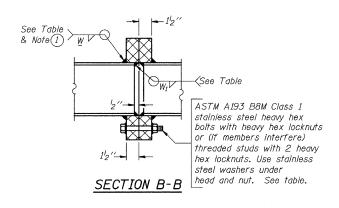
## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

### TRUSS UNIT TABLE

Structure Number	Station	Design Truss			Interior Unit			Upper & Lower Verticals; Horizontals; Vertical, Chord Horizontal, and Interior Diagonal		Camber at	Splicing Flange									
Namber	Station	Type	No. Panels Unit Panel per Unit Lgth.(Le) Lgth.(P)		No. No. Panels Unit Panel Req'd. per Unit Lgth.(L;) Lgth.(P)		Wall	0.D.	Wall	Widoogo	No./Splice		Weld W	Sizes W <sub>1</sub>	Α	В				
8S082I064L010.8	466+75	III- A	5	29'-314"	5'-5 <sup>3</sup> 4"	1	6	34'-1 <sup>1</sup> 2"	5'-5 <sup>3</sup> 4"	7	<sup>5</sup> / <sub>16</sub>	314	<sup>5</sup> / <sub>16</sub>	178	6	14	<sup>7</sup> 16	<sup>5</sup> 16	11 <sup>1</sup> 2	<i>1</i> 5
850601055L012.3	579+50	III-A	7	36′-3 <sup>1</sup> 2"	4'-11"					7	5,6	3/4	5/6	1	6	11/4	716	5 <sub>76</sub>	-111/2	15
8S0601270L008.4	528÷00	III-A	6	321-9"	5′-13⁄4"	1	6	32'-12"	5'-134"	7	5,16	314	5/6	2	6	1/4	7/16	5 <sub>16</sub>	111/2	15
																			Ĺ	



(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.

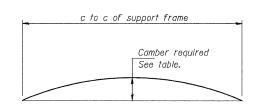
NUMBER	REVISION	DATE

DESIGNED	200
CHECKED	EXAMINED
DRAWN	PASSED ENGINEER OF STRUCTURAL SERVICE
CHECKED	ENGINEER OF BRIDGES AND STRUCTUR

**054-A-2** 7/1/2001

001712				
LE NAME =	USER NAME = prestonme	DESIGNED -	 REVISED	-
\pw_work\pwidot\prestonme\dØ239212\d8	76e7Ø-sht-ITS.dgn	DRAWN -	 REVISED	
	PLOT SCALE = 100.0000 '/ IN.	CHECKED -	 REVISED	
	PLOT DATE = 1/28/2011	DATE -	REVISED	_

-Upper Chord —Horizontal Diagonal Vertical (Each end of units only)-Vertical Diagonal Interior Diagonal ISOMETRIC VIEW TYPICAL TRUSS UNIT ASTM B221 Alloy 6061 Temper T6 -Lower Chord Note: Units shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The Contractor is responsible for maintaining the configuration and - Horizontal (Lower Chord - all panel points) protection of the units. (Upper Chord - each end of each unit only)



## CAMBER DIAGRAM

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

camber at

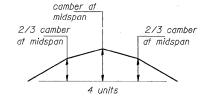
midspan

## CAMBER ATTAINMENT EXAMPLES:

camber at

2 units

midspan



Splicing Flange

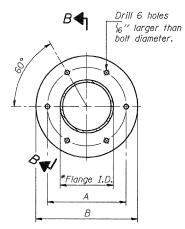
Camber shown is for fabrication only, measured with truss fully supported. (No-load condition)

STATE OF ILLINOIS

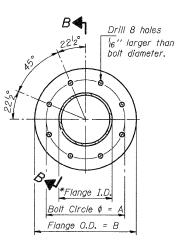
**DEPARTMENT OF TRANSPORTATION** 

# ROUTE NO. GEOTION COUNTY SHEET SHEET NO. \_\_\_\_ SHEET

₩ ₩ DIST 0 170 8688 1



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



## TRUSS TYPES II-A & III-A

## SPLICING FLANGES

ASTM B221, Alloy 6061-T6 or ASTM B209, Alloy 6061-T651 \*To fit 0.D. of Chord with maximum gap of  $l_{\rm l6}$  ".

#### FOR INFORMATION, ONLY

 EX. OVERHEAD SIGN STRUCTURES: ALUMINUM TRUSS DETAILS
 F.A.I. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS NO.

 FOR TRUSS TYPES I—A, II—A AND III—A 2 OF 2
 64 DIST. 8 ITS 2011-3
 ST. CLAIR 10 6
 6

 SCALE:
 SHEET NO. OF SHEETS STA.
 TO STA.
 FED. ROAD DIST. NO. | ILLINOIS | FED. AID | PROJECT