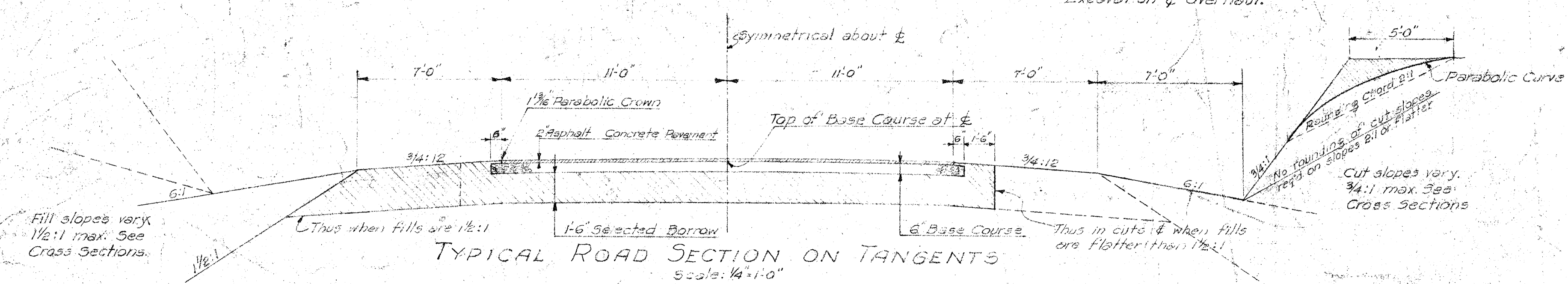


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	F.A.P. 35-A(1)	1934	2	9
33	33	F.A.P. 35-B(1)	34	2	15
33	33	F.A.P. 35-B(1)	35	2	53
33	33	F.A.P. 35-B(1)	35	2	33

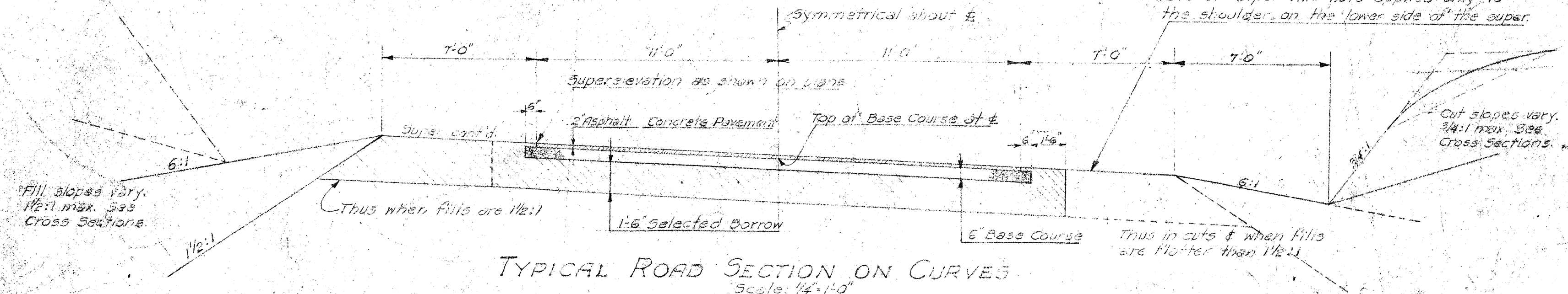
Rounded tops of cuts are paid for by their length as per specifications. Materials excavated in this shaded area shall not be included for payment under the items of Excavation & Overhaul.



TYPICAL ROAD SECTION ON TANGENTS
Scale: 1/4"=1'-0"

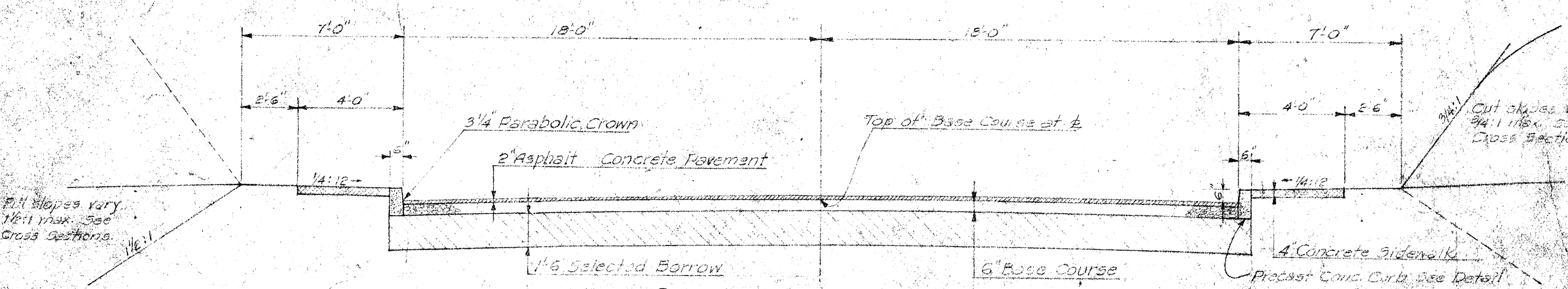
NOTE: The above requirements for placing selected borrow do not apply for F.A.P. 35-A(1)

NOTE: When super is less than .05 ft per ft shoulder slope is 3/4:1. When super is equal to or greater than .05 ft per ft, shoulder slope is the same as the rate of super. This note applies only to the shoulder on the lower side of the super.



TYPICAL ROAD SECTION ON CURVES
Scale: 1/4"=1'-0"

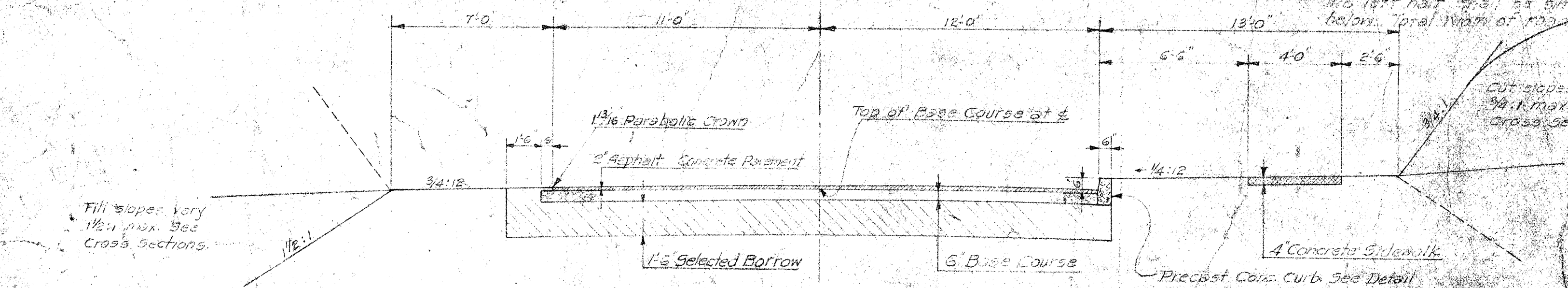
NOTE: The above requirements for placing selected borrow do not apply for F.A.P. 35-A(1)



SPECIAL SECTION F.A.G.H. 35-B(1)
Scale: 1/4"=1'-0"

NOTE: This section occurs on F.A.G.H. 35-B(1) Highway Sta. 48+20 to 52+50. Waialae Mokuia Spur Sta. 0+00 to 2+50. This section is similar to the typical road section on tangents. See Interchange Detail.

F.A.G.H. 35-B(1) Highway Sta. 52+50 to 54+50. This section is similar to the typical road section on tangents. See Interchange Detail.

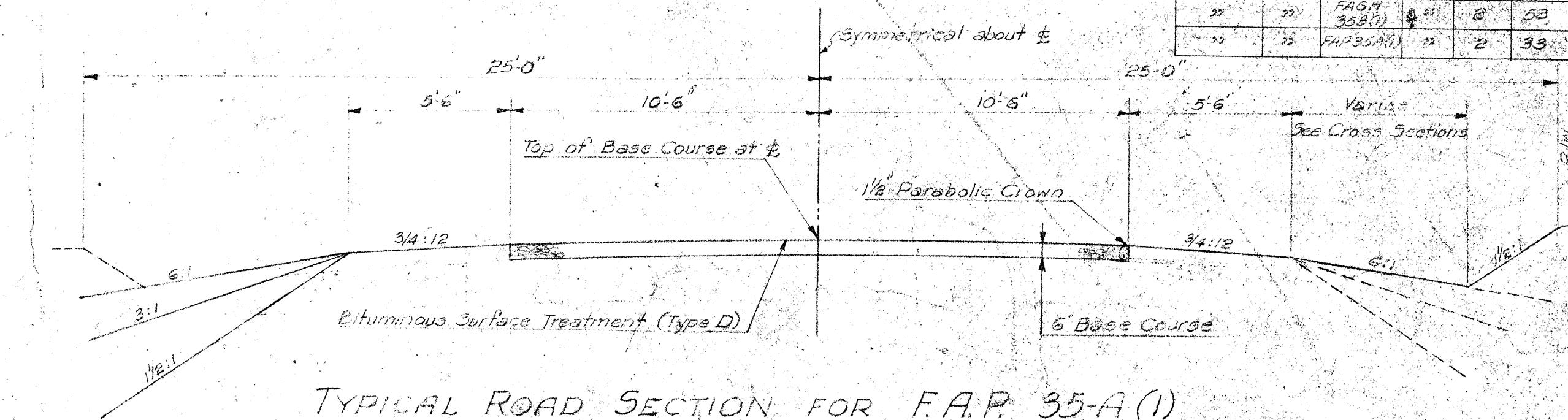


SPECIAL SECTION F.A.G.H. 35-B(1)
Scale: 1/4"=1'-0"

NOTE: This section occurs on F.A.G.H. 35-B(1) Highway Sta. 44+67.9 to 48+50. Waialae Mokuia Spur Sta. 3+20 to 5+30.34. This section is similar to the typical road section on tangents. See Interchange Detail.

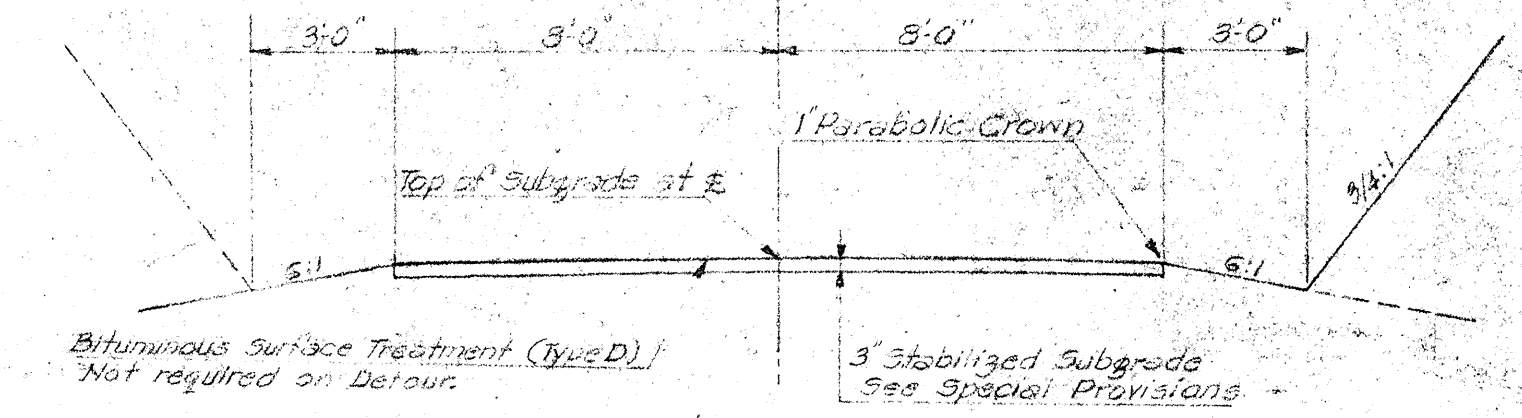
The portion of Highway where this Special Section is on curves shall be super-elevated as called for on the plans, and all notes regarding super-elevation shall be used, excepting that the sidewalk area slope shall remain as shown above.

NOTE FOR SUPER-ELEVATION: Super-elevation shall start at a point 200 ft before the PC and reach the full super required at the PC by lowering and raising the outer edges of the pavement at a uniform rate from the standard crown to the required super-elevation.



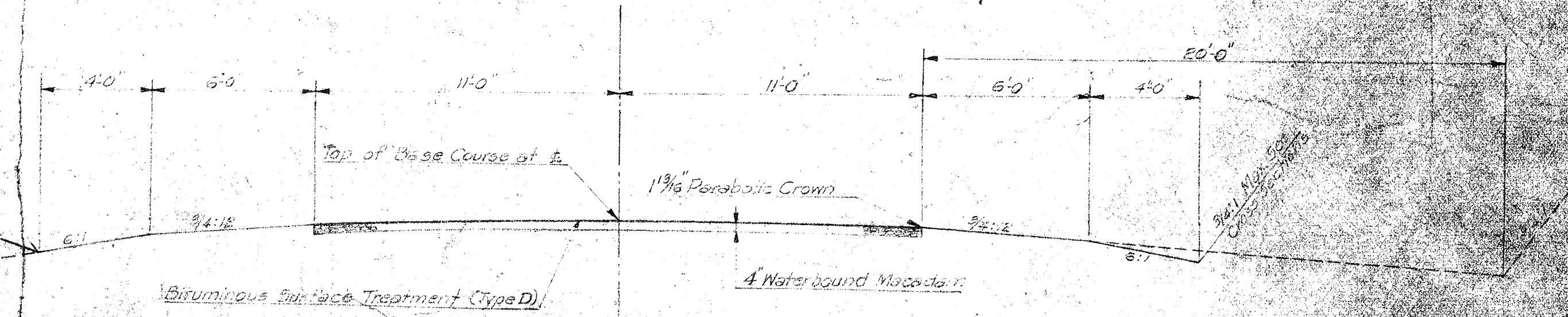
TYPICAL ROAD SECTION FOR F.A.P. 35-A(1)
Scale: 1/4"=1'-0"

NOTE: No rounding of cut slopes required.



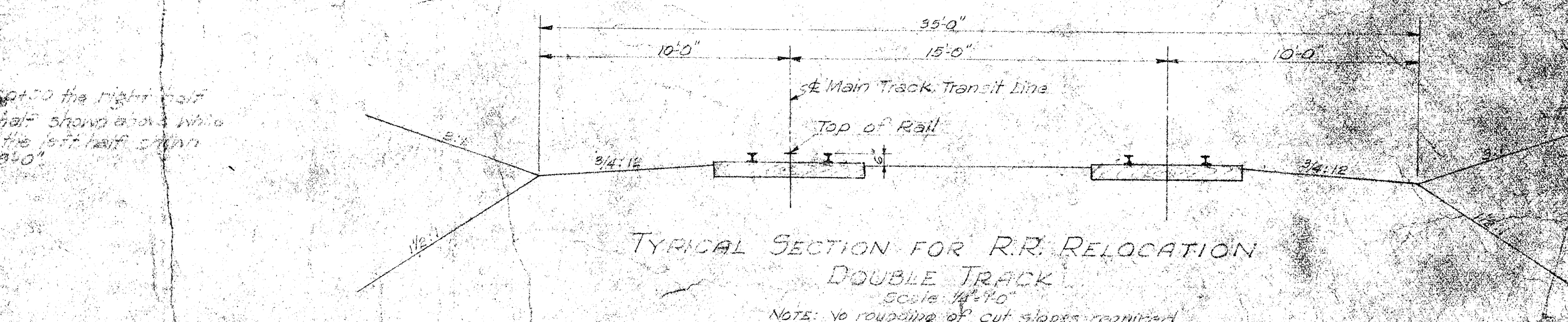
SERVICE ROAD & DETOUR F.A.G.H. 35-B(1)
Scale: 1/4"=1'-0"

NOTE: No rounding of cut slopes required.



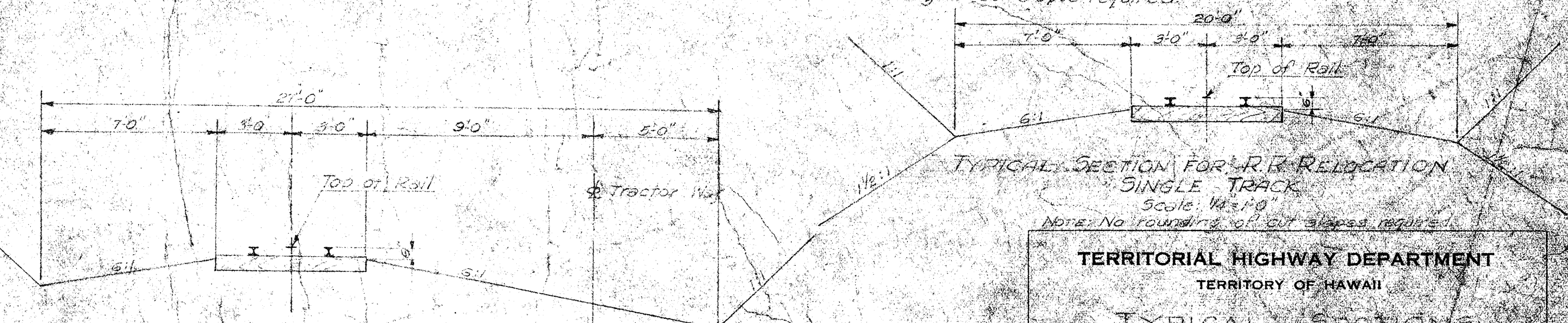
TYPICAL ROAD SECTION RANCHI CAMP ROAD F.A.G.H. 35-B(1)
Scale: 1/4"=1'-0"

NOTE: No rounding of cut slopes required.



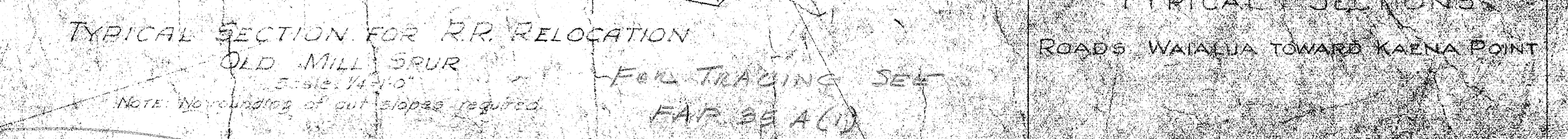
TYPICAL SECTION FOR RR RELOCATION DOUBLE TRACK
Scale: 1/4"=1'-0"

NOTE: No rounding of cut slopes required.



TYPICAL SECTION FOR RR RELOCATION SINGLE TRACK
Scale: 1/4"=1'-0"

NOTE: No rounding of cut slopes required.



TYPICAL SECTION FOR RR RELOCATION OLD MILL SPUR
Scale: 1/4"=1'-0"

NOTE: No rounding of cut slopes required.

FOR TRADING SEE F.A.P. 35-A(1)

TERRITORIAL HIGHWAY DEPARTMENT

TERRITORY OF HAWAII

TYPICAL SECTIONS

ROADS WAIALAE TOWARD KAENA POINT

SURVEY PLOTTED BY	DATE
DESIGNED BY	
DRAWN BY	
QUANTITIES CHECKED BY	
NOTE BOOK	
CHECKED BY	