PHASING

LOCAL NOTES:

1. MAINTAIN DRIVEWAY ACCESS TO ALL RESIDENCES AND BUSINESSES WITHIN THE PROJECT LIMITS DURING PROJECT CONSTRUCTION.
2. RETURN TRAFFIC TO A TWO-LANE, TWO-WAY PATTERN AT THE END OF EACH WORK DAY UNLESS OTHERWISE NOTED IN THE PHASING OR AS DIRECTED BY THE ENGINEER.
3. WHERE TWO-LANE, TWO-WAY TRAFFIC PATTERN IS ALTERED DUE TO CONSTRUCTION, REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) IN THE NEW TWO-LANE, TWO-WAY PATTERN BY THE END OF EACH WORK DAY.
4. ROAD CLOSURE FOR ANY CONSTRUCTION PURPOSE MUST BE ACCOMPLISHED WHILE ONSLOW COUNTY SCHOOLS ARE NOT IN SESSION FOR THE SUMMER. COORDINATE WITH THE SCHOOL SYSTEM AND STATE FORCES BEFORE CLOSING OLD 30 ROAD AND GRANTS CREEK ROAD.
5. DO NOT CLOSE OLD 30 ROAD AND GRANTS CREEK ROAD TO TRAFFIC OVER THE "15 MINUTES" PERIOD ALLOWED UNDER GENERAL NOTES "C" AND "D" DURING ANY DAY WHILE SCHOOL IS IN SESSION.

STEP 1: USING SHEETS TCP-5, TCP-7, TCP-12 AND TCP-16, INSTALL ADVANCE WORK ZONE WARNING SIGNS ON -L- (OLD 30 RD.) AND -Y- (GRANTS CREEK RD.).

STEP 2: USING RSD 1101.03, BEGIN ANY CONSTRUCTION THAT MAY REQUIRE ROAD CLOSURE ON THIS PROJECT INCLUDING BUT NOT LIMITED TO PIPE REMOVAL/INSTALLATION AND CONSTRUCTION OF -L- FROM STAS. 47+00+/- TO 55+00+/-.

STEP 3: AWAY FROM TRAFFIC, BEGIN THE FOLLOWING CONSTRUCTION: SEE SHEETS TCP-6 AND TCP-7.

- PROPOSED -L- STRUCTURE AND APPROACHES. SEE ROADWAY PLAN FOR STATION LOCATIONS.
- PROPOSED -Y- FROM -Y- STAS. 14+50+/- TO 16+40+/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- PLACE PCB ALONG RIGHT SIDE OF EXISTING -L- FROM THE END OF THE EXISTING STRUCTURE TO PROPOSED -L- STA. 30+30+/-. SEE SHEET TCP-6.
- BEHIND PCB, INSTALL TEMPORARY SHORING ALONG SHOULDER OF EXISTING -L- FROM PROPOSED -L- STAS. 28+74+/- TO 29+09+/-.

STEP 4: USING RSD 1101.02, SHEET 1 OF 7, BEGIN THE WIDENING OF PROPOSED -L- UP TO THE EDGE AND ELEVATION OF EXISTING -L- IN SUCH A MANNER AS TO RESTORE TRAFFIC TO A TWO-LANE, TWO-WAY PATTERN AT THE END OF THE WORK DAY. SEE SHEETS TCP-5 THRU TCP-12.

STEP 5: WORKING IN A CONTINUOUS MANNER AND USING RSD 1101.02, SHEET 1 OF 7, CONSTRUCT THE FOLLOWING: SEE SHEETS TCP-13.

1. COMPLETE PROPOSED -L- STRUCTURE AND APPROACHES UP TO THE EDGE AND ELEVATION OF EXISTING -L- FROM -L- STAS. 20+00+/- TO 29+70+/-.
2. INSTALL ALL PERMANENT GUARDRAIL ON RIGHT SIDE OF PROPOSED -L- FROM -L- STAS. 24+60+/- TO 29+90+/- (AT END OF PROPOSED STRUCTURE) AND ON LEFT SIDE OF PROPOSED -L- FROM -L- STAS. 25+50+/- TO 26+75 +/-.
3. REMOVE PORTION OF PCB EXTENDING INTO PROPOSED -L- AND RESET TEMPORARY CRASH CUSHION.
4. SHIFT EXISTING -L- TRAFFIC TO A ONE-LANE, TWO-WAY PATTERN ON THE LEFT SIDE OF EXISTING -L- AND CONSTRUCT THE RIGHT SIDE OF PROPOSED -L- UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE FROM -L- STAS. 10+00+/- TO 20+90+/- AND -L- STAS. 29+40+/- TO 31+00+/-.
5. SHIFT EXISTING -L- TRAFFIC TO A ONE-LANE, TWO-WAY PATTERN ON THE RIGHT SIDE OF PROPOSED -L-, CLOSE PORTION OF EXISTING -L- USING TYPE III BARRICADES, AND CONSTRUCT THE LEFT SIDE OF PROPOSED -L- UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE FROM -L- STAS. 10+00+/- TO 20+90+/- AND -L- STAS. 29+40+/- TO 31+00+/-.
6. INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS ON PROPOSED -L-, TYING TO EXISTING PAVEMENT MARKINGS.
7. INSTALL PERMANENT GUARDRAIL ON LEFT SIDE OF PROPOSED -L- FROM -L- STAS. 28+95+/- (AT END OF STRUCTURE) TO 31+15+/-. IF THIS WORK IS NOT COMPLETED BY THE END OF THE WORK DAY, INSTALL A TMIA AT THE EXPOSED END OF THE GUARDRAIL AND SHIFT TRAFFIC TO A TWO-LANE, TWO-WAY PATTERN.
8. OPEN PROPOSED -L- FROM -L- STAS. 20+00+/- TO 29+70+/- TO TWO-LANE, TWO-WAY TRAFFIC.

STEP 6: USING RSD 1101.02, SHEET 1 OR 2 OF 7, PERFORM THE FOLLOWING: RETURN TRAFFIC TO A TWO-LANE, TWO-WAY PATTERN AT THE END OF EACH WORK DAY.SEE SHEETS TCP-14 AND TCP-15.

- REMOVE PCB AND SHORING.
- BEGIN REMOVAL OF PORTION OF EXISTING -L- AND EXISTING STRUCTURE. SEE ROADWAY PLAN.
- CONSTRUCT DRIVEWAYS LEFT OF PROPOSED -L- AT -L- STA. 16+75+/- AND -L- STA. 20+00+/-.

1. COMPLETE PROPOSED -L- AND -Y- UP TO THE EDGE AND ELEVATION OF EXISTING -L- AND -Y-.
2. CONSTRUCT PROPOSED -Y- TIE-INS WITH EXISTING -Y- AND PROPOSED -L- UP TO THE EDGE AND ELEVATION OF EXISTING -L- AND -Y-.
3. PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON PROPOSED -Y-, OPEN PROPOSED -Y- TO TWO-LANE, TWO-WAY TRAFFIC AND CLOSE PORTION OF EXISTING -Y-.
4. CONSTRUCT DRIVEWAY RIGHT OF -Y- AT -Y- STA. 14+90+/- UP TO THE EDGE AND ELEVATION OF PROPOSED -Y-.

- BEGIN REMOVAL OF PORTION OF EXISTING -Y-. SEE ROADWAY PLAN.

STEP 7: USING RSD 1101.03, COMPLETE ALL WORK THAT MAY REQUIRE ROAD CLOSURE.

STEP 8: USING RSD 1101.02, SHEET 1 OR 2 OF 7, COMPLETE THE FOLLOWING: RETURN TRAFFIC TO THE PROPOSED TWO-LANE, TWO-WAY PATTERN AT THE END OF EACH WORK DAY.

1. COMPLETE PROPOSED -L- AND -Y- UP TO AND INCLUDING THE FINAL OF LAYER SURFACE COURSE.
2. INSTALL TEMPORARY PAVEMENT MARKINGS (PAINT) ON PROPOSED -L- AND -Y- FOR THE FINAL TRAFFIC PATTERN.

STEP 9: USING RSD 1101.02, SHEET 1 OR 2 OF 7, COMPLETE THE FOLLOWING: RETURN TRAFFIC TO THE PROPOSED TWO-LANE, TWO-WAY PATTERN AT THE END OF EACH WORK DAY.

1. COMPLETE REMOVAL OF EXISTING STRUCTURE AND ROADWAY.
2. INSTALL FINAL PAVEMENT MARKINGS (THERMOPLASTIC) AND FINAL PAVEMENT MARKERS (PERMANENT RAISED) AND OPEN TO THE FINAL PATTERN. SEE SHEETS PM-2 THRU PM-4.
3. REMOVE ALL TRAFFIC CONTROL DEVICES.

APPROVED: Joseph Ishak DATE: 2/2/05

SEAL — NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 028380 JOSEPH ISHAK

PHASING

SCALE:	NONE
DATE:	2/2/05
DWG. BY:	CLL
DESIGN BY:	CLL
REVIEWED BY:	JI

REVISIONS

CADD FILE

02-FEB-2005 16:40
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