

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	50C-01-85	1985	2	19

LEGEND

- 12" RYG STANDARD TRAFFIC SIGNAL HEAD
- 12" RYG PROGRAMMED VISIBILITY TRAFFIC SIGNAL HEAD
- STANDARD TRAFFIC AND PEDESTRIAN SIGNAL HEADS MOUNTED ON TYPE I SIGNAL STANDARD, HEIGHT = 10'
- TRAFFIC SIGNAL HEAD MOUNTED ON TYPE II SIGNAL STANDARD, ARM SPREAD SHOWN 20'
- ☒ TYPE "A" PULLBOX
- TYPE "B" PULLBOX
- M TYPE "B" PULLBOX WITH MODIFIED COVER
- ☐ LOOP DETECTOR, SERIES-PARALLEL CONNECTED
- ☐ LOOP DETECTOR, SERIES CONNECTED
- TS NEW TRAFFIC SIGNAL STANDARD
- E-TP UTILITY POLE
- TMH EXISTING TELEPHONE MANHOLE
- WV EXISTING WATER VALVE
- WM EXISTING WATER METER
- WMH EXISTING WATER MANHOLE
- FH EXISTING FIRE HYDRANT
- EXISTING STRIPING
- \*\*\*\* EXISTING STRIPING TO BE REMOVED
- NEW STRIPING
- ↗ NEW PAVEMENT ARROW
- ||||| EXISTING CROSSWALK MARKINGS TO BE REMOVED
- ||||| NEW CROSSWALK MARKINGS
- W<sub>6</sub>— EXISTING UTILITY LINES AS SHOWN
- W = WATER
- HT = TELEPHONE
- D = STORM DRAIN

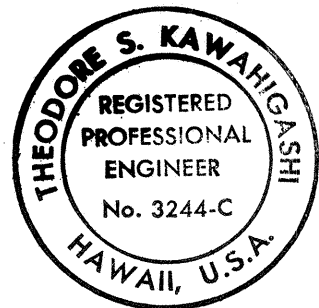
CONSTRUCTION NOTES

- LOCATIONS OF EXISTING UNDERGROUND STRUCTURES AND UTILITIES SUCH AS PIPELINES, CONDUITS, CABLES, ETC., SHOWN ON PLANS ARE APPROXIMATE ONLY. IT IS NOT THE INTENT OF THESE PLANS TO SHOW THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES AND STRUCTURES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES WITH THE RESPECTIVE OWNERS. EXISTING UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN COST.
- THE LOCATIONS OF THE TRAFFIC SIGNAL STANDARDS, TRAFFIC SIGNAL STANDARDS WITH MAST-ARM, PEDESTRIAN PUSH BUTTONS, TRAFFIC CONTROLLER, PULLBOXES, CONDUITS AND LOOP DETECTORS SHALL BE STAKED OUT IN THE FIELD BY THE CONTRACTOR AND APPROVAL OF THE LOCATIONS SHALL BE OBTAINED FROM THE ENGINEER PRIOR TO CONSTRUCTION AND INSTALLATION.
- ALL TRAFFIC SIGNAL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", FEDERAL HIGHWAY ADMINISTRATION (1978) AND AMENDMENTS.
- LOCATIONS OF PAVEMENT STRIPING, MARKERS, AND MARKINGS (PAVEMENT ARROWS, STOP LINES, CROSSWALK, ETC.) SHOWN ON THE PLANS SHALL BE VERIFIED WITH THE ENGINEER PRIOR TO THE INSTALLATION OF THE TRAFFIC SIGNAL SYSTEM.
- MAINTENANCE OF TRAFFIC THROUGH THE CONSTRUCTION AREA SHALL BE IN ACCORDANCE WITH PART VI OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", FEDERAL HIGHWAY ADMINISTRATION (1978) AND AS SPECIFIED IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL FURNISH AND MAINTAIN ADEQUATE BARRICADES, BLINKERS, CONSTRUCTION SIGNS, ETC. FOR THE SAFETY OF THE MOTORING PUBLIC.
- REMOVAL OF EXISTING SIGNS SHALL ALSO INCLUDE THE REMOVAL OF POSTS AND FOUNDATIONS UNLESS OTHERWISE NOTED. ALL SIGN MATERIALS REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR. COSTS FOR REMOVAL OF SIGNS, POSTS, AND FOUNDATIONS SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
- UPON APPROVAL OF THE ENGINEER, LOCATION AND NUMBER OF SIGNS SHOWN ON SHEET NO. 3, "TRAFFIC CONTROL PLAN", MAY BE ADJUSTED AS FIELD CONDITIONS WARRANT.

TRAFFIC SIGNAL NOTES

- ALL TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE COMPLETELY WIRED IN THE CABINET AND SHALL CONTROL THE TRAFFIC SIGNALS AS CALLED FOR IN THE PLANS.
- SIGNAL INDICATIONS DURING CLEARANCE INTERVAL:
  - IF A SIGNAL IS G OR ~~G~~ AND WILL REMAIN G OR ~~G~~ DURING THE NEXT PHASE, IT SHALL BE G OR ~~G~~ DURING THE CLEARANCE INTERVAL.
  - IF A SIGNAL IS G OR ~~G~~ AND WILL BECOME R OR EXTINGUISHED DURING THE NEXT PHASE, IT SHALL BE Y OR ~~Y~~ DURING THE CLEARANCE INTERVAL.
  - IF A SIGNAL IS R AND WILL REMAIN R OR BECOMES G DURING THE NEXT PHASE, IT SHALL REMAIN R DURING THE CLEARANCE INTERVAL.
- THE CONTROLLER FURNISHED SHALL BE A 2-4 PHASE CONTROLLER. THE CONTROLLER SHALL BE MODULAR BY PHASE; KEYBOARD ENTRY WILL NOT BE ACCEPTABLE. A COORDINATION UNIT IS NOT REQUIRED FOR THIS PROJECT. HOWEVER, THE CABINET SHALL BE WIRED FOR INSTALLING IN THE FUTURE A COORDINATION UNIT OF THE SAME MANUFACTURER AS THE CONTROLLER UNIT.
- THE LOOP AMPLIFIER UNITS FURNISHED FOR THIS PROJECT SHALL BE CAPABLE OF OPERATING THE LOOP DETECTOR CONFIGURATIONS SHOWN ON THE PLANS.
- MINIMUM CONTROLLER CABINET SIZE SHALL BE 59" HIGH, 38" WIDE AND 24" DEEP.
- CONTRACTOR SHALL FURNISH A 50-AMPERE CIRCUIT BREAKER.
- A SOLID #8 BARE COPPER WIRE SHALL BE PULLED WITH THE TRAFFIC CONTROL CABLE FOR EQUIPMENT GROUND. COST SHALL BE INCIDENTAL TO THE INSTALLATION OF THE CONTROL CABLE.

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
NOTE BOOK	DRAWN BY	
	DESIGNED BY	
	CHECKED BY	



THIS WORK WAS PREPARED BY ME  
OR UNDER MY SUPERVISION  
*Theodore S. Kawahigashi*  
Signature

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION	
LEGEND AND NOTES	
KAUMUALII HIGHWAY TRAFFIC SIGNALS AT PAPALINA ROAD PROJ. NO. 50C-01-85	
NOT TO SCALE	DATE: 10-25-84
SHEET NO. 1 OF 1 SHEETS	