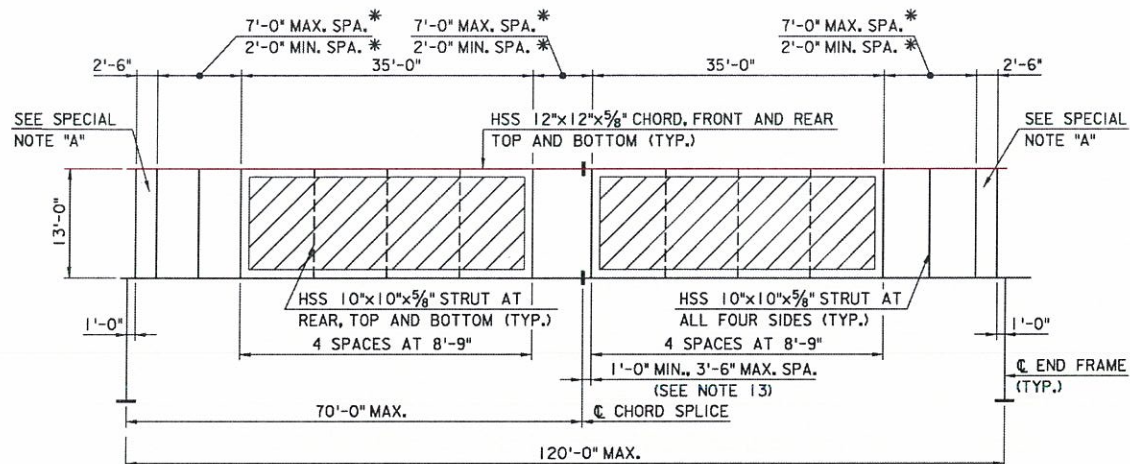
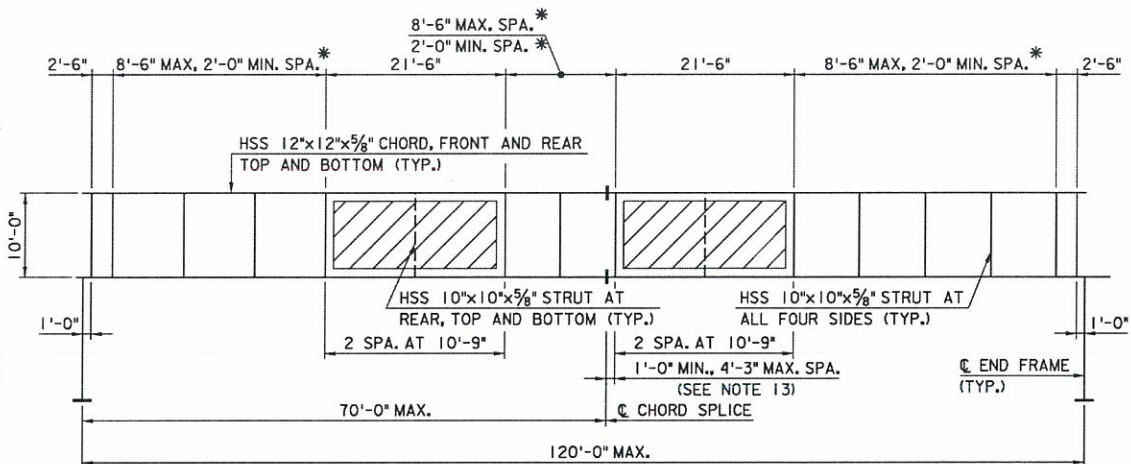


NOTES & LEGEND:

1. NO ADDITIONAL FIXED MESSAGE SIGNS OR OTHER VARIABLE MESSAGE SIGNS ARE ALLOWED ON THESE STRUCTURES.
2. * = THE MAXIMUM AND MINIMUM SPACING FOR HORIZONTAL AND VERTICAL STRUTS ARE SHOWN IN ORDER FOR THE ENGINEER TO DEVELOP THE ACTUAL SPACING FOR INDIVIDUAL HCMS SUPPORT SIGN STRUCTURES.
3. ALL STRUT SPACINGS ARE GIVEN TO CENTERLINE OF STRUTS.
4. VERTICAL AND HORIZONTAL STRUTS ARE PLACED A DISTANCE OF 1'-0" FROM THE EDGES OF ALL HCM SIGNS. THE 1'-0" DIMENSION IS MEASURED FROM THE EDGE OF THE HCMS CABINET TO THE CENTERLINE OF THE STRUTS.
5. CHORD SPLICES CANNOT BE LOCATED BEHIND THE HCM SIGNS.
6. THE MAXIMUM UN-SPLICED SPAN BETWEEN END FRAMES FOR A HCMS SUPPORT STRUCTURE OVER THE MAINLINE ROADWAYS IS 70'-0". THE MAXIMUM TOTAL SPAN BETWEEN END FRAMES FOR A HCMS SUPPORT STRUCTURE OVER THE MAINLINE ROADWAYS IS 120'-0".
7. THE MAXIMUM UN-SPLICED SPAN BETWEEN END FRAMES FOR A HCMS SUPPORT STRUCTURE OVER RAMPS IS 70'-0". THE MAXIMUM TOTAL SPAN BETWEEN END FRAMES FOR A HCMS SUPPORT STRUCTURE OVER RAMPS IS 120'-0".
8. ANY HCMS SUPPORT STRUCTURES WITH SPAN LENGTHS OR LIMITATIONS GREATER THAN THOSE STATED IN NOTES 1, 6 AND 7 SHALL BE DESIGNED BY THE ENGINEER.
9. WHEN CHORD SPLICES OCCUR BETWEEN TWO HCM SIGNS, THE MINIMUM DISTANCE BETWEEN THE HCMS CABINETS IS 4'-0". WHEN THERE IS NO CHORD SPLICE BETWEEN THE TWO HCM SIGNS, THE MINIMUM DISTANCE BETWEEN THE HCMS CABINETS IS 2'-0".
10. THE HCM SIGNS OVER THE MAINLINE ROADWAYS SHALL BE PLACED DIRECTLY OVER THE CENTERLINE OF THE ROADWAY OR AS CLOSE AS POSSIBLE TO THAT POSITION BASED UPON THE END DIMENSIONS AND DIMENSIONS BETWEEN SIGNS.
11. THE HCM SIGNS OVER RAMPS SHALL BE PLACED DIRECTLY OVER THE CENTERLINE OF THE RAMP OR AS CLOSE AS POSSIBLE TO THAT POSITION BASED UPON THE END DIMENSIONS AND DIMENSIONS BETWEEN SIGNS.
12. HCMS SUPPORT STRUCTURES WITH SINGLE HCM SIGNS SHALL HAVE THE SIGN POSITIONED IN ACCORDANCE WITH NOTES 10 AND 11.
13. THE FIRST VERTICAL AND HORIZONTAL STRUT SYSTEM ON EACH SIDE OF A CHORD SPLICE MUST BE LOCATED BETWEEN 1'-0" MINIMUM AND THE MAXIMUM SPACING NOTED ON THE MEMBER LAYOUT CRITERIA FOR MAINLINE AND RAMP SUPPORT STRUCTURES.
14.  = HYBRID CHANGEABLE MESSAGE SIGN (HCMS)
15. FOR PLAN AND ELEVATION VIEWS OF HCMS SUPPORT STRUCTURES, SEE SHEETS CM-2 AND CM-3.
16. WORK THIS SHEET WITH SHEETS CM-2 AND CM-3.
17. DETAILS ON THIS SHEET ARE LOOKING IN THE DIRECTION OF TRAFFIC.
18. THE CONTRACT PLANS SHALL INCLUDE A "TRUSS MEMBER LAYOUT ELEVATION" SHEET DISPLAYING THE HCMS PANEL(S) AND STRUT LOCATIONS. DECK PLATES SHALL BE SHOWN ON THE LAYOUT, PLACED PER SHEET CM-9 AND TO OPTIMIZE WIRE PULL LENGTHS.

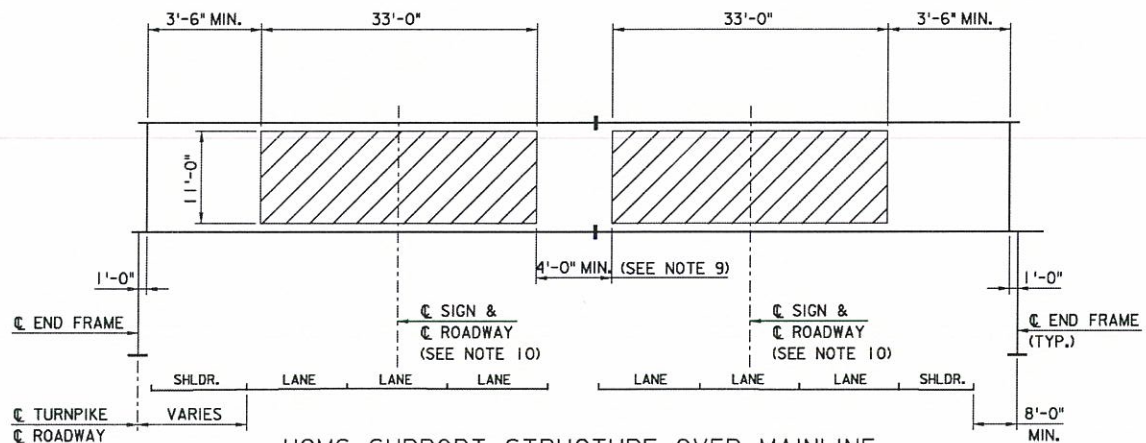


HCMS SUPPORT STRUCTURE OVER MAINLINE

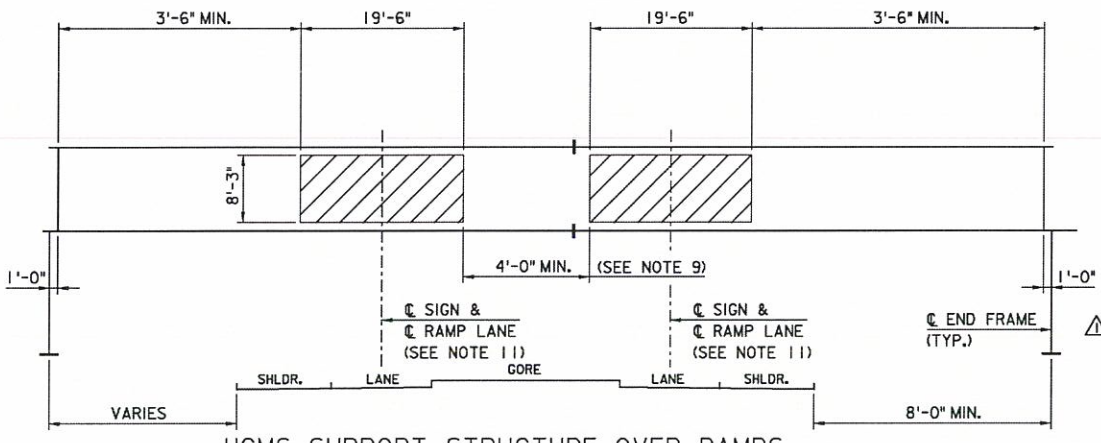


HCMS SUPPORT STRUCTURE OVER RAMPS

TRUSS MEMBER LAYOUT CRITERIA



HCMS SUPPORT STRUCTURE OVER MAINLINE



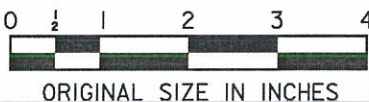
HCMS SUPPORT STRUCTURE OVER RAMPS

SIGN PLACEMENT CRITERIA

FOR HCMS SUPPORT STRUCTURES WITH SINGLE HCMS SIGNS, SEE NOTE 12 FOR SIGN PLACEMENT

SPECIAL NOTE "A"

FOR STRUCTURES OVER MAINLINE ONLY WITH SPANS ABOVE 105'-0" UP TO, AND INCLUDING 120'-0":
THE EXPANDED METAL FENCING PANEL IN THIS AREA SHALL BE REPLACED WITH A 1/2" THICK STEEL PLATE, FILLET WELDED SIMILAR TO THE END DIAPHRAGM DETAILS SHOWN ON SHEET CM-6.



CONTRACT NO.

APP.	NO.	DATE	REVISION
1	4/11		ADDED NOTE
0	1/10		ORIGINAL DRAWING

NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE

OVERHEAD SPAN HCMS SUPPORT STRUCTURES
GENERAL TRUSS AND SIGN LAYOUT

OFFICE OF THE CHIEF ENGINEER
NEW JERSEY TURNPIKE AUTHORITY
WOODBIDGE NEW JERSEY

2010 STANDARD
DRAWING **CM-1**

SHEET NO. OF