

Dynamic Late Merge System (Zipper Merge)

SPEED	SIGN SPACING (ft.)	
	Undivided (S)	Divided (S)
Normal Posted (mph)		
0-35	200	200
40-45	350	500
50-55	500	1000
60-70	1000	SA - 1000 SB - 1500 SC - 2640

Notes:

The typical application is not drawn to scale.

The Changeable Message Signs and Non-Intrusive Detectors shall be spaced along the route as needed for proper systems operations.

Static signs may be used as a supplement for CMS boards. The static sign provides a continuous reinforcing message to the traveling public.

Static signs may be located beyond and within the anticipated queue length.

- Channelizer
- Sign
- Advanced Warning Rail System
- Arrow Board
- Changeable Message Signs
- Non-Intrusive Detector

**DURING BACKUPS
USE BOTH LANES**

**TAKE TURNS
AT MERGE**

**TAKE TURNS
AT MERGE**

**TAKE
TURNS**

**SLOW
TRAFFIC
AHEAD** ← **USE
BOTH
LANES**

**STOPPED
TRAFFIC
AHEAD** ← **USE
BOTH
LANES**

OR

CMS located beyond the estimated maximum queue length.

**RIGHT LANE
CLOSED**

**TAKE
TURNS**

S
or
SB

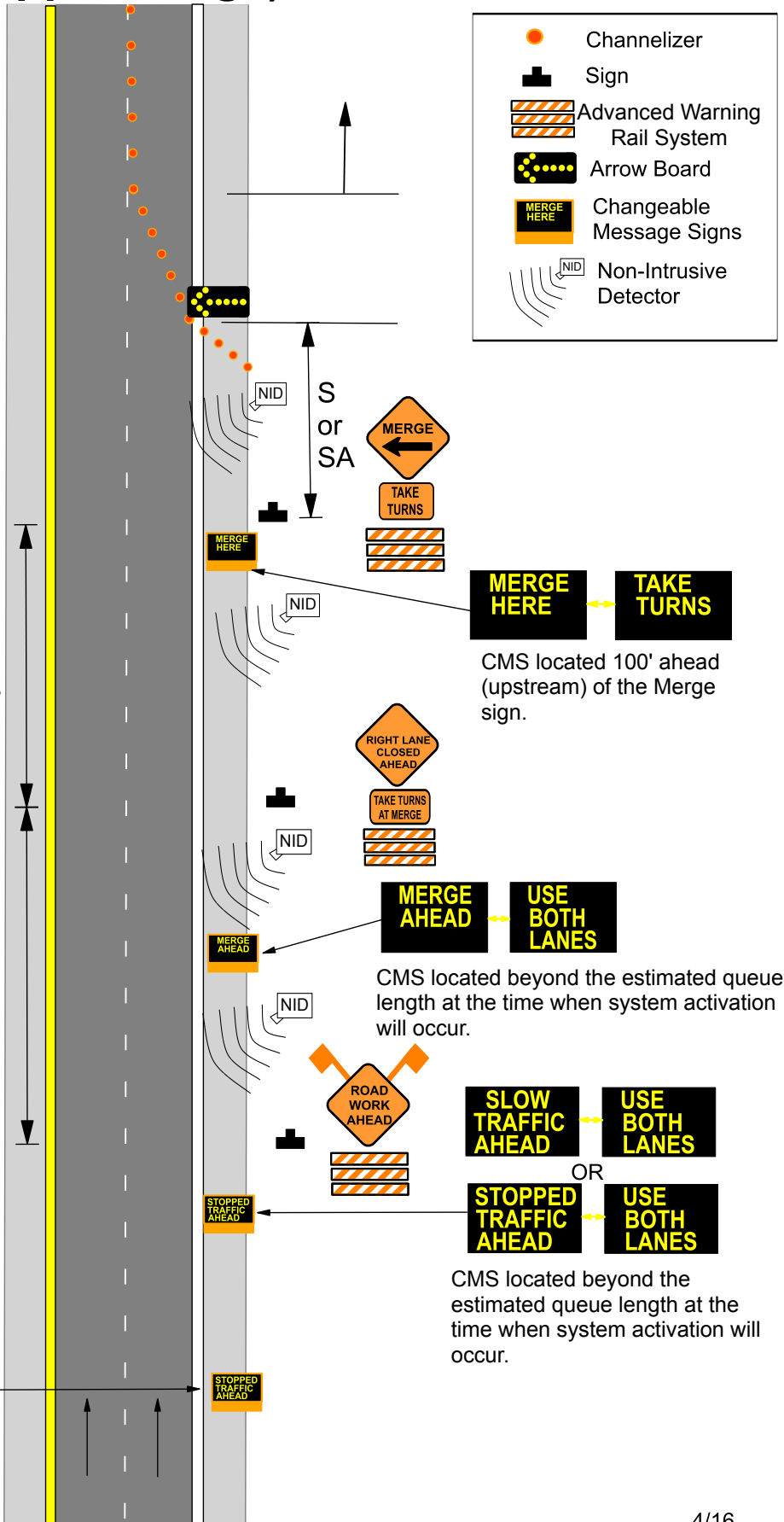
**RIGHT LANE
CLOSED
AHEAD**

**TAKE TURNS
AT MERGE**

S
or
SB

**ROAD
WORK
AHEAD**

S
or
SC



**MERGE
HERE** ← **TAKE
TURNS**

CMS located 100' ahead (upstream) of the Merge sign.

**MERGE
AHEAD** ← **USE
BOTH
LANES**

CMS located beyond the estimated queue length at the time when system activation will occur.

**SLOW
TRAFFIC
AHEAD** ← **USE
BOTH
LANES**

**STOPPED
TRAFFIC
AHEAD** ← **USE
BOTH
LANES**

OR

CMS located beyond the estimated queue length at the time when system activation will occur.