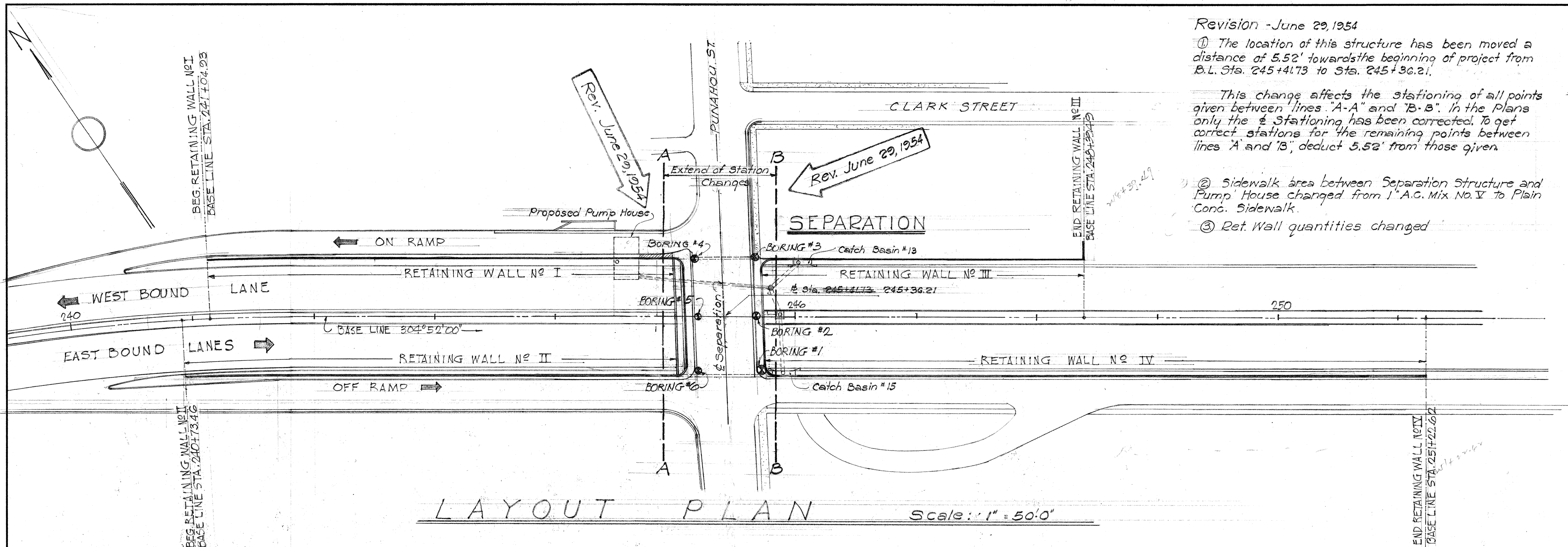




Revision - June 29, 1954

① The location of this structure has been moved a distance of 5.52' towards the beginning of project from B.L. Sta. 245+41.73 to Sta. 245+36.21.

This change affects the stationing of all points given between lines "A-A" and "B-B". In the Plans only the $\frac{1}{2}$ Stationing has been corrected. To get correct stations for the remaining points between lines "A" and "B", deduct 5.52' from those given.

② Sidewalk area between Separation Structure and Pump House changed from 1" A.C. Mix No. V to Plain Conc. Sidewalk.

③ Ret. Wall quantities changed

Revised June 29, 1954

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW	U.S.D. (G) Unit 2	1954	56	104

MAY 24 1954

GENERAL NOTES

DESIGN DATA

H20-S16-44 Loading

$f_s = 20,000$

$f_c = 1200$

$n = 10$

MATERIALS

All concrete class A-1 unless otherwise noted on plans.

SPECIFICATIONS FOR LEAD PLATE

These plates shall be rolled from pig lead made from one or other material by process of reduction & refining. The use of reclaimed lead shall not be permitted. The material shall contain a minimum of 99.85% of lead & shall fulfill the requirements of the "Standard Specification for Pig Lead," A.S.T.M. Designation B29.

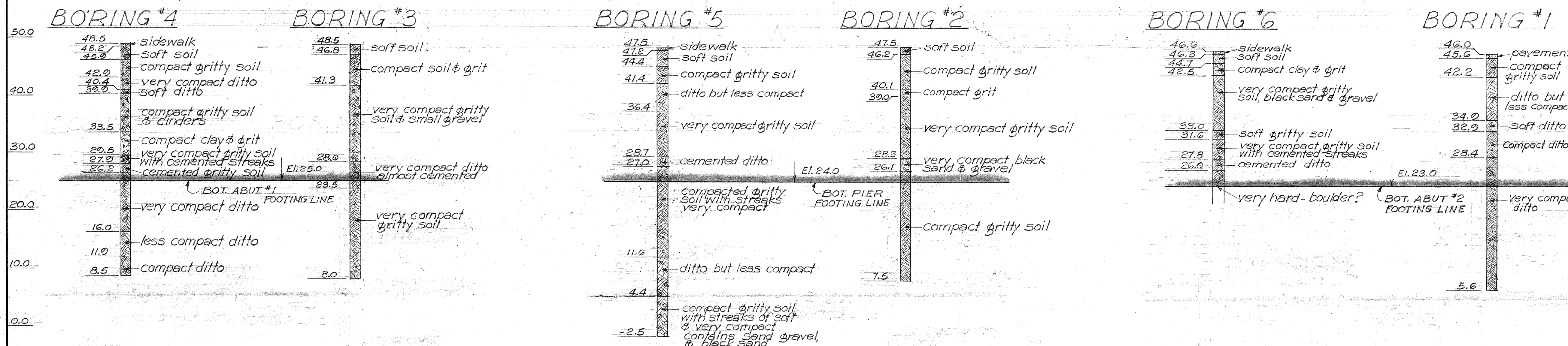
CONSTRUCTION METHODS

Curb & sidewalk on bridge shall not be poured until after release of falsework. Curb & sidewalk supported partially on bridge and retaining walls, and all railings shall not be poured until after the fill is in place.

Placing of backfill at bridge & utility structure shall not be started until after the concrete in the superstructure has reached a strength of 3,000 lbs. per sq. inch. The fill must be brought up evenly & simultaneously at both ends of the structure so as to avoid one sided earth pressure.

All surfaces of railings, railing posts & end posts above sidewalk level, all other surfaces seen in elevation, all columns above curb level, column cap of utility structure, abut walls between top of sidewalk and underside of slabs, and all exposed surfaces of retaining walls, shall be given Class 2 Rubbed Finish.

Footings shall be poured to neat lines as shown. In case of over excavation, space between footing and ground shall be filled with concrete at the contractor's expense. This fill concrete shall have a minimum quality of Class D.



LOG OF BORINGS Scale: 1" = 10'0"

ESTIMATED QUANTITIES														Revised										
LOCATION	BRIDGE				UTILITY STRUCTURE				RETAINING WALLS				Conc. Slab on Shoulder Median Strip under Bridge	TOTAL Bridge, Utility Structure, Conc. Slab under Bridge	TOTAL RET. WALL I, II, III & IV	TOTAL RET. WALL I, II, III & IV								
ITEM	SUPERSTRUCTURE	ABUT. #1	FOOTING	PIER	SUPERSTRUCTURE	ABUT. #1	FOOTING	PIER	I	II	III	IV												
Class A-1 Concrete	687.0 c.y.	38.5 c.y.	33.2	33.2	22.4	38.8	75.5	3.2	3.2	3.1	3.4	569.7	557.2	596.8	584.6	265.3	272.1	60.10	703.0	16.1	75.7 c.y.	Δ 6.10 c.y.	2,116.0 c.y.	
Class C-1 Conc.	139.5 c.y.																75.24.8				169.850	75 c.y.	24.8 7.5	
Reinf. Steel	186.5 lb.	1,563	1,225	1,225	7,789	6,473	10,245	222	443	443	494	131	60,340	58,886	62,964	61,540	24,376	25,171	70,839	72,236	166,764.0 lbs	210,540.0 lbs	217,833.0	
Structural Exc.	55.0		31.5 c.y.	31.5		50		33	33		5		663	804	1,967	1,907	1,225	1,258	3,010	3,067	751.0 c.y.	Δ 7.065 c.y.	7,036.0	
A.C. Surface Course Mix No. III	52.5																1,229		1,307		55.0 52.6 Ton		6,498.0	
A.C. Leveling Course Mix No. II	807.5																				80.0 75.0 Ton			
Dampproofing	376 sq.						33						1,165	1,143	1,265	1,244	655	660	1,470	1,491	402.0 sq.	Δ 550.0 sq.	4,547.0	
Filter Material	242 c.y.						35						505	495	539	528	289	287	630	640	277.0 c.y.	Δ 250.0 c.y.	1,926.0	
Treated Timber	140.0						1.0 M.B.M.										459	522	285	630	1.0 M.B.M.			
Back Coat (Groutified Asphalt)	133.7 gal.																330.2				140.0 23.7 gal.		1,357.0	
Railing & End Post	224.8 L.F.												395.74	390.22	425.74	420.22			2.0 L.F.	537.06	542.58	22.2 22.1 L.F.	Δ 360.34 L.F.	4,357.02
Class D-1 Conc.	224.8												72.0 c.y.				420.1			542.6		72.0 c.y.	70 78.0	

Items in last column marked with Δ will be paid for as items other than in Bridges.

TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII

PUNAHOU SEPARATION

Sta. 245+41.73
245+36.21

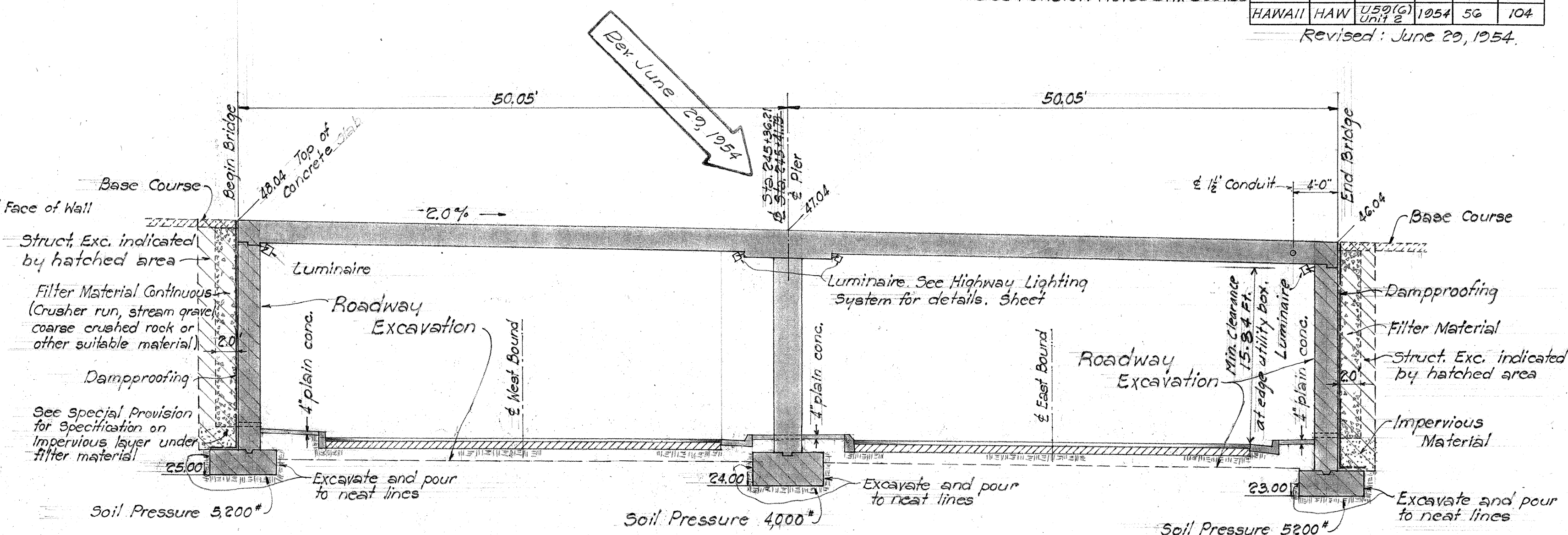
MAUKA ARTERIAL

July 1953

U.S.D. (G)
Unit 2

SHEET No. 1 OF 8 SHEETS

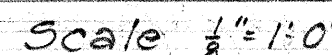
5627.55



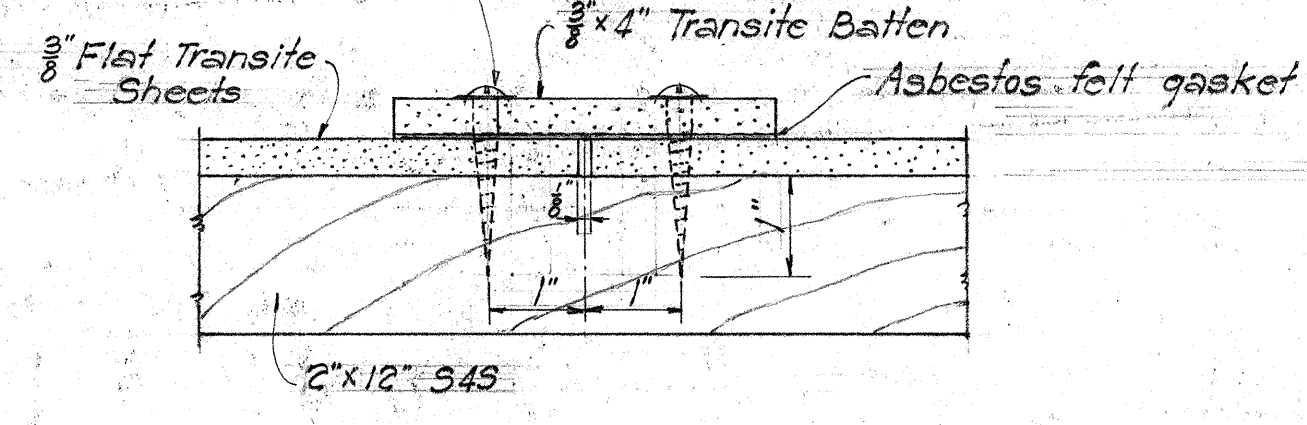
Scale $\frac{1}{8}" = 1'-0"$



Metal Covers and Class A-1 Concrete in Pull Boxes
Type "B" shall be paid for under the Item of "Pull Boxes."



Scale $\frac{1}{8}'' = 1'-0$



Scale $\frac{1}{2}'' = 1''$



Scale $\frac{1}{2}'' = 1'-0''$

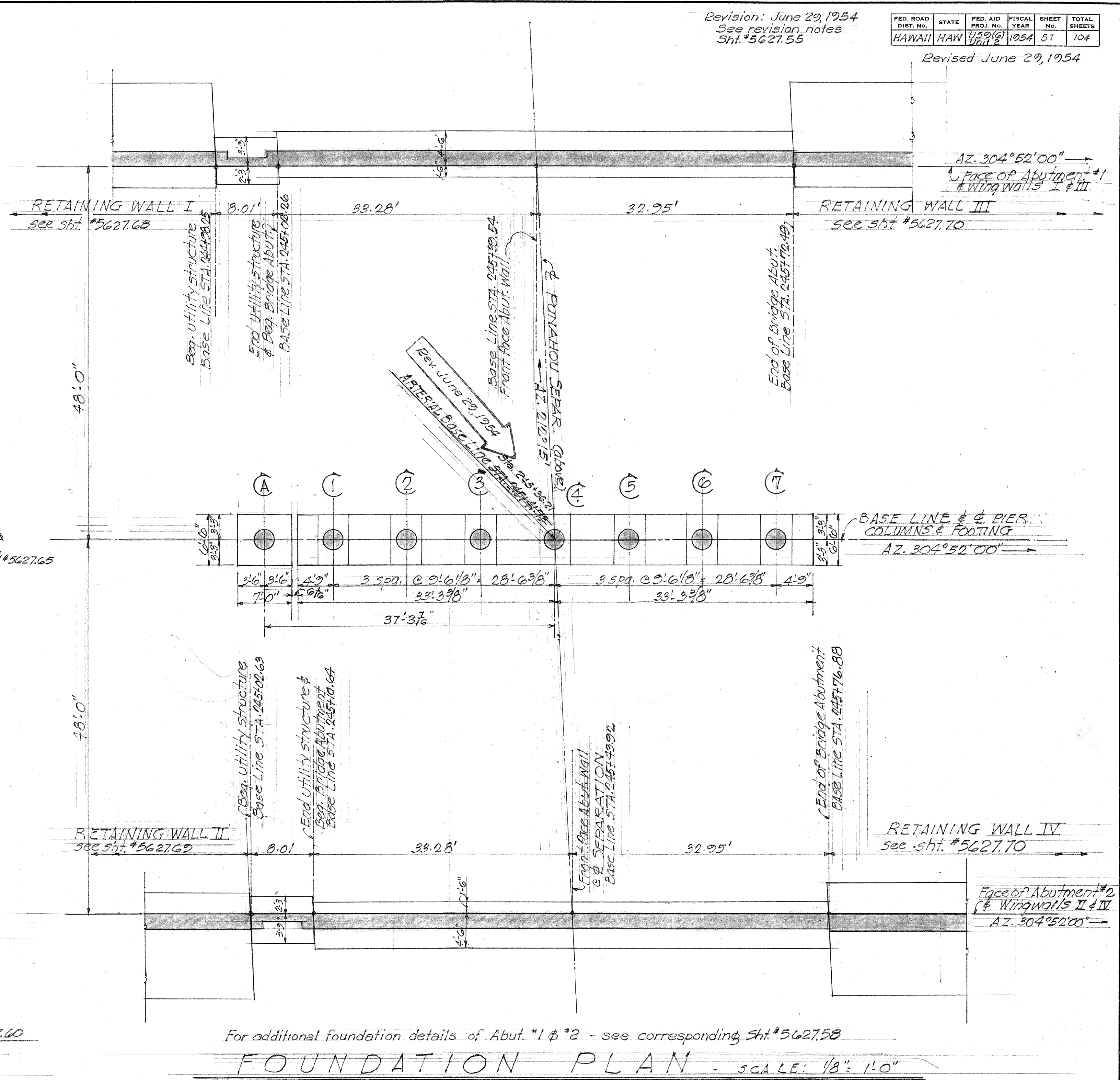
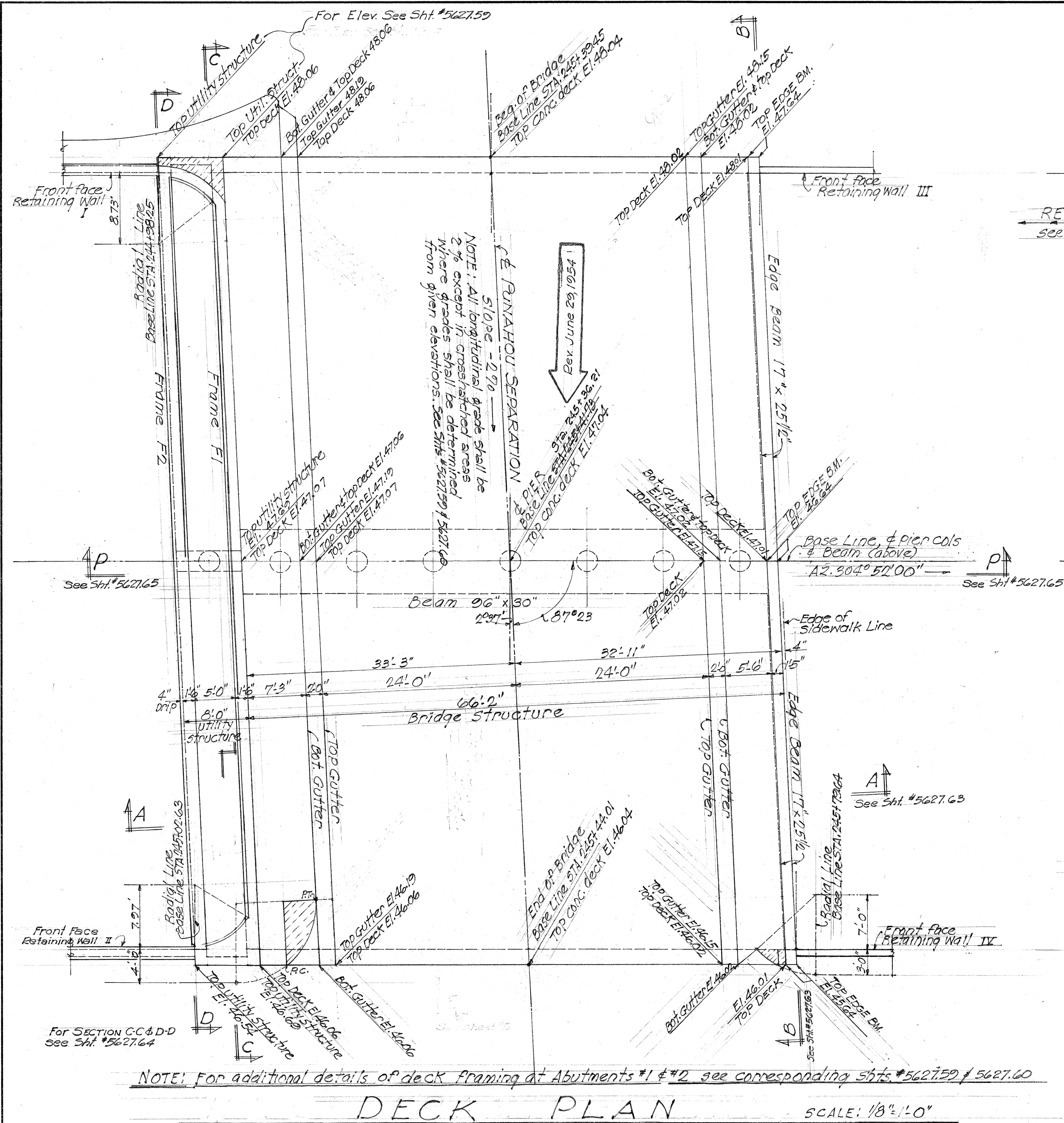


Downloaded from <http://ajphaphysocpubs.phapublications.org/> at University of California, San Diego on November 10, 2014

SHEET No. 2 OF 8 SHEETS

5627.56

SURVEY PLOTTED BY: *BS/12/15*
 DATE: *Dec. 1953*
 DRAWN BY: *P. Ching*
 CHECKED BY: *J. Okamoto*
 NOTE BOOK NO.

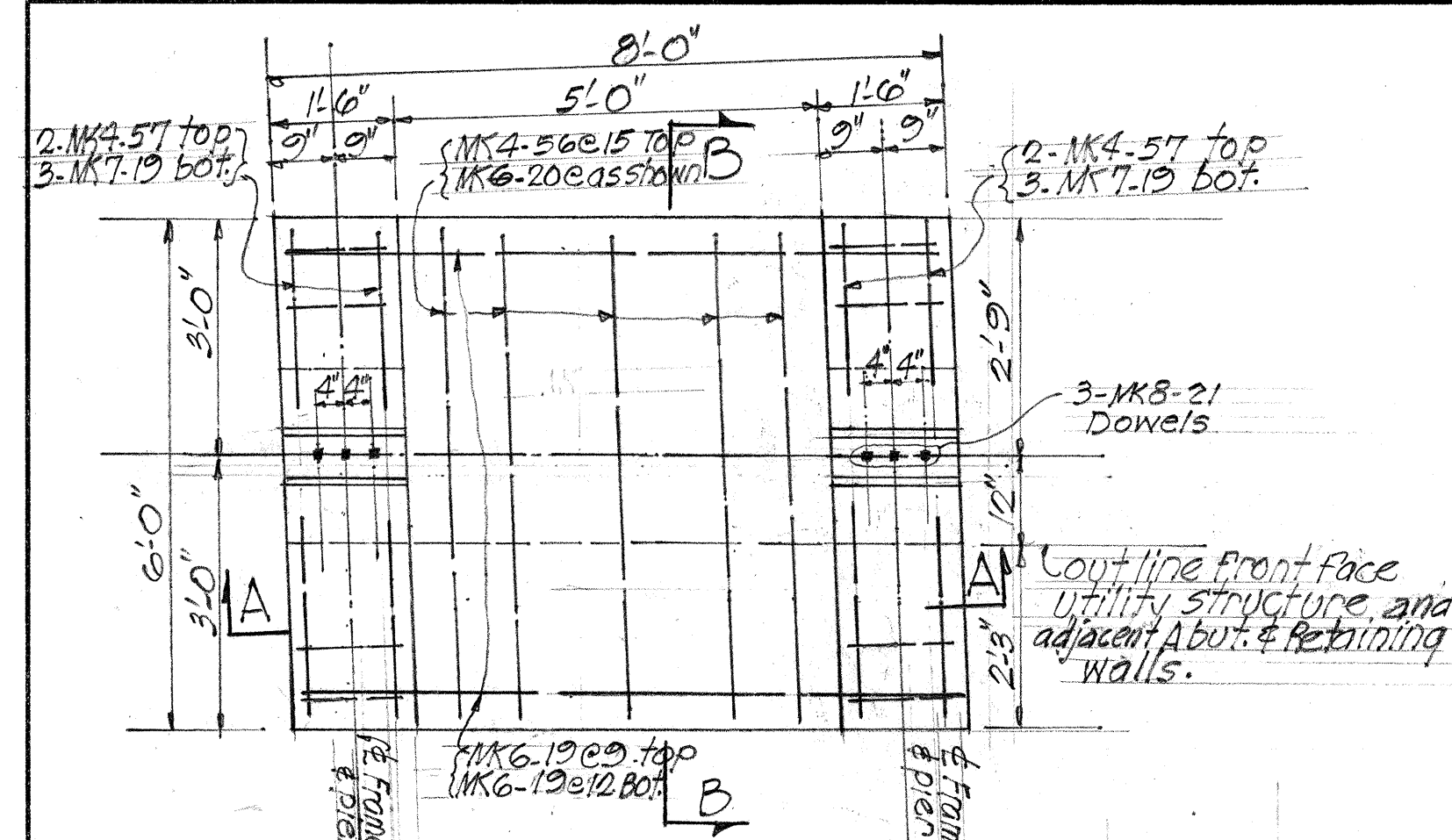


TERRITORIAL HIGHWAY DEPARTMENT					
TERRITORY OF HAWAII					
PUNAHOU SEPARATION					
Sta. 245+41.78					
Sta. 245+36.21					
MAUKA ARTERIAL			U.S.D.(6)		
July 1953			Unit 2		

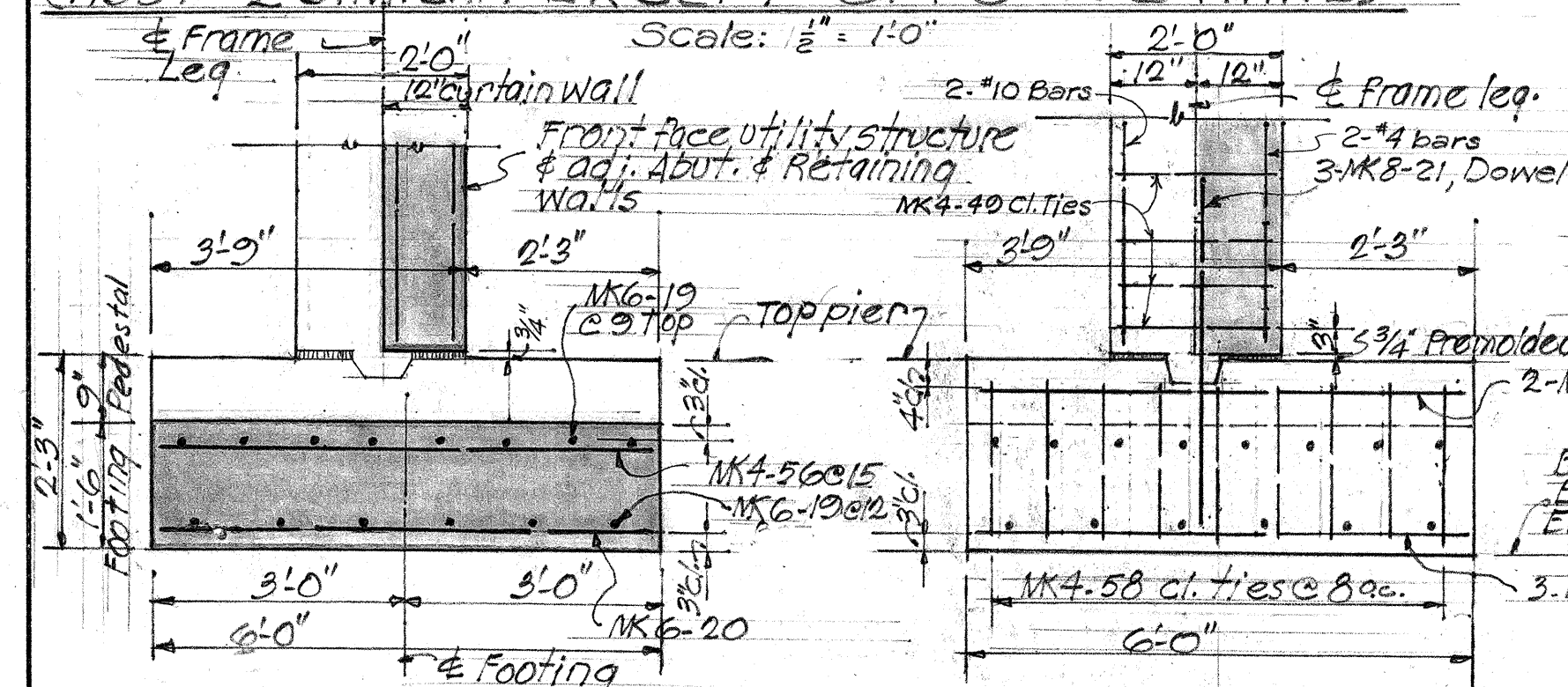
SHEET No. 3 OF 18 SHEETS

5627.57

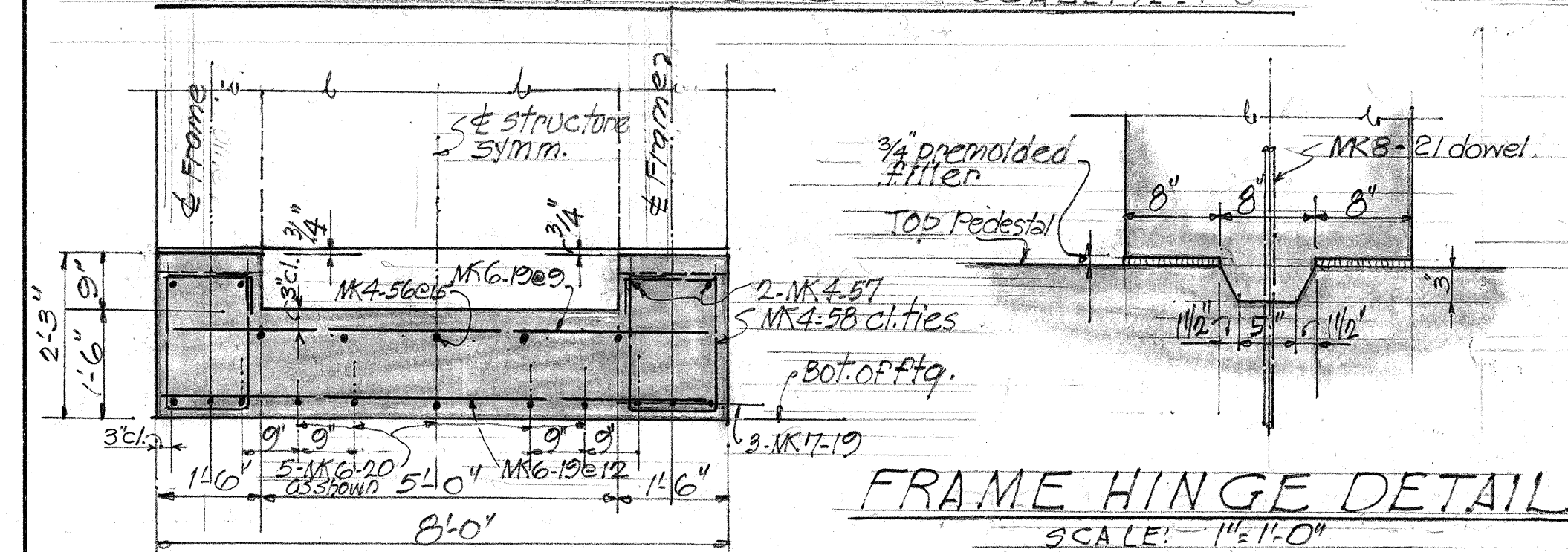
FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
HAWAII	HAW	U59(G) 10172	1954	53	10



FOOTING PLAN. ABUT. #1. AS SHOWN
(ABUT. #2 SIMILAR EXCEPT OPPOSITE HAND)

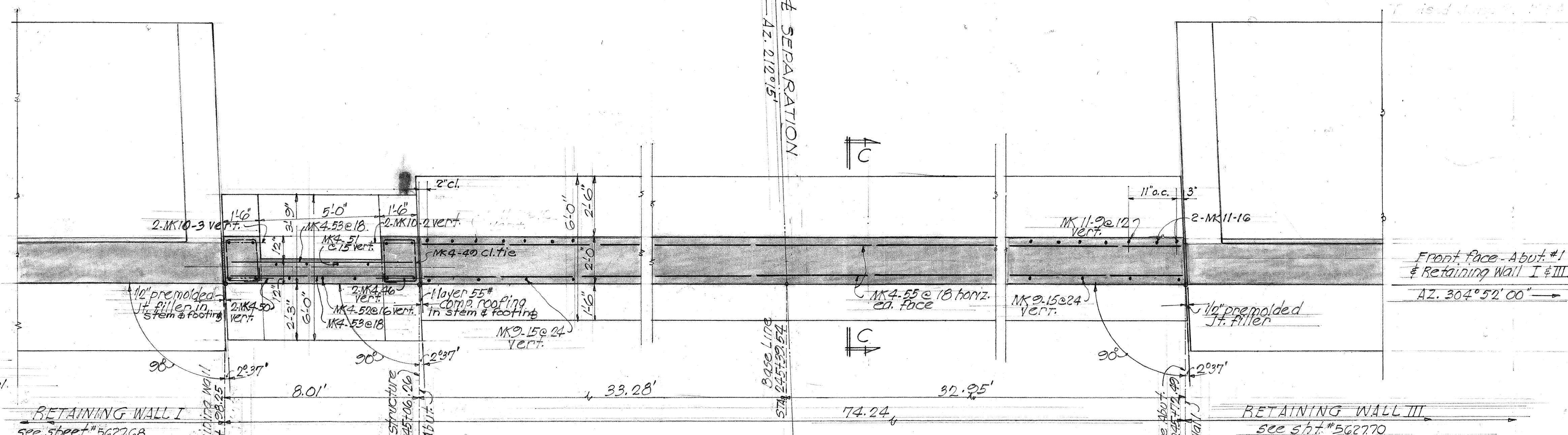


AT FOOTING AT PEDESTAL
SECTION "B-B" - SCALE: 1/2" = 1'-0"

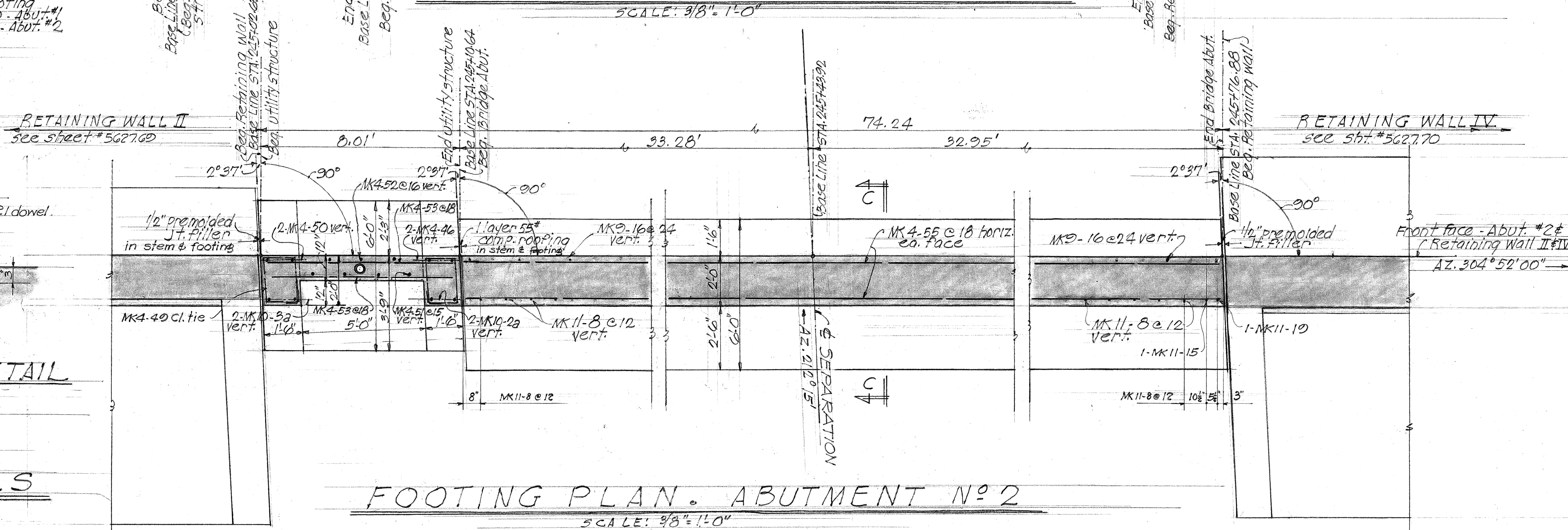


SECTION "A-A"

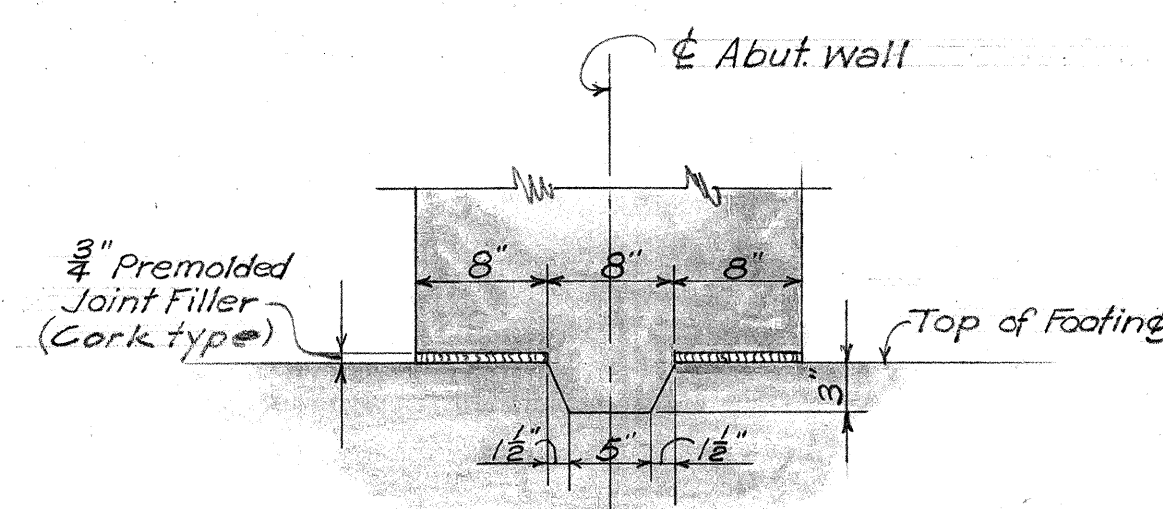
UTILITY STRUCTURE FOOTING DETAILS



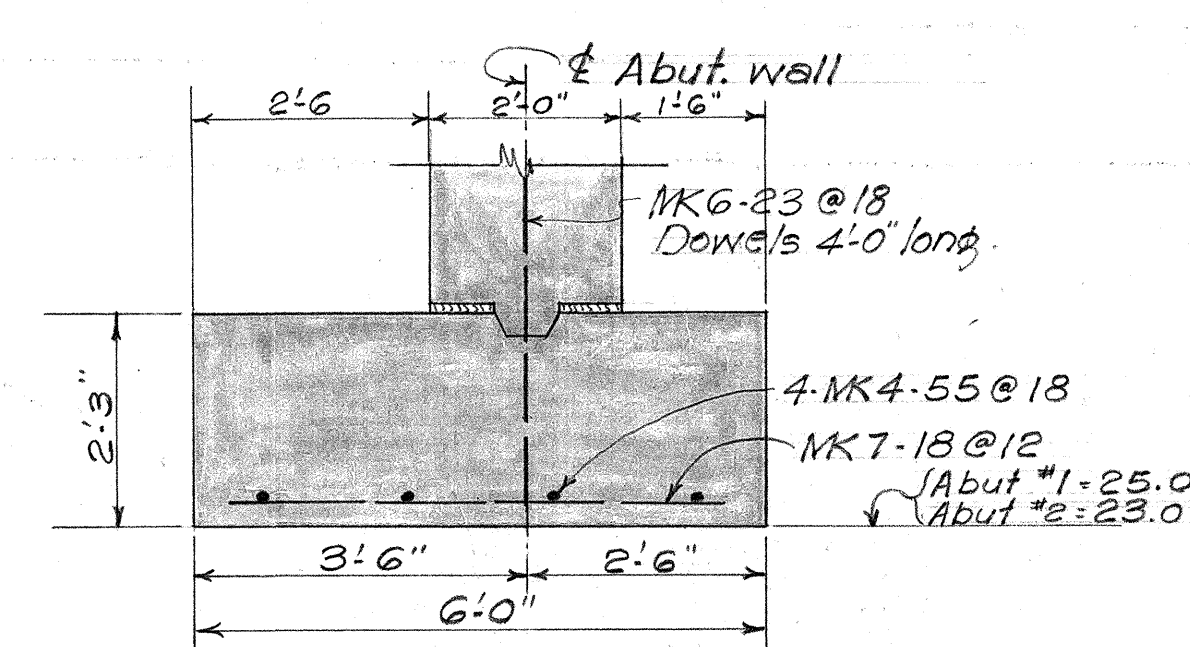
FOOTING PLAN - ABUTMENT N^o 1



FOOTING PLAN. ABUTMENT N^o 2



ABUT. WALL HINGE DETAIL
Scale: 1" = 1'-0"



SECTION C-C
Scale: $\frac{1}{2}" = 1'-0"$

TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII

PUNAHOU SEPARATION

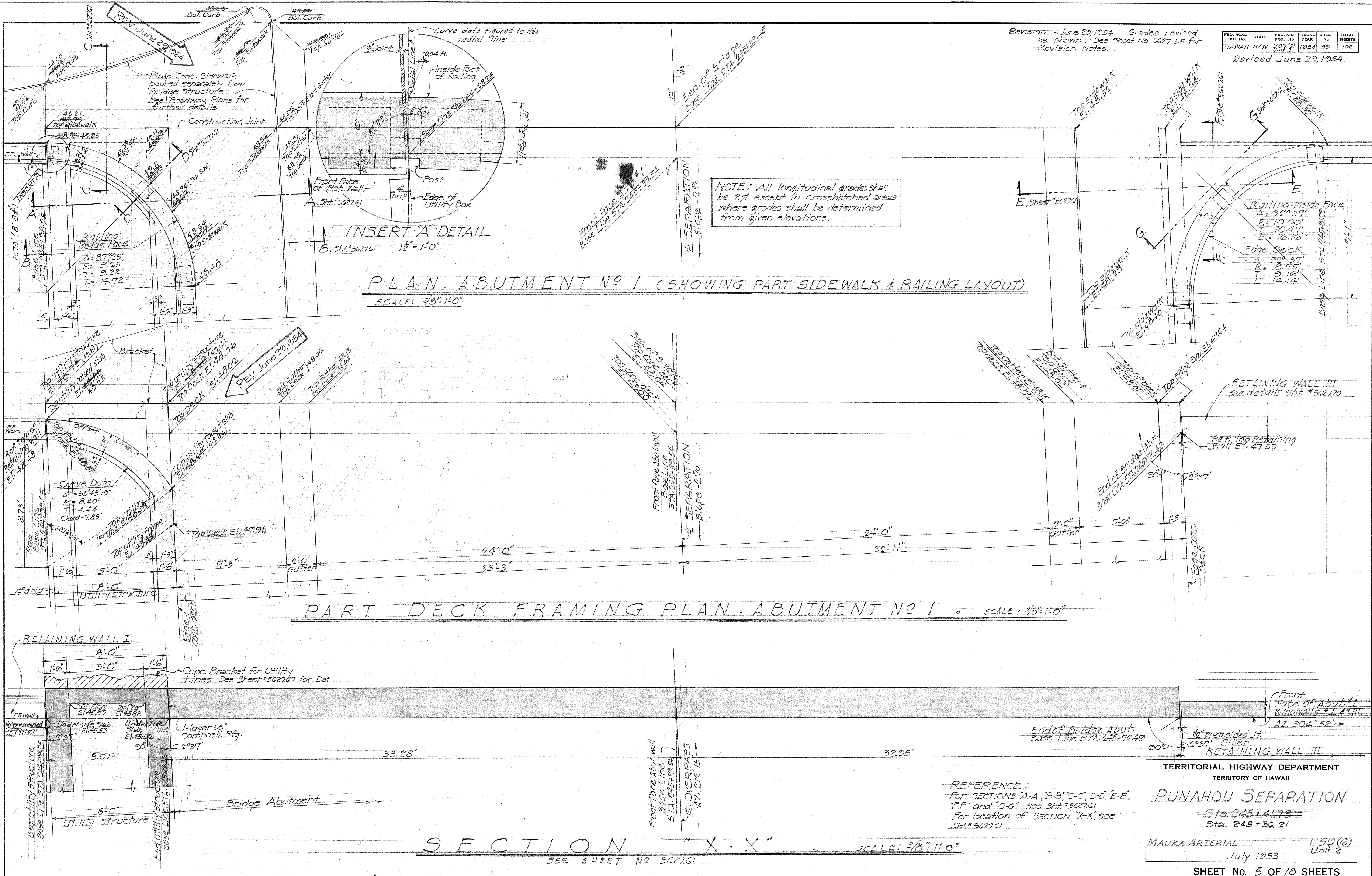
~~Sta. 245 + 41.73~~
Sta. 245 + 36.21

MAUKA ARTERIAL U50(6)
July 1953 Unit 2

SHEET No. 4 OF 18 SHEETS

5627.5\$

ORIGINAL PLAN	SURVEY PLOTTED BY DESIGNED BY <i>W. R. Bartels</i> DRAWN BY <i>F. Ching</i> TRACED BY QUANTITIES BY <i>F. C. T. U. G. A. I. F.</i> QUANTITIES CHECKED BY <i>R. Kawamura</i> CHECKED BY <i>J. Okamoto</i>	DATE " <i>Dec. 1953</i> " " " " "
NOTE BOOK No.		



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	459(6)	1954	59	104

TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII

PUNAHOU SEPARATION

Sta. 245+41.73
Sta. 245+36.21

MAUKA ARTERIAL
July 1953

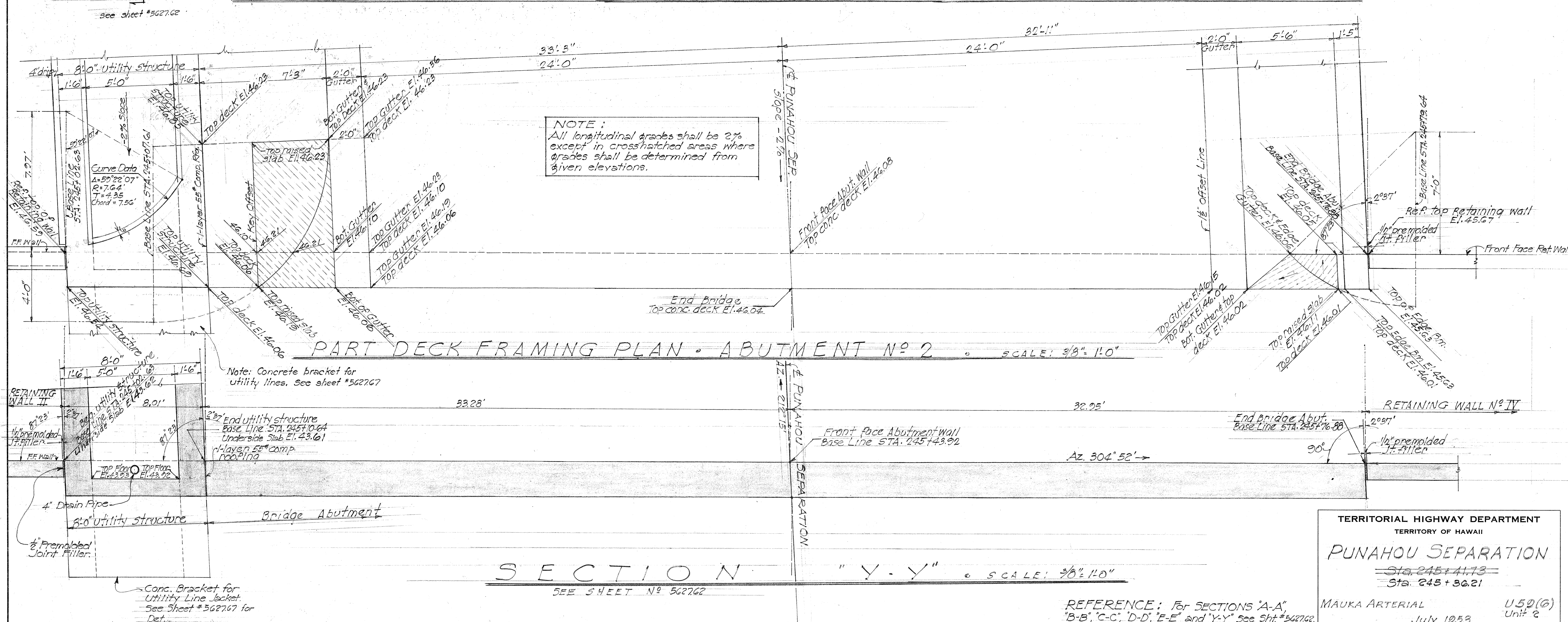
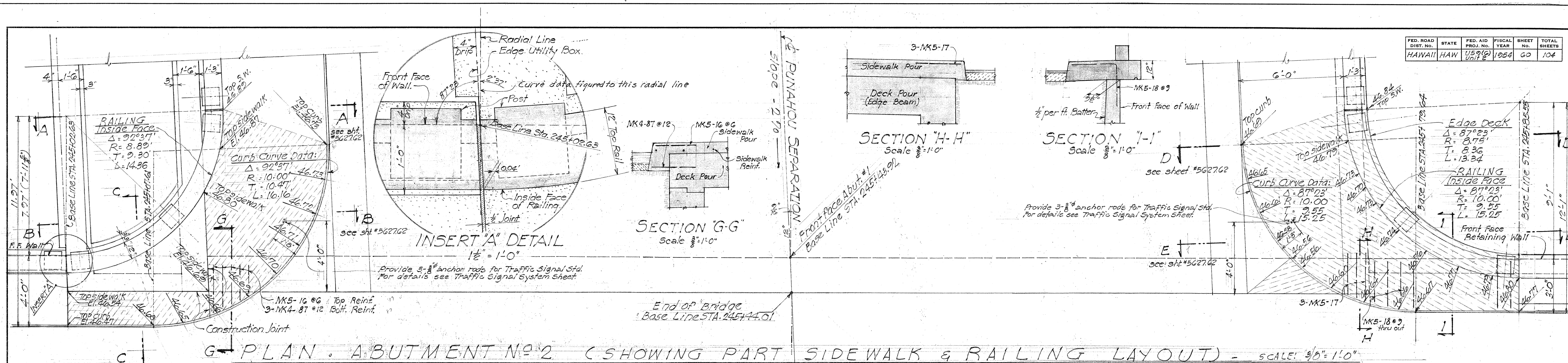
U50(6)
Unit 2

SHEET No. 5 OF 18 SHEETS

5627.59

SURVEY PLOTTED BY	DATE
DESIGNED BY	12/1/53
TRACED BY	
QUANTITIES CHECKED BY	
CHECKED BY	

FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEET
HAWAII	HAW	U59(G) Unit 2	1954	60	104

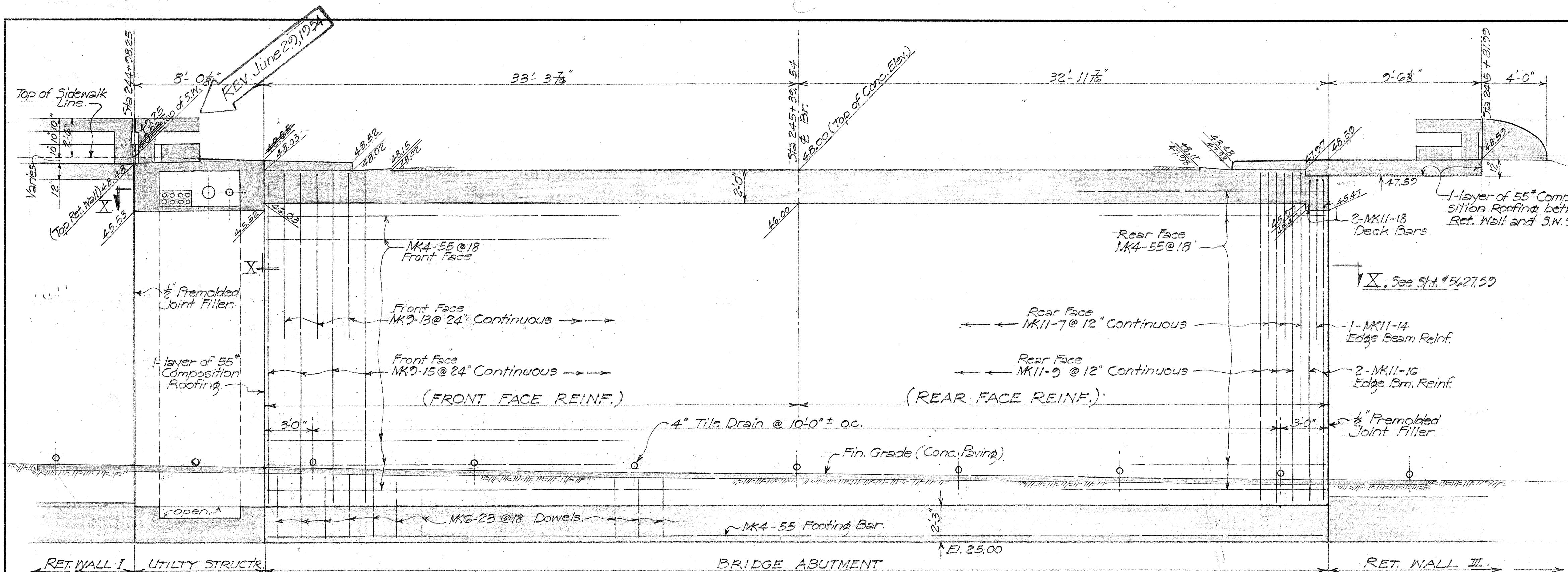


REFERENCE: For SECTIONS "A-A",
"B-B", "C-C", "D-D", "E-E" and "Y-Y" see Sht. #562762
For location of "Y-Y" see Sht. #562762

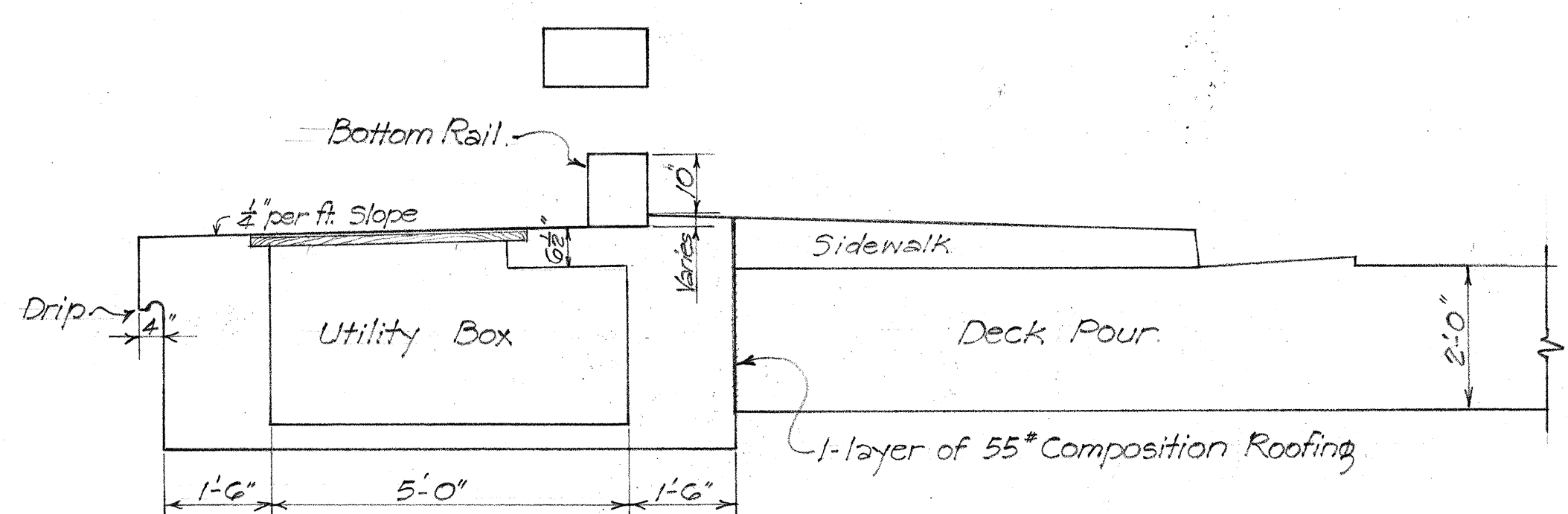
TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII
PUNAHOU SEPARATION
~~Sta. 245 + 41.73~~
~~Sta. 245 + 36.21~~
MAUKA ARTERIAL
July 1959
U59(6)
Unit# 2

SHEET No. 6 OF 18 SHEETS

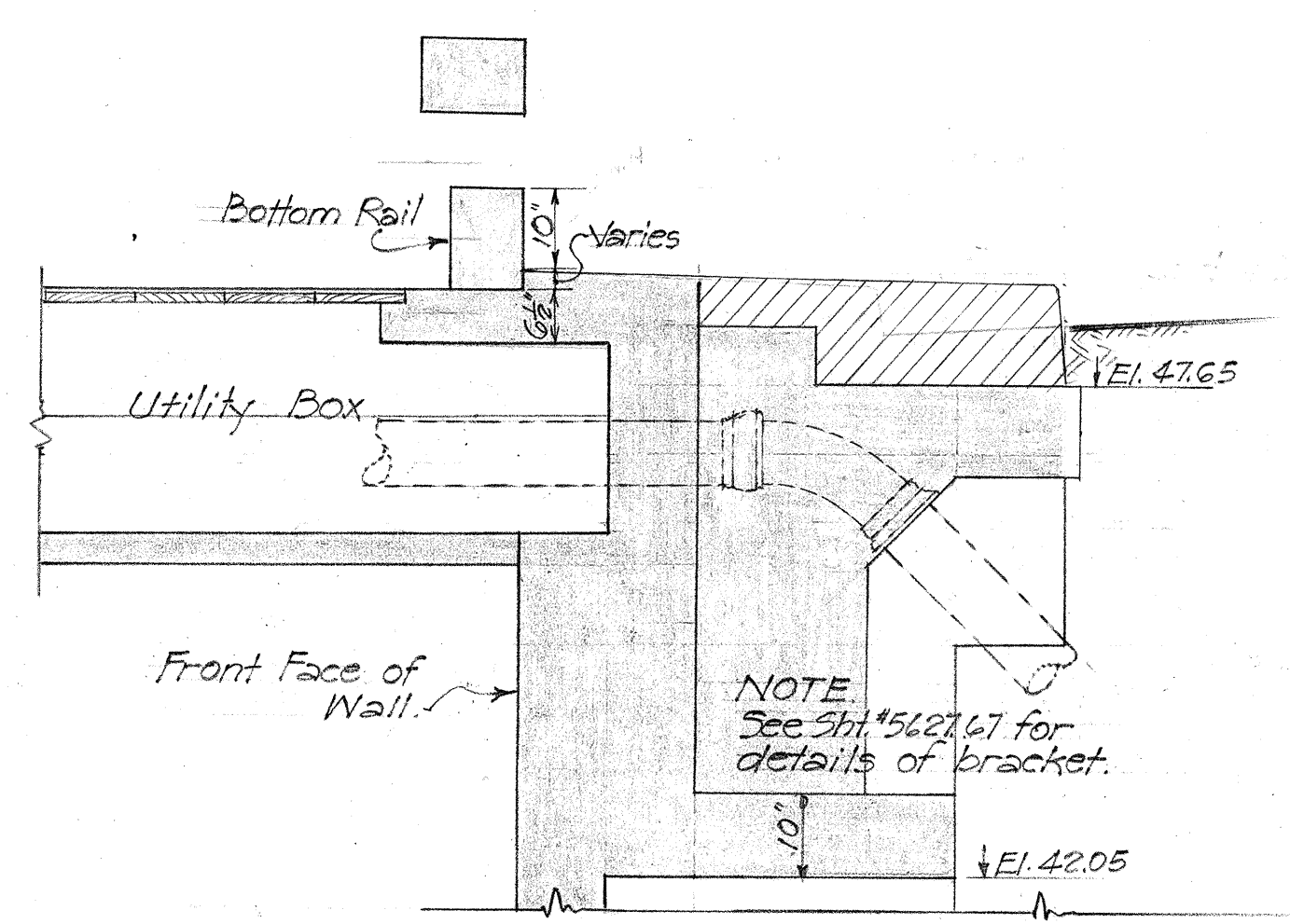
5627.60



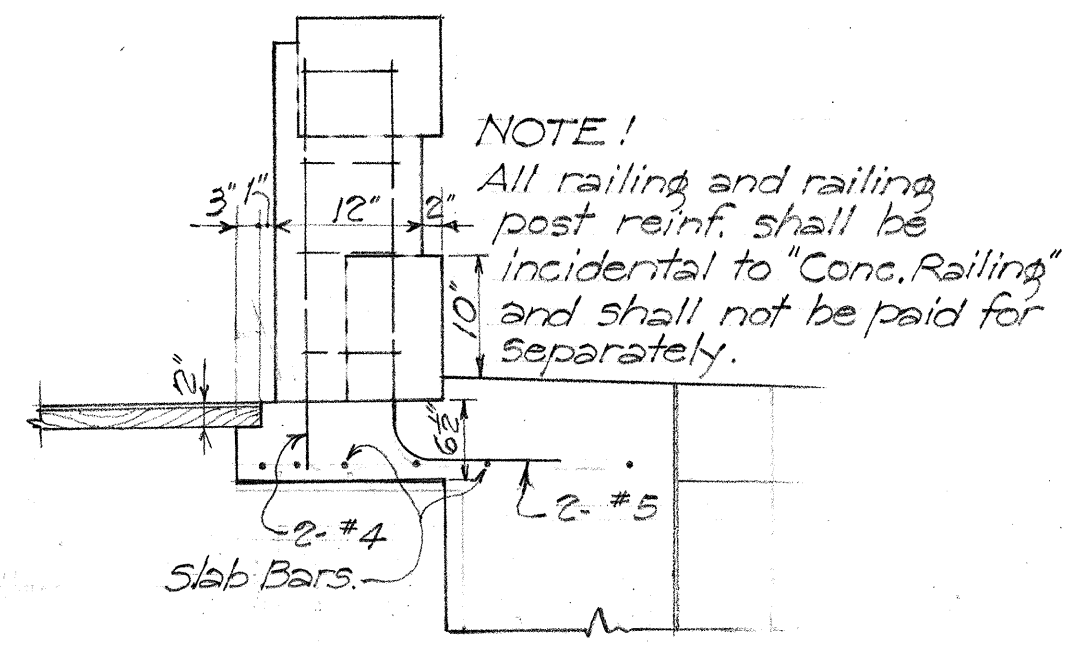
ABUT. #1 ELEVATION AT FRONT FACE OF WALL
 See "Abut. Plan", Sht. #5627.59 for further detail.
 $\frac{1}{2}" = 1'-0"$



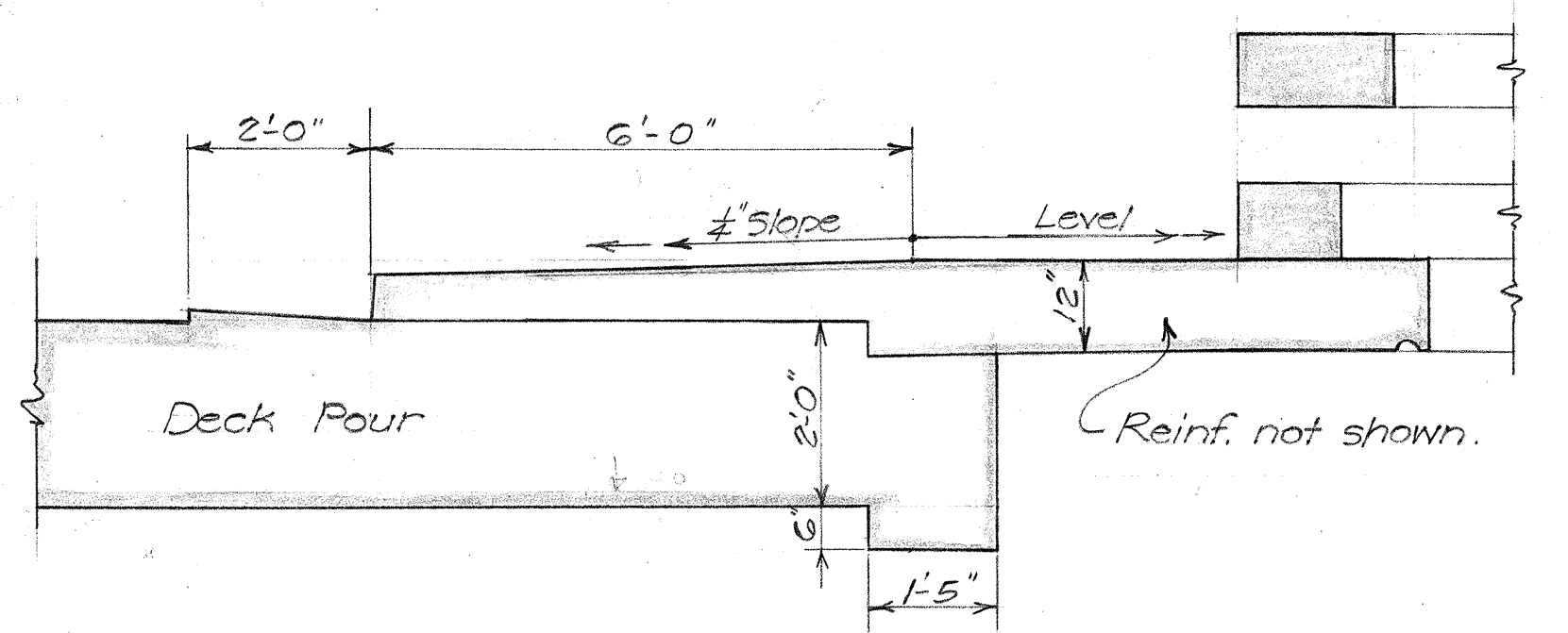
SECTION "A-A" Sht. #5627.59
 $\frac{1}{2}" = 1'-0"$



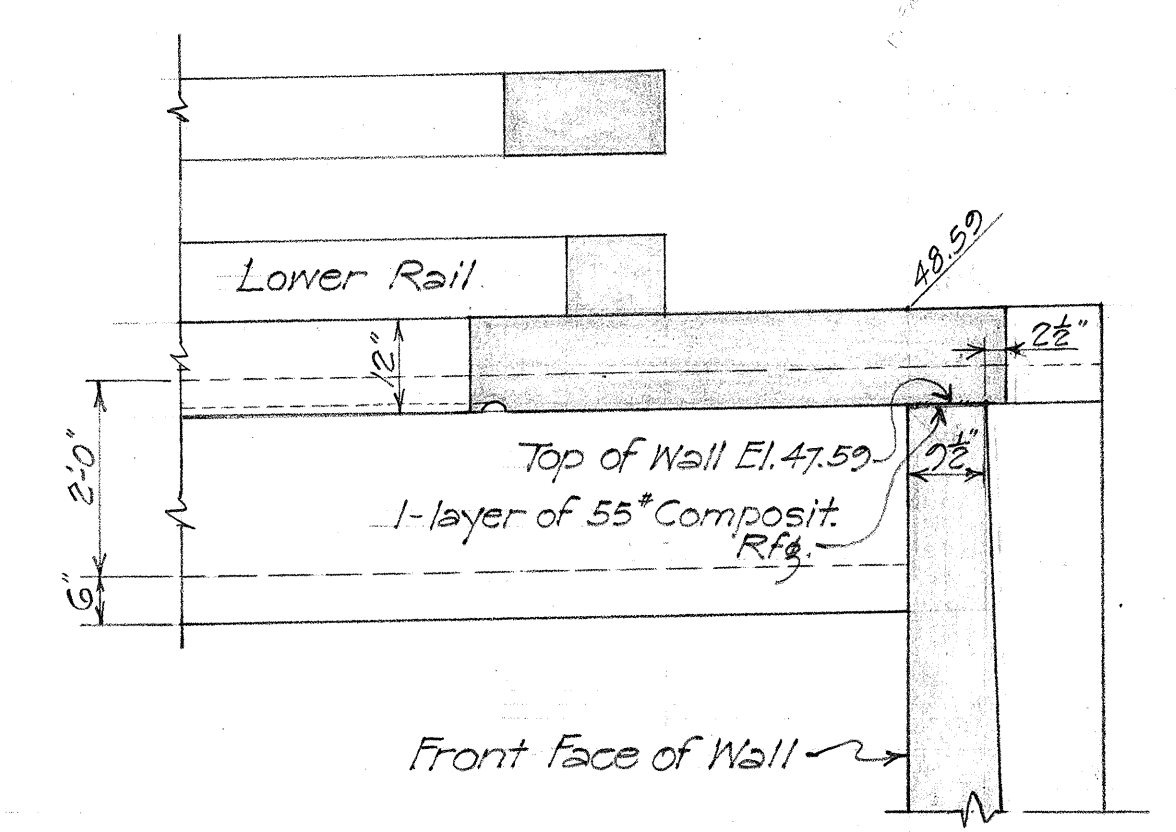
SECTION "C-C" Sht. #5627.59
 $\frac{1}{2}" = 1'-0"$



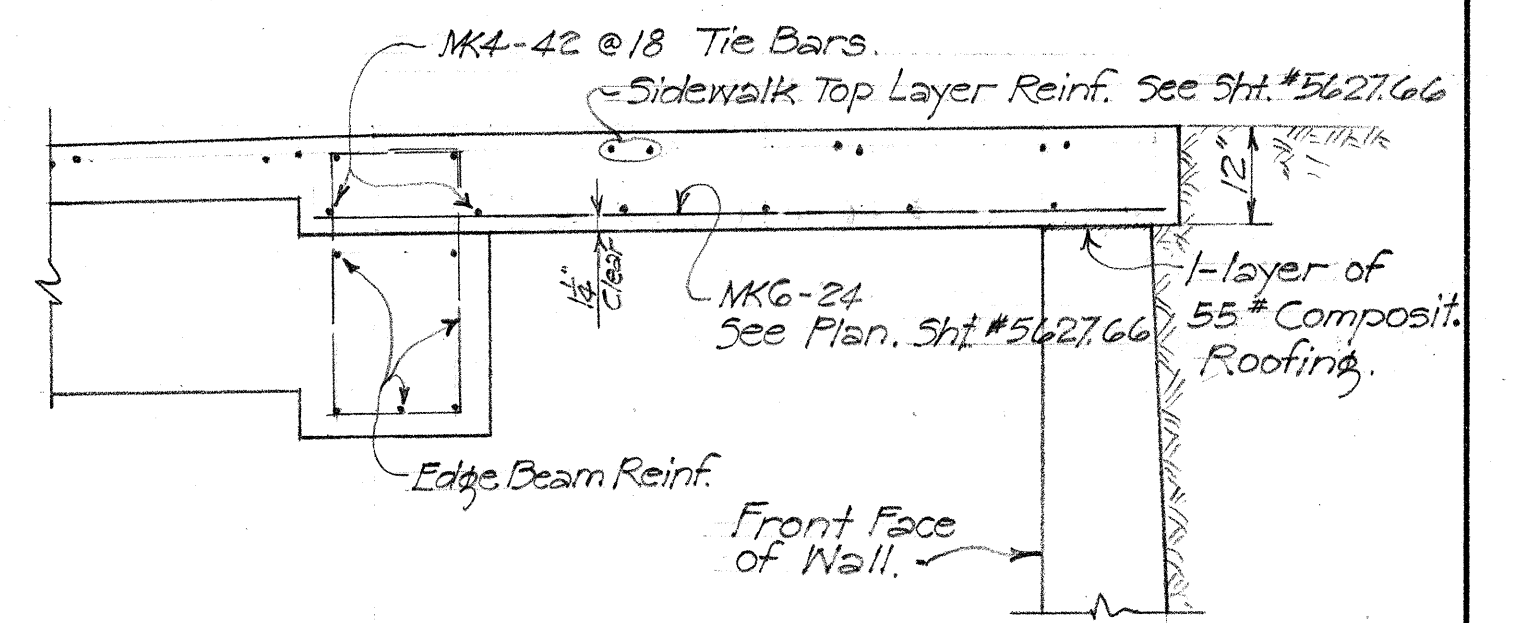
SECTION "D-D" Sht. #5627.59
 NOTE! Reinf. scheme similar for all railing posts on overhang slabs in four corners of bridge.
 $\frac{3}{4}" = 1'-0"$



SECTION "E-E" Sht. #5627.59
 $\frac{1}{2}" = 1'-0"$



SECTION "F-F" Sht. #5627.59
 $\frac{1}{2}" = 1'-0"$



SECTION "G-G" Sht. #5627.59 / #5627.66
 $\frac{1}{2}" = 1'-0"$

REFERENCE!
 For location of SECTIONS "A-A", "B-B", "C-C", "D-D", "E-E", and "F-F" see Sht. #5627.59.
 For SECTION "G-G" see Shts. #5627.59 / #5627.66.
 For SECTION "X-X" see Sht. #5627.59.

TERRITORIAL HIGHWAY DEPARTMENT
 TERRITORY OF HAWAII

PUNAHOU SEPARATION

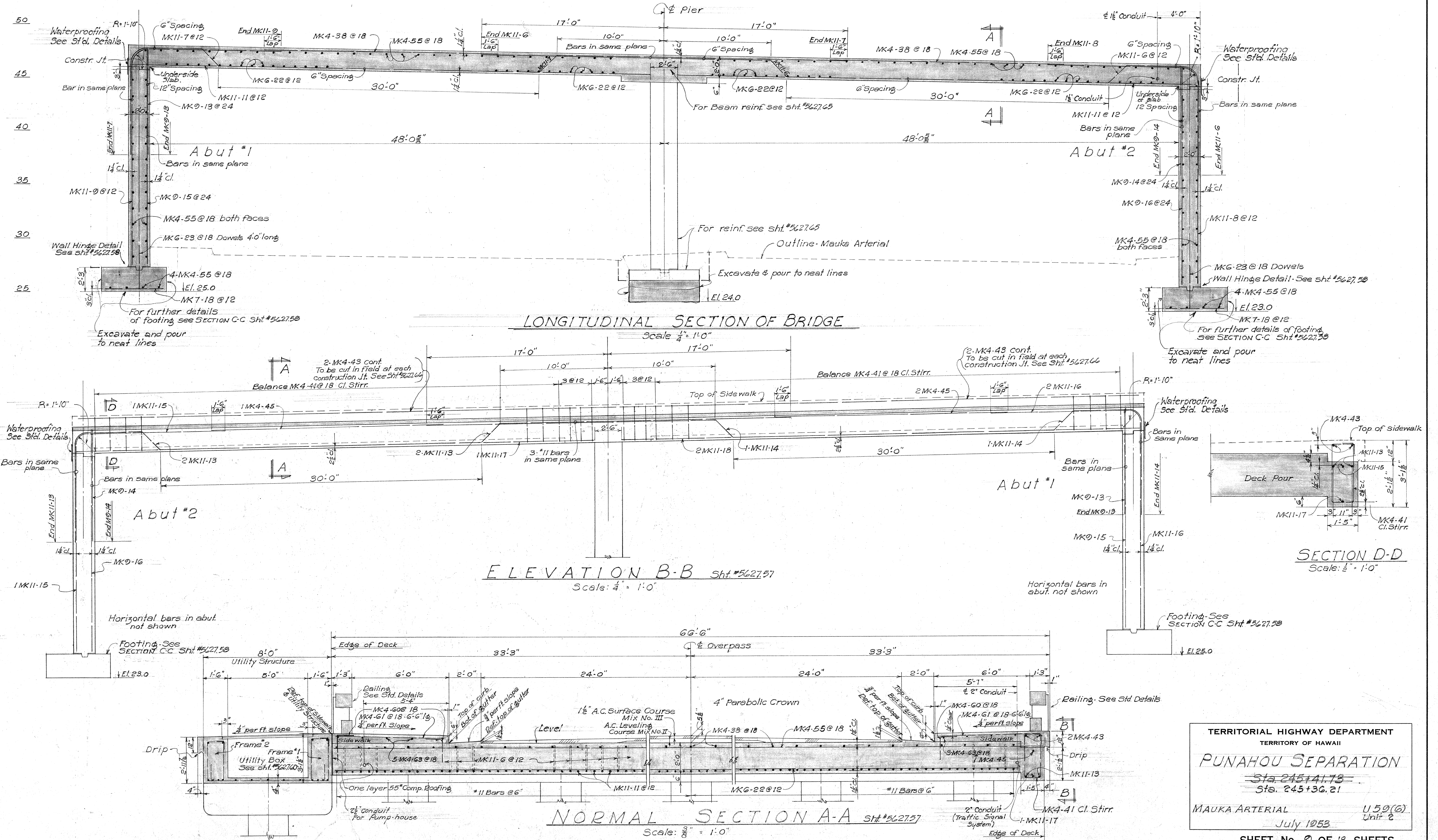
Sta. 245+41.73
 Sta. 245+36.21

MAUKA ARTERIAL U30(6)
 July 1953 Unit 2

SHEET No. 7 OF 8 SHEETS

5627.61

SURVEY PLOTTED BY: DATE: Dec. 1953
 DESIGNED BY: W. R. Bartels
 DRAWN BY: R. Kawanamura
 CHECKED BY: J. C. ILLGA, I.F.
 QUANTITIES CHECKED BY: R. Kawanamura
 NOTE BOOK NO.



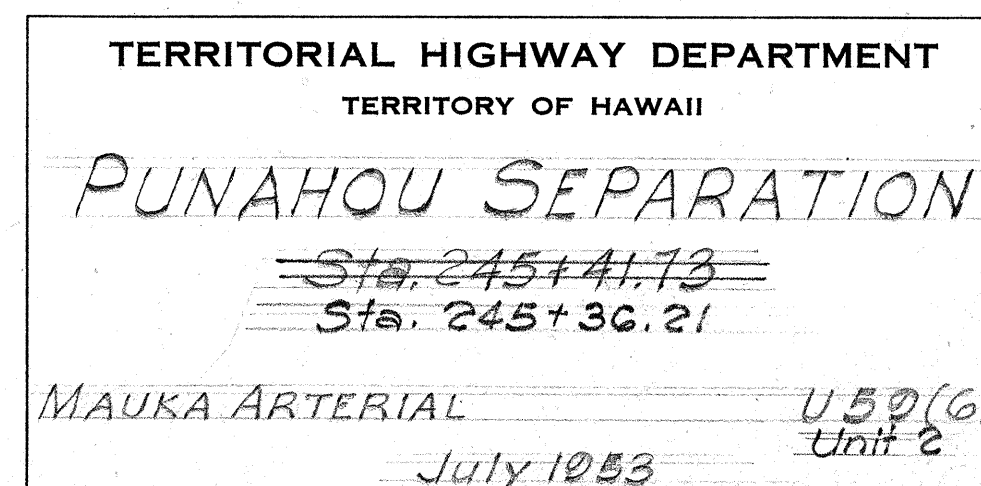
TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII
PUNAHOU SEPARATION
Sta. 245+14.73
Sta. 245+36.21
MAUKA ARTERIAL
July 1953
U50(6)
Unit 2

SHEET No. 2 OF 13 SHEETS

5627.63

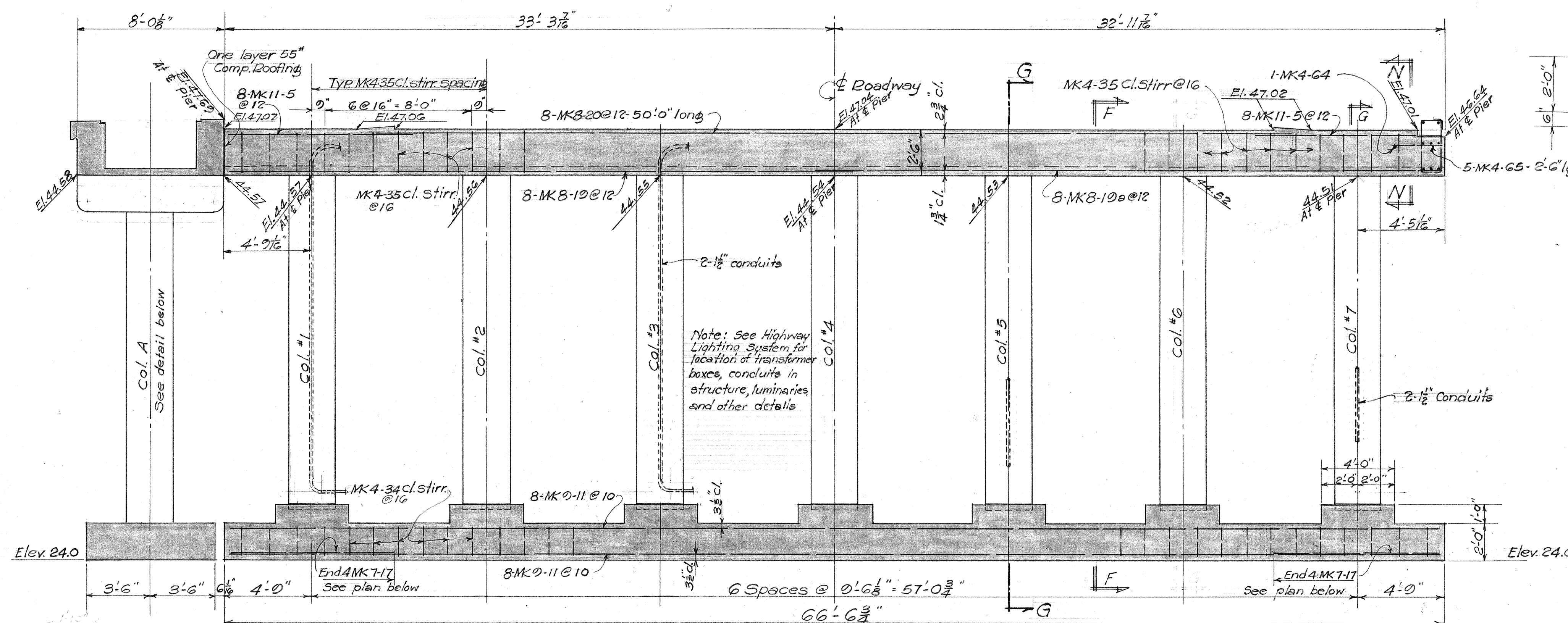
ORIGINAL
DESIGNED BY
CHECKED BY
DATE
NO.

ORIGINAL PLAN	SURVEY PLOTTED BY DESIGNED BY <i>N.R. Bartels</i> DRAWN BY <i>G. Arakaki</i>	DATE " <i>Dec 1953</i>
NOTE BOOK No.	TRACED BY QUANTITIES BY <i>F.C. Tu, G.A. I.E.</i> QUANTITIES CHECKED BY <i>F. Kawamura</i> CHECKED BY <i>J. Osakamoto</i>	" " " " "

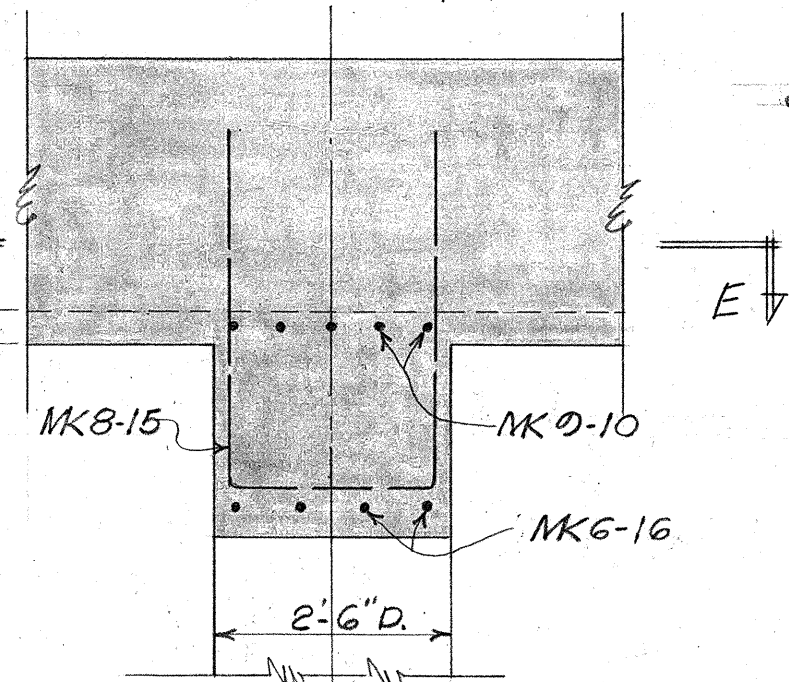


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW	U59(6)	1954	65	104

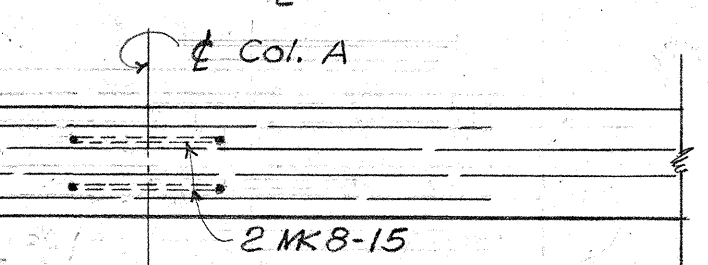
Note: All elevations given are at $\frac{1}{2}$ of piers



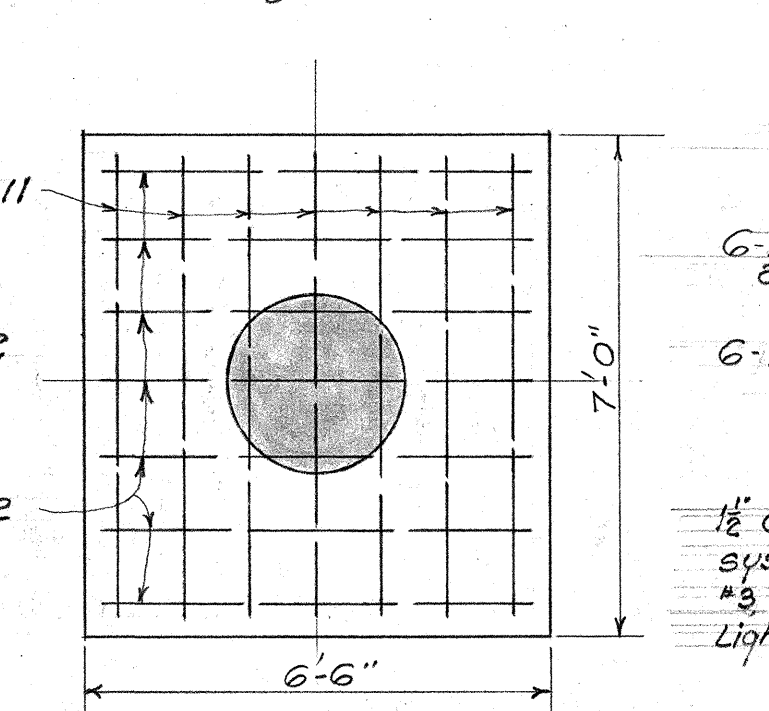
SECTION P-P
Sht #5627.57
Scale: $\frac{1}{4}$ " = 1'-0"



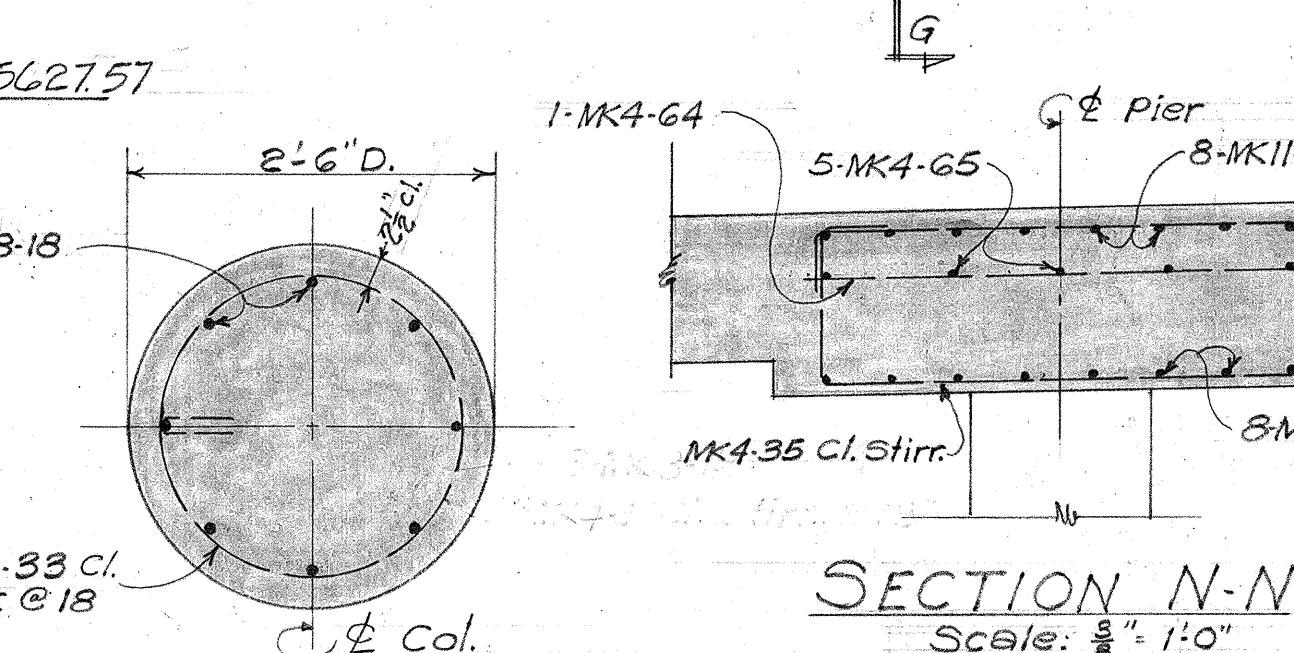
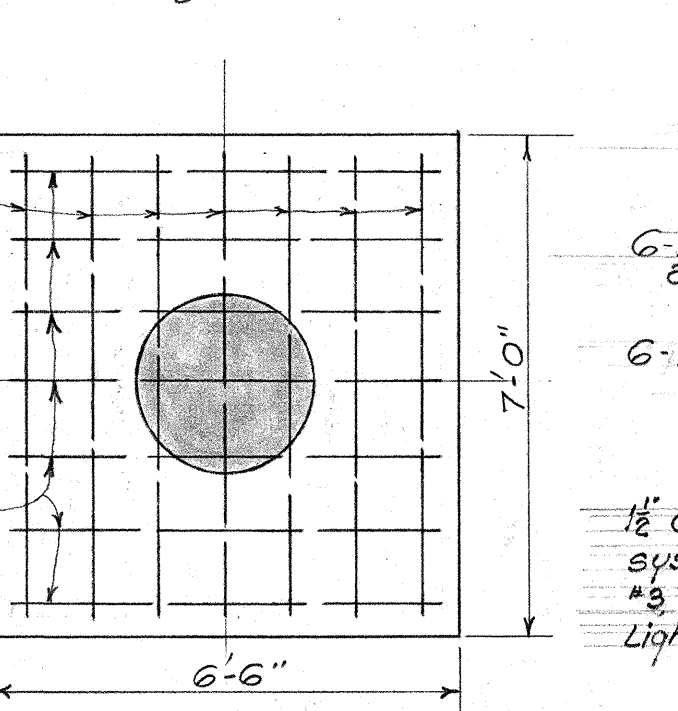
SECTION B-B
Scale: $\frac{1}{2}$ " = 1'-0"



SECTION E-E
Scale: $\frac{3}{8}$ " = 1'-0"

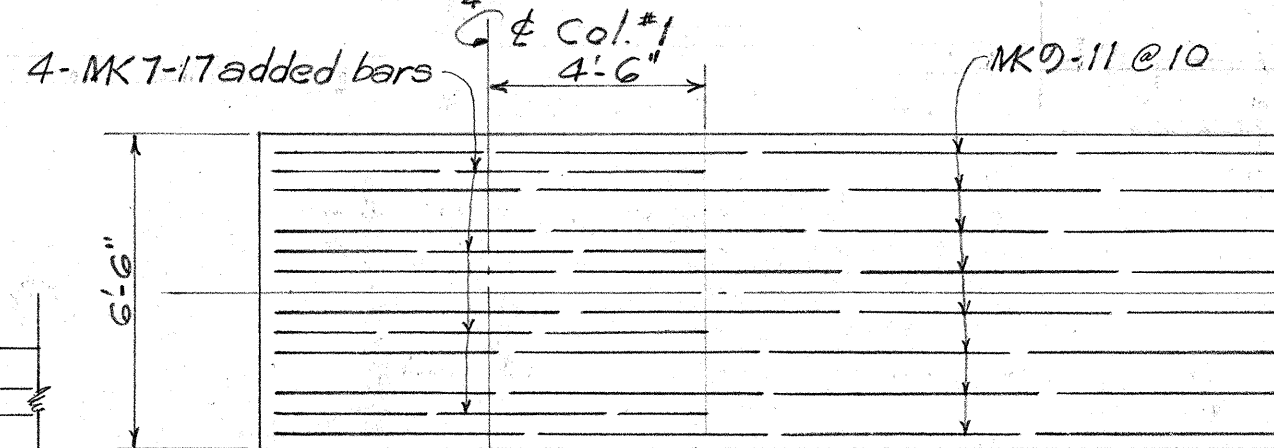


PLAN D-D
Scale: $\frac{3}{8}$ " = 1'-0"

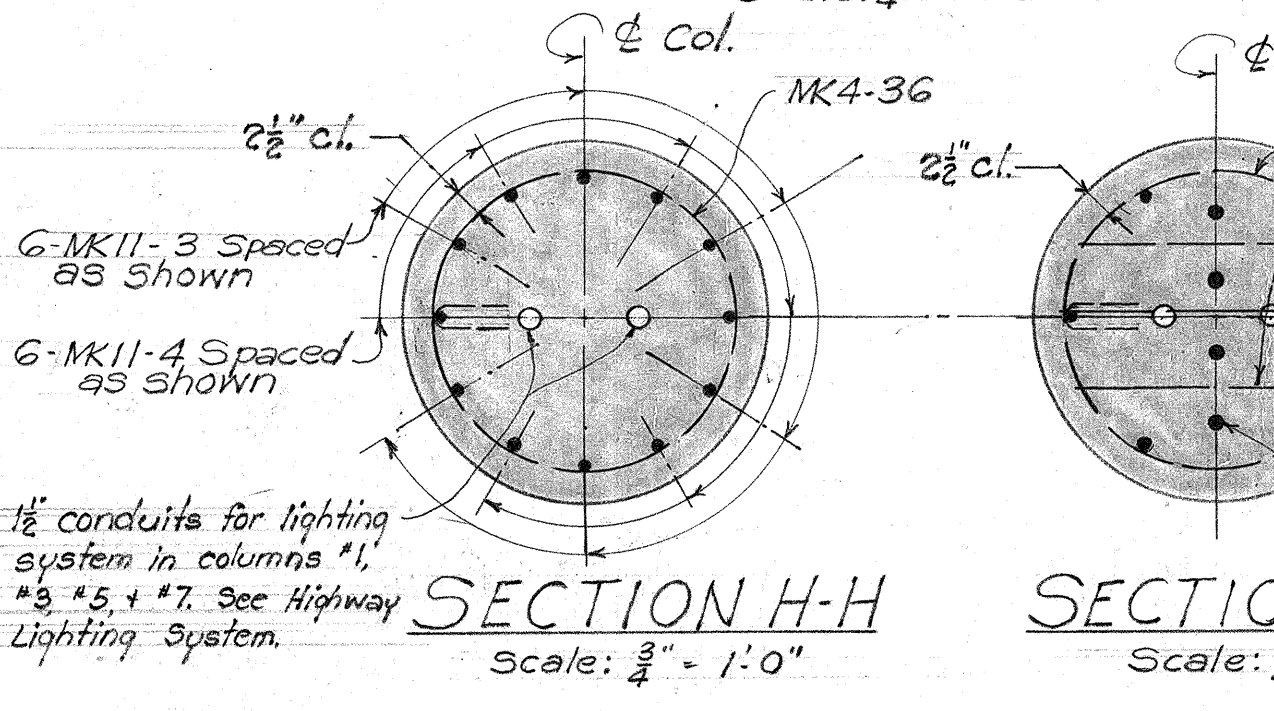


SECTION N-N
Scale: $\frac{3}{8}$ " = 1'-0"

SECTION C-C
Scale: $\frac{3}{8}$ " = 1'-0"



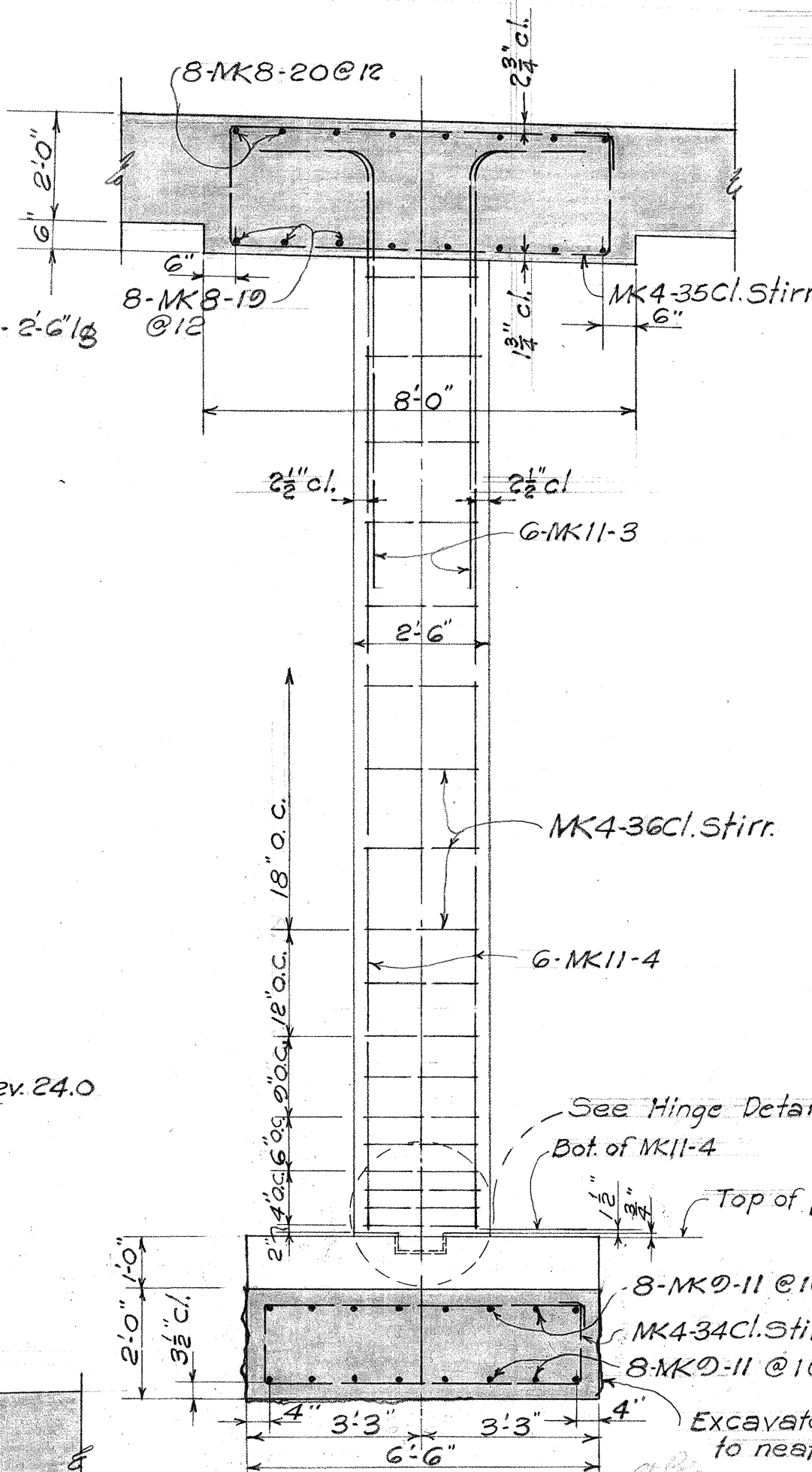
PLAN OF FOOTING-BOT. REIN. AT COL. #1 AS SHOWN
PLAN AT COL. #7 OPPOSITE HAND
Scale: $\frac{1}{4}$ " = 1'-0"



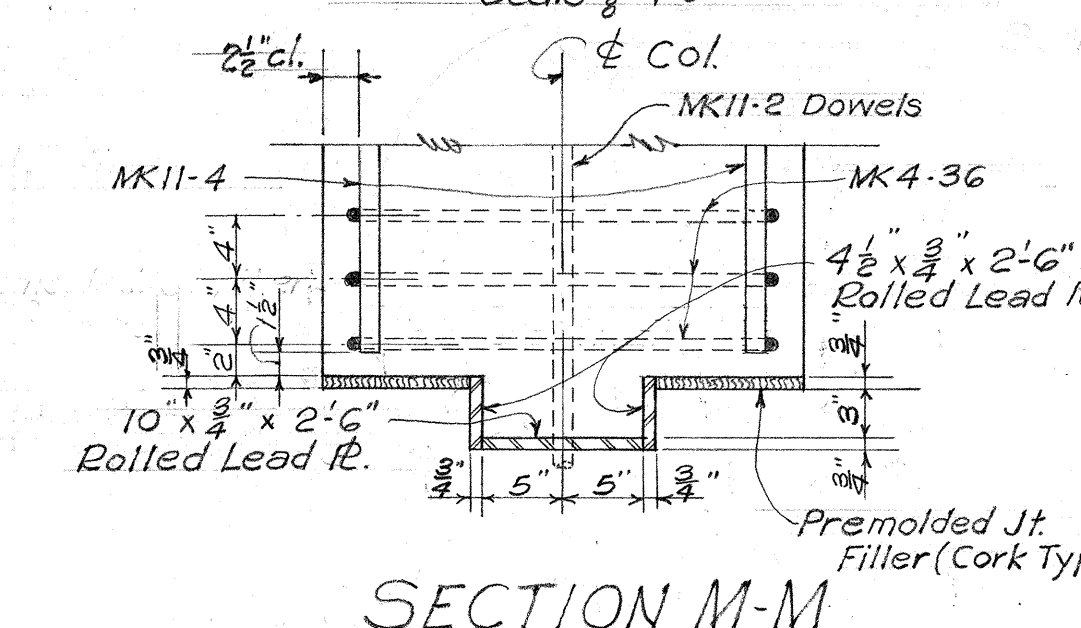
SECTION H-H
Scale: $\frac{3}{8}$ " = 1'-0"



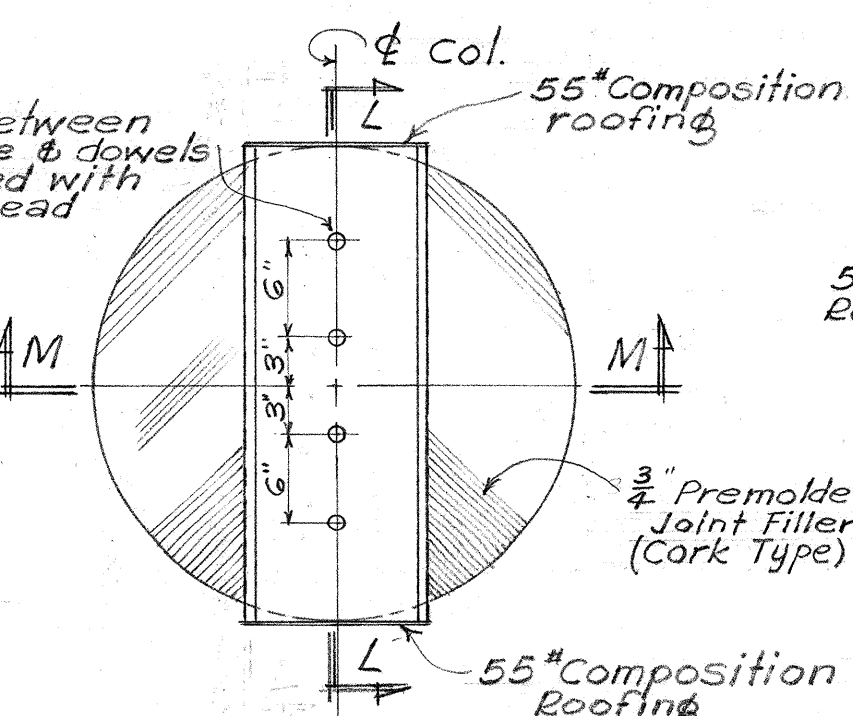
SECTION J-J
Scale: $\frac{3}{8}$ " = 1'-0"



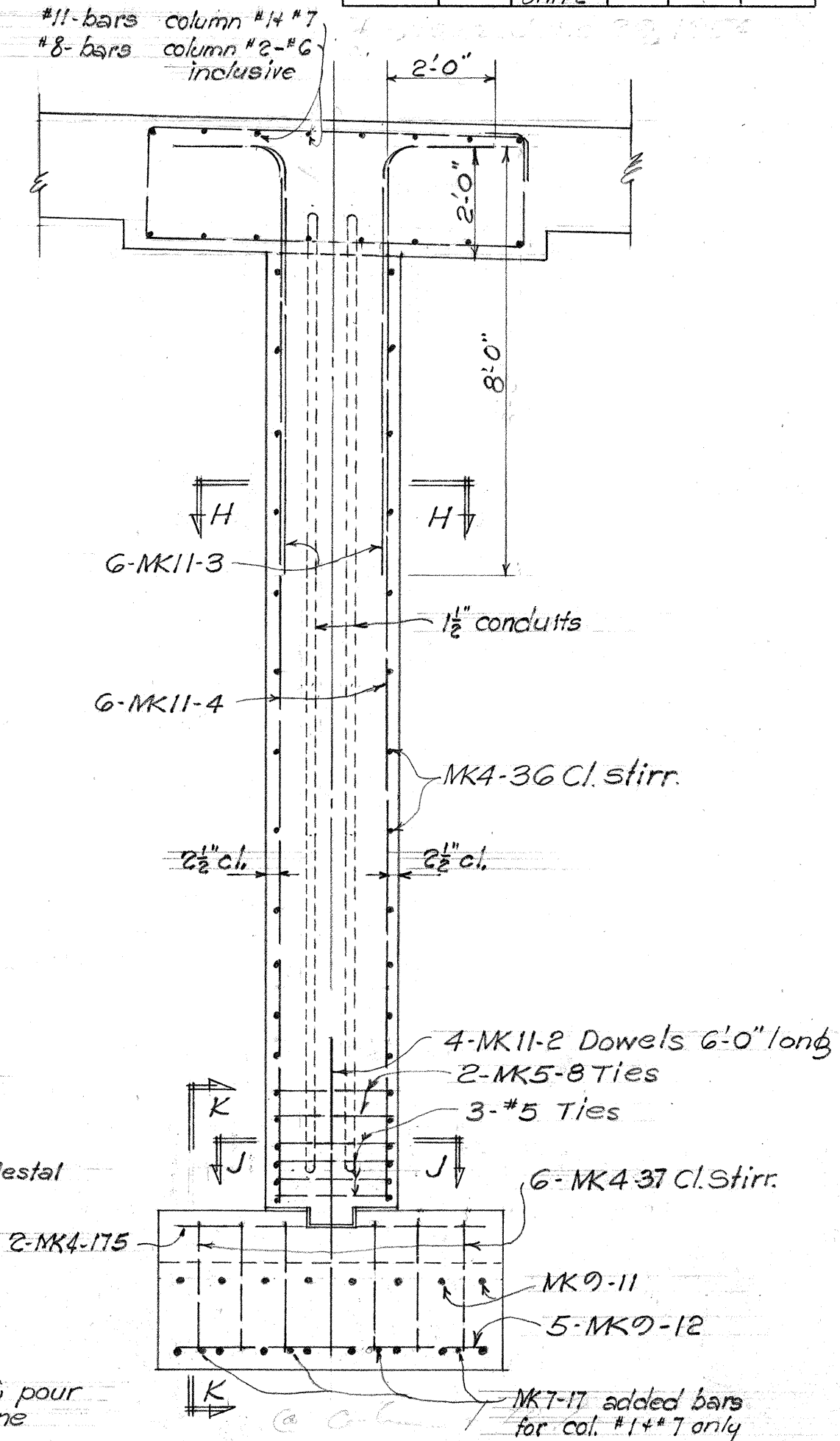
SECTION F-F
Scale: $\frac{3}{8}$ " = 1'-0"



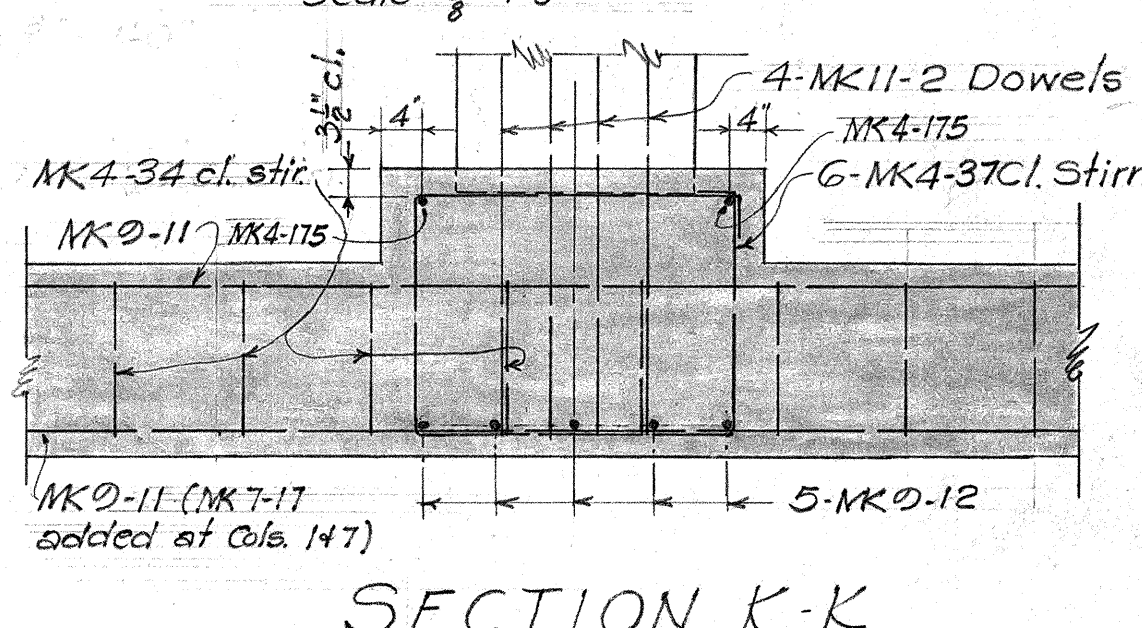
SECTION M-M



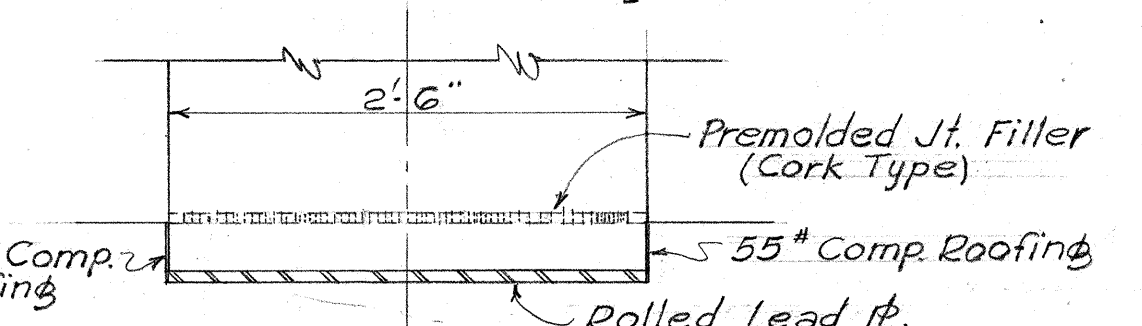
PLAN COLUMN HINGE DETAILS
Scale: 1" = 1'-0"



SECTION G-G
Scale: $\frac{3}{8}$ " = 1'-0"



SECTION K-K
Scale: $\frac{3}{8}$ " = 1'-0"



SECTION L-L

TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII

PUNAHOU SEPARATION
Sta. 245+41.73
Sta. 245+36.21

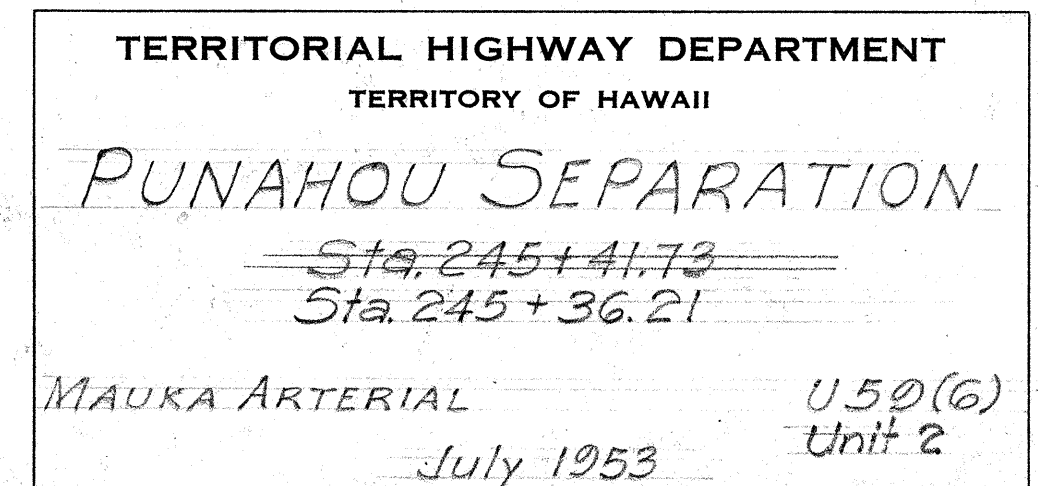
MAUKA ARTERIAL U59(6)
July 1953 Unit 2

SHEET No. 11 OF 18 SHEETS

5627.65

DESIGNED BY	W. B. Barlett	DATE	Dec 1953
DRAWN BY	G. A. Kaki		
CHECKED BY	E. C. T. L. G. A. L.		
QUANTITIES CHECKED BY	K. A. K. A. K.		
CHECKED BY	J. K. A. K. A. K.		

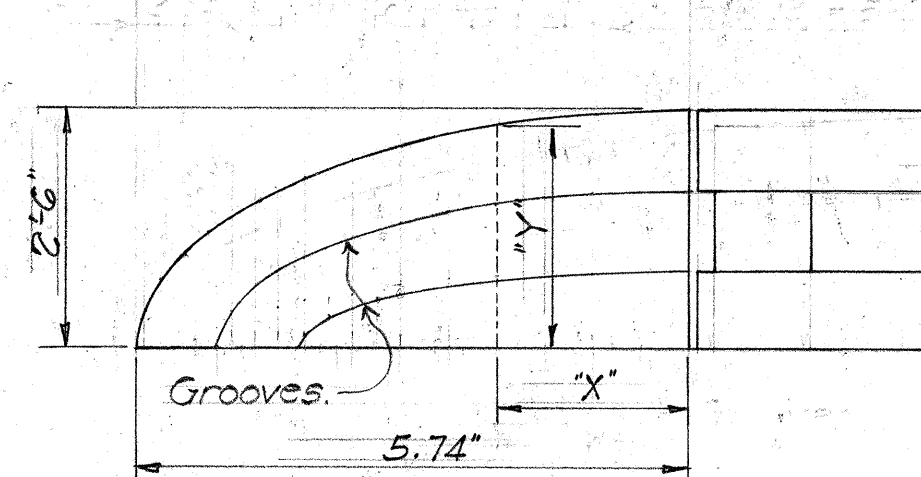
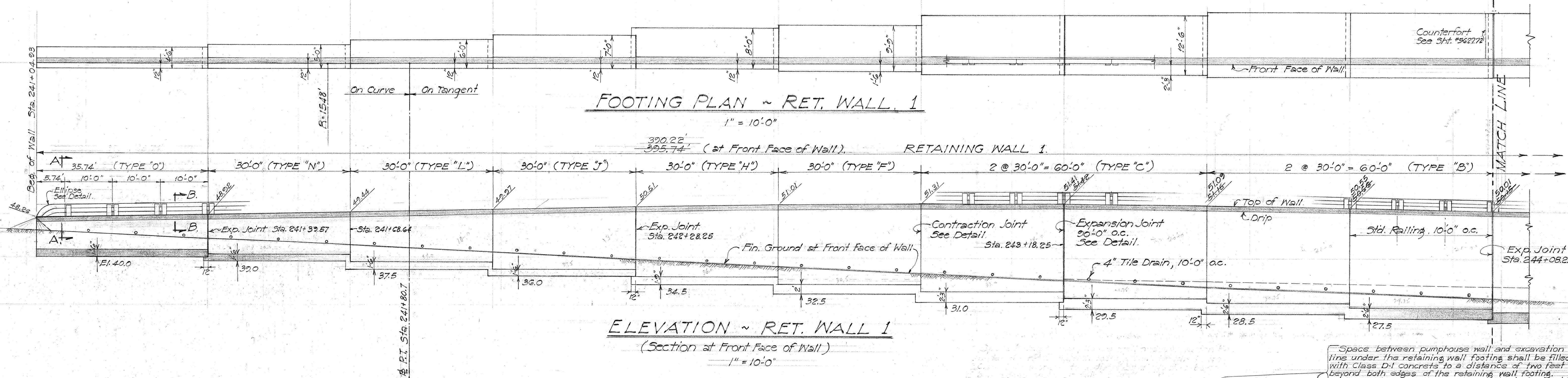
Revision: June 29, 1954
Sidewalk at Ref. Wall II changed from Top Soil
to A.C. Mix No. V. Elevations at top of Ref. Wall
adjacent to Separation Structure changed.



Revision: June 29, 1954. Grades revised as shown. Retaining wall adjacent to Separation structure shortened 5.52' and railing spacings readjusted accordingly.

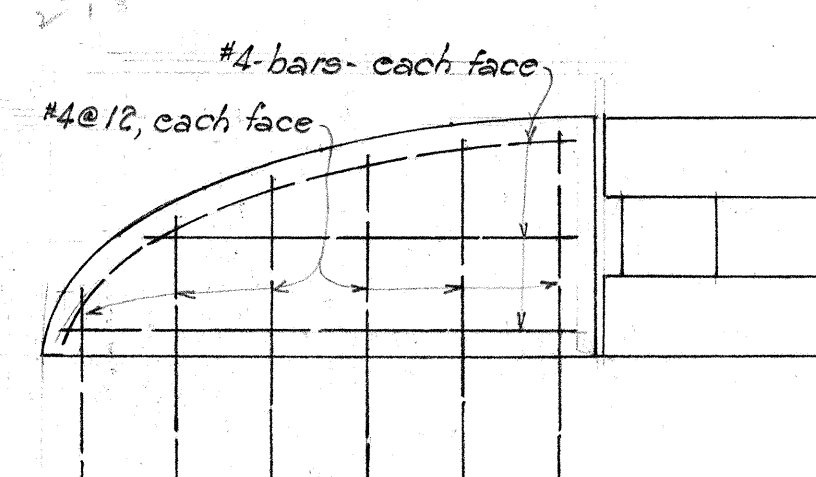
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW	U59(G) Unit 2	1954	68	104

Revised: June 29, 1954

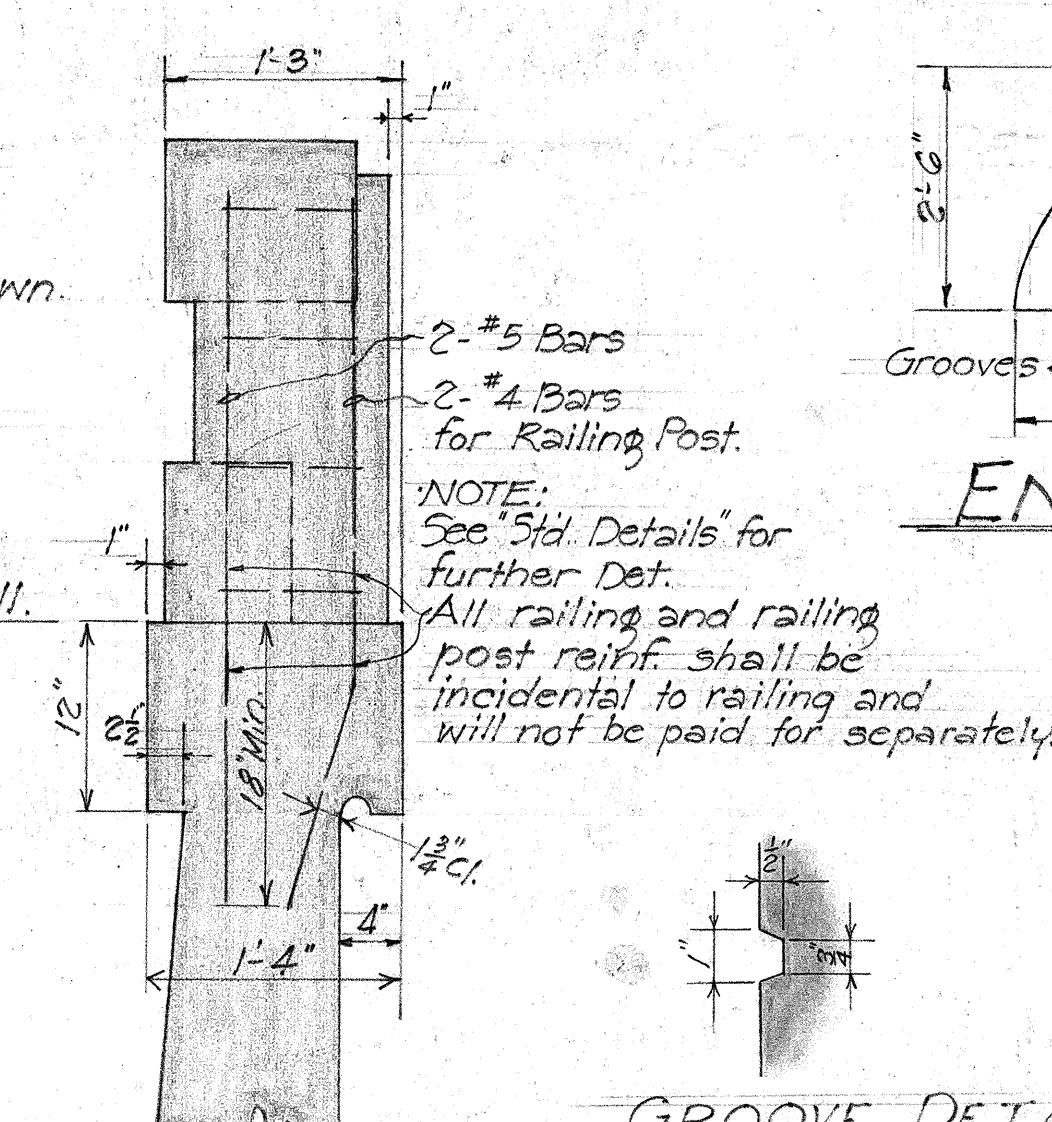
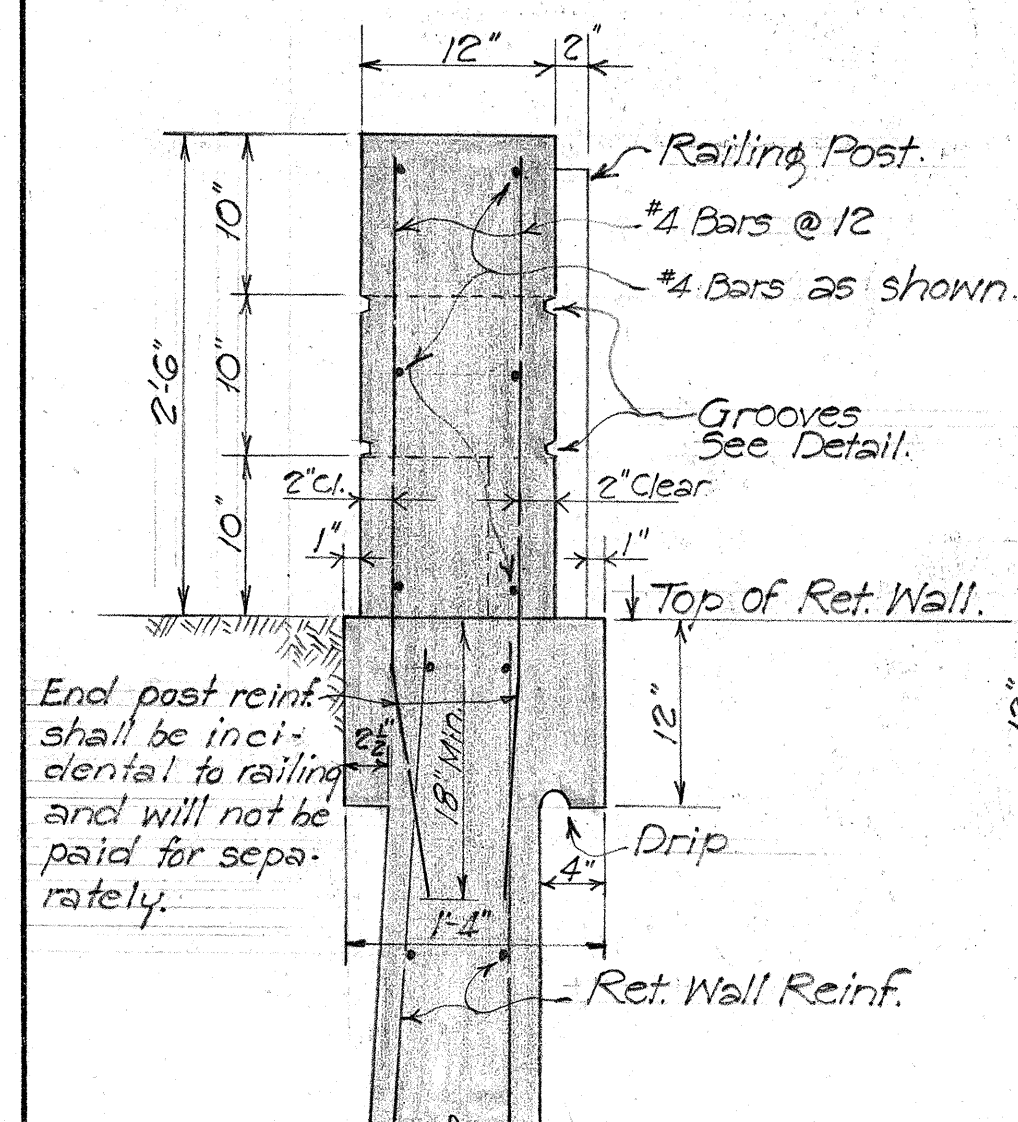


END POST ELLIPSE ORDINATES
For Retaining Walls I, II, & III only.

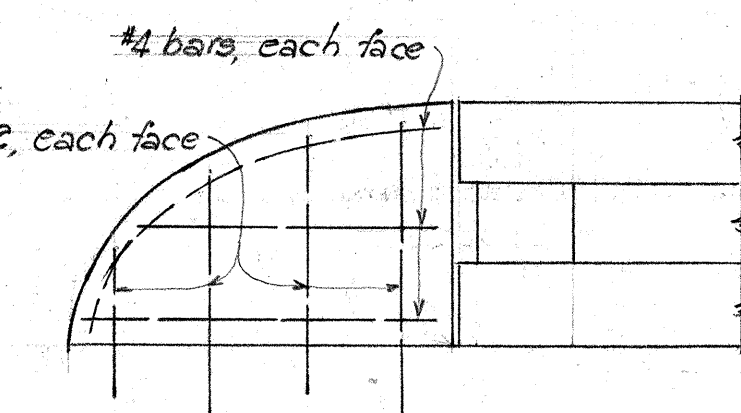
Top of Wall	X	0	1'-0"	2'-0"	3'-0"	3'-6"	4'-0"	4'-6"	5'-0"	5'-3"	5'-6"	5'-7 1/4"
Y	0	2'-6"	2'-5 3/8"	2'-4 1/2"	2'-1 1/8"	1'-11 3/8"	1'-9 1/2"	1'-6 5/8"	1'-2 3/4"	1'-0 1/2"	8 3/8"	0
± Upper Groove	X	0	1'-0"	2'-0"	2'-6"	3'-0"	3'-6"	4'-0"	4'-3"	4'-6"	4'-9"	4'-9 1/4"
Y	0	1'-8"	1'-7 1/2"	1'-6 1/2"	1'-5 3/8"	1'-3 1/2"	1'-2"	11 3/8"	10"	8"	5"	0
± Lower Groove	X	0	1'-0"	1'-6"	2'-0"	2'-6"	3'-0"	3'-6"	3'-9"	4'-0"	4'-0 1/4"	4'-0 1/4"
Y	0	10"	9 1/2"	9 1/8"	8 1/2"	7 3/8"	6 1/2"	5 1/2"	3 3/8"	1 3/8"	0	0



END POST REINF.
(Reinf. incidental to railing)



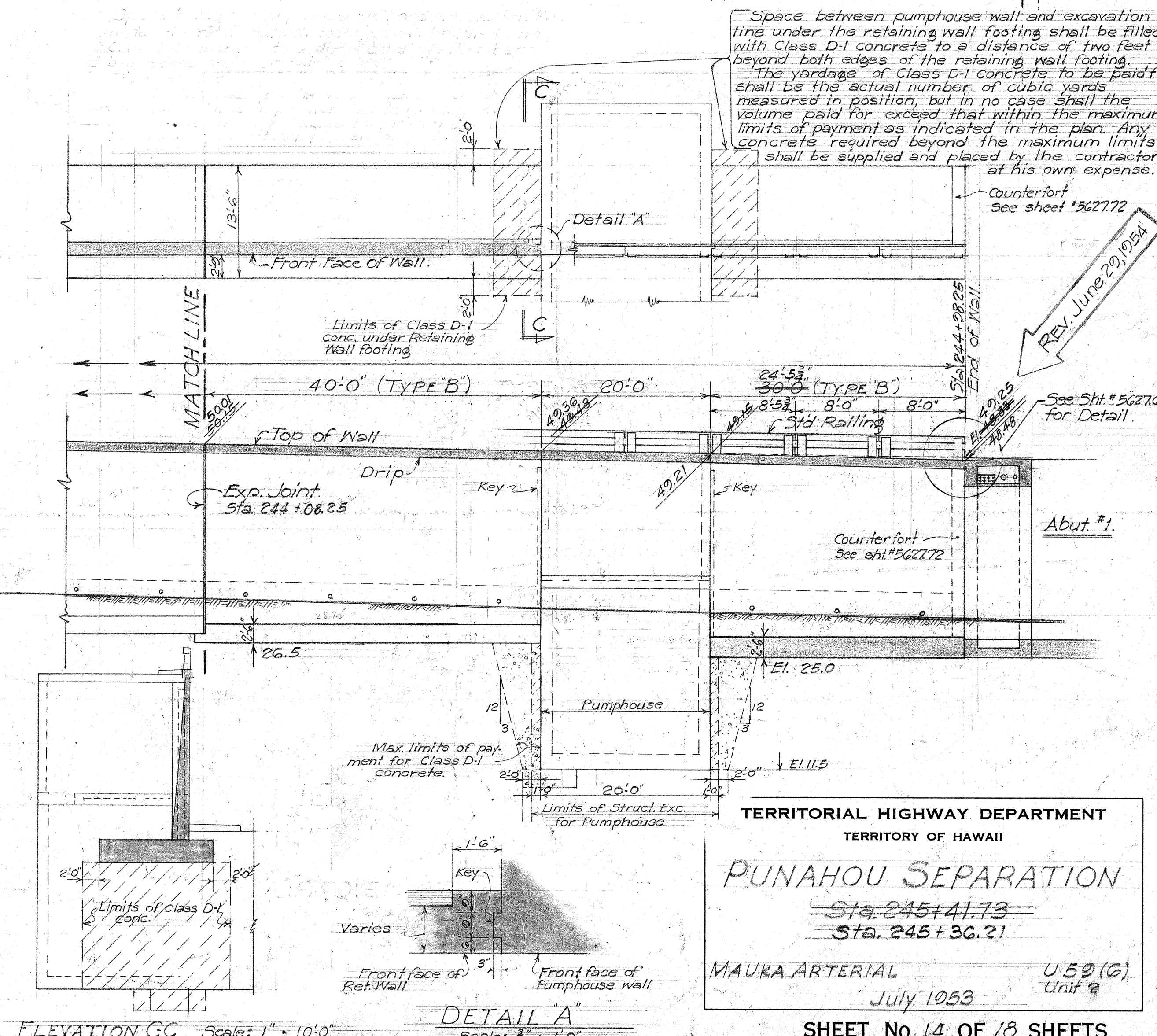
END POST ELLIPSE
For Retaining Wall III only.



END POST REINF.
(Reinf. incidental to railing)

Top of Wall	X	0	6"	1'-0"	1'-6"	2'-0"	2'-6"	3'-0"	3'-3"	3'-6"	3'-9"	4'-0"
Y	0	2'-6"	2'-5 3/8"	2'-5 3/8"	2'-3 1/8"	2'-2"	1'-11 3/8"	1'-7 3/8"	1'-5 1/2"	1'-2 3/4"	10 1/2"	0
± Upper Groove	X	0	6"	1'-0"	1'-6"	2'-0"	2'-6"	2'-9"	3'-0"	3'-2"		
Y	0	1'-8"	1'-7 1/2"	1'-7"	1'-5 3/8"	1'-3 1/2"	1'-0 1/2"	9 1/8"	6 3/8"	0		
± Lower Groove	X	0	6"	1'-0"	1'-6"	1'-9"	2'-0"	2'-6"	2'-9"	2'-4"		
Y	0	10"	9 1/2"	9 1/8"	7 3/8"	6 1/2"	5 1/2"	3 3/8"	2 3/8"	0		

ELLIPSE ORDINATES



TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII
PUNAHOU SEPARATION
Sta. 245+41.73
Sta. 245+36.21
MAUKA ARTERIAL
July 1953
U59(G) Unit 2

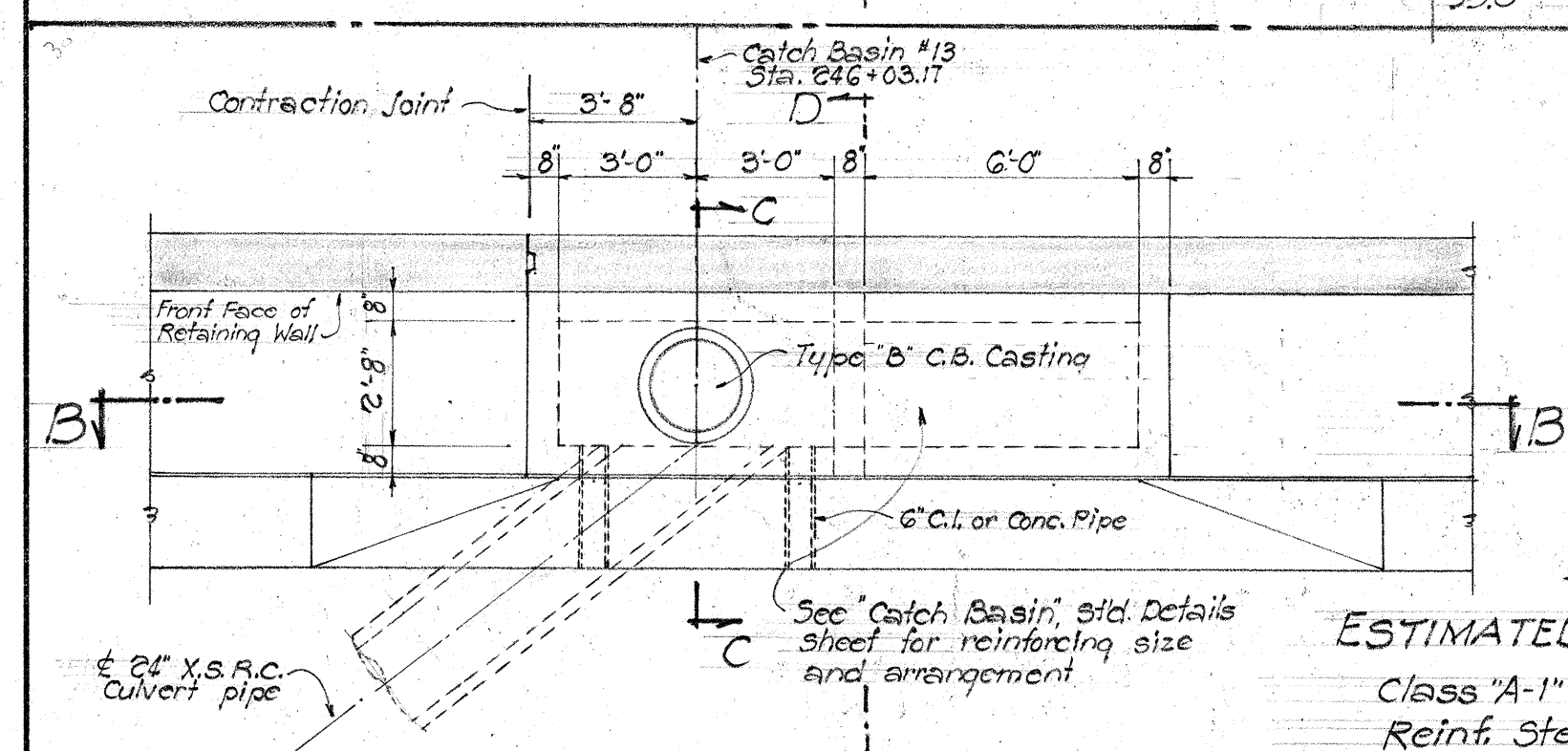
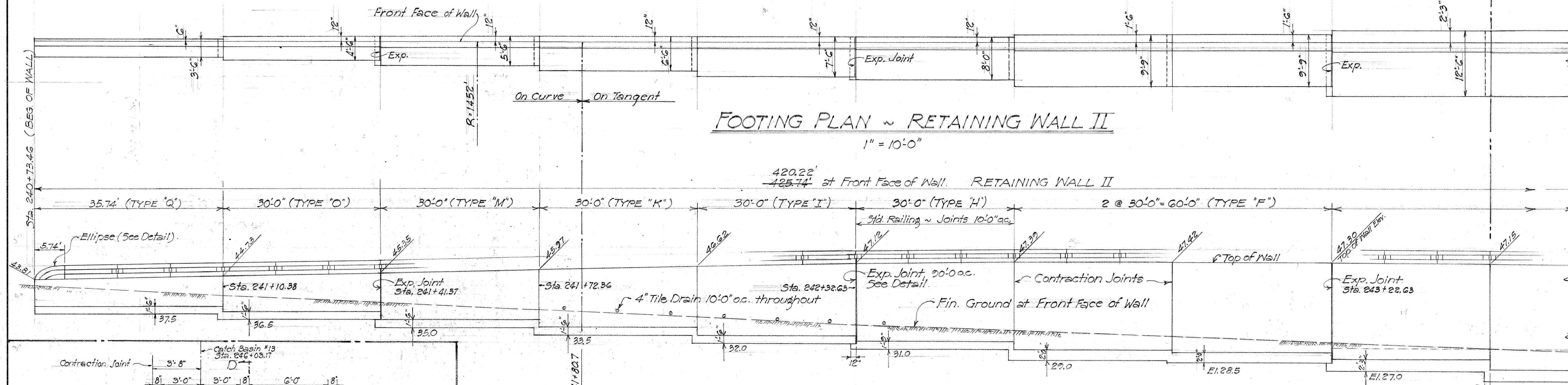
5627.68

SHEET No. 14 OF 18 SHEETS

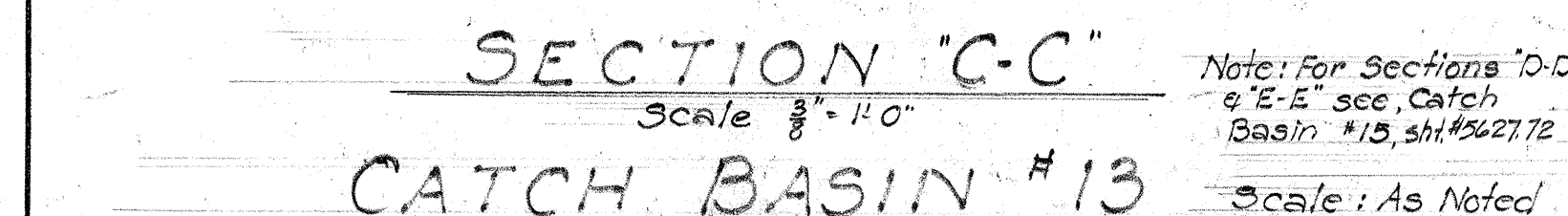
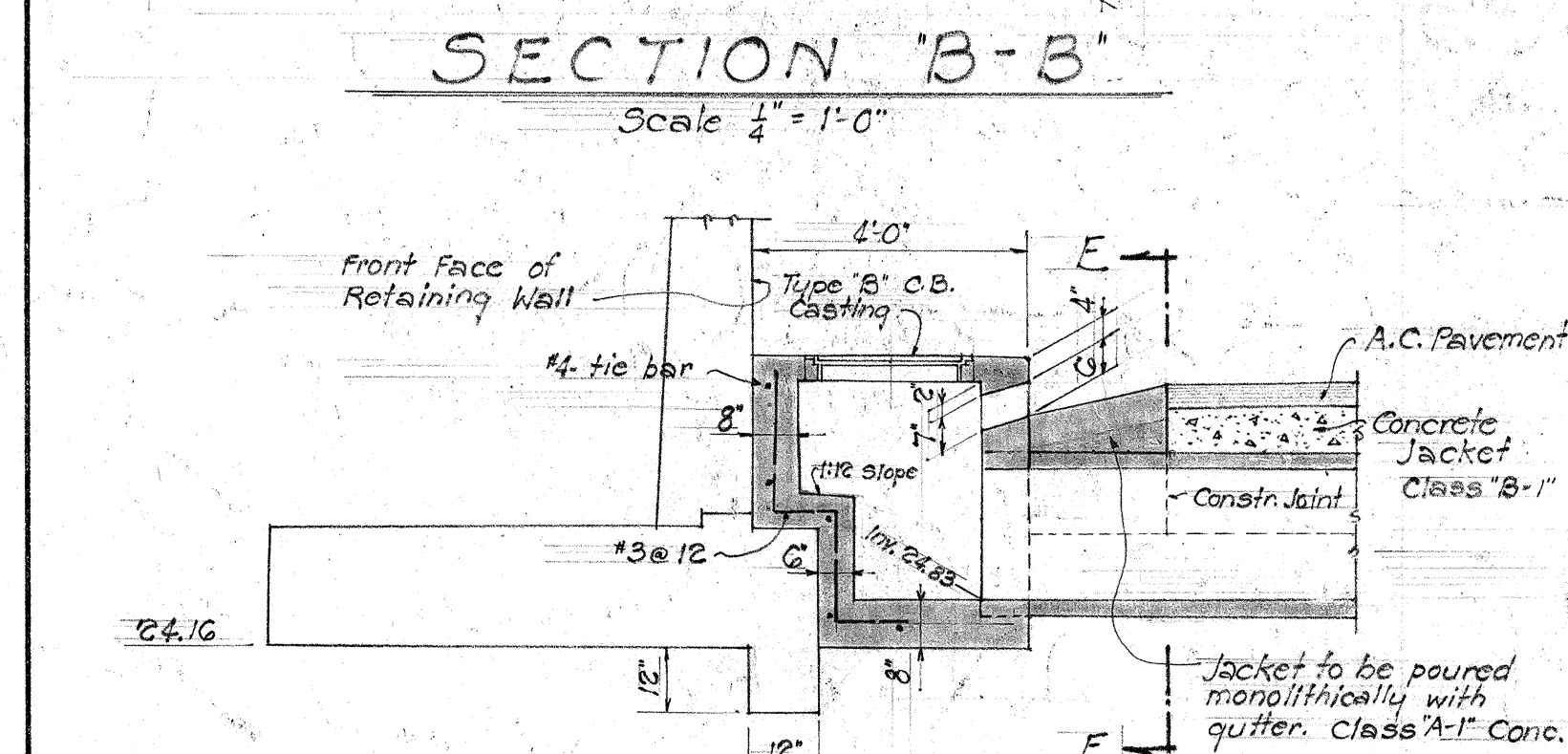
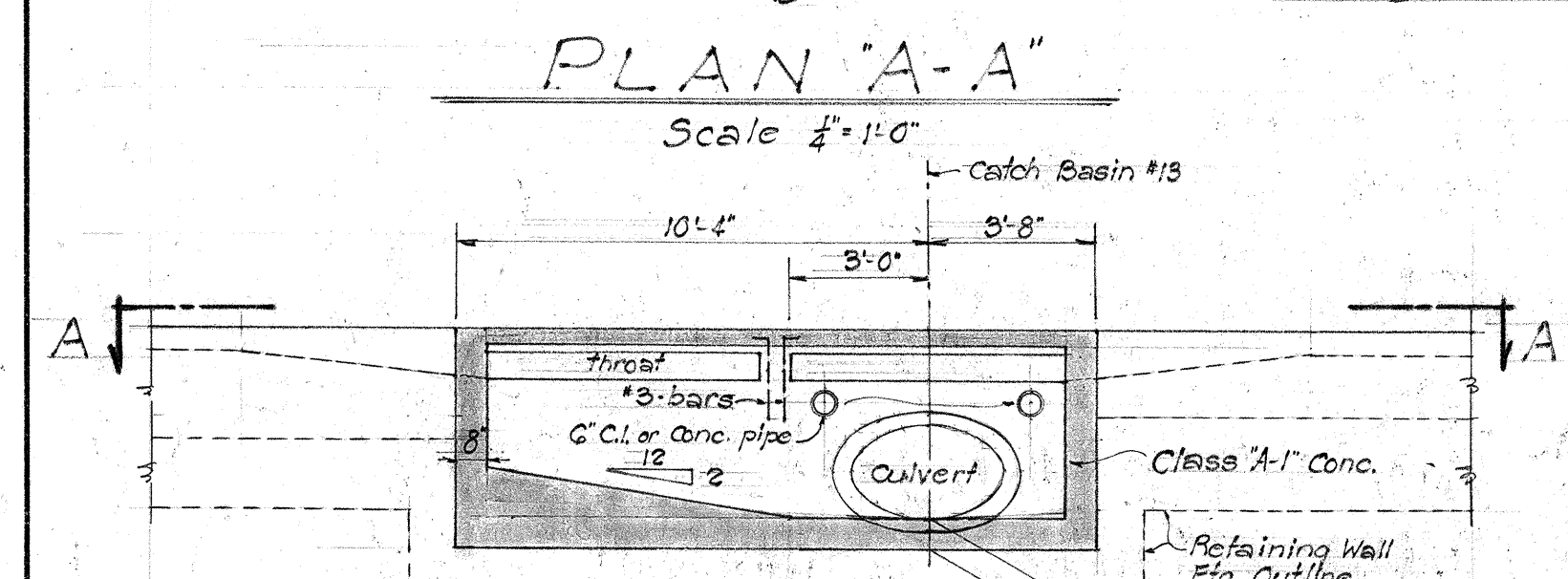
Revision: June 29, 1954. Retaining wall panel adjacent to separation structure shortened 5.52'. Grades and railing spacings readjusted accordingly.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW	US90(6) Unit 2	1954	69	104

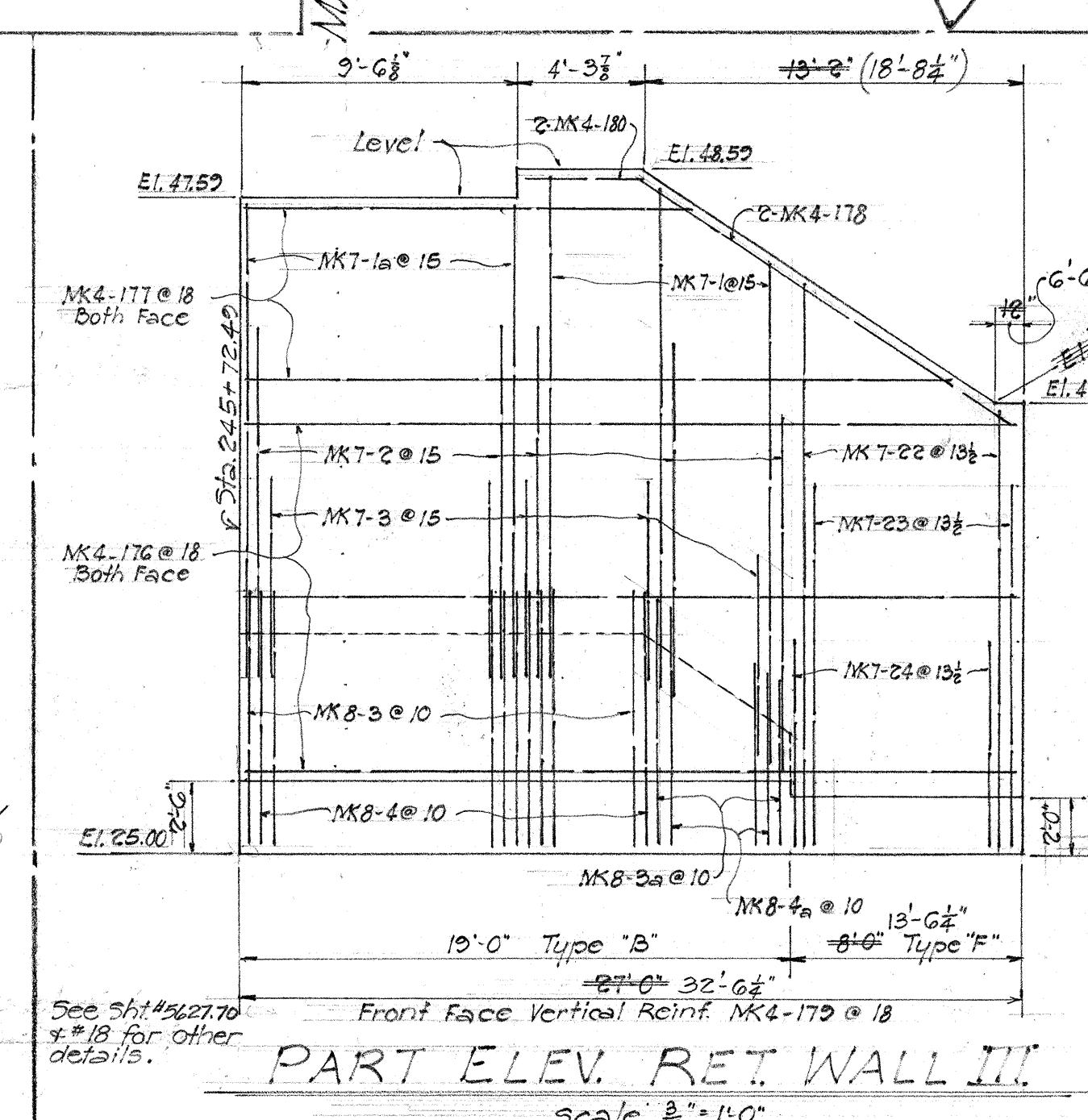
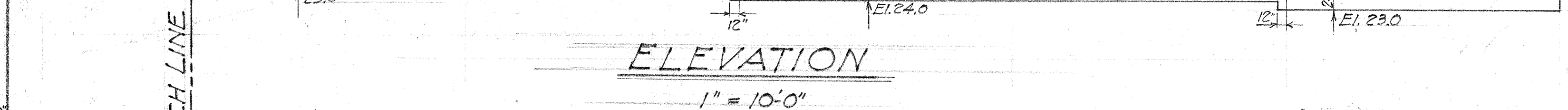
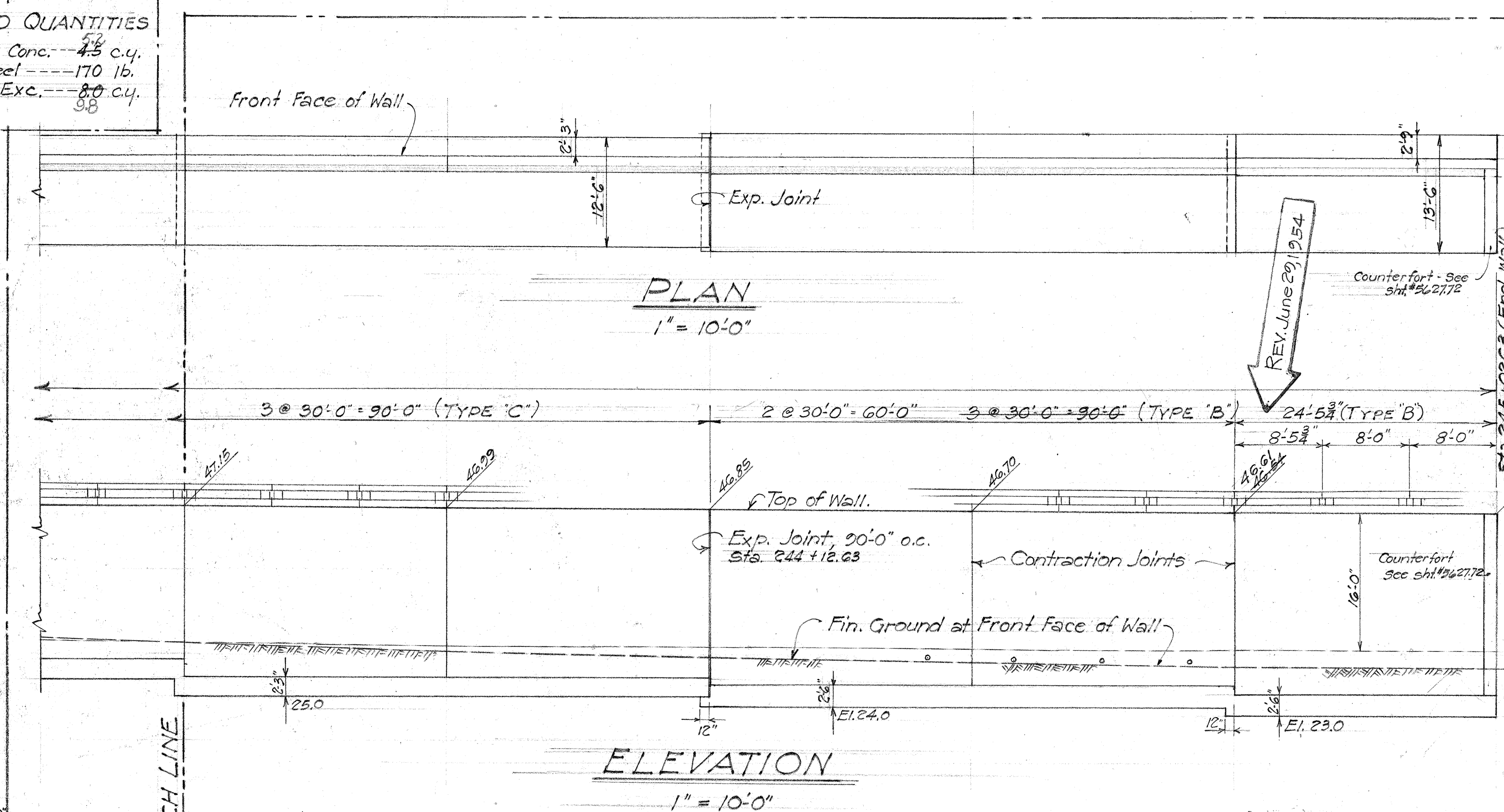
Revised: June 29, 1954.



ESTIMATED QUANTITIES
Class 'A-1' Conc. --- 4.5 c.y.
Reinf. Steel --- 170 lb.
Struct. Exc. --- 8.0 c.y.



Note: For Sections 'D-D' & 'E-E' see Catch Basin #13, sheet #2772. Scale: As Noted.



TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII

PUNAHOU SEPARATION

Sta. 245+41.73
Sta. 245+36.21

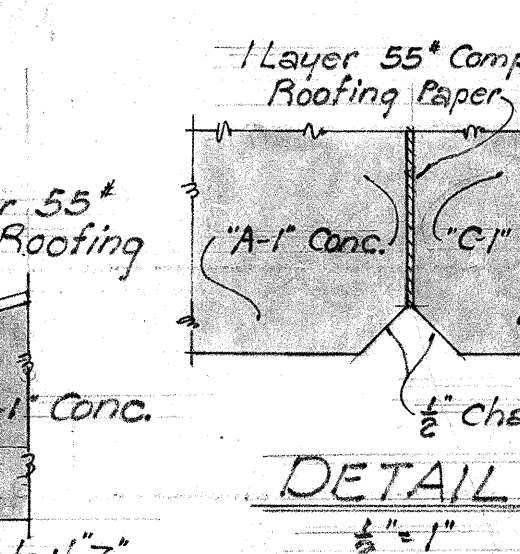
MAUKA ARTERIAL U50(6)
July 1953 Unit 2

SHEET No. 15 OF 18 SHEETS

3627.69

REV. June 29, 1954

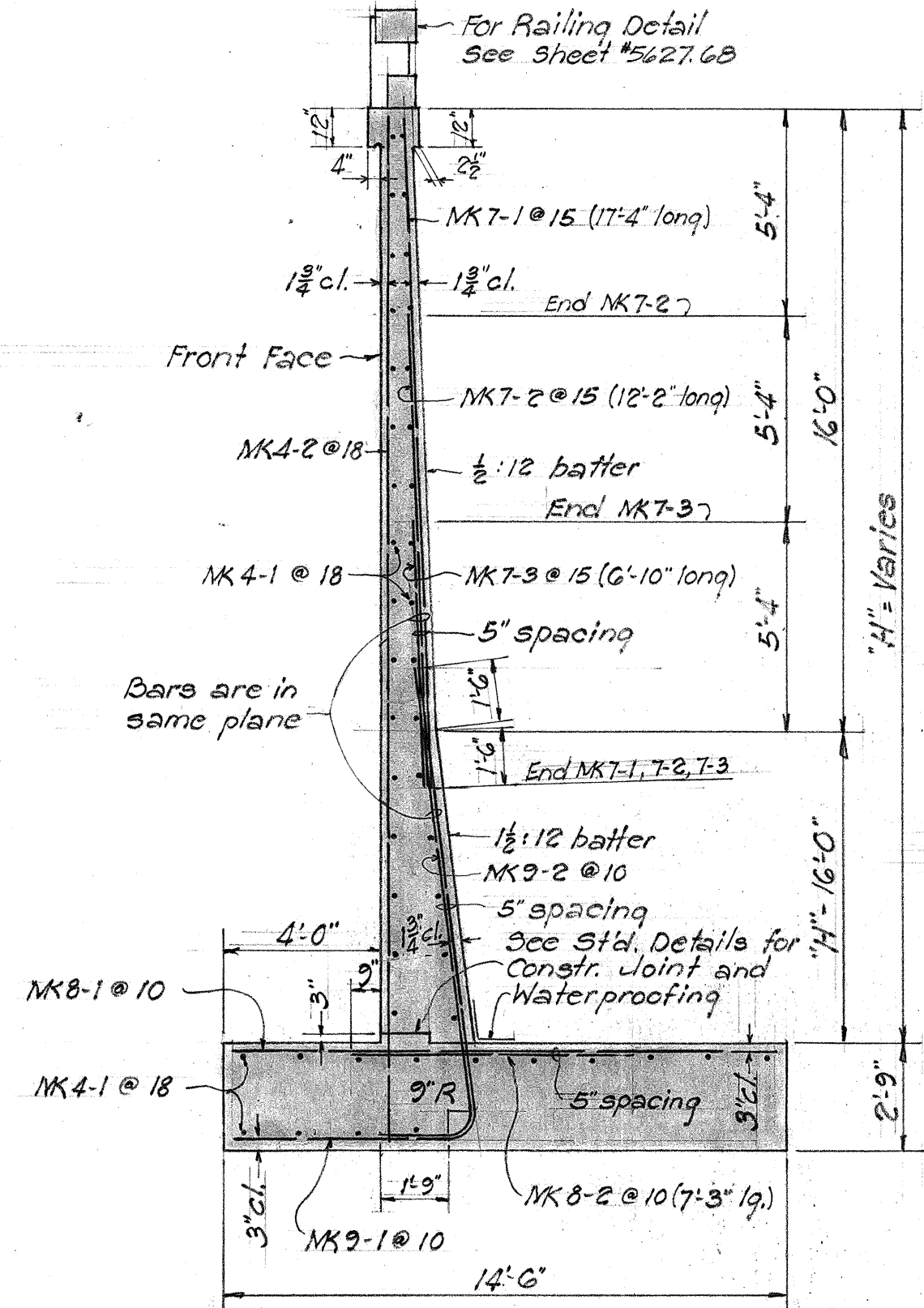
REV. June 29, 1954



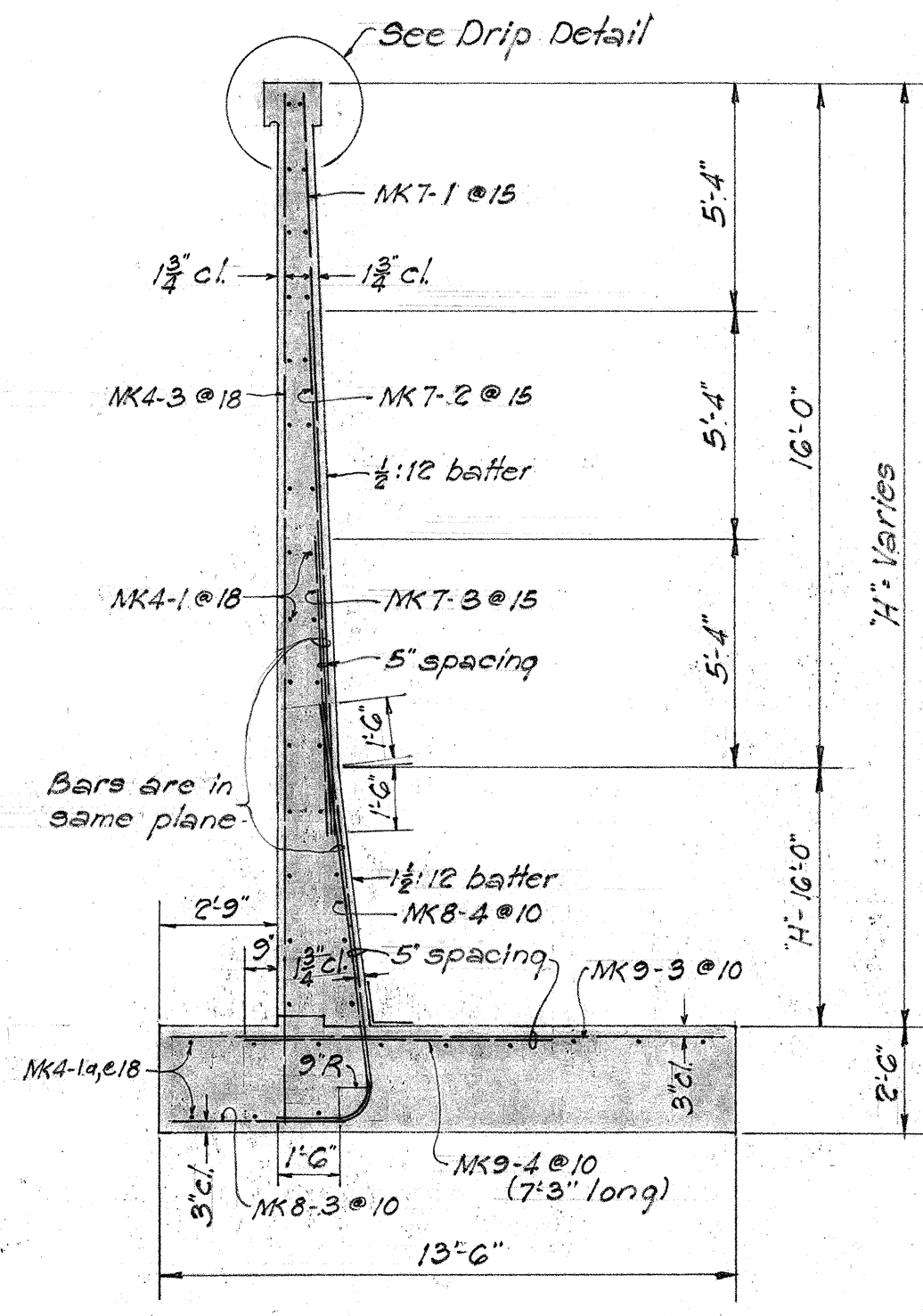
SHEET No. 16 OF 18 SHEETS

Soil pressure for Retaining Walls Type B-I inclusive 4,500 #/ft²
 Type J & K 3,800 #/ft²
 Type L-R 3,100 #/ft²

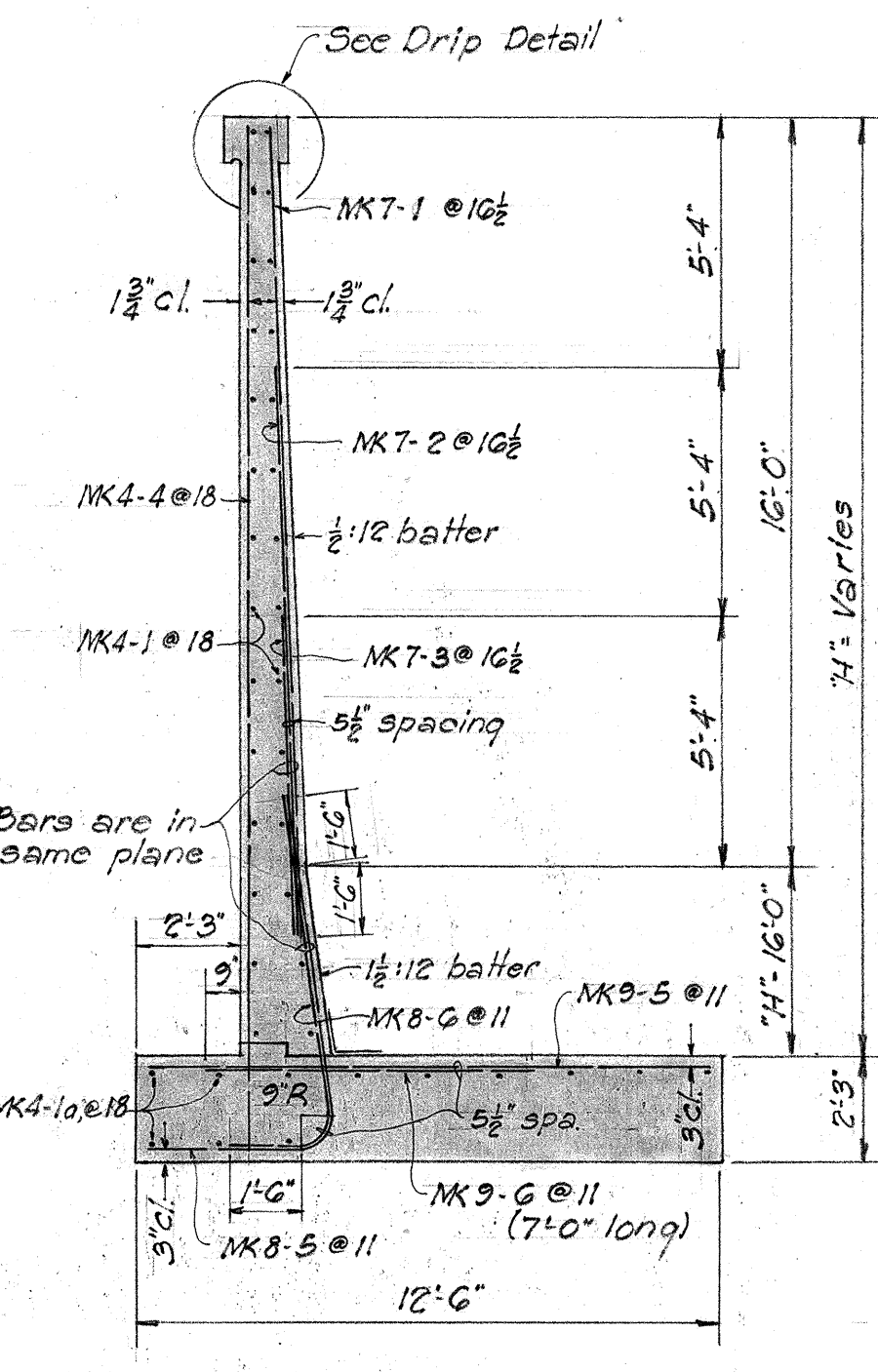
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW	U59(6)	Unit 2	71	104



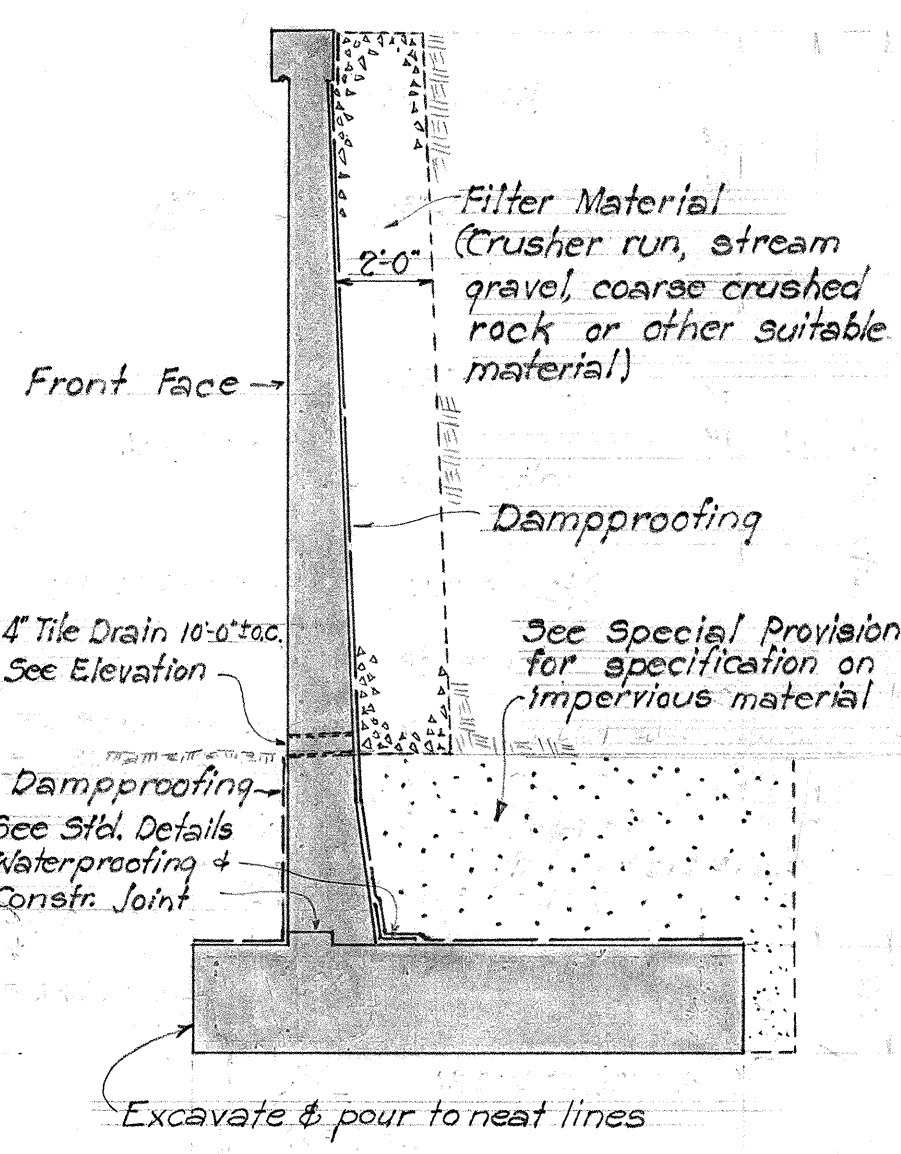
TYPE "A"



TYPE "B"

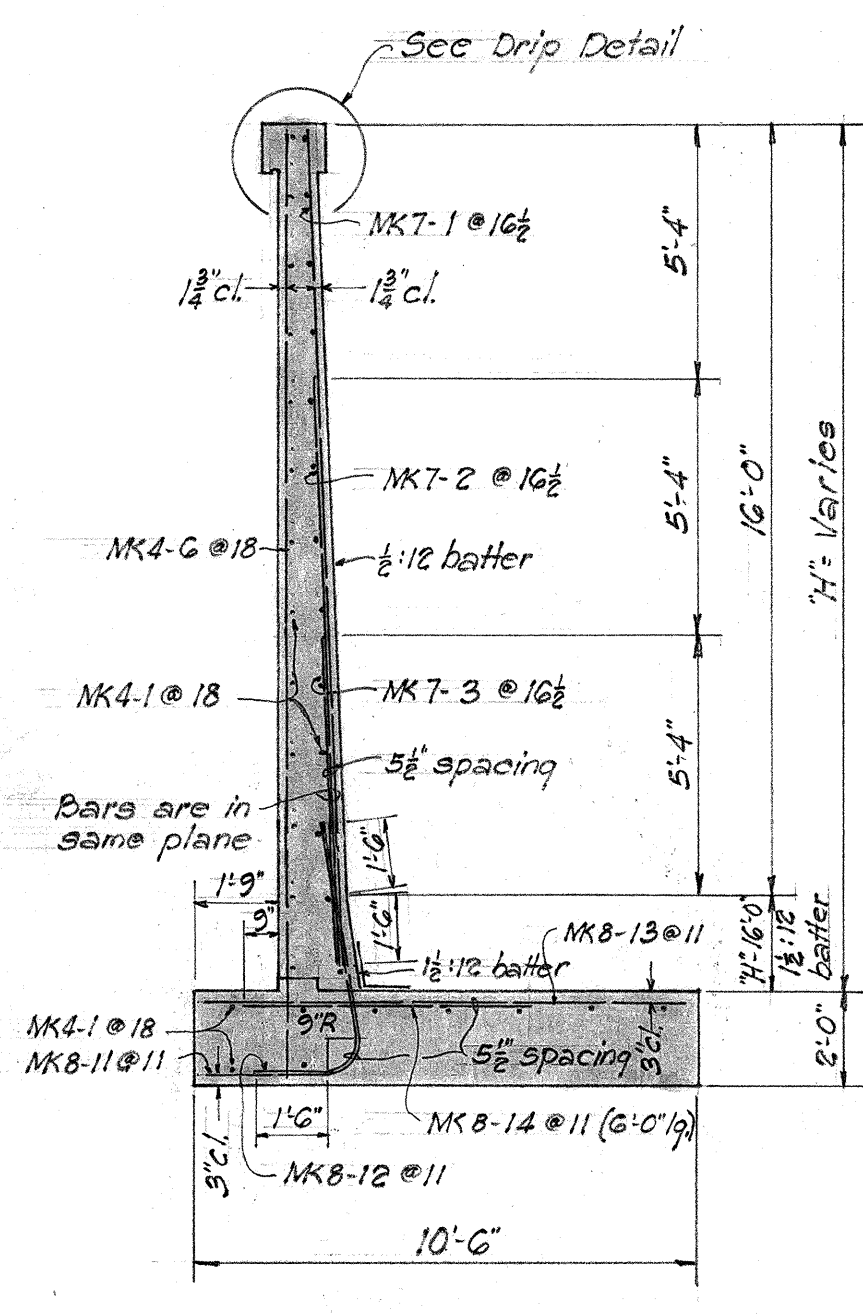


TYPE "C"

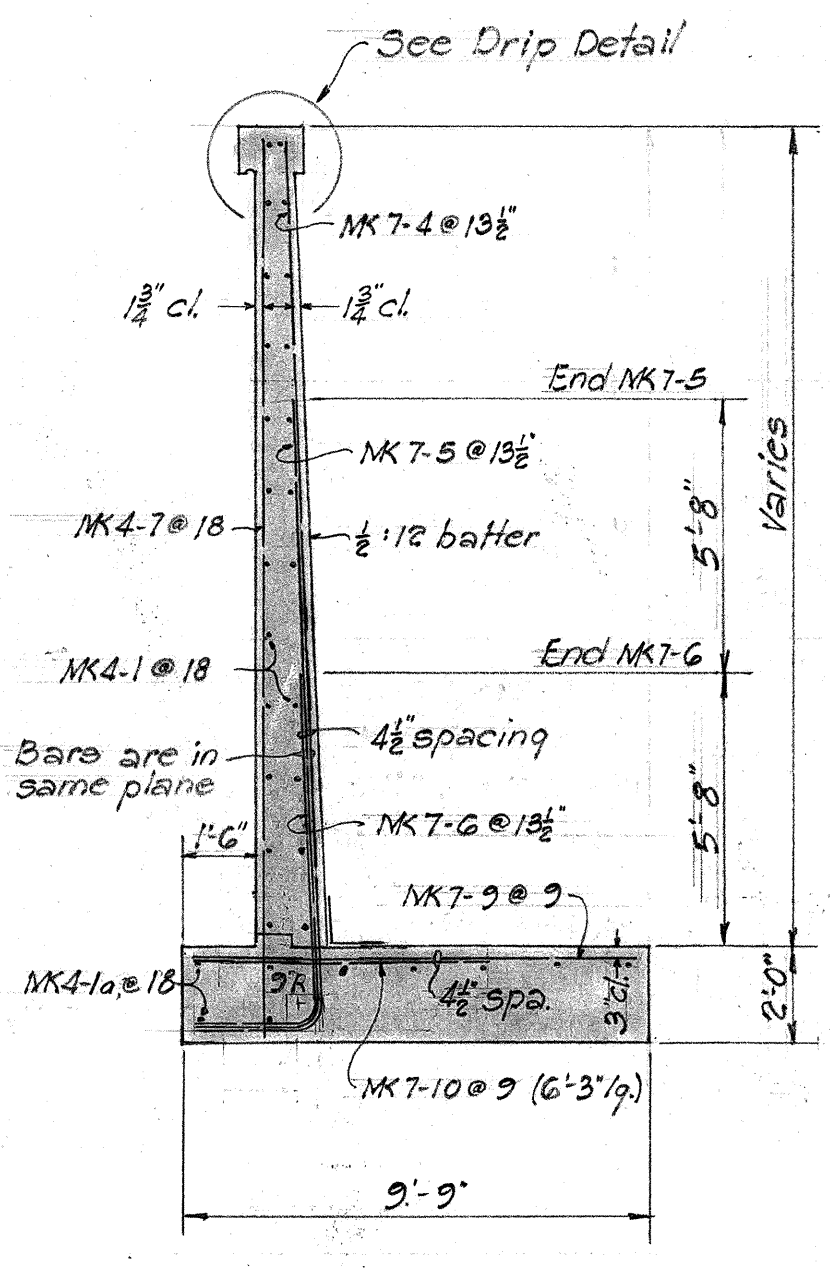


TYPICAL SECTION

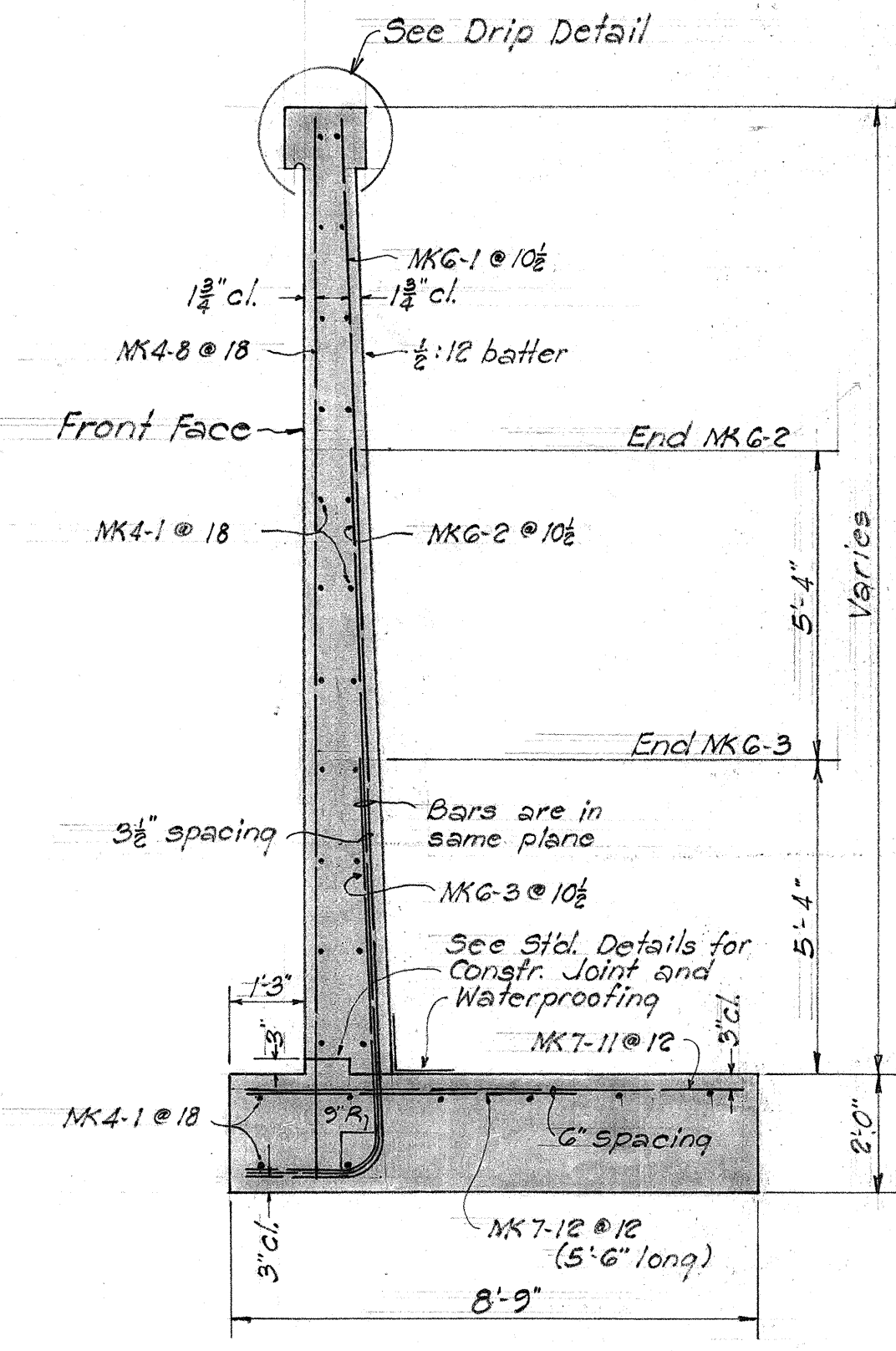
Scale 1/4" = 1'-0"



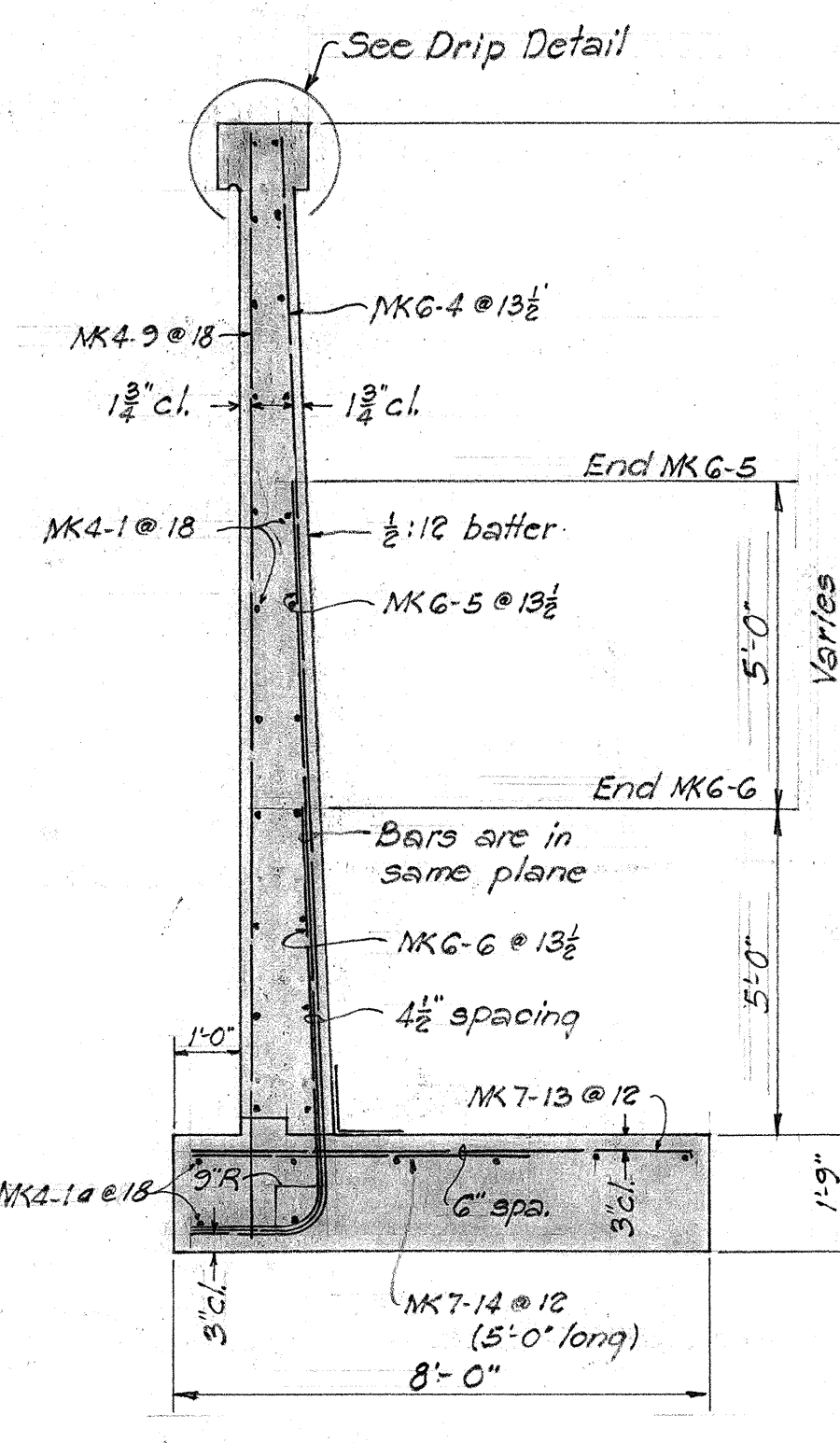
TYPE "E"



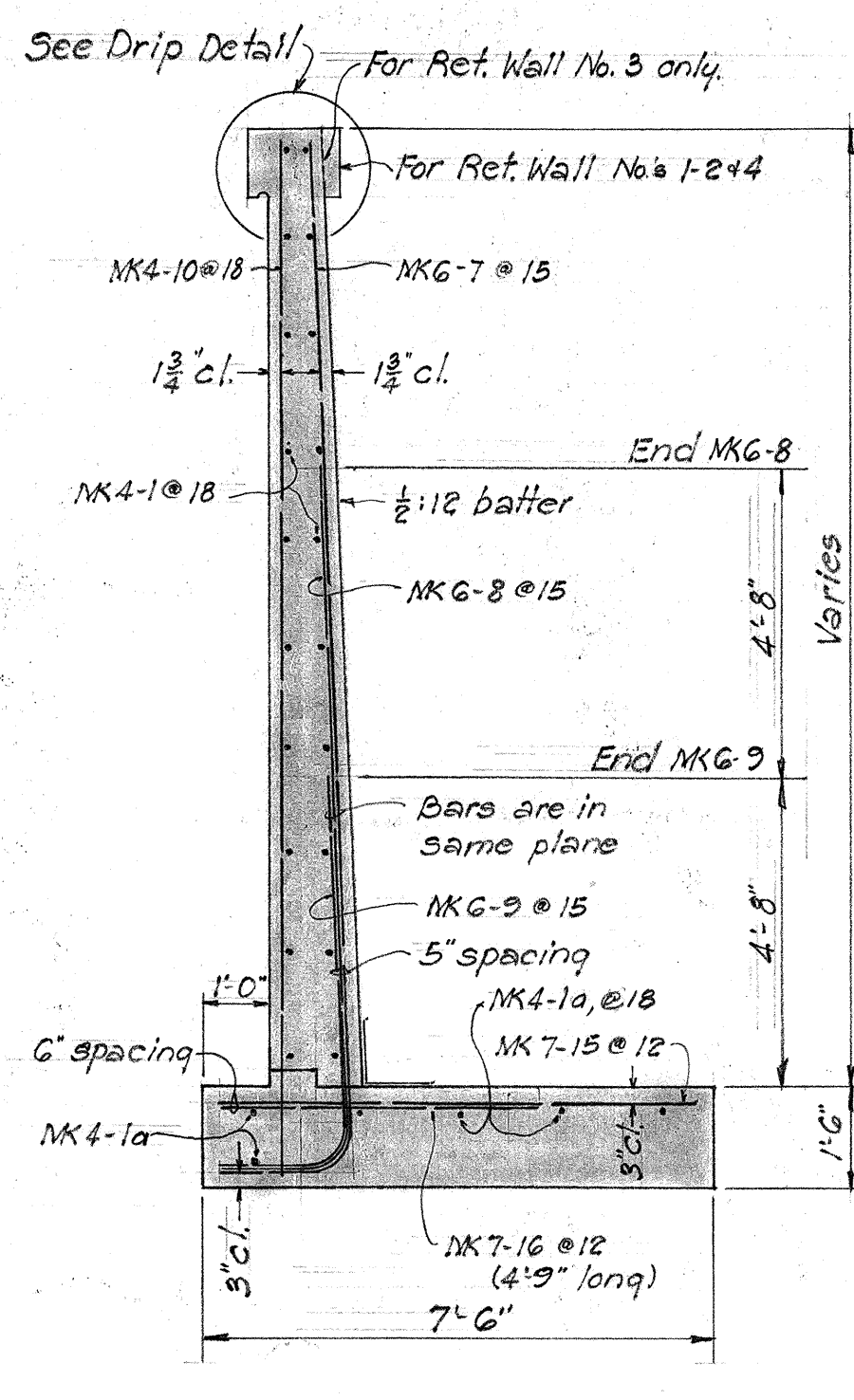
TYPE "F"



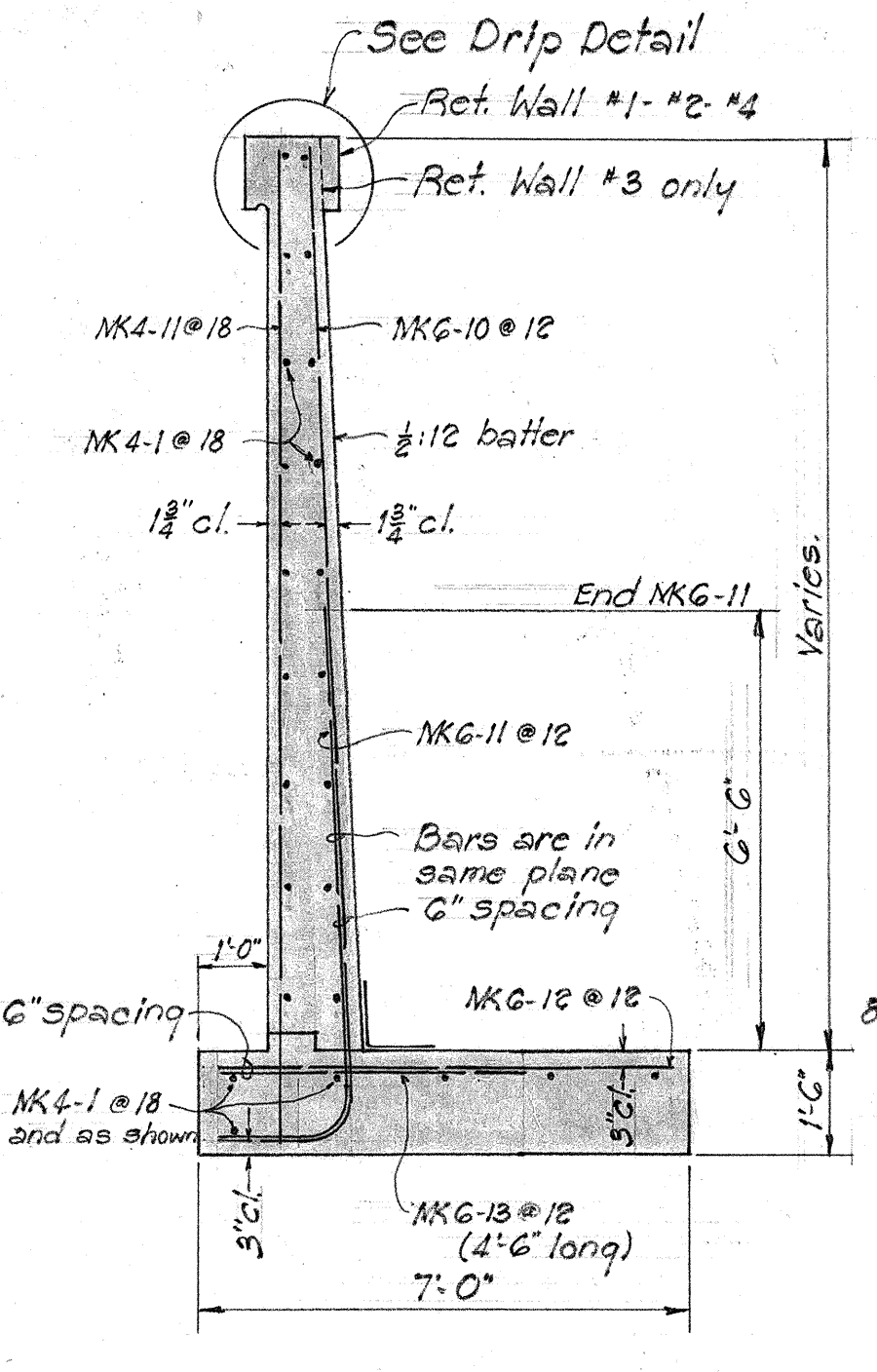
TYPE "G"



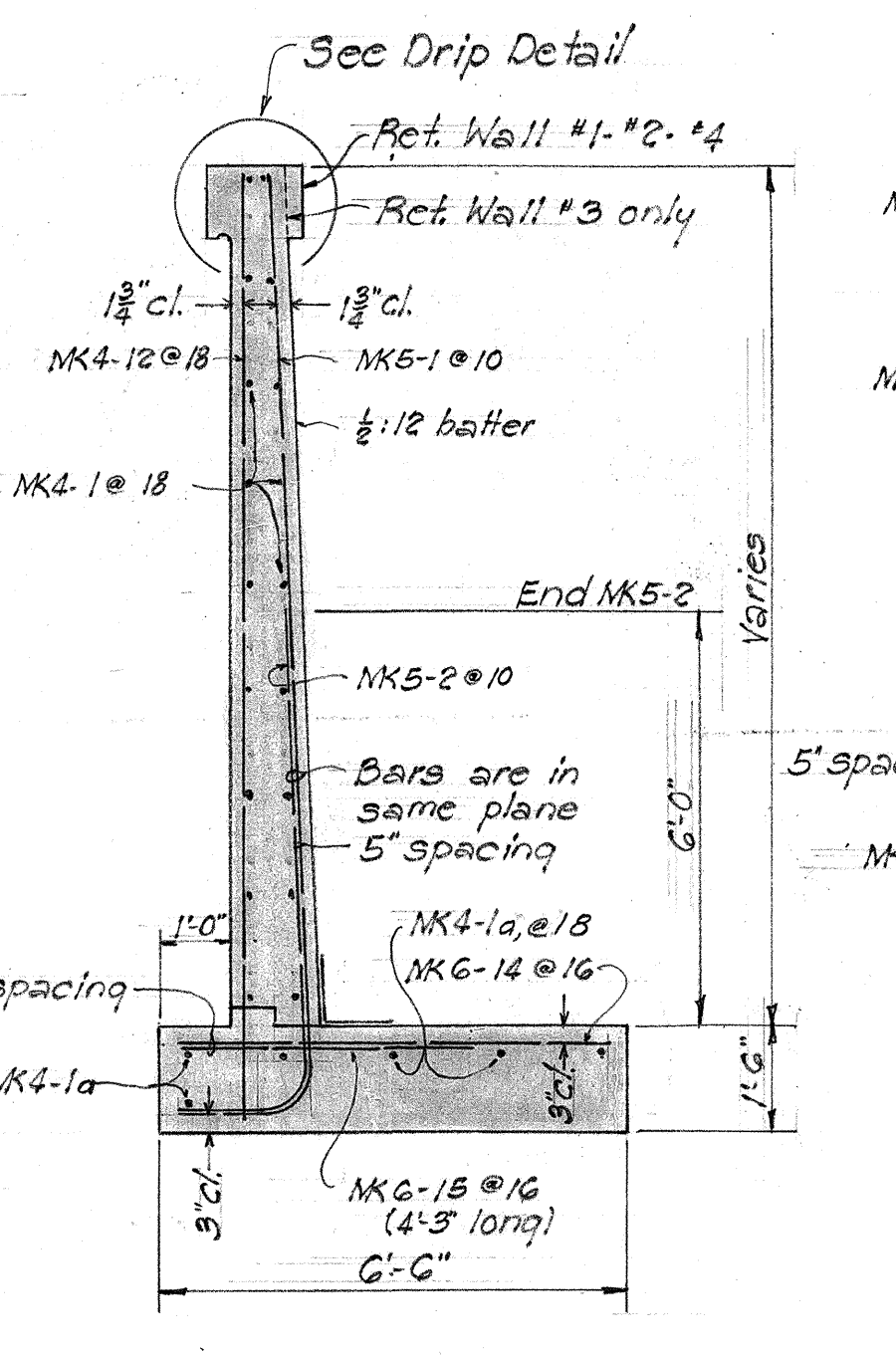
TYPE "H"



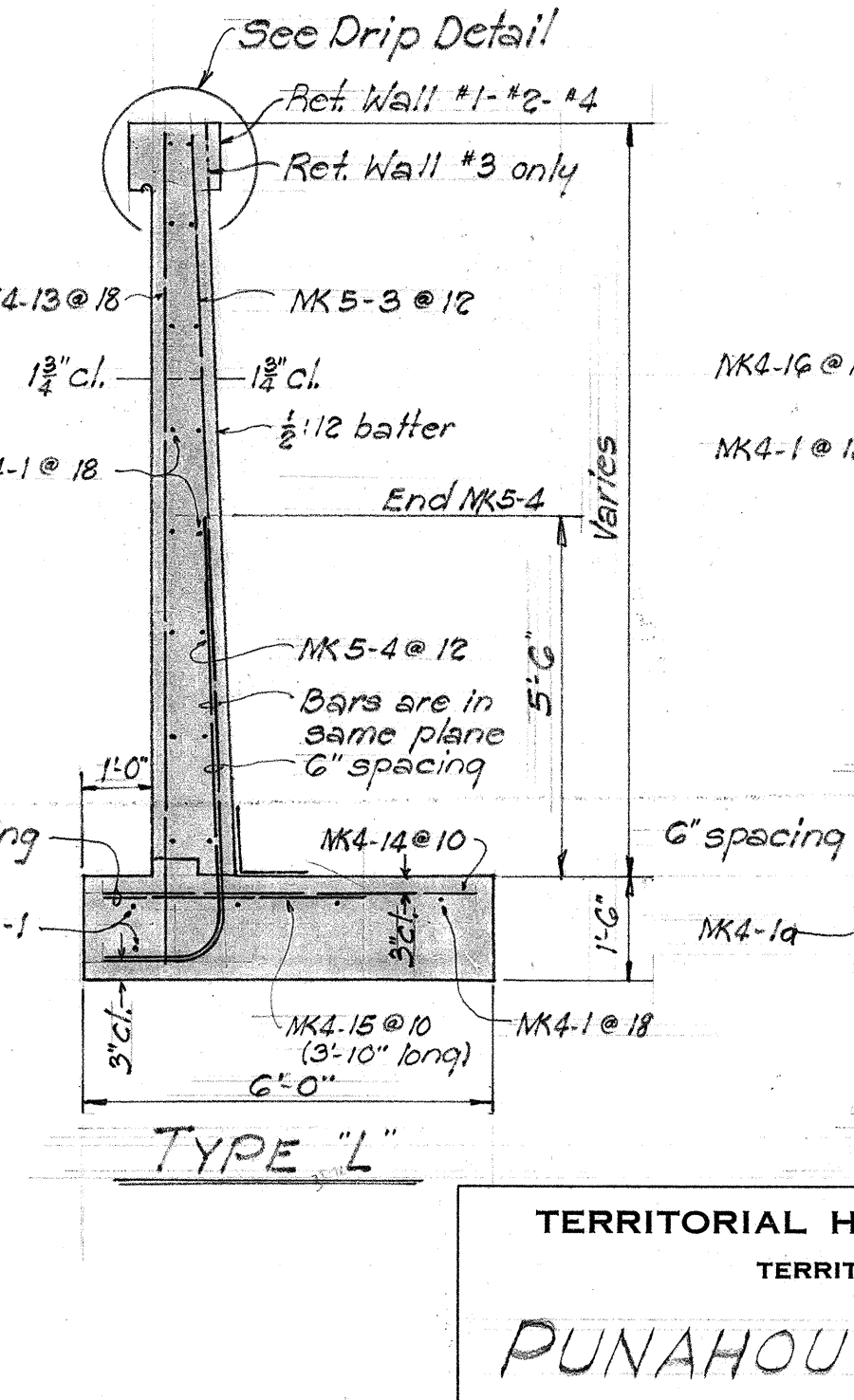
TYPE "I"



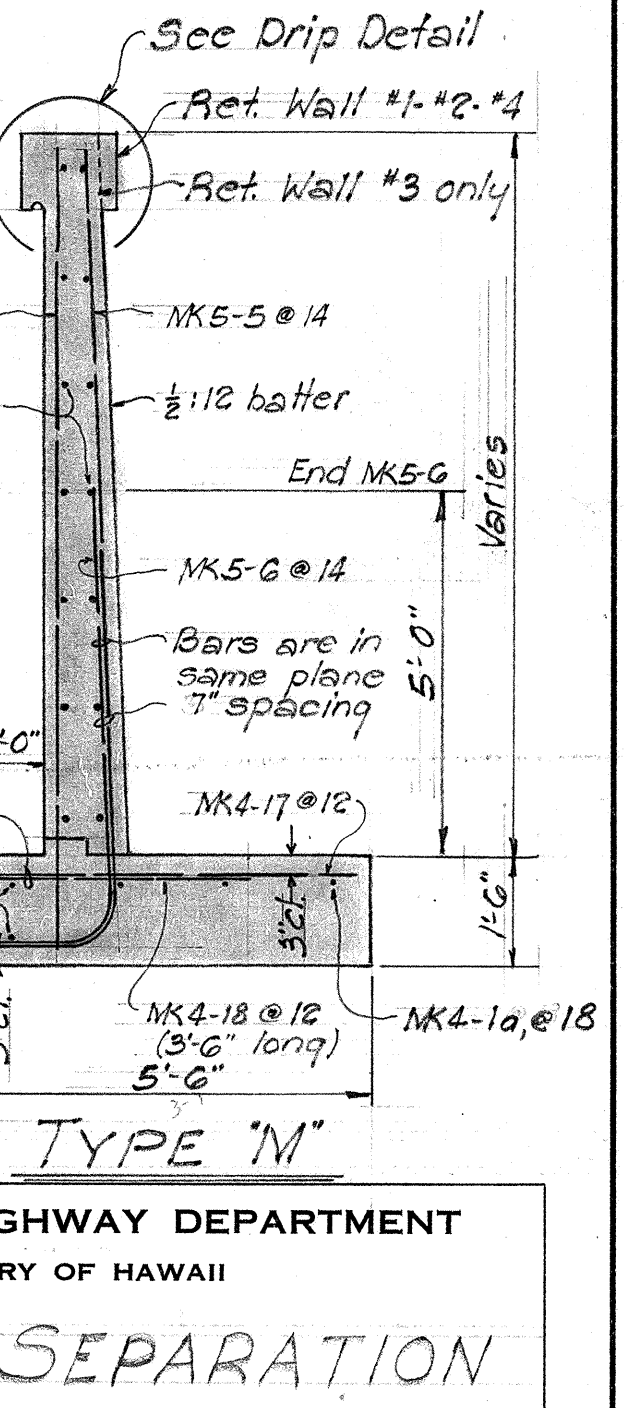
TYPE "J"



TYPE "K"



TYPE "L"



TYPE "M"

TERRITORIAL HIGHWAY DEPARTMENT
 TERRITORY OF HAWAII
PUNAHOU SEPARATION
 STA. 245+41.73
 STA. 245+36.21
 MAUKA ARTERIAL U59(6)
 July 1953 Unit 2

SHEET No. 17 OF 18 SHEETS

5627.71

DESIGNED BY: J. H. GALE
 DRAWN BY: J. H. GALE
 CHECKED BY: J. H. GALE
 DATE: Dec. 1953
 ORIGINAL PLAN
 NOTE BOOK
 No.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW	U59(6) Unit 2	1954	72	104

Revised: June 29, 1954

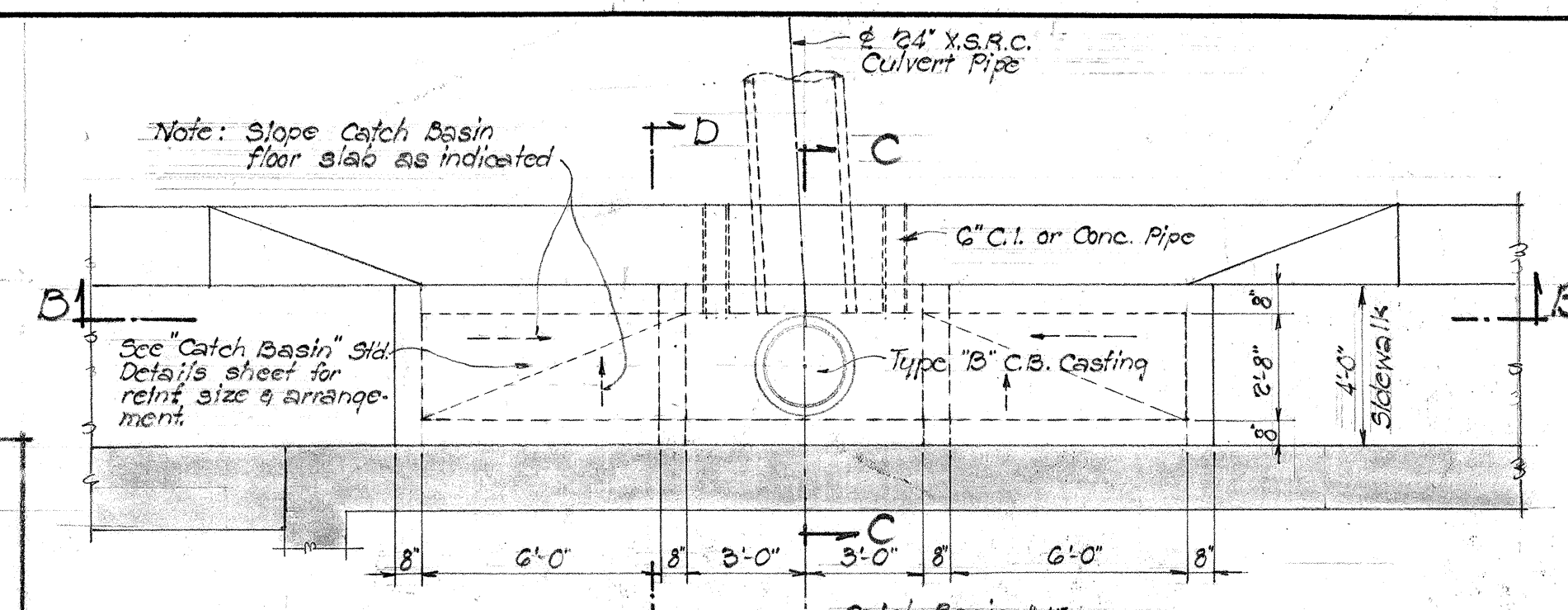
Revision: June 29, 1954
Top of Counterfort elevation at Est. Wall No. I corrected.

CATCH BASIN #15

Scale: As Noted

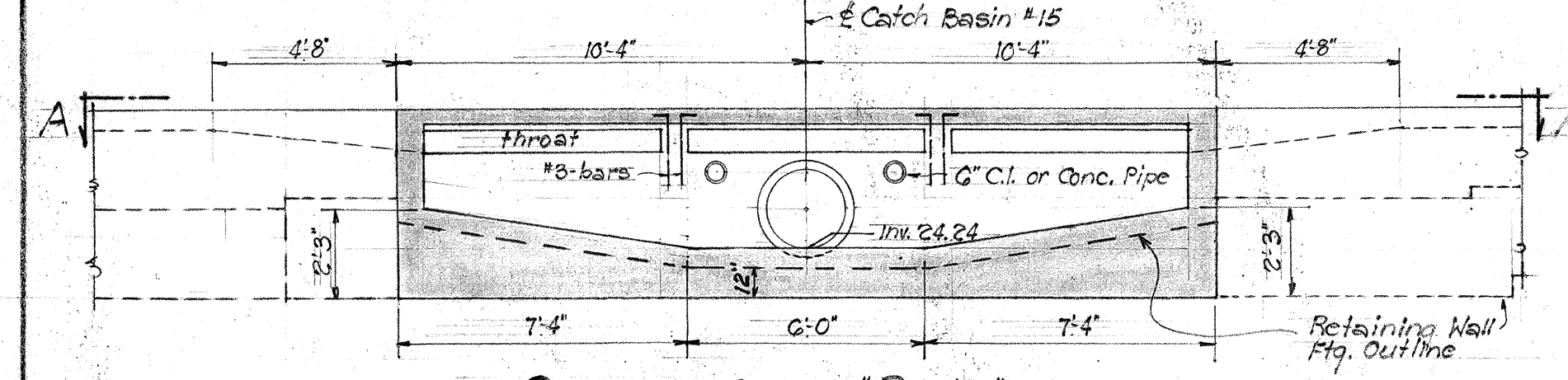
ESTIMATED QUANTITIES

Class "A-1" Concrete --- 6.1 c.y.
Reinforcing Steel --- 230 lb.
Structure Exc. --- 5.3 c.y.



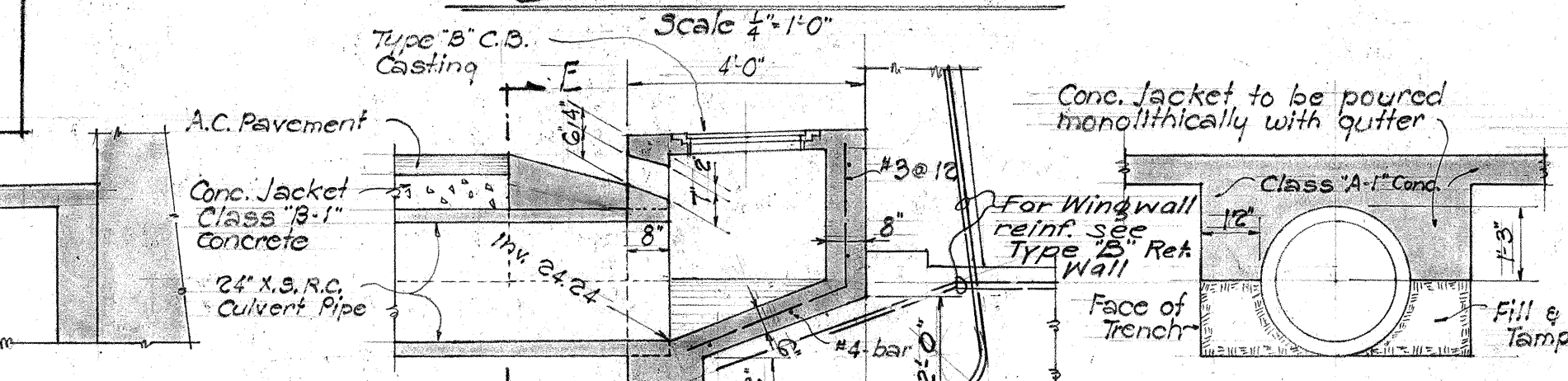
PLAN "A-A"

Scale 1/4" = 1'-0"



SECTION "B-B"

Scale 1/4" = 1'-0"

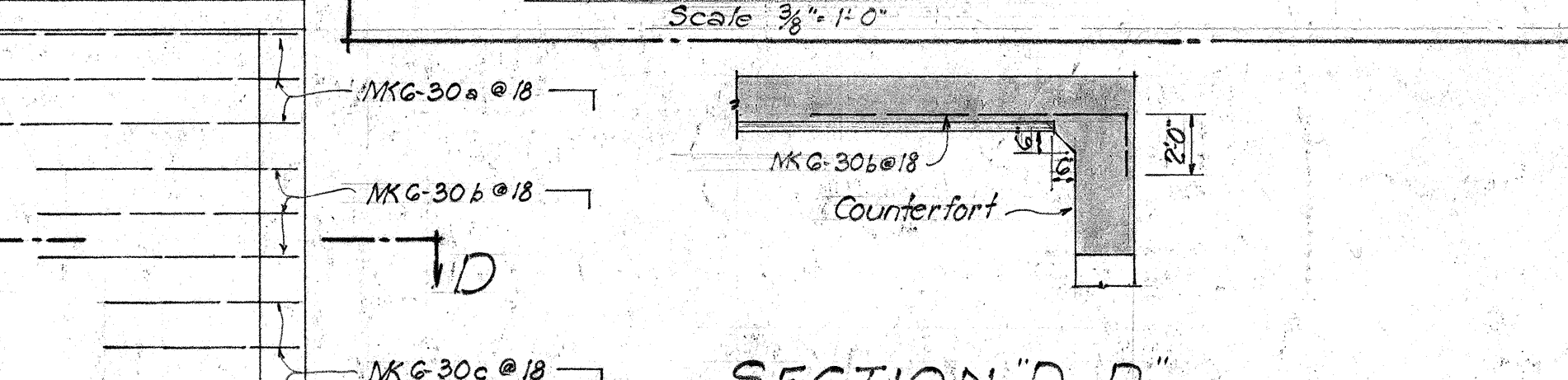


SECTION "D-D"

Scale 3/8" = 1'-0"

SECTION "C-C"

Scale 3/8" = 1'-0"

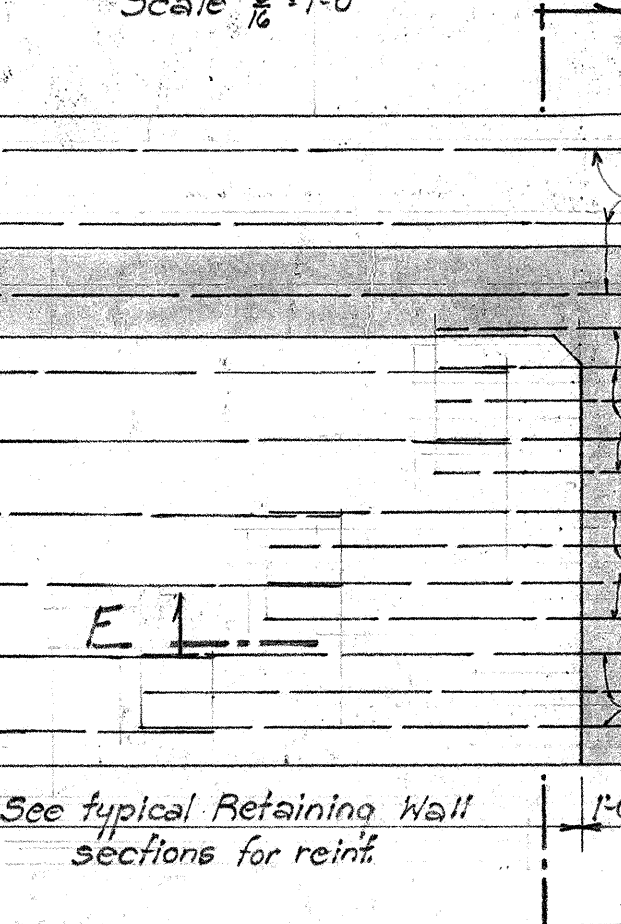


SECTION "E-E"

Scale 3/8" = 1'-0"

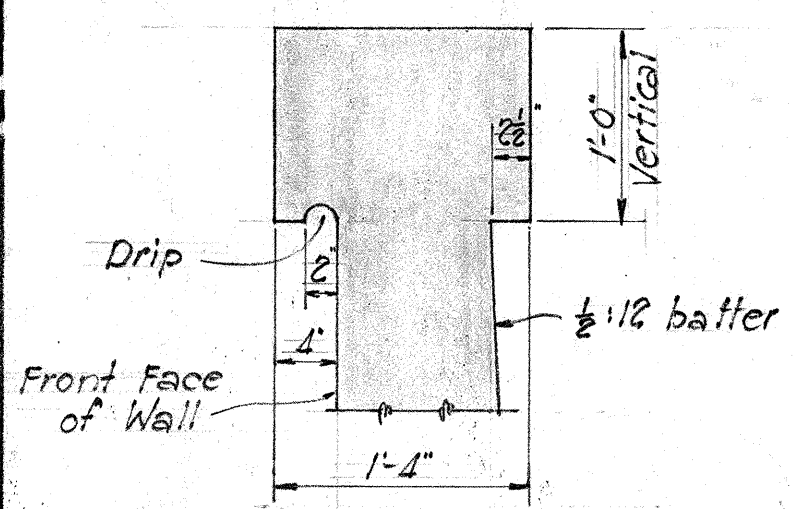
ELEVATION "B-B"

Scale 3/8" = 1'-0"

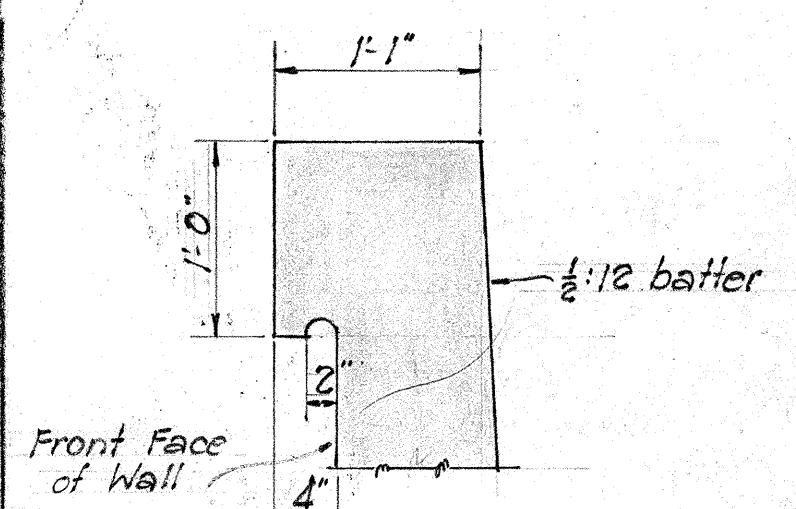


REINF. PLAN "C-C"

Scale 1/4" = 1'-0"



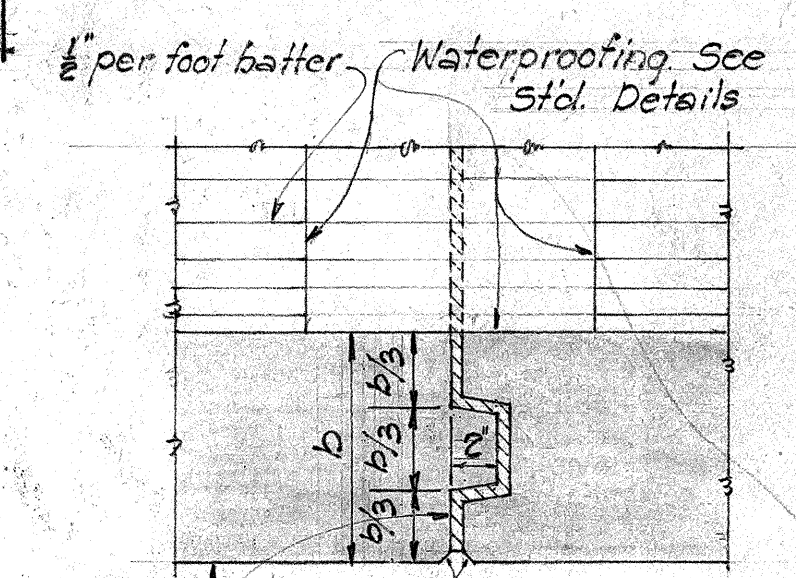
Ret. Wall No. I-II-IV



Ret. Wall No. III

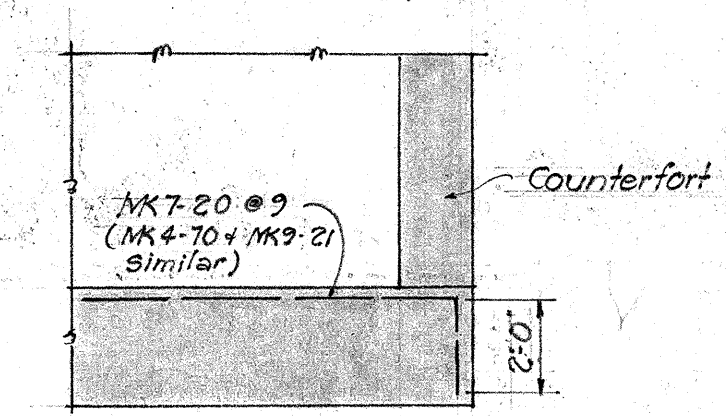
DRIP DETAIL

Scale 1" = 1'-0"



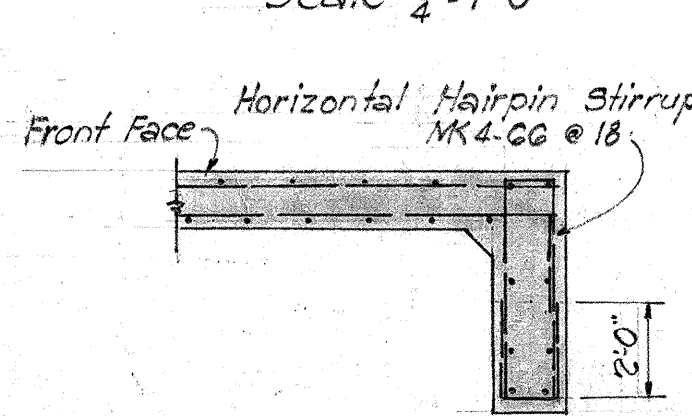
Section "X-X"

Joint in stem of wall
no scale



SECTION "E-E"

Scale 1/4" = 1'-0"



SECTION "F-F"

Scale 1/4" = 1'-0"

TERRITORIAL HIGHWAY DEPARTMENT
TERRITORY OF HAWAII

PUNAHOU SEPARATION

Sta. 245+41.73
Sta. 245+36.21

MAUKA ARTERIAL

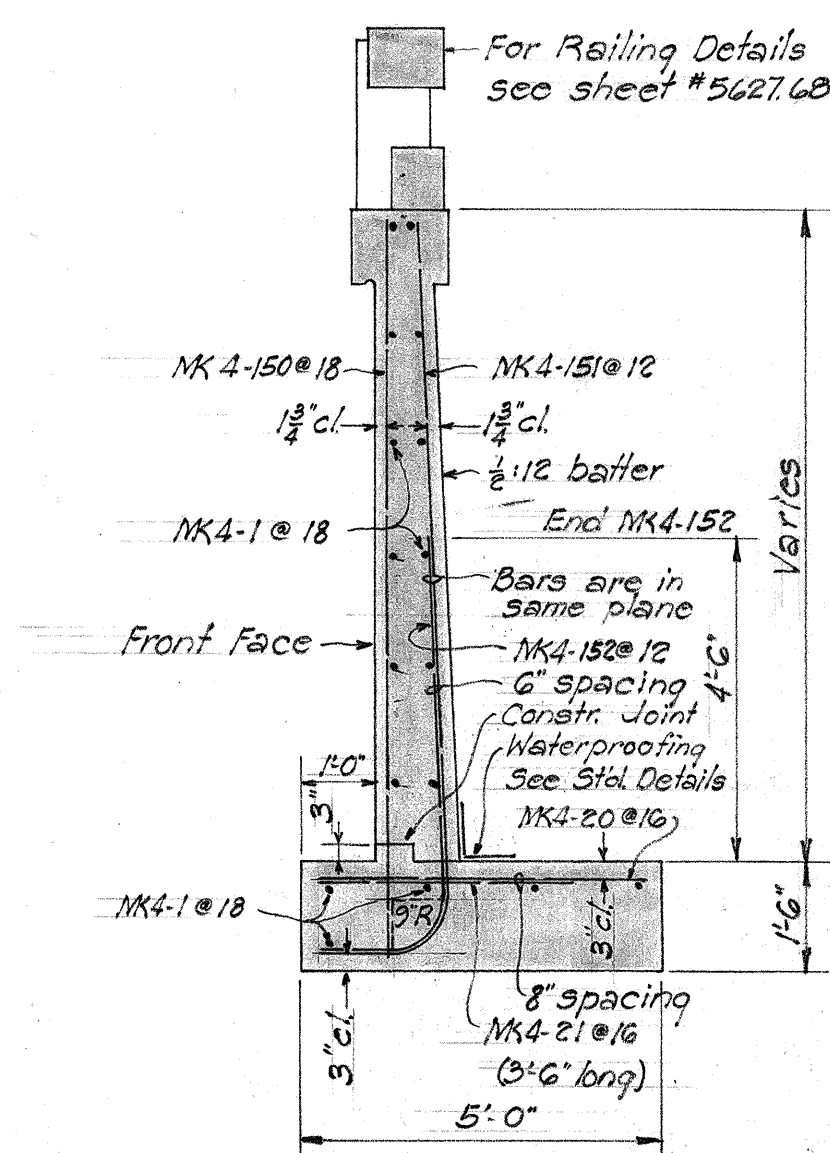
July 1953

U59(6)
Unit 2

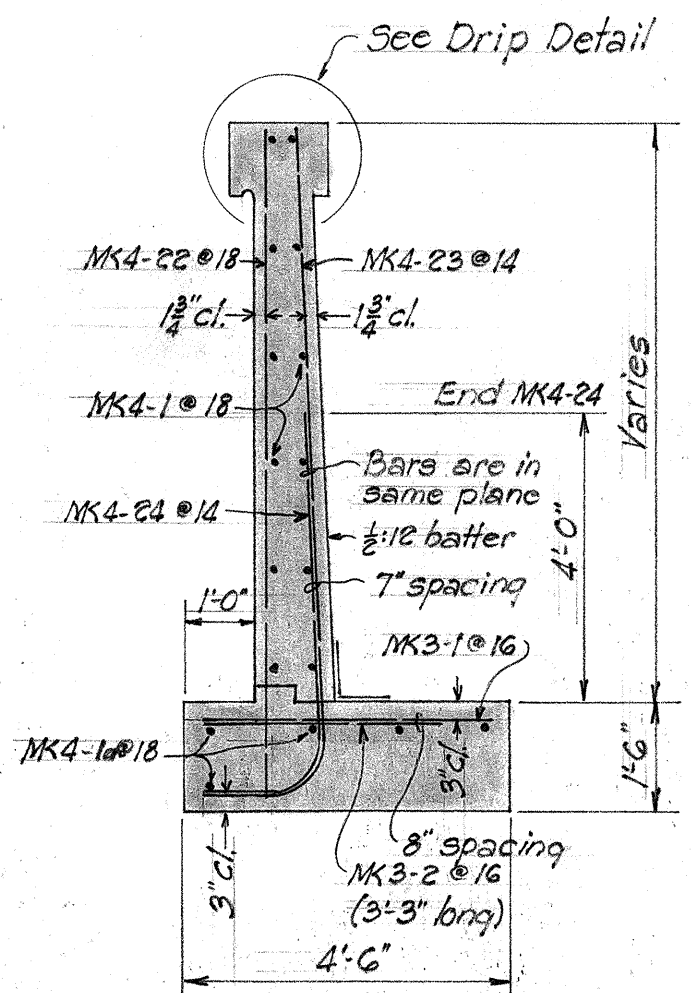
SHEET No. 18 OF 18 SHEETS

5627.72

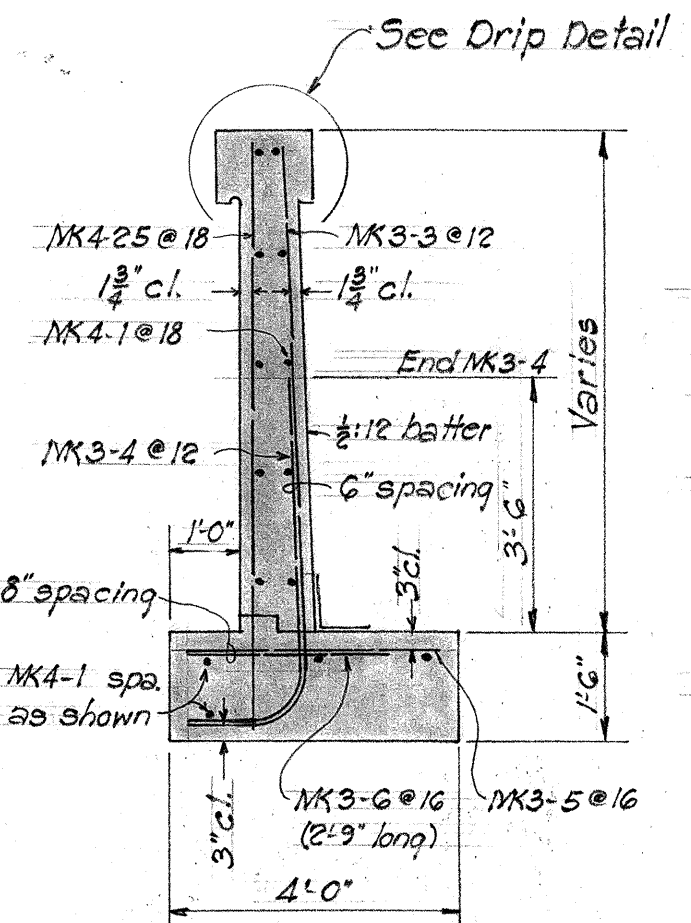
U59(6)



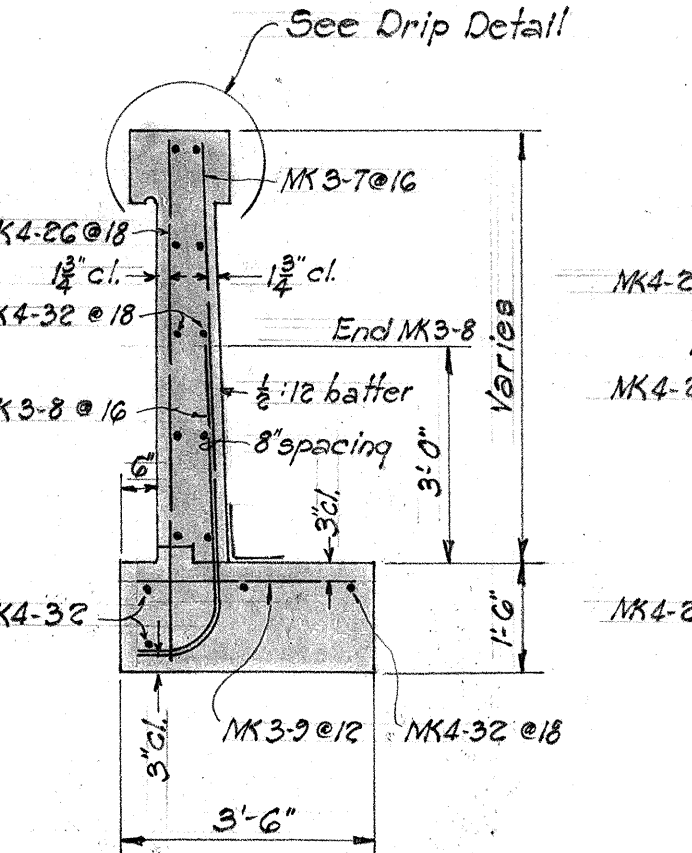
TYPE "N"



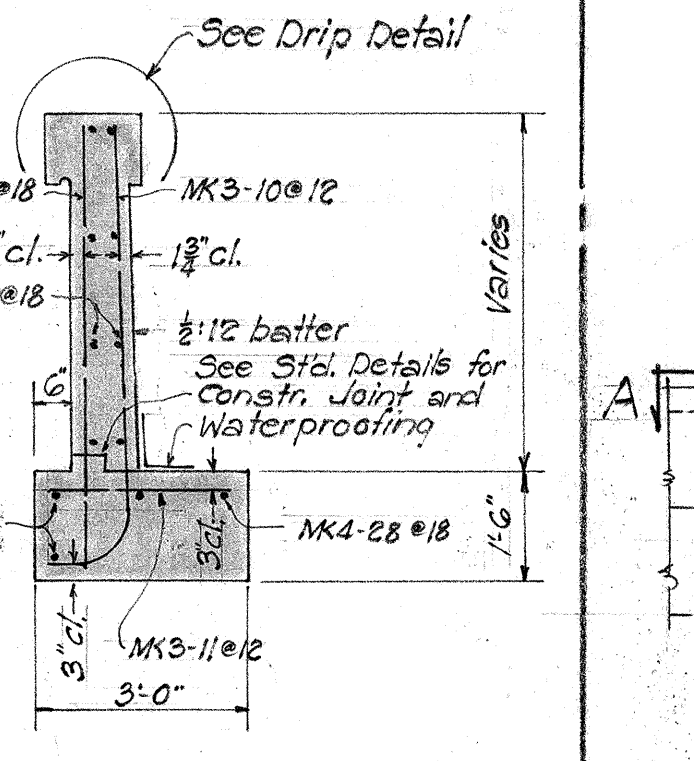
TYPE "O"



TYPE "P"



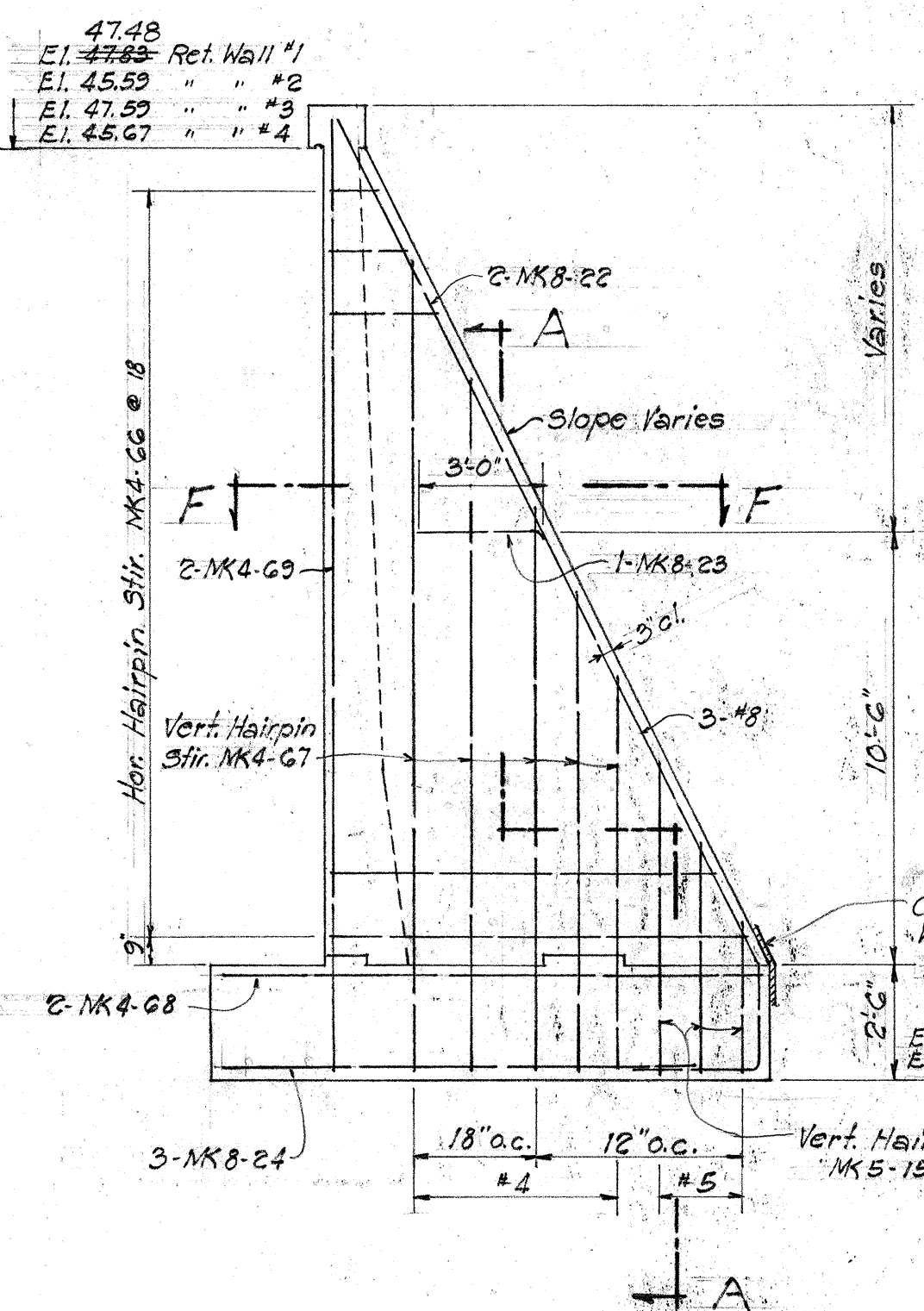
TYPE "Q"



TYPE "R"

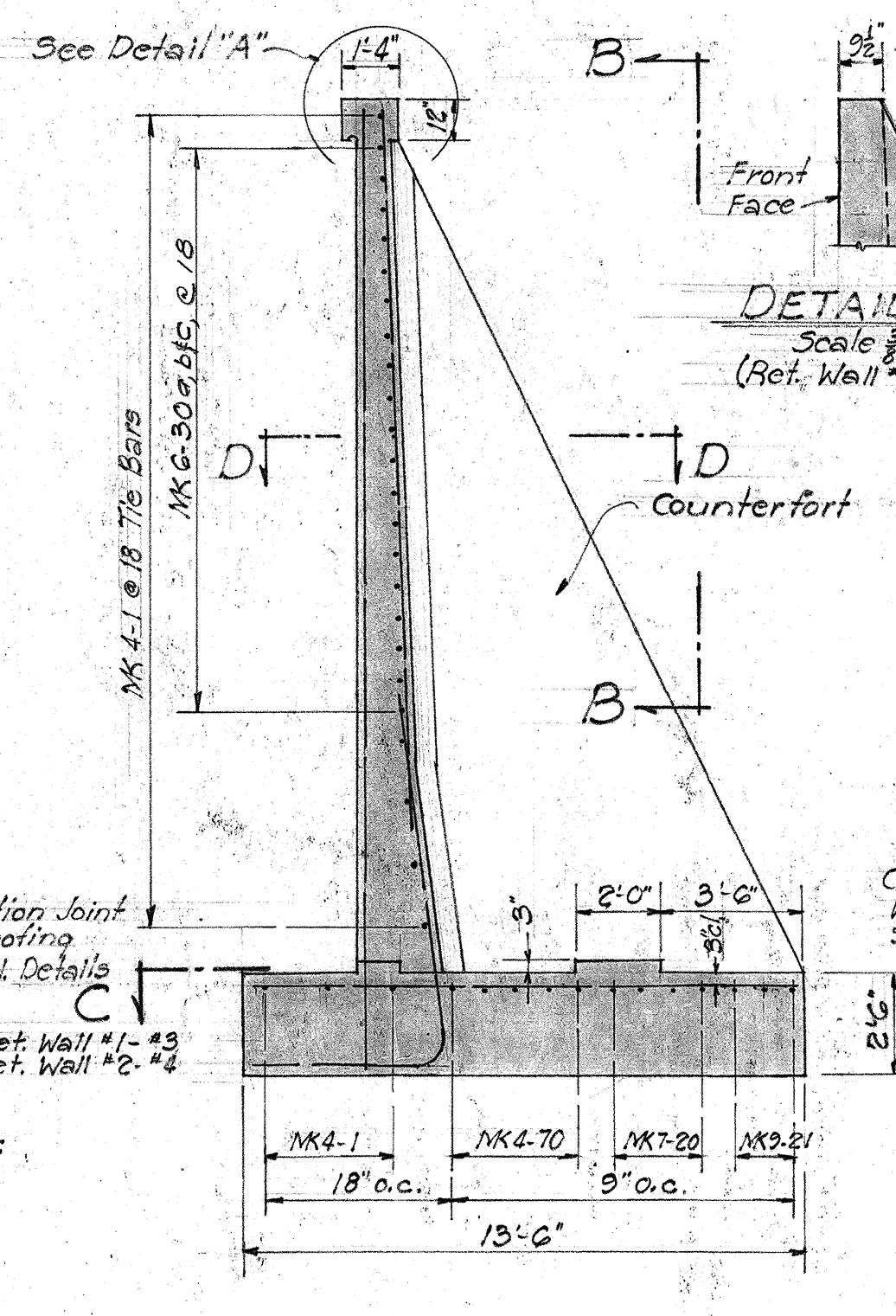
RETAINING WALL SECTIONS

Scale 3/8" = 1'-0"



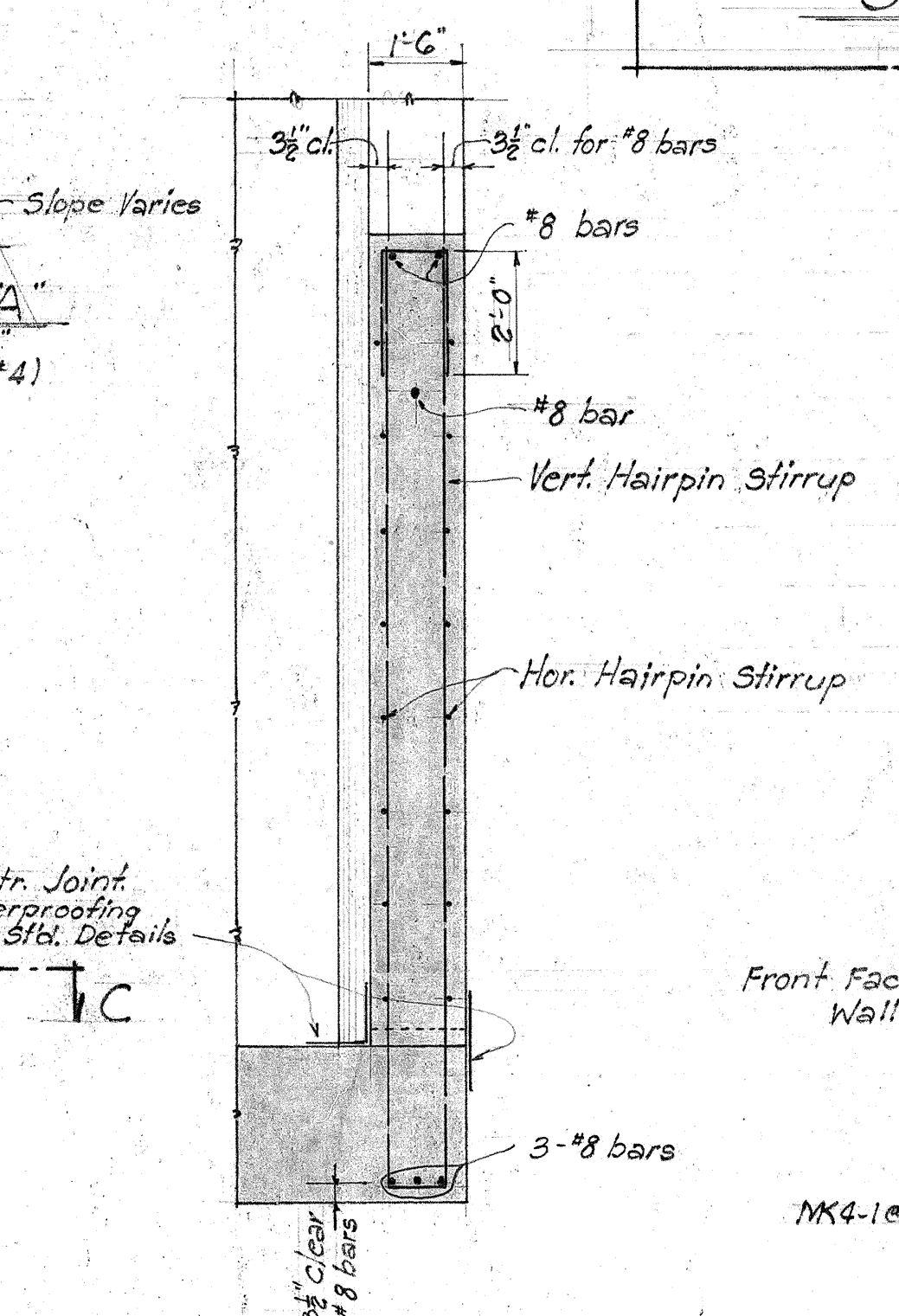
SECT. THRU COUNTERFORT

Scale 1/4" = 1'-0"



SECTION "G-G"

Scale 1/4" = 1'-0"



SECTION "A-A"

Scale 3/8" = 1'-0"

DESIGNED BY: M. R. Bartsch
DRAWN BY: J. L. Luchessa
CHECKED BY: J. L. Luchessa
DATE: Dec. 1953
SHEET NO. 18 OF 18 SHEETS