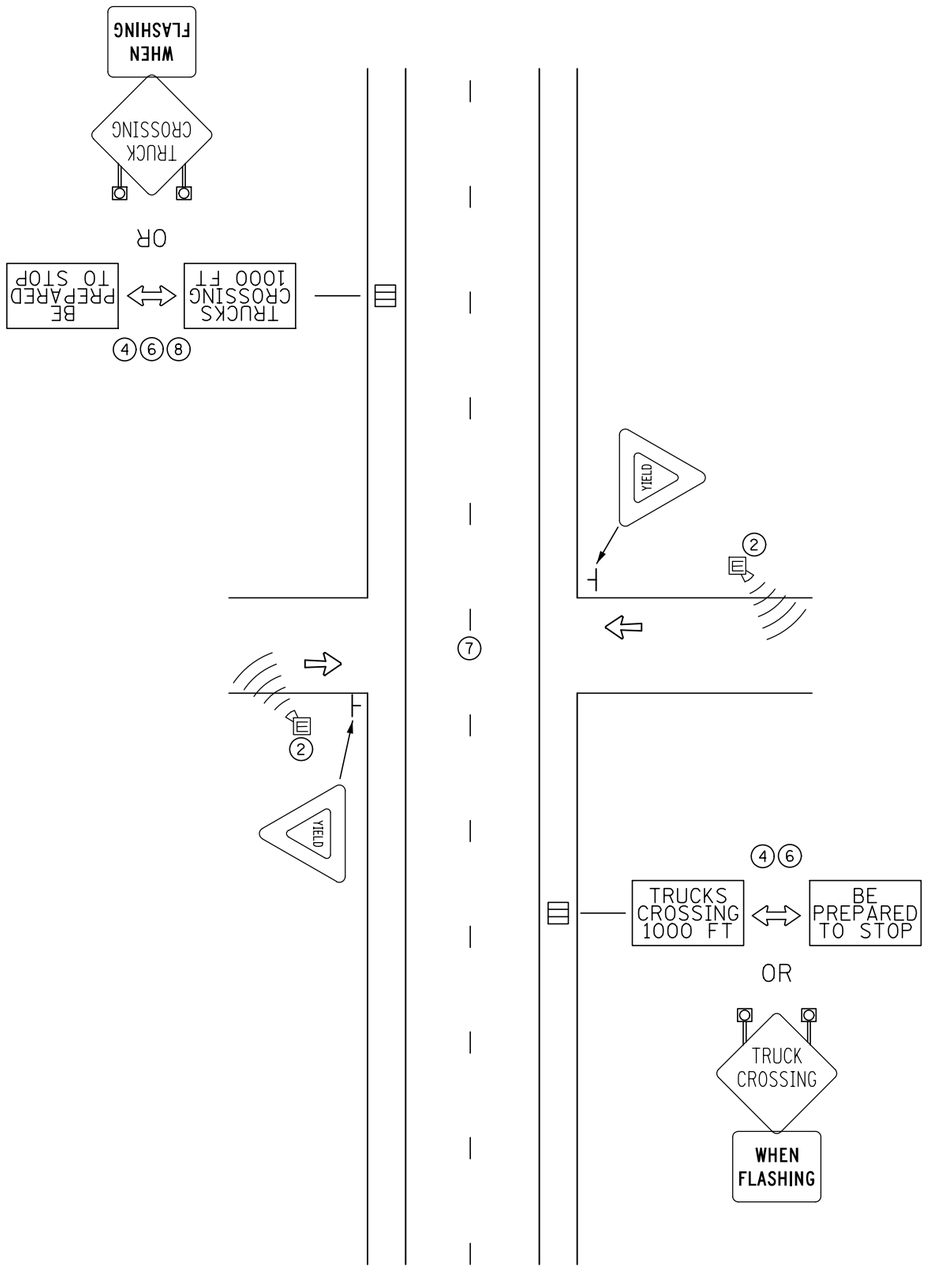
NOT TO SCALE



CONSTRUCTION VEHICLES CROSSING WARNING SYSTEM
MULTI-LANE DIVIDED ROAD

DESIGNER NOTES:

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

1. ANALYSIS SHOULD BE DONE AHEAD OF TIME FOR SIGNING PLACEMENT AND PROPER PCMS FUNCTIONING.
2. NON -INTRUSIVE DETECTION DEVICES SHOULD BE SPACED ALONG THE HAUL ROAD AS NEEDED FOR PROPER SYSTEM OPERATION. THE DETECTION MAY INCLUDE ELECTRONICALLY CONTROL DEVICES OPERATED BY THE TRUCK DRIVER.
3. 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 CONSTRUCTION VEHICLES CROSSING WARNING NOTIFICATION MESSAGES ARE NOT WARRANTED.
4. WHEN PCMS DEVICES ARE USED, THE TWO PART MESSAGE SHOULD READ:
   --TRUCKS CROSSING 1000 FT- - BE PREPARED TO STOP--
5. PMCS MAY BE REPLACED WITH AN APPROPRIATE WARNING SIGN EQUIPPED WITH DYNAMICALLY AUTOMATED FLASHING LIGHTS.
6. PMCS IS BLANK UNLESS CONSTRUCTION VEHICLES ARE MERGING INTO THE TRAFFIC LANES.
7. CONSTRUCTION VEHICLES CROSSING.
8. USE ON TWO-WAY ROADWAYS.
9. THE LAYOUT ONLY SHOWS THE SIGNAGE REQUIRED TO SETUP A CONSTRUCTION VEHICLES CROSSING SYSTEM. REFER TO OTHER TTC LAYOUTS FOR THE PROPER TEMPORARY TRAFFIC CONTROL DEVICES AND SPACING.
10. CONSIDER THE USE OF FLAGGERS WHERE THERE IS NOT ADEQUATE DECISION SIGHT DISTANCE AND/OR HIGH TRAFFIC VOLUMES.
11. NOT FOR USE ON FREEWAYS.