

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

TMK: **None**

Historic Status: **Evaluated Eligible**

Portion of Alignment: **'Ewa portion**

Resource Name/Historic Name: **Waiawa Separation Bridge**

Sector: **12 Pearl Highlands Station Sector**

Location: **Kamehameha Hwy east-bound over Farrington Hwy's west-bound lanes.**

Station Block: **Pearl Highlands Station Block**

Owner:

Date-Original: **1953**

Source: **Inscription**

Present Use/Historic Use: **Bridge**

Architectural Description:

The parapets of this bridge are massive, low walls of thick unembellished concrete, about 2'-6" high and about 2' wide with the corners chamfered about 1". In lieu of stanchions the flat-topped parapets curve seamlessly into the vertical end walls. At the west end, the mauka parapet is incised "Waiawa Separation" and the makai parapet "1953." The bridge is supported at its ends by vertical, board-formed concrete abutments. The span of the bridge is supported near its mid-point by two square reinforced concrete piers.

Integrity:

Parapets and abutments are unaltered.

Significance:

Criterion "A" - for its association with the the transportation history of the area. Criterion "C" - as an example of concrete bridge engineering and design in Hawaii. This bridge was an important part of improving the traffic pattern at this junction of Kamehameha and Farrington Highways, carrying east-bound traffic and allowing west-bound traffic to flow unimpeded beneath it, thereby avoiding an intersection of these two busy roads. This is an early Oahu example of a bridge over a road, rather than over a stream. Its solid parapet design is unusual for Territorial highway bridges of the 1950s.

