

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRABLE OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT EXCEPT WHEN OTHERWISE NOTED IN THE PLAN OR DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- A) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.
- B) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- C) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- D) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ON DIRECTION ON JACK SWAMP ROAD.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- E) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:
 - BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER
 - BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.
 - BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- F) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 200 FT IN ADVANCE A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

- G) NOTIFY THE ENGINEER THIRTY (30) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- H) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- I) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- J) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 200 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES

- K) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADIUS AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- L) PLACE TYPE III BARRICADES WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- M) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES SKINNY DRUMS PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

MISCELLANEOUS

- N) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 200 FT AND 200 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- O) NORTHAMPTON COUNTY EMERGENCY SERVICES SHALL BE CONTACTED AT (252) 574-0205 AT LEAST ONE MONTH PRIOR TO CONSTRUCTION TO MAKE NECESSARY TEMPORARY REASSIGNMENTS TO PRIMARY RESPONSE UNITS.
- P) ACCESS WILL BE MAINTAINED THROUGHOUT CONSTRUCTION FOR LOCAL TRAFFIC AND ACTIVE FARMS LOCATED NEAR BOTH ENDS OF THE BRIDGE.

PHASING NOTES

PRIOR TO ANY CONSTRUCTION, INSTALL WORK ZONE ADVANCE WARNING SIGNS USING NCDOT RSD 1101.01 SHEETS 1 THRU 3 AND THE DETAIL BELOW. CONTRACTOR MAY WORK ON MULTIPLE LOCATIONS SIMULTANEOUSLY IF APPROVED BY ENGINEER.

PHASE 1:

- STEP 1: USE TMP-2 TO DENOTE WORK AREA AND TO PLACE SIGNS AND DEVICES ALONG SR 1203 (JACK SWAMP RD) AND US 301. PERFORM WORK ON TEMPORARY CONDITION PER ROADWAY, STRUCTURE, AND DRAINAGE PLANS.

PHASE 2:

- STEP 1: USE TMP-3 TO DENOTE WORK AREA, RSD 1101.02 SHEET 1 OF 14 AND TMP-3 TO PLACE SIGNS AND DEVICES ALONG SR 1203 (JACK SWAMP RD) AND US 301. PERFORM WORK ON TIE-INS UP UNTIL EXISTING EDGE OF PAVEMENT FOR TEMPORARY CONDITION PER ROADWAY PLANS. AT THE END OF EACH WORK PERIOD REOPEN THE ROADWAY TO TRAFFIC.

PHASE 3:

- STEP 1: USE TMP-4 TO DENOTE WORK AREA AND PLACE SIGNS AND DEVICES ALONG SR 1203 (JACK SWAMP RD) AND US 301. PLACE AGGREGATE BASE COURSE TO CROSS SLOPE CORRECT ON THE EXISTING ROADWAY TO TIE-IN FOR THE TEMPORARY CONDITION PER ROADWAY PLANS. AT THE END OF EACH WORK PERIOD REOPEN THE ROADWAY TO TRAFFIC.

PHASE 4:

- STEP 1: USE TMP-5 TO DENOTE WORK AREA AND PLACE SIGNS AND DEVICES ALONG SR 1203 (JACK SWAMP RD) AND US 301. THIS OPERATION WILL SHIFT TRAFFIC ONTO TEMPORARY CONDITION. PERFORM WORK PER ROADWAY, STRUCTURE, AND DRAINAGE PLANS. KEEP TRAFFIC ON THE TEMPORARY CONDITION UNTIL PHASE 4 IS COMPLETE.

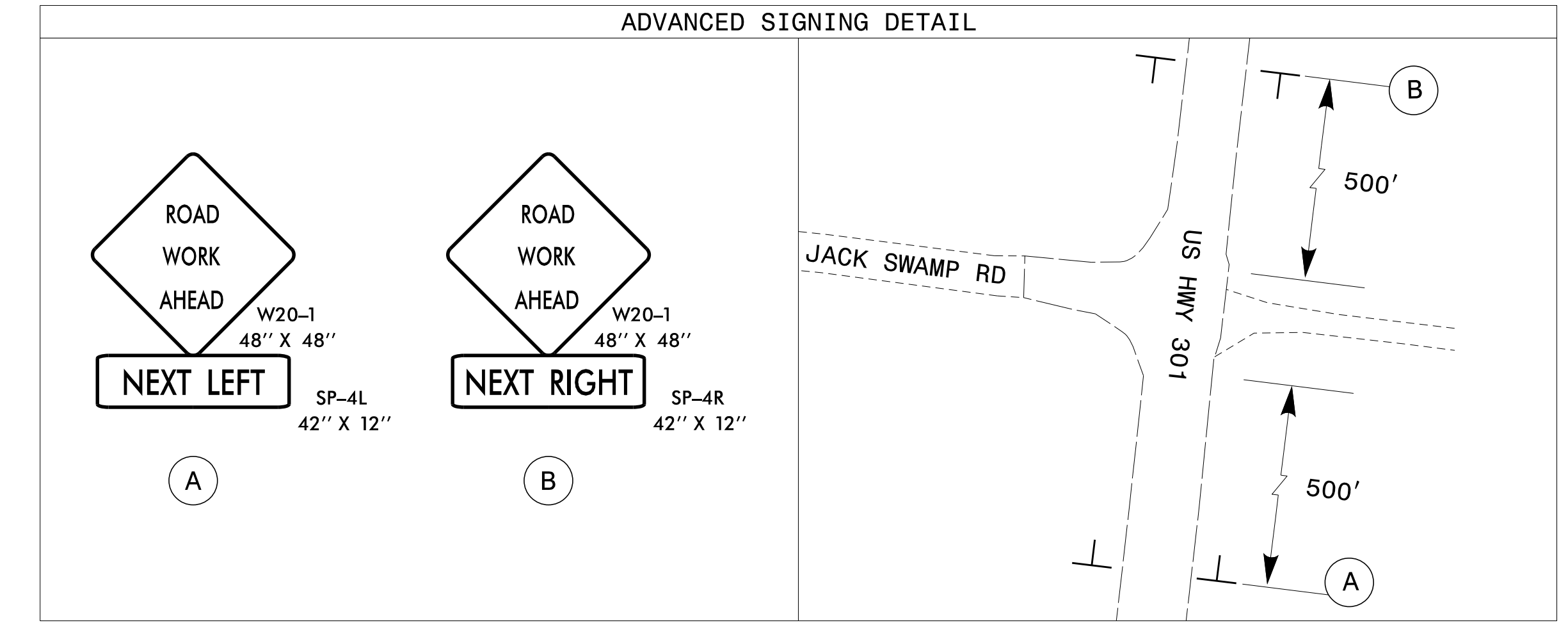
PHASE 5:

- STEP 1: USE TMP-6 TO DENOTE WORK AREA AND PLACE SIGNS AND DEVICES ALONG SR 1203 (JACK SWAMP RD) AND US 301. REMOVE THE AGGREGATE BASE COURSE AND PLACE PAVEMENT PER ROADWAY PLANS FOR FINAL CONDITION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. THIS OPERATION WILL SHIFT TRAFFIC ONTO THE FINAL CONDITION TO REOPEN SR 1203 (JACK SWAMP RD). AT THE END OF EACH WORK PERIOD REOPEN THE ROADWAY TO TRAFFIC.

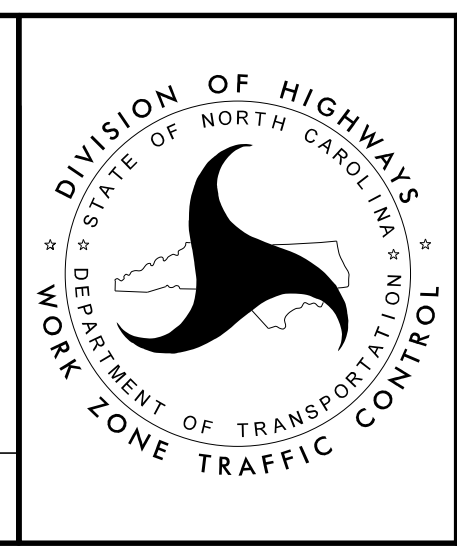
PHASE 6:

- STEP 1: USE TMP-7 TO DENOTE WORK AREA AND PLACE SIGNS AND DEVICES ALONG SR 1203 (JACK SWAMP RD) AND US 301. REMOVE TEMPORARY CONDITION UP TO THE EXISTING EDGE OF TRAVEL. AT THE END OF EACH WORK PERIOD REOPEN THE ROADWAY TO TRAFFIC.
- STEP 2: REGRADE SIDE SLOPES TO SLOPE STAKE LIMITS PER ROADWAY PLANS AND COMPLETE WORK PER STRUCTURE AND DRAINAGE PLANS. AT THE END OF EACH WORK PERIOD REOPEN THE ROADWAY TO TRAFFIC.
- STEP 3: UPON COMPLETION OF ALL PRIOR STEPS, MILL BETWEEN THE FOLLOWING LIMITS:
 - L- STA. 19+14.43 TO -L- STA. 19+65.61

PLACE FINAL SURFACE LAYER OF PAVEMENT PER ROADWAY PLANS. PLACE FINAL PAVEMENT MARKINGS IN ACCORDANCE WITH RSD 1205.01, 1205.02, 1205.12, 1250.01 AND PAVEMENT MARKING PLANS. REMOVE ALL SIGNS AND DEVICES AND OPEN -L- SR 1203 (JACK SWAMP RD) TO TRAFFIC.



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 AND
 PHASING NOTES**