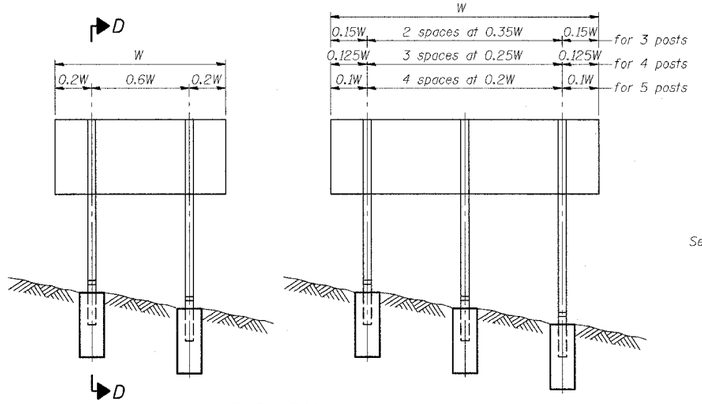
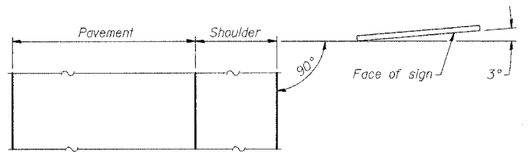
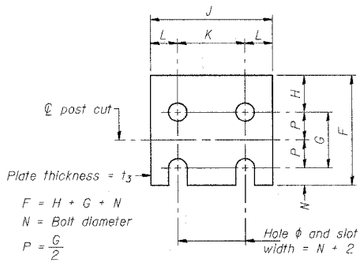
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	*	COOK	231	133B
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
*(0203.1 & 0304) R-6		CONTRACT # 62105		



ELEVATION

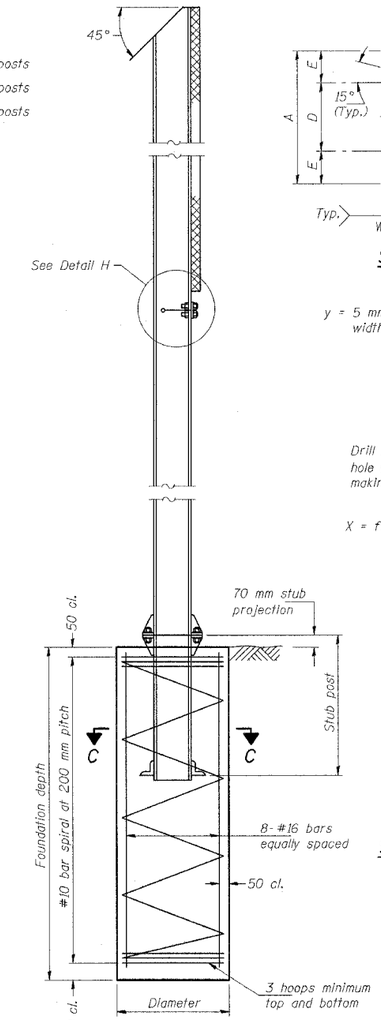


LOCATION SKETCH

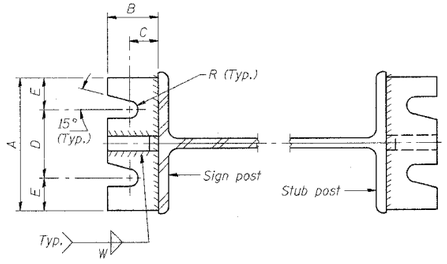


FUSE PLATE DETAIL
(Install with notches down.)

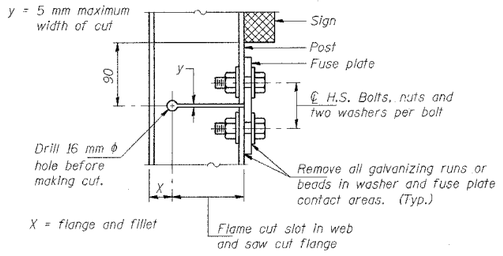
FUSE PLATE DATA		
N = Bolt Diameter	G	H
M12	50	30
M16	60	30
M20	65	35
M22	70	40
M24	75	40
M27	85	45



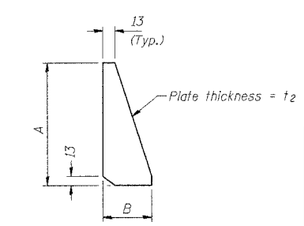
SECTION D-D



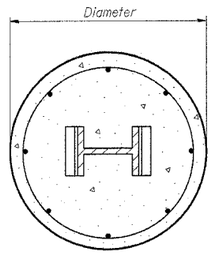
SECTION A-A SECTION B-B



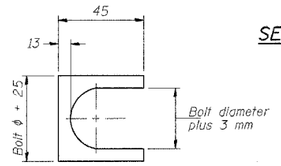
DETAIL H



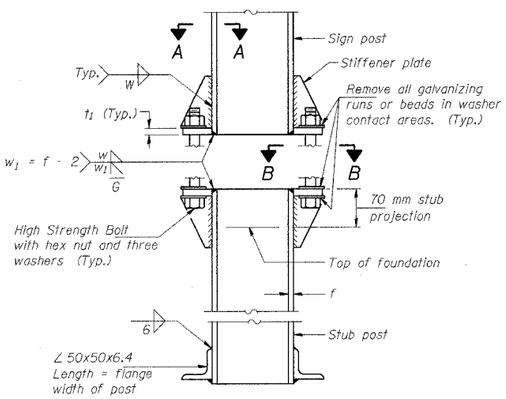
STIFFENER PLATE DETAIL
(See table for dimensions.)



SECTION C-C



SHIM DETAIL
Furnish two 0.3 mm thick and two 0.8 mm thick stainless steel or brass (ASTM B36) shims per post.



ELEVATION
SIGN POST & STUB POST

GENERAL NOTES

MEASUREMENTS: All dimensions are in millimeters (mm) except as noted.

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 505.04(f)(3), and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 130 km/h wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 138 MPa
Reinforcing steel - 138 MPa
Concrete - 10 MPa
Footing soil pressure - 95 kPa

After fabrication, the post, fuse plate, base plate and upper 150 mm (Minimum) of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2(M).

NUMBER	REVISION	DATE

BAW-A-1(M) 11/1/2002

(Sheet 1 of 2) SI-4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (INTERSTATE 80/294)

BREAK-AWAY WIDE FLANGE
STEEL SIGN POST TABLES

DRAWN BY:
DATE: JULY 18, 2005 CHECKED BY:

McDonough Associates Inc.
Engineers / Architects