NOTES:

1. All work in the vicinity of a toll plaza or toll lane shall be coordinated with the Director of the Tolls Department through the Operations Department, the Engineer or the State Police.

2. Before work begins, the lane use chart above the lane shall be changed to indicate that the lane is closed. If applicable, guide signs in advance of the toll plaza or toll lane shall also be changed to indicate the closing lane.

3. A truck with mounted attenuator shall be used for each lane that contains a work area. A multiple toll lane closing is permitted if only one lane is served at a time but anticipates the work area to relocate to adjacent toll lanes so that the advance traffic control devices do not need to be reset for each lane.

4. Variable (V) signs may be installed on both sides of the approach roadway at the outside edge of the roadway where appropriate. These signs may affect traffic, so it is important to coordinate their use with the operations department. Instead of the illustrated 1/2 mile, the sign should be placed no farther than 1/2 mile from the toll plaza if there are multiple ramps approaching the toll plaza. Then each ramp should receive an applicable variable sign.

5. An "End Work Area" (EWA) sign(s) should be placed a minimum of 500 feet beyond the end of the work zone if any portion of the work zone is located downstream of the toll plaza. This would apply to both the mainline and any applicable ramp(s) departing the toll plaza.

6. Where traffic may only pass to one side of the work area, use the applicable one-direction arrow.

7. The omission of an arrow board on a truck with mounted attenuator requires approval of the Engineer or the Operations Department. Where approved, an applicable (W) sign(s) should be placed as shown behind the truck or mounted directly to the truck. See standard drawings TP-19 and TP-20 for sign details.