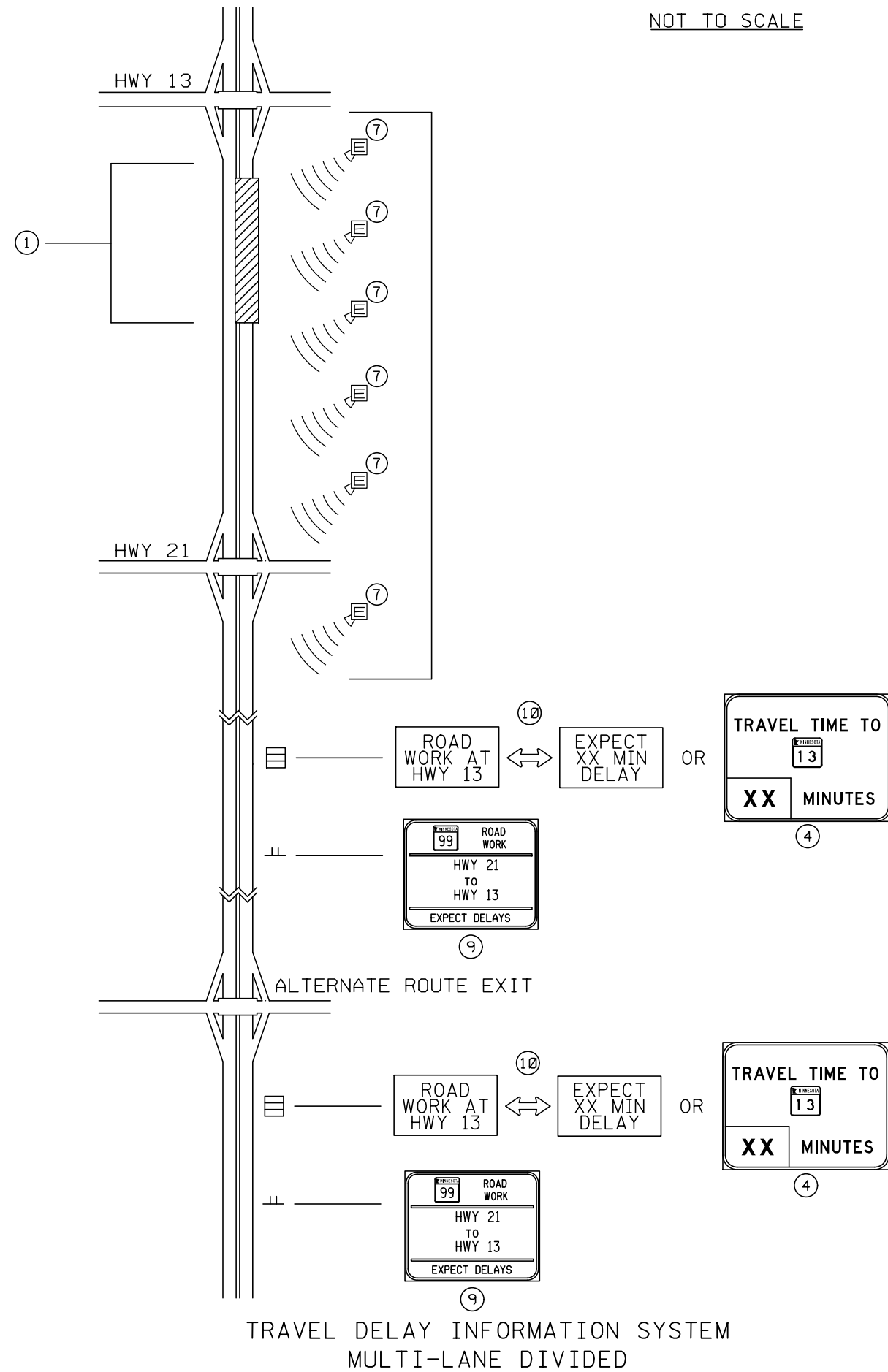


NOT TO SCALE



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 STATIC SIGN WITH DIGITAL MESSAGE SIGN.
5. CONSIDERATION SHOULD BE GIVEN TO POSTING AN ALTERNATE ROUTE AND TRAVEL TIME FOR ADDITIONAL DRIVER INFORMATION.
6. MULTIPLE PCMS LOCATIONS MAY BE DEPLOYED DEPENDING UPON AVAILABILITY OF ALTERNATE ROUTES.
- ⑦ NON -INTRUSIVE DETECTION DEVICES SHOULD BE SPACED ALONG THE ROUTE AS NEEDED FOR PROPER SYSTEM OPERATION. DETECTION SHOULD EXTEND BEYOND LIMITS OF WORK ZONE CONGESTION.
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 DELAY INFORMATION MESSAGES ARE NOT WARRANTED.
- ⑨ SIGN LOCATED APPROXIMATELY 800' PRIOR TO THE PCMS
- ⑩ WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:
--ROAD WORK AT HWY 13 - - EXPECT XX MIN DELAY--
11. 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.