

11'-0"

One Way Travel Lane

5'-6"

demolish and remove

exist. a.c. pav't. and

subgrade as necessary

(See Note #2, This Sheet)

Incidental to Item 203.0010 -

Roadway Excavation (Typical)

Varies

Min.)

Clear and Grub (See Note #3)

(Both Sides)

Top Bank (TB)-

(Typical)

Clear and Grub to a Depth $\longrightarrow$ 

6" below the Exist. Grade

(See Note #2, This Sheet)

and Backfill. (Typical)

Level Surface

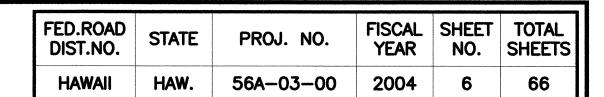
(Both Sides)

(Typical)

exist. ground (slope varies)

H. . . . .

Bottom Fill Slope (BS) —



## Notes for Typical Sections:

- 1. Contractor shall Level the area between the Bottom of the Fill Slope and the State Right-of-Way (See Section 208 - Leveling Surfaces)
- 2. Compact Subgrade to 95% Compaction Prior to Placing Fill
- 3. Clear natural ground of vegetative and unwanted material. Vegetative material shall include trees, logs, stumps, roots of downed trees, brush, residue of agricultural crops, grass and weeds, etc. Unwanted materials include lumber, trash piles and other loose debris. All removed materials shall be disposed of at an authorized land disposal site.

Grading of cleared area shall include shaping, grading and compacting the cleared area to the limits shown on the Contract documents. Grading of the cleared area shall be conducted in such manner as to present a reasonably smooth and uniform surface. Irregularities in the cleared surfaces shall be corrected by filling to prevent formation of depressions or water pockets. Grading of the cleared areas shall generally be shaped to conform to the existing ground slopes. Where possible, grade cleared surfaces to drain into existing ditches, channels and/or swales.

All cleared and graded areas shall be Hydromulched or grassed immeditely after the clearing and grading work has been completed. The Contractor shall implement Best Management Practices for silt and erosion control for the clearing and grading work.

Clearing, grading and disposal work shall not be paid for separately, but shall be considered included in the contract price of the various contract items. Hydro-mulching or grassing shall be paid for at the Contract Unit Price.

4. For Roadway Elevations, See Plan Sheets 10-14 and 19.

LICENSED PROFESSIONAL ENGINEER

- See Guardrail Details

-Imported Borrow

(Typ. – Both Sides)

- exist. ground

(slope varies)

- Hydromulch

Fill Slope

(4H:1V Max.)

(Typical - Both Sides)

on Sheet 30.

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION

## TYPICAL SECTIONS

KUHIO HIGHWAY IMPROVEMENTS Extension Of Temporary Kapaa Bypass Road Project No. 56A-03-00

Scale: As Noted

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TYPICAL ROADWAY SECTION - EXTENSION OF TEMP. KAPAA BYPASS RD

BE Sta. 21+82.08 To BE Sta. 22+82.08 BE Sta. 29+53.91 To BE Sta. 30+53.91

5'-6"

18'-0"

— 7" A.C. Base

Course

Varies

(5'-0" Max.)

Slope Varies

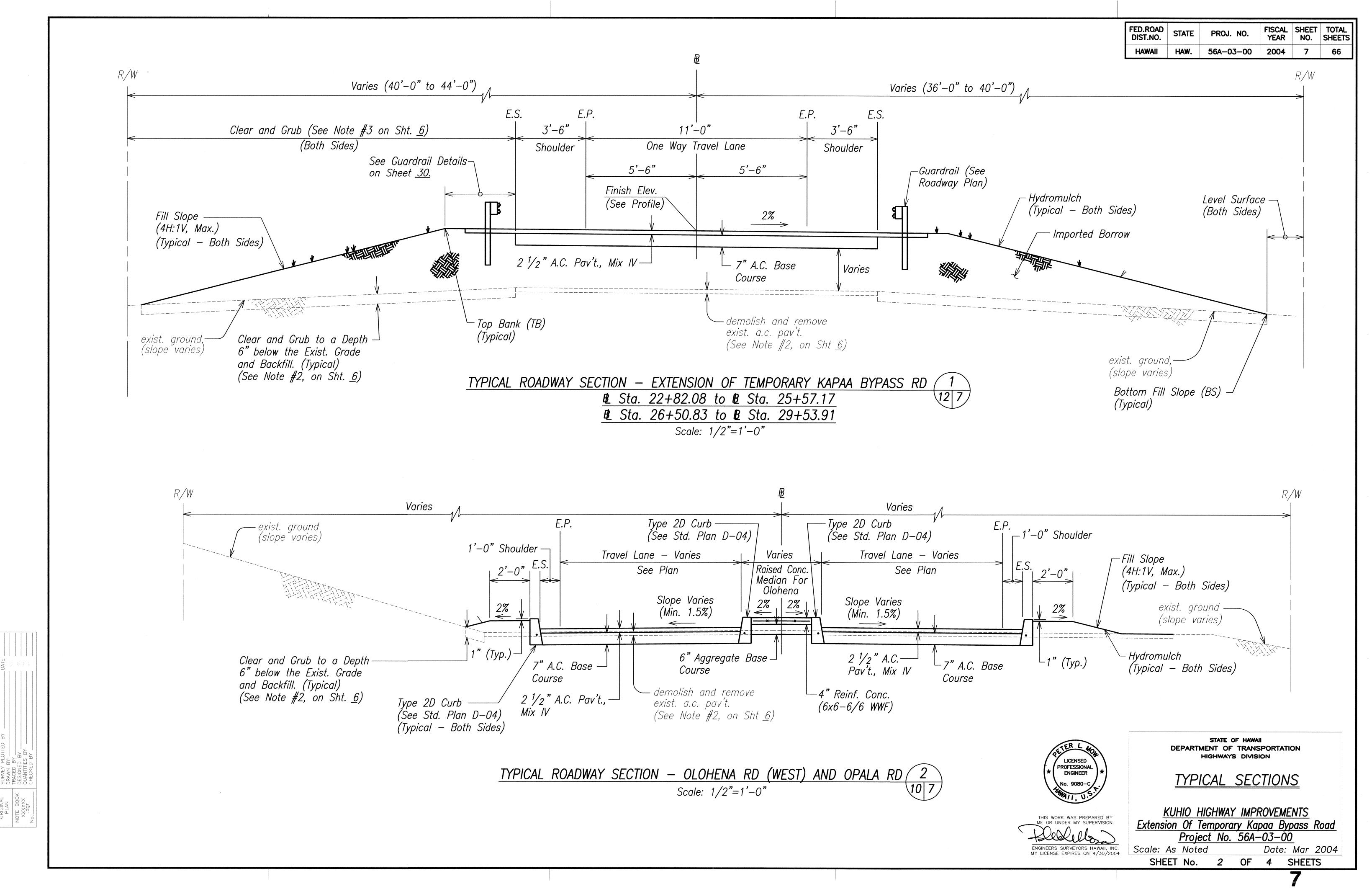
(Min. 1.5%)

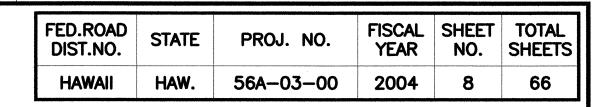
2 1/2" A.C. Pav't.,—

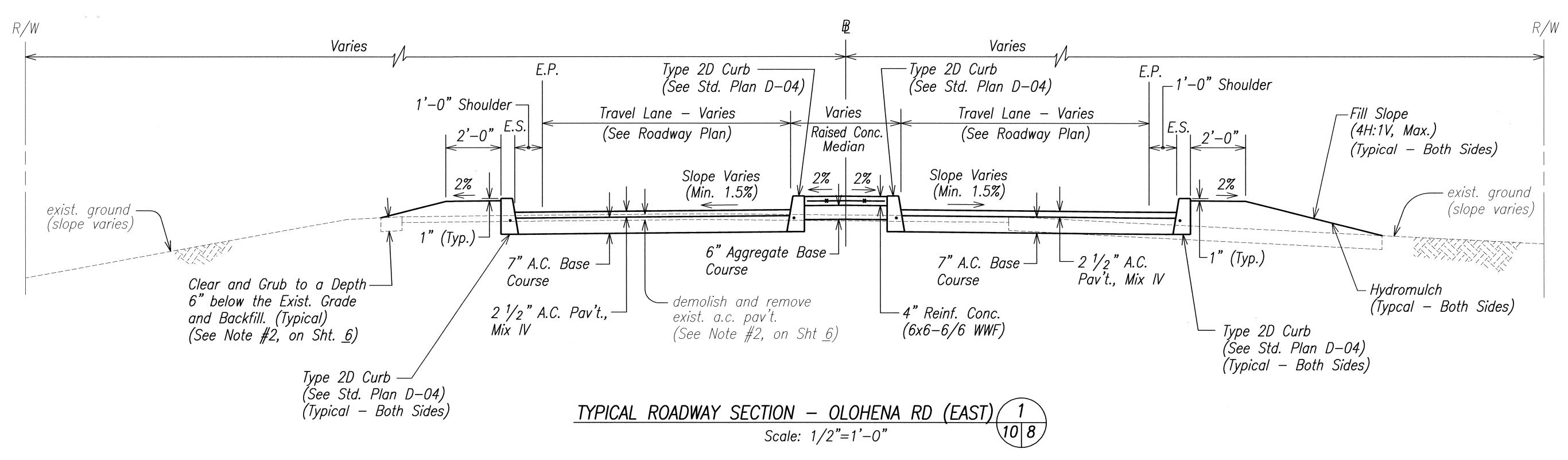
-Guardrail (See Roadway Plan)

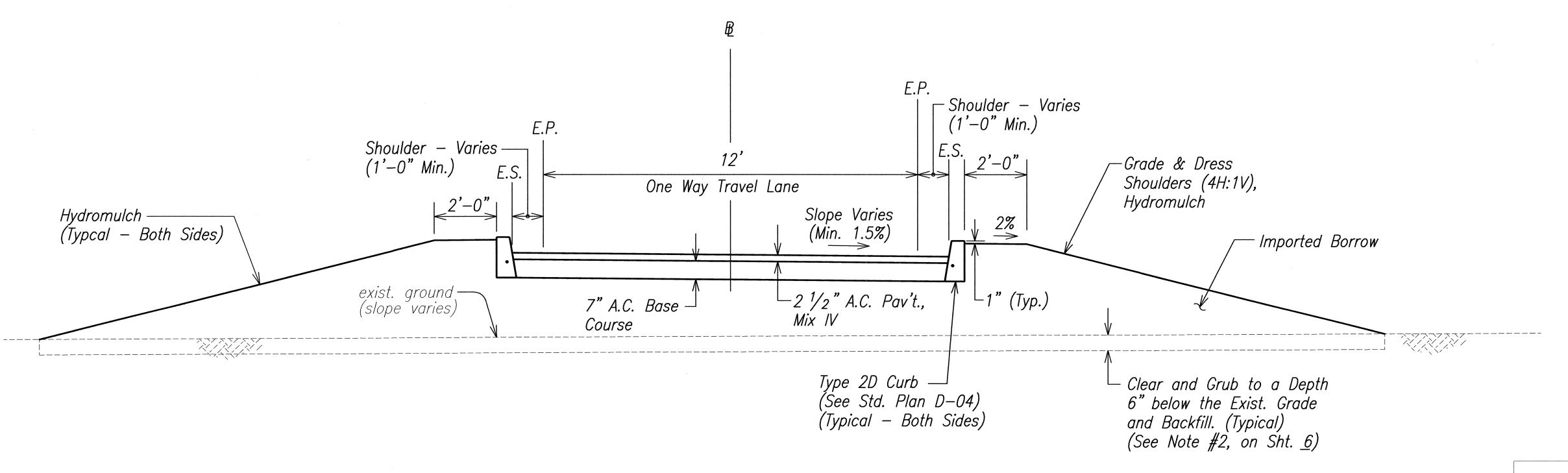
Scale: 1/2"=1'-0"

Date: Mar 2004 OF 4 SHEETS SHEET No.









TYPICAL ROADWAY SECTION - ROAD "A" 2

Scale: 1/2"=1'-0"

LICENSED PROFESSIONAL ENGINEER THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION

## TYPICAL SECTIONS

KUHIO HIGHWAY IMPROVEMENTS Extension Of Temporary Kapaa Bypass Road Project No. 56A-03-00

Scale: As Noted

Date: Mar 2004 SHEET No. 3 OF 4 SHEETS

