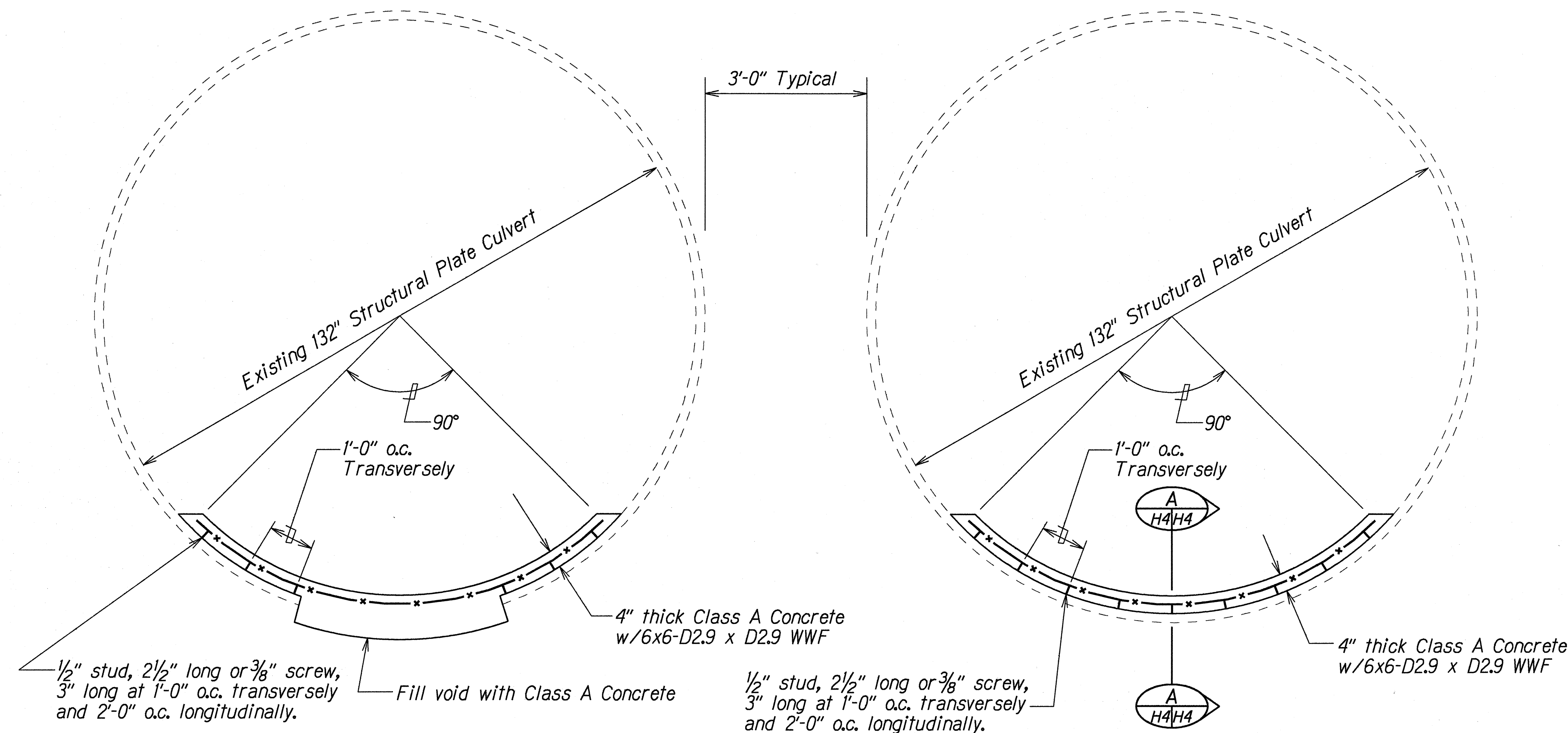


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	IM-H3-1(76)	1998	7	7

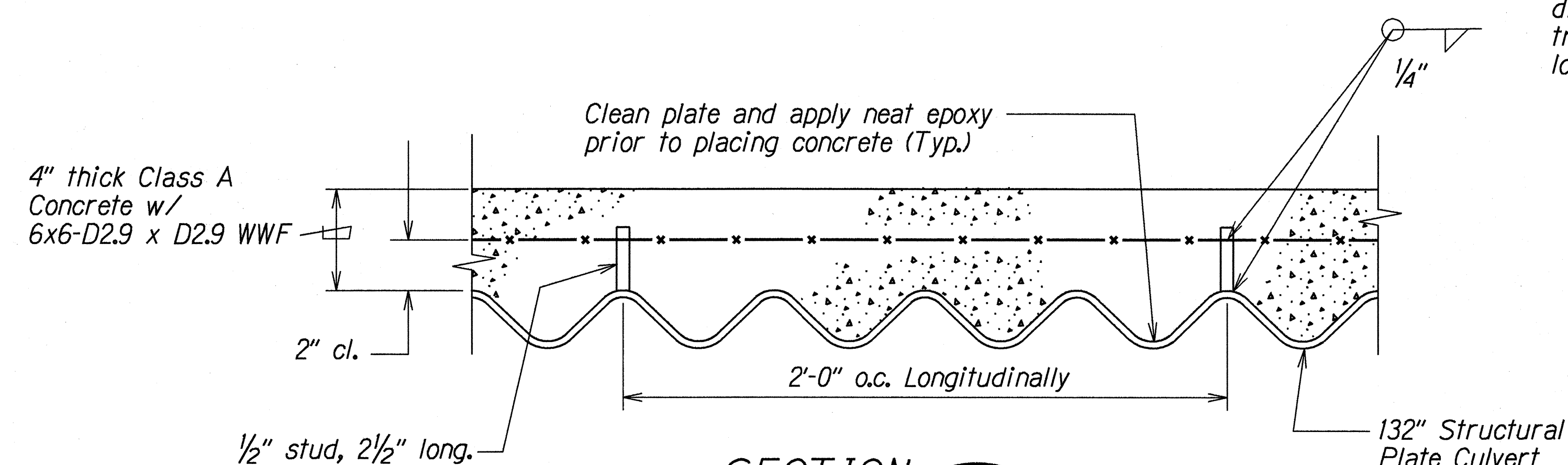


SECTION IN VOID AREA

SECTION IN NON-VOID AREA

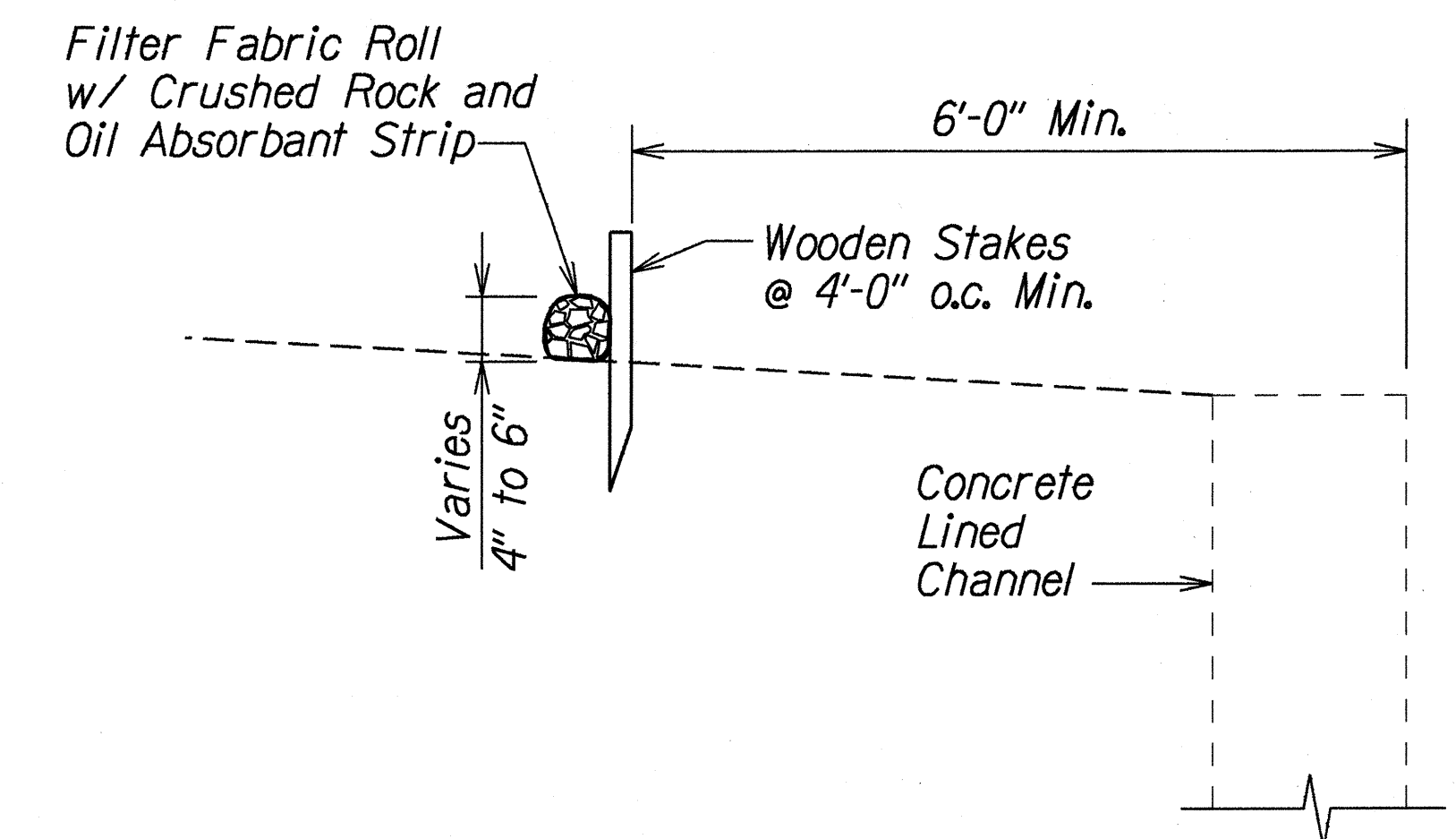
TYPICAL SECTION OF DOUBLE 132" CULVERT

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



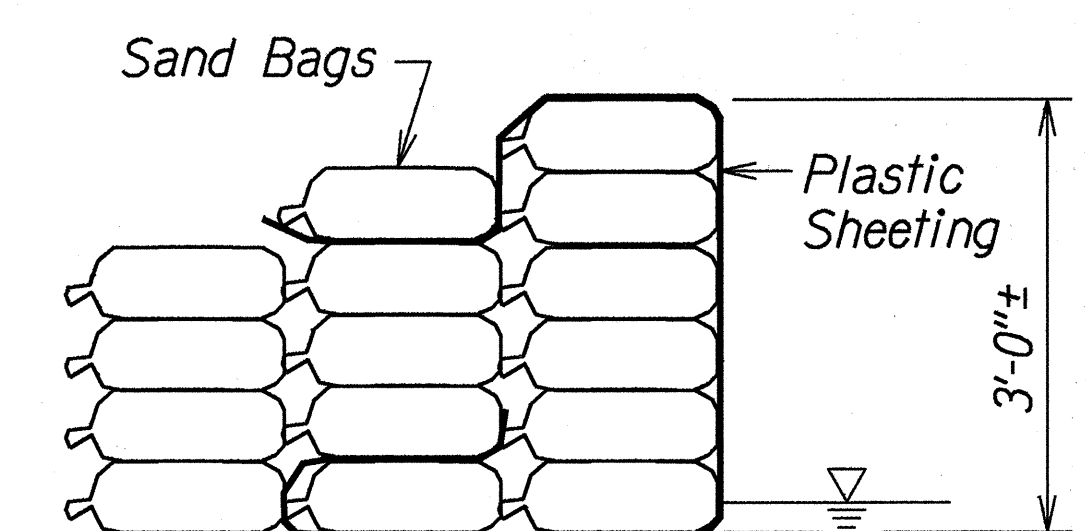
SECTION A  
Scale: 3"=1'-0"

DETAIL OF DOUBLE 132" CULVERT LINING



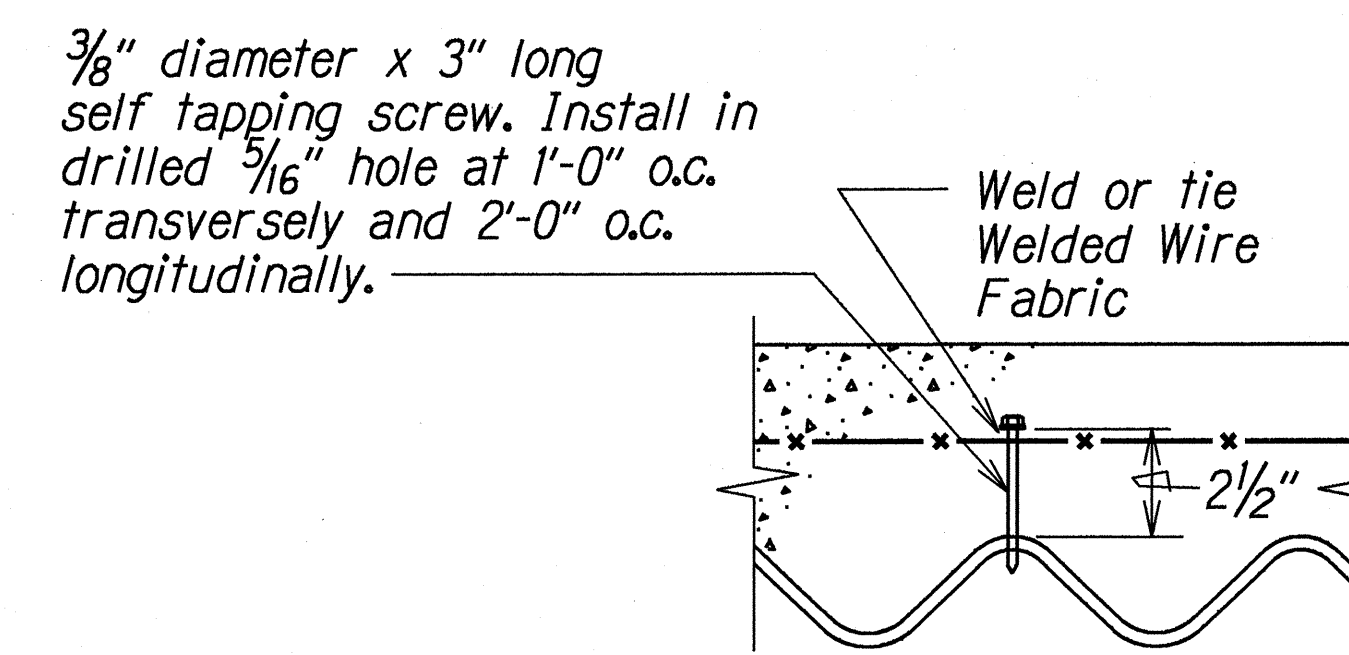
DETAIL OF SILT FENCE

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



DETAIL OF STREAM DIVERSION

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

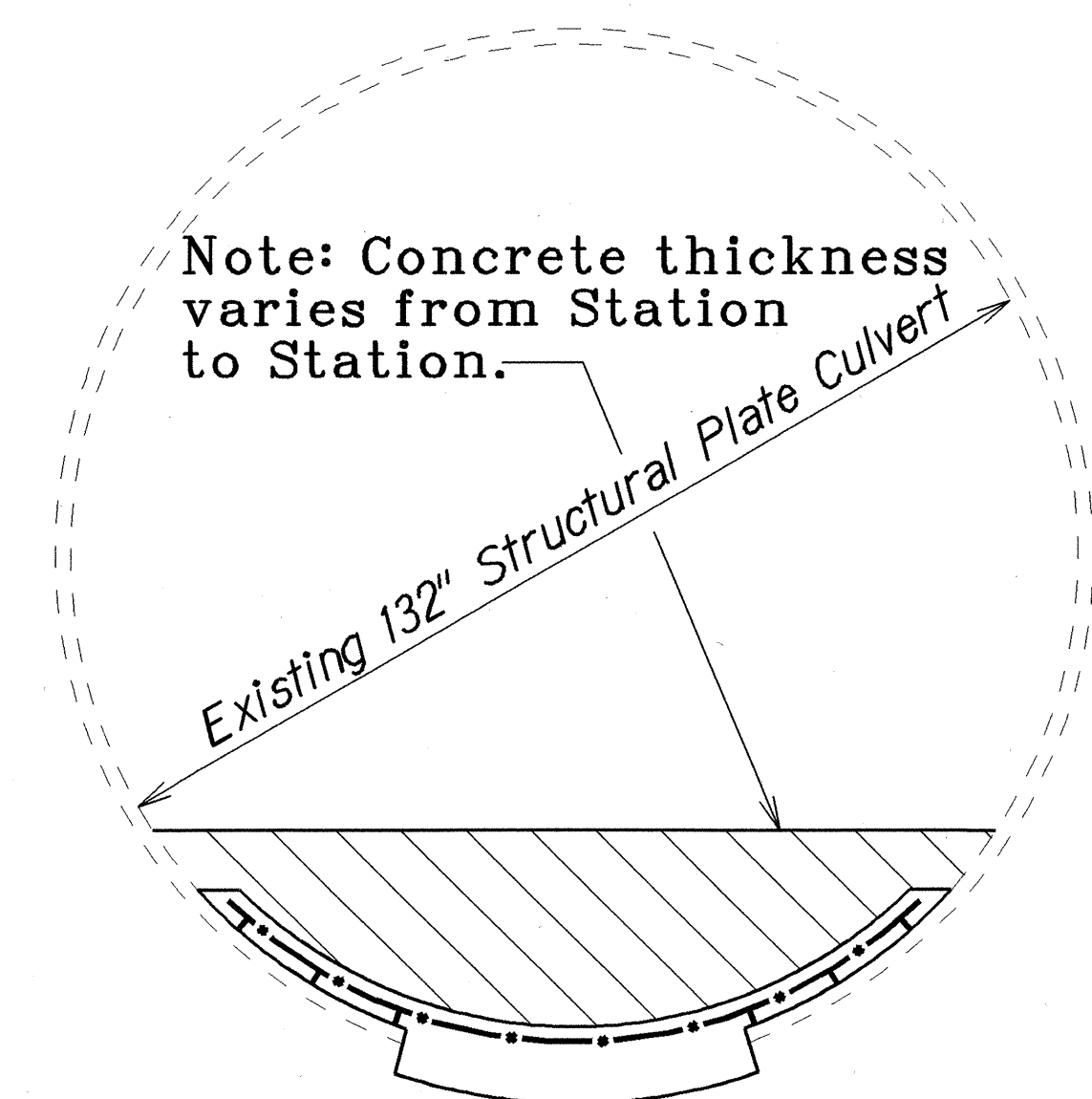


ALTERNATE SCREW ATTACHMENT

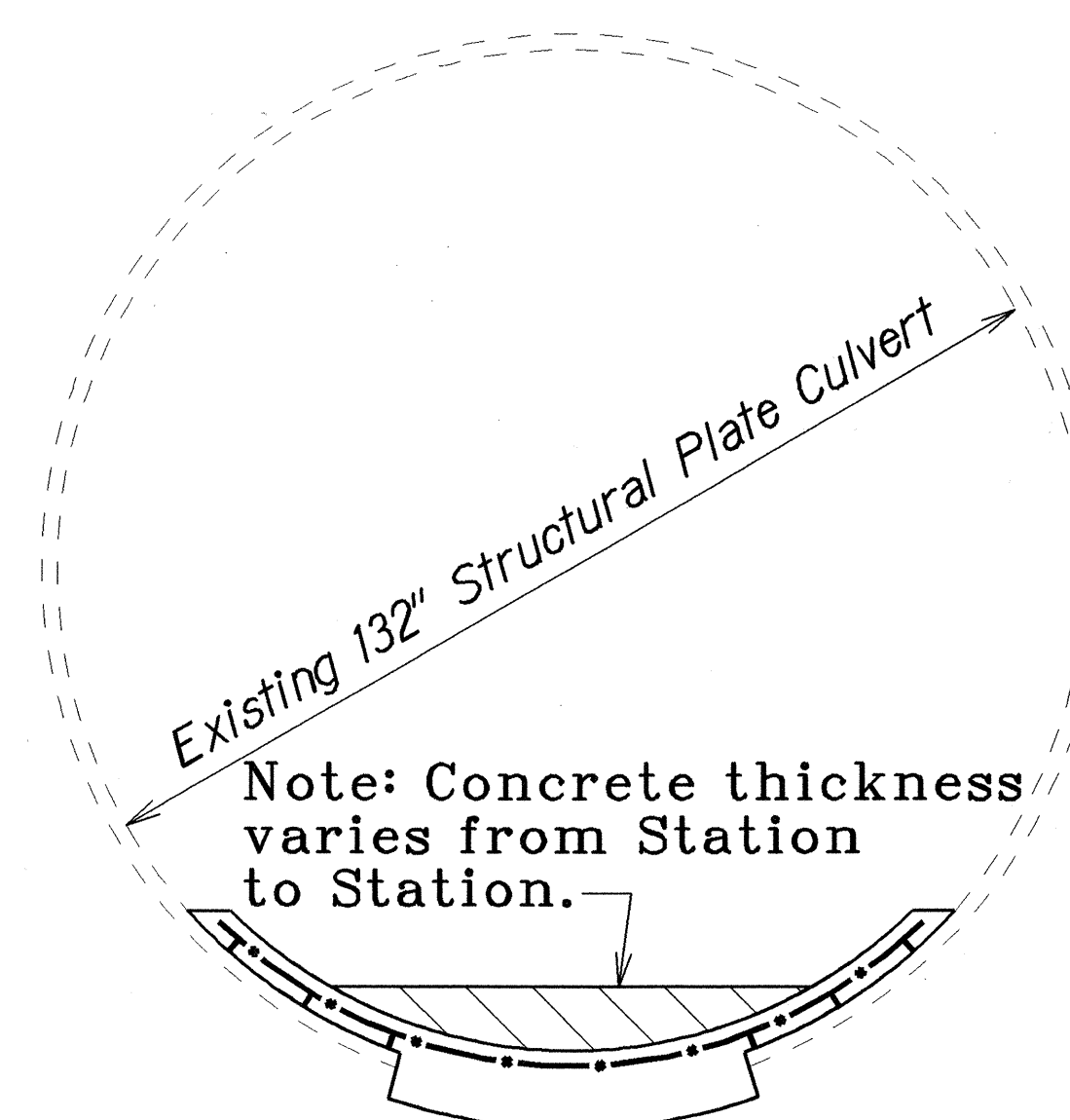
Scale: 3"=1'-0"

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION	
<b><u>DRAINAGE DETAILS</u></b>	
<b><u>INTERSTATE ROUTE H-3</u></b>	
<b><u>Halekou Interchange</u></b>	
<b><u>Drainage Improvements</u></b>	
<b><u>Fed. Aid Project No. IM-H3-1(76)</u></b>	
Scale: As Noted	Date: Jan. 1998
SHEET No. H4 OF 4 SHEETS	

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	IM-H3-1(76)	1998	7	7



STA. 10+50 THRU STA. 12+75



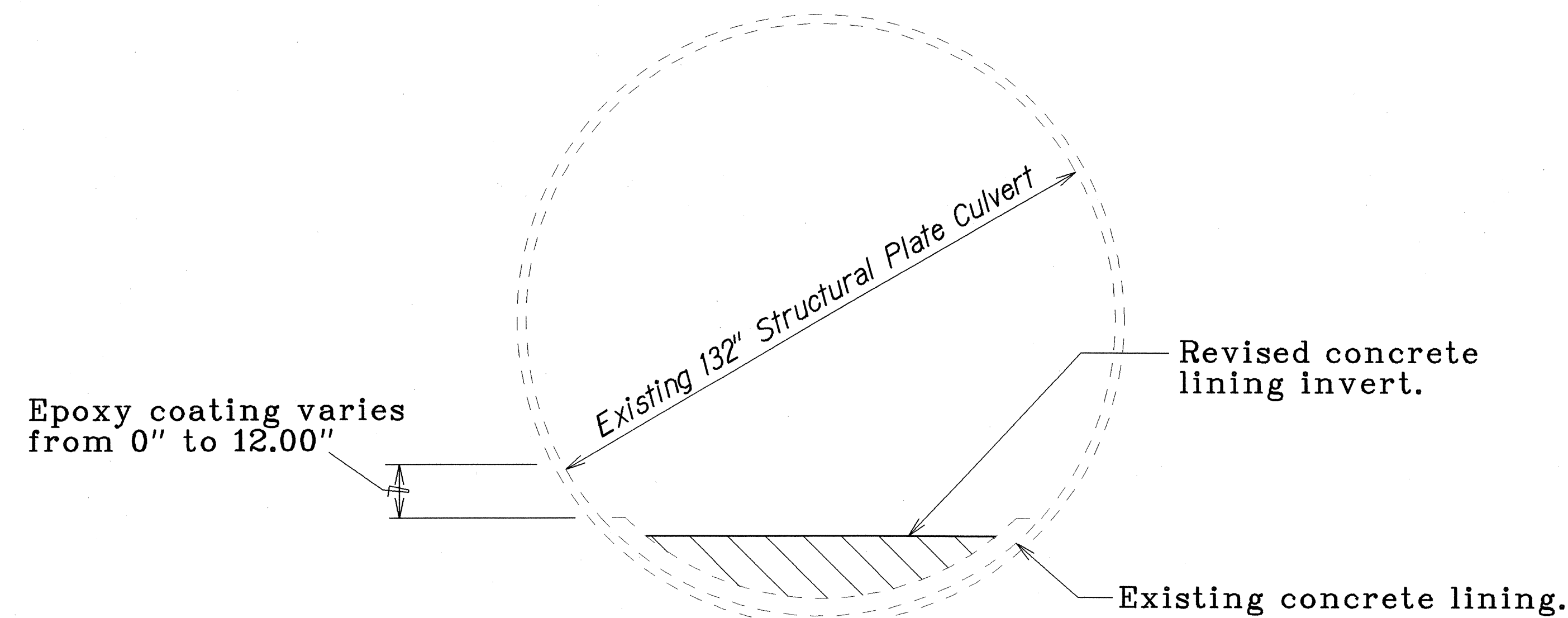
STA. 14+19± THRU STA. 15+20±

Note: See Plan Sht. No. 7 S-2 for profile of Left Tunnel.

### TYPICAL SECTION OF LEFT TUNNEL

### NOTES FOR RIGHT TUNNEL

1. Saw-cut using a Target saw, or similar, to a depth of one (1) inch.
2. Chip to a depth of two (2) inches and taper to zero (0.0) between approximate Sta. 10+71 and Sta. 10+81; between 12+70 and Sta. 12+80; between 13+67 and Sta. 13+77; and between Sta. 15+34 and Sta. 15+50.
3. See limits of saw cut and chipping outlined on the existing concrete lining at the aforementioned stations. Limits are subject to change by the Engineer.
4. Remove water, dirt and organic debris from the work area.
5. Coat invert depression with epoxy that will allow concrete to concrete bonding.
6. Pour revised lining maintaining a slope of 0.0037 between Sta. 10+71 and Sta. 12+80 and 0.0027 between Sta. 13+67 and Sta. 15+50.
7. Clean the existing steel structure lining within the specified stations up to a height of twelve (12) inches.
8. Apply a coat of Pro-Poxy 204 epoxy, or similar to a thickness of no less than 3 mils and varying in height from 0 & 12 inches, between the limits of the sag corrections on the walls of the structural steel pipe or as directed by the Engineer.



STA. 10+71 THRU STA. 12+80

STA. 13+67 THRU STA. 15+50

### TYPICAL SECTION OF RIGHT TUNNEL

Note: See Plan Sht. No. 7 S-2 for profile of Right Tunnel.

Note: This tracing prepared during "As-Built" posting.

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION

**DRAINAGE DETAILS**

**INTERSTATE ROUTE H-3**

**Halekou Interchange**

**Drainage Improvements**

**Fed. Aid Project No. IM-H3-1(76)**

Scale: 1/2" = 1'-0" Date: Aug., 2001

SHEET No. H4A OF 4 SHEETS

"AS-BUILT"

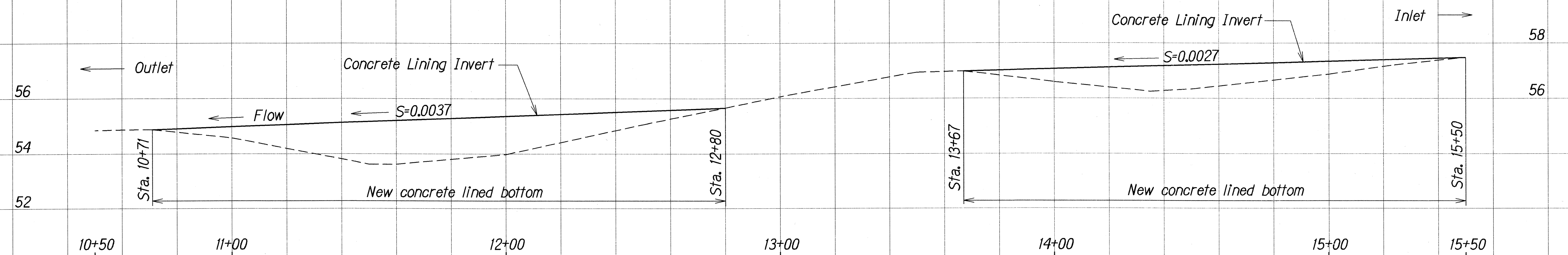
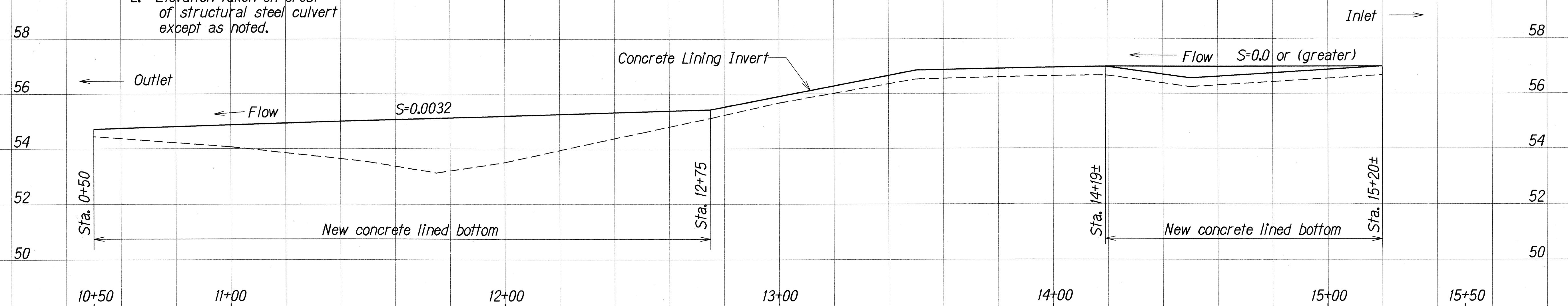
7 S-1

ORIGINAL PLAN	SURVEY PLOTTED BY	DATE
NOTED BOOK	DRAWN BY	
DESIGNED BY	CHECKED BY	
DATE		

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	IM-H3-1(76)	1998	7	7

**NOTE**

1. Reference Elevation = 50.0
2. Elevation taken on crest of structural steel culvert except as noted.



Note: This tracing prepared during "As-Built" posting.

DESIGNED BY	DATE
NOTED BY	
QUANTITIES BY	
CHECKED BY	