NOTES FOR CONSTRUCTION WITHIN STATE RIGHT-OF-WAY:

1. The contractor shall obtain a construction permit from the District Engineer prior to the beginning of work. The permit shall include the following:
   a. Date of issuance of permit
   b. Dates of work
   c. Area to be worked on
   d. Type of work

2. All existing highway markings within the state right-of-way shall be kept in good condition and shall be maintained in an announcement box until the completion of the construction project. All existing highway signs inside the state right-of-way shall be protected and kept in good condition. No painting shall be done on the state right-of-way without a permit from the proper authority. All painting shall be performed by authorized personnel.

3. All lines shall be opened to traffic at all times. Line closures of more than one hour shall be permitted.

4. The contractor shall prepare, install, and maintain all markings and signs, including street names, addresses, street lights, and traffic signals. The contractor shall also be responsible for the maintenance of all signs, markers, and street lights, and for the provision of traffic control measures necessary to ensure the safety and protection of the public.

5. The contractor shall be responsible for the protection of all existing utilities and for the coordination of all work on the site with the public utilities. The contractor shall also be responsible for the protection of all existing utilities, including water, gas, and electric lines, and for the maintenance of all signs, markers, and street lights.

6. The contractor shall be responsible for the protection of all existing utilities and for the coordination of all work on the site with the public utilities. The contractor shall also be responsible for the protection of all existing utilities, including water, gas, and electric lines, and for the maintenance of all signs, markers, and street lights.

7. The contractor shall be responsible for the protection of all existing utilities and for the coordination of all work on the site with the public utilities. The contractor shall also be responsible for the protection of all existing utilities, including water, gas, and electric lines, and for the maintenance of all signs, markers, and street lights.

8. The contractor shall be responsible for the protection of all existing utilities and for the coordination of all work on the site with the public utilities. The contractor shall also be responsible for the protection of all existing utilities, including water, gas, and electric lines, and for the maintenance of all signs, markers, and street lights.

9. The contractor shall be responsible for the protection of all existing utilities and for the coordination of all work on the site with the public utilities. The contractor shall also be responsible for the protection of all existing utilities, including water, gas, and electric lines, and for the maintenance of all signs, markers, and street lights.

10. The contractor shall be responsible for the protection of all existing utilities and for the coordination of all work on the site with the public utilities. The contractor shall also be responsible for the protection of all existing utilities, including water, gas, and electric lines, and for the maintenance of all signs, markers, and street lights.

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13. The contractor shall be responsible for the protection of all existing utilities and for the coordination of all work on the site with the public utilities. The contractor shall also be responsible for the protection of all existing utilities, including water, gas, and electric lines, and for the maintenance of all signs, markers, and street lights.

14. The contractor shall be responsible for the protection of all existing utilities and for the coordination of all work on the site with the public utilities. The contractor shall also be responsible for the protection of all existing utilities, including water, gas, and electric lines, and for the maintenance of all signs, markers, and street lights.

15. All equipment used in the construction of the project shall be maintained in good working order and shall be kept clean and free of debris.

16. All electrical equipment used in the construction of the project shall be maintained in good working order and shall be kept clean and free of debris.

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35. All electrical equipment used in the construction of the project shall be maintained in good working order and shall be kept clean and free of debris.
TRAFFIC SIGNAL NOTES

1. ALL TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE COMPLETELY MIXED IN THE CABINET AND SHALL CONTROL THE TRAFFIC SIGNAL AS CALLED FOR IN THE PLANS.

2. SIGNAL INDICATIONS DURING CLEARANCE INTERVAL:
   A. IF A SIGNAL IS ON GREEN (G) AND WILL REMAIN ON G OR RED (R) DURING THE NEXT PHASE, IT SHALL BE G OR RED DURING THE CLEARANCE INTERVAL.
   B. IF A SIGNAL IS ON GREEN (G) AND WILL BECOME RED OR ORANGE (O) DURING THE NEXT PHASE, IT SHALL BE G OR O DURING THE CLEARANCE INTERVAL.
   C. IF A SIGNAL IS ON ORANGE (O) AND WILL REMAIN OR BECOME RED (R) DURING THE NEXT PHASE, IT SHALL REMAIN OR BECOME RED DURING THE CLEARANCE INTERVAL.

3. THE LOOP AMPLIFIER UNITS FURNISHED FOR THIS PROJECT SHALL BE CAPABLE OF OPERATING THE LOOP DETECTOR CONFIGURATIONS SHOWN ON THE PLANS. COST FOR THE LOOP AMPLIFIER UNIT SHALL BE INCURRED TO THE INSTALLATION OF THE LOOP DETECTOR.

4. A SOLID #8 IW HR CUPPER WIRE SHALL BE PULLED WITH THE TRAFFIC CONTROL CABLE FOR EQUIPMENT GROUND. COST SHALL BE INCURRED TO THE INSTALLATION OF THE CONTROL CABLE.

5. CONSULTS AND PUBLISHER LOCATIONS AS SHOWN ON THE PLANS ARE SCHEMATIC. THEY MAY BE MODIFIED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER.

6. THE CONTRACTOR SHALL INSTALL THE CONTROLLER AND CABINET IN THE INDICATED LOCATION.


8. ALL SPIKING SHALL BE DONE IN THE PULL-BACK.

9. FURNISHING AND INSTALLING THE CONSULTS STUDWALLS (SUDDERS) TO E=OF PAYMENTS WILL BE PAID FOR SEPARATELY BUT SHALL BE INCURRED TO THE VARIOUS CONTRACT ITEMS.

10. THE CONCRETE JETTIES FOR THE CONDUIT BY-PASS DETAIL SHOWN ON THIS SHEET SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCURRED TO THE VARIOUS CONTRACT ITEMS.

11. ALL CABLE AND ELEMENTS FOR GROUNDING SHALL BE NOW.

12. CABLES BETWEEN SIGNALS, PED, PEDESTRIAN HEADS, PED SIGNAL PULL UP BUTTONS AND EXP DETECTOR AND THE LARGEST POLARIZED AND NOT CALLED OUT ON THE PLANS BUT SHALL BE FURNISHED AND INSTALLED IN SUFFICIENT NUMBERS AND LENGTHS AS REQUIRED. COST SHALL BE INCURRED TO THE INSTALLATION OF THE TRAFFIC SIGNAL STANDARD FOUNDATION.

13. CONDUITS BETWEEN THE TRAFFIC SIGNAL STANDARDS AND THE PULL-BACK HOSES WHICH WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCURRED TO THE VARIOUS CONTRACT ITEMS.

14. UNLESS OTHERWISE SPECIFIED, ALL CONDUITS SHALL BE PVC SCHEDULE 80.

15. THE CONTRACTOR SHALL NOTIFY THE LOCAL DISTRICT OFFICE, HIGHWAY DIVISION, SCALE OF HUMAN DEPARTMENT OF TRANSPORTATION, TUESDAY 7 DAYS PRIOR TO COMMENCING WORK ON THE TRAFFIC SIGNAL SYSTEM (PHONE: 873-3353).


17. ALL TRAFFIC SIGNAL CONSULTS SHALL BE CONCRETE ENGAGED.

CONSTRUCTION NOTES

1. LOCATIONS OF EXISTING UNDERGROUND STRUCTURES AND UTILITIES SUCH AS PIPE, MOUNTED CABLERS, ETC. SHOWN ON THE PLANS ARE APPROXIMATE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS OF ALL EXISTING UTILITY WITH THE RESPECTIVE OWNERS. EXISTING UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN COST.

2. THE CONTRACTOR SHALL VERIFY AND CHECK ALL DIMENSIONS AND DETAILS SHOWN ON THE DRAWINGS PRIOR TO THE START OF CONSTRUCTION, ANY DISCREPANCY SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER FOR CLARIFICATION.

3. THE CONTRACTOR SHALL NOTIFY ALL CONCESSIONS TO VINCE TIME AND LOCATE THEIR EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO EIXED. THE CONTRACTOR SHALL BEAR ALL COSTS.

4. THE LOCATIONS OF THE NEW TRAFFIC SIGNAL STANDARDS, TRAFFIC SIGNAL HttpContext, WITH MOUNT-ABLE PEDESTRIAN BUTTONS, TRAFFIC CONTROL PULL-UP BUTTONS, CONSULTS AND LOOP DETECTORS SHALL BE STATED OUT IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION AND INSTALLATION.


6. At THE END OF EACH DAY'S WORK, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND DO ALL OPERATIONS TO PREVENT FREE AND SAFE PASSAGE OF PUBLIC TRAFFIC.

7. THE CONTRACTOR SHALL PROVIDE A 3'-FOOT MINIMUM VERTICAL CLEARANCE BETWEEN TRAFFIC SIGNAL CONDUIT AND ALL OTHER EXISTING UTILITY LINES.

8. THE CONTRACTOR SHALL PROVIDE A 3'-FOOT MINIMUM VERTICAL CLEARANCE BETWEEN TRAFFIC SIGNAL CONDUIT AND ALL OTHER EXISTING UTILITY LINES.

LEGEND

NEW
- PEDESTRIAN SIGNAL HEAD
- 17" R Y G STANDARD TRAFFIC SIGNAL HEAD
- 17" R Y 1 STANDARD TRAFFIC SIGNAL HEAD
- 17" G Y R STANDARD TRAFFIC SIGNAL HEAD
- EXP DETECTOR
- LOOP DETECTOR
- MODEL 170 CONTROLLER ON BASE
- TYPE "A" PULL-UP BUTTON
- TYPE "B" PULL-UP BUTTON
- TYPE "C" PULL-UP BUTTON
- STANDARD TRAFFIC AND PEDESTRIAN SIGNAL HEADS MOUNTED ON TYPE 1 SIGNAL STANDARDS
- TRAFFIC SIGNAL HEADS MOUNTED ON TYPE II SIGNAL STANDARDS 30" M.A. 12" BETWEEN HEADS WITH A 12" ARM FOR THE LUMINACE
- NEW CONDUIT WITH SIZE & NUMBER AND TYPE OF HERO GASES AS INDICATED
- NEED MEASURE PEDESTAL
- SPIROR SPECTRUM RADIO RECEIVER (159) AND DECODER FOR WIRELESS INTERCONNECT

EXISTING
- PEDESTRIAN SIGNAL HEAD
- 17" R Y G STANDARD TRAFFIC SIGNAL HEAD
- 17" R Y 1 STANDARD TRAFFIC SIGNAL HEAD
- 17" G Y R STANDARD TRAFFIC SIGNAL HEAD
- EXP DETECTOR
- LOOP DETECTOR
- MODEL 170 CONTROLLER ON BASE
- TYPE "A" PULL-UP BUTTON
- TYPE "B" PULL-UP BUTTON
- TYPE "C" PULL-UP BUTTON
- STANDARD TRAFFIC AND PEDESTRIAN SIGNAL HEADS MOUNTED ON TYPE 1 SIGNAL STANDARDS
- TRAFFIC SIGNAL HEADS MOUNTED ON TYPE II SIGNAL STANDARDS 30" M.A. 12" BETWEEN HEADS WITH A 12" ARM FOR THE LUMINACE
- NEW CONDUIT WITH SIZE & NUMBER AND TYPE OF HERO GASES AS INDICATED
- NEED MEASURE PEDESTAL
- SPIROR SPECTRUM RADIO RECEIVER (159) AND DECODER FOR WIRELESS INTERCONNECT
STATE RIGHT-OF-WAY BACKFILL NOTES

1. GENERAL NOTES

   1. If trench is located on un refusal area, the contractor shall replace 10 A.C. base course and 4" A.C. pavement with Type "A" trench backfill material, trench backfill material and consists of beach sand, earth, or earth and gravel. If earth and gravel is used, the maximum shall contain not more than 5% by volume of rock particle. Maximum 8" loose fill per lift obtained for compact for each lift. Rock shall not exceed 1" #3.

   2. The meteor detectable red plastic warning tape shall be a maximum 5" width and 4" wide with a continuous metallic backing and corrosion resistant 1" mil thick foil core. The message on the tape shall read: "CAUTION - STATE TRAFFIC SIGNAL AND/OR HWY LIGHTING BURIED BELOW." Utilizing 1/2" inch white letters. The message will be repeated with a 4" spacing between top line of message and start of next repeat.

   3. The contractor may begin backfilling the conduit trench before the concrete reaches 2500 psi compressive strength but after concrete has hardened sufficiently enough that backfilling will not damage the concrete jacket.

   4. Maximum four (4) conduits per row for multiple conduit duct sections. Ducts shall be placed with spacers and anchored to the ground before pouring concrete. Spacers shall be a maximum of 5' apart. Joints shall be staggered.

   5. For direct buried duct sections, the concrete jacket required at the duct by-pass for various utilities shall be at the contractor's expense.

   6. After installing all the traffic signal cables, the contractor shall use commercially available concrete jacketing. The duct seal material shall be approved by the traffic signal inspector/engineer.

   7. For additional information see note no. 2.

   METAL DETECTABLE RED PLASTIC WARNING TAPE

   "CAUTION - STATE TRAFFIC SIGNAL AND/OR CAUTION - STATE TRAFFIC SIGNAL AND/OR HWY LIGHTING BURIED BELOW" 5 MILS, 1000 PAINT.

   9/16" SERIES "C" BLACK LETTERS

   FOR ADDITIONAL INFORMATION SEE NOTE NO. 2.

   CONDUIT BY-PASS DETAIL AT VARIOUS UTILITIES

   NOT TO SCALE

   KADNAGULLI COMMERCIAL CENTER

   KOSEL, MAI, THABAO

   TRAFFIC SIGNAL DETAILS - 2

   TS-4

   AUSTIN, TSUKUMI & ASSOCIATES, INC.

   WALTERS & SNEDDING ENGINEERING INC.
TYPE "C" CONCRETE BASE

NOT TO SCALE.

NOTES:

1. CONCRETE SHALL BE CLASS "G".

2. THE "C" CONCRETE BASE SHALL BE USED FOR
   BOTTOM PART OF BARRIER.

3. ANCHOR BOLTS MANUFACTURED 1/2" DIAMETER.

4. CONDUIT BEND IS INCIDENTAL TO CONCRETE BASE.
**Pivotal Upper Bracket**

1. 1 5/8" x 1/4" Slot for double strapping to electrocutter mast arm.

2. 1/2" - 13 x 1/2" Stainless Steel Hex Head Bolt with Stainless Steel Hex Lock Nut and 1/16" Stainless Steel Washer (both sides). Allows upper bracket to pivot and align with electrocutter mast arm.

3. 6" Overall drop with Fixed Length Sign Bracket

4. Stainless Steel Damper Spring (Removable)

5. Stainless Steel Hex Lock Nut with 1/16" Stainless Steel Washer

6. 1" O.D. Aisle Housing

7. 1/2" - 13 x 4" Stainless Steel Hex Head Bolt with 1/16" Stainless Steel Washer

8. 1/2" - 13 x 1/2" Stainless Steel Hex Head Bolt with Stainless Steel Hex Lock Nut. Two holes on 1 1/2" centers provide positive lock sign mounting to bracket.

9. 1/2" - 13 x 1 1/2" Stainless Steel Hex Bolt with Stainless Steel Hex Lock Nut and 1/16" Stainless Steel Washers (both sides). Loosen lock nut, adjust bracket teeth to level sign.

10. 1/4" x 1 1/4" x 1/8" Aluminum Angle

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**STREET NAME SIGN MOUNTING**

**ON MAST ARM**

**NOT TO SCALE**

**ADJUSTABLE LENGTH**

**SWING SIGN BRACKET**

**NOT TO SCALE**

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**STREET NAME SIGN DETAILS**

**NOT TO SCALE**

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**PIILANI HWY**

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**KAONOULU ST**

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GENERAL NOTES:

1. Provide a minimum of one 16d x 2.5m Copperweld Ground Rod in each pullbox. When directed by the Traffic Signal Inspector/Engineer, install additional Ground Rods. Coat of Ground Rods shall be incidental to the pullboxes.

2. All pre-cast concrete pullboxes shall be manufactured in two pieces.

3. The pullbox cover shall be capable of supporting an MS 18 Loading.

4. The maximum weight of the pullbox cover shall not exceed 27 kilograms.

5. The openings for the conduits on all pullboxes shall be pre-cast concrete knockouts.

6. After installing the conduits in the openings of the pullboxes, the Contractor shall fill the excess opening in the pre-cast knockouts with concrete mortar.

7. Prior to installing the pullboxes, the Contractor shall level the bottom of the trench and achieve a minimum of 95% relative compaction of the bottom of the trench.

8. All concrete shall be Class B (21MPa or 3000PSI, min.)

9. Rebars shall be Grade 300 and all lapped splices shall be 560mm minimum.

10. The #12 or #16 size aggregate shall conform to latest version of AASHTO M43 (ASTM D 4406).

11. Type "C" Pullbox shall be installed in a location protected from vehicular traffic (i.e. raised sidewalk, behind A.C. curbs, traffic signal standard or pipe guards).

Clean concrete surface before application of first coat of primer coating and flashing compound.

Primer coating conforming to the requirements of ASTM D 41

2nd layer fabric conforming to the requirements of ASTM D 1668

Flashing compound conforming to the requirements of ASTM D 4066

Finish coat with flashing compound conforming to the requirements of ASTM D 4066

TYPICAL FLASHING COMPOUND WATERPROOFING DETAILS

Not to Scale
1 TRANSFORMER PAD/CONDUIT LAYOUT

NOT TO SCALE

LEGEND
S. = SECONDARY DUCTS
SL = STREET LIGHTS DUCTS
P. = PRIMARY DUCTS

ELEVATION
NOT TO SCALE

CONCRETE PAD FOR PADMOUNT TRANSFORMER

NOT TO SCALE

SECTION A-A

SECTION B-B

STREET LIGHT WIRING DIAGRAM FOR TYPE III TRAFFIC SIGNAL STANDARD

PME PAD NOTES:
1. CONCRETE COMPRRESSIVE STRENGTH: 3000 P.S.I. IN 28 DAYS
2. DUCTS: CLEAN AND NEW ROUND DUCTED RISERS AND 3/4"IDXW WIRE MESH
3. TOP OF CONCRETE PAD TO BE SMOOTH AND TRUE OTHER EXPOSED SURFACES TO BE SMOOTH AND FREE FROM DEFECTS

TRANSFORMER PAD NOTES:
1. COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 3,000 P.S.I. AT 28 DAYS
2. TOP OF PAD SHALL BE SMOOTH, TRUE, AND OTHER EXPOSED SURFACES SHALL BE SMOOTH AND FREE FROM DEFECTS
3. CONCRETE MUST BE CURLED BY APPROVED METHOD (ASTM A135)
4. REMOVING BARS SHALL BE CLEAN EXPOSED BARS
5. PRECAST PAD MADE BY ANDERSON, MAUI
6. ALL ITEMS SHALL BE FURNISHED IN PLACE COMPLETE BY CUSTOMER
7. PAD SITE SHALL BE GRADED AND COMPACTED, COMPACTED SHALL MEET THE REQUIREMENTS OF THE COUNTY OF MAUI STANDARD SPECIFICATIONS FOR COMPACTED SIDEWALK AREA. THE HIGHER FRONT OR SIDEWALK CORNER SHALL WITH THE ADJACENT SIDEWALK GRADE. THE SLOPE SHALL BE COMMON TO SIDEWALK OR ROAD NOT EXCEEDING 1/2" FOR EACH FOOT
8. AREA SURROUNDING THE TRANSFORMER SITE SHALL BE SUITABLY GRADED OR A SUITABLE RETAINING WALL BUILT TO PREVENT FUTURE FILLING IN THE LOT
9. AREA 3'-4" x 4'-4" and 2'-2" deep shall be excavated after construction. THIS AREA SHALL BE FILLED WITH THE 2" BASE MATERIAL AND COMPACTED SEE ELEVATION
BLUE PLUMBAGO HEDGE

5'-0" HIGH CATTLE PROOF FENCE
BEHIND HEDGE WITH 1'-0" WIDE MAINTENANCE GAP
SEE DETAIL 4, SHEET LF - 4-B

GENERAL NOTES
5' FEET MINIMUM HORIZONTAL CLEARANCE FROM UTILITIES AND OTHER STRUCTURES.
8' FEET MINIMUM CLEARANCE FROM NEW TREE INSTALLATION TO WATER MAINS.
8' FEET MINIMUM CLEARANCE FROM TREES TO FIRE HYDRANTS.
8' FEET MINIMUM CLEARANCE FROM TREES TO SEWAGE MAINS.
P MAINLINE - TYPICAL FROM NON-POTTABLE WATER SOURCE (DIAGRAMMATICALLY SHOWN)
GENERAL NOTES:

3' FEET MINIMUM HORIZONTAL CLEARANCE FROM UTILITIES AND OTHER STRUCTURES.

3' FEET MINIMUM CLEARANCE FROM NEW TREE INSTALLATION TO WATER MAINS.

3' FEET MINIMUM CLEARANCE FROM TREES TO FIRE HYDRANTS.

3' FEET MINIMUM CLEARANCE FROM TREES TO SIDEWALKS.

BLUE PLUMASO HEDGE

3'-0' HIGH CATTLE PROOF FENCE

BEHIND HEDGE WITH 1'-0" WIDE MAINTENANCE SEE DETAIL 4, SHEET LP-4-B
IRRIGATION NOTES

1. THIS PLAN IS DIAGRAMATIC. IRRIGATION SYSTEM IS SUBJECT TO FIELD ADJUSTMENTS DUE TO UNANTICIPATED SITE CONDITIONS. LOCATE ALL MAINLINES, LATERALS, VALVES AND SPRINKLER HEADS WITHIN PLANTING AREAS, UNLESS OTHERWISE NOTED. PLACE MAINLINE IN PLANTING AREAS WHERE NO SLEEVES ARE SHOWN. AVOID ANY CONFLICT BETWEEN UNDERGROUND UTILITIES, STRUCTURES AND PLANTING. THE PROJECT ENGINEER IS RESPONSIBLE FOR RECLAIMING THE AREA AFTER INSTALLATION OF MENS, MACHINERY AND OTHER HOSTING UTILITIES. BURY ALL IRRIGATION LINES UNDER PAVING 24" DEEP. IN PLANTING AREAS BURY PRESSURE MAINLINES 18" AND LATERAL LINES 12" DEEP.

2. THIS IRRIGATION SYSTEM WAS DESIGNED WITH A HUMAN STATIC WATER PRESSURE OF 30 PSI AT THE POINT OF CONNECTION. NOTIFY THE PROJECT ENGINEER IF WATER PRESSURE IS LESS THAN 30 PSI OR GREATER THAN 40 PSI.

3. CONTRACTOR SHALL SECURE ALL PERMITS AND OBSERVE ALL LOCAL CODES AND REGULATIONS. THE CONTRACTOR SHALL CONFIRM ALL SITE DIMENSIONS AND CONDITIONS AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT.

4. CONTRACTOR IS TO COORDINATE THE INSTALLATION OF ALL SLEEVES, CONDUITS, MAINLINES AND LATERALS UNDER PAVING AND TROUGH WALLS. CONTRACTOR SHALL ASSURE THAT THESE ITEMS ARE LAID PRIOR TO LAYS OF PAVING OR WALL STRUCTURES.

5. CONTRACTOR SHALL INSTALL IRRIGATION LINES, WIRES, VALVES AND HEADS PER SPECIFICATIONS. EXISTING GATE VALVES, POINT OF CONNECTION, ETC. ARE DERIVED FROM THE BEST AVAILABLE INFORMATION AND ON-SITE INSTRUCTIONS. THE CONTRACTOR SHALL VERIFY THESE POINTS OF CONNECTION NOTED AND REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT.

6. LOCATE AND INSTALL ALL SPRINKLER HEADS 6' FROM SIDEWALKS, GUESS, DRIVEWAYS, BUILDINGS AND WALLS UNLESS NOTED OTHERWISE. FLEX TUBING SHALL BE INSTALLED ON ALL SPRINKLER HEADS ALONG SIDEWALKS, DRIVEWAYS AND BUILDING FRAMES. ADJUST ALL SPRINKLER HEADS AND FLOW CONTROL FOR A COMPLETE SPOUTING LEAFY CANOPY. OPERATE ONLY ONE VALVE AT A TIME PER CONTROLLER.