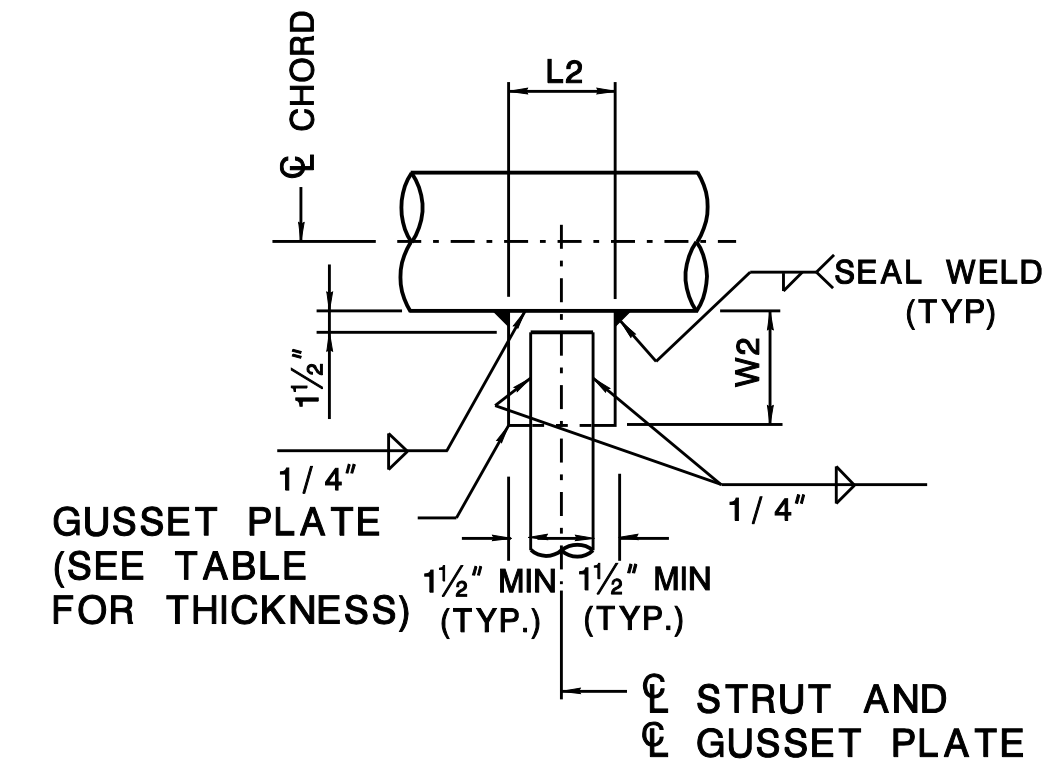
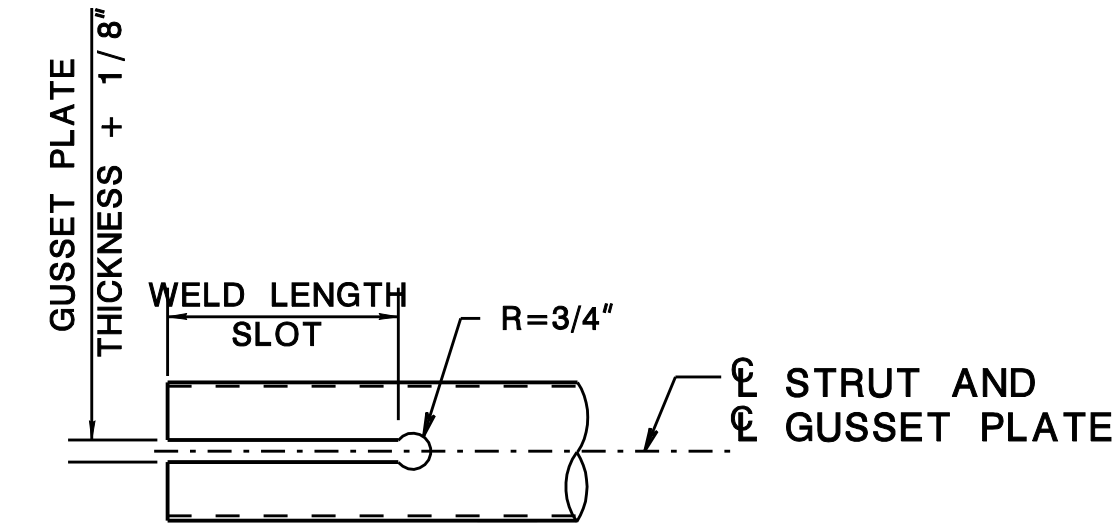


**DETAIL 1**  
('K' GUSSET)

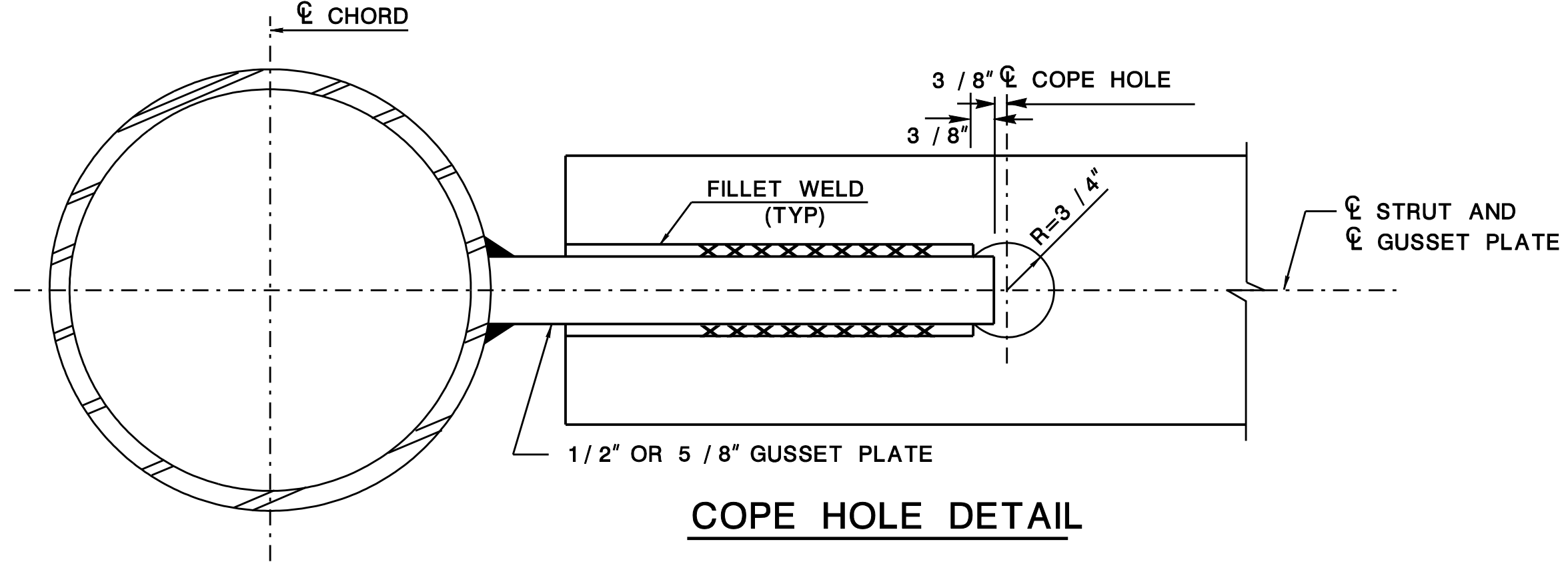


**DETAIL 2**  
('T' GUSSET)

TRUSS GUSSET PLATES					
CHORD O.D. x THICK (IN)	'K' GUSSET		'T' GUSSET		THICK- NESS (IN)
	L1 (IN)	W1 (IN)	L2 (IN)	W2 (IN)	
8.625X.322	13 1/2	6 1/4	6 1/4	6 1/4	1/2
8.625X.500	14 1/2	6 1/4	6 1/4	6 1/4	1/2
12.750X.375	16 1/2	7	7	7	5/8
12.750X.500	19 1/2	7 3/4	10	7 1/4	5/8
18.000X.375	21 1/2	9 1/2	11	8 1/4	5/8
18.000X.500	24 1/2	9 1/2	15 3/4	9	5/8

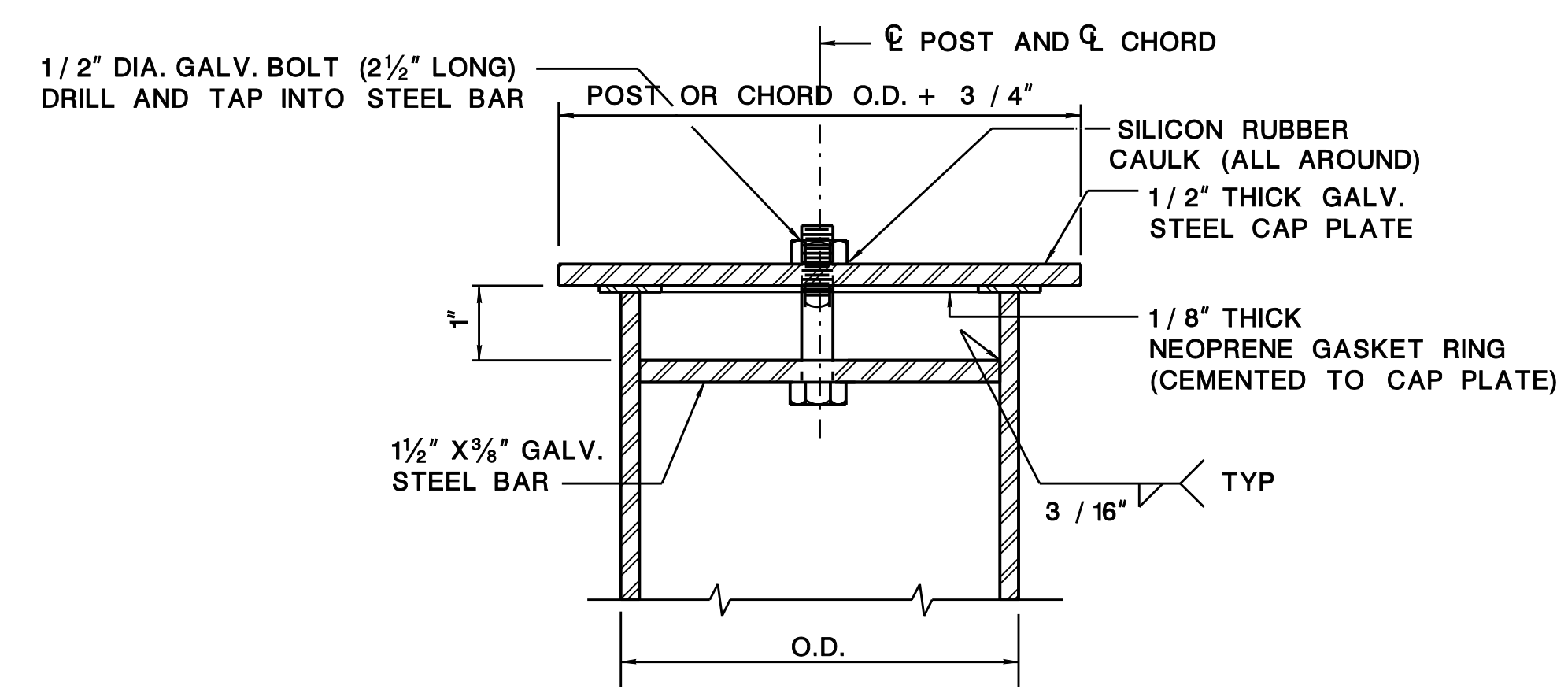


**DETAIL A**



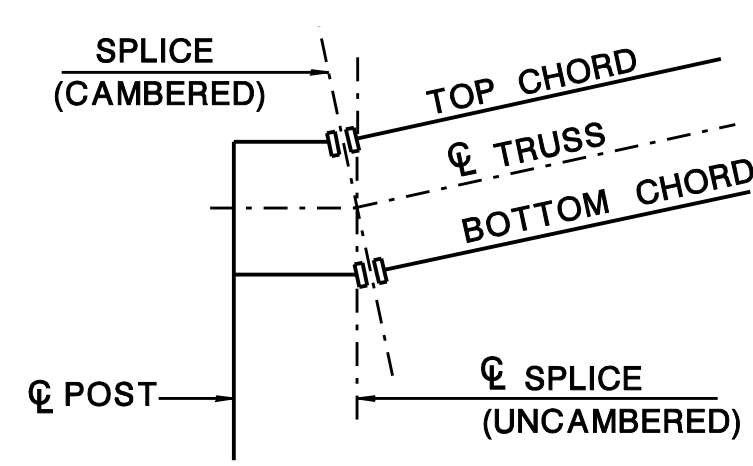
**COPE HOLE DETAIL**

**NOTE:**  
COPE HOLES TO BE PROVIDED AT BOTH ENDS AND BOTH FACES OF ALL STRUTS.

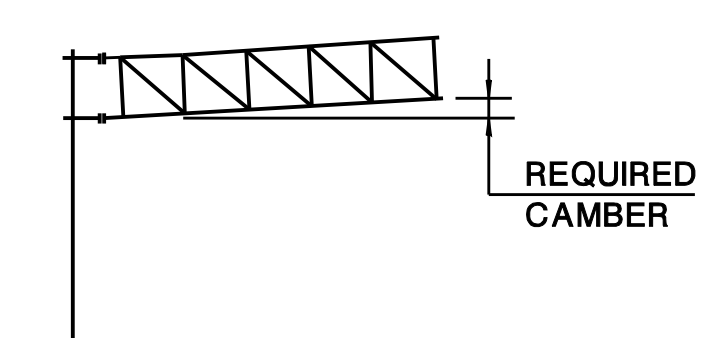


**POST OR CHORD CAP DETAIL**

**NOTE:** ALTERNATE CAP DETAILS MAY BE SUBMITTED TO THE RE FOR APPROVAL.



**CAMBER DETAIL**



**CAMBER DIAGRAM**

**CAMBER NOTE:**  
CAMBER SHALL BE OBTAINED BY SHORTENING THE TOP CHORD STUB LENGTH AND LENGTHENING THE BOTTOM CHORD STUB LENGTH. CHORD SPLICE PLATES SHALL BE SKEWED ACCORDINGLY BEFORE WELDING TO CHORDS. NO FORCE SHALL BE APPLIED IN PROVIDING CAMBER. AN ALTERNATE METHOD OF OBTAINING CAMBER MAY BE USED AS APPROVED BY THE RE. FOR REQUIRED CAMBER, REFER TO DRG. CA-G3 AND SEE SCHEDULE OF STRUCTURES ON DRG. CA-D2.

**SIGN STRUCTURE DRG. CA-D5**  
NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF STRUCTURAL ENGINEERING

**CANTILEVER SIGN SUPPORT STRUCTURES**  
**TRUSS AND POST DETAILS - SHEET 2**  
ROUTE: SECTION

SCALE : NONE  
BRIDGE SHEET NO. OF

BD008D-02 - Engineer Changed to RE  
BD007D-02 - ORIGINAL SHEET