

CONTRACTORS RESPONSIBILITY FOR UTILITY PROPERTY AND SERVICES

AT POINTS WHERE THE CONTRACTOR'S OPERATIONS ARE ADJACENT TO PROPERTIES OF TELEGRAPH, TELEPHONE AND POWER COMPANIES, OR ARE ADJACENT TO OTHER PROPERTY, DAMAGE TO WHICH MIGHT RESULT IN CONSIDERABLE EXPENSE, LOSS, OR INCONVENIENCE, WORK SHALL NOT BE COMMENCED UNTIL ALL ARRANGEMENTS NECESSARY FOR THE PROTECTION THEREOF HAVE BEEN MADE.

THE CONTRACTOR SHALL COOPERATE WITH THE OWNERS OF ANY UNDERGROUND OR OVERHEAD UTILITY LINES IN THEIR REMOVAL AND REARRANGEMENT OPERATIONS IN ORDER THAT THESE OPERATIONS MAY PROGRESS IN A REASONABLE MANNER, THAT DUPLICATION OF REARRANGEMENT WORK MAY BE REDUCED TO A MINIMUM, AND THAT SERVICES RENDERED BY THOSE PARTIES WILL NOT BE UNNECESSARILY INTERRUPTED.

IN THE EVENT OF INTERRUPTION TO UNDERGROUND OR OVERHEAD UTILITY SERVICES AS A RESULT OF ACCIDENTAL BREAKAGE OR AS A RESULT OF BEING EXPOSED OR UNSUPPORTED, THE CONTRACTOR SHALL IMMEDIATELY ALERT THE OCCUPANTS OF NEARBY PREMISES AS TO ANY EMERGENCY AND/OR INTERRUPTION OF SERVICE THAT THE CONTRACTOR MAY CREATE OR DISCOVER AT OR NEAR SUCH PREMISES. THE CONTRACTOR SHALL THEN NOTIFY THE ENGINEER AND THE OWNER OR OPERATOR OF THE UTILITY FACILITY OF THE DISRUPTION AND SHALL COOPERATE WITH SAID UTILITY OWNER OR OPERATOR IN THE RESTORATION OF SERVICE. IF WATER SERVICE IS INTERRUPTED, REPAIR WORK SHALL BE CONTINUOUS UNTIL THE SERVICE IS RESTORED. NO WORK SHALL BE UNDERTAKEN AROUND FIRE HYDRANTS UNTIL PROVISIONS FOR CONTINUED SERVICE HAVE BEEN APPROVED BY THE LOCAL FIRE AUTHORITY.

PROTECTION AND RESTORATION OF PROPERTY

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL PUBLIC AND PRIVATE PROPERTY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE OR INJURY TO PROPERTY AND/OR PERSONS DURING THE PROSECUTION OF THE WORK, RESULTING FROM ANY ACT, OMISSION, NEGLIGENCE OR MISCONDUCT IN HIS MANNER OR METHOD OF EXECUTING THE WORK, OR AT ANY TIME DUE TO DEFECTIVE WORK OR MATERIALS, AND SAID RESPONSIBILITY WILL NOT BE RELEASED UNTIL THE PROJECT SHALL HAVE BEEN COMPLETED AND ACCEPTED.

DUST NUISANCE ORIGINATING FROM ANY OPERATIONS EITHER INSIDE OR OUTSIDE THE RIGHT-OF-WAY SHALL BE CONTROLLED BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL ORDINANCES AND REGULATIONS AT THE SOLE EXPENSE OF THE CONTRACTOR.

WHEN OR WHERE ANY DIRECT OR INDIRECT DAMAGE OR INJURY IS DONE TO PUBLIC OR PRIVATE PROPERTY BY OR ON ACCOUNT OF ANY ACT, OMISSION, NEGLIGENCE OR MISCONDUCT IN THE EXECUTION OF THE WORK, OR IN CONSEQUENCE OF THE NONEXECUTION THEREOF BY THE CONTRACTOR, HE SHALL RESTORE, AT HIS OWN EXPENSE, SUCH PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING BEFORE SUCH DAMAGE OR INJURY WAS DONE BY REPAIRING, REBUILDING OR OTHERWISE RESTORING AS MAY BE DIRECTED, OR SHALL MAKE GOOD SUCH DAMAGE OR INJURY IN AN ACCEPTABLE MANNER.

WHEN MAIL BOXES, ROAD OR STREET NAME SIGNS AND SUPPORTS INTERFERE WITH CONSTRUCTION, THE CONTRACTOR SHALL REMOVE AND ERECT THEM IN A TEMPORARY LOCATION DURING CONSTRUCTION IN A MANNER SATISFACTORY TO AND AS DIRECTED BY THE ENGINEER. AFTER COMPLETION OF THE CONSTRUCTION AND BEFORE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL ERECT THE MAIL BOXES, ROAD OR STREET NAME SIGNS AND SUPPORTS IN THEIR ORIGINAL LOCATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

FAILURE TO COMPLY

FOR ANY FAILURE TO COMPLY WITH PROVISIONS FOR TRAFFIC CONTROL SET OUT IN THESE PLANS AND NOTES OR WITH THE PROVISIONS OF THE MANUAL, THE HIGHWAY IN THE VICINITY OF THE WORK AREA SHALL BE CONSIDERED IN A CONDITION UNACCEPTABLE FOR THE SAFETY AND CONVENIENT USE BY THE TRAVELING PUBLIC. ANY FAILURE TO KEEP THE HIGHWAY IN THE VICINITY OF THE WORKING AREA IN A CONDITION ACCEPTABLE FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC SHALL BE CONSIDERED A BREACH OF THIS CONTRACT. WORK SHALL BE SUSPENDED UNTIL THE CONTRACTOR COMPLIES WITH THE PROVISIONS OF THE AFOREMENTIONED ITEMS.

SIGNS

SIGN DIMENSION AND SPECIFICATIONS, INCLUDING LETTER SIZES, SHALL BE AS PROVIDED IN THE MANUAL OR SIGN DESIGN DRAWINGS PROVIDED IN THESE PLANS. THE SIGNS SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER PRIOR TO THE START OF THE PROJECT. ALL COST FOR INSTALLING, MAINTAINING AND SUBSEQUENT REMOVAL OF SAID SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

SIGN SUPPORTS

SIGN SUPPORTS SHALL BE OF SUFFICIENT SIZES AND HEIGHT TO SUPPORT THE SIGNS AT THE HEIGHT INDICATED IN THE MANUAL. SUPPORTS SHALL ALSO BE ADEQUATE IN MASS AND STABILITY TO PREVENT SIGNS FROM BEING BLOWN OVER BY WIND OR VEHICULAR-GENERATED AIR TURBULENCE. ALL COSTS FOR INSTALLING, MAINTAINING AND SUBSEQUENT REMOVAL OF SAID SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

ITEM 632. POWER SUPPLY FOR TRAFFIC SIGNALS

ELECTRIC POWER SHALL BE OBTAINED FROM THE CLEVELAND ELECTRIC ILLUMINATING COMPANY AT THE LOCATION INDICATED ON THE SIGNAL PLAN. POWER SUPPLIED SHALL BE 120 VOLTS. POWER SERVICE SHALL INCLUDE A 2" CONDUIT RISER AND A SEPARATE AND INDIVIDUAL CONDUIT TO THE CONTROLLER (2" MINIMUM).

ITEM 632. VEHICULAR SIGNAL HEAD, BY TYPE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 632 AND 732, THE FOLLOWING REQUIREMENTS SHALL APPLY:

1. ALL UPPER SIGNAL SUPPORT HARDWARE AND PIPING UP TO AND INCLUDING THE WIRE INLET FITTING SHALL BE FERROUS METAL FOR SIGNAL DISPLAYS OF TWO OR MORE SECTIONS.
2. WHEN SIGNAL HEADS ARE SUSPENDED FROM SPAN WIRES OR MAST ARMS AND NOT RIGIDLY MOUNTED THEY SHALL BE PROVIDED WITH A PIVOT AND LOCK BALANCE ADJUSTER.
3. ALL BALANCE ADJUSTERS SHALL HAVE A MINIMUM 3/4" EYE BOLT AND 3/4" WIDE SLOT. EYE BOLTS ARE CAST FROM 316 STAINLESS STEEL AND PROVIDED WITH A SATIN FINISH. 3/4" BODY HALVES ARE CAST FROM A MINIMUM 65-45-12 DUCTILE IRON AND PROVIDED WITH A BRIGHT ZINC FINISH (Zn1). BALANCE ADJUSTERS SHALL ONLY BE USED WHERE NECESSARY. BALANCE ADJUSTERS SHALL BE USED ON ONE-WAY HEADS.
4. GLASS LENSES SHALL BE USED.
5. THE ENTRANCE FITTING SHALL BE OF THE TRI-STUD DESIGN WITH SERRATED RINGS IN ORDER TO ACHIEVE POSITIVE LOCKING.

GUARANTEE

THE CONTRACTOR SHALL GUARANTEE THAT THE TRAFFIC CONTROL SYSTEM INSTALLED AS PART OF THIS CONTRACT SHALL OPERATE SATISFACTORILY FOR 180 DAYS FOLLOWING COMPLETION OF THE TEN (10) DAY PERFORMANCE TEST SPECIFIED IN 632.27 AND 633.05. IN THE EVENT OF UNSATISFACTORY OPERATION, THE CONTRACTOR SHALL CORRECT FAULTY INSTALLATIONS, MAKE REPAIRS AND REPLACE DEFECTIVE PARTS WITH NEW PARTS OF EQUAL OR BETTER QUALITY. EQUIPMENT, MATERIAL AND LABOR COSTS INCURRED IN CORRECTING AN UNSATISFACTORY OPERATION SHALL BE BORNE BY THE CONTRACTOR.

THE GUARANTEE SHALL COVER ALL THE ITEMS MAKING UP THE TRAFFIC CONTROL SYSTEM: THE CONTROLLER, CABINET, DETECTOR AMPLIFIERS, PRE-EMPTION AND CONFLICT MONITOR.

CUSTOMARY MANUFACTURERS' GUARANTEES FOR THE FOREGOING ITEMS SHALL BE TURNED OVER TO THE STATE FOLLOWING ACCEPTANCE OF THE EQUIPMENT. THE FULL MANUFACTURERS' GUARANTEES (MINIMUM 12 MONTHS) SHALL GO INTO EFFECT ON THE DATE OF ACCEPTANCE BY THE STATE.

THE COST OF GUARANTEEING THE TRAFFIC CONTROL SYSTEM WILL BE INCIDENTAL TO AND INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS ITEMS MAKING UP THE SYSTEM.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATIONS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

- A) NEW SIGNAL INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.
- B) EXISTING SIGNAL INSTALLATIONS OR DEVICES, INSTALLED OR MODIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INITIAL MODIFICATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE STATE AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR (4) HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE SIGNAL SHALL BE BACK IN SERVICE WITHIN EIGHT (8) HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE OR MALFUNCTION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION, THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT, THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO OR CANNOT RESPOND TO AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE FOR POLICE SERVICE AND MAINTENANCE SERVICES SHALL BE DEDUCTED FROM MONEYS DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF OPERATION BY THE CONTRACTOR DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 6 HOURS AND SHALL NOT INCLUDE THE HOURS OF 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM. ANY SIGNALIZED INTERSECTION WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED BY THE CONTRACTOR BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING, WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN SECTION 632.24.

THIS ITEM SHALL BE CONSIDERED A SUBSIDIARY WORK ITEM AND THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS ITEMS MAKING UP THE SIGNAL SYSTEM.

ITEM 202 - RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN

RAISED PAVEMENT MARKERS SHALL BE REMOVED FROM THE ROADWAY IN A MANNER THAT PREVENTS DAMAGE TO THE CASTINGS. REMOVED MARKERS SHALL BE COLLECTED, STORED IN 55 GALLON DRUMS (WITH AMOUNT OF MARKERS CLEARLY MARKED) AND THEN DELIVERED TO THE ODOT WARRENSVILLE YARD - 25609 EMERY ROAD, WARRENSVILLE HEIGHTS, OHIO 44128 (SR 175 AT INTERSECTION OF I-271 AND EMERY ROAD.), BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. THE PROJECT ENGINEER SHALL GIVE THE WARRENSVILLE TRAFFIC DEPARTMENT (292-5801) 48 HOUR NOTICE PRIOR TO ANY DELIVERIES. THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR FURNISHING ALL NECESSARY TRANSFER/RECEIVING DOCUMENTATION TO THE YARD. ALL COSTS ASSOCIATED WITH THE REMOVAL, STORAGE AND DELIVERY OF THESE MARKERS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 202 - RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COVER THE REMOVAL OF RAISED PAVEMENT MARKERS WITHIN THE PROJECT.

ITEM 202 - RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN 315 EACH

ITEM 621 - RAISED PAVEMENT MARKER, INSTALLATION ONLY

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE TRAFFIC CONTROL GENERAL SUMMARY TO SUPPLY THE CONTRACTOR WITH RECYCLED RAISED PAVEMENT MARKER CASTINGS, AND PRISMATIC REFLECTORS.

RAISED PAVEMENT MARKER, TWO-WAY (YELLOW/YELLOW) 149 EACH

RAISED PAVEMENT MARKER, TWO-WAY (WHITE/RED) 265 EACH

ITEM 621 - RAISED PAVEMENT MARKER, INSTALLATION ONLY 414 EACH

RAISED PAVEMENT MARKERS

MATERIALS SUPPLIED BY THE DEPARTMENT

ALL MATERIALS ARE TO BE CONTRACTOR FURNISHED, EXCEPT THAT THE DEPARTMENT SHALL SUPPLY RPM MATERIALS IN THE QUANTITIES SHOWN HEREIN TO THE CONTRACTOR. PAY ITEMS FOR THE DEPARTMENT SUPPLIED MATERIALS SHALL BE INDICATED AS "INSTALLATION ONLY". THE TYPE OF DEPARTMENT SUPPLIED MATERIAL SHALL BE RAISED PAVEMENT MARKER CASTINGS AND ATTACHED PRISMATIC RETROREFLECTOR.

THE CONTRACTOR SHALL PICK UP THE DEPARTMENT SUPPLIED RPM MATERIALS AT THE OPI WAREHOUSE, 315 PHILLIPI ROAD, COLUMBUS, OHIO (PHONE NO. 1-614-752-0315). SEE SUPPLEMENTAL SPECIFICATION 1082.

THE CONTRACTOR SHALL PICK UP DEPARTMENT SUPPLIED RPM MATERIALS AT THE SPECIFIED LOCATION(S) FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. THE RECYCLED RAISED PAVEMENT MARKER (RPM) AUTHORIZATION FORM IS TO BE SIGNED BY THE DISTRICT CONSTRUCTION ENGINEER PRIOR TO PICK UP OF THE RPMS. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND / OR THE PARTIES LISTED ON THE AUTHORIZATION FORM IN WRITING AT LEAST FIVE (5) CALENDAR DAYS PRIOR TO PICK UP OF THE DEPARTMENT SUPPLIED MATERIALS. THE CONTRACTOR SHALL STORE THE RPMS WITHOUT DAMAGE OR CONTAMINATION WITH FOREIGN MATTER. A DEDUCTION IN THE AMOUNT OF THE ACTUAL COST TO THE DEPARTMENT SHALL BE MADE FOR MATERIALS DAMAGED BY THE CONTRACTOR OR FOR CASTINGS RECEIVED BY THE CONTRACTOR WHICH WERE NOT INSTALLED AND WERE NOT RETURNED TO THE DEPARTMENT.

RETURN OF NON-PERFORMED RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT

RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT, THAT ARE NON-PERFORMED SHALL BE CAREFULLY REPACKED OR PACKED IN THE BOXES IN THE SAME STYLE AND QUANTITY AS ORIGINALLY RECEIVED FROM THE DEPARTMENT. CASTING STYLES SHALL NOT BE MIXED WITHIN ANY ONE CONTAINER. THE CONTRACTOR SHALL CLEARLY MARK ON THE OUTSIDE OF EACH CONTAINER THE STYLE OF CASTING. BOXES SHALL BE PLACED ON SKIDS OR PALLETS IN THE SAME STYLE (LOW PROFILE OR CONVENTIONAL, REFLECTORISED OR NON REFLECTORISED) AND NO MORE THAN 420 RPMS (OR 21 BOXES) ON ONE SKID.

ONLY USE THE BOXES SUPPLIED BY THE RAISED PAVEMENT MARKER RECYCLER. BOXES MUST BE MARKED WITH THE RECYCLER'S PART OR CATALOG NUMBER AND THE PROJECT NUMBER. THE RECYCLER'S CATALOG OR PART NUMBERS MAY BE OBTAINED FROM THE OFFICE OF TRAFFIC ENGINEERING IN COLUMBUS, OHIO OR FROM THE RECYCLER. BOXES NOT MARKED WITH THE PROPER RECYCLER'S CATALOG OR PART NUMBERS, AND THE DEPARTMENT'S PROJECT NUMBER WILL NOT BE ACCEPTED AT THE RECYCLER'S WAREHOUSE.

NON PERFORMED MATERIALS WILL BE RETURNED TO THE LOCATION AS SPECIFIED BY THE DISTRICT CONSTRUCTION ENGINEER WITHIN 30 DAYS OF THE COMPLETION OF THE PROJECT.

THE ABOVE WORK INCLUDING ALL LABOR, EQUIPMENT AND MATERIAL NEEDED TO PERFORM THE WORK, SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM.

IF THE DEPARTMENT HAS TO REPACKAGE THE RPMS CORRECTLY, THE CONTRACTOR WILL BE ASSESSED THE ACTUAL COST FOR REPACKAGING THE MATERIALS BY THE DEPARTMENT'S FORCES.

ITEM 632 PEDESTRIAN PUSH BUTTON, AS PER PLAN

IN ORDER TO CONFORM TO THE AMERICAN WITH DISABILITIES ACT (ADA), THE REQUIREMENTS OF CMS ITEMS 632.09 AND 732.06 ARE MODIFIED AS FOLLOWS:

1. THE MAXIMUM FORCE REQUIRED TO OPERATE THE PUSH BUTTON SHALL BE 5 POUNDS PER FOOT.
2. THE PUSH BUTTON SHALL BE RAISED OR FLUSH AND SHALL BE A MINIMUM OF 2 INCHES AT ITS SMALLEST DIMENSION.

CALCULATED
T.C.F.
CHECKED
J.M.H.

TRAFFIC CONTROL GENERAL NOTES

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