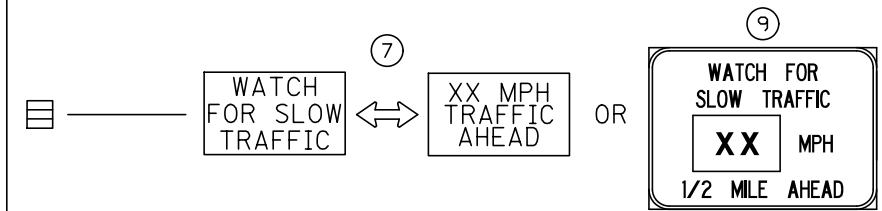
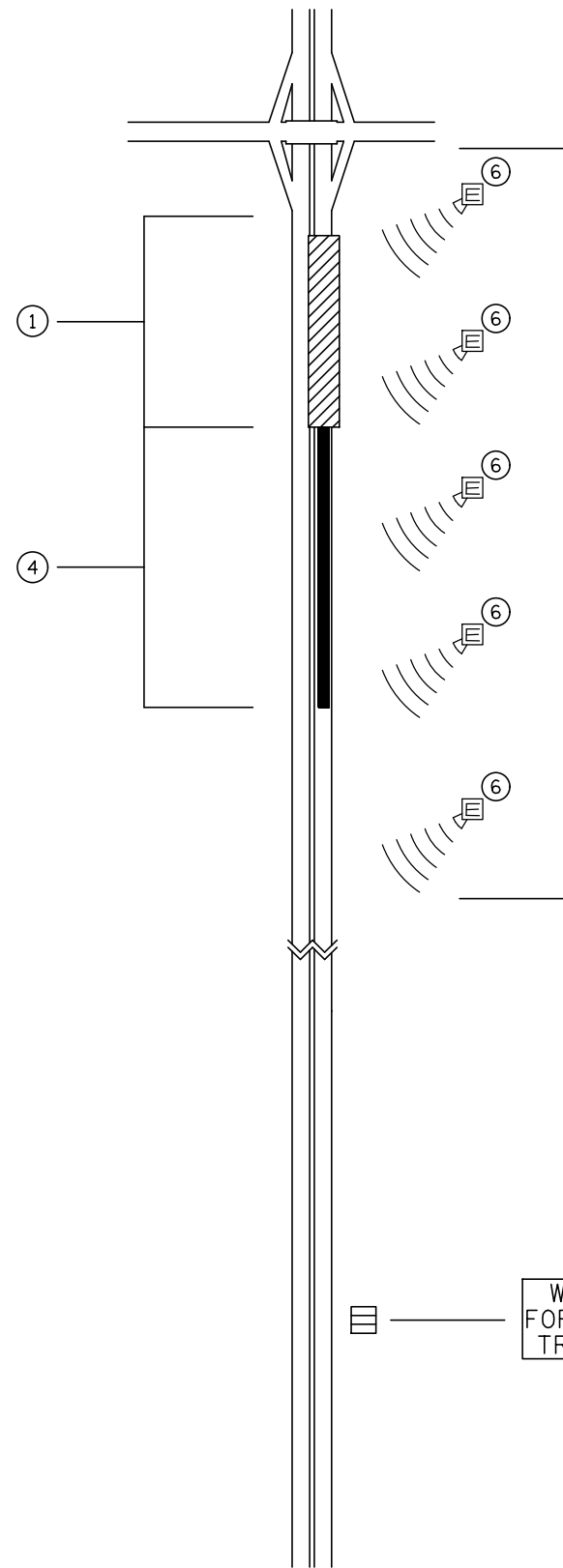


NOT TO SCALE



DOWNSTREAM SPEED NOTIFICATION SYSTEM  
MULTI-LANE DIVIDED

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 QUEUE OF SLOWED TRAFFIC.
5. THE PCMS SHOULD BE LOCATE 1/2 - 1 MILE BEFORE THE SLOW TRAFFIC QUEUE. THE DISPLAYED IS THE AVERAGE SPEED OF DETECTED ENTERING THE WORK ZONE LOCATION. BASED UPON THIS INFORMATION, THE MOTORIST MAY ADJUST SPEED TO ANTICIPATED THE SLOWER TRAFFIC. LONGER WORK ZONES MAY HAVE MULTIPLE PCMS.
- ⑥ 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.
7. 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 DOWNSTREAM SPEED NOTIFICATION MESSAGES ARE NOT WARRANTED.
- ⑧ WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:  
--WATCH FOR SLOWED TRAFFIC - - XX MPH TRAFFIC AHEAD--
- ⑨ THE PCMS MAY BE REPLACED WITH A LOWER COST STATIC SIGN EQUIPPED WITH A DIGITAL MESSAGE SIGN INSERT. THE CHARACTERS WOULD DISPLAY THE REAL-TIME SPEED OF TRAFFIC IN THE WORK ZONE DOWN STREAM.