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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

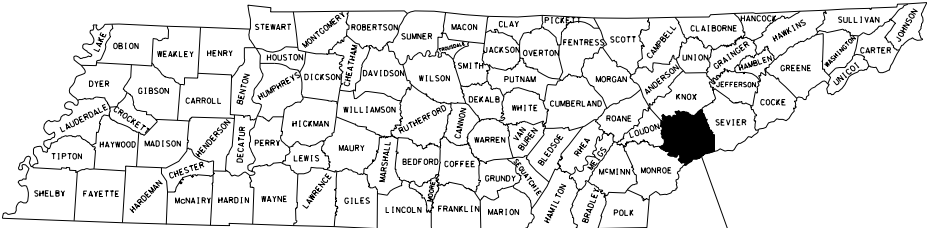
BUREAU OF PLANNING AND DEVELOPMENT

BLOUNT COUNTY

S.R. 115: FROM: NORTH CAROLINA STATE LINE (L.M. 0.00)
TO: 0.19 MILES SOUTH OF BRIDGE OVER TABCAT CREEK (L.M. 11.00)

RESURFACING

STATE HIGHWAY NO. 115 F.A.H.S. NO.

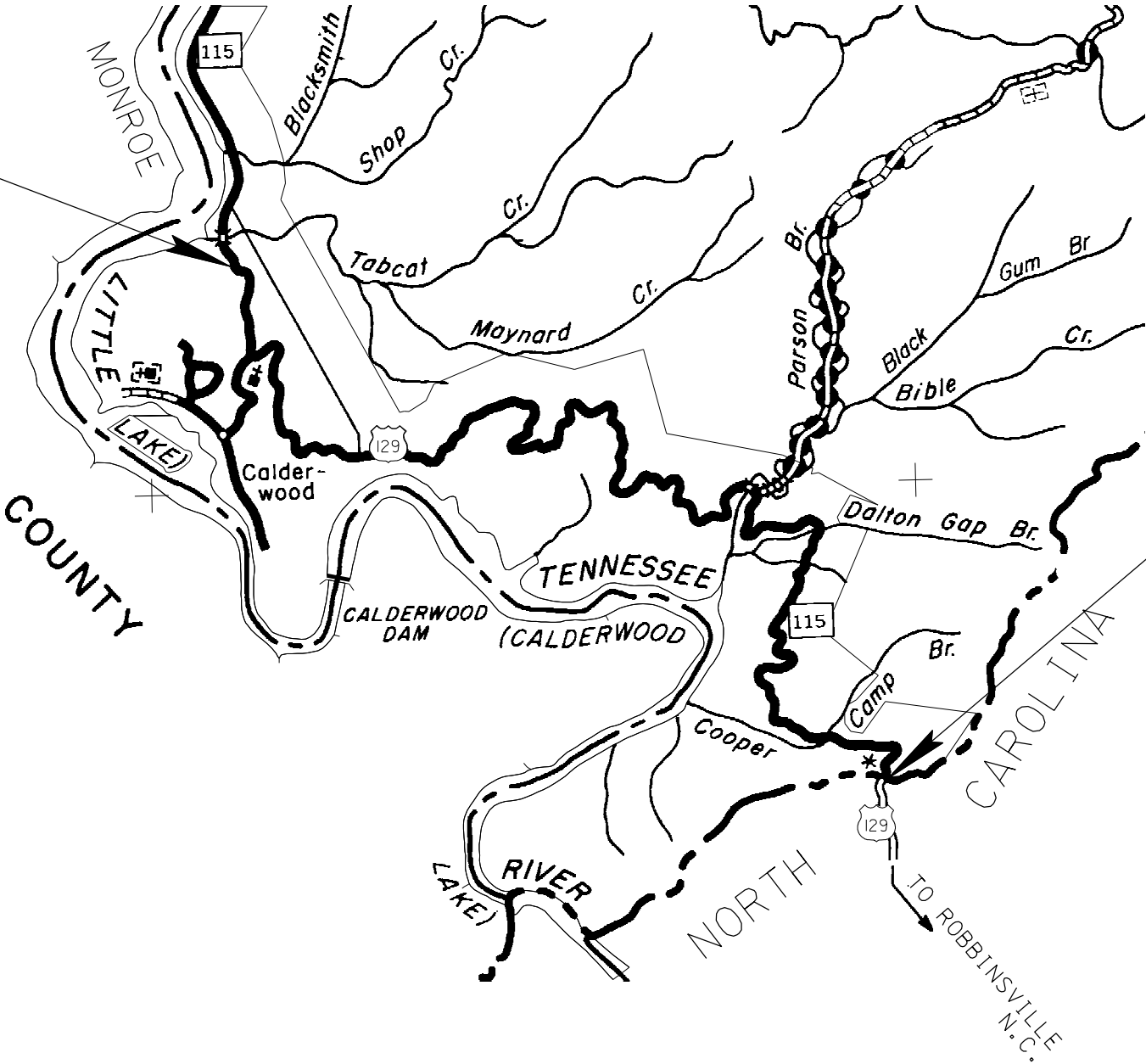


BLOUNT CO.
S.R. 115

END 05004-4214-04
L.M. 11.00

NO EQUATIONS
NO EXCLUSIONS

BEGIN 05004-4214-04
L.M. 0.00



SPECIAL NOTES

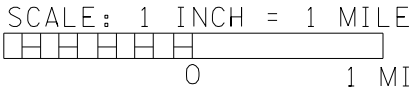
PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 1995 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TDOT ROAD SP. SV. 1 JEFF TURNER

DESIGNER KENNY KERLEY

P.E. NO. 98013-4203-04



PROJECT LENGTH 11.00 MILES

TRAFFIC DATA	
ADT (2002)	680
POSTED SPEED	40 MPH

APPROVED: JHC Jones
DESIGN DIVISION

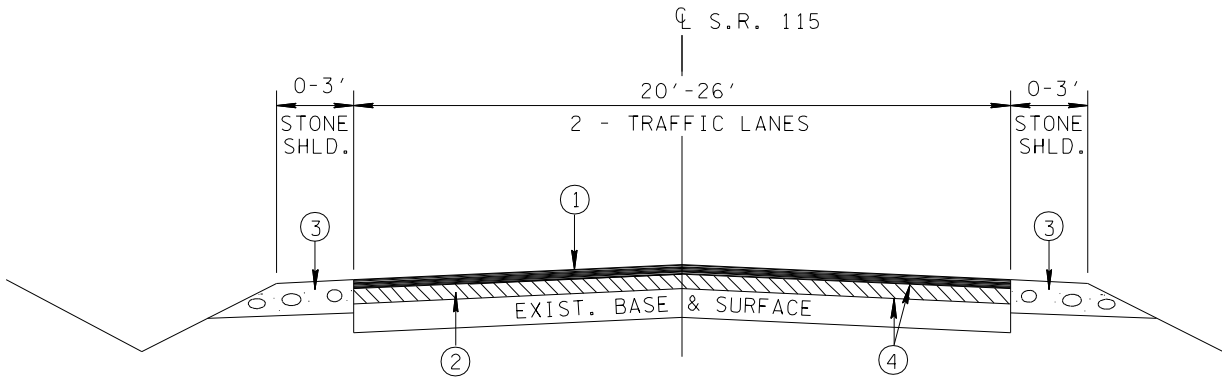
DATE:

APPROVED: John Settle Sr.
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
208-01	SHOULDERS AND DITCHES	22.0	LIN.MI.
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	2912	TON
①	307-01.11 ASPHALT CEMENT (PG64-22)(BPMLC-HM) GRADING CS	180	TON
	307-01.12 AGGREGATE (BPMLC-HM) GRADING CS	2816	TON
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	26	TON
②	411-01.01 ASHALT CEMENT (PG64-22)(ACS) GRADING D	604	TON
	411-01.02 AGGREGATE (ACS) GRADING D	9467	TON
③	712-01 TRAFFIC CONTROL	1	LS
	712-06 SIGNS (CONSTRUCTION)	764	S.F.
	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	20	LIN.FT.
	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	88	LIN.MI.
	717-01 MOBILIZATION	1	LS



TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 0.00 TO LOG MILE 11.00

FOOTNOTES

- ① INCLUDES 2 TONS FOR COUNTY ROADS AND 25 TONS FOR WIDE CURVES.
- ② INCLUDES 16 TONS FOR PRIVATE DRIVES, 8 TONS FOR COUNTY ROADS, AND 200 TONS FOR WIDE CURVES.
- ③ QUANTITY INCLUDES THE FOLLOWING SIGNS:

8 - ADVANCE ROAD WORK SIGNS

2 - ADVANCE ONE LANE SIGNS

2 - ADVANCE FLAGMAN SIGNS W/SUPP. PLATE

2 - ROAD WORK NEXT 11 MILES

2 - ADVISORY SPEED PLATE SIGNS

2 - END ROAD WORK SIGNS

58 - SHOULDER DROP-OFF SIGNS

(W20-1)

(W20-4)

(W20-7a)

(G20-1)

(W13-1)

(G20-2A)

(W8-9A)

PROPOSED PAVEMENT SCHEDULE

- ① BITUMINOUS SURFACE 1 1/ 4 "+ TH. (APPROX. 132.5 LBS/SQ YD)

411-01.01 ASPHALT CEMENT (PG64-22) (ACS) GRADING D

411-01.02 AGGREGATE (ACS) GRADING D
- ② BITUMINOUS PLANT MIX LEVELING COURSE (APPROX. 40 LBS/SQ YD)

307-01.11 ASPHALT CEMENT (PG64-22) (BPMLC-HM) GRADING CS

307-01.12 AGGREGATE (BPMLC-HM) GRADING CS
- ③ MINERAL AGGREGATE BASE - (SHOULDERS) 2" THICK

303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
- ④ TACK COAT @ 0.02 GAL./SQ. YD.

403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2002	05004-4214-04	3

S.R. 115

BLOUNT CO.

GENERAL NOTES

UTILITIES

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO CO-OPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT.

THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED "AROUND" UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 1-800-351-1111.

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO CO-OPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES AND GRADES IS A CONTRACT ITEM, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK, AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

POWER LINES OWNED BY FORT LOUDOUN ELECTRIC CO-OP.

TELEPHONE LINES OWNED BY BELL SOUTH.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS BEFORE DARK HOURS. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 PAINTED PAVEMENT MARKING (4" LINE), LIN. MI.

PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 PAINTED PAVEMENT MARKING (4" LINE), LIN. MI.

CONSTRUCTION WORK ZONE AND TRAFFIC CONTROL NOTES

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC, UNLESS PROTECTED BY GUARDRAIL, BRIDGERAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO BE PARKED WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BUREAU OF PLANNING & DEVELOPMENT

GENERAL

NOTES



SYTIME\$\$\$\$\$
DESIGN SPECIFICATIONS

PAVEMENT

WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT-OF WAY LINE.

PRIVATE DRIVEWAYS, FIELD ENTRANCES AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE DIRECTED BY THE TDOT ENGINEER.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

DIFFERENCE IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:

- A. WARNING SIGNS, UNEVEN PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
- B. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
- C. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
- D. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN 7 WORKDAYS AFTER THE CONDITION IS CREATED.

DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES. TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

- A. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- B. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH DAY'S WORK, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH A, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
- C. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THRU TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 ½ INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE ENGINEER. SEE PARAGRAPH A REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

IN THESE SITUATIONS THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING TWO MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

MISCELLANEOUS

NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2002	05004-4214-04	5

S.R. 115

BLOUNT CO.

SPECIAL NOTES

ALL SURPLUS PATCHING AND JOINT MATERIAL IS TO BE REMOVED BEFORE PLACING SURFACE.

SURFACE TO BE CROWNED AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

STATE FORCES WILL REMOVE ALL RAISED PAVEMENT MARKERS, IF ANY, BEFORE RESURFACING IS BEGUN.

DITCHES WILL BE CLEANED BY THE CONTRACTOR. ALSO, SHOULDERS WILL BE CLIPPED AND SHAPED (FOR ADDITIONAL AGGREGATE) BY THE CONTRACTOR AND PAYMENT WILL BE MADE UNDER ITEM 208-01. MINERAL AGGREGATE (FOR SHOULDERS) WILL BE ADDED BY THE CONTRACTOR AND PAYMENT WILL BE MADE UNDER ITEM 303-01. THE MINERAL AGGREGATE WILL BE PLACED TO EXISTING SHOULDER WIDTH, OR AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

THE CONTRACTOR WILL BE REQUIRED TO REMOVE AND RESET MAIL BOXES AND POSTS WHERE NECESSARY. COST TO BE INCLUDED IN PRICES BID FOR OTHER ITEMS OF CONSTRUCTION.

ALL GUARDRAILS, GUARDRAIL POSTS, AND SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED BY THE STATE FORCES.

ALL PAVEMENT MARKING WILL BE APPLIED AS SHOWN IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO PASSING ZONES IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS WELL AS PROVIDE THE LAYOUT OF ALL PAVEMENT MARKING REQUIRED ON THE PROJECT. THE METHOD OF DETERMINING THE NO PASSING ZONES TO BE APPROVED BY THE T.D.O.T. SUPERVISOR WITH ADVICE FROM THE REGIONAL TRAFFIC ENGINEER BEFORE PAVING OPERATIONS BEGIN.

STANDARD ROADWAY DRAWINGS

DWG.NO.	REVISION DATE	DRAWING NAME
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
T-M-1	07-29-98	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-4	05-27-01	INTERSECTION PAVEMENT MARKINGS



\$\$\$\$SYTIME\$\$\$\$
\$\$\$\$DESIGNSPEC\$\$\$\$