

ESTIMATED QUANTITIES					Revision No. 1 Sept. 16, 1965				
Concrete	Lump Sum	(1,181.00 c.y.)	Cement Rubble Masonry	11.00 c.y.	1- Eliminate N.W. #7 &				
Reinforcing Steel	Lump Sum	(181,323.00 lb.)	Prestressing of the cast in place box girder (Harding Ave. Separation)	Lump Sum	add End Post				
Structural Excavation		593.00 c.y.							
Filter Material		5.00 c.y.							
Bituminous Tack Coat		186.00 Gals.							
Asphaltic Paving Mix II		33.00 Tons							
Asphaltic Paving Mix III		65.00 Tons							
Metal Bridge Railing		492.00 Lin. Ft.							
Bronze & Stainless Steel Bearing	Lump Sum	(2,680.0 lb.)							
& Expansion Plates.									

Note: All railing lengths taken along inside edge of rail.

Rail Length = 204.50'

Edge of structure

Outline pier footing below

End Bridge Sta. 88+72.22

Bearing Sta. 88+66.81

Wingwall #8 28.95'

Wing Wall #6

Non CRM Wall

3'-0" End post

1'-4"

LOG OF BORINGS

Scale: 1" = 10'-0"

Reference & Bearing Abutment #4

Approx. existing ground line

100.05'

1/5 span

1/5 span

Pour B

Construction joint

Approx. existing ground line

Pay limits for structural excavation indicated by hatched area. Refer to Normal Section for exact limits of structural excavation. All other excavation to be paid as roadway exc. See Hwy drawing for limits.

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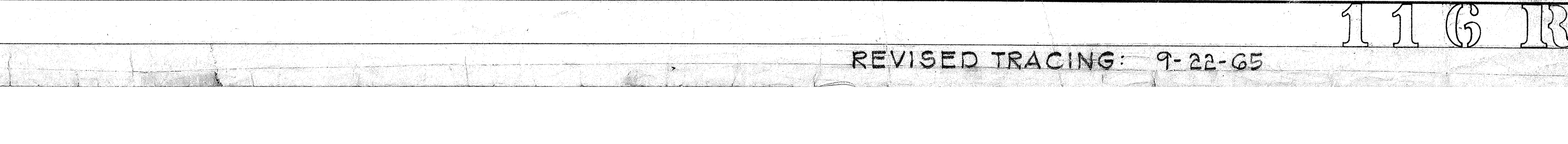
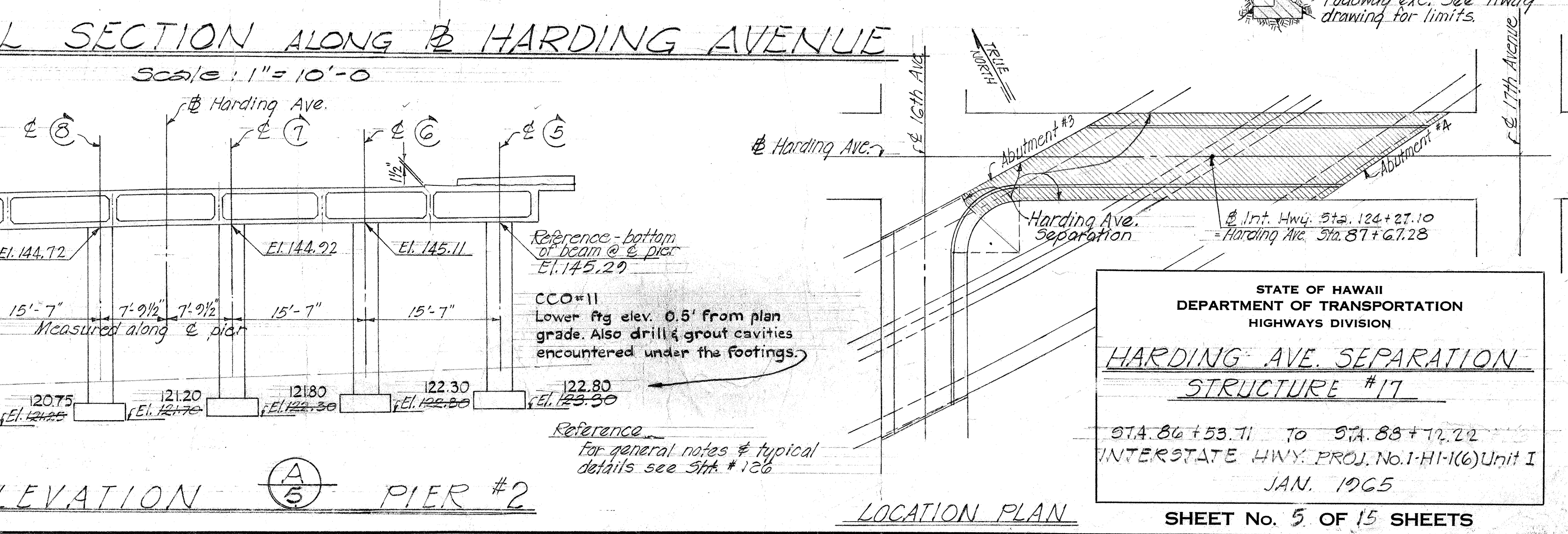
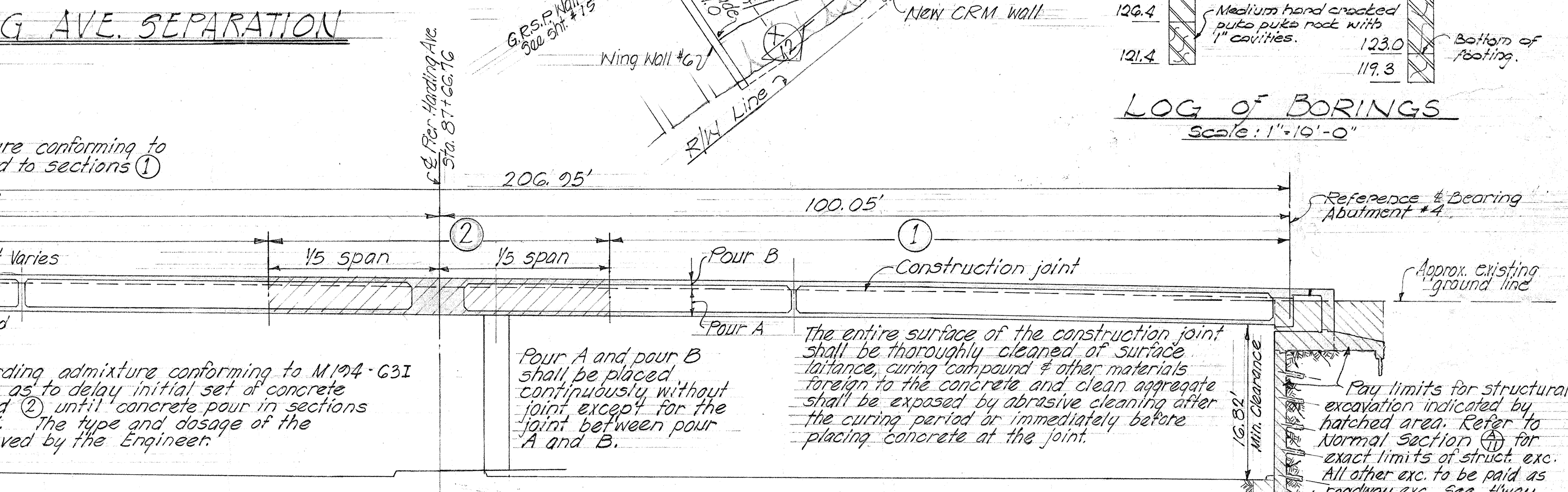
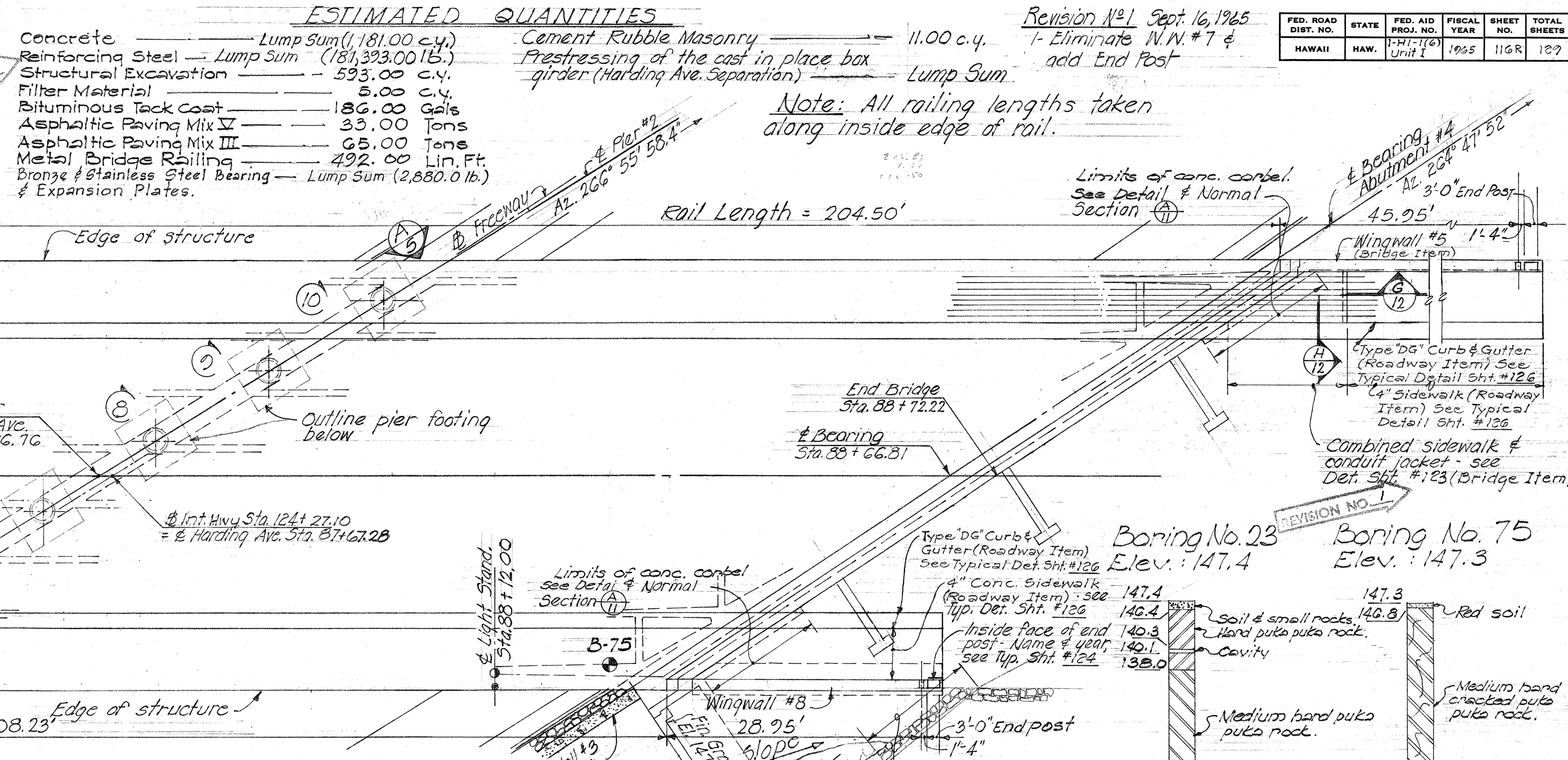
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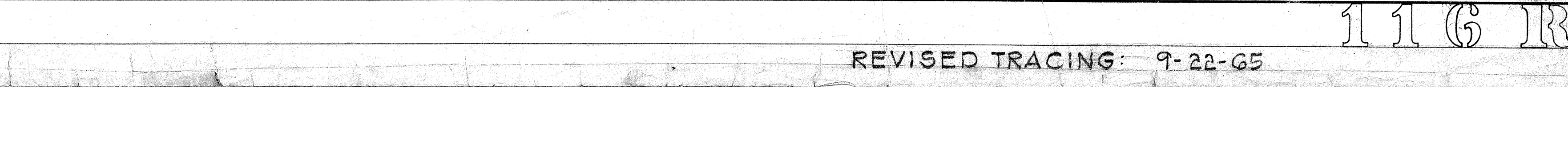
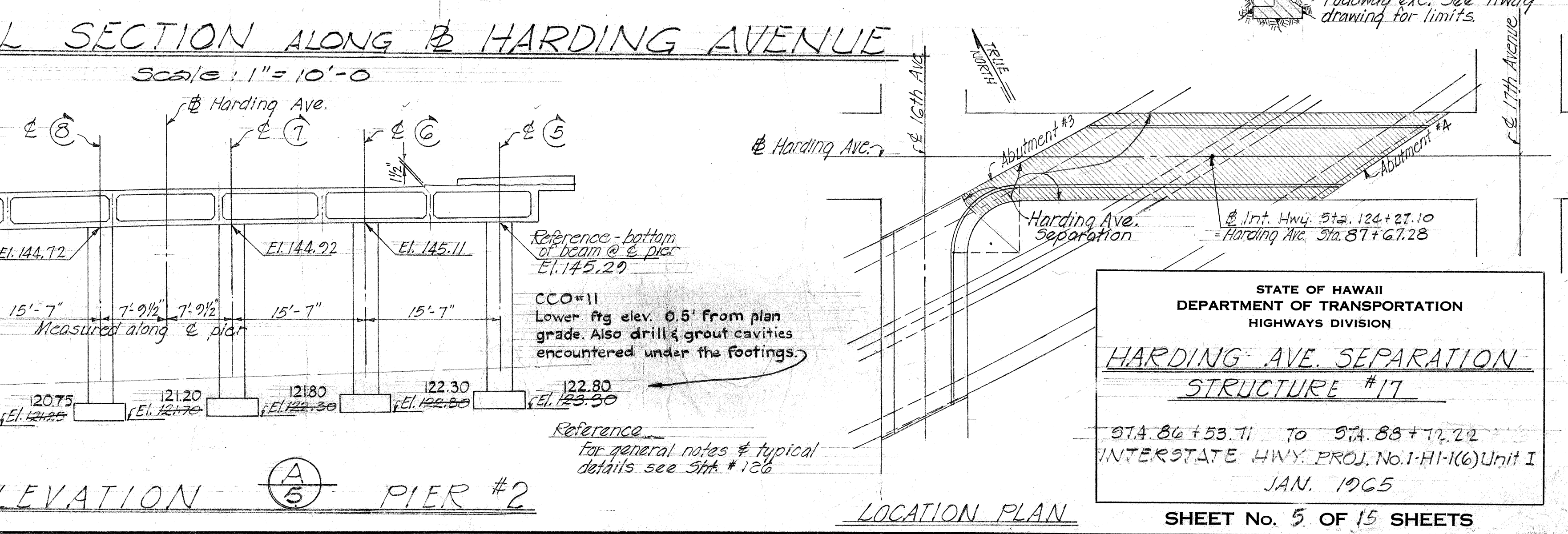
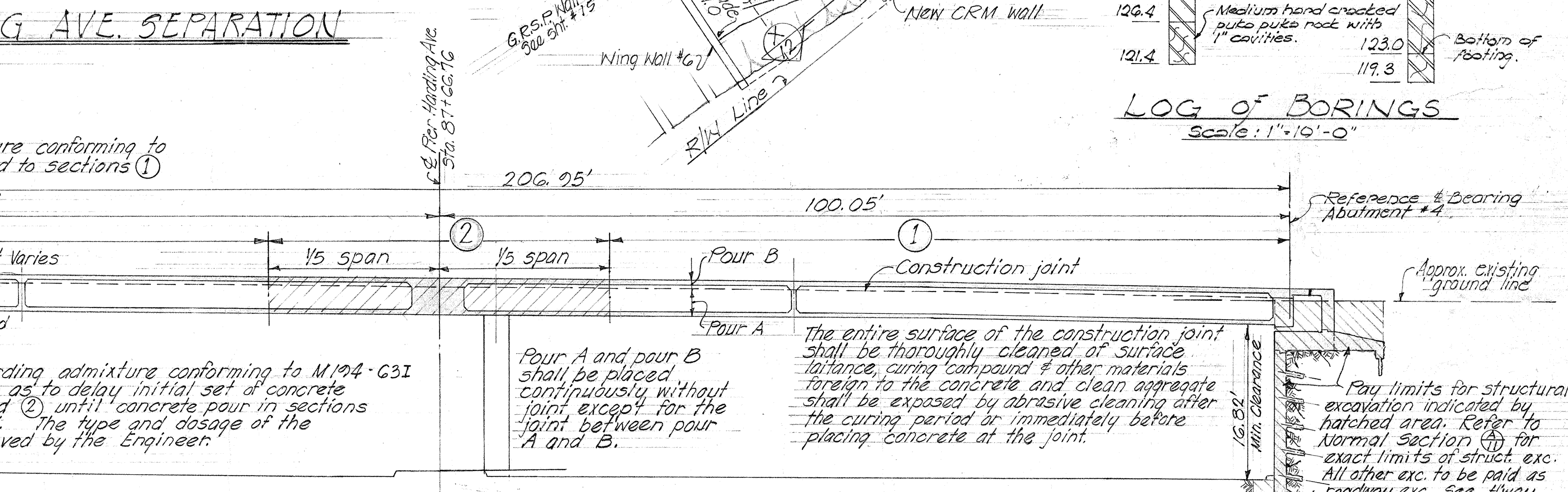
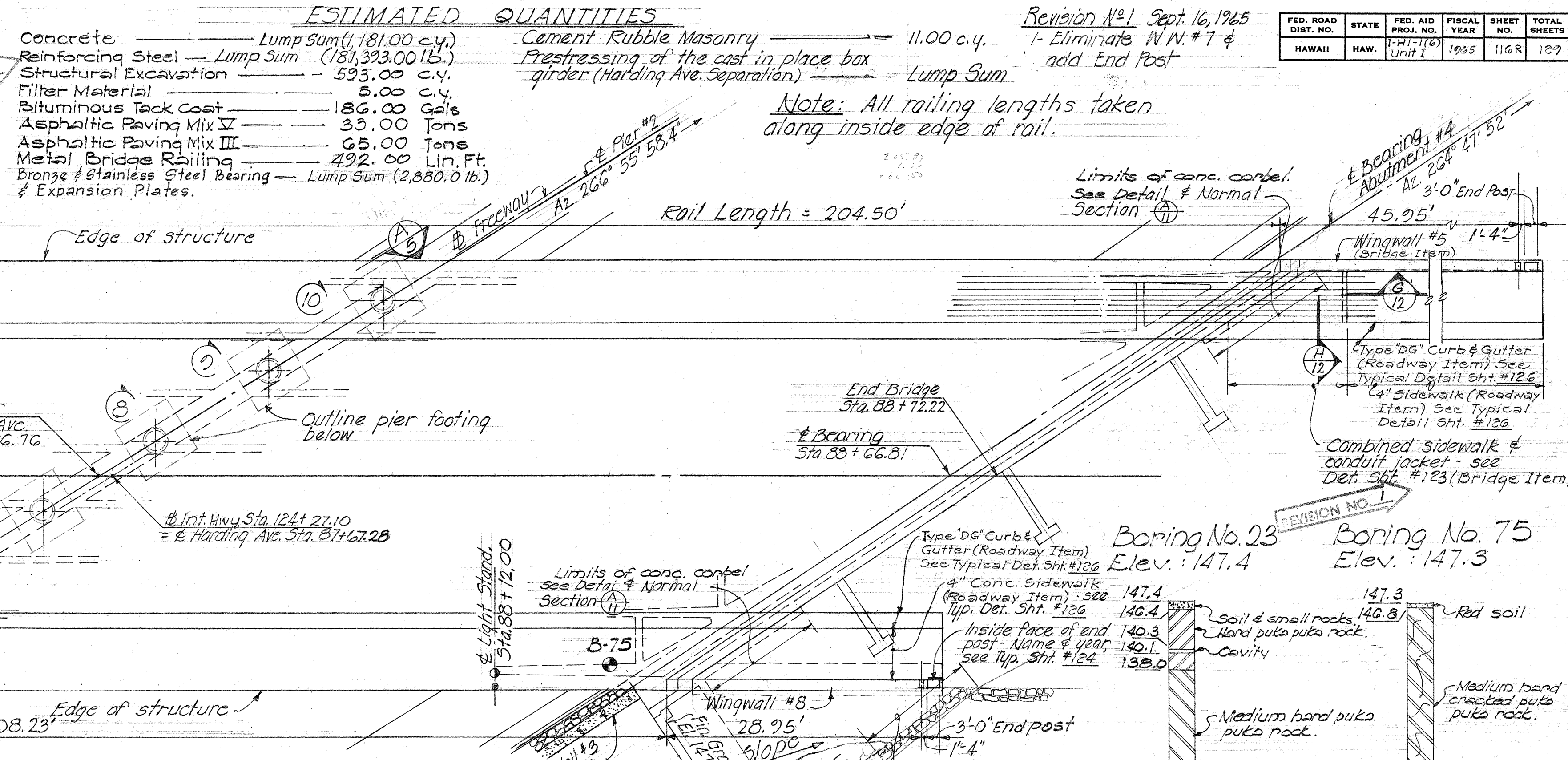
100.05'

1/5 span

1/5 span

Pour B

Construction joint



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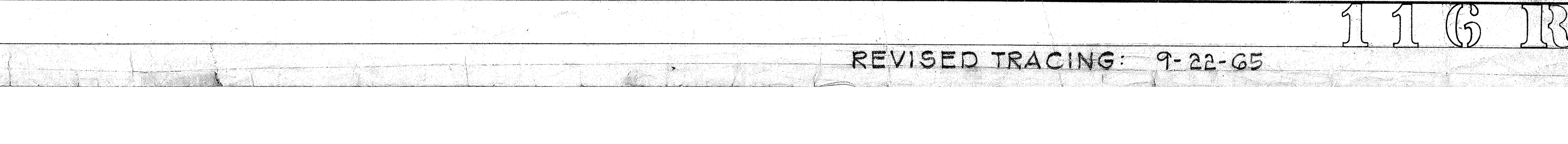
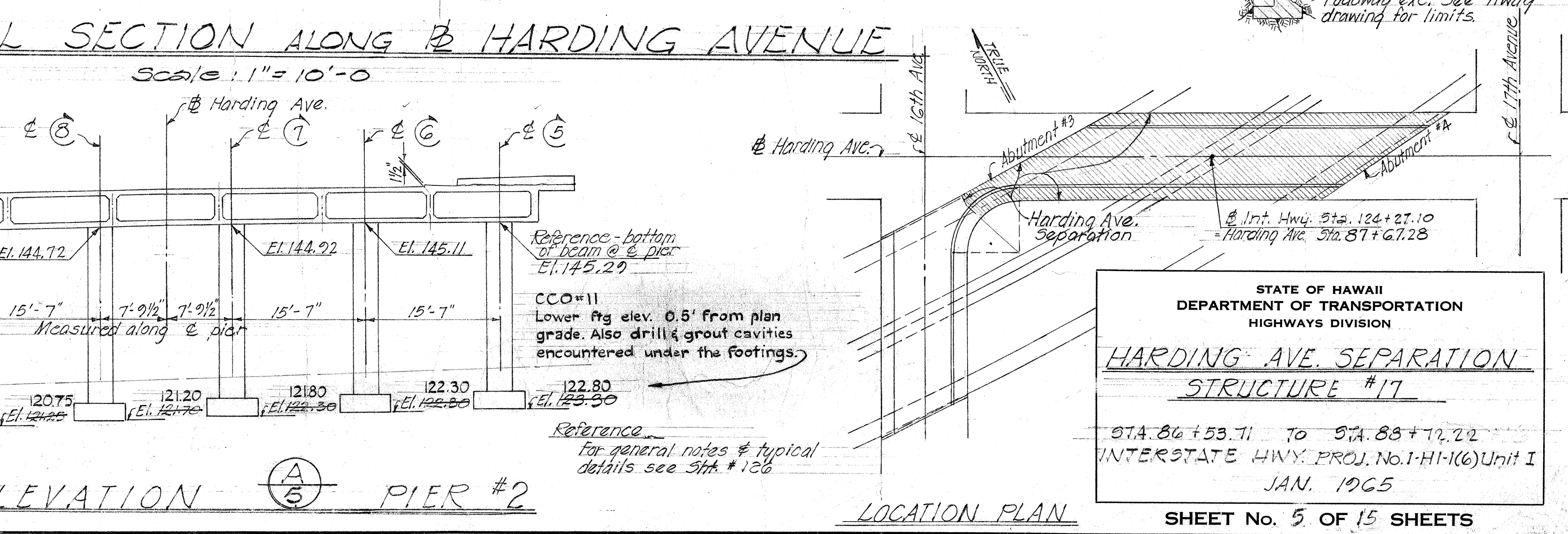
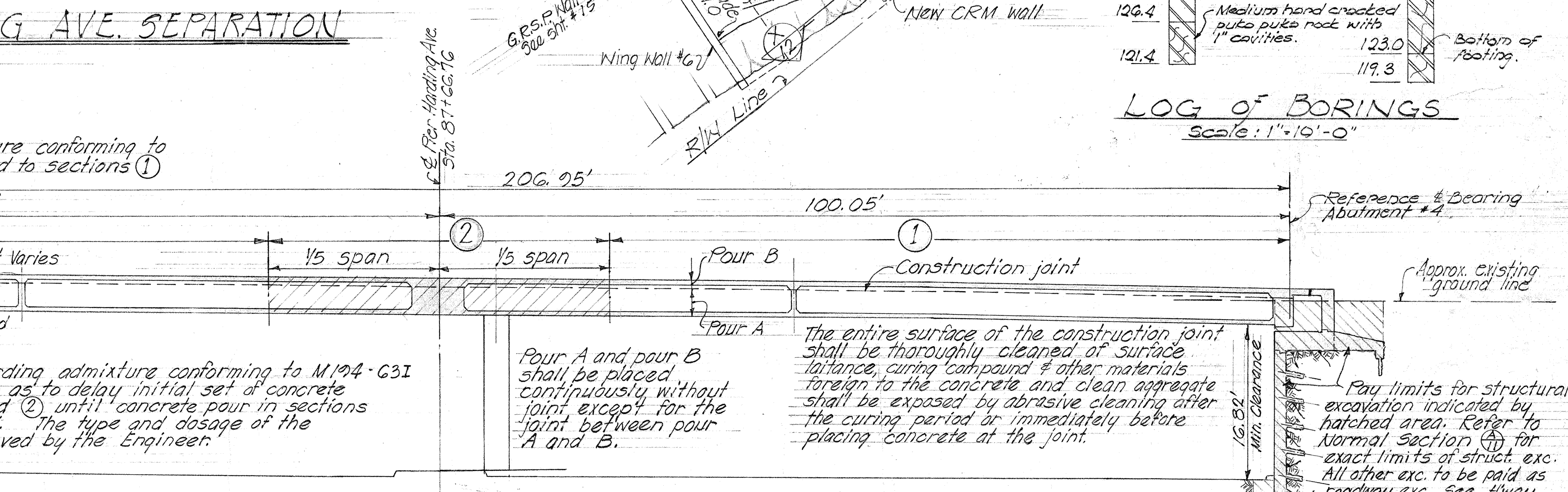
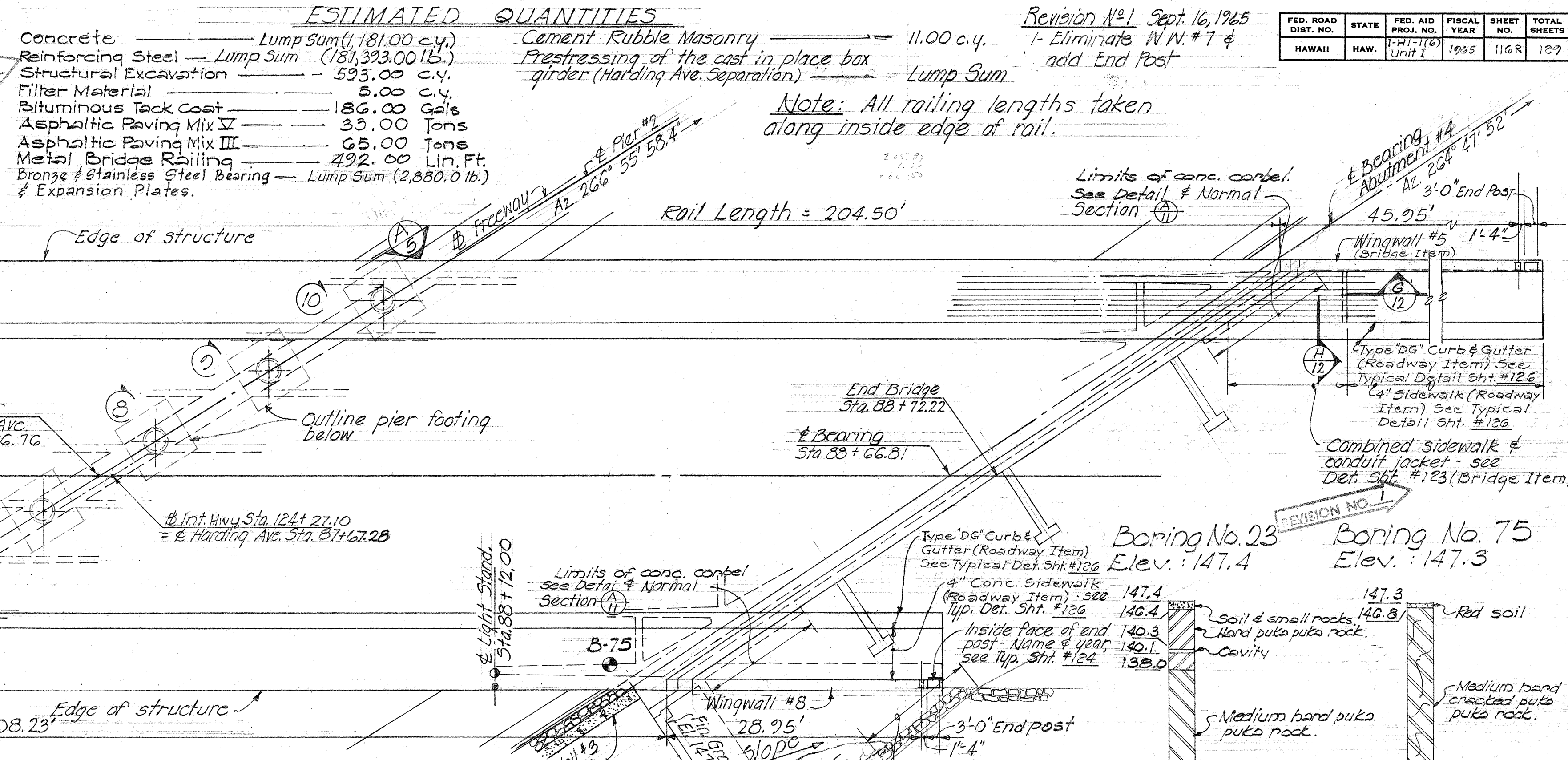
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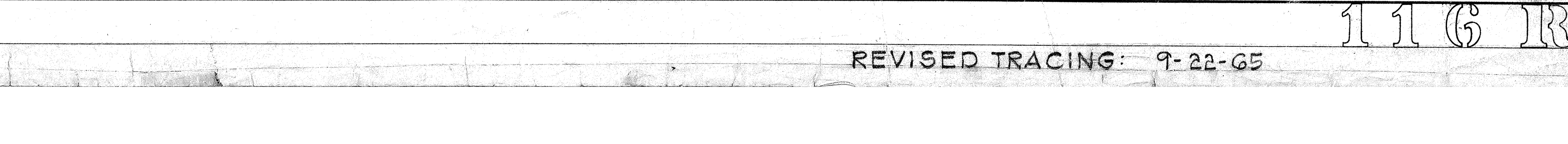
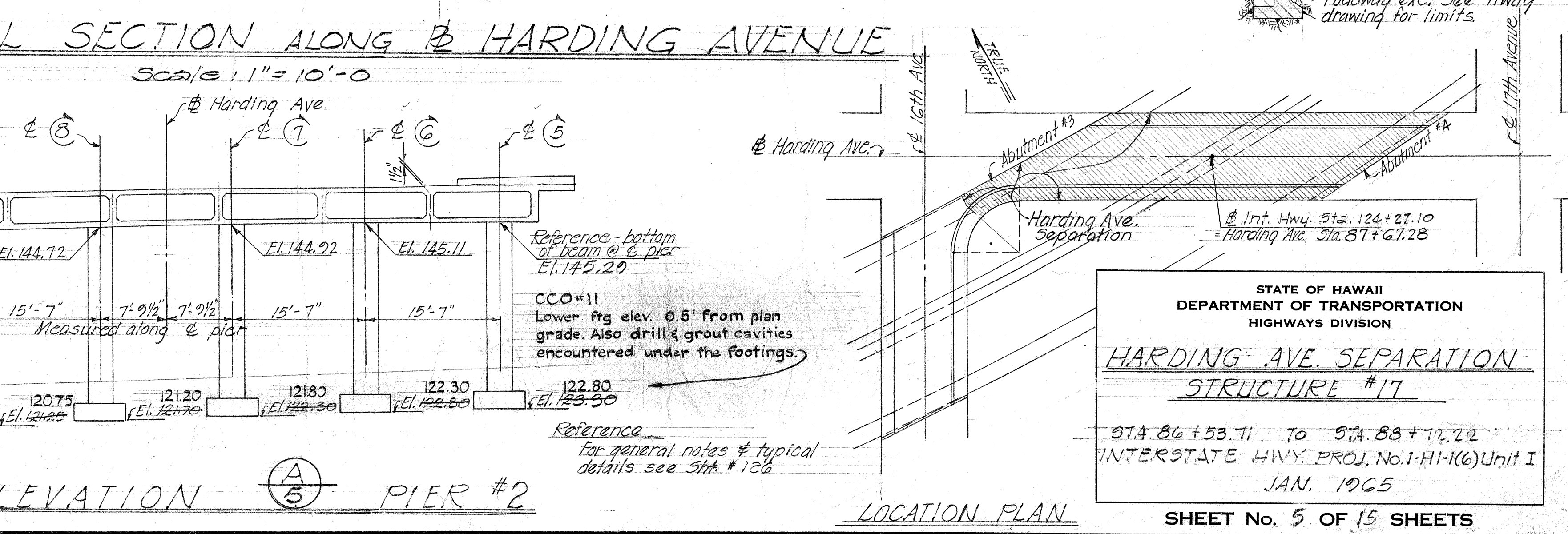
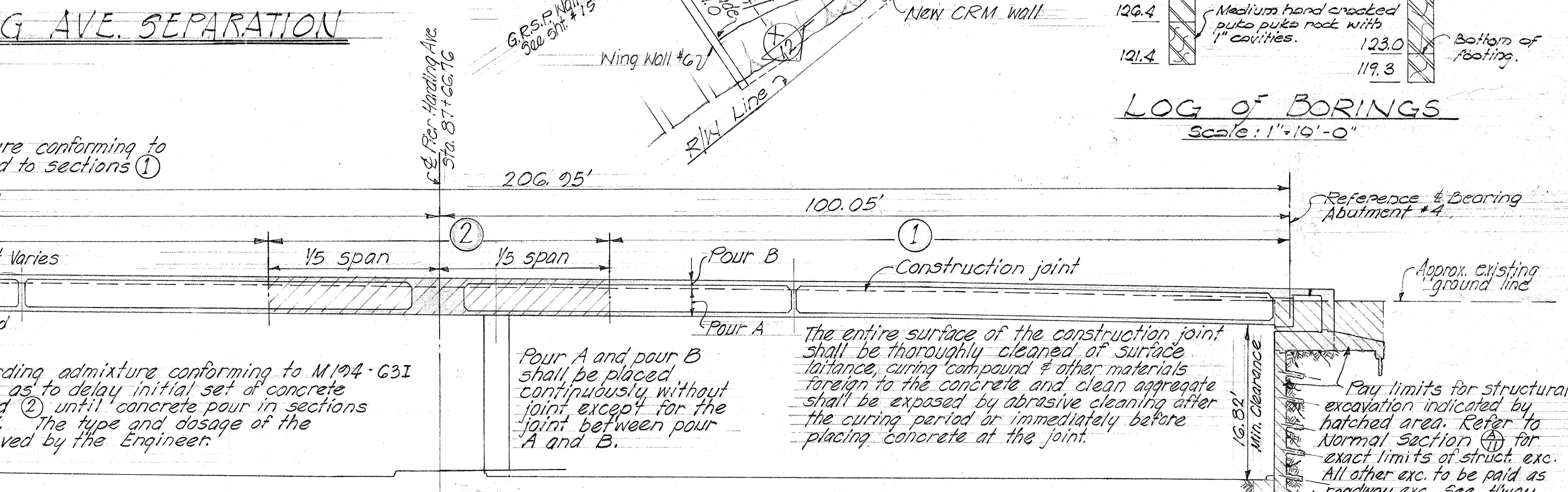
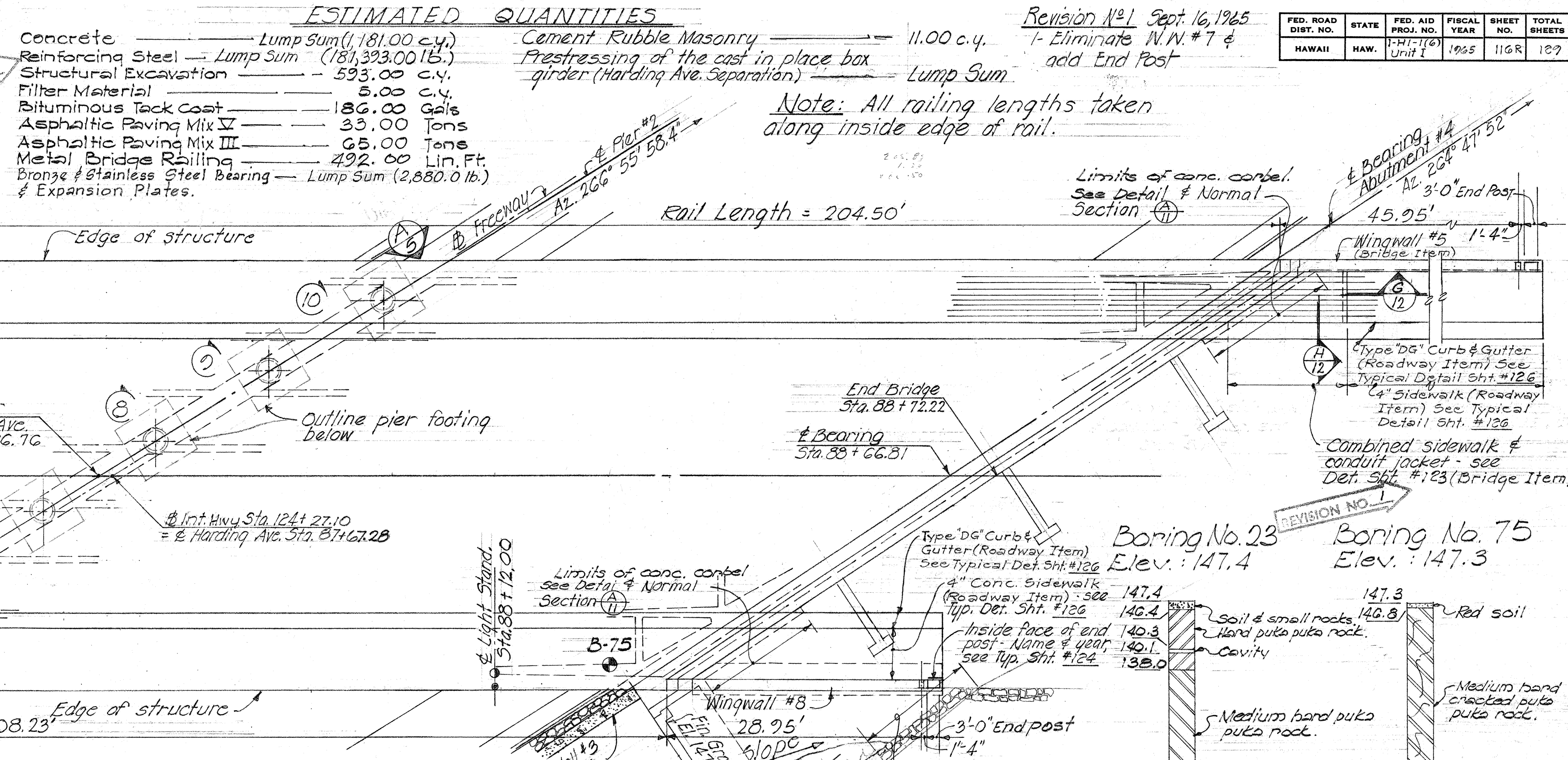
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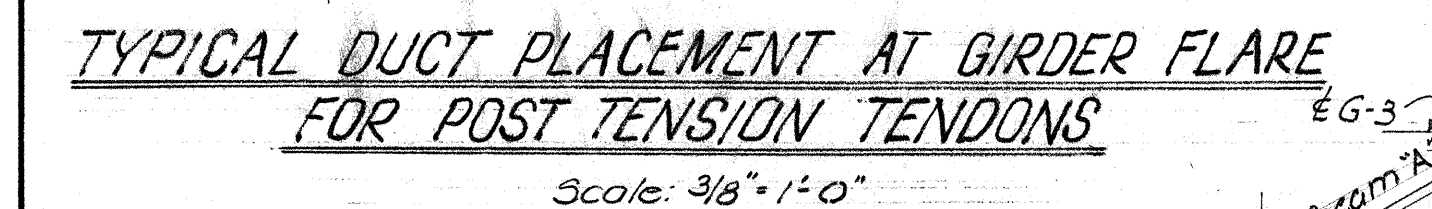
Bearing Sta. 88+66.81

Wingwall #8 28.95'

Wing Wall #6

Non CRM Wall

3'-0" End post



TYPICAL SECTION THRU GIRDER
SHOWING VARIOUS PERMISSABLE
PLACEMENT OF DUCTS FOR POST
TENSION TENDONS
Scale: 1/2" = 1'-0"

* These 2-#7 top added bars to replace removed sections of 3-#5 each face top conf. girder bars at prestress ducts. Exact length to be located on Shop Drawings.

PRESTRESS NOTES

The tendons shall be tensioned by simultaneous jacking from both ends using similar prestressing equipment. If anchorage cones are used, they shall be seated with hydraulically operated pistons.

Jacking Force = $P_i + \text{Friction Losses}$
 P_i = Required Force @ Center Support

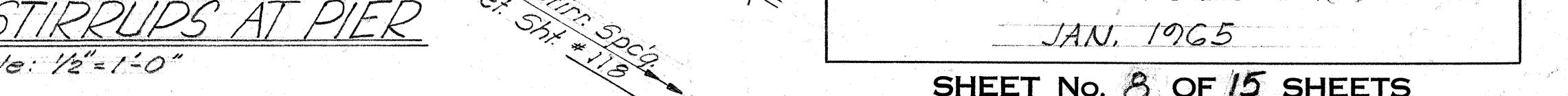
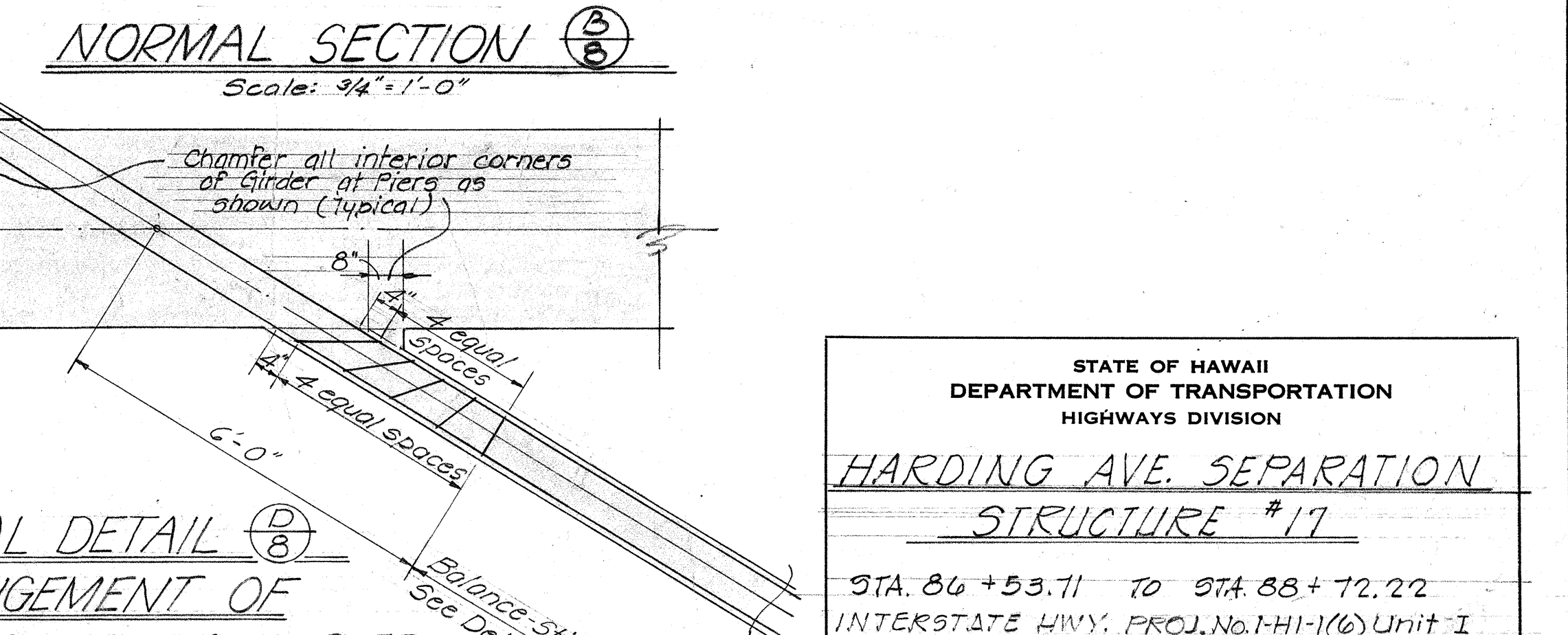
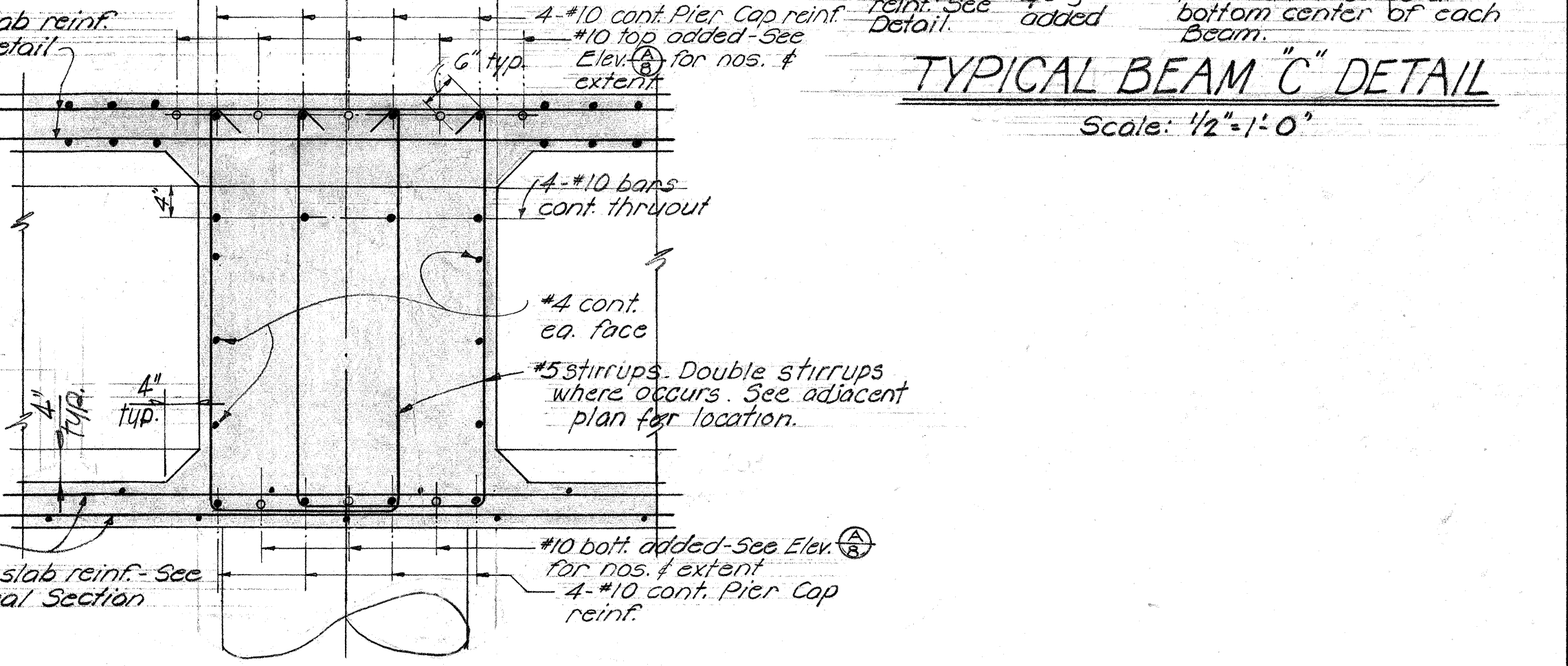
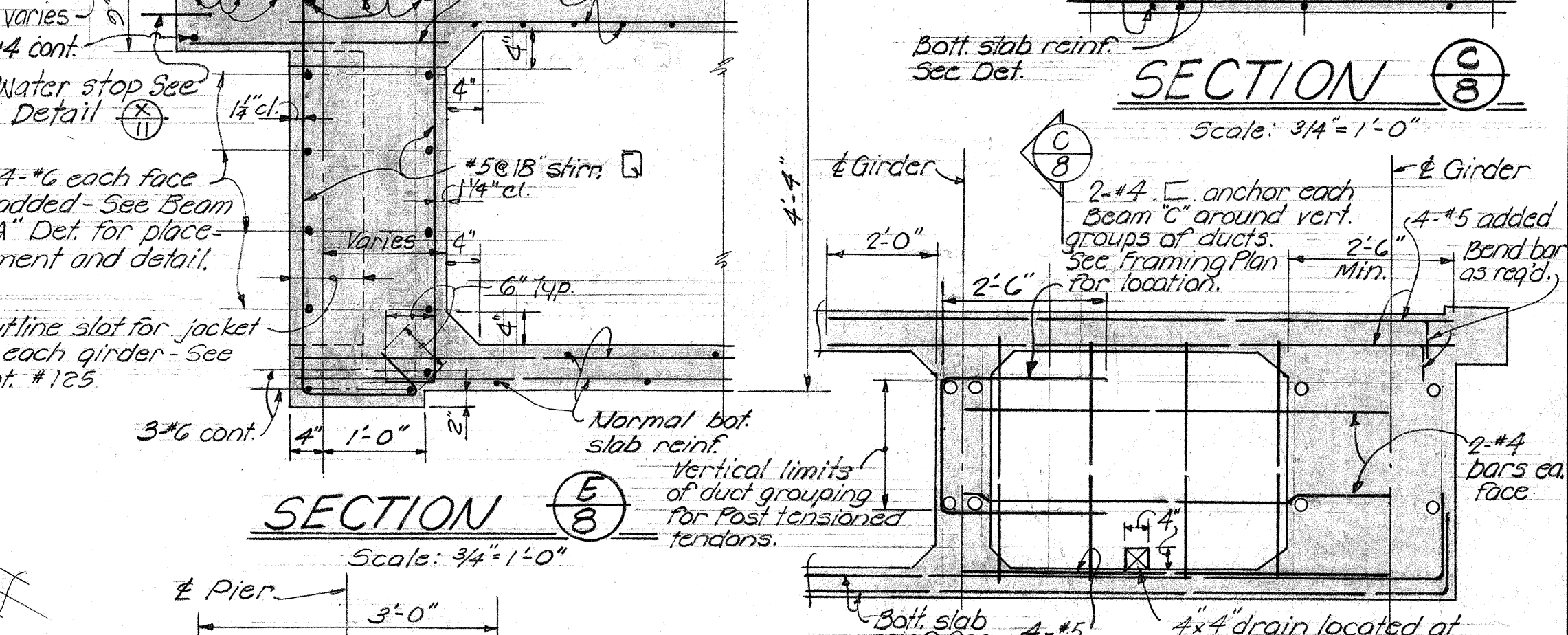
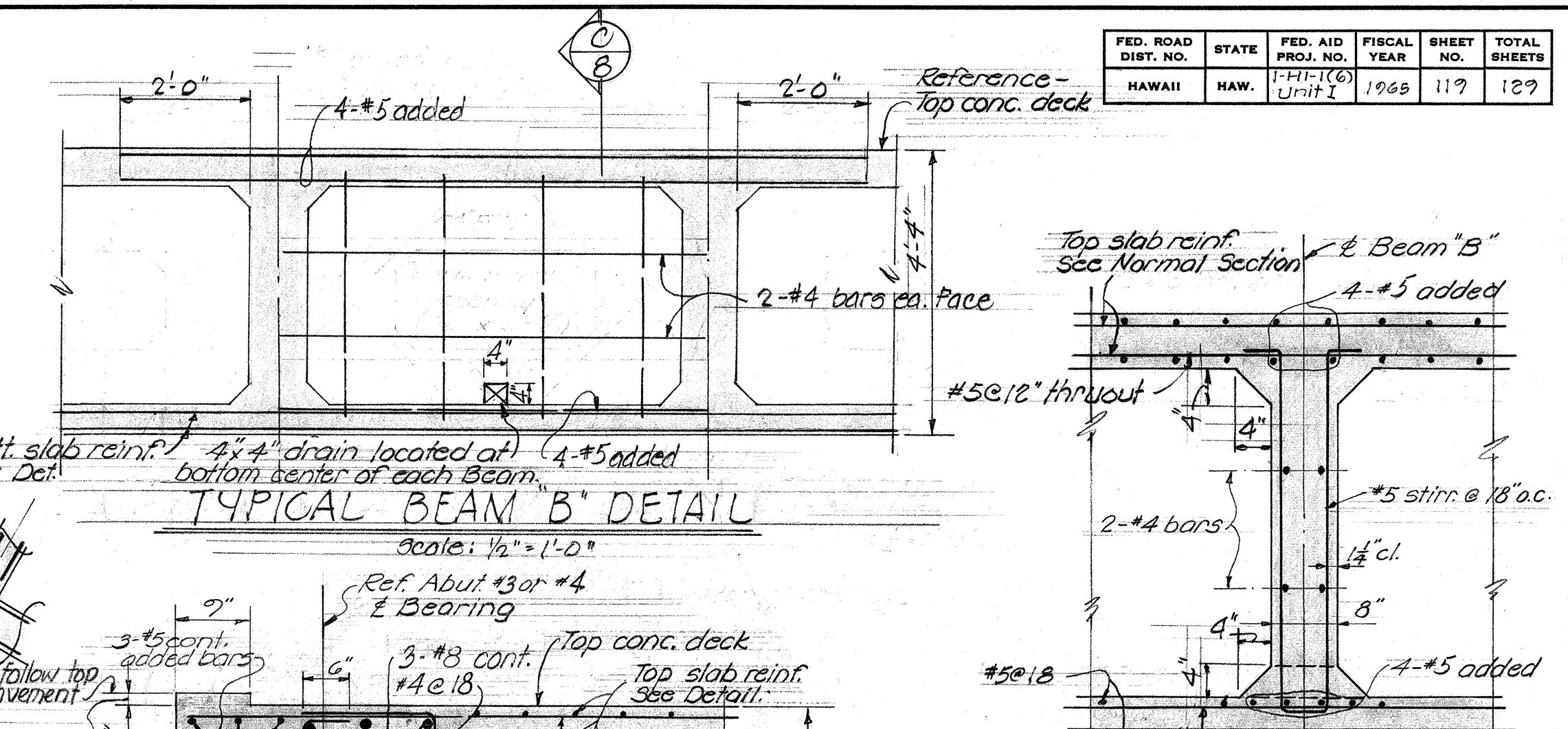
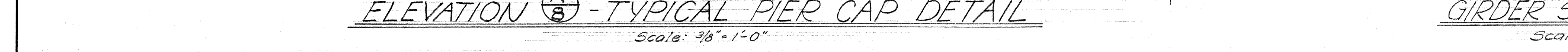
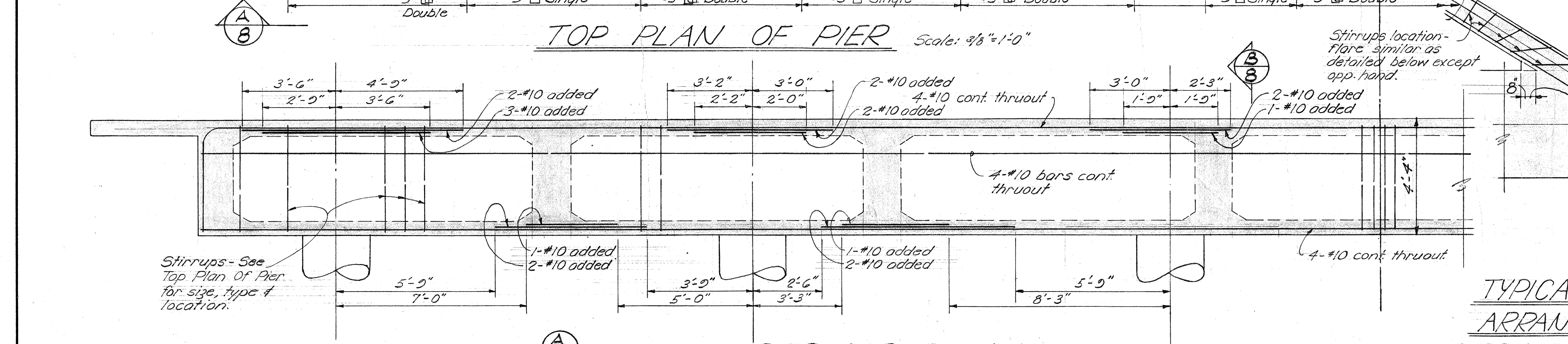
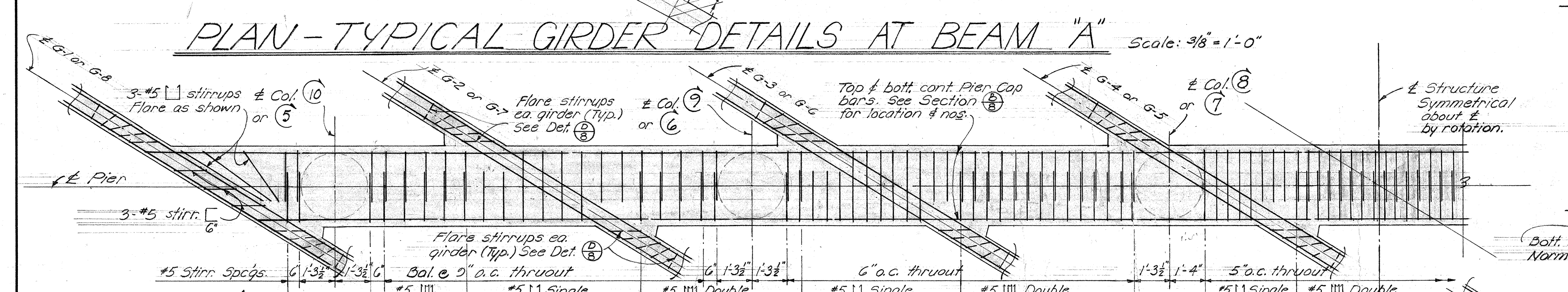
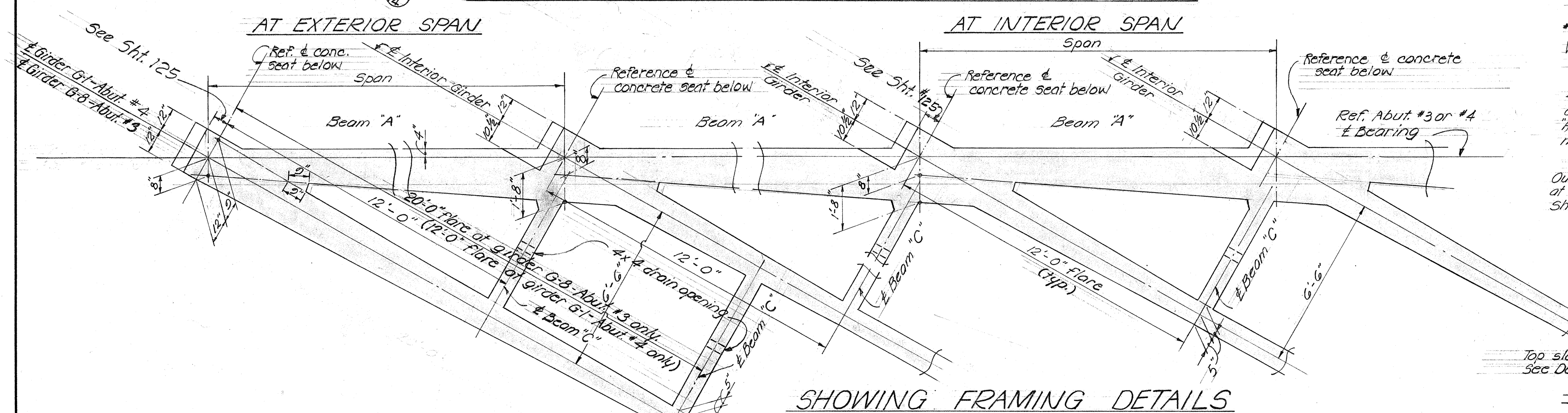
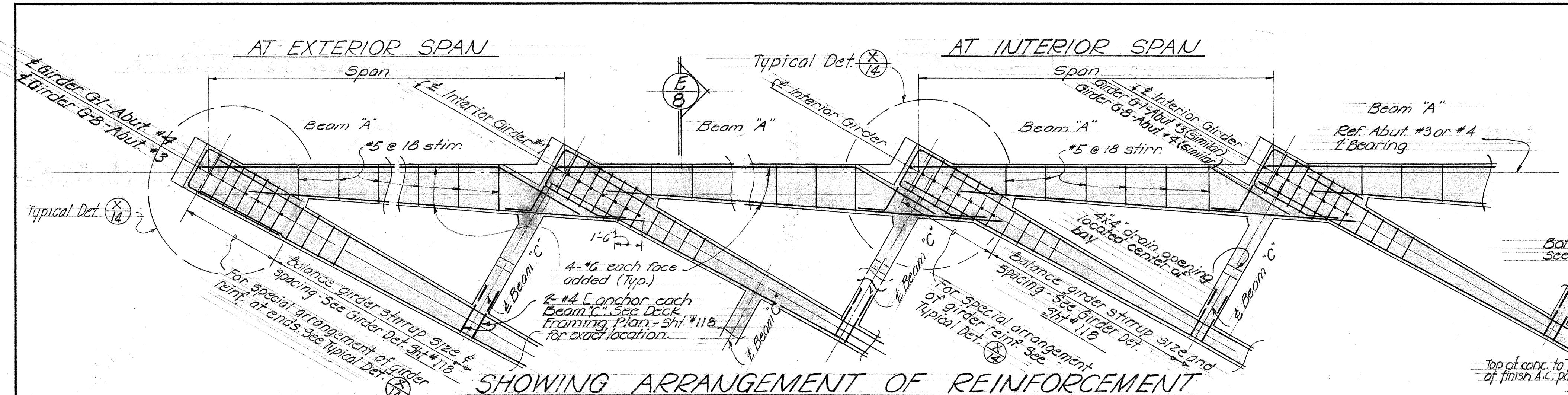
Girder 1	—	$P_i = 928,000$
Girder 2,3,4	—	$P_i = 1,270,000$
Girder 5,6,7	—	$P_i = 1,309,000$
Girder 8	—	$P_i = 1,096,000$

The load from the anchoring device shall be distributed to the concrete by means of approved devices that will effectively distribute the load to the concrete.

REVISION NO. 2

11 SIR

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-111(16) Unit 1	1968	119	129



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

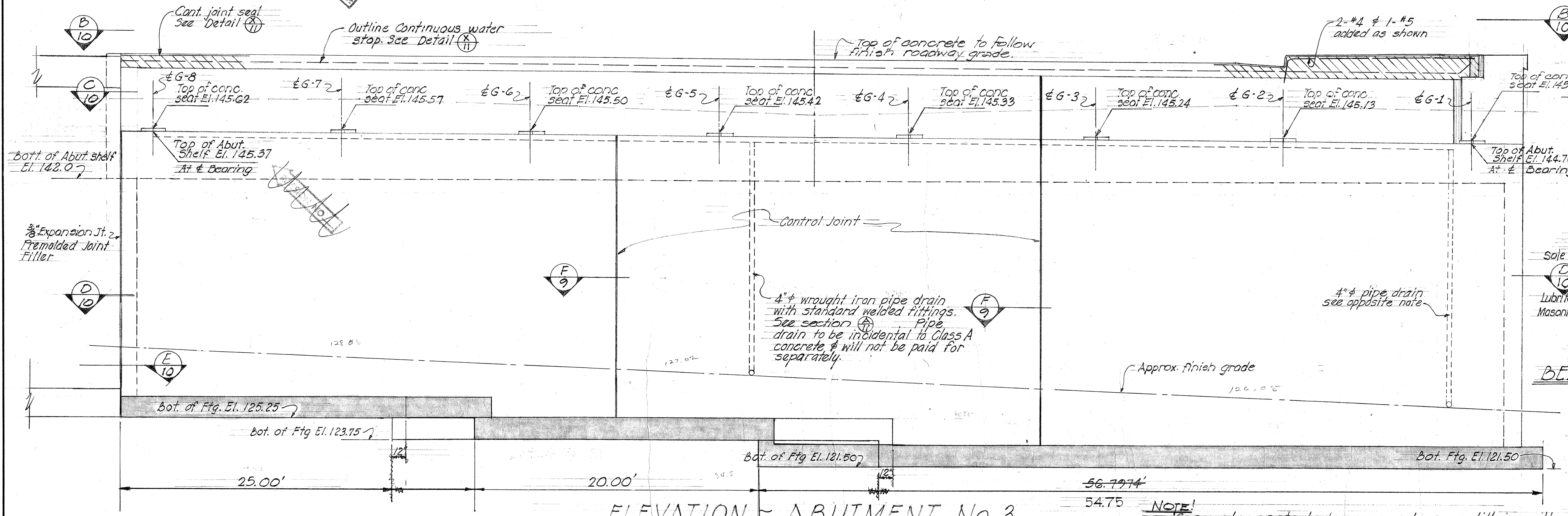
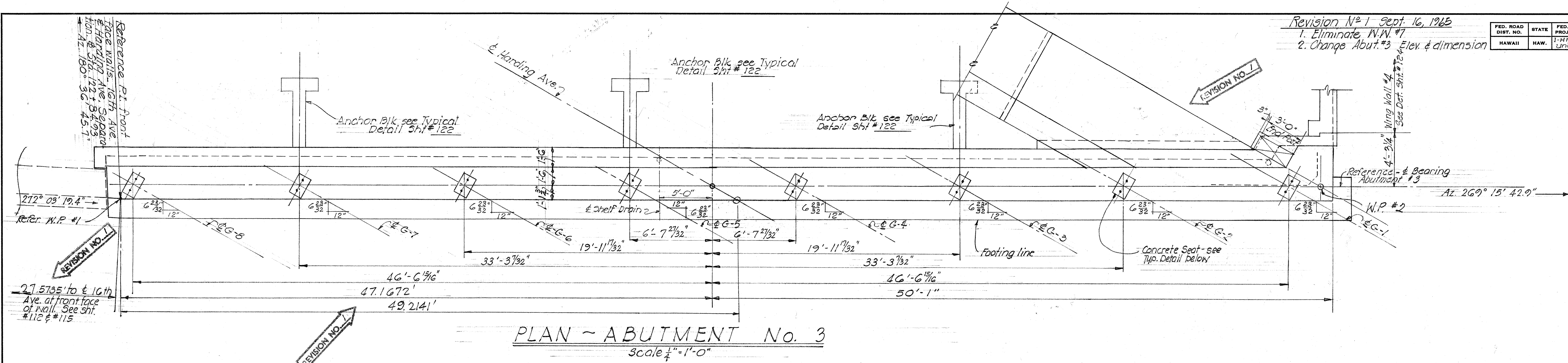
HARDING AVE. SEPARATION
STRUCTURE #17

STA. 86+53.71 TO STA. 88+72.22
INTERSTATE HWY. PROJ. No. 1-HI-1(16) Unit 1
JAN. 1965

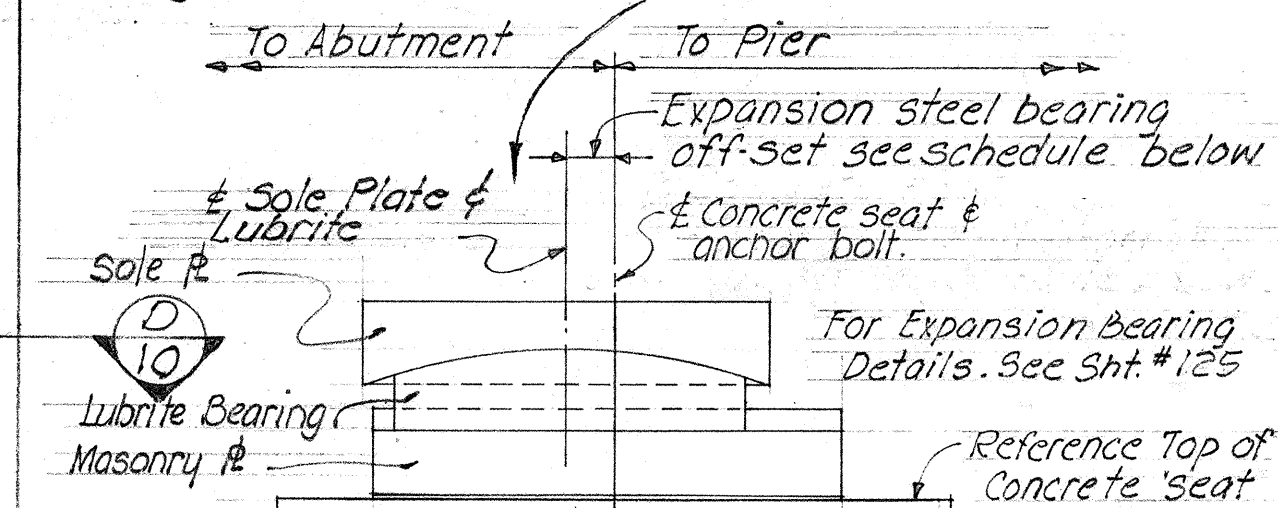
SHEET No. 8 OF 15 SHEETS

Revision No. 1 Sept. 16, 1965
 1. Eliminate N.W. #7
 2. Change Abut. #3 Elev. & dimension

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-147-1(6) Unit I	1965	120	129

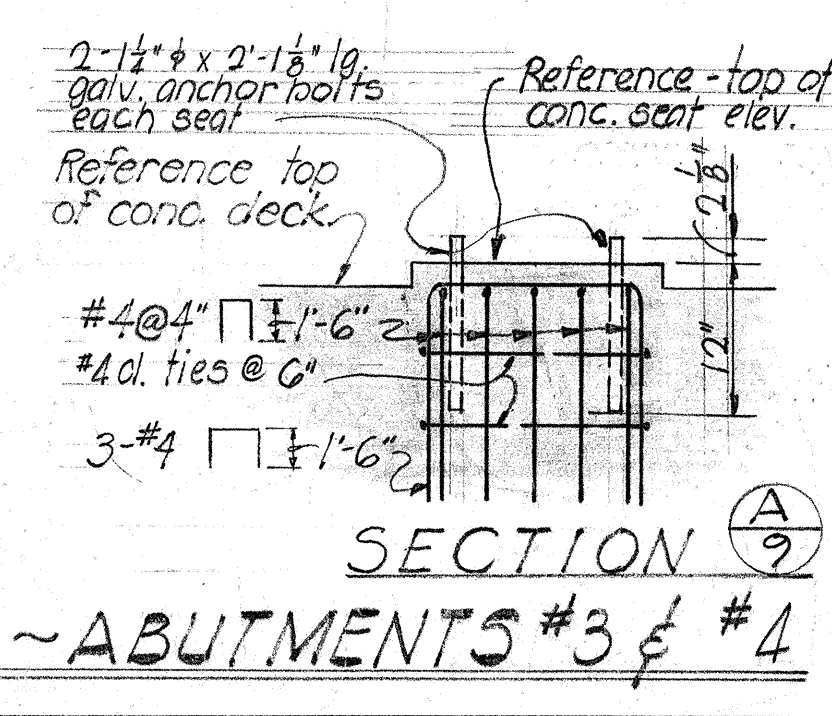
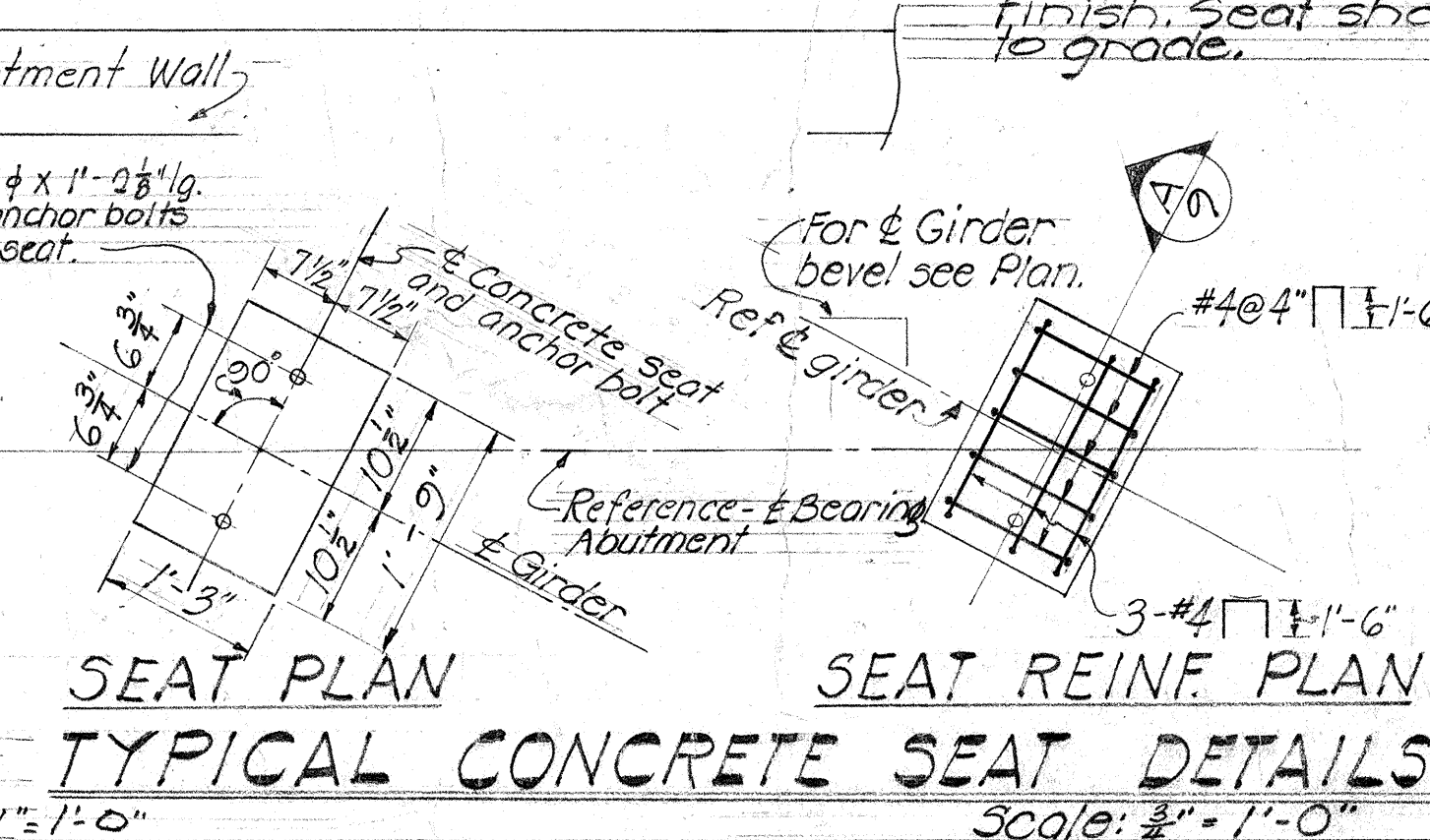
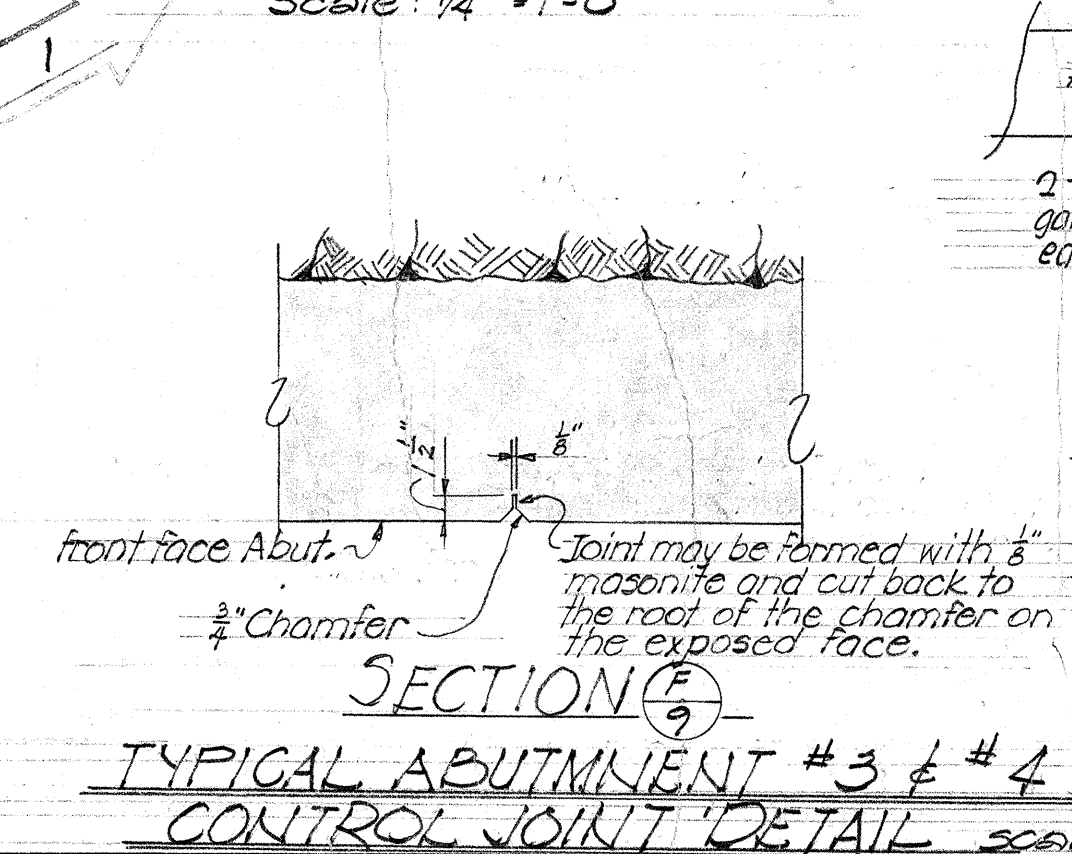


CCO#15 - STR#17
 To substitute the type A-240-340 in lieu of the type A-296-60T, grade CF-8 Stainless Steel masonry and sole plate.



EXPANSION STEEL BEARING OFF-SET SCHEDULE

GIRDERS	SET BACK	
	ABUTMENT 3	ABUTMENT 4
G-1	13/16"	13/16"
G-2,3,4	7/8"	7/8"
G-5,6,7	1"	7/8"
G-8	15/16"	13/16"



STATE OF HAWAII
 DEPARTMENT OF TRANSPORTATION
 HIGHWAYS DIVISION
HARDING AVE. SEPARATION
STRUCTURE #17
 STA. 86+53.71 TO STA. 88+72.22
 INTERSTATE HWY. PROJ. No. I-147-1(6) Unit I
 JAN. 1965

SHEET No. 7 OF 15 SHEETS

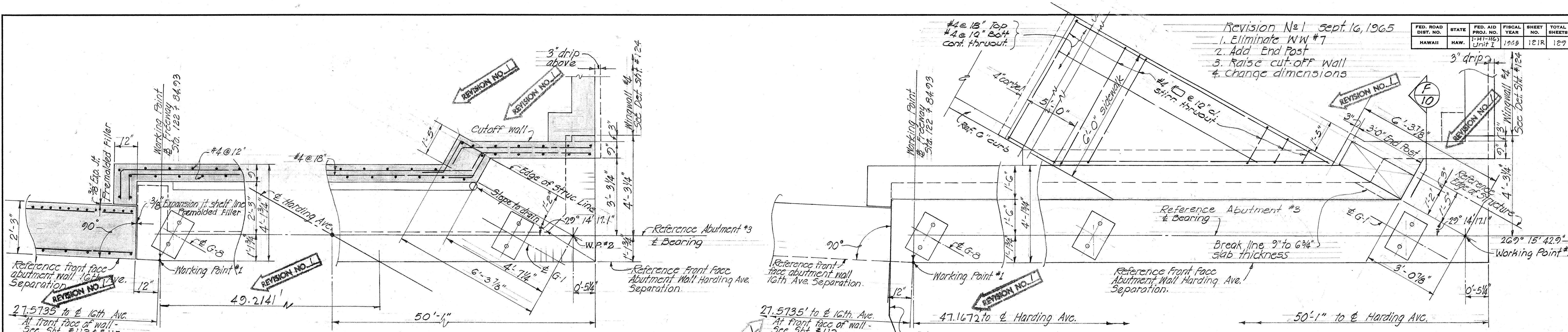
REVISED TRACING: 9-22-65

1201R

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-HI-160 Unit I	1965	121R	127

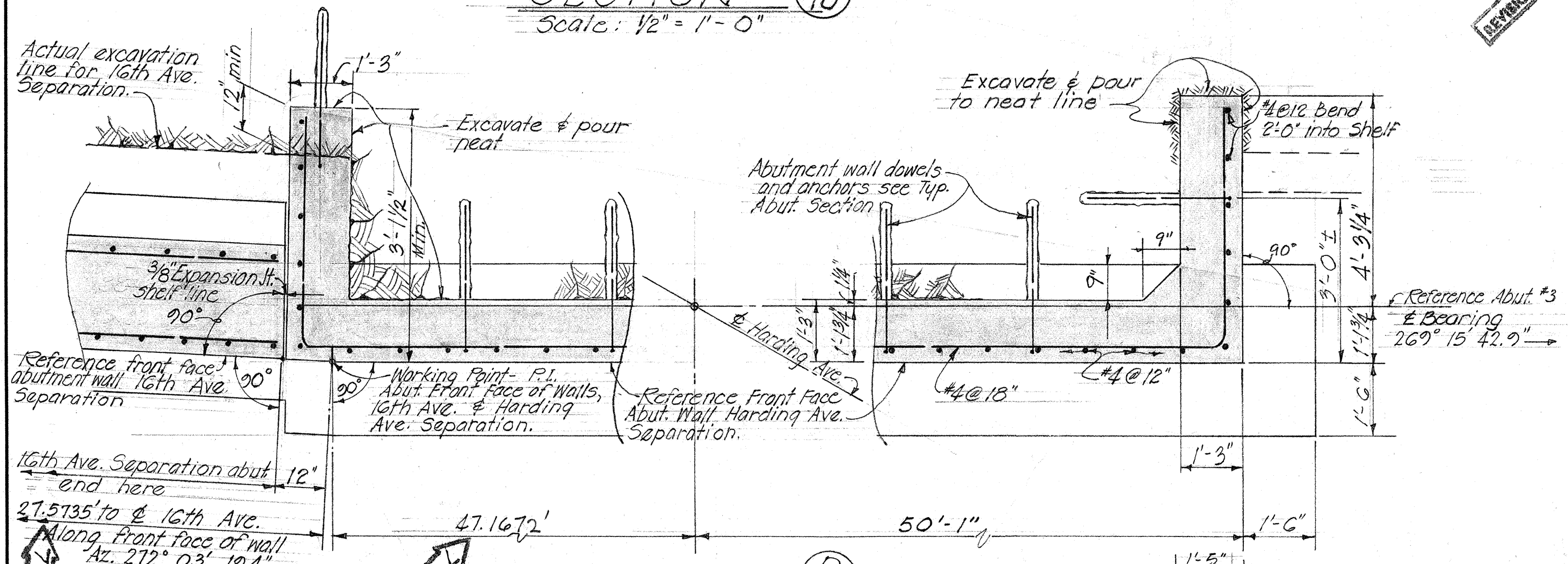
Revision No. 1 Sept. 16, 1965

1. Eliminate W-W #7
2. Add End Post
3. Raise cut-off wall
4. change dimensions

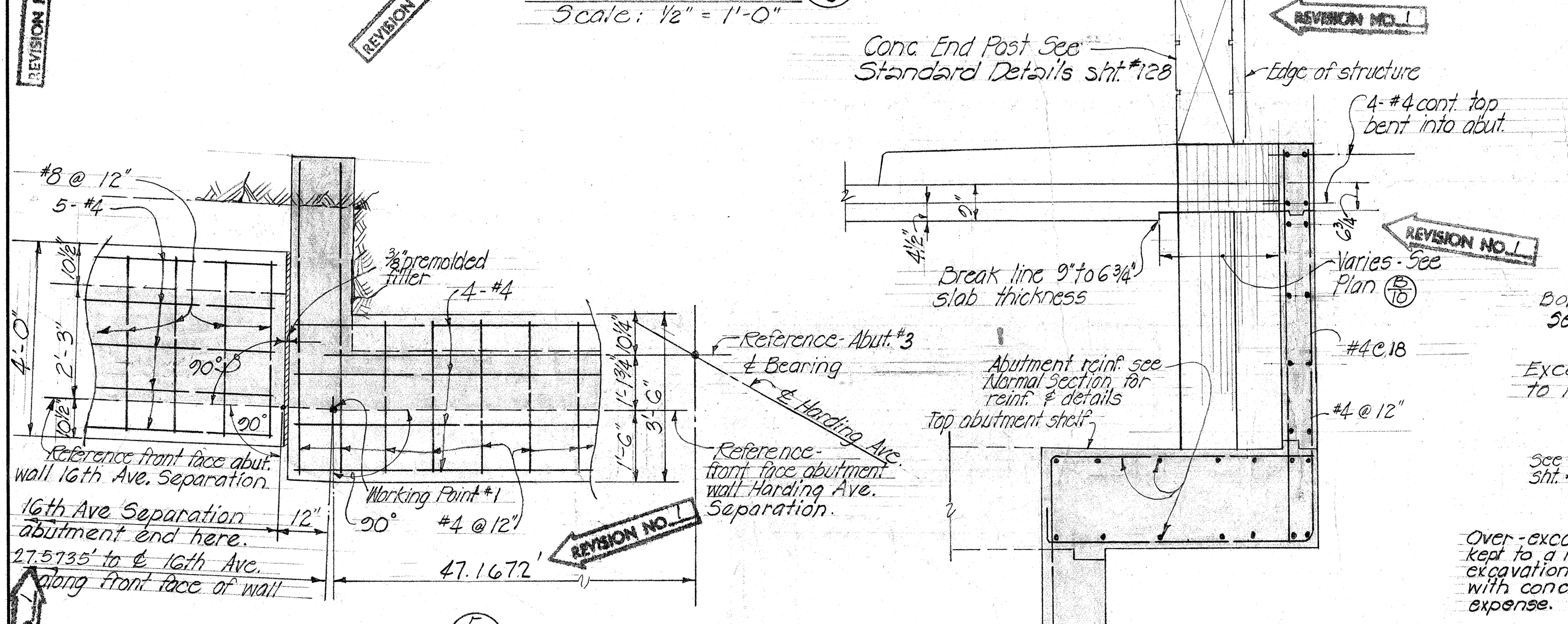


SECTION C
Scale: 1/2" = 1'-0"

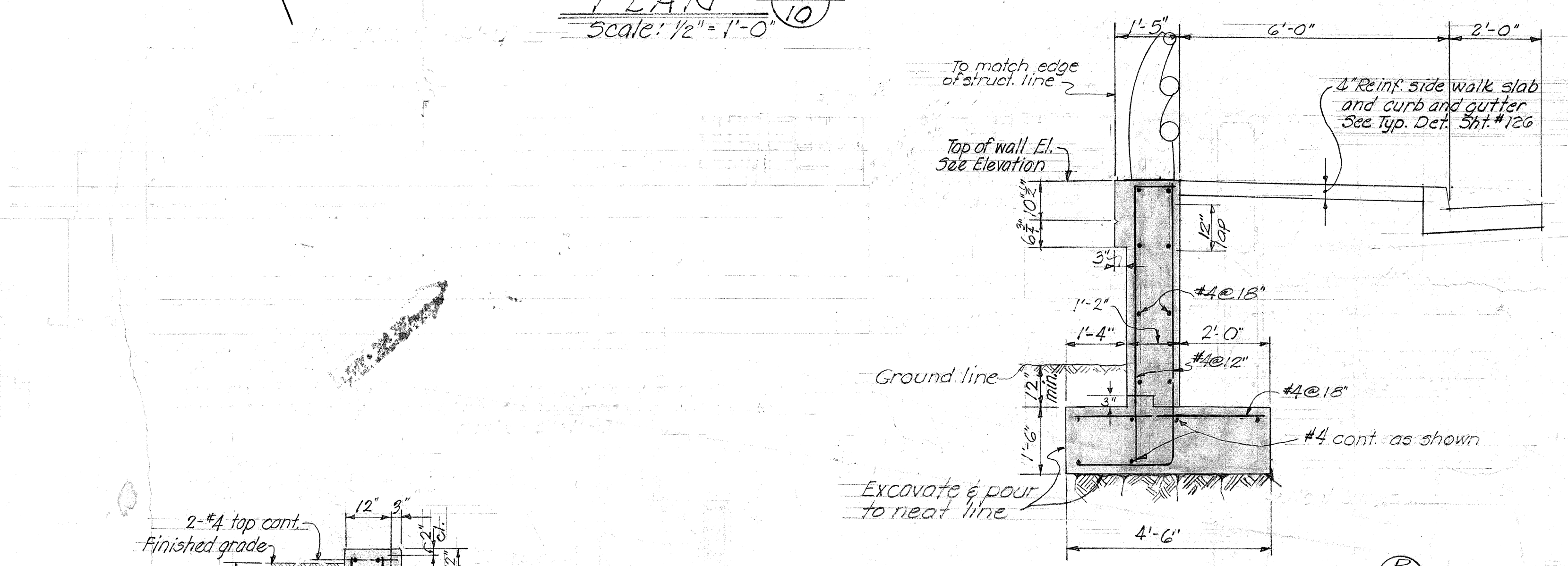
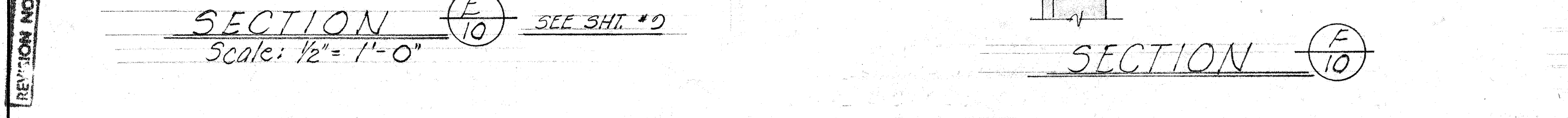
PLAN B
Scale: 1/2" = 1'-0"



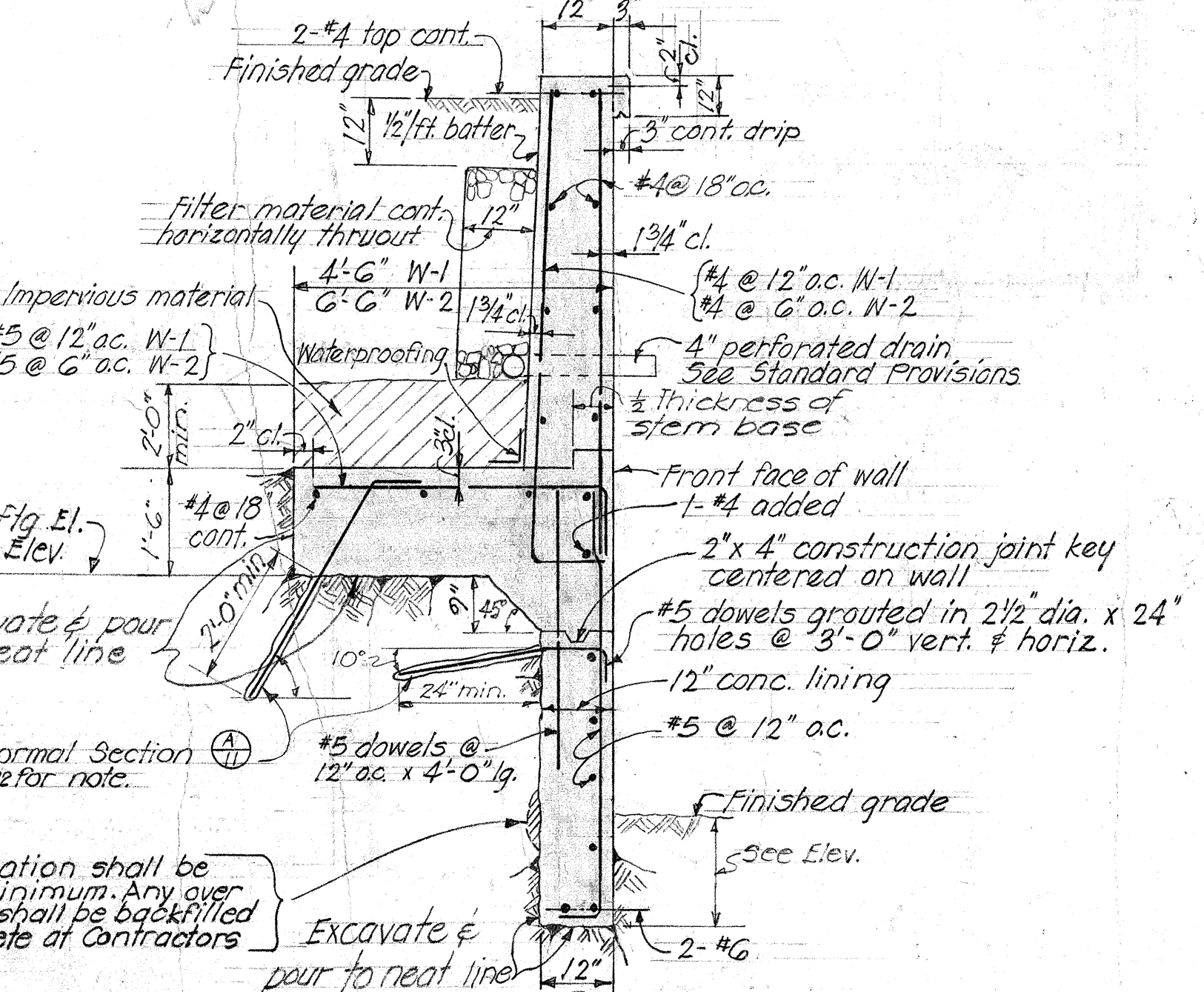
SECTION D
Scale: 1/2" = 1'-0"



SECTION E
Scale: 1/2" = 1'-0"



TYPICAL SECTION R
Scale: 1/2" = 1'-0"



TYPICAL SECTION W-1 OR W-2 WALLS

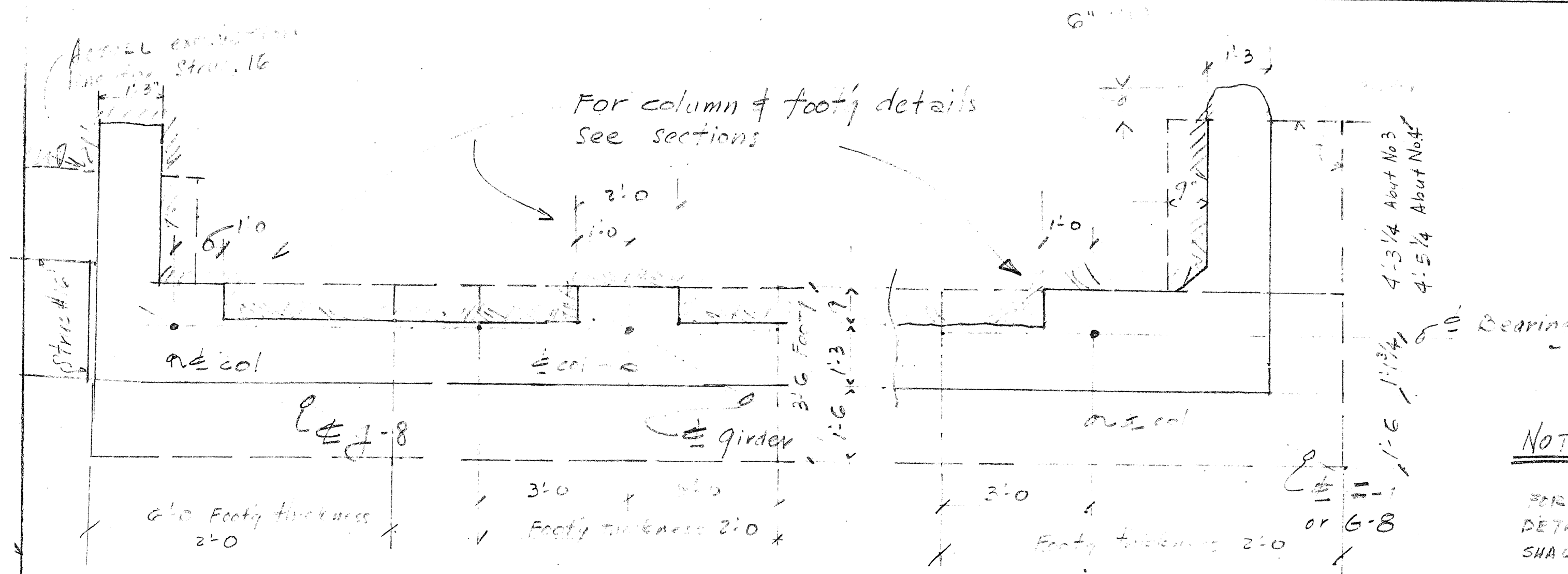
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

**HARDING AVE. SEPARATION
STRUCTURE #17**

STA. 86+53.71 TO STA. 88+72.22
INTERSTATE HWY. PROJ. NO. 1-HI-160 Unit I
JAN. 1965

SHEET No. 10 OF 15 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-HI-1(6) Unit 1	1966	122RA	



NOTE:
DETAILS SHOWN ON THIS DWG PROVIDES FOR ADDITIONAL COLUMNS AND FOOTING. ALL OTHER DETAILS SHOWN ON THE CONTRACT PLANS SHALL BE MAINTAINED.

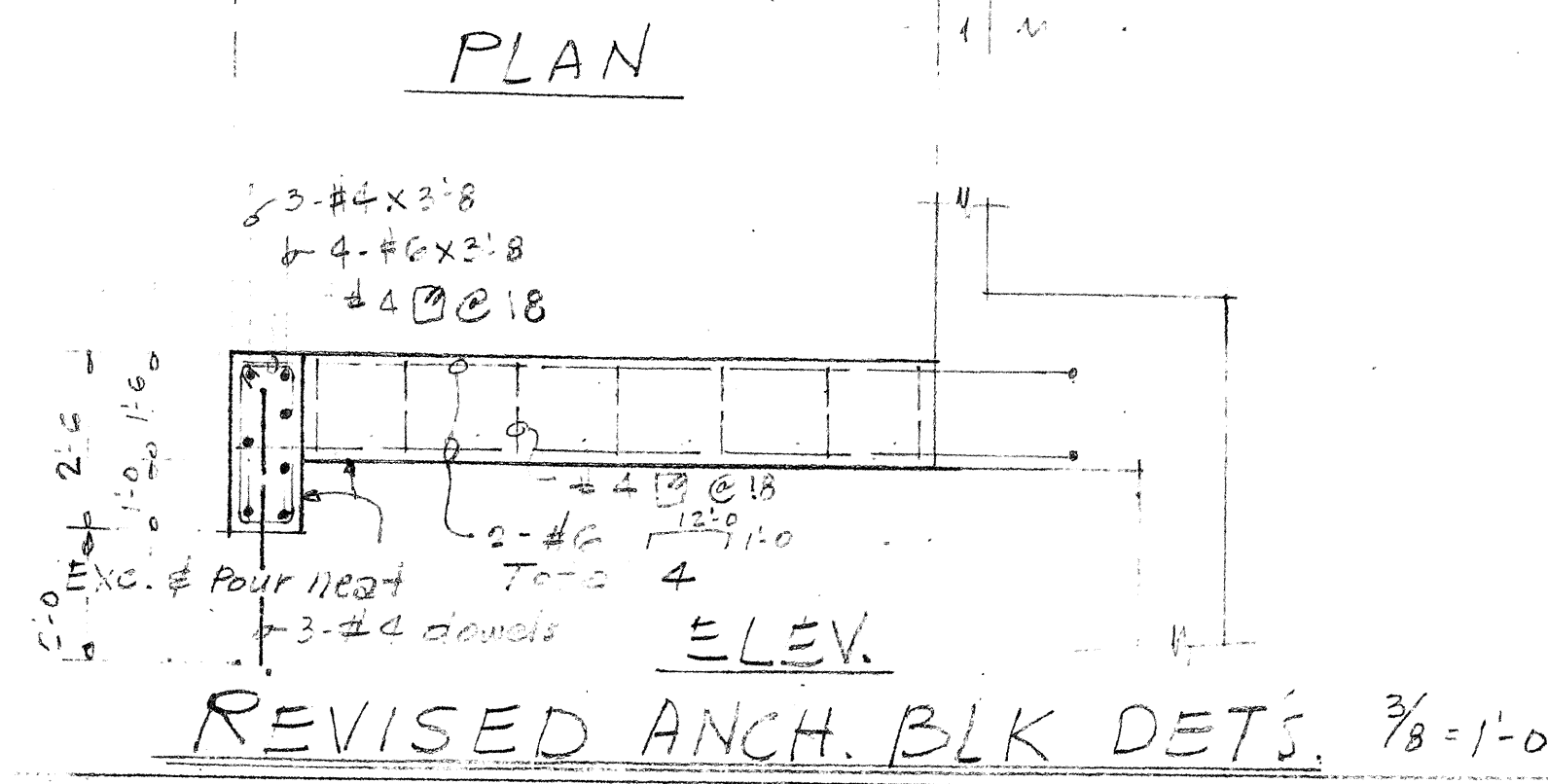
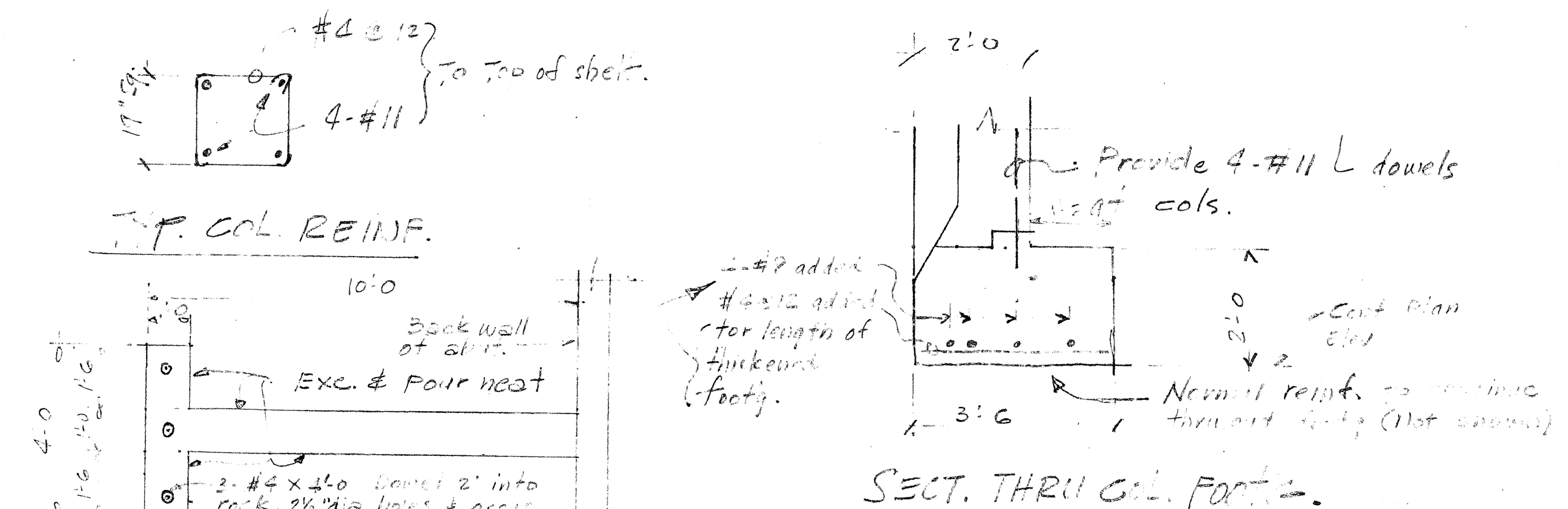
AT G-8
ABUT. NO. 3
(See DWG. 1045 for G-1 @ Abut No. 4)

AT INTERIOR GIRDERS
ABUT. NO. 3 & NO. 4

AT G-1 & G-8
ABUT. NO. 3 & NO. 4

PART FOUNDATION PLAN - ABUT. NO. 3 & NO. 4
1/2" = 1'-0"

SUPPLEMENTARY DETAILS
ABUTMENT NO. 3 & NO. 4
HARDING AVE. SEPARATION
STRUCT. NO. 17
PROJECT NO. I-HI-1(6) Unit 1
March 22, 1966

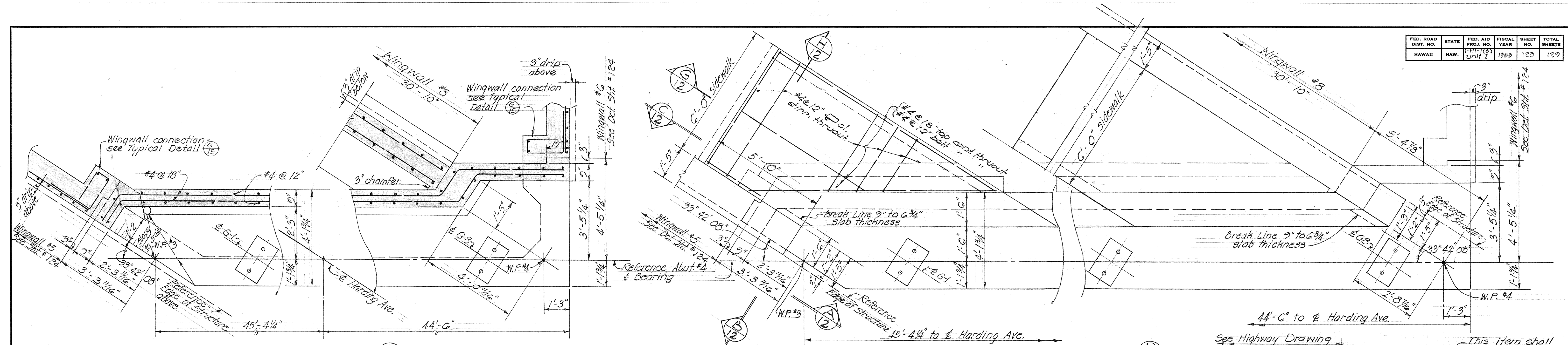


STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

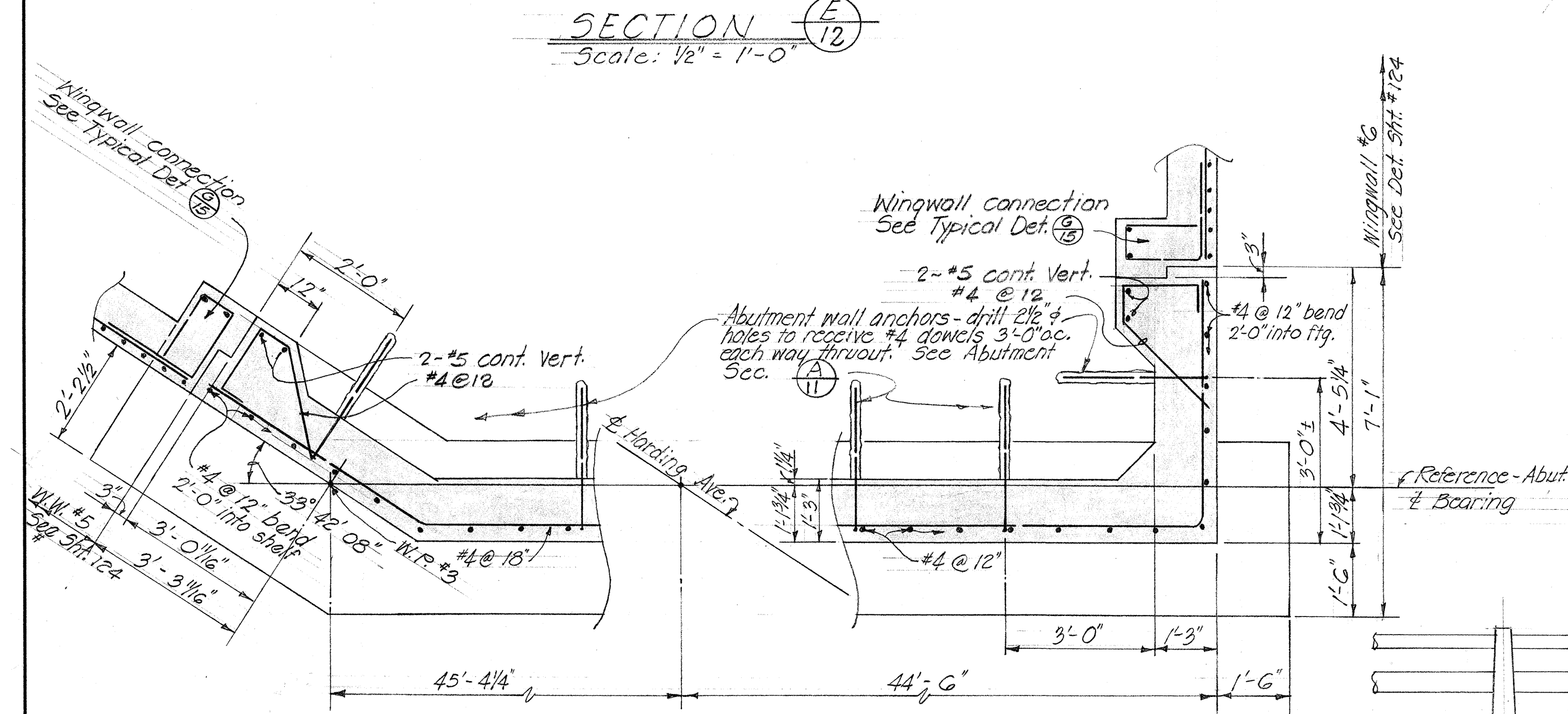
SUPPLEMENTARY DETAILS
ABUTMENT NO. 3 & NO. 4
HARDING AVE. SEPARATION
STRUCTURE NO. 17

INTERSTATE PROJ. NO. I-HI-1(6) Unit 1
Scale: As Shown Date: Mar. 22, 1966

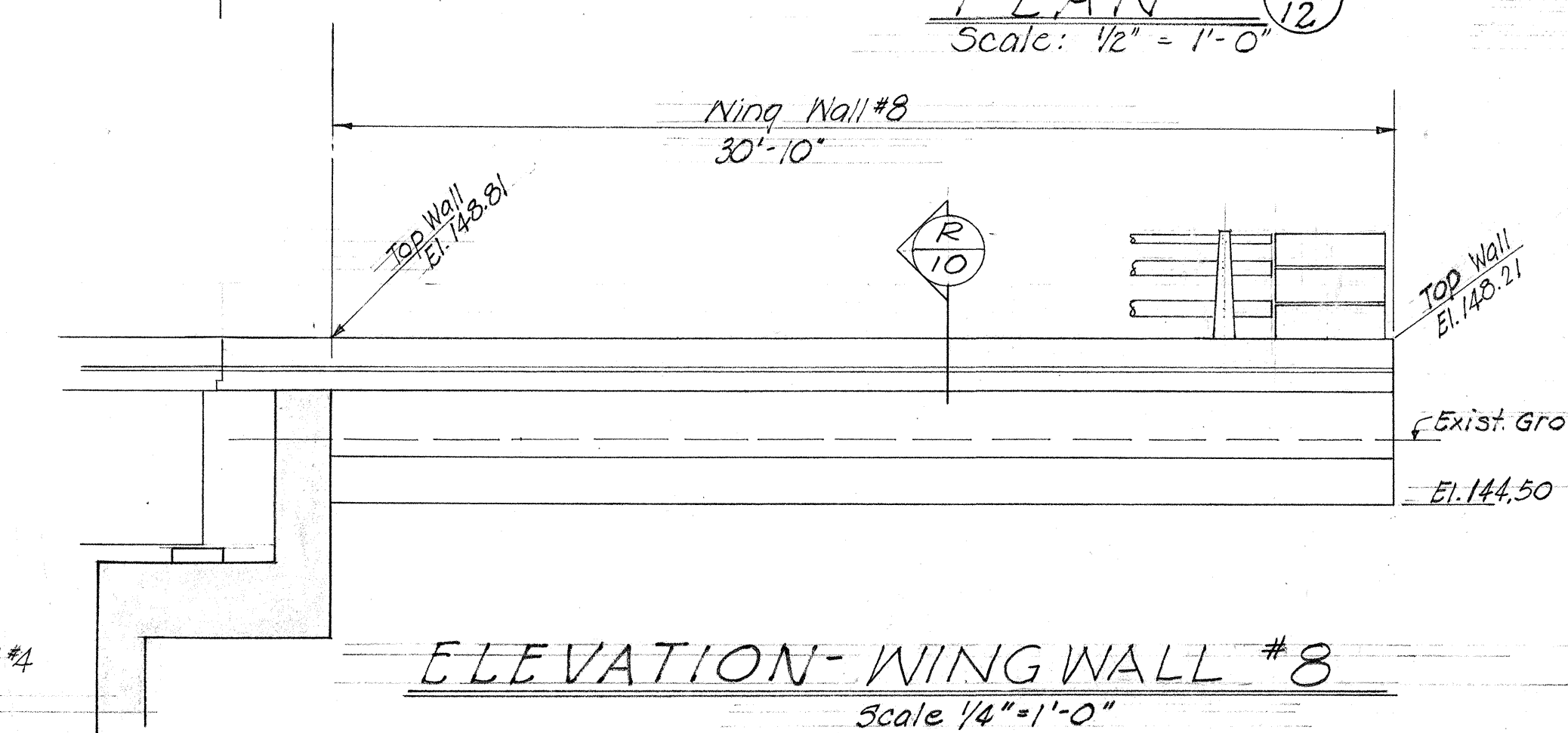
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-H-11(6) Unit 1	1969	129	129



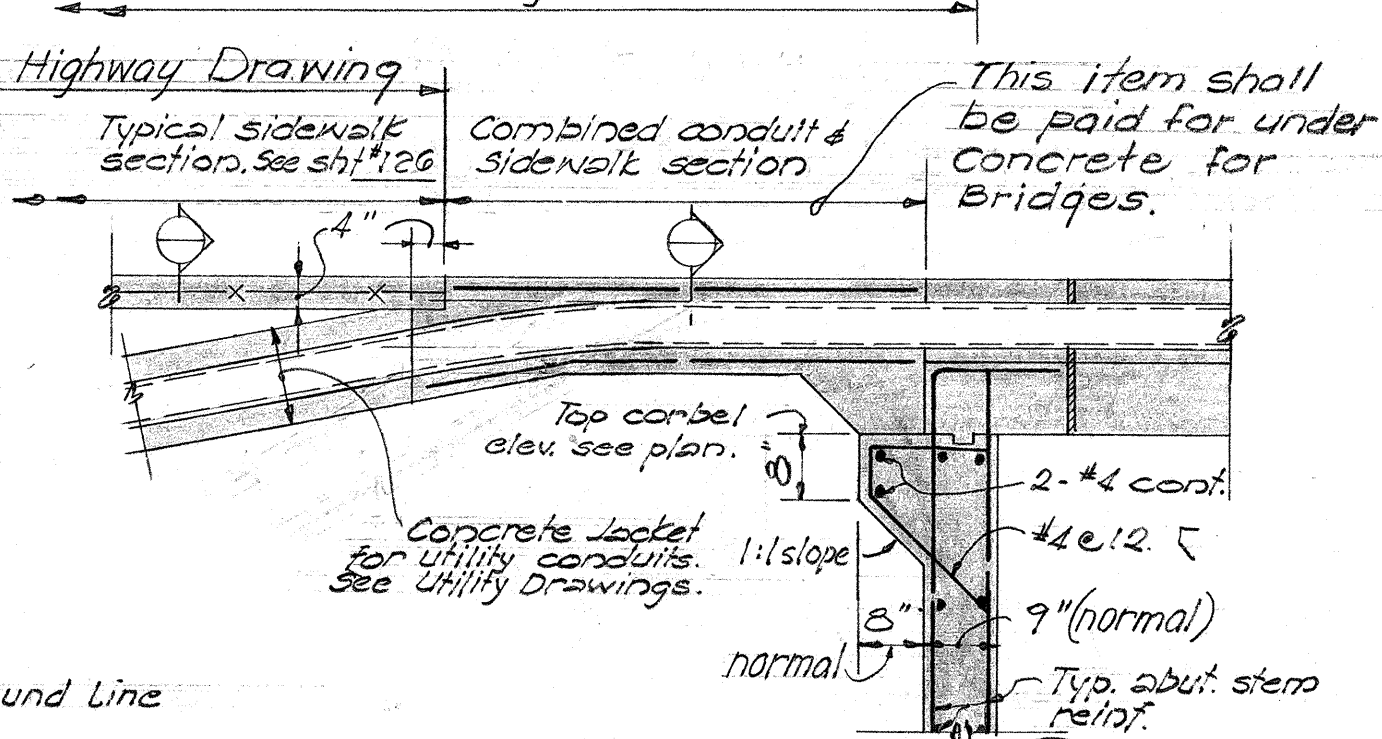
PLAN
Scale: 1/2" = 1'-0"



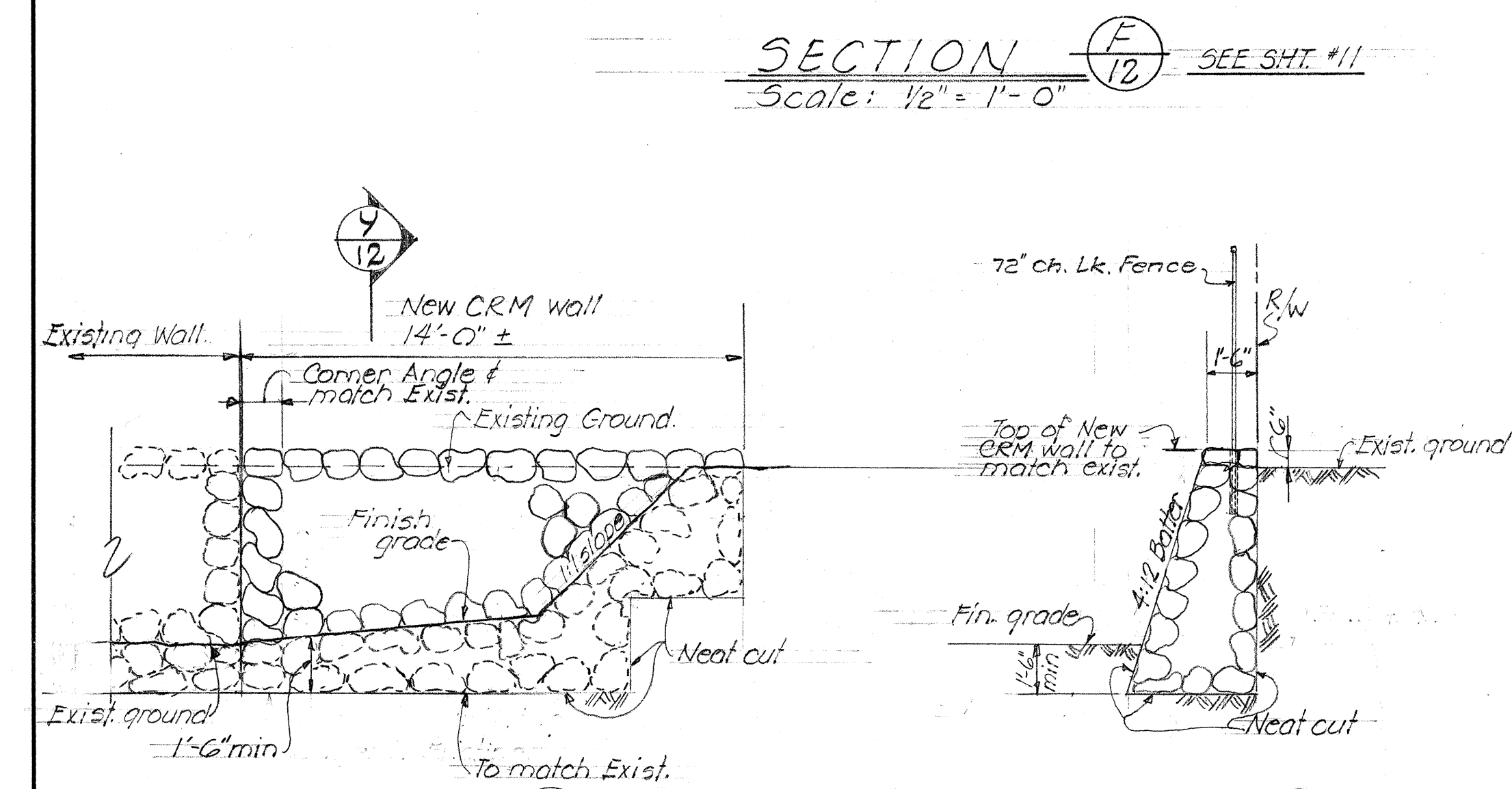
SECTION E-12
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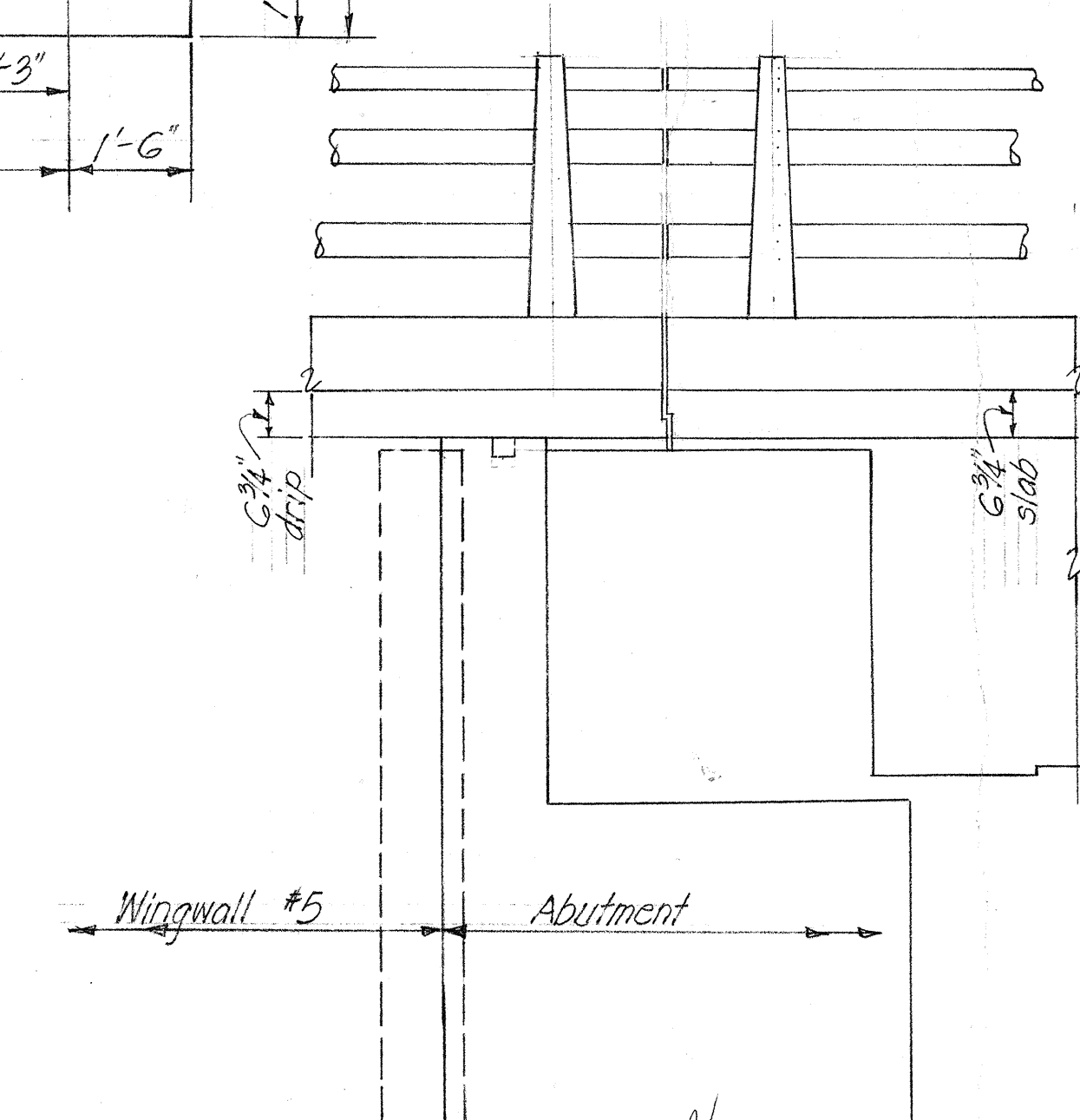
ELEVATION-WING WALL #8
Scale: 1/4" = 1'-0"



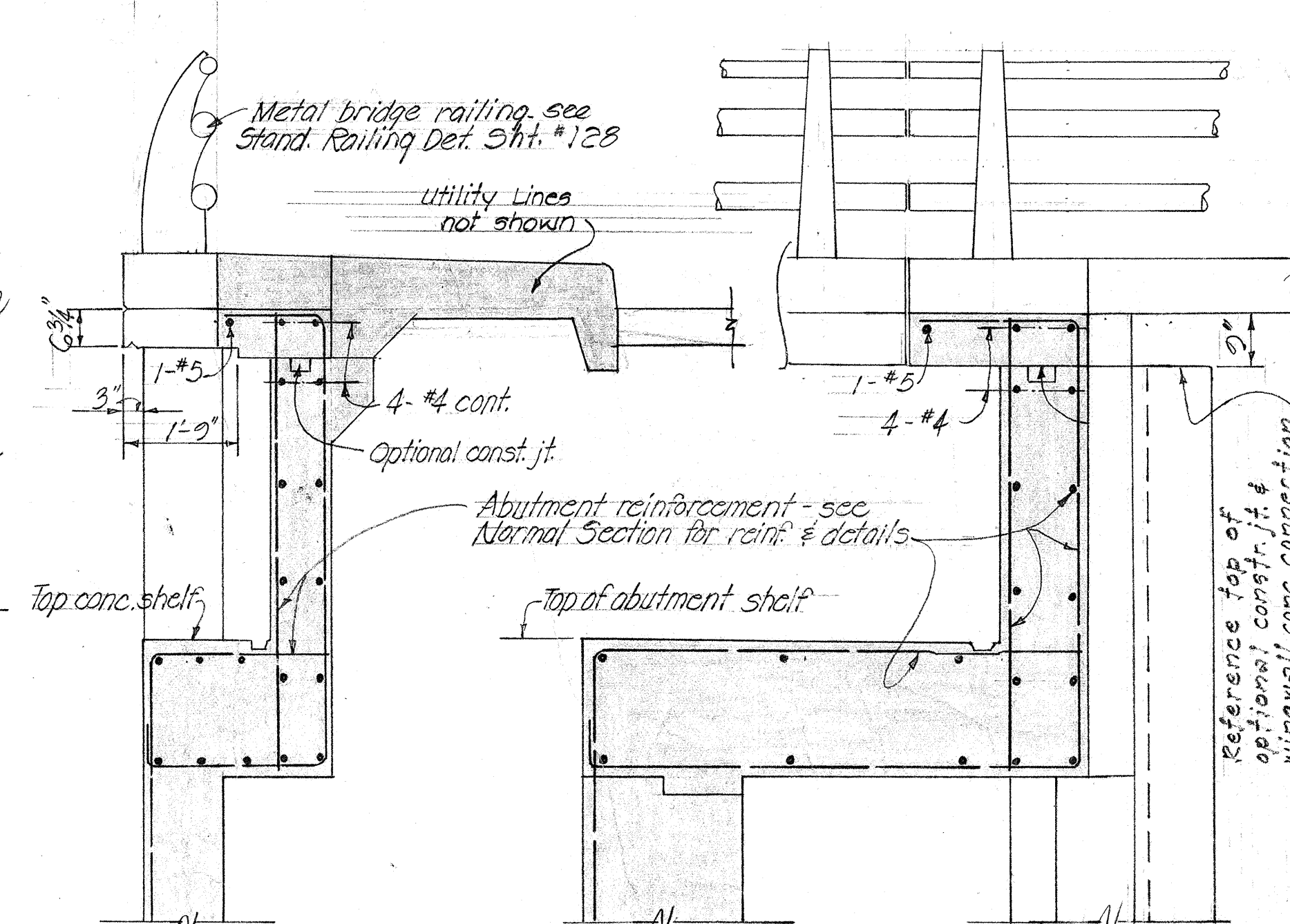
SECTION G-12
Scale: 1/2" = 1'-0"



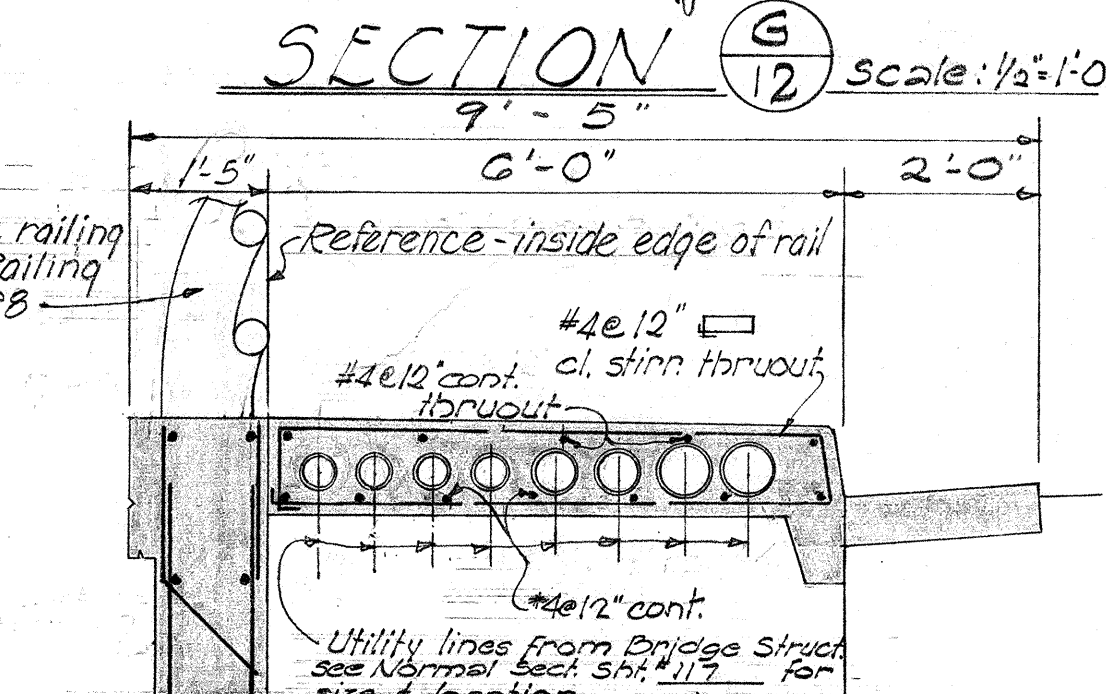
SECTION F-12
Scale: 1/2" = 1'-0"



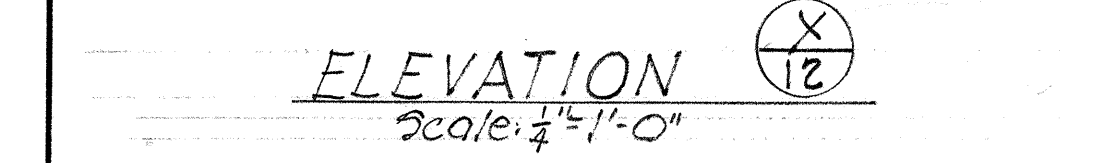
SECTION A-12
Scale: 1/4" = 1'-0"



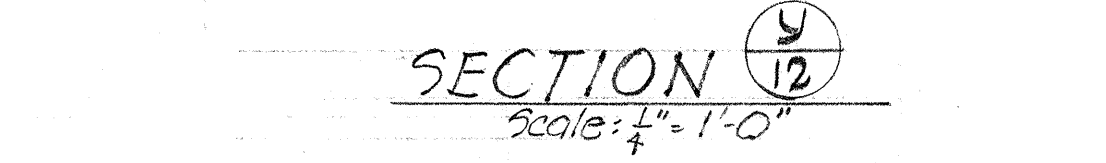
SECTION B-12
Scale: 1/2" = 1'-0"



SECTION H-12
Scale: 1/2" = 1'-0"



ELEVATION
Scale: 1/4" = 1'-0"



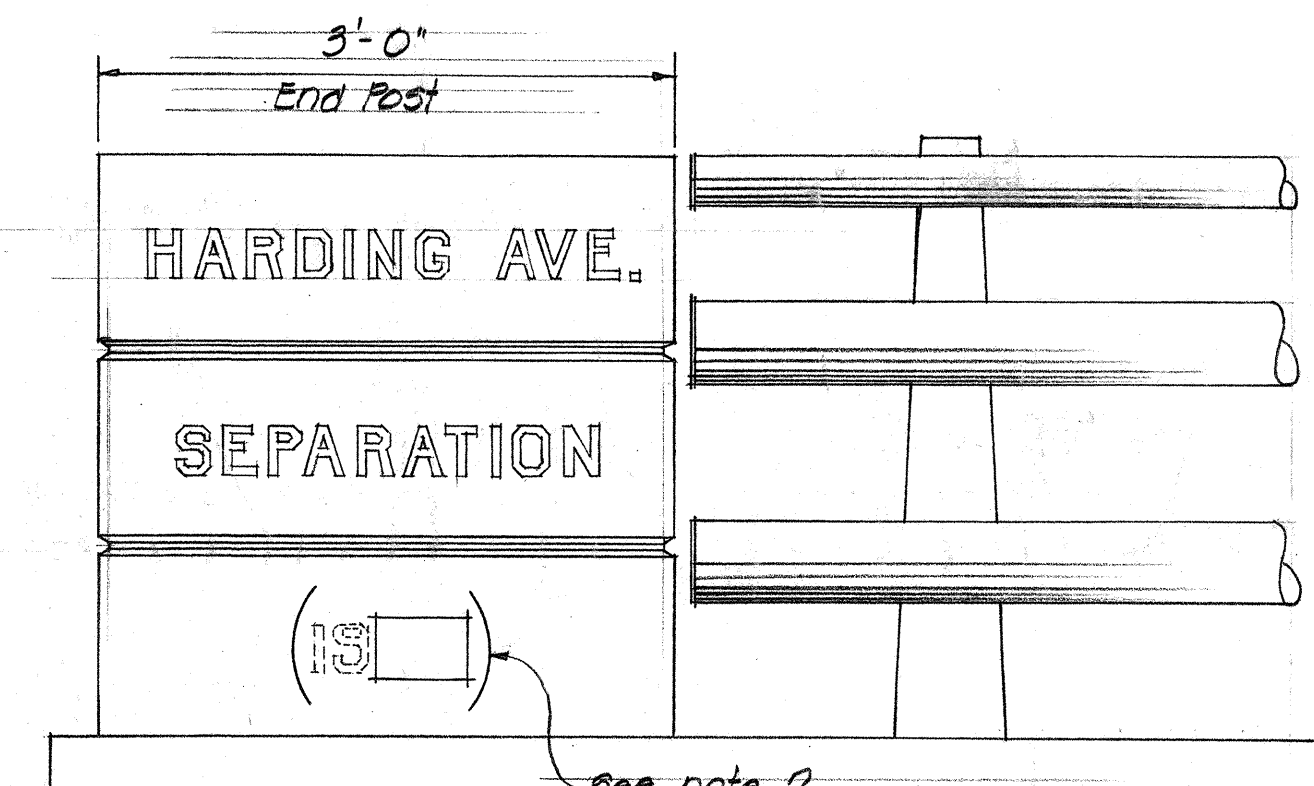
SECTION C-12
Scale: 1/4" = 1'-0"

4/28/69
DATE
PRINCL. ELEC. ENGR., H.E. Co. Inc.
4/30/69
DATE
PRINCL. DISTRIBUTION ENGR., H.E. Co. Inc.
4-30-69
DATE
OUTSIDE PLANT ENGR., H.T. Co. Ltd.
4/30/69
DATE
DIR. OF DEVELOPMENT, Hon. Gas Co. Ltd.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
HARDING AVE SEPARATION
STRUCTURE #17
STA. 86+53.71 TO STA. 88+72.22
INTERSTATE HWY. PROJ. NO. 1-H-11(6) Unit I
JAN. 1965

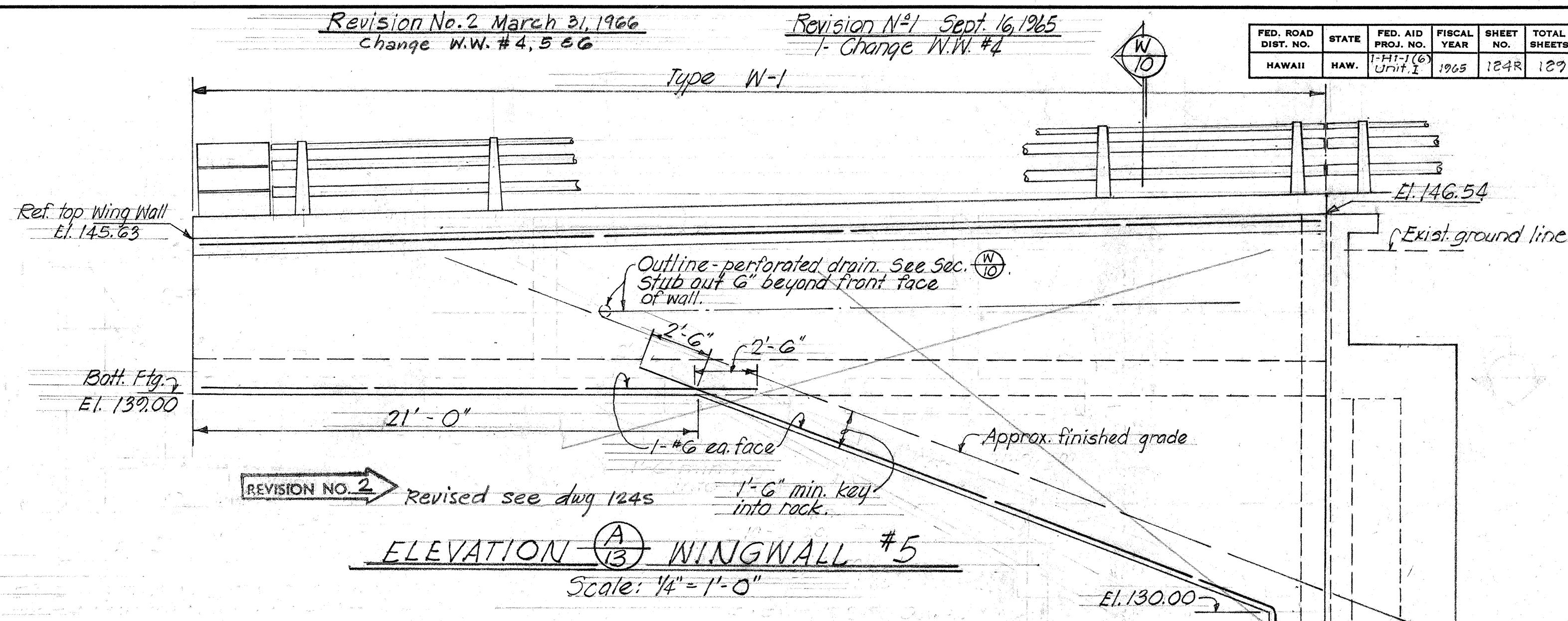
SHEET No. 12 OF 15 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-HI-1(6) Unit 1	1965	124R	127

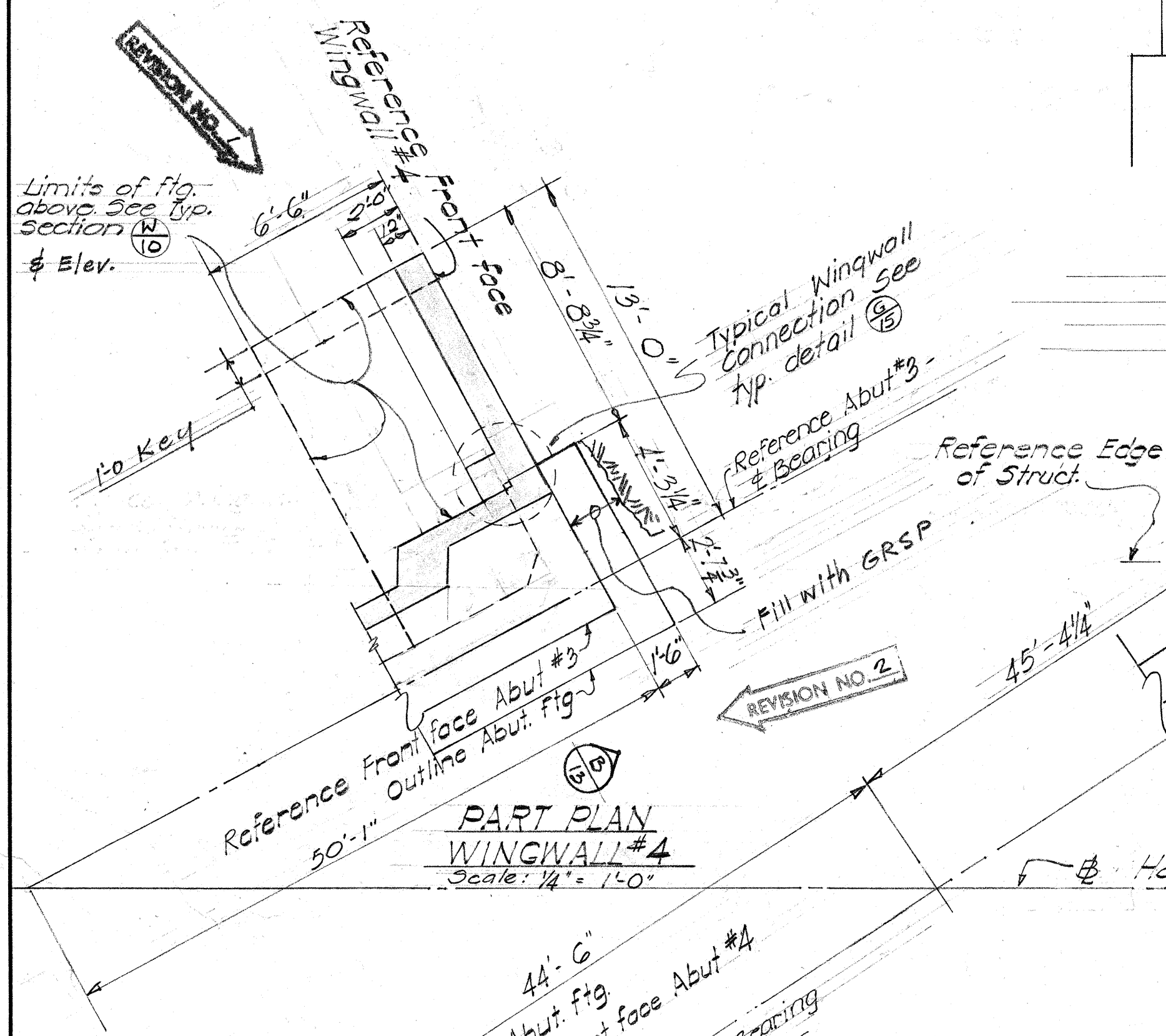


- NOTE:
1. Place name of structure as shown - for location see Layout Plan
 2. Year shown will be year structure is completed
 3. Letter size & detail - see Standard Letter drawings

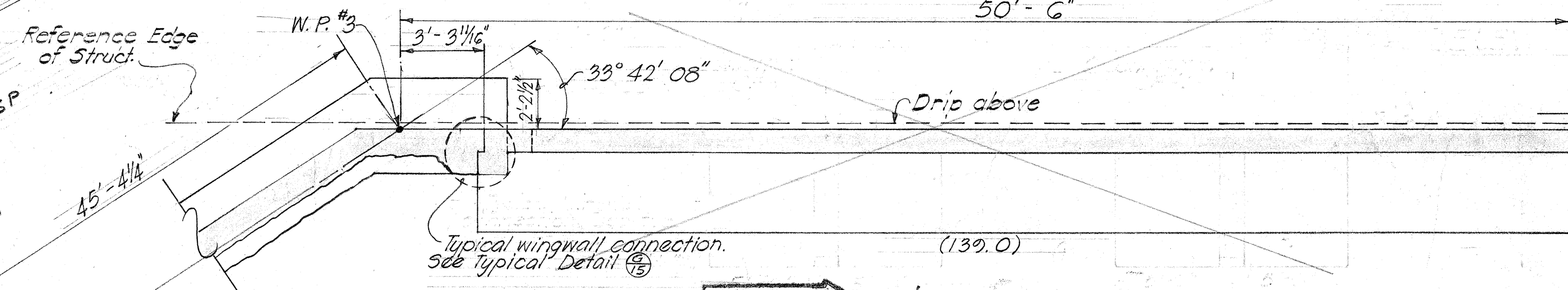
TYPICAL BRIDGE NAME & YEAR
LOCATIONS AT END POST
Scale: 1" = 1'-0"



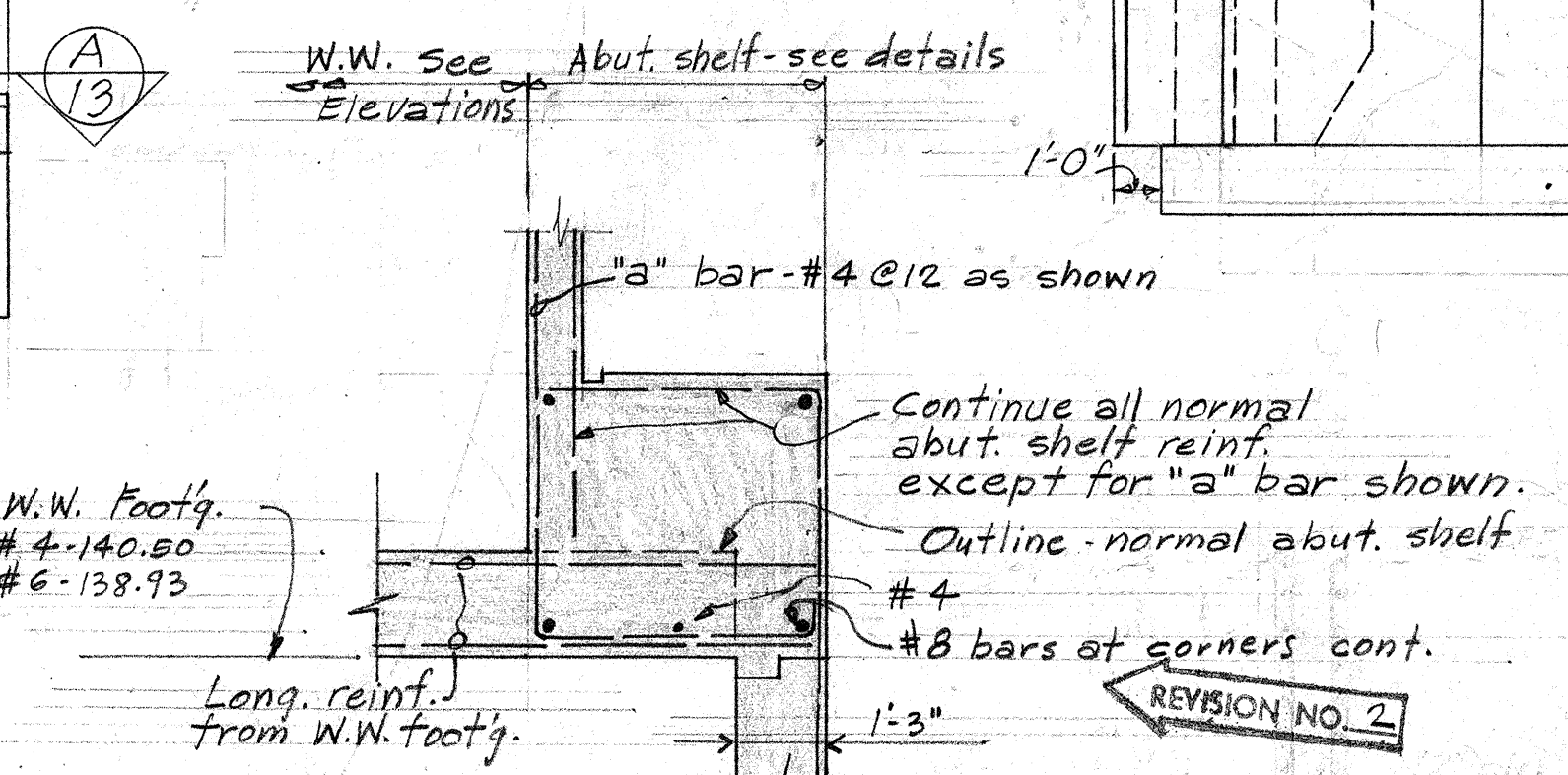
ELEVATION (A) WING WALL #5
Scale: 1/4" = 1'-0"



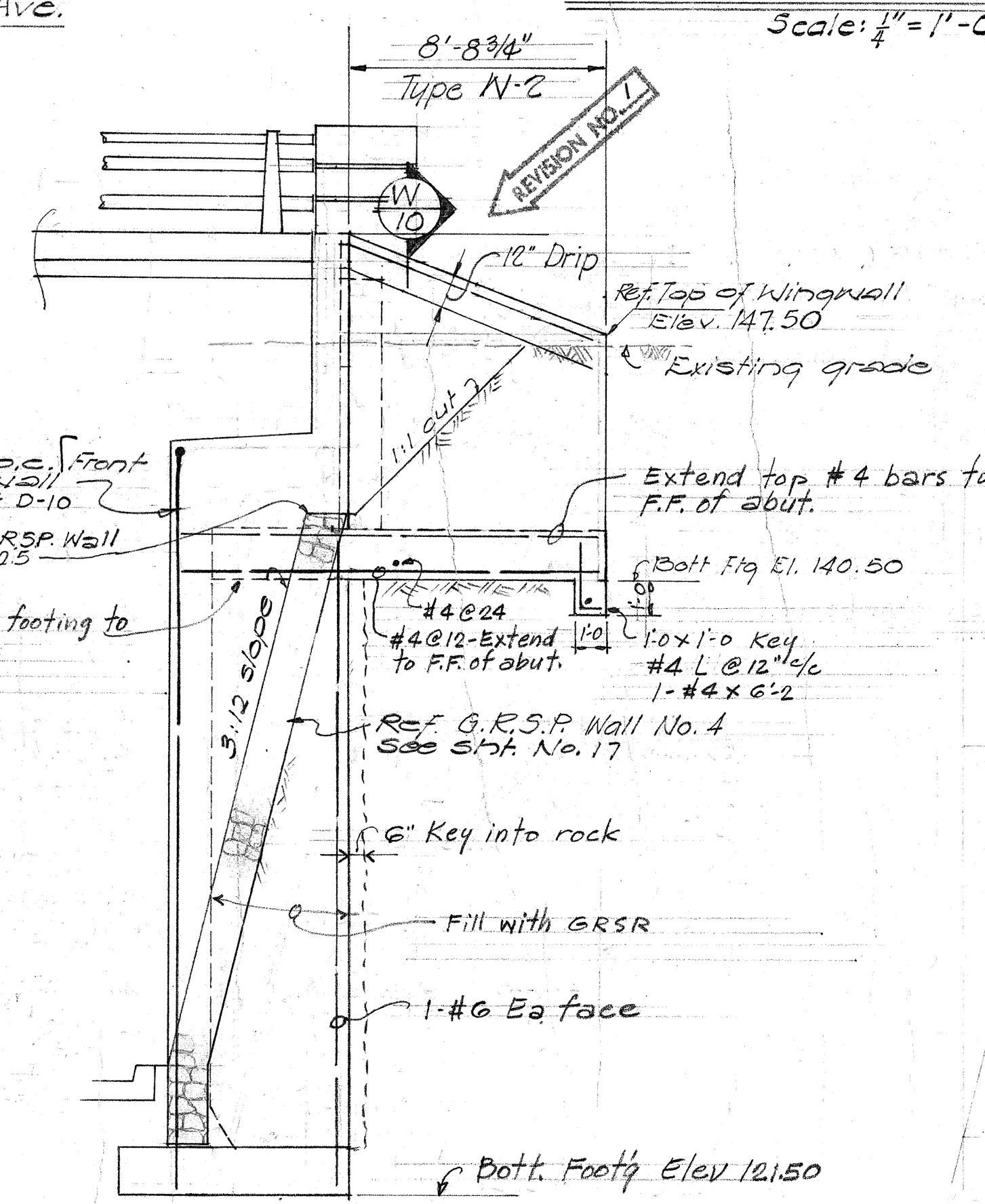
PART PLAN WING WALL #4
Scale: 1/4" = 1'-0"



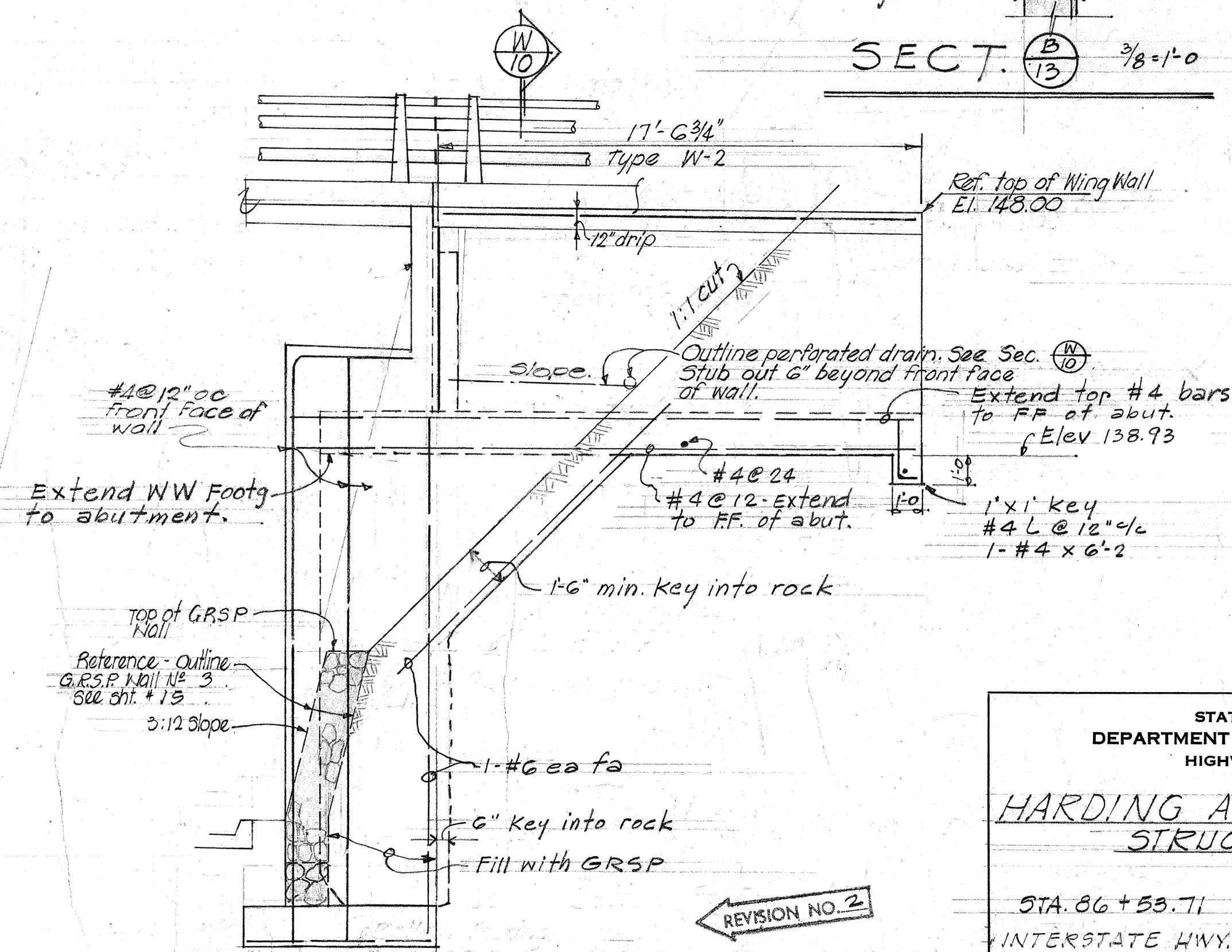
PART PLAN WING WALL #5
Scale: 1/4" = 1'-0"



SECT. (B) 3/8" = 1'-0"



ELEVATION - WING WALL #4
Scale: 1/4" = 1'-0"



ELEVATION - WING WALL #6
Scale: 1/4" = 1'-0"

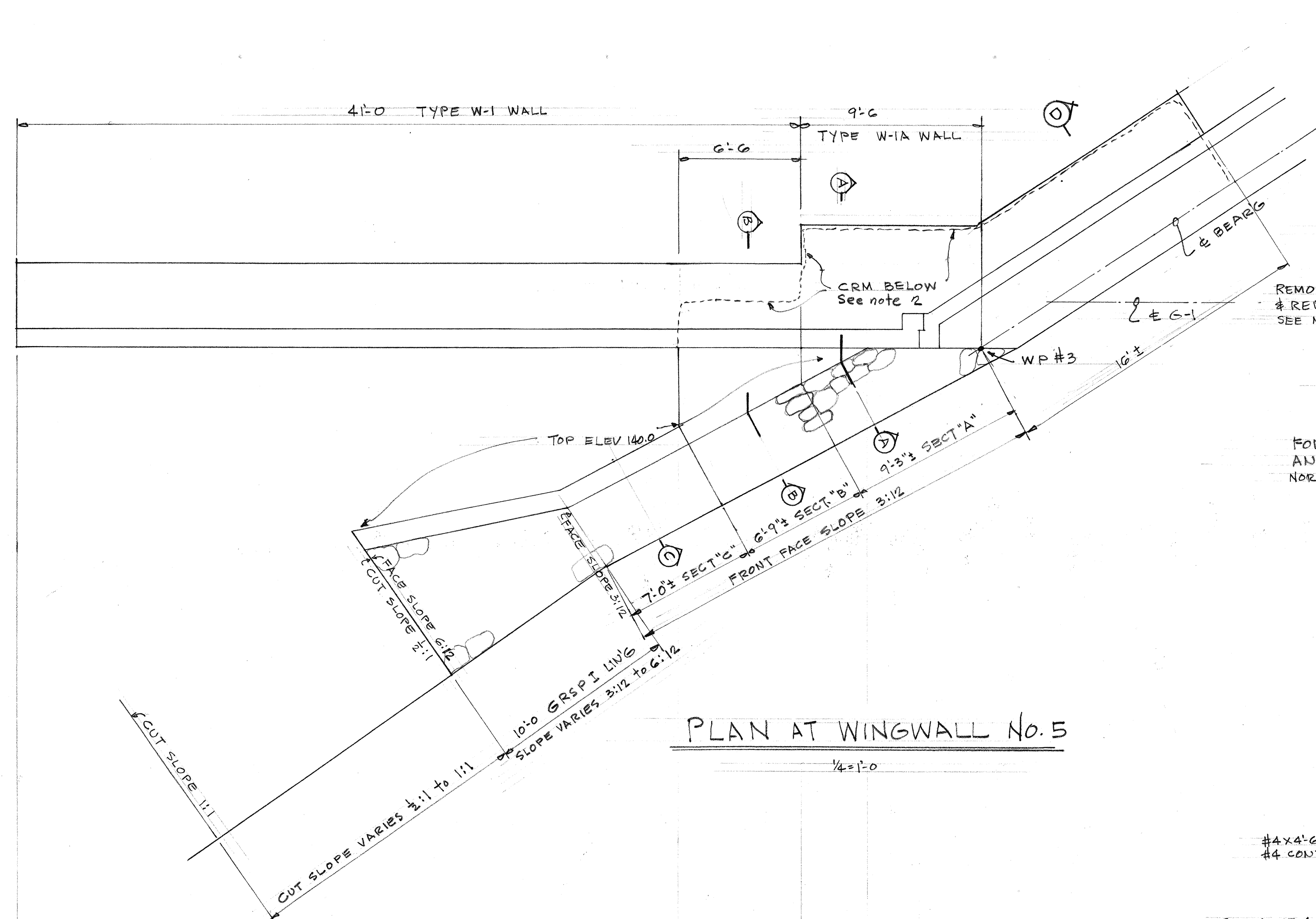
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

**HARDING AVE SEPARATION
STRUCTURE #17**

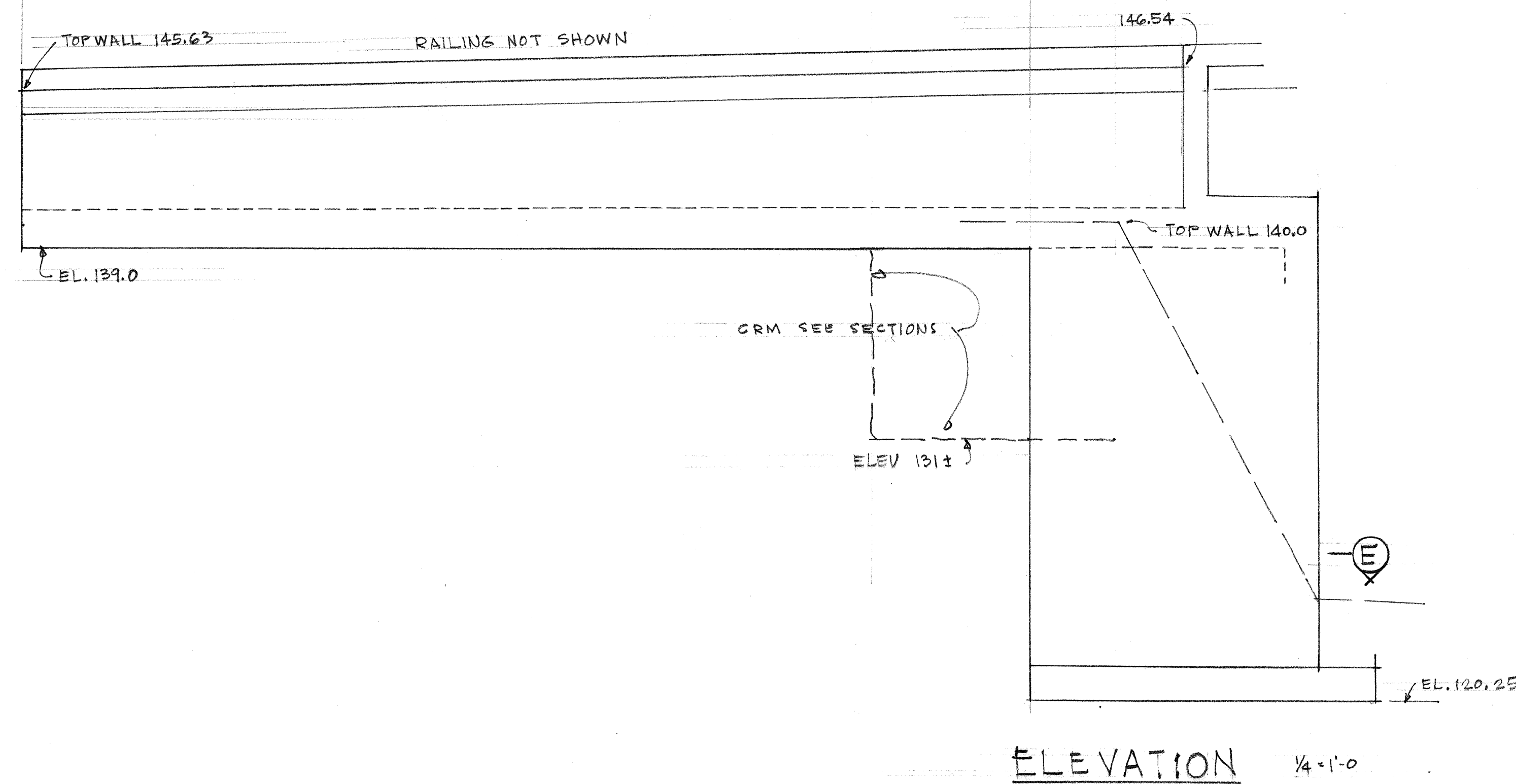
STA. 86+53.71 TO STA. 88+72.22
INTERSTATE HWY. PROJ. NO. 1-HI-1(6) Unit 1
JAN. 1965

SHEET No. 13 OF 15 SHEETS

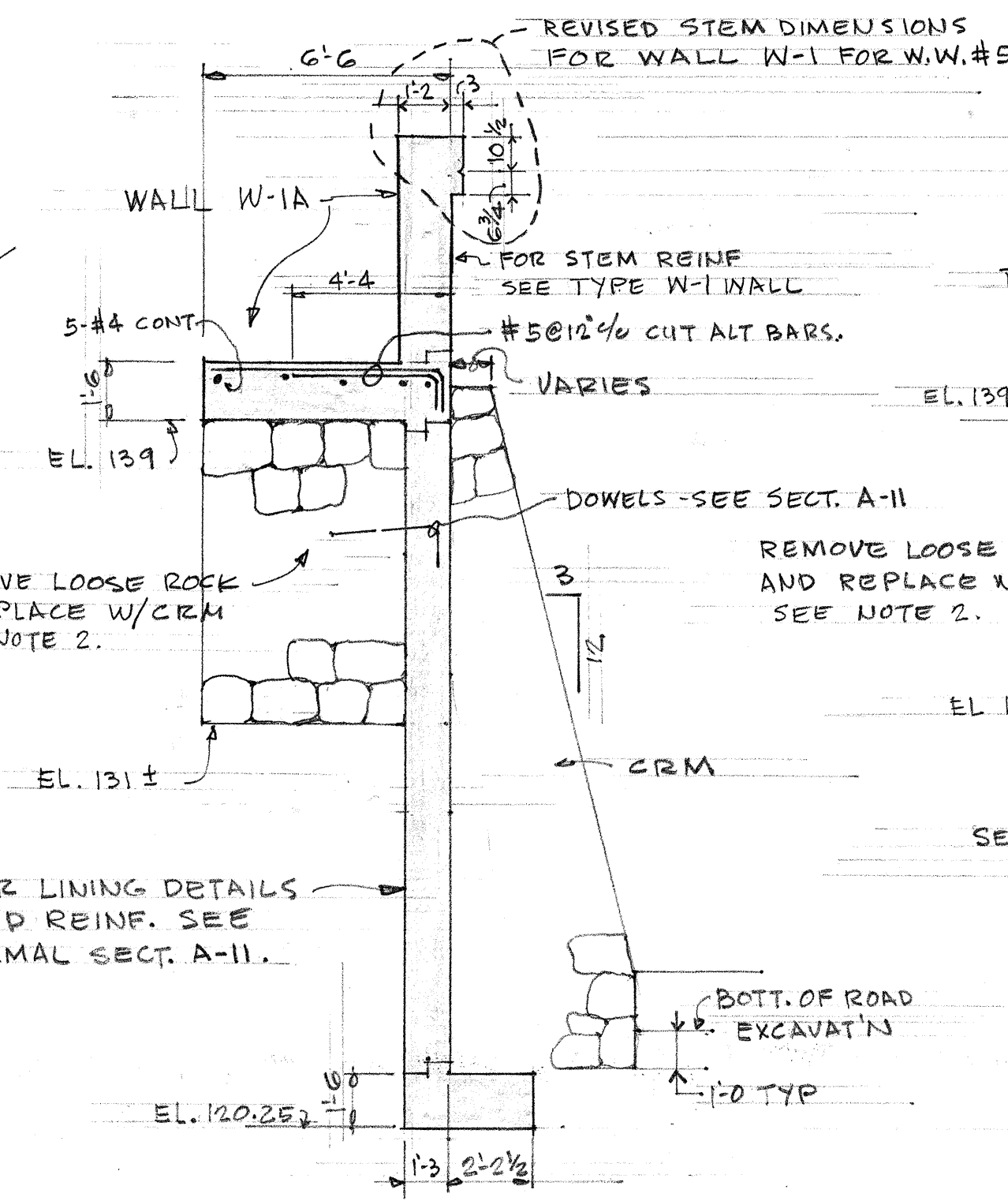
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.				



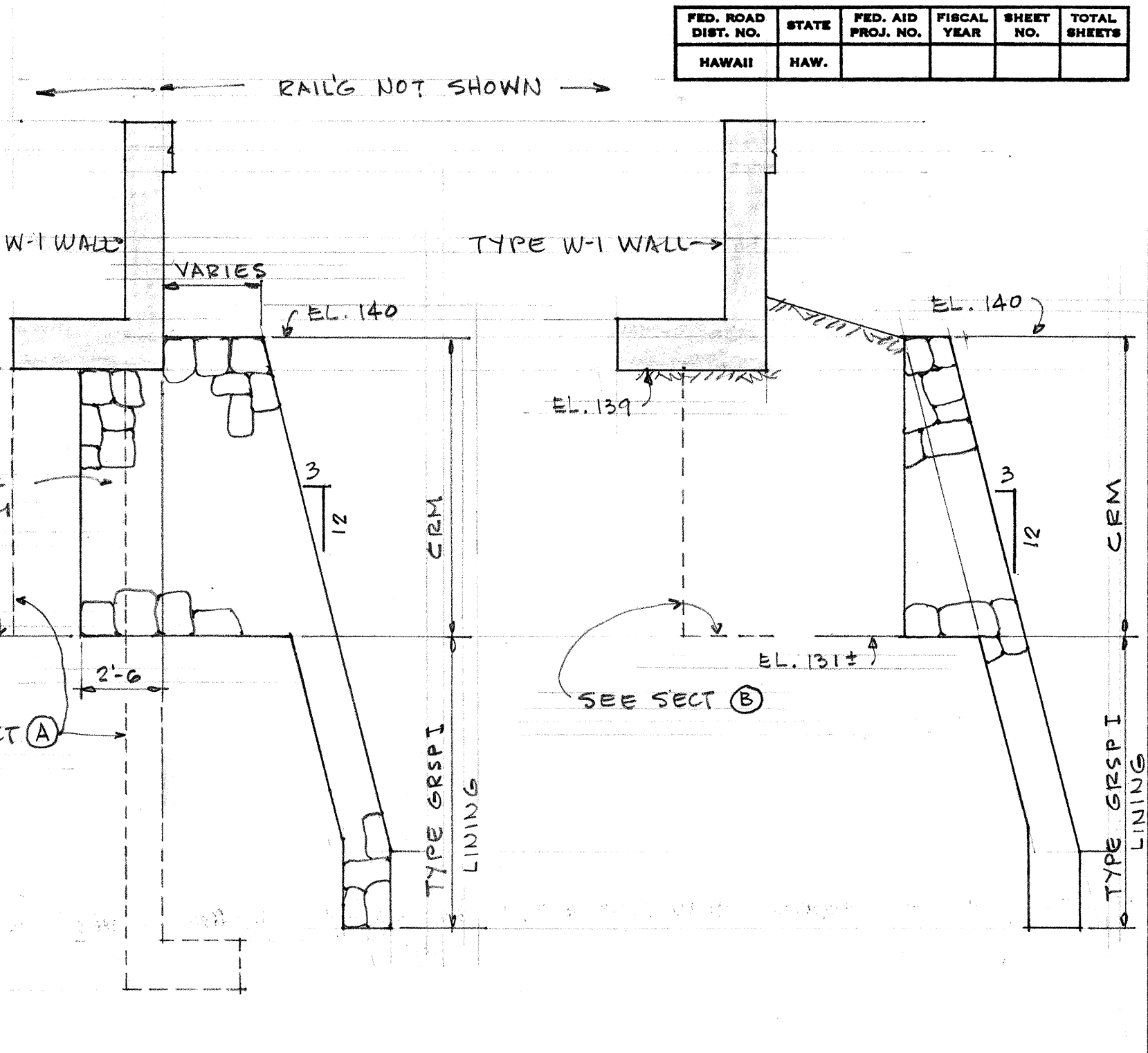
PLAN AT WINGWALL NO. 5
1/4" = 1'-0"



ELEVATION 1/4" = 1'-0"

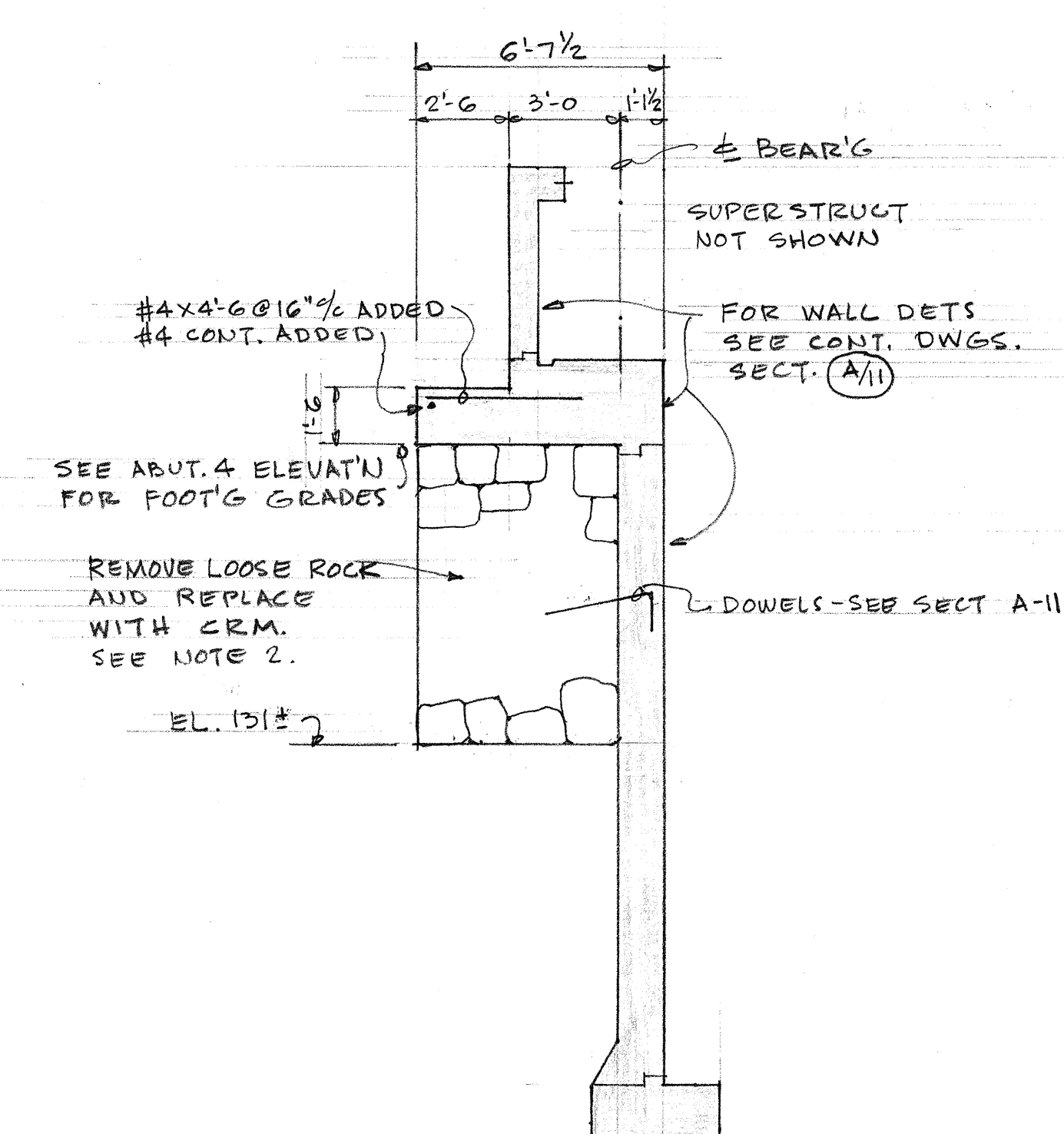


SECT. (A) 1/4" = 1'-0"

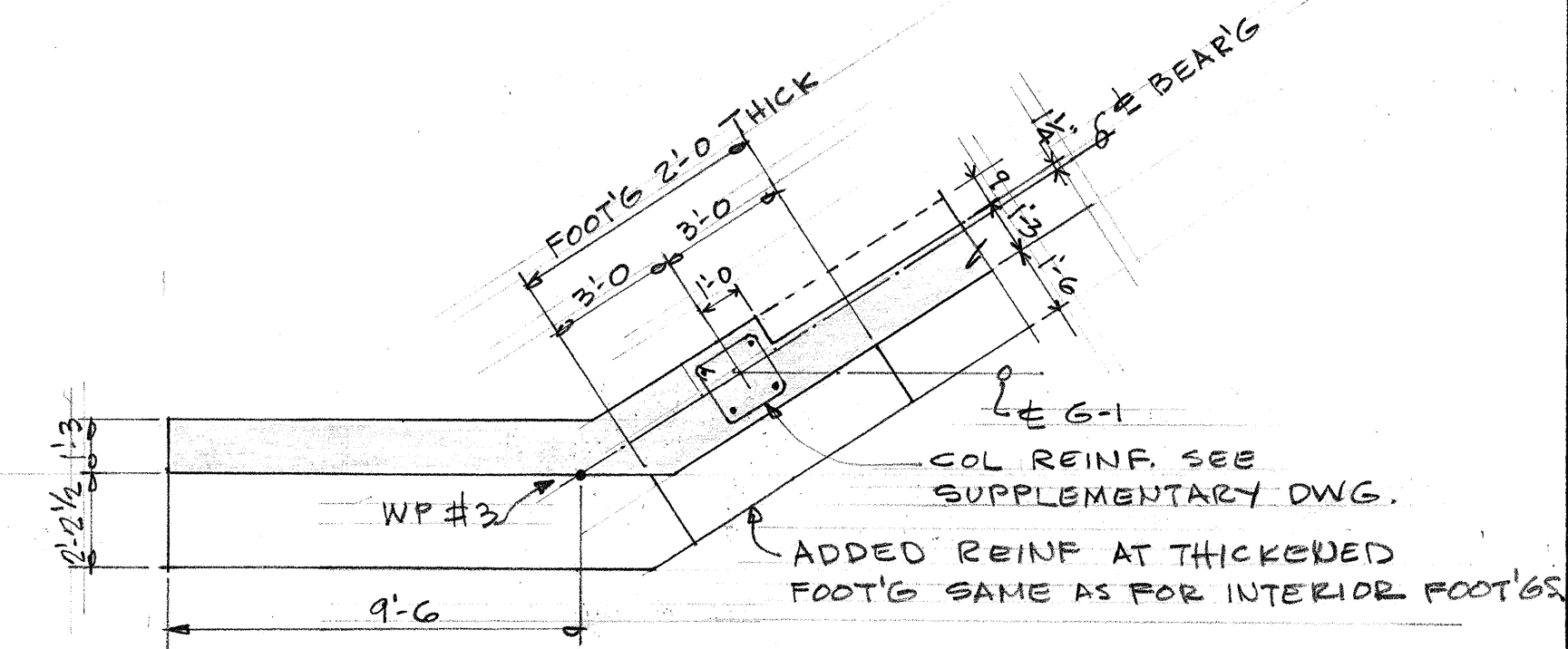


SECT. (B) 1/4" = 1'-0"

SECT. (C) 1/4" = 1'-0"



SECT. (D) 1/4" = 1'-0"



SECT. (E) 1/4" = 1'-0"

- NOTE:
1. THIS DWG PROVIDES FOR THE REVISION OF W.W. NO. 5 AND PORTION OF ABUT. NO. 4.
 2. THE EXACT LIMITS OF LOOSE ROCK TO BE REMOVED AND REPLACED WITH CRM SHALL BE DETERMINED BY THE ENGINEER.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

HARDING AVE. SEPARATION
STRUC. #17

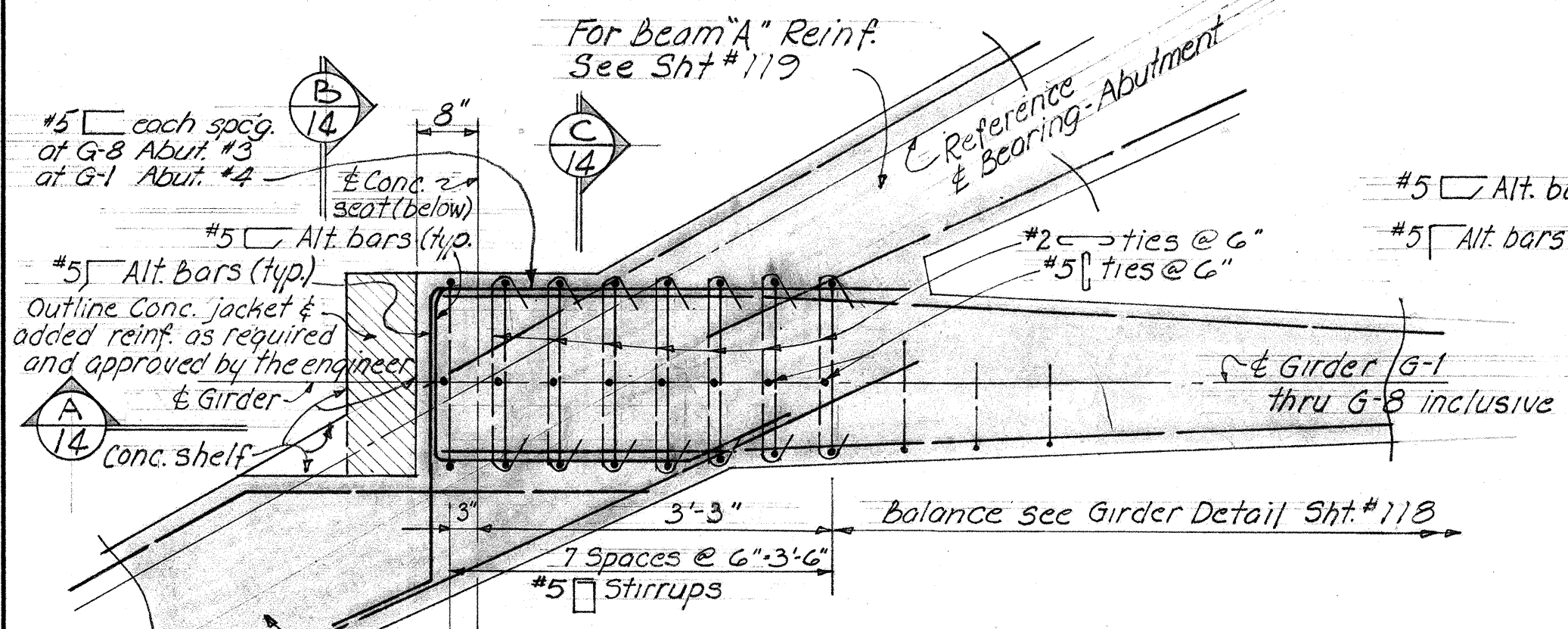
PROJ. NO. I-HI-1(6) UNIT 1
MAY 1966

SHEET No. 13A OF SHEETS

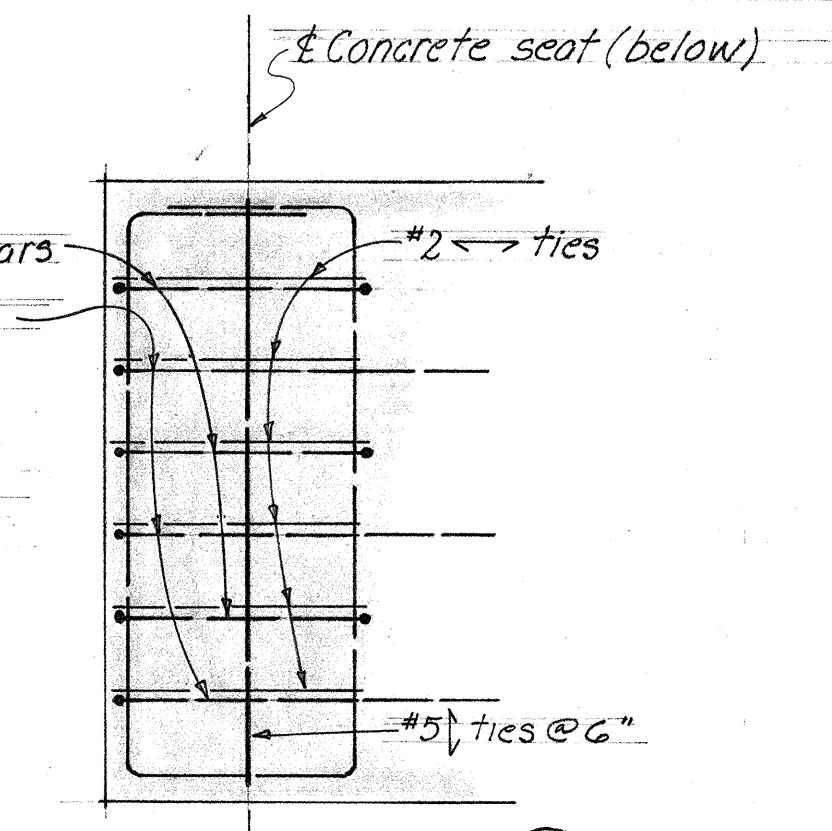
SURVEY PLOTTED BY	DATE
DRAWN BY	
TRACED BY	
QUANTITIES BY	
CHECKED BY	
ORIGINAL PLAN	
NOTE BOOK	
No.	

45

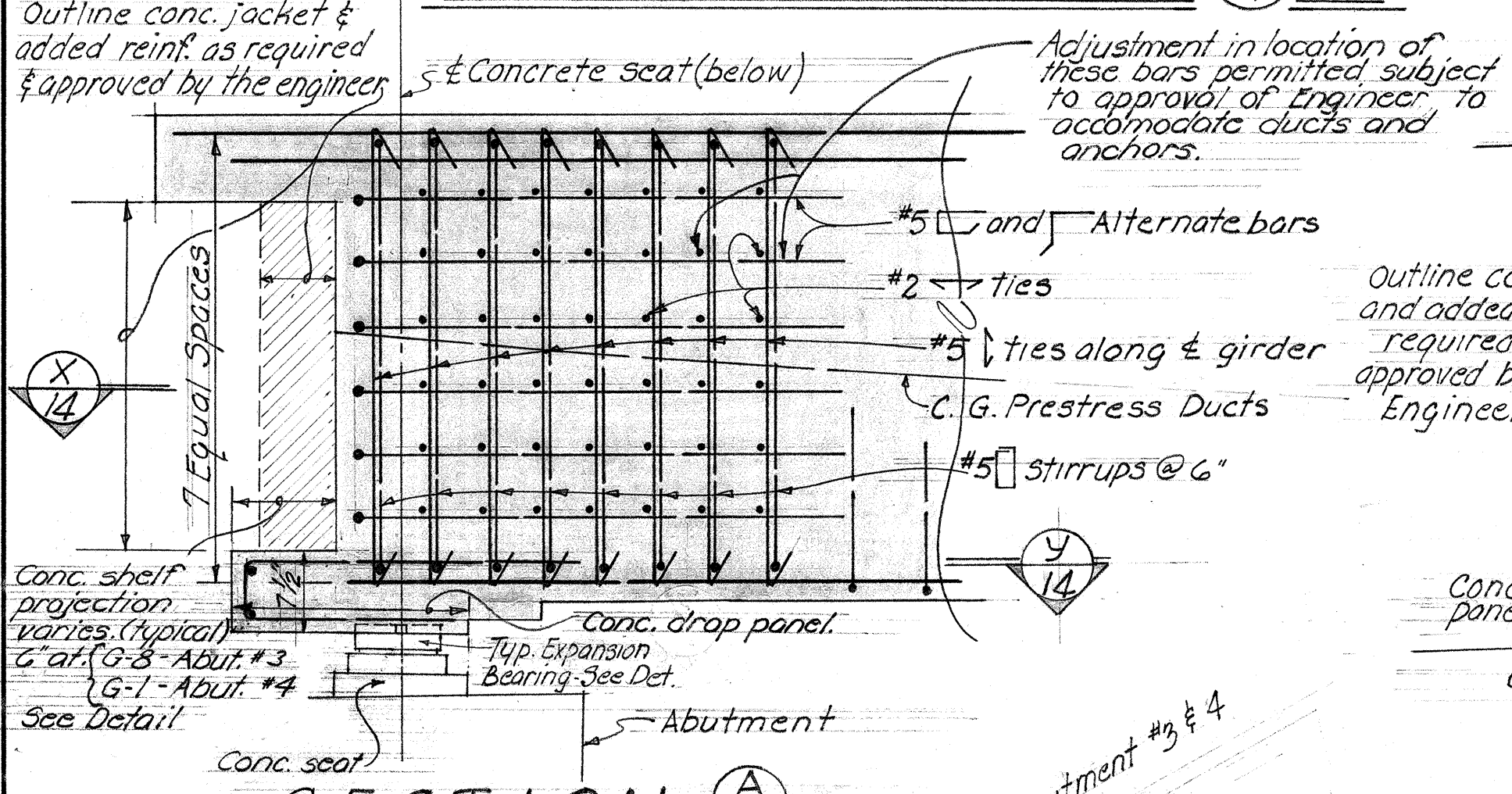
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-HI-1(6) Unit 1	1965	125	127



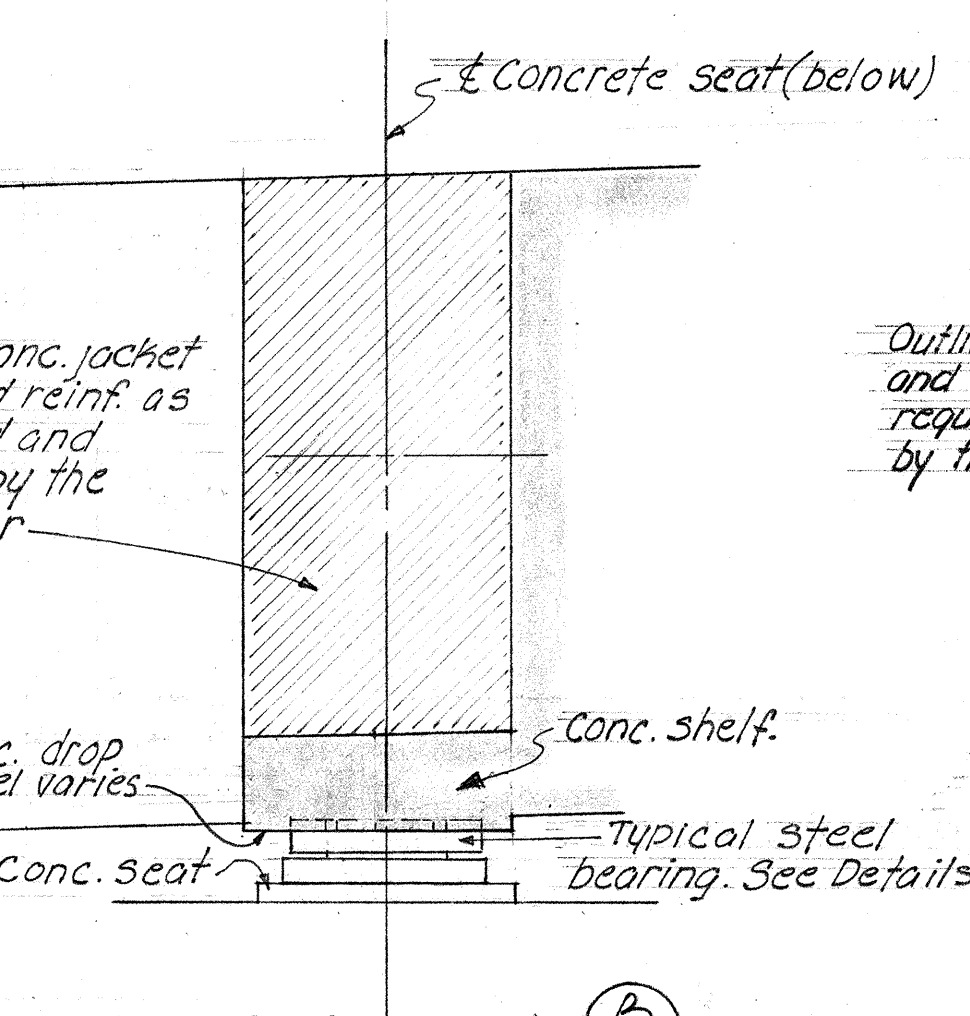
TYPICAL DETAIL (X)
Scale 3/4"=1'-0"



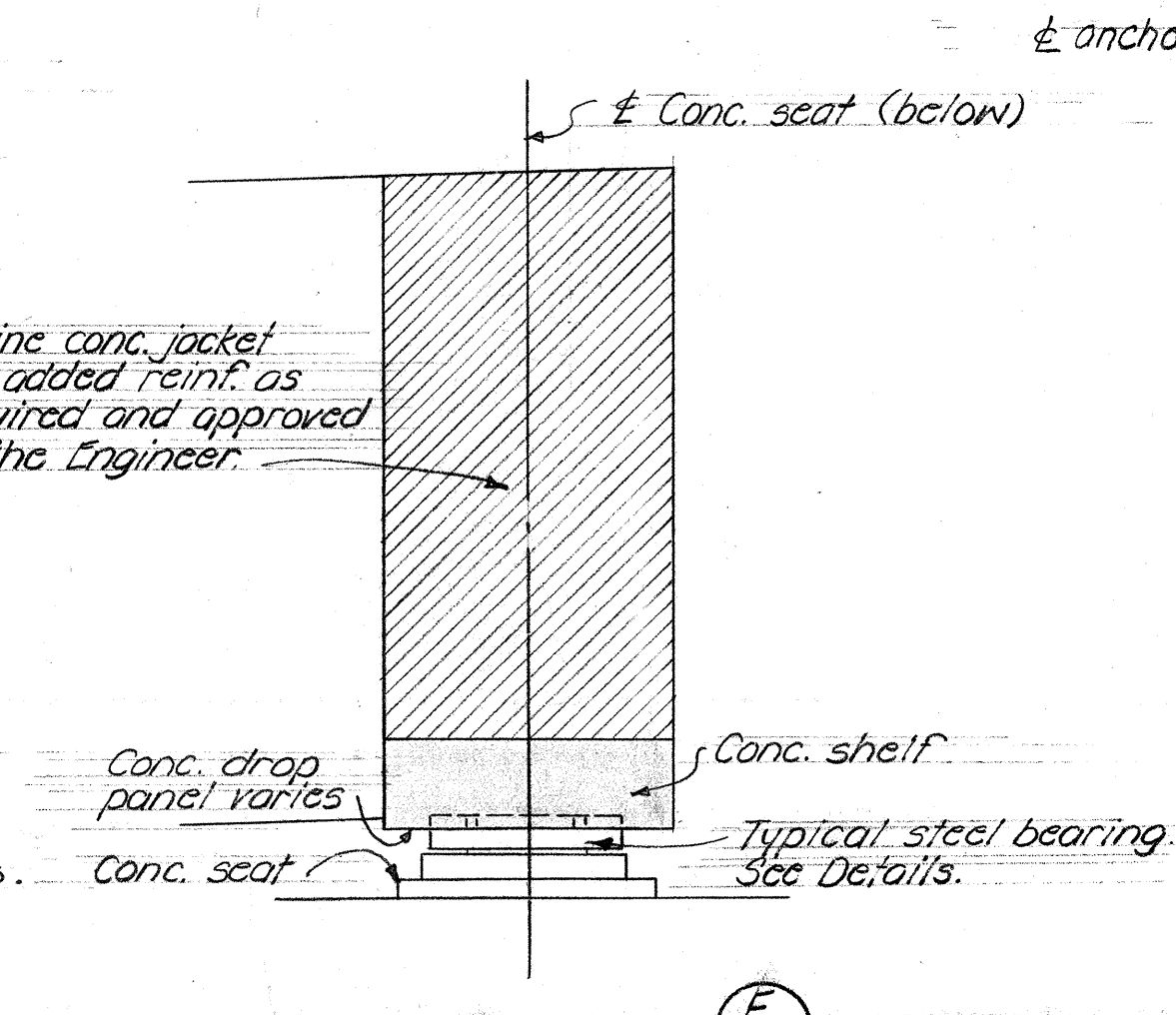
SECTION (C)
Scale 3/4"=1'-0"



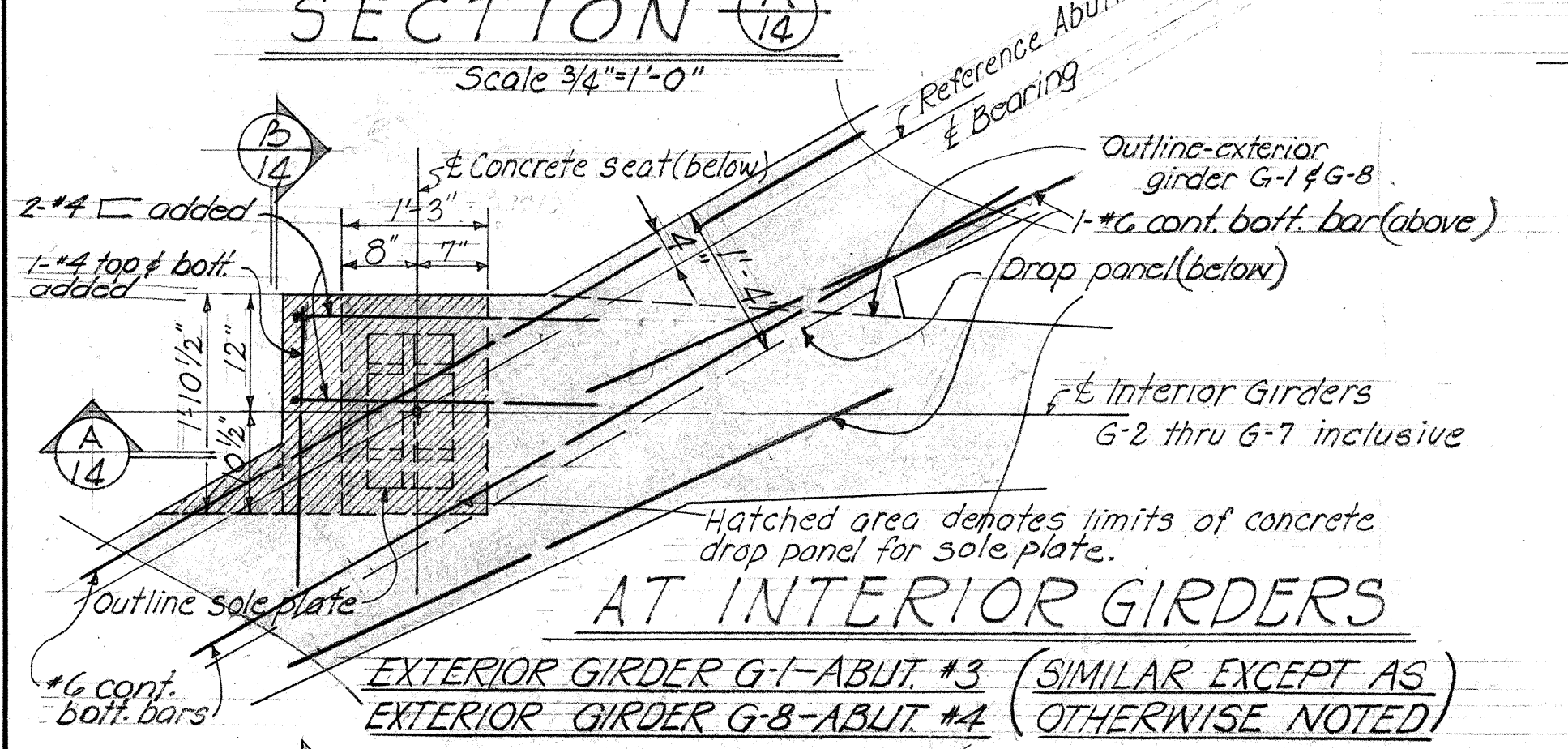
SECTION (A)
Scale 3/4"=1'-0"



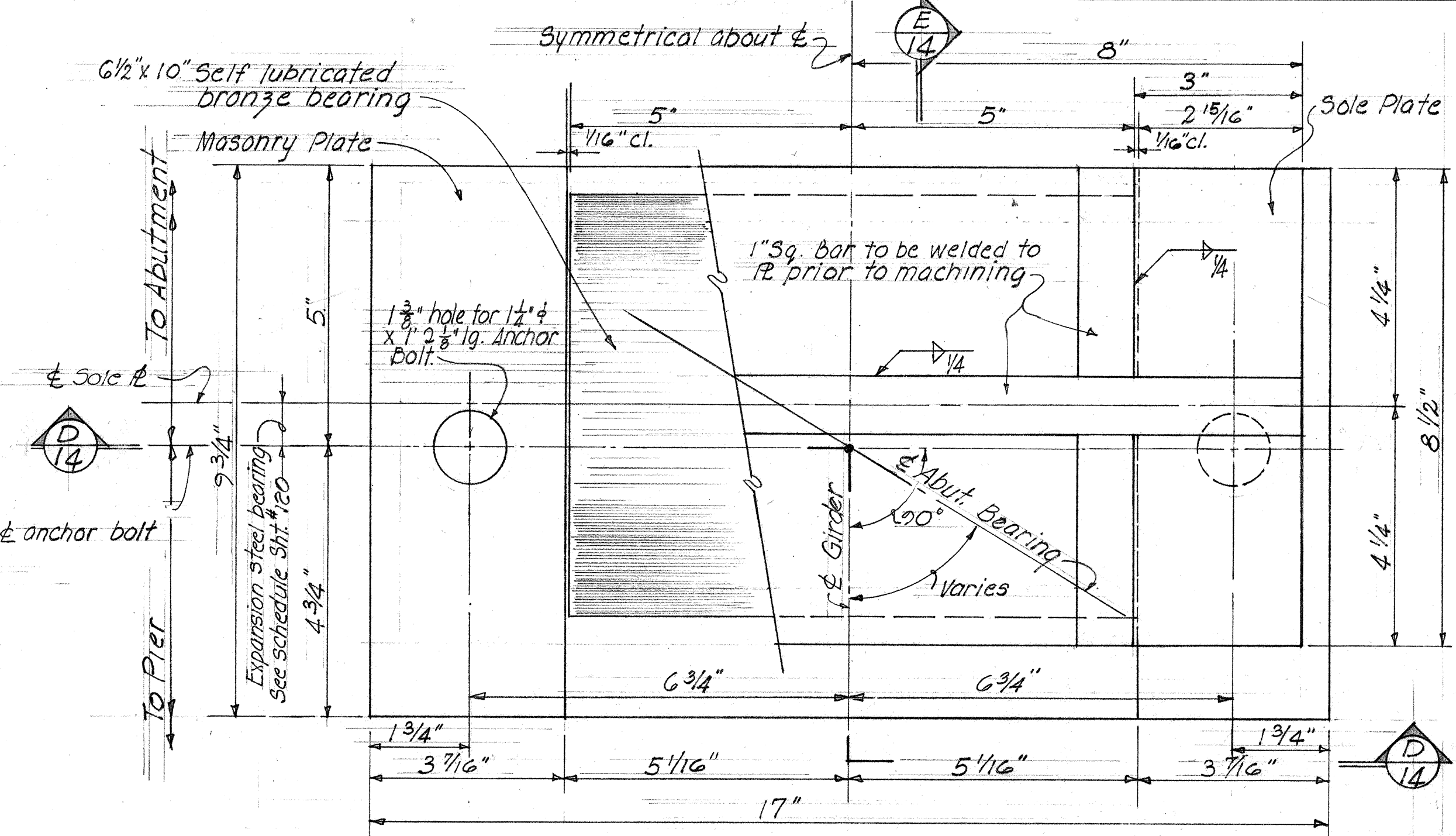
SECTION (B)
Scale 3/4"=1'-0"



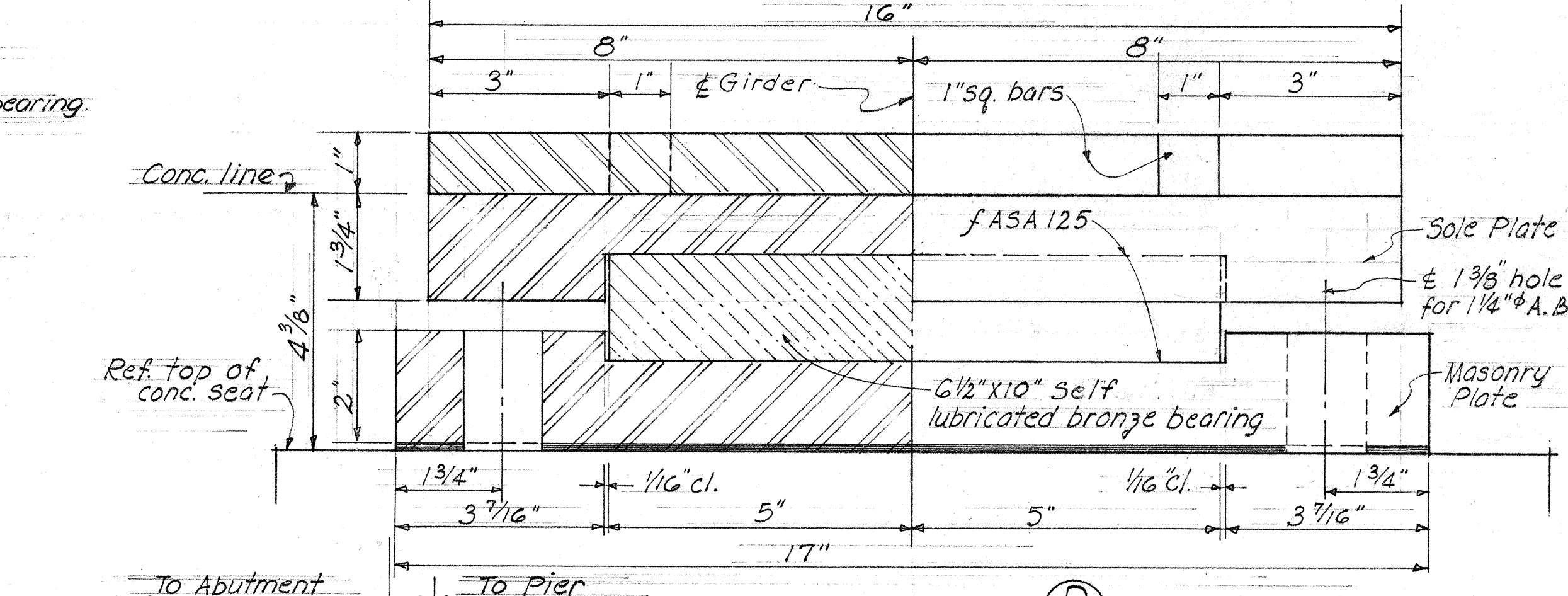
SECTION (E)
Scale 3/4"=1'-0"



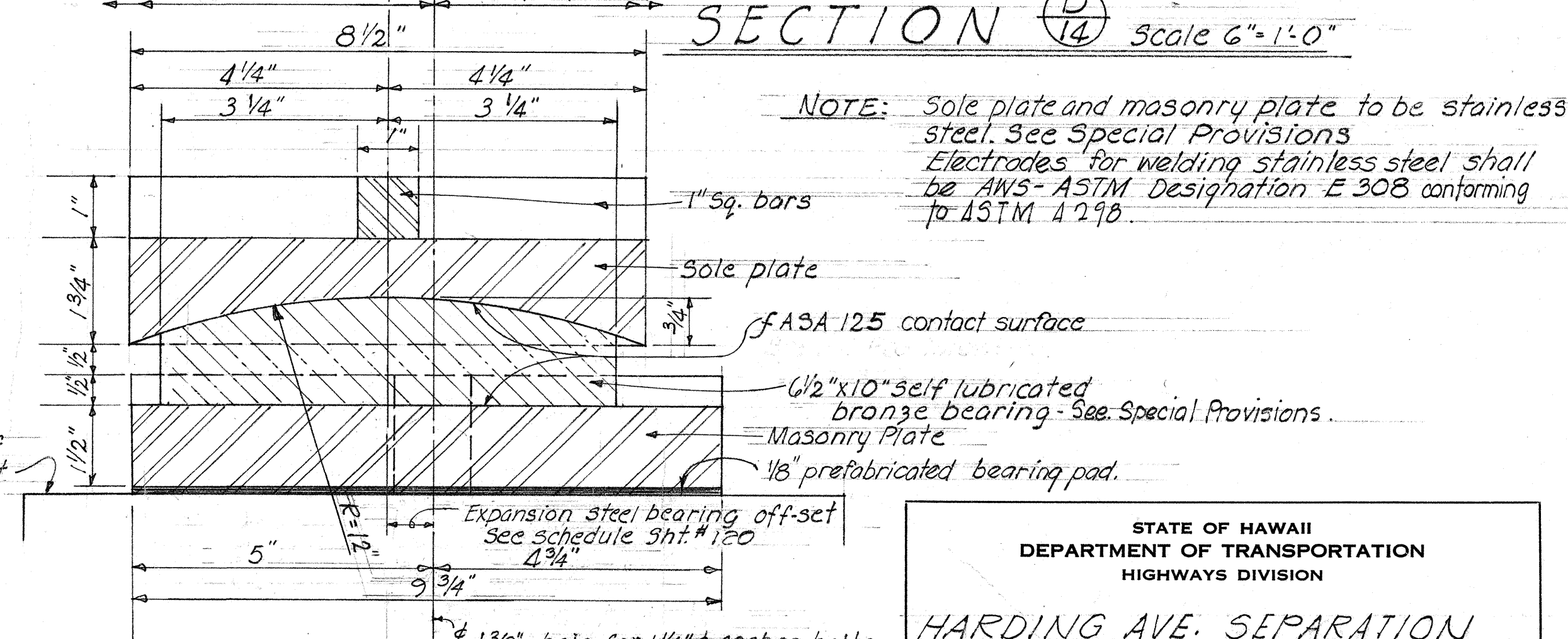
TYPICAL SECTION (Y)
SHOWING LIMITS OF CONCRETE DROP PANEL AT STEEL BEARING



PLAN-BEARING ASSEMBLY Scale 6"=1'-0"



SECTION (D) Scale 6"=1'-0"



SECTION (E) Scale 6"=1'-0"

TYPICAL BRONZE & STAINLESS STEEL BEARING & EXP. PLATES
(16 REQUIRED)

NOTE: Sole plate and masonry plate to be stainless steel. See Special Provisions. Electrodes for welding stainless steel shall be AWS-ASTM Designation E 308 conforming to ASTM 4298.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
HARDING AVE. SEPARATION STRUCTURE #17
STA. 86+53.71 TO STA. 88+12.22
INTERSTATE HWY. PROJ. No. 1-HI-1(6) Unit I
JAN. 1965

SHEET No. 14 OF 15 SHEETS

125

GENERAL NOTES DESIGN SPECIFICATIONS:

Design is in accordance with AASHTO Standard Specifications for Highway Bridges.

REFERENCE:

Refer to Standard Bridge Detail Drawings 127, 128, 129 for additional details not covered by these drawings.

CONCRETE:

All concrete shall be Class A-1 except concrete for prestressed girders & as otherwise shown on plans.

Concrete for prestressed girders - see Special Provisions.

Cover for reinforcing bars shall be as follows unless noted otherwise:

- 1 1/2" for slabs, stirrups on side of beams, girders and walls not exposed to ground.
- 2" for formed walls exposed to ground.
- 2 1/2" to main reinforcing of beams.
- 3" for footings.

Reinforcing bars shall be detailed in accordance with ACI "Manual of Standard Practice for Detailing Reinforced Concrete Highway Structures" unless otherwise noted.

Reinforcing bars shall be securely tied at all intersections and splices shall be held in place during pouring to maintain their proper location as shown on plans.

CONSTRUCTION METHODS:

General

See Standard Specifications.

Welding

All welding shall conform to the latest specifications for welding Highway and Railway Bridges Design Construction & Repair of the American Welding Society.

No backfill shall be placed behind Abutments of rigid frame 16th Ave. Separation until concrete in superstructure has reached a strength of 3000 p.s.i. The backfill must then be placed uniformly and simultaneously at each abutment to avoid unequal lateral earth pressure.

Abutments #3 & #4, concrete linings & footings of Harding Ave. Separation shall be excavated, trimmed, and poured neat against undisturbed rock, see Details and Special Provisions.

Except as otherwise noted on plans, all footings shall be excavated and poured to neat lines against undisturbed rock. All over excavation beyond neat line and bottom of footing elevations shall be backfilled with a minimum of Class D concrete at the Contractor's expense and as directed by the Engineer.

Forms

Forms for all exposed surfaces of separation structures including retaining walls (except round columns) shall be Plywood. Forms for round columns shall be made of material that results in a smooth finish and true dimensions as shown on the plan.

Symbols

- (A) Alphabet - Section number description.
- (10) Sheet number detail is drawn on.
- Direction in which main reinforcing bar extend.

Column number.

Structure

Sidewalk shall be paid for under Item No. 76

1'-6"

Top of conc. Deck

Varies from 9" to 6" at Transition

Varies from 1/2" to 1/4" at Transition

Top of curb & gutter (to be paid for under Contract Item 70 (30))

2" x 4" cont.

6" x 6" 1/4" wire mesh.

2" x 4" cont.

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

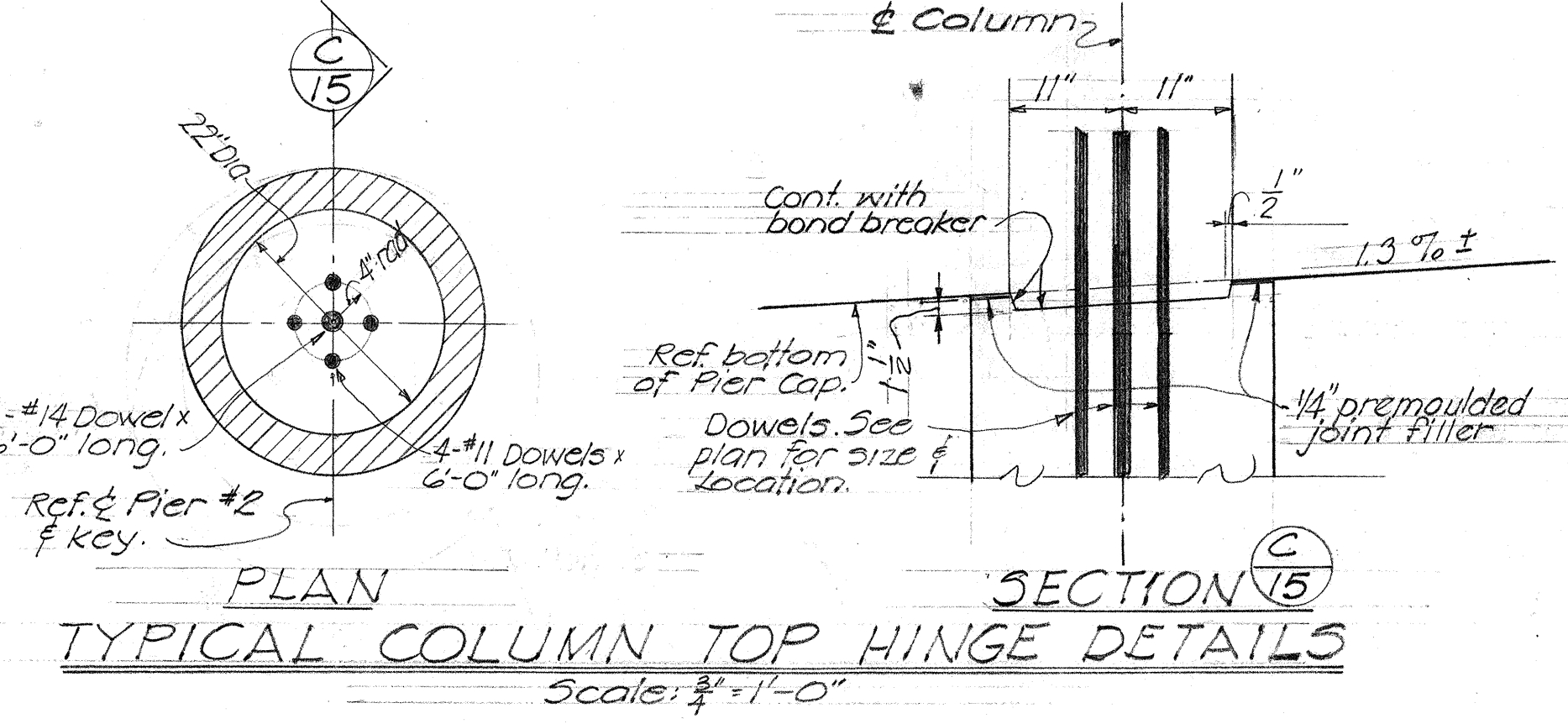
6'-0"

2'-0"

1'-6"

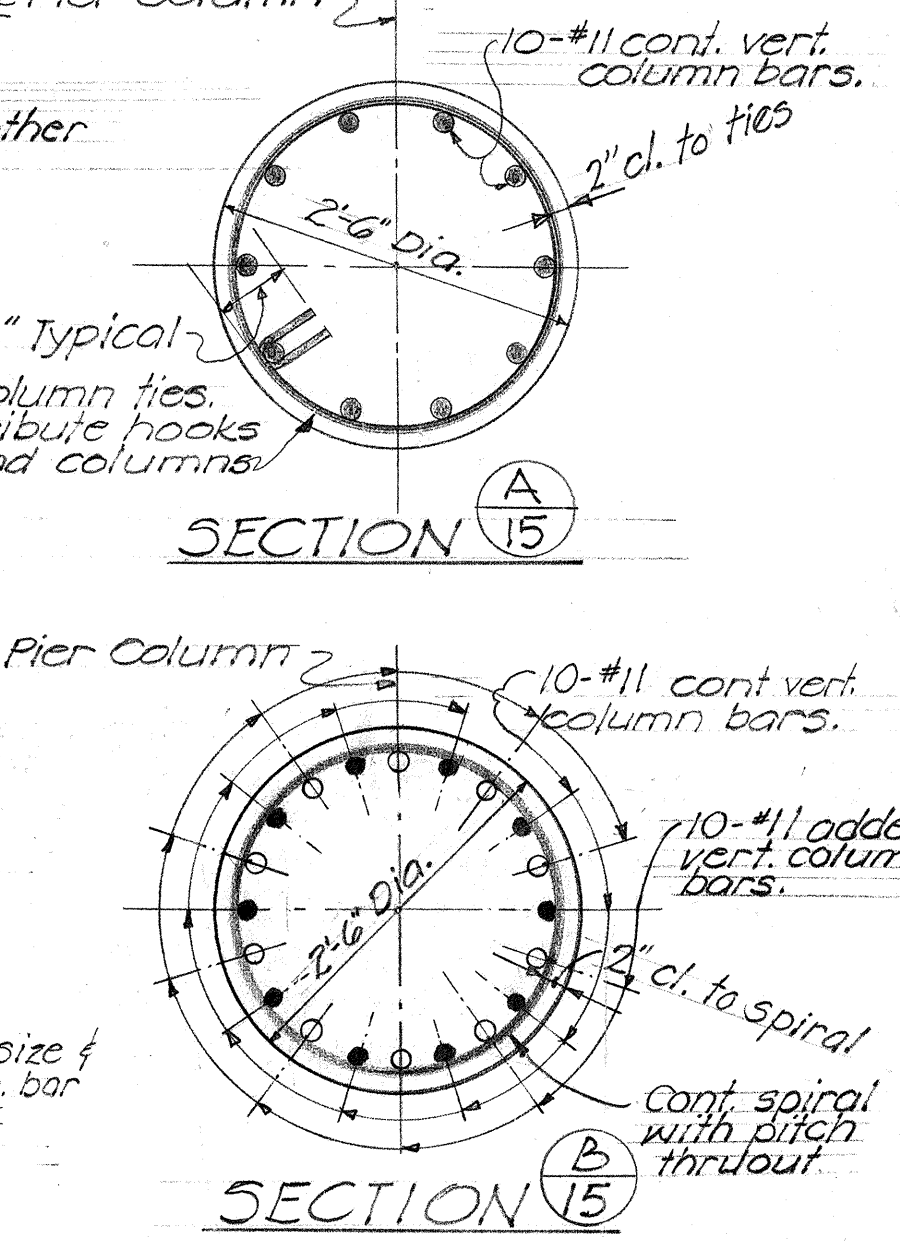
Plain Sidewalk See Hwy Drngs.

1'-0"



PIER SCHEDULE		
COLUMN NOS.	(1 THRU (4)	(5 THRU (10)
HINGED TOP DECK		See Detail above
TOP PIER COLUMN	30" Diam. 10-#11	30" Diam. 10-#11 cont. 10-#11 hooked
TOP FOOTING		
FIXED BASE (DOWELS)		20-#11
HINGED BASE (DOWELS)	6-#11	
FOOTING TYPE	F-1	F-2

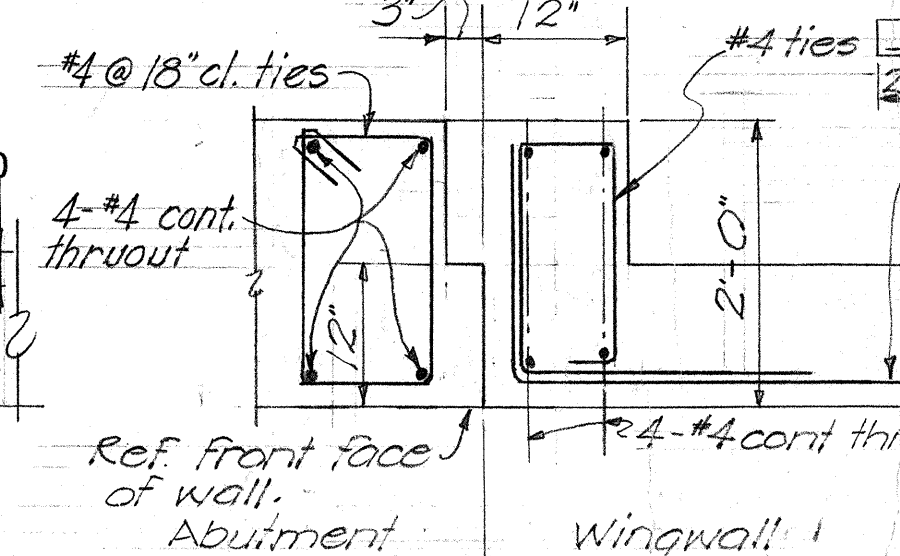
FOOTING SCHEDULE			
MARK	SIZE	DEPTH	BOTTOM FOOTING REINF.
F-1	8'-0" x 8'-0"	2'-6"	8-#8 EA WAY
F-2	7'-0" x 7'-0"	2'-0"	12-#7 EA WAY
F-2	3'-8" x 3'-6"	3'-0"	



TYPICAL COLUMN SECTIONS

Scale: 3/4" = 1'-0"

CCO #11 Revised Fig



TYPICAL CONNECTION DETAIL (ABUTMENT TO WINGWALL)

Scale: 3/4" = 1'-0"

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"

Plain Sidewalk See Hwy Drngs.

1'-0"

cont. conc. curb. See Plan for limits.

4" x 12" thruout.

NOTE: Reinforcing Steel and Wire Mesh shall be considered incidental to Plain Conc. Sidewalk.

Ref. front face of wall, Retaining Walls

Ref. top of wall

Rein. conc. Sidewalk (See Note below)

1'-5"

6'-0"

2'-0"

1'-6"