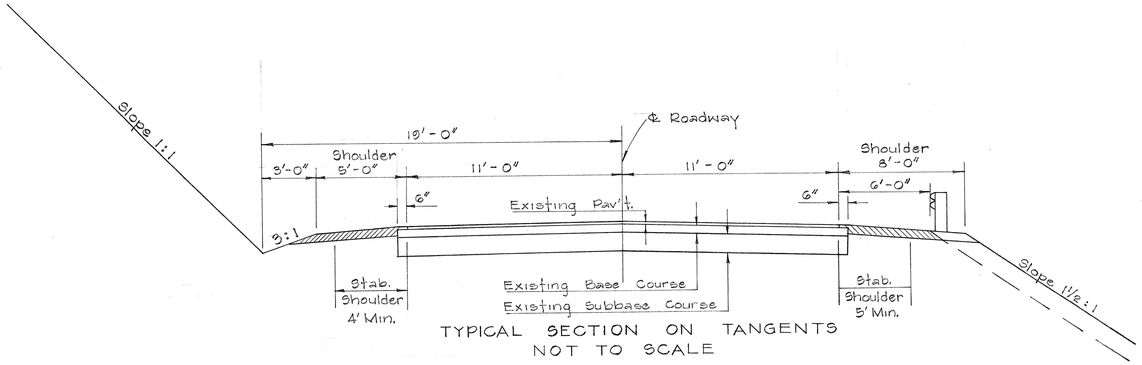
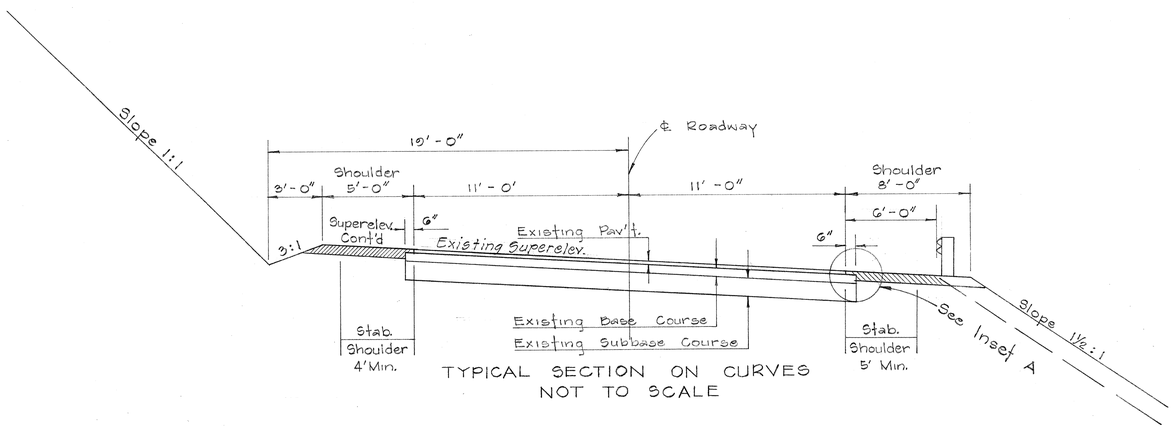
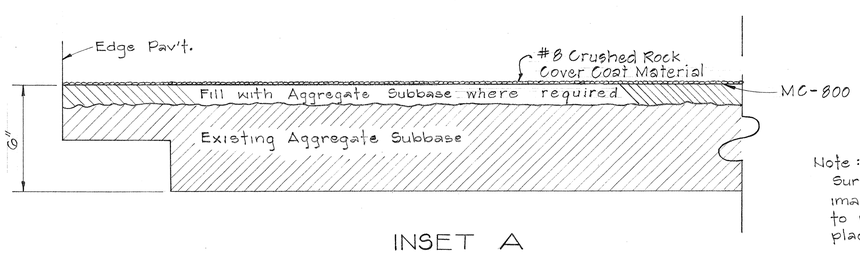
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	50D-56AB-01-70	1969	2	3



TYPICAL SECTION ON TANGENTS
NOT TO SCALE



TYPICAL SECTION ON CURVES
NOT TO SCALE



Note: Existing surface varies. Surface indicated is entirely imaginary and not intended to represent any specific place.

INSET A

TYPICAL SECTION OF STABILIZED SHOULDER

Scale: 3" = 1'-0"

GENERAL NOTES

1. In general, the shoulder areas of the roadway shall be stabilized.
2. All stations refer to Project No. S-0560(2) Unit 2, Kauai Belt Road.
3. The contractor shall keep at least one lane open to traffic during working hours and both lanes open to traffic during non-working hours.
4. Excavation required, if any, for shoulder stabilization work shall not be paid for separately but shall be considered incidental to aggregate subbase course.
5. Available aggregate subbase material in the roadway area shall be used before importing subbase material. If required, available subbase material within the project limits shall be hauled to deficient areas. This work shall not be paid for directly but shall be considered incidental to aggregate subbase course.
6. Trimming and dressing shoulders shall include but not be limited to clearing and grubbing the shoulder areas to be stabilized. This work shall not be paid for directly, but shall be considered incidental to the various contract items.
7. Prior to stabilizing shoulders the gutter areas shall be satisfactorily cleaned out and if required shaped to the original shape as shown in the plans. This work shall not be paid for directly, but shall be considered incidental to the various contract items.
8. When super is less than 0.063 feet per foot, shoulder slope shall be 3/4-inch per foot. When super is equal to or greater than 0.063 feet per foot, shoulder slope shall be the same as the rate of super. This note applies only to the shoulder on the lower side of the super.
9. The Engineer shall determine the width to be stabilized within the limits as shown.
10. The exact locations of two (2) Construction Identification Signs shall be determined in the field by the Engineer.

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

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL SECTIONS FOR SHOULDER STABILIZATION ALONG KAUAI BELT ROAD, PAPAA TO PILAA

PROJ. NO. 50D-56AB-01-70

Scale: As Shown Date: Aug. 1969

SHEET No. 1 OF 1 SHEETS

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