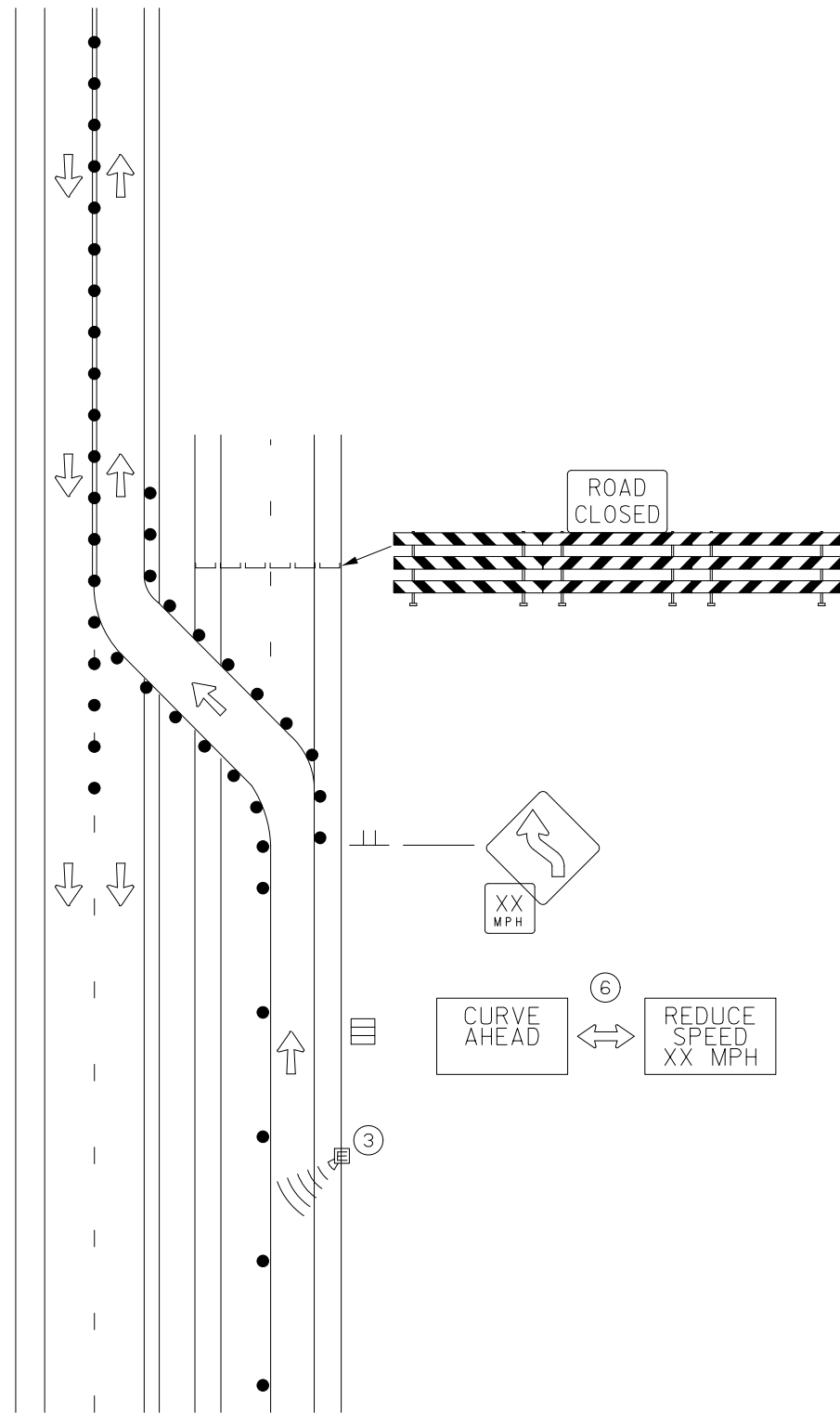


NOT TO SCALE



EXCESSIVE SPEED WARNING 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		600	900	600	300	200	425
55	50	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.

- EXAMPLE 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.
- NON -INTRUSIVE DETECTION DEVICE SHOULD BE PLACED ALONG THE ROUTE AS NEEDED SO FOR PROPER SYSTEM OPERATION.
- SIGNS TEND TO BE MOST EFFECTIVE WHERE THERE ARE TWO LANES OR LESS IN ONE DIRECTION OF TRAVEL.
- 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 EXCESSIVE SPEED WARNING NOTIFICATION MESSAGES ARE NOT WARRANTED.
- WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ: LAYOUT EX MAPLE --CURVE AHEAD--REDUCE SPEED XX MPH--.
- PCMS IS BLANK UNTIL TRIGGERED BY UNSAFE APPROACHING SPEED. PCMS SHOULD BE BLANK OR USED FOR ANOTHER ITS SYSTEM WHEN NOT ACTIVATED FOR THE EXCESSIVE SPEED WARNING SYSTEM.
- ADVANCE WARNING SIGNS AND OTHER STANDARD TEMPORARY TRAFFIC CONTROL DEVICES HAVE NOT BEEN SHOWN ON THIS LAYOUT.
- INSERT SPACING CHART DISTANCES INTO LAYOUTS.

● CHANNELIZERS.