Maine Turnpike Authority

Traffic Control Plans

May 2020 Amendment

ROAD WORK AHEAD
Date: May 7, 2020

Re: Amendment to the Maine Turnpike Authority Traffic Control Plans – January 2018 and December 2018 memo

The following revisions to the Traffic Control Plans dated January 2018 shall be implemented when setting up work zone traffic control zones:

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 TMIA:

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 from 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 from 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 or in cash toll plaza areas 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 constraints.

Detail 49 Snow Removal in Median Opening a TMA is not required.
MOT Details

The attached details have been revised/added which include Details: 1, 4A, 42A, 42B, 48, 49, 50, TP-50A, TP-50B, TP-50C, TP-52, Appendix B Page 84.

**Detail 4B (Page 7):** During litter picking activities when a “leap frogging” operation is being utilized a W21-5 sign shall be easel mounted in advance of the work area in addition to being mounted on the truck.

**Details 4B, 5A, 5B and 49** where the details call for an *Arrow Board (Preferred)* or *Arrow Stick (Optional)* both items can be omitted if the truck has a High Intensity LED Light Bar in use.

**Local Road Details Numbers 6 to 17:** If there is an intersection within the maintenance of traffic sign array then the sign spacing should be adjusted if feasible or a sign array should be added to the approaches of the intersecting street(s).

Signed: [Signature]
Date: 5/20/20

Steve Tartre, P.E.
Director of Engineering & Building Maintenance
NOTES:
1. THE ROAD WORK AHEAD SIGN MAY BE OMITTED WHERE THE WORK SPACE IS BEHIND BARRIER OR 15 FEET OR MORE FROM THE EDGE OF ROADWAY.
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 ROTATING, FLASHING, OSCILLATING OR STROBE LIGHTS.
3. IF WORK VEHICLES ARE PARKED IN THE SHOULDER, THEN THE SHORT DURATION OR MOBILE OPERATIONS ON SHOULDER DETAIL (DETAIL 4B) SHALL BE FOLLOWED.
4. FOR MOWING OR SIMILAR ACTIVITIES, IF VEHICLES ARE PARKED MORE THAN 15' 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.
NOTE:
1. ONLY FOR ROADWAY INSPECTION OR EMERGENCY
   USE FOR WORK IN TRAVELWAY, FOR PLANNED WORK
   ON SHOULDER OR OFF OF ROADWAY USE DETAIL 4B
   OR 48.
NOTES:
1. USE OF REGULATORY REDUCED SPEED LIMITS 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 ENGINEERING. 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 SHOULDERS. 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 BASEL OR POST.
4. OPTIONAL - THE FINES DOUBLE SIGN MAY BE OMITTED.
5. EXIT SIGN E5-1 MAY BE WHITE LETTERS AND ARROW ON ORANGE BACKGROUND OR BLACK LETTERS AND ARROW ON ORANGE BACKGROUND. SIGN SHALL BE MOUNTED 5 FEET FROM BOTTOM OF SIGNS TO PAVEMENT SURFACE.
NOTES:
1. Use of regulatory reduced speeds shall be used when workers are present or site conditions warrant. Ten MPH speed reduction mandatory if reduction greater than 10 MPH is warranted then request through VTA Engineering. Speed limit sign is only needed on one side or the other.
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 may 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.

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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 may 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.
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 ROTATING FLASHING, OSCILLATING OR STROBE LIGHT.
4. SHADOW VEHICLE SHALL 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 MORE THAN 15' OFF THE RIGHT EDGE OF PAVEMENT OR BEHIND BARRIER, WARNING LIGHTS NOT REQUIRED TO BE ON.
NOTES:
1. FOR NON-DAYLIGHT HOURS AN OPTIONAL SECOND SHADOW VEHICLE MAY BE ADDED EQUIPPED SIMILAR TO THE FIRST.
2. FOR THIS OPERATION, TRUCK MOUNTED ATTENUATORS ARE NOT REQUIRED.

ROAD WORK AHEAD

SHADOW VEHICLE

ARROW BOARD (PREFERRED) OR ARROW STICK (OPTIONAL)

TRUCK MOUNTED ATTENUATOR (OPTIONAL)

LOADER WORK AREA

W20-1

SIGN MOUNTED ON TRUCK

NOT TO SCALE

MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL

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

DATE: 03-31-2020

DETAIL 49
NOTES:
1. SET UP IS THE SAME NB OR SB. TWO LINES OR THREE LANE SECTION. TROOPERS MAY BE REDUCED IF THREE LANE SECTION IS REQUIRED.
2. ALL MAINLINE STOPPAGES TROOPERS MAY BE REDUCED IF THREE LANE SECTION IS REQUIRED.
3. A MINIMUM OF ONE STATE TROOPER PER LANE IS REQUIRED.
4. THE NUMBER OF STATE TROOPERS MAY BE REDUCED IF THERE ARE LANE CLOSURES IN PLACE.

STATE TROOPER

WORK ZONE 500'

1 MILE FROM WORK ZONE

2 DELINEATORS

WORK ZONE

2 DELINEATORS

1 MILE FROM WORK ZONE

20 DELINEATORS

5 DELINEATORS

5 DELINEATORS

NOTES:
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2. ALL MAINLINE STOPPAGES TROOPERS MAY BE REDUCED IF THREE LANE SECTION IS REQUIRED.
3. A MINIMUM OF ONE STATE TROOPER PER LANE IS REQUIRED.
4. THE NUMBER OF STATE TROOPERS MAY BE REDUCED IF THERE ARE LANE CLOSURES IN PLACE.
NOTES:

1. EXACT LAYOUT TO BE APPROVED BY THE MTA ENGINEERING DIRECTOR. 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 TURNED OFF OR COVERED.

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

5. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.

EXPRESS EXITING LANES – LANE CLOSURE
EXITS 19, 25, 32, 36, 42, 45, 46, 47, 48, 53
NOTES:
1. TO BE USED FOR PAVEMENT MARKING INSTALLATION, ONLY DURING NON-PEAK HOURS.
2. ALL CONSTRUCTION SIGNS SHALL BE 4'X4'.
3. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.
NOTES:
1. TO BE USED FOR PAVEMENT MARKING INSTALLATION, ONLY DURING NON-PEAK HOURS.
2. ALL CONSTRUCTION SIGNS SHALL BE 4'X4'.
3. ALL CONSTRUCTION SIGNS MAY BE MOUNTED ON EASELS.
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.

NOT TO SCALE

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

DATE: 03-31-2020
NOTES:
1. USE OF REGULATORY REDUCED SPEED LIMITS SHALL BE USED.
2. EXIT SIGN E5-1 SHALL BE MOUNTED AT MINIMUM OF 5 FEET FROM BOTTOM OF SIGN TO PAVEMENT SURFACE.

DATE: 05-19-2020

MAINE TURNPIKE AUTHORITY
TRAFFIC CONTROL DETAIL
EXIT RAMP LEFT LANE CLOSURE