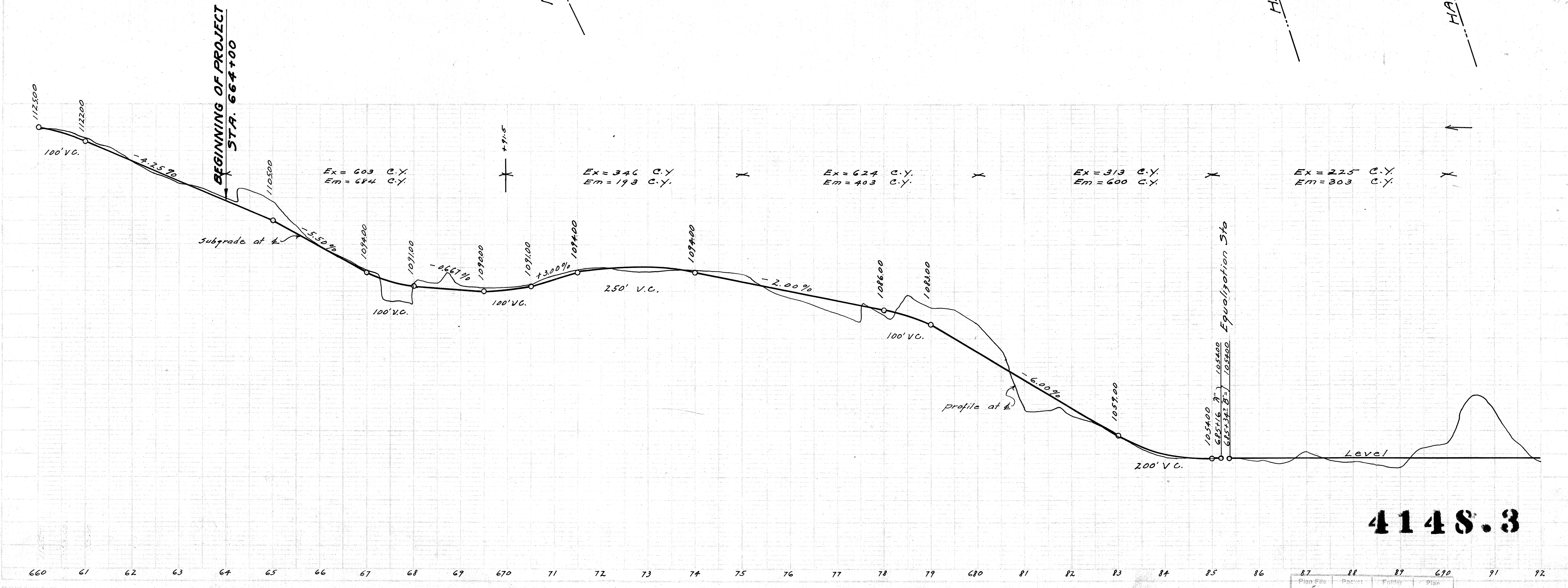
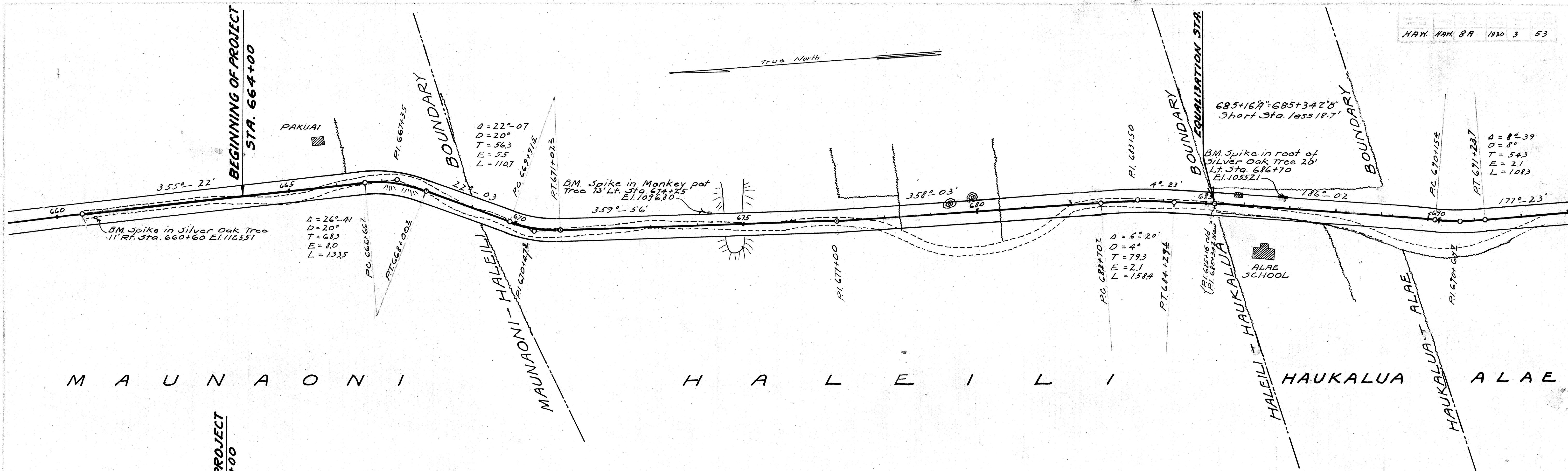
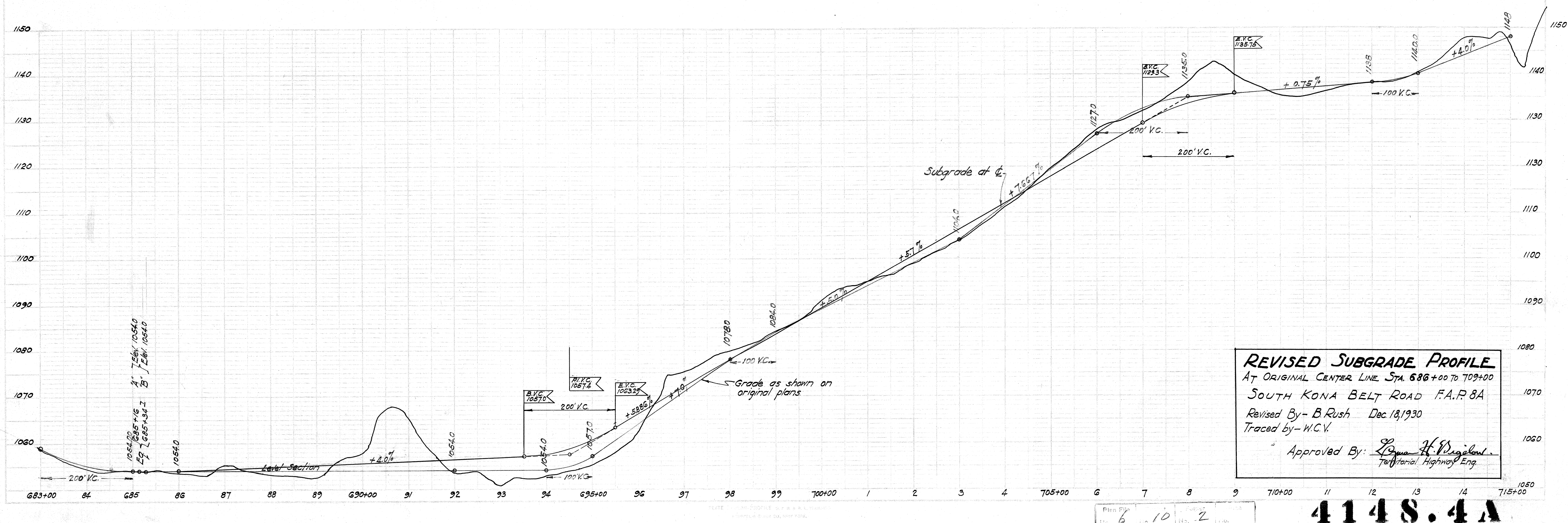
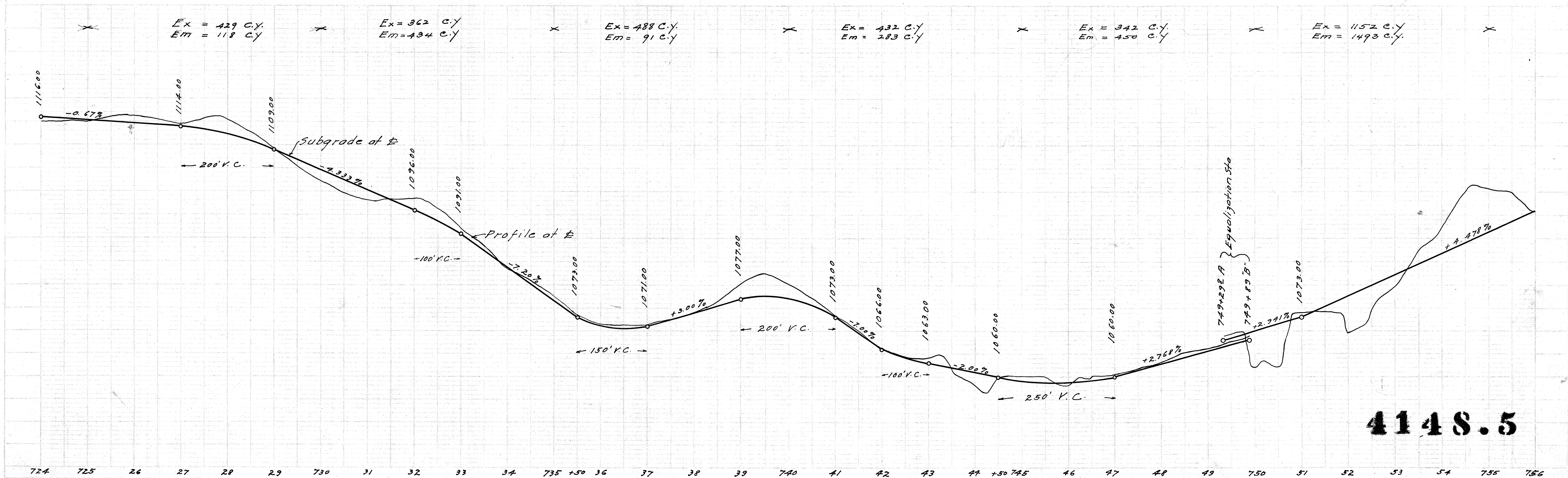


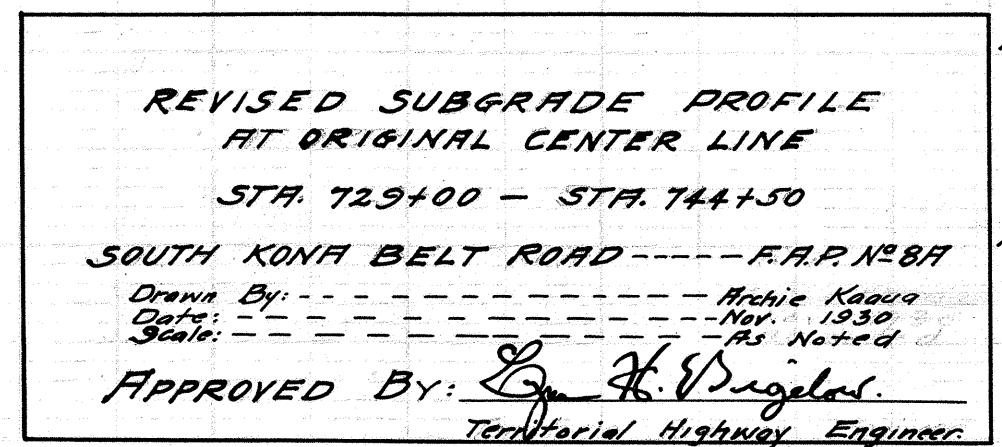


4148.3





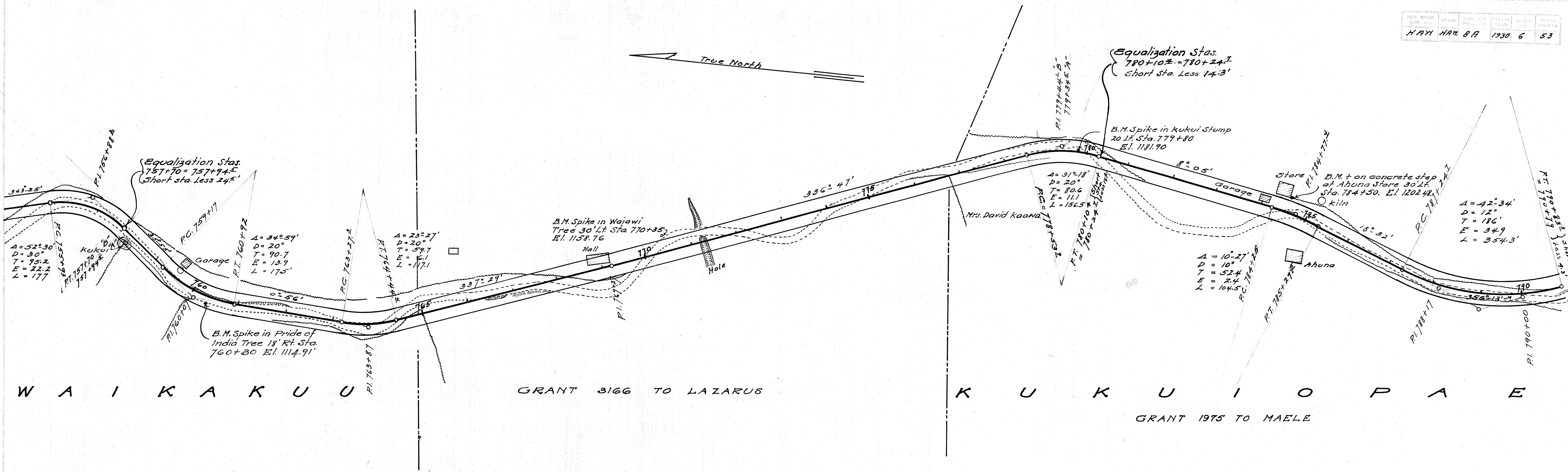
4148.5



4148.5A

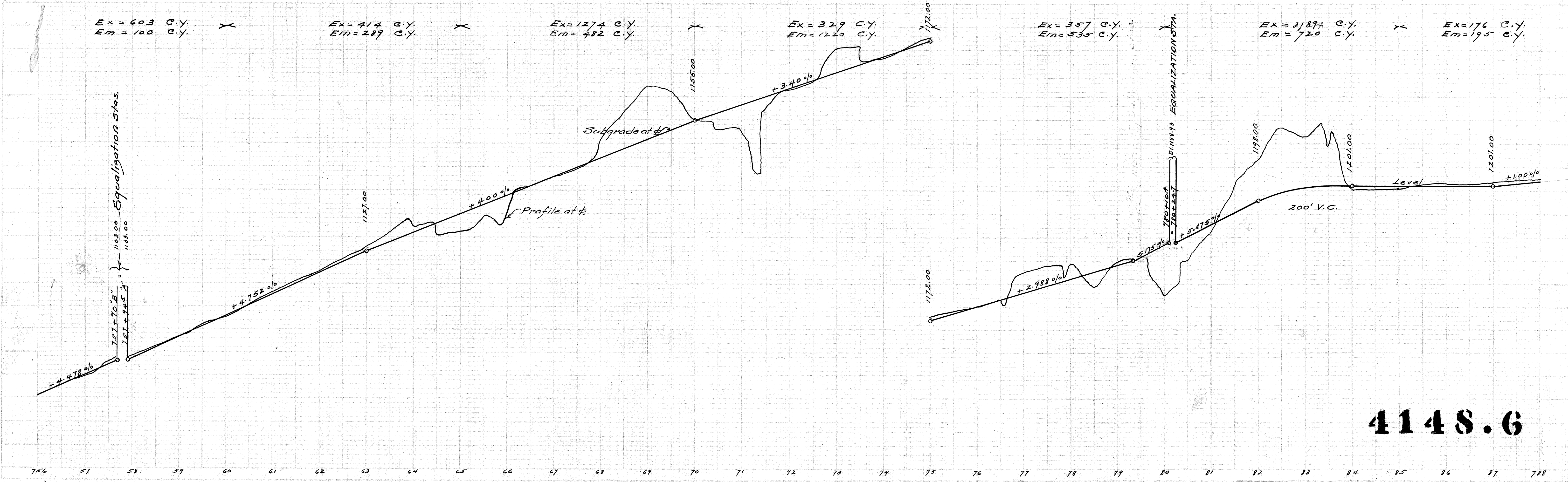
W.C. E. B. A. H. C.
 E. K. B. A. H. C.
 W. C. E. B. A. H. C.
 W. C. E. B. A. H. C.

PLAN
 1

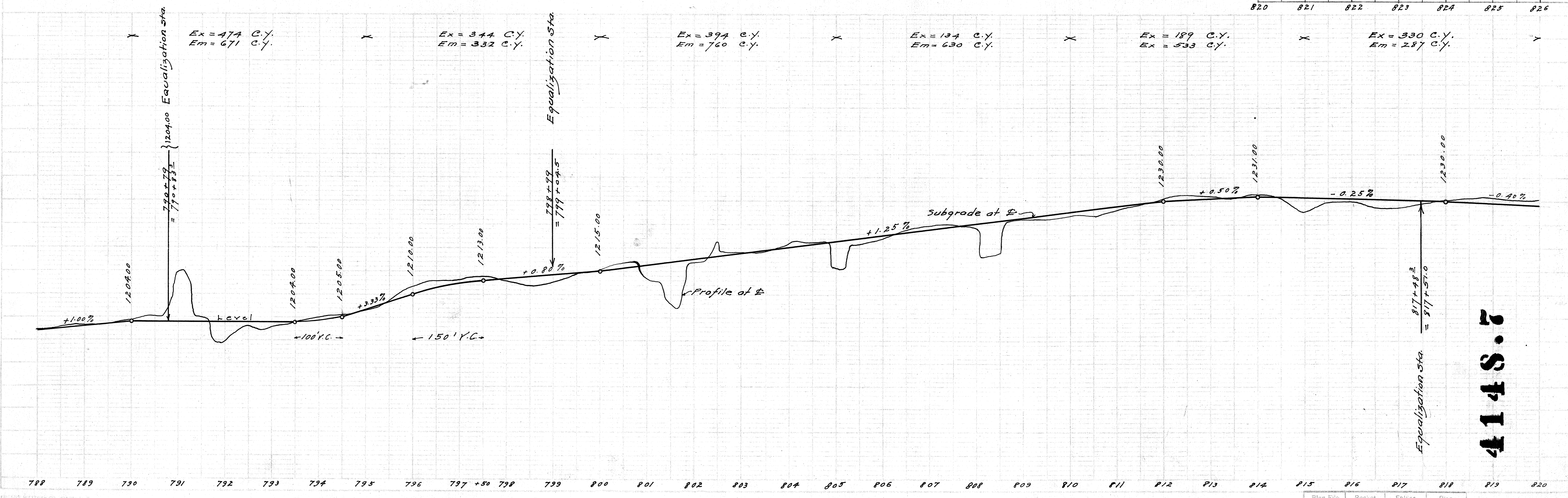
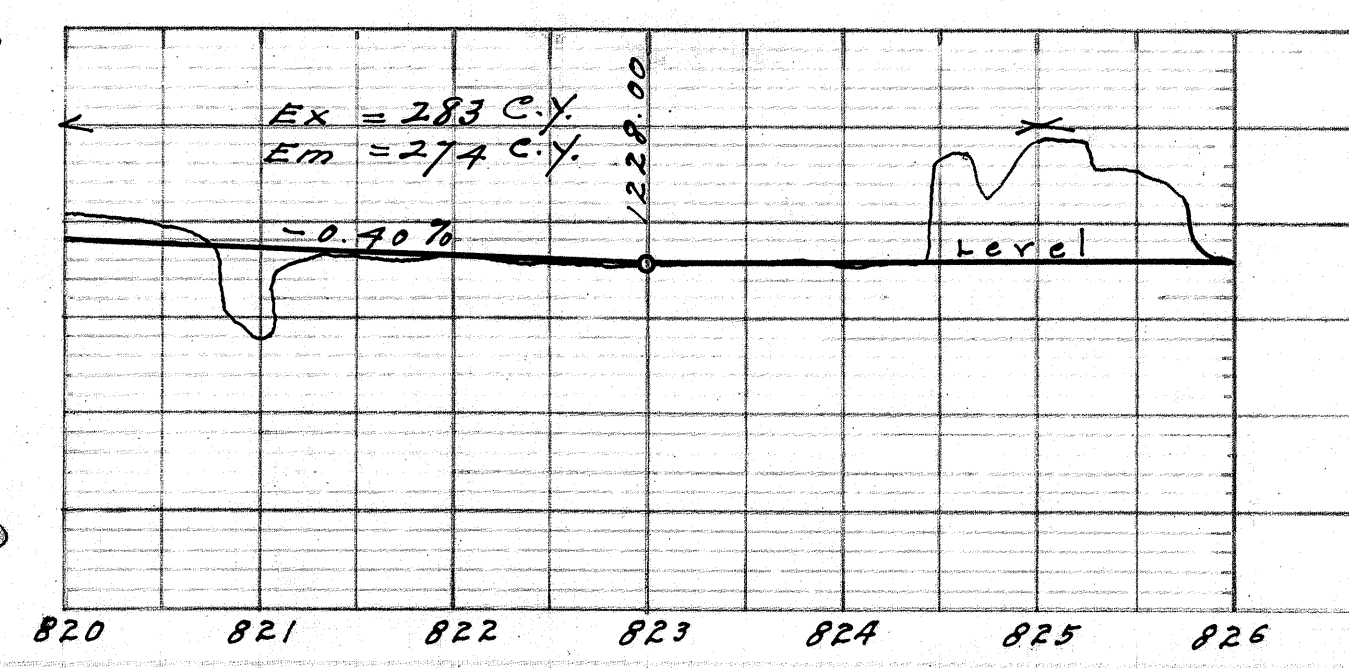
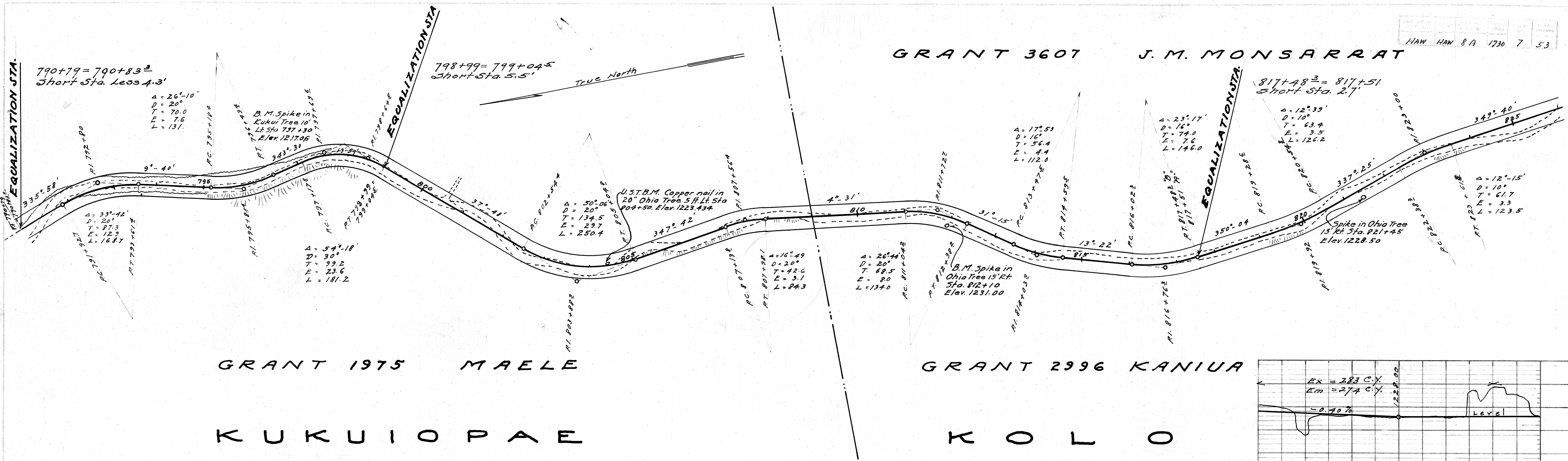


W.C. E. B. A. H. C.
 E. K. B. A. H. C.
 W. C. E. B. A. H. C.
 W. C. E. B. A. H. C.

PROFILE
 3

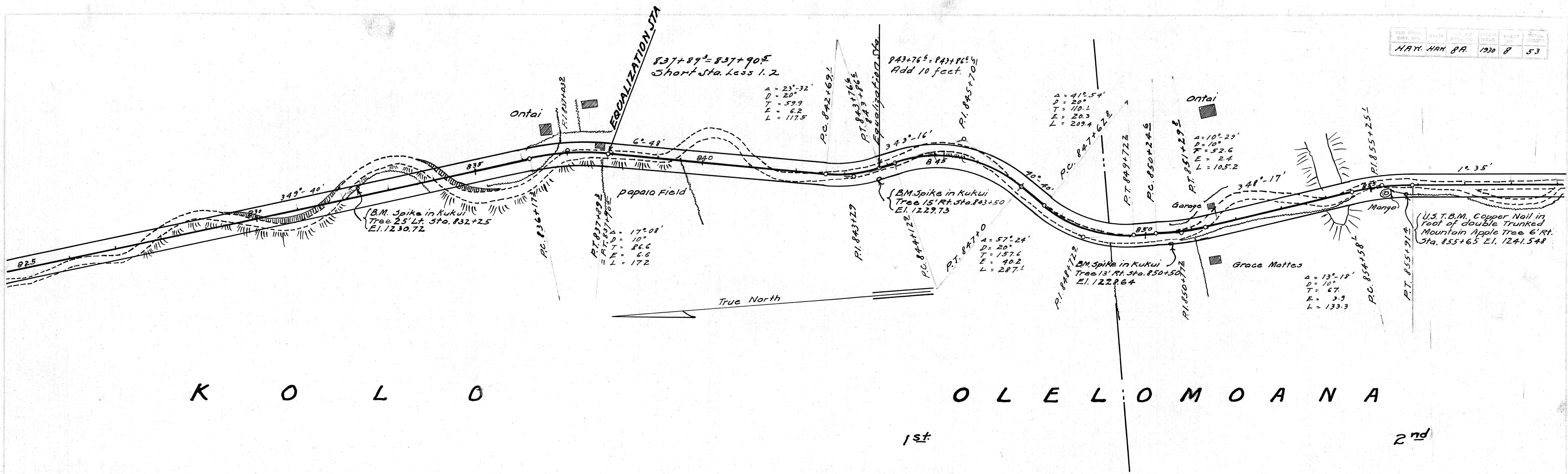


4148.6



4148.7

PLAN
NO. 2



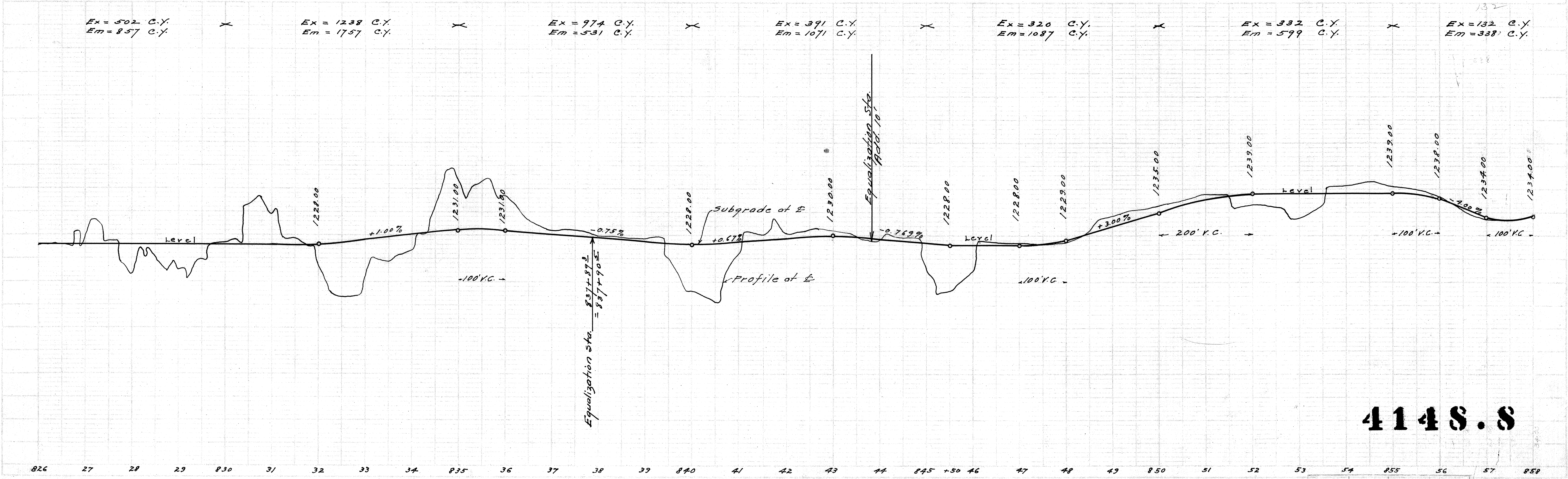
K O L O

O L E L O M O A N A

1st

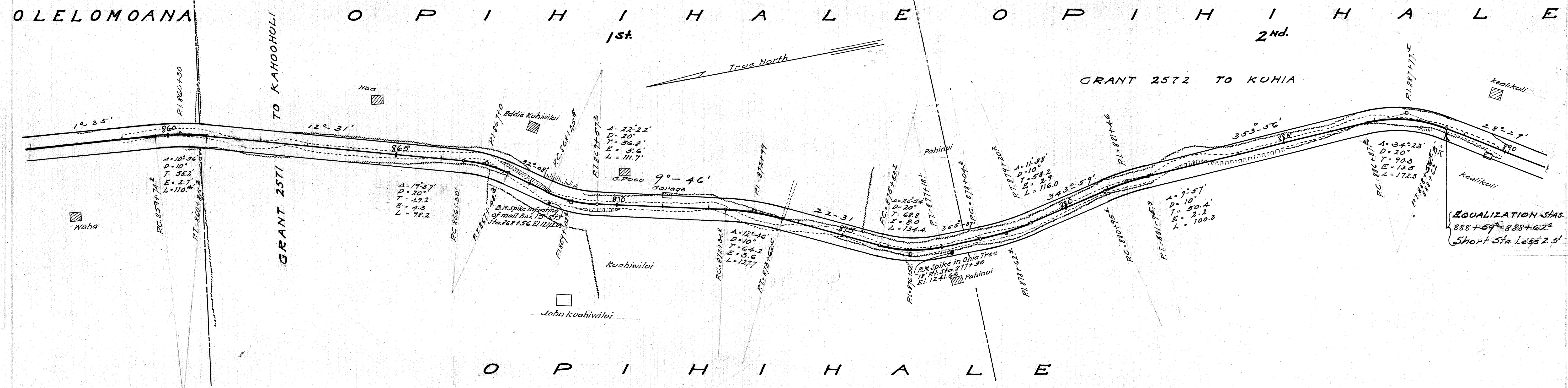
2nd

PLAN
NO. 3

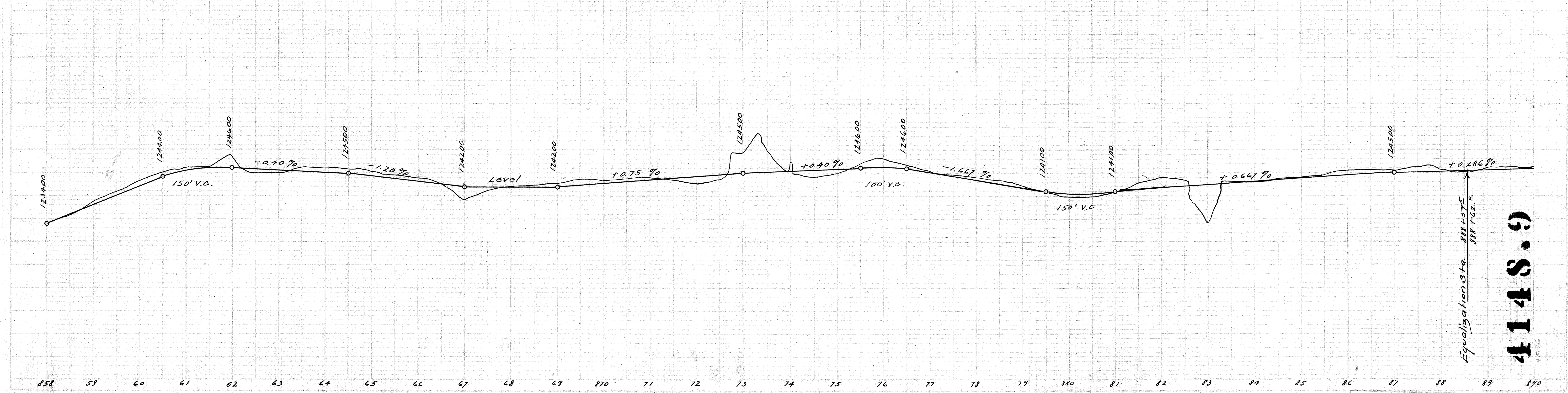


4148.8

826 27 28 29 830 31 32 33 34 835 36 37 38 39 840 41 42 43 44 845 +50 46 47 48 49 850 51 52 53 54 855 56 57 858

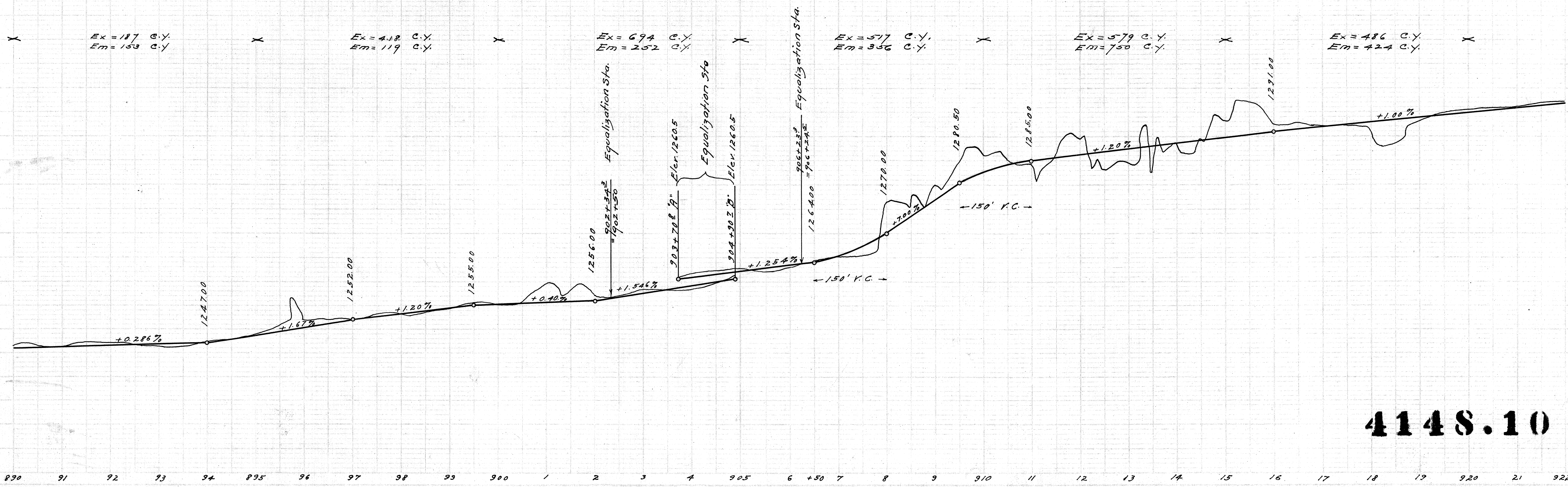
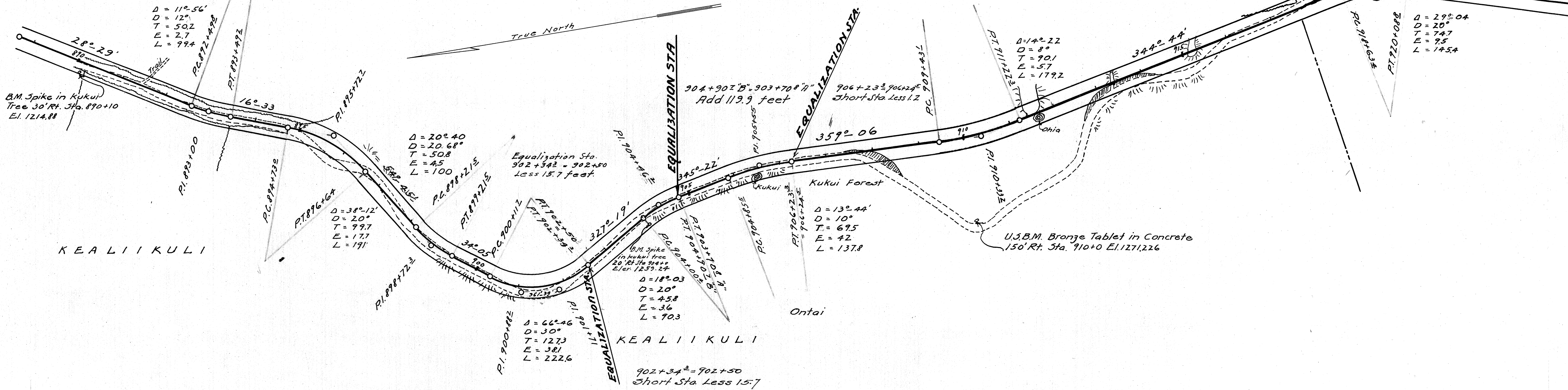


X	Ex = 185 C.Y. Em = 218 C.Y.	X	Ex = 313 C.Y. Em = 211 C.Y.	X	Ex = 446 C.Y. Em = 487 C.Y.	X	Ex = 232 C.Y. Em = 114 C.Y.	X	Ex = 270 C.Y. Em = 517 C.Y.	X	Ex = 319 C.Y. Em = 153 C.Y.	X
---	--------------------------------	---	--------------------------------	---	--------------------------------	---	--------------------------------	---	--------------------------------	---	--------------------------------	---



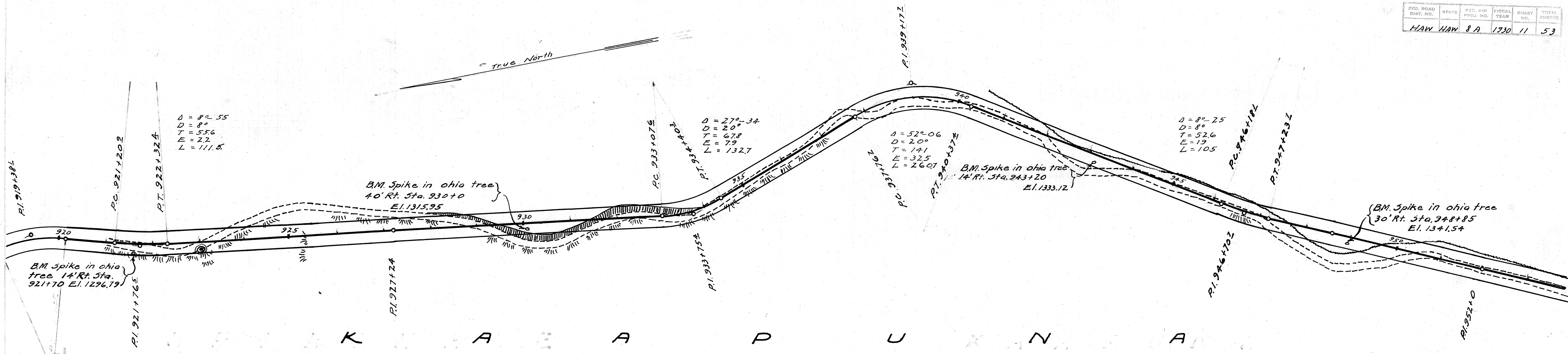
O P I H I H A L E

G R A N T 2572 K U H I A

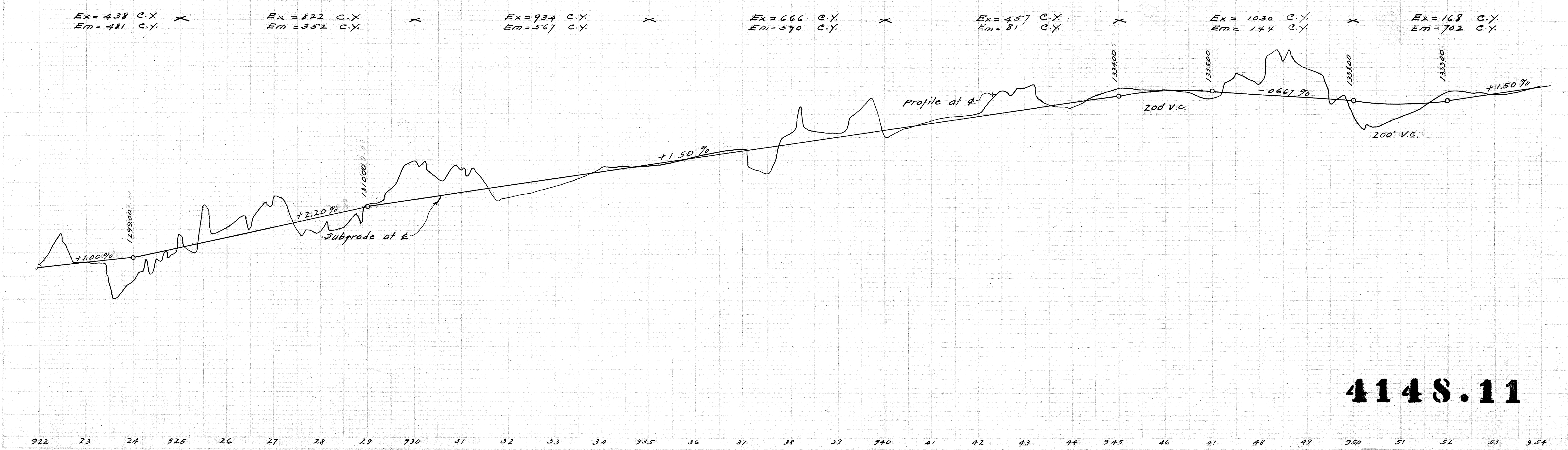


4148.10

W.H.C. E.K.B. A.H.C.
W.H.C. E.K.B. A.H.C.
W.H.C. E.K.B. A.H.C.
W.H.C. E.K.B. A.H.C.

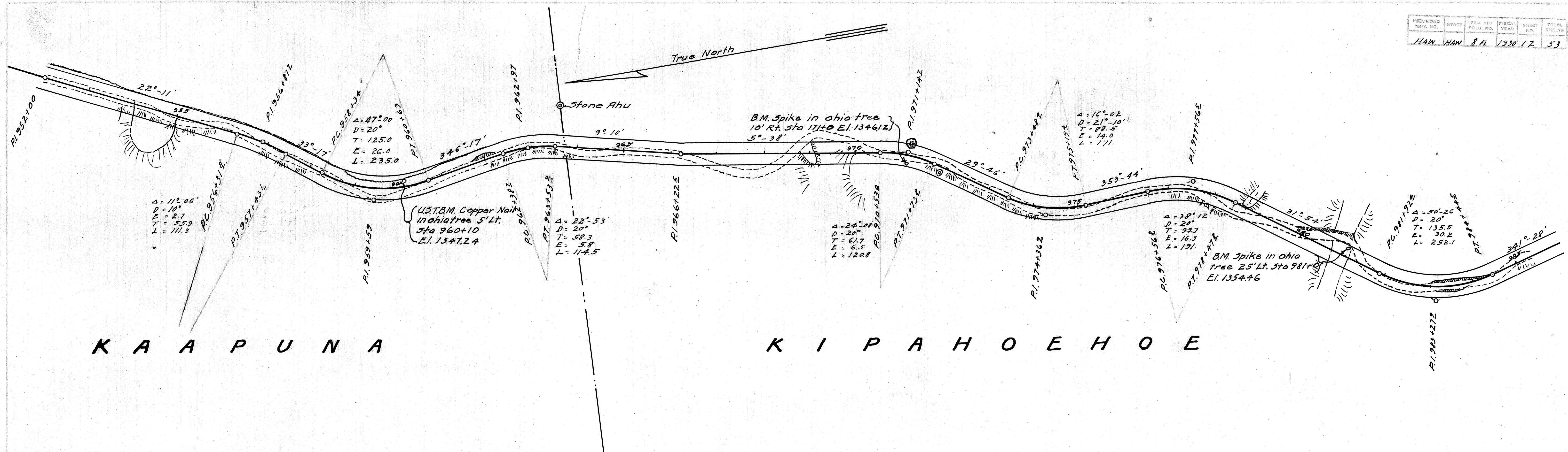


W.H.C. E.K.B. A.H.C.
W.H.C. E.K.B. A.H.C.
W.H.C. E.K.B. A.H.C.
W.H.C. E.K.B. A.H.C.



4148.11

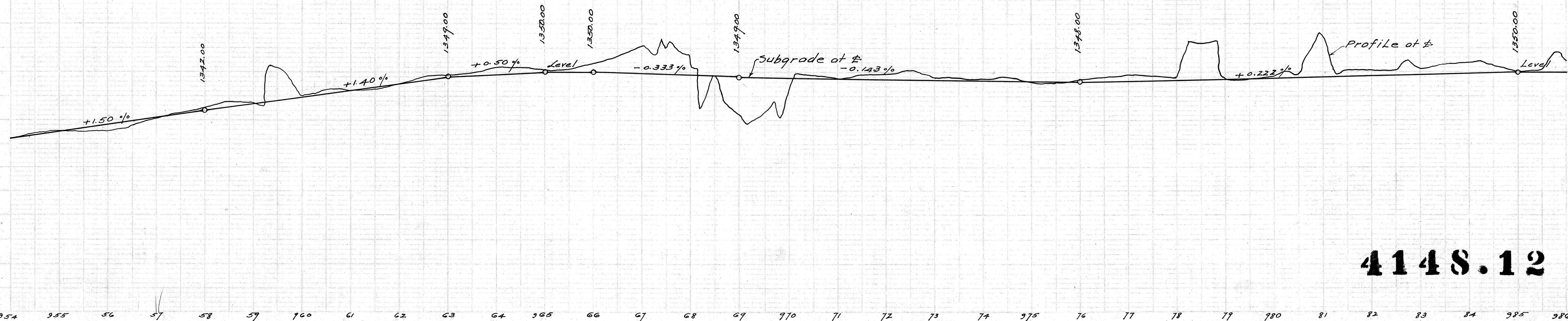
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAW	HAW	8A	1930	12	53



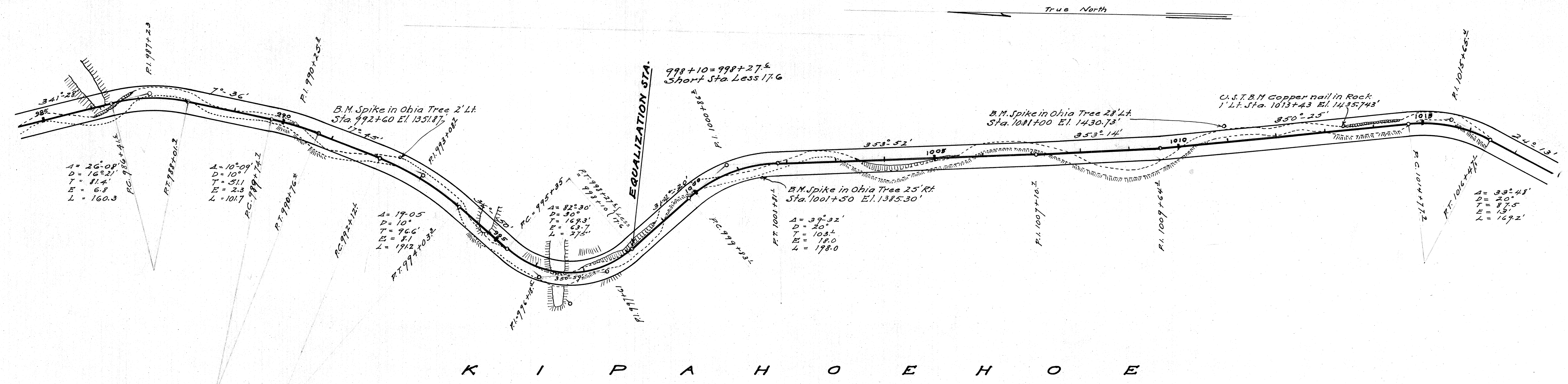
K A A P U N A

K I P A H O E H O E

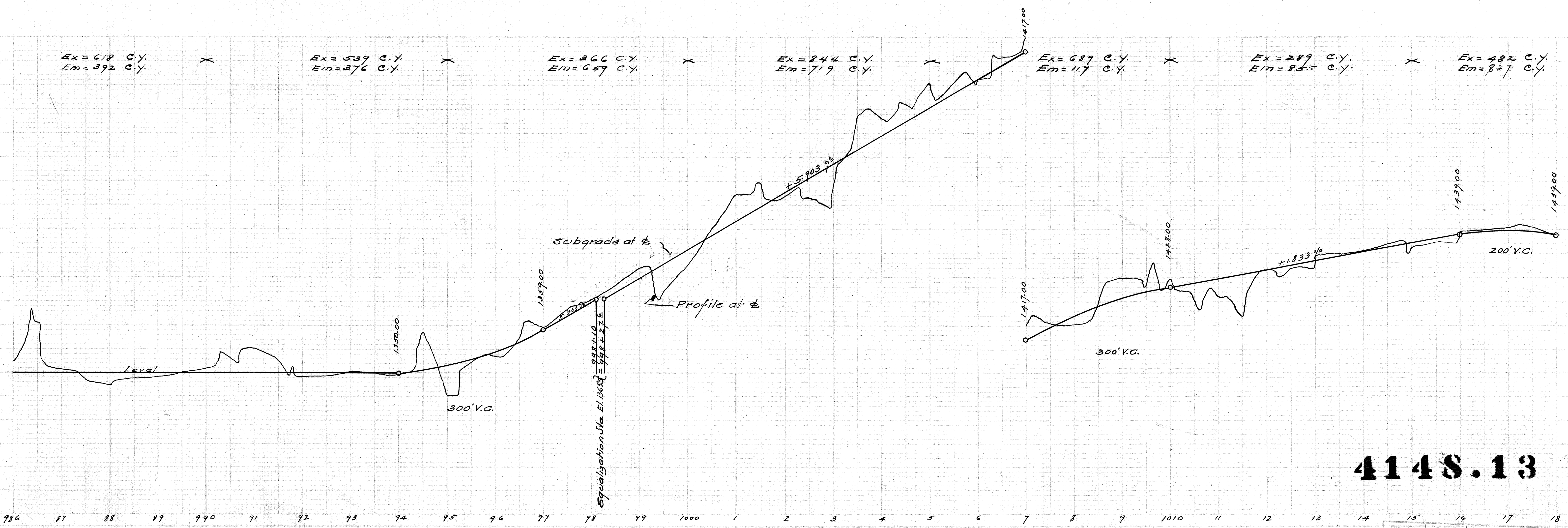
X $Ex = 481$ C.Y. $Em = 299$ C.Y. X $Ex = 259$ C.Y. $Em = 172$ C.Y. X $Ex = 730$ C.Y. $Em = 1170$ C.Y. X $Ex = 584$ C.Y. $Em = 284$ C.Y. X $Ex = 524$ C.Y. $Em = 66$ C.Y. X $Ex = 706$ C.Y. $Em = 42$ C.Y. X



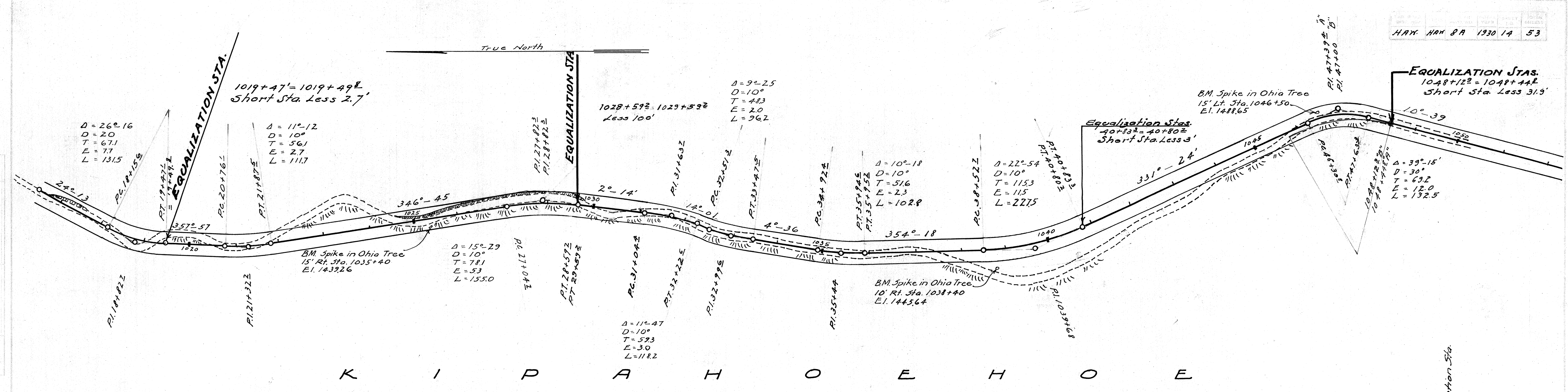
4148.12



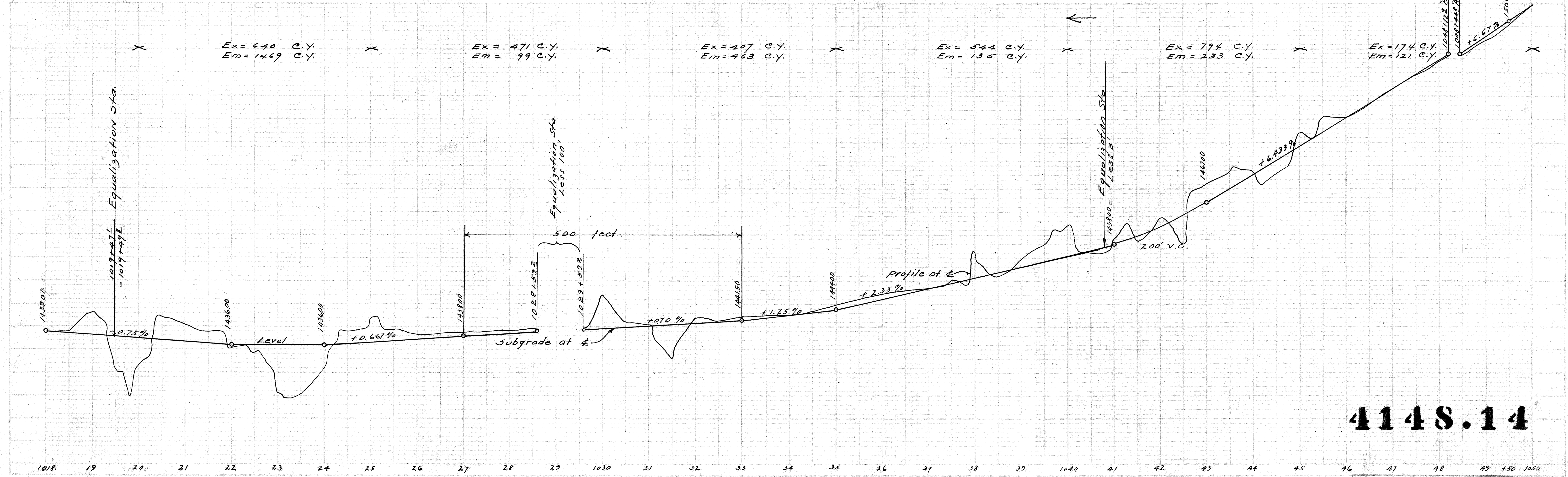
K I P A H O E H O E



4148.13



NOTE:-
GRADE & LINE CHANGE IS CONTEMPORATED BETWEEN STA. 1040 TO 1060 TO ELIMINATE 79% GRADE.

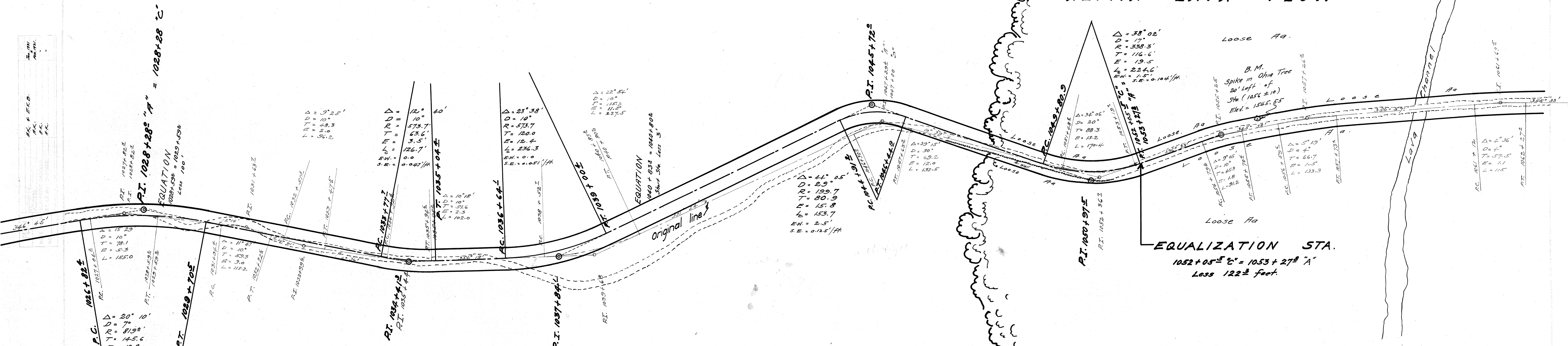


4148.14

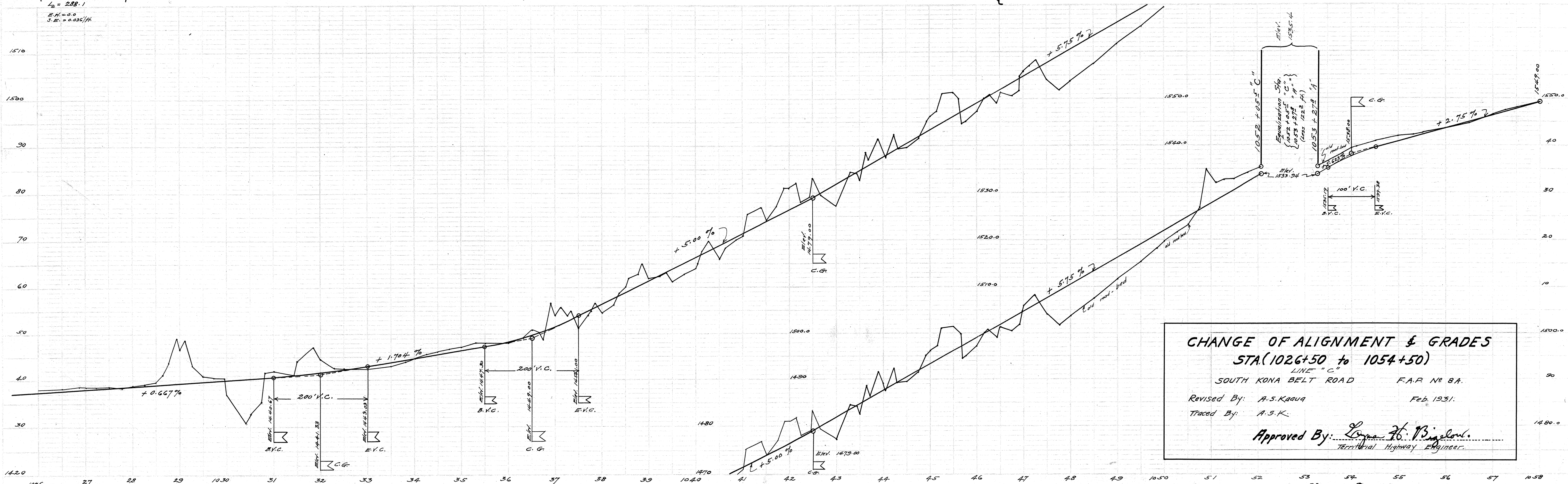
K I P A H O E H O E



ALIKA LAVA FLOW



EQUALIZATION STA.
1052 + 05' ± "C" = 1053 + 27' ± "A"
Loss 122 ± feet.



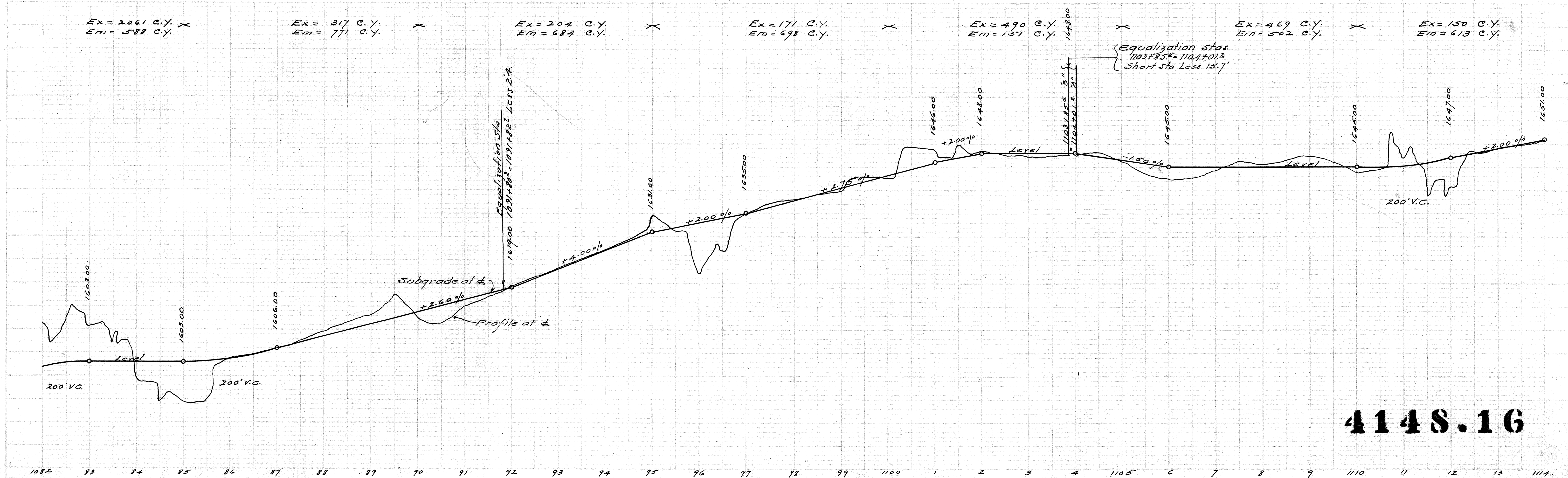
CHANGE OF ALIGNMENT & GRADES
STA. (1026+50 to 1054+50)
LINE "C"
SOUTH KONA BELT ROAD F.A.P. No. 8A.
Revised By: A.S. Kaau
Traced By: A.S.K.
Approved By: Lynne H. Bingle
Territorial Highway Engineer.

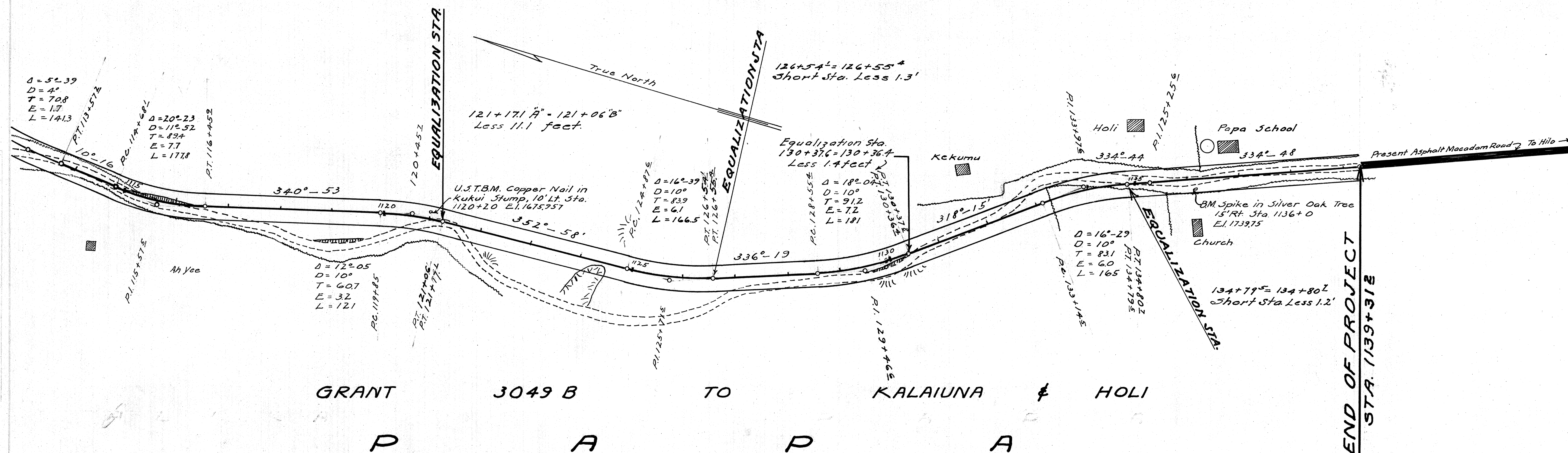
Plan	Profile	Folder	Plan
6	10	No. 2	No.

4148.14A

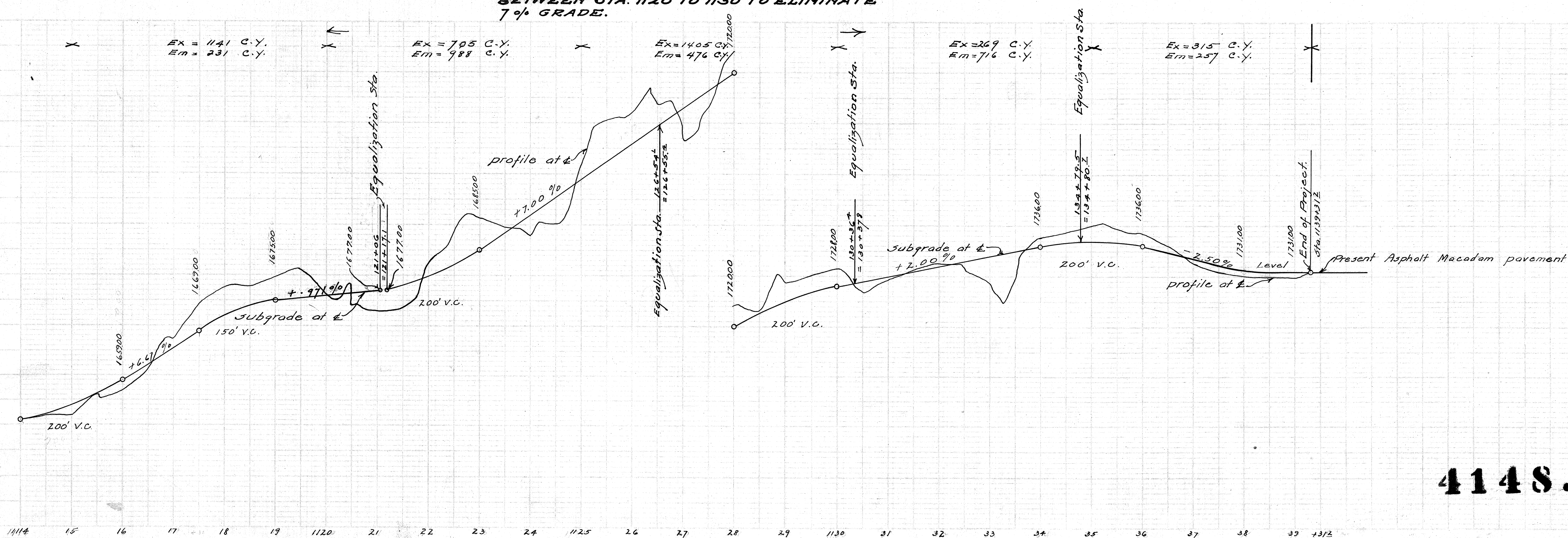
GRADE & LINE CHANGE IS CONTEMPLATED
BETWEEN STA. 1040 TO 1060 TO ELIMINATE
7% GRADE.





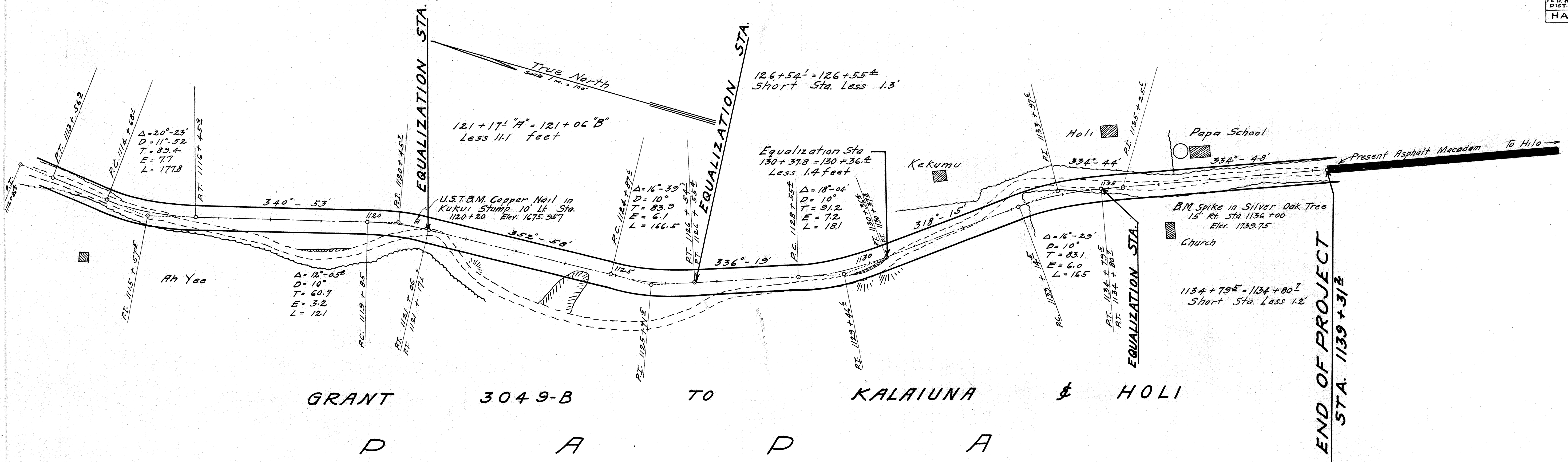


NOTE:-
GRADE & LINE CHANGE IS CONTEMPLATED
BETWEEN STA. 1120 TO 1130 TO ELIMINATE
7% GRADE.

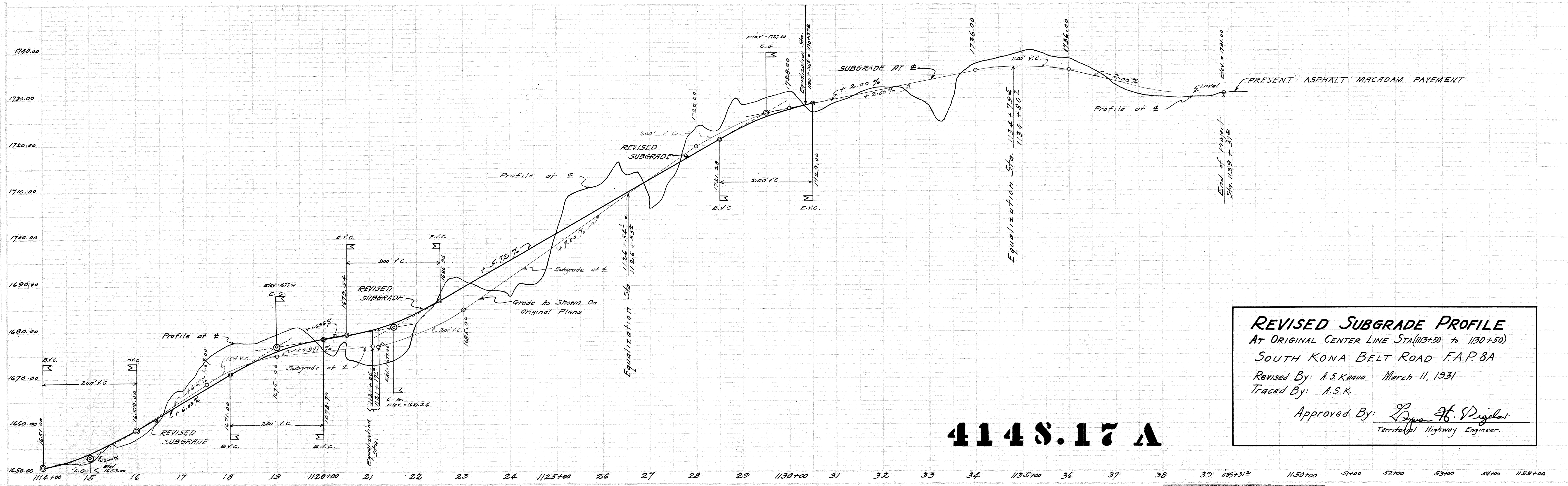


4148.17

PLAN
 CHECKED BY: M.H.C. E.K.B. A.H.C.
 DRAWN BY: M.H.C. E.K.B. A.H.C.
 NO. 2



PROFILE
 CHECKED BY: M.H.C. E.K.B. A.H.C.
 DRAWN BY: M.H.C. E.K.B. A.H.C.
 NO. 5



REVISED SUBGRADE PROFILE
 AT ORIGINAL CENTER LINE STA 1113+50 TO 1130+50
 SOUTH KONA BELT ROAD F.A.P. 8A
 Revised By: A.S. Kaava March 11, 1931
 Traced By: A.S.K.
 Approved By: *John H. Sigel*
 Territorial Highway Engineer.

4148.17 A