



1 ROAD REPAIR AREA NO. 1 (PVMT OVERLAY)



2 ROAD REPAIR AREA NO. 1 (PVMT OVERLAY)



3 ROAD REPAIR AREA NO. 1 (PVMT OVERLAY)



4 ROAD REPAIR AREA NO. 2 (RE-GRAVEL)



5 ROAD REPAIR AREA NO. 3 (REMOVE PVMT)



6 ROAD REPAIR AREA NO. 4 (PVMT OVERLAY)



7 ROAD REPAIR AREA NO. 5 (PVMT OVERLAY)



8 ROAD REPAIR AREA NO. 6 (POTHOLES)



9 ROAD REPAIR AREA NO. 8 (PVMT OVERLAY)



10 ROAD REPAIR AREA NO. 9 (PVMT OVERLAY)



11 ROAD REPAIR AREA NO. 11 (PVMT OVERLAY)



12 ROAD REPAIR AREA NO. 12 (PVMT OVERLAY)



13 ADDITIONAL PARKING AREA



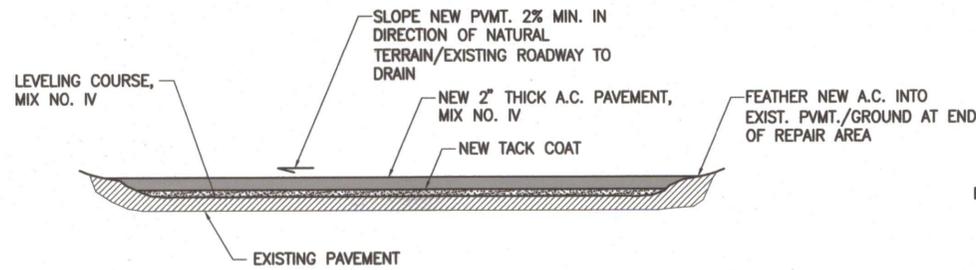
14 ADDITIONAL PARKING AREA



15 ADDITIONAL PARKING AREA

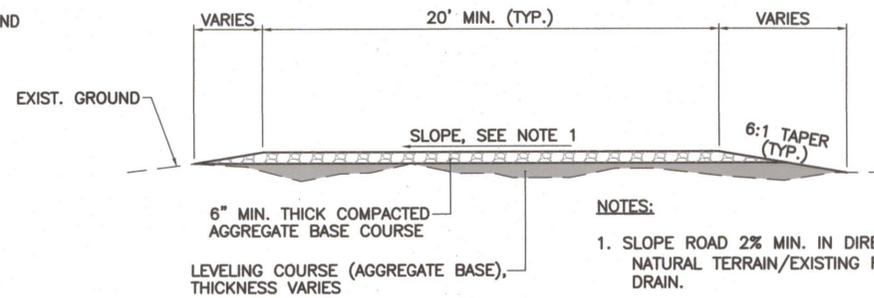
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REVISION NO.	SYM.	DESCRIPTION	SHT. OF	DATE	APPROVED
STATE OF HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES ENGINEERING DIVISION					
KEKAHA KAI STATE PARK ACCESS ROAD IMPROVEMENTS					
PHOTO LOG OF ROAD REPAIR AREAS					
DESIGNED: MHD		SUBMITTED: - <input checked="" type="checkbox"/>			
DRAWN: MHD/SS		DATE: APRIL 2016			
CHECKED: BKM		SCALE: AS NOTED			
APPROVED: <i>Melanie DeMello</i>		DATE: APR 25 2016		DRAWING NO. C-9	
Expiration Date of License 4/30/18		CHIEF ENGINEER			



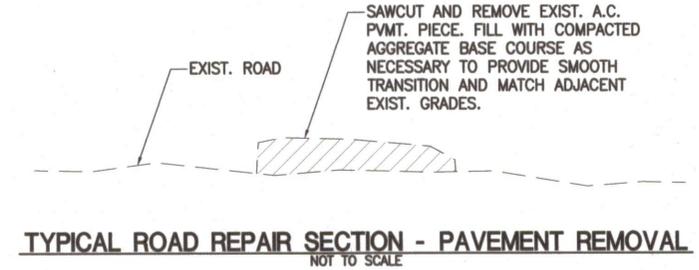
NOTE:
 1. THE THICKNESS OF THE FIRST COURSE SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. (1/2" THICK MIN.)
 2. FOR ROAD REPAIR AREAS #4, #5, #8, #9, #11 & #12, DEDUCTIVE ALTERNATE TO PAVEMENT OVERLAY SHALL BE RE-GRAVELING.

TYPICAL ROAD REPAIR SECTION - PAVEMENT OVERLAY
 NOT TO SCALE

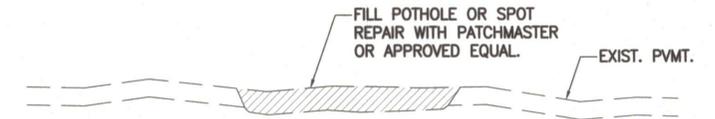


NOTES:
 1. SLOPE ROAD 2% MIN. IN DIRECTION OF NATURAL TERRAIN/EXISTING ROADWAY TO DRAIN.
 2. THE CONTRACTOR SHALL APPLY BASE STABILIZER TO ALL AGGREGATE BASE COURSES PRIOR TO COMPACTION.

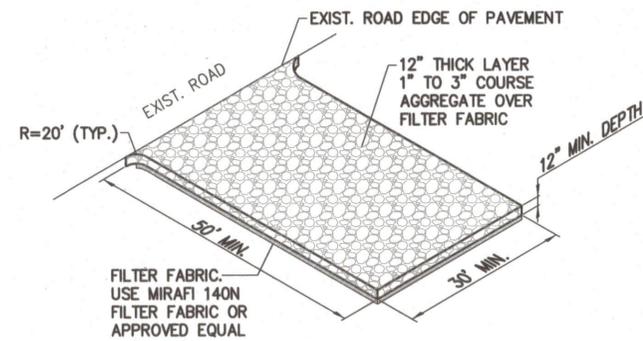
TYPICAL ROAD REPAIR SECTION - RE-GRAVEL
 NOT TO SCALE



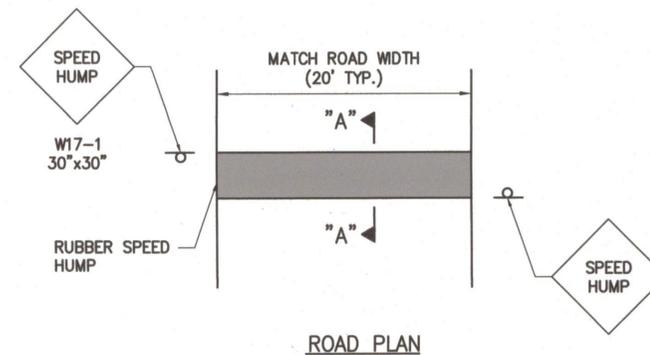
TYPICAL ROAD REPAIR SECTION - PAVEMENT REMOVAL
 NOT TO SCALE



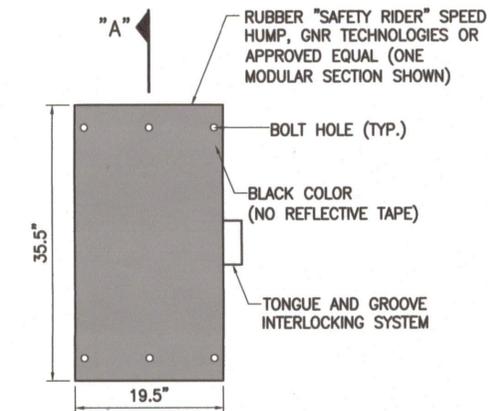
TYPICAL ROAD REPAIR SECTION - POTHOLE PATCHING
 NOT TO SCALE



STABILIZED CONSTRUCTION ENTRANCE/EXIT DETAIL
 NOT TO SCALE

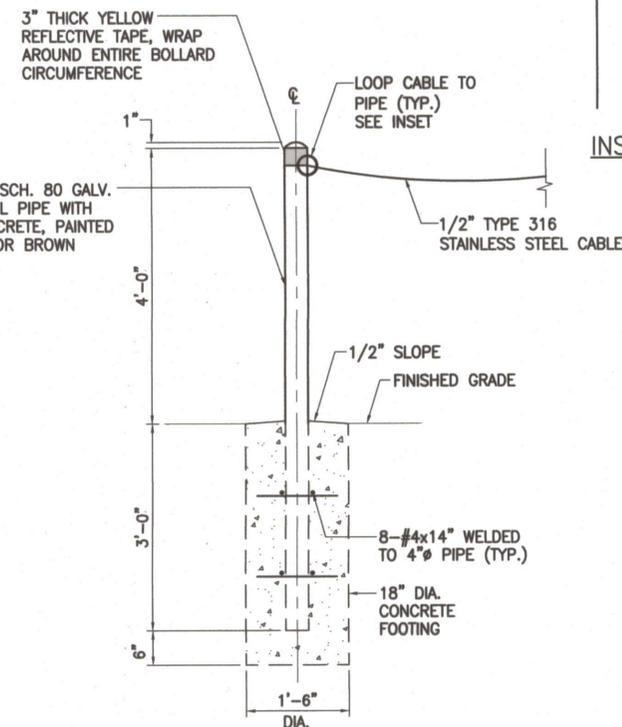
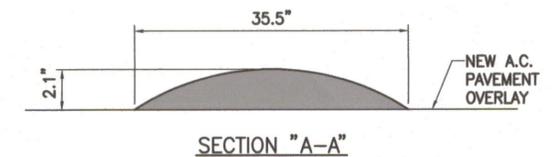


NOTES:
 1. SPEED HUMP SHALL BE INSTALLED ACROSS ENTIRE WIDTH OF ROADWAY USING INTERLOCKING SYSTEM. INSTALL END CAPS AT ENDS OF MODULAR INSTALLATION.
 2. SPEED HUMP SHALL BE SECURED TO NEW PAVEMENT PER MANUFACTURER'S INSTRUCTIONS.
 3. CONTRACTOR SHALL SUBMIT SPEED HUMP MANUFACTURER DATA FOR REVIEW AND APPROVAL PRIOR TO BEGINNING WORK.

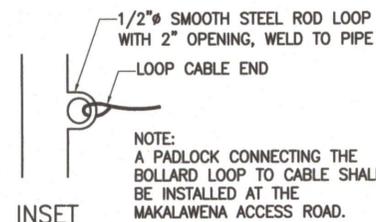


HUMP MODULAR SECTION - PLAN VIEW

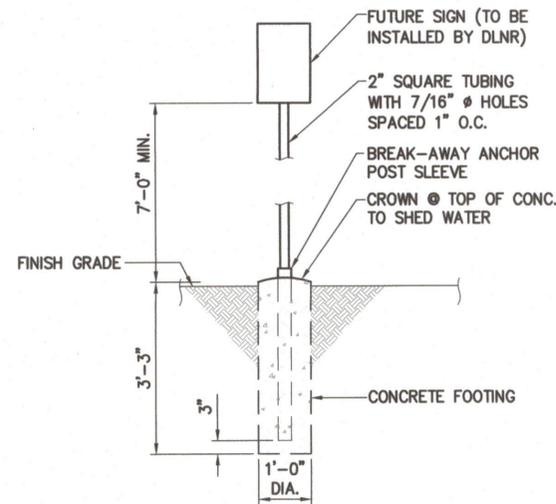
SPEED HUMP DETAIL
 NOT TO SCALE



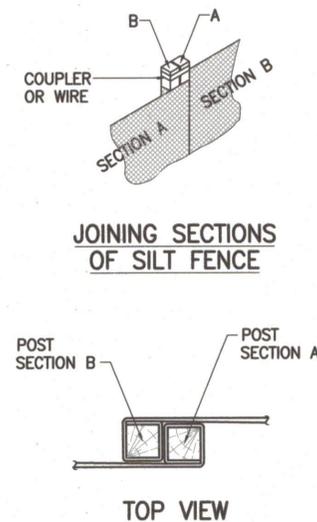
PIPE BOLLARDS WITH CABLE DETAIL
 NOT TO SCALE



NOTE:
 A PADLOCK CONNECTING THE BOLLARD LOOP TO CABLE SHALL BE INSTALLED AT THE MAKALAWENA ACCESS ROAD.

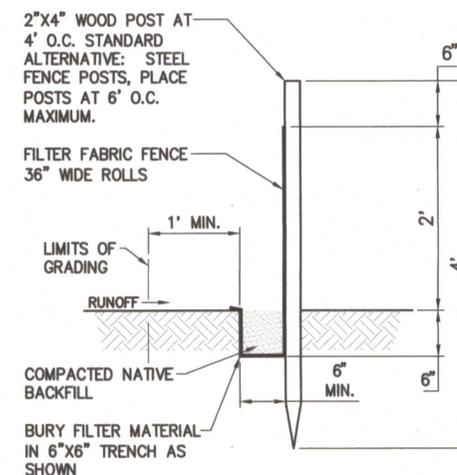


SIGN POST DETAIL
 NOT TO SCALE



TOP VIEW

SILT FENCE DETAIL
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KEKAHA KAI STATE PARK ACCESS ROAD IMPROVEMENTS					
TYPICAL SECTIONS AND MISCELLANEOUS DETAILS					
DESIGNED: MHD		SUBMITTED: -		DATE: APRIL 2016	
DRAWN: MHD/SS		CHECKED: BKM		SCALE: AS NOTED	
APPROVED: <i>Melanie DeMello</i>		CHIEF ENGINEER		APR 25 2016	
Expiration Date of License 4/30/18		DATE		C-10	