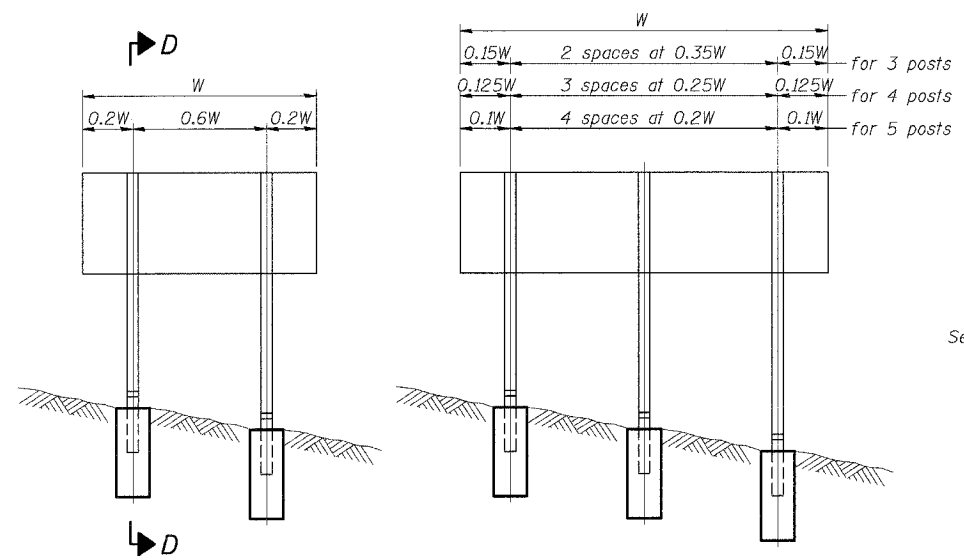
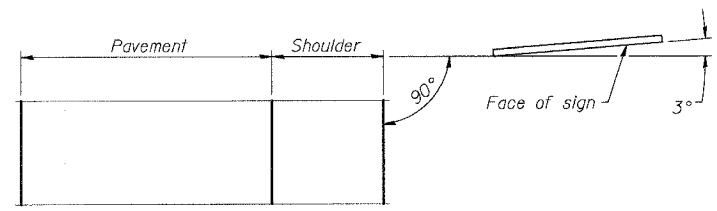


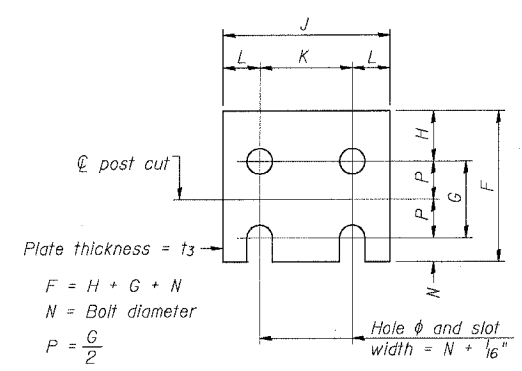
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2007-003 I	WILL	44	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**ELEVATION**

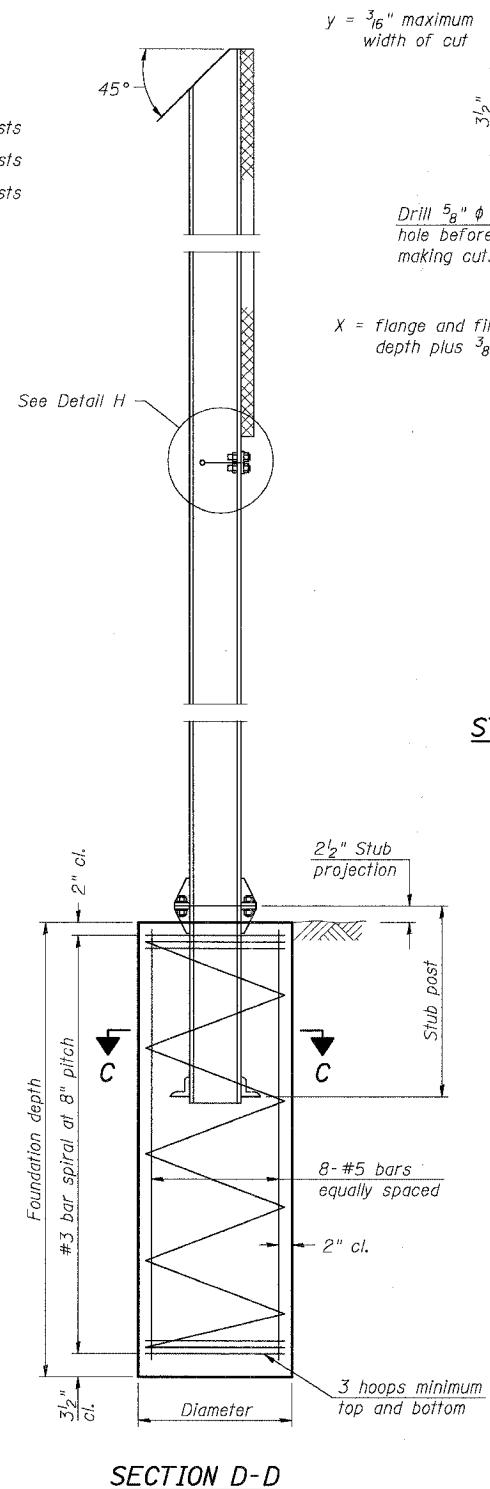


**LOCATION SKETCH**

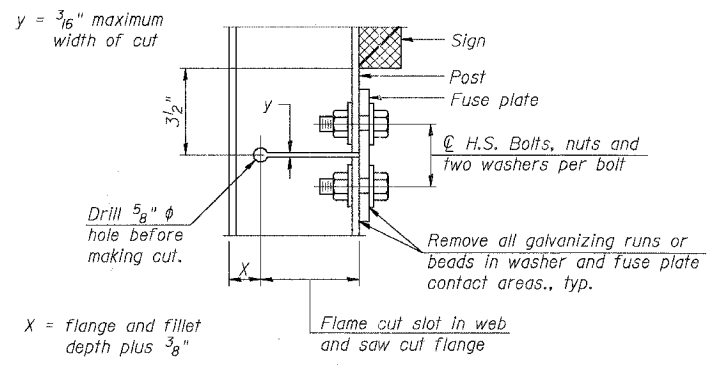


**FUSE PLATE DETAIL**  
(Install with notches down.)

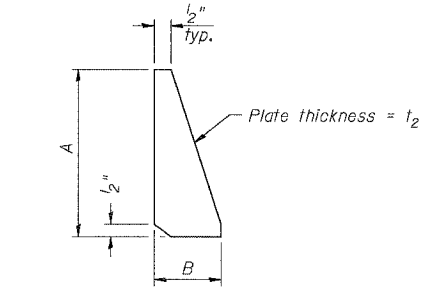
N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"



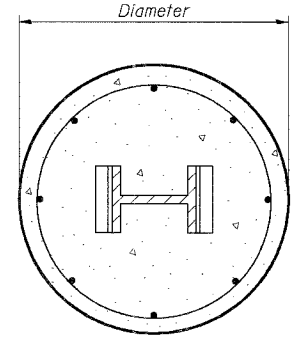
**SECTION D-D**



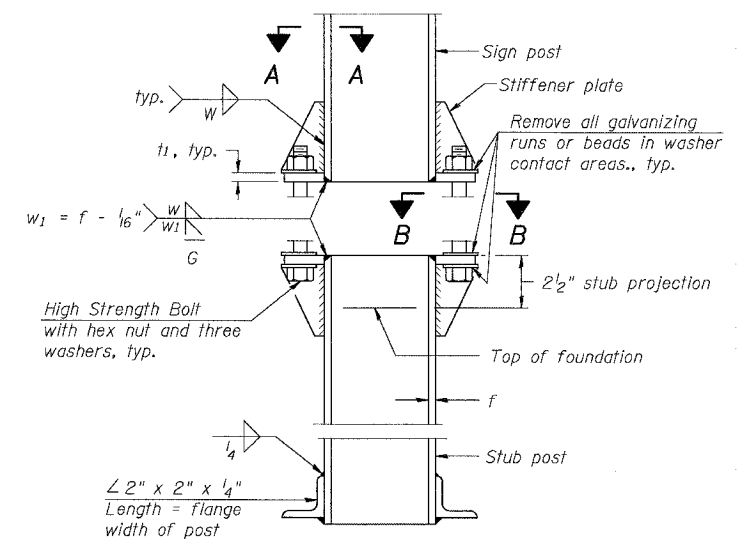
**DETAIL H**



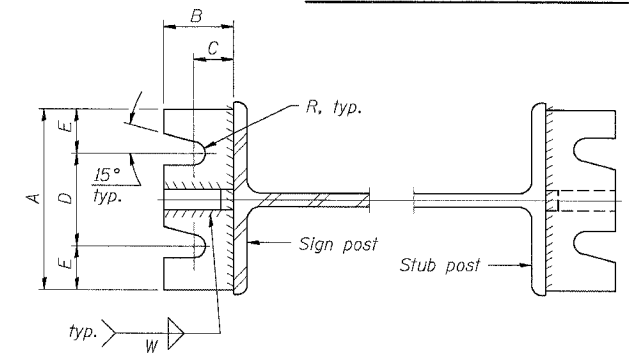
**STIFFENER PLATE DETAIL**  
(See table for dimensions.)



**SECTION C-C**

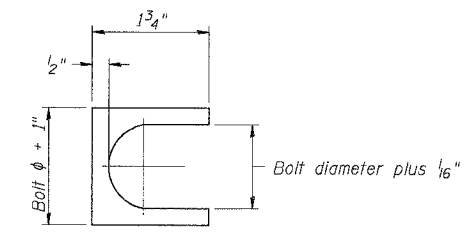


**ELEVATION SIGN POST & STUB POST**



**SECTION A-A**

**SECTION B-B**



**SHIM DETAIL**

**GENERAL NOTES**

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 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:  
Structural steel - 20,000 p.s.i.  
Reinforcing steel - 20,000 p.s.i.  
Concrete - 1,400 p.s.i.  
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. 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.

NUMBER	REVISION	DATE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55 (U.S. 6 TO U.S. 30)  
PARK AND RIDE LOTS

**BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS**

SCALE: N.T.S. DRAWN BY RJS  
DATE 05/10/07 CHECKED BY DDH

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

PLOT DATE = 05/10/07  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#  
 USER NAME = #USER#  
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 5-04-2007 10:29:54