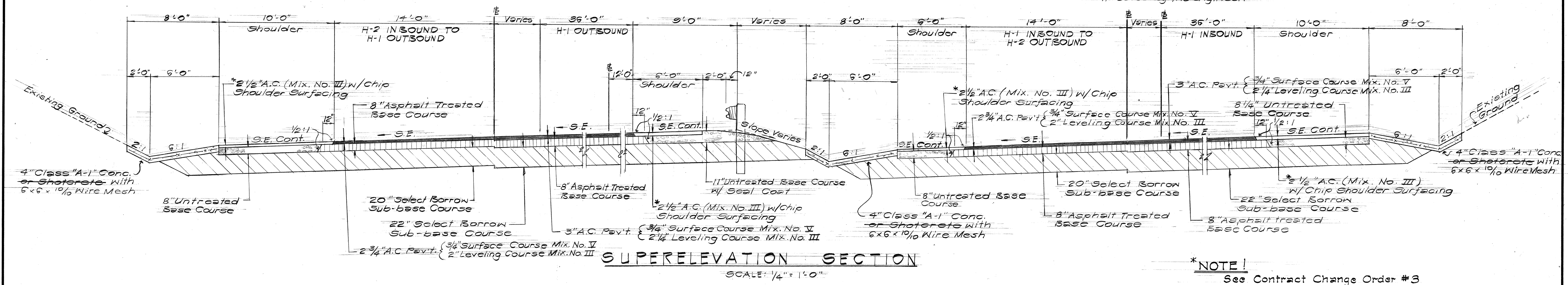
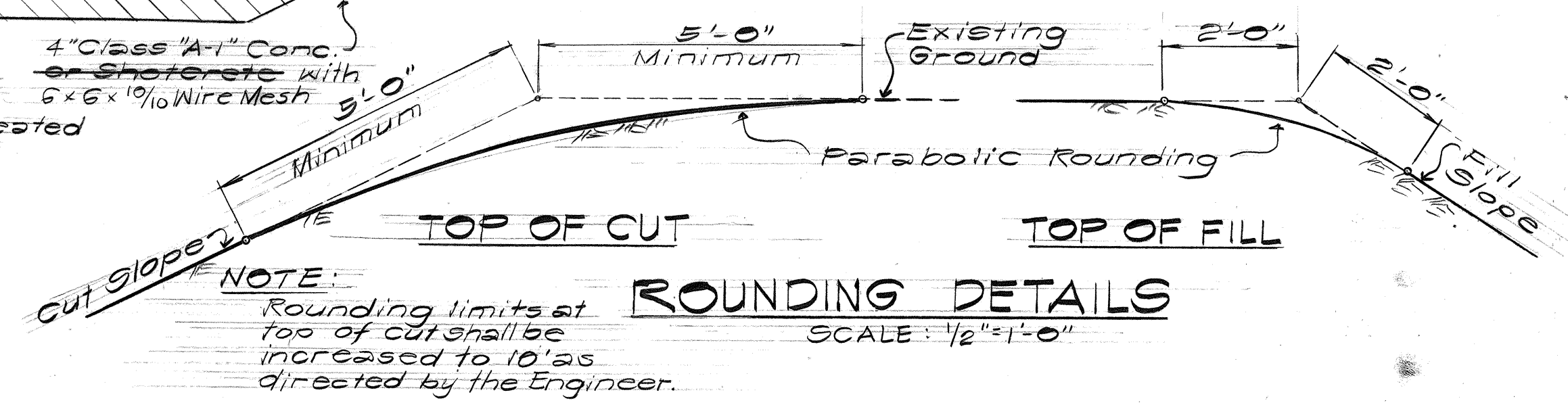
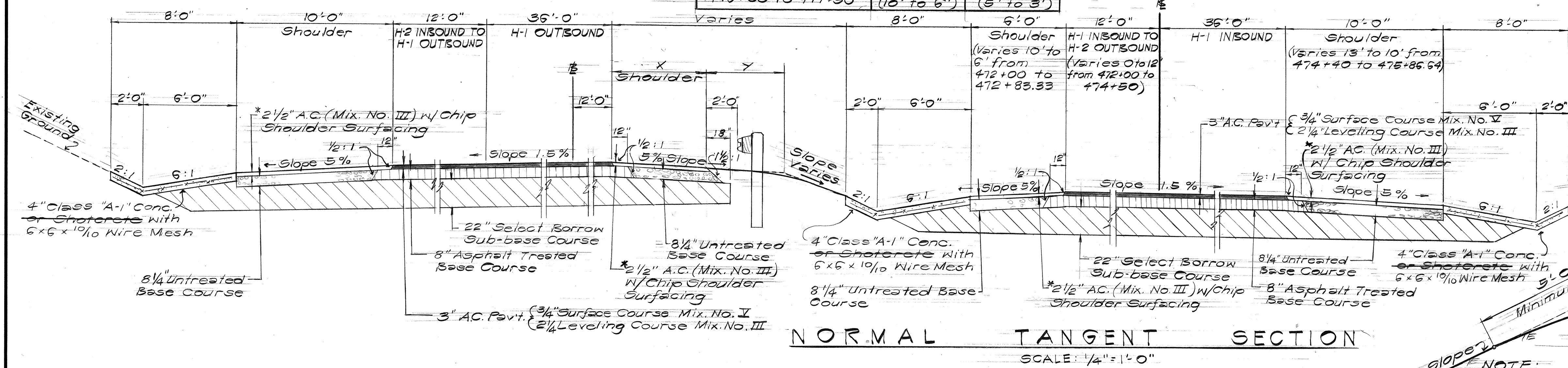


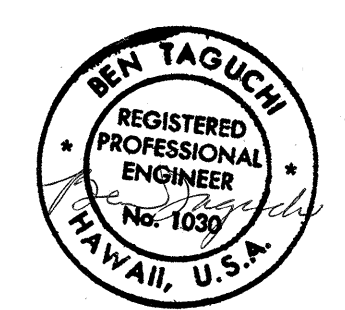
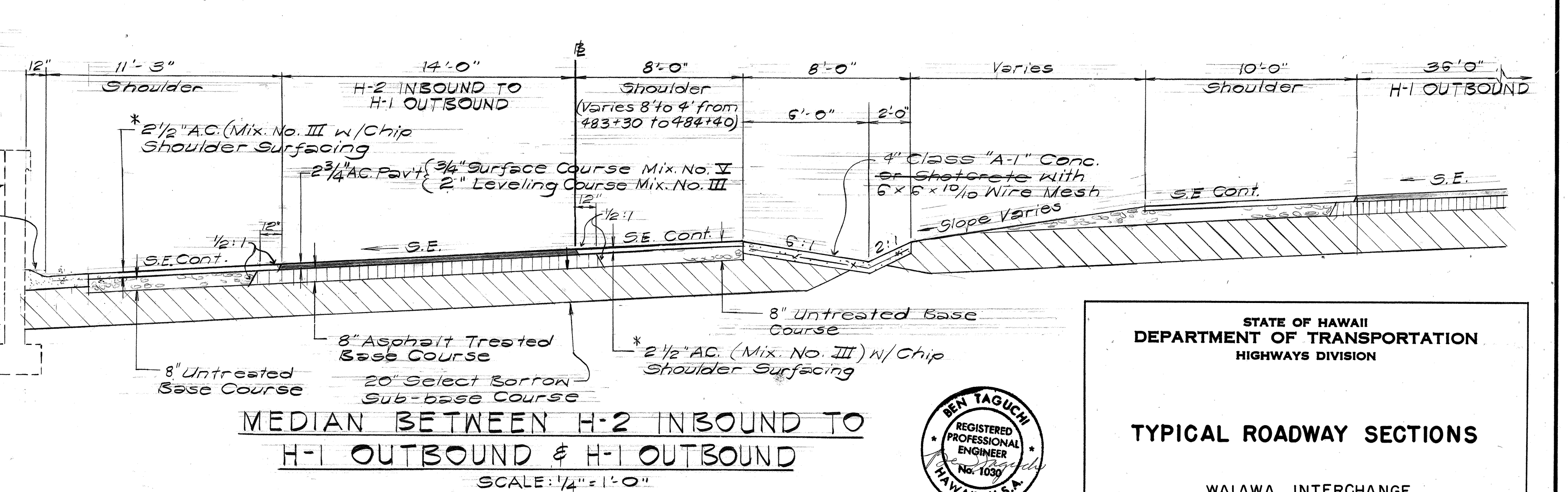
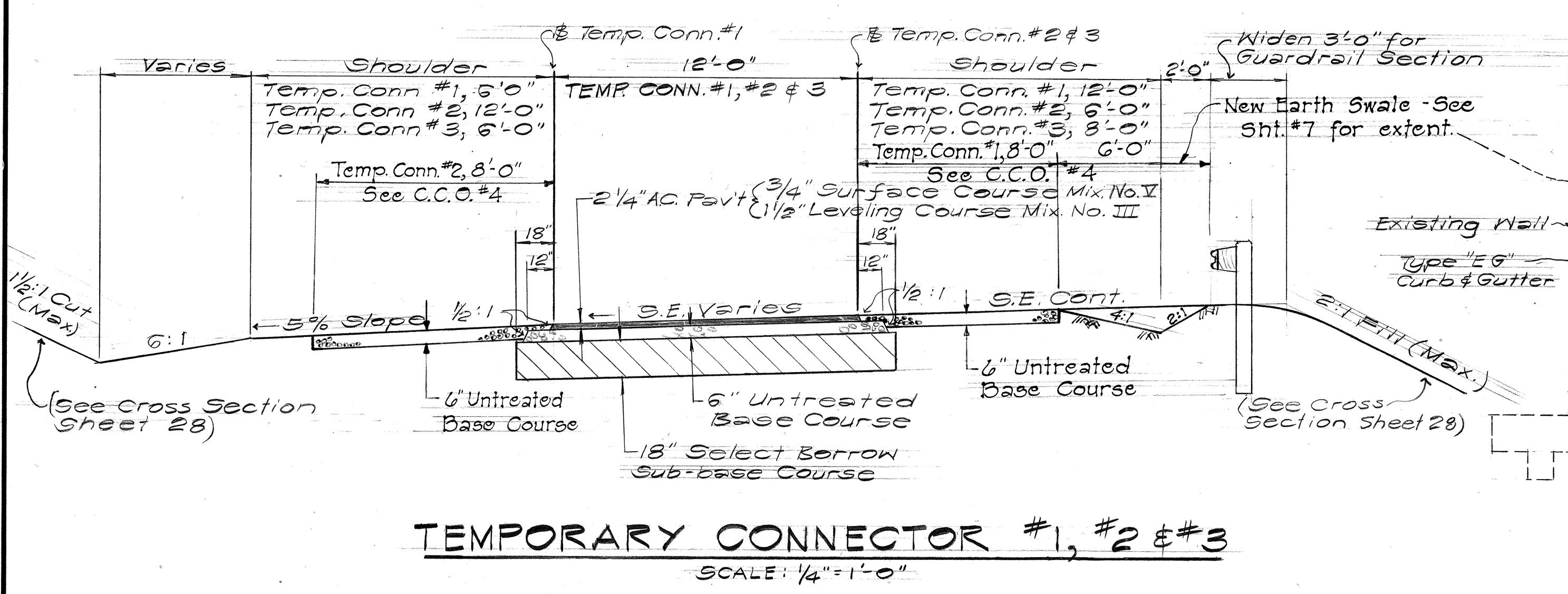
GENERAL NOTES

1. All typical sections shown are in the direction of lane stationing.
2. The pavement superlevation shall continue through the shoulders only 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%.
3. The thickness specified for Asphaltic Concrete with Chip Shoulder Surfacing is the thickness for the Asphaltic Concrete which shall be 1/4" below the top of the roadway pavement to allow for the Chip Shoulder Surfacing.
4. When ordered by the Engineer, existing subgrade not conforming to the requirements of Section 21, SUBGRADE PREPARATION, shall be reworked, watered, and recompact and this work will be paid for as extra work, as provided in Section 4.4, EXTRA WORK.

STATION	X	Y
472+00 to 476+00	10'	5'
476+00 to 477+50	Varies (10' to 6')	Varies (5' to 3')



*NOTE!
See Contract Change Order #3



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL ROADWAY SECTIONS

WAIAWA INTERCHANGE
F.A.I. Proj. No. I - H1 - (144)B

Scale: As shown Date: JAN. 1968

SHEET No. OF SHEETS

DATE:
SURVEY PLOTTED BY:
DRAWN BY:
CHECKED BY:
NOTE BOOK:
No.: