| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| R-4903 | TMP-3B |

# PHASING

STEP 3 -- AWAY FROM TRAFFIC OR USING FLAGGERS AS NECESSARY, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:

-- NC 87 SB FROM -Y02- STA. 259+00 TO 290+45 INCLUDING THE PROPOSED BRIDGE OVER US 701 (SEE TMP-14 THRU 16)

NOTE: USE A ROLLING ROAD BLOCK, WITH ASSISTANCE FROM LAW ENFORCEMENT, STOP TRAFFIC AND REMOVE THE EXISTING OVERHEAD SIGN ASSEMBLES OVER NC 87 NORTH AND SOUTH OF US 701

-- PROPOSED US 701 (-L-) NEW LOCATION FROM SOUTH OF THE NC 87 SB BRIDGE TO EXISTING US 701 AT -L- STA. 16+60 +/-. (SEE TMP-15, 18 AND 19)

-- PROPOSED NC 242 (-Y01-) FROM EXISTING NC 242 -Y01- STA. 23+00 +/- TO PROPOSED US 701 -Y01- STA. 44+46 +/- OMITTING THE CROSSING OF EXISTING US 701. (SEE TMP-17 AND 18)

-- PROPOSED -Y03- FROM PROPOSED NC 242 (-Y01-) TO EXISTING NC 242 -Y03- STA. 13+58 +/- (SEE TMP-17)

-- PROPOSED -Y03- FROM EXISTING US 701 TO PROPOSED US 701 -Y03- STA. 26+92 +/- (SEE TMP-19)

-- PROPOSED -RMPB- AND -LPB- FROM NC 87 SB TO THE BACK OF PCB ON EXISTING US 701. (SEE TMP-19)

-- PROPOSED -RMPB- AND -LPB- FROM PROPOSED US 701 (-L-) TO THE BACK OF PCB ON EXISTING US 701 (SEE TMP-19)

-- COMPLETE THE CONSTRUCTION THAT WAS BEGUN IN PHASE IB, STEP 5

STEP 4 -- INSTALL AND COVER STATIONARY SIGNS REQUIRED FOR THE PHASE III TRAFFIC PATTERN AND POSITION CHANGEABLE MESSAGE SIGNS WITH MESSAGE ADVERTISING UPCOMING TRAFFIC PATTERN CHANGE (SEE TMP-20 THRU 31).

PHASE III

COMPLETE STEPS 1 THRU 7 IN 60 CALENDAR DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

NOTE: STEPS 1 THRU 6 DESCRIBE THE TRAFFIC SHIFT TO THE PHASE III PATTERN. THE CONTRACTOR SHALL PURSUE STEPS 1 THRU 6 IN A CONTINUOUS MANNER UNLESS DIRECTED OTHERWISE THE ENGINEER

NOTE: ADVERTISE TRAFFIC PATTERN CHANGE ON CHANGEABLE MESSAGE SIGNS FOR TWO WEEKS PRIOR TO SHIFT WITH THE FOLLOWING MESSAGE:

| MESSAGE 1 | MESSAGE 2 |
|---|---|
| NEW | BEGINS |
| TRAFFIC | MM/DD |
| PATTERN | |

STEP 1 -- WORK IN A CONTINUOUS MANNER TO TIE IN AND OPEN PROPOSED US 701 (-L-) TO TRAFFIC IN A SINGLE WORK PERIOD IN THE IN THE FOLLOWING SEQUENCE:

A. USING FLAGGERS, PLACE US 701 IN A 1 LANE 2 WAY PATTERN IN THE EXISTING SOUTHBOUND LANE AND TIE IN THE NORTHBOUND LANES OF PROPOSED US 701 AND -SR1-

B. USING FLAGGERS, PLACE US 701 IN A 1 LANE 2 WAY PATTERN IN THE NORTHBOUND LANE OF PROPOSED US 701 AND TIE IN THE SOUTHBOUND LANES OF PROPOSED US 701 AND -SR1-

C. OPEN PROPOSED US 701 TO THE PATTERN DETAILED ON SHEET TMP-21 AND TMP-26 THRU TMP-28.

NOTE: AT THE CONCLUSION OF STEP 1, TRAFFIC ON NC 87 REMAINS UNCHANGED.

TRAFFIC ON PROPOSED US 701 WILL ACCESS NC 87 AT THE EXISTING SIGNALIZED INTERSECTION VIA -SR1- (SEE TMP-20)

STEP 2 -- WITHIN 72 HOURS OF COMPLETING STEP 1, USE FLAGGERS TO COMPLETE THE SHOULDER CONSTRUCTION FROM -L- STA. 69+20 +/- TO STA. 75+10 +/-, INCLUDING COMPLETION OF GUARDRAIL AND GRAU 350. (SEE TMP-21)

STEP 3 -- AWAY FROM TRAFFIC, CONSTRUCT NC 242 (-Y01-) WHERE IT INTERSECTS EXISTING US 701 (SEE TMP-28).

STEP 4 -- OPEN NC 242 TO FINAL TRAFFIC PATTERN IN THE FOLLOWING SEQUENCE:

A. USING FLAGGERS, PLACE NC 242 IN A 1 LANE 2 WAY PATTERN IN THE EXISTING WESTBOUND LANE AND TIE IN THE EASTBOUND LANE.

B. USING FLAGGERS, PLACE NC 242 IN A 1 LANE 2 WAY PATTERN IN THE PROPOSED EASTBOUND LANE AND TIE IN THE WESTBOUND LANE.

C. OPEN PROPOSED NC 242 TO THE PATTERN DETAILED ON SHEET TMP-27 AND 28.

STEP 5 -- INSTALL DETOUR SIGNING FOR ACCESS FROM NC 87 SB TO US 701 (SEE TMP-22).

STEP 6 -- WORK IN A CONTINUOUS MANNER TO COMPLETE THE TRAFFIC SHIFT TO THE PHASE III PATTERN IN A SINGLE WORK PERIOD AS DESCRIBED BELOW (REFER TO TMP-23 FOR STEPS 6A THRU 6I.):

A. PLACE SIGNAL ON RED FLASH AND USE LAW ENFORCEMENT TO DIRECT TRAFFIC AT INTERSECTION.

B. DRUM OFF THE LEFT TURN LANE FROM NC 87 NB TO EXIST. US 701 SB

C. DRUM OFF THE THRU LANE AND THE LEFT TURN LANE ON THE EXIST US 701 SB APPROACH TO THE INTERSECTION

D. USE TYPE III BARRICADES TO CLOSE ACCESS TO EXISTING US 701 SOUTH OF THE INTERSECTION

E. USE TYPE III BARRICADES TO CLOSE THE NORTHBOUND DIRECTION OF EXISTING US 701 BEYOND THE ENTRANCE TO CREDIT UNION.

F. DRUM OFF THE LEFT TURN LANE FROM NC 87 SB TO EXIST US 701 NB

G. USE A DRUM LINE ACROSS THE INTERSECTION TO SEPARATE NC 87 SB AND NB TRAFFIC

SHIFT NC 87 SB TRAFFIC FROM THE MEDIAN DETOURS TO THE PROPOSED OUTSIDE LANE IN THE FOLLOWING SEQUENCE:

H. USING LAW ENFORCEMENT, PACE NC 87 SB TRAFFIC TO A STOP AT -Y02- STA. 250+00 +/-, AND:

1. REMOVE EXISTING PAVEMENT MARKINGS WITHIN THE INTERSECTION OF NC 87 SB AND EXISTING US 701

2. REMOVE THE SHIFTING TAPER BETWEEN -Y02- STA. 251+40 AND 258+00.

I. INSTALL DRUMS ALONG NC 87 SB SKIP LINE AND RE-OPEN WITH SB TRAFFIC IN THE OUTSIDE LANE OF NC 87 SB, LEAVING THE INSIDE LANE CLOSED.

NOTE: AT THE CONCLUSION OF STEP 6I, NC 87 SB TRAFFIC IS IN THE PROPOSED NC 87 OUTSIDE TRAVEL LANE AND SHALL ACCESS US 701 VIA THE NC 242 TO SR 1145 DETOUR AS SHOWN ON TMP-22

NC 87 NB TRAFFIC IS UNCHANGED AND MAY ACCESS US 701 BY TURNING RIGHT ON EXIST US 701 (SEE TMP-23)

PROPOSED US 701 MAY ACCESS NC 87 NB BY USING -SR1- AND THEN TURNING RIGHT AT THE EXISTING INTERSECTION (SEE TMP-20 AND 23).

PROPOSED US 701 MAY ACCESS NC 87 SB BY USING NC 242 TO SR 1145 DETOUR AS SHOWN ON TMP-22.

L. USING LAW ENFORCEMENT, PACE NC 87 NB TRAFFIC TO A STOP AT -Y02- STA. 320+00 +/- AND STOP RIGHT TURN TRAFFIC FROM EXISTING US 701.

M. REMOVE EXISTING PAVEMENT MARKINGS ON NC 87 NB AND INSTALL THE PHASE III TRAFFIC PATTERN AS SHOWN ON TMP-24 THRU TMP-26. PERMANENTLY CLOSE THE EXISTING US 701/NC 87 INTERSECTION.

N. OPEN NC 87 NB TO THE PHASE III TRAFFIC PATTERN INCLUDING THE OPENING OF -RMPD- AND -LPD-

O. REMOVE THE LANE CLOSURE ON NC 87 SB AND OPEN TO PHASE III PATTERN

NOTE: STEP 7 AND 8 MAY BE PERFORMED CONCURRENTLY

STEP 7 -- AWAY FROM TRAFFIC, REMOVE THE PCB ON THE SHOULDERS OF EXISTING US 701 AND COMPLETE -RMPB- AND -LPB- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE TMP-27).

-- TIE IN -Y3- WITH EXISTING US 701 (SEE TMP-22 AND 29)

-- INSTALL AND COVER PROPOSED GUIDE SIGNS FOR FINAL TRAFFIC PATTERN. (SEE PROPOSED SIGNING PLAN)

-- OPEN -RMPB- AND -LPD- TO THE FINAL TRAFFIC PATTERN AND REMOVE DETOUR SIGNING.

STEP 8 -- USING FLAGGERS OR LANE CLOSURES, COMPLETE ALL DRIVEWAY TIES AND COMPLETE PAVEMENT REMOVAL INCLUDING MEDIAN DETOURS (SEE TMP-22 THRU TMP-29).

STEP 9 -- USING FLAGGERS OR LANE CLOSURES PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS/MARKERS THROUGHOUT THE PROJECT LIMITS. (SEE FINAL PAVEMENT MARKING PLAN)

STEP 10 -- REMOVE ALL TRAFFIC CONTROL DEVICES.

APPROVED: DocuSigned by: Steve Kite DATE: 10/6/2014

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL

TEMPORARY TRAFFIC CONTROL PHASING

10/3/2014
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User:sbjennings