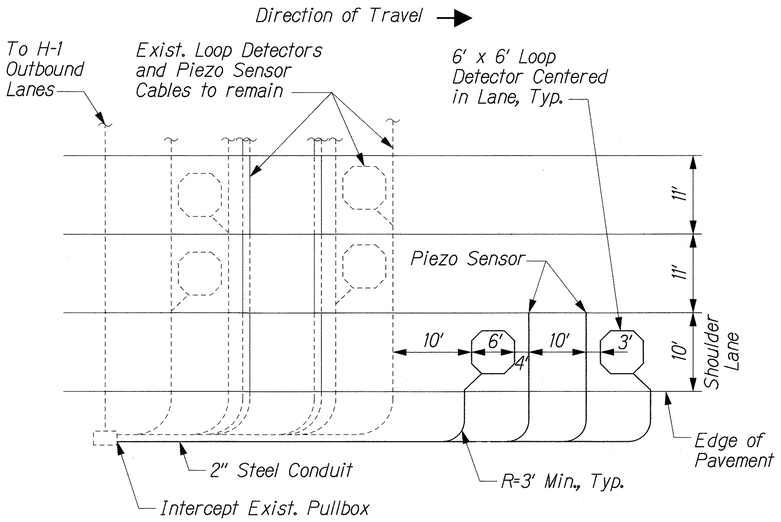
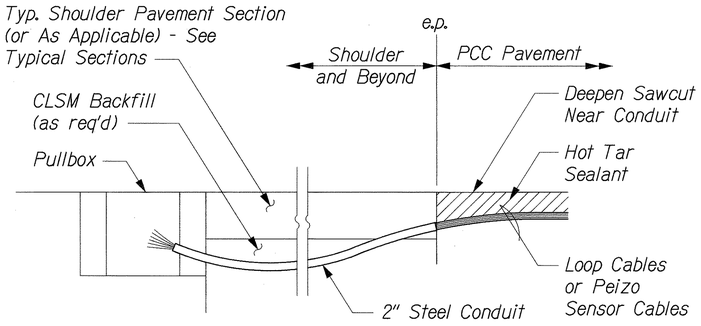
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	IM-HI-1(245)	2005	51	183



WEIGH-IN-MOTION (WIM) SYSTEM TYPICAL LAYOUT

Not To Scale



NOTES ON CONSTRUCTION AT END OF SAWCUT:

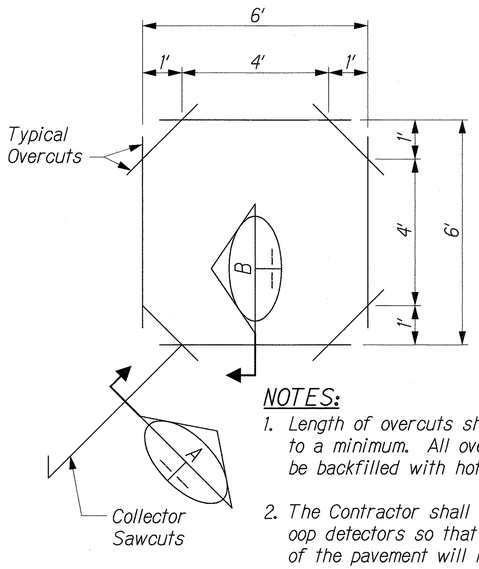
1. Seal roadway end of conduit after installation of conductors.
2. Place hot tar in sawcut.
3. Backfill over conduit with new CLSM and reconstruct pavement as required.

DETAIL OF CONDUIT TO SAWCUT TRANSITION FOR LOOP DETECTORS AND PIEZO SENSORS

Not To Scale

NOTES:

1. All loop and piezo lead in cables shall be pulled through the existing WIM system conduits to the existing Model 332 WIM controller cabinet located at ℄ Sta. 136+50±, o/s Lt. on the Westbound H-1 slope. Once drawn, they shall be integrated into the existing WIM system.
2. Testing, installation, connection, and calibration of the additional piezo and loop sensors shall be supervised and or performed by an authorized representative of the WIM system manufacturer. All labor and travel expenses for said representative shall be incidental to the installation of the additional sensors.
3. The Contractor shall note that additional pull lines have been placed within the existing conduits expressly for the installation of the additional sensors. However, the Contractor shall not use these pull lines for the pulling of the lead in cables. Rather they shall be used to draw new pull lines that shall then be used for the installation of the sensor lead ins.
4. Two (2) additional pull lines shall be drawn through and left in the existing WIM conduit for future use.
5. All piezo sensors shall be tested according to the specifications before and after installation.
6. All piezo sensors shall be BL Class 1 Type and rated for use in WIM systems.
7. Sensor spacings shall match those of the existing sensors as they are in the field.
8. The Contractor shall test and calibrate the entire WIM system per Section 696.03(D) to verify functionality of the new sensors, as well as the integrity of the existing sensors. All costs incurred as a result of testing and calibration of the WIM system shall be incidental to the contract.

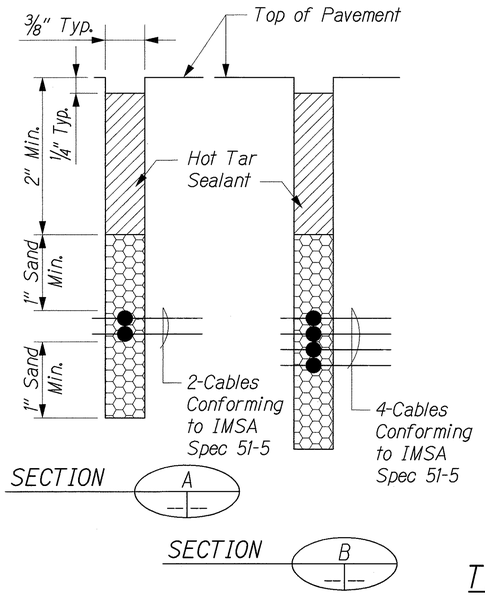


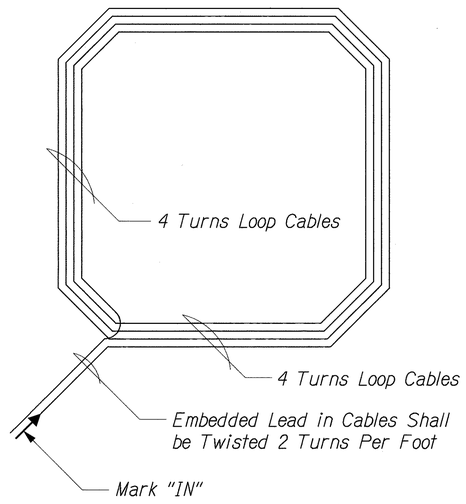
NOTES:

1. Length of overcuts shall be kept to a minimum. All overcuts shall be backfilled with hot tar.
2. The Contractor shall lay out the oop detectors so that the cutting of the pavement will not cut the existing dowels.

TYPICAL SENSOR LOOP SAWCUT DETAIL

Not To Scale

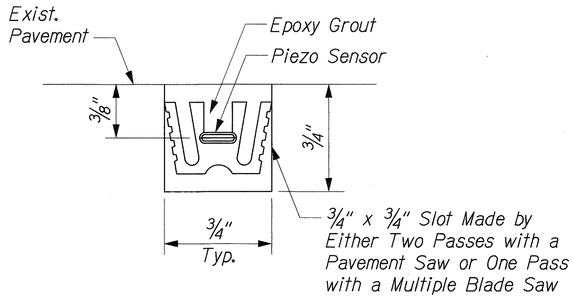




PLAN

TYPICAL SENSOR LOOP WIRING DIAGRAM

Not To Scale



PIEZO SENSOR DETAIL

Not To Scale

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

J:/COE H1 REHAB/ROAD/RD-DET03.dgn

RANDALL M. URASAKI LICENSED PROFESSIONAL ENGINEER No. 7269-C HAWAII, U.S.A.

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

WEIGH-IN-MOTION STATION DETAILS

INTERSTATE ROUTE H-1 REHABILITATION
EASTBOUND LANES
WAIAU INTERCHANGE TO KAIMAKANI STREET

Scale: As Shown Date: Jan. 24, 2006

SHEET No. C38 OF 39 SHEETS