

PHASE I

PROJECT PHASING



PROJ. REFERENCE NO.	SHEET NO.
R-2813C	TCP-3

STEP 1: CONTRACTOR SHALL PLACE WORK ZONE WARNING SIGNS ALONG EXISTING NC 146 (-L-/LONG SHOALS ROAD) AND ALL -Y- LINES AS SHOWN ON SHEET TCP-31.

STEP 2: - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3, 4 & 5 OF 7:

- SHALL INSTALL PROPOSED TEMPORARY SIGNAL AT THE INTERSECTION OF NC 146 (-L-) & CP&L DRIVE (-Y1-) FOR EXISTING TRAFFIC PATTERN, PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) & TEMPORARY RAISED PAVEMENT MARKERS, AND OPEN TO TRAFFIC (SEE SIGNAL PLANS AND SHEETS TCP-6 & 7).
- MAY BEGIN CLEARING/GRUBBING & GRADING OPERATIONS, PROPOSED RETAINING WALLS, PROPOSED CULVERT EXTENSION AND CONSTRUCTION OF PROPOSED DRAINAGE (INCLUDING CURB & GUTTER) ALONG & ACROSS EXISTING NC 146 (-L-) AND ALL -Y- LINES, AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS):

--- NC 146 (-L-):

BOTH SIDES OF EXISTING:
 STA. 35+70 +/- -L- TO STA. 37+60 +/- -L-
 LEFT OF EXISTING:
 STA. 37+60 +/- -L- TO STA. 49+60 +/- -L- &
 STA. 52+40 +/- -L- TO STA. 64+60 +/- -L-
 RIGHT OF EXISTING:
 STA. 49+40 +/- -L- TO STA. 52+40 +/- -L-.

--- US 25 (-Y9-):

RIGHT OF EXISTING:
 STA. 11+00 -Y9- TO STA. 12+60 +/- -Y9-.

--- MILLER ROAD (-Y10):

RIGHT OF EXISTING:
 STA. 10+10 +/- -Y10- TO STA. 10+75 +/- -Y10-

--- PLOTT PLACE (-Y3-):

STA. 10+30 +/- -Y3- TO STA. 10+45 -Y3-.

NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS 'A' THRU 'E'.

- A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2, 3, 4 & 5 OF 7.
- B: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.
- C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.
- D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 4 & 5 OF 7. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).
- E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

STEP 3: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3, 4 & 5 OF 7:

-- CONSTRUCT TEMPORARY PAVEMENT ON EXISTING NC 146 (-L-) UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TCP-5, 6 & 7):

STA. 37+80 +/- -L- TO STA. 39+00 +/- -L-
 STA. 41+40 +/- -L- TO STA. 46+70 +/- -L-

NOTE: REMOVE EXISTING ASPHALT ISLAND RIGHT OF STA. 35+90 +/- -L- AND PAVE UP TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).

NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

NOTE: CONTRACTOR SHALL PLACE TYPE II BARRICADES AND DRUMS AT -Y- LINES LOCATIONS TO KEEP TEMPORARY WIDENING CLOSED TO TRAFFIC.

-- INSTALL TEMPORARY SIGNALS AT THE INTERSECTIONS OF NC 146 (-L-) & SCHENCK PARKWAY (-Y-) AND NC 146 (-L-) & CP&L DRIVE (-Y1-) FOR INTERMEDIATE TRAFFIC PATTERNS (SEE SIGNAL PLANS AND SHEETS TCP-14, 14A & 15).

-- REMOVE EXISTING PAVEMENT MARKINGS ON NC 146 (-L-) AND PLACE INTERMEDIATE PAVEMENT MARKINGS (PAINT) & TEMPORARY RAISED PAVEMENT MARKERS FROM:
 STA. 37+80 +/- -L- TO STA. 39+20 +/- -L- AND
 STA. 41+40 +/- -L- TO STA. 46+70 +/- -L-
 SHIFT TRAFFIC TO INTERMEDIATE TRAFFIC PATTERN AND ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTIONS OF NC 146 (-L-) & SCHENCK PARKWAY (-Y-) AND NC 146 (-L-) & CP&L DRIVE (-Y1-). (SEE SIGNAL PLANS AND SHEETS TCP-14, 14A & 15).

STEP 4: - THE FOLLOWING NOTES ARE APPLICABLE FOR PHASE I, STEP 4.

NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

NOTE: CONTRACTOR SHALL PLACE TYPE II BARRICADES AT -Y- LINES, TYPE III BARRICADES AT ALL OTHER LOCATIONS AND DRUMS TO KEEP PROPOSED WIDENING CLOSED TO TRAFFIC.

NOTE: CONTRACTOR MAY BEGIN CONSTRUCTION OF PROPOSED SIDEWALKS, PROPOSED/REQUIRED CURB CUTS AND WHEEL CHAIR RAMPS, AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS AND SIGNAL PLANS).

NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS 'A' THRU 'E'.

- A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2, 3, 4 & 5 OF 7.
- B: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.
- C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.
- D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 4 & 5 OF 7. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).
- E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

- CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 & 2 OF 7:

-- CONSTRUCT THE LEFT SIDE OF PROPOSED WIDENING (A MINIMUM OF 8.1 METERS FOR TWO LANE SECTION & 11.4 METERS FOR THREE LANE SECTION UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED) OF NC 146 (-L-) FROM:
 STA. 35+70 +/- -L- TO STA. 37+80 +/- -L-
 PROPOSED SCHENCK PARKWAY (-Y-) (INCLUDING PROPOSED CURB & GUTTER AND PROPOSED DRAINAGE) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE CONSTRUCTION PLANS AND SHEETS TCP-4 & 14).

NOTE: CONTRACTOR MAY CONSTRUCT (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED) THE RIGHT SIDE OF PROPOSED WIDENING OF NC 146 (-L-) FROM:
 STA. 35+70 +/- -L- TO STA. 37+80 +/- -L-
 PROPOSED SKYLAND INN DRIVE (INCLUDING PROPOSED CURB & GUTTER AND PROPOSED DRAINAGE) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE CONSTRUCTION PLANS).

-- CONSTRUCT, AS MUCH AS POSSIBLE, THE LEFT SIDE OF PROPOSED WIDENING (A MINIMUM OF 8.1 METERS FOR TWO LANE SECTION & 11.4 METERS FOR THREE LANE SECTION UTILIZING A TEMPORARY SLOPE OF 2:1) OF NC 146 (-L-) FROM:
 STA. 37+80 +/- -L- TO STA. 47+40 +/- -L-
 (INCLUDING ALL DRIVEWAYS, PROPOSED CURB & GUTTER AND PROPOSED DRAINAGE) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE CONSTRUCTION PLANS AND SHEETS TCP-14, 14A, 15 & 8).

NOTE: CONTRACTOR SHALL INSTALL WATER FILLED BARRIER ON THE LEFT SIDE OF EXISTING NC 146 (-L-) AS SHOWN ON SHEETS TCP-14A AND 15 FROM:
 STA. 40+70 +/- -L- TO STA. 42+30 +/- -L- AND
 STA. 43+50 +/- -L- TO STA. 45+30 +/- -L-.

-- CONSTRUCT, UTILIZING A TEMPORARY SLOPE OF 2:1, PROPOSED NC 146 (-L-) FROM:
 STA. 47+40 +/- -L- TO STA. 48+60 +/- -L-
 (INCLUDING ALL DRIVEWAYS, PROPOSED CURB & GUTTER AND PROPOSED DRAINAGE) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE CONSTRUCTION PLANS AND SHEET TCP-8).

-- CONSTRUCT (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED) PROPOSED NC 146 (-L-) FROM:
 STA. 48+60 +/- -L- TO STA. 49+60 +/- -L-
 (INCLUDING WEST SCHOOL ROAD [-Y4-], PROPOSED RETAINING WALL, ALL DRIVEWAYS, PROPOSED CURB & GUTTER AND PROPOSED DRAINAGE) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE CONSTRUCTION PLANS AND SHEET TCP-8).

-- CONSTRUCT, AS MUCH AS POSSIBLE, THE RIGHT SIDE OF PROPOSED WIDENING (A MINIMUM OF 11.4 METERS FOR THREE LANE SECTION, UTILIZING A TEMPORARY SLOPE OF 2:1) OF NC 146 (-L-) FROM:
 STA. 49+40 +/- -L- TO STA. 52+00 +/- -L-
 (INCLUDING ALL DRIVEWAYS, PROPOSED CURB & GUTTER AND PROPOSED DRAINAGE) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE CONSTRUCTION PLANS AND SHEETS TCP-8 & 9).

-- CONSTRUCT TEMPORARY PAVEMENT RIGHT SIDE OF PROPOSED NC 146 (-L-) FROM:
 STA. 52+00 +/- -L- TO STA. 52+20 +/- -L-
 UP TO THE EDGE & ELEVATION OF PROPOSED PAVEMENT AND TEMPORARY PAVEMENT RIGHT SIDE OF EXISTING NC 146 (-L-) FROM:
 STA. 52+20 +/- -L- TO STA. 55+40 +/- -L-
 UP TO THE EDGE & ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS AND SHEETS TCP-9 & 10).

-- CONSTRUCT PROPOSED PLOTT PLACE (-Y3-) FROM STA. 10+15 +/- -Y3- TO STA. 10+80 +/- -Y3- AND PROPOSED BUTLER ROAD (-Y2REV-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE CONSTRUCTION PLANS AND SHEET TCP-8).

NOTE: CONTRACTOR SHALL CONDUCT PAVING AND WEDGING OPERATION, AS DIRECTED BY THE ENGINEER, TO MAINTAIN A SMOOTH TRANSITION/TRAVEL WAY ON EXISTING NC 146 (-L-) AND TO MAINTAIN ACCESS TO EXISTING DRIVEWAY LEFT OF STA. 47+50 +/- -L-.

-- INSTALL TEMPORARY SIGNALS AT THE FOLLOWING INTERSECTIONS FOR INTERMEDIATE TRAFFIC PATTERNS (SEE SIGNAL PLANS AND SHEETS TCP-16 THRU 22):

- NC 146 (-L-) & OFF/ON RAMPS TO I-26 WB,
- NC 146 (-L-) & SCHENCK PARKWAY (-Y-),
- NC 146 (-L-) & CP&L DRIVE (-Y1-),
- NC 146 (-L-) & WEST SCHOOL ROAD (-Y4-) AND
- NC 146 (-L-) & OVERLOOK ROAD/EXTENSION (-Y6/7-).

08-MAR-2004 15:46 M:\TCP\R2813C-TCP-PHASING.dgn mmanriquez AT TET1095141

APPROVED:	DATE: 2/26/03	PROJECT PHASING	
		DATE: NOV 2003	
DWG. BY: MRM			
DESIGN BY: JWG			
REVIEWED BY: JWG			