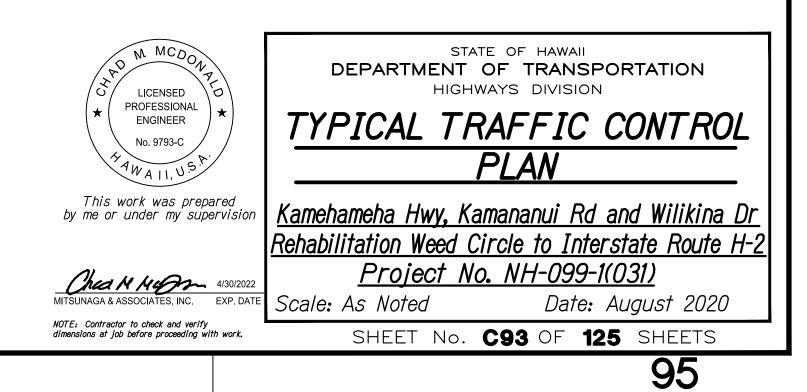
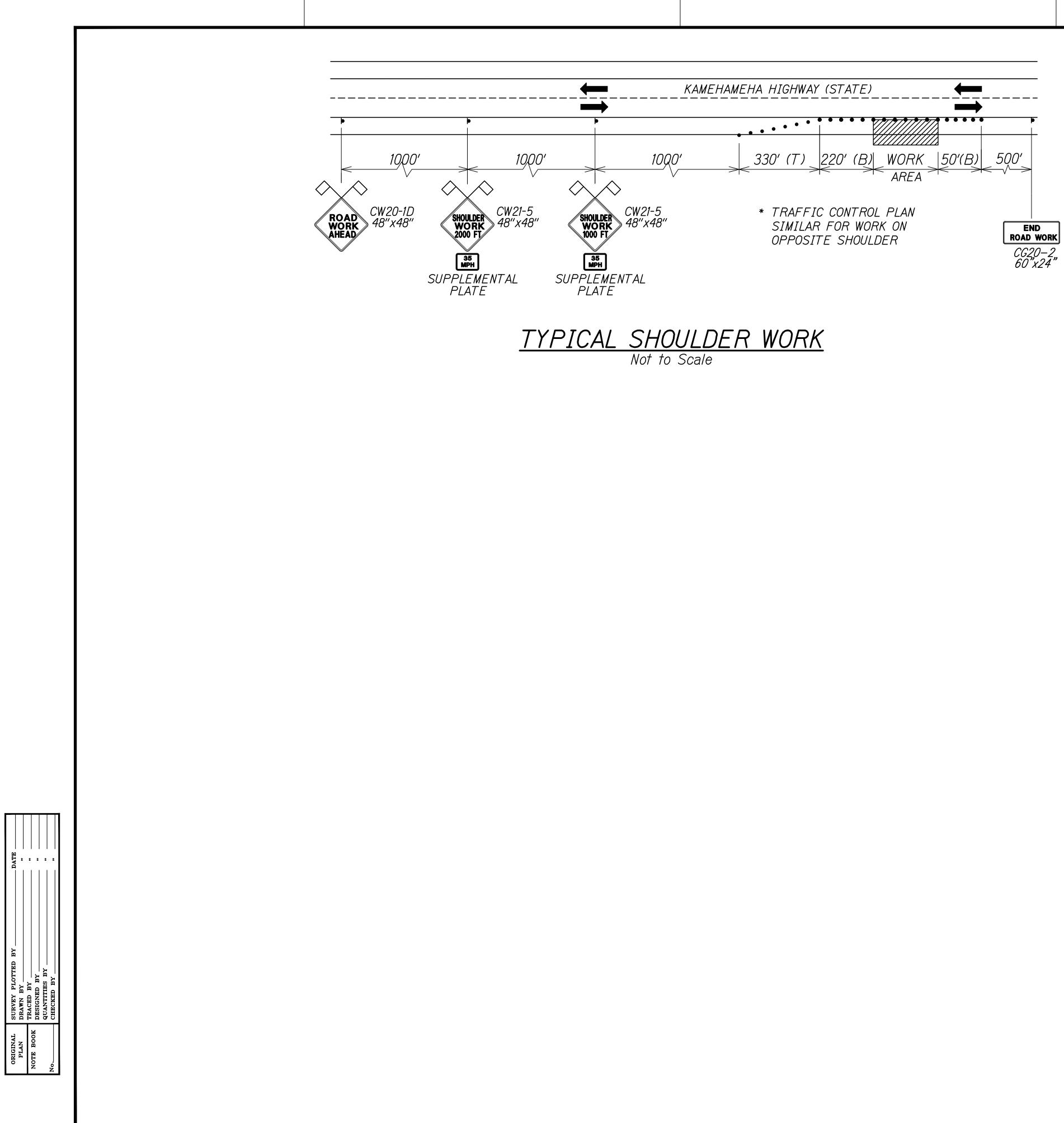


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TRAFFIC CONTROL * PLAN SIMILAR FOR OPPOSITE LANE ALTERATION



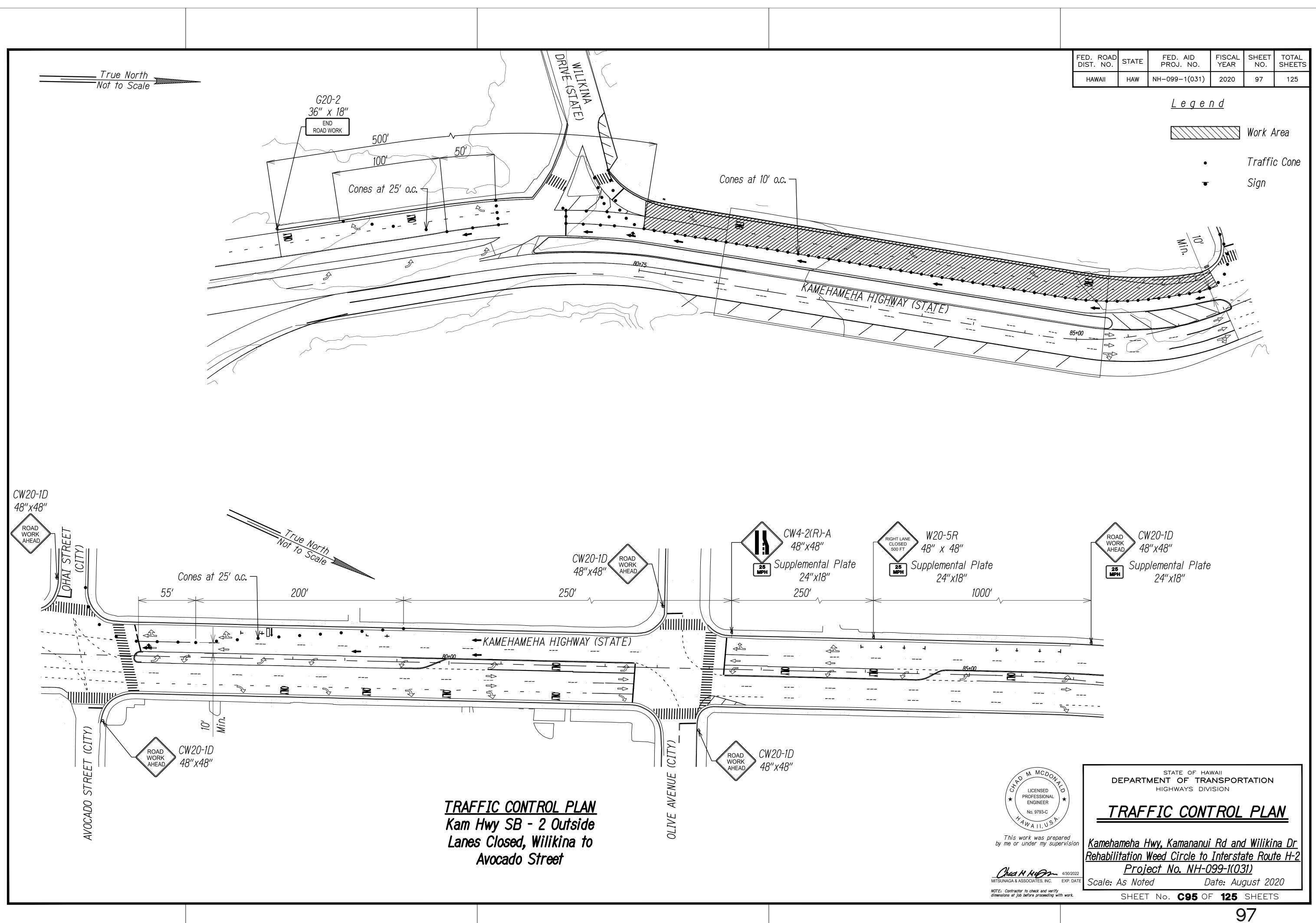


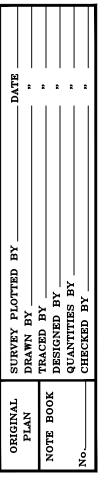
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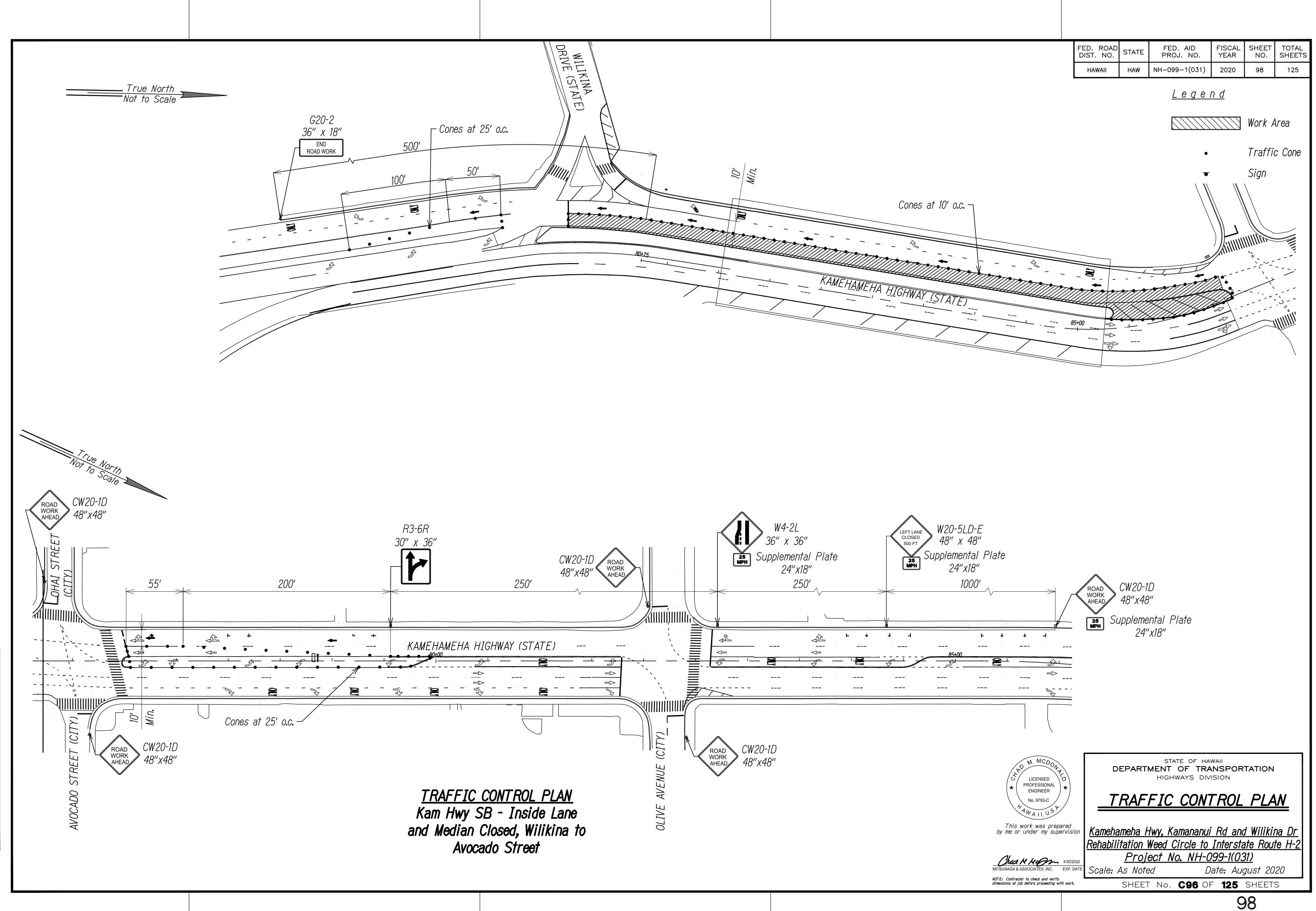
GENERAL NOTES FOR TRAFFIC CONTROL PLAN

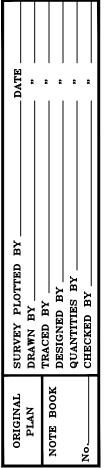
- 1. The Contractor shall make minor adjustments at intersections, side roads, drainage structures, etc, to fit field conditions.
- 2. Cones or delineators shall be extended to a point where they are visible to approaching traffic.
- 3. Traffic control devices shall be installed such that the sign or device farthest from the work area shall be placed first. The others shall then be placed progressively toward the work area.
- 4. Regulatory and warning signs within the construction zone that are in conflict with the traffic control plans shall be removed or covered. All signs shall be replaced upon completion of the work.
- 5. All regulatory, guide, and construction signs and barricades shall have a high-intensity reflective background.
- 6. Flaggers and/or police officers shall be in sight of each other or in direct communication at all times
- 7. The Contractor shall install a flashing arrow signal as shown on the traffic control plans, unless otherwise authorized by the Engineer.
- 8. Sign spacing (L), taper lengths (T) and spacings of cones or delineators shall be as noted on the traffic control plans, or special provisions.
- 9. All traffic lanes shall be a minimum of 10 feet wide.
- 10. All construction warning signs shall be promptly removed or covered whenever the message is not applicable or not in use.
- 11. The back of all signs used for traffic control shall be marked with the sign owner's name.
- 12. At the end of each day's work or as soon as the work is completed. The permittee shall remove all traffic control devices no longer needed to permit free and safe passage of public traffic. Removal shall be in the reverse order of installation.
- 13. Replace permanent pavement markings and traffic signs upon completion of each phase of work.
- 14. All work zone traffic control devices shall comply with the "Statewide Guidance For Work Zone Traffic Control Devices" Dated September 13, 2000 and the Manual on Uniform Traffic Control Devices (MUTCD) as referenced in the 23 Code of Federal Regulations (CFR), Part 655, Subpart F. The MUTCD shall be recognized as the national standard for traffic control devices on all public roads open to public travel in accordance with 23 U.S.C. 109(d) and 402(a).
- 15. Cones or delineators shall be installed at 25' o.c. max. along tapers.
- 16. Cones or delineators shall be installed at 50' o.c. max. along tangents.
- 17. Posted speed limit along Kamehameha Highway (State) is 55 M.P.H. Speed limit shall be reduced to advisory 25 M.P.H. through all construction work zone diversions.
- 18. Contractor provided two (2) message boards are to be in place 1 week prior to start of work of lane shifts.
- 19. Mobile/roving/moving work zone lane closures for striping work shall not be used.

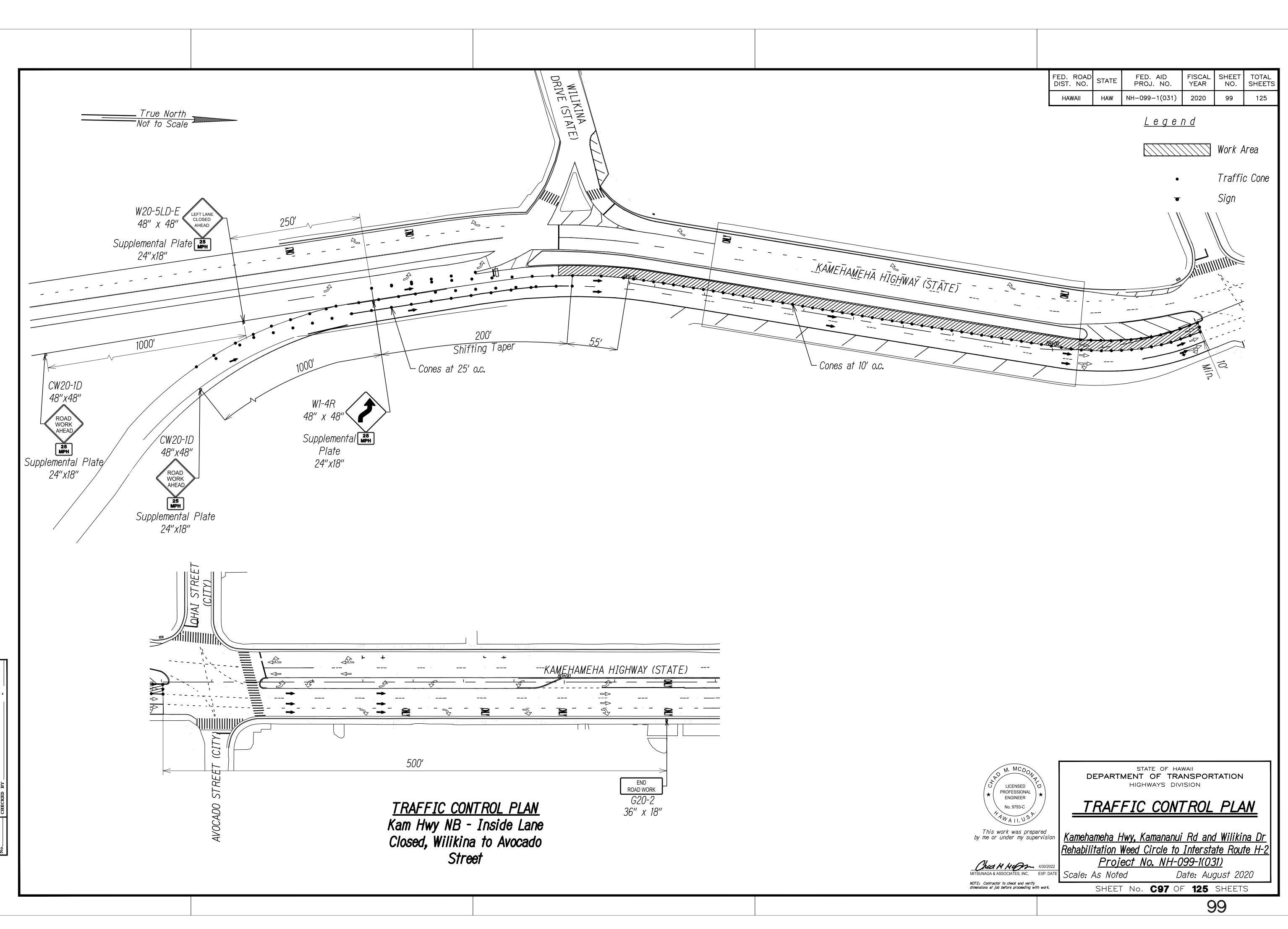
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| ★ PROFESSIONAL ENGINEER ★ No. 9793-C | TYPICAL TRAFFIC CONTROL |
| AWAILUSP. | PLAN |
| This work was prepared by me or under my supervision | Kamehameha Hwy, Kamananui Rd and Wilikina Dr |
| | Rehabilitation Weed Circle to Interstate Route H-2 |
| Chea N Man 4/30/2022 | <u>Project No. NH-099-1(031)</u> |
| MITSUNAGA & ASSOCIATES, INC. EXP. DATE | Scale: As Noted Date: August 2020 |
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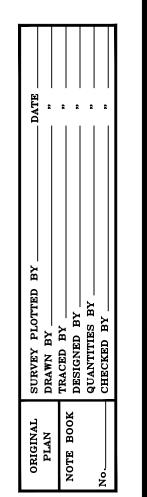


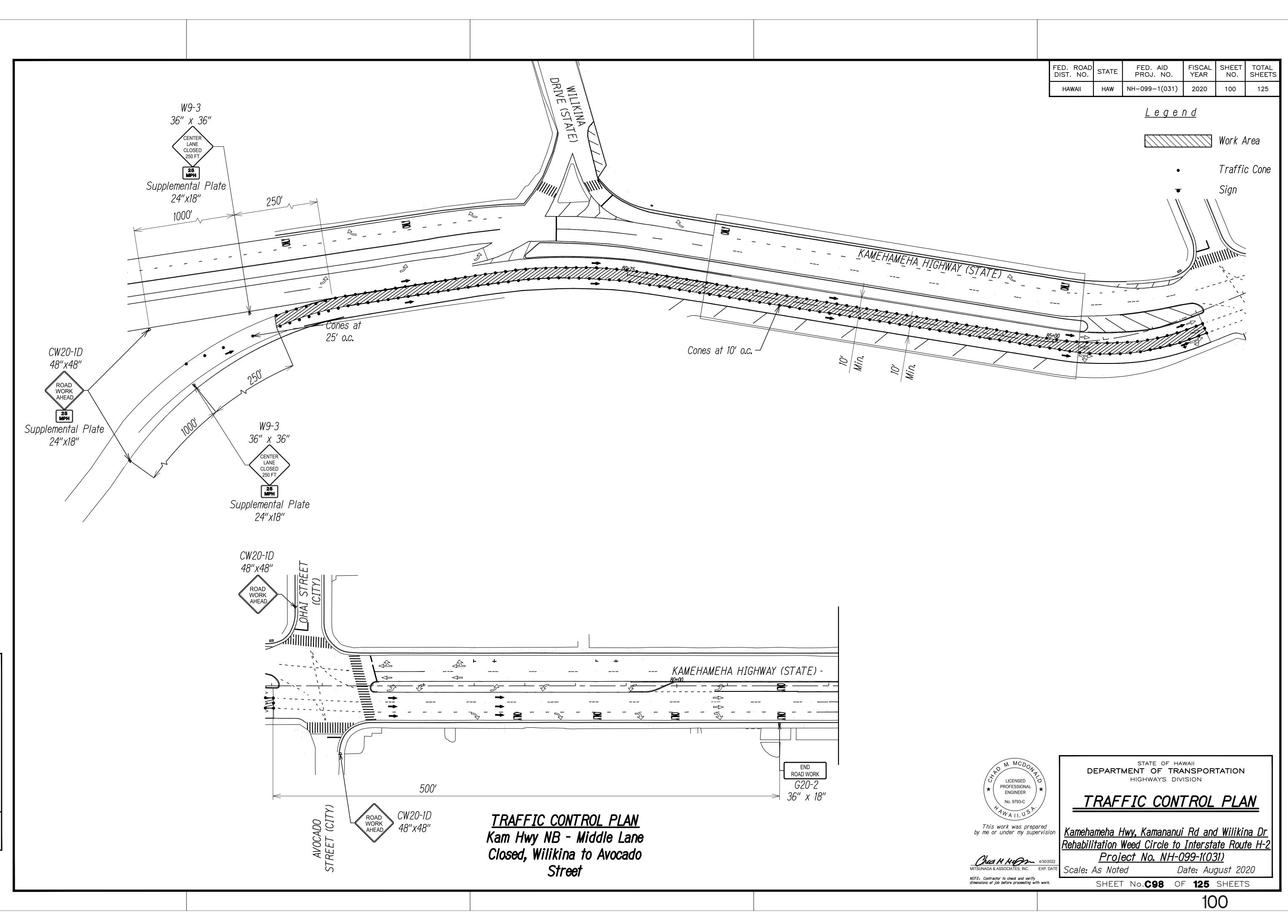


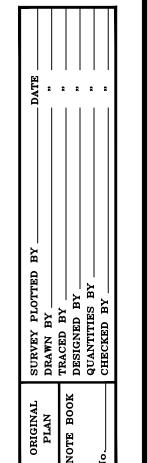


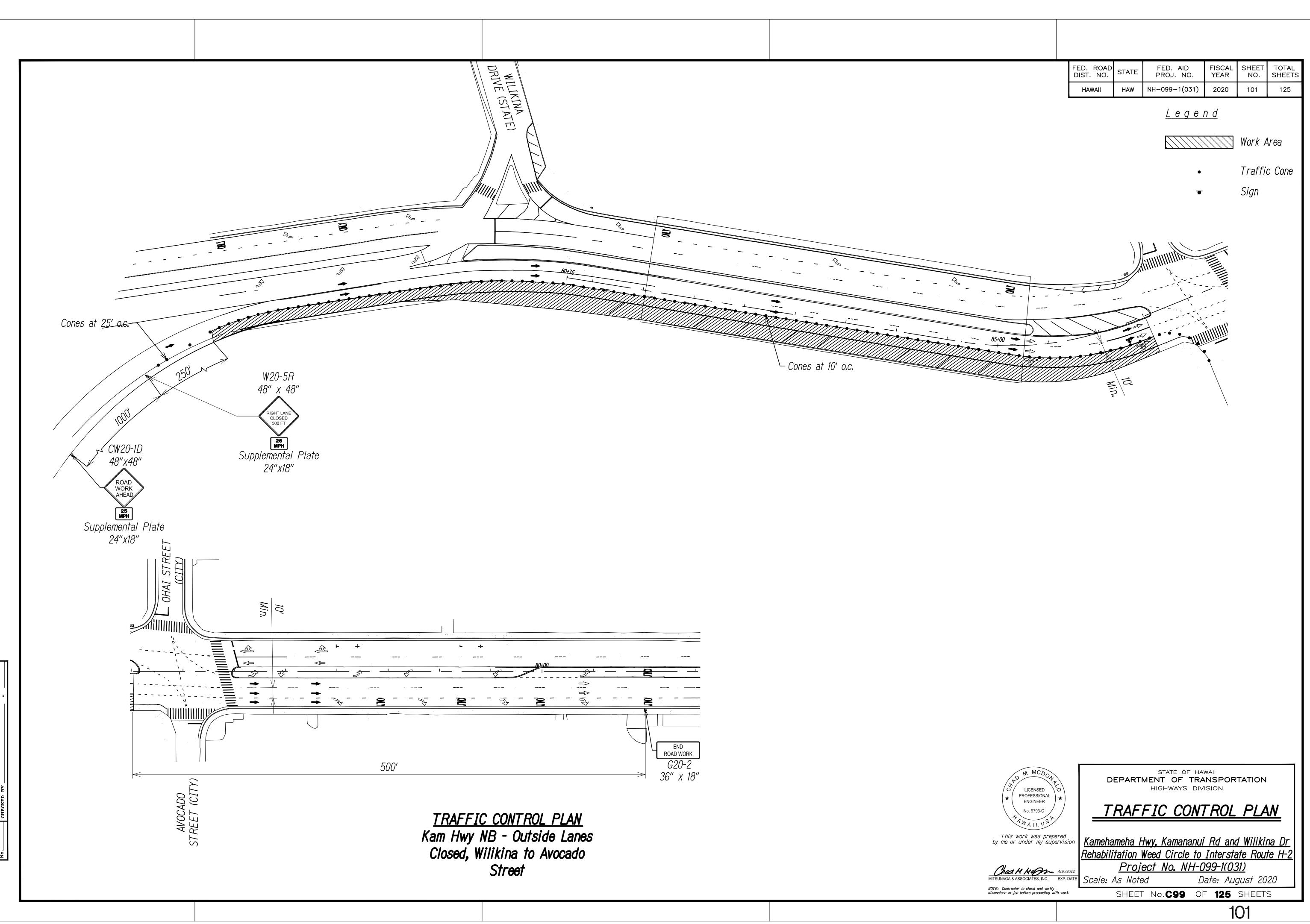


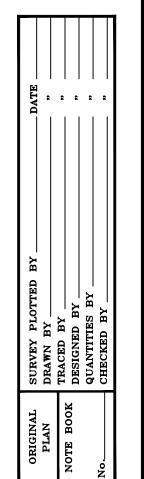


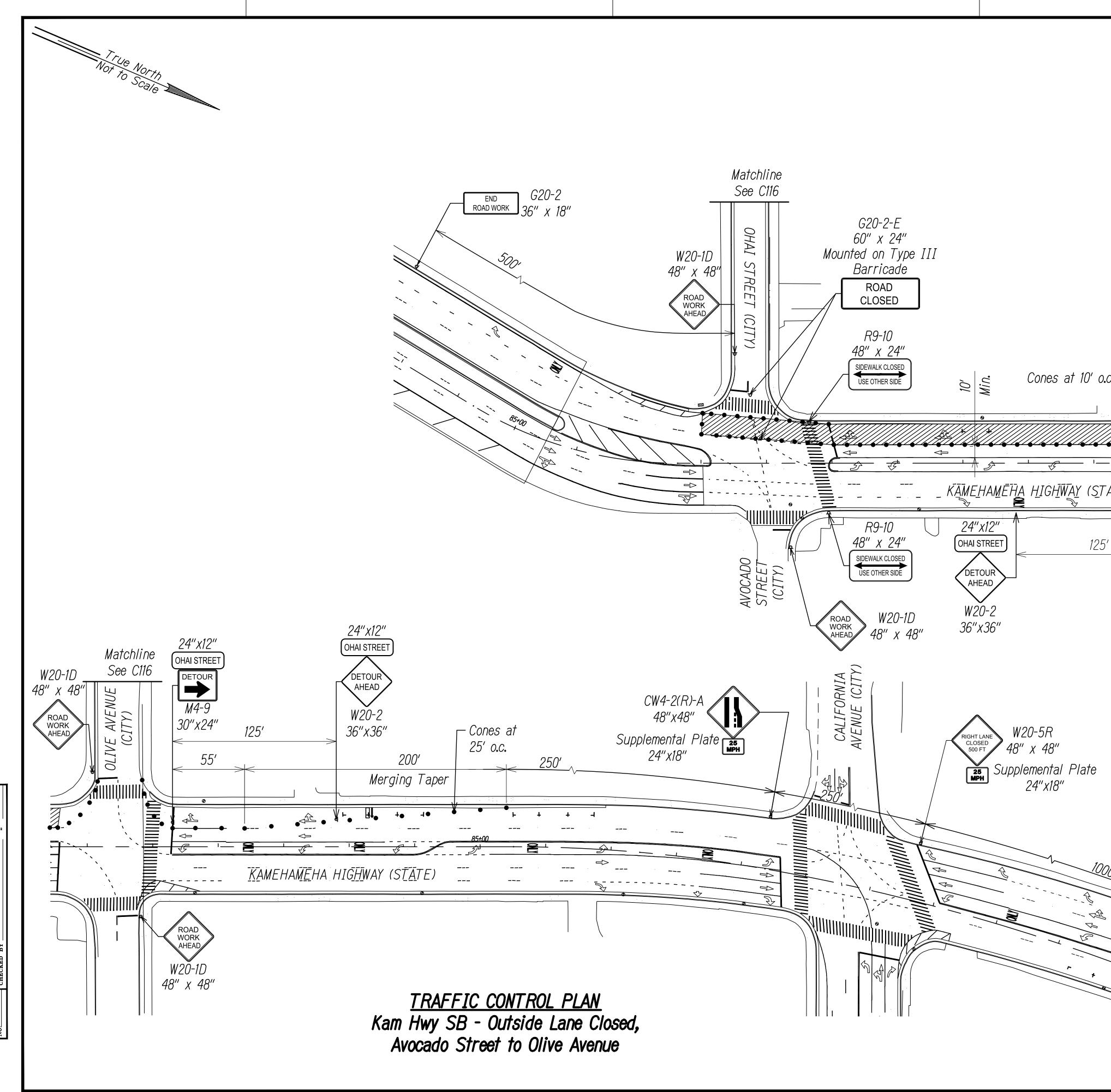


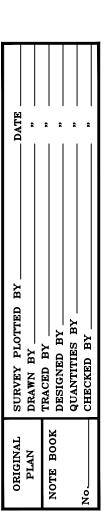




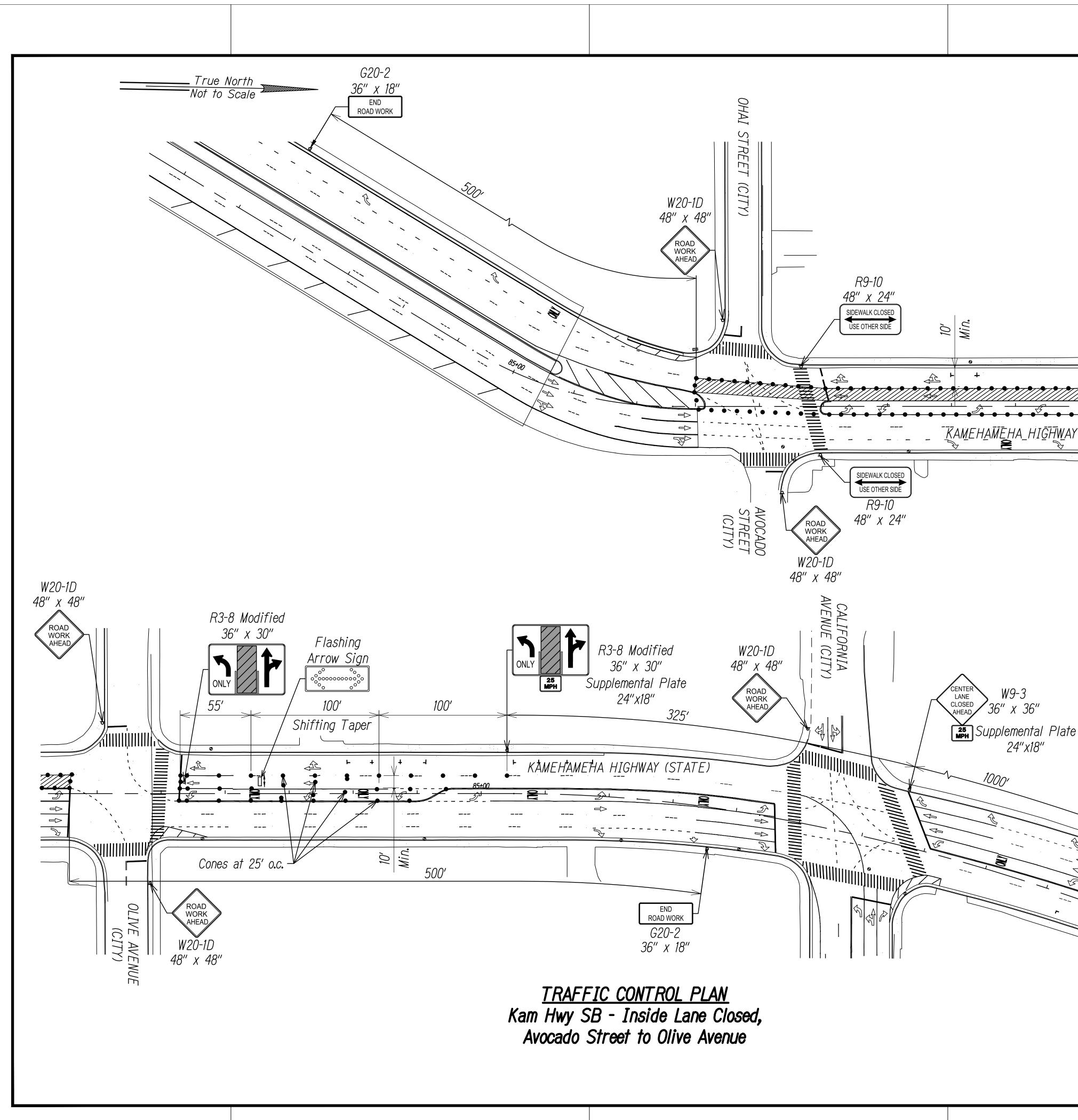


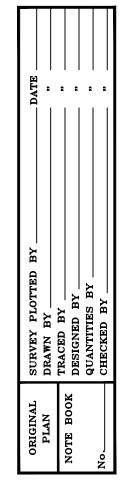




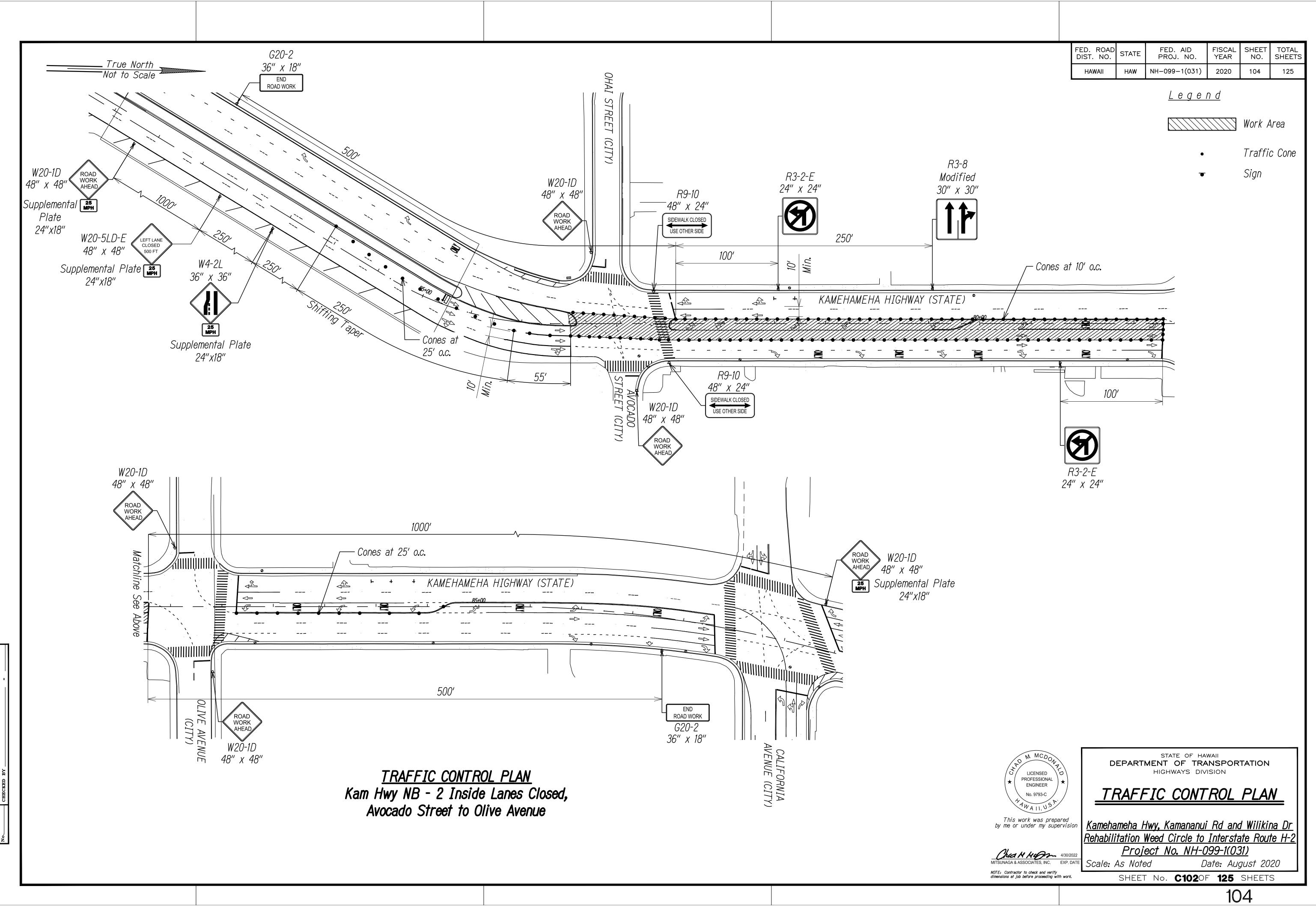


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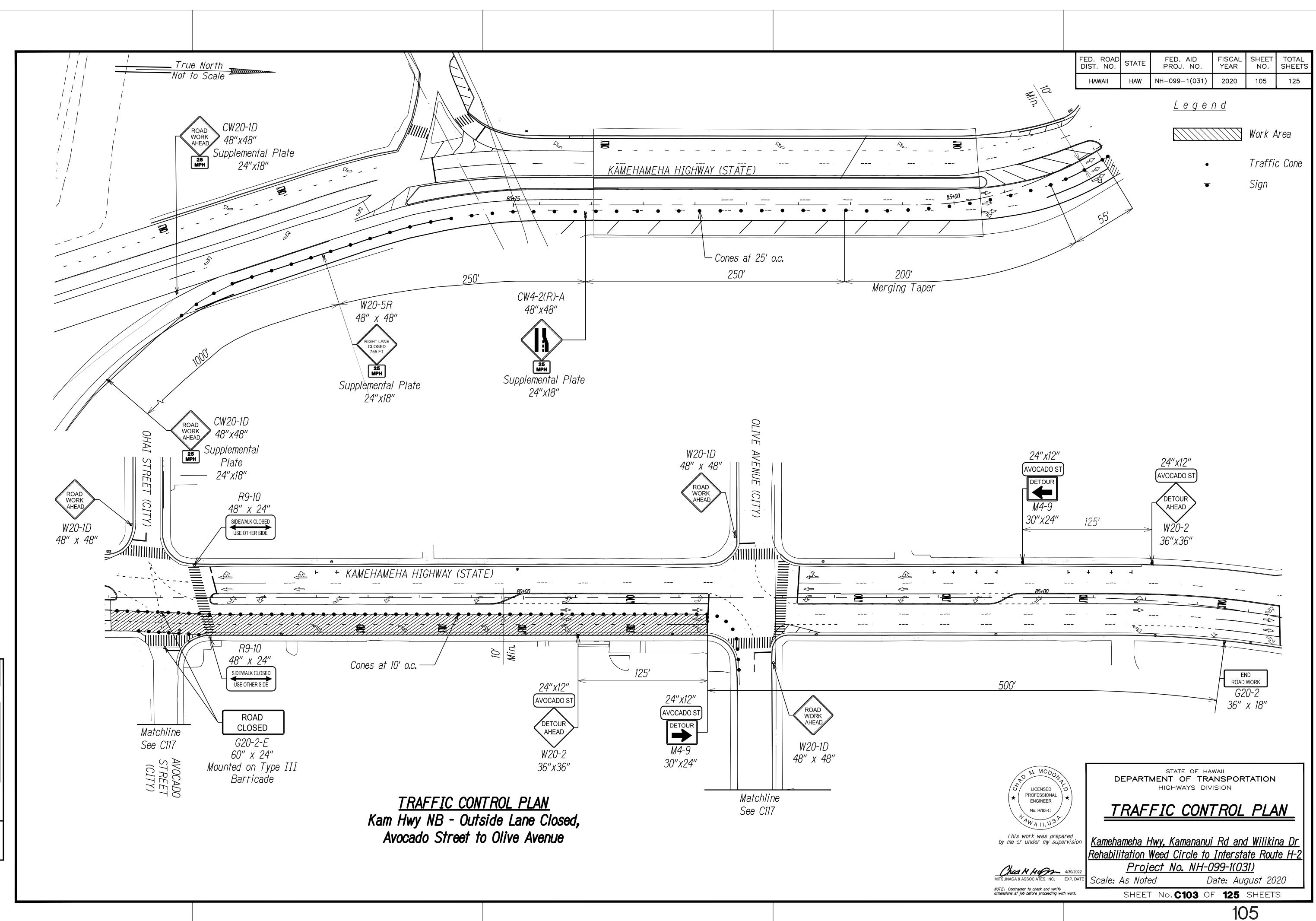




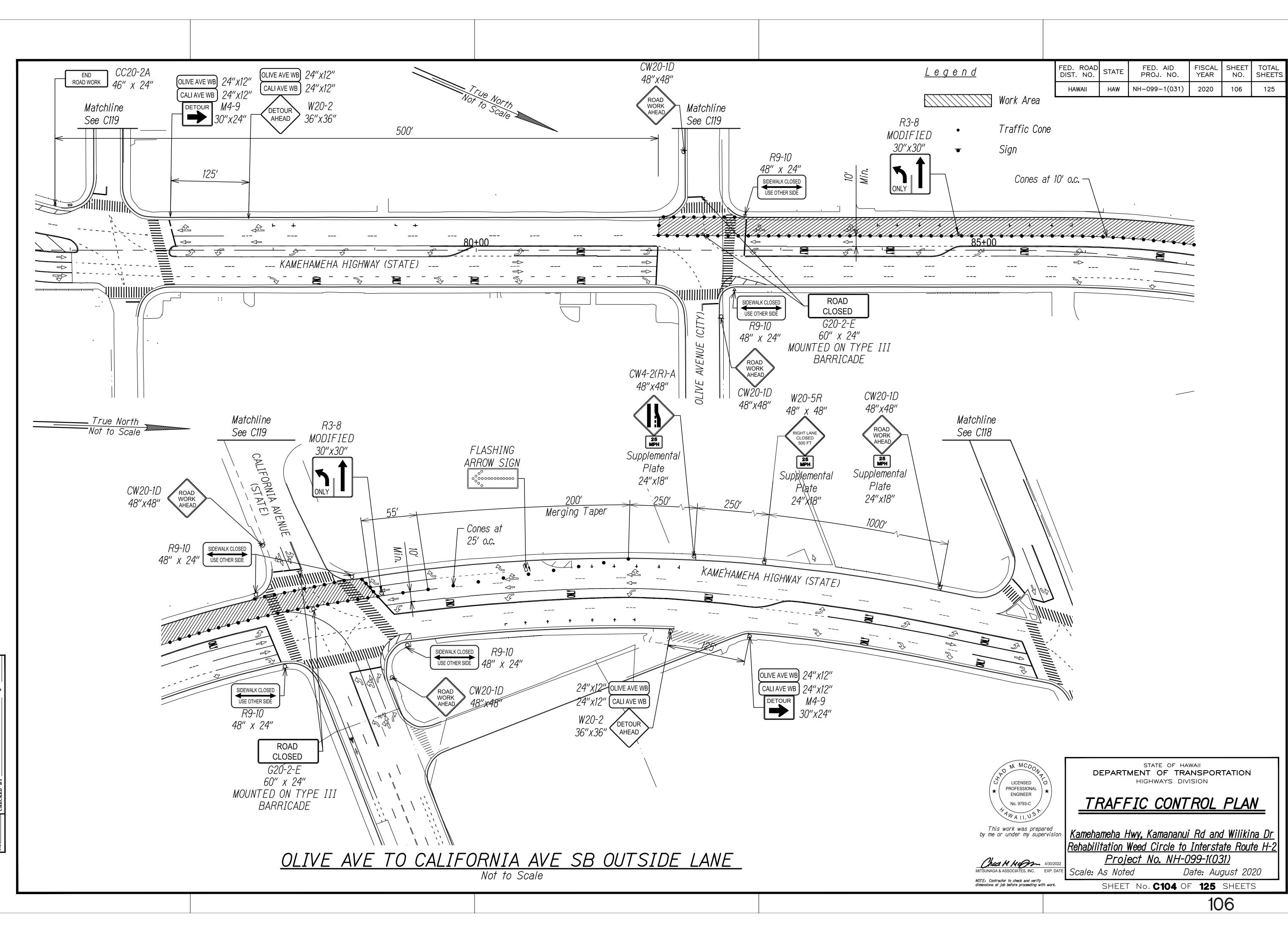
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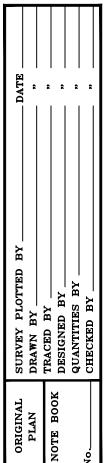


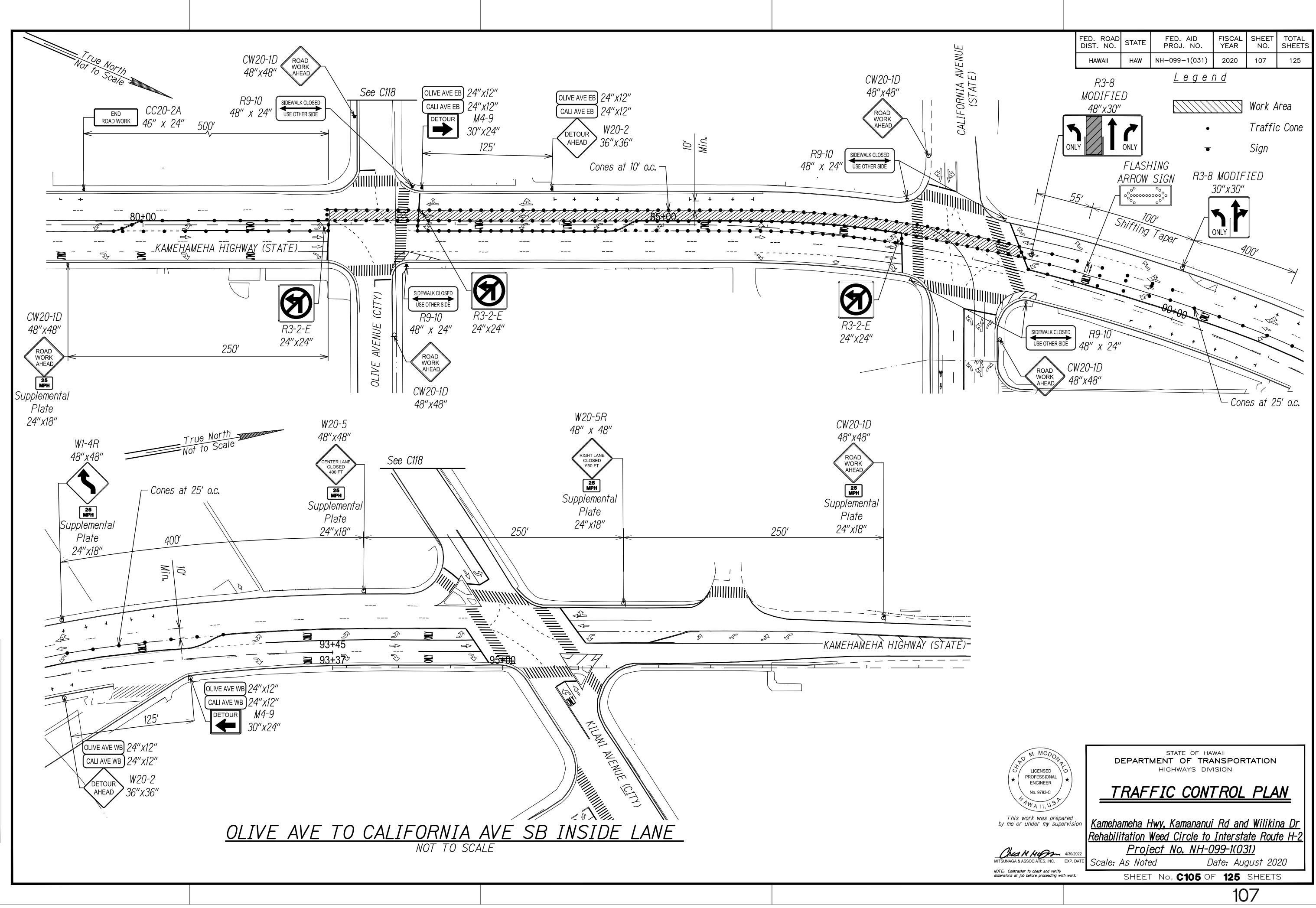
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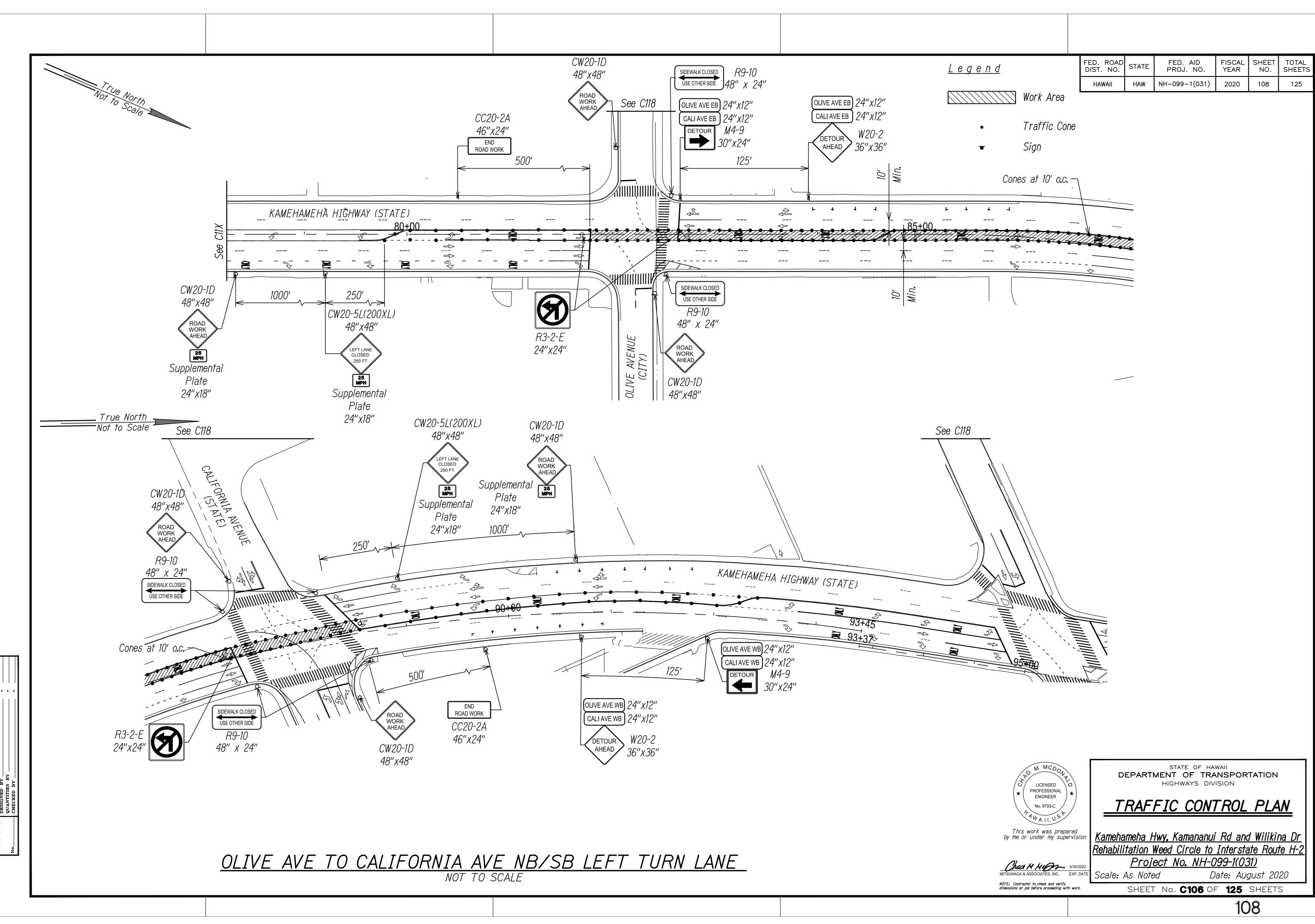
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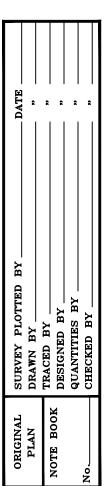


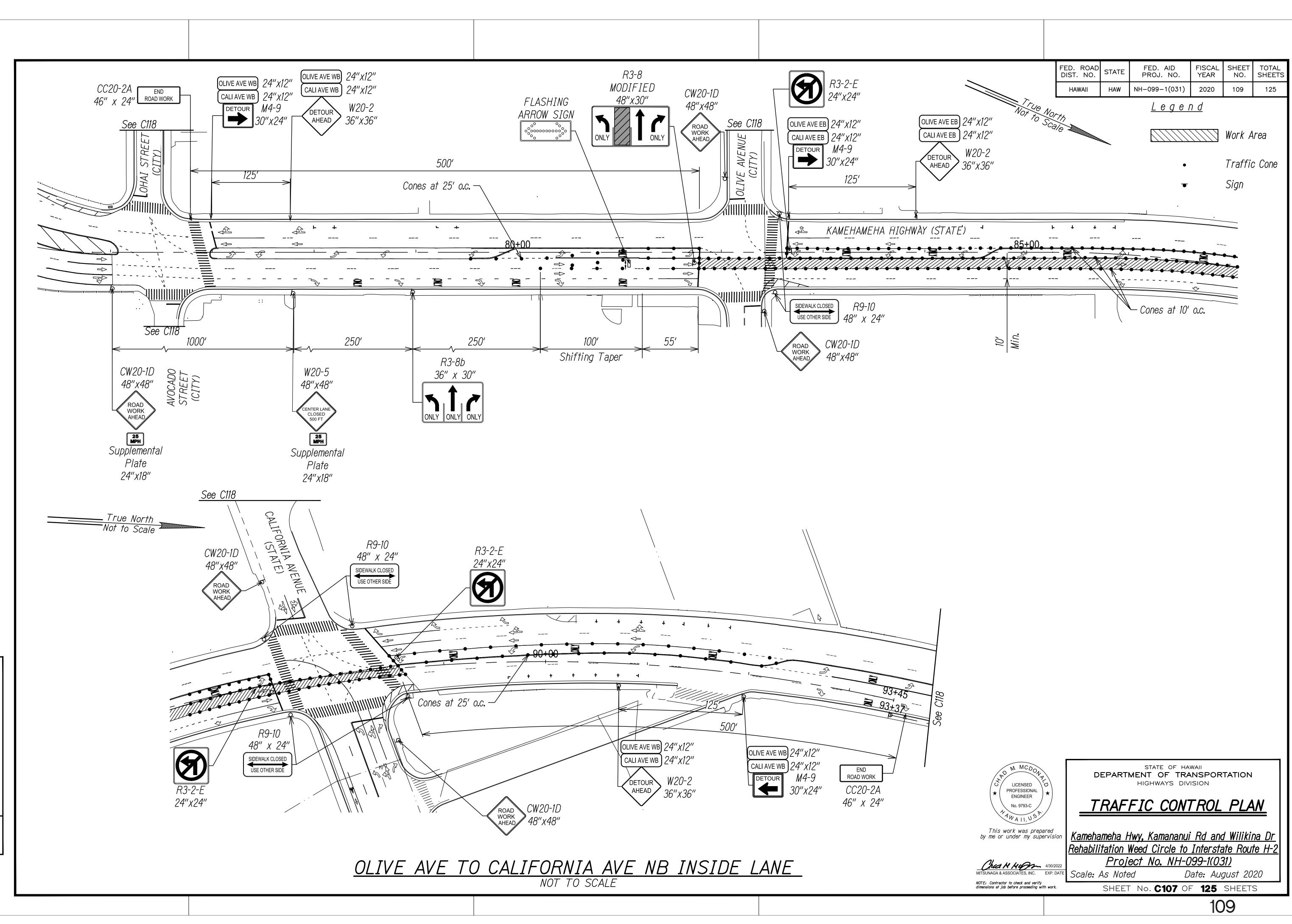


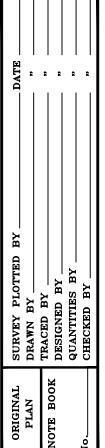


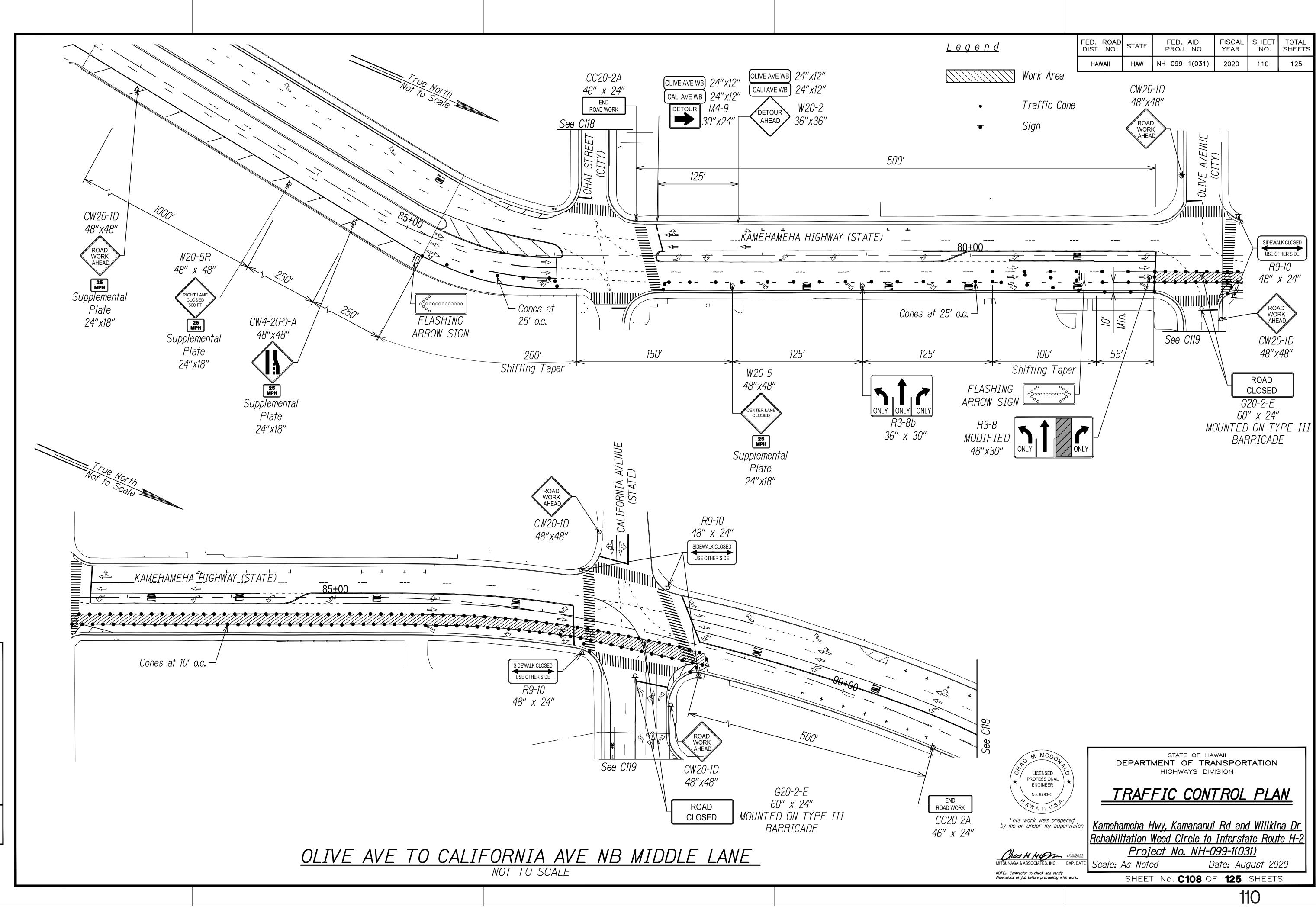




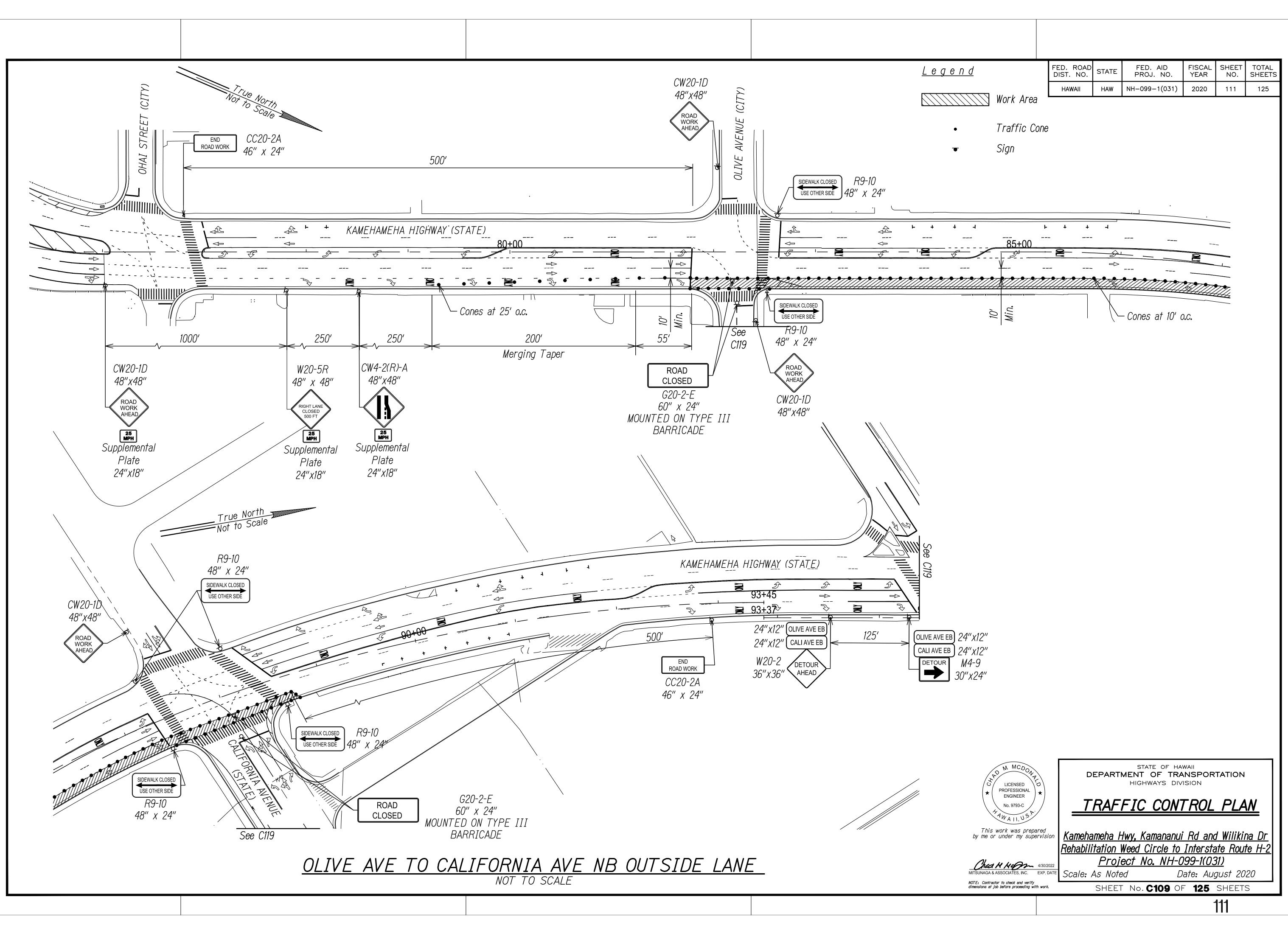




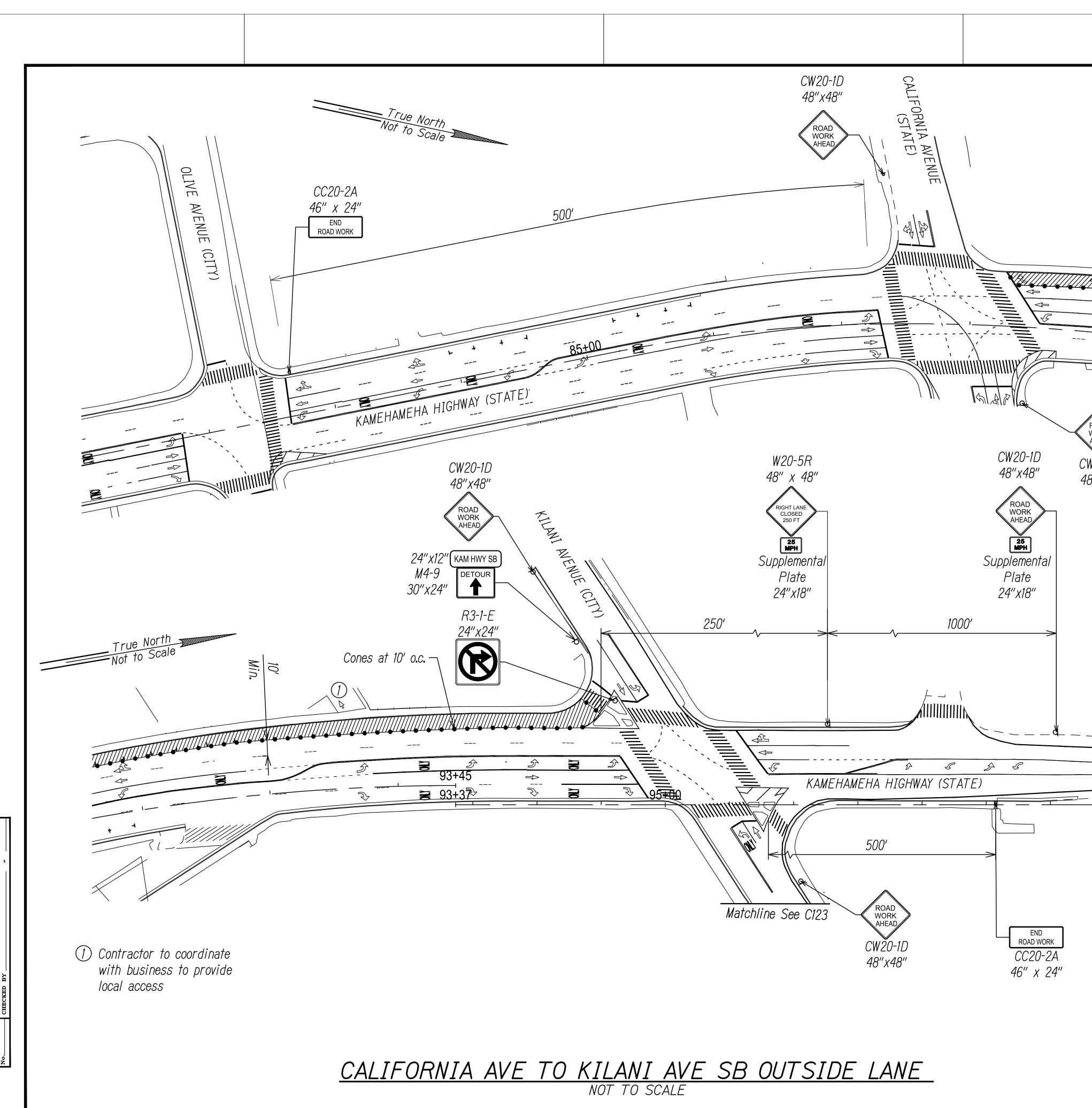


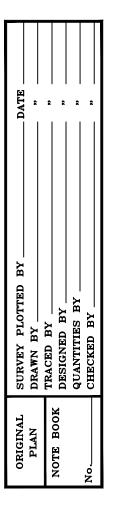




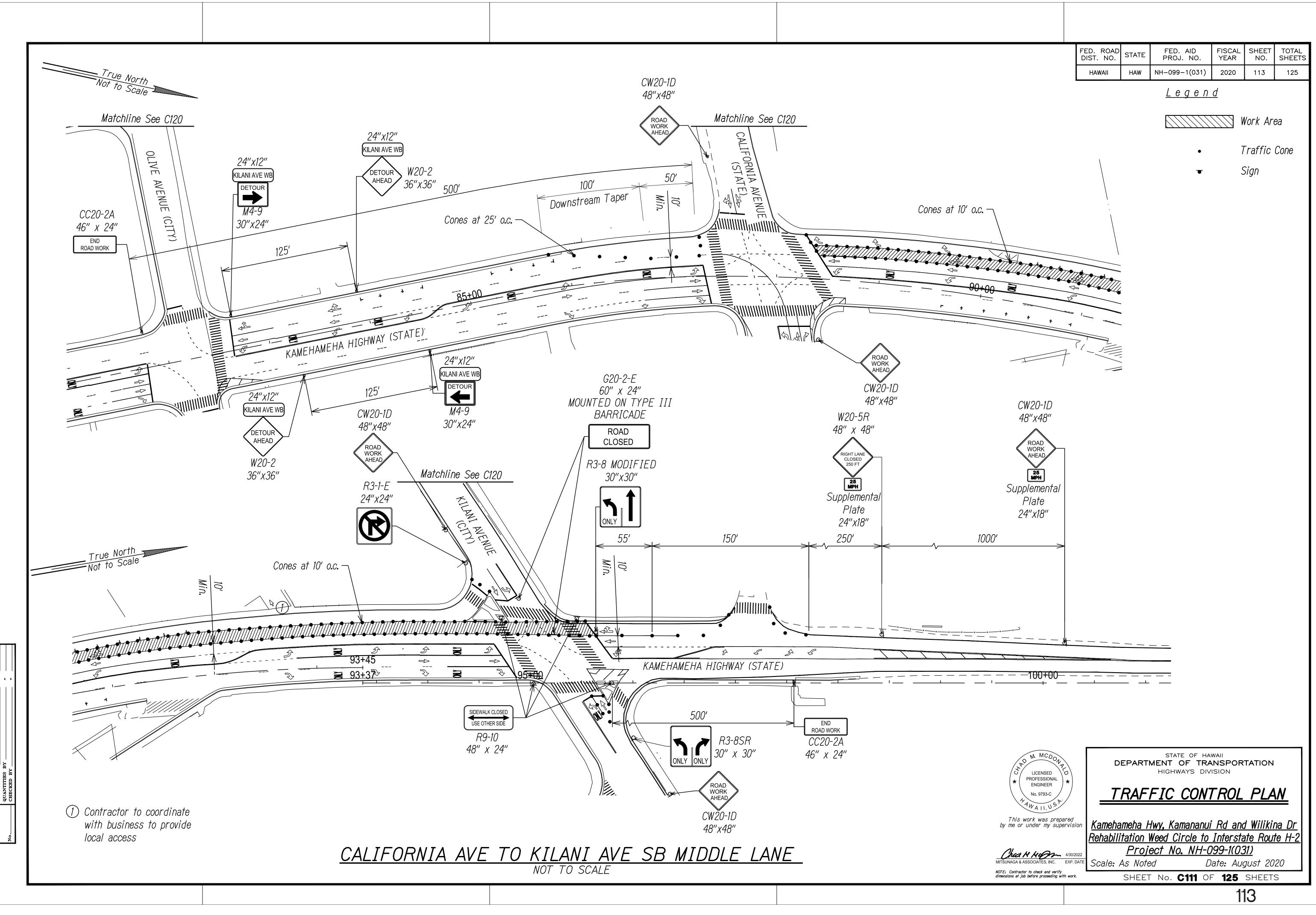


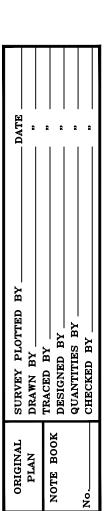
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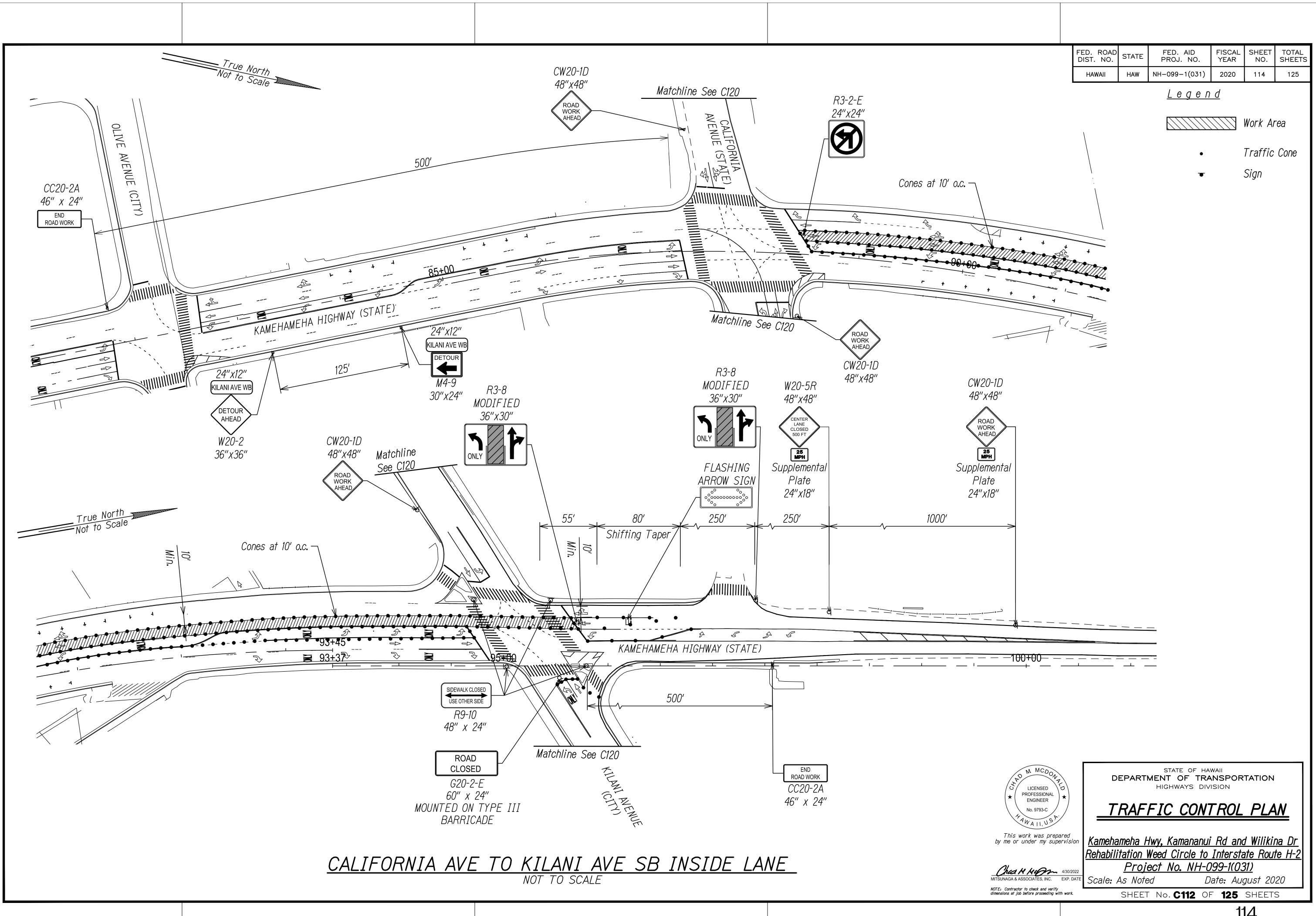




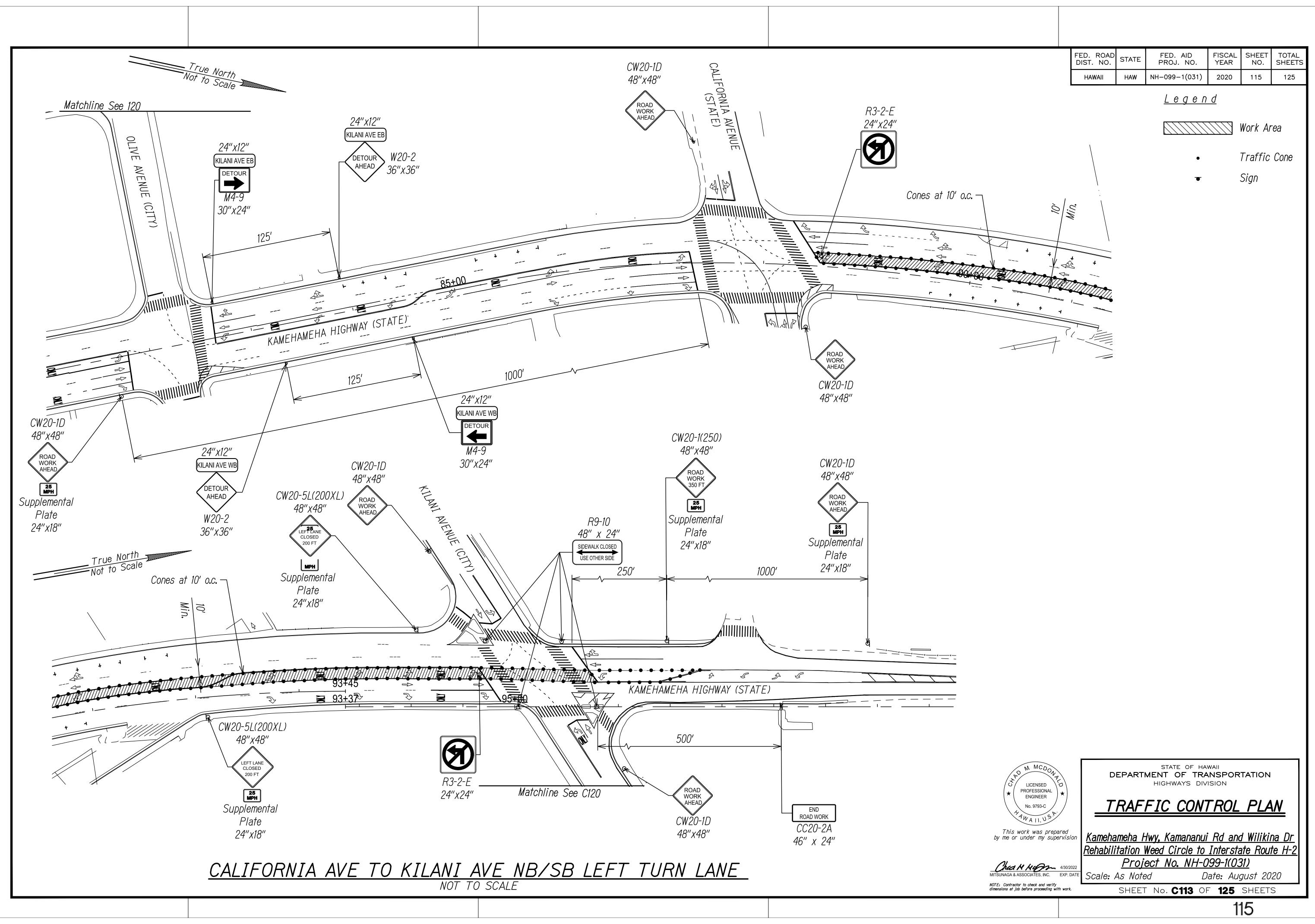
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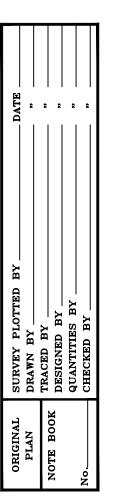


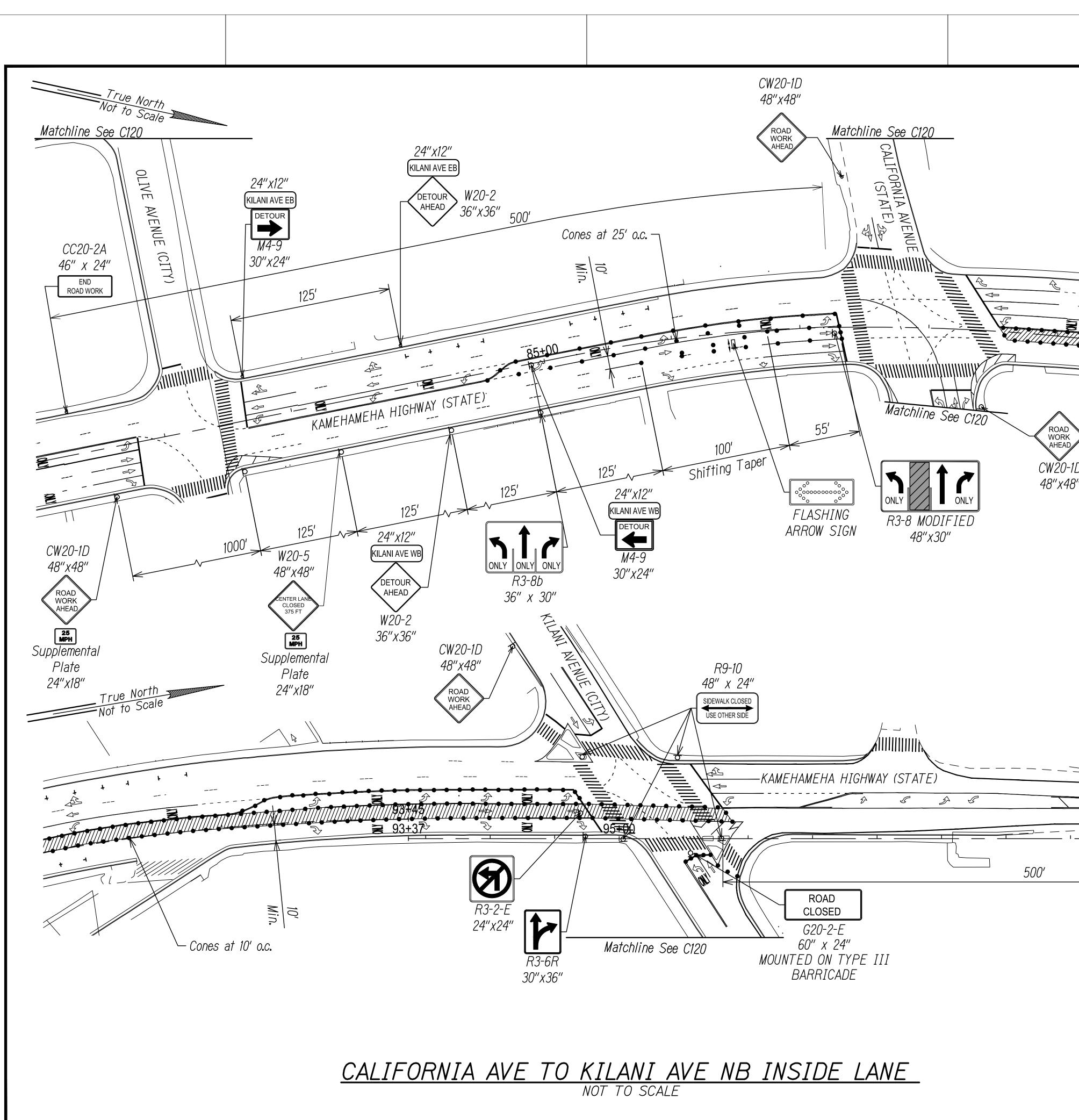




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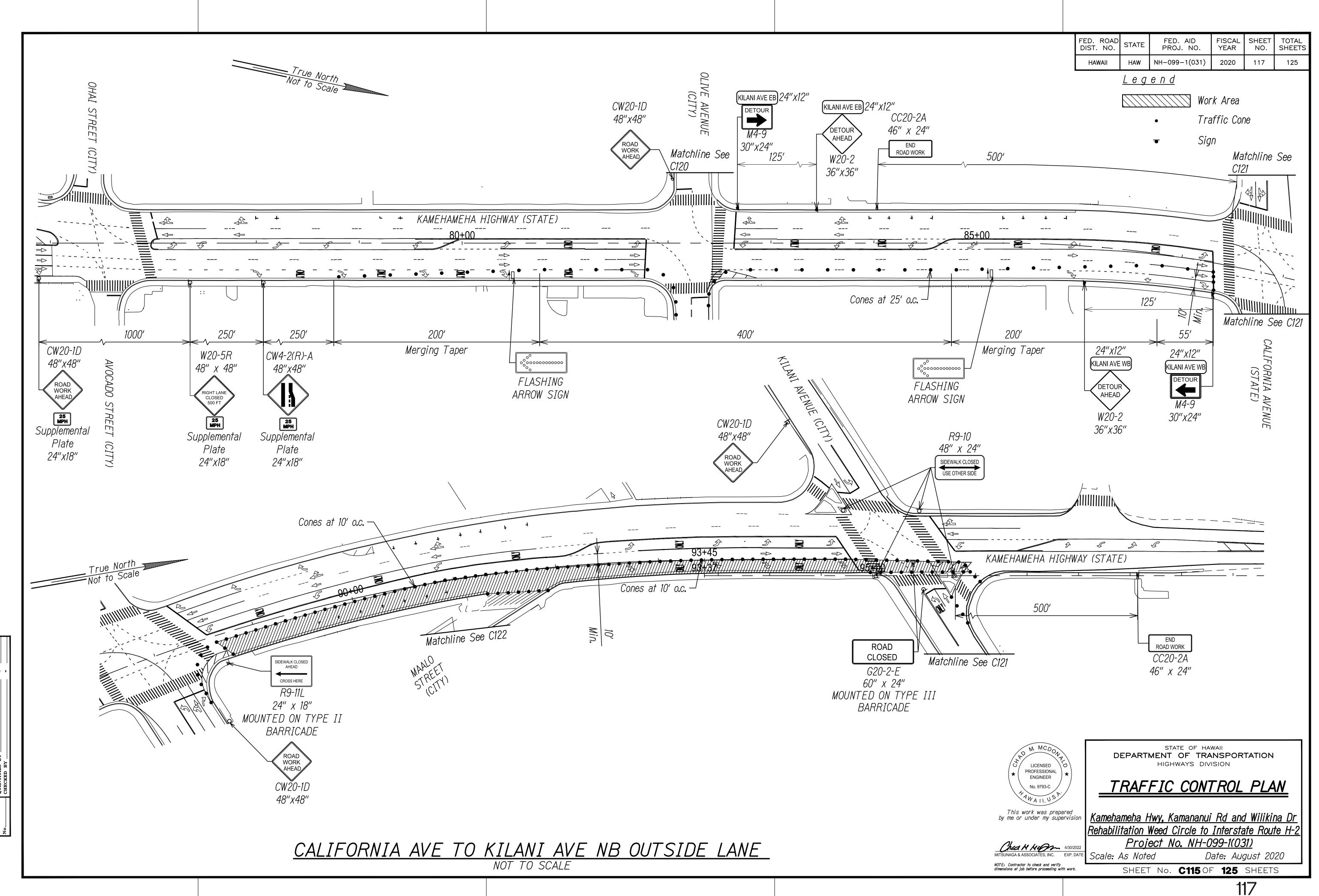


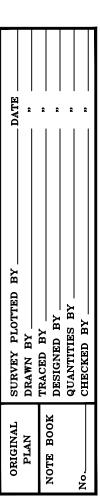


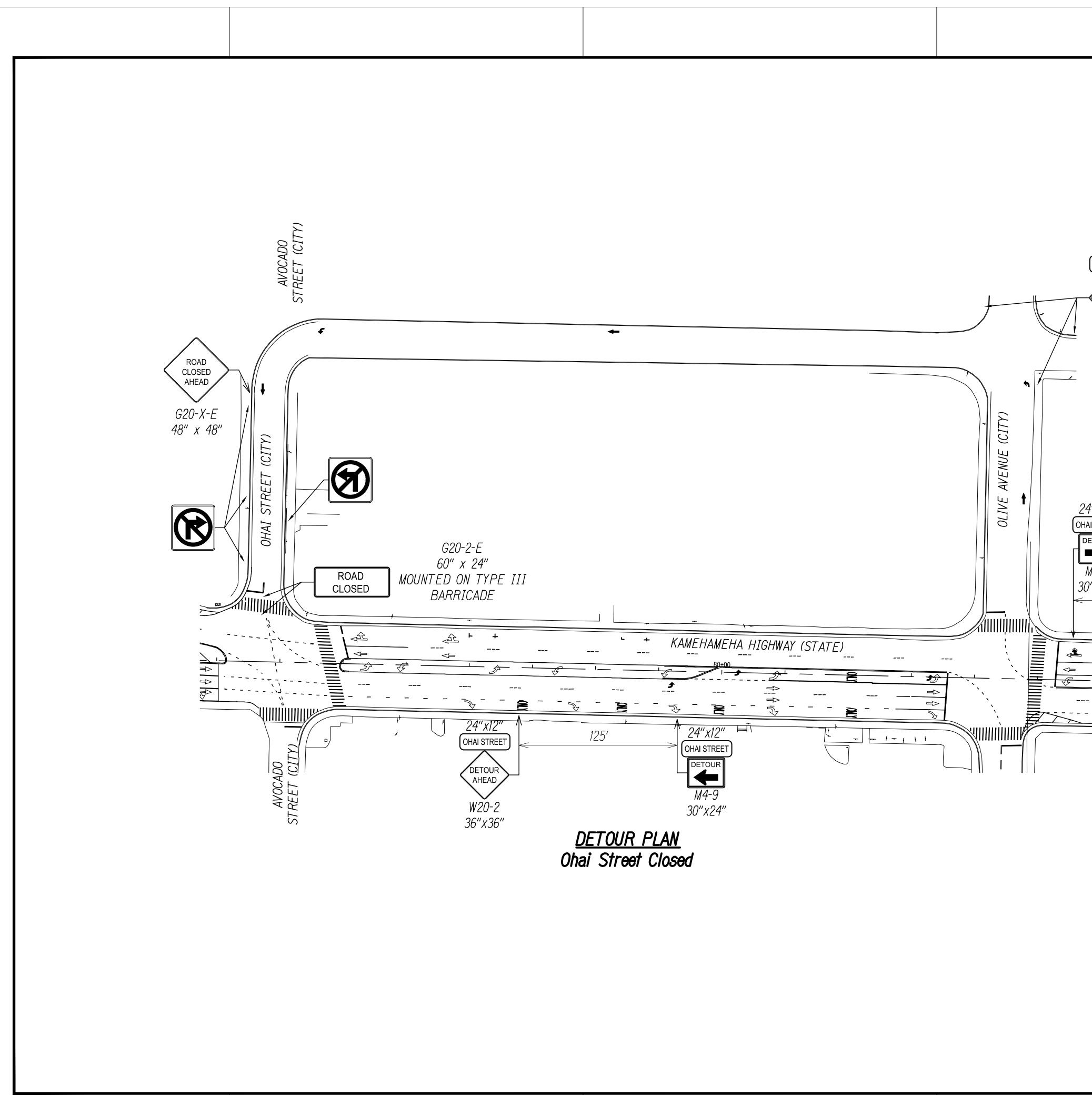


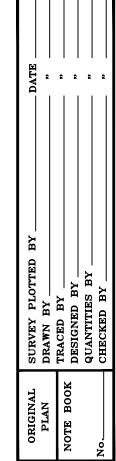
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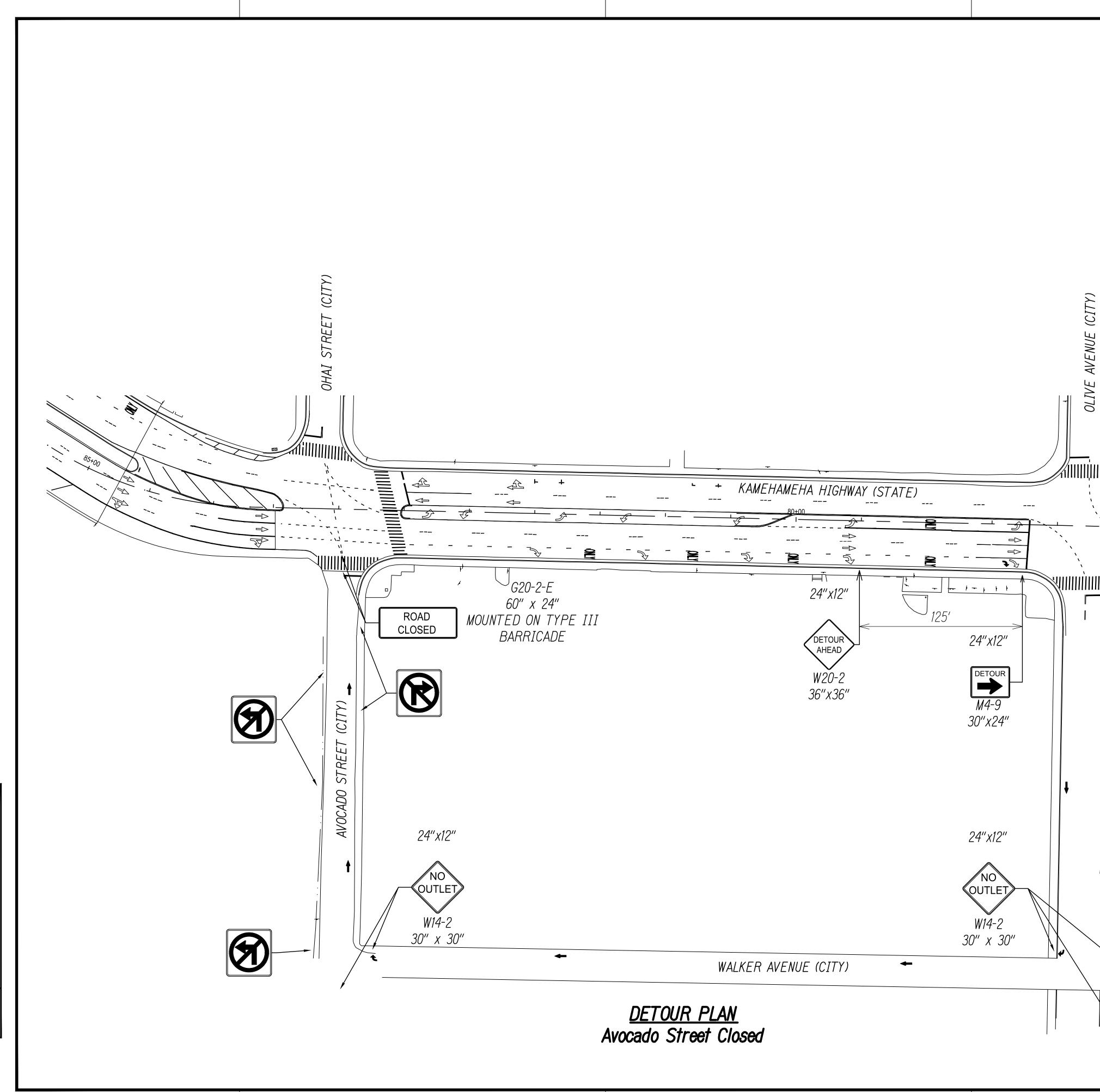


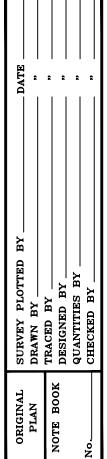




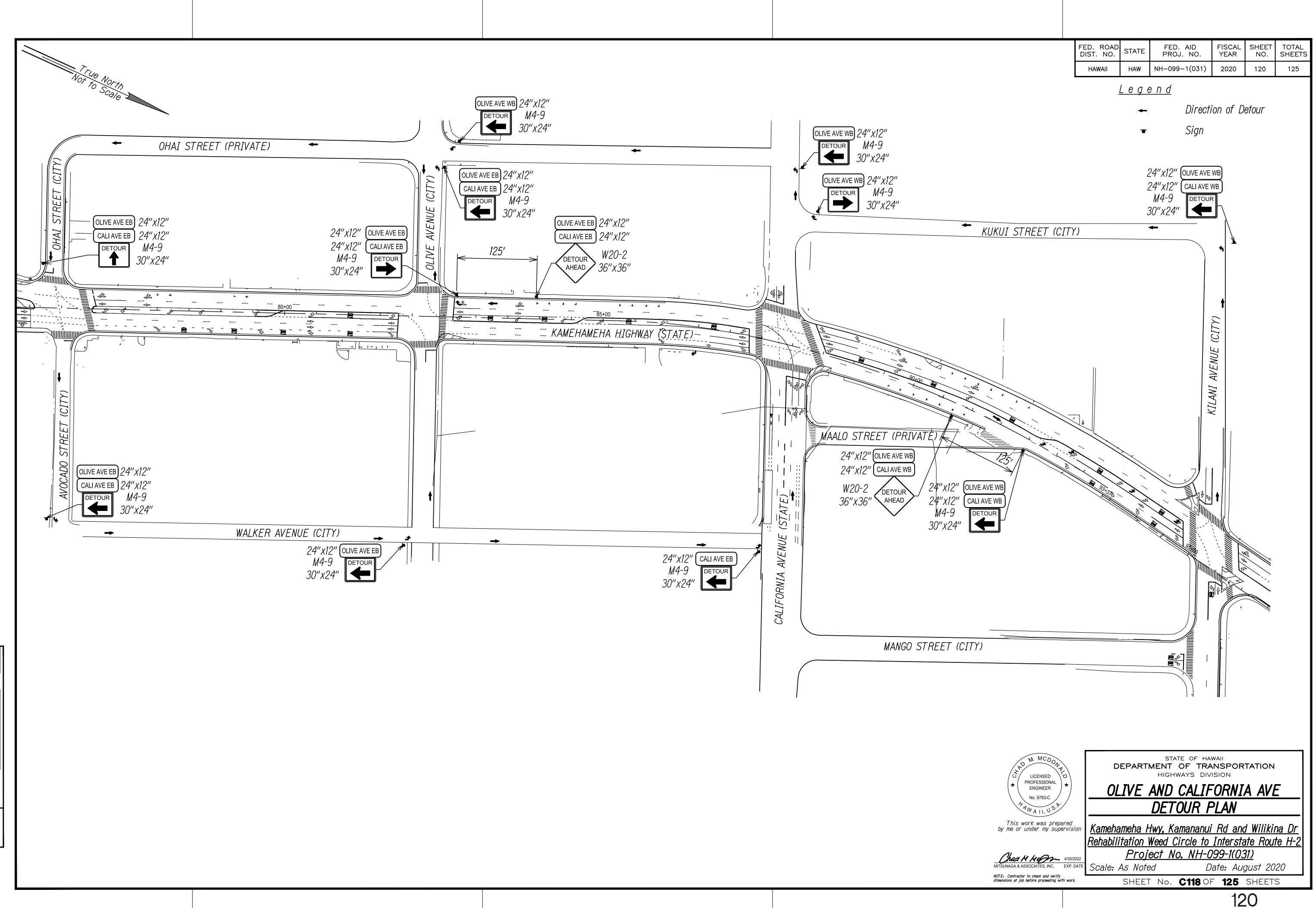


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| MITSUNAGA & ASSOCIATES, INC. EXP NOTE: Contractor to check and verify dimensions at job before proceeding with wo | Scale: | | ed D No. C116 OF | ate: Au = 125 | | |
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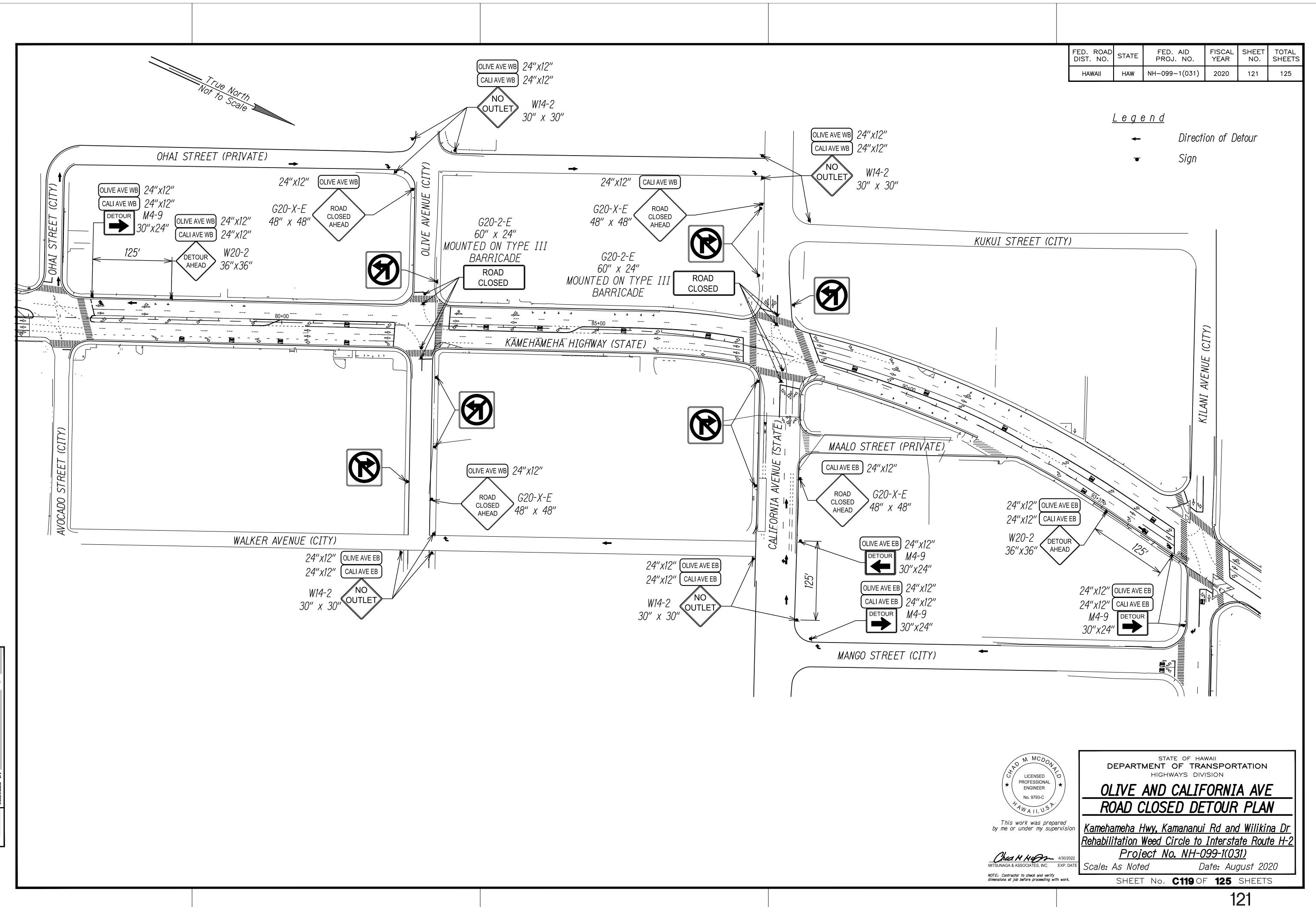


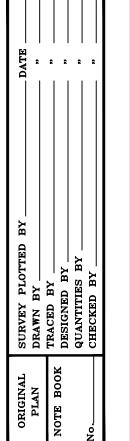


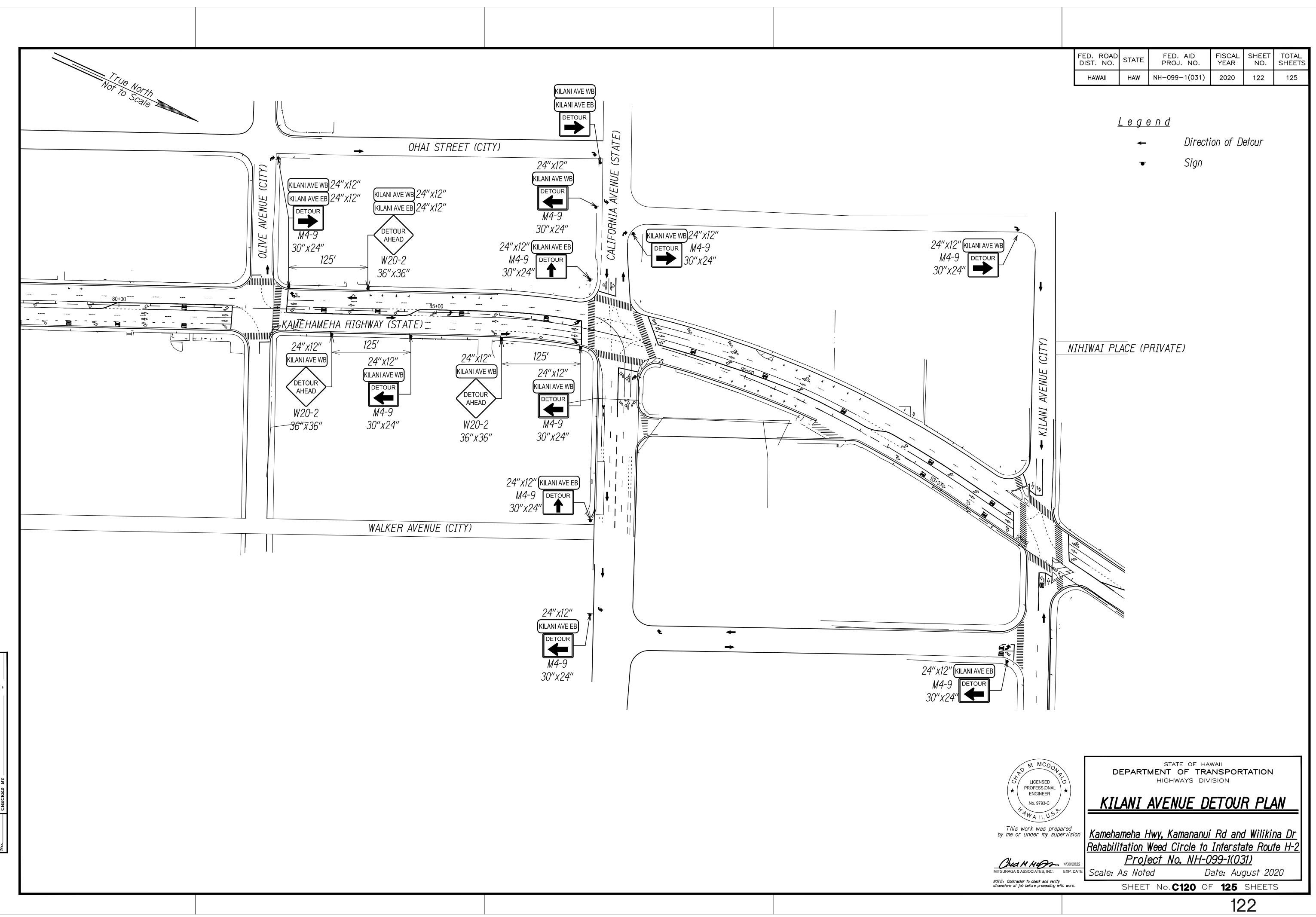
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| ★ PROFESSIONA ENGINEER No. 9793-C * AWAII, U.S | repared supervision Kame Rehab | <u>hameha F</u> ilitation \ | lwy, Kamananu Need Circle to ect No. NH-C | i Rd and Intersta | d Wilikin ate Rou 31) | <u>na Dr</u> te H-2 |

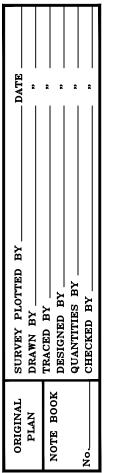


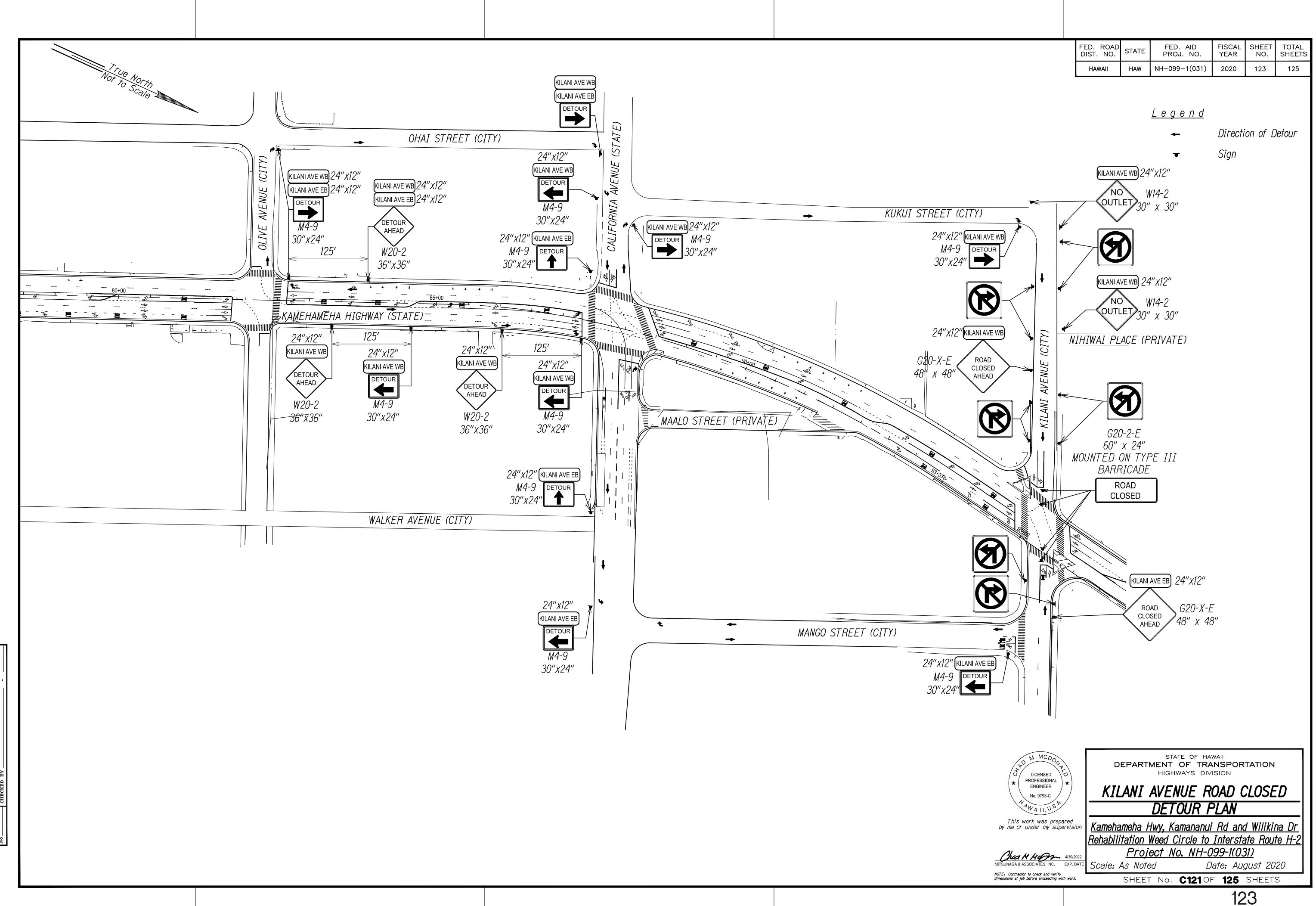
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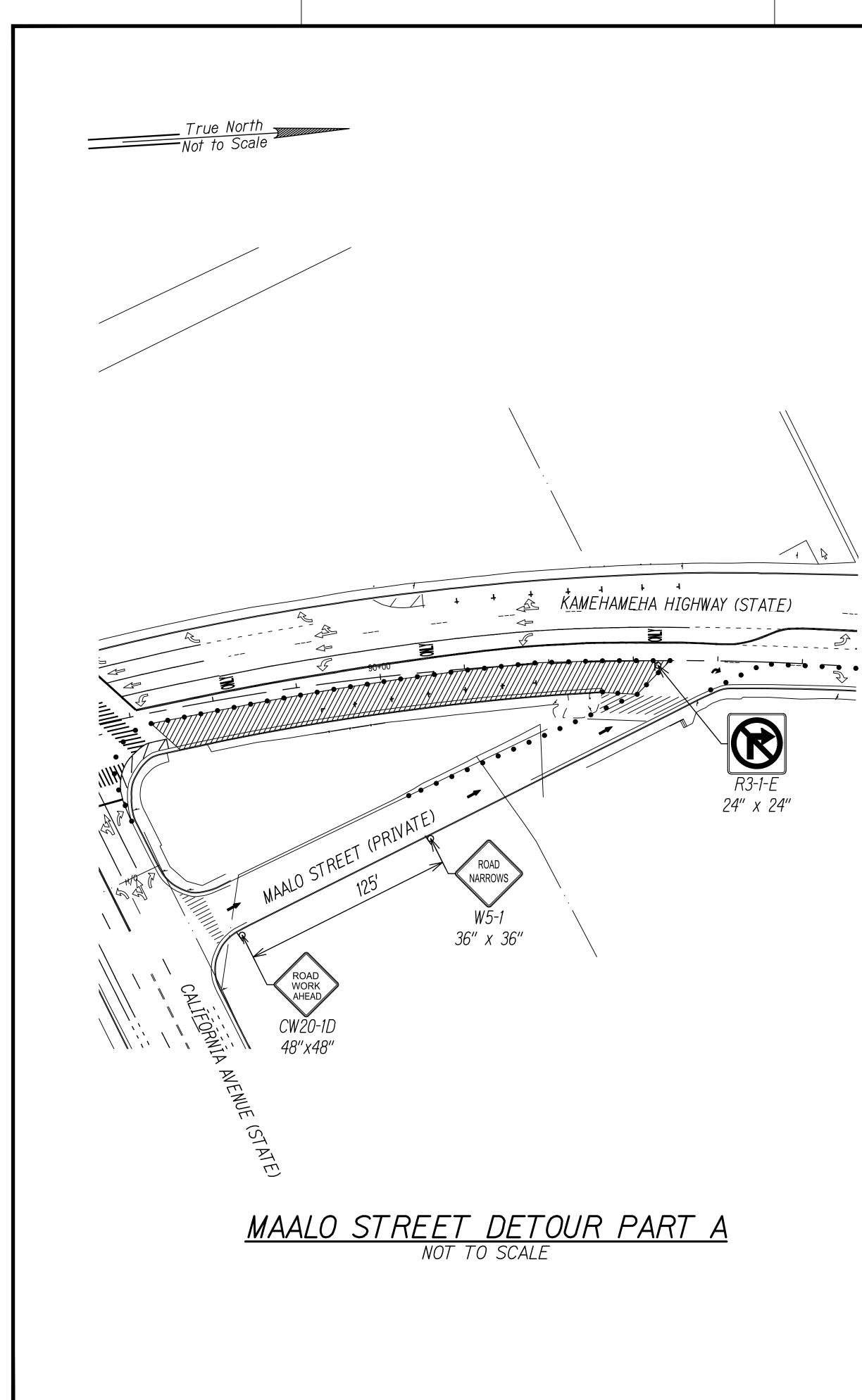


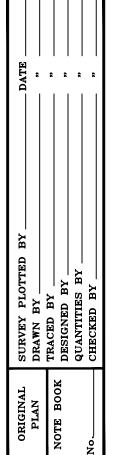


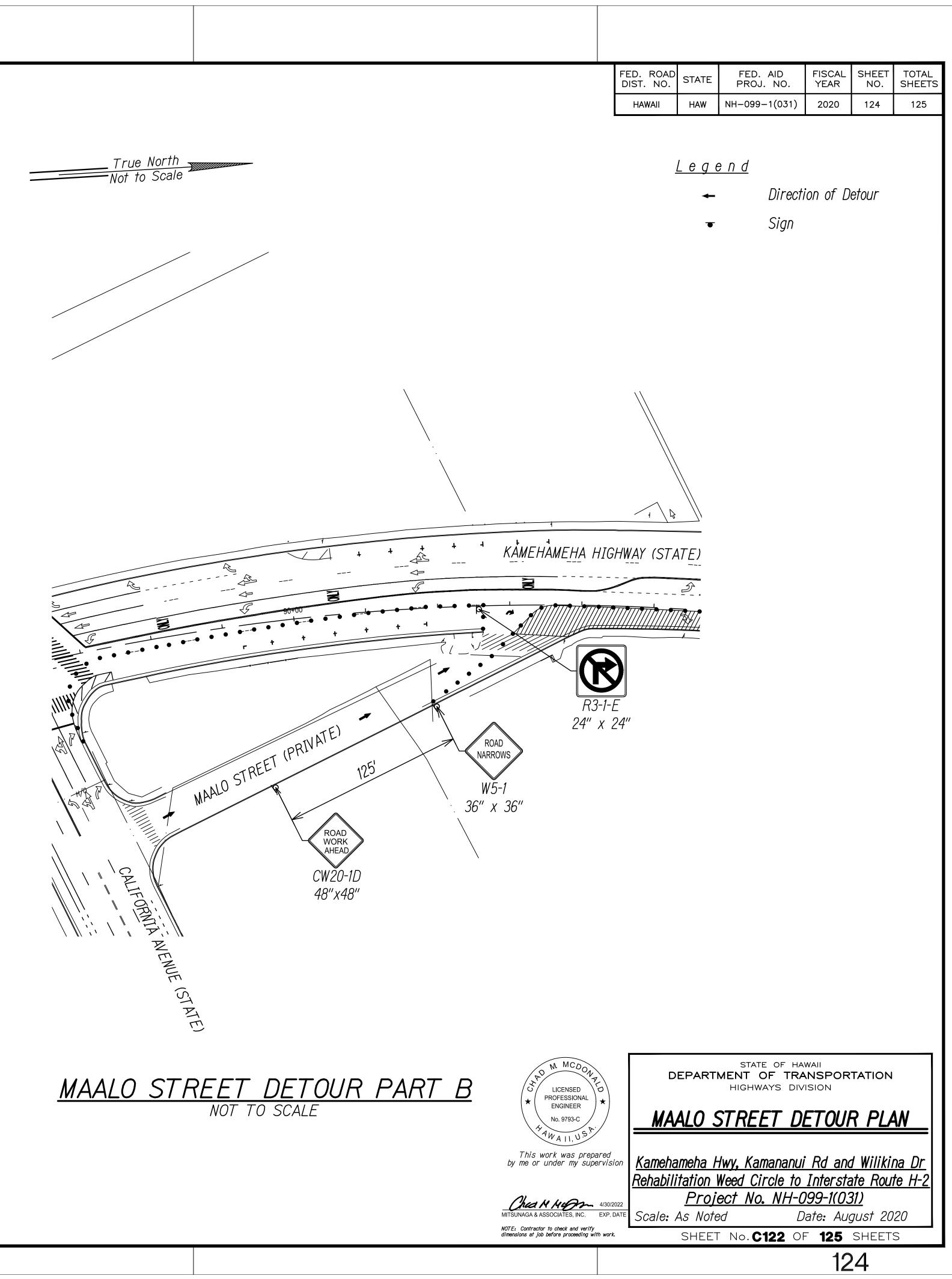


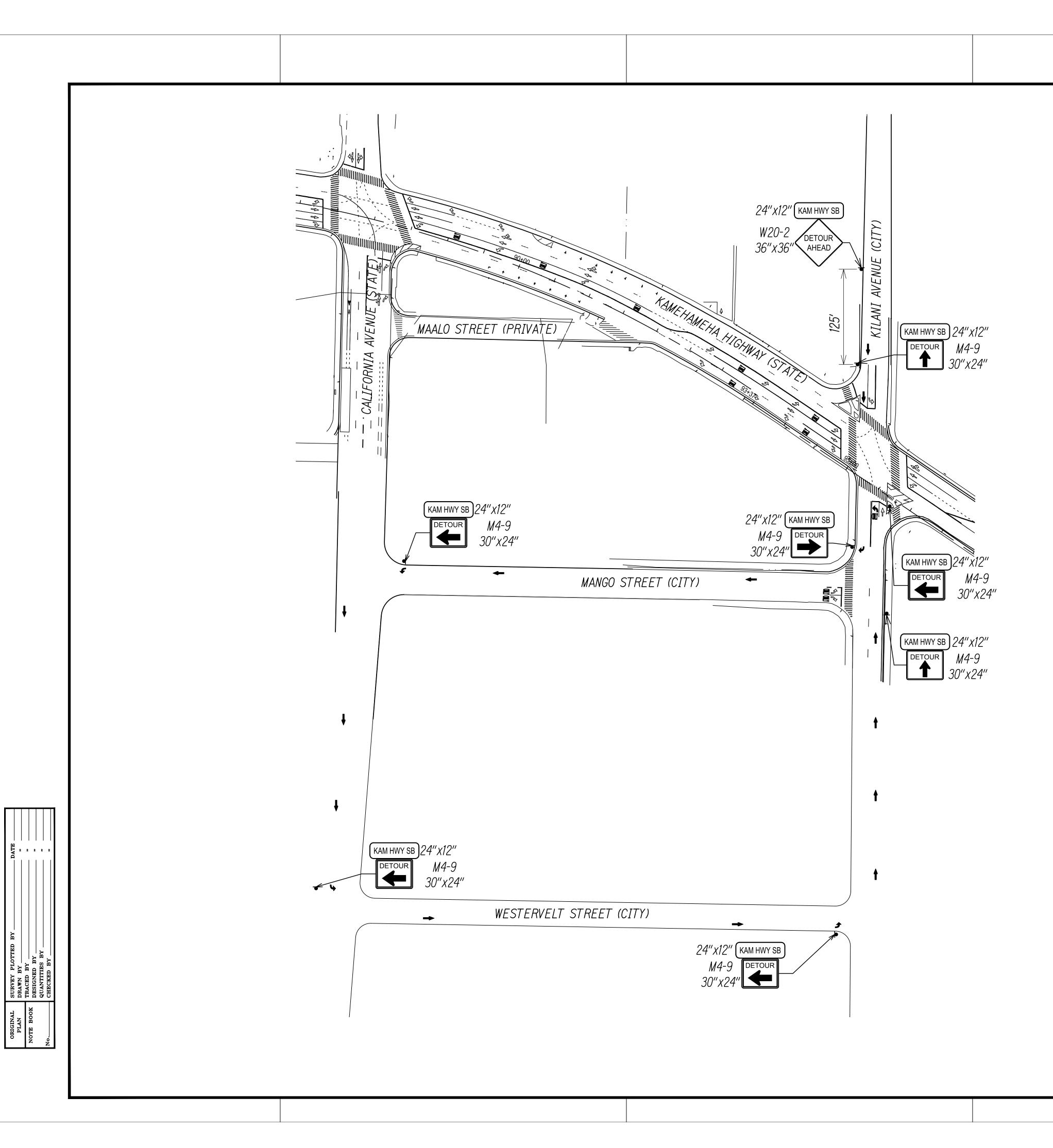


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| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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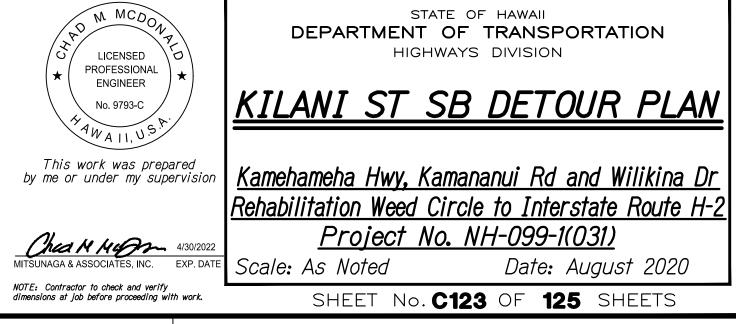
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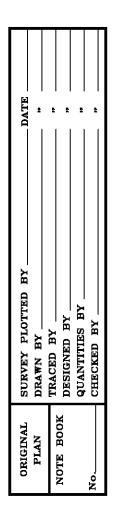
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Direction of Detour

Sign



| ENF | HANCED VEHICLE CLASSIFICATION (EVC) SYSTEM NOTES |
|-----|--|
| 1. | The location of new loop sensors and piezo sensors shall staked out in the field by the Contractor and approved by Engineer prior to installation. |
| 2. | The Contractor shall inform the Engineer at least three of prior to saw cutting pavement and installing loop sensors piezo sensors. |
| - | Pull loop sensor cables and piezo sensor lead cables into where indicated. Cables shall be tested for acceptance b and after installation into conduit. |
| 4. | Piezo lead cables shall be continuous with no splices. |
| • | The Contractor shall restore all affected areas to their of condition. This item of work shall not be paid for separa shall be considered incidental to work of other paid item |
| 6. | The Contractor shall verify the location of the existing u and underground structures whether or not shown on the |
| 7. | The Contractor shall assume that underground utilities n shown on the plans may exist. The Contractor shall be responsible |
| | for contacting the different utility companies for informationing. |
| 8. | The Contractor shall be held liable for any damages incu the existing utilities and underground structures as a re- his operations. All damaged portions shall be replaced in accordance with the standards and specifications of the utility company at no cost to the State. |
| 7. | Changes to the contract plans and specifications will not permitted, unless approved by the Engineer in writing. |
| 10. | All cables are to be terminated within the EVC cabinet al have a minimum 12" additional slack. |
| 11. | Highway crossing conduit shall be provided with 36" cover |
| 12. | Saw cuts shall be made by wet cutting only. |
| 3. | Clean away collected dust, dirt, and refuse after saw cut done. The saw cuts shall be cleared by water applied by washer. Residual water within the saw cuts shall be vacuuse of a wet/dry vacuum. The saw cuts shall then be a air compressor. |
| | After saw cuts are dried, any remaining debris stuck wind cut shall be removed. The saw cuts must be completely of dry before inserting the sensors and filling the voids with Sealant (for loop sensors) or PU200 Piezo Installation Re equivalent (for piezo sensors). |



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ENHANCED VEHICLE CLASSIFICATION (EVC) SYSTEM NOTES CONTINUED

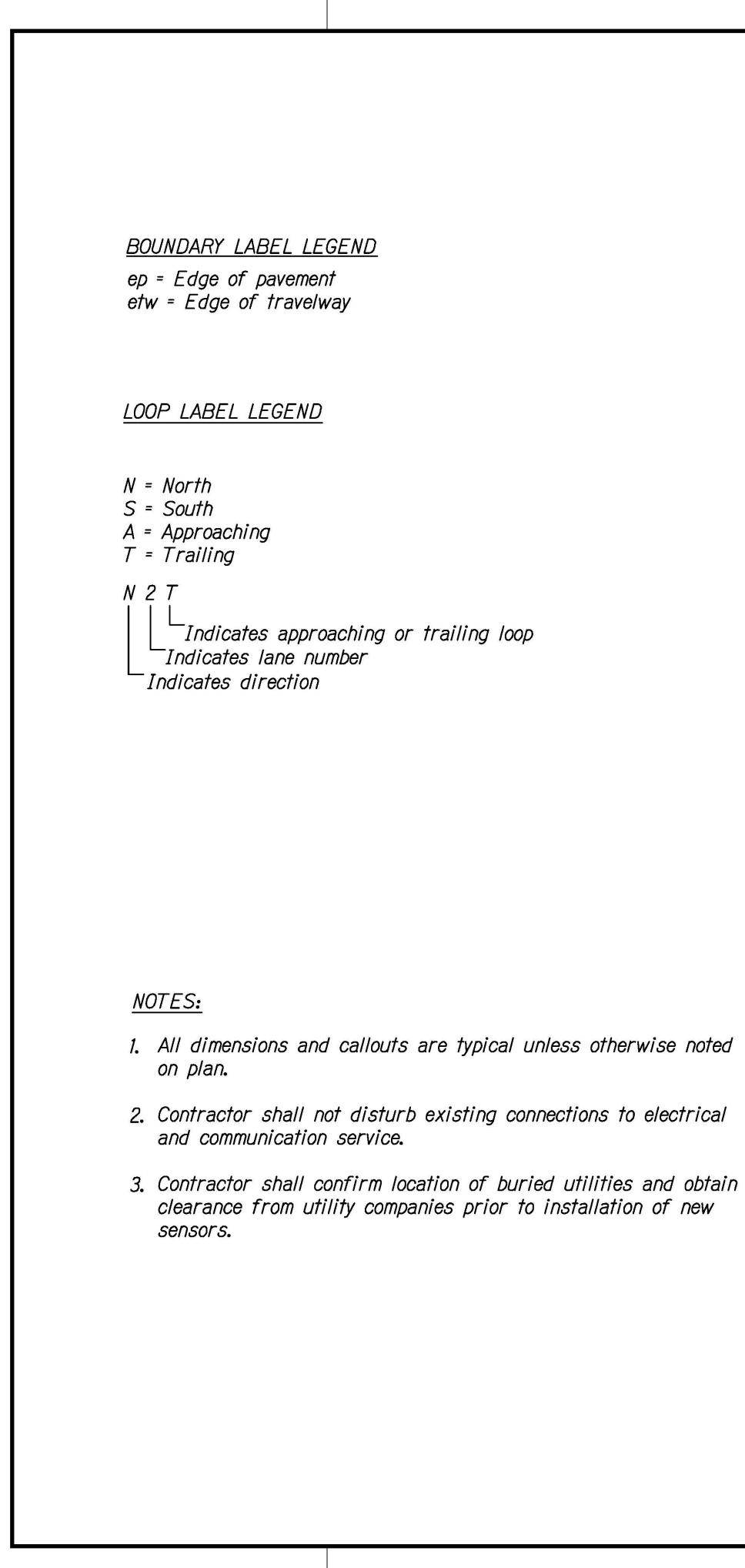
15. The collected slurry shall be disposed of appropriately (i.e., either placed in a Filter Fabric Lined Filtration Box or in a Filter Fabric Lined Dug Up Retention/Percolation Basin, and after Filtration/Percolation, the Filter Fabric and the retained sediments, disposed of appropriately).

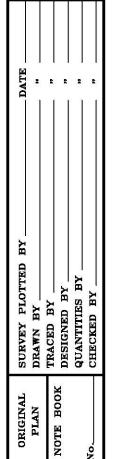
LOOP SENSOR LAYOUT NOTES

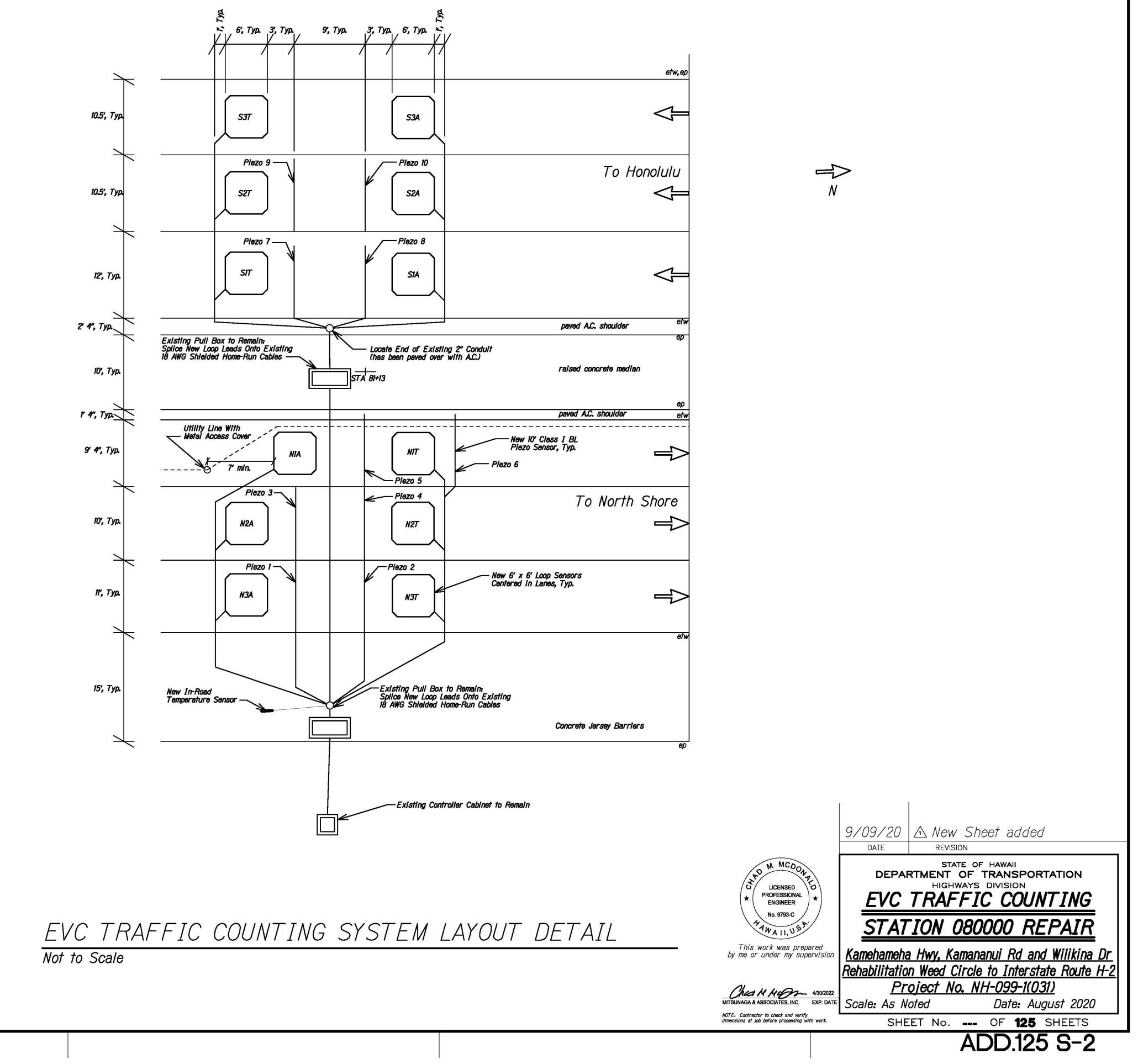
- 1. Loop sensors shall consist of four turns of 1C #14 cable (meeting IMSA Spec 51-3 or equivalent) embedded in a 3/8" wide by 4" deep saw cut, except as noted. Loop sensors shall be provided a minimum 2" cover.
- 2. After laying the loop sensor cable in four (4) turns within the 4" deep cut, press 1"-long pieces of backer rod 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 placed into the saw cut with a blunt object, such as a wooden paint stir stick. No sharp objects (such as a screw driver) shall be used to place the backer rod into the saw cuts.
- 3. 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 edge of paved shoulder to the pull box. Do not twist one loop pair with another loop pair.
- 4. Continuity of loop sensors and lead-in wires shall be tested and warrantied for one year from the date of acceptance by the Engineer.
- 5. Loop sensor lead cables shall be spliced only at the closest pull box to the loop. Splice points of cables shall be suspended near the top of the pull box with a j-hook.
- 6. Splices shall be made by use of a splice kit.
- 7. Stagger loop sensors on roadways with lanes that are less than 12 feet in width, as shown on contract plans or by direction of the Engineer.
- 8. 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 per direction.
- 9. 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.

| | FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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| | <i>9/09/20</i> Date | A New Shee REVISION | et added | |
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| * C N MCDON PROFESSIONAL ENGINEER No. 9793-C | | state of i RTMENT OF T HIGHWAYS D FIC COUNTIN | RANSPORTATIO | |
| AWAII, U.S.A. | STATI | ON 080000, 0 | 180008 REPA | IRS |
| This work was prepared by me or under my supervision | | <u>a Hwy, Kamanan</u> n Weed Circle f | | |
| MITSUNAGA & ASSOCIATES, INC. EXP. DATE | <u>Pr</u> | <u>oject No. NH</u> | | |
| NOTE: Contractor to check and verify dimensions at job before proceeding with work. | SHE | ET No | OF 125 SHE | ETS |
| | | AD | D.125 S | -1 |

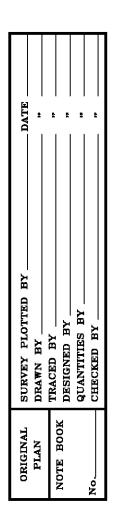


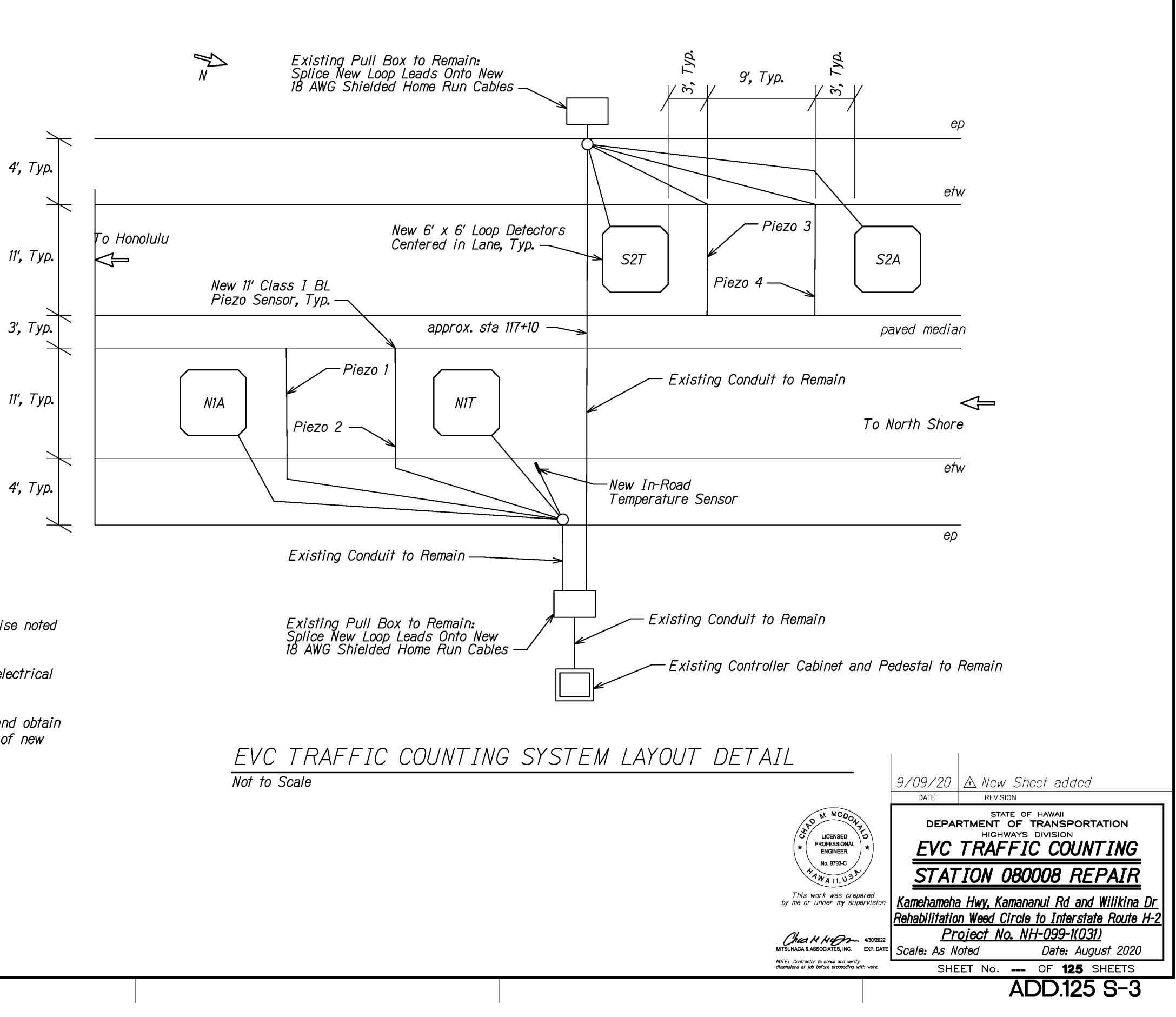




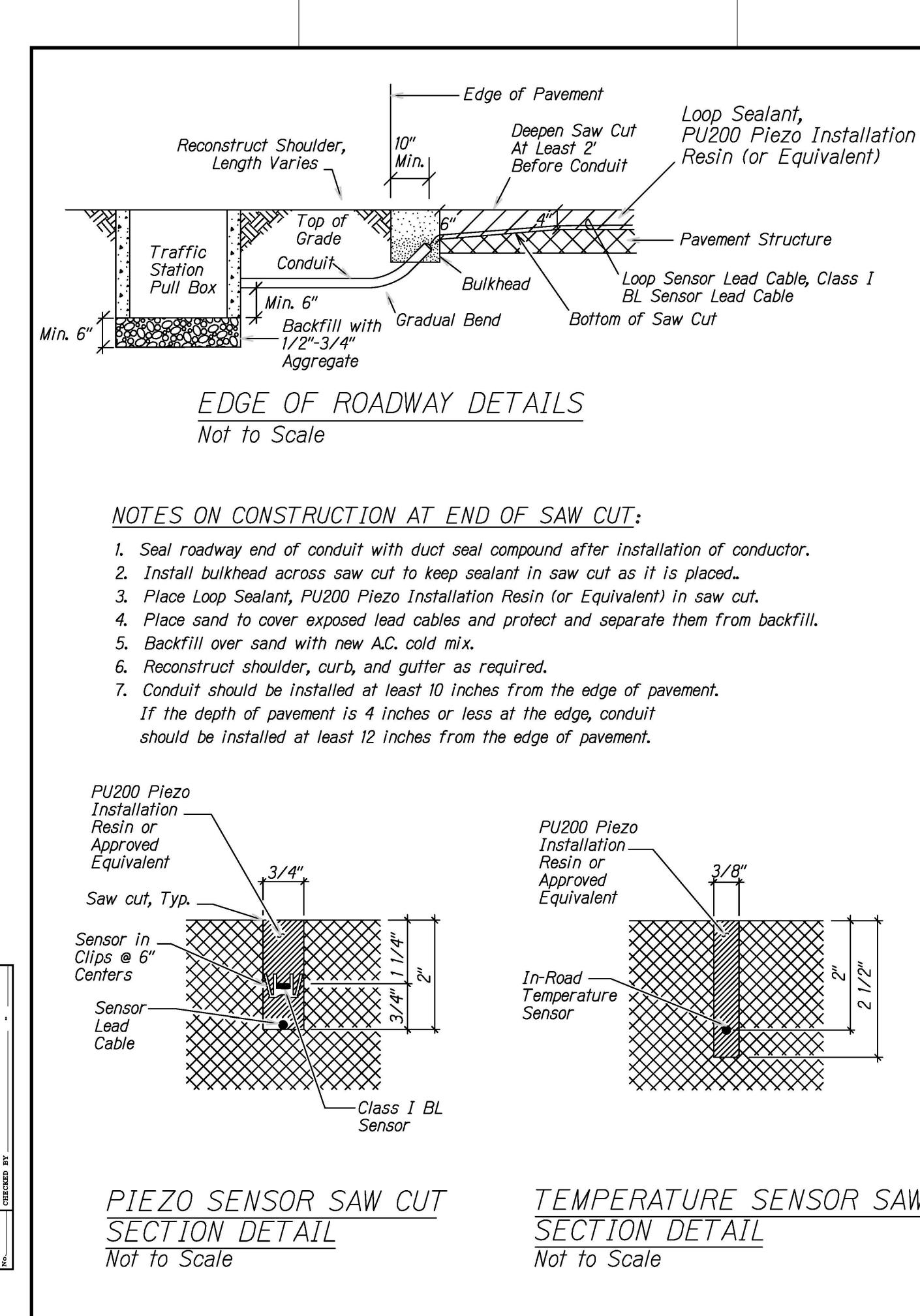
| FI D | ED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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| | HAWAII | HAW | NH-099-1(031) | 2020 | ADD.125 S-2 | 125 |

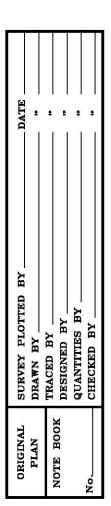
| <u>BOUNDARY LABEL LEGEND</u> ep = Edge of pavement etw = Edge of travelway |
|--|
| LOOP LABEL LEGEND |
| N = North S = South A = Approaching T = Trailing N 2 T Indicates approaching or trailing loop Indicates lane number Indicates direction |
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| <u>NOTES:</u> |
| 1. All dimensions and callouts are typical unless otherwis on plan. |
| 2. Contractor shall not disturb existing connections to ele and communication service. |
| 3. Contractor shall confirm location of buried utilities an clearance from utility companies prior to installation o sensors. |
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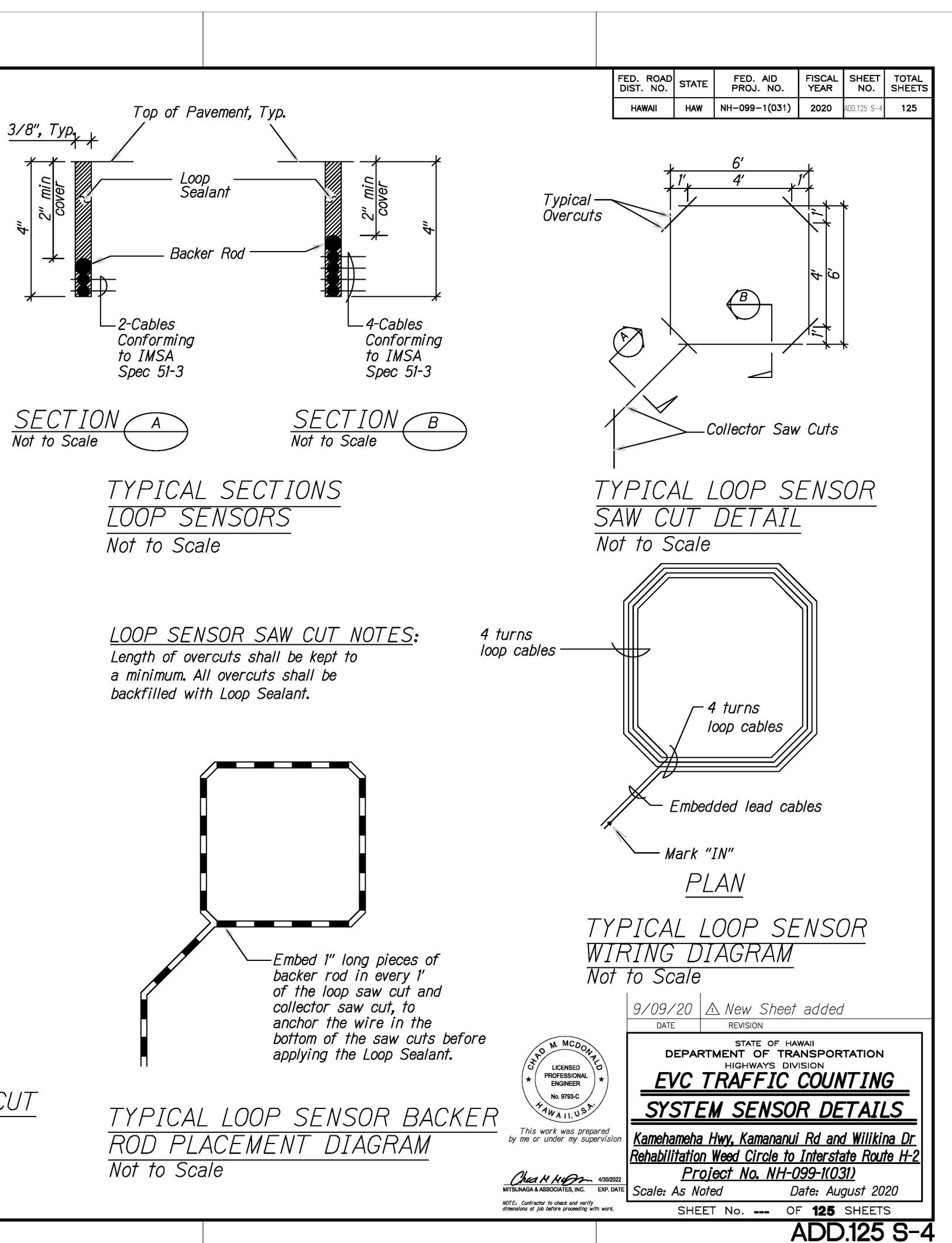


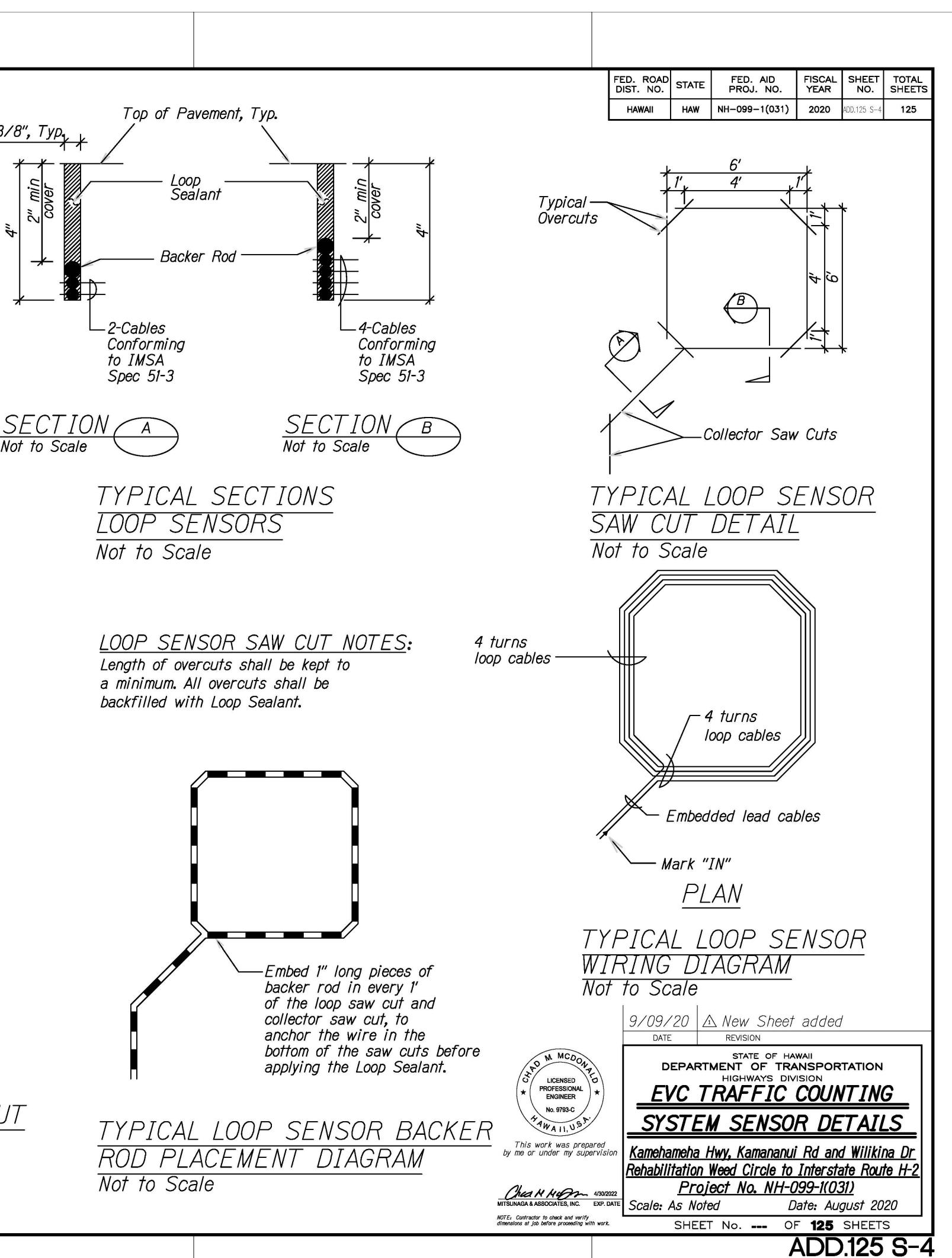


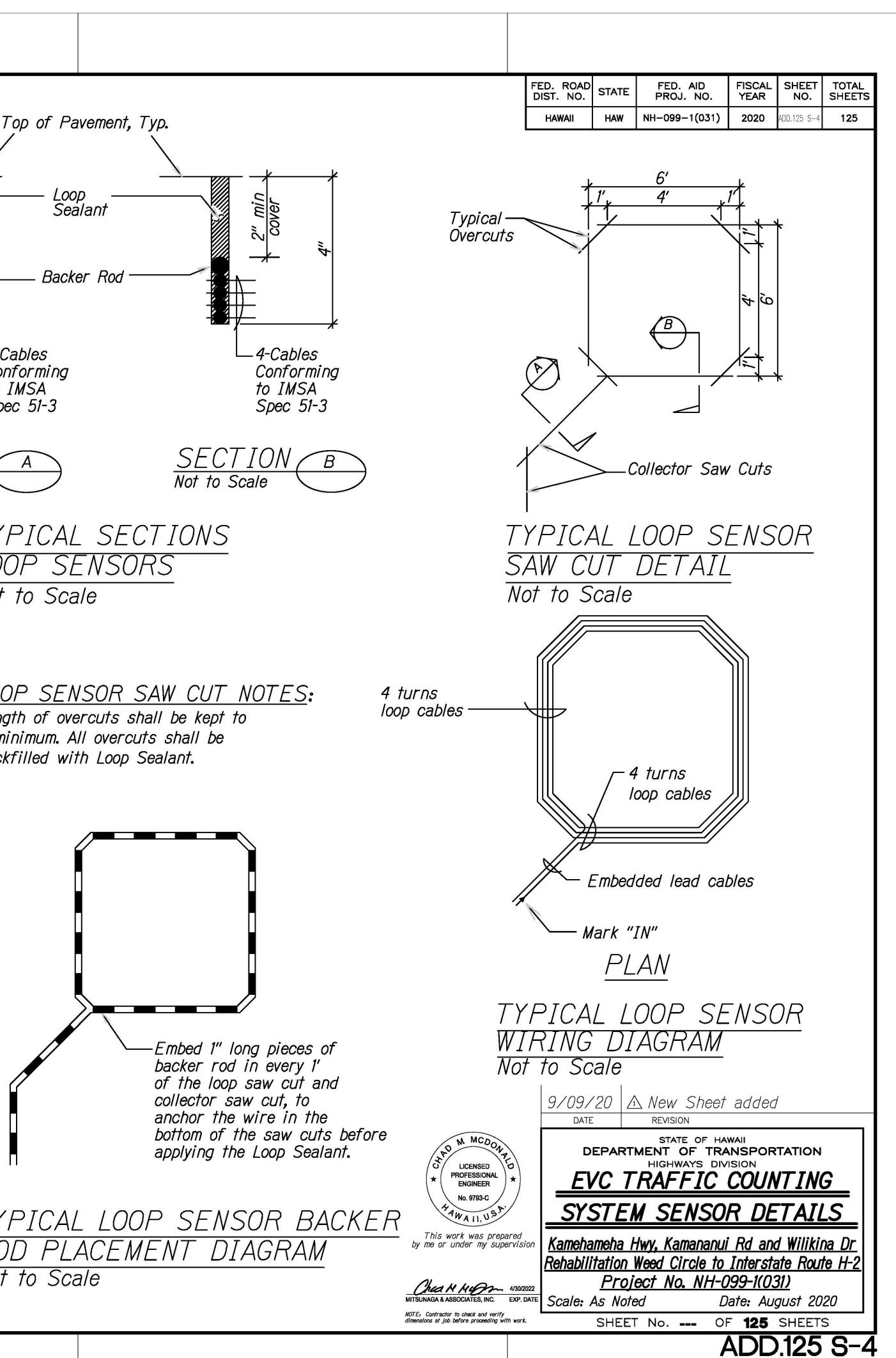
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TEMPERATURE SENSOR SAW CUT

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EXCAVATION WARNING SIGN DETAIL Not to Scale

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| HAWAII | HAW | NH-099-1(031) | 2020 | ADD.125 S-5 | 125 |

NOTES:

- 1. For sign post detail, see State Standard Plans TE-03A and TE-03B.
- 2. Two (2) warning signs shall be placed on each sign post "Back-to-Back".
- 3. Text on sign shall be centered both ways and shall be black text on yellow background.
- 4. Bottom edge of sign shall be 8' above grade.

| | <i>9/09/20</i> date | A New She | eet added |
|--|--------------------------|------------------------------------|--|
| * PROFESSIONAL ENGINEER | | HIGHWAYS | TRANSPORTATION |
| No. 9793-C 44 A HI, U.S.P. | REPLACE | MENT WARN | IING SIGN DETAILS |
| This work was prepared by me or under my supervision | | ••• | anui Rd and Wilikina Dr to Interstate Route H-2 |
| MITSUNAGA & ASSOCIATES, INC. EXP. DATE | <u>Pr</u> Scale: As N | o <mark>ject No. Nl</mark> oted | <u>H-099-1(031)</u> Date: August 2020 |
| NOTE: Contractor to check and verify dimensions at job before proceeding with work. | | ET No | OF 125 SHEETS |
| | | | ADD 125 S-5 |