

Iowa Great River Road Signing Project Field Communications and Assistance

Inspection

Contractor

- To speed inspection and approval for payment, contractor will document installations in the Great River Road National Scenic Byway Sign Inventory mobile app (GRR-App) and provide comments on any reasons for less than ideal installations.

District Maintenance staff assistance during Working Days

- DOT assigned staff drive the route daily for installation concerns and traffic control while the contractor is working in that county.
- Staff may enter their observations in the DOT version GRR-App.
- Respond to field clarification calls from the contractor.
- Assist OSP to resolve occasional construction conflicts or local jurisdiction concerns.

Office of Systems Planning (OSP)

- OSP perform “pre-locates” in the field, marking pavement and adding installation notes in the GRR-App.
- OSP Project Manager review installations at least weekly in the GRR-App.
- OSP Inspector visit at least weekly.
- Signoff final in OSP on a sign-by-sign basis by ID # for payment
- Corrective Action items will be provided to the contractor as recorded.
- Final drive by OSP Inspector before clearing a county or district after corrections and other issues have been resolved.

Communication

- DOT (OSP) will contact districts and local jurisdictions in advance with basics of what to expect as the contractor moves along the route including this document, website and project contacts.
- DOT (OSP) will provide project information (Maps, tip sheets etc.) on the project web site: <http://www.iowadot.gov/iowasbyways/signage.html>
- DOT (OSP) will provide additional “pre-locate” and installation information to the contractor in the GRR-App. and mark locations on pavement.
- Contact Project Manager Mary Stahlhut 515.239.1369 regarding the project.
- Contact Inspector Kevin Anderson 515.239.1861 regarding inspection.
- Contact Contractor Superintendent Mark Rye at 319.505.0108 regarding field assistance.

References

- Iowa Byways Signing and Great River Road project page: Summaries, FAQs, Project maps by jurisdiction and links to resources. Scroll down for project updates.
<http://www.iowadot.gov/iowasbyways/signage.html>
Iowa Byways Signage Policy- Traffic and Safety Manual 02g
<http://www.iowadot.gov/traffic/manuals/pdf/02g-01.pdf>

Project Specific Clarifications

Sign Removal

- The contract includes removal of old GRR assembly signs and old posts when indicated.
- Some existing installations will not be reinstalled.
- Sign panels only are to be turned in to the District shops in the plans (Elkader, Davenport, Burlington).
 - Contractor will use the DOT Sign Turn-in Form provided. Both the contractor and District will count and sign off on the form.
 - Contractor will send forms to the project manager in OSP (Mary) for payment records.
 - Posts and other material are to be disposed of by the contractor.

Pole/Post removal:

- Poles may be pulled or cut off at ground level
- If a post is removed, the holes must also be filled and tamped
- A new installation may be placed where an old post has been pulled, if properly filled. (Tamped, concrete, etc.) Any such posts not plumb may be subject to corrective action)
- The contractor may leave the extra wood poles on sites initially and return to remove and haul them away before proceeding to the next county with installations.

Standard Installation- See Iowa Byways Signage Policy 2G - Traffic and Safety Manual

- Confirmation signs for the GRR only may be installed on a new steel post or an existing post.
- Use new material (bracket, bolts and bracing) on each new GRR and new aux. sign.
- Standard is side-by-side with route markers on an existing post or new steel post. (Pages 18-20 in the Byways Signage Manual)
 - Many existing sign installations may not comply with this standard.
 - Variation from side-by-side is an exception for constricted spaces and must have DOT approval. DOT (OSP) will indicate these exceptions when pre-locating.
 - If not pre-approved by DOT, contractor may call OSP for clarification and note the exception in the app.
- Assemblies on side-by-side posts are not required to be bracketed together, but are preferred to be when possible. Posts may be wood, metal or a combination. (Confirmed with DOT Traffic and Safety manual and staff.)
- Existing Posts and Poles (The OSP pre-locate process will note if re-use is likely.)
 - Existing wood poles, steel poles, strapping etc. may be re-used as deemed adequate, including steel with star anchors and sleeves / extending to meet the installation specs.
 - In congested areas, a utility pole or jurisdiction light pole/ flag pole etc. may be used – most often for a confirmation sign. Pre-locate will indicate likely use.
- Reordering of signs on an existing installation is part of the installation. This includes repositioning the MRT sign or other TCD signs with the GRR assembly.
- Existing order may be wrong, so always refer to th2G section for reference. Call Mary for other options.

Locations

- Location information was provided in the app originally by DOT district staff and has been / or will be augmented by OSP project staff driving the route ahead of the contractor to add “pre-locate” and installation instructions.
- If a post cannot be placed where marked, the contractor may adjust within the one-call cleared radius, using common sense considerations. These examples discussed in the field offer guidance:

- Document any adjustments needed because of one-call or installation issues (like concrete/ rock under surface) in the GRR-App. Call OSP if concerned.
- Decisions on locations on residential lots will consider locations least detrimental to the property owner. (Not too close to a driveway, in front of a picture window, etc. when possible, near a lot line may /be best.

Jurisdiction Owned Excess Signs

- The OSP pre-locate notes will provide instruction. OSP will contact local jurisdictions as needed for adjusting their signs. Need field reports for timing.
- Special and excess signs such as: Great Places, City limits, no soliciting, no parking, DARE, etc. cannot be on the GRR Traffic Control Devices assembly.
 - If the post is DOT's directional installation, remove the excess signs.
 - If the post is not DOT's installation, install a new sign post and assembly for the GRR and reorder remaining signs if necessary.
 - Text or email OSP to advise of any excess signs to be picked up by a jurisdiction.

Workmanship

- Signs are to be installed according to standards cited in the project plans including: the MUTCD http://mutcd.fhwa.dot.gov/kno_2009r1r2.htm , Iowa DOT Traffic and Safety Manual <http://www.iowadot.gov/traffic/manuals/tsmanual.aspx> and particularly the Iowa Byways Signage Policy: Traffic and Safety Manual 02G <http://www.iowadot.gov/traffic/manuals/pdf/02g-01.pdf> .
- Contractor is not required to comply with additional district or local jurisdiction preferences.
- Side-by-side signs should be abutted when possible.
- Whenever possible, back straps and supports should not be visible.
- Installations should be tidy and completed with the correct materials without excessive bolt lengths, washers, etc.
 - Improved installation methods may include predrilling with an auger or using concrete for fill
- Difficult installations should include notes in the GRR-App of what and why (Example: rock = not plumb- and what the solution was etc.)

USED SIGNS RECEIPT



PROJECT NUMBER: SB-IA-PA00(591)--2T-00 GRR SIGNAGE		RECEIVED FROM: MCCLAIN & CO. INC.	
LOCATION (Circle one)			
ELKADER DISTRICT 2	DAVENPORT DISTRICT 6	WEST BURLINGTON DISTRICT 5	
DELIVERY DATE ____/____/____	DELIVERY DATE ____/____/____	DELIVERY DATE ____/____/____	
OLD GRR-S SIGNS AND OTHER AUXILIARY PANELS RETURNED	QUANTITY _____	BY _____ <i>(Sign here)</i>	
OLD GRR-S SIGNS AND OTHER AUXILIARY PANELS RETURNED	QUANTITY _____	RECEIVED BY _____ <i>(Sign here)</i>	
COMMENTS			
Send Completed form to: Mary Stahlhut DOT- Office of Systems Planning 800 Lincoln Way Ames, Iowa 50010		515.239.1369 mary.stahlhut@dot.iowa.gov	