
243 Portable Changeable Message Signs

243.1 General

See **FDM 240.9.2.2** for additional information concerning the use of portable changeable message signs (PCMS).

A PCMS is required for night time work that takes place within 4 feet of traveled way, and considered for the following conditions:

- (1) Road closures
- (2) Ramp closures
- (3) Delays created by:
 - (a) Congestion
 - (b) Crashes
 - (c) Lane closures
 - (d) Two-way traffic on divided highway
 - (e) Multiple lane closures
 - (f) Unexpected shifts in alignment

243.2 PCMS Placement

The message displayed must be visible and legible to a motorist at the following minimum distances:

- (1) 900 feet on approach to construction work areas to allow for two message cycles.
- (2) 500 to 800 feet in advance of potential traffic problems
- (3) 0.5 to 2 miles in advance of complex traffic control schemes that require new or unusual traffic patterns.

243.3 PCMS Messages

Messages must be simple, with a minimum number of words and lines and must include no more than two displays of no more than three lines each with 8 characters per line.

Provide the location and messages to be displayed in the Temporary Traffic Control (TTC) plan.

Programmed messages must provide appropriate information for the conditions likely to be encountered. Place the programmed messages in the TTC plan. Consider the following items in the development of a message:

- (1) Message elements
 - (a) Problem statement (where?)
 - (b) Effect statement (what?)
 - (c) Attention statement (who?)
 - (d) Action statement (do?)
- (2) Message format
 - (a) Will vary depending on content
 - (b) "Where" or "what" will generally lead
 - (c) "Who" and "do" follow in that order
 - (d) "Who" often understood from "where"
- (3) Display format
 - (a) Discrete, with entire message displayed at once is most desirable
 - (b) Sequential is OK, 2 parts maximum
 - (c) Run-on moving displays prohibited
 - (d) One abbreviation per panel display desirable, two abbreviations are the maximum. Route designation is considered as one abbreviation and one word. Guidelines for abbreviations are provided on the following pages. Refer to the [Library of Approved Safety Messages for DMS](#).

243.3.1 PCMS Worksheet

See **Figure 243.3.1** for an illustration on the development of a PCMS Worksheet.

See **Form 243-A** (located in **FDM 103**) and **FDM 321** for instruction on showing the worksheet information in the plans set.

Figure 243.3.1 PCMS Worksheet

Financial Project No.: 123456-7-89-10

Location of board: Westbound Buck Lake Road – Station 100+00

Used: from 01 - 01 - 01 at 6 : 00 am(pm)

to 02 - 02 - 02 at 6 : 00 am(pm)

Message programmed by: W. Giddens

MESSAGE 1

| | | | | | | | |
|---|---|---|---|---|---|---|--|
| U | S | E | | | | | |
| C | A | U | T | I | O | N | |
| | | | | | | | |

MESSAGE 2

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| T | R | U | C | K | S | | |
| E | N | T | E | R | I | N | G |
| R | O | A | D | W | A | Y | |

Timing:

Message 1 will run 10 . 00 seconds.

Message 2 will run 12 . 50 seconds.

STANDARD ABBREVIATIONS FOR USE ON PCMS

Standard abbreviations easily understood are:

| <u>WORD</u> | <u>ABBREV.</u> | <u>WORD</u> | <u>ABBREV.</u> |
|-----------------|----------------|-------------|----------------|
| Boulevard | BLVD | Normal | NORM |
| Center | CNTR | Parking | PKING |
| Emergency | EMER | Road | RD |
| Entrance, Enter | ENT | Service | SERV |
| Expressway | EXPWY | Shoulder | SHLDR |
| Freeway | FRWY, FWY | Slippery | SLIP |
| Highway | HWY | Speed | SPD |
| Information | INFO | Traffic | TRAF |
| Left | LFT | Travelers | TRVLRS |
| Maintenance | MAINT | Warning | WARN |

Other abbreviations are easily understood whenever they appear in conjunction with a particular word commonly associated with it. These words and abbreviations are as follows:

| <u>WORD</u> | <u>ABBREV.</u> | <u>PROMPT</u> |
|---------------------|----------------|---------------|
| Access | ACCS | Road |
| Ahead | AHD | Fog* |
| Blocked | BLKD | Lane* |
| Bridge | BRDG | [Name]* |
| Chemical | CHEM | Spill |
| Construction | CONST | Ahead |
| Exit | EX, EXT | Next* |
| Express | EXP | Lane |
| Hazardous | HAZ | Driving |
| Interstate | I | [Number] |
| Major | MAJ | Accident |
| Mile | MI | [Number]* |
| Minor | MNR | Accident |
| Minute(s) | MIN | [Number]* |
| Oversized | OVRSZ | Load |
| Prepare | PREP | To Stop |
| Pavement | PVMT | Wet* |
| Quality | QLTY | Air* |
| Route | RT | Best* |
| Turnpike | TRNPK | [Name]* |
| Vehicle | VEH | Stalled* |
| Cardinal Directions | N, E, S, W | [Number] |
| Upper, Lower | UPR, LWR | Level |

* = Prompt word given first

The following abbreviations are understood with a prompt word by about 75% of the drivers. These abbreviations may require some public education prior to usage.

| <u>WORD</u> | <u>ABBREV.</u> | <u>PROMPT</u> |
|--------------------|-----------------------|----------------------|
| Condition | COND | Traffic* |
| Congested | CONG | Traffic |
| Downtown | DWNTN | Traffic |
| Frontage | FRNTG | Road |
| Local | LOC | Traffic |
| Northbound | N-BND | Traffic |
| Roadwork | RDWK | Ahead [Distance] |
| Temporary | TEMP | Route |
| Township | TWNNSHP | Limits |

* = Prompt word given first

Certain abbreviations are prone to inviting confusion because another word is abbreviated or could be abbreviated in the same way. Do not use these abbreviations:

| <u>ABBREV.</u> | <u>INTENDED WORD</u> | <u>WORD ERRONEOUSLY GIVEN</u> |
|-----------------------|-----------------------------|--------------------------------------|
| WRNG | Warning | Wrong |
| ACC | Accident | Access (Road) |
| DLY | Delay | Daily |
| LT | Light (Traffic) | Left |
| STAD | Stadium | Standard |
| L | Left | Lane (Merge) |
| PARK | Parking | Park |
| RED | Reduce | Red |
| POLL | Pollution (Index) | Poll |
| FDR | Feeder | Federal |
| LOC | Local | Location |
| TEMP | Temporary | Temperature |
| CLRS | Clears | Color |