

PHASING

PROJ. REFERENCE NO.	SHEET NO.
U-2579AB	TMP-3
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

NOTES:
 BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS ACCORDING TO RSD 1101.01. FIELD VERIFY LOCATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

MAINTAIN ACCESS TO ALL RESIDENCES, SCHOOLS, BUS STOPS, MASS TRANSIT FACILITIES (PARK AND RIDE LOTS), EMERGENCY SERVICES, AND BUSINESSES AT ALL TIMES. PRIOR TO INCORPORATION, OBTAIN WRITTEN APPROVAL FROM THE ENGINEER ON METHOD TO MAINTAIN ACCESS.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT NO PONDING OF WATER WILL OCCUR WITHIN THE TRAVEL LANE.

WHEN WEDGING UNDER TRAFFIC, WEDGE TO PROPOSED ELEVATION (LESS THE FINAL LAYER OF SURFACE COURSE), OR WEDGE AS NEEDED TO MAINTAIN TRAFFIC. MAINTAIN POSITIVE DRAINAGE AND MAINTAIN A MAXIMUM 0.04 ROLLOVER IN BOTH EXISTING AND/OR TEMPORARY TRAVEL LANES.

WHEN USING LANE CLOSURES (RSD 1101.02), RETURN TRAFFIC TO EXISTING AND/OR CURRENT TEMPORARY TRAFFIC PATTERN UPON ACTIVITIES COMPLETION, UNLESS OTHERWISE NOTED IN THE PHASING.

WHEN PHASING STATES TO USE LANE CLOSURES, REFER TO THE FOLLOWING FOR ALL EXISTING AND PROPOSED ROADS:
 - ALL TWO-LANE/TWO-WAY FACILITIES SEE RSD 1101.02 SHEET 1 OF 14
 - ALL 3-LANE OR 5-LANE ROADWAYS SEE RSD 1101.02 SHEET 2 OF 14
 - ALL MULTI-LANE FACILITIES POSTED < 60 MPH SEE RSD 1101.02 SHEET 3 OF 14
 - ALL MULTI-LANE FACILITIES POSTED ≥ 60 MPH SEE RSD 1101.02 SHEET 4 OF 14
 - ALL ENTRANCE AND EXIT RAMPES SEE RSD 1101.02, SHEETS 9 AND 10 OF 14

COMPLETE PAVING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE UNTIL STATED TO PLACE FINAL LAYER IN THE PHASING.

WHEN INSTALLING AND ACTIVATING TEMPORARY AND FINAL SIGNALS, USE LANE CLOSURES AS DIRECTED ABOVE AND LAW ENFORCEMENT.

CLOSE THE SHOULDER USING RSD 1101.04 IN ADVANCE OF PCB.

SEE PROJECT CONTRACT FOR AREA (SEGMENT) AVAILABILITY DATES

AREA 4 (ROW/UTILITY SEGEMENT 1)

(SEE TMP-7.01 THRU TMP-7.90)

NOTE: SEE PHASING ON TMP-3A FOR I-40 EXISTING CONCRETE SLAB REPAIRS DURING VARIOUS PHASES OF CONSTRUCTION.

PHASE 1

STEP 1: (SEE TMP-7.01 THRU TMP-7.13)

USING LANE CLOSURES, CONSTRUCT TEMPORARY PAVEMENT ALONG THE INSIDE SHOULDER OF EASTBOUND -Y15- (I-40) AS SHOWN.

AWAY FROM TRAFFIC, AND USING SHOULDER CLOSURES AS NEEDED (RSD 1101.04), BEGIN CONSTRUCTION OF THE FOLLOWING:

- -Y15REV- (I-40) STA. 19+46 +/- TO STA. 68+08 +/-, EXCEPT STA. 35+00 +/- TO STA. 39+00 +/- AS SHOWN
- -Y15FLYCA- STA. 18+00 +/- TO STA. 63+77 +/-
- -Y15RPC- STA. 10+00 +/- TO STA. 22+00 +/-
- -Y15FLYAC- STA. 51+11 +/- TO STA. 73+00 +/-
- -Y15FLYBD- STA. 23+00 +/- TO STA. 36+00 +/-
- -Y15FLYBD- STA. 40+70 +/- TO STA. 90+78 +/-
- -Y15RPB- STA. 10+00 +/- TO STA. 23+00 +/-
- -Y15RPDREV- STA. 22+00 +/- TO STA. 51+72 +/-
- -Y15RPA- STA. 24+00 +/- TO STA. 35+00 +/-
- -Y15FLYCA- STA. 67+28 +/- TO STA. 78+89 +/-
- -Y15LPA-
- -L- STA. 773+00 +/- TO STA. 784+50 +/-
- -L- STA. 787+70 +/- TO STA. 805+00 +/-

NOTE:
 CONSTRUCT TURNAROUNDS ON NEW GARDEN RD, ANSLEY CT, ANSLEY DR AND COUNTRY VIEW DR PRIOR TO CONSTRUCTING PORTION OF -Y15FLYBD- FROM STA. 55+00 +/- TO STA. 90+78 +/-.

AWAY FROM TRAFFIC AND USING LANE CLOSURES, AS NEEDED, CONSTRUCT -Y5B- (MEREDITH WAY), INCLUDING TURNAROUND NEAR MONICA CT, PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN AND OPEN TO TRAFFIC, THEN CONSTRUCT CUL-DE-SAC ON OAK GROVE CHURCH RD.

USING LANE CLOSURES, CONSTRUCT TURNAROUND AND/OR CUL-DE-SAC ON LAKE VALLEY DR AND BROOK BEND RD.

AWAY FROM TRAFFIC, INSTALL PROPOSED DRAINAGE FEATURES REQUIRED TO MAINTAIN WATER FLOW.

AWAY FROM TRAFFIC, CONSTRUCT STAGE 1 OF CULVERT UNDER -Y15REV- (I-40). (SEE TMP-7.06)

BEHIND BARRIER AND USING LANE CLOSURES AND/OR STOPPING TRAFFIC AS ALLOWED IN THE GENERAL NOTES, REMOVE THE SOUTHERN PORTION OF THE EXISTING OAK GROVE CHURCH RD BRIDGE (SOUTHERN END SPAN AND END BENT ONLY).

STEP 2: (SEE TMP-7.14 THRU TMP-7.26)

USING LANE CLOSURES, PLACE TEMPORARY MARKING ALONG EASTBOUND -Y15- (I-40) AS SHOWN ON THE PHASE 1, STEP 2 DETAILS AND SHIFT TRAFFIC TO THE INSIDE TEMPORARY PAVEMENT IN THE PHASE 1, STEP 2 TRAFFIC PATTERN.

USING LANE CLOSURES, INSTALL PCB, THEN BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING: (SEE PHASE 1, STEP 2 DETAILS FOR LOCATIONS AND WIDTHS OF CONSTRUCTION AREAS)
 - -Y15- STA. 21+50 +/- TO -Y15REV- STA. 19+46 +/-
 - -Y15REV- STA. 30+87 +/- TO -Y15REV- 39+00 +/-
 - -Y15REV- STA. 67+89 +/- TO -Y15- STA. 160+85 +/-
 - -Y15XOVR3-

USING LANE CLOSURES, AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT ALONG THE EASTBOUND PROPOSED OUTSIDE SHOULDER FROM -Y15- STA. 53+12 +/- TO -Y15REV- STA. 21+02 +/- AND -Y15REV- STA. 71+60 +/- TO STA. 83+45 +/--. (SEE TMP-7.17, TMP-7.18, TMP-7.22 AND TMP-7.23)

USING LANE CLOSURES, CONSTRUCT TEMPORARY PAVEMENT ALONG THE EXISTING WESTBOUND OUTSIDE SHOULDER FROM -Y15REV- STA. 153+99 +/- TO -UXRPC- STA. 14+61 +/--. (SEE TMP-7.24 AND TMP-7.25)

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING:
 - Y15FLYCA- STA. 10+00 +/- TO STA. 18+00 +/-
 - -Y15RPA- STA. 10+00 +/- TO STA. 24+00 +/-
 - -Y15FLYAC- STA. 16+36 +/- TO STA. 43+00 +/-

WORKING AWAY FROM TRAFFIC, AND USING SHOULDER CLOSURES AS NEEDED (RSD 1101.04), COMPLETE CONSTRUCTION OF THE FOLLOWING:
 - -Y15REV- (I-40) STA. 19+46 +/- TO STA. 67+89 +/-, BEGUN IN PHASE 1, STEP 1, EXCEPT FROM END OF -Y15REV- BRIDGE APPROACH SLAB TO -Y15REV- STA. 64+81 +/-, WHICH WILL REMAIN ONGOING INTO THE NEXT PHASE
 - -Y15FLYCA- STA. 10+00 +/- TO STA. 18+00 +/-
 - -Y15RPDREV STA. 45+50 +/- TO STA. 51+72 +/-
 - -Y15FLYBD- STA. 90+78 +/- TO STA. 97+20 +/-

WORK IN PHASE 1, STEP 2A BELOW MAY BE COMPLETED AT ANY TIME DURING PHASE 1, STEP 2, EXCEPT AS NOTED IN THE GENERAL NOTES (NOTE C).

COMPLETE THE WORK REQUIRED IN AREA 4 PHASE 1, STEP 2A IN THIRTY (30) CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2A: (SEE TMP-7.27 THRU TMP-7.31)

INSTALL OFF-SITE DETOUR SIGNS AS SHOWN ON SHEETS TMP-7.30 AND TMP-7.31, CLOSE -UXRPC- AND PLACE TRAFFIC ON THE OFF-SITE DETOUR, INSTALL BARRIER AS SHOWN ON SHEETS TMP-7.27 AND TMP-7.28, THEN COMPLETE THE FOLLOWING BEHIND BARRIER AND AWAY FROM TRAFFIC:
 - -Y15- STA. 156+50 +/- TO -Y15- STA. 167+52 +/-
 - -UXRPC- STA. 10+00 +/- TO STA. 23+20 +/-

ONCE WORK IS COMPLETE, PLACE TEMPORARY MARKING AND MARKERS AND RESET BARRIER TO THE PHASE 1, STEP 2 TRAFFIC PATTERN SHOWN ON SHEETS TMP-7.24 AND TMP-7.25 AND RE-OPEN -UXRPC- TO THE PHASE 1, STEP 2 TRAFFIC PATTERN.

ONCE -UXRPC- HAS BEEN RE-OPENED, REMOVE OFF-SITE DETOUR SIGNING.

NOTE:
 CONSTRUCTION OF NOISE WALL AND PROPOSED BARRIER AND SHOULDER BERM GUTTER (SBG) SHOWN ON SHEETS TMP-7.24 AND TMP-7.25 DOES NOT HAVE TO BE COMPLETED DURING THE ICT SINCE TRAFFIC AND BARRIER IS BEING RESTORED TO THE PHASE 1, STEP 2 PATTERN. THIS WORK CAN CONTINUE UNTIL READY TO SHIFT TO THE PHASE 2 TRAFFIC PATTERN.

PHASE 2

STEP 1: (SEE TMP-7.32 THRU TMP-7.44)

USING LANE CLOSURES, PLACE TEMPORARY MARKING AND MARKERS AS SHOWN ON THE PHASE 2 DETAILS AND SHIFT TRAFFIC TO THE PHASE 2 TRAFFIC PATTERN. EASTBOUND I-40 WILL UTILIZE THE NEW -Y15REV- ALIGNMENT AND WESTBOUND I-40 WILL BE SHIFTED ONTO THE EXISTING OUTSIDE SHOULDER.

ONCE SHIFTED, USING LANE CLOSURES, INSTALL PCB (WITH GLARE SCREEN AS NOTED ON THE PLANS), THEN BEHIND BARRIER AND AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING: (SEE PHASE 2 DETAILS FOR LOCATIONS AND WIDTHS OF CONSTRUCTION AREAS)
 - -Y15- STA. 19+88 +/- TO STA. 45+68 +/-
 - -Y15REV- STA. 8+00 +/- TO STA. 22+64 +/-
 - -Y15REV- STA. 55+73 +/- TO STA. 64+81 +/-
 - -Y15REV- STA. 67+89 +/- TO STA. 80+25 +/-
 - -Y15REV- STA. 92+69 +/- TO -Y15- STA. 177+50 +/-
 - -Y15XOVR1-, -Y15XOVR2- AND -Y15XOVR4-
 - -Y15FLYBD- STA. 38+77 +/- TO STA. 40+70 +/-
 - -Y15FLYAC- STA. 50+04 +/- TO STA. 51+11 +/-

BEHIND EXISTING GUARDRAIL, AWAY FROM TRAFFIC AND USING LANE CLOSURES WHEN NECESSARY, REMOVE BRIDGE SPAN OVER EXISTING EASTBOUND I-40 AND SOUTHERN SHOULDER PIER OF THE EXISTING OAK GROVE CHURCH RD BRIDGE.

STEP 2:

BEHIND BARRIER AND AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF THE FOLLOWING:

- -Y15REV- STA. 8+00 +/- TO STA. 22+64 +/-, EXCEPT AS SHOWN ONGOING IN THE PHASE 3, STEP 1 DETAILS
- -Y15REV- FROM END OF BRIDGE APPROACH SLAB TO -Y15REV- STA. 80+25 +/-, EXCEPT MEDIAN AREA SHOWN AS ONGOING IN THE PHASE 3 STEP 1 DETAILS DUE TO TEMPORARY SHORING TOWER NEEDED IN MEDIAN ON -Y15FLYAC-
- -Y15XOVR1-, -Y15XOVR2- AND -Y15XOVR4-
- -Y15FLYBD- STA. 38+77 +/- TO END OF BRIDGE/APPROACH SLAB
- -Y15FLYCA- BEGIN BRIDGE/APPROACH SLAB TO STA. 63+77 +/-
- -Y15FLYAC- BENT 5 TO END BRIDGE/APPROACH SLAB
- -L- STA. 44+68 +/- TO STA. 45+68 +/-

PHASE 3

STEP 1: (SEE TMP-7.45 THRU TMP-7.52)

USING LANE CLOSURES, PLACE TEMPORARY MARKING AND MARKERS AS SHOWN ON THE PHASE 3 DETAILS AND SHIFT TRAFFIC TO THE PHASE 3, STEP 1 TRAFFIC PATTERN. WESTBOUND I-40 TRAFFIC WILL UTILIZE TEMPORARY CROSSEOVERS (-Y15XOVR1-, -Y15XOVR2-, -Y15XOVR3- AND -Y15XOVR4-) AND THE NEW -Y15REV- EASTBOUND AND WESTBOUND PAVEMENT. EASTBOUND I-40 TRAFFIC REMAINS IN PHASE 2 TRAFFIC PATTERN.

USING LANE CLOSURES, RESET/INSTALL PCB, AS SHOWN ON THE PHASE 3, STEP 1 DETAILS, THEN BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:

- -Y15- STA. 51+00 +/- TO -Y15REV- STA. 30+87 +/-, INCLUDING NOISE WALL
- -Y15REV- STA. 64+81 +/- TO STA. 86+46 +/-
- -Y15RPB- STA. 34+30 +/- TO STA. 41+33 +/-
- -Y15FLYCA- STA. 63+77 +/- TO STA. 66+88 +/-
- -Y15FLYAC- FROM END BENT 1 TO STA. 50+04 +/-

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING:

- -Y15RPB- STA. 23+00 +/- TO STA. 34+30 +/-
- -Y15FLYBD- STA. 36+00 +/- TO STA. 38+77 +/-
- -L- STA. 784+50 +/- TO STA. 787+30 +/-
- -Y15FLYAC- STA. 43+00 +/- TO END BENT 1

AWAY FROM TRAFFIC, REMOVE EXISTING -Y15- (I-40) PAVEMENT BETWEEN LIMITS OF CROSSEOVERS.

AWAY FROM TRAFFIC, COMPLETE STAGE 2 CULVERT CONSTRUCTION UNDER -Y15REV- (I-40). (SEE TMP-7.48)

AWAY FROM TRAFFIC, REMOVE THE REMAINING PORTION OF THE EXISTING OAK GROVE CHURCH RD BRIDGE.

BEHIND BARRIER, COMPLETE CONSTRUCTION OF -Y15REV- FROM END OF BRIDGE APPROACH SLAB TO -Y15REV- STA. 53+05 +/-, ONCE SHORING TOWER IS REMOVED AROUND BENT 3 ON -Y15FLYAC- AND -Y15FLYCA FROM END BENT 2 TO STA. 66+68 +/-.

STEP 2: (SEE TMP-7.53 THRU TMP-7.60)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PLACE TEMPORARY MARKING AND MARKERS AS SHOWN ON THE PHASE 3, STEP 2 DETAILS AND SHIFT TRAFFIC TO THE PHASE 3, STEP 2 TRAFFIC PATTERN. EASTBOUND I-40 REMAINS IN THE PHASE 2 TRAFFIC PATTERN.

USING LANE CLOSURES, RESET/INSTALL PCB, AS SHOWN ON THE PHASE 3, STEP 2 DETAILS AND THEN BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:

- -Y15- STA. 45+68 +/- TO -Y15REV- STA. 10+13 +/-
- MEDIAN CONSTRUCTION FROM -Y15REV- STA. 31+87 +/- TO -Y15REV- STA. 43+46 +/- AND FROM END BRIDGE APPROACH SLAB TO -Y15REV- STA. 67+89 +/-, OMITTED EARLIER FOR TEMPORARY CROSSEOVER ALIGNMENTS
- -Y15REV- STA. 80+25 +/- TO STA. 92+69 +/-

BEHIND BARRIER AND AWAY FROM TRAFFIC, REMOVE ALL TEMPORARY CROSSEOVER ALIGNMENTS.

APPROVED: <i>Michelle Ward</i> DATE: 10/13/2021 <div style="text-align: center;"> </div>		<h2 style="margin: 0;">TEMPORARY TRAFFIC CONTROL PHASING</h2>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

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REVISIONS

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