



Maine Turnpike Authority

Traffic Control Plans

October 2021 Revision

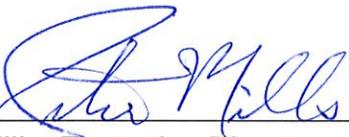


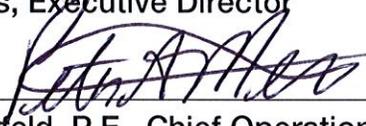


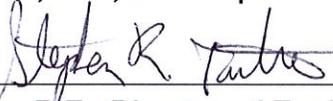
Date: November 1, 2021

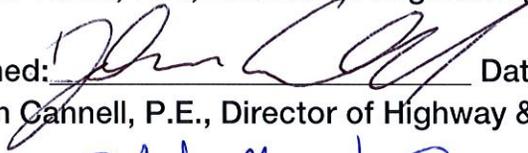
Re: Maine Turnpike Authority Traffic Control Plans – November 1, 2021

This set of MTA Traffic Control plans has been updated to include all changes and revisions made in 2021 and supersedes all previous versions.

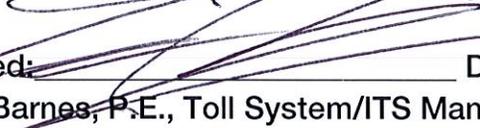
Signed:  Date: 10/20/21
Peter Mills, Executive Director

Signed:  Date: 10/18/21
Peter Merfeld, P.E., Chief Operations Officer

Signed:  Date: 10/19/21
Steve Tartre, P.E., Director of Engineering/Chief Engineer

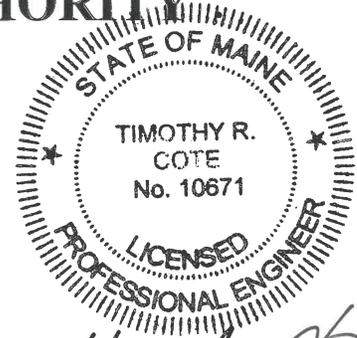
Signed:  Date: 10/20/21
John Cannell, P.E., Director of Highway & Equipment Maintenance

Signed:  Date: 10/19/2021
Ralph Norwood IV, P.E., PTOE, Deputy Director Highway & Equipment Maintenance

Signed:  Date: 10/19/2021
Eric Barnes, P.E., Toll System/ITS Manager

Safe | Reliable | Sustainable

MAINE TURNPIKE AUTHORITY



Timothy R. Cote
[Signature]

TRAFFIC CONTROL PLANS

10-22-2021

October 2021

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General Notes:

1. When personnel or equipment within a stationary work area will be actively working within four feet of a travel lane an adjacent lane closure, a lane shift or physical barrier will be used if practicable. Trucks/trailers shall be parked at least six feet from an open travel lane when being loaded or unloaded. When these activities are not practicable then they should be elevated to a supervisor and additional traffic control measure devices should be considered which may include truck mounted attenuators (TMAs) or state police.
2. Work Zones should not be set up in inclement weather unless there is a minimum of ½ mile visibility with improving conditions.
3. Work Zone Speed Limits
 - a. Work Zone Speed Limits shall be implemented whenever there is a lane closure with the exception of mobile lane closures.
 - b. Work Zone Speed Limits shall be 10 MPH lower than the normal posted speed limit unless otherwise shown on the Details. Reduced Speed Ahead signs are not required with a 10 MPH reduction. If a lower Work Zone Speed Limit is desired, it should be requested through the MTA Department Director or Assigned MTA Engineer. If a lower Work Zone Speed Limit is approved, then it will require the use of bracketed Reduced Speed Ahead Signs.
 - c. Work Zone Speed Limit Signs do not need to be bracketed. They may be placed directly after the taper within the lane closure, directly after the taper in the median mounted on a post, or prior to the taper depending upon the work activity. When a work zone speed limit is used, “End Work Zone Speed Limit” signs are required, and an “End Road Work” sign is optional.
 - d. Any permanent speed limit signs that are within the lane closure setup (located within the Road Work ½ Mile sign) will need to be covered when the Work Zone Speed Limit is implemented.
 - e. Work Zone Speed Limit signs should be installed a minimum of every one mile within the work zone.
 - f. If Speed Limit Feedback Signs are used, they typically shall be placed within 1000’ of the regulatory reduced speed sign. If using a feedback sign with a regulatory sign included, in-lieu of the speed limit sign, the sign/device shall go where speed limit sign is shown on plans.
4. Mobile Operations are defined as not occupying the same location for more than 15 minutes.
5. Variable Message Signs (VMS) may be utilized to provide advance warning to motorists of Highway Maintenance work if the VMS is within three miles of the work area. The use of the VMS will be secondary to the use of the VMS for higher priority messages. Highway Maintenance should call the Communications Center and inform of project and they will put up standard messages that are appropriate. In addition, Highway Maintenance may put out portable VMS that are at Highway Maintenance yards. VMS should be used as a supplement to and not as a substitute for conventional signs and pavement markings.

6. Tapers should be installed with adequate visibility for approaching vehicles. Spacing between signs can typically be increased one delineator or further if necessary, to provide adequate visibility.
7. All work zone signs setup by MTA Highway Maintenance in advance of the work area shall be installed with dual flags.
8. In closed lanes three cones or barrels should be placed across the lane every 5 delineator posts (1/4 mile) in areas where there is no construction activity occurring.
9. All Stop, Yield, Speed Limit and green Exit signs in construction / work zones shall be installed 5 feet above roadway elevation.
10. Whenever flaggers are required, use of illuminated flagger paddles are required.
11. When planned operations or shoulder grading leave a continuous 3 inches or less exposed vertical face at edge of new traveled way, channelization devices should be placed 2 feet outside the edge of pavement at intervals not exceeding 600 feet and, depending on type and location of the exposed vertical face, W8-9 Low Shoulder sign shall be placed at a maximum spacing of 1/2 mile. If exposed vertical face is greater than 3", shoulder material needs to be placed at a slope not exceeding 3 horizontals to 1 vertical in advance of putting traffic adjacent to the condition.
12. Use of State Police – State Police Troop G are an invaluable but not unlimited resource to the Authority thus their use for traffic control in work zones must be weighed against their other duties. Maintenance Foreman can check with MTA Communications Center for status of on-duty troopers at any time and use those troopers to assist with set up or take down of traffic control devices on the highway if they are available. In some cases, after consulting with MTA Director of Public Safety, Maintenance may request trooper details as part of weekly lane closure report each Thursday for a specific date and time. Any planned stoppage of traffic on the Turnpike requires the use of State Police. For setting up and taking down traffic control devices in New Hampshire, the use of New Hampshire State Police requires 2 days' notice and can be made through MTA Director of Public Safety.
13. Temporary Portable Rumble Strips may be utilized with lane closures. Use of temporary portable rumble strips may not be practicable in areas where the roadway has more than two travel lanes, where volume windows do not allow for breaks in traffic to set up and monitor and adjust, or during nighttime lane closures.
14. Lane closures shall be scheduled in accordance with the lane closure timetables maintained/issued by the Engineering Department; coordinate with MTA Department Director or Assigned MTA Engineer for information. Planned lane closures need to be submitted to the approved e-mail distribution list by noon Thursday the week prior to the closure. Changes to planned lane closures and Emergency lane closure notification shall also be made to the approved e-mail distribution list.
15. Plans are for a particular application; notes and details from one application shall not be used for another application.

16. Drums should be used on all non-emergency lane closures intended to remain in place, more than twelve hours.
17. All drums, cones, and channelizing devices used in non-daylight hours shall meet MUTCD Section 6F requirements for nighttime use.
18. Night Work Lighting
 - a. All flagger stations in non-emergency lane closures set up, or intended to remain in place, during non-daylight hours shall be illuminated with at least 10 foot-candles of light. For reference 10 foot candles of illumination is approximately that of a very dark day. See note below.
 - b. All non-emergency work areas, with workers present, shall be properly illuminated during non-daylight hours. The minimum illumination shall be at least 5 foot-candles of light. Additional illumination (foot-candles) may be required, depending on the work activity, to complete the work. See note below.

Note: Where practical the lighting will be cut off and arranged on stanchions at a height that will provide perimeter lighting for each piece of equipment and will not interfere with traffic, including commercial vehicles, approaching the work site from all directions.
19. Lane closures shall not be set up closer than 2 miles. Contact MTA Department Director or Assigned MTA Engineer if lane closures are required to be closer.
20. Plan sheets are not to scale.
21. All vehicles used to set up, maintain, work within or dismantle work zones and applicable sign packages shall display high – intensity flashing or strobe lights.
22. MTA Department Director or Assigned MTA Engineer shall be consulted prior to traffic control setup on local roads where the setup may create unsafe backups due to high traffic volumes.
23. Layout distances reported in feet, given within the details, are the minimum for that particular segment of the layout. The number of delineator post spaces reported for that same segment is an approximation of segment distance and may be longer than the minimum distance reported. The number of delineator post spaces is provided for ease in field layout.
24. Whenever light towers, man lifts, boom trucks, or similar extendable height equipment is used, days or nights, the operator shall inspect the setup location to make sure the equipment does not come in contact with overhead wires, bridge overpasses, overhead sign structures, toll canopies, overhanging trees, etc. during the extendable height equipment set up, relocation or transport.
25. All construction signs on the Maine Turnpike and Ramps shall meet the size criteria of Freeway in MUTCD, resulting in all diamond shaped advanced warning construction signs being 48” x 48”.

26. For all Temporary Traffic Control layouts that are not in the MTA Traffic Control Plan Booklet, elevate to MTA Department Director or assigned MTA Engineer.

Placement of Arrow Board:

At locations where the shoulders widths do not allow the placement of the arrow board at the location shown the MOT plans so that the arrow board is completely within the closed area of the roadway then the location of the arrow board shall be adjusted within the taper area as needed keeping it as close as practicable to the beginning of the taper while keeping the arrow board completely located on the back side of cones/barrels within the closed area of the roadway.

Placement of Truck Mounted Attenuator (TMA):

When installing a lane closure, a Traffic Control Truck with an internal worker station designed for setting out drums or cones or a truck mounted cone basket shall be used unless one is not readily available. Both types of vehicles should be equipped with a truck mounted attenuator (TMA). A second TMA is not required to protect the workers within the Traffic Control Truck. "Optional" equipment should be used as detailed unless the optional equipment is not readily available.

For a Stationary work zone operation, the shadow vehicle, with or without an impact attenuator, shall be 200 feet (5 skip lines) from the work area to allow for movement if the truck is struck. The shadow vehicle shall have its front wheels turned away the work area and from traffic, have parking brake set, and be put in park if an automatic transmission; or if a manual transmission it shall have its front wheels turned away the work area and from traffic, have parking brake set and should be placed in gear and shut off if possible while still maintaining warning lights. If length of time or weather are a concern for the battery since the warning lights must be maintained the engine should be started and run periodically for battery recharging. No other vehicles or equipment shall park in front of the shadow vehicle or within the buffer space behind the shadow vehicle.

For a mobile work zone operation, shadow vehicles, with or without an impact attenuator, shall be no closer than 250 feet (6 skip lines) from the work vehicle or other shadow vehicles. Maximum distance for each shadow vehicle used shall be determined by the supervisor depending on the operation and in accordance with the notes shown on DETAIL 35R and 35L and 51R and 51L.

At ramp intersections with local roads, in cash toll plaza areas, or locations on ramps where the speed limit is 40 MPH or less it may be necessary to shorten up the buffer space or reduce the distance from TMA to the work area to a minimum of 75 feet so that a TMA can be utilized. There could be limited situations where it may not be practicable to utilize a TMA due to space or horizontal alignment constraints. For example, TMA use is not practicable on narrow median shoulders (for bracketed sign setup) or the tight radius portion of entrance and exit ramps but should be used on the straighter acceleration and deceleration portions of the ramps. For all operations including setting up or taking down traffic control devices, TMAs should be used between workers and traffic, unless otherwise noted.

Flagger Tips continued

Escape Route

A flagger must always be aware of their surroundings and have a good escape route. A flagger shall never be positioned directly beside or against construction equipment. When a flagger is required to direct traffic in an area where the escape route is partially blocked by a traversable obstruction such as a guardrail, the flagger must be physically capable of getting over the obstruction. Prior to commencing a project, the foreman / supervisor in charge must review the project, including guardrail areas, for safe flagging stations.

Pedestrian and Bicyclist Considerations

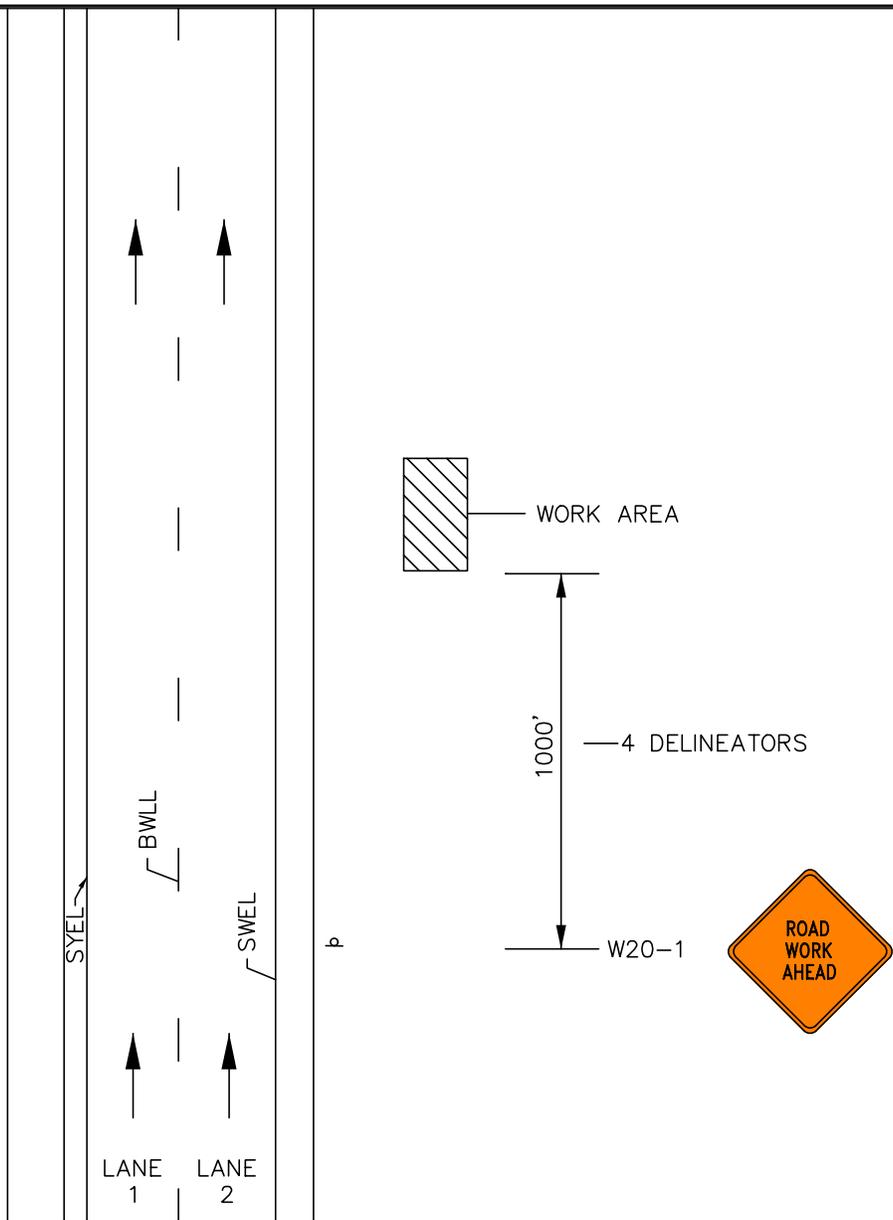
There are three threshold considerations in planning for pedestrian and bicyclist safety in temporary traffic control zones on highways and streets.

Pedestrians and bicyclists shall not be led into direct conflicts with work site vehicles, equipment or operations.

Pedestrians and bicyclists shall not be led into direct conflicts with mainline traffic moving through or around the work site.

Pedestrians and bicyclists shall be provided with a safe, convenient travel path that replicates as nearly as possible the most desirable characteristics of sidewalks or footpaths.

In accommodating the needs of pedestrians at work sites, it should be remembered that the range of pedestrians that can be expected is very wide, including the blind, the hearing impaired, and those with walking disabilities. All pedestrians and bicyclists need protection from potential injury and a smooth, clearly delineated travel path. Every effort shall be made to separate pedestrian and bicyclist movement from both the work site activity and the adjacent traffic.



NOTES:

1. THE ROAD WORK AHEAD SIGN MAY BE OMITTED WHERE THE WORK SPACE IS BEHIND BARRIER.
2. FOR SHORT DURATION (<1 HOUR) ACTIVITIES, MOBILE OPERATIONS, OR OPERATIONS SUCH AS MOWING, THE ROAD WORK AHEAD SIGN MAY BE ELIMINATED IF THE WORK VEHICLE ACTIVATES THE HIGH INTENSITY FLASHING, OR STROBE LIGHTS.
3. IF WORK VEHICLES ARE PARKED IN THE SHOULDER, THEN THE SHORT DURATION OR MOBILE OPERATION ON SHOULDER DETAIL (DETAIL 4B) SHALL BE FOLLOWED.
4. FOR MOWING OR SIMILAR ACTIVITIES, IF VEHICLES ARE PARKED OFF THE EDGE OF PAVEMENT OR BEHIND BARRIER (GUARDRAIL), THE ROAD WORK AHEAD SIGN MAY BE ELIMINATED AND PARKED VEHICLE LIGHTS DO NOT NEED TO BE ON.

DETAIL 1

NOT TO SCALE

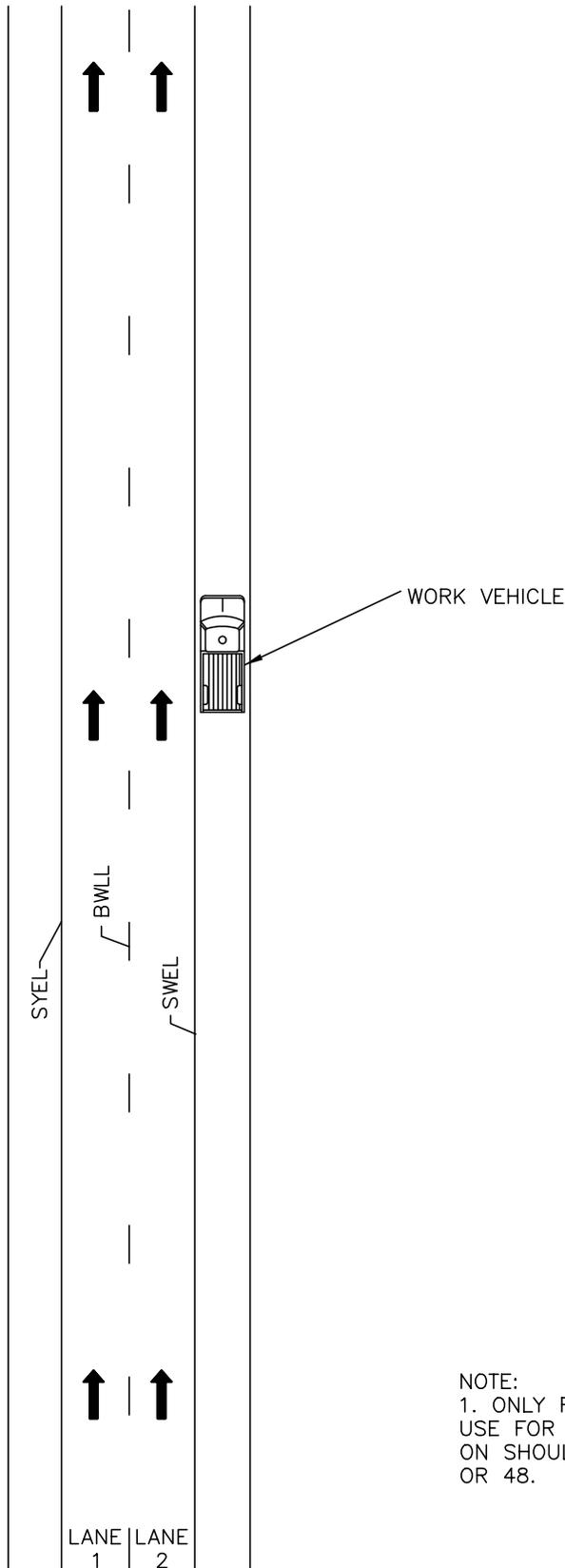
HNTB

DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

WORK BEYOND THE SHOULDER
SHORT TERM (UP TO 12 DAYLIGHT HOURS)



NOTE:
 1. ONLY FOR ROADWAY INSPECTION OR EMERGENCY
 USE FOR WORK IN ROADWAY. FOR PLANNED WORK
 ON SHOULDER OR OFF OF ROADWAY USE DETAIL 4B
 OR 48.

DETAIL 4A NOT TO SCALE

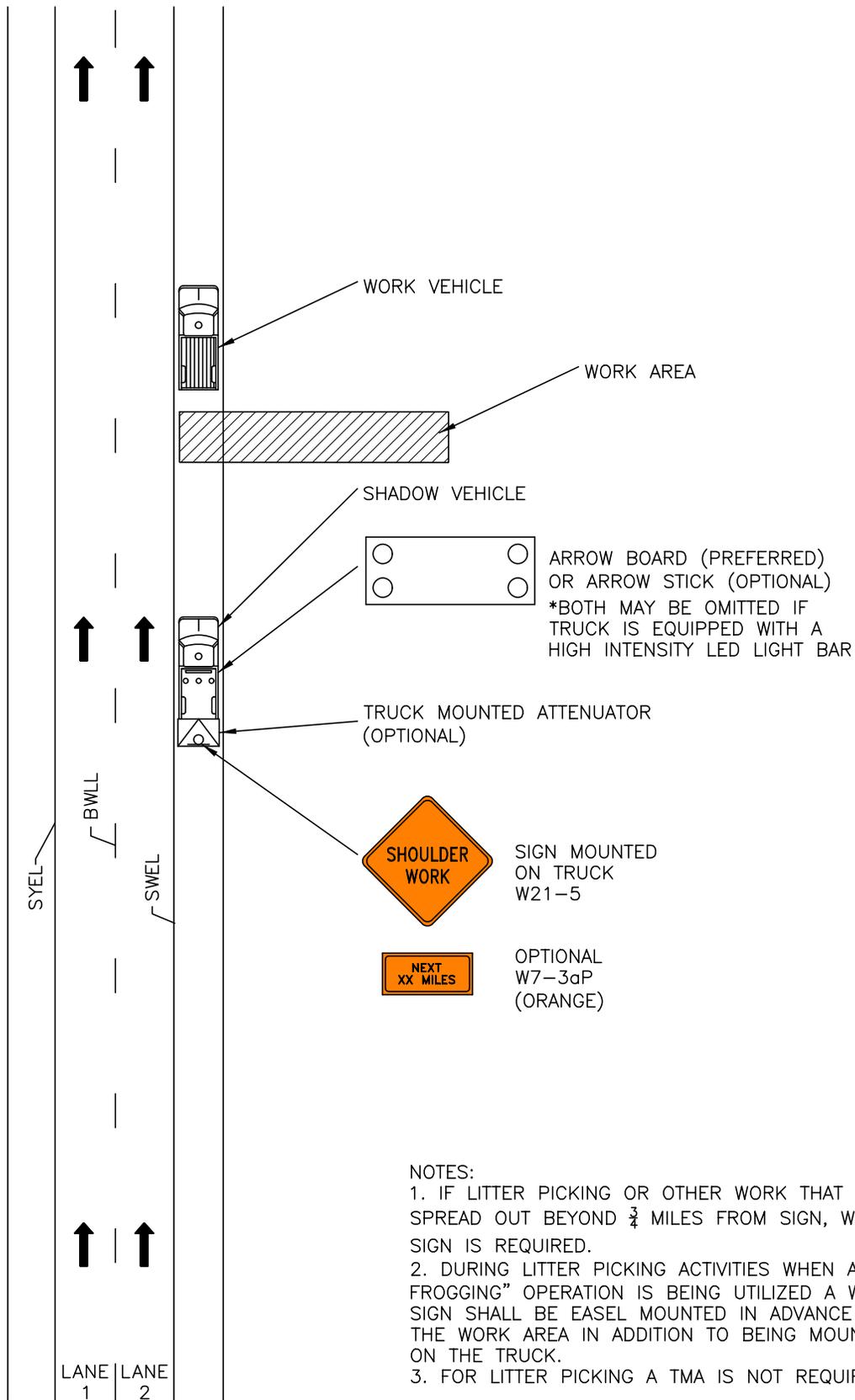
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DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

SINGLE VEHICLE ON SHOULDER
SHORT DURATION (< 1 HOUR)



DETAIL 4B NOT TO SCALE

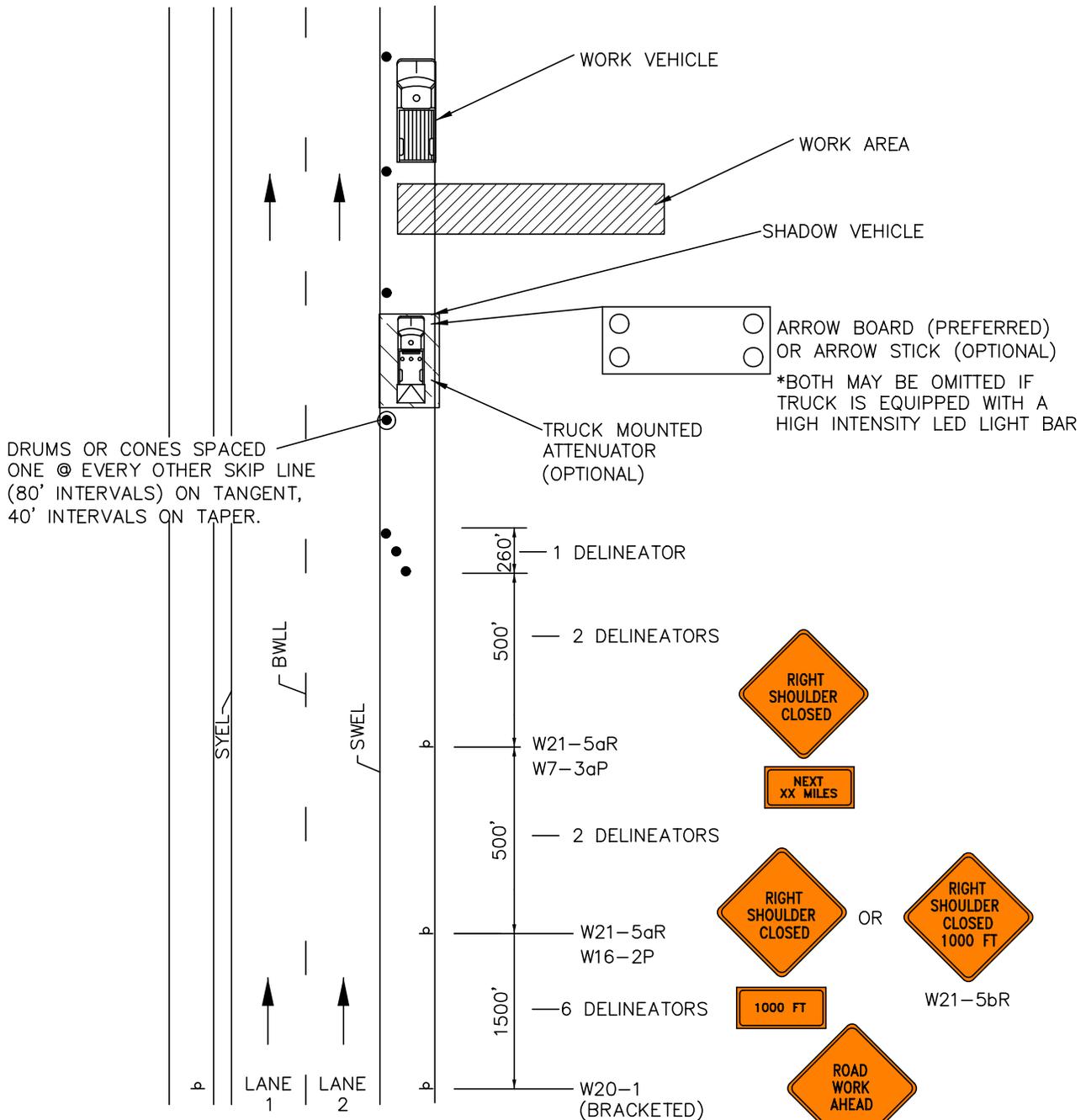
HNTB

DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

SHORT DURATION (< 1 HOUR) OR
MOBILE OPERATION ON SHOULDER



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

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)

E5-1
EXIT
↑

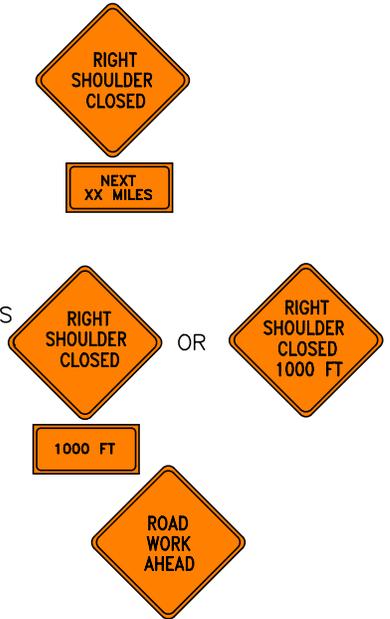
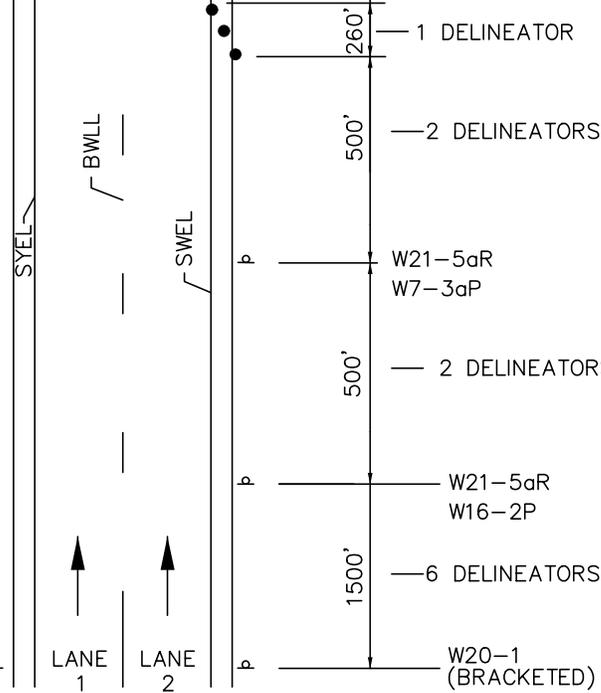
DRUMS OR CONES SPACED ONE @ EVERY OTHER SKIP LINE (80' INTERVALS) ON TANGENT, 40' INTERVALS ON TAPER.

EXIT OPEN AHEAD
E5-2 MOD
OR
EXIT OPEN AHEAD E5-2
W16-9P

- 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.

WORK VEHICLE
CLOSED DECELERATION LANE AND SHOULDER
SHADOW VEHICLE
ARROW BOARD (PREFERRED) OR ARROW STICK (OPTIONAL)
*BOTH MAY BE OMITTED IF TRUCK IS EQUIPPED WITH A HIGH INTENSITY LED LIGHT BAR
TRUCK MOUNTED ATTENUATOR (OPTIONAL)

CLOSED SHOULDER BUFFER
100' MINIMUM; A TOTAL MINIMUM BUFFER OF 425' SHALL BE PROVIDED IN ADVANCE OF THE TRUCK MOUNTED ATTENUATOR



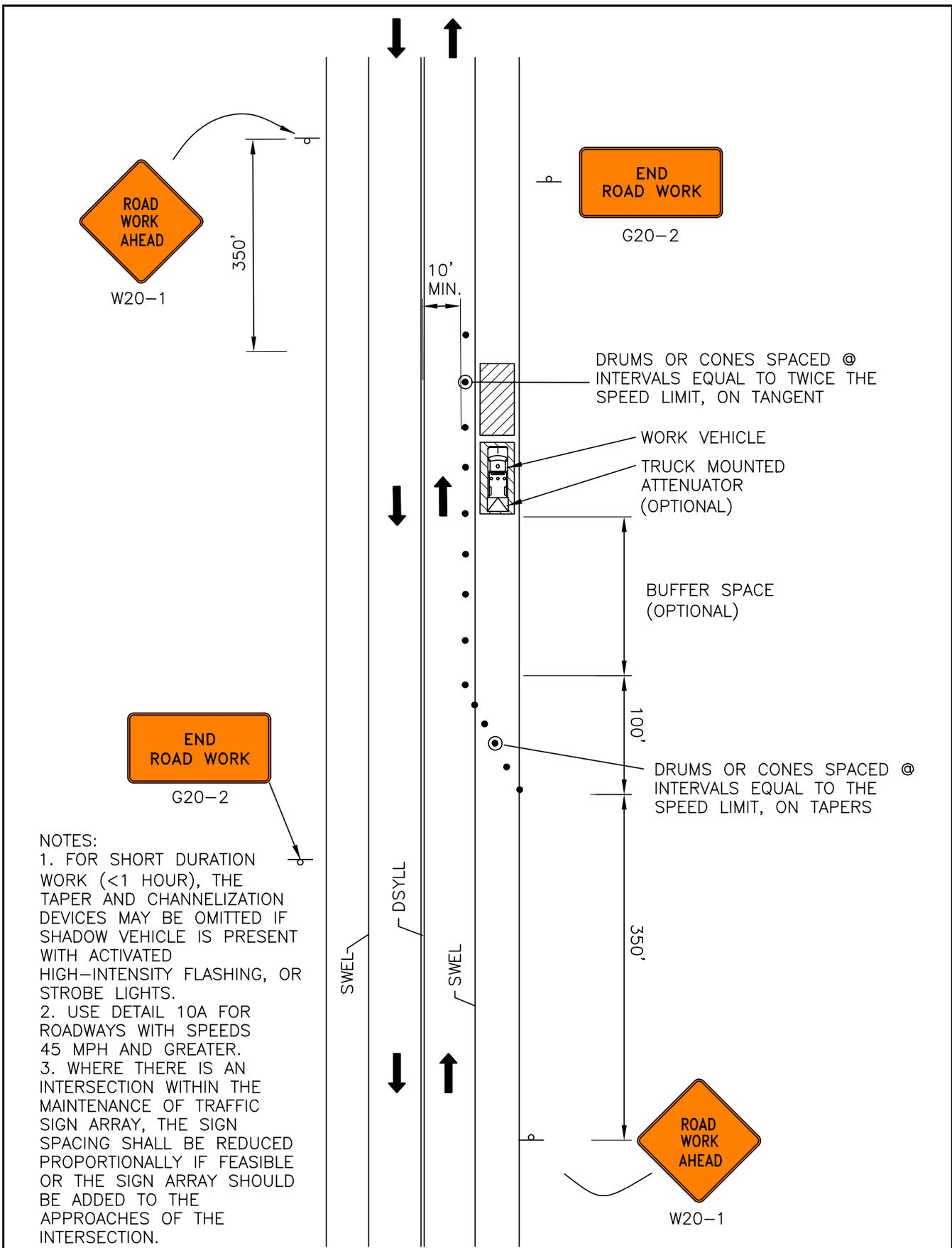
DETAIL 5B NOT TO SCALE

HNTB

DATE: 10-01-2021



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



NOTES:

1. FOR SHORT DURATION WORK (<1 HOUR), THE TAPER AND CHANNELIZATION DEVICES MAY BE OMITTED IF SHADOW VEHICLE IS PRESENT WITH ACTIVATED HIGH-INTENSITY FLASHING, OR STROBE LIGHTS.
2. USE DETAIL 10A FOR ROADWAYS WITH SPEEDS 45 MPH AND GREATER.
3. WHERE THERE IS AN INTERSECTION WITHIN THE MAINTENANCE OF TRAFFIC SIGN ARRAY, THE SIGN SPACING SHALL BE REDUCED PROPORTIONALLY IF FEASIBLE OR THE SIGN ARRAY SHOULD BE ADDED TO THE APPROACHES OF THE INTERSECTION.

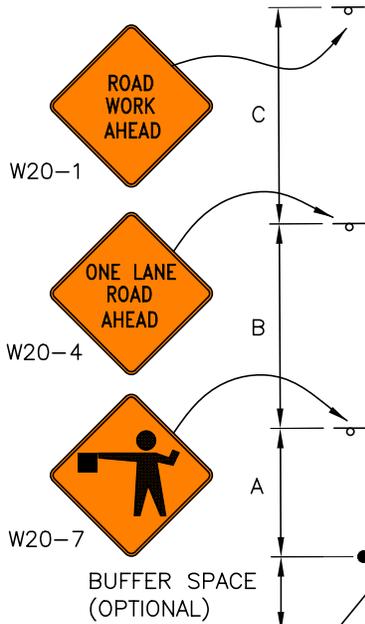
DETAIL 6 NOT TO SCALE



DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
SHOULDER WORK WITH MINOR ENCROACHMENT
ON A MINOR ROAD WITH SPEEDS 40 MPH OR LESS
SHORT TERM (UP TO 12 DAYLIGHT HOURS)



	DISTANCE BETWEEN SIGNS (in feet)			
	A	B	C	BS
Local Road Speed 40 mph or less	350	350	350	305
Speed 45 mph or greater	500	500	500	425



FLAGGER (TYP.)

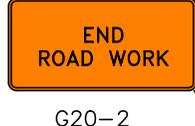
100 FT. MAX

DRUMS OR CONES SPACED @ INTERVALS EQUAL TO TWICE THE SPEED LIMIT, ON TANGENT

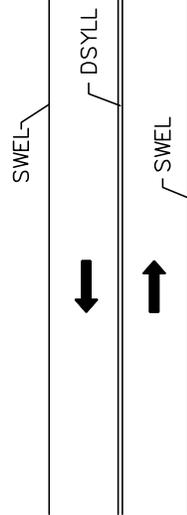
DRUMS OR CONES SPACED @ INTERVALS EQUAL TO THE SPEED LIMIT, ON TAPERS

ONE LANE TWO-WAY TRAFFIC TAPER (100 FT. MAX.)

BUFFER SPACE (BS) (OPTIONAL)



- NOTES:
1. ROAD WORK AHEAD & END ROAD WORK SIGNS MAY BE OMITTED FOR SHORT DURATION OPERATIONS (LESS THAN 1 HOUR).
 2. FLAGGERS SHALL BE LOCATED IN A LOCATION THAT IS CLEARLY VISIBLE TO APPROACHING DRIVERS.
 3. FLAGGER STATIONS SET UP, OR INTENDED TO REMAIN IN PLACE, DURING NON-DAYLIGHT HOURS SHALL BE PROPERLY ILLUMINATED; SEE GENERAL NOTES.
 4. WHERE THERE IS AN INTERSECTION WITHIN THE MAINTENANCE OF TRAFFIC SIGN ARRAY, THE SIGN SPACING SHALL BE REDUCED PROPORTIONALLY IF FEASIBLE OR THE SIGN ARRAY SHOULD BE ADDED TO THE APPROACHES OF THE INTERSECTION.



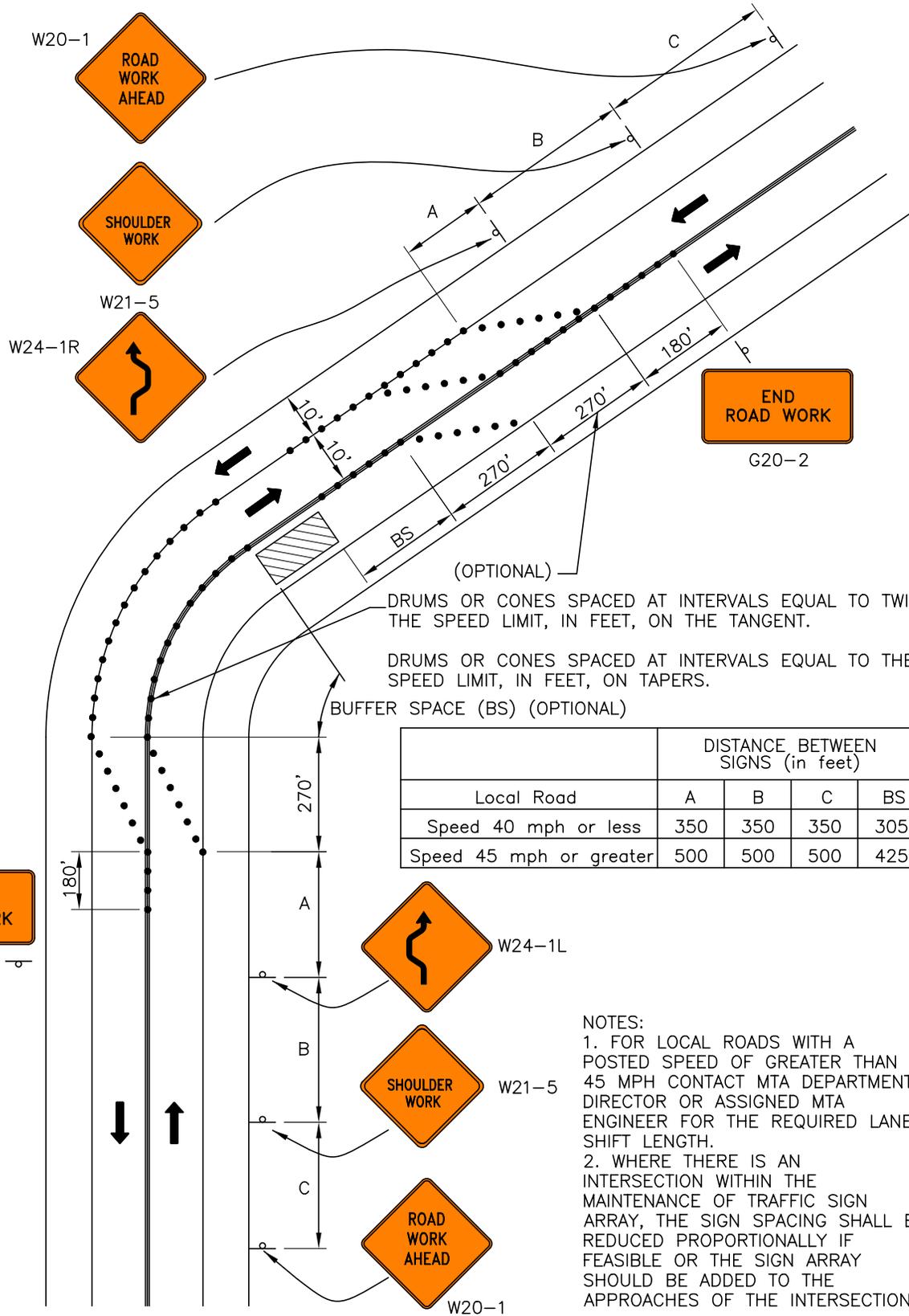
DETAIL 10A NOT TO SCALE



DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
LANE CLOSURE ON A TWO LANE ROAD
USING FLAGGERS



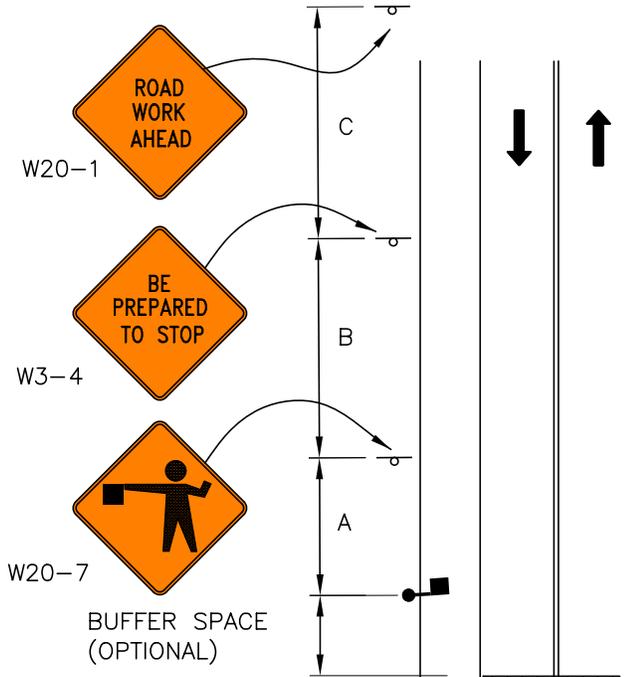
DETAIL 10B NOT TO SCALE

HNTB

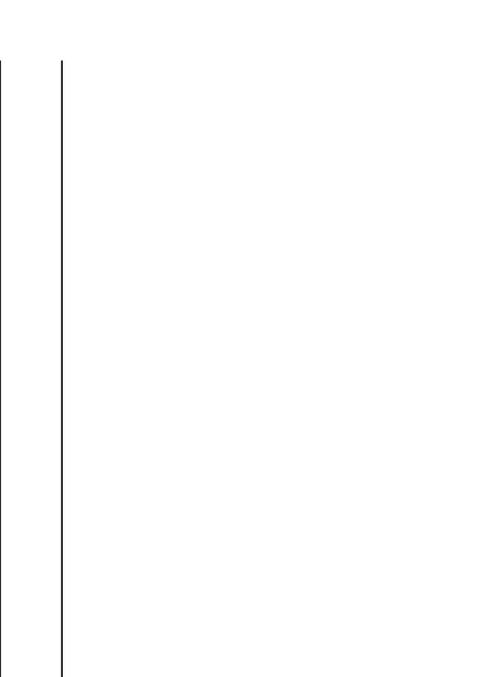
DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
 DOUBLE LANE SHIFT ON A
 TWO-LANE ROAD



W20-1
W3-4
W20-7
BUFFER SPACE (OPTIONAL)



W20-7
W3-4
W20-1
BUFFER SPACE (BS) (OPTIONAL)
FLAGGER (TYP.)

NOTE:

1. FLAGGERS SHALL BE LOCATED IN A LOCATION THAT IS CLEARLY VISIBLE TO APPROACHING DRIVERS.
2. FLAGGER STATIONS SET UP, OR INTENDED TO REMAIN IN PLACE, DURING NON-DAYLIGHT HOURS SHALL BE PROPERLY ILLUMINATED.
3. WHERE THERE IS AN INTERSECTION WITHIN THE MAINTENANCE OF TRAFFIC SIGN ARRAY, THE SIGN SPACING SHALL BE REDUCED PROPORTIONALLY IF FEASIBLE OR THE SIGN ARRAY SHOULD BE ADDED TO THE APPROACHES OF THE INTERSECTION.

	DISTANCE, BETWEEN SIGNS (in feet)			
	A	B	C	BS
Local Road Speed 40 mph or less	350	350	350	305
Speed 45 mph or greater	500	500	500	425

DETAIL 13 NOT TO SCALE

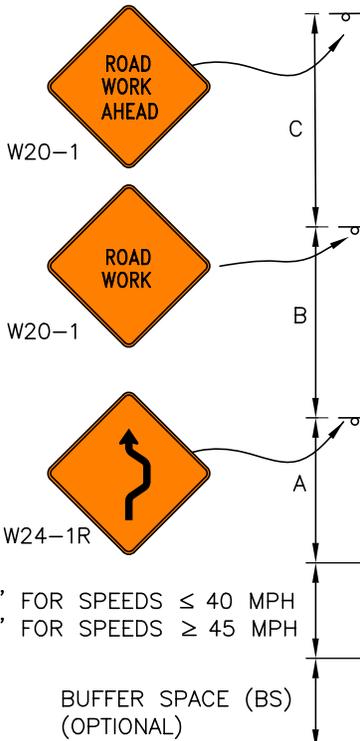


DATE: 10-01-2021



**MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL**

**TEMPORARY ROAD CLOSURE
FOR 20 MINUTES OR LESS**



	DISTANCE BETWEEN SIGNS (in feet)			
Local Road	A	B	C	BS
Speed 40 mph or less	350	350	350	305
Speed 45 mph or greater	500	500	500	425

- NOTES:
1. USE A SINGLE W20-1 SIGN FOR LOW VOLUME, 25 MPH LOCAL ROADS. USE 3-SIGN ADVANCED WARNING ARRAY FOR ALL OTHER LOCAL ROADS.
 2. IF FLAGGERS ARE USED THEN SUBSTITUTE W3-4 AND W20-7 FOR W20-1 AND W24-1 RESPECTIVELY.
 3. THE LANE SHIFT MAY BE REDUCED TO 100' ON 25 MPH LOCAL ROADS.
 4. WHERE THERE IS AN INTERSECTION WITHIN THE MAINTENANCE OF TRAFFIC SIGN ARRAY, THE SIGN SPACING SHALL BE REDUCED PROPORTIONALLY IF FEASIBLE OR THE SIGN ARRAY SHOULD BE ADDED TO THE APPROACHES OF THE INTERSECTION.



DRUMS OR CONES SPACED AT INTERVALS EQUAL TO TWICE THE SPEED LIMIT, IN FEET, ON THE TANGENT



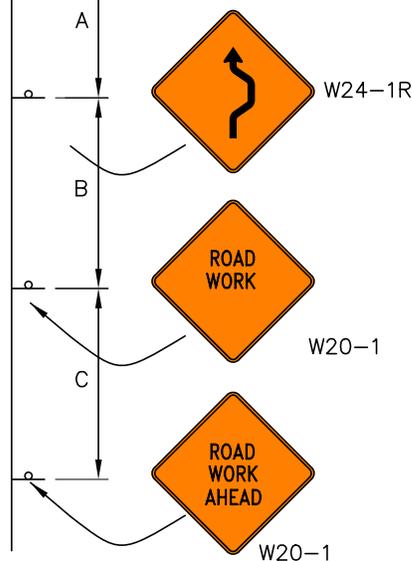
DRUMS OR CONES SPACED AT INTERVALS EQUAL TO THE SPEED LIMIT, IN FEET, ON TAPERS



10' MIN. TO EDGE OF PAVEMENT OR OUTSIDE EDGE OF PAVED SHOULDER (TYP.)

BUFFER SPACE (BS)
(OPTIONAL)

200' FOR SPEEDS ≤ 40 MPH
275' FOR SPEEDS ≥ 45 MPH



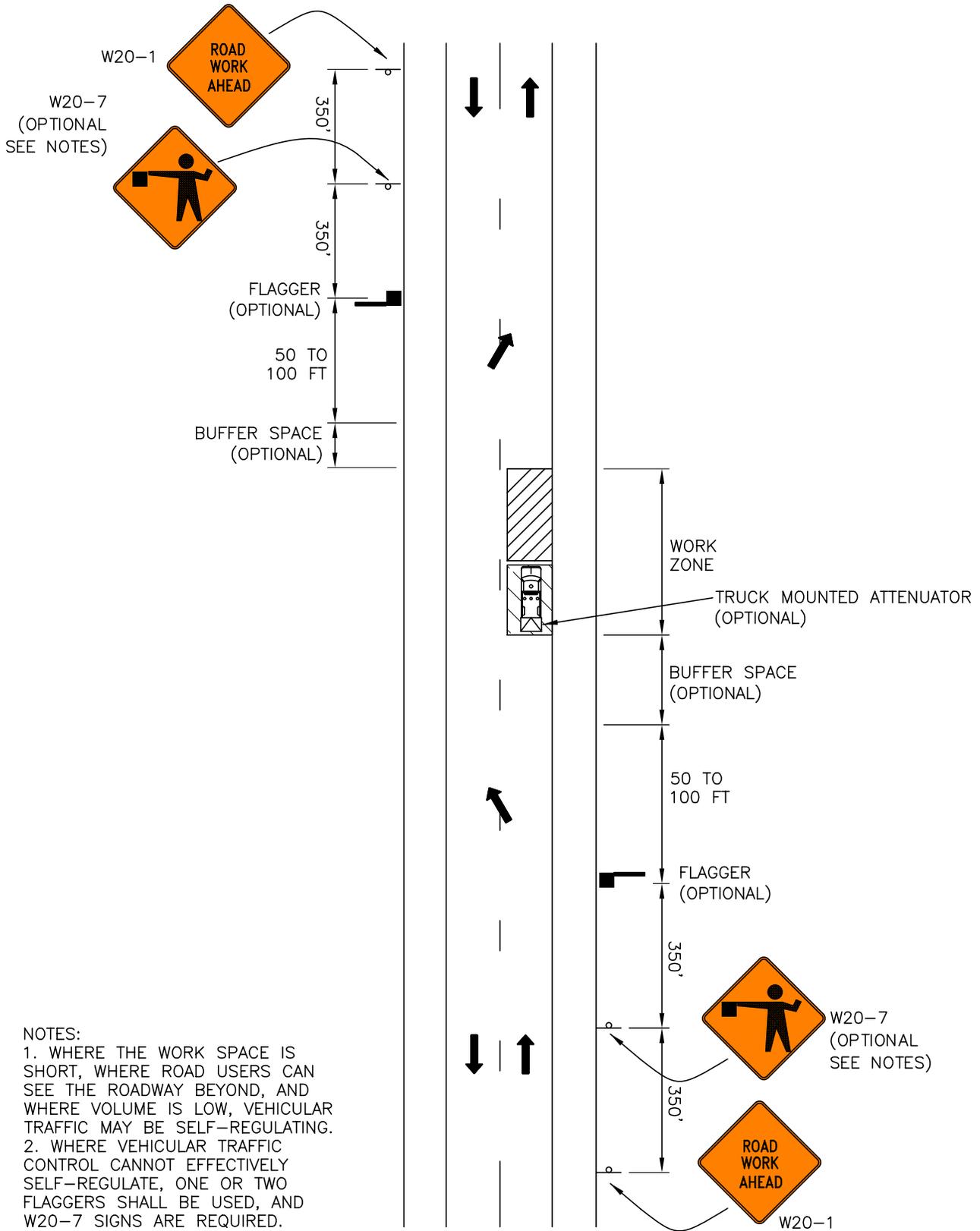
DETAIL 15 NOT TO SCALE

HNTB

DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
WORK IN THE CENTER OF A ROAD
WITH LOW TRAFFIC VOLUMES



NOTES:
 1. WHERE THE WORK SPACE IS SHORT, WHERE ROAD USERS CAN SEE THE ROADWAY BEYOND, AND WHERE VOLUME IS LOW, VEHICULAR TRAFFIC MAY BE SELF-REGULATING.
 2. WHERE VEHICULAR TRAFFIC CONTROL CANNOT EFFECTIVELY SELF-REGULATE, ONE OR TWO FLAGGERS SHALL BE USED, AND W20-7 SIGNS ARE REQUIRED.

DETAIL 18 NOT TO SCALE

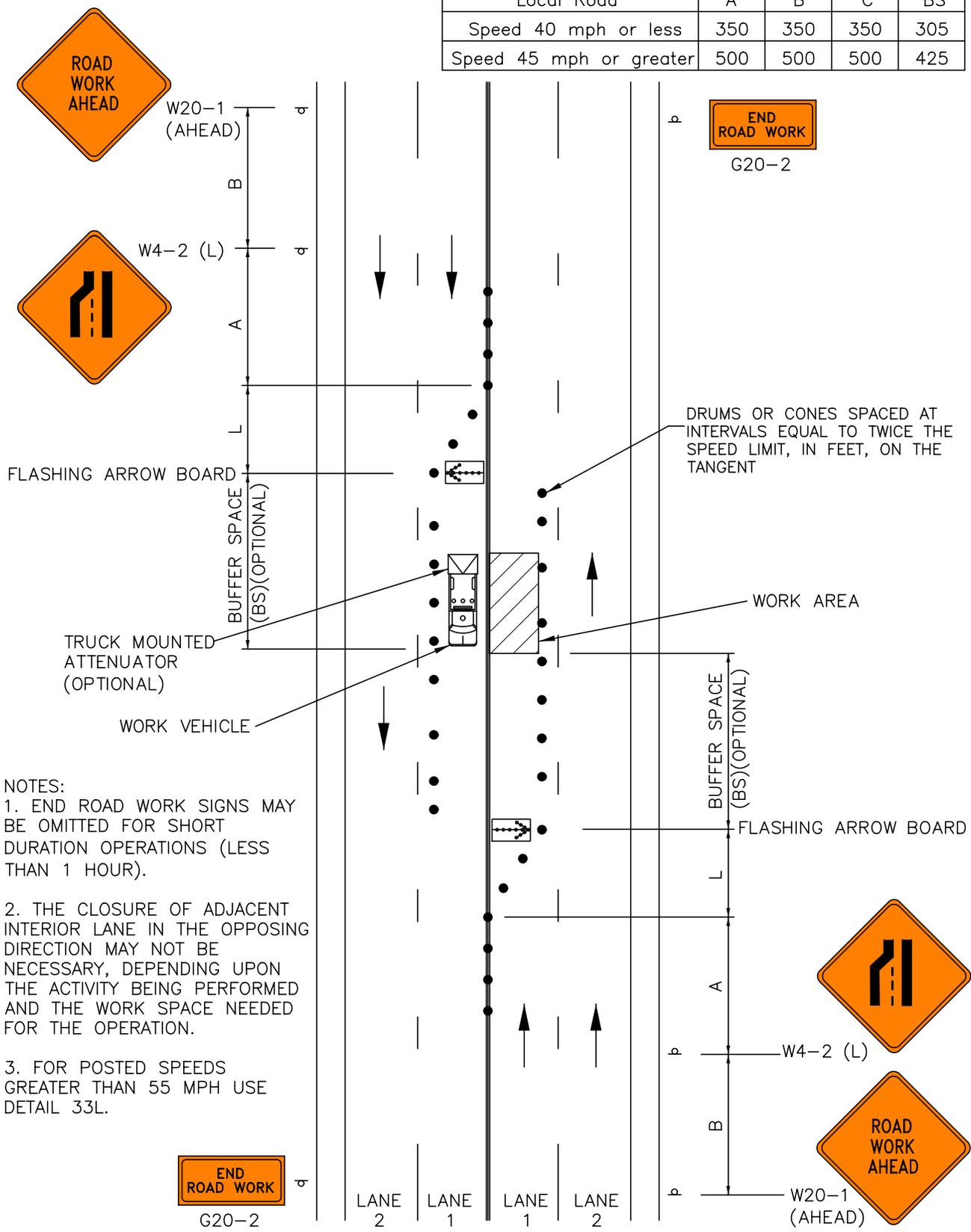
HNTB

DATE: 12-22-2017



MAINE TURNPIKE AUTHORITY
 TRAFFIC CONTROL DETAIL
 TRAVEL LANE CLOSURE ON
 LOW VOLUME LOCAL ROAD
 SHORT TERM/MOBILE (< 30 MINUTES)

	DISTANCE BETWEEN SIGNS (in feet)			
	A	B	C	BS
Local Road	A	B	C	BS
Speed 40 mph or less	350	350	350	305
Speed 45 mph or greater	500	500	500	425



- NOTES:
1. END ROAD WORK SIGNS MAY BE OMITTED FOR SHORT DURATION OPERATIONS (LESS THAN 1 HOUR).
 2. THE CLOSURE OF ADJACENT INTERIOR LANE IN THE OPPOSING DIRECTION MAY NOT BE NECESSARY, DEPENDING UPON THE ACTIVITY BEING PERFORMED AND THE WORK SPACE NEEDED FOR THE OPERATION.
 3. FOR POSTED SPEEDS GREATER THAN 55 MPH USE DETAIL 33L.

DETAIL 30A NOT TO SCALE



DATE: 10-01-2021

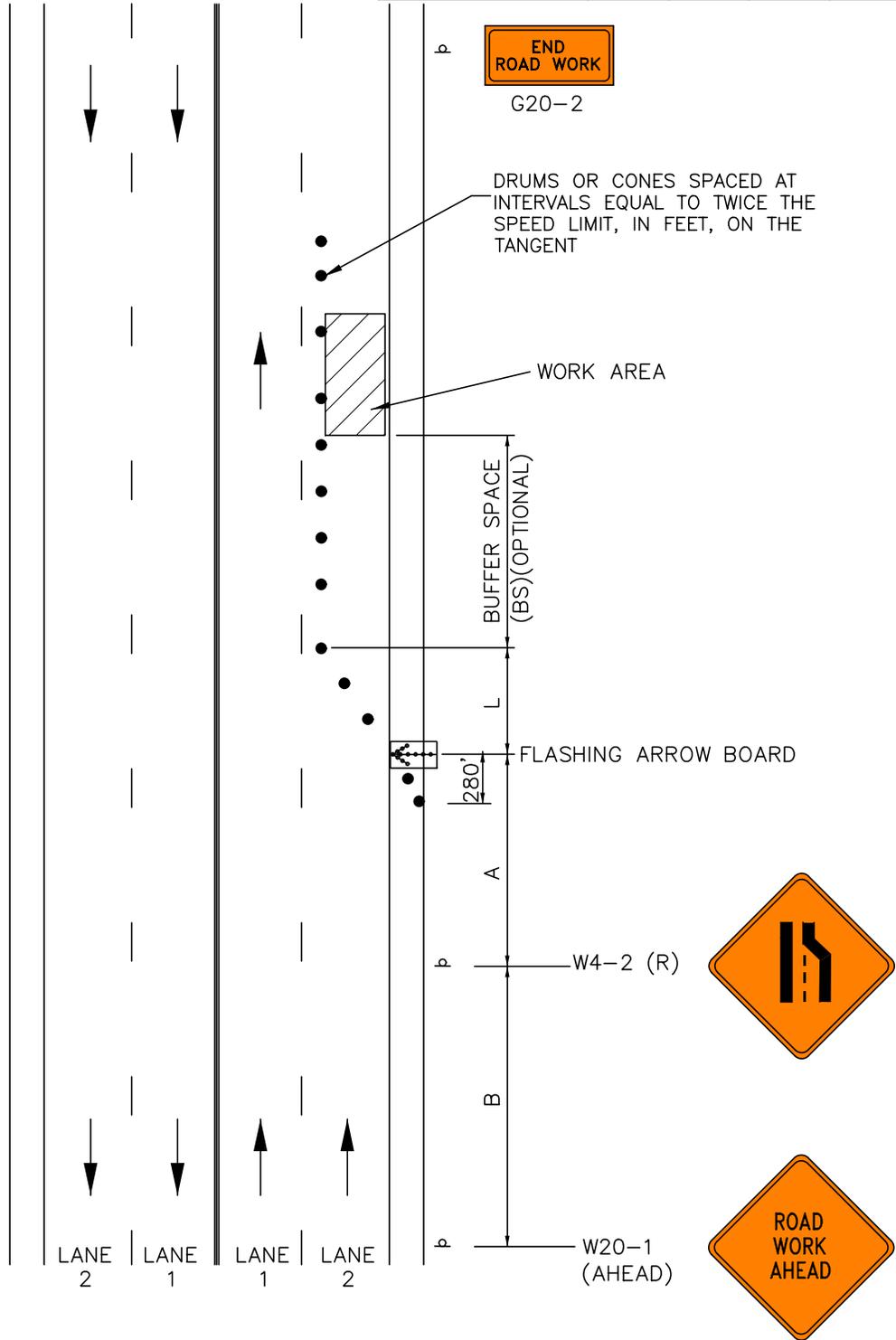


MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

LEFT LANE CLOSURE ON A
MULTI-LANE LOCAL ROAD

NOTES:
 1. THIS DETAIL MAY ALSO BE UTILIZED FOR LANE CLOSURES ON MULTILANE, LOW SPEED RAMPS.
 2. END ROAD WORK SIGNS MAY BE OMITTED FOR SHORT DURATION OPERATIONS (LESS THAN 1 HOUR).

	DISTANCE BETWEEN SIGNS (in feet)			
	A	B	C	BS
Local Road	A	B	C	BS
Speed 40 mph or less	350	350	350	305
Speed 45 mph or greater	500	500	500	425



DETAIL 30B NOT TO SCALE

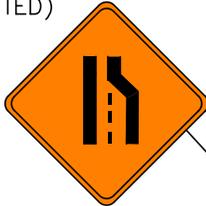
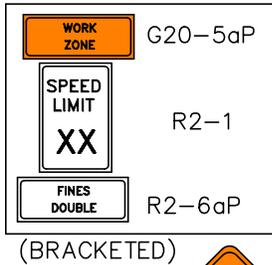
HNTB

DATE: 10-01-2021

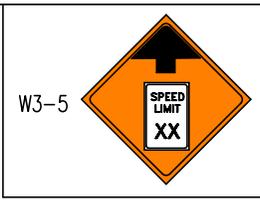
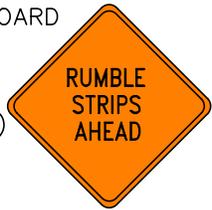
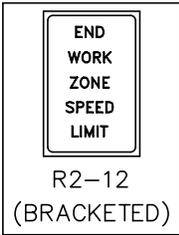
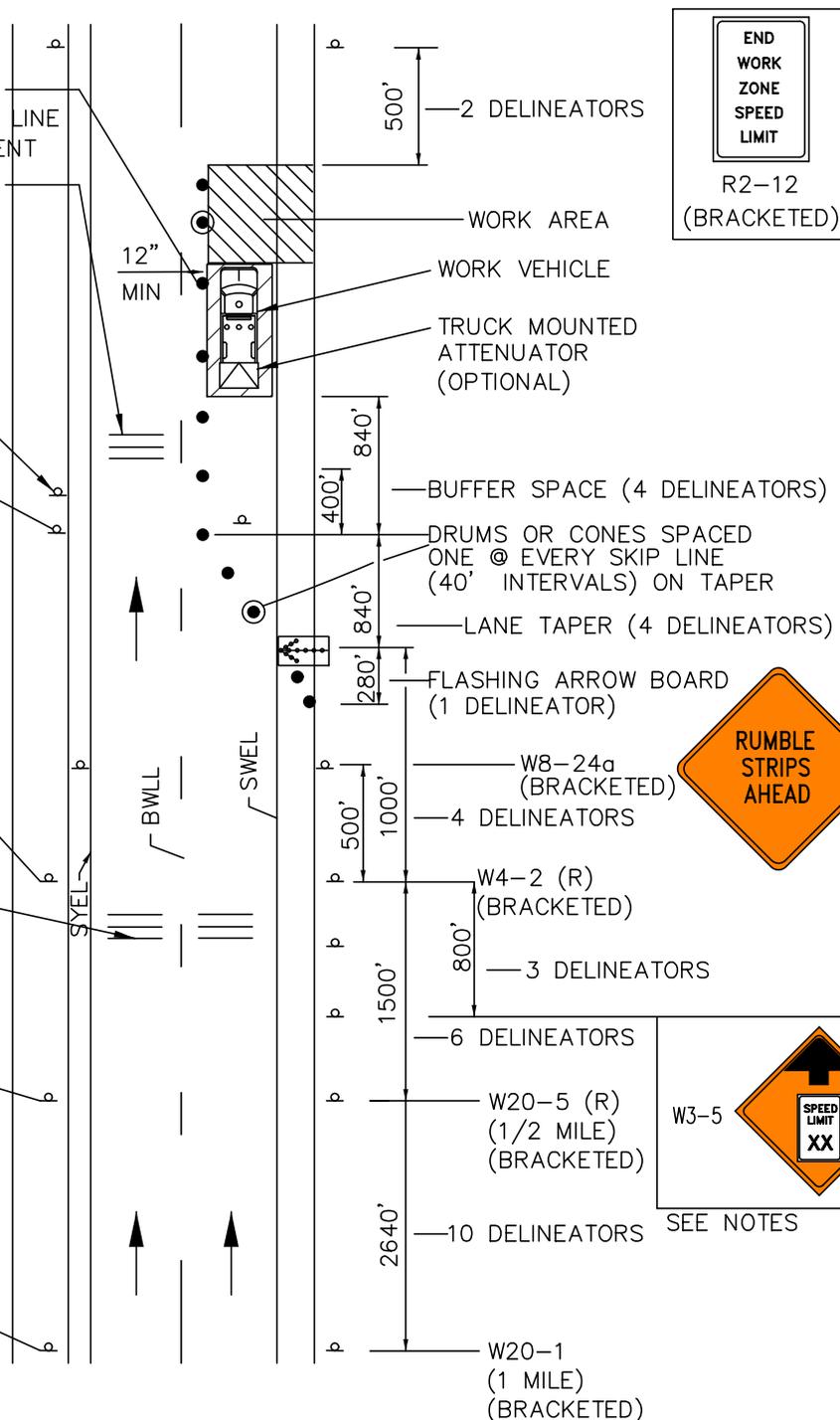


MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
 RIGHT LANE CLOSURE ON A
 MULTI-LANE LOCAL ROAD

DRUMS OR CONES SPACED ONE @ EVERY OTHER SKIP LINE (80' INTERVALS) ON TANGENT
RUMBLE STRIPS SEE NOTE 2



RUMBLE STRIPS SEE NOTES 2 AND 3



NOTES:

- FOR LANE CLOSURE NOTES SEE DETAILS 33R AND 33L.
- 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)
- W8-1 SIGNS SHALL BE PLACED ADJACENT TO THE FIRST RUMBLE STRIP AT ANY LOCATION. ONLY ONE SET OF W8-24a SIGNS ARE REQUIRED FOR ANY OF THE ABOVE CONFIGURATIONS.
- 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

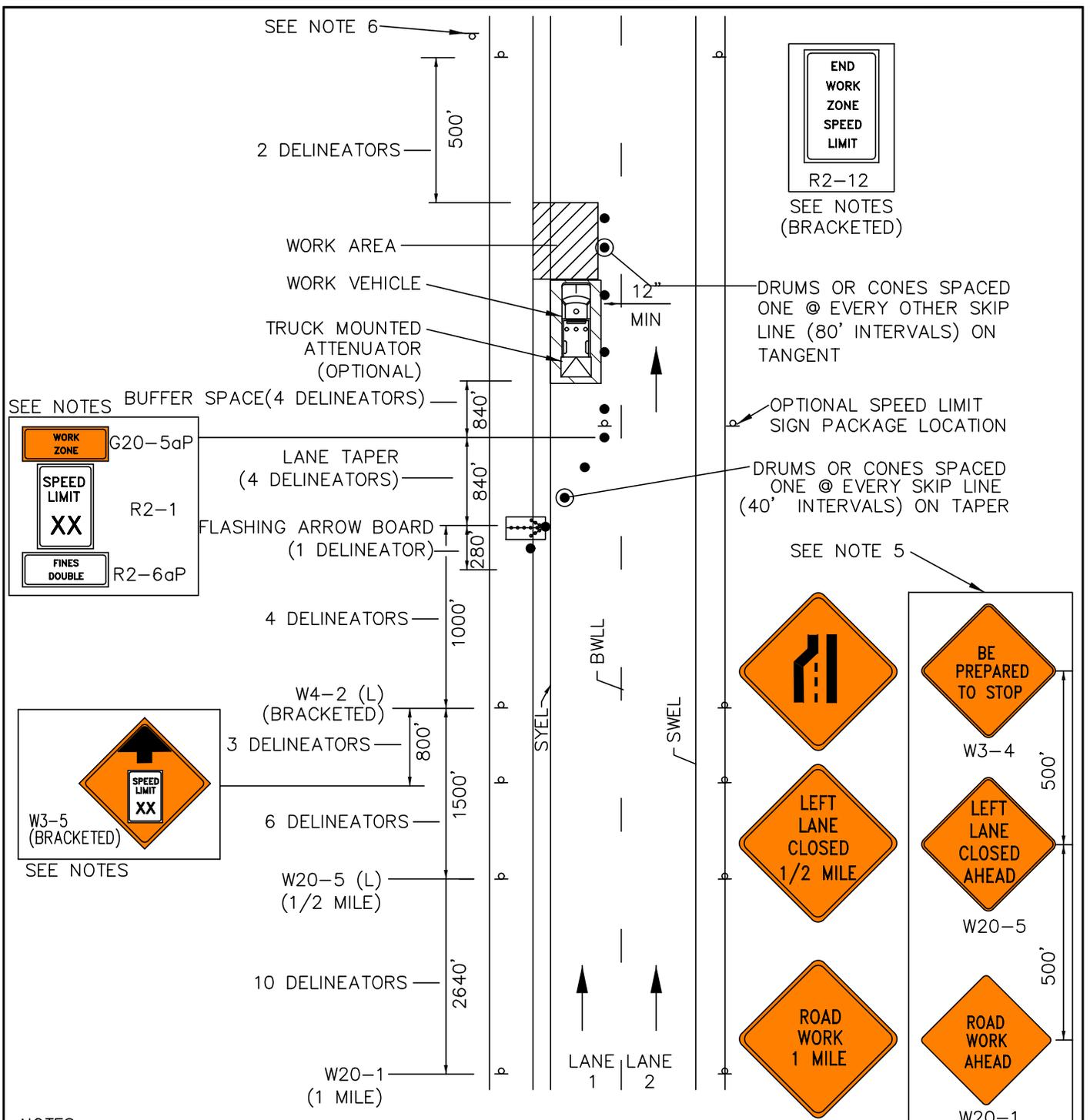


DATE: 12-22-2017



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

LANE CLOSURE WITH
TEMPORARY RUMBLE STRIPS



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

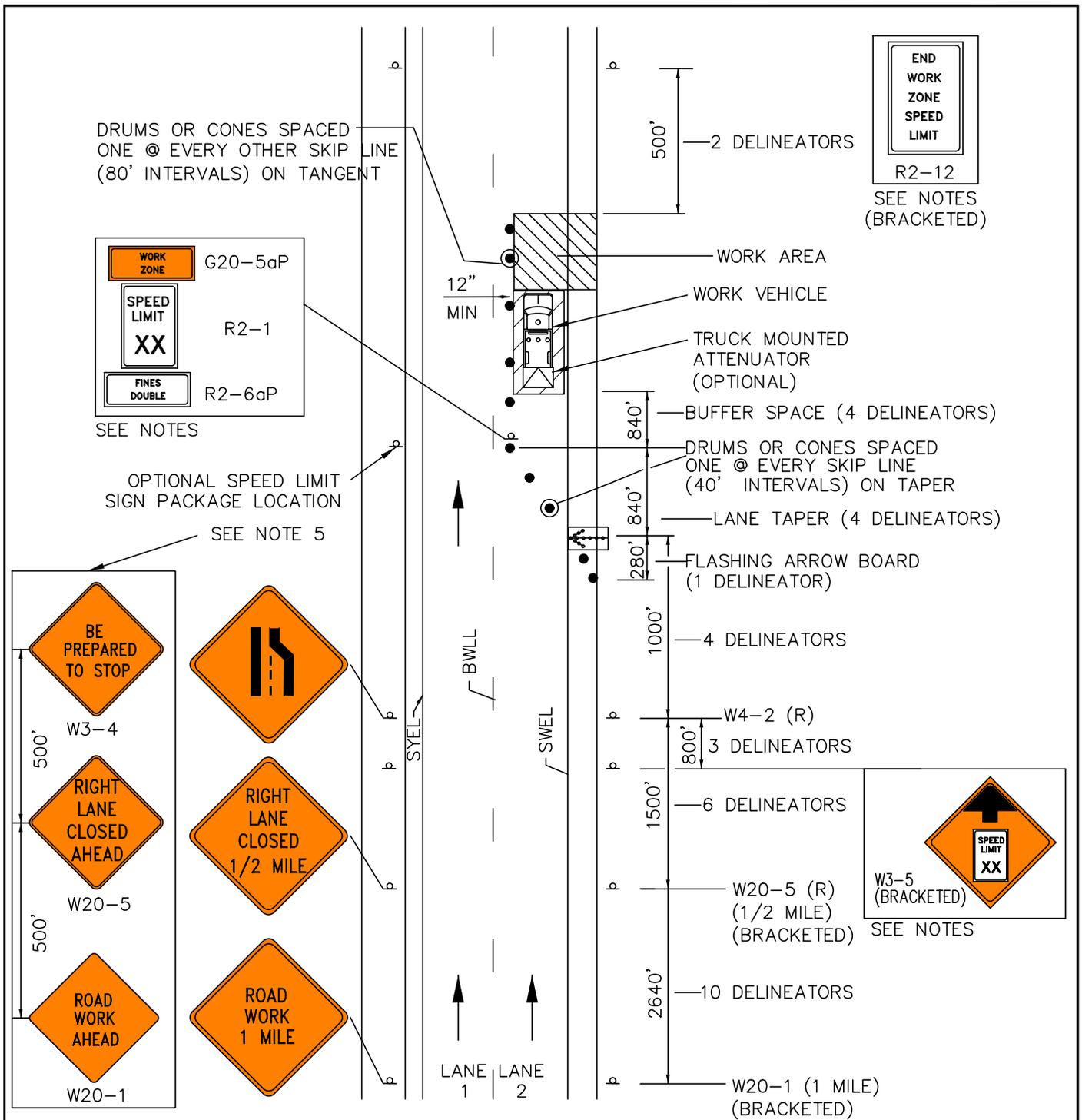


DATE: 10-01-2021



**MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL**

SINGLE MAINLINE LANE CLOSURE - LEFT



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



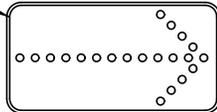
DATE: 10-01-2021



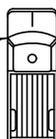
MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

SINGLE MAINLINE LANE CLOSURE - RIGHT

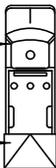
FLASHING ARROW BOARD (TYP.)



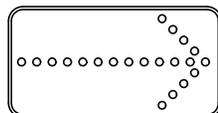
WORK VEHICLE



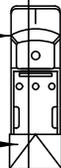
SHADOW VEHICLE 1



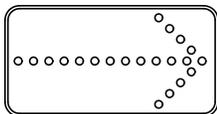
TRUCK MOUNTED ATTENUATOR (OPTIONAL)



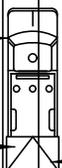
SHADOW VEHICLE 2



TRUCK MOUNTED ATTENUATOR (OPTIONAL)



SHADOW VEHICLE 3 (LAST VEHICLE)



TRUCK MOUNTED ATTENUATOR (TMA)

SPACING OF VEHICLES TO DETER ROAD USERS FROM ENTERING THE CLOSED LANE



W20-5

NOTES:

1. SHADOW VEHICLE 3 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING FROM THE REAR.
2. ADDITIONAL SHADOW VEHICLES MAY BE ADDED BASED ON THE OPERATION. THE VEHICLE WITH THE TMA SHALL BE THE LAST IN THE TRAIN.
3. USE DETAIL 51 FOR LINE PAINTING OPERATION.

LANE 1 | LANE 2 | LANE 3

DETAIL 35 L NOT TO SCALE

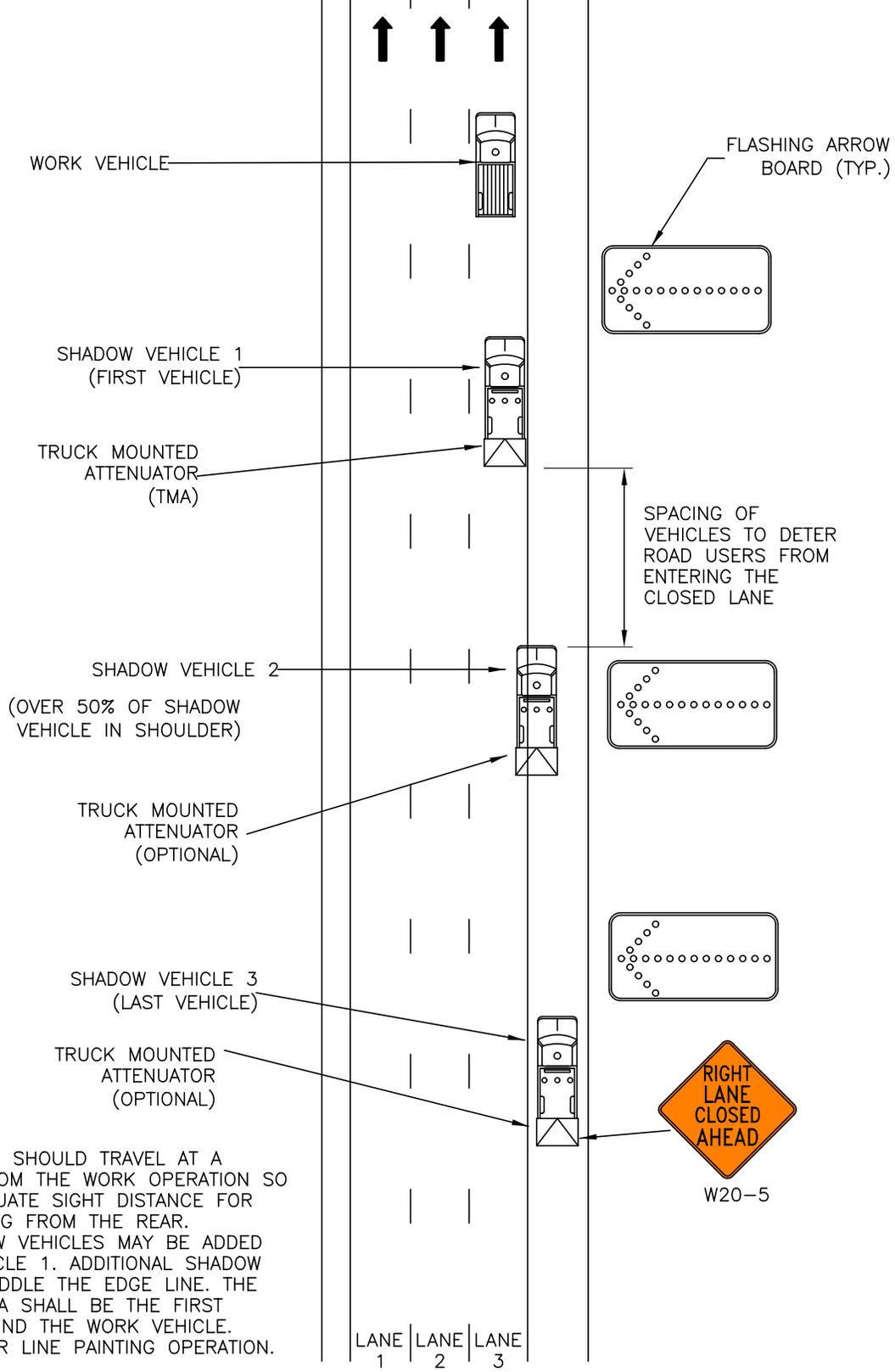


DATE: 12-22-2017



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

MOBILE OPERATION - PASSING LANE CLOSURE



NOTES:
 1. SHADOW VEHICLE 3 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING FROM THE REAR.
 2. ADDITIONAL SHADOW VEHICLES MAY BE ADDED BEHIND SHADOW VEHICLE 1. ADDITIONAL SHADOW VEHICLES SHALL STRADDLE THE EDGE LINE. THE VEHICLE WITH THE TMA SHALL BE THE FIRST SHADOW VEHICLE BEHIND THE WORK VEHICLE.
 3. USE DETAIL 51 FOR LINE PAINTING OPERATION.

DETAIL 35 R NOT TO SCALE

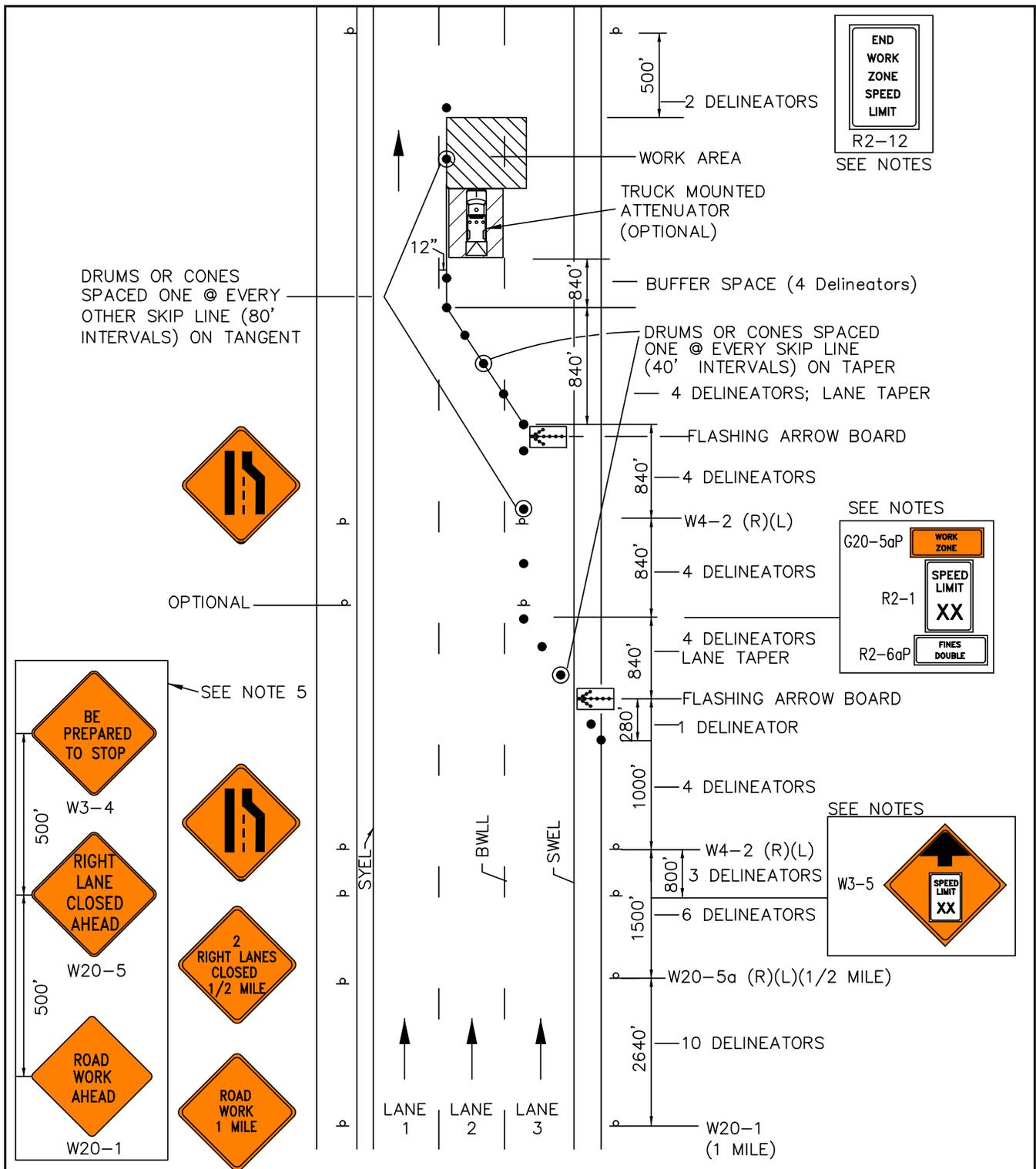


DATE: 12-22-2017



MAINE TURNPIKE AUTHORITY
 TRAFFIC CONTROL DETAIL

MOBILE OPERATION - TRAVEL LANE CLOSURE



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

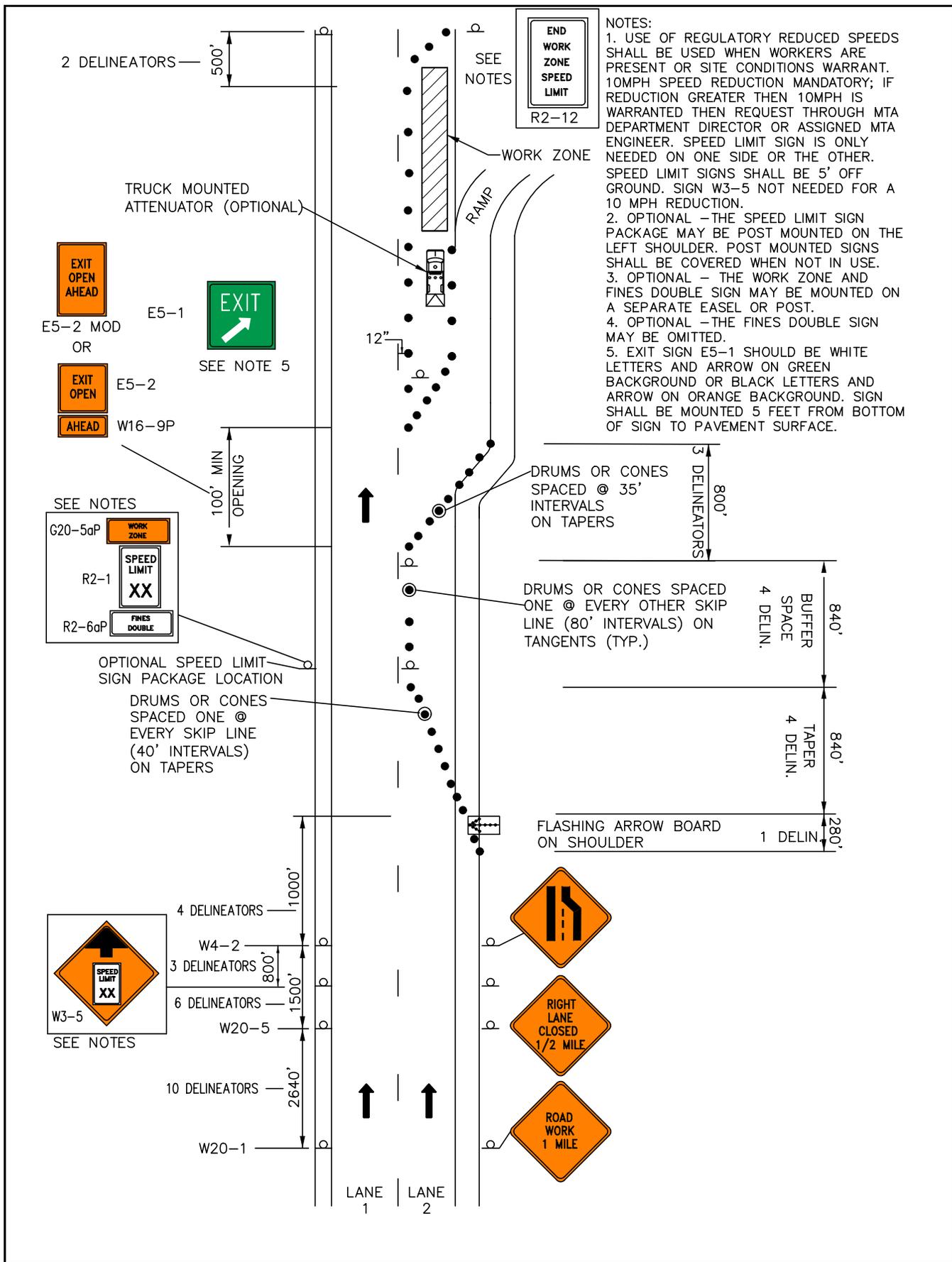


DATE: 10-01-2021



**MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL**

DOUBLE MAINLINE LANE CLOSURE



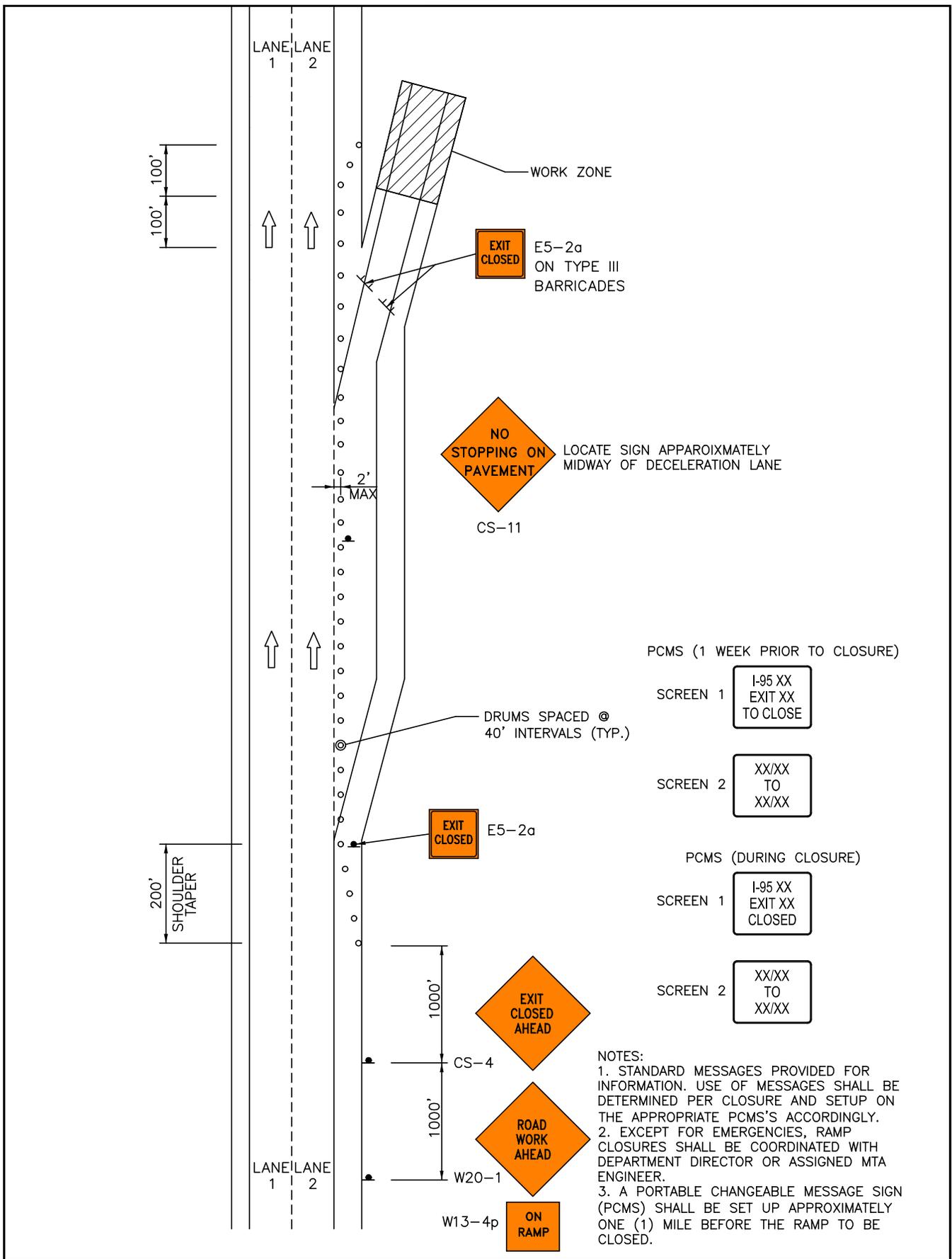
DETAIL 42B NOT TO SCALE



DATE: 10-19-2021



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



DETAIL 43 NOT TO SCALE



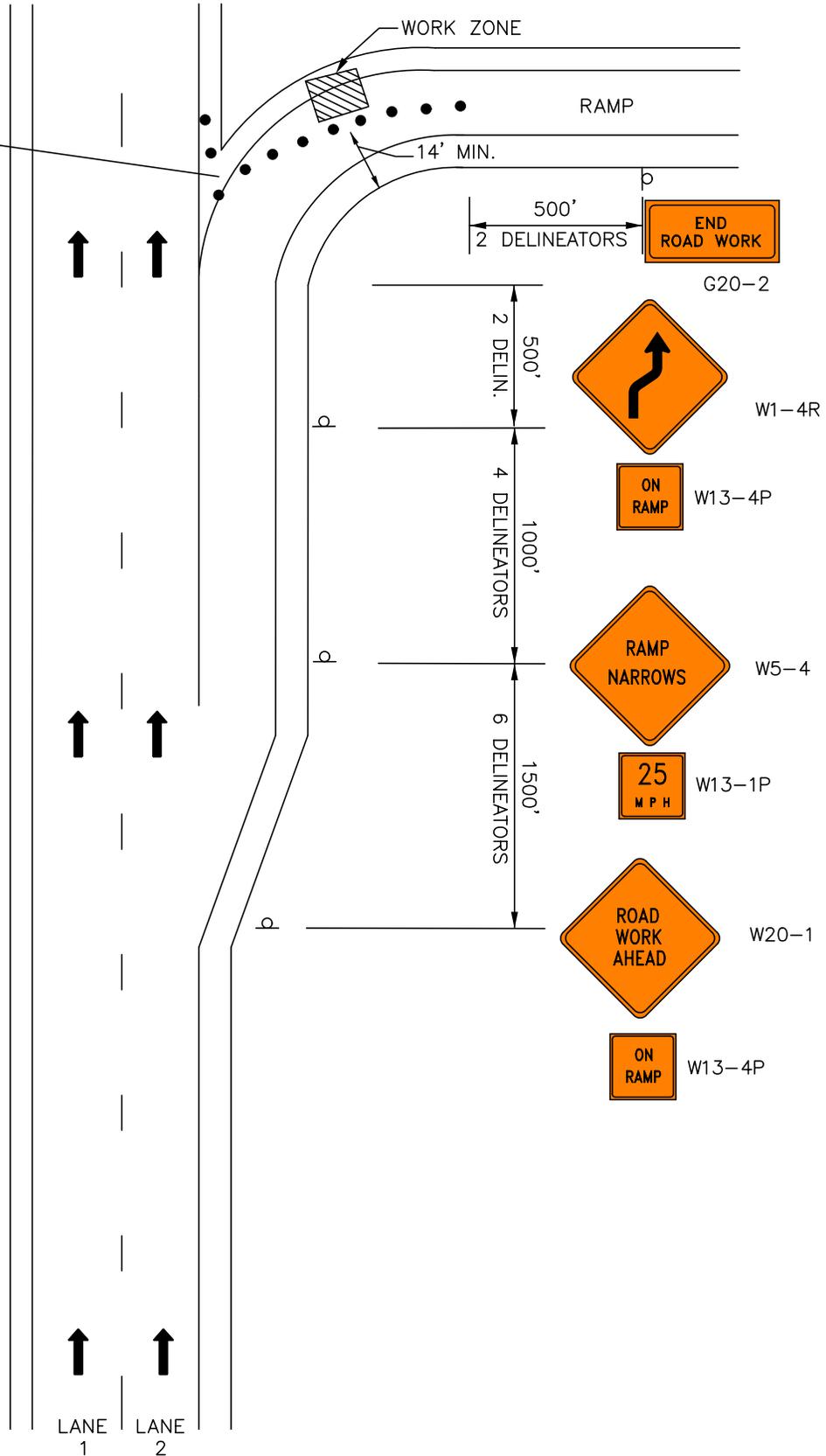
DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

EXIT RAMP CLOSURE

DRUMS OR CONES SPACED @ 30' INTERVALS ON RAMP



DETAIL 43L NOT TO SCALE

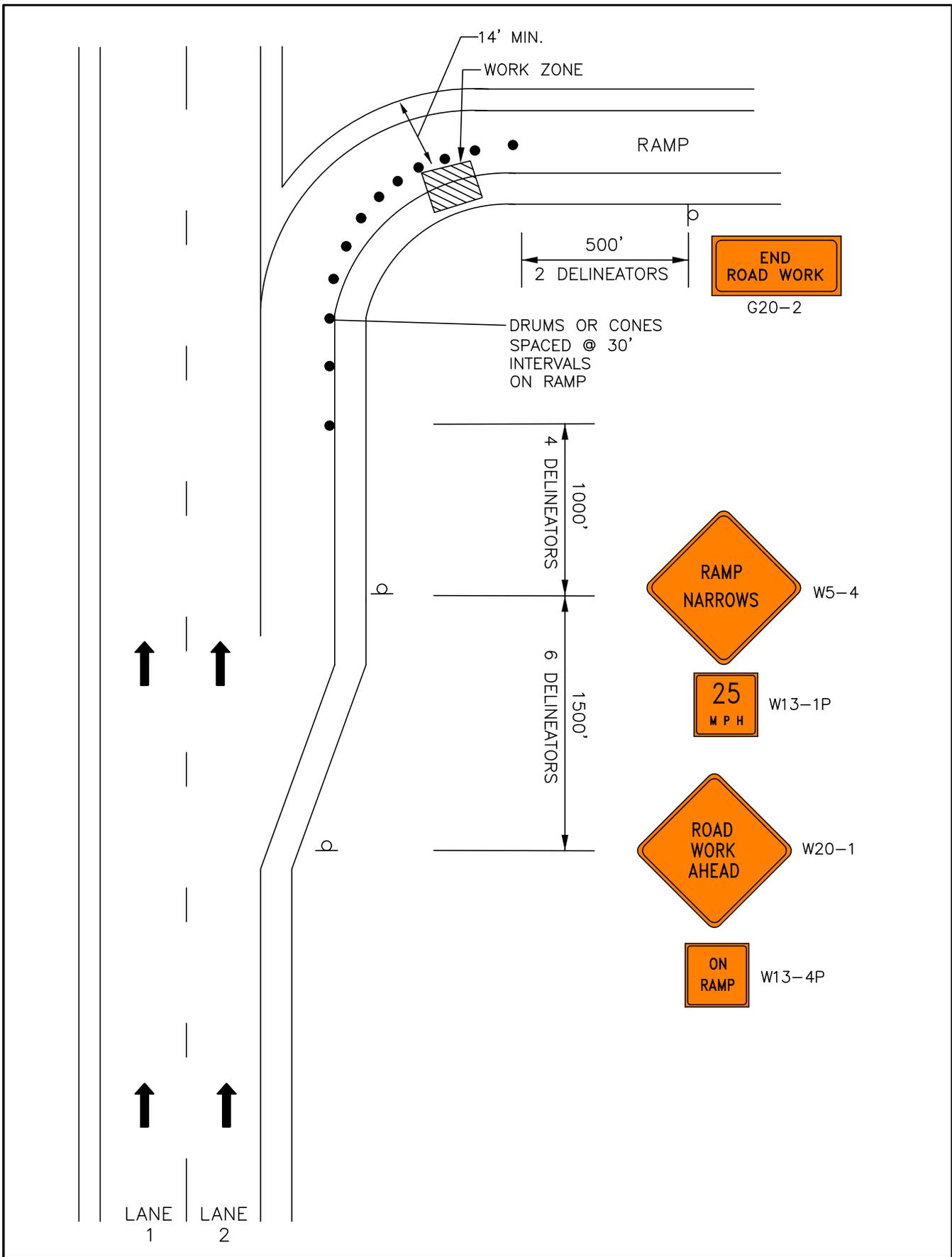
HNTB

DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

PARTIAL EXIT RAMP CLOSURE



DETAIL 43R NOT TO SCALE

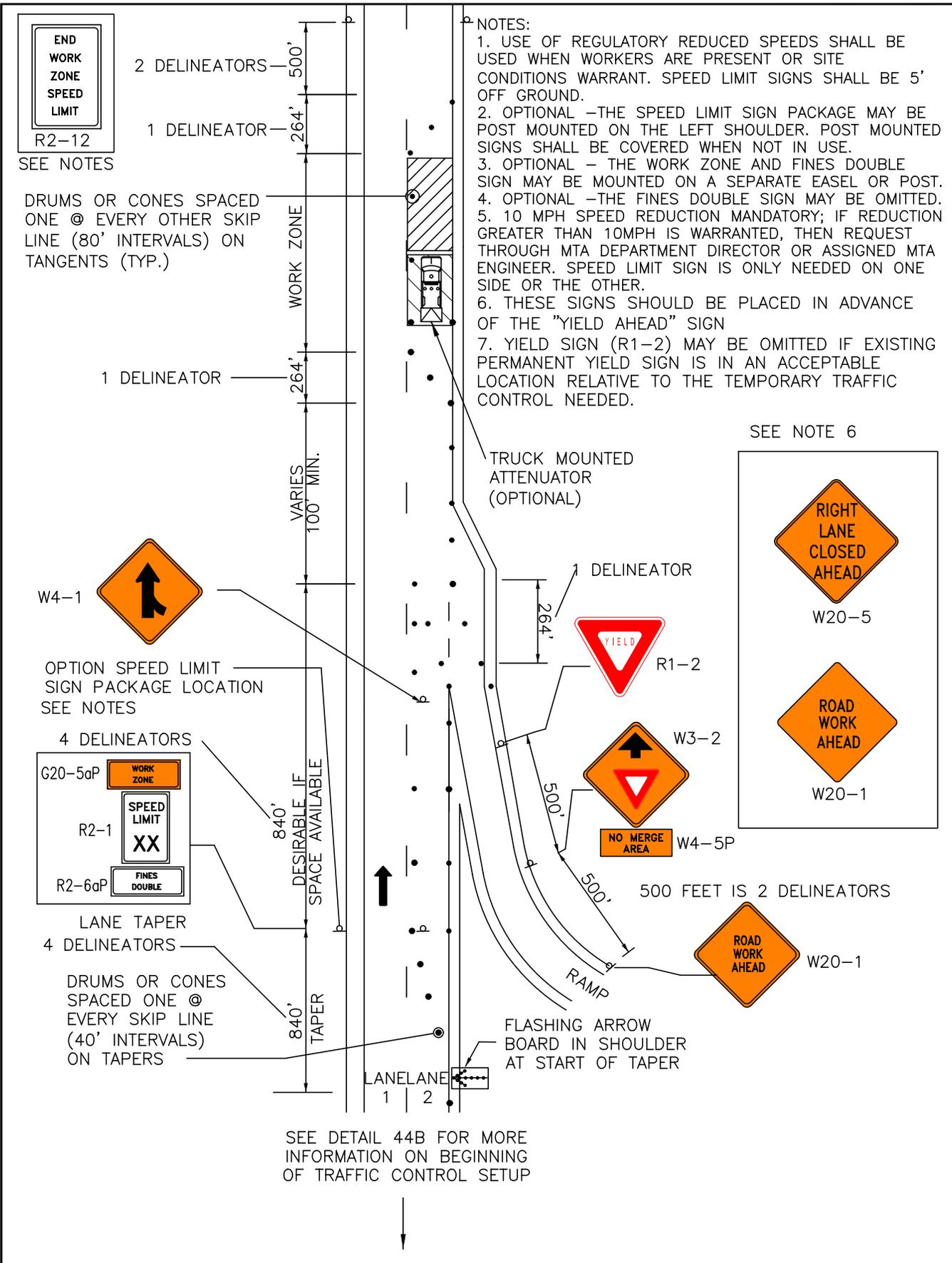


DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

PARTIAL EXIT RAMP CLOSURE



DETAIL 44A NOT TO SCALE



DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

TRAVEL LANE CLOSURE AT AN ENTRANCE RAMP
WITH ACCELERATION LANE

2 DELINEATORS —

NOTES:

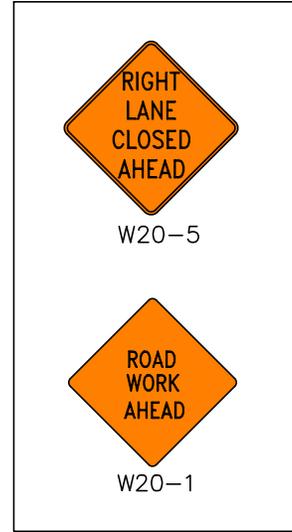
1. STOP CONDITION SHALL BE USED AS DETERMINED BY MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER.
2. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED WHEN WORKERS ARE PRESENT OR SITE CONDITIONS WARRANT. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND. SIGN W3-5 NOT NEEDED FOR 10 MPH REDUCTION.



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

SEE NOTE 7

TRUCK MOUNTED ATTENUATOR

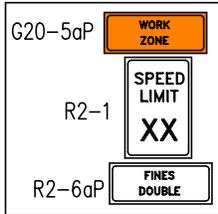


W4-1

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

RAMP

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

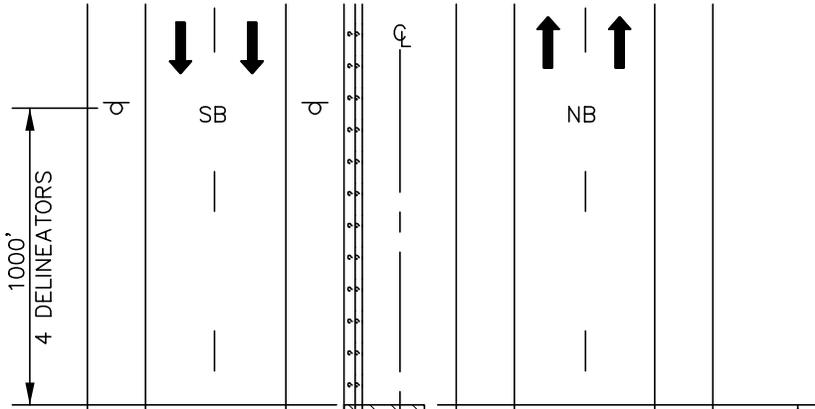


DATE: 10-19-2021



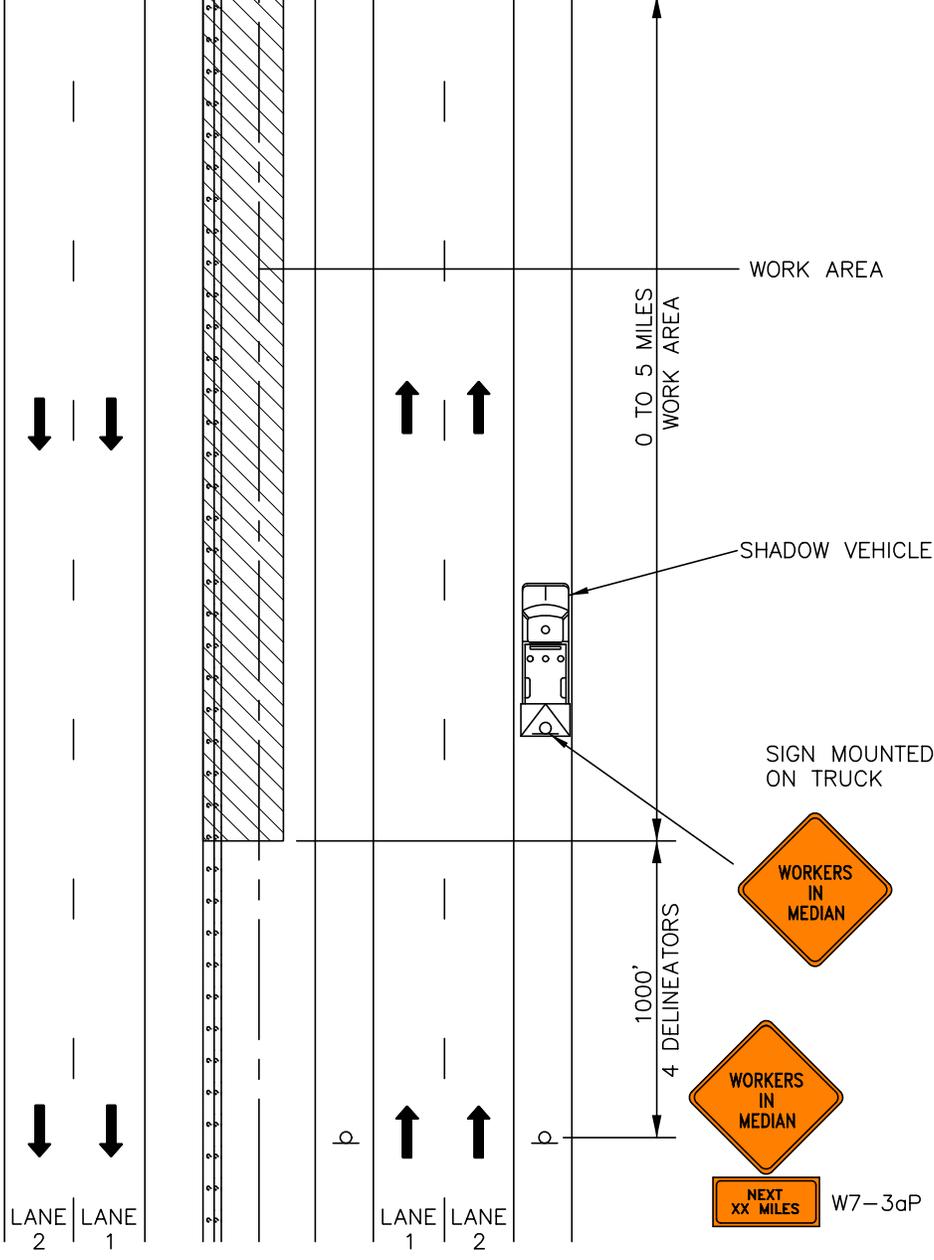
MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

TRAVEL LANE CLOSURE AT AN ENTRANCE RAMP
WITHOUT ACCELERATION LANE



NOTES:

1. SIGNS REQUIRED ON BOTH NORTHBOUND AND SOUTHBOUND ROADWAY. SIGNS MAY BE ELIMINATED ON ROADWAY IF PASSING LANE IS CLOSED.
2. NO EQUIPMENT SHALL BE LOCATED WITHIN WORK AREA. USE DETAIL 33L OR 35L IF EQUIPMENT IS REQUIRED WITHIN WORK AREA.
3. VEHICLE MUST DISPLAY HIGH-INTENSITY FLASHING, OR STROBE LIGHT.
4. SHADOW VEHICLE SHOULD BE A PICKUP TRUCK IF POSSIBLE. SHADOW VEHICLE SHALL BE PARKED AS FAR ON THE RIGHT SHOULDER AS POSSIBLE.
5. PARK VEHICLE OFF SHOULDER PAVEMENT IF POSSIBLE. IF VEHICLES PARKED OFF THE RIGHT EDGE OF PAVEMENT OR BEHIND BARRIER, WARNING LIGHTS NOT REQUIRED TO BE ON.



DETAIL 48 NOT TO SCALE

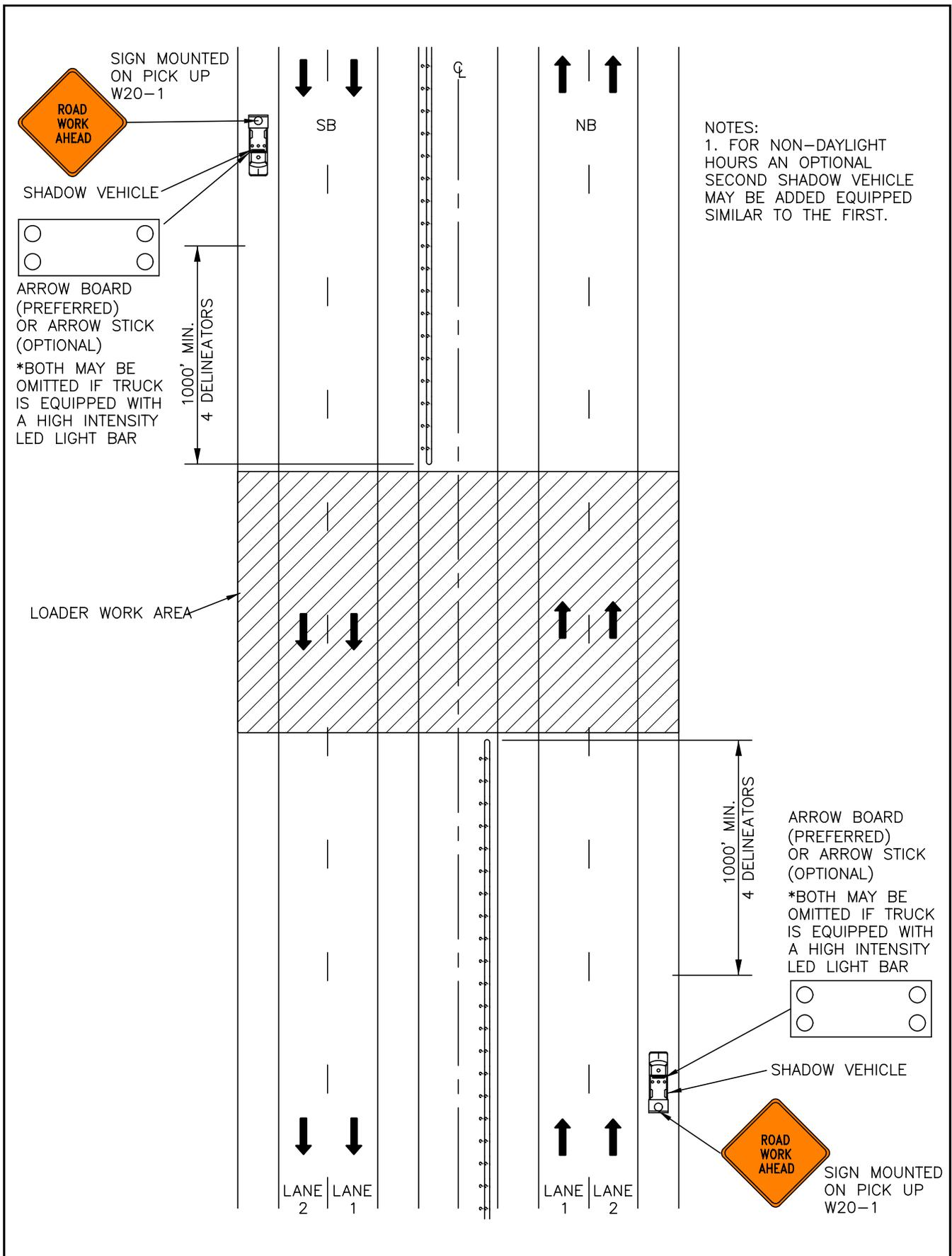


DATE: 10-19-2021



**MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL**

MOBILE OPERATION - WORK IN MEDIAN
SHORT TERM (UP TO 12 DAYLIGHT HOURS)



NOTES:
 1. FOR NON-DAYLIGHT HOURS AN OPTIONAL SECOND SHADOW VEHICLE MAY BE ADDED EQUIPPED SIMILAR TO THE FIRST.

DETAIL 49 NOT TO SCALE

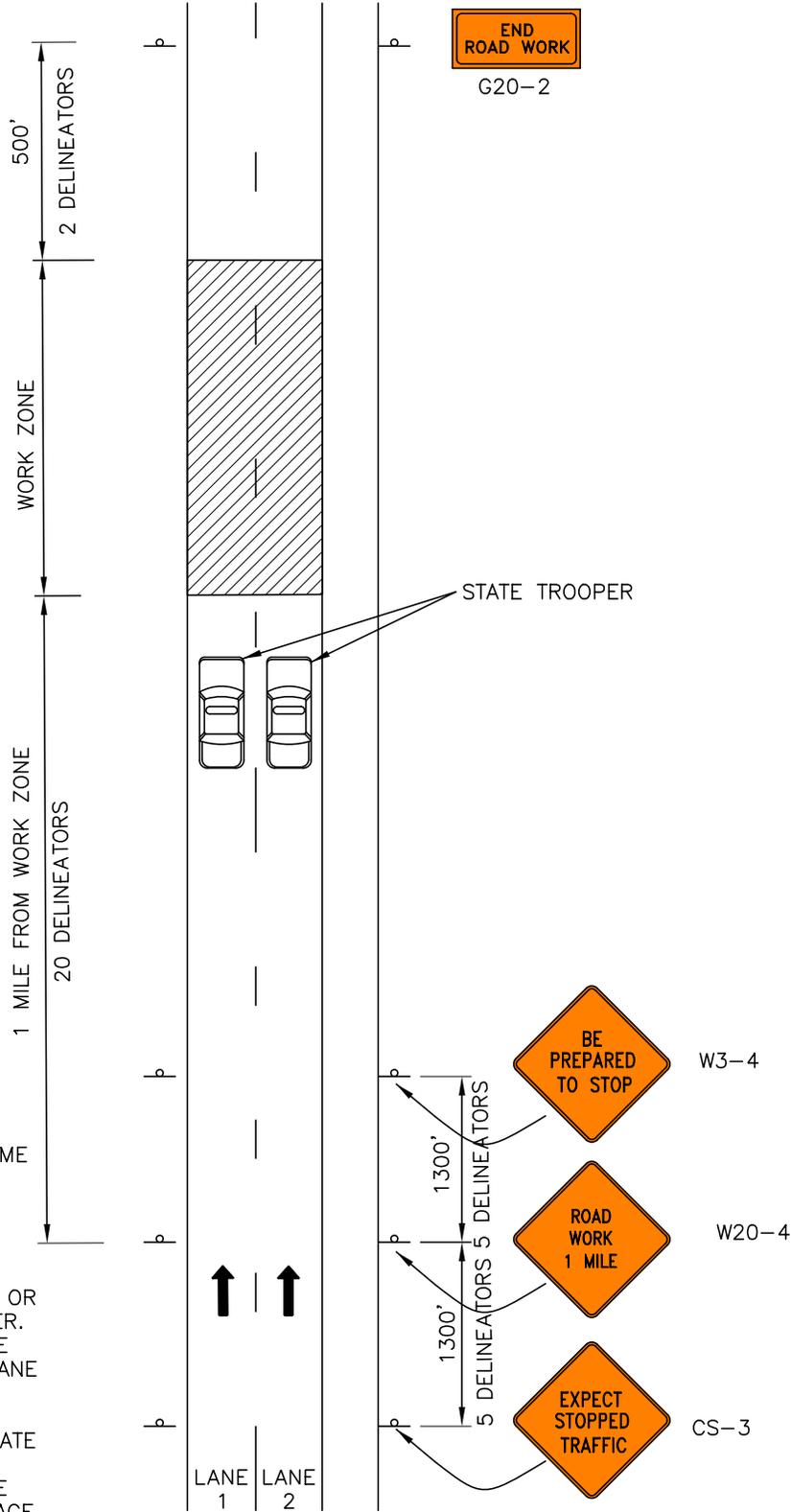


DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
 TRAFFIC CONTROL DETAIL

SNOW REMOVAL IN MEDIAN OPENING
 SHORT TERM (UP TO 1 HOUR)



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.

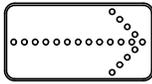
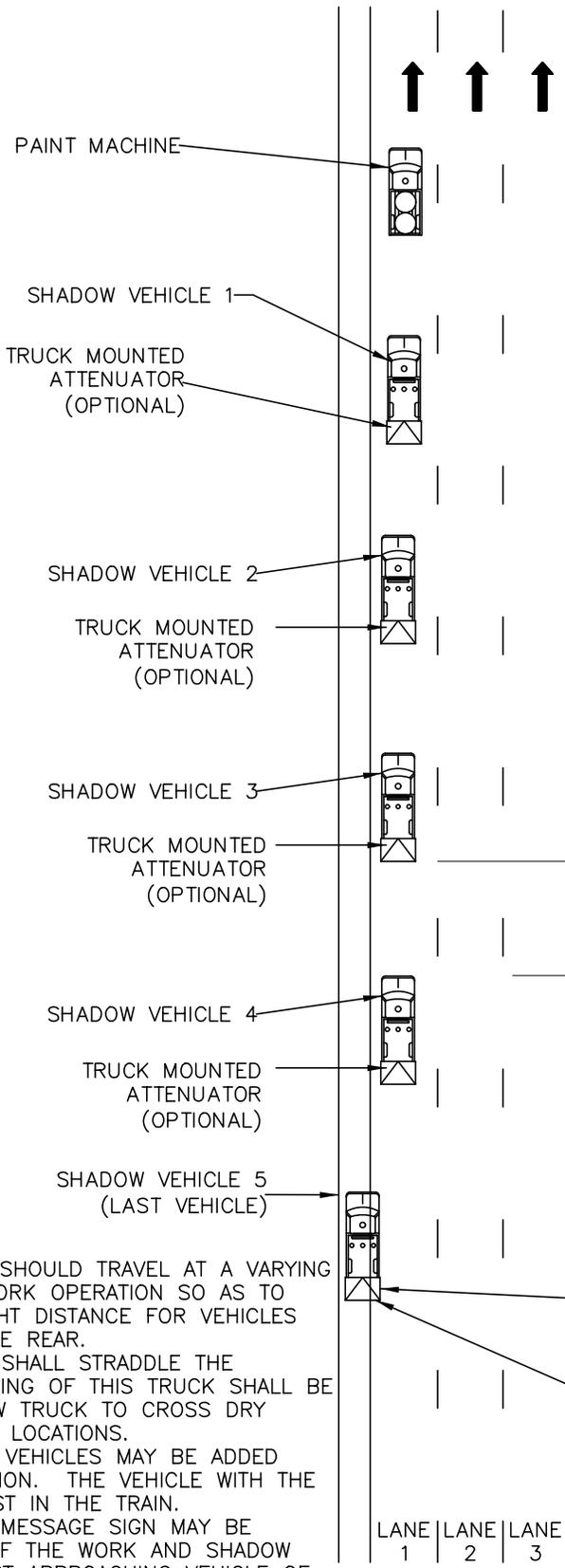
DETAIL 50 NOT TO SCALE



DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
STOPPING MAINLINE TRAFFIC



NOTES:
 1. ALL SHADOW VEHICLES SHALL HAVE AN ARROW BOARD.
 2. SHADOW VEHICLES 1 THROUGH 4 MAY HAVE THE FOLLOWING SIGN.



3. SHADOW VEHICLES 1, 2, AND 3 MAY HAVE THE FOLLOWING SIGN.



SPACING OF VEHICLES TO DETER ROAD USERS FROM ENTERING THE CLOSED LANE (TYP)



W20-5

TRUCK MOUNTED ATTENUATOR (TMA)

NOTES:
 1. SHADOW VEHICLE 5 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING FROM THE REAR.
 2. SHADOW VEHICLE 5 SHALL STRADDLE THE SHOULDER LINE. SPACING OF THIS TRUCK SHALL BE AS REQUIRED TO ALLOW TRUCK TO CROSS DRY PAINT LINES AT BRIDGE LOCATIONS.
 3. ADDITIONAL SHADOW VEHICLES MAY BE ADDED BASED ON THE OPERATION. THE VEHICLE WITH THE TMA SHALL BE THE LAST IN THE TRAIN.
 4. A MOBILE VARIABLE MESSAGE SIGN MAY BE UTILIZED IN ADVANCE OF THE WORK AND SHADOW VEHICLE TRAIN TO ALERT APPROACHING VEHICLE OF THE WORK.

LANE | LANE | LANE
 1 | 2 | 3

DETAIL 51 L NOT TO SCALE

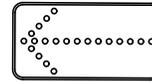
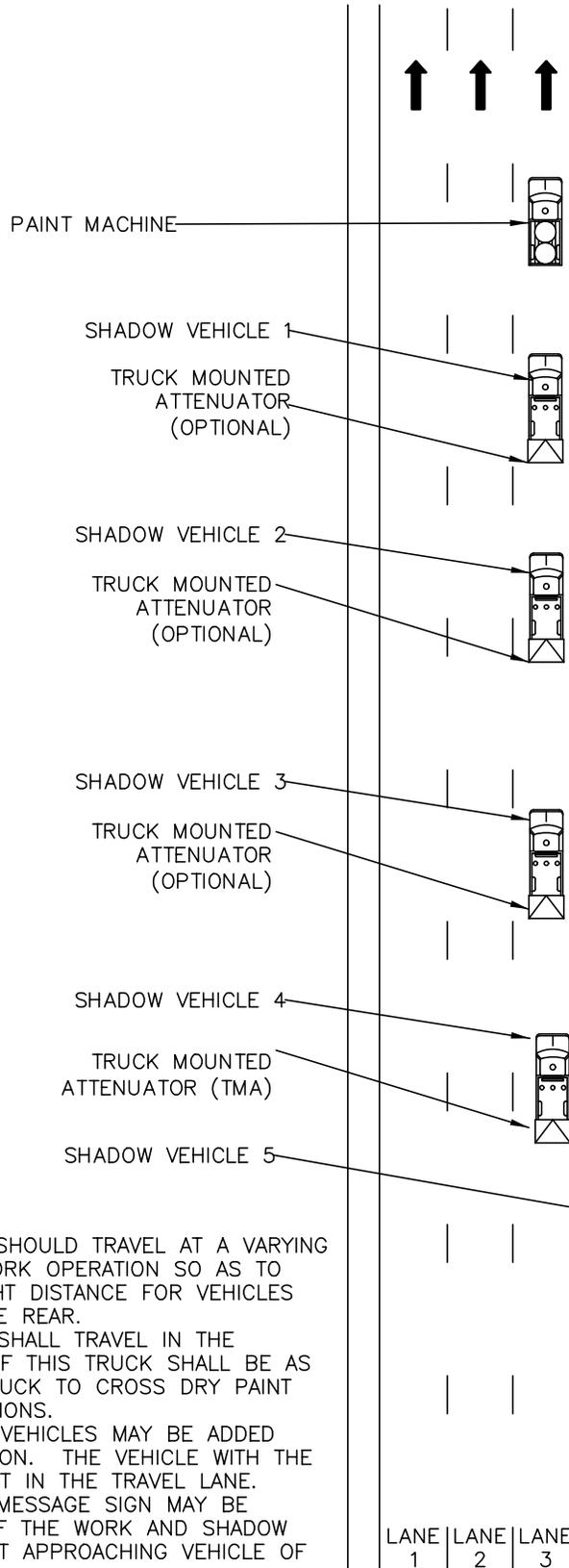


DATE: 12-22-2017



MAINE TURNPIKE AUTHORITY
 TRAFFIC CONTROL DETAIL

MOBILE OPERATION - PAINTING
 PASSING LANE CLOSURE



NOTES:

- 1. ALL SHADOW VEHICLES SHALL HAVE AN ARROW BOARD.
- 2. SHADOW VEHICLES 1 THROUGH 4 MAY HAVE THE FOLLOWING SIGN.



- 3. SHADOW VEHICLES 1, 2, AND 3 MAY HAVE THE FOLLOWING SIGN.



SPACING OF VEHICLES TO DETER ROAD USERS FROM ENTERING THE CLOSED LANE (TYP)



W20-5

TRUCK MOUNTED ATTENUATOR (OPTIONAL)

NOTES:

- 1. SHADOW VEHICLE 5 SHOULD TRAVEL AT A VARYING DISTANCE FROM THE WORK OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING FROM THE REAR.
- 2. SHADOW VEHICLE 5 SHALL TRAVEL IN THE SHOULDER. SPACING OF THIS TRUCK SHALL BE AS REQUIRED TO ALLOW TRUCK TO CROSS DRY PAINT LINES AT BRIDGE LOCATIONS.
- 3. ADDITIONAL SHADOW VEHICLES MAY BE ADDED BASED ON THE OPERATION. THE VEHICLE WITH THE TMA SHALL BE THE LAST IN THE TRAVEL LANE.
- 4. A MOBILE VARIABLE MESSAGE SIGN MAY BE UTILIZED IN ADVANCE OF THE WORK AND SHADOW VEHICLE TRAIN TO ALERT APPROACHING VEHICLE OF THE WORK.

DETAIL 51 R NOT TO SCALE



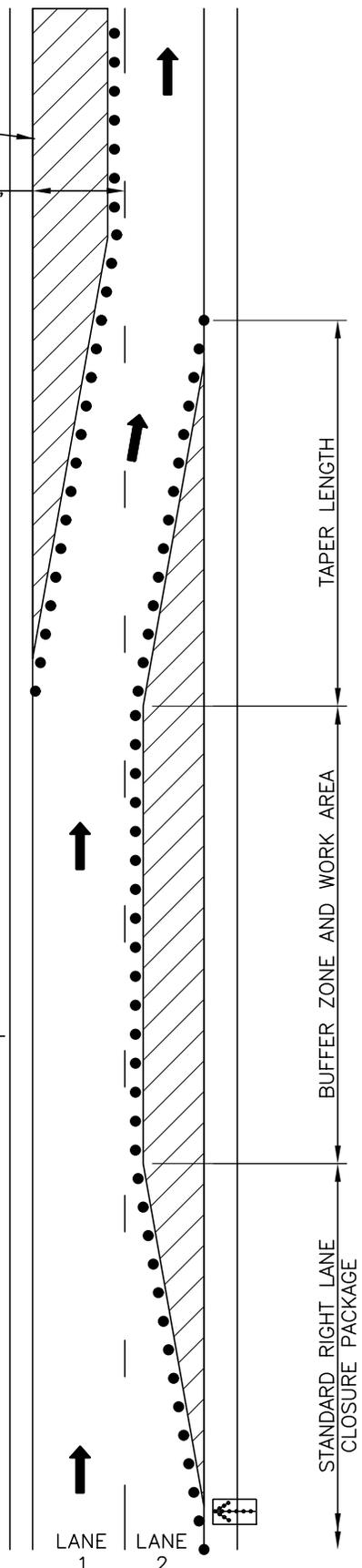
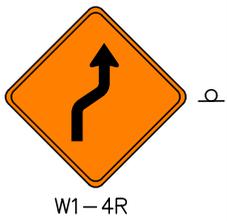
DATE: 12-22-2017



MAINE TURNPIKE AUTHORITY
 TRAFFIC CONTROL DETAIL
 MOBILE OPERATION - PAINTING
 TRAVEL LANE CLOSURE

WORK AREA
SHIFT
OFFSET 12'

SHIFT OFFSET	SPEED	TAPER LENGTH (MIN.)
12'	50	300'
12'	60	360'
12'	70	420'



NOTES:
RIGHT LANE CLOSED SHIFTING TO LEFT
LANE CLOSED SHOWN.
LEFT LANE CLOSED SHIFTING TO RIGHT
LANE CLOSED SIMILAR. USE W1-4L SIGN,
NOT W1-4R SIGN.

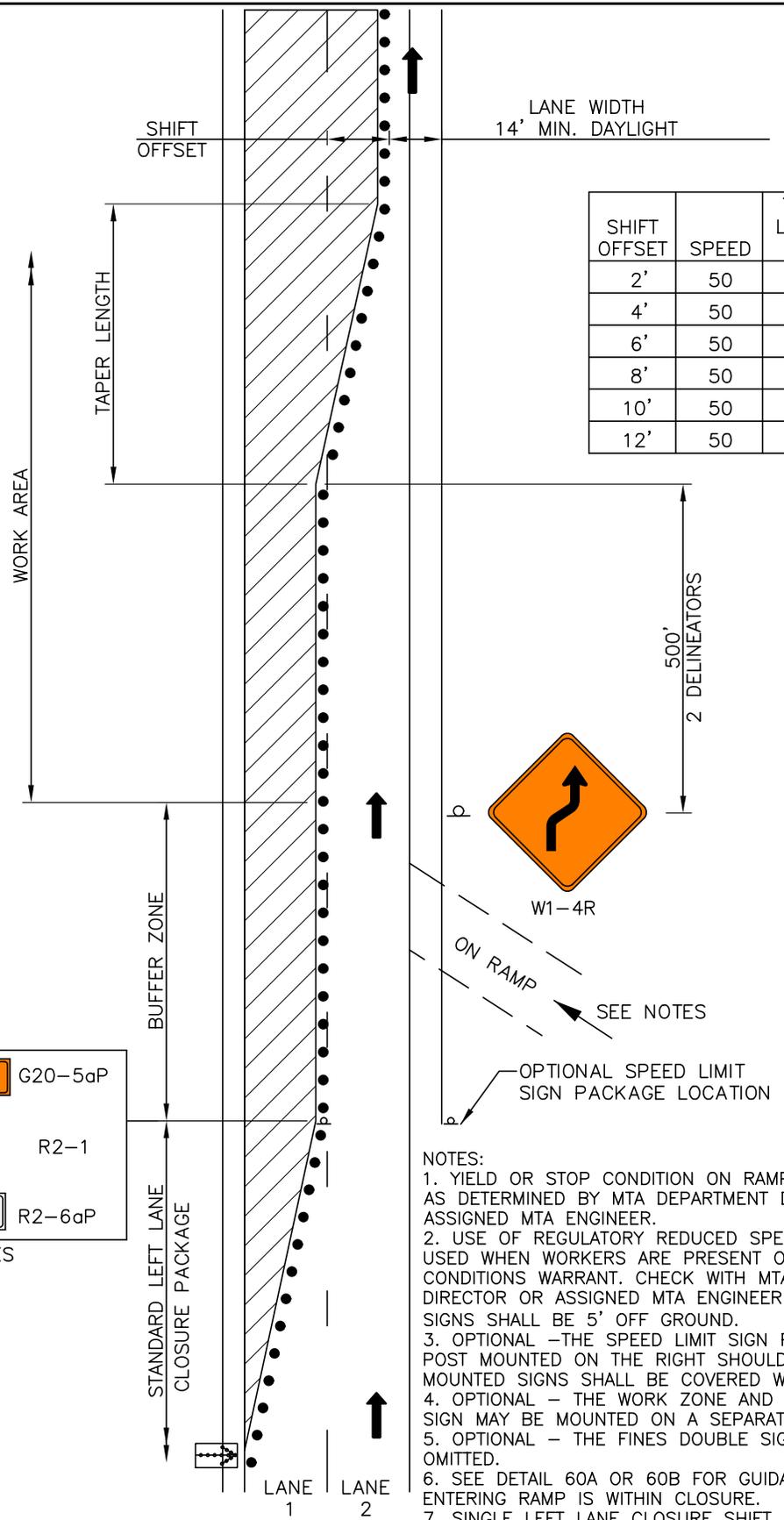
DETAIL 58A NOT TO SCALE



DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
SINGLE LANE CLOSURE
LANE SHIFT TO ADJACENT LANE



SHIFT OFFSET	SPEED	TAPER LENGTH (MIN.)
2'	50	50'
4'	50	100'
6'	50	150'
8'	50	200'
10'	50	250'
12'	50	300'

SEE NOTES

- NOTES:
1. YIELD OR STOP CONDITION ON RAMP 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. CHECK WITH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND.
 3. OPTIONAL -THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE RIGHT 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. SEE DETAIL 60A OR 60B FOR GUIDANCE WHEN ENTERING RAMP IS WITHIN CLOSURE.
 7. SINGLE LEFT LANE CLOSURE SHIFT SHOWN. DOUBLE LEFT LANE CLOSURE SHIFT SIMILAR.

DETAIL 58B NOT TO SCALE



DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
 SINGLE OR DOUBLE LEFT LANE CLOSURE WITH
 RIGHT LANE SHIFT ONTO SHOULDER

LANE WIDTH
14' MIN. DAYLIGHT
11' MIN. DUSK TO DAWN

SHIFT
OFFSET

SHIFT OFFSET	SPEED	TAPER LENGTH (MIN.)
2'	50	50'
4'	50	100'
5'	50	125'

500'
2 DELINEATORS



W1-4L

OPTIONAL SPEED
LIMIT SIGN
PACKAGE
LOCATION

TAPER LENGTH

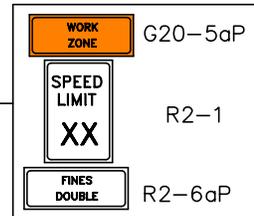
WORK AREA

NOTES:

1. YIELD OR 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. CHECK WITH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND.
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. SINGLE RIGHT LANE CLOSURE SHIFT SHOWN. DOUBLE RIGHT LANE CLOSURE SHIFT SIMILAR.

BUFFER ZONE

STANDARD RIGHT LANE
CLOSURE PACKAGE



SEE NOTES

LANE 1 LANE 2

DETAIL 58C NOT TO SCALE

HNTB

DATE: 10-01-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

SINGLE OR DOUBLE RIGHT LANE CLOSURE WITH
LEFT LANE SHIFT ONTO SHOULDER

SEE NOTE 4



NOTES:

1. CHECK WITH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER FOR WORK PERIODS THIS LANE CLOSURE SETUP CAN BE INSTALLED.

2. SHIFT ENTERING RAMP MERGE TO THE RIGHT THE SAME DISTANCE WHEN LANE 2 IS SHIFTED TO THE RIGHT.

3. IF SKIP LINE DELINEATION CROWDS LANE 2 INTO RAMP, DELINEATION OF GORE MAY BE EXTENDED OR SHIFTED Laterally INTO RAMP ACCELERATION LANE TO PROVIDE SMOOTHER MERGE AREA.

4. THESE SIGNS SHOULD BE PLACED IN ADVANCE OF THE "YIELD AHEAD" SIGN ON RAMP

5. IF WORK ZONE REQUIRES PARTIAL WIDTH CLOSURE OF LANE 2, THE CONES SHALL BE SET TO MINIMIZE LANE 2 ENCROACHMENT, WHILE PROVIDING A MINIMUM 14' PAVED TRAVELWAY (LANE 2 PLUS SHOULDER).

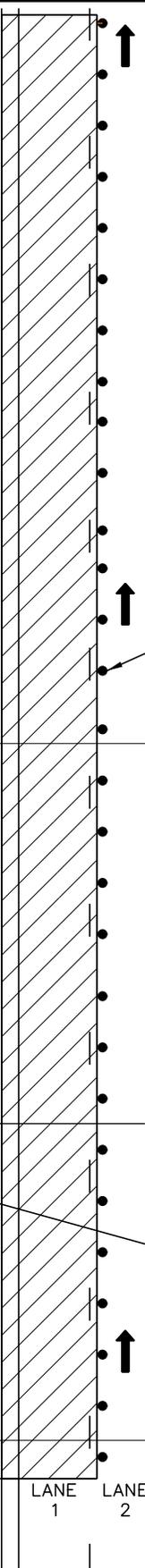
DRUMS OR CONES SPACED @ 80' INTERVALS ON TANGENT, 40' INTERVALS ON TAPER

DELINEATE RIGHT SHOULDER WITH DRUMS. SEE NOTES.



730' 3 DELINEATORS

500' 2 DELINEATORS



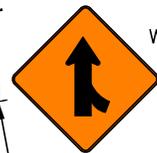
LANE 1 LANE 2

TAPERED RAMP



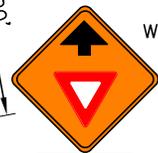
R1-2

500'



W4-1

500'



W3-2

NO MERGE AREA W4-5P

DETAIL 60A

NOT TO SCALE

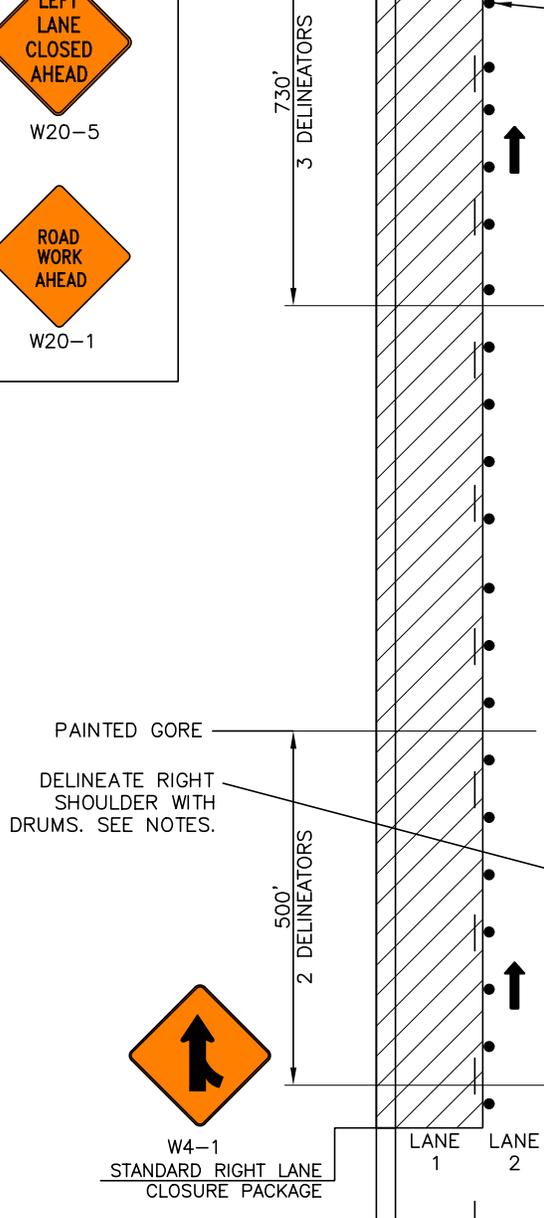
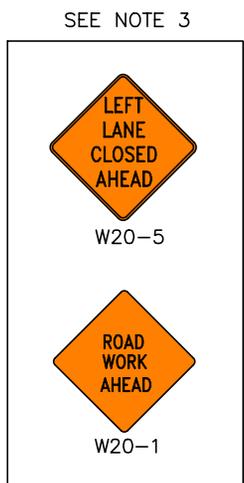
HNTB

DATE: 10-19-2021

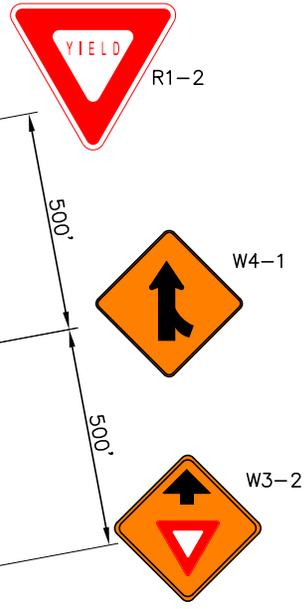
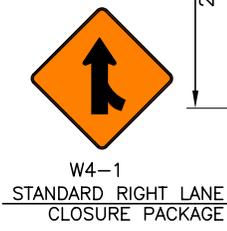


MAINE TURNPIKE AUTHORITY
 TRAFFIC CONTROL DETAIL
 LANE 1 CLOSED, LANE 2 IMPACTED
 MAINLINE TRAFFIC IN LANE 2
 TAPER ENTERING RAMP OPEN

- NOTES:
1. CHECK WITH MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER FOR WORK PERIODS THIS LANE CLOSURE SETUP CAN BE INSTALLED.
 2. SHIFT ENTERING RAMP MERGE TO THE RIGHT THE SAME DISTANCE WHEN LANE 2 IS SHIFTED TO THE RIGHT.
 3. THESE SIGNS SHOULD BE PLACED IN ADVANCE OF THE "YIELD AHEAD" SIGN ON RAMP.
 4. IF WORK ZONE REQUIRES PARTIAL WIDTH CLOSURE OF LANE 2, THE CONES SHALL BE SET TO MINIMIZE LANE 2 ENCROACHMENT, WHILE PROVIDING A MINIMUM 14' PAVED TRAVELWAY (LANE 2 PLUS SHOULDER).



DRUMS OR CONES SPACED @ 80' INTERVALS ON TANGENT, 40' INTERVALS ON TAPER



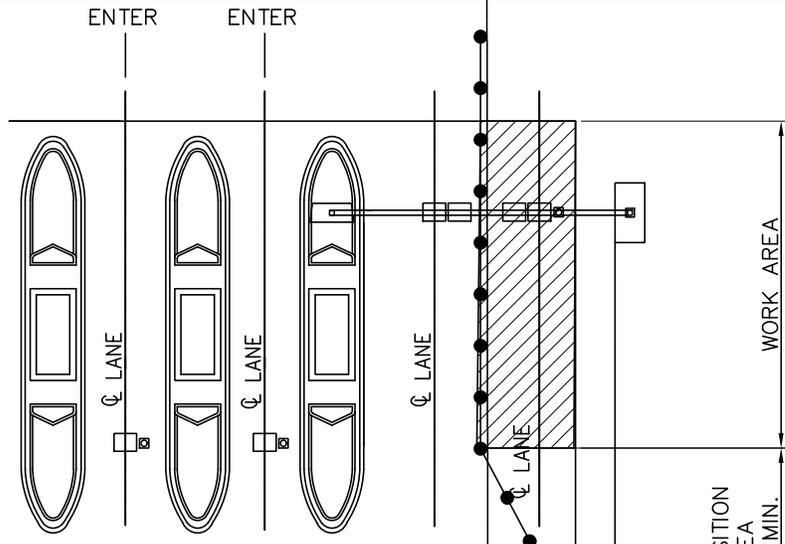
DETAIL 60B NOT TO SCALE



DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
LANE 1 CLOSED, LANE 2 IMPACTED
MAINLINE TRAFFIC IN LANE 2
PARALLEL ENTERING RAMP OPEN



NOTES:

1. EXACT LAYOUT TO BE APPROVED BY THE MTA DEPARTMENT DIRECTOR, TOLL SYSTEM/ITS MANAGER OR ASSIGNED MTA ENGINEER, SOME SITES MAY VARY.

2. YIELD AND YIELD AHEAD SIGNS ARE NOT REQUIRED AT EXITS 25 AND 46.

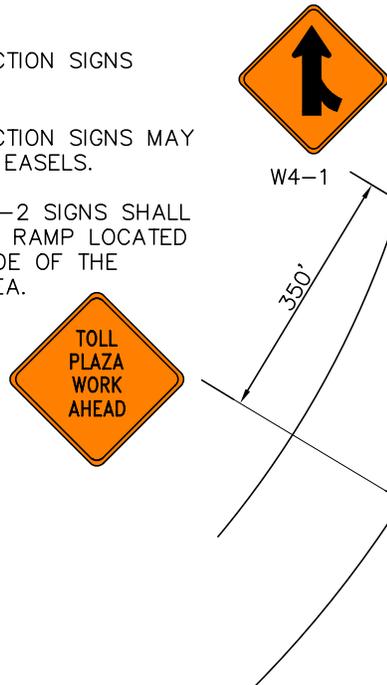
3. THE GREEN CANOPY LIGHT ABOVE THE CLOSED EXPRESS EXITING LANE SHALL BE COVERED.

4. ALL CONSTRUCTION SIGNS SHALL BE 4'X4'.

5. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.

6. R1-2 AND W3-2 SIGNS SHALL BE USED ON THE RAMP LOCATED ON THE SAME SIDE OF THE PLAZA WORK AREA.

REFLECTORIZED CONES OR DRUMS @ 20' (TYP.)



R1-2



W3-2



EXPRESS EXITING LANES - LANE CLOSURE
 EXITS 19, 25, 32, 36, 42, 45, 46, 47, 48, 53

DETAIL TP-50 NOT TO SCALE

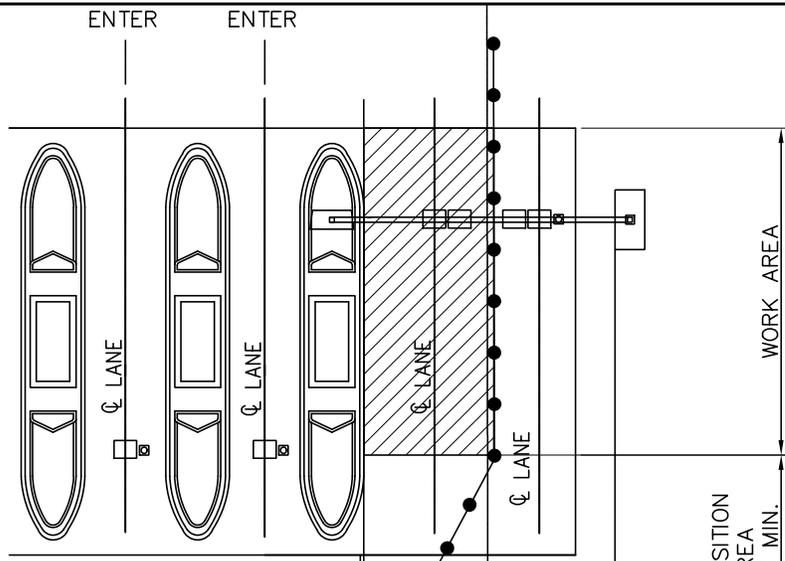


DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
 TOLL PLAZA TRAFFIC CONTROL

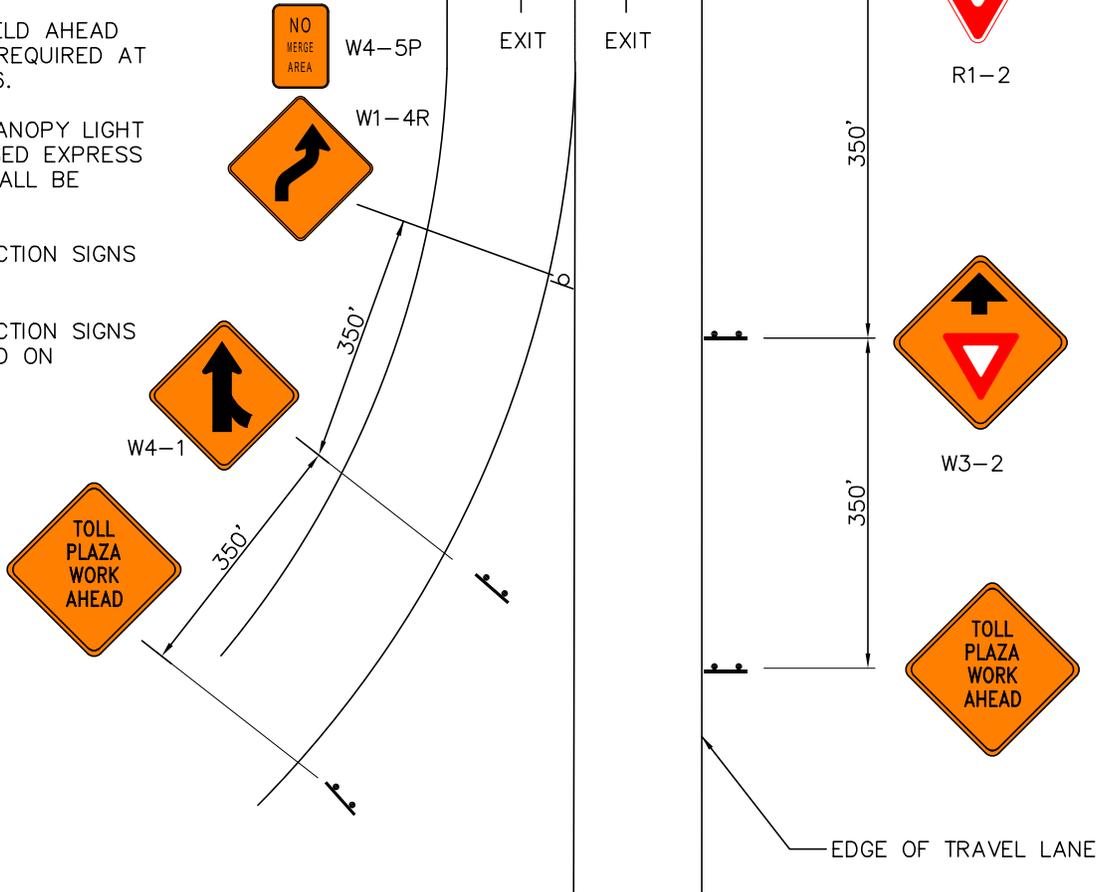
LANE CLOSURE - EXPRESS EXITING LANES



NOTES:

1. EXACT LAYOUT TO BE APPROVED BY THE MTA DEPARTMENT DIRECTOR, TOLL SYSTEM/ITS MANAGER OR ASSIGNED MTA ENGINEER, SOME SITES MAY VARY.
2. YIELD AND YIELD AHEAD SIGNS ARE NOT REQUIRED AT EXITS 25 AND 46.
3. THE GREEN CANOPY LIGHT ABOVE THE CLOSED EXPRESS EXITING LANE SHALL BE COVERED.
4. ALL CONSTRUCTION SIGNS SHALL BE 4'X4'.
5. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.

REFLECTORIZED CONES OR DRUMS @ 20' (TYP.)



EXPRESS EXITING LANES – LANE CLOSURE
 EXITS 19, 25, 32, 36, 42, 45, 46, 47, 48, 53

DETAIL TP-50A NOT TO SCALE



DATE: 10-19-2021

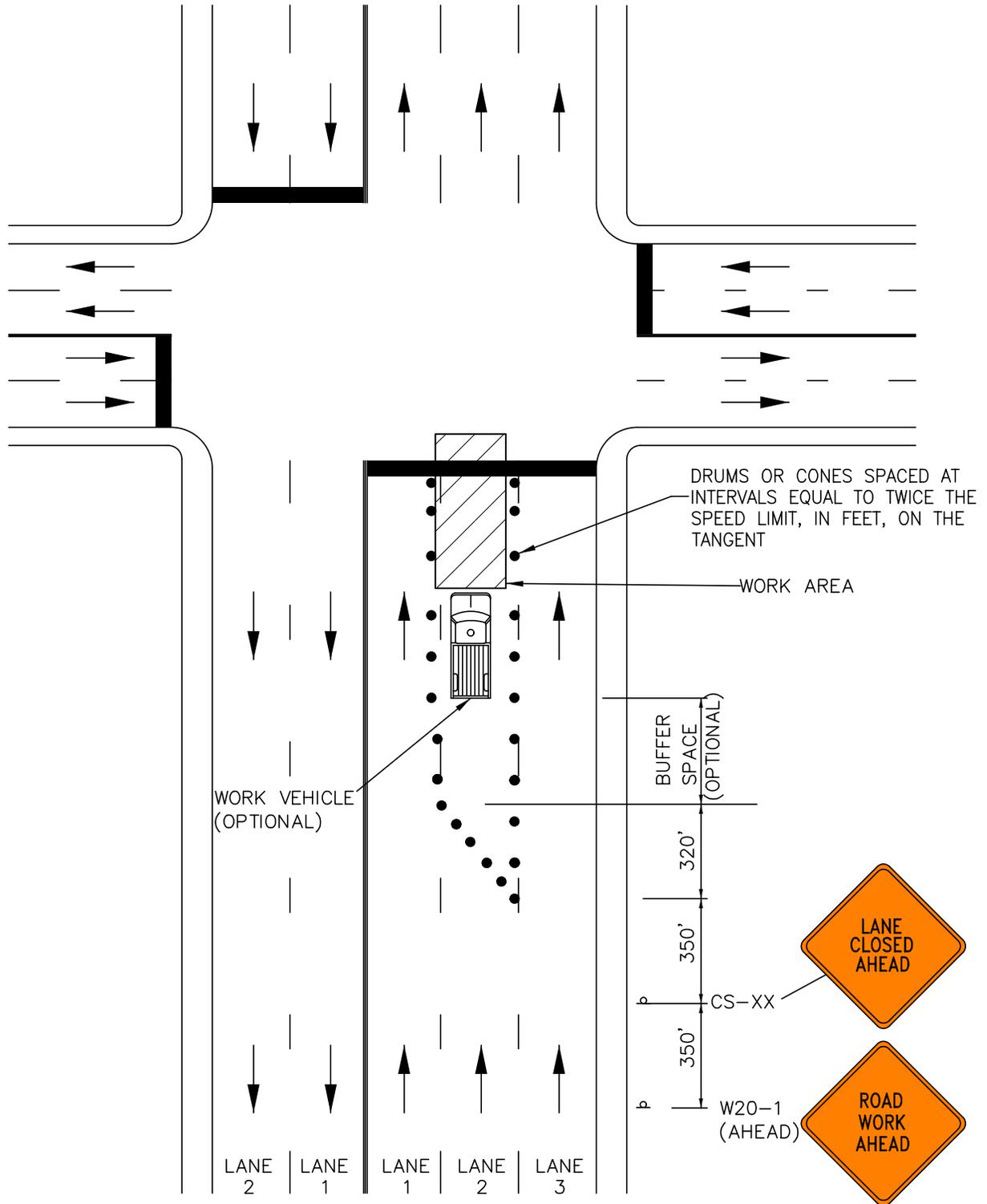


MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL

LANE CLOSURE - EXPRESS EXITING LANES

NOTES:

1. TO BE USED FOR PAVEMENT MARKING INSTALLATION, OR TRAFFIC SIGNAL WORK, ONLY DURING NON-PEAK HOURS. THE ROAD WORK AHEAD SIGN SHALL BE PLACED ON EACH APPROACH TO THE INTERSECTION FOR TRAFFIC SIGNAL WORK.
2. ALL CONSTRUCTION SIGNS SHALL BE 4'X4'.
3. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.
4. EXACT LAYOUT TO BE APPROVED BY MTA DEPARTMENT DIRECTOR, TOLL SYSTEM/ITS MANAGER OR ASSIGNED MTA ENGINEER.



DETAIL TP-50B NOT TO SCALE

HNTB

DATE: 10-19-2021

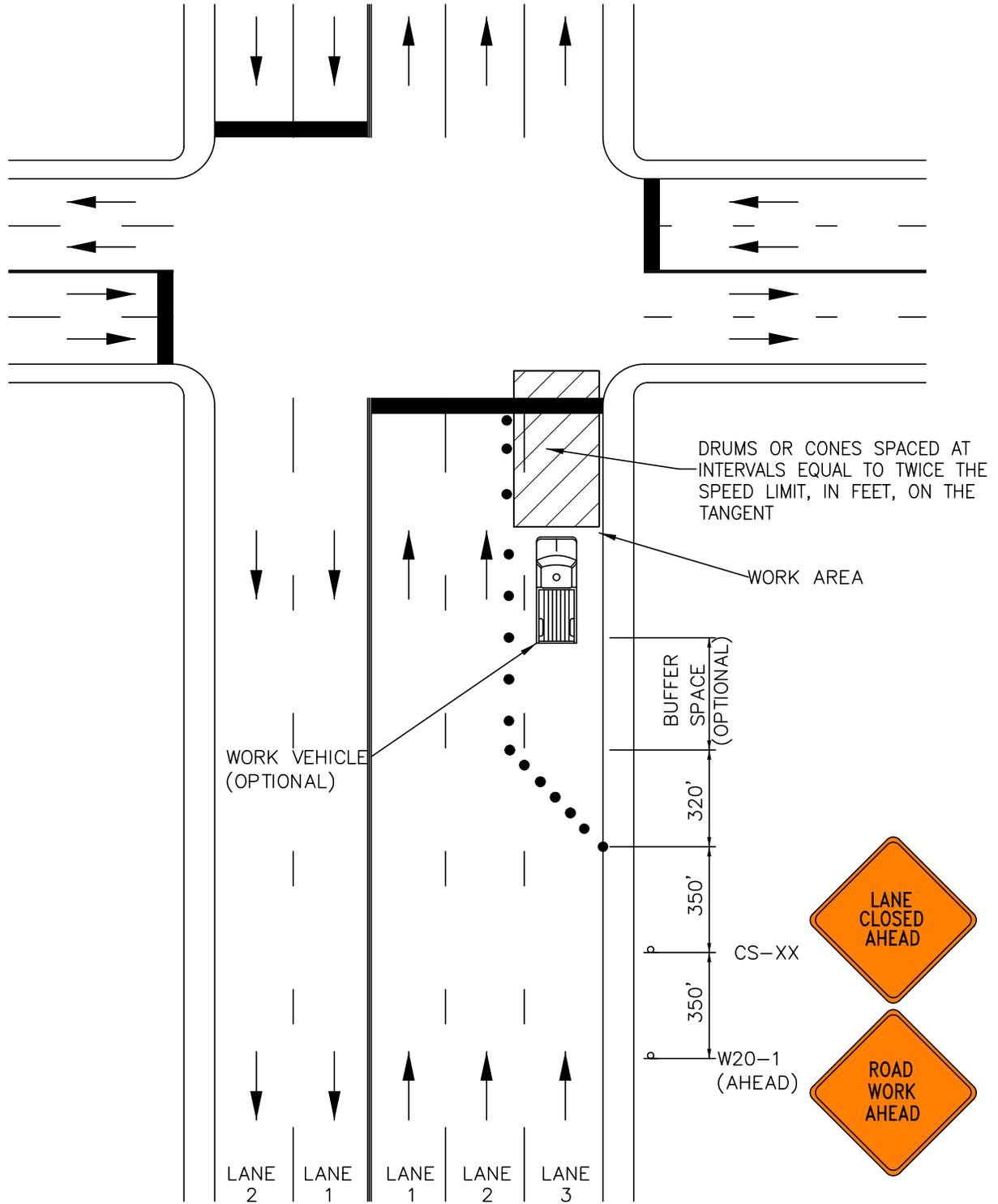


MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL

MIDDLE LANE CLOSURE AT AN INTERSECTION WITH A LOCAL ROAD

NOTES:

1. TO BE USED FOR PAVEMENT MARKING INSTALLATION, OR TRAFFIC SIGNAL WORK, ONLY DURING NON-PEAK HOURS. THE ROAD WORK AHEAD SIGN SHALL BE PLACED ON EACH APPROACH TO THE INTERSECTION FOR TRAFFIC SIGNAL WORK.
2. ALL CONSTRUCTION SIGNS SHALL BE 4'X4'.
3. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.
4. EXACT LAYOUT TO BE APPROVED BY MTA DEPARTMENT DIRECTOR, TOLL SYSTEM/ITS MANAGER OR ASSIGNED MTA ENGINEER.



DETAIL TP-50C NOT TO SCALE

HNTB

DATE: 10-19-2021

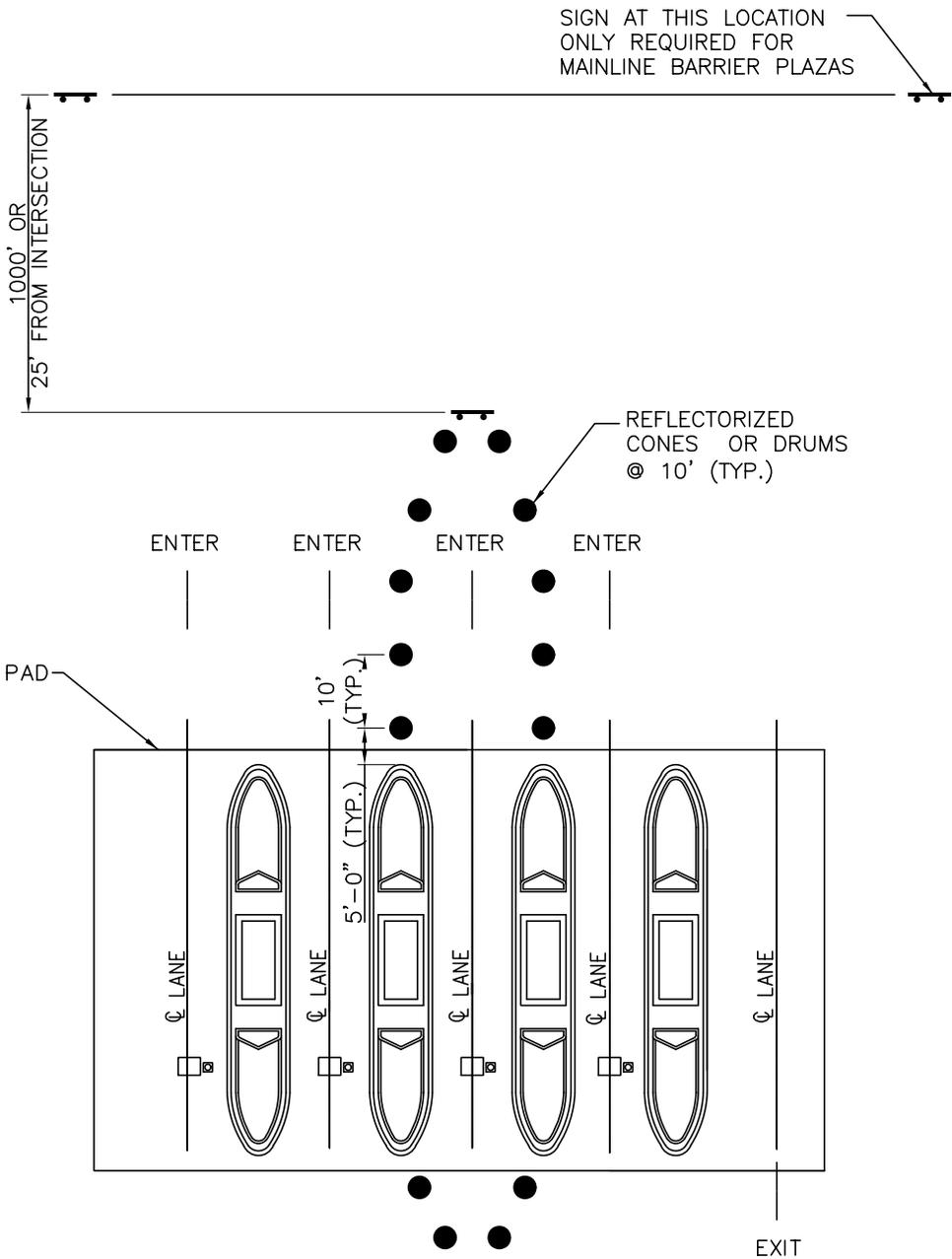
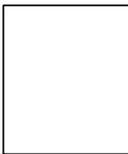


MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL
 OUTSIDE LANE CLOSURE AT AN
 INTERSECTION WITH A LOCAL ROAD



W20-5

EXISTING CONCRETE PAD



SIGN AT THIS LOCATION ONLY REQUIRED FOR MAINLINE BARRIER PLAZAS

REFLECTORIZED CONES OR DRUMS @ 10' (TYP.)

ENTER ENTER ENTER ENTER

10' (TYP.)

5'-0" (TYP.)

☉ LANE

☉ LANE

☉ LANE

☉ LANE

☉ LANE

EXIT

NOTES:

1. A SINGLE LANE CLOSURE IS REQUIRED FOR CONSTRUCTION AND MAINTENANCE WORK IN THE LANE OR ON AN ISLAND.
2. CANOPY LIGHT ABOVE CLOSED LANE SHALL BE RED.
3. ALL CONSTRUCTION SIGNS SHALL BE 4'X4'.
4. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.

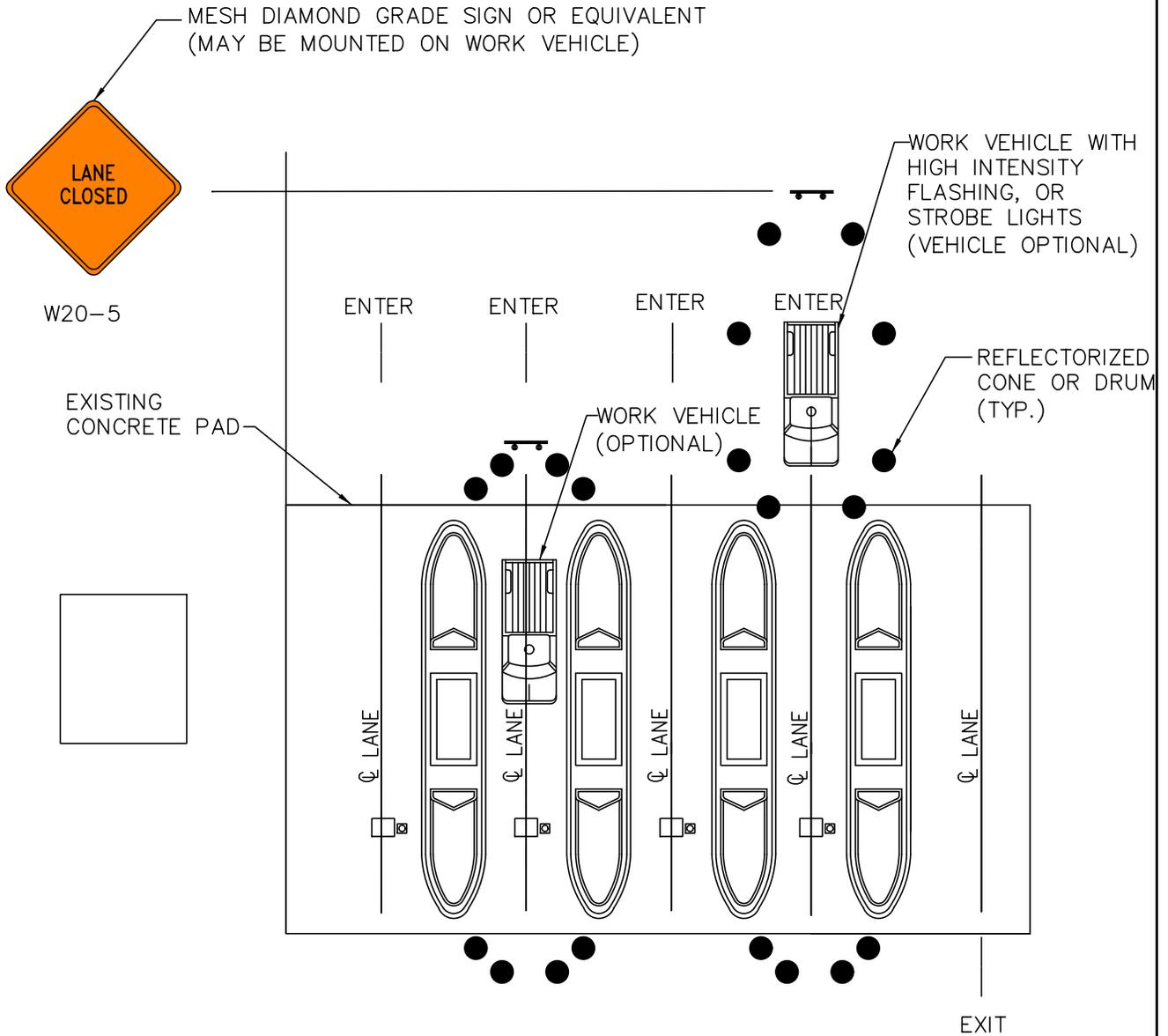
DETAIL TP-51 NOT TO SCALE



DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL
STATIONARY LANE CLOSURE
BARRIER AND SIDE PLAZAS
LONG TERM (MORE THAN 3 DAYS)



NOTES:

1. A SINGLE LANE CLOSURE IS REQUIRED FOR CONSTRUCTION AND MAINTENANCE WORK IN THE LANE OR ON AN ISLAND.
2. CANOPY LIGHT ABOVE CLOSED LANE SHALL BE RED.
3. CONES SHALL BE PLACED SO THAT VEHICLES IN ADJACENT LANES CANNOT ENTER THE CLOSED LANE.
4. ALL CONSTRUCTION SIGNS SHALL BE 4'X4', WITH THE EXCEPTION OF THE MESH FABRIC SIGNS WHICH MAY BE 3'X3'.
5. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.

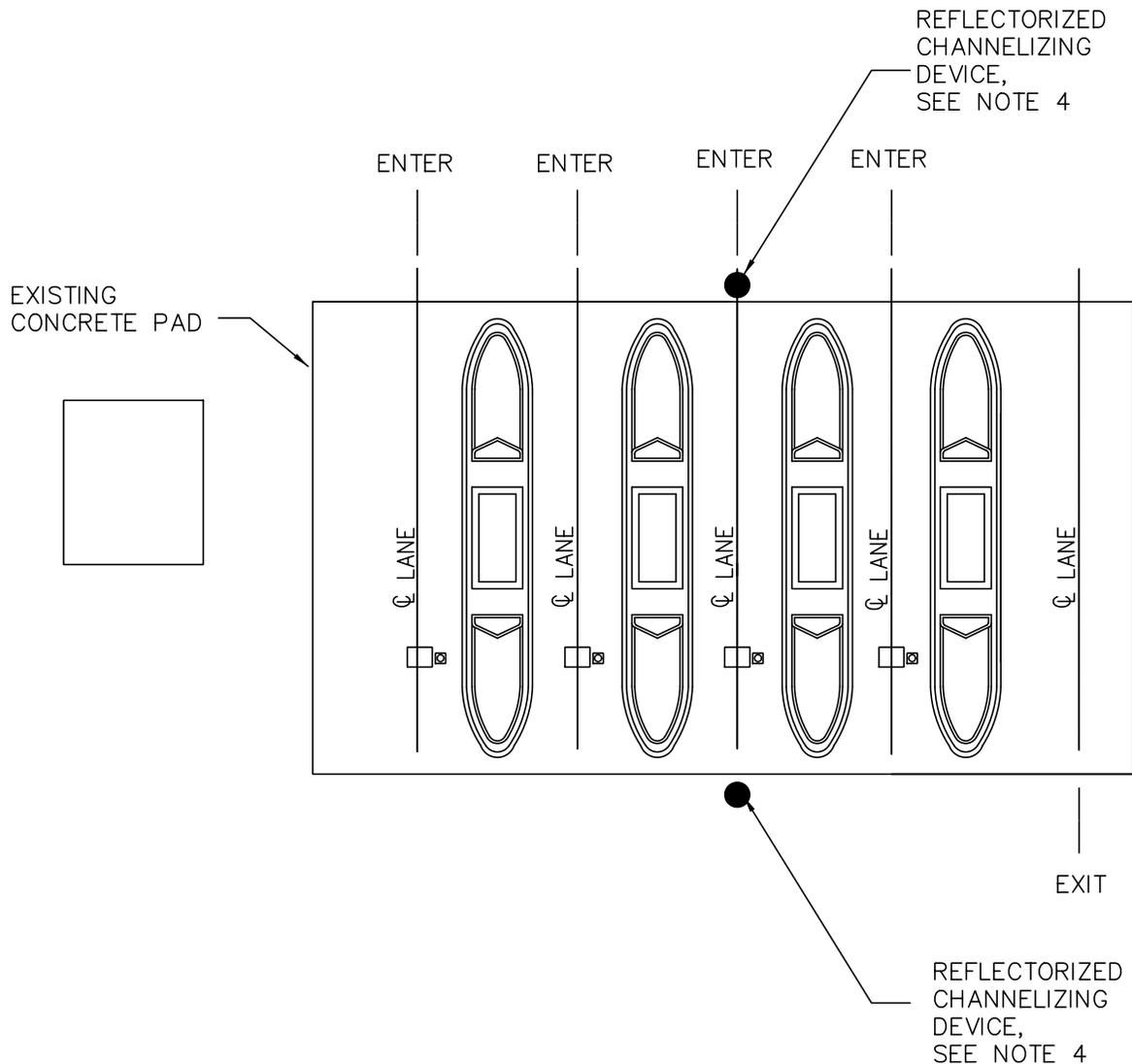
DETAIL TP-52 NOT TO SCALE



DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL
 STANTIONARY LANE CLOSURE
 BARRIER AND SIDE PLAZAS
 INTERMEDIATE TERM (>1 HOUR TO 3 DAYS)



NOTES:

1. A SINGLE LANE CLOSURE IS REQUIRED FOR CONSTRUCTION AND MAINTENANCE WORK IN THE LANE OR ON AN ISLAND.
2. CANOPY LIGHT ABOVE CLOSED LANE SHALL BE RED.
3. FOR OVERHEAD WORK, USE TP-51 OR TP-52.
4. REFLECTORIZED CHANNELIZING DEVICE SHALL BE CONES OR TUBULAR MARKER MEETING MUTCD SECTION 6F.64 OR 6F.65 FOR NIGHT TIME USE. ALL DEVICES SHALL BE IN GOOD CONDITION WITH NO DAMAGE TO ANY REFLECTORIZED SURFACE.

DETAIL TP-53 NOT TO SCALE

HNTB

DATE: 12-22-2017



**MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL**

**CLOSURE BARRIER AND SIDE PLAZAS
SHORT DURATION (<1 HOUR) STATIONARY LANE**



W20-5



6" APRON OF ASPHALT GRINDINGS AROUND RAISED ISLAND (OPTIONAL)

NOTES:

1. ALL WORK FOR LANES 4 AND 5 (ALL WIDE LOAD LANES) TO BE DONE BETWEEN HOURS OF 8 PM AND 6 AM.
2. TRAFFIC CONTROL SHOWN ABOVE IS FOR WORK IN LANE 5. WORK INVOLVING LANE 4 CAN BE DONE FOLLOWING TYPICAL TOLL PLAZA LANE CLOSURE DETAILS.
3. SOUTHBOUND/NORTHBOUND ONLY SIGNS DEPENDENT OF TOLL PLAZA LOCATION.
4. CANOPY LIGHT ABOVE CLOSED LANE SHALL BE OFF.
5. ALL CONSTRUCTION SIGNS SHALL BE 4'X4'.
6. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.

CONES OR DRUMS @ 20'

EXISTING DELINEATOR (REMAIN IN PLACE)

CONES OR DRUMS @ 10' (TYP.)

REMOVE & RESET SIGNS & 4x4 POSTS

CONES OR DRUMS @ 10'

DETAIL TP-54 NOT TO SCALE



DATE: 10-19-2021



**MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL**

**STATIONARY LANE CLOSURE
OF EXPRESS ENTRY LANE
AT WELLS**

NOTES:

1. A SINGLE LANE CLOSURE IS REQUIRED FOR ALL CONSTRUCTION OR MAINTENANCE WORK IN THE ORT LANE.

2. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED FOR THE ORT LANE CLOSURE. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND.

3. ALL CONSTRUCTION SIGNS SHALL BE 4X4 AND MAY BE EASEL OR POST MOUNTED.

4. OPTIONAL – THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE RIGHT SHOULDER. POST MOUNTED SIGNS SHALL BE COVERED WHEN NOT IN USE.

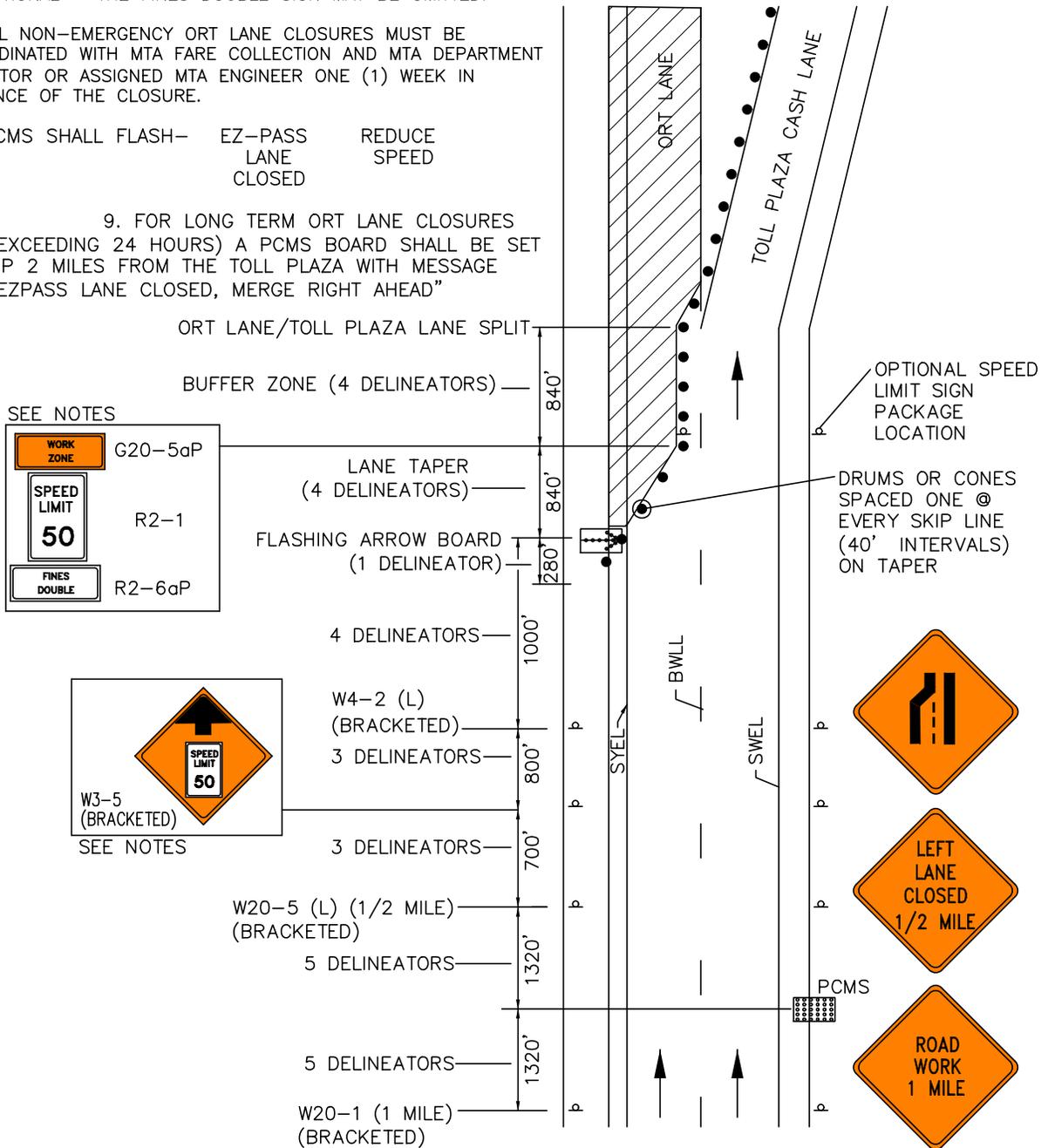
5. OPTIONAL – THE WORK ZONE AND FINES DOUBLE SIGN MAY BE MOUNTED ON A SEPARATE EASEL OR POST.

6. OPTIONAL – THE FINES DOUBLE SIGN MAY BE OMITTED.

7. ALL NON-EMERGENCY ORT LANE CLOSURES MUST BE COORDINATED WITH MTA FARE COLLECTION AND MTA DEPARTMENT DIRECTOR OR ASSIGNED MTA ENGINEER ONE (1) WEEK IN ADVANCE OF THE CLOSURE.

8. PCMS SHALL FLASH- EZ-PASS LANE CLOSED REDUCE SPEED

9. FOR LONG TERM ORT LANE CLOSURES (EXCEEDING 24 HOURS) A PCMS BOARD SHALL BE SET UP 2 MILES FROM THE TOLL PLAZA WITH MESSAGE "EZPASS LANE CLOSED, MERGE RIGHT AHEAD"



DETAIL TP-56A NOT TO SCALE



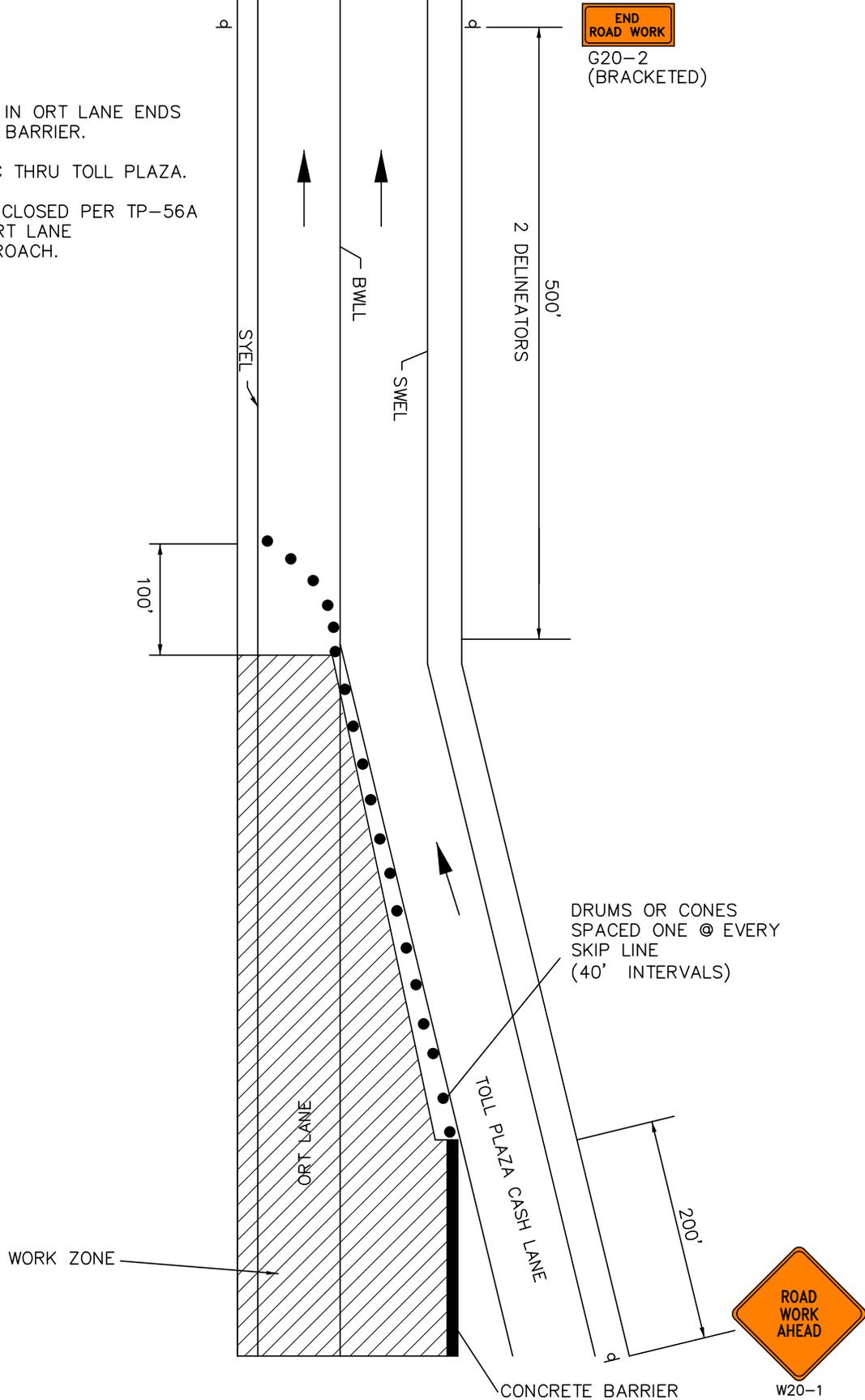
DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL
 SINGLE LANE ORT BARRIER PLAZA
 STATIONARY SINGLE LANE ORT CLOSURE
 APPROACH

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.



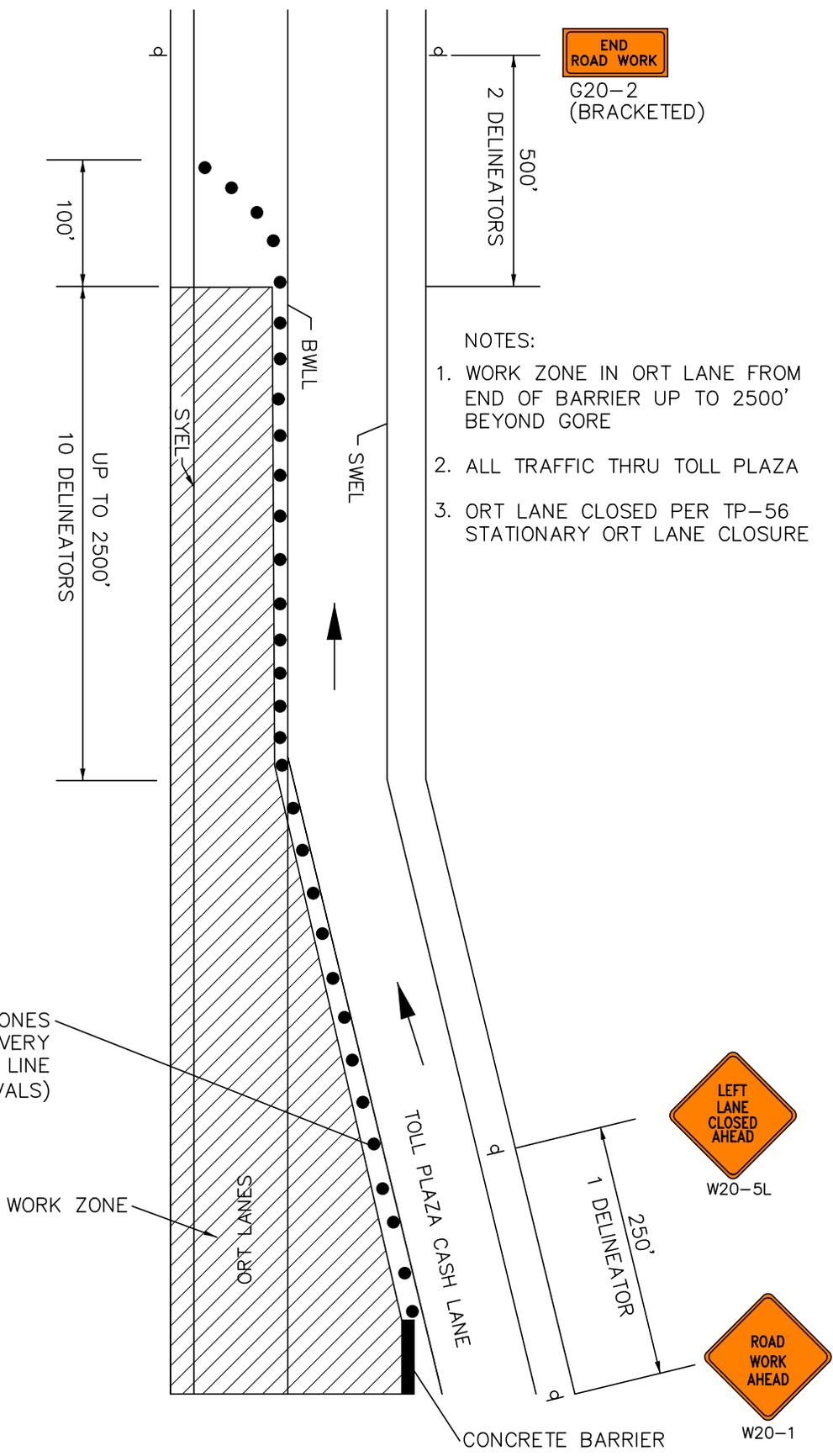
DETAIL TP-56B NOT TO SCALE

HNTB

DATE: 10-19-2021



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



END ROAD WORK
G20-2
(BRACKETED)

NOTES:

1. WORK ZONE IN ORT LANE FROM END OF BARRIER UP TO 2500' BEYOND GORE
2. ALL TRAFFIC THRU TOLL PLAZA
3. ORT LANE CLOSED PER TP-56 STATIONARY ORT LANE CLOSURE

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

WORK ZONE

ORT LANES

TOLL PLAZA CASH LANE

CONCRETE BARRIER



DETAIL TP-56C NOT TO SCALE



DATE: 10-19-2021



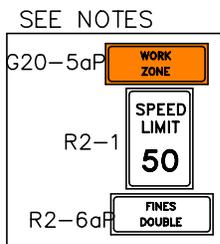
MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL
SINGLE LANE ORT BARRIER PLAZA
STATIONARY SINGLE LANE ORT CLOSURE
DEPARTURE 2

END
WORK
ZONE
SPEED
LIMIT
R2-12

CASH
LANES

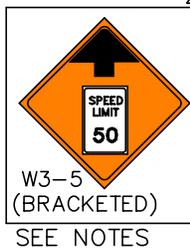
330' MIN
OPENING

CASH
LANES
OPEN
AHEAD



OPTIONAL SPEED LIMIT
SIGN PACKAGE LOCATION

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



4 DELINEATORS

W4-2
(BRACKETED)

3 DELINEATORS

6 DELINEATORS

W20-5 (1/2 MILE)
(BRACKETED)

10 DELINEATORS

W20-1 (1 MILE)
(BRACKETED)

1040'
MINIMUM TANGENT
4 DELINEATORS

1000'
800'
1500'
2640'

ORT LANE

TOLL PLAZA CASH LANE

NOTES:

1. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED FOR THE RIGHT LANE CLOSURE PRIOR TO THE ORT/ CASH LANE SPLIT; AND SHALL BE USED WHEN THE WORK ZONE IS WITHIN 1000 FEET OF THE ORT/ CASH LANE SPLIT. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND.
2. ALL CONSTRUCTION SIGNS SHALL BE 4X4 AND MAY BE EASEL OR POST MOUNTED.
3. OPTIONAL - THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE RIGHT 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.

WORK ZONE

TRUCK MOUNTED
ATTENUATOR
(OPTIONAL)

200'
840'
4 DELIN.
BUFFER
ZONE

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

840'
4 DELIN.
TAPER

FLASHING ARROW
BOARD ON SHOULDER

280'
1 DELIN.



DETAIL TP-57A NOT TO SCALE

HNTB

DATE: 10-19-2021

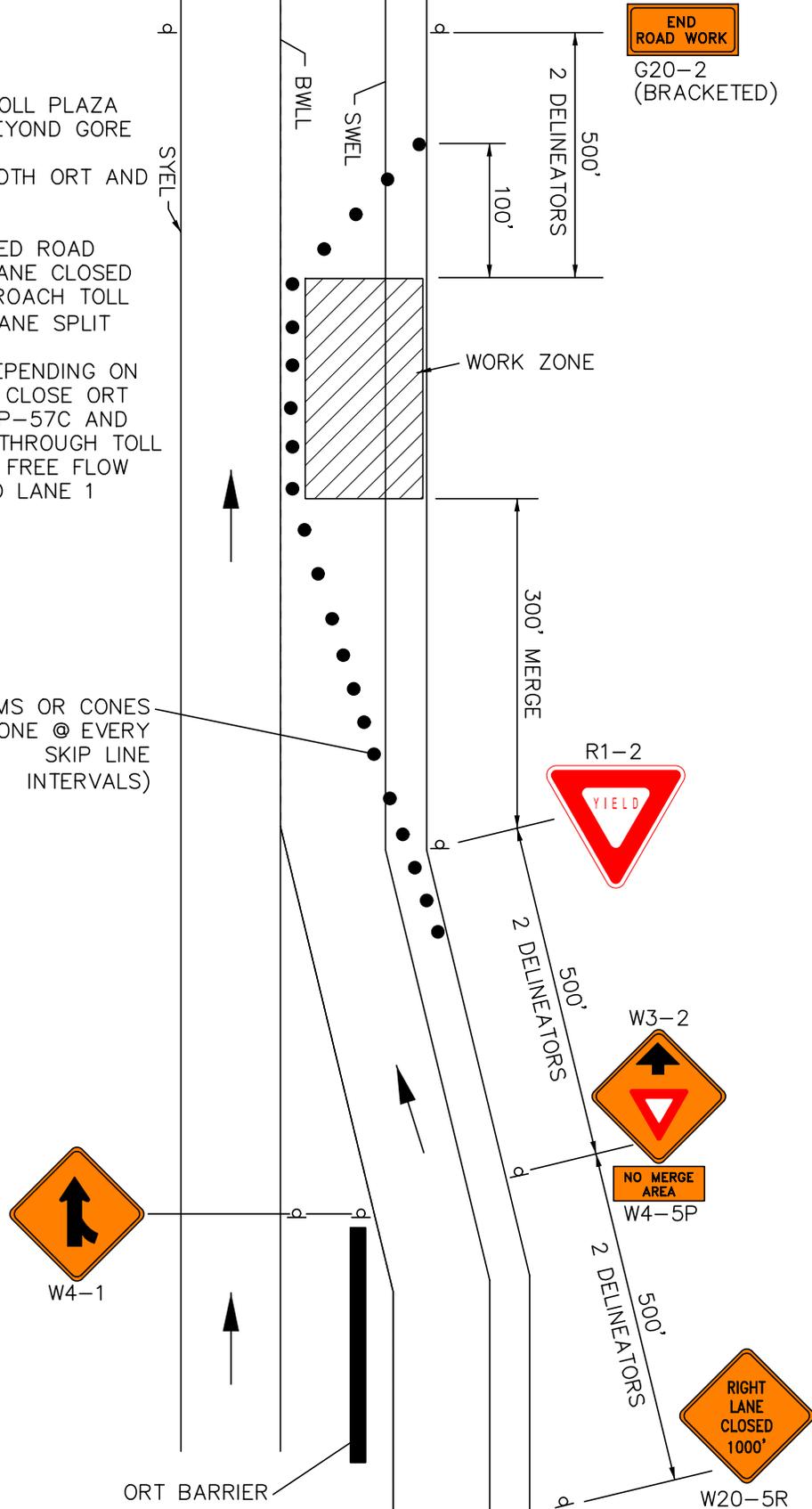


MAINE TURNPIKE AUTHORITY
TOLL PLAZA TRAFFIC CONTROL
SINGLE LANE ORT BARRIER PLAZA
STATIONARY RIGHT LANE CLOSURE - APPROACH
CASH LANES OPEN

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

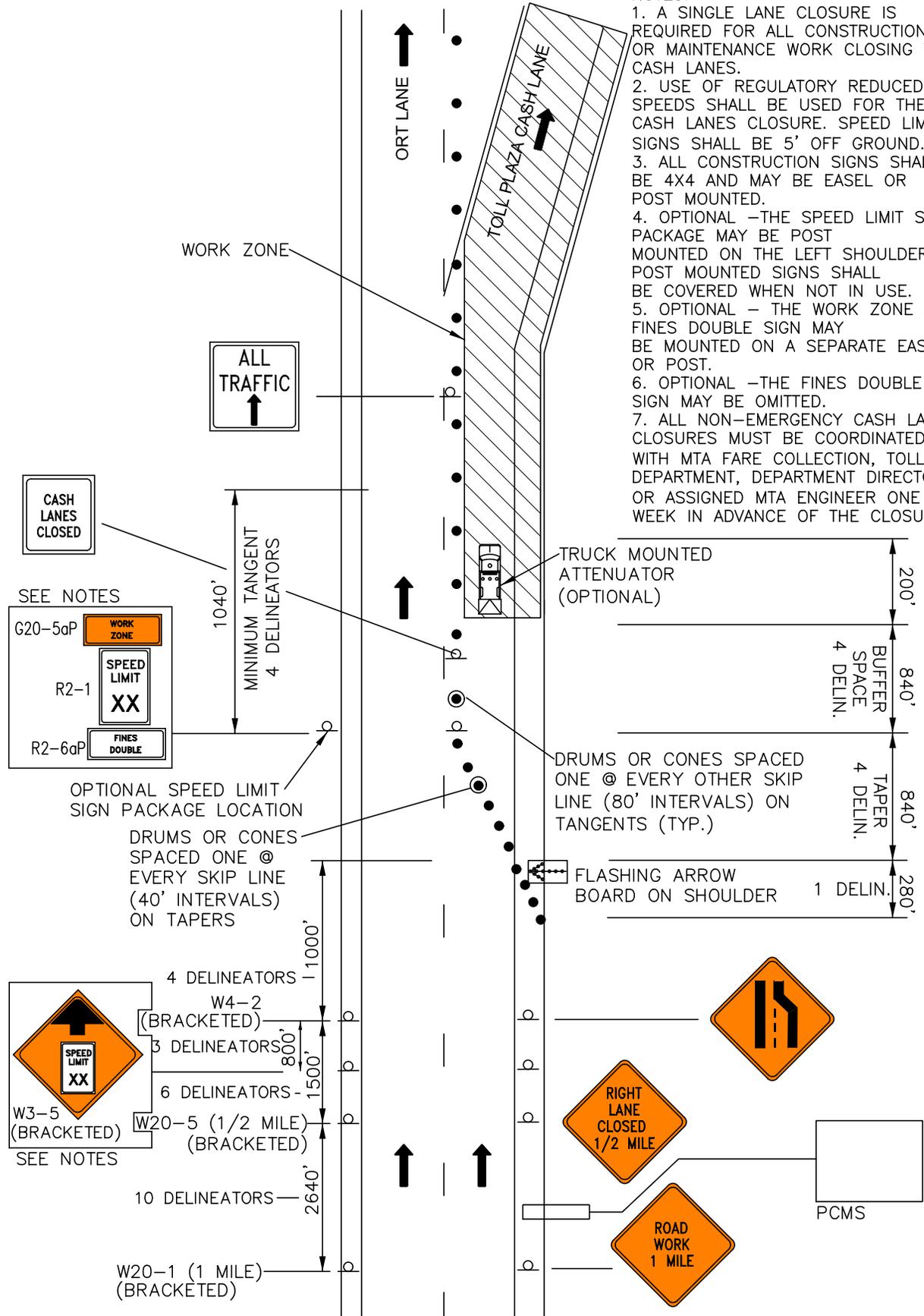
HNTB

DATE: 10-19-2021



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

- NOTES:
1. A SINGLE LANE CLOSURE IS REQUIRED FOR ALL CONSTRUCTION OR MAINTENANCE WORK CLOSING THE CASH LANES.
 2. USE OF REGULATORY REDUCED SPEEDS SHALL BE USED FOR THE CASH LANES CLOSURE. SPEED LIMIT SIGNS SHALL BE 5' OFF GROUND.
 3. ALL CONSTRUCTION SIGNS SHALL BE 4X4 AND MAY BE EASEL OR POST MOUNTED.
 4. OPTIONAL -THE SPEED LIMIT SIGN PACKAGE MAY BE POST MOUNTED ON THE LEFT SHOULDER. POST MOUNTED SIGNS SHALL BE COVERED WHEN NOT IN USE.
 5. OPTIONAL - THE WORK ZONE AND FINES DOUBLE SIGN MAY BE MOUNTED ON A SEPARATE EASEL OR POST.
 6. OPTIONAL -THE FINES DOUBLE SIGN MAY BE OMITTED.
 7. 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.



DETAIL TP-57C NOT TO SCALE



DATE: 10-19-2021

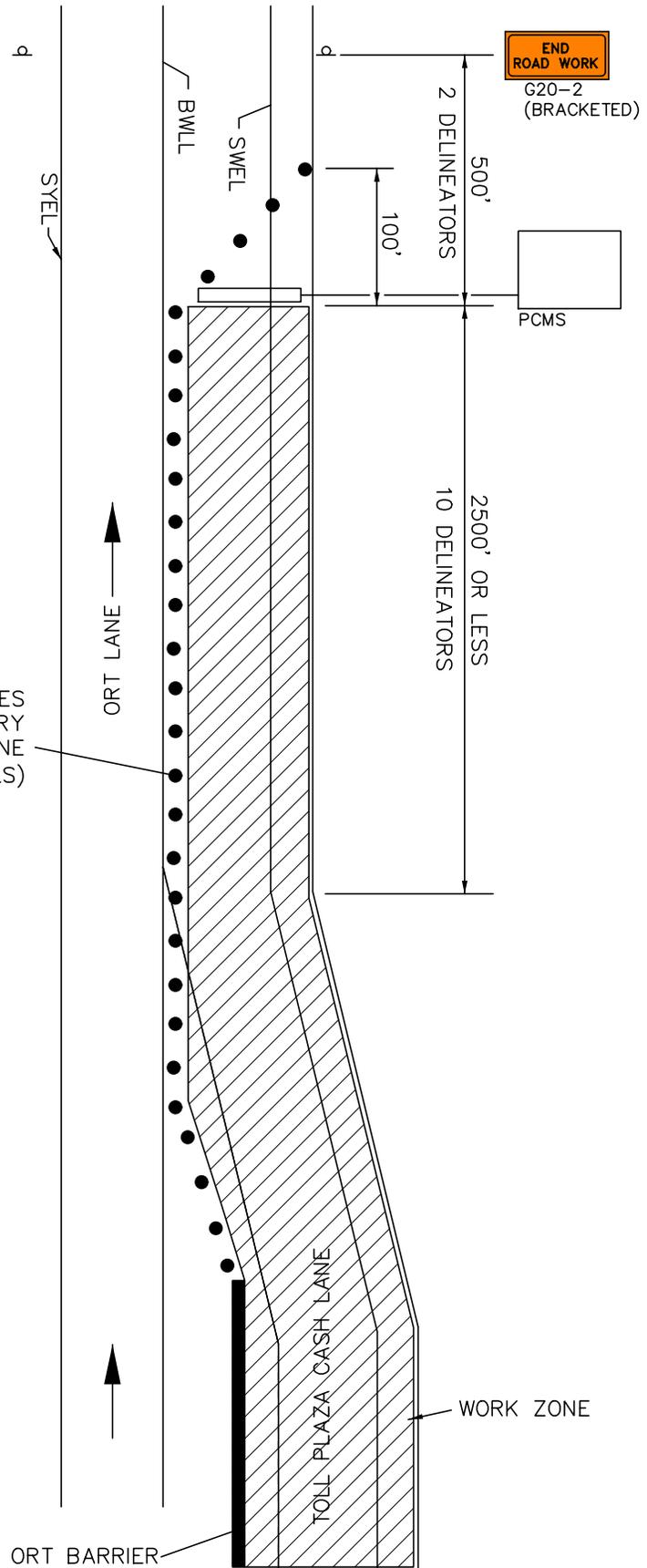


MAINE TURNPIKE AUTHORITY
 TOLL PLAZA TRAFFIC CONTROL
 SINGLE LANE ORT BARRIER PLAZA
 STATIONARY RIGHT LANE CLOSURE - APPROACH
 CASH LANES CLOSED

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



DATE: 10-19-2021



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

NOTES:
 1. ALL CONSTRUCTION SIGNS SHALL BE 4X4 AND MAY BE EASEL OR POST MOUNTED.

EXISTING CONCRETE BARRIER

END WORK ZONE SPEED LIMIT

R2-12

WORK ZONE

DRUMS OR CONES SPACED AT 30'

TRUCK MOUNTED ATTENUATOR (OPTIONAL)

ORT LANE

TOLL PLAZA CASH LANE

W21-5a

2 DELINEATORS

W21-5b (1000 FT)

6 DELINEATORS

W20-1 (AHEAD) (BRACKETED)



DETAIL TP-58 NOT TO SCALE



DATE: 10-19-2021



MAINE TURNPIKE AUTHORITY
 TOLL PLAZA TRAFFIC CONTROL
 SINGLE LANE ORT BARRIER PLAZA
 CASH LANES SHOULDER CLOSURE