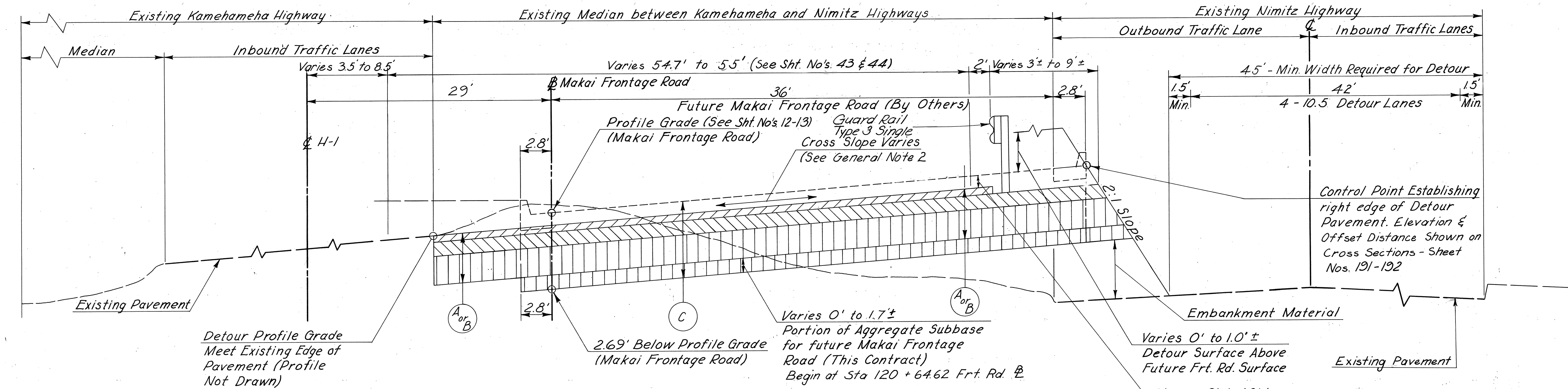


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-HI-1(118)16	1975	8	209

GENERAL NOTES

- THE DETOUR PAVEMENT WILL BECOME A PART OF THE FUTURE MAKAI FRT. RD. TO ACHIEVE REQUIRED MINIMUM PAVEMENT THICKNESS FOR THE FUTURE MAKAI FRT. RD., PORTIONS OF THE AGGREGATE SUBBASE WILL BE CONSTRUCTED UNDER THIS CONTRACT BEGINNING AT STA. 120+64.62 FRT. RD. $\mathbb{B}$. FOR DETOUR SECTIONS II, III, & IV, DETOUR PAVEMENT SUBGRADE ELEVATIONS & CROSS SLOPES ARE CONTROLLED BY THE FUTURE MAKAI FRT. RD. PROFILE GRADE & SUPERELEVATION DIAGRAM EXCEPT WHEN THE DETOUR PAVEMENT EXTENDS BEYOND THE LIMITS OF THE FUTURE MAKAI FRT. RD. AS SHOWN ON THE TYPICAL SECTIONS & PLANS. WITHIN THESE OUTER LIMITS, DETOUR SUBGRADE ELEVATIONS & CROSS SLOPES ARE CONTROLLED BY EXISTING ELEVATIONS OF THE DESIGNATED EDGES OF PAVEMENT & THE $\mathbb{C}$ OF EXISTING NIMITZ HIGHWAY.
- DETOUR PAVEMENT CROSS SLOPE OR SUPERELEVATION IS CONTROLLED AS FOLLOWS:
0+00 TO 5+76.42 - EXTENSION OF EXISTING KAMEHAMEHA HWY INBOUND LANES CROSS SLOPE.
120+64.62 TO 129+00 - MAKAI FRT. RD. SUPERELEVATION DIAGRAM FOUND ON MAKAI DETOUR & DRAINAGE PLAN/PROFILE SHEETS.
129+00 TO 210+00 - EXISTING ELEVATIONS OF KAMEHAMEHA HWY INBOUND RIGHT EDGE OF PAVEMENT & NIMITZ HWY LEFT EDGE OF PAVEMENT. THROUGH AREAS WHERE THIS PROCEDURE PRODUCES AN EXCESSIVE CROSS SLOPE, THE PAVEMENT SURFACE IS EXTENDED TO $\mathbb{C}$ OF EXISTING NIMITZ HWY. (SEE DETOUR SECTION IV.)
- SEE STRIPING PLANS FOR LANE WIDTHS & LOCATIONS OF METAL & PORTABLE CONCRETE GUARD RAIL. SHEET NO'S. 43 - 50



DETOUR SECTION (MODIFIED FRONTAGE ROAD) II

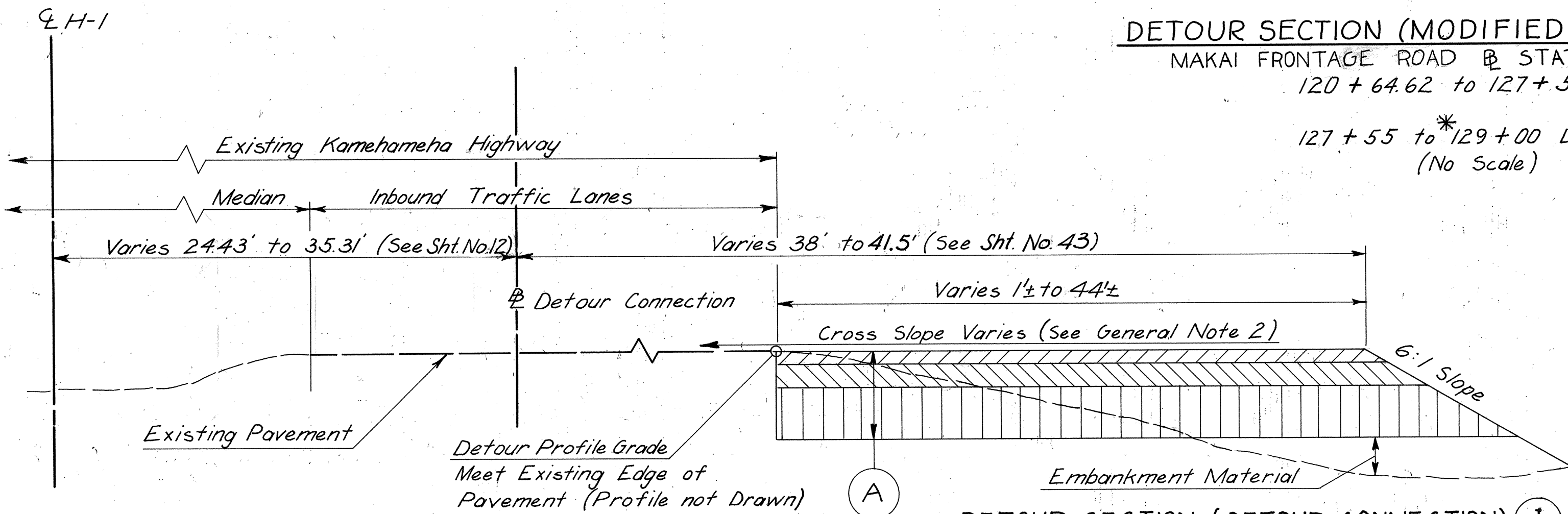
MAKAI FRONTAGE ROAD $\mathbb{B}$ STATION LIMITS

120 + 64.62 to 127 + 55 Detour Section $\mathbb{A}$ & $\mathbb{C}$

127 + 55 to *129 + 00 Detour Section $\mathbb{B}$ & $\mathbb{C}$
(No Scale)

* TRANSITION FOR DETOUR SECTIONS

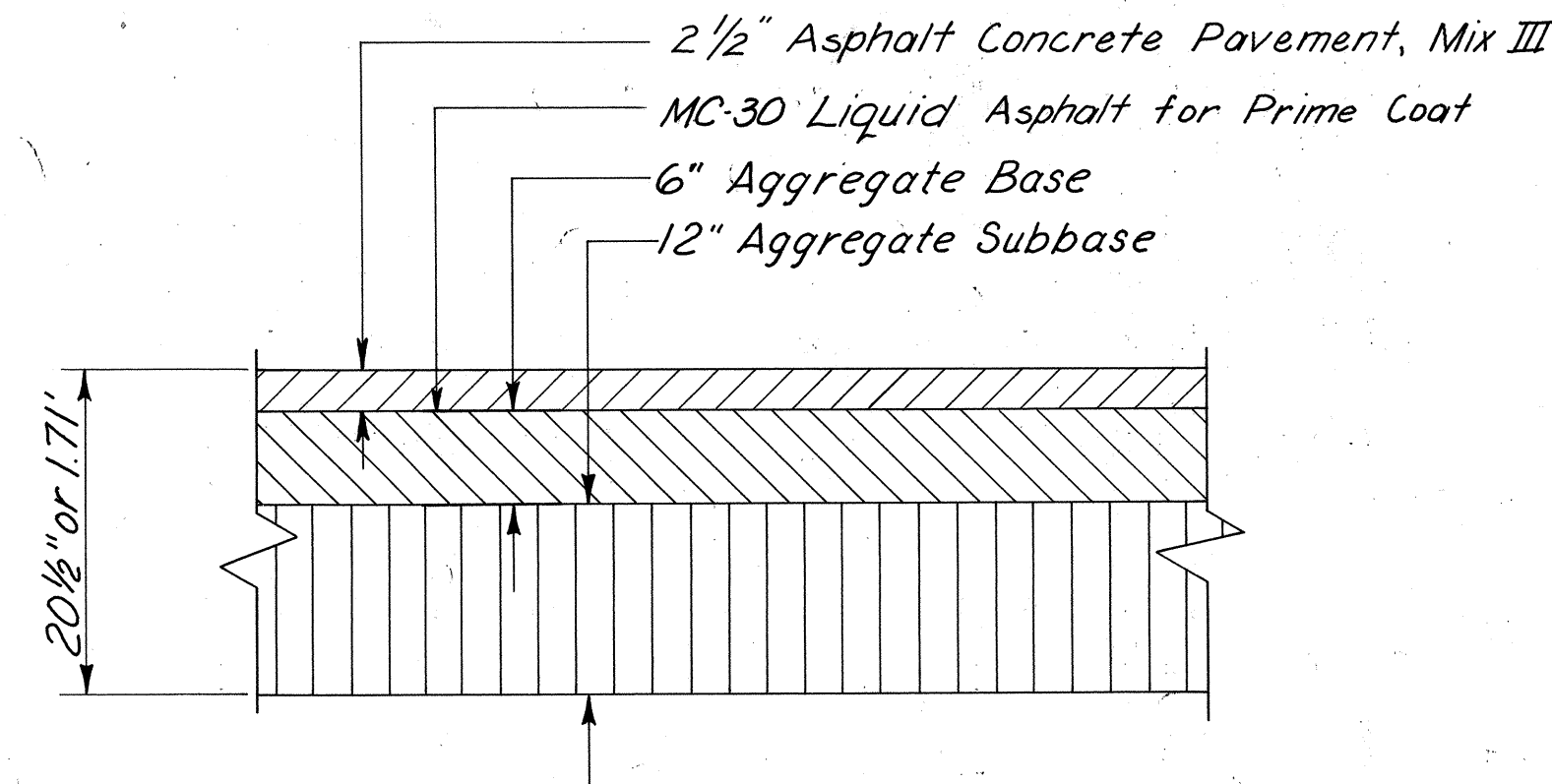
From Section I to Section II - 5 + 00 to 5 + 76.42 Detour Connection $\mathbb{B}$
From Section II to Section III - 128 + 00 to 129 + 00 Makai Frt. Rd. $\mathbb{B}$



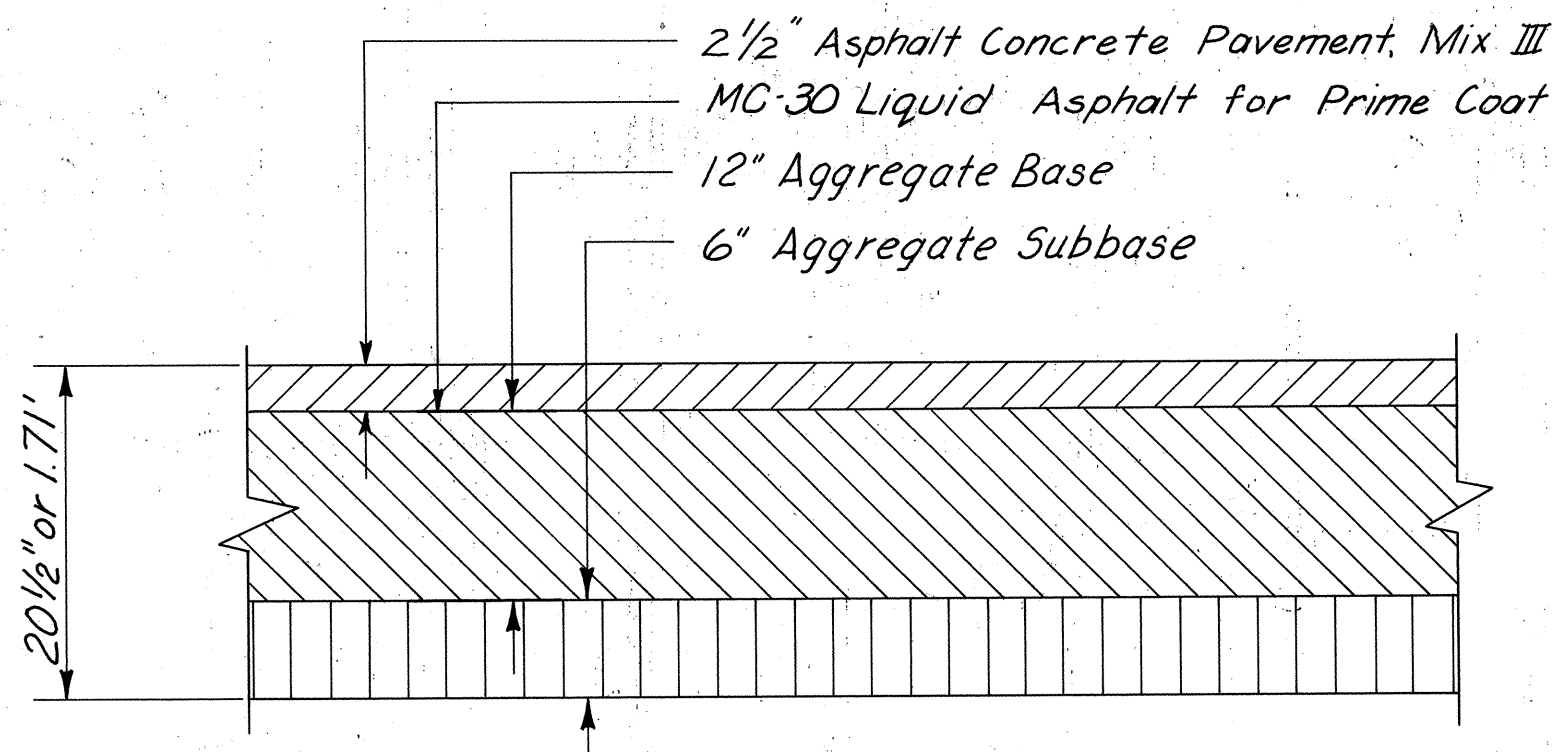
DETOUR SECTION (DETOUR CONNECTION) I

DETOUR CONNECTION $\mathbb{B}$ STATION LIMITS

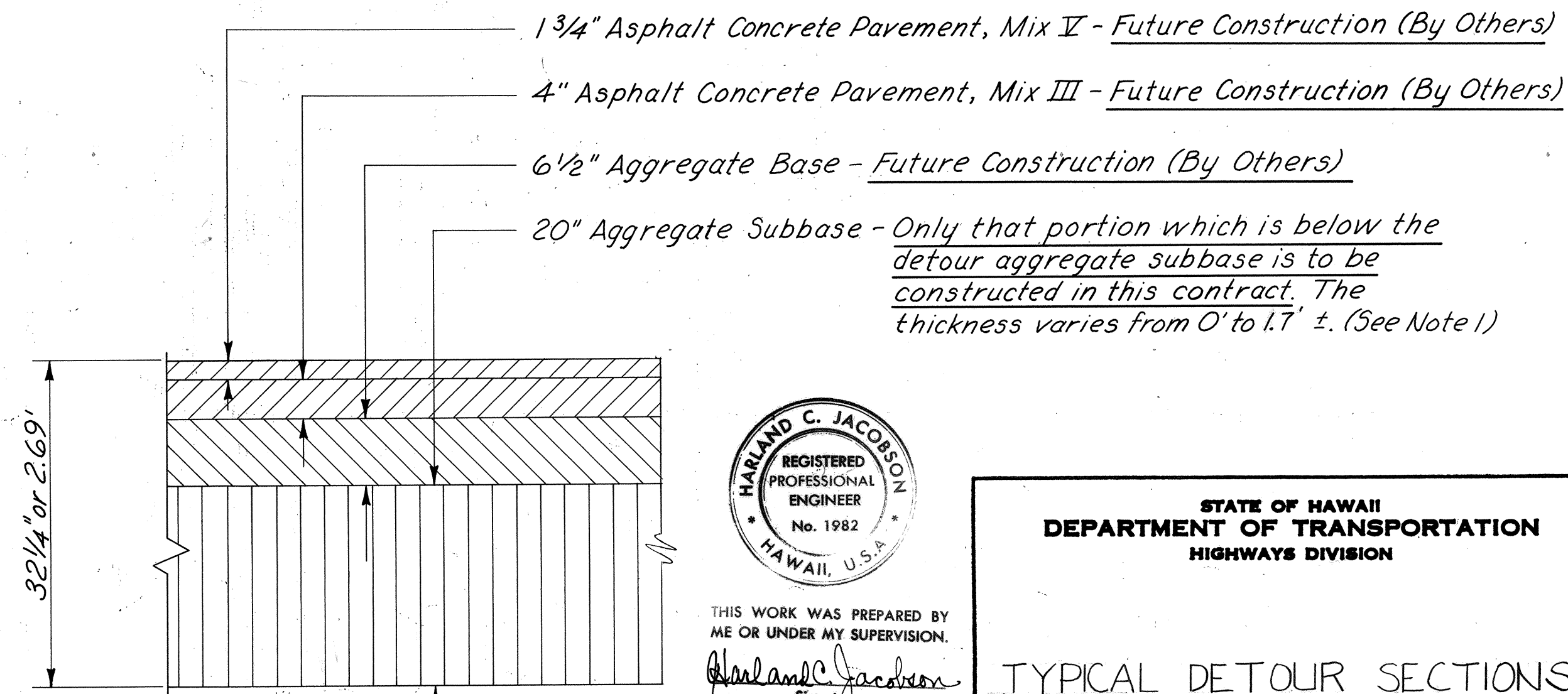
0 + 00 to * 5 + 76.42 = 120 + 64.62 Makai Frt. Rd. $\mathbb{B}$
(No Scale)



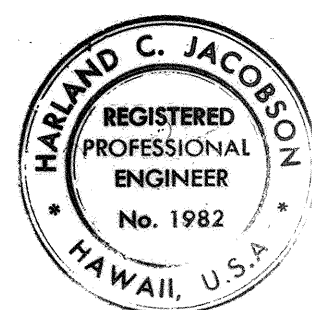
DETOUR SECTION (A)
SCALE: 1" = 1'



DETOUR SECTION (B)
SCALE: 1" = 1'



FRONTAGE ROAD SECTION (C)
SCALE: 1" = 1'



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.
Harold C. Jacobson
Signature

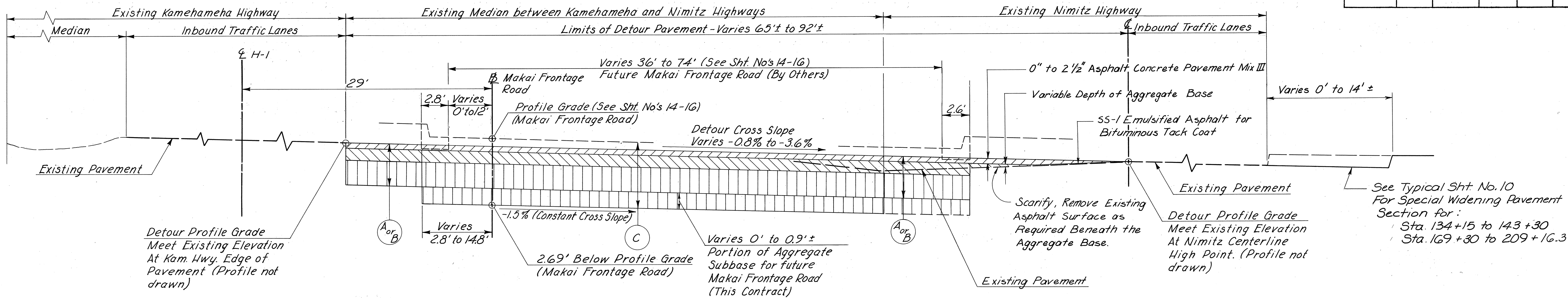
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL DETOUR SECTIONS

AIRPORT INTERCHANGE
F.A.I. PROJ. NO. 1-HI-1(118)16

SCALE: AS SHOWN DATE: JUNE 15, 1974
SHEET No. 1 OF 4 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-HI-11816	1975	9	209



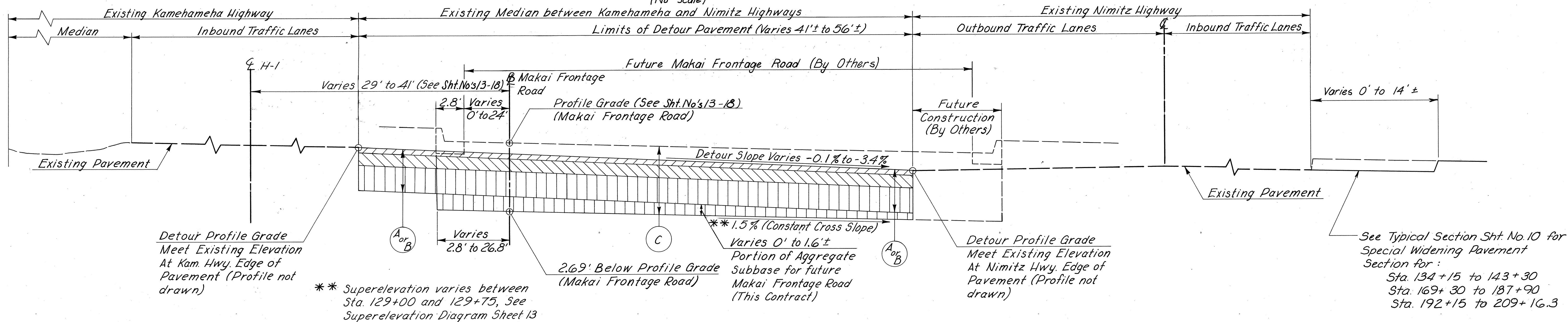
DETOUR SECTION (MEDIAN PLUS NIMITZ OUTBOUND) (IV)

MAKAI FRONTAGE RD. STATION LIMITS

- *140+70 to 158+00 - Detour Section A & C
- 158+00 to 162+00 - Detour Section B & C
- 162+00 to 178+00 - Detour Section A & C
- *178+00 to 180+00 - Detour Section B & C (No Scale)

*TRANSITION FOR DETOUR SECTIONS

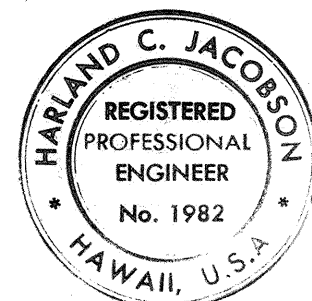
- From Section (III) to Section (IV) 140+70 to 141+70 Makai Frt. Rd. B
- From Section (IV) to Section (III) 179+00 to 180+00 Makai Frt. Rd. B



DETOUR SECTION (MEDIAN ONLY) (III)

MAKAI FRONTAGE RD. STATION LIMITS

- 129+00 to 136+00 - Detour Section B & C
- 136+00 to 140+70 - Detour Section A & C
- 180+00 to 185+00 - Detour Section B & C
- 185+00 to 210+00 - Detour Section A & C



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Harland C. Jacobson

Signature

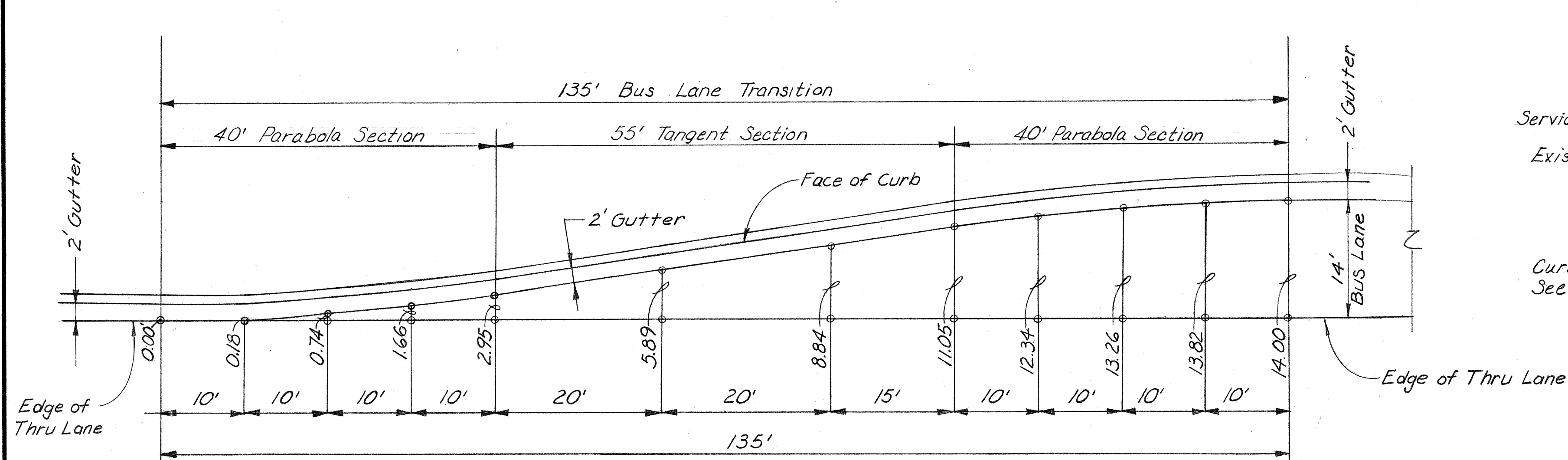
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL DETOUR SECTIONS

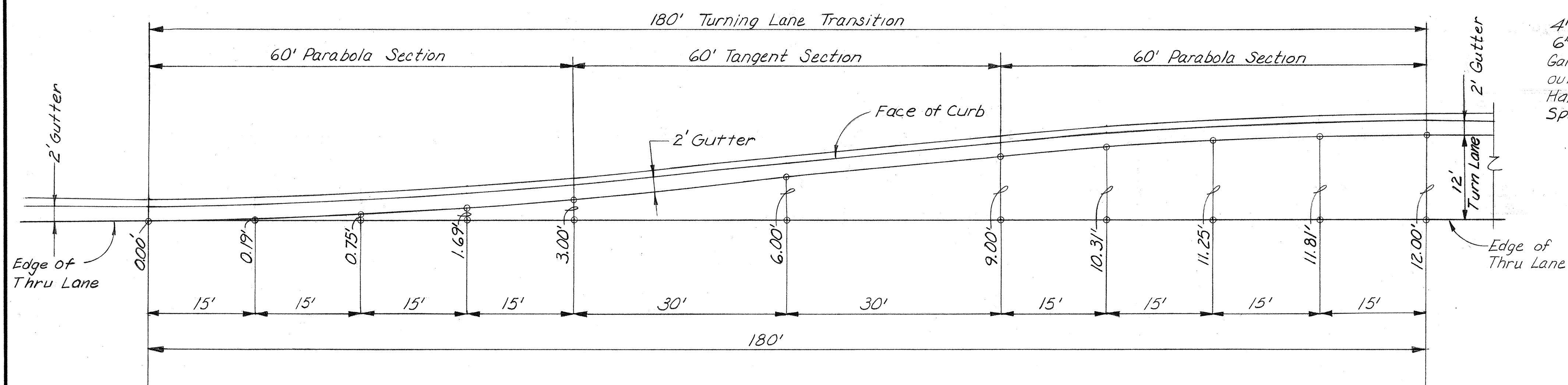
AIRPORT INTERCHANGE
F.A.I. PROJ. NO. I-HI-11816
SCALE: AS SHOWN DATE: JUNE 15, 1974
SHEET No. 2 OF 4 SHEETS

DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
NOTED BY	
NO.	

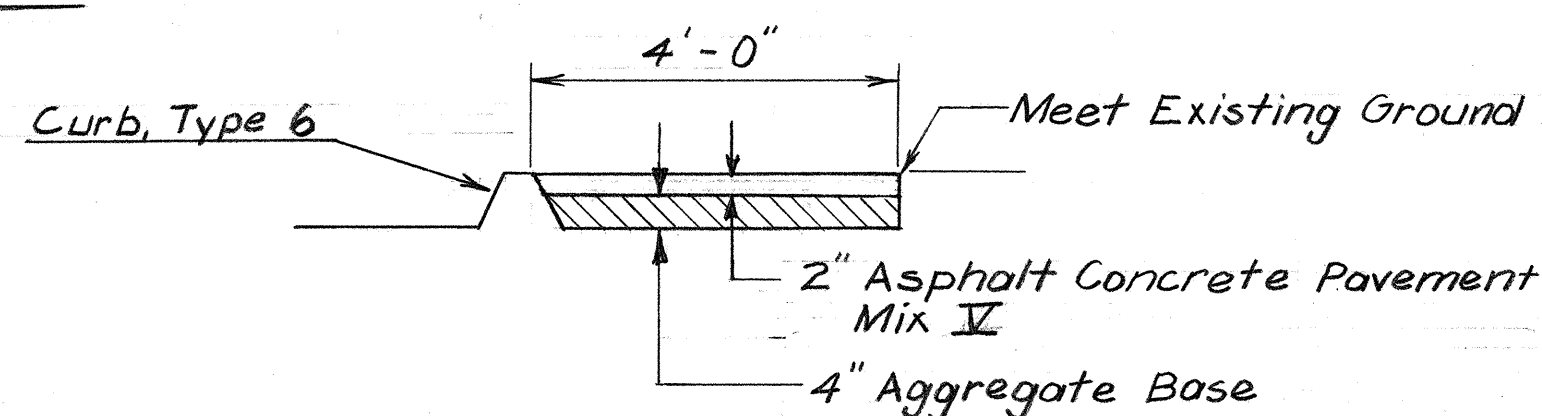
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-H-101816	1975	11	209



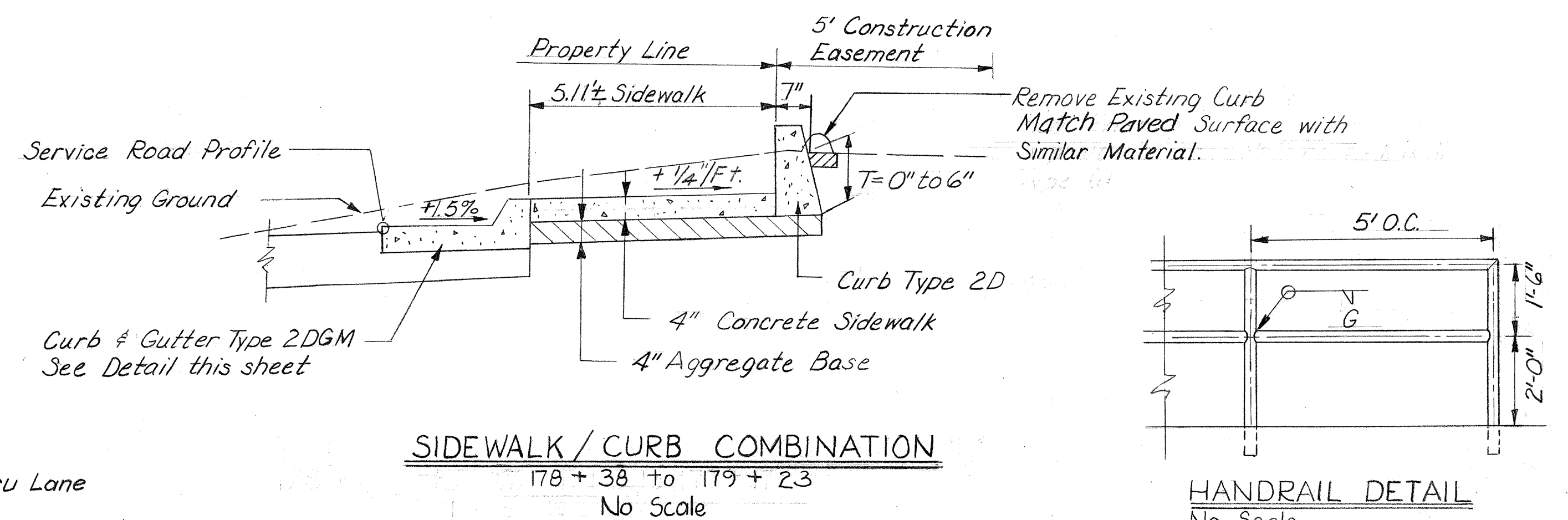
TYPICAL 14' BUS LANE TRANSITION
Scale: 1" = 10'



TYPICAL 12' TURNING LANE TRANSITION
Scale: 1" = 10'

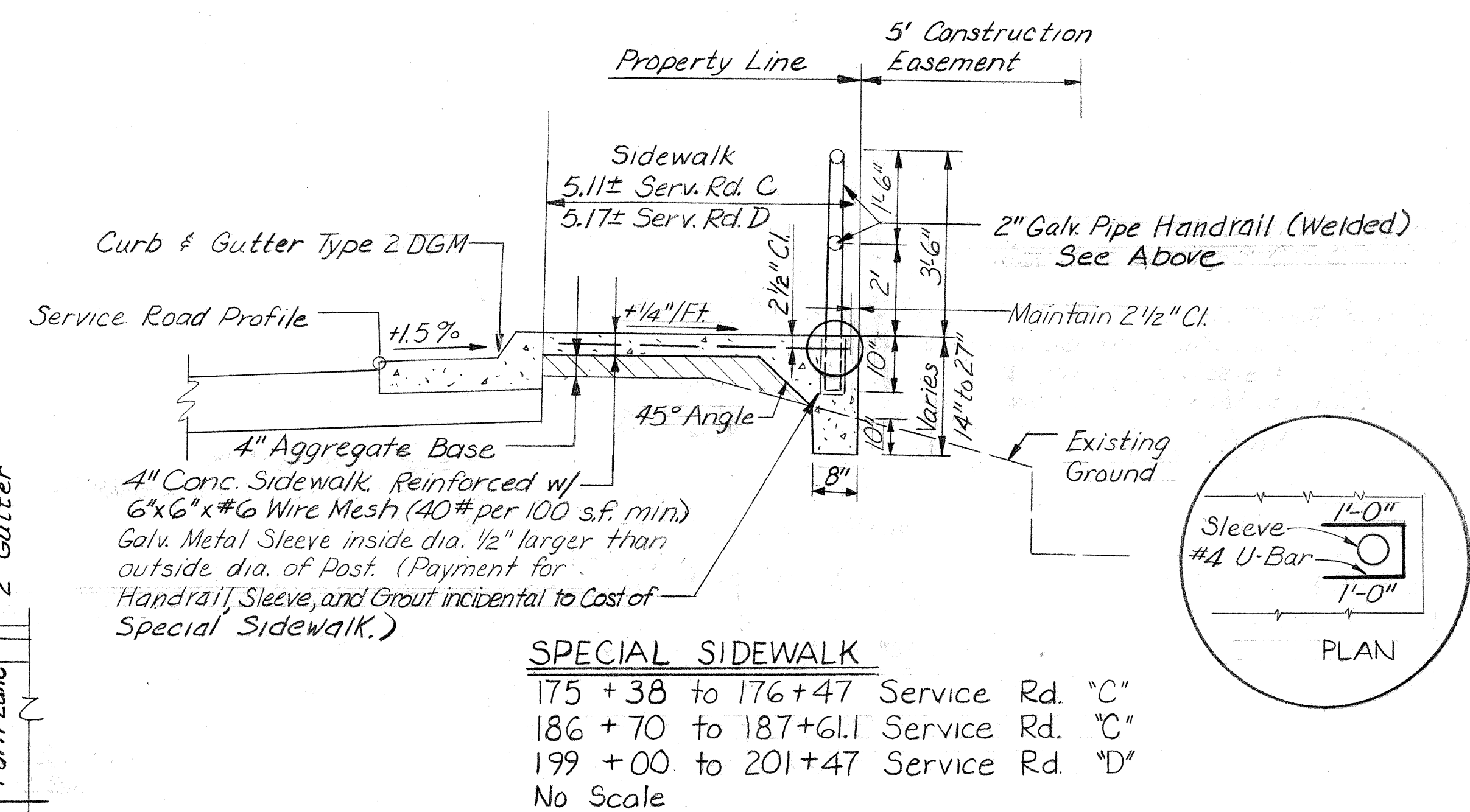


BITUMINOUS WALK
No Scale

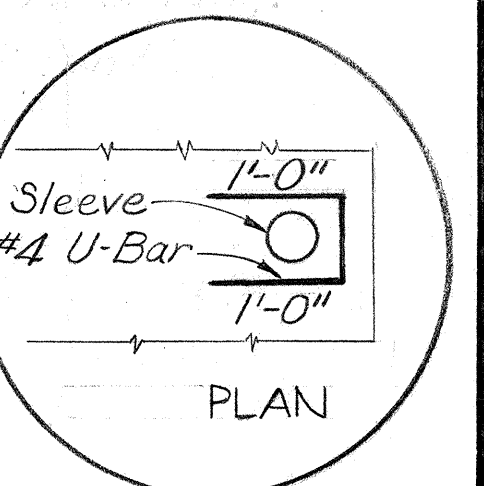


SIDEWALK / CURB COMBINATION
178 + 38 to 179 + 23
No Scale

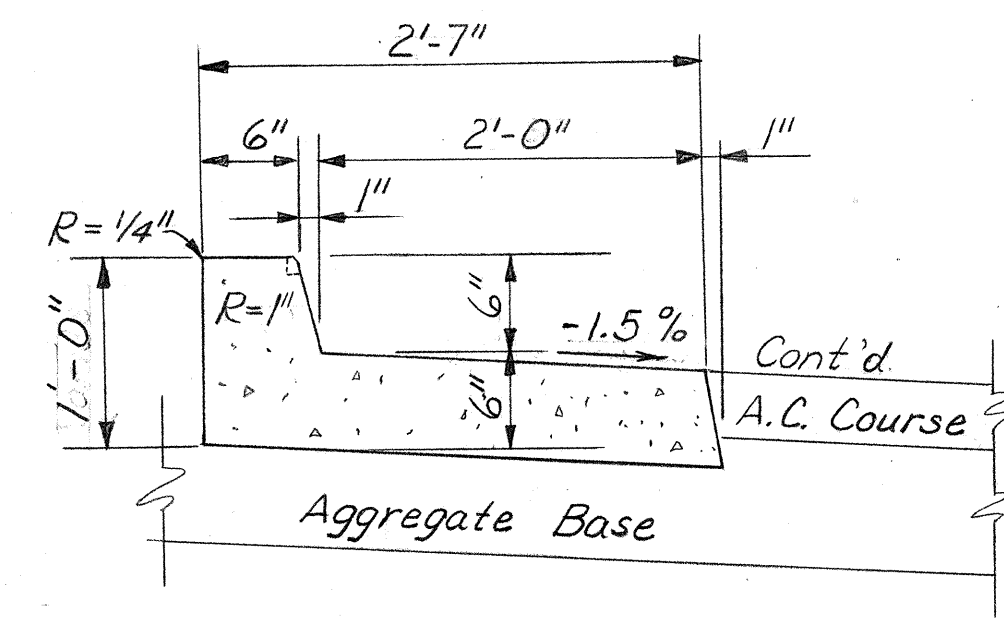
HANDRAIL DETAIL
No Scale



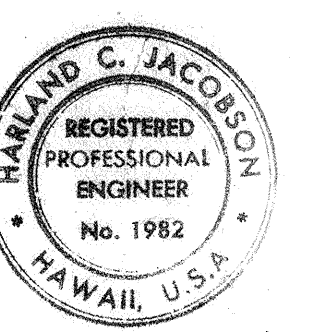
SPECIAL SIDEWALK
175 + 38 to 176 + 47 Service Rd. "C"
186 + 70 to 187 + 61.1 Service Rd. "C"
199 + 00 to 201 + 47 Service Rd. "D"
No Scale



PLAN



TYPICAL DETAIL OF CAST-IN-PLACE CONCRETE CURB & GUTTER TYPE 2DGM
Scale: 1" = 1'-0"



THIS WORK WAS PREPARED BY ME, OR UNDER MY SUPERVISION.
Signature: Harold C. Jacobson

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SPECIAL SIDEWALK/CURB SECTIONS
& TURNING LANE TRANSITIONS

AIRPORT INTERCHANGE
F.A.I. PROJ. NO. 1-H-1 (118)16

SCALE: AS SHOWN
DATE: JUNE 15, 1974
SHEET No. 4 OF 4 SHEETS

DESIGNED BY	DATE
CHECKED BY	
NOTED BY	
ORIGINAL PLAN	
NOTE BOOK	