HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **Koko Head portion**

Resource Name/Historic Name: **Kapalama Canal Bridge**

Sector: **21 Kapalama Station Sector**

Location: **Dillingham Blvd**

Owner: **City and County of Honolulu**

Station Block:

Date-Original: **1930**

Source: **Inscription on bridge & Thompson, Bethany, *Historic Bridge Inventory, Island of Oahu*, 1980.**

Present Use/Historic Use: **Bridge**

Architectural Description:

This bridge is a five-span, reinforced-concrete, tee-beam deck-girder bridge, about 113' in length. It was built for the City & County of Honolulu, under the tenure of Bureau Engineer D. Balch and design engineer George Dawson. Its concete parapets are pierced to form balustrades with arched-topped vertically oriented openings. This arched-top design pattern for balustrades was a standardized pattern of Territorial Highway Department bridges of this period. The balustrades of this bridge are divided by four regularly spaced stanchions that have thick rectangular tops with a very-low-slope hipped cap. The face of each stanchion has a recessed rectangular panel with a raised pyramidal design. The end stanchions are similar but slightly larger with flat panels that are inscribed "Kapalama Canal" and on the opposite stanchion, "1930." There are 10' sidewalks on both sides of the bridge.

Integrity:

Integrity appears high, parapets and stanchions are unaltered.

Significance:

Criterion "A" - for its association with the the transportation history of the area and the extension of Dillingham Boulevard from the Kalihi Kai neighborhood to downtown. Criterion "C" - as an example of concrete bridge engineering and design in Hawaii. This bridge was an important transportation link between Kalihi and downtown Honolulu and an important aspect of the construction of Dillingham Boulevard between Waiakamilo and King Street in the early 1930s.