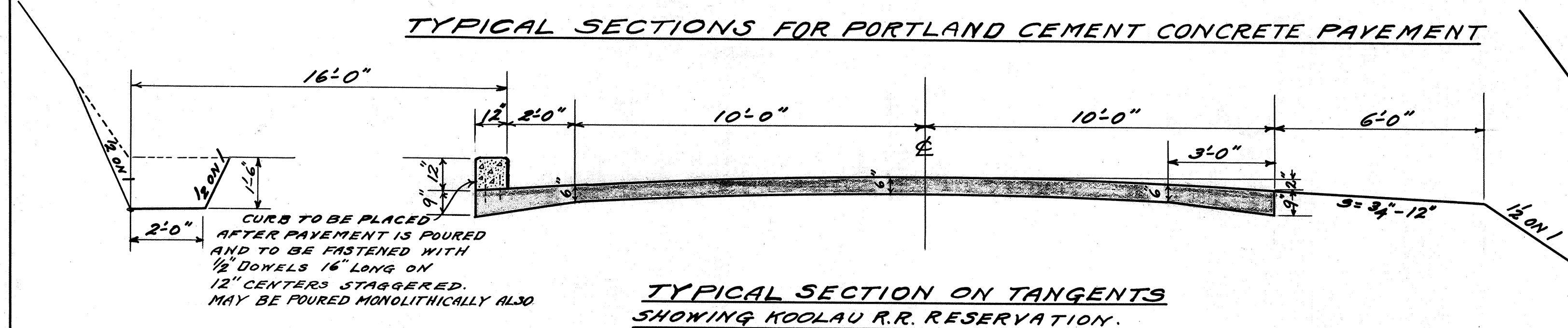
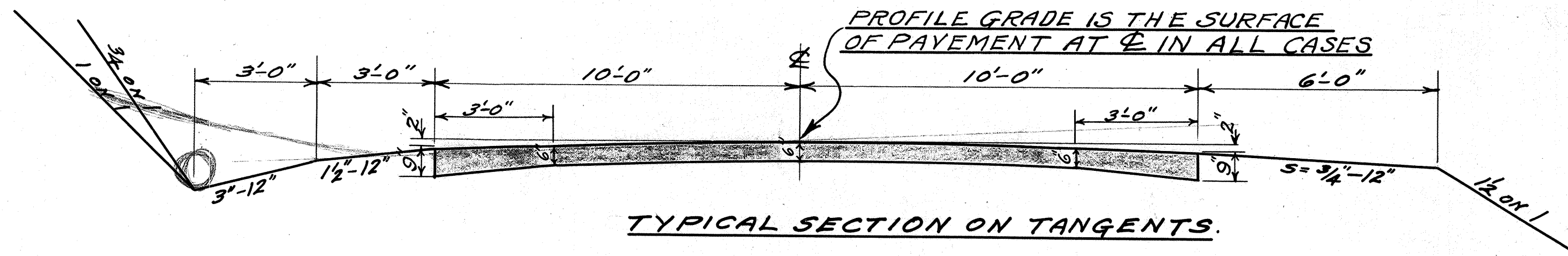


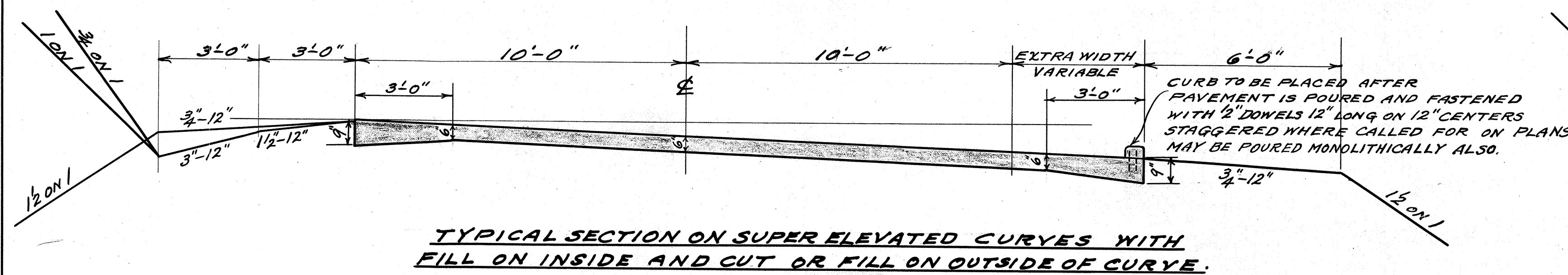
TYPICAL SECTIONS FOR PORTLAND CEMENT CONCRETE PAYEMENT



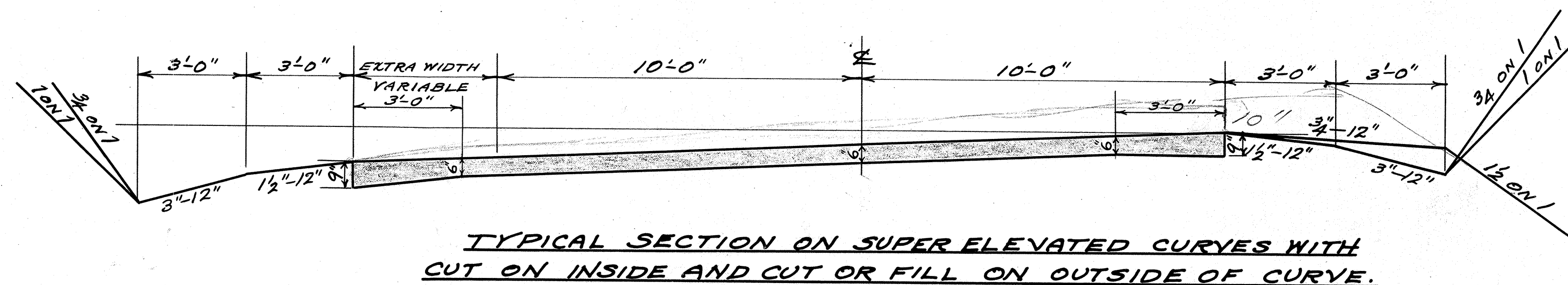
TYPICAL SECTION ON TANGENTS
SHOWING KOOLAU R.R. RESERVATION.



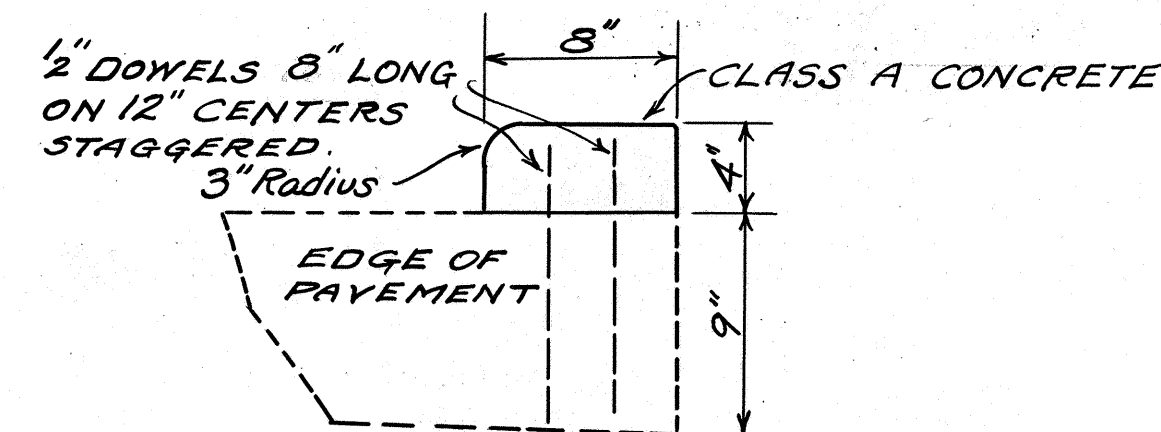
TYPICAL SECTION ON TANGENTS.



TYPICAL SECTION ON SUPER ELEVATED CURVES WITH
FILL ON INSIDE AND CUT OR FILL ON OUTSIDE OF CURVE.



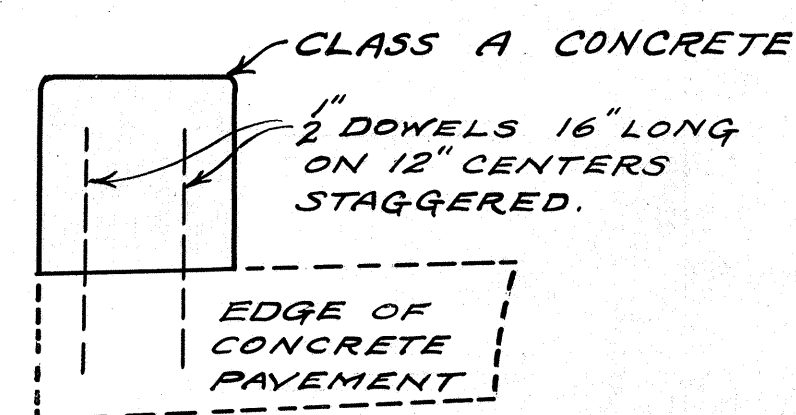
TYPICAL SECTION ON SUPER ELEVATED CURVES WITH
CUT ON INSIDE AND CUT OR FILL ON OUTSIDE OF CURVE.



CONCRETE CURB

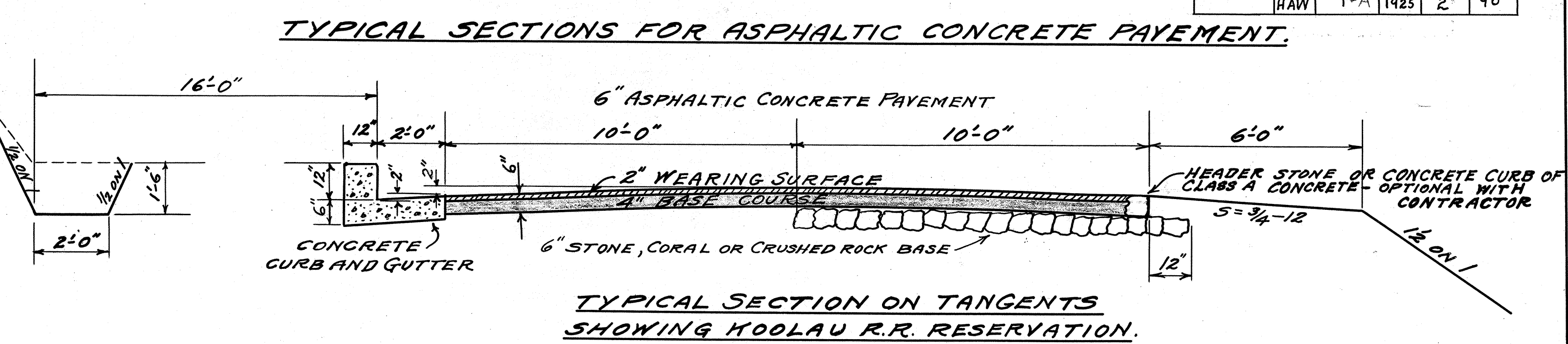
TO BE PLACED AFTER PAYEMENT IS POURED. OR MONOLITHICALLY.
LOCATION OF EACH TYPE SHOWN ON THE PLANS.

1/2" SIZE

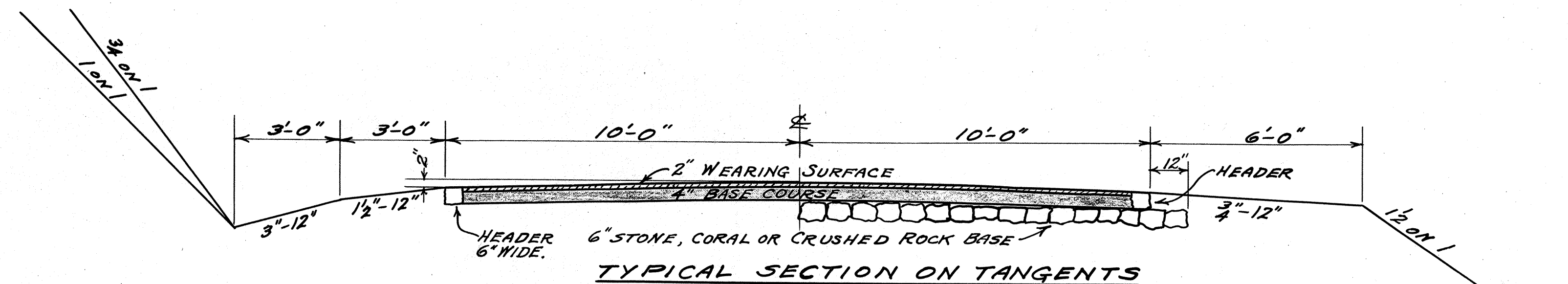


12" X 12" CONCRETE CURB

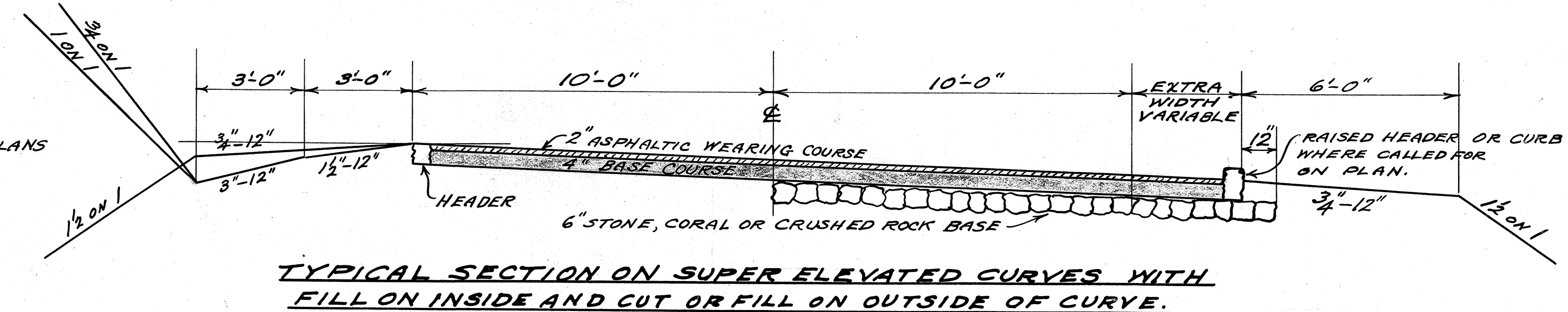
TYPICAL SECTIONS FOR ASPHALTIC CONCRETE PAYEMENT.



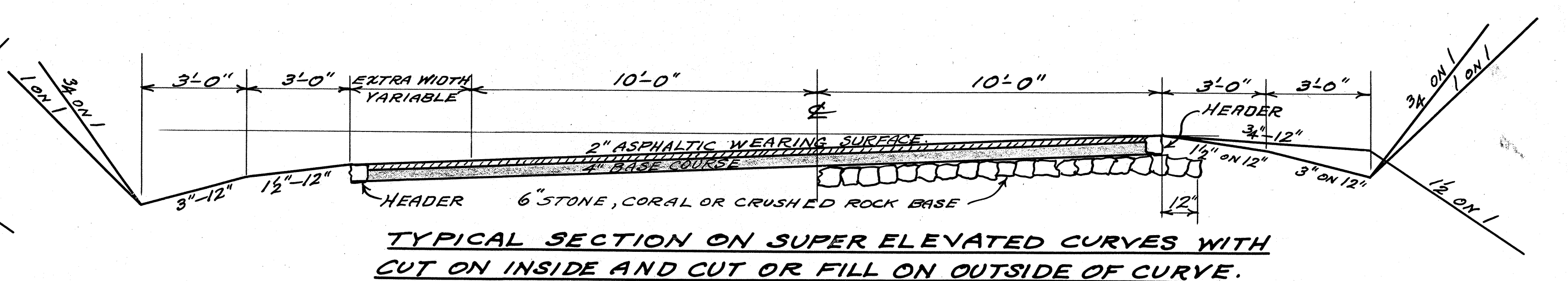
TYPICAL SECTION ON TANGENTS
SHOWING KOOLAU R.R. RESERVATION.



TYPICAL SECTION ON TANGENTS



TYPICAL SECTION ON SUPER ELEVATED CURVES WITH
FILL ON INSIDE AND CUT OR FILL ON OUTSIDE OF CURVE.



TYPICAL SECTION ON SUPER ELEVATED CURVES WITH
CUT ON INSIDE AND CUT OR FILL ON OUTSIDE OF CURVE.

KAMEHAMEHA HIGHWAY
PROJECT 1-A
TYPICAL ROAD SECTIONS

SCALE 3/8" = 1'-0"
8" SIZE

AUGUST 1925

3076.2

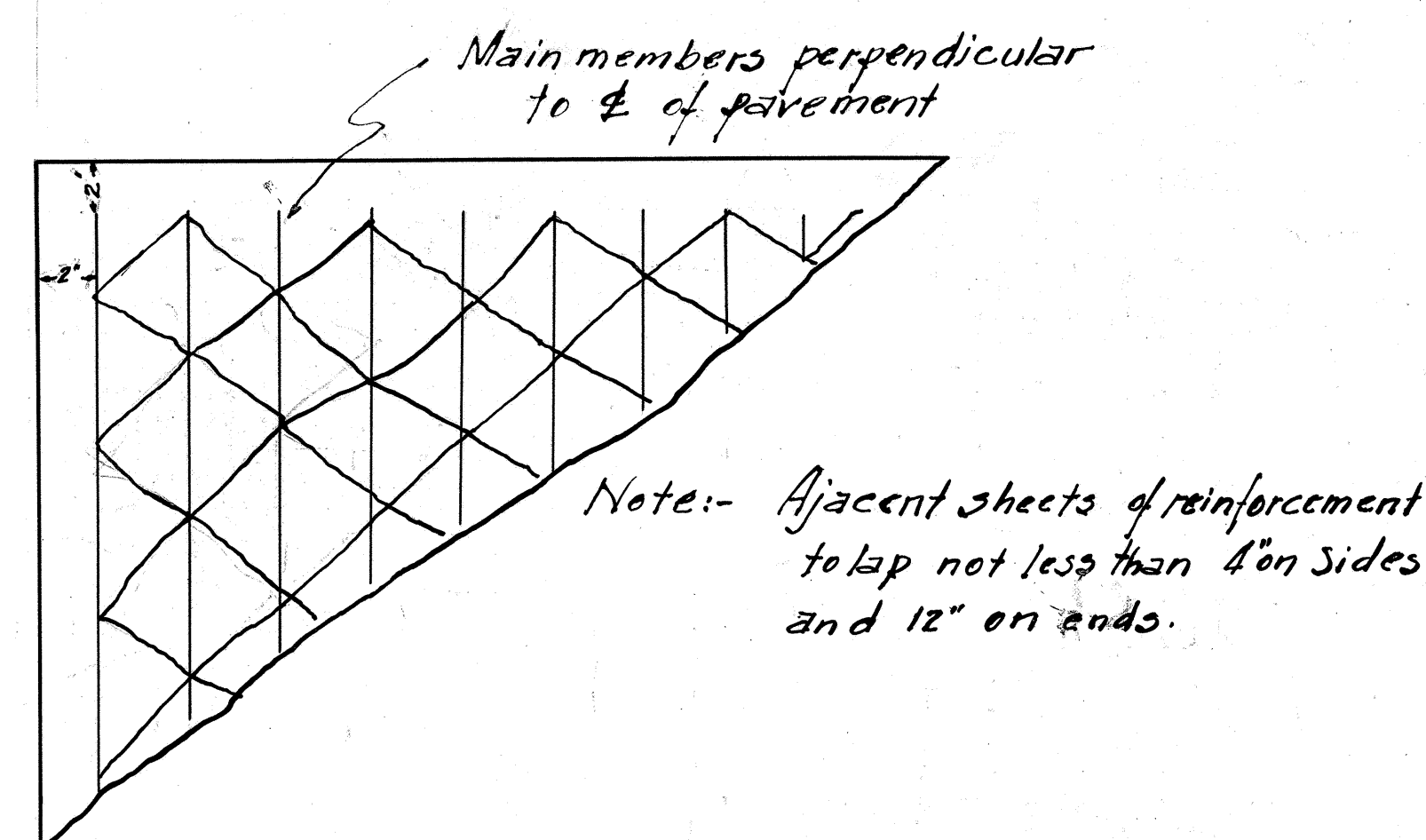
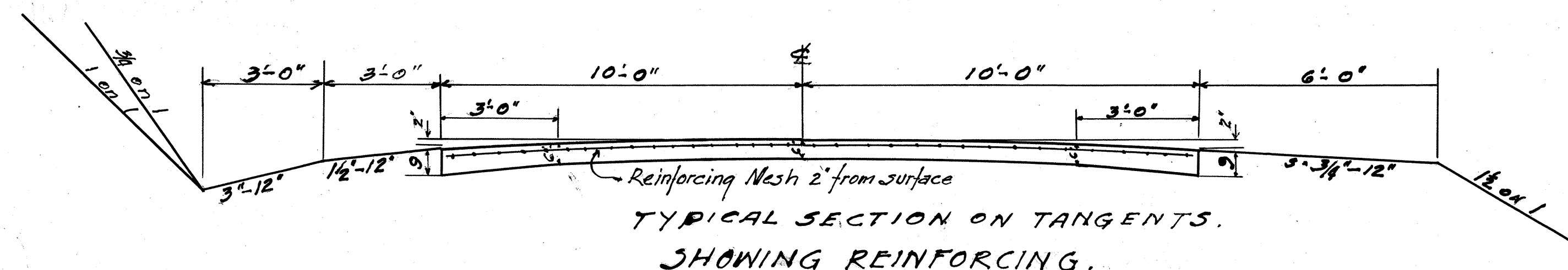
TABULATION SHOWING LOCATION OF REINFORCING IN PAVEMENT.

From Station	To Station	Length Including Equation	Full Section	From Station	To Station	Length Including Equation	Full Section
717+64	717+76	12.0	Full	919+50	924+95	545.0	Full.
730+88	732+15	127.0	"	925+60	926+90	30.0	"
752+202	752+332	18.0	"	931+00	933+50	250.0	"
765+91	766+09	18.0	"	936+60	936+90	30.0	"
767+00	770+50	350.0	"	940+30	940+60	30.0	"
770+50	772+50	200.0	Right Half	943+85	944+15	30.0	"
772+50	775+00	250.0	Full	948+50	948+95	45.0	"
775+00	777+50	250.0	Right Half	949+85	950+35	50.0	"
777+30	778+00	50.0	Full	963+25	963+69	44.0	"
778+00	782+00	400.0	Right Half	965+10	965+60	50.0	"
782+00	786+00	400.0	Full	970+00	971+50	150.0	"
786+00	787+00	100.0	Left Half	976+00	976+50	50.0	"
793+00	793+40	40.0	Right Half	981+50	1010+45	2895.0	"
793+40	793+90	50.0	Full	1039+00	1041+00	200.0	"
793+90	797+75	385.0	Right Half	1050+00	1066+29	1629.0	"
800+30	800+48	18.0	Full	1067+53	1069+32	179.0	"
815+00	823+00	800.0	"	1073+40	1073+90	50.0	"
824+26	827+25	299.0	"	1080+60	1085+00	440.0	"
842+56E	842+95E	39.0	"	1107+75	1108+25	50.0	"
852+89E	853+10E	21.0	"	1127+75	1128+25	50.0	"
865+13	866+13	100.0	"	1134+30	1134+80	50.0	"
878+65	880+25	160.0	"	1139+75	1140+25	50.0	"
881+13	881+57	44.0	"	1150+20	1150+70	50.0	"
881+99	883+50	151.0	"	1152+00	1152+46	46.0	"
887+35	887+65	30.0	"	1155+85	1156+15	30.0	"
892+85	893+15	30.0	"	1166+50	1172+04	554.0	"
901+85	902+15	30.0	"	1172+752	1173+25	49.1	"
912+50	915+25	175.0	"	1196+56	1196+96	40.0	"
918+15	918+85	70.0	"	1197+50	1198+00	50.0	"

Note:— Areas allowed in pavement will include all extra widths.

3076.SPECIAL

APPROVED BY *Edmund H. Vogel*
TERRITORIAL HIGHWAY ENGINEER



Note:— Adjacent sheets of reinforcement to lap not less than 4' on sides and 12' on ends.

DESCRIPTION OF REINFORCING

Reinforcement required to be wire mesh type cold drawn from rods hot rolled from billets structural steel grade A.S.T.M. A15-14, effective weight at least 40 pounds per 100 square feet with effective areas at right angles varying from 1:1 to 4:1 and main members not over 6" apart with cross members not over 9" apart.