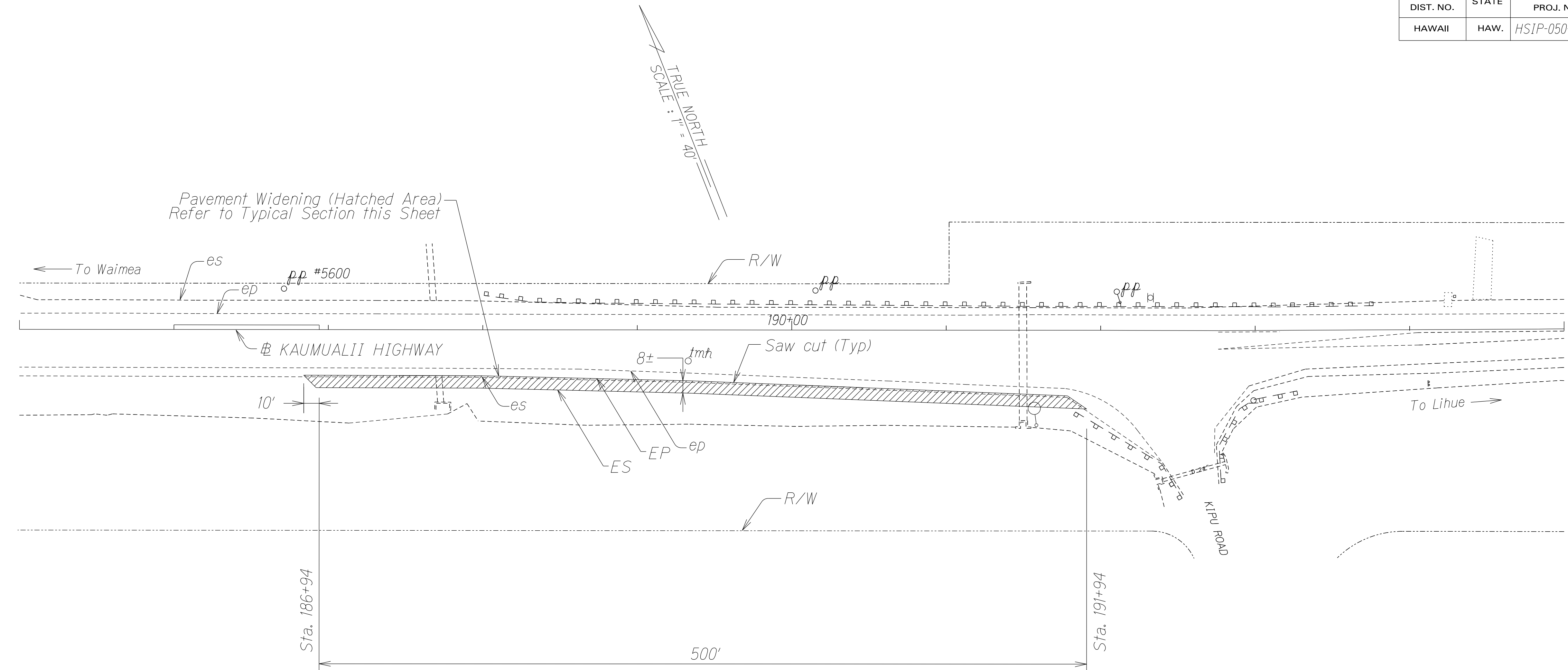
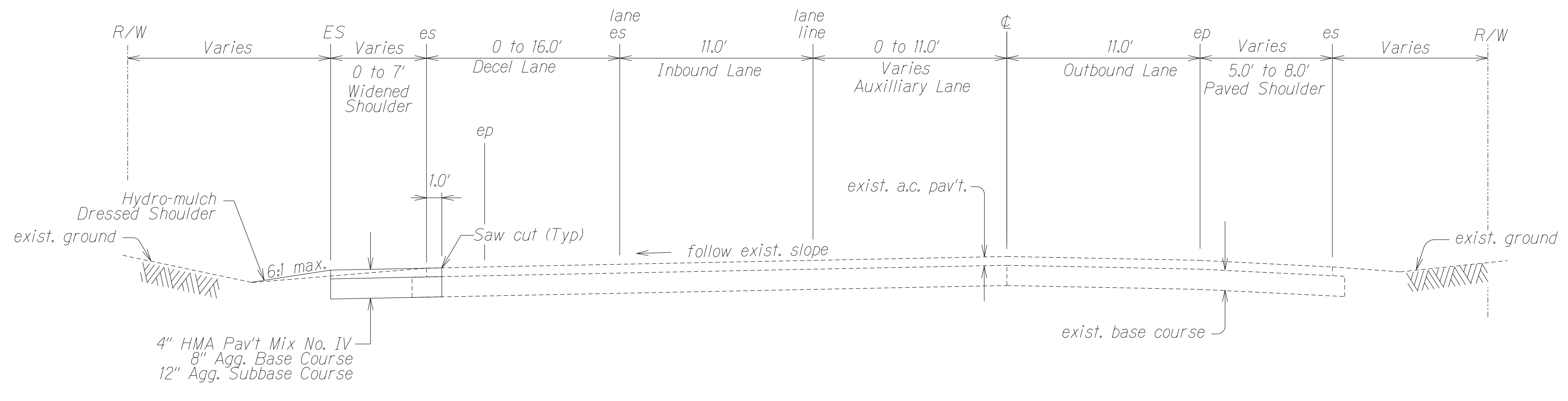


FED. ROAD DIST. NO.	STATE	FED-AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	HSIP-050-1(044)	2024	ADD.12	40



△ PLAN
Scale: 1" = 40'



△ TYPICAL SECTION STA. 186+94 TO STA. 191+94
Not to Scale

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

DATE	REVISION
6/27/24	△ - Revise PLAN
6/27/24	△ - Revise TYPICAL SECTION

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

ROADWAY PLAN

KAUMUALII HIGHWAY SAFETY IMPROVEMENTS
Kipu Road to O'ao Road
Fed-Aid Project No. HSIP-050-1(044)

Scale as shown Date: May, 2024

SHEET No. 2 OF 2 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	HSIP-050-1(044)	2024	ADD.35	40

ENHANCED VEHICLE CLASSIFICATION (EVC) SYSTEM NOTES

1. The location of new sensors shall be staked out in the field by the Contractor based on the location of permanent striping and markings, and approved by the Engineer prior to installation.
2. The Contractor shall inform the Engineer at least three days prior to saw cutting pavement and installing sensors.
3. Highway crossing conduits shall be provided with a minimum of 36" cover and shall be concrete encased, per Standard Plan TE-36.
4. The Contractor shall verify the location of existing utilities and underground structures whether or not shown on the plans.
5. The Contractor shall assume that underground utilities not shown on the plans may exist. The Contractor shall be responsible for contacting the different utility companies for information and toning.
6. The Contractor shall be held liable for any damages incurred to existing utilities and underground structures as a result of operations. All damaged portions shall be replaced in accordance with the standards and specifications of the affected utility company at no cost to the State.
7. Changes to the contract plans and specifications will not be permitted, unless approved by the Engineer in writing.
8. Saw cuts shall be made by wet cutting only.
9. After saw cutting is done, the saw cuts shall be cleaned of dust, dirt, and refuse with water applied by pressure washer. Residual water within the saw cuts shall be vacuumed using a wet/dry vacuum. The saw cuts shall then be dried using an air compressor.
10. After saw cuts are dried, any remaining debris stuck within the cuts shall be removed. The saw cuts must be completely clean and dry before inserting the sensors and filling cuts and any voids surrounding the sensors or their lead cables with sealant.
11. The collected slurry shall be disposed of appropriately (i.e., either placed in a filter fabric-lined filtration box or a filter fabric-lined dug up retention/percolation basin). After filtration/percolation, the filter fabric and the retained sediments and any excavated pavement material shall be disposed of appropriately.
12. Sensor lead cables shall be pulled into conduits where indicated. Cables shall be tested for acceptance before and after installation into conduits.
13. Piezo sensor lead cables shall be continuous with no splices.
14. Sensor lead cables shall be terminated in the controller cabinet and shall have a minimum of 12" additional slack.
15. The Contractor shall restore all affected areas to their original condition or better. This item of work shall not be paid for separately, but shall be considered incidental to work of other paid items.

⚠ 16. Furnishing and installation of warning signs shown on Plan Sheet. No. 38 shall be considered incidental to Pay Item No. 658,1000 - EVC System and will not be paid separately.

LOOP SENSOR LAYOUT NOTES

1. Loop sensors shall consist of four turns of 1C #14 cable (meeting IMSA Spec. 51-3 or equivalent) embedded in a 3/8" wide by 4" deep saw cut, except as noted. Loop sensors shall be provided a minimum of 2" cover.
2. Loop sensors shall be staggered on roadways with lanes that are less than 12 feet in width, and centered in lanes relative to permanent striping and markings, as shown on contract plans or by direction of the Engineer.
3. After laying the loop sensor cable in four (4) turns within the 4" deep cut, 1" long pieces of backer rod shall be pressed in each foot of the loop and the loop lead saw cut, to anchor the wire in the bottom of the cut before applying the loop sealant. Backer rod shall be embedded at least 2" below the top of pavement. The backer rod shall be pressed into the saw cut with a blunt object such as a wooden paint stir stick. No sharp object (such as a screw driver) shall be used to press the backer rod into the saw cuts.
4. Loop sensor and lead cable shall be one continuous wire. Lead wires from the same loop shall be twisted in pairs, five twists per foot, from the end of the saw cut at the roadway edge to the pull box. Do not twist one loop pair with another loop pair.
5. Continuity of loop sensors and lead cables shall be tested and warranted for one year from the date of acceptance by the Engineer.
6. Loop sensor lead cables shall be spliced to home-run cables (meeting IMSA Spec. 50-2 or equivalent) only at the closest pull box to the loop. Splices shall be made using a splice kit. Splice points of cables shall be suspended near the top of the pull box with a j-hook.
7. The Contractor shall label the loop and piezo sensor leads clearly to identify traffic direction, lane number, and sequence of loop and piezo sensors in each lane in each direction.
8. The left-most lane in the direction of traffic flow is designated as Lane 1, and the next lane to its right as Lane 2, and so on, as indicated on plans.

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
NOTE BOOK	DRAWN BY	
ALTERED	DESIGNED BY	
NO.	QUANTITIES BY	
	CHECKED BY	

6/27/24	⚠ - Add Note No. 16
DATE	REVISION
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION EVC TRAFFIC COUNTING SYSTEM NOTES KAUMUALII HIGHWAY SAFETY IMPROVEMENTS Kipu Road to Omao Road Federal-Aid Project No. HSIP-050-1(044) Date: May 2024	

SHEET No. 1 OF 4 SHEETS

ADD.35

