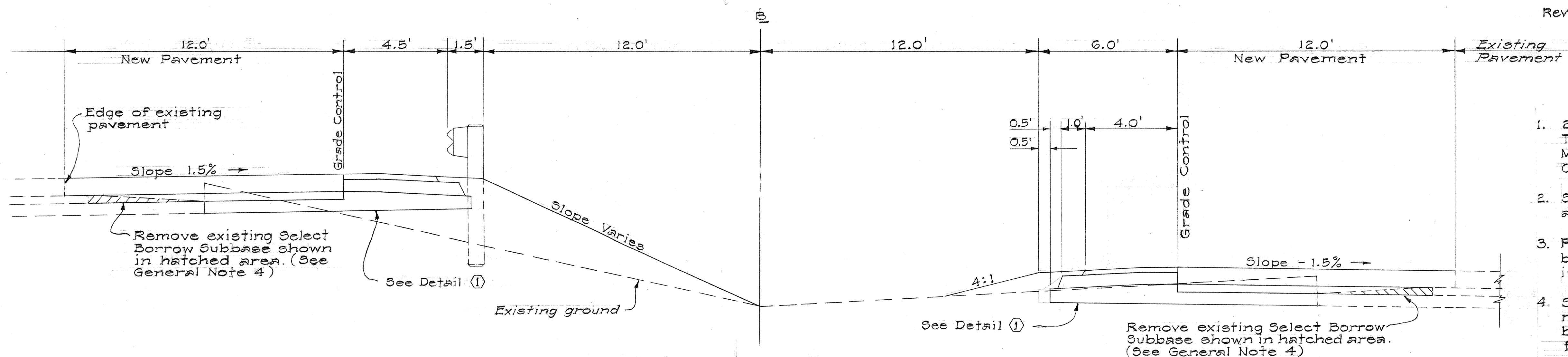


Revised: Jan. 16, 1967

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | I-HI-1(18), Unit 3 | 1966        | C.O. 2    | 35           |

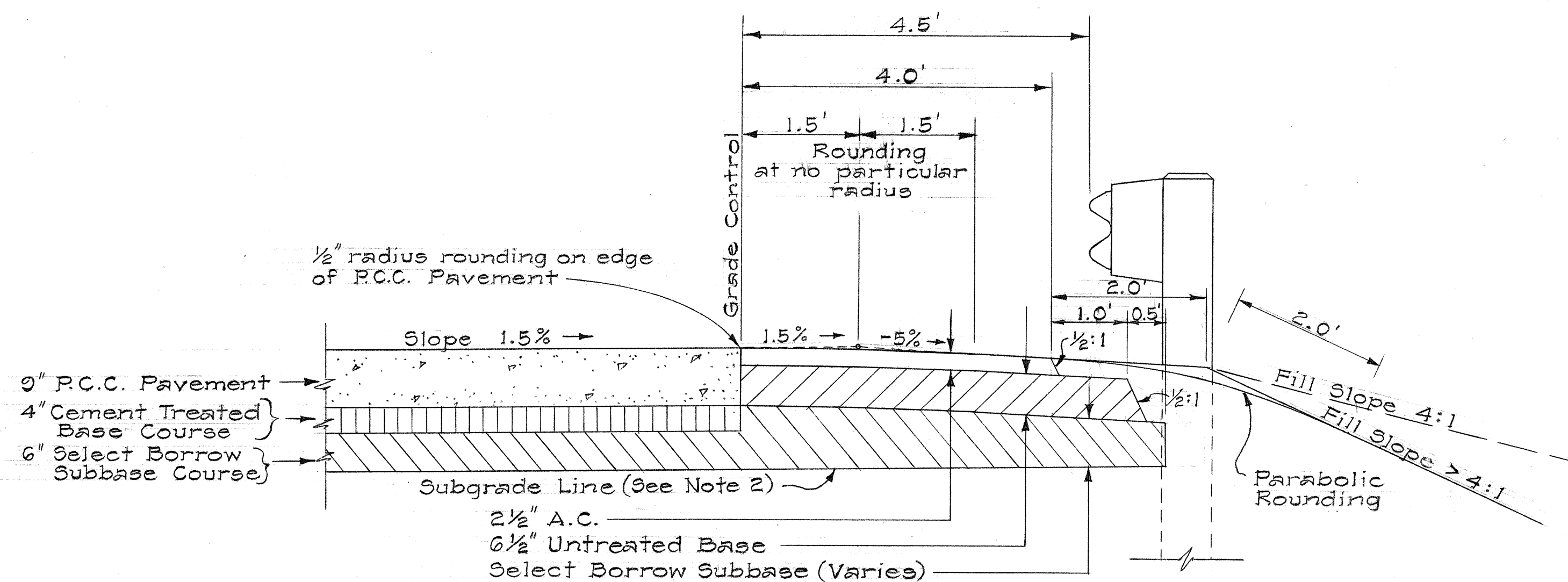
## GENERAL NOTES

- 2 1/2" A.C. for shoulders shall consist of two courses. The leveling course shall be 1 1/2" of "Asphalt Concrete Mix No. III" and the surface course shall be 1" of "Asphalt Concrete Pavement Mix No. V."
- Subgrade line shall be parallel to the pavement slope and shall end 5.5 feet beyond the edge of pavement.
- Prime coat, Medium Curing Liquid Asphalt (MC-O) shall be omitted where liquid Asphalt Curing Seal (MC-O) is applied on cement treated base.
- Select Borrow, Untreated Base, Asphalt Conc. and C.T.B. removed from the existing median shoulder may be used for embankment but shall not be used for Select Borrow Subbase, Untreated Base, A.C. shoulder or C.T.B. Removal of the Select Borrow, Untreated Base, Asphalt Conc. and C.T.B. shall be paid for as "Roadway Excavation". The A.C. and C.T.B. shall not be placed within the top six (6) inches from finished grade of embankment.
- Median shoulder slope shall be maintained beyond the shoulder edge for the distance required for guard rail flare.



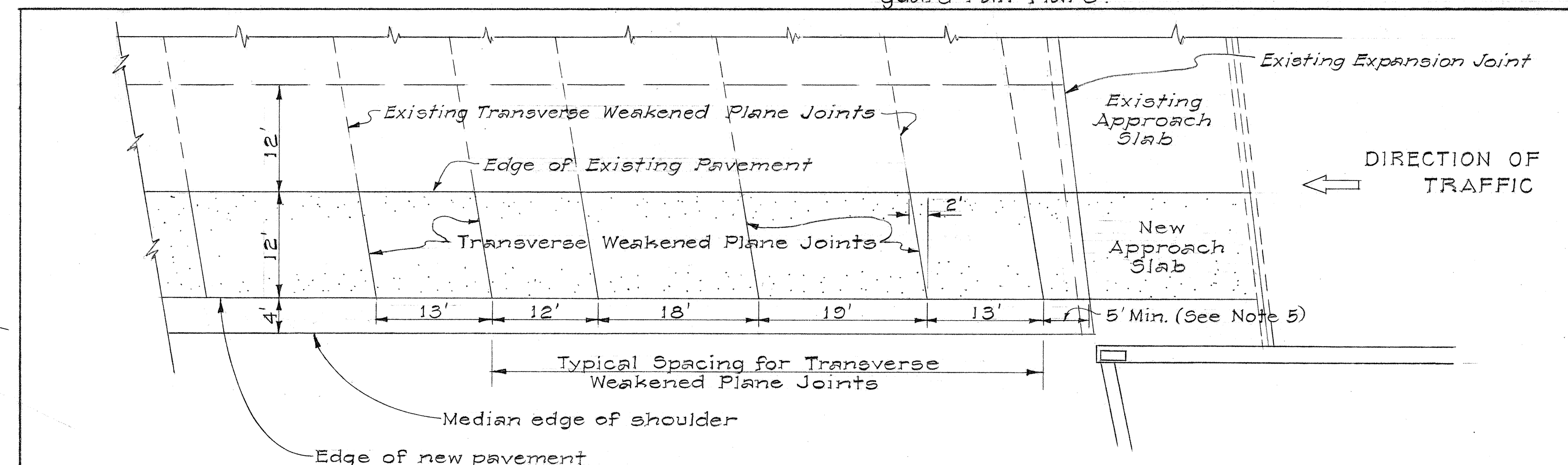
## TYPICAL SECTION

Sta. 298+75 to Sta. 317+00 O.B. Lanes Only  
Sta. 317+00 to Sta. 324+10 I.B. and O.B. Lanes  
Scale: 3/8"=1'-0"



## DETAIL ①

Scale: 3/4"=1'-0"



## TYPICAL JOINT LOCATION AND LAYOUT PLAN

Scale: 1"=10'

## GENERAL NOTES - P.C.C. JOINTS

- See plan sheet No. 26 for details for approach slab.
- Transverse weakened plane joints shall be sawed diagonally as shown, unless otherwise directed by the Engineer. Transverse weakened plane joints shall be skewed counter-clockwise with an offset of 2' for every 12' of lane width from the perpendicular to the baseline.
- Transverse weakened plane joints shall be spaced at successive intervals of 13', 10', 18' and 12' in the direction of traffic. Repeat for the remaining joints. Joints shall match those on the existing pavement.
- Transverse contact joints shall be located at a minimum distance of 5' from the nearest planned transverse weakened plane joint.
- If the first planned weakened plane joint in the new pavement is less than five feet from the expansion joint for the new pavement approach slab, omit this weakened plane joint from the new pavement.

THIS SHEET SUPERSEDES SHEET NO. 2

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION

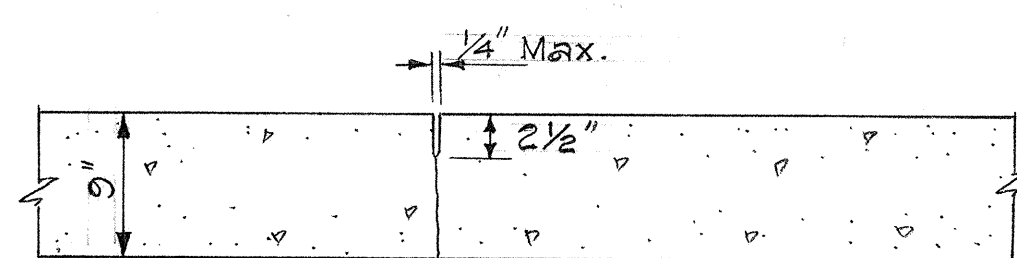
## TYPICAL SECTIONS AND PAVEMENT JOINT DETAILS

INTERSTATE ROUTE H-1  
F.A.I. Proj. No. I-HI-1(18), Unit 3

Scale: As Noted Date: Aug. 1966

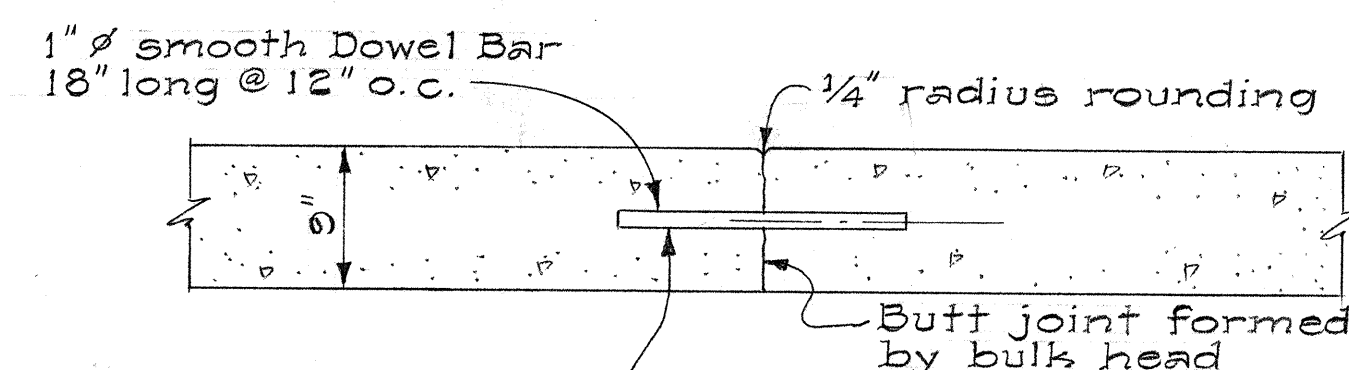
SHEET No. OF SHEETS

C. O. 2



## SAWED JOINT TRANSVERSE WEAKENED PLANE (CONTRACTION) JOINT

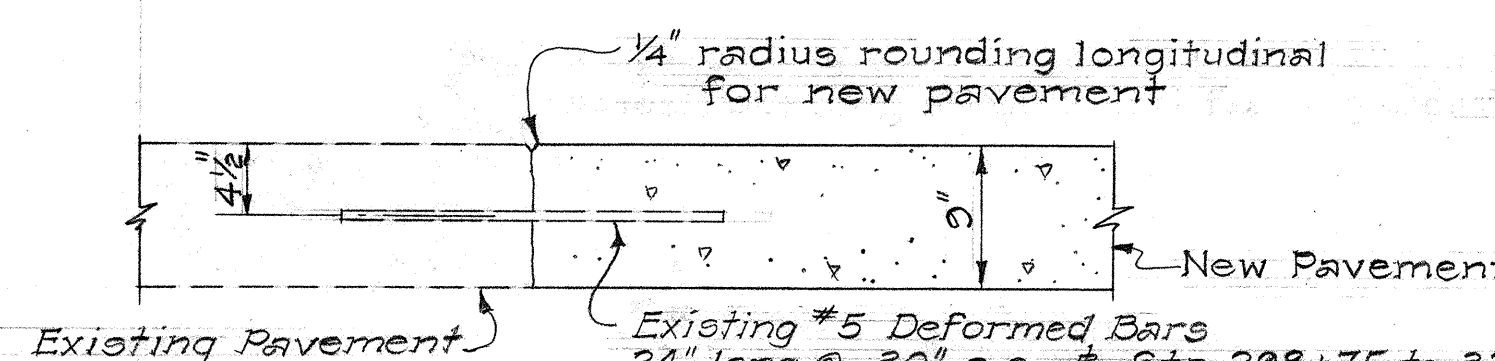
Scale: 1"=1'-0"



## TRANSVERSE CONSTRUCTION (CONTACT) JOINT

Scale: 1"=1'-0"

Dowels shall be positioned in place parallel to the pavement surface prior to pouring and the ends of the dowels shall not deviate more than 0.02' from the parallel.



## LONGITUDINAL CONSTRUCTION (CONTACT) JOINT

Scale: 1"=1'-0"

| DATE          | BY |
|---------------|----|
| DESIGNED BY   |    |
| CHECKED BY    |    |
| NOTED BY      |    |
| ORIGINAL PLAN |    |