


DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MAUI	HAW.	BR-030-1(37)	2024	ADD.29	42

Legend:

 Denotes to be demolished, removed and disposed of.

TRUE NORTH
SCALE: 1/4" = 1'-0"

- Site specific BMP Notes:**
1. A suggested BMP plan is presented to clarify requirements of the project.
 2. Contractor shall submit BMP plan for approval to the engineer to show means of debris containment.
 3. Provide BMPs to keep debris out of stream during demolition.
 4. Water shall be used to minimize and control grinding generated dust and residues. All grinding water shall be removed via vacuum from the bridge roadway on a continuous basis immediately behind the grinding operations and transported for off-site disposal.
 5. During demolition, water shall be used to dampen the area that is being demolished prior to starting the demolition. During the demolition process a water spray shall be used to minimize fugitive dust. The ground shall be sprayed with water either by water truck or some type of water spray to minimize fugitive particulate emissions from haul trucks and demolition equipment.
 6. Avoid working in high winds.

DATE	REVISION
11/26/24	Added BMP Plan and Notes

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Existing Bridge Demolition and BMP Plan

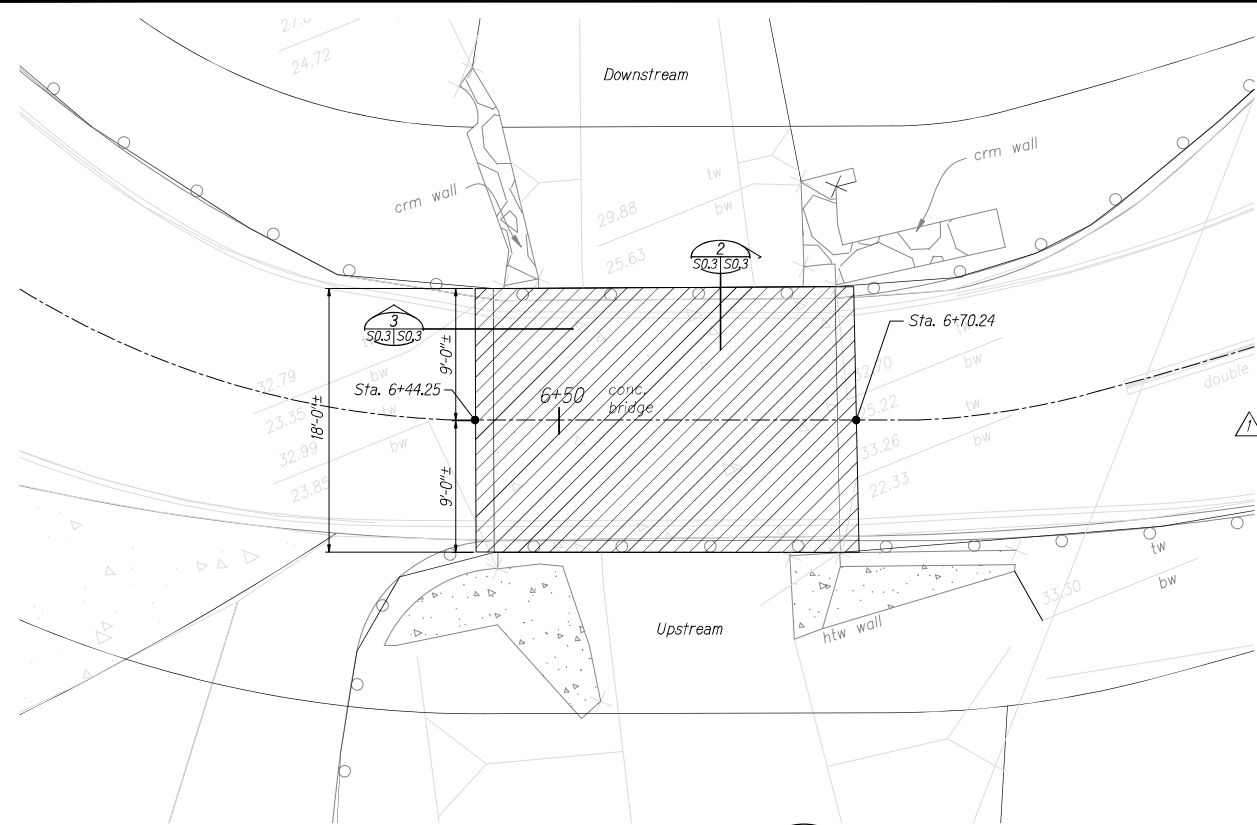
Honopiʻilani Highway
Rehabilitation of Honolu Bridge
F.A.P. No. BR-030-1(37)

Scale: As Shown
Date: August 2024

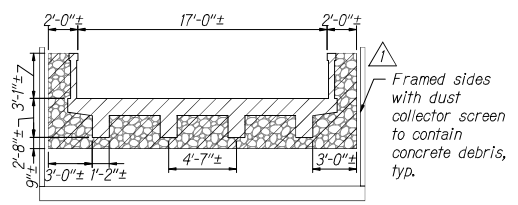
SHEET No. S0.3 OF 42 SHEETS



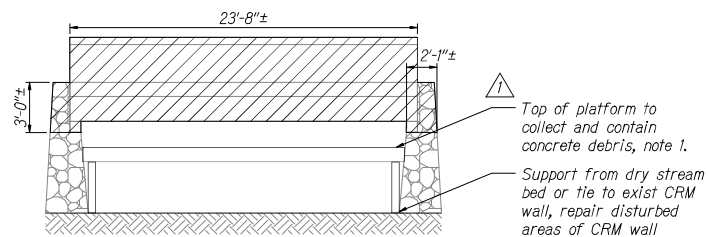
THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION
Professional Engineer
Keanu Hatakeyama
APR 30, 2025
LIC. EXP. DATE



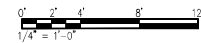
EXISTING BRIDGE PLAN
Scale: 1/4" = 1'-0"



EXISTING BRIDGE SECTION
Scale: 1/4" = 1'-0"

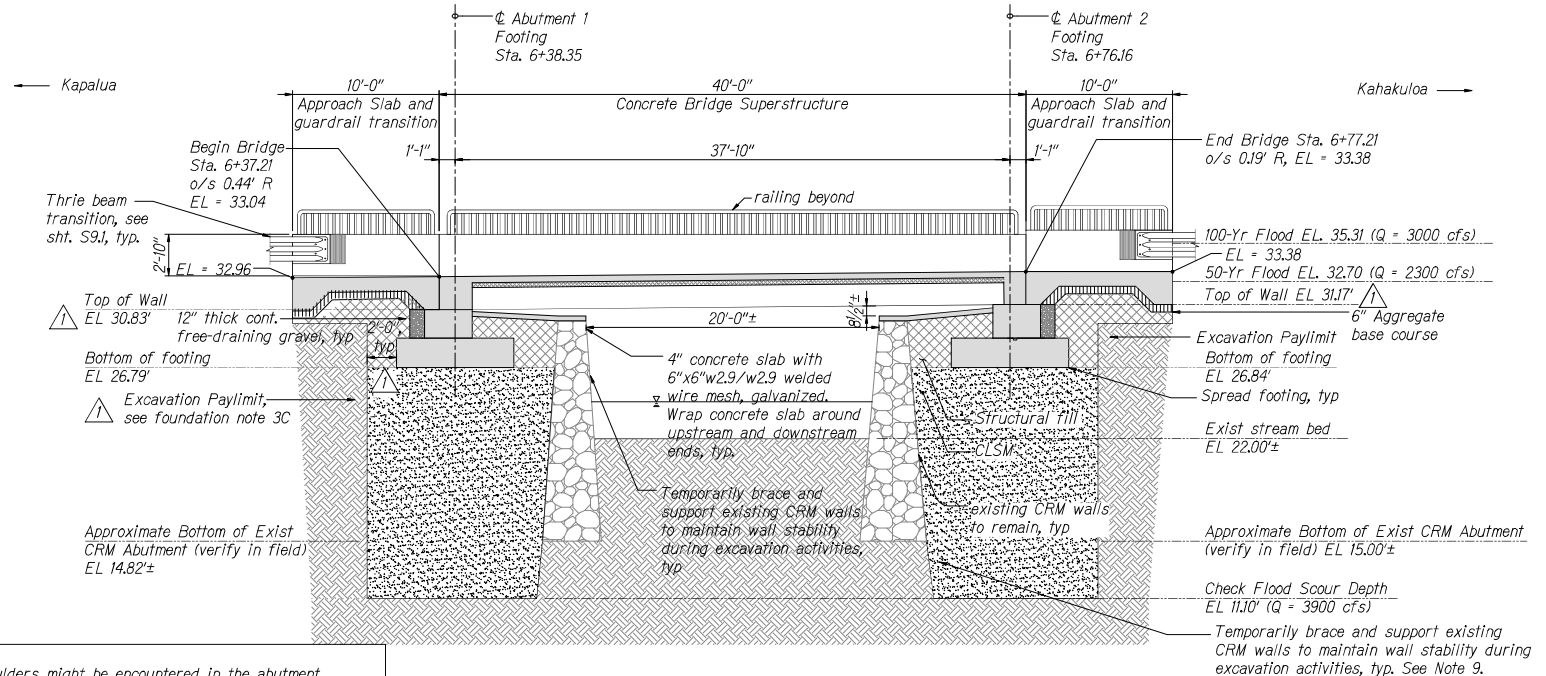


EXISTING BRIDGE SECTION
Scale: 1/4" = 1'-0"



DESIGNED BY	SAFETY CHECKED BY
DRAWN BY	SAFETY REVIEWED BY
CHECKED BY	SAFETY APPROVED BY
IN CHARGE	SAFETY MANAGER

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Notes:

- Boulders might be encountered in the abutment backfills of the existing bridge, and the cost shall be included in the excavation cost.
- Imported structural fill should be well-graded, non-expansive granular material. Specifications for imported granular structural fill should indicate a maximum particle size of 3 inches, and state that between 8 and 20 percent of soil by weight shall pass the #200 sieve. In addition, the plasticity index (P.I.) of that portion of the soil passing the #40 sieve shall not be greater than 10. Imported structural fill should have a CBR expansion value no greater than 1.0 percent and a minimum CBR value of 20 percent, when tested in accordance with ASTM D 1883.
- The approach slab base course should be compacted to a minimum 95 percent compaction as determined by ASTM D 1557. The subgrade should be compacted to a minimum of 90 percent compaction.
- See S21 for shoring and bracing at excavation notes.
- Provide dewatering as needed, see General Notes.
- Provide BMP's to keep debris out of stream during construction.

LONGITUDINAL SECTION AT BRIDGE CENTERLINE

Scale: 1/4" = 1'-0"

Notes continued:

- Since the 200-yr flood scour depth is lower than the 500-yr flood scour depth, the Check Flood scour depth indicated is associated with the 200-yr flood.
- Where a non-erodible layer consisting of gravel, cobbles, and boulders exists at approximately 7 to 17 feet below grade, CLSM may be placed directly onto the non-erodible layer, otherwise CLSM shall extend to the Check Flood scour depth.
- Excavation near the bottom of the existing CRM wall shall require Contractor to hire structural engineer to ensure structural stability and safety based on the existing field conditions. The shoring, bracing, and underpinning for the removal of erodible material and installation of CLSM may be performed with jet grouting and small incremental excavations as determined by the Contractor's engineer.

CLSM Notes:

- CLSM shall conform to ASTM D6103.
- CLSM 28-day compressive strength shall be 1000 psi minimum and contain a blend of micro and macro fibers conforming to ASTM C116.
- CLSM test cylinders shall conform to ASTM D4832.
- See additional CLSM notes on S01.



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DATE: APRIL 30, 2020
LIC. EXP. DATE:

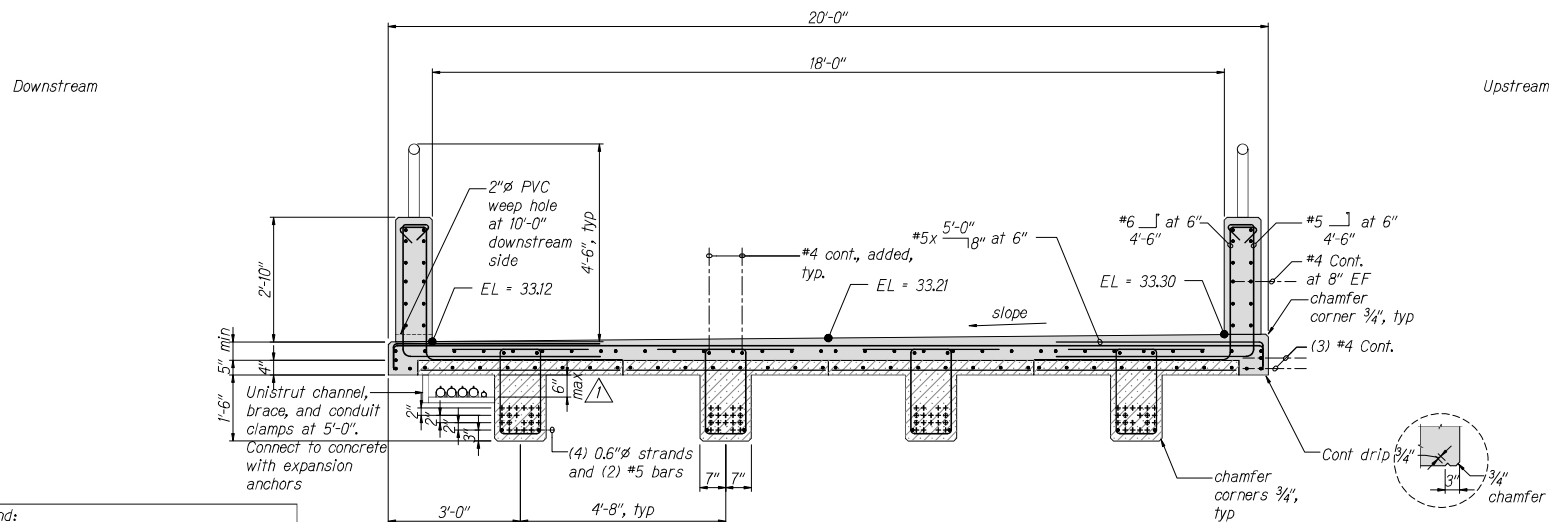
0' 2' 4' 6' 8' 10'
1/4" = 1'-0"

11/26/24	Revised paylimit and elev.
DATE	REVISION

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION Bridge Longitudinal Section Honouliuli Highway Rehabilitation of Honouliuli Bridge F.A.P. No. BR-030-1(37)	
Scale: As Shown	Date: August 2024
SHEET No. S31 OF 42 SHEETS	

ADD.33

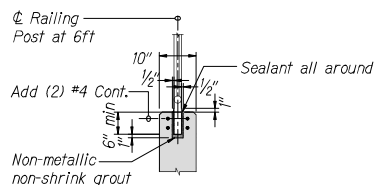
DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MAUI	HAW.	BR-030-1 (37)	2024	ADD.34	42



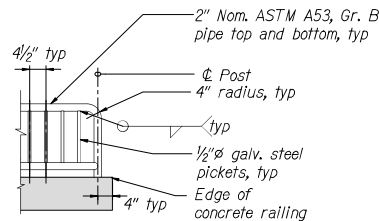
Legend:

- 0.6"Ø strands
- 0.6"Ø strands masked at each end

SECTION AT MIDSPAN 1
Scale: 3/4" = 1'-0" S11, S22 | S32



POST EMBEDMENT DETAIL 2
Scale: 3/4" = 1'-0" S32 | S32



TYPICAL GUARDRAIL END DETAIL 3
Scale: 3/4" = 1'-0" S32 | S32



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[Signature]
APRIL 30, 2024
LIC. EXP. DATE

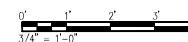
11/26/24	Added dimension
DATE	REVISION

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

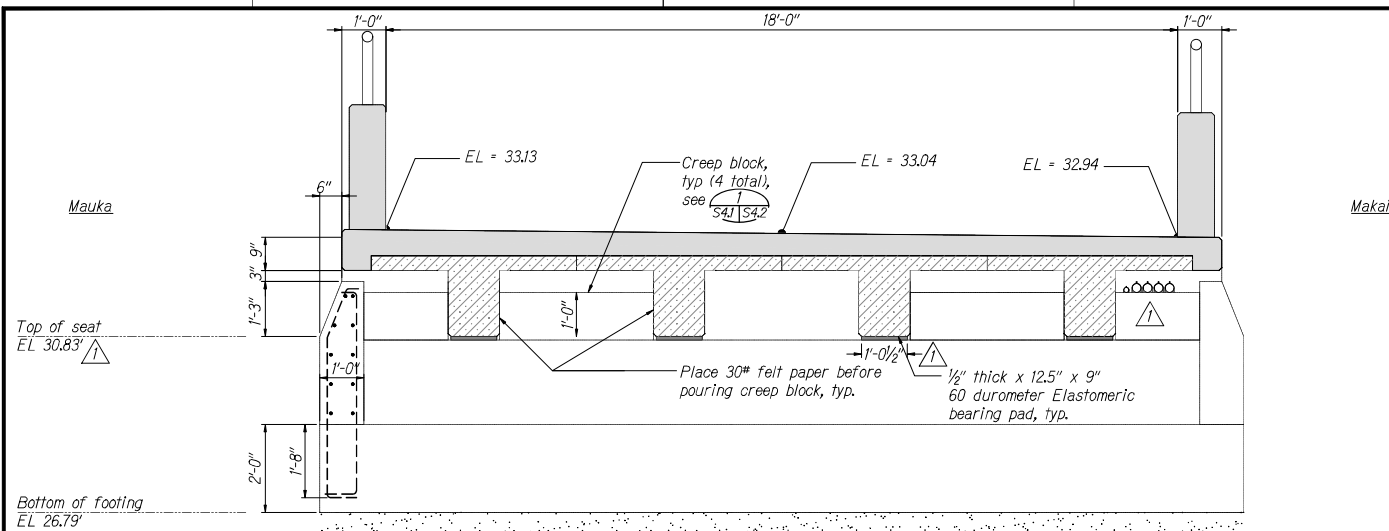
Bridge Cross Sections

*Honoapi'ilani Highway
Rehabilitation of Honolua Bridge
F.A.P. No. BR-030-1(37)*

Scale: As Shown Date: August 2024
SHEET No. S32 OF 42 SHEETS

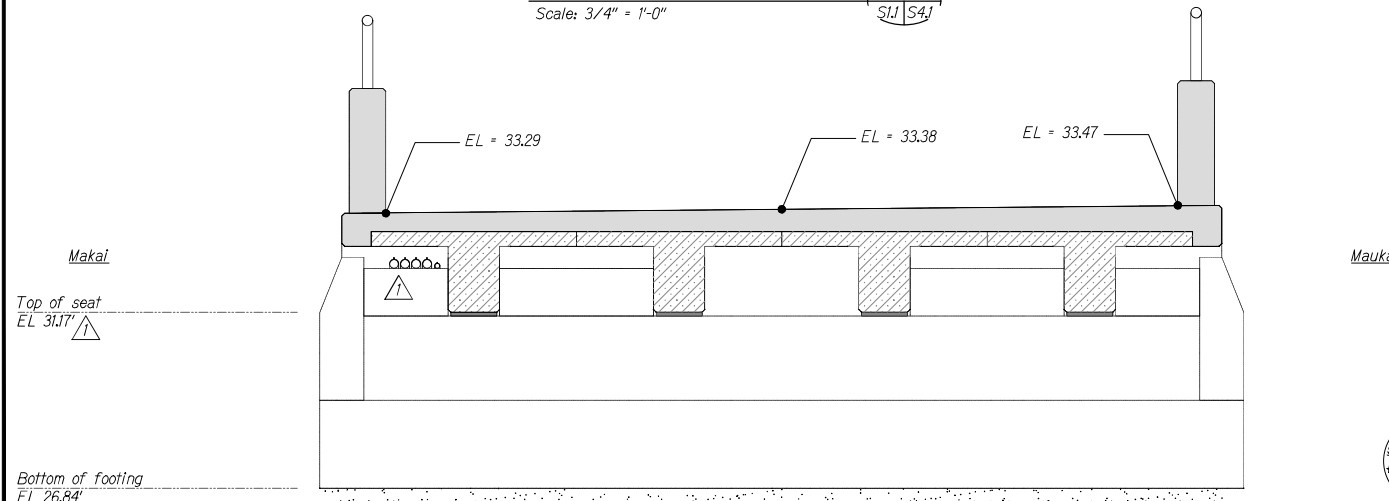


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ABUTMENT 1 ELEVATION
Scale: 3/4" = 1'-0"

1
S41 S42



ABUTMENT 2 ELEVATION
Scale: 3/4" = 1'-0"

2
S41 S42

0' 1' 2' 3' 4' 5' 6' 7' 8' 9' 10'
3/4" = 1'-0"



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[Signature]
APRIL 30, 2024
LIC. EXP. DATE

11/26/24	Revised bearing pad # elev.
DATE	REVISION

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Abutment Elevations

Honoapi'ilani Highway
Rehabilitation of Honouliuli Bridge
F.A.P. No. BR-030-1(37)

Scale: As Shown Date: August 2024
SHEET No. S41 OF 42 SHEETS

ADD.35

DESIGNED BY	SAFETY CHECKED BY
DRAWN BY	REVIEWED BY
CHECKED BY	APPROVED BY
DATE	DATE
NO. REVISED	NO. REVISED
NO. APPROVED	NO. APPROVED