

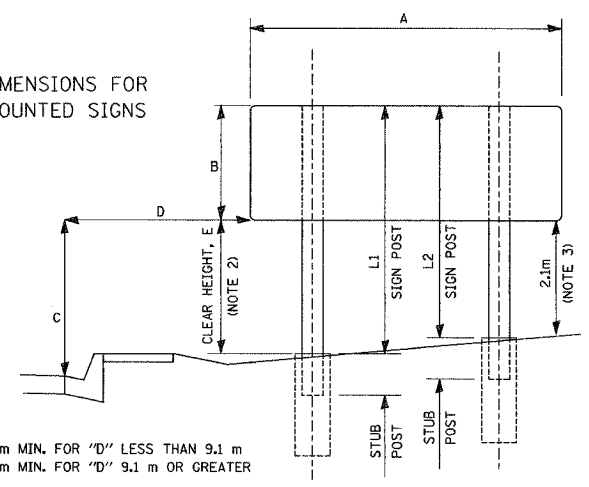
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	TAZEWELL	1366	1267
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (90-11)R-2;90(13,14,14-1)R-1		CONTRACT NO. 68201		

**BILL OF MATERIALS - GROUND MOUNTED SIGNS
B. PROPOSED**

SIGN PANEL NO.	ROADWAY	STATION	DESCRIPTION	SIGN PANEL TYPE 2		SIGN PANEL TYPE 3		NO. OF POSTS	POST SIZE	WOOD POST (m)	POST SPACING C-C (mm)	SIGN POST LENGTH (m)				STUB POST LENGTH, EACH (m)	STRUCTURAL STEEL SUPPORT-BREAKAWAY (1) (KG)	FOUN-DATION CONCRETE (CU m)	FOUN-DATION REIN-FORCEMENT (2) (KG)	FUSE PLATE BOLT SIZE	SIGN PANEL OVER-LAY (SQ. m)	SIGN DIMENSIONS (m)					REMARKS / WORK TIMING	
				PANEL SIZE (mm x mm)	TOTAL AREA (SQ. m)	PANEL SIZE (mm x mm)	TOTAL AREA (SQ. m)					L1	L2	L3	L4							A	B	C*	D**	E		
5-01	I-74 WB	153+472	PEORIA CIVIC CENTER PEORIA RIVERFRONT DISTRICT O'BRIEN FIELD / EXIT 94			6450 x 2286	14.74	3	W250x39		2258	5.25	6.37	7.50		0.91	852.2	2.85	156	M16x60		6.45	2.29	2.1	4.2	5.37	END OF STAGE 3C	
5-02	I-74 WB	152+890	RIVERFRONT DR 1/4 ADAMS/JEFFERSON 1 1/4 GLEN OAK AVENUE 1 3/4			6300 x 2134	13.44	3	W250x33		2205	5.47	6.11	6.76		0.91	695.3	2.73	147	M16x50		6.30	2.13	2.1	6.0	4.62	DURING STAGE 3C	
5-22	RAMP J-3	10+335	RIVERBOAT CASINO (RIGHT ARROW)			2900 x 1524	4.42	2	W150x22		1740	4.27	4.58			0.76	228.1	1.06	82	M16x50		2.90	1.52	2.1	4.0	3.05	FOR STAGE 3C	
5-23	RAMP J-3	10+295	PEKIN / LEFT METAMORA / RIGHT	2400 x 914	2.19			3			16.3	840	5.3	5.5	5.5							2.40	0.91	2.1	5.0		FOR STAGE 3C	
5-24	RAMP J-3	10+273 LT	ILLINOIS CENTRAL COLLEGE (RT ARROW)			2850 x 1372	3.91	2	W150x14		1710	3.47	2.77			0.69	106.7	1.06	82	M12x40		2.85	1.37	2.1	5.5	2.10	FOR STAGE 3C	
5-28	I-74 WB	153+240	EXIT 95 (GORE)			1800 x 1524	2.74	2			10.6	1080	5.3	5.3								1.80	1.52	2.1	4.3		FOR STAGE 3C	
6-13	I-74 WB	154+125	EXIT 95 NORTH MAIN ST 1/2 MILE			5250 x 3658	19.20	3	W250x39		1838	6.82	7.28	7.74		0.91	958.2	2.85	156	M24x70		5.25	3.66	1.5	10.7	4.08	FOR STAGE 3C	
6-05	WASHINGTON ST	100+095	I-74 EAST / BLOOMINGTON / AHEAD I-74 WEST PEORIA / LEFT			2850 x 2743	7.82	2	W150x22		1710	5.01	5.21			0.76	258.3	1.06	82	M20x50		2.85	2.74	2.1	4.3	2.47	FOR STAGE 3C	
6-03	WASHINGTON ST	99+890	I-74 EAST / BLOOMINGTON / LEFT			3000 x 1372	4.12	2	W150x14		1800	3.76	3.92			0.69	126.8	1.06	82	M12x40		3.00	1.37	2.1	4.9	2.55	FOR STAGE 3B-1	
6-11	I-74 WB	154+290	EXIT 96 (GORE)			1800 x 1524	2.74	2			10.6	1080	5.3	5.3								1.80	1.52	2.1	4.1		FOR STAGE 3C	
6-14	I-74 WB	154+525	EXIT 96 EAST WASHINGTON ST			7050 x 3658	25.79	3	W250x39		2468	6.25	6.00	5.76		0.91	808.9	2.85	156	M24x70		7.05	3.66	2.66	7.0	2.59	FOR STAGE 3C	
6-15	I-74 WB	154+750	RIVERBOAT CASINO / EXIT 95			4200 x 2250	9.45	2	W150x22		2520	4.60	4.35			0.76	230.3	1.06	82	M20x50		4.20	2.25	2.77	10.7	2.35	FOR STAGE 3C	
TOTAL THIS SHEET							2.19				108.38					37.5												

(1) WEIGHT OF STEEL SUPPORTS INCLUDES THE SIGN SUPPORTS AND THE STUB POSTS. ALL MISCELLANEOUS HARDWARE FOR THE POSTS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR STRUCTURAL STEEL SIGN SUPPORT-BREAKAWAY.
(2) FOUNDATION REINFORCEMENT REQUIREMENTS INCLUDE REINFORCEMENT BARS AND SPIRAL HOOPING.

DESIGN DIMENSIONS FOR GROUND MOUNTED SIGNS



C = 2.1 m MIN. FOR "D" LESS THAN 9.1 m
C = 1.5 m MIN. FOR "D" 9.1 m OR GREATER

- L1 IS ALWAYS NEAREST TO THE EDGE OF PAVEMENT.
- CLEAR HEIGHT IS THE DIFFERENCE IN ELEVATION BETWEEN THE TOP OF THE FOUNDATION (OR GRADE ELEVATION AT THE CENTERLINE OF POST) AND THE BOTTOM EDGE OF SIGN FOR THE LONGEST POST.
- 2.1 m MIN. BETWEEN TOP OF STUB POST AND FUSE PLATE. MAY BE REDUCED TO 1.5 m WHEN D=9.1 m OR GREATER AND THE SLOPE IS 1:2 OR STEEPER, OR WHERE IT WOULD BE UNLIKELY FOR AN OUT OF CONTROL VEHICLE TO REACH THE POST.
- ALL POST SIZES AND SUPPORT LENGTHS SHOWN ON PLANS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
- THE ABOVE CRITERIA ARE FOR THE EXPRESSWAYS OR FULLY ACCESS CONTROLLED FREEWAYS.

- *C (A) FOR SIGNS LESS THAN 9.1 m FROM EDGE OF PAVEMENT, THE BOTTOM EDGE OF SIGN SHALL BE SET LEVEL AT AN ELEVATION OF AT LEAST 2.1 m ABOVE GRADE ELEVATION AT EDGE OF PAVEMENT. SUPPLEMENTAL PANELS MAY BE SET AT 1.8 m.
- (B) FOR SIGNS 9.1 m AND GREATER FROM EDGE OF PAVEMENT, THE BOTTOM EDGE OF SIGN SHALL BE SET LEVEL AT AN ELEVATION OF AT LEAST 1.5 m ABOVE GRADE ELEVATION AT EDGE OF PAVEMENT.
- (C) FOR SIGNS ON RISING EMBANKMENT SLOPES, THE BOTTOM EDGE OF SIGN SHALL BE SET TO PROVIDE AT LEAST 2.1 m BETWEEN IT AND THE TOP OF THE STUB POST FOR THE SHORTEST POST. THIS MAY BE REDUCED TO 1.5 m WHEN EITHER THE DISTANCE FROM THE EDGE OF PAVEMENT IS GREATER THAN 9.1 m AND THE SLOPE IS GREATER THAN 1:2, OR WHERE OTHER FACTORS WOULD PREVENT AN OUT OF CONTROL VEHICLE FROM REACHING THE POST.

**D ALL SIGNS WILL BE PLACED 10.5 m OR MORE OFF OF MAINLINE WHEREVER POSSIBLE, EXCEPT WHEN PLACED BEHIND GUARD-RAIL. SIGNS ON RAMPS WILL BE PLACED 5.5 m OR MORE FROM THE EDGE OF PAVEMENT. (SEE NOTE 5 ABOVE)
IN GENERAL, THE LOCATION OF SHOULDER MOUNTED SIGNS MAY VARY IN ORDER TO TAKE ADVANTAGE OF FLATTER CROSS SECTIONS WHICH CAN RESULT IN CONSIDERABLE COST SAVINGS.

SIGNING SHEET 16 OF 74

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**SIGNING PLAN
BILL OF MATERIALS-
GROUND MOUNTED SIGNS (PROPOSED)**
SCALE 1:500
DATE 12/21/2004
DRAWN BY MEG
CHECKED BY BCG

