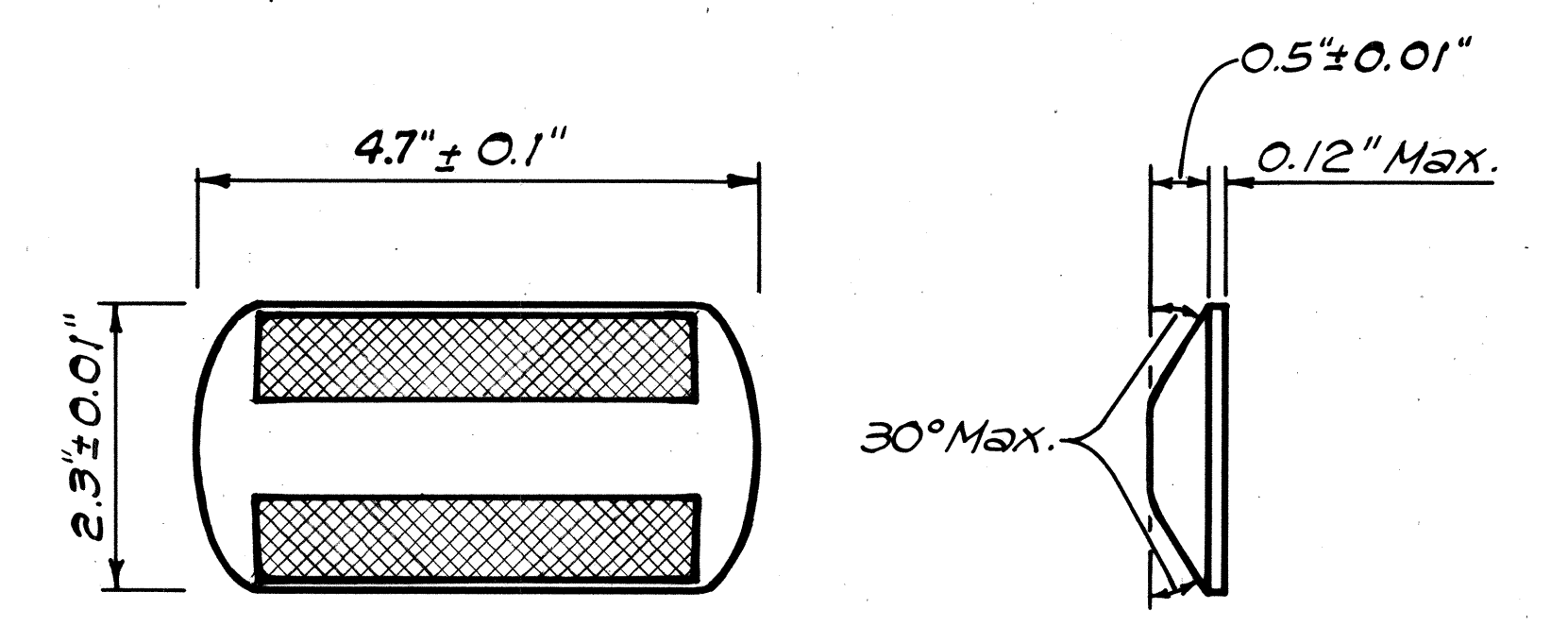


LEGEND

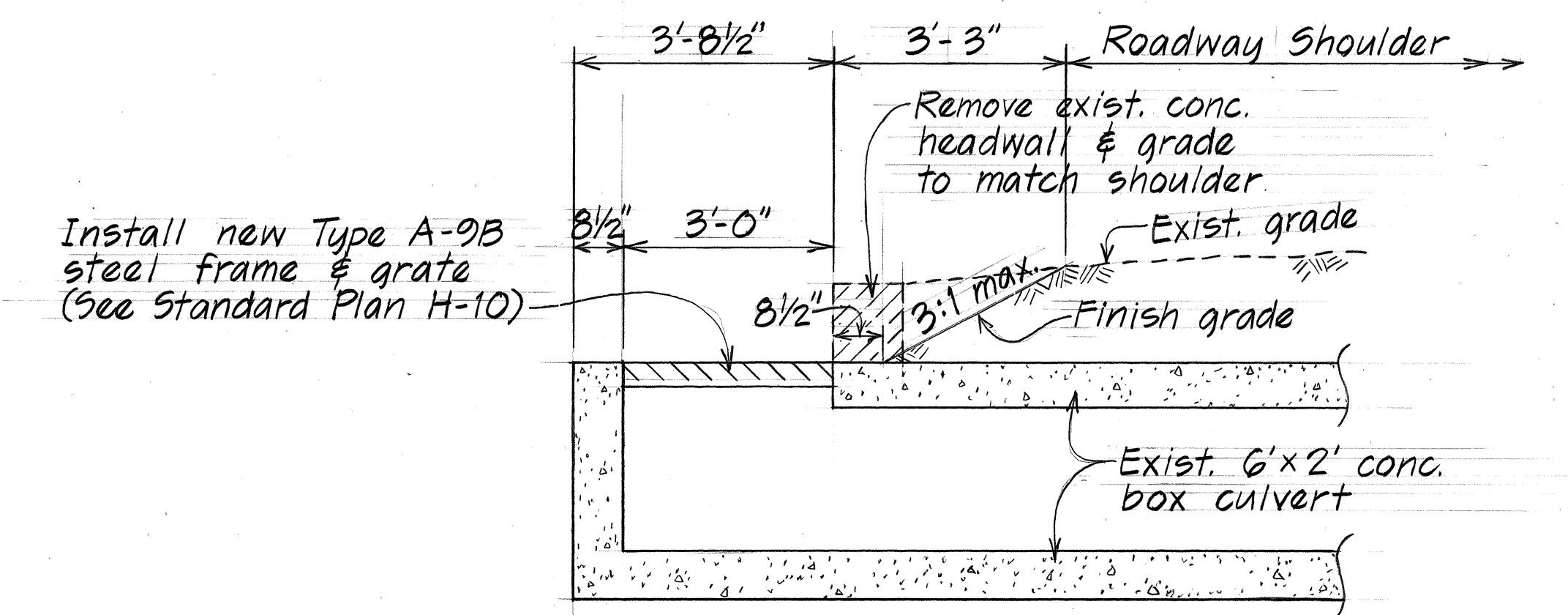
- 4 each Type A Raised Pavement Markers
Type CL Raised Pavement Markers @ 40'-0" o.c.
- 4 each Type J Raised Pavement Markers
Type DL Raised Pavement Markers @ 40'-0" o.c.
- 8" White Stripe with Type CL Raised Pavement Markers @ 20'-0" o.c. alternatingly.
- 4" Double Solid Yellow Stripes with Type DL Raised Pavement Markers @ 20'-0" o.c.
- 4" Double Solid Yellow Stripes with Type HL Raised Pavement Markers @ 20'-0" o.c.
- 4" Yellow Edge Stripe with Type HL Raised Pavement Markers @ 40'-0" o.c.
- 4" Double Solid White Stripes with Type CL Raised Pavement Markers @ 20'-0" o.c.
- Lane Change Restriction Marking
4 each Type A Raised Pavement Markers
Type CL Raised Pavement Markers @ 20'-0" o.c.
4" White Stripe
- 4" White Edge Stripe
- 4" White Guide Lines
- Transverse Median Marking
- Transverse Shoulder Marking
- Channelizing Island or Deceleration Lane Gore
- Crosswalk and Stop Line. All Stop Lines shall be 10'-0" from Crosswalk unless otherwise noted. The circled number indicates the number of lanes for payment.
- Pavement Arrow
- STOP Pavement Word
- 4 each Type J Raised Pavement Markers
Type DL Raised Pavement Markers @ 40'-0" o.c.
Type HL Raised Pavement Markers @ 40'-0" o.c.
4" Yellow Stripe

NOTES

- Layout of pavement markings and striping shall be done by the Contractor and approved by the Engineer prior to any installation work.
- Existing pavement markings not incorporated in the final traffic pattern shall be removed as directed by the Engineer. Costs shall be incidental to the various pavement marking items.
- Raised pavement markers shall not be installed within crosswalks.
- Details of Type C, Type D and Type H Markers on Standard Plan Nos. TE-30, TE-31 and TE-32 shall be deleted and replaced with details of Type CL, Type DL and Type HL Markers as shown on this sheet. All references to Type C, Type D and Type H Markers in the plans shall mean Type CL, Type DL and Type HL Markers.
- Final locations of all signs shall be approved by the Engineer prior to any installation work.



TYPE CL
Red-Clear Reflective Marker
or
TYPE DL
Two-Way Yellow Reflective Marker
or
TYPE HL
One-Way Yellow Reflective Marker
Not to Scale

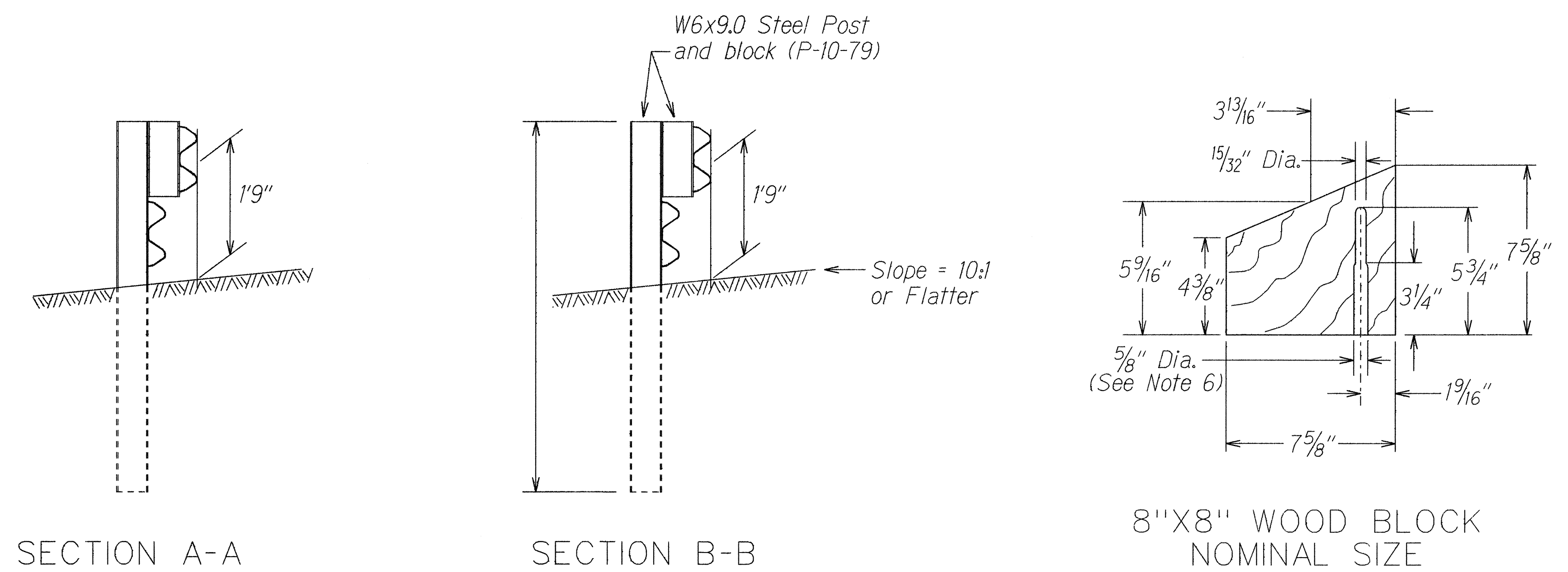


DETAIL: LONGITUDINAL SECTION ALONG
CONCRETE CULVERT AT STA. 154+00 ±
Scale: 1/2" = 1'-0"

DATE	
SURVEY PLOTTED BY	
TRACED BY	
DESIGNED BY	
CHECKED BY	
ORIGINAL PLAN	
NOTE BOOK	
NO.	

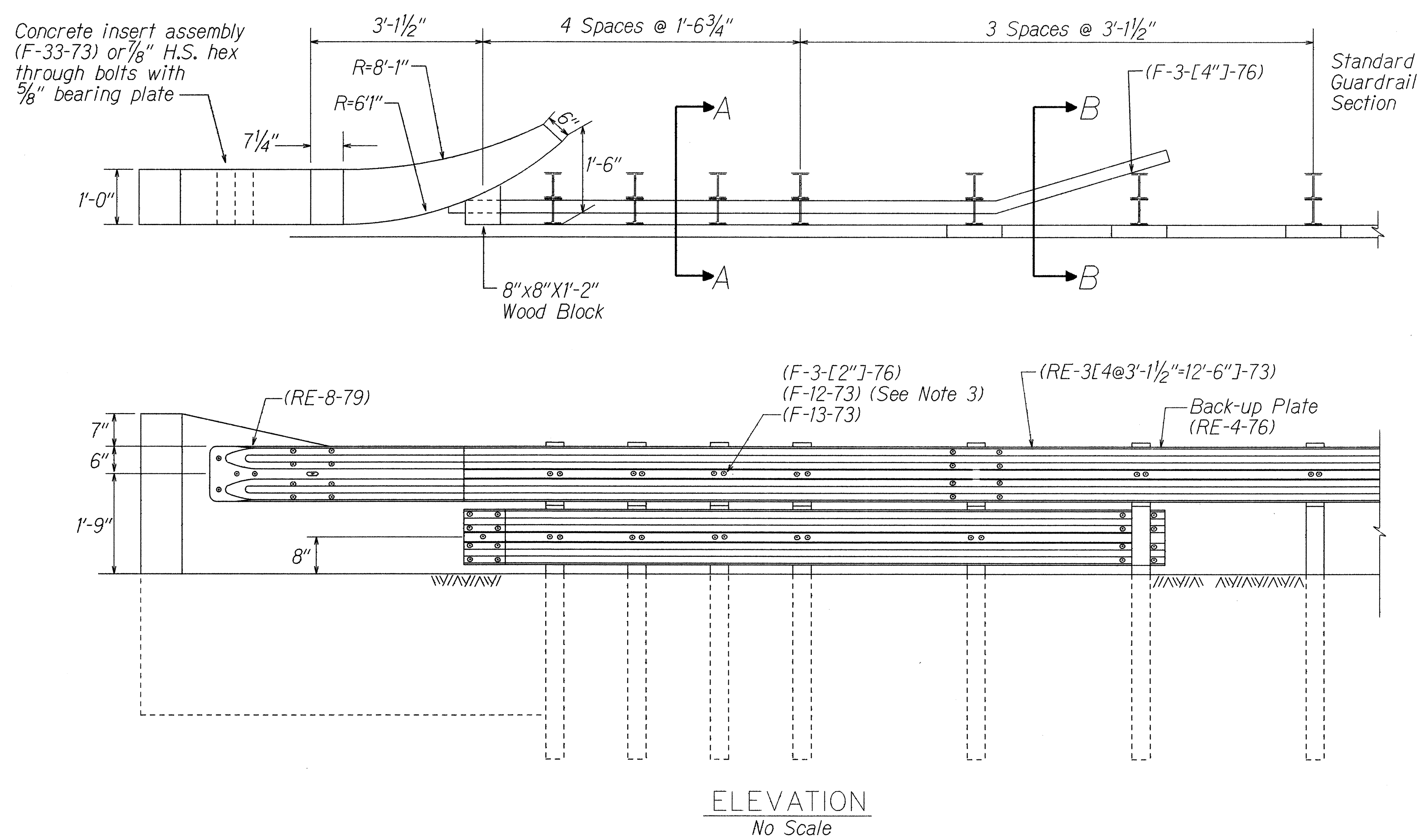
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION	
PAV'T MARKING DETAILS & NOTES & CULVERT DETAILS KUIHELANI HWY. RESURFACING	
PROJECT NO. 380A-01-89M	
Scale: As Noted	Date: May, 1989
SHEET NO. OF SHEETS	

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	380A-01-89M	1989	5S-1	21



NOTES

1. This guardrail transition is appropriate for connection to a vertical curved back concrete wall and should not be connected directly to a concrete safety shape or vertical concrete wall. The appropriate vertical curved back concrete wall is detailed in North Carolina highway standard drawings.
2. Standard barrier hardware has been used to develop this guardrail transition. Designations provided in parenthesis relate to standard elements detailed in "A Guide to Standardized Highway Barrier Roll Hardware," 1979, AASHTO-AGC-ARTBA Joint Cooperative Committee.
3. Use of plate washers (F-12-73) is optional.
4. The rubrail is not connected to the vertical curved back concrete wall. The rubrail and the first top rail require special punching of holes for bolting to posts. Additionally, the rubrail may be shop bent in the last 3 feet to facilitate installation.
5. Posts 1 through 6 require an additional hole to mount the rubrail.
6. Wood Block shall be connected to the beam with a 5/8"x6' long galvanized log bolt.



ELEVATION
No Scale

VERTICAL CURVED BACK CONCRETE BRIDGE RAIL END

DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
NOTED BY	
QUANTITIES BY	
CHECKED BY	

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BRIDGE RAIL END DETAIL

KUIHELANI HIGHWAY RESURFACING
Project No. 380A-01-89M

Scale: As Noted Date: May, 1989

SHEET No. 1 OF 1 SHEETS