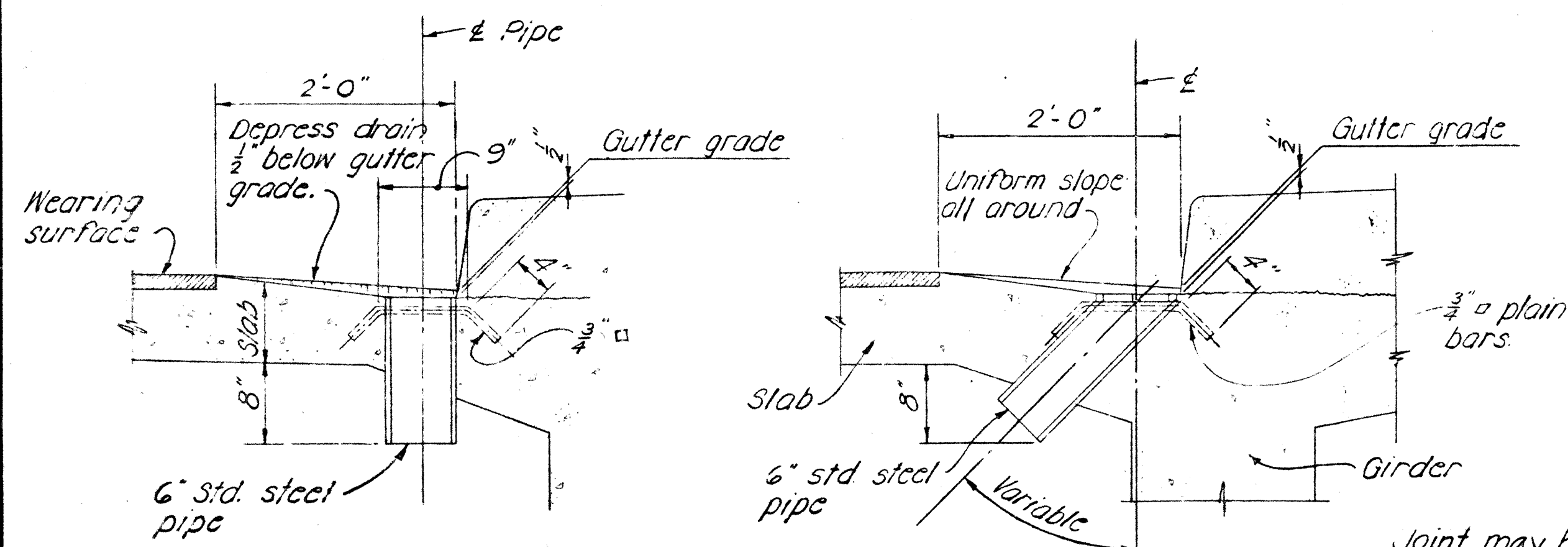
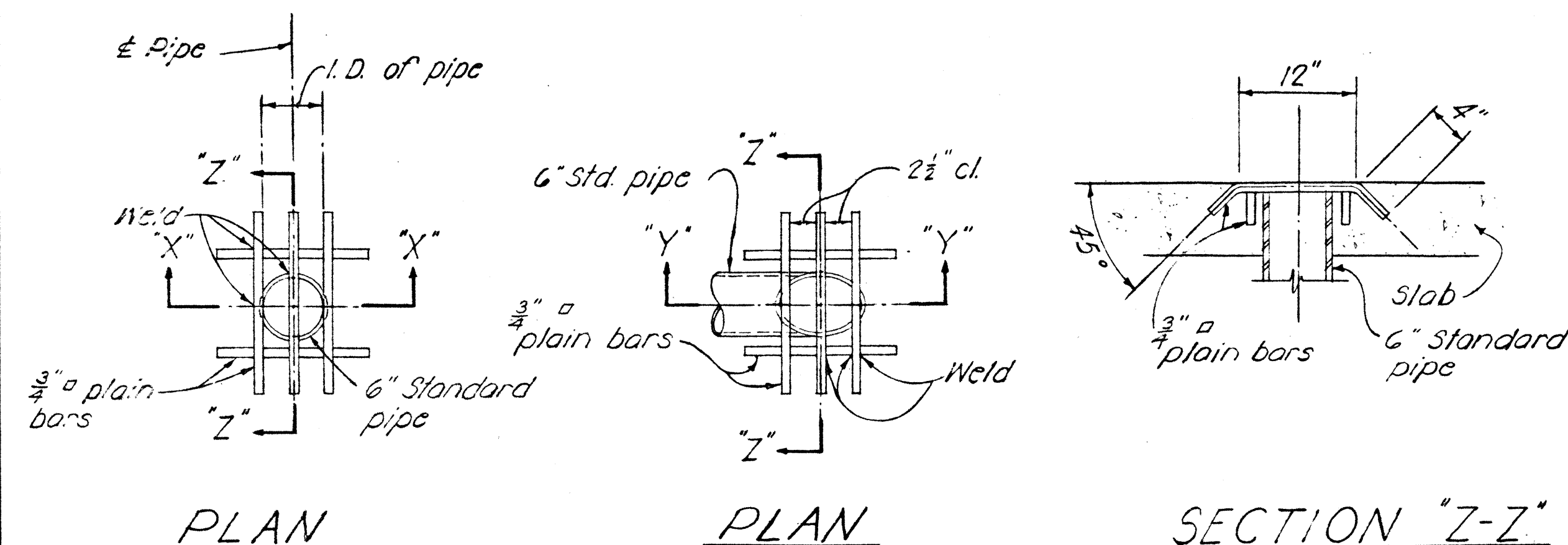


GENERAL NOTES

- All concrete shall be Class A unless otherwise noted.
- Reinforcing shall be detailed in accordance with A.C.I. Manual of Standard Practice for Detailing Reinforced Concrete Highway Structures unless otherwise noted.
- Clearance for reinforcing bars shall be as follows, unless otherwise noted:
 - 1/2" For stirrups of beams & pier caps.
 - 2" For ties of columns.
 - 2" For formed walls.
 - 3" For footings.
- Minimum spacing between parallel bars shall be 2 1/2 times the diameter of bars, but in no case shall the clear distance between the bars be less than 1 1/2 times the maximum size of the coarse aggregate.
- All dimensions relating to reinforcing are to centers of bars unless otherwise noted.
- Reinforcing bars shall be securely tied at all intersections & lap splices & shall be held in place during pouring to maintain their proper locations as shown on plans.
- Vertical column bars shall be arranged in such a manner as to miss pier cap bars above as directed by the Engineer.
- Except as otherwise noted on drawings, all exterior corners & re-entrant angles in concrete work shall be chamfered 3/4" x 3/4".
- Concrete seats receiving steel plates, lead plates or neoprene pads shall be poured monolithically with supporting structures & top of concrete seats shall be finished with a steel trowel to a smooth level surface at the elevation shown on the plans.
- Elastomeric Pads: Bottom of bridge bearing pads shall be secured against displacement with adhesives approved by the Engineer. Pads shall be incidental to concrete and will not be paid for separately.
- Forms for all exposed surfaces of separation structures and surfaces of retaining walls visible from a traveled way or from a populated area shall be plywood except that metal forms may be permitted provided a surface finish satisfactory to the Engineer can be obtained and the use of such forms is approved in writing by the Engineer. Forms for round columns shall be made of materials that will give a smooth finish and true dimensions as given in the plans. Forms for prestressed concrete members shall be either metal or plywood.
- Gothic letters and figures approximating dimensions shown will be acceptable if approved by the Engineer.
- The contractor shall verify the location of all existing utility lines and notify the respective owners before commencing work of excavation or driving of piles.
- Standard Detail Drawings refer to all structures in general, except for modifications as may be required for special conditions. For such modifications refer to the corresponding detailed drawings.

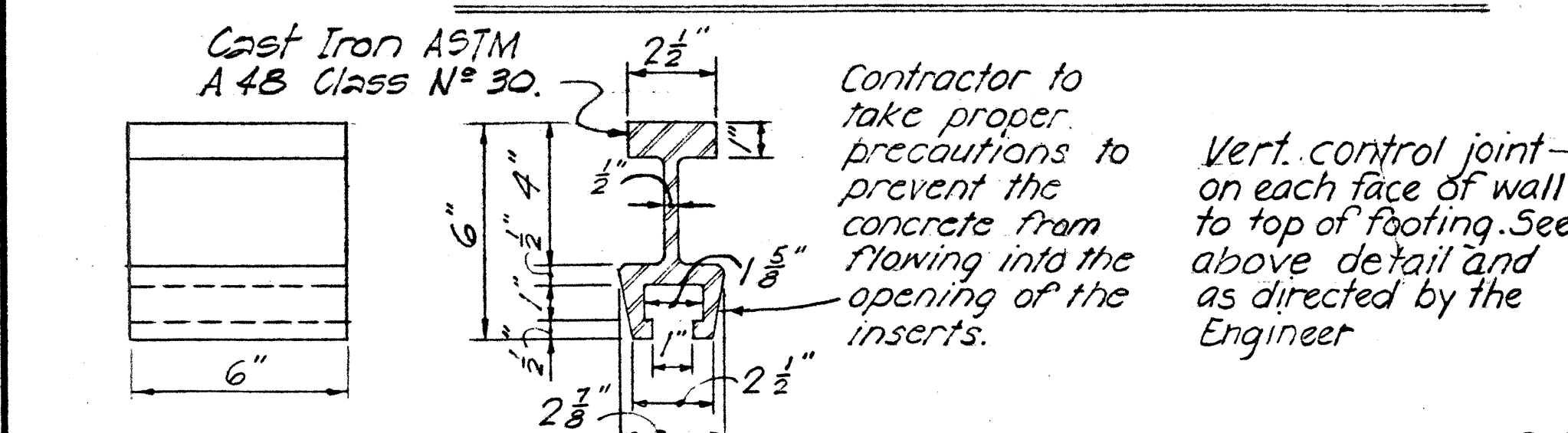
TYPICAL CONCRETE GROOVE DETAIL

DRIP DETAIL

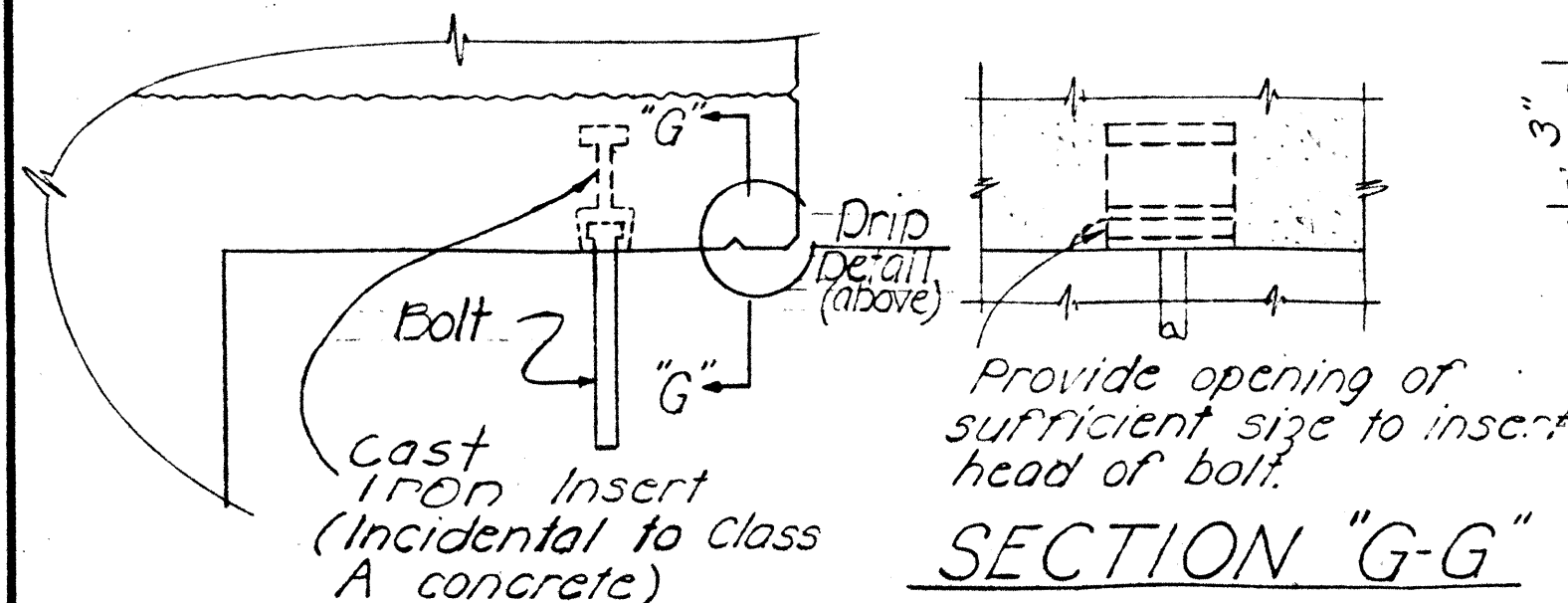


NOTE: Metal drains shall be considered incidental to Class A concrete in both concrete and steel bridges and will not be paid for separately. Assemblage of grillage and pipe shall be hot-dip galvanized after all welding is completed.

TYPICAL DRAINAGE DETAILS

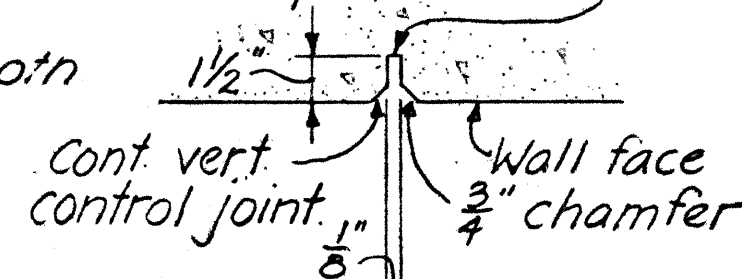


INSERT DETAIL



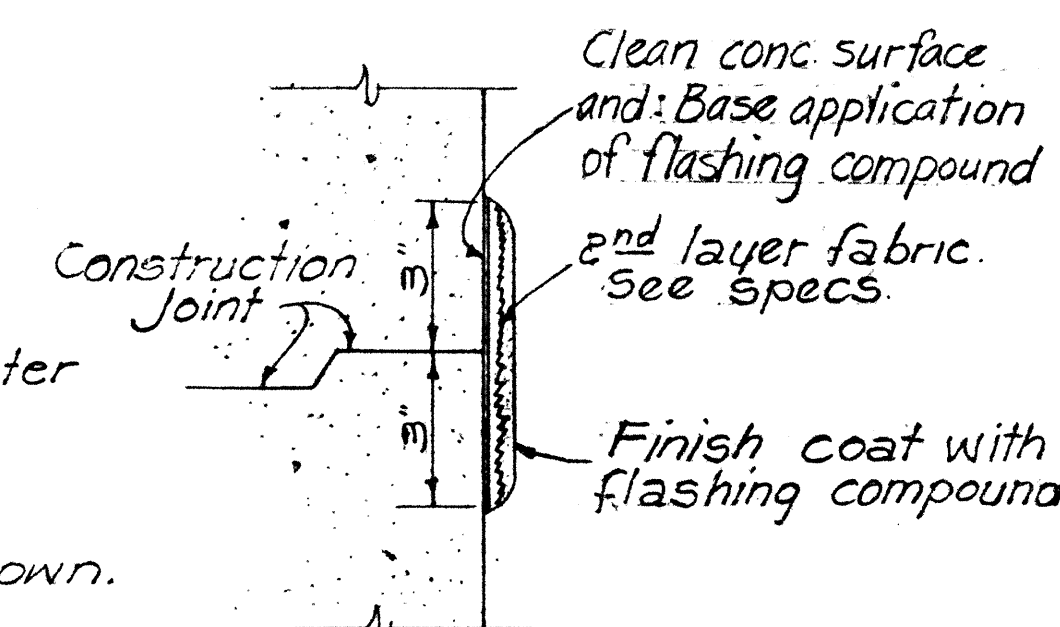
DETAIL OF PIPE HANGERS & INSERTS

Joint may be formed with 1/2" masonite & cut back to the root of the chamfer on the exposed face.



CONTROL JOINT DETAILS

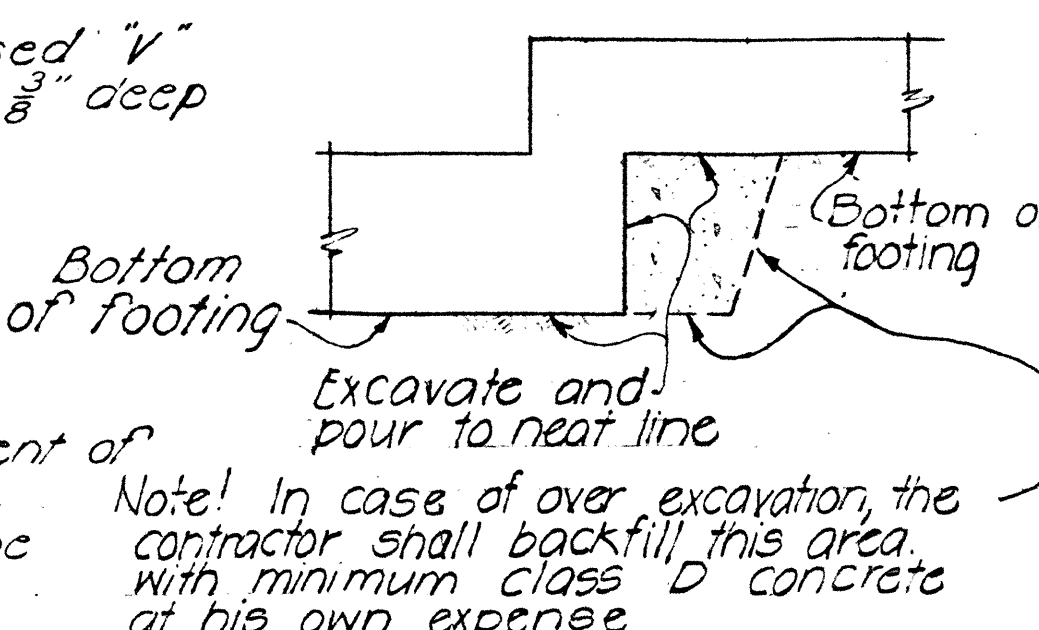
TYP. FLASHING COMPOUND WATERPROOFING DETAIL



NAME DATE

Use correct name of bridge Date of Year built
NOTE: Refer to corresponding detail drawings for placement of such names & dates at end post. Exact details & spacing of letters & figures shall be as directed by the Engineer. See Note #12

TYPICAL DETAIL OF LETTERS & FIGURES AT CONCRETE END POST



TYPICAL EXCAVATION FOR CONTINUOUS FOOTING STEP-UP

NO.	REVISION	APPROVED BY	DATE

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
STANDARD DETAILS
NOTES AND MISCELLANEOUS
DETAILS

Date: October 1969
SHEET No. 1 OF 1 SHEETS DB-100