

July 29, 1959  
Sept. 8, 1959

GENERAL NOTES

1. Azimuths are referred to the various Triangulation Stations as noted on the Plans.
2. B.M.s are referred to mean sea level datum.
3. Install & Monuments as shown on the plans and staked out by the Engineer.
4. All utility poles to be relocated by others.
5. Existing pavement within highway R/W to be scarified and dressed. Incidental to Rdwy. Exc.
6. Stonewalls are made of loose stones and are approx. 2 ft. wide by 3 ft. high. Stonewalls and fences to be rebuilt by others, except otherwise shown on plan.
7. All access points and widths are as noted on this sheet.
8. The type of pipe culverts to be used shall be determined prior to awarding of the contract. For Estimated Quantities, see summary, Sheet No. B 8316.20.

Relocate exists. FAP Marker BA and install additional No. 1 Plate BF-011-1 (3)

LEGEND

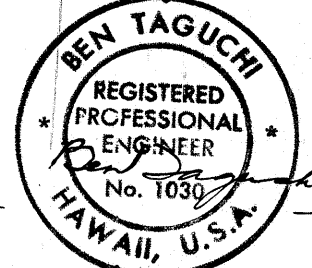
- T.P. Telephone Pole  
T Telephone Lines  
W Water Lines  
C & Mon. Centerline Monument  
No Vehicular Access Permitted  
Vehicular Access Permitted  
Stone Wall  
Existing Road  
Std. wood guard rail w/ conc. posts  
Reflectorized Delineators  
Smooth connection to existing roadway.  
Side Road connections:  
Shaded portion - normal Bituminous Macadam Pav't.  
Cross hatched portion - to be graded with selected material (2" max. size agg.)

Note: Origin of Azimuths from Beg. of Proj. to P.I. #2 Referred to Kapukawaa Δ

CURVE DATA  
Δ = 26° 00' 00"  
D = 26° 51' 33"  
R = 2000.00  
T = 421.74  
C = 839.80  
L = 507.57  
S<sub>e</sub> = 0.0651 ft.

| POINTS WHERE ACCESS IS PERMITTED |                 |       |         |                 |       |
|----------------------------------|-----------------|-------|---------|-----------------|-------|
| Station                          | Width of Access |       | Station | Width of Access |       |
|                                  | Left            | Right |         | Left            | Right |
| 0+20                             | 40'             | 40'   | 139+00  | 40'             | 40'   |
| 4+80                             | 40'             | 40'   | 131+76  | 40'             | 40'   |
| 18+20                            | 40'             | 40'   | 136+00  | 40'             | 40'   |
| 25+10                            | 40'             | 40'   | 149+00  | 40'             | 40'   |
| 35+50                            | 40'             | 40'   | 155+00  | 40'             | 40'   |
| 52+00                            | 40'             | 40'   | 195+50  | 40'             | 40'   |
| 62+00                            | 40'             | 40'   | 197+50  | 40'             | 40'   |
| 76+10                            | 40'             | 40'   | 202+00  | 40'             | 40'   |
| 89+50                            | 40'             | 40'   | 207+00  | 40'             | 40'   |
| 97+10                            | 40'             | 40'   | 213+00  | 40'             | 40'   |
| 112+50                           | 40'             | 40'   | 226+00  | 40'             | 40'   |
| 125+40                           | 40'             | 40'   | 241+50  | 40'             | 40'   |

\*500+25  
\*507+35



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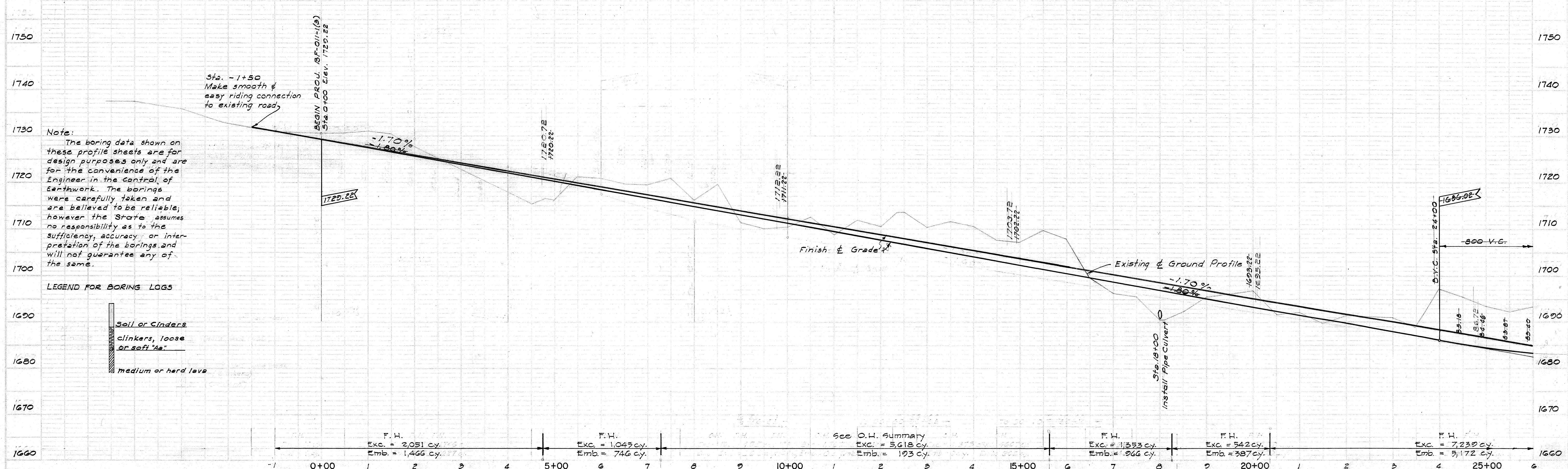
| DATE | BY | REVISION |
|------|----|----------|
|      |    |          |
|      |    |          |
|      |    |          |

| DATE | BY | REVISION |
|------|----|----------|
|      |    |          |
|      |    |          |
|      |    |          |

Note: The boring data shown on these profile sheets are for design purposes only and are for the convenience of the Engineer in the Control of Earthwork. The borings were carefully taken and are believed to be reliable; however the State assumes no responsibility as to the sufficiency, accuracy or interpretation of the borings and will not guarantee any of the same.

LEGEND FOR BORING LOGS

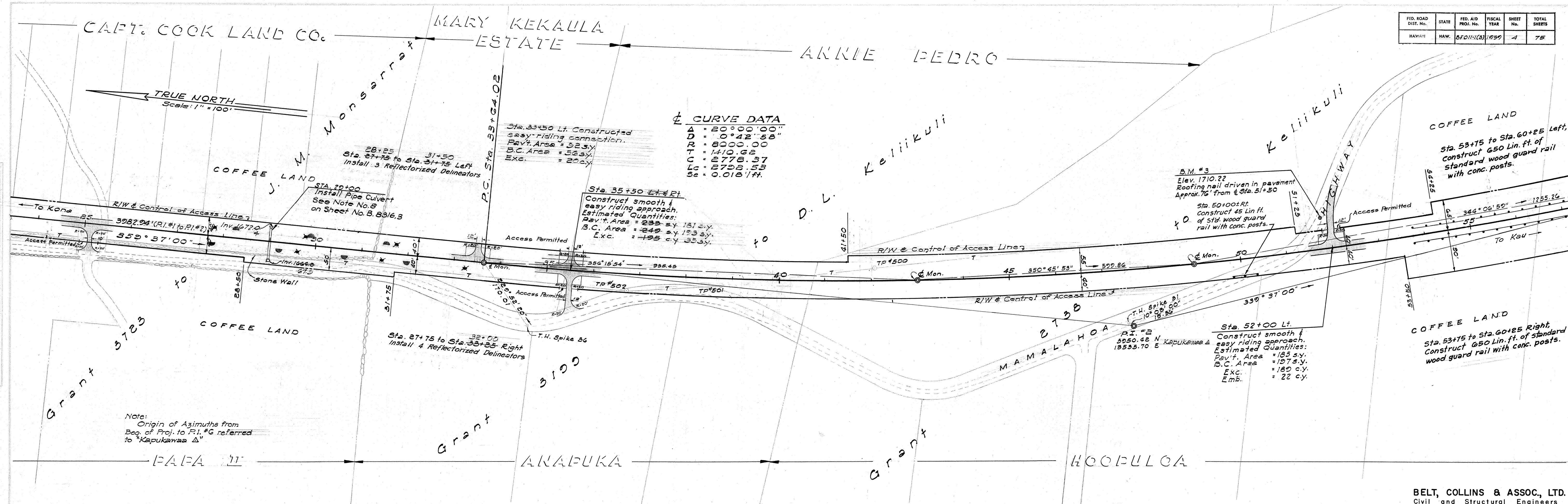
- Soil or Cinders  
clinkers, loose or soft "Ag"  
medium or hard lava



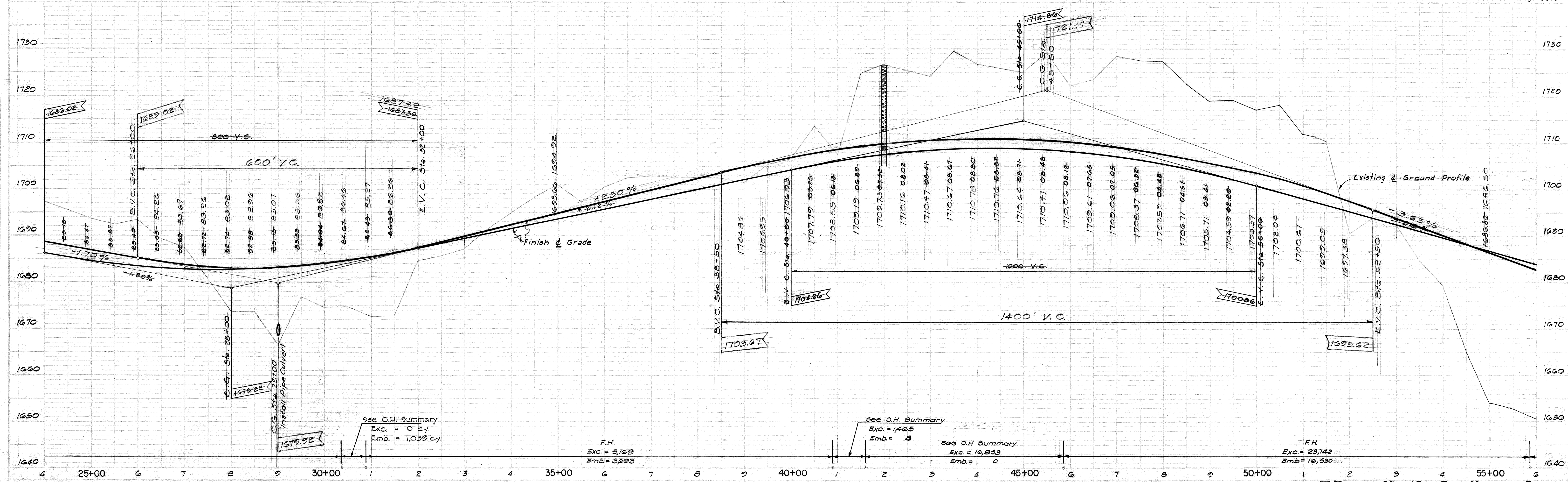
| FED. ROAD DIST. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 15011-1(3)         | 1950        | 4         | 75           |

PLAN  
SURVEYED  
NOTED  
NOTE BOOK  
NO. 100

PROFILE  
SURVEYED  
NOTED  
NOTE BOOK  
NO. 100

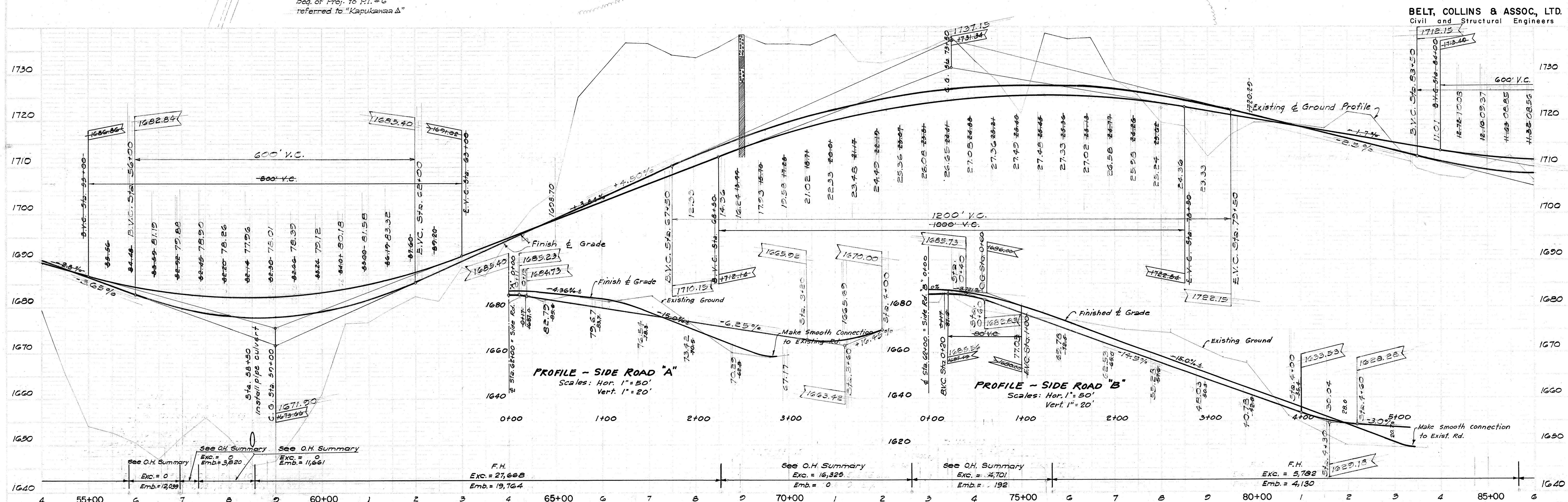
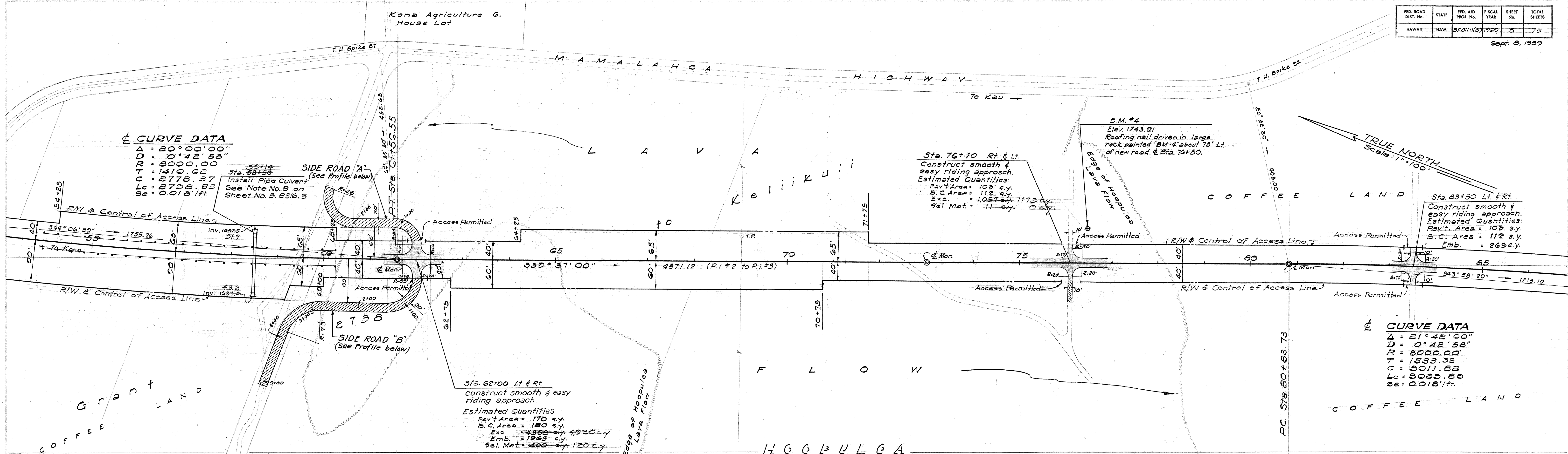


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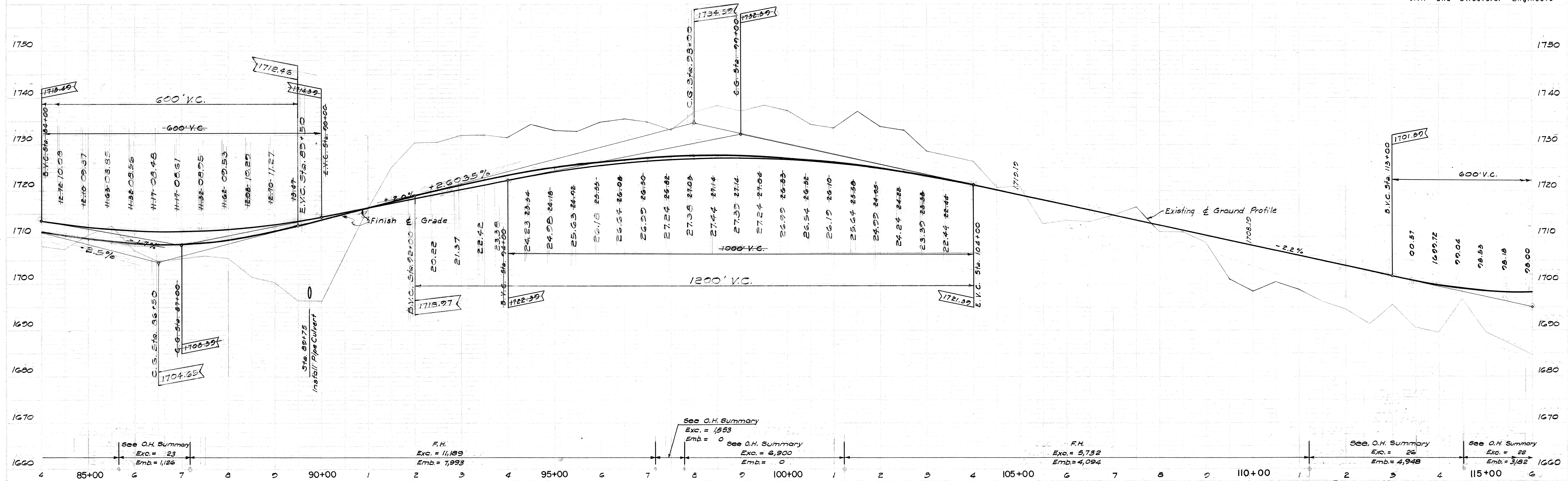
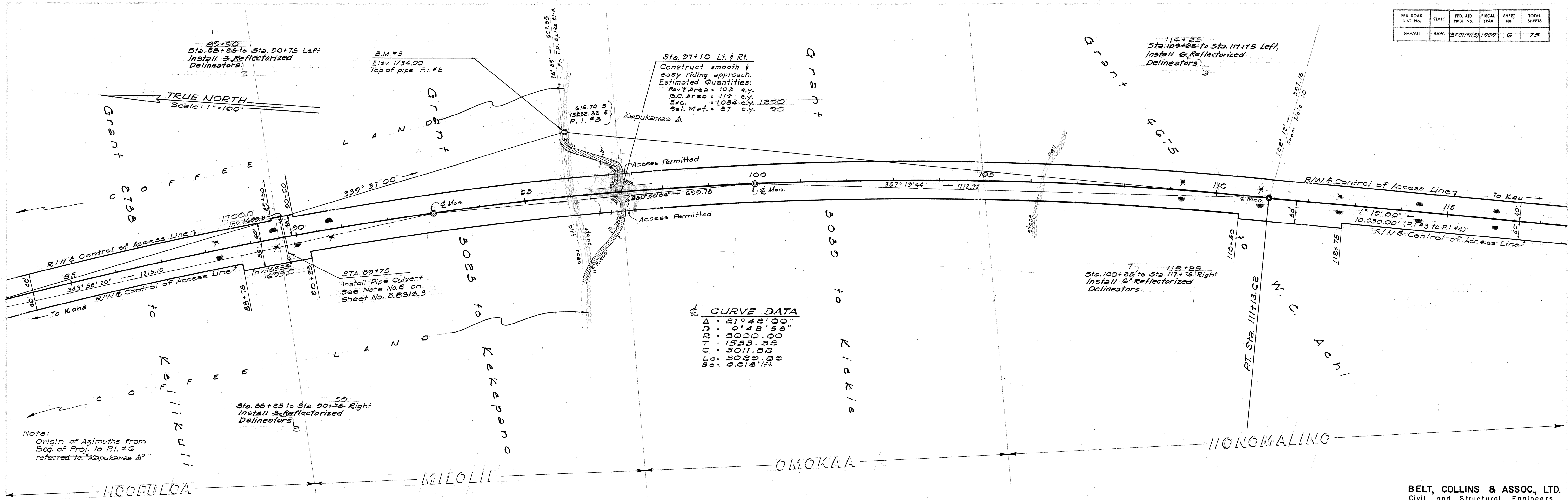
| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 85011-1(3)         | 1950        | 5         | 75           |

Sept. 8, 1959



13.8316.5

| FED. ROAD DIST. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 3F011-1(3)         | 1950        | 6         | 75           |



B. S. 31 G. G

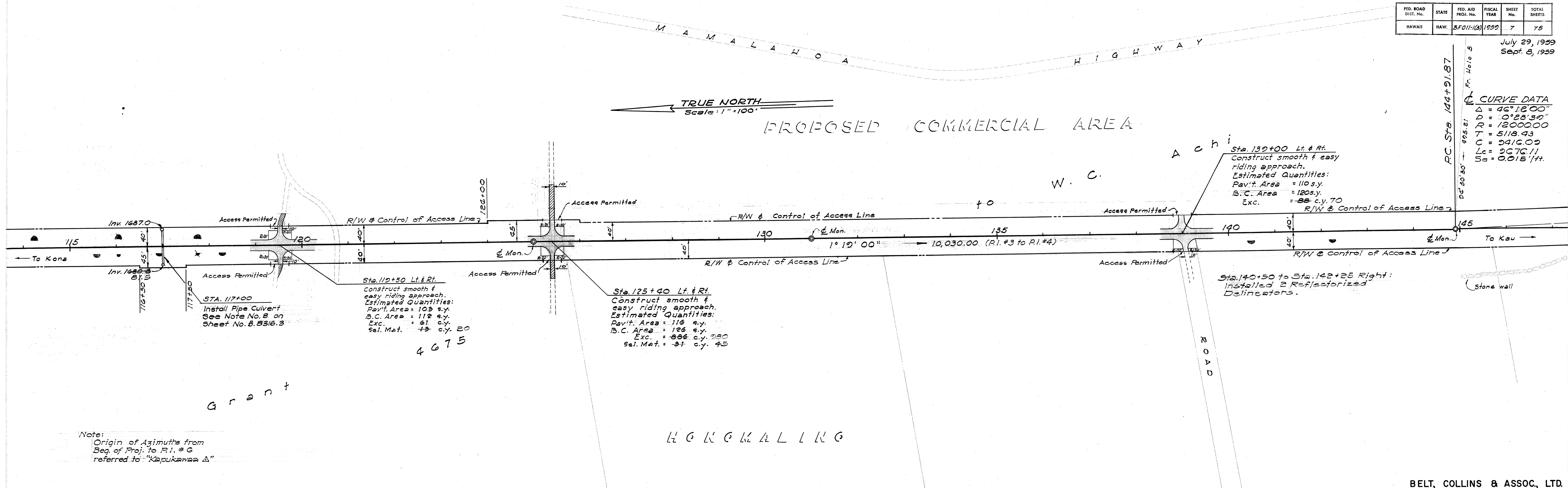
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|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 5F011-1(3)         | 1959        | 7         | 75           |

July 29, 1959  
Sept. 3, 1959

**CURVE DATA**  
 $\Delta = 46^{\circ}18'00''$   
 $D = 0^{\circ}28'30''$   
 $R = 12000.00$   
 $T = 5118.43$   
 $C = 5416.00$   
 $L_c = 2676.11$   
 $S_e = 0.0151/ft.$

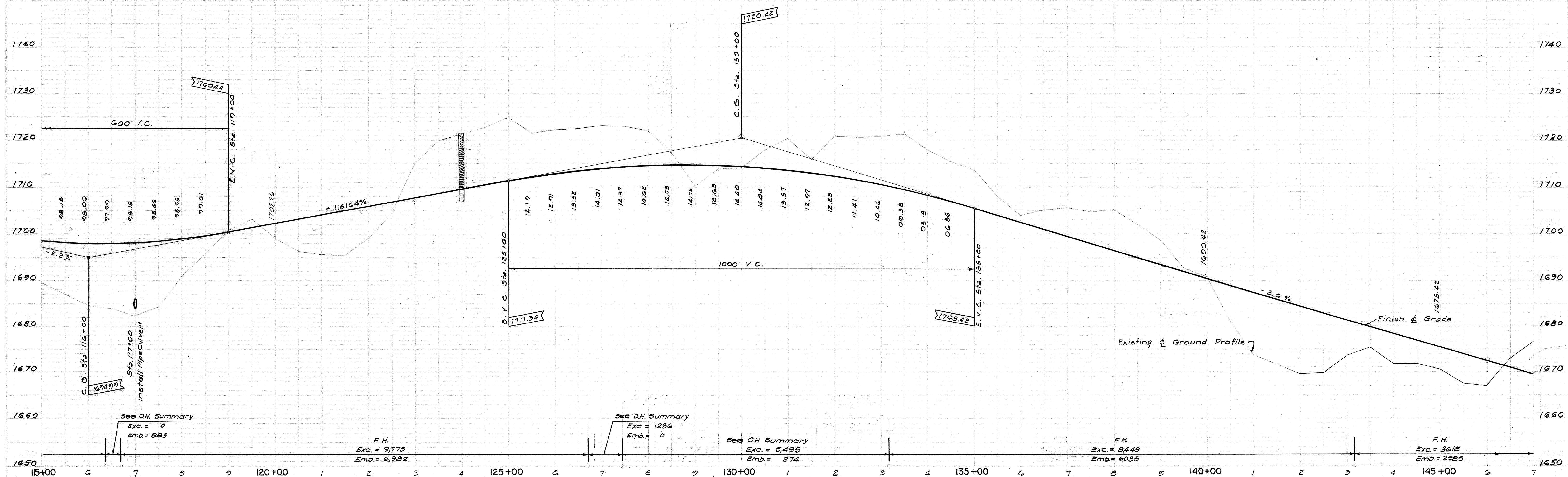
TRUE NORTH  
Scale: 1"=100'

PROPOSED COMMERCIAL AREA



Note:  
Origin of Azimuths from  
Beg. of Proj. to R.I. # 6  
referred to "Kapukawaa Δ"

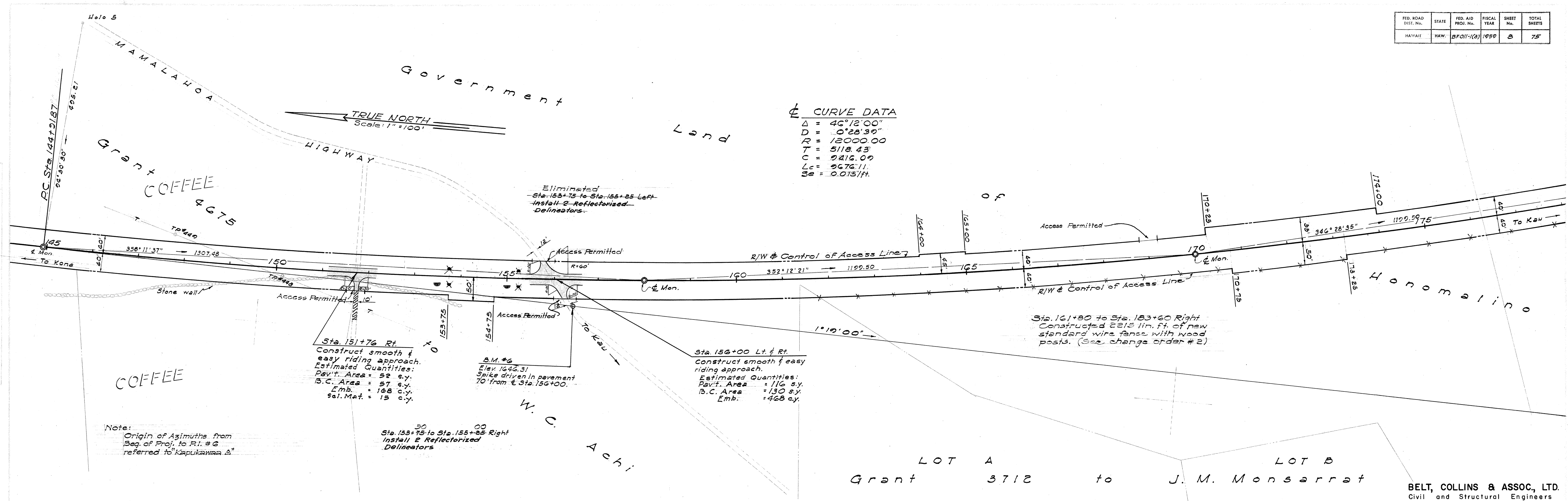
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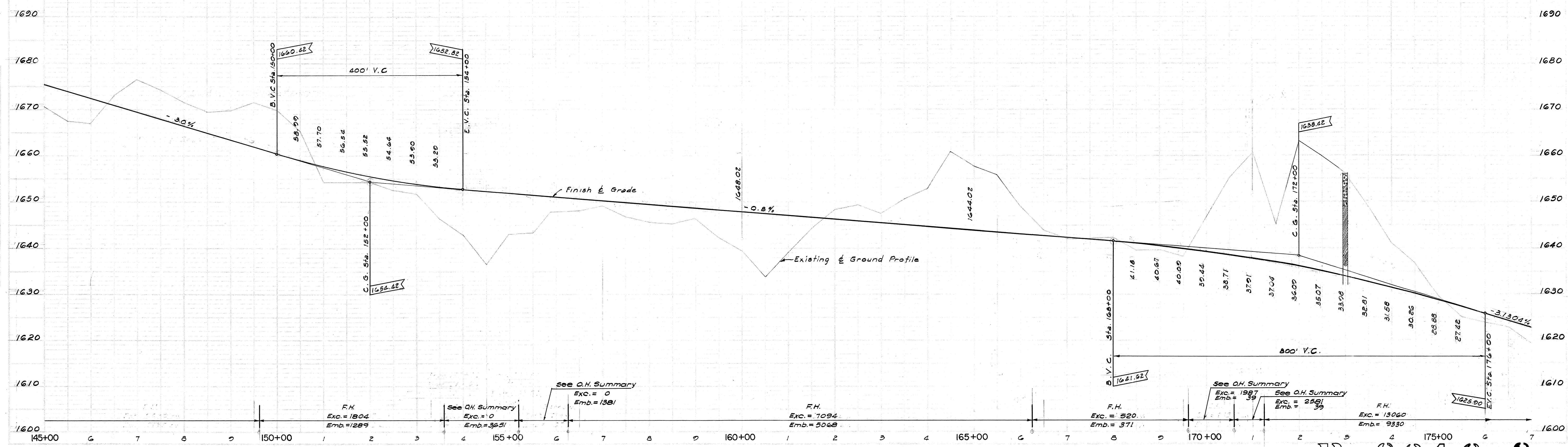
BB.S316.7

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | BF011-1(3)         | 1959        | 3         | 75           |

PLAN  
 1. DATE  
 2. SCALE  
 3. SHEET NO.  
 4. TOTAL SHEETS  
 5. PROJECT NO.  
 6. PROJECT NAME  
 7. PROJECT LOCATION  
 8. PROJECT DESCRIPTION  
 9. PROJECT OWNER  
 10. PROJECT ENGINEER



PROFILE  
 1. DATE  
 2. SCALE  
 3. SHEET NO.  
 4. TOTAL SHEETS  
 5. PROJECT NO.  
 6. PROJECT NAME  
 7. PROJECT LOCATION  
 8. PROJECT DESCRIPTION  
 9. PROJECT OWNER  
 10. PROJECT ENGINEER



B.S. 316.S

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 85011(3)           | 1950        | 9         | 75           |

B I S H O P

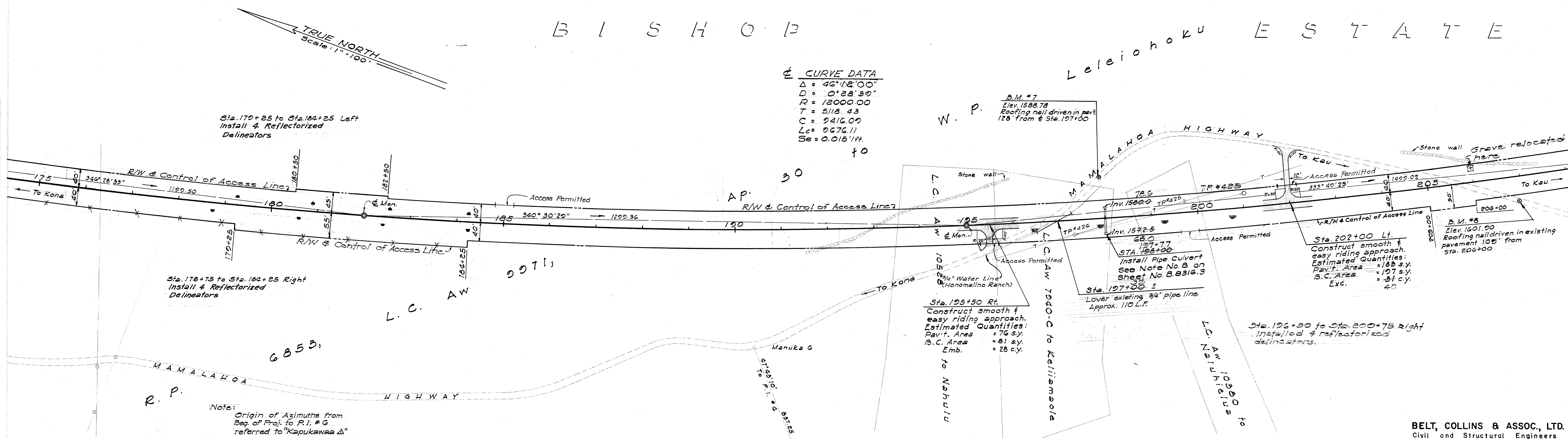
Leleiohoku E S T A T E

TRUE NORTH  
Scale: 1"=100'

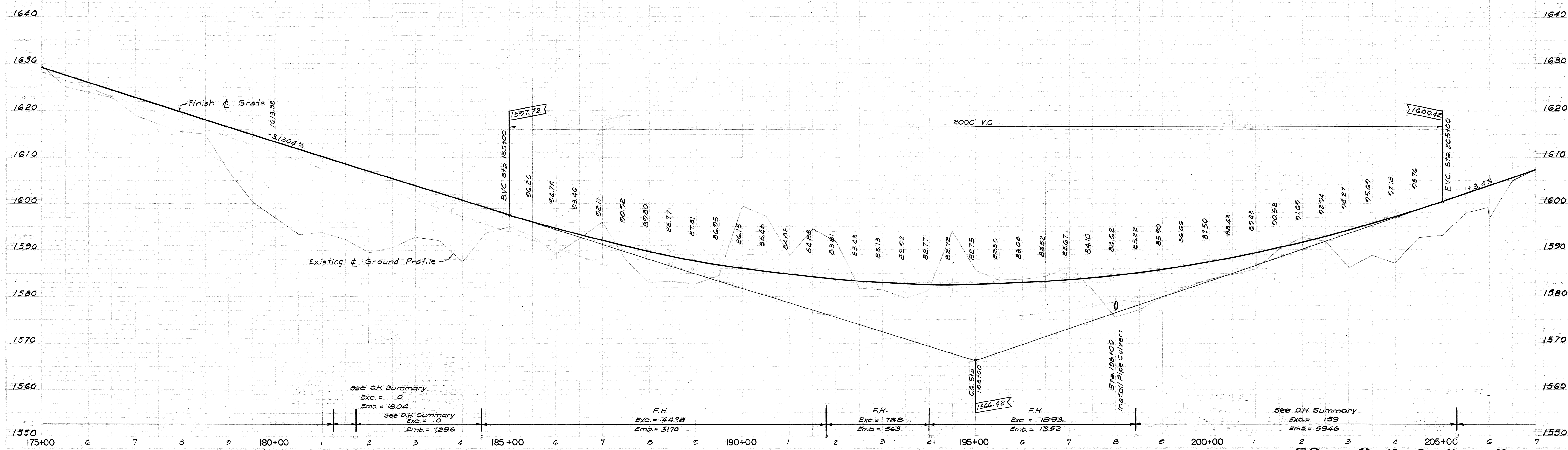
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 $D = 0^\circ 28' 39''$   
 $R = 12000.00$   
 $T = 5118.43$   
 $C = 9416.00$   
 $L_c = 9676.11$   
 $S_e = 0.015' / ft$

B.M. #7  
Elev. 1588.78  
Roofing nail driven in pavt.  
128' from Sta. 197+00

B.M. #8  
Elev. 1601.90  
Roofing nail driven in existing  
pavement 105' from  
Sta. 206+00



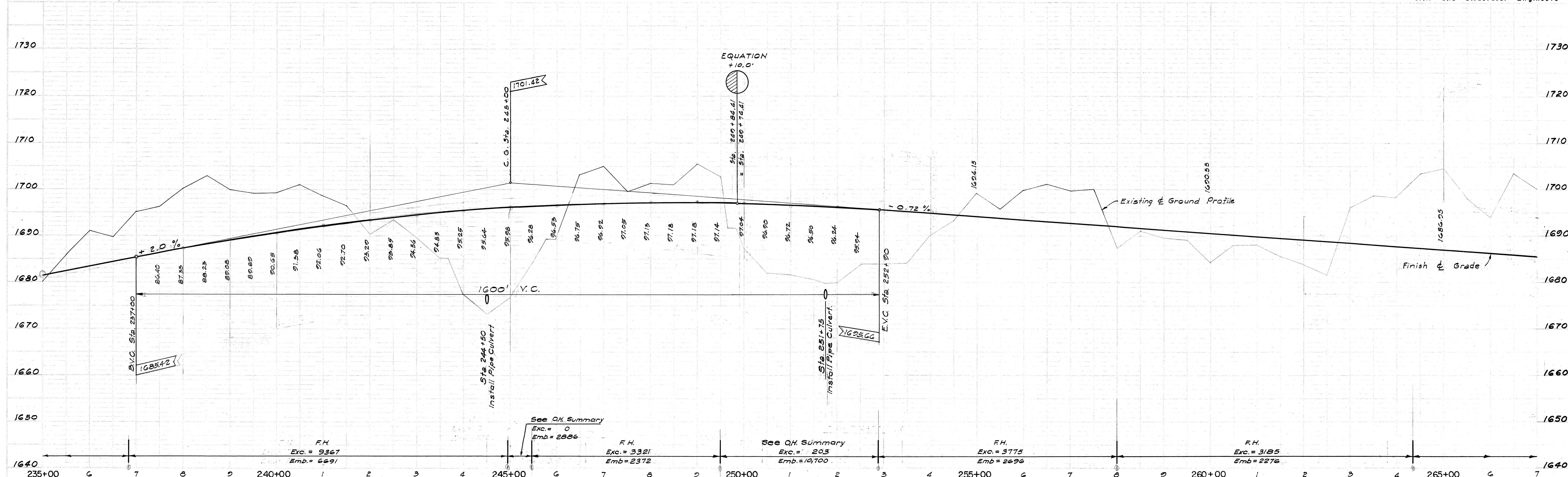
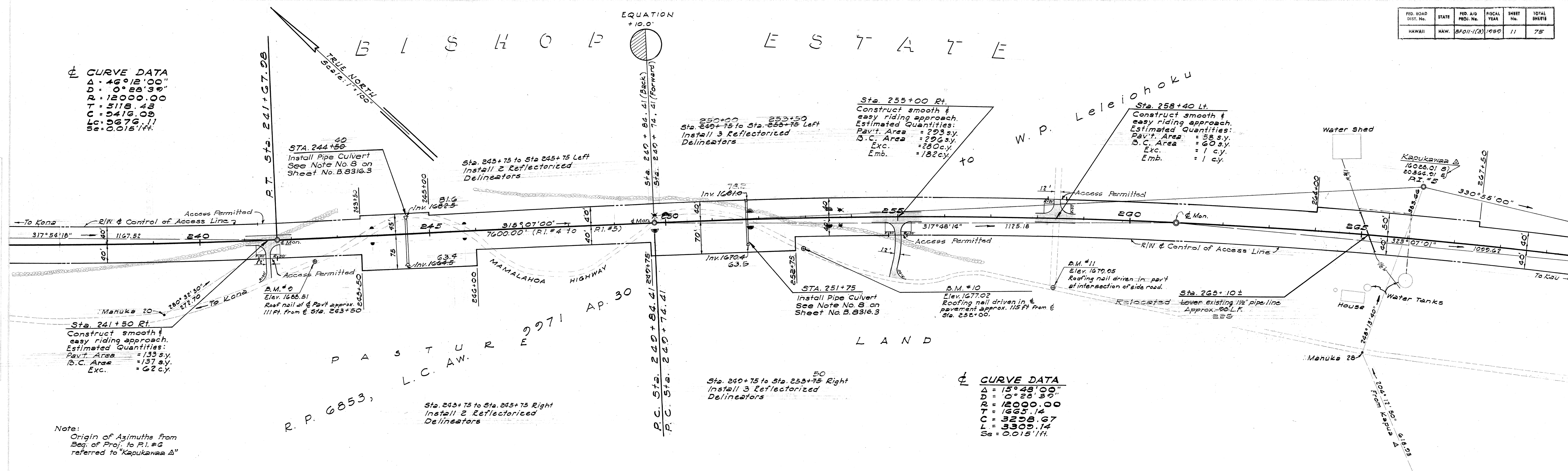
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B . S 3 1 G . 9



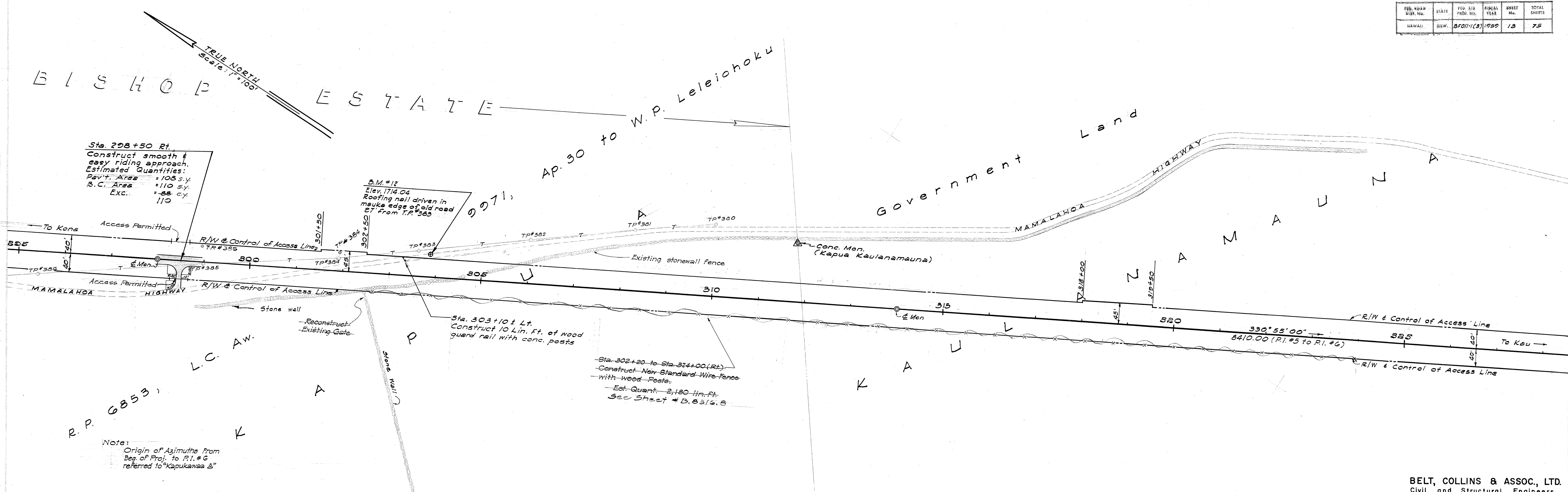
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|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 8F011-1(3)         | 1950        | 11        | 75           |





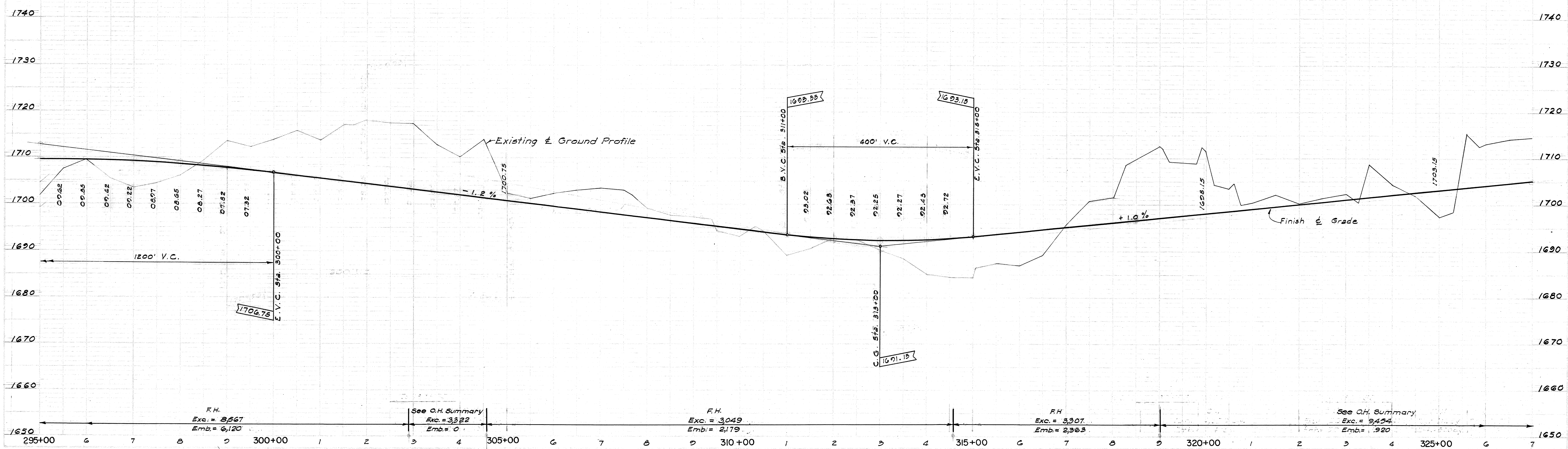
| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 87011-1(3)         | 1955        | 13        | 75           |

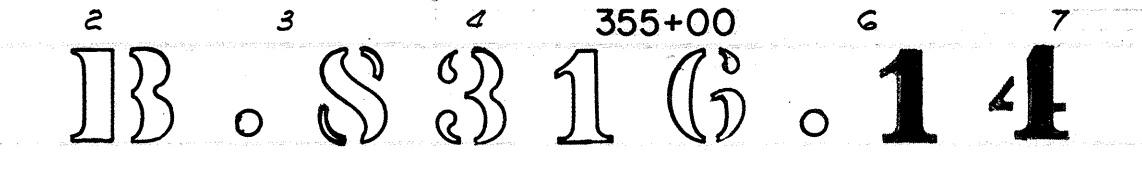
PLAN  
REVISED  
DATE  
NOTE: BROOK ALLEGEDLY USED  
NO. 100

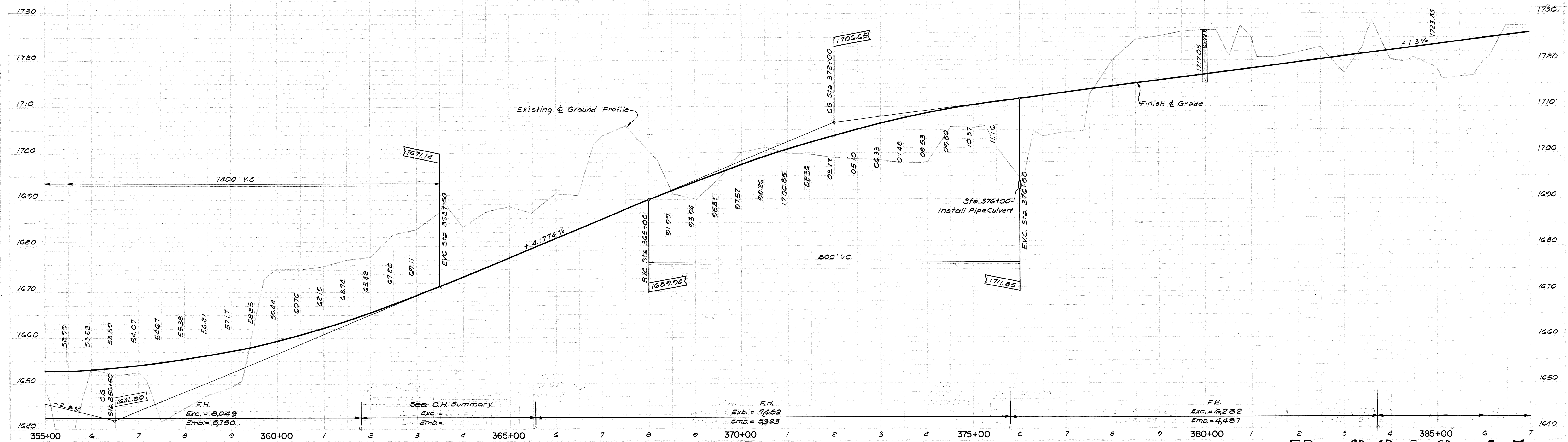


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PROFILE  
REVISED  
DATE  
NOTE: BROOK ALLEGEDLY USED  
NO. 100



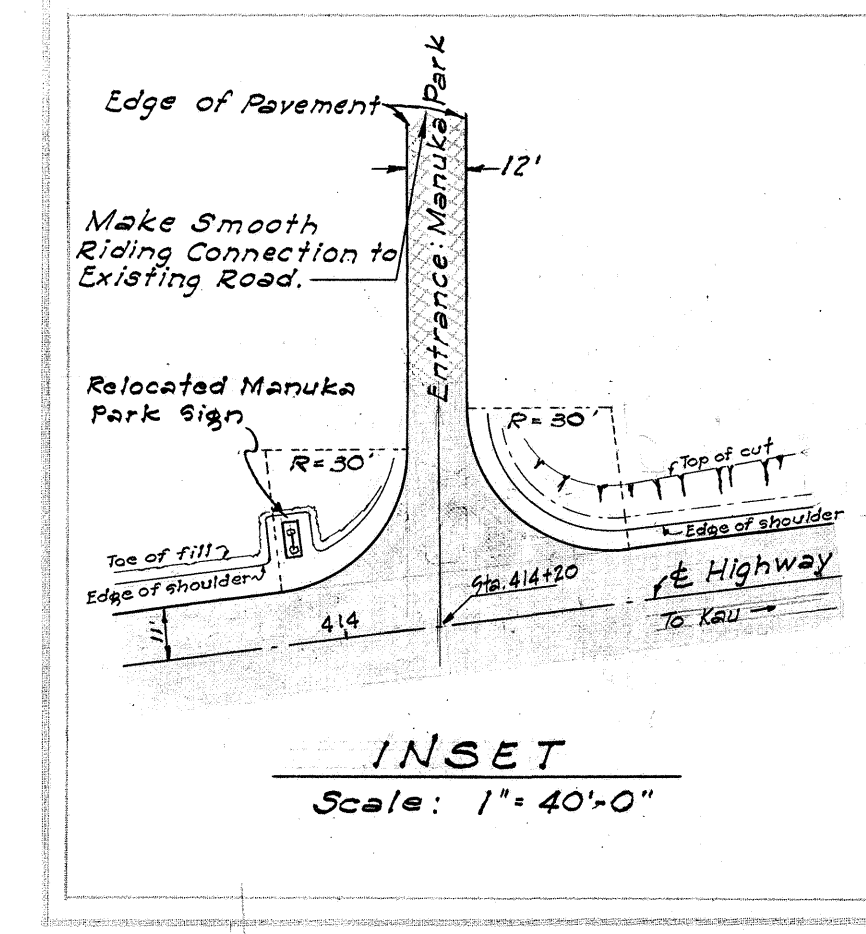




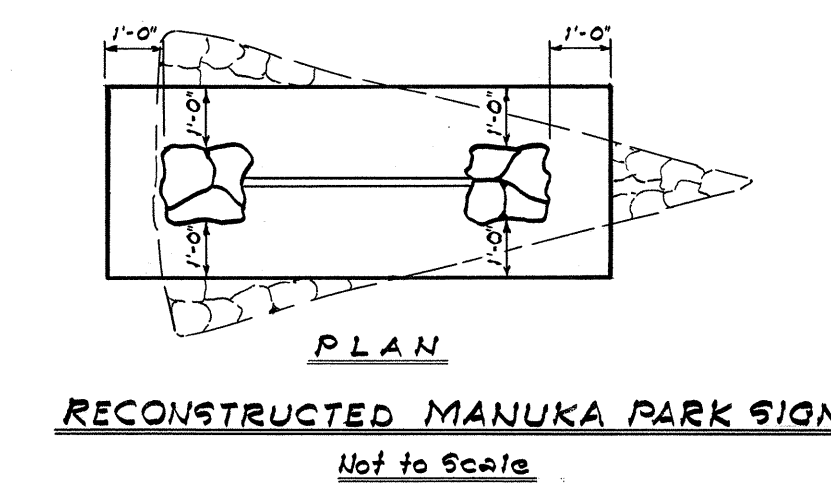
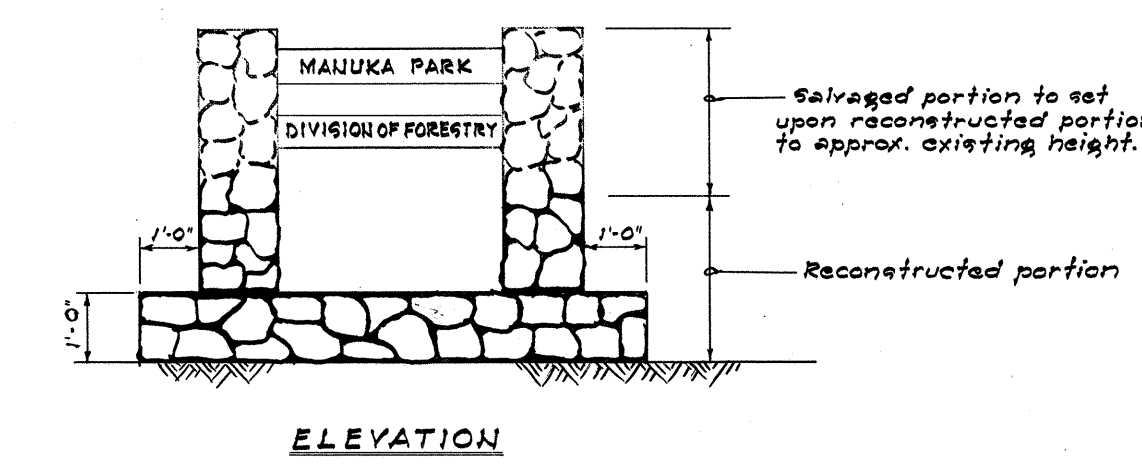
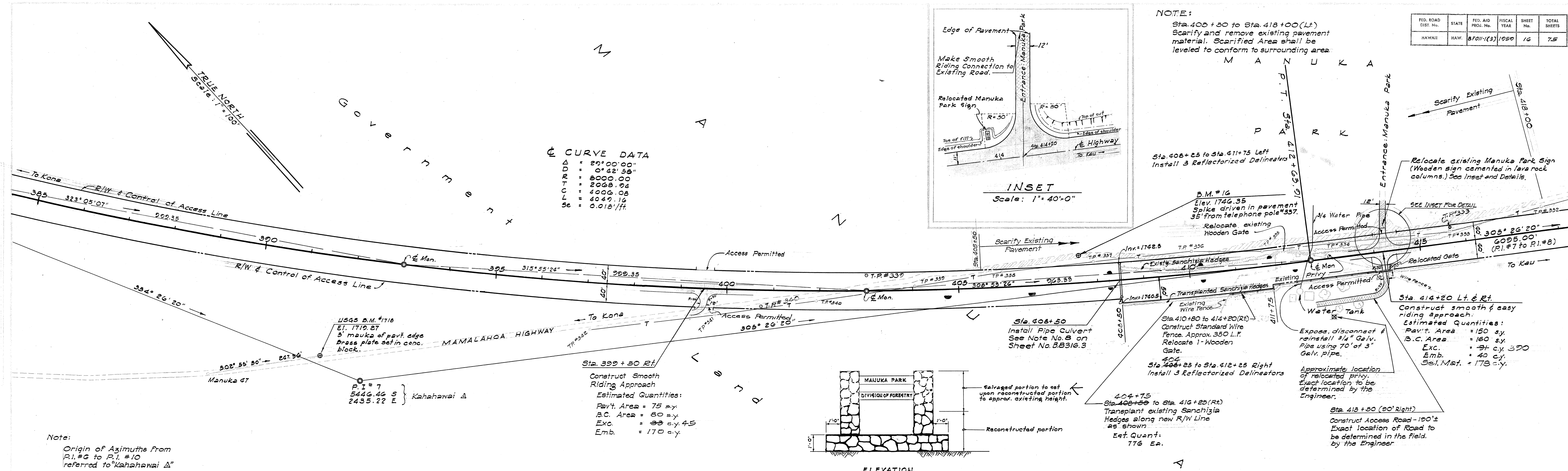
13 . S 3 1 6 . **15**

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 5F011(13)          | 1960        | 16        | 75           |

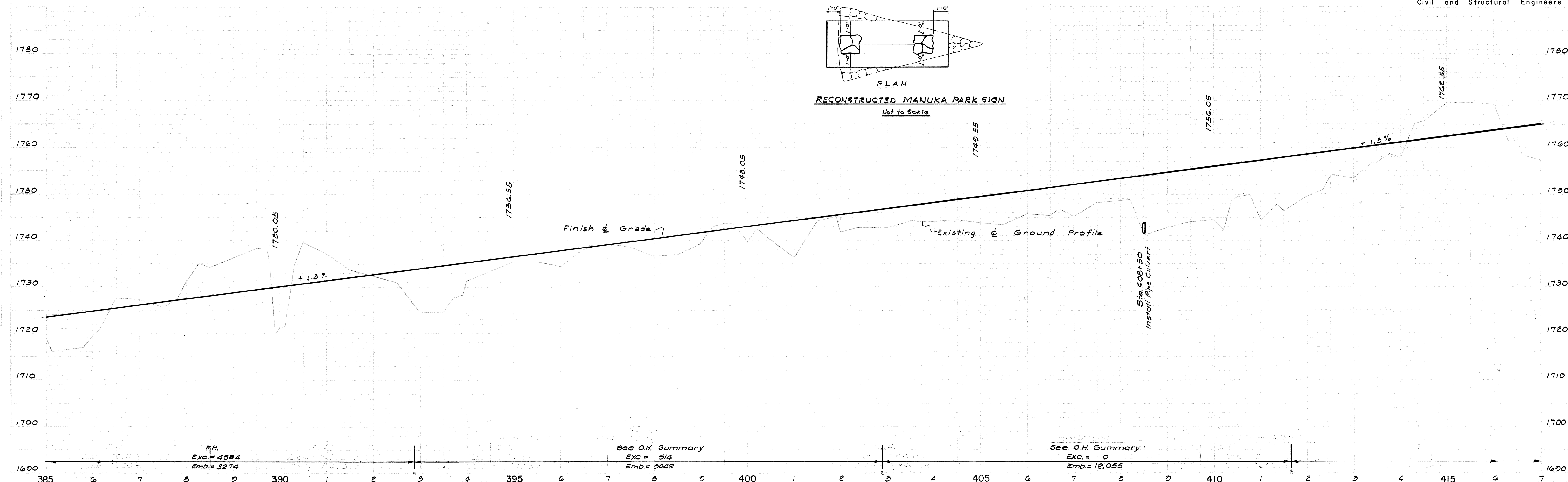
NOTE:  
Sta. 408+50 to Sta. 418+00 (Lt.)  
Scarify and remove existing pavement material. Scarified Area shall be leveled to conform to surrounding area.



**CURVE DATA**  
 Δ = 20° 00' 00"  
 R = 6142.38'  
 L = 2008.04'  
 P.C. = 4006.08'  
 P.T. = 4049.16'  
 E = 0.018'/ft

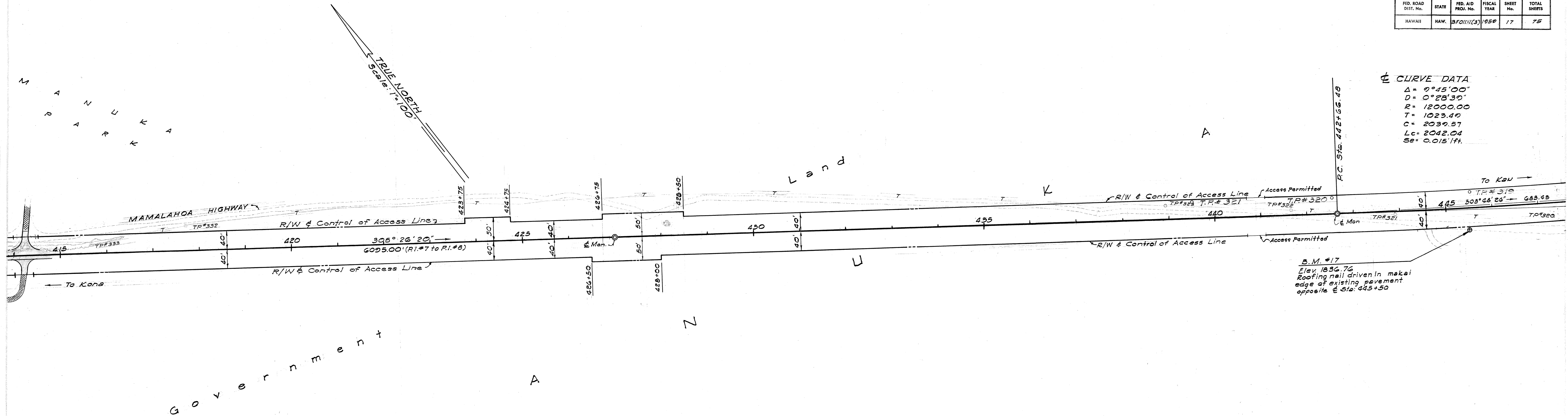


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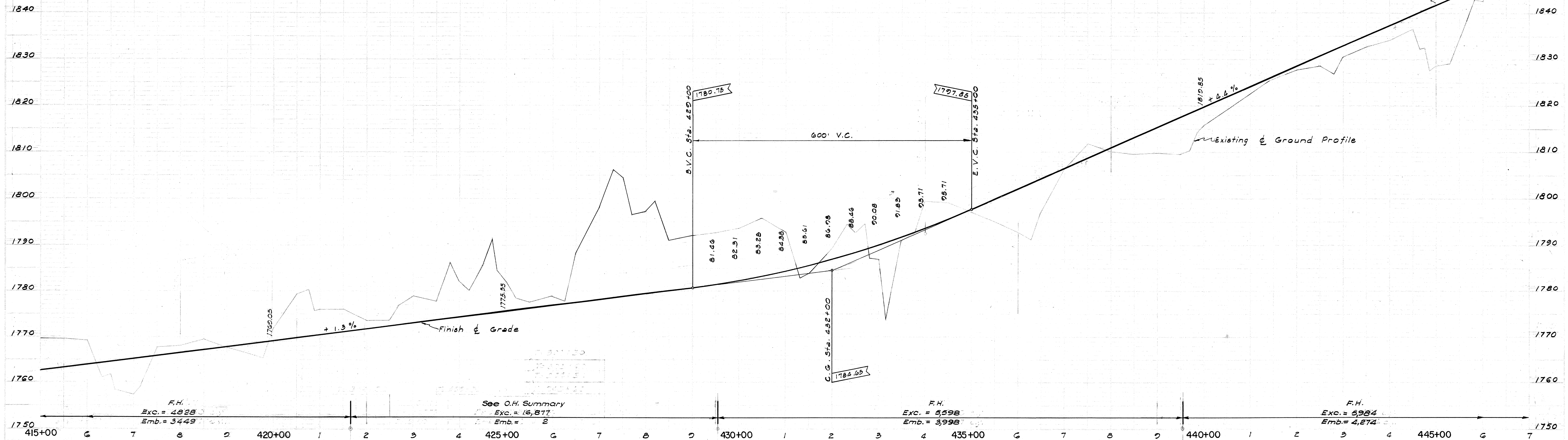
| FED. ROAD DIST. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 3F0111(3)          | 1959        | 17        | 75           |

CURVE DATA  
 $\Delta = 9^{\circ}45'00''$   
 $D = 0^{\circ}28'30''$   
 $R = 12000.00$   
 $T = 1023.10$   
 $C = 2039.57$   
 $Lc = 2042.04$   
 $Se = 0.015/ft.$



Note:  
 Origin of Azimuths from  
 P.I. #6 to P.I. #10  
 referred to "Kahahawai Δ"

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| FED. ROAD DIST. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 5F011-1(3)         | 1950        | 18        | 75           |

CURVE DATA  
 $\Delta = 9^\circ 45' 00''$   
 $D = 0^\circ 28' 30''$   
 $R = 12000.00'$   
 $T = 1023.40'$   
 $C = 2039.57'$   
 $Lc = 2042.04'$   
 $Ss = 0.015'/ft.$

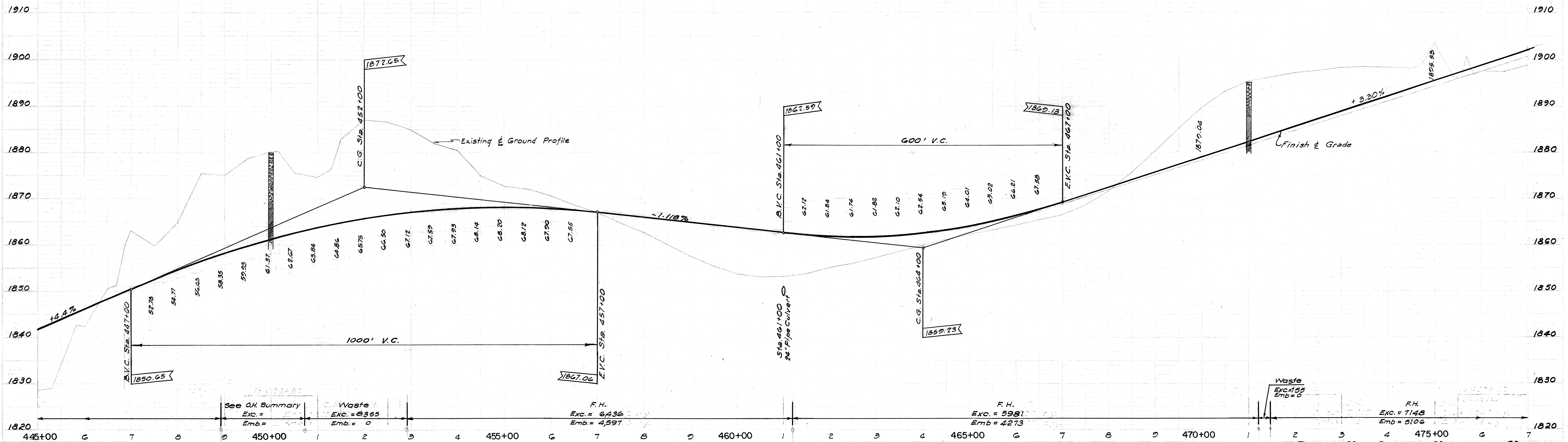
420+50  
 Sta. 459+25 to Sta. 461+75 Left  
 Install 3 Reflectorized  
 Delineators

461+40  
 Sta. 457+75 to Sta. 463+85 Right  
 Install 4 Reflectorized  
 Delineators

STA. 461+00  
 Install Pipe Culvert  
 See Note No. 8 on  
 Sheet No. 8.8316.3

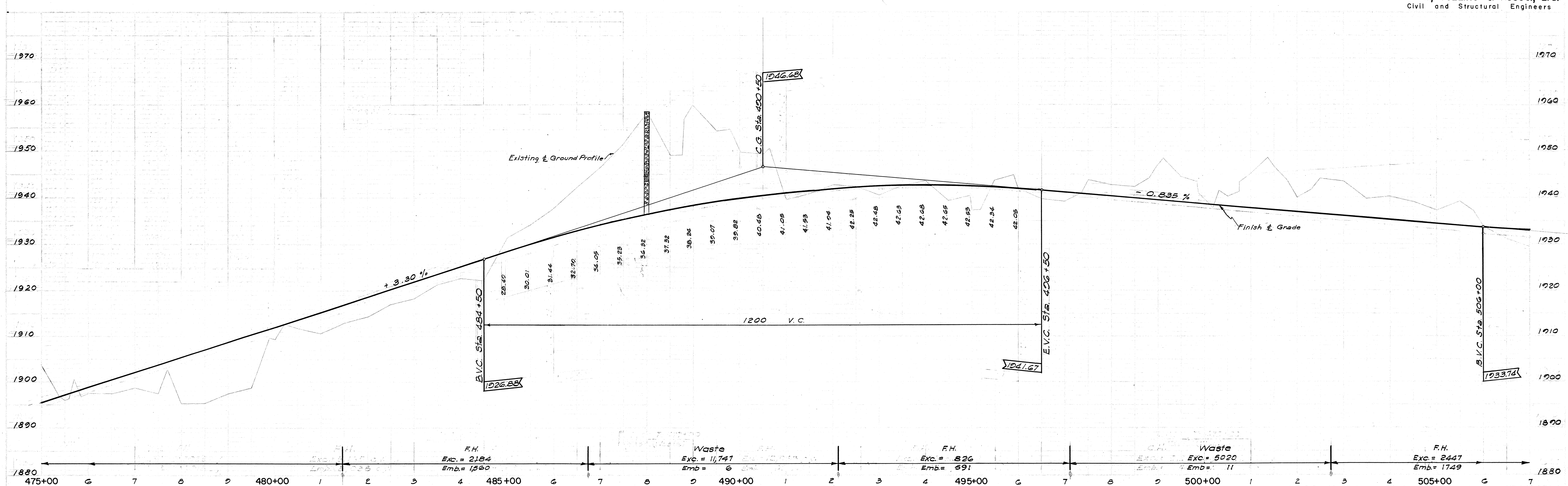
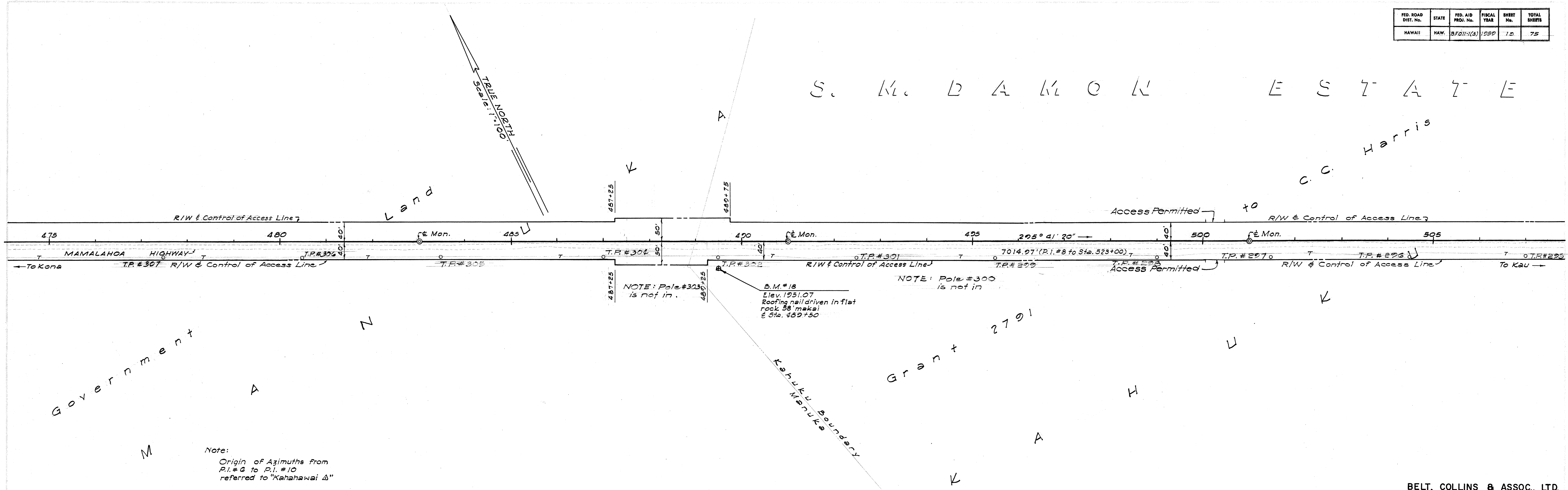
Note:  
 Origin of Azimuths from  
 P.I. #6 to P.I. #10  
 referred to "Kahahawai Δ"

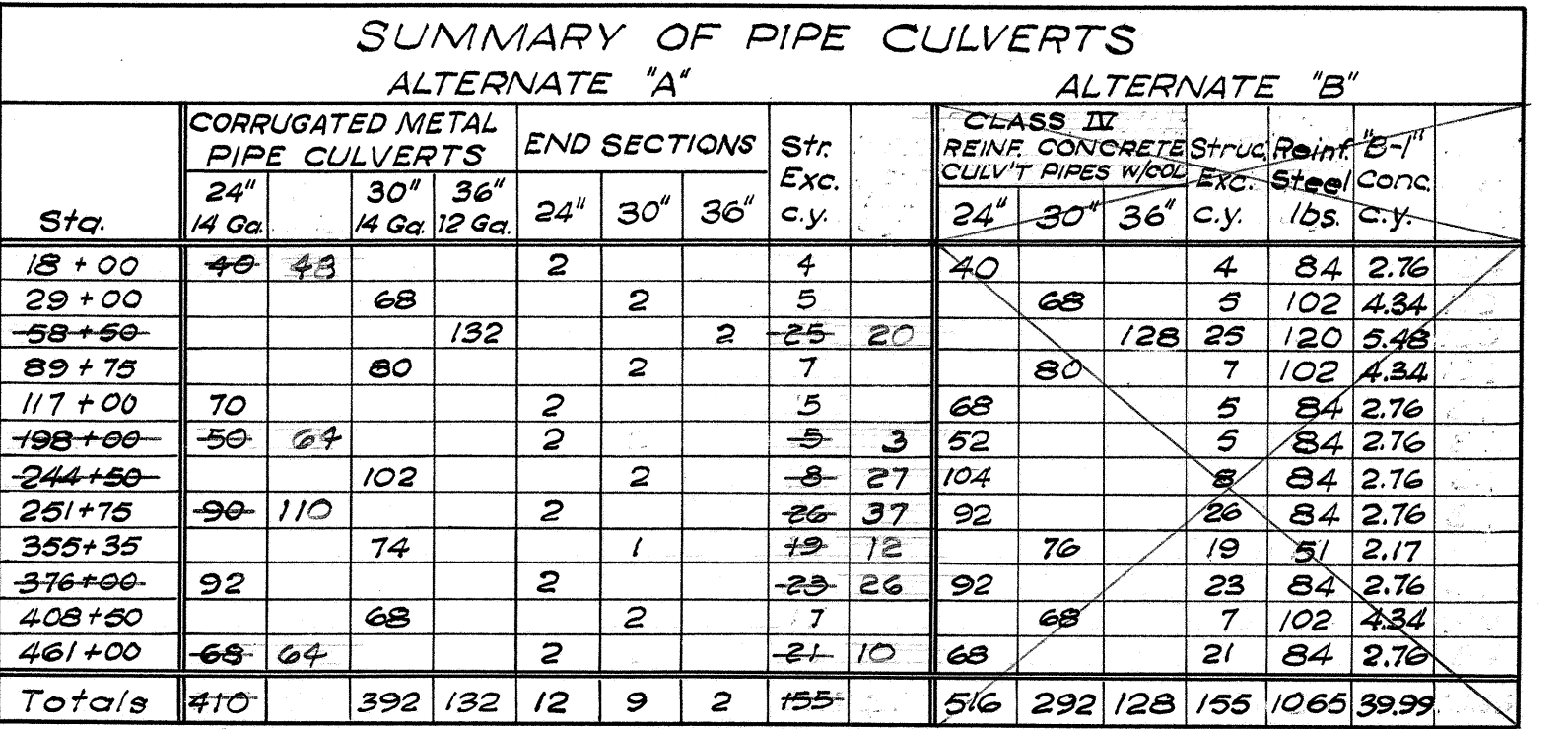
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B . S 3 1 6 . 1 8

| FED. ROAD DIST. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 3F011-1(A)         | 1950        | 10        | 75           |





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