

LEGEND-NEW WORK

- New Type "B" TSPB.
- ⊠ New Type "A" TSPB.
- New controller and base.
- ①-②-③ New pedestrian signal faces.
- ⊠ Remove and/or demolish enclosed structure and construct new TSPB at same location.
- ⊠ Remove and/or demolish enclosed structure
- ② Existing and/or new conduit(s) with size and number of cables as indicated on schedule.
- New Vehicle Sensor Loop. Number of Loops as shown on plans.

TYPES OF SIGNAL FACES

H&M = Pedestrian Signal-Hand & Man

TYPES OF SIGNAL MOUNTINGS

C-1w = Cantilever Mounting, 1-Way

US-1w = Underslung Mounting, 1-Way

GENERAL NOTES

1. The Contractor shall verify with the respective utility companies and government agencies, the locations of all electric, telephone, traffic signal, street light, fire alarm, gas, water, sewer, drain and other lines crossing the excavation path or in excavation areas. Any and all damages to the existing lines shall be the responsibility of the Contractor.
2. All structures, pavements, utilities, landscaping and other topographical features shown on the intersection drawings are existing and are to remain unless noted or indicated otherwise.
3. The Contractor shall notify all affected utility companies and government agencies of his intent to begin construction on any intersection or street at least two (2) weeks prior to the start of such construction.
4. The locations of traffic signal standards, controllers, pullboxes and conduits shall be staked out by the Contractor and approved by the Engineer prior to any excavation. Schedule 80 PVC conduit shall be used in pavement areas; Schedule 40 may be used in sidewalk areas.
5. Conduits between signal pole and adjacent TSPB are existing 2" conduits. Ground wire and a sufficient number of cables shall be installed within the conduit to service all pedestrian and vehicular signals on that pole.
6. All vehicular signal lens shall be 12" in diameter.
7. All buried conductors shall be installed in conduits except for sensor loop cables. Conduits at curb-lines and edge of pavement lines collecting sensor loop cables shall be of 2" steel.
8. Construction of signal systems will be subject to the inspection of the C&C Department of Transportation Services in addition to that of the State.
9. The C&C Department of Transportation Services will make all connections and splices at TSPB's, signal faces, standards and controller terminal blocks, but not work on grounding systems nor connections within the controller assembly. The Contractor shall notify the C&C D.T.S. at least three (3) working days prior to the time at which such work can be performed.
10. Costs for the bare copper 10 #8 ground wire shall be considered incidental to the various contract items.
11. Where signal faces and standards are to be removed, they shall be carefully dismantled. The Engineer will determine whether the removed materials shall be disposed of, salvaged or reused.
12. All sensor loops shall be centered within their respective lanes.

13. Existing pavement markings damaged during construction shall be replaced by the Contractor. Cost shall be considered incidental to the various contract items.
14. Removing and/or demolishing existing structures, transporting equipment to C&C Maintenance Yard, and removing existing cables not to be incorporated in the final traffic signal system will not be paid for separately but shall be considered incidental to the various contract items.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	7801A-01-87	1987	3	6

SURVEY PLOTTED BY	DATE
DRAWN BY	
DESIGNED BY	
CHECKED BY	
ORIGINAL PLAN	
NOTE BOOK	
No.	

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION
LEGEND & GENERAL NOTES
WAIALAE AVENUE Intersection Impr. at Kilauea Ave. Project No. 7801A-01-87
Scale: Date: Nov, 1986
SHEET NO. 3 OF 6 SHEETS