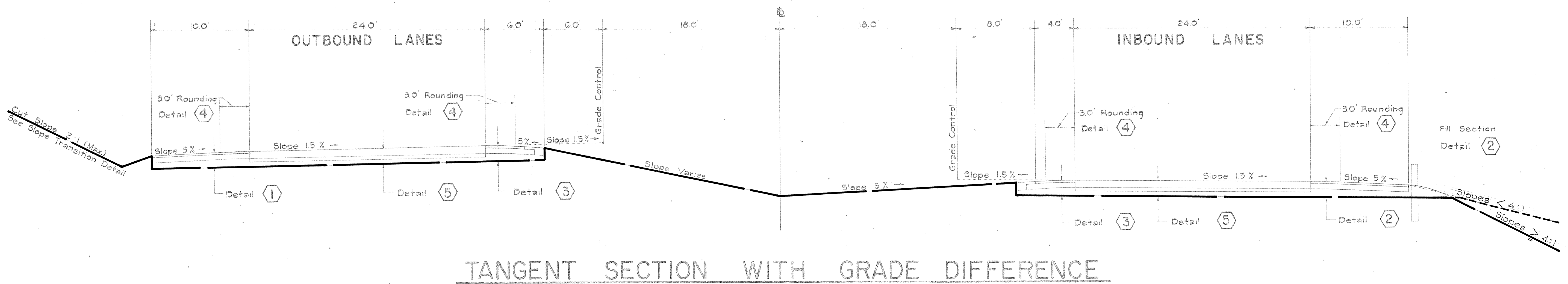
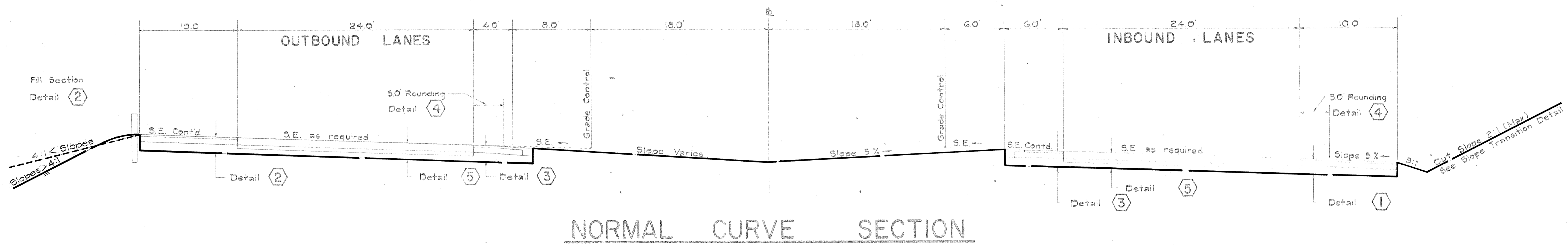
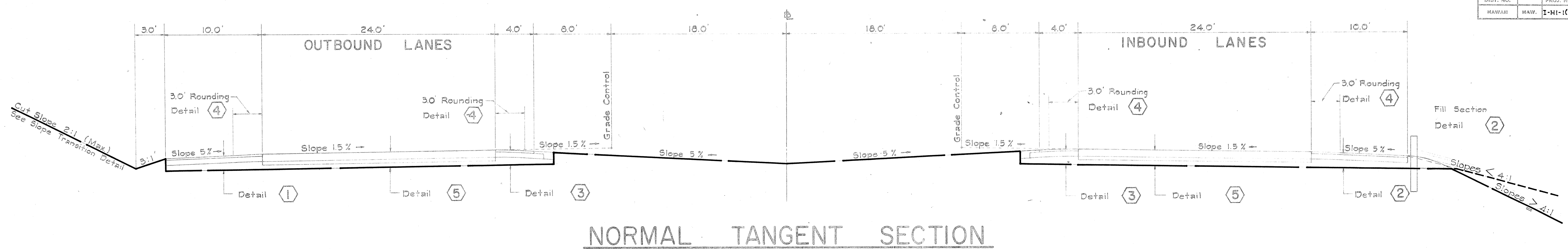


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-HI-1(18)	1965	4	124



SURVEY PLOTTED BY	DATE
DESIGNED BY	
TRACED BY	
QUANTITIES BY	
CHECKED BY	

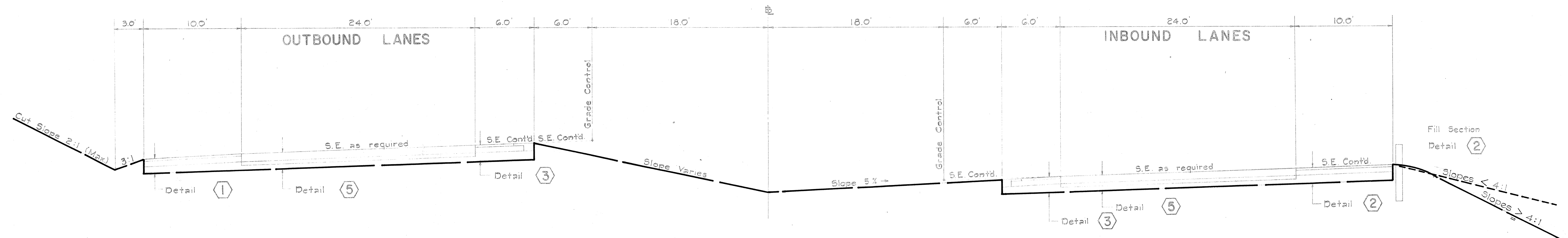
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL ROADWAY SECTIONS

INTERSTATE ROUTE H-1
F.A.I. Proj. No. I-HI-1(18)

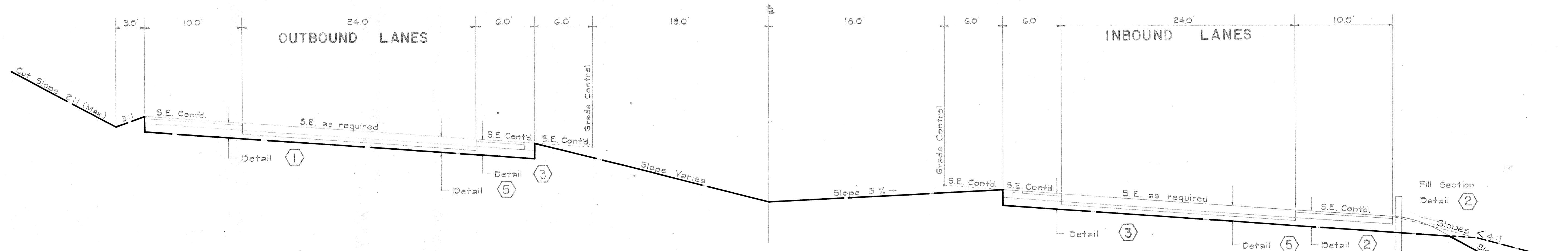
Scale: 3/16" = 1'-0" Date: February, 1965

SHEET No. 1 OF 5 SHEETS



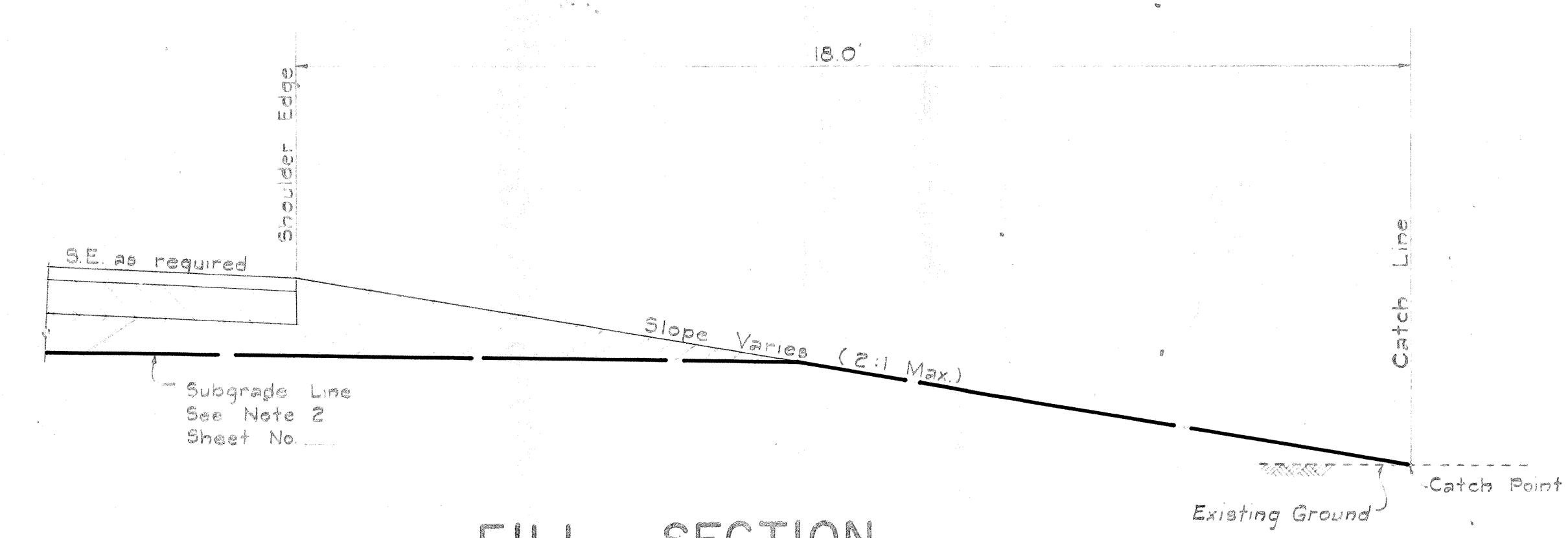
CURVE LEFT WITH GRADE DIFFERENCE

Scale: 3/16" = 1' - 0"

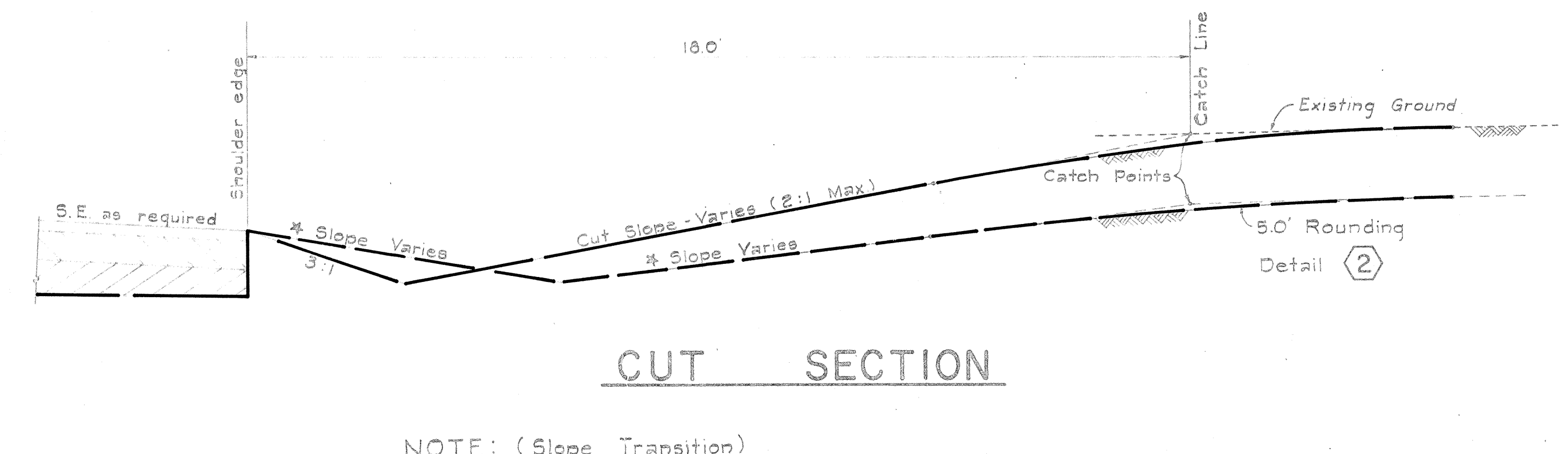


CURVE RIGHT WITH GRADE DIFFERENCE

Scale: 3/16" = 1' - 0"



FILL SECTION



CUT SECTION

SLOPE TRANSITIONS

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

NOTE: (Slope Transition)

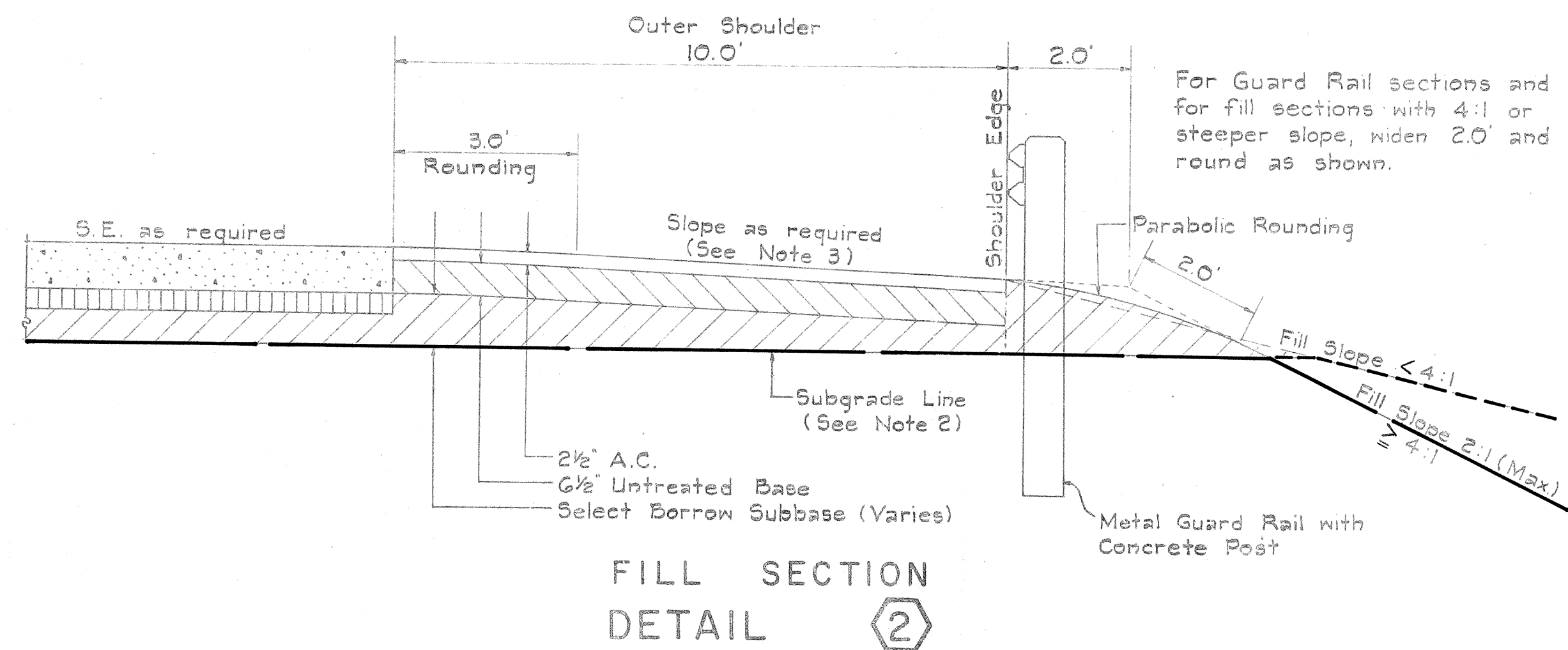
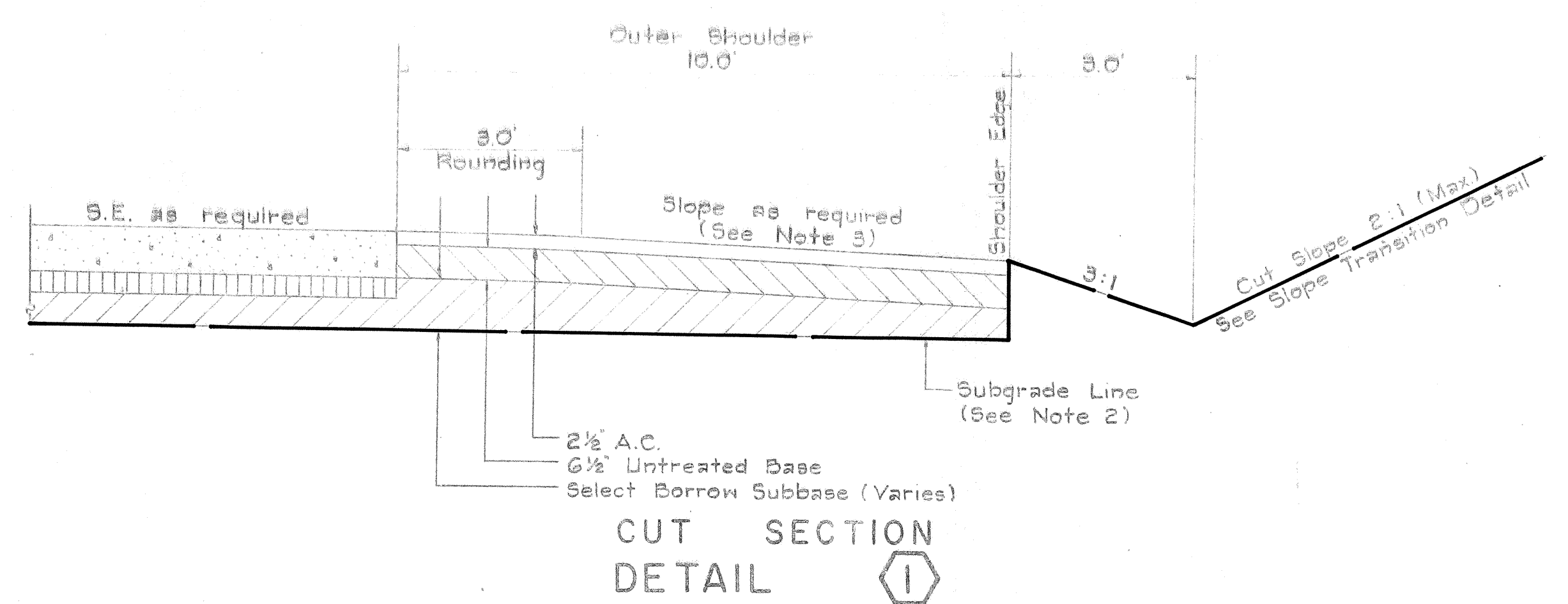
- Where normal slopes catch in a distance less than 16 feet from the shoulder edge, flat slopes shall be used which catch on a line 16 feet from the shoulder edge.
- Transition between cut and fill sections shall be made by varying the cut slopes and holding the catch line at 16 feet from the shoulder edge.

STATE OF HAWAII
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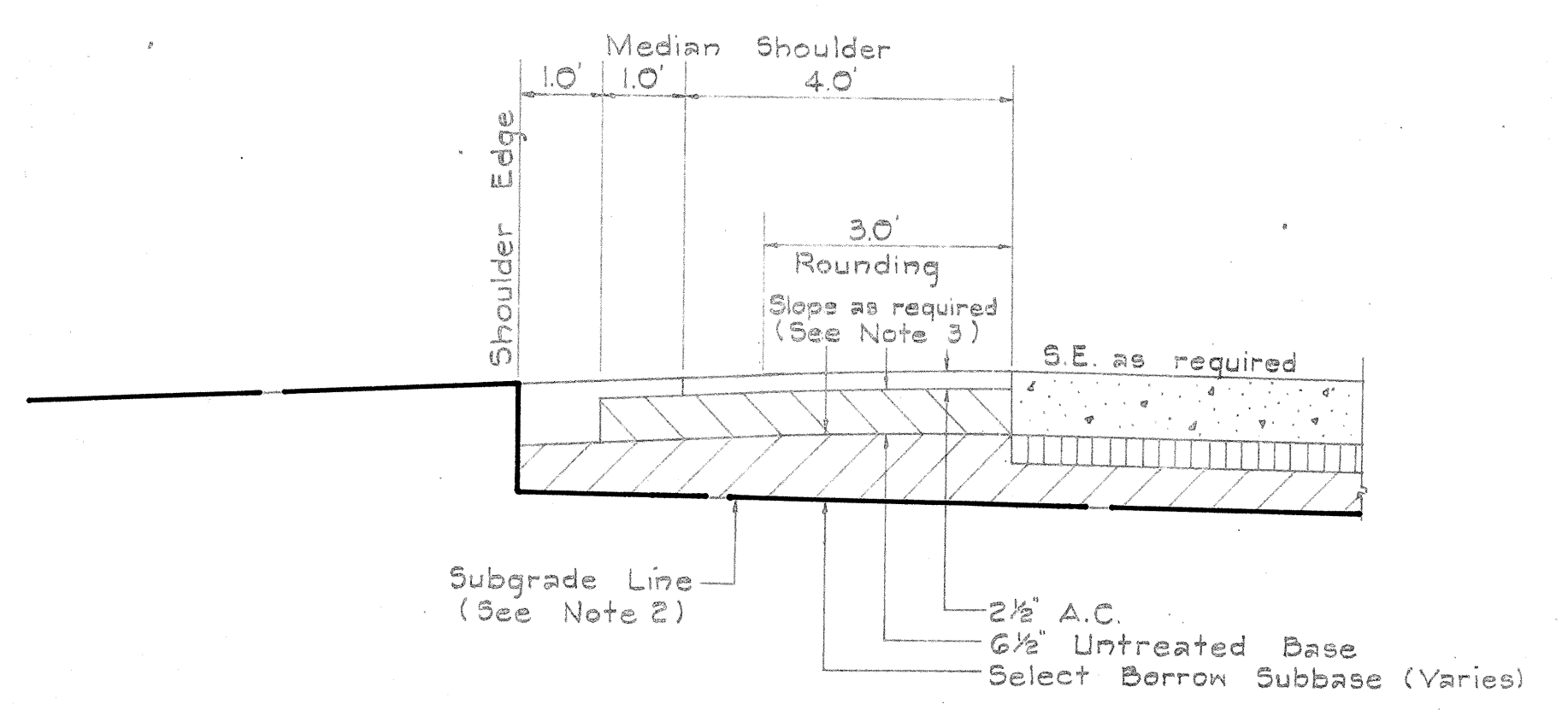
TYPICAL ROADWAY SECTIONS

INTERSTATE ROUTE H-1
F.A.I. Proj. No. I-HI-11(8)

Scale: As Noted Date: February, 1965
SHEET No. 2 OF 5 SHEETS

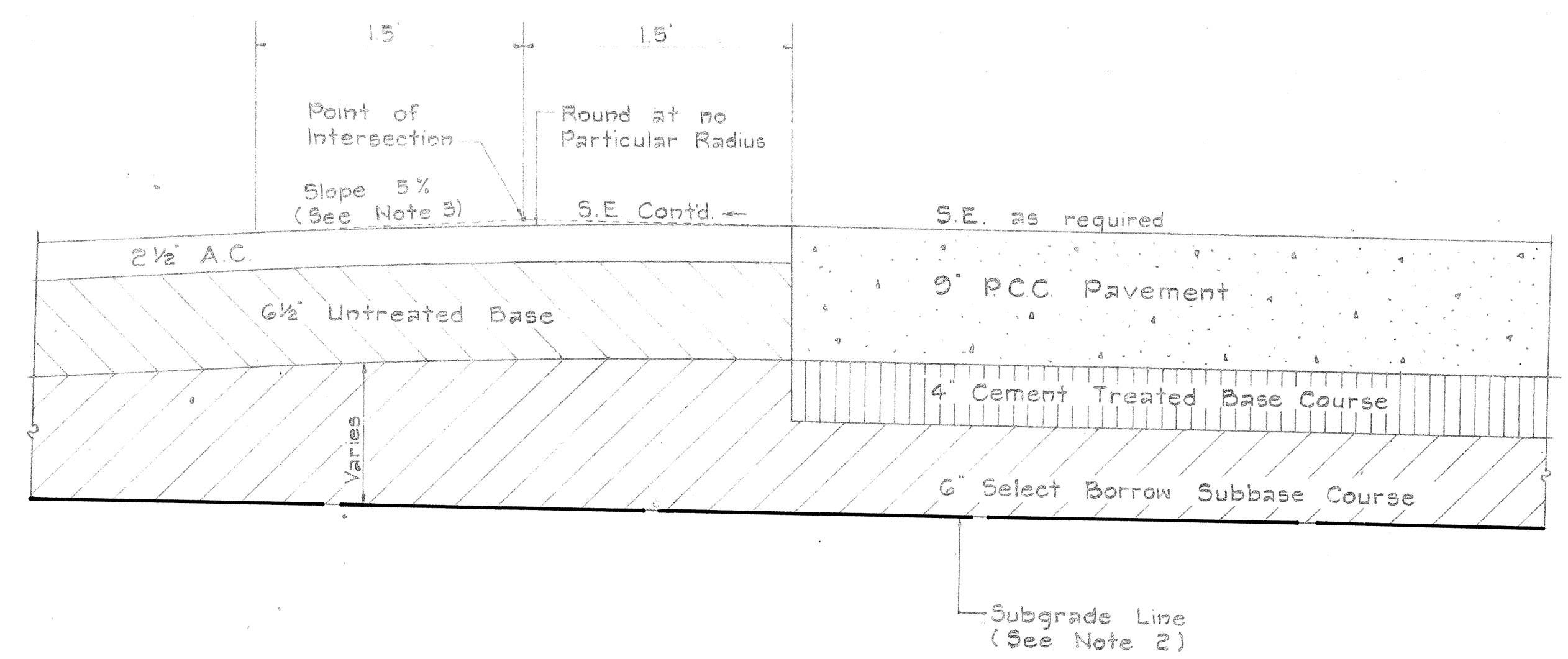


OUTER SHOULDER DETAIL

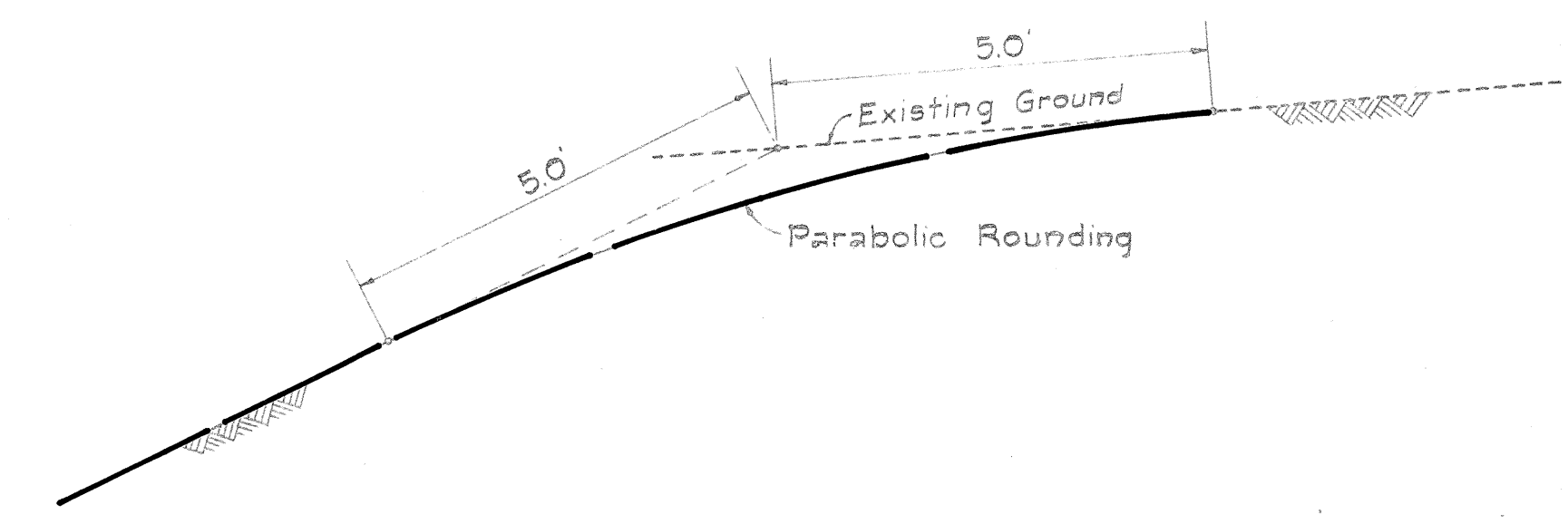


DETAIL 3
MEDIAN SHOULDER DETAIL

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



SHOULDER ROUNDING DETAIL 4
and
PAVEMENT DESIGN DETAIL 5
Scale: 1/2" = 1'-0"



TOP OF CUT ROUNDING
Scale: 1/2" = 1'-0"

GENERAL NOTES:

- 2 1/2" A.C. for shoulders shall consist of two layers. The bottom layer shall be 1 1/2" of Asphaltic Concrete Mix No. III and the top layer shall be 1" of Asphaltic Concrete Mix No. V.
- Subgrade line shall be parallel to the pavement slope and shall end at the shoulder edge; except in fill section at the outer shoulder, where the pavement slopes to the outer shoulder, then the subgrade line shall continue to the edge of fill for drainage of the basement course.
- Shoulders shall have a minimum slope of 5% except when the algebraic difference in cross slope at the pavement edge exceeds 6.5% or when the pavement super elevation sloping down to the shoulder exceeds 5% then the pavement super elevation shall continue through the shoulder.
- In rock excavation, the slopes shall be finished in accordance with the requirements specified for Class 'B' excavation.

STATE OF HAWAII
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HIGHWAYS DIVISION

TYPICAL ROADWAY SECTIONS

INTERSTATE ROUTE H-1
F.A.I. Proj. No. I-HI-1(18)

Scale: As Noted Date: February, 1965

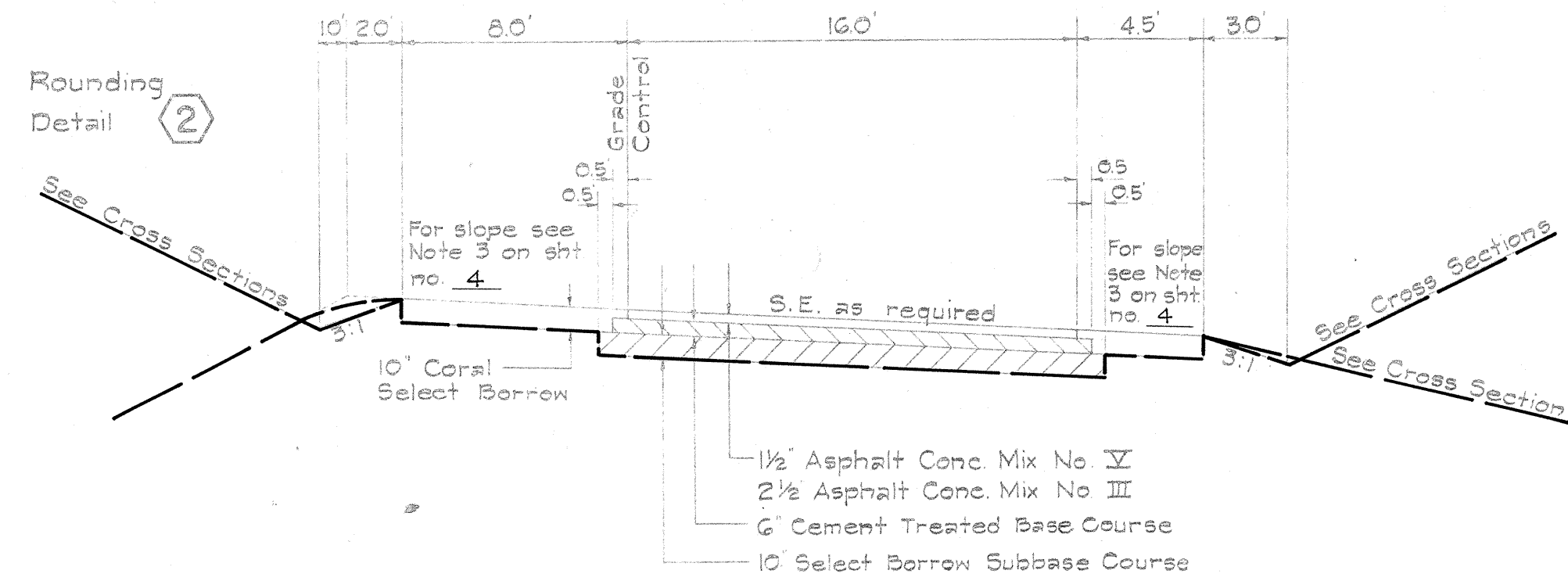
SHEET No. 3 OF 5 SHEETS

ORIGINAL
PLAN
NOTE BOOK
No.

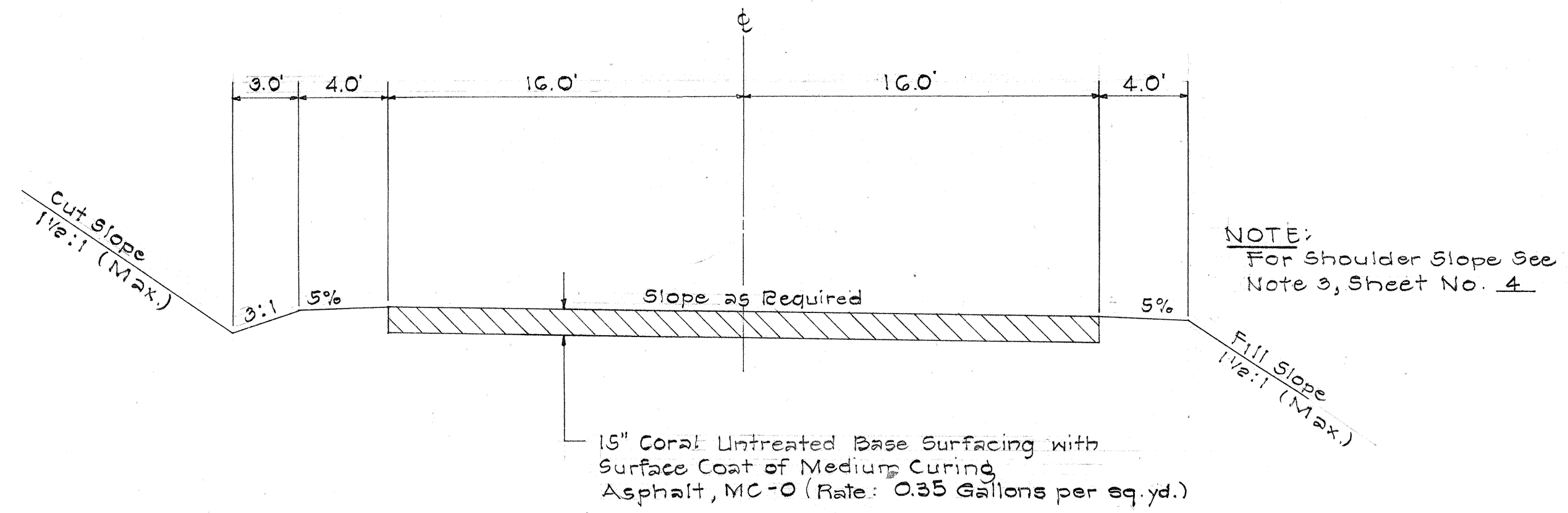
SURVEY PLOTTED BY
DATE

DRAWN BY
DESIGNED BY
CHECKED BY

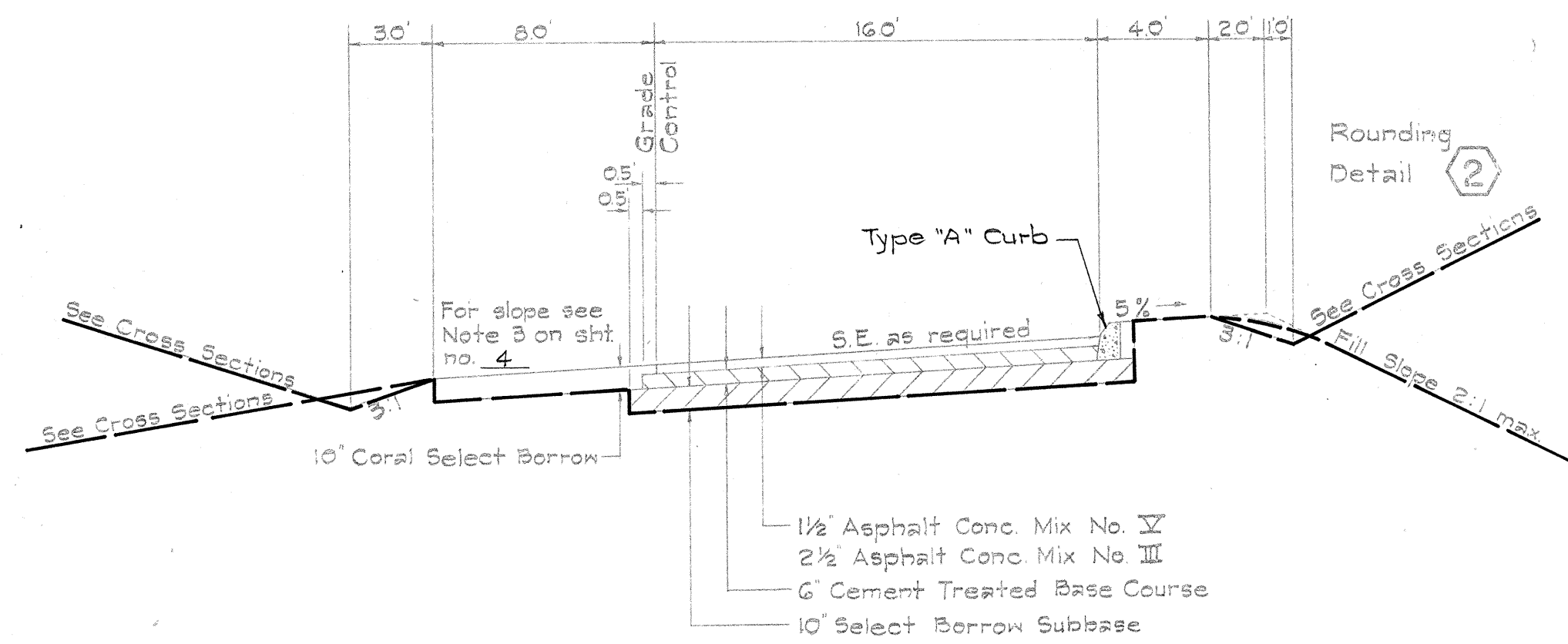
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-HI-1(18)	1965	5	124



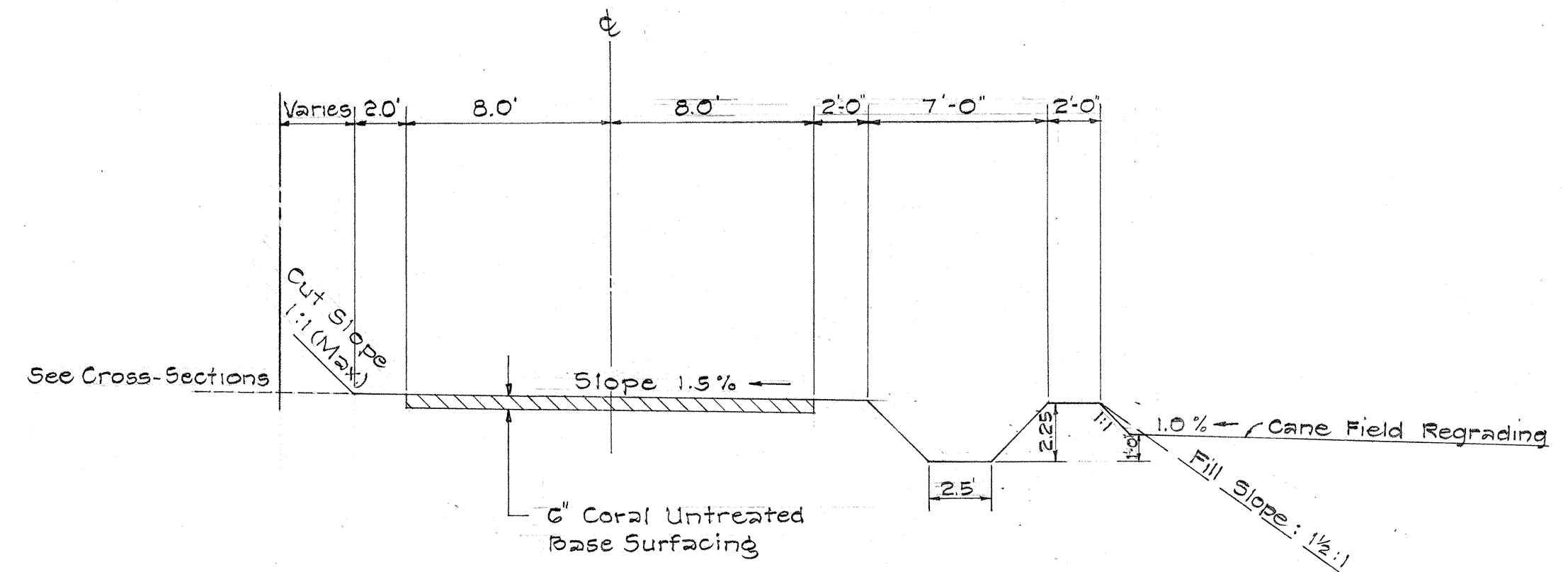
RAMP KC



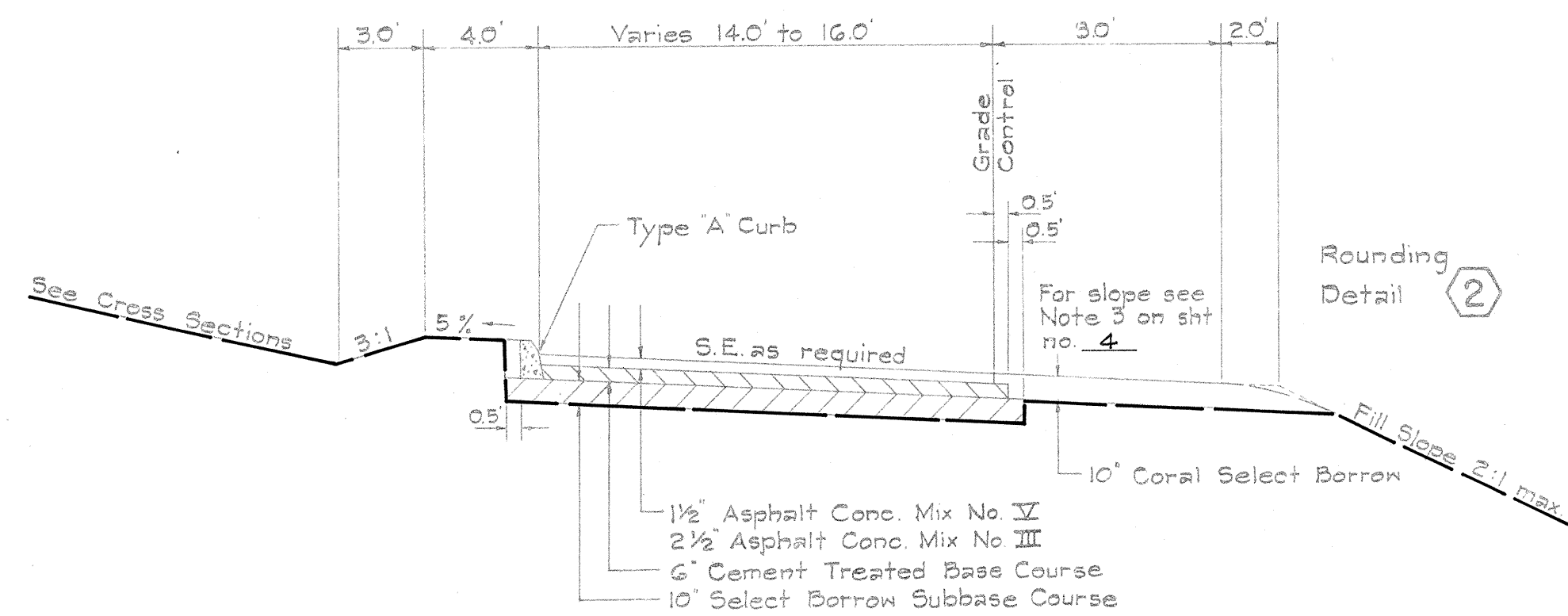
CANE HAUL ROAD



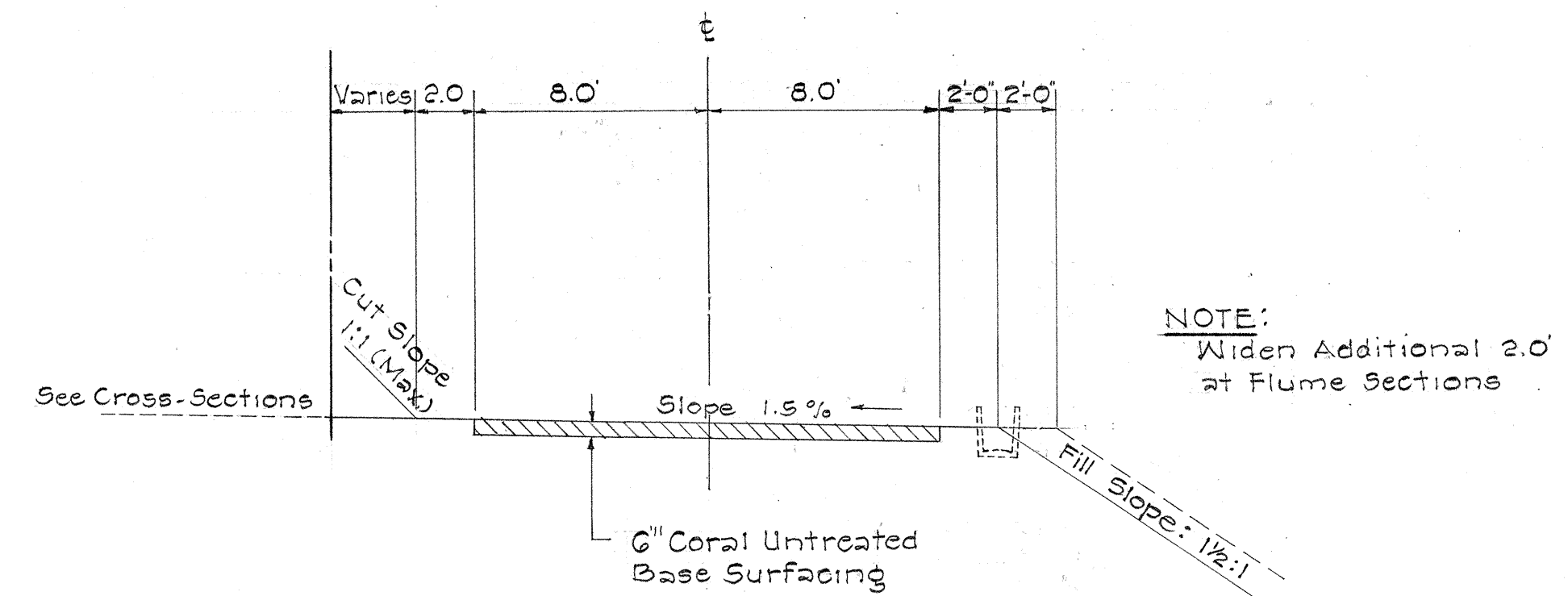
RAMP KB



DITCH SECTION



RAMP KA



NORMAL SECTION

TOP DITCH SERVICE ROAD

STATE OF HAWAII
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HIGHWAYS DIVISION

TYPICAL ROADWAY SECTIONS

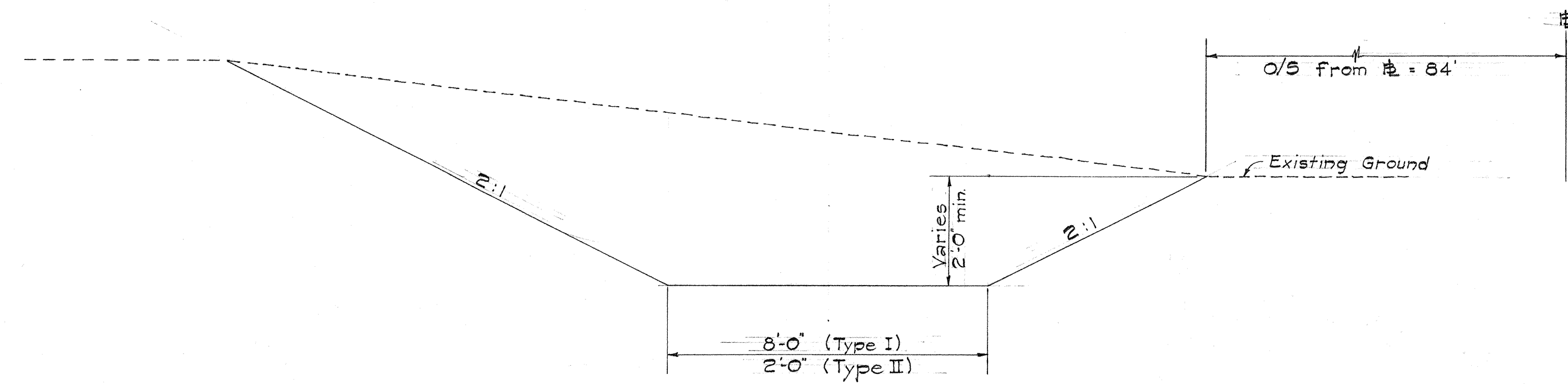
INTERSTATE ROUTE H-1
F.A.I. Proj. No. I-HI-1(18)

Scale: 3/16"=1'-0"

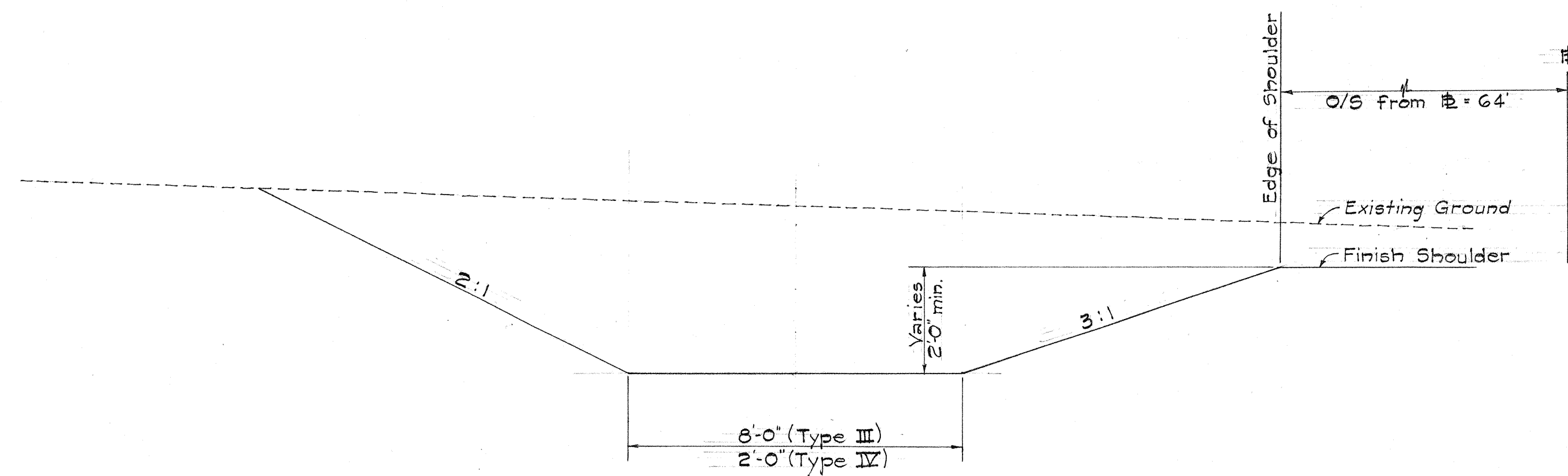
Date: February, 1965

SHEET No. 4 OF 5 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-HI-11(18)	1965	6	124



TYPE I & TYPE II



TYPE III & TYPE IV

TYPICAL ROADWAY INTERCEPTOR DITCHES

Scale: 3/8" = 1'-0"

222+00	G.R.P. Ditch
223+12	Type I
224+50	Transition from Type I to Type III
225+00	Type III
229+00	Transition from Type III to Type I
229+50	Type I
231+00	Transition from Type I to Type IV
231+50	Type IV
240+00	Transition from Type IV to Type II
240+50	Type II
241+50	Transition from Type II to Type IV
242+00	Type IV
243+00	

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL ROADWAY SECTIONS

INTERSTATE ROUTE H-1
F.A.I. Proj. No. I-HI-11(18)

Scale: As Noted

Date: February, 1965

SHEET No. 5 OF 5 SHEETS