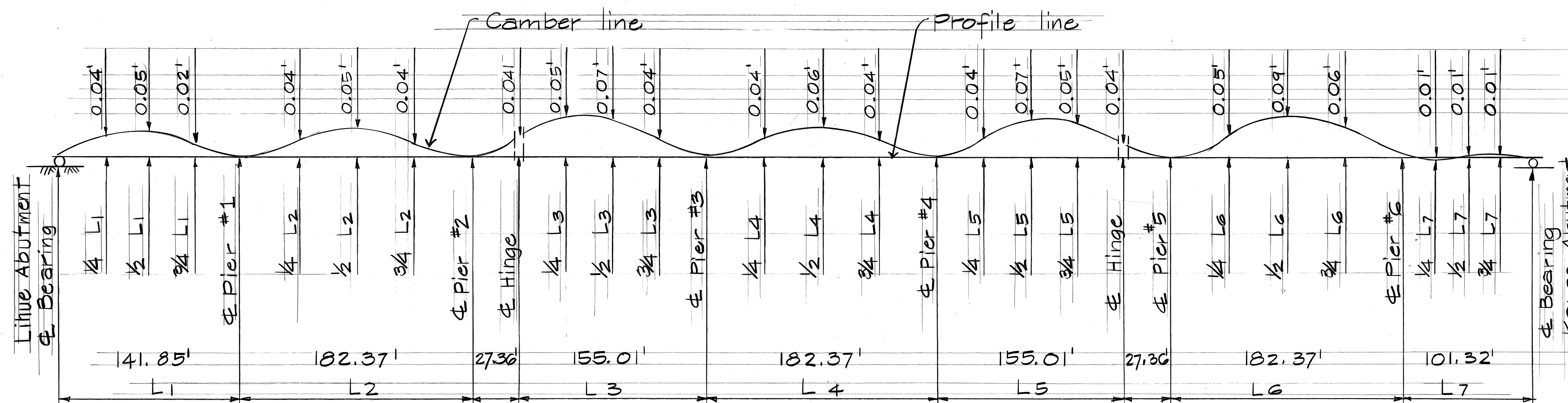


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	F-051-1 (8)	1986	26	62



Dimensions are along center line of bridge.

CAMBER DIAGRAM

No scale

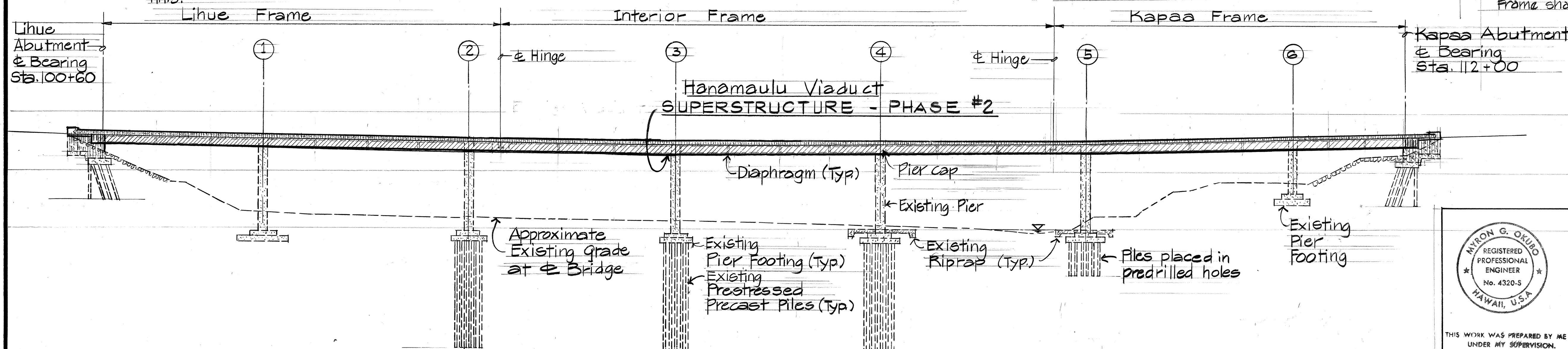
CAST IN PLACE CONCRETE TYPE LOCATION (f'c @ 28 DAYS)

Symbol	Description
	Bridge Superstructure (Girders, Deck, Soffit, Pier Caps, Hinges, Diaphragms excluding Concrete Railing) f'c = 5000 psi.
	Abutment Walls, Retaining Walls and Bridge Railings, Class A.
	Pier and Pier Footings, f'c = 4500 psi ← N.I.C.



FALSEWORK AT HINGE

N.T.S.



CONCRETE TYPE LIMITS - BRIDGE ELEVATION

Scale: 1" = 50'

B. (Continued)

must remain in place under the Interior Frame until the 900 kips counterweight load is removed. Falsework under the Interior Frame may then be removed. Falsework shall be designed for additional loads according to Section 503 of the Specifications. For Scheme II, the method, location of counterweight load and materials used to simulate the support reaction shall be submitted to the Engineer for approval.

1. The Superstructure shall be constructed as a continuous frame between hinges. A frame is defined as a part of the structure between a hinge and an abutment, or between hinges.

2. The Contractor shall submit a Construction Camber Diagram based on his prestressing sequence for approval by the Engineer. Camber shall be checked at intermediate construction steps. Camber adjustments, methods, and supporting calculations shall be furnished by the Contractor.

3. Camber Diagram shown here, does not include allowance for falsework settlement.

4. The Contractor shall take steps necessary to allow Superstructure to contract during tensioning operations. During tensioning operations, the box girder soffit forms will be subject to the same compressive force as the concrete box girder unless compressible joints and/or bond breakers are provided to relieve this force.

5. The Lihue and Kapaa Frames shall be poured before the Interior Frame. Post tensioning operations shall conform to one of the following schemes. In Scheme I the Interior Frame shall be post tensioned before either the Lihue or Kapaa Frame. Falsework shall remain in place under the structure until all frames are post tensioned. In Scheme II, the Lihue and Kapaa Frames shall be constructed and post tensioned before the Interior Frame is constructed and post tensioned. After the Lihue and Kapaa Frames are post tensioned, a load simulating the Interior Frame support reaction of 900 kips shall be placed as close as possible to the & Hinge Bearing at each frame. Falsework between the hinge and adjacent pier shall then be reshored snug. The remainder of the falsework in the adjoining spans may then be removed. The Interior Frame shall then be constructed and post tensioned. Falsework

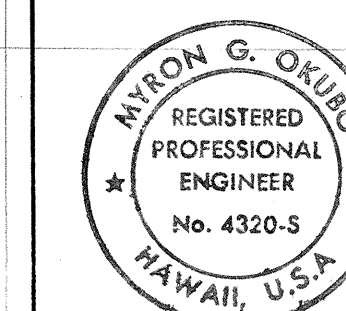
DATE REVISION

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

**CAMBER DIAGRAM AND
CONCRETE TYPE LIMITS**
HANAMAULU VIADUCT
HANAMAULU-AHUKINI CUTOFF ROAD
Ahukini Road to Kauai Hardwoods
PROJECT NO. F-051-1 (8)

SCALE: 1" = 50' DATE: JULY 1985

SHEET NO. 5-5 OF 39 SHEETS



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

Myron G. Okubo
Signature