PROJ. REFERENCE NO. SHEET NO. TMP-02A

V) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

W) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

X) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

Y) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS AFTER REMOVAL AND BEFORE INSTALLATION

MISCELLANEOUS

Z) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

PROJECT NOTES

- 1) PRIOR TO ANY CONSTRUCTION, A PUBLIC INFORMATION PLAN SHOULD BE IN PLACE TO NOTIFY THE GENERAL PUBLIC THAT US 70 BUSINESS/GRANTHAM STREET BRIDGE WILL BE CLOSED FOR A VERY EXTENDED LENGTH OF TIME. NCDOT AND LOCAL OFFICIALS SHOULD DETERMINE HOW FAR AHEAD OF THE CONSTRUCTION THAT THE PUBLIC INFORMATION PLAN IS EXECUTED.
- 2) THE PUBLIC INFORMATION PLAN SHOULD INCLUDE RADIO, TELEVISION, NEWSPAPERS, INTERNET WEB SITES AND ANY OTHER PRACTICAL MEANS AVAILABLE TO DELIVER THE INFORMATION ABOUT THE BRIDGE CLOSING.
- 3) PRIOR TO ANY CONSTRUCTION, NCDOT AND LOCAL OFFICIALS SHOULD COORDINATE ANY NECESSARY PLANNING REQUIRED TO ENSURE THAT LOCAL FIRST RESPONDERS (POLICE, FIRE, EMERGENCY MEDICAL SERVICES, ETC. ARE PREPARED TO RESPOND TO ANY EMERGENCIES WHILE THE BRIDGE IS CLOSED AND CANNOT BE USED FOR ACCESS.
- 4) CHANGEABLE MESSAGE SIGNS (CMS) SHALL BE PLACED 2 WEEKS PRIOR TO THE CLOSURE OF US 70 BUSINESS/GRANTHAM STREET. COORDINATE WITH NCDOT FOR ANY EXACT LOCATIONS WHERE THE CMS BOARDS SHOULD BE PLACED OTHER THAN THE GENERAL LOCATIONS DEPICTED IN THESE PLANS. ANY CHANGES TO THE ACTUAL MESSAGES SHOWN ON THE CMS BOARDS OTHER THAN IN THESE PLANS SHALL BE DONE AS DIRECTED BY THE NCDOT RESIDENT ENGINEER.
- 5) CONTRACTOR IS RESPONSIBLE FOR MANTAINING EXISTING PEDESTRIAN ACCESS THROUGH THE WORK ZONE AT ALL TIMES BETWEEN THE FRANKLIN BAKING COMPANY AND ITS EMPLOYEE PARKING LOT. PRIOR TO BEGINNING WORK, CONTRACTOR SHALL COORDINATE WITH THE BAKERY AND SUBMIT A PHASED PEDESTRIAN ACCESS PLAN FOR THIS INTERSECTION FOR REVIEW AND APPROVAL BY THE ENGINEER.
- 6) THE GOLDSBORO-WAYNE TRANSIT AUTHORITY (GWTA) BUS THAT USES NORTH CAROLINA STREET AND GRANTHAM STREET (GREEN ROUTE) WILL CONTINUE SERVICE DURING CONSTRUCTION. THERE ARE NO BUS STOPS WITHIN THE PROJECT LIMITS. GWTA'S RED

ROUTE BUS SERVICE WILL BE DETOURED, WHICH MAY ALSO BE THROUGH THE WORK ZONE. TMP CHANGES THAT COULD IMPACT BUS SERVICE THROUGH THE WORK ZONE MUST BE COORDINATED WITH AND APPROVED BY THE ENGINEER AND GWTA IN ADVANCE.

TRAFFIC MANAGEMENT STRATEGY

THE PROPOSED BRIDGE ON W. GRANTHAM STREET US 70 BUSINESS (-L-) WILL BE CONSTRUCTED WITH THE ROAD CLOSED TO TRAFFIC BETWEEN THE US 117 INTERCHANGE AND NORTH CAROLINA STREET AND TRAFFIC USING AN OFF-SITE DETOUR.

THE PROPOPSED ROADWAY CONSTRUCTION AND UTILITY RELOCATIONS ON W. GRANTHAM STREET (-L-) AND INTERSECTING -Y-LINES SHALL BE DONE WITH TEMPORARY TRAFFIC SHIFTS TO CONSTRUCT ONE SIDE AT A TIME. THIS INCLUDES TWO TEMPORARY TRAFFIC SIGNALS AT GEORGE STREET.

PEDESTRAIN TRAFFIC BETWEEN THE FRANKLIN BAKERY AND ITS PARKING LOT WILL BE MAINTAINED WITH TEMPORARY CROSSWALKS AND OTHER CONTRACTOR METHODS THAT PROVIDE ACCESS THROUGH THE WORK ZONE. PEDESTRIAN TRAFFIC ALONG THE FOOTPATHS BETWEEN VIRGINIA ST AND GEORGE ST SHALL BE MAINTAINED THE SIDE OF W. GRANTHAM ST AWAY FROM CONSTRUCTION.

TEMPORARY SHORING NOTES

TEMPORARY SHORING NO. 1 (SEE SHEET S-01, W-5, and W-6)

TEMPORARY SHORING SHALL BE CONTRACTOR DESIGNED. FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATION IN THE VICINITY OF SHORING LOCATION TO DETERMINE ACTUAL SHORING HEIGHT.

DESIGN TEMPORARY SHORING FROM STA. 31+32.45 -L-, 56.6 FT RIGHT, TO STA. 31+38.73 -L-, 48.0 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

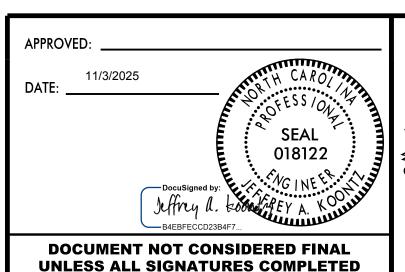
UNIT WEIGHT (γ) = 120 LB/CF FRICTION ANGLE (Φ) = 30 DEGREES COHESION (c) = 0 LB/SF GROUNDWATER ELEVATION = N/A

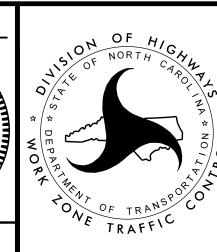
DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STA. 31+32.45 -L-, 56.6 FT RIGHT, TO STA. 31+38.73 -L-, 48.0 FT RIGHT.

(THE TEMPORARY SHORING NOTES ON THIS SHEET WERE REVIEWED AND ACCEPTED BY JINYOUNG PARK, NCDOT GEOTECHNICAL ENGINEERING UNIT – EASTERN REGIONAL OFFICE.)

AECOM

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GENERAL NOTES,
PROJECT NOTES,
TRAFFIC MANAGEMENT
STRATEGY &
TEMP. SHORING NOTES