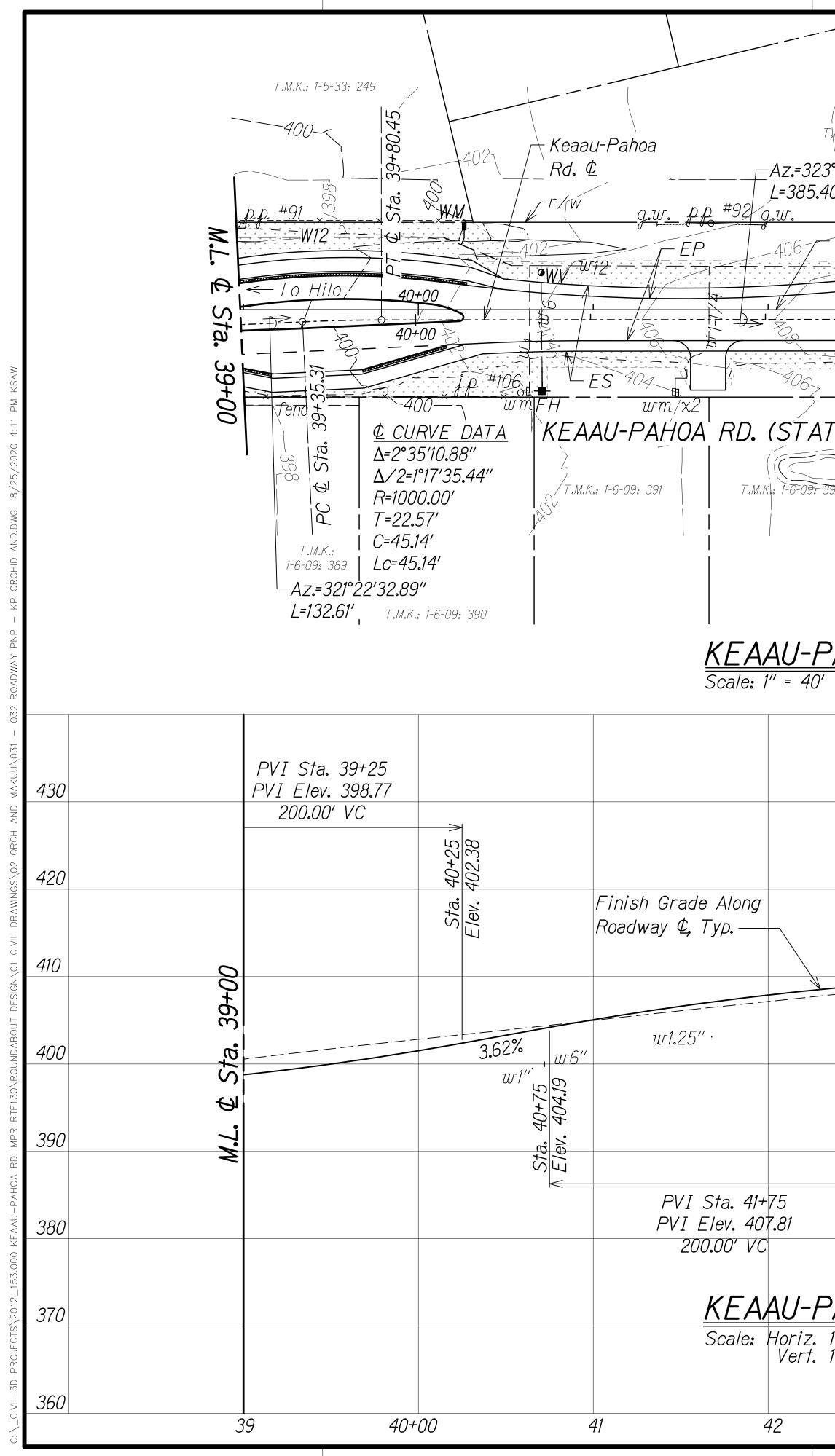


7		SCALE NOPTH	\ <u>= (</u> \ Ce	e <u>aau-Pahoa Rd. ∉</u> Orchidland Dr. ∉ enter of Roundabo	<u>Sta. 0+00</u>	7 <i>T.M.K.: 1-5-33:</i>	251	Constru
C C STA. 3270.		T.M.K.: 1-5-33: 253	¢ Sta. 34+3410	T.M.K.: 1-5-33:	2\$2 [-392-394-7 WM2	$x^{2} = p^{-\frac{396}{490}}$		19.92 17,36.67
	RD.	V (STATE)	AV	35+00 35+00			W12 0	WX2 5
<u>iu</u> n		EP		-6-10: 135	<۲ K.: 1-6-10: 136 Slope Esmt,	Az.=333°51′24.43′ L=46.50′ T.M.K.: 1-6-10: 137 Typ.		PC & Sta. 37483.50
	े 4<i>U-</i> ‴ = 4	PAHOA F	∣ <u>RD. ⊈ F</u>	<u>PLAN</u>	Orchidland See Plan ∉ Profile Sht			Orchidland (State)
"		∆ =7°17′10.30″ <u>∆⁄2=3°38′35.15″</u> R=150.00′ T=9.55′ C=19.06′ Lc=19.08′					Ra	imits of bundabout scribed Ø
				exist. ground	24a. 36+00	Elev. 393./U	<i>Sta. 36+90.17</i> <i>Elev. 395.50</i>	Sta. 37+83.
			<u>1.73%</u>	roadway ¢, ty, W1.5"	p	2.00% 2.00% Approx. Finish	 2.00% Grade	-2.00% W8" ' W8" Finis
<i>ພ</i>	Л//					at Roundabout -		, Road <u>GR</u> 40' 2
	Horiz Vert	PAHOA F z. 1" = 40' t. 1" = 8'						, o - 2
	33		34	35+00	3	6	37	

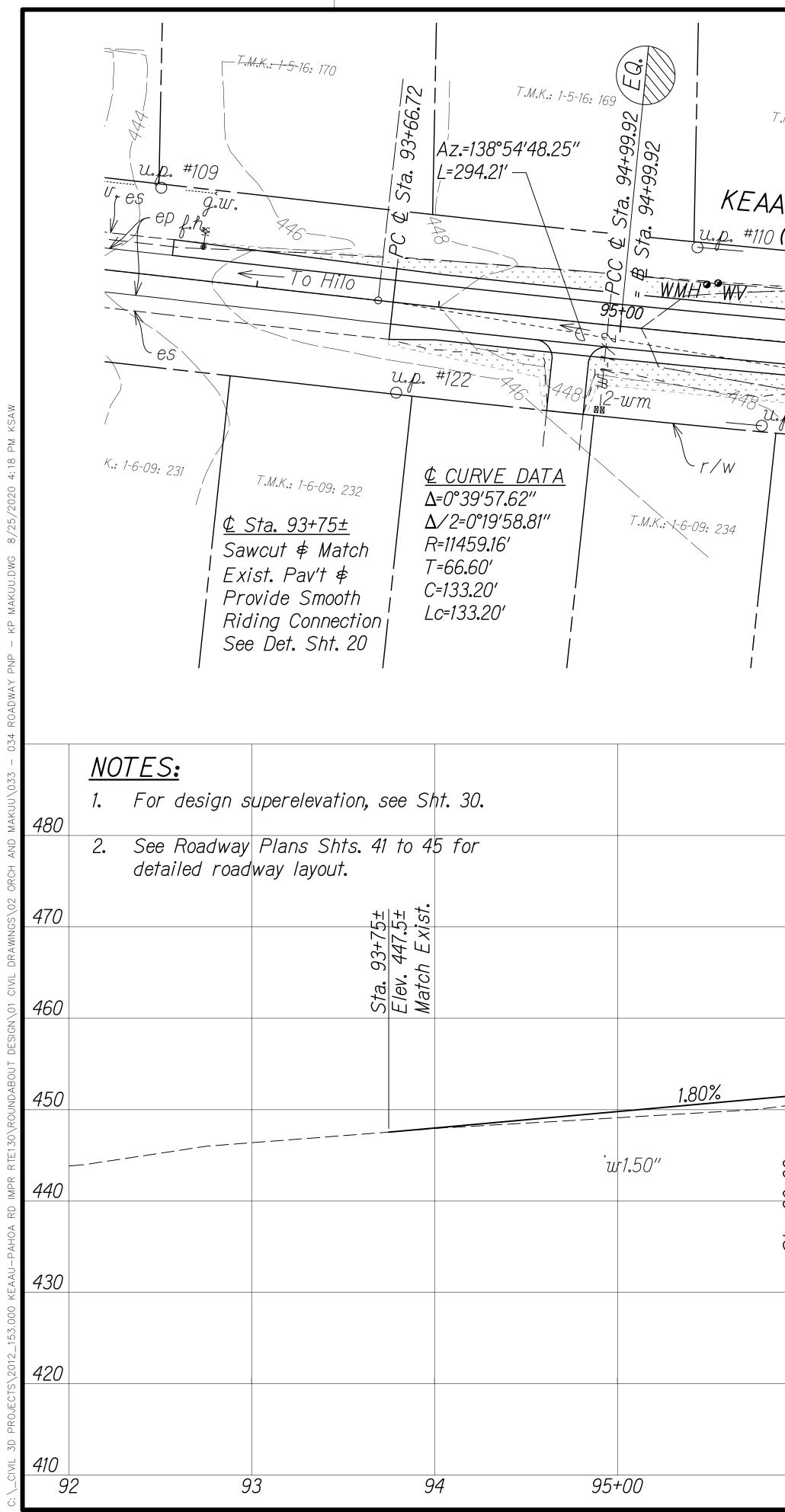
	FED. ROAD DIST. NO.	STATE	FEDAID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	HAWAII	HAW.	STP-0130(27)	2021	31	116
ruction $Az.=328^{\circ}39'43.19''$ L=46.95' R=398		D <u>TE:</u> See	Roadway Pla for detailed	ans Sf roadwa	nts. 37 ay layo	' to put.
$ \begin{bmatrix} L = 132.61' \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ $		(THIS WORK OR UNDER CONSTRUCT. WILL BE UN SIGNATURE	WAS PRE MY SUPE ION OF T DER MY	USPARED RVISION THIS PRO OBSERVA 04/3 EXPIRAT	AND DJECT ATION.
PVI Sta. 39+25 PVI Elev. 398.77 200.00′ VC						430
396.92 396.92 Sta. 38+25 Elev. 397.47						420
П/еч. 3(1/еч. 3(1/еч. 3(39+00					410
 0% 1.30% /	M.L. & Sta. 3					400
" nish Grade Along adway ¢, Typ	M.L					390
RAPHIC SCALES:						380
20' 0 40' 80 Scale: 1" = 40'						370
0' 8' 16' Scale: 1'' = 8'						360
38	39	SHEE	T No. 1 OF		SHEET	S
				3		



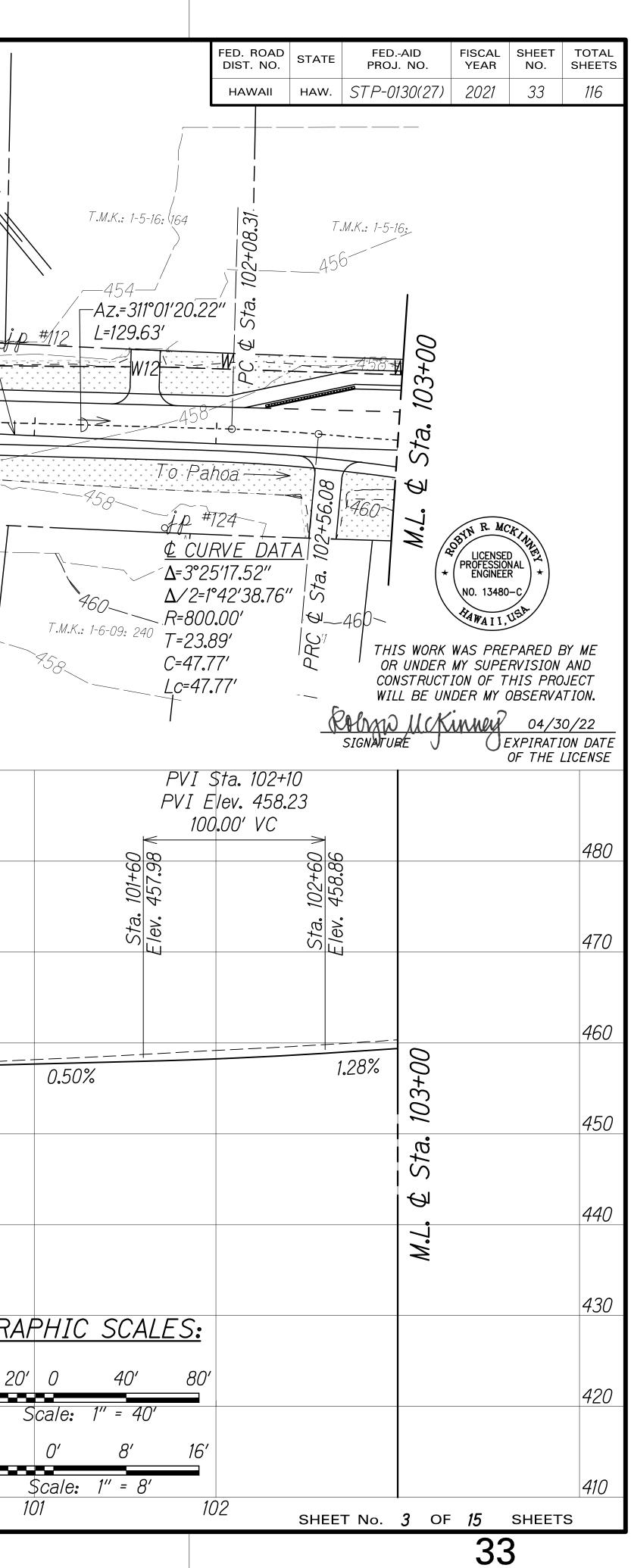
	Trav. ORC3 MWW	SCAPER
T.M.K.: 1-5-33: 256 -Az.=323°57'43.77" Az.=73°03'32.16"	T.M.K.: 1-3	5-33: 257 -Az.=320°54'04.26"
L=385.40' L=35.14'	$\frac{1}{2} \frac{1}{2} \frac{1}$	L=228.75' L=228.75'' L=228.75''' L=228.75''' L=228.75''' L=228.75''' L=228.75''' L=228.75''''' L=228.75'''''''''' L=228.75
	45+00 45+00 45+00	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Horizon Andrew Grunn	ES U.p. #107	
D. (STATE) $\frac{106x}{4} = \frac{106x}{4}$ $\Delta = 3^{\circ}03'39.51''$ $\Delta / 2=1^{\circ}31'49.75''$	9 <u>4</u> 9 <u>4</u> 9 <u>4</u> Sawcut ∉ Match Exist. 19 9 10 10 10 10 10 10 10 10 10 10	Riding Sta.
M.K.: 1-6-09: 392	Connection, See Det. Sht.	
<i>LC=53.42'</i> <i>T.M.K.: 1-6-09: 393</i>		(BK) =
AAU-PAHOA RD. ¢ P.	<u>LAN</u>	EQ.

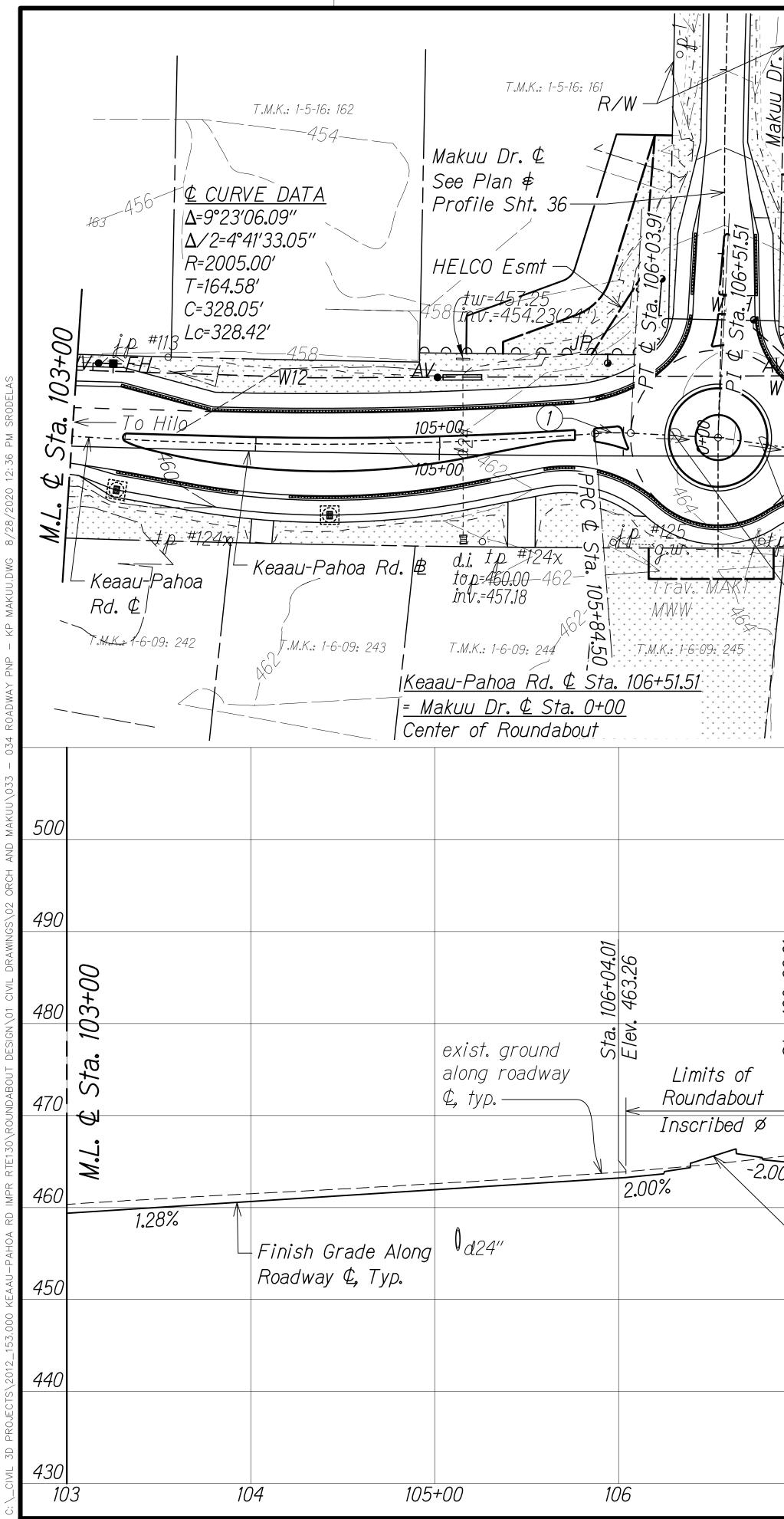
		<i>Sta.</i> 43+66± <i>Elev.</i> 410.7± <i>Match Exist.</i>	exist. ground alo roadway ¢, typ.–	ong	
ng					
		1.50%			
			· w1''		
	w	U ^r '			
	a. 42+75 ev. 409.31				
	Sta. E/ev.				
40	-75 7.81				
VC					<u>GR</u>
<u>A</u> ,	AU-PAHOA R	D. ¢ PROFI	<u>LE</u>		40′ 2 ••••
	Horiz. 1" = 40' Vert. 1" = 8'				8'
4	42 4	43	44 45	5+00	46

	FED. ROAD		FEDAID	FISCAL	SHEET	TOTAL
	DIST. NO.	STATE	PROJ. NO.	YEAR	NO.	SHEETS
	HAWAII	HAW.	STP-0130(27)	2021	32	116
		DTES			, .	, ,
n #94	1.		Roadway Pl for detailed			
p. #94	2.		new monume Plan D-08.	ents, s	ee HD	ΟΤ
2=413.14 -412.89						
7x 418						
- 420-				BYN R. MO LICENSE	S.K. I. NILLE	
				NO. 13480	R +)	
			THIS WORK OR UNDER		PARED I	
		F	CONSTRUCT WILL BE UN	ION OF T DER MY (HIS PRO OBSERVA	DJECT TION.
			SIGNATURE	()		0/22 ION DATE LICENSE
						430
						420
						410
						400
						390
						380
RAPHIC SCALES:						
20' 0 40' 80' Scale: 1" = 40'	/					370
0′ 8′ 16′	,					
\$cale: 1" = 8'						360
		SHEE	T No. 2 OF	¹⁵	SHEET	S

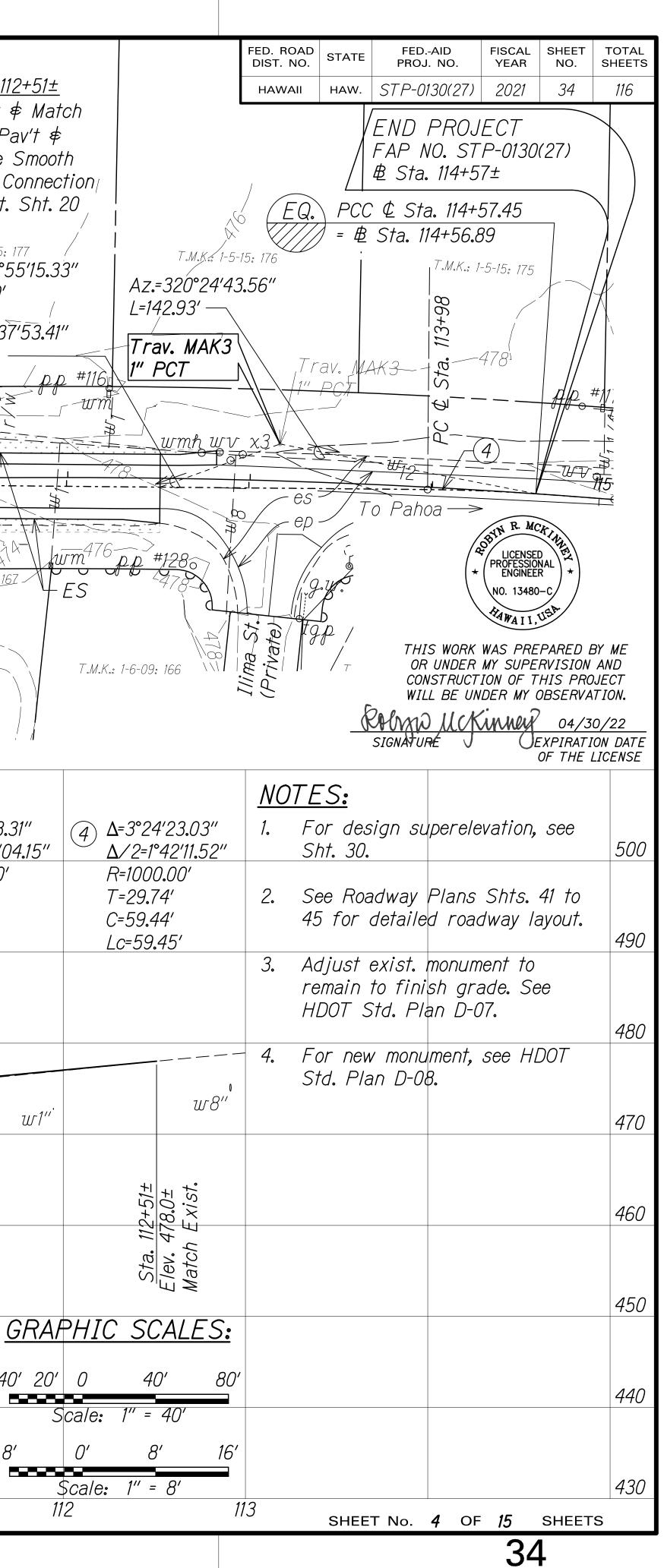


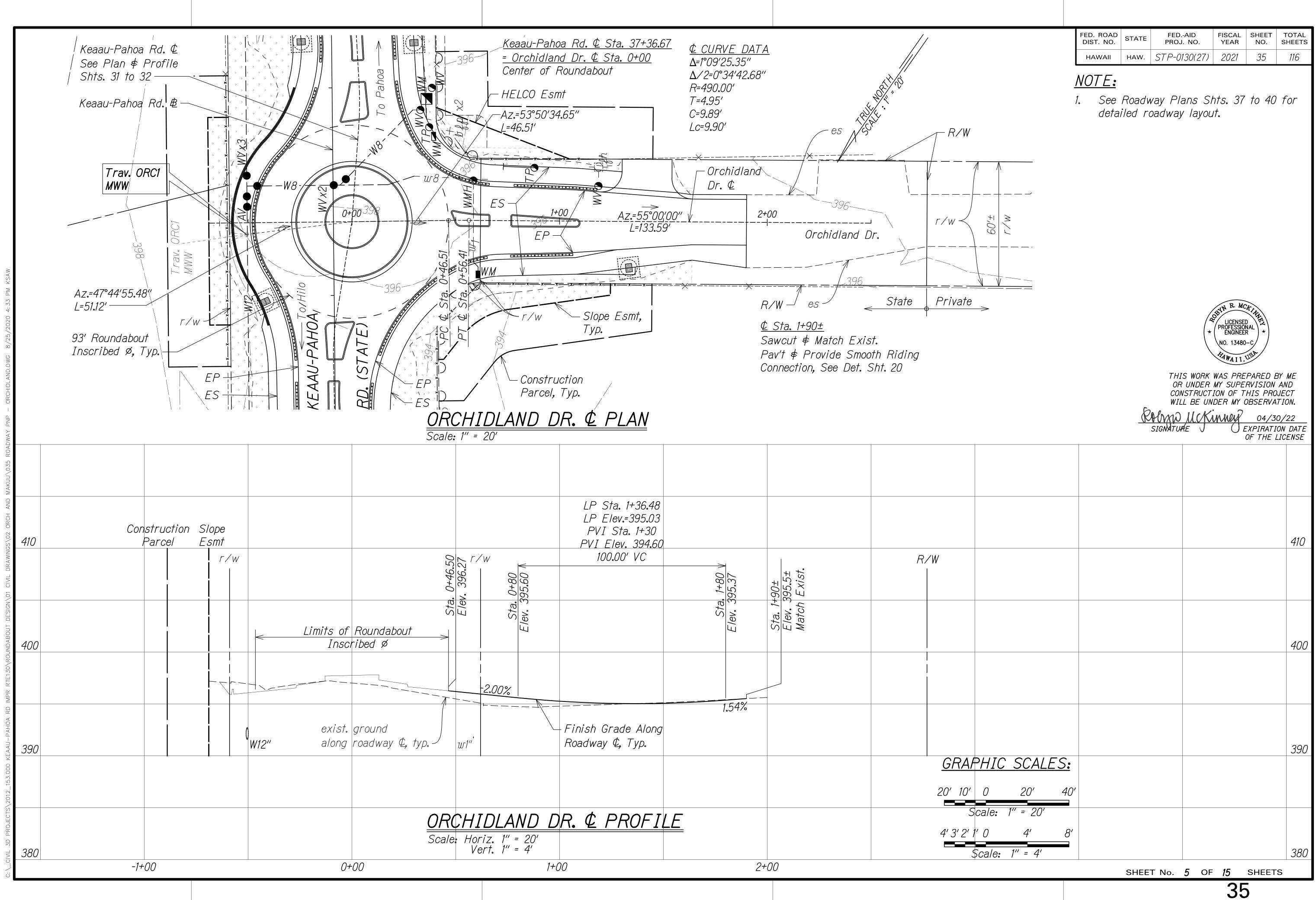
AU-PAHOA RD. (STATE) WM P. Trav. MAK MWW SS T.M.K.: 1-6-09: 235	7 - 450 450 - 452 452 - 452 452 - 452 452 - 452 452 - 452	$= 136 \text{ Wm} + 10^{14} \text{ H} + 10^{14} \text{ H}$	52 K R r r wm r 54 54 K r r	
Star 96+00 Elev. 421.60 PVI Star PVI Elev.	<i>.</i> 452.95	1.30% exist. ground along roadway &	w1.50" W1.50" 243 249 249 249 249 249 249 249 249	v. 457.18 GR
	97			0' VC 40' 2 8' *00



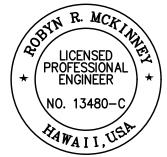


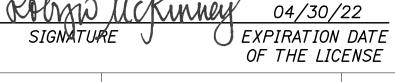
Slope AT ALLE NORTH Sawcut ∉ Match Esmt, Typ. <u>state</u>, **∆=5°06′41.77**″ Exist. Pav't ∉ ∆/2=2°33′20.89″ Construction Provide Smooth R=1000.00' Parcel, Typ. Riding Connection T=44.64' See Det. Sht. 20 C=89**.**18′ Lc=89.21 T.M.K.: 1-5-15: 177 _T.M.K.; 1-5-15: 18Q T.M.K.: 1-5-15: , 20 PT -Az.=309°55′15.33″ -91.8 L=306**.**19' – See Note 3 😒 Sta Sta Sta 110 1.74-Az.=109°37′53.41′ L=69**.**96' KEAAU-PAHOA RD. (STATE) Sta. /W110+00 ^{MON}110+00 ╼╲┙<u>╴┾</u>╲╴╴ (2)WИ √<u>#127</u> wm EP → See Note 4 <u>oj p #126</u> T.M.K.: 1-6-09: Az.=317°42′36.01″ r/w. L=47.51 -468_ -Az**.=**308°46′41**.**86″ -Az.=312°16′46.62″/ R L=214.36' L=47.60' T.M.K.: 1-6-09: 167 T.M.K.: 1-6-09: 168 T.M.K.: 1-6-09: 24 T.M.K.: 1-6-09: 248 T.M.K.: 1-6-09: 246/ <u>KEAAU-PAHOA RD. & PLAN</u> Scale: 1" = 40' CURVE DATA: |<u>(3)</u> Δ=3°58′08.31″ Δ=7°13′14.97″ Δ=8°55′54**.**15″ Δ/2=3°36′37**.**48″ <u>Δ/2=1°59′04.15″</u> ∆/2=4°27′57**.**08″ R=154.00' R=128.00' *R=1000.00′* PVI Sta. 107+90 T=9**.**72′ T=10.00' T=34.65' PVI Elev. 466.60 C=19**.**40′ C=19.93′ C=69.26' 120.00' VC Lc=19**.**95′ Lc=19**.**41′ Lc=69.27' Sta. 108+50 Elev. 468.70 Sta. 107+30 Elev. 465.40 106+99.01 464.78 Sta. i Elev. 1.90% 3.51% นา1" พ1.25″ W6″ 109+05 470.64 110+05 473.34 -2.00% 2.00% Approx. Finish Grade Sta. Elev. Sta. Elev. at Roundabout PVI Sta. 109+55 PVI Elev. 472.39 100.00' VC 40' 20' KEAAU-PAHOA RD. & PROFILE Scale: Horiz. 1" = 40' Vert. 1" = 8' 8' 107 108 109 110+00 111

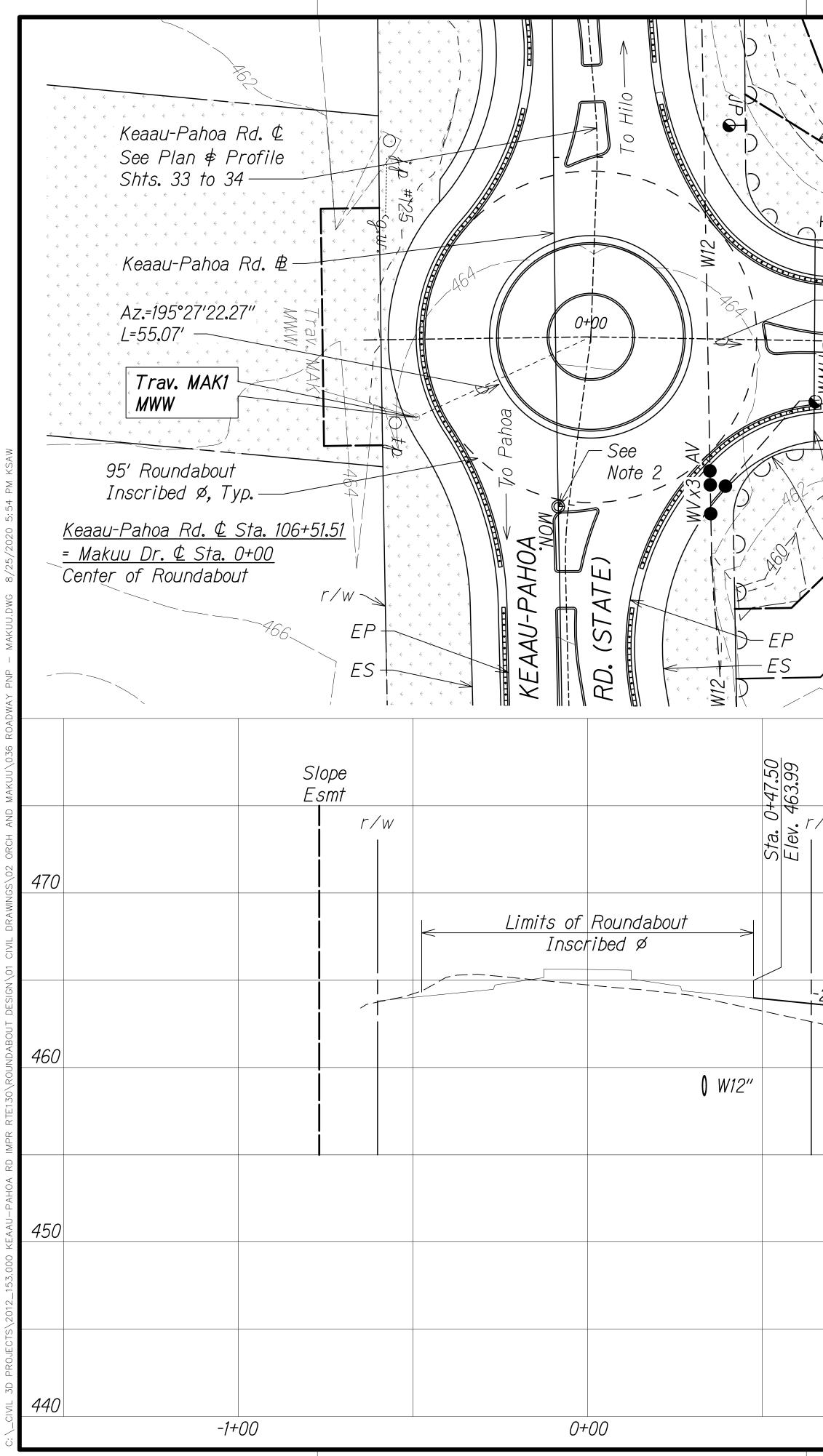




FED. ROAD DIST. NO.	STATE	FEDAID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	STP-0130(27)	2021	35	116
NOTE:					

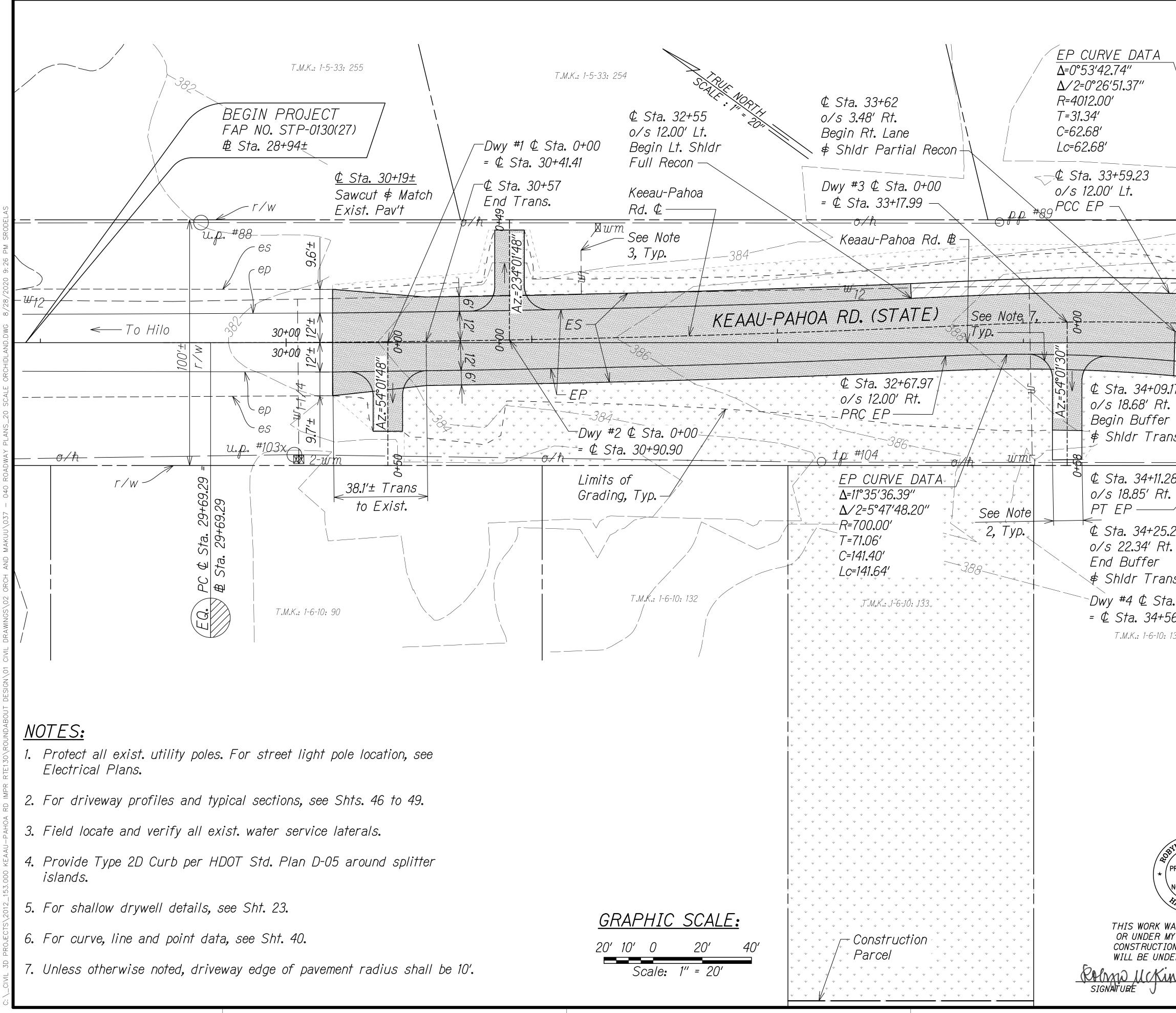




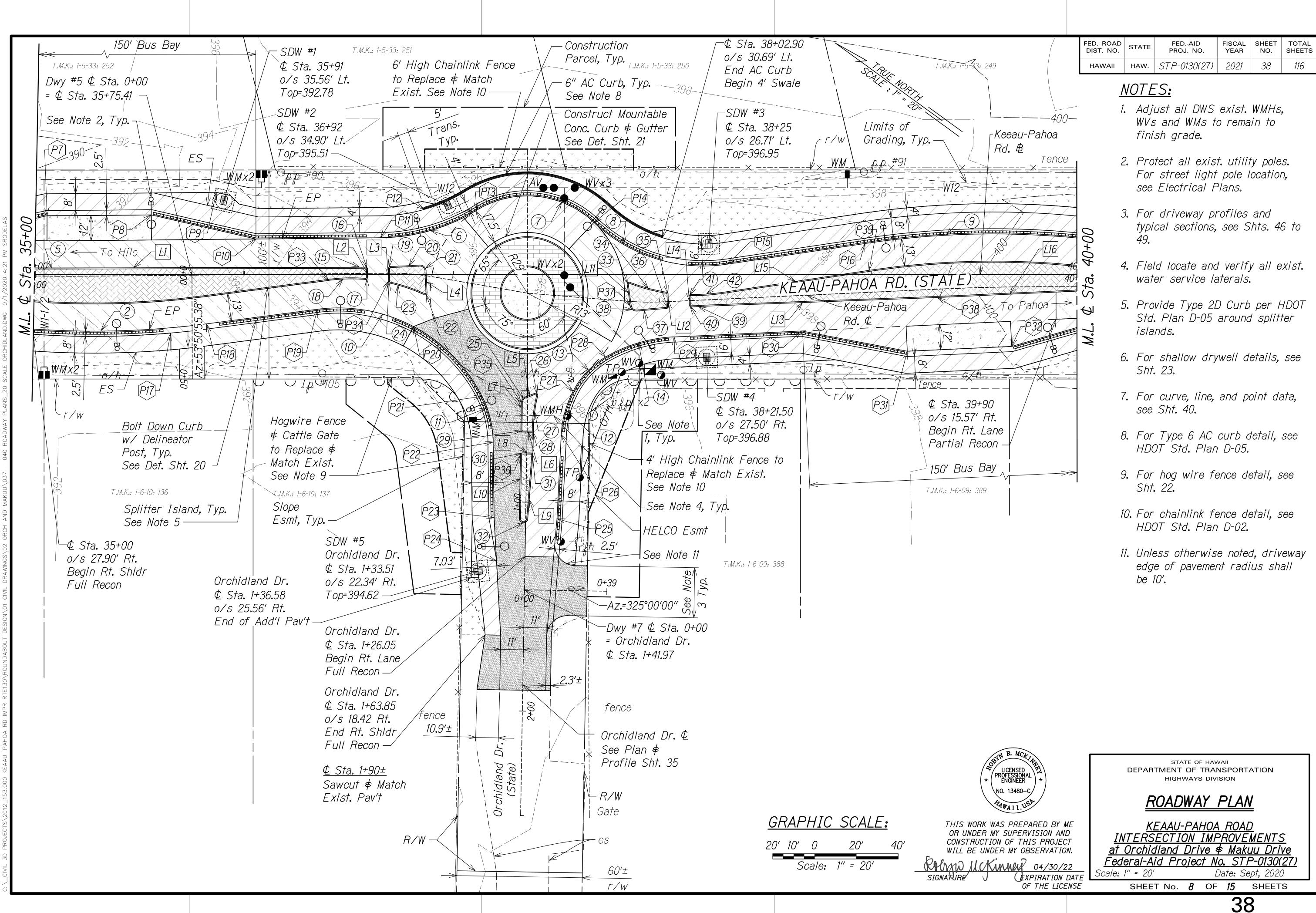


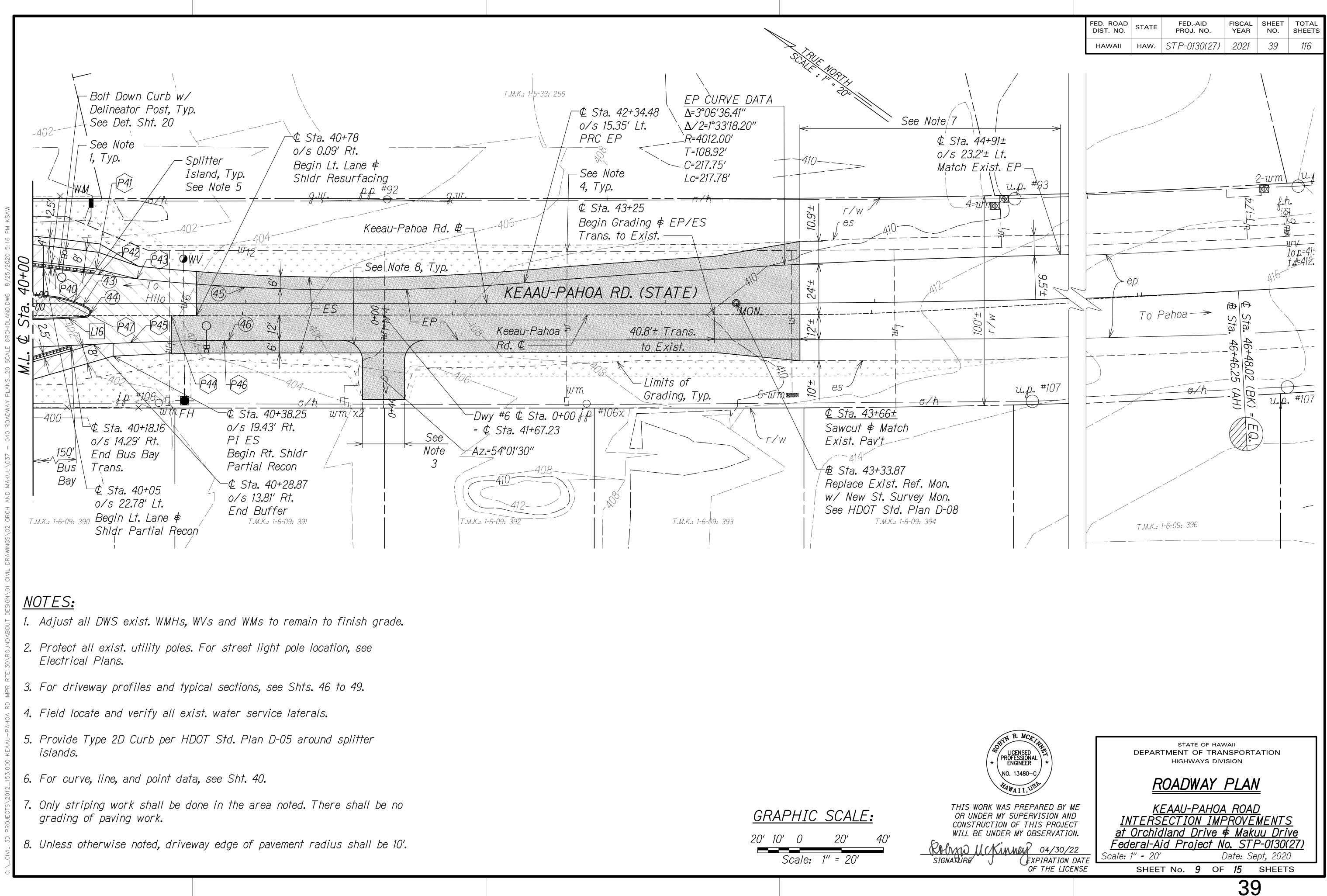
HELCO Esmt - Construction 1PM 7+60.86 Parcel, Typ. 0 2+60 — Makuu Dr. ¢ Sta. ES – G Ð Op-1-Az.=221°12′45.16″ 460 L=111.50' - *R/W* 1+00 2+00 _[-<u>----</u> ₽≥--<u>_n></u> Makuu Dr. EP · -458-d the second sec —Az**.**=219°28′54**.**70″ < State Private L=49**.**36′ -Az.=220°38′13.93″ <u>¢ Sta.</u> – Slope L=99**.**14′ Sawcut Esmt, Typ. Exist. F Provide Riding See Det FP MAKUU DR. & PLAN ES Scale: 1" = 20' PVI Sta. 2+35 PVI Elev. 456.32 Sta. 0+47.50 Elev. 463.99 40.00' VC *Elev.* 455.80 Sta. 2+15 [ev. 457.27 4 -Finish Grade Along *Sta.* 2+60± *Elev.* 455.7± *Match Exist.* Roadway ⊈, Typ. -2.00% -4.75% 0+77.50 463.39 Sta. 1+07.50 Elev. 462.37 <u>5</u>7a. (<u></u>*E*/ev. -2.60% exist. ground PVI Sta. 0+92.50 along roadway ¢, typ. PVI Elev. 463.09 30.00' VC R/W MAKUU DR. & PROFILE Scale: Horiz. 1" = 20' Vert. 1" = 4' 2+00 1+00

			FED. ROAD DIST. NO.	STATE	FED/ PROJ.		FISCAL YEAR	SHEET NO.	TOTAL SHEETS
_01	40		HAWAII	HAW.	STP-01	30(27)	2021	36	116
NORT		/	VOTES	0					
Ë.		<u>-</u>	1. See	e Road	lway Pi led roa				5
– es – ep			2. For Pla	- new n D-0		ents,	see Hl	DOT S	td.
r									
′ 3+ ∕ €₽	-00- 1 / M / J								
es ~ r/									
-> <u>2+60</u>						(*	OBYN R. MC LICENSEI PROFESSIO ENGINEE	DNAL *	
r ∉ Pav'	Match t						NO. 13480		
Con	nooth nection ht. 20				OR CONS	UNDER STRUCT.	WAS PRE MY SUPE ION OF T	- PARED E RVISION HIS PRO	AND DJECT
				R		U.Ki		04/3	0/22 ON DATE
									470
									460
									450
			PHIC S						
		20' 10'	0	20'	40'				
		4' 3' 2' 1		4′	8′				
3+	00		Scale: 1'	' = 4'		~ -	45		440
0				SHEE	T No. (5 OF		SHEET	S
							36)	



FED. ROAD DIST. NO. STATE FED.-AID PROJ. NO. FISCAL YEAR SHEET TOTAL NO. SHEETS HAWAII HAW. STP-0130(27) 2021 37 116 .M.K.: 1-5-33: 252 150' Bus Bay T.M.K.: 1-5-33: 253 Bolt Down Curb w/ ⊈ Sta. 34+54.82 Delineator o/s 15.37' Lt. Post, Typ. Begin Bus See Det. Bay Trans. Sht. 20 – ¢ Lt. Lane See Note Partial Recon -1, Typ. <u>+</u>W12 <u>+</u>++ WMٹ**ں*** $\langle \infty \rangle$ 00+ 321 [P4] \mathcal{O} To Rahoa > 35, 0 G $\left\{ P6 \right\}$ ¢ Sta. 34+09.17 trener tot $|\tilde{\omega}|$ M.L ****** 🛊 Shldr Trans. 📿 tp #104x 5 2.5 € Sta. 34+11.28 T.M.K.: 1-6-10: 135 Az.=53°50′55.38″ € Sta. 34+25.26 Splitter Island, Typ. See Note 4-< Shldr Trans. — Dwy #4 ∉ Sta. 0+00 = ∉ Sta. 34+56.45 T.M.K.: 1-6-10: 134 STATE OF HAWAII DEPARTMENT OF TRANSPORTATION LICENSED PROFESSIONAL ENGINEER HIGHWAYS DIVISION NO. 13480-C ROADWAY PLAN AWAII, THIS WORK WAS PREPARED BY ME KEAAU-PAHOA ROAD OR UNDER MY SUPERVISION AND INTERSECTION IMPROVEMENTS CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION. at Orchidland Drive 🕏 Makuu Drive Federal-Aid Project No. STP-0130(27) SIGNATURE J () EXPIRATION DAT Scale: 1" = 20' Date: Sept, 2020 EXPIRATION DATE OF 15 SHEETS OF THE LICENSE SHEET No. 37

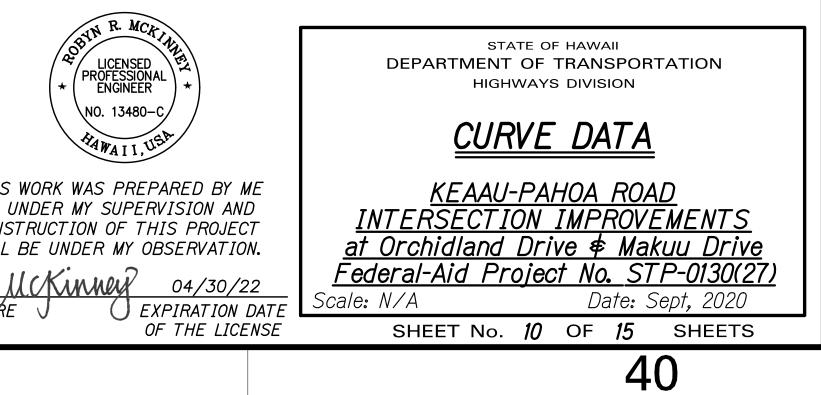


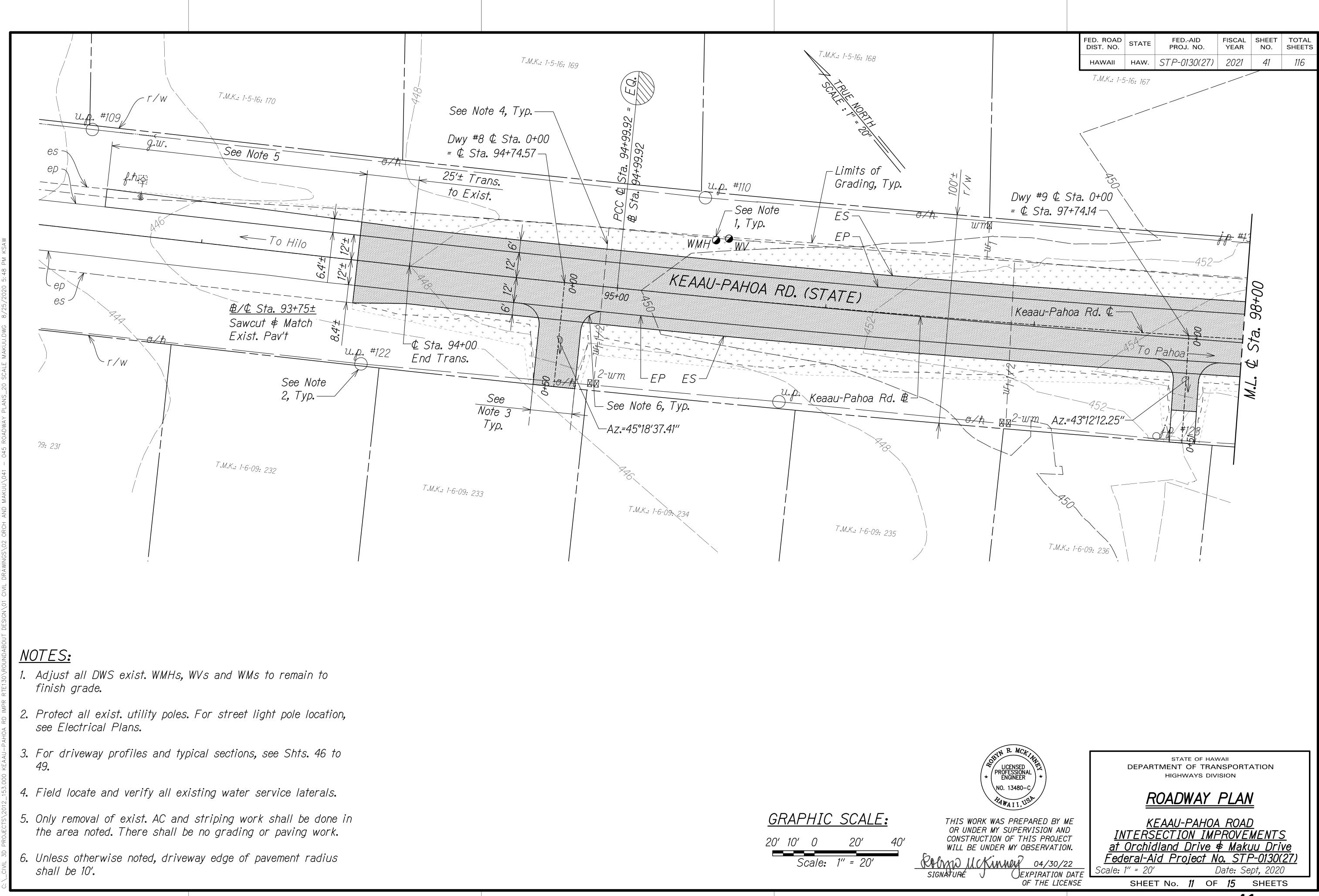


<u>GF</u>	<u>RAP</u>	PHIC	SCALE		
20'	10'	0	20'	40'	Da
	S	cale:	1'' = 20'		SIG

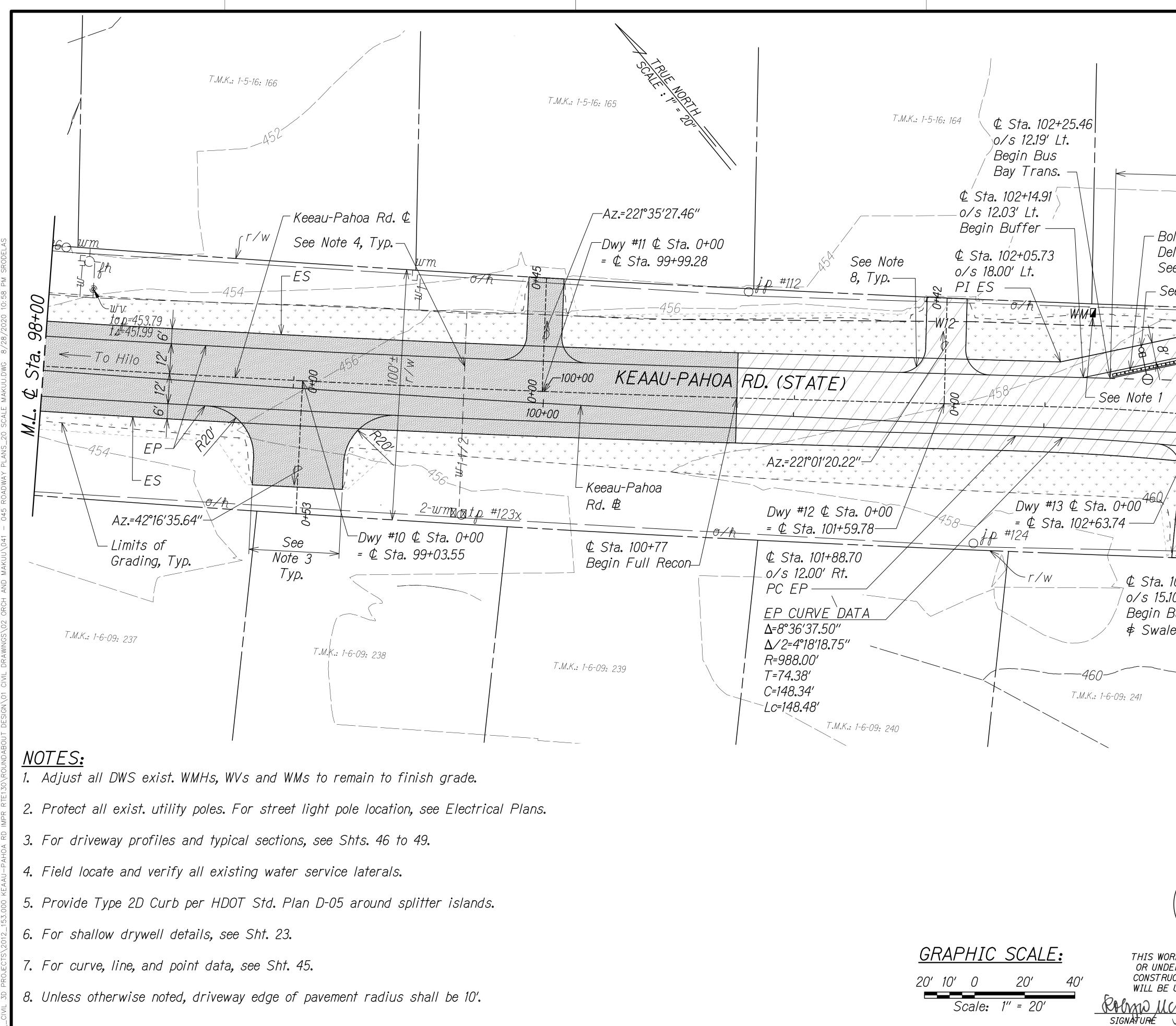
																	DIST. NO.	STATE PROJ.	NO. YEAR	NC
																	HAWAII	наw. STP-013	30(27) 2021	4(
	DATA:)												
LINE Az	 323°53′22.13	<u>L2</u> " 54°05′06.78	L3 8″ 234°05′06 . 78	<u>L4</u> " 51°32'10.48	L5 8″ 302°25′50.5		L7 .06″ 235°00′5		<u>L8</u> 0'00 . 06'' 58'	 ?39′07.75″ 2.	<u>L10</u> 35°00′50 . 03″ 226	<u>L11</u> 5°07'26 . 34''	<u>L12</u> 52°26′54 . 29″	L13 141°53′33 . 57″	L14 232°26′54 . 29′′	L15 315°29′10 . 51′′	L16 141°22′32 . 89	·//		
L	140.74'	3.90'	6.02'	10.37'	4.89'	4.00'	13.00		.93′	30.51′	30.38'	10.20'	5.78'	110.19'	3.92'	71.34'	92.05'			
	E DATA:			\frown		\frown	\frown													
$\frac{CURVE}{\Delta}$	(1) 0°58'02 . 52''	(2) 16°31′56 . 58″	(3) 13°01′25.77″ 13	(<u>4</u>) 56°13′14 . 04″	(5) 2°22′26.48″ 3	(6) 20°50'45.00'' 7	(7) 74°42′09 . 97″ ((8) 51°50′05 . 82′	(9) " 15°33′51 . 20	(10))'' 70°41'20.5	(11) 53" 26°00'55 . 79'	(12) 12°26'43.4	(13) 19'' 29°30'29.62	(14) 2″ 27°30′42 . 57	(15) 7'' 0°38'03 . 54''	(16) ' 90°49'48 . 19'	(17) '' 94°27′08 . 58′	(18) 11°59′12 . 46″	(19) 87°47'49 . 49'	<i></i>
$\Delta/2$	0°29'01.26" 1988.00'	8°15′58.29″ 413.00′		8°06′37.02″ 2.50′				25°55′02.91′ 76.50′								45°24′54.10′ 1.00′			43°53′54.74′ 1.00′	
$\frac{7}{7}$	16.78′	60.00'	5.71′	11.87′	41.46′	24.83′	35.49′	37 . 18′	56.44′	54.61'	11.55'	12.21′	10.53′	17.63′	2.77′	1.01′	1.08'	8.82′	0.96′	_
LC	33.56' 33.56'	118.76′ 119.17′	11.34' 11.37'	4.89' 6.82'	82.90' 82.91'	47 . 87′ 48 . 45′	56.42′ 60.63′	66 . 87′ 69 . 21′	111 . 85′ 112 . 19′	89.09' 95.00'		23.72' 23.95'	20.37' 20.60'	34 . 24' 34 . 57'	5.54' 5.54'	1.42′ 1.59′	1.47′ 1.65′	17.54′ 17.57′	1.39' 1.53'	
CURVE		(21)	22	23	24)	25	26	27)	28	29	30	31)	32	33	34	35	36)	37)	38	
$\frac{\Delta}{\Delta/2}$	1°35′28.56″ 0°47′44.28″						125°15′21 . 17″ 52°37′40 . 59″	<u>12°41′11.65″</u> 6°20′35.83″			97'' 89°59'10.03' 99'' 44°59'35.01'						' 87°12'26 . 18'' '' 43°36'13 . 09''		88°05'27.22' 44°02'43.61''	
R T	500.00' 6.94'	3.00' 3.07'	1.00' 1.63'	84.00' 8.64'	1.00' 0.80'	3.00′ 2.00′	1.00' 1.93'	71.00' 7.89'	1.00′ 1.00′	1.00' 1.00'	1.00' 1.00'	1.00' 1.07'	2.00′ 60.15′	1.00' 1.70'	86.00' 9.04'	1.00' 0.83'	1.00′ 0.95′	500.00' 7.08'	3.00' 2.90'	
C Lc	13.89' 13.89'	4.29' 4.78'	1.70' 2.04'	17 . 18′ 17 . 21′	1.25′ 1.35′	3.33′ 3.53′	1.78' 2.19'	15 . 69′ 15 . 72′	1.41′ 1.57′	1.41' 1.57'	1.41′ 1.57′	1.46′ 1.63′	4.00′ 6.15′	1.72′ 2.08′	17.99' 18.02'	1.28' 1.38'	1.38' 1.52'	14.16' 14.16'	4.17' 4.61'	_
CURVE		(40)	(41)	(42)	(43)	(44)	(45)	(46)				1.000		2.00	, 0.0 L			1 1610		
\triangle	0°51′49 . 17″	91°25′09 . 89″	' 92°46′02 . 58″ S	9°43′46 . 36″	20°58′43.33″ 14	49°20′47 . 85″	11°48′28 . 42″	2°35′10.88″												
$\Delta/2$ R	500.00'	1.00'	1.00′	86.00′	50.00′	2.50′	5°54′14.21″ 988.00′	1°17′35 . 44″ 988 . 00′												
T C	3.77′ 7.54′	1.03' 1.43'	1.05′ 1.45′	7.32′ 14.59′	9.26' 18.21'	9.12' 4.82'	102.17' 203.25'	22.30′ 44.59′												
	7.54'	1.60′	1.62′	14.60′	18.31′	6.52′	203.61′	44.60′												
	<u>DATA:</u> ta. 34+21.12	(n)¢	Sta. 34+35.37	(D) ¢	Sta. 34+44.60	CDA ¢	Sta. 34+28.2	26	≥¢ Sta. 34	+39.26	ිබ¢ Sta. 34 [.]	+65.06	∫⊂⊐¢ Sta.	35+05.70	∩∂¢ Sta.	35+56.22	r∩n¢ Sta.	35+87.45		
PT o/s PCC	ta. 34+21.12 13.45' Lt. S FP		Sta. 34+35.37 s 20.28' Lt. ES		Sta. 34+44.60 's 14.83' Lt. egin Buffer		Sta. 34+28.2 's 8.00' Rt. nd Median		5 € Sta. 34 0/s 6.70' Splitter I		P6 € Sta. 34 0/s 22.77 PC EP	' Rt.	P7 € Sta. o∕s 28. Bus Pa		P8 € Sta. o∕s 29 Bus Pa		P9 € Sta. 0/s 39 End 0	9.50' Lt. f Add'l Pav't	<u>.</u>	
						R	esurfacing													
P10 & S 0/s	ta. 36+06.22 17.00' Lt.	PII ¢	Sta. 36+65.81 s 17.00' Lt.	P12 ¢	Sta. 36+83.27 's 31.36' Lt.	P13 ¢	Sta. 37+06.0 's 34.97' Lt.	P^2	⊉	+65.72 ′	₽15 [©] Sta. 38 ⁻ 0/s 16.60'	+33.37 Lt.	₽16 [€] Sta. 0/s 23.	38+99.64 44′Lt.	₽17 ¢ Sta. 0/s 27.	35+65 .60′ Rt.	₽18¢ Sta. 0/s 23	35+82.17 3.38' Rt.		
End	Bus Bay Ti	rans. PT	EP		nd 4' Swale agin AC Curb	P	RC EP		PRC EP		PC EP		PT EP		End Rt Full Re	. Shldr	PT EF	D		
P19¢S	ta. 36+35.25	₽20¢	Sta. 36+84.46	Con Or	chidland Dr.	$\int \partial \partial$	rchidland Dr	P2	G Grchidlan ⊈ Sta. 1+0	d Dr.	P24Orchidland	d Dr.	P25 ¢ Sta.	and Dr.	P26 ⊈ Sta.		P27 ⊈ Sta.	land Dr.		
	16.94' Rt. C EP		s 24.90 Rt. nd Rt. Buffer &	¢ 0∕	Sta. 0+49.44 's 21.87' Rt.	07	Sta. 0+71.52 ′s 16.19′ Rt.	2	o/s 15 . 09		€ Sta. 1+2 0/s 13.63'		o/s 15.0		o/s 16.	34′ Lt.	o/s 22	2.87′ <i>Lt</i> .		
		Sh	ldr Full Recor	n PC	CC EP	P	t ep		PI EP Begin Bu	ffer	End Buffe	er	PI EP		PC EP		PCC E	P		
~ * ~		~ *		~ *		~ *		~	¢ Shldr	Trans.			~ * ~;							
	ta. 37+76.46 27.48' Rt.		Sta. 38+06.34 s 17.00' Rt.		Sta. 38+67.46 's 17.00' Rt.		Sta. 39+17.4 /s 29.00' Rt.	e^{b}	€ Sta. 39 0/s 28.47	+68.41 ″Rt.	P33 € Sta. 36 0/s 3.17'		P34 € Sta. 0/s 3.8							
PCC	EP	PT	EP		egin Bus ay Trans.	B	us Pad		Bus Pad		Splitter I.	sland	Splitter	Island	(A)	N R. MCKING	[STATE	E OF HAWAII	
P35 Orcl	hidland Dr. ta. 0+52.48	(P36) 01	chidland Dr. Sta. 0+77.50	(P37)¢	Sta. 37+86.19 's 2.04' Rt.	₹ 1938 ¢	Sta. 39+33.0 ′s 4.00′ Rt.	01 (P3	9⊈ Sta. 39 0∕s 10.50	+00.97	P40 & Sta. 40 [.] 0/s 22.14'	+10.47	₽4] ¢ Sta. 0/s 22.	40+30.14		LICENSED ROFESSIONAL ENGINEER		DEPARTMENT O		ΑΤΙΟΙ
0/S	2.98′ Rt.	0/	s 3.00' Rt.		s 2.04° RT. Ditter Island		olitter Island		Splitter I		~ 07's 22.14 PC EP	L1 。	End Bu	ıffer ¢		4WAII, USA		<u>CURV</u>	<u>'E DATA</u>	
,	tter Island ta. 40+31.27	•	litter Island Sta. 40+49.70		Sta. 40+66		Sta. 40+46.6	67 ᡬ	a¢ Sta. 40	+91.25			Swale 7	'rans.	OR UNDER MY	AS PREPARED BY SUPERVISION A	ND TN	<u>KEAAU-P</u> TERSECTIO	<u>AHOA ROAL</u>	<u>)</u> MEN
	19.55′ Lt.		Sta. 40+49.70 s 17.44' Lt. gin Buffer		<i>Sta. 40+66</i> <i>'s 0.32' Rt.</i> <i>egin Rt. Lane</i>		Sta. 40+46.6 's 13.01' Rt. C EP	μ4	€ Sta. 40 0/s 12.00 PT EP	' Rt.				Fr.	CONSTRUCTION WILL BE UNDE	N OF THIS PROJE TR MY OBSERVATI	ION. <u>at</u>	Drchidland D Drchidland D Deral-Aid Proj	<u>Drive 🖨 Makı</u>	<u>'uu [</u>
11	<u> </u>		Swale Trans.		ndr Resurfac	1			· · L I						IGNATURE J	NEY 04/30/ EXPIRATION OF THE LIC	DATE Scale:		Date: Se	ept, 2
																		JILLI NO. /		<u> </u>

FED. ROAD	STATE	FEDAID	FISCAL	SHEET	TOTAL
DIST. NO.		PROJ. NO.	YEAR	NO.	SHEETS
HAWAII	HAW.	STP-0130(27)	2021	40	116

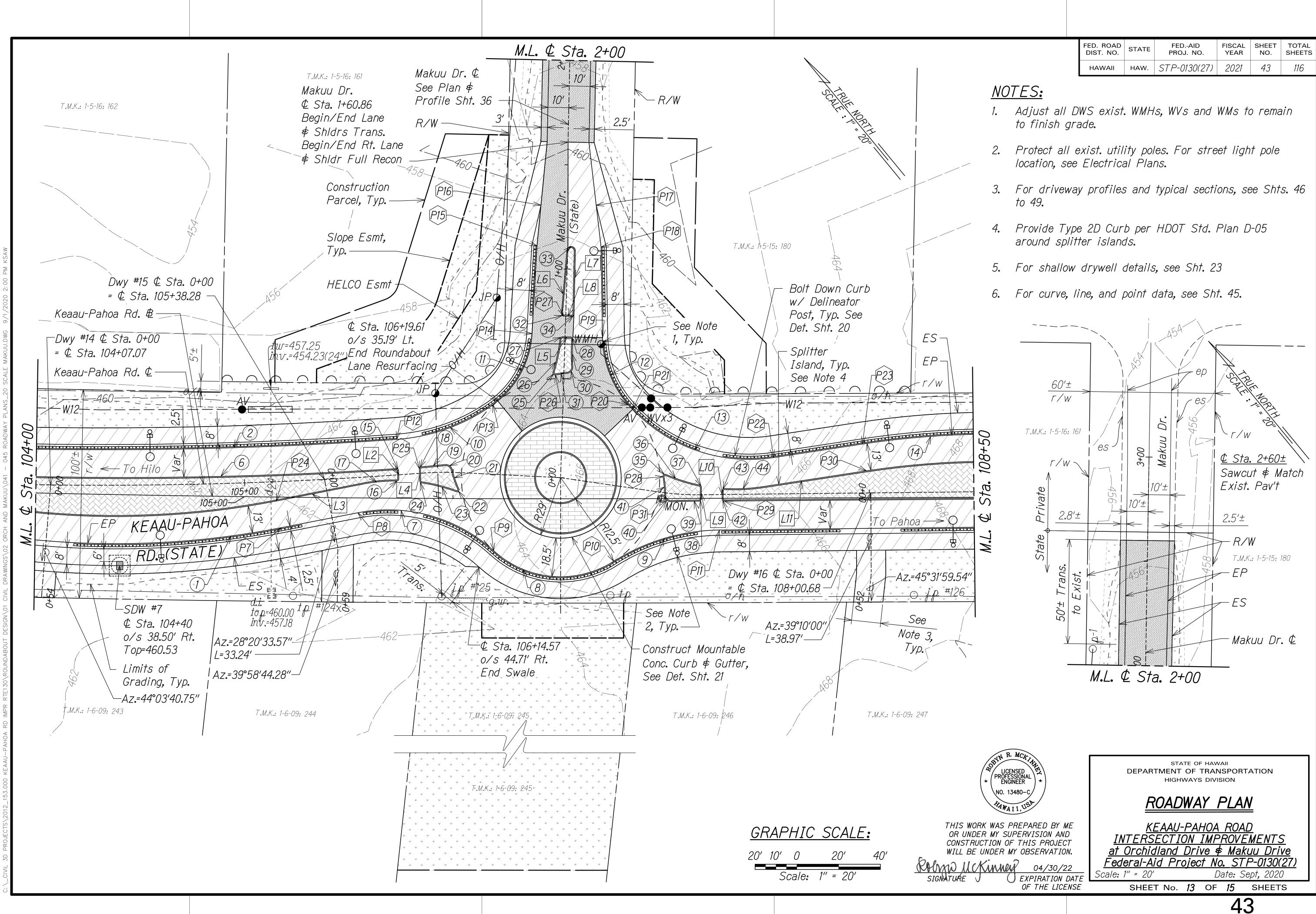




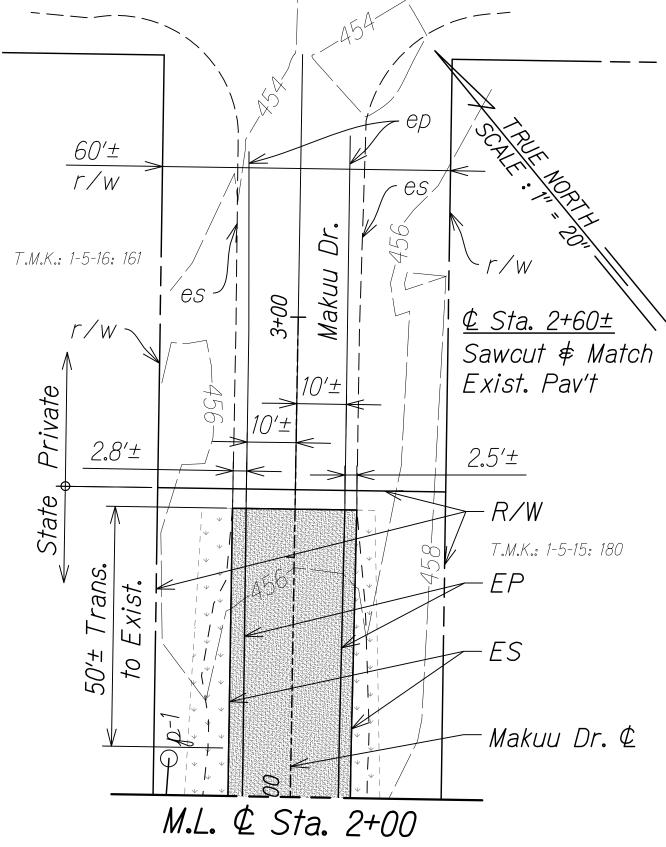
GF	RAP	PHIC	SCAL	<u>E:</u>	THIS
20'	10'	0	20'	40'	OR U CONS WILL
	S	cale:	1'' = 20'		Rolmo SIGNATURE

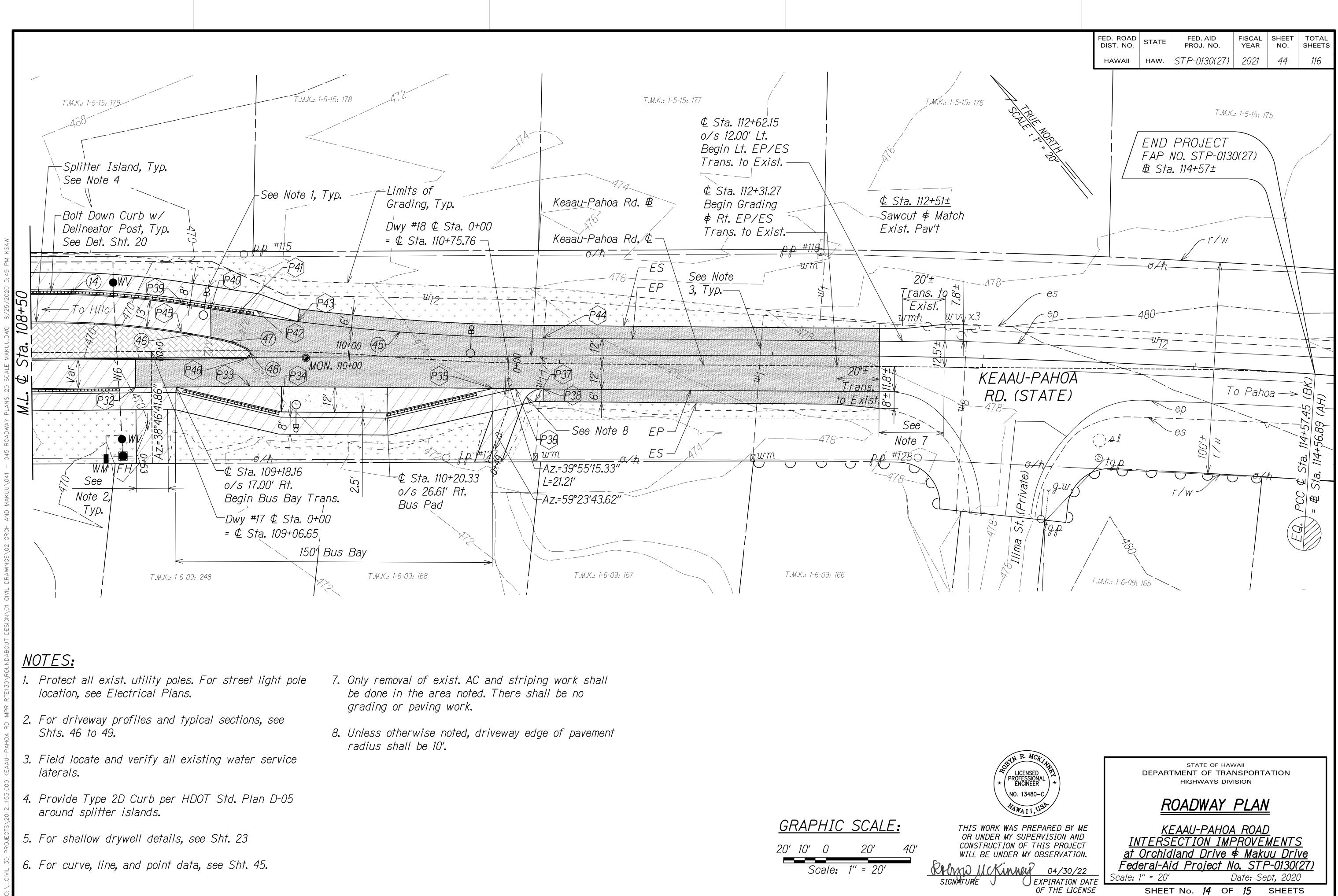


FED. ROAD DIST. NO. STATE FED.-AID PROJ. NO. FISCAL YEAR SHEET TOTAL NO. SHEETS HAWAII HAW. STP-0130(27) 2021 42 116 T.M.K.: 1-5-16: 163 150' Bus Bay Splitter -458-----Bolt Down Curb w/ Island, Typ. Delineator Post, Typ. See Note 5-See Det. Sht. 20 — See Note 2, Typ. jp #113 TO/100, 5 PI ζŪγ. (5) ش (L1) $(\cap$ P4Ú, * (P5)-/ , ∉ Sta. 103+05.58 -⊈ Sta. 103+25.05 o/s 15.10' Rt. ____o/s 19.54' Rt. |SDW #6 Begin Buffer End Buffer | € Sta. 103+25.63 *♦* Swale Trans. |¢ Swale Trans. 0/s 27.66' Rt. Тор=459.49-M.K.: 1-6-09: STATE OF HAWAII LICENSED PROFESSIONAL ENGINEER DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION **∖NO. 13480-C**∕ ROADWAY PLAN HAWAII, US THIS WORK WAS PREPARED BY ME KEAAU-PAHOA ROAD OR UNDER MY SUPERVISION AND INTERSECTION IMPROVEMENTS CONSTRUCTION OF THIS PROJECT at Orchidland Drive & Makuu Drive WILL BE UNDER MY OBSERVATION. Federal-Aid Project No. STP-0130(27) Rolm UCKinney 04/30/22 Scale: 1" = 20' Date: Sept, 2020 **EXPIRATION DATE** SHEET No. 12 OF 15 SHEETS OF THE LICENSE 42



FED. ROAD DIST. NO.	STATE	FEDAID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
HAWAII	HAW.	STP-0130(27)	2021	43	116	





LINE L	ΠΔΤΔ.																FED. ROAD DIST. NO. ST.	ATE FEDAID PROJ. NO.	FISCAL S YEAR	HEET TOTAL NO. SHEETS
LINE	L1	L2	L3	L4	L5	<i>L6</i>	L7	L8	L9	L10	L11							w. <i>STP-0130(2</i>		45 <i>116</i>
Az L	311°01′20.22″ 45.59′ DATA:	38°27′31.50″ 3.93′	' 118°20'33.57'' 41.87'	218°27′31.50′ 5.71′	" 310°32′47.54" 4.10′	224°18′31.23 30.49′	" 40°32′47.54" 30.37′	130°32′47 4 . 00′	7.54" 40°13'01.97" 5.70'	220°13′01. 4.00′	97" 300°43'22.93 50.69'	3′′								
$\frac{CURVE}{\Delta}$	<u>1</u> 21°17′24.15″	2 5°39′58.83″		(4) 12°23'47.34''		6 5°38'30.33'	7 53°30′11.81″	8) 74°50′07.						(14) 17°34'48.69'		(16) 91°13'49.12''		18) 86°09'55.20''	<u>(19)</u> <u>1°19'01.63''</u>	
$\frac{\Delta Z}{R}$ $\frac{T}{C}$	10°38'42.07'' 413.00' 77.63' 152.58'	2°49′59.42″ 1988.00′ 98.38′ 196.53′	2°05'00.59" 400.00' 14.55' 29.08'	6°11′53.67″ 50.00′ 5.43′ 10.80′	77°24'46.99" 2.50' 11.20' 4.88'	2 4915.16 2002.00' 98.65' 197.05'	26 45 05.90 ⁴ 75.00' 37.81' 67.52'	37°25′03. 47.50′ 36.34′ 57.72′	' 96.50' ' 27.46' ' 52.82'	15°48'47.9 90.00' 25.49' 49.05'	45.00' 21.49' 38.78'	20°12'23.2 50.00' 18.40' 34.54'	77.00' 42.12' 73.90'	413.00' 63.86' 126.23'	1.00' 1.05' 1.45'	45 36'54.56" 1.00' 1.02' 1.43'	5°40′23.53″ 84.00′ 8.34′ 16.61′	43°04′57.60″ 1.00′ 0.94′ 1.37′	0°39'30.82'' 500.00' 5.75' 11.49'	
Lc CURVE	153.46' 20 82°36'47.10''	196.61' (21) 10°55'48 22"	29.09' 22 ' 134°32'20.60''	10.82' 23 11°42'34.72''	6.76' 24 ' 80°38'21.78''	197.13' 25 118°21'34.63'	70.04' 26 " 10°23'25.30"	62.04' 27 84°29'05.	28	49.68' 29 ' 8°11'53.3	30	35.27' 31 6°32'32.84	77.08' 32 4" 91°42'35.72"	126.72' 33 179°17'24 29	1.62' 34 " 90°00'00"	1.59' 35 123°30'11.80''	16.63' 36 11° 28'07 02''	1.50' 37 70°04'20 74''	11.49' 38 88°46'53.21'	
				5°51′17.36″ 84.00′ 8.61′					90" 46°33'30.34" 1.00' 1.06'								11°38'07.92'' 5°49'03.96'' 84.00' 8.56'			
C Lc	3 . 96′ 4.33′	9.90' 9.92'	1.84′ 2.35′	17.14′ 17.17′	1.29' 1.41'	1.72′ 2.07′	16.48′ 16.50′	1.34′ 1.47′	1.45′ 1.63′	13.15' 13.16'	4.21′ 4.67′	5.59' 5.60'	1.44′ 1.60′	4.00' 6.22'	1.41′ 1.57′	1.76' 2.16'	17.03′ 17.06′	1.27′ 1.38′	1.40′ 1.55′	_
$ \begin{array}{c} CURVE\\ \Delta\\ \Delta/2\\ R\\ T\\ C\\ Lc\end{array} $	39 1°31′23.30″ 0°45′41.65″ 500.00′ 6.65′ 13.29′ 13.29′	40 92°02′51.65″ 46°01′25.83″ 3.00′ 3.11′ 4.32′ 4.82′		42 91°13′06.79″ 45°36′33.39′ 1.00′ 1.02′ 1.43′ 1.59′		(44) 12°16'04.40' 6°08'02.20' 84.00' 9.03' 17.95' 17.99'	45 8°22'56.29" 4°11'28.15" 988.00' 72.40' 144.41' 144.54'	(46) 2°38'31.7 1°19'15.8 400.00 9.22' 18.44' 18.45'	9" 8°00'29.63")' 50.00' 7.03' 13.93'	(48) 152°54'34. 76°27'17.7 2.50' 10.38' 4.86' 6.67'	18''									
	DATA: a. 102+74.44 26.47' Lt. Pad		Sta. 103+25.09 s 28.37' Lt. vs Pad		2 Sta. 103+75.8 5/s 17.00' Lt. End Bus Bay		⊈ Sta. 103+37 o∕s 18.51′ Rt. PC EP	7.08	(P5) € Sta. 103+0 0/s 22.55' PT EP	65.82 Rt.	P6 € Sta. 103 0/s 9.69' Splitter Is		P7 € Sta. 10 0/s 22.11' PT EP	95+16.75 ′Rt.	(P8)	05+53.29 4' Rt.	P9 € Sta. 0/s 36 PRC E	62' Rt.		
P10 & St. o/s PRC	a. 106+82.49 36.01' Rt. EP		Sta. 107+27.98 s 17.00' Rt. ⁻ EP		2 Sta. 105+74.1 9/s 17.00' Lt. PT EP		© Sta. 106+17. o∕s 33.33' Lt PCC EP	.42	P14 Makuu Dr. € Sta. 0+68 o/s 15.86' L PC EP		P15 Makuu Dr. € Sta. 1+10 o/s 14.78' End Buffe \$ Shldr T	Lt. er	P16 Makuu DI ⊈ Sta. 1+. o∕s 12.93 Begin Bu		P17 Makuu D © Sta. 1+ o/s 13.52 End Buf		P18 Makuu ⊈ Sta. o∕s 15. PI EP Begin	.90' Rt.	ldr Trans.	
o/s PT E Begin	u Dr. a. 0+67.71 17.96' Rt. EP n Rt. Lane Recon		Sta. 106+78.66 s 39.22' Lt. C EP	Б	2 Sta. 106+80.9 9/s 37.38' Lt. Begin Roundal ane Resurfac	bout	© Sta. 107+54 o∕s 17.43' Lt. PC EP	4.25	₽23 © Sta. 107+5 o/s 23.47' PT EP	96.90 Lt.	₽24 © Sta. 105 o∕s 9.26′ Splitter Is		₽25		P26 Makuu D € Sta. 0 ⁻ o∕s 4.01' Splitter	′ <i>Lt</i> .	P27 Makuu ⊄ Sta. o∕s 1.0 Splitter	0+77 . 47		
P28€ St. 0/s	a. 107+00.02 7.53′ Lt. ter Island		Sta. 107+30.41 s 3.10' Rt. litter Island	~ О,	2 Sta. 107+98.7 5/s 10.59' Lt. Splitter Island	1	₿ Sta. 107+00 Replace Exis Mon. w∕ New Survey Mon. See HDOT Si Plan D-08	t. Ref. w St.	₽32 Ø/s 17.00 R Begin Rt. L Resurfacing	Rt. .ane	₽33 0/s 16.80' PI EP	9+53.67 Rt.	P34 0∕s 28.68 Bus Pad							
	a. 110+68.88 12.27' Rt. Bus Bay Tr		Sta. 110+79.47 s 12.08' Rt. d Buffer		2 Sta. 110+88.6 2/s 18.01' Rt. PI ES	55 P38	€ Sta. 110+92 o∕s 12.00 Rt. Begin Rt. Sh Resurfacing	ldr	₽39¢ Sta. 109+, o∕s 21.85' L PC EP	23.11 '_t.	₽40 ©∕s 19.85 Begin Lt. Resurfacio	Lane			* LICEN: * PROFESS ENGIN NO. 134	ISED SIONAL HEER 480-C	DE	state of PARTMENT OF T HIGHWAYS	RANSPORTAT	ION
P41 & St o/s PT E	a. 109+47.77 17.77′Lt. EP	En	Sta. 109+56.28 s 19.05' Lt. od Buffer Shldr Trans.	6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	∑ Sta. 109+75. S∕s 14.27′ Lt. Begin Buffer Shldr. Tran Begin Lt. Shld Resurfacing	52 P44 s	⊈ Sta. 110+91. o∕s 12.00′ Lt. PC EP	81	₽45 © Sta. 109+, o/s 9.03' Li Splitter Isl	<i>t</i> .	₽46 © Sta. 109 o/s 3.80' Splitter Is)+50.99 Rt.		-	THIS WORK WAS PE OR UNDER MY SUF CONSTRUCTION OF WILL BE UNDER MY WILL BE UNDER MY	REPARED BY ME PERVISION AND THIS PROJECT Y OBSERVATION.	<u>INTE</u> <u>at Oro</u> <u>Federa</u> _{Scale: N/A}	<u>KEAAU-PAR</u> RSECTION 1 chidland Driv	HOA ROAD MPROVEME re ∉ Makuu Mos STP-0 Date: Sept,	<u>Drive</u> 0130(27) , 2020

