

Guidance

The consulting engineer shall use these general notes as a guide in preparing the General Notes Sheet of the traffic signal plans. Notes should be modified or eliminated as necessary to customize the notes for a specific project. If other notes are needed for a project, the engineer shall develop and include needed notes into the General Notes Sheet.

TRAFFIC SIGNAL GENERAL NOTES:

1. ALL EQUIPMENT / MATERIALS AND CONSTRUCTION SHALL MEET OR EXCEED THE REQUIREMENTS CONTAINED IN THE CURRENT CITY OF HOUSTON STANDARD SPECIFICATIONS AND STANDARD DRAWINGS, THE PROJECT SPECIFIC SPECIFICATIONS AND THE PLANS.
2. ALL ELECTRICAL WORK SHALL BE IN CONFORMANCE WITH THE PROVISIONS AND REQUIREMENTS OF THE CITY ELECTRICAL CODE.
3. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. THE CONTRACTOR SHALL ARRANGE THE INSTALLATION OF SIGNALS, POLES AND CONDUIT SO AS TO PERMIT THE CONTINUOUS MOVEMENT OF TRAFFIC IN ALL DIRECTIONS AT ALL TIMES. THE CONTRACTOR SHALL NOT CLOSE MORE THAN ONE LANE OF A ROADWAY AT ONE TIME WITHOUT PRIOR APPROVAL OF THE CITY.
5. THE CONTRACTOR SHALL CLEAN UP AND REMOVE FROM THE WORK AREA ALL LOOSE MATERIAL RESULTING FROM CONTRACT OPERATIONS EACH DAY PRIOR TO WORK BEING SUSPENDED FOR THAT DAY.
6. THE CONTRACTOR SHALL CONTACT THE ENGINEER AND/OR THE APPROVED CITY OF HOUSTON REPRESENTATIVE TO ARRANGE FOR METER AND ELECTRICAL SERVICE CONNECTION FROM THE POWER COMPANY.
7. ALL PEDESTRIAN PUSH BUTTON ASSEMBLIES SHALL MEET ADA REQUIREMENTS. THE SIGNS THAT SHALL BE USED ARE IDENTIFIED IN THE TMUTCD AS R10-3E. CITY OF HOUSTON STANDARDS FOR PEDESTRIAN FACILITIES SHALL BE MET IN ADDITION TO ANY TEXAS ACCESSIBILITY STANDARDS BY THE TEXAS DEPARTMENT OF LICENSING AND REGULATION (TDLR).
8. PEDESTRIANS PUSH BUTTONS SHALL BE SEPARATED BY A MINIMUM OF 10 FEET. EXCEPTIONS ONLY AS SPECIFIED BY THE ENGINEER WITH AUTHORIZATION FROM THE APPROVED CITY OF HOUSTON REPRESENTATIVE.
9. OVERHEAD STREET NAME SIGNS SHALL BE INSTALLED SUCH THAT THE BOTTOM OF THE SIGN IS NO LESS THAN 17 FEET ABOVE THE ROADWAY PAVEMENT OR NO LESS THAN 16 FEET ABOVE THE FINISHED GRADE BEYOND THE SHOULDER.
10. THE LOCATION OF EACH NEW POLE FOUNDATION, PULL BOX, CONTROLLER CABINET FOUNDATION, UPS CABINET FOUNDATION AND ELECTRIC SERVICE PEDESTAL FOUNDATION SHALL BE MARKED IN THE FIELD AS SHOWN ON THE PLANS. THE EXACT LOCATION SHALL BE APPROVED BY THE ENGINEER AND/OR THE APPROVED CITY OF HOUSTON REPRESENTATIVE PRIOR TO BEGINNING INSTALLATION OF THE FOUNDATION.

11. NO POLES SHALL BE LOCATED IN WHEELCHAIR RAMPS OR SUCH THAT THEY ARE AN OBSTRUCTION TO PEDESTRIANS OR WHEELCHAIRS.
12. THE TOP OF THE POLE FOUNDATION SHALL BE LEVELED WITH THE FINISHED GRADE. IF THE SLOPE OR SHOULDER DROPS OFF FROM FINISHED GRADE, THE CONTRACTOR SHALL GRADE AROUND POLE FOUNDATION. THE TOP OF THE FOUNDATION SHALL EXTEND NO MORE THAN 4 INCHES ABOVE SURROUNDING GRADE. GROUTING SHALL BE USED TO FILL ANY GAP BETWEEN THE POLE BASE AND FOUNDATION.
13. POLES SHALL BE LOCATED SUCH THAT ALL PORTIONS OF THE POLES AND ATTACHED EQUIPMENT HAVE CLEARANCES FROM OVERHEAD UTILITIES IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL UTILITY AND THE NATIONAL ELECTRICAL SAFETY CODE (NESEC).
14. ALL CONCRETE USED FOR TRAFFIC SIGNAL POLE AND CABINET FOUNDATIONS SHALL BE CLASS "A" (REFER TO THE CITY OF HOUSTON SPECIFICATION FOR CONCRETE).
15. MAST ARM AND STRAIN POLES SHALL NOT BE INSTALLED ON THE FOUNDATIONS LESS THAN SEVEN DAYS AFTER THE PLACEMENT OF THE CONCRETE FOR THE FOUNDATION.
16. ANCHOR BOLTS FOR SIGNAL POLES SHALL BE SET SO THAT TWO ARE IN COMPRESSION AND TWO ARE IN TENSION. PRIOR TO THE INSTALLATION OF THE NUT, THE THREADS OF THE ANCHOR BOLT SHALL BE COATED WITH PIPE JOINT COMPOUND.
17. ALL UNDERGROUND CONSTRUCTION (CONDUIT, FOUNDATIONS AND PULL BOXES) FOR THE INTERSECTION SHALL BE COMPLETED PRIOR TO THE INSTALLATION OF POLES, SIGNALS AND CABINETS. THE CONTRACTOR SHALL NOT PROCEED TO ABOVE GROUND WORK UNTIL THE ENGINEER AND/OR APPROVED CITY OF HOUSTON REPRESENTATIVE HAD CONFIRMED THAT THE MATERIALS FOR A COMPLETE INSTALLATION ARE AVAILABLE.
18. UNDERGROUND CONDUIT FOR SIGNAL CABLE SHALL BE EITHER RIGID STEEL, HOT-DIPPED GALVANIZED CONDUIT OR SCHEDULE 80 ELECTRICAL PVC CONDUIT OF THE DIAMETER SHOWN ON THE PLANS, UNLESS OTHERWISE NOTED. ALL COUPLINGS AND CONNECTIONS SHALL BE TIGHT AND WATERPROOF.
19. ALL ABOVE GROUND CONDUIT FOR SIGNAL CABLE AND INTERCONNECT MEDIA SHALL BE HOT DIPPED GALVANIZED STEEL RIGID METAL CONDUIT OF THE DIAMETERS SHOWN ON THE PLANS, UNLESS OTHERWISE NOTED. ALL COUPLINGS AND CONNECTIONS SHALL BE TIGHT AND WATERPROOF.
20. ONLY NEW CONDUIT AND CABLE SHALL BE INSTALLED.

21. CONDUIT INSTALLED UNDER EXISTING PAVED DRIVEWAYS, ROADWAYS OR SIDEWALKS, WHICH ARE NOT SCHEDULED TO BE RECONSTRUCTED AS PART OF THIS PROJECT, SHALL BE INSTALLED BY MEANS OF BORING. THE CONTRACTOR SHALL NOT CUT OPEN ANY STREET OR DRIVEWAY FOR CONDUIT INSTALLATION WITHOUT THE PRIOR APPROVAL OF THE ENGINEER AND/OR THE APPROVED CITY OF HOUSTON REPRESENTATIVE.
22. CONDUIT NOT PLACED UNDER PAVED DRIVEWAYS, ROADWAY PAVEMENT OR SIDEWALK MAY BE PLACED BY CUTTING A TRENCH, INSTALLING THE CONDUIT AND BACKFILLING. ANY TRENCHING FOR CONDUIT WIDER THAN THREE (3) INCHES SHALL BE RESODDED.
23. PULL BOXES SHALL NOT BE INSTALLED WITHIN CONCRETE CURB ACCESS RAMPS. IN ADDITION, ANY PULL BOXES INSTALLED BEHIND CURBS SHALL BE INSTALLED BETWEEN THE CURB AND THE PROPOSED / FUTURE SIDEWALK OR BEYOND THE PROPOSED / FUTURE SIDEWALK. AN EXCEPTION TO THIS NOTE WOULD BE PULL BOXES INSTALLED IN A MEDIAN. ANY PULL BOXES INSTALLED ALONG AN UNCURBED ROADWAY SHALL BE INSTALLED ADJACENT TO, BUT NOT WITHIN, THE SHOULDER. DRAINAGE AREAS SHOULD BE AVOIDED WHEN PLACING JUNCTION BOXES.
24. A 5/8 IN. X 10 FT. GROUND ROD SHALL BE INSTALLED IN ALL PULL BOXES. A GROUND ROD CLAMP SHALL BE FURNISHED FOR GROUNDING THE GROUND WIRE.
25. ALL CONDUITS SHALL BE CLEANED BY COMPRESSED AIR AND A PROPERLY SIZED CONDUIT PISTON OR MANDREL SHALL BE PULLED THROUGH THE CONDUIT PRIOR TO CABLE INSTALLATION.
26. WHEN PULLING TRAFFIC SIGNAL SYSTEM CABLES THROUGH CONDUIT, THE CABLES SHALL BE LUBRICATED WITH A LUBRICANT NORMALLY USED FOR THIS PURPOSE. ANY ABRASION TO ANY CONDUCTOR INSULATION WHICH OCCURS WHILE PULLING CABLE FOR THE TRAFFIC SIGNAL SYSTEM WILL BE CAUSE FOR THE IMMEDIATE REJECTION OF THE CABLE. IF THIS OCCURS, THE CONTRACTOR SHALL REMOVE AND REPLACE THE ENTIRE CABLE RUN AT THEIR EXPENSE.
27. A MINIMUM OF THREE (3) FEET OF EACH WIRE AND CABLE MEASURED FROM THE TOP OF THE PULL BOX SHALL BE LEFT IN EACH PULL BOX AND AT EACH POLE BASE.
28. ALL CABLES SHALL BE STRIPPED, FORMED AND TERMINATED IN A NEAT AND UNIFORM MANNER WHETHER IN THE SIGNAL HEAD OR CONTROLLER CABINET. ALL CABLE SHALL BE BROUGHT INTO THE TERMINAL HOUSING OF SIGNALS AND/OR CONTROLLER CABINETS AND A SUFFICIENT LENGTH OF CABLE SHALL BE LEFT SO THAT ALL TERMINAL CONNECTIONS MAY BE MADE WITHOUT THE NECESSITY OF SPLICING THE CABLE.
29. THE HIGH VOLTAGE CABLES SHOULD BE SEPARATED FROM THE LOW VOLTAGE CABLES EXCEPT IN ENCLOSURES.

30. NO LOOP DETECTOR SHALL BE CUT IN A PARALLEL EXPANSION JOINT. LOOPS CUT ACROSS EXPANSION JOINTS SHALL HAVE A SLACK IN THE CABLE FOR EXPANSION.
31. ALL VEHICLE ROADWAY DETECTION LOOP CABLES SHALL BE #14 AWG IMSA 51-5-1985 CABLE. LEAD-IN CABLES SHALL BE #16 AWG IMSA 50-2-1984 CABLE. NO SPLICES SHALL BE ALLOWED IN THE ROADWAY DETECTION LOOP CABLE EXCEPT AT THE PULL BOX ADJACENT TO LOOP. THE DETECTOR LEAD-IN CABLE SHALL NOT BE SPLICED.
32. DETECTION LOOP SAW CUTS SHALL BE FLUSHED WITH WATER UNDER PRESSURE AND THEN DRIED WITH AIR UNDER PRESSURE.
33. THERE SHALL BE NO SPLICING IN CONDUCTORS EXCEPT FOR THE NECESSARY SPLICE BETWEEN ROADWAY LOOP WIRE AND DETECTOR LEAD-IN CABLE IN THE PULL BOX ADJACENT TO THE DETECTOR. THESE SPLICES SHALL BE WATERPROOF AND SHALL BE IN COMPLIANCE WITH THE CITY OF HOUSTON STANDARD DRAWINGS FOR TRAFFIC SIGNAL CONSTRUCTION. THESE SPLICES SHALL BE MADE BY THE CONTRACTOR. DO NOT GROUND THE CABLE SHIELD AT THE PULL BOX.
34. TWO #10 AWG-XHHW CONDUCTORS SHALL BE INSTALLED FROM EACH LUMINAIRE TO THE SERVICE PEDESTAL, LEAVING THREE FEET OF SLACK FOR EACH CONDUCTOR (MEASURED FROM THE TOP OF THE PULL BOX) IN EACH PULL BOX. ROUTE FOUR CONDUCTORS TO THE LUMINAIRE WITH THE PHOTOELECTRIC CELL. AN IN-LINE FUSE SHALL BE INSTALLED FOR EACH LUMINAIRE IN THE ASSOCIATED PULL BOX.
35. THE EMERGENCY VEHICLE PRE-EMPTION SENSOR CABLE SHALL BE OPTICOM DETECTOR CABLE MODEL NO. 138. THE CABLE SHALL NOT BE SPLICED.
36. ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE LED.
37. THE CONTRACTOR SHALL BAG ALL NEWLY INSTALLED VEHICULAR AND/OR PEDESTRIAN TRAFFIC SIGNAL HEADS WITH BURLAP OR OTHER APPROVED MATERIAL UNTIL THE FINAL INSPECTION AND ACCEPTANCE BY THE CITY TRAFFIC ENGINEER AND/OR APPROVED CITY OF HOUSTON REPRESENTATIVE. THE BURLAP OR OTHER APPROVED MATERIAL/DEVICE SHALL COMPLETELY COVER THE TRAFFIC SIGNAL HEAD AND SHALL OBSCURE THE VIEW OF THE TRAFFIC SIGNAL INDICATIONS SO THAT THEY CANNOT BE SEEN UNTIL THE TRAFFIC SIGNAL IS PLACED IN OPERATION. DURING CONSTRUCTION, THE TRAFFIC SIGNAL WILL BE DE-ENERGIZED WHILE NOT IN USE FOR TESTING.
38. THE TRAFFIC SIGNAL OPERATION AT EXISTING SIGNALIZED INTERSECTIONS SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE DURATION OF THE PROJECT.

39. ALL STRIPING AND PAVEMENT MARKINGS ARE TO BE DONE UNDER THIS CONTRACT AND SHALL BE IN PLACE PRIOR TO THE ACTIVATION OF THE TRAFFIC SIGNAL. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL STOP LINES PRIOR TO THE INSTALLATION OF LOOP DETECTORS.
40. ALL CROSSWALK MARKINGS SHALL BE 10-FT. WIDE, FROM INSIDE OF MARKINGS, FOLLOWING CITY OF HOUSTON STANDARD DETAILS
41. ALL CONSTRUCTION SIGNING AND CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PRIVATE UTILITY NOTES

CAUTION: SBC CABLES

1. THE LOCATION OF SBC FACILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE THESE UNDERGROUND FACILITIES.
2. THE CONTRACTOR SHALL CALL 311 (PUBLIC UNDERGROUND UTILITY) OR 811 (PRIVATE UNDERGROUND UTILITY) A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION TO HAVE UNDERGROUND UTILITY LINES FIELD LOCATED.
3. WHEN EXCAVATING WITHIN EIGHTEEN (18) INCHES OF THE INDICATED LOCATION OF SBC FACILITIES, ALL EXCAVATIONS MUST BE ACCOMPLISHED USING NON-MECHANIZED EXCAVATION PROCEDURES. WHEN BORING, THE CONTRACTOR SHALL EXPOSE THE SBC FACILITIES.
4. WHEN SBC FACILITIES ARE EXPOSED, THE CONTRACTOR SHALL PROVIDE SUPPORT TO PREVENT DAMAGE TO THE CONDUIT DUCTS OR CABLES. WHEN EXCAVATING NEAR TELEPHONE POLES, THE CONTRACTOR SHALL BRACE THE POLE FOR SUPPORT.

CAUTION: UNDERGROUND GAS FACILITIES

1. LOCATIONS OF CENTERPOINT ENERGY GAS MAIN LINES (TO INCLUDE UNIT GAS TRANSMISSION AND/OR INDUSTRIAL GAS SUPPLY CORPORATION WHERE APPLICABLE) ARE SHOWN IN AN APPROXIMATE LOCATION ONLY. SERVICE LINES ARE USUALLY NOT SHOWN. THE CONTRACTOR SHALL CONTACT LONE STAR NOTIFICATION CENTER AT (713) 223-4567 OR 1-800-669-8344 A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION TO MAIN AND SERVICE LINES FIELD LOCATED.
2. WHEN CENTERPOINT ENERGY GAS PIPE LINE MARKINGS ARE NOT VISIBLE, CALL (713) 967-8037 (7:00 AM TO 4:30 PM) FOR STATUS OF LINE LOCATION REQUESTS BEFORE EXCAVATION BEGINS.

3. WHEN EXCAVATING WITHIN EIGHTEEN (18) INCHES OF THE INDICATED LOCATION OF CENTERPOINT ENERGY GAS FACILITIES, ALL EXCAVATION MUST BE ACCOMPLISHED USING NONMECHANIZED EXCAVATION PROCEDURES.
4. WHEN CENTERPOINT ENERGY GAS FACILITIES ARE EXPOSED, SUFFICIENT SUPPORT MUST BE PROVIDED TO THE FACILITIES TO PREVENT EXCESSIVE STRESS ON THE PIPING.
5. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY DAMAGES CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE THESE UNDERGROUND FACILITIES.

WARNING: OVERHEAD ELECTRICAL FACILITIES

1. OVERHEAD LINES MAY EXIST ON THE PROPERTY. WE HAVE NOT ATTEMPTED TO MARK THOSE LINES SINCE THEY ARE CLEARLY VISIBLE, BUT YOU SHOULD LOCATE THEM PRIOR TO BEGINNING ANY CONSTRUCTION. TEXAS LAW SECTION 752, HEALTH & SAFETY CODE, FORBIDS ALL ACTIVITIES IN WHICH PERSONS OR THINGS MAY COME WITHIN SIX (6) FEET OF LIVE OVERHEAD HIGH VOLTAGE LINES. PARTIES RESPONSIBLE FOR THE WORK, INCLUDING CONTRACTORS, ARE LEGALLY RESPONSIBLE FOR THE SAFETY OF CONSTRUCTION WORKERS UNDER THIS LAW. THIS LAW CARRIES BOTH CRIMINAL AND CIVIL LIABILITY. TO ARRANGE FOR LINES TO BE TURNED OFF OR REMOVED, CALL CENTERPOINT ENERGY ELECTRIC AT (713) 207-7777.
2. CONTRACTOR TO NOTIFY LONE STAR NOTIFICATION CENTER AT (713) 223-4567, 48 HOURS BEFORE STARTING WORK IN STREET RIGHT-OF-WAY OR EASEMENTS.

RESPONSIBILITIES:

1. THE CONTRACTOR SHALL SUPPLY AND INSTALL THE FOLLOWING EQUIPMENT AND MATERIALS AS SPECIFIED IN THE PLANS: STEEL POLE ANCHOR BOLTS (WITH NUTS AND WASHERS), CONCRETE POLE FOUNDATIONS WITH REINFORCEMENT (WHERE SPECIFIED), TRAFFIC SIGNAL CONTROLLER CABINET(S) WITH CONTROLLER(S) AND ALL AUXILIARY EQUIPMENT, CONTROLLER CABINET CONCRETE FOUNDATION(S), CONCRETE PULL BOXES, ELECTRICAL CONDUIT, GROUND RODS AND CONNECTORS, BARE BOND WIRE AND ALL OTHER CONDUCTORS, POLES, MAST ARMS, TRAFFIC SIGNALS AND MOUNTING ASSEMBLIES, PEDESTRIAN SIGNALS AND MOUNTING ASSEMBLIES, PEDESTRIAN PUSH BUTTON STATIONS WITH SIGNS, LUMINARIES, PHOTOCELLS, ELECTRIC SERVICE PEDESTAL(S) AND CONCRETE FOUNDATION(S), VIDEO DETECTION SYSTEM EQUIPMENT, VEHICLE DETECTION LOOPS, AND ALL OTHER APPURTENANCES NECESSARY FOR THE OPERATION OF THE TRAFFIC SIGNAL INSTALLATION(S), EXCEPT AS MODIFIED IN THE PLANS. (MODIFY THE LIST OF MATERIALS AS APPROPRIATE)

2. THE CITY OF HOUSTON WILL SUPPLY AND THE CONTRACTOR SHALL INSTALL THE FOLLOWING EQUIPMENT AND MATERIALS AS SPECIFIED IN THE PLANS: STEEL POLE ANCHOR BOLTS (WITH NUTS AND WASHERS), CONCRETE POLE FOUNDATIONS WITH REINFORCEMENT (WHERE SPECIFIED), TRAFFIC SIGNAL CONTROLLER CABINET(S) WITH CONTROLLER(S) AND ALL AUXILIARY EQUIPMENT, CONTROLLER CABINET CONCRETE FOUNDATION(S), CONCRETE PULL BOXES, ELECTRICAL CONDUIT, GROUND RODS AND CONNECTORS, BARE BOND WIRE AND ALL OTHER CONDUCTORS, POLES, MAST ARMS, TRAFFIC SIGNALS AND MOUNTING ASSEMBLIES, PEDESTRIAN SIGNALS AND MOUNTING ASSEMBLIES, PEDESTRIAN PUSH BUTTON STATIONS WITH SIGNS, LUMINARIES, PHOTOCELLS, ELECTRIC SERVICE PEDESTAL(S) AND CONCRETE FOUNDATION(S), VIDEO DETECTION SYSTEM EQUIPMENT, VEHICLE DETECTION LOOPS, AND ALL OTHER APPURTENANCES NECESSARY FOR THE OPERATION OF THE TRAFFIC SIGNAL INSTALLATION(S), EXCEPT AS MODIFIED IN THE PLANS. (MODIFY THE LIST OF MATERIALS AS APPROPRIATE)
3. THE CONTRACTOR SHALL DELIVER THE CONTROLLER CABINET(S) WITH THE CONTROLLER(S) AND AUXILIARY EQUIPMENT SPECIFIED IN THE PLANS TO THE CITY OF HOUSTON TRAFFIC OPERATIONS CENTER, 2200 PATTERSON STREET FOR TESTING, A MINIMUM OF THREE WEEKS PRIOR TO THE INSTALLATION(S) AT THE INTERSECTION(S). CONTACT THE TRAFFIC MAINTENANCE BRANCH AT LEAST 2 WORKING DAYS PRIOR TO THE DELIVERY OF THE CONTROLLER CABINET(S) TO THE CITY OF HOUSTON. THE CONTRACTOR SHALL PICK UP AND TRANSPORT THE CONTROLLER CABINET(S) FROM THE CITY OF HOUSTON TRAFFIC OPERATIONS CENTER TO THE INTERSECTION(S) AFTER CITY OF HOUSTON STAFF HAS TESTED THE EQUIPMENT AND APPROVED IT FOR INSTALLATION.
4. THE CONTRACTOR SHALL INSTALL EACH TRAFFIC CONTROLLER CABINET ON ITS FOUNDATION AND ROUTE ALL OF THE CONDUCTORS INTO THE CONTROLLER CABINET. CONDUCTORS SHALL BE TERMINATED IN THE CABINET BY THE CONTRACTOR UNDER THE OBSERVATION OF AN APPROVED CITY OF HOUSTON REPRESENTATIVE.
5. THE CONTRACTOR SHALL CAREFULLY DISASSEMBLE AND SALVAGE ALL EXISTING TRAFFIC SIGNAL AND STREET LIGHTING EQUIPMENT THAT IS NOT TO REMAIN OR BE RELOCATED. ALL OF THE EQUIPMENT TO BE INSPECTED BY TRAFFIC OPERATIONS INSPECTOR TO IDENTIFY SALVAGE ITEMS. ITEMS TO BE SALVAGED SHALL BE RETURNED TO THE CITY OF HOUSTON TRAFFIC OPERATIONS CENTER, 2200 PATTERSON STREET, OR UPPER BRAES, 18211 WEST HOUSTONCENTER BLVD., AND UNLOADED BY THE CONTRACTOR. CONTACT THE TRAFFIC MAINTENANCE BRANCH AT LEAST 2 WORKING DAYS PRIOR TO RETURNING THE EQUIPMENT. ALL NON-SALVAGE ITEMS TO BE DELIVERED BY THE CONTRACTOR TO AN APPROVED CITY OF HOUSTON RECYCLE FACILITY.
6. THE CONTRACTOR SHALL SALVAGE AND REPLANT ANY LANDSCAPING VEGETATION THAT MAY BE DAMAGED BY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL OBTAIN PRIOR APPROVAL FROM AN APPROVED CITY OF HOUSTON REPRESENTATIVE BEFORE ANY PLANTS ARE MOVED.

7. THE CONTRACTOR SHALL REPAIR/RESTORE ANY LANDSCAPE IRRIGATION COMPONENTS DAMAGED BY CONSTRUCTION ACTIVITY TO THEIR ORIGINAL CONDITION.

8. THE LOCATION OF PUBLIC AND PRIVATE UTILITIES IS SHOWN IN AN APPROXIMATE LOCATION ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES TO UTILITIES THAT ARE THE RESULT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE UNDERGROUND FACILITIES.