



DESIGNER NOTES:

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

1. CONSIDERATION SHOULD BE GIVEN TO POSTING AN ALTERNATE ROUTE.
2. EXAMPLE OF OVER HEIGHT WARNING SYSTEM, LAYOUT ONLY SHOWS ONLY SIGNAGE REQUIRED TO SETUP A ACTIVE ZIPPER MERGE SYSTEM. REFER TO OTHER TTC LAYOUTS FOR THE PROPER TEMPORARY TRAFFIC CONTROL DEVICES AND SPACING.
3. ANALYSIS SHOULD BE DONE AHEAD OF TIME FOR SIGNING PLACEMENT AND PROPER PCMS FUNCTIONING.
- ④ NON -INTRUSIVE DETECTION SHOULD BE PLACED ALONG THE ROUTE AS NEEDED TO MEASURE FOR OVER DIMENSION VEHICLES.
- ⑤ NON -INTRUSIVE DETECTION DEVICE PLACED TO DETERMINE WHETHER AN OVER-DIMENSION VEHICLE MISSED THE EXIT.
6. 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 OVER DIMENSION WARNING NOTIFICATION MESSAGES ARE NOT WARRANTED.
- ⑦ WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:
-- OVER HEIGHT DETECTED -- EXIT NOW --
- ⑧ WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:
-- LOW BRIDGE AHEAD -- PULL OVER --
- ⑨ A SIREN OR HORN ALARM MAT BE INCLUDED TO ALERT VEHICLE DRIVER.
- ⑩ ROOM TO PULL OVER AND STOP BEFORE OVER RESTRICTION.
- ⑪ A SIREN OR HORN ALARM MAT BE INCLUDED TO ALERT WORKERS OF VEHICLE INTRUSION.
- ⑫ ALTERNATE ROUTE EXIT.
- ⑬ RETURN ROUTE (ENTRANCE RAMP).

● DRUMS