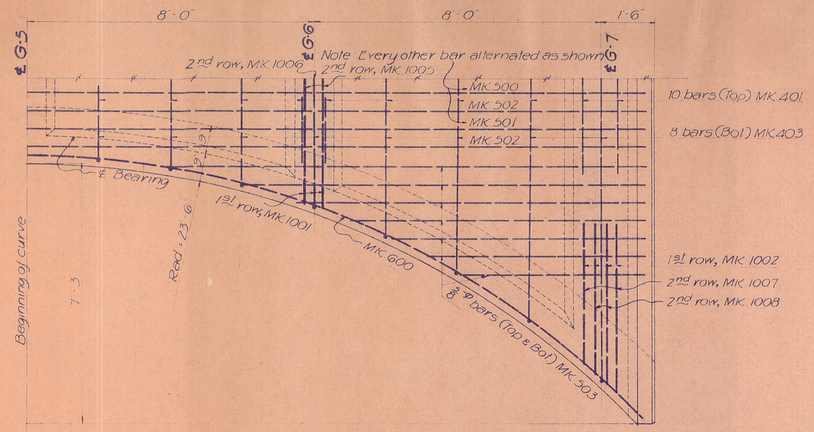
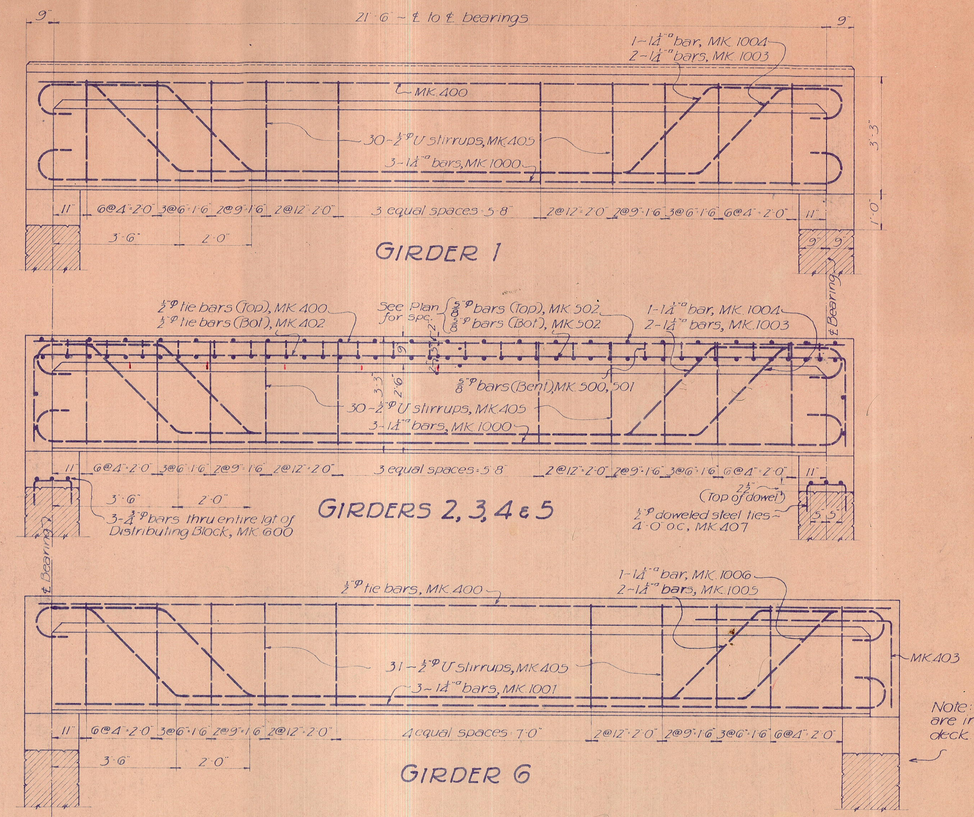


ENLARGED PLAN ~ CURVED END

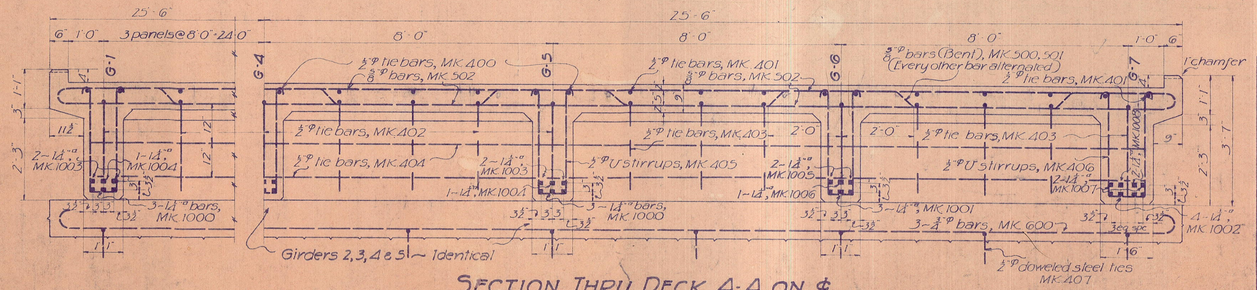


Note: Girders 6 & 7 are correct in detail but are in error in regards to curvature of deck. Construct opposite hand to that shown. (See Plan for curvature of deck)

~ STEEL BENDING SCHEDULE ~

MK.	NO. OF	SIZE	SHAPE	WHERE USED	LGT. EA.	TOT. LGT.	TOT. WT. #
1000	15	1¼"ϕ	1'-9" 21'-7" 1'-9"	Girders 1,2,3,4&5	25'-1"	376	2019
1001	3	"	1'-9" 22'-10" 1'-9"	G-6	26'-4"	79	424
1002	As shown	1¼"ϕ	1'-9" 1@27'-5"; 1@27'-0"; 1@27'-11"; 1@28'-3" 1'-9"	G-7		125	671
			R-5 Hook 2'-4½" 45° Hook				
1003	10	1¼"ϕ	1'-9" 3'-2" 3'-4¼" 10'-6" 3'-4¼" 3'-2" 1'-9"	Girders 1,2,3,4&5	27'-0½"	271	1455
1004	5	"	1'-2" 14'-6" 1'-2"	"	27'-0½"	135	725
1005	2	"	3'-2" 11'-9" 3'-2"	G-6	28'-3½"	57	306
1006	1	"	1'-2" 15'-9" 1'-2"	"	28'-3½"	28	150
1007	2	"	4'-5" 14'-3" 1@4'-0" 1@4'-10"	G-7	32'-10½" 33'-8½"	67	360
1008	2	1¼"ϕ	1'-8" 19'-9" 1@1'-6" 1@1'-9"	"	33'-2" 33'-5"	67	360
600	As shown	¾"ϕ	1'-1" 3@30'-0", curved to suit 9@21'-0"	Conc. Distributing Block		346	526
500	22	⅝"ϕ	4'-0" 3'-2" 3'-2" 3'-2" 2'-1" R-22 4'-0" 4'-0" 3'-4'-0" 4'-0" 11"	Slab	37'-8"	830	880
501	22	"	2'-1" 3'-2" 4'-0" 11" R-22 4'-0" 3'-4'-0"	"	22'-0"	484	513
502	92	"	11" R-22 27'-0"	Slab-Top & Bot	27'-11"	2570	2724
503	As shown	⅝"ϕ	2@5'-0"; 2@6'-0"; 2@7'-0"; 11" 2@8'-0"; 2@9'-6"; 2@11'-0"; 11" 2@13'-0"	"		145	154
400	22	½"ϕ	22'-6"	Slab-top ties	22'-6"	495	331
401	As shown	"	1@22'-6", 1@22'-10", 1@23'-3", 2@23'-9", 1@24'-8", 1@25'-9", 1@27'-2", 2@28'-6"	"		251	171
402	17	"	2'-6" 22'-6" 2'-6"	Slab-bot ties	27'-6"	468	318
403	As shown	"	2'-6" 1@22'-6", 1@22'-10", 1@23'-3", 1@23'-9", 1@24'-8", 1@25'-9", 1@27'-2", 1@28'-6" 2'-6"	"		239	162
404	"	"	2@30'-0", curved to suit 6@21'-0"	Curtain ties		222	151
405	181	"	R-13" 12¼" ins 2'-8½" ins hook-6⅝"	All girders, except G-7	7'-1"	1282	872
406	33	"	R-12" 12¼" ins 2'-8½" ins hook-6⅝"	G-7	7'-6"	248	169
407	26	½"ϕ	12" 10" 10"	Conc. Distributing Block	2'-8"	70	48

TOTAL ~ 13,495#
= 6.747 TONS



SECTION THRU DECK A-A ON ℄

~ REVISIONS ~
Change in steel schedule ~ 10-5-36

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU
BUREAU OF PLANS

KANEOHE BAY DRIVE REALIGNMENT

FROM STA. 24+50 ~ 39+00

CULVERT DETAIL

ENGINEER	G.K.D.	DATE	Aug. 3, 1936
DRAFTSMAN	G.K.D.	CHECKED BY	
SCALE	1 in. = 2 ft.	TRACED BY	
APPROVED	B. F. Rush, CITY & COUNTY ENGINEER	APPROVED	R. S. Mowry, BUREAU ENGINEER
W. S.	PROFILE	C. B.	
CR. SEC.	P. B.	S. B.	

Sheet 4 of 8 sheets

FILE	POCKET	FOLDER	NO.
4	15	1	37