NPS Form 10-900
(Rev. Aug. 2002)

OMB No. 1024-0018
(Expires Jan. 2005)

United States Department of the Interior
National Park Service

1065

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

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1. Name of Property

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historic name Ka`ahumanu Avenue - Naniloa Drive Overpass

other names/site number Naniloa Drive Overpass, Naniloa Drive/Highway Underpass

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2. Location

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street & number Naniloa Drive at Kaahumanu Avenue not for publication ____
city or town Wailuku vicinity N/A
state Hawai`i code HI county Maui code 009
zip code 96793

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally
X statewide ___ locally. (___See continuation sheet for additional comments.)

Mary A. McMahon — 10/1/08

Signature of certifying official — Date

Deputy State Historic Preservation Officer

State or Federal Agency or Tribal government

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting official/Title — Date

State or Federal agency and bureau

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4. National Park Service Certification

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I, hereby certify that this property is:

__√__ entered in the National Register — Alan K. Ball 11.19.06
___ See continuation sheet.

____ determined eligible for the National Register _____ _____
___ See continuation sheet.

____ determined not eligible for the National Register _____ _____

____ removed from the National Register _____ _____

____ other (explain): _____

_____ _____ _____
Signature of Keeper Date of Action

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5. Classification

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Ownership of Property (Check as many boxes as apply)

___ private
___ public-local
_X_ public-State
___ public-Federal

Category of Property (Check only one box)

___ building(s)
___ district
___ site
_X_ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
__1__	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: road-related

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: road-related

7. Description

Architectural Classification (Enter categories from instructions)

Other: rigid-frame concrete

Materials (Enter categories from instructions)

foundation
roof
walls reinforced concrete
other concrete, wood, asphalt
masonry (basalt or lava rock)

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B Property is associated with the lives of persons significant in our past.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

____ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a grave.

____ D a cemetery.

____ E a reconstructed building, object, or structure.

____ F a commemorative property.

____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
Engineering
Transportation

Period of Significance 1936

Significant Dates 1936

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder William Bartels, Territorial Highway Engineer

Hawaiian Contracting Company, builder

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
___ State Historic Preservation Office
_x_ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: _____

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10. Geographical Data
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Acreage of Property approximately 2 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	E	760	490	3			
2	xl	2,311	874	4			

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

The nominated property is an irregularly shaped parcel at the intersection of Ka`ahumanu Avenue and Naniloa Drive. The bridge is centered on the previously listed UTM reference. A map of the property boundaries is attached.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

The boundaries encompass the property that is historically associated with the structure. The nominated structure includes the entire bridge, all masonry retaining walls, timber guardrails along the exit/entrance ramps and sidewalk, and the property on which these are situated. The property is entirely within the Hawai`i Department of Transportation right-of-way.

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11. Form Prepared By
==========
name/title Dawn E. Duensing, Cultural Resources Planner

organization Maui County Planning Department date 10/16/04

street & number 250 S. High Street telephone (808)270-7841

city or town Wailuku state HI zip code 96793

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Additional Documentation
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Submit the following items with the completed form:
Continuation Sheets

Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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Property Owner

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(Complete this item at the request of the SHPO or FPO.)

name State of Hawai`i Department of Transportation

street & number 869 Punchbowl Street telephone (808)587-2150

city or town Honolulu state HI zip code 96813

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

Designed by Territorial Highway engineer William Bartels, the Ka`ahumanu Avenue-Naniloa Drive Bridge is a rigid-frame concrete bridge with cantilever ends that spans a gap in Wailuku's "Sand Hills" as it carries Naniloa Drive over Ka`ahumanu Avenue. Prominently situated at the crest of a hill, the bridge has served as a distinctive gateway into Wailuku for nearly seventy years. Built as a grade-separation structure in 1936, the bridge's architectural details and rigid-frame construction are unique on Maui.

The Ka`ahumanu Avenue-Naniloa Drive Bridge is constructed entirely of reinforced concrete. It features parapets with cross-shaped voids and raised rail caps that were typical of many 1930s-era bridges on Maui. The Art Deco ornamentation, expressed on the vertically articulated piers and the horizontal relief on the bridge walls, is unique on Maui. The cross-shaped voids, rail caps, and articulated piers are painted in contrasting colors to highlight the architectural details. The construction date, 1936, is inscribed on the structure's southeast and northwest end piers. The structure's single-span is 51'-0" long; the overall structure length is 63'-0". The bridge height above the road is 14'-7". The bridge's roadway measures 20'-0" wide, with sidewalks on both sides measuring 2'-6" wide. Completed in 1937, the bridge cost $12,700 and was built by the Hawaiian Contracting Company. The structure required 271 cubic yards of concrete and 46,600 pounds of reinforcing steel. The Ka`ahumanu Avenue-Naniloa Drive Overpass is unaltered and in good condition, with only minor repairs. Most of the repairs are the result of vehicle impacts on the bridge's girders.

The Ka`ahumanu Avenue-Naniloa Drive Bridge retains a high level of historic integrity in its location, design, workmanship, materials, and feeling. Its original design and workmanship are evident in the decorative Art Deco piers and railings. When the bridge was built in 1936, the Sand Hills was a residential area and the bridge was flanked by adjacent residences and utility poles. The bridge's setting has urbanized over time; the nearby residential neighborhoods and commercial enterprises now have a higher density. Despite Wailuku's more urbanized setting, the bridge retains its prominent setting at the crest of a long hill where Ka`ahumanu Avenue enters Wailuku. Motorists approaching the bridge still enjoy beautiful views of the West Maui Mountains much as they did in 1936 when the bridge was built. The bridge itself is visible for more than a mile as motorists approach Wailuku.

The Ka`ahumanu Avenue-Naniloa Drive Bridge is complemented by timber guardrails and cut basalt (lava rock) masonry retaining walls that contribute to the bridge's historic feeling. On the west side of the bridge along Ka`ahumanu Avenue are entrance and exit ramps providing access to and from Naniloa Drive. These ramps are protected by timber guardrails on timber posts. On the structure's northeast side, a timber guardrail with concrete posts is situated along a sidewalk that ascends to the overpass. Masonry retaining walls constructed of cut basalt flank all sides of the structure and add to the historic character of the bridge. Another retaining wall, also built of basalt, runs along and above the entrance ramp from Ka`ahumanu Avenue. The basalt masonry walls are excellent examples of traditional local craftsmanship.

The Naniloa Drive - Ka`ahumanu Avenue Bridge achieves state and local significance in the areas of engineering and transportation under criteria A and C. One of the earliest remaining rigid-frame bridges built in the Territory of Hawai`i, the structure is one of two such bridges built in Hawai`i in 1936. The bridge represents the advances in engineering technology being achieved in Hawai`i during the early twentieth century. The Ka`ahumanu Avenue-Naniloa Drive Bridge is one of only two grade-separation structures on Maui, the other being the nearby Wai`ale Drive Bridge, which is already listed on the National Register of Historic Places. The completion of these grade-separation structures, together with a 1.9 mile road linking Wailuku and Kahului, improved travel time and motorist safety while also providing jobs during the Great Depression.

William Bartels, Territory of Hawai`i Bridge Engineer, introduced the rigid-frame bridge to Hawai`i in 1936. Bartels realized that the rigid-frame bridge was an excellent engineering solution for separating the grades at the new intersection at Naniloa Drive and Kaahumanu Avenue. Developed in New York by Arthur Hayden in 1922, the rigid-frame bridge was especially suited for grade-separation structures where the distance between the roadway grades was restricted and the length of the approaches important. Bartels realized that a rigid-frame bridge would fit neatly into the narrow gap bulldozed through Wailuku's "Sand Hills." From an engineering perspective, he understood that Hayden's sophisticated technology offered greater structural strength than other bridges of the era, especially girder bridges. His bridge derived its strength from the rigid connection between the structure's vertical and horizontal members, which spread the load more evenly throughout the entire bridge. The structure was no longer supported only by its abutments as girder bridges were, instead, the rigid-frame bridge was an integral unit with all members working together to support the structure and its loads. Another attractive feature of rigid-frame construction was its economy. Greater structural strength resulted in a more efficient use of materials, which permitted a narrower cross section that required considerably less excavation and concrete. Greater economy meant that Bartels could further stretch the Territory's dollars for public highway projects.

In addition to being a modern, practical structure, Hayden designed the rigid-frame bridge to be aesthetically pleasing, with a form that mimicked the graceful appearance of conventional arch bridges. Bartels realized that the intrinsic form of the bridge made it a good choice for settings where an aesthetic bridge was required, such as the prominent hilltop at the entrance to Wailuku. The structure was also readily adaptable to a variety of architectural treatments. Although Bartel's choice of a rigid-frame technology was unique on Maui, his open parapet with cross-patterned voids was typical of Hawai`i's 1930s bridges. The Art Deco elements, however, reflected the popular stylistic influences of the era and rendered the structure as one of Maui's most architecturally distinguished bridges. The rigid-frame engineering, unique architectural details, and prominent location at the crest of a hill leading into Wailuku made the Naniloa Drive-Kaahumanu Avenue Overpass an attractive gateway into Maui's county seat. Seventy years after its construction, the bridge has become a renowned Wailuku landmark that is specifically recognized by the county's Wailuku-Kahului Community Plan as culturally significant.

The Naniloa Drive Ka`ahumanu Avenue Overpass is a fine example of Hawai`i's juxtaposition between modern technology and traditional building methods. While the

structure represented the latest in bridge engineering technology, the adjacent retaining walls reflected traditional construction techniques that relied on native lava rock (basalt) masonry. Local basalt was a common bridge construction material in the late 1800s when masonry arch bridges were built. In 1905, the Territorial Superintendent of Public Works recommended that reinforced concrete be used to build Hawai`i's bridges. Even after the superintendent's recommendations, basalt masonry continued to be used for bridge abutments, wingwalls, guardwalls, and retaining walls. Just as the Naniloa Drive Overpass exhibits fine, modern architectural details and workmanship, the cut-rock retaining walls are excellent examples of traditional local craftsmanship.

The Naniloa Drive - Ka`ahumanu Avenue Bridge was part of a major bridge and road-building project on Maui in 1936. These projects demonstrated that Maui directly benefited from the U.S. Government's efforts to improve the nation's transportation facilities, but perhaps more importantly, to improve traffic safety. As with the rest of the nation, transportation funding played a major role in providing jobs during the Great Depression. Although no documentation was located to determine whether federal funding was appropriated for the Naniloa Drive bridge, it is extremely likely that federal funds were used since the U.S. Government funded the other components of this project, the Wai`ale Drive Bridge and the new road into Wailuku.

The Wailuku-Kahului Road, now known as Ka`ahumanu Avenue, was constructed to provide direct access between Maui's port town of Kahului and its county seat and commercial center, Wailuku. The new 1.9-mile road cut through the Sand Hills and replaced a beach road between the two towns, reducing the trip by one mile. Important safety features of the new thoroughfare were grade-separation structures at Naniloa and Wai`ale Drives. The Wai`ale Drive Bridge, funded by the Emergency Relief Appropriation Act of 1935, was built to carry Kaahumanu Avenue traffic over Wai`ale Drive and the adjacent railroad tracks. The other grade-separation structure was built to carry Ka`ahumanu Avenue under Naniloa Drive. Both bridges were built during the federal government's nation-wide effort to improve traffic safety by means of grade-separation structures. The combination of these three projects was a significant transportation achievement on Maui. The new road and grade-separation structures improved travel time between Maui's two main towns while also providing increased safety. These projects were also an important part of the Federal aid highway program in Hawai`i. The mid 1930s were boom years for bridge and road construction in the Territory of Hawai`i, as it was finally granted federal road aid that had been denied between 1917 and 1925. Many of these road and bridge programs were also an important part of Great Depression relief efforts.

The Ka`ahumanu Avenue - Naniloa Drive Overpass was designed by William R. Bartels and built by the Hawaiian Contracting Company. Bartels came to Hawai`i in 1932 and was an engineer for the Territorial Department of Public Works until his retirement in 1957. Hawai`i's most renowned bridge engineer, Bartels was responsible for many of the Territory's major bridge projects including the 1936 Wahiawa Bridge on Kauai, which is also a rigid-frame structure, and the 1936 Kupapaulua Bridge on Hawai`i, a concrete-arch bridge. Bartels is credited with designing and building bridges that combined the most modern technology available with aesthetically-pleasing architectural features, as is evidenced in the Ka`ahumanu Drive - Naniloa Drive Overpass.

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Major Bibliographical References

Duensing, Dawn E. *Bronx River Parkway, HAER No. NY-327.* [Washington D.C.]: National Park Service, Historic American Engineering Record, 2001.

Hayden, Arthur G. and Maurice Barron. *The Rigid-Frame Bridge.* Third Edition. NY: John Wiley & Sons, Inc. 1950.

Spencer Mason Architects. *State of Hawai`i Historic Bridge Inventory and Evaluation.* Draft. [Honolulu]: State of Hawai`i Department of Transportation, Highways Division, 1996.

Superintendent of Public Works. *Annual Report.* [Honolulu]: Superintendent of Public Works. 1905, 1936.

The Maui News, 1936.

Wailuku - Kahului Community Plan. [Wailuku, HI]: Maui County Council, 2002.

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Photographs were taken by Dawn E. Duensing, who has the negatives.

1. Ka`ahumanu Avenue - Naniloa Drive Overpass
2. Maui County, Hawai`i
3. Dawn E. Duensing
4. September 12, 2004
5. Dawn E. Duensing
6. Ka`ahumanu Avenue - Naniloa Drive Overpass, retaining walls and guardrails; view looking west
7. Photograph #1

3. Dawn E. Duensing
4. September 12, 2004
5. Dawn E. Duensing
6. Ka`ahumanu Avenue - Naniloa Drive Overpass, retaining walls and guardrails; view looking east

3. Dawn E. Duensing
4. September 12, 2004
5. Dawn E. Duensing
6. Ka`ahumanu Avenue - Naniloa Drive Overpass, view of roadway and bridge; looking north

3. Dawn E. Duensing
4. September 12, 2004
5. Dawn E. Duensing
6. Ka`ahumanu Avenue - Naniloa Drive Overpass, northwest pier with inscribed date of construction; view looking west

Ka'ahumanu Avenue - Naniloa Drive Overpass

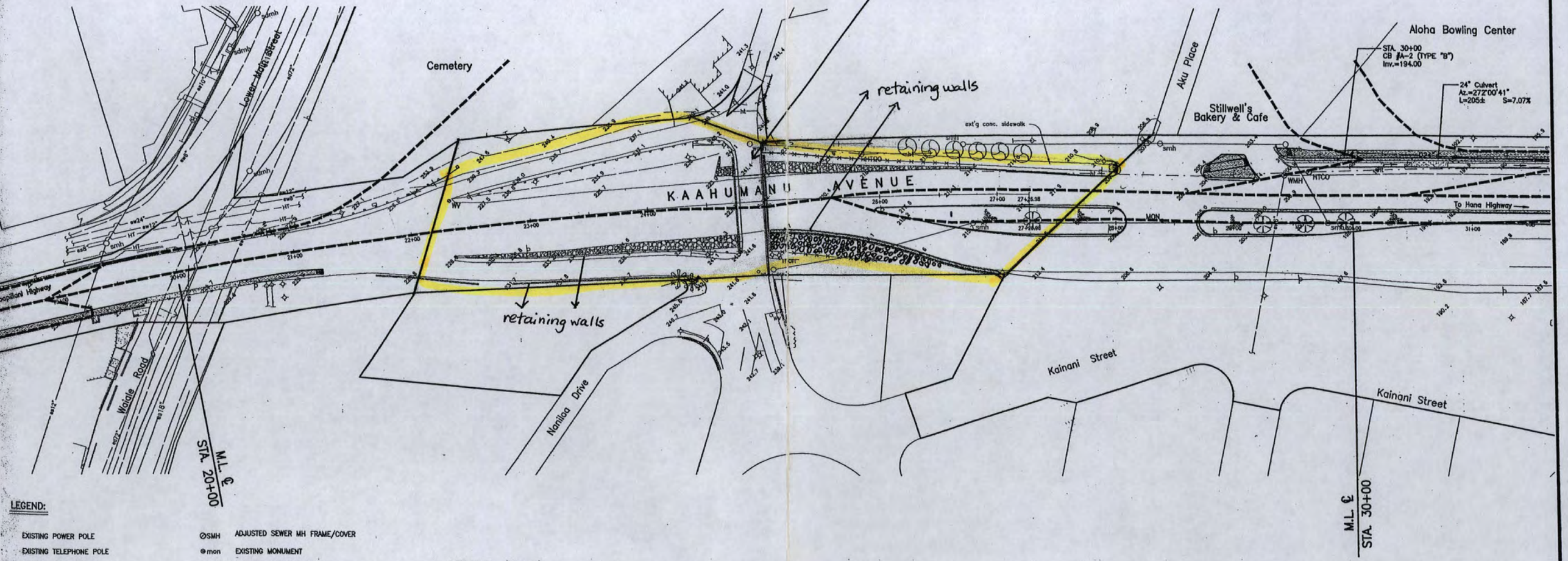
Maui, Hawai'i

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	NH-032-1(8)	2000	39	111

TRUE NORTH

SCALE: 1 IN. = 40 FT.

Ka'ahumanu Ave - Naniloa Drive Overpass



LEGEND:

	EXISTING POWER POLE	⊘SMH	ADJUSTED SEWER MH FRAME/COVER
	EXISTING TELEPHONE POLE	⊕mon	EXISTING MONUMENT
2"—	EXISTING 12" WATERLINE	⊕MON	ADJUSTED MONUMENT
nh	EXISTING WATER MANHOLE	—ed24"—	EXISTING 24" DRAINLINE
WH	ADJUSTED WATER MH FRAME/COVER	Osdmh	EXISTING STORM DRAIN MANHOLE
	EXISTING WATER AIR VALVE	⊘SDMH	ADJUSTED STORM DRAIN MH FRAME/COVER
	ADJUSTED WATER AIR VALVE MH FRAME/COVER		EXISTING GRATED DROP INLET
	EXISTING WATER VALVE BOX		EXISTING CATCH BASIN
	ADJUSTED WATER VALVE BOX	þ	EXISTING TRAFFIC SIGN
m	EXISTING WATER METER		EXISTING HIGHWAY LIGHTING STANDARD
M	ADJUSTED WATER METER		EXISTING METAL GUARDRAIL
	EXISTING FIRE HYDRANT		NEW SINGLE METAL GUARDRAIL
8"—	EXISTING 8" SEWERLINE		EXISTING FENCE
nh	EXISTING SEWER MANHOLE	○	TYPE II OBJECT MARKER

LEGEND: (Trees)

	EXISTING AFRICAN TULIP		EXISTING MONKEY POD TREE
	EXISTING BANYAN TREE		EXISTING PALM TREE
	EXISTING CHRISTMAS TREE		EXISTING PLUMERIA TREE
	EXISTING COCONUT TREE		EXISTING POINCIANA TREE
	EXISTING KIAWE TREE		EXISTING SHOWER TREE
	EXISTING KUKUI TREE		EXISTING TREE (UNKNOWN)

REDUCED PLAN
(HALF SIZE)
0 1 2 3
3 INCHES ON ORIGINAL PLAN

DARREN T. UNEMORI
LICENSED PROFESSIONAL ENGINEER
NO. 7937-C
HAWAII, U.S.A.

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION

Signature

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

ROADWAY DRAINAGE PLAN

MAIN STREET RESURFACING
CENTRAL AVENUE TO KAAHUMANU AVENUE
AND
KAAHUMANU AVENUE RESURFACING
MAIN STREET TO HOBRON AVENUE
Fed. Aid Project No. NH-032-1(8)

SCALE: AS NOTED

SHEET No. 2 OF 13 SHEETS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Ka'ahumanu Avenue--Naniloa Drive Overpass

MULTIPLE NAME:

STATE & COUNTY: HAWAII, Maui

DATE RECEIVED: 10/07/08 DATE OF PENDING LIST: 10/27/08
DATE OF 16TH DAY: 11/11/08 DATE OF 45TH DAY: 11/20/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08001065

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

__✓__ACCEPT ___RETURN ___REJECT 11.19.08 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Ka'ahumanu Ave - Naniloa Drive Overpass, Maui, Hawai'i #1

Ka'ahumanu Ave - Naniloa Drive Overpass, Maui, Hawaii, # 2

Kaʻahumanu Ave - Naniloa Drive Overpass, Maui, Hawaii, #3

Ka'ahumanu Ave - Naniloa Drive Overpass, Maui, Hawai'i #4

Ka'ahumanu Avenue - Naniloa Drive Overpass
Maui, Hawaii
760, 440E

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

U.S. DEPARTMENT OF DEFENSE
NATIONAL IMAGERY AND MAPPING AGENCY

WAILUKU QUADRANGLE
HAWAII-MAUI CO.
7.5-MINUTE SERIES (TOPOGRAPHIC)

156°35′ 52.5″E — 53 — 54 — 55 — 32′30″ — 56 — 57 — 58 — 59 — 30′ — 61 — 62 — 63 — 1 710 000 FEET — 64 — 156°27′30″
20°57′30″ — 19 000mN — 18 — 17 — 16 — 15 — 55′ — 14 — 13 — 12 — 11 — 52′30″ — 10 — 09 — 190 000 FEET — 08 — 07 — 06 — 20°50′
1 670 000 FEET

220 000 FEET

2,311,874N
UTM Zone 4N
Datum

PACIFIC OCEAN
KAHAKULOA HOMESTEADS
HONOKOHAU FOREST RESERVE
WAIHEE VALLEY
IAO VALLEY STATE MONUMENT
OLOWALU DISTRICT
UKUMEHAME DISTRICT
WAIKAPU VALLEY
Hulu Island
Waihee Pt
Waihee Reef
Waiehu Pt
Nehe Pt
Hobron Pt
KAHULUI BAY
Kahului Harbor
Waihee
Waiehu
Paukukalo
Puuohala Village
Happy Valley
WAILUKU
KAHULUI
Wailuku Heights
Waikapu
Puunene
McGerrow Village
Waihee River
Waiehu Stream
Waikapu Stream
Iao Stream
Kahoolewa Ridge
Kapilau Ridge
Puu o Kaupo
Mauna Alani
Keahialoa
Eke Crater
Kealahou
Kanaha Pond
Maui Community Correctional Center
Waiale Reservoirs
Battle Of Kepaniwai Historical Marker
Kepaniwai Park
HALEKII PIHANA HEIAUS STATE MONUMENT
Maui War Memorial Center
Kahului Harbor
Waiehu Golf Course
Leisure Estates Park
Waiehu Beach Park
Waiehu Ball Park
Waiehu Heights Park
Paukukalo Park
Waiehu Terrace Park
Papohaku Park
Puuohala Park
Keopuolani Park
Hoaloha Park
Kahului Harbor Park
Kanaha Park
Kahului Park
Pomaikai Park
Waihee Ridge Park
Waihee Valley Park
Waikapu Park
Hamoa Park
Wailuku Elem Sch Park
Wells Park
Waiehu Gymnasium
Waiehu Golf Course
Camp Maluhia
Waiehu Cemetery
Waihee Cemetery
Kahului Cemetery
Waiehu Heights Park
Waikapu Cemetery
Pulehu Gl
Pulehunui
Kaloko Reservoir
Kalepa Ditch
Waihee Ditch
Waiehu Ditch
Kama Ditch
Spreckels Ditch
Waikapu Ditch
Iao Tunnel
Waihee Tunnel
Waiehu Tunnel
Waikapu Tunnel
Eke Crater
The Needle
Hanaula
Hokuula
Puu Kane
Puu Lio
Kapapaokalilo
Keahialoa
Kahoolewa
Kapilau
Mauna Alani
Lanilili
Kealahou
Kaaha
Kaloko
Kahakuloa
Honanana
Honokohau
Kahakuloa
Hulumuhuhee
Kealahou
Kanaha
Kupaa
Waihee
Eleele
Kalepa
Kope
Kaaha
Kaloko
Kahakuloa
Honanana
Honokohau
Kahakuloa
Hulumuhuhee
Kealahou
Kanaha
Kupaa
Waihee
Eleele
Kalepa
Kope
Kaaha
Kaloko
Olowalu
Kaukonahua
Pohakea
Kahakuloa
Honanana
Honokohau
Kahakuloa
Hulumuhuhee
Kealahou
Kanaha
Kupaa
Waihee
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Olowalu
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Kahakuloa
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Hulumuhuhee
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Honanana
Honokohau
Kahakuloa
Hulumuhuhee
Kealahou
Kanaha
Kupaa
Waihee
Eleele
Kalepa
Kope
Kaaha
Kaloko
Olowalu
Kaukonahua
Pohakea

SCALE 1:24 000

1 0.5 0 KILOMETERS 1 2
1000 0 METERS 1000 2000
1 0.5 0 1
MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 40 FEET
SUPPLEMENTARY CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2 FEET

Produced by the United States Geological Survey in cooperation with National Imagery and Mapping Agency

Topography compiled 1950. Planimetry derived from imagery taken 1997 and other sources. Survey control current as of 1955

North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 4
10 000-foot ticks: Hawaii Coordinate System of 1983 (zone 2)

Old Hawaiian Datum is shown by dashed corner ticks
The values of the shift between Old Hawaiian Datum and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

MN GN
0°53′ 16 MILS
10° 178 MILS
UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

20% TOTAL RECOVERED FIBER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

HAWAII — MAUI
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 Napili
2 Kahakuloa
3
4 Lahaina
5 Paia
6 Olowalu
7 Maalaea
8 Puu O Kali
ADJOINING 7.5' QUADRANGLE NAMES

ROAD CLASSIFICATION
Primary highway hard surface
Secondary highway hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route — U.S. Route — State Route

INTERIOR-GEOLOGICAL SURVEY, RESTON, VIRGINIA - 1999

WAILUKU, HI
1997

NIMA 5619 I NE-SERIES W833
NIMA 5619 I SE-SERIES W833

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LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
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COMMISSION ON WATER RESOURCE MANAGEMENT

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LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

October 1, 2008

Ms. Janet Snyder Matthews
Associate Director, Cultural Resources
Keeper of the Register
United States Department of the Interior
National Park Service
National Register Program (MS 2280)
1201 "Eye" Street, N.W.
Washington, D.C. 20005

DOC NO: 0810AL01
Architecture

Dear Ms. Matthews:

SUBJECT: National Register Nomination
Ka'ahumanu Avenue—Naniloa Drive Overpass
Wailuku, Island of Maui

We respectfully submit to you the above nomination. We ask that this site be considered for listing on the National Register of Historic Places. Please call Dr. Astrid Liverman at (808) 692-8028 (Astrid.M.Liverman@hawaii.gov) with your comments or should you have any questions. Thank you for your consideration.

Sincerely,

Nancy A. McMahon
Deputy State Historic Preservation Officer

AMBL: