

STRUCTURAL NOTES:

GENERAL:

1.

WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE HAWAII STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, 2005, FOR THE STATE OF HAWAII, UNLESS OTHERWISE INDICATED. HOWEVER, WHERE REFERENCE IS MADE TO PERFORMANCE CONFORMING TO OTHER STANDARDS THE MORE STRINGENT SHALL APPLY.
2.

THE CONTRACTOR SHALL COMPARE PLANS, SPECIFICATIONS AND ALL OTHER CONTRACT DOCUMENTS WITH EACH OTHER AND REPORT IN WRITING TO THE HARBORS DIVISION CONSTRUCTION ENGINEER ALL INCONSISTENCIES AND OMISSIONS.
3.

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 HARBORS DIVISION CONSTRUCTION ENGINEER ALL INCONSISTENCIES AND OMISSIONS.
4.

CONTRACTOR SHALL RESOLVE ANY DISCREPANCIES AND QUESTIONS PRIOR TO THE START OF WORK. NO EXTRA PAYMENT SHALL BE ALLOWED ON ACCOUNT OF WORK MADE NECESSARY BY CONTRACTORS FAILURE TO VISIT THE SITE AND/OR FAILURE TO RESOLVE DISCREPANCIES AND QUESTIONS.
5.

THE CONTRACTOR SHALL PROTECT ALL UTILITIES AND STRUCTURES IN AND ADJACENT TO THE PROJECT SITE. ANY DAMAGE SHALL BE REPAIRED TO THE SATISFACTION OF THE HARBORS DIVISION CONSTRUCTION ENGINEER AND PAID FOR BY THE CONTRACTOR.
6.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES.
7.

THE CONTRACTOR SHALL COORDINATE HIS/HER WORK WITH OTHER CONTRACTORS WITHIN THE PROJECT AREA. THE CONTRACTOR SHALL ALSO COORDINATE WITH THE HARBORS DIVISION OAHU DISTRICT MANAGER AND CONSTRUCTION ENGINEER FOR AN APPROVED STAGING AND STORAGE AREA AND FOR RESTRICTIONS OF HARBORS OPERATIONS OVER REPAIR AREAS.
8.

THE CONTRACTOR SHALL REMOVE ALL DEBRIS RESULTING FROM HIS/HER WORK AS REQUIRED FOR PUBLIC HEALTH AND SAFETY AND TO THE SATISFACTION OF THE HARBORS DIVISION CONSTRUCTION ENGINEER.. SHOULD THE STATE PERFORM ANY OF THE ABOVE WORK DUE TO NON-PERFORMANCE BY THE CONTRACTOR, THE CONTRACTOR AGREES TO REIMBURSE THE STATE FOR ALL COSTS INCURRED.
9.

HARBOR OPERATIONS TAKE PRECEDENCE OVER CONSTRUCTION ACTIVITY. THE CONTRACTOR MUST WORK AROUND HARBOR OPERATIONS SO THAT THE PIERS WILL REMAIN OPERATIONAL. WEEKEND WORK MAY BE REQUIRED AND SHALL BE COORDINATED WITH THE HARBORS DIVISION CONSTRUCTION ENGINEER AND TENANTS IN ADVANCE.
10.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR METHODS OF CONSTRUCTION, WORKMANSHIP AND JOB SAFETY. THE CONTRACTOR SHALL PROVIDE TEMPORARY SHORING AND BRACING AS REQUIRED FOR STABILITY OF STRUCTURAL MEMBERS AND SYSTEMS.
11.

ALL WORK SPECIFIED IN THE CONTRACT BUT NOT LISTED SEPARATELY SHALL BE CONSIDERED INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.
12.

NOTES AND DETAILS ON THE PLANS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. SHOULD THERE BE CONFLICTS BETWEEN THE REQUIREMENTS OF THE PLANS OR SPECIFICATIONS, THE MORE STRINGENT SHALL APPLY.
13.

THE CONTRACTOR SHALL COMPLY WITH THE CLEAN WATER ACT AND THE STATE HARBORS DIVISION STORMWATER MANAGEMENT PROGRAM. NO POLLUTANTS ARE ALLOWED TO BE DISCHARGED DIRECTLY OR INDIRECTLY THROUGH THE HARBORS SMALL MS4 OR OTHER POTENTIAL PATHWAY INTO HARBOR WATERS.
14.

THE CONTRACTOR WILL BE RESPONSIBLE FOR REGULATORY FINES OR PENALTIES THAT MAY BE IMPOSED BY ENVIRONMENTAL REGULATORY AGENCIES (EPA AND/OR STATE DOH) IN THE EVENT OF VIOLATIONS.
15.

THE CONTRACTOR SHALL SUBMIT A SITE-SPECIFIC BEST MANAGEMENT PRACTICES (BMP) PLAN TO HARBORS DIVISION ENGINEER BRANCH PRIOR TO THE START OF ANY CONSTRUCTION WORK. THE SITE SPECIFIC BMP PLAN SHALL COMPLY WITH ENVIRONMENTAL PROTECTION AND TEMPORARY WATER POLLUTION, DUST, AND EROSION CONTROL ARTICLES IN THE SPECIFICATIONS AND PROPOSAL.
16.

IN CASE OF SPILL, LEAK, OR OTHER RELEASE CONTAINING A HAZARDOUS SUBSTANCE OR OIL, THE CONTRACTOR SHALL NOTIFY APPROPRIATE FACILITY PERSONNEL, EMERGENCY RESPONSE AGENCIES, AND REGULATORY AGENCIES FOLLOWING NOTIFICATION PROCEDURES, AND SHALL NOTIFY THE HARBORS DIVISION CONSTRUCTION ENGINEER IMMEDIATELY (I.E. WITHIN 24 HOURS). SUCH CONTACT INFORMATION MUST BE IN LOCATIONS THAT ARE READILY ACCESSIBLE AND AVAILABLE. CONTRACTOR SHALL NOTIFY THE HDOT HARBORS DIVISION ENGINEERING BRANCH ENVIRONMENTAL HOTLINE (808-587-1962) AND HDOT HARBORS DIVISION CONSTRUCTION ENGINEER OF ANY ILLICIT DISCHARGE AND/OR SPILL/RELEASE THAT OCCURS ONSITE.
17.

TIDAL DATA MAY NOT REPRESENT CONDITIONS THAT OCCUR DURING CONSTRUCTION AND ACTUAL WATER LEVELS WILL VARY FROM LEVELS INDICATED. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN ESTIMATES OF WATER LEVELS WHICH MAY OCCUR DURING CONSTRUCTION. VARIATION FROM TIDAL LEVELS INDICATED OR CONTRACTOR'S ESTIMATION OF TIDAL LEVELS WILL NOT BE CONSIDERED AS A CLAIM FOR ADDITIONAL COMPENSATION OR DELAY OF WORK.

CONFINED SPACE:

1.

CONTRACTOR SHALL SUBMIT A HEALTH AND SAFETY PLAN FOR CONFINED SPACE WORK.
2.

CONTRACTOR SHALL PERFORM ATMOSPHERIC TESTING TO EVALUATE THE CONFINED SPACE FOR HAZARDS AND VERIFY THAT ACCEPTABLE ENTRY CONDITIONS ARE PRESENT BEFORE ENTRY INTO THE CONFINED SPACE.
3.

IN THE EVENT OF ENTRY INTO CONFINED SPACE, AS DEFINED IN 29 CFR PART 1910.146(8), THE CONTRACTOR SHALL PROVIDE SAFETY EQUIPMENT IN COMPLIANCE WITH THE STANDARDS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND ALL APPLICABLE FEDERAL, STATE, AND CITY LAWS AND REGULATIONS RELATING TO SAFETY.
4.

ALL EMPLOYEES ENTERING INTO THE CONFINED SPACE SHALL BE INSTRUCTED AS TO THE NATURE OF THE HAZARDS INVOLVED, NECESSARY PRECAUTIONS TO BE TAKEN, AND IN THE USE OF PROTECTIVE AND EMERGENCY EQUIPMENT REQUIRED. THE CONTRACTOR SHALL COMPLY WITH ALL THE STATE AND FEDERAL HEALTH REGULATIONS THAT APPLY TO WORK IN DANGEROUS OR POTENTIALLY DANGEROUS AREAS.
5.

WELDING, TORCHING, OR OTHER FORMS OF HOT WORK SHALL NOT BE PERFORMED UNTIL THE CONFINED SPACE HAS BEEN TESTED AND CERTIFIED AS SAFE FOR HOT WORK.

CONCRETE:

1.

CONCRETE CONSTRUCTION SHALL CONFORM TO AMERICAN CONCRETE INSTITUTE ACI 318R-14 AND ACI 546R-14.
2.

FORMED CONCRETE SHALL HAVE A 28-DAY COMPRESSIVE STRENGTH OF  $f'_c=5,000$  PSI WITH SILICA FUME AND CORTEC MCI 2005 NS MIGRATING CORROSION INHIBITING ADMIXTURE, OR APPROVED EQUAL.
3.

MAXIMUM AGGREGATE SIZE SHALL BE  $\frac{3}{8}$  INCHES AND SHALL BE COORDINATED WITH CONCRETE PREPARATION PROCEDURES FOR SPALL REPAIRS.
4.

CONCRETE DELIVERY TICKETS SHALL RECORD ALL FREE WATER IN THE MIX: AT BATCHING BY PLANT, FOR CONSISTENCY BY DRIVER, AND ANY ADDITIONAL REQUEST BY CONTRACTOR IF PERMITTED BY THE MIX DESIGN.
5.

MAXIMUM WATER TO CEMENTITIOUS MATERIALS RATIO SHALL BE 0.40.
6.

PATCHING COMPOUND FOR FORM AND POUR SPALL REPAIRS SHALL BE SIKACRETE 211 SCC PLUS BY SIKA, OR APPROVED EQUAL.
7.

PATCHING COMPOUND FOR REPAIRING VERTICAL AND SOFFIT SPALLS IN LIFTS SHALL BE SIKAQUICK VOH WITH LATEX R BY SIKA, OR APPROVED EQUAL.
8.

REINFORCING BARS, ANCHOR BOLTS, INSERTS, AND OTHER ITEMS TO BE CAST IN THE CONCRETE SHALL BE SECURED IN POSITION PRIOR TO PLACEMENT OF CONCRETE.

REINFORCING STEEL:

1.

REINFORCING STEEL FOR WELD SPlicing SHALL BE ASTM A706 GRADE 60. WELDING ELECTRODES SHALL BE LOW HYDROGEN E70.
2.

REINFORCING STEEL NOT TO BE WELD SPliced SHALL BE ASTM A615, GRADE 60 OR ASTM A706 GRADE 60.
3.

CLEAR CONCRETE COVER FOR REINFORCING BARS SHALL BE 3 INCHES, UNLESS OTHERWISE NOTED.
4.

BAR BENDS AND HOOKS SHALL BE STANDARD HOOKS IN ACCORDANCE WITH ACI 318.
5.

REINFORCING STEEL SHALL BE SPliced AS INDICATED ON PLANS. PROVIDE WELD SPlice PER TYPICAL DETAILS, UNLESS OTHERWISE NOTED.
6.

ANTI-CORROSION COATING WITH A MINIMUM 7 DAY OPEN TIME FOR REINFORCING STEEL SHALL BE ARMATEC 110 EPOCEM BY SIKA OR APPROVED EQUAL.
7.

EPOXY FOR GROUTING OF DOWELS SHALL BE SET-36 BY SIMPSON STRONG-TIE, OR APPROVED EQUAL.
8.

TIE WIRE SHALL BE PLASTIC-COATED, STAINLESS STEEL, OR MADE OF DIELECTRIC OR OTHER ACCEPTABLE MATERIAL. ALL LOOSE REINFORCING STEEL SHALL BE SECURED WITH TIES AT ALL INTERSECTIONS WITH ADJACENT REINFORCING STEEL.

FENDER SYSTEM:

1.

NEW FENDERS SHALL BE "MV-V400" SERIES, GRADE A, AS MANUFACTURED BY TRELLEBORG MARINE SYSTEMS, OR APPROVED EQUAL.
2.

NEW FENDER HARDWARE INCLUDING ALL BOLTS, THREADED RODS AND NUTS SHALL BE TYPE 316 STAINLESS STEEL.
3.

THE CONTRACTOR SHALL REMOVE THE FENDERS DESIGNATED FOR REMOVAL AS SHOWN ON THE DRAWINGS. ALL DAMAGED FENDERS AND MISCELLANEOUS HARDWARE SHALL BE REMOVED FROM THE PIER AND DISPOSED OF BY THE CONTRACTOR AWAY FROM THE PROJECT SITE IN A LAWFUL MANNER.

PREPARATION OF SUBSTRATE AND REINFORCING STEEL FOR SPALL REPAIRS:

1.

SURFACE PREPARATION FOR SPALL REPAIRS SHALL FOLLOW THE INTERNATIONAL CONCRETE REPAIR INSTITUTE (ICRI) GUIDELINE NO. 310.1R-2008.
2.

BOTH SPALLS AND DELAMINATIONS ARE REFERRED TO ON THE DRAWINGS AS "SPALLS", AS THE REPAIR PROCEDURES ARE THE SAME FOR BOTH CONDITIONS.
3.

THE CONTRACTOR SHALL SOUND ALL CONCRETE SURFACES TO IDENTIFY SPALLS AND DELAMINATIONS.
4.

ANY ELEMENT BEING REPAIRED SHALL NOT BE SUBJECTED TO LIVE LOADS DURING THE PERIOD STARTING FROM THE REMOVAL OF EXISTING CONCRETE UNTIL THE REPAIR CONCRETE HAS OBTAINED A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.
5.

PREPARATION OF SUBSTRATE AND REINFORCING STEEL FOR SPALL REPAIRS SHALL BE PERFORMED IN THE ORDER LISTED BELOW.
6.

THE SPALLED AND DELAMINATED CONCRETE SHALL BE COMPLETELY REMOVED TO SOUND SUBSTRATE AND BEYOND THE EXTENT OF THE CORRODED REINFORCING. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO AVOID DAMAGING THE UNDERLYING SOUND CONCRETE.
7.

THE SPALLED AND DELAMINATED EDGES SHALL BE SQUARED BY SAW-CUTTING AND CHIPPING THE CONCRETE AT THE PERIMETER BEYOND THE REMOVAL AREA AS NECESSARY TO ATTAIN A MINIMUM DEPTH OF  $\frac{3}{4}$  INCH AND TO PREVENT FEATHER EDGE CONDITIONS. EXERCISE GREAT CARE TO AVOID CUTTING OR DAMAGING ANY EXISTING EMBEDDED STEEL REINFORCING. ANGLES BETWEEN ADJACENT SAW-CUTS AROUND THE PERIMETER SHALL NOT BE LESS THAN 90 DEGREES AND THE SHAPE OF EACH PATCH SHALL NOT BE IRREGULAR.
8.

FOR ANY EXPOSED REINFORCEMENT WITHIN THE REPAIR AREA, ADDITIONAL CONCRETE SHALL BE REMOVED FOR A MINIMUM  $\frac{3}{4}$  INCH CLEAR SPACE MEASURED RADially AROUND THE BARS.
9.

EXISTING CONCRETE SURFACES WITHIN THE REPAIR AREAS SHALL BE ROUGHENED TO ENSURE PROPER ADHESION WITH REPAIR CONCRETE.
10.

ALL EXPOSED CONCRETE SURFACES AND REINFORCING BARS IN THE REPAIR AREA SHALL BE NEEDLE GUNNED TO REMOVE ALL SCALE, LOOSE RUST, DEBRIS AND DETERIORATED CONCRETE.
11.

ANY REINFORCEMENT WHICH HAS LOST MORE THAN 20 PERCENT OF ITS CROSS-SECTIONAL AREA SHALL BE REPLACED AND CALLED TO THE ATTENTION OF THE HARBORS DIVISION CONSTRUCTION ENGINEER.
12.

ALL WELDING SHALL CONFORM TO AWS D1.4.
13.

ALL EXISTING BARS WITH CARBON EQUIVALENT (C.E.) ABOVE 0.55 PERCENT SHALL BE PREHEATED ACCORDING TO THE REQUIREMENTS SET FORTH IN AWS D.1. IF THE C.E. IS UNKNOWN, MAXIMUM PREHEAT REQUIREMENTS, FOR AN ASSUMED C.E. GREATER THAN 0.75 PERCENT SHALL BE USED.
14.

THE PATCH AREA SHALL BE CLEANED OF ALL DUST AND DEBRIS JUST PRIOR TO PATCHING WITH HIGH PRESSURE, OIL-FREE COMPRESSED AIR WITH APPROPRIATE PPE'S AND CONTAINMENT.

CLEAT BOLLARD:

1.

NON-SHRINK GROUT UNDER CLEAT BOLLARD SHALL BE A PREMIXED NON-METALLIC FORMULA, CAPABLE OF DEVELOPING A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI IN 1 DAY AND 5,000 PSI IN 28 DAYS.
2.

CLEAT BOLLARD SHALL NOT BE SUBJECTED TO MOORING LOADS UNTIL CONCRETE HAS BEEN ALLOWED TO CURE FOR 7 DAYS.
3.

NEW CLEAT BOLLARD SHALL BE MC-42 BY TRELLEBORG MARINE, OR APPROVED EQUAL. CLEAT BOLLARD HARDWARE INCLUDING ALL THREADED RODS, NUTS AND WASHERS SHALL BE DUPLEX OR SUPER DUPLEX GRADE STAINLESS STEEL.
4.

COATING FOR CLEAT BOLLARD SHALL BE AMERLOCK 400 AND PSX 700 BY PPG PROTECTIVE AND MARINE COATINGS, OR APPROVED EQUAL. COLOR SHALL BE OSHA YELLOW.

CLEAT BOLLARD REPAIR PROCEDURE:

1.

DRILL HOLE FOR ANCHOR BOLTS. AVOID DAMAGING EXISTING REINFORCING STEEL.
2.

FILL ANCHOR BOLT HOLES WITH EPOXY AND INSTALL STAINLESS STEEL THREADED RODS AND NUTS.
3.

APPLY EPOXY COATING TO CLEAT BOLLARD.
4.

INSTALL LEVELING NUTS ON ALL ANCHOR BOLTS AND INSTALL CLEAT BOLLARD PLUMB IN GROUT PAD.
5.

FILL CLEAT BOLLARD BOLT HOLES WITH POLYURETHANE SEALANT.

APPLICATION OF SPALL REPAIR MATERIALS:

1.

ALL EXPOSED STEEL IN THE REPAIR AREA SHALL BE LIBERALLY COATED WITH ANTI-CORROSION COATING PER MANUFACTURER'S RECOMMENDATIONS.
2.

PRIOR TO PLACEMENT OF REPAIR CONCRETE, ALL CONCRETE REPAIR SURFACES SHALL BE WASHED WITH CLEAN POTABLE WATER AND THE EXPOSED CONCRETE SURFACE SHALL BE SATURATED WITH NO WATER ACCUMULATION ON THE SURFACE.
3.

ALL VERTICAL AND OVERHEAD REPAIRS GREATER THAN 10 SQUARE FEET SHALL BE FORMED.
4.

THE CONTRACTOR SHALL NOT SECURE FORMS BY RAMSETTING. ALL HOLES AND SPALLS CAUSED BY TEMPORARY ATTACHMENTS SHALL BE PATCHED. ALL INSERTS SHALL BE REMOVED OR SHALL BE STAINLESS STEEL WITH MINIMUM  $\frac{3}{4}$  INCH. COVER AFTER FORM REMOVAL.
5.

PATCHING COMPOUND MAY BE USED INSTEAD OF FORMED CONCRETE FOR VERTICAL AND OVERHEAD REPAIRS LESS THAN OR EQUAL TO 10 SQUARE FEET IN AREA. A SLURRY COAT OF THE COMPOUND SHALL BE USED TO PRIME THE SUBSTRATE AND THE MATERIAL SHALL BE APPLIED IN LIFTS PER MANUFACTURER'S RECOMMENDATIONS.
6.

SNAP TIES AND OTHER NON-REMOVABLE INSERTS SHALL BE PLASTIC OR STAINLESS STEEL.
7.

WITH THE EXCEPTION OF THE TOP SURFACE OF THE PIER AND FRONT FACE OF THE OUTBOARD FASCIA BEAM, ALL FORMED CONCRETE REPAIRS SHALL BE BUILT UP TO OR BEYOND THE ORIGINAL SURFACE AND SHALL MAINTAIN A 3 INCH MINIMUM CLEAR COVER FOR REINFORCING.
8.

CONCRETE REPAIRS AT THE TOP SURFACE OF THE PIER AND FRONT FACE OF THE OUTBOARD FASCIA BEAM SHALL BE BUILT UP TO THE ORIGINAL CONCRETE SURFACE.
9.

CONCRETE REPAIRS SHALL MATCH AND MAINTAIN EXISTING CHAMFER EDGES AND EXPANSION JOINTS. CONTRACTOR SHALL INSTALL JOINT FILLER TO MAINTAIN JOINTS.
10.

REPAIR CONCRETE SHALL BE VIBRATED, RODDED OR TAMPED DURING PLACEMENT TO CONSOLIDATE THE POUR AND FILL ALL CORNERS OF THE PATCH OR FORM AND BENEATH THE REINFORCING.
11.

THERE SHALL BE NO COLD JOINTS IN THE FIELD OF THE REPAIR.
12.

THE REPAIRED SURFACE FINISH SHALL MATCH THE ORIGINAL SURFACE FINISH.
13.

VOID SPACES BEYOND THE EDGE OF THE FORM SHALL BE DRY PACKED IN LIFTS WITH PATCHING COMPOUND.
14.

FORMWORK FOR CONCRETE REPAIRS ON THE PIER SUBSTRUCTURE SHALL NOT BE REMOVED FOR A MINIMUM OF 24 HOURS AND UNTIL CONCRETE HAS OBTAINED A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.
15.

CONCRETE REPAIRS ON THE UNDERSIDE OF THE PIER SHALL BE CURED EITHER BY LEAVING FORMS IN PLACE A MINIMUM OF 7 DAYS OR COVERING THE SURFACE WITH A CURING COMPOUND APPROVED BY THE HARBORS DIVISION CONSTRUCTION ENGINEER.

GRANT J. OKUMURA

LICENSED PROFESSIONAL ENGINEER

No. 13001-S

HAWAII U.S.A.

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION

EXP. 4-30-24

*Grant J. Okumura*

MKE ASSOCIATES LLC

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| REVISION                                                                                | DATE                 | DESCRIPTION | BY | APPROVED                     |
| STATE OF HAWAII<br>DEPARTMENT OF TRANSPORTATION<br>HARBORS DIVISION                     |                      |             |    |                              |
| JOB TITLE<br>SHEET PILE AND BOLLARD REPAIRS AT PIER 39<br>HONOLULU HARBOR, OAHU, HAWAII |                      |             |    |                              |
| SHEET TITLE<br>STRUCTURAL NOTES                                                         |                      |             |    |                              |
| DESIGNED BY: AJ                                                                         | JOB NUMBER<br>S10848 |             |    | SHEET<br>S-1<br>3 of 8 SHTS. |
| DRAWN BY: DL                                                                            |                      |             |    |                              |
| CHECKED BY: GO                                                                          |                      |             |    |                              |
| DATE: 03/2023                                                                           |                      |             |    |                              |
| SCALE: AS SHOWN                                                                         |                      |             |    |                              |