

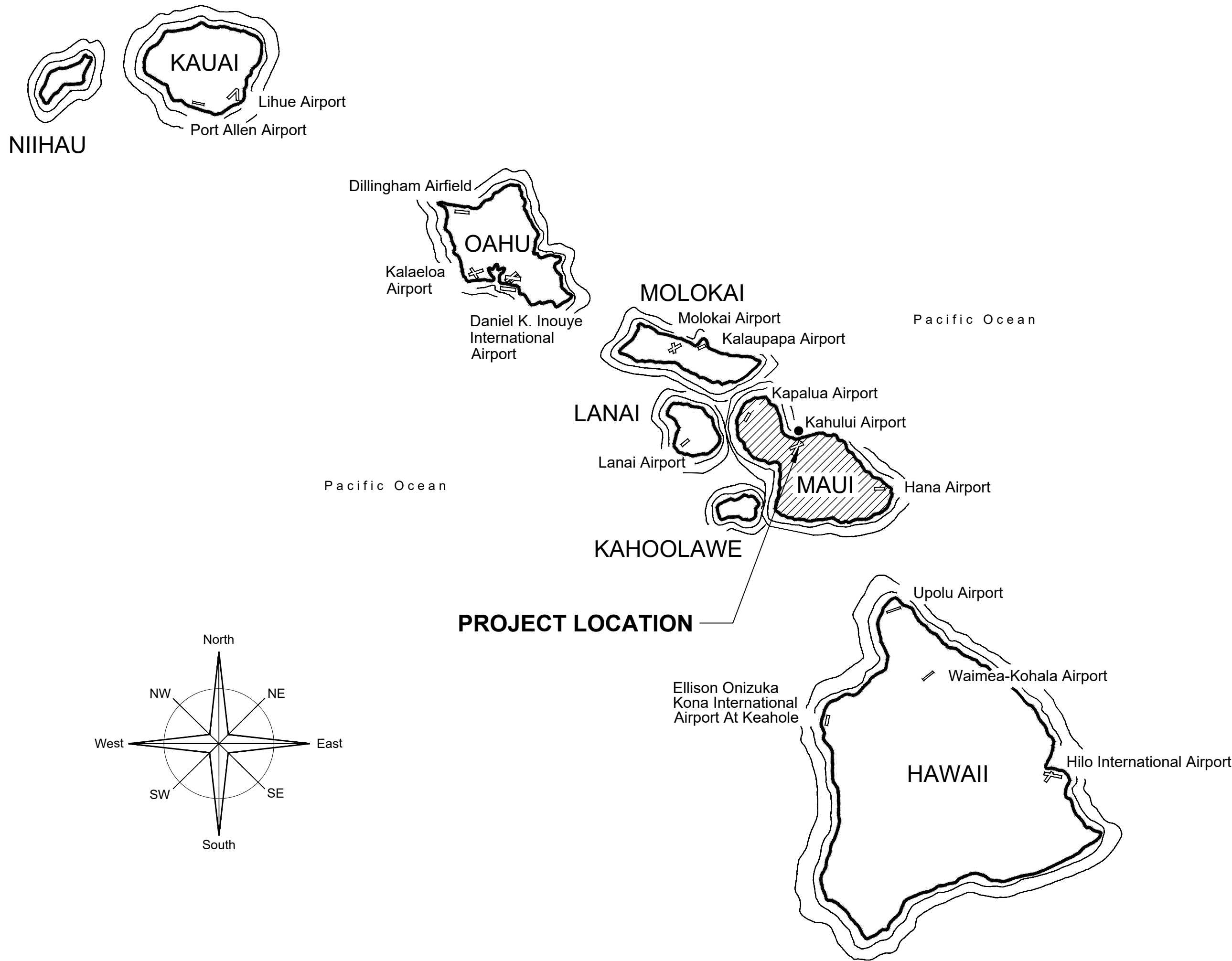
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS

PLANS FOR

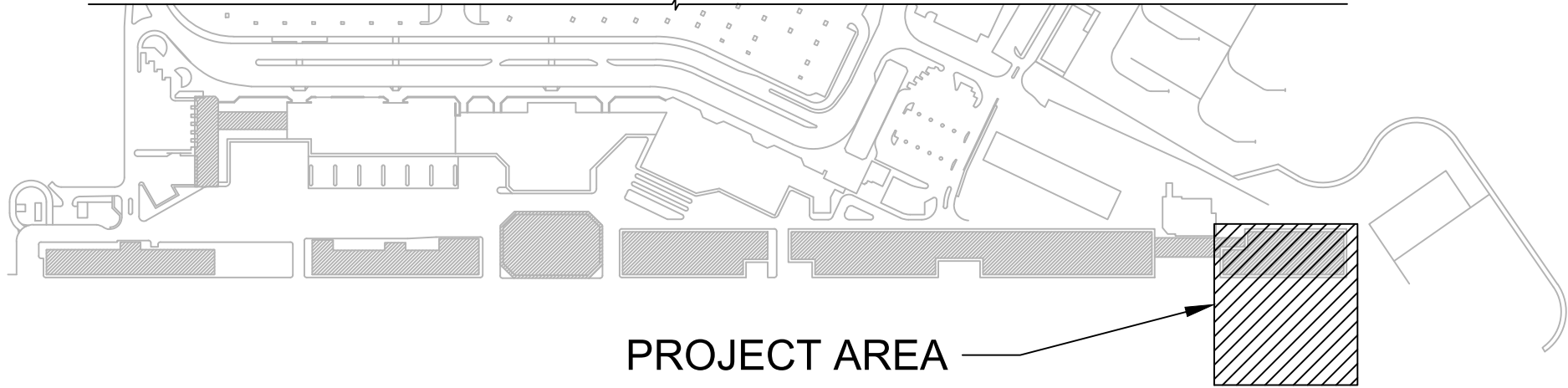
APRON RECONSTRUCTION
PHASE 1

AT

KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII
PROJECT NO. CM1530-33



AIRPORT VICINITY MAP



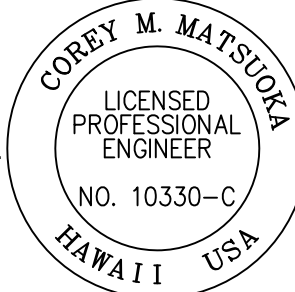
PROJECT TEAM

STRUCTURAL: SSFM
SSFM INTERNATIONAL, INC.
601 SUMNER ST., STE 620
808-531-1308

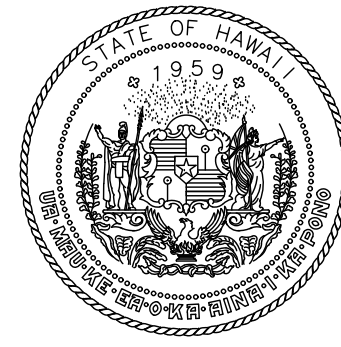


Kathleen Y. Wong

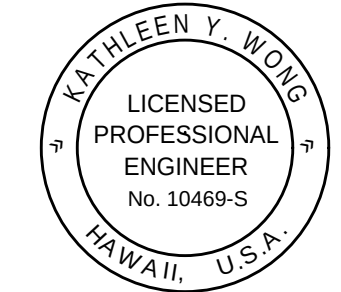
CIVIL: SSFM
SSFM INTERNATIONAL, INC.
601 SUMNER ST., STE 620
808-531-1308



Corey M. Matsuka



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Kathleen Y. Wong

04/30/2028
Licensed Expiration Date

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DSGN.	DRWN.	CHKD.	APPD.
JP	AK	KW	KW

NO.	DATE	REVISIONS
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100% CONSTRUCTION
DOCUMENT
August , 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

CM1530-33

SHEET TITLE:

COVER SHEET,
VICINITY MAP,
PROJECT TEAM

DATE :
08/19/2026
SHEET :
1 OF 23 SHEETS

DWG. NO.

G-001

DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

APPROVED:

Adam Tolentino for

09/04/2026

FOR DIRECTOR OF TRANSPORTATION

DATE

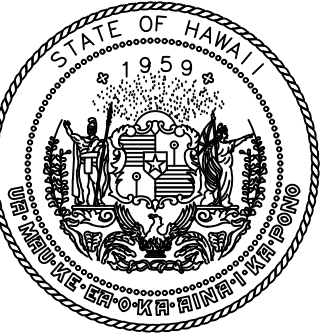
INDEX TO DRAWINGS

SHT NO.	DWG NO.	SHEET TITLE
1	G-001	COVER SHEET, VICINITY MAP, AND PROJECT TEAM
2	G-002	INDEX TO DRAWINGS AND QUANTITY SUMMARY TABLE
3	G-003	GENERAL NOTES
CIVIL		
4	C-001	EROSION CONTROL NOTES AND DETAILS
5	C-101	EROSION CONTROL PLAN - PHASE 1B
6	C-102	EROSION CONTROL PLAN - PHASE 1A
STRUCTURAL		
7	S-001	STRUCTURAL GENERAL NOTES AND ABBREVIATIONS
8	S-002	DAMAGE SCHEDULE
9	S-003	DAMAGE SCHEDULE
10	S-101	OVERALL SITE PLAN
11	S-102	APRON DAMAGE PLAN
12	S-103	HOLDROOM F PLAN
13	S-201	EXTERIOR ELEVATIONS HOLDROOM F SERVICE YARD SIDE
14	S-202	EXTERIOR ELEVATIONS HOLDROOM F KAHULUI SIDE
15	S-203	EXTERIOR ELEVATIONS HOLDROOM F KAHULUI AND MAKAI SIDE
16	S-501	HOLDROOM REPAIR DETAILS
17	S-502	APRON REPAIR DETAILS
18	S-503	REINFORCING BAR REPAIR DETAILS
CONSTRUCTION SAFETY AND PHASING PLAN		
19	SK-1.0	OVERALL SITE ACCESS AND HAUL ROUTE PLAN (PHASE I)
20	SK-1.1AW	GATE 39 ACCESS AND HAUL ROUTE PLAN (PHASE IA) WORKING AREA
21	SK-1.1AN	GATE 39 ACCESS AND HAUL ROUTE PLAN (PHASE IA) NON-WORKING AREA
22	SK-1.1BW	GATE 35 ACCESS AND HAUL ROUTE PLAN (PHASE IB) WORKING AREA
23	SK-1.1BN	GATE 35 ACCESS AND HAUL ROUTE PLAN (PHASE IB) NON-WORKING AREA

ESTIMATED QUANTITIES SUMMARY TABLE		
ITEM	QTY	UNIT
CONCRETE REHABILITATION OF SPALL AND DELAMINATIONS: HOLDROOM F	273	SQ. FT
CONCRETE CRACK REPAIR: HOLDROOM F	491	LIN. FT
CMU CRACK REPAIR: HOLDROOM F	12	LIN. FT
REINFORCING STEEL FOR CONCRETE REPAIRS	410	LBS
CONCRETE REHABILITATION OF SPALL AND VOID: APRON	15	SQ. FT
CONCRETE CRACK REPAIR: APRON	117	LIN. FT.

NOTES:

1. QUANTITIES LISTED IN DAMAGE SCHEDULE ON S-002 AND S-003 WERE DETERMINED AT THE TIME OF INVESTIGATION, APRIL 2024. CONTRACTOR MUST VERIFY ALL QUANTITIES AND LOCATIONS. NOTIFY THE STATE ENGINEER OF ANY DISCREPANCIES.
2. DAMAGE QUANTITIES HAVE BEEN INCREASED BY A FACTOR OF 1.25 FOR BIDDING AND COST ESTIMATION PURPOSES.
3. FOR BIDDING PURPOSES, IT IS ASSUMED TO REPLACE 1.5 POUNDS OF STEEL REINFORCEMENT PER SQUARE FOOT OF CONCRETE SPALL IN ALL HOLDROOM AREAS. IMMEDIATELY NOTIFY THE STATE ENGINEER ON VERIFIED QUANTITIES PRIOR TO COMMENCING WORK.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Katulen Wong

04/30/2028
ed Expiration Date

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JP	AK	KW	KW

NO.	DATE	REVISIONS
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**100% CONSTRUCTION
DOCUMENT**

August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

CM1530-33

SHEET TITLE:

INDEX TO DRAWINGS AND QUANTITY SUMMARY TABLE

DATE :	DWG. NO.
08/19/2026	G-002
SHEET :	
2 OF 23 SHEETS	

GENERAL NOTES

- A.

THE CONTRACTOR SHALL PROVIDE COMPLETE PROJECT SYSTEMS AND COMPONENTS AND COMPLY WITH ALL REQUIREMENTS INDICATED ON THE PROJECT DOCUMENTS.
- B.

WORK WITHIN THE AREA BOUNDARIES INDICATED IN THE PROJECT DOCUMENTS, AND COMPLY WITH ALL APPLICABLE BUILDING CODE, REGULATION, & ORDINANCE REQUIREMENTS. OCCUPANTS ADJACENT TO THE PROJECT AREA BOUNDARIES SHALL CONTINUE UNINTERRUPTED OCCUPANCY DURING CONSTRUCTION OF THE PROJECT.
- C.

VERIFY FIELD CONDITIONS AND COORDINATION WITH THE PROJECT DOCUMENTS PRIOR TO PROCEEDING WITH THE WORK.
- D.

COORDINATE THE WORK WITH ALL REQUIREMENTS INDICATED IN THE PROJECT DOCUMENTS.
- E.

WORK HOURS SHALL BE PERFORMED AT THE PROJECT SITE BETWEEN 12AM-6AM, UNLESS OTHERWISE APPROVED BY STATE PROJECT MANAGER.
- F.

COORDINATE THE WORK WITH EQUIPMENT, FURNISHINGS, AND SYSTEMS PROVIDED BY THE OWNER.
- G.

GENERAL CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE COORDINATION OF THE VARIOUS TRADES PERFORMING THE WORK. CONTRACTOR SHALL SUBMIT FOR REVIEW COMPLETE, COMPOSITE COORDINATION SHOP DRAWINGS ILLUSTRATING THE EXTEND AND POSITION OF EACH COMPONENT OF THE WORK SO AS TO AVOID CONFLICT AND TO MAINTAIN REQUIRED SERVICE ACCESS AND CODE REQUIRED CLEARANCES. NO WORK SHALL BE PERFORMED UNTIL REFERENCED COORDINATION SHOP DRAWINGS HAVE BEEN REVIEWED WITH NO EXCEPTION TAKEN.
- H.

CUTTING, BORING, SAWCUTTING OR DRILLING THROUGH THE NEW OR EXISTING STRUCTURAL ELEMENTS TO BE DONE ONLY WHEN SO DETAILED IN THE DRAWINGS OR REVIEWED AND ACCEPTED BY STATE ENGINEER.
- I.

THE CONTRACTOR IS TO NOTIFY THE STATE ENGINEER IMMEDIATELY REGARDING ANY CONFLICTS IN THE DRAWINGS OR SPECIFICATIONS. FOR BIDDING PURPOSES, THE CONTRACTOR IS TO NOTE THE FOLLOWING: WHEN INFORMATION IS IN CONFLICT WITHIN OR BETWEEN THE DRAWING AND SPECIFICATIONS, THE CONTRACTOR IS TO ASSUME THE MOST STRINGENT CASE.
- J.

PRIOR TO START OF WORK, THE CONTRACTOR SHALL CAREFULLY INSPECT AND VERIFY ALL CONDITIONS SHOWN ON THE CONTRACT DRAWINGS. IF WORK CAN NOT BE PERFORMED AS SHOWN, THE CONTRACTOR SHALL NOTIFY THE STATE ENGINEER IMMEDIATELY. WORK PERFORMED AFTER SUCH DISCOVERY UNLESS AUTHORIZED BY THE STATE ENGINEER, SHALL BE DONE AT THE CONTRACTOR'S RISK.
- K.

THE CONTRACTOR SHALL NOT INTERRUPT EXISTING UTILITIES SERVING EXISTING FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY THE STATE ENGINEER AND ALL AUTHORITIES HAVING JURISDICTION. PROVIDE TEMPORARY SERVICES DURING CONSTRUCTION ACTIVITIES ACCEPTABLE TO OWNER AND GOVERNING AUTHORITIES.
- L.

THE CONTRACTOR SHALL KEEP ALL EXITS READILY ACCESSIBLE AND UNOBSTRUCTED AT ALL TIMES.
- M.

ALL DETAILS SHOWN ON DRAWINGS ARE TO BE APPLIED, WHETHER CALLED OUT OR NOT. IN CASE OFF A CONFLICT, THE 'G' SERIES IS TO GOVERN. NOTIFY THE STATE ENGINEER BEFORE PROCEEDING WITH THE WORK IN CASE OF A CONFLICT.
- N.

THE CONTRACTOR SHALL MAINTAIN PROPER ACCESS FOR FIRE DEPARTMENT VEHICLES AND EQUIPMENT AT ALL TIMES. ANY CHANGES MADE TO FIRE DEPARTMENT ACCESS ROUTES SHALL BE REVIEWED AND APPROVED BY FIRE DEPARTMENT AUTHORITIES HAVING JURISDICTION PRIOR TO CHANGING ACCESS ROUTING.
- O.

AIRPORT OPERATIONS SHALL BE CLOSED WITHIN THE CURRENT PHASE LIMITS DURING CONSTRUCTION PERIOD. ALL OTHER AIRPORT OPERATIONS SHALL BE KEPT IN FULL OPERATION THROUGHOUT THE CONSTRUCTION PERIOD. ANY WORK THAT WILL DISRUPT OPERATIONS SHALL BE COORDINATED WITH THE STATE ENGINEER. NOISY WORK, ACTIVITIES CAUSING VIBRATION AND/OR SIMILAR DISRUPTIVE ACTIONS SHALL BE SCHEDULED AT TIMES ACCEPTABLE TO THE STATE ENGINEER.
- P.

THE CONTRACTOR SHALL PROVIDE SOUND, DUST AND SIGHT BARRIERS AS REQUIRED AND DESCRIBED IN THE SPECIFICATIONS TO PROTECT THE EXISTING TERMINAL DURING CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXTENT AND LOCATION OF THESE BARRIERS TO LIMIT THE PASSAGE OF DUST AND NOISE TO THE EXISTING TERMINAL.

- Q.

IN AREAS REQUIRING REMODELING, THE USE OF 'VISQUEEN' OR SIMILAR TYPE OF MATERIAL AS TEMPORARY CONSTRUCTION BARRIER IS NOT PERMITTED. TEMPORARY CONSTRUCTION BARRIERS SHALL MEET THE SAME FIRE RATING AS THE PERMANENT PARTITION.
- R.

CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL DIMENSIONS, DETAILS AND (EXISTING) CONDITIONS OF THE PROJECT. ANY DISCREPANCIES SHALL BE REPORTED TO THE STATE ENGINEER FOR THE RESOLUTION PRIOR TO FABRICATIONS INSTALLATION OF AFFECTED BUILDING COMPONENTS.
- S.

WHERE LOCAL AND COUNTY CODES ARE MORE RESTRICTIVE THAN 2021 IBC REQUIREMENTS THE LOCAL CODES WILL BE ENFORCED BY THE STATE ENGINEER.
- T.

ALL CHANGE ORDERS AND/OR ADDITIONS TO THE WORK MUST BE APPROVED BY THE STATE ENGINEER PRIOR TO CONSTRUCTION.
- U.

CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH TSA INSPECTIONS AS REQUIRED BY THE TRANSPORTATION SECURITY ADMINISTRATION (TSA).
- V.

THIS PROJECT SHALL BE PHASED TO PROVIDE UNINTERRUPTED OPERATION OF THE AIRPORT OPERATIONS. IN PARTICULAR, THE AIRPORT MUST BE ABLE TO SCREEN PASSENGERS EACH DAY, AND MAINTAIN EXISTING PASSENGER SERVICE LEVELS.

DEFINITIONS

- A.

WHEN A DETAIL IS IDENTIFIED AS TYPICAL, THE CONTRACTOR SHALL APPLY THIS DETAIL TO EVERY LIKE CONDITION WHETHER OR NOT THE REFERENCE IS REPEATED IN EVERY INSTANCE. WHEN A NOTE IS A IDENTIFIED AS TYPICAL (TYP), THE CONTRACTOR SHALL APPLY THIS NOTE TO EVERY LIKE CONDITION (REPRESENTED GRAPHICALLY OR NOT) WHETHER OR NOT THE REFERENCE IS REPEATED IN EVERY INSTANCE.
- B.

"SIMILAR" INDICATES COMPLETE SYSTEM AND COMPONENTS SHALL BE PROVIDED COMPARABLE TO THE CHARACTERISTICS FOR THE CONDITION NOTED.
- C.

"AS REQUIRED" INDICATES COMPONENTS REQUIRED TO COMPLETE THE NOTED, SYSTEM AS INDICATED IN THE PROJECT DOCUMENTS, SHALL BE PROVIDED.
- D.

"ALIGN" INDICATES ACCURATELY PROVIDE FINISH FACES OF MATERIALS IN STRAIGHT, TRUE, AND PLUMB RELATION TO ADJACENT MATERIALS.

DIMENSIONS

- A.

DIMENSIONS ARE INDICATED TO THE CENTERLINE OF THE STRUCTURAL GRID, FACE OF CONCRETE WALL, NOMINAL FACE OF CMU WALL, FACE OF PARTITION FINISH, UON.
- B.

VERTICAL DIMENSIONS ARE INDICATED FROM THE FLOOR ELEVATION TO FACE OF FINISHED MATERIAL AT THE DIMENSION POINT, UNLESS NOTED ABOVE FINISH FLOOR - "AFF".
- C.

DIMENSIONS SHOWN ON THE DRAWINGS SHALL INDICATE THE REQUIRED SIZE, CLEARANCE, AND DIMENSIONAL RELATIONSHIP BETWEEN PROJECT SYSTEMS AND COMPONENTS. DIMENSIONS SHALL NOT BE DETERMINED BY SCALING THE DRAWINGS.

DRAWING SET ORGANIZATION

- A.

EACH DRAWING SET SHEET IS IDENTIFIED BY THE SHEET NUMBER IN THE LOWER RIGHT HAND CORNER OF THE DRAWING TITLE BLOCK. THE SHEET TITLE PROVIDES A GENERAL DESCRIPTION OF THE CONTENTS OF THE SHEET.

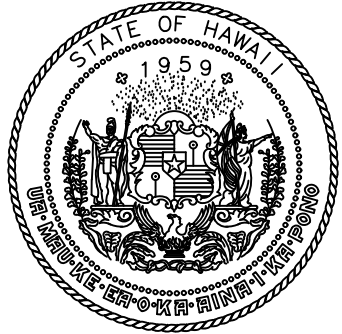
SHEET NUMBER EXAMPLE: A-201
"A" INDICATES THE DISCIPLINE THAT CREATED THE DRAWING
"2" INDICATES THE DRAWING CATEGORY CONTAINED ON THE SHEET
"01" INDICATES THE SHEET NUMBER
- B.

DRAWING SET INDEX INDICATES THE COMPLETE LIST OF SHEETS CONTAINED IN THE DRAWING SET, INDEXED BY DISCIPLINE, SHEET NUMBER AND SHEET TITLE, IN SEQUENTIAL ORDER. NOTE THAT ALL SEQUENTIAL SHEET NUMBERS MAY BE NOT USED IN THE DRAWING SET.
- C.

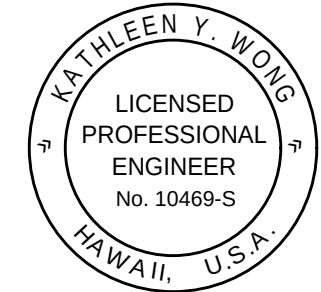
DISCIPLINE IDENTIFICATION, IN ORDER BOUND IN THE DRAWING SET. REFER TO THE DRAWING SET INDEX FOR DISCIPLINE CONTAINED IN THIS DRAWING SET:

T TITLE
G GENERAL INFORMATION
S STRUCTURAL
C CIVIL
SK CONSTRUCTION SAFETY AND PHASING PLAN
- D.

DRAWING CATEGORY IDENTIFICATION. REFER TO THE DRAWING SET INDEX FOR DISCIPLINES, CATEGORIES, AND SHEET NUMBERS CONTAINED IN THIS DRAWING SET.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Kathleen Y. Wong
04/30/2028
Licensed Expiration Date

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DSGN.	DRWN.	CHKD.	APPD.
JP	AK	KW	KW

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

100% CONSTRUCTION DOCUMENT

August, 2026

DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

CM1530-33

SHEET TITLE:

GENERAL NOTES

DATE :	DWG. NO. G-003
08/19/2026	
SHEET :	
3 OF 23 SHEETS	

W:_Structural Projects\2022_102.004 DOT\A OGG Apron Repairs\Contract Docs\03 WORKING DRAWINGS

EROSION CONTROL NOTES AND BEST MANAGEMENT PRACTICES (BMPS):

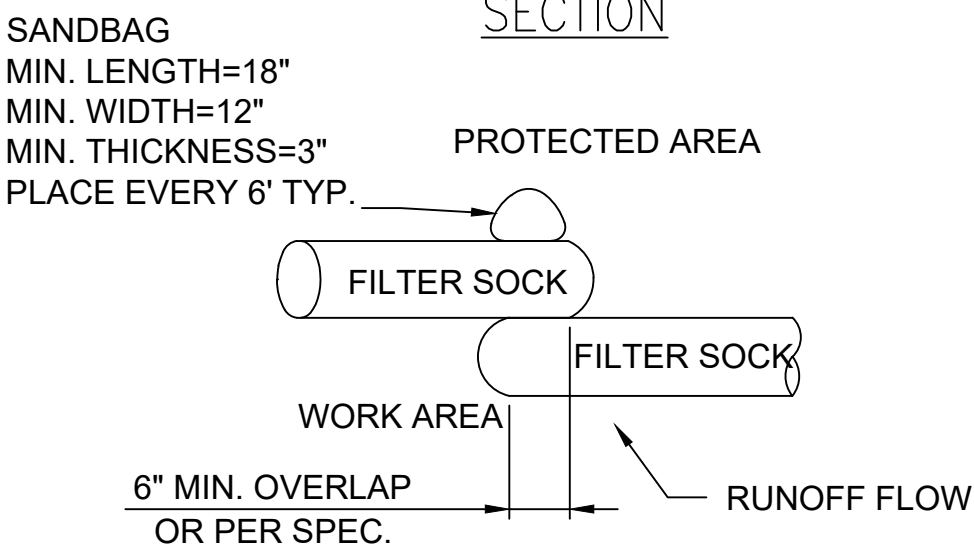
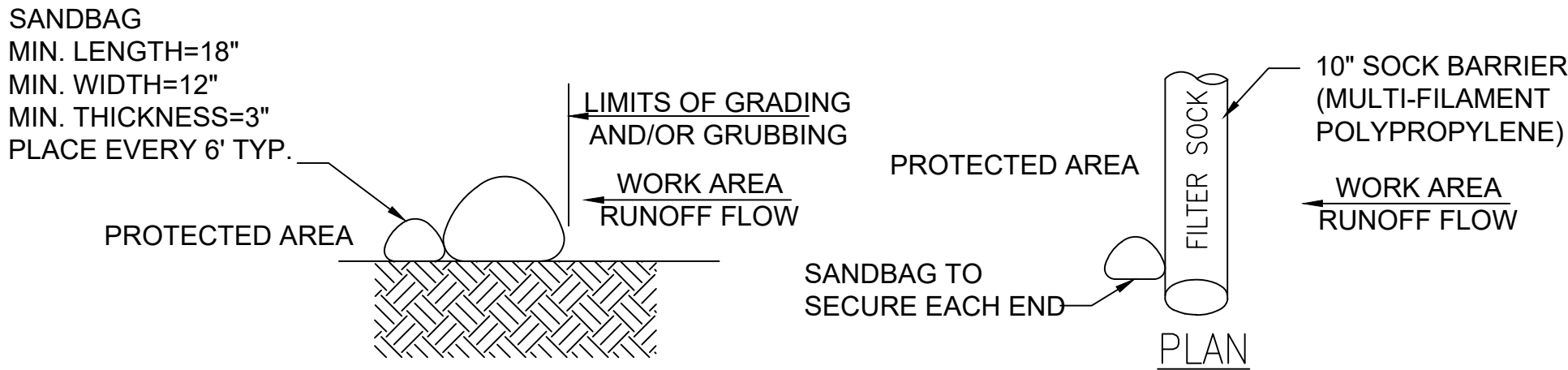
- CONTRACTOR SHALL REFER TO THE "CONSTRUCTION ACTIVITIES BEST MANAGEMENT PRACTICE MANUAL" DATED JUNE 2024, FOR BEST MANAGEMENT PRACTICES DETAILS AND SPECIFICATIONS.
- CONSTRUCTION SHALL BE SEQUENCED TO MINIMIZE THE EXPOSURE TIME OF CLEARED SURFACE AREA.
- ALL CONTROL MEASURES SHALL BE CHECKED REGULARLY AND REPAIRED AS NECESSARY.
- PROVIDE CONSTRUCTION ENTRANCE FOR EACH INGRESS AND EGRESS.
- TIMING OF CONTROL MEASURE IMPLEMENTATION SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION CONTROL PLAN IF SUCH PLAN IS REQUIRED. AT A MINIMUM, DISTURBED AREAS OF CONSTRUCTION SITES THAT WILL NOT BE RE-DISTURBED FOR TWENTY-ONE DAYS OR MORE WILL BE STABILIZED (GRASSES OR GRAVELED) BY NO LATER THAN THE FOURTEENTH DAY AFTER LAST DISTURBANCE.
- STORM WATER FLOWING TOWARD THE CONSTRUCTION AREA SHALL BE DIVERTED BY USING APPROPRIATE CONTROL MEASURES AS PRACTICAL.
- ALL BMPS TO BE COORDINATED WITH CONSTRUCTION SEQUENCING.
- ADDITIONAL DUST FENCE MAY BE REQUIRED AND SPECIFIC LOCATIONS SHALL BE DETERMINED AT THE TIME THE PRE-CONSTRUCTION MEETING IS HELD.
- CONTRACTOR SHALL PROVIDE TEMPORARY PROTECTION FOR EXISTING CATCH BASINS, DURING CONSTRUCTION AND UNTIL CONSTRUCTION AREA IS STABILIZED AND FINAL GRADES ARE ACHIEVED.
- DUST CONTROL SHOULD BE APPLIED TO REDUCE DUST EMISSIONS. CONTRACTOR TO SPRAY WATER AS NECESSARY.
- ALL STORM DRAIN INLETS ON SITE, AND THOSE OFFSITE WHICH MAY RECEIVE RUNOFF FROM THE SITE, SHALL USE AN INLET PROTECTION DEVICE.
- ALL DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED PRIOR TO REMOVING EROSION AND SEDIMENT MEASURES. ALL TEMPORARY EROSION AND SEDIMENT MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND AREAS OF DISTURBED SOIL WHICH RESULT FROM THE REMOVAL OF THE TEMPORARY MEASURES SHALL BE IMMEDIATELY PERMANENTLY STABILIZED.
- SAWCUT AND BORING SLURRY GENERATED BY CRACK, VOID/SPALL, AND MAP CRACKING REPAIR OPERATIONS SHALL BE COLLECTED OR VACUUMED AND REMOVED FROM THE SITE. STORM DRAINS SHALL BE COVERED OR BARRICADED DURING SAWCUTTING TO CONTAIN SLURRY, AND SAWCUTTING SHALL BE AVOIDED DURING WET WEATHER. SLURRY MAY BE PLACED IN A TEMPORARY PIT OR CONTAINER TO PROMOTE EVAPORATION AND SHALL BE DISPOSED OF IN ACCORDANCE WITH SO-3 (MILLING AND PAVING OPERATIONS) AND WM-8 (CONCRETE WASTE MANAGEMENT) OF THE REFERENCED BMP MANUAL.

BMPS SEQUENCE OF WORK NOTES:

- INSTALL DUST BARRIERS, SILT SCREENS, DRAIN INLET PROTECTION, AND CONSTRUCTION ENTRANCES/EXITS, AND ANY OTHER PRELIMINARY STRUCTURAL BMPS AS PLANNED OR NEEDED.
- COMPLETE CONSTRUCTION OF THE FIRST PHASE OR INCREMENT AS PLANNED. MODIFY BMPS AS NEEDED.
- REMOVE TEMPORARY STRUCTURAL BMPS ONLY UPON ESTABLISHMENT OF PERMANENT STABILIZATION MEASURES.

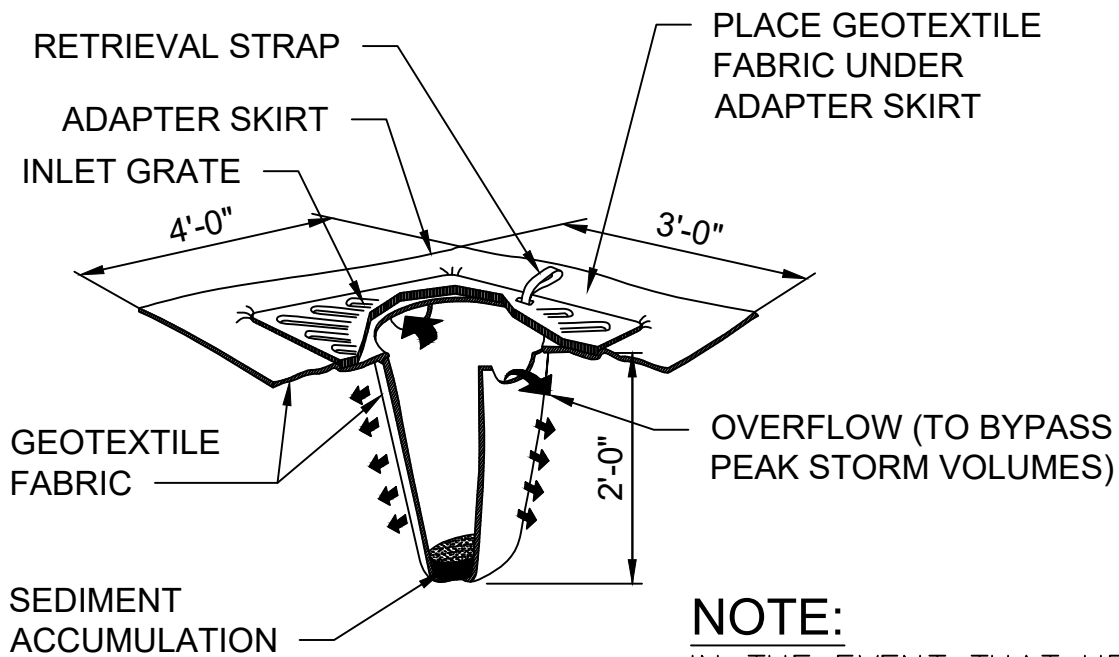
BMPS MAINTENANCE NOTES:

- DUST CONTROL MEASURES REQUIRED FREQUENT, OFTEN DAILY, ATTENTION.
- INSPECT CONSTRUCTION ROADS AND PARKING AREAS PERIODICALLY FOR CONDITION OF SURFACE. ADD NEW GRAVEL AS NEEDED. CHECK ROAD DITCHES AND OTHER SEEDED AREAS FOR EROSION AND SEDIMENTATION WEEKLY AND AFTER EACH RAINFALL EVENT. MAINTAIN ALL VEGETATION IN A HEALTHY, VIGOROUS CONDITION. SEDIMENT-PRODUCING AREAS SHOULD BE TREATED IMMEDIATELY.
- INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL EVENT. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
- SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE, OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY. REPLACE BURLAP EVERY 60 DAYS.
- REMOVE SEDIMENT DEPOSITS AS NECESSARY TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE. AVOID UNDERMINING THE FENCE DURING CLEANING.
- REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS AND BRING THE AREA TO GRADE AND STABILIZE IT AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.



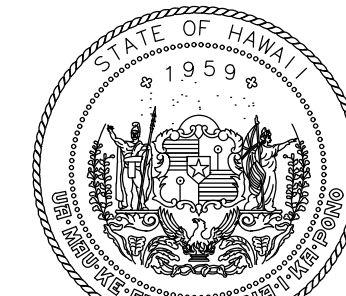
OVERLAP

1 FILTER SOCK DETAIL
C001 NOT TO SCALE

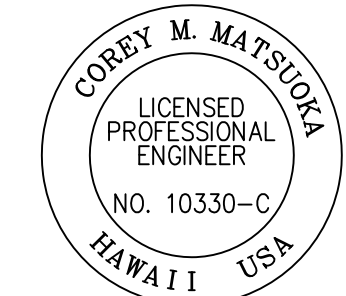


NOTE:
IN THE EVENT THAT HEAVY RAINS, TROPICAL STORM OR HURRICANE IS IMMINENT IN THE NEXT 48 HOURS, CONTRACTOR SHALL REMOVE INLET PROTECTION AND REPLACE AFTER EVENT HAS PASSED.

2 DRAIN INLET PROTECTION DETAIL
C001 NOT TO SCALE



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
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04/30/2028
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JP	AK	KW	KW

NO.	DATE	REVISIONS
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100% CONSTRUCTION DOCUMENT

August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

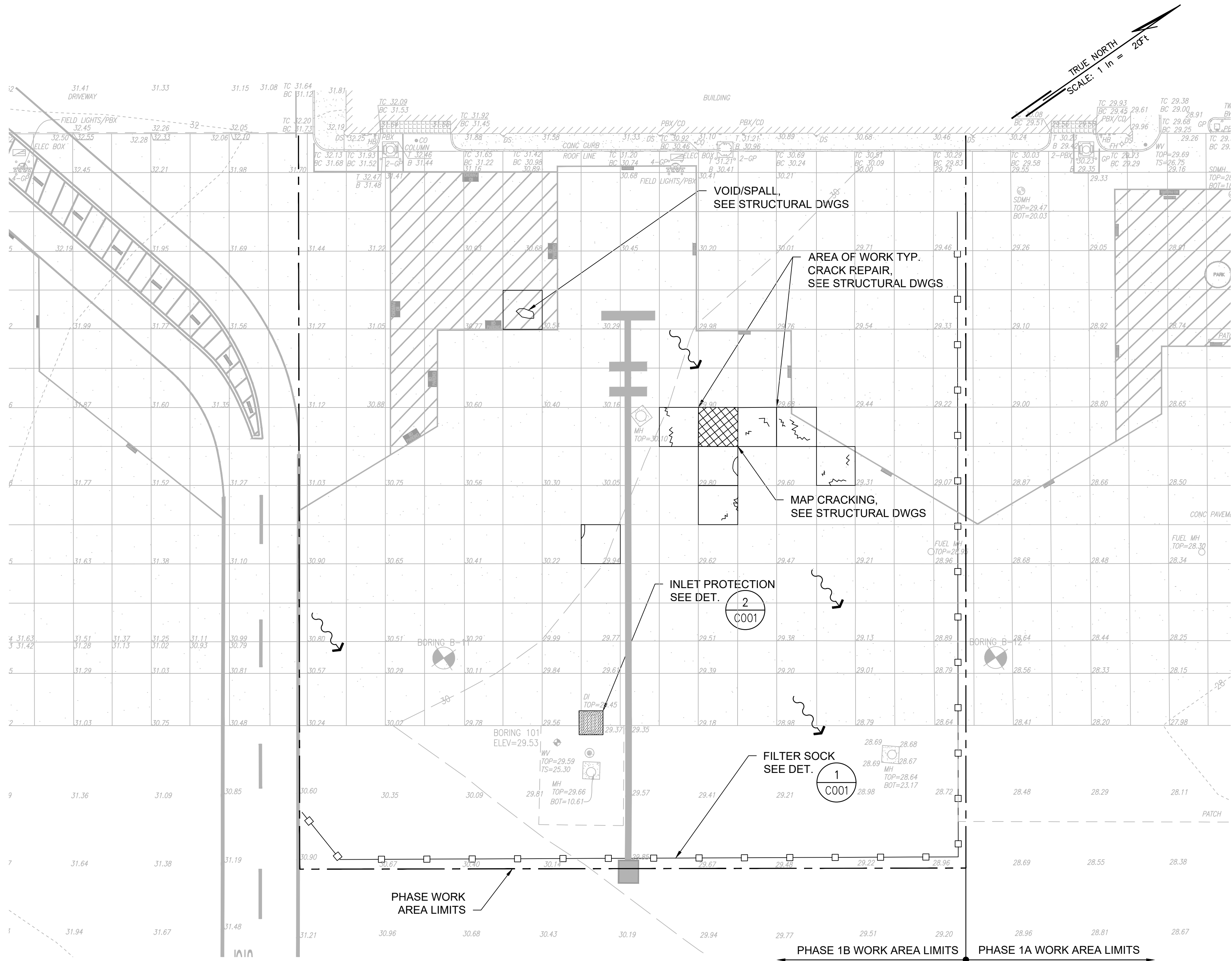
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CM1530-33

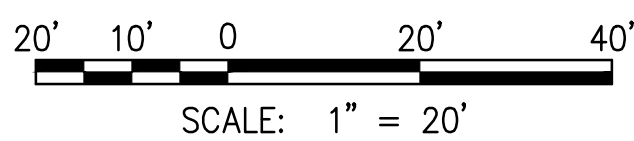
SHEET TITLE:

EROSION CONTROL
NOTES AND DETAILS

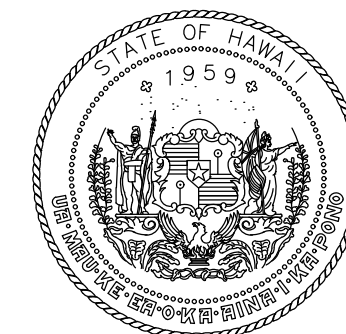
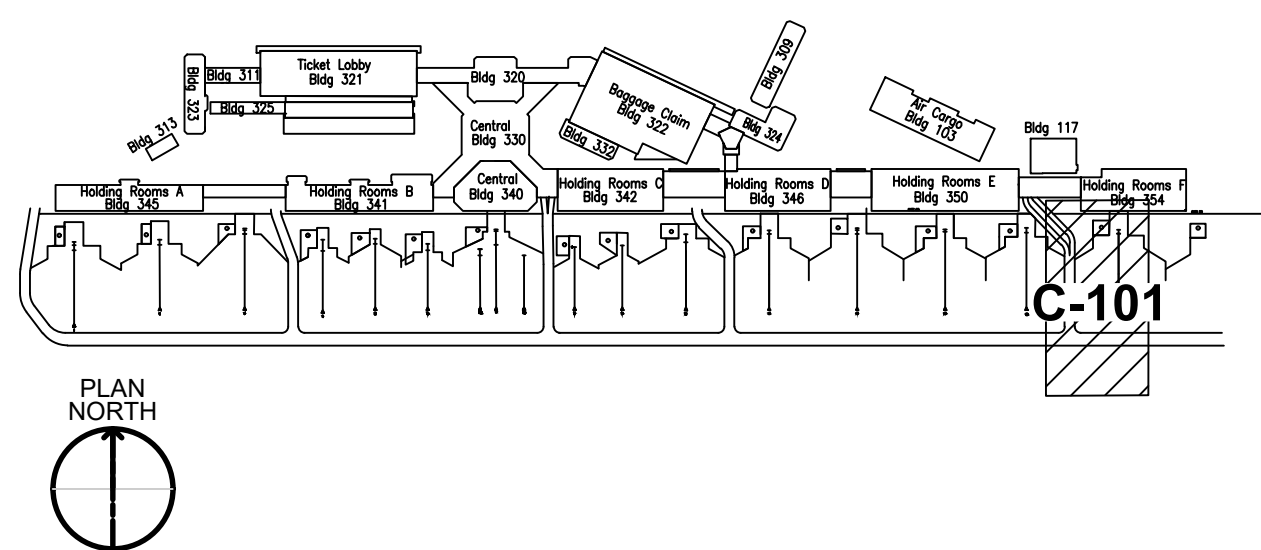
DATE :	DWG. NO. C-001
08/19/2026	
SHEET :	
4 OF 23 SHEETS	



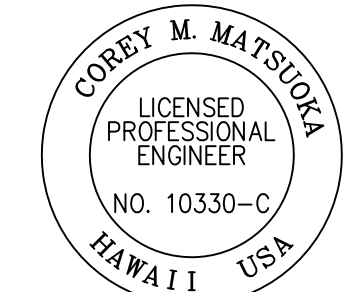
EROSION CONTROL PLAN – PHASE 1B
SCALE: 1" = 20'



KEY PLAN



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Corey M. Matsuka
04/30/2028
Licensed Expiration Date

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**APRON RECONSTRUCTION
PHASE 1**

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

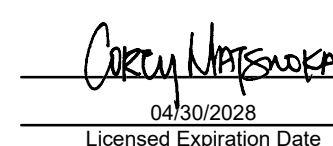
PROJECT NO.:

CM1530-33

SHEET TITLE:

**EROSION CONTROL
PLAN - PHASE 1B**

DATE :	DWG. NO.
08/19/2026	
SHEET :	
5 OF 23 SHEETS	C-101



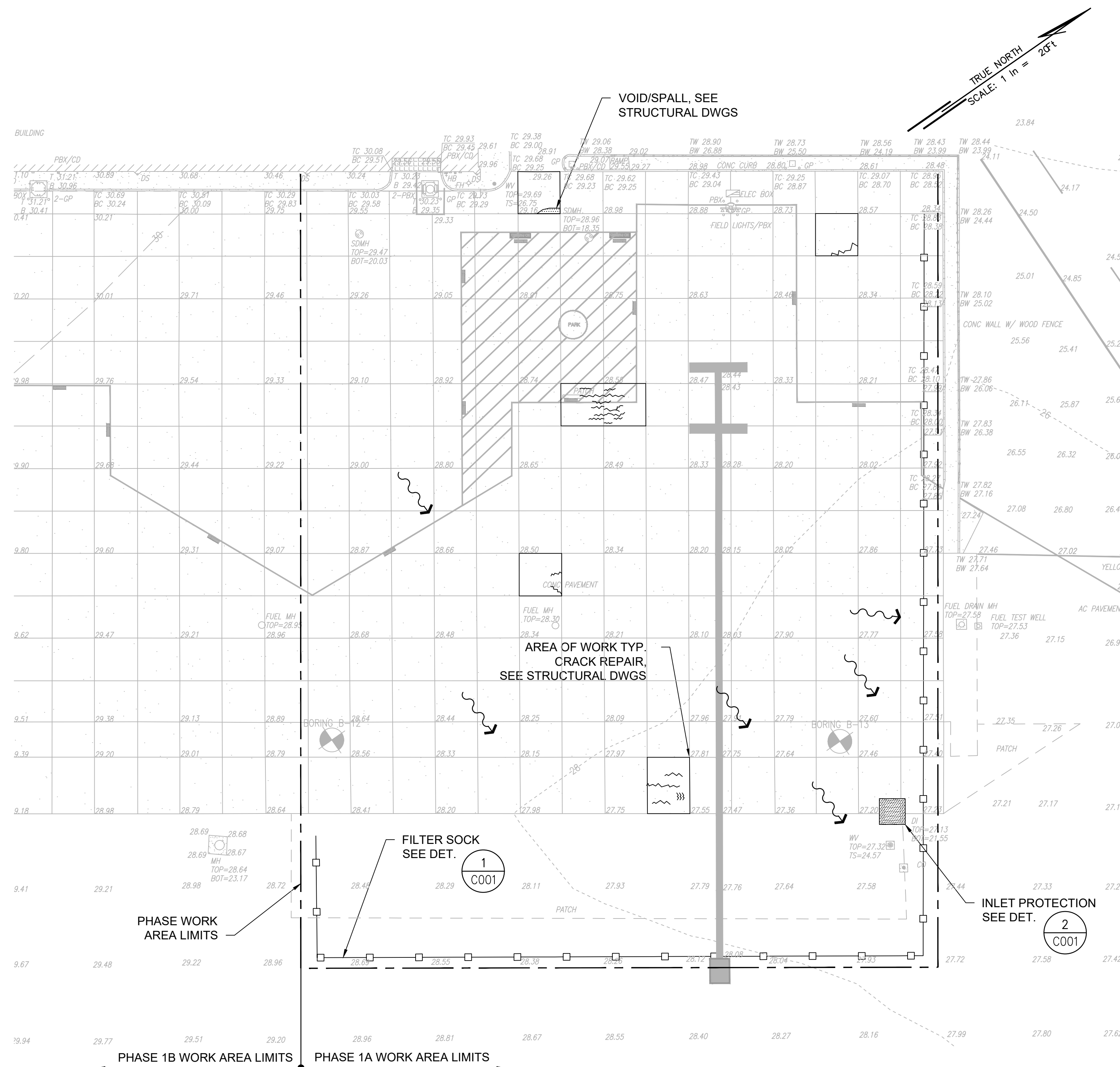
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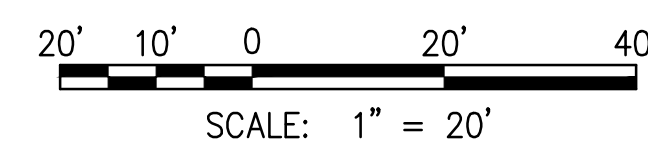
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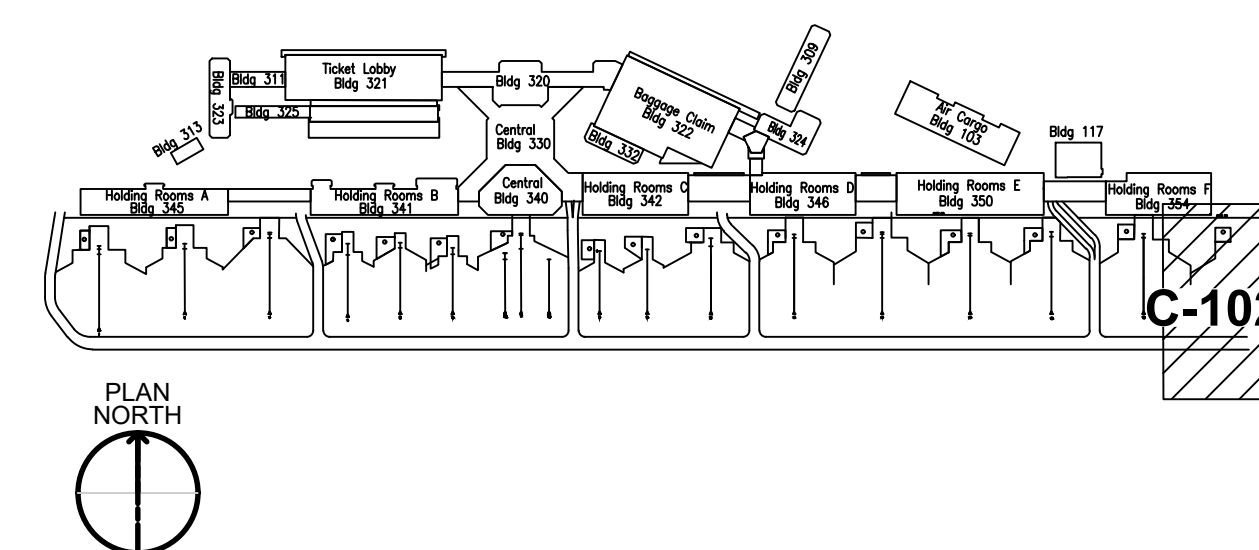
— — — PHASE WORK AREA LIMITS



EROSION CONTROL PLAN – PHASE 1A
SCALE: 1" = 20'



KEY PLAN



DATE :	DWG. NO. C-102
08/19/2026	
SHEET :	
6 OF 23 SHEETS	

W-1 Structural Projects 2022 162 004 DOTA OCC Aaron Bannin/Contract Docs/03 WORKING DRAWINGS

STRUCTURAL GENERAL NOTES

- A.

SEE SPECIFICATIONS, SPECIAL NOTES ON DRAWINGS, AND OTHER CONTRACT DOCUMENTS.
- B.

DISCREPANCIES - CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AND SHALL REPORT ANY DISCREPANCIES IN WRITING TO THE STATE ENGINEER BEFORE COMMENCING WORK OR ORDERING MATERIALS.
- C.

MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE 2021 INTERNATIONAL BUILDING CODE.
- D.

DETAILS SHOWN ON THE DRAWINGS SHALL BE TYPICAL FOR ALL SIMILAR CONDITIONS. MODIFY DETAILS FOR SPECIAL CONDITIONS AS DIRECTED BY THE STATE ENGINEER. IF CONDITIONS ARE NOT AS SHOWN ON DRAWINGS, CONTRACTOR SHALL NOTIFY STATE ENGINEER IMMEDIATELY.
- E.

SCOPE OF WORK: REPAIR DETERIORATED EXTERIOR CONCRETE AND CONCRETE MASONRY UNIT SURFACES OF HOLDROOM F AS WELL AS CONCRETE APRON REPAIR FOR THAT RESPECTIVE ADJACENT AREA.
- F.

PROVIDE SPECIAL INSPECTIONS IN ACCORDANCE WITH IBC 2021, CHAPTER 17. THIS INCLUDES PERIODIC INSPECTION OF:

1.

REINFORCEMENT PLACEMENT

2.

INSPECT ANCHORS POST-INSTALLED IN CONCRETE

3.

REINFORCING BAR WELDING

CONSTRUCTION NOTES

- A.

NEITHER THE PROFESSIONAL ACTIVITIES OF SSFM INTERNATIONAL, INC. (SSFM), NOR THE PRESENCE OF SSFM OR SSFM'S EMPLOYEES AT A CONSTRUCTION SITE, SHALL RELIEVE THE GENERAL CONTRACTOR AND ANY OTHER ENTITY OF THEIR OBLIGATIONS, DUTIES, AND RESPONSIBILITIES INCLUDING, BUT NOT LIMITED TO, CONSTRUCTION MEANS, METHODS, SEQUENCES, TECHNIQUES, OR PROCEDURES NECESSARY FOR PERFORMING, SUPERINTENDING, OR COORDINATING ALL PORTIONS OF THE WORK OF CONSTRUCTION IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND ANY HEALTH OR SAFETY PRECAUTIONS REQUIRED BY ANY REGULATORY AGENCIES. SSFM AND SSFM'S PERSONNEL HAVE NO AUTHORITY TO EXERCISE ANY CONTROL OVER ANY CONSTRUCTION CONTRACTOR OR OTHER ENTITY OR THEIR EMPLOYEES IN CONNECTION WITH THEIR WORK OR ANY HEALTH OR SAFETY PRECAUTIONS.
- B.

THE CONTRACTOR SHALL NOTIFY THE STATE ENGINEER AT LEAST 48 HOURS IN ADVANCE FOR REVIEW AND OBSERVATION OF REINFORCING AND CONCRETE POURS.
- C.

THE CONTRACTOR SHALL FAMILIARIZE HIMSELF/HERSELF AND VERIFY THE ACTUAL EXISTING CONDITIONS OF HOLDROOM F AND ITS ADJACENT APRON PRIOR TO COMMENCING WORK.
- D.

CERTAIN WORK, INCLUDING BUT NOT LIMITED TO UTILITY SHUT-DOWNS AND WORK OUTSIDE THE CONSTRUCTION FENCE LIMITS, SHALL BE PERFORMED AT NIGHT. NIGHT WORK SHALL BE PERFORMED BETWEEN THE HOURS OF 12:00AM TO 5:00AM. ANY WORK PERFORMED DURING HOLIDAYS MUST BE PRESENTED TO THE AIRPORT 3 WEEKS PRIOR TO APPROVAL. COVER TRENCHES WITH STEEL PLATES EACH DAY.
- E.

THIS IS AN OPERATING AIRPORT. THE CONTRACTOR SHALL CONDUCT ALL OPERATIONS IN A MANNER THAT WILL CAUSE NO INTERFERENCE WITH AIRPLANE TRAFFIC OR NORMAL OPERATION OF THE AIRPORT. IN ALL OPERATIONS, THE CONTRACTOR SHALL BE GOVERNED BY THE REGULATIONS AND RULES OF KAHULUI AIRPORT, AND SHALL COOPERATE FULLY WITH THE STATE ENGINEER AND AIRPORT OPERATIONS.
- F.

AIRPORT OPERATIONS WILL NOTIFY THE CONTRACTOR OF ANY UNSCHEDULED FLIGHTS THAT WILL BE ARRIVING OR DEPARTING. THE CONTRACTOR SHALL TEMPORARILY STOP WORK IN SPECIFIC AREAS THAT WOULD AFFECT THE FLIGHT AND PASSENGER OPERATIONS AT THE AIRPORT OR TERMINAL. WHEN THE OPERATIONS HAVE BEEN COMPLETED, AIRPORT OPERATIONS WILL NOTIFY THE CONTRACTOR TO RESUME THE WORK. NOTICE TO THE CONTRACTOR WILL BE ISSUED AT LEAST 1 HOUR PRIOR TO REQUIRED WORK STOPPAGE.
- G.

ALL EQUIPMENT AND MATERIALS SHALL BE STORED OFF AIRPORT PROPERTY, OR IN DESIGNATED LAY-DOWN AREAS ON THE AIRPORT PROPERTY UNTIL THEY ARE TO BE USED IN THE WORK. EQUIPMENT AND MATERIALS LOCATED ON AIRPORT PROPERTY, BUT NOT BEING USED, SHALL BE LEFT AT LOCATIONS TO BE APPROVED BY THE STATE ENGINEER AND AIRPORT OPERATIONS. ALL OTHER OPERATIONS OF THE CONTRACTOR SHALL BE CONFINED TO THE AREAS SHOWN ON THESE DOCUMENTS, OR AUTHORIZED BY THE STATE ENGINEER.

- H.

THE AIRPORT HAS OTHER CONSTRUCTION PROJECTS WHICH MAY OCCUR AT THE SAME TIME AS THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH OTHER CONTRACTORS ON THE SITE AND SHALL CAUSE NO DISRUPTION TO ANY OF THE CONSTRUCTION WORK.
- I.

THE CONTRACTOR SHALL ABIDE BY FAA ADVISORY CIRCULAR 150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- J.

ALL WORK IN THE SECURE AREAS OF THE AIRPORT REQUIRE BADGES OR ESCORTED WORKERS.
- K.

CONTRACTOR SHALL SUBMIT A SINGLE COMPATIBLE REPAIR SYSTEM FOR EACH TYPE OF REPAIR RATHER THAN MIXING MANUFACTURERS.

STANDARDS AND REFERENCES

- A.

INTERNATIONAL BUILDING CODE, INTERNATIONAL CODE COUNCIL, 2021 EDITION
- B.

IEBC 2021, INTERNATIONAL EXISTING BUILDING CODE, INTERNATIONAL CODE COUNCIL, 2021 EDITION
- C.

ACI 318-19, AMERICAN CONCRETE INSTITUTE, BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE
- D.

TMS 402/602, THE MASONRY SOCIETY, BUILDING CODE REQUIREMENTS AND SPECIFICATIONS FOR MASONRY STRUCTURES (FORMERLY ACI 530/530.1), 2016 EDITION
- E.

ACI 311, AMERICAN CONCRETE INSTITUTE, MANUAL FOR CONCRETE INSPECTION
- F.

ACI 546R, AMERICAN CONCRETE INSTITUTE, GUIDE TO CONCRETE REPAIR, 2014 EDITION
- G.

ICRI 310.2R, INTERNATIONAL CONCRETE REPAIR INSTITUTE, SELECTING AND SPECIFYING CONCRETE SURFACE PREPARATION FOR SEALERS, COATINGS, POLYMER OVERLAYS, AND CONCRETE REPAIR, 2013 EDITION
- H.

ICRI 320.1R, INTERNATIONAL CONCRETE REPAIR INSTITUTE, GUIDELINE FOR SELECTING APPLICATION METHODS FOR THE REPAIR OF CONCRETE SURFACES

REINFORCING STEEL NOTES

- A.

ALL REINFORCING BARS USED IN CONSTRUCTION AND CONCRETE REPAIRS SHALL BE ASTM A706, GRADE 60.
- B.

SPLICES SHALL BE IN ACCORDANCE WITH ACI 318-14. SPLICE LENGTH SHALL NOT BE LESS THAN 48 BAR DIAMETERS OR 2'-0", WHICHEVER IS GREATER. FOR REPAIRS WHERE THE TYPICAL SPLICE CANNOT BE PERFORMED, SEE DETAILS SHEET S-503 FOR ALTERNATE SPLICES.
- G.

MINIMUM CONCRETE CLEAR COVER MUST CONFORM TO ACI 318 SECTION 20.6.1.3.
- H.

BAR BENDS, HOOKS, AND OFFSETS MUST BE IN ACCORDANCE WITH ACI RECOMMENDATIONS.
- I.

WELDING OF REINFORCING BARS SHALL BE IN ACCORDANCE WITH THE "STRUCTURAL WELDING CODE-REINFORCING STEEL" (AWS D1.4).
- J.

BAR SUPPORTS: BOLSTERS, CHAIRS, SPACERS, AND OTHER DEVICES FOR SPACING, SUPPORTING, AND FASTENING REINFORCING BARS AND WELDED WIRE FABRIC IN PLACE. USE BLACK ANNEALED IRON WIRE TO SECURE REINFORCING.
- K.

MANUFACTURE BAR SUPPORTS ACCORDING TO CRSI'S "MANUAL OF STANDARD PRACTICE" FROM STEEL WIRE, PLASTIC, OR PRECAST CONCRETE OR FIBER-REINFORCED CONCRETE OF GREATER COMPRESSIVE STRENGTH THAN CONCRETE.
- L.

CLEAN REINFORCEMENT OF LOOSE RUST AND MILL SCALE, EARTH, AND OTHER FOREIGN MATERIALS.
- M.

ACCURATELY POSITION, SUPPORT, AND SECURE REINFORCEMENT AGAINST DISPLACEMENT. LOCATE AND SUPPORT REINFORCEMENT WITH BAR SUPPORTS TO MAINTAIN MINIMUM CONCRETE COVER.
- N.

SET WIRE TIES WITH ENDS DIRECTED INTO CONCRETE, NOT TOWARD EXPOSED CONCRETE SURFACES.

CONCRETE CRACK REPAIR NOTES

- A.

REFER TO THE SPECIFICATIONS, CONCRETE REPAIR NOTES, AND REPAIR DETAILS FOR CONCRETE CRACK REPAIR MATERIALS AND ADDITIONAL INFORMATION.
- B.

LOCATIONS OF DAMAGES SHOWN ON THE PLANS ARE APPROXIMATIONS ONLY. THE CONTRACTOR MUST VERIFY AND IDENTIFY THE DAMAGES. IMMEDIATELY NOTIFY THE STATE ENGINEER OF DISCREPANCIES.
- C.

CLEAN ALL CRACKS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- D.

DO NOT APPLY ADHESIVE IF THE TEMPERATURE OF THE CONCRETE IS NOT WITHIN THE RANGE OF APPLICATION TEMPERATURES RECOMMENDED BY THE MANUFACTURER OF THE ADHESIVE.

CONCRETE SPALL REPAIR NOTES

- A.

REFER TO SPECIFICATIONS FOR CONCRETE REPAIR MATERIALS AND ADDITIONAL INFORMATION NOT SHOWN ON THE DRAWINGS.
- B.

LOCATE DAMAGED AREA, REMOVING ALL PAINT AND LOOSE MATERIAL TO SOUND CONCRETE. AREA TO BE REPAIRED MUST BE CLEAN, SOUND, AND FREE OF CONTAMINANTS.
- C.

MAKE SQUARED OFF SAW CUT TO THE DEPTH INDICATED ON THE PLANS, MINIMUM 1" BEYOND EDGE OF DAMAGED AREA OR SPALL, INTO SOUND CONCRETE.
- D.

CHIP CONCRETE SUBSTRATE TO OBTAIN A SURFACE PROFILE OF -1/8" IN DEPTH WITH A NEW FRACTURED AGGREGATE SURFACE.
- E.

CHIP OUT EXISTING CONCRETE TO A DEPTH OF 1/2" MINIMUM BELOW AND AROUND THE EXPOSED REINFORCING STEEL INTO SOUND CONCRETE.
- F.

FULLY EXPOSE AND REMOVE ALL CORROSION ON REINFORCING STEEL BY POWER TOOL CLEANING (SSPC-SP3). COAT WITH CORROSION INHIBITOR.
- G.

WHEN THE CROSS-SECTIONAL AREA OF THE REBAR LOST DUE TO CORROSION EXCEEDS 25% OF THE ORIGINAL AREA, CONTRACTOR SHALL NOTIFY THE STATE ENGINEER IMMEDIATELY, PRIOR TO COMMENCEMENT OF REPAIR WORK. SEE ALSO DETAIL 4/S-503 FOR ALLOWABLE BAR SIZES.
- H.

SUBSTRATE SHOULD BE SATURATED SURFACE DRY (SSD) WITH NO STANDING WATER.
- I.

APPLY 2 COMPONENT CORROSION-INHIBITING EPOXY ADHESIVE TO REINFORCING STEEL AND CONCRETE.
- J.

COMPLETELY FILL CHIPPED AREAS WITH CERTIFIED POLYMER MODIFIED CEMENTITIOUS MORTAR. IF MORE THAN 1" IN DEPTH, ADD A 3/8" COARSE AGGREGATE PER MANUFACTURER'S INSTRUCTIONS. FINISH TO EXISTING LINES. MATCH EXISTING ADJACENT SURFACE FINISH.
- K.

THE REPAIR MORTAR SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 6000 PSI.
- L.

SEE STRUCTURAL DRAWINGS FOR ADDITIONAL SPALL PREPARATION AND REPAIR PROCEDURES.

CMU CRACK / SPALL REPAIR NOTES

- A.

REFER TO THE SPECIFICATIONS, QTY SUMMARY TABLE FOR QUANTITIES AND CMU CRACK AND SPALL REPAIR DETAILS FOR MATERIALS AND ADDITIONAL INFORMATION.
- B.

LOCATIONS OF DAMAGES SHOWN ON THE PLANS ARE APPROXIMATIONS ONLY. THE CONTRACTOR MUST CONFIRM IF WALL IS PARTIALLY GROUTED. VERIFY AND IDENTIFY THE DAMAGES AND IMMEDIATELY NOTIFY THE STATE ENGINEER.
- C.

REPAIR CRACKS IN THE MORTAR JOINTS BY REMOVING OLD MORTAR AND APPLYING NEW POLYMER MODIFIED CEMENTITIOUS REPAIR MATERIAL.
- D.

REPLACING A DAMAGED UNIT SHALL BE ACCOMPLISHED BY CAREFULLY CHISELING OR SAWING OUT THE BROKEN UNIT AND ALL THE SURROUNDING MORTAR.
- E.

ONCE ALL THE OLD MORTAR, DUST, AND DEBRIS ARE REMOVED, REFER TO THE REPAIR DETAILS.
- F.

THE POLYMER MODIFIED CEMENTITIOUS REPAIR MATERIAL MUST BE TOOLED TO MATCH THE ORIGINAL PROFILE ONCE THE MATERIAL BECOMES THUMBPRINT HARD.

STRUCTURAL ABBREVIATIONS

- APPROX.

- APPROXIMATE
- ARCH.

- ARCHITECTURAL
- BOT.

- BOTTOM
- C.J.

- CONSTRUCTION JOINT
- COL.

- COLUMN
- CONC.

- CONCRETE
- CONT.

- CONTINUOUS
- DIA(M).

- DIAMETER
- DWGS.

- DRAWINGS
- E.F.

- EACH FACE
- ELEV./EL

- ELEVATION
- E.S.

- EACH SIDE
- E.W.

- EACH WAY
- ELEV.

- EXISTING
- EXP.

- EXPANSION
- HOR.

- HORIZONTAL
- JT.

- JOINT
- MAX

- MAXIMUM
- MECH

- MECHANICAL
- MIN.

- MINIMUM
- NTS

- NOT TO SCALE
- O.C.

- ON CENTER
- O.H.

- OPPOSITE HAND
- QTY

- QUANTITY
- REINF.

- REINFORCEMENT
- SIM.

- SIMILAR
- S.J.

- SAWCUT JOINT
- SL

- SLOPE
- SQ.

- SQUARE
- T&B

- TOP AND BOTTOM
- t/THK.

- THICK(NESS)
- TEMP.

- TEMPERATURE
- TYP.

- TYPICAL
- TOC

- TOP OF CONCRETE
- TOF

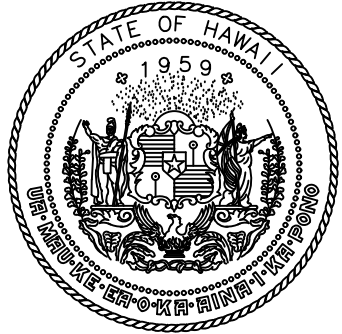
- TOP OF FOOTING
- TOS

- TOP OF STEEL
- U.N.O.

- UNLESS NOTED OTHERWISE
- VERT.

- VERTICAL
- V.I.F.

- VERIFY IN FIELD



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Kathleen Y. Wong
04/30/2028
Licensed Expiration Date

This work was prepared by me or under my supervision.

DSGN.	DRWN.	CHKD.	APPD.
JP	AK	KW	KW

NO.	DATE	REVISIONS
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100% CONSTRUCTION DOCUMENT

August, 2026

DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

CM1530-33

SHEET TITLE:

STRUCTURAL GENERAL
NOTES AND
ABBREVIATIONS

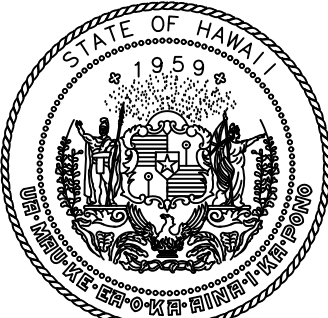
DATE :	DWG. NO. S-001
08/19/2026	
SHEET :	
7 OF 23 SHEETS	

APRON DAMAGE SCHEDULE				
DAMAGE MARK	SPALL AREA (SQ. FT.)	CRACK LENGTH (LIN. FT.)	SHEET NUMBER	REMARKS
DM01	6.5	-	S-102	VOID/SPALL ON APRON SLAB, 1" DEEP
DM02	1.0	-	S-102	VOID/SPALL ON APRON SLAB, 2" DEEP
DM03	-	10.5	S-102	2 CRACKS ON APRON SLAB
DM04	-	8.0	S-102	MAP CRACKING ON ENTIRE APRON SLAB
DM05	1.5	-	S-102	VOID/SPALL ON APRON SLAB, 1" DEEP
DM06	-	3.5	S-102	2 CRACKS ON APRON SLAB
DM07	-	1.5	S-102	2 CRACKS ON APRON SLAB
DM08	-	13.0	S-102	2 CRACKS ON APRON SLAB
DM09	-	4.5	S-102	3 CRACKS ON APRON SLAB
DM10	6.0	-	S-102	VOID/SPALL ON APRON SLAB, 1" DEEP
DM11	-	50.0	S-102	13 CRACKS ON 2 APRON SLABS
DM12	-	1.5	S-102	2 CRACKS ON APRON SLAB
DM13	-	15.0	S-102	6 CRACKS ON APRON SLAB
DM14	-	9.0	S-102	1 CRACK ON APRON SLAB

HOLDROOM DAMAGE SCHEDULE				
DAMAGE MARK	SPALL AREA (SQ. FT.)	CRACK LENGTH (LIN. FT.)	SHEET NUMBER	REMARKS
DM15	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM16	-	3.5	S-201	CRACK ON CONCRETE BEAM
DM17	-	3.5	S-201	CRACK ON CONCRETE BEAM
DM18	-	12.0	S-201	CRACK ON CMU SPLIT RIBBED WALL
DM19	-	9.0	S-201	5 CRACKS ON CONCRETE BEAM
DM20	-	4.0	S-201	CRACK ON CONCRETE BEAM
DM21	-	2.5	S-201	CRACK ON CONCRETE BEAM
DM22	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM23	-	4.5	S-201	CRACK ON CONCRETE BEAM
DM24	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM25	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM26	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM27	-	4.0	S-201	2 HORIZONTAL CRACKS ON CONCRETE BEAM
DM28	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM29	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM30	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM31	-	2.0	S-201	CRACK ON UNDERSIDE OF CONCRETE BEAM
DM32	-	9.0	S-201	2 CRACKS ON CONCRETE BEAM
DM33	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM34	-	5.0	S-201	CRACK ON CONCRETE BEAM
DM35	-	11.5	S-201	CRACK ON CONCRETE WALL
DM36	-	7.5	S-201	CRACK ON CONCRETE WALL
DM37	-	6.0	S-201	CRACK ON CONCRETE WALL
DM38	-	8.5	S-201	CRACK ON CONCRETE WALL
DM39	-	10.0	S-201	CRACK ON CONCRETE WALL
DM40	-	5.0	S-201	CRACK ON CONCRETE WALL
DM41	7.5	-	S-202	SPALL ON SIDE OF CONCRETE BEAM
DM42	-	9.0	S-202	3 CRACKS ON CONCRETE BEAM
DM43	-	6.0	S-202	2 CRACKS ON CONCRETE BEAM

HOLDROOM DAMAGE SCHEDULE				
DAMAGE MARK	SPALL AREA (SQ. FT.)	CRACK LENGTH (LIN. FT.)	SHEET NUMBER	REMARKS
DM44	-	2.5	S-202	CRACK ON CONCRETE WALL
DM45	-	7.5	S-202	CRACK ON CONCRETE WALL
DM46	-	1.5	S-202	CRACK ON CONCRETE WALL
DM47	-	10.5	S-202	2 CRACKS ON CONCRETE WALL
DM48	-	3.5	S-202	CRACK ON CONCRETE WALL
DM49	-	3.0	S-202	CRACK ON CONCRETE WALL
DM50	-	2.5	S-202	CRACK ON CONCRETE WALL
DM51	-	3.0	S-202	CRACK ON CONCRETE WALL
DM52	-	2.0	S-202	CRACK ON CONCRETE WALL
DM53	-	7.5	S-202	3 CRACKS ON CONCRETE WALL ABOVE BEAM
DM54	-	5.0	S-202	2 CRACKS ON CONCRETE WALL ABOVE BEAM
DM55	-	2.5	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM56	5.0	-	S-202	DELAMINATION ON SIDE OF CONCRETE BEAM
DM57	2.0	-	S-202	DELAMINATION ON CONCRETE COLUMN
DM58	2.0	-	S-202	DELAMINATION ON CONCRETE COLUMN
DM59	2.0	-	S-202	DELAMINATION ON CONCRETE COLUMN
DM60	-	5.0	S-202	2 CRACKS ON CONCRETE WALL ABOVE BEAM
DM61	-	5.0	S-202	2 CRACKS ON CONCRETE WALL ABOVE BEAM
DM62	-	5.0	S-202	CRACK ON CONCRETE BEAM
DM63	-	5.0	S-202	2 CRACKS ON CONCRETE WALL ABOVE BEAM
DM64	-	5.0	S-202	CRACK ON CONCRETE BEAM
DM65	-	4.5	S-202	3 CRACKS ON CONCRETE WALL ABOVE BEAM
DM66	-	7.5	S-202	CRACK ON CONCRETE BEAM
DM67	-	5.0	S-202	3 CRACKS ON CONCRETE WALL ABOVE BEAM
DM68	-	7.5	S-202	CRACK ON UNDERSIDE OF CONCRETE BEAM
DM69	-	2.0	S-202	CRACK ON CONCRETE BEAM
DM70	-	5.0	S-202	CRACK ON CONCRETE BEAM
DM71	-	5.5	S-202	2 CRACKS ON CONCRETE BEAM
DM72	-	10.0	S-202	CRACK ON CONCRETE BEAM
DM73	2.5	5.0	S-202	SPALL ON SIDE OF CONCRETE BEAM
DM74	2.0	-	S-202	DELAMINATION ON CONCRETE COLUMN
DM75	-	-	S-202	CRACK ON CONCRETE BEAM
DM76	-	5.0	S-202	CRACK ON CONCRETE BEAM
DM77	-	3.0	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM78	-	2.5	S-202	2 CRACKS ON CONCRETE WALL ABOVE BEAM
DM79	-	5.0	S-202	2 CRACKS ON CONCRETE BEAM
DM80	-	8.0	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM81	-	2.5	S-202	CRACK ON CONCRETE BEAM
DM82	-	4.0	S-202	2 CRACKS ON CONCRETE WALL ABOVE BEAM
DM83	-	5.0	S-202	2 CRACKS ON CONCRETE BEAM
DM84	-	8.5	S-202	2 CRACKS ON CONCRETE WALL ABOVE BEAM
DM85	-	5.0	S-202	2 CRACKS ON CONCRETE BEAM
DM86	-	10.0	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM87	-	2.5	S-202	CRACK ON CONCRETE BEAM
DM88	2.0	7.0	S-202	DELAMINATION ON CONCRETE COLUMN
DM89	2.0	-	S-202	DELAMINATION ON CONCRETE COLUMN
DM90	-	-	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM91	-	2.5	S-202	CRACK ON CONCRETE BEAM

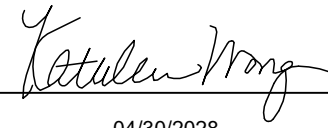
- NOTES:
- QUANTITIES LISTED IN THE SCHEDULE ABOVE WERE DETERMINED AT THE TIME OF INVESTIGATION, APRIL 2024. CONTRACTOR MUST VERIFY ALL QUANTITIES AND LOCATIONS. NOTIFY THE STATE ENGINEER OF ANY DISCREPANCIES.
 - DAMAGE QUANTITIES HAVE BEEN INCREASED BY A FACTOR OF 1.25 FOR BIDDING AND COST ESTIMATION PURPOSES. THE CONTRACTOR SHALL BE PAID FOR ACTUAL MEASURED REPAIR QUANTITIES.
 - FOR BIDDING PURPOSES, IT IS ASSUMED TO REPLACE 1.5 POUNDS OF STEEL REINFORCEMENT PER SQUARE FOOT OF CONCRETE SPALL IN ALL HOLDROOM AREAS. IMMEDIATELY NOTIFY THE STATE ENGINEER OF VERIFIED QUANTITIES PRIOR TO COMMENCING WORK.
 - DELAMINATIONS, VOIDS, AND CONCRETE PATCH FAILURES TO BE REPAIRED SAME AS SPALLS.
 - BLOCKOUTS AND CRACKS ON SHEET S-102 AND S-201 THROUGH S-204 ARE ONLY INTENDED TO PROVIDE THE CONTRACTOR WITH GENERAL LOCATION OF THE DEFECTS. DO NOT SCALE THE BLOCKOUTS AND CRACKS SHOWN ON THE DRAWINGS TO CALCULATE DAMAGE QUANTITIES.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



KATHLEEN Y. WONG
LICENSED PROFESSIONAL ENGINEER
No. 10469-S
HAWAII, U.S.A.



04/30/2028
Licensed Expiration Date

This work was prepared by me or under my supervision.

DSGN.	DRWN.	CHKD.	APPD.
JP	AK	KW	KW

NO.	DATE	REVISIONS
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100% CONSTRUCTION DOCUMENT
August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

CM1530-33

SHEET TITLE:

DAMAGE SCHEDULE

DATE :	DWG. NO. S-002
08/19/2026	
SHEET :	
8 OF 23 SHEETS	

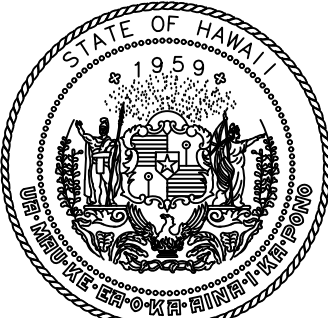
W:_Structural Projects\2022_102.004 DOT\A OGC Apron Repairs\Contract Docs\03 WORKING DRAWINGS

HOLDROOM DAMAGE SCHEDULE				
DAMAGE MARK	SPALL AREA (SQ. FT.)	CRACK LENGTH (LIN. FT.)	SHEET NUMBER	REMARKS
DM92	-	23.5	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM93	-	2.5	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM94	-	2.5	S-202	3 CRACKS ON CONCRETE BEAM
DM95	1.0	15.0	S-202	CRACK ON CONCRETE BEAM, SPALLING
DM96	-	4.5	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM97	-	6.5	S-202	CRACK ON CONCRETE BEAM
DM98	-	5.0	S-202	CRACK ON CONCRETE WALL ABOVE BEAM
DM99		4.0	S-202	SPALL ON SIDE OF CONCRETE BEAM
DM100	2.0	-	S-202	SPALL ON CONCRETE COLUMN
DM101	2.0	-	S-203	SPALL ON SIDE OF CONCRETE BEAM
DM102	3.0	-	S-203	SPALL ON SIDE OF CONCRETE BEAM
DM103	-	-	S-203	CRACK ON CONCRETE WALL ADJACENT TO DOOR
DM104	8.0	-	S-203	SPALL ON SIDE OF CONCRETE BEAM
DM105	15.5	-	S-203	SPALL ON CONCRETE COLUMN
DM106	1.5	-	S-203	SPALL ON CONCRETE COLUMN
DM107	4.0	-	S-203	SPALL ON CONCRETE BEAM
DM108	1.5	-	S-203	SPALL ON CONCRETE COLUMN
DM109	8.0	-	S-203	DELAMINATION ON CONCRETE BEAM
DM110	-	6.5	S-203	3 CRACKS ON CONCRETE WALL ADJACENT TO DOOR
DM111	-	17.0	S-203	2 CRACKS ON CONCRETE WALL ADJACENT TO DOOR
DM112	2.5	-	S-203	SPALL ON CONCRETE COLUMN
DM113	-	1.5	S-203	CRACK ON CONCRETE COLUMN
DM114	1.5	-	S-203	SPALL ON CONCRETE COLUMN
DM115	-	2.5	S-203	CRACK ON CONCRETE BEAM
DM116	-	5.0	S-203	CRACK ON CONCRETE COLUMN
DM117	-	8.0	S-203	CRACK ON CONCRETE COLUMN

HOLDROOM DAMAGE SCHEDULE				
DAMAGE MARK	SPALL AREA (SQ. FT.)	CRACK LENGTH (LIN. FT.)	SHEET NUMBER	REMARKS
DM118	3.5	-	S-203	SPALL ON CONCRETE COLUMN
DM119	27.0	-	S-203	SPALL ON CONCRETE BEAM WITH EXPOSED REBAR
DM120	-	2.0	S-203	CRACK ON CONCRETE BEAM
DM121	38.0	-	S-203	SPALLING AND DELAMINATION ON CONCRETE RAMP WALL
DM122	29.0	-	S-203	SPALLING AND DELAMINATION ON CONCRETE RAMP WALL
DM123	-	2.0	S-203	CRACK ON CONCRETE BEAM
DM124	-	2.5	S-203	CRACK ON CONCRETE BEAM
DM125	-	8.0	S-203	2 CRACKS ON CONCRETE BEAM
DM126	2.5	-	S-203	SPALL ON CONCRETE BEAM WITH EXPOSED REBAR
DM127	8.0	-	S-203	SPALL ON CONCRETE BEAM WITH EXPOSED REBAR
DM128	1.5	-	S-203	DELAMINATION ON CONCRETE BEAM
DM129	-	1.0	S-203	CRACK ON CONCRETE BEAM
DM130	10.0	-	S-203	DELAMINATION ON CONCRETE BEAM
DM131	1.0	-	S-203	SPALL ON CONCRETE BEAM WITH EXPOSED REBAR
DM132	-	2.0	S-203	CRACK ON CONCRETE BEAM
DM133	12.0	-	S-203	DELAMINATION AND CRACKING ON CONCRETE COLUMN
DM134	2.0	-	S-203	SPALL ON CONCRETE COLUMN
DM135	1.0	-	S-203	DELAMINATION ON CONCRETE BEAM
DM136	8.0	-	S-203	DELAMINATION ON CONCRETE BEAM
DM137	5.0	-	S-203	SPALL ON CONCRETE BEAM WITH EXPOSED REBAR
DM138	1.0	-	S-203	SPALL ON CONCRETE BEAM
DM139	38.5	-	S-203	DELAMINATION ON CONCRETE BEAM
DM140	7.0	-	S-203	SPALL ON CONCRETE COLUMN WITH EXPOSED REBAR
DM141	-	9.0	S-203	CRACK ON CONCRETE COLUMN
DM142	-	6.5	S-203	CRACK ON CONCRETE COLUMN

QTY SUMMARY TABLE				
LOCATION	TOTAL CONCRETE SPALLS, VOIDS, AND DELAMINATIONS (SQ. FT.)	TOTAL CONCRETE CRACKS (LIN. FT.)	TOTAL CMU CRACKS (LIN. FT.)	TOTAL REBAR (LBS)
HOLDROOM F	273	491	12	410
APRON	15	117	-	-

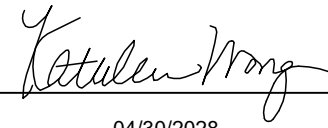
- NOTES:
- QUANTITIES LISTED IN THE SCHEDULE ABOVE WERE DETERMINED AT THE TIME OF INVESTIGATION, APRIL 2024. CONTRACTOR MUST VERIFY ALL QUANTITIES AND LOCATIONS. NOTIFY THE STATE ENGINEER OF ANY DISCREPANCIES.
 - DAMAGE QUANTITIES HAVE BEEN INCREASED BY A FACTOR OF 1.25 FOR BIDDING AND COST ESTIMATION PURPOSES. THE CONTRACTOR SHALL BE PAID FOR ACTUAL MEASURED REPAIR QUANTITIES.
 - FOR BIDDING PURPOSES, IT IS ASSUMED TO REPLACE 1.5 POUNDS OF STEEL REINFORCEMENT PER SQUARE FOOT OF CONCRETE SPALL IN ALL HOLDROOM AREAS. IMMEDIATELY NOTIFY THE STATE ENGINEER OF VERIFIED QUANTITIES PRIOR TO COMMENCING WORK.
 - DELAMINATIONS, VOIDS, AND CONCRETE PATCH FAILURES TO BE REPAIRED SAME AS SPALLS.
 - BLOCKOUTS AND CRACKS ON SHEET S-102 AND S-201 THROUGH S-204 ARE ONLY INTENDED TO PROVIDE THE CONTRACTOR WITH GENERAL LOCATION OF THE DEFECTS. DO NOT SCALE THE BLOCKOUTS AND CRACKS SHOWN ON THE DRAWINGS TO CALCULATE DAMAGE QUANTITIES.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



KATHLEEN Y. WONG
LICENSED PROFESSIONAL ENGINEER
No. 10469-S
HAWAII, U.S.A.



04/30/2028
Licensed Expiration Date

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DSGN.	DRWN.	CHKD.	APPD.
JP	AK	KW	KW

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100% CONSTRUCTION DOCUMENT
August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

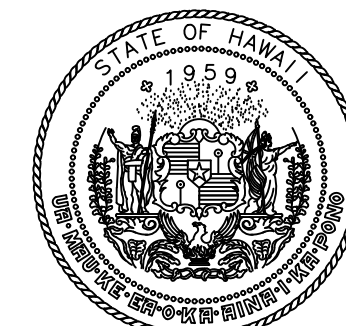
CM1530-33

SHEET TITLE:

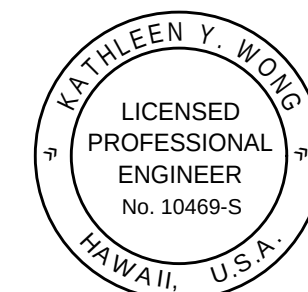
DAMAGE SCHEDULE

DATE :	DWG. NO.
08/19/2026	S-003
SHEET :	
9 OF 23 SHEETS	

W:_Structural Projects\2022_102.004 DOT\A OGC Apron Repairs\Contract Docs\03 WORKING DRAWINGS



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August, 2026
DATE

PROJECT TITLE :

**APRON RECONSTRUCTION
PHASE 1**

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

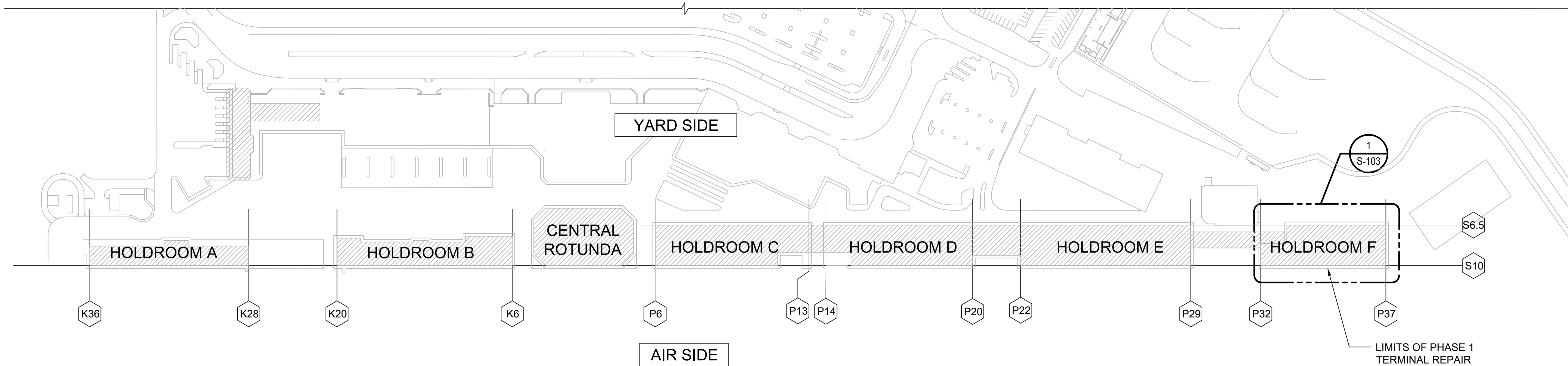
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CM1530-33

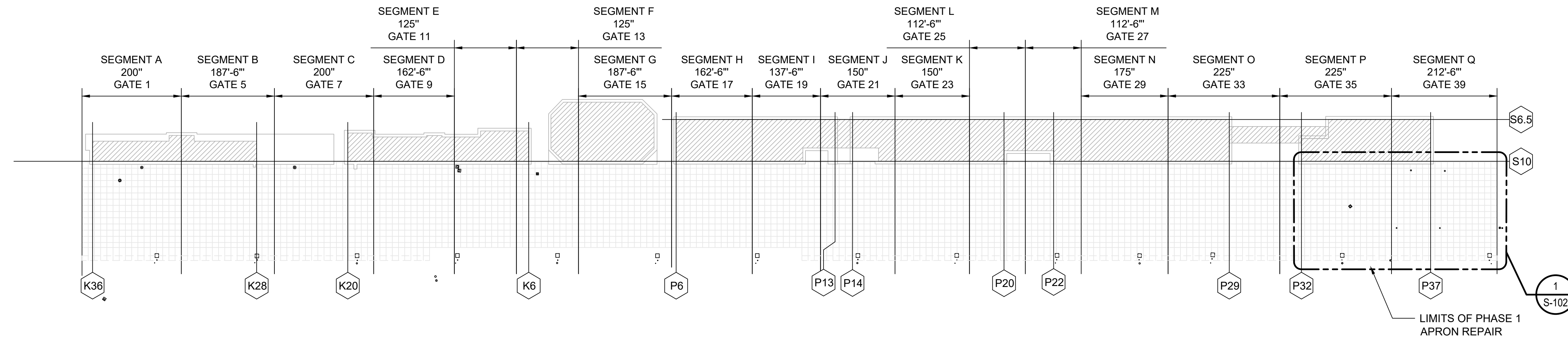
SHEET TITLE:

OVERALL SITE PLAN

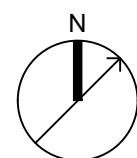
DATE :	DWG. NO.
08/19/2026	S-101
SHEET :	
10 OF 23 SHEETS	



2 OGG TERMINAL PLAN
S-101 SCALE: 1" = 125'

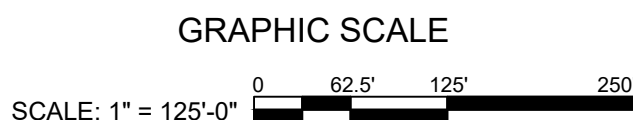


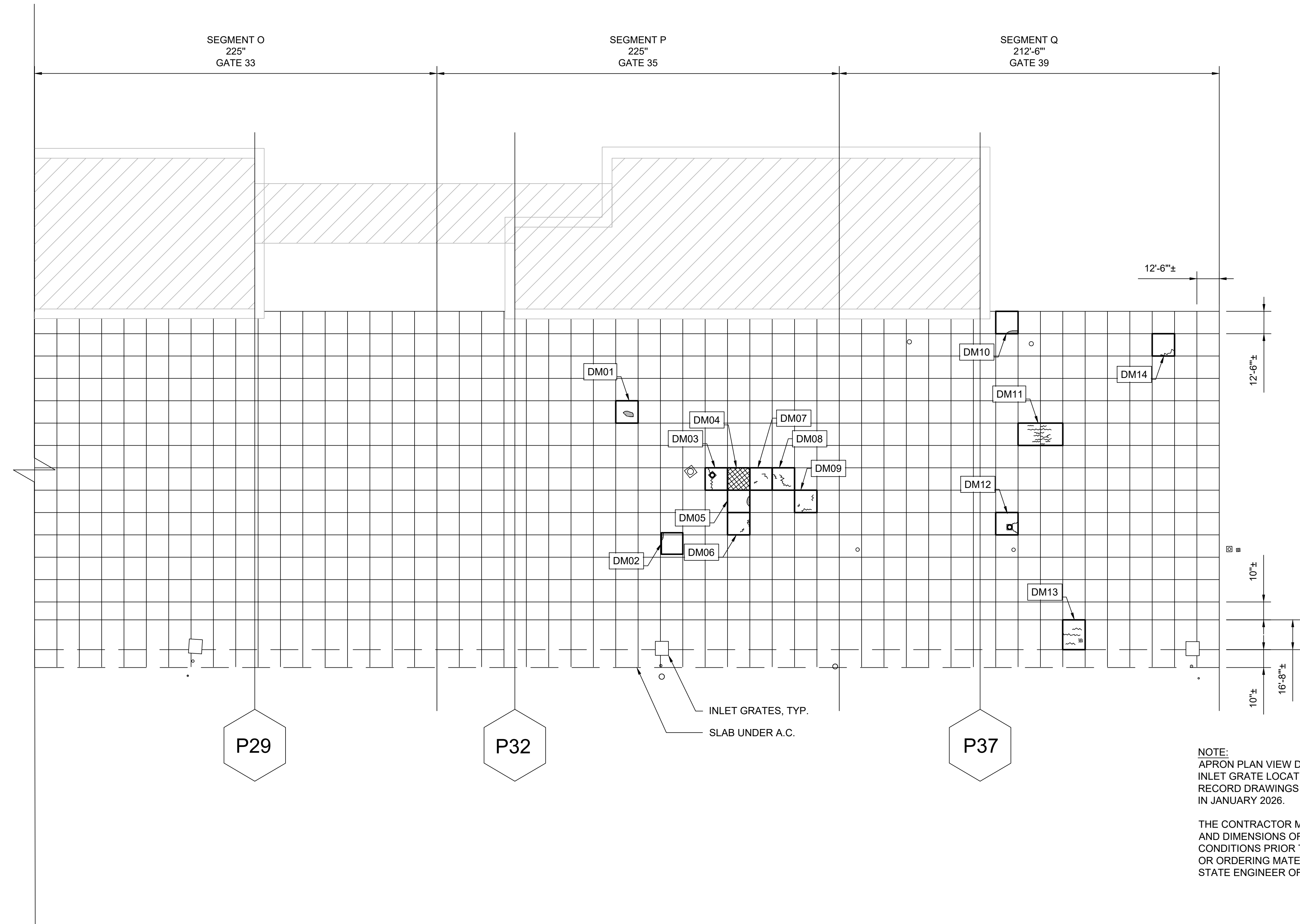
1 OGG APRON PLAN
S-101 SCALE: 1" = 125'



NOTE:
APRON PLAN VIEW DIMENSIONS, LAYOUT, AND INLET GRATE LOCATIONS ARE DETERMINED USING RECORD DRAWINGS AND SURVEYING PERFORMED IN JANUARY 2026.

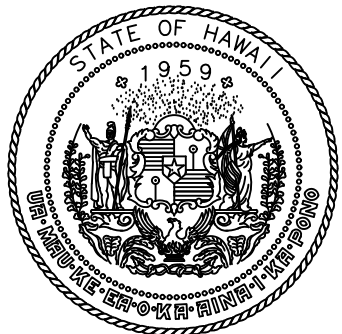
THE CONTRACTOR MUST VERIFY ALL LOCATIONS AND DIMENSIONS OF APRON EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK OR ORDERING MATERIALS. IMMEDIATELY NOTIFY STATE ENGINEER OF ANY DISCREPANCIES.



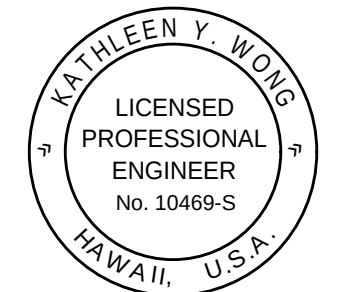


NOTE:
APRON PLAN VIEW DIMENSIONS, LAYOUT, AND
INLET GRATE LOCATIONS ARE DETERMINED USING
RECORD DRAWINGS AND SURVEYING PERFORMED
IN JANUARY 2026.

THE CONTRACTOR MUST VERIFY ALL LOCATIONS
AND DIMENSIONS OF APRON EXISTING
CONDITIONS PRIOR TO COMMENCEMENT OF WORK
OR ORDERING MATERIALS. IMMEDIATELY NOTIFY
STATE ENGINEER OF ANY DISCREPANCIES.



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04/30/2028
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LEGEND

- CRACK ON APRON SLAB
- VOID / SPALL ON APRON SLAB
- MAP CRACKING ON APRON SLAB

NO.	DATE	REVISIONS
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DOCUMENT
August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

CM1530-33

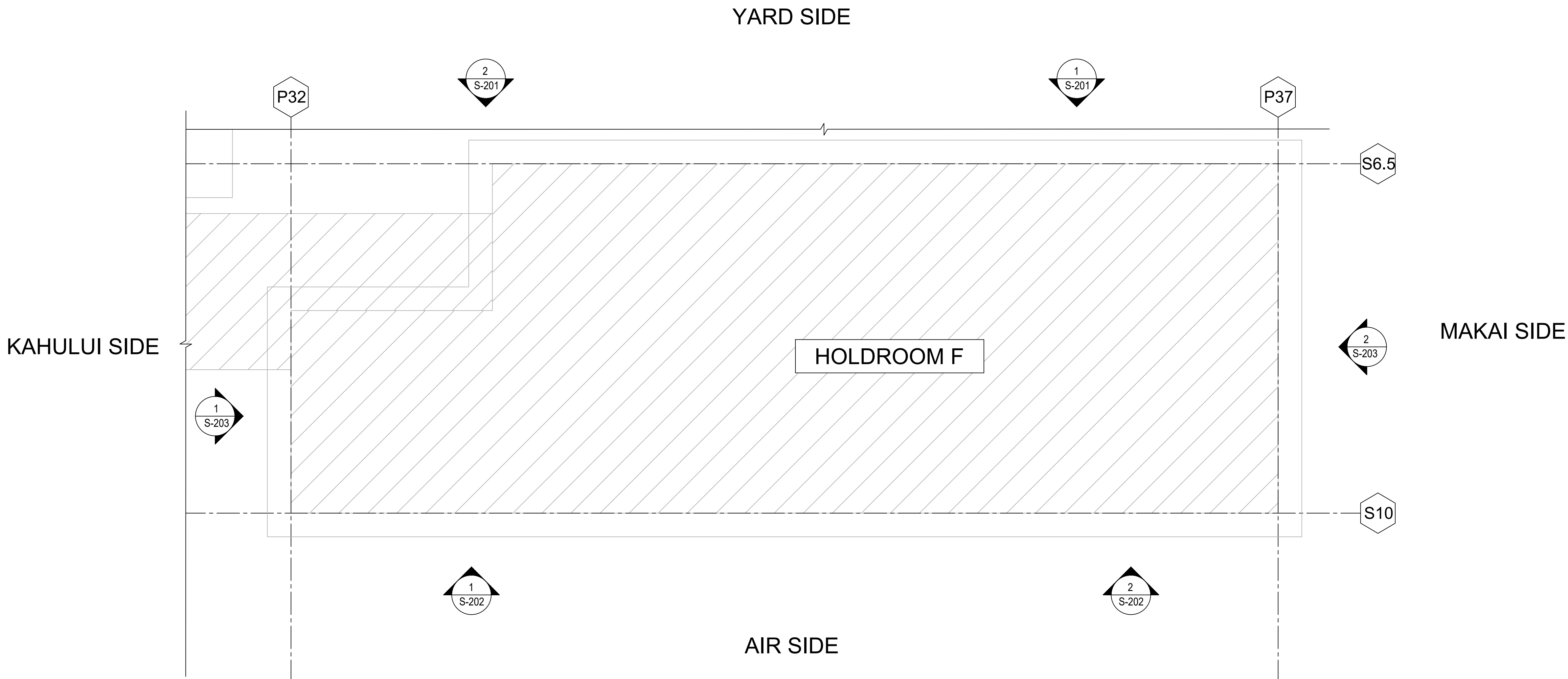
SHEET TITLE:

APRON DAMAGE PLAN

DATE :
08/19/2026
SHEET :
11 OF 23 SHEETS

DWG. NO.
S-102

W:_Structural Projects\2022_102.004 DOT-A OGG Apron Repairs\Contract Docs\03 WORKING DRAWINGS



1

S-103

HOLDROOM F PLAN

SCALE: 1/16" = 1'-0"

N

↑

GRAPHIC SCALE

SCALE: 1/16" = 1'-0"

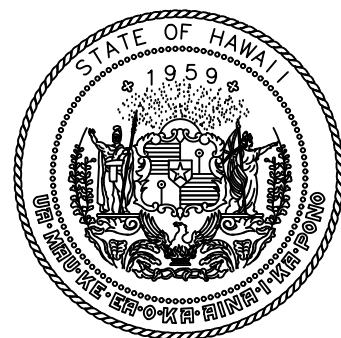
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4'

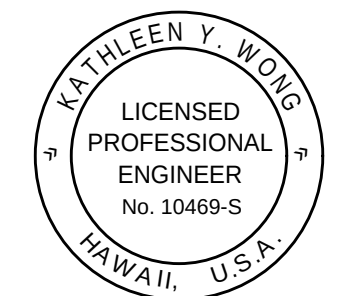
8'

16'

32'



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DOCUMENT

August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

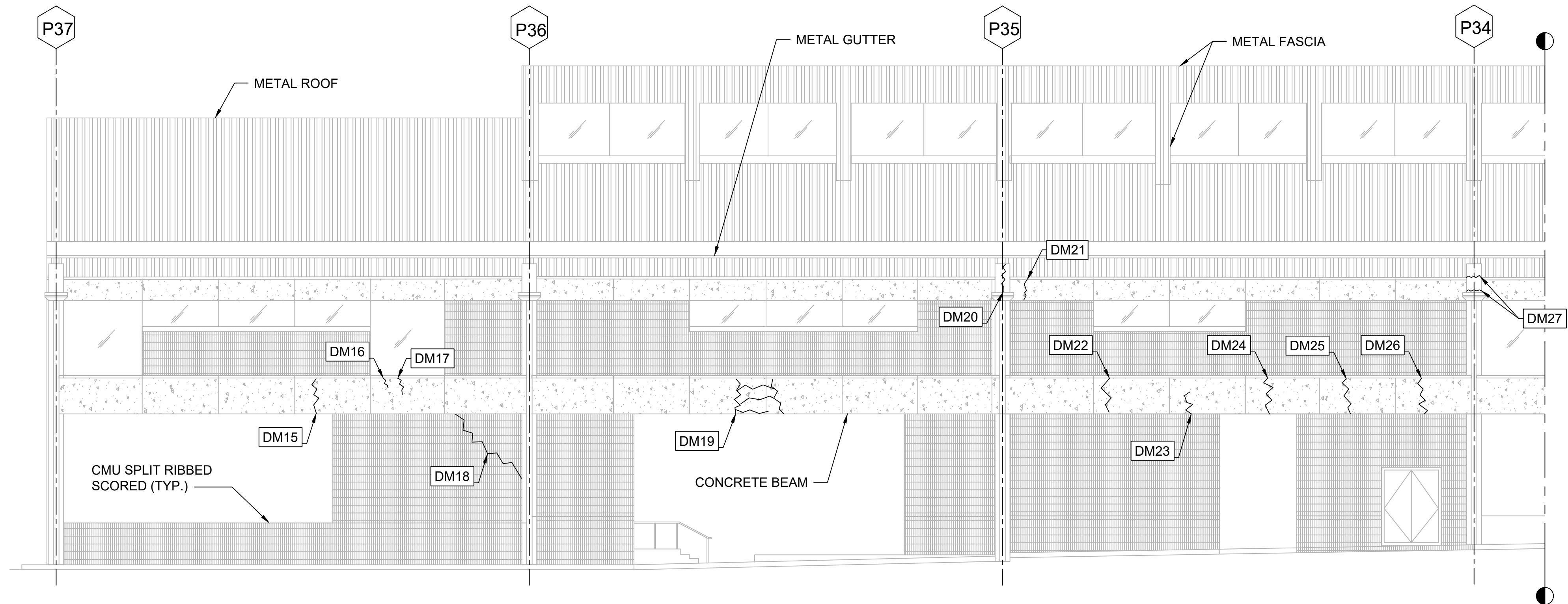
PROJECT NO.:

CM1530-33

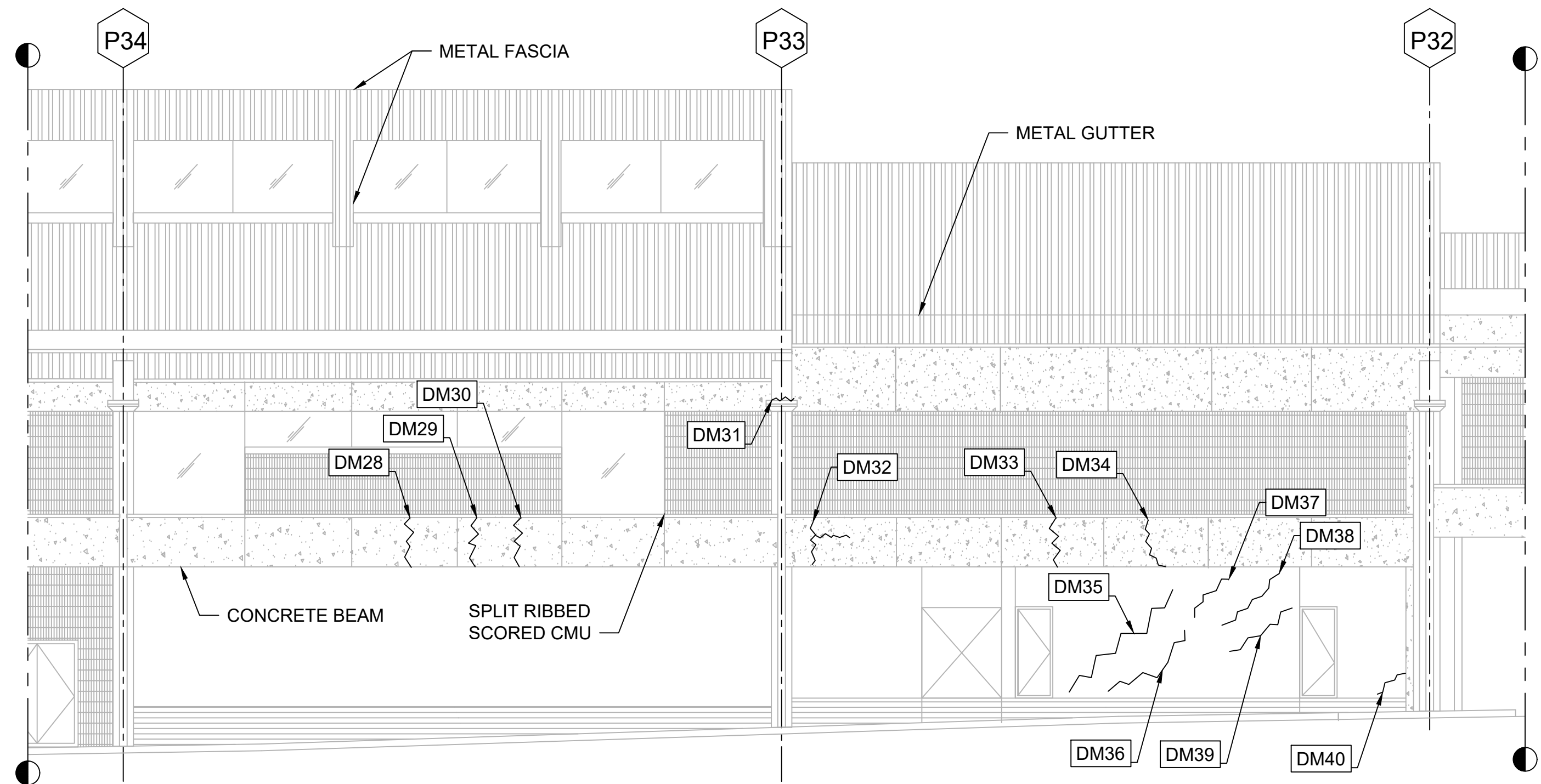
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HOLDROOM F PLAN

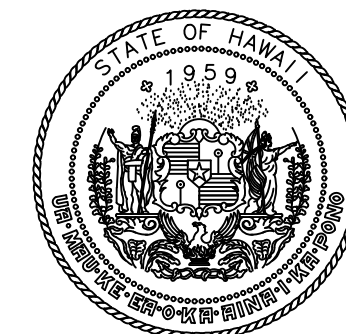
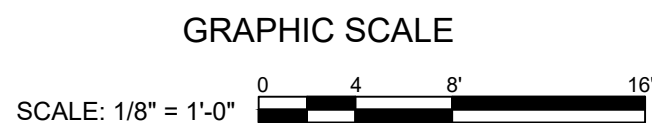
DATE :	DWG. NO.
08/19/2026	S-103
SHEET :	
12 OF 23 SHEETS	



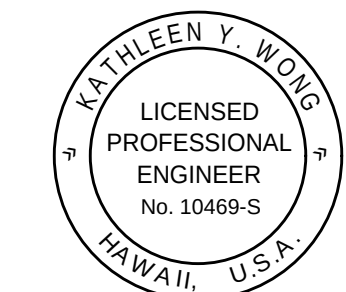
2 HOLDROOM BUILDING F SERVICE YARD ELEVATION
S-201 SCALE: 1/8" = 1'-0"



1 HOLDROOM BUILDING F SERVICE YARD SIDE ELEVATION
S-201 SCALE: 1/8" = 1'-0"



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LEGEND

	CRACK DAMAGE
	SPALL ON CONCRETE
	ROOFING
	CONCRETE
	CMU SPLIT RIB

NO.	DATE	REVISIONS
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DOCUMENT

August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

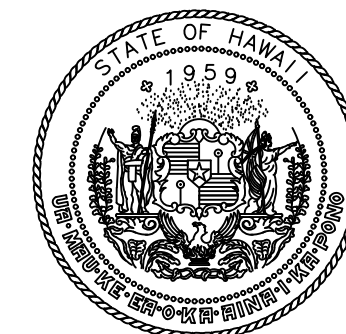
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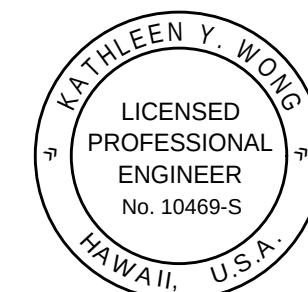
SHEET TITLE:

EXTERIOR ELEVATIONS
HOLDROOM F SERVICE
YARD SIDE

DATE :	DWG. NO.
08/19/2026	S-201
SHEET :	
13 OF 23 SHEETS	



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LEGEND

	CRACK DAMAGE
	SPALL ON CONCRETE
	ROOFING
	CONCRETE
	CMU SPLIT RIB

NO.	DATE	REVISIONS
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August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

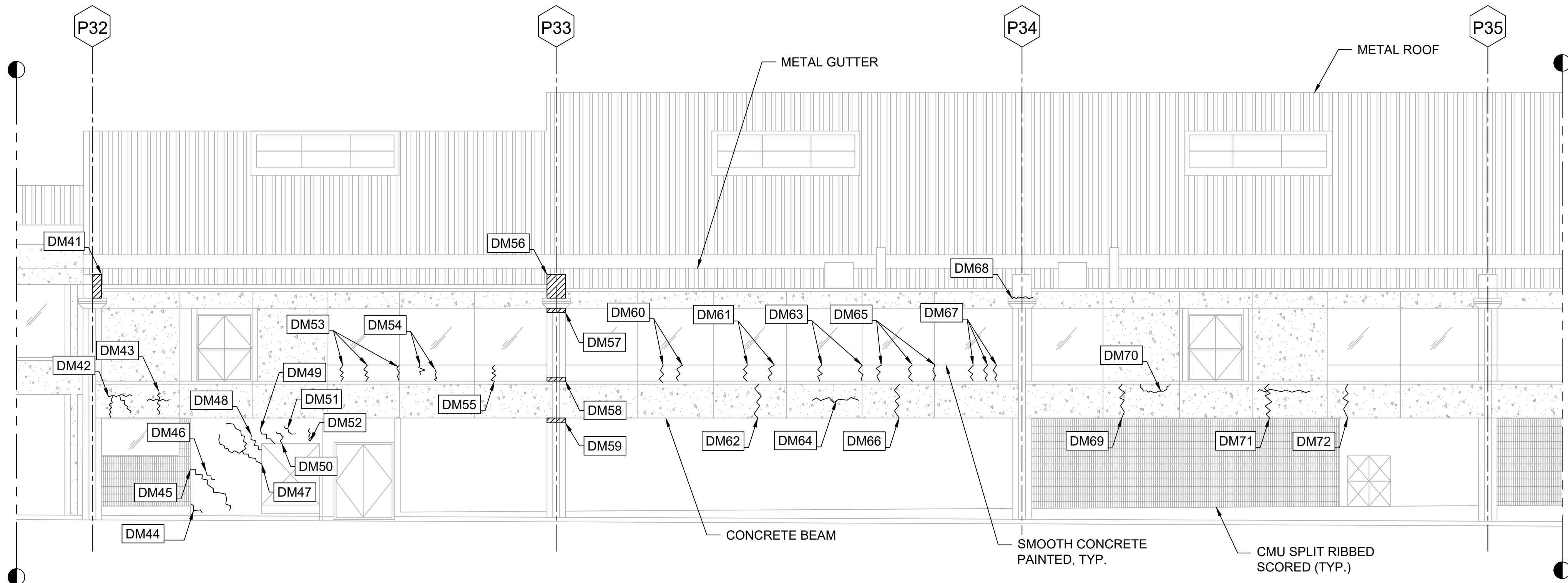
PROJECT NO.:

CM1530-33

SHEET TITLE:

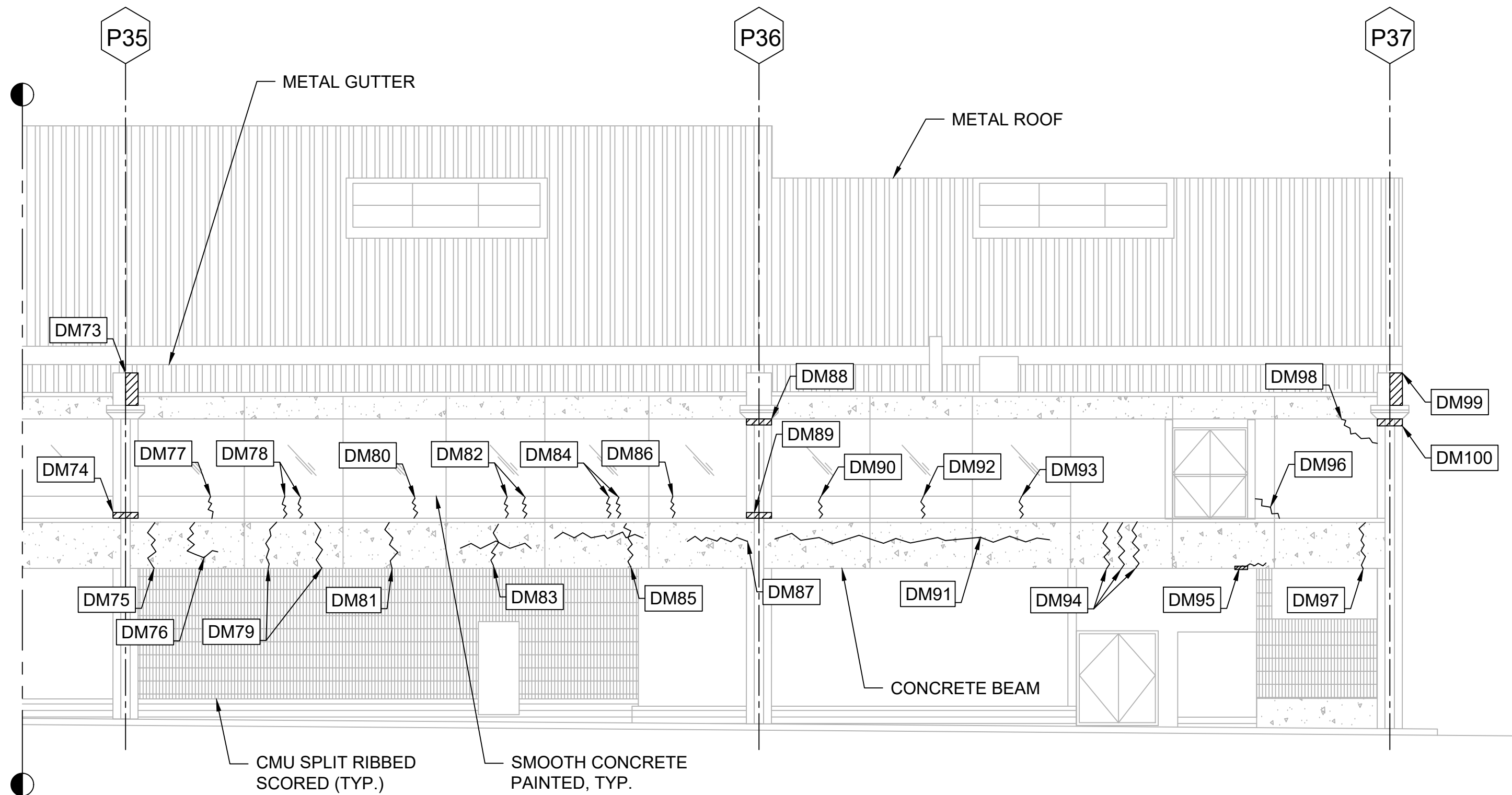
EXTERIOR ELEVATIONS HOLDROOM F KAHULUI SIDE

DATE :	DWG. NO.
08/19/2026	S-202
SHEET :	
14 OF 23 SHEETS	



2 HOLDROOM BUILDING F - AIR SIDE ELEVATION

S-202 SCALE: 1/8" = 1'-0"

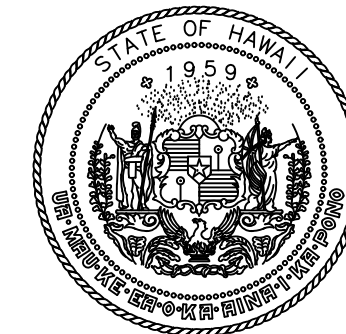


1 HOLDROOM BUILDING F - AIR SIDE ELEVATION

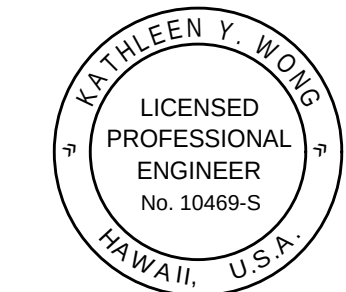
S-202 SCALE: 1/8" = 1'-0"

GRAPHIC SCALE

SCALE: 1/8" = 1'-0"



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LEGEND

	CRACK DAMAGE
	SPALL ON CONCRETE
	ROOFING
	CONCRETE
	CMU SPLIT RIB

NO.	DATE	REVISIONS
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100% CONSTRUCTION
DOCUMENT

August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

CM1530-33

SHEET TITLE:

EXTERIOR ELEVATIONS
HOLDROOM F
KAHULUI AND
MAKAI SIDE

DATE :

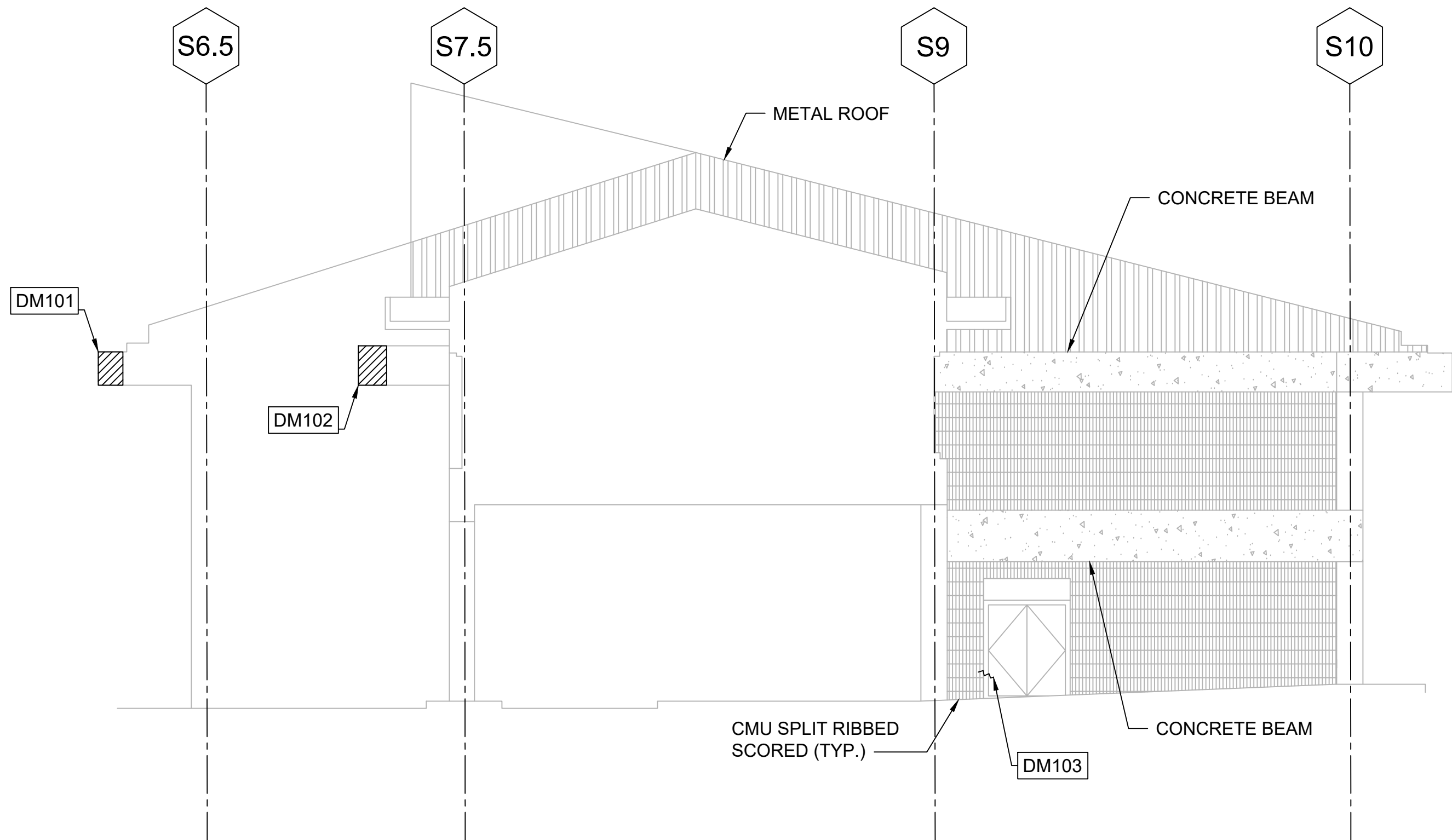
08/19/2026

SHEET :

15 OF 23 SHEETS

DWG. NO.

S-203



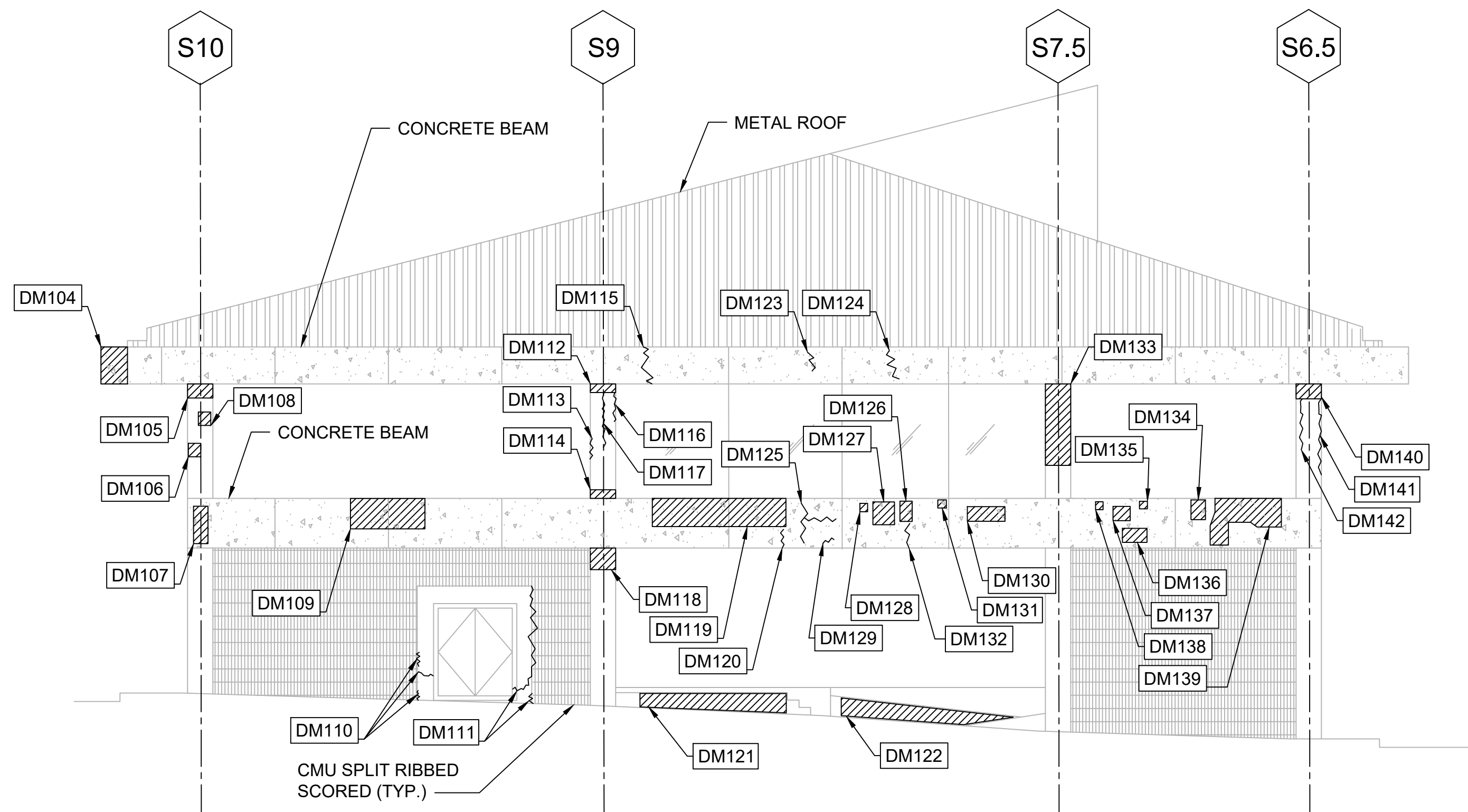
2

KAHULUI ELEVATION, HOLDROOM F AT P32

S-203

SCALE: 1/8" = 1'-0"

NOTE:
DM103 IS PARTLY ON THE OUT OF PLANE
CONCRETE WALL, SPANNING FROM THE
DOORWAY WALL TO CMU WALL.



1

MAKAI ELEVATION, HOLDROOM F AT P37

S-203

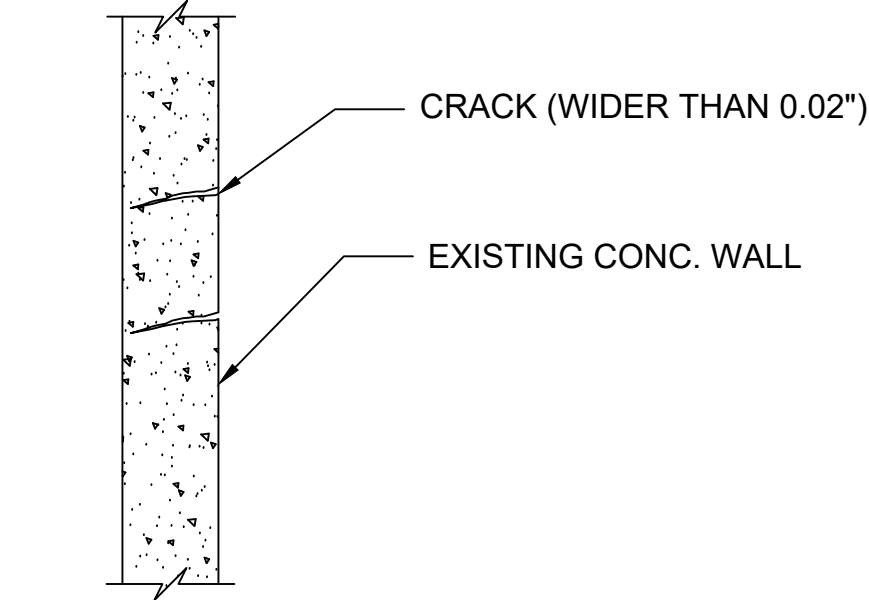
SCALE: 1/8" = 1'-0"

NOTE:
DM110 AND DM111 IS PARTLY ON THE OUT
OF PLANE CONCRETE WALL, SPANNING
FROM THE DOORWAY WALL TO CMU WALL.

GRAPHIC SCALE

SCALE: 1/8" = 1'-0"

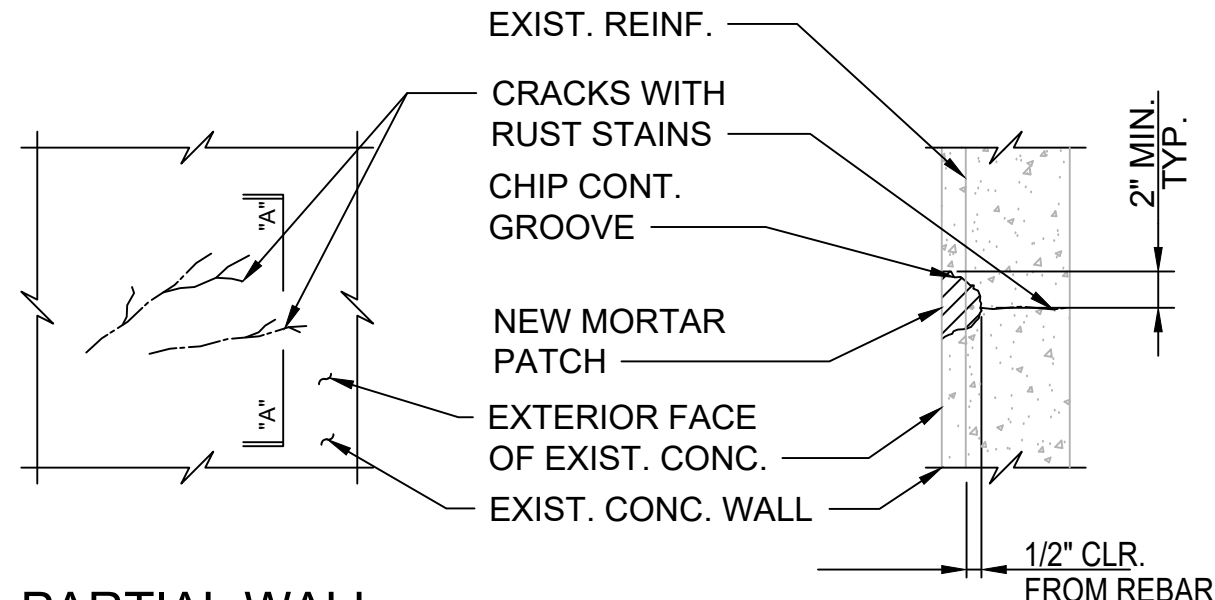
W:_Structural Projects\2022_162.004 DOT-A O&G Apron Repairs\Contract Docs\03 WORKING DRAWINGS



WALL SECTION

REPAIR METHOD FOR CRACKS WIDER THAN "HAIRLINE" (0.02") WIDE

1. WATER BLAST CRACK TO REMOVE DIRT AND OTHER CONTAMINANTS.
2. APPLY TEMPORARY SEAL TO THE CRACK FACE. CRACKS EXTENDING THROUGH THE WALL SHALL BE SEALED ON BOTH FACES.
3. PLACE ENTRY PORTS FOR INJECTION OF EPOXY ADHESIVE IN THE SEALS ALONG THE CRACK PLANE.
4. INJECT EPOXY ADHESIVE THROUGH ENTRY PORTS FOR FULL DEPTH PENETRATION INTO THE CRACKS (START AT LOW END).
5. AFTER THE EPOXY HAS CURED, REMOVE THE TEMPORARY SURFACE SEALS AND ENTRY PORTS AND FINISH SURFACE TO MATCH EXISTING.

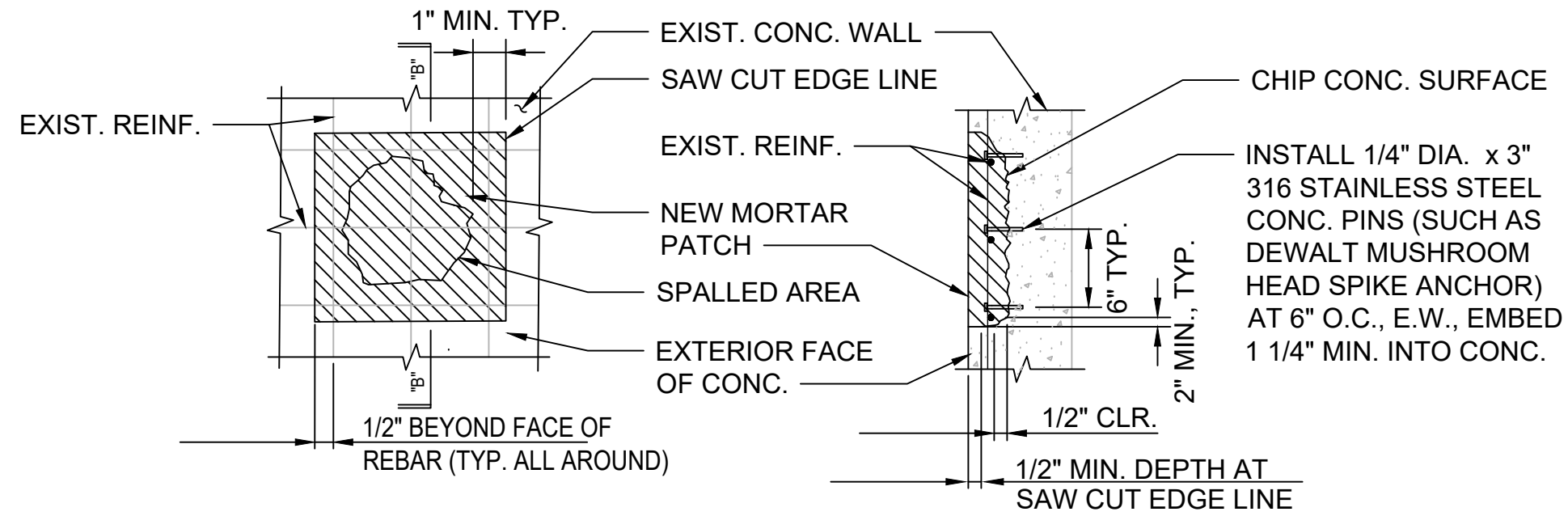


PARTIAL WALL ELEVATION

SECTION "A"-"A"

REPAIR METHOD

1. CHIP CONTINUOUS GROOVE TO THE SOURCE OF CORROSION STAINS AND TO DIMENSIONS SHOWN.
2. WIRE BRUSH REINFORCING TO REMOVE ALL CORROSION.
3. PATCH THE CONCRETE WITH POLYMER MODIFIED CEMENTITIOUS MORTAR TO THE ORIGINAL LINES. APPLY CORROSION INHIBITOR TO THE REINFORCING AND BONDING AGENT TO THE CONCRETE SURFACE TO RECEIVE THE MORTAR.



PARTIAL WALL ELEVATION

SECTION "B"-"B"

REPAIR METHOD

1. REFER TO S-001 FOR ADDITIONAL INFORMATION.
2. CHIP TO EXPOSE CORRODED REINFORCING AND TO DIMENSIONS SHOWN.
3. CLEAN EXPOSED REINFORCING BY WIRE BRUSH OR WATER BLASTING. CONCRETE SURFACE SHALL BE SATURATED SURFACE-DRY (SSD) BEFORE INSTALLATION OF REPAIR MORTAR.
4. WHEN CROSS-SECTIONAL AREA OF REBAR IS LESS THAN THE MINIMUM ALLOWABLE SIZE FROM CORROSION, SPLICE CORRODED REBAR WITH SAME EXISTING SIZE. REFER TO DETAIL 4/503 FOR ALLOWABLE BAR SIZE AND REINFORCING SPLICE DETAILS.
5. INSTALL CONCRETE STAINLESS STEEL PINS INTO EXISTING CONCRETE.
6. APPLY FIRST COAT OF CORROSION INHIBITING ON THE REINFORCING BAR TO 3.0-4.0 MILS (DRY FILM THICKNESS) AND ALLOW TO CURE FOR ONE HOUR, OR PER MANUFACTURER'S WRITTEN INSTRUCTIONS.
7. APPLY SECOND COAT OF CORROSION INHIBITING TO THE REINFORCING AND BONDING AGENT TO THE CONCRETE SURFACE TO RECEIVE THE REPAIR MORTAR, OR PER MANUFACTURER'S WRITTEN INSTRUCTIONS.
8. PATCH THE CONCRETE WITH POLYMER MODIFIED CEMENTITIOUS MORTAR TO THE ORIGINAL LINES, OR PER MANUFACTURER'S WRITTEN INSTRUCTIONS.
9. CONTRACTOR TO PAINT OVER POLYMER MORTAR REPAIR TO MATCH SURROUNDING PAINTED SURFACES. THE CONTRACTOR IS TO ALLOW FOR MANUFACTURER RECOMMENDED CURE TIME PRIOR TO COATING.

TYPICAL CONCRETE WALL CRACK REPAIR DETAIL

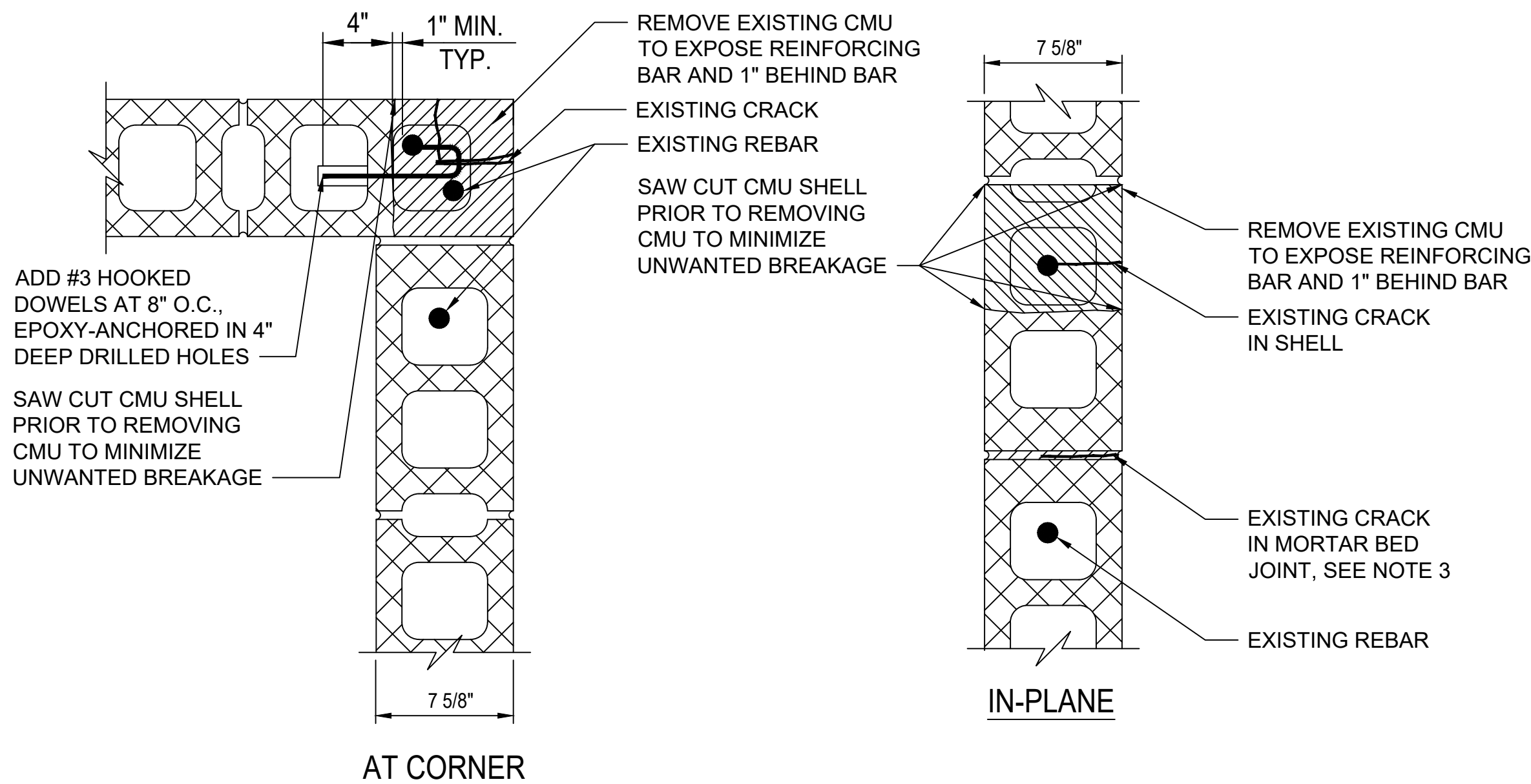
1
S-501
SCALE: NTS

TYPICAL CONCRETE WALL CRACK WITH CORROSION REPAIR DETAIL

2
S-501
SCALE: NTS

TYPICAL CONCRETE WALL-BEAM-COLUMN SPALL REPAIR DETAIL

3
S-501
SCALE: NTS

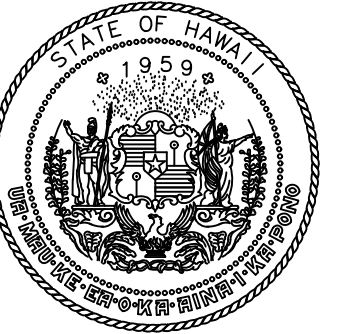


TYPICAL CMU WALL CRACK REPAIR DETAIL

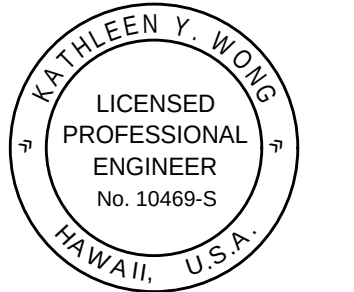
4
S-501
SCALE: NTS

CMU REPAIR NOTES:

1. REFER TO S-001 AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.
2. REMOVE LOOSE CMU AT IDENTIFIED CRACKS. (SEE PLAN AND ELEVATIONS)
3. IF CRACK IS AT MORTAR JOINT, REMOVE EXISTING MORTAR. VERIFY THAT CRACK DOES NOT PROPAGATE THROUGH CMU SHELL. IF NO DAMAGE TO CMU, PROCEED TO STEP 12.
4. DETERMINE IF CRACKS CAUSED BY CORRODED REBAR. VERIFY IF CELLS ARE GROUTED.
5. IF CORRODED REBAR NOT EVIDENT, PATCH WITH A POLYMER-MODIFIED CEMENTITIOUS REPAIR MATERIAL FOR VERTICAL SURFACES.
6. IF CRACK CAUSED BY CORRODED REBAR, SAWCUT AND REMOVE CMU AND GROUT TO EXPOSE REBAR AND 1" MINIMUM ALL AROUND REBAR. (SEE DETAIL)
7. REMOVE LOOSE CMU AND GROUT.
8. FULLY EXPOSE AND REMOVE ALL CORROSION BY POWER TOOL CLEANING (SSPC-SP3) COAT WITH CORROSION INHIBITOR.
9. IF THE CROSS-SECTIONAL AREA OF THE REBAR LOST DUE TO CORROSION EXCEEDS 25% OF THE ORIGINAL AREA, NOTIFY THE STATE ENGINEER.
10. SATURATE SURFACE WITH WATER AND REMOVE ALL STANDING WATER TO SATURATED SURFACE DRY (SSD) CONDITIONS.
11. APPLY AN EPOXY CORROSION-INHIBITOR AND BONDING AGENT TO REBAR AND CMU/GROUT SURFACES.
12. COMPLETELY FILL CAVITY WITH A POLYMER-MODIFIED CEMENTITIOUS REPAIR MATERIAL FOR VERTICAL SURFACES. MATCH ORIGINAL SURFACES. ADD 3/8" AGGREGATE TO MATERIAL TO FILL AREAS MORE THAN 1" IN DEPTH. FORM OR GRIND JOINT TO MATCH ORIGINAL MORTAR JOINTS.
13. IF FACE SHELL OF THE UNIT IS DAMAGED, IT MUST BE REMOVED TAKING CARE NOT TO DAMAGE ADJACENT CMU.
14. REPLACE AND FILL IN WITH A POLYMER-MODIFIED CEMENTITIOUS REPAIR MATERIAL FOR VERTICAL SURFACES.
15. FINISH TO EXISTING LINES. MATCH EXIST. ADJACENT SURFACE FINISH INCLUDING THE EXISTING BLOCK JOINTS.
16. CONTRACTOR TO PAINT OVER POLYMER MORTAR REPAIR TO MATCH SURROUNDING PAINTED SURFACES. THE CONTRACTOR IS TO ALLOW FOR MANUFACTURER RECOMMENDED CURE TIME PRIOR TO COATING.



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Kathleen Y. Wong
04/30/2028
Licensed Expiration Date

This work was prepared by me or under my supervision.

DSGN.	DRWN.	CHKD.	APPD.
JP	AK	KW	KW

NO.	DATE	REVISIONS
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100% CONSTRUCTION DOCUMENT
August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

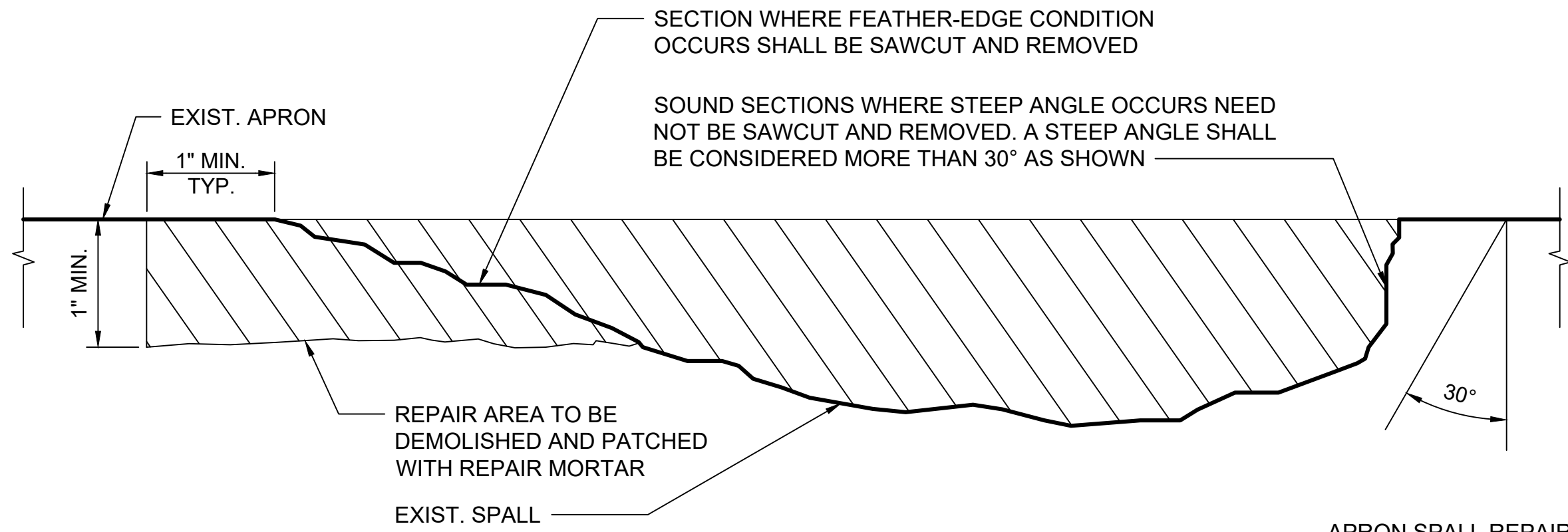
PROJECT NO.:

CM1530-33

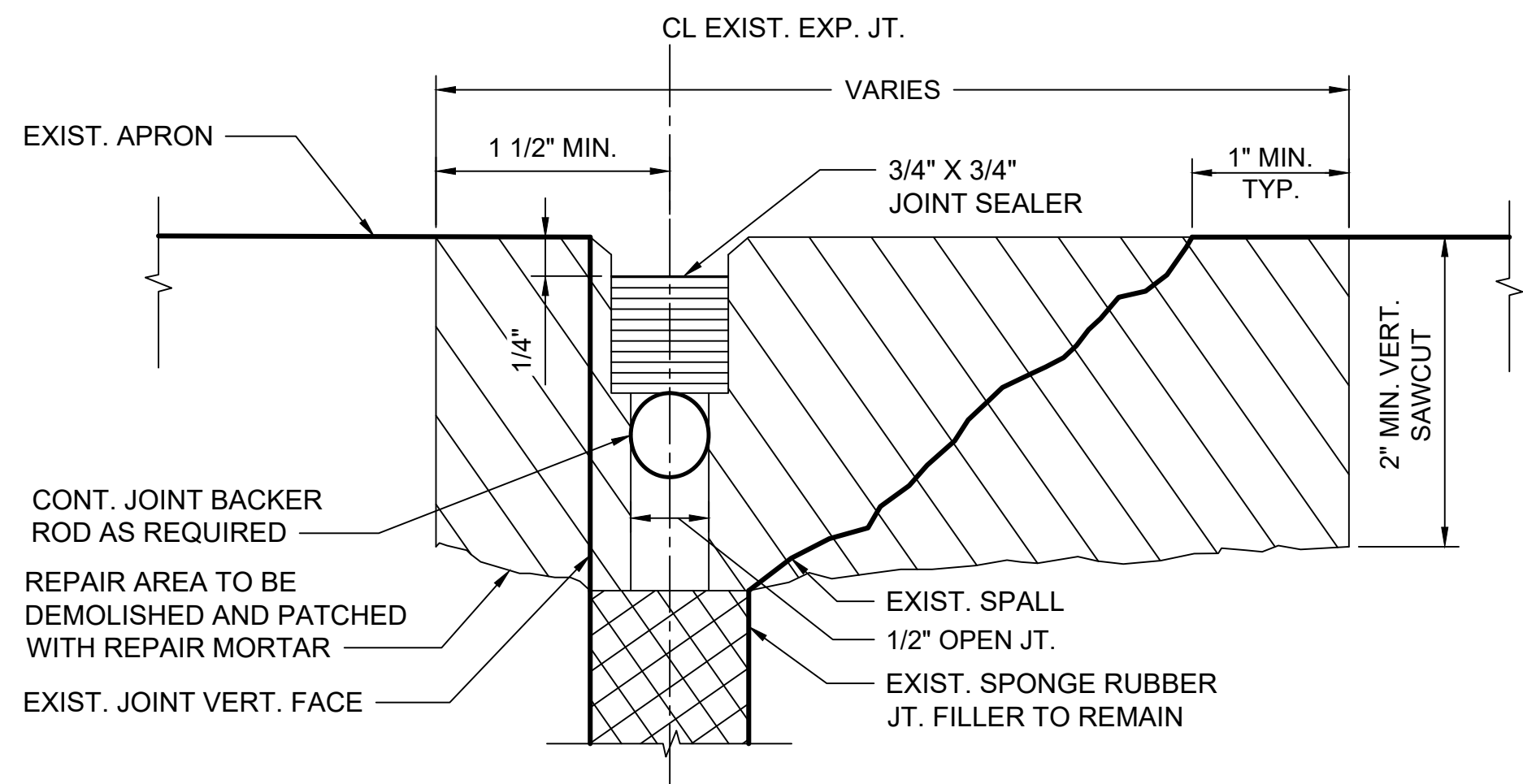
SHEET TITLE:

HOLDROOM REPAIR DETAILS

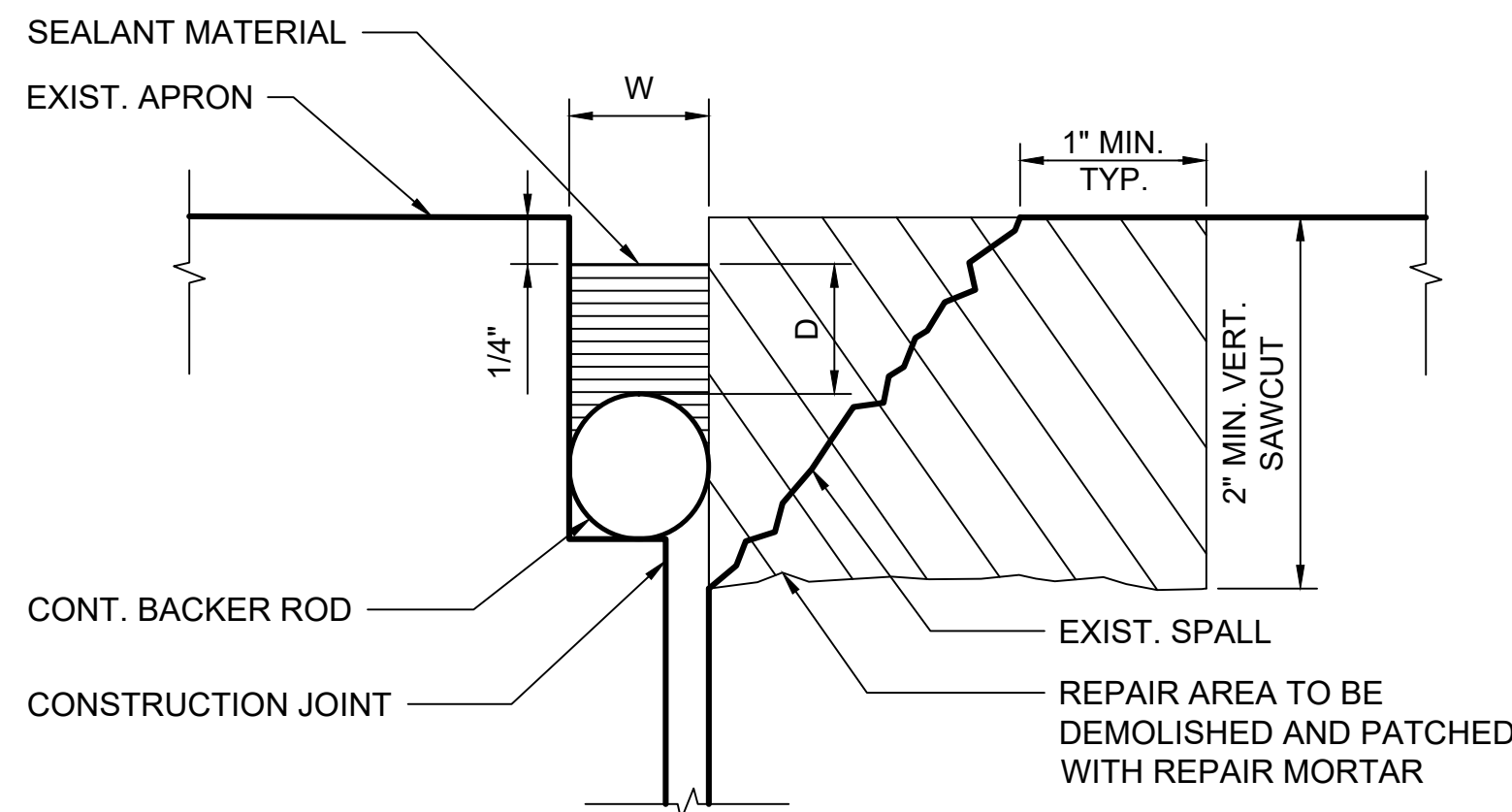
DATE :	DWG. NO.
08/19/2026	S-501
SHEET :	
16 OF 23 SHEETS	



1 TYPICAL APRON SPALL REPAIR DETAIL
S-502 SCALE: NTS



2 TYPICAL SPALL REPAIR DETAIL OVER EXPANSION JOINT
S-502 SCALE: NTS



3 TYPICAL SPALL REPAIR DETAIL OVER CONSTRUCTION JOINT
S-502 SCALE: NTS

APRON SPALL REPAIR NOTES:

1. MINIMUM COMPRESSIVE STRENGTH OF MORTAR SHALL BE 6,000 PSI.
2. REPAIR MORTAR MUST BE COMPATIBLE WITH ACI EXPOSURE CLASS C3.
3. REPAIR MORTAR MUST BE INSTALLED IN COMPLIANCE WITH MANUFACTURER'S INSTRUCTIONS. IT IS RECOMMENDED TO USE HIGH EARLY BOND STRENGTH AND FAST SETTING MATERIAL.
4. THE CONTRACTOR SHALL PROVIDE SAWING EQUIPMENT ADEQUATE IN NUMBER OF UNITS AND POWER TO COMPLETE THE SAWING TO THE REQUIRED DIMENSIONS. THE CONTRACTOR SHALL PROVIDE AT LEAST ONE STANDBY SAW IN GOOD WORKING ORDER AND A SUPPLY OF SAW BLADES AT THE SITE OF THE WORK AT ALL TIMES DURING SAWING OPERATIONS.
5. THE APRON SHALL NOT BE OPENED TO TRAFFIC UNTIL 7 DAYS AFTER THE REPAIR MORTAR IS PLACED, UNLESS OTHERWISE APPROVED BY REPAIR MORTAR MANUFACTURER AND STATE ENGINEER.
6. VOIDS AND PATCH FAILURES ARE TO BE REPAIRED AS A SPALL.
7. CONCRETE CHAMFER AT JOINTS SHALL BE 1/8".
8. APPLY BONDING AGENT TO THE CONCRETE SURFACE TO RECEIVE THE REPAIR MORTAR.

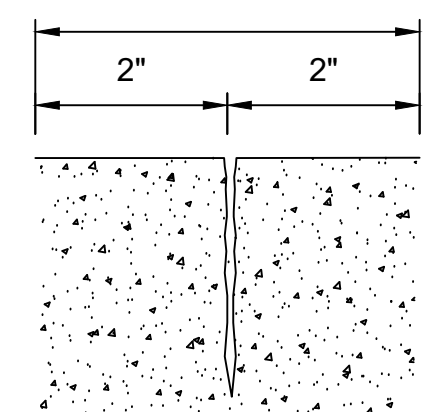
APRON JOINT NOTES:

1. ALL JOINT REPAIR IS CONSIDERED INCIDENTAL TO SPALL AND CRACK REPAIRS. JOINT MATERIALS SHALL BE REPLACED IN KIND.
2. CONSTRUCTION JOINTS WHICH OCCUR IN REPAIR AREAS SHALL BE RECONSTRUCTED TO ORIGINAL CONDITION.
3. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, W/D, FIELD POURED AND PRE-FORMED SEALANT REQUIRE DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE CONTRACTOR IS TO MATCH EXISTING W/D RATIO.
4. BACKER ROD MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
5. PRIOR TO OPENING THE APRON TO TRAFFIC, ALL JOINTS SHALL BE EITHER SEALED OR PROTECTED FROM DAMAGE TO THE JOINT EDGE AND INTRUSION OF FOREIGN MATERIAL INTO THE JOINT.
6. CONTRACTOR MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS TO ENSURE JOINT SEALANTS ARE DEPOSITED IN UNIFORM, CONTINUOUS RIBBONS WITHOUT GAPS OR AIR POCKETS, WITH COMPLETE "WETTING" OF BOND SURFACES EQUALLY ON OPPOSITE SIDES.
7. DO NOT ALLOW SEALANTS OR COMPOUNDS TO OVERFLOW OR SPILL ONTO ADJOINING SURFACES, OR TO MIGRATE INTO VOIDS OF ADJOINING SURFACES.
8. MAINTAIN FINISHED JOINTS FREE OF EMBEDDED MATERIAL.
9. PREPARE SURFACES AS RECOMMENDED BY JOINT SEALANT MANUFACTURER. ALL SURFACES MUST BE CLEAN AND SOUND. THE JOINT MUST BE FREE OF OILS, GREASE, CURING COMPOUND RESIDUES, AND ANY OTHER FOREIGN MATTER THAT MIGHT PREVENT BOND.

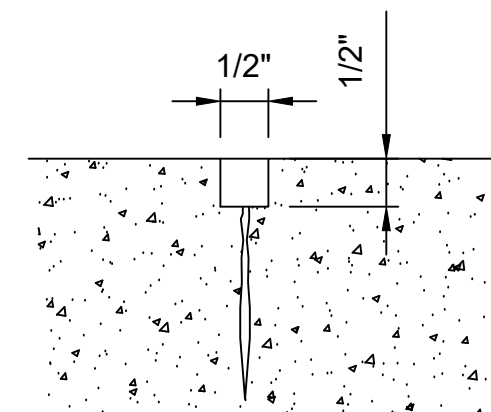
APRON CRACK REPAIR NOTES

1. REFER TO S-001 FOR ADDITIONAL INFORMATION FOR CRACK PREPARATION, MATERIAL, REPAIR, AND EPOXY INJECTION PROCEDURE.
2. FOR CRACKS LARGER THAN 1/4 INCH IN WIDTH, FOLLOW REPAIR RECOMMENDATIONS FOR CONCRETE SPALL REPAIRS.
3. CONTRACTOR TO LIGHTLY TAP THE EXISTING CONCRETE ADJACENT TO THE CRACK AND IF THE CONCRETE SOUNDS "HOLLOW," CHIP OFF THE SURFACE AND ANY DELAMINATED CONCRETE AND REPAIR AS A SPALL.
4. PREPARE SURFACES IN ACCORDANCE WITH ASTM C1193 AND AS RECOMMENDED BY THE SEALANT MANUFACTURER. ALL SURFACES MUST BE CLEAN AND SOUND. APRON MUST BE FREE OF OILS, GREASE, CURING COMPOUND RESIDUES, AND ANY OTHER FOREIGN MATTER THAT MIGHT PREVENT BOND.
5. PRIME OR SEAL SURFACES WHERE RECOMMENDED BY SEALANT MANUFACTURER; DO NOT ALLOW PRIMER/SEALER TO SPILL OR MIGRATE ONTO ADJOINING SURFACES.
6. CONTRACTOR MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS TO ENSURE SEALANTS ARE DEPOSITED IN UNIFORM, CONTINUOUS RIBBONS WITHOUT GAPS OR AIR POCKETS, WITH COMPLETE "WETTING" OF BOND SURFACES EQUALLY ON OPPOSITE SIDES.
7. FILL MATERIAL TO PROVIDE A SLIGHTLY CONCAVE SURFACE, SLIGHTLY BELOW ADJOINING SURFACES.
8. DO NOT ALLOW SEALANTS OR COMPOUNDS TO OVERFLOW OR SPILL ONTO ADJOINING SURFACES, OR TO MIGRATE INTO VOIDS OF ADJOINING SURFACES.
9. CURE MATERIAL IN COMPLIANCE WITH MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS TO OBTAIN HIGH EARLY BOND STRENGTH, INTERNAL COHESIVE STRENGTH AND SURFACE DURABILITY.

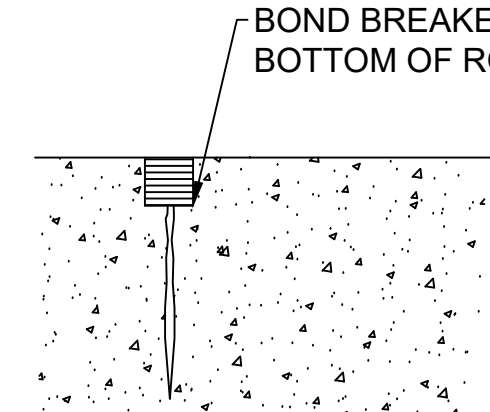
REMOVE EXISTING PAINT



EXISTING CRACK

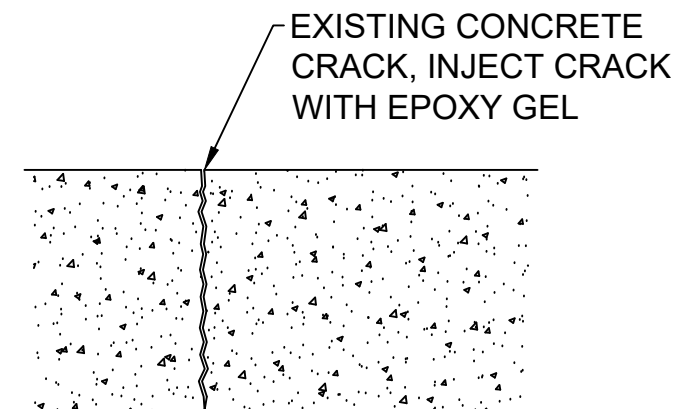


CUT GROOVE AT CRACK

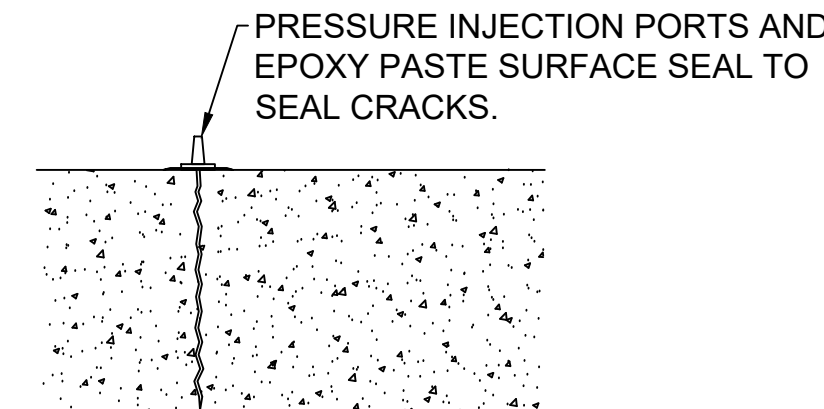


GROOVE FILLED WITH SEALANT

CRACKS (1/8" TO 1/4" WIDE)



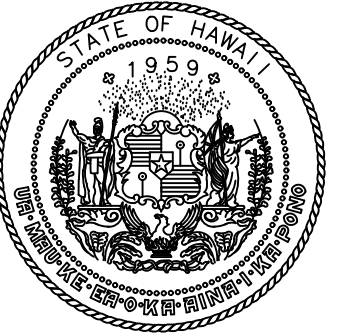
EXISTING CRACK



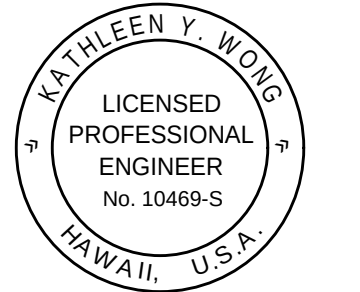
FILL CRACK WITH EPOXY

CRACKS (1/32" TO 1/8" WIDE)

4 TYPICAL APRON CRACK REPAIR DETAIL
S-502 SCALE: NTS



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Kathleen Y. Wong
04/30/2028
Licensed Expiration Date

This work was prepared by me or under my supervision.

DSGN.	DRWN.	CHKD.	APPD.
JP	AK	KW	KW

NO.	DATE	REVISIONS
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100% CONSTRUCTION DOCUMENT

August, 2026
DATE

PROJECT TITLE :

**APRON RECONSTRUCTION
PHASE 1**

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

PROJECT NO.:

CM1530-33

SHEET TITLE:

APRON REPAIR DETAILS

DATE :	DWG. NO.
08/19/2026	S-502
SHEET :	
17 OF 23 SHEETS	

MINIMUM SPLICE AND DEVELOPMENT LENGTHS

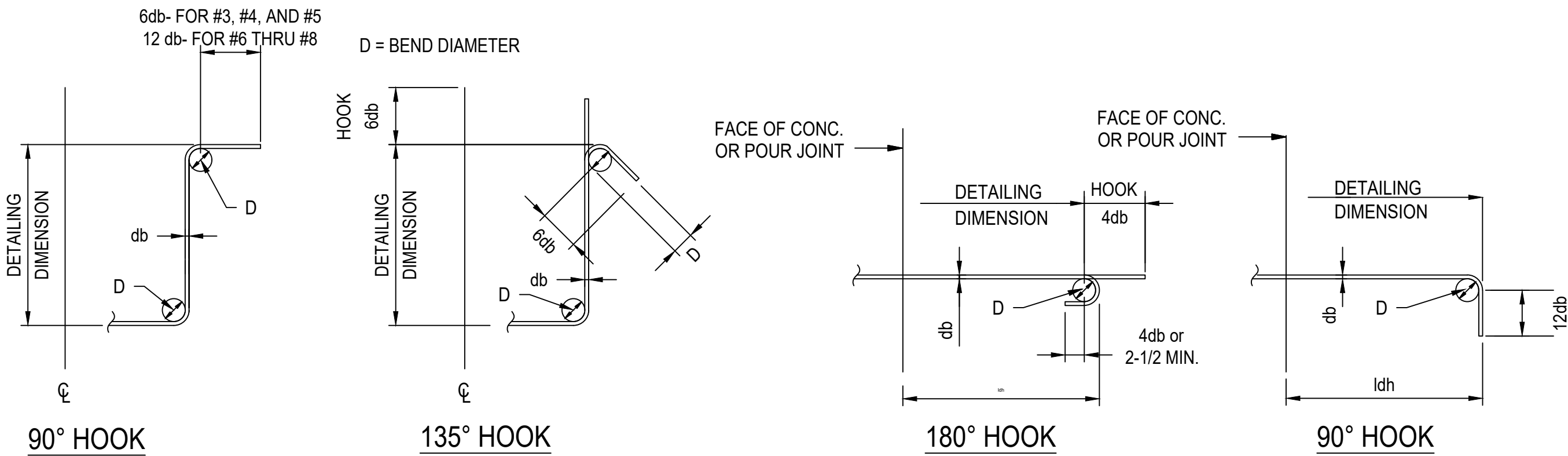
BAR	f'c = 4000 PSI					MASONRY
	LAP SPLICE		DEVELOPMENT (ld)		STANDARD HOOK (ldh)	LAP SPLICE
SIZE	TOP BARS [in]	BOT BARS [in]	TOP BARS [in]	BOT BARS [in]	[in]	[in]
#3	25	19	19	14	6	15
#4	33	25	25	19	9	26
#5	41	31	31	24	12	40
#6	48	37	37	28	16	54
#7	71	55	54	42	19	63
#8	81	63	62	48	24	72

NOTES:

- INCREASE SPLICE LENGTH 50% WHEN CONCRETE COVER TO REINFORCING IS LESS THAN BAR DIAMETER (DB) OR CENTERLINE SPACING OF BARS IS LESS THAN 3 BAR DIAMETERS (DB).
- 'TOP BARS' ARE HORIZONTAL BARS WITH MORE THAN 12" OF CONCRETE CAST BELOW THE BARS.
- 'BOT BARS' ARE ALL VERTICAL BARS AND HORIZONTAL BARS WITH LESS THAN 12" OF CONCRETE CAST BELOW HORIZONTAL BARS.

1 MINIMUM SPLICE AND DEVELOPMENT LENGTH DETAIL

S-503 SCALE: NTS

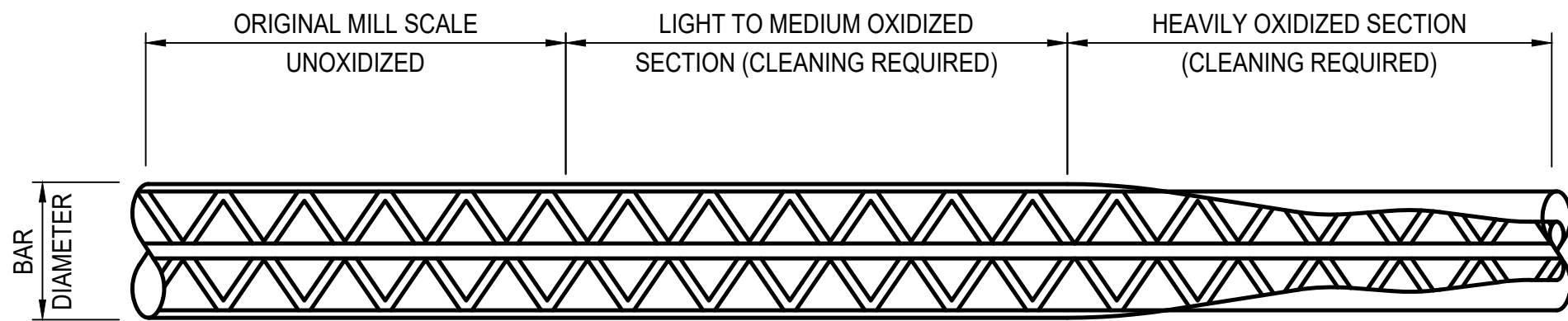


STIRRUP, TIE, AND HOOP GEOMETRY

STANDARD HOOK GEOMETRY

3 TYPICAL REINFORCING HOOK DETAIL

S-503 SCALE: NTS



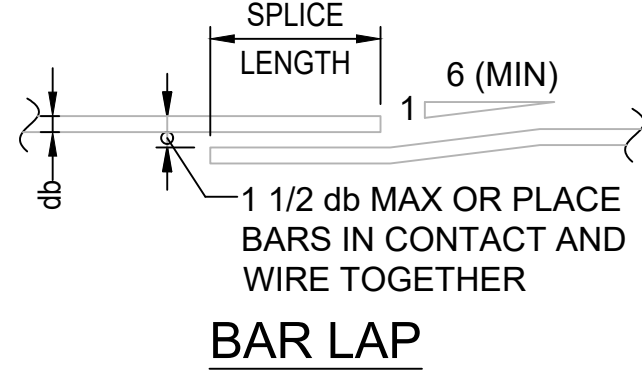
NOTES:

- REMOVE ALL HEAVY CORROSION AND SCALE FROM REINFORCING BARS.
- IF REINFORCING BAR SIZE, AFTER CLEANING IS LESS THAN THE MINIMUM SHOWN IN THE ALLOWABLE BAR SIZE CHART, PROVIDE A NEW BAR TO MATCH. NOTIFY STRUCTURAL ENGINEER FOR ADDITIONAL REQUIREMENTS.

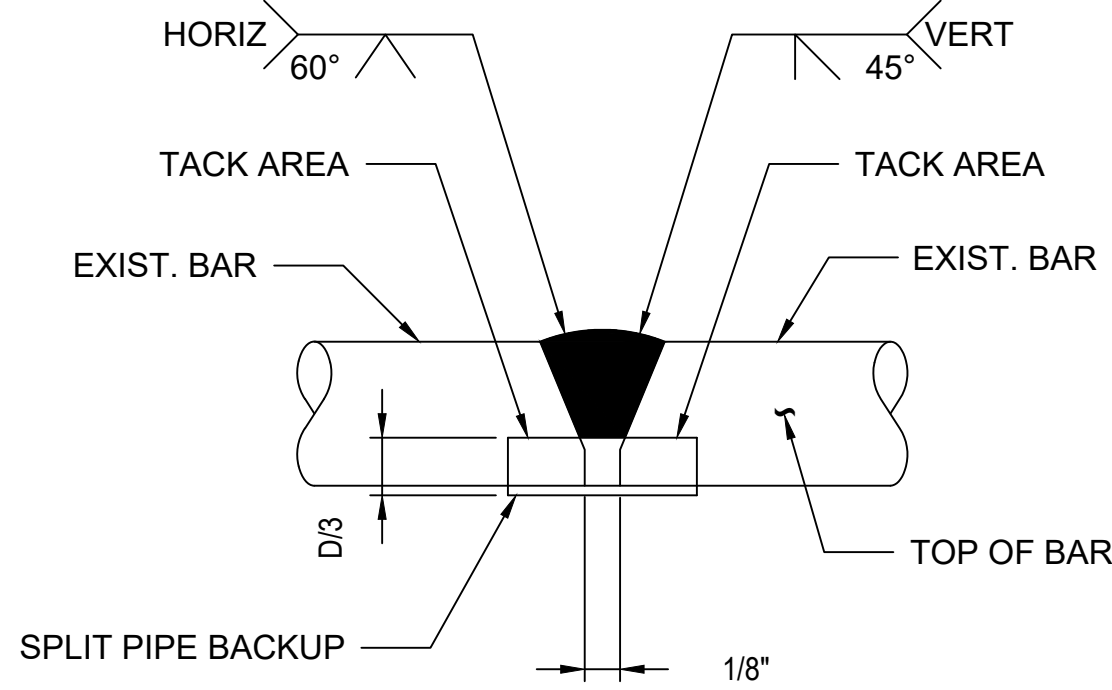
ALLOWABLE BAR SIZE CHART		
EXISTING NOMINAL SIZE	BAR SIZE DESIGNATION	MINIMUM SIZE
1/2"	#4	11/32"
5/8"	#5	15/32"
3/4"	#6	19/32"
7/8"	#7	3/4"
1"	#8	7/8"

4 ALLOWABLE BAR SIZE DETAIL

S-503 SCALE: NTS



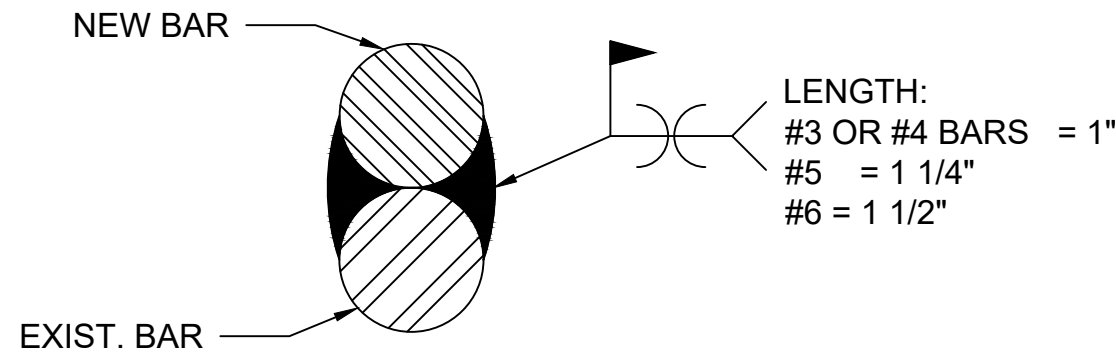
BAR LAP



DETAIL A - HORIZONTAL AND VERTICAL

REINFORCING WELDNG NOTES

- CHIP, GRIND, OR GOUGE TO SOUND METAL BEFORE WELDING.
- FOR #7 AND #8 BARS USE DETAIL A. FOR #6 BARS AND SMALLER USE DETAIL B OR ALTERNATE WELD SPLICE AS DETAILED IN 5/503.
- USE E70 ELECTRODES FOR STIRRUPS, E90 ELECTRODES FOR ALL OTHERS.
- SEE AWS D1.4 FOR WELDING PROCESS PREHEATING, COOLING CONTROLS, AND OTHER DETAILS, FOR WELDING EXISTING REBAR WHICH IS NOT ASTM A706.



DETAIL B - LAP WELD SPLICE

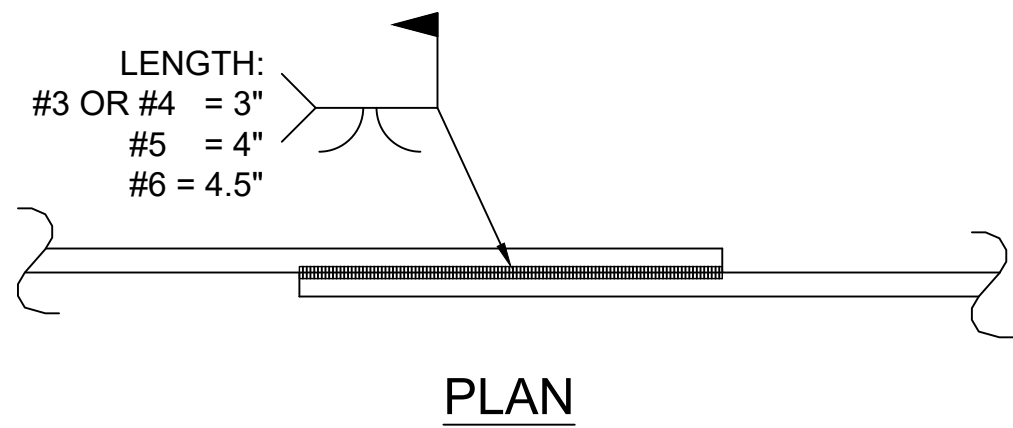
2 TYPICAL REINFORCMENT WELDED SPLICE DETAIL

S-503 SCALE: NTS

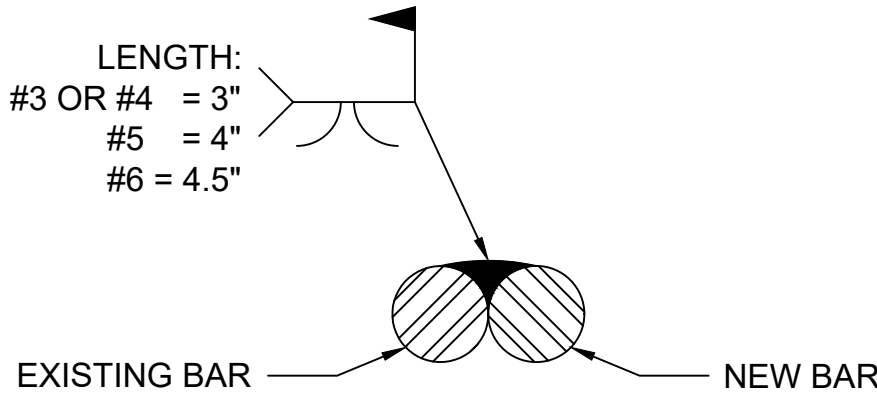
REBAR BEND SCHEDULE		
REBAR SIZE	STIRRUP, TIE AND HOOP	STANDARD HOOK
	MIN. INSIDE BEND DIAMETER D [in]	MIN. INSIDE BEND DIAMETER D [in]
#3	1 1/2	2 1/4
#4	2	3
#5	2 1/2	3 3/4
#6	4 1/2	4 1/2
#7	5 1/4	5 1/4
#8	6	6

NOTE:

D = FINISHED INSIDE BEND DIAMETER
db = BAR DIAMETER



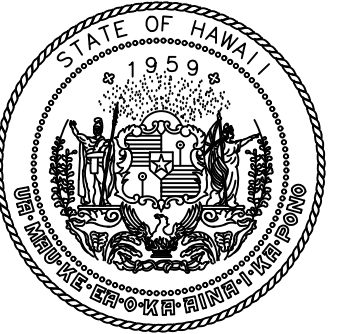
PLAN



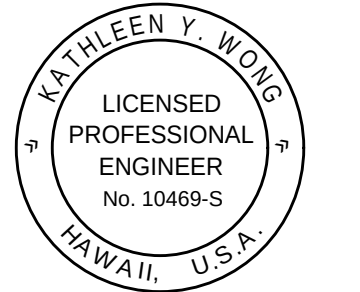
SECTION

5 ALTERNATE WELDED SPLICE DETAIL

S-503 SCALE: NTS



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS



Kathleen Y. Wong
04/30/2028
Licensed Expiration Date

This work was prepared by me or under my supervision.

DSGN.	DRWN.	CHKD.	APPD.
JP	AK	KW	KW

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

100% CONSTRUCTION
DOCUMENT

August, 2026
DATE

PROJECT TITLE :

APRON RECONSTRUCTION
PHASE 1

AT
KAHULUI AIRPORT
KAHULUI, MAUI, HAWAII

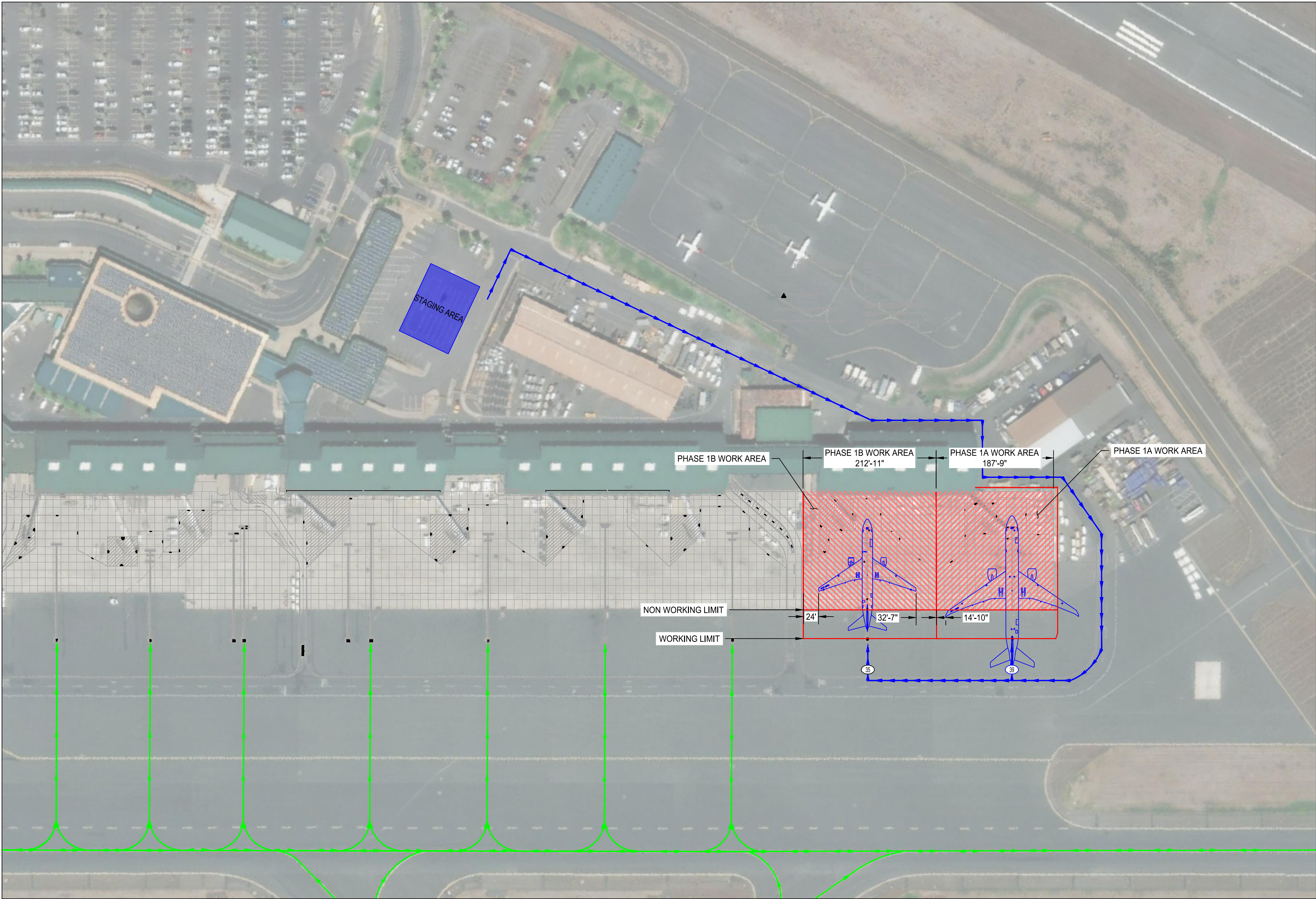
PROJECT NO.:

CM1530-33

SHEET TITLE:

REINFORCING BAR
REPAIR DETAILS

DATE :	DWG. NO. S-503
08/19/2026	
SHEET :	
18 OF 23 SHEETS	



1 OVERALL SITE ACCESS AND HAUL ROUTE PLAN (PHASE I)
SK-1.0 SCALE: 1" = 100'

LEGEND:

- STAGING AREA
- AIRCRAFT ROUTE
- HAUL ROUTE
- PHASE 1A WORK AREA
- PHASE 1B WORK AREA
- CONTINUOUS LOW PROFILE BARRICADE

PHASING AND BARRICADE PLAN - PHASE 1:

DESCRIPTION OF WORK:
CHIP AND GRIND EXISTING CRACKS AND SPALLED CONCRETE ON APRON HARDSTAND TO MAKE PERMANENT REPAIRS, RESTRIPE ALL PAVEMENT MARKINGS WITHIN WORK AREA AND ENTIRE LEAD-IN LINES FROM AC PAVEMENT OUTSIDE WORK ZONE INTO THE GATE.

- DURATION:
- 60 CALENDAR DAYS FOR COMBINED PHASES 1A AND 1B
 - WHEN HOLDROOM BOARDING GATES ARE CLOSED FOR CONSTRUCTION, THE GATE CLOSURE WILL BE FOR 24 HOURS PER DAY, 7 DAYS PER WEEK UNTIL THE CONSTRUCTION WORK IS COMPLETED.

WORKING HOURS:
WORKING HOURS FOR CONTRACTORS ARE 12:00AM TO 8:00AM

SCHEDULE DATES:
TBD

NOTAMS:
TBD

- PHASING NOTES:
- ADDITIONAL LOW-PROFILE BARRICADES SHALL BE ADDED AS DIRECTED BY THE OWNER.

HAUL ROUTE NOTES:

- ACCESS TO THE DESIGNATED WORK AREAS SHALL BE RESTRICTED TO THE HAUL ROUTES SHOWN ON THESE SAFETY PLANS.

- THE CONTRACTOR IS PROHIBITED FROM CROSSING ACTIVE TAXIWAYS AND APRONS WITH CONSTRUCTION EQUIPMENT. AT APPROVED CROSSINGS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING PAVEMENTS FROM DAMAGE. ALL AREAS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED TO FAA STANDARDS AND TO THE SATISFACTION OF THE OWNER, AT NO ADDITIONAL COST TO THE PROJECT.
- THE HAULING OF MATERIAL FROM THE STAGING AREAS TO THE WORK AREAS MUST BE ON THE DESIGNATED HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
- THE SPEED LIMIT WITHIN ALL AREAS OF THE AIRPORT IS 15 MILES PER HOUR.
- AIRCRAFT ALWAYS HAVE THE RIGHT-OF-WAY.
- THE CONTRACTOR SHALL MAINTAIN CLEAN PAVED SURFACES, BOTH ON AND OFF AIRPORT PROPERTY. THE OWNER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO IMMEDIATELY CLEAN ANY PAVED SURFACES ADVERSELY IMPACTED BY CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR SHALL KEEP A SWEEPER TRUCK OR SOME OTHER MEANS OF FOD CLEANUP ON THE SITE AT ALL TIMES.

- GENERAL NOTES:
- PRIOR TO LEAVING THE SITE AT THE END OF EACH DAY'S WORK, THE CONTRACTOR SHALL SWEEP THE ENTIRE HAUL ROUTE TO REMOVE ANY FOD THAT MAY HAVE BEEN TRACKED INTO OPERATIONAL AREAS OF THE AIRPORT. THE OWNER, OR THEIR DESIGNATED REPRESENTATIVE, SHALL INSPECT THE AREA FOR ACCEPTANCE. THE CONTRACTOR SHALL NOT LEAVE THE SITE UNTIL THE OWNER HAS PERFORMED AND ACCEPTED THIS INSPECTION
 - WORKING HOUR IS DEFINED AS 12:00AM TO 8:00AM
 - NON-WORKING HOUR IS DEFINED AS 8:00AM - 12:00AM
 - PUSHBACKS FROM GATE 35 AND GATE 39 SHALL GO TO TAXIWAY A TO PROTECT CONSTRUCTION WORKERS DURING WORKING HOURS.

0	2.10.26	CLIENT REVIEW
NO.	DATE	ISSUED FOR
REVISIONS		
PROJECT TEAM		
www.theaerogroup.net		

AERO
SYSTEMS ENGINEERING

".... 18,000 GATES AND COUNTING"

2700 DELK ROAD SE,
MARIETTA, GA 30067
(770) 423-4200 FAX:(770) 423-4203

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2026 AERO SYSTEMS ENGINEERING, INC.

CLEINT REVIEW

DESIGN TEAM	
ENGINEER:	HK
DRAWN BY:	HK
CHECKED BY:	NAI
SCALE:	AS NOTED
PROJECT INFORMATION	
Airport Code	OGG
AERO Project No	125162SSMFOGG
Project Address:	

KAHULUI AIRPORT

1 KEOLANI PL, KAHULUI, HI 96732

PROJECT NAME

TERMINAL BUILDING
REPAIRS AND APRON
RECONSTRUCTION

ISSUED FOR
CLIENT REVIEW
DRAWING DATE
FEB 10, 2026
SHEET NAME

OVERALL SITE
ACCESS AND HAUL
ROUTE PLAN
(PHASE I)

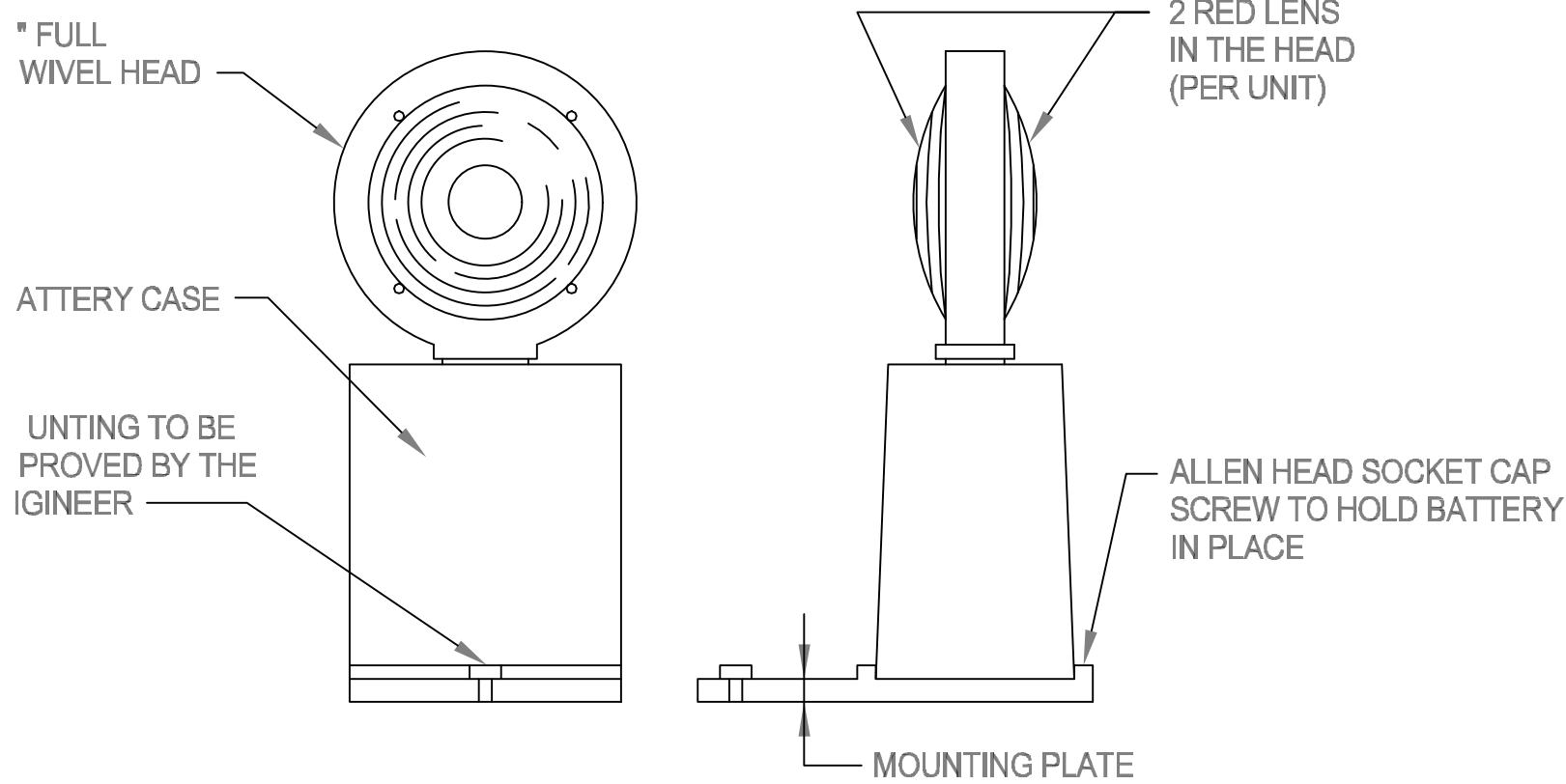
SHEET No
SK-1.0



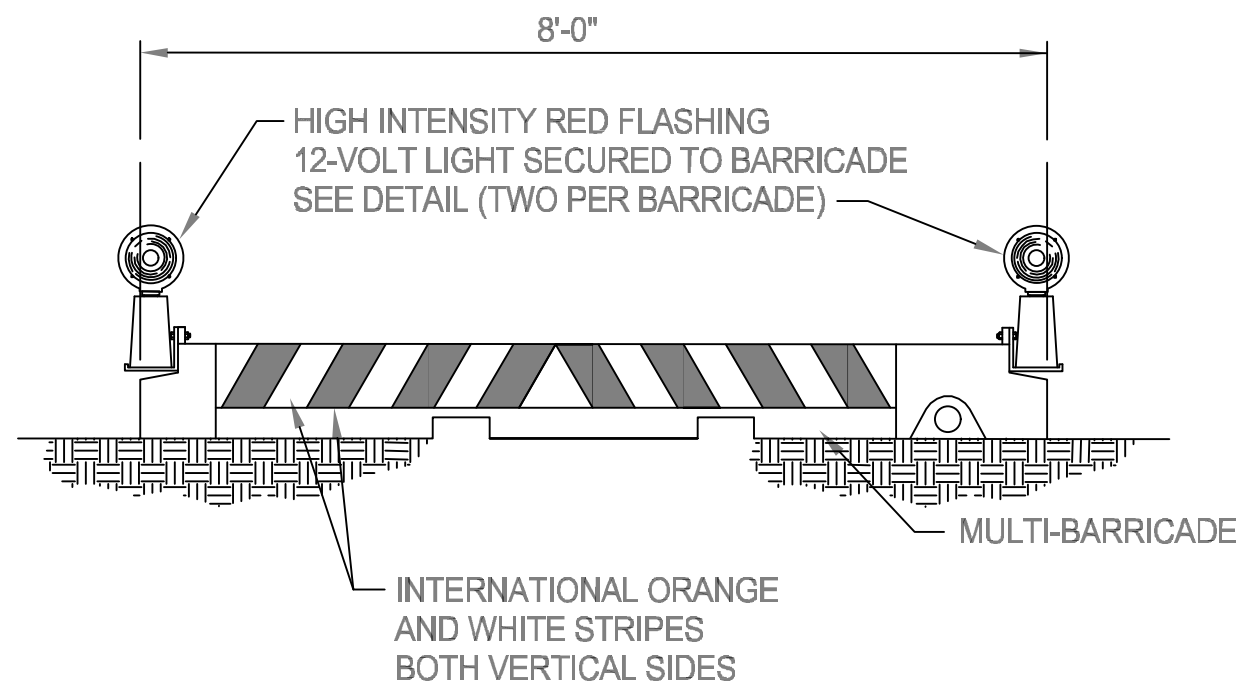
1 PHASE 1A SAFETY AND PHASING PLAN
SK-1.1AW
SCALE: 1" = 30'

LEGEND:

- STAGING AREA
- AIRCRAFT ROUTE
- HAUL ROUTE
- PHASE 1A WORK AREA
- CONTINUOUS LOW PROFILE BARRICADE



2 TEMPORARY BARRICADE LIGHT DETAIL
SK-1.1AW
SCALE: N.T.S.



NOTES:

- LOW PROFILE BARRICADES SHALL BE WATER FILLED TYPE BARRICADES AS DESCRIBED IN THE SPECIFICATIONS AND SHALL BE USED (AT A MINIMUM) TO BLOCK ACCESS TO THE APRON.
- BUCKET BARRICADES (WEIGHTED) SHALL BE USED AS DIRECTED BY THE CONTRACTOR.
- BARRICADES SHALL BE PLACED WITH NO SPACE IN BETWEEN FROM END TO END EXCEPT TO ALLOW CONSTRUCTION OR FIRE VEHICLE TRAFFIC ACCESS.
- INSTALL BARRICADES ON PAVEMENT EDGE NEAR EXCAVATED CUTS ADJACENT TO AIRCRAFT OPERATIONAL PAVEMENTS AROUND PERIMETER OF WORK AREAS, AS DIRECTED BY THE CM.
- THE CONTRACTOR SHALL PROVIDE LIGHTED BARRICADES AS REQUIRED IN THIS CONTRACT DURING THE CONSTRUCTION OF THE ENTIRE PROJECT AS PER THE SPECIFICATIONS.
- THE COLOR OF BARRICADES SHALL BE INTERNATIONAL ORANGE AND WHITE, WITH ALTERNATING ORANGE/WHITE CHEVRON STRIPS ON EXPOSED SIDES.
- CONTRACTOR TO MAINTAIN BARRICADES TO ENSURE THAT THEY ARE FULLY WEIGHTED DOWN.
- CONTRACTOR TO REALIGN THE BARRICADES AS SOON AS THEY ARE NOTIFIED THAT THE BARRICADES ARE PUSHED OUT OF ALIGNMENT DUE TO JET BLAST, HIGH WINDS ETC.

3 LOW PROFILE BARRICADE (POLYETHYLENE)
SK-1.1AW
SCALE: N.T.S.

- GENERAL NOTES:
- PRIOR TO LEAVING THE SITE AT THE END OF EACH DAY'S WORK, THE CONTRACTOR SHALL SWEEP THE ENTIRE HAUL ROUTE TO REMOVE ANY FOD THAT MAY HAVE BEEN TRACKED INTO OPERATIONAL AREAS OF THE AIRPORT. THE OWNER, OR THEIR DESIGNATED REPRESENTATIVE, SHALL INSPECT THE AREA FOR ACCEPTANCE. THE CONTRACTOR SHALL NOT LEAVE THE SITE UNTIL THE OWNER HAS PERFORMED AND ACCEPTED THIS INSPECTION
 - WORKING HOUR IS DEFINED AS 12:00AM TO 8:00AM
 - NON-WORKING HOUR IS DEFINED AS 8:00AM - 12:00AM
 - IF CONTRACTOR USES PORTABLE LIGHTING ON THE APRON, THE LIGHTS SHALL BE SHIELDED AND POINTED DOWNWARDS AWAY FROM THE AIR TRAFFIC CONTROL TOWER AND AIRCRAFT PILOTS
 - PUSHBACKS FROM GATE 35 SHALL GO TO TAXIWAY A TO PROTECT CONSTRUCTION WORKERS DURING WORKING HOURS.
- HAUL ROUTE NOTES:
- ACCESS TO THE DESIGNATED WORK AREAS SHALL BE RESTRICTED TO THE HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
 - THE CONTRACTOR IS PROHIBITED FROM CROSSING ACTIVE TAXIWAYS AND APRONS WITH CONSTRUCTION EQUIPMENT. AT APPROVED CROSSINGS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING PAVEMENTS FROM DAMAGE. ALL AREAS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED TO FAA STANDARDS AND TO THE SATISFACTION OF THE OWNER, AT NO ADDITIONAL COST TO THE PROJECT.
 - THE HAULING OF MATERIAL FROM THE STAGING AREAS TO THE WORK AREAS MUST BE ON THE DESIGNATED HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
 - THE SPEED LIMIT WITHIN ALL AREAS OF THE AIRPORT IS 15 MILES PER HOUR.
 - AIRCRAFT ALWAYS HAVE THE RIGHT-OF-WAY.
 - THE CONTRACTOR SHALL MAINTAIN CLEAN PAVED SURFACES, BOTH ON AND OFF AIRPORT PROPERTY. THE OWNER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO IMMEDIATELY CLEAN ANY PAVED SURFACES ADVERSELY IMPACTED BY CONSTRUCTION ACTIVITIES.
 - THE CONTRACTOR SHALL KEEP A SWEEPER TRUCK OR SOME OTHER MEANS OF FOD CLEANUP ON THE SITE AT ALL TIMES.

- PHASING AND BARRICADE PLAN - PHASE 1A (WORKING HOURS):
- DESCRIPTION OF WORK:
CHIP AND GRIND EXISTING CRACKS AND SPALLED CONCRETE ON APRON HARDSTAND TO MAKE PERMANENT REPAIRS, RESTRIPE ALL PAVEMENT MARKINGS WITHIN WORK AREA AND ENTIRE LEAD-IN LINES FROM AC PAVEMENT OUTSIDE WORK ZONE INTO THE GATE.
- DURATION:
1. 30 CALENDAR DAYS FOR PHASE 1A
2. WHEN HOLDROOM BOARDING GATES ARE CLOSED FOR CONSTRUCTION, THE GATE CLOSURE WILL BE FOR 24 HOURS PER DAY, 7 DAYS PER WEEK UNTIL THE CONSTRUCTION WORK IS COMPLETED.
- WORKING HOURS:
WORKING HOURS FOR CONTRACTORS ARE 12:00AM TO 8:00AM
- SCHEDULE DATES:
TBD
- NOTAMS:
TBD
- PHASING NOTES:
- ADDITIONAL LOW-PROFILE BARRICADES SHALL BE ADDED AS DIRECTED BY THE OWNER.
 - CONTRACTOR SHALL HAVE WEEKLY CONSTRUCTION MEETINGS WITH APPROPRIATE AIRFIELD USERS TO COORDINATE CONSTRUCTION ACTIVITY AND GATE IMPACTS.

- SHEET NOTES:
- THE LARGEST AIRCRAFT AT GATE 39 WAS ASSUMED TO BE B777-ER BASED ON THE EXISTING STRIPING. THE AIRCRAFT SERVICING INFORMATION PROVIDED BY THE AIRPORT HAS NOT BEEN FIELD VERIFIED. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 - THE LARGEST AIRCRAFT'S OPERATIONAL FEASIBILITY HAS NOT BEEN VERIFIED.

0	2.10.26	CLIENT REVIEW
NO.	DATE	ISSUED FOR
REVISIONS		
PROJECT TEAM		
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CLEINT REVIEW

DESIGN TEAM	
ENGINEER:	HK
DRAWN BY:	HK
CHECKED BY:	NAI
SCALE:	AS NOTED
PROJECT INFORMATION	
Airport Code	OGG
AERO Project No	125162SSMFOGG
Project Address:	

KAHULUI AIRPORT
1 KEOLANI PL, KAHULUI, HI 96732

PROJECT NAME

TERMINAL BUILDING
REPAIRS AND APRON
RECONSTRUCTION

ISSUED FOR	CLIENT REVIEW
DRAWING DATE	FEB 10, 2026
SHEET NAME	

GATE 39
ACCESS AND HAUL
ROUTE PLAN
(PHASE 1A)
WORKING AREA

SHEET No
SK-1.1AW



- GENERAL NOTES:
1. PRIOR TO LEAVING THE SITE AT THE END OF EACH DAY'S WORK, THE CONTRACTOR SHALL SWEEP THE ENTIRE HAUL ROUTE TO REMOVE ANY FOD THAT MAY HAVE BEEN TRACKED INTO OPERATIONAL AREAS OF THE AIRPORT. THE OWNER, OR THEIR DESIGNATED REPRESENTATIVE, SHALL INSPECT THE AREA FOR ACCEPTANCE. THE CONTRACTOR SHALL NOT LEAVE THE SITE UNTIL THE OWNER HAS PERFORMED AND ACCEPTED THIS INSPECTION
 2. WORKING HOUR IS DEFINED AS 12:00AM TO 8:00AM
 3. NON-WORKING HOUR IS DEFINED AS 8:00AM - 12:00AM
 4. IF CONTRACTOR USES PORTABLE LIGHTING ON THE APRON, THE LIGHTS SHALL BE SHIELDED AND POINTED DOWNWARDS AWAY FROM THE AIR TRAFFIC CONTROL TOWER AND AIRCRAFT PILOTS

- HAUL ROUTE NOTES:
1. ACCESS TO THE DESIGNATED WORK AREAS SHALL BE RESTRICTED TO THE HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
 2. THE CONTRACTOR IS PROHIBITED FROM CROSSING ACTIVE TAXIWAYS AND APRONS WITH CONSTRUCTION EQUIPMENT. AT APPROVED CROSSINGS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING PAVEMENTS FROM DAMAGE. ALL AREAS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED TO FAA STANDARDS AND TO THE SATISFACTION OF THE OWNER, AT NO ADDITIONAL COST TO THE PROJECT.
 3. THE HAULING OF MATERIAL FROM THE STAGING AREAS TO THE WORK AREAS MUST BE ON THE DESIGNATED HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
 4. THE SPEED LIMIT WITHIN ALL AREAS OF THE AIRPORT IS 15 MILES PER HOUR.
 5. AIRCRAFT ALWAYS HAVE THE RIGHT-OF-WAY.
 6. THE CONTRACTOR SHALL MAINTAIN CLEAN PAVED SURFACES, BOTH ON AND OFF AIRPORT PROPERTY. THE OWNER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO IMMEDIATELY CLEAN ANY PAVED SURFACES ADVERSELY IMPACTED BY CONSTRUCTION ACTIVITIES.
 7. THE CONTRACTOR SHALL KEEP A SWEEPER TRUCK OR SOME OTHER MEANS OF FOD CLEANUP ON THE SITE AT ALL TIMES.

- PHASING AND BARRICADE PLAN - PHASE 1A (NON-WORKING HOURS):
- DESCRIPTION OF WORK:
CHIP AND GRIND EXISTING CRACKS AND SPALLED CONCRETE ON APRON HARDSTAND TO MAKE PERMANENT REPAIRS, RESTRIPE ALL PAVEMENT MARKINGS WITHIN WORK AREA AND ENTIRE LEAD-IN LINES FROM AC PAVEMENT OUTSIDE WORK ZONE INTO THE GATE.
- DURATION:
1. 30 CALENDAR DAYS FOR PHASE 1A
2. WHEN HOLDROOM BOARDING GATES ARE CLOSED FOR CONSTRUCTION, THE GATE CLOSURE WILL BE FOR 24 HOURS PER DAY, 7 DAYS PER WEEK UNTIL THE CONSTRUCTION WORK IS COMPLETED.

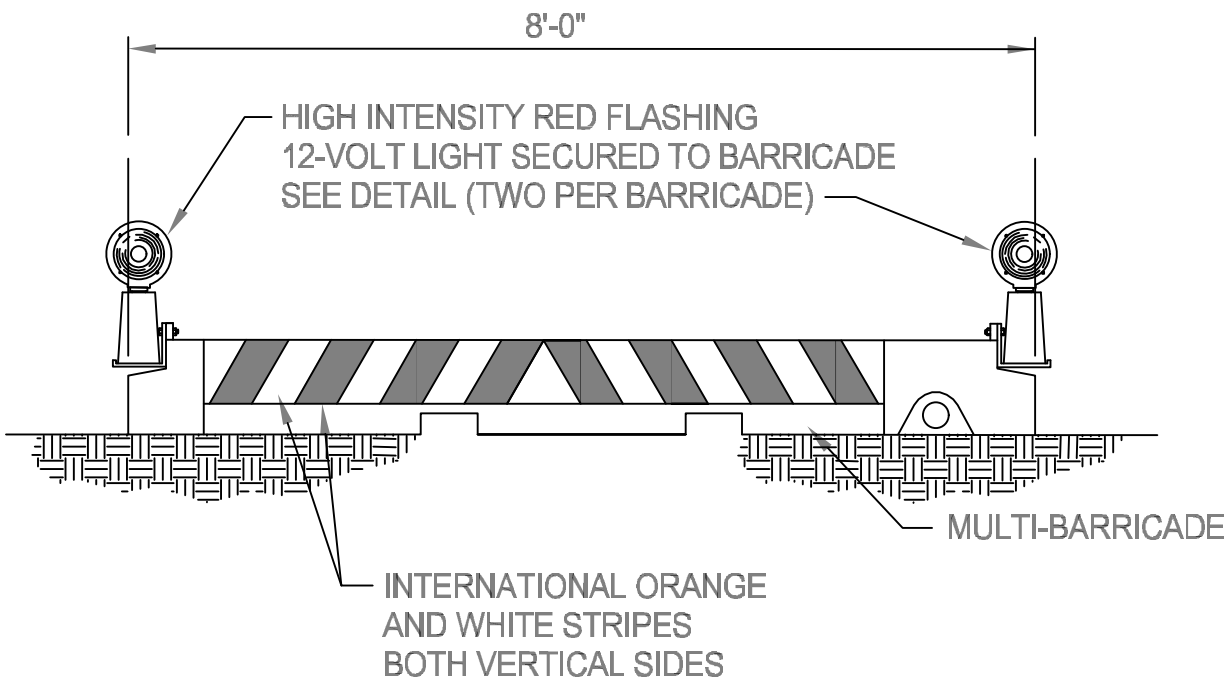
WORKING HOURS:
WORKING HOURS FOR CONTRACTORS ARE 12:00AM TO 8:00AM

SCHEDULE DATES:
TBD

NOTAMS:
TBD

- PHASING NOTES:
1. ADDITIONAL LOW-PROFILE BARRICADES SHALL BE ADDED AS DIRECTED BY THE OWNER.
 2. CONTRACTOR SHALL HAVE WEEKLY CONSTRUCTION MEETINGS WITH APPROPRIATE AIRFIELD USERS TO COORDINATE CONSTRUCTION ACTIVITY AND GATE IMPACTS.

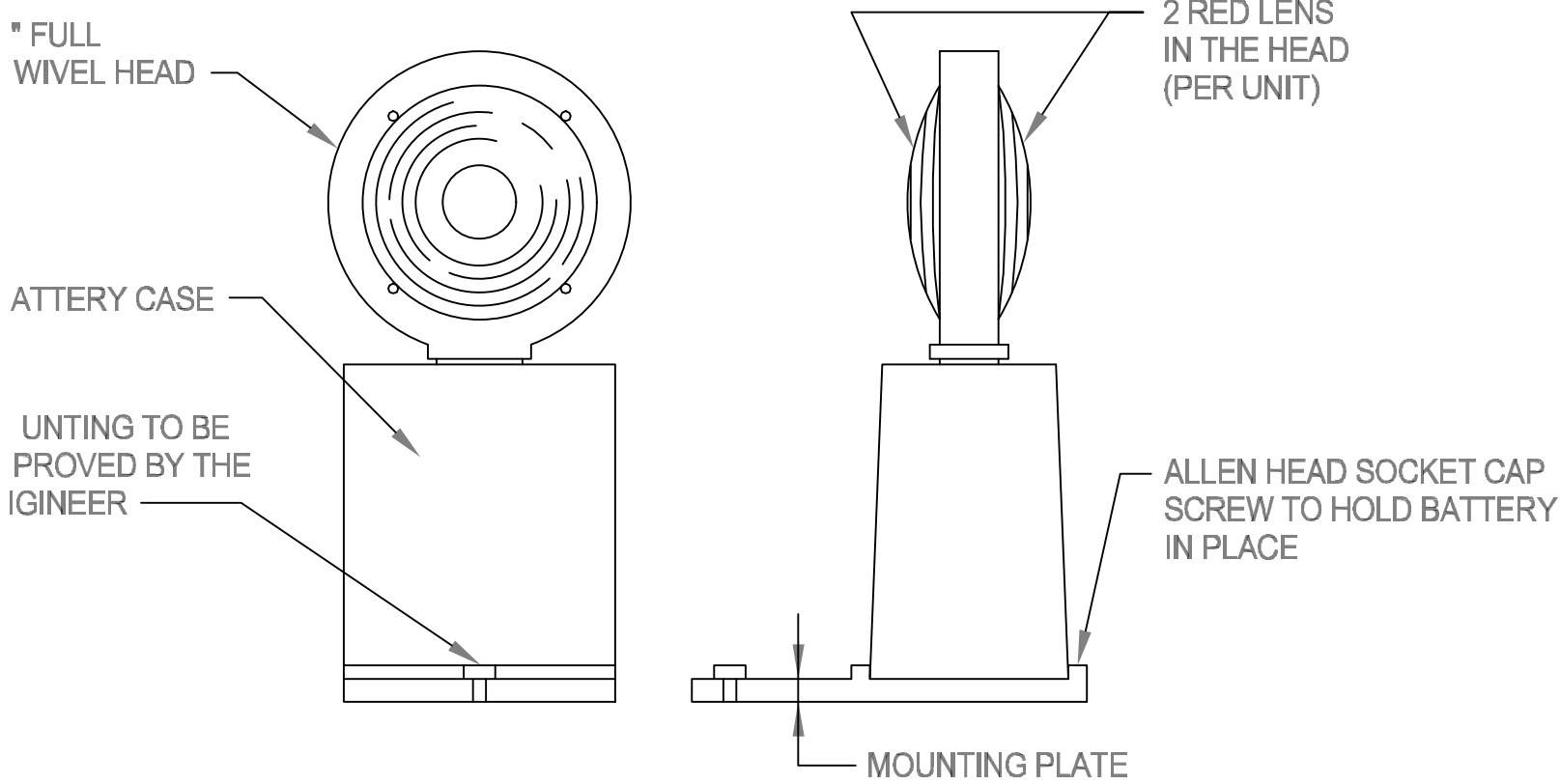
- SHEET NOTES:
1. THE LARGEST AIRCRAFT AT GATE 39 WAS ASSUMED TO BE B777-ER BASED ON THE EXISTING STRIPING. THE AIRCRAFT SERVICING INFORMATION PROVIDED BY THE AIRPORT HAS NOT BEEN FIELD VERIFIED. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 2. THE LARGEST AIRCRAFT'S OPERATIONAL FEASIBILITY HAS NOT BEEN VERIFIED.



- NOTES:
- LOW PROFILE BARRICADES SHALL BE WATER FILLED TYPE BARRICADES AS DESCRIBED IN THE SPECIFICATIONS AND SHALL BE USED (AT A MINIMUM) TO BLOCK ACCESS TO THE APRON.
- BUCKET BARRICADES (WEIGHTED) SHALL BE USED AS DIRECTED BY THE CONTRACTOR.
- BARRICADES SHALL BE PLACED WITH NO SPACE IN BETWEEN FROM END TO END EXCEPT TO ALLOW CONSTRUCTION OR FIRE VEHICLE TRAFFIC ACCESS.
- INSTALL BARRICADES ON PAVEMENT EDGE NEAR EXCAVATED CUTS ADJACENT TO AIRCRAFT OPERATIONAL PAVEMENTS AROUND PERIMETER OF WORK AREAS, AS DIRECTED BY THE CM.
- THE CONTRACTOR SHALL PROVIDE LIGHTED BARRICADES AS REQUIRED IN THIS CONTRACT DURING THE CONSTRUCTION OF THE ENTIRE PROJECT AS PER THE SPECIFICATIONS.
- THE COLOR OF BARRICADES SHALL BE INTERNATIONAL ORANGE AND WHITE, WITH ALTERNATING ORANGE/WHITE CHEVRON STRIPS ON EXPOSED SIDES.
- CONTRACTOR TO MAINTAIN BARRICADES TO ENSURE THAT THEY ARE FULLY WEIGHTED DOWN.
- CONTRACTOR TO REALIGN THE BARRICADES AS SOON AS THEY ARE NOTIFIED THAT THE BARRICADES ARE PUSHED OUT OF ALIGNMENT DUE TO JET BLAST, HIGH WINDS ETC.

- LEGEND:
- STAGING AREA
 - AIRCRAFT ROUTE
 - HAUL ROUTE
 - PHASE 1A WORK AREA
 - CONTINUOUS LOW PROFILE BARRICADE

1 PHASE 1A SAFETY AND PHASING PLAN
SK-1.1AN SCALE: 1" = 30'



2 TEMPORARY BARRICADE LIGHT DETAIL
SK-1.1AN SCALE: N.T.S.

3 LOW PROFILE BARRICADE (POLYETHYLENE)
SK-1.1AN SCALE: N.T.S.

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ENGINEER:	HK
DRAWN BY:	HK
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SCALE:	AS NOTED
PROJECT INFORMATION	
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AERO Project No	125162SSMFOGG
Project Address:	

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1 KEOLANI PL, KAHULUI, HI 96732

PROJECT NAME

TERMINAL BUILDING
REPAIRS AND APRON
RECONSTRUCTION

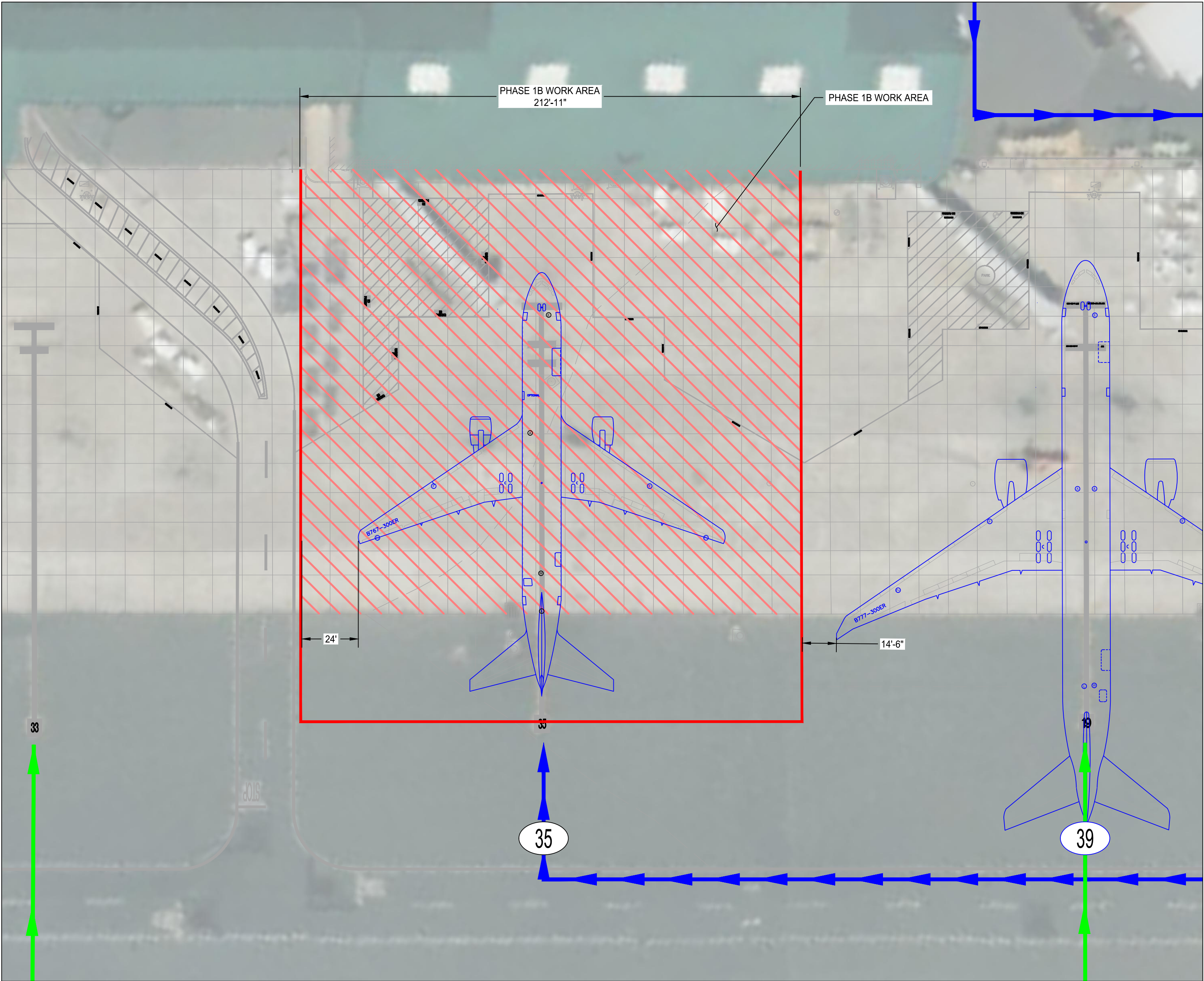
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DRAWING DATE
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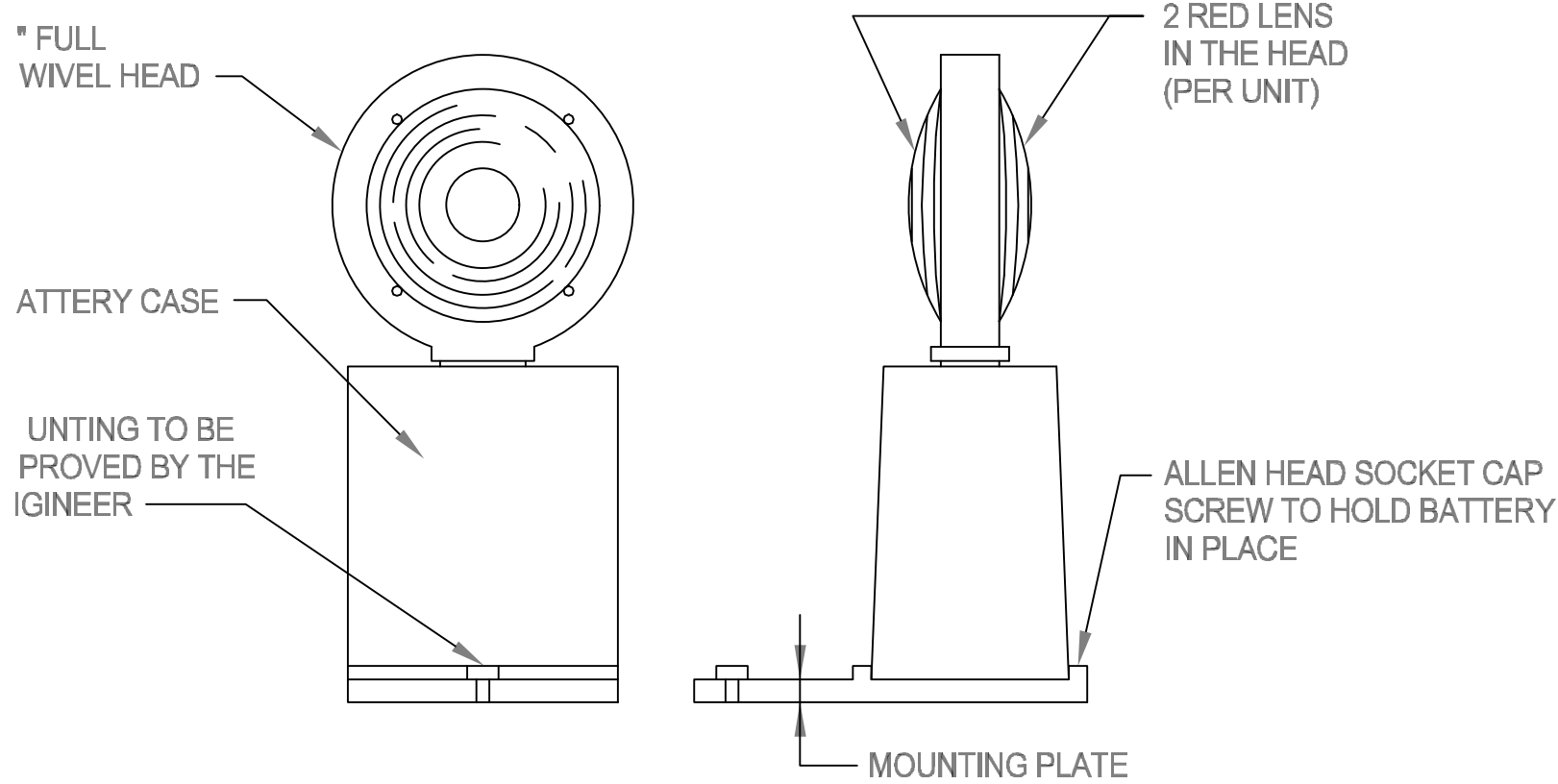
GATE 39
ACCESS AND HAUL
ROUTE PLAN
(PHASE 1A)
NON-WORKING AREA

SHEET No
SK-1.1AN

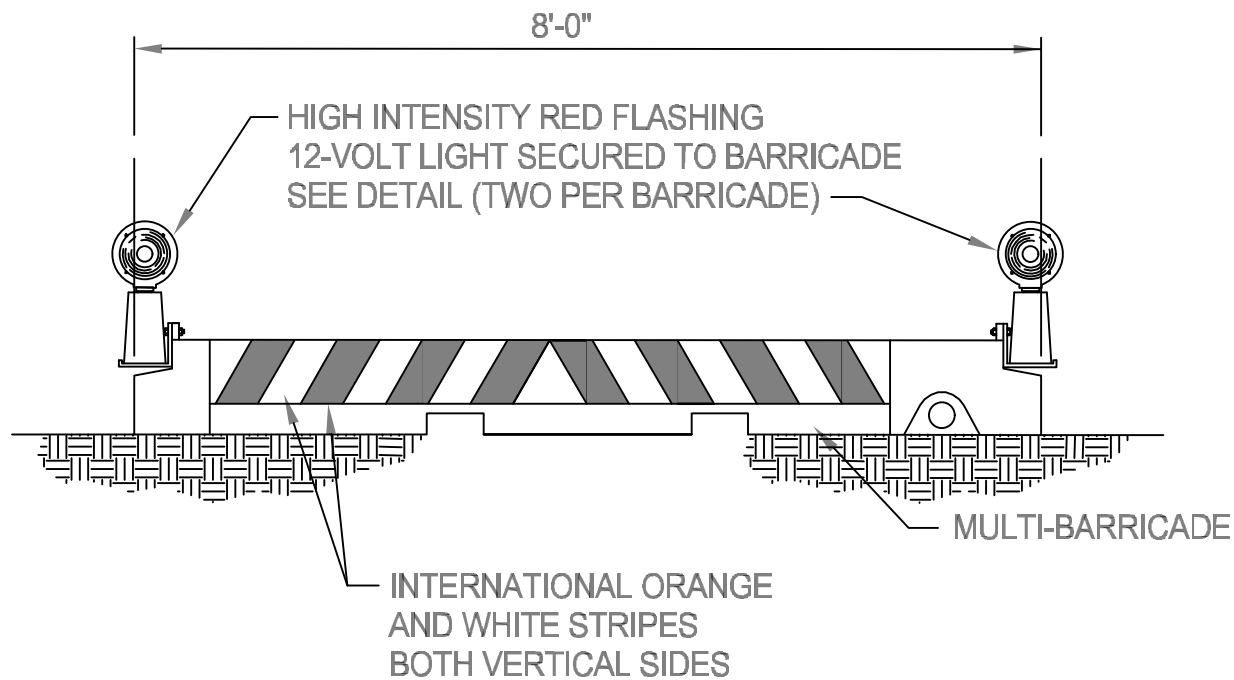


1 PHASE 1B SAFETY AND PHASING PLAN
SK-1.1BW SCALE: 1" = 30'

- LEGEND:**
- STAGING AREA
 - AIRCRAFT ROUTE
 - HAUL ROUTE
 - PHASE 1B WORK AREA
 - CONTINUOUS LOW PROFILE BARRICADE



2 TEMPORARY BARRICADE LIGHT DETAIL
SK-1.1BW SCALE: N.T.S.



- NOTES:**
- LOW PROFILE BARRICADES SHALL BE WATER FILLED TYPE BARRICADES AS DESCRIBED IN THE SPECIFICATIONS AND SHALL BE USED (AT A MINIMUM) TO BLOCK ACCESS TO THE APRON.
 - BUCKET BARRICADES (WEIGHTED) SHALL BE USED AS DIRECTED BY THE CONTRACTOR.
 - BARRICADES SHALL BE PLACED WITH NO SPACE IN BETWEEN FROM END TO END EXCEPT TO ALLOW CONSTRUCTION OR FIRE VEHICLE TRAFFIC ACCESS.
 - INSTALL BARRICADES ON PAVEMENT EDGE NEAR EXCAVATED CUTS ADJACENT TO AIRCRAFT OPERATIONAL PAVEMENTS AROUND PERIMETER OF WORK AREAS, AS DIRECTED BY THE CM.
 - THE CONTRACTOR SHALL PROVIDE LIGHTED BARRICADES AS REQUIRED IN THIS CONTRACT DURING THE CONSTRUCTION OF THE ENTIRE PROJECT AS PER THE SPECIFICATIONS.
 - THE COLOR OF BARRICADES SHALL BE INTERNATIONAL ORANGE AND WHITE, WITH ALTERNATING ORANGE/WHITE CHEVRON STRIPS ON EXPOSED SIDES.
 - CONTRACTOR TO MAINTAIN BARRICADES TO ENSURE THAT THEY ARE FULLY WEIGHTED DOWN.
 - CONTRACTOR TO REALIGN THE BARRICADES AS SOON AS THEY ARE NOTIFIED THAT THE BARRICADES ARE PUSHED OUT OF ALIGNMENT DUE TO JET BLAST, HIGH WINDS ETC.

3 LOW PROFILE BARRICADE (POLYETHYLENE)
SK-1.1BW SCALE: N.T.S.

- GENERAL NOTES:**
- PRIOR TO LEAVING THE SITE AT THE END OF EACH DAY'S WORK, THE CONTRACTOR SHALL SWEEP THE ENTIRE HAUL ROUTE TO REMOVE ANY FOD THAT MAY HAVE BEEN TRACKED INTO OPERATIONAL AREAS OF THE AIRPORT. THE OWNER, OR THEIR DESIGNATED REPRESENTATIVE, SHALL INSPECT THE AREA FOR ACCEPTANCE. THE CONTRACTOR SHALL NOT LEAVE THE SITE UNTIL THE OWNER HAS PERFORMED AND ACCEPTED THIS INSPECTION
 - WORKING HOUR IS DEFINED AS 12:00AM TO 8:00AM
 - NON-WORKING HOUR IS DEFINED AS 8:00AM - 12:00AM
 - IF CONTRACTOR USES PORTABLE LIGHTING ON THE APRON, THE LIGHTS SHALL BE SHIELDED AND POINTED DOWNWARDS AWAY FROM THE AIR TRAFFIC CONTROL TOWER AND AIRCRAFT PILOTS
 - PUSHBACKS FROM GATE 39 SHALL GO TO TAXIWAY A TO PROTECT CONSTRUCTION WORKERS DURING WORKING HOURS.

- HAUL ROUTE NOTES:**
- ACCESS TO THE DESIGNATED WORK AREAS SHALL BE RESTRICTED TO THE HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
 - THE CONTRACTOR IS PROHIBITED FROM CROSSING ACTIVE TAXIWAYS AND APRONS WITH CONSTRUCTION EQUIPMENT. AT APPROVED CROSSINGS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING PAVEMENTS FROM DAMAGE. ALL AREAS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED TO FAA STANDARDS AND TO THE SATISFACTION OF THE OWNER, AT NO ADDITIONAL COST TO THE PROJECT.
 - THE HAULING OF MATERIAL FROM THE STAGING AREAS TO THE WORK AREAS MUST BE ON THE DESIGNATED HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
 - THE SPEED LIMIT WITHIN ALL AREAS OF THE AIRPORT IS 15 MILES PER HOUR.
 - AIRCRAFT ALWAYS HAVE THE RIGHT-OF-WAY.
 - THE CONTRACTOR SHALL MAINTAIN CLEAN PAVED SURFACES, BOTH ON AND OFF AIRPORT PROPERTY. THE OWNER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO IMMEDIATELY CLEAN ANY PAVED SURFACES ADVERSELY IMPACTED BY CONSTRUCTION ACTIVITIES.
 - THE CONTRACTOR SHALL KEEP A SWEEPER TRUCK OR SOME OTHER MEANS OF FOD CLEANUP ON THE SITE AT ALL TIMES.

- PHASING AND BARRICADE PLAN - PHASE 1B (WORKING HOURS):**
- DESCRIPTION OF WORK:**
CHIP AND GRIND EXISTING CRACKS AND SPALLED CONCRETE ON APRON HARDSTAND TO MAKE PERMANENT REPAIRS, RESTRIPE ALL PAVEMENT MARKINGS WITHIN WORK AREA AND ENTIRE LEAD-IN LINES FROM AC PAVEMENT OUTSIDE WORK ZONE INTO THE GATE.
- DURATION:**
1. 30 CALENDAR DAYS FOR PHASE 1B
2. WHEN HOLDROOM BOARDING GATES ARE CLOSED FOR CONSTRUCTION, THE GATE CLOSURE WILL BE FOR 24 HOURS PER DAY, 7 DAYS PER WEEK UNTIL THE CONSTRUCTION WORK IS COMPLETED.

WORKING HOURS:
WORKING HOURS FOR CONTRACTORS ARE 12:00AM TO 8:00AM

SCHEDULE DATES:
TBD

- NOTAMS:**
TBD
- PHASING NOTES:**
- ADDITIONAL LOW-PROFILE BARRICADES SHALL BE ADDED AS DIRECTED BY THE OWNER.
 - CONTRACTOR SHALL HAVE WEEKLY CONSTRUCTION MEETINGS WITH APPROPRIATE AIRFIELD USERS TO COORDINATE CONSTRUCTION ACTIVITY AND GATE IMPACTS.

- SHEET NOTES:**
- THE LARGEST AIRCRAFT AT GATE 37 WAS ASSUMED TO BE B767-300ER BASED ON THE EXISTING STRIPING. THE AIRCRAFT SERVICING INFORMATION PROVIDED BY THE AIRPORT HAS NOT BEEN FIELD VERIFIED. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 - THE LARGEST AIRCRAFT'S OPERATIONAL FEASIBILITY HAS NOT BEEN VERIFIED.

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NO.	DATE	ISSUED FOR

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CLEINT REVIEW

DESIGN TEAM	
ENGINEER:	HK
DRAWN BY:	HK
CHECKED BY:	NAI
SCALE:	AS NOTED
PROJECT INFORMATION	
Airport Code	OGG
AERO Project No	125162SSMFOGG
Project Address:	

KAHULUI AIRPORT
1 KEOLANI PL, KAHULUI, HI 96732

PROJECT NAME

**TERMINAL BUILDING
REPAIRS AND APRON
RECONSTRUCTION**

ISSUED FOR
CLIENT REVIEW

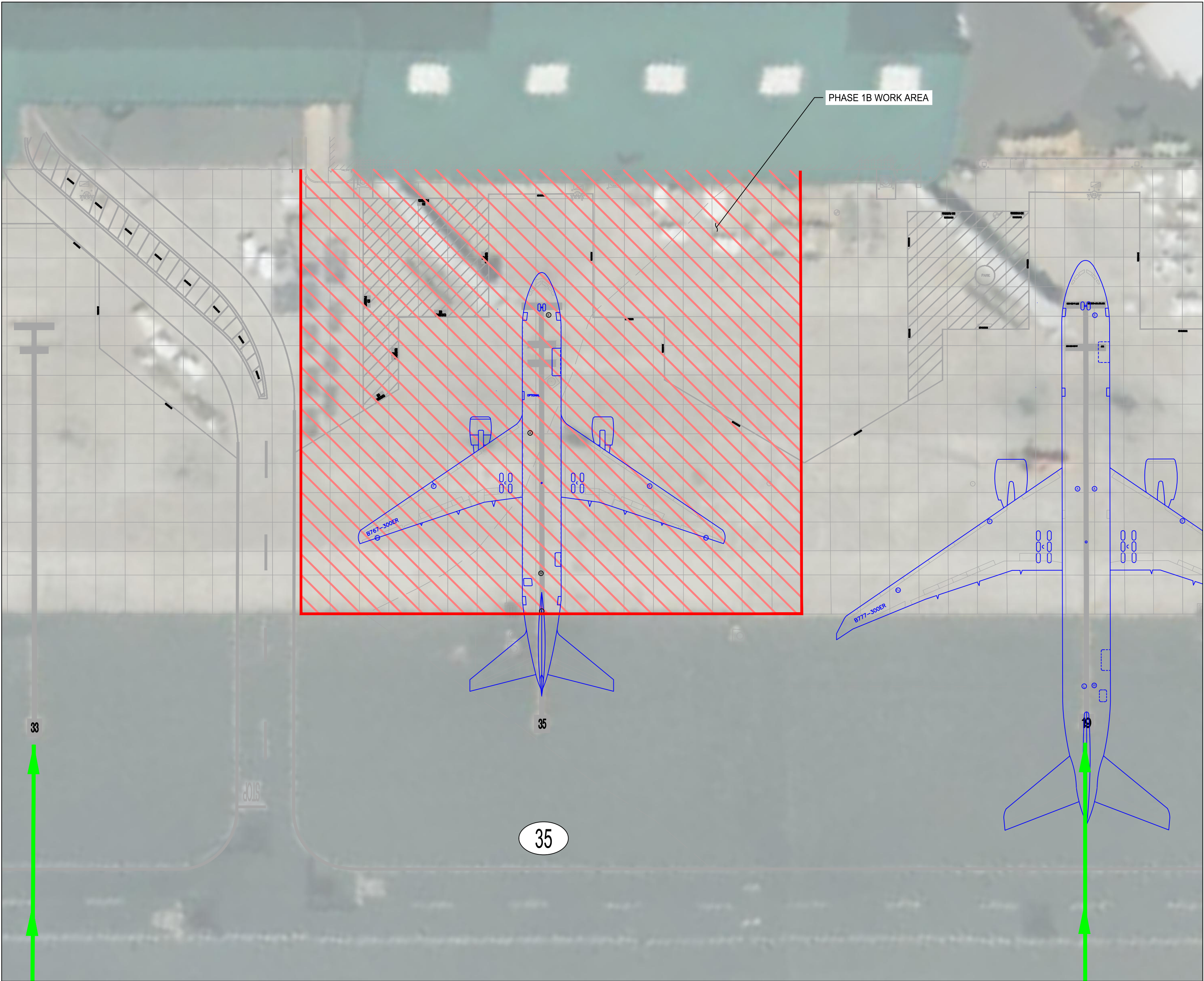
DRAWING DATE
FEB 10, 2026

SHEET NAME

**GATE 35
ACCESS AND HAUL
ROUTE PLAN
(PHASE 1B)
WORKING AREA**

SHEET No

SK-1.1BW



- GENERAL NOTES:
- PRIOR TO LEAVING THE SITE AT THE END OF EACH DAY'S WORK, THE CONTRACTOR SHALL SWEEP THE ENTIRE HAUL ROUTE TO REMOVE ANY FOD THAT MAY HAVE BEEN TRACKED INTO OPERATIONAL AREAS OF THE AIRPORT. THE OWNER, OR THEIR DESIGNATED REPRESENTATIVE, SHALL INSPECT THE AREA FOR ACCEPTANCE. THE CONTRACTOR SHALL NOT LEAVE THE SITE UNTIL THE OWNER HAS PERFORMED AND ACCEPTED THIS INSPECTION
 - WORKING HOUR IS DEFINED AS 12:00AM TO 8:00AM
 - NON-WORKING HOUR IS DEFINED AS 8:00AM - 12:00AM
 - IF CONTRACTOR USES PORTABLE LIGHTING ON THE APRON, THE LIGHTS SHALL BE SHIELDED AND POINTED DOWNWARDS AWAY FROM THE AIR TRAFFIC CONTROL TOWER AND AIRCRAFT PILOTS

- HAUL ROUTE NOTES:
- ACCESS TO THE DESIGNATED WORK AREAS SHALL BE RESTRICTED TO THE HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
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 - THE HAULING OF MATERIAL FROM THE STAGING AREAS TO THE WORK AREAS MUST BE ON THE DESIGNATED HAUL ROUTES SHOWN ON THESE SAFETY PLANS.
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 - AIRCRAFT ALWAYS HAVE THE RIGHT-OF-WAY.
 - THE CONTRACTOR SHALL MAINTAIN CLEAN PAVED SURFACES, BOTH ON AND OFF AIRPORT PROPERTY. THE OWNER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO IMMEDIATELY CLEAN ANY PAVED SURFACES ADVERSELY IMPACTED BY CONSTRUCTION ACTIVITIES.
 - THE CONTRACTOR SHALL KEEP A SWEEPER TRUCK OR SOME OTHER MEANS OF FOD CLEANUP ON THE SITE AT ALL TIMES.

PHASING AND BARRICADE PLAN - PHASE 1B
(NON-WORKING HOURS):

DESCRIPTION OF WORK:
CHIP AND GRIND EXISTING CRACKS AND SPALLED CONCRETE ON APRON HARDSTAND TO MAKE PERMANENT REPAIRS, RESTRIPE ALL PAVEMENT MARKINGS WITHIN WORK AREA AND ENTIRE LEAD-IN LINES FROM AC PAVEMENT OUTSIDE WORK ZONE INTO THE GATE.

DURATION:
1. 30 CALENDAR DAYS FOR PHASE 1B

2. WHEN HOLDROOM BOARDING GATES ARE CLOSED FOR CONSTRUCTION, THE GATE CLOSURE WILL BE FOR 24 HOURS PER DAY, 7 DAYS PER WEEK UNTIL THE CONSTRUCTION WORK IS COMPLETED.

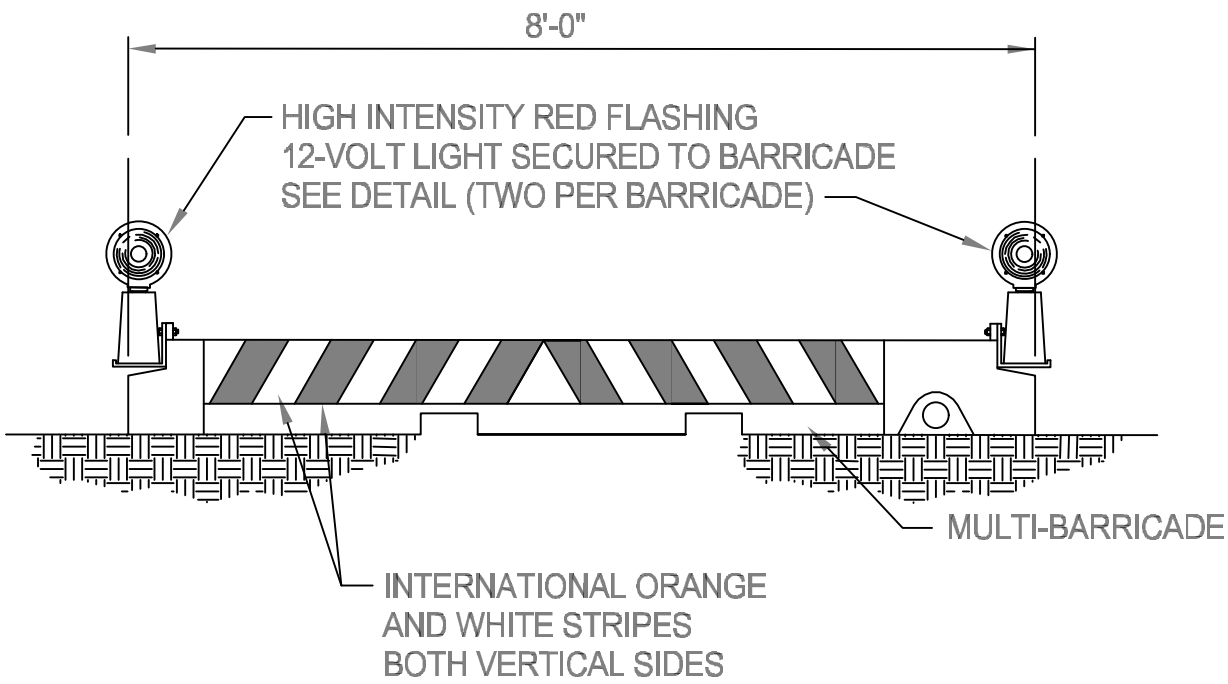
WORKING HOURS:
WORKING HOURS FOR CONTRACTORS ARE 12:00AM TO 8:00AM

SCHEDULE DATES:
TBD

NOTAMS:
TBD

- PHASING NOTES:
- ADDITIONAL LOW-PROFILE BARRICADES SHALL BE ADDED AS DIRECTED BY THE OWNER.
 - CONTRACTOR SHALL HAVE WEEKLY CONSTRUCTION MEETINGS WITH APPROPRIATE AIRFIELD USERS TO COORDINATE CONSTRUCTION ACTIVITY AND GATE IMPACTS.

- SHEET NOTES:
- THE LARGEST AIRCRAFT AT GATE 37 WAS ASSUMED TO BE B767-300ER BASED ON THE EXISTING STRIPING. THE AIRCRAFT SERVICING INFORMATION PROVIDED BY THE AIRPORT HAS NOT BEEN FIELD VERIFIED. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
 - THE LARGEST AIRCRAFT'S OPERATIONAL FEASIBILITY HAS NOT BEEN VERIFIED.



NOTES:

LOW PROFILE BARRICADES SHALL BE WATER FILLED TYPE BARRICADES AS DESCRIBED IN THE SPECIFICATIONS AND SHALL BE USED (AT A MINIMUM) TO BLOCK ACCESS TO THE APRON.

BUCKET BARRICADES (WEIGHTED) SHALL BE USED AS DIRECTED BY THE CONTRACTOR.

BARRICADES SHALL BE PLACED WITH NO SPACE IN BETWEEN FROM END TO END EXCEPT TO ALLOW CONSTRUCTION OR FIRE VEHICLE TRAFFIC ACCESS.

INSTALL BARRICADES ON PAVEMENT EDGE NEAR EXCAVATED CUTS ADJACENT TO AIRCRAFT OPERATIONAL PAVEMENTS AROUND PERIMETER OF WORK AREAS, AS DIRECTED BY THE CM.

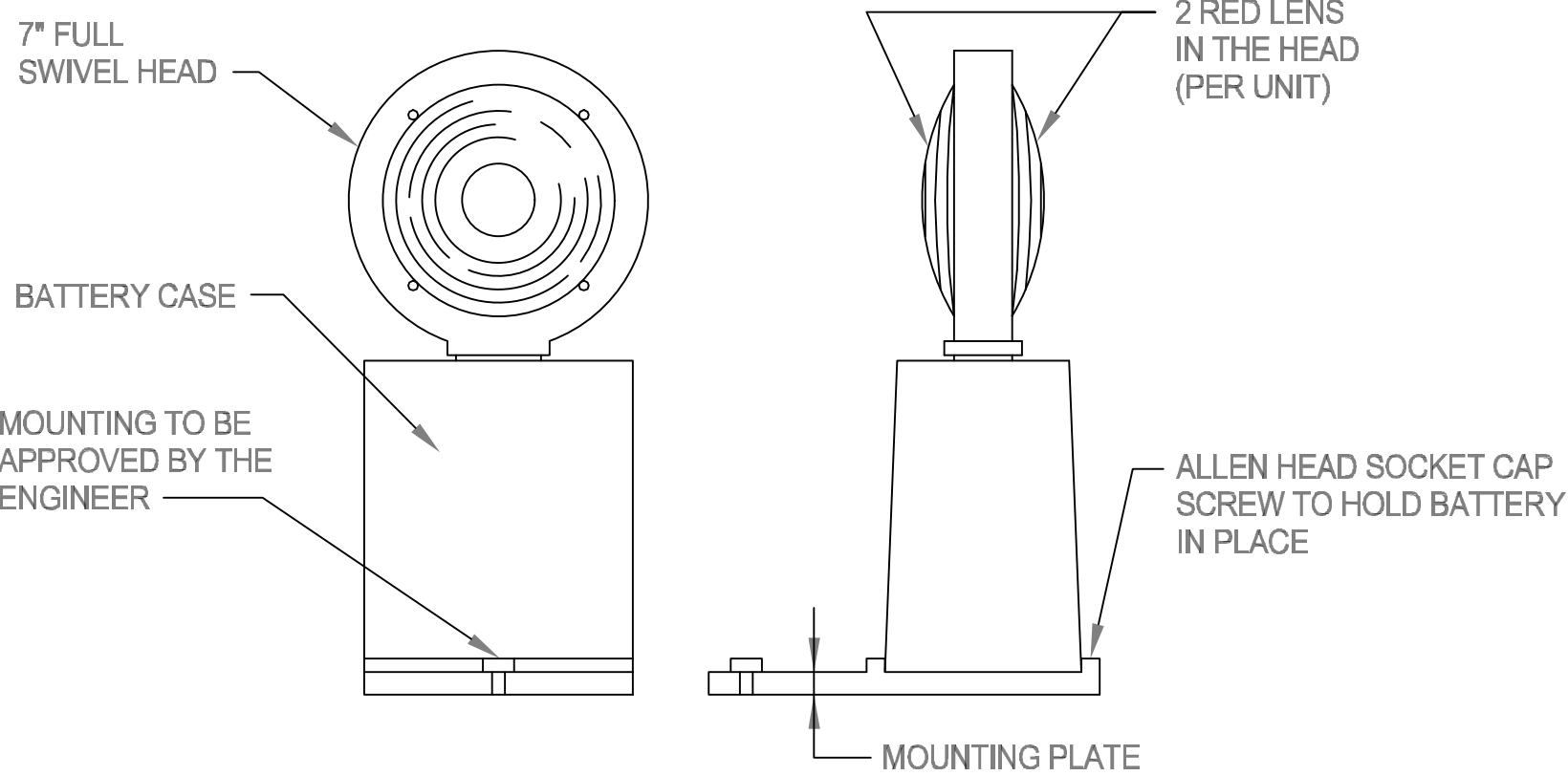
THE CONTRACTOR SHALL PROVIDE LIGHTED BARRICADES AS REQUIRED IN THIS CONTRACT DURING THE CONSTRUCTION OF THE ENTIRE PROJECT AS PER THE SPECIFICATIONS.

THE COLOR OF BARRICADES SHALL BE INTERNATIONAL ORANGE AND WHITE, WITH ALTERNATING ORANGE/WHITE CHEVRON STRIPS ON EXPOSED SIDES.

CONTRACTOR TO MAINTAIN BARRICADES TO ENSURE THAT THEY ARE FULLY WEIGHTED DOWN.

CONTRACTOR TO REALIGN THE BARRICADES AS SOON AS THEY ARE NOTIFIED THAT THE BARRICADES ARE PUSHED OUT OF ALIGNMENT DUE TO JET BLAST, HIGH WINDS ETC.

- LEGEND:
- STAGING AREA
 - AIRCRAFT ROUTE
 - HAUL ROUTE
 - PHASE 1B WORK AREA
 - CONTINUOUS LOW PROFILE BARRICADE



2 TEMPORARY BARRICADE LIGHT DETAIL
SCALE: N.T.S.

3 LOW PROFILE BARRICADE (POLYETHYLENE)
SCALE: N.T.S.

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REPAIRS AND APRON
RECONSTRUCTION

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DRAWING DATE
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SHEET NAME

GATE 35
ACCESS AND HAUL
ROUTE PLAN
(PHASE 1B)
NON-WORKING AREA

SHEET No
SK-1.1BN