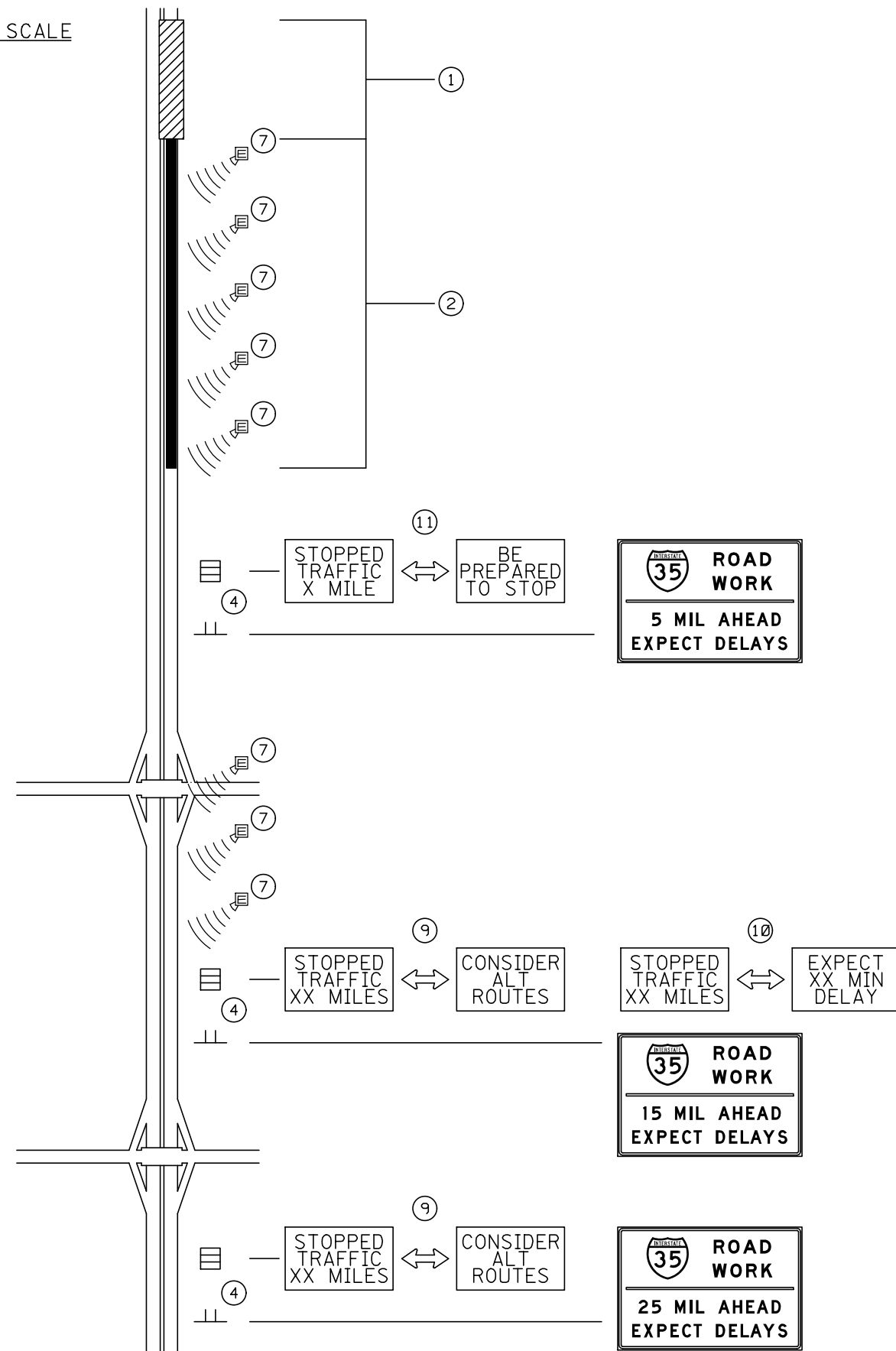


NOT TO SCALE



CONGESTION ADVISORY SYSTEM
MULTI-LANE DIVIDED ROAD

DESIGNER NOTES:

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

- ① AREA CAUSING DELAY.
- ② QUEUE LENGTH FOR THIS EXAMPLE (4 MILES).
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.
- ④ 800 FT SPACING BETWEEN STATIC SIGN AND PCMS.
- 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 CONGESTION ADVISORY MESSAGES ARE NOT WARRANTED.
- ⑨ WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:
--STOPPED TRAFFIC XX MILE--CONSIDER ALTERNATE ROUTES--.
- ⑩ WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:
--STOPPED TRAFFIC XX MILE--EXPECT XX MIN DELAY--.
- ⑪ WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:
--STOPPED TRAFFIC X MILE--BE PREPARED TO STOP--.
12. WHEN THE QUEUE EXTENDS BEYOND ANY PCMS LOCATION, THE PCMS SHOULD BE BLANK, OR MAY BE UTILIZED FOR ANOTHER IWZ SYSTEM SUCH AS TRAVEL/DELAY TIME INFORMATION.
13. THIS SYSTEM MAY BE COMBINED WITH "DYNAMIC MERGE", "STOPPED TRAFFIC AHEAD", AND/OR "TRAVEL/DELAY TIME" SYSTEMS.
14. WHEN THE QUEUE APPROACHES WITHIN 1 MILE OF ANY PCMS, THE PCMS SHOULD OPERATE AS A "STOPPED TRAFFIC ADVISORY DEVICE".