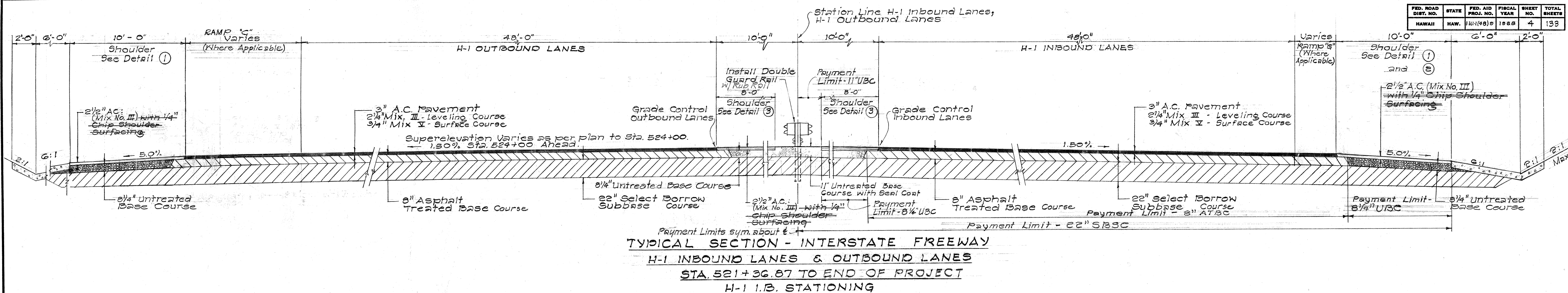
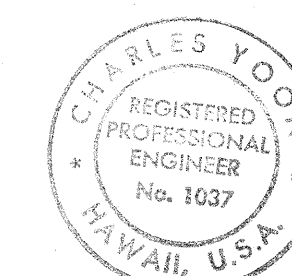
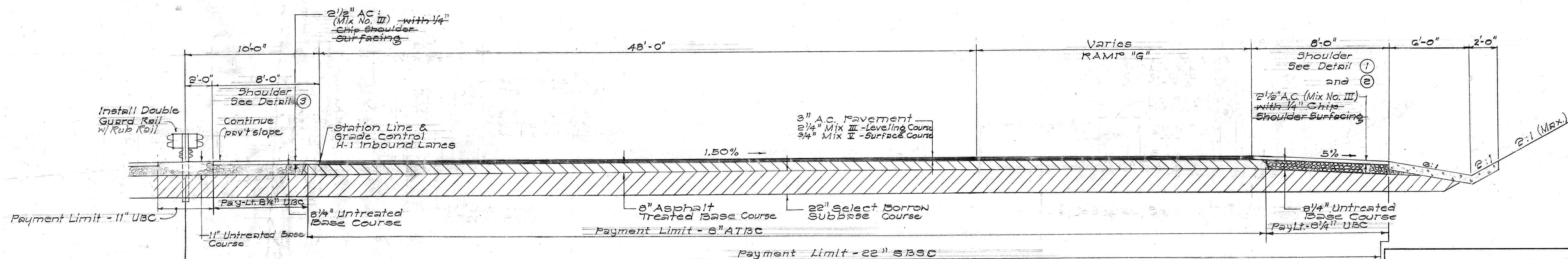
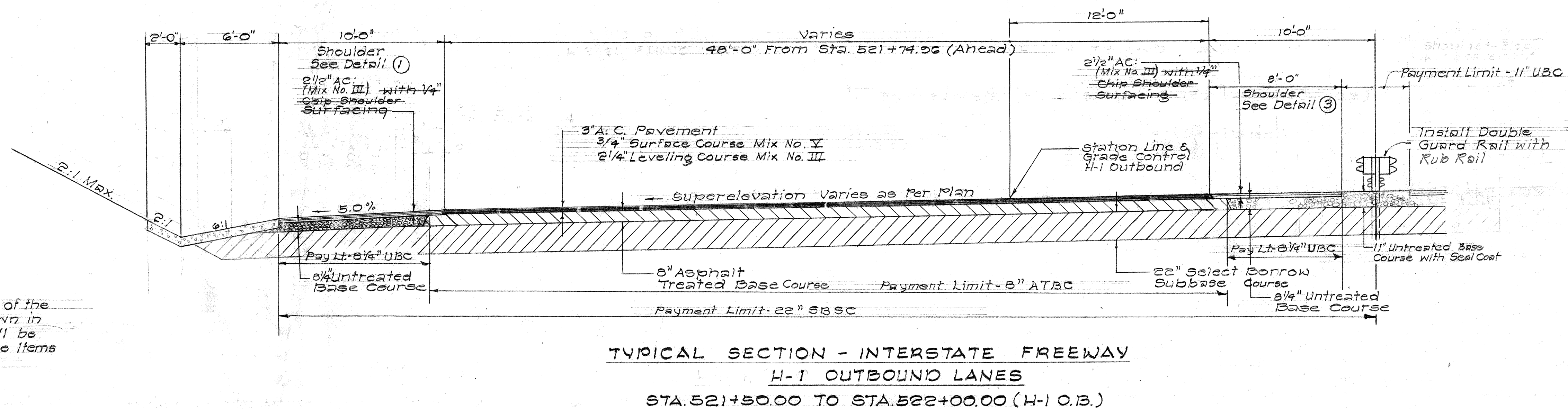


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	101(10)0	1968	4	139



NOTE: All quantities outside of the Payment Limit lines as shown in these Typical Sections shall be incidental to the respective items of work.



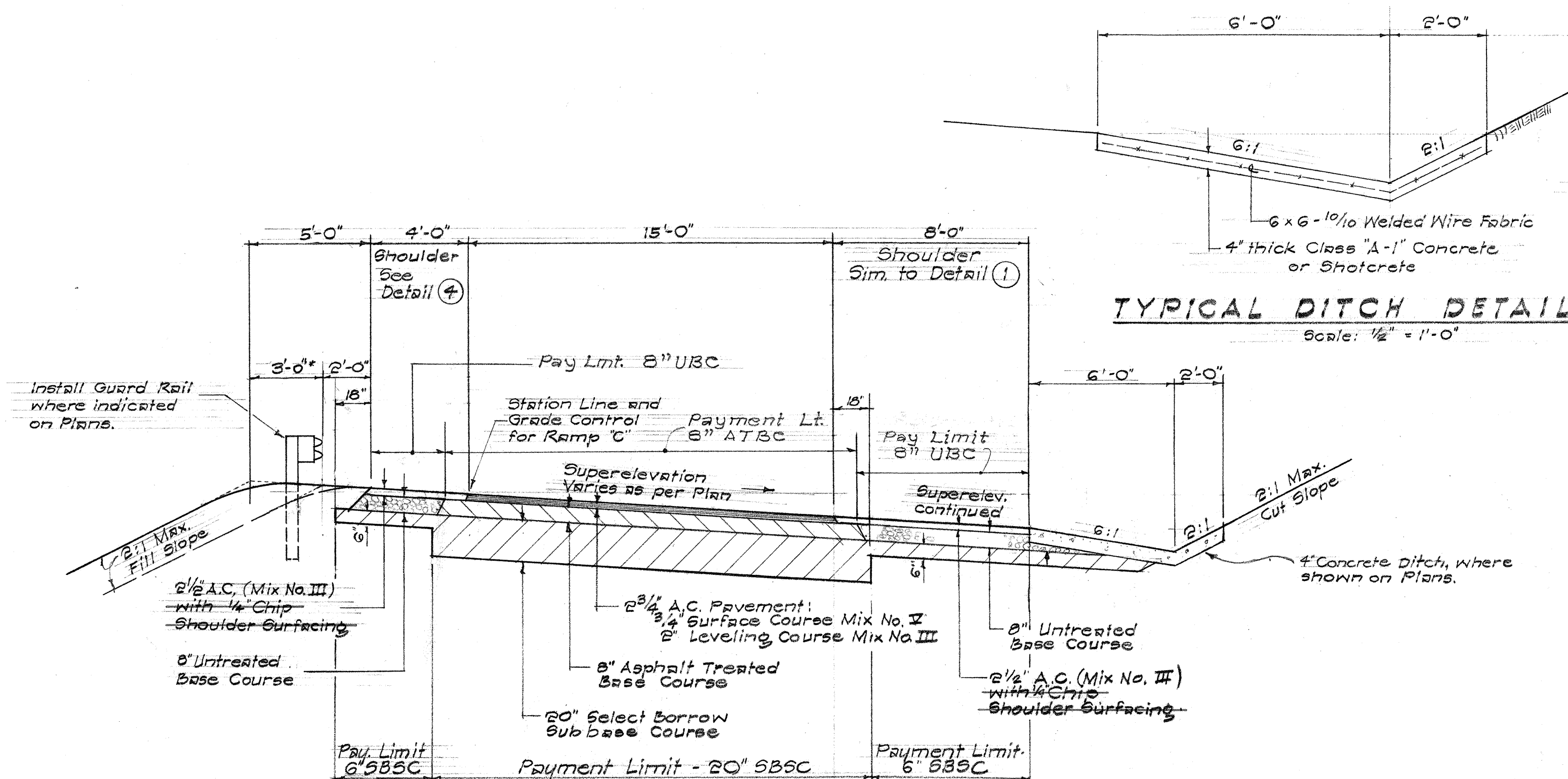
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STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION

TYPICAL SECTIONS

F.A.I. PROJ. NO. I-HI-1(48):2
 Scale: 1/4" = 1'-0"

SHEET No. 1 OF 4 SHEETS



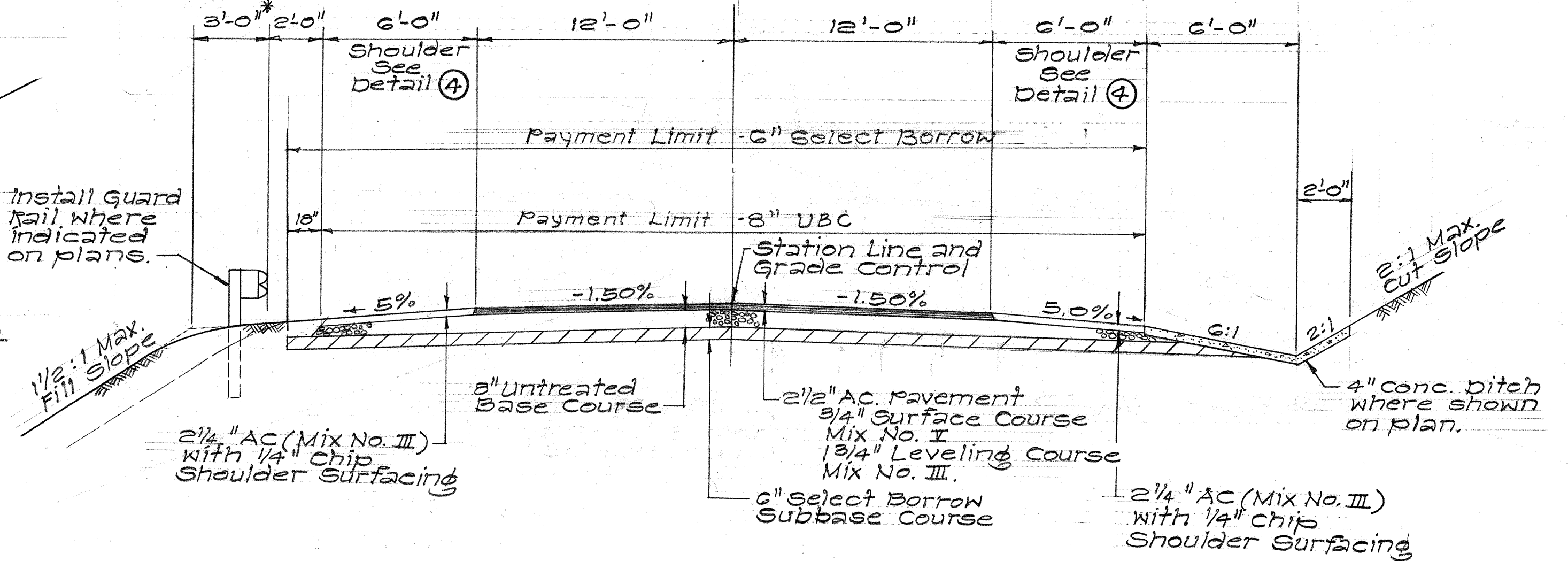
TYPICAL SECTION - ON CURVE

RAMP "C"

(EXCEPT THROUGH STRUCTURE NO. 2)

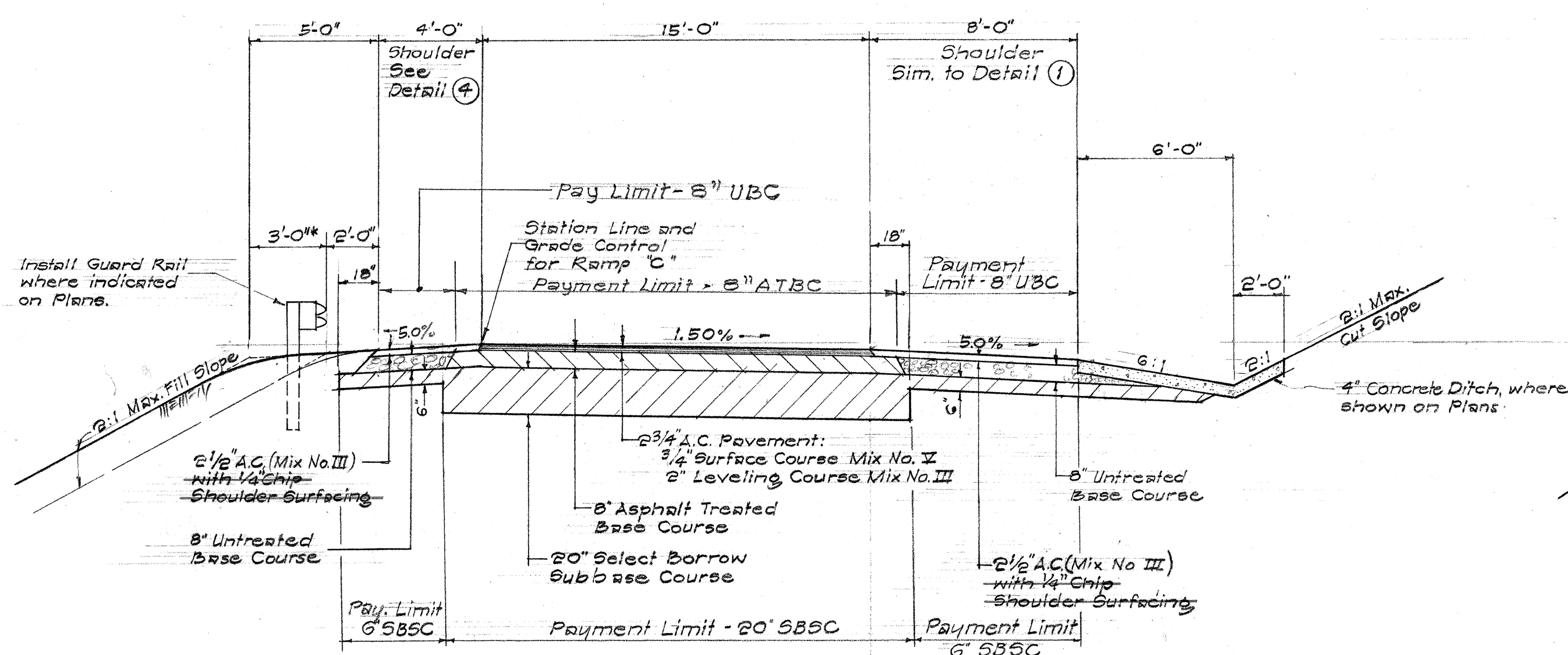
Scale: 1/4" = 1'-0"

NOTE: All quantities outside of the Payment Limit line as shown in these Typical Sections shall be incidental to the respective items of work.



TYPICAL SECTION
WAIAWA ROAD REALIGNMENT

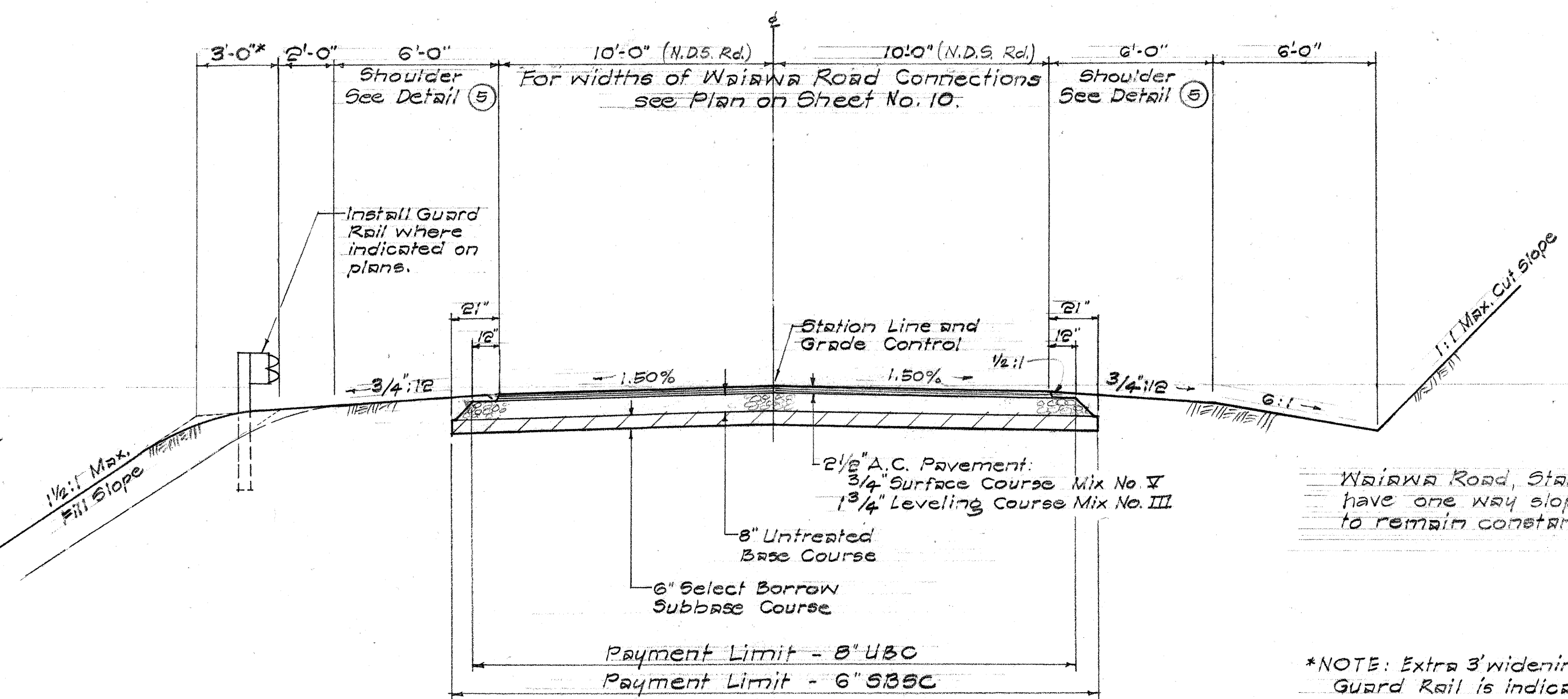
Scale: 1/4" = 1'-0"



TYPICAL SECTION - ON TANGENT

RAMP "C"

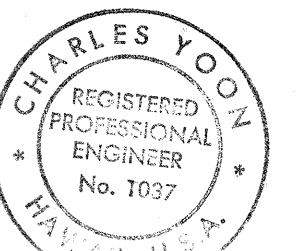
Scale: 1/4" = 1'-0"



TYPICAL SECTION
NAVY DRUM STORAGE ROAD
& WAIAWA ROAD CONNECTIONS

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

*NOTE: Extra 3' widening required only where Guard Rail is indicated.



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Waiawa Road, Sta. 3+25 to Sta. 4+75, to have one way slope (at 1.50%) left edge to remain constant. Also see Profile.

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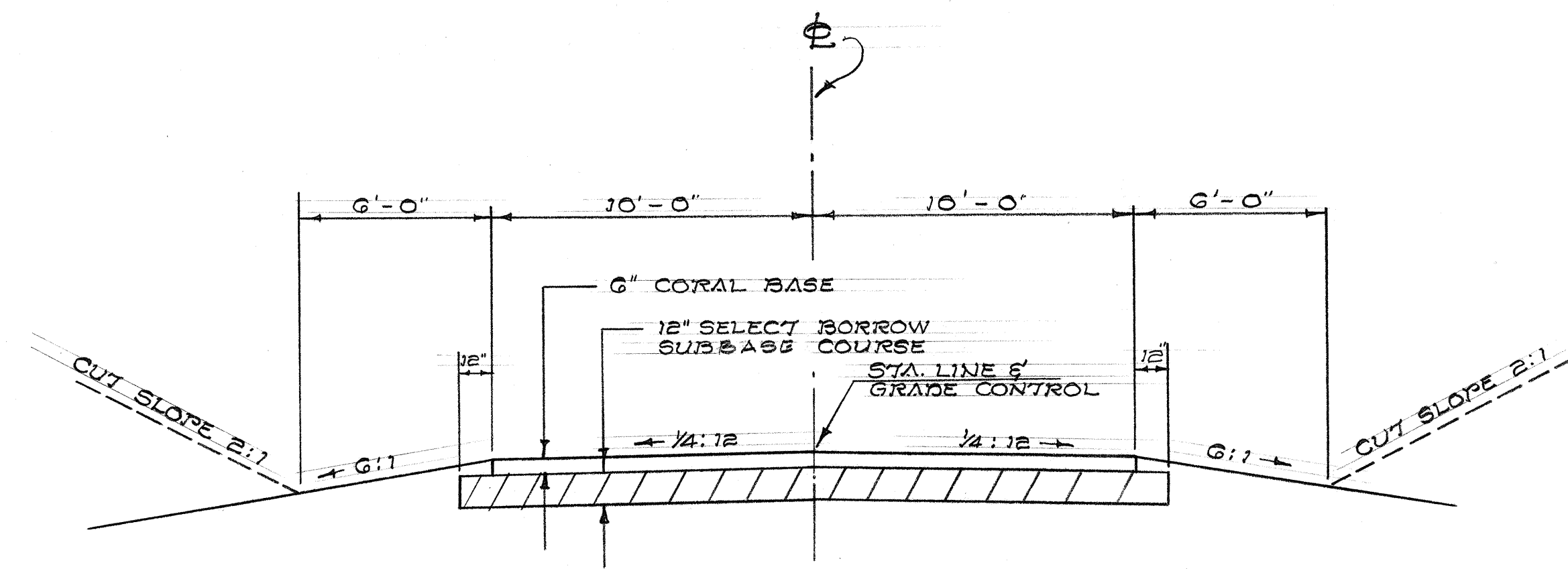
TYPICAL SECTIONS

F.A.I. PROJ. NO. I-11-1 (40):2

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

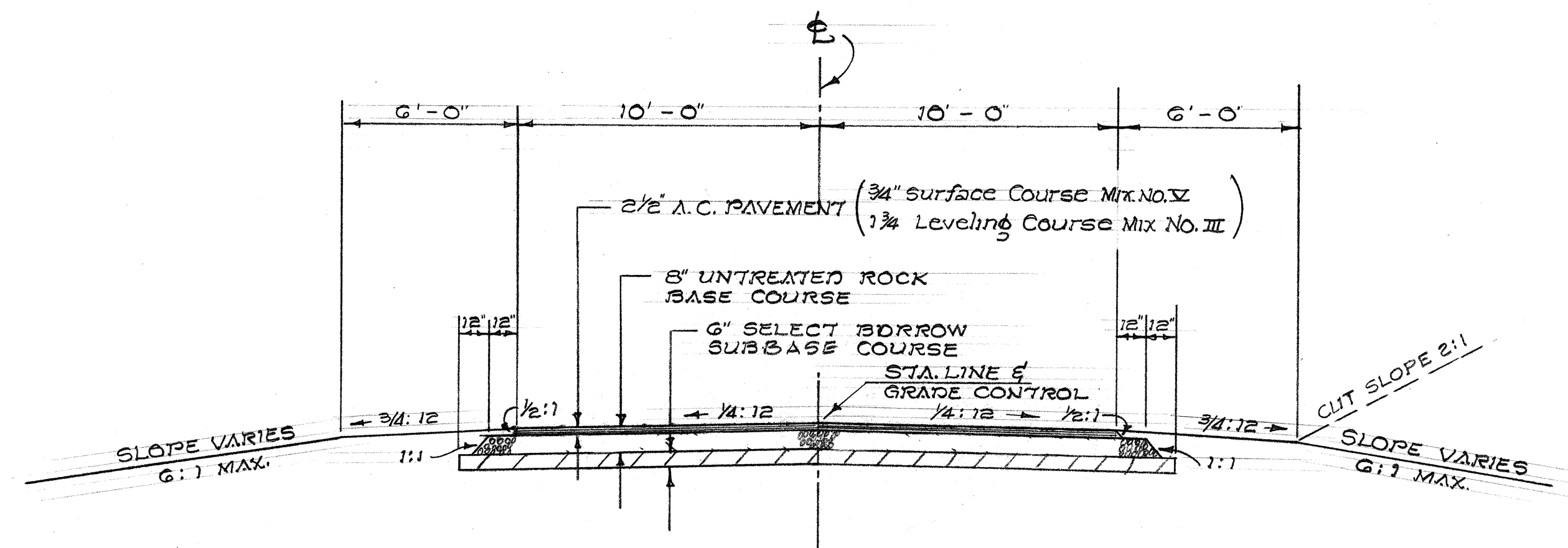
SHEET No. 2 OF 4 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-HI-1(48)S	1968	6	133



TYPICAL SECTION- ROAD "A"
(STA. 6+48.92 TO STA. 16+93.44)

SCALE: 1/4" = 1'-0"



TYPICAL PAVED ROAD SECTION
NAVY DRUM STORAGE AREA

SCALE: 1/4" = 1'-0"



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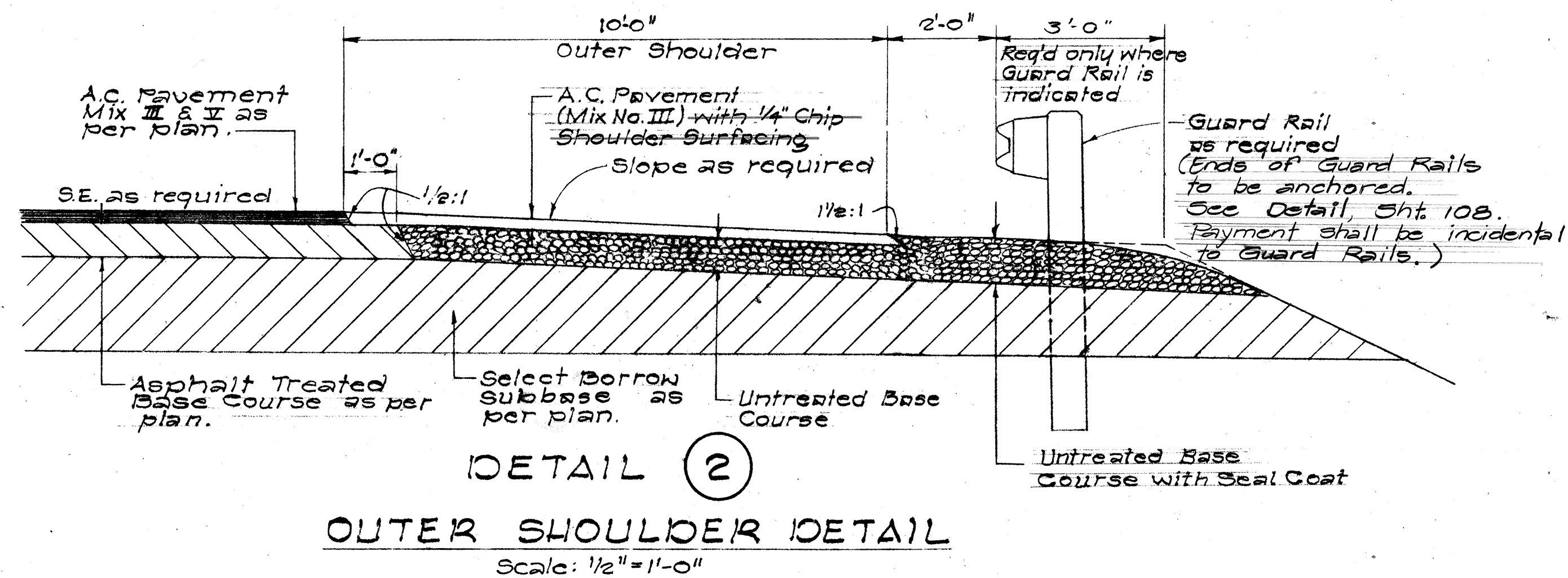
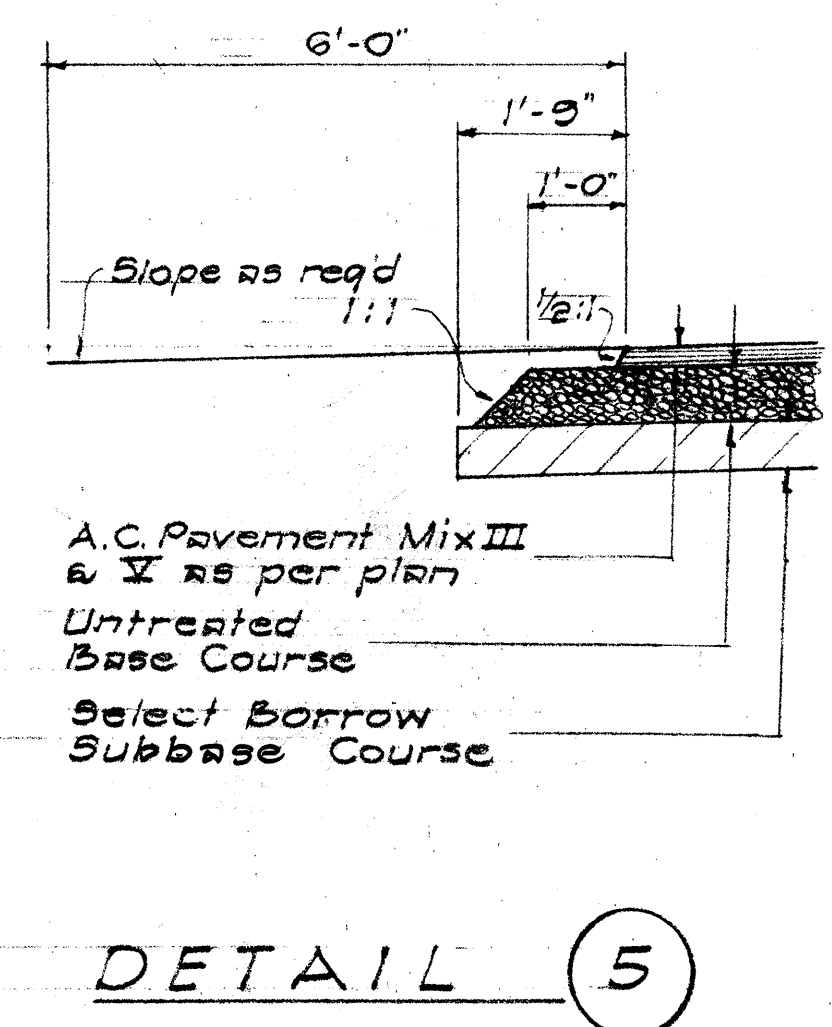
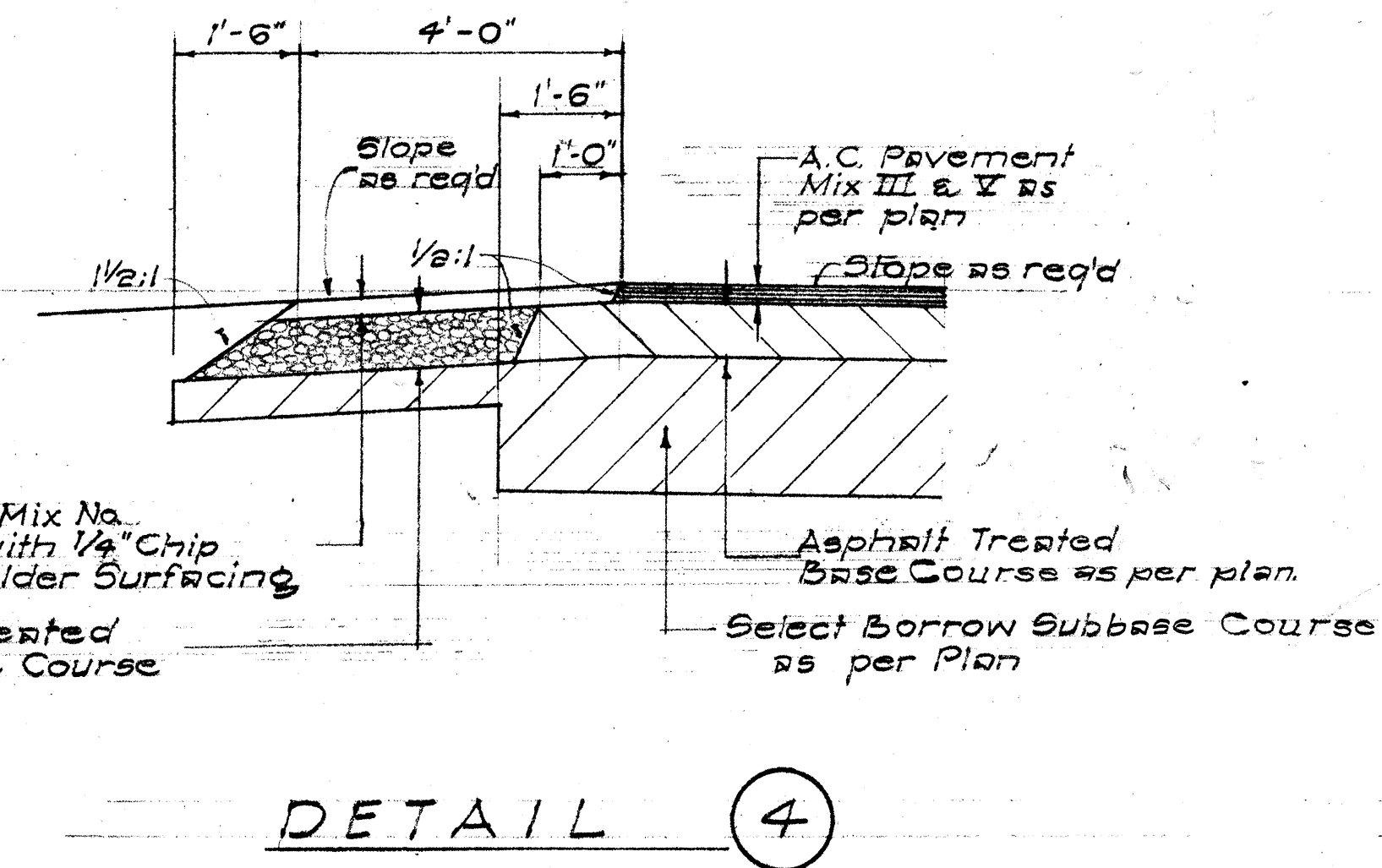
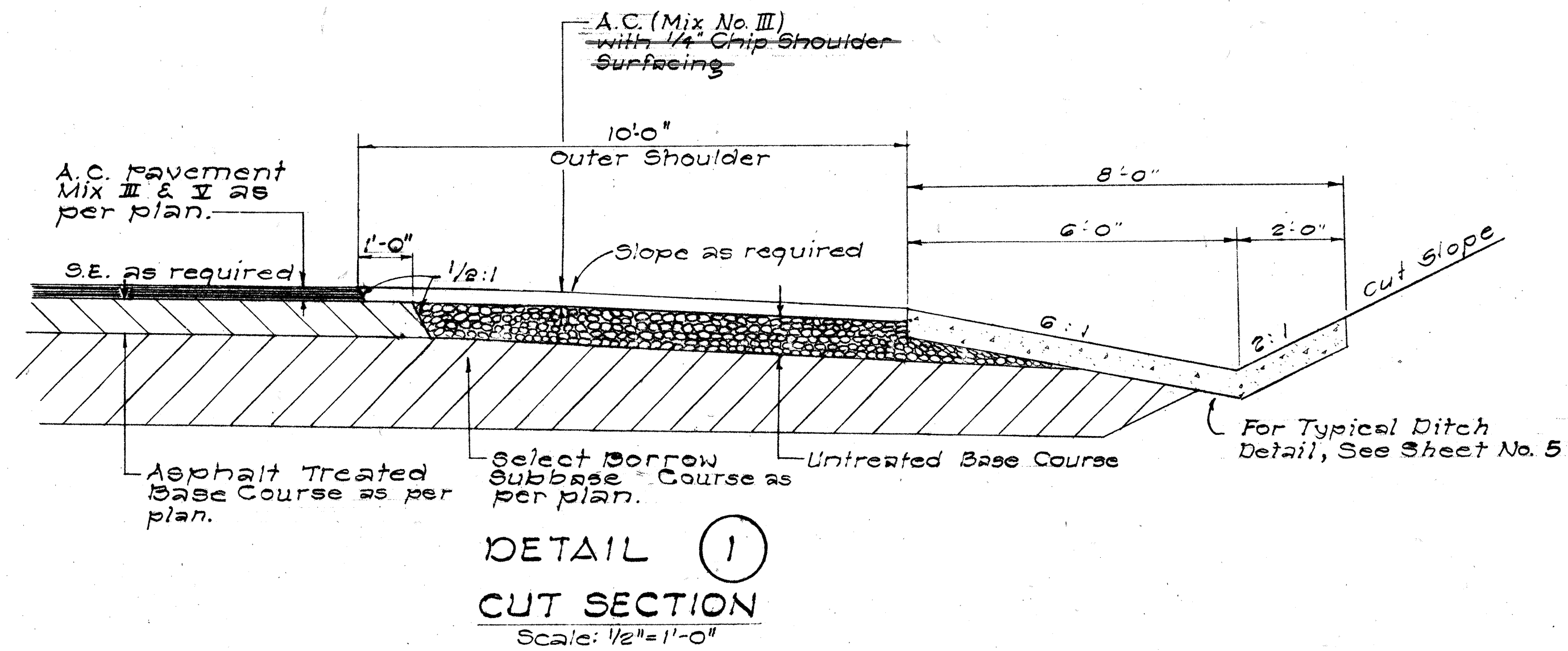
TYPICAL SECTIONS
(NAVY DRUM STORAGE AREA)

F.A.I. PROJ. NO. I-HI-1(48)S
Scale: 1/4" = 1'-0"

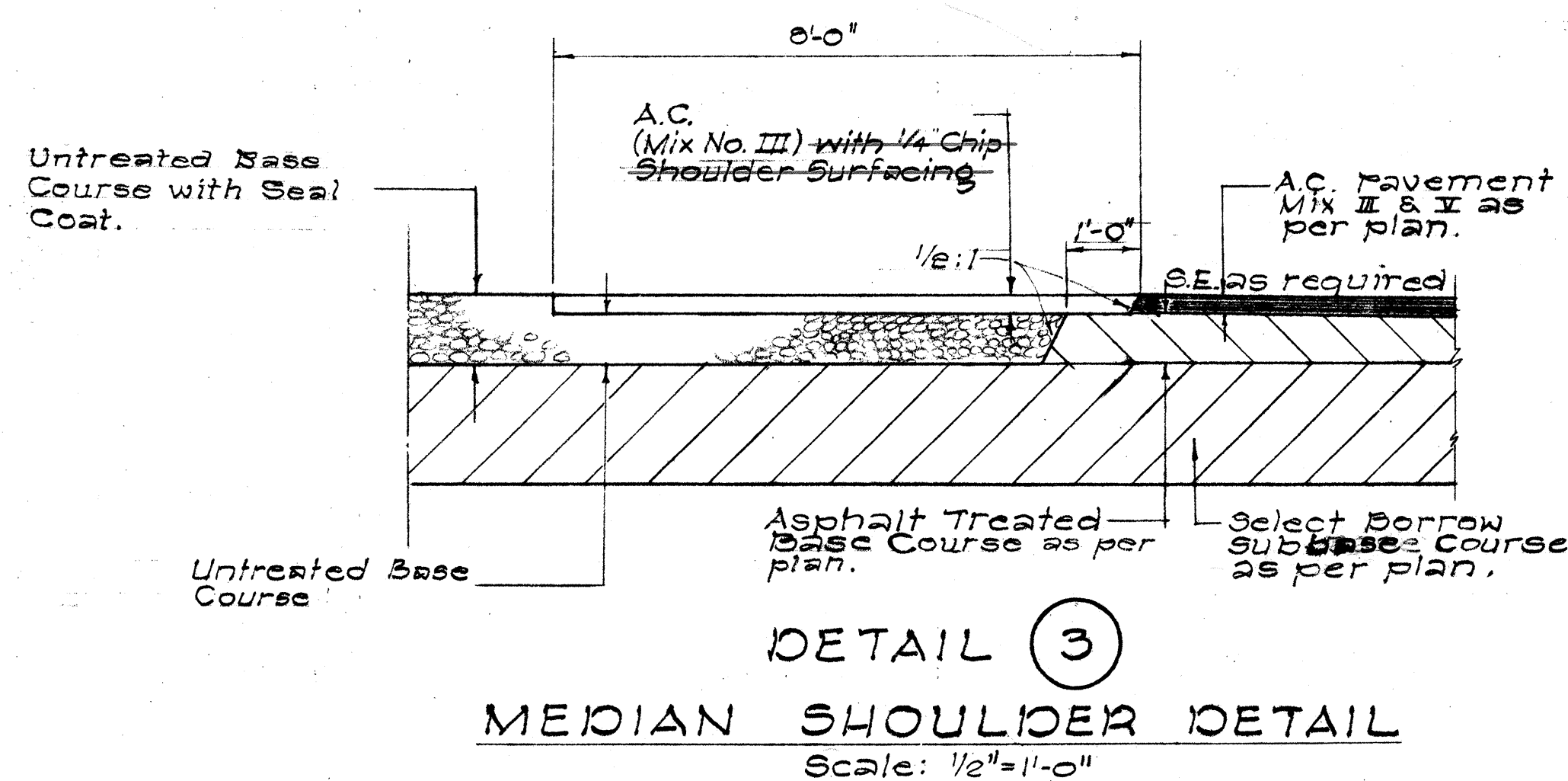
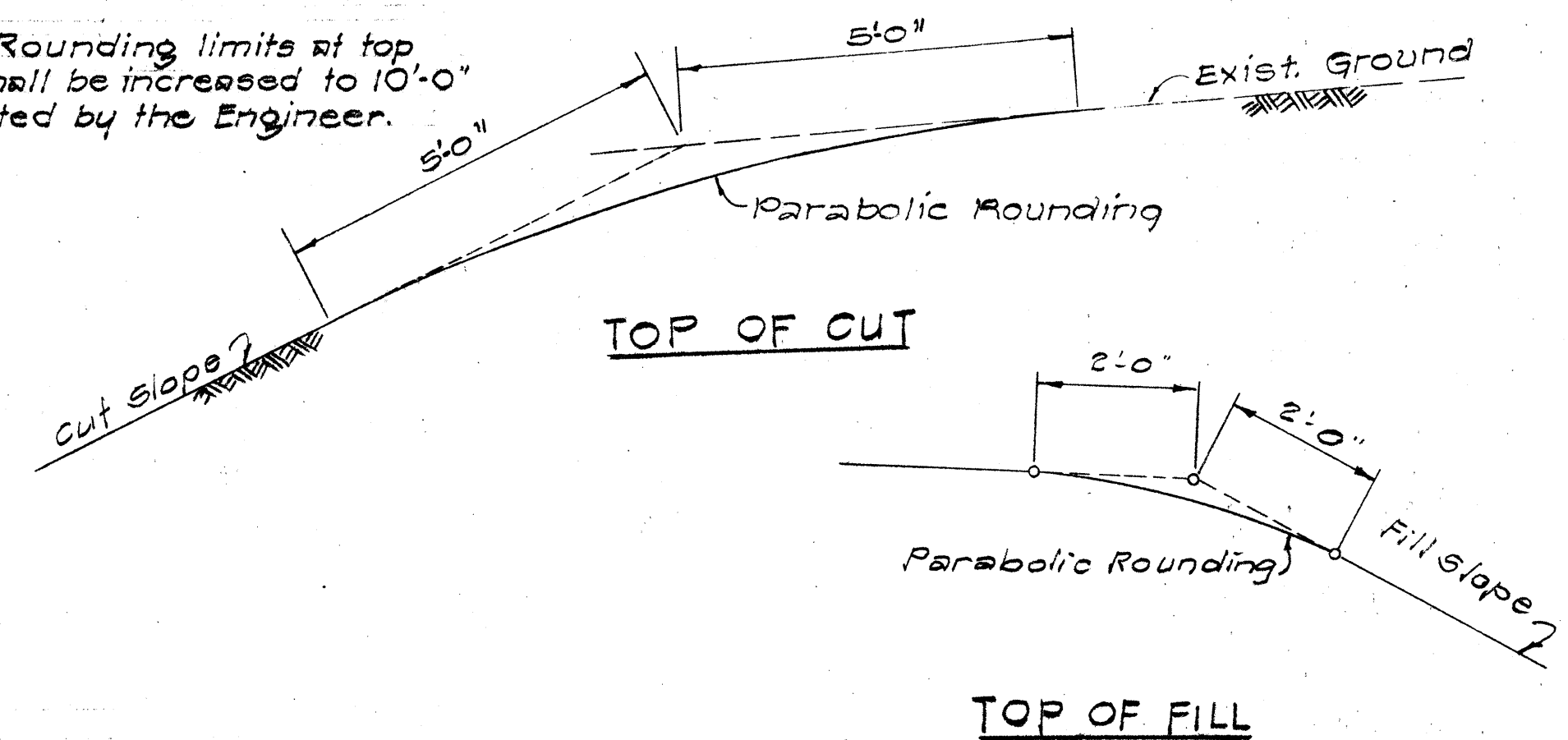
SHEET No. 3 OF 4 SHEETS

5

ORIGINAL PLAN	DATE
SURVEY PLOTTED BY	
DRAWN BY	
DESIGNED BY	
CHECKED BY	
NOTE BOOK	
No.	

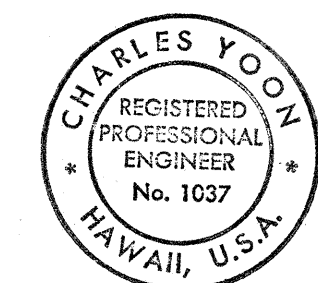


NOTE: Rounding limits at top of cut shall be increased to 10'-0" as directed by the Engineer.



NOTES:

1. Subgrade line shall be parallel to the pavement slope and shall end as shown on the typical sections. The cut-off point for extension of subgrade line to the outer slope, when reversing super-elevations shall be at the point where the pavement has a cross slope of 0%. On single lane ramps in fill, the subgrade line shall always extend to the outer slope on the outer shoulder.
2. Shoulders shall have a minimum slope of 5% except 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% then the pavement super-elevation shall continue through the shoulder.
3. Upper shoulders shall slope with the pavement when in super-elevation. Shoulder shall transition to this position within a distance of 50 feet starting at the point where the algebraic difference in cross slope at the pavement edge has reached 6.5%.
4. On Ramps leaving or joining other pavements, the base course and select borrow sub-base shall extend through both pavements up to or beginning at the center of the nosing.
5. 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.



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DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL SECTIONS
ROUNDING DETAILS

F.A.I. PROJ. NO. I-HI-1(48):2

Scale: As Noted

SHEET No. 4 OF 4 SHEETS