METRIC

PROJ. REFERENCE NO.	SHEET NO.
R-0513BB/C	TCP-7

PHASE I

Install all Advance Work Zone Signing on existing US 74, I-95, and on all -Y- lines not being closed to traffic in PHASE I (See TCP-150, TCP-151, TCP-152).

Using Roadway Standard Drawing 1101.02, close the following roadways to traffic and place on off-site detours. Install, maintain, and replace road closure traffic control devices as necessary for the duration of each off-site detour route: (See TCP-13, TCP-14, TCP-22, and TCP-36).

SR 2235 - Dallas Rd. (Use Roadway Standard Drawing 1101.03, sh. 1 of 9)
SR 2500 - Clover Rd. (Use Roadway Standard Drawing 1101.03, sh. 2 of 9)
SR 2417 - Thompson Rd. (South) Use Roadway Standard Drawing 1101.03. sh. 1 of 9)
(North) (Install signing for permanent road closure)
SR 2416 - Emery Rd. (Install signing for permanent road closure)

PROPOSED OVERHEAD DMS ASSEMBLY INSTALLATIONS:
Install proposed DMS Overhead Structures as follows (See Signing Plans):

DMS #1 on -Y2- (I-95 NBL/SBL)

1) Close SR 1792 (Kahn Dr.). Assemble the overhead structure using SR 1792 as a staging area. (See Roadway Standard Drawing 1101.03, 1 of 9 and TCP-8)).
2) Using Changeable Message Boards and Police, install overhead structure on I-95 during nighttime hours (as specified in the Contract) with I-95 Northbound and Southbound lanes temporarily detoured off-site (See Roadway Standard Drawing 1101.03, 7 of 9, Signing Plans and TCP-8).
3) Reopen SR 1792 to traffic.

DMS #2 on -L- (US 74 Westbound)

1) Using Changeable Message Signs and Police, install Overhead Structure on existing US 74 Westbound during nighttime hours (as specified in the Contract) with traffic stopped for no longer than 30 minutes (See Roadway Standard Drawing 1101.03, Sheet 9 of 9, and Signing Plans).

DMS #4 on -Y2- (I-95 NBL)

1) Using Changeable Message Boards and Police, install overhead DMS on I-95 during nighttime hours (as specified in the Contract) with I-95 Northbound lanes temporarily detoured off-site (See Roadway Standard Drawing 1101.03, 7 of 9, and TCP-8A).

THIS PROJECT IS DIVIDED INTO THREE (3) PRIMARY WORK AREAS. WORK MAY BE PERFORMED IN MORE THAN ONE AREA SIMULTANEOUSLY BUT THE WORK ASSOCIATED WITH EACH AREA MUST PROGRESS THROUGH EACH PHASE AND STEP UNLESS OTHERWISE SPECIFIED IN THE TRAFFIC CONTROL PLAN.

AREA I (-L- New Location)

Step 1:
Begin clearing & grubbing, grading, drainage, and paving as much as possible up to but not including the final layer of surface course away from traffic as shown in the Construction Plans and on TCP-9 thru TCP-14 for the following roadways:

-L- (New Location including proposed -Y2- interchange)
-SR5- (maintain ingress and egress to dwellings)
-L-/-Y3- (Proposed Interchange)
-Y5- Hilly Branch Road
-Y8- Service Road
-Y8A- Thompson Rd.

The following roadways shall be closed to traffic and placed on off-site detours. However, each roadway shall not be closed until proposed structure work is ready to begin on that roadway. Install, maintain, and replace off-site detour signing as necessary for the duration of each off-site detour route:

-Y- (SR 1003 - Chicken Rd.) (See TCP-11)
-Y1- (SR 1164 - Back Swamp Rd.) (See TCP-12)
-Y5- (SR 1155 - Dew Rd.) (See TCP-10)

Begin proposed structure work at the following locations:

-Y- (SR 1003 - Chicken Rd.) (See TCP-11)
-Y1- (SR 1164 - Back Swamp Rd.) (See TCP-12)
-Y3- (Proposed Interchange) (See TCP-14)
-Y5- (SR 1155 - Dew Rd.) (See TCP-10)
-Y5- (SR 1207 - Hilly Branch Rd.) (See TCP-13)

AREA II (I-95)

Step 1:
Install Portable Concrete Barrier with top-mounted delineators and Temporary Crash Cushions and temporary double face cable guiderail for proposed -L- and -COBC- construction (See Roadway Standard Drawing 1101.02, 1101.04, and TCP-16 thru TCP-20).

Begin proposed -L- structure bents #1 and #2 over -Y2- (I-95 Southbound) as shown on TCP-17 (See Roadway Standard Drawing 1101.03 and TCP-37 for off-site detour when performing nighttime overhead structure work).

Step 2:
Install Portable Concrete Barrier with top-mounted delineators and Temporary Crash Cushion on the existing median shoulders of -Y2- (I-95 Northbound and Southbound lanes) at the existing -Y3- US 74 bridge for temporary interior bent structure work as shown on TCP-15 (See Roadway Standard Drawing 1101.02 and 1101.04.

Construct temporary -Y3- interior bent as shown in the Structure Plans prior to shifting existing US 74 traffic to the temporary traffic pattern as described in PHASE I, AREA III, Step 2 (See Roadway Standard Drawing 1101.02, 1101.04, and TCP-27).

AREA III (Existing US 74) on TCP-7A

(Contractor may perform work in AREA III, Steps 1 and 3 simultaneously)

Step 1:
Construct temporary pavement locations up to the existing pavement elevation for temporary US 74 traffic pattern including temporary median crossover at -Y3- Sta. 25+60+/- (See Roadway Standard Drawing 1101.02 and TCP-21 thru TCP-23).

Construct -Y3B- from Sta. 13+00+/- to Sta. 14+18+/- up to but not including the final layer of surface course (See TCP-22).

Construct temporary ramp tie (RPDET1) from the existing pavement elevation of I-95 NB Exit Ramp to proposed SR 2500 (Clover Rd.) at the existing US 74 interchange as shown in the Construction Plans and on TCP-22).

Install and cover temporary traffic signals and Crossover Advanced Warning Signing. Place pavement markings and markers as much as possible for temporary traffic pattern (See TCP-24 thru TCP-26, TCP-33, and Signals Plans).

Begin construction of -L- outside shoulder replacement and wedging/resurfacing on existing US 74 up to but not including the final layer of surface course in the following locations. place temporary paint pavement markings and temp. raised markers in the exising pattern as necessary. (See Roadway Standard Drawing No. 1101.02, sheet 3 of 7, and sheets TCP-29 thru TCP-32.)

1) -L- Sta. 307+22 +/- to Sta. 37+80 +/- (Eastbound and Westbound)
2) -L- Sta. 319+20 +/- to Sta. 321+42 +/- (Eastbound)
3) -L- Sta. 322+86 +/- to Sta. 348+40 +/- (Eastbound)
4) -L- Sta. 318+80 +/- to Sta. 348+40 +/- (Westbound)

Begin construction of -Y8- and -Y9- as much as possible. (See TCP-29, TCP-30, TCP-31, and TCP-32).

WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING WORK IN STEP 2

Step 2:
Upon completion of the temporary -Y3- interior bent structure work on -Y2- (I-95) specified in PHASE I, AREA II, Step 2, shift existing US 74 Eastbound traffic to the temporary two-lane, two-way traffic pattern and simultaneously activate temporary traffic signals and uncover Crossover Advanced Warning Signing.

APPROVED: [signature] DATE: 6/25/04

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

PHASE I

SCALE: NONE	
DATE:	
DWG. BY:	
DESIGN BY:	
REVIEWED BY:	

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

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