

CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2024 INTERNATIONAL BUILDING CODE AS AMENDED BY THE STATE OF OREGON (2025 OREGON STRUCTURAL SPECIALTY CODE).

2. THE STRUCTURAL DRAWINGS SHALL BE UTILIZED IN CONJUNCTION WITH OTHER DESIGN CONSULTANTS DRAWINGS (ARCHITECTURAL, MECHANICAL, ELECTRICAL, PLUMBING, ETC.). IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE REQUIREMENTS OF THE DRAWINGS INTO THEIR SHOP DRAWINGS AND CONSTRUCTION.
3. THE GENERAL STRUCTURAL NOTES ARE INTENDED FOR USE IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS. IN THE EVENT OF CONFLICT BETWEEN THE TWO, THE GENERAL STRUCTURAL NOTES SHALL SUPERSEDE THE PROJECT SPECIFICATIONS. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE PORT FOR REVIEW.
4. CONSTRUCTION SEQUENCE AND METHODS:
 - A. THE STRUCTURAL DRAWINGS ARE INTENDED FOR THE STRUCTURE TO ACT AS A WHOLE ONCE CONSTRUCTION IS COMPLETE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE SAFETY AND STABILITY (I.E. TEMPORARY BRACING AND SHORING IF REQUIRED) DURING CONSTRUCTION AS A RESULT OF CONSTRUCTION METHODS AND SEQUENCES.
 - B. THE CONTRACTOR SHALL TAKE INTO ACCOUNT COLD WEATHER CONSTRUCTION AND THE EFFECTS OF THERMAL MOVEMENT DURING THE CONSTRUCTION SCHEDULE.
5. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS. THE PORT SHALL BE NOTIFIED OF ANY DISCREPANCY BETWEEN THE EXISTING CONDITIONS AND CONSTRUCTION DOCUMENTS.
6. SUBMITTALS:
 - A. GRAVITY SUPPORT, SEISMIC BRACING AND RESTRAINT TO THE STRUCTURE OF ANY MEP EQUIPMENT, MACHINERY AND ASSOCIATED PIPING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONNECTIONS NOT IN COMPLIANCE WITH SMACNA (SHEET METAL AND AIR CONDITIONING CONTRACTORS NATIONAL ASSOCIATION OR THE MEP DESIGN DRAWINGS, SHALL BEAR THE SEAL OF A REGISTERED ENGINEER IN THE STATE OF OREGON AND SHALL BE SUBMITTED ALONG WITH CALCULATIONS TO THE PORT FOR APPROVAL PRIOR TO FABRICATION.
 - B. SUBMITTAL TABLE:

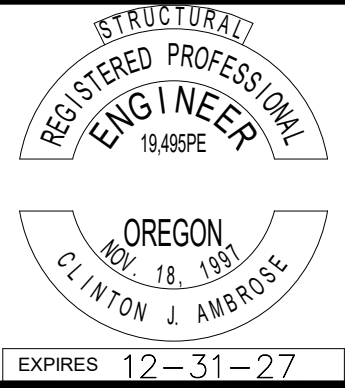
SUBMITTAL TABLE			
ITEM	SUBMITTAL (1) (3)	DEFERRED SUBMITTAL (2) (3)	COMMENTS
CONCRETE MIX DESIGNS	X		
CONCRETE REINFORCEMENT	X		
STRUCTURAL STEEL	X		
STEEL STUDS	X		
STEEL WELDING PROCEDURES	X		
SEE SHEET A0.01, DESIGN-ENGINEERED		X	
- C. SUBMITTAL TABLE NOTES (#):
 1. SHOP DRAWINGS SHALL BE SUBMITTED TO THE PORT PRIOR TO FABRICATION AND CONSTRUCTION OF STRUCTURAL ITEMS. IF THE SHOP DRAWINGS DIFFER FROM OR ADD TO THE DESIGN OF THE STRUCTURAL DRAWINGS, THEY SHALL BEAR THE SEAL AND SIGNATURE OF THE STRUCTURAL ENGINEER REGISTERED IN THE STATE OF OREGON. ANY CHANGES TO THE STRUCTURAL DRAWINGS SHALL BE SUBMITTED TO THE PORT AND ARE SUBJECT TO REVIEW AND ACCEPTANCE OF THE STRUCTURAL ENGINEER.
 2. DEFERRED SUBMITTALS: SHOP DRAWINGS, AND CALCULATIONS FOR THE DESIGN AND FABRICATION OF ITEMS THAT ARE DESIGNED BY OTHERS SHALL BEAR THE SEAL AND SIGNATURE OF A STRUCTURAL ENGINEER REGISTERED IN THE STATE OF OREGON AND BE SUBMITTED TO THE PORT PRIOR TO FABRICATION. CALCULATIONS AND BIDDER DESIGN DRAWINGS SHALL INCLUDE THE DESIGN, CONNECTION TO THE STRUCTURE, AND ACCOUNTING OF ANY LOCALIZED EFFECTS THE CONNECTIONS OR SYSTEMS MAY INDUCE ON THE STRUCTURE. DESIGN SHALL BE BASED ON THE REQUIREMENTS OF THE OSSC, AS NOTED UNDER "DESIGN CRITERIA", AND AS SHOWN ON ANY OTHER CONTRACT DOCUMENTS.
 3. SHOP DRAWING PRODUCTION: THE USE OF REPRODUCTIONS OR PHOTO COPIES OF THE CONTRACT DRAWINGS SHALL NOT BE PERMITTED. WHEN CAD OR REVIT FILES ARE PROVIDED TO THE CONTRACTORS IT IS THE RESPONSIBILITY OF THE DETAILERS TO REMOVE ALL INFORMATION NOT DIRECTLY RELEVANT TO THE CREATION TO THE PLACING DRAWING AS WELL AS ALL REFERENCES TO THE OUTSIDE SOURCE FILES.
7. DESIGN CRITERIA:
 - A. CODES:
2024 INTERNATIONAL BUILDING CODE AS AMENDED BY THE STATE OF OREGON (2025 OREGON STRUCTURAL SPECIALTY CODE (OSSC))
 - B. LOADS AND DESIGN CRITERIA:
THE FOLLOWING LIVE LOADS AND CRITERIA WERE USED IN ADDITION TO THE DEAD LOAD OF THE STRUCTURE:
 - a. LATERAL CRITERIA:
SEISMIC.....I_p = 1.0 OR 1.5 (REF. ASCE 7-22) RISK CATEGORY III
S_S = 0.90g S₁ = 0.33g
S_{0.5} = 0.81g
SEISMIC DESIGN CATEGORY D

NOTES:

1. LAP LENGTHS ARE IN INCHES AND ARE BASED ON GRADE 60 REINFORCING STEEL AND NORMAL WEIGHT CONCRETE.
2. CASE 1 AND CASE 2 ARE DEFINED AS FOLLOWS (WHERE d_b = BAR DIAMETER).
 - A. ALL OTHERS..... CASE 1: COVER AT LEAST 1.0 d_b OR c.c. SPACING AT LEAST 3.0 d_b
CASE 2: COVER LESS THAN 1.0 d_b OR c.c. SPACING LESS THAN 3.0 d_b

[illegible]

 mwa architects	 Port of Portland	 ABHT STRUCTURAL ENGINEERS 1022 NW MARSHALL STREET, UNIT #350 PORTLAND, OR 97209 Tel 503.243.6682, www.abht-structural.com
2025D031 DESIGN NUMBER	103101 PROJECT NUMBER	



PORTLAND INTERNATIONAL AIRPORT TERMINAL RESTROOM REHABILITATION 2026 GENERAL STRUCTURAL NOTES	SUBMITTED BY		BRIAN FRANCIS	
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