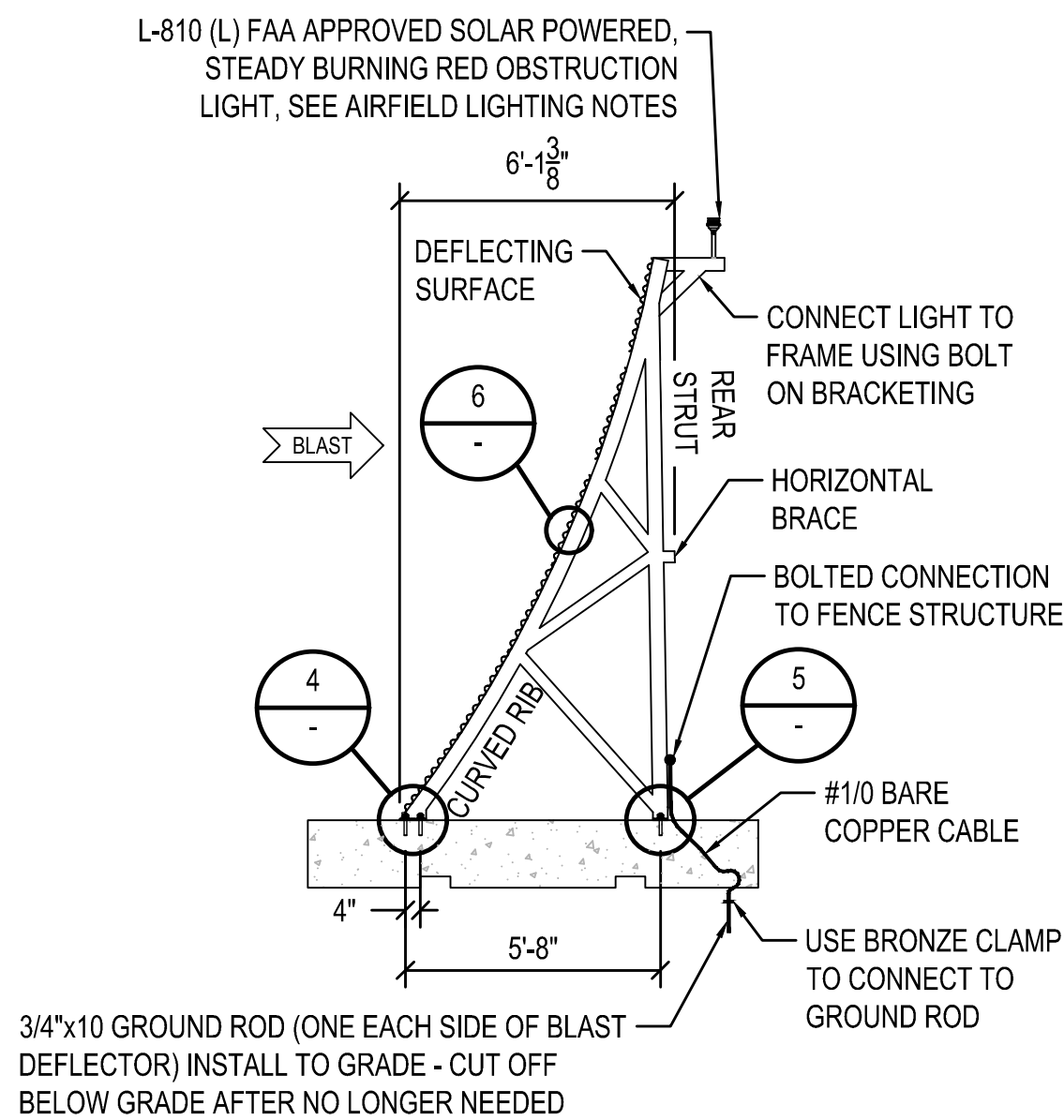


NOTE: RENDERING SHOWN IS INDICATIVE ONLY. CORNER SECTION SHALL BE PROVIDED BY THE JET BLAST DEFLECTOR DESIGNER/SUPPLIER, AND SHALL BE DESIGNED AND FABRICATED FOR THE PURPOSE OF PREVENTING JET BLAST FROM PASSING THROUGH AT CORNER LOCATIONS.

G12NB-6P PORTABLE CORNER DETAIL

SCALE: N.T.S.

8



AIRFIELD LIGHTING NOTES

- OBSTRUCTION LIGHTS SHALL BE L-810 (L) LED FAA APPROVED SOLAR POWERED, STEADY BURNING RED OBSTRUCTION LIGHT, INSTALLED AT EACH END OF THE PORTABLE JET BLAST DEFLECTOR, WITH ADDITIONAL LIGHTS SPACED EVERY 132', NOT TO EXCEED 150' (TYP). LIGHTS SHALL BE NO TALLER THAN 14" FROM TOP OF BLAST DEFLECTOR AS MEASURED TO TOP OF OBSTRUCTION LIGHT.
- EVERY RUNWAY CLOSURE, CONTRACTOR SHALL INSPECT AND MAINTAIN THE LIGHTS TO MAKE SURE THEY ARE NOT BROKEN OR LOOSE. CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN FULLY FUNCTIONAL OBSTRUCTION LIGHTS AT ALL TIMES.
- CONTRACTOR SHALL DISCONNECT, MOVE, AND RECONNECT GROUNDING TO BLAST FENCE AS REQUIRED TO MOVE DEFLECTOR FOR PAVING OPERATIONS AND/OR PHASING.

TEMPORARY PORTABLE JET BLAST DEFLECTOR NOTES

- BLAST DEFLECTOR SHALL WITHSTAND TAXI/BREAKAWAY EXHAUST VELOCITIES OF COMMERCIAL AND MILITARY AIRCRAFT. BLAST DEFLECTOR SHALL ALSO WITHSTAND TAKEOFF EXHAUST VELOCITIES OF B767-300 AIRCRAFT AS PER THE CONDITIONS STIPULATED IN NOTE 2. DESIGN LOADS ARE:
140 MPH JET BLAST PER FAA GUIDELINES 50 PSF (NOM.)
140 MPH (ULT.) WIND PER HI BUILDING CODE / ASCE 7-16 102 PSF (ULT.) / 61.2 PSF (NOM.) 0 TO S, CORNER
- FOR TAXI/BREAKAWAY POWER SETTINGS, NO AIRCRAFT SHALL BE OPERATED WITH ENGINE NOZZLE CLOSER THAN 60' AND NO TAIL CLOSER THAN 35' TO THE LEADING EDGE OF THE BLAST DEFLECTOR. FOR B767-300 (AND SMALLER) AIRCRAFT OPERATING AT TAKEOFF POWER SETTINGS, NO AIRCRAFT SHALL BE OPERATED WITH TAIL CLOSER THAN 250' TO THE LEADING EDGE OF THE BLAST DEFLECTOR.
- THE BLAST DEFLECTOR HAS A NOMINAL HEIGHT OF 14' WITH A GREATER EFFECTIVE HEIGHT.
- FRAME MEMBERS SHALL BE ASTM A36 STEEL AND HOT-DIP GALVANIZED TO 2 OZ/FT² PER ASTM A123.
- DEFLECTING SURFACES SHALL BE CORRUGATED STEEL SHEETS DESIGNED TO SUPPORT LOADS IN A SINGLE-SPAN CONDITION. SHEET THICKNESS SHALL BE 16 GA WITH A MINIMUM 2.10 OZ/FT² (G210) HOT-DIP GALVANIZED FINISH PER ASTM A653. SHEET SECTION MODULUS SHALL BE A MINIMUM OF 0.196 IN⁴/FT.
- ALL FIELD CONNECTIONS SHALL BE BOLTED (NO FIELD WELDING PERMITTED). SHEET FASTENERS SHALL BE SAE J429 GRADE 5, ASTM A449, OR ASTM F593 (ALLOY GROUP 2) WITH HOT-DIP GALVANIZED FINISH AND STAINLESS STEEL (WHERE APPLICABLE). ADEQUATE LOCKING PROPERTIES SHALL BE PROVIDED TO PREVENT FASTENERS FROM WORKING LOOSE DURING NORMAL OPERATION (SUBJECT TO MANUFACTURER MAINTENANCE GUIDELINES).
- ALL ANCHORAGE SHALL BE SUPPLIED BY THE BLAST DEFLECTOR MANUFACTURER AND SHALL BE INSTALLED INTO THE COMPLETED CONCRETE BASES DURING THE ERECTION OF THE BLAST DEFLECTOR.
- BLAST DEFLECTOR MANUFACTURER ONSITE SUPERVISION IS REQUIRED DURING INSTALLATION FOR PRODUCT GUARANTEE.
- ELECTRICAL, LIGHTING, SECURITY ATTACHMENTS, ETC. (IF REQUIRED) SHALL BE BY OTHERS.

FOUNDATION NOTES:

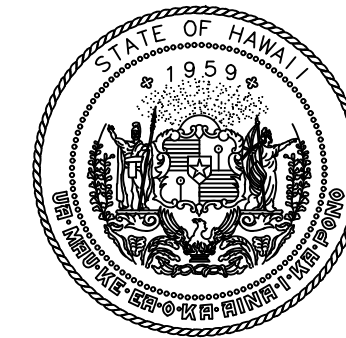
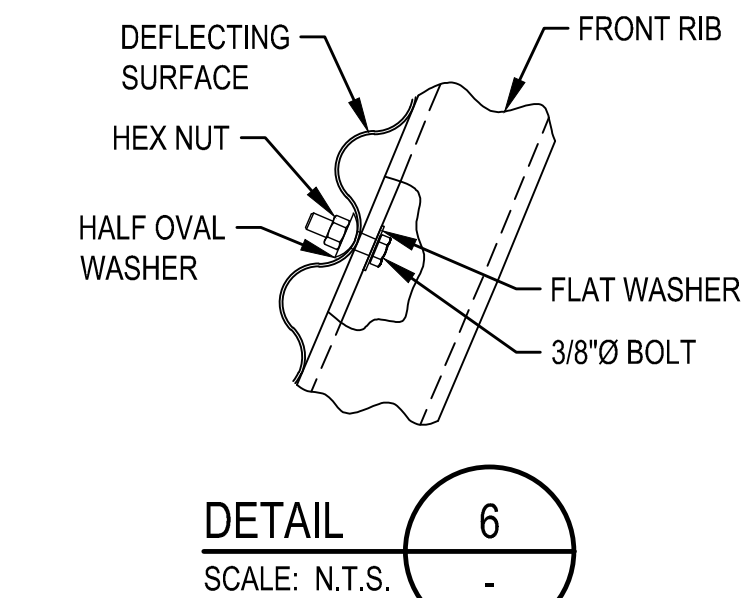
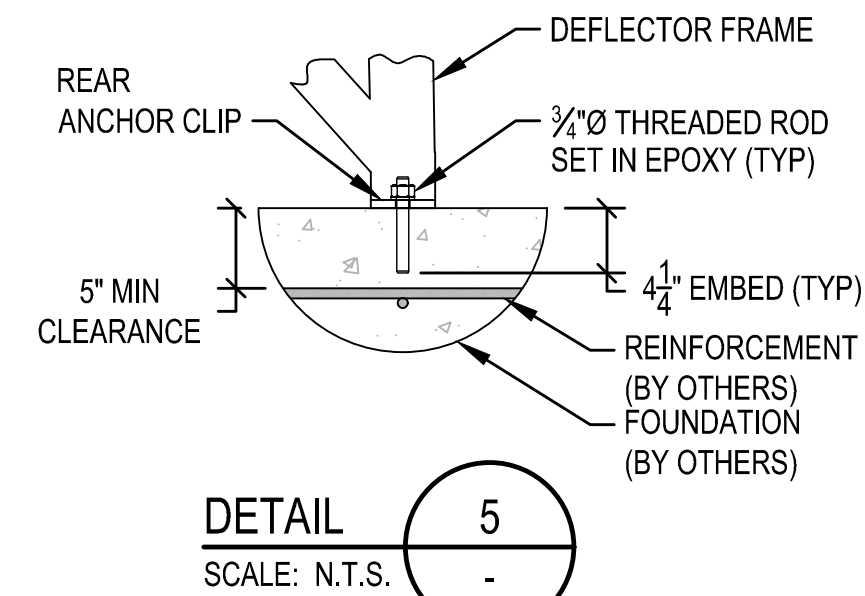
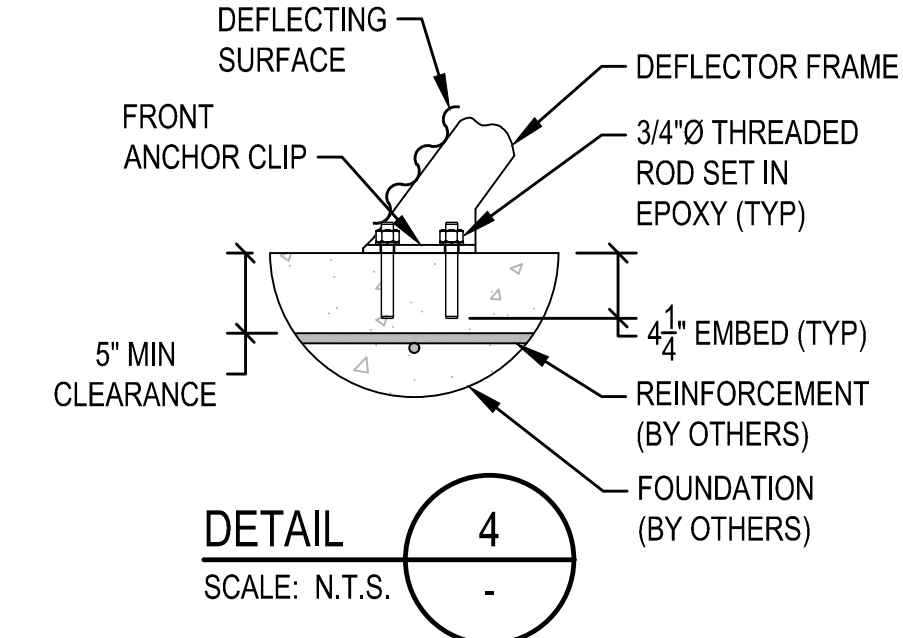
- CONCRETE BASE DESIGN SHOWN IS SUGGESTED ONLY. FINAL CONCRETE BASE DESIGN AND APPROVALS ARE BY OTHERS AND SHALL BE BASED ON SERVICE ANCHOR LOADS SHOWN, SITE CONDITIONS, AND GOVERNING CODES. THE SUGGESTED DESIGN SHOWN IS BASED ON A STATIC FRICTION COEFFICIENT OF 0.60 (CONCRETE-TO-CONCRETE INTERFACE).
- PROJECT DESIGNER SHALL VERIFY CONCRETE BASE SUITABILITY AND DESIGN.
- GENERAL CONTRACTOR SHALL VERIFY CORRECT LOCATION AND ELEVATION OF CONCRETE BASES.
- EACH CONCRETE BASE FINISHED SURFACE SHALL BE A SINGLE PLANE AND MAY SLOPE UP TO 2% IN ANY SINGLE DIRECTION TO ACCOMMODATE DRAINAGE. THE FOLLOWING TOLERANCES SHALL APPLY:
FINISHED FOUNDATION ELEVATIONS ±1/4"
FOUNDATION DIMENSIONS ±1/2"
- PORTLAND CEMENT CONCRETE SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI IN 28 DAYS (SUBJECT TO CHANGE BASED ON LOCAL REQUIREMENTS).
- REINFORCING STEEL, OR ANY OTHER EMBEDDED COMPONENTS, SHALL NOT BE PLACED WITHIN THE TOP 5" OF EACH CONCRETE BASE FINISHED SURFACE FOR ANCHOR BOLT CLEARANCE.
- BLAST DEFLECTOR MANUFACTURER SHALL FURNISH, LOCATE, AND SUPERVISE THE INSTALLATION OF ALL ANCHORAGE AFTER CONCRETE BASE CONSTRUCTION HAS BEEN COMPLETED.
- CONCRETE BASE CONSTRUCTION, ASSOCIATED CIVIL WORKS, GROUNDING, AND ELECTRICAL (IF REQUIRED) ARE BY OTHERS.
- APPROVED BLAST DEFLECTOR MANUFACTURER:

BLAST DEFLECTORS, INC.
8620 TECHNOLOGY WAY
RENO, NV 89521 USA

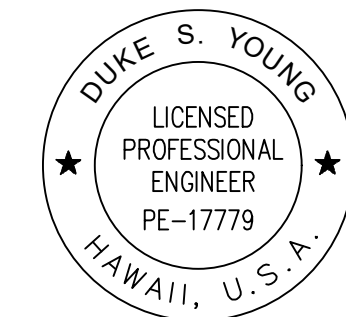
TEL: +1 775.856.1928
WEB: WWW.BDI.AERO
EMAIL: CONTACTBDI@BDI.AERO

TEMPORARY BLAST DEFLECTOR NOTES:

- SEE G1.02 & G3.02 FOR TEMPORARY INSTALLATION LOCATION.
- CONTRACTOR SHALL PROVIDE NEW HARDWARE FOR THE TEMPORARY INSTALLATIONS.
- TO THE EXTENT POSSIBLE, THE CONTRACTOR SHALL PRE-ASSEMBLE THE BLAST DEFLECTOR TO ALLOW FOR RAPID INSTALLATION.
- BASE OF DEFLECTOR INSTALLED CENTERED ON RUNWAY CENTERLINE.
- AT CONCLUSION OF PHASE 1, CONTRACTOR SHALL RELOCATE BLAST DEFLECTOR UNITS TO THE STAGING AREA FOR STORAGE. THE BLAST DEFLECTOR UNITS WILL BE RE-INSTALLED DURING FINAL 4 DAYS OF PHASE 2. UPON COMPLETION OF PHASE 3, CONTRACTOR SHALL RELOCATE BLAST DEFLECTOR AND TRANSPORT TO THE PERMANENT LOCATION. AT THAT TIME, THE PORTABLE BLAST DEFLECTOR UNITS SHALL BECOME THE PROPERTY OF HDOT-A.



Airports Division
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII



Duke Young 4/30/24
DUKE YOUNG, PE
CIVIL ENGINEER
Expiration Date

DSGN.	DRWN.	CHKD.	APPD.
HF	HT	JB	DY

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:

PORTABLE JET BLAST DEFLECTOR DETAILS

DATE :	DWG. NO.
07/2022	G6.10
SHEET :	
66 OF 376 SHEETS	