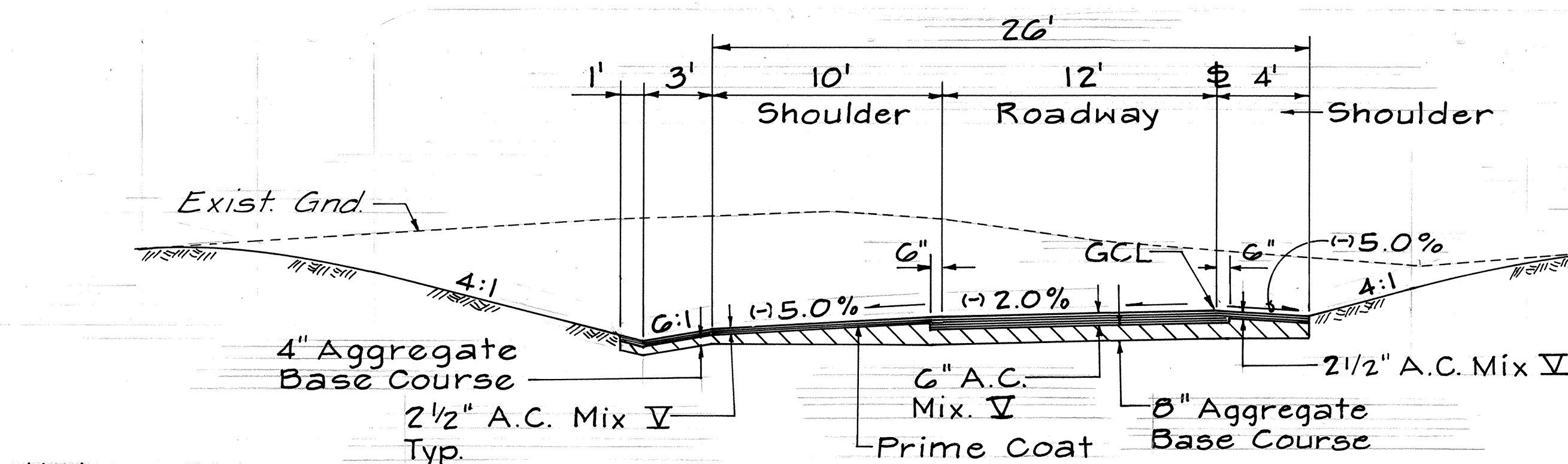


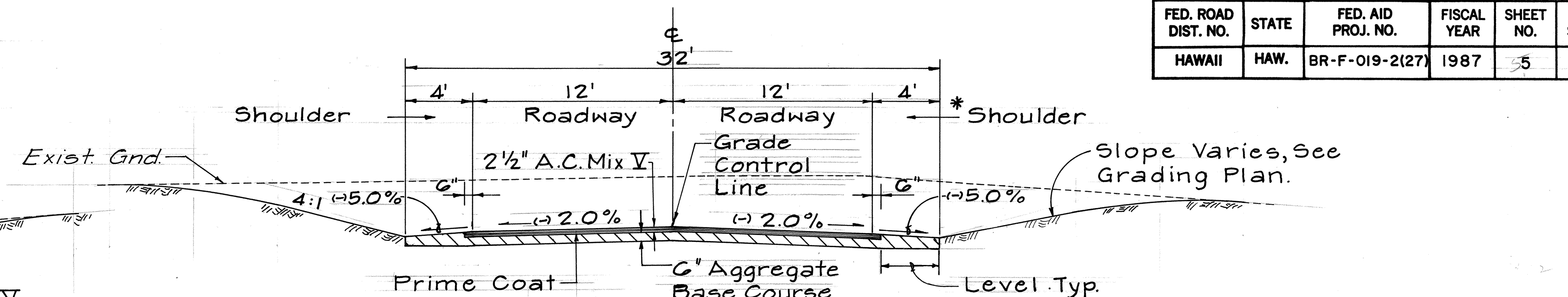
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BR-F-019-2(27)	1987	5	134



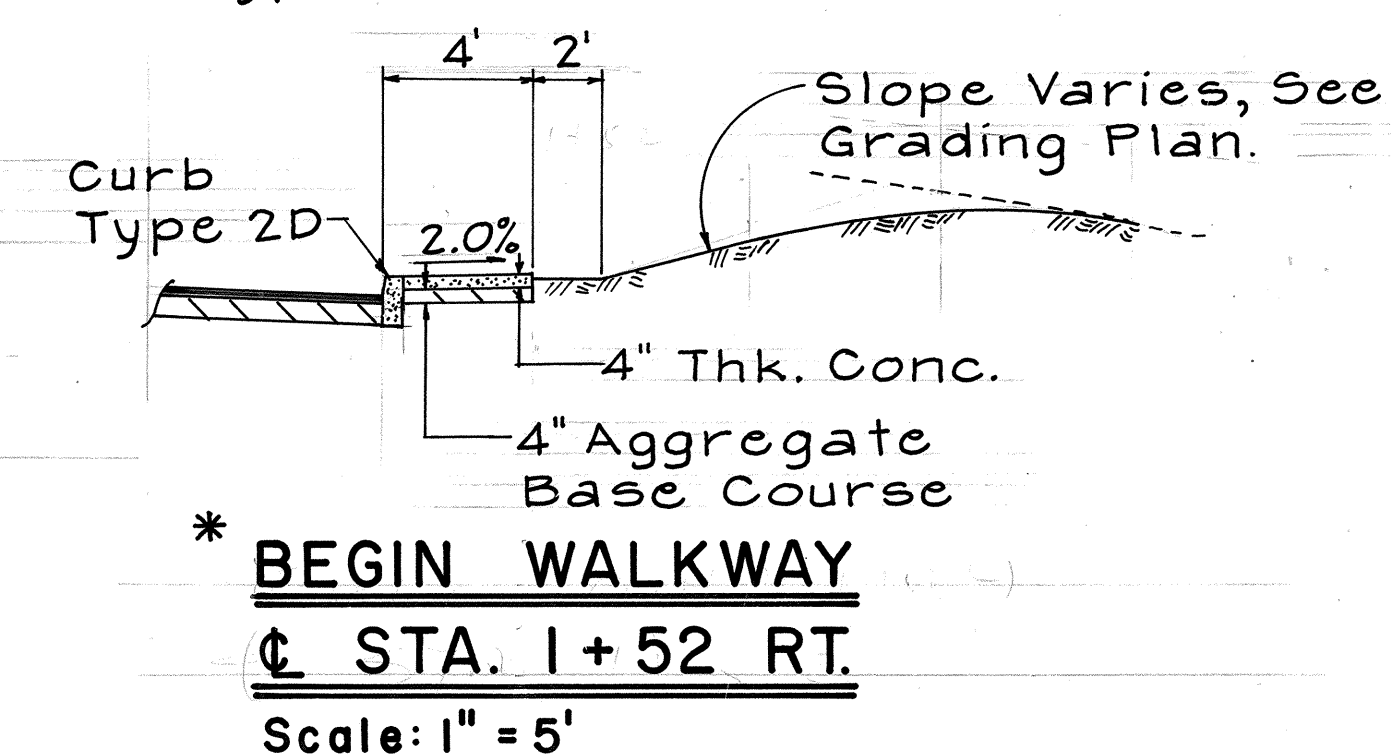
Note:

1. Construct A.C. Gutter Sta. 53+00 HBR To Sta. 0+86.56 Parking Lot Access Road Lt.
2. Begin Paved 10' Shoulder & Sta. 52+10.81.
3. Begin Paved 4' Shoulder & Sta. 55+56.

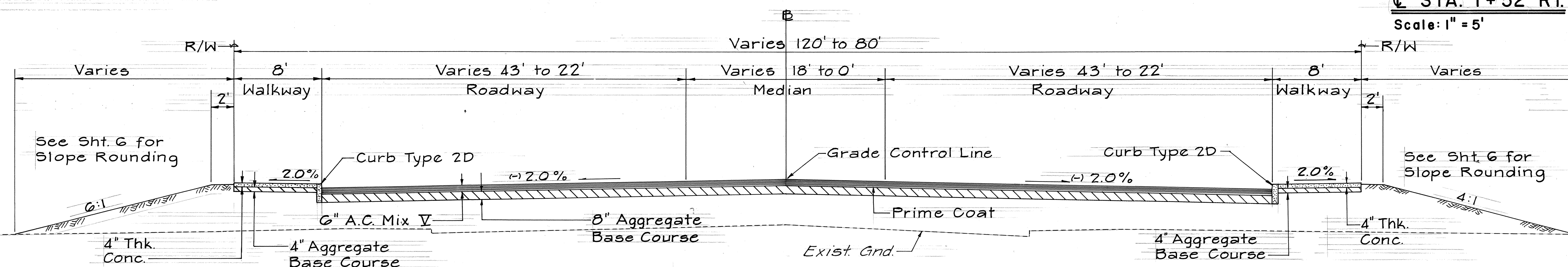
**TYPICAL SECTION
HAWAII BELT ROAD
STA. 55+55 TO STA. 59+50±**
Scale: 1" = 5'



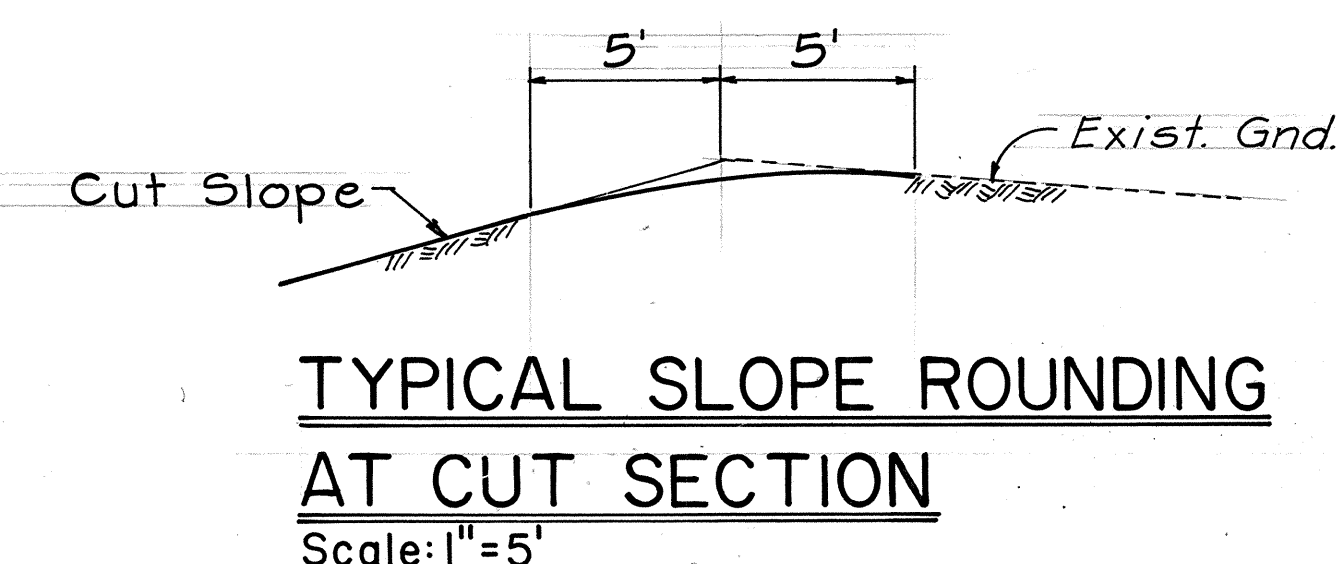
**TYPICAL SECTION
PARKING LOT
ACCESS ROAD**
Scale: 1" = 5'



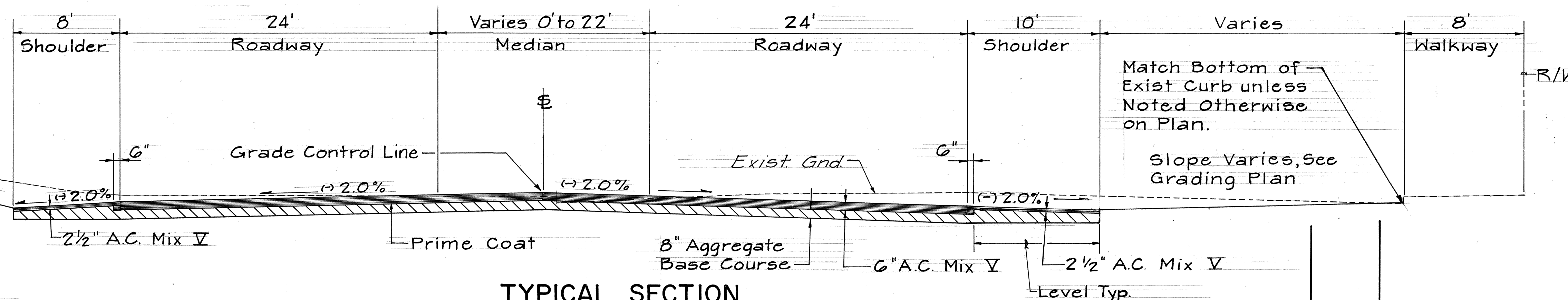
*** BEGIN WALKWAY
STA. 1+52 RT.**
Scale: 1" = 5'



**TYPICAL SECTION
HAWAII BELT ROAD
STA. 67+00 TO STA. 73+00**
Scale: 1" = 5'

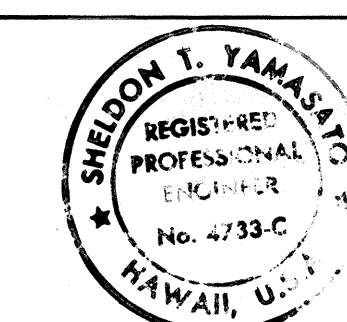


**TYPICAL SLOPE ROUNDING
AT CUT SECTION**
Scale: 1" = 5'



**TYPICAL SECTION
KAMEHAMEHA AVENUE**
Scale: 1" = 5'

Note:
See Grading Note #2 Where
Unsuitable Soil is Encountered.



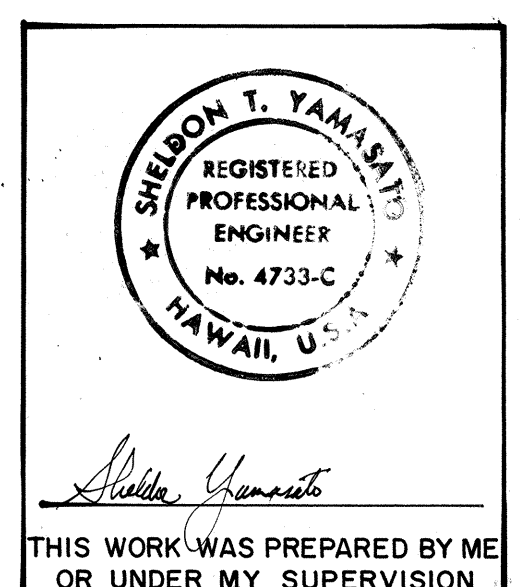
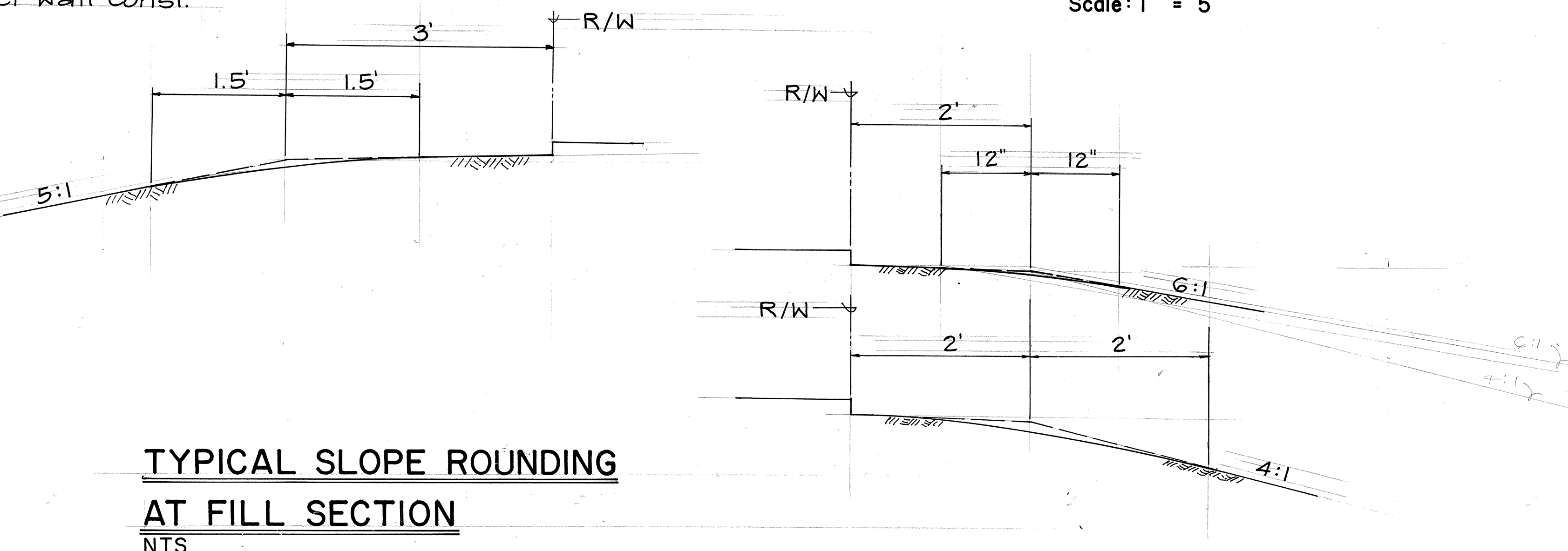
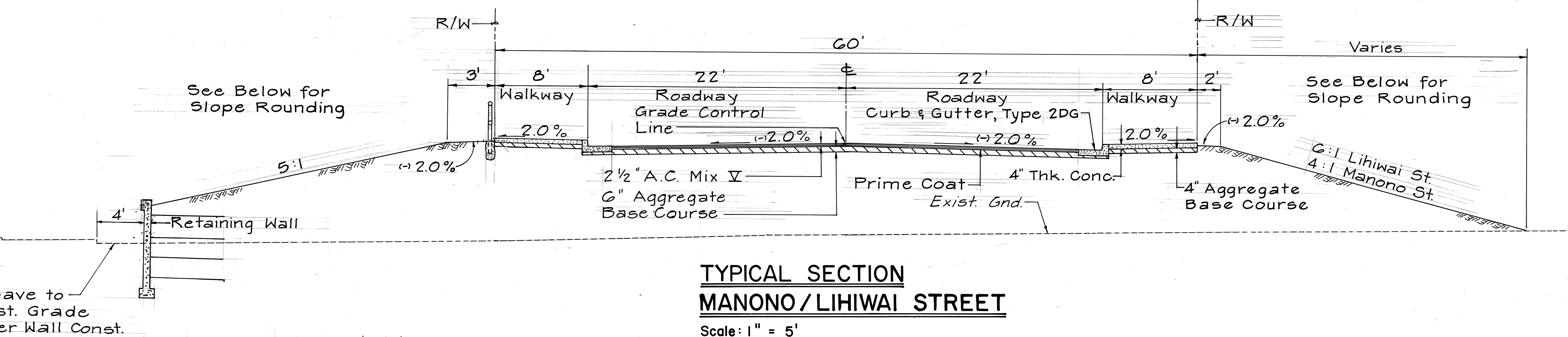
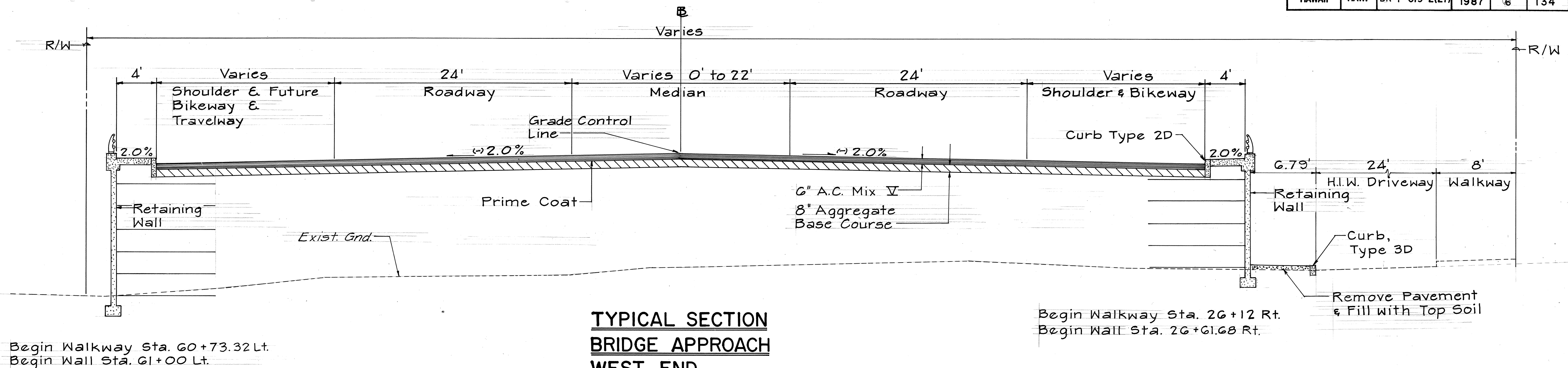
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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
**TYPICAL ROADWAY
SECTIONS**
HAWAII BELT ROAD/KAMEHAMEHA AVENUE
Wailoa Bridge Replacement & Approaches
FEDERAL AID PROJECT NO. BR-F-019-2(27)
SCALE: AS SHOWN DATE: SEPT. 1986
SHEET NO. 11 OF 13 SHEETS

DATE: REVISION

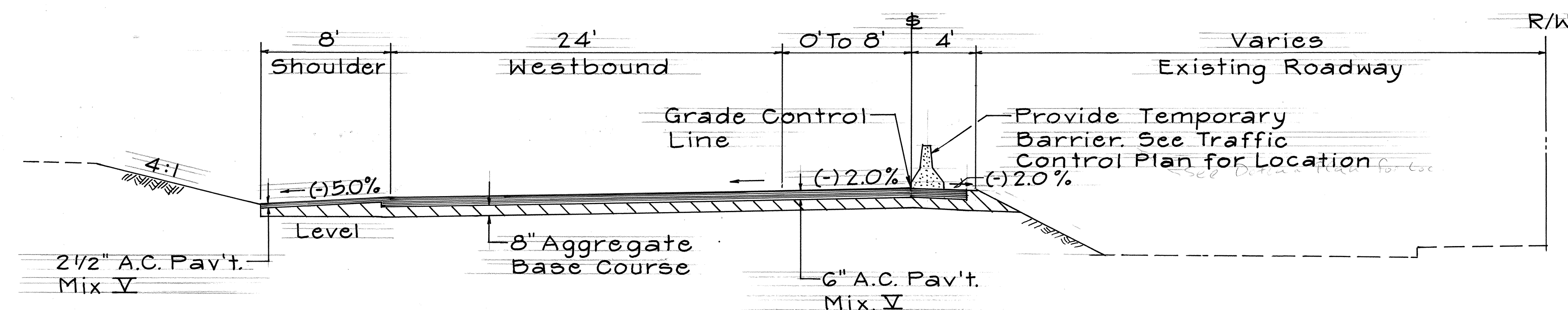
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BR-F-019-2(27)	1987	6	134



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION	
TYPICAL ROADWAY SECTIONS	
HAWAII BELT ROAD/KAMEHAMEHA AVENUE Wailoa Bridge Replacement & Approaches	
FEDERAL AID PROJECT NO. BR-F-019-2(27)	
SCALE: AS SHOWN DATE: SEPT., 1986	
SHEET NO. H2 OF 13 SHEETS	

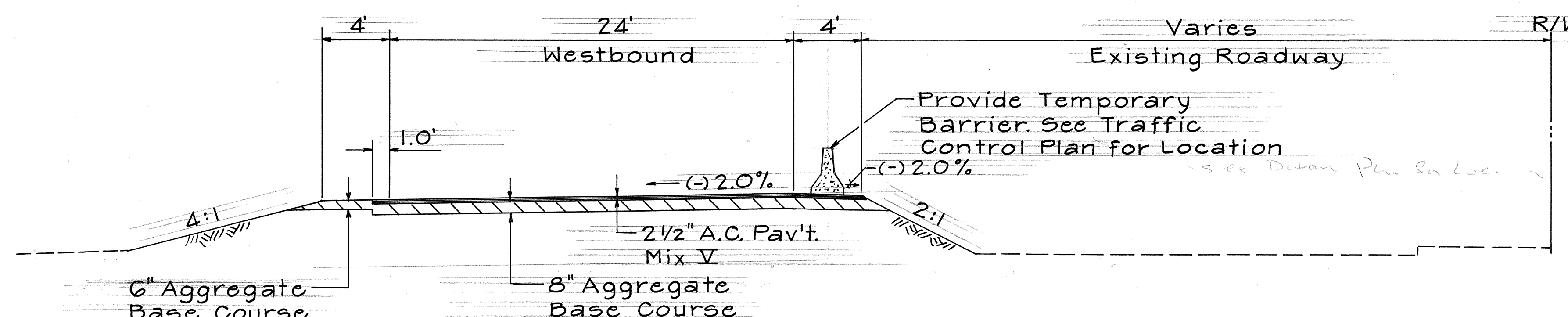
DATE REVISION

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BR-F-019-2(27)	1987	7	134

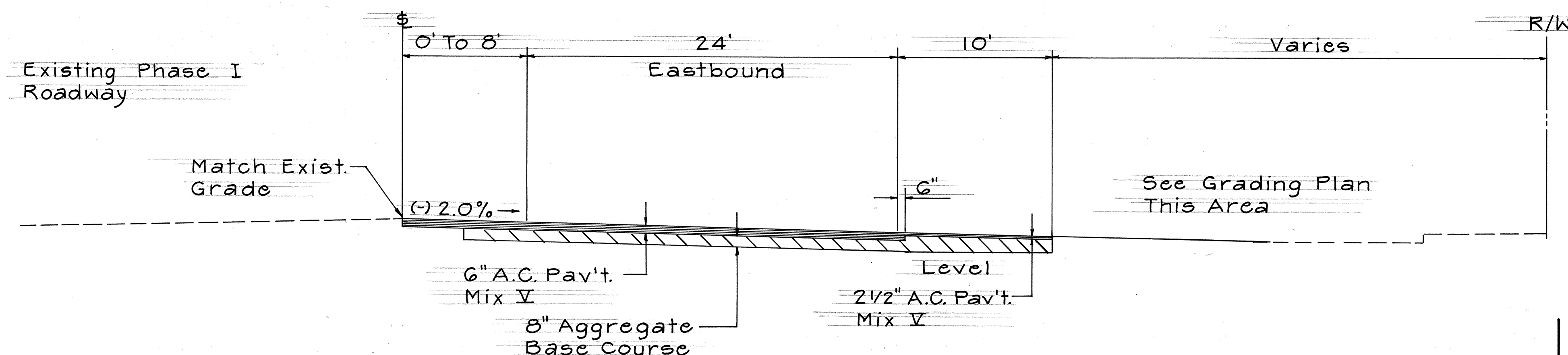


Note:
For Limits of Phase I, II & III
Grading, See Traffic Control
Plan.

TYPICAL SECTION - KAMEHAMEHA AVE.
§ STA. 22 + 00 TO STA. 27 + 50 (ULTIMATE)
PHASE I
Scale: 1" = 5'

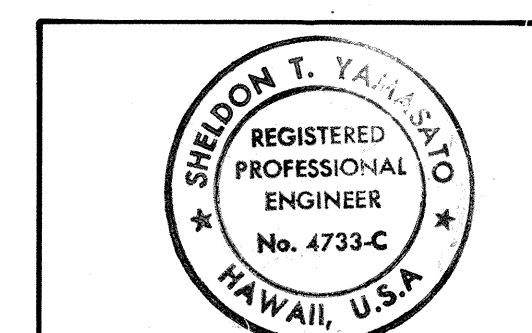


TYPICAL SECTION - KAMEHAMEHA AVE./H.B.R.
§ STA. 27 + 50 TO § STA. 64 + 00 (TEMPORARY)
PHASE I
Scale: 1" = 5'



TYPICAL SECTION - KAMEHAMEHA AVE.
§ STA. 22 + 00 TO STA. 27 + 50
PHASE II
Scale: 1" = 5'

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
DESIGNED BY	DRAWN BY	
NOTED BY	TRACED BY	
QUANTITIES BY	CHECKED BY	
NO.		



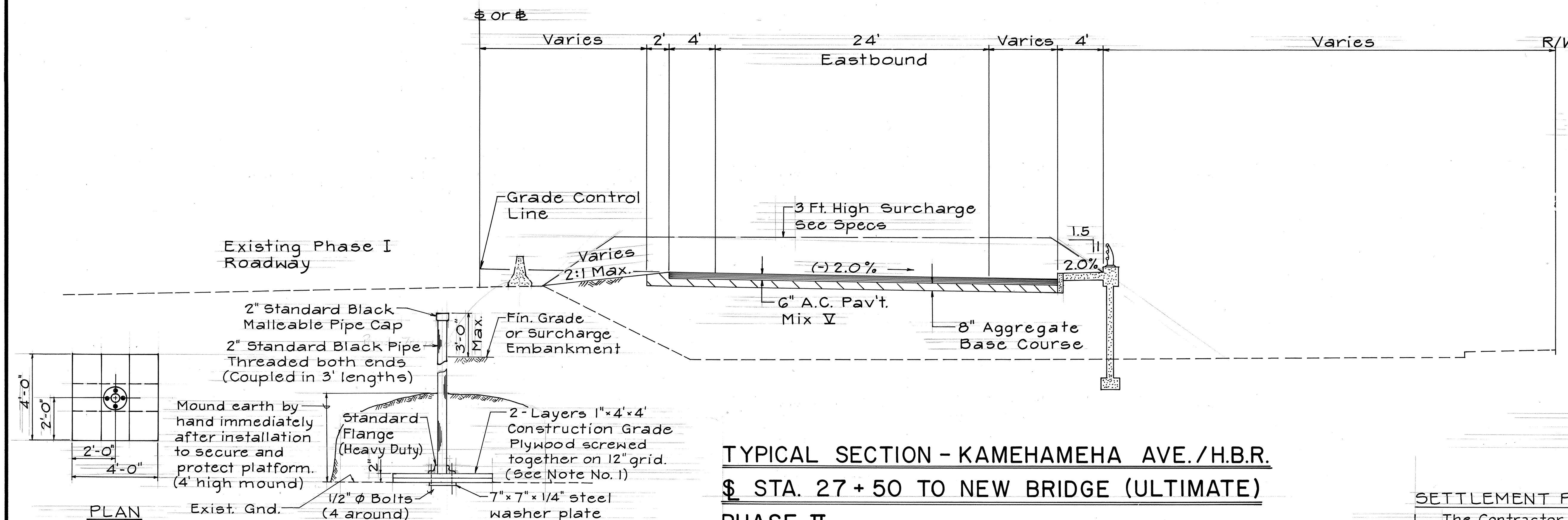
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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
TYPICAL ROADWAY SECTIONS
PHASE I, II, & III
HAWAII BELT ROAD / KAMEHAMEHA AVENUE
Wailoa Bridge Replacement And Approaches
FEDERAL AID PROJECT NO. BR-F-019-2(27)
SCALE: AS SHOWN DATE: SEPT. 1986
SHEET NO. 73 OF 133 SHEETS

DATE REVISION

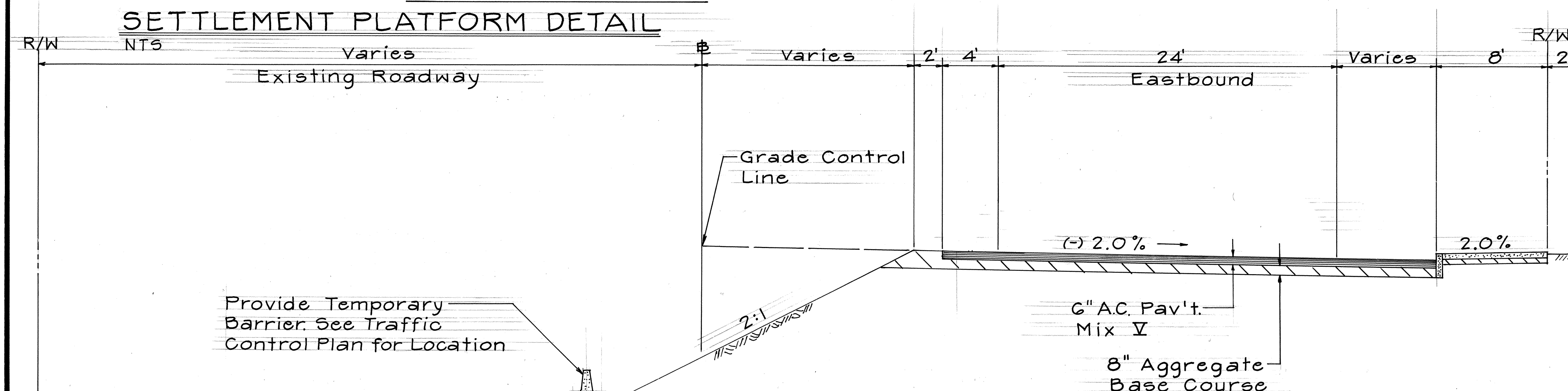
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BR-F-019-2(27)	1987	8	134



TYPICAL SECTION - KAMEHAMEHA AVE./H.B.R.
STA. 27+50 TO NEW BRIDGE (ULTIMATE)
PHASE II
 Scale: 1" = 5'

SETTLEMENT PLATFORM NOTES:

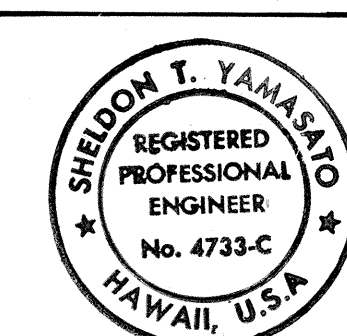
- The Contractor shall use sound lumber for Wood Base Settlement Platforms.
- Contractor to furnish material and labor to extend pipe up through fill.
- All vertical pipes of Settlement Platforms shall be accurately and consecutively numbered in one foot intervals measured from the bottom of the Settlement Platform base. The numbering and graduations shall be marked on the vertical pipe in durable yellow paint by the Contractor immediately after each section of pipe is added.
- Settlement Platforms shall be placed on existing ground. Ground shall be made level as necessary. At settlement platform locations where existing pavement is to be removed, the Contractor shall backfill the area to the same elevation which existed prior to removal of pavement, before installing settlement platform.



TYPICAL SECTION - HAWAII BELT ROAD
STA. 67+00 TO STA. 73+00
PHASE II
 Scale: 1" = 5'

5. Approximate Settlement Platform Locations

	Sta.	O/S
SP-1	63+08	55' Lt.
SP-2	63+50	50' Lt.
SP-3	63+87	50' Lt.
SP-4	64+03	50' Lt.
SP-5	63+85	38' Rt.
SP-6	63+35	38' Rt.



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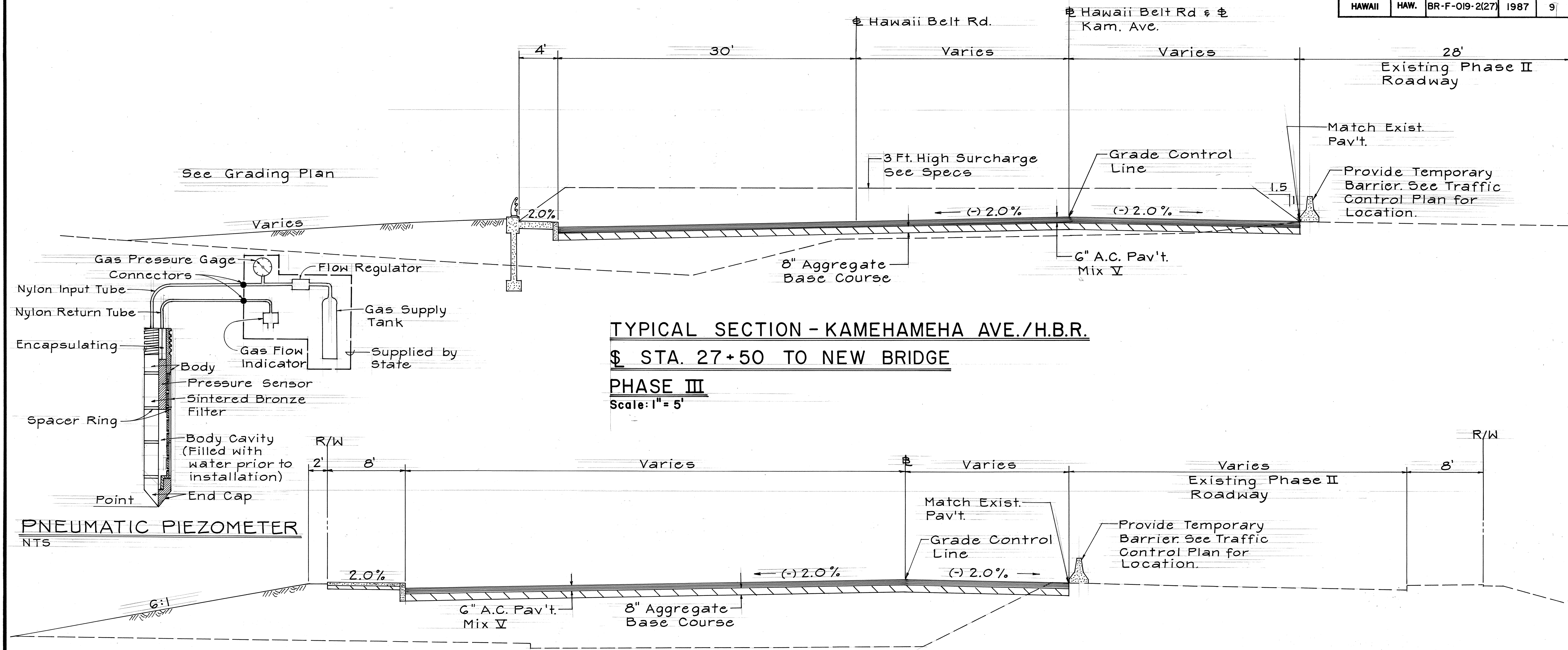
STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION

TYPICAL ROADWAY SECTIONS
PHASE I, II, & III

HAWAII BELT ROAD/KAMEHAMEHA AVENUE
 Waioloa Bridge Replacement And Approaches
 FEDERAL AID PROJECT NO. BR-F-019-2(27)
 SCALE: AS SHOWN DATE: SEPT. 1986
 SHEET NO. H4 OF 13 SHEETS

DATE	REVISION
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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BR-F-019-2(27)	1987	9	134



PIEZOMETER NOTES:

1. Piezometers shall be pneumatic type approximately 18 inches long, O.D. flush with EW-Drill Rod & contain pressure transducer.
2. Connectors shall fit the pneumatic pressure indicator SINCO Model 51421-A.
3. Pressure Sensor shall be SINCO "Continuous Response Transducer, Model 51481" or equal as approved by the Engineer.
4. Gas Supply Tank of dry nitrogen to be supplied by Contractor.
5. Pneumatic Pressure Indicator supplied by the State, SINCO Model 51421-A.
6. Approximate Piezometer Locations

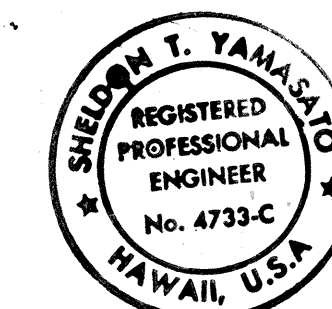
	Sta.	O/S
P-1	63+08	55' Lt.
P-2	63+50	53' Lt.
P-3	63+87	53' Lt.
P-4	64+03	53' Lt.

TYPICAL SECTION - HAWAII BELT ROAD

STA. 67+00 TO STA. 73+00

PHASE III

Scale: 1" = 5'



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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL ROADWAY SECTIONS

PHASE I, II, & III

HAWAII BELT ROAD/KAMEHAMEHA AVENUE
Wailoa Bridge Replacement And Approaches

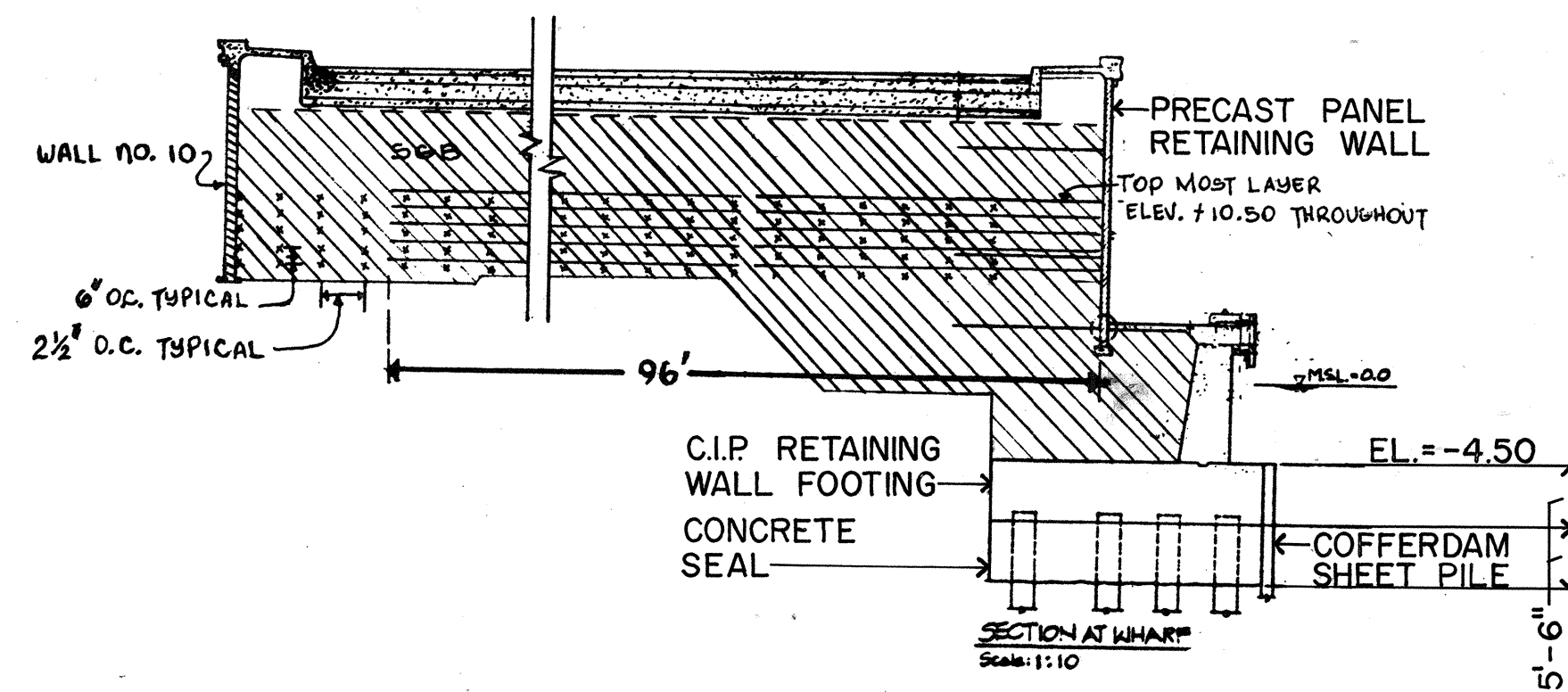
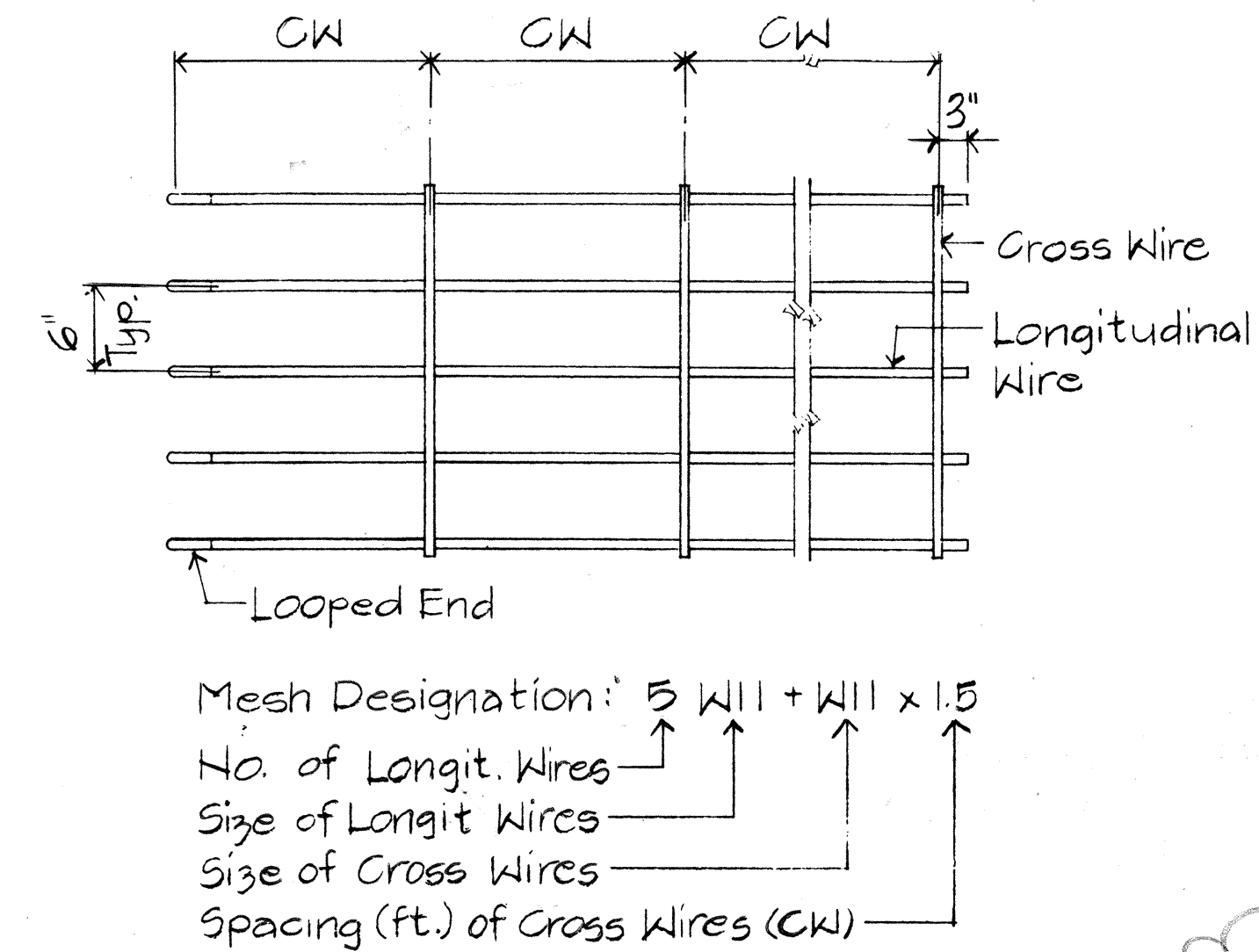
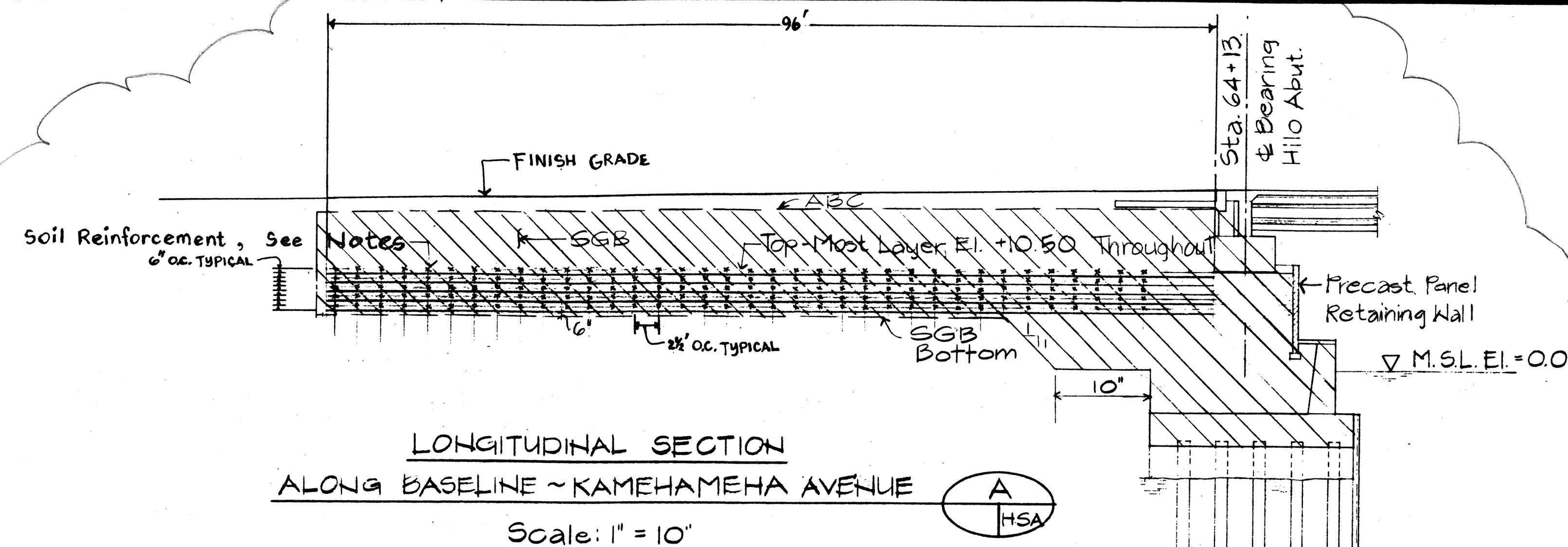
FEDERAL AID PROJECT NO. BR-F-019-2(27)

SCALE: AS SHOWN DATE: SEPT. 1986

SHEET NO. 15 OF 13 SHEETS

DATE REVISION

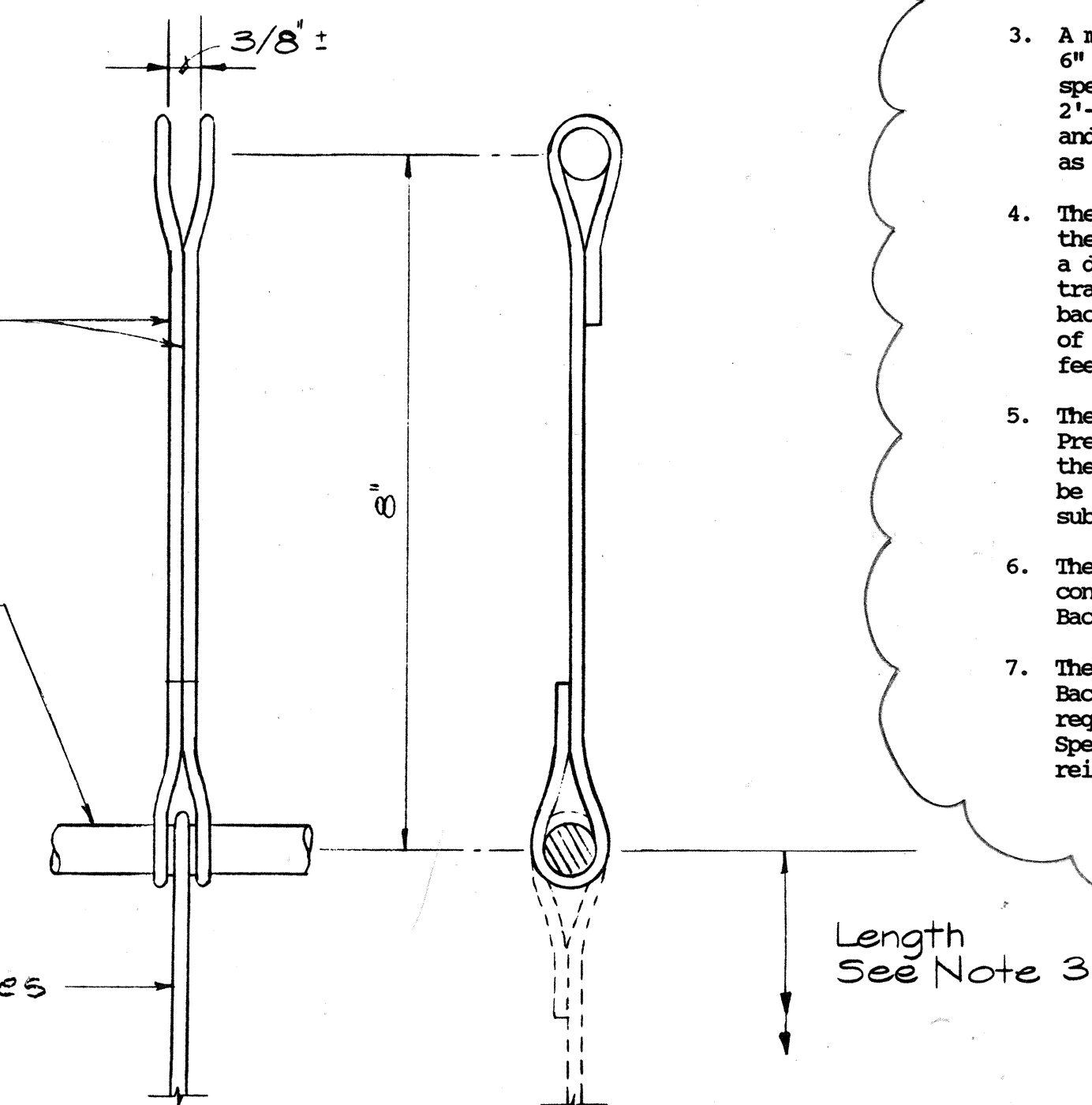
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BR-F-019-2(27)	1987		



W11 Wires (See Note 5 for Galvanizing)

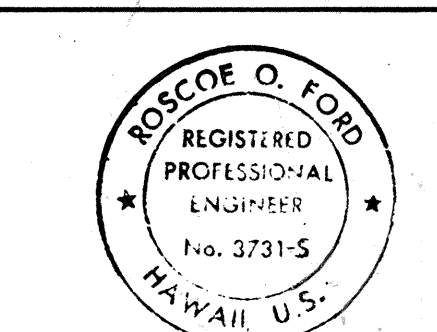
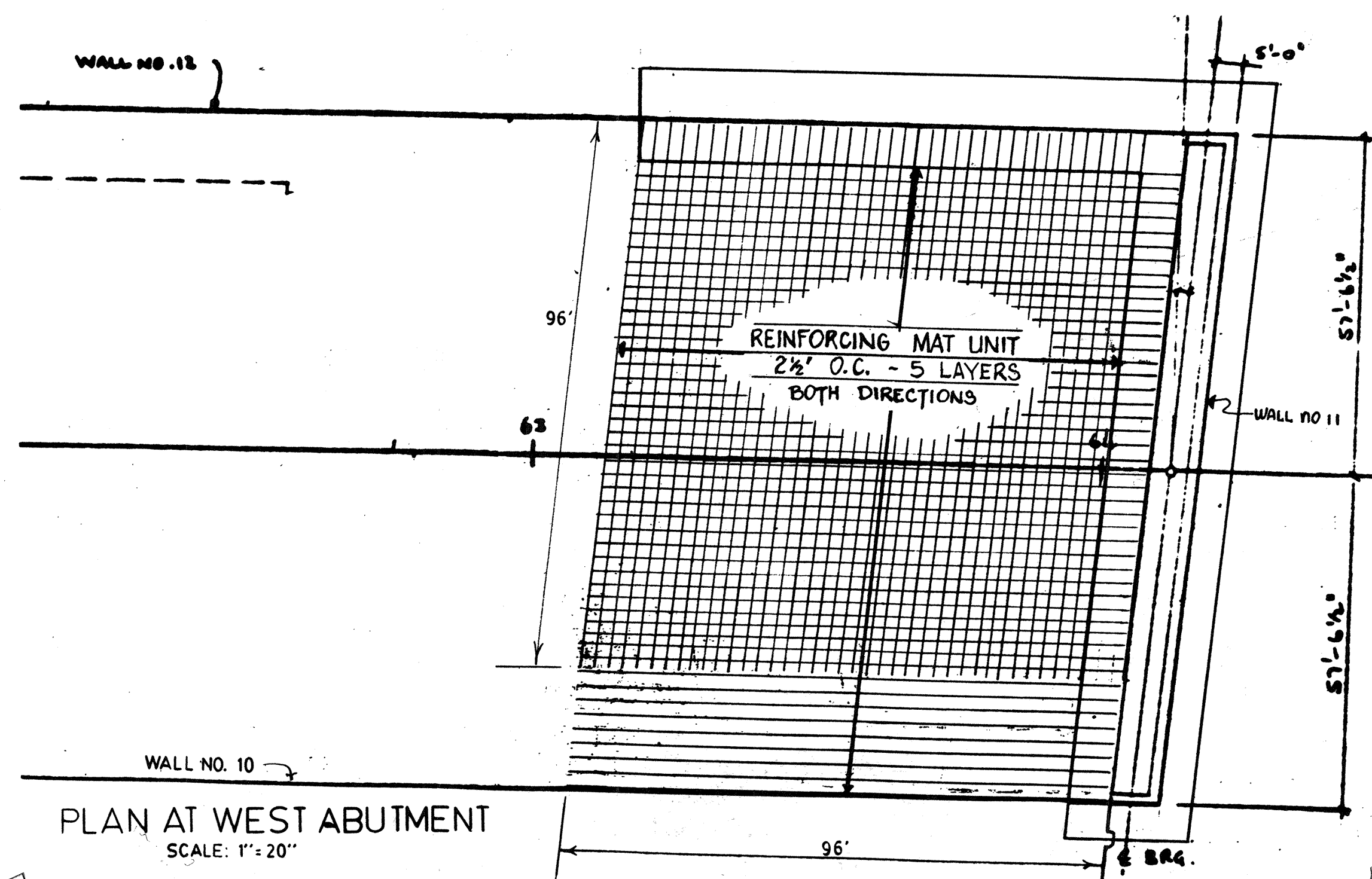
2'-6" Long Galvanized W20 Bar Inserted Through 5 Longitudinal Wires in Mat Unit. (See Note 5) (42" ± O.C.)

One of 5 Longitudinal Wires in 2 Mat Unit



SOIL REINFORCEMENT NOTES:

- The soil reinforcement shall be composed of ten (10) layers of reinforcing mesh spaced at 6" o.c. vertically.
- Each layer shall be composed of a mat of reinforcing mesh, which longitudinal wires runs either parallel with the Roadway Baseline or transverse to the Baseline in a direction as shown on the plans.
- A mat unit shall be composed of five (5) longitudinal wires, spaced 6" apart with cross wires welded to the longitudinal wires at specified intervals as shown on the plans. Mat units shall be spaced 2'-6" o.c. horizontally for the limits as specified in item #4 below and as shown on the plans. Lengths of the mat units shall be as long as practicable to suit field conditions and phasing requirements.
- The mats running parallel to the Baseline shall extend from behind the back face of the girder abutment footing of the Hilo Abutment, to a distance of 96 feet as shown on the plans. The mats running transverse to the Baseline shall extend from but not attached to the back face of the precast panel retaining walls along the North side of the west approach road to the Wailoa Bridge to a distance of 96 feet in the direction as shown on the plans.
- The reinforcing mesh material shall be the same as that used for the Precast Concrete Panel Retaining Wall - Alternative 1 513.02(E) (2) of the Special Provisions for the project. The reinforcing mesh shall be galvanized meeting the requirements of paragraph 513.02(E) and subparagraph 513.02(E) (11).
- The backfill material used in the zone of the soil reinforcement is to conform to the requirements of paragraph 513.02(G), Select Granular Backfill Material, of the Special Provisions.
- The reinforcing mats shall be installed and the Select Granular Backfill Material shall be placed in accordance with the applicable requirements of paragraph 513.04, Construction Requirements, of the Special Provisions. Soil reinforcements and retaining wall reinforcement shall be installed in a way to minimize delays.



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Roscoe O. Ford

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
SOIL REINFORCEMENT
HILO APPROACH
HAWAII BELT ROAD/KAMEHAMEHA AVENUE
Wailoa Bridge Replacement And Approaches
FEDERAL AID PROJECT NO. BR-F-019-2(27)
SCALE: AS NOTED DATE: JUNE 1989
SHEET NO. HSAOF 13 SHEETS

5/8/90
DATE
REVISION
REVISED MAT LENGTH, REVISED DETAILS & NOTES

C.O.9S-2