

STRUCTURAL GENERAL NOTES:

GENERAL:

- A. WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE FOLLOWING DESIGN SPECIFICATIONS:
- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020 INCLUDING ALL INTERIM REVISIONS.
  - STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION, HIGHWAYS DIVISION, DESIGN CRITERIA FOR BRIDGES AND STRUCTURES, AUGUST 8, 2014 AS AMENDED BY HWY-DB 2.5098, CHANGES TO DESIGN CRITERIA FOR BRIDGES AND STRUCTURES, JANUARY 8, 2018.
  - AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION, 2016 INCLUDING ALL INTERIM REVISIONS.
  - AASHTO MANUAL FOR ASSESSING SAFETY HARDWARE, 2ND EDITION, 2016.
  - AASHTO MANUAL FOR BRIDGE EVALUATION, 3RD EDITION, 2018 INCLUDING ALL INTERIM REVISIONS AND REQUIREMENTS FOR EMERGENCY VEHICLE RATINGS AS PER FHWA'S MEMORANDUM, LOAD RATING FOR THE FAST ACT'S EMERGENCY VEHICLES, NOVEMBER 3, 2016 AS MODIFIED BY "DRAFT MODIFICATIONS TO THE "DESIGN CRITERIA FOR BRIDGES AND STRUCTURES, AUGUST 8, 2014" FOR THE MANUAL FOR BRIDGE EVALUATION 2ND EDITION".
  - HAWAII STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (2005 EDITION) AND SPECIAL PROVISIONS.
  - STATE OF HAWAII: AMENDED IBC, 2018
- B. THE CONTRACTOR SHALL COMPARE ALL THE CONTRACT DOCUMENTS WITH EACH OTHER AND REPORT IN WRITING TO THE ENGINEER ALL INCONSISTENCIES AND OMISSIONS.
- C. THE CONTRACTOR SHALL TAKE FIELD MEASUREMENTS AND VERIFY FIELD CONDITIONS AND SHALL COMPARE SUCH FIELD MEASUREMENTS AND CONDITIONS WITH THE DRAWINGS BEFORE COMMENCING WORK. REPORT IN WRITING TO THE ENGINEER ALL INCONSISTENCIES AND OMISSIONS.
- D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES.
- E. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEANS AND METHODS OF CONSTRUCTION, WORKMANSHIP AND JOB SAFETY.
- F. THE CONTRACTOR SHALL PROVIDE TEMPORARY SHORING AND BRACING AS REQUIRED FOR STABILITY OF STRUCTURAL MEMBERS AND SYSTEMS.
- G. CONSTRUCTION LOADING SHALL NOT EXCEED DESIGN LIVE LOAD UNLESS SPECIAL SHORING IS PROVIDED. PERMITTED CONSTRUCTION LOADS SHALL BE PROPERLY REDUCED IN AREAS WHERE THE STRUCTURE HAS NOT ATTAINED FULL DESIGN STRENGTH.
- H. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF THE ADJACENT PROPERTIES, STRUCTURES, STREETS AND UTILITIES DURING THE CONSTRUCTION PERIOD. ANY DAMAGED OR DETERIORATED PROPERTY SHALL BE RESTORED TO THE CONDITION PRIOR TO THE BEGINNING OF WORK OR BETTER AT NO COST TO THE STATE.
- I. DETAILS NOTED AS TYPICAL ON THE STRUCTURAL DRAWINGS SHALL APPLY IN ALL CONDITIONS UNLESS SPECIFICALLY SHOWN OR NOTED OTHERWISE.
- J. ELEVATIONS AND DETAILS OF THE EXISTING BRIDGES AND OTHER MISCELLANEOUS STRUCTURES AS SHOWN ON THESE PLANS ARE BASED ON AS-BUILT DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL EXISTING ELEVATIONS AND EXISTING STRUCTURE DETAILS AND SHALL NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES FOR FURTHER ACTION.
- K. EXCEPT AS NOTED OTHERWISE, ALL VERTICAL DIMENSIONS ARE MEASURED PLUMB.

DESIGN CRITERIA:

- A. DEAD LOAD
- WEIGHT OF ALL COMPONENTS OF THE STRUCTURES, APPURTENANCES ATTACHED THERETO, AND EARTH COVERS.
  - UNIT WEIGHT OF CONCRETE: 160 PCF
  - COMPACTED EARTH: 120 PCF
- B. LIVE LOAD:
- VEHICLE: AASHTO HL-93
  - VEHICLE COLLISION LOAD ON 42" PARAPET: AASHTO TL-2
  - AIRCRAFT: SEE LANDING GEAR FOOTPRINTS ON THIS PAGE
  - BRAKING: 0.7G, 75 KIP MINIMUM (FAA AC 150/5320-6F, APPENDIX B)
- C. SEISMIC
- 0.2-SECOND SPECTRAL RESPONSE COEFFICIENT,  $S_s$ : 0.15
  - 1.0-SECOND SPECTRAL RESPONSE COEFFICIENT,  $S_1$ : 0.04
  - PEAK SEISMIC GROUND ACCELERATION COEFFICIENT,  $A_s$ : 0.11
  - SITE CLASS: D
- D. BASIC WIND SPEED: 145 MPH
- E. DESIGN SOIL PARAMETERS FOR STRUCTURES
- BEARING CAPACITY  
EXTREME EVENT LIMIT STATE: 12,000 PSF  
STRENGTH LIMIT STATE: 5,400 PSF
  - PASSIVE EARTH PRESSURE  
EXTREME EVENT LIMIT STATE: 320 PCF  
STRENGTH LIMIT STATE: 160 PCF
  - LATERAL EARTH PRESSURE  
ACTIVE (LEVEL BACKFILL): 34 PCF  
AT-REST (LEVEL BACKFILL): 60 PCF
  - DYNAMIC LATERAL EARTH PRESSURE:  $1.2H^2/$  PSF
  - COEFFICIENT OF FRICTION  
EXTREME EVENT LIMIT STATE: 0.52  
STRENGTH LIMIT STATE: 0.40

FOUNDATION:

- A. FOUNDATION DESIGN IS BASED UPON GEOTECHNICAL INVESTIGATION BY GEOLABS INC., DATED FEBRUARY 8, 2022.
- B. CONTRACTOR SHALL PROVIDE FOR DE-WATERING OF EXCAVATION FROM EITHER SURFACE WATER, GROUND WATER OR SEEPAGE. NPDES PERMIT REQUIRED FOR DISCHARGING INTO STATE WATERS.

FOUNDATION (CONT):

- C. CONTRACTOR SHALL PROVIDE FOR DESIGN AND INSTALLATION OF ALL CRIBBING, SHEETING, AND SHORING NECESSARY FOR PERSONNEL SAFETY AND TO PRESERVE EXCAVATIONS AND EARTH BANKS, AND ADJACENT STRUCTURES AND PROPERTY FOR DAMAGE FOR OWNER REVIEW. DESIGN SHALL BE BY A CIVIL ENGINEER SPECIALIZING IN GEOTECHNICAL ENGINEERING AND A STRUCTURAL ENGINEER BOTH SHALL BE LICENSED IN THE STATE OF HAWAII. SUBMIT STAMPED DRAWING AND CALCULATIONS TO THE ENGINEER. SHORING SHALL COMPLY WITH HIOSH AND OSHA REGULATIONS. EXCAVATION BOUNDARIES AND GRADE ELEVATIONS FOR FOOTING SHALL BE ACCEPTED BY A GEOTECHNICAL ENGINEER LICENSED IN THE STATE OF HAWAII PRIOR TO PLACING THE CONCRETE AND REINFORCING.
- D. FOOTINGS SHALL BEAR ON A 24 INCH LAYER OF SELECT GRANULAR CAPPING FILL COMPACTED TO A MINIMUM OF 95% RELATIVE DENSITY IN ACCORDANCE WITH ASTM D1557. THE GRANULAR CAPPING FILL SHALL CONFORM TO HDOT SPECIFICATION SECTION 703.20. PRIOR TO THE PLACEMENT OF THE SELECT GRANULAR CAPPING FILL, THE EXPOSED SOIL SUBGRADE SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 8 INCHES, MOISTURE CONDITIONED TO WITHIN 2% OF OPTIMUM MOISTURE AND COMPACTED TO NO LESS THAN 90% RELATIVE DENSITY IN ACCORDANCE WITH ASTM D1557. BOTTOM OF FOOTING SHALL BE COMPACTED TO PROVIDE A RELATIVELY FIRM AND SMOOTH BEARING SURFACE PRIOR TO PLACEMENT OF REINFORCING STEEL AND CONCRETE. IF SOFT AND/OR LOOSE MATERIALS ARE ENCOUNTERED AT THE BOTTOM OF EXCAVATIONS, THEY SHALL BE OVER-EXCAVATED TO EXPOSE THE UNDERLYING FIRM MATERIALS. THE OVER-EXCAVATED AREA SHALL BE BACKFILLED WITH THE SAME SELECT GRANULAR CAPPING FILL OR THE FOOTING BOTTOM MAY BE EXTENDED DOWN TO THE UNDERLYING COMPETENT MATERIAL. CONTRACTOR MAY SUBSTITUTE CLSM FOR THE SELECT GRANULAR CAPPING FILL UPON ACCEPTANCE FROM THE ENGINEER.
- E. BACKFILL MATERIAL SHALL BE SELECT GRANULAR FILL MATERIAL AND BE WELL GRADED FROM COARSE TO FINE WITH PARTICLES NO LARGER THAN 3 INCHES IN LARGEST DIMENSION. THE MATERIAL SHALL ALSO CONTAIN LESS THAN 15 PERCENT PARTICLES PASSING THE NO.200 SIEVE, HAVE A CALIFORNIA BEARING RATIO (CBR) VALUE OF 25 OR HIGHER, A SWELL POTENTIAL OF ONE PERCENT OR LESS WHEN TESTED IN ACCORDANCE WITH AASHTO T193 (ASTM D1883), AND AN ANGLE OF INTERNAL FRICTION OF AT LEAST 34 DEGREES WHEN TESTED IN ACCORDANCE WITH ASTM D3080. THE SAMPLE TO BE TESTED SHOULD BE COMPACTED TO 95 PERCENT RELATIVE COMPACTION AT MOISTURE CONTENTS ABOVE THE OPTIMUM. FILL MATERIALS SHOULD BE PLACED IN LEVEL LOOSE LIFTS NOT EXCEEDING 8 INCHES IN LOOSE THICKNESS AND BE COMPACTED TO AT LEAST 95 PERCENT OF THE MAXIMUM DRY DENSITY ESTABLISHED IN ACCORDANCE WITH AASHTO T180 (ASTM D1557) AT MOISTURE CONTENTS ABOVE THE OPTIMUM.
- F. COMPACTED IMPERVIOUS FILL SHALL CONSIST OF GC SC ML CL MH CH CLAYS, SILTY CLAYS, OR CLAYEY SILTS CLASSIFIED AS COHESIVE MATERIALS IN ACCORDANCE WITH ASTM D4318, ASTM C136 AND ASTM D1140 AND MAY BE OBTAINED FROM THE EXISTING ON-SITE CLAYEY SOILS.

CONCRETE:

- A. CONCRETE SHALL BE REGULAR WEIGHT AND SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 5,000 PSI.
- B. THE USE OF ANY CALCIUM CHLORIDE IN ANY CONCRETE IS PROHIBITED.
- C. CONCRETE DELIVERY TICKETS SHALL RECORD ALL FREE WATER IN THE MIX AT BATCHING PLANT, ADDED FOR CONSISTENCY BY DRIVER, AND ANY ADDITIONAL REQUEST BY CONTRACTOR UP TO THE MAXIMUM AMOUNT ALLOWED BY THE MIX DESIGN.
- D. CONDUITS, PIPES, AND SLEEVES PASSING THROUGH A WALL NOT CONFORMING TO TYPICAL DETAILS SHALL BE LOCATED AND SUBMITTED TO THE STRUCTURAL ENGINEER FOR APPROVAL.
- E. CONSTRUCTION JOINTS MAY BE REQUESTED TO BE RELOCATED BY THE CONTRACTOR AND SUBMIT REQUEST TO ITS STRUCTURAL ENGINEER FOR APPROVAL. SUBMIT STAMPED AND SIGNED DRAWINGS AND CALCULATIONS TO THE ENGINEER FOR ACCEPTANCE. CONSTRUCTION JOINTS SHALL BE MADE AND RELOCATED AS NOT TO IMPAIR THE DURABILITY, STRENGTH OF THE STRUCTURE AND TO MINIMIZE SHRINKAGE STRESSES. ALL CONSTRUCTION JOINTS SHALL BE CLEANED, LAITANCE REMOVED AND WETTED. SEE TYPICAL DETAILS FOR SPECIFIC REQUIREMENTS.
- F. UNLESS OTHERWISE NOTED, CHAMFER ALL EXPOSED CONCRETE EDGES 3/4".
- G. REINFORCING BARS, ANCHOR BOLTS, INSERTS AND OTHER ITEMS TO BE CAST IN THE CONCRETE SHALL BE SECURED IN POSITION PRIOR TO PLACEMENT OF CONCRETE.
- H. ALL INSERTS, ANCHOR BOLTS, PLATES, AND OTHER STRUCTURAL ITEMS TO BE CAST IN THE CONCRETE SHALL BE HOT-DIP GALVANIZED ACCORDING TO ASTM A153 UNLESS OTHERWISE NOTED.
- I. NON-SHRINK GROUT SHALL BE A PREMIXED NON-METALLIC FORMULA, CAPABLE OF DEVELOPING A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI IN 1 DAY AND 7,000 PSI IN 28 DAYS.
- J. A SHRINKAGE REDUCING ADMIXTURE (SRA), TETRAGUARD AS20 BY BASF, ECLIPSE BY W.R. GRACE & CO, OR AN APPROVED EQUAL SHALL BE ADDED TO THE CONCRETE. THE MINIMUM DOSAGE REQUIREMENT SHALL BE 128 OZ PER CUBIC YARD OF CONCRETE. THE CONCRETE SHALL HAVE A MAXIMUM SHRINKAGE STRAIN OF 0.00006 AT 28 DAYS AND 0.000145 AT 56 DAYS ACCORDING TO ASTM C512.
- K. A CORROSION INHIBITING ADMIXTURE SHALL BE INCLUDED IN THE CONCRETE MIX FOR ALL CONCRETE. THE CORROSION INHIBITING ADMIXTURE SHALL CONTAIN A MINIMUM OF 30% CALCIUM NITRATE BY MASS AND SHALL BE ADDED AT A DOSAGE RATE OF 4.0 GALLONS PER CUBIC YARD OF CONCRETE OR AS RECOMMENDED BY THE MANUFACTURER. THE ADMIXTURE SHALL BE MASTERLINE CI 30 CALCIUM NITRATE-BASED CORROSION INHIBITOR, DCI S CORROSION INHIBITOR OR AN APPROVED EQUAL. ADDITION OF CORROSION INHIBITING ADMIXTURE SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- L. STAY-IN-PLACE FORMS SHALL NOT BE ALLOWED.

REINFORCING STEEL:

- A. DEFORMED AND PLAIN CARBON STEEL BARS FOR CONCRETE REINFORCEMENT SHALL MEET THE REQUIREMENTS OF AASHTO M31M/M31-19, GRADE 60 (ASTM A615/ A615M-16, GRADE 60).
- B. DEFORMED AND PLAIN CARBON STEEL BARS FOR CONCRETE REINFORCEMENT TO BE SPLICED BY WELDING OR OTHERWISE WELDED, SUCH AS WELDED HOOPS, OR FOR SEISMIC REINFORCING SHALL MEET THE REQUIREMENTS OF AASHTO M31M/M31-19, GRADE 60 (ASTM A615/ A615M-16, GRADE 60) AND MEET THE REQUIREMENTS OF ASTM A706/A706M-16.

REINFORCING STEEL (CONT):

- C. THE WELDING OF REINFORCING STEEL SHALL BE IN ACCORDANCE WITH THE STRUCTURAL WELDING CODE-REINFORCING STEEL AWS D1.4.
- D. EPOXY-COATED DOWELS AND DEFORMED BARS SHALL CONFORM TO ASTM A775, GRADE 60 UNLESS OTHERWISE NOTED.
- E. THE CONTRACTOR SHALL NOT DAMAGE THE EPOXY COATING ON THE DOWELS AND DEFORMED BARS IN ANY WAY DURING SHIPMENT, HANDLING, OR PLACEMENT. DAMAGED EPOXY COATED DOWELS AND DEFORMED BARS SHALL BE REPLACED AT NO COST TO THE STATE. REPAIR OF EPOXY COATING AS APPROVED BY THE ENGINEER SHALL MEET ASTM A775.
- F. CLEAR CONCRETE COVER FOR REINFORCING BARS SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED:
- FOOTING, WALLS, ETC, CAST AGAINST EARTH 3"
  - EXTERIOR CONCRETE IN COASTAL REGION 3"
- G. AT THE TIME CONCRETE IS PLACED, REINFORCING SHALL BE FREE FROM MUD, OIL, LAITANCE OR OTHER COATINGS WHICH MAY ADVERSELY AFFECT BOND STRENGTH.
- H. MINIMUM CLEAR SPACING BETWEEN PARALLEL BARS SHALL BE ONE AND ONE-HALF (1-1/2") TIMES THE DIAMETER OF THE LARGER BAR (FOR NON-BUNDLED BARS), BUT IN NO CASE SHALL THE CLEAR DISTANCE BETWEEN THE BARS BE LESS THAN ONE AND ONE-HALF (1-1/2") TIMES THE MAXIMUM COARSE AGGREGATE SIZE.
- I. ALL DIMENSIONS RELATING TO REINFORCING BARS (E.G. SPACING OF BARS ETC.) ARE TO CENTERS OF BARS UNLESS NOTED OTHERWISE.
- J. REINFORCING STEEL SHALL BE SPLICED ONLY WHERE INDICATED ON PLANS. PROVIDE LAP SPLICE LENGTH PER TYPICAL DETAILS AND SCHEDULE, UNLESS OTHERWISE NOTED.
- K. MECHANICAL SPLICE CONNECTORS SHALL DEVELOP, IN TENSION, 125 PERCENT OF THE SPECIFIED MINIMUM YIELD STRENGTH OF REINFORCING BARS.
- L. STAGGER ALL SPLICES WHERE POSSIBLE.
- M. BAR BENDS AND HOOK SHALL BE "STANDARD HOOKS" IN ACCORDANCE WITH TYPICAL DETAILS.
- N. MINIMUM REINFORCEMENT BEND DIAMETERS SHALL COMPLY WITH AASHTO 5.10.2.3.

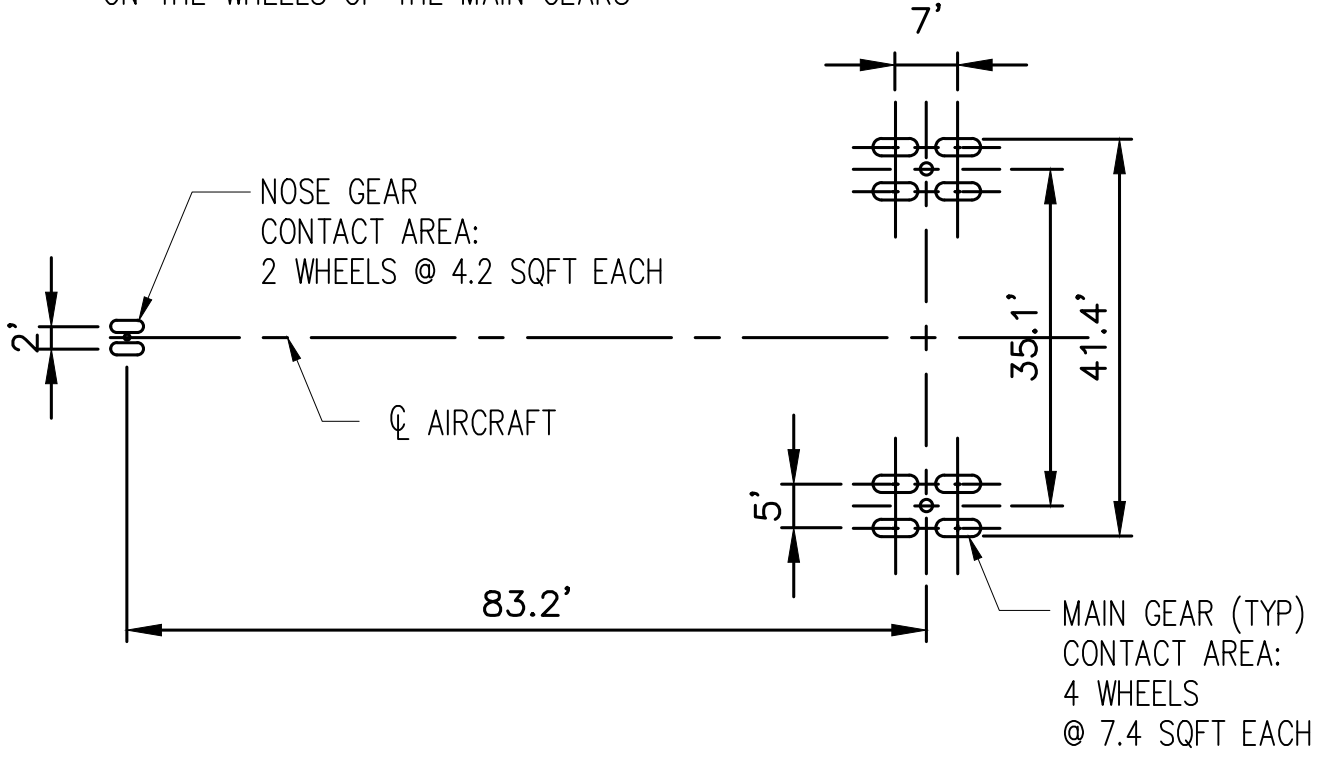
SPECIAL INSPECTIONS:

- A. SPECIAL INSPECTION AND MATERIAL TESTING SHALL CONFORM TO CHAPTER 17 OF THE INTERNATIONAL BUILDING CODE. SEE THE SPECIAL INSPECTION AND MATERIAL TESTING SCHEDULES ON THIS SHEET.
- B. SPECIAL INSPECTION AND MATERIAL TESTING SHALL ALSO APPLY TO WORK PERFORMED IN A FABRICATOR SHOP UNLESS APPROVED OTHERWISE BY THE STATE PROJECT MANAGER AT COMPLETION OF FABRICATION, APPROVED FABRICATORS SHALL SUBMIT A CERTIFICATE OF COMPLIANCE STATING THE WORK WAS PERFORMED IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS.
- C. CONTINUOUS SPECIAL INSPECTION IS OBSERVATION OF WORK BY THE SPECIAL INSPECTOR AT ALL TIMES WORK IS BEING PERFORMED. PERIODIC SPECIAL INSPECTOR AT RECURRING INTERVALS SUFFICIENT TO DETERMINE CONFORMANCE TO THE CONSTRUCTION DOCUMENTS.
- D. CONTRACTOR SHALL PROVIDE ACCESS AND COORDINATE WITH SPECIAL INSPECTORS ENGAGED BY THE STATE WHO SHALL PROVIDE INSPECTIONS DURING CONSTRUCTION FOR THE TYPES OF WORK IDENTIFIED.
- E. IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO NOTIFY THE SPECIAL INSPECTOR(S) OF ALL ITEMS REQUIRING SPECIAL INSPECTION AND TO COORDINATE AND SCHEDULE THE INSPECTIONS.
- F. IT SHALL BE THE DUTY OF THE GENERAL CONTRACTOR TO HAVE THE AREA REMAIN ACCESSIBLE AND EXPOSED FOR INSPECTION PURPOSES. NEITHER THE SPECIAL INSPECTOR(S), NOR THE STATE PROJECT MANAGER SHALL BE LIABLE FOR EXPENSES ENTAILED IN THE REMOVAL OR REPLACEMENT OF ANY MATERIAL REQUIRED TO ALLOW INSPECTION.
- G. THE SPECIAL INSPECTOR(S) SHALL SUBMIT A FINAL REPORT TO THE STATE PROJECT MANAGER STATING THE WORK REQUIRING SPECIAL INSPECTION WAS COMPLETED ON CONFORMANCE WITH THE CONSTRUCTION DOCUMENTS.
- H. REPRESENTATIVES OF THE STATE PROJECT MANAGER CAN AND WILL INSPECT CONSTRUCTION AS CONSIDERED APPROPRIATE AND WILL MONITOR OPERATIONS OF THE CONTRACTOR'S QUALITY CONTROL STAFF. STATE PROJECT MANAGER INSPECTION AND TESTING WILL NOT RELIEVE THE CONTRACTOR OF ANY QUALITY CONTROL RESPONSIBILITIES.

REINFORCED CONCRETE SPECIAL INSPECTION	
VERIFICATION AND INSPECTION	INSPECTION FREQUENCY
1. INSPECTION OF BOLTS TO BE INSTALLED IN CONCRETE PRIOR TO AND DURING PLACEMENT OF CONCRETE	CONTINUOUS
2. INSPECTION OF ANCHORS INSTALLED IN HARDENED CONCRETE	PERIODIC
3. VERIFYING USED OF REQUIRED DESIGN MIX	PERIODIC
4. AT THE TIME FRESH CONCRETE IS SAMPLED TO FABRICATE SPECIMENS FOR THE STRENGTH TESTS, PERFORM SLUMP AND AIR CONTENT TESTS, AND DETERMINE THE TEMPERATURE OF THE CONCRETE	CONTINUOUS
5. INSPECTION OF CONCRETE PLACEMENT FOR PROPER APPLICATION AND TECHNIQUES	CONTINUOUS
6. INSPECTION OF CONCRETE PLACEMENT FOR PROPER APPLICATION AND TECHNIQUES	PERIODIC
7. INSPECTION OF FORMWORK FOR SHAPE, LOCATION AND DIMENSIONS OF THE CONCRETE MEMBER BEING FORMED	PERIODIC
8. VERIFICATION OF IN-SITU CONCRETE STRENGTH PRIOR TO REMOVAL OF SHORES AND FORMS	PERIODIC

A330-300 AIRCRAFT	
MAXIMUM TAKE-OFF WEIGHT (MTOW)*	518,086 LB
NOSE GEAR	25,905 LB
MAIN GEAR	492,181 LB

\* 95% OF THE MTOW IS DISTRIBUTED EVENLY ON THE WHEELS OF THE MAIN GEARS

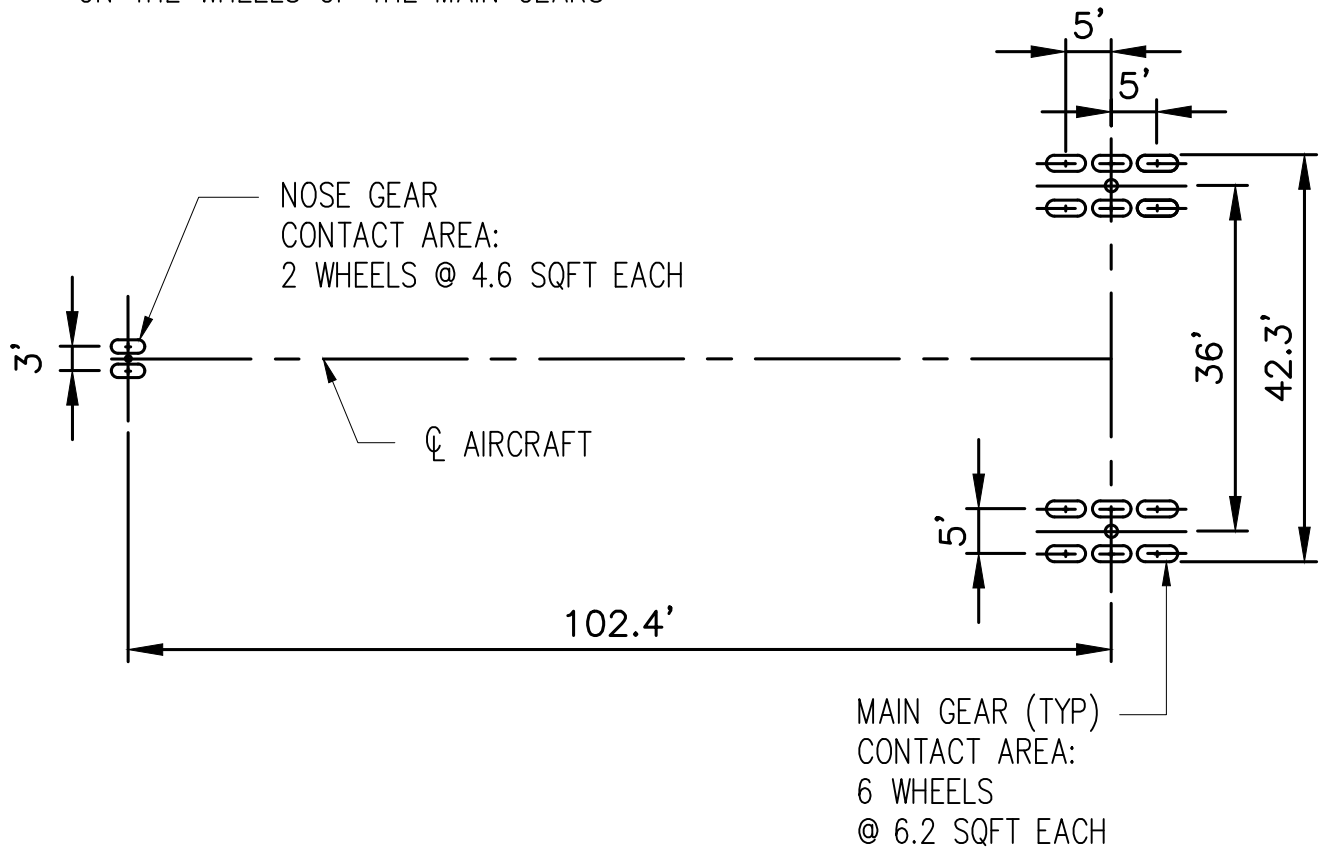


LANDING GEAR FOOTPRINT  
AIRBUS A330-300

NOT TO SCALE

B777-200 AIRCRAFT	
MAXIMUM TAKE-OFF WEIGHT (MTOW)*	545,000 LB
NOSE GEAR	27,250 LB
MAIN GEAR	517,750 LB

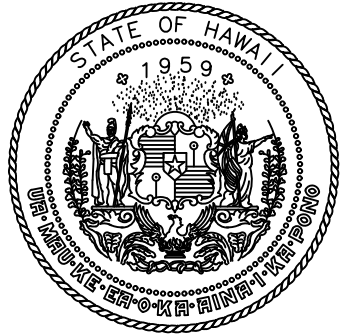
\* 95% OF THE MTOW IS DISTRIBUTED EVENLY ON THE WHEELS OF THE MAIN GEARS



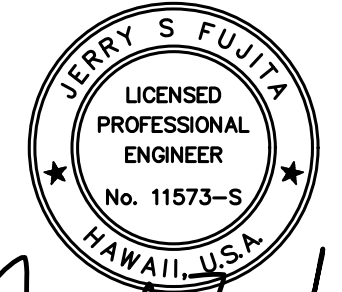
LANDING GEAR FOOTPRINT  
BOEING B777-200

NOT TO SCALE

SOIL SPECIAL INSPECTION	
VERIFICATION AND INSPECTION	INSPECTION FREQUENCY
1. VERIFY MATERIAL BELOW SHALLOW FOUNDATIONS ARE ADEQUATE TO ACHIEVE THE DESIGN BEARING CAPACITY	PERIODIC
2. VERIFY EXCAVATIONS ARE EXTENDED TO PROPER DEPTH AND HAVE REACHED PROPER MATERIAL	CONTINUOUS
3. PERFORM CLASSIFICATION AND TESTING OF COMPACTED FILL MATERIALS	PERIODIC
4. VERIFY USE OF PROPER MATERIALS, DENSITIES AND LIFT THICKNESS DURING PLACEMENT AND COMPACTION OF COMPACTED FILL	CONTINUOUS
5. PRIOR TO PLACEMENT OF COMPACTED FILL, OBSERVE SUBGRADE AND VERIFY THAT SITE HAS BEEN PREPARED PROPERLY	CONTINUOUS



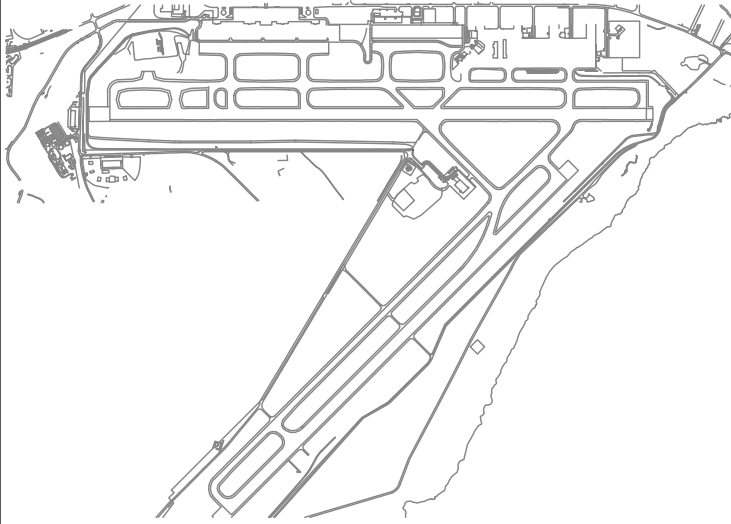
Airports Division  
DEPARTMENT OF TRANSPORTATION  
STATE OF HAWAII



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION "AS DEFINED IN SECTION 16-115-2 OF THE HAWAII ADMINISTRATIVE RULES FOR PROFESSIONAL ENGINEERS, ARCHITECTS, LAND SURVEYORS AND LANDSCAPE ARCHITECTS"

DSGN.	DRWN.	CHKD.	APPD.
BUM	CADD	MH	MH

KEY PLAN / NOTES:



NO.	DATE	REVISIONS
-----	------	-----------

CONSTRUCTION  
DOCUMENTS  
JULY 2022  
DATE

PROJECT TITLE :

RELOCATE  
RUNWAY 3-21

AT  
LIHUE AIRPORT  
LIHUE, KAUAI, HAWAII

PROJECT NO.:

AK1031-14

SHEET TITLE:

GENERAL NOTES

DATE :	DWG. NO.  S0.1
07/2022	
SHEET :	
303 OF 376 SHEETS	