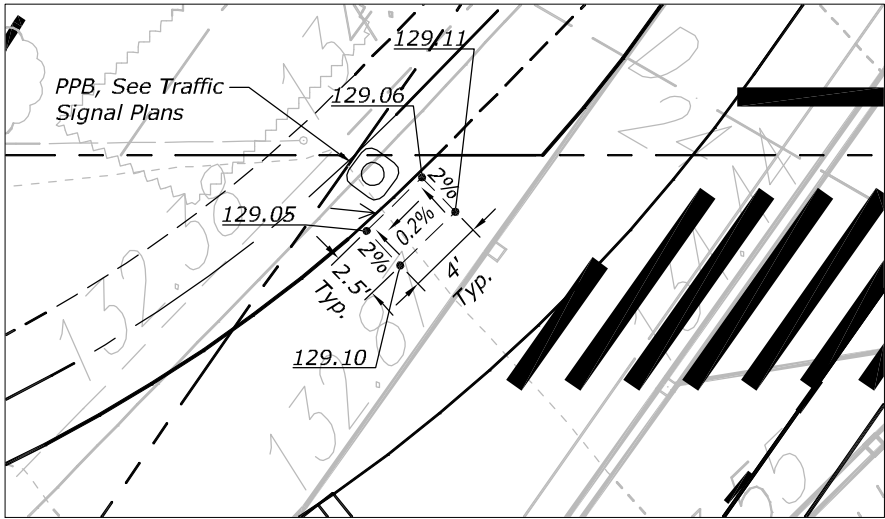
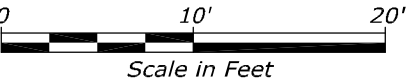
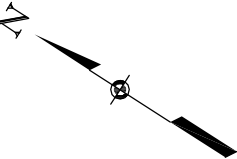
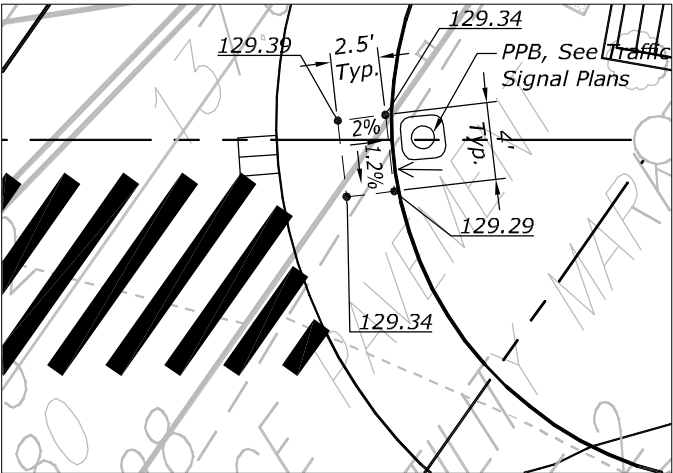


STATE	PROJECT	SHEET NO.
HI	HI STP SR 30(1)	T24



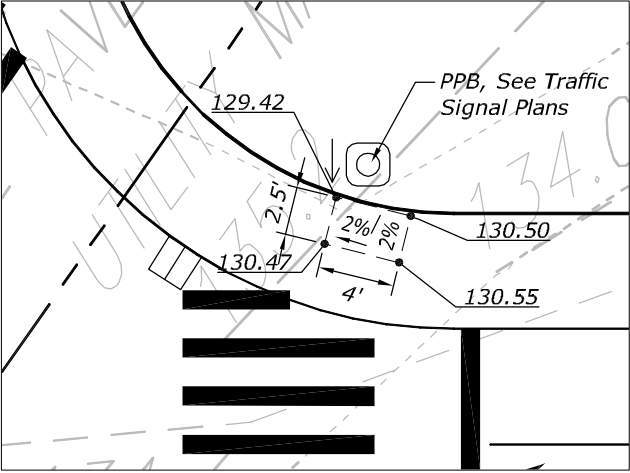
INSET A

Scale: 1"=10'



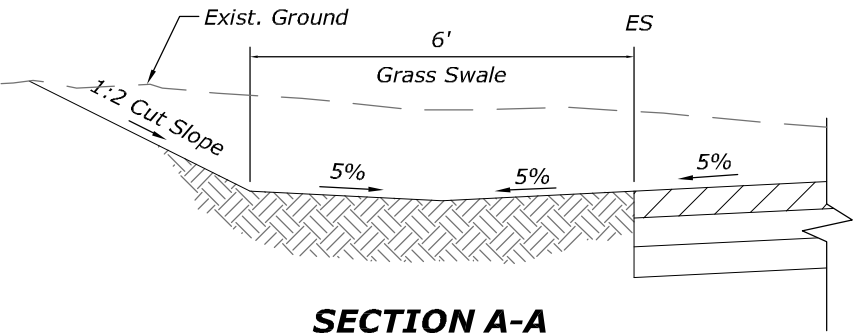
INSET B

Scale: 1"=10'



INSET C

Scale: 1"=10'

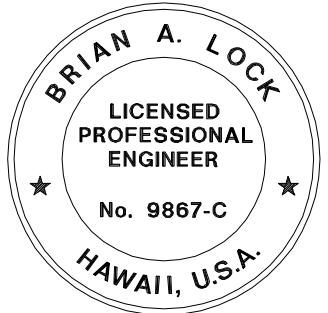
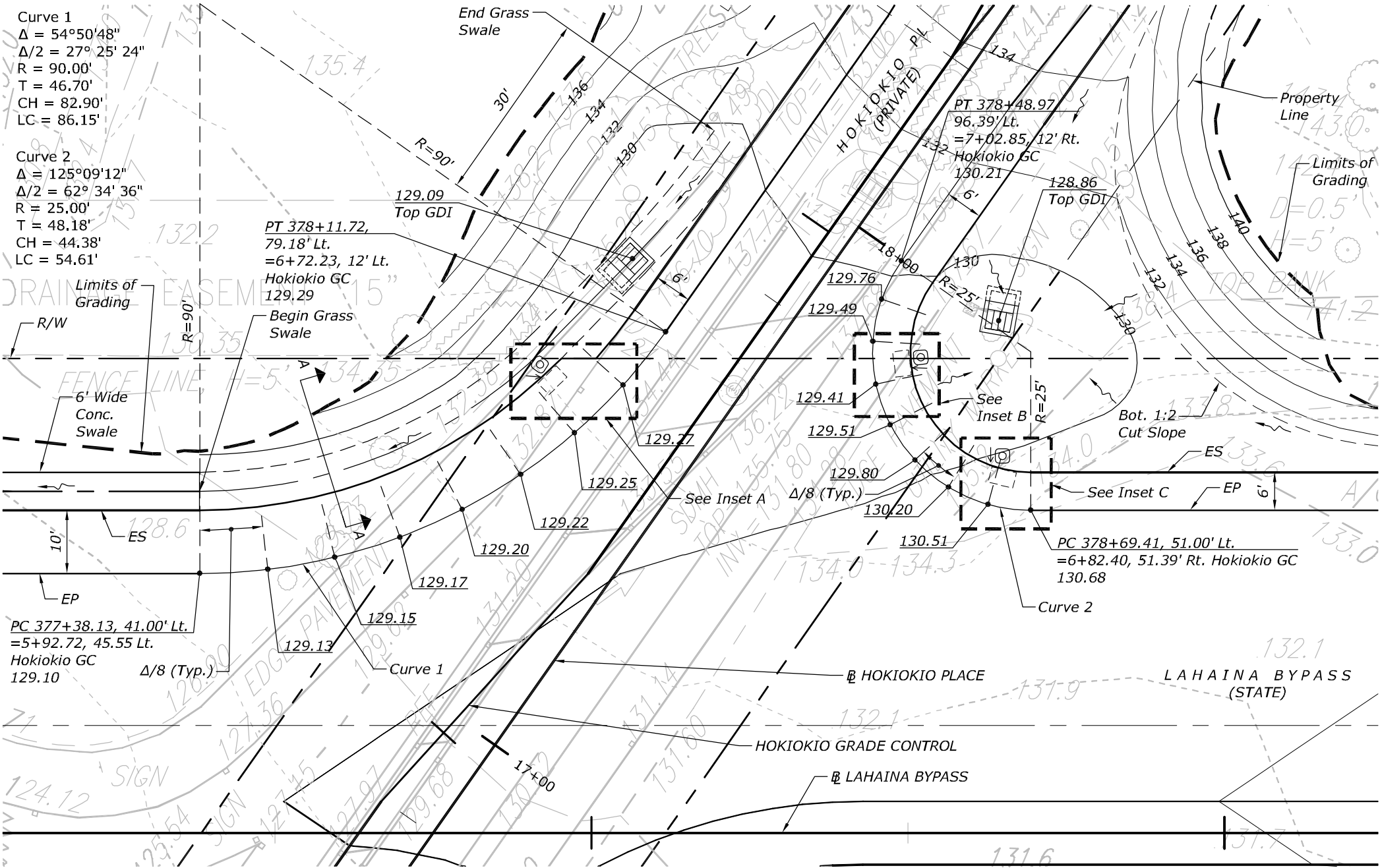


SECTION A-A

Not to Scale

Curve 1
 $\Delta = 54^\circ 50' 48''$
 $\Delta/2 = 27^\circ 25' 24''$
 $R = 90.00'$
 $T = 46.70'$
 $CH = 82.90'$
 $LC = 86.15'$

Curve 2
 $\Delta = 125^\circ 09' 12''$
 $\Delta/2 = 62^\circ 34' 36''$
 $R = 25.00'$
 $T = 48.18'$
 $CH = 44.38'$
 $LC = 54.61'$



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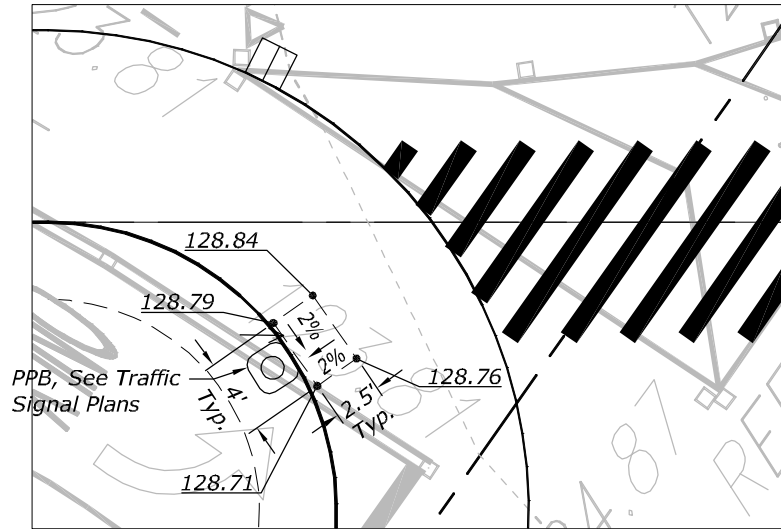
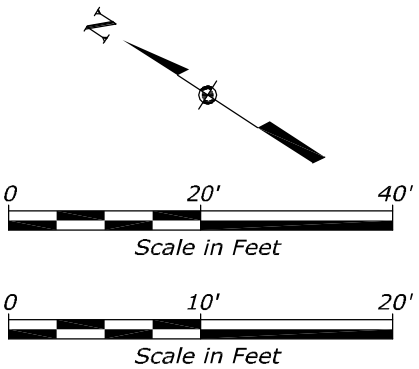
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CENTRAL FEDERAL LANDS HIGHWAY DIVISION

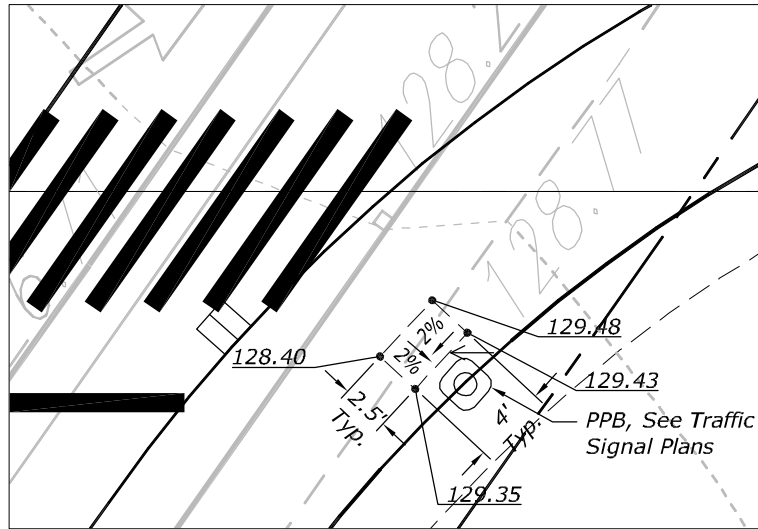
U.S. CUSTOMARY

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GRADING PLAN**

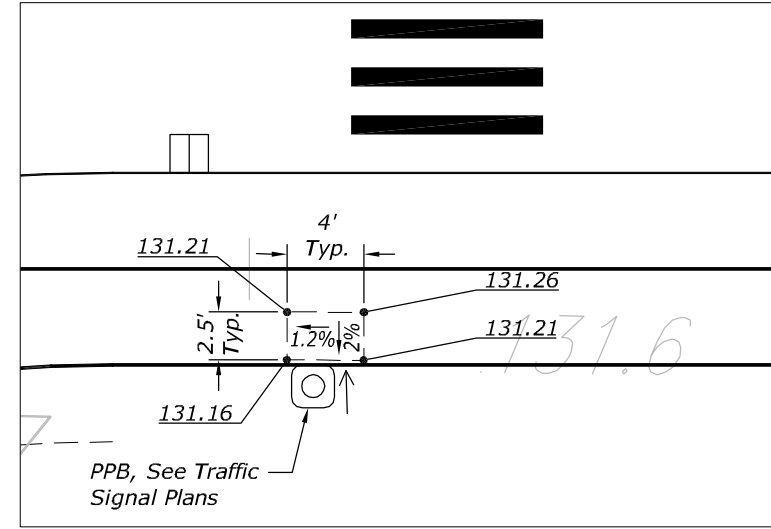
STATE	PROJECT	SHEET NO.
HI	HI STP SR 30(1)	T25



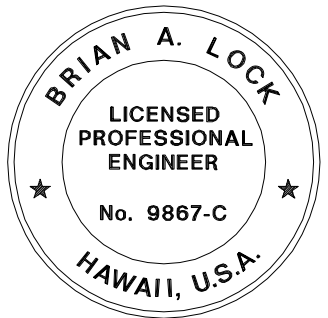
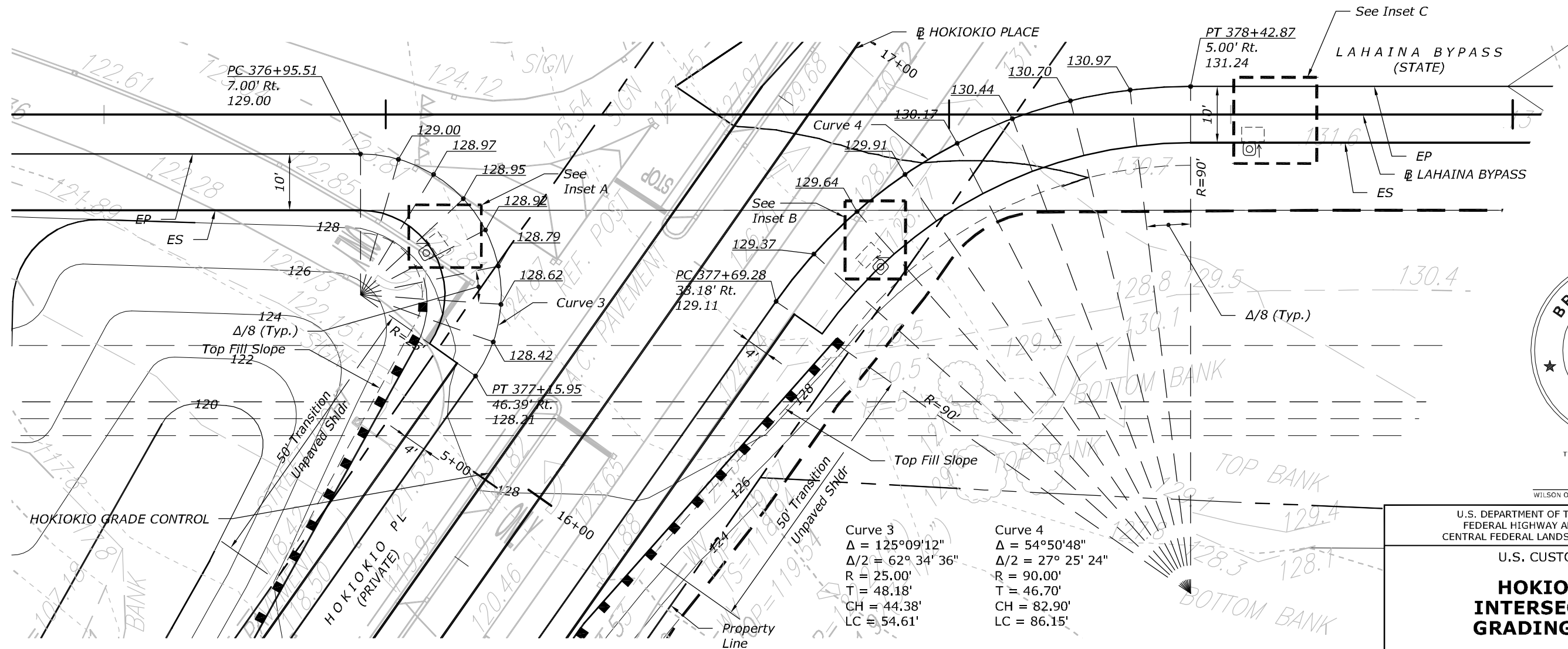
INSET A
Scale: 1"=10'



INSET B
Scale: 1"=10'



INSET C
Scale: 1"=10'



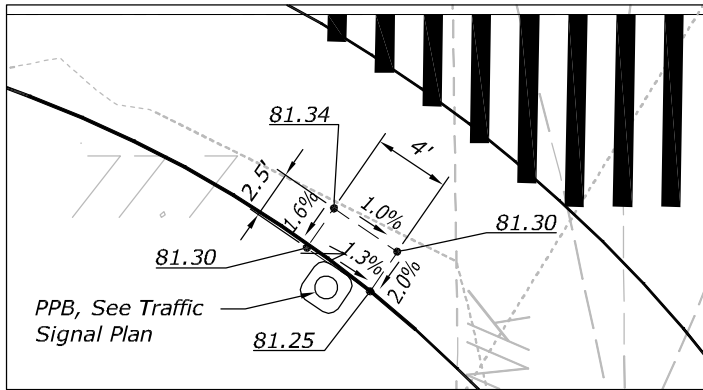
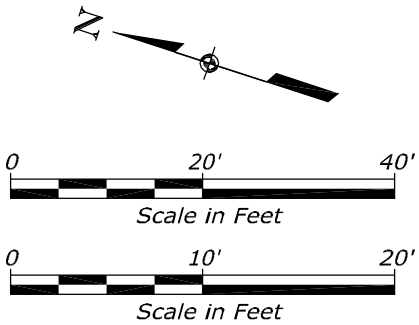
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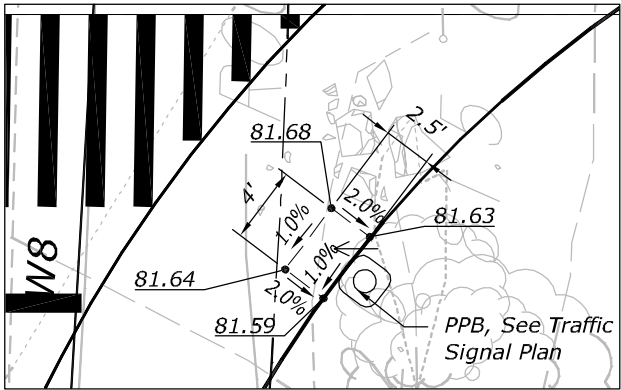
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**HOKIOKIO
INTERSECTION
GRADING PLAN**

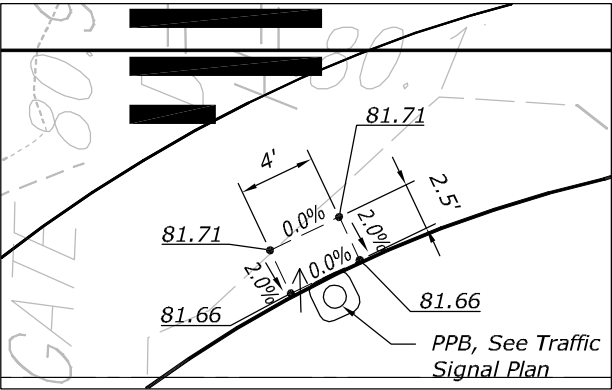
STATE	PROJECT	SHEET NO.
HI	HI STP SR 30(1)	T26



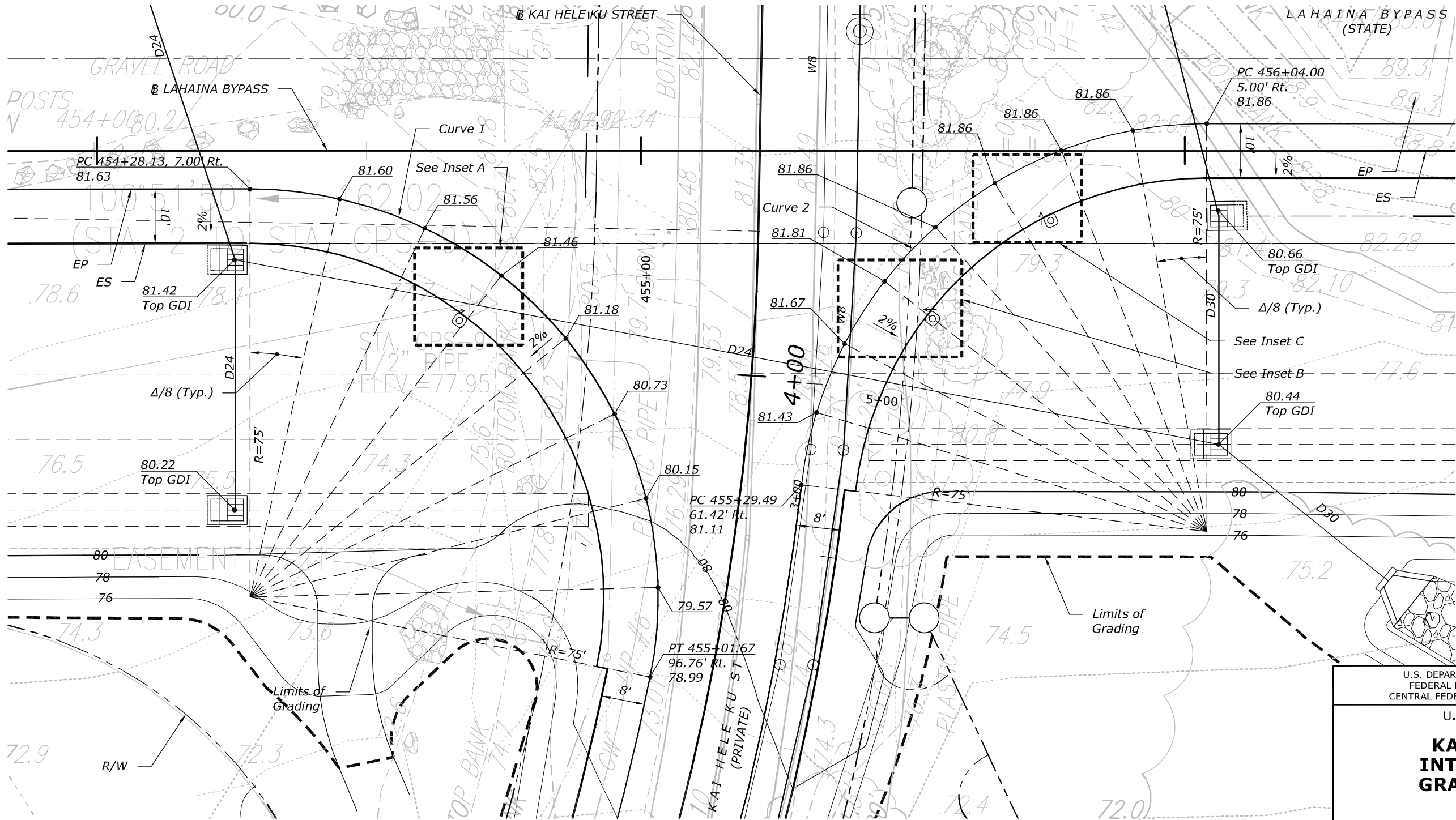
INSET A
Scale: 1"=10'



INSET B
Scale: 1"=10'

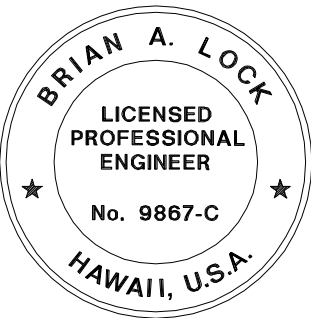


INSET C
Scale: 1"=10'



Curve 1
 $\Delta = 101^{\circ}21'00''$
 $\Delta/2 = 50^{\circ} 40' 30''$
 $R = 75.00'$
 $T = 91.55'$
 $CH = 116.03'$
 $LC = 132.67'$

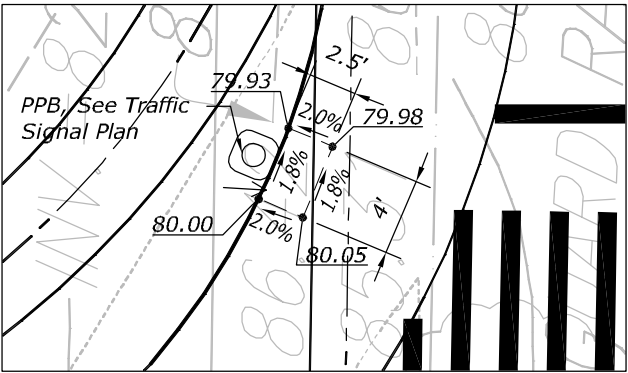
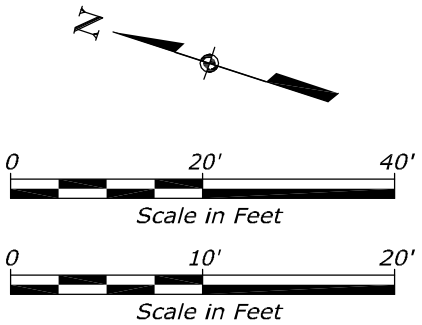
Curve 2
 $\Delta = 83^{\circ}26'04''$
 $\Delta/2 = 41^{\circ} 43' 02''$
 $R = 75.00'$
 $T = 66.86'$
 $CH = 99.82'$
 $LC = 109.22'$



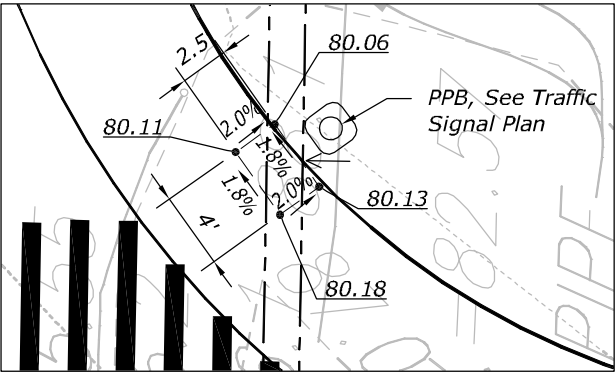
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**KAI HELE KU
INTERSECTION
GRADING PLAN**

STATE	PROJECT	SHEET NO.
HI	HI STP SR 30(1)	T27



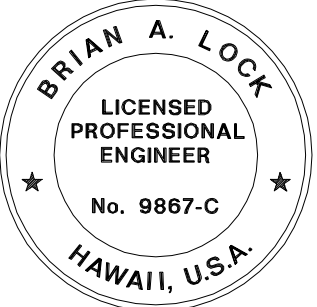
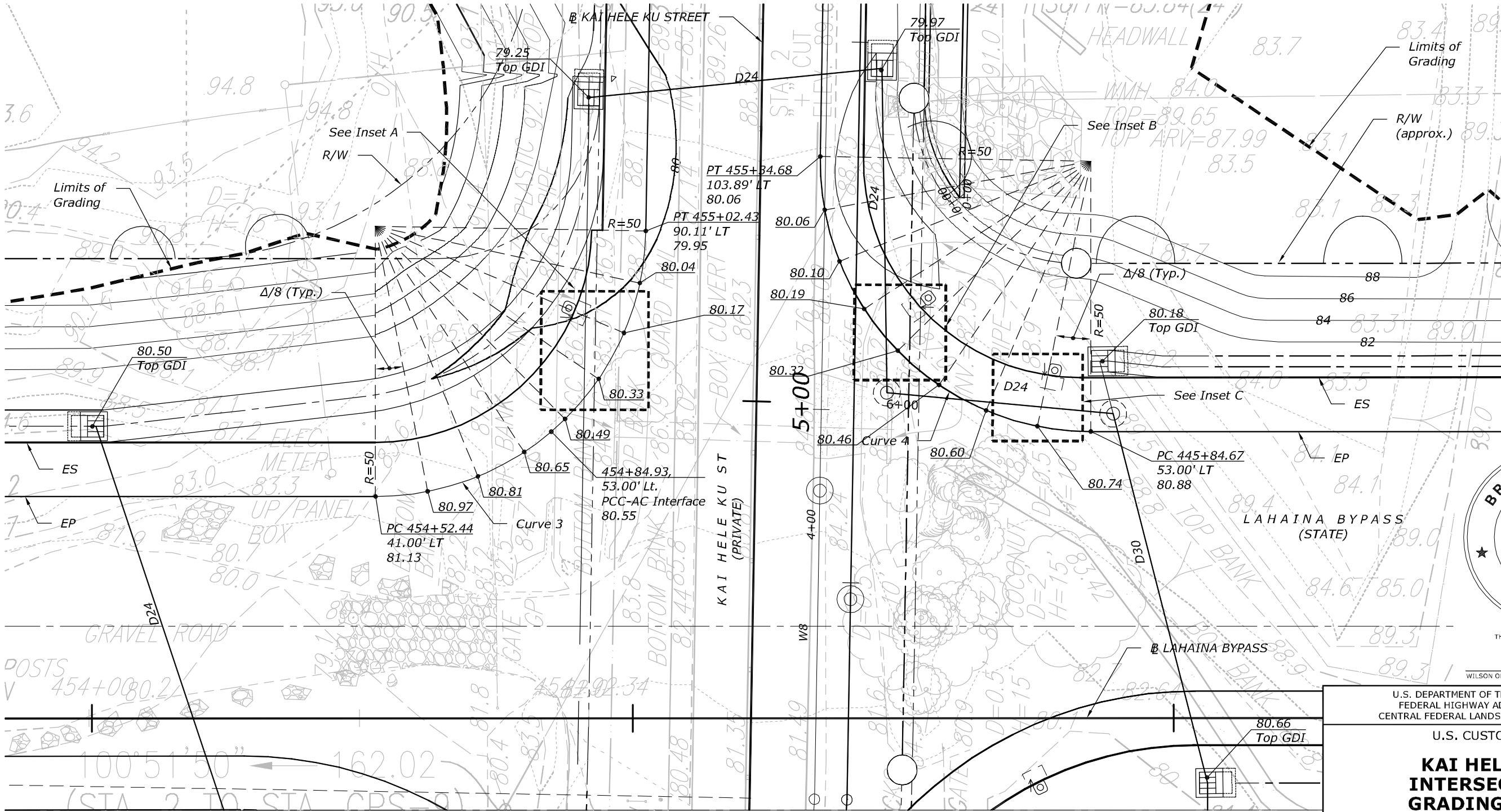
INSET A
Scale: 1"=10'



INSET B
Scale: 1"=10'



INSET C
Scale: 1"=10'



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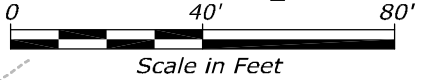
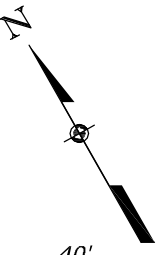
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**KAI HELE KU
INTERSECTION
GRADING PLAN**

STATE	PROJECT	SHEET NO.
HI	HI STP SR 30(1)	T28



Curve 1
 $\Delta = 14^\circ 08' 28''$
 $\Delta/2 = 7^\circ 04' 14''$
 $R = 400'$
 $T = 49.61'$
 $CH = 98.47'$
 $LC = 98.72'$

Curve 2
 $\Delta = 61^\circ 43' 04''$
 $\Delta/2 = 30^\circ 51' 32''$
 $R = 70'$
 $T = 41.83'$
 $CH = 71.81'$
 $LC = 75.40'$

Curve 3
 $\Delta = 14^\circ 08' 28''$
 $\Delta/2 = 7^\circ 04' 14''$
 $R = 400'$
 $T = 75'$
 $CH = 98.47'$
 $LC = 98.72'$

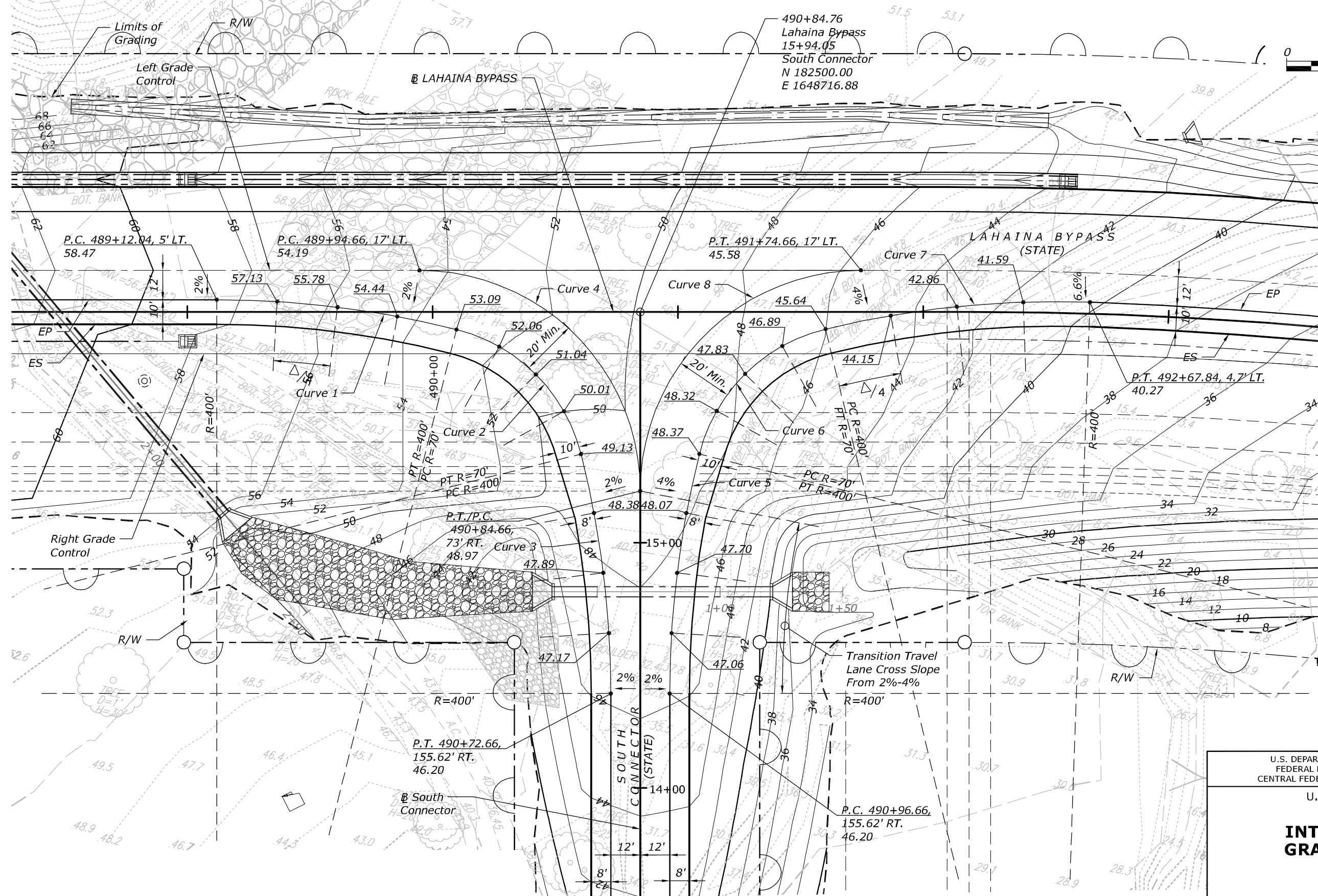
Curve 4
 $\Delta = 90^\circ 00' 00''$
 $\Delta/2 = 45^\circ 00' 00''$
 $R = 90'$
 $T = 90'$
 $CH = 127.28'$
 $LC = 141.37'$

Curve 5
 $\Delta = 14^\circ 08' 28''$
 $\Delta/2 = 7^\circ 04' 14''$
 $R = 400'$
 $T = 49.61'$
 $CH = 98.47'$
 $LC = 98.72'$

Curve 6
 $\Delta = 62^\circ 16' 21''$
 $\Delta/2 = 31^\circ 08' 10''$
 $R = 70'$
 $T = 42.29'$
 $CH = 72.39'$
 $LC = 76.08'$

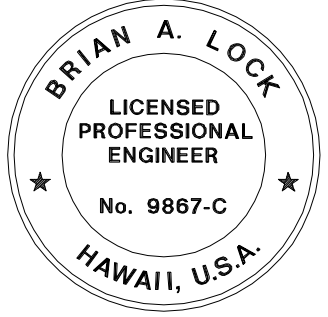
Curve 7
 $\Delta = 15^\circ 33' 43''$
 $\Delta/2 = 7^\circ 46' 52''$
 $R = 400'$
 $T = 54.66'$
 $CH = 108.31'$
 $LC = 108.64'$

Curve 8
 $\Delta = 90^\circ 00' 00''$
 $\Delta/2 = 45^\circ 00' 00''$
 $R = 90'$
 $T = 90'$
 $CH = 127.28'$
 $LC = 141.37'$



NOTES:

- Lahaina Bypass
Superelevation Transitions
from 489+38.63 to
492+68.63



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