	1"	7/16"
160-S	150' < L ≤ 160'	HSS 8.625x0.500	PIPE 4 X-STRONG	PIPE 3 XX-STRONG	PIPE 3 X-STRONG	8	1¼"	7/16"

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
SPAN TYPE (STEEL)
STRUCTURE DETAILS

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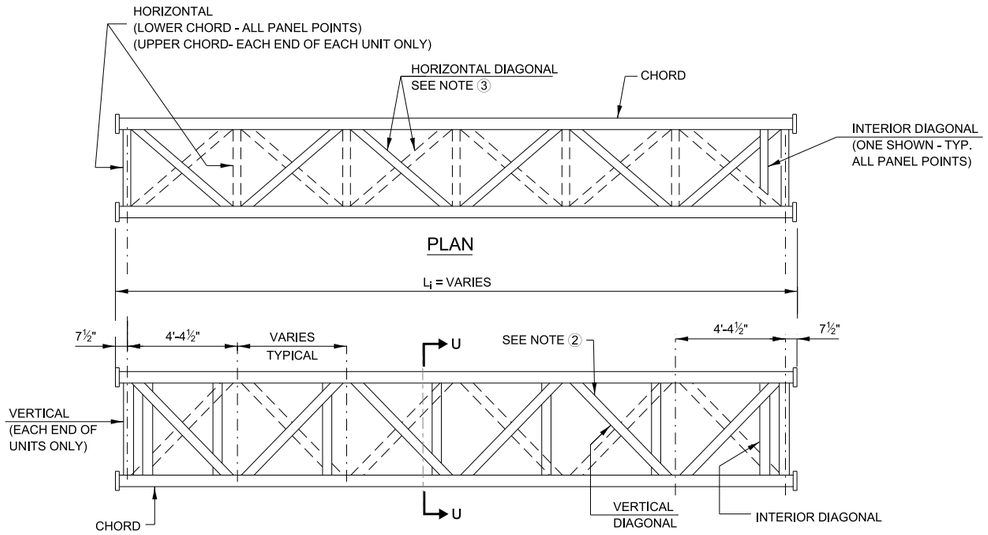
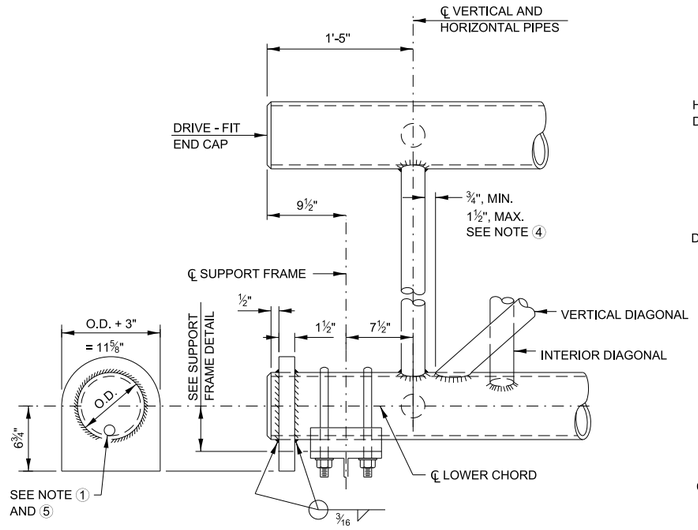
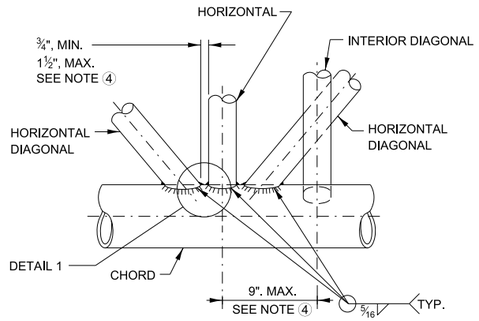


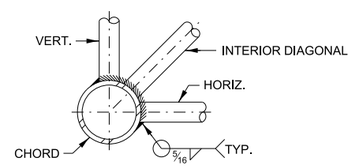
ELEVATION
TYPICAL INTERIOR UNIT

EVEN OR ODD NUMBER OF PANELS/EXTERIOR UNITS ALLOWED.

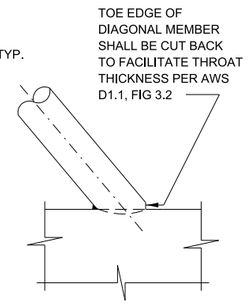


SUPPORT END DETAIL FOR EXTERIOR UNIT

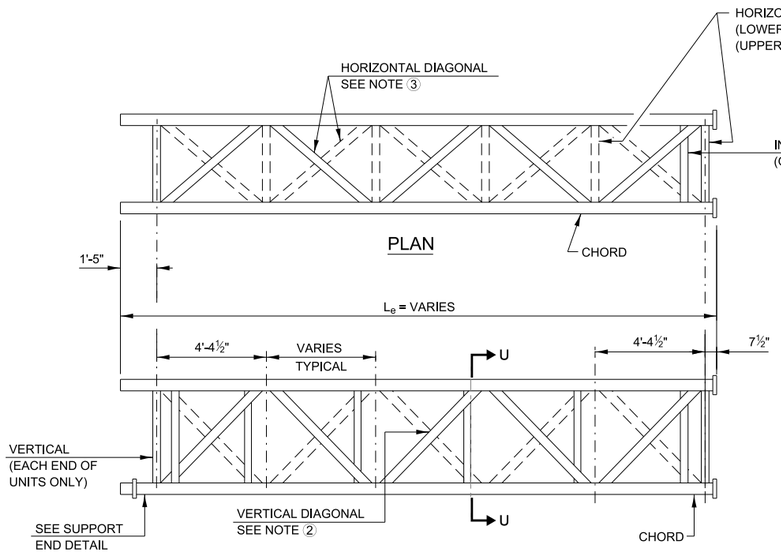




TYPICAL JOINT DETAILS

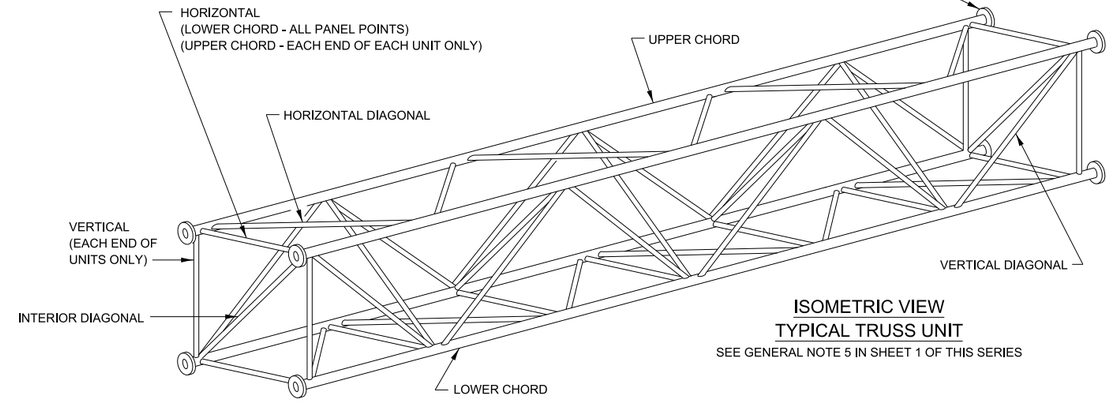


DETAIL 1



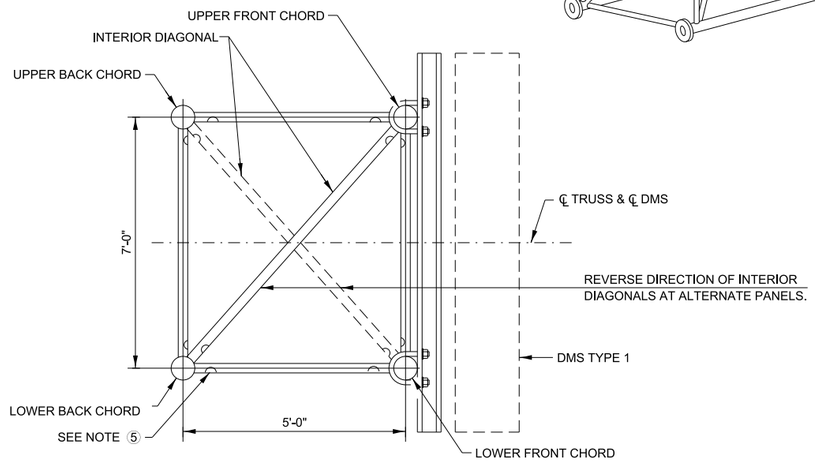
ELEVATION
TYPICAL EXTERIOR UNIT

EVEN OR ODD NUMBER OF PANELS/EXTERIOR UNITS ALLOWED.



ISOMETRIC VIEW
TYPICAL TRUSS UNIT

SEE GENERAL NOTE 5 IN SHEET 1 OF THIS SERIES



SECTION U-U

(VERTICAL AND HORIZONTAL DIAGONALS NOT SHOWN)

NOTES

① CONTRACTOR SHALL USE STANDARD DRIVE - FIT CAP TO CLOSE END. ½" Ø DRAIN HOLE IN DRIVE - FIT CAP INSTALLED AFTER GALVANIZING. (TYP. AT NON - SPLICED ENDS OF CHORDS)

② VERTICAL DIAGONALS IN FRONT AND BACK FACE SHALL ALTERNATE INCLINATION.

③ HIDDEN LINES SHOW WIND BRACING ALTERNATES DIRECTION BETWEEN PLANES OF TOP AND BOTTOM CHORDS.

④ ALL DIAGONALS SHALL BE OFFSET FROM THE PANEL POINT BASED ON THE FOLLOWING: OFFSET SHALL PROVIDE A ¾" MINIMUM TO 1½" MAXIMUM CLEARANCE BETWEEN DIAGONAL AND ANY OTHER DIAGONAL, HORIZONTAL OR VERTICAL MEMBER, AND TO PROVIDE CLEARANCE FOR U-BOLT CONNECTIONS OF DMS TYPE 1 OR WALKWAY BRACKETS.

⑤ GALVANIZING VENT HOLES OF ADEQUATE SIZE SHALL BE PROVIDED ON UNDERSIDE AT EACH END OF TRUSS MEMBERS EXCEPT CHORDS. ALTERNATELY, HOLES MAY BE PROVIDED IN WALL OF CHORDS. ALL VENT HOLES SHALL BE DRILLED AND DE - BURRED, TYP.

APPROVED BY:
Marco Nastif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL) STRUCTURE DETAILS

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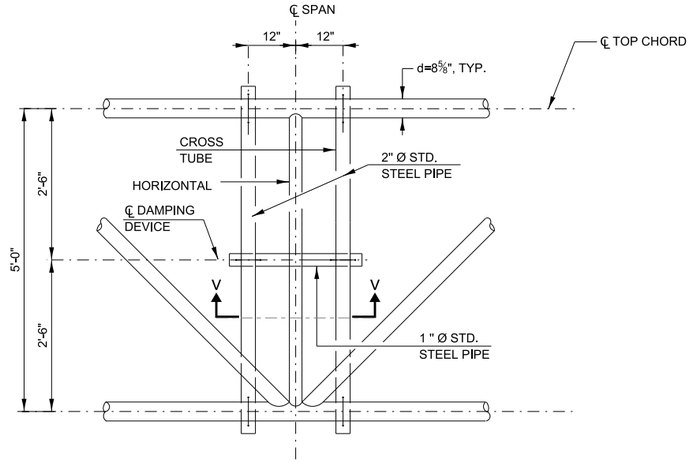
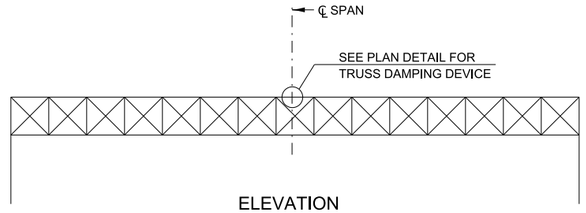
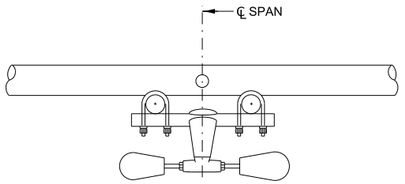


PLAN DETAIL
℄ SPAN AT PANEL POINTS

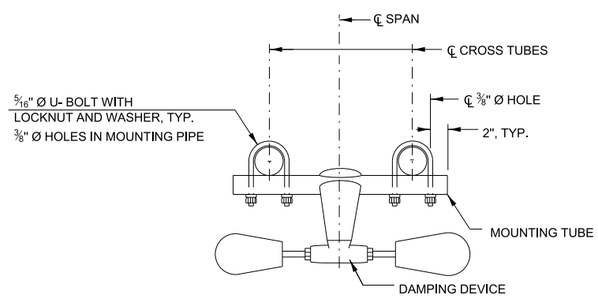


ELEVATION
STEEL OVERHEAD SIGN TRUSS

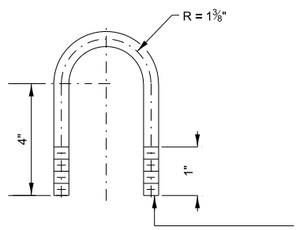
DAMPER NOTE:
ONE DAMPER PER TRUSS. (31 LBS. STOCKBRIDGE-TYPE - 29" MINIMUM BETWEEN ENDS OF WEIGHTS).



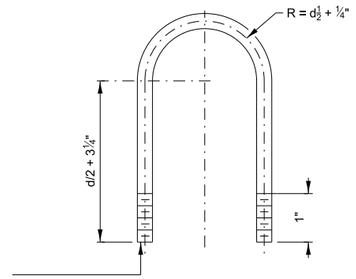
SECTION V-V



TRUSS DAMPING DEVICE CONNECTION DETAIL
(TYPICAL)



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL
(TYPICAL)



TOP CHORD TO CROSS TUBE U-BOLT DETAIL
(TYPICAL)

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
SPAN TYPE (STEEL)
STRUCTURE DETAILS

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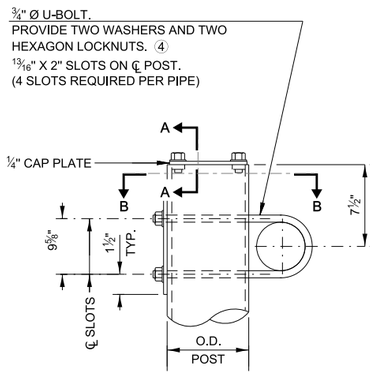
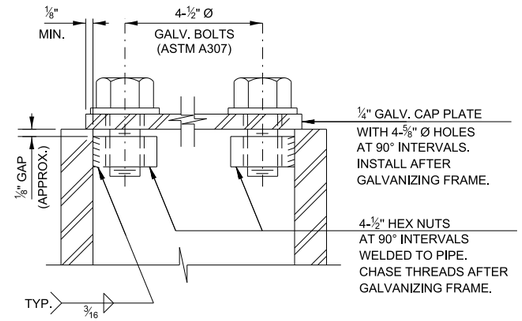
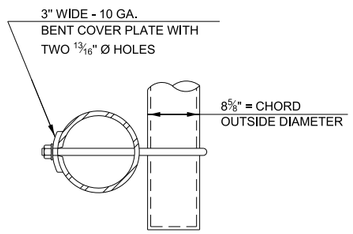


DETAIL A

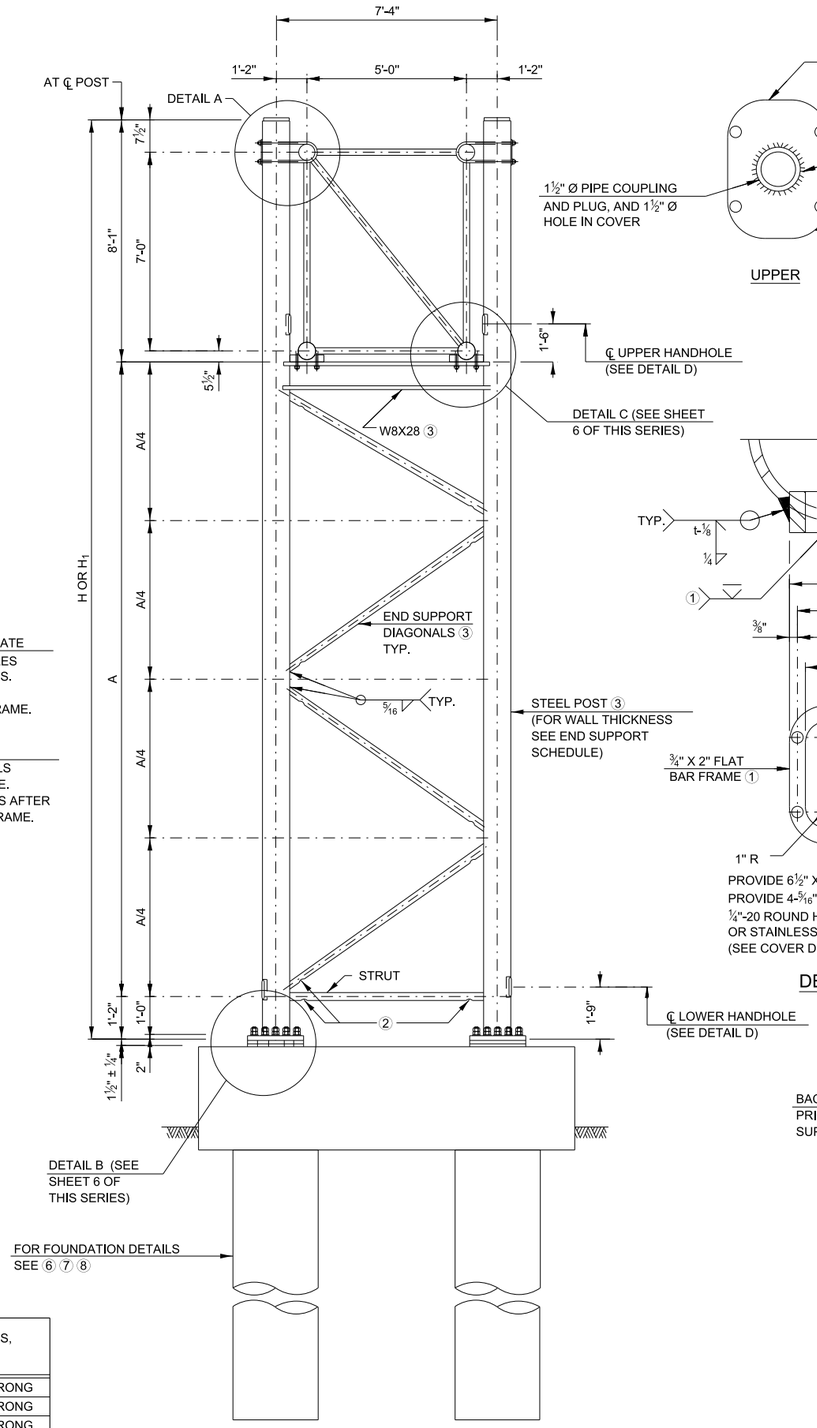


SECTION A-A

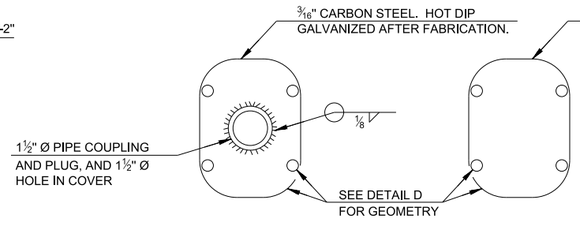
AS AN ALTERNATE TO BOLTS, MAY USE GALVANIZED
DRIVE - FIT CAPS INSTALLED AFTER GALVANIZING FRAME.



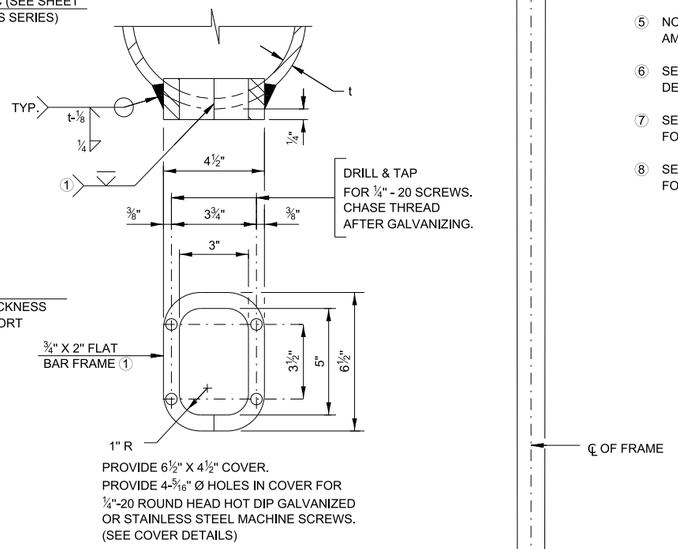
SECTION B-B



SIDE ELEVATION

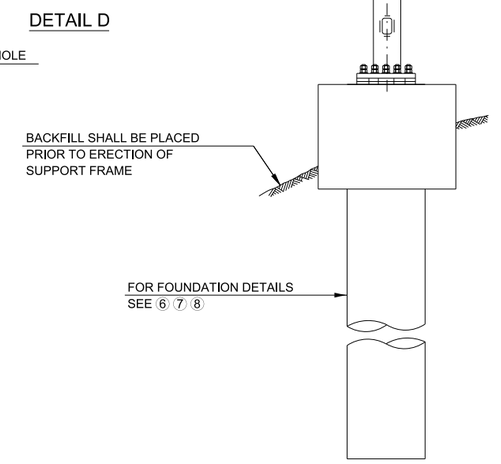


HANDHOLE COVERS



PROVIDE 6½" X 4½" COVER.
PROVIDE 4-5/16" Ø HOLES IN COVER FOR
¼"-20 ROUND HEAD HOT DIP GALVANIZED
OR STAINLESS STEEL MACHINE SCREWS.
(SEE COVER DETAILS)

DETAIL D



END ELEVATION

END SUPPORT DETAILS

NOTES:

① IN LIEU OF FABRICATED HANDHOLE FRAME AS SHOWN, MAY CUT FROM 2" PLATE (ROLLING DIRECTION VERTICAL). ALL CUT FACES TO BE GROUND TO ANSI ROUGHNESS OF 500 μIN 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 SHEET 1 OF THIS SERIES.

④ SEE GENERAL NOTES FOR FASTENERS.

⑤ NONSTANDARD APPLICATIONS SHALL HAVE DIMENSIONS VERIFIED OR AMENDED AS APPROPRIATE.

⑥ SEE SHEET 7 OF THIS SERIES FOR SHOULDER TYPE FOUNDATION DETAILS.

⑦ SEE SHEET 8 OF THIS SERIES FOR MEDIAN BARRIER TYPE FOUNDATION DETAILS.

⑧ SEE SHEET 9 OF THIS SERIES FOR MEDIAN BARRIER TYPE FOUNDATION DETAILS WHEN EXISTING UTILITY IS PRESENT.

END SUPPORT SCHEDULE

DESIGN TRUSS TYPE	H OR H_1	t	POSTS	DIAGONALS, STRUT
120-S	34' MAX.	½"	HSS 12.75x0.500	PIPE 4 XX-STRONG
130-S	34' MAX.	½"	HSS 14x0.500	PIPE 4 XX-STRONG
140-S	34' MAX.	½"	HSS 14x0.500	PIPE 4 XX-STRONG
150-S	36' MAX.	½"	HSS 16x0.500	PIPE 4 XX-STRONG
160-S	36' MAX.	½"	HSS 16x0.500	PIPE 4 XX-STRONG

APPROVED BY: Marco Nastif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
SPAN TYPE (STEEL)
STRUCTURE DETAILS

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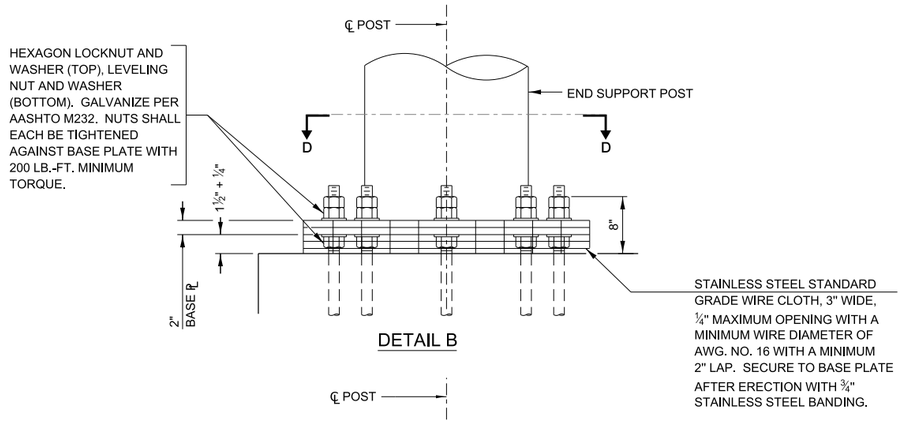
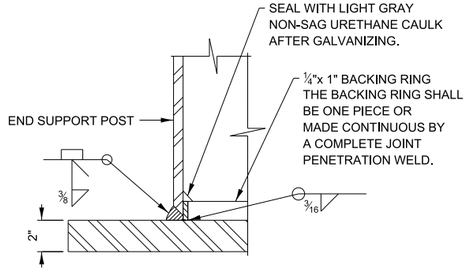
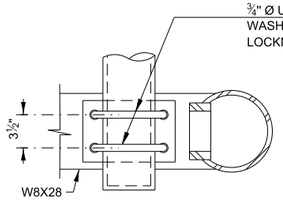


DETAIL B

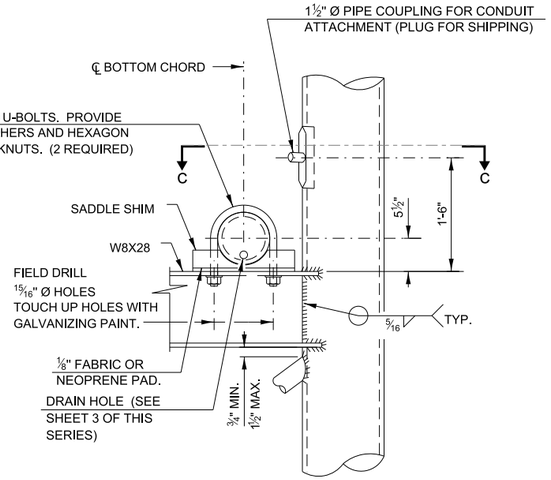


SECTION E-E

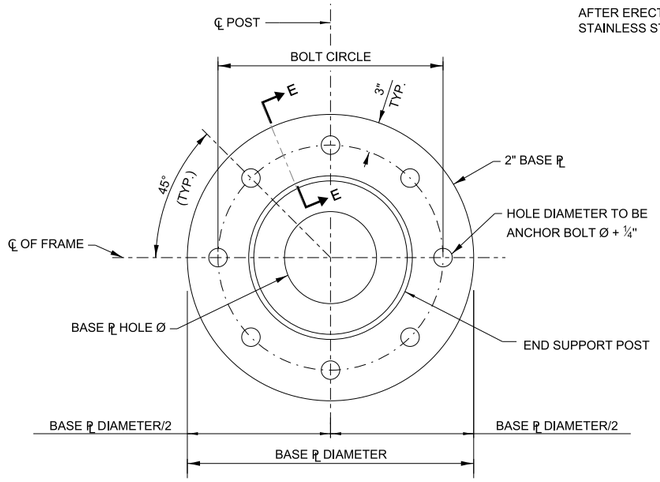


SECTION C-C

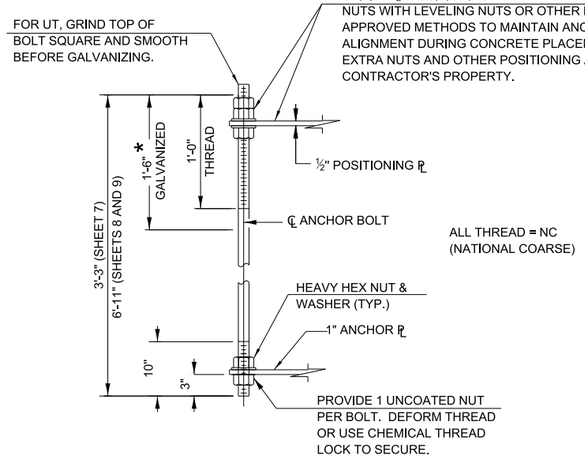
(HANDHOLE COVER NOT SHOWN)



DETAIL C



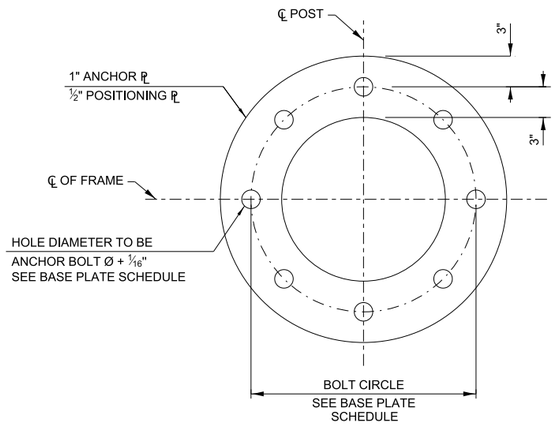
SECTION D-D



ANCHOR BOLT DETAIL

ANCHOR BOLTS SHALL CONFORM TO AASHTO M314 GRADE 105 AND MEET CHARPY V-NOTCH (CVN) ENERGY OF 15 LB.-FT. AT 40° F. GALVANIZE UPPER 18" PER AASHTO M232. NO WELDING SHALL BE PERMITTED ON BOLTS.

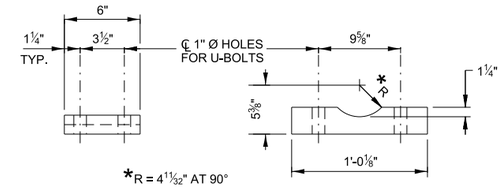
* 18" IS MINIMUM TO BE GALVANIZED. ENTIRE BOLT MAY BE GALVANIZED AT CONTRACTOR'S OPTION.



POSITIONING PLATE AND ANCHOR PLATE

BASE PLATE SCHEDULE

DESIGN TRUSS TYPE	END SUPPORT POST OUTSIDE DIAMETER	BASE PLATE		BOLT CIRCLE	ANCHOR BOLT DIA.
		DIAMETER	HOLE }		
120-S	1'-0¾"	2'-0¾"	6.75"	1'-6¾"	1½"
130-S	14"	2'-2"	8"	1'-8"	1½"
140-S	14"	2'-2"	8"	1'-8"	1½"
150-S	16"	2'-4"	8"	1'-10"	1½"
160-S	16"	2'-4"	8"	1'-10"	1¾"



SADDLE SHIM DETAIL

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
SPAN TYPE (STEEL)
STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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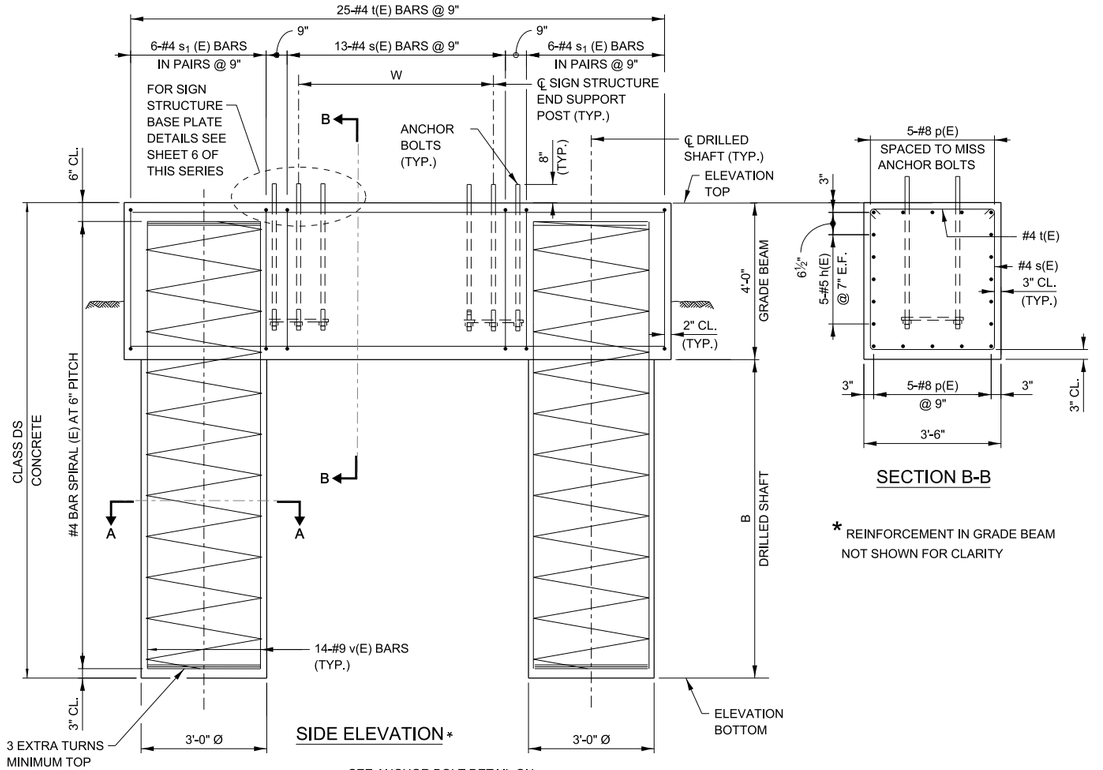
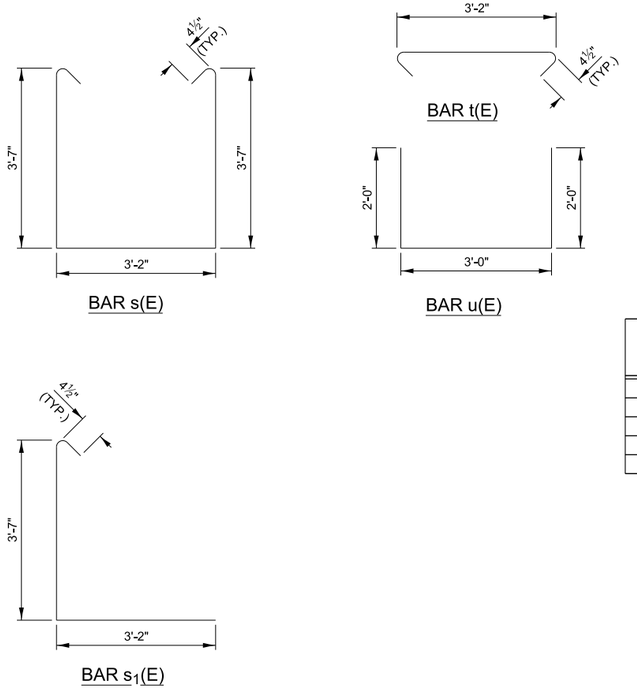


NOTES:

1. THE FOUNDATION DETAILS SHOWN ARE BASED ON THE PRESENCE OF MOSTLY COHESIVE SOIL CONDITIONS (SILTY OR SANDY CLAY), WITH AN AVERAGE UNCONFINED COMPRESSIVE STRENGTH (QU) > 1.25 TON/SQ. FT. WHICH SHALL BE DETERMINED BY PREVIOUS SOIL INVESTIGATIONS AT THE JOBSITE. WHEN OTHER CONDITIONS ARE INDICATED, THE BORING DATA SHALL BE INCLUDED IN THE PLANS AND THE FOUNDATION DIMENSIONS SHOWN SHALL BE THE RESULT OF SITE SPECIFIC DESIGNS. IF CONDITIONS ENCOUNTERED IN THE FIELD ARE DIFFERENT THAN THOSE INDICATED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF THE FOUNDATION DIMENSIONS NEED TO BE MODIFIED.
2. ALL MATERIAL, FABRICATION, AND CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 734 OF THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
3. CONCRETE SHALL BE PLACED MONOLITHICALLY, WITHOUT CONSTRUCTION JOINTS UNLESS NOTED OTHERWISE.
4. BACKFILL SHALL BE PLACED PER SECTION 502 OF THE IDOT STANDARD SPECIFICATION AND PRIOR TO ERECTION OF END SUPPORT POST.
5. PROVIDE NORMAL SURFACE FINISH, FOLLOWED BY CONCRETE SEALER APPLICATION ON ALL CONCRETE SURFACES EXCEPT BOTTOM OF GRADE BEAM AND DRILLED SHAFTS.
6. ALL REBAR DESIGNATED (E) SHALL BE EPOXY COATED. REBAR SHALL BE POSITIONED SO THAT THERE WILL BE NO INTERFERENCE BETWEEN VERTICAL REINFORCEMENT AND ANCHOR BOLTS.
7. NO SONOTUBES OR DECOMPOSABLE FORMS SHALL BE USED 6" BELOW THE FINISHED GROUND LINE. PERMANENT METAL FORMS OR OTHER SHIELDING SHALL NOT BE LEFT IN PLACE BELOW THE ELEVATION WITHOUT THE ENGINEER'S WRITTEN PERMISSION. EXCAVATIONS SHALL BE DEWATERED BEFORE CONCRETE PLACEMENT IF DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.
8. IF NECESSARY TO INCREASE STEEL END SUPPORT HEIGHT ABOVE THE LIMITATIONS SHOWN IN SIGN STRUCTURE MEMBER SCHEDULE ON SHEET 5 OF THIS SERIES, GRADE BEAM DEPTH ON THIS SHEET SHALL BE INCREASED UP TO 6'-0" WITHOUT CHANGES TO THE DRILLED SHAFT DESIGN. GRADE BEAM REINFORCEMENT, CONCRETE VOLUME AND LENGTH OF ANCHOR BOLTS SHALL BE REVISED ACCORDINGLY.



BAR LIST - EACH FOUNDATION

(2 SHAFT AND 1 GRADE BEAM)

BAR	NUMBER	SIZE	LENGTH	SHAPE
h(E)	10	#5	17'-8"	
p(E)	10	#8	17'-8"	
s(E)	13	#4	11'-1"	
s1(E)	24	#4	6'-11½"	
t(E)	25	#4	3'-11"	
u(E)	14	#4	7'-0"	
v(E)	28	#9	B ADD 3'-3"	
#4 BAR SPIRAL (E) - SEE SIDE ELEVATION				

SHOULDER FOUNDATION SCHEDULE

DESIGN TRUSS TYPE	W	X	B	CLASS DS CONCRETE (CU YD)	REINFORCEMENT BARS (POUNDS)
120-S	7'-4"	3'-7"	50'-0"	35.5	7,250
130-S	7'-4"	3'-7"	55'-0"	38.1	7,830
140-S	7'-4"	3'-7"	55'-0"	38.1	7,830
150-S	7'-4"	3'-7"	55'-0"	38.1	7,830
160-S	7'-4"	3'-7"	55'-0"	38.1	7,830

APPROVED BY: Marwan Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL) STRUCTURE DETAILS

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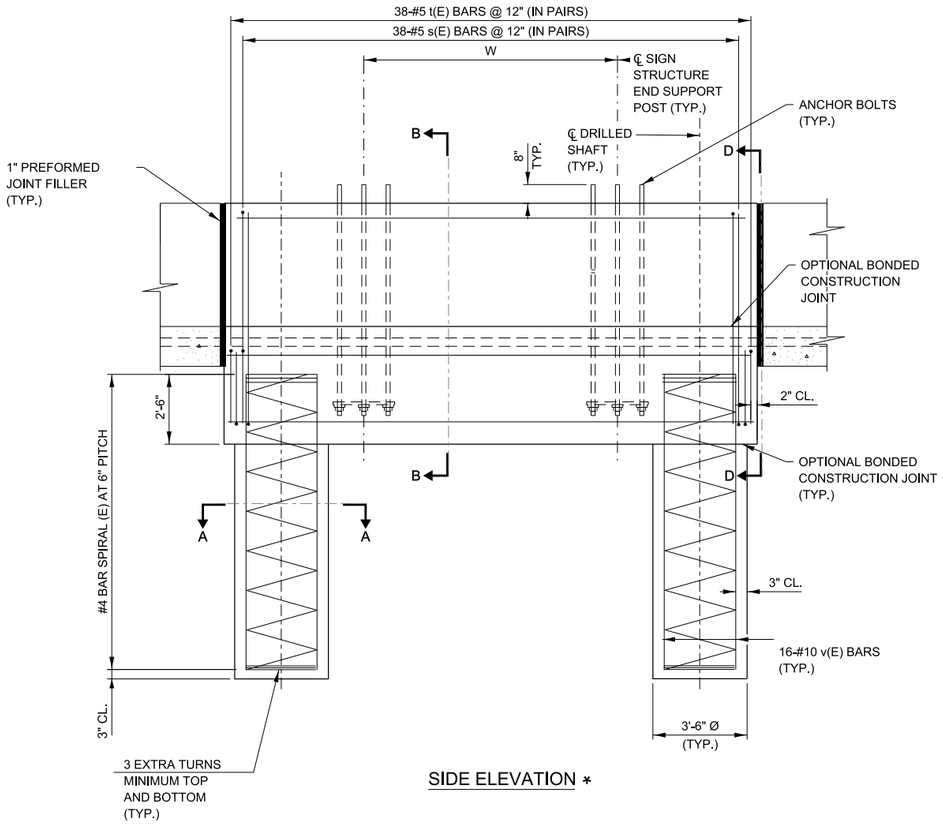
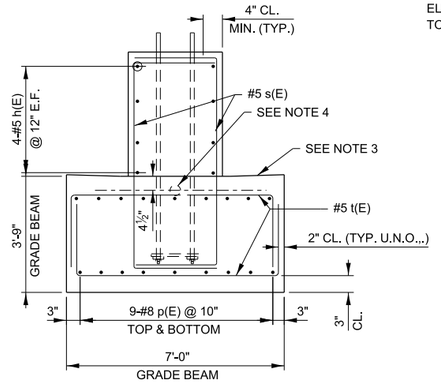
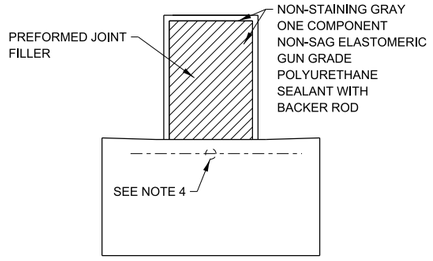


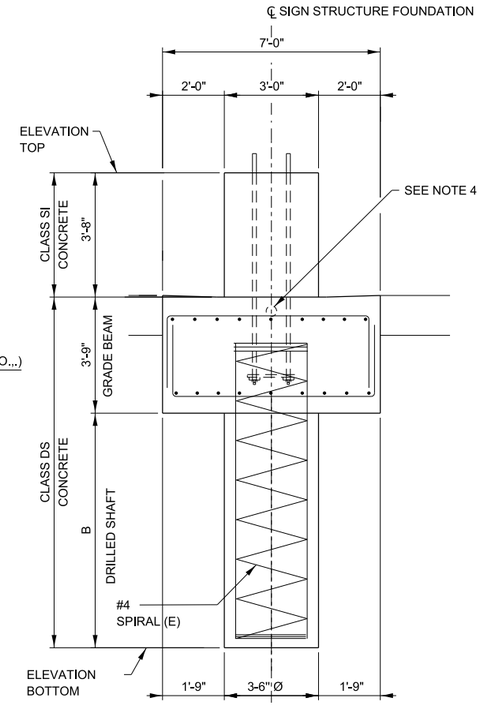
SIDE ELEVATION *



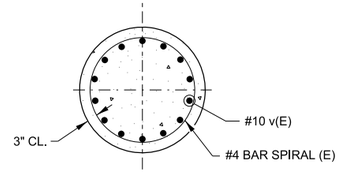
SECTION B-B



SECTION D-D



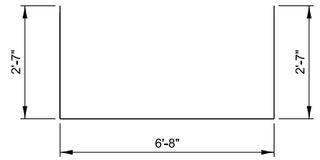
END VIEW



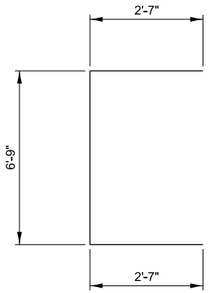
SECTION A-A
(TYPICAL BOTH SHAFTS)

BAR LIST - EACH FOUNDATION

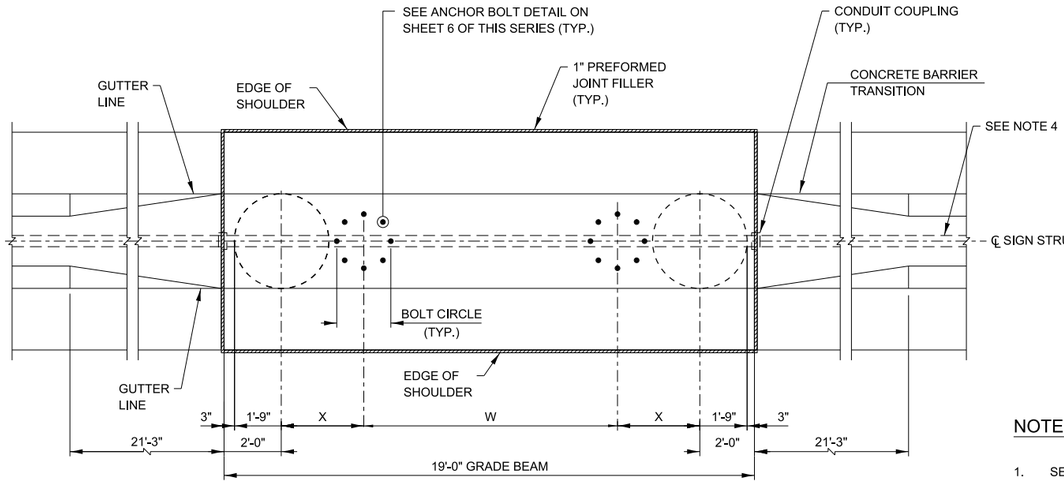
BAR	NUMBER	SIZE	LENGTH	SHAPE
h(E)	8	#5	17'-8"	——
p(E)	18	#8	17'-8"	——
s(E)	38	#5	11'-3"	⊓
t(E)	38	#5	11'-10"	⊔
v(E)	32	#10	B ADD 2'-3"	——
#4 BAR SPIRAL (E) - SEE SIDE ELEVATION				



BAR t(E)



BAR s(E)



PLAN *

* REINFORCEMENT IN GRADE BEAM NOT SHOWN FOR CLARITY

MEDIAN BARRIER FOUNDATION SCHEDULE

DESIGN TRUSS TYPE	W	X	B	CLASS SI CONCRETE (CU YD)	CLASS DS CONCRETE (CU YD)	REINFORCEMENT BARS (POUNDS)	PROTECTIVE COAT (SQ YD)
120-S	7'-4"	3'-10"	55'-0"	7.7	57.7	11320	30.3
130-S	7'-4"	3'-10"	55'-0"	7.7	57.7	11320	30.3
140-S	7'-4"	3'-10"	60'-0"	7.7	61.2	12130	30.3
150-S	7'-4"	3'-10"	65'-0"	7.7	64.8	12950	30.3
160-S	7'-4"	3'-10"	65'-0"	7.7	64.8	12950	30.3

NOTES:

1. SEE SHEET 7 OF THIS SERIES FOR FOUNDATION NOTES AND DESIGN CRITERIA.
2. FOR SIGN STRUCTURE BASE PLATE DETAIL, SEE SHEET 6 OF THIS SERIES.
3. REFERENCE ILLINOIS TOLLWAY STANDARD DRAWING C5 FOR GUTTER SLOPE.
4. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT BARS. DO NOT CUT REINFORCEMENT BARS.
5. PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF BARRIER AND TOP FACE OF GUTTER.

SITE GROUNDING ELECTRODE SYSTEM TO BE PROVIDED AS DETAILED ON PLANS.

APPROVED BY:
Marwan Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL) STRUCTURE DETAILS

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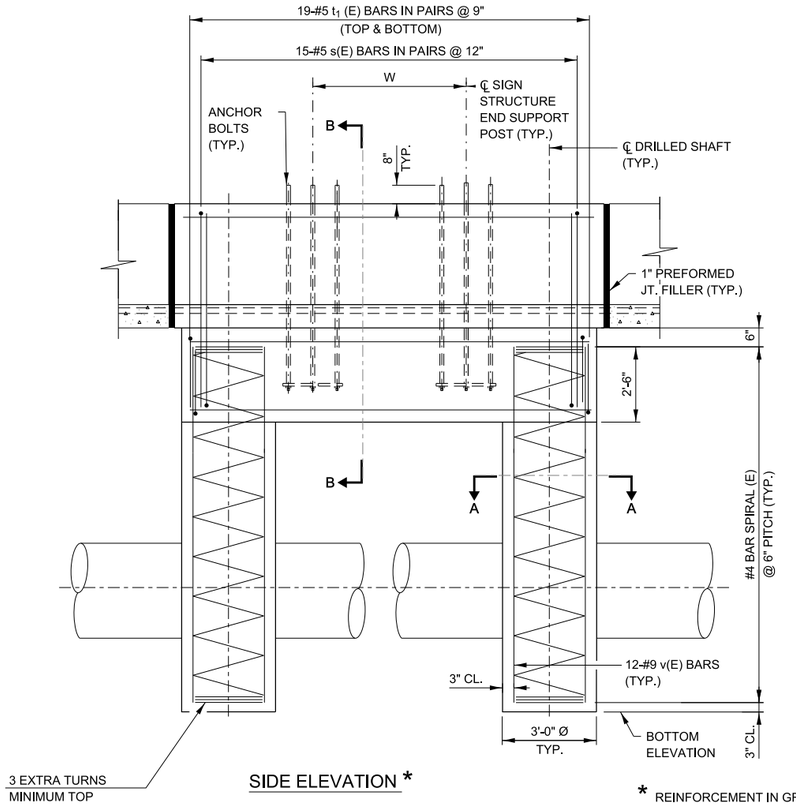
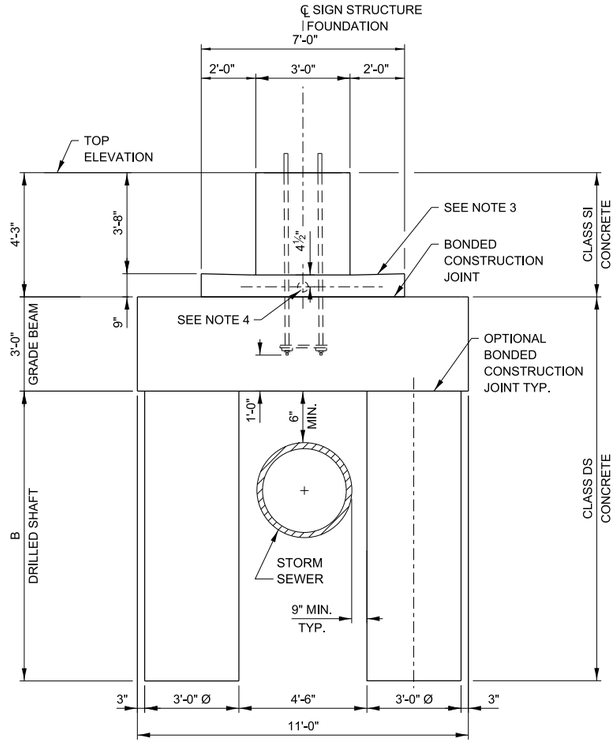


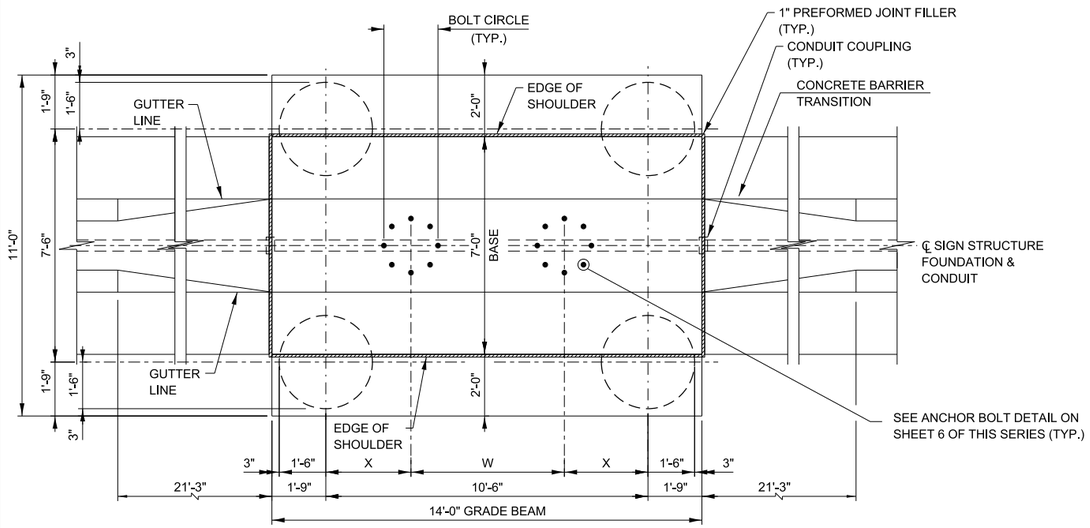
SIDE ELEVATION *



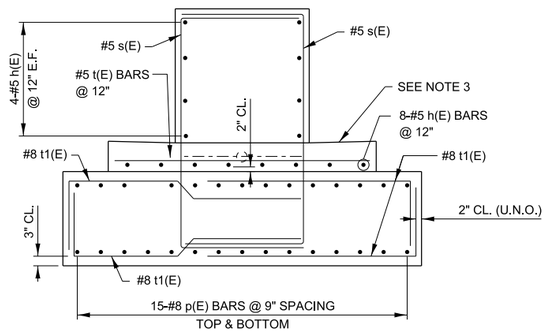
END VIEW

* REINFORCEMENT IN GRADE BEAM NOT SHOWN FOR CLARITY

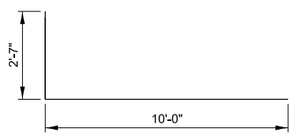
SITE GROUNDING ELECTRODE SYSTEM TO BE PROVIDED AS DETAILED ON PLANS.



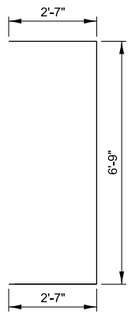
PLAN *



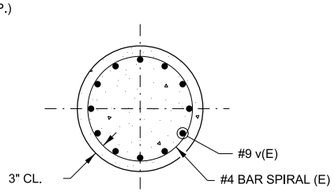
SECTION B-B



BAR t1(E)



BAR s(E)



SECTION A-A
(TYPICAL FOR 4 SHAFTS)

BAR LIST - EACH FOUNDATION

BAR	NUMBER	SIZE	LENGTH	SHAPE
h(E)	16	#5	13'-8"	
p(E)	30	#8	13'-8"	
s(E)	30	#5	11'-3"	⊏
t(E)	15	#5	6'-8"	
t1(E)	76	#8	12'-7"	⌊
v(E)	48	#9	B ADD 2'-3"	
#4 BAR SPIRAL (E) - SEE SIDE ELEVATION				

MEDIAN BARRIER FOUNDATION SCHEDULE

DESIGN TRUSS TYPE	W	X	B	CLASS SI CONCRETE (CU YD)	CLASS DS CONCRETE (CU YD)	REINFORCEMENT BARS (POUNDS)	PROTECTIVE COAT (SQ YD)
120-S	7'-4"	1'-7"	40'-0"	8.5	59.0	13130	22.3
130-S	7'-4"	1'-7"	40'-0"	8.5	59.0	13130	22.3
140-S	7'-4"	1'-7"	45'-0"	8.5	64.2	14160	22.3
150-S	7'-4"	1'-7"	50'-0"	8.5	69.5	15190	22.3
160-S	7'-4"	1'-7"	50'-0"	8.5	69.5	15190	22.3

NOTES:

1. SEE SHEET 7 FOR FOUNDATION NOTES AND DESIGN CRITERIA.
2. FOR SIGN STRUCTURE BASE PLATE DETAIL, SEE SHEET 6 OF THIS SERIES.
3. REFERENCE ILLINOIS TOLLWAY STANDARD DRAWING C5 FOR GUTTER SLOPE.
4. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT BARS. DO NOT CUT REINFORCEMENT BARS.
5. PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF BARRIER AND TOP FACE OF GUTTER.

APPROVED BY: Marwa Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL) STRUCTURE DETAILS

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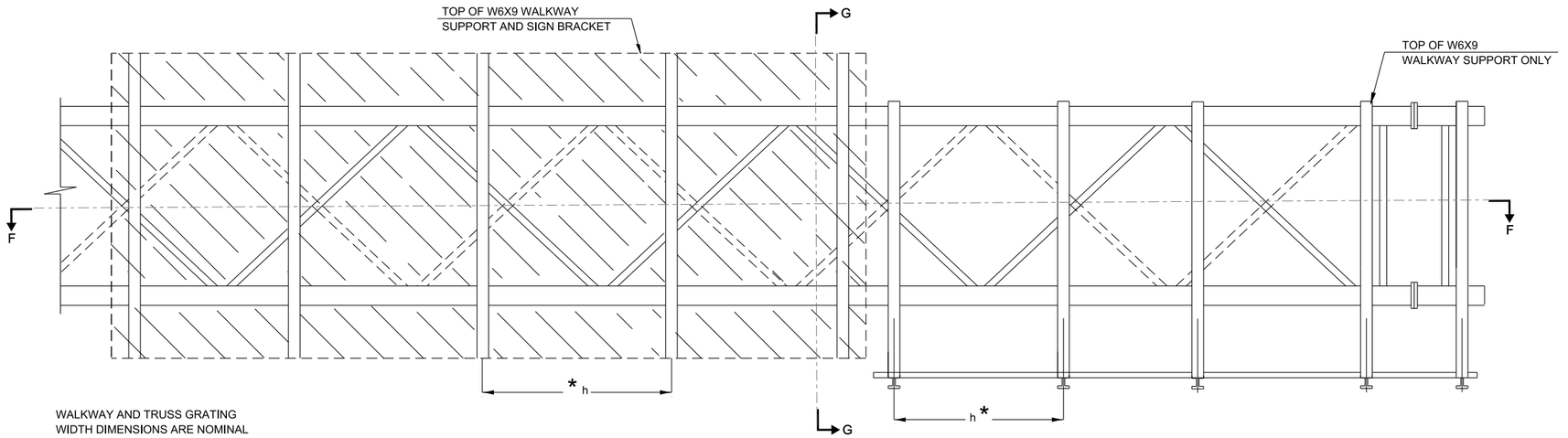
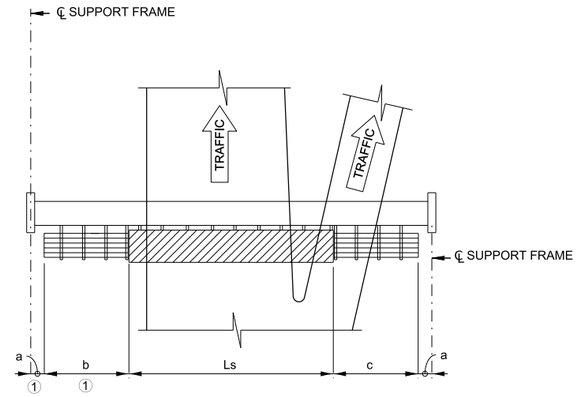


WALKWAY AND TRUSS GRATING WIDTH DIMENSIONS ARE NOMINAL AND MAY VARY ±½" BASED ON AVAILABLE STANDARD WIDTHS.

TYPICAL FRONT ELEVATION

WITH HANDRAIL OMITTED FOR CLARITY.

BRACKET AND GRATING DIMENSIONS ARE NOMINAL AND WILL VARY BASED ON ACTUAL DMS DIMENSIONS PLUS MANUFACTURER'S MOUNTING DEVICES.

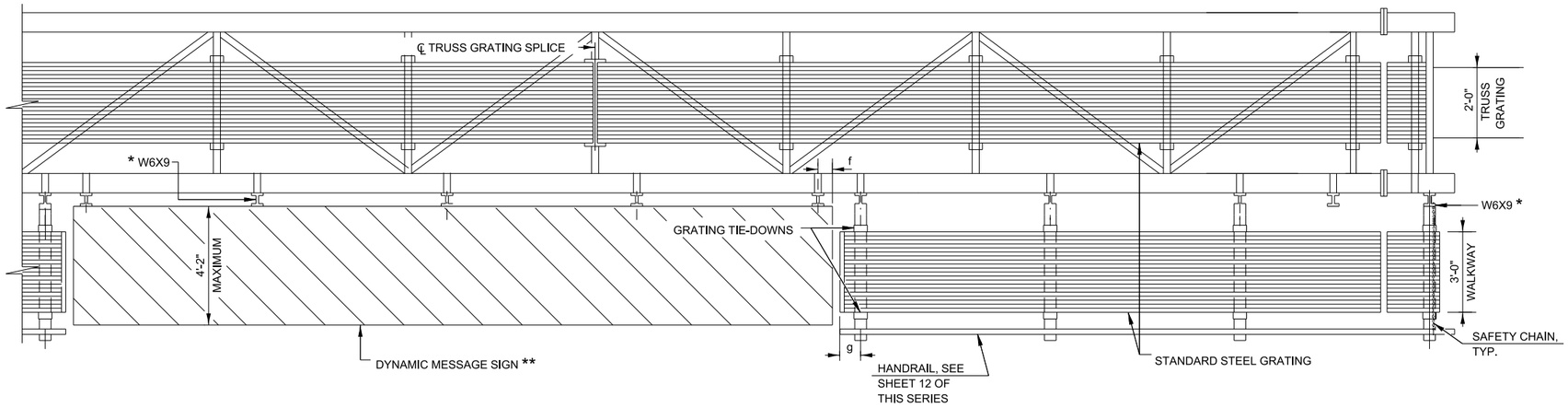


PLAN
WALKWAY AND HANDRAIL SKETCH

(ROAD PLAN BENEATH TRUSS VARIES)

BRACKET TABLE

W6X9		
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



SECTION F-F

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.

NOTES:

* SPACE W6X9 WALKWAY BRACKETS AND SIGN BRACKETS FOR EFFICIENCY AND WITHIN LIMITS SHOWN:

f = 12" MAXIMUM, 4" MINIMUM (END OF SIGN TO ℄ OF NEAREST BRACKET)
g = 12" MAXIMUM, 4" MINIMUM (END OF WALKWAY GRATING TO ℄ OF NEAREST SUPPORT BRACKET)
h = 6'-0" MAXIMUM (℄ TO ℄ SIGN AND/OR WALKWAY SUPPORT BRACKETS, W6X9)

** MAXIMUM DMS WEIGHT = 5000 LBS. 4'-2" MAXIMUM THICKNESS INCLUDES THICKNESS OF DMS TYPE 1 PLUS CONNECTION TO W6X9.

FOR SECTION G-G AND GRATING SPLICE DETAILS, SEE SHEET 11 OF THIS SERIES. FOR HANDRAIL SPLICE DETAILS, SEE SHEET 12 OF THIS SERIES.

TRUSS GRATING TO FACILITATE INSPECTION SHALL RUN FULL LENGTH (CENTER TO CENTER OF SUPPORT FRAMES) ±12" ON OVERHEAD TRUSSES.

(1) IF WALKWAY IS REQUIRED LEFT OF THE DMS, a = 1'-6" AND b = WALKWAY LENGTHS. IF WALKWAY IS NOT REQUIRED LEFT OF THE DMS, b = 0 AND "a" IS DIMENSION FROM LEFT SUPPORT FRAME TO LEFT END OF DMS.

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
SPAN TYPE (STEEL)
STRUCTURE DETAILS

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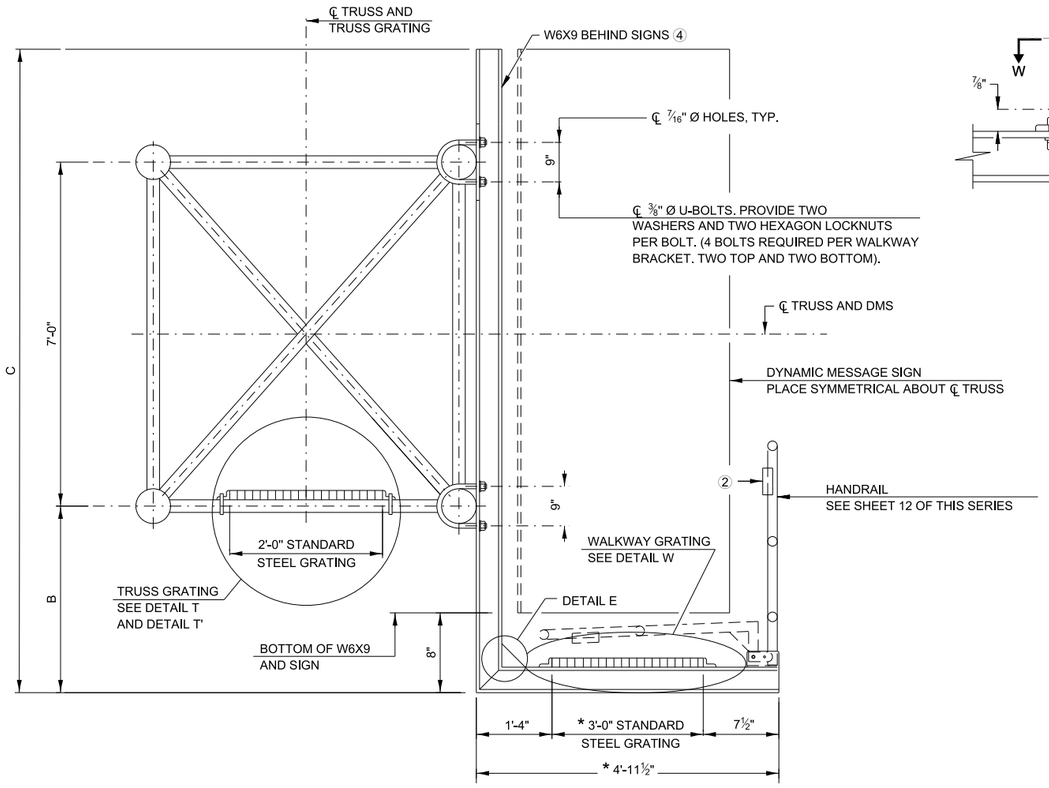
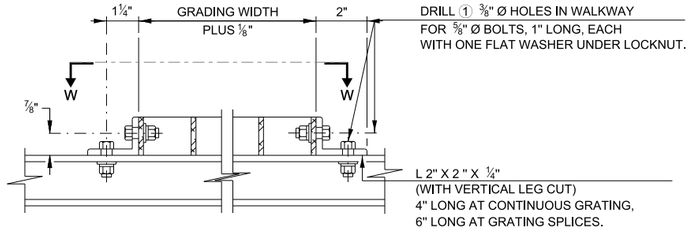
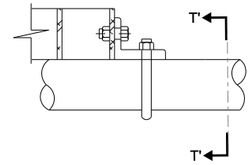


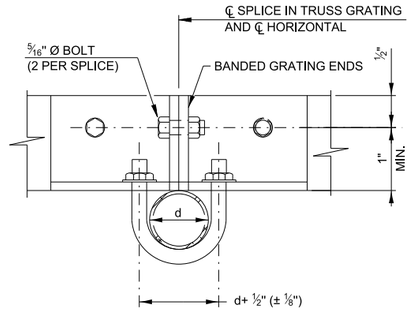
SECTION G-G



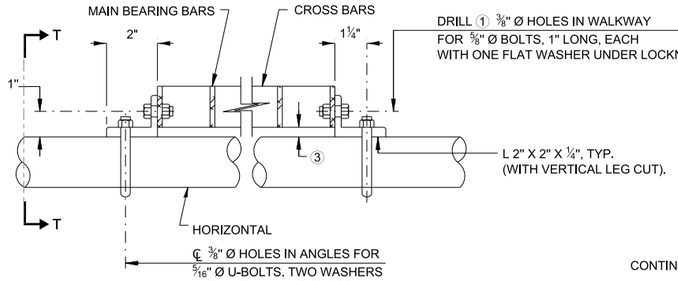
DETAIL W
(WALKWAY GRATING)



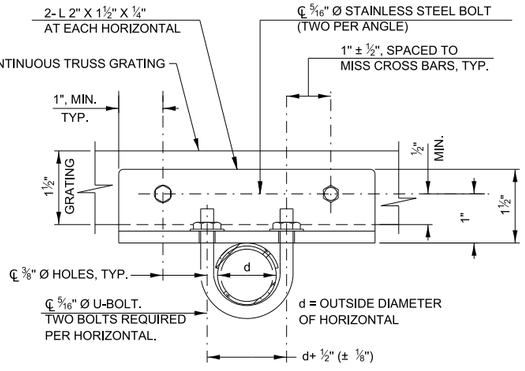
DETAIL T'
(TRUSS GRATING SPLICE)
DETAILS NOT SHOWN SAME AS DETAIL T.
ALTERNATE MATERIALS MAY BE USED SUBJECT TO THE ENGINEER'S REVIEW AND APPROVAL.



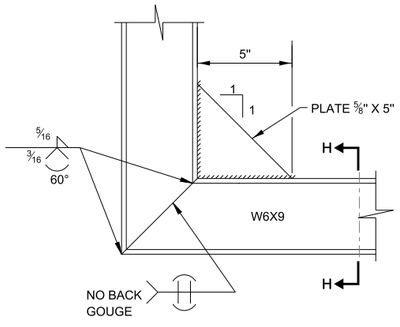
SECTION T'-T'



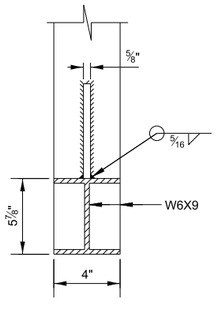
DETAIL T
(CONTINUOUS TRUSS GRATING)



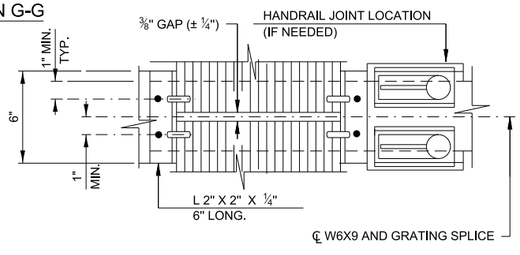
SECTION T-T



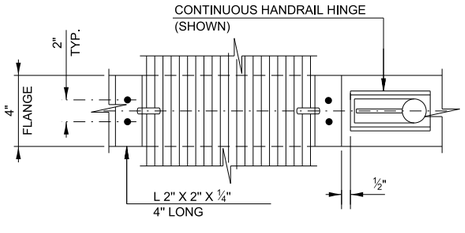
DETAIL E



SECTION H-H



(AT WALKWAY GRATING SPLICE)



(CONTINUOUS WALKWAY GRATING)

SECTION W-W

BARS SIZES FOR STANDARD STEEL GRATING

TRUSS GRATING:	MAIN BEARING BARS 3/16" X 1½" ON 1 3/16" CENTERS.
	CROSS BARS 3/16" X 1½" ON 4" CENTERS.
WALKWAY GRATING:	MAIN BEARING BARS 3/16" X 1½" ON 1 3/16" CENTERS.
	CROSS BARS 3/16" X 1½" ON 4" CENTERS.

NOTES:

① DRILLING HOLES IN GRATING MAY BE DONE IN SHOP OR FIELD, BASED ON CONTRACTOR'S PREFERENCE AND SUBJECT TO ACCURATE ALIGNMENT.

② PL 1/8" X ½" X 2" WELDED TO HANDRAIL POSTS TO PROTECT LOCATIONS THAT CONTACT GRATING.

③ PIPE TO GRATING GAP MAY VARY FROM 0 TO ½", MAX. TO ALIGN WALKWAY, ALLOW FOR CAMBER, ETC.

④ DMS MANUFACTURER SHALL DESIGN AND SUPPLY HARDWARE FOR CONNECTION OF DMS TO W6x9. BOLTS SHALL BE STAINLESS STEEL OR HOT DIP GALVANIZED HIGH STRENGTH PER ILLINOIS TOLLWAY SPECIFICATIONS.

* BRACKET AND GRATING DIMENSIONS ARE NOMINAL AND WILL VARY BASED ON ACTUAL DMS DIMENSIONS PLUS MANUFACTURER'S MOUNTING DEVICES.

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL) STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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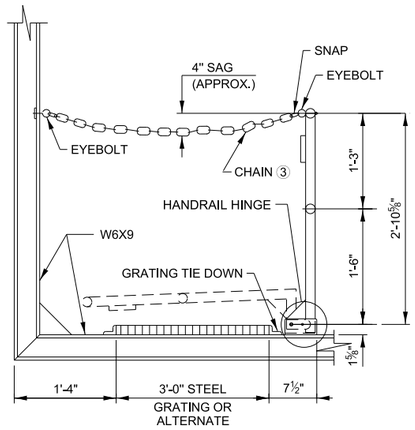
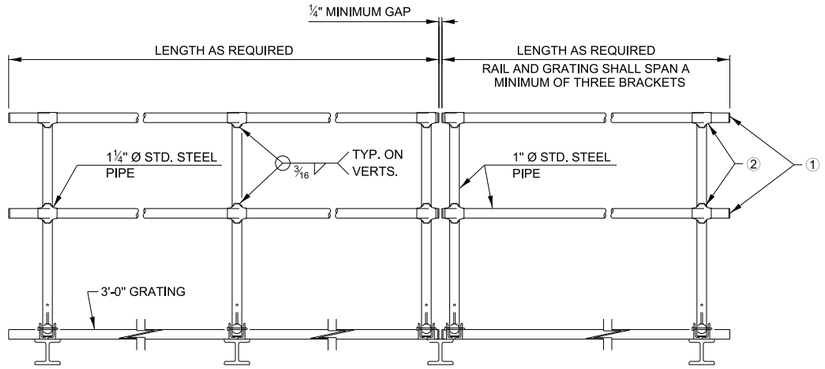


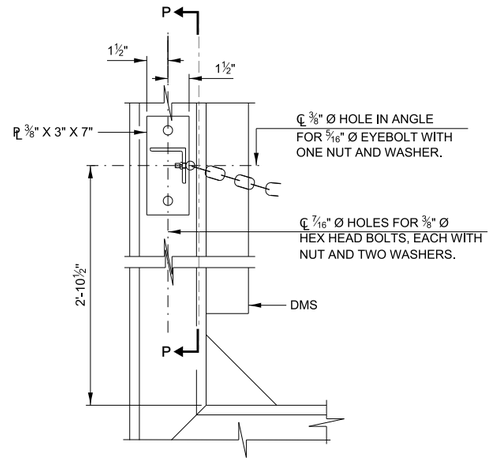
SIDE ELEVATION

(SHOWING SAFETY CHAIN W/O SIGN)



FRONT ELEVATION

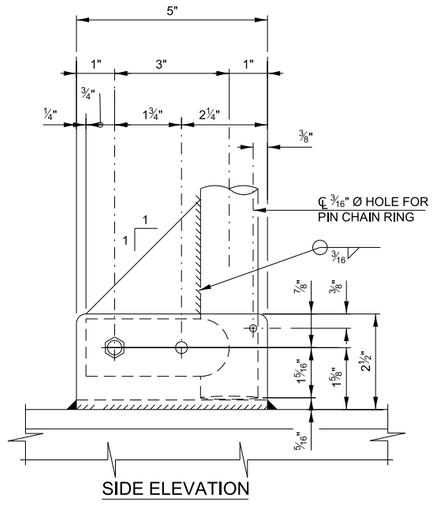
HANDRAIL DETAILS



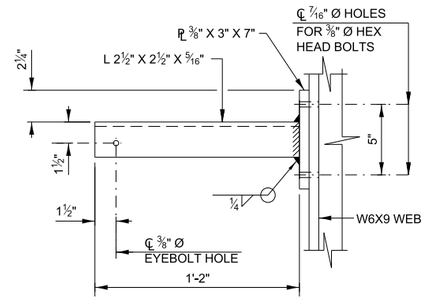
ALTERNATE SAFETY CHAIN ATTACHMENT

(WITH SIGN PRESENT)

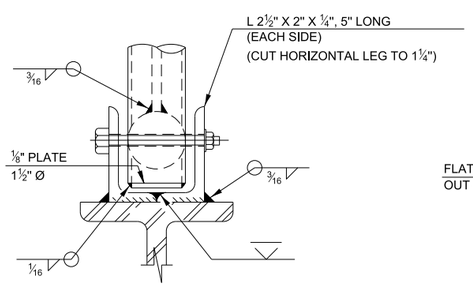
ITEMS NOT SHOWN SAME AS "SIDE ELEVATION" OF "HANDRAIL DETAILS"



SIDE ELEVATION

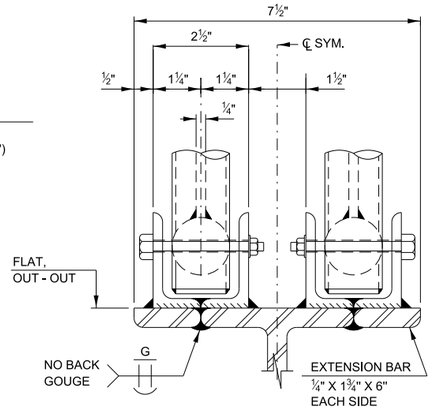


SECTION P-P

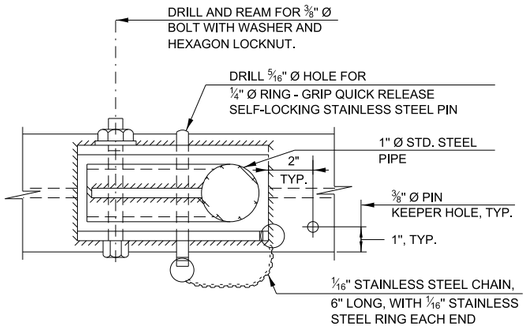


FRONT ELEVATION

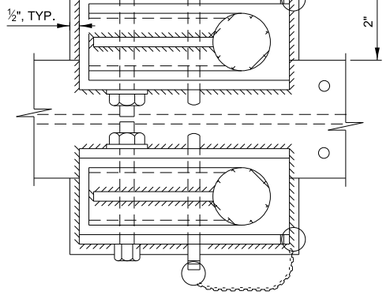
SEE "ELEVATION" AT RIGHT FOR DIMENSIONS.



ELEVATION AT HANDRAIL JOINT

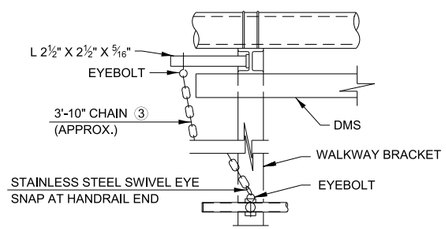


PLAN AT HANDRAIL HINGE



PLAN AT HANDRAIL JOINT

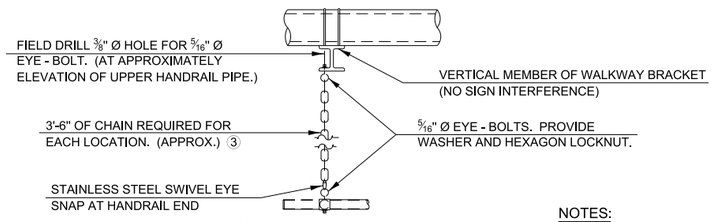
DETAILS NOT SHOWN SAME AS "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

DETAILS NOT SHOWN SIMILAR TO "SAFETY CHAIN" DETAILS

(WALKWAY OMITTED FOR CLARITY)



SAFETY CHAIN

ONE REQUIRED FOR EACH END OF EACH WALKWAY.

NOTES:

① INSTALL STANDARD FORCE - FIT END CAPS OR WELD ⅛" END PLATES WITH ⅛" C.F.W. AND GRIND SMOOTH. (ALL RAIL ENDS)

② HORIZONTAL HANDRAIL MEMBER SHALL BE CONTINUOUS THRU 1¼" Ø PIPE. PROVIDE 7/16" Ø HOLE IN 1¼" Ø PIPE FOR ⅜" Ø BOLT. FIELD DRILL 7/16" Ø HOLE IN HORIZONTAL RAIL MEMBER. PROVIDE WASHER AND LOCKNUT FOR BOLT. (USE 5/16" EYEBOLTS IN 7/16" Ø HOLES ON TOP RAIL AT ENDS ONLY.)

③ 3/16" TYPE 304L STAINLESS STEEL CHAIN, APPROXIMATELY 12 LINKS PER FOOT.

APPROVED BY: Marco Nastal, CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE SPAN TYPE (STEEL) STRUCTURE DETAILS

VERSION:	STANDARD:	SHEET:
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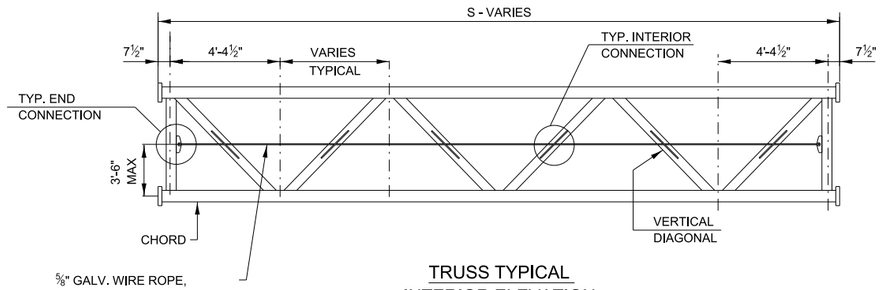
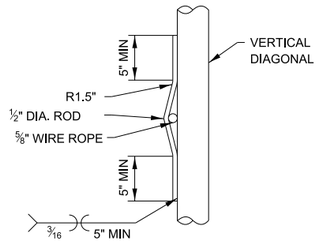
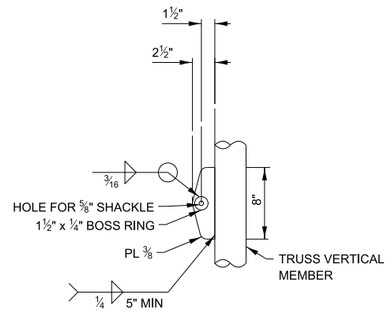


TRUSS TYPICAL INTERIOR ELEVATION

EVEN OR ODD NUMBER OF PANELS/EXTERIOR UNITS ALLOWED.



TYP INTERIOR CONNECTION



TYP END CONNECTION

APPROVED BY:

Marwan Nashif

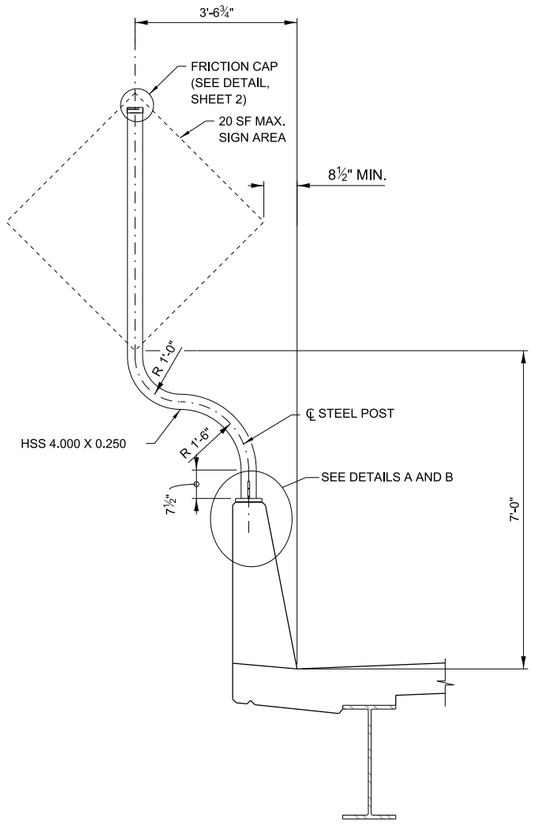
CHIEF ENGINEERING OFFICER

DATE: 03/01/2025

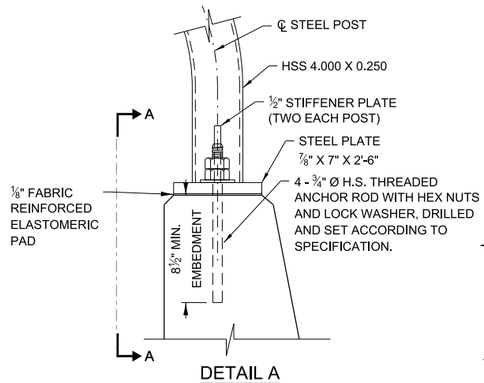
Illinois Tollway

OVERHEAD SIGN STRUCTURE
SPAN TYPE (STEEL)
STRUCTURE DETAILS

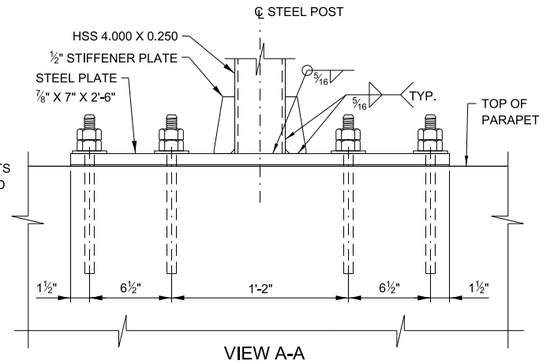
VERSION:	STANDARD:	SHEET:
2025-03	F17-10	13 OF 13



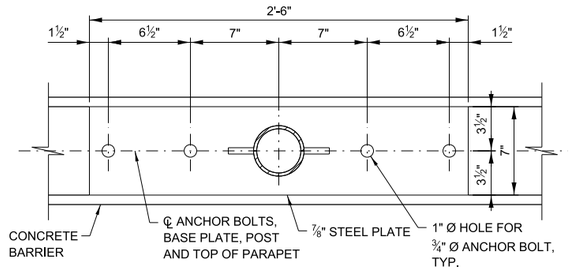
PARAPET MOUNTED SIGN
(MAXIMUM SIGN AREA 20 SF)



DETAIL A

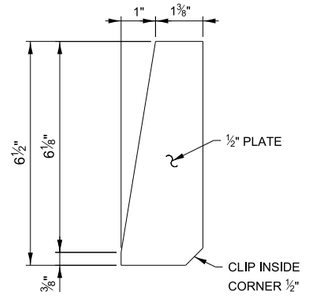


VIEW A-A

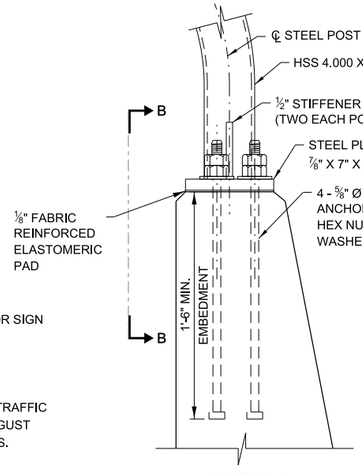


BASE PLATE DETAIL
(FOR POST INSTALLED CONDITION)

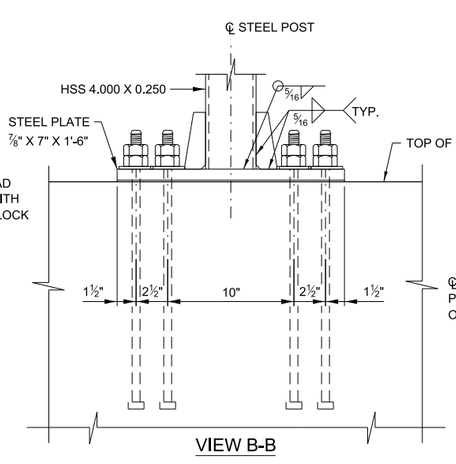
POST INSTALLED DETAIL
(MAXIMUM SIGN AREA 20 SF)



STIFFENER PLATE DETAIL

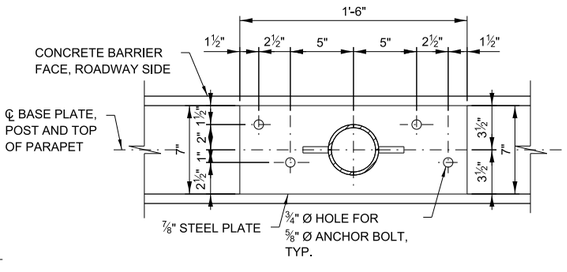


DETAIL B



VIEW B-B

CAST-IN-PLACE DETAIL
(MAXIMUM SIGN AREA 20 SF)



BASE PLATE DETAIL
(CAST-IN-PLACE INSTALLATION)

NOTES:

1. FOR MATERIAL, FABRICATION, ERECTION, AND OTHER REQUIREMENTS, REFER TO ILLINOIS TOLLWAY "STRUCTURAL SUPPORT FOR SIGN PANELS" SPECIAL PROVISION.
2. THESE DETAILS ARE NOT INTENDED FOR PORTABLE AND/OR PRECAST BARRIER.
3. DESIGN CONFORMS TO THE 2015 EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS WITH 2017 INTERIM SPECIFICATIONS THERETO. DESIGN WIND SPEEDS OF 3-S GUST WITH SPEED OF 120 MPH PLUS 14% GUST FACTOR, AND A WIND IMPORTANCE FACTOR OF 1.0 (50 YEAR MEAN RECURRENCE INTERVAL) FOR THE SUPPORTING STRUCTURES.
4. THE PARAPET WALL SHALL BE DESIGNED TO SAFELY SUPPORT THE PROPOSED SIGN PANELS IN ACCORDANCE WITH NOTE 3.
5. WELDED PLATES MAY BE USED IN LIEU OF THE BENT PLATE OF MOUNTING PLATE SHOWN. ALL STEEL ELEMENTS SHALL BE GALVANIZED AFTER FABRICATION.
6. EXISTING REINFORCING BARS IN THE CONCRETE STRUCTURES MAY CONFLICT WITH SPECIFIC ANCHOR LOCATIONS. THE CONTRACTOR SHALL LOCATE THE POSITION OF THE REINFORCING BARS AT THE LOCATIONS OF THE CONCRETE ANCHORS. DRILLED HOLES FOR ANCHOR RODS SHALL BE CAREFULLY PLACED TO AVOID INTERFERENCE WITH EXISTING REINFORCEMENT.
7. NO ANCHOR BOLT SHALL BE PLACED CLOSER THAN 12" FROM PARAPET WALL EXPANSION JOINT.
8. TWO STIFFENER PLATES (ONE ON EACH SIDE OF POST) SHALL BE WELDED AS SHOWN ON PLANS IN DIRECTION PERPENDICULAR TO SIGN.
9. INSTALLATION SHALL BE DONE IN ACCORDANCE WITH ILLINOIS TOLLWAY SPECIAL PROVISION "SIGN INSTALLATION".
10. THIS STANDARD SHALL BE UTILIZED TO MOUNT SIGN SUPPORT ON SINGLE FACE PARAPETS CONSTRUCTED ON BRIDGES, WALLS AND MOMENT SLABS.

MATERIAL SPECIFICATIONS FOR STRUCTURAL STEEL AND FASTENERS

ELEMENTS OF STRUCTURE	MINIMUM YIELD STRENGTH (K,S.I.)	MINIMUM ULTIMATE STRENGTH (K,S.I.)
STRUCTURAL STEEL HSS	42	58
STEEL ANCHOR BOLTS	36	58

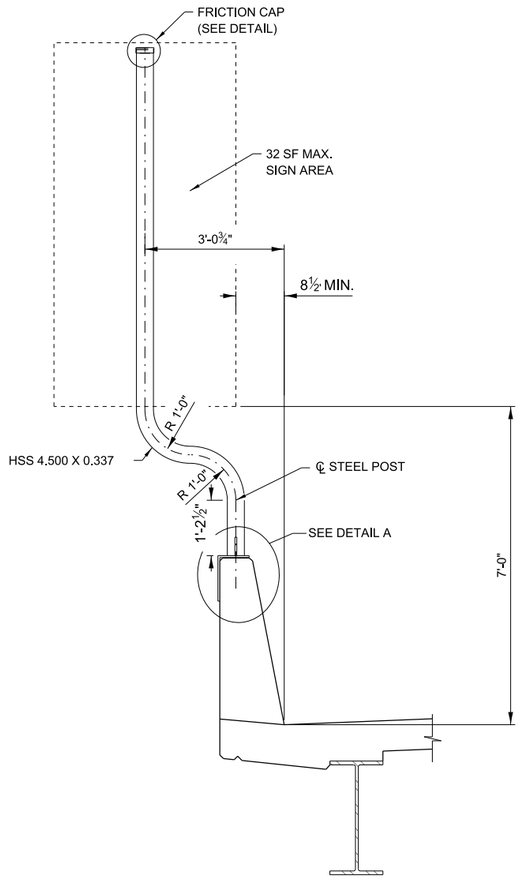
APPROVED BY: Paul Kovacs, CHIEF ENGINEERING OFFICER — DATE: 03/01/2022

Illinois Tollway

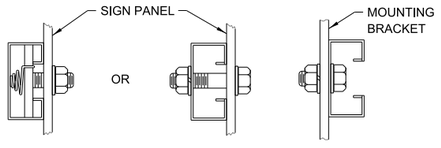
REVISIONS	
DATE	DESCRIPTION
03-01-2022	REVISED CALLOUTS TO HSS

PARAPET MOUNTED SIGN SUPPORT

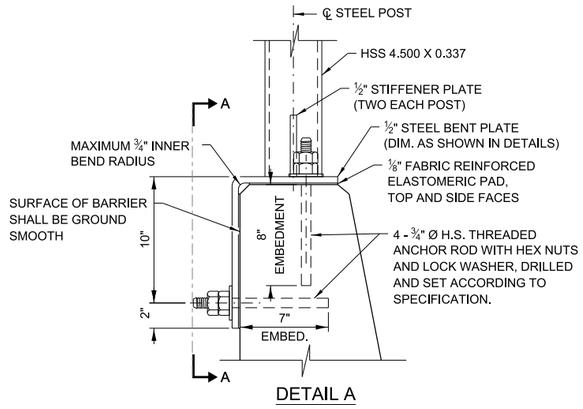
VERSION: 2022-03 | STANDARD: F18-01 | SHEET: 1 OF 2



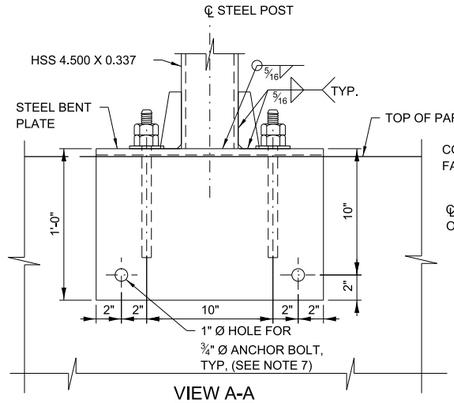
PARAPET MOUNTED SIGN
(MAXIMUM SIGN AREA 32 SF)



DETAIL B DETAIL C

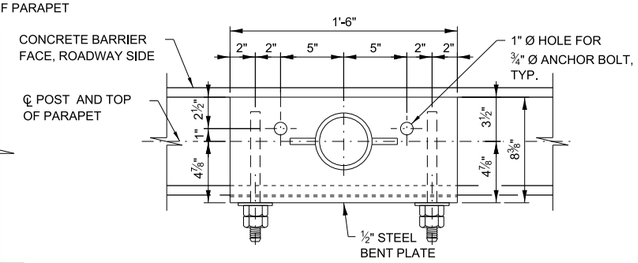


DETAIL A

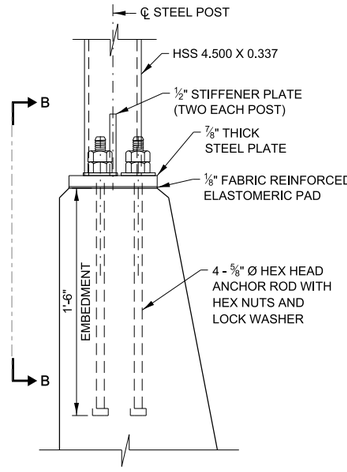


VIEW A-A

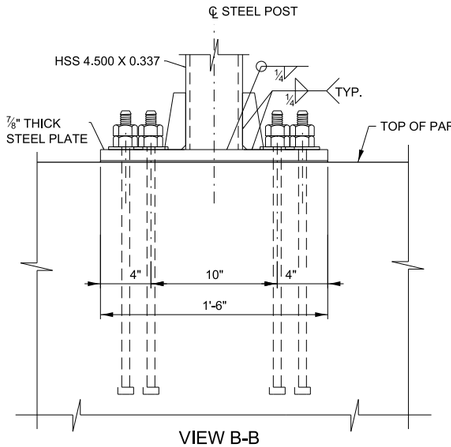
POST INSTALLED DETAIL
(MAXIMUM SIGN AREA 32 SF)



BASE PLATE DETAIL
(FOR POST INSTALLED CONDITION)

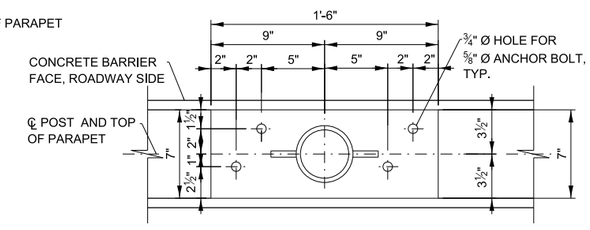


DETAIL A

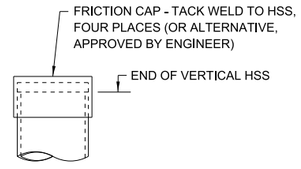


VIEW B-B

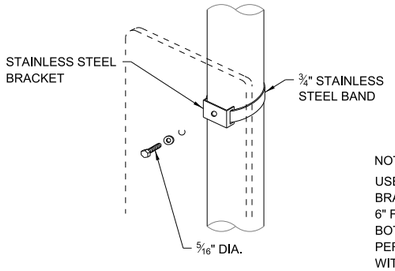
CAST-IN-PLACE DETAIL
(MAXIMUM SIGN AREA 32 SF)



BASE PLATE DETAIL
(CAST-IN-PLACE INSTALLATION)

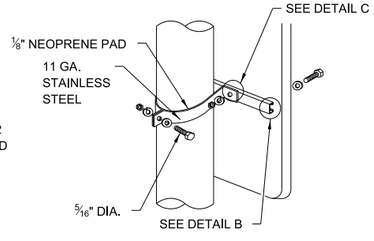


FRICTION CAP DETAIL

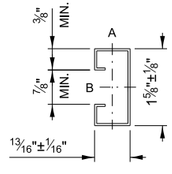


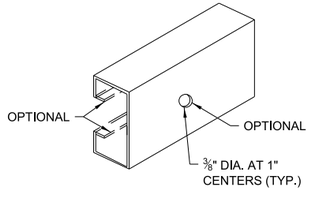
SIGN PANEL 36" WIDE OR LESS

NOTE:
USE A MINIMUM OF 2 BRACKETS (LOCATED 6" FROM TOP AND BOTTOM OF SIGN) PER INSTALLATION WITH MAXIMUM SPACING OF 3'-0".



SIGN PANEL OVER 36" WIDE





SUPPORTING CHANNEL DETAILS

SUPPORTING CHANNEL SECTION MODULUS (MINIMUM)	Axis A	Axis B
STEEL	0.050 in.^{3}	0.105 in.^{3}
ALUMINUM	0.150 in.^{3}	0.315 in.^{3}

MOUNTING BRACKET DETAILS

APPROVED BY: Paul Kovacs
CHIEF ENGINEERING OFFICER
DATE: 03/01/2022

Illinois Tollway

PARAPET MOUNTED SIGN SUPPORT

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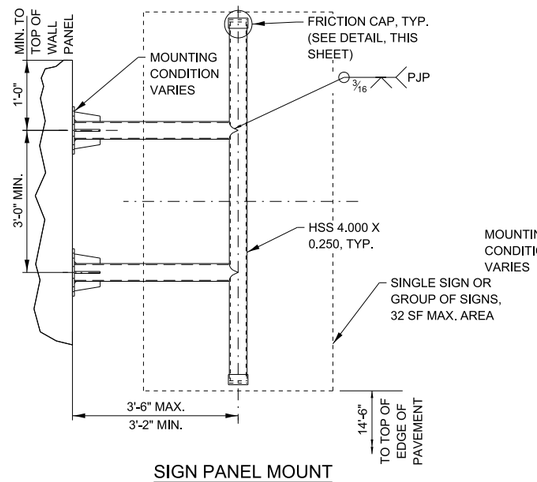
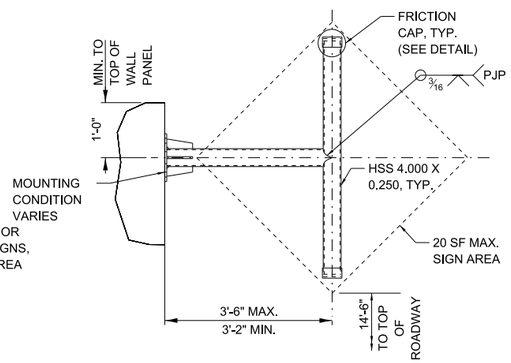


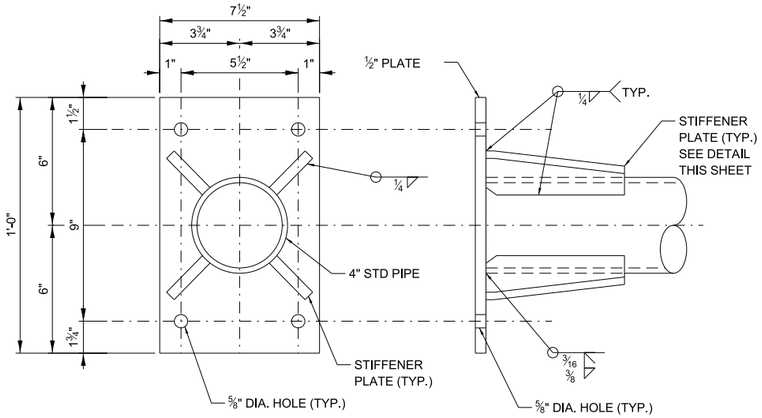
SIGN PANEL MOUNT

(MAXIMUM SIGN AREA 32 SF)

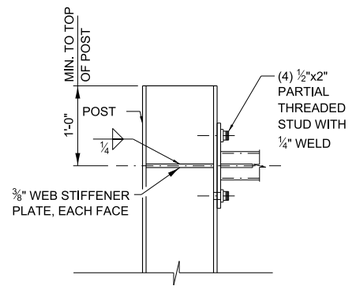


SIGN PANEL MOUNT

(MAXIMUM SIGN AREA 20 SF)

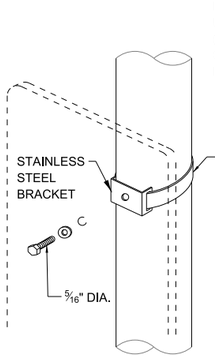


BASE PLATE DETAILS (POST CONNECTION)



CONNECTION TO POST

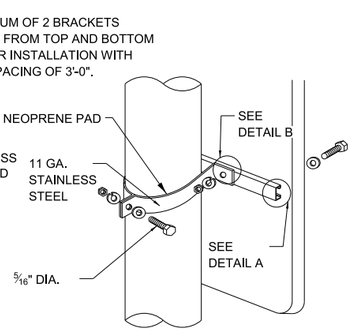
(APPLIES WHERE CONNECTION TO WALL PANEL IS NOT FEASIBLE DUE TO 14'-6" CLEARANCE REQUIREMENT)



SIGN PANEL 36" WIDE OR LESS

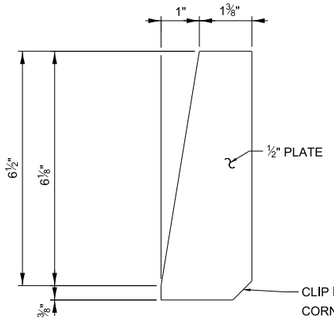
MOUNTING BRACKET DETAIL

NOTE:
USE A MINIMUM OF 2 BRACKETS (LOCATED 6" FROM TOP AND BOTTOM OF SIGN) PER INSTALLATION WITH MAXIMUM SPACING OF 3'-0".

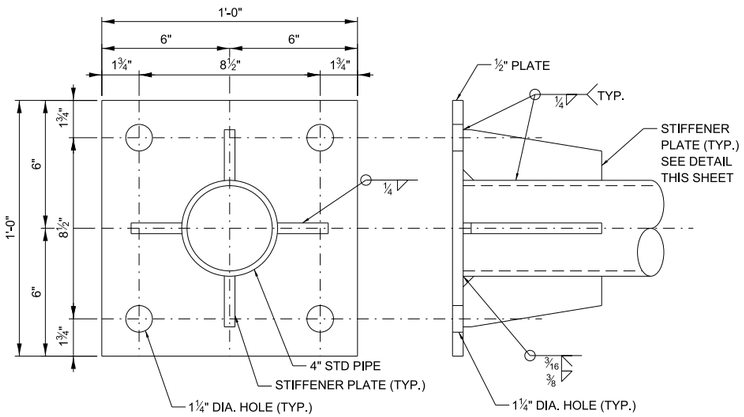


SIGN PANEL OVER 36" WIDE

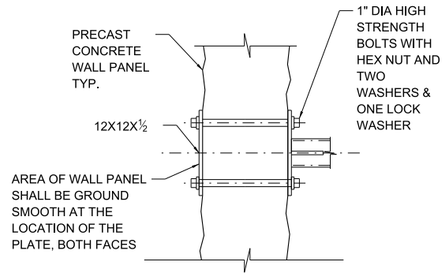
MOUNTING BRACKET DETAIL



STIFFENER PLATE DETAIL



BASE PLATE DETAILS (PANEL CONNECTION)

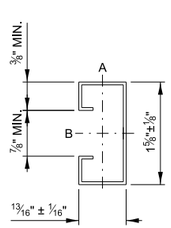


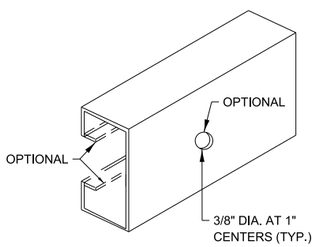
CONNECTION TO PANEL

NOTES:

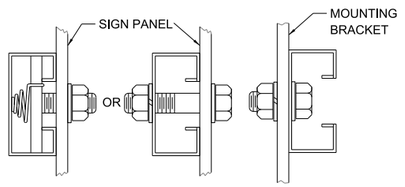
1. FOR MATERIAL, FABRICATION, ERECTION, AND OTHER REQUIREMENTS, REFER TO ILLINOIS TOLLWAY "STRUCTURAL SUPPORT FOR SIGN PANELS" SPECIAL PROVISION.
2. DESIGN CONFORMS TO THE 2015 EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS WITH 2017 INTERIM SPECIFICATIONS THERETO. DESIGN WIND SPEEDS OF 3-S GUST WITH SPEED OF 120 MPH PLUS 14% GUST FACTOR, AND A WIND IMPORTANCE FACTOR OF 1.0 (50 YEAR MEAN RECURRENCE INTERVAL) FOR THE SUPPORTING STRUCTURES.
3. ALL FABRICATION SHALL BE COMPLETE AND READY FOR ASSEMBLY BEFORE GALVANIZING. NO PUNCHING, DRILLING, CUTTING, NOR WELDING SHALL BE PERMITTED AFTER GALVANIZING.
4. THE WALL PANELS AND/OR POSTS SHALL BE DESIGNED TO SAFELY SUPPORT THE PROPOSED SIGN PANELS IN ACCORDANCE WITH NOTE 2.
5. FOR SIGN CONNECTION TO MOUNTING BRACKET, SHOP DRILL HOLES ON SIGN IN ACCORDANCE WITH THE CURRENT STANDARD HIGHWAY SIGN DESIGNS FOR ILLINOIS. ADDITIONAL HOLE(S) NEEDED TO MEET A STIPULATED TYPE MOUNTING MAY BE FIELD DRILLED.
6. ALL THREADED RODS SHALL CONFIRM TO ASTM F1554 GRADE 105, EACH WITH ONE PLATE WASHER AND LOCKNUT AND BE HOT DIP GALVANIZED PER ASTM A153 (AASHTO M232). THEY SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 1211 OF ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE IDOT STANDARD SPECIFICATIONS.
7. PARTIAL THREADED STUDS SHALL BE TYPE A MILD STEEL, 61,000 PSI MINIMUM ULTIMATE AND 49,000 PSI MINIMUM YIELD STRENGTH.
8. A NYLON WASHER SHALL BE PLACED BETWEEN THE SIGN FACE AND ANY OTHER WASHER REQUIRED ON SIGNS CONSTRUCTED OF ASTM TYPE III OR IV SHEETING.
9. CONTRACTOR SHALL VERIFY APPLICABLE FIELD DIMENSIONS BEFORE FABRICATION. HOLES DRILLED THROUGH NOISE ABATEMENT WALL SHALL BE DRILLED WITH ROTARY (CORING OR MASONRY DRILL) TYPE EQUIPMENT. PERCUSSION (STAR) DRILLING SHALL NOT BE ALLOWED.
10. CENTER LINE OF BOLTS INTO NOISE ABATMENT WALL SHALL BE AT LEAST 12" TO CENTER LINE OF OPEN JOINT IN WALL.

SUPPORTING CHANNEL SECTION MODULUS (MINIMUM)	Axis A	Axis B
STEEL	0.050 $in.^3$	0.105 $in.^3$
ALUMINUM	0.150 $in.^3$	0.315 $in.^3$

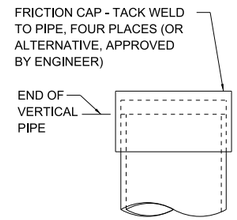




SUPPORTING CHANNEL DETAILS



DETAIL A DETAIL B



FRICTION CAP DETAIL

APPROVED BY:

Manar Nashif

CHIEF ENGINEERING OFFICER

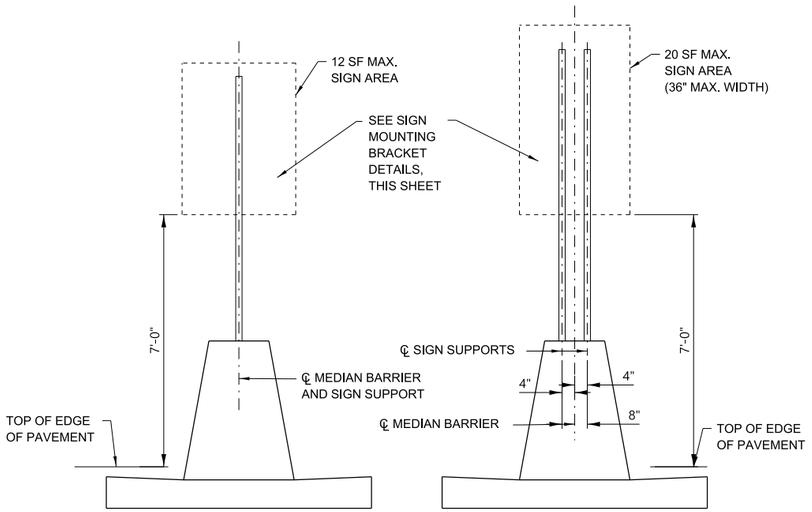
DATE: 03/01/2023

Illinois Tollway

REVISIONS	
DATE	DESCRIPTION
03-01-2023	SPECIFY LENGTH AND WELD SIZE FOR PARTIAL THREADED STUD
03-01-2021	ADD MATERIAL NOTE FOR PARTIAL THREADED STUDS.
07-17-2020	REVISE BASE PLATE DETAILS FOR POST AND PANEL CONNECTIONS.

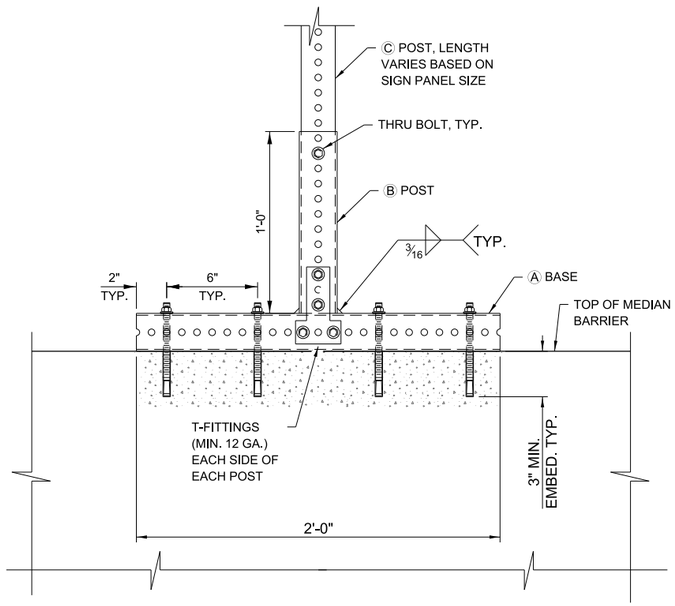
NOISE ABATEMENT WALL MOUNTED SIGN SUPPORT

VERSION:	STANDARD:	SHEET:
2023-03	F19-03	1 OF 1



ONE POST INSTALLATION

TWO POSTS INSTALLATION



SIDE ELEVATION - BARRIER MOUNT DETAIL

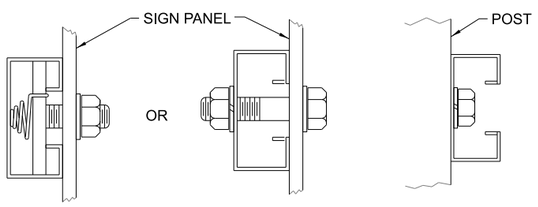
(LOOKING PERP. TO TRAFFIC)

NOTES:

1. ALL ANCHOR BOLTS FOR MEDIAN BARRIER MOUNTED SIGN SUPPORT ASSEMBLY SHALL BE ⅜" DIA. EXPANSION ANCHORS.
2. THE TOP SECTION SHALL BE TELESCOPED INTO THE BASE SECTION 12 INCHES AND FASTENED TOGETHER.
3. DESIGN CONFORMS TO THE 2015 EDITION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS WITH 2011 INTERIM SPECIFICATIONS THERETO. DESIGN WIND SPEEDS OF 3-s GUST WITH SPEED OF 120 MPH PLUS 14% GUST FACTOR, AND A WIND IMPORTANCE FACTOR OF 1.0 (50 YEAR MEAN RECURRENCE INTERVAL) FOR THE SUPPORTING STRUCTURES.
4. NO ANCHOR BOLT SHALL BE PLACED CLOSER THAN 12" FROM CENTER LINE OF MEDIAN BARRIER JOINT.
5. SIGN FABRICATION AND INSTALLATION SHALL BE DONE IN ACCORDANCE WITH ILLINOIS TOLLWAY SPECIAL PROVISION "SIGN INSTALLATION".
6. BASE AND POST ASSEMBLY SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASTHO M111 OR AS SPECIFIED IN THE SPECIAI PROVISION "TELESCOPING STEEL SIGN SUPPORT, BARRIER ASSEMBLY".
7. ALL MATERIALS FOR THE SIGN SUPPORT ASSEMBLY SHALL BE INCLUDED IN THE COST OF "TELESCOPING STEEL SIGN SUPPORT, BARRIER ASSEMBLY".

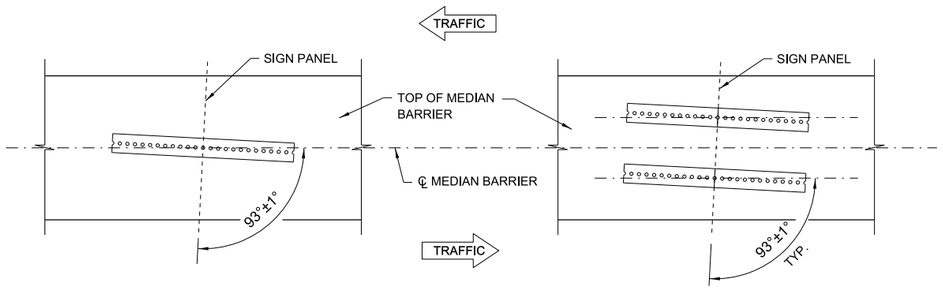
MEMBER DETAILS

Ⓐ	2½" x 2½" x 2'-0" (12 GA.)
Ⓑ	2½" x 2½" x 1'-0" (12 GA.)
Ⓒ	2¼" x 2¼" x VARIES (12 GA.)



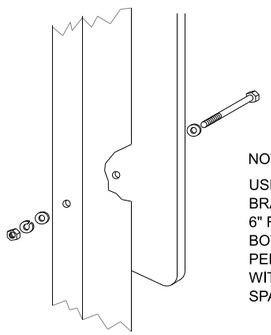
DETAIL A

DETAIL B



ONE POST INSTALLATION

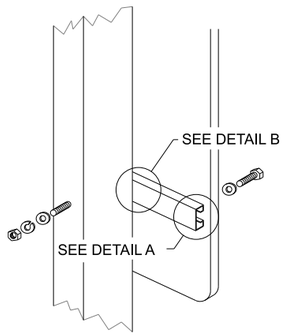
TWO POSTS INSTALLATION



NOTE:

USE A MINIMUM OF 2 BRACKETS (LOCATED 6" FROM TOP AND BOTTOM OF SIGN) PER INSTALLATION WITH MAXIMUM SPACING OF 3'-0".

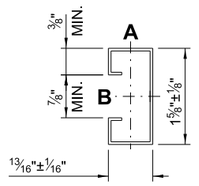
SIGN PANEL 36" WIDE OR LESS

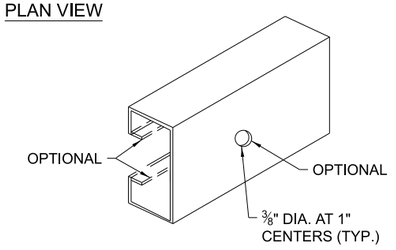


SIGN PANEL OVER 36" WIDE

MOUNTING BRACKET DETAILS

PLAN VIEW





SUPPORTING CHANNEL DETAILS

SUPPORTING CHANNEL SECTION MODULUS (MINIMUM)	Axis A	Axis B
STEEL	0.050 in.	0.105 in.
ALUMINUM	0.150 in.	0.315 in.

APPROVED BY:

CHIEF ENGINEERING OFFICER

DATE: 03/01/2020

Illinois Tollway

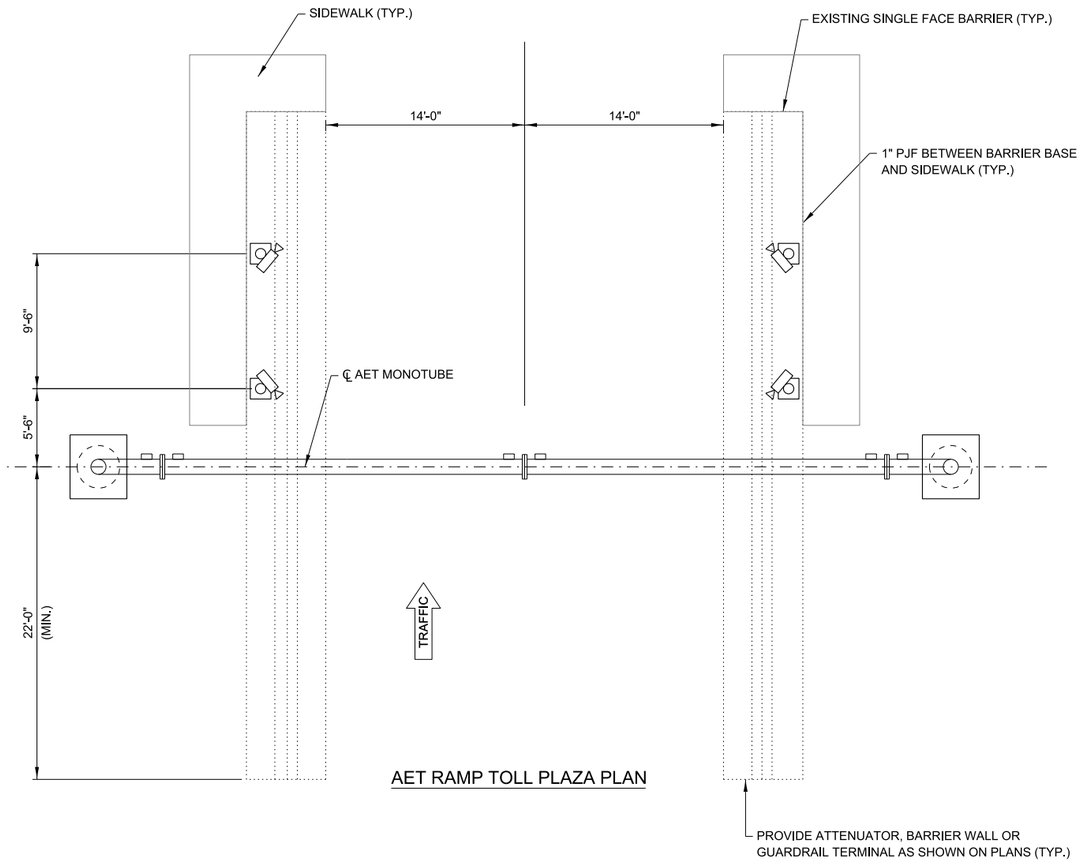
REVISIONS	
DATE	DESCRIPTION

MEDIAN BARRIER MOUNTED SIGN SUPPORT

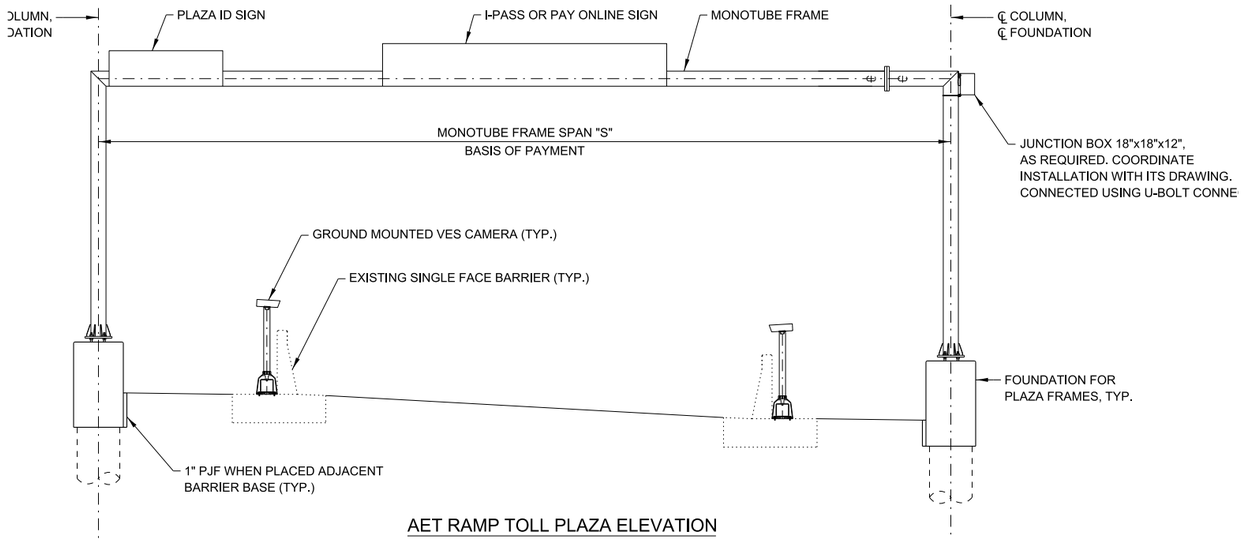
VERSION: 2020-03

STANDARD: F20-00

SHEET: 1 OF 1



AET RAMP TOLL PLAZA PLAN

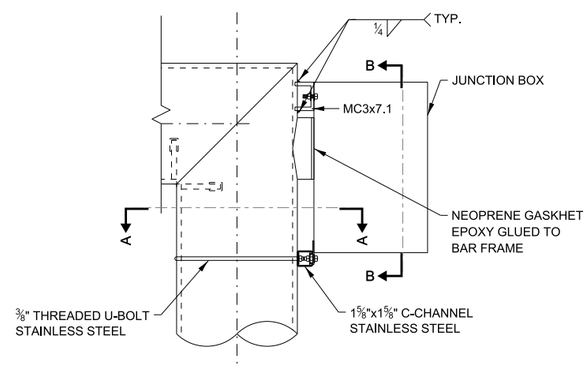


AET RAMP TOLL PLAZA ELEVATION

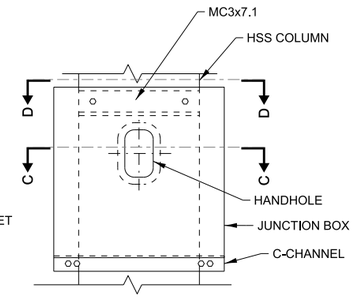
SIGN TABLE

SIGN	MAXIMUM AREA	MAXIMUM LENGTH
PLAZA SIGN	20 S.F.	8'-0"
I-PASS OR PAY ONLINE SIGN	60 S.F.	20'-0"

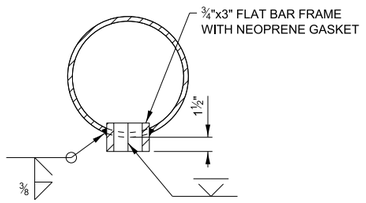
NOTES:
1. SEE CONTRACT PLANS FOR SIGN SIZE AND LOCATION.
2. PROVIDE MONOTUBE FRAME STATIONS IN CONTRACT PLANS.



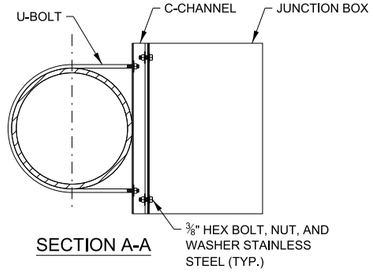
EPOXY GLUE SHALL BE FOR OUTDOOR USE WITH A TEMPERATURE RANGE OF -20°F TO 150°F AND SHALL BE SUITABLE FOR METAL AND PLASTIC WITH A SHEAR STRENGTH GREATER THAN 2300 PSI.



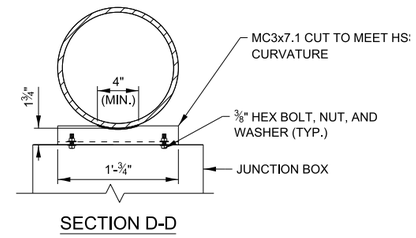
SECTION B-B



SECTION C-C



SECTION A-A



SECTION D-D

JUNCTION BOX CONNECTION DETAIL

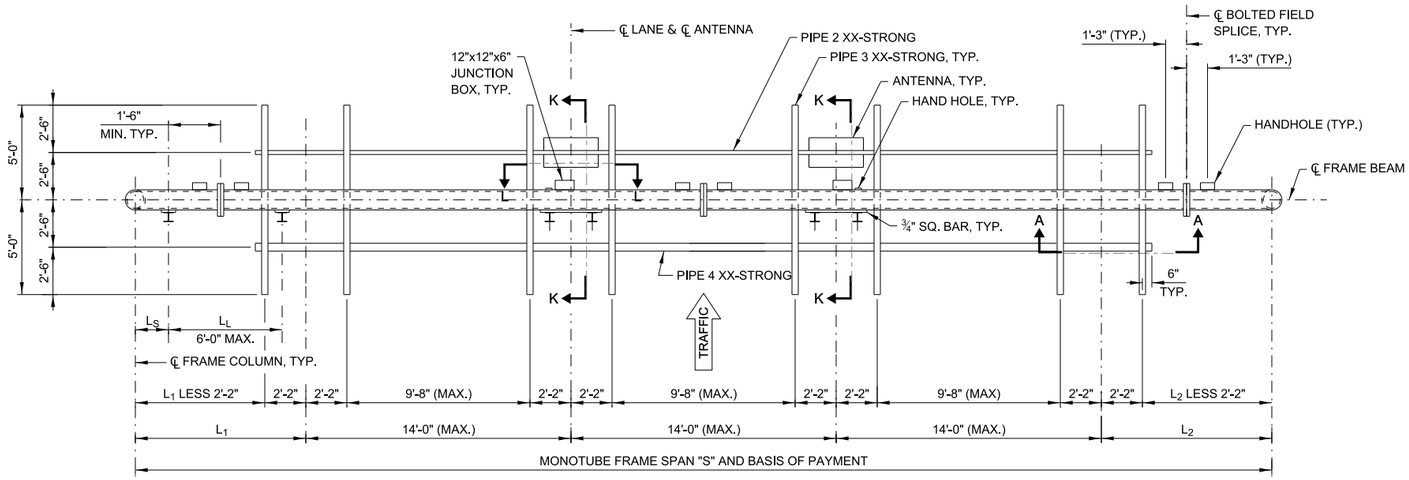
APPROVED BY:
Marco Nastal
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

REVISIONS	
DATE	DESCRIPTION

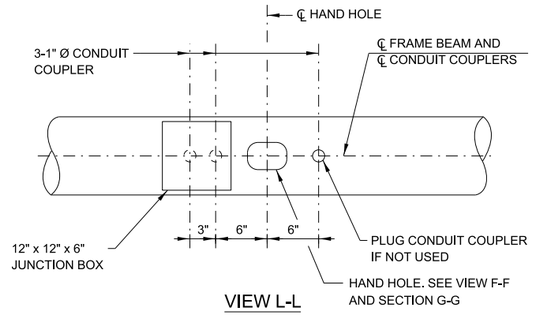
Illinois Tollway

OVERHEAD SIGN STRUCTURE
AET RAMP MONOTUBE TYPE
(STEEL) GROUND MOUNTED

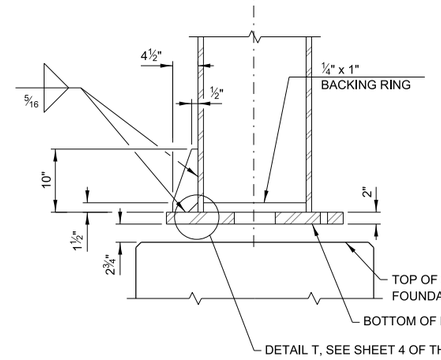
VERSION:	STANDARD:	SHEET:
2025-03	F21-00	1 OF 5



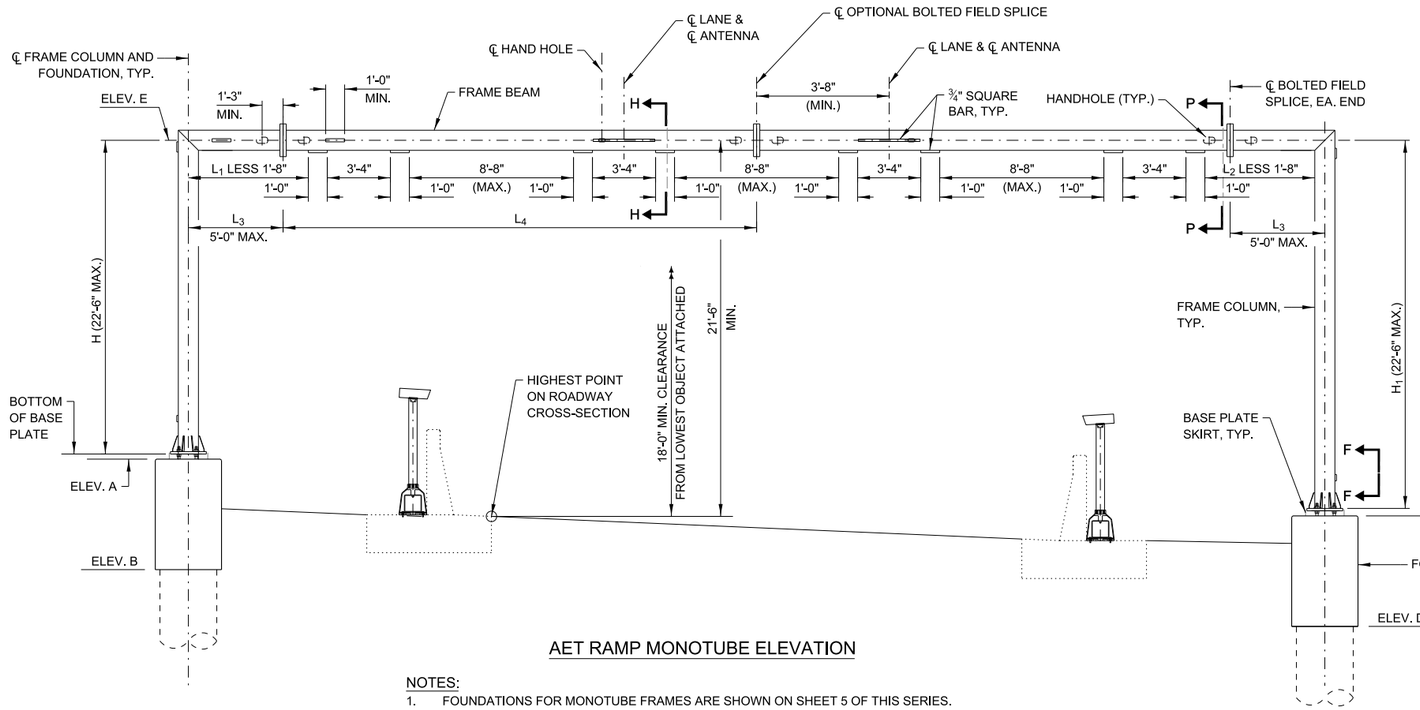
AET RAMP MONOTUBE PLAN



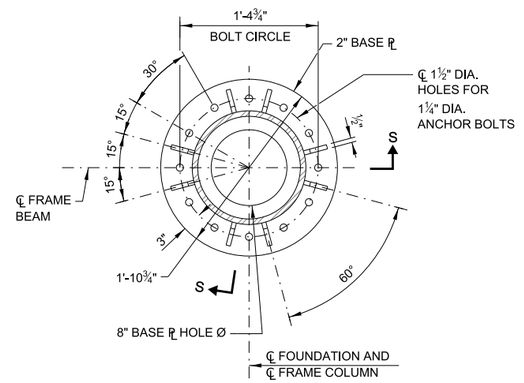
VIEW L-L



SECTION S-S



AET RAMP MONOTUBE ELEVATION



BASE PLATE PLAN MONOTUBE

NOTES:

1. FOUNDATIONS FOR MONOTUBE FRAMES ARE SHOWN ON SHEET 5 OF THIS SERIES.
2. SEE SHEET 4 OF THIS SERIES FOR SECTIONS G-G, H-H, K-K, VIEW A-A AND F-F AND BASE PLATE SKIRT.
3. SEE SHEET 3 OF THIS SERIES FOR SECTION P-P.
4. PROVIDE CAMBER AT MIDSPAN OF STRUCTURE.
5. LOCATE OPTIONAL BOLTED FIELD SPLICE NEAR MIDSPAN.
6. WORK THIS SHEET WITH, OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) GROUND MOUNTED SUMMARY AND TOTAL BILL OF MATERIAL SHEET.

MONOTUBE FRAME TABLE

SPAN "S"	FRAME COLUMN	FRAME BEAM	CAMBER
60' MAX.	HSS 12.75x0.500	HSS 12.75x0.500	2¼"

SEE ILLINOIS TOLLWAY STANDARD DRAWING F13 FOR SPANS GREATER THAN 60'.

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) GROUND MOUNTED

VERSION:	STANDARD:	SHEET:
2025-03	F21-00	2 OF 5

GENERAL NOTES:

1. AFTER ADJUSTMENTS TO LEVEL FRAME BEAM AND ENSURE ADEQUATE VERTICAL CLEARANCE, TIGHTEN ALL TOP AND LEVELING NUTS AGAINST THE BASE PLATE WITH A MINIMUM TORQUE OF 200 LB.-FT. THEN PLACE STAINLESS STEEL MESH AROUND THE PERIMETER OF THE BASE PLATE. SECURE TO BASE PLATE WITH STAINLESS STEEL BANDING.

2. REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

STRUCTURAL STEEL:

1. MATERIAL FOR THE HSS MONOTUBE FRAME SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C. BASE PLATE AND STIFFENER PLATE SHALL CONFORM TO ASTM A709 GRADE 50. OTHER STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36, UNLESS NOTED OTHERWISE.

2. PIPES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A53 GRADE B.

3. ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 (AASHTO M314) GRADE 55, WITH A MINIMUM TENSILE STRENGTH OF 75,000 PSI. INSTALLATION AND INSPECTION OF ANCHOR BOLTS SHALL COMPLY WITH ILLINOIS TOLLWAY SPECIAL PROVISION "INTELLIGENT TRANSPORTATION SYSTEMS GANTRY FRAME "STEEL". ANCHORS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 (AASHTO M232). SEE SHEET 6 OF THIS SERIES FOR GALVANIZED LENGTH.

4. U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).

5. BOLTS (EXCLUDING ANCHOR BOLTS AND U-BOLTS) SHALL BE HIGH STRENGTH STEEL BOLTS.

6. HSS FOR MONOTUBE FRAME, PIPES, STRUCTURAL STEEL SHAPES AND PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 AFTER FABRICATION.

7. THE MONOTUBE FRAME BEAM, COLUMNS, BASE PLATE MATERIAL, AND SPLICES ARE CONSIDERED TENSION MEMBERS AND SHALL CONFORM TO THE IMPACT TESTING REQUIREMENT, ZONE 2.

DESIGN LOADING:

WIND LOAD CRITERIA

BASIC WIND SPEED = 120 M.P.H.
G = 1.14
I_F = 1.00
K_Z = 1.00
SIGN PANEL 50 P.S.F.
COLUMN/BEAM 35 P.S.F.

SIGN DEAD LOAD = 3 P.S.F.

ICE = 3 P.S.F. (APPLIED WITH A FACTOR OF 1.0 FOR STRENGTH I ONLY)

EQUIPMENT LOADS:

ANTENNA W/MOUNTING HARDWARE 24 LB.

DESIGN STRESSES FOR REINFORCED CONCRETE:

f'c = COMPRESSIVE STRENGTH OF CONCRETE (CLASS SI) = 3,500 P.S.I.
f'c = COMPRESSIVE STRENGTH OF CONCRETE (CLASS DS) = 4,000 P.S.I.
fy = YIELD STRENGTH OF REINFORCEMENT BARS (GRADE 60) = 60,000 P.S.I.

FOUNDATION:

MINIMUM UNCONFINED COMPRESSIVE STRENGTH, Qu FOR ALL LAYERS OF COHESIVE SOILS (CLAYS) SHALL BE 1.25 TON/SQ.FT. AT MONOTUBE FRAMES.

DESIGN SPECIFICATIONS:

1. ILLINOIS TOLLWAY STRUCTURE DESIGN MANUAL, LATEST EDITION.

2. AASHTO LRFD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION.

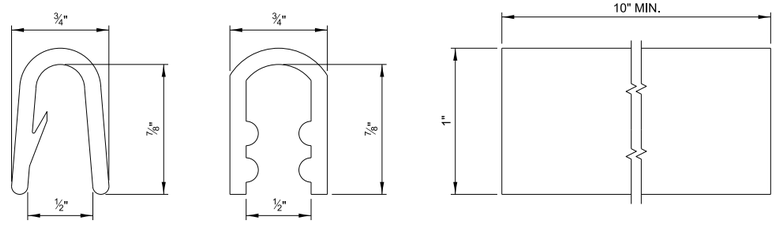
3. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020.

4. ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, LATEST EDITION.

CONSTRUCTION SPECIFICATIONS:

1. ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

2. ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.



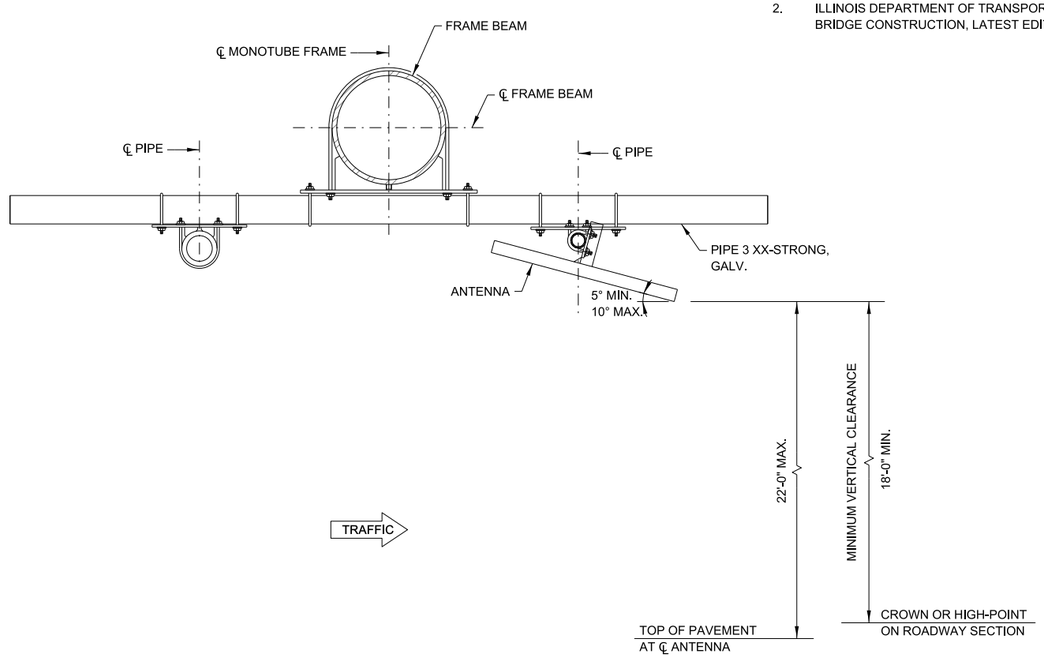
PLASTIC TRIM DETAIL

NOTES:

1. ALL SHARP EDGES OR DRIPS OF ZINC SHALL BE REMOVED FROM ALL STIFFENER PLATES PRIOR TO EPOXY GLUING THE TRIM. THE TRIM SHALL BE EPOXY GLUED TO BOTH SIDES OF THE PLATE. THE COST OF THE TRIM AND EPOXY GLUE SHALL BE INCLUDED IN THE COST OF "OVERHEAD SIGN STRUCTURE, AET RAMP ENTRANCE MONOTUBE TYPE (STEEL)"

2. THE TRIM SHALL BE HEAVY DUTY PLASTIC TRIM (OPTION 1 OR OPTION 2 OR EQUIVALENT) FOR OUTDOOR USE FOR APPLICATION WITH A TEMPERATURE RANGE OF -20°F TO 150°F. THE TRIM SHALL BE CHEMICAL RESISTANT, A HARD RATING AND SHALL MEET FMVSS-302 FOR FEDERAL MOTOR VEHICLE SAFETY STANDARDS FOR FLAMMABILITY.

3. EPOXY GLUE SHALL BE FOR OUTDOOR USE WITH A TEMPERATURE RANGE OF -20°F TO 150°F AND SHALL BE SUITABLE FOR METAL AND PLASTIC WITH A SHEAR STRENGTH GREATER THAN 2300 PSI.



SECTION P-P

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) GROUND MOUNTED

VERSION:	STANDARD:	SHEET:
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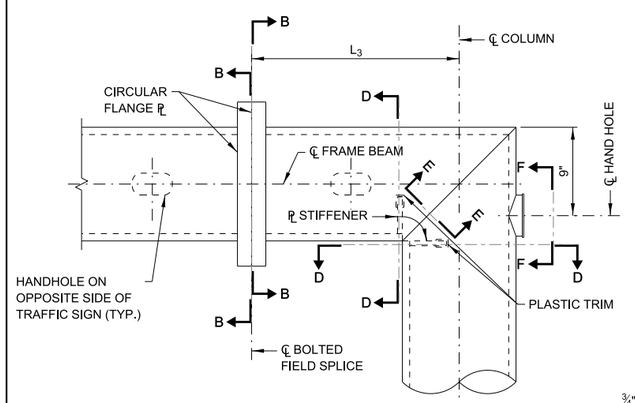
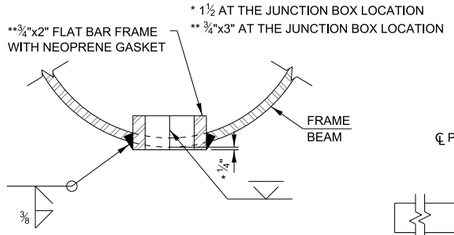
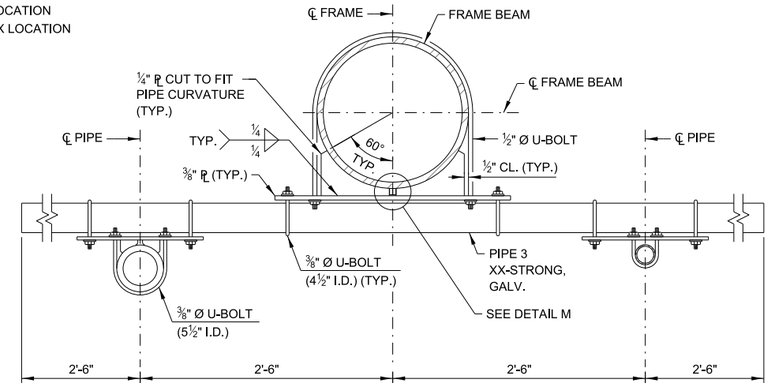


SECTION A-A

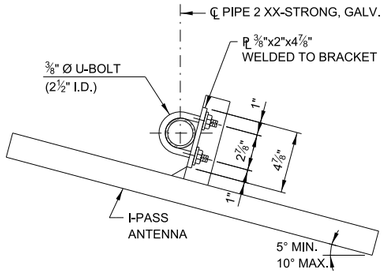
(SEE SHEETS 2 AND 3 OF THIS SERIES FOR LOCATION)
(PIPES NOT SHOWN FOR CLARITY)



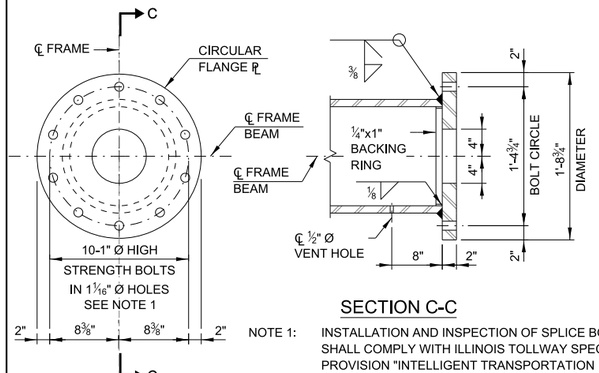
SECTION G-G



SECTION K-K



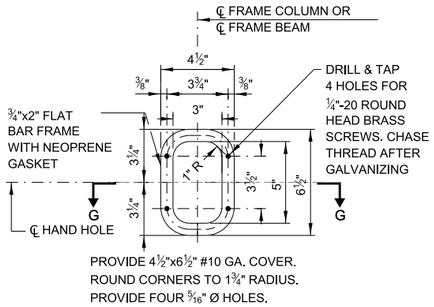
ANTENNA HANGER



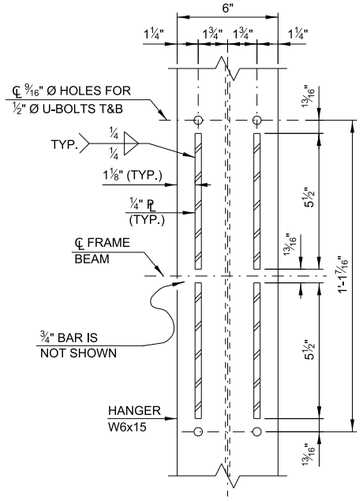
SECTION B-B

SECTION C-C

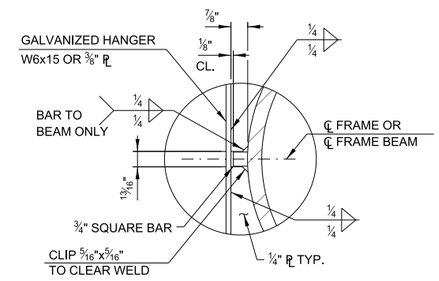
NOTE 1: INSTALLATION AND INSPECTION OF SPLICE BOLTS SHALL COMPLY WITH ILLINOIS TOLLWAY SPECIAL PROVISION "INTELLIGENT TRANSPORTATION SYSTEMS GANTRY FRAME (STEEL)".



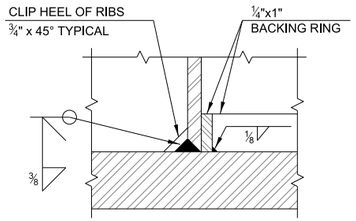
VIEW F-F



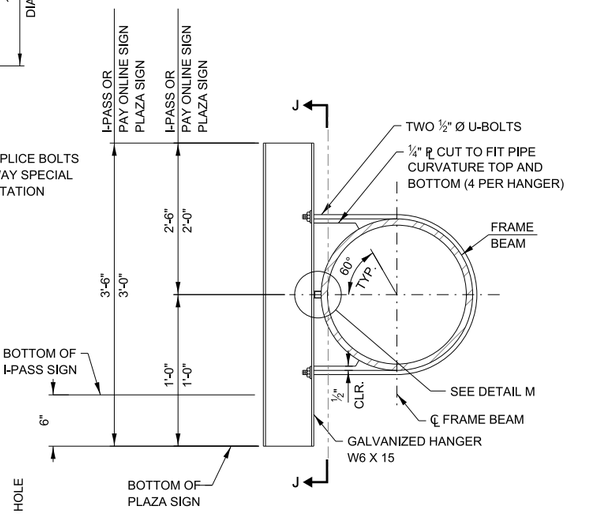
SECTION J-J



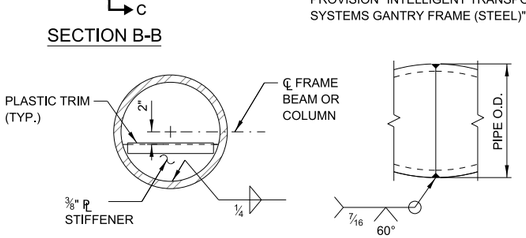
DETAIL M



DETAIL T

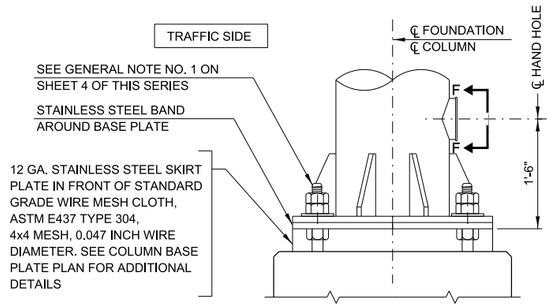


SECTION H-H (SIGN HANGER)

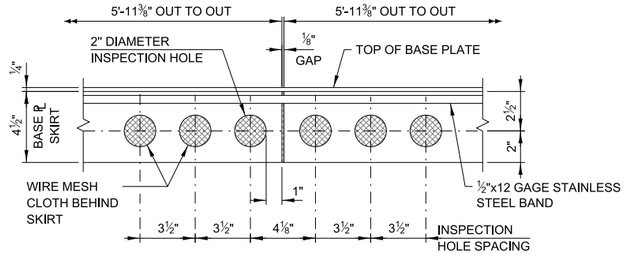


SECTION D-D

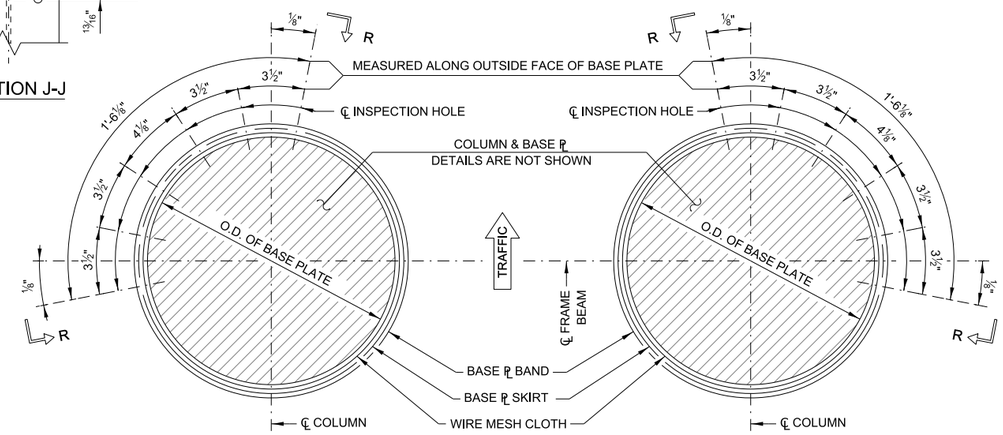
SECTION E-E



COLUMN BASE



VIEW R-R (BASE PLATE SKIRT)



LEFT BASE PLATE

RIGHT BASE PLATE

COLUMN BASE PLATE PLAN

NOTE:
SEE SHEET 2 OF THIS SERIES FOR BASE PLATE OUTSIDE DIAMETER.

APPROVED BY:
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) GROUND MOUNTED

VERSION:	STANDARD:	SHEET:
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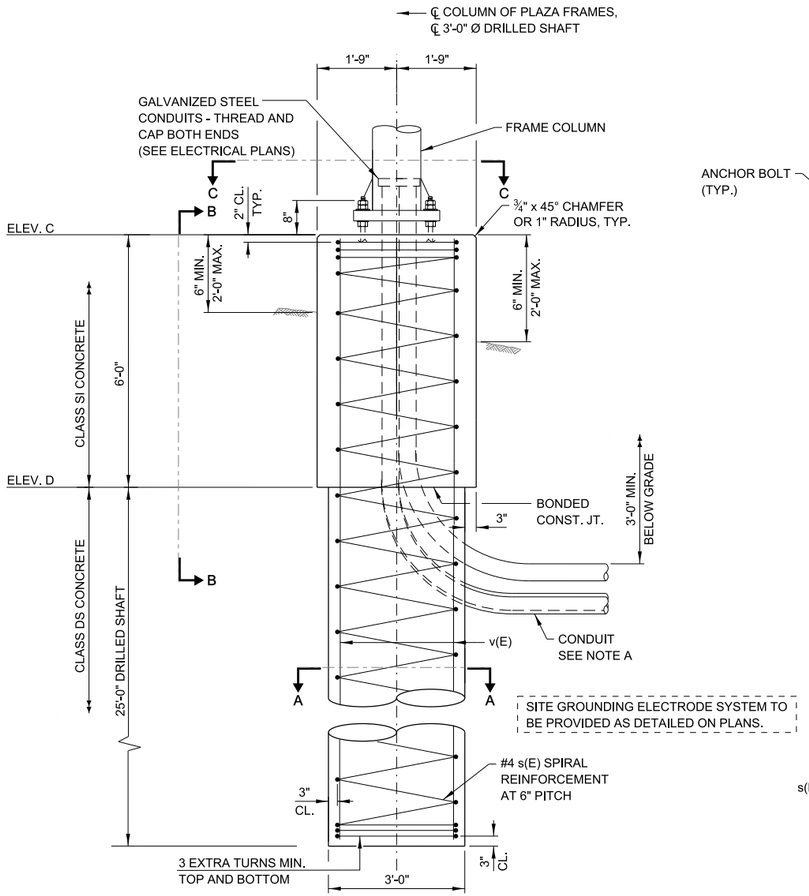
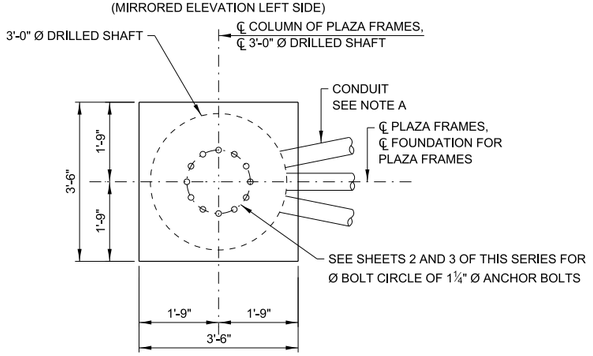
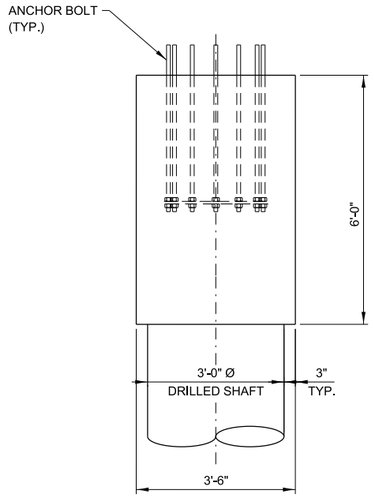


SIDE ELEVATION RIGHT SIDE
(MIRRORED ELEVATION LEFT SIDE)

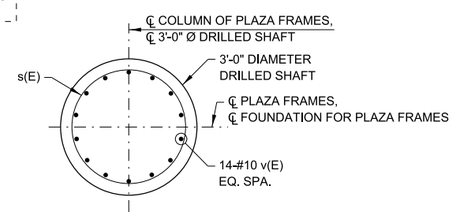


VIEW C-C

CONCRETE BARRIER FOUNDATION FOR PLAZA FRAMES



VIEW B-B



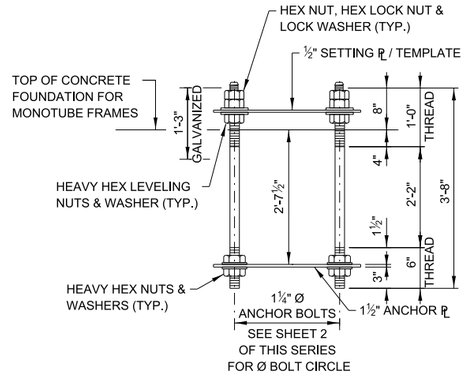
SECTION A-A

NOTE A:
1. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. PROVIDE CONDUIT COUPLERS AS REQUIRED.

2. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT. CUTTING OF REINFORCEMENT SHALL NOT BE ALLOWED.

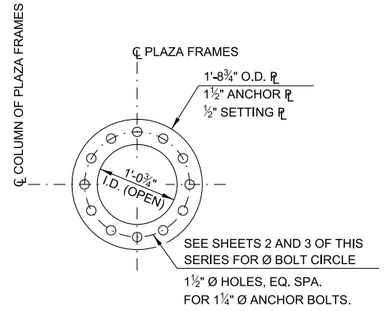
FOUNDATION NOTE:
THE FOUNDATION DETAILS SHOWN ARE BASED ON THE PRESENCE OF MOSTLY COMMON COHESIVE SOIL CONDITIONS (SILTY OR SANDY CLAY), WITH AN AVERAGE UNCONFINED COMPRESSIVE STRENGTH (QU) > 1.25 TON/SQ. FT. WHICH MUST BE DETERMINED BY PREVIOUS SOIL INVESTIGATIONS AT THE JOB SITE. WHEN OTHER CONDITIONS ARE INDICATED, THE BORING DATA SHALL BE INCLUDED IN THE PLANS AND THE FOUNDATION DIMENSIONS SHOWN SHALL BE THE RESULT OF SITE SPECIFIC DESIGNS. IF CONDITIONS ENCOUNTERED IN THE FIELD ARE DIFFERENT THAN THOSE INDICATED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF THE FOUNDATION DIMENSIONS NEED TO BE MODIFIED.

LEGEND:
F.F. - FRONT FACE
B.F. - BACK FACE
CTS. - CENTERS



ANCHOR BOLT ASSEMBLY

FRAME COLUMN	ANCHOR BOLT
HSS 12.75x0.500	12



ANCHOR ℄ / SETTING ℄

BAR LIST-ONE FOUNDATION

BAR	NO.	SIZE	LENGTH	SHAPE
s(E)	1	#4	30'-7"	
v(E)	14	#10	30'-7"	

ESTIMATED QUANTITY

ITEM	UNIT	CONCRETE FOUNDATION
CLASS SI CONCRETE	CU. YD.	2.7
CLASS DS CONCRETE	CU. YD.	6.5
REINFORCEMENT BARS, EPOXY COAT	POUND	2,195

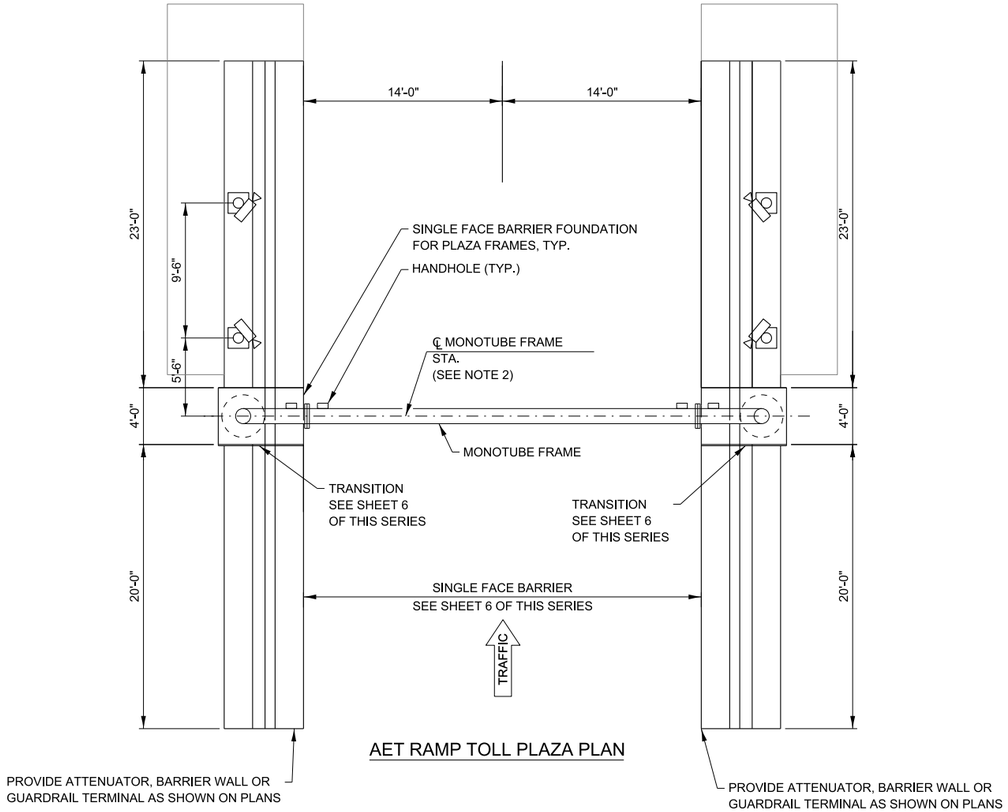
APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

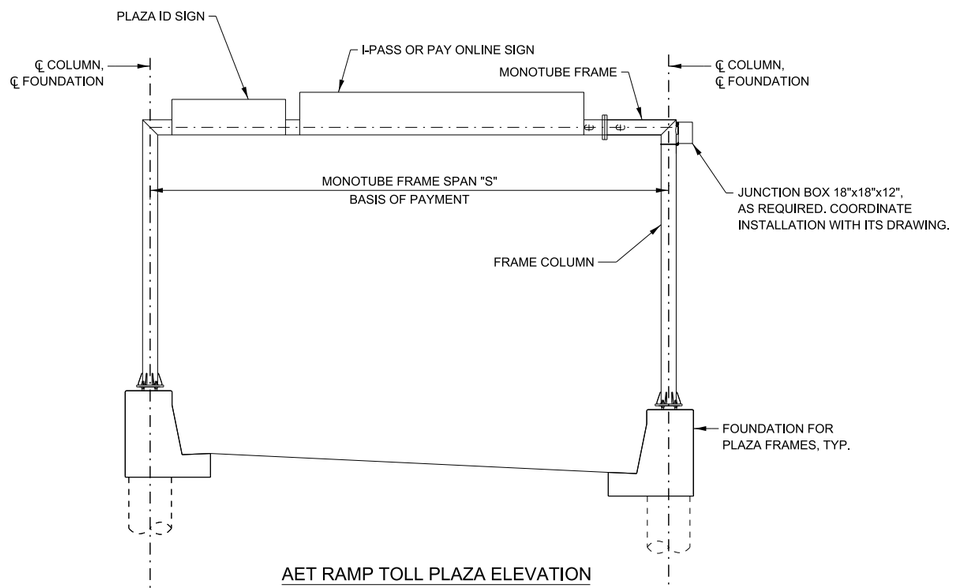
Illinois Tollway

OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) GROUND MOUNTED

VERSION:	STANDARD:	SHEET:
2025-03	F21-00	5 OF 5



AET RAMP TOLL PLAZA PLAN



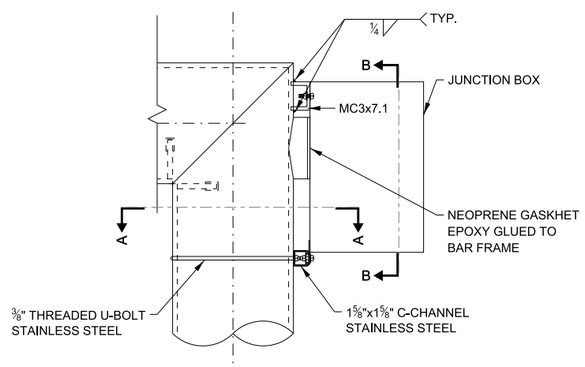
AET RAMP TOLL PLAZA ELEVATION

NOTE:

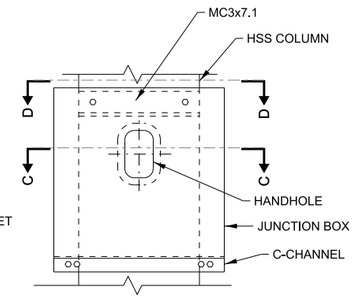
1. SEE CONTRACT PLANS FOR SIGN SIZE AND LOCATION.
2. PROVIDE MONOTUBE FRAME STATION IN CONTRACT PLANS.

SIGN TABLE

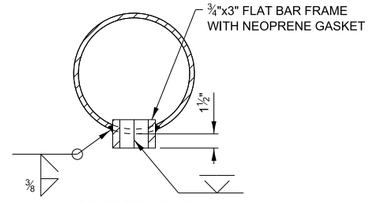
SIGN	MAXIMUM AREA	MAXIMUM LENGTH
PLAZA SIGN	20 S.F.	8'-0"
I-PASS OR PAY ONLINE SIGN	60 S.F.	20'-0"



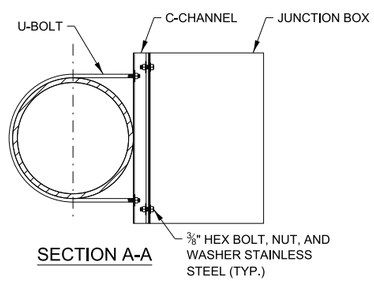
EPOXY GLUE SHALL BE FOR OUTDOOR USE WITH A TEMPERATURE RANGE OF -20°F TO 150°F AND SHALL BE SUITABLE FOR METAL AND PLASTIC WITH A SHEAR STRENGTH GREATER THAN 2300 PSI.



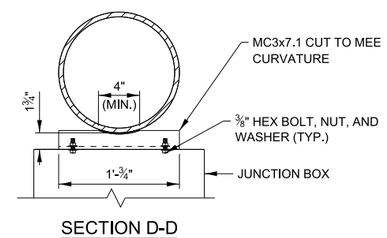
SECTION B-B



SECTION C-C



SECTION A-A



SECTION D-D

JUNCTION BOX CONNECTION DETAIL

APPROVED BY: Marco Nastal, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

REVISIONS	
DATE	DESCRIPTION

Illinois Tollway

OVERHEAD SIGN STRUCTURE
AET RAMP MONOTUBE TYPE
(STEEL) BARRIER MOUNTED

VERSION:	STANDARD:	SHEET:
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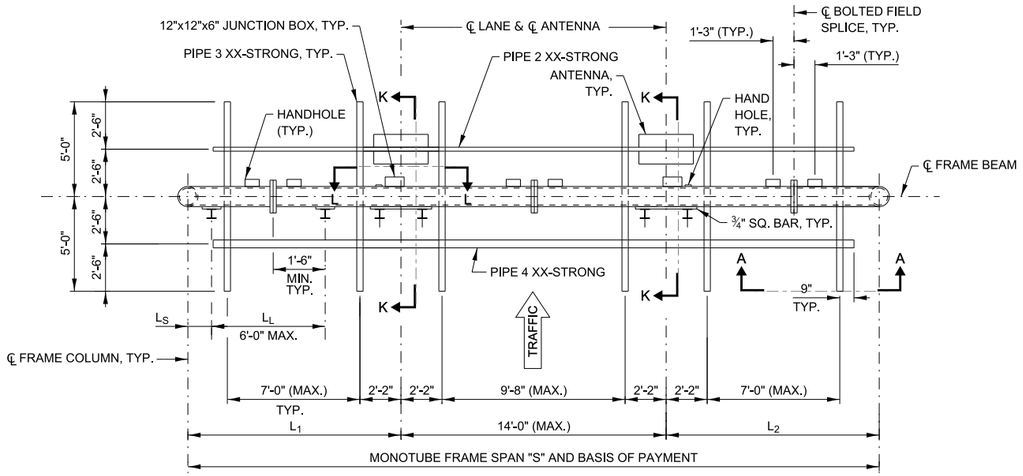
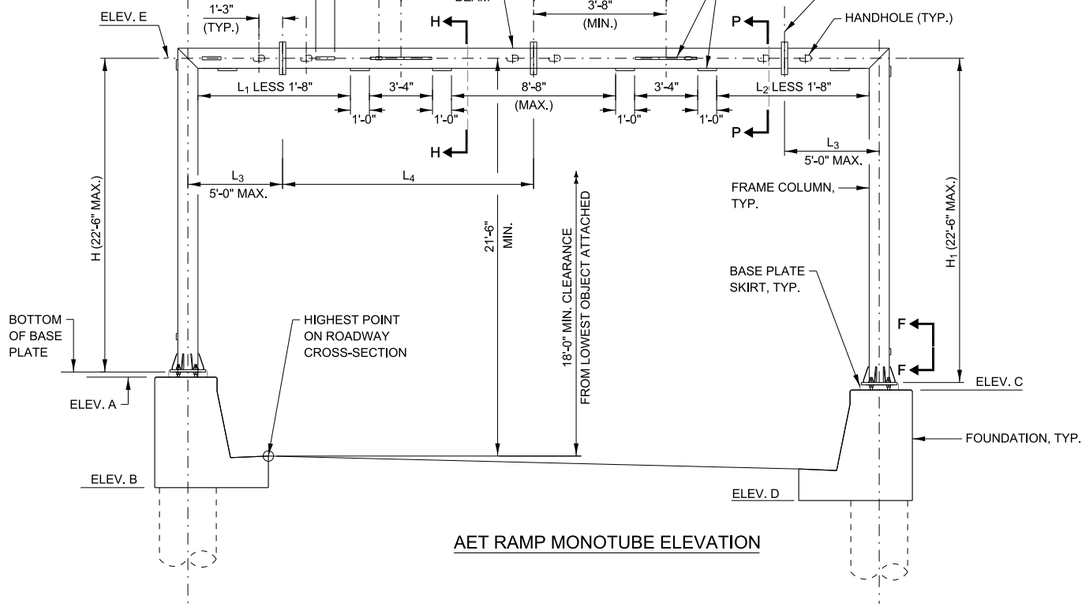
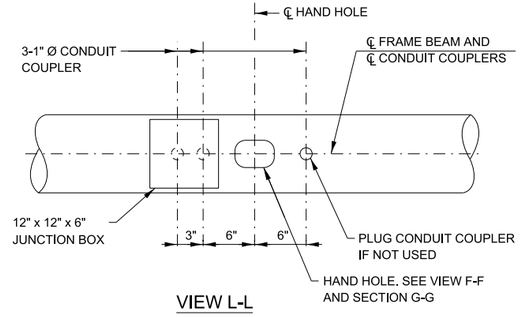


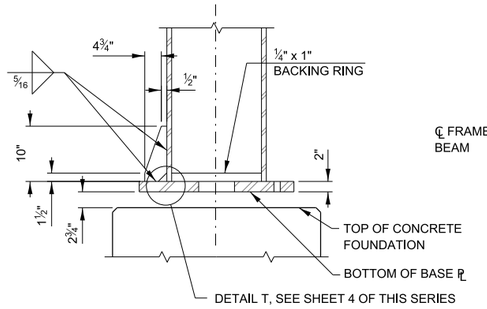
AET RAMP MONOTUBE PLAN



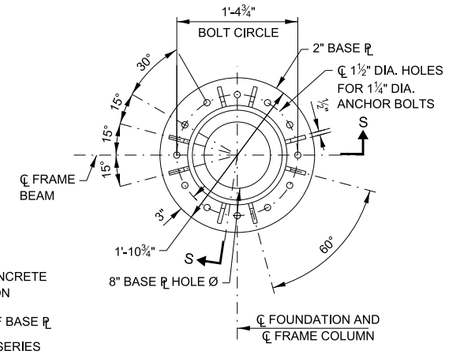
AET RAMP MONOTUBE ELEVATION



VIEW L-L



SECTION S-S



BASE PLATE PLAN
MONOTUBE FRAME

MONOTUBE FRAME TABLE

SPAN "S"	FRAME COLUMN	FRAME BEAM	CAMBER
36.5' MAX.	HSS 12.75x0.500	HSS 12.75x0.500	0.75"

NOTES:

1. WORK THIS SHEET WITH OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) BARRIER MOUNTED, SUMMARY AND TOTAL BILL OF MATERIAL SHEET.
2. FOUNDATION FOR MONOTUBE FRAME IS SHOWN ON SHEET 5 OF THIS SERIES.
3. SEE SHEET 4 OF THIS SERIES FOR SECTIONS G-G, H-H AND K-K, VIEWS A-A AND F-F, AND HAND HOLE DETAILS.
4. SEE SHEET 3 OF THIS SERIES FOR SECTION P-P.
5. PROVIDE CAMBER AT MIDSPAN OF STRUCTURE.
6. LOCATE OPTIONAL BOLTED FIELD SPLICE NEAR MIDSPAN.

APPROVED BY:
Marwa Nashif
CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
AET RAMP MONOTUBE TYPE
(STEEL) BARRIER MOUNTED

VERSION:	STANDARD:	SHEET:
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GENERAL NOTES:

1. AFTER ADJUSTMENTS TO LEVEL FRAME BEAM AND ENSURE ADEQUATE VERTICAL CLEARANCE, TIGHTEN ALL TOP AND LEVELING NUTS AGAINST THE BASE PLATE WITH A MINIMUM TORQUE OF 200 LB.-FT. THEN PLACE STAINLESS STEEL MESH AROUND THE PERIMETER OF THE BASE PLATE. SECURE TO BASE PLATE WITH STAINLESS STEEL BANDING.

2. REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

STRUCTURAL STEEL:

1. MATERIAL FOR THE HSS MONOTUBE FRAME SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C. BASE PLATE AND STIFFENER PLATE SHALL CONFORM TO ASTM A709 GRADE 50. OTHER STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36, UNLESS NOTED OTHERWISE.

2. PIPES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A53 GRADE B.

3. ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 (AASHTO M314) GRADE 55, WITH A MINIMUM TENSILE STRENGTH OF 75,000 PSI. INSTALLATION AND INSPECTION OF ANCHOR BOLTS SHALL COMPLY WITH ILLINOIS TOLLWAY SPECIAL PROVISION "INTELLIGENT TRANSPORTATION SYSTEMS GANTRY FRAME "STEEL". ANCHORS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 (AASHTO M232). SEE SHEET 6 OF THIS SERIES FOR GALVANIZED LENGTH.

4. U-BOLTS SHALL BE STAINLESS STEEL AND SHALL CONFORM TO ASTM 193, CLASS I, GRADE B8 (AISI TYPE 304). WASHERS FOR U-BOLTS SHALL CONFORM TO ASTM A240, TYPE 302. NUTS FOR U-BOLTS SHALL CONFORM TO ASTM A194 (AASHTO M292), GRADE 8F (AISI TYPE 303).

5. BOLTS (EXCLUDING ANCHOR BOLTS AND U-BOLTS) SHALL BE HIGH STRENGTH STEEL BOLTS.

6. HSS FOR MONOTUBE FRAME, PIPES, STRUCTURAL STEEL SHAPES AND PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 AFTER FABRICATION.

7. THE MONOTUBE FRAME BEAM, COLUMNS, BASE PLATE MATERIAL, AND SPLICES ARE CONSIDERED TENSION MEMBERS AND SHALL CONFORM TO THE IMPACT TESTING REQUIREMENT, ZONE 2.

DESIGN LOADING:

WIND LOAD CRITERIA

BASIC WIND SPEED = 120 M.P.H.
G = 1.14
I_F = 1.00
K_Z = 1.00
SIGN PANEL 50 P.S.F.
COLUMN/BEAM 35 P.S.F.

SIGN DEAD LOAD = 3 P.S.F.

ICE = 3 P.S.F. (APPLIED WITH A FACTOR OF 1.0 FOR STRENGTH I ONLY)

EQUIPMENT LOADS:

ANTENNA W/MOUNTING HARDWARE 24 LB.

DESIGN STRESSES FOR REINFORCED CONCRETE:

f'c = COMPRESSIVE STRENGTH OF CONCRETE (CLASS SI) = 3,500 P.S.I.
f'c = COMPRESSIVE STRENGTH OF CONCRETE (CLASS DS) = 4,000 P.S.I.
fy = YIELD STRENGTH OF REINFORCEMENT BARS (GRADE 60) = 60,000 P.S.I.

FOUNDATION:

MINIMUM UNCONFINED COMPRESSIVE STRENGTH, Qu FOR ALL LAYERS OF COHESIVE SOILS (CLAYS) SHALL BE 1.25 TON/SQ.FT. AT MONOTUBE FRAMES.

DESIGN SPECIFICATIONS:

1. ILLINOIS TOLLWAY STRUCTURE DESIGN MANUAL, LATEST EDITION.

2. AASHTO LRFD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION.

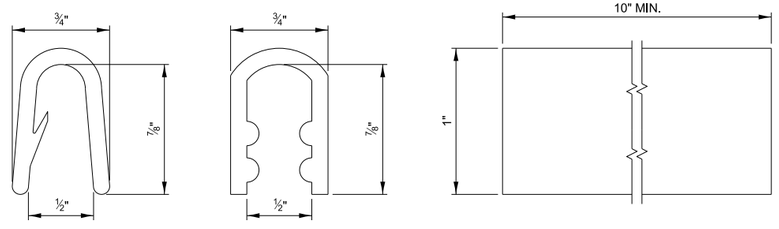
3. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020.

4. ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, LATEST EDITION.

CONSTRUCTION SPECIFICATIONS:

1. ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

2. ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.



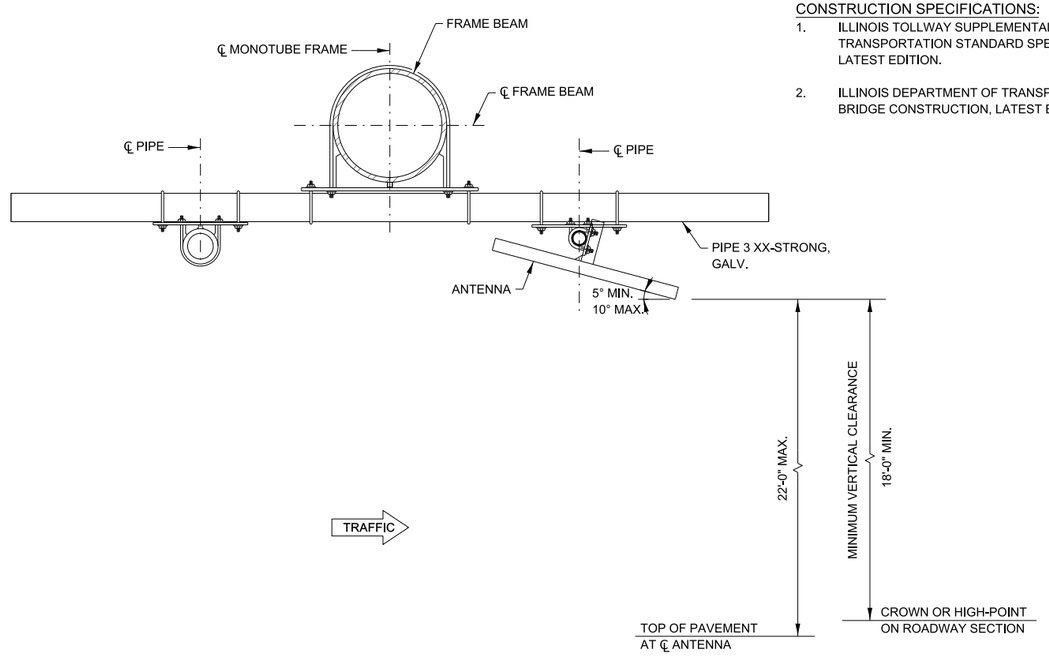
PLASTIC TRIM DETAIL

NOTES:

1. ALL SHARP EDGES OR DRIPS OF ZINC SHALL BE REMOVED FROM ALL STIFFENER PLATES PRIOR TO EPOXY GLUING THE TRIM. THE TRIM SHALL BE EPOXY GLUED TO BOTH SIDES OF THE PLATE. THE COST OF THE TRIM AND EPOXY GLUE SHALL BE INCLUDED IN THE COST OF "OVERHEAD SIGN STRUCTURE, AET RAMP ENTRANCE MONOTUBE TYPE (STEEL)"

2. THE TRIM SHALL BE HEAVY DUTY PLASTIC TRIM (OPTION 1 OR OPTION 2 OR EQUIVALENT) FOR OUTDOOR USE FOR APPLICATION WITH A TEMPERATURE RANGE OF -20°F TO 150°F. THE TRIM SHALL BE CHEMICAL RESISTANT, A HARD RATING AND SHALL MEET FMVSS-302 FOR FEDERAL MOTOR VEHICLE SAFETY STANDARDS FOR FLAMMABILITY.

3. EPOXY GLUE SHALL BE FOR OUTDOOR USE WITH A TEMPERATURE RANGE OF -20°F TO 150°F AND SHALL BE SUITABLE FOR METAL AND PLASTIC WITH A SHEAR STRENGTH GREATER THAN 2300 PSI.



SECTION P-P

APPROVED BY: Manar Nashif, CHIEF ENGINEERING OFFICER
DATE: 03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) BARRIER MOUNTED

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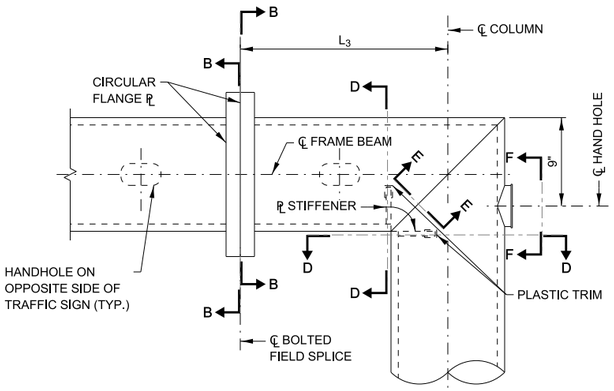
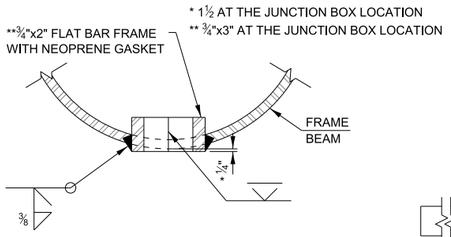
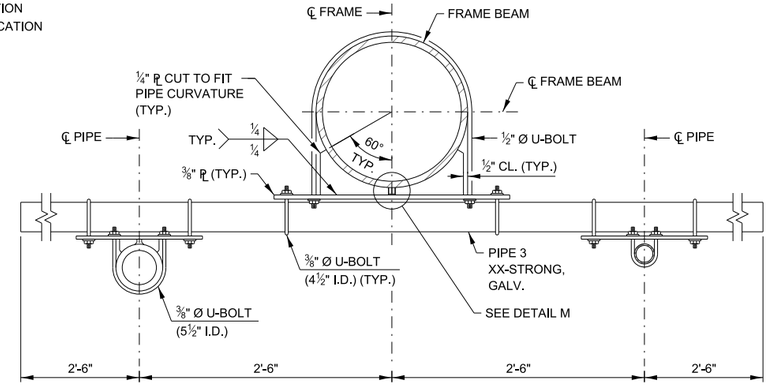


SECTION A-A

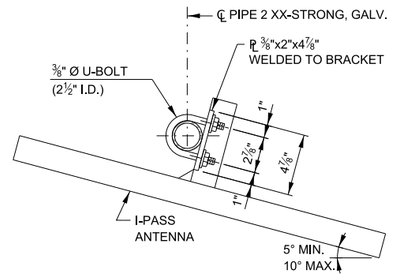
(SEE SHEETS 2 AND 3 OF THIS SERIES FOR LOCATION)
(PIPES NOT SHOWN FOR CLARITY)



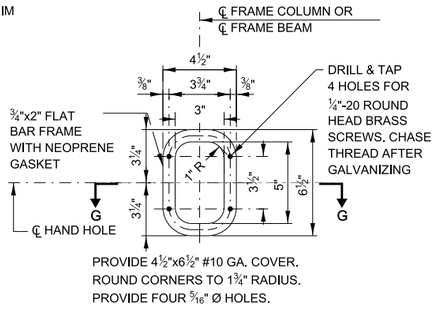
SECTION G-G



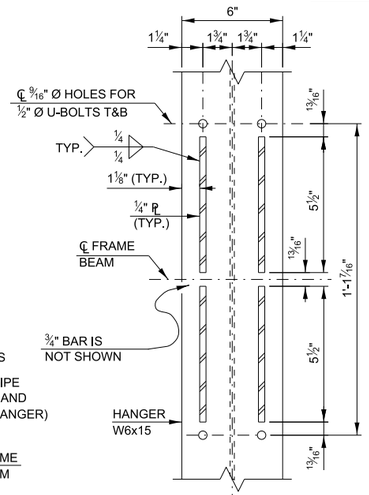
SECTION K-K



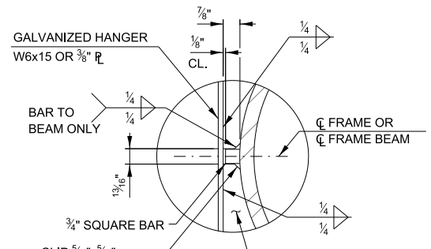
ANTENNA HANGER



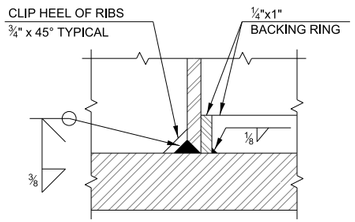
VIEW F-F



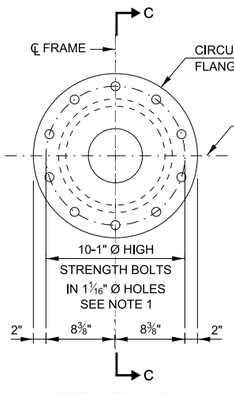
SECTION J-J



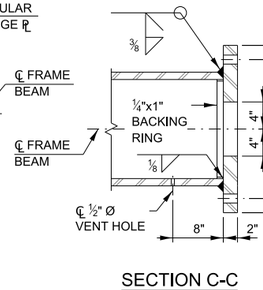
DETAIL M



DETAIL T

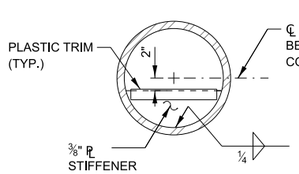


SECTION B-B

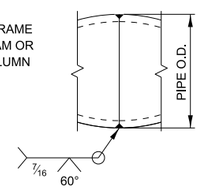


SECTION C-C

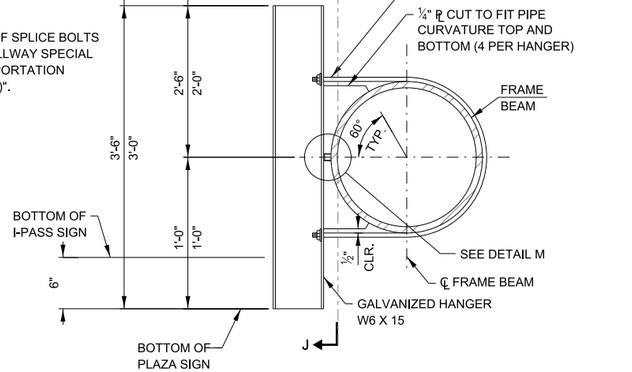
NOTE 1: INSTALLATION AND INSPECTION OF SPLICE BOLTS SHALL COMPLY WITH ILLINOIS TOLLWAY SPECIAL PROVISION "INTELLIGENT TRANSPORTATION SYSTEMS GANTRY FRAME (STEEL)".



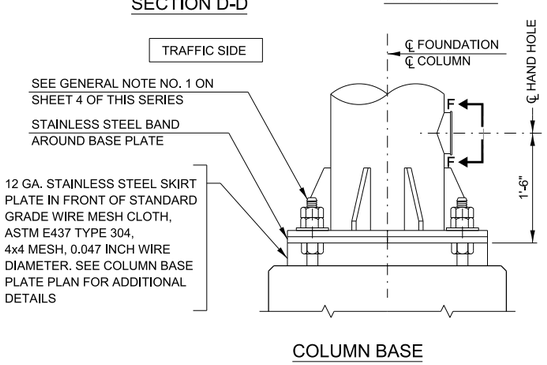
SECTION D-D



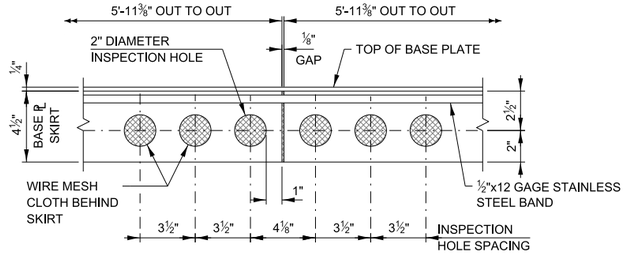
SECTION E-E



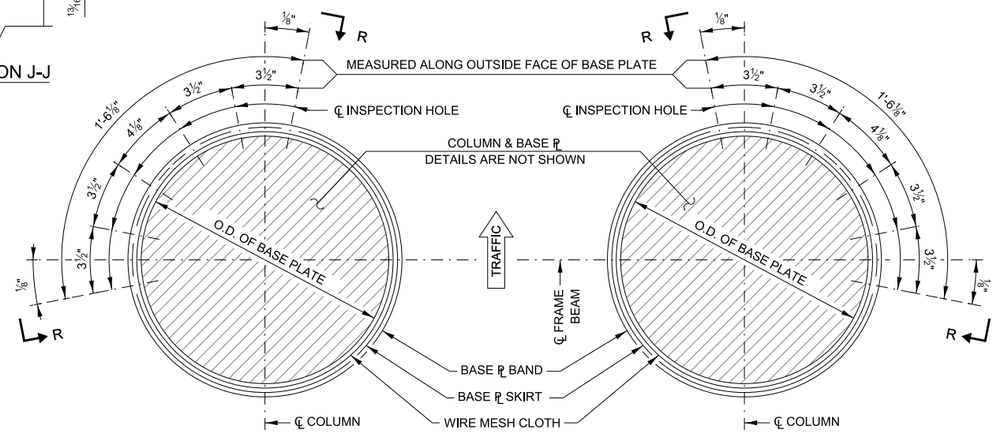
SECTION H-H (SIGN HANGER)



COLUMN BASE



VIEW R-R (BASE PLATE SKIRT)



LEFT BASE PLATE

RIGHT BASE PLATE

NOTE:
SEE SHEET 2 OF THIS SERIES FOR BASE PLATE OUTSIDE DIAMETER.

COLUMN BASE PLATE PLAN

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) BARRIER MOUNTED

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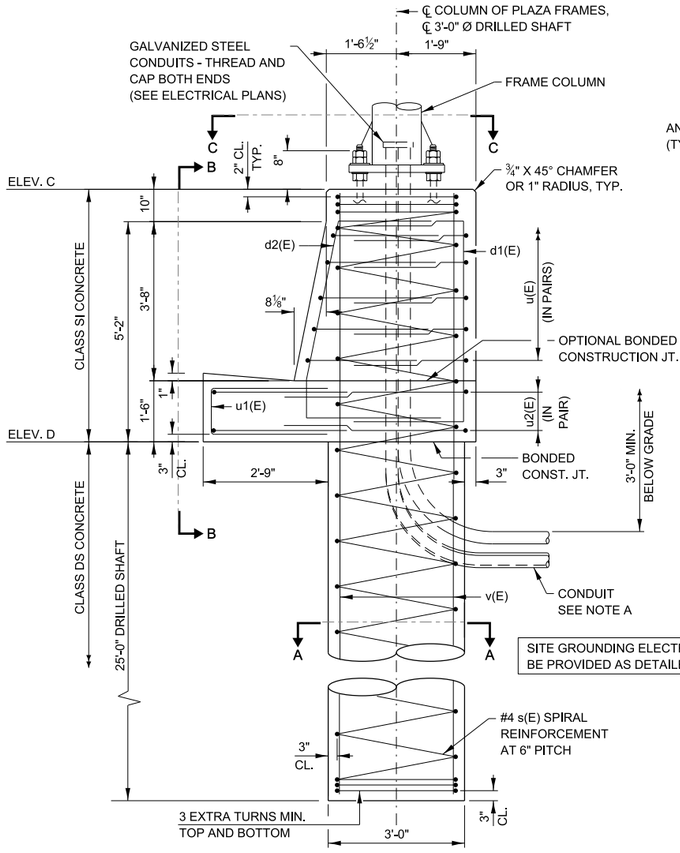
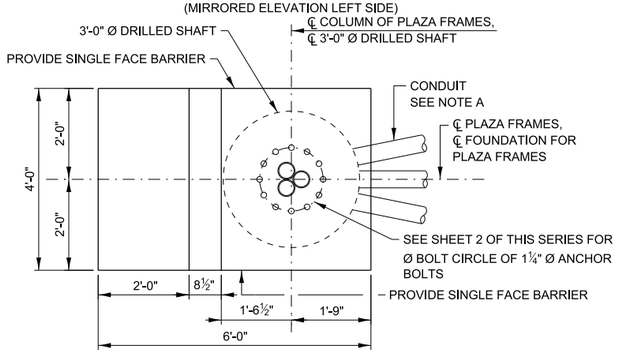
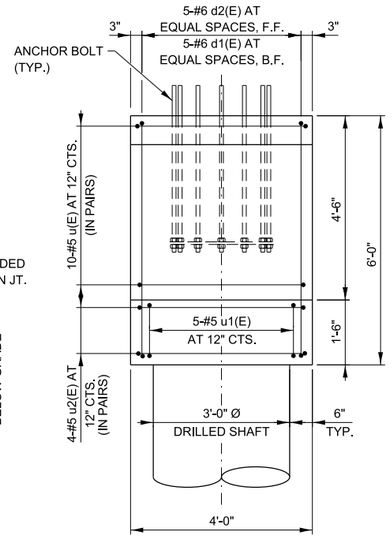


SIDE ELEVATION RIGHT SIDE
(MIRRORED ELEVATION LEFT SIDE)

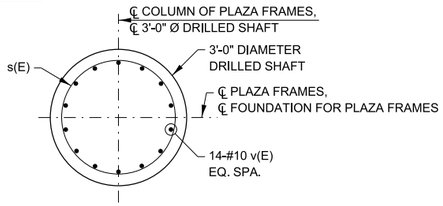


VIEW C-C

SINGLE FACE BARRIER FOUNDATION FOR PLAZA FRAMES



VIEW B-B



SECTION A-A

NOTE A:

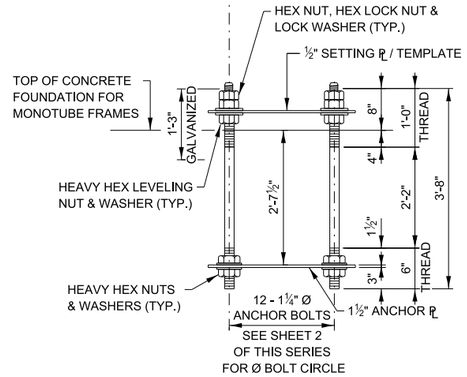
1. COORDINATE CONDUIT SIZE, LOCATION AND QUANTITY WITH ELECTRICAL PLANS. PROVIDE CONDUIT COUPLERS AS REQUIRED.
2. CONDUITS SHALL BE PLACED TO MISS REINFORCEMENT. CUTTING OF REINFORCEMENT SHALL NOT BE ALLOWED.
3. COST INCLUDED IN FOUNDATION FOR OVERHEAD SIGN STRUCTURE, RAMP MONOTUBE TYPE.
4. PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF BARRIER AND TOP OF GUTTER.

FOUNDATIONS:

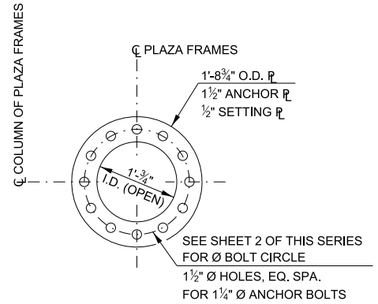
THE FOUNDATION DETAILS SHOWN ARE BASED ON THE PRESENCE OF MOSTLY COHESIVE SOIL CONDITIONS (SILTY OR SANDY CLAY), WITH AN AVERAGE UNCONFINED COMPRESSIVE STRENGTH (QU) > 1.25 TON/SQ. FT. WHICH SHALL BE DETERMINED BY PREVIOUS SOIL INVESTIGATIONS AT THE JOBSITE. WHEN OTHER CONDITIONS ARE INDICATED, THE BORING DATA SHALL BE INCLUDED IN THE PLANS AND THE FOUNDATION DIMENSIONS SHOWN SHALL BE THE RESULT OF SITE SPECIFIC DESIGNS. IF CONDITIONS ENCOUNTERED IN THE FIELD ARE DIFFERENT THAN THOSE INDICATED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE IF THE FOUNDATION DIMENSIONS NEED TO BE MODIFIED.

LEGEND:

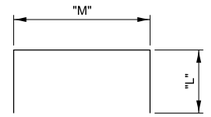
F.F. - FRONT FACE
B.F. - BACK FACE
CTS. - CENTERS



ANCHOR BOLT ASSEMBLY

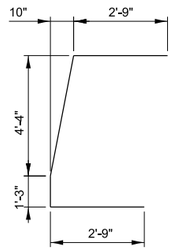


ANCHOR ℄ / SETTING ℄



BAR	"L"	"M"
d1(E)	2'-9"	5'-7"
u(E)	2'-9"	3'-8"
u1(E)	3'-3"	1'-1"
u2(E)	3'-10"	3'-8"

BARS d1(E), u(E), u1(E) AND u2(E)



BAR d2(E)

REINFORCEMENT BAR SCHEDULE

FOR ONE FOUNDATION

BAR	NO.	SIZE	LENGTH	SHAPE
d1(E)	5	#6	11'-1"	⌐
d2(E)	5	#6	11'-2"	◺
s(E)	1	#4	30'-7"	WWW
v(E)	14	#10	30'-7"	——
u(E)	10	#5	9'-2"	⌐
u1(E)	5	#5	7'-7"	⌐
u2(E)	4	#5	11'-4"	⌐

ESTIMATED QUANTITY

ITEM	UNIT	SINGLE FACE BARRIER FDN.
CLASS SI CONCRETE	CU. YD.	3.8
CLASS DS CONCRETE	CU. YD.	6.6
REINFORCEMENT BARS, EPOXY COATED	POUND	2,540
PROTECTIVE COAT	SQ. YD.	4.4

APPROVED BY:
Manar Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE
AET RAMP MONOTUBE TYPE
(STEEL) BARRIER MOUNTED

VERSION:	STANDARD:	SHEET:
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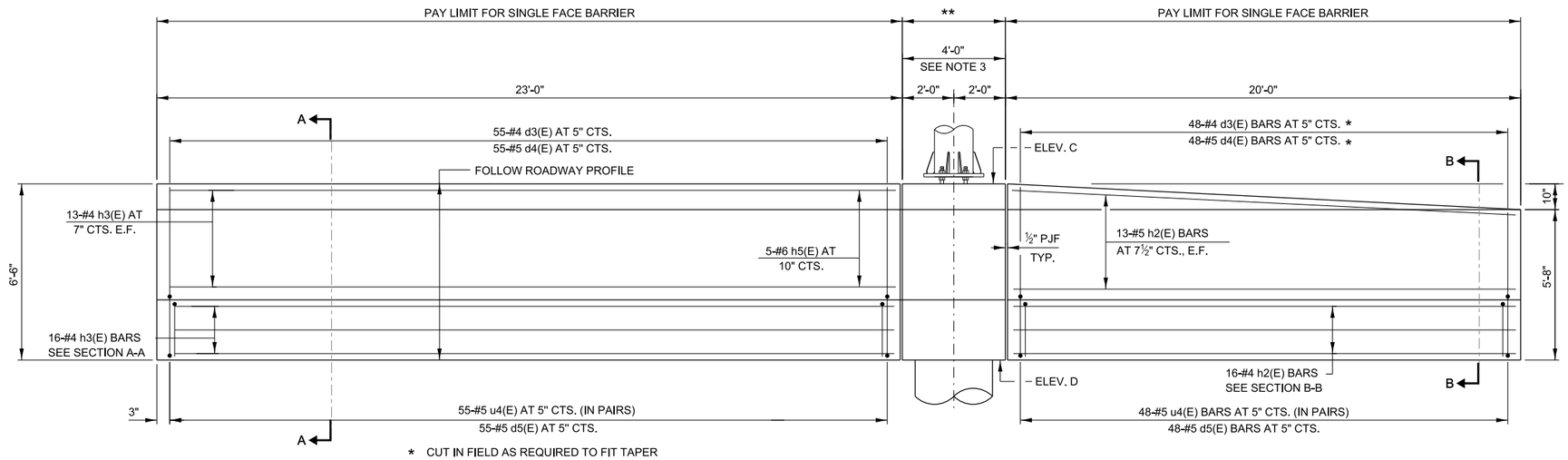


* CUT IN FIELD AS REQUIRED TO FIT TAPER

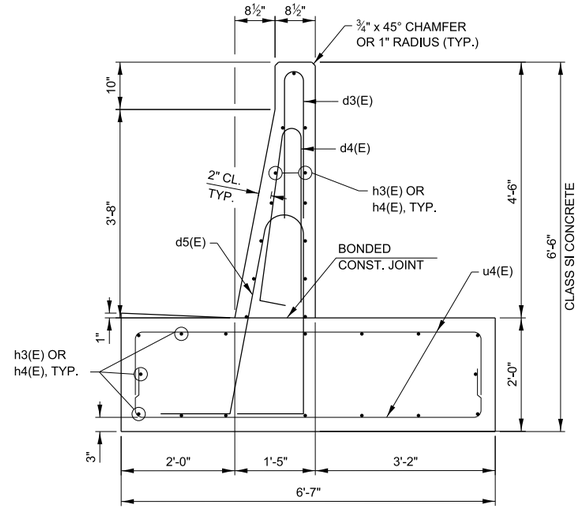
** PAY LIMIT FOR FOUNDATION FOR OVERHEAD SIGN STRUCTURE

SINGLE FACE BARRIER ELEVATION

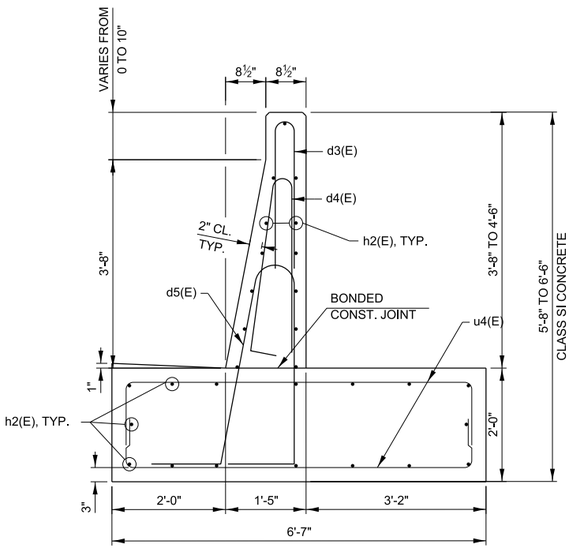
INSIDE FACE OF RIGHT BARRIER IS SHOWN
(MIRROR ELEVATION OF LEFT BARRIER)

BAR LIST - ONE BARRIER

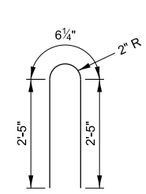
BAR	NO.	SIZE	LENGTH	SHAPE
d3(E)	103	#4	5'-5"	
d4(E)	103	#5	7'-0"	
d5(E)	103	#5	9'-10"	
h2(E)	29	#4	19'-6"	
h3(E)	29	#4	22'-6"	
u4(E)	206	#5	9'-3"	



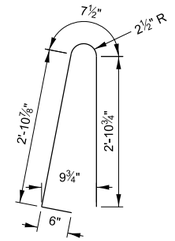
SECTION A-A



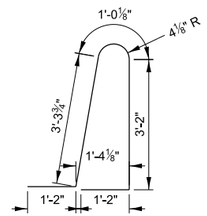
SECTION B-B



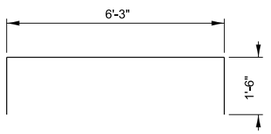
BAR d3(E)



BAR d4(E)



BAR d5(E)



BAR u4(E)

ESTIMATED QUANTITY

(FOR ONE SINGLE FACE BARRIER)

ITEM	UNIT	TOTAL
CONCRETE STRUCTURES	CU. YD.	27.9
REINFORCEMENT BARS, EPOXY COATED	POUND	2,820
PROTECTIVE COAT	SQ. YD.	33.9

NOTES:

1. PROTECTIVE COAT SHALL BE APPLIED TO THE TRAFFIC AND TOP FACES OF THE BARRIER, GUTTER AND TO THE ENTRANCE SIDE FACE (AT THE BEGINNING OF THE RAMP PLAZA PAVEMENT) FOR THE FULL HEIGHT OF THE BARRIER.
2. ELECTRICAL JUNCTION BOXES SHALL BE EXTERIOR MOUNTED ON THE BACK FACE OF BARRIER.
3. FOR SINGLE FACE BARRIER FOUNDATION DETAILS FOR MONOTUBE FRAMES, SEE SHEET 5 OF THIS SERIES.
4. WORK THIS SHEET WITH, OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) BARRIER MOUNTED SUMMARY AND TOTAL BILL OF MATERIAL SHEET.

APPROVED BY:
Marwan Nashif
CHIEF ENGINEERING OFFICER

DATE:
03/01/2025

Illinois Tollway

OVERHEAD SIGN STRUCTURE AET RAMP MONOTUBE TYPE (STEEL) BARRIER MOUNTED

VERSION:	STANDARD:	SHEET:
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