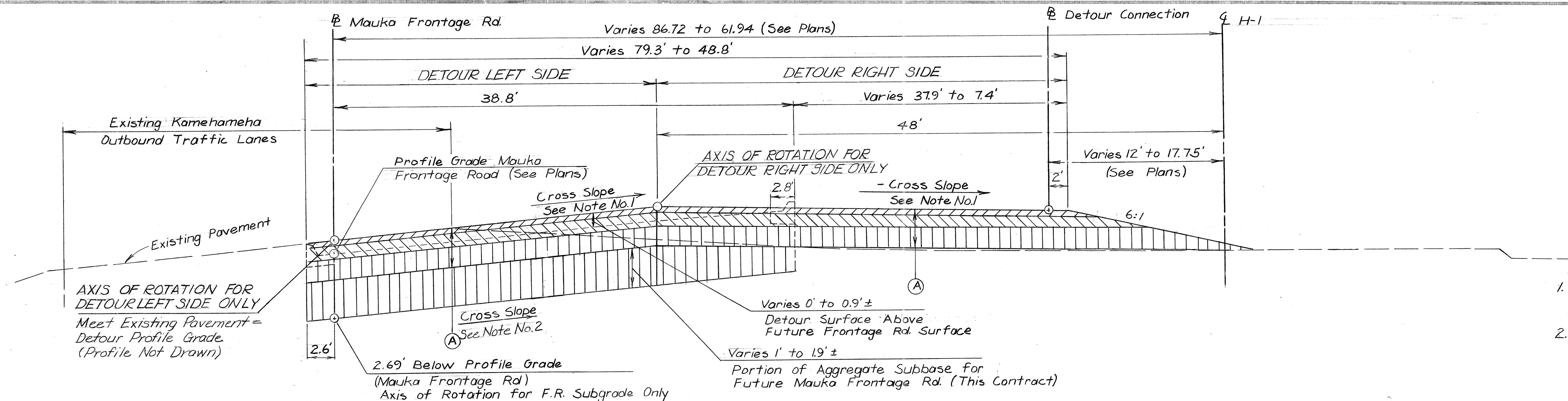


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-HI-1(119)16	1975	3	200



NOTES:

1. Cross Slope to Right of each Axis of Rotation is controlled by Superelevation Diagram on Sheet No. 6.
2. Cross Slope is controlled by Mauka Frontage Road. See Profile and Superelevation Diagram on Sheet No. 6 & 7.

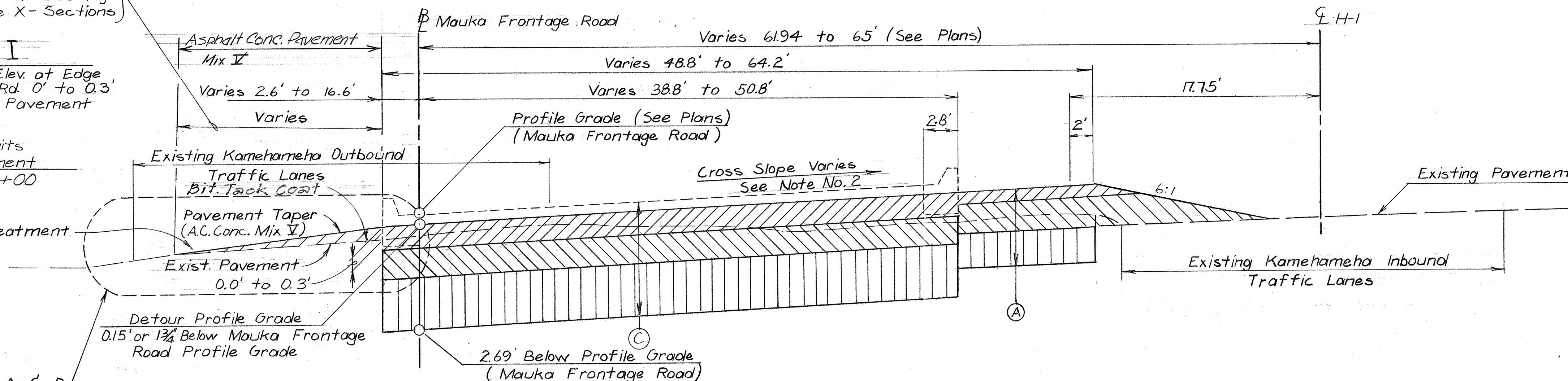
Taper New Pavement as Required to Match Existing Pavement. (See X-Sections)

CASE I

Detour Grade Elev. at Edge of Mauka Fr. Rd. 0' to 0.3' Above Existing Pavement

Approx. Sta. Limits
 Case I Treatment
 46+00 to 49+00

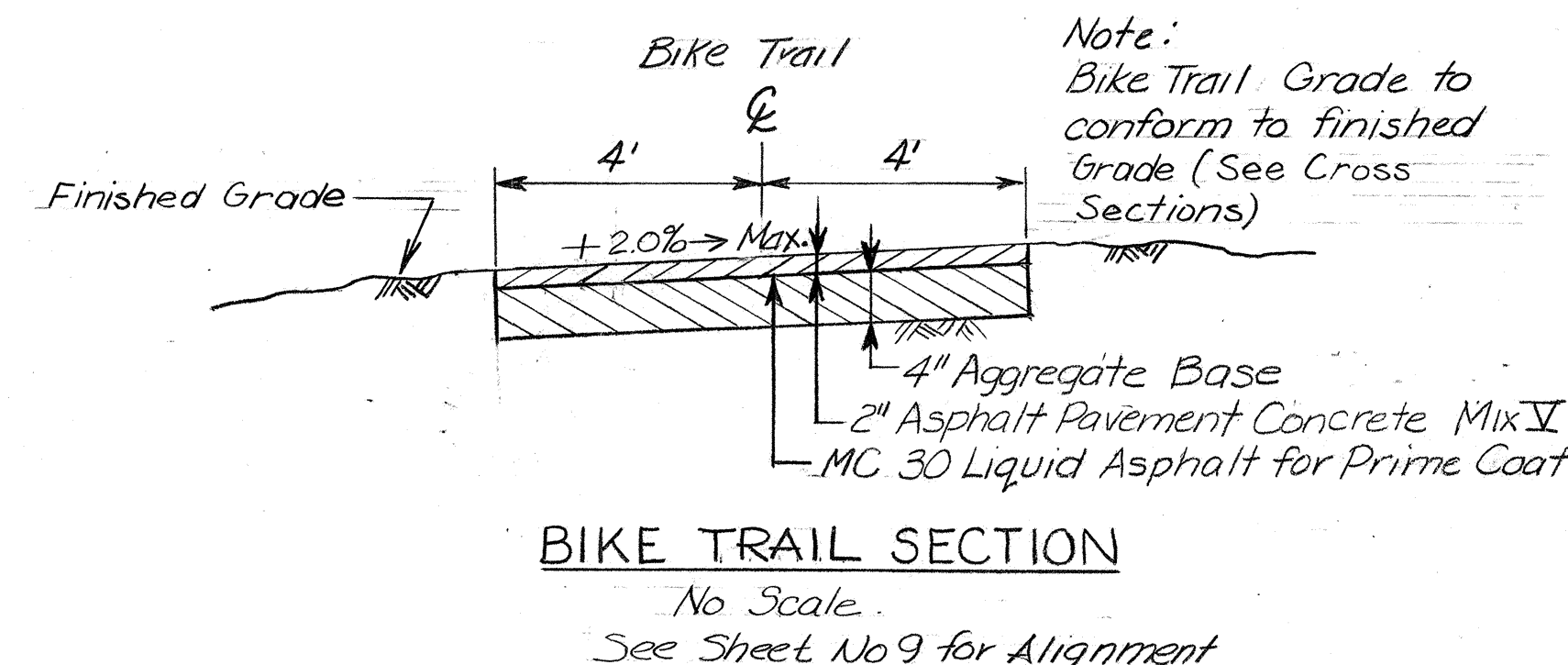
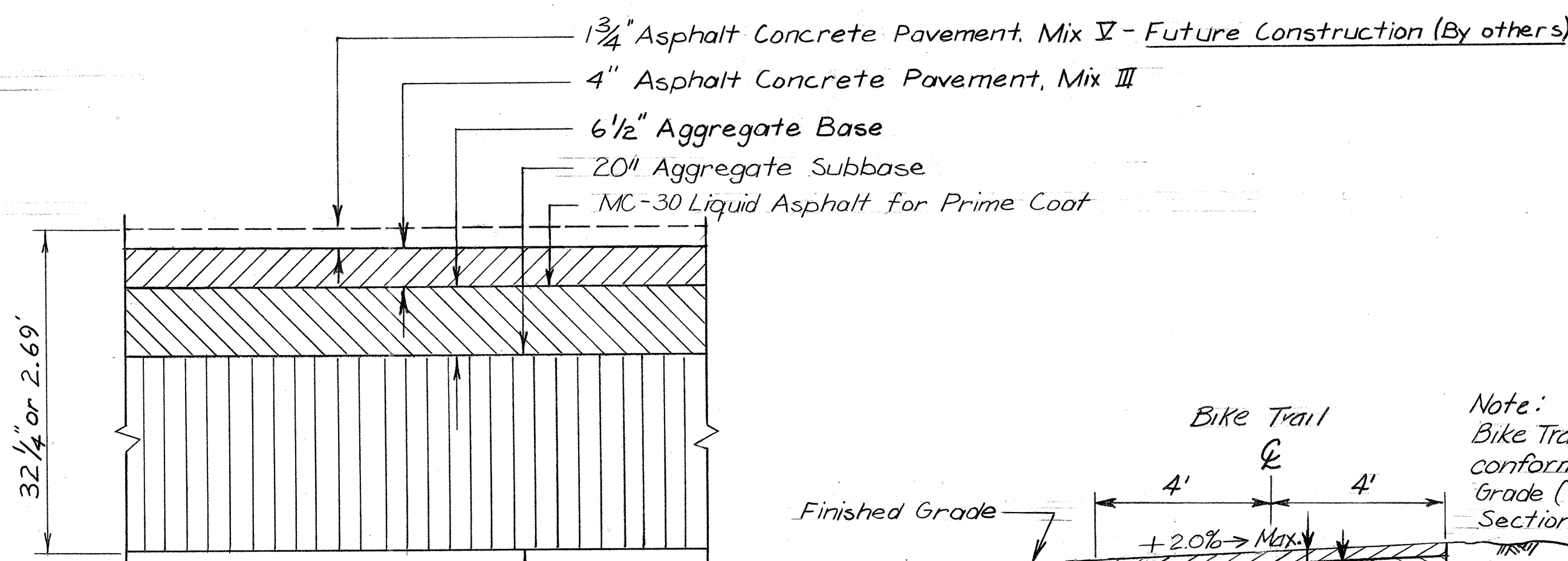
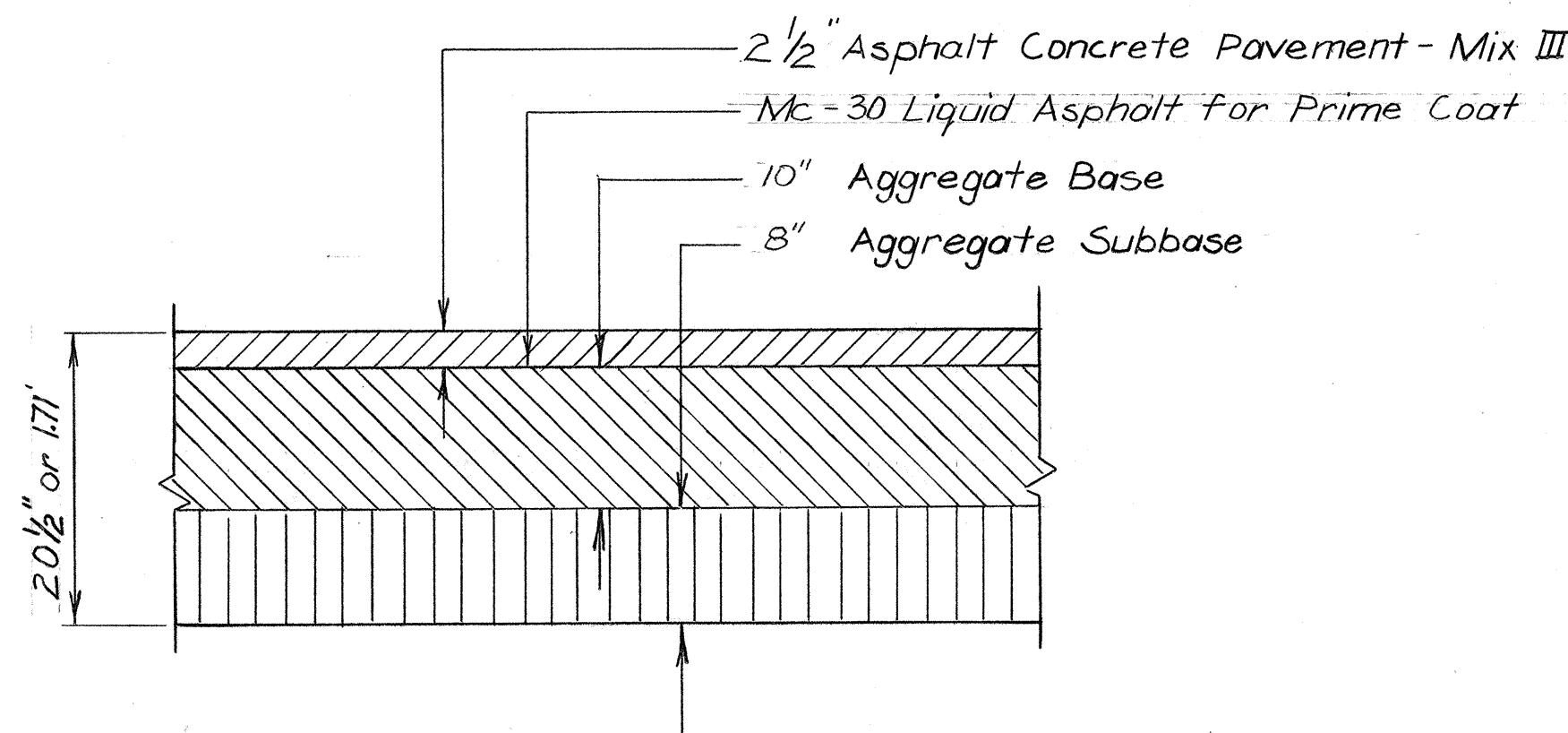
Case I Treatment



See Details A & B
 For Case II & III Treatment
 This Area - See Sheet No. 4

DETOUR SECTION (MODIFIED FR. RD.) II

MAUKA FRONTAGE RD. B STATION LIMITS
 45 + 22.66 to 53 + 30.79 = 54 + 25
 (No Scale)



THIS WORK WAS PREPARED BY
 ME OR UNDER MY SUPERVISION.
 Edward C. Stevenson
 Signature

STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION

TYPICAL DETOUR SECTIONS

AIRPORT INTERCHANGE
 F.A.I. PROJ. NO. I-HI-1(119)16

SCALE: AS SHOWN DATE: FEB. 1, 1975

SHEET No. 1 OF 2 SHEETS

DESIGNED BY	DATE
TRACED BY	
NOTED BY	
CHECKED BY	
ORIGINAL	
PLAN	
NOTE BOOK	
NO.	

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	HI-1(119)16	1975	4	200

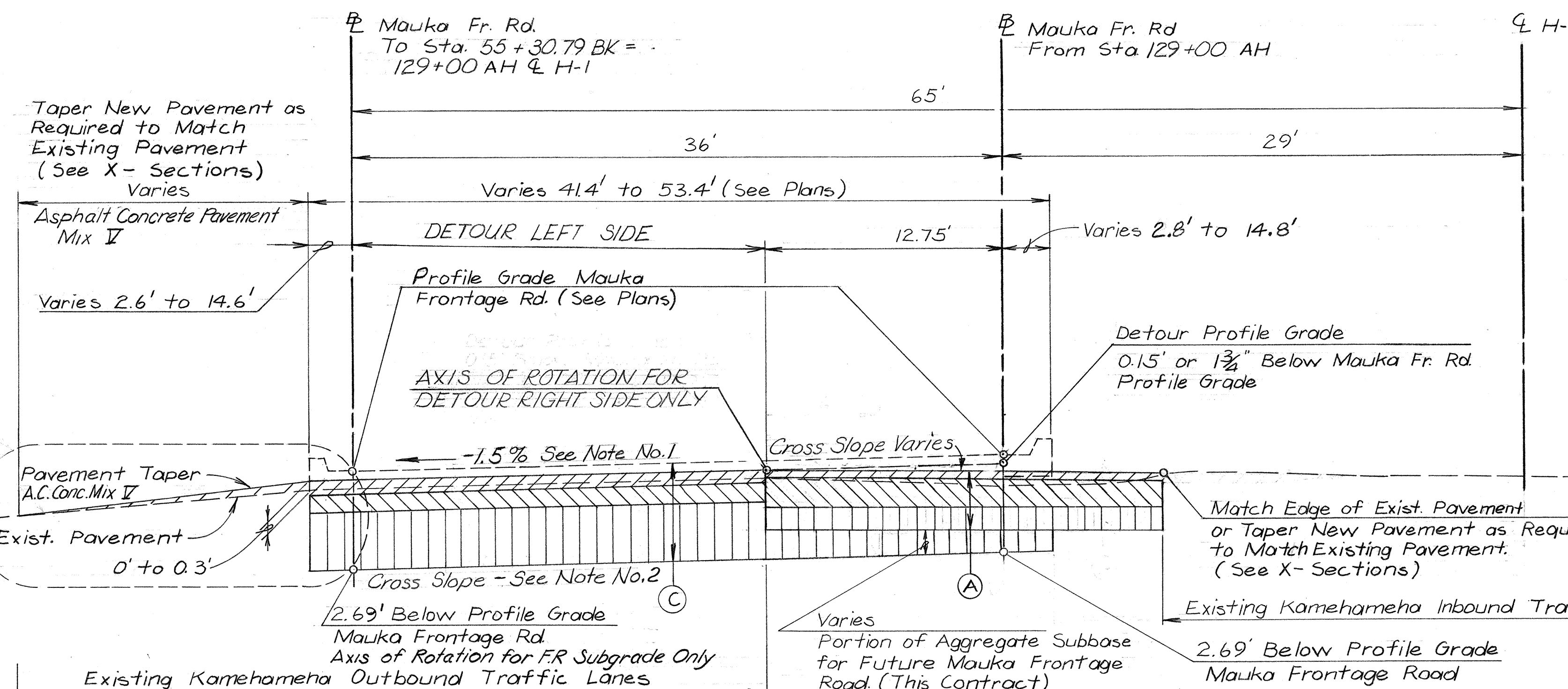
NOTES:

- Cross Slope on Detour Left Side is controlled by Mauka Frontage Road Profile and Superelevation. See Sheet No's 7&8.
- Cross Slope is controlled by Mauka Frontage Road. See Profile and Superelevation Diagram on Sheet No's 7&8.
- Left Shoulder Treatment
 - Case I - Detour Grade Elevation at Edge of Mauka Frontage Road 0 to 0.3 ft. above existing pavement.
 - Case II - Detour Grade Elevation at Edge of Mauka Frontage Road 0.3 ft. or more above existing pavement.
 - Case III - Detour Grade Elevation at edge of Mauka Frontage Road below existing pavement.

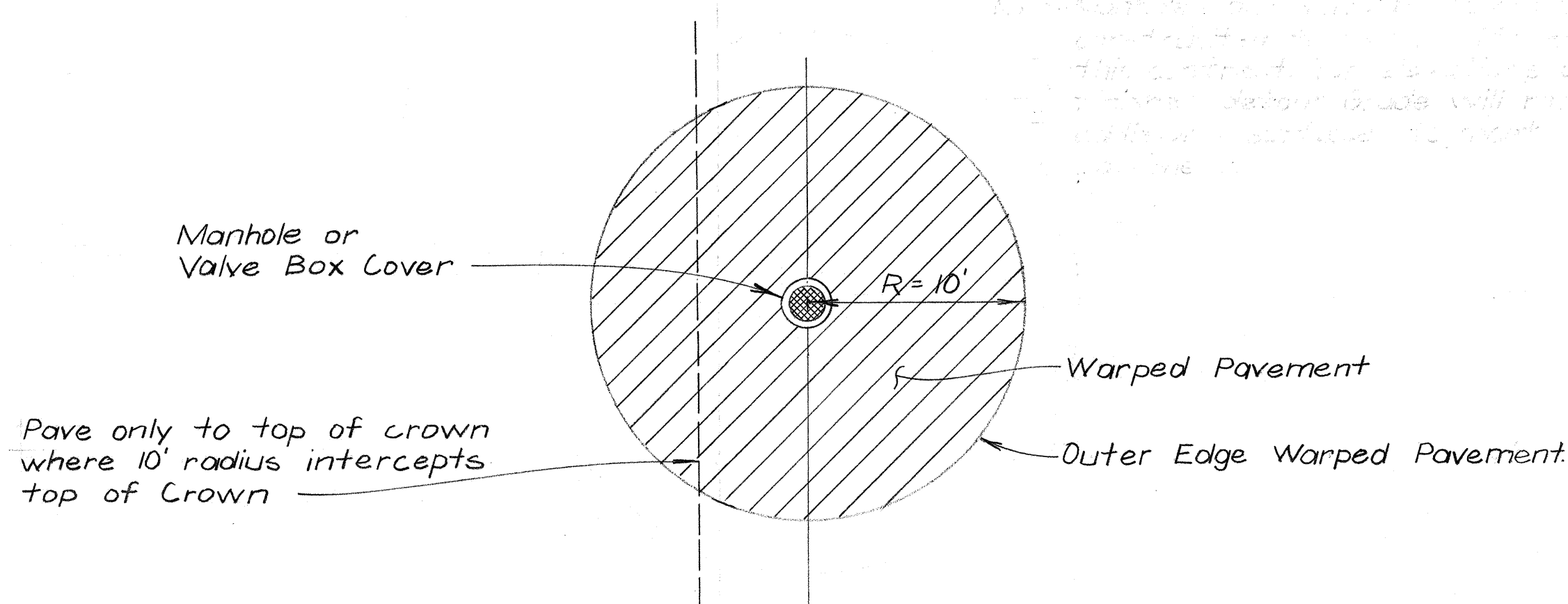
CASE I

Approx. Sta. Limits Case I Treatments
129+00 to 147+00±

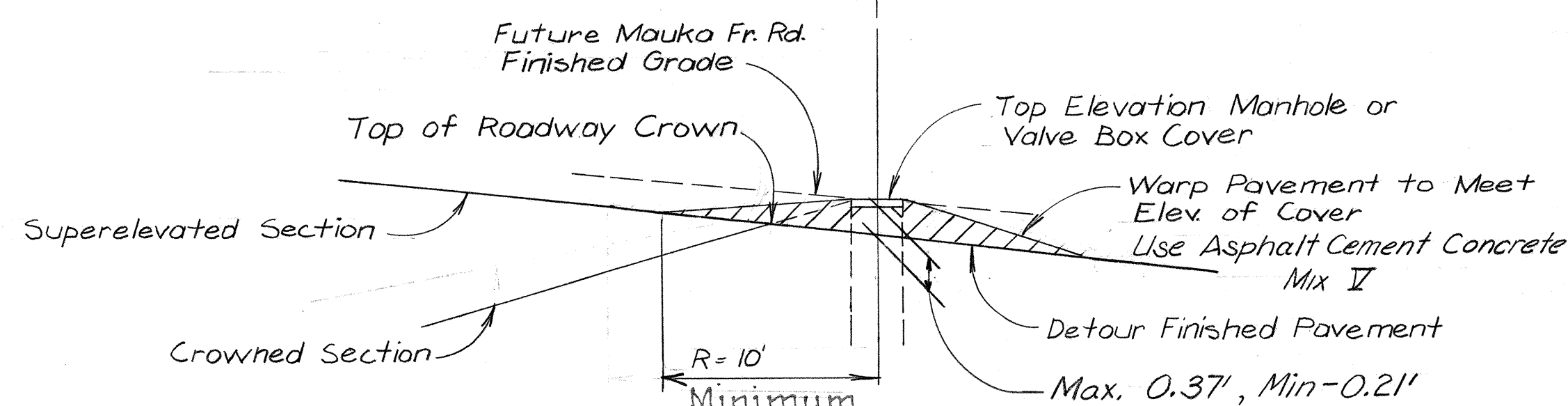
See Detail A & B for Case II & III
Treatment for this Area



DETOUR SECTION (MEDIAN PLUS KAMEHAMEHA INBOUND & OUTBOUND) III
Mauka Frontage Road Station Limits
54+25 to 55+30.79 BK= 129+00 AH
129+00 to 149+53

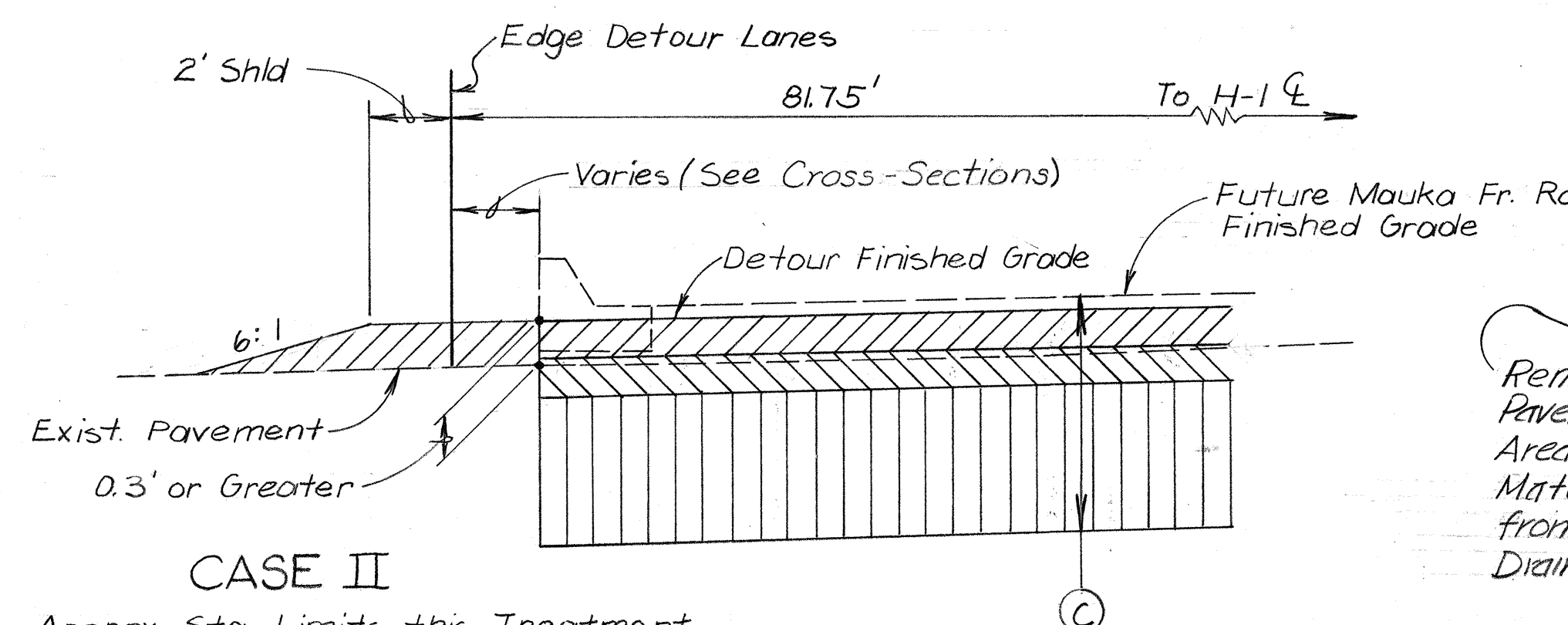


PLAN
No Scale



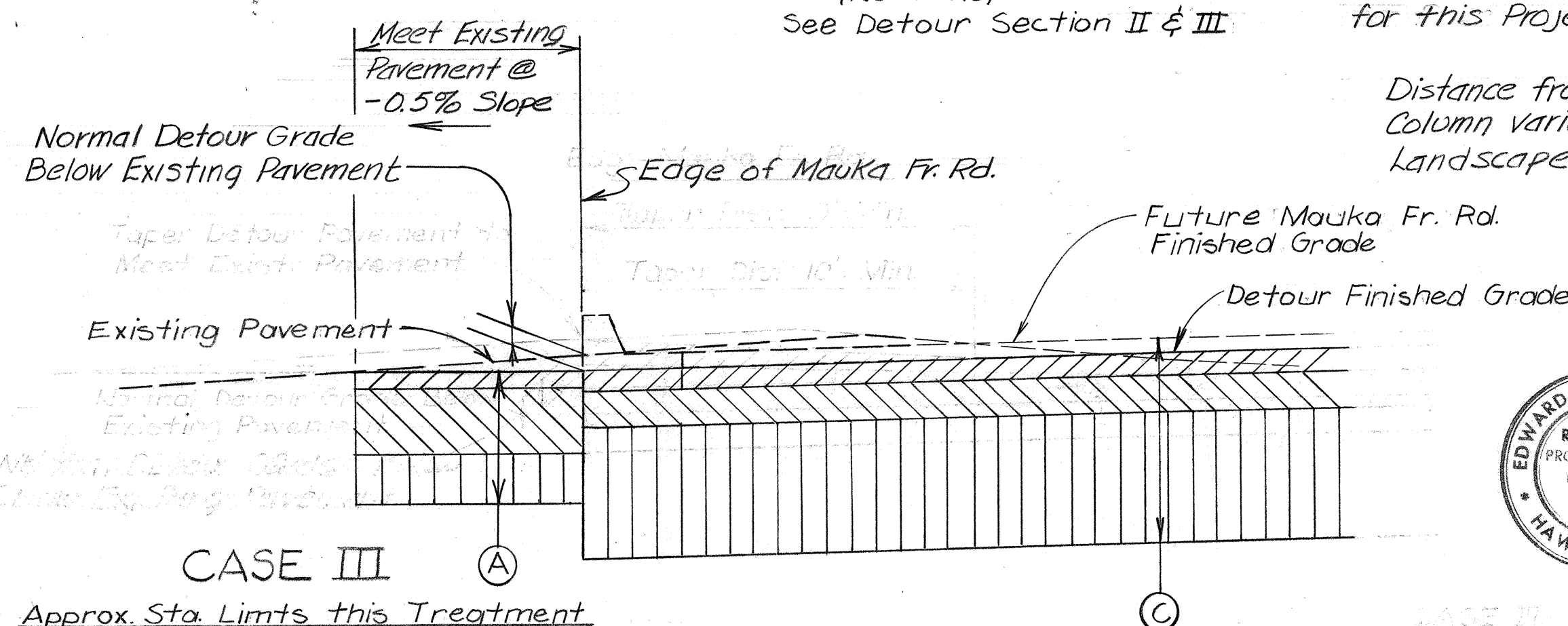
ELEVATION
(No Scale)

DETAIL
For Matching Detour Pavement with Top of Existing
Manhole or Valve Box Covers.



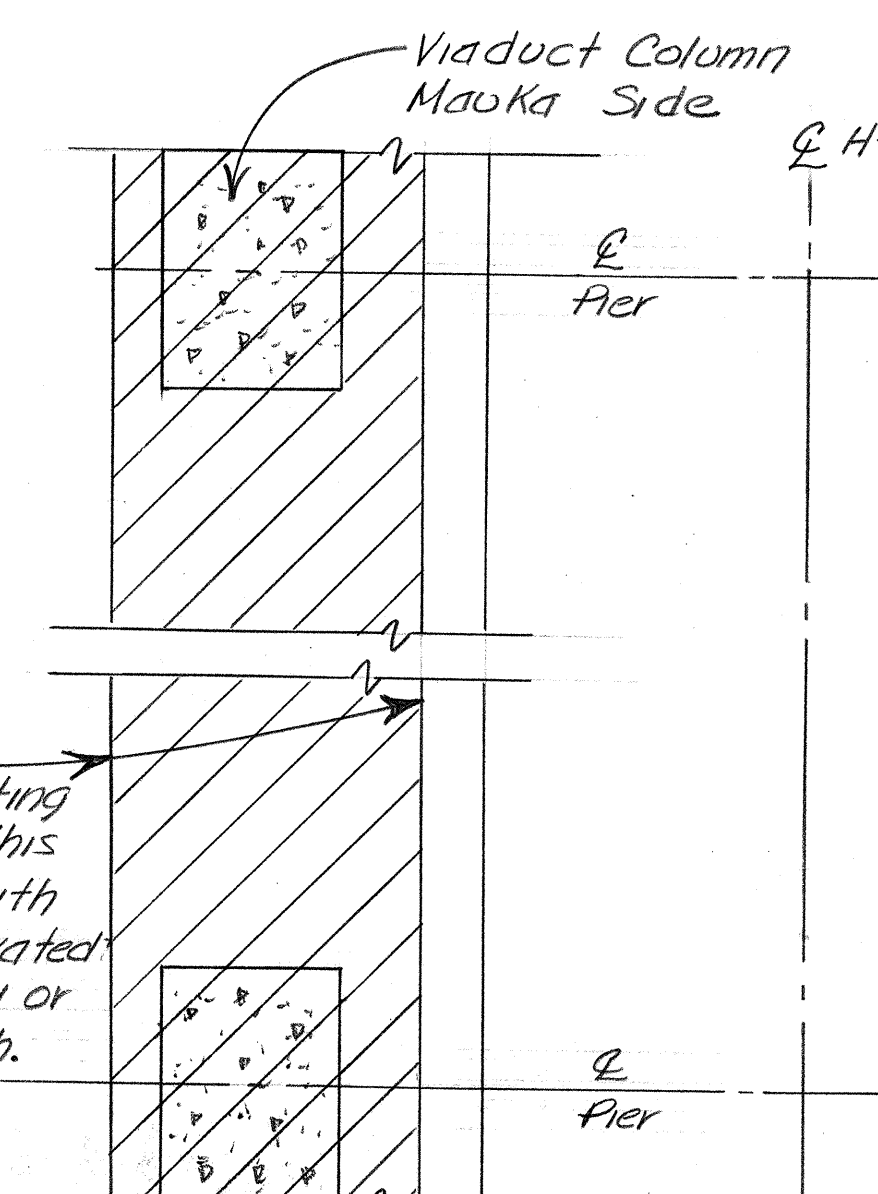
CASE II
Approx. Sta. Limits this Treatment
49+00± to 51+50±
147+00± to 149+53

DETAIL A
(No Scale)
See Detour Section II & III



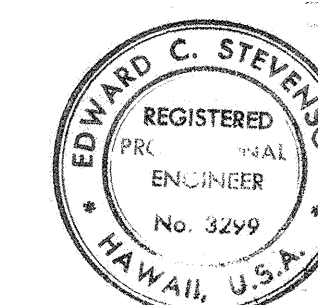
CASE III
Approx. Sta. Limits this Treatment
45+22.7 ± to 46+00±
51+50± to 55+30.79 BK=129+00 AH
147+00± to 149+53
147+00± to 149+53

DETAIL B
(No Scale)
See Detour Sections II & III



PLAN
PAVEMENT REMOVAL
ALONG MAUKA COLUMNS

For Bituminous Walk Right of H-1 &
Sta. 134+00 ± to 141+00 ±, See
Sht. No. 5



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

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TYPICAL DETOUR SECTIONS

AIRPORT INTERCHANGE
F.A.I. PROJ. NO. I-HI-1(119) 16

SCALE: AS SHOWN DATE: FEB. 1, 1975

SHEET No. 2 OF 2 SHEETS