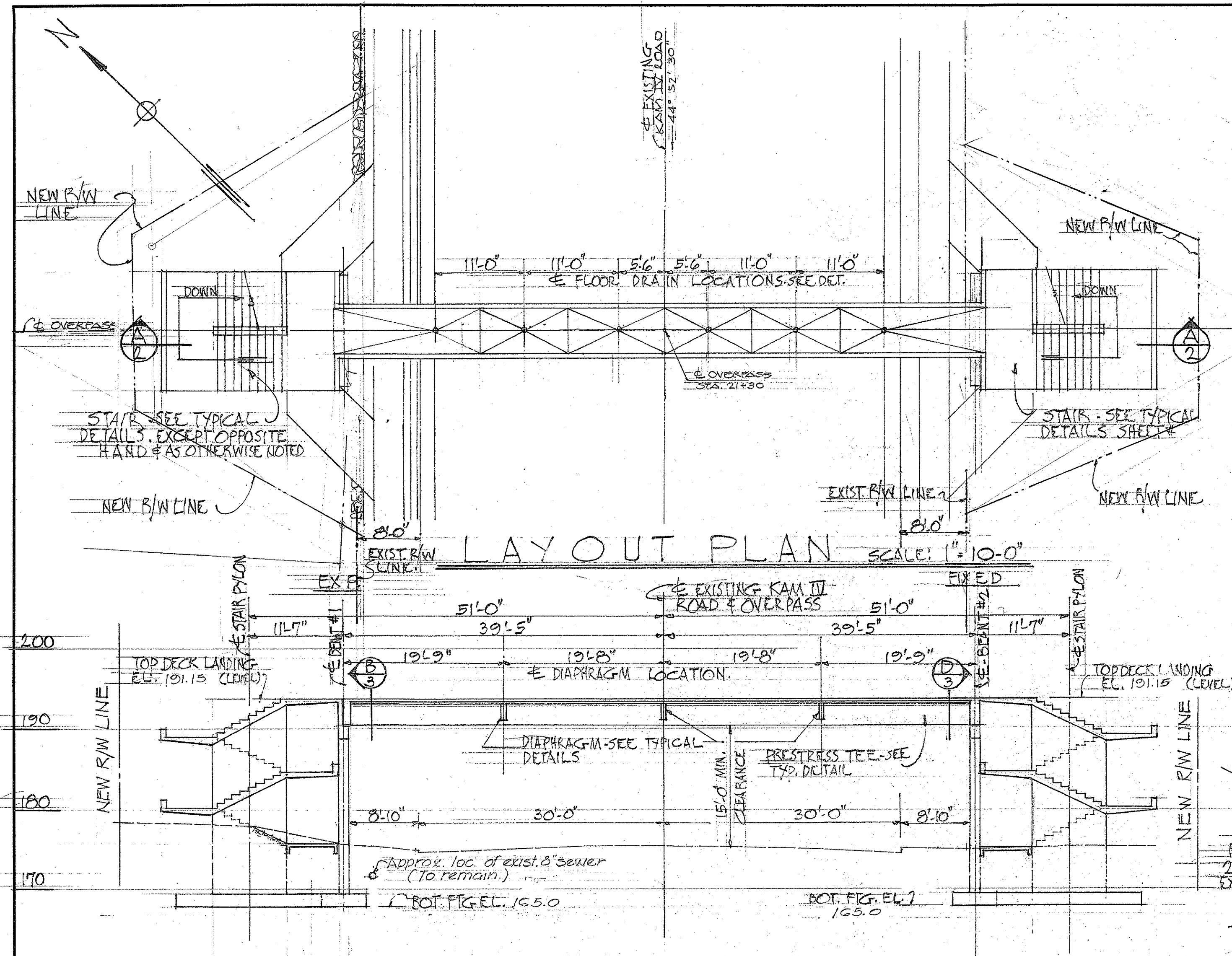


GENERAL NOTES

SPECIFICATIONS: AASHO
STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (7TH EDITION) WITH SUBSEQUENT ADDITIONS & MODIFICATIONS.

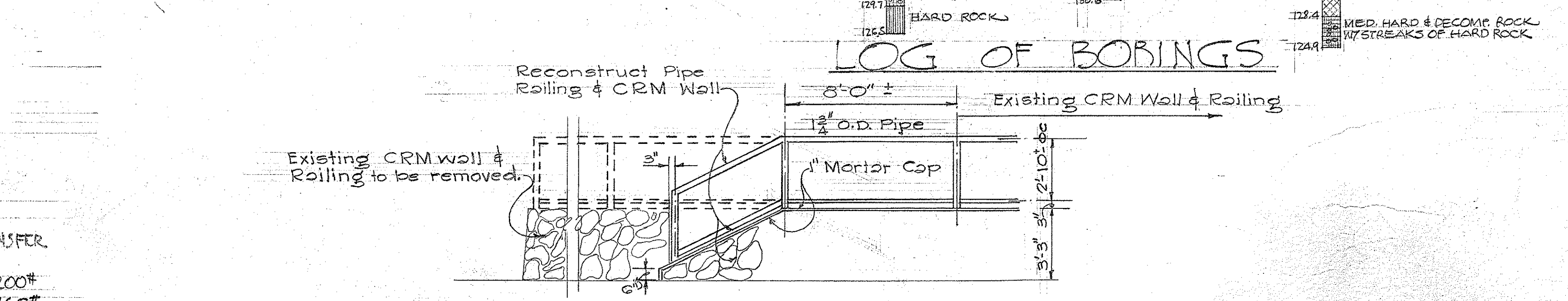
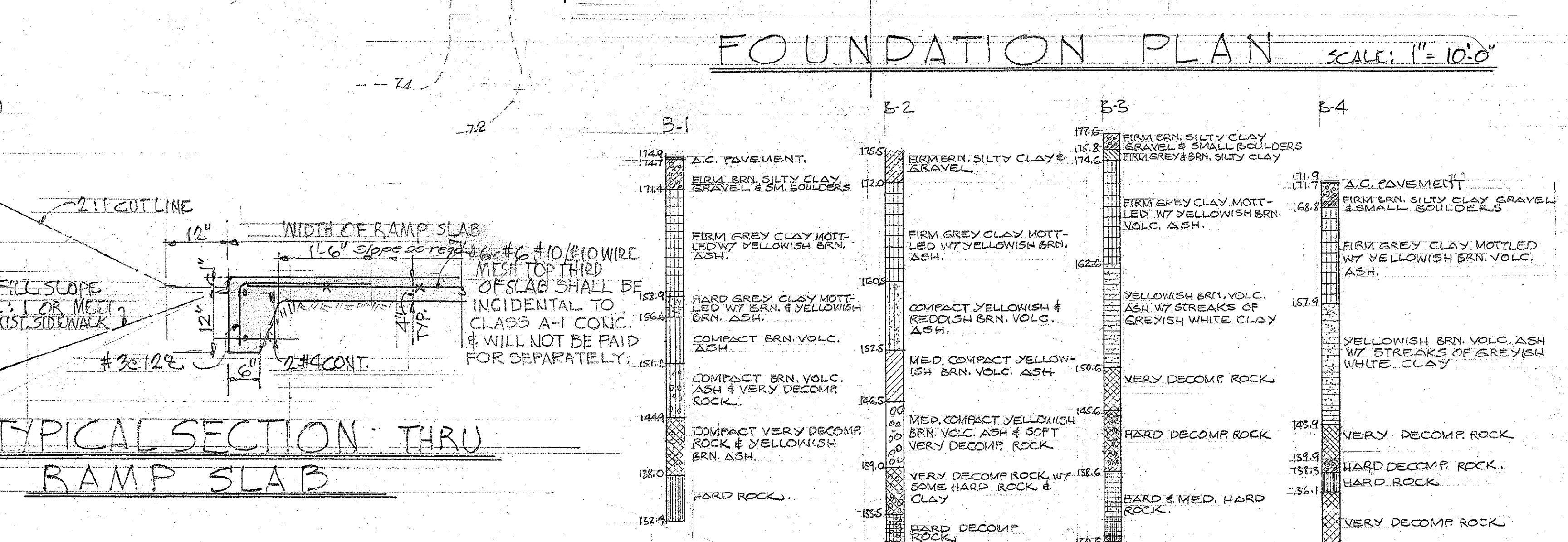
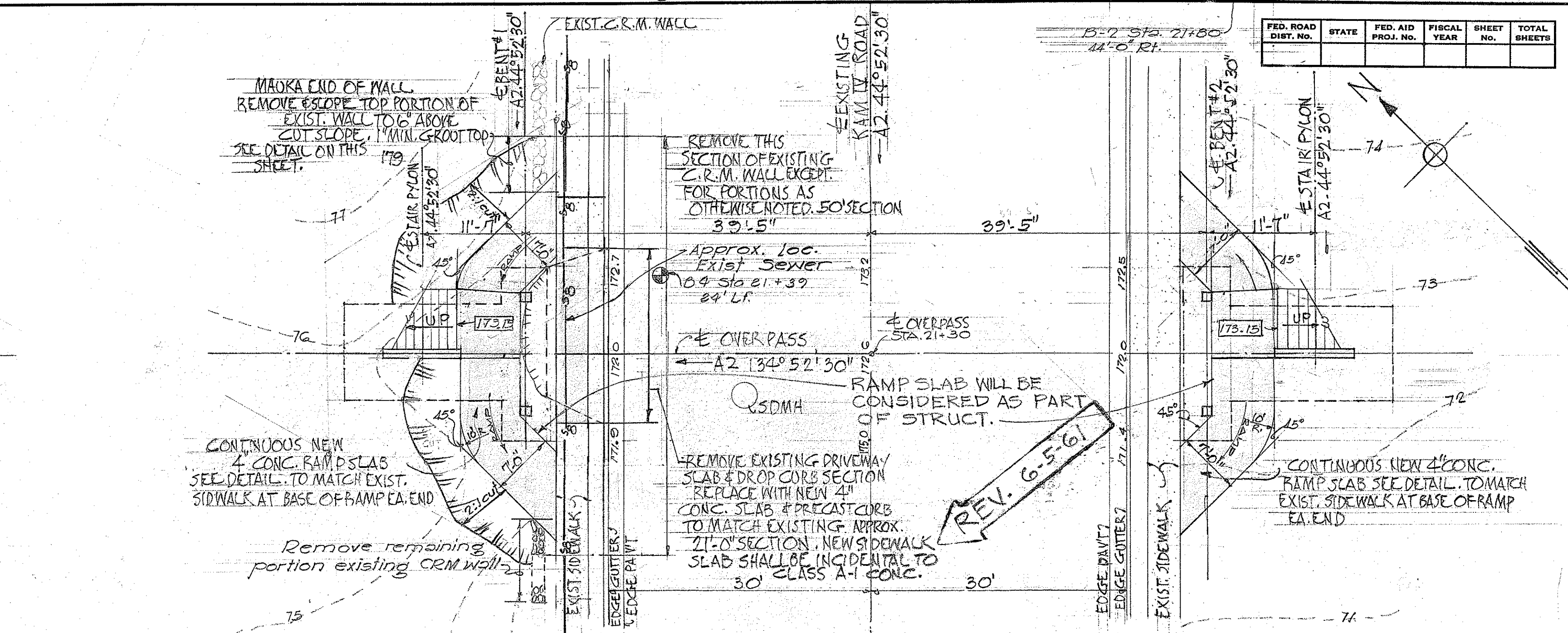
MATERIALS
CONCRETE: ALL CONCRETE SHALL BE CLASS A-1 EXCEPT CONCRETE FOR PRESTRESSED TEE. CONCRETE FOR PRESTRESS TEE, SEE SPECIAL PROVISIONS.
ADMIXTURE: ADMIXTURE OF "PLASTIMENT" 3 FLUID OZ. PER SACK OF CEMENT OR POZZOLITH N-8 1/4 LB. PER SACK OF CEMENT SHALL BE ADDED TO ALL CONCRETE.

CONSTRUCTION METHODS:
GENERAL: SEE STANDARD SPECIFICATIONS.
WELDING: ALL WELDING SHALL CONFORM TO THE LATEST SPECIFICATIONS FOR WELDING-HIGHWAY & RAILWAY BRIDGES, DESIGN, CONSTRUCTION & REPAIR, OF THE AMERICAN WELDING SOCIETY.
FORMS: FORMS FOR ALL EXPOSED SURFACES OF STRUCTURE (EXCEPT PRESTRESS TEES) SHALL BE PLYWOOD. FORMS FOR PRESTRESSED TEE SHALL BE MADE OF MATERIAL THAT RESULTS IN A SMOOTH FINISH & TRUE DIMENSIONS AS SHOWN IN THE PLANS.
FINISH: SEE STANDARD SPECIFICATIONS FOR FINISH FOR GRADE SEPARATION STRUCTURES EXCEPT AS NOTED ON SHEET #4. TOP SURFACES OF DECK, PYLON STAIRS & LANDINGS, & RAMP SLAB ON GROUND SHALL HAVE A ROUGH WEARING SURFACE PRODUCED BY SPRINKLING 1/4 LB./SQ. FT. OF #8, #16 ALKALINE OR APPROVED EQUAL ON FRESH CONCRETE & FINISH WITH A WOOD TROWEL. THIS ITEM IS INCIDENTAL TO CLASS A-1 CONCRETE & WILL NOT BE PAID FOR SEPARATELY. ALL EXPOSED EDGES SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

REPAIRS TO GALVANIZING ON RAILINGS SEE SECT. 44.3 (I) OF STANDARD SPECS.

BACKFILL: BACKFILL FOR STRUCTURES SHALL BE COMPACTED TO 90% OF MAX. DENSITY AT OPTIMUM MOISTURE CONTENT AS DETERMINED BY THE LATEST AASHO METHOD T-99. BACKFILL SHALL BE PLACED IN LAYERS NOT MORE THAN 12".

PAINTING
TWO COATS OF RED LEAD & TWO COATS OF GLOSS ENAMEL PAINT. COLOR SHALL BE TURQUOISE AS APPROVED BY THE STATE. PREPARE GALVANIZED SURFACE BEFORE PAINTING AS SPECIFIED IN SUB-ARTICLE 44.3 (C) 3 OF STANDARD SPECS.



ESTIMATED QUANTITIES

CLASS A-1 CONCRETE	125 C.Y.
REINFORCING STEEL	22,625 LBS.
STRUCTURAL EXC.	310 C.Y.
METAL HAND-RAIL	475 L.F.
PRESTRESSED TEES	160 L.F.
PRECAST CONC. CURB	21 L.F.

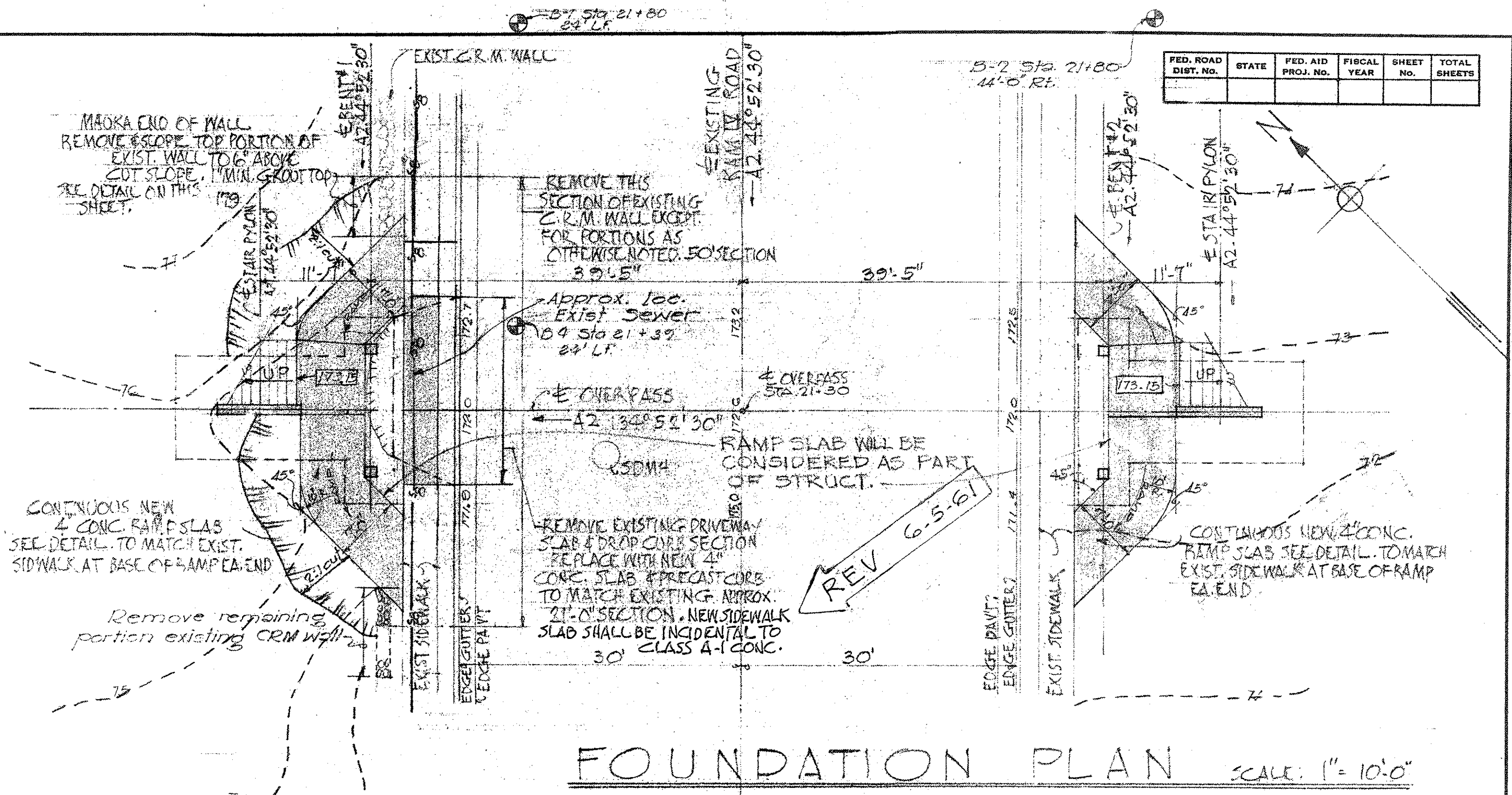
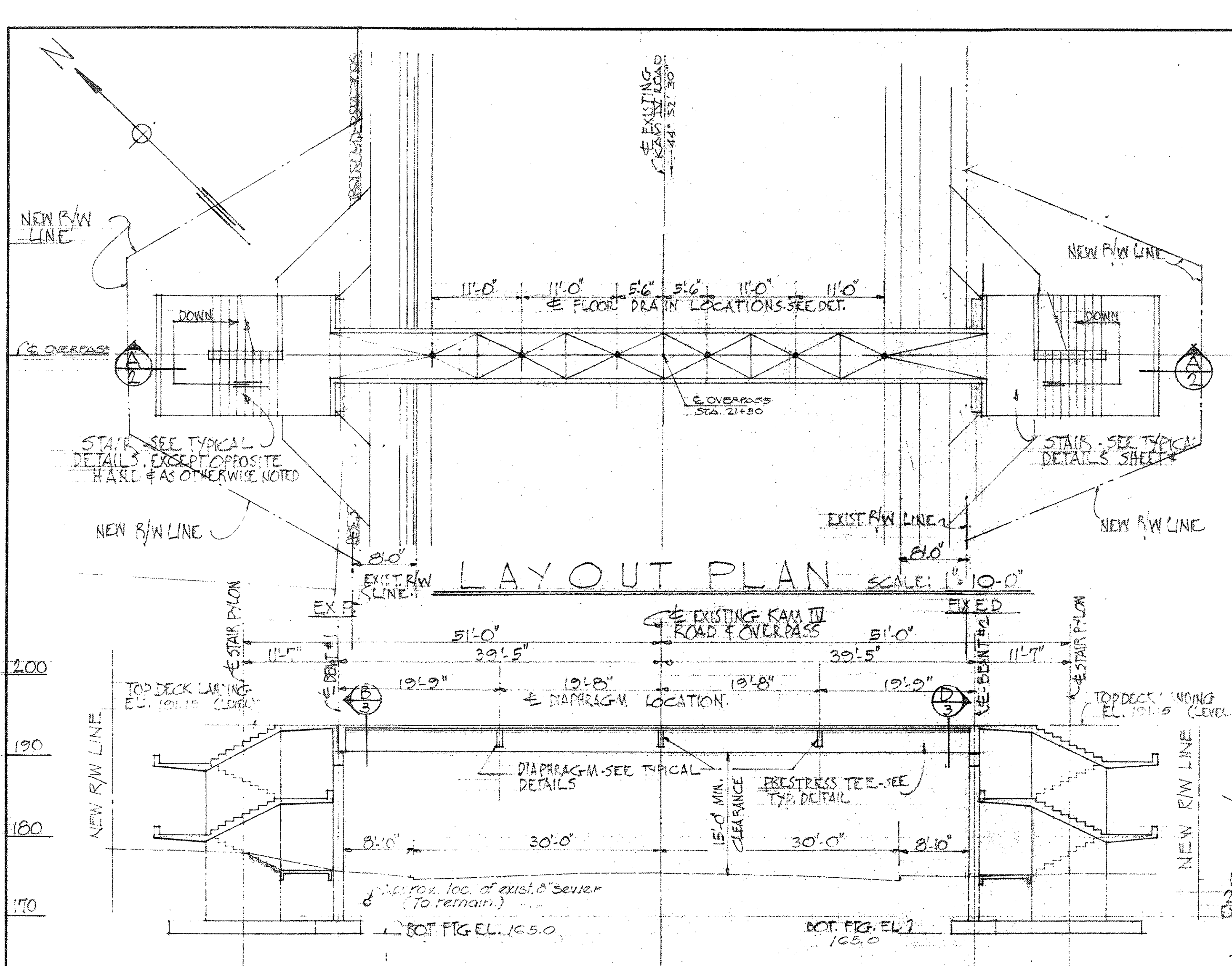
TYPICAL CRM WALL DETAIL AT EDGE OF RAMP. SCALE: 1/4"=1'-0"

Reconstruct Pipe Railing & CRM Wall
Existing CRM Wall & Railing to be removed
8'-0" ±
1 1/2" O.D. Pipe
1" Mortar Cap
3'-3" ±
2'-10" ±

REV. 6-5-61
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STATE OF HAWAII
LAYOUT PLAN & BORING LOGS
PEDESTRIAN OVERPASS
ON KAM IV ROAD
PROJECT NO. G-3120-01-60
JANUARY 1961

SHEET No. 2A OF 6 SHEETS

DATE
DESIGNED BY
TRACED BY
QUANTITIES BY
CHECKED BY
NO.



LONGITUDINAL SECTION (AA) SCALE: 1"=10'-0"

GENERAL NOTES

SPECIFICATIONS: AASHTO

STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (7TH EDITION) WITH SUBSEQUENT ADDITIONS & MODIFICATIONS.

MATERIALS

CONCRETE: ALL CONCRETE SHALL BE CLASS A-1 EXCEPT CONCRETE FOR PRESTRESSED TEE. CONCRETE FOR PRESTRESS TEE, SEE SPECIAL PROVISIONS.

AD MIXTURE: AD MIXTURE OF "PLASTIMENT" 3 FLUID OZ. PER SACK OF CEMENT OR P0220 WITH #8 1/4 lb. PER SACK OF CEMENT SHALL BE ADDED TO ALL CONCRETE.

CONSTRUCTION METHODS:--

GENERAL: SEE STANDARD SPECIFICATIONS.

WELDING: ALL WELDING SHALL CONFORM TO THE LATEST SPECIFICATIONS FOR WELDING HIGHWAY & RAILWAY BRIDGES, DESIGN, CONSTRUCTION & REPAIR, OF THE AMERICAN WELDING SOCIETY.

FORMS: FORMS FOR ALL EXPOSED SURFACES OF STRUCTURE (EXCEPT PRESTRESS TEES) SHALL BE PLY WOOD. FORMS FOR PRESTRESSED TEE SHALL BE MADE OF MATERIAL THAT RESULTS IN A SMOOTH FINISH & TRUE DIMENSIONS AS SHOWN IN THE PLANS.

FINISH: SEE STANDARD SPECIFICATIONS FOR FINISH FOR GRADE SEPARATION STRUCTURES EXCEPT AS NOTED ON SHEET 4. TOP SURFACES OF DECK, PLYON STAIRS & LANDINGS, & RAMP SLAB ON GROUND SHALL HAVE A ROUGH WEARING SURFACE PRODUCED BY SPRINKLING 1/4 lb./SQ. FT. OF #8, #16 ALOXIDE OR APPROVED EQUAL ON FRESH CONCRETE & FINISH WITH A WOOD TROWEL. THIS ITEM IS INCIDENTAL TO CLASS A-1 CONCRETE & WILL NOT BE PAID FOR SEPARATELY. ALL EXPOSED EDGES SHALL BE CHAMFERED 3/4", UNLESS OTHERWISE NOTED.

REPAIRS TO GALVANIZING ON RAILINGS: SEE SECT. 44.3 (I) OF STANDARD SPECS.

BACKFILL: BACKFILL FOR STRUCTURES SHALL BE COMPACTED TO 90% OF MAX. DENSITY AT OPTIMUM MOISTURE CONTENT AS DETERMINED BY THE LATEST AASHTO METHOD T99. BACKFILL SHALL BE PLACED IN LAYERS NOT MORE THAN 12".

DESIGN DATA:

LOADING: 75 PSF LIVE LOAD.

ALLOWABLE STRESSES

CAST IN PLACE CONCRETE

f_s 20,000 PSI

f_c 1,400 PSI

$n = 10$

PRESTRESS TEE

f_c 4,600 PSI AT TRANSFER

1/2" #7 WIRE STRANDS.

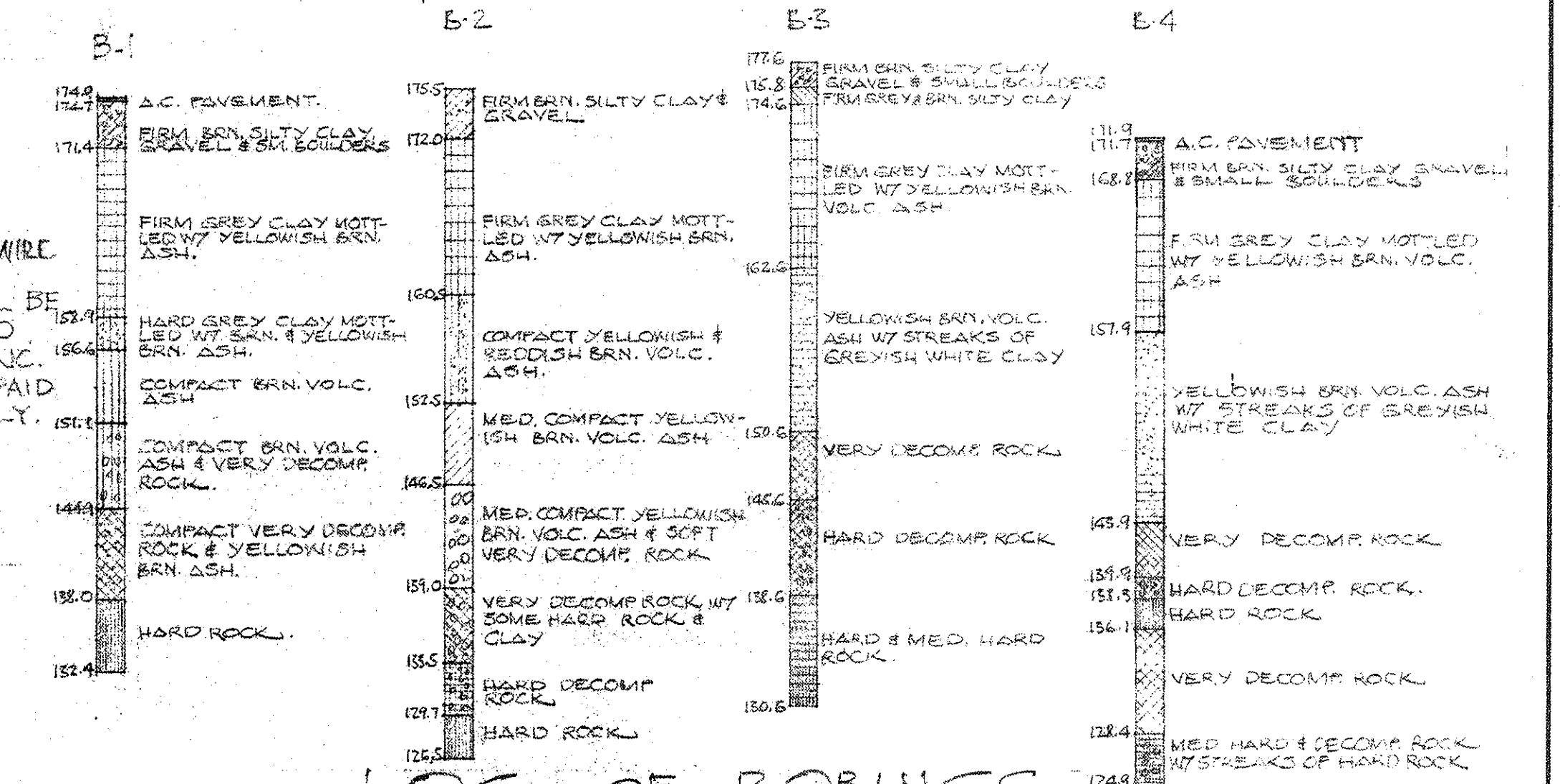
TENSIONING LOAD = 25,200#

DESIGN LOAD = 20,160#

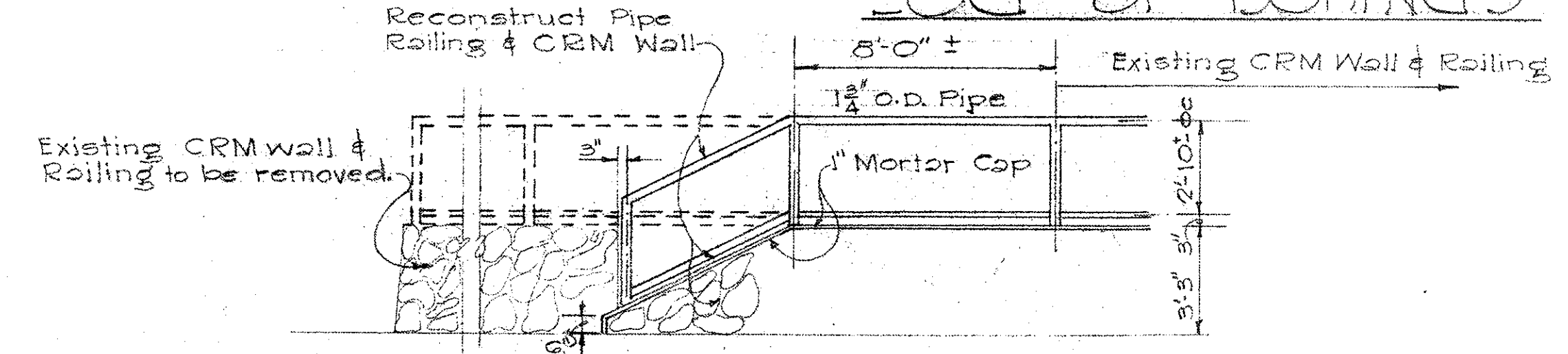
PAINTING

TWO COATS OF 100 LEAD & TWO COATS OF GLOSS ENAMEL PAINT. COLOR SHALL BE THEREAFTER AS APPROVED BY THE STATE. PREPARE GALVANIZED SURFACE BEFORE PAINTING AS SPECIFIED IN SUB-ARTICLE 44.3 (C) 5 OF STANDARD SPECS.

TYPICAL SECTION THRU RAMP SLAB



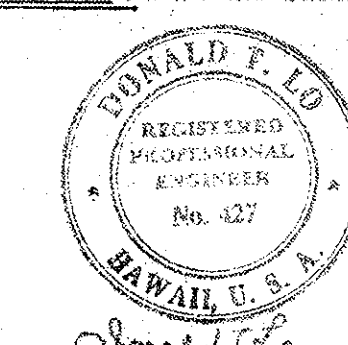
LOG OF BORINGS



ESTIMATED QUANTITIES

CLASS A-1 CONCRETE	125 CY.
REINFORCING STEEL	22,025 LBS.
STRUCTURAL EXC.	310 CY.
METAL HAND-RAILS	475 L.F.
PRESTRESSED TEES	160 L.F.
PRECAST CONC. CURB	21 L.F.

TYPICAL C.R.M. WALL DETAIL AT EDGE OF RAMP. SCALE: 1/2"=1'-0"



REV. 6-5-61

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STATE OF HAWAII

LAYOUT PLAN & BORING LOGS
PEDESTRIAN OVERPASS
ON KAM IV ROAD
PROJECT NO. CR-3120-01-60
JANUARY 1961