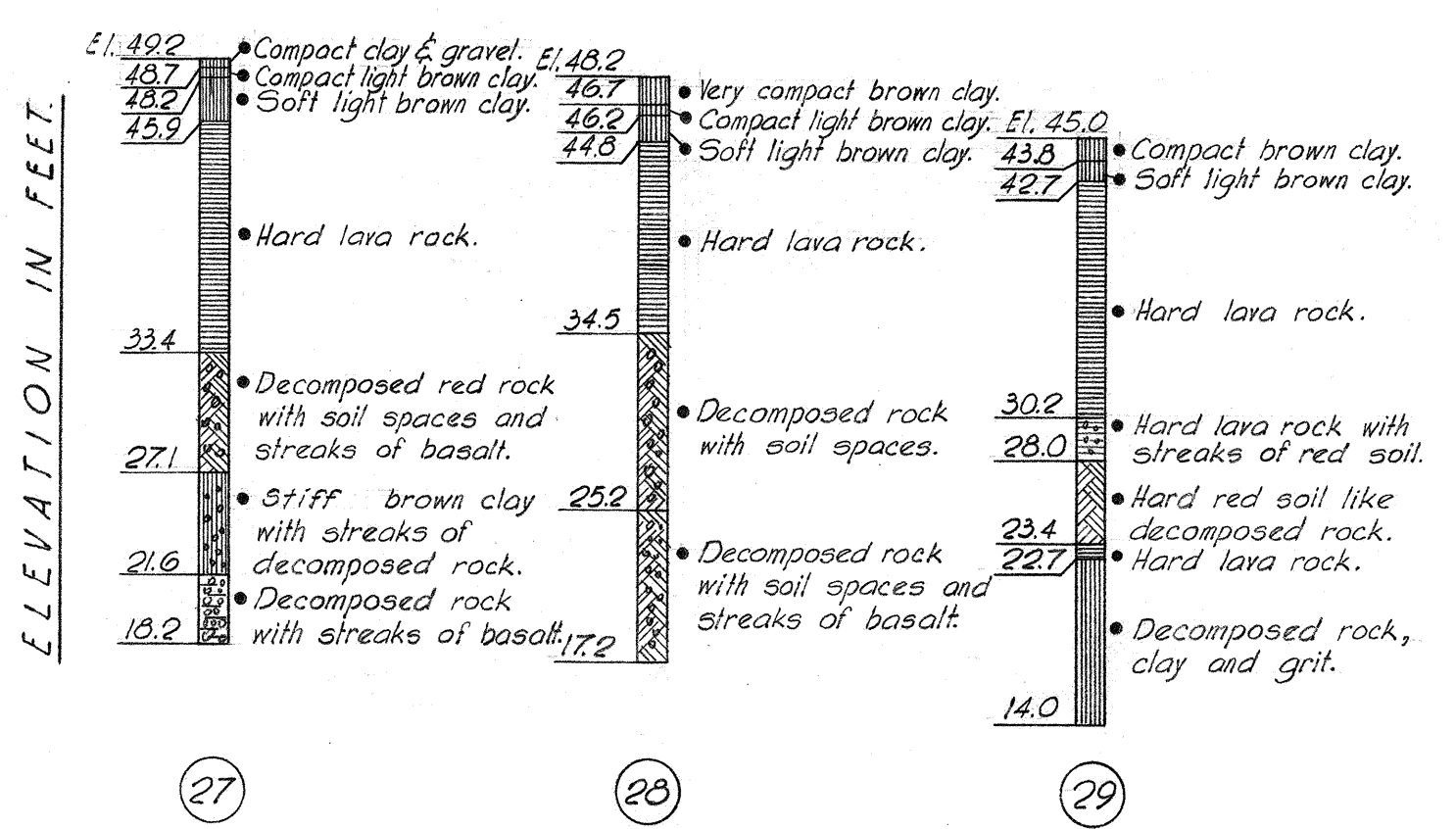
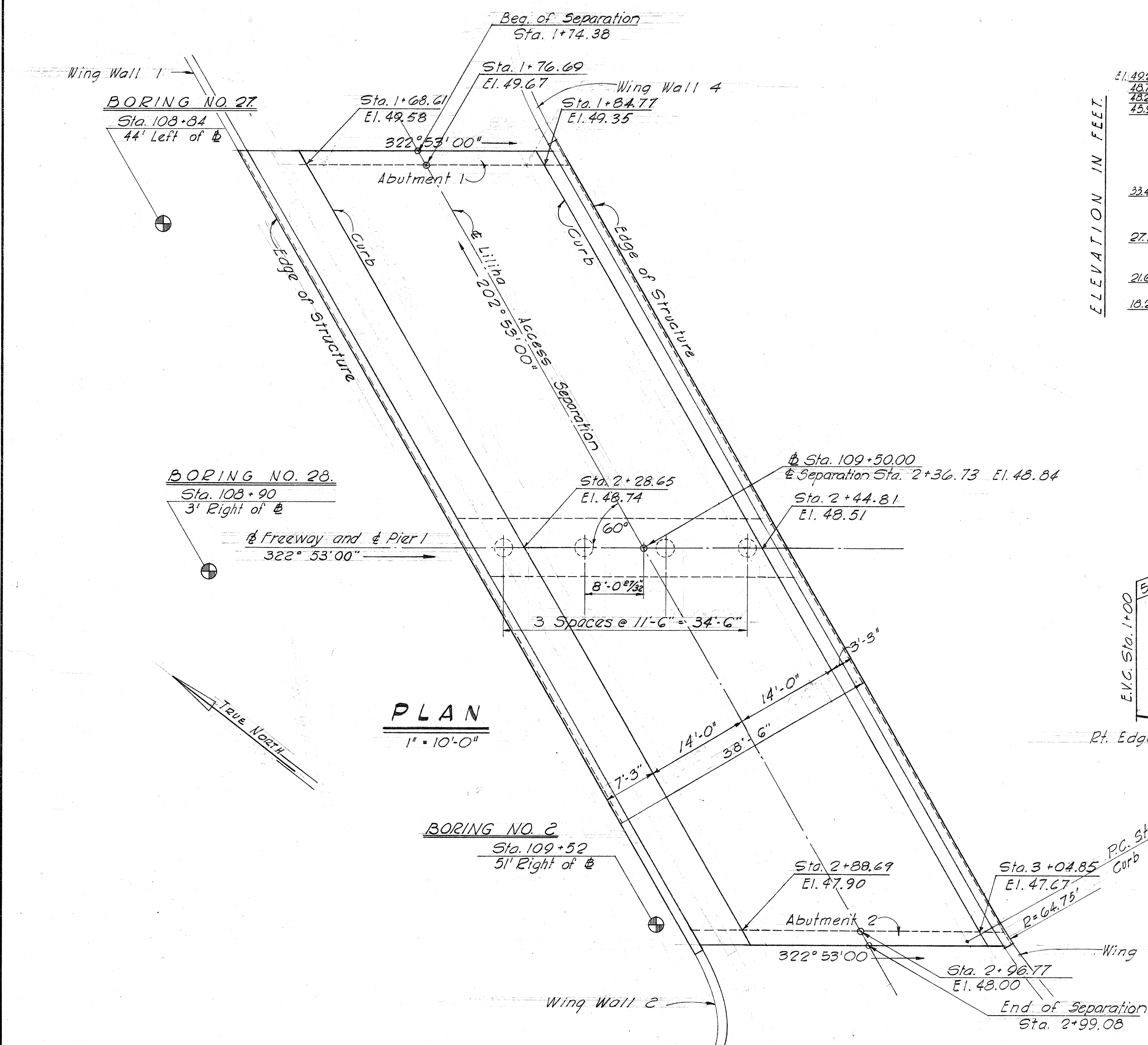
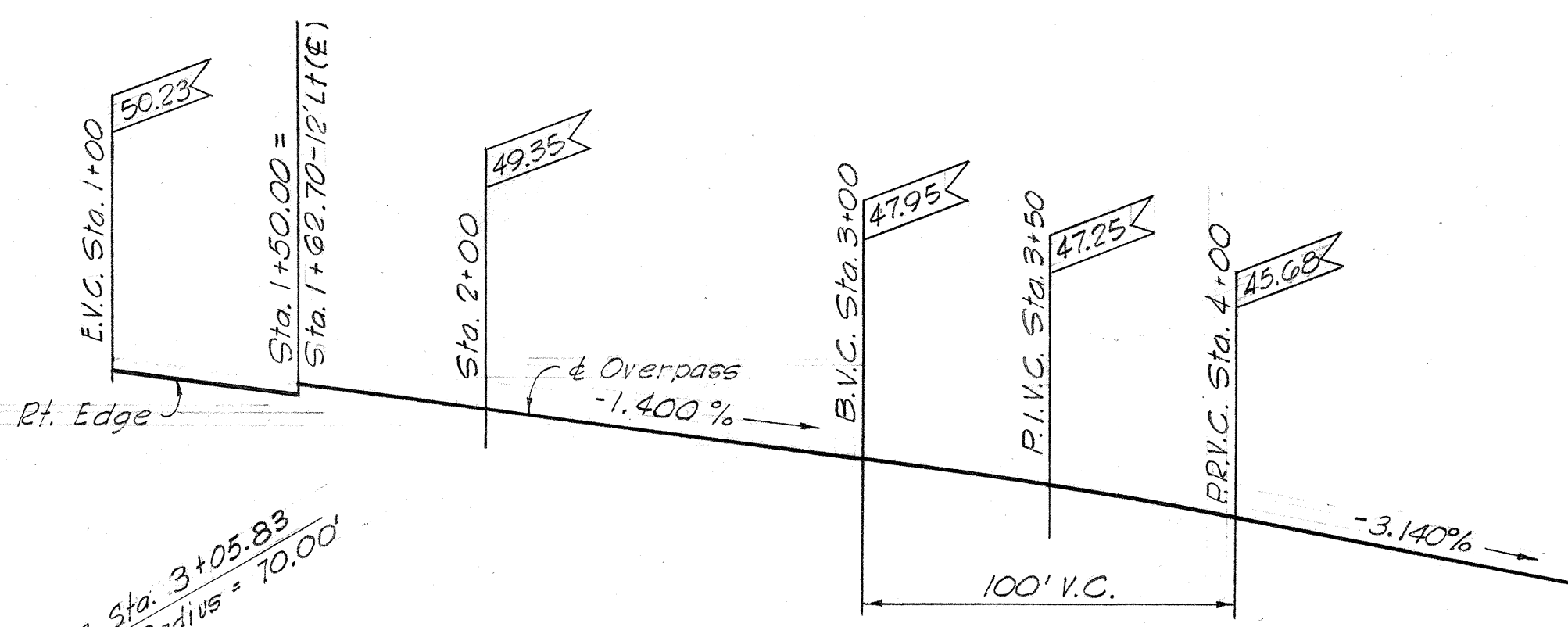
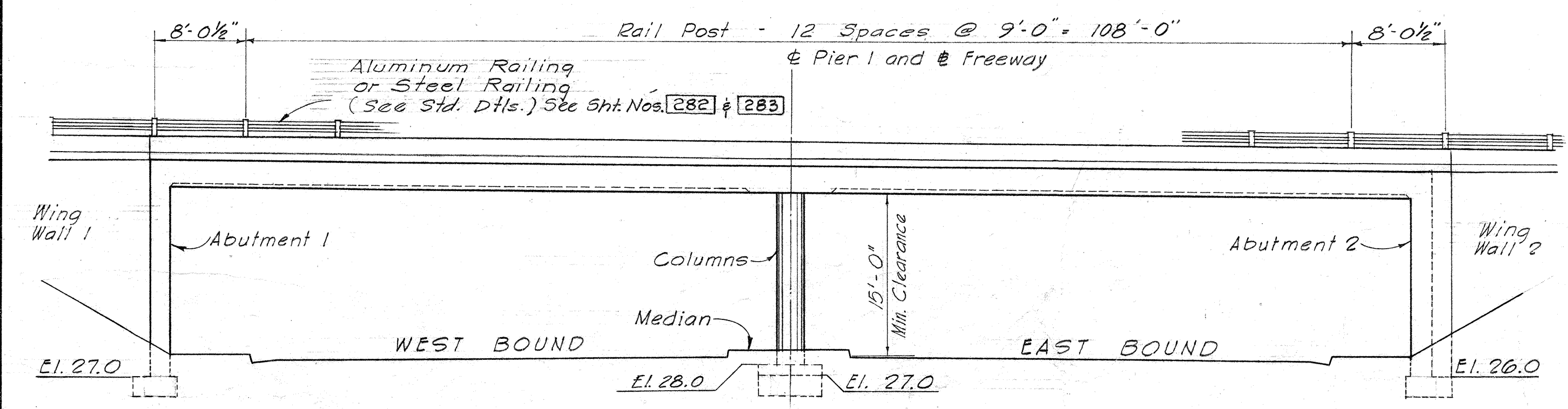




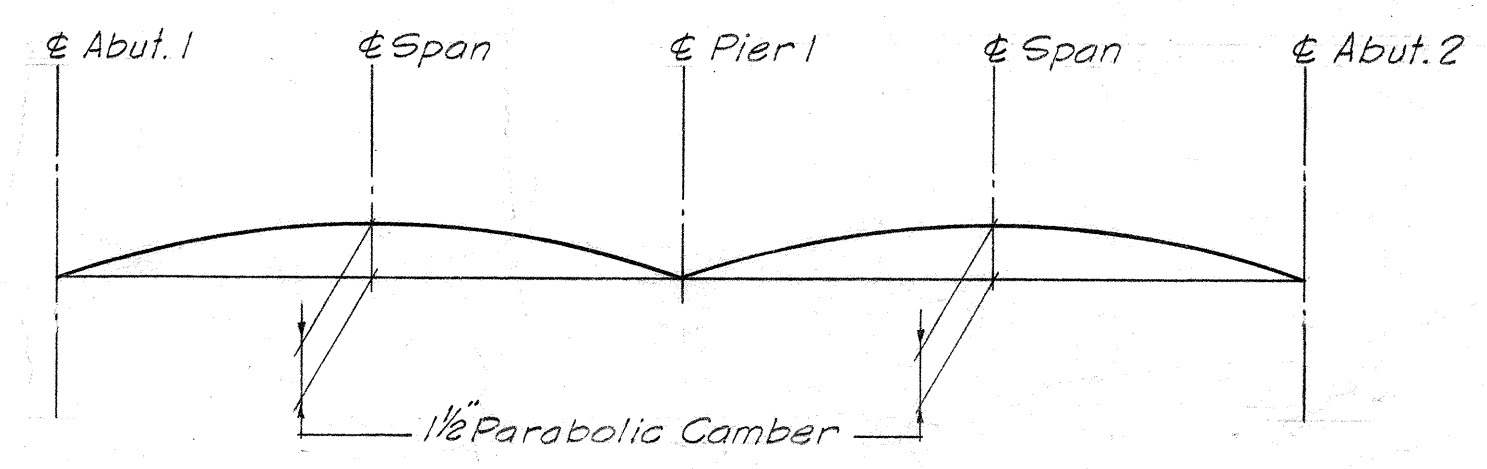
BORING LOGS
1" = 10'-0"



PROFILE
No Scale



ELEVATION
1" = 10'-0"



SLAB CAMBER DIAGRAM
No Scale

ITEM	QUANTITY
Class A-1 Concrete	Lump Sum (857 cu.)
Reinforcing Steel	Lump Sum (16,700 lb.)
Structural Exca.	628 Cu. Yds.
Filter Material	95 Cu. Yds.
Aluminum Railing or Steel Railing	383 Lin. Ft.
Parapet & End Post	389 Lin. Ft.

NOTE:
The boring data shown on this plan is for design purposes only, and is for the convenience of the Engineer in the control of earthwork. The borings were carefully taken and are believed to be reliable, however, the Department assumes no responsibility whatsoever in respect to the sufficiency or accuracy of borings, or of the interpretation thereof, and will not either impliedly or expressly make any guarantee of any of the same.

REFERENCE DRAWINGS

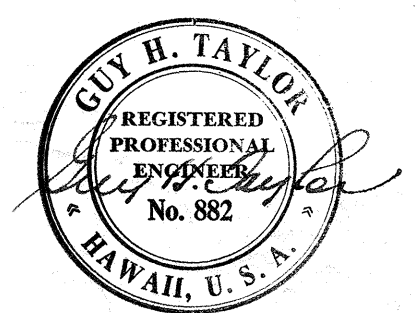
- DETAIL ROADWAY PLAN
- TYPICAL RIGID FRAME DETAILS
- STANDARD DETAILS
- TYPICAL DETAILS AND GENERAL STRUCTURAL NOTES
- RETAINING WALL DETAILS

STRUCTURE No. 5

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STATE OF HAWAII

LILIHA ACCESS SEPARATION PLAN

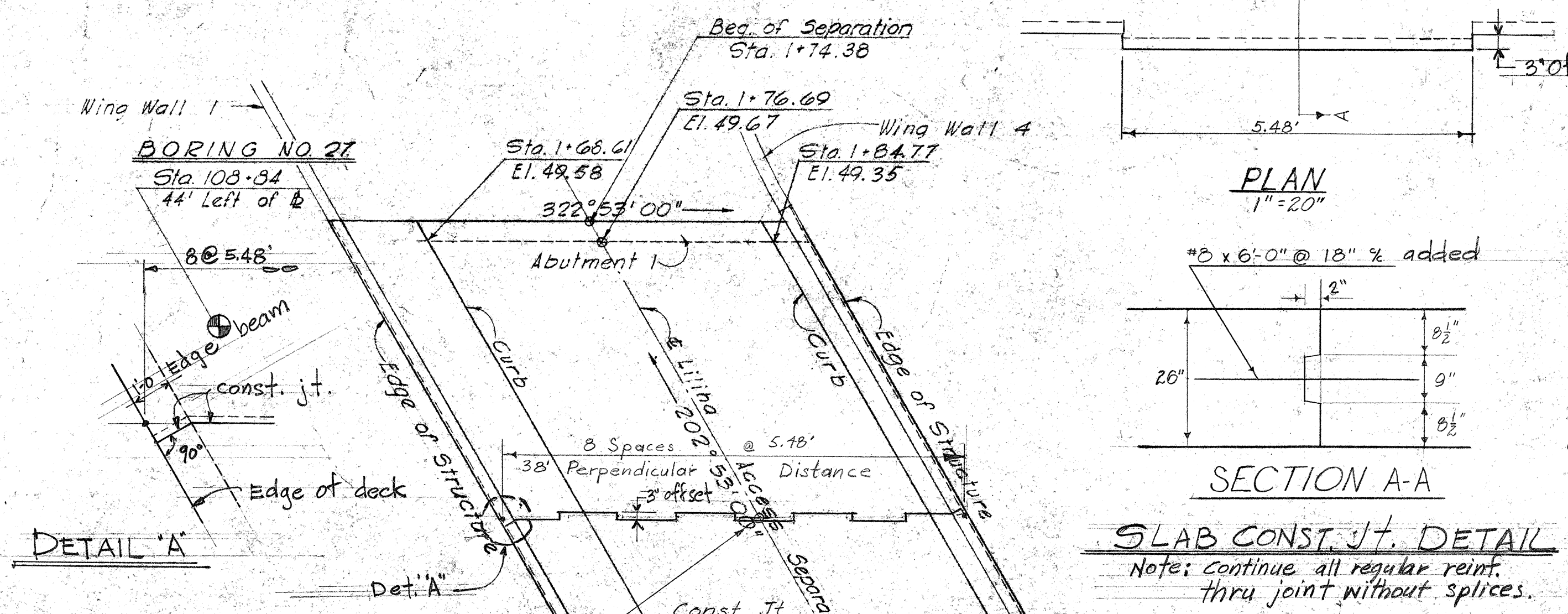
LUNALILO FREEWAY U-072-1 (3)



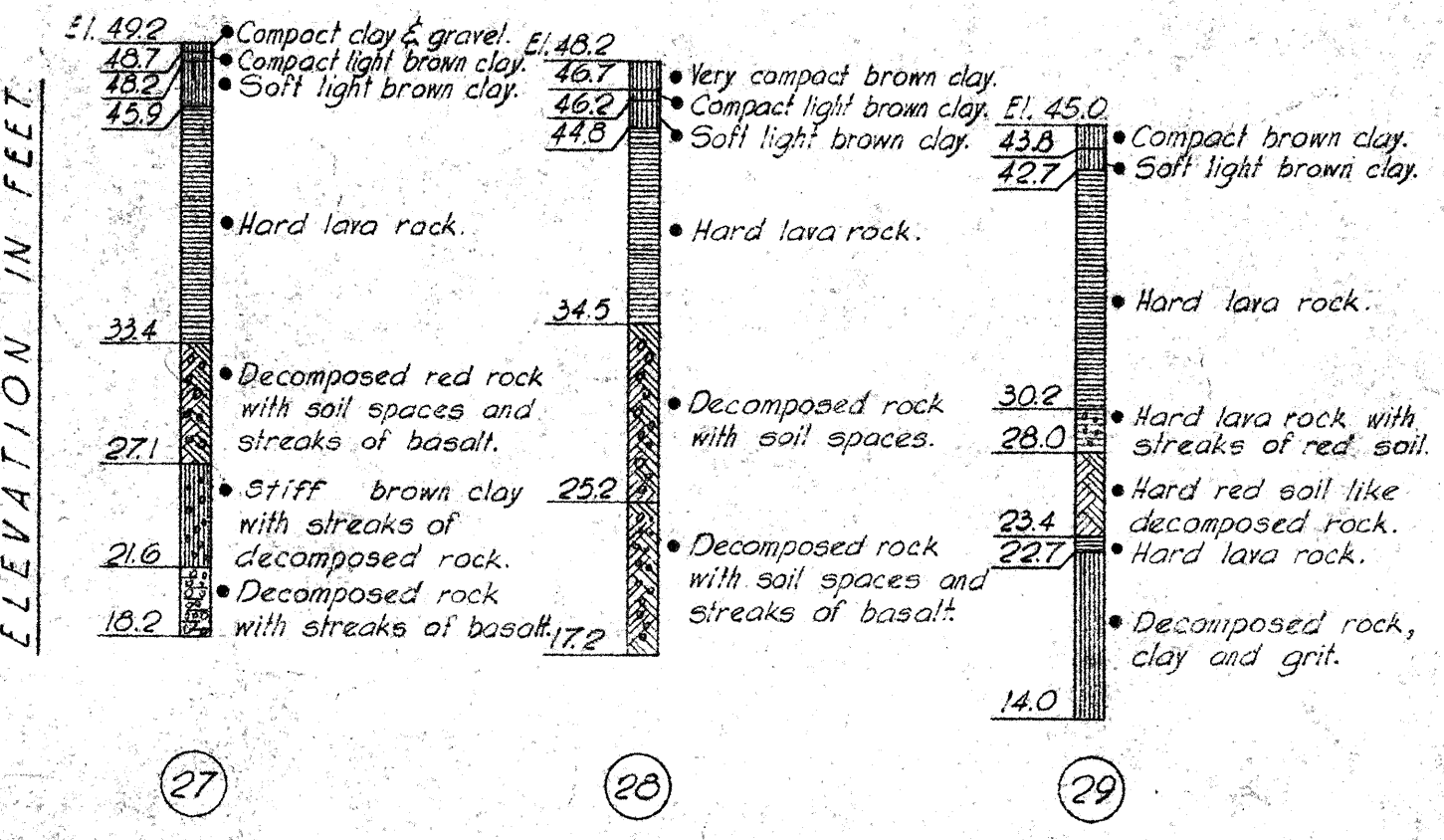
MOFFATT, NICHOL & TAYLOR
Associated with
BELT, COLLINS & ASSOC., LTD.
Civil and Structural Engineers

DATE: JULY 52
SURVEY PLOTTED BY: [blank]
DESIGNED BY: [blank]
PLAN: [blank]
CHECKED BY: [blank]
QUANTITIES CHECKED BY: [blank]
NOTES: [blank]
ORIGINAL: [blank]
NO.:

Rev. #1 - 6-22-65 Const. Jt. detail

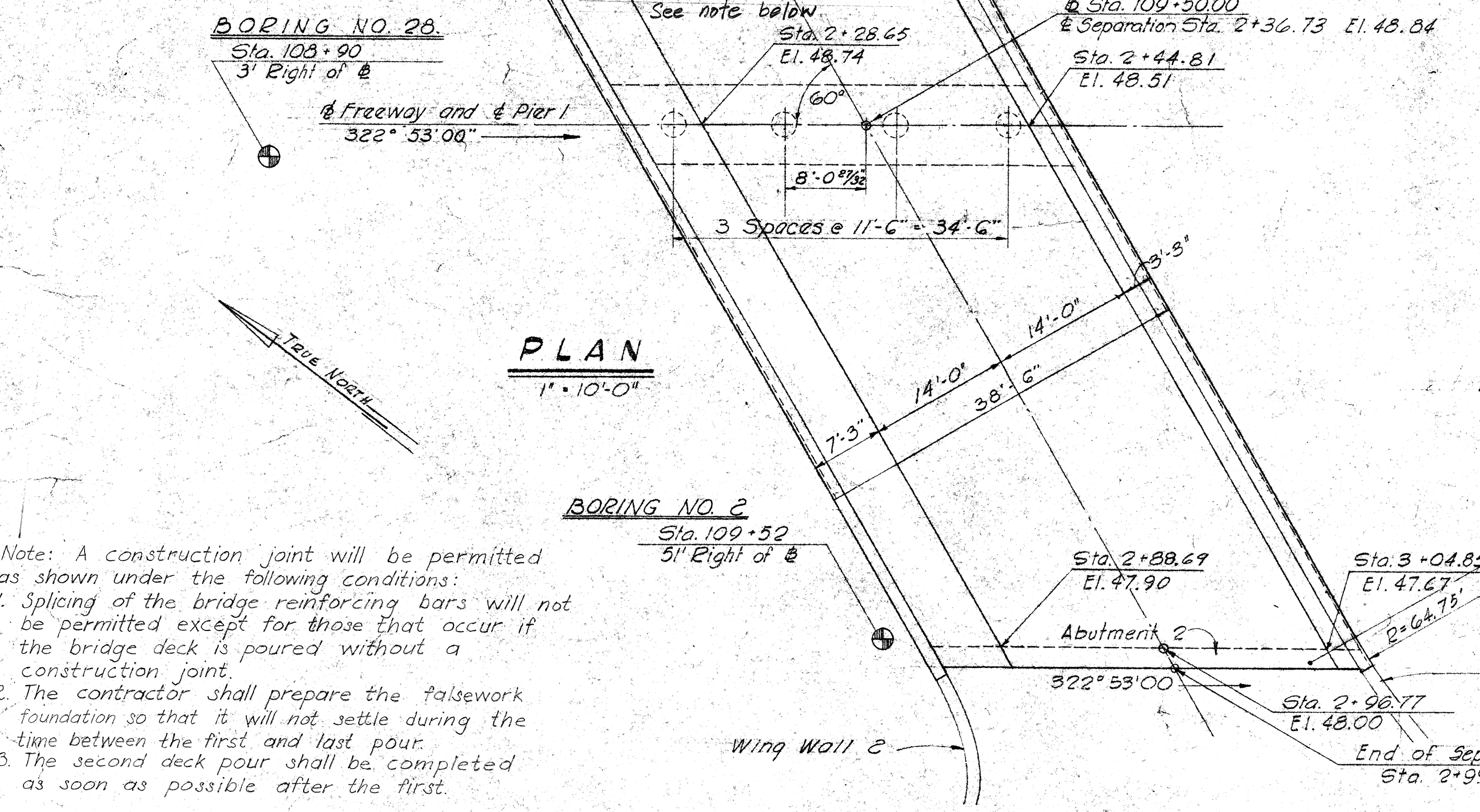


SLAB CONST. JT. DETAIL
Note: Continue all regular reinf. thru joint without splices.

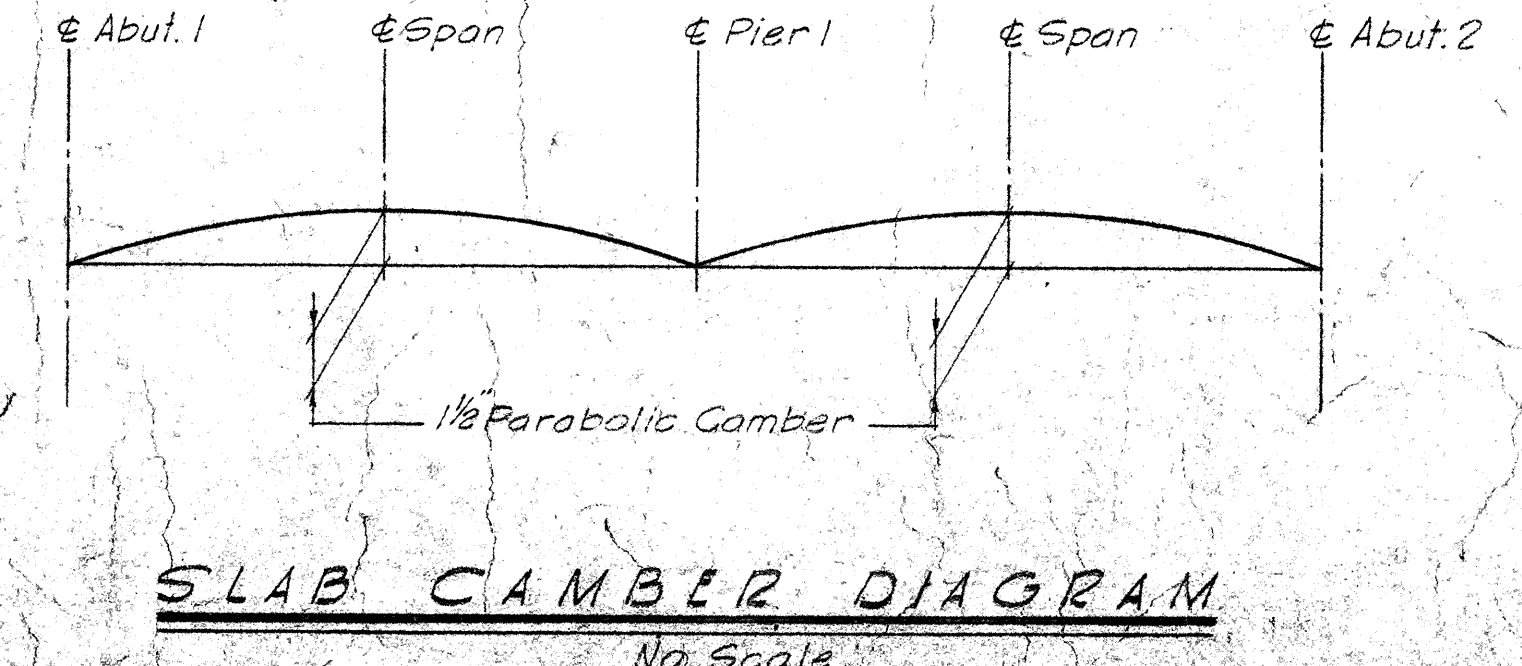
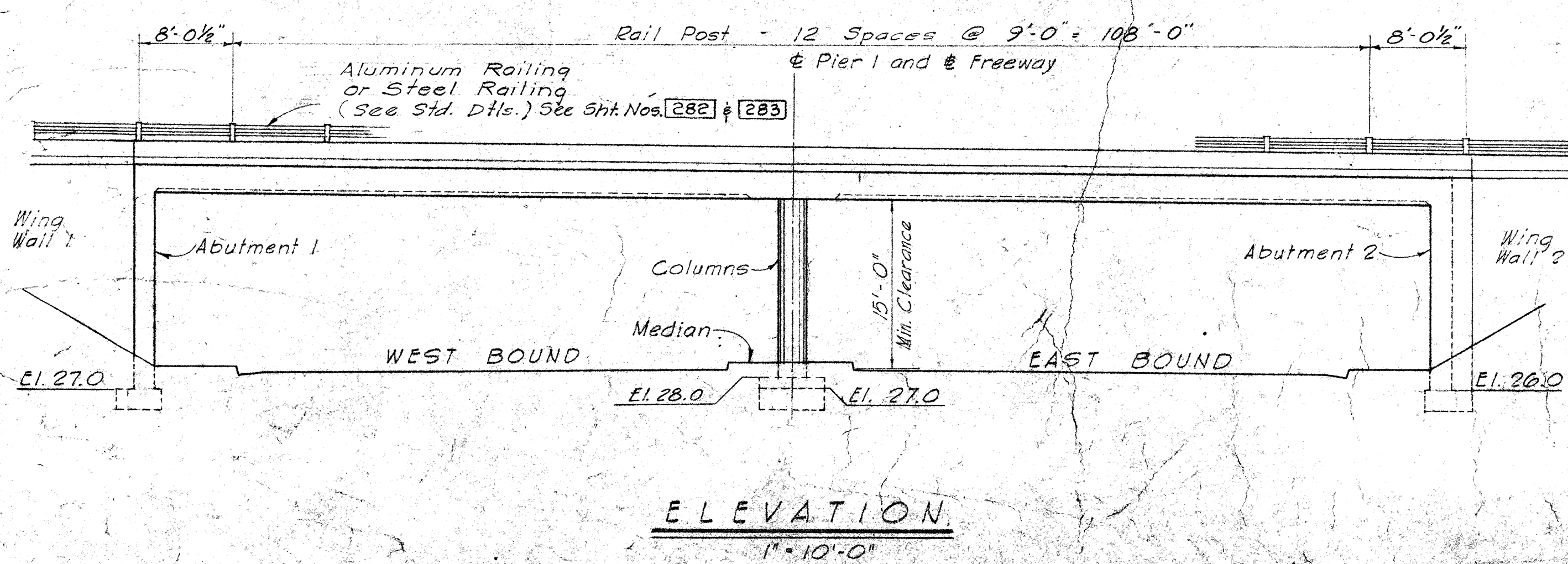
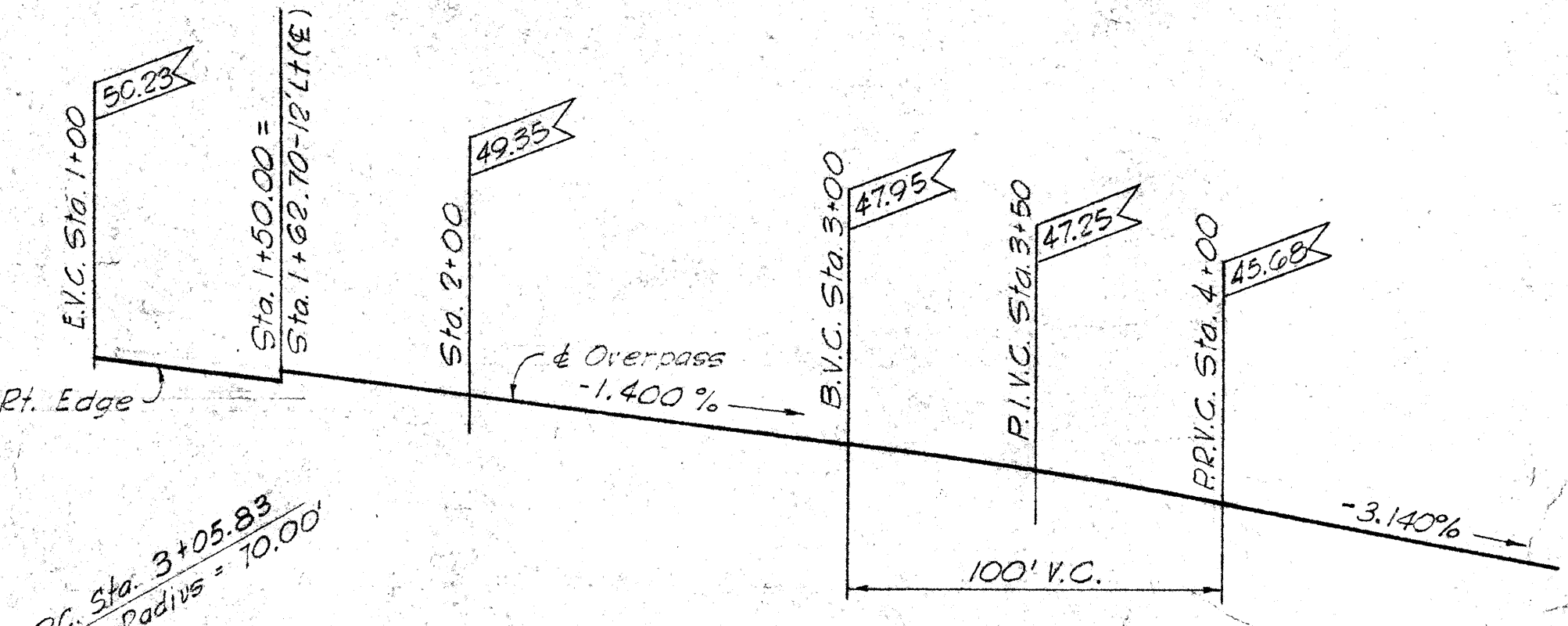


NOTE:
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ITEM	QUANTITY
Class A-1 Concrete	Lump Sum (\$57.4)
Reinforcing Steel	Lump Sum (\$6,700)
Structural Excav.	628 Cu. Yds.
Filter Material	95 Cu. Yds.
Aluminum Railing or Steel Railing	383 Lin. Ft.
Parapet & End Post	389 Lin. Ft.



Note: A construction joint will be permitted as shown under the following conditions:
1. Splicing of the bridge reinforcing bars will not be permitted except for those that occur if the bridge deck is poured without a construction joint.
2. The contractor shall prepare the falsework foundation so that it will not settle during the time between the first and last pour.
3. The second deck pour shall be completed as soon as possible after the first.



- REFERENCE DRAWINGS**
- DETAIL ROADWAY PLAN
 - TYPICAL RIGID FRAME DETAILS
 - STANDARD DETAILS
 - TYPICAL DETAILS AND GENERAL STRUCTURAL NOTES
 - RETAINING WALL DETAILS

STRUCTURE No. 5
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STATE OF HAWAII

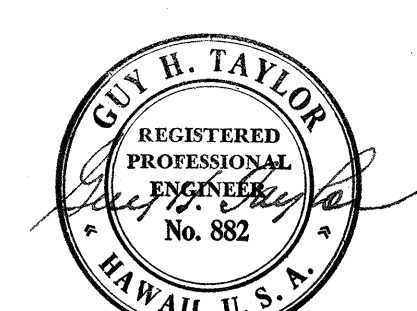
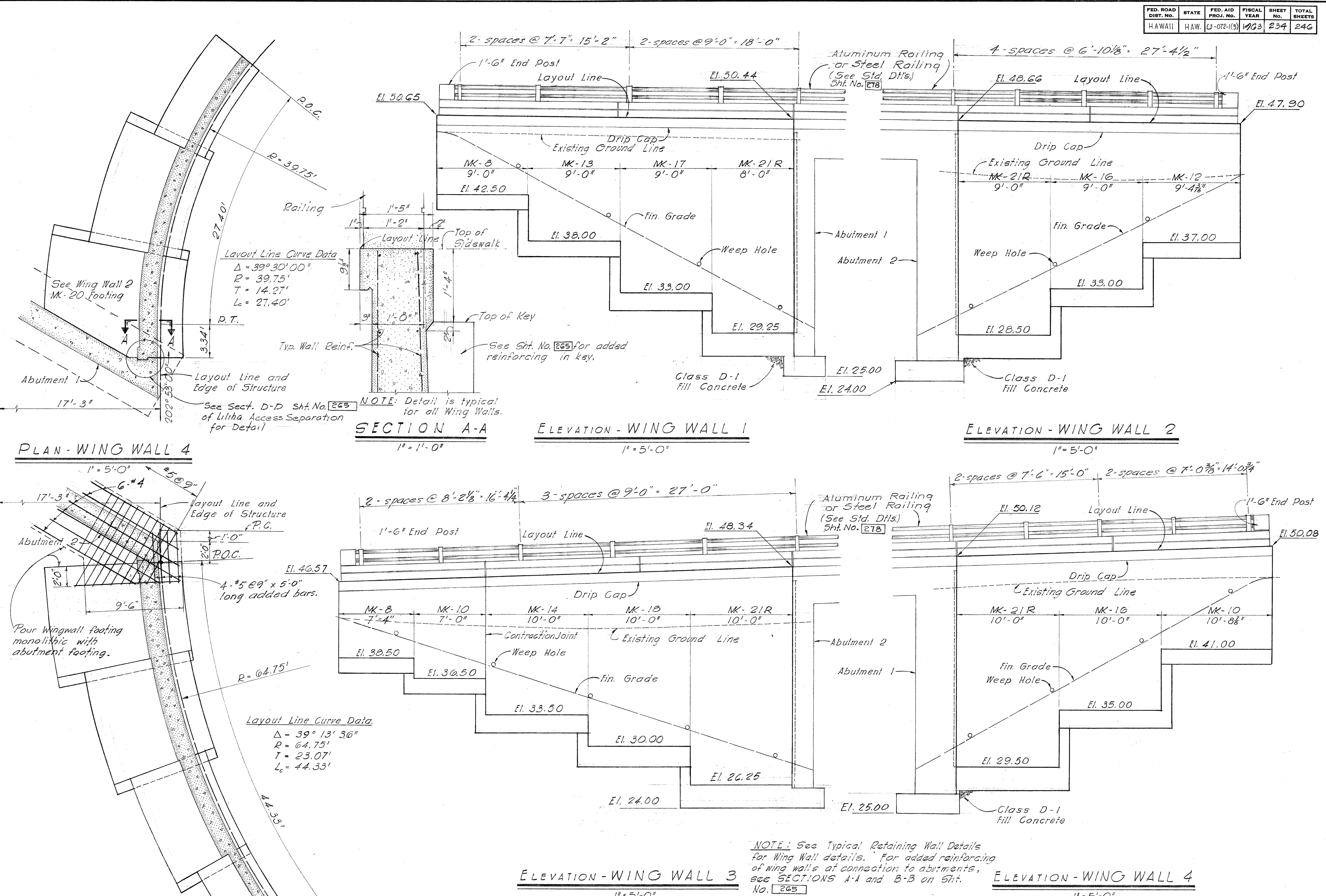
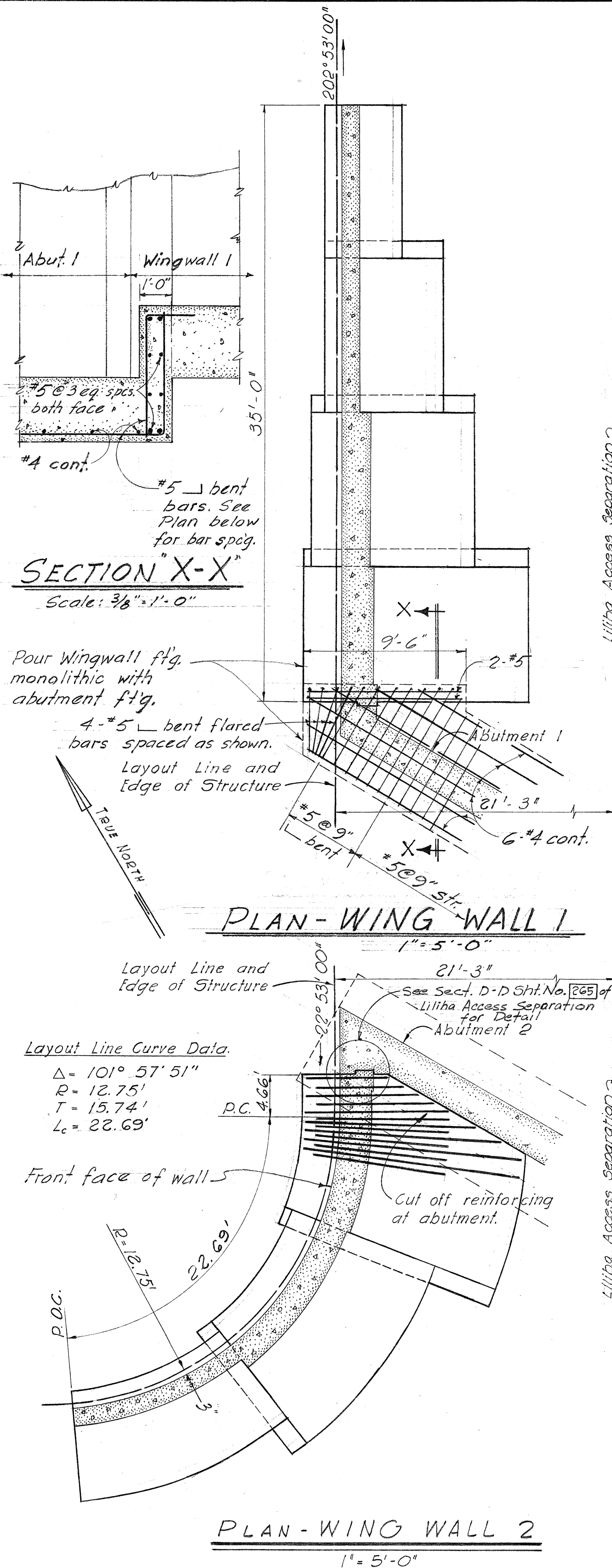
LILIHA ACCESS SEPARATION PLAN

LUNALILO FREEWAY U-072-1(3)

MOFFATT, NICHOLS & TAYLOR
Associated with
BELT, COLLINS & ASSOC., LTD.
Civil and Structural Engineers

DATE: JULY 25, 1963
DESIGNED BY: [Signature]
CHECKED BY: [Signature]
NOTED BY: [Signature]
ORIGINAL PLAN NO. [Blank]
NOTE BOOK NO. [Blank]

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	U-072-1(3)	1963	234	246



MOFFATT, NICHOL & TAYLOR
Associated with
BELT, COLLINS & ASSOC., LTD.
Civil and Structural Engineers

STRUCTURE No 5
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STATE OF HAWAII

LILIHA ACCESS SEPARATION WING WALLS

LUNALILO FREEWAY U-072-1 (3)

SHEET No. 3 OF 3 SHEETS

U07210300.234 266