

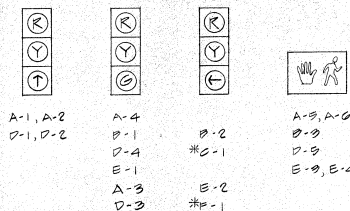
PHASE DIAGRAM

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 $\leftarrow$ AND WILL REMAIN G OR $\leftarrow$ DURING THE NEXT PHASE, IT SHALL BE G OR $\leftarrow$ DURING THE CLEARANCE INTERVAL.
 - IF A SIGNAL IS G OR $\leftarrow$ AND WILL BECOME R OR EXTINGUISHED DURING THE NEXT PHASE, IT SHALL BE Y OR $\leftarrow$ 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 2-8 PHASE CONTROLLER. A COORDINATION UNIT IS REQUIRED FOR THIS PROJECT. CONTROLLER SHALL BE MODULAR BY PHASE. NO KEYBOARD ENTRY TYPE OF PROGRAMMING SHALL BE USED.
- CONTROLLER CABINET SIZE SHALL BE TYPE 332 CABINET.
- CONTRACTOR SHALL FURNISH 2 - 1P50A 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.
- USE TYPE M138, OPTICON CABLE, (C&C TYPE 7). SHALL RUN CONTINUOUSLY FROM TYPE M1512 TO CONTROLLER WITHOUT ANY SPLICES.

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 LOCATION 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 LOCATION OF THE TRAFFIC SIGNAL STANDARDS, TRAFFIC SIGNAL STANDARDS WITH MAST-ARM, PEDESTRIAN PUSHBUTTONS, 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.



* PROGRAMED VISIBILITY SIGNALS

SIGNAL INDICATIONS

INTERCEPT EXIST. TRAFFIC SIGNAL RACEWAY AND CABLES WITH NEW TYPE "A" FULL BOX SEE (S) (TYP)

LEGEND

- SIGNAL-12"
- PEDESTRIAN SIGNAL
- POLE/POST
- TYPE "A" PULLBOX
- TYPE "C" PULLBOX
- 6'x6' LOOP DETECTOR
- CONTROLLER BASE
- EXIST. TS PULLBOX
- EXIST. CONDUIT
- EXIST. TERMINATION CABINET
- TYPE M-511 EMERGENCY VEHICLE DETECTOR
- T.S. TRAFFIC SIGNAL

CONDUIT	CABLE
3"	2-26C#14
3"	2-26C#14
2"	10-26C#14
2"	SPARE
2"	12PR#19
2"	4-M138 OPTICON CABLE

CONDUIT	CABLE
3"	2-26C#14
3"	2-26C#14
2"	10-26C#14
2"	12PR#19
2"	4-M138 OPTICON CABLE
2"	3-#6

CONDUIT	CABLE
2"	1-26C#14
2"	1-26C#14
2"	5-26C#14
2"	12PR#19
2"	3-M138 OPTICON CABLE

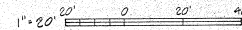
TRAFFIC SIGNAL PLAN

SCALE: 1" = 20'

NOTES:

- EXISTING 9' BIED LIMIT ON NIMITZ HIGHWAY 19 33 MPH
- CONTRACTOR SHALL EXERCISE EXTREME CAUTION IF USING TRENCH DIGGER IN MEDIAL STRIP TO AVOID DAMAGING ANY EXISTING UTILITIES.

GRAPHIC SCALE



THIS WORK WAS DONE BY ME OR UNDER MY SUPERVISION
BY: [Signature]

REVISION	DATE	BRIEF	BY	APPROV
M & E PACIFIC, INC. ENGINEERS & ARCHITECTS HONOLULU, HAWAII DOLE (WILEI) CANNERY ALAKAWA ST. EXTENSION HONOLULU, HAWAII TRAFFIC SIGNAL PLAN DRAWN BY: G.P. ENGINEER J.L. APPROVED BY: [Signature] 7/1/78 CHECKED BY: [Signature] 7/1/78				