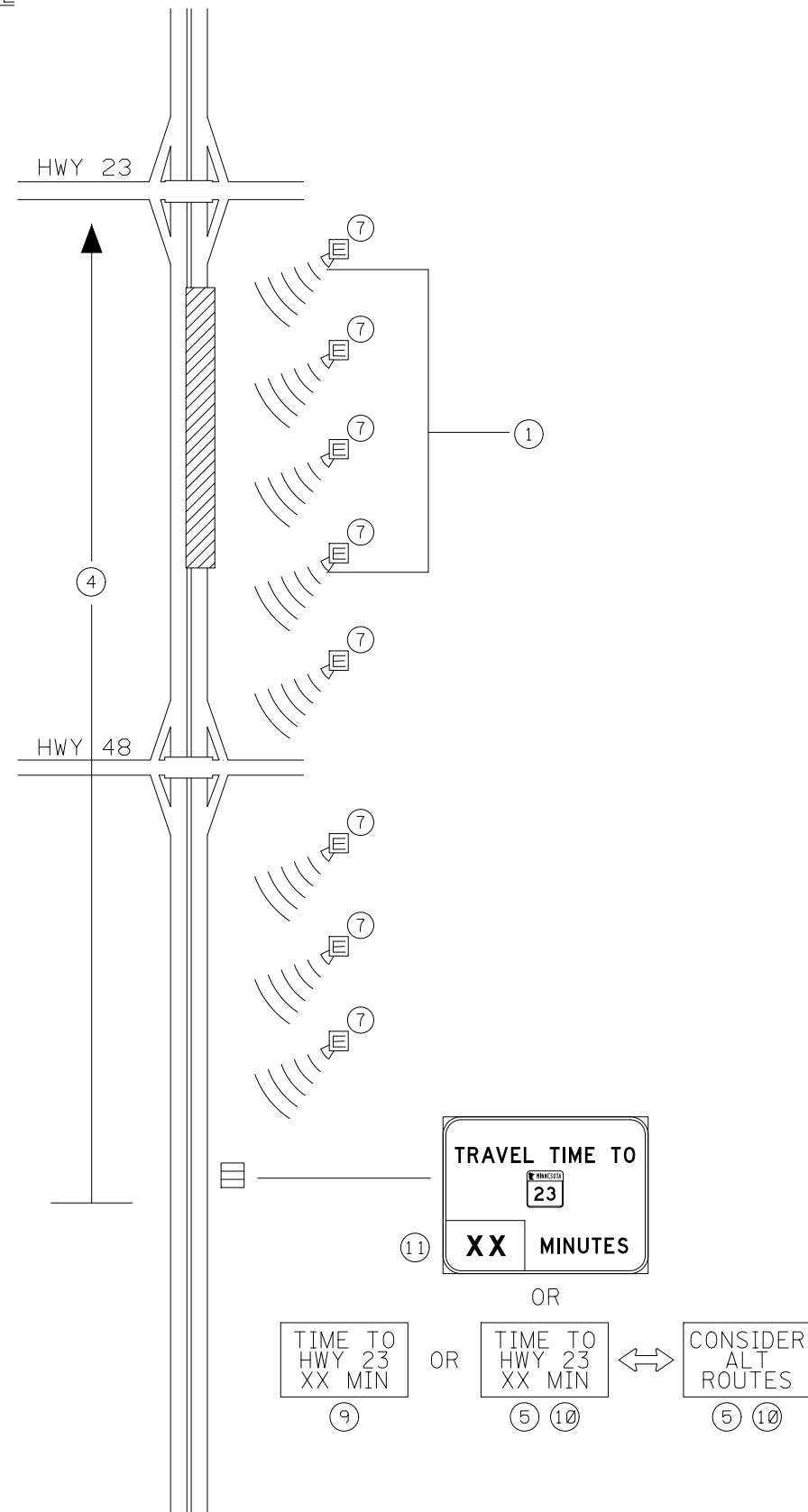


NOT TO SCALE



TRAVEL TIME INFORMATION SYSTEM  
MULTI-LANE DIVIDED ROAD

DESIGNER NOTES:

TYPICAL APPLICATION FOR REFERENCE ONLY, NOT TO BE INSERTED INTO PLAN.

- ① AREA CAUSING DELAY.
2. ADVANCE WARNING SIGNS AND OTHER STANDARD TEMPORARY TRAFFIC CONTROL DEVICES HAVE NOT BEEN SHOWN ON THIS LAYOUT.
3. ANALYSIS SHOULD BE DONE AHEAD OF TIME FOR SIGNING PLACEMENT AND PROPER PCMS FUNCTIONING.
- ④ DISTANCE FROM SIGN TO THE DESTINATION IS LIMITED TO APPROXIMATELY 10 MILES FOR ACCURACY.
- ⑤ CONSIDERATION SHOULD BE GIVEN TO POSTING AN ALTERNATE ROUTE AND TRAVEL TIME FOR ADDITIONAL DRIVER INFORMATION.
6. THE ESTIMATED MAXIMUM QUEUE LENGTH MAY BE DETERMINED BY ENGINEERING ANALYSIS OR PREVIOUS EXPERIENCE, AND SHOULD BE REVIEWED AND FIELD ADJUSTED TO FIT ACTUAL CONDITIONS SUCH THAT THE FIRST WARNING DEVICE IS UPSTREAM OF THE QUEUE.
- ⑦ NON -INTRUSIVE DETECTION DEVICES SHOULD BE SPACED ALONG THE ROUTE AS NEEDED SO THAT THE POSTED TRAVEL TIME IS WITHIN 10% OF THE ACTUAL TRAVEL TIME.
8. APPROVED CMS MESSAGES SHOULD BE SHOWN ON THE TTC PLANS AND LISTED IN THE SPECIAL PROVISIONS. APPROXIMATE CMS LOCATIONS SHOULD ALSO BE SHOWN ON THE TTC PLANS. ALL CMS DISPLAYS SHOULD BE BLANK OR USED FOR ANOTHER ITS SYSTEM WHEN TRAVEL TIME INFORMATION MESSAGES ARE NOT WARRANTED.
- ⑨ WHEN PCMS DEVICES ARE USED, THE ONE PART MESSAGE SHOULD READ:  
--TIME TO HWY 23 XX MIN--
- ⑩ WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:  
--TIME TO HWY 23 XX MIN - - CONSIDER ALT ROUTES--
- ⑪ STATIC SIGN WITH DIGITAL MESSAGE SIGN.