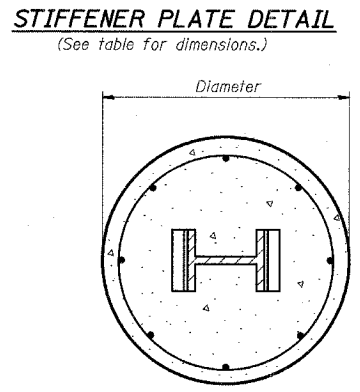
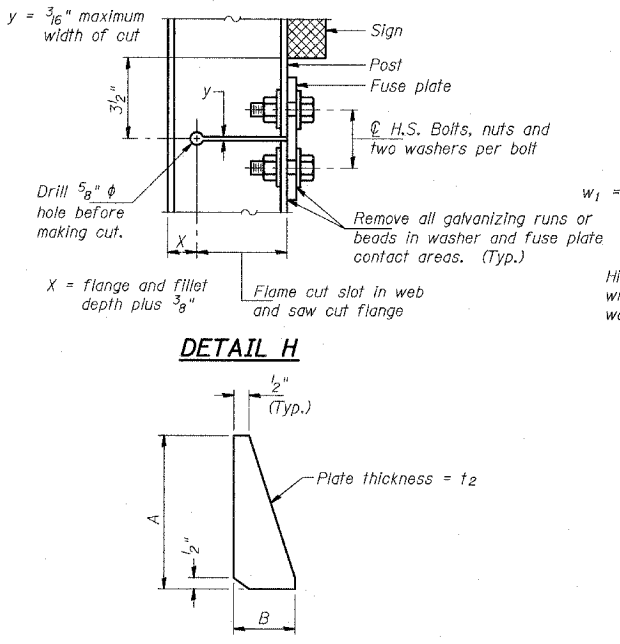
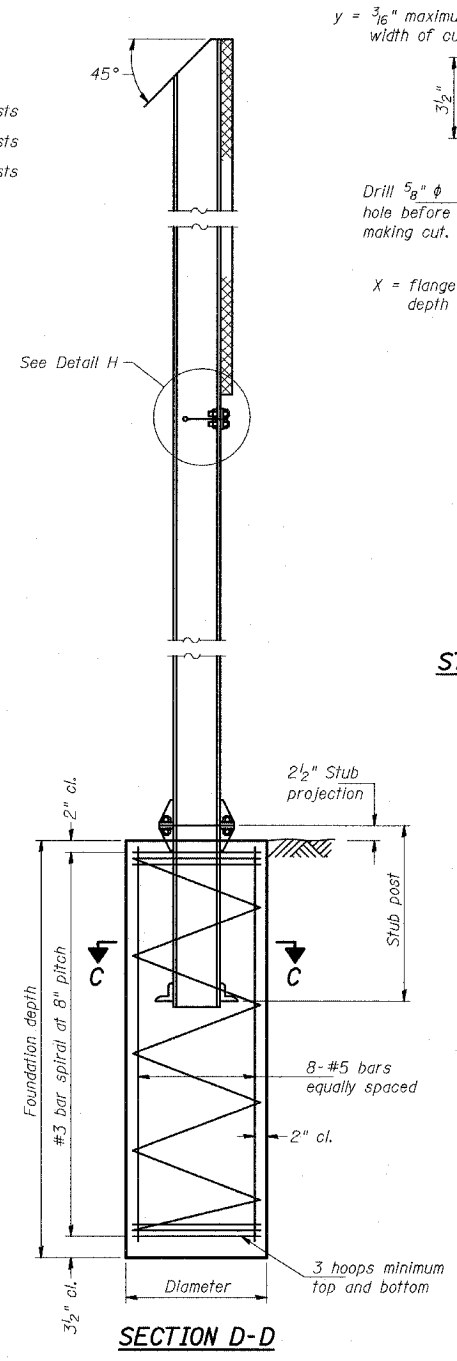


N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"

NUMBER	REVISION	DATE



**GENERAL NOTES**

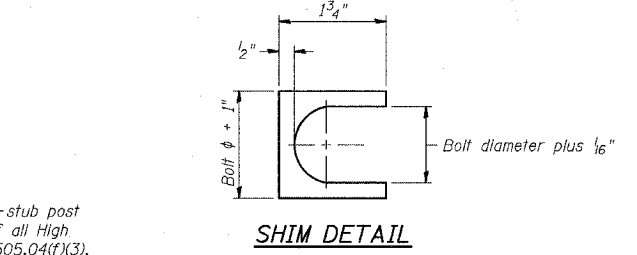
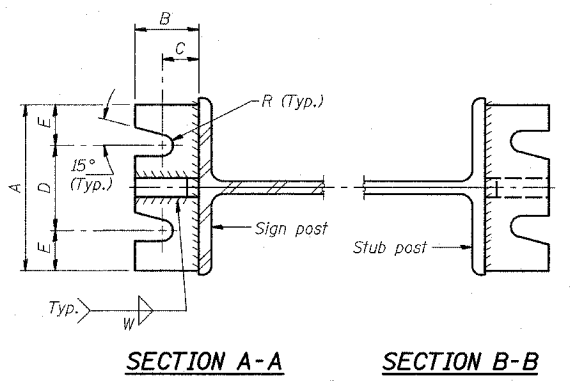
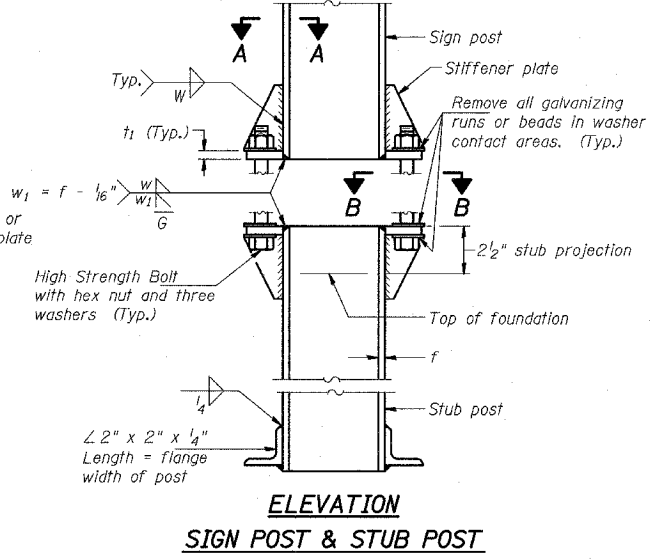
Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 505.04(f)(3), and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 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" (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.



Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

BAW-A-1 11/1/2002

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 BREAK-AWAY WIDE FLANGE  
 STEEL SIGN POST DETAILS

SCALE: AS NOTED      DRAWN BY: AMB  
 DATE: MARCH 18, 2005      CHECKED BY: TB