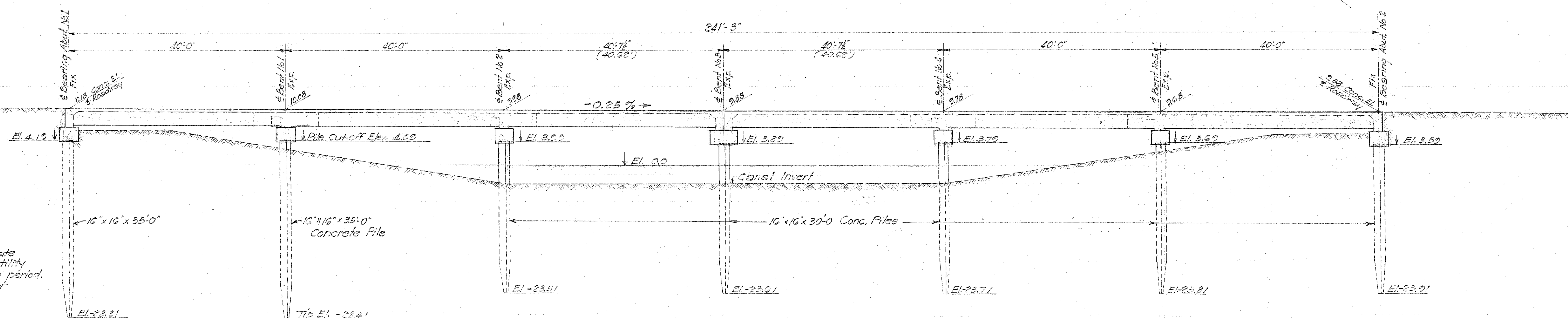
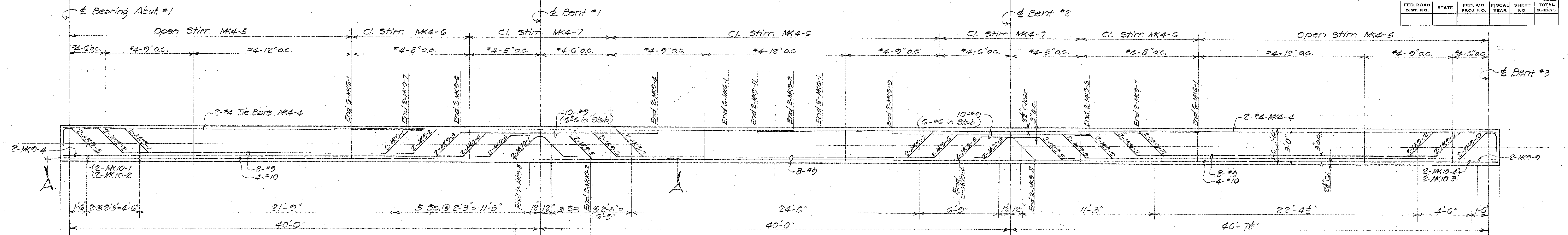




ESTIMATED QUANTITIES						
Item	Superstrn		Substructure			
	Deck	Abut. 1st	Abut. 2nd	Total		
Class A-1 Conc.	473.0	79.0	13.0	70.0	643.0 cu	
Reinf. Steel	111,820	484	3,550	16,425	3,550	156,900 lbs
C. R. M.			10.0	2.5	12.5 cu	
Struct. Exc.			3.5	8.5	12.0 cu	
Uncons. Exc.			7.1	7.1	14.2 cu	
A.C. Pavt.	56.1				56.1 Ton	
Dampproofing					127.5 sq	
Railings & Endpost					502.5 Lf	
16"x16"x20" Precast Conc. Piles	16 Pcs				56.0 Lin.	
16"x16"x20" "	"	46 Pcs			1,380 Lf	

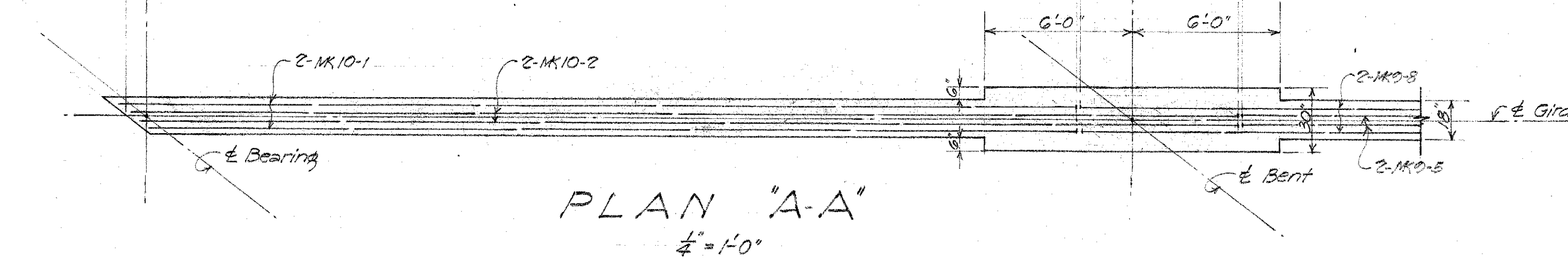
5555.4

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				2	6



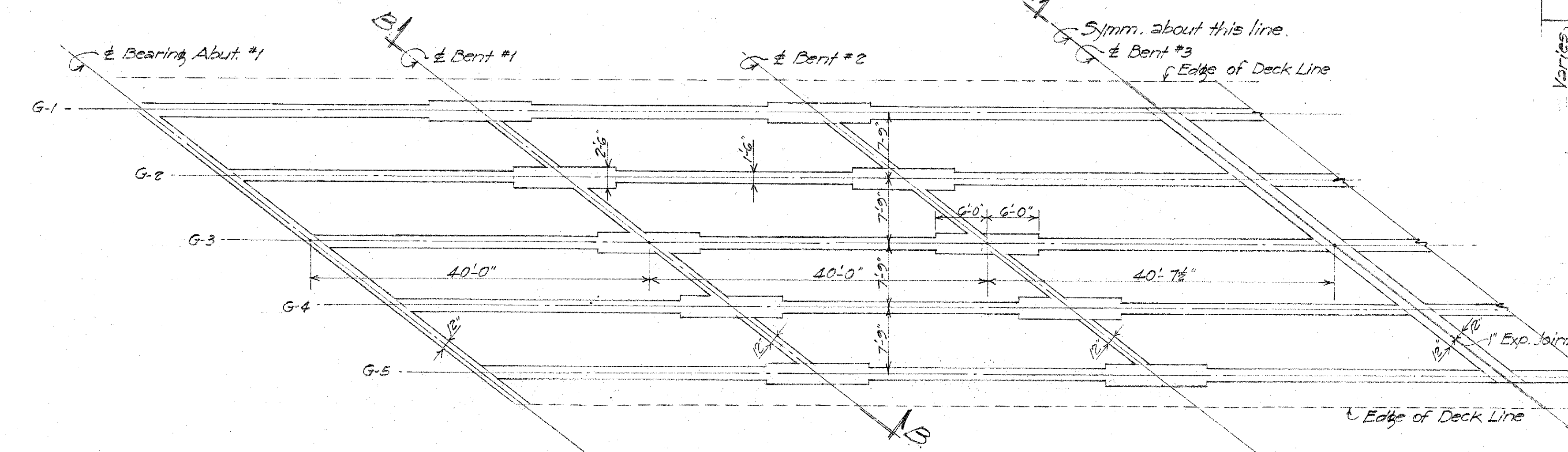
TYPICAL GIRDER REINF.

1/4" = 1'-0"



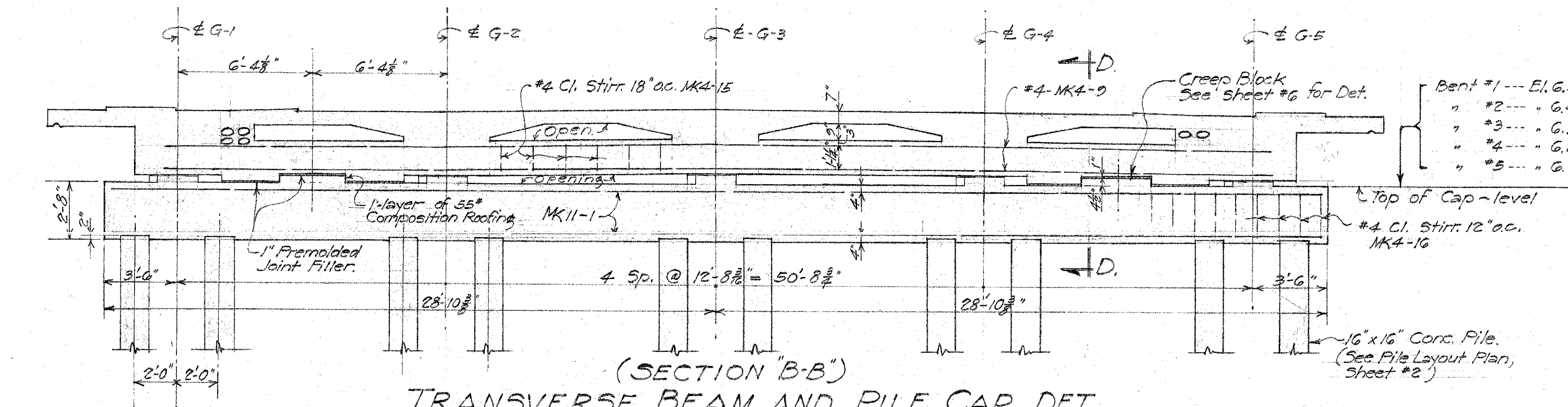
PLAN 'A-A'

1/4" = 1'-0"



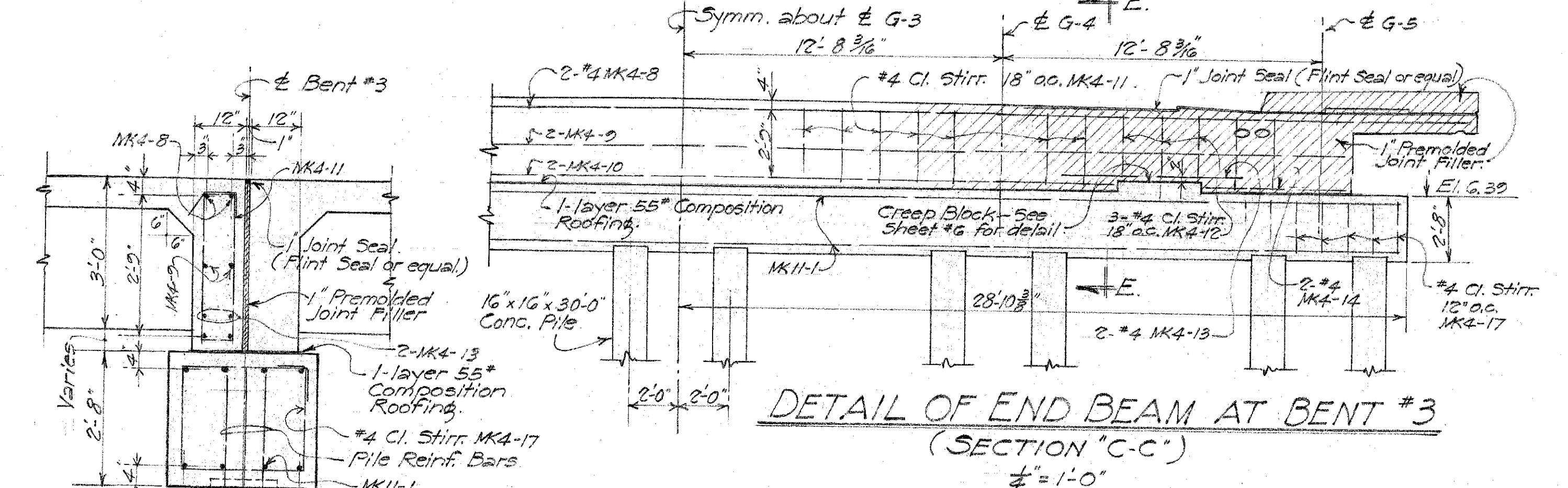
FRAMING PLAN

1" = 10'-0"



TRANSVERSE BEAM AND PILE CAP DET.

1/4" = 1'-0"

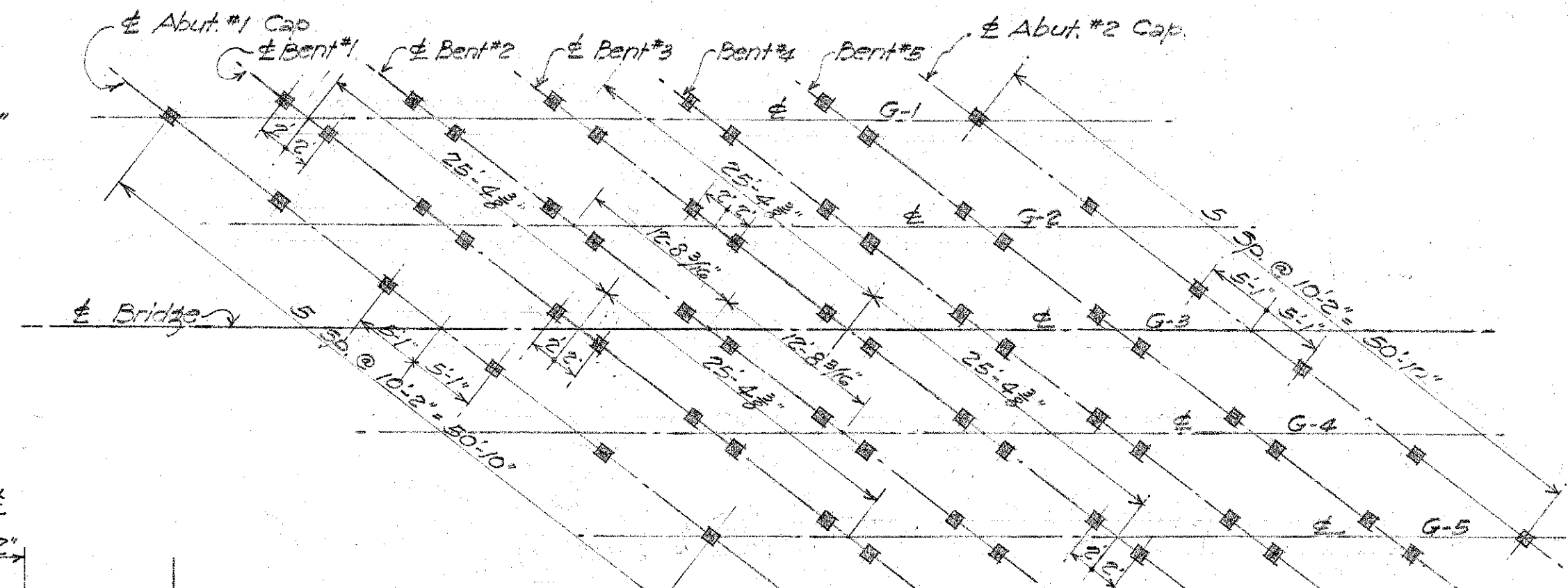


DETAIL OF END BEAM AT BENT #3

1/4" = 1'-0"

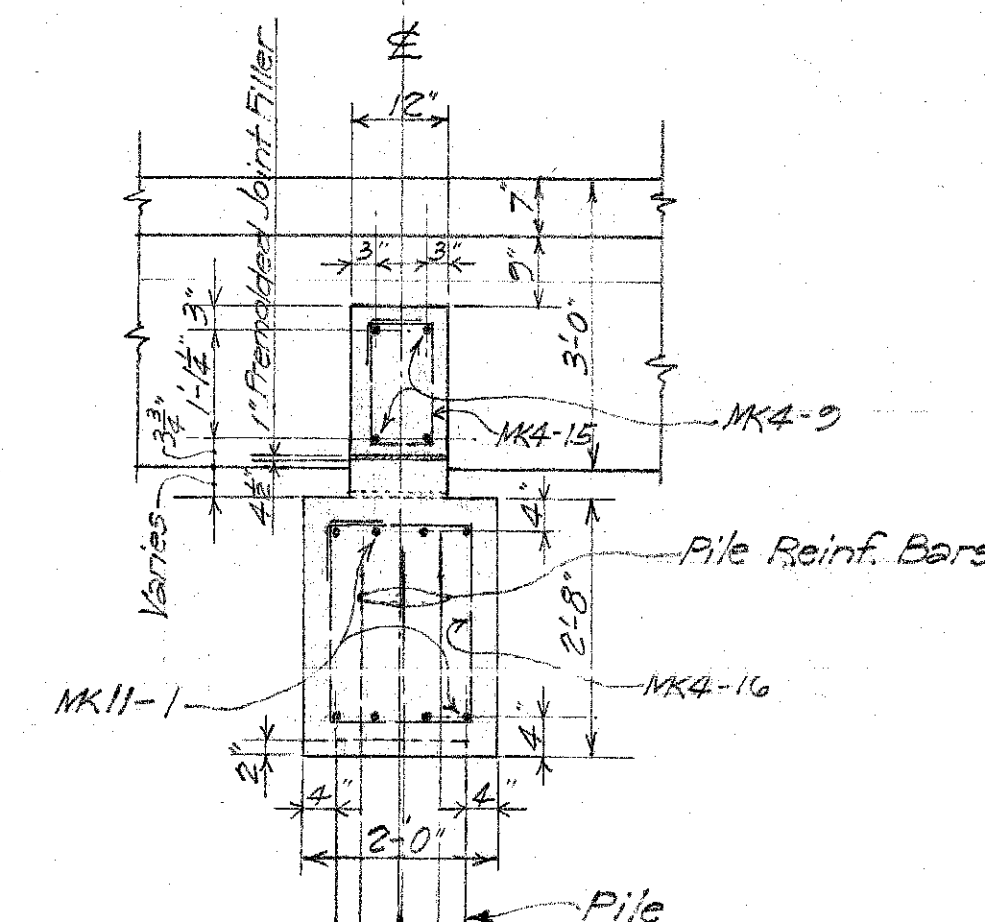
SECTION 'E-E'

1/2" = 1'-0"



PILE LAYOUT PLAN SKETCH

NOTE: All piles for Abut. #1 and Bent #1 - 16" x 16" x 35'-0"
All other piles - 16" x 16" x 30'-0"



SECTION 'D-D'

1/2" = 1'-0"

DEPARTMENT OF PUBLIC WORKS

TERRITORY OF HAWAII

KAWAINUI SWAMP FLOOD CONTROL

KAWAINUI CANAL BRIDGE

CANAL STA. 38+86.22

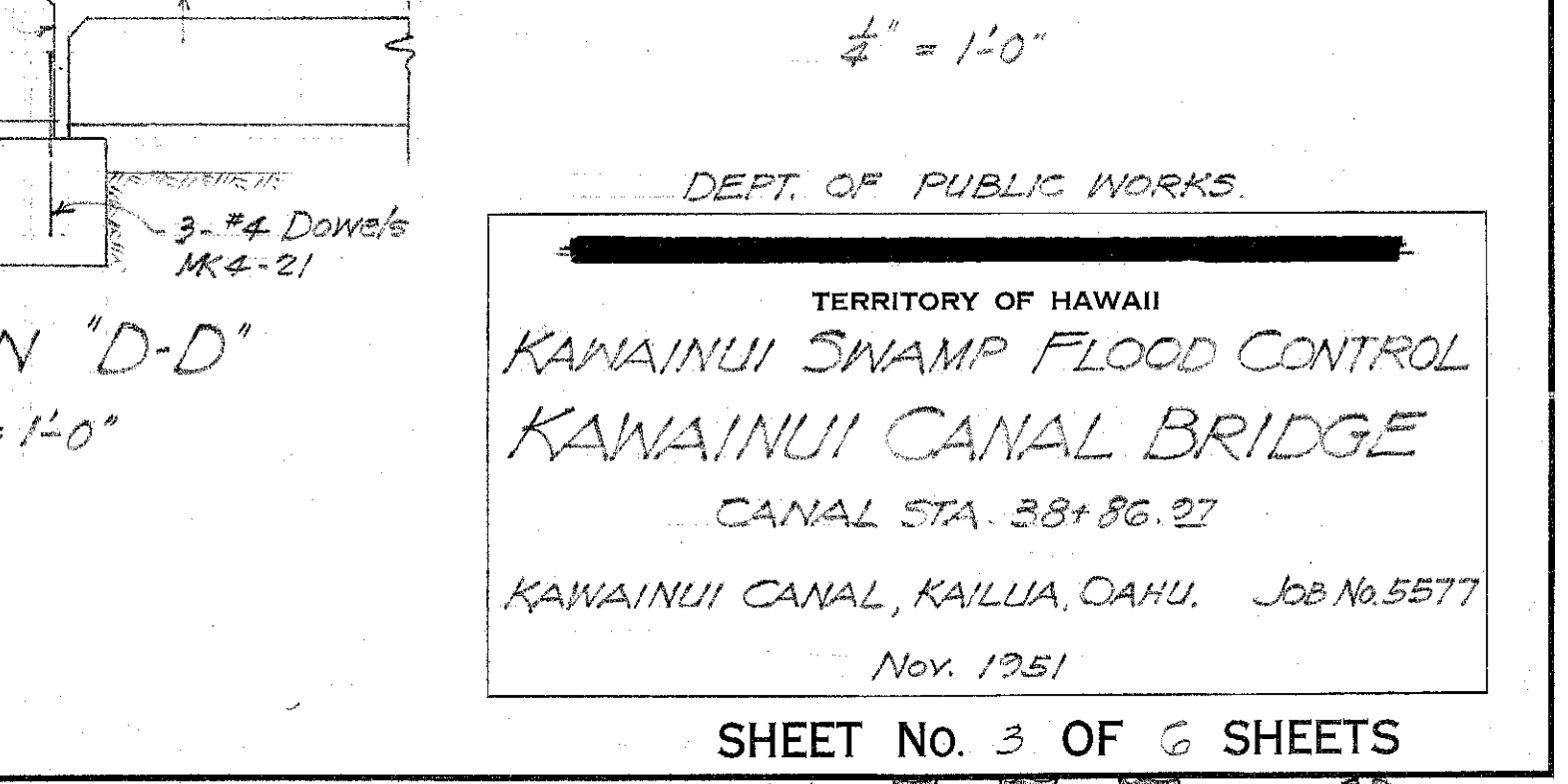
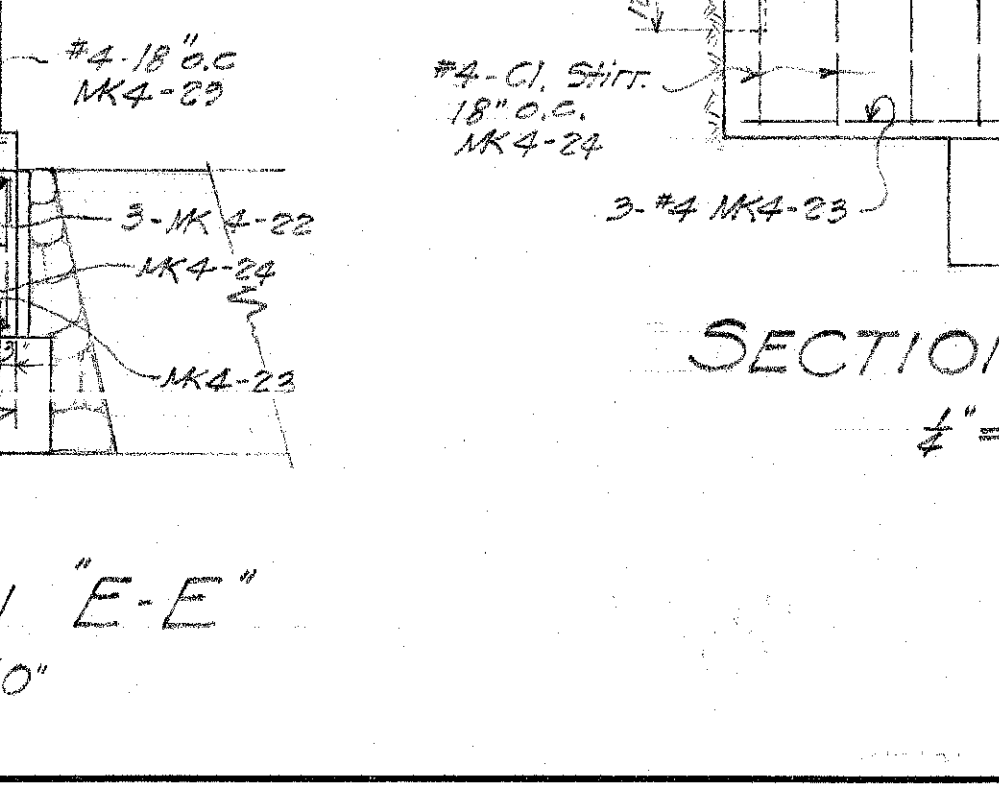
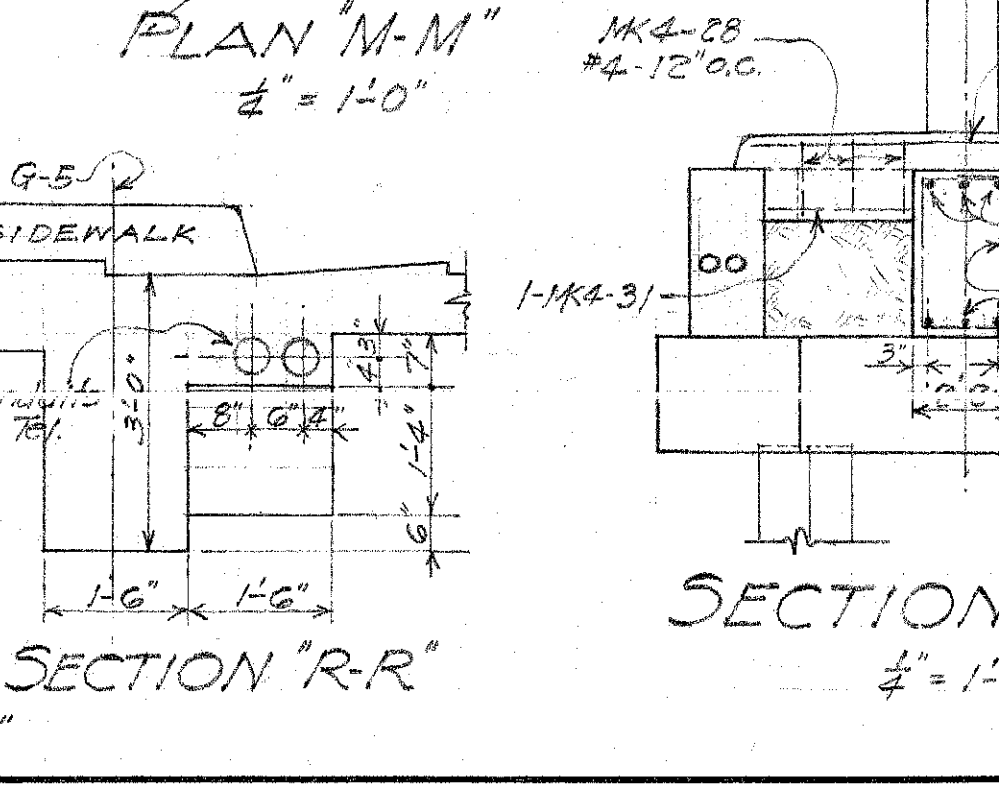
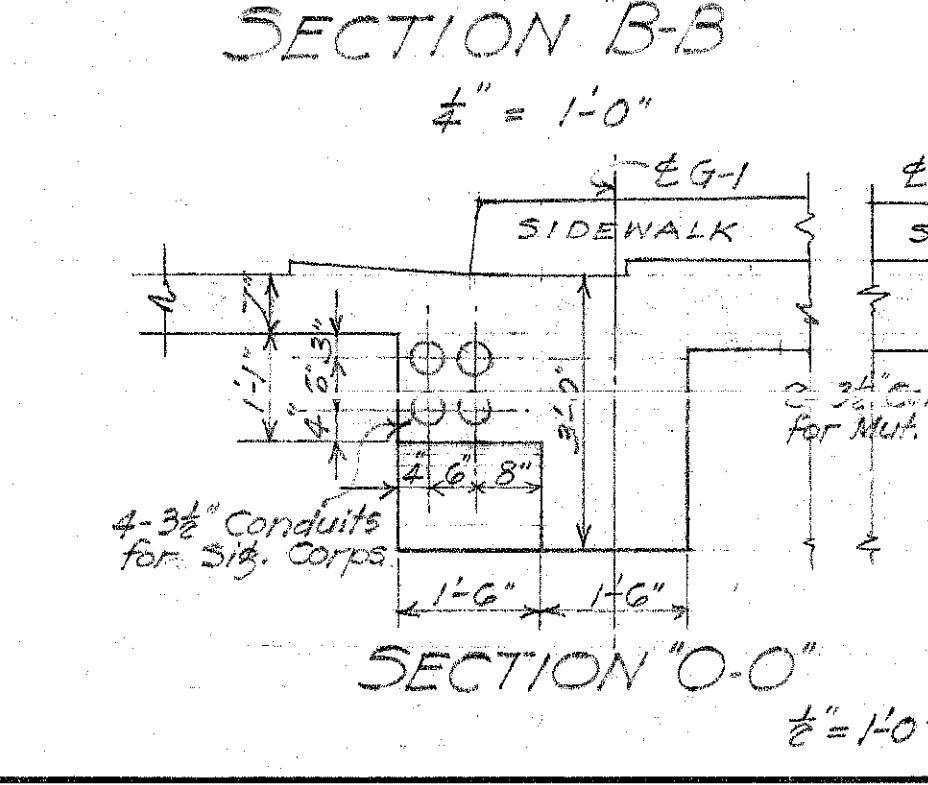
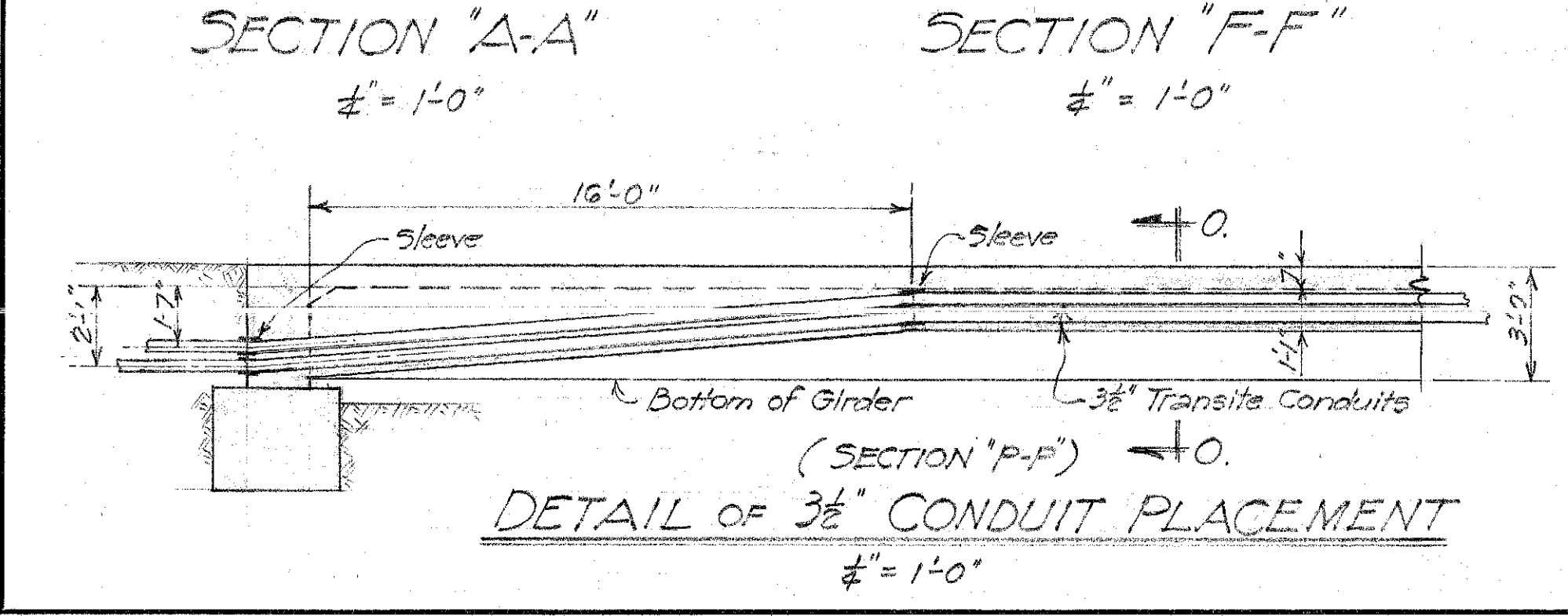
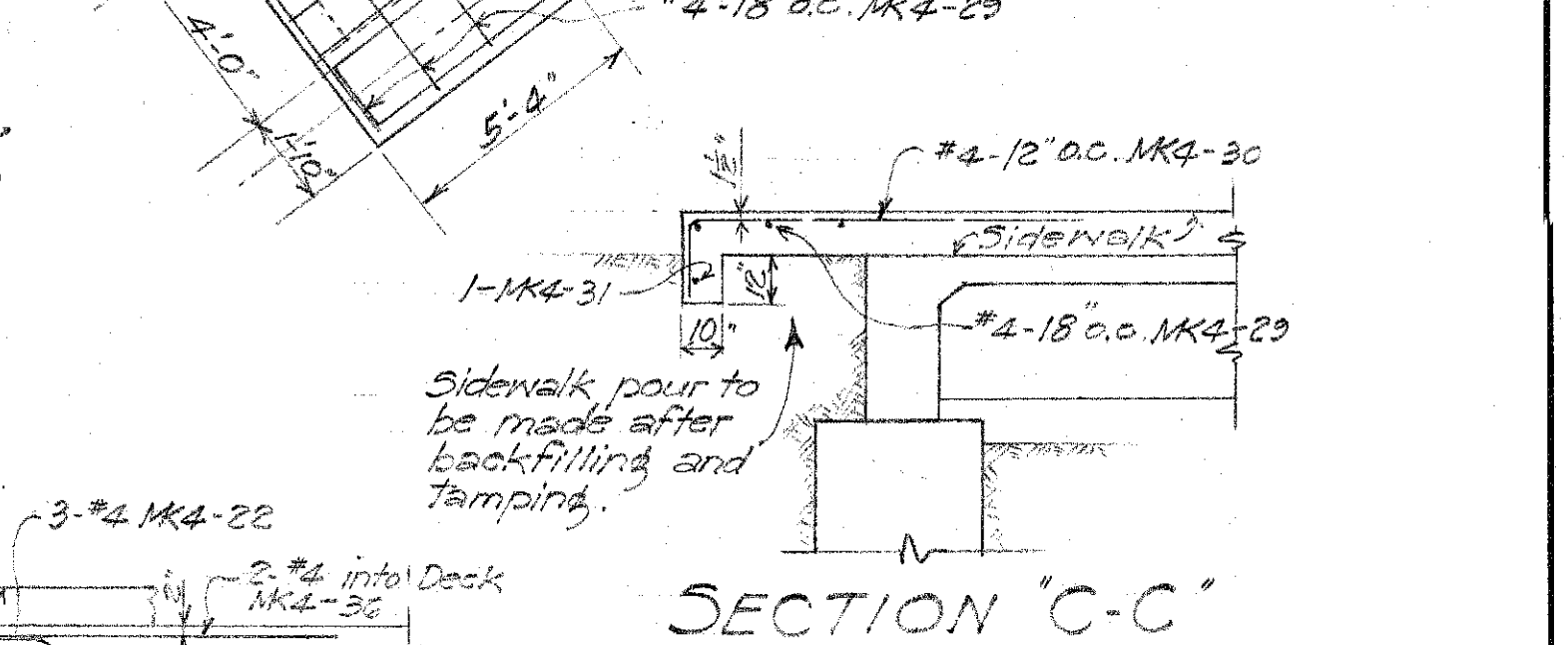
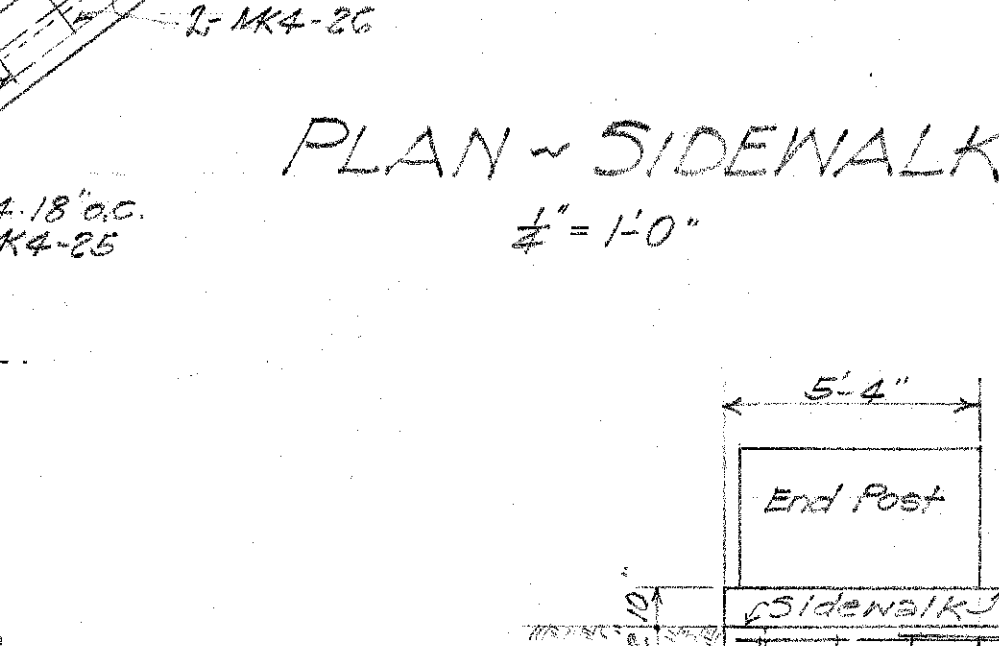
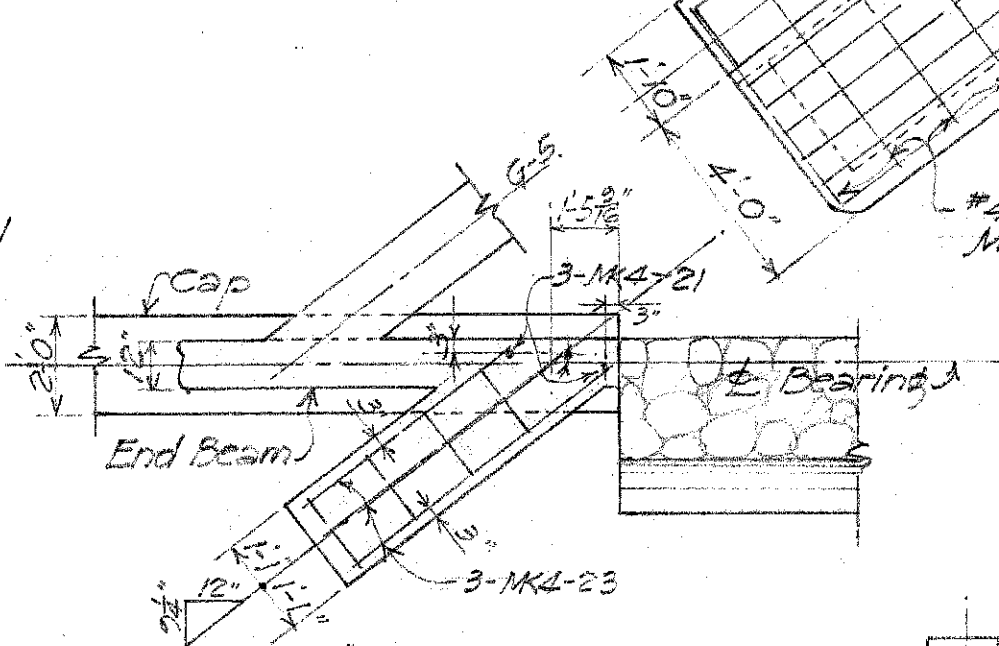
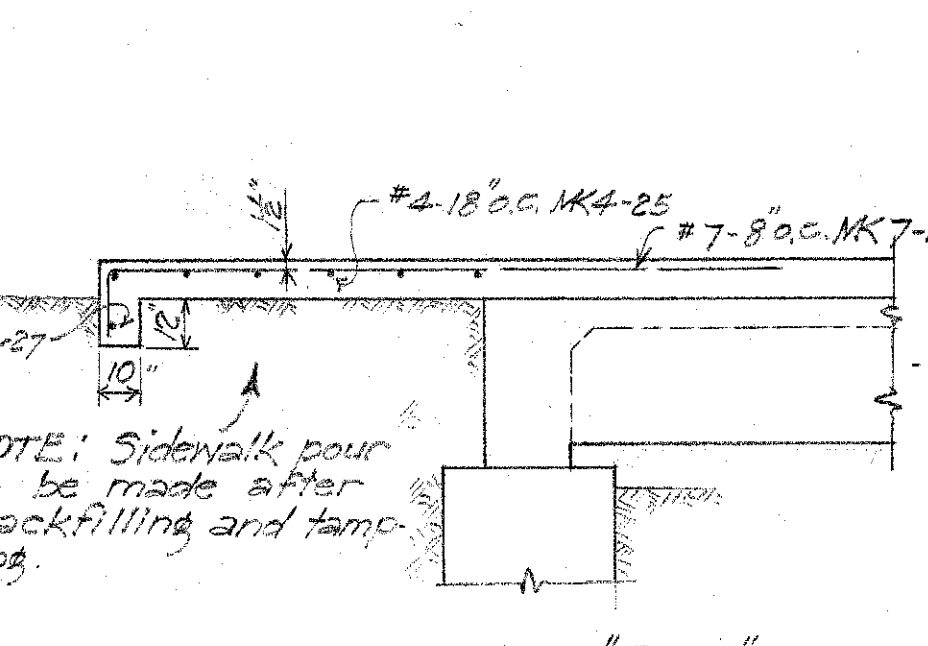
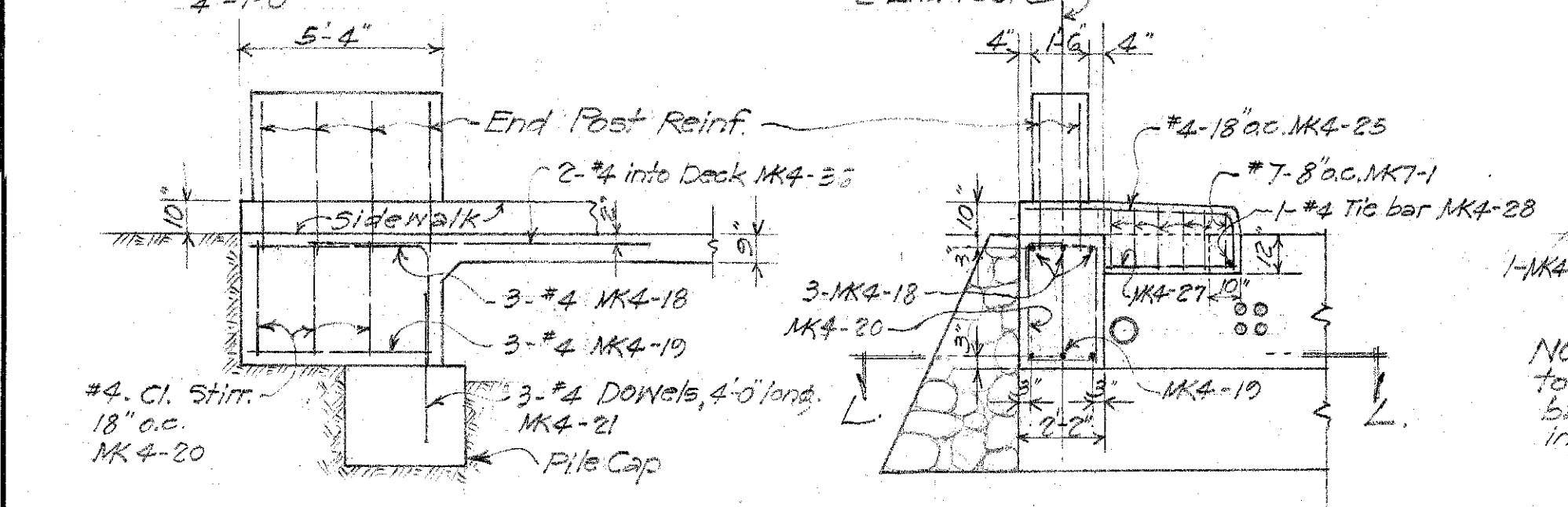
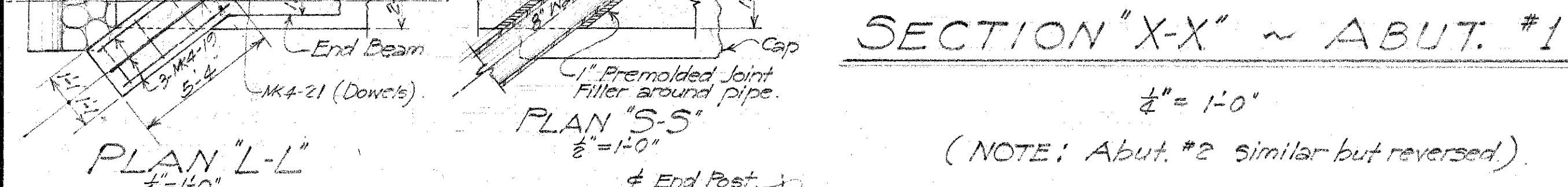
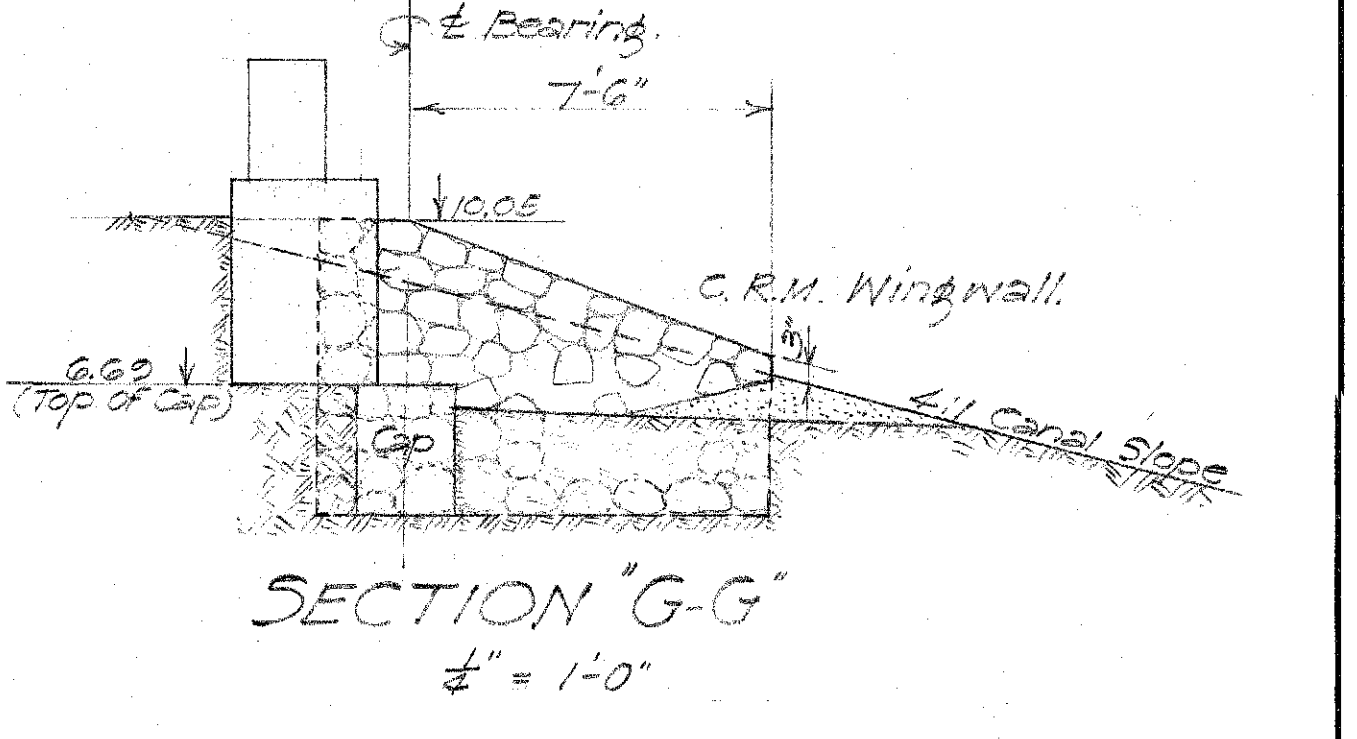
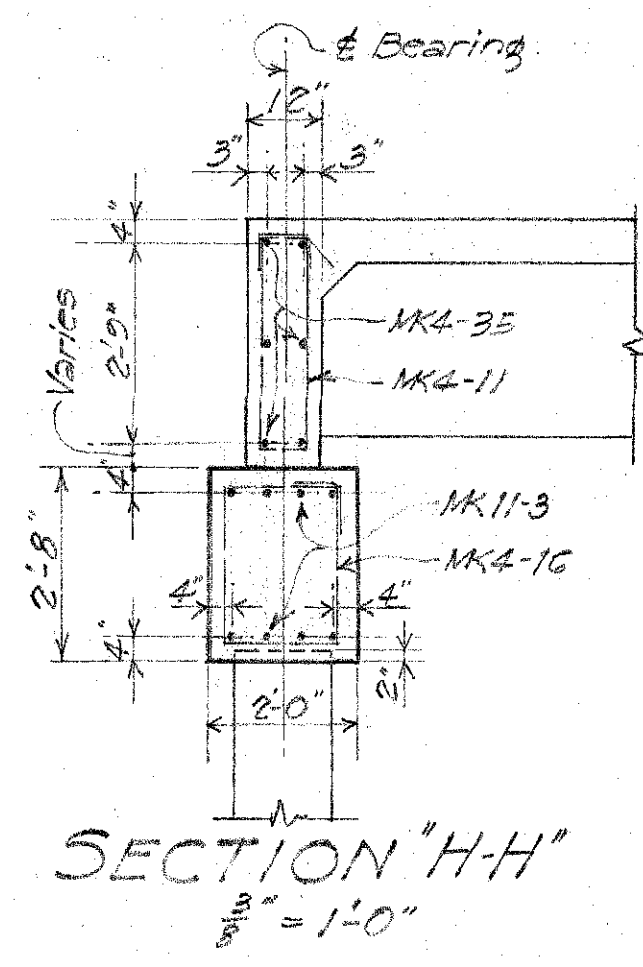
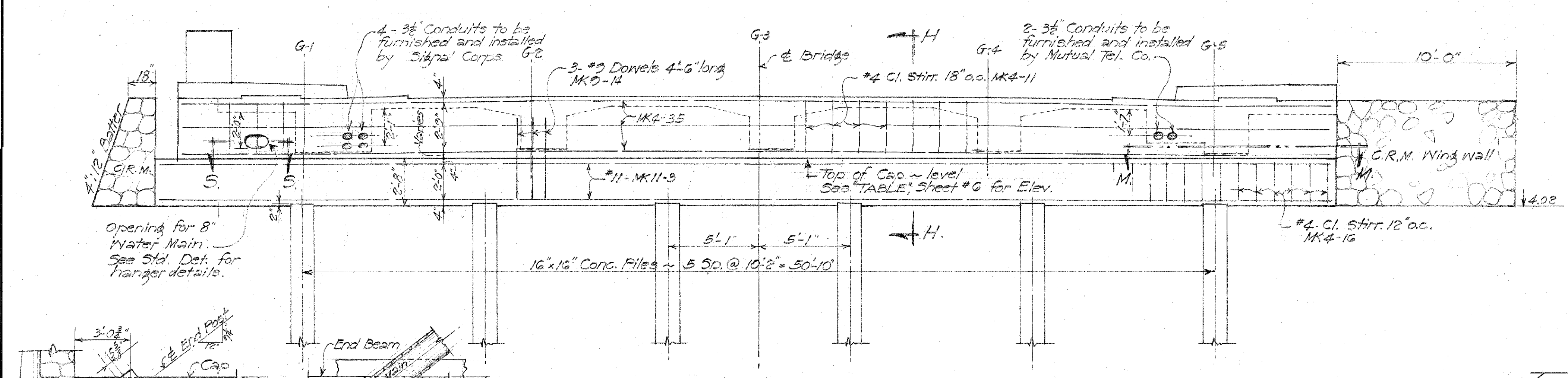
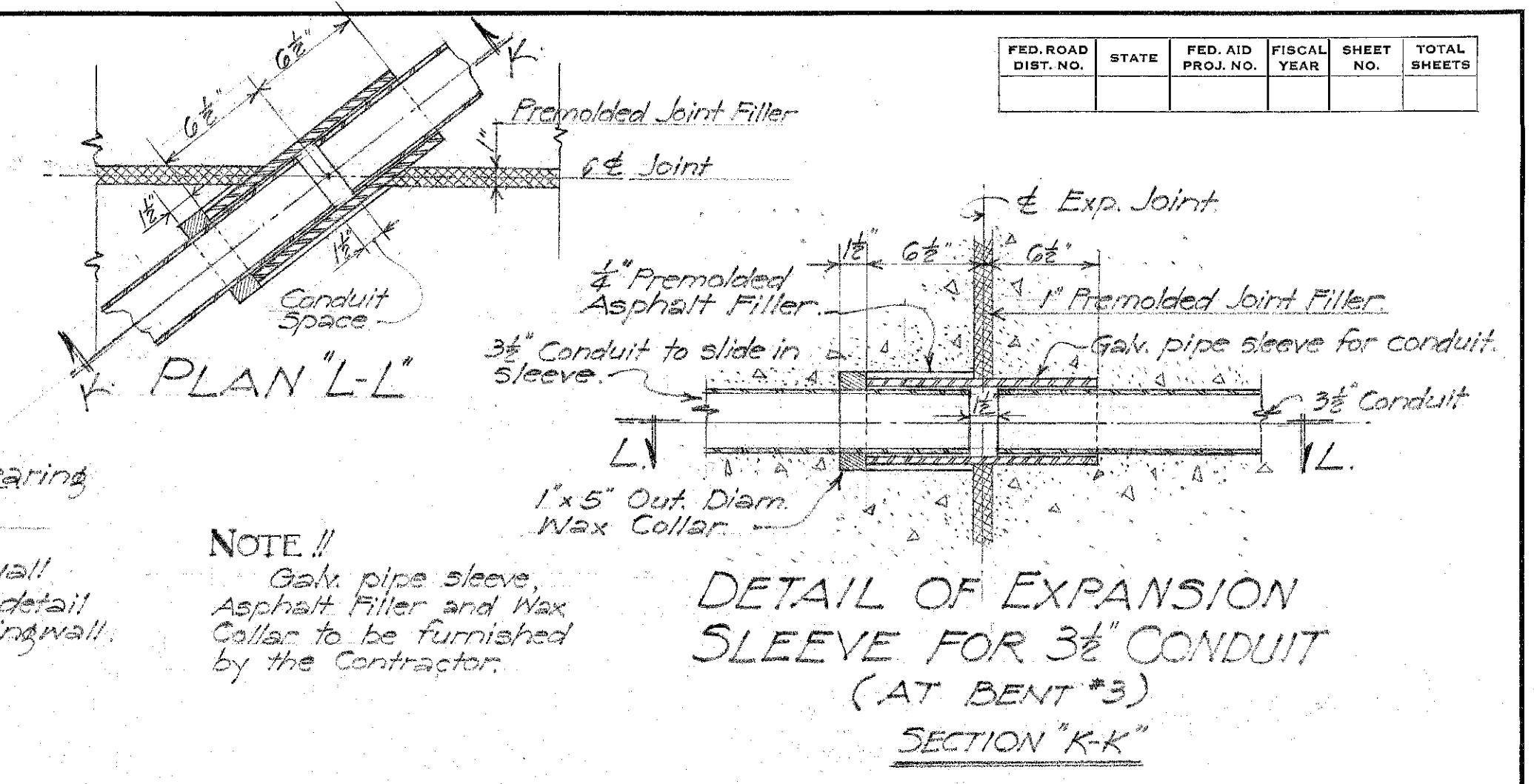
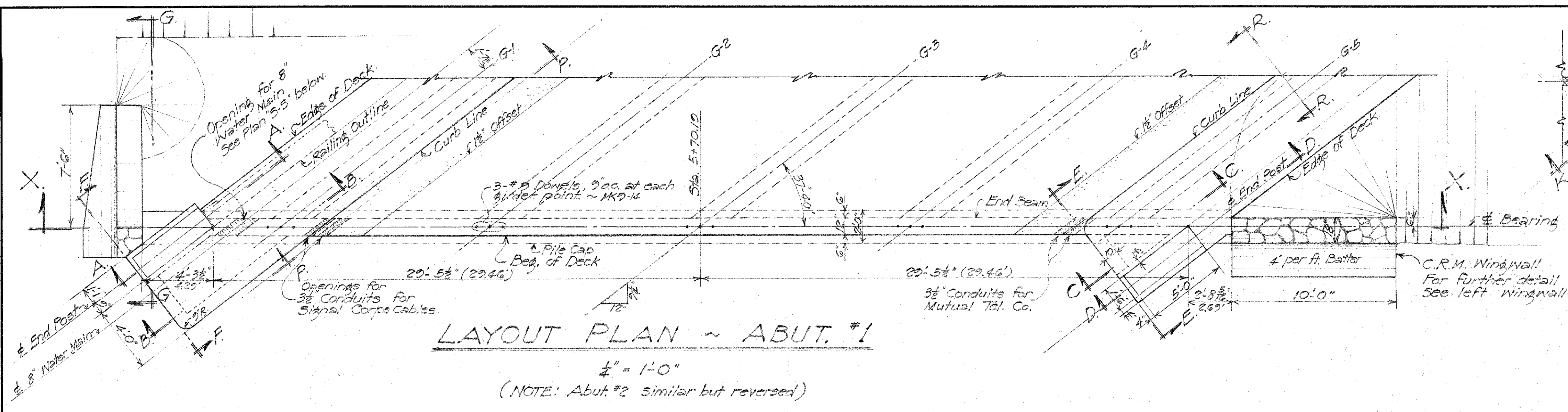
KAWAINUI CANAL, KAILUA, OAHU. Job No. 5577

Nov. 1951

SHEET NO. 2 OF 6 SHEETS

5577.5

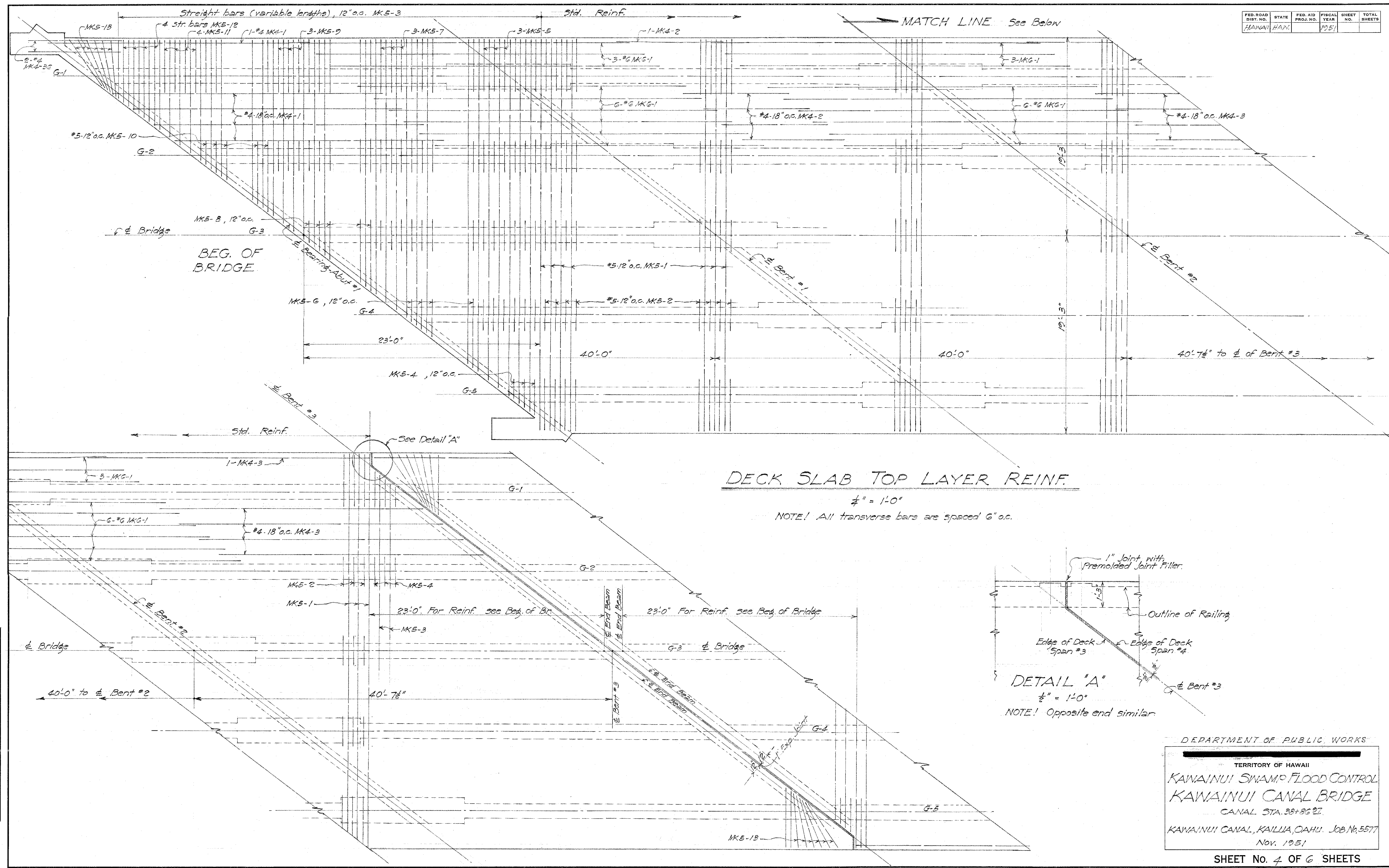
DATE	Nov. 51
DESIGNED BY	K. KAWAINUI
DRAWN BY	K. KAWAINUI
CHECKED BY	K. KAWAINUI
ORIGINAL PLAN	No. 5577.5
NOTE BOOK	No. 5577.5
QUANTITIES CHECKED BY	K. KAWAINUI
CHECKED BY	K. KAWAINUI



DATE: _____
 DESIGNED BY: _____
 DRAWN BY: _____
 CHECKED BY: _____
 QUANTITIES CHECKED BY: _____
 NOTE BOOK NO. _____

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KAWAINUI SWAMP FLOOD CONTROL
KAWAINUI CANAL BRIDGE
 CANAL STA. 38+86.27
 KAWAINUI CANAL, KAILUA, OAHU. Job No. 5577
 Nov. 1951

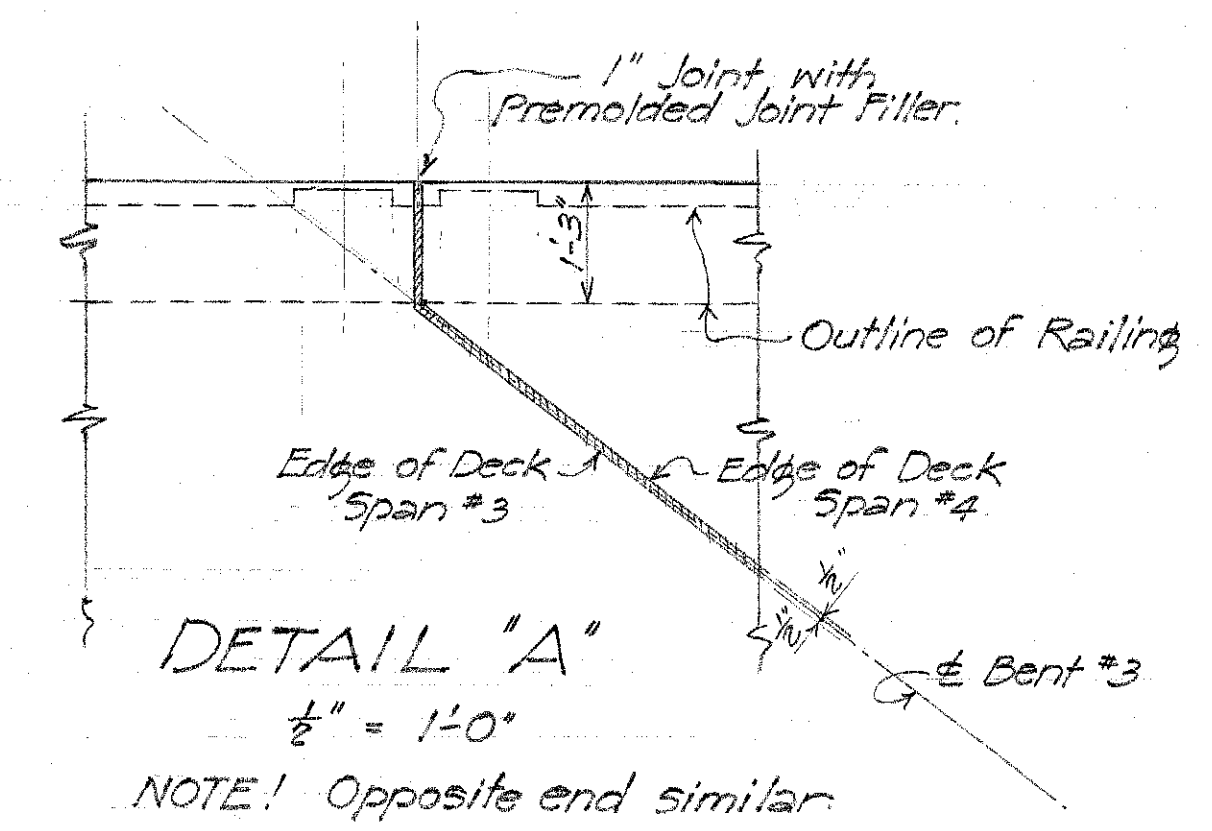
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII		1951		



DECK SLAB TOP LAYER REINF.

1/4" = 1'-0"

NOTE! All transverse bars are spaced 6" o.c.



DETAIL "A"

1/4" = 1'-0"

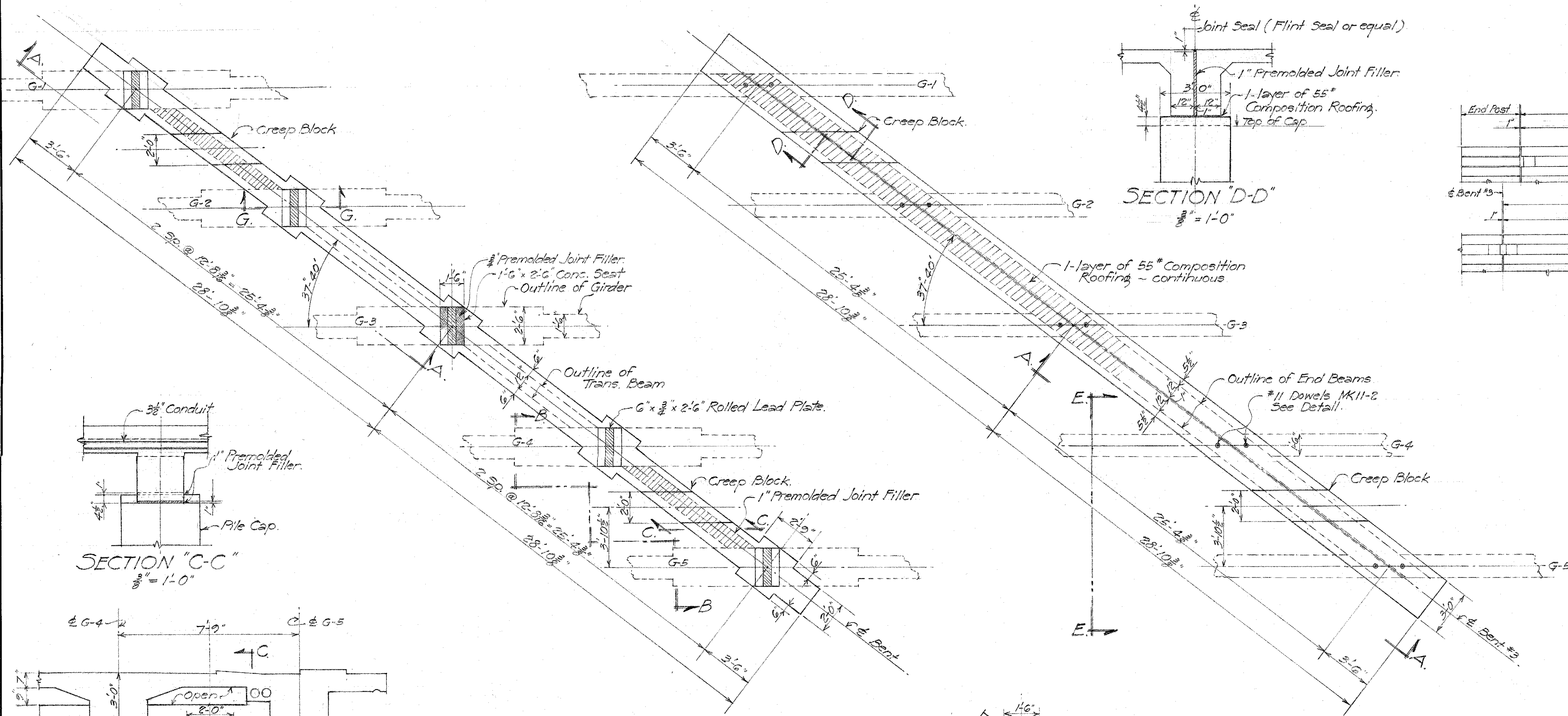
NOTE! Opposite end similar

DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
QUANTITIES CHECKED BY	
NOTE BOOK	
No.	

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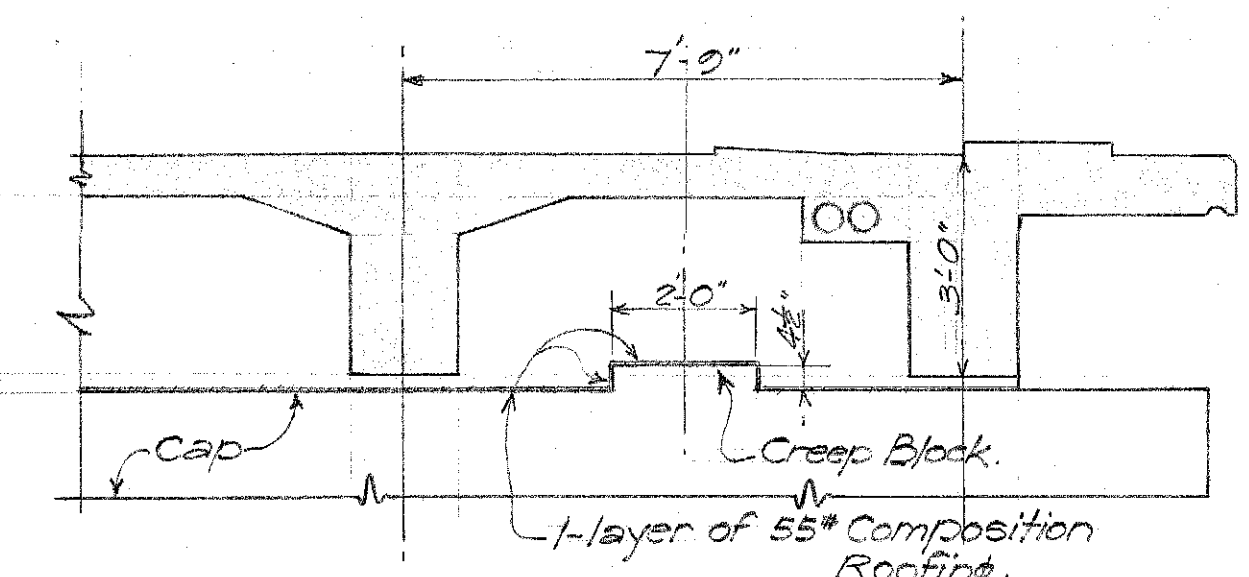
SHEET No. 4 OF 6 SHEETS

5577.4



LEFT RAILING LAYOUT

Scale $\frac{1}{8}" = 1'-0"$
(Right Railing Similar)



SECTION "E-E"

$\frac{3}{8}" = 1'-0"$

SECTION "C-C"

$\frac{3}{8}" = 1'-0"$

SECTION "D-D"

$\frac{3}{8}" = 1'-0"$

SECTION "B-B"

$\frac{3}{8}" = 1'-0"$

TYPICAL PLAN OF BENT

$\frac{1}{4}" = 1'-0"$

PLAN ~ BENT #3

$\frac{1}{4}" = 1'-0"$

SPECIFICATION FOR ROLLED LEAD BEARING PLATE

These plates shall be rolled from pig lead made from one or other material by process of reduction and refining. The use of reclaimed lead shall not be permitted.
The material shall contain a minimum of 92.85% of lead and shall fulfill the requirements of the "Standard Specifications for Pig Lead," A.S.T.M. Desig. B-22.

PLAN ~ CONC. SEAT

$\frac{3}{8}" = 1'-0"$

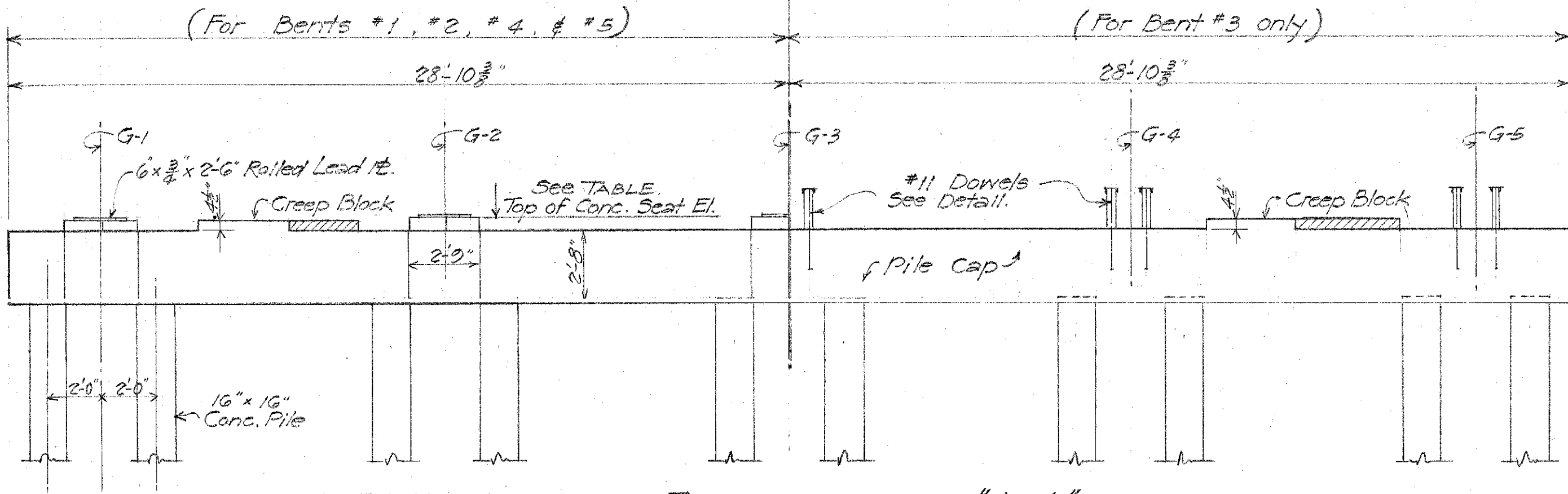
SECTION "F-F"

Contractor shall submit method of centering pipe over dowel and maintaining proper clearance for Engineer's approval before placing of concrete.

DETAIL OF ANCHOR DOWEL AT BENT #3

$\frac{1}{4}" = 1'-0"$

	Top of Cap El.	Top of Conc. Seat Elev.				
		G-1	G-2	G-3	G-4	G-5
Abut. #1	6.63	~	~	~	~	~
Dowel #1	6.57	6.66	6.55	7.02	6.71	6.70
" #2	6.49	6.78	6.86	6.98	6.81	6.68
" #3	6.39	~	~	~	~	~
" #4	6.29	6.58	6.66	6.72	6.61	6.48
" #5	6.19	6.48	6.56	6.62	6.51	6.38
Abut. #2	6.09	~	~	~	~	~



ELEVATION "A-A"

$\frac{1}{4}" = 1'-0"$

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QUANTITIES CHECKED BY
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