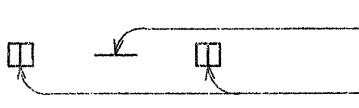
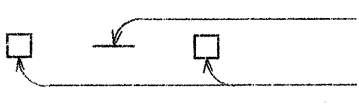


LEGEND



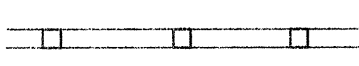
4 each Type A Raised Pavement Markers  
Type CL Raised Pavement Markers @ 40'-0" o.c.



4 each Type J Raised Pavement Markers  
Type DL Raised Pavement Markers @ 40'-0" o.c.



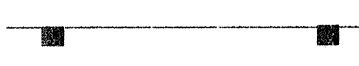
8" White Stripe with Type CL Raised Pavement  
Markers @ 20'-0" o.c. (Tape, Type I or Thermoplastic  
Extrusion)



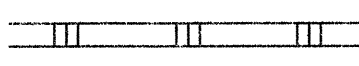
4" Double Solid Yellow with Type DL  
Raised Pavement Markers @ 20'-0" o.c.  
(Tape, Type I or Thermoplastic Extrusion)



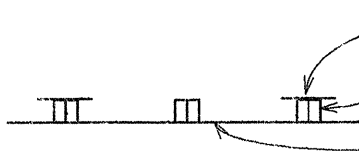
4" Double Solid Yellow Stripes with Type HL  
Raised Pavement Markers @ 20'-0" o.c.  
(Tape, Type II or Thermoplastic Extrusion)



4" Yellow Edge Stripe with Type HL Raised  
Pavement Markers @ 40'-0" o.c.  
(Tape, Type II or Thermoplastic Extrusion)



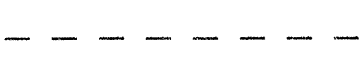
4" Double Solid White Stripes with Type CL  
Raised Pavement Markers @ 20'-0" o.c.  
(Tape, Type I or Thermoplastic Extrusion)



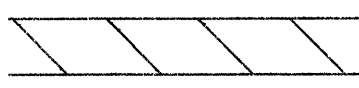
Lane Change Restriction Marking  
4 each Type A Raised Pavement Markers  
Type CL Raised Pavement Markers @ 20'-0" o.c.  
4" White Stripe (Tape, Type I or Thermoplastic  
Extrusion)



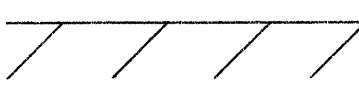
4" or 8" White Edge Stripe with Type CL Raised  
Pavement Markers @ 40'-0" o.c. (Tape, Type II or  
Thermoplastic Extrusion)



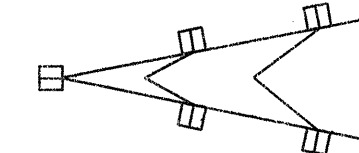
4" White Guide Lines (Thermoplastic Extrusion)



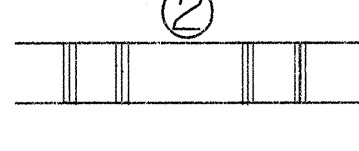
Transverse Median Marking (Tape, Type II or  
Thermoplastic Extrusion)



Transverse Shoulder Marking (Tape, Type II or  
Thermoplastic Extrusion)



Channelizing Island or Deceleration Lane Gore  
(Tape, Type II or Thermoplastic Extrusion)



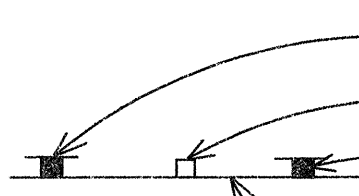
Crosswalk and Stop Line. All Stop Lines  
shall be 10'-0" from Crosswalk unless  
otherwise noted. The circled number  
indicates the number of lanes for  
payment. (Thermoplastic Extrusion)



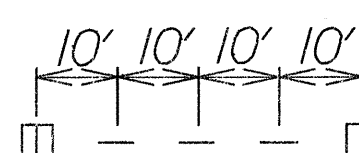
Pavement Arrow (Tape, Type I or Thermoplastic  
Extrusion)



Pavement Word (Tape, Type I or Thermoplastic  
Extrusion)



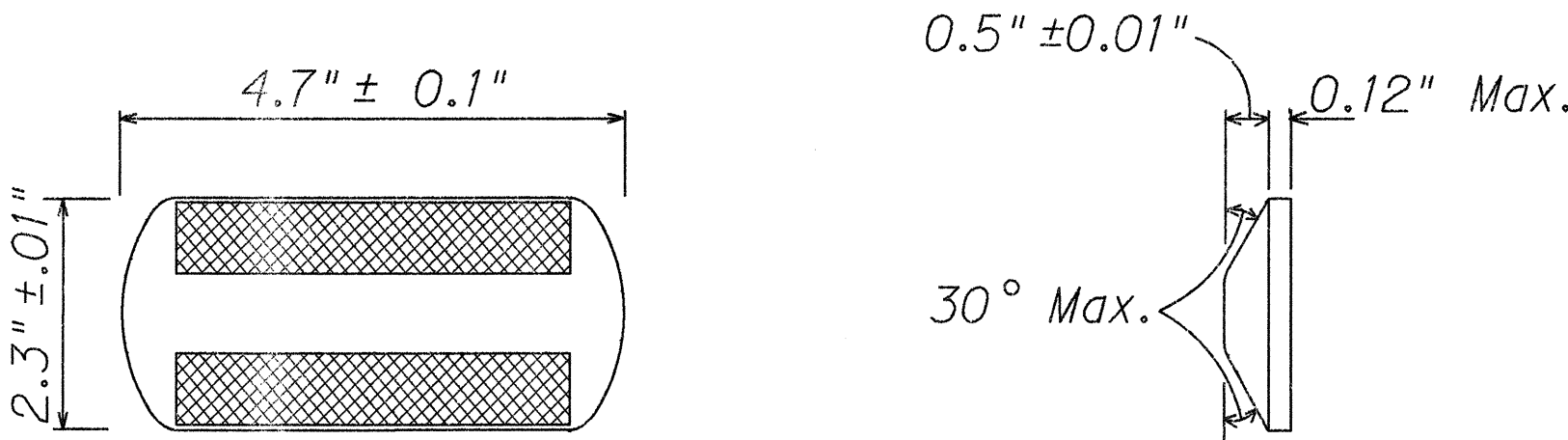
4 Each Type J Raised Pavement Markers  
Type DL Raised Pavement Markers @ 40'-0" o.c.  
Type HL Raised Pavement Markers (Reflective  
Surface facing no-passing direction)  
4" Single Solid Yellow Stripe (Tape, Type I or  
Thermoplastic Extrusion)



Extension of Edge Line, 4" Wide x 2'-0" Long  
White Stripe @ 10'-0" o.c. w/Type CL Markers  
@ 40'-0" o.c. (Thermoplastic Extrusion)

NOTES

1. Layout of pavement markings and striping shall be done by the Contractor and approved by the Engineer prior to any installation work.
2. Existing pavement markings not incorporated in the final traffic pattern shall be removed as directed by the Engineer. Costs shall be incidental to the various pavement marking items.
3. Raised pavement markers shall not be installed within crosswalks.
4. Details of Type C, Type D and Type H Markers on Standard Plan Nos. TE-30, TE-31 and TE-32 shall be deleted and replaced with details of Type CL, Type DL and Type HL Markers as shown on this sheet. All references to Type C, Type D and Type H Markers in the plans shall mean Type CL, Type DL and Type HL Markers.
5. Final locations of all signs shall be approved by the Engineer prior to any installation work.
6. Existing signs not shown on these plans shall remain as posted unless otherwise directed by the Engineer. Removal and disposal of existing signs and/or posts as designated on these plans shall be incidental to the various signing items.
7. Final locations of all Stop Lines shall be approved by the Engineer prior to installation.
8. All pavement striping shall be as noted on the Legend or plans.
9. All preformed pavement marking tapes over existing pavement shall be applied with an approved primer as recommended by the tape manufacturer and as approved by the Engineer. The primer shall be allowed to dry to the tacky stage prior to tape application.



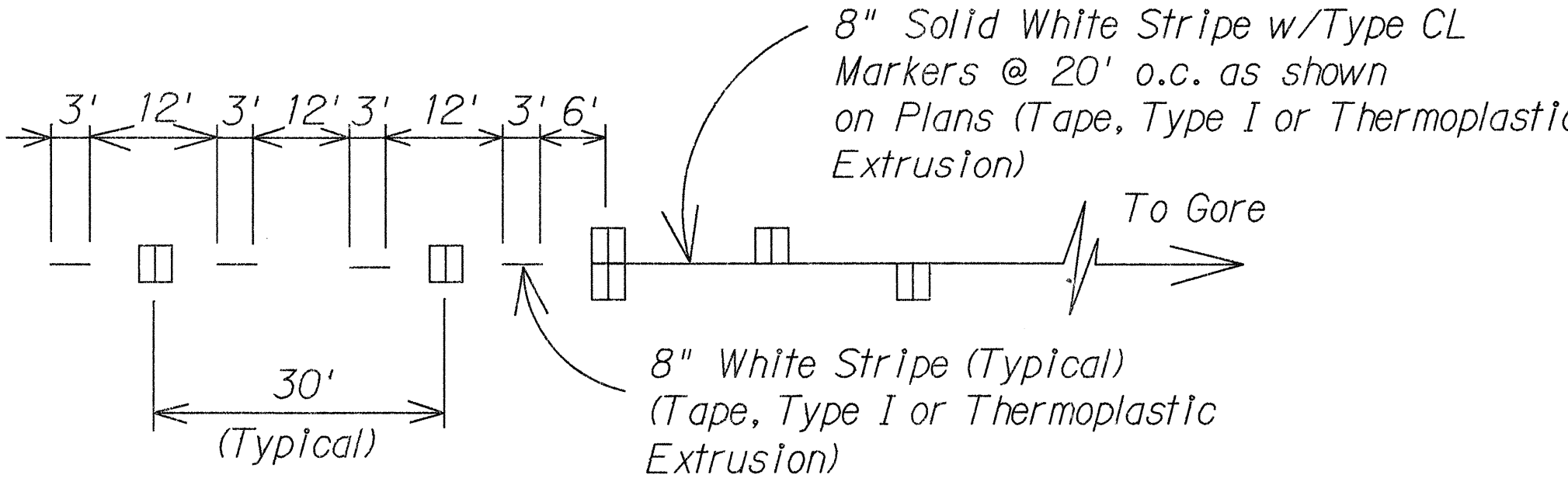
TYPE CL  
Red-Clear Reflective Marker  
or

TYPE DL  
Two-Way Yellow Reflective Marker  
or

TYPE HL  
One-Way Yellow Reflective Marker

RAISED PAVEMENT MARKER DETAILS

Not to Scale



LANE DROP MARKING

Not to Scale

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 30A-01-91M         | 1991        | 25        | 31           |

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
**TRAFFIC LEGEND,  
DETAILS & NOTES**  
HONOAPIILANI HIGHWAY RESURFACING  
HONOKAHUA TO HONOKAHUA  
Project No. 30A-01-91M

Not to Scale Date: May, 1991

SHEET No. TD1 OF 7 SHEETS



| FED. ROAD<br>DIST. NO. | STATE | FED. AID<br>PROJ. NO. | FISCAL<br>YEAR | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------------|-------|-----------------------|----------------|--------------|-----------------|
| HAWAII                 | HAW.  | 30A-01-91M            | 1991           | 26           | 31              |

INSTALLATION OF REFLECTOR MARKERS AND SUMMARY

| LOCATION                                         | QUANTITY                     |                 |                               |                    |                 |                 |
|--------------------------------------------------|------------------------------|-----------------|-------------------------------|--------------------|-----------------|-----------------|
|                                                  | RM-1 WHITE<br>BI-DIRECTIONAL |                 | RM-3 YELLOW<br>BI-DIRECTIONAL | RM-3 YELLOW        |                 | RM-4            |
|                                                  | W/FLEXIBLE<br>POST           | W/STEEL<br>POST | WITHOUT<br>POST               | W/FLEXIBLE<br>POST | W/STEEL<br>POST | W/STEEL<br>POST |
| Sta. 30+65± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 30+75± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 0+50± Lt. to Sta. 9+50± Lt. @ 100' o.c.     | 10                           |                 |                               |                    |                 |                 |
| Sta. 4+50± Rt. & Lt. to Sta. 247+60± Rt. & Lt.   |                              |                 | 74                            |                    |                 |                 |
| Sta. 6+55± Rt. & Lt. @ Culvert                   |                              |                 |                               | 2                  |                 |                 |
| Sta. 6+65± Rt. & Lt. @ Culvert                   |                              |                 |                               | 2                  |                 |                 |
| Sta. 10+15± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 10+25± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 10+50± Lt. to Sta. 14+50± Lt. @ 50' o.c.    | 9                            |                 |                               |                    |                 |                 |
| Sta. 15+00± Lt. to Sta. 17+00± Lt. @ 20' o.c.    | 11                           |                 |                               |                    |                 |                 |
| Sta. 16+75± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 16+85± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 17+50± Lt. to Sta. 28+00± Lt. @ 50' o.c.    | 22                           |                 |                               |                    |                 |                 |
| Sta. 28+50± Lt. to Sta. 30+50± Lt. @ 20' o.c.    | 11                           |                 |                               |                    |                 |                 |
| Sta. 29+95± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 30+05± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 31+00± Lt. to Sta. 38+50± Lt. @ 50' o.c.    | 16                           |                 |                               |                    |                 |                 |
| Sta. 39+00± Lt. to Sta. 43+00± Lt. @ 20' o.c.    | 10                           | 11              |                               |                    |                 |                 |
| Sta. 41+00± Lt. Behind Exist. Guardrail          |                              |                 |                               |                    | 1               |                 |
| Sta. 43+50± Lt. to Sta. 51+50± Lt. @ 50' o.c.    | 8                            | 9               |                               |                    |                 |                 |
| Sta. 47+75± Lt. Behind Exist. Guardrail          |                              |                 |                               |                    | 1               |                 |
| Sta. 52+00± Lt. to Sta. 54+00± Lt. @ 20' o.c.    | 11                           |                 |                               |                    |                 |                 |
| Sta. 52+95± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 53+05± Rt. & Lt. @ Culvert                  |                              |                 |                               | 2                  |                 |                 |
| Sta. 54+50± Lt. to Sta. 61+00± Lt. @ 50' o.c.    | 14                           |                 |                               |                    |                 |                 |
| Sta. 61+50± Lt. to Sta. 62+50± Lt. @ 20' o.c.    | 6                            |                 |                               |                    |                 |                 |
| Sta. 63+00± Lt. to Sta. 65+00± Lt. @ 50' o.c.    | 5                            |                 |                               |                    |                 |                 |
| Sta. 65+40± Rt. to Sta. 65+90± Rt. @ 25' o.c.    |                              |                 |                               | 3                  |                 |                 |
| Sta. 65+40± Lt. to Sta. 66+15± Lt. @ 25' o.c.    |                              |                 |                               | 4                  |                 |                 |
| Sta. 66+40± Rt. & Lt. @ Bridge Abutment          |                              |                 |                               |                    |                 | 2               |
| Sta. 66+70± Rt. & Lt. @ Bridge Abutment          |                              |                 |                               |                    |                 | 2               |
| Sta. 66+95± Rt. to Sta. 67+70± Rt. @ 25' o.c.    |                              |                 |                               | 4                  |                 |                 |
| Sta. 66+95± Lt. to Sta. 67+70± Lt. @ 25' o.c.    |                              |                 |                               | 4                  |                 |                 |
| Sta. 67+90± Lt. to Sta. 69+50± Lt. @ 20' o.c.    | 9                            |                 |                               |                    |                 |                 |
| Sta. 70+00± Lt. to Sta. 80+00± Lt. @ 100' o.c.   | 6                            | 5               |                               |                    |                 |                 |
| Sta. 75+60± Lt. Behind Exist. Guardrail          |                              |                 |                               |                    | 1               |                 |
| Sta. 81+00± Lt. to Sta. 82+00± Lt. @ 20' o.c.    |                              | 6               |                               |                    |                 |                 |
| Sta. 82+50± Lt. to Sta. 86+50± Lt. @ 50' o.c.    |                              | 9               |                               |                    |                 |                 |
| Sta. 87+00± Lt. to Sta. 91+20± Lt. @ 30' o.c.    | 11                           | 4               |                               |                    |                 |                 |
| Sta. 89+90± Lt. Behind Exist. Guardrail          |                              |                 |                               |                    | 1               |                 |
| Sta. 91+60± Lt. to Sta. 94+00± Lt. @ 40' o.c.    | 7                            |                 |                               |                    |                 |                 |
| Sta. 94+50± Lt. to Sta. 102+00± Lt. @ 50' o.c.   | 16                           |                 |                               |                    |                 |                 |
| Sta. 103+00± Lt. to Sta. 122+00± Lt. @ 100' o.c. | 20                           |                 |                               |                    |                 |                 |
| Sta. 122+50± Lt. to Sta. 130+50± Lt. @ 50' o.c.  | 17                           |                 |                               |                    |                 |                 |
| SHEET TOTAL                                      | 219                          | 44              | 74                            | 39                 | 4               | 4               |

● Install RM-3 Reflector Marker (Bi-Directional) on New Traffic Sign Post (Except Signs Installed Behind Guardrails), Facing the Traffic.

◇ ONE LANE BRIDGE DELINEATION For Details, See Standard Plan TE-67

Table Continued on Sheet No. TD3

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
  
**TRAFFIC SUMMARY**  
  
HONOAPIILANI HIGHWAY RESURFACING  
HONOKAHUA TO HONOKAHUA  
Project No. 30A-01-91M  
  
Date: May, 1991  
  
SHEET No. TD2 OF 7 SHEETS



| FED. ROAD<br>DIST. NO. | STATE | FED. AID<br>PROJ. NO. | FISCAL<br>YEAR | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------------|-------|-----------------------|----------------|--------------|-----------------|
| HAWAII                 | HAW.  | 30A-01-91M            | 1991           | 27           | 31              |

| INSTALLATION OF REFLECTOR MARKERS AND SUMMARY    |                              |                 |                               |                    |                 |                 |
|--------------------------------------------------|------------------------------|-----------------|-------------------------------|--------------------|-----------------|-----------------|
| LOCATION                                         | QUANTITY                     |                 |                               |                    |                 |                 |
|                                                  | RM-1 WHITE<br>BI-DIRECTIONAL |                 | RM-3 YELLOW<br>BI-DIRECTIONAL | RM-3 YELLOW        |                 | RM-4            |
|                                                  | W/FLEXIBLE<br>POST           | W/STEEL<br>POST | WITHOUT<br>POST               | W/FLEXIBLE<br>POST | W/STEEL<br>POST | W/STEEL<br>POST |
| Sta. 131+00± Lt. to Sta. 135+00± Lt. @ 20' o.c.  | 13                           | 8               |                               |                    |                 |                 |
| Sta. 133+50± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 135+50± Lt. to Sta. 144+50± Lt. @ 50' o.c.  | 13                           | 6               |                               |                    |                 |                 |
| Sta. 138+90± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 142+75± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 145+00± Lt. to Sta. 148+60± Lt. @ 20' o.c.  |                              | 16              |                               |                    |                 |                 |
| Sta. 145+50± Rt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 145+60± Rt. to Sta. 148+40± Lt. @ 20' o.c.  |                              | 15              |                               |                    |                 |                 |
| Sta. 148+50± Rt. & Lt. Behind Exist. Guardrail   |                              |                 |                               | 2                  |                 |                 |
| Sta. 149+00± Lt. to Sta. 160+50± Lt. @ 50' o.c.  | 24                           |                 |                               |                    |                 |                 |
| Sta. 160+80± Lt. to Sta. 162+00± Lt. @ 30' o.c.  | 5                            |                 |                               |                    |                 |                 |
| Sta. 162+50± Lt. to Sta. 177+50± Lt. @ 50' o.c.  | 22                           | 8               |                               |                    |                 |                 |
| Sta. 164+10± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 166+40± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 177+00± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 177+50± Lt. to Sta. 181+50± Lt. @ 40' o.c.  |                              | 11              |                               |                    |                 |                 |
| Sta. 182+00± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 182+45± Rt. & Lt. @ Culvert                 |                              |                 |                               | 2                  |                 |                 |
| Sta. 182+55± Rt. & Lt. @ Culvert                 |                              |                 |                               | 2                  |                 |                 |
| Sta. 183+00± Lt. to Sta. 187+50± Lt. @ 50' o.c.  | 10                           |                 |                               |                    |                 |                 |
| Sta. 188+00± Rt. & Lt. Behind Exist. Guardrail   |                              |                 |                               | 2                  |                 |                 |
| Sta. 188+20± Rt. to Sta. 190+00± Rt. @ 20' o.c.  |                              | 10              |                               |                    |                 |                 |
| Sta. 188+20± Lt. to Sta. 190+00± Lt. @ 20' o.c.  |                              | 10              |                               |                    |                 |                 |
| Sta. 190+50± Lt. to Sta. 193+50± Lt. @ 50' o.c.  |                              | 7               |                               |                    |                 |                 |
| Sta. 194+00± Lt. to Sta. 196+00± Lt. @ 20' o.c.  |                              | 11              |                               |                    |                 |                 |
| Sta. 196+50± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 197+00± Lt. to Sta. 199+50± Lt. @ 50' o.c.  | 6                            |                 |                               |                    |                 |                 |
| Sta. 200+00± Lt. Behind Exist. Guardrail         |                              |                 |                               | 1                  |                 |                 |
| Sta. 200+40± Lt. to Sta. 208+40± Lt. @ 40' o.c.  |                              | 21              |                               |                    |                 |                 |
| Sta. 208+80± Lt. to Sta. 211+50± Lt. @ 30' o.c.  |                              | 10              |                               |                    |                 |                 |
| Sta. 212+50± Lt. to Sta. 216+00± Lt. @ 50' o.c.  |                              | 8               |                               |                    |                 |                 |
| Sta. 216+30± Lt. to Sta. 220+20± Lt. @ 30' o.c.  |                              | 14              |                               |                    |                 |                 |
| Sta. 221+00± Lt. to Sta. 236+00± Lt. @ 100' o.c. |                              | 16              |                               |                    |                 |                 |
| Sta. 237+00± Lt. to Sta. 238+00± Lt. @ 20' o.c.  | 6                            |                 |                               |                    |                 |                 |
| Sta. 239+00± Lt. to Sta. 245+00± Lt. @ 100' o.c. | 7                            |                 |                               |                    |                 |                 |
| Sta. 245+90± Lt. to Sta. 246+70± Lt. @ 20' o.c.  | 5                            |                 |                               |                    |                 |                 |
| Sta. 246+87± Rt. to Sta. 247+62± Rt. @ 25' o.c.  |                              |                 |                               | 4                  |                 |                 |
| Sta. 246+87± Lt. to Sta. 247+37± Lt. @ 50' o.c.  |                              |                 |                               | 2                  |                 |                 |
| Sta. 304+00± Rt. & Lt. @ Bridge Abutment         |                              |                 |                               |                    | 2               |                 |
| Sta. 344+00± Rt. & Lt. @ Bridge Abutment         |                              |                 |                               |                    | 2               |                 |
| Sta. 344+25± Lt. to Sta. 345+00± Lt. @ 25' o.c.  |                              |                 |                               | 4                  |                 |                 |
| Sta. 344+50± Rt. to Sta. 345+00± Rt. @ 50' o.c.  |                              |                 |                               | 2                  |                 |                 |
| SHEET TOTAL                                      | 111                          | 171             | 0                             | 19                 | 14              | 4               |
| TOTAL                                            | 330                          | 215             | 74                            | 58                 | 18              | 8               |

◆ NARROW BRIDGE DELINEATION  
For Details, See Standard Plan TE-67

Table Continued from Sheet No. TD2

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
  
TRAFFIC SUMMARY  
  
HONOAPIILANI HIGHWAY RESURFACING  
HONOKAHUA TO HONOKAHUA  
Project No. 30A-01-91M  
  
Date: May, 1991

|                  |                   |      |
|------------------|-------------------|------|
| ORIGINAL<br>PLAN | SURVEY PLOTTED BY | DATE |
| NOTE BOOK        | DESIGNED BY       |      |
|                  | QUANTITIES BY     |      |
|                  | CHECKED BY        |      |



| FED. ROAD<br>DIST. NO. | STATE | FED. AID<br>PROJ. NO. | FISCAL<br>YEAR | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------------|-------|-----------------------|----------------|--------------|-----------------|
| HAWAII                 | HAW.  | 30A-01-91M            | 1991           | 28           | 31              |

INSTALLATION, REMOVAL OF TRAFFIC SIGNS AND SUMMARY

| LOCATION               | KEY  | SIGN NO.           | MESSAGE                               | QUANTITY           |          |                    |
|------------------------|------|--------------------|---------------------------------------|--------------------|----------|--------------------|
|                        |      |                    |                                       | 10 SQ. FT. OR LESS |          | GREATER THAN       |
|                        |      |                    |                                       | W/POST             | W/O POST | 10 SQ. FT. W/POSTS |
| Sta. 4+50± Rt. & Lt.   | **** | R2-1(25)           | SPEED LIMIT 25                        | 2                  |          |                    |
| Sta. 14+40± Rt.        | **** | W1-1(R), W13-1(15) | ↱, 15 MPH                             | 1                  | 1        |                    |
| Sta. 17+80± Lt.        | ***  | W1-1(L), W13-1(15) | ↲, 15 MPH                             | 1                  | 1        |                    |
| Sta. 18+60± Rt.        | **   | W1-1(R), W13-1(15) | ↱, 15 MPH (REMOVE EXIST. SIGN & POST) |                    |          |                    |
| Sta. 21+60± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 23+80± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 26+10± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 27+60± Rt.        | **** | W1-1(L), W13-1(15) | ↲, 15 MPH                             | 1                  | 1        |                    |
| Sta. 28+10± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 31+80± Lt.        | **** | W1-1(R), W13-1(15) | ↱, 15 MPH                             | 1                  | 1        |                    |
| Sta. 32+60± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 36+50± Rt. & Lt.  | **** | R2-1(25)           | SPEED LIMIT 25                        | 2                  |          |                    |
| Sta. 40+40± Rt.        | **** | W1-1(R), W13-4     | ↱, BLOW HORN                          | 1                  | 1        |                    |
| Sta. 43+80± Lt.        | ***  | W1-1(L), W13-4     | ↲, BLOW HORN                          | 1                  | 1        |                    |
| Sta. 51+20± Rt.        | **** | W1-1(L), W13-4     | ↲, BLOW HORN                          | 1                  | 1        |                    |
| Sta. 52+50± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 53+00± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 53+60± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 54+60± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 54+70± Lt.        | **** | W1-1(R), W13-4     | ↱, BLOW HORN                          | 1                  | 1        |                    |
| Sta. 55+60± Rt.        | ***  | R7-1               | NO PARKING ANY TIME ⇄                 | 1                  |          |                    |
| Sta. 63+00± Rt.        | **** | W1-1(L), W13-1(10) | ↲, 10 MPH                             | 1                  | 1        |                    |
| Sta. 63+50± Rt.        | ***  | R12-1              | WEIGHT LIMIT 10 TONS                  | 1                  |          |                    |
| Sta. 63+90± Rt.        | ***  | W5-3, W13-1(10)    | ONE LANE BRIDGE, 10 MPH               | 1                  | 1        |                    |
| Sta. 63+90± Lt.        | ***  | W14-3              | NO PASSING ZONE                       | 1                  |          |                    |
| Sta. 64+70± Rt.        | ***  | W3-2a              | YIELD AHEAD                           | 1                  |          |                    |
| Sta. 65+70± Rt.        | ***  | R1-2, RSP-1        | YIELD, TO ONCOMING TRAFFIC            | 1                  | 1        |                    |
| Sta. 69+20± Rt.        | ***  | W14-3              | NO PASSING ZONE                       | 1                  |          |                    |
| Sta. 69+20± Lt.        | ***  | W5-3, W13-1(10)    | ONE LANE BRIDGE, 10 MPH               | 1                  | 1        |                    |
| Sta. 70+00± Rt.        | ***  | W15-3              | FALLING ROCKS                         | 1                  |          |                    |
| Sta. 70+90± Lt.        | **** | W1-1(R), W13-1(10) | ↱, 10 MPH                             | 1                  | 1        |                    |
| Sta. 75+80± Rt. & Lt.  | **** | R2-1(25)           | SPEED LIMIT 25                        | 1                  | 1        |                    |
| Sta. 79+90± Rt.        | **** | W1-1(R), W13-4     | ↱, BLOW HORN                          | 1                  | 1        |                    |
| Sta. 82+90± Lt.        | **** | W1-1(L), W13-4     | ↲, BLOW HORN                          | 1                  | 1        |                    |
| Sta. 86+60± Rt.        | ***  | W1-1(R), W13-1(15) | ↱, 15 MPH                             | 1                  | 1        |                    |
| Sta. 87+20± Lt.        | ***  | W15-3              | FALLING ROCKS                         | 1                  |          |                    |
| Sta. 87+90± Lt.        | ***  | W1-8               | ↰                                     | 1                  |          |                    |
| Sta. 88+30± Lt.        | ***  | W1-8               | ↰                                     | 1                  |          |                    |
| Sta. 88+70± Lt.        | ***  | W1-8               | ↰                                     | 1                  |          |                    |
| Sta. 89+10± Lt.        | ***  | W1-8               | ↰                                     | 1                  |          |                    |
| Sta. 89+50± Lt.        | ***  | W1-8               | ↰                                     | 1                  |          |                    |
| Sta. 88+90± Lt.        | ***  | W1-8               | ↰                                     | 1                  |          |                    |
| Sta. 91+10± Lt.        | ***  | W1-1(L), W13-1(15) | ↲, 15 MPH                             | 1                  | 1        |                    |
| Sta. 108+50± Rt. & Lt. | ***  | R2-1(25)           | SPEED LIMIT 25                        | 2                  |          |                    |
| SHEET TOTAL            |      |                    |                                       | 46                 | 18       | 0                  |

KEY:

- \*\* Remove Exist. Sign(s) & Post(s)
- \*\*\* Remove Exist. Sign(s) & Post(s), & Install New Sign(s) w/Post(s)
- \*\*\*\* Install New Sign(s) w/Post(s)

◇ ONE LANE BRIDGE DELINEATION  
For Details, See Standard Plan TE-67

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION

TRAFFIC SUMMARY

HONOAPIILANI HIGHWAY RESURFACING  
HONOKAHUA TO HONOKAHUA  
Project No. 30A-01-91M

Date: May, 1991

SHEET No. TD4 OF 7 SHEETS

Table Continued on Sheet No. TD5



| FED. ROAD DIST. NO. | STATE | PROJ. NO.  | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 30A-01-91M | 1991        | 29        | 31           |

| INSTALLATION, REMOVAL OF TRAFFIC SIGNS AND SUMMARY |      |                    |                                  |                    |          |                         |
|----------------------------------------------------|------|--------------------|----------------------------------|--------------------|----------|-------------------------|
| LOCATION                                           | KEY  | SIGN NO.           | MESSAGE                          | QUANTITY           |          |                         |
|                                                    |      |                    |                                  | 10 SQ. FT. OR LESS |          | GREATER THAN 10 SQ. FT. |
|                                                    |      |                    |                                  | W/POST             | W/O POST | W/POSTS                 |
| Sta. 127+30± Rt.                                   | ***  | W15-3              | FALLING ROCKS                    | 1                  |          |                         |
| Sta. 130+00± Rt.                                   | **** | W1-1(R), W13-1(15) | ➡, 15 MPH                        | 1                  | 1        |                         |
| Sta. 133+00± Rt.                                   | **** | W1-1(R), W13-1(15) | ➡, 15 MPH                        | 1                  | 1        |                         |
| Sta. 133+60± Lt.                                   | **** | W1-1(L), W13-1(15) | ↩, 15 MPH                        | 1                  | 1        |                         |
| Sta. 136+60± Lt.                                   | **** | W1-1(L), W13-1(15) | ↩, 15 MPH                        | 1                  | 1        |                         |
| Sta. 138+60± Rt. & Lt.                             | **** | R2-1(25)           | SPEED LIMIT 25                   | 2                  |          |                         |
| Sta. 144+30± Rt.                                   | ***  | W1-1(L), W13-1(15) | ↩, 15 MPH                        | 1                  | 1        |                         |
| Sta. 149+20± Lt.                                   | ***  | W1-1(R), W13-1(15) | ➡, 15 MPH                        | 1                  | 1        |                         |
| Sta. 152+60± Rt.                                   | **** | W1-1(R), W13-4     | ➡, BLOW HORN                     | 1                  | 1        |                         |
| Sta. 158+20± Lt.                                   | ***  | W1-1(L), W13-4     | ↩, BLOW HORN                     | 1                  | 1        |                         |
| Sta. 171+60± Rt. & Lt.                             | **** | R2-1(25)           | SPEED LIMIT 25                   | 2                  |          |                         |
| Sta. 177+00± Rt.                                   | **** | W1-1(R), W13-4     | ➡, BLOW HORN                     | 1                  | 1        |                         |
| Sta. 177+50± Rt.                                   | ***  | W15-3              | FALLING ROCKS                    | 1                  |          |                         |
| Sta. 182+10± Lt.                                   | ***  | W1-1(L), W13-4     | ↩, BLOW HORN                     | 1                  | 1        |                         |
| Sta. 187+50± Rt.                                   | ***  | W1-1(L), W13-1(15) | ↩, 15 MPH                        | 1                  | 1        |                         |
| Sta. 190+75± Lt.                                   | ***  | W1-1(R), W13-1(15) | ➡, 15 MPH                        | 1                  | 1        |                         |
| Sta. 193+20± Rt.                                   | ***  | W1-1(R), W13-1(15) | ➡, 15 MPH                        | 1                  | 1        |                         |
| Sta. 196+90± Lt.                                   | **** | W1-1(L), W13-1(15) | ↩, 15 MPH                        | 1                  | 1        |                         |
| Sta. 198+40± Rt.                                   | ***  | W15-3              | FALLING ROCKS                    | 1                  |          |                         |
| Sta. 208+20± Rt.                                   | **** | W1-1(R), W13-1(15) | ➡, 15 MPH                        | 1                  | 1        |                         |
| Sta. 212+60± Lt.                                   | **** | W1-1(L), W13-1(15) | ↩, 15 MPH                        | 1                  | 1        |                         |
| Sta. 215+00± Rt.                                   | **** | W1-5(R), W13-1(15) | §, 15 MPH                        | 1                  | 1        |                         |
| Sta. 216+30± Rt.                                   | ***  | W15-3              | FALLING ROCKS                    | 1                  |          |                         |
| Sta. 220+70± Lt.                                   | **** | W1-5(L), W13-1(15) | §, 15 MPH                        | 1                  | 1        |                         |
| Sta. 236+00± Rt.                                   | ***  | W1-1(L), W13-1(10) | ↩, 10 MPH                        | 1                  | 1        |                         |
| Sta. 236+30± Lt.                                   | ***  | W15-3              | FALLING ROCKS                    | 1                  |          |                         |
| Sta. 239+10± Lt.                                   | ***  | W1-1(R), W13-1(10) | ➡, 10 MPH                        | 1                  | 1        |                         |
| Sta. 244+80± Rt.                                   | **** | W1-1(R), W13-1(15) | ➡, 15 MPH                        | 1                  | 1        |                         |
| Sta. 247+00± Lt.                                   | ***  | W20-1              | NARROW WINDING ROAD NEXT 5 MILES |                    |          | 1                       |
| Sta. 247+60± Rt.                                   | ***  | R20-1a             | END STATE HIGHWAY                | 1                  |          |                         |
| Sta. 247+60± Lt.                                   | ***  | R20-2a             | BEGIN STATE HIGHWAY              | 1                  |          |                         |
| Sta. 303+90± Lt.                                   | **** | W1-1(L), W13-1(15) | ↩, 15 MPH                        | 1                  | 1        |                         |
| SHEET TOTAL                                        |      |                    |                                  | 33                 | 22       | 1                       |
| TOTAL                                              |      |                    |                                  | 79                 | 40       | 1                       |

KEY:

- \*\*\* Remove Exist. Sign(s) & Post(s),  
& Install New Sign(s) w/Post(s)  
\*\*\*\* Install New Sign(s) w/Post(s)

Table Continued from Sheet No. TD4

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
  
**TRAFFIC SUMMARY**  
  
HONOAPIILANI HIGHWAY RESURFACING  
HONOKAHUA TO HONOKAHUA  
Project No. 30A-01-91M  
  
Date: May, 1991



| FED. ROAD DIST. NO. | STATE | PROJ. NO.  | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 30A-01-91M | 1991        | 30        | 31           |

| INSTALLATION OF CONSTRUCTION SIGNS AND SUMMARY |             |                         |         |
|------------------------------------------------|-------------|-------------------------|---------|
| SIGN NO.                                       | LOCATION    | MESSAGE                 | W/POSTS |
| CG20-1d                                        | 27+37± Rt.  | ROAD CONSTRUCTION AHEAD | 1       |
| CG20-2                                         | 27+37± Lt.  | END CONSTRUCTION        | 1       |
| CG20-2                                         | 252+60± Rt. | END CONSTRUCTION        | 1       |
| CG20-1d                                        | 252+60± Lt. | ROAD CONSTRUCTION AHEAD | 1       |
| TOTAL                                          |             |                         | 4       |

| INSTALLATION OF ROUTE MARKERS AND SUMMARY |                  |                 |
|-------------------------------------------|------------------|-----------------|
| SIGN ASSEMBLY                             | LOCATION         | QUANTITY W/POST |
| M1-6(30)                                  | Sta. 172+60± Rt. | 1               |
| M1-6(340)                                 | Sta. 248+40± Rt. | 1               |
| TOTAL                                     |                  | 2               |

| EXISTING MILEPOST MARKERS TO BE REMOVED |                  |
|-----------------------------------------|------------------|
| MILE POST NO.                           | LOCATION         |
| 32                                      | Sta. 19+90± Rt.  |
| 33                                      | Sta. 70+30± Rt.  |
| 34                                      | Sta. 126+20± Rt. |
| 35                                      | Sta. 175+40± Rt. |
| 36                                      | Sta. 227+60± Rt. |
| 36.37                                   | Sta. 247+10± Rt. |

| INSTALLATION OF MILEPOST MARKERS AND SUMMARY |                 |                                |
|----------------------------------------------|-----------------|--------------------------------|
| MILE POST NO.                                | LOCATION        | QUANTITY W/POST BI-DIRECTIONAL |
| 32                                           | Sta. 42+77 Rt.  | 1                              |
| 33                                           | Sta. 95+57 Rt.  | 1                              |
| 34                                           | Sta. 148+37 Rt. | 1                              |
| 35                                           | Sta. 201+17 Rt. | 1                              |
| 35.88                                        | Sta. 247+63 Rt. | 1                              |
| TOTAL                                        |                 | 5                              |

| INSTALLATION OF PAVEMENT MARKING AND SUMMARY     |                                               |                                               |                                                                                 |                                                                          |                                                                          |                                                         |
|--------------------------------------------------|-----------------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------|
| QUANTITY                                         |                                               |                                               |                                                                                 |                                                                          |                                                                          |                                                         |
| LOCATION                                         | TYPE CL RAISED PAVEMENT MARKERS @ 40'-0" O.C. | TYPE DL RAISED PAVEMENT MARKERS @ 20'-0" O.C. | DOUBLE 4-INCH PAVEMENT STRIPE (YELLOW) TAPE - TYPE I OR THERMOPLASTIC EXTRUSION | 4-INCH PAVEMENT STRIPE (WHITE) TAPE - TYPE II OR THERMOPLASTIC EXTRUSION | 8-INCH PAVEMENT STRIPE (WHITE) TAPE - TYPE II OR THERMOPLASTIC EXTRUSION | 12-INCH PAVEMENT STRIPE (WHITE) THERMOPLASTIC EXTRUSION |
| Sta. 0+00± to Sta. 65+75±                        |                                               | 330 Ea.                                       | 6,575 L.F.                                                                      |                                                                          |                                                                          |                                                         |
| Sta. 67+05± to Sta. 247+60±                      |                                               | 904 Ea.                                       | 18,055 L.F.                                                                     |                                                                          |                                                                          |                                                         |
| Sta. 0+00± Rt. & Lt. to Sta. 58+70± Rt. & Lt.    | 296 Ea.                                       |                                               |                                                                                 | 11,740 L.F.                                                              |                                                                          |                                                         |
| Sta. 58+70± Rt. & Lt. to Sta. 74+10± Rt. & Lt.   | 80 Ea.                                        |                                               |                                                                                 |                                                                          | 3,080 L.F.                                                               |                                                         |
| Sta. 74+10± Rt. & Lt. to Sta. 240+10± Rt. & Lt.  | 832 Ea.                                       |                                               |                                                                                 | 33,200 L.F.                                                              |                                                                          |                                                         |
| Sta. 240+10± Rt. & Lt. to Sta. 247+60± Rt. & Lt. | 40 Ea.                                        |                                               |                                                                                 | 1,500 L.F.                                                               |                                                                          |                                                         |
| Sta. 58+70±                                      |                                               |                                               |                                                                                 |                                                                          |                                                                          | 10 L.F.                                                 |
| TOTAL                                            | 1,248 Ea.                                     | 1,234 Ea.                                     | 24,630 L.F.                                                                     | 44,940 L.F.                                                              | 4,580 L.F.                                                               | 10 L.F.                                                 |

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION

TRAFFIC SUMMARY

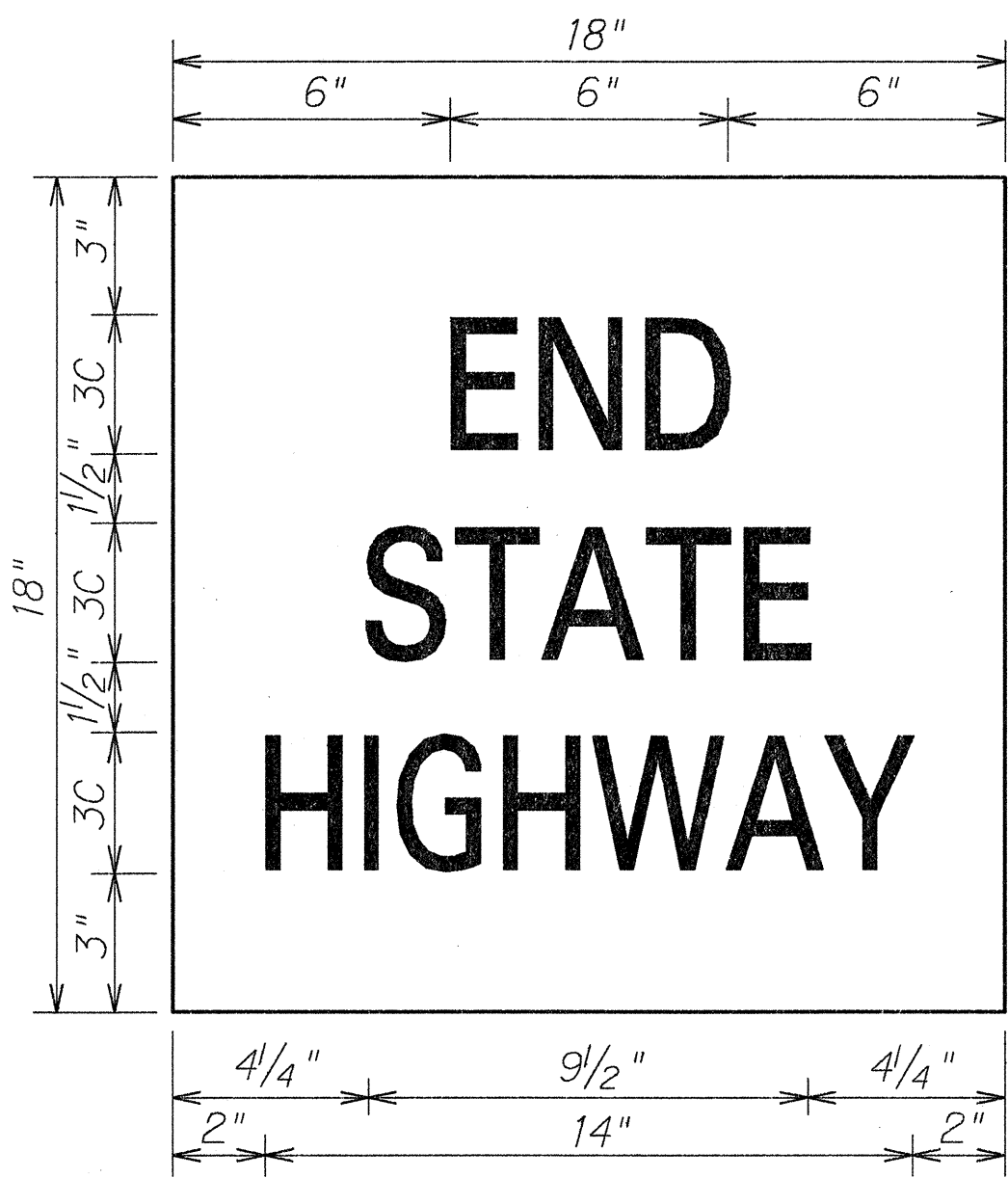
HONOAPIILANI HIGHWAY RESURFACING  
HONOKAHUA TO HONOKAHUA  
Project No. 30A-01-91M

Date: May, 1991

SHEET No. TD6 OF 7 SHEETS

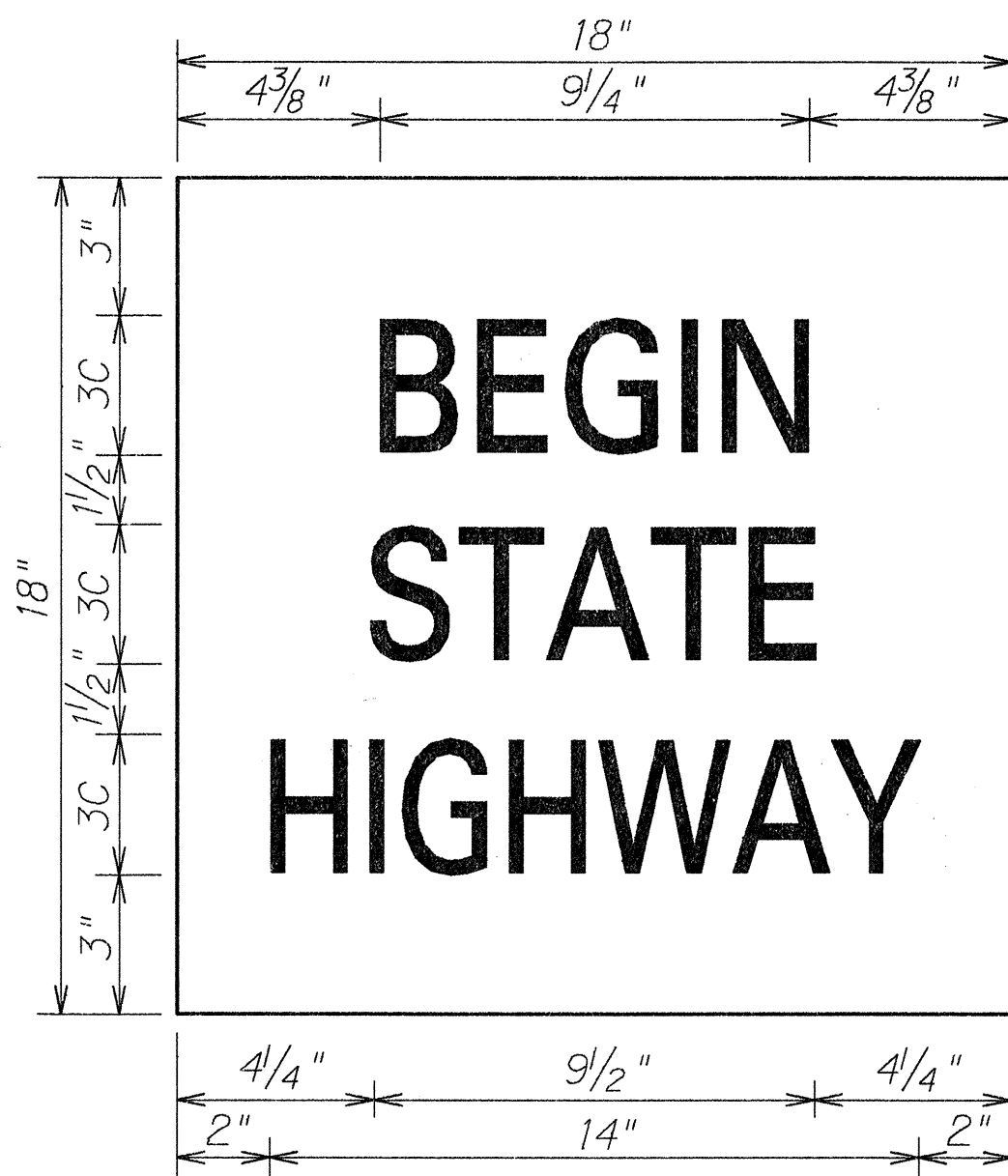


| FED. ROAD DIST. NO. | STATE | PROJ. NO.  | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|------------|-------------|-----------|--------------|
| HAWAII              | HAW.  | 30A-01-91M | 1991        | 31        | 31           |



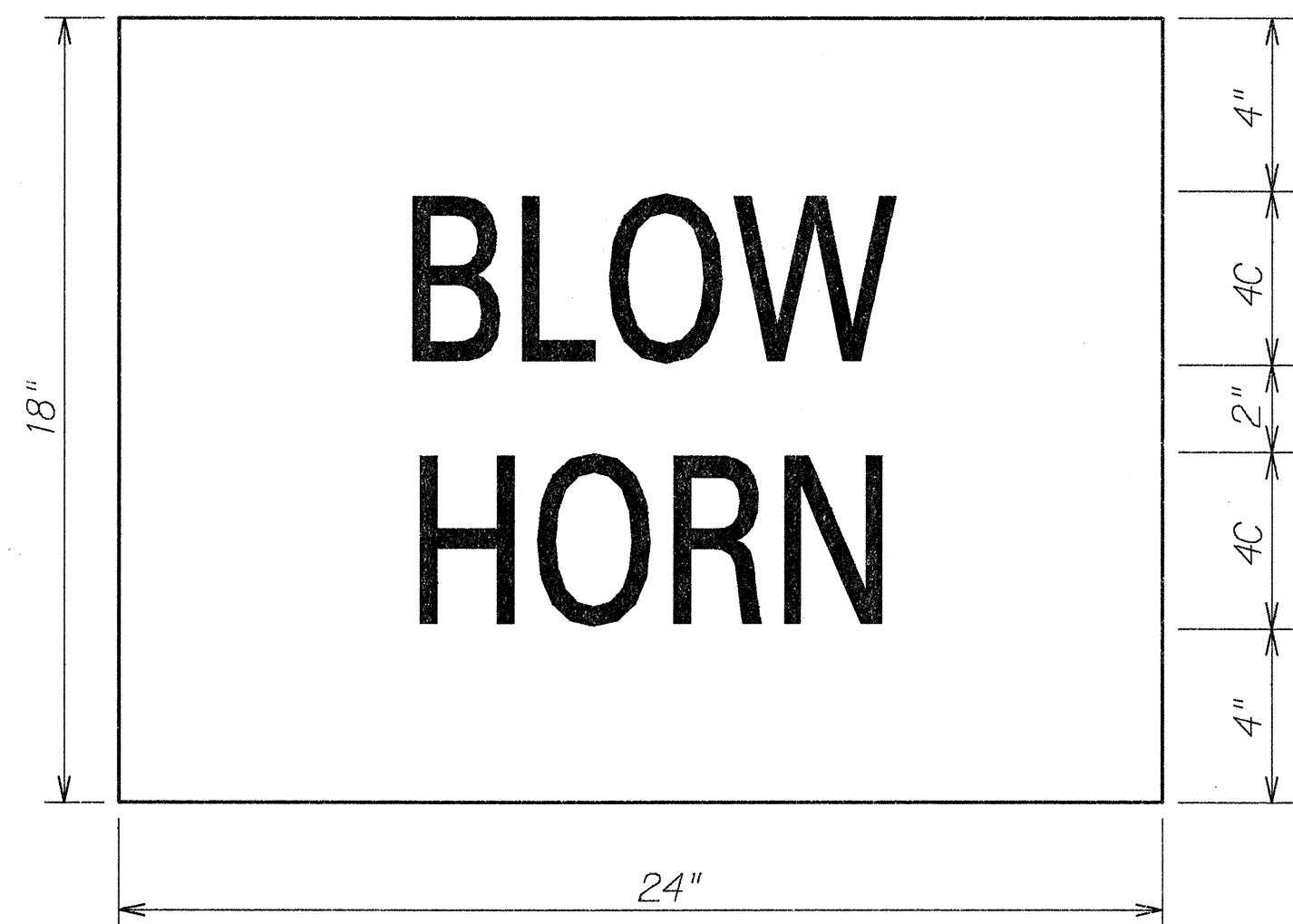
R20-1a

Scale: 3" = 1' - 0"



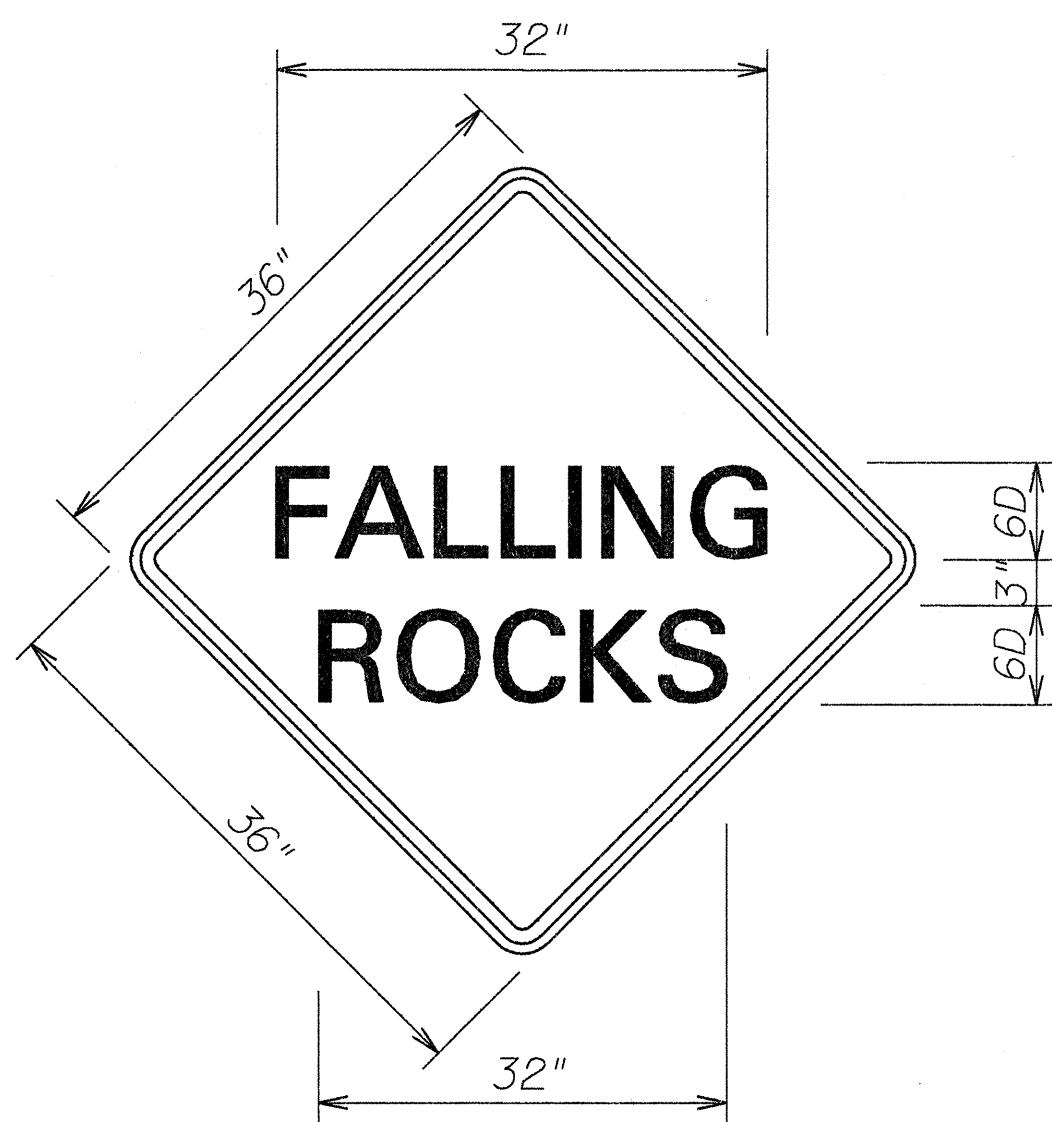
R20-2a

Scale: 3" = 1' - 0"



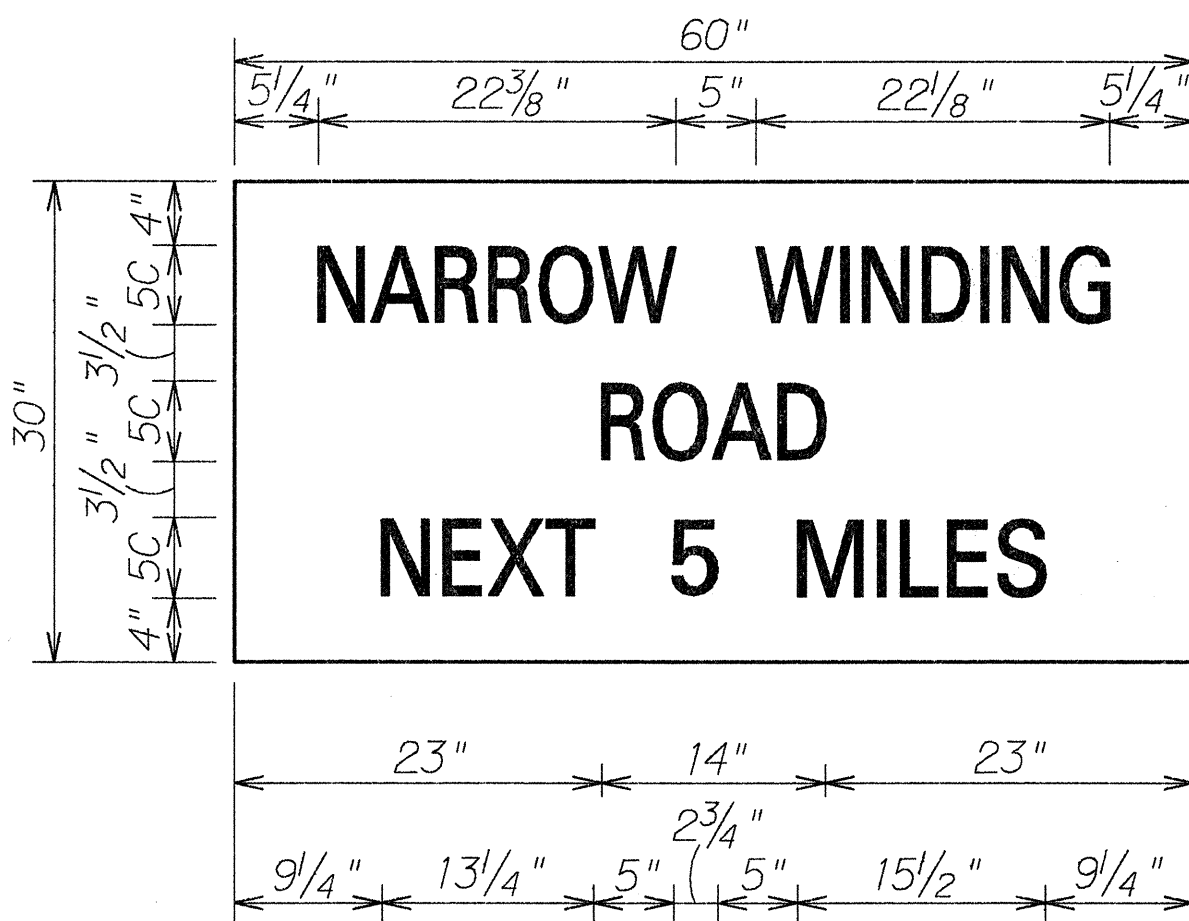
W13-4

Scale: 3" = 1' - 0"



W15-3

Scale: 1" = 1' - 0"



W20-1

Scale: 1" = 1' - 0"

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION

**SIGN DETAILS**

HONOAPIILANI HIGHWAY RESURFACING  
HONOKAHUA TO HONOKAHUA  
Project No. 30A-01-91M

Date: May, 1991