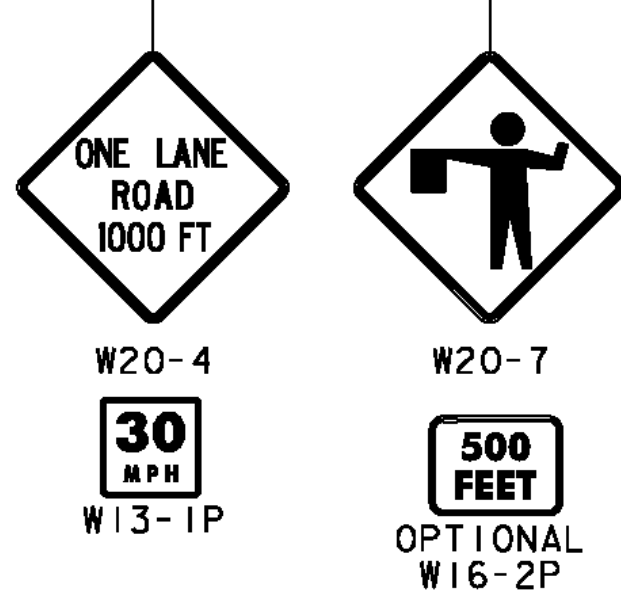
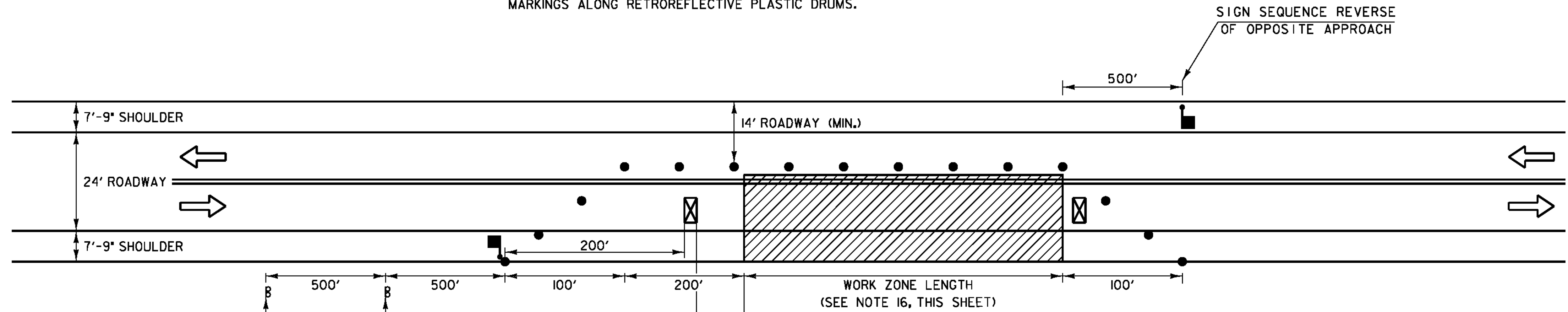


**2-PHASE TRAFFIC CONTROL FOR US ROUTE 2  
WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS  
FOR SHORT DURATION \***  
NTS

\* SHORT DURATION TRAFFIC CONTROL SHALL BE DEFINED AS LESS THAN 5 DAYS. LONG DURATION SETUPS SHALL BE DEFINED AS 5 DAYS OR MORE AND SHALL REQUIRE TEMPORARY PAVEMENT MARKINGS ALONG RETROREFLECTIVE PLASTIC DRUMS.



**2-PHASE TRAFFIC CONTROL FOR US ROUTE 2  
WITH DAYTIME ALTERNATING TRAFFIC**  
NTS

**TEMPORARY PORTABLE SIGNAL NOTES:**

1. THE QUANTITIES INCLUDE 5 TEMPORARY TRAFFIC SYSTEMS WITH PORTABLE SIGNALS, 1 FOR EACH JOINT REPLACEMENT, BOTH PHASES. THE COST FOR EACH SYSTEM SHALL BE PAID FOR AS ITEM 900.620, "TEMPORARY TRAFFIC SYSTEM, PORTABLE". THE COST FOR USE OF PORTABLE SIGNALS FOR ANY OTHER TRAFFIC CONTROL SETUP SHALL BE INCIDENTAL TO ITEM 641.0, "TRAFFIC CONTROL".
2. TEMPORARY TRAFFIC CONTROL (TTC) SIGNALS SHALL BE INSTALLED AND OPERATED IN ACCORDANCE WITH THE PROVISIONS OF PART 4 OF THE MUTCD. TTC SIGNALS SHALL MEET THE PHYSICAL DISPLAY AND OPERATIONAL REQUIREMENTS OF CONVENTIONAL TRAFFIC CONTROL SIGNALS. ALL COSTS FOR TTC SIGNALS SHALL BE PAID FOR UNDER ITEM 900.620, "SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE)".
3. TTC SIGNAL TIMING SHALL BE ESTABLISHED BY AUTHORIZED OFFICIALS. DURATIONS OF RED CLEARANCE INTERVALS SHALL BE ADEQUATE TO CLEAR THE ONE-LANE SECTION OF CONFLICTING VEHICLES.
4. WHEN THE TTC SIGNAL IS CHANGED TO FLASHING MODE, EITHER MANUALLY OR AUTOMATICALLY, RED SIGNAL INDICATIONS SHALL BE FLASHED TO BOTH APPROACHES.
5. STOP LINES SHALL BE INSTALLED WITH TTC SIGNALS. EXISTING CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE ACTIVITY AREA AND THE STOP LINE SHALL BE REMOVED. AFTER THE TTC SIGNAL IS REMOVED, THE STOP LINES AND OTHER TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND THE PERMANENT PAVEMENT MARKINGS RESTORED.
6. ADJUSTMENTS IN LOCATION OF THE ADVANCE WARNING SIGNS SHOULD BE MADE AS NEEDED AND AT THE DISCRETION OF THE ENGINEER TO ACCOMMODATE THE HORIZONTAL OR VERTICAL ALIGNMENT OF THE ROADWAY, RECOGNIZING THAT THE DISTANCES SHOWN FOR SIGN SPACINGS ARE MINIMUMS.
7. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

**TRAFFIC CONTROL NOTES (CONT.):**

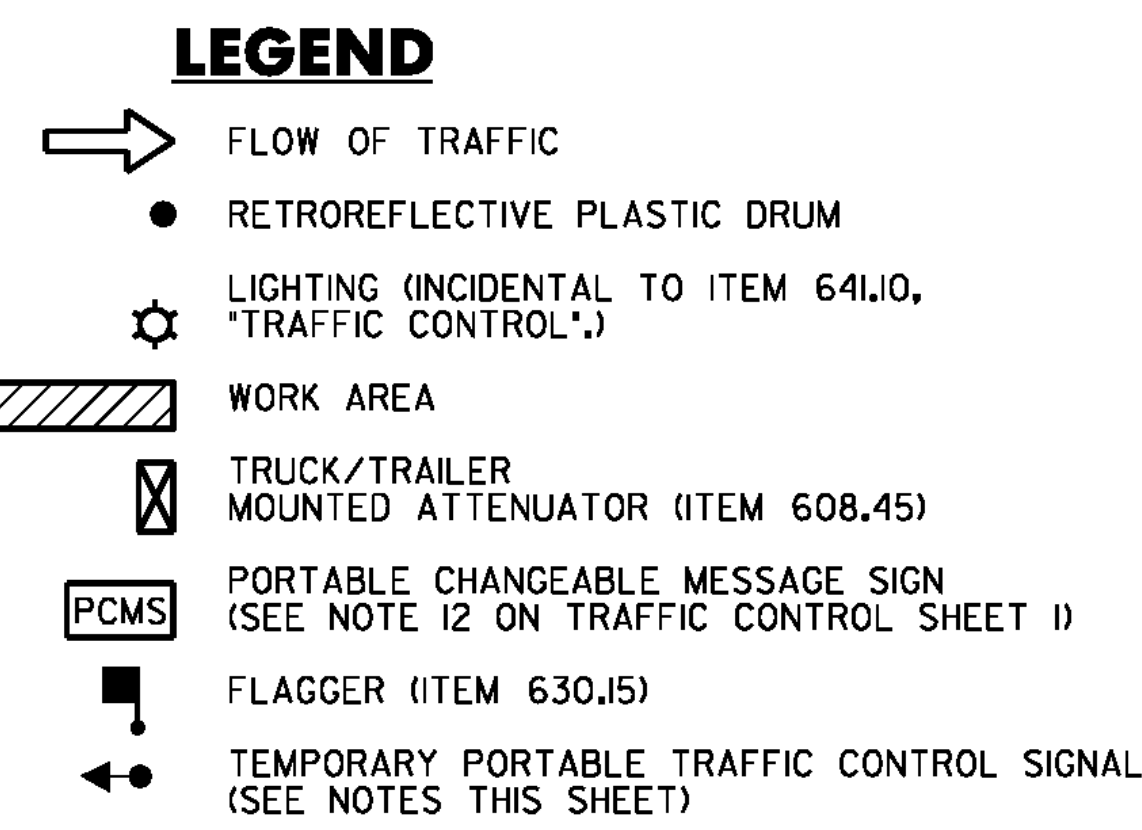
16. WORK ZONE LENGTHS:
  - THE 2-PHASE TRAFFIC CONTROL SETUP WORK ZONE LENGTH (THIS SHEET) MAY EXTEND UP TO ONE DECK SECTION, DEFINED AS JOINT TO JOINT (SEE TRAFFIC CONTROL SEQUENCING SHEET 1), SMALLER WORK ZONE LENGTHS SHALL BE ALLOWED WITHIN ONE DECK SECTION.
  - THE 3-PHASE TRAFFIC CONTROL SETUP WORK ZONE LENGTH (TRAFFIC CONTROL SHEET 3) MAY EXTEND UP TO TWO CONSECUTIVE DECK SECTIONS (SEE TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2). SMALLER WORK ZONE LENGTHS SHALL BE ALLOWED.
17. TRAFFIC CONTROL SETUP COMBINATIONS:

THE 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER\* (TCTB) SHALL BE REQUIRED FOR ALL OPEN DECK WORK (JOINT REMOVAL AND REPLACEMENT AND CLASS III CONCRETE DECK REPAIR - SEE NOTE 18, THIS SHEET). NO OTHER TRAFFIC CONTROL SETUP WILL BE ALLOWED FOR OPEN DECK WORK.

  - A MAXIMUM OF ONE TRAFFIC CONTROL SETUP WITH TCTB (TRAFFIC CONTROL SHEET 1) AND ONE 2-PHASE TRAFFIC CONTROL SETUP (THIS SHEET) EXTENDING ONE FULL DECK SECTION SHALL OPERATE SIMULTANEOUSLY ON THE BRIDGE PROVIDED THE 2-PHASE TRAFFIC CONTROL SETUP IS IMMEDIATELY ADJACENT TO THE TRAFFIC CONTROL SETUP WITH TCTB (SEE TRAFFIC CONTROL SEQUENCE SHEET 1).
  - A MAXIMUM OF ONE TRAFFIC CONTROL SETUP WITH TCTB (TRAFFIC CONTROL SHEET 1) AND ONE 2-PHASE TRAFFIC CONTROL SETUP (THIS SHEET) WITH A WORK ZONE LENGTH OF 200 FEET OR LESS SHALL OPERATE SIMULTANEOUSLY ON THE BRIDGE (EXCEPT AS STATED IN NOTE 18, THIS SHEET) PROVIDED THE SETUPS OPERATE ON ALTERNATE SIDES OF THE BRIDGE WITH A MINIMUM OF ONE DECK SECTION BETWEEN SETUPS.
  - A MAXIMUM OF TWO TRAFFIC CONTROL SETUPS WITH TCTB (TRAFFIC CONTROL SHEET 1) SHALL OPERATE SIMULTANEOUSLY PROVIDED THE SETUPS OPERATE ON ALTERNATE SIDES OF THE BRIDGE WITH A MINIMUM OF ONE DECK SECTION BETWEEN SETUP. A MAXIMUM OF ONE 3-PHASE TRAFFIC CONTROL SETUP EXTENDING A MINIMUM OF ONE DECK SECTION MAY OPERATE SIMULTANEOUSLY WITH THESE TWO SETUPS PROVIDED A MINIMUM OF ONE DECK SECTION OCCURS BETWEEN EACH TRAFFIC CONTROL SETUP (SEE TRAFFIC CONTROL SEQUENCE SHEET 2).
  - A MAXIMUM OF ONE 3-PHASE TRAFFIC CONTROL SETUP (TRAFFIC CONTROL SHEET 3) EXTENDING TWO CONSECUTIVE DECK SECTIONS WILL BE ALLOWED OR A MAXIMUM OF TWO SEPARATE 3-PHASE TRAFFIC CONTROL SETUPS EXTENDING ONE DECK SECTION AND SEPARATED BY AT LEAST ONE OTHER DECK SECTION SHALL OPERATE SIMULTANEOUSLY.
  - A MAXIMUM OF TWO 2-PHASE TRAFFIC CONTROL SETUPS (THIS SHEET) WITH WORK ZONE LENGTHS OF 200 FEET OR LESS SHALL OPERATE SIMULTANEOUSLY PROVIDED THE SETUPS OPERATE ON ALTERNATE SIDES OF THE BRIDGE WITH A MINIMUM OF ONE DECK SECTION BETWEEN SETUPS.
  - MOBILE WORK ZONES THAT PROGRESS CONCURRENTLY IN THE SAME DIRECTION AS WORK IS COMPLETED SHALL OPERATE USING 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH DAYTIME ALTERNATING TRAFFIC (THIS SHEET) WITH 200 FOOT MAXIMUM WORK ZONE LENGTHS OR 3-PHASE TRAFFIC CONTROL SETUPS FOR US ROUTE 2 FOR SHORT DURATION\* (TRAFFIC CONTROL SHEET 3) WITH 300 FOOT MAXIMUM WORK ZONE LENGTHS. THE MOBILE WORK ZONES SHALL BE COORDINATED SUCH THAT THE NUMBER OF JOINTS IN BOTH PAVEMENT AND MEMBRANE ARE MINIMIZED AND MEET THE REQUIREMENTS STATED ABOVE. MOBILE WORK ZONES IN EXCESS OF MAXIMUMS MAY BE USED DURING MEMBRANE AND PAVING OPERATIONS WITH APPROVAL FROM THE ENGINEER.

ALL TRAFFIC CONTROL SETUP COMBINATIONS AS DEFINED ABOVE WERE SPECIFIED TO PREVENT EXCESSIVE TRAFFIC BACKUPS AND EXPEDITE CONSTRUCTION AND MAY BE REQUIRED TO OPERATE UNDER RESTRICTED HOURS AS DEFINED BY THE ENGINEER. COORDINATION BETWEEN SETUPS SHALL BE REQUIRED TO ENSURE SAFETY AND EFFECTIVE TRAFFIC FLOW. THE CONTRACTOR SHALL ALSO BE REQUIRED TO PROVIDE PERSONNEL ON-SITE AT ALL TIMES (24/7) TO MONITOR RETROREFLECTIVE PLASTIC DRUMS FOR ALL 2-PHASE AND 3-PHASE TRAFFIC CONTROL SETUPS. THIS WORK WILL BE PAID FOR UNDER ITEM 630.15, "FLAGGERS".

18. TRAFFIC CONTROL FOR CONCRETE DECK REPAIRS:
  - IF IT IS NECESSARY TO KEEP TRAFFIC OFF OF PORTIONS OF THE BRIDGE DURING NON-WORK HOURS FOR OPEN DECK WORK REQUIRING ITEM 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS III" LOCATED OUTSIDE THE CLEAR ZONE FOR 30 MPH TRAFFIC, 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS FOR SHORT DURATION\* (THIS SHEET) SHALL BE USED PROVIDED THE SUBJECT AREA IS PROPERLY PROTECTED. IF THE SUBJECT AREA IS INSIDE THE CLEAR ZONE, THE CONTRACTOR SHALL USE 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER\* (SEE TRAFFIC CONTROL SHEET 1) OR 3-PHASE TRAFFIC CONTROL FOR US ROUTE 2 FOR SHORT DURATION\* (SEE TRAFFIC CONTROL SHEET 3) WITH CONCRETE BARRIER (RATHER THAN RETROREFLECTIVE PLASTIC DRUMS) IN CONJUNCTION WITH ENERGY ABSORPTION ATTENUATORS AND LIGHTING.
  - IF TRAFFIC CONTROL SETUPS WITH TCTB ARE REQUIRED DURING DECK REPAIRS FOR AREAS OF CURING CONCRETE AND IT RESULTS IN A TRAFFIC CONTROL SETUP COMBINATION THAT DOES NOT MEET THE REQUIREMENTS OF NOTE 17, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
19. TEMPORARY PAVEMENT MARKINGS ASSOCIATED WITH TRAFFIC CONTROL SETUPS CONTAINED ON TRAFFIC CONTROL SHEETS 1 THROUGH 3 SHALL BE ITEM 646.601, "TEMPORARY 4 INCH WHITE LINE, TYPE II TAPE", ITEM 646.611, "TEMPORARY 4 INCH YELLOW LINE, TYPE II TAPE", OR ITEM 646.681, "TEMPORARY 24 INCH STOP BAR, TYPE II TAPE". ALL OTHER TEMPORARY PAVEMENT MARKINGS WILL BE ITEM 646.602, "TEMPORARY 4 INCH WHITE LINE, PAINT", OR ITEM 646.612, "TEMPORARY 4 INCH YELLOW LINE, PAINT", OR AS DIRECTED BY THE ENGINEER.
20. THE VTRANS RESIDENT ENGINEER SHALL COORDINATE WITH THE NYDOT CONSTRUCTION ENGINEER FOR THE PLACEMENT OF AN MUTCD COMPLIANT CONSTRUCTION WARNING SIGN PACKAGE AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW YORK. DIG SAFE SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY SIGNS IN NEW YORK AT TEL. (800) 962-7962.



PROJECT NAME:	ALBURGH - ROUSES POINT		
PROJECT NUMBER:	BHF MEMB(24)		
FILE NAME:	sl0b032+s_2.dgn	PLOT DATE:	12/23/2011
PROJECT LEADER:	JPB	DRAWN BY:	JJB
DESIGNED BY:	JJB/SRB	CHECKED BY:	DH/JJB
<b>TRAFFIC CONTROL SHEET 2</b>		SHEET 6 OF 50	