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**Date**

July 15, 2024

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**To**

Peter Merfeld, P.E. – Maine Turnpike

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**Technical  
Memorandum****From**

Tim Cote, P.E.

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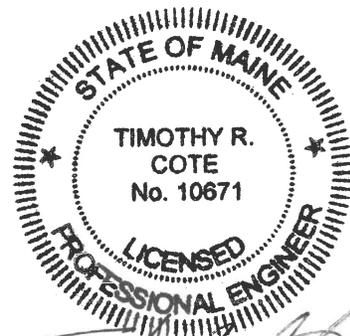
**Subject**

Revisions to the MTA Traffic Control Plans  
Booklet – October 2021 Revision

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After discussions between MTA and HNTB, as well as a review of MUTCD, selected details in the MTA's October 2021 Traffic Control Plans booklet have been revised to eliminate the use of supplementary (left-side) signs. These changes prioritize motorist and worker safety during the setup, maintenance, and removal of signs used in temporary traffic control layouts on the Turnpike. Notably, the adjustments remove the requirement for bracketing 'End Road Work' and 'End Work Zone Speed Limit' signs and also for bracketing 'Road Work Ahead' signs in cases involving right-hand shoulder closures. By balancing worker and motorist safety, these amendments align with MUTCD guidelines. The attached redlined revisions illustrate these changes. All detail sheets not included in this Memo remain unchanged.

Cc: John Cannell, P.E. – Maine Turnpike Authority  
Ralph Norwood, P.E., PTOE – Maine Turnpike Authority  
Steve Tartre, P.E. – Maine Turnpike Authority  
Dale Mitchell, P.E. - HNTB



*Timothy R. Cote*  
7/16/2024



Maine Turnpike Authority

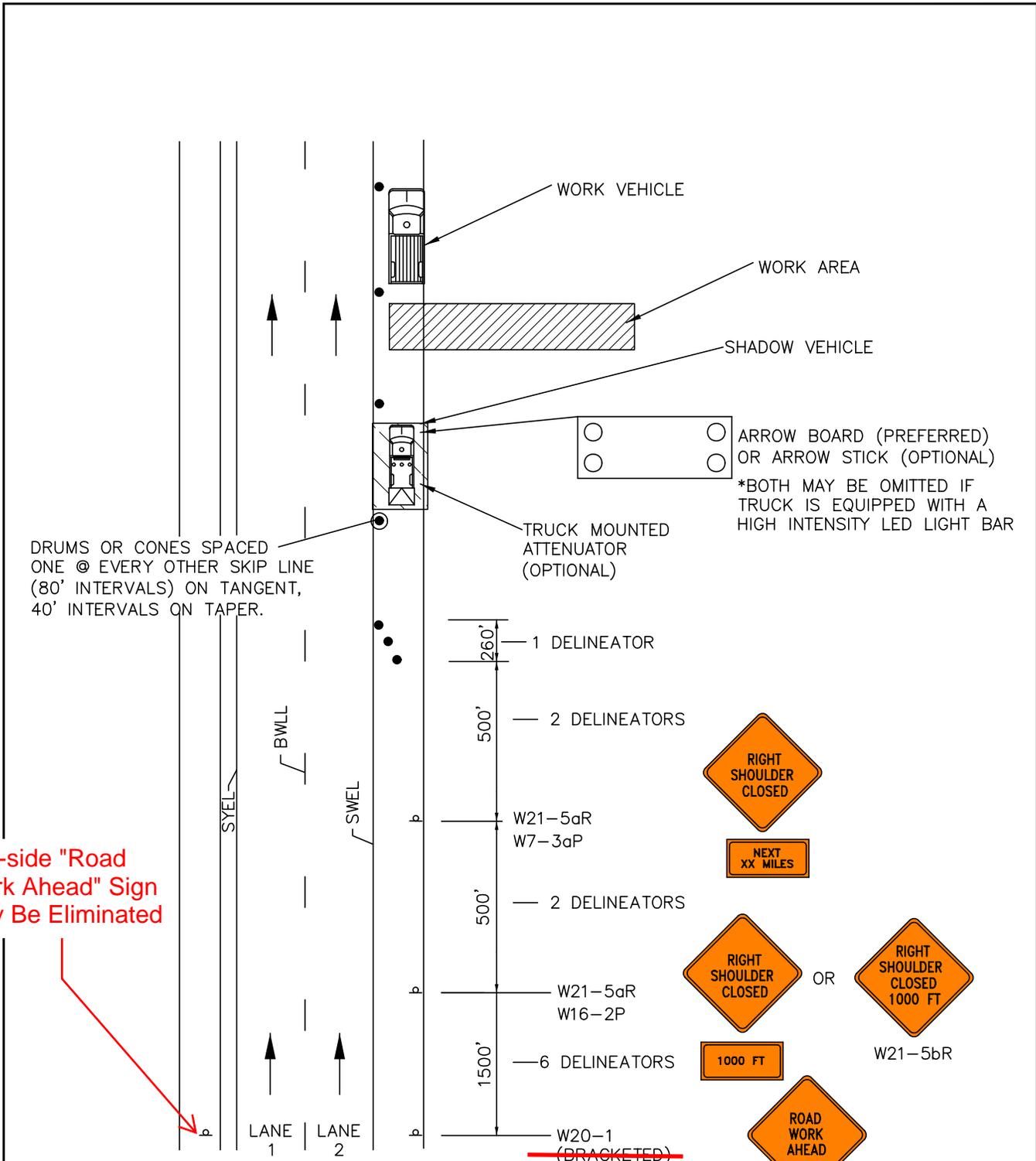
# Traffic Control Plans

October 2021 Revision

With Revisions to Identify Specific Signs That May Be Eliminated From That Detail's Sign Layout. Details Not Affected By This Revision Are Not Included Here But Remain In Effect.

July 09, 2024





Left-side "Road Work Ahead" Sign May Be Eliminated

- NOTES:
1. THE SUPPLEMENTAL PLATE NOTING THE LENGTH OF SHOULDER CLOSURE MAY BE ELIMINATED IF DRIVERS CAN SEE A PULL OFF AREA BEYOND THE CLOSED SHOULDER.
  2. DRUMS SHALL BE USED FOR SHOULDER CLOSURES LEFT IN PLACE OVERNIGHT AND WHEN THE CLOSURE IS NOT ATTENDED.

DETAIL 5A NOT TO SCALE

REVISED  
07-09-2024

**HNTB**

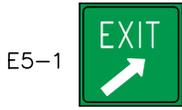
DATE: 10-01-2021



**MAINE TURNPIKE AUTHORITY**  
**TRAFFIC CONTROL DETAIL**

**SHOULDER CLOSURE**  
**FOR WORK ACTIVITY IN THE SHOULDER**

END ROAD WORK  
G20-2  
(BRACKETED)



Left-side "End Road Work" Sign May Be Eliminated. Right Side Sign Still Required.

- NOTES:
1. THE SUPPLEMENTAL PLATE NOTING THE LENGTH OF SHOULDER CLOSURE MAY BE ELIMINATED IF DRIVERS CAN SEE A PULL OFF AREA BEYOND THE CLOSED SHOULDER.
  2. DRUMS SHALL BE USED FOR SHOULDER CLOSURES LEFT IN PLACE OVERNIGHT AND WHEN THE CLOSURE IS NOT ATTENDED.
  3. 3 LANE ROADWAY DECELERATION LANE CLOSURE SIMILAR.
  4. EXIT SIGN E5-1 SHOULD BE WHITE LETTERS AND ARROW ON GREEN BACKGROUND. SIGN SHALL BE MOUNTED 5 FEET FROM BOTTOM OF SIGN TO PAVEMENT SURFACE.

ONE @ EVERY OTHER SKIP LINE (80' INTERVALS) ON TANGENT, 40' INTERVALS ON TAPER.



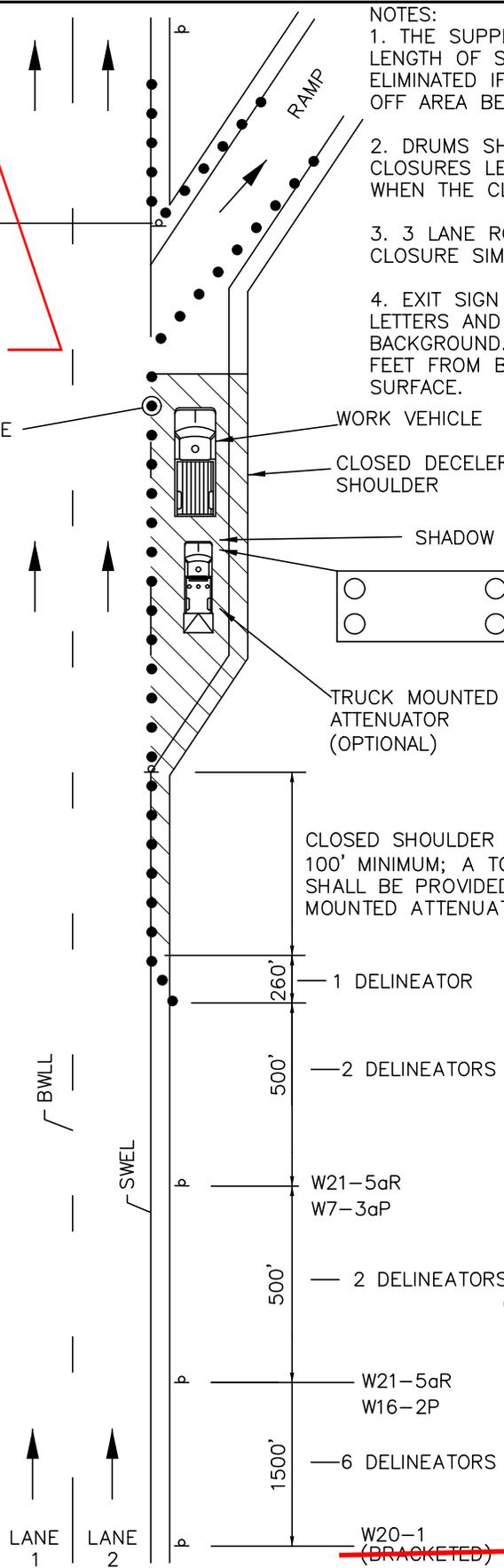
E5-2 MOD OR



E5-2

W16-9P

Left-side "Road Work Ahead" Sign May Be Eliminated



DETAIL 5B NOT TO SCALE



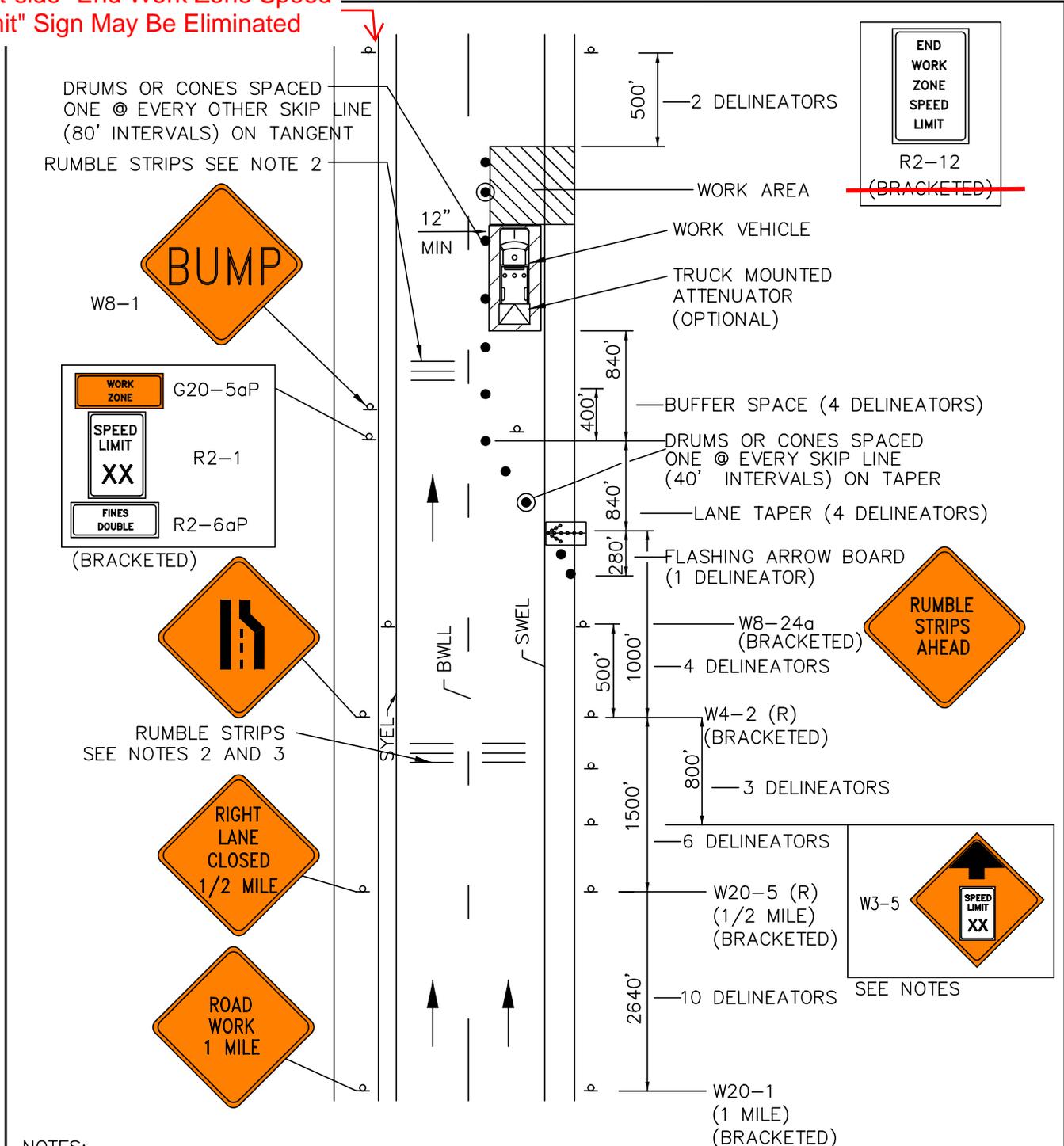
REVISED 07-09-2024

DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY  
TRAFFIC CONTROL DETAIL  
DECELERATION LANE CLOSURE  
FOR WORK ACTIVITY IN THE  
DECELERATION LANE

Left-side "End Work Zone Speed Limit" Sign May Be Eliminated



NOTES:

1. FOR LANE CLOSURE NOTES SEE DETAILS 33R AND 33L.
2. IF RUMBLE STRIPS ARE USED THEY SHALL BE PLACED IN ONE OF THE FOLLOWING CONFIGURATIONS:
  - \* ADJACENT TO THE WORK ZONE (1 UNIT)
  - \* UPSTREAM FROM THE TAPER FOR THE WORKZONE (2 UNITS)
  - \* BOTH ADJACENT TO THE WORK ZONE AND PRIOR TO THE TAPER (3 UNITS)
3. RUMBLE STRIPS MAY BE PLACED UPSTREAM OF THE TAPER BETWEEN THE W3-5 SIGNS AND THE W4-2 SIGNS. IF RUMBLE STRIPS ARE INSTALLED PRIOR TO TAPER, W8-1 SIGNS SHALL BE PLACED ADJACENT TO THE FIRST STRIP AND THE W8-24a SIGNS SHALL BE MOVED TO 400' AFTER THE W20-5 SIGNS.

DETAIL 33 NOT TO SCALE

**HNTB**

REVISED  
07-09-2024

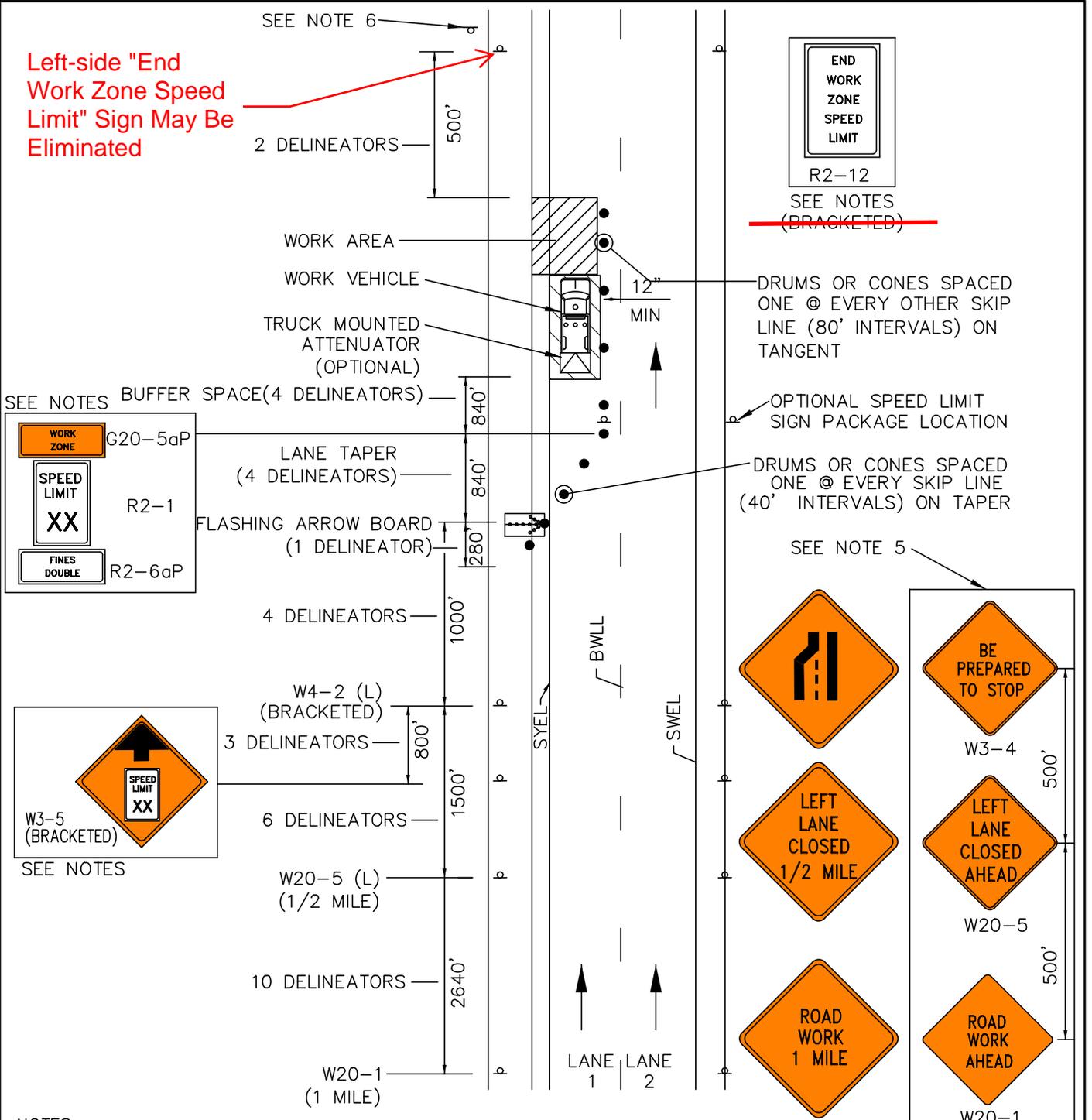
DATE: 12-22-2017



**MAINE TURNPIKE AUTHORITY**  
**TRAFFIC CONTROL DETAIL**

LANE CLOSURE WITH  
TEMPORARY RUMBLE STRIPS

Left-side "End Work Zone Speed Limit" Sign May Be Eliminated



NOTES:

1. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED WHEN WORKERS ARE PRESENT OR SITE CONDITIONS WARRANT. 10MPH SPEED REDUCTION MANDATORY; IF REDUCTION GREATER THEN 10MPH IS WARRANTED THEN REQUEST THROUGH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER. SPEED LIMIT SIGN IS ONLY NEEDED ON ONE SIDE OR THE OTHER. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND. SIGN W3-5 NOT NEEDED FOR 10 MPH REDUCTION.
2. OPTIONAL - SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE RIGHT SHOULDER. POST MOUNTED SIGNS SHALL BE COVERED WHEN NOT IN USE.
3. OPTIONAL - THE WORK ZONE AND FINES DOUBLE SIGN MAY BE MOUNTED ON A SEPARATE EASEL OR POST.
4. OPTIONAL - THE FINES DOUBLE SIGN MAY BE OMITTED.
5. WHEN ON-RAMP EXISTS WITHIN 1/2 MILE OF LANE CLOSURE, THIS 3-SIGN ARRAY SHALL BE SET UP ON THE RIGHT SHOULDER OF THE RAMP. THE LAST SIGN SHALL BE AT THE RAMP GORE.
6. USE "WORKERS IN MEDIAN" SIGN FOR THE OPPOSITE DIRECTION OF TRAVEL IF WORKERS WILL BE IN THE MEDIAN.

DETAIL 33L NOT TO SCALE



MAINE TURNPIKE AUTHORITY  
TRAFFIC CONTROL DETAIL

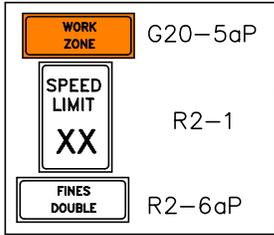
REVISED  
07-09-2024

DATE: 10-01-2021

SINGLE MAINLINE LANE CLOSURE - LEFT

Left-side "End Work Zone Speed Limit" Sign May Be Eliminated

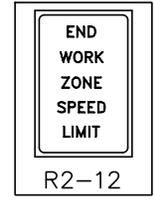
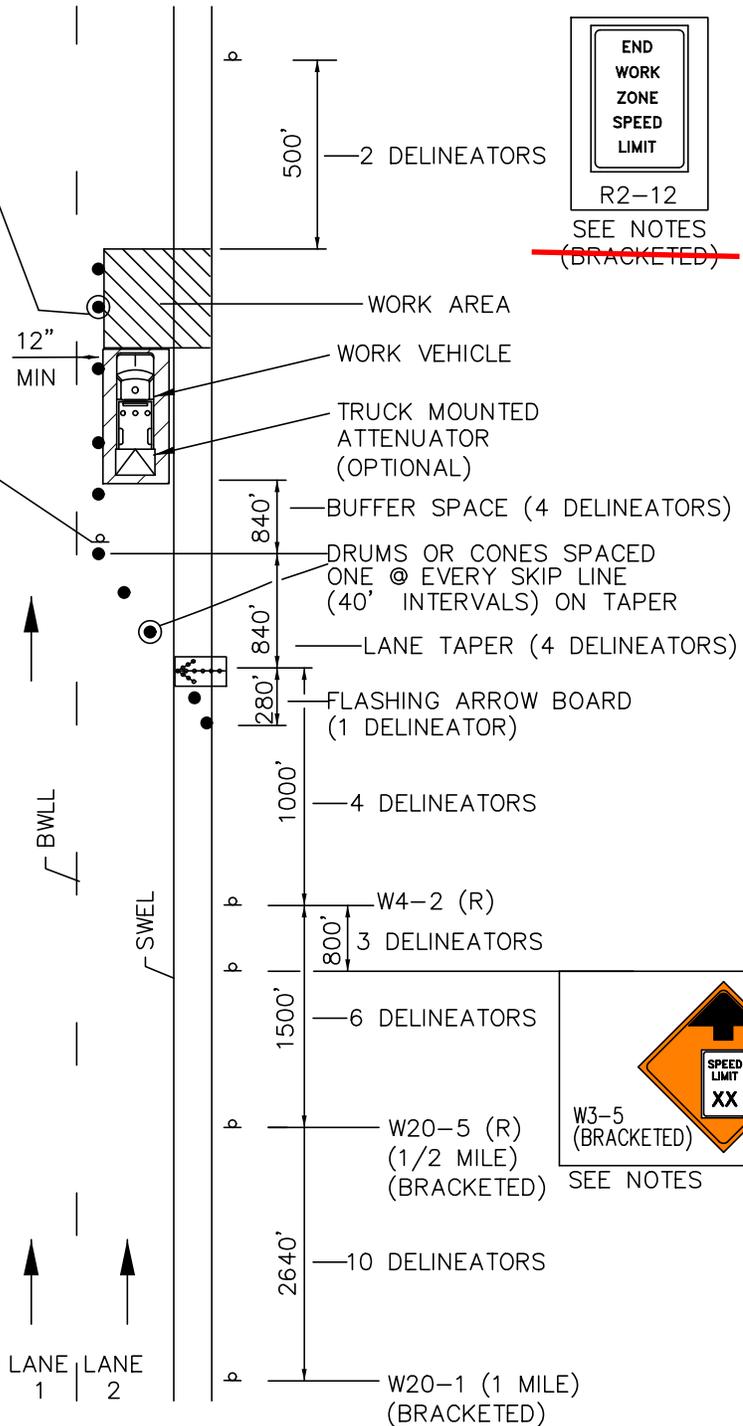
DRUMS OR CONES SPACED ONE @ EVERY OTHER SKIP LINE (80' INTERVALS) ON TANGENT



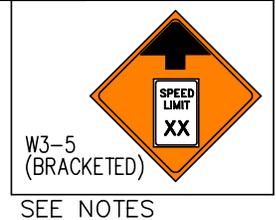
SEE NOTES

OPTIONAL SPEED LIMIT SIGN PACKAGE LOCATION

SEE NOTE 5



SEE NOTES (BRACKETED)



SEE NOTES

- NOTES:
1. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED WHEN WORKERS ARE PRESENT OR SITE CONDITIONS WARRANT. 10MPH SPEED REDUCTION MANDATORY; IF REDUCTION GREATER THEN 10MPH IS WARRANTED THEN REQUEST THROUGH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER. SPEED LIMIT SIGN IS ONLY NEEDED ON ONE SIDE OR THE OTHER. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND. SIGN W3-5 NOT NEEDED FOR 10 MPH REDUCTION.
  2. OPTIONAL - THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE LEFT SHOULDER. POST MOUNTED SIGNS SHALL BE COVERED WHEN NOT IN USE.
  3. OPTIONAL - THE WORK ZONE AND FINES DOUBLE SIGN MAY BE MOUNTED ON A SEPARATE EASEL OR POST.
  4. OPTIONAL - THE FINES DOUBLE SIGN MAY BE OMITTED.
  5. WHEN ON-RAMP EXISTS WITHIN 1/2 MILE OF LANE CLOSURE, THIS 3-SIGN ARRAY SHALL BE SET UP ON THE LEFT SHOULDER OF THE RAMP. THE LAST SIGN SHALL BE AT THE RAMP GORE.

DETAIL 33R NOT TO SCALE



MAINE TURNPIKE AUTHORITY  
TRAFFIC CONTROL DETAIL

SINGLE MAINLINE LANE CLOSURE - RIGHT

REVISED  
07-09-2024

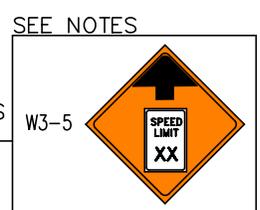
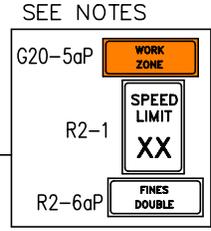
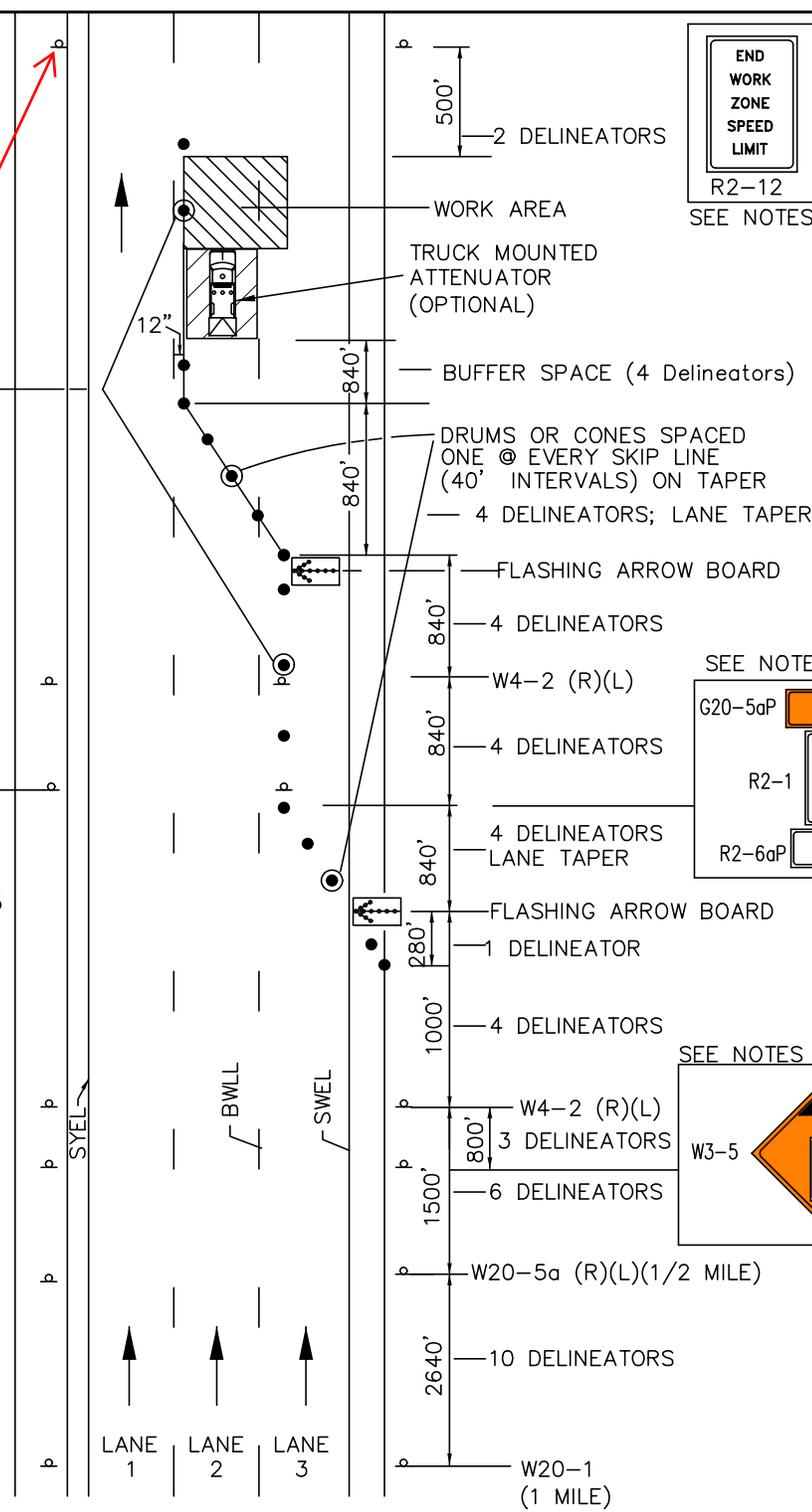
DATE: 10-01-2021

Left-side "End Work Zone Speed Limit" Sign May Be Eliminated

DRUMS OR CONES SPACED ONE @ EVERY OTHER SKIP LINE (80' INTERVALS) ON TANGENT



OPTIONAL



NOTES:

1. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED WHEN WORKERS ARE PRESENT OR SITE CONDITIONS WARRANT. 10MPH SPEED REDUCTION MANDATORY; IF REDUCTION GREATER THEN 10MPH IS WARRANTED THEN REQUEST THROUGH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER. SPEED LIMIT SIGN IS ONLY NEEDED ON ONE SIDE OR THE OTHER. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND. SIGN W3-5 NOT NEEDED FOR 10 MPH REDUCTION.
2. OPTIONAL - THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE LEFT SHOULDER. POST MOUNTED SIGNS SHALL BE COVERED WHEN NOT IN USE.
3. OPTIONAL - THE WORK ZONE AND FINES DOUBLE SIGNS MAY BE MOUNTED ON A SEPARATE EASEL OR POST.
4. OPTIONAL - THE FINES DOUBLE SIGNS MAY BE OMITTED.
5. WHEN ON-RAMP EXISTS WITHIN 1/2 MILE OF LANE CLOSURE, THIS 3-SIGN ARRAY SHALL BE SET UP ON THE LEFT SHOULDER OF THE RAMP. THE LAST SIGN SHALL BE AT THE RAMP GORE.

DETAIL 37 NOT TO SCALE



REVISED 07-09-2024

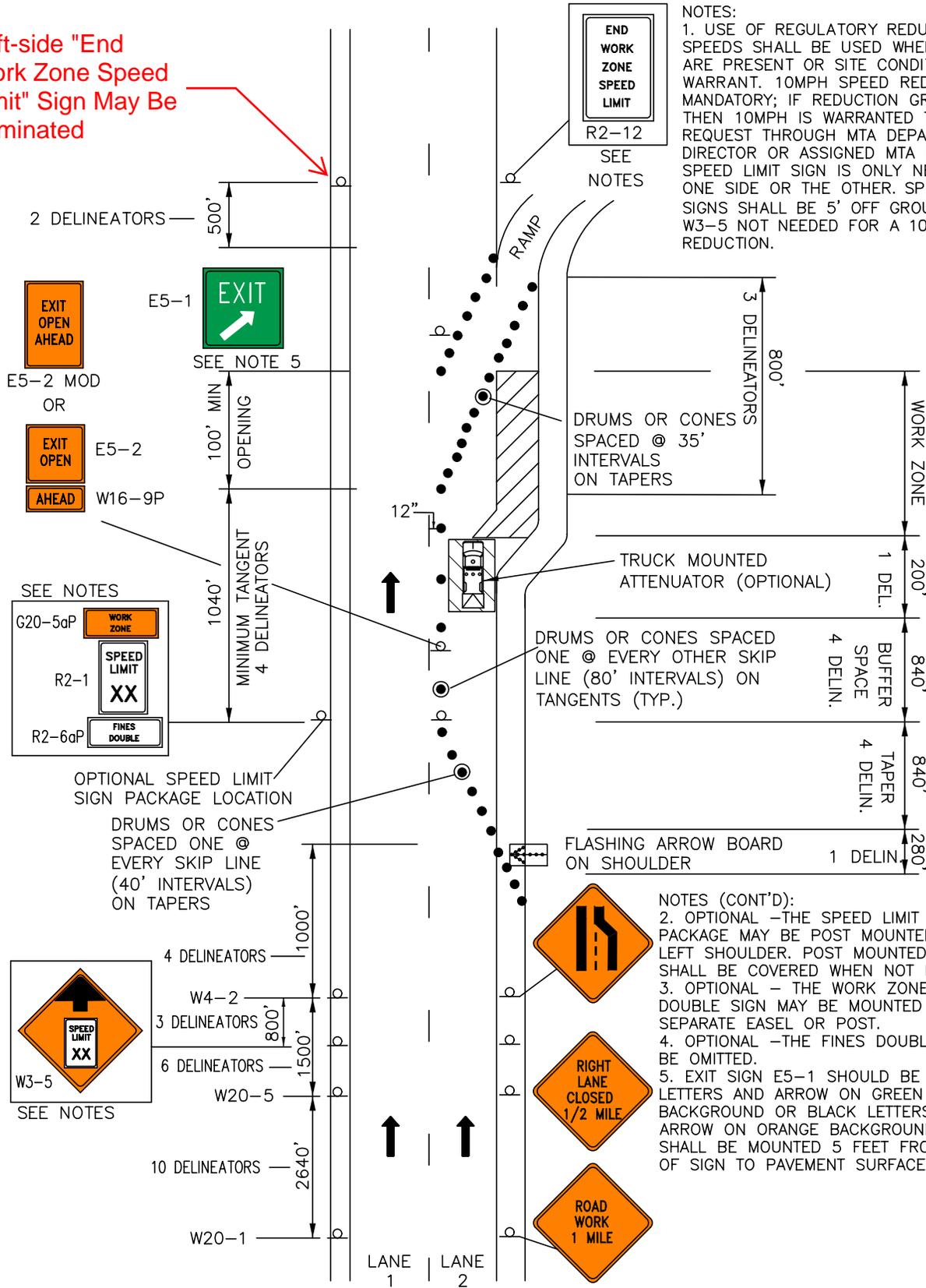
DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY  
TRAFFIC CONTROL DETAIL

DOUBLE MAINLINE LANE CLOSURE

Left-side "End Work Zone Speed Limit" Sign May Be Eliminated



NOTES:  
 1. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED WHEN WORKERS ARE PRESENT OR SITE CONDITIONS WARRANT. 10MPH SPEED REDUCTION MANDATORY; IF REDUCTION GREATER THEN 10MPH IS WARRANTED THEN REQUEST THROUGH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER. SPEED LIMIT SIGN IS ONLY NEEDED ON ONE SIDE OR THE OTHER. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND. SIGN W3-5 NOT NEEDED FOR A 10 MPH REDUCTION.

NOTES (CONT'D):  
 2. OPTIONAL - THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE LEFT SHOULDER. POST MOUNTED SIGNS SHALL BE COVERED WHEN NOT IN USE.  
 3. OPTIONAL - THE WORK ZONE AND FINES DOUBLE SIGN MAY BE MOUNTED ON A SEPARATE EASEL OR POST.  
 4. OPTIONAL - THE FINES DOUBLE SIGN MAY BE OMITTED.  
 5. EXIT SIGN E5-1 SHOULD BE WHITE LETTERS AND ARROW ON GREEN BACKGROUND OR BLACK LETTERS AND ARROW ON ORANGE BACKGROUND. SIGN SHALL BE MOUNTED 5 FEET FROM BOTTOM OF SIGN TO PAVEMENT SURFACE.

DETAIL 42A NOT TO SCALE



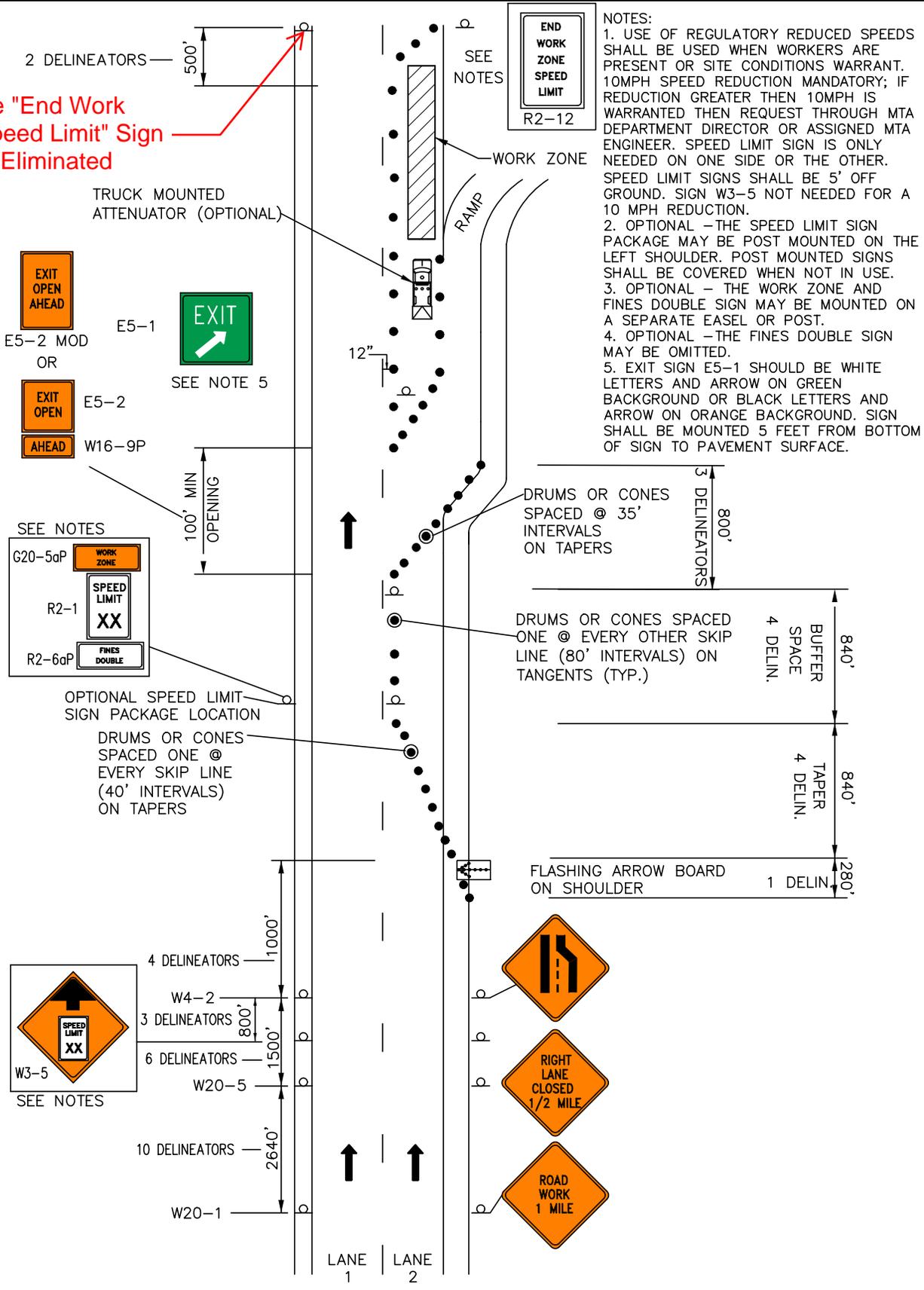
REVISED  
 07-09-2024

DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY  
 TRAFFIC CONTROL DETAIL  
 TRAVEL LANE CLOSURE AT AN EXIT RAMP  
 WORK AREA BEFORE RAMP

Left-side "End Work Zone Speed Limit" Sign May Be Eliminated



- NOTES:
1. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED WHEN WORKERS ARE PRESENT OR SITE CONDITIONS WARRANT. 10MPH SPEED REDUCTION MANDATORY; IF REDUCTION GREATER THAN 10MPH IS WARRANTED THEN REQUEST THROUGH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER. SPEED LIMIT SIGN IS ONLY NEEDED ON ONE SIDE OR THE OTHER. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND. SIGN W3-5 NOT NEEDED FOR A 10 MPH REDUCTION.
  2. OPTIONAL - THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE LEFT SHOULDER. POST MOUNTED SIGNS SHALL BE COVERED WHEN NOT IN USE.
  3. OPTIONAL - THE WORK ZONE AND FINES DOUBLE SIGN MAY BE MOUNTED ON A SEPARATE EASEL OR POST.
  4. OPTIONAL - THE FINES DOUBLE SIGN MAY BE OMITTED.
  5. EXIT SIGN E5-1 SHOULD BE WHITE LETTERS AND ARROW ON GREEN BACKGROUND OR BLACK LETTERS AND ARROW ON ORANGE BACKGROUND. SIGN SHALL BE MOUNTED 5 FEET FROM BOTTOM OF SIGN TO PAVEMENT SURFACE.

DETAIL 42B NOT TO SCALE

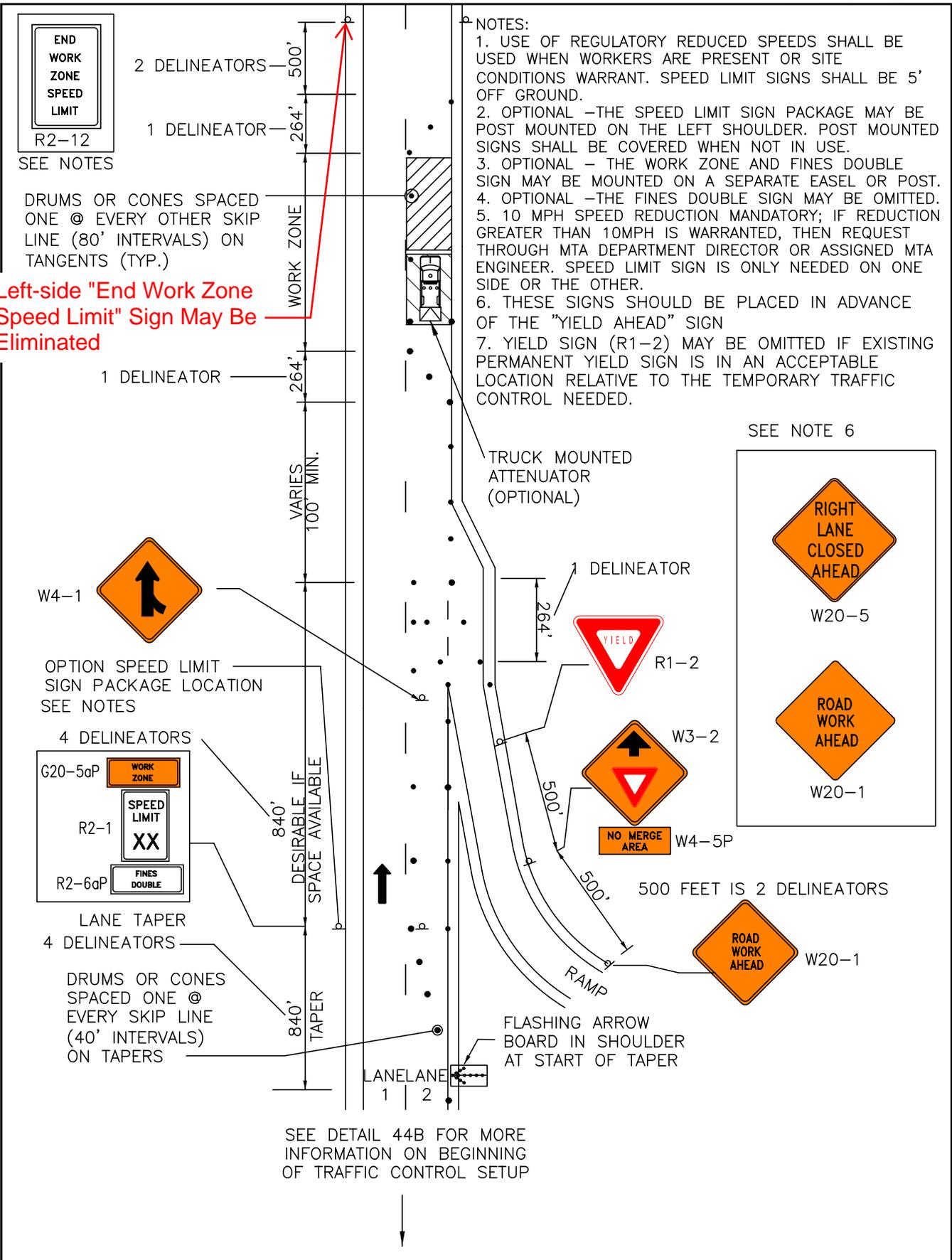


REVISED 07-09-2024

DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY  
 TRAFFIC CONTROL DETAIL  
 TRAVEL LANE CLOSURE AT AN EXIT RAMP  
 WORK AREA AFTER RAMP



DETAIL 44A NOT TO SCALE



REVISED  
07-09-2024

DATE: 10-19-2021



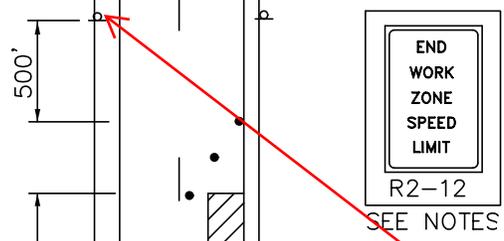
MAINE TURNPIKE AUTHORITY  
TRAFFIC CONTROL DETAIL

TRAVEL LANE CLOSURE AT AN ENTRANCE RAMP  
WITH ACCELERATION LANE

2 DELINEATORS —

NOTES:

- 1. STOP CONDITION SHALL BE USED AS DETERMINED BY MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER.
- 2. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED WHEN WORKERS ARE PRESENT OR SITE CONDITIONS WARRANT. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND. SIGN W3-5 NOT NEEDED FOR 10 MPH REDUCTION.



Left-side "End Work Zone Speed Limit" Sign May Be Eliminated

DRUMS OR CONES SPACED ONE @ EVERY OTHER SKIP LINE (80' INTERVALS) ON TANGENTS (TYP.)

SEE NOTE 7

TRUCK MOUNTED ATTENUATOR

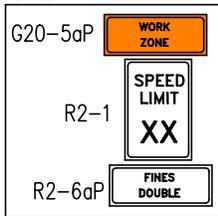


W4-1

1 DELINEATOR —

4 DELINEATORS —

OPTION SPEED LIMIT SIGN PACKAGE LOCATION SEE NOTES



4 DELINEATORS —  
LANE TAPER

DRUMS OR CONES SPACED ONE @ EVERY SKIP LINE (40' INTERVALS) ON TAPERS



W3-5

4 DELINEATORS —

W4-2

3 DELINEATORS —

6 DELINEATORS —

W20-5

10 DELINEATORS —

W20-1

LANE 1  
LANE 2



R1-1



W3-1



W20-5



W20-1

500 FEET IS 2 DELINEATORS

FLASHING ARROW BOARD IN SHOULDER AT START OF TAPER

NOTES CONTINUED:

- 3. OPTIONAL —THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE LEFT SHOULDER. POST MOUNTED SIGNS SHALL BE COVERED WHEN NOT IN USE.
- 4. OPTIONAL — THE WORK ZONE AND FINES DOUBLE SIGN MAY BE MOUNTED ON A SEPARATE EASEL OR POST.
- 5. OPTIONAL —THE FINES DOUBLE SIGN MAY BE OMITTED.
- 6. 10MPH SPEED REDUCTION MANDATORY; IF REDUCTION GREATER THEN 10MPH IS WARRANTED THEN REQUEST THROUGH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER. SPEED LIMIT SIGN IS ONLY NEEDED ON ONE SIDE OR THE OTHER.
- 7. THESE SIGNS SHOULD BE PLACED IN ADVANCE OF THE "STOP AHEAD" SIGN

DETAIL 44B NOT TO SCALE



REVISED 07-09-2024

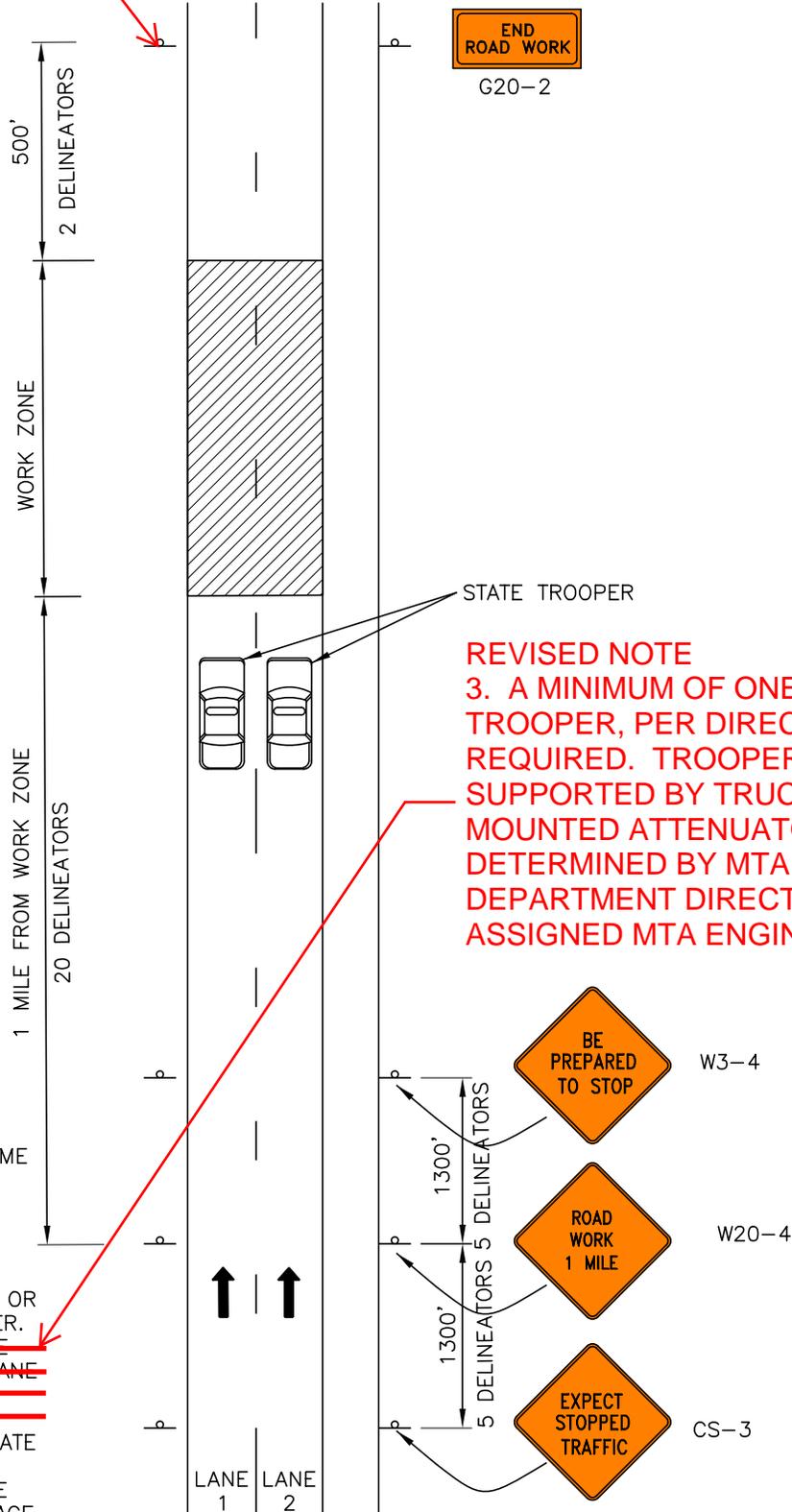
DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY  
TRAFFIC CONTROL DETAIL

TRAVEL LANE CLOSURE AT AN ENTRANCE RAMP  
WITHOUT ACCELERATION LANE

Left-side "End Road Work" Sign May Be Eliminated



**REVISED NOTE**  
 3. A MINIMUM OF ONE (1) STATE TROOPER, PER DIRECTION, IS REQUIRED. TROOPER SHALL BE SUPPORTED BY TRUCK MOUNTED ATTENUATORS AS DETERMINED BY MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER.

- NOTES:
1. SET UP IS THE SAME NB OR SB, TWO LANES OR THREE.
  2. ALL MAINLINE STOPPAGES SHALL BE APPROVED BY MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER.
  - ~~3. A MINIMUM OF ONE STATE TROOPER PER LANE IS REQUIRED IN THREE LANE SECTION.~~
  4. THE NUMBER OF STATE TROOPERS MAY BE REDUCED IF THERE ARE LANE CLOSURES IN PLACE.

DETAIL 50 NOT TO SCALE



MAINE TURNPIKE AUTHORITY  
 TRAFFIC CONTROL DETAIL  
 STOPPING MAINLINE TRAFFIC

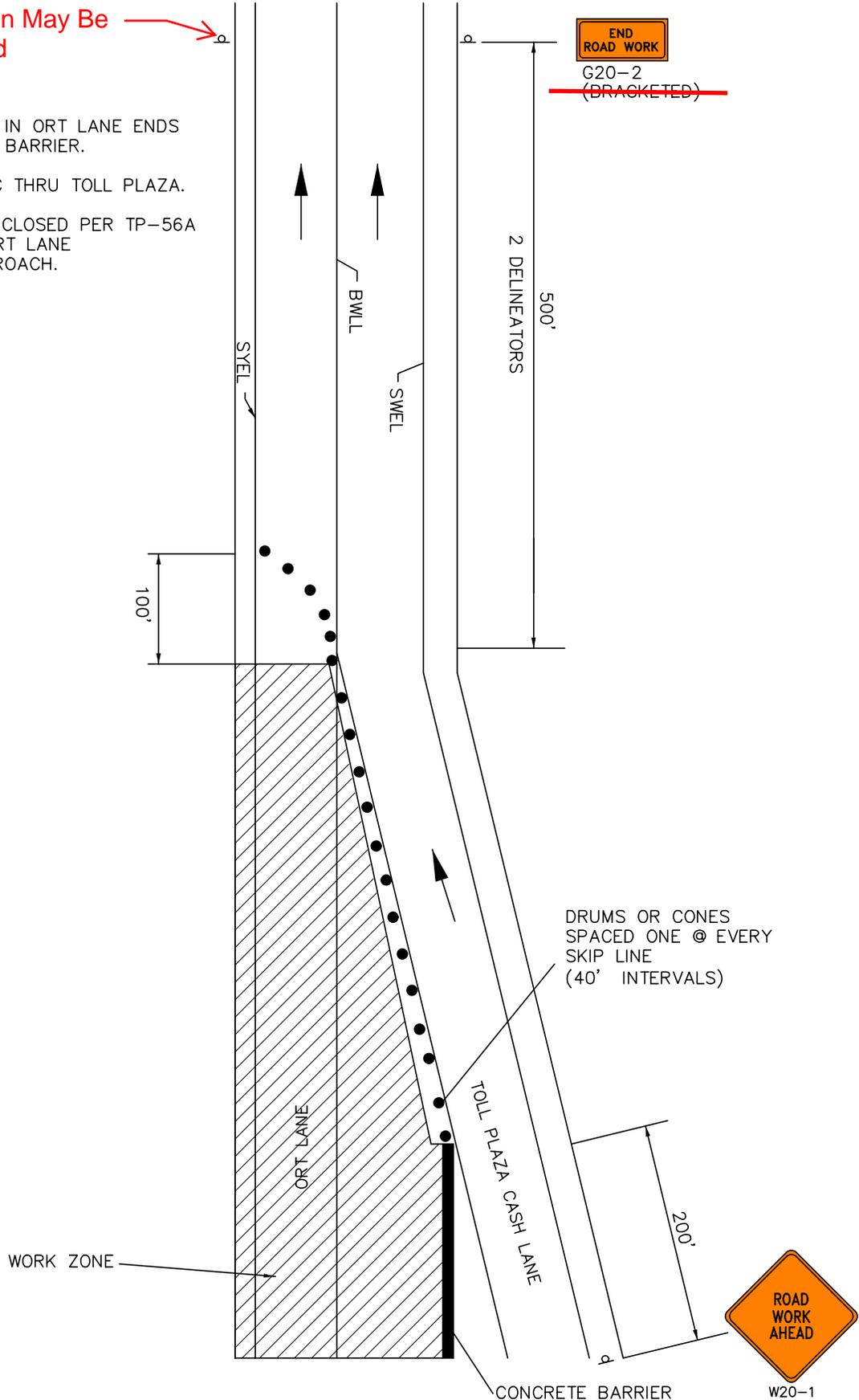
REVISED  
 07-09-2024

DATE: 10-19-2021

**Left-side "End Road Work" Sign May Be Eliminated**

**NOTES:**

1. WORK ZONE IN ORT LANE ENDS PRIOR TO EXIT BARRIER.
2. ALL TRAFFIC THRU TOLL PLAZA.
3. ORT LANES CLOSED PER TP-56A STATIONARY ORT LANE CLOSURE-APPROACH.



DETAIL TP-56B NOT TO SCALE

**HNTB**

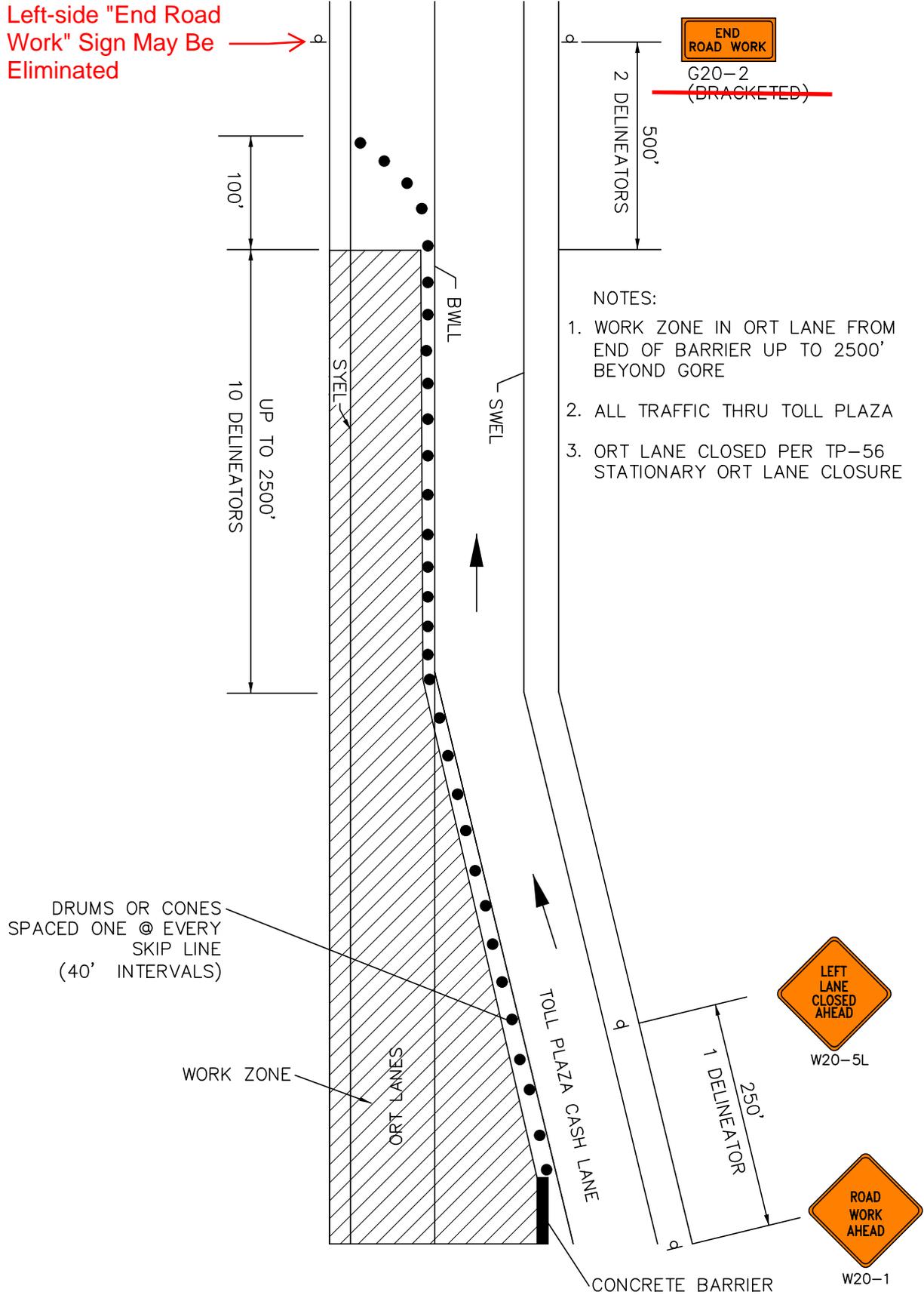
DATE: 10-19-2021

REVISED  
07-09-2024



**MAINE TURNPIKE AUTHORITY**  
**TOLL PLAZA TRAFFIC CONTROL**  
 SINGLE LANE ORT BARRIER PLAZA  
 STATIONARY SINGLE LANE ORT CLOSURE  
 DEPARTURE 1

Left-side "End Road Work" Sign May Be Eliminated



DETAIL TP-56C NOT TO SCALE

**HNTB**

DATE: 10-19-2021

REVISED  
07-09-2024



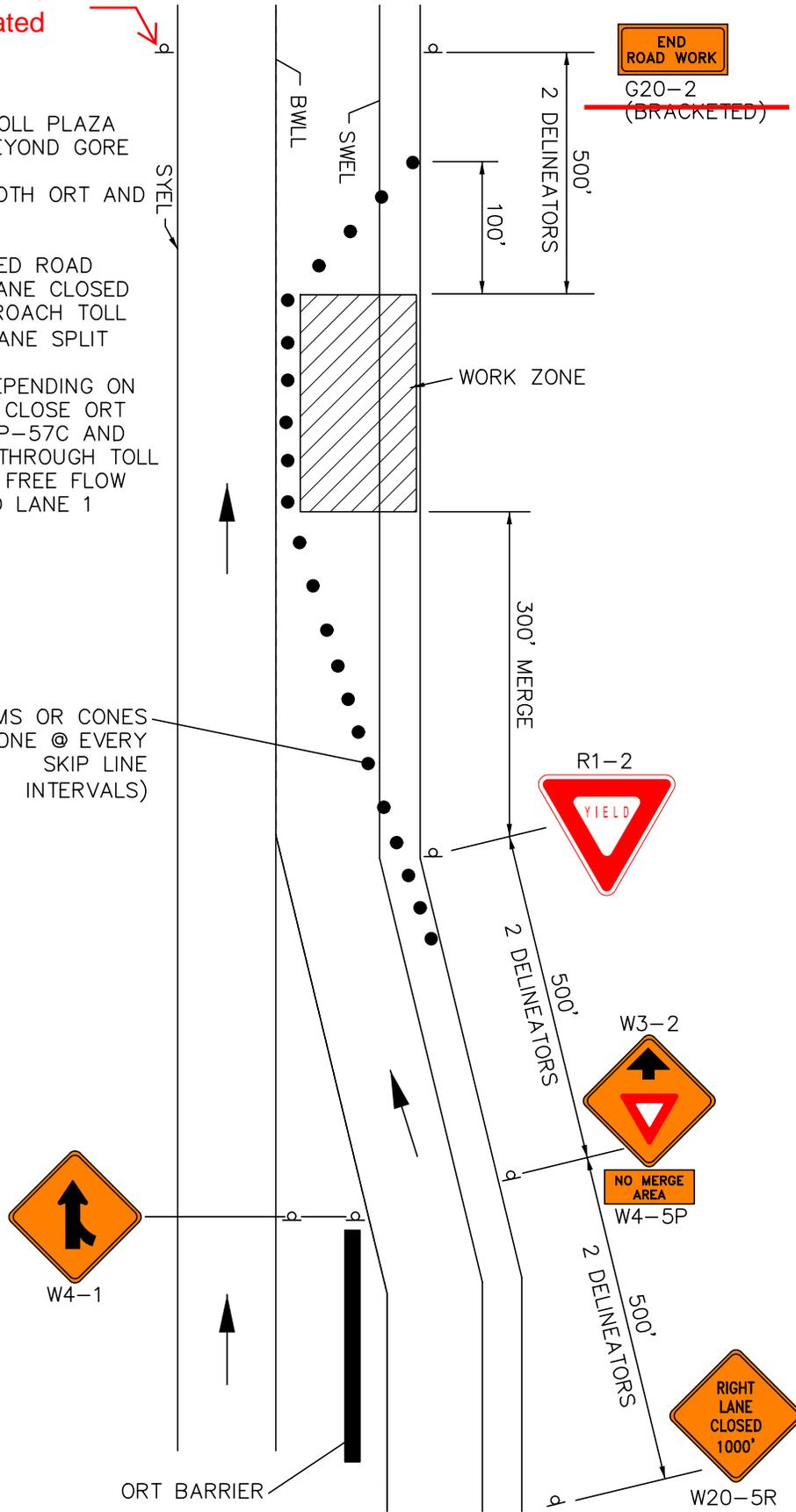
**MAINE TURNPIKE AUTHORITY**  
**TOLL PLAZA TRAFFIC CONTROL**  
 SINGLE LANE ORT BARRIER PLAZA  
 STATIONARY SINGLE LANE ORT CLOSURE  
 DEPARTURE 2

**Left-side "End Road Work" Sign May Be Eliminated**

**NOTES:**

1. WORK ZONE IN TOLL PLAZA DEPARTING LANE BEYOND GORE
2. TRAFFIC THRU BOTH ORT AND TOLL PLAZA LANES
3. INSTALL ADVANCED ROAD WORK AND RIGHT LANE CLOSED SIGNS BEFORE APPROACH TOLL PLAZA LANE/ORT LANE SPLIT
4. ALTERNATE – DEPENDING ON TRAFFIC VOLUME – CLOSE ORT LANE PER DETAIL TP-57C AND SEND ALL TRAFFIC THROUGH TOLL PLAZA AND PERMIT FREE FLOW OUT OF PLAZA INTO LANE 1

DRUMS OR CONES SPACED ONE @ EVERY SKIP LINE (40' INTERVALS)



DETAIL TP-57B NOT TO SCALE

**HNTB**

DATE: 10-19-2021

REVISED 07-09-2024



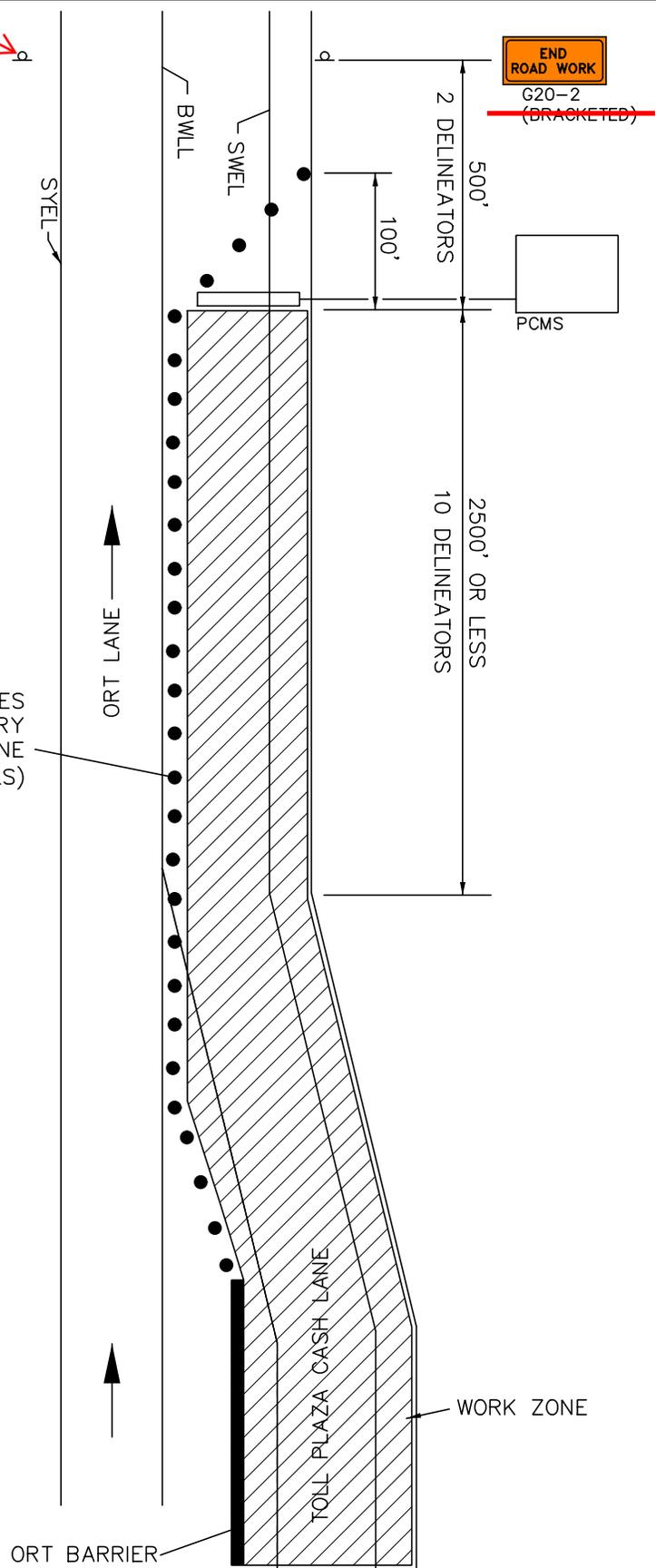
**MAINE TURNPIKE AUTHORITY**  
**TOLL PLAZA TRAFFIC CONTROL**  
 SINGLE LANE ORT BARRIER PLAZA  
 STATIONARY RIGHT LANE CLOSURE - DEPARTURE  
 CASH LANES OPEN

**Left-side "End Road Work" Sign  
May Be Eliminated**

**NOTES:**

1. WORK ZONE IN TOLL PLAZA LANE  
END OF BARRIER UP TO 2500'  
BEYOND GORE.
2. ALL TRAFFIC THRU ORT LANE.
3. TOLL PLAZA LANES CLOSED PER  
TP-57C STATIONARY RIGHT LANE  
CLOSURE-APPROACH CASH LANES  
CLOSED.
4. ALL NON-EMERGENCY CASH LANES  
CLOSURES MUST BE COORDINATED  
WITH MTA FARE COLLECTION, TOLL/ITS  
DEPARTMENT, DEPARTMENT DIRECTOR  
OR ASSIGNED MTA ENGINEER ONE (1)  
WEEK IN ADVANCE OF THE CLOSURE.

DRUMS OR CONES  
SPACED ONE @ EVERY  
SKIP LINE  
(40' INTERVALS)



DETAIL TP-57D NOT TO SCALE

**HNTB**

DATE: 10-19-2021

REVISED  
07-09-2024



**MAINE TURNPIKE AUTHORITY**  
TOLL PLAZA TRAFFIC CONTROL  
SINGLE LANE ORT BARRIER PLAZA  
STATIONARY RIGHT LANE CLOSURE - DEPARTURE  
CASH LANES CLOSED

END ROAD WORK

G20-2

2 DELINEATORS

1 DELINEATOR

Left-side "End Road Work" Sign May Be Eliminated

DRUMS OR CONES SPACED ONE @ EVERY OTHER SKIP LINE (80' INTERVALS) ON TANGENTS (TYP.)

WORK ZONE

DRUMS OR CONES SPACED ONE @ EVERY SKIP LINE (40' INTERVALS) ON TAPERS

NOTES:

- 1. A STOP CONDITION MAY BE USED IN PLACE OF THE YIELD, ONLY AS DETERMINED BY THE MTA DEPARTMENT DIRECTOR OR THE ASSIGNED MTA ENGINEER.
- 2. YIELD SIGN (R1-2) MAY BE OMITTED IF EXISTING PERMANENT YIELD SIGN IS IN AN ACCEPTABLE LOCATION RELATIVE TO THE TEMPORARY TRAFFIC CONTROL NEEDED.
- 3. DETAIL TO BE USED ON PARALLEL ACCELERATION RAMP ONLY.
- 4. DETAIL SHALL BE USED AS DETERMINED BY MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER.



W4-1



W21-5aR

2 DELINEATORS



W20-1 (BRACKETED)

6 DELINEATORS

VARIES 500', MIN.

500'

500'

1500'

LANE 1  
LANE 2



W21-5bR



W21-5aR  
W16-2P



R1-2



W3-2



W4-5P



W20-5



W20-1

264'

1 DELINEATOR

VARIES 100' MIN.

TANGENT

500'

500'

500'

RAMP

DETAIL 44C NOT TO SCALE



REVISED 07-09-2024

DATE: 06-20-2024



MAINE TURNPIKE AUTHORITY  
TRAFFIC CONTROL DETAIL  
PARALLEL ACCELERATION LANE  
ACCELERATION LANE CLOSURE