

GENERAL NOTES

I. Alignment Data:

- All horizontal geometric alignment data for freeways, ramps, and local cross streets not shown on the 50' scale Plan and Profile are shown on the 20' scale Detail Plan of Roadway.
- Origin of azimuths are based on "Punchbowl" Triangulation Station from Beginning of Project to Koko Head Avenue. Coordinates are referred to "Kaimuki" Triangulation Station based on origin of azimuths as noted above.
- Pavement grades are not shown on the plans. The following group of plan sheets, however, have sufficient data to determine grades as required:
 - Plan and Profile
 - Typical Sections
 - Superelevation Diagram

II. Boring Data:

- The boring data shown on the Plan and Profile and Structural Plans is for design purposes only and is for the convenience of the Engineer in the control of earthwork. The borings were carefully taken and are believed to be reliable, however, the Department assumes no responsibility whatsoever in respect to the sufficiency or accuracy of borings, or of the interpretation thereof, and will not make any guarantee of any of the same.

III. Excavation and Embankment

- That embankment portion and that excavation portion of Freeway from the abutments #3 & 4 for Structure No. 3 to the end of construction shall be built up or excavated, as necessary, to grade shown on the Plan and Profile, Grading Plans, and the Cross Sections.
- Quantities for embankment shown on the Cross Section Sheets have been corrected for shrinkage by a factor of 30%. Correction for swell of the excavated rock material has not been applied either on the Excavation or Embankment quantities. A swell factor of 20% would be the approximate value to apply to the material coming out of any rock excavation.

IV. P.C.C. Pavement

- Types of P.C.C. Pavement
 - 9" P.C.C. Pavement on Freeway lanes from approximately Sta. 54+50 to Sta. 56+00. See Section 40(1) of the Special Provisions, "Portland Cement Concrete Pavement."
 - 8" P.C.C. Pavement at ramp entrances and exits and for Bus Stops. See Section 40 of the Standard Specifications "Portland Cement Concrete Pavement."
 - 4" P.C.C. Pavement includes P.C.C. Pavement on ramp nose areas, traffic islands and sidewalks. All of pavement noted as 4" P.C.C. Pavement shall be paid for under Item 76, "Plain Concrete Sidewalk."
- For the various joint details, refer to Plan Sheet No. 33.
- Details of Approach Slab for structure are shown on Plan Sheet Nos. 33 & 222.

V. Drainage Data:

- Culvert information are shown by symbols on the Plan and Profile and on the 20' scale Detail of Roadway Plans.

CGMP = Corrugated Galvanized Metal Pipe
RCCP = Reinforced Concrete Culvert Pipe
CDI = Concrete Drop Intake
SD = Storm Drain
CB = Catch Basin
Numbers = internal diameter of the culvert

Examples:
SD₂₄ = 24" RCCP or 24" CGMP
18"(14ga) = 18" CGMP, 14 gauge (No Alternate)
- See sheet No. 45 for additional information on drainage structures and culverts, including number and location.

VI. Curbs and Gutters

- Curb transitions shall be 20 feet unless otherwise specified in the plans.
- Refer to Plan Sheet No. 31 for tabulated list, location and types of curb and gutter used on this Project.
- Refer to Plan Sheet No. 30 for curb and gutter details and Method of Measurement for transitions.

VII. Guard Rails:

- Metal guard rails have been shown where possible on the Typical Section sheets and the 20' scale Detail Plan of Roadway.
- Refer to Plan Sheet No. 36 for tabulated list of metal guard rails to be placed on this Project.
- Location of Reconstructed Guard Rail are noted on the 20' scale Detail Plan of Roadway plans. Reconstructed Guard Rail shall be installed using existing Guard Rail Element and existing concrete posts noted for Relocation. Timber post shall be disposed and in its place substitute new concrete posts and Wood Spacer Blocks. If rail elements or concrete posts are not reusable or not available, the Contractor shall install the Guard Rails using new Metal Guard Rail Elements and new Concrete Posts paid for under the respective Contract Items. For all lengths noted as Reconstructed, Wood Spacer Blocks shall be used.
- Two types of Guard Rails are provided as alternates; Metal Guard Rail with Precast Concrete Post and Wood Spacer Blocks or Metal Guard Rail with Metal Post and Metal Spacer Blocks.

VIII. Monuments

- Work involved in adjusting existing monuments shall be in accordance to and paid for under Item No. 69, "Reconstructed Survey Monuments."
- Refer to Plan Sheet No. 33 for Details of Survey Monuments and for List of Monuments.

IX. Sodding for Local Streets

- Within the Limit of Work along local streets, the area between the curb and Right-of-Way, shall be filled with 6" of top soil and sodded with Bermuda Grass (Cynodon Dactylon).
- Refer to Landscaping Plans for specific areas of sodding.

X. Temporary Construction Easements:

- Temporary Construction Easements from abutting property owners have been obtained by the State for the construction of Retaining Wall Nos. 2-1, 2-2, and 2-3 on the condition that the Contractor shall reasonably restore all existing facilities and improvements to their original condition. * The Temporary Construction Easements are approximately ten feet in width along the length of the wall. The Contractor shall obtain permission from the Engineer prior to entering any adjacent or abutting property beyond the highway Right-of-Way. Cost of any restoration work involved in the easement area shall be considered as incidental to the various contract items involved.

* Drainage of the property shall be maintained at all times. The Contractor shall grade to drain, if necessary, adjacent to the wall to insure proper drainage. The work involved for grading to drain shall be considered as incidental to the various contract items.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

GENERAL NOTES SUPPLEMENTARY TO PLAN AND PROFILE F.A.I. Proj. No I-W1-1(5):24, Unit 2

Date: May, 1965

SHEET No. OF SHEETS

110

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	HA-11-15-24 Unit 2	1965	11 A	276

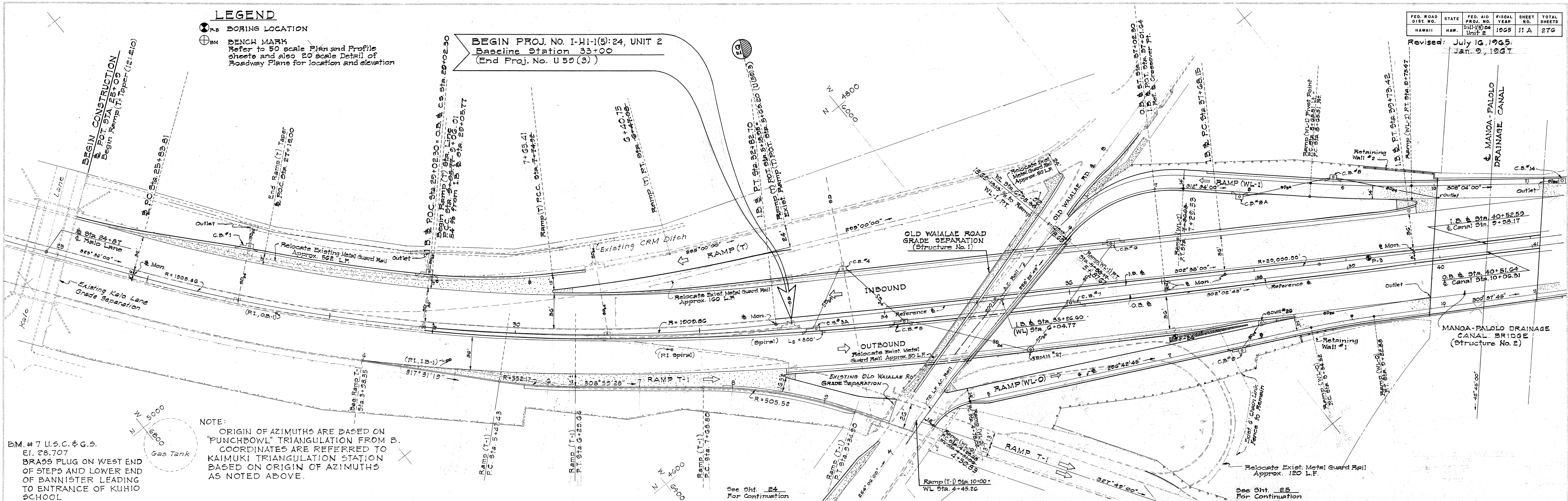
Revised: July 16, 1965.
Jan. 9, 1967

LEGEND

 P-5 BORING LOCATION

⊕ BM BENCH MARK
Refer to 50 scale Plan and Profile
sheets and also 20 scale Detail of
Roadway Plans for location and elevation

BEGIN PROJ. NO. I-41-1(5):24, UNIT 2
Baseline Station 33+00
(End Proj. No. U 50(3))



B.M. # 7 U.S.C. & G.S.
E.I. 28.707
BRASS PLUG ON WEST END
OF STEPS AND LOWER END
OF BANNISTER LEADING
TO ENTRANCE OF KUHIO
SCHOOL

NOTE:
ORIGIN OF AZIMUTHS ARE BASED ON
"PUNCHBOWL" TRIANGULATION FROM B.
COORDINATES ARE REFERRED TO
KAIMUKI TRIANGULATION STATION
BASED ON ORIGIN OF AZIMUTHS
AS NOTED ABOVE.

