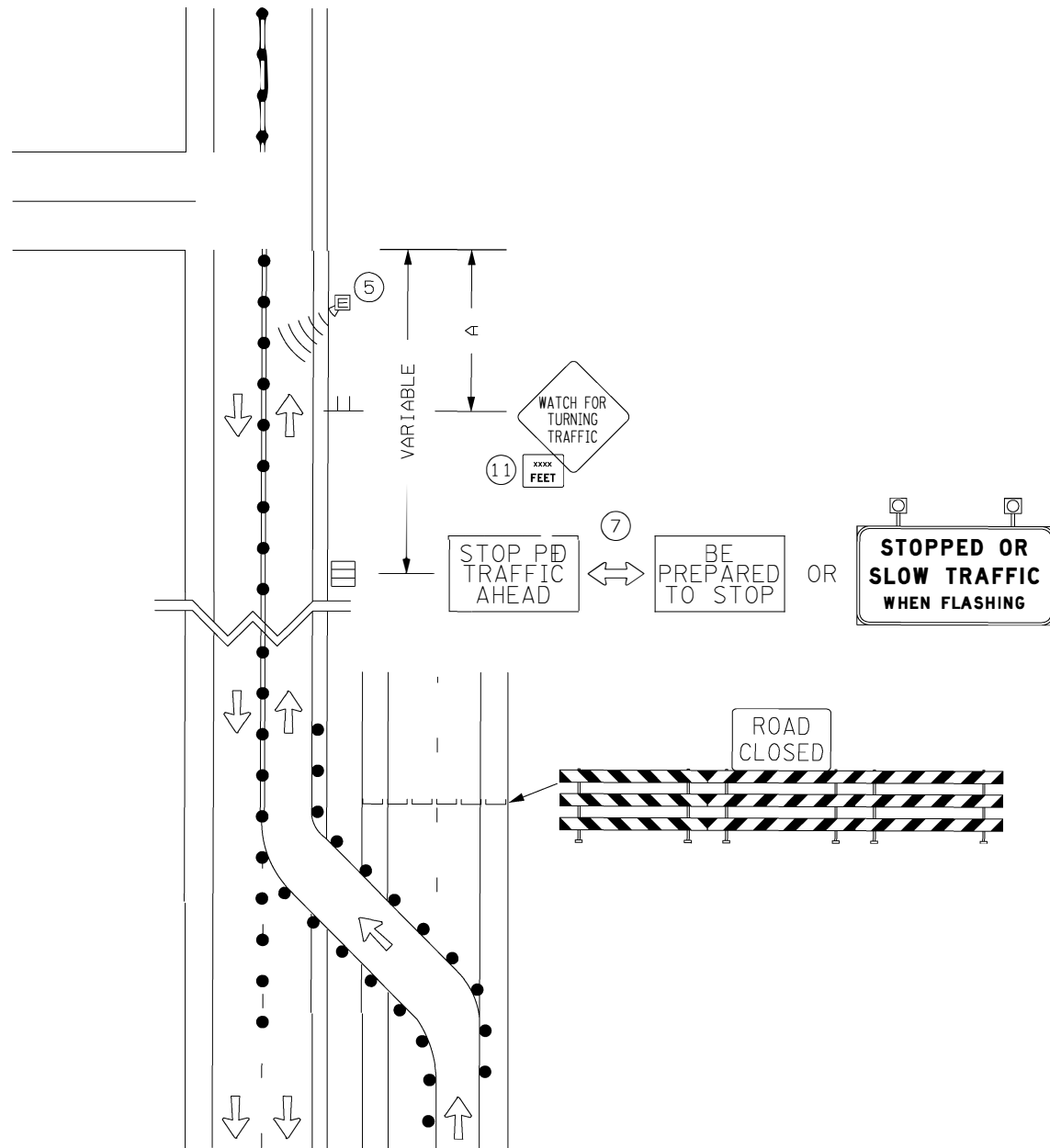


NOT TO SCALE



TURNING TRAFFIC AHEAD SYSTEM

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SPACING OF CHANNELIZING DEVICES (G) FEET	SPACING OF ADVANCE WARNING SIGNS (A) FEET	DECISION SIGHT DISTANCE FEET	TAPER LENGTH (L) FEET	SHIFTING TAPER (L/2) FEET	TYPICAL SHOULDER TAPER (L/3) FEET	BUFFER SPACE (B) FEET
0 - 30	25	100	550	200	100	75	200
35 - 40		325	700	325	175	125	305
45 - 50	50	600	900	600	300	200	425
55		750	1200	700	350	250	500
60 - 65		1000	1400	800	400	275	650
70 - 75		1200	1600	900	450	300	820

ALL DISTANCES BASED ON 12 FT LANE WIDTHS.

DESIGNER NOTES:

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

- EX MAPLE LAYOUT IS ON A MULTI-LANE DIVIDED HIGHWAY WHICH IS TEMPORARY REDUCED TO A 2-LANE 2-WAY OPERATION WITH ALLOWED LEFT TURNS.
- ANALYSIS SHOULD BE DONE AHEAD OF TIME FOR SIGNING PLACEMENT AND PROPER PCMS FUNCTIONING.
- WHEN TRAFFIC QUEUE LENGTHS ARE REASONABLY PREDICTABLE, WARNING MOTORISTS OF STOPPED TRAFFIC/SLOWED TRAFFIC MAY BE ACCOMPLISHED WITH THE USE OF TYPICAL TTC WARNING SIGNS PLACED PRIOR TO THE ANTICIPATED BEGINNING OF QUEUE.
- 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.
- 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.
- EITHER A PCMS OR AN APPROPRIATE WARNING SIGN EQUIPPED WITH DYNAMICALLY AUTOMATED FLASHING LIGHTS MAY BE USED.
- WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ: --STOPPED TRAFFIC AHEAD--BE PREPARED TO STOP--.
- 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 TURNING TRAFFIC AHEAD MERGE NOTIFICATION MESSAGES ARE NOT WARRANTED.
- SIGNS ARE ACTIVATED IN RESPONSE TO QUEUED TRAFFIC.
- WHEN NO QUEUE IS DETECTED, ALL PCMS SHOULD BE BLANK OR USED FOR ANOTHER ITS SYSTEM.
- IF MULTIPLE LEFT TURNS ARE PRESENT ALONG A STRETCH OF A ROAD, AN ADVANCE WARNING SIGN ADVISING DRIVERS TO WATCH FOR TURNING TRAFFIC VEHICLES MAY BE PLACED WITH AN ADVISORY DISTANCE PLAQUE, (W16-3P, FOR A SINGLE TURNING LOCATION), (W7- 3AP FOR MULTIPLE TURNING LOCATIONS). DISTANCE SHOULD BE SPECIFIED AS MILES OR FEET.
- ADVANCE WARNING SIGNS AND OTHER STANDARD TEMPORARY TRAFFIC CONTROL DEVICES HAVE NOT BEEN SHOWN ON THIS LAYOUT.
- INSERT SPACING CHART DISTANCES INTO LAYOUTS.

● CHANNELIZERS.