

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	111-1(43)15	1976	6	11

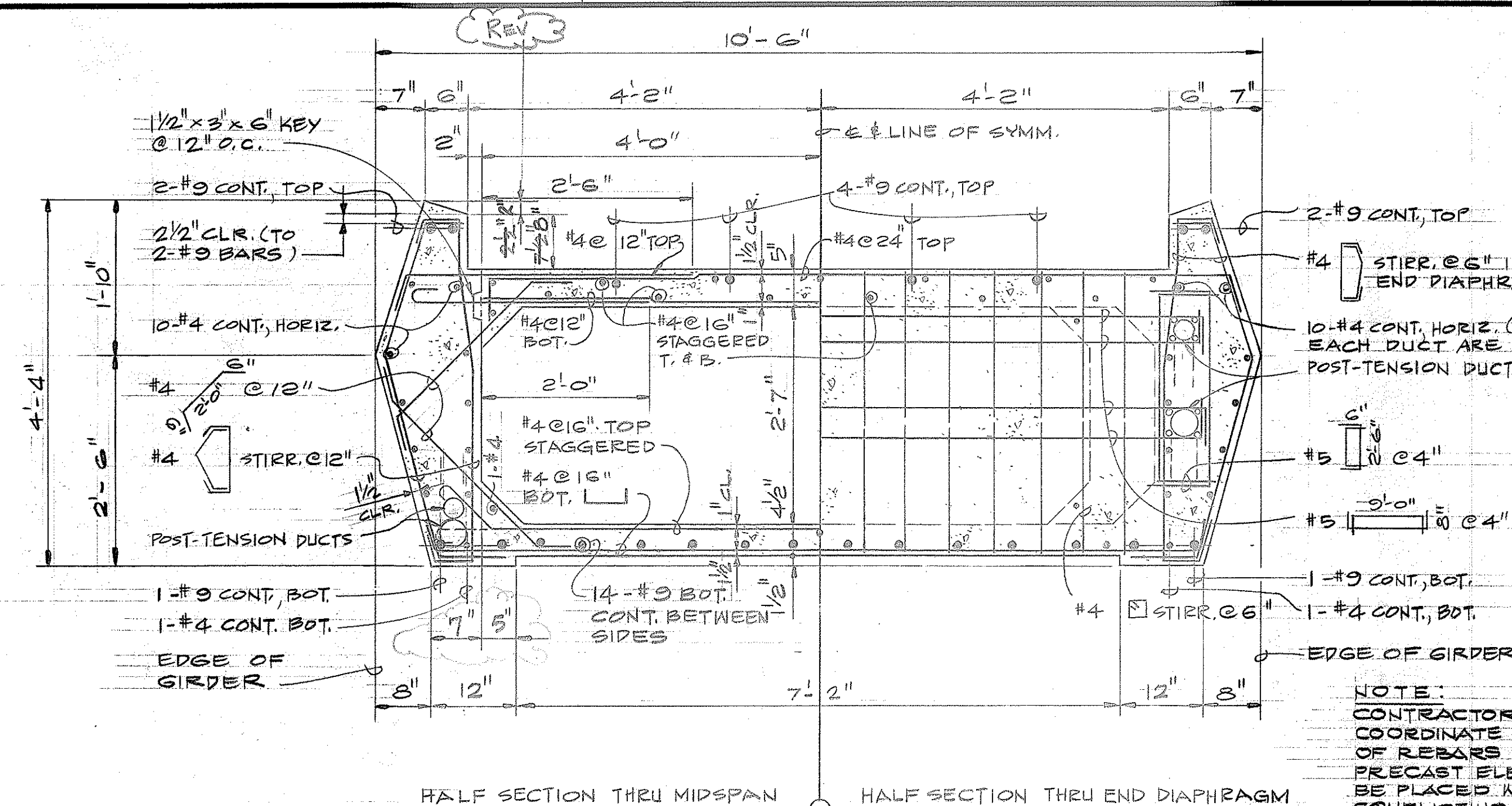
SUPERSTRUCTURE CONSTRUCTION CONDITIONS AND SEQUENCE

- OVERPASS MAINSPANS SHALL BE PRECAST ALONG THE ROADS AND CURBS FOR 21 DAYS AND/OR UNTIL THE CONCRETE HAS ATTAINED A STRENGTH OF 4,500 P.S.I. CONTRACTOR SHALL THEREAFTER INSTALL AND JACK THE GROUP I STRANDS.
- TEMPORARY SUPPORTS FOR THE PRECAST SPANS SHALL BE PLACED ON EITHER SIDE OF ANY REGULAR TRAFFIC LANE WITHIN A 10'-0" DISTANCE FROM THE CENTERLINE OF PIERS. THE TEMPORARY SUPPORTS AT EACH END OF THE PRECAST SPAN SHALL BE PROVIDED BY THE CONTRACTOR WITH MINIMUM VERTICAL LOAD CAPACITIES OF 185 KIPS AND MINIMUM HORIZONTAL LOAD CAPACITIES OF 11 KIPS.
- CONTRACTOR SHALL ERECT & SECURE THE PRECAST SPANS IN PLACE BETWEEN THE HOURS OF 1:00 A.M. AND 4:30 A.M. AND IS RESPONSIBLE FOR REDIRECTING THE TRAFFIC DURING THIS OPERATION.
- AFTER ITEM 3 IS PERFORMED AND PRIOR TO PERFORMANCE OF ANY WORK ON THE PRECAST SPANS, CONTRACTOR SHALL INSTALL A SAFETY NET BENEATH THE PRECAST SPANS. THE NET SHALL EXTEND AT LEAST FROM SHOULDER TO SHOULDER AND SHALL PROJECT AT LEAST 3'-0" BEYOND THE SIDES OF THE OVERPASS. ALL LANES BENEATH THE OVERPASS SHALL BE OPEN TO TRAFFIC DURING NORMAL & PEAK HOURS.
- THE GROUP II STRANDS SHALL NOT BE INSTALLED & JACKED UNTIL 14 DAYS AFTER POURING THE CLOSURE STRIP OVER THE MIDDLE PIER AND/OR WHEN THE CONCRETE HAS ATTAINED A STRENGTH OF 4,000 P.S.I. WHICHEVER OCCURS LATER.
- 21 DAYS AFTER POURING THE CLOSURE STRIP OVER THE EXTERIOR PIERS AND/OR WHEN THE CONCRETE HAS ATTAINED A STRENGTH OF 4,000 P.S.I. WHICHEVER OCCURS LATER, CONTRACTOR MAY REMOVE THE TEMPORARY SUPPORTS FOR THE PRECAST SPANS.

ANCHORAGE ASSEMBLY PROTECTION NOTES:

- AFTER ALL POST TENSION WORK IS COMPLETED, CLEAN HARDWARE AS REQUIRED IN ORDER TO PROVIDE GOOD BONDING SURFACE.
- BEND DONELS & PLACE ADDED REINFORCING AS SHOWN.
- PAINT ENTIRE ANCHORAGE ASSEMBLY (INCLUDING POST TENSION HARDWARE) WITH TWO COMPONENT EPOXY FOR BOND WITH CONCRETE.
- IMMEDIATELY PRIOR TO PLACING NEW CONCRETE AGAINST POST TENSION ANCHORAGE, APPLY A NEW COAT OF EPOXY FOR BOND WITH CONCRETE.

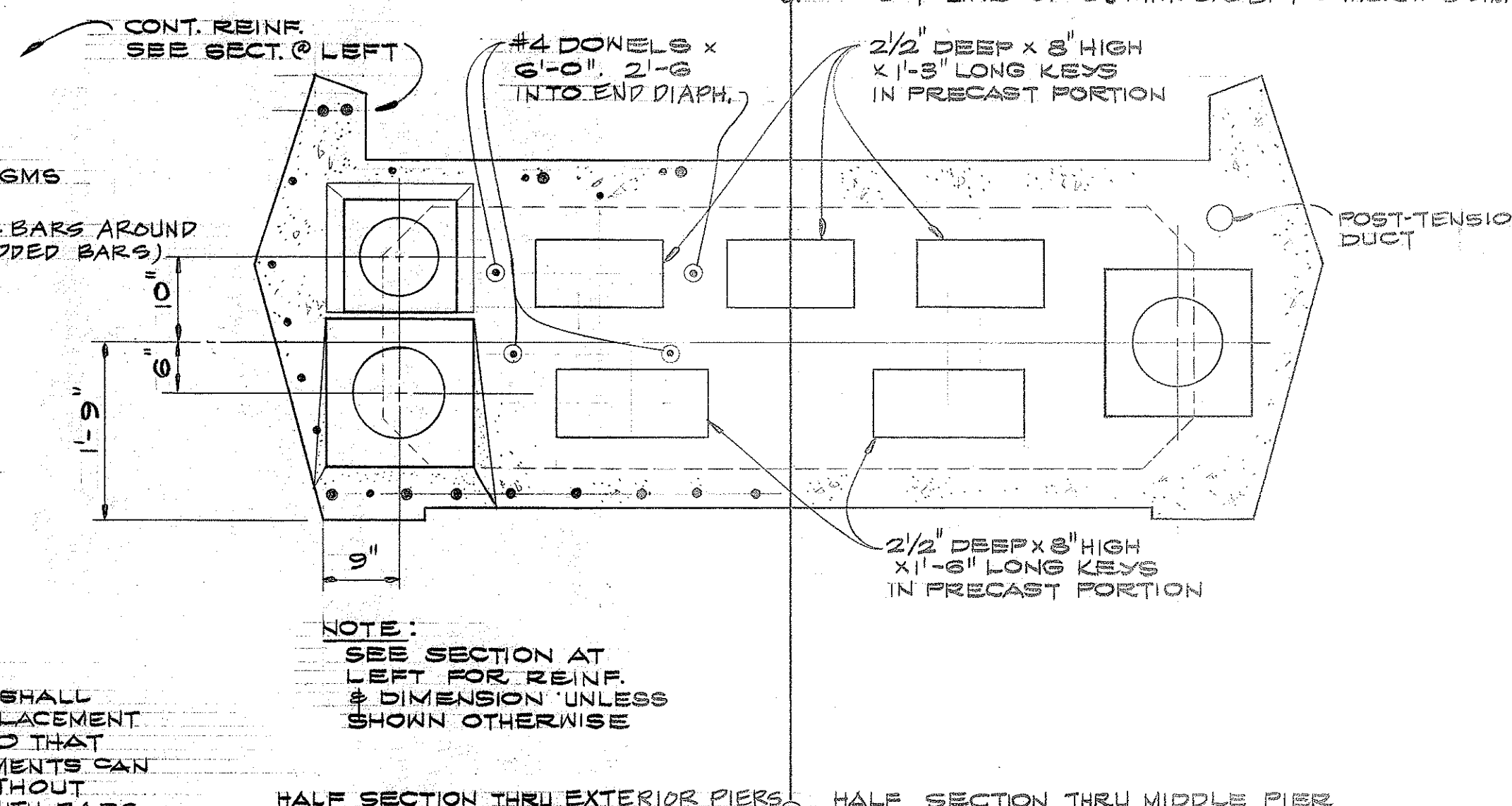
DATE	REVISION
7/28/77	REVISED RAILING DETAILS
7/24/78	DIM. CORRECTIONS - TYP. GIRDER SECT.



TYPICAL PRECAST GIRDER SECTION

3/4" = 1'-0"

NOTE:
CONTRACTOR SHALL COORDINATE PLACEMENT OF REBARS SO THAT PRECAST ELEMENTS CAN BE PLACED WITHOUT CONFLICTING WITH BARS FROM OTHER ELEMENTS

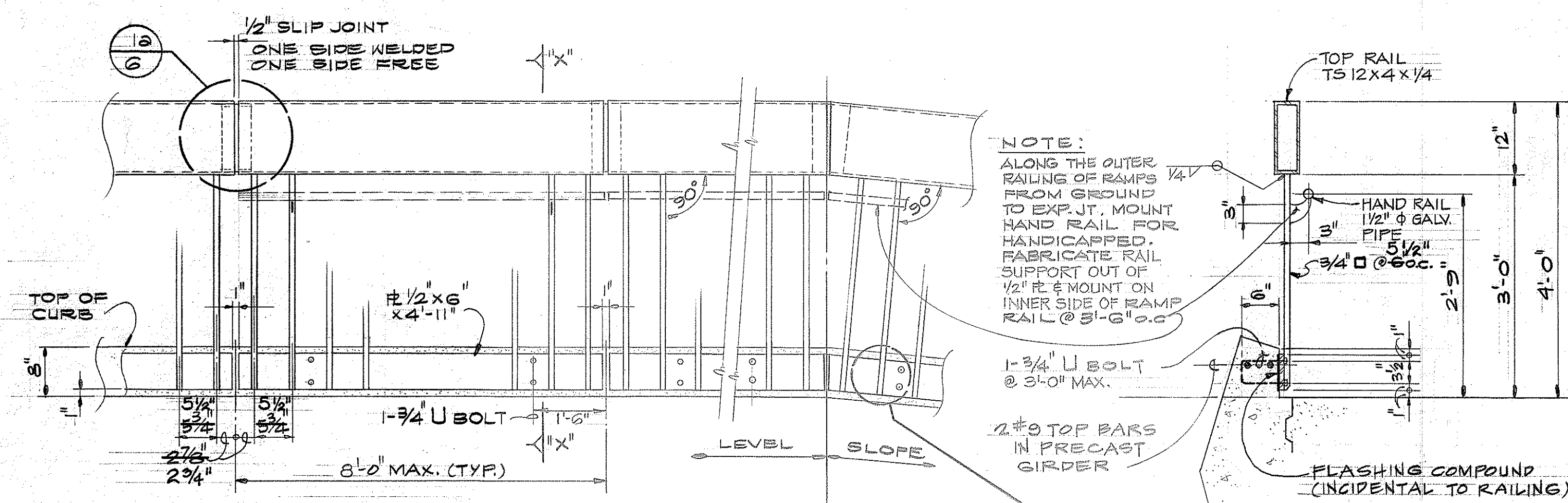


END ELEVATION OF PRECAST GIRDER

3/4" = 1'-0"

NOTE:
SEE SECTION AT LEFT FOR REINF. & DIMENSION UNLESS SHOWN OTHERWISE

HALF SECTION THRU EXTERIOR PIERS HALF SECTION THRU MIDDLE PIER

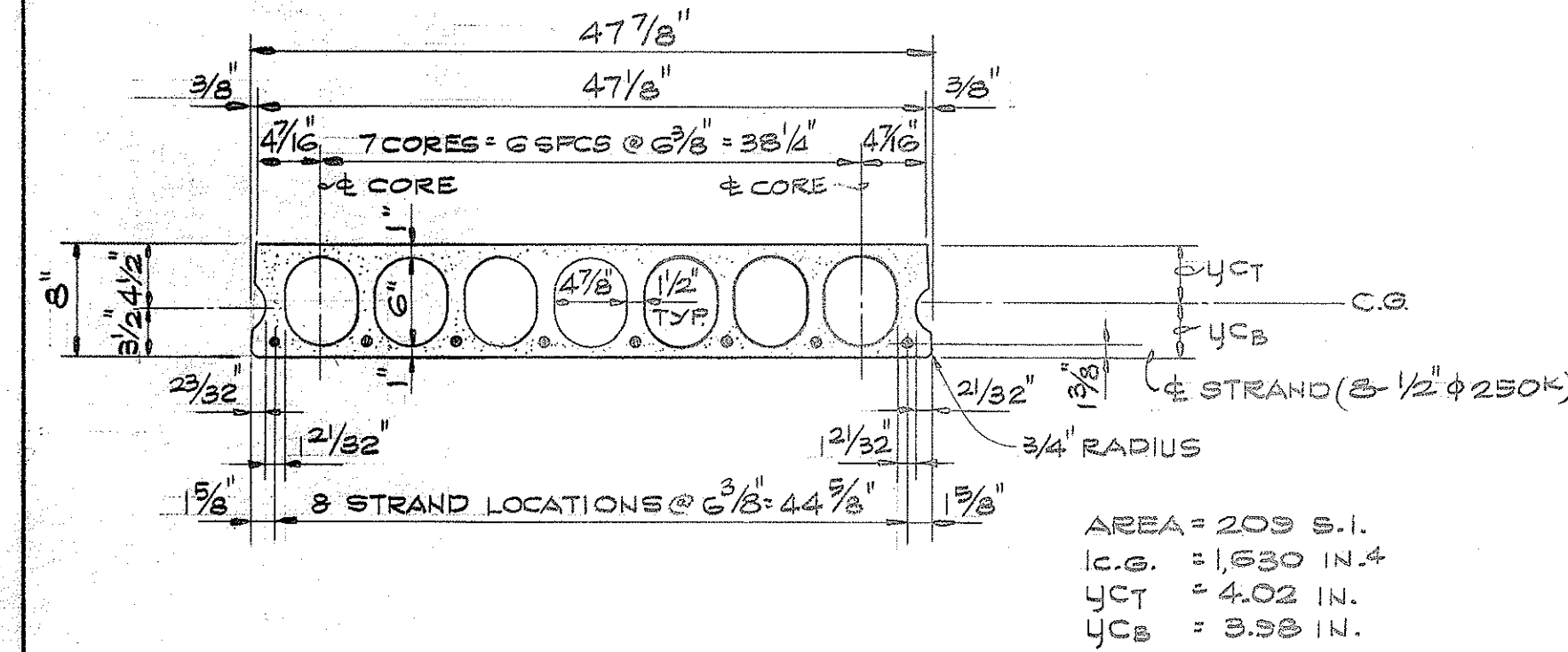


RAIL ELEVATION

3/4" = 1'-0"

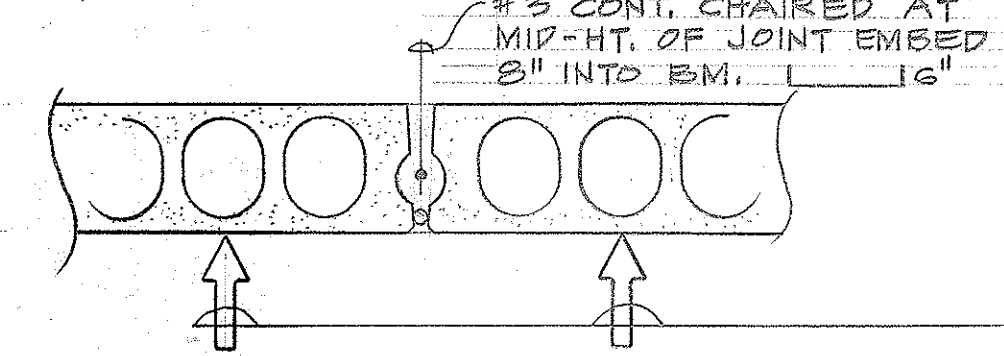
SECTION "X"-X"

3/4" = 1'-0"



TYPICAL 3" PRESTRESS HOLLOW CORE

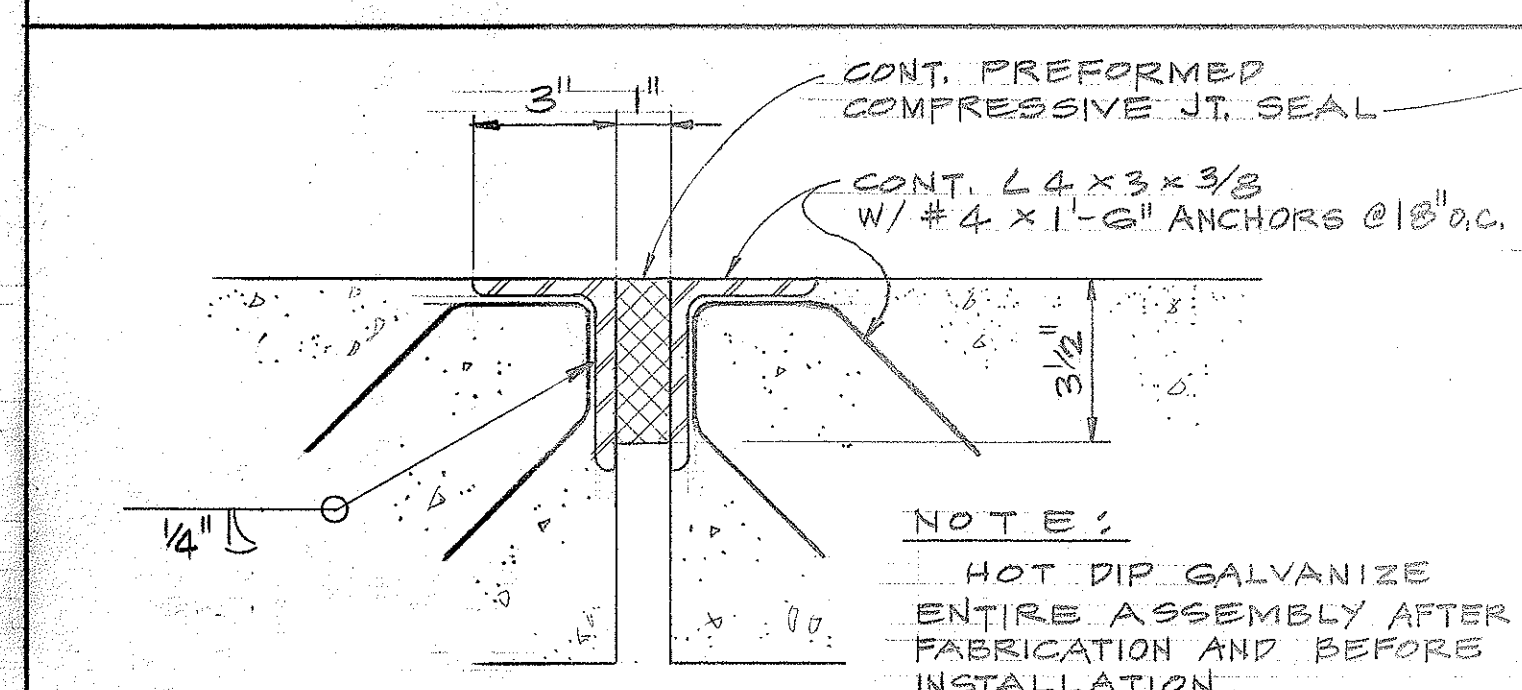
1" = 1'-0"



JOINT SECTION

1" = 1'-0"

HOLLOW CORE DETAIL

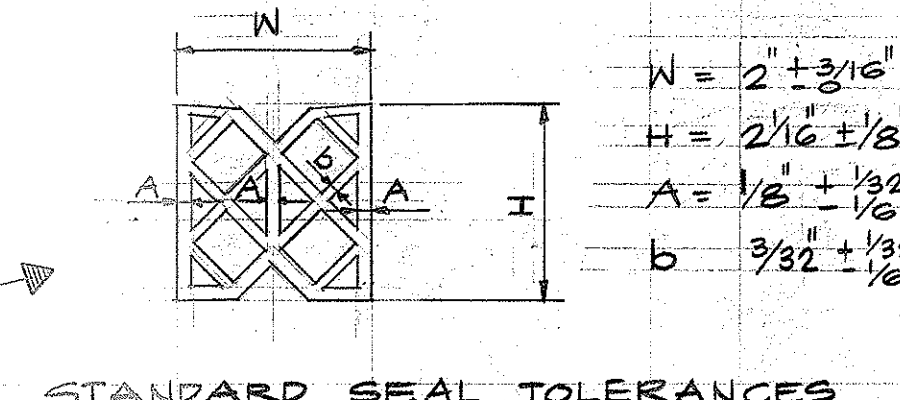


TYPICAL EXPANSION JOINT DET.

SCALE: 3" = 1'-0"

SPECIAL NOTE

IMMEDIATELY AFTER ERECTION OF H.C. FLANKS SHORE @ MID-SPAN TO ACHIEVE FLUSH JOINTS. PLACE CONT. STYROFOAM ROD AT BOTTOM OF ALL JOINTS & GROUT JOINT FULL LENGTH WITH EXPANSIVE GROUT. REMOVE SHORES AFTER GROUT ATTAINS STRENGTH OF 2,000 P.S.I. & BEFORE TOPPING FOUR



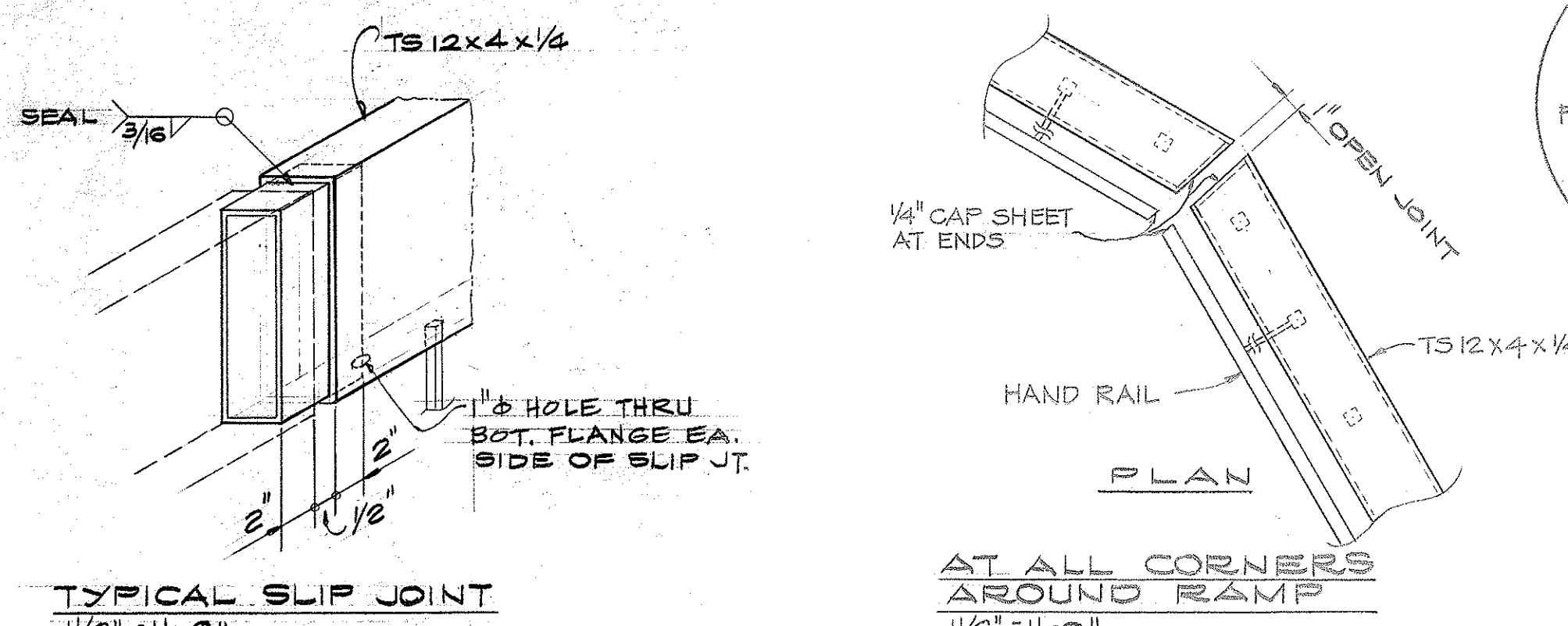
STANDARD SEAL TOLERANCES

$$N = 2' \pm 3/16'$$

$$H = 2'16' \pm 1/8'$$

$$A = 1/8' \pm 1/32'$$

$$b = 3/32' \pm 1/32' \pm 1/64'$$



TOP RAIL DETAIL

1/2" = 1'-0"

AT ALL CORNERS AROUND RAMP

HAND RAIL DETAIL AT TERMINUS

NOT TO SCALE

- NOTE:
- CAP SHEETS AND SUPPORTS FOR HAND RAIL & TOP RAIL SHALL BE WELDED TO THE RAILS & GROUND SMOOTH PRIOR TO GALVANIZING.
 - CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL BEFORE FABRICATING THE RAILS.

RAILING DETAILS

1/2" = 1'-0"

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REGISTERED PROFESSIONAL ENGINEER
NO. 1532
HAWAII, U.S.A.

This work was prepared by me or under my supervision.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

CROSS SECTION & RAILING

PEDESTRIAN-BIKWAY OVERPASS
PEARL HARBOR INTERCHANGE
F.A.I. PROJ. No. I-41-1(43)15

Scale: As Shown Date: Oct. 1976

SHEET NO. 6 OF 11 SHEETS

DATE	11/22
SURVEY PLOTTED BY	
DRAWN BY	
DESIGNED BY	
QUANTITIES BY	
CHECKED BY	
ORIGINAL PLAN	
NOTE BOOK	
No.	