

GENERAL NOTES - STANDRD SIGNS - 2

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| <p>20. NEW GUARDRAIL AND GUARDRAIL ANCHORS SHALL BE INSTALLED AT THE LOCATIONS IDENTIFIED IN THE GUARDRAIL LOG ON THE SUMMARY OF QUANTITIES FOR OVERHEAD SIGNS IN ACCORDANCE WITH THE CONTRACT AND SPECIFICATIONS OR AS DIRECTED BY ENGINEER.</p> <p>21. AN N.O.I IS NOT REQUIRED FOR THIS PROJECT.</p> <p>22. THE CONTRACTOR SHALL RECONSTRUCT ANY DISTURBED EARTH SHOULDERS TO ITS PREDISTURBED CONDITION. THE SHOULDER GRADING SHALL INCLUDE FURNISHING AND PLACEMENT OF BORROW MATERIAL, AND THE PLACEMENT OR DISPOSAL OF EXCAVATED MATERIAL. THE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR GRADING COMPLETE. GRADING THE SHOULDERS SHALL BE PERFORMED AND PAID FOR IN ACCORDANCE WITH SECTION 210 OF THE SPECIFICATIONS.</p> <p>23. THE CONTRACTOR SHALL GRASS WEEKLY ALL ROADSIDE AREAS DISTURBED BY HIS WORK AND AT ALL AREAS OF EARTH SHOULDER RECONSTRUCTION. GRASSING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 700 OF THE SPECIFICATIONS.</p> <p>24. ALL WORK INVOLVING THE REMOVAL AND REPLACEMENT OF EXISTING GUARDRAIL AND ANCHORS OR GUARDRAIL AND ANCHOR INSTALLATIONS AT NEW LOCATIONS SHALL BE PROTECTED BY TEMPORARY MEDIAN BARRIER AND TEMPORARY ATTENUATORS IN ACCORDANCE WITH SECTION 150 OF THE SPECIFICATIONS.</p> <p>25. THE CONTRACTOR SHALL USE A MINIMUM OF FOUR (4) VARIABLE MESSAGE BOARDS ON THIS PROJECT FOR SIGNING ROADWAY WORK. ANY ADDITIONAL MESSAGE BOARDS USED SHALL BE AT THE EXPENSE OF THE CONTRACTOR. COORDINATION OF USAGE SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.</p> <p>26. AT THE END OF EACH WORKDAY, THE CONTRACTOR SHALL BE REQUIRED TO INSTALL A STANDARD TERMINAL END SECTION ON THE END OF EACH RUN OF GUARDRAIL THAT HAS NOT BEEN COMPLETELY INSTALLED. THIS WORK SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE DEPARTMENT.</p> <p>27. THE CONTRACTOR SHALL REMOVE, STORE AND RE-INSTALL EXISTING IMPACT ATTENUATORS AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH THE SPECIFICATIONS.</p> <p>28. THE CONTRACTOR SHALL STAGE ALL ACTIVITIES SUCH THAT RAMP ACCESS IS MAINTAINED AS STATED IN SECTION 150 OF THE SPECIFICATIONS.</p> <p>29. THE CONTRACTOR SHALL REMOVE AND REINSTALL ALL CAMERAS AND ASSOCIATED EQUIPMENT (WHICH INCLUDES BUT IS NOT LIMITED TO RECONNECTING POWER SUPPLIES AND NETWORK CONNECTIONS, CONDUIT, CABINETS, ETC.) ATTACHED TO SIGN STRUCTURES. COST RELATED TO THIS WORK SHALL BE INCLUDED IN THE OVERALL BID PRICE FOR THE REMOVAL OF STRUCTURAL SUPPORTS OF ANY TYPE.</p> <p>30. THE CONTRACTOR SHALL CONTACT THE DEPARTMENT TWO WEEKS IN ADVANCE TO SCHEDULE THE TESTING OF ALL CAMERAS AND ASSOCIATED EQUIPMENT (WHICH INCLUDES BUT IS NOT LIMITED TO RECONNECTING POWER SUPPLIES AND NETWORK CONNECTIONS, CONDUIT, CABINETS, ETC.) BEFORE IT IS REMOVED AND AFTER IT IS REINSTALLED. THE CONTRACTOR SHALL REINSTALL ALL CAMERAS AND ASSOCIATED EQUIPMENT (WHICH INCLUDES BUT IS NOT LIMITED TO RECONNECTING POWER SUPPLIES AND NETWORK CONNECTIONS, CONDUIT, CABINETS, ETC.) IN THE SAME WORKING CONDITION AS PRIOR TO THE DEPARTMENTS TESTING.</p> | <p>31. A DISTANCE MEASURING INSTRUMENT (DMI) SHALL BE USED TO LOCATE ALL MILE POINTS/POSTS TO ENSURE ACCURACY. THE DMI SHALL BE ACCURATE TO 1 FOOT PER MILE, WHILE DRIVING AT AN APPROPRIATE SPEED.</p> <p>32. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION OF THE DMI. THE DMI SHALL BE INSTALLED AND CALIBRATED ACCORDING TO THE DMI VENDOR SPECIFICATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT THE DMI USED IS COMPATIBLE WITH THE VEHICLE BEING USED FOR LOCATING MILE POINTS/POSTS ON THIS PROJECT.</p> <p>33. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY PERIPHERAL EQUIPMENT (SUCH AS VEHICLE INSTALLMENT KIT, PRINTER, RS-232 CABLE, EXTENSION TABLES, ADAPTER KITS, SENSORS) OR OTHER ACCESSORIES OR EQUIPMENT THAT ARE NEEDED FOR THE DMI TO WORK PROPERLY.</p> <p>34. THE DMI SHALL BE CALIBRATED EACH DAY BEFORE USE AND VERIFIED BY THE PROJECT ENGINEER.</p> <p>35. THE MILEAGE SHALL BE CALCULATED STARTING FROM MILE POINT 227.50 ON INTERSTATE 75 TRAVELING NORTH IN THE INSIDE LANE TO THE END OF THE PROJECT AT THE 240.90. THE CONTRACTOR IS RESPONSIBLE FOR MARKING MILE POINT/POST LOCATIONS IN 1/2 MILE INCREMENTS OVER THE REQUIRED DISTANCE.</p> <p>36. THE MILE POST LOCATION MARKINGS SHALL NOT BE CONDUCTED IN INCLEMENT WEATHER OR WHILE THE SURFACE OF THE ADJACENT TRAVEL LANES ARE WET.</p> <p>37. ALL POINTS SHALL BE MARKED WITHIN \pm 0.01 MILES (52.8 FT) OF THE TRUE LOCATION.</p> <p>38. HORIZONTAL CLEARANCE FOR SPECIAL ROADSIDE SIGNS SHALL BE 32 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEAR EDGE OF THE SIGN UNLESS SPECIFIED OTHERWISE IN THE PLANS.</p> <p>39. SPECIAL ROADSIDE SIGNS ERECTED ON CUT SLOPES SHALL HAVE A MINIMUM CLEARANCE OF 1 FOOT ABOVE THE GROUNDLINE AND MAXIMUM HEIGHT OF 10 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN.</p> <p>40. POST LENGTHS, POST SIZES, AND FOOTING SIZES FOR SPECIAL ROADSIDE SIGNS ARE ESTIMATED, ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE ACTUAL LENGTHS AND SIZES REQUIRED ACCORDING TO GEORGIA STANDARDS PRIOR TO ORDERING MATERIALS. FOR ERECTION AND FOUNDATION DETAILS FOR SPECIAL ROADSIDE SIGNS WITH BREAK-AWAY POSTS, REFER TO GEORGIA STANDARDS 9054A, 9054B, AND 9054C.</p> <p>41. GALVANIZED STEEL I-BEAMS SHALL HAVE ALL IDENTIFICATION NUMBERS RE-ESTABLISHED AFTER COMPLETION OF GALVANIZING.</p> |
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
**SIGNING AND MARKING PLANS
GENERAL NOTES**

DRAWING No.
04-002