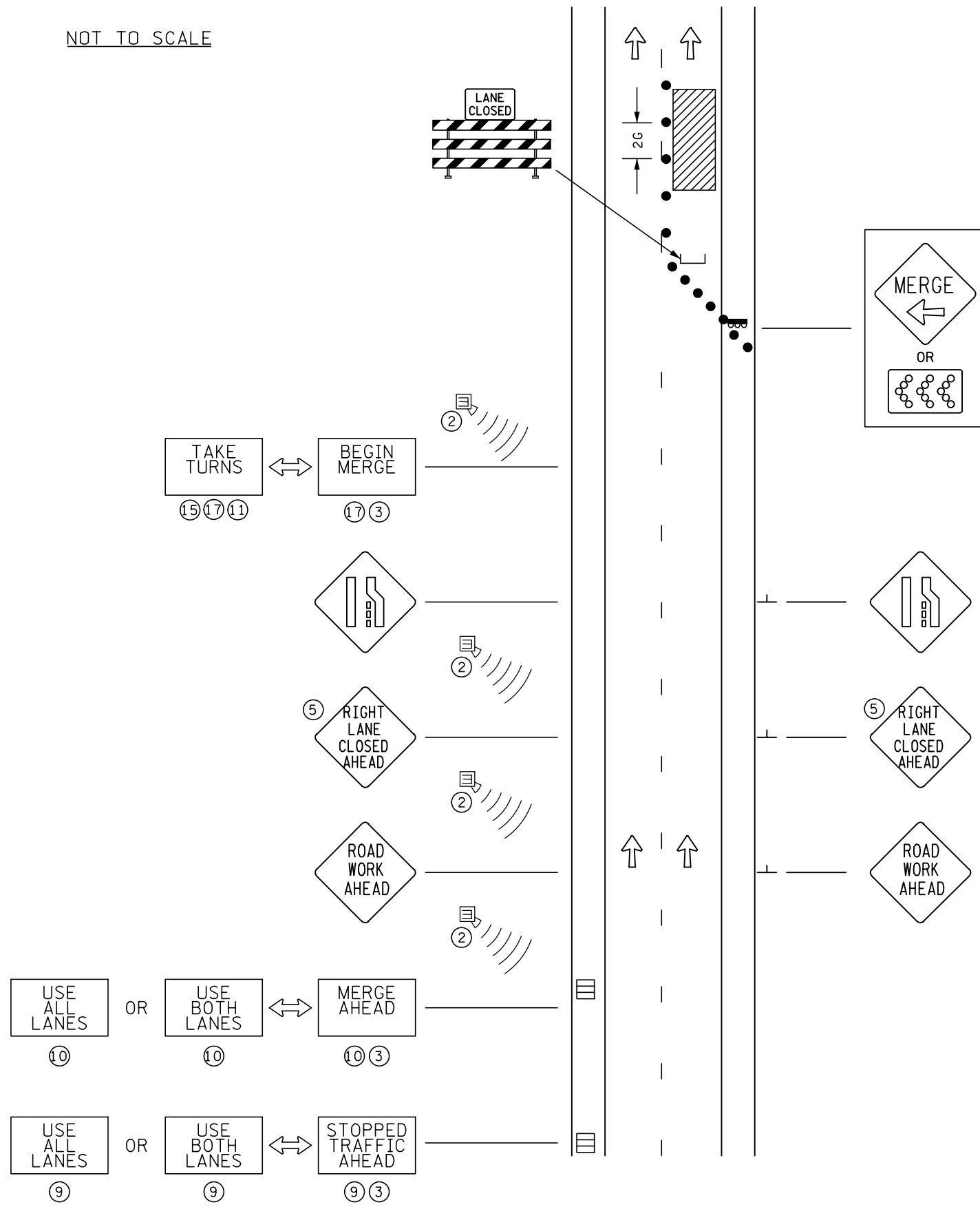


NOT TO SCALE



ACTIVE ZIPPER MERGE SYSTEM
RIGHT LANE CLOSURE
MULTI-LANE DIVIDED ROAD

DESIGNER NOTES:

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

1. THE LAYOUT ONLY SHOWS THE SIGNAGE REQUIRED TO SETUP A ACTIVE ZIPPER MERGE SYSTEM. REFER TO OTHER TTC LAYOUTS FOR THE PROPER TEMPORARY TRAFFIC CONTROL DEVICES AND SPACING.
2. NON -INTRUSIVE DETECTION DEVICES SHOULD BE SPACED ALONG THE ROUTE AS NEEDED FOR PROPER SYSTEM TO WORK.
3. SEE FIELD MANUAL LAYOUT #7 FOR PROPER SHOULDER DELINEATION FOR TRAILER MOUNTED TRAFFIC CONTROL DEVICES.
4. IF 48"x48" ADVANCE WARNING SIGNS WILL NOT FIT ON THE LEFT SIDE BECAUSE OF A NARROW MEDIAN (LESS THAN 6 FT.)
 - A. REDUCE THE LEFT SIDE SIGN SIZES OR
 - B. ELIMINATE THE LEFT SIDE SIGNING, USE AN ADDITIONAL "RIGHT LANE CLOSED AHEAD" SIGN ON THE RIGHT.
5. AN ADDITIONAL SET OF "RIGHT LANE CLOSED AHEAD" SIGNS MAY BE ADDED ON HIGH VOLUME ROADS.
6. LIST ALL CONFLICTING INPLACE SIGNING THAT MUST BE MODIFIED, COVERED, AND/OR REMOVED. INCLUDE SIGN MODIFICATIONS, COVERS AND/OR REMOVALS IN THE TRAFFIC CONTROL PLAN.
7. THE SIGNS ARE ACTIVATED IN RESPONSE TO QUEUED TRAFFIC WHEN THE QUEUE IS DETECTED BETWEEN THE SIGNS.
8. WHEN NO QUEUE IS DETECTED, ALL THE PCMS SHOULD BE BLANK OR USED FOR ANOTHER ITS SYSTEM.
9. WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ: --STOPPED/SLOW TRAFFIC AHEAD - - USE BOTH LANES/USE ALL LANES--
10. WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ: --MERGE AHEAD - - USE BOTH LANES/USE ALL LANES--
11. WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ: --BEGIN MERGE - - TAKE TURNS--
12. AS THE QUEUE EXTENDS BEYOND A CMS LOCATION, THE SIGN SHOULD SWITCH TO ONLY THE "BE PREPARE TO STOP" MESSAGE.
13. 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.
14. THE STOPPED OR SLOW TRAFFIC AHEAD WHEN FLASHING SIGNS OR THE PCMS SHOULD ACTIVATE AND DEACTIVATE WHEN THE DOWNSTREAM DETECTOR SENSES TRAFFIC SPEEDS MEETING THRESHOLD VALUES AS SET BY THE ENGINEER. AN AVERAGE SPEED DROP OF 20 TO 25 MPH BELOW THE POSTED SPEED LIMIT (POSTED PRIOR TO ROAD WORK IN THE QUEUE AREA) MAY TYPICALLY BE USED FOR A THRESHOLD VALUE ON HIGH SPEED ROADWAYS. TO DEACTIVATE THE SIGNAGE THE AVERAGE SPEED TYPICALLY SHOULD RECOVER TO WITHIN 10 MPH OF THE POSTED SPEED LIMIT OR HIGHER.
15. 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 ACTIVE ZIPPER MERGE NOTIFICATION MESSAGES ARE NOT WARRANTED.
16. SYSTEM MAYBE BE COMBINED WITH "END OF QUEUE WARNING SYSTEM", "CONGESTION ADVISORY" AND/OR "TRAVEL/DELAY TIME INFORMATION" SYSTEMS.
17. LOCATE PCMS APPROXIMATELY 100 FEET AHEAD OF STATIC MERGE SIGN. SEE SYSTEM SPECIAL PROVISIONS FOR APPROPRIATE MESSAGE TO BE USED DURING TRAFFIC CONGESTION CONDITION.
18. ANALYSIS SHOULD BE DONE AHEAD OF TIME FOR SIGNING PLACEMENT AND PROPER PCMS FUNCTIONING.

● DRUMS