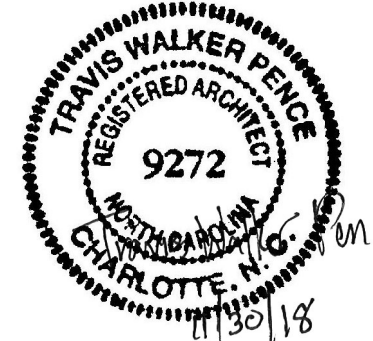


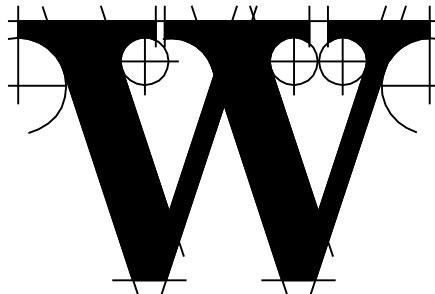


TERMINAL
IMPROVEMENTS
CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
1740 AIRPORT BOULEVARD, SUITE 12
WILMINGTON, NC 28405



ARCHITECT



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BAGGAGE HANDLING CONSULTANTS

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REVISIONS

ADDENDUM AD-02 - 12/21/18

ADDENDUM AD-03 - 01/22/19

DATE: NOVEMBER 30, 2018

PROJECT NO.: 9202-000

SHEET TITLE:

DRAWING
INDEX

SHEET NUMBER:

G-000-DI

DRAWING INDEX

GENERAL

REV.	DATE	SHEET NO.	SHEET TITLE
	11/30/2018	G-000	COVER
1/22/2019	11/30/2018	G-000-DI	DRAWING INDEX (AD-03)
	11/30/2018	G-001	APPENDIX B
	11/30/2018	G-002	GENERAL NOTES
	11/30/2018	G-003	PARTITION TYPES AND STANDARD NOTES
	11/30/2018	G-004	UL ASSEMBLIES
	11/30/2018	G-005	UL ASSEMBLIES
	11/30/2018	LS-101	RAMP LEVEL LIFE SAFETY PLAN
	11/30/2018	LS-102	TICKET LEVEL LIFE SAFETY PLAN

CIVIL

REV.	DATE	SHEET NO.	SHEET TITLE
	11/30/2018	C-101	PROJECT SAFETY AND ACCESS PLAN (SHEET 1 OF 3)
1/22/2019	11/30/2018	C-102	PROJECT SAFETY AND ACCESS PLAN (SHEET 2 OF 3) (AD-03)
	11/30/2018	C-103	PROJECT SAFETY AND ACCESS PLAN (SHEET 3 OF 3)
1/22/2019	11/30/2018	C-104	PROJECT SAFETY PLAN NOTES AND DETAILS (AD-03)
1/22/2019	11/30/2018	C-105	PROJECT SAFETY PLAN NOTES (AD-03)
1/22/2019	11/30/2018	C-106	PROJECT SAFETY PLAN DETAILS (AD-03)
	11/30/2018	C-201	DEMOLITION AND REMOVAL PLAN
	11/30/2018	C-301	PROPOSED LAYOUT AND GRADING PLAN
	11/30/2018	C-302	PROPOSED JOINT LAYOUT AND ELEVATION PLAN
	11/30/2018	C-303	CROSS SECTIONS
1/22/2019	11/30/2018	C-401	OVERALL PROPOSED UTILITY PLAN AND DETAILS (AD-03)
1/22/2019	11/30/2018	C-402	PROPOSED UTILITY PLAN AT EXPANSION (AD-03)
1/22/2019	11/30/2018	C-403	PROPOSED WATERLINE PROFILE (AD-03)
	11/30/2018	C-601	PAVING DETAILS
1/22/2019	11/30/2018	C-602	MISC DETAILS (AD-03)
	1/22/2018	C-603	MISC DETAILS 2'00"2 (AD-03)

STRUCTURAL

REV.	DATE	SHEET NO.	SHEET TITLE
	11/30/2018	S-001	GENERAL NOTES
1/22/2019	11/30/2018	S-002	GENERAL NOTES & ABBREVIATIONS (AD-03)
	11/30/2018	S-003	STATEMENT OF SPECIAL INSPECTIONS
	11/30/2018	S-100	FOUNDATION PLAN
1/22/2019	11/30/2018	S-120	FLOOR FRAMING PLAN (AD-03)
1/22/2019	11/30/2018	S-130	ROOF FRAMING PLAN (AD-03)
	11/30/2018	S-201	FRAMING ELEVATIONS AND DETAILS
	11/30/2018	S-301	FOUNDATION DETAILS
1/22/2019	11/30/2018	S-302	FOUNDATION DETAILS (AD-03)
1/22/2019	11/30/2018	S-401	MASONRY DETAILS (AD-03)
	11/30/2018	S-511	STEEL FLOOR SECTIONS
1/22/2019	11/30/2018	S-512	STEEL FLOOR SECTIONS (AD-03)
	11/30/2018	S-521	STEEL ROOF SECTIONS

ARCHITECTURAL

REV.	DATE	SHEET NO.	SHEET TITLE
	11/30/2018	A-101	OVERALL SITE PLAN
	11/30/2018	A-110	OVERALL RAMP LEVEL FLOOR PLAN
	11/30/2018	A-115-D	ENLARGED RAMP LEVEL DEMO FLOOR PLAN - ZONE 5
	11/30/2018	A-115	ENLARGED RAMP LEVEL FLOOR PLAN - ZONE 5
	11/30/2018	A-120	OVERALL TICKET LEVEL FLOOR PLAN
	11/30/2018	A-125-D	ENLARGED TICKET LEVEL DEMO FLOOR PLAN - ZONE 5
	11/30/2018	A-125	ENLARGED TICKET LEVEL FLOOR PLAN - ZONE 5
	11/30/2018	A-131	PHASING PLAN
	11/30/2018	A-132	PHASING PLAN
	11/30/2018	A-133	PHASING PLAN
	11/30/2018	A-134	PHASING PLAN
	11/30/2018	A-135	PHASING PLAN
	11/30/2018	A-136	PHASING PLAN
	11/30/2018	A-137	PHASING PLAN
	11/30/2018	A-138	PHASING PLAN SECTIONS
	11/30/2018	A-140	OVERALL ROOF PLAN
	11/30/2018	A-145	ENLARGED ROOF PLAN - ZONE 5
	11/30/2018	A-150	OVERALL RAMP LEVEL REFLECTED CEILING PLAN
	11/30/2018	A-155	ENLARGED RAMP LEVEL REVELED REFLECTED CEILING PLAN - ZONE 5
	11/30/2018	A-160	OVERALL TICKET LEVEL REFLECTED CEILING PLAN
	11/30/2018	A-165	ENLARGED TICKET LEVEL REFLECTED CEILING PLAN - ZONE 5
	11/30/2018	A-166	ENLARGED TICKET LEVEL REFLECTED CEILING PLAN DETAIL - ZONE 5
1/22/2019	11/30/2018	A-201	BUILDING ELEVATIONS (AD-03)
1/22/2019	11/30/2018	A-202	BUILDING ELEVATIONS (AD-03)
	11/30/2018	A-251	INTERIOR ELEVATIONS
	11/30/2018	A-252	INTERIOR ELEVATIONS
	11/30/2018	A-253	INTERIOR ELEVATIONS
	11/30/2018	A-254	INTERIOR ELEVATIONS
	11/30/2018	A-255	INTERIOR ELEVATIONS
	11/30/2018	A-260	CASEWORK SECTIONS
	11/30/2018	A-261	CASEWORK SECTIONS
1/22/2019	11/30/2018	A-301	BUILDING SECTIONS (AD-03)
	11/30/2018	A-302	BUILDING SECTIONS
1/22/2019	11/30/2018	A-303	BUILDING SECTIONS (AD-03)
	11/30/2018	A-351	WALL SECTIONS
1/22/2019	11/30/2018	A-352	WALL SECTIONS (AD-03)
	11/30/2018	A-353	WALL SECTIONS
1/22/2019	11/30/2018	A-354	WALL SECTIONS (AD-03)
	11/30/2018	A-355	WALL SECTIONS
	11/30/2018	A-400	ENLARGED PLANS
1/22/2019	11/30/2018	A-401	ENLARGED TICKET LEVEL FLOOR PLAN (AD-03)
12/21/2018	11/30/2018	A-501	PLAN DETAILS (AD-02)
	11/30/2018	A-502	PLAN DETAILS
1/22/2019	11/30/2018	A-511	SECTION DETAILS (AD-03)
	11/30/2018	A-512	SECTION DETAILS
	11/30/2018	A-513	SECTION DETAILS
1/22/2019	11/30/2018	A-601	DOOR SCHEDULE AND DETAILS (AD-03)
1/22/2019	11/30/2018	A-701	ENLARGED TICKET LEVEL FINISH FLOOR PLAN (AD-03)
	11/30/2018	A-751	FINISH LEGEND - ILM
	11/30/2018	A-752	FINISH LEGEND - AMERICAN AIRLINES
	11/30/2018	A-753	FINISH LEGEND - UNITED AIRLINES AND DELTA AIRLINES

DRAWING INDEX

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	11/30/2018	F-110	OVERALL RAMP LEVEL FLOOR PLAN FIRE PROTECTION
	11/30/2018	F-115	ENLARGED RAMP LEVEL FLOOR PLAN FIRE PROTECTION DEMO
	11/30/2018	F-116	ENLARGED RAMP LEVEL FLOOR PLAN FIRE PROTECTION
	11/30/2018	F-120	OVERALL TICKET LEVEL FLOOR PLAN FIRE PROTECTION
	11/30/2018	F-125	ENLARGED TICKET LEVEL FLOOR PLAN FIRE PROTECTION DEMO
	11/30/2018	F-126	ENLARGED TICKET LEVEL FLOOR PLAN FIRE PROTECTION

PLUMBING

REV.	DATE	SHEET NO.	SHEET TITLE
	11/30/2018	P-001	LEGENDS SCHEDULES AND DETAILS
	11/30/2018	P-110	OVERALL RAMP LEVEL PLAN
	11/30/2018	P-115	ENLARGED RAMP LEVEL FLOOR PLAN- PLUMBING DEMOLITION
	11/30/2018	P-116	ENLARGED RAMP LEVEL FLOOR PLAN- PLUMBING
	11/30/2018	P-120	OVERALL TICKET LEVEL FLOOR PLAN
	11/30/2018	P-125	ENLARGED TICKET LEVEL FLOOR PLAN- PLUMBING DEMOLITION
	11/30/2018	P-126	ENLARGED TICKET LEVEL FLOOR PLAN- PLUMBING
	11/30/2018	P-140	OVERALL ROOF PLAN
	11/30/2018	P-145	ENLARGED ROOF PLAN PLUMBING
1/22/2019		P-701	RISER DIAGRAMS- DEMOLITION (AD-03)
1/22/2019		P-702	RISER DIAGRAMS- RENOVATION (AD-03)

MECHANICAL

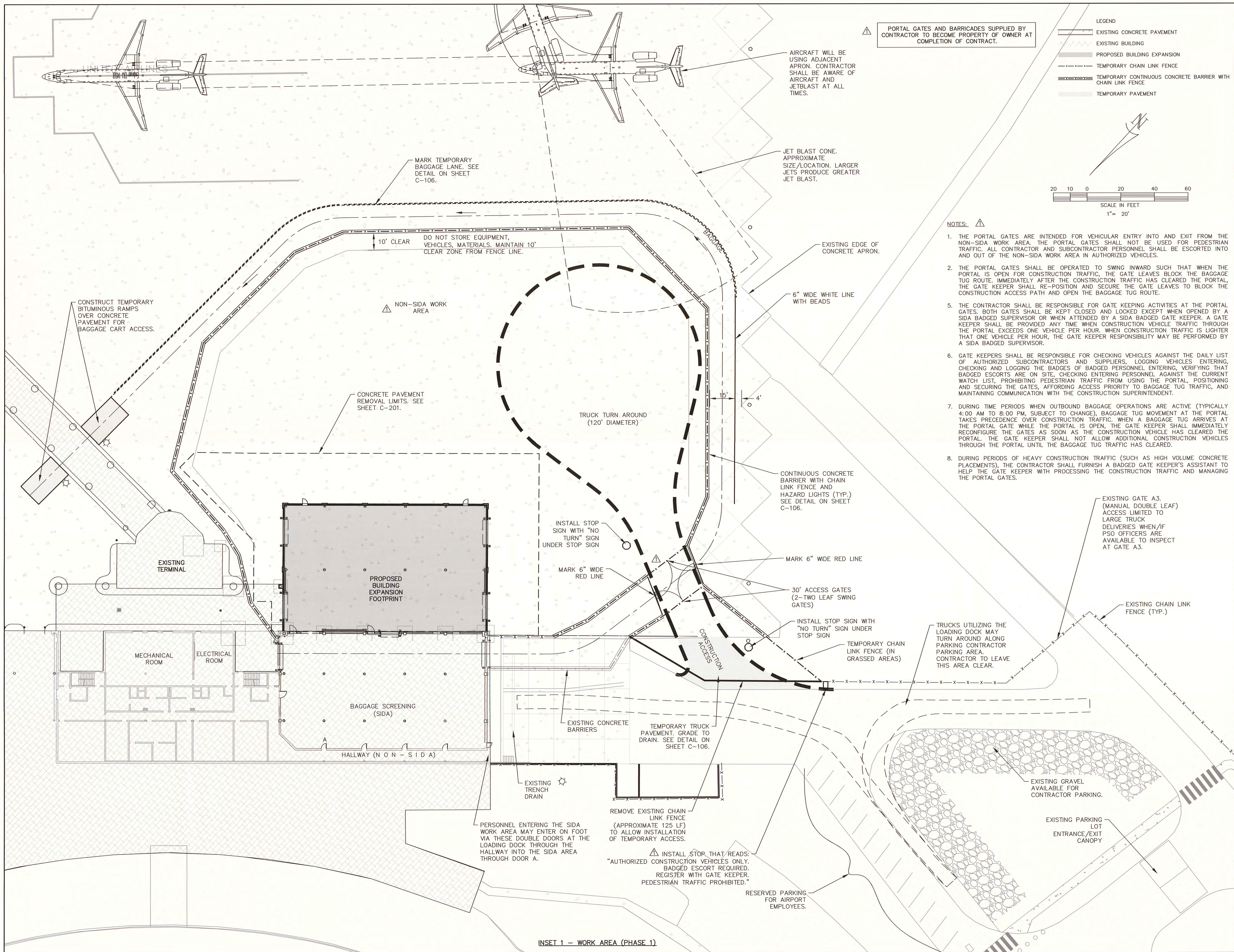
REV.	DATE	SHEET NO.	SHEET TITLE
	11/30/2018	M-001	LEGENDS SCHEDULES DETAILS AND GENERAL NOTES
	11/30/2018	M-110	OVERALL RAMP LEVEL FLOOR PLAN-MECHANICAL
	11/30/2018	M-115	ENLARGED RAMP LEVEL FLOOR PLAN- MECHANICAL DEMOLITION
	11/30/2018	M-116	ENLARGED RAMP LEVEL FLOOR PLAN-MECHANICAL
	11/30/2018	M-117	ENLARGED BOILER CHILLER MECHANICAL ROOM
	11/30/2018	M-120	OVERALL TICKET LEVEL FLOOR PLAN-MECHANICAL
1/22/2019	11/30/2018	M-125	ENLARGED TICKET LEVEL FLOOR PLAN- MECHANICAL DEMOLITION (AD-03)
1/22/2019	11/30/2018	M-126	ENLARGED TICKET LEVEL FLOOR PLAN- MECHANICAL (AD-03)
1/22/2019	11/30/2018	M-501	MECHANICAL DETAILS (AD-03)
1/22/2019	11/30/2018	M-601	MECHANICAL SCHEDULES (AD-03)
	11/30/2018	M-701	MECHANICAL CONTROL DIAGRAMS

ELECTRICAL

REV.	DATE	SHEET NO.	SHEET TITLE
1/22/2019	11/30/2018	E-001	ELECTRICAL NOTES LEGENDS AND SCHEDULES (AD-03)
	11/30/2018	E-011	FIRST LEVEL DEMO PLAN
1/22/2019	11/30/2018	E-012	SECOND LEVEL DEMO PLAN (AD-03)
1/22/2019	11/30/2018	E-101	PARTIAL FIRST LEVEL POWER PLAN (AD-03)
	11/30/2018	E-102	PARTIAL FIRST LEVEL POWER PLAN
1/22/2019	11/30/2018	E-103	SECOND LEVEL POWER PLAN (AD-03)
	11/30/2018	E-104	ROOF PLAN
1/22/2019	11/30/2018	E-111	ELECTRICAL FIRST LEVEL LIGHTING PLAN (AD-03)
1/22/2019	11/30/2018	E-112	ELECTRICAL SECOND LEVEL LIGHTING PLAN (AD-03)
	11/30/2018	E-121	ELECTRICAL FIRST LEVEL AUXILIARY SYSTEMS PLAN
1/22/2019	11/30/2018	E-122	ELECTRICAL SECOND LEVEL AUXILIARY SYSTEMS PLAN (AD-03)
	11/30/2018	E-123	AUXILIARY SYSTEMS SITE PLAN
	11/30/2018	E-501	ELECTRICAL DETAILS
	11/30/2018	E-502	ELECTRICAL DETAILS
	11/30/2018	E-601	ELECTRICAL LUMINAIRE SCHEDULE
1/22/2019	11/30/2018	E-602	ELECTRICAL PANEL SCHEDULES (AD-03)
1/22/2019	11/30/2018	E-701	ELECTRICAL RISERS (AD-03)

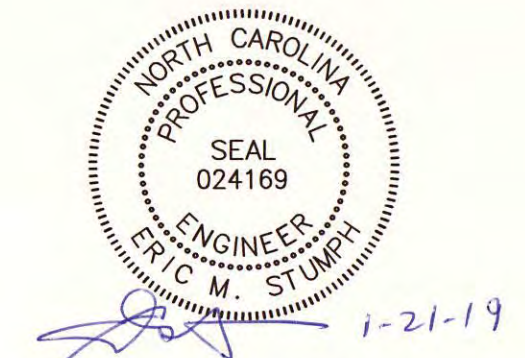
BAGGAGE HANDLING SYSTEMS

REV.	DATE	SHEET NO.	SHEET TITLE
	11/30/2018	B-000	BAGGAGE HANDLING EQUIPMENT LEGENDS, SYMBOLS & ABBREVIATIONS
	11/30/2018	B-100	BAGGAGE HANDLING EQUIPMENT GENERAL ARRANGEMENT BASEMENT LEVEL EXISTING CONDITIONS
	11/30/2018	B-101	BAGGAGE HANDLING EQUIPMENT GENERAL ARRANGEMENT DEPARTURES/ARRIVALS LEVEL EXISTING CONDITIONS
	11/30/2018	B-102	BAGGAGE HANDLING EQUIPMENT BASEMENT LEVEL OUTBOUND DEMO PLAN
	11/30/2018	B-103	BAGGAGE HANDLING EQUIPMENT DEPARTURES/ARRIVALS LEVEL OUTBOUND DEMO PLAN
	11/30/2018	B-200	BAGGAGE HANDLING EQUIPMENT GENERAL ARRANGEMENT BASEMENT LEVEL PROPOSED
	11/30/2018	B-201	BAGGAGE HANDLING EQUIPMENT GENERAL ARRANGEMENT DEPARTURES/ARRIVALS LEVEL PROPOSED
	11/30/2018	B-202	BAGGAGE HANDLING EQUIPMENT BASEMENT LEVEL OUTBOUND PROPOSED SCREENING
	11/30/2018	B-203	BAGGAGE HANDLING EQUIPMENT BASEMENT LEVEL OUTBOUND PROPOSED MAKE-UP
	11/30/2018	B-204	BAGGAGE HANDLING EQUIPMENT DEPARTURES/ARRIVALS LEVEL OUTBOUND PROPOSED
	11/30/2018	B-205	BAGGAGE HANDLING EQUIPMENT BASEMENT LEVEL OUTBOUND PROPOSED CATWALK PLAN
	11/30/2018	B-206	BAGGAGE HANDLING EQUIPMENT BASEMENT LEVEL OUTBOUND PROPOSED MAKE-UP TRAFFIC PLAN
	11/30/2018	B-207	BAGGAGE HANDLING EQUIPMENT BASEMENT LEVEL OUTBOUND FUTURE RIGHT-OF-WAY CONSIDERATION
	11/30/2018	B-208	BAGGAGE HANDLING EQUIPMENT DETAIL PLANS TEMPORARY CONVEYORS
	11/30/2018	B-209	BAGGAGE HANDLING EQUIPMENT DETAIL PLANS TEMPORARY CONVEYORS
	11/30/2018	B-300	BAGGAGE HANDLING EQUIPMENT SECTIONS
	11/30/2018	B-301	BAGGAGE HANDLING EQUIPMENT SECTIONS
	11/30/2018	B-302	BAGGAGE HANDLING EQUIPMENT SECTIONS
	11/30/2018	B-400	BAGGAGE HANDLING EQUIPMENT POWER REQUIREMENTS
	11/30/2018	B-500	BAGGAGE HANDLING EQUIPMENT TYPICAL LOADING DIAGRAMS
	11/30/2018	B-501	BAGGAGE HANDLING EQUIPMENT TYPICAL CONVEYOR SUPPORTS AND ATTACHMENT DETAILS
	11/30/2018	B-502	BAGGAGE HANDLING EQUIPMENT TYPICAL CONVEYOR SUPPORTS AND ATTACHMENT DETAILS
	11/30/2018	B-503	BAGGAGE HANDLING EQUIPMENT TYPICAL INCLINE PLATE MAKE-UP DETAILS
	11/30/2018	B-504	BAGGAGE HANDLING EQUIPMENT TYPICAL FIRE/SECURITY DOOR DETAILS
	11/30/2018	B-505	BAGGAGE HANDLING EQUIPMENT TYPICAL ACCESS LADDER DETAILS
	11/30/2018	B-506	BAGGAGE HANDLING EQUIPMENT TYPICAL ACCESS LADDER DETAILS
	11/30/2018	B-507	BAGGAGE HANDLING EQUIPMENT TYPICAL TICKET COUNTER & RUN-OUT CONVEYOR DETAILS
	11/30/2018	B-508	BAGGAGE HANDLING EQUIPMENT TYPICAL OVERSIZE MAKE-UP SLIDE DETAILS
	11/30/2018	B-509	BAGGAGE HANDLING EQUIPMENT TYPICAL WARNING SIGNAGE
	11/30/2018	B-510	BAGGAGE HANDLING EQUIPMENT TYPICAL WARNING SIGNAGE
	11/30/2018	B-600	BAGGAGE HANDLING EQUIPMENT TYPICAL CONTROL STATIONS AND DISPLAYS
	11/30/2018	B-601	BAGGAGE HANDLING EQUIPMENT TYPICAL CONTROL STATIONS AND DISPLAYS
	11/30/2018	B-602	BAGGAGE HANDLING EQUIPMENT CONTROLS LAYOUT
	11/30/2018	B-603	BAGGAGE HANDLING EQUIPMENT CONTROLS LAYOUT
	11/30/2018	B-700	BAGGAGE HANDLING EQUIPMENT PHASING PLAN
12/21/2018	11/30/2018	B-701	BAGGAGE HANDLING EQUIPMENT PHASING PLAN (AD-02)
12/21/2018	11/30/2018	B-702	BAGGAGE HANDLING EQUIPMENT PHASING PLAN (AD-02)
12/21/2018	11/30/2018	B-703	BAGGAGE HANDLING EQUIPMENT PHASING PLAN (AD-02)
12/21/2018	11/30/2018	B-704	BAGGAGE HANDLING EQUIPMENT PHASING PLAN (AD-02)
12/21/2018	11/30/2018	B-705	BAGGAGE HANDLING EQUIPMENT PHASING PLAN (AD-02)
12/21/2018	11/30/2018	B-706	BAGGAGE HANDLING EQUIPMENT PHASING PLAN (AD-02)
12/21/2018	11/30/2018	B-707	BAGGAGE HANDLING EQUIPMENT PHASING PLAN (AD-02)



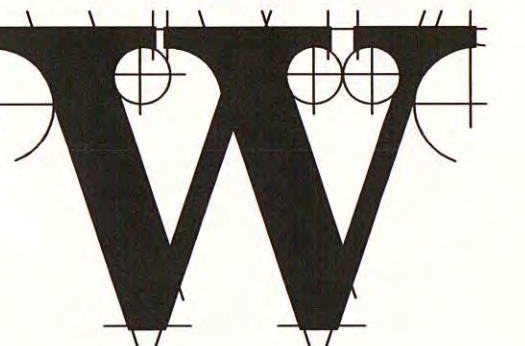
TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
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FOR BIDDING
NOT ISSUED FOR CONSTRUCTION

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REVISIONS

REVISED FOR ADDENDUM
01-22-2019

DATE: NOVEMBER 30, 2018

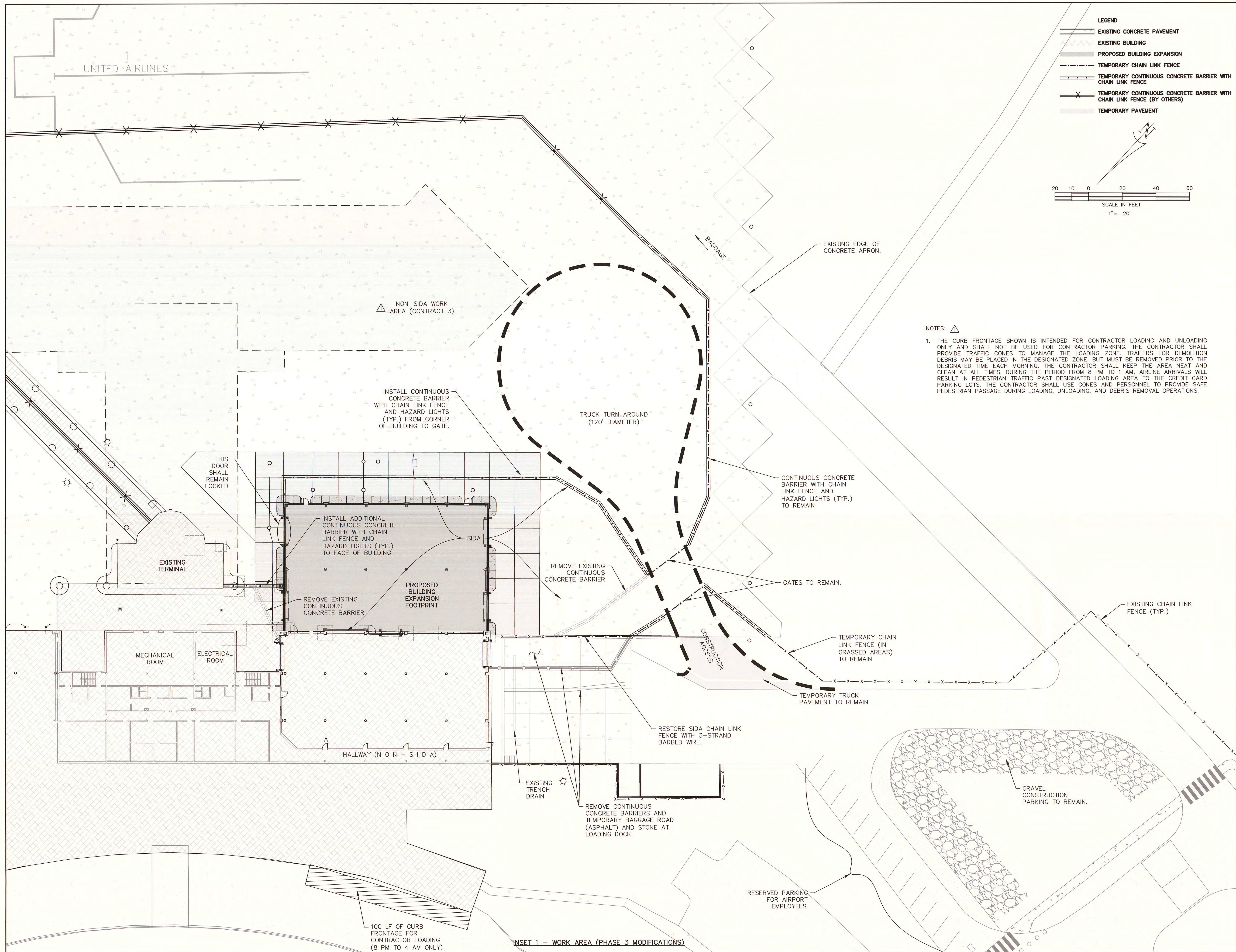
PROJECT NO.: 9202-000

SHEET TITLE:

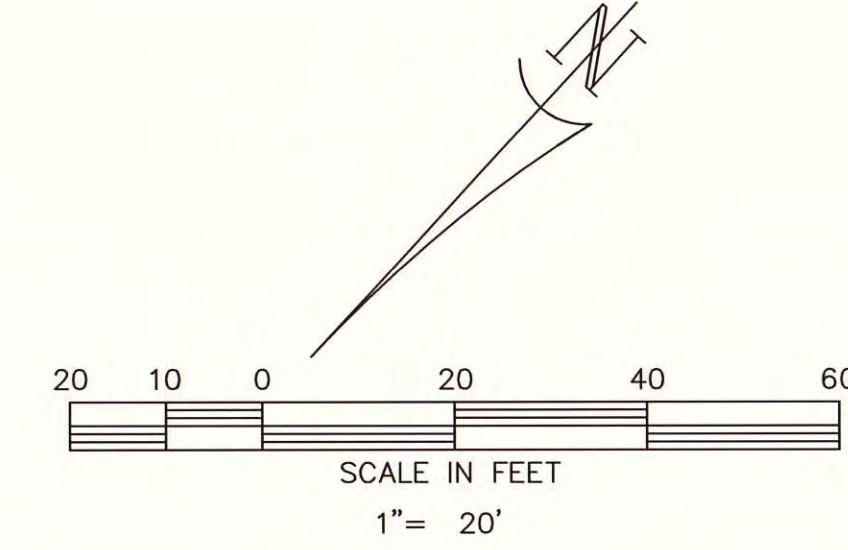
PROJECT SAFETY AND ACCESS PLAN
(SHEET 2 OF 4)

SHEET NUMBER:

C-102



- LEGEND
- EXISTING CONCRETE PAVEMENT
 - EXISTING BUILDING
 - PROPOSED BUILDING EXPANSION
 - TEMPORARY CHAIN LINK FENCE
 - TEMPORARY CONTINUOUS CONCRETE BARRIER WITH CHAIN LINK FENCE
 - TEMPORARY CONTINUOUS CONCRETE BARRIER WITH CHAIN LINK FENCE (BY OTHERS)
 - TEMPORARY PAVEMENT

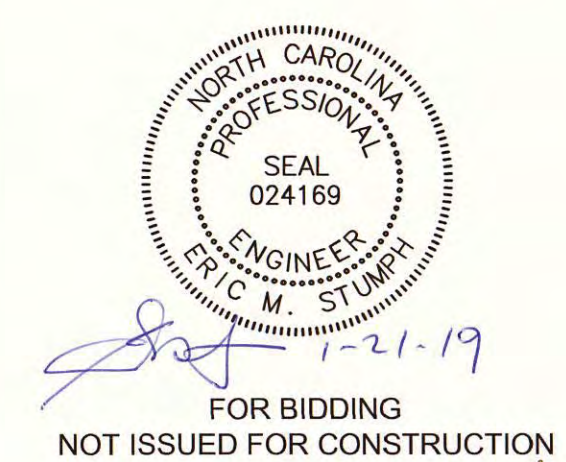


NOTES: 1. THE CURB FRONTAGE SHOWN IS INTENDED FOR CONTRACTOR LOADING AND UNLOADING ONLY AND SHALL NOT BE USED FOR CONTRACTOR PARKING. THE CONTRACTOR SHALL PROVIDE TRAFFIC CONES TO MANAGE THE LOADING ZONE. TRAILERS FOR DEMOLITION DEBRIS MAY BE PLACED IN THE DESIGNATED ZONE, BUT MUST BE REMOVED PRIOR TO THE DESIGNATED TIME EACH MORNING. THE CONTRACTOR SHALL KEEP THE AREA NEAT AND CLEAN AT ALL TIMES. DURING THE PERIOD FROM 8 PM TO 1 AM, AIRLINE ARRIVALS WILL RESULT IN PEDESTRIAN TRAFFIC PAST DESIGNATED LOADING AREA TO THE CREDIT CARD PARKING LOTS. THE CONTRACTOR SHALL USE CONES AND PERSONNEL TO PROVIDE SAFE PEDESTRIAN PASSAGE DURING LOADING, UNLOADING, AND DEBRIS REMOVAL OPERATIONS.



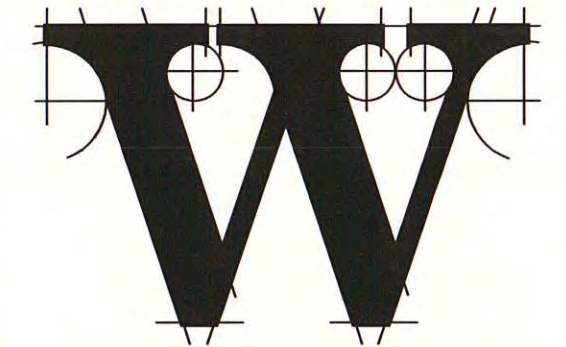
TERMINAL IMPROVEMENTS CONTRACT 2

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REVISIONS

1. REVISED FOR ADDENDUM
01-22-2019

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

PROJECT SAFETY AND ACCESS PLAN (SHEET 4 OF 4)

SHEET NUMBER:

C-104

SAFETY PLAN REQUIREMENTS

1. THIS PLAN IS INTENDED TO ADDRESS AVIATION SAFETY ISSUES RELATIVE TO AIRCRAFT OPERATIONS, AIRLINE TERMINAL OPERATIONS AND CONSTRUCTION OPERATIONS TAKING PLACE IN CLOSE PROXIMITY AND AT THE SAME TIME. THE CONTRACTOR SHALL BE SOLELY AND FULLY RESPONSIBLE FOR ALL ASPECTS OF CONSTRUCTION SAFETY, INCLUDING BUT NOT LIMITED TO OSHA REQUIREMENTS AND AIRPORT SAFETY CONSIDERATIONS.
2. THE PROJECT WORK AREA IS LOCATED WITHIN OR ADJACENT TO THE AIRCRAFT OPERATIONS AREA (AOA), THE SECURITY IDENTIFICATION DISPLAY AREA (SIDA), A TEMPORARY NON-SIDA WORK ZONE (A SECURITY ZONE WITH LESS RESTRICTIVE REQUIREMENTS THAN THE SIDA) AND UN-SECURED AREA OF THE AIRLINE TERMINAL AREA. THE CONTRACTOR WILL BE REQUIRED TO MEET ALL REQUIREMENTS FOR ENTERING AND OPERATING IN THESE AREAS AT ALL TIMES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE HIMSELF WITH ALL REQUIREMENTS FOR ENTERING AND OPERATING IN THE AOA, SIDA, AND NON-SIDA WORK AREA. FURTHER, IT WILL REMAIN THE CONTRACTOR'S RESPONSIBILITY TO KEEP HIMSELF ADVISED OF ANY CHANGES IN REQUIREMENTS, TO ADHERE TO CURRENT REGULATIONS, AND TO ADHERE TO CURRENT REGULATIONS FOR SECURITY BADGING OF HIS PERSONNEL.
3. SECURITY VIOLATIONS COMMITTED BY CONTRACTOR PERSONNEL MAY RESULT IN AN \$11,000 FINE FROM THE TSA, WHICH WILL BE PASSED ON TO THE CONTRACTOR.
4. THE CONTRACTOR SHALL NOT BEGIN WORK UNLESS AND UNTIL 7 DAYS PRIOR NOTICE HAS BEEN GIVEN TO THE AIRPORT MANAGEMENT. CROSSING OF RUNWAYS OR TAXIWAYS IS NOT ALLOWED FOR THIS PROJECT.
5. IN AN EMERGENCY SITUATION THE CONTRACTOR IS TO NOTIFY THE PUBLIC SAFETY OFFICE IMMEDIATELY. THE PUBLIC SAFETY OFFICE CAN BE REACHED BY PHONE AT 910-341-4336.
6. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL DESIGNATE A REPRESENTATIVE AND ALTERNATE TO CONTACT ON A 24 HOUR BASIS SHOULD PROBLEMS ARISE. THE CONTRACTOR SHALL PROVIDE A CONTACT LIST FOR ALL SUPERVISORY PERSONNEL AND ALL SUBCONTRACTORS.
7. A DAILY START-UP AND SHUT-DOWN CHECKLIST WILL BE JOINTLY PREPARED BY THE CONTRACTOR AND AIRPORT MANAGEMENT. THE CHECKLIST WILL BE LOWERED THROUGHOUT THE PROJECT. THE CHECKLIST SHALL INCLUDE, BUT NOT BE LIMITED TO BARRICADES, FLAGS, HAUL ROUTES, SECURING OF ACCESS GATES, CLEAN UP, ETC. THE CONTRACTOR'S SITE SUPERVISOR AND LABOR CREW SHALL NOT LEAVE THE WORK SITE UNTIL SUCH TIME AS THE PUBLIC SAFETY OFFICE HAS INSPECTED THE AREA AND SIGNED OFF ON THE DAILY CHECKLIST.
8. UNDERGROUND UTILITIES ARE KNOWN TO BE LOCATED IN THE PROJECT AREA. EXISTING UNDERGROUND UTILITIES INCLUDING BUT NOT LIMITED TO SEWER, WATER, TELEPHONE, DUKE ENERGY, CABLE TV, FIBER OPTIC, AND TELEPHONE AND OTHER UTILITIES MAY BE IN THE PATH OF CONSTRUCTION, BOTH UTILITY AND "PRIVATE" (AIRPORT, TSA, AIRLINES) LINES ARE PRESENT. LOCATIONS OF UTILITIES IF SHOWN ON THE PLANS ARE APPROXIMATE ONLY. ALL UTILITIES AND FACILITIES ARE NOT NECESSARILY INDICATED ON PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT EXISTING UTILITIES AND FACILITIES FROM DAMAGE.
9. THE CONTRACTOR SHALL CLEAN ALL CONSTRUCTION AREAS OF LITTER, LOOSE PAPERS, DEBRIS, ETC. ON A DAILY BASIS, OR AS DIRECTED. PRIOR TO THE CLOSE OF DAILY OPERATIONS, CONTRACTOR SHALL INSPECT ALL ACTIVE AIR OPERATIONS AREAS AND CONSTRUCTION AREA FOR FOD AND LITTER. ALL DEBRIS SHALL BE CLEANED UP AND PROPERLY DISPOSED OF PRIOR TO RELEASE OF CREWS FROM EACH SHIFT.
10. INSPECTION – FREQUENT INSPECTIONS WILL BE MADE BY THE AIRPORT PUBLIC SAFETY OFFICE DURING CRITICAL PHASES OF THE WORK TO ENSURE THAT THE CONTRACTOR IS FOLLOWING THE RECOMMENDED AIRFIELD SAFETY PROCEDURES.

GENERAL NOTES:

1. IT IS THE INTENT OF THE OWNER THAT THE WILMINGTON INTERNATIONAL AIRPORT WILL REMAIN OPEN TO AIR TRAFFIC DURING THE WORK ACCOMPLISHED UNDER THIS PROJECT. THERE MAY BE MORE THAN ONE CONTRACTOR WORKING ON THE AIRPORT SIMULTANEOUSLY. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE ALL WORK TO MINIMIZE CONFLICTS WITH OTHER CONTRACTORS.
2. PRIOR TO LEAVING WORK EACH DAY, CONTRACTOR SHALL RETURN HIS EQUIPMENT AND MATERIALS TO THE STAGING AREAS IDENTIFIED ON THE PLANS.
3. ALL CONTRACTOR PERSONNEL, INCLUDING BUT NOT LIMITED TO, GENERAL LABORERS, SUBCONTRACTORS, DRIVERS, AND JOURNEYMEN WORKING IN THE PROJECT WORK AREA MUST AT ALL TIMES REMAIN WITHIN VISUAL AND VOICE RANGE OF CONTRACTOR SUPERVISORY PERSONNEL BADGED BY THE AIRPORT. SEE ESCORT TABLE FOR REQUIREMENTS.
4. PRIOR TO ENTERING THE SECURED AREA OF THE AIRPORT EACH DAY, THE CONTRACTOR SHALL CHECK IN WITH THE PSO. ALL VEHICLES ENTERING THE SIDA AREA SHALL BE INSPECTED BY PSO OFFICERS AT THE GATE.

THE CONTRACTOR SHALL COORDINATE INGRESS-EGRESS REQUIREMENTS WITH THE AIRPORT MANAGEMENT. ALL OPEN GATES TO SECURED AIRPORT AREAS SHALL BE MONITORED CONTINUOUSLY BY CONTRACTOR'S PERSONNEL TO CONTROL ACCESS TO SECURED AREA OR SHALL BE CLOSED AND LOCKED. CONTRACTOR PERSONNEL SHALL NOT ALLOW ANY UNAUTHORIZED PERSONNEL TO ENTER THROUGH THE GATES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING AND LOCKING ALL GATES WHEN NOT IN USE AND AT THE END OF EACH DAY'S OPERATIONS. IT IS RECOMMENDED THAT THE CONTRACTOR KEEP ALL VEHICLES ENTERING AND LEAVING THE PROJECT AREAS. CONTRACTOR SHALL INTERLOCK AT PADLOCKED GATES. CONTRACTOR SHALL PROVIDE A COPY OF ALL GATE KEYS TO THE PSO. CONTRACTOR SHALL PROVIDE A LIST OF ALL KEY HOLDERS WHICH SHALL BE KEPT UPDATED THROUGHOUT THE PROJECT.

- ALL CONSTRUCTION VEHICLES MUST BE CLEARED FOR ACCESS BY THE AIRPORT MANAGEMENT. PERSONAL CARS SHALL BE PARKED OUTSIDE OF SECURED AIRFIELD AREAS. ALL VEHICLES OPERATING IN THE SIDA SHALL BE LIGHTED OR FLAGGED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-26. COPIES OF THE ADVISORY CIRCULAR WILL BE MADE AVAILABLE UPON REQUEST.
5. FOR THIS PROJECT, CONSTRUCTION VEHICLES ARE PROHIBITED FROM OPERATING ON ACTIVE RUNWAYS AND TAXIWAYS, EXCEPT FOR A PORTION OF TAXIWAY F AS SPECIFIED.
 6. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO ASSURE THAT SUCH OPERATIONS DO NOT IMPEDE ACCESS TO ANY AREA OF THE AIRFIELD AT ANY TIME FOR THE AIRPORT'S AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLES AND OTHER EMERGENCY VEHICLES. ARFF VEHICLE ACCESS SHALL BE A STANDING AGENDA ITEM FOR ALL PROGRESS MEETINGS. THE CONTRACTOR SHALL COOPERATE FULLY AND IMMEDIATELY WITH ANY DIRECTIVES ISSUED BY AIRPORT PUBLIC SAFETY OFFICE PERSONNEL RELATIVE TO EMERGENCY ACCESS.
 7. ACCESS ROADS TO BE USED UNDER THIS CONTRACT SHALL BE THOSE DESIGNATED AND APPROVED BY THE ENGINEER. IN GENERAL, THE CONTRACTOR SHALL CONFINE HIS EQUIPMENT AND HAULING WHERE PRACTICAL TO EXISTING ROADS ON THE AIRPORT. IF EXISTING PAVEMENT OR ROAD SURFACE IS DAMAGED BY THE CONTRACTOR'S HAULING OPERATIONS, IT SHALL BE REPAIRED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. METAL TRUCK VEHICLES WILL NOT BE PERMITTED TO OPERATE ON OR ACROSS EXISTING PAVEMENT WITHOUT PROTECTIVE MATTING TO PREVENT MARRING OF THE PAVEMENT SURFACE.
 8. ALL EXISTING UTILITIES AND FACILITIES SHALL BE CAREFULLY PROTECTED BY THE CONTRACTOR. ANY FACILITIES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY AND RESTORED TO ORIGINAL CONDITION AT CONTRACTOR'S COST.
 9. CONTRACTOR SHALL DISPOSE OF CONSTRUCTION DEBRIS OFF AIRPORT PROPERTY IN A PROPERLY PERMITTED FACILITY. ALL COSTS FOR OFFSITE DISPOSAL SHALL BE INCLUDED IN THE BASE BID.

CONSTRUCTION CONTRACTOR'S RESPONSIBILITIES

1. SUBMIT PLANS TO THE AIRPORT OPERATOR ON HOW TO COMPLY WITH THE SAFETY REQUIREMENTS OF THE PROJECT.
2. HAVE A COPY OF THE PROJECT AIRPORT SAFETY PLANS AVAILABLE ON SITE.
3. COMPLY WITH THE AIRPORT SAFETY PLAN ASSOCIATED WITH THE CONSTRUCTION PROJECT AND ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SAFETY PROCEDURES AND REGULATIONS ON THE AIRPORT.
4. PROVIDE A POINT OF CONTACT WHO WILL COORDINATE AN IMMEDIATE RESPONSE TO CORRECT ANY CONSTRUCTION-RELATED ACTIVITY THAT MAY ADVERSELY AFFECT THE OPERATIONAL SAFETY OF THE AIRPORT.
5. PROVIDE A SAFETY/CONSTRUCTION INSPECTOR FAMILIAR WITH AIRPORT SAFETY TO MONITOR CONSTRUCTION ACTIVITIES.
6. RESTRICT MOVEMENT OF CONSTRUCTION VEHICLES TO CONSTRUCTION AREAS BY FLAGGING AND BARRICADING, ERECTING TEMPORARY FENCING, OR PROVIDING ESCORTS AS APPROPRIATE.
7. ENSURE THAT NO CONSTRUCTION EMPLOYEES, EMPLOYEES OF SUBCONTRACTORS OR SUPPLIERS, OR OTHER PERSONS ENTER ANY PART OF THE AIR OPERATIONS AREAS (AOA) FROM THE CONSTRUCTION SITE EXCEPT AS AUTHORIZED.
8. THE CONTRACTOR SHALL HAVE A MINIMUM OF 2 SUPERVISORY PERSONNEL BADGED BY THE AIRPORT SECURITY OFFICE ON SITE AT ALL TIMES. AN ADEQUATE NUMBER OF BADGED SUPERVISORY PERSONNEL SHALL BE PROVIDED TO ASSURE FULL SUPERVISION FOR WORK REQUIRED WITHIN THE SIDA AREA.
9. THE CONTRACTOR IS ADVISED THAT DUST, SMOKE, DEBRIS, ETC. POSES A SERIOUS RISK OF DAMAGE TO AIRCRAFT ENGINES AND SURFACES AND CAN BE MOVED BY WIND. IN THE EVENT OF A DUST, SMOKE, OR FIRE ACTION, AND CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL DILIGENTLY CONTROL ALL LOOSE MATERIAL, DEBRIS, WASTE MATERIALS, DUST, ETC. TO MINIMIZE THIS RISK.
10. THE CONTRACTOR SHALL FAMILIARIZE HIS PERSONNEL, SUBCONTRACTORS, AND SUPPLIERS WITH THE NOISE, JET BLAST, AND PROF WASH EFFECTS OF ACTIVE AIRCRAFT OPERATIONS ADJACENT TO THE CONSTRUCTION AREAS AND SHALL PLAN CONSTRUCTION AND MATERIAL HANDLING OPERATIONS ACCORDINGLY.
11. THE CONTRACTOR SHALL FAMILIARIZE HIS PERSONNEL, SUBCONTRACTORS, AND SUPPLIERS WITH AIRPORT SECURITY ISSUES, SHALL FULLY COOPERATE WITH AIRPORT, PSO, AND TSA SECURITY PERSONNEL, AND SHALL REPORT ANY SUSPICIOUS ACTIVITY TO AIRPORT POLICE.

SIDA BADGES, ESCORTING, SECURITY, STAGING AND ACCESS REQUIREMENTS

1. ALL WORK OF THIS PROJECT IS LOCATED WITHIN OR IMMEDIATELY ADJACENT TO THE SECURITY IDENTIFICATION DISPLAY AREA (SIDA) AT THE WILMINGTON INTERNATIONAL AIRPORT. THEREFORE, ALL WORK SHALL BE PERFORMED BY WORKERS BEARING AIRPORT ISSUED SIDA BADGES OR UNDER THE DIRECT CONTROL OF A WORKER BEARING AN AIRPORT ISSUED SIDA BADGE. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ARRANGING FOR AN ADEQUATE NUMBER OF CONTRACTOR AND SUBCONTRACTOR PERSONNEL TO OBTAIN BADGES SO AS TO MEET THIS REQUIREMENT.
2. THE CONTRACTOR SHALL COORDINATE WITH THE ARCHITECTURAL TEAM AND AIRPORT MANAGEMENT WITH REGARD TO THE ADVANCE SCHEDULING AND TSA REVIEW AND APPROVAL OF UPCOMING CHANGES IN SECURED AREA AND SIDA LIMITS, BOTH INSIDE AND OUTSIDE OF THE TERMINAL BUILDING. ALLOW 45 CALENDAR DAYS FOR TSA REVIEW AND APPROVAL OF SUCH CHANGES.
3. THE SIDA IS THAT AREA OF THE AIRPORT WHERE SECURITY MEASURES ASSOCIATED WITH AIRLINE OPERATIONS ARE IN PLACE. THE SIDA INCLUDES ALL OF THE AIR CARRIER APRON AND PORTIONS OF THE AIRLINE TERMINAL BUILDING, INCLUDING THE OUTBOUND BAGGAGE SCREENING AND MAKE-UP ROOM. A TEMPORARY NON-SIDA WORK AREA WILL BE ESTABLISHED FOR CONSTRUCTION OF THE BUILDING EXPANSION.
4. PORTIONS OF THE LOWER LEVEL OF THE AIRLINE TERMINAL BUILDING, INCLUDING THE MAIN HALLWAYS, ARE NOT WITHIN THE SIDA, BUT ARE NOT OPEN TO THE GENERAL PUBLIC. ALL DOORS TO THE SIDA ARE SECURITY DOORS AND MUST REMAIN SECURE AT ALL TIMES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AT ALL TIMES AN ADEQUATE NUMBER OF PERSONNEL WITH AIRPORT SIDA BADGES WITH ESCORT PRIVILEGES AND COMPLETED TRAINING SUCH THAT ALL WORK CREWS ARE ESCORTED AT ALL TIMES BY BADGED PERSONNEL. ALL UNBADGED PERSONNEL SHALL BE ESCORTED BY BADGED PERSONNEL AND MUST BE WITHIN VISUAL AND VOICE CONTACT RANGE OF THE BADGED ESCORT AT ALL TIMES. ALL BADGED PERSONNEL MUST DISPLAY (WEAR) THEIR BADGE ON THEIR PERSON (ATTACHED TO THE OUTER LAYER OF CLOTHING BETWEEN THE SHOULDER AND WAIST) AT ALL TIMES WHEN ON SITE, REGARDLESS OF WHETHER THEY ARE PRESENT INSIDE THE SECURED AREA AND REGARDLESS OF WHETHER OR NOT THEY ARE ACTIVELY ESCORTING UNBADGED PERSONNEL. ALL CONTRACTOR, SUBCONTRACTOR, DELIVERY AND SUPPLIER PERSONNEL WORKING WITHIN OR ADJACENT TO THE SIDA MUST HAVE SIDA BADGES ISSUED BY THE AIRPORT OR SHALL BE UNDER THE CONTROL OF PERSONNEL WITH SIDA BADGES. SEE ESCORT TABLE FOR REQUIREMENTS.
6. ANY BADGED INDIVIDUAL WHO FORGETS, MISPLACES OR OTHERWISE DOES NOT HAVE HIS/HER BADGE DISPLAYED ON HIS/HER PERSON MAY NOT BE ESCORTED BY ANOTHER BADGED INDIVIDUAL AND MUST RETRIEVE HIS/HER BADGE PRIOR TO SIDA ENTRY. LOST BADGES MUST BE REPORTED IMMEDIATELY TO THE CONTRACTOR BADGE MANAGER AND TO THE PSO. CHARGES MAY APPLY FOR REPLACEMENT BADGES.
7. SIDA BADGES MUST BE OBTAINED THROUGH THE AIRPORT PUBLIC SAFETY OFFICE (PSO), LOCATED AT THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) STATION. BADGING FOR EACH INDIVIDUAL REQUIRES COMPLETION OF THE APPLICATION FORM, PAYMENT OF A PROCESSING FEE (\$90.00 PER INDIVIDUAL REQUESTING A BADGE), PRESENTATION OF TWO ACCEPTABLE FORMS OF IDENTIFICATION, A BACKGROUND CHECK BY PSO STAFF, DIGITAL FINGERPRINTING BY PSO STAFF AND FEDERAL PROCESSING THEREOF AND TRAINING. ALLOW TWO HOURS FOR APPLICATION SUBMITTAL AND FINGERPRINTING AND FOUR HOURS (ON A SUBSEQUENT DAY) FOR TRAINING AND BADGE ISSUANCE. ALLOW TWO WEEKS FOR THE BADGING PROCESS. IN THAT THE CONTRACT WORK IS MULTI-YEAR, BADGED CONTRACTOR AND SUBCONTRACTOR PERSONNEL SHALL BE REQUIRED TO UNDERGO ANNUAL RECURRENT TRAINING.
8. BADGE TRAINING SHALL INCLUDE SIDA RAMP DRIVING AND SIDA ESCORT PRIVILEGES. AUTHORIZED DRIVING WILL BE LIMITED TO THE GATE A5 ACCESS TO THE PSO, TAXIWAY F FROM PSO TO THE AIR CARRIER APRON AND THE AIR CARRIER APRON ADJACENT TO THE TERMINAL BUILDING. DRIVING WITHIN THE ATC GROUND CONTROL MOVEMENT AREA IS NOT REQUIRED FOR THIS PROJECT AND IS PROHIBITED.
9. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING A BADGE AND SECURITY MANAGEMENT PROGRAM WITH A PRIMARY AND SECONDARY (BACK-UP) BADGE AND SECURITY MANAGER. THESE INDIVIDUALS SHALL BE DESIGNATED BY THE CONTRACTOR AS HAVING SIGNATORY AUTHORITY FOR AIRPORT SECURITY BADGING MATTERS. THIS DESIGNATION SHALL BE IN THE FORM OF A NOTARIZED LETTER TO THE AIRPORT DIRECTOR, ON CONTRACTOR LETTERHEAD, SIGNED BY AN OFFICER OF THE COMPANY. THE SECURITY MANAGERS MUST OBTAIN AND MAINTAIN AIRPORT SIDA/SECURITY BADGES WITH ESCORT PRIVILEGES AND SHALL UNDERGO SIGNATORY AUTHORITY TRAINING BY THE AIRPORT. THE PROGRAM IS INTENDED TO MANAGE, COORDINATE (WITH AIRPORT MANAGEMENT) AND DOCUMENT: (1) THE SECURING OF AIRPORT SIDA BADGES FOR CONTRACTOR AND SUBCONTRACTOR PERSONNEL (THE APPLICATIONS ARE TO BE SIGNED BY THE SIGNATORY AUTHORITY AFTER THE APPLICANT HAS SIGNED THE FORM), (2) AIRPORT SECURITY AND SAFETY RELATED TRAINING, (3) AN INVENTORY OF ACTIVE BADGES, (4) IMMEDIATELY TURNING IN BADGES OF TERMINATED STAFF AND THE STAFF OF TERMINATED SUBCONTRACTORS, (5) REGULAR REVIEW AND UPDATES OF SECURITY MATTERS, PROJECT MEETING SECURITY RELATED AGENDA ITEMS, GATE KEEPING AND DOOR MANAGEMENT EFFORTS, TEMPORARY SIDA LIMITS (INCLUDING TEMPORARY WALLS, FENCES, GATES AND DOORS), DISCIPLINARY AND CORRECTIVE ACTIONS, AND ADVANCE PLANNING FOR CHANGES IN CONSTRUCTION WORK AREAS AND SIDA LIMITS.
10. ALL CONSTRUCTION VEHICLES ENTERING THE SIDA MUST BE INSPECTED BY PSO PERSONNEL. EXCEPT AS OTHERWISE AUTHORIZED, ALL VEHICLES REQUIRING ENTRY TO THE SIDA SHALL ENTER THE AIRPORT SECURITY PERIMETER AT GATE A5 AND SHALL PROCEED TO THE INSPECTION AREA AT THE PSO AS SHOWN ON THE PLAN. FOLLOWING INSPECTION, THE VEHICLE SHALL PROCEED TO THE SIDA WORK AREA VIA TAXIWAY F. CONSTRUCTION VEHICLES SHALL YIELD TO AIRCRAFT TRAFFIC OPERATING NEAR GATE A5, ON TAXIWAY F AND ON THE AIR CARRIER APRON. VEHICLE SHALL REMAIN WELL CLEAR OF MOVING AND PARKED AIRCRAFT. ON THE AIR CARRIER APRON, CONSTRUCTION VEHICLES SHALL REMAIN AS CLOSE AS POSSIBLE TO THE APRON EDGE AND THE AIRLINE TERMINAL BUILDING. CONSTRUCTION VEHICLES SHALL YIELD TO EMERGENCY VEHICLES, AIRLINE GROUND SERVICE VEHICLES (AIRCRAFT TUGS, BAGGAGE TUGS, BAGGAGE CARTS, BAGGAGE LOADERS, DEICING EQUIPMENT, ETC.), AIRCRAFT FUELING TRUCKS AND AIRPORT VEHICLES AT ALL TIMES.
11. CONSTRUCTION VEHICLES FOR THIS PROJECT ARE EXPRESSLY PROHIBITED FROM DRIVING IN THE AIR TRAFFIC CONTROL MOVEMENT AREA WHICH INCLUDES TAXIWAYS AND RUNWAYS (EXCEPT TAXIWAY F BETWEEN THE PSO AND THE AIR CARRIER APRON).
12. FOR SECURITY PHASING SETUP PHASE 1, ANY VEHICLE (SUCH AS DELIVERY TRUCKS, READY MIX CONCRETE TRUCKS, ETC.) NOT DRIVEN BY A SIDA BADGED INDIVIDUAL WILL REQUIRE AN ESCORT VEHICLE (WITH A SIDA BADGED DRIVER). THE ESCORT VEHICLE/DRIVER SHALL ESCORT THE VEHICLE FROM GATE A5 TO THE PSO FOR INSPECTION, FROM THE PSO TO THE SIDA WORK AREA AND BACK TO GATE A5 TO EXIT THE AIRPORT. NO MORE THAN TWO VEHICLES MAY BE LED BY ONE ESCORT VEHICLE.
13. DEPENDING ON PSO STAFF WORK LOAD, INFREQUENT LARGE-SCALE DELIVERIES TO THE SITE STAGING AREA MAY BE AUTHORIZED FOR ENTRY AND INSPECTION AT GATE A3. GATE A3 IS NOT AVAILABLE FOR ROUTINE CONSTRUCTION ACCESS.
14. CONSTRUCTION VEHICLES ROUTINELY ENTERING THE SIDA WORK AREA OR NON-SIDA WORK AREA MUST BEAR THE NAME AND PHONE NUMBER OF THE CONTRACTOR OR SUBCONTRACTOR, SHALL BE REGISTERED WITH THE PSO (THROUGH THE CONTRACTOR BADGE MANAGER), AND SHALL BE EQUIPPED WITH AN AMBER BEACON.
15. THE PERSONAL VEHICLES OF WORKERS SHALL BE PARKED IN THE DESIGNATED AREA OUTSIDE THE AIRPORT PERIMETER FENCE. OVERFLOW CONTRACTOR PARKING IS AVAILABLE NEAR THE US CUSTOMS BUILDING.
16. VEHICLES ENTERING THE NON-SIDA WORK AREA DO NOT REQUIRE PSO INSPECTION BUT SHALL BE CONTROLLED BY THE CONTRACTOR'S GATE KEEPER. THE AIRPORT RESERVES THE RIGHT TO CONDUCT RANDOM SECURITY INSPECTIONS OF VEHICLES, MATERIALS, AND STORAGE BOXES AT ANY TIME.
17. THE CONTRACTOR IS REMINDED THAT WEAPONS ARE PROHIBITED ON AIRPORT PROPERTY AND THAT THIS IS A DRUG FREE WORK ZONE.
18. AN AREA AS SHOWN ON THE PLANS HAS BEEN RESERVED ON THE AIR CARRIER APRON FOR CONTRACTOR OPERATIONS. THE AREA IS WITHIN THE EXISTING SIDA LIMITS, BUT WILL BE ESTABLISHED AS A NON-SIDA WORK AREA. THE CONTRACTOR MAY USE THE AREA TO STORE MATERIALS, TOOLS AND EQUIPMENT AND TO PARK CONSTRUCTION VEHICLES. ALL HAND TOOLS AND HARDWARE SHALL BE STORED IN LOCKABLE STORAGE UNITS, TOOL BINS OR VEHICLE STORAGE COMPARTMENTS WHEN NOT IN USE. ALL STORAGE ELEMENTS MUST BE LOCKED WHEN THE CONTRACTOR IS NOT WORKING ON THE SITE. ALL STORAGE ELEMENTS, EQUIPMENT AND VEHICLES SHALL BE SUBJECT TO SECURITY INSPECTION AT ANY TIME. PORTIONS OF THE AREA ARE SUBJECT TO JET WASH FROM AIRCRAFT OPERATIONS; NO LOOSE OR LIGHTWEIGHT ITEMS SUSCEPTIBLE TO MOVEMENT UNDER WIND OR JET WASH SHALL BE STORED WITHOUT APPROPRIATE ANCHORAGE.
19. LOOSE GRAVEL, MATERIALS, TOOLS AND HARDWARE WHICH CAN BE LIFTED/TRANSPORTED BY WIND, JET BLAST OR RAINWATER POSE A SERIOUS THREAT OF FOREIGN OBJECT DEBRIS (FOD) DAMAGE TO AIRCRAFT AND JET ENGINES. THE CONTRACTOR SHALL VIGILANTLY CONTROL SPILLAGE, STORAGE AND ANY OTHER FOD HAZARDS RESULTING FROM CONSTRUCTION OPERATIONS.
20. TOOLS, EQUIPMENT AND MATERIALS SHALL NOT BE LEFT UNATTENDED OR UNLOCKED IN THE WORK AREA.
21. THE CONTRACTOR SHALL INSTRUCT ALL PERSONNEL REGARDING AIRPORT SECURITY MATTERS, INCLUDING BADGE CHALLENGES AND THE NEED FOR VIGILANCE AND IMMEDIATE REPORTING OF UNAUTHORIZED OR SUSPICIOUS PERSONNEL, VEHICLES, EQUIPMENT, MATERIALS OR ACTIVITIES.
22. THE CONTRACTOR SHALL INSPECT TEMPORARY SECURITY LINES (FENCES, GATES, DOORS, WALLS, LOCKING SYSTEMS) ON A DAILY BASIS (AT THE START AND COMPLETION OF EACH WORK SHIFT). SHALL IMMEDIATELY REPORT ANY APPARENT SECURITY BREACHES, SHALL ASSIGN A BADGED GATEKEEPER TO ANY BREACHED AREAS DISCOVERED, AND SHALL PROMPTLY REPAIR ANY BREACHED AREAS DISCOVERED TO THE SATISFACTION OF AIRPORT MANAGEMENT.
23. VEHICLES, EQUIPMENT AND MATERIALS SHALL NOT BE STORED WITHIN 10 FEET ON EITHER SIDE OF ANY EXISTING OR TEMPORARY FENCE LINE SERVING THE SIDA.
24. WEAPONS INCLUDING FIREARMS AND KNIVES ARE EXPRESSLY PROHIBITED. CUTTING TOOLS SHALL BE LIMITED TO THOSE REQUIRED FOR THE WORK AND SHALL BE SECURED IN LOCKED STORAGE ELEMENTS WHEN NOT IN USE.
25. TO THE MAXIMUM EXTENT PRACTICABLE, THE CONTRACTOR SHALL ESTABLISH PHYSICAL SEPARATION AND/OR TEMPORARY SIDA LIMITS, AS APPROPRIATE, TO ISOLATE CONSTRUCTION ACTIVITIES FROM ACTIVE AIRPORT OPERATIONS. IT IS UNDERSTOOD, HOWEVER, THAT A SIGNIFICANT AMOUNT OF CONSTRUCTION ACTIVITY MUST TAKE PLACE WITHIN ACTIVE SIDA AREAS. THE CONTRACTOR MUST STRICTLY ADHERE TO PERSONNEL ESCORT AND VEHICLE/EQUIPMENT INSPECTION REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING AND SECURING MATERIALS, TOOLS AND EQUIPMENT IN SIDA AREAS AND SHALL NOT LEAVE TOOLS, EQUIPMENT AND MATERIALS UNATTENDED UNLESS LOCKED AND/OR SECURED IN A MANNER ACCEPTABLE TO AIRPORT MANAGEMENT.
26. THE CONTRACTOR SHALL PERFORM ALL TEMPORARY WORK ASSOCIATED WITH TEMPORARY AND FINAL CHANGES IN SECURE AREA AND SIDA LIMITS AND ACCESS POINTS, INCLUDING ALL WORK NECESSARY TO ERECT TEMPORARY WALLS, FENCES, GATES AND DOORS, CHANGE LOOKS AND SIGNS, RELOCATE SECURITY DEVICES (ELECTRONIC ACCESS CARD READERS, KEYPADS, SURVEILLANCE CAMERAS, LIGHTING, ETC.) TO THE SATISFACTION OF AIRPORT MANAGEMENT.

AIRPORT SECURITY AREA DEFINITIONS AND ACCESS RESTRICTIONS

1. "SECURED AREA" – THE SECURED AREA IS THE AREA OF THE AIRPORT WHERE MEASURES ARE IN PLACE TO LIMIT ACCESS TO AUTHORIZED PERSONS. THE SECURED AREA BOUNDARY IS DELINEATED BY THE AIRPORT'S PERIMETER FENCE AND THE WALLS OF VARIOUS AIRPORT BUILDINGS, INCLUDING THE AIRLINE TERMINAL BUILDING. CONTRACTOR ACCESS INSIDE THE SECURED AREA REQUIRES A SIDA BADGE ISSUED BY THE AIRPORT OR ESCORT AT ALL TIMES BY AN INDIVIDUAL WITH AN AIRPORT ISSUED SIDA BADGE WITH ESCORT PRIVILEGES.
2. "AIR OPERATIONS AREA, AOA" – THE AIR OPERATIONS AREA (AOA) IS ANY AREA OF THE AIRPORT USED OR INTENDED TO BE USED FOR THE LANDING, TAKEOFF OR SURFACE MOVEMENT OF AIRCRAFT. THE AOA INCLUDES SUCH PAVED AND UNPAVED AREAS THAT ARE USED OR INTENDED TO BE USED FOR THE UNOBSTRUCTED MOVEMENT OF AIRCRAFT INCLUDING RUNWAYS, TAXIWAYS AND AIRCRAFT PARKING APRONS. FOR AIRPORT SECURITY PURPOSES, THIS TERM IS SOMETIMES USED TO MEAN THE SECURED AREA.
3. "SECURITY IDENTIFICATION DISPLAY AREA, SIDA" – THE SECURITY IDENTIFICATION DISPLAY AREA (SIDA) IS THE PORTION OF THE AIRPORT SECURED AREA WHERE SECURITY MEASURES ASSOCIATED WITH AIRLINE OPERATIONS ARE IN PLACE. THE SIDA INCLUDES THE ENTIRE AIR CARRIER APRON AND PORTIONS OF THE AIRLINE TERMINAL BUILDING. ACCESS INSIDE THE SIDA REQUIRES A SIDA BADGE ISSUED BY THE AIRPORT OR ESCORT AT ALL TIMES BY AN INDIVIDUAL WITH AN AIRPORT ISSUED SIDA BADGE WITH ESCORT PRIVILEGES. VEHICLES AND EQUIPMENT ENTERING THE SIDA MUST BE INSPECTED BY AUTHORIZED AIRPORT PERSONNEL PRIOR TO SUCH ENTRY. THE EXISTING OUTBOUND BAGGAGE SCREENING AND MAKE-UP ROOM IS PART OF THE SIDA AREA AND WILL REMAIN PART OF THE SIDA AREA THROUGHOUT CONSTRUCTION. THE NEW OUTBOUND BAGGAGE ROOM WILL BE INCLUDED IN THE NON-SIDA WORK AREA (SEE BELOW) UNTIL BAGGAGE SCREENING AND MAKE-UP OPERATIONS ARE INITIATED WITHIN THE SPACE (REFER TO BAGGAGE HANDLING SYSTEM (BHS) PHASING DRAWINGS). FROM THAT POINT, THE NEW OUTBOUND BAGGAGE ROOM WILL BE PART OF THE SIDA.
4. "STERILE AREA" – THE STERILE AREA IS THAT PORTION OF THE TERMINAL BUILDING BEYOND THE TSA PASSENGER SCREENING STATION. ALL PASSENGERS AND CARRY-ON BAGS IN THE AREA HAVE PASSED THROUGH THE SCREENING STATION LOCALLY (DEPARTING PASSENGERS) OR ELSEWHERE (ARRIVING PASSENGERS). ACCESS INSIDE THE STERILE AREA REQUIRES A SIDA BADGE ISSUED BY THE AIRPORT OR ESCORT AT ALL TIMES BY AN INDIVIDUAL WITH AN AIRPORT ISSUED SIDA BADGE WITH ESCORT PRIVILEGES. FOR THIS CONTRACT, ACCESS INTO THE STERILE AREA WILL GENERALLY NOT BE REQUIRED. CONSTRUCTION PERSONNEL SHALL NOT ENTER THE STERILE AREA UNLESS SPECIFICALLY AUTHORIZED.
5. "NON-SIDA WORK AREA" – FOR THIS CONSTRUCTION PROJECT, A NON-SIDA WORK AREA WILL BE ESTABLISHED FOR THE PURPOSE OF SEGREGATING MAJOR CONSTRUCTION WORK AREAS FROM ACTIVE SIDA AIRLINE OPERATIONS AREAS. ACCESS INSIDE THE NON-SIDA WORK AREA REQUIRES A SIDA BADGE ISSUED BY THE AIRPORT OR ESCORT AT ALL TIMES BY AN INDIVIDUAL WITH AN AIRPORT ISSUED SIDA BADGE WITH ESCORT PRIVILEGES. VEHICLES AND EQUIPMENT ENTERING THE NON-SIDA WORK AREAS VIA THE DESIGNATED ACCESS ROUTE (PORTAL GATE) WILL NOT REQUIRE INSPECTION PRIOR TO SUCH ENTRY BUT SHALL BE STRICTLY CONTROLLED BY SPECIALLY TRAINED AND SIDA BADGED CONTRACTOR PERSONNEL. THE NON-SIDA WORK AREA WILL BE DELINEATED BY TEMPORARY FENCE LINES, GATES, AND PERMANENT AND TEMPORARY WALLS ALL PROVIDED AND MAINTAINED BY THE CONTRACTOR.
6. "MOVEMENT AREA" AND "NON-MOVEMENT AREA" – THE MOVEMENT AREA IS THE RUNWAY AND TAXIWAY NETWORK SUBJECT TO AIR TRAFFIC CONTROL (ATC). THE NON-MOVEMENT AREA IS ANY AREA WHERE AIRCRAFT OPERATIONS ARE NOT SUBJECT TO AIR TRAFFIC CONTROL AND INCLUDES THE AIR CARRIER APRON AND THE SEGMENT OF TAXIWAY F CONNECTING THE AIR CARRIER APRON TO THE AIRPORT PUBLIC SAFETY OFFICE (PSO). WHEN THE AIRPORT TRAFFIC CONTROL TOWER IS OPEN, ACCESS ONTO, ACROSS OR THROUGH ANY SEGMENT OF THE MOVEMENT AREA (TAXIWAY AND RUNWAY NETWORK) REQUIRES REAL TIME CLEARANCE FROM FAA ATC GROUND TRAFFIC CONTROL. FOR THIS CONTRACT, ACCESS INTO THE MOVEMENT AREA IS GENERALLY NOT REQUIRED. CONTRACTOR PERSONNEL AND VEHICLES ARE EXPRESSLY PROHIBITED FROM ENTERING THE MOVEMENT AREA (INCLUDING ON FOOT) UNLESS SPECIFICALLY ARRANGED WITH AIRPORT PSO STAFF. DRIVING WITHIN THE MOVEMENT REQUIRES AN AIRPORT SIDA BADGE WITH DRIVING TRAINING AND PRIVILEGES.
7. "UN-SECURED AREA" – THE UN-SECURED AREA INCLUDES THE AREAS OF THE TERMINAL BUILDING AND AIRPORT GROUNDS FOR WHICH AIRPORT SECURITY ACCESS CONTROL MEASURES ARE NOT IN PLACE ("OUTSIDE THE FENCE"). THIS INCLUDES THE ACCESS ROADS, AUTOMOBILE PARKING LOTS AND PUBLIC AREAS OF THE TERMINAL BUILDING. IT ALSO INCLUDES AREAS OF LIMITED ACCESS SUCH AS AIRPORT OFFICES, CONFERENCE ROOMS, TENANT OFFICES AND LOCKED STORAGE AND MAINTENANCE ROOMS. WHILE AIRPORT ACCESS CONTROL MEASURES ARE NOT IN PLACE FOR THE UN-SECURED AREA, SUCH SECURITY MEASURES AS VIDEO SURVEILLANCE, POLICE PATROLS, LOCK MANAGEMENT AND VIGILANCE BY AIRPORT, TSA AND TENANT PERSONNEL ARE IN PLACE. FOR THIS PROJECT, ALL CONSTRUCTION ACTIVITY, INCLUDING WORK IN UN-SECURED AREAS, WILL REQUIRE SIDA BADGED SUPERVISORY PERSONNEL AND ESCORTS (SEE ESCORT TABLE).

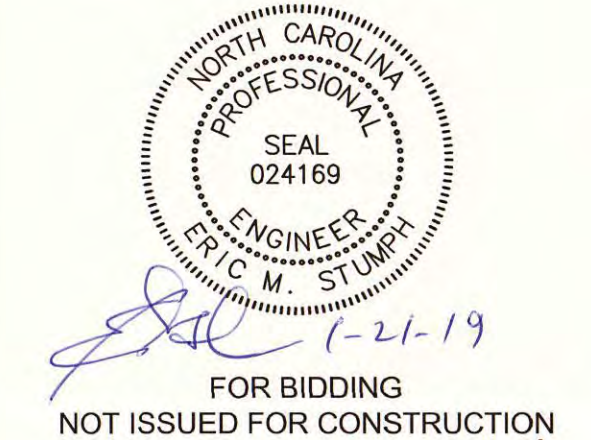
SECURITY PHASING

1. SETUP PHASE 1 CONFIGURATION (SHEET C-102)
 - ENTIRE AREA IS WITHIN SIDA
 - ACCESS VIA PSO AND GATE A3. ALL VEHICLES MUST BE INSPECTED UPON EACH ENTRY INTO SIDA
 - ESCORT LIMITATION: 5 UNBADGED PERSONNEL PER BADGED ESCORT
2. PHASE 1 CONFIGURATION IN PLACE (SHEET C-102)
 - THE PHASE 1 CONFIGURATION IS INTENDED TO AFFORD ACCESS, STAGING, AND OPERATIONAL SPACE FOR THIS CONTRACTOR TO ERECT THE BUILDING EXPANSION
 - NON-SIDA WORK AREA ESTABLISHED WITHIN TEMPORARY FENCE LINES.
 - ACCESS VIA GATE PORTAL. VEHICLE INSPECTION IS NOT REQUIRED. NOTE THAT THE AIRPORT RETAINS THE RIGHT TO CONDUCT RANDOM SECURITY INSPECTIONS OF VEHICLES AND MATERIALS STORED WITHIN THE NON-SIDA WORK AREA.
 - ESCORT LIMITATION: 12 UNBADGED PERSONNEL PER BADGED ESCORT
3. PHASE 2 CONFIGURATION (SHEET C-103)
 - THE PHASE 2 CONFIGURATION CONSISTS OF AN EXPANDED NON-SIDA WORK AREA WHICH MUST BE SHARED BY THIS CONTRACT 2 CONTRACTOR AND THE CONTRACT 3 CONTRACTOR. THE CONTRACT 3 NOTICE TO PROCEED (NTP) MAY FOLLOW AS SOON AS 5 MONTHS FOLLOWING THE CONTRACT 2 NTP. CONTRACT 2 CONTRACTOR WILL HAVE CONSIDERABLY LESS SPACE AVAILABLE FOR STAGING AND OPERATIONS, AND SHALL SHARE THE SPACE IN COORDINATION AND COOPERATION WITH THE CONTRACT 3 CONTRACTOR. THIS REQUIREMENT SHALL BE MET AT NO ADDITIONAL COST TO THE OWNER. EACH GENERAL CONTRACTOR SHALL PROVIDE GATE KEEPERS AT THE GATE PORTAL AS REQUIRED FOR OPERATIONS.
4. PHASE 3 CONFIGURATION (SHEET C-104)
 - THE PHASE 3 CONFIGURATION SHALL BE ESTABLISHED BY THE CONTRACT 2 CONTRACTOR IN CONNECTION WITH THE START-UP OF BAGGAGE SCREENING AND MAKE-UP ACTIVITIES IN THE NEW BAGGAGE ROOM. UPON ESTABLISHMENT OF THE PHASE 3 CONFIGURATION, THE NEW BAGGAGE ROOM AND SURROUNDING SPACE WILL BE WITHIN THE ACTIVE SIDA AREA. THE RECONFIGURED NON-SIDA WORK AREA AT THAT TIME SHALL BE FOR THE EXCLUSIVE USE OF THE CONTRACT 3 CONTRACTOR EXCEPT AS MAYBE COORDINATED BETWEEN THE TWO CONTRACTORS. ALL RAMP LEVEL CONSTRUCTION ACCESS FROM THIS POINT TO FINAL COMPLETION SHALL BE IN ACCORDANCE WITH SIDA REQUIREMENTS (ALL VEHICLES TO BE INSPECTED AND AN ESCORT LIMITATION OF 5 UNBADGED PERSONNEL PER BADGED ESCORT). ACCESS TO UPPER LEVEL WORK SHALL BE FROM THE LAND-SIDE CURB FRONT.

COLUMN LINE 3 WALLS AND SECURITY

1. EXISTING, TEMPORARY AND NEW WALLS IN THE VICINITY OF COLUMN LINE 3 WILL SERVE AS THE LIMIT OF VARIOUS SECURITY ZONES OVER THE COURSE OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING A LEVEL OF PHYSICAL SECURITY ALONG THESE WALLS AT ALL TIMES TO THE SATISFACTION OF THE OWNER AND TSA. ANY TIME THAT THE WALLS ARE NOT FULLY SECURE DUE TO DEMOLITION AND CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL PROVIDE SIDA BADGED PERSONNEL TO CONTINUOUSLY MONITOR THE OPENINGS.
2. ON THE RAMP LEVEL, THE COLUMN LINE 3 WALL, INCLUDING EXISTING AND PROPOSED DOORS WILL REPRESENT THE LIMIT BETWEEN SIDA (EXISTING BAG ROOM) AND THE NON-SIDA WORK AREA. ONCE THE NEW BAG ROOM IS PUT INTO INITIAL OPERATION FOR SCREENING AND BAGGAGE MAKE-UP, BOTH SIDES OF THE COLUMN LINE 3 WALL WILL BE SIDA. THE CONTRACTOR SHALL CONTROL OPENINGS IN THIS WALL TO PREVENT UNAUTHORIZED SIDA ACCESS FROM THE NON-SIDA WORK AREA.
3. ON THE UPPER LEVEL, THE COLUMN LINE 3 WALL WILL REPRESENT THE LIMIT BETWEEN UNSECURED AREA (THE EXISTING AIRLINE TICKET OFFICES) AND THE NON-SIDA WORK AREA. THE CONTRACTOR SHALL CONTROL OPENINGS IN THIS WALL TO PREVENT UNAUTHORIZED ACCESS FROM THE UNSECURED AREA INTO THE NON-SIDA WORK AREA.
4. THE EXISTING ROOF IS AN UNSECURED SPACE, BUT ACCESS POINTS ARE KEPT LOCKED. ON THE ROOF LEVEL, THE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO KEEP THE EXISTING ROOF ACCESS POINTS LOCKED, REPRESENTING CONTROL OF ACCESS TO THE NON-SIDA WORK AREA VIA THE EXISTING ROOF.

ESCORT TABLE		
SECURITY ZONE	LOCATIONS	MAXIMUM NUMBER OF UNBADGED PERSONNEL PER SIDA BADGED ESCORT
SIDA	+ AIR CARRIER APRON PRIOR TO ESTABLISHING NON-SIDA WORK AREA + AIR CARRIER APRON OUTSIDE NON-SIDA WORK AREA + EXISTING BAGGAGE SCREENING ROOM (ALWAYS) + NEW BAGGAGE MAKEUP ROOM (AS SOON AS MADE OPERATIONAL)	5
NON-SIDA WORK AREA	+ APRON AREA WITHIN TEMPORARY FENCE LINES + BUILDING EXPANSION (ALL LEVELS) PRIOR TO BENEFICIAL OCCUPANCY	12
UN-SECURED AREA	+ AREAS OUTSIDE OF THE AIRPORT PERIMETER FENCE + TICKET LOBBY + EXISTING AIRLINE TICKET OFFICES + NEW AIRLINE TICKET OFFICES ONCE READY TO OCCUPY + EXISTING ROOF + UN-SECURED HALLWAYS AND SPACES ON LOWER LEVEL	18



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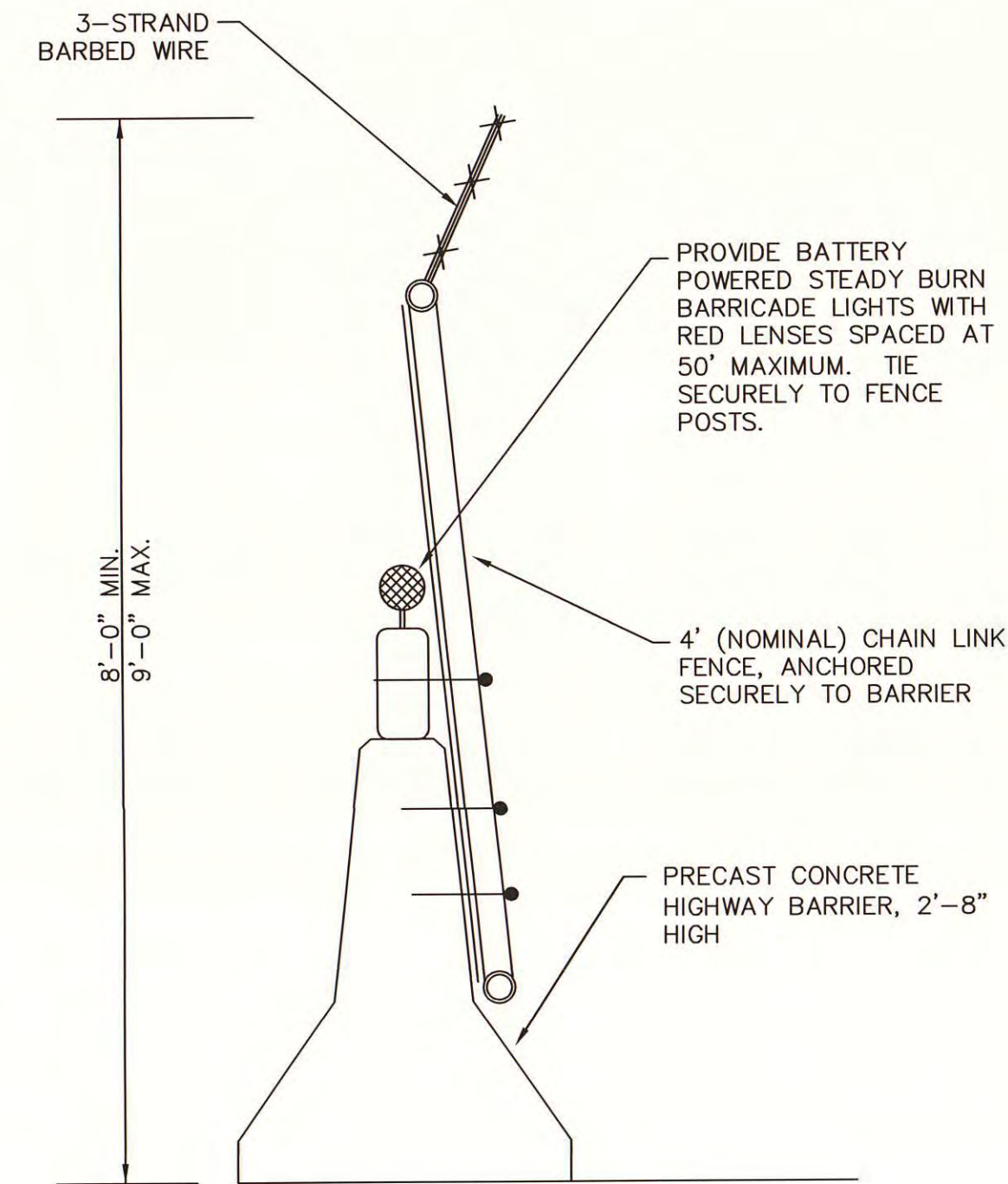
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01-22-2019

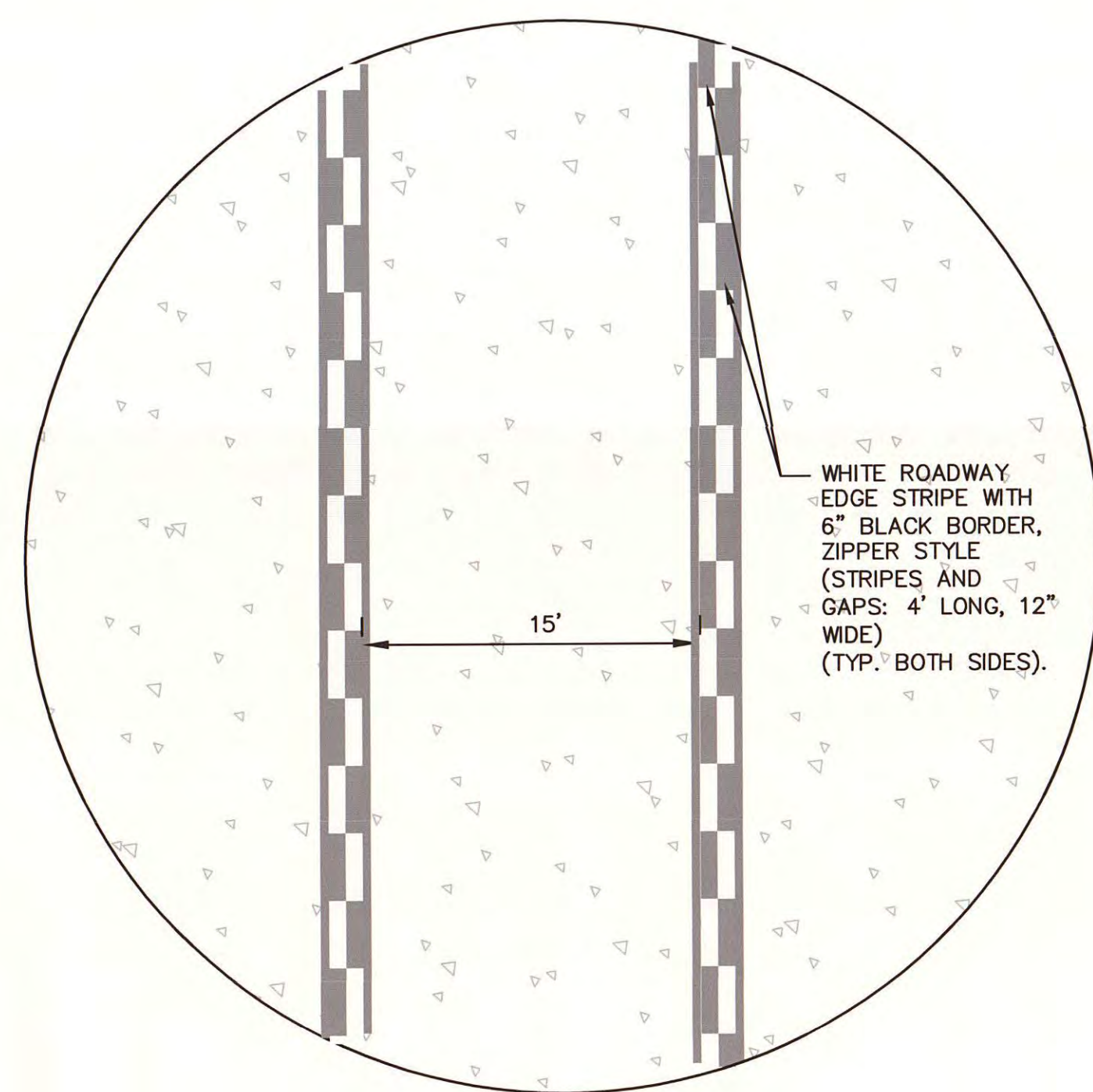
DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

PROJECT SAFETY PLAN NOTES

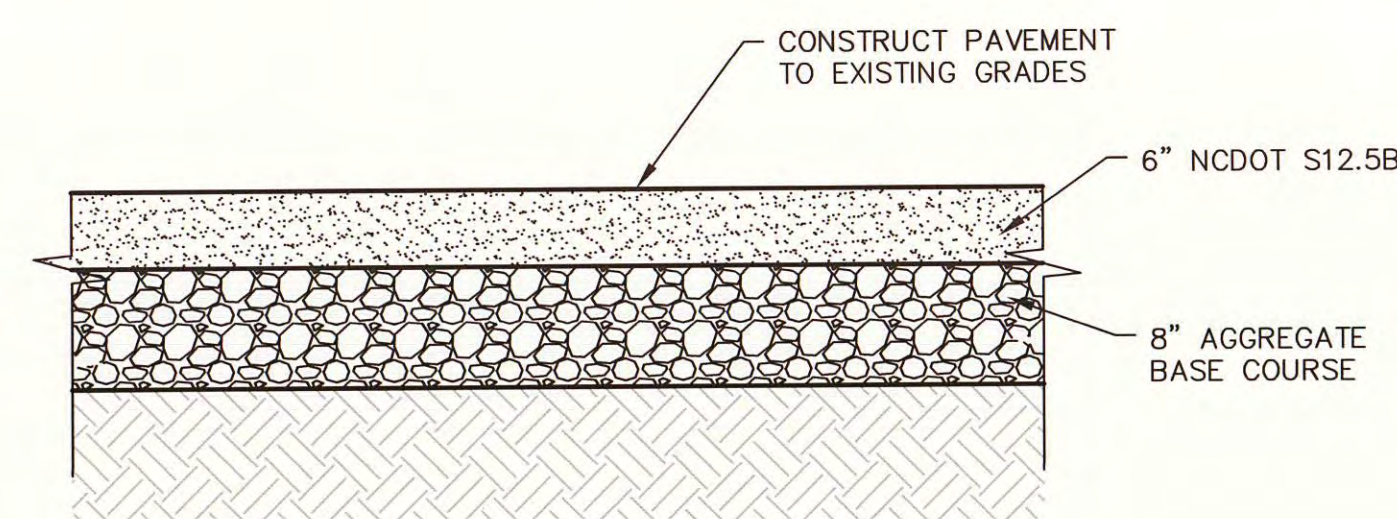
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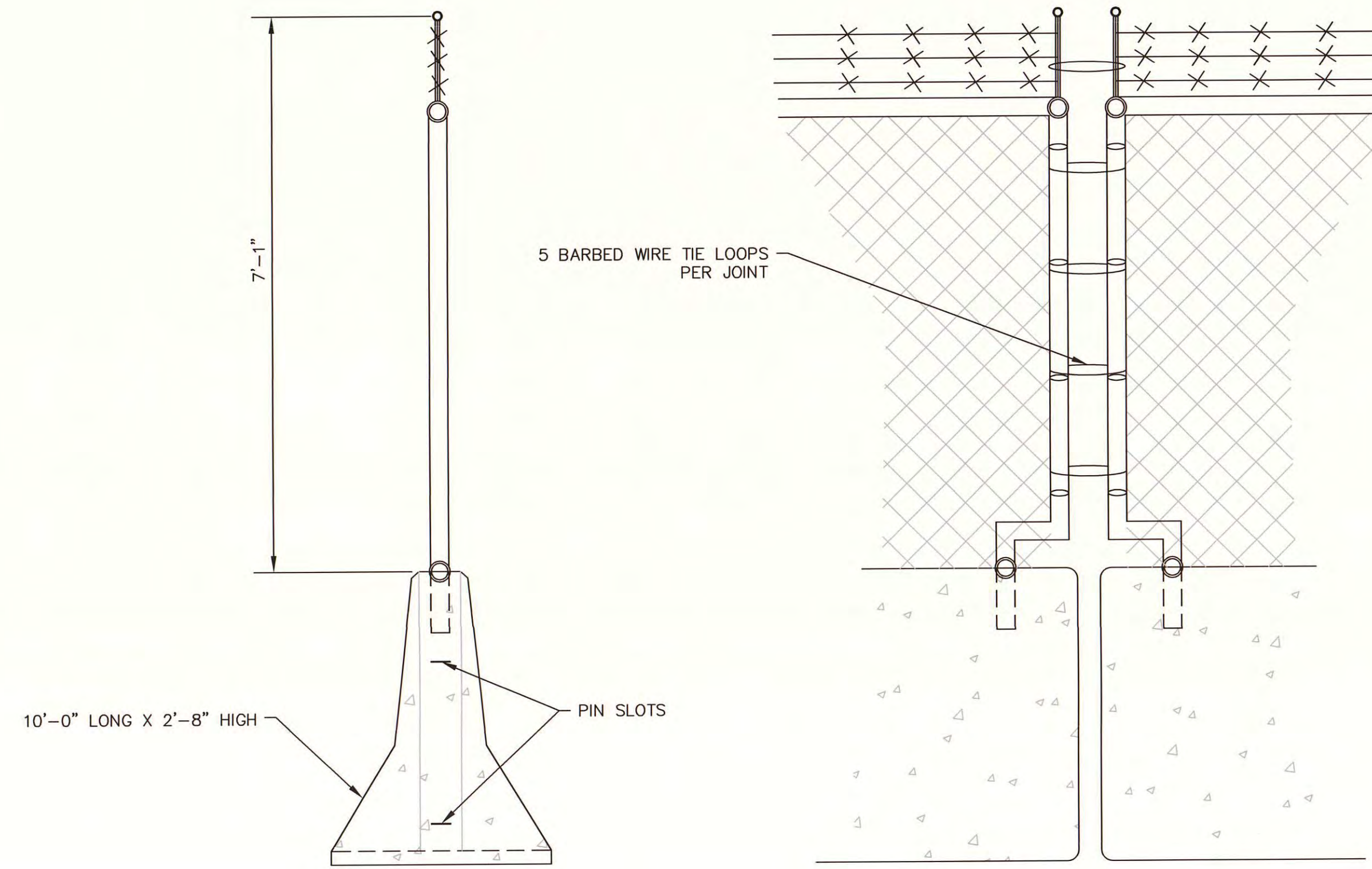
CONTINUOUS CONCRETE BARRIER WITH CHAIN LINK FENCE
NOT TO SCALE



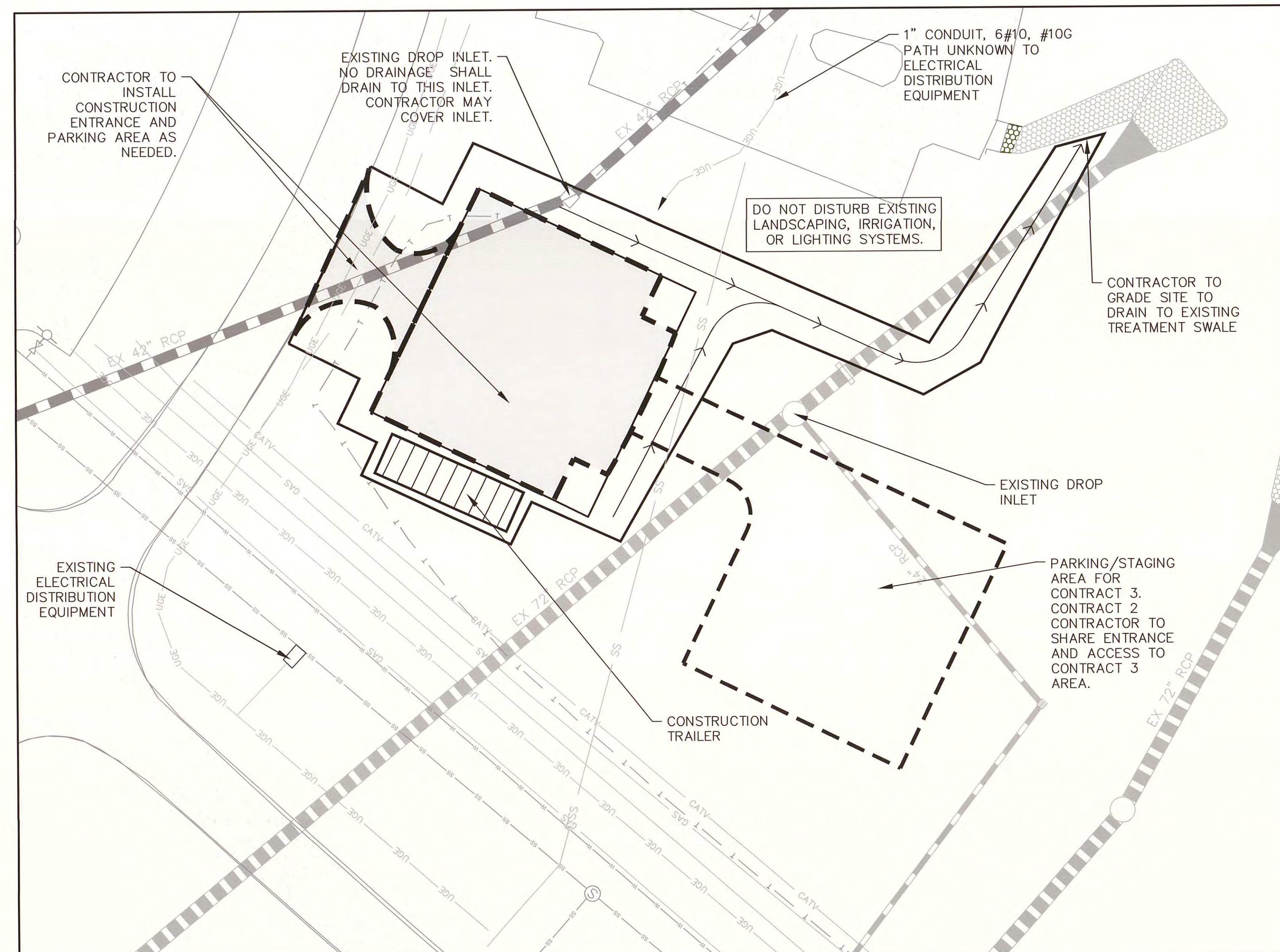
TYPICAL BAGGAGE LANE MARKING
NOT TO SCALE



PROPOSED TEMPORARY TRUCK ACCESS PAVEMENT
NOT TO SCALE



ALTERNATE - CONTINUOUS CONCRETE BARRIER WITH CHAIN LINK FENCE
NOT TO SCALE



INSET 2 - ADDITIONAL PARKING/STAGING AREA

NOTES:
CONTRACTOR MAY UTILIZE THIS AREA AS ADDITIONAL PARKING, STAGING, STOCKPILE AREA. AREA CONTAINS EXISTING WATER, POWER, SEWER, AND TELEPHONE. IF CONTRACTOR UTILIZES THIS SITE, CONTRACTOR IS RESPONSIBLE FOR GRADING AND DRAINAGE, AND OBTAINING AN EROSION AND SEDIMENTATION CONTROL PERMIT AND STORMWATER PERMIT IF REQUIRED.

CONTRACTOR SHALL HAVE ALL UTILITIES (PUBLIC AND PRIVATE) LOCATED PRIOR TO INITIATING WORK AND SHALL PROTECT ALL UTILITIES.

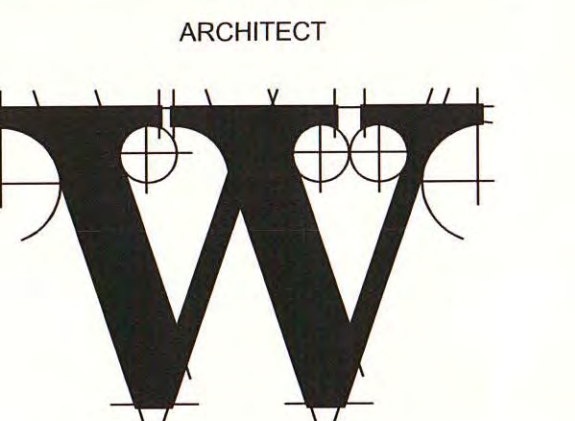


TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
1740 AIRPORT BOULEVARD, SUITE 12
WILMINGTON, NC 28405



FOR BIDDING
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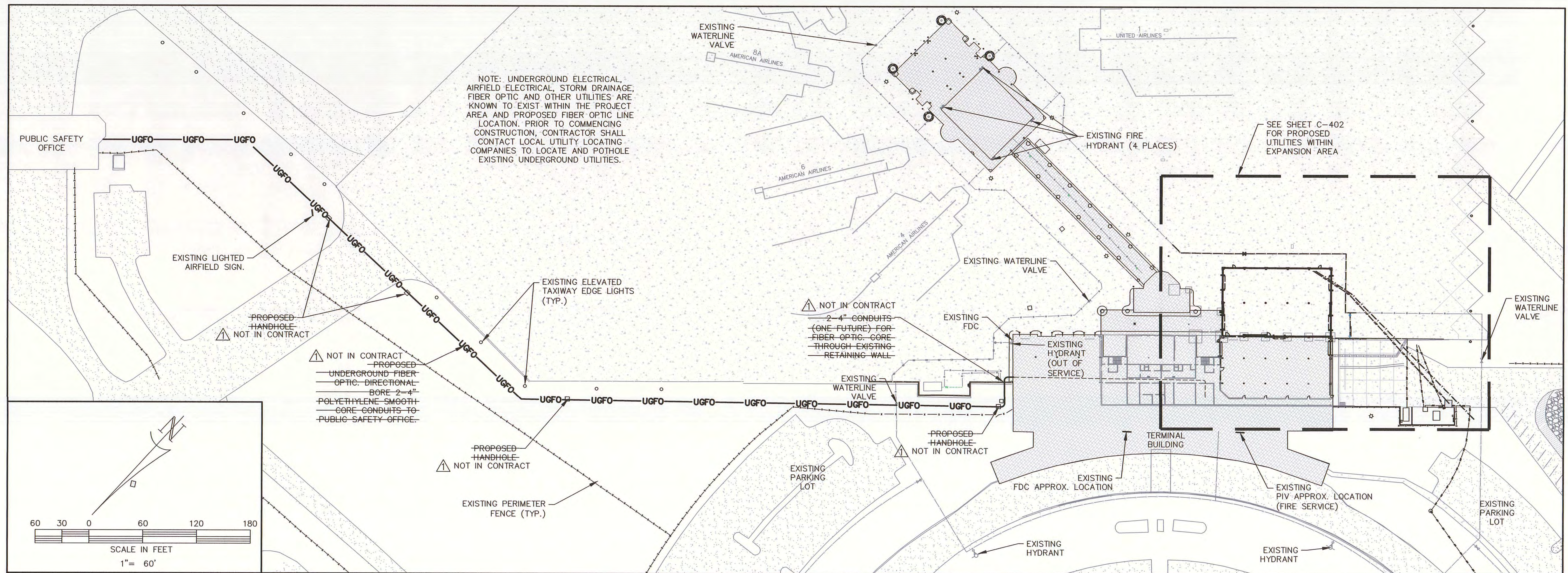
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DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

PROJECT SAFETY PLAN DETAILS

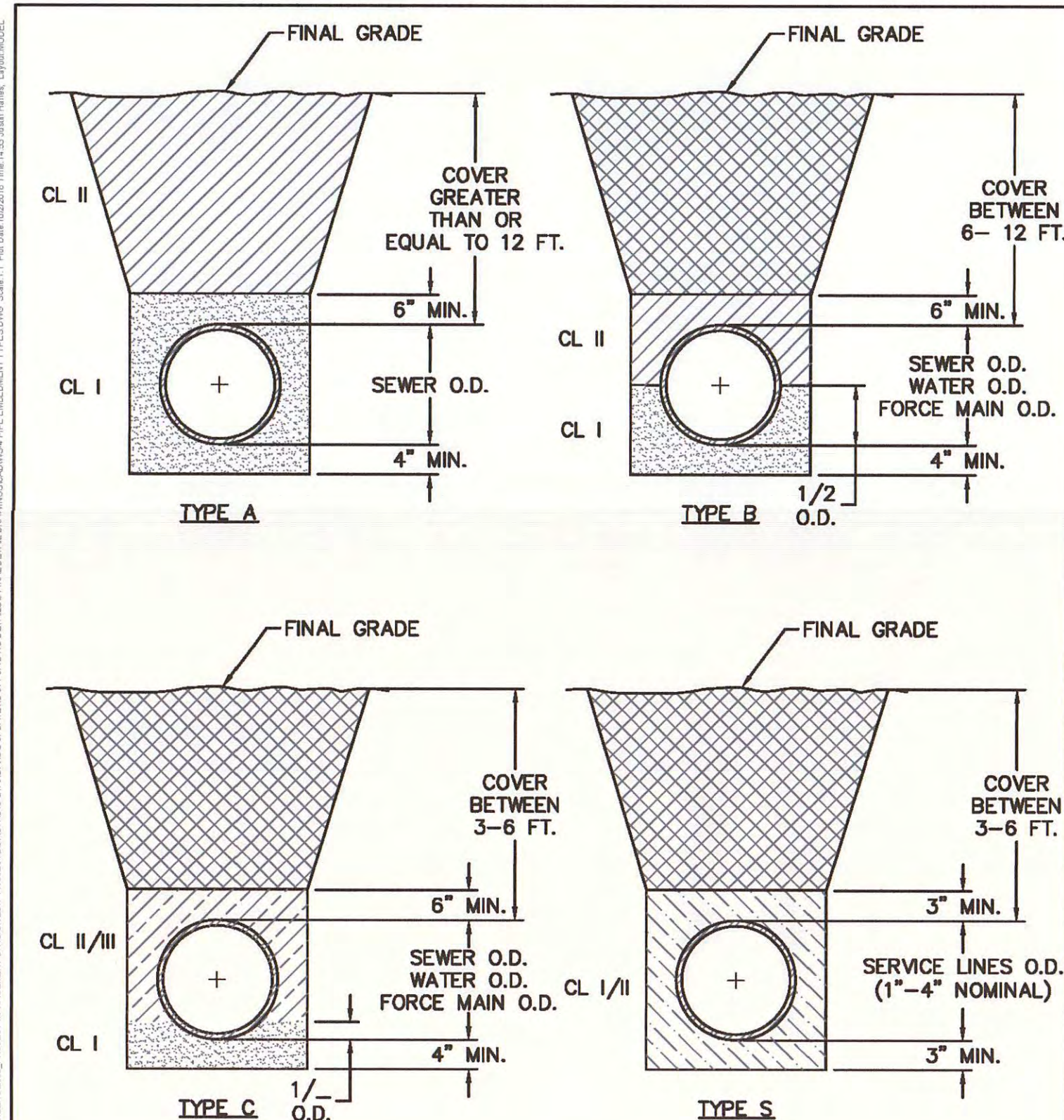
SHEET NUMBER:

C-106



OVERALL UTILITY PLAN

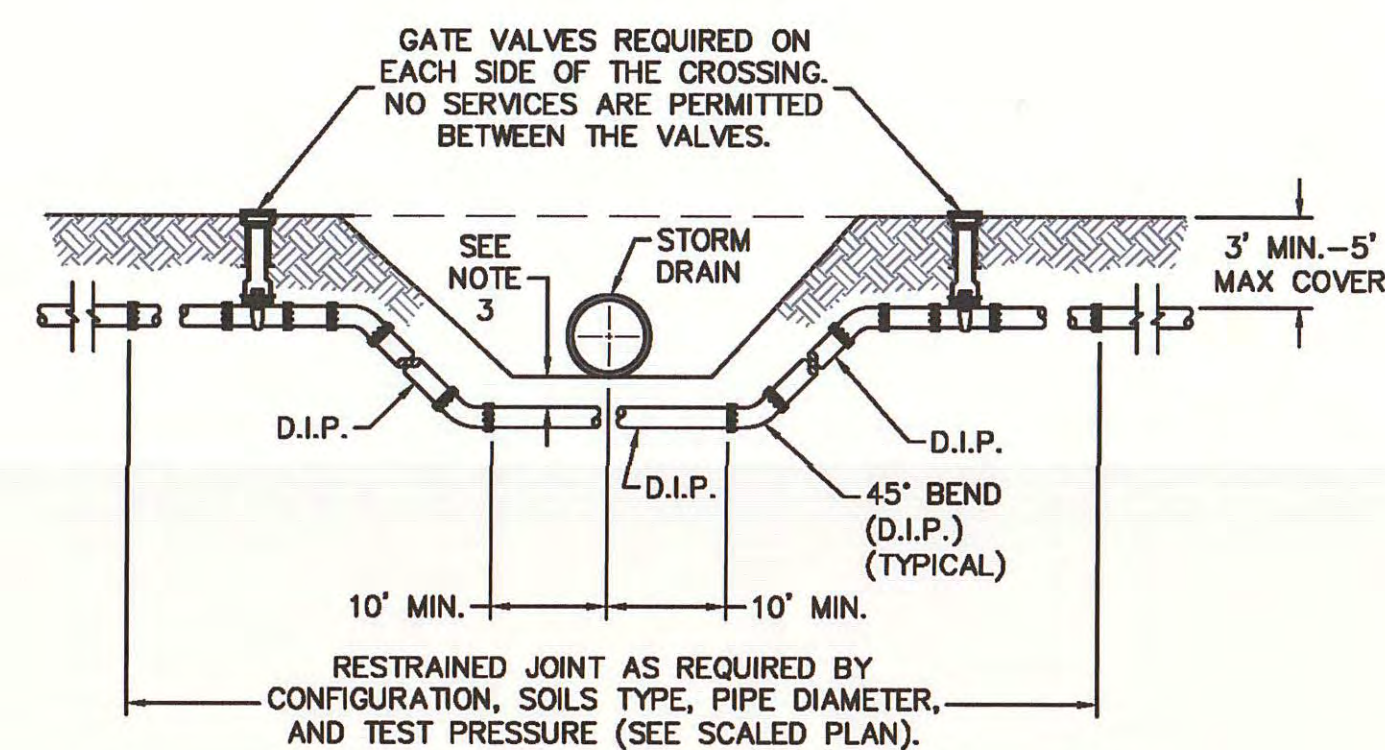
SCALE: 1" = 60'



COMPACTION NOTES:

1. ALL ZONES: 95% STD EFFORT PER ASTM D698, EXCEPT AS STATED IN COMPACTION NOTE 2.
2. 12" SUBGRADE UNDER PAVEMENT: 98% STD EFFORT PER ASTM D698.

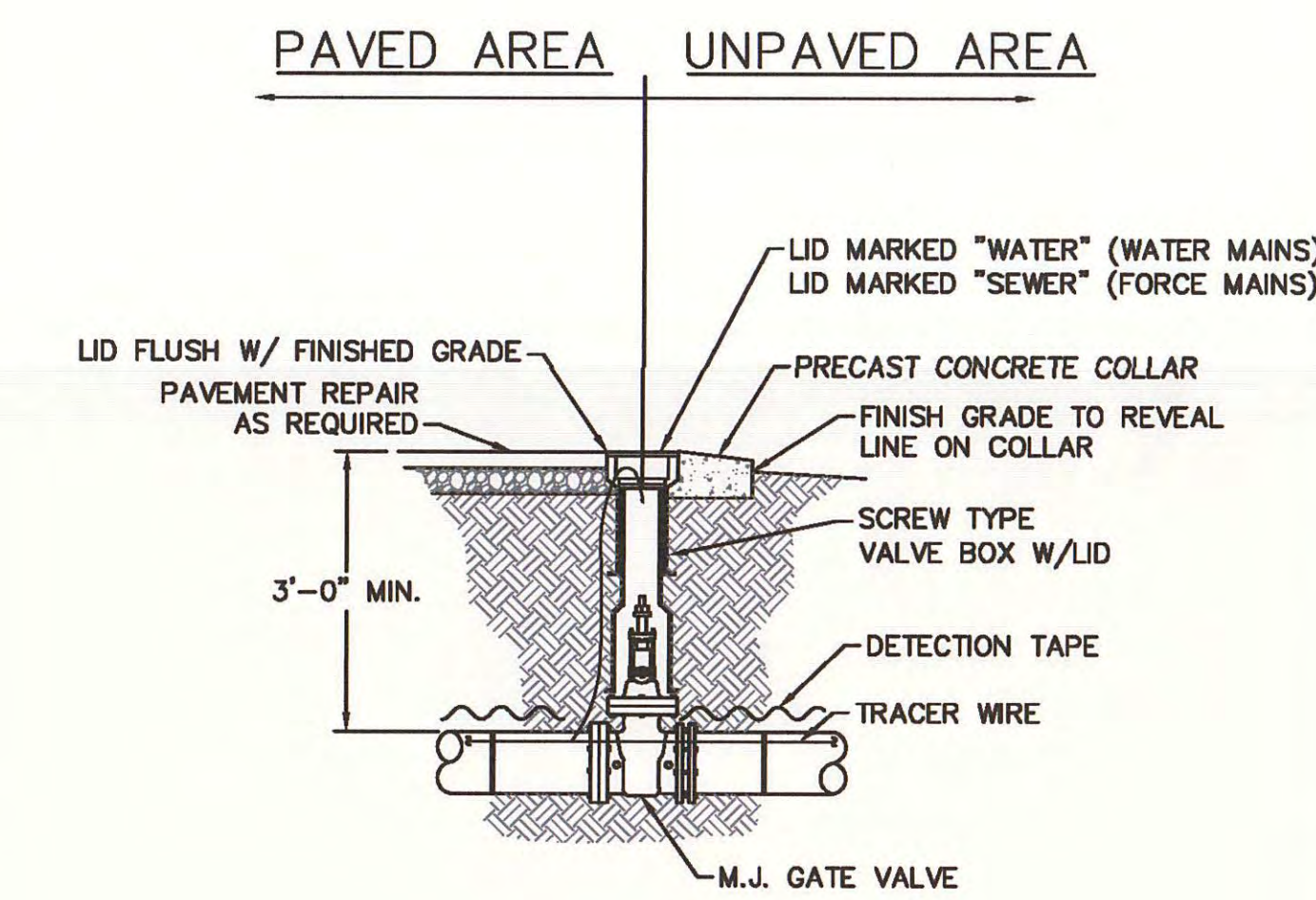
DETAIL:	PIPE EMBEDMENT TYPES	DETAIL NO:	WS-4
SCALE:	NOT TO SCALE	CFPUA DETAIL DATE:	01/01/19
CFPUA REV. No:	1	CFPUA DETAIL DATE:	01/01/19
CAPE FEAR PUBLIC UTILITY AUTHORITY	235 GOVERNMENT CENTER DRIVE WILMINGTON, NC 28403 OFFICE: (910) 332-6560	STEWART	STEWART
Stewardship, Sustainability, Service.		SHEET NO:	-



NOTES:

1. USE PRESSURE CLASS 350 DIP, UNLESS SPECIFIED OTHERWISE.
2. ALL BURIED PIPES, VALVES AND FITTINGS SHALL BE RESTRAINED.
3. MINIMUM DEPTH REQUIRED, UNLESS SPECIFIED OTHERWISE BY CFPUA:
 - a. IN DOT R/W, 36" MIN. TYPICAL, OR 24" MIN. WHEN CROSSING A DITCH LINE.
 - b. ALL OTHER LOCATIONS, 30" MIN.
 - c. WHEN STORM DRAIN INVERT IS BURIED AT OR BELOW ABOVE DEPTHS, WATER MAIN AND STORM DRAIN SHALL BE CONSTRUCTED OF FERROUS MATERIALS WITH JOINTS EQUIVALENT TO WATER MAIN STANDARDS FOR A DISTANCE OF 10-FOOT EACH SIDE OF THE POINT OF CROSSING.

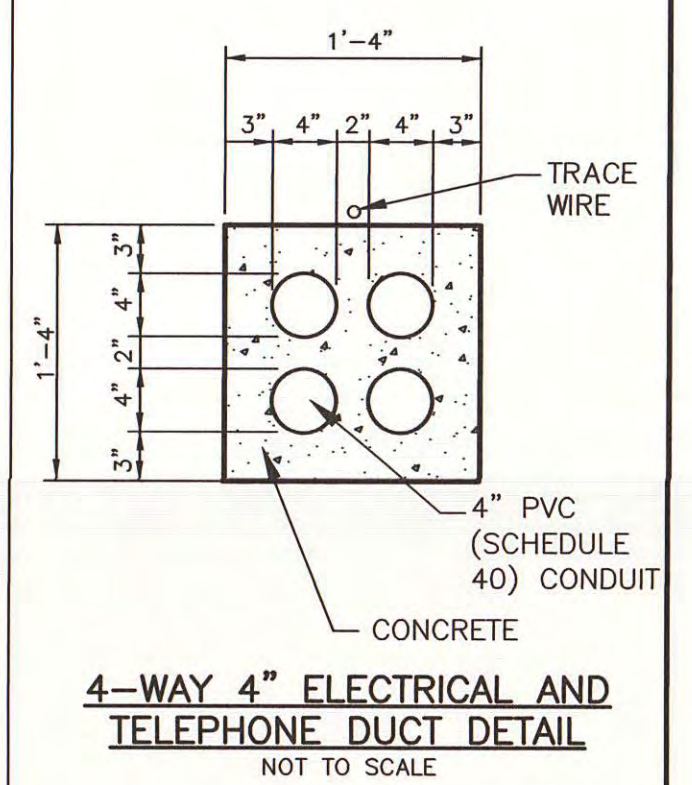
DETAIL:	PRESSURE MAIN DITCH AND STORM DRAIN DITCH CROSSING-DIP	DETAIL NO:	WS-10
SCALE:	NOT TO SCALE	CFPUA DETAIL DATE:	01/01/19
CFPUA REV. No:	1	CFPUA DETAIL DATE:	01/01/19
CAPE FEAR PUBLIC UTILITY AUTHORITY	235 GOVERNMENT CENTER DRIVE WILMINGTON, NC 28403 OFFICE: (910) 332-6560	STEWART	STEWART
Stewardship, Sustainability, Service.		SHEET NO:	-



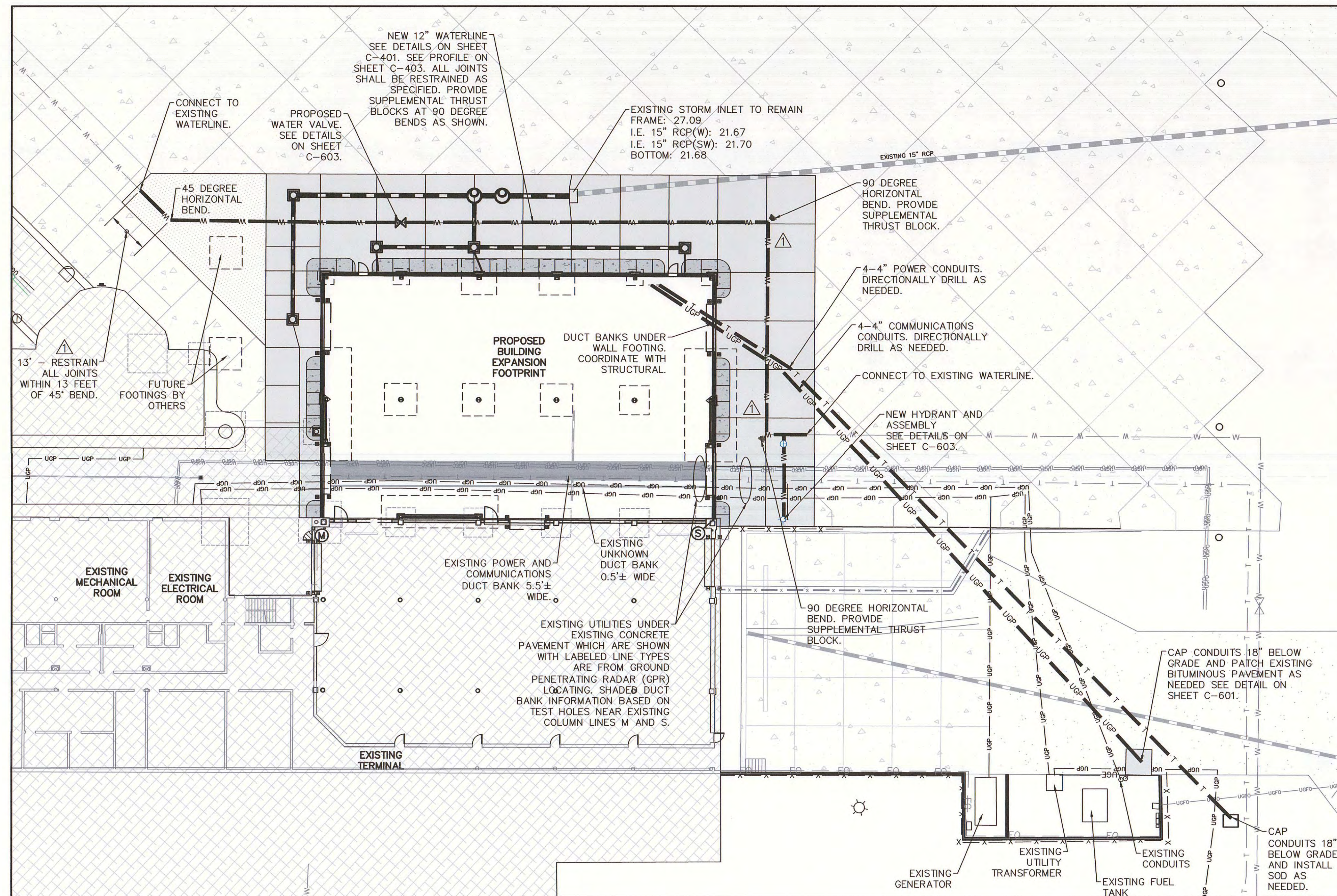
NOTES:

1. TRACER WIRE SHALL PENETRATE VALVE BOX THROUGH DRILLED HOLE APPROX. 6" BELOW GRADE WITH MINIMUM 2-FOOT EXTRA LENGTH COILED IN THE VALVE BOX. SEE WS-6.

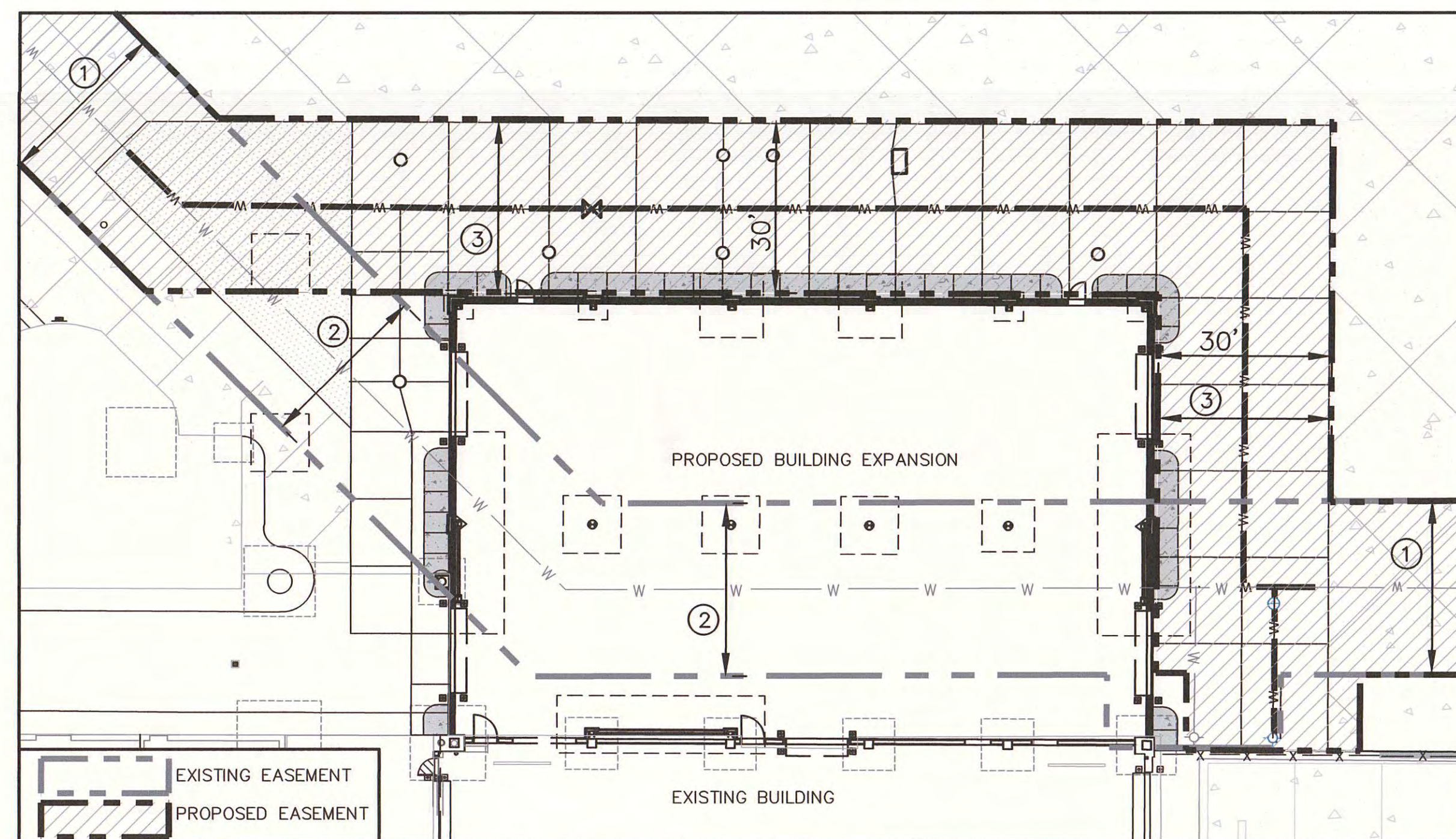
DETAIL:	VALVE DETAIL	DETAIL NO:	WS-5
SCALE:	NOT TO SCALE	CFPUA DETAIL DATE:	01/01/19
CFPUA REV. No:	1	CFPUA DETAIL DATE:	01/01/19
CAPE FEAR PUBLIC UTILITY AUTHORITY	235 GOVERNMENT CENTER DRIVE WILMINGTON, NC 28403 OFFICE: (910) 332-6560	STEWART	STEWART
Stewardship, Sustainability, Service.		SHEET NO:	-



SEE SHEET C-403 FOR REMAINING WATERLINE DETAILS.



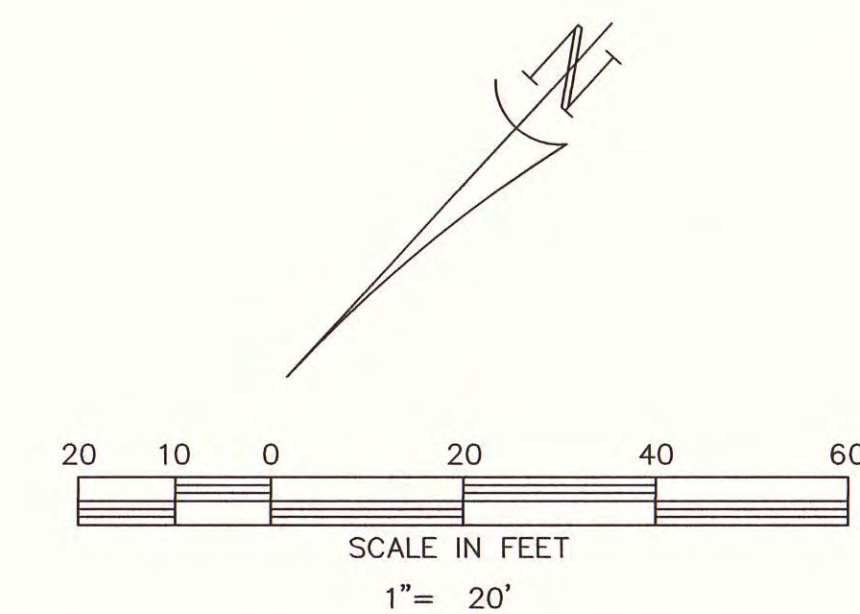
PROPOSED UTILITY PLAN



ADJUSTED EASEMENT PLAN

- LEGEND
- EXISTING CONCRETE PAVEMENT
 - EXISTING BUILDING
 - PROPOSED BUILDING EXPANSION
 - EXISTING STORM DRAIN PIPE
 - PROPOSED CONCRETE
 - PROPOSED STORM DRAIN PIPE
 - PROPOSED WATERLINE
 - PROPOSED DUCT BANK

- CAPE FEAR PUBLIC UTILITY AUTHORITY
- ① EXISTING WATER MAIN EASEMENT TO REMAIN
 - ② EXISTING WATER MAIN EASEMENT TO BE ABANDONED
 - ③ ADJUSTED WATER MAIN EASEMENT



WATER MAIN RELOCATION NOTES

- THE EXISTING 12-INCH DIP WATER MAIN WHICH RUNS THROUGH PROJECT AREA IS MAINTAINED BY THE CAPE FEAR PUBLIC UTILITIES AUTHORITY (CFPUA). ALL WATER MAIN RELOCATION WORK AND MATERIALS SHALL CONFORM TO THE NEWLY ISSUED CFPUA MATERIAL SPECIFICATIONS, TECHNICAL SPECIFICATIONS AND STANDARD DRAWINGS DATED JUNE 25, 2018 AND EFFECTIVE JANUARY 1, 2019. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CFPUA REQUIREMENTS FOR DEVELOPMENT PROJECTS, INCLUDING BUT NOT LIMITED TO ADMINISTRATIVE REQUIREMENTS, SUBMITTAL REQUIREMENTS, QUALITY CONTROL REQUIREMENTS, HYDRAULIC TESTING, DISINFECTION, EXECUTION AND CLOSEOUT REQUIREMENTS AND AS-BUILT SURVEY.
- STATIC PRESSURE IS TYPICALLY BETWEEN 60 PSI AND 70 PSI. THE LINE IS BELIEVED TO SERVE FIRE HYDRANTS ONLY (FOUR AT THE EXISTING AIRLINE GATE CONCOURSE AND ONE EACH ADJACENT TO THE INBOUND AND OUTBOUND BAGGAGE ROOMS. THE BUILDING FIRE AND DOMESTIC WATER SERVICE ENTRANCES ARE FED FROM THE EXISTING WATER MAIN LOCATED ALONG THE TERMINAL LOOP ROADWAY ON THE PUBLIC SIDE OF THE BUILDING.
- THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION OF THE WATER MAIN RELOCATION EARLY IN THE COURSE OF THE WORK. IT IS THE DESIGN INTENT THAT THE EXISTING 12-INCH WATER MAIN WILL BE TAKEN OUT OF SERVICE IN ORDER TO CONNECT THE NEW SEGMENT OF WATER MAIN TO THE EXISTING MAIN. THE EXISTING MAIN WILL BE TAKEN OUT OF SERVICE BETWEEN EXISTING ISOLATION VALVES LOCATED SOUTH WEST OF THE LOADING DOCK ADJACENT TO THE FENCE AND SOUTHEAST OF THE EXISTING AIRLINE GATE CONCOURSE. THIS OUTAGE WILL REMOVE THREE FIRE HYDRANTS FROM SERVICE (TWO OF FOUR AT THE AIRLINE GATE CONCOURSE AND ONE ADJACENT TO THE OUTBOUND EXISTING BAGGAGE ROOM). THE OUTAGE SHALL BE OF A DURATION OF NO MORE THAN 5 CALENDAR DAYS. DURING THE OUTAGE, THE CONTRACTOR SHALL MAINTAIN A 24-HOUR FIRE WATCH STATUS WITH ON-SITE PERSONNEL. THE CONTRACTOR SHALL GIVE FIVE CALENDAR DAYS ADVANCE NOTICE OF THE OUTAGE TO THE AIRPORT PUBLIC SAFETY OFFICE (PSO), THE NEW HANOVER COUNTY FIRE MARSHALL'S OFFICE AND THE CAPE FEAR PUBLIC UTILITIES AUTHORITY.
- NEW WATER MAIN SHALL BE CLASS 350 DUCTILE IRON PIPE, AWWA C 150/C 151. NEW FITTINGS SHALL BE COMPACT DUCTILE IRON MECHANICAL JOINT, AWWA C 153. INTERIOR COATING FOR PIPE AND FITTINGS SHALL BE CEMENT MORTAR LINING WITH ASPHALTIC COATING, AWWA C104. EXTERIOR COATING FOR PIPE AND FITTINGS SHALL BE ARC-SPRAYED ZINC, ISO 8179-1, AWWA C151.
- THRUST RESTRAINT: WORKING PRESSURE SHALL BE 100 PSI. TEST PRESSURE SHALL BE 150 PSI. ALL WATER MAIN JOINTS AND ALL FITTINGS SHALL BE RESTRAINED. IN ADDITION TO THE RESTRAINED JOINTS, PROVIDE THRUST BLOCKS AT ALL 90-DEGREE BENDS FOR SUPPLEMENTAL THRUST RESTRAINT.
- CONNECTIONS TO EXISTING WATER MAIN SHALL BE MADE WITH MECHANICAL JOINT SLEEVE. CONTRACTOR SHALL VERIFY CONDITION AND DEPTH OF EXISTING MAIN AT CONNECTION POINTS AND ADVISE THE ENGINEER AND CFPUA OF THE FINDINGS.



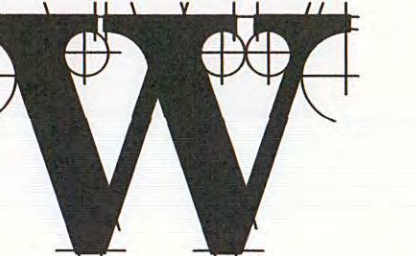
TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
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FOR BIDDING
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REVISIONS

- △ REVISED FOR ADDENDUM 01-22-2019

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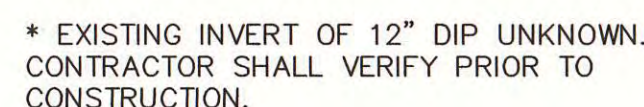
PROPOSED UTILITY PLAN AT EXPANSION

SHEET NUMBER:

C-402



ARCHITECT



ALL JOINTS SHALL BE RESTRAINED AS SPECIFIED. PROVIDE SUPPLEMENTAL THRUST BLOCKS AT 90 DEGREE BENDS AS SHOWN.

1. SEWER GUARDS REQUIRED AT ALL MANHOLES. STAINLESS STEEL SEWER GUARDS REQUIRED AT MANHOLES LOCATED IN TRAFFIC AREAS.
2. WATER AND SEWER SERVICES SHALL BE PERPENDICULAR TO MAIN AND TERMINATE 18" INSIDE RIGHT-OF-WAY LINE. SEWER SERVICES IN CUL-DE-SACS ARE REQUIRED TO BE PERPENDICULAR, OR MUST ORIGINATE IN END OF LINE MAIN, AND TERMINATE 18" INSIDE RIGHT-OF-WAY LINE.
3. ALL SEWER SERVICES CONNECTING INTO DUCTILE IRON MAINS SHALL ALSO BE CONSTRUCTED OF DIP.
4. MINIMUM 10' UTILITIES EASEMENT PROVIDED ALONG THE FRONTAGE OF ALL LOTS AND AS SHOWN FOR NEW DEVELOPMENTS.
5. NO FLEXIBLE COUPLINGS SHALL BE USED.
6. ALL STAINLESS STEEL FASTENERS SHALL BE TYPE 316.
7. CLEANOUTS SHALL BE LOCATED A MINIMUM OF 12 FEET FROM ALL PROPERTY CORNERS.
8. WATER METER BOXES ARE TO BE A MINIMUM OF 5 FEET FROM THE PROPERTY CORNER.
9. UNUSED SERVICES SHALL BE ABANDONED. ABANDONED WATER SERVICES SHALL BE REMOVED FROM MAIN.
10. A MINIMUM OF 10' OF MAIN LINE SHALL BE REPLACED FOR NEW CONNECTIONS TO EXISTING CLAY GRAVITY SEWER MAINS.

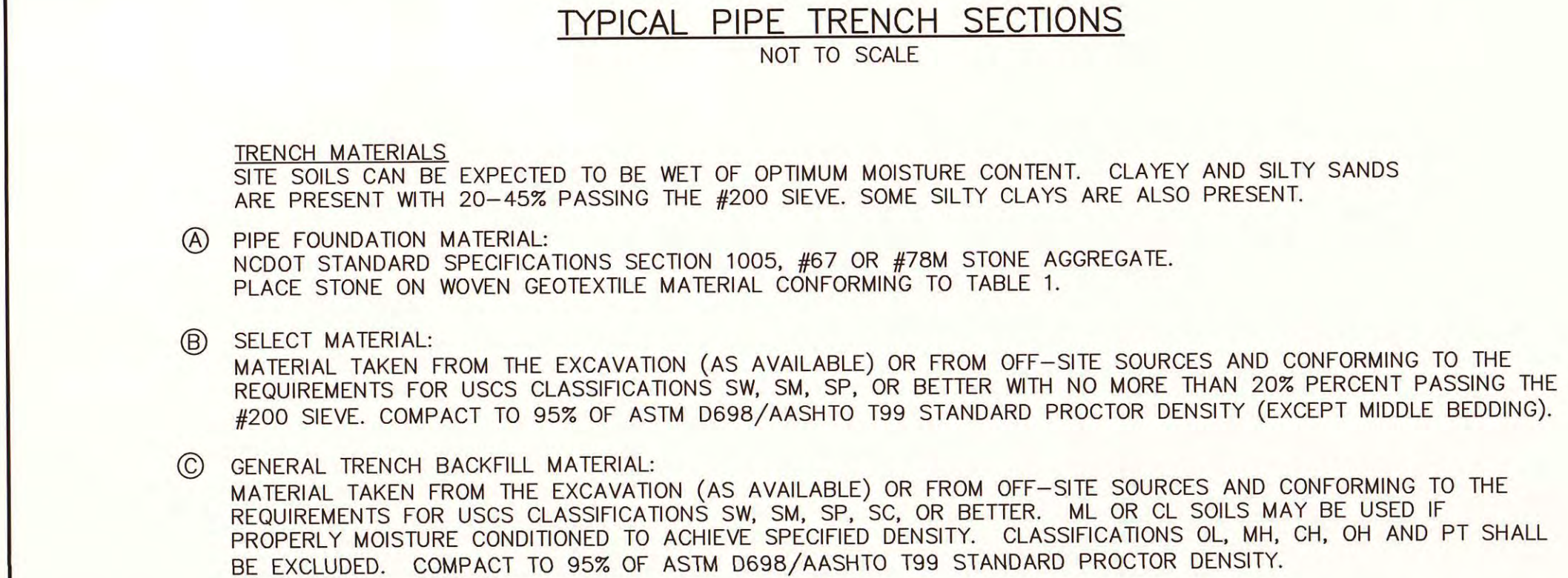
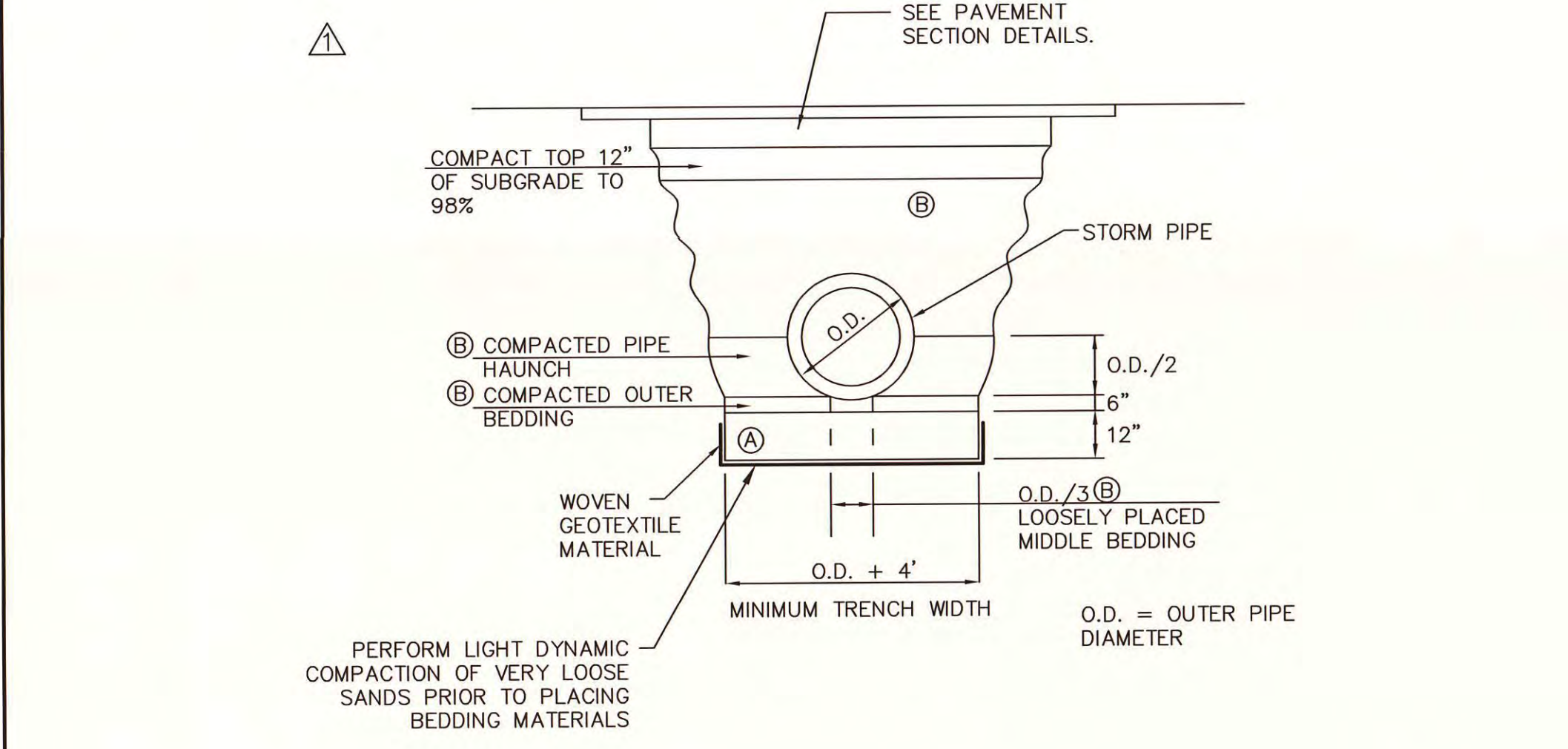
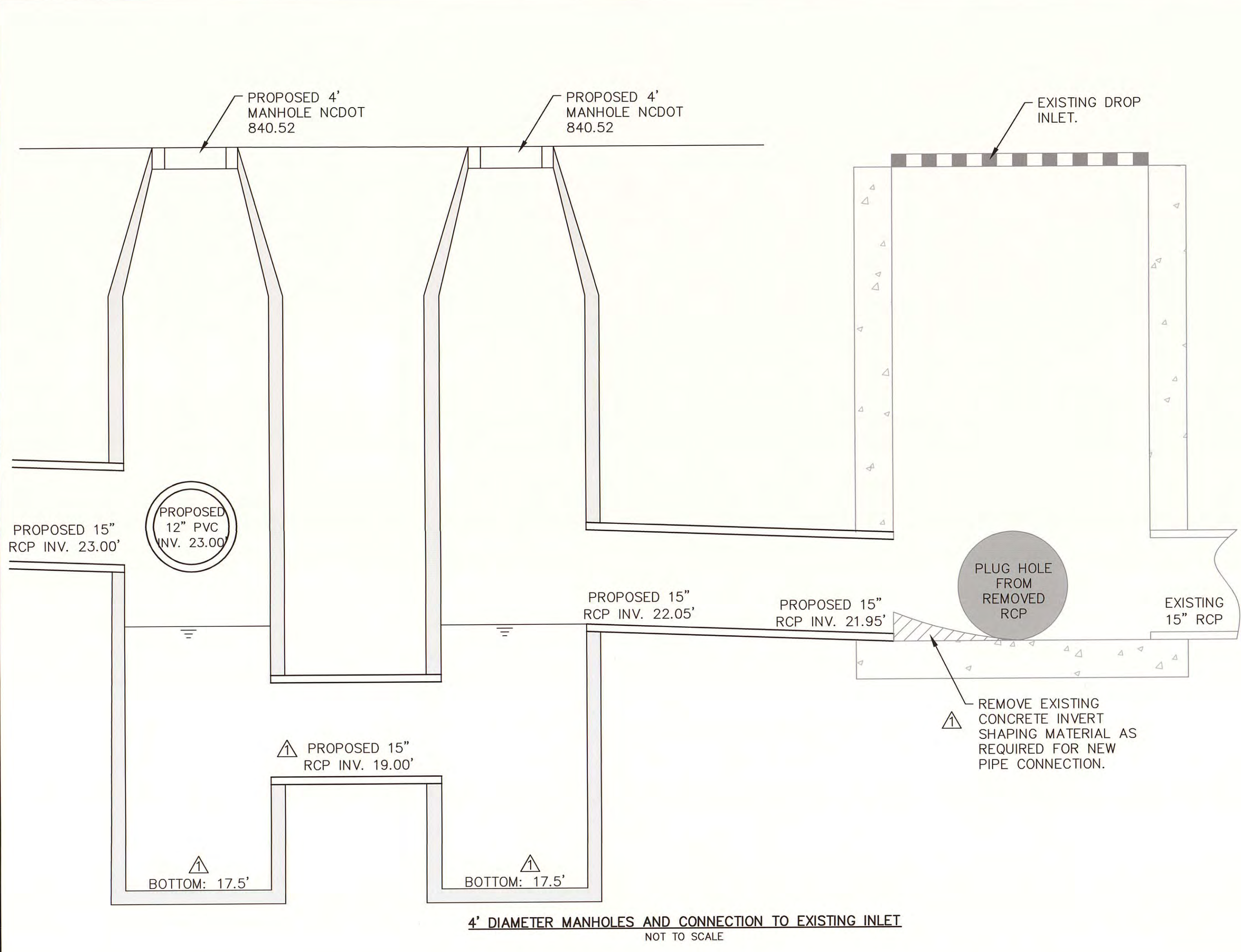
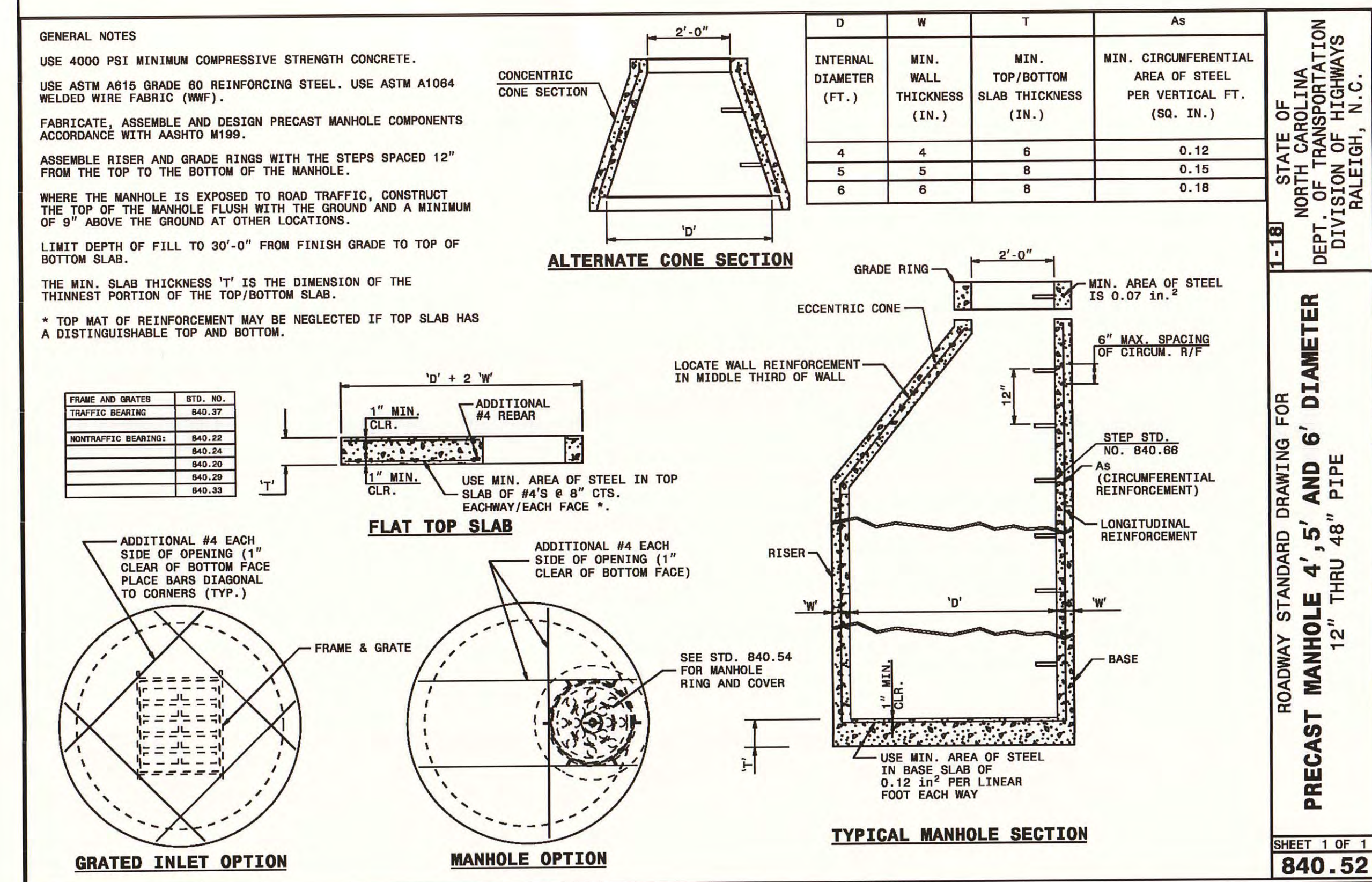
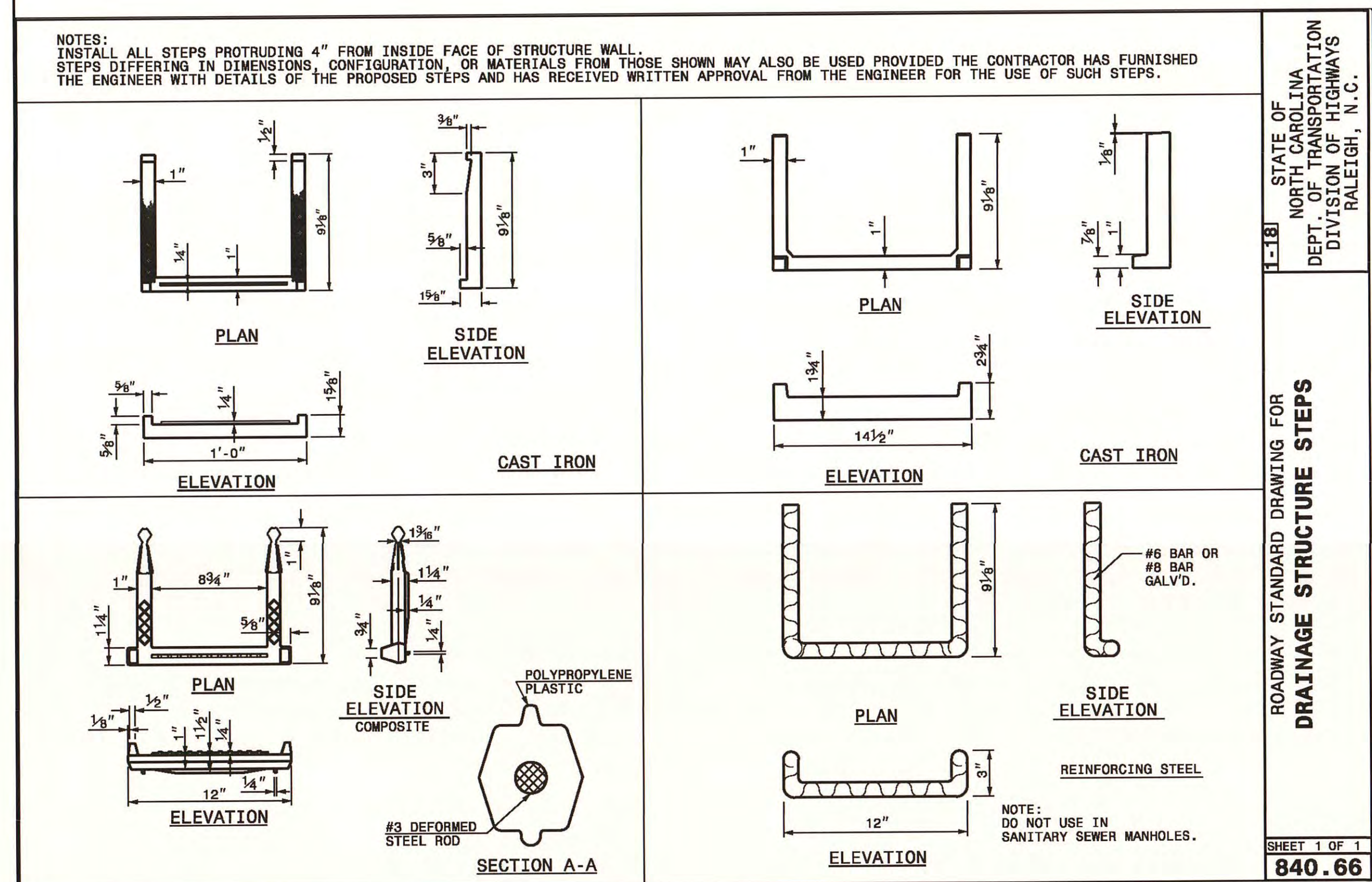
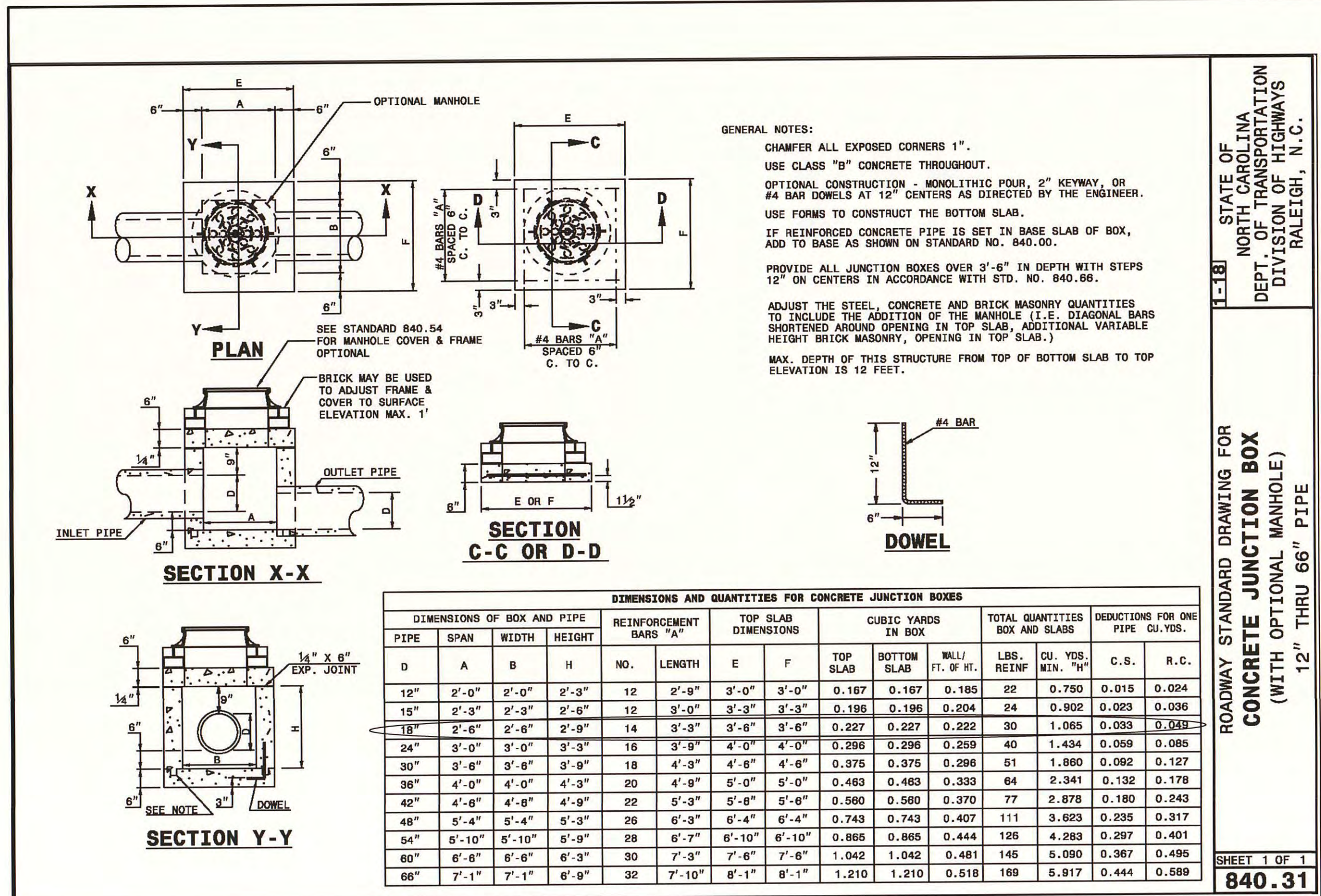


TABLE 1 - WOVEN GEOTEXTILE MATERIAL FOUNDATIONS

PROPERTY	ASTM STANDARD	MINIMUM AVERAGE ROLL VALUE
GRAB TENSILE STRENGTH	D4632	200 LBS.
GRAB TENSILE ELONGATION	D4632	10%
TRAPEZOID TEAR STRENGTH	D4533	75 LBS.
CBR PUNCTURE STRENGTH	D6241	700 LBS.
APPARENT OPENING SIZE (AOS)	D4751	40 U.S. SIEVE
PERMITTIVITY	D4491	0.05 SEC-1
UV RESISTANCE (AT 500 HRS.)	D4355	70% STRENGTH RETAINED

- STORM DRAINAGE NOTES**
- ALL STORM DRAINAGE PIPE 15" DIAMETER AND LARGER SHALL BE CLASS III RCP CONFORMING TO THE REQUIREMENTS OF ASTM C76. JOINTS SHALL BE RUBBER O-RING OR PROFILE TYPE, CONFORMING TO ASTM C443. ALL JOINTS SHALL BE WRAPPED WITH GEOTEXTILE FABRIC, 24 INCHES WIDE, CENTERED ON THE JOINT AND LAPPED 12 INCHES WIDE OVER THE TOP OF THE PIPE. FABRIC SHALL CONFORM TO NCDOT STANDARD SPECIFICATIONS SECTION 1056, TYPE 1.
 - SMALL DIAMETER (4" TO 12") DRAINAGE PIPE AND FITTINGS FOR ROOF DRAIN COLLECTORS AND CONDENSATE DRAINS SHALL CONFORM TO ONE OF THE FOLLOWING PVC PIPE: SCHEDULE 80, ASTM D2665, ASTM D1785, ASTM D2466, AWWA C900. GASKETS SHALL CONFORM TO ASTM F477.
 - DRAINAGE STRUCTURES SHALL CONFORM TO NCDOT STANDARD DETAILS AND MAY BE OF CAST-IN-PLACE CONCRETE OR PRECAST CONCRETE CONSTRUCTION. ALL DRAINAGE STRUCTURES, INCLUDING THE ASSOCIATED FRAMES, GRATES AND COVERS, SHALL BE RATED FOR H25 WHEEL LOADING.
 - PRECAST CONCRETE WAFFLE BOXES ARE PROHIBITED.
 - STORM DRAIN MANHOLES SHALL GENERALLY BE CIRCULAR PRECAST STRUCTURES CONFORMING TO NCDOT STANDARD 840.52, FOUR FOOT INSIDE DIAMETER, WITH FLAT OR CONE STYLE TOP. PROVIDE H25 RATED MANHOLE COVER AND FRAME.
 - STORM DRAIN MANHOLES FOR 12-INCH DIAMETER AND SMALLER PIPE SHALL BE 2-FOOT SQUARE (INSIDE DIMENSION), CONFORMING TO NCDOT STANDARD 840.31. PROVIDE H25 RATED MANHOLE COVER (TWO FOOT MINIMUM DIAMETER) AND FRAME.
 - DROP INLETS IN AREAS PAVED FOR VEHICULAR TRAFFIC SHALL BE 2-FOOT SQUARE (INSIDE DIMENSION), CONFORMING TO NCDOT STANDARD 840.31. PROVIDE H25 RATED FLAT CIRCULAR INLET GRATE (TWO FOOT MINIMUM OPENING) AND FRAME. GRATE SHALL HAVE A MINIMUM OPEN AREA OF 1.0 SQUARE FEET. INDIVIDUAL OPENING WIDTH SHALL NOT EXCEED 1.5 INCHES. THESE DRAINAGE INLETS ARE NOT LOCATED IN AREAS NORMALLY USED BY THE GENERAL PUBLIC; IT IS ANTICIPATED THAT AIRPORT AND TENANT STAFF WORKING IN THE AREA WILL HAVE APPROPRIATE FOOT WEAR (NO SPIKED HEELS).

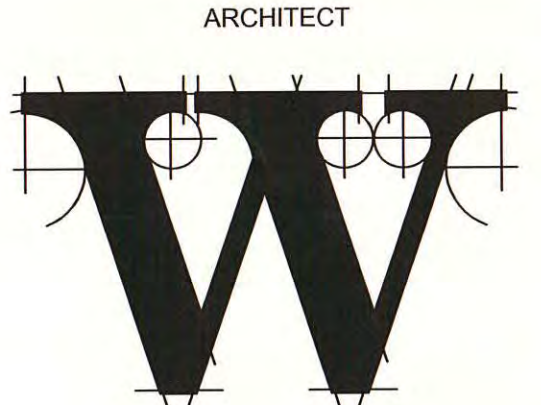


TERMINAL IMPROVEMENTS CONTRACT 2

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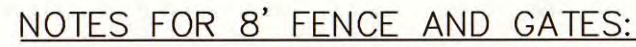
REVISIONS
REVISED FOR ADDENDUM
01-22-2019

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

MISCELLANEOUS DETAILS (SHEET 1 OF 2)

SHEET NUMBER:

C-602



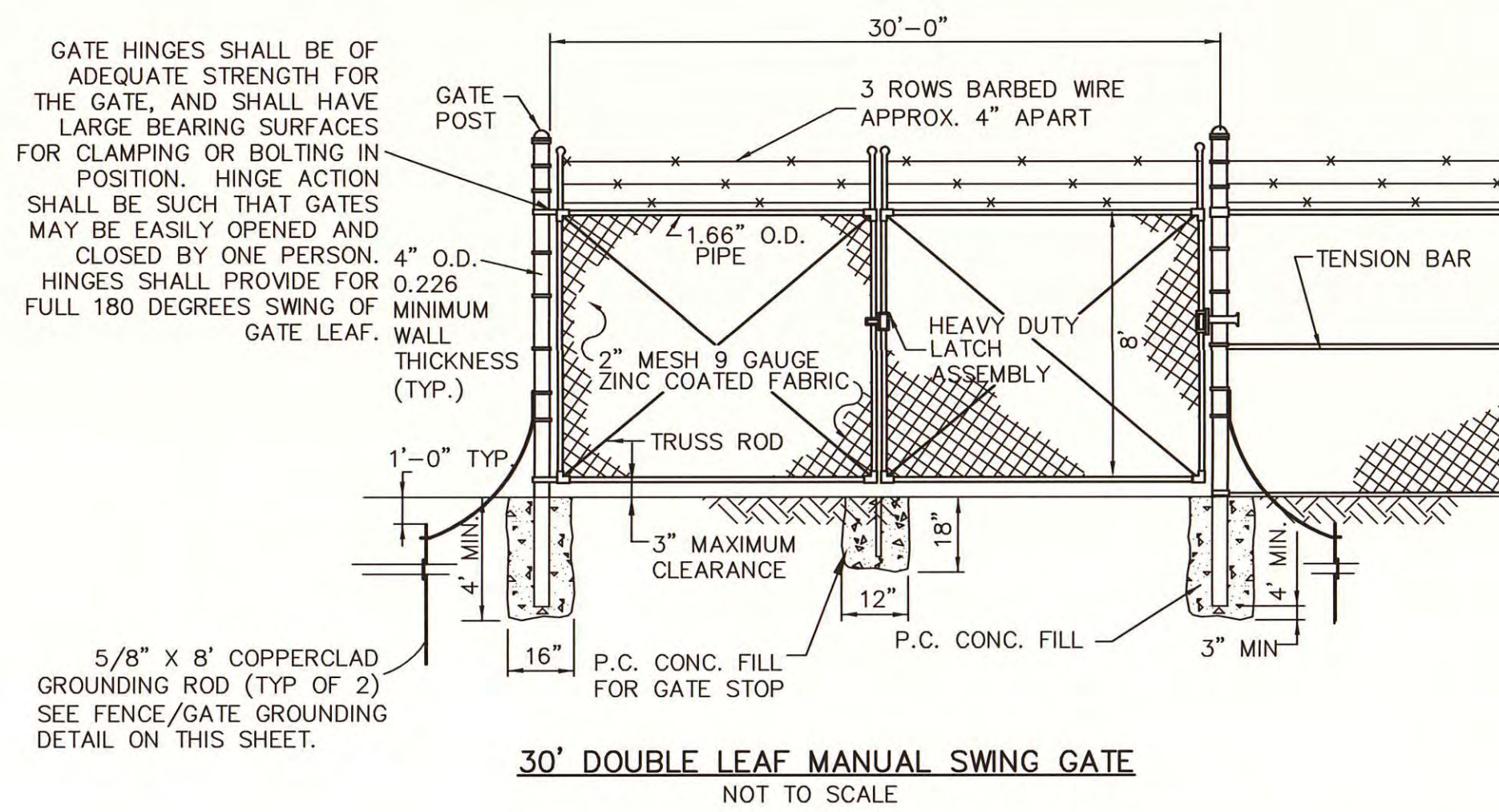
11. TIE WIRE: 0.144-INCH DIAMETER FOR ATTACHING FABRIC TO TOP RAIL AND TO INTERMEDIATE POSTS. PREFORMED CLIPS OF 6-GAUGE, ZINC-COATED, STEEL WIRE MAY BE USED FOR ATTACHING FABRIC TO INTERMEDIATE POSTS.
12. LINE POSTS, RAILS AND BRACES SHALL BE GALVANIZED STEEL PIPE CONFORMING TO ASTM F 1083.
13. FENCING WIRE SHALL BE 7-GAUGE MARCELLED STEEL WITH SAME COATING AS FABRIC AND SHALL CONFORM TO ASTM A 824.
14. BRACE POSTS SHALL BE INSTALLED EVERY 500' MAXIMUM. WHERE BEND IN FENCE LINE IS GREATER THAN 15 DEGREES, BRACE POST SHALL BE INSTALLED.
15. SOIL EXCAVATED FOR THE FENCE POSTS SHALL BE SPREAD FLAT BY RAKE ACROSS THE GROUND. ROCKS SHALL BE RAKED OUT AND REMOVED.
16. BARBED WIRE ARM SHALL BE INSTALLED AT AN ANGLE OF 45 ± 5 DEGREES FROM THE PLANE OF THE FENCE LINE AND THE OUTER STRAND OF BARBED WIRE SHALL BE POSITIONED 12 ± 2 INCHES HORIZONTALLY FROM THE FENCE LINE. FOR OTHER BARBED WIRE SPECIFICATIONS REFER TO FEDERAL SPECIFICATION RR-F-191/4.

PORTAL GATES:

THE GATE POST AND GATE MEMBER SIZES SHOW ARE MINIMUM VALUES. THE CONTRACTOR SHALL PROVIDE AN ENGINEERED GATE SHOP DRAWING WITH MEMBERS SIZED AS REQUIRED TO PROVIDE A ROBUST GATE INSTALLATION SUITABLE FOR HEAVY USAGE. GATE POSTS SHALL BE ANCHORED AS SHOWN ON THE SHOP DRAWINGS. OPTIONS INCLUDE GROUTING INTO HOLES CORED THROUGH ASPHALT PAVEMENT, USE OF BASE PLATES ANCHORED TO THE PAVEMENT AND ANCHORAGE TO CONCRETE BARRIER UNITS. THE PORTAL GATES SHALL BECOME THE PROPERTY OF THE OWNER.

CONCRETE BARRIER AND FENCE UNITS:

THE CONTRACTOR SHALL FURNISH, PLACE, SECURE, MAINTAIN AND RELOCATE PRECAST CONCRETE BARRIER UNITS WITH CHAIN LINK FENCE AS SHOWN ON THE PLANS. THE UNITS SHALL BECOME THE PROPERTY OF THE OWNER.

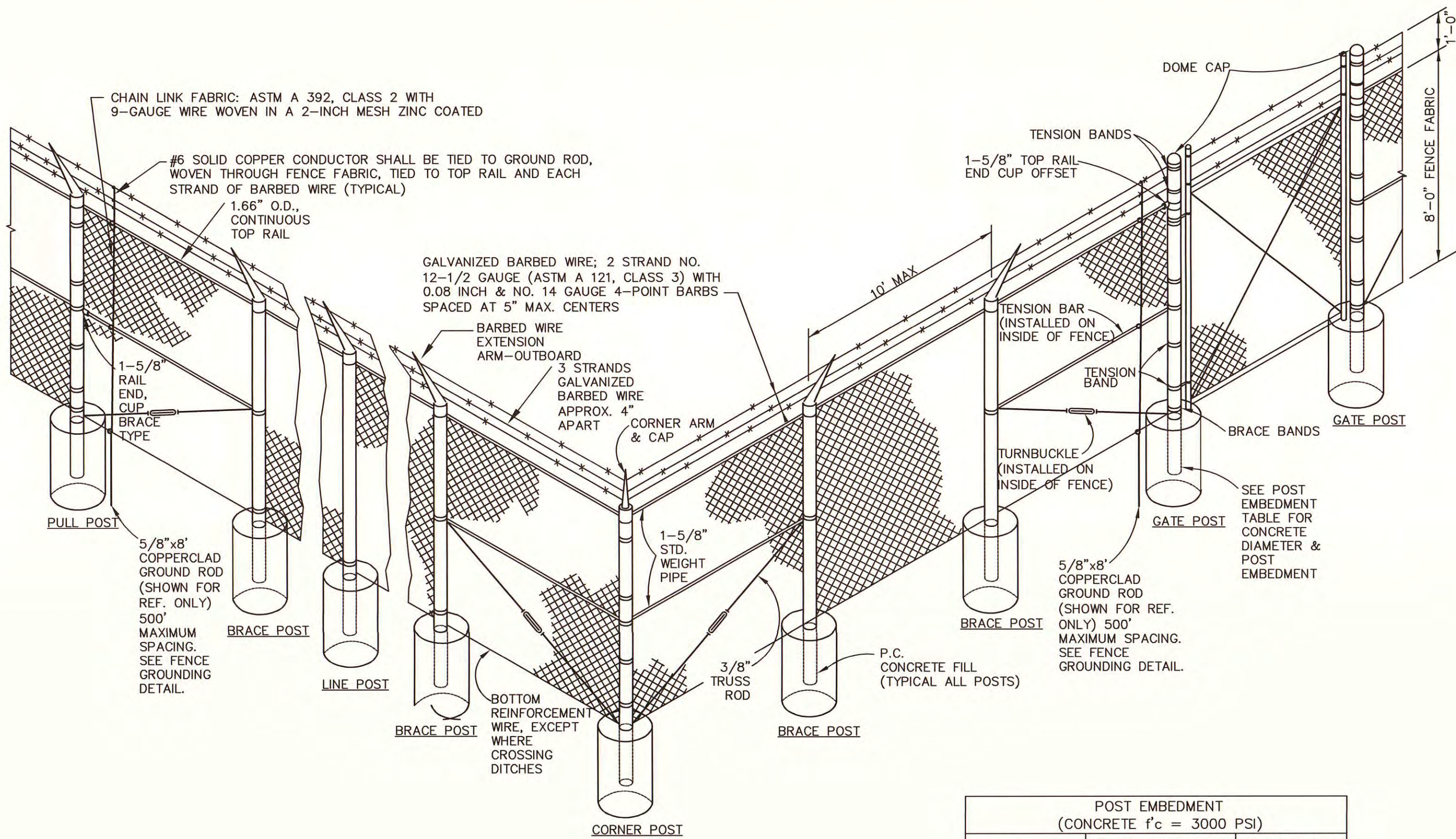
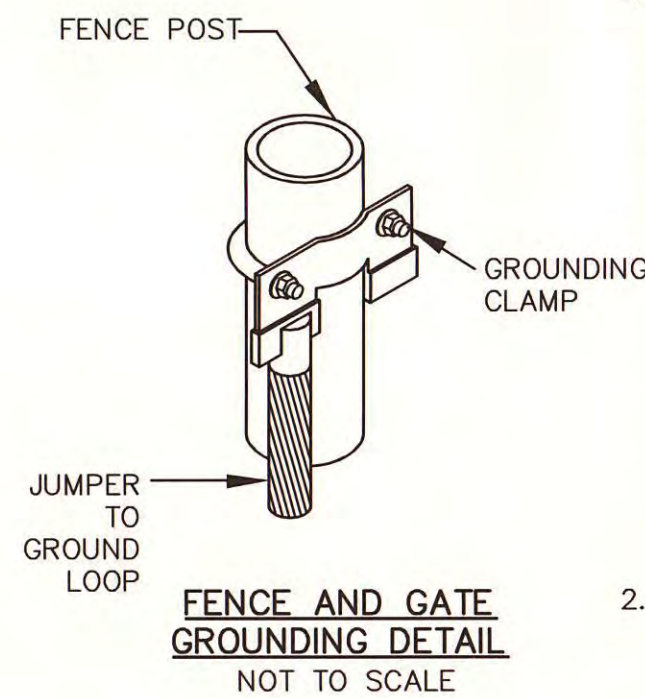


GATE NOTES:

1. LATCHES, HINGES, STOPS, AND KEEPERS SHALL BE ZINC-COATED STEEL; THE WEIGHT OF ZINC COATING SHALL BE 1.2 OUNCES PER SQUARE FOOT UNLESS OTHERWISE SPECIFIED.
2. SINGLE GATE LATCHES SHALL BE FORK TYPE, GRAVITY DROP BAR TYPE WITH POSITIVE LOCKING FEATURES.
3. GATE FRAME SHALL CONSIST OF GALVANIZED STEEL PIPE AND SHALL CONFORM TO ASTM F-1083.
4. GATE STOPS AND KEEPERS SHALL BE INSTALLED FOR EACH GATE AND SHALL BE SET IN 1 CUBIC FOOT OF CONCRETE MINIMUM. GATE KEEPERS SHALL BE INSTALLED AT MAXIMUM OPENING LOCATION IN ORDER TO PREVENT ROTATION OF HINGES OR DAMAGE TO HINGES.

GROUNDING NOTES:

1. FOR FENCES WITH METALLIC POSTS SET IN CONCRETE, THE GROUNDING SHALL BE ACCOMPLISHED BY USING A 5/8" MINIMUM DIAMETER GALVANIZED GROUND ROD DRIVEN INTO THE GROUND TO A MINIMUM DEPTH OF 8 FEET. THE GROUND ROD SHALL BE SO LOCATED AND DRIVEN THAT IT SHALL BE AGAINST THE FENCE IN ITS FINAL POSITION. THE FENCE ROD SHALL BE TIGHTLY FASTENED TO THAT WHEN IT IS DRIVEN INTO THE GROUND TO THE SPECIFIED DEPTH, THE TOP OF THE ROD SHALL BE AT THE SAME HEIGHT AS THE TOP OF THE FENCE. THE ROD SHALL BE TIGHTLY FASTENED TO EACH GALVANIZED GROUND ROD WIRE TO EACH STRAND OF A BARBED WIRE FENCE AND AT THE TOP, CENTER, AND BOTTOM POINTS OF A WOVEN WIRE OF A CHAIN LINK FENCE.
2. ONE GROUNDING ROD IS REQUIRED FOR EACH 500 LINEAR FEET OF FENCE, OR FRACTION THEREOF. SECTIONS OF FENCE, REGARDLESS OF LENGTH, SHALL BE GROUNDING RODS, SPLICES, OR PLASTIC CONNECTORS, SHALL BE GROUNDING INDEPENDENTLY.



TYPICAL 8' FENCE DETAIL
NOT TO SCALE

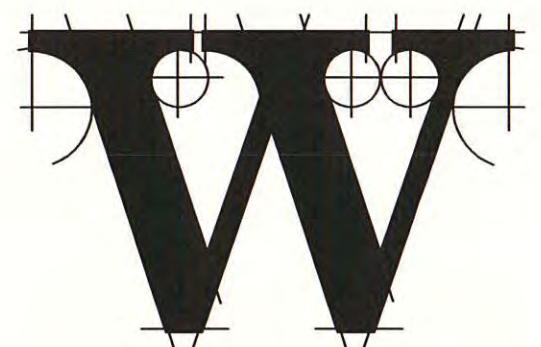
POST EMBEDMENT (CONCRETE $f'_c = 3000$ PSI)		
POST TYPE	MINIMUM CONCRETE DIAMETER	MINIMUM POST EMBEDMENT
LINE	12"	3'-0"
CORNER, BRACE & PULL	16"	3'-0"

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REVISIONS

REVISÉ FOR ADDENDUM
01-22-2019

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

MISCELLANEOUS
DETAILS
(SHEET 2 OF 2)

SHEET NUMBER:

C-603¹

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1 01/22/2019 Addendum #3

GENERAL NOTES & ABBREVIATIONS

SHEET NUMBER

S-002

1. ALL STEEL JOISTS SHALL BE OPEN TYPE FORMING TO THE STANDARD "LATEST LOAD TABLE DESIGN, FABRICATION AND ERECTION REQUIREMENTS" PUBLISHED BY THE STEEL JOIST INSTITUTE.
2. PROVIDE BRIDGING PER STEEL JOIST INSTITUTE STANDARD SPECIFICATION. ALL BRIDGING SHALL BE BOLTED OR WELDED AT ALL JOISTS AND AT ALL CROSSINGS AND ANCHORED TO SPANDREL MEMBERS. ALL BRIDGING FOR JOISTS USED AS SPANDREL MEMBERS (AT EDGE OF DECK) SHALL BE "X" BRIDGING. SIZE OF BRIDGING SHALL BE DETERMINED BY THE JOIST SUPPLIER. JOIST SUPPLIER TO PROVIDE ADDITIONAL BRIDGING AS REQUIRED FOR UP-LIFT LOADS.
3. ALL JOISTS SHALL HAVE ANGLE BOTTOM CHORD MEMBERS UNLESS OTHERWISE APPROVED.
4. ALL K-SERIES JOISTS SHALL BE WELDED TO SUPPORT STEEL WITH A MINIMUM OF "2" OF 1/8" FLETCHER BRIDGE AT BOTH SIDES OF JOIST SEAT.
5. WHERE JOISTS FRAME TO COLUMNS, JOISTS SHALL BE FIELD BOLTED TO COLUMNS WITH TWO 1/2" DIAMETER A307 BOLTS AT EACH END OF THE JOIST SEAT.
6. PROVIDE BOLTED DIAGONAL BRIDGING WHERE REQUIRED PER STEEL JOIST INSTITUTE STANDARD SPECIFICATIONS. JOIST SHOP DRAWINGS SHALL INDICATE ALL JOISTS WHICH SHALL HAVE A ROW OF BOLTED BRIDGING IN PLACE BEFORE SLACKENING OF HOISTING LINES.
7. ALL JOISTS SHALL BE DESIGNED TO RESIST ALL LOADS AND STRESSES AS NOTED ON THE DRAWINGS. ALL JOIST DESIGN CALCULATIONS SHALL HAVE LOAD DIAGRAMS FOR EACH MEMBER CLEARLY INDICATING SPAN, UNIFORM AND CONCENTRATED LOADS. ALL CALCULATIONS SHALL BEAR THE SEAL OF A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE IN WHICH THE PROJECT IS LOCATED.
8. JOISTS SHALL BE DESIGNED FOR A NET WIND UPLIFT LOAD AS NOTED IN THE DESIGN LOADS.
9. ALL JOISTS SHALL RECEIVE ANCHORING TO THE PERMANENT STRUCTURE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS S.I. IF SPRAYED ON FIRE PROOFING IS REQUIRED, PRIMER SHALL PERMIT ADHERENCE OF FIRE PROOFING TO BOLT JOIST OR DO NOT PRIME.
10. JOIST SHALL BE DESIGN FOR A TOTAL DEFLECTION OF L/240 FOR ROOFS AND L/360 FOR FLOORS. JOIST MAY BE CAMBERED FOR DEAD LOAD ONLY.
11. JOIST SHALL BE DESIGNED TO RESIST ALL EQUIVALENT LIFTING HANGERS AND ELEVATION WITHIN THE JOIST FABRICATION.
12. JOIST MANUFACTURER SHALL DESIGN JOIST TO RESIST ADDITIONAL FORCES SHOWN ON THE DRAWINGS.
13. JOIST MANUFACTURE SHALL DESIGN ALL SPECIAL JOISTS FOR SPECIAL LOADS DRAWINGS NOTED ON THE DRAWINGS.
14. FIELD WELDING BOTTOM CORDS OF OPEN WEB BAY JOISTS SHALL NOT BE COMPLETED UNTIL FULL DEAD LOAD IS PRESENT.
15. HANGING TO SUPPORT SHALL BE SUPPLIED BY JOIST MANUFACTURER. ALL JOISTS TO BE HUNG FROM BOTTOM CORDS OF JOIST LOCATED AT A PANEL POINT. IF HANGERS MUST BE LOCATED BETWEEN PANEL POINTS, PROVIDE JOIST STIFFENERS AS INDICATED ON THE DRAWINGS. ALL HANGERS SHALL BE LOCATED AT THE CENTERLINE OF THE CORD MEMBER.
16. FIELD WELDING TO THE TOP OR BOTTOM CORDS OF JOISTS ARE ONLY PERMITTED IN THE DIRECTION OF THE SPAN. UNDER NO CIRCUMSTANCES MAY A FIELD WELD BE MADE PERPENDICULAR TO THE SPAN.

1. ALL COLD FORMED LIGHT GAUGE METAL FRAMING AND CONNECTIONS SHALL BE DESIGNED BY THE SUPPLIER'S ENGINEER. AT ARCHITECT'S OR OWNER'S REQUEST CONTRACTOR SHALL SUBMIT CALCULATIONS FOR ALL COLD FORMED METAL FRAMING USED TO SUPPORT CEILINGS AND EXTERIOR WALLS.
2. ALL MEMBERS SHALL BE MANUFACTURED IN ACCORDANCE WITH THE AMERICAN IRON AND STEEL INSTITUTE, "NORTH AMERICAN SPECIFICATION FOR THE DESIGN OF COLD-FORMED STEEL STRUCTURAL MEMBERS" (SI00-07) AND AISC 889.
3. ALL MEMBERS SHALL HAVE A MINIMUM YIELD STRENGTH OF 33 KSI AND BE FORMED FROM STEEL HAVING A G-60 GALVANIZED COATING MEETING THE REQUIREMENTS OF ASTM A653 AND A955.
4. ALL THE COLD-FORMED STEEL STRUCTURAL MEMBERS SHALL COME FROM A SINGLE SOURCE MANUFACTURER; ONLY MANUFACTURERS WHO ARE MEMBERS OF THE STEEL STUD MANUFACTURERS ASSOCIATION (SSMA) OR THE STEEL FRAMING INDUSTRY ASSOCIATION (SFIA) WILL BE ACCEPTED FOR CONSIDERATION.
5. SUBMIT SHOP DRAWINGS FOR ALL COLD FORMED METAL FRAMING USED TO SUPPORT CEILING AND EXTERIOR CLADDING. SHOP DRAWINGS SHALL INDICATE PLACING OF ALL FRAMING MEMBERS SHOWING TYPE, SIZE, GAUGE, NUMBER, LOCATION AND SPACING. THEY SHALL ALSO INDICATE SUFFICIENT STRAPPING, BRACING, SPLICES, BRIDGING, ACCESSORIES AND DETAILS REQUIRED FOR PROPER INSTALLATION.
6. SHOP DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION:
A. IDENTIFY EACH MEMBER BY TYPE, SIZE, GAUGE, NUMBER AND NUMBER OF SCREWS FOR ALL SCREWED CONNECTIONS. SUBMIT MANUFACTURER'S DATA GIVING STRENGTH VALUES FOR SCREWS USED.
B. SHOP DRAWINGS SUBMITTED MUST BE PREPARED UNDER THE SUPERVISION OF AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE IN WHICH THE PROJECT IS LOCATED.
7. ALL STRUCTURAL FRAMING ACCESSORIES SHALL BE FORMED FROM STRUCTURAL QUALITY STEEL WITH A MINIMUM YIELD STRENGTH OF 50 KSI AND HAVE MINIMUM PROTECTIVE COATING EQUAL TO ASTM A653 G-60 GALVANIZED COATING.
8. VERTICAL DEFLECTION SPLICES ARE REQUIRED TO BE CAPABLE OF ACCOMMODATING UPWARD AND DOWNWARD VERTICAL DISPLACEMENT OF THE MEMBER. ALL VERTICAL DEFLECTION SPLICES SHALL BE ATTACHED TO THE MAIN FRAMING MEMBER USING TWO FULL PENETRATING BUTT JOINTS. SUBMIT SHOP WEB USE STEP-BUSHINGS TO PERMIT FRICTIONLESS LATERAL MOVEMENT. CONNECTORS MUST BE TESTED IN ACCORDANCE TO ICC AC208.1 CRITERIA AND HOLD A VALID ICC-ES EVALUATION SERVICE REPORT TO BE ACCEPTABLE.
9. WELDED CONNECTIONS SHALL CONFORM TO "CODE FOR WELDING IN BUILDING CONSTRUCTION, D1.0, BY AWS."
10. IN LOCATIONS WHERE SLIP CRACKS MAY OCCUR, SUCH AS AT CORNERS OR AT OTHER TRANSVERSE CONNECTIONS ARE NOTED ON THE DRAWINGS, SPECIALTY ENGINEER SHALL DESIGN THIS CONNECTION PERMITTING MOVEMENT OF THE STRUCTURE. SELECTION OF THE CORRECT TENSIONING TYPE AND CAPACITIES ARE THE RESPONSIBILITY OF THE SPECIALTY ENGINEER AND WILL BE REVIEWED BY THE ENGINEER OF RECORD. CONNECTIONS TO THE MAIN STRUCTURAL FRAME SHALL BE POSITIONED AS NOTED ON THE PLANS. A CONNECTION TO THE BOTTOM FLANGE OF BEAM OR ONLY ACCEPTABLE WHEN APPROVED BY THE ENGINEER OF RECORD.
11. PERSONNEL EXPERIENCED IN LIGHT GAUGE STEEL FRAMING INSTALLATION SHALL INSTALL ALL STEEL FRAMING.

1. ALL METAL ROOF DECK SHALL BE THICKNESS AND GAGE SHOWN ON THE DRAWINGS. THE DECK SHALL CONFORM TO THE STEEL DECK SPECIFICATION. A
2. ALL METAL ROOF DECK SHALL BE GALVANIZED CONFORMING TO ASTM A653 WITH A MINIMUM COATING OF G60 (Z180) AS DEFINED IN A653.
3. UNLESS A MORE STRINGENT ANCHORAGE SYSTEM IS SPECIFIED ON THE DRAWINGS, ALL DECKING (AT A MINIMUM) SHALL BE CONTINUOUS OVER AT LEAST ONE SUPPORT AND BE FASTENED TO ALL SUPPORTS WITH 5/8 INCH DIAMETER PIVOT WELDS AT THE BOTTOM OF ALTERNATE RIDES SPACED AT 12 INCHES. ALL DECKING SHALL BE FASTENED TO ALL SUPPORTS WITH 1/2 INCH DIA. 10 INCH ON CENTER (10" O.C.) #10 SELF-TAPPING SCREWS AT MIDSPAN BETWEEN SUPPORTING MEMBERS OR AT 36 INCH INTERVALS, WHICHEVER IS SMALLER.
4. ALL DECK SHALL BEAR A MINIMUM OF 1-1/2 INCH ON SUPPORTING MEMBERS.
5. ALL JOINTS SHALL BE NOT LESS THAN 6 INCHES FROM TOP AND BOTTOM DECK SUPPORTING MEMBERS. TOP AND BOTTOM DECK SHEETS SHALL BE FASTENED TO EACH OTHER AS WELL AS THE SUPPORTING MEMBER.
6. PROVIDE GAGE COVER PLATES AT LOCATIONS WHERE DECK SPAN CHANGES DIRECTION, BREAKS IN DECK OR DISCONTINUITY (PEAKS, VALLEYS, HIPS, ETC.)
7. PROVIDE 14 GAUGE UPRIGHT PUMPS AT ALL JOINT DRAINS ALONG WITH L3X35X16 ANGLE FRAME. SEE ARCHITECTURAL DRAWINGS FOR LOCATION AND SIZE OF MANUFACTURER'S JOINTS. PROVIDE JOINTS PRIOR TO ANY FABRICATION.
8. DO NOT HANG OR ATTACH OUTDOOR, CONDUNIT, PIPING, EQUIPMENT, ETC. FROM METAL DECK.

1. ALL STEEL COMPOSITE/FORM DECK SHALL BE THE THICKNESS AND GAGE SHOWN ON THE DRAWINGS.
2. ALL METAL COMPOSITE DECK SHALL BE GALVANIZED STEEL CONFORMING TO ASTM A653 WITH A MINIMUM COATING OF G60 (180) AND A MINIMUM STRENGTH OF 33KSI.
3. UNLESS A MORE STRINGENT ANCHORAGE SYSTEM IS SPECIFIED ON THE DRAWINGS, ALL DECKING (AT A MINIMUM) SHALL BE CONTINUOUS OVER AT LEAST ONE SUPPORT AND BE FASTENED TO ALL SUPPORTS WITH A MINIMUM OF 5/8" DIAMETER PIVOT WELDS AT THE BOTTOM OF ALTERNATE RIBS SPACED AT 12" ON CENTER. IN ADDITION, DECK PANELS SHALL BE FASTENED TOGETHER AT SIDE LAP JOINTS USING (1) #10 SELF-TAPPING SCREWS SPACED AT 12" ON CENTER.
4. ALL DECK SHALL BEAR A MINIMUM OF 1-1/2" THICK ON SUPPORTING MEMBERS.
5. ROOF AND FORM DECK SHALL BE LAPPED OVER SUPPORTS UNLESS OTHERWISE DETAILED ON THE DRAWINGS.
6. COMPOSITE FLOOR DECK SHEETS SHALL BE BUTTED OVER SUPPORTS UNLESS OTHERWISE DETAILED ON THE DRAWINGS.
7. PROVIDE ALL FOUR STOPS, CLOSE PLATES AT COLUMNS AND ANY OTHER ACCESSORY PIECES TO COMPLETE THE CONTAINMENT OF THE WET CONCRETE.
8. WHERE DECK CHANGES IN DIRECTION, PROVIDE A 2' G.A. COVER PLATE TO SPAN THE OPENING BETWEEN THE DECKS.

1. ANCHOR BOLTS, REINFORCING STEEL, THREADED RODS, STAIR HANDRAILS, AND OTHER EMBEDDED STEEL ITEMS SHALL BE SET INTO HARDENED CONCRETE WITH ADHESIVE OR MECHANICAL POST-INSTALLED ANCHOR ONLY WHERE DETAILED ON THE DRAWINGS OR THROUGH APPROVED BY THE ENGINEER.
2. PRE-ADHESIVE MANUFACTURERS ARE HILTI, SIMPSON STRONG-TIE, AND DEWALT. WHERE DETAILS INCLUDE SPECIFIC ADHESIVE OR MECHANICAL POST-INSTALLED ANCHORS, IT IS ACCEPTABLE AT THE CONTRACTOR'S OPTION TO SUBMIT AN ALTERNATE SIMILAR PRODUCT PROVIDED BY A DIFFERENT MANUFACTURER AS LONG AS THE MANUFACTURER'S DATA PROVIDES EQUIVALENT LOAD CAPACITY TO THE ANCHOR SPECIFIED.
3. MANUFACTURER'S DATA FOR ALL ADHESIVE AND MECHANICAL POST-INSTALLED ANCHORS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. SUBMITTALS FOR ADHESIVE ANCHOR PRODUCTS SHALL INCLUDE ICC-ES EVALUATION REPORTS. STRICTLY FOLLOW THE MANUFACTURER'S SPECIFICATIONS AND INSTALLATION INSTRUCTIONS. HEED ALL LABEL WARNINGS. INSTALL IN ACCORDANCE WITH APPLICABLE SAFETY LAWS.
4. ALL HOLES SHALL BE DRILLED WITH A DIAMETER NO LARGER THAN 1/8" GREATER THAN THE DIAMETER OF THE STEEL MEMBER BEING INSTALLED.
5. ALL HOLES SHALL BE CLEANED WITH COMPRESSED AIR AND SHALL BE DRY PRIOR TO INSTALLATION OF ADHESIVE. HOLES SHALL BE FREE OF ALL DEBRIS AND OIL.
6. CONTRACTOR PERFORMING ADHESIVE WORK SHALL BE AN APPROVED CONTRACTOR BY THE MANUFACTURER FURNISHING THE ADHESIVE MATERIALS, AND SHALL HAVE NO LESS THAN FIVE YEARS EXPERIENCE IN THE VARIOUS TYPES OF ADHESIVE RELATED WORK REQUIRED IN THIS PROJECT. A CERTIFICATION FROM THE MANUFACTURER ATTESTING TO THE TRAINING SHALL BE SUBMITTED TO THE ENGINEER/ARCHITECT ALONG WITH THE PROPOSAL TO DO THE WORK.
7. WHERE THE ADHESIVE ANCHORS ARE TO BE INSTALLED IN HOLLOW MATERIAL WITH UNKNOWN CAPACITY, THE CONTRACTOR SHALL INSTALL THE ANCHOR IN STRICT ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
8. THE ADHESIVE SHALL BE INSTALLED IN THE HOLLOW BASE MATERIAL USING SCREEN TUBES SUPPLIED BY THE MANUFACTURER. THE ADHESIVE SHALL BE CAPABLE OF SUSTAINING MINIMUM TENSION AND SHEAR LOAD CAPACITIES NOTED ON THE DRAWINGS MULTIPLIED BY A FACTOR OF SAFETY OF 4. ALL HARDWARE AND MATERIAL SHALL BE SUPPLIED BY THE ANCHOR MANUFACTURER.
9. A TENSILE AND SHEAR CAPACITY TEST AND A TENSILE AND SHEAR CYCLE TEST PERFORMED ON A MINIMUM OF FIVE INSTALLED SAMPLES WHICH ARE REPRESENTATIVE OF THE ACTUAL INSTALLATIONS. TESTING SHALL BE PERFORMED BY THE ADHESIVE ANCHOR MANUFACTURER OR HIS APPROVED REPRESENTATIVE AND SHALL BE DOCUMENTED FOR THE DESIGN PROFESSIONAL.

STRUCTURAL STEEL:

WELD FLANGE SHAPES (W SECTIONS) - ASTM A992, GRADE 50 (FY=50 KSI)

W CHANNELS, LANGLES, ROOFS, AND BARS - A36 (FY=36 KSI)

PLATES - ASTM A572, GRADE 50 (FY=50 KSI) OR ASTM A36 (FY=36 KSI)

SQUARE AND RECTANGULAR TUBES - ASTM A500, GRADE 45 (FY=46 KSI)

PIPPES - ASTM A33, GRADE (FY=35 KSI)

ANCHOR BOLTS AND THREADED ROODS SHALL CONFORM TO ASTM F1554, GRADE 36.

DESIGN, FABRICATION AND ERECTION SHALL BE AS PER SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS (AISC 360-05).

BEAM SIMPLE SHEAR AND BRACE FRAME CONNECTIONS NOT DETAILED ON STRUCTURAL DRAWINGS SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER RETAINED BY THE STEEL SUPPLIER AND REGISTERED IN THE STATE IN WHICH THE PROJECT IS LOCATED. THE CONNECTIONS FOR NON-COMPLETE BEAMS SHALL BE AS REQUIRED FOR REACTIONS SHOWN ON DRAWINGS OR FOR REACTIONS DETERMINED USING THE ALLOWABLE UNIFORM LOAD AS TABULATED IN PART 3 OF THE AISC STEEL CONSTRUCTION MANUAL. FOR THE SECTION, SPAN AND STRENGTH OF STEEL SPECIFIED, CONNECTIONS SHALL BE MADE WITH ASTM A325 3/4" Ø BOLTS (MINIMUM), TIGHTENED TO A SNUG-TIGHT CONDITION PER AISI REQUIREMENTS.

REACTIONS MAY BE OMITTED ON PLANS FOR CLARITY. REACTIONS CAN BE PROVIDED ONCE A CONTRACT IS AWARDED. NOTIFY ENGINEER OR REQUEST THE CONNECTION ENGINEER SHALL SUBMIT A SIGNED AND SEALED LETTER STATING THEY HAVE REVIEWED THE STEEL SHOP DRAWINGS AND THE CONNECTIONS ARE CONSISTENT WITH THEIR CALCULATIONS AND INTENT.

BOLTED CONNECTIONS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS, LATEST EDITION, APPROVED BY THE RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS AND ENDORSED BY AISI. IF BOLTS ARE TO BE GALVANIZED, THEY SHALL BE IN THE UNPAINTED CONDITION.

CONNECTIONS NOT SPECIFICALLY NOTED OTHERWISE SHALL BE BEARING SNUG TIGHT CONNECTIONS AND SHALL BE HAVE WASHERS AS REQUIRED AND NUTS TIGHTENED SYSTEMATICALLY FROM THE MOST RIGID PART OF THE JOINT. THE SNUG-TIGHTENED CONDITION SHALL BE ATTAINED WITH A TORQUE WRENCH OR IN THE IMPACT WRENCH OR THE FULL EFFORT OF AN IRONWORKER USING AN ORDINARY SPUD WRENCH TO BRING THE CONNECTED PIPES INTO FIRM CONTACT.

WHERE STEEL MEMBERS ARE WELDED AND NO SIZE IS SPECIFIED, PROVIDE FULL LENGTH FULL FILLET WELDS BOTH SIDES OF THE MEMBER. WELD SIZES SHALL BE AS FOLLOWS UNLESS NOTED OTHERWISE:

MEMBER THICKNESS	WELD SIZE
3/16"	3/16"
1/4"	3/16"
5/16"	3/8"
3/8"	1/2"
7/16"	1/2"
1/2"	5/8"
9/16"	3/8"
5/8"	7/16"

SPLICING OF STRUCTURAL STEEL MEMBERS IS PROHIBITED WITHOUT PRIOR APPROVAL OF THE ENGINEER AS TO LOCATION AND TYPE OF SPLICE TO BE MADE. ANY MEMBER HAVING A SPLICE NOT SHOWN AND DETAILED ON SHOP DRAWINGS WILL BE REJECTED.

ALL WELDING SHALL CONFORM TO THE AMERICAN WELDING SOCIETY CODE. USE E70 SERIES ELECTRODES FOR ALL STRUCTURAL STEEL WELDS. ALL WELDS AND REACTIVE WELDED SURFACES SHALL BE PROTECTED FROM CORROSION BY HOT-DIP GALVANIZING AFTER FABRICATION.

STRUCTURAL STEEL SHALL BE PUNCHED FOR WOOD BLOCKING, NAILERS, CLIPS AND TIES IN ACCORDANCE WITH ARCHITECTURAL/DRAWINGS/DETAILS.

ULTRASONIC INSPECTION BY THE TESTING LABORATORY SHALL BE PROVIDED FOR ALL WELDS CALLED FOR ON THE STRUCTURAL DRAWINGS OR SHOP DRAWINGS AS FULL PENETRATION WELDS.

ALL STEEL EXPOSED TO VIEW SHALL BE CLASSIFIED AS ARCHITECTURALLY EXPOSED STRUCTURAL STEEL (AESS) AS DEFINED BY THE AISI CODE OF STANDARD PRACTICE AND SHALL BE TREATED AS SUCH.

DETAILING AND FABRICATION OF ARCHITECTURALLY EXPOSED STRUCTURAL STEEL SHALL BE PERFORMED BY A FABRICATOR WITH A MINIMUM OF 5 YEARS EXPERIENCE IN FABRICATION OF STRUCTURAL STEEL.

ERECTION OF STRUCTURAL STEEL SHALL BE BY AN ERECTOR REGULARLY ENGAGED IN THE ERECTION OF STRUCTURAL STEEL. FIELD WELDS SHALL BE PERFORMED BY INDIVIDUALS HOLDING VALID CURRENT CERTIFICATION FROM AWS FOR THE TYPE OF WELD AND MATERIAL BEING WELDED.

DETAILING AND FABRICATION OF ARCHITECTURALLY EXPOSED STRUCTURAL STEEL SHALL BE PERFORMED BY THE OWNER, COPIES OF CURRENT AWS CERTIFICATIONS FOR INDIVIDUALS PERFORMING WELDS.

ALL WELDS SHALL BE PERFORMED BY CERTIFIED WELDERS. WELDERS SHALL ONLY INSTALL WELDS FOR WHICH THEY HAVE BEEN CERTIFIED TO PERFORM. WELDER CERTIFICATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO ANY ERECTION. CERTIFICATIONS SHALL CLEARLY SHOW THE ERECTION PROJECT, THE TYPE OF WELDING TO BE PERFORMED, THE WELDER'S NAME, AND THE WELDER'S CERTIFICATION NUMBER. THE WELDING CERTIFICATION, WELDING PROCEDURE (WPS) AND ANY SUPPORTING SPECIFICATION, ALL CERTIFICATIONS SHALL BE PER AWS AND BE CURRENT. PROVIDE WELDING LOGS TO DEMONSTRATE CONTINUED WELDING IF CERTIFICATIONS ARE OLDER THAN 2 YEARS.

ALL BEAMS SHALL BE FABRICATED WITH THE NATURAL CABLE LENGTH ABOVE THE HORIZONTAL CENTERLINE BETWEEN THE END CONNECTIONS.

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ALL BEAMS SHALL BE FABRICATED WITH THE

1. THE CONTRACTOR SHALL NOTIFY ALL LOCAL AGENCIES HAVING JURISDICTION, AND SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED FOR THE DEMOLITION AND REMOVAL OF THE DEBRIS RESULTING FROM THE DEMOLITION.
2. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL OBTAIN A PROFESSIONAL ENGINEER LICENSED IN THE STATE IN WHICH THE PROJECT IS LOCATED, TO DETERMINE ALL CONSTRUCTION PHASE SHORING REQUIREMENTS. CONTRACTOR SHALL SUBMIT TO THE OWNER AND THE ENGINEER OF RECORD, SIGNED AND SEALED DRAWINGS, OUTLINING OPERATIONAL SEQUENCES, SHORING CONCEPTUAL PLANS, METHODS USED FOR THE PROTECTION OF STRUCTURES TO REMAIN AND NEIGHBORING STRUCTURES.
3. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE PROTECTION AND STABILITY OF EXISTING AND NEW STRUCTURES DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS TO CERTAINLY BY EXISTING THE CONDITIONS OF THE PROPERTIES AND BUILDINGS ADJOINING OR IN CLOSE PROXIMITY TO THE PREMISES. THE ARCHITECT SHALL BE NOTIFIED OF ANY DISCREPANCY.
5. PROVIDE AND MAINTAIN BRACING AND SHORING AS NEEDED. KEEP SUPPORTING STRUCTURE IN PLACE DURING NEW CONSTRUCTION AND UNTIL NEW STRUCTURE IS COMPLETED.
6. STORE AND PROTECT ALL MATERIAL TO BE REMOVED AND REUSED.
7. IF SAFETY OR INTEGRITY OF STRUCTURAL SYSTEM APPEARS TO BE COMPROMISED, CEASE OPERATIONS IMMEDIATELY AND NOTIFY THE OWNER AND THE ENGINEER. PROPERLY BRACE AND SUPPORT STRUCTURE BEFORE RESUMING OPERATIONS.
8. ANY DAMAGE OCCURRING TO THE EXISTING STRUCTURE, ADJACENT STRUCTURES, STREETS, SIDEWALKS, UTILITY LINES OR ANY OTHER PUBLIC OR PRIVATE PROPERTY SHALL BE REINSTALLED AT THE CONTRACTOR'S OWN RISK AND AT THE CONVEYANCE BY THE CONTRACTOR AT NO COST TO THE OWNER OR THE ENGINEER.
9. ALL OPENINGS IN EXISTING CONSTRUCTION SHALL BE SAW CUT OR DRILLED.
10. ALL EXISTING INFORMATION SHOWN IS REFERENCED FROM EXISTING DRAWINGS PREPARED BY HOWARD, NEMMEN AND BERGENFODT, DATED 11/10/86.
11. ALL LIVES AND WORKING DEMOLITION WORK THE EXISTING STRUCTURE, EQUIPMENT AND THOSE PEOPLE USING THE SPACE SHALL BE PROTECTED FROM DAMAGE OR INJURY.
12. PROVIDE THE NECESSARY DUSTPROOF ENCLOSURES, PARTITIONS, ETC. REQUIRED TO TEMPORARILY ENCLOSE THE CONSTRUCTION AREA SO AS TO ADEQUATELY PROTECT THE EMPLOYEES, THE EQUIPMENT AND PROPERTY OF THE OWNER. IF ENCLOSURES DO NOT PROVIDE A SUFFICIENT BARRIER TO THE DUST OR OTHER HAZARDOUS MATERIALS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUCH ENCLOSURES AT THE EXPENSE OF THE CONTRACTOR.
13. ALL CONSTRUCTION MATERIAL NOTED TO BE REMOVED SHALL BE DISPOSED OF IN A HIGHLY RESPONSIBLE AND LAWFUL MANNER.
14. THE SITE SHALL BE LEFT FREE AND CLEAR OF ALL DEBRIS, LOOSE AND UNUSED MATERIALS AND EQUIPMENT

1. THE USE OF REPRODUCTIONS OF THESE CONTRACT DRAWINGS BY ANY CONTRACTOR, SUBCONTRACTOR, ERECTOR, FABRICATOR, OR MATERIAL SUPPLIER IN LIEU OF PREPARATION OF SHOP DRAWINGS SIGNIFIES HIS ACCEPTANCE OF ALL INFORMATION SHOWN HEREIN AS CORRECT, AND OBLIGATES HIMSELF TO ANY JOB EXPENSE, REAL OR IMPLIED, ARISING DUE TO ANY ERRORS THAT MAY OCCUR HERE ON.

8	AT
9	AND
AB	ANCHOR BOLTS
ACT	AMERICAN CONCRETE INSTITUTE
ADDL	ADDITIONAL
ADH	ADHESIVE
AFF	ABOVE FINISHED FLOOR
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
AISI	AMERICAN IRON AND STEEL INSTITUTE
ALT	ALTERNATE
ARCH	ARCHITECT'S / ARCHITECTURAL
ARCH	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWB	AMERICAN WELDING SOCIETY
B/C	BOTTOM
B/C	BOTTOM CHORD EXTENSION
BFG	BELOW FINISHED FLOOR
BLD	BUILDING
BM	BEAM
BOS	BOTTOM OF STEEL
BRG	BEARING
BTWN	BETWEEN
CANT	CANTILEVER
CJ	CONTROL JOINT
CL	CENTERLINE
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
COL	COLUMN
CONC	CONCRETE
CONN	CONNECTION
CONST JT	CONSTRUCTION JOINT
CONT	CONTINUOUS
CONTR	CONTRACTOR
COORD	COORDINATE
CTRD	CENTERED
d	NAILS (PENNY)
DBA	DEFORMED BAR ANCHOR
DEF	DEFLECTION
DEPR	DEPRESSION / DEPRESSED
DET	DETAIL
DIA	DIAMETER
DIAG	DIAGONAL
DIM	DIMENSION
DIST	DISTANCE
DWG(S)	DRAWING(S)
DWL(S)	DWELL(S)
EA	EACH
EE	EACH END
EF	EACH FACE
EJ	EXPANSION JOINT
ELEV	ELEVATION
EMBED	EMBEDDED / EMBEDMENT
ENGR	ENGINEER
EOE	EDGE OF DECK
EOS	EDGE OF SLAB
EQ	EQUAL
EQUIP	EQUIPMENT
EW	EACH WAY
EXIST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
FDN	FOUNDATION
FEM	FINISHED FLOOR ELEVATION
FFE	FACE OF MASONRY
FW	FACE OF WALL
FS	FAR SIDE
FTG	FOOTING
GA	GAUGE
GALV	GALVANIZED
HD	HEADED
HI	HIGH
HORIZ	HORIZONTAL
HSW	HOLLOW STRUCTURAL SECTION
INT	INTERIOR
JT	JOINT
K	KIPS
KB	KNEE BRACE
KSI	KIPS PER SQUARE INCH
LB	LONG BAR
LBS	POUNDS
LLH	LONG LEG HORIZONTAL
LLV	LONG LEG VERTICAL
LO	LOW
LOC	LOCATION
LSH	LONG SIDE HORIZONTAL
LSV	LONG SIDE VERTICAL
LWC	LIGHT WEIGHT CONCRETE
MAX	MAXIMUM
MC	MOMENT CONNECTION
MECH	MECHANICAL
MFR	MANUFACTURER
MID	MIDDLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MOW	MIDDLE OF WALL
MP	MASONRY PILASTER
No or #	NUMBER
NS	NEAR SIDE
NTS	NOT TO SCALE
NWC	NORMAL WEIGHT CONCRETE
OC	ON CENTER
OPNG	OPENING
OPP	OPPOSITE HAND
PAP	POWDER ACTUATED FASTENER
PED	PEDESTAL
PL	PLATE
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PST	PRESSURE TREATED
P-T	POST-TENSIONED
REF	REFERENCE
REINF	REINFORCING
REQD	REQUIRED
SB	SHORT BAR
SCHD	SCHEDULE
SIM	SIMILAR
SOG	SLAB ON GRADE
SPEC(S)	SPECIFICATIONS(S)
SQ	SQUARE
STD	STANDARD
STIFF	STIFFENER
STIRR	STIRRUP(S)
STL	STEEL
STR	STRUCTURAL
T/	TOP
TCX	TOP CHORD EXTENSION
TOS	TOP CHORD CONCRETE
TOP	TOP OF FOOTING
TOP	TOP OF STEEL
TOW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VERT	VERTICAL
VIF	VERIFY IN FIELD
W	WITH
WWF	WELDED WIRE FABRIC
WP	WORK POINT

DATE: November 30, 2018
PROJECT NUMBER: 9202-000
SHEET TITLE:



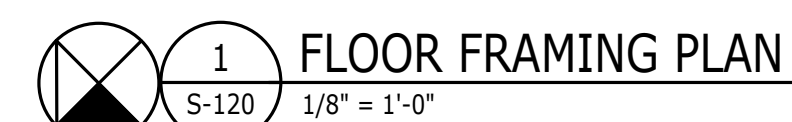
01/22/2019

A technical drawing of a stylized letter 'W'. The letter is composed of thick black strokes. It features a wide top bar, two deep vertical strokes, and a central vertical stroke. Construction lines, including circles and straight lines, are used to define the proportions and curves of the letter. The drawing is presented in a clean, black-and-white format.


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401 HAWTHORNE LANE, SUITE 110-269
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01/22/2019 Addendum #3

S-120



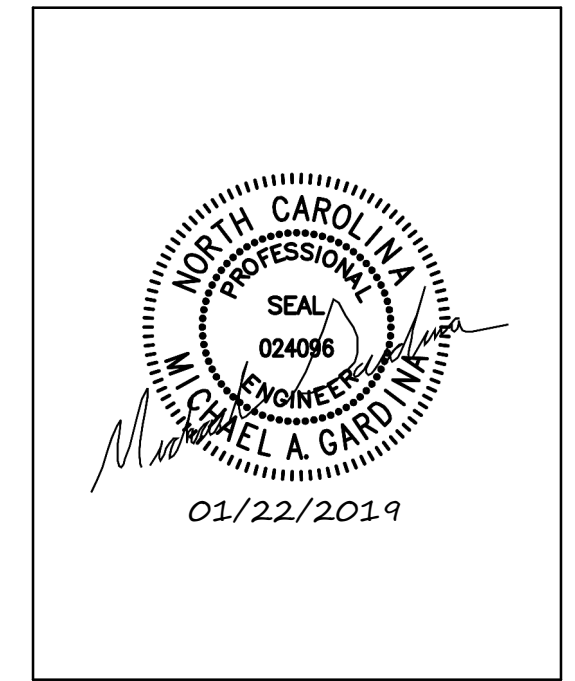
NOTES:

1. FOR GENERAL NOTES AND ABBREVIATIONS, SEE S-001.
2. FINISHED FLOOR ELEVATION 10'-0" 3/8" ABOVE REFERENCE FINISHED FLOOR ELEVATION.
3. TOP STEEL ELEVATION 5' 1/4" BELOW FINISHED FLOOR ELEVATION. UNO (NO) INDICATES TOP OF STEEL ELEVATION.
4. SL1 INDICATES STEEL DECK SPAN DIRECTION. CONSTRUCTION SHALL BE 3' 1/4" LIGHT WEIGHT CONCRETE ON 2" -20GA COMPOSITE STEEL DECK. TOTAL THICKNESS = 5' 1/4". SEE TYPICAL SLAB CONSTRUCTION DETAILS ON S-511.
5. (NO) INDICATES BOTTOM OF DECK ELEVATION.
6. UNO (NO) INDICATES STEEL DECK SPAN DIRECTION. CONSTRUCTION SHALL BE 1/2" -18GA METAL DECK. SEE 1/5-521 FOR TYPICAL ROOF CONSTRUCTION DETAIL.
7. MINIMUM COMPOSITE BEAM REACTION TO BE 10K. UNO.
8.  INDICATES MOMENT CONNECTION.
9. "VRF" INDICATES VERTICAL FRAME.
10. FOR TYPICAL SLAB CONSTRUCTION DETAILS, SEE S-511.
11. FOR STEEL COLUMN SCHEDULE, SEE 7/5-301.



TERMINAL
IMPROVEMENTS
CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
1740 AIRPORT BOULEVARD, SUITE 12
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(910) 452-4210

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BNP
1981 POST ROAD
FAIRFIELD, CT 06824
(203) 752-3000

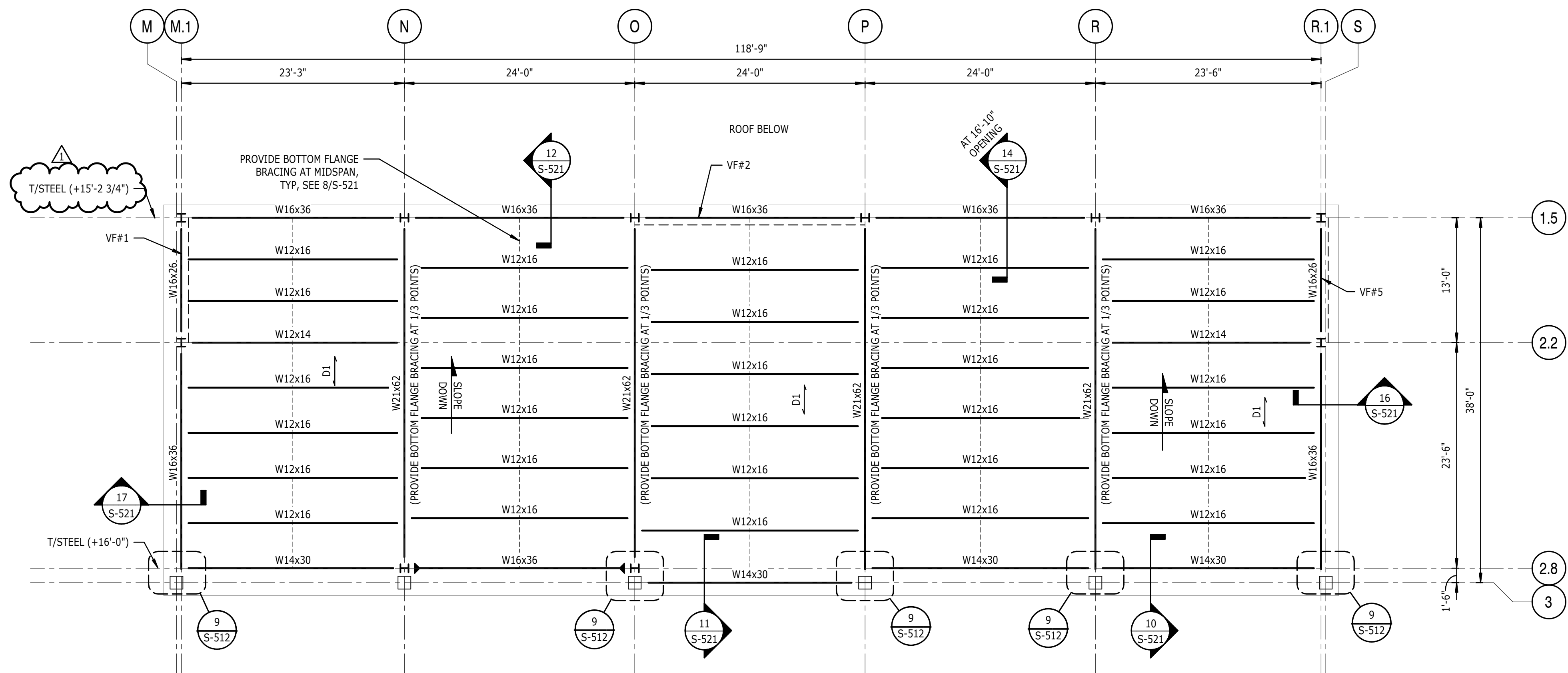
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**HARTTRANFT
LIGHTING DESIGN**
401 HAWTHORNE LANE, SUITE 110-269
CHARLOTTE, NC 28204
(240) 731-1058

REVISIONS
1 01/22/2019 Addendum #3

DATE: November 30, 2018
PROJECT NUMBER: 9202-000
SHEET TITLE:

**ROOF FRAMING
PLAN**

SHEET NUMBER:
S-130



1

S-130

ROOF

1/8" = 1'-0"

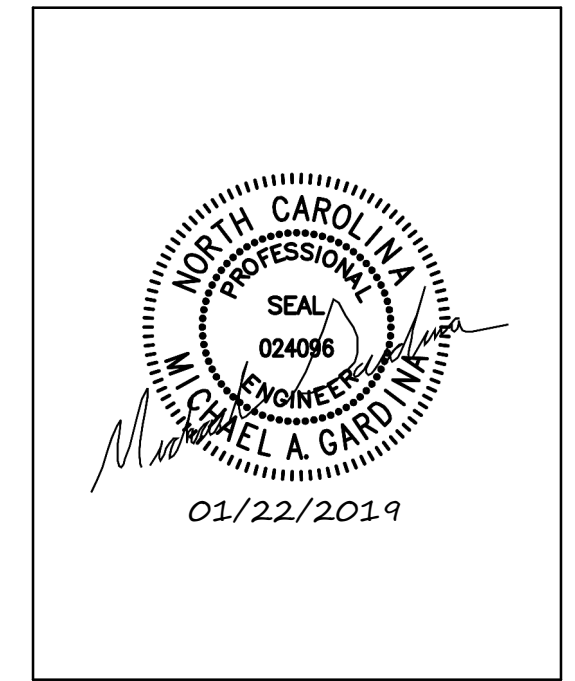
NOTES:
1. FOR GENERAL NOTES AND ABBREVIATIONS, SEE S-001.
2. (NO) INDICATES TOP OF STEEL ELEVATION ABOVE REFERENCED FLOOR FRAMING ELEVATION.
3. DL INDICATES STEEL DECK SPAN DIRECTION, CONSTRUCTION SHALL BE 1 1/2"18GA METAL DECK. SEE 1/S-521 FOR TYPICAL ROOF CONSTRUCTION DETAIL.
4. ——— INDICATES MOMENT CONNECTION TYPE.
5. "VF#" INDICATES VERTICAL FRAME TYPE.
6. FOR TYPICAL ROOF FRAMING DETAILS, SEE S-521.

SHEET NUMBER:
S-130



TERMINAL
IMPROVEMENTS
CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
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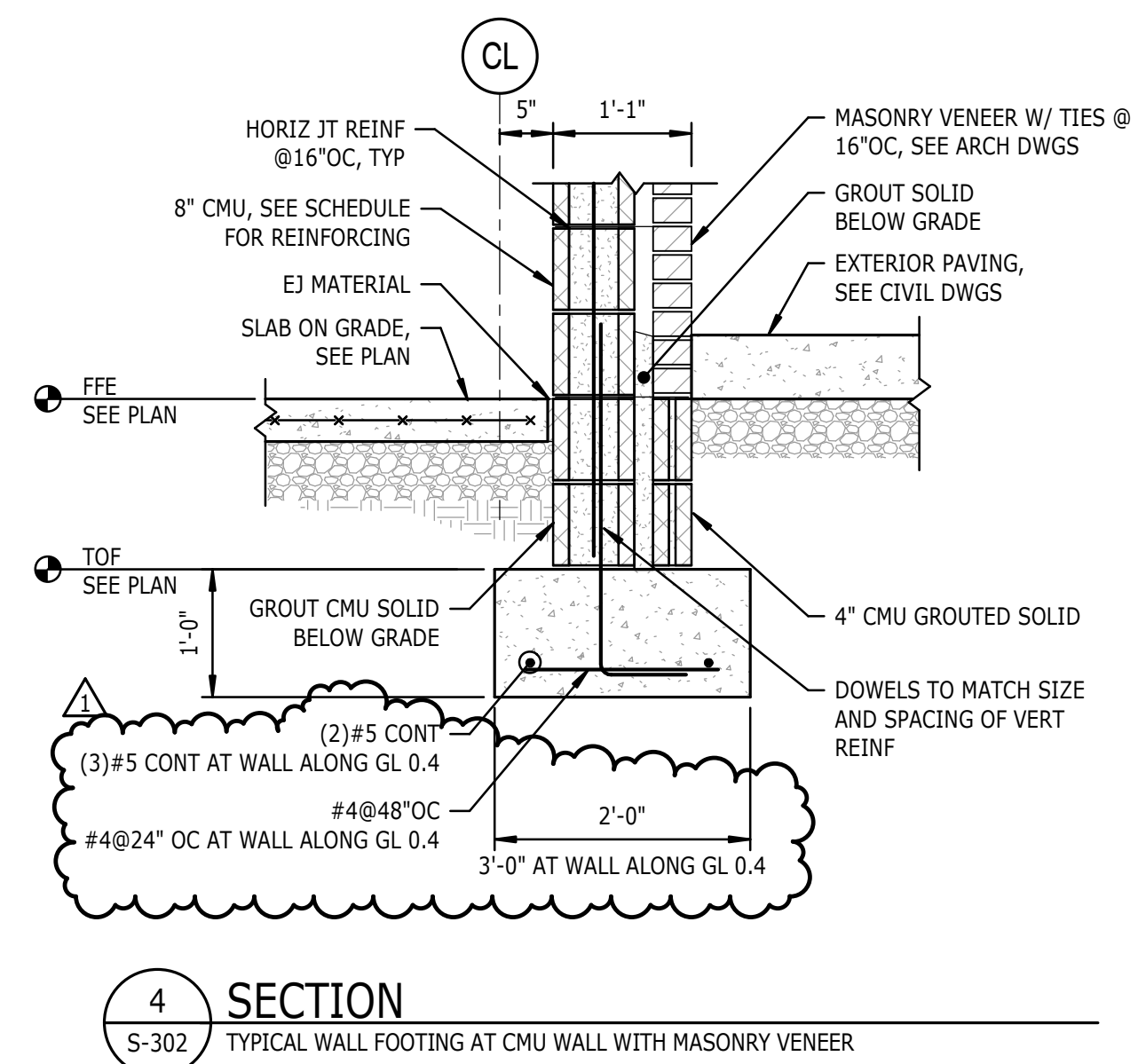
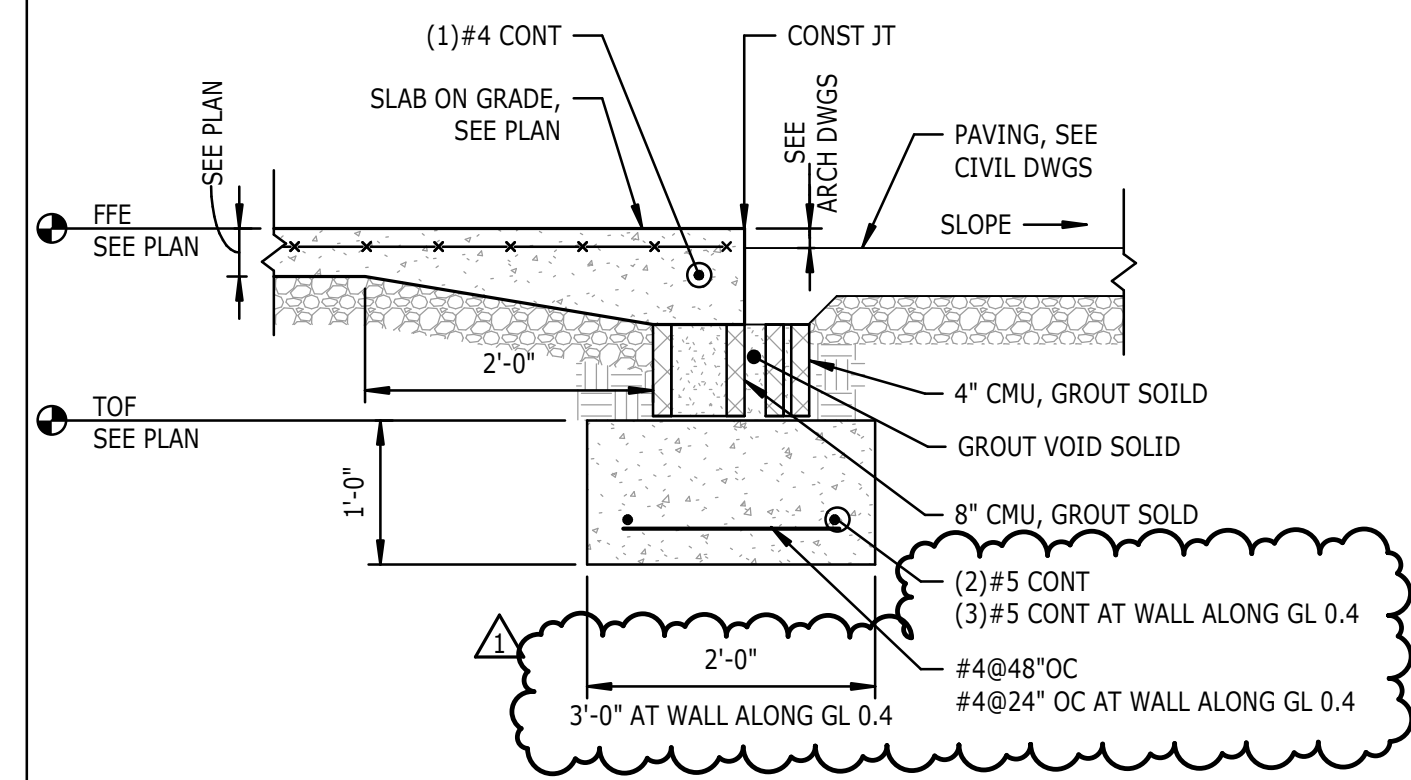
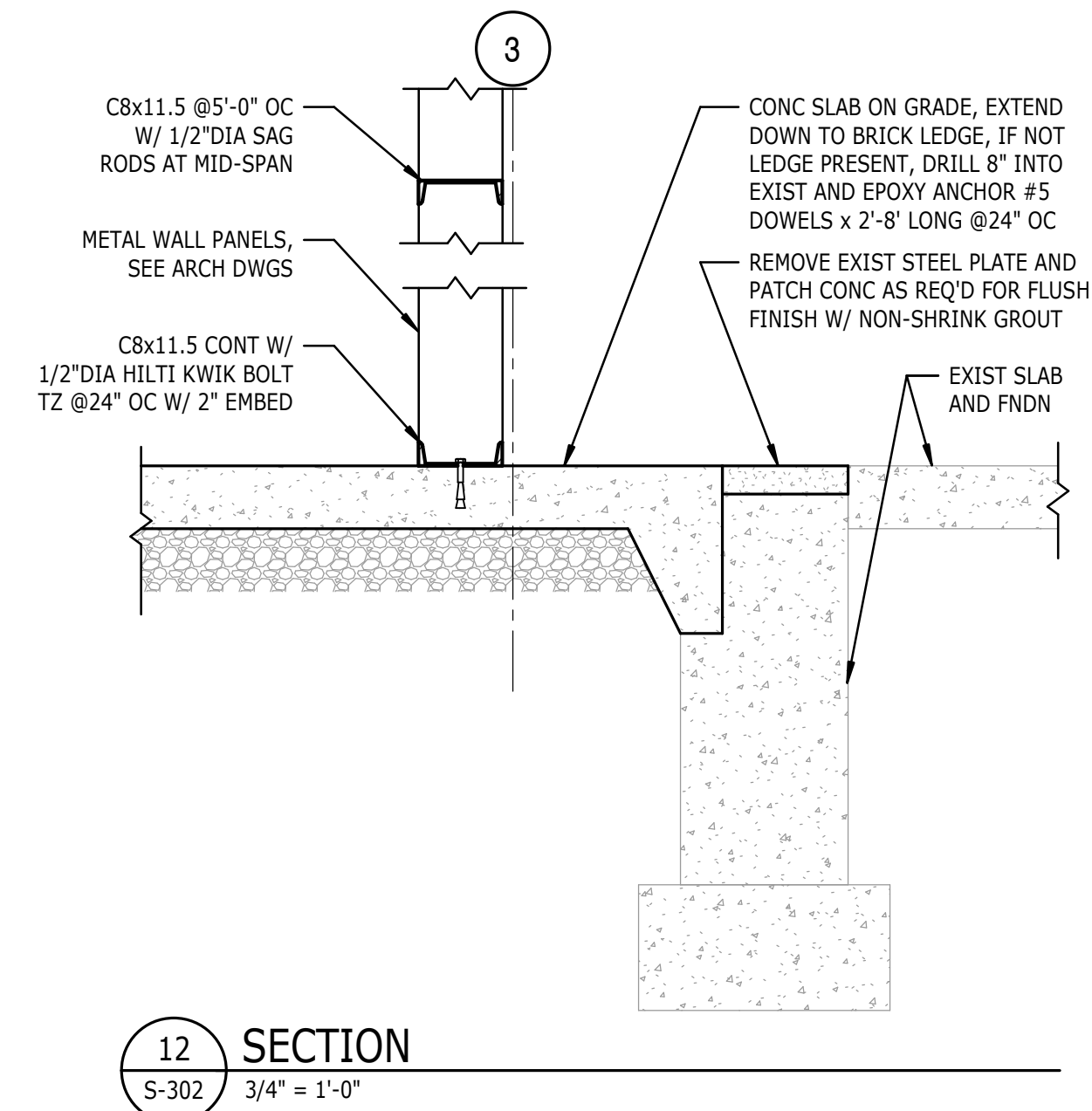
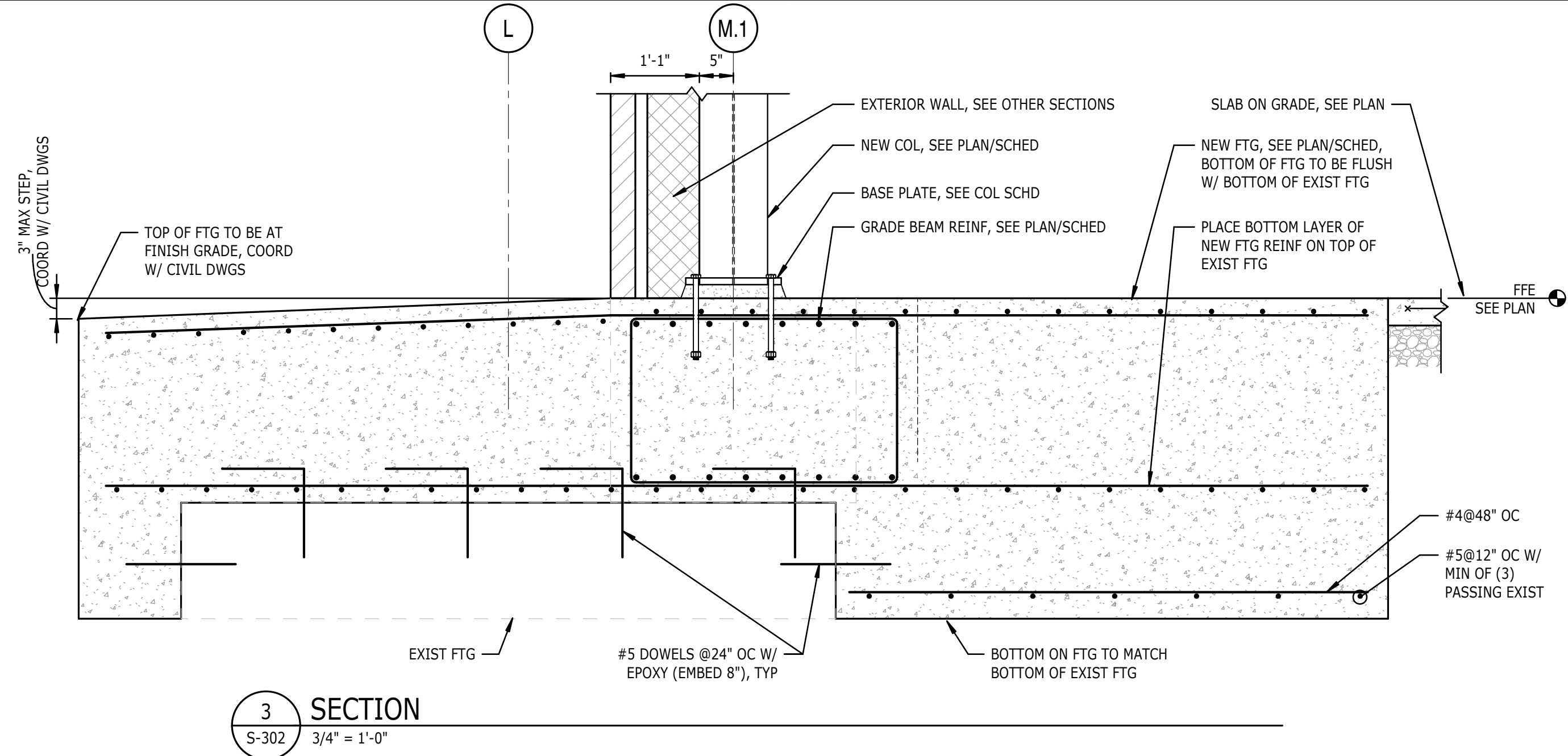
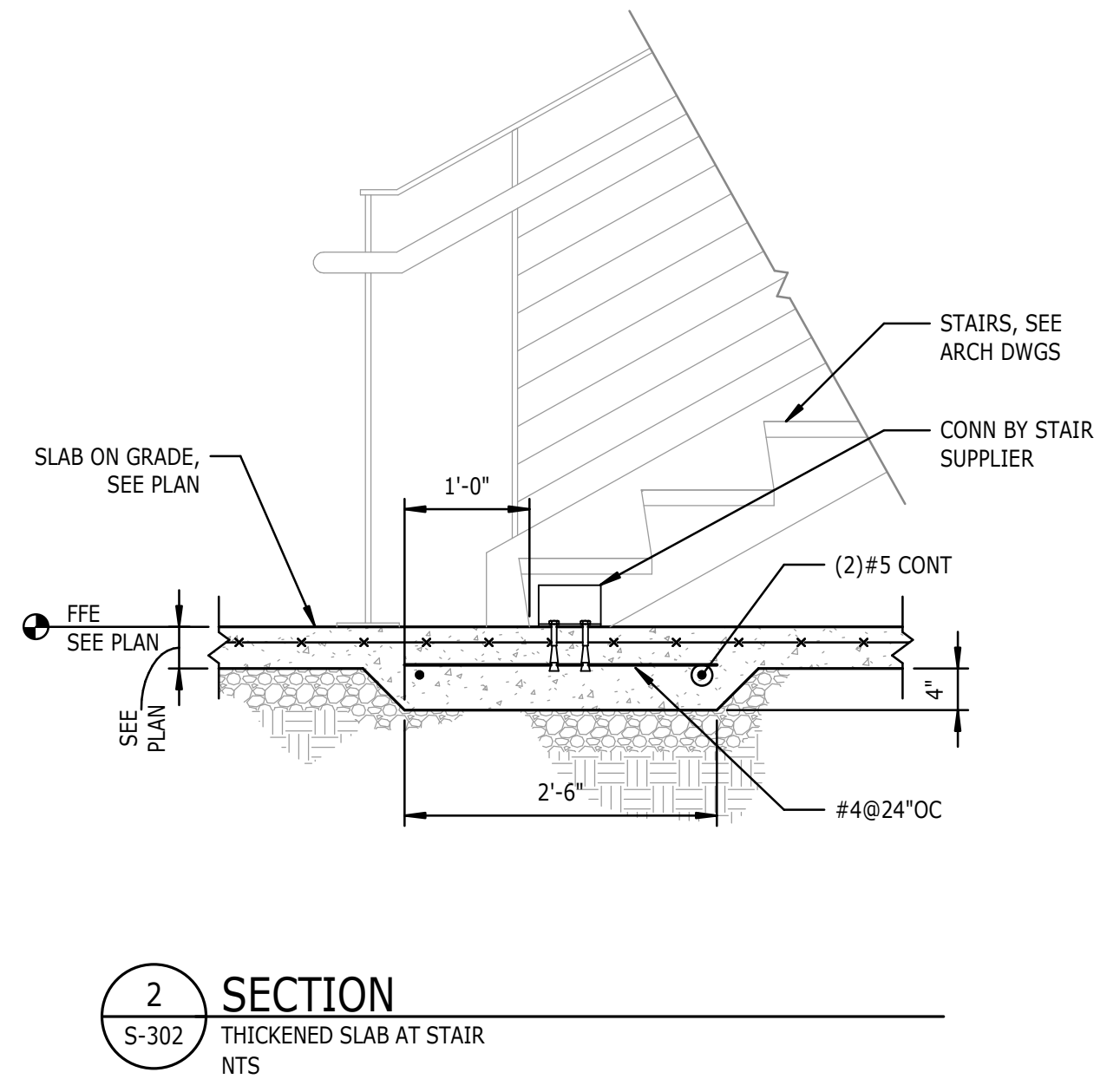
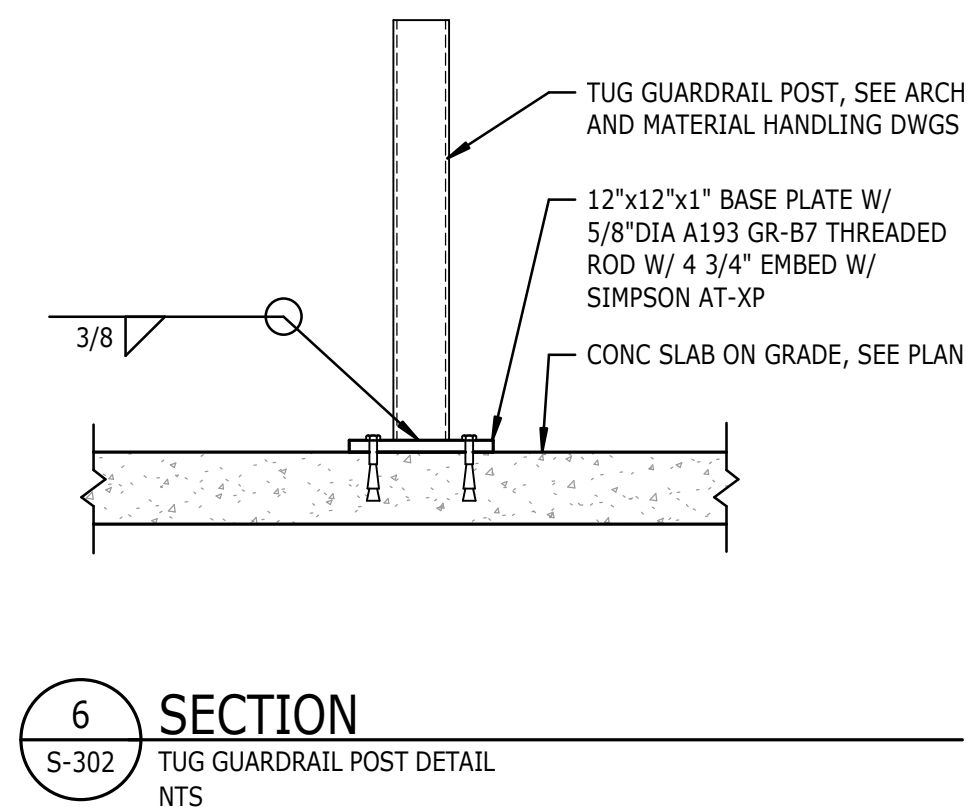
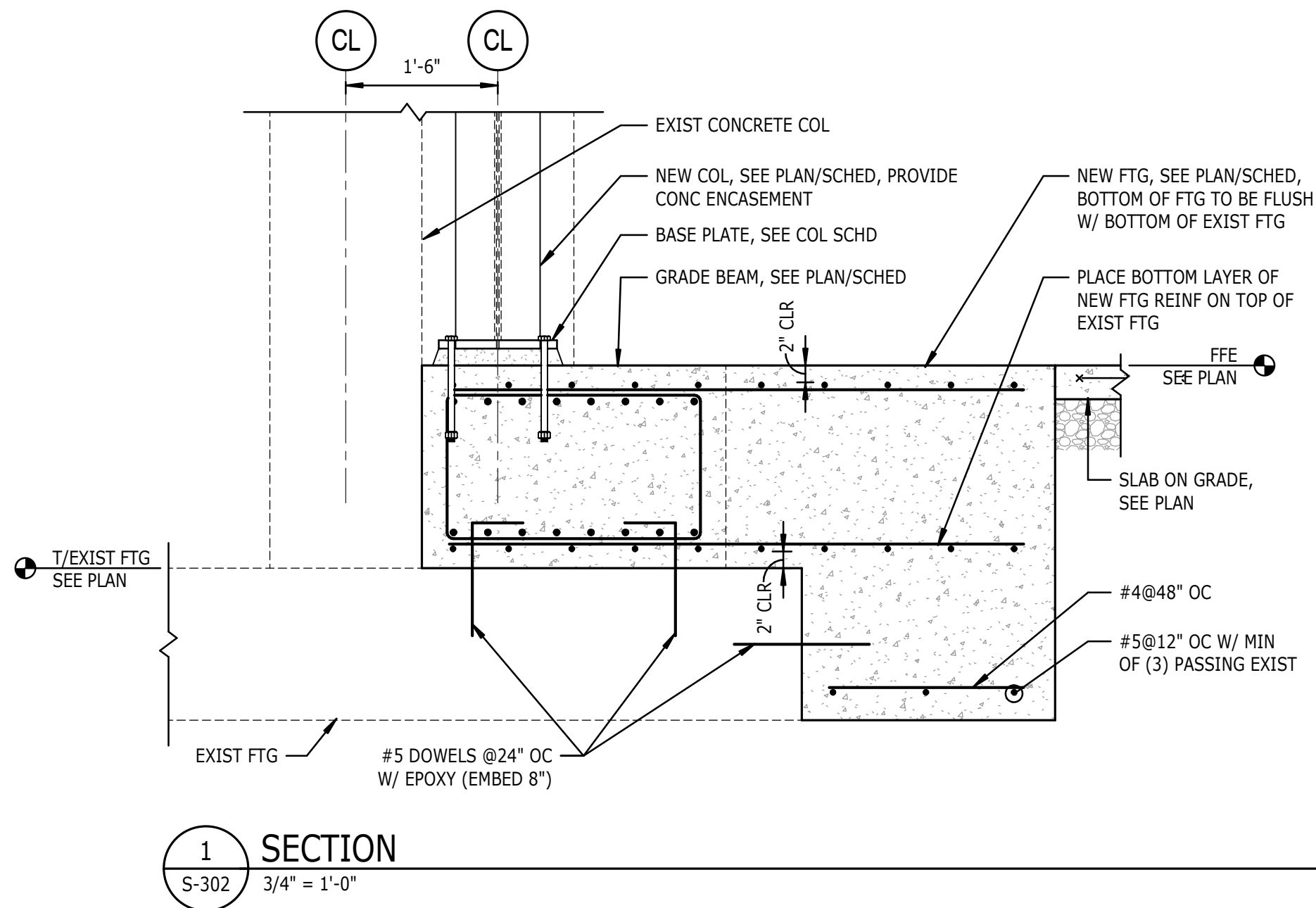
SPECIALTY LIGHTING CONSULTANT
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REVISIONS
1 01/22/2019 Addendum #3

DATE: November 30, 2018
PROJECT NUMBER: 9202-000
SHEET TITLE:

FOUNDATION
DETAILS

SHEET NUMBER:
S-302





TERMINAL
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CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
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(910) 765-5550 FIRM NO.: C-0713

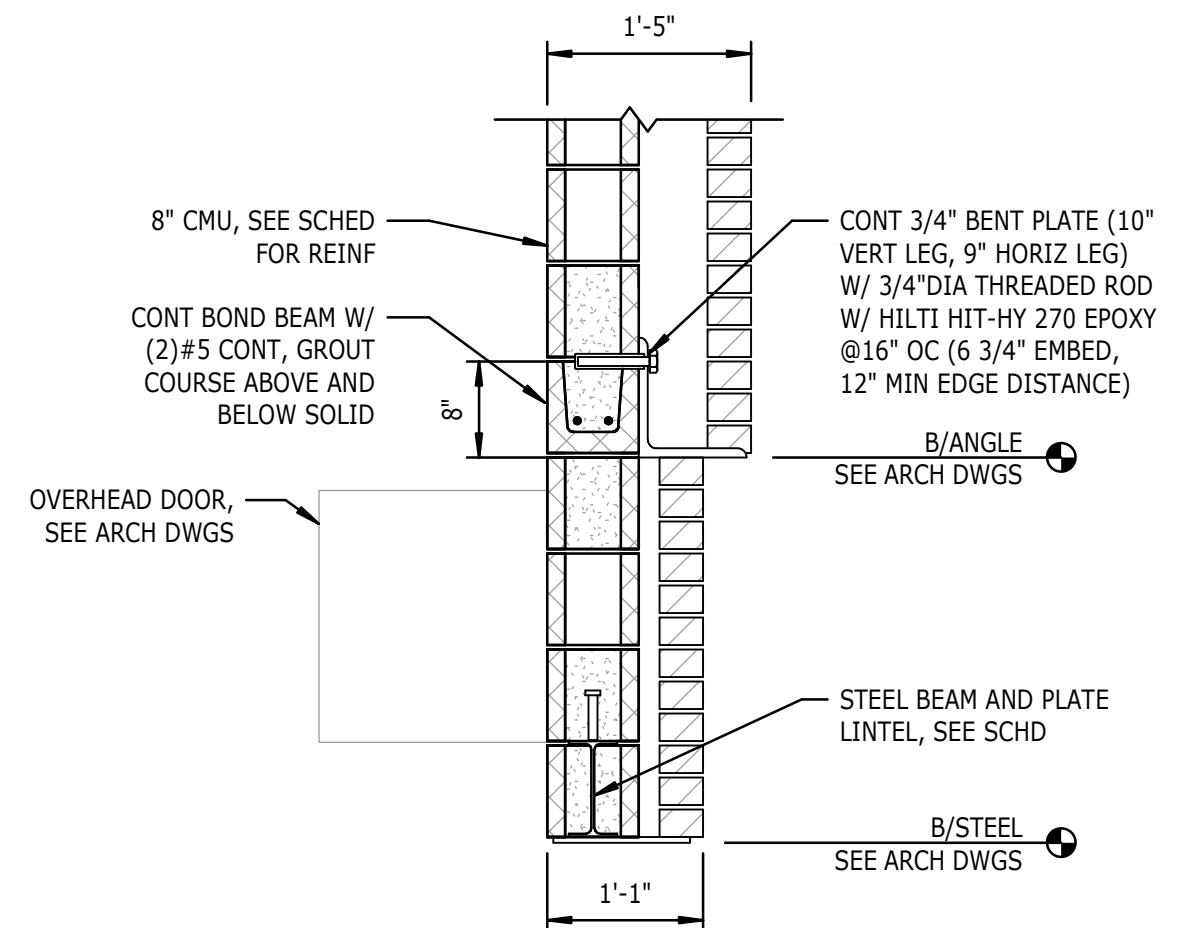
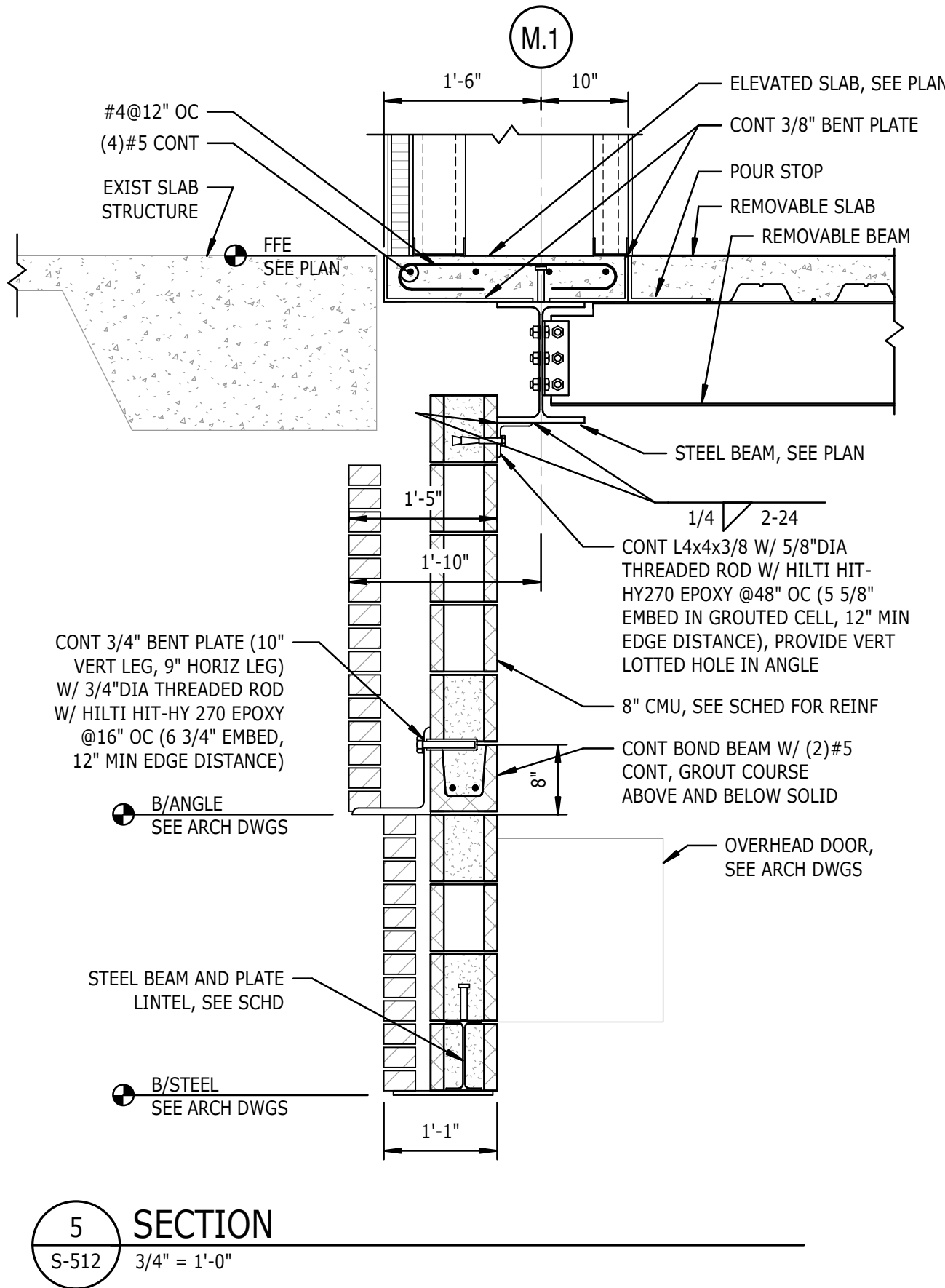
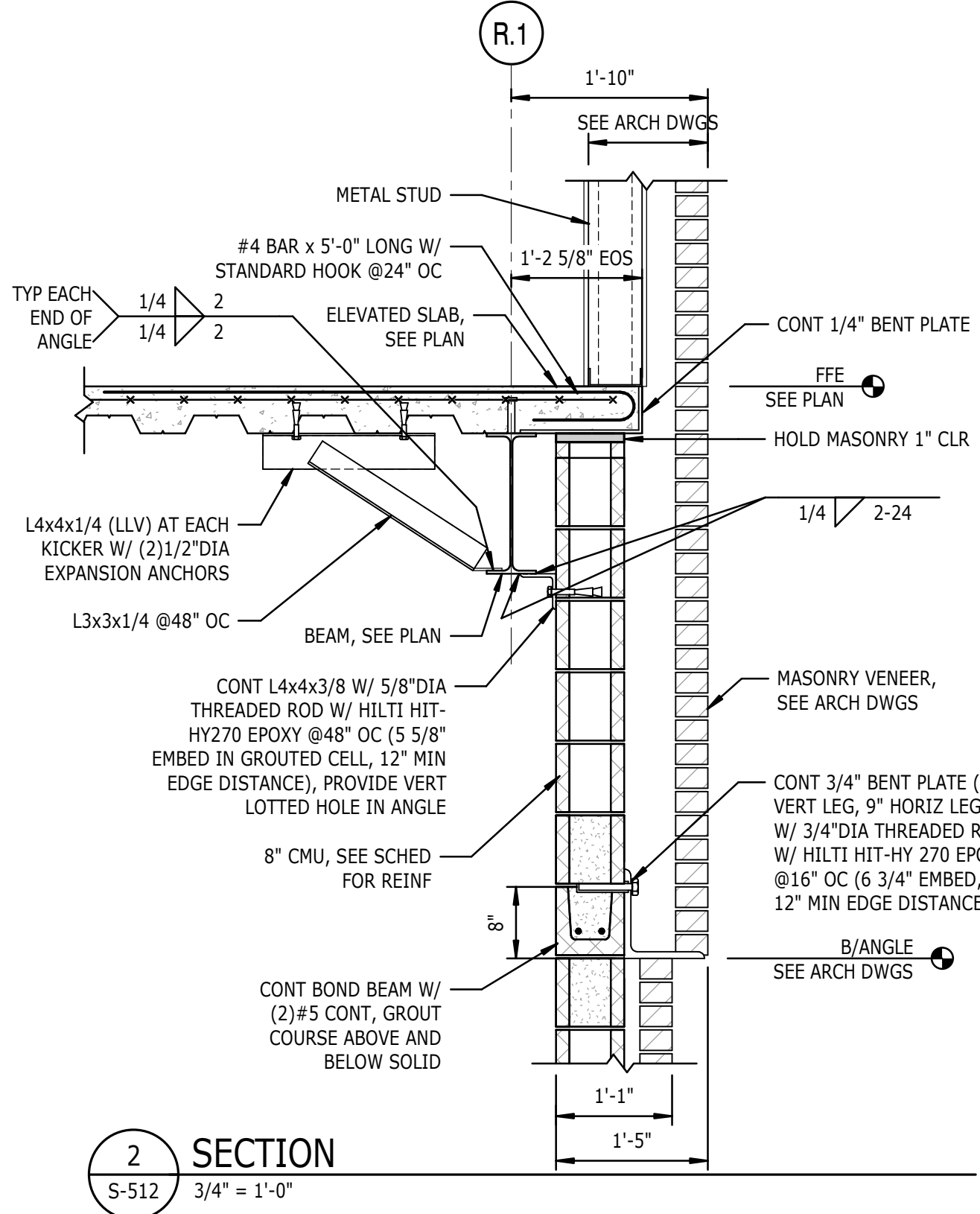
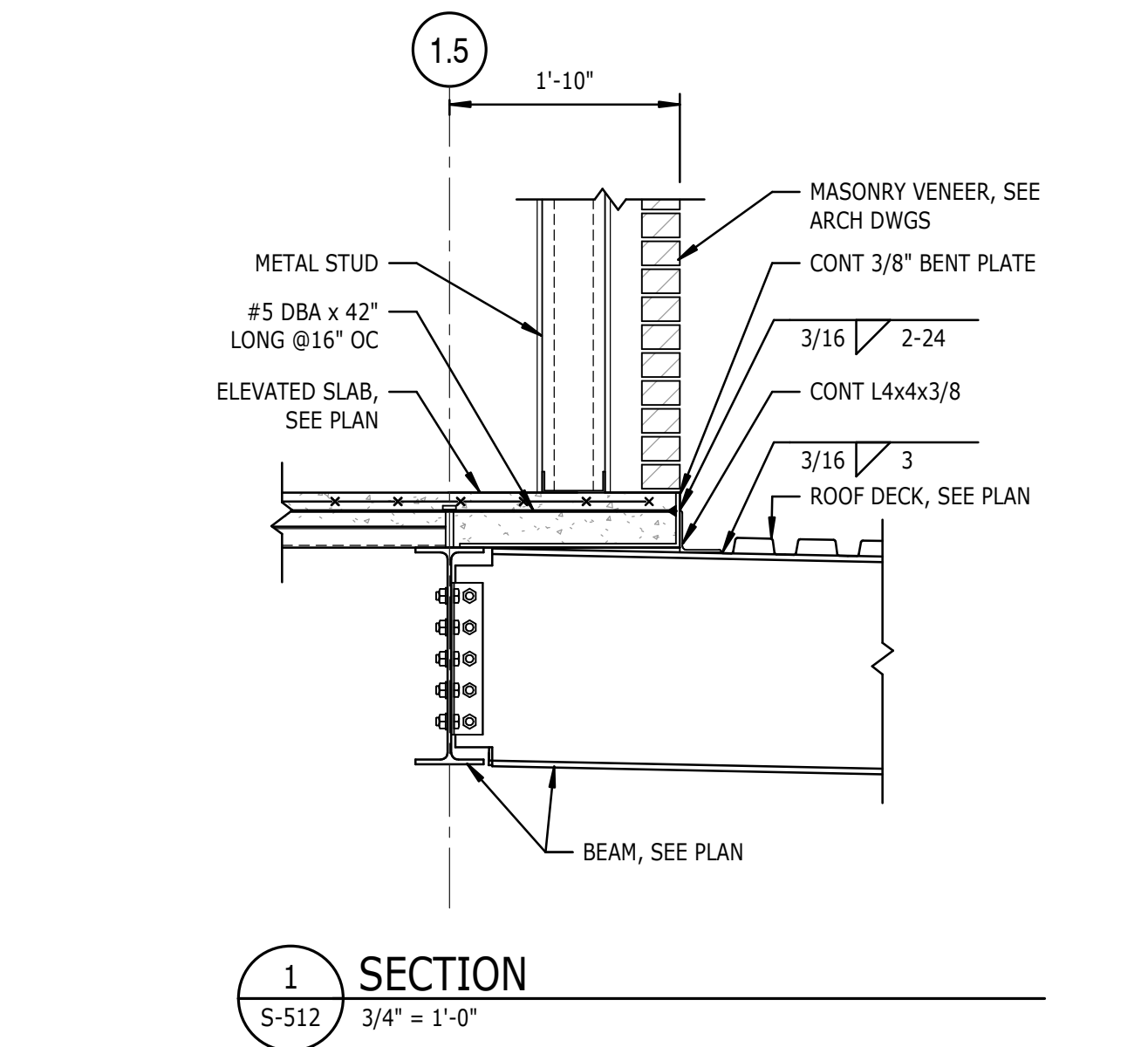
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FAIRFIELD, CT 06824
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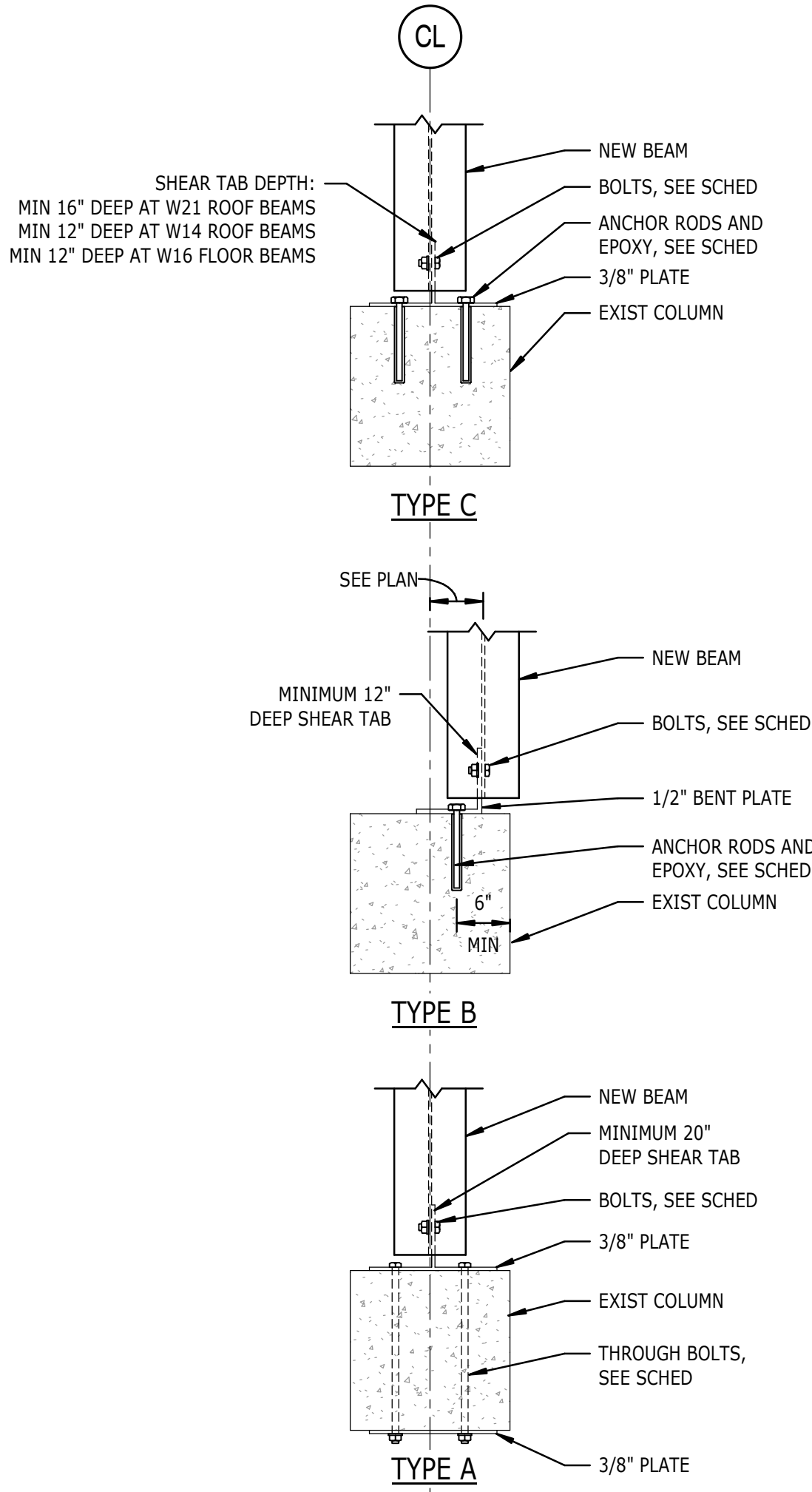
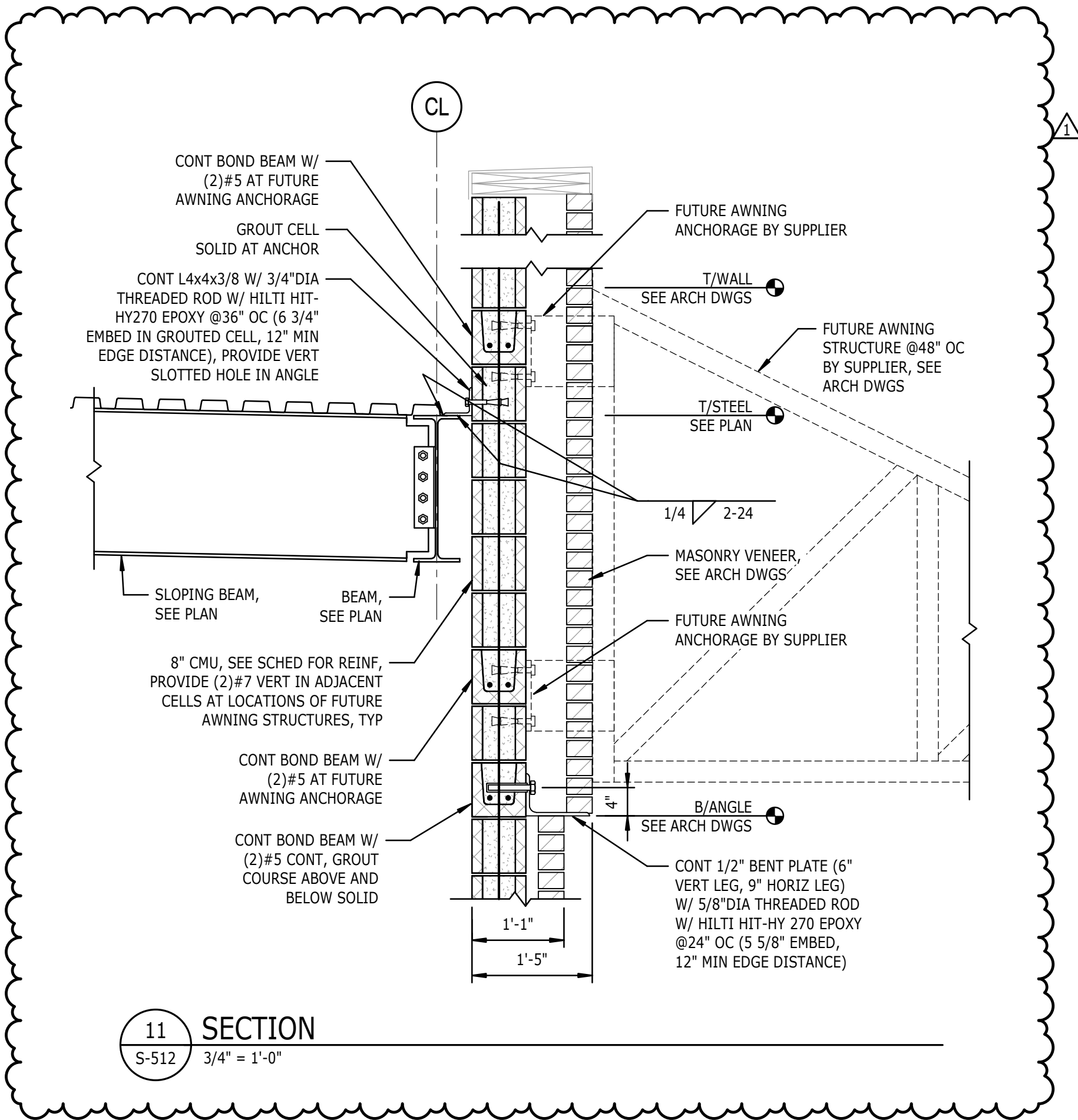
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**HARTRANFT
LIGHTING DESIGN**
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(240) 731-1058



TYPE	LOCATION	BOLTS AT BEAM WEB	BOLTS AT CONCRETE COLUMN			COMMENTS
			NUMBER AND SIZE	VERT SPACING	HORIZ SPACING	
A	P-3 (W27x84 FLOOR)	(6)3/4"DIA	(8)1"DIA HAS RODS	8"	6"	THROUGH BOLT WITH HILTI HIT-RE500
C	P-3 (W21x62 ROOF)	(4)3/4"DIA	(6)5/8"DIA HAS RODS	8"	5"	HILTI HIT RE500 WITH 6" EMBED
A	R-3 (FLOOR)	(6)3/4"DIA	(8)1"DIA HAS RODS	8"	6"	THROUGH BOLT WITH HILTI HIT-RE500
C	R-3 (ROOF)	(4)3/4"DIA	(6)5/8"DIA HAS RODS	8"	5"	HILTI HIT RE500 WITH 6" EMBED
B	M.1-3 (FLOOR)	(5)3/4"DIA	(5)1"DIA HAS RODS	6"	NA	HILTI HIT RE500 WITH 10" EMBED
B	M.1-3 (ROOF)	(3)3/4"DIA	(4)5/8"DIA HAS RODS	5"	NA	HILTI HIT RE500 WITH 6" EMBED
B	R.1-3 (FLOOR)	(5)3/4"DIA	(5)1"DIA HAS RODS	6"	NA	HILTI HIT RE500 WITH 10" EMBED
B	R.1-3 (ROOF)	(3)3/4"DIA	(4)5/8"DIA HAS RODS	5"	NA	HILTI HIT RE500 WITH 6" EMBED
C	O-3 (FLOOR)	(4)3/4"DIA	(6)1"DIA HAS RODS	6"	6"	HILTI HIT RE500 WITH 10" EMBED
C	O-3 (ROOF)	(3)3/4"DIA	(4)1/2"DIA HAS RODS	8"	6"	HILTI HIT RE500 WITH 6" EMBED
C	P-3 (W16x31 FLOOR)	(4)3/4"DIA	(6)1"DIA HAS RODS	6"	6"	HILTI HIT RE500 WITH 10" EMBED
C	O-3 (ROOF)	(3)3/4"DIA	(4)1/2"DIA HAS RODS	8"	6"	HILTI HIT RE500 WITH 6" EMBED
C	P-3 (W14x30 ROOF)	(3)3/4"DIA	(4)1/2"DIA HAS RODS	8"	6"	HILTI HIT RE500 WITH 6" EMBED

NOTES:
1. ALL COLUMNS TO BE X-RAYED FOR LOCATING REBAR AND STIRRUPS BEFORE DRILLING.
2. AT CIRCULAR COLUMNS, BEND PLATES FLUSH TO CONCRETE SURFACE.

9 NEW BEAM TO EXISTING COLUMN CONNECTION SCHEDULE AND DETAILS
S-512 NTS

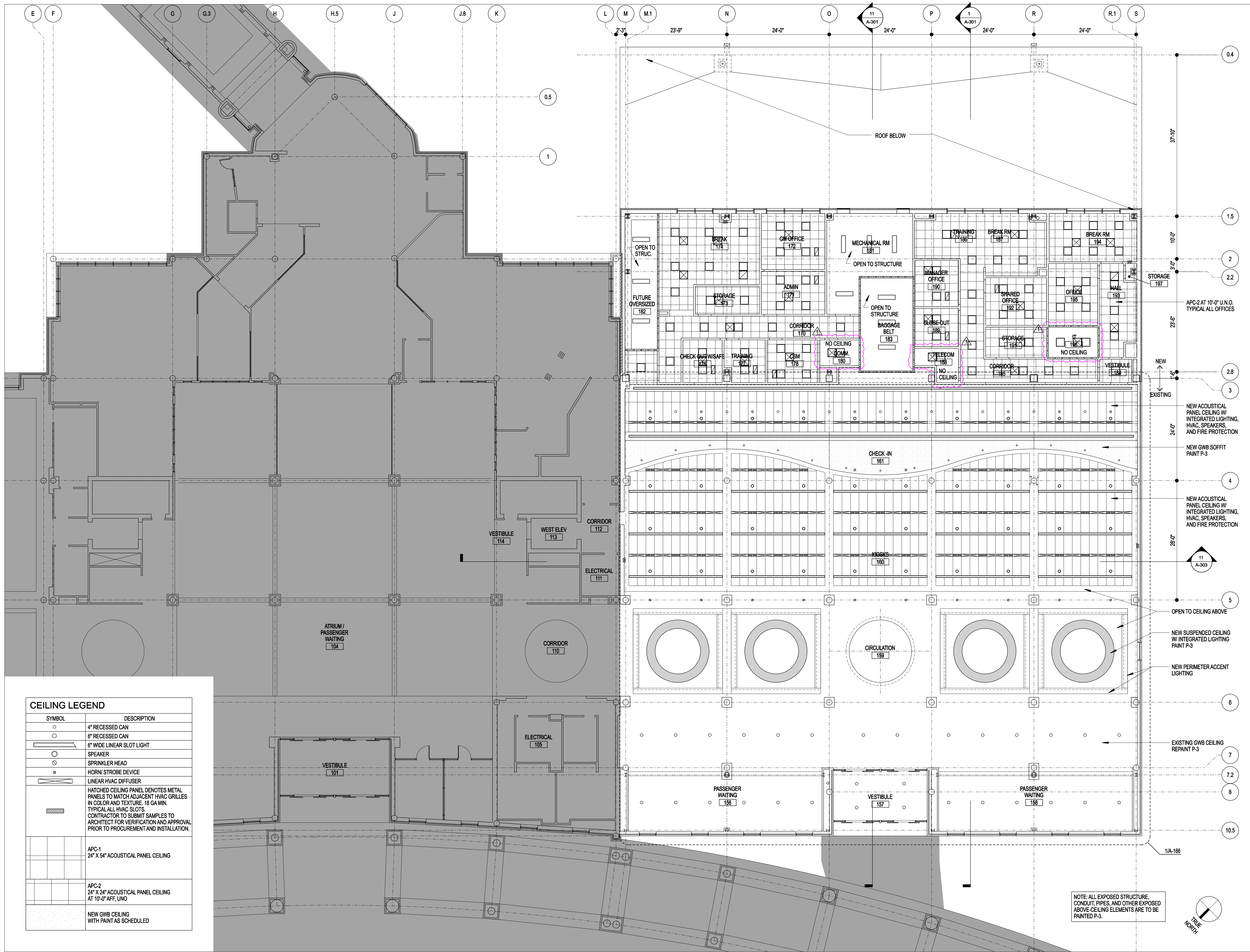


REVISIONS	
1	01/22/2019 Addendum #3

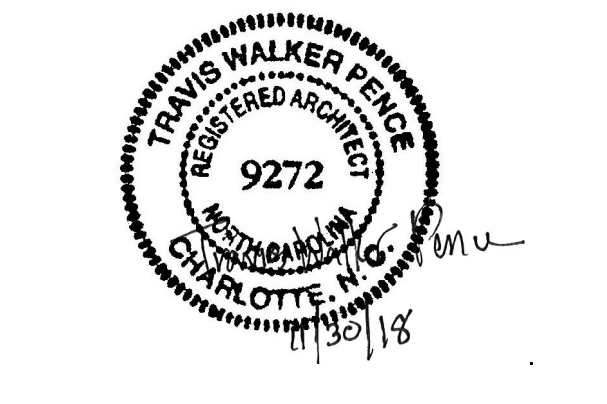
DATE: November 30, 2018
PROJECT NUMBER: 9202-000
SHEET TITLE:

STEEL FLOOR
SECTIONS

SHEET NUMBER:
S-512



TERMINAL IMPROVEMENTS CONTRACT 2
WILMINGTON INTERNATIONAL AIRPORT
1740 AIRPORT BOULEVARD, SUITE 12
WILMINGTON, NC 28405



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(240) 731-1058

REVISIONS
ADDENDUM AD-03 - 01/22/19

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

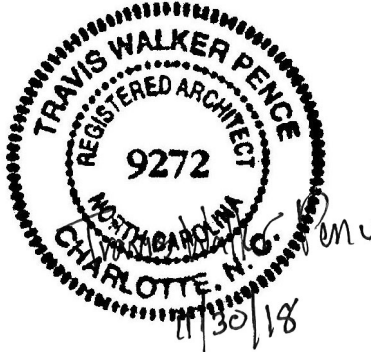
ENLARGED TICKET LEVEL REFLECTED CEILING PLAN - ZONE 5
SHEET NUMBER:

A-165

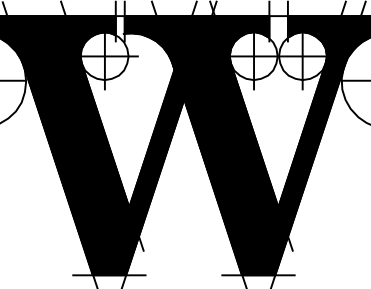


TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
1740 AIRPORT BOULEVARD, SUITE 12
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ARCHITECT



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REVISIONS

ADDENDUM AD-03 - 01/22/19

DATE: NOVEMBER 30, 2018

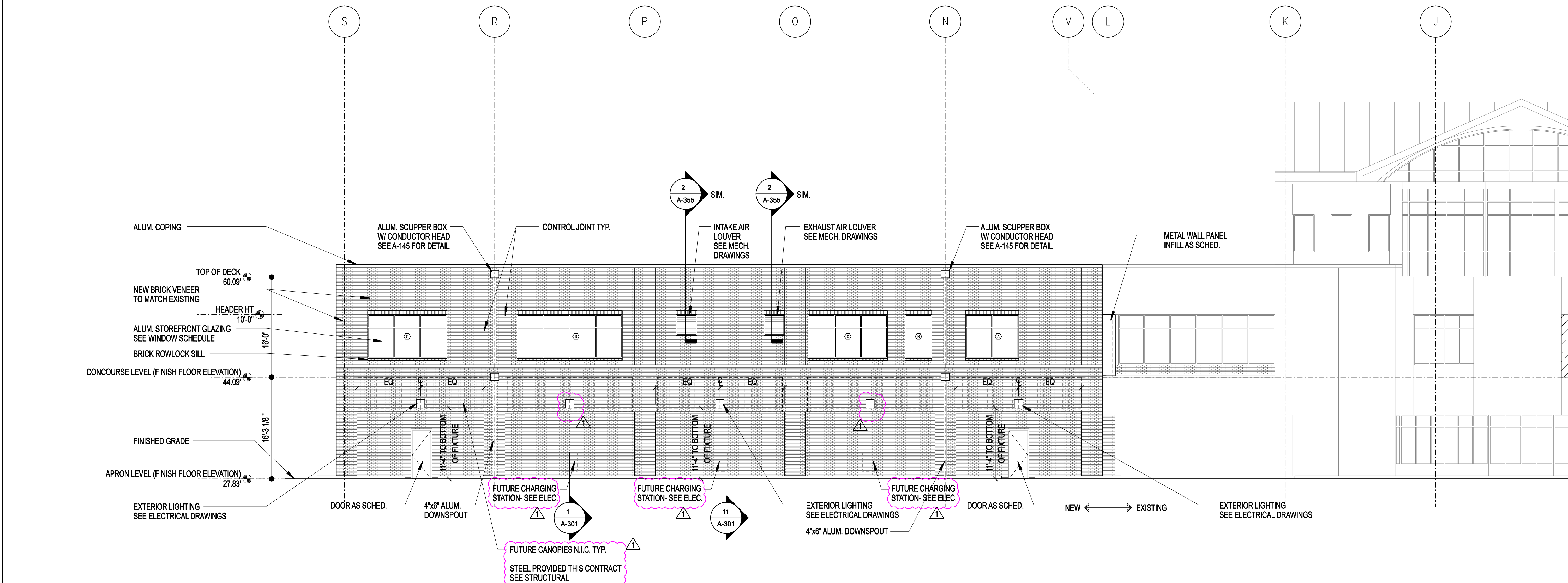
PROJECT NO.: 9202-000

SHEET TITLE:

BUILDING ELEVATIONS

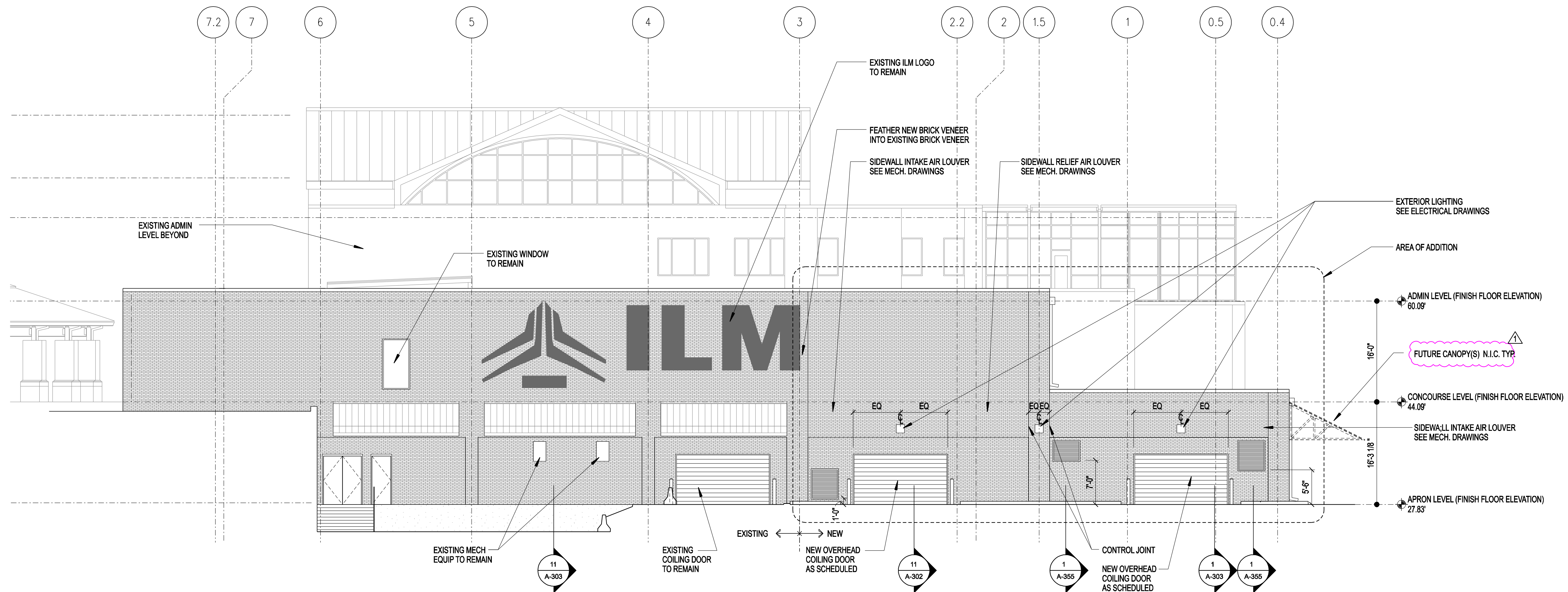
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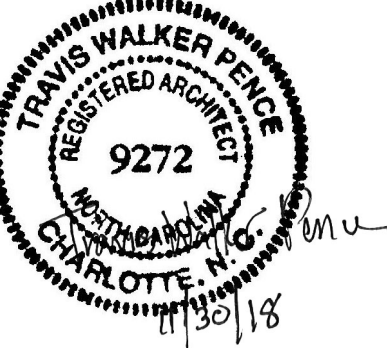
11 BUILDING ELEVATION

1/8"=1'-0"



1 BUILDING ELEVATION

1/8"=1'-0"

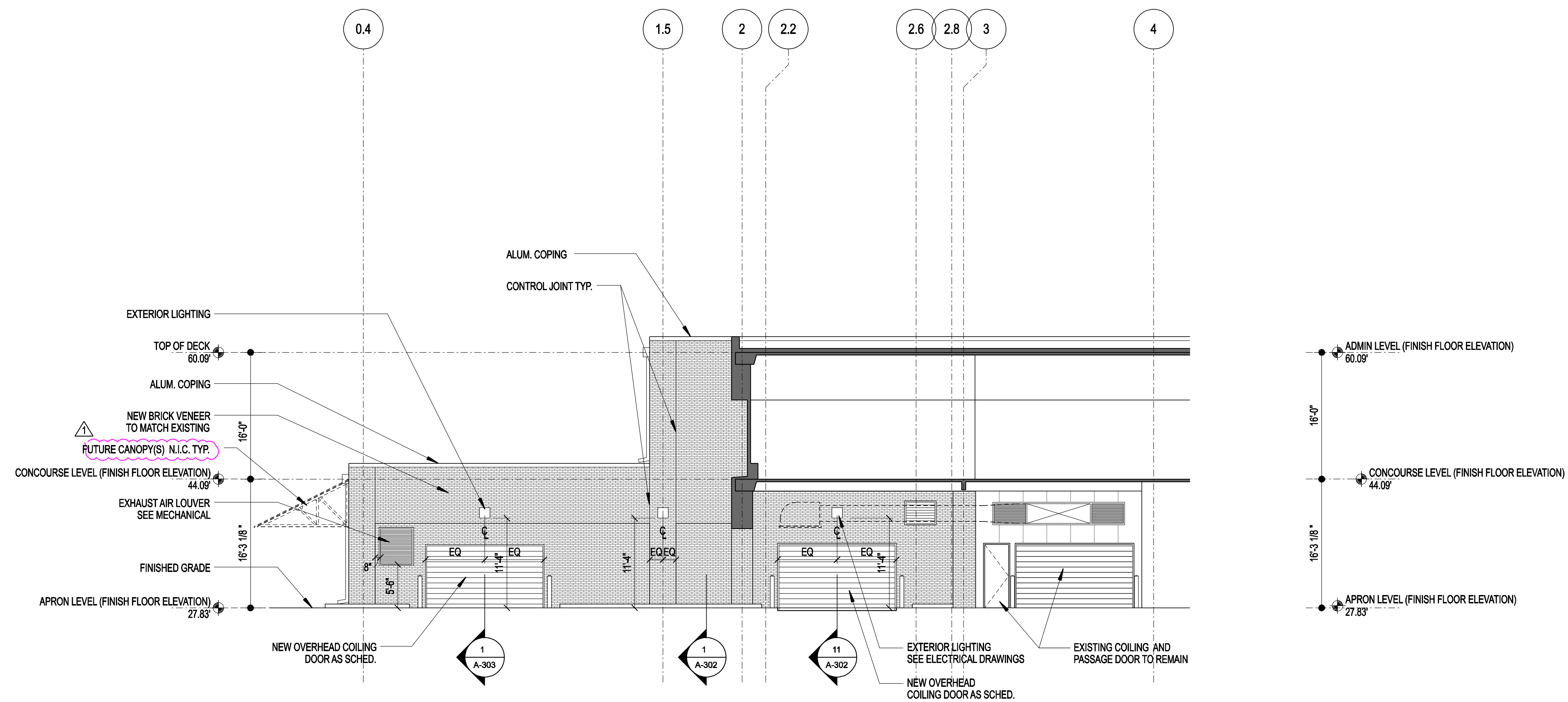


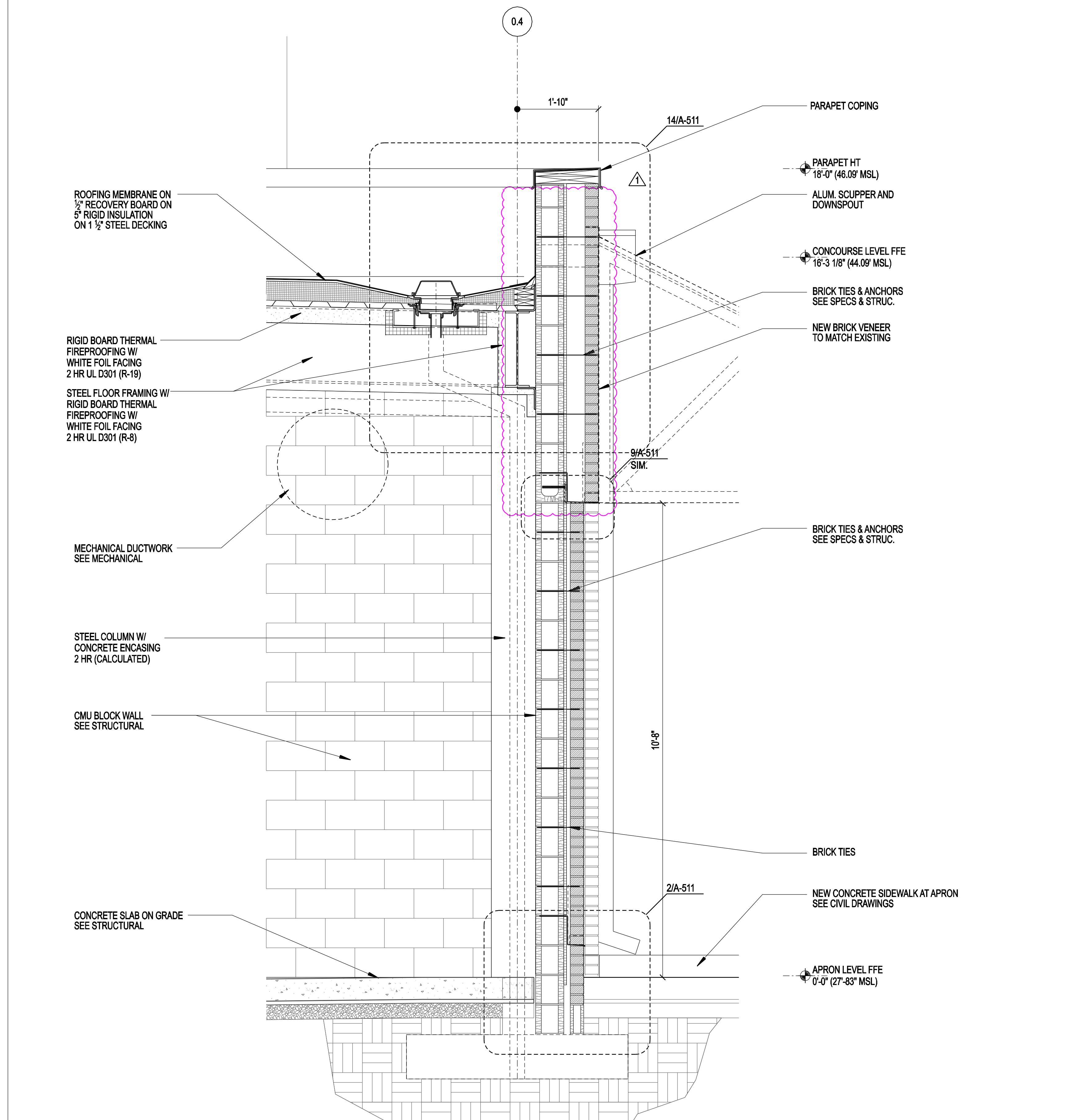
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1 ADDENDUM AD-03 - 01/22/19

SHEET TITLE:

A-202



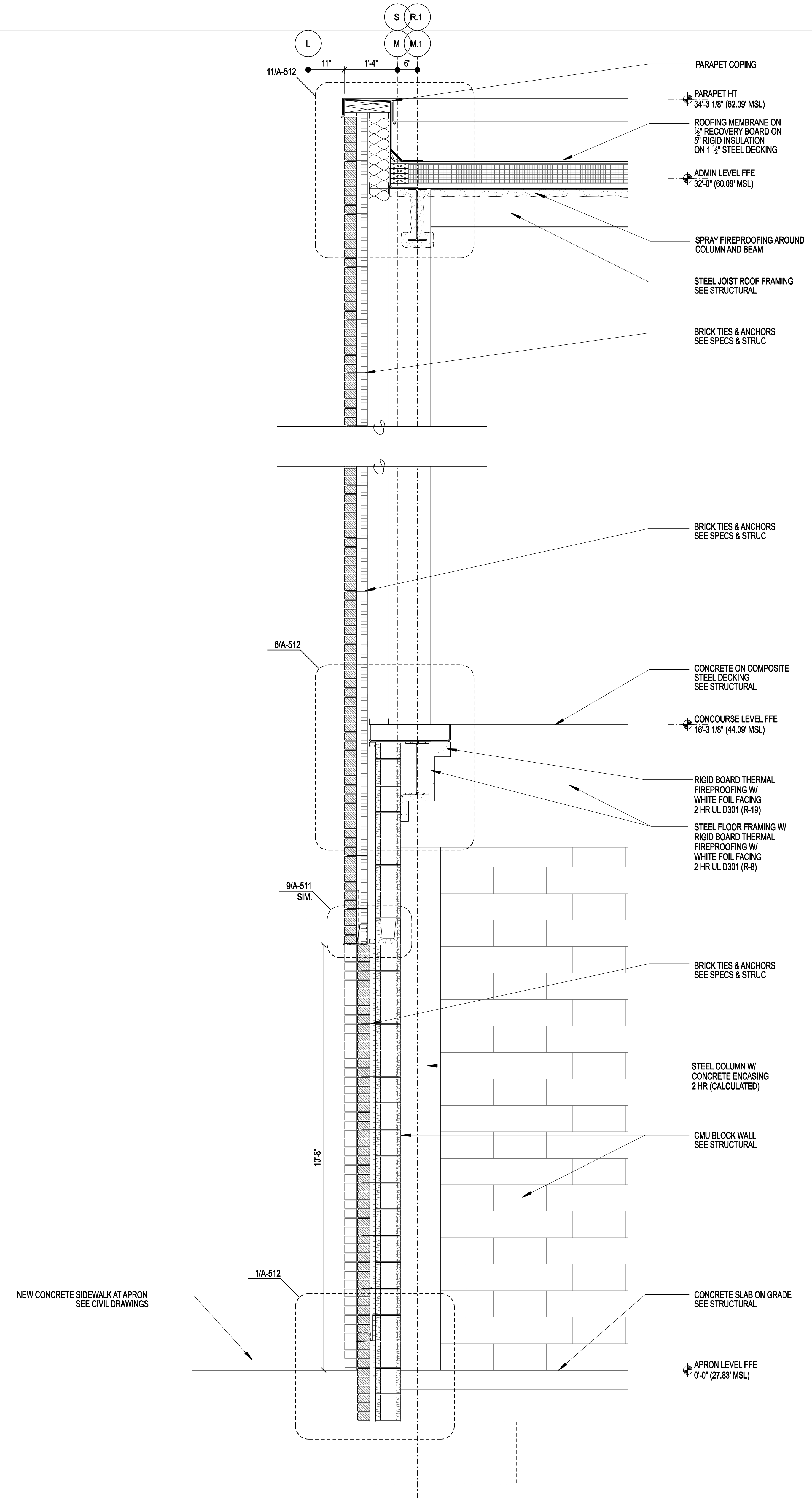


1 WALL SECTION

3/4"=1'-0"

3 WALL SECTION

A-301



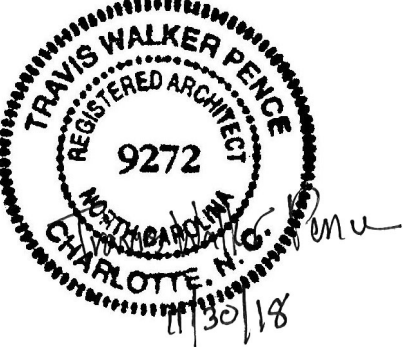
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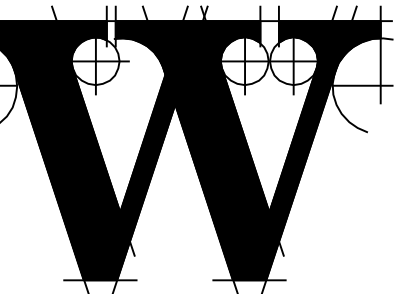


TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
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ARCHITECT



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REVISIONS

ADDENDUM AD-03 - 01/22/19

DATE: NOVEMBER 30, 2018

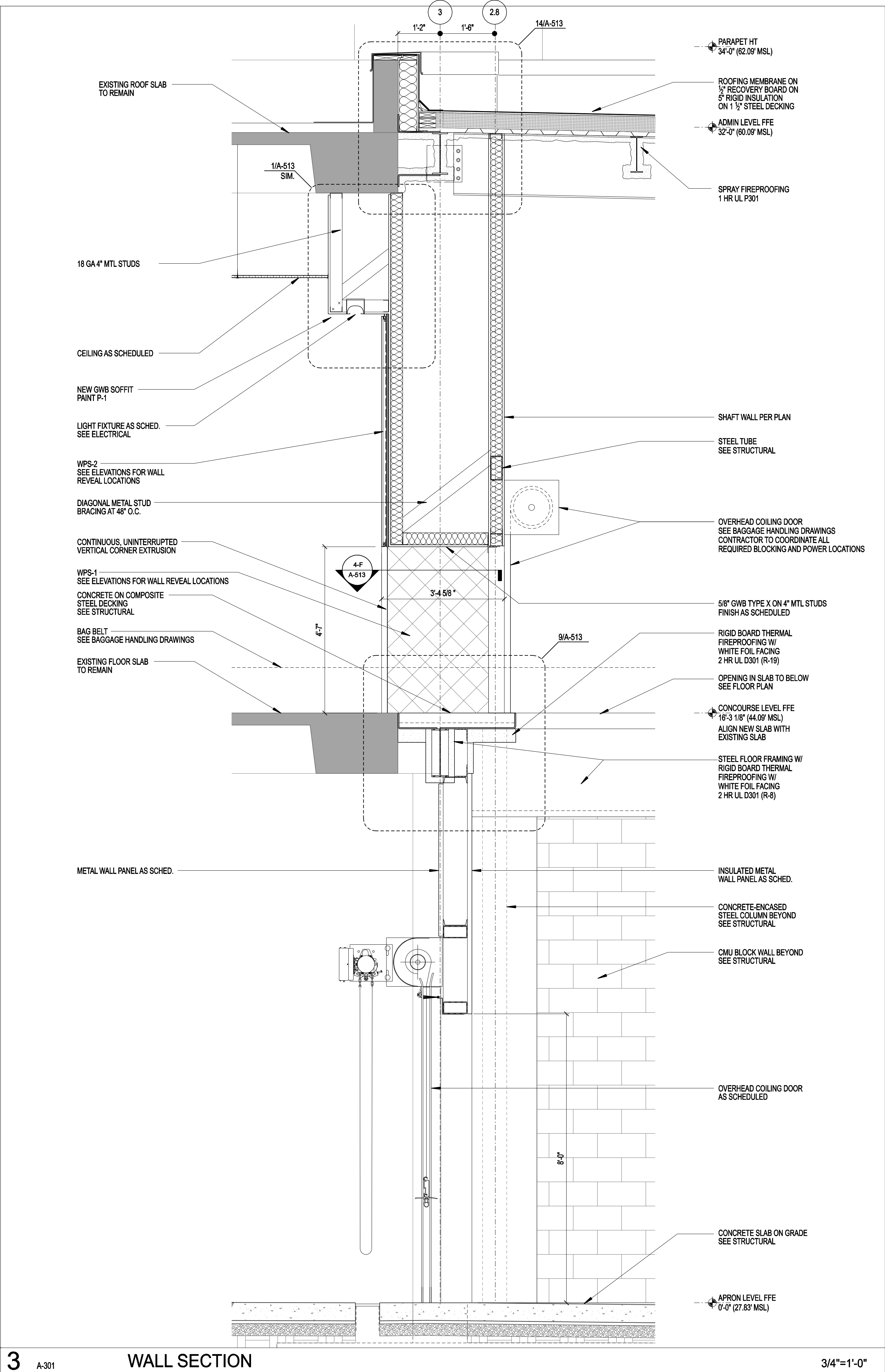
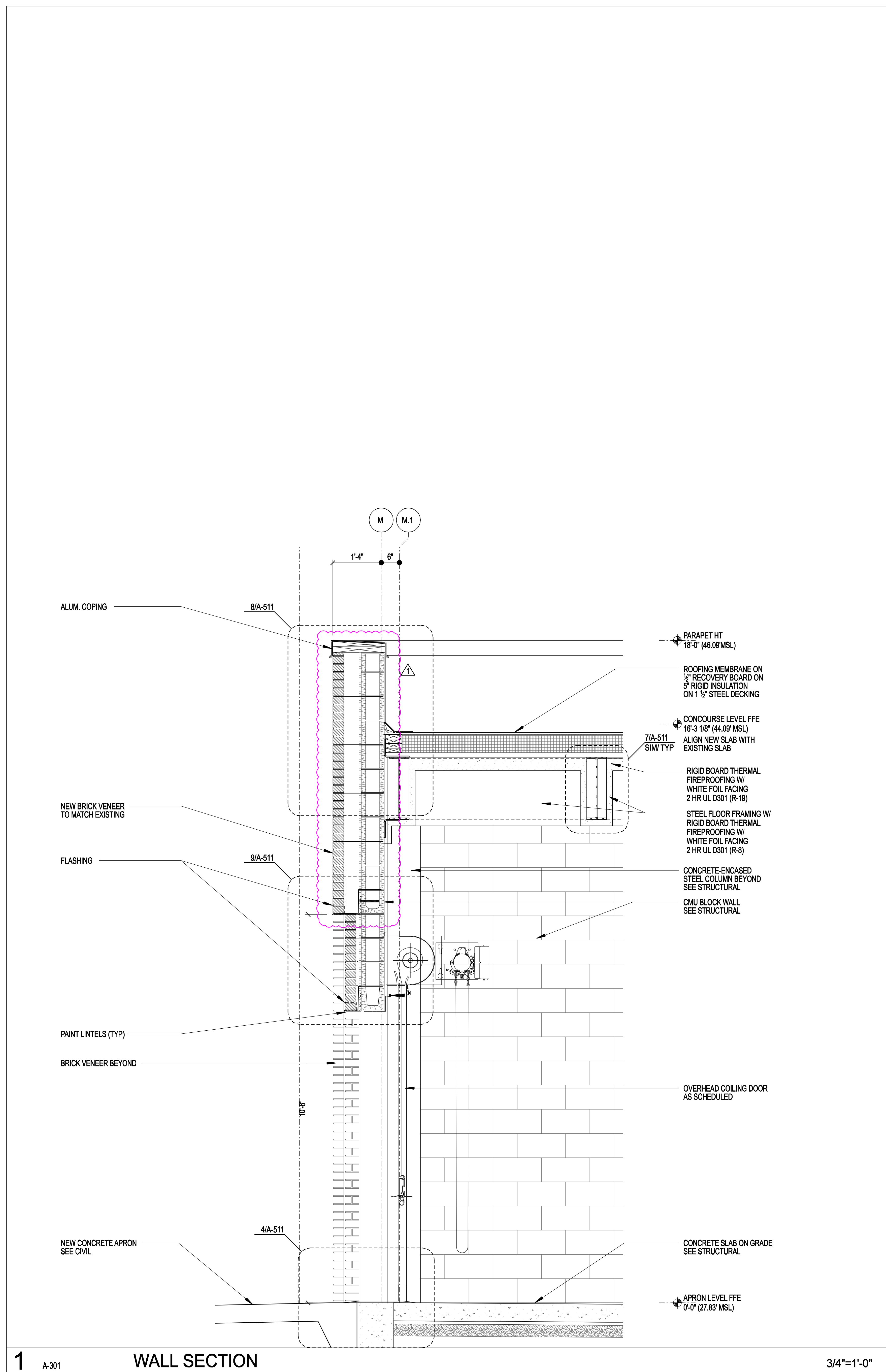
PROJECT NO.: 9202-000

SHEET TITLE:

WALL SECTIONS

SHEET NUMBER:

A-352





TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
1740 AIRPORT BOULEVARD, SUITE 12
WILMINGTON, NC 28405



CERT. NO. 51140
NORTH CAROLINA
CHARLOTTE, N.C.



9272
NORTH CAROLINA
CHARLOTTE, N.C.

ARCHITECT



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REVISIONS

△	ADDENDUM AD-03 - 01/22/19
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DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE: **WALL SECTIONS**

SHEET NUMBER: **A-354**

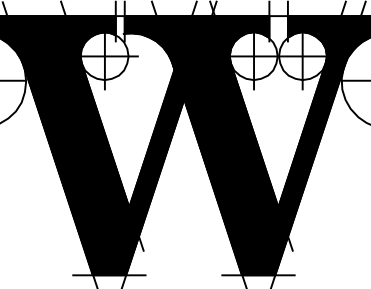


TERMINAL IMPROVEMENTS CONTRACT 2

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ADDENDUM AD-03 - 01/22/19

DATE: NOVEMBER 30, 2018

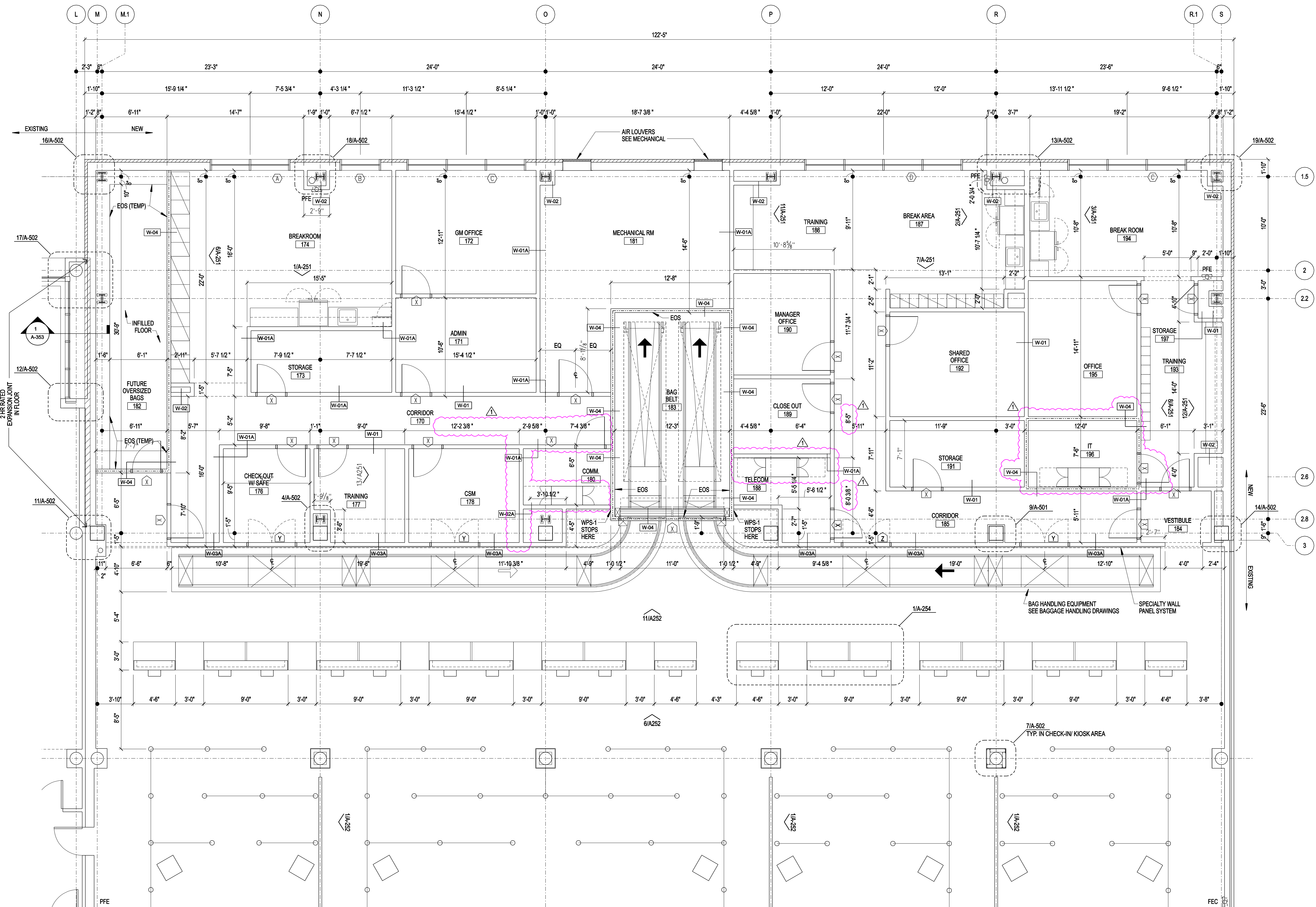
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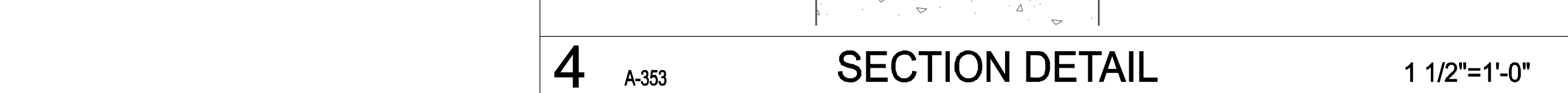
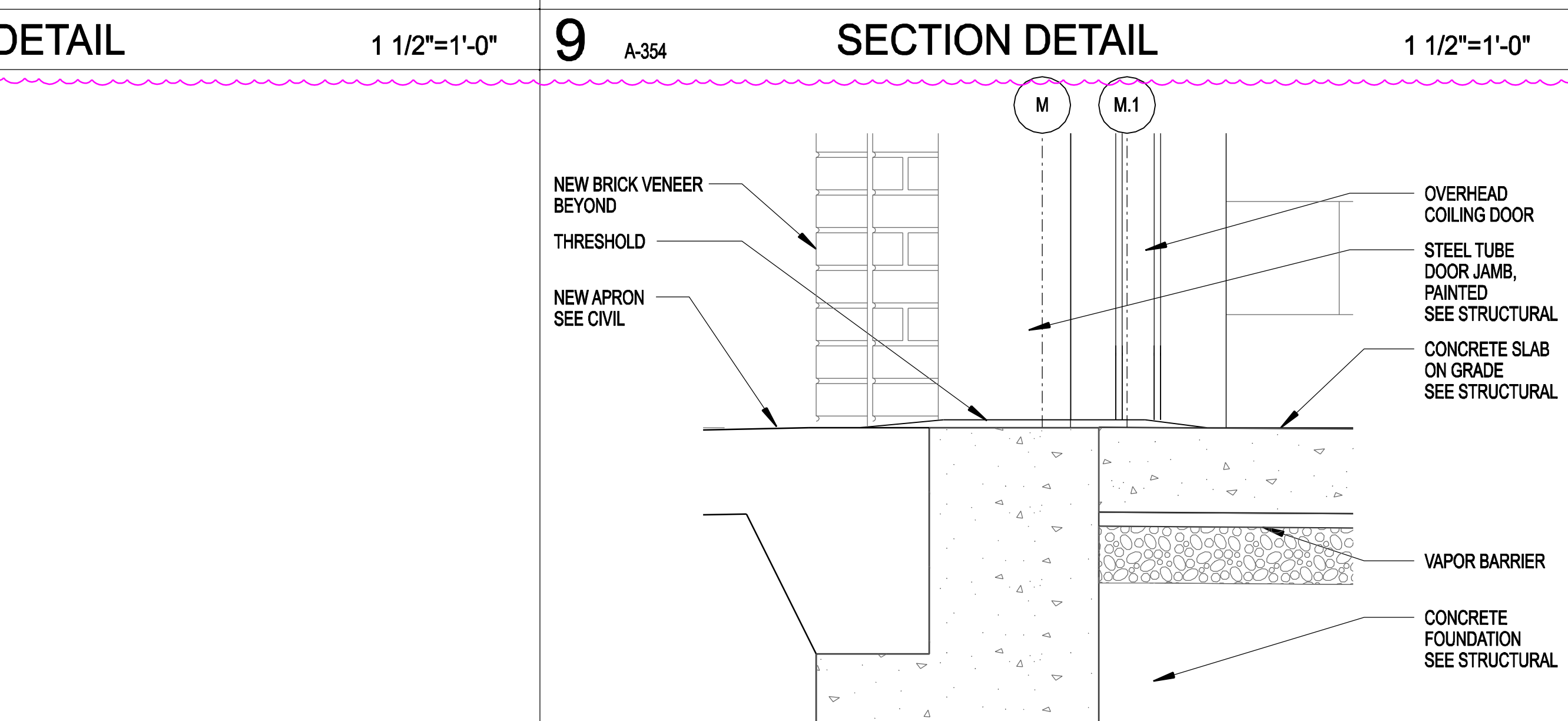
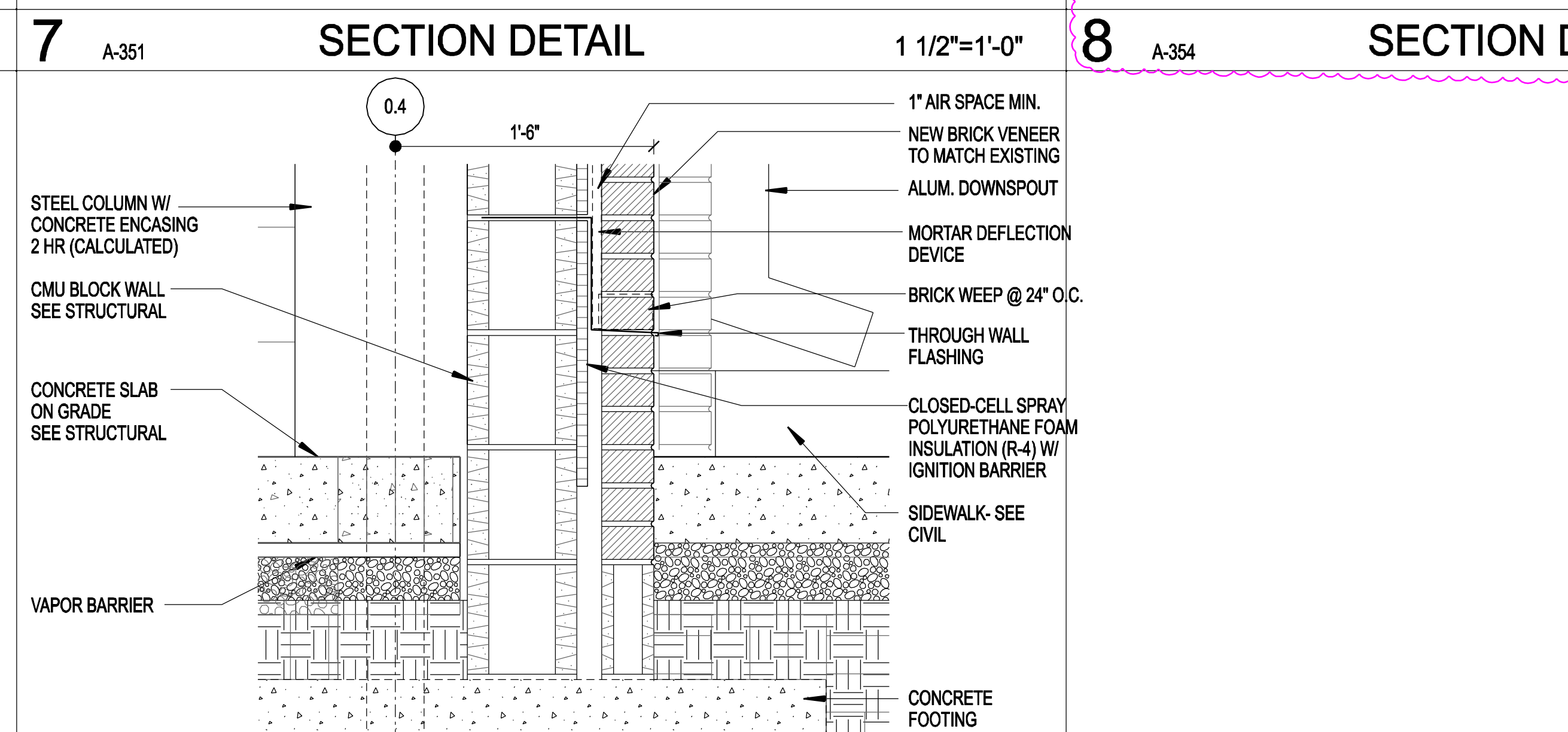
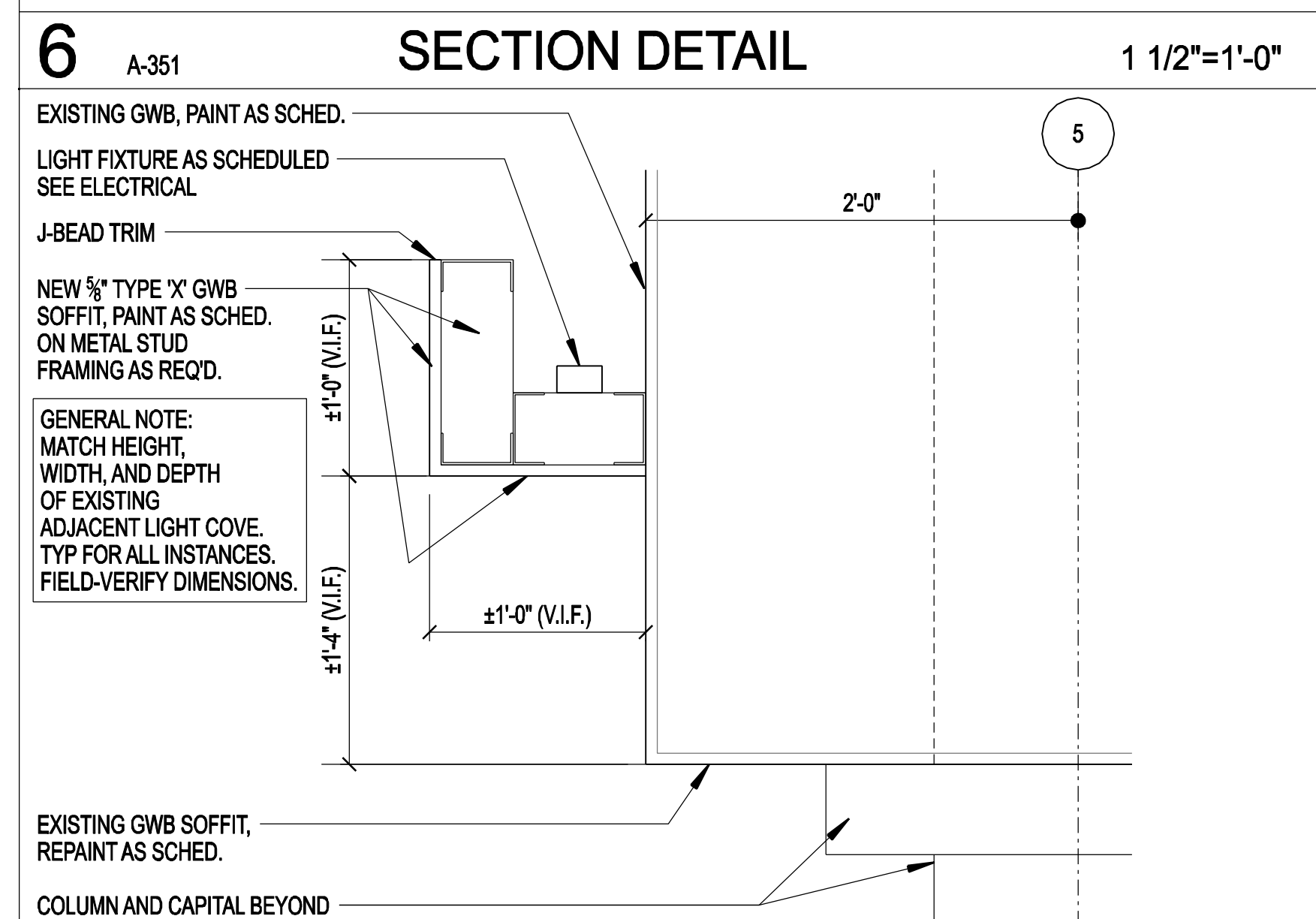
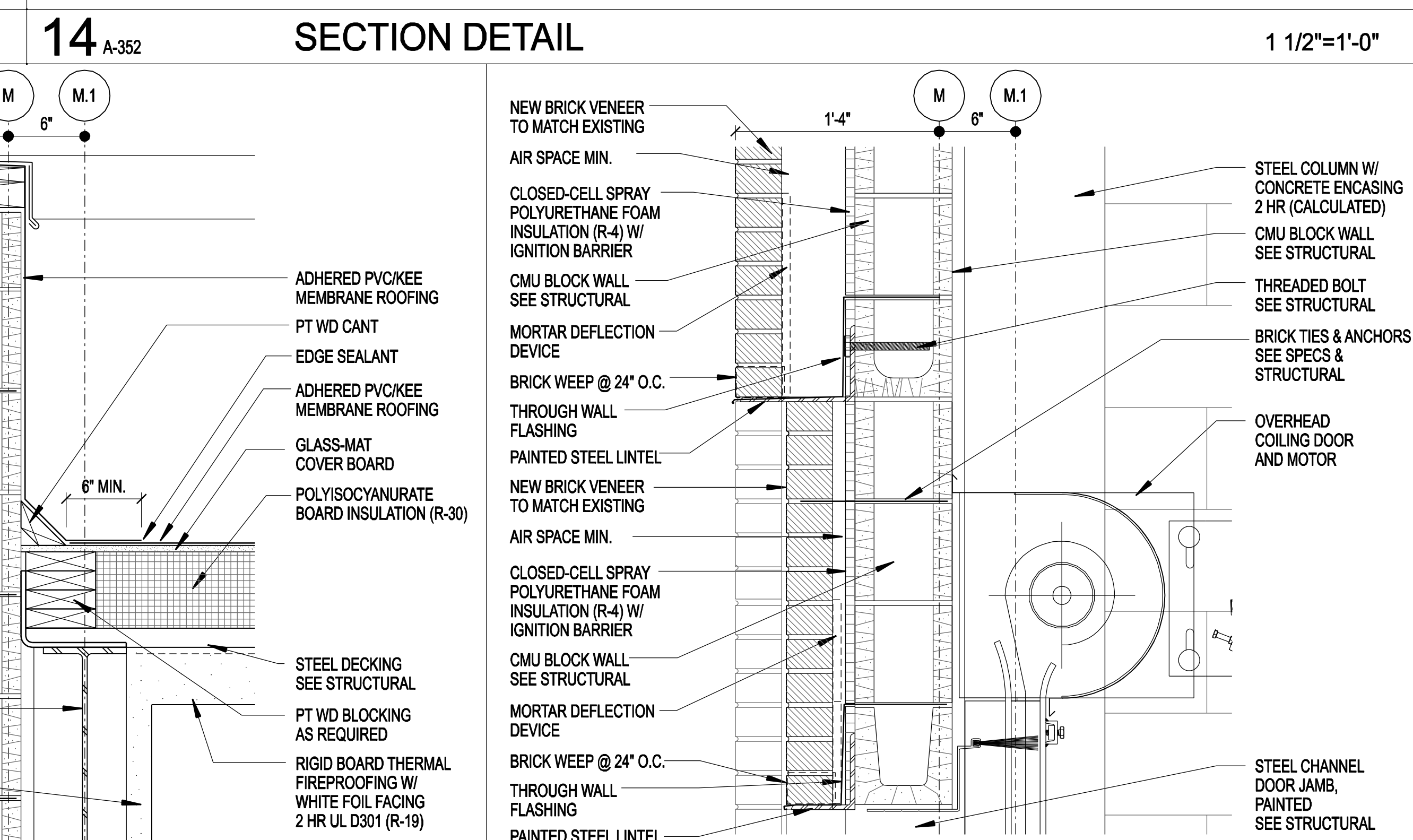
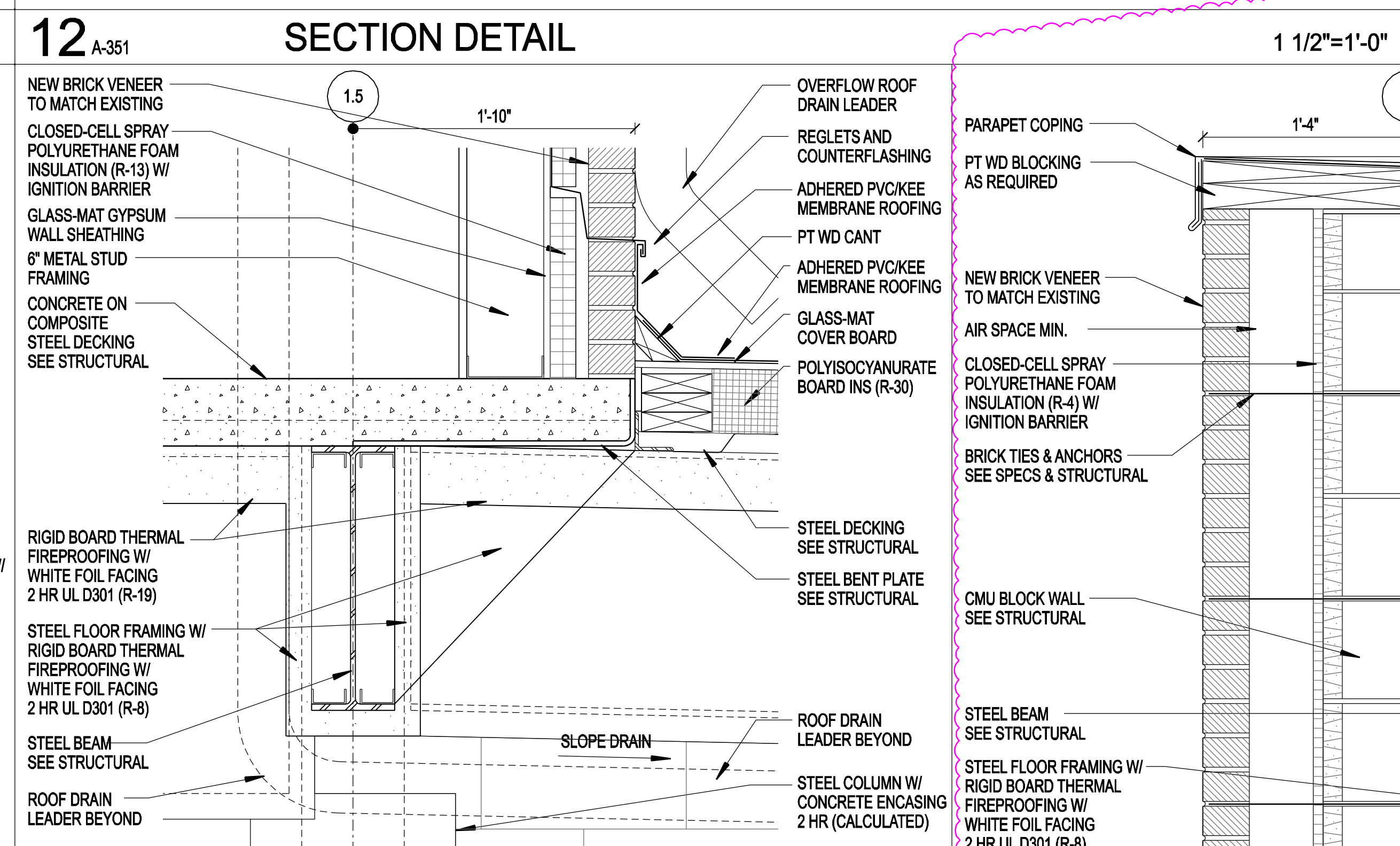
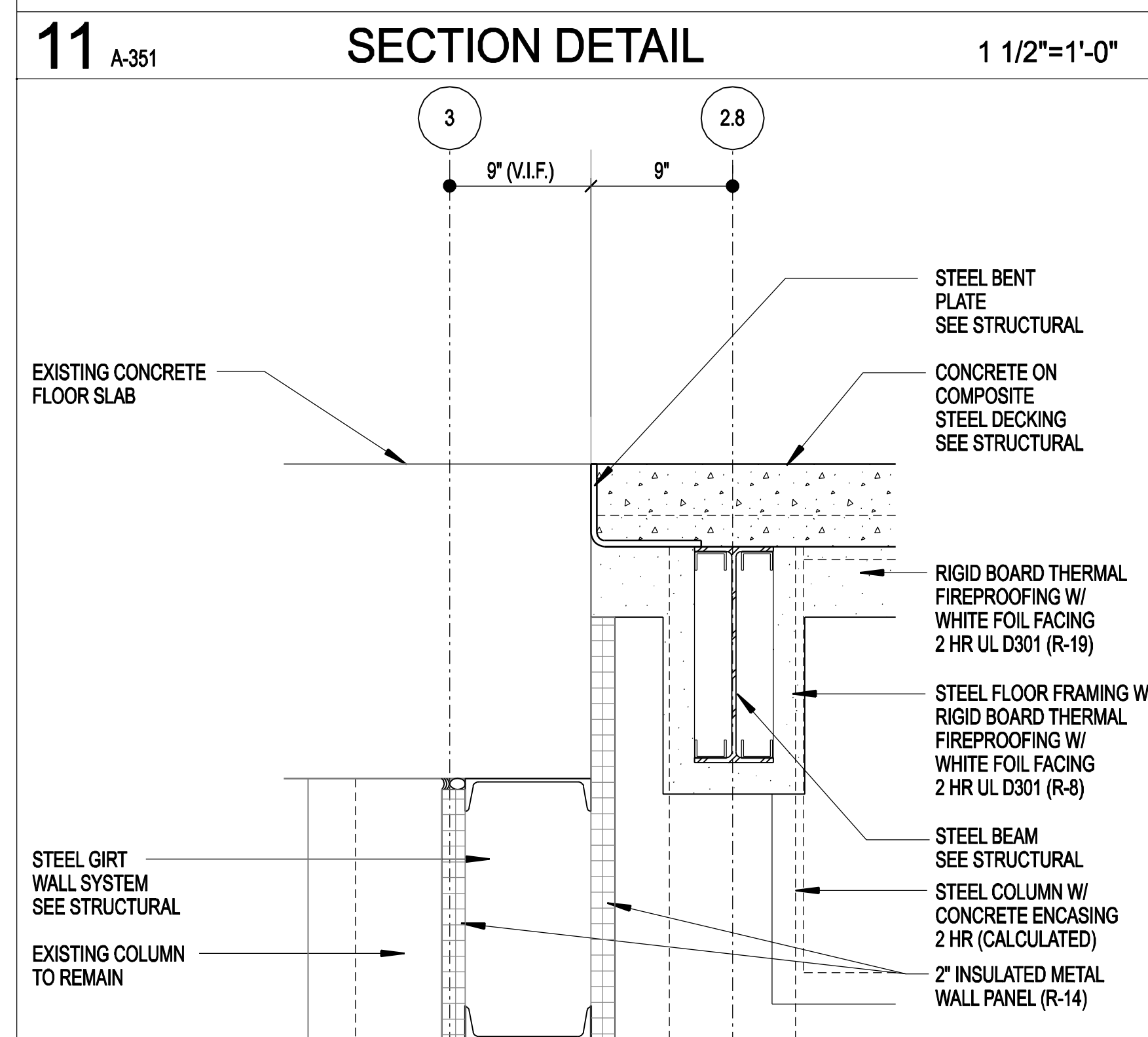
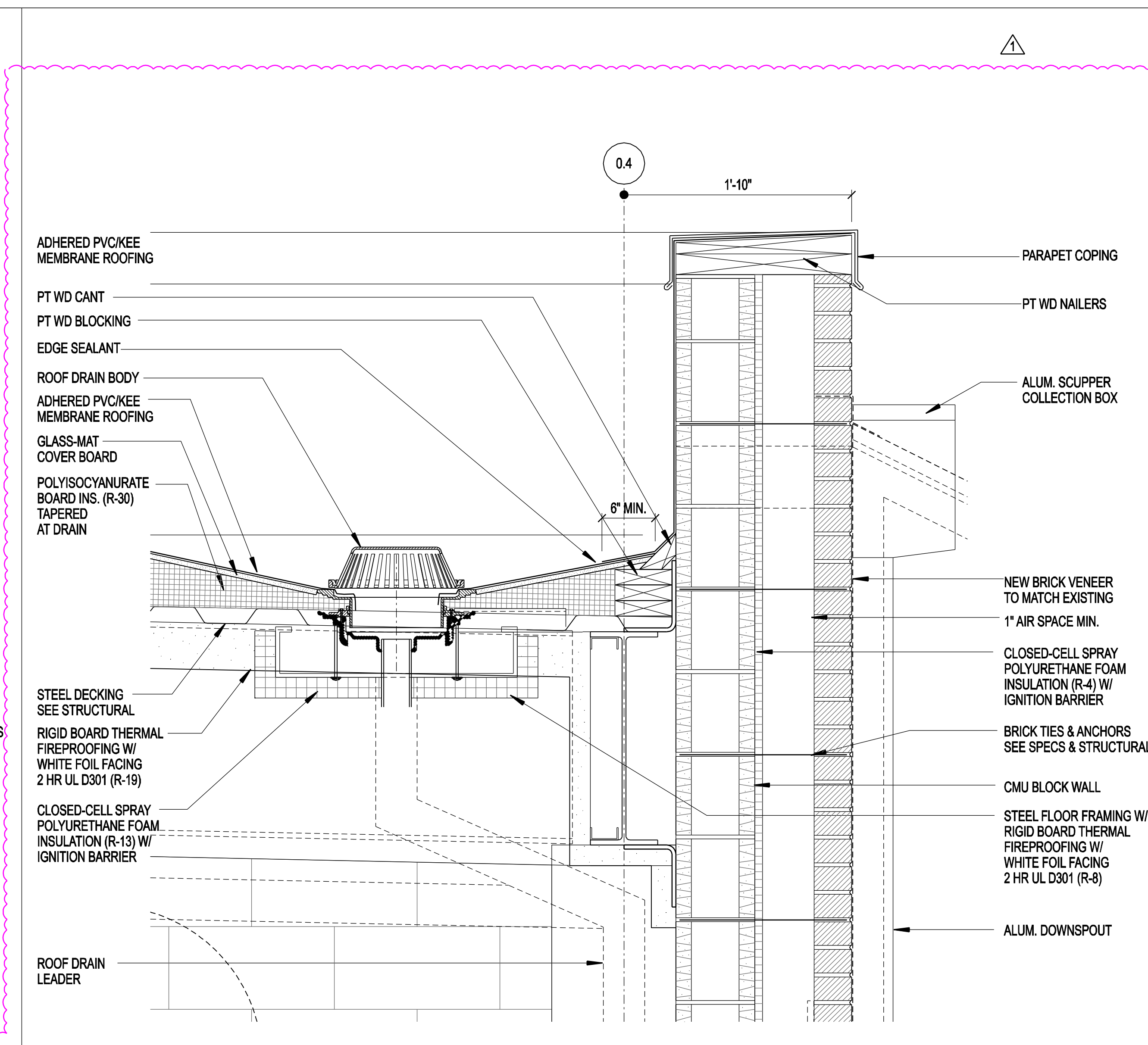
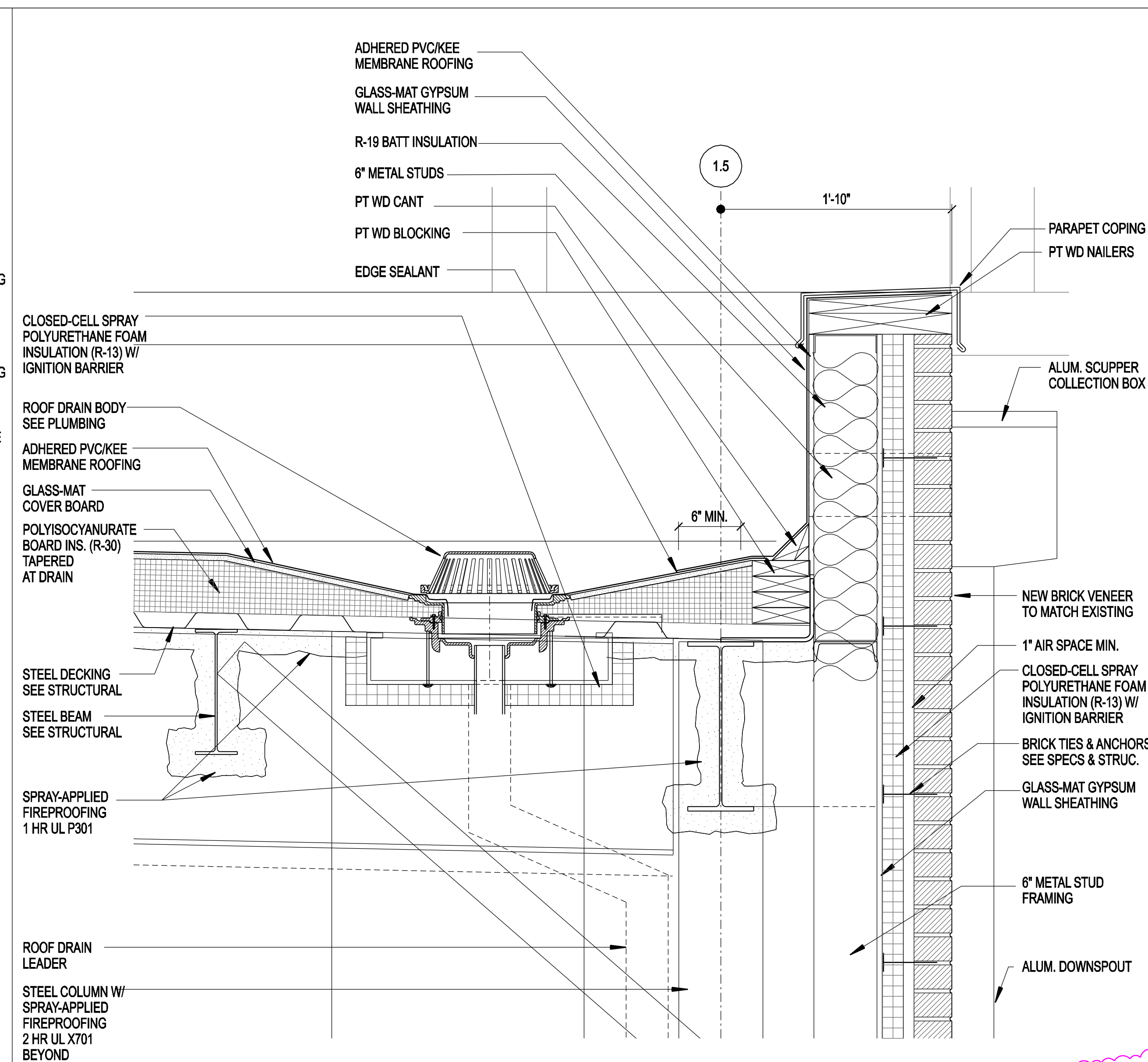
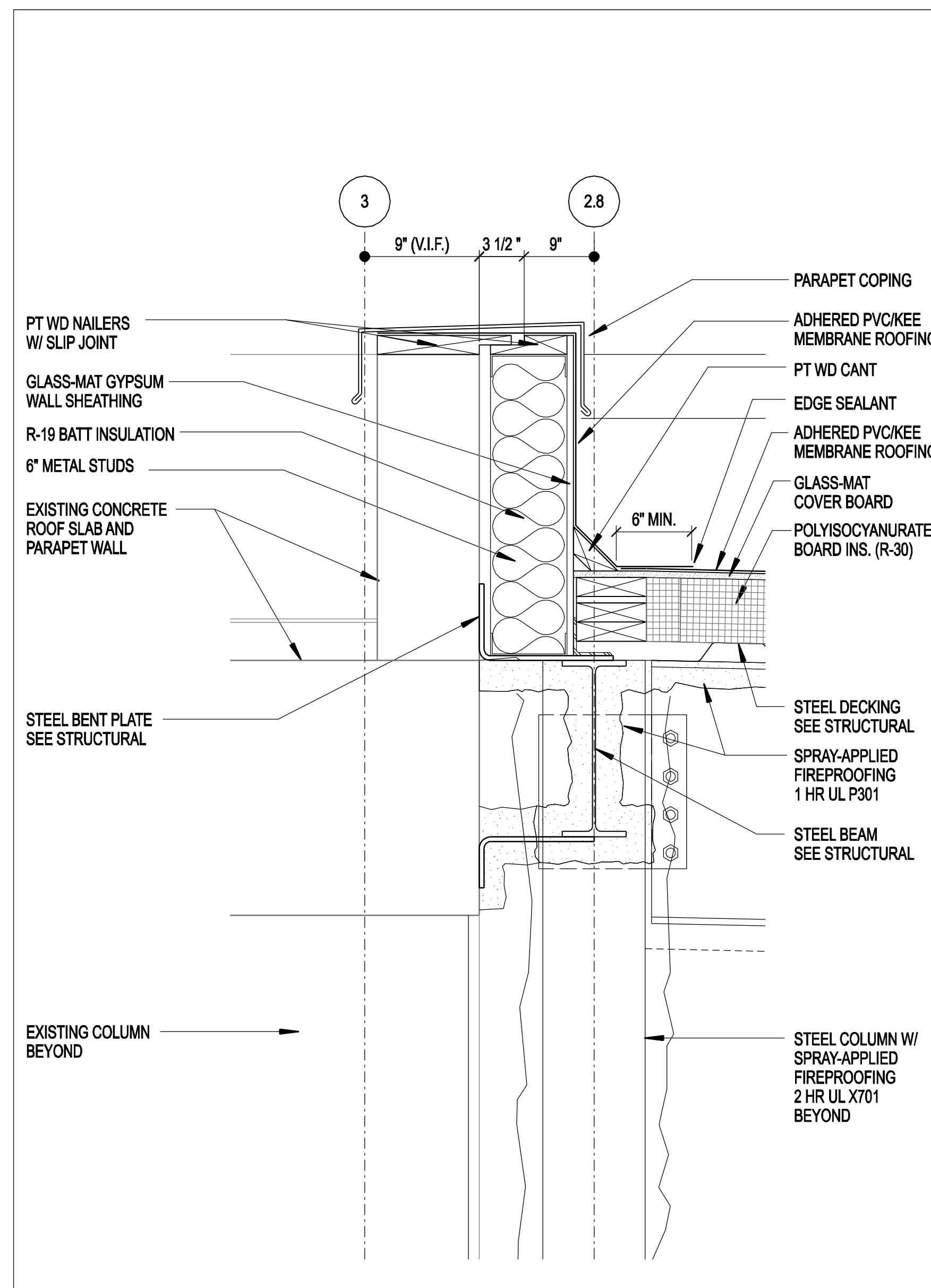
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**ENLARGED
TICKET LEVEL**

SHEET NUMBER:

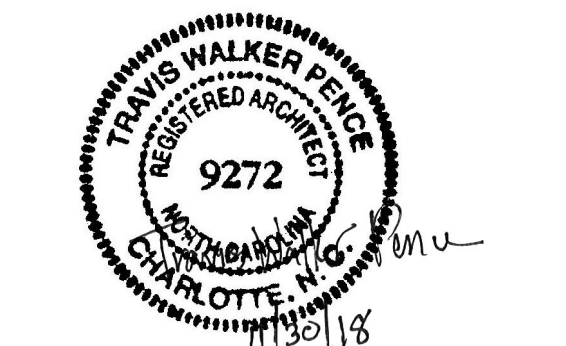
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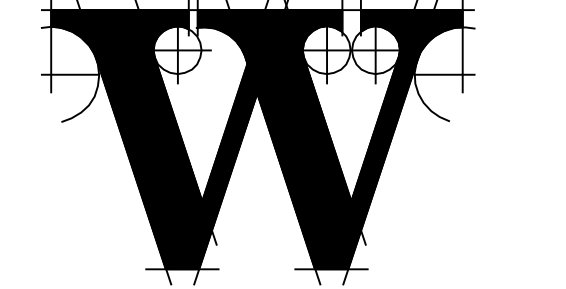


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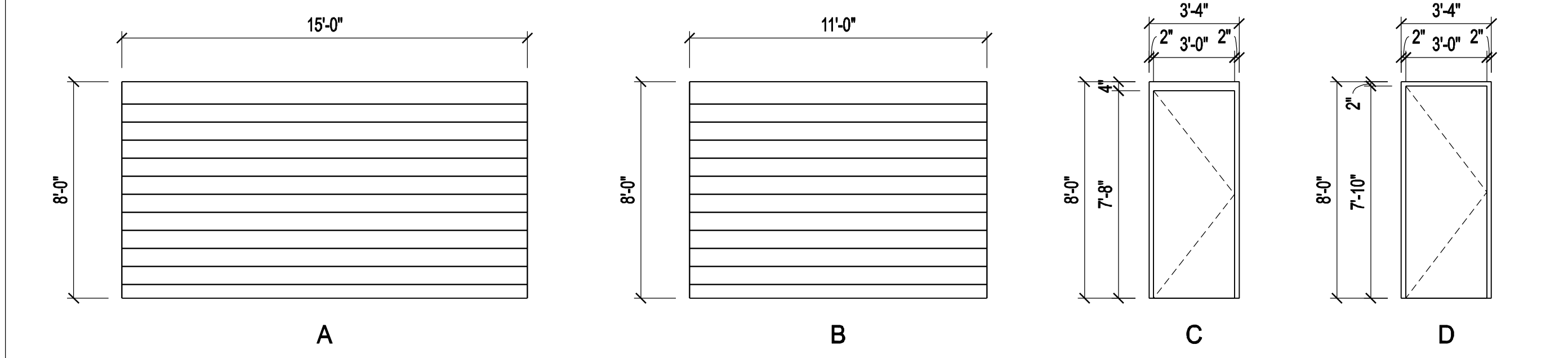
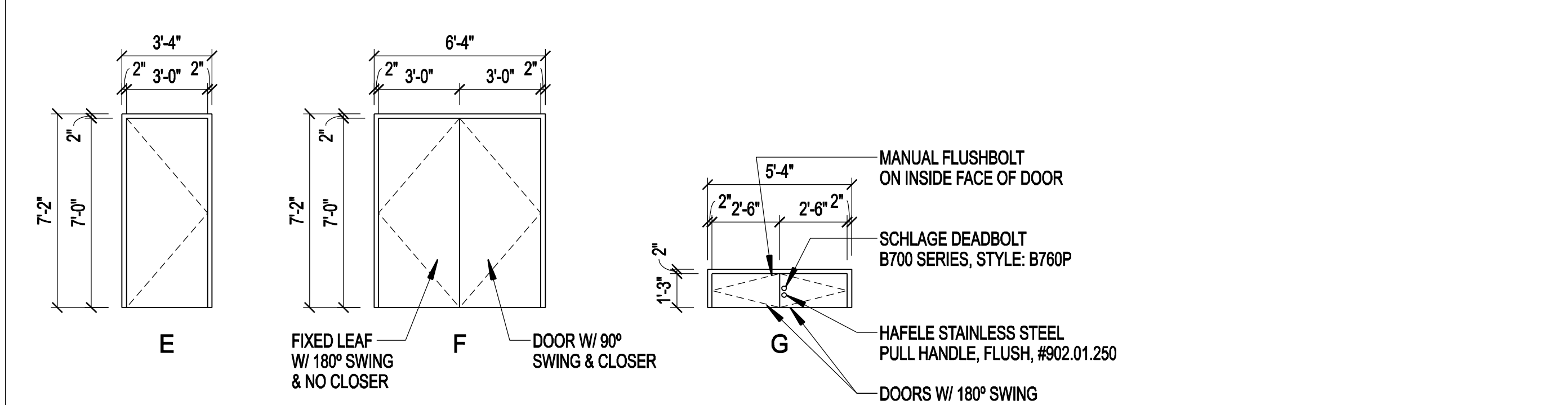
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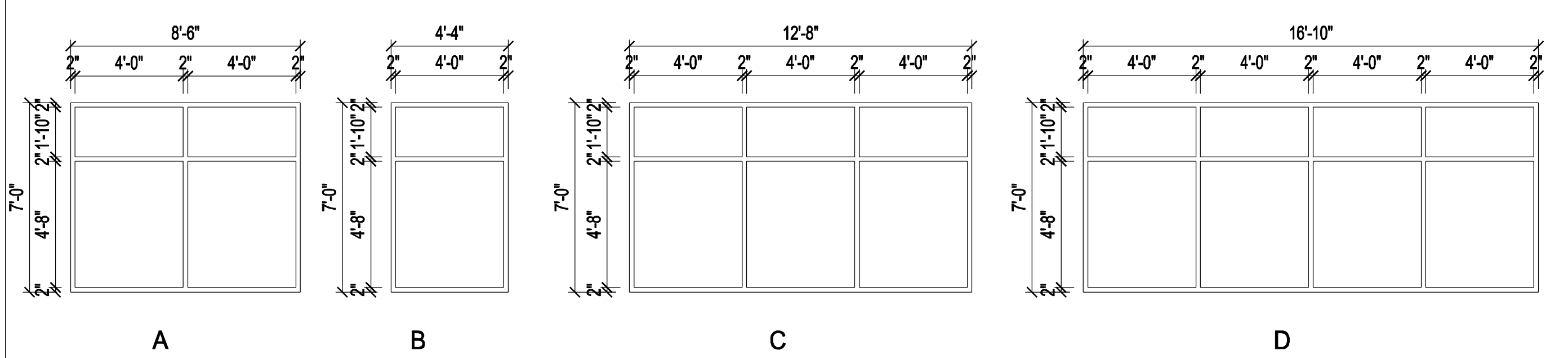
REVISIONS
ADDENDUM AD-03 - 01/22/19

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE: SECTION DETAILS

SHEET NUMBER:
A-511



16 DOOR ELEVATIONS 1/4"=1'-0"



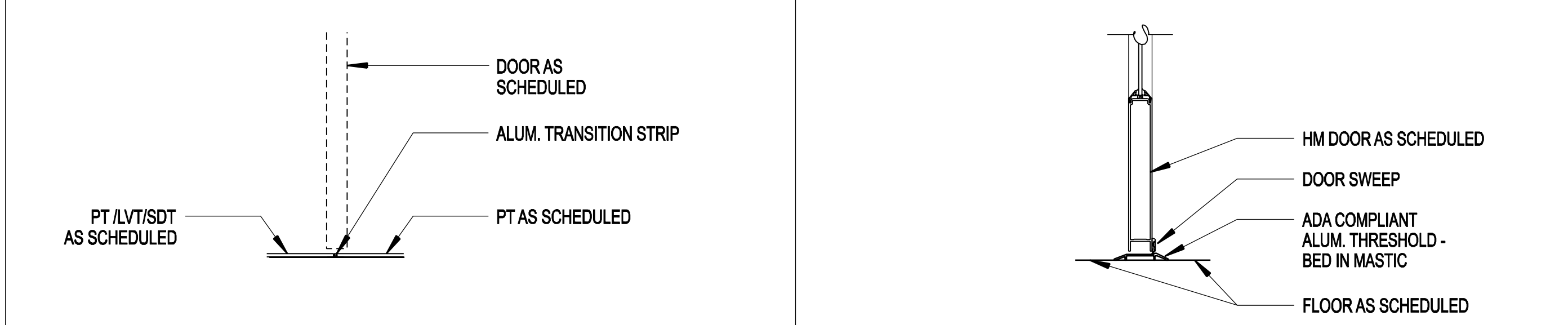
11 WINDOW ELEVATIONS 1/4"=1'-0"

DOOR SCHEDULE - RAMP LEVEL																			
ROOM NO.	ROOM NAME	END USER DESIGNATION	DOOR NO.	DOOR SIZE (WxH)	ELEV.	DOOR MATERIAL	FRAME MATERIAL	JAMB DETAIL	HEAD DETAIL	THRESHOLD	FIRE RATING	CARD READER	HOLD OPENS	CLOSER	PANIC HARDWARE	LOCK FUNCTION	HARDWARE SET	COMMENTS	
FIRST LEVEL																			
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	R	15'-0" X 8'-0" (R.O.)	A	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	0 HR	N/A	BY MANUF.	BY MANUF.	N/A	BY MANUF.	BY MANUF.		
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	S	15'-0" X 8'-0" (R.O.)	A	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	0 HR	N/A	BY MANUF.	BY MANUF.	N/A	BY MANUF.	BY MANUF.		
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	T	3'-0" X 7'-8"	C	HOLLOW METAL, PAINTED	HOLLOW METAL, PAINTED				0 HR	N/A	YES	YES					
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	U	3'-0" X 7'-8"	C	HOLLOW METAL, PAINTED	HOLLOW METAL, PAINTED				0 HR	N/A							
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	V	15'-0" X 8'-0" (R.O.)	A	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	0 HR	N/A	BY MANUF.	BY MANUF.	N/A	BY MANUF.	BY MANUF.		
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	W	15'-0" X 8'-0" (R.O.)	A	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	0 HR	N/A	BY MANUF.	BY MANUF.	N/A	BY MANUF.	BY MANUF.		
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	X	11'-0" X 8'-0" (R.O.)	B	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	BY MANUF.	0 HR	N/A	BY MANUF.	BY MANUF.	N/A	BY MANUF.	BY MANUF.		
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	Y	3'-0" X 7'-10"	D	HOLLOW METAL, PAINTED	HOLLOW METAL, PAINTED												
A15	OUTBOUND BAGGAGE MAKE-UP	ILM	Z	3'-0" X 7'-10"	D	HOLLOW METAL, PAINTED	HOLLOW METAL, PAINTED												

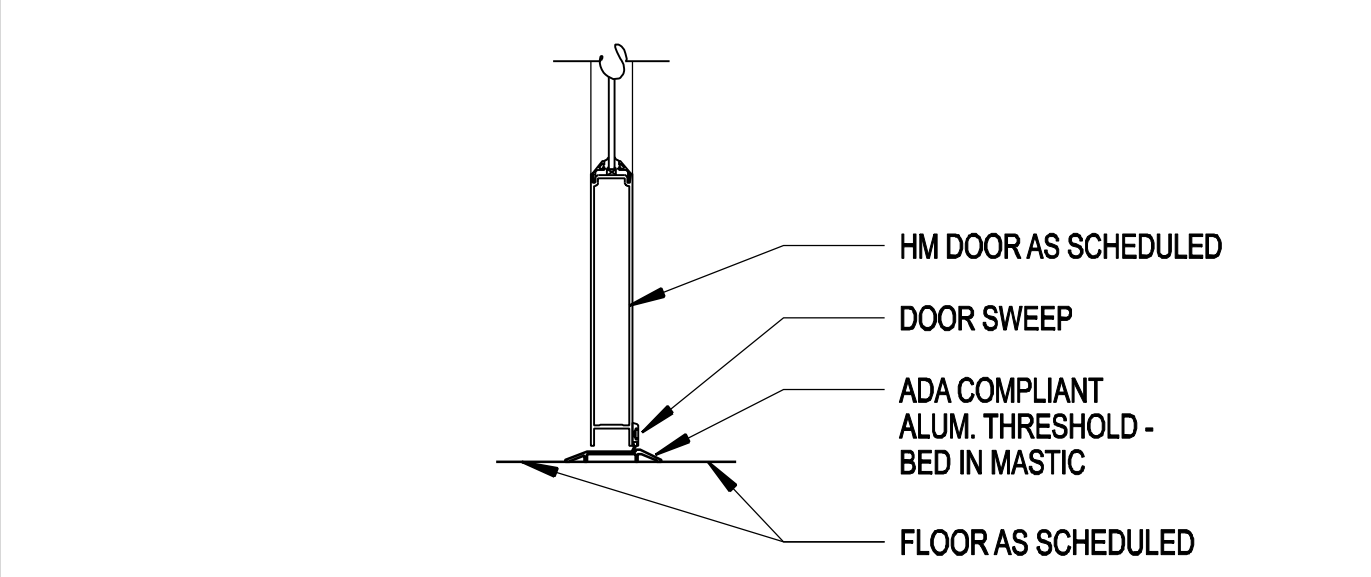
DOOR SCHEDULE - TICKET LEVEL																			
170	CORRIDOR	AA	X	3'-6" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
171	ADMIN	AA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
172	GM OFFICE	AA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
173	STORAGE	AA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
174	BREAKROOM	AA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
176	CHECK OUT W/ SAFE	AA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
176	CHECK OUT W/ SAFE	ILM	Y	2'-6" X 1'-3" PR	G	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	9/A-601	0 HR								
177	TRAINING	AA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
178	CSM	AA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
178	CSM	ILM	Y	2'-6" X 1'-3" PR	G	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	9/A-601	0 HR								
180	COMM	AA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
181	MECHANICAL RM	AA	X	3'-6" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
182	FUTURE OVERSIZED BAGS	ILM	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	1 HR								
185	CORRIDOR	DL	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
185	CORRIDOR	ILM	Y	2'-6" X 1'-3" PR	G	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	9/A-601	0 HR								
185	CORRIDOR	ILM	Z	2'-6" X 1'-3" PR	G	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	9/A-601	0 HR								
188	TELECOM	DL	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
189	CLOSE OUT	DL	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
190	MANAGER OFFICE	DL	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
191	STORAGE	DL	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
192	SHARED OFFICE	DL	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
193	TRAINING	UA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
195	OFFICE	UA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								
196	IT	UA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	1 HR								
197	STORAGE	UA	X	3'-0" X 7'-0"	E	WOOD, STAINED	HOLLOW METAL, PAINTED	1/A-601	2/A-601	8/A-601	0 HR								

WINDOW SCHEDULE							
LEGEND	SIZE (WXH)	TYPE	FRAME MATERIAL	GLASS TYPE	JAMB	HEAD	SILL
A	8'-6"X7'-0"	FIXED	ALUM.	GL-1	4/A-601	5/A-601	10/A-601
B	4'-4"X7'-0"	FIXED	ALUM.	GL-1	4/A-601	5/A-601	10/A-601
C	12'-8"X7'-0"	FIXED	ALUM.	GL-1	4/A-601	5/A-601	10/A-601
D	16'-10"X7'-0"	FIXED	ALUM.	GL-1	4/A-601	5/A-601	10/A-601

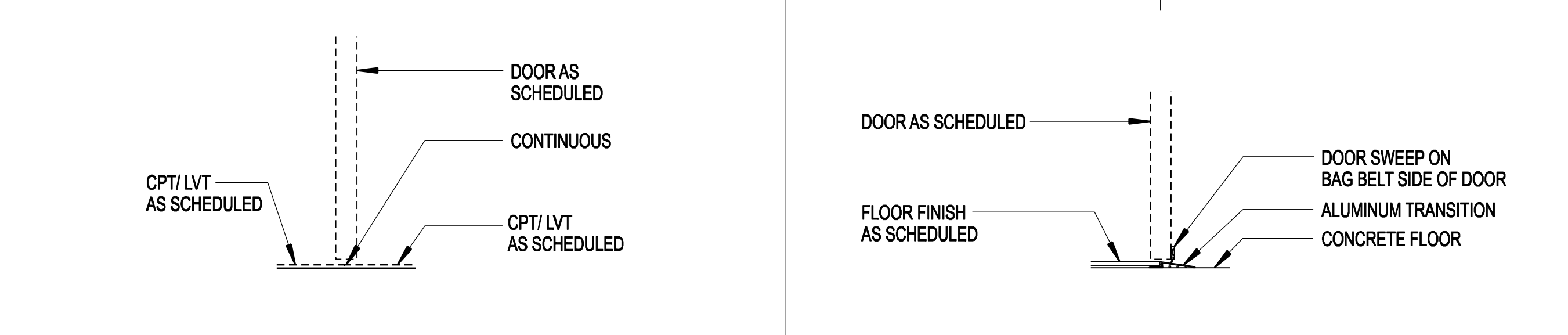
WINDOW NOTES		GLAZING LEGEND	
1. HEADER HEIGHTS PER ELEVATIONS.		GLAZING (GL)	
2. SEE A8.01, A8.02 FOR ADDITIONAL JAMB DETAIL INFORMATION.		GLASS TYPE 1 - TYPICAL EXTERIOR GLASS U.N.O.	
3. COORDINATE SILL/JAMB EXTENSIONS WITH ACTUAL WALL DEPTH.		SEE SPECIFICATIONS	
4. PROVIDE MANUAL ROLLER WINDOW SHADE AT EACH EXTERIOR WINDOW.		TEMPERED WHERE INDICATED ON SCHEDULE	
		FROSTED WHERE INDICATED ON SCHEDULE	



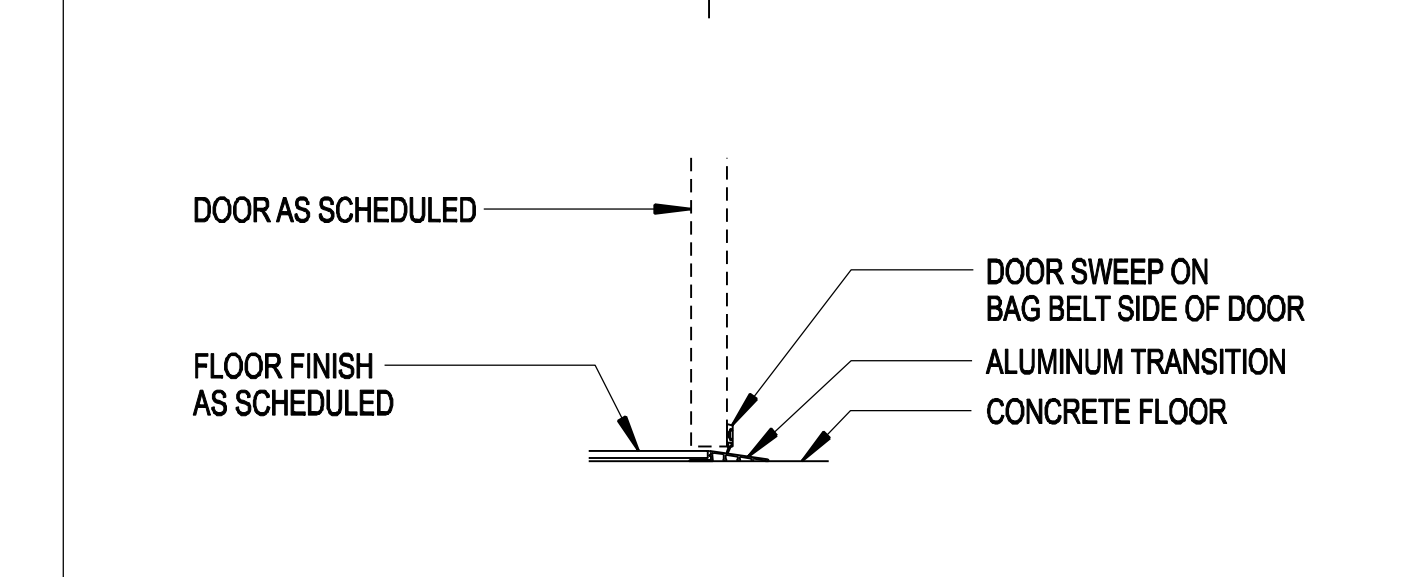
6 THRESHOLD DETAIL 1 1/2"=1'-0"



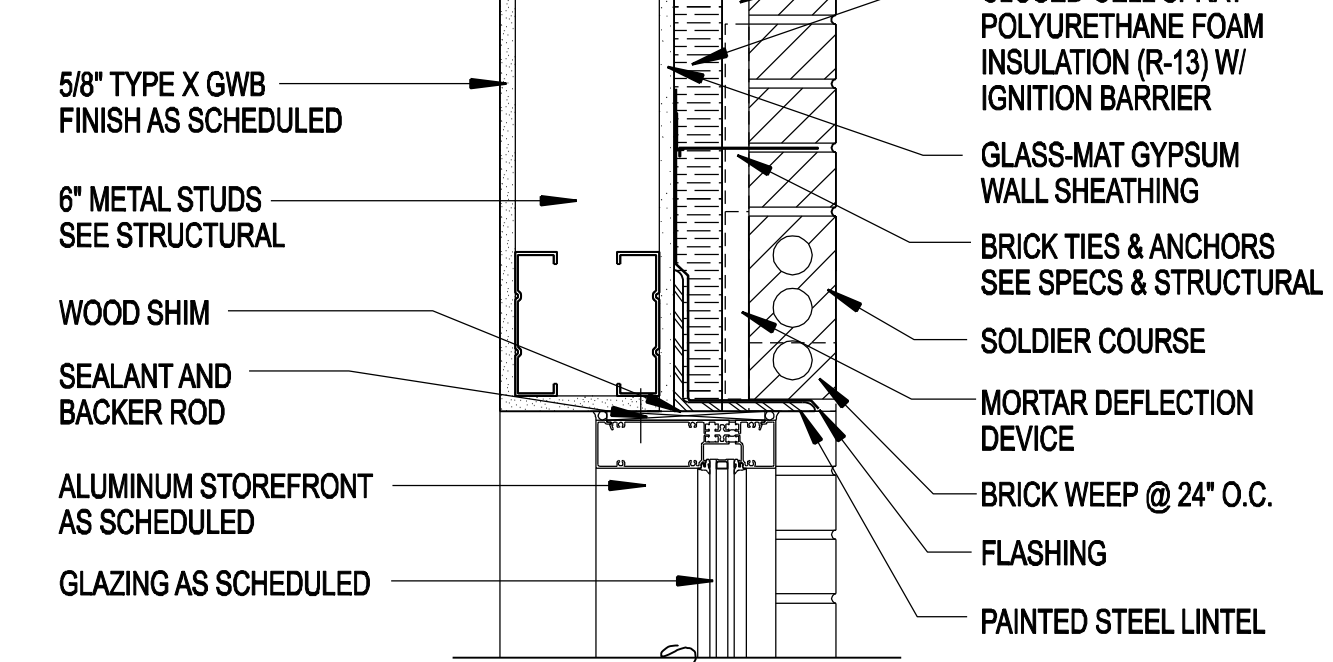
7 THRESHOLD DETAIL 1 1/2"=1'-0"



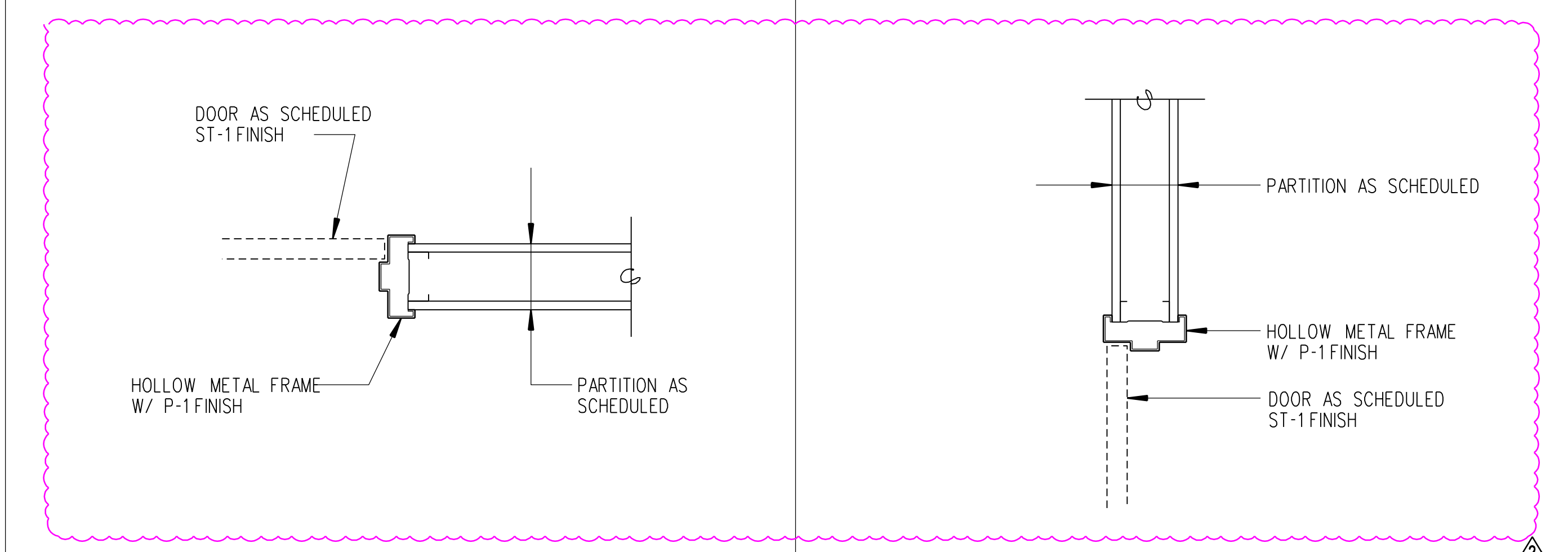
8 THRESHOLD DETAIL 1 1/2"=1'-0"



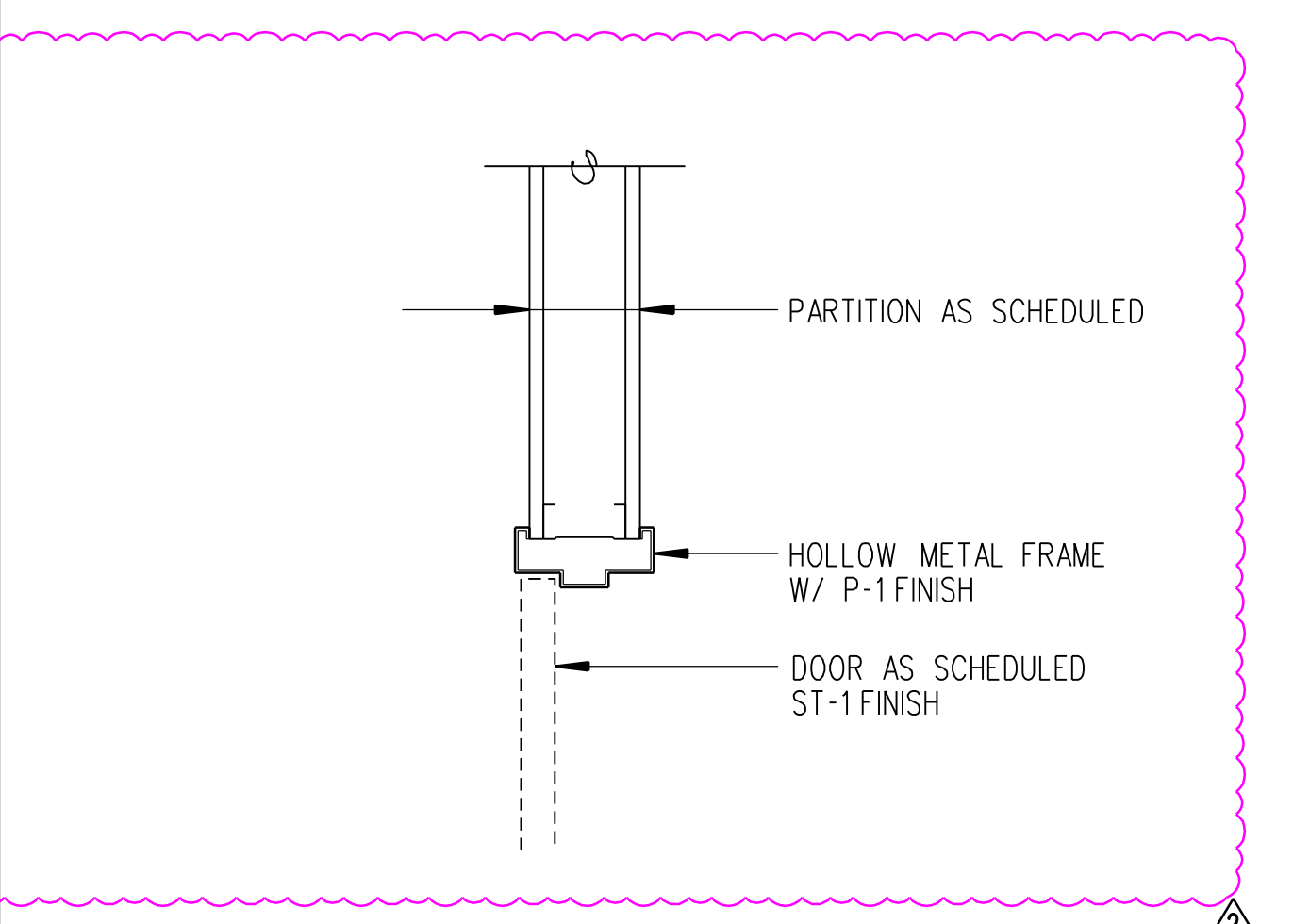
9 THRESHOLD DETAIL 1 1/2"=1'-0"



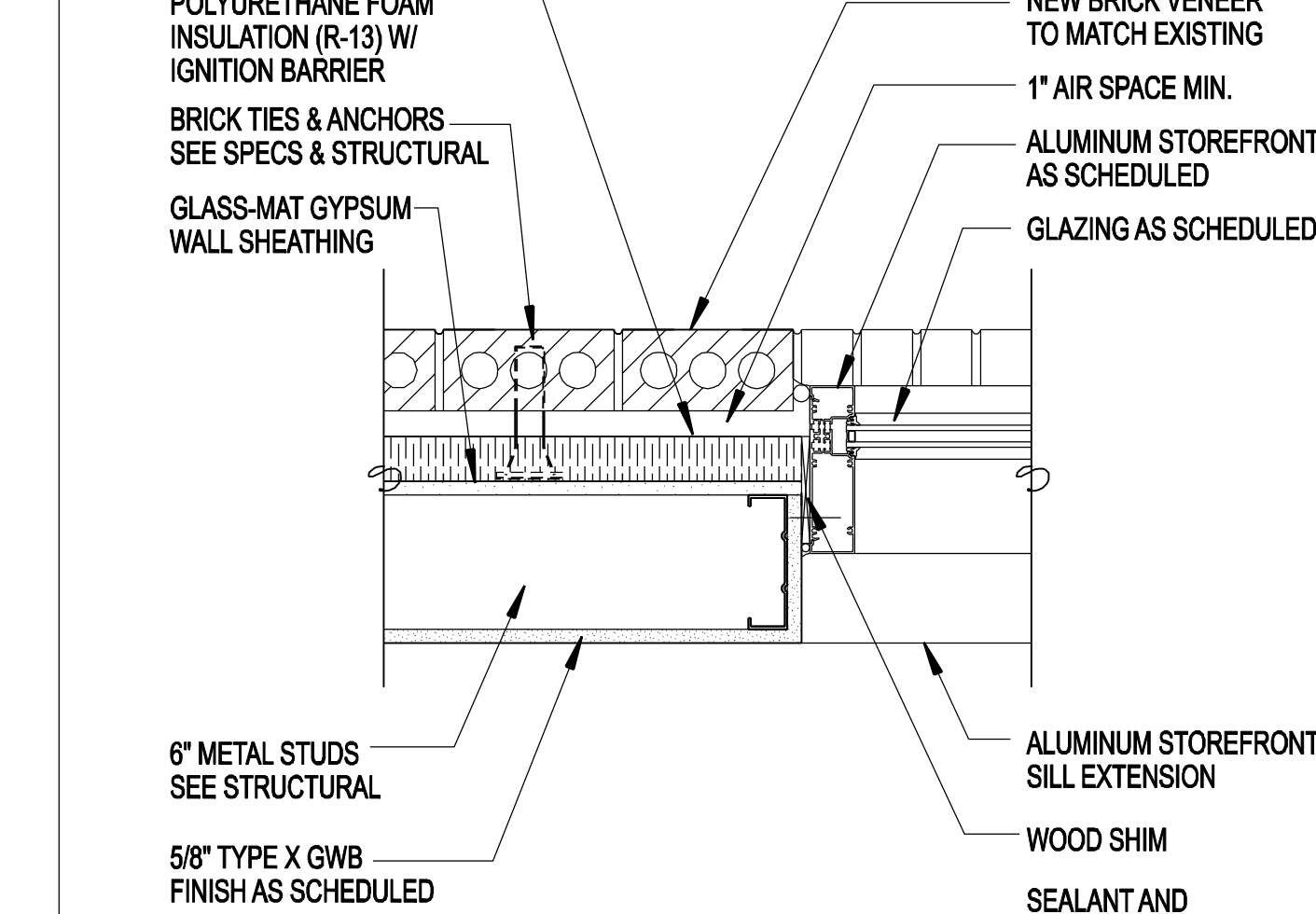
5 WINDOW HEAD DETAIL 1 1/2"=1'-0"



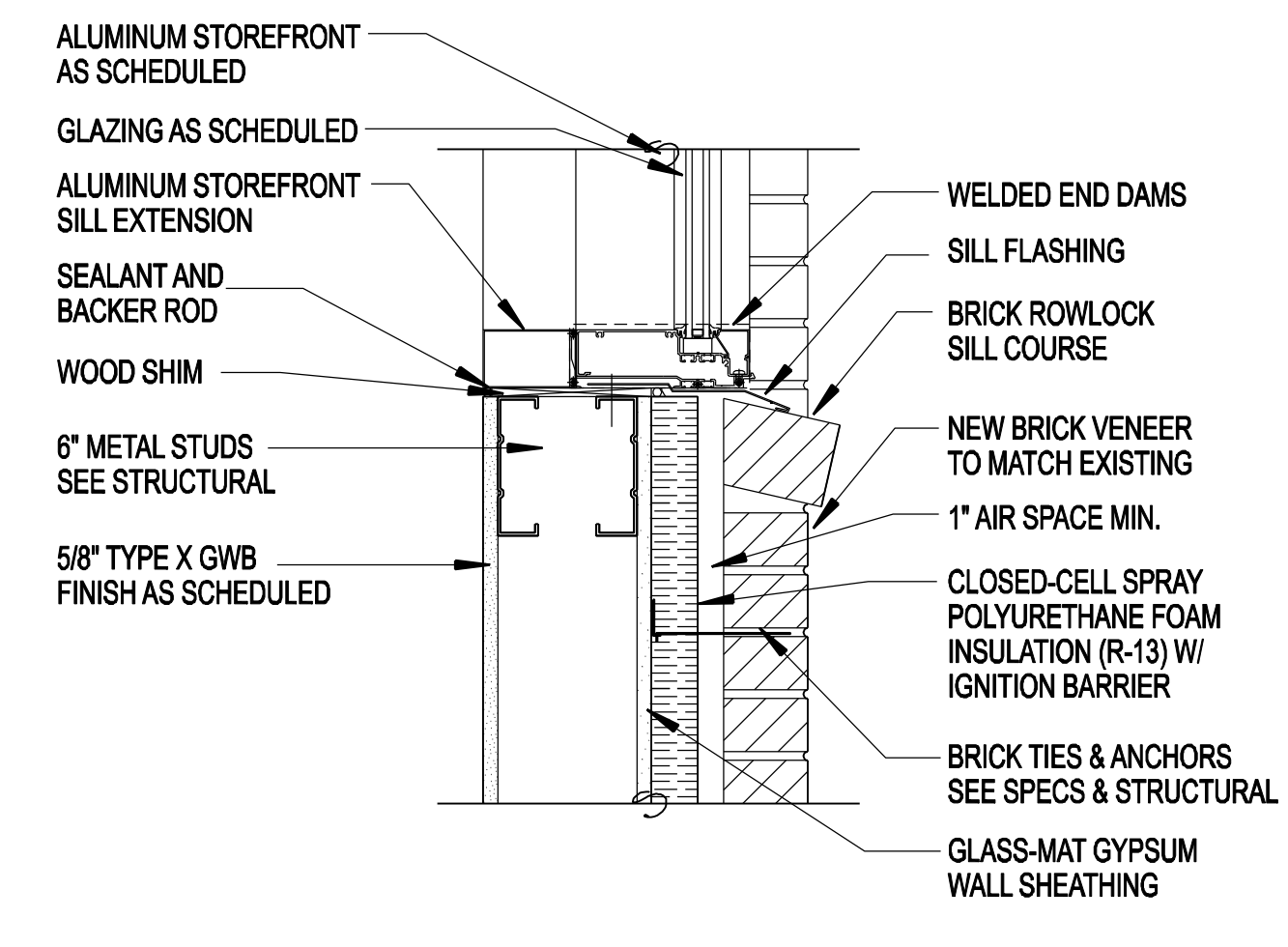
1 JAMB DETAIL AT DOOR 1 1/2"=1'-0"



2 HEAD DETAIL AT DOOR 1 1/2"=1'-0"



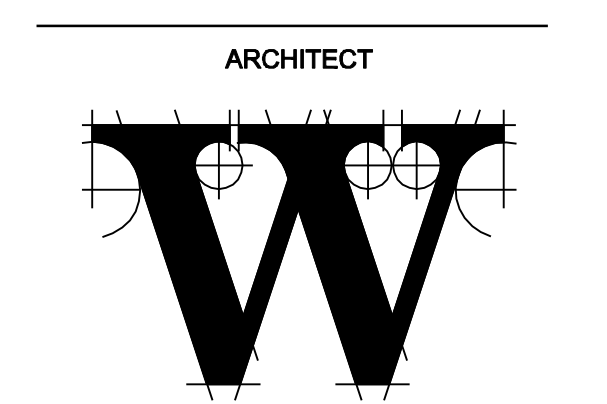
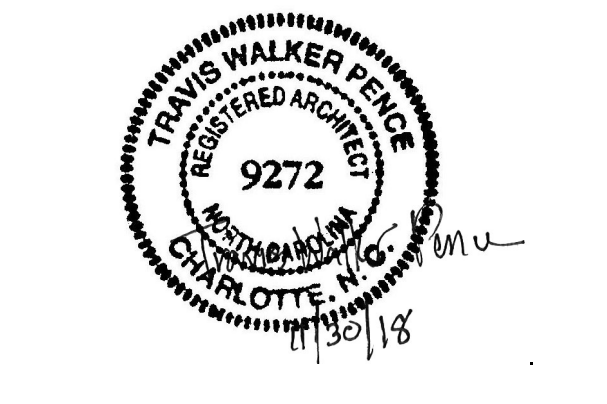
4 WINDOW JAMB DETAIL 1 1/2"=1'-0"



10 WINDOW SILL DETAIL 1 1/2"=1'-0"



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REVISIONS

ADDENDUM AD-02 - 12/21/18
ADDENDUM AD-03 - 01/22/19

DATE: NOVEMBER 30, 2018

PROJECT NO.: 9202-000

SHEET TITLE:
DOOR & WINDOW SCHEDULE AND DETAILS

SHEET NUMBER:

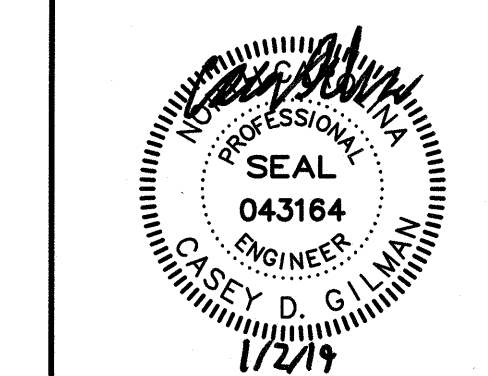
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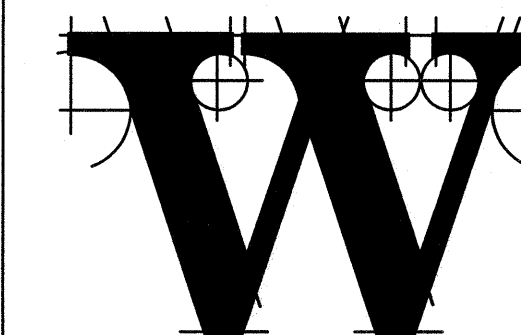
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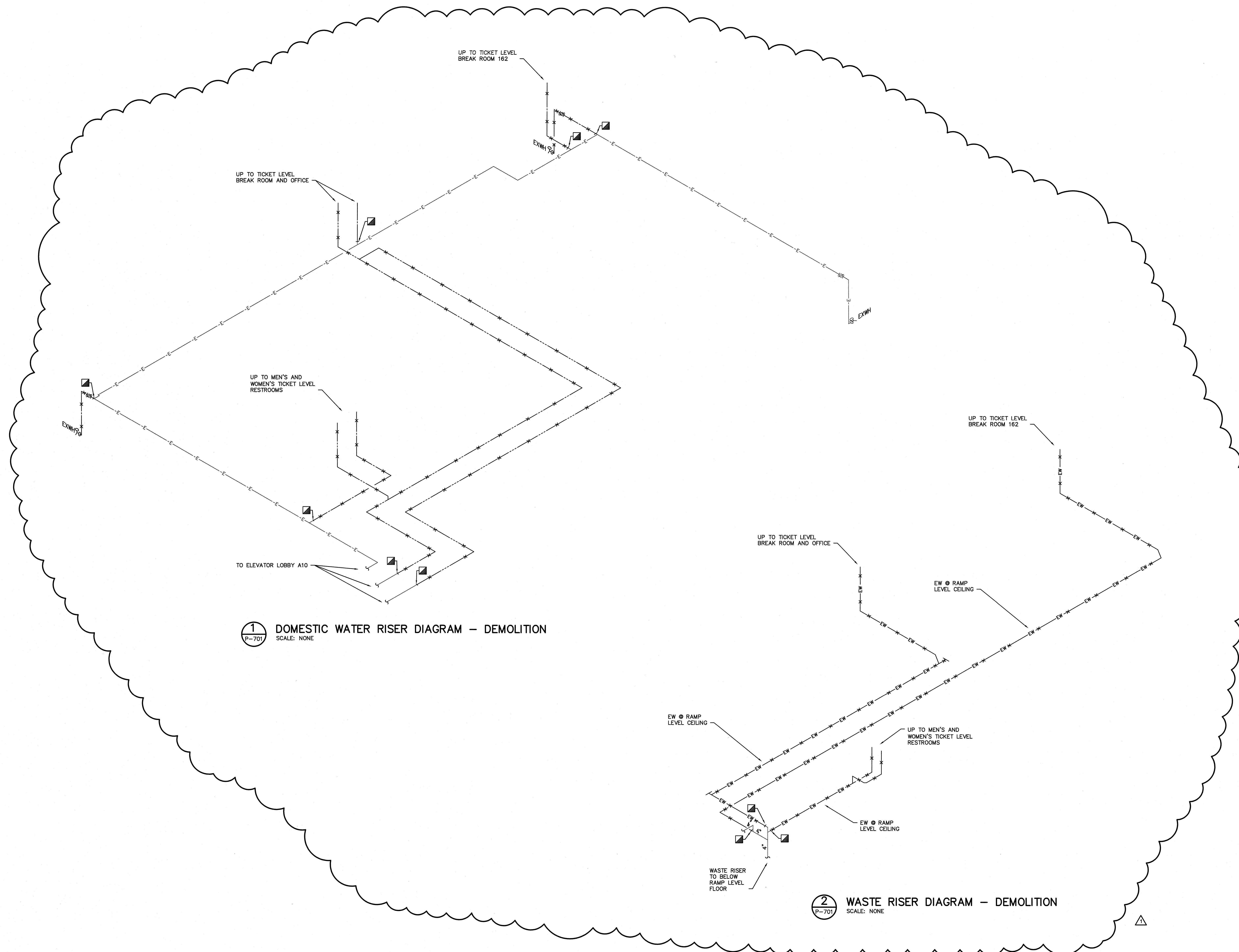
ADDENDUM 3 AD-03, ADDED 1/22/2019
DRAWING

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

RISER DIAGRAMS - DEMOLITION

SHEET NUMBER:

P-701

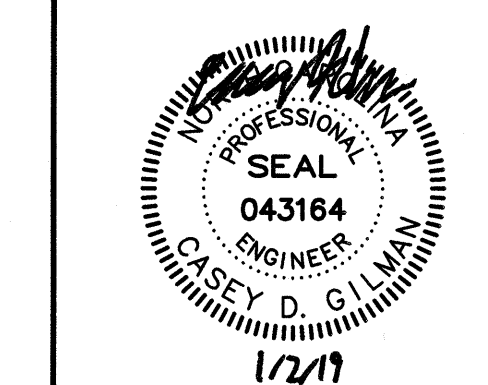




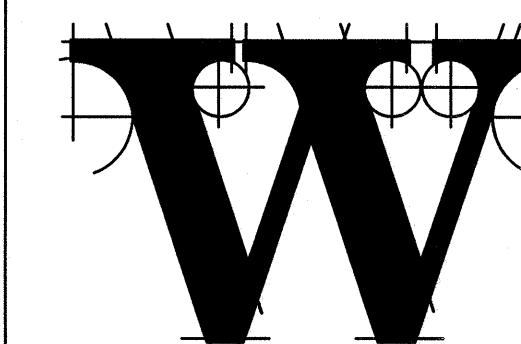
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REVISIONS

ADDENDUM 3 AD-03, ADDED 1/22/2019
DRAWING

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

**RISER DIAGRAMS -
RENOVATION**

SHEET NUMBER:

P-702

1 DOMESTIC WATER RISER DIAGRAM- RENOVATION
SCALE: NONE

2 WASTE RISER DIAGRAM - RENOVATION
SCALE: NONE

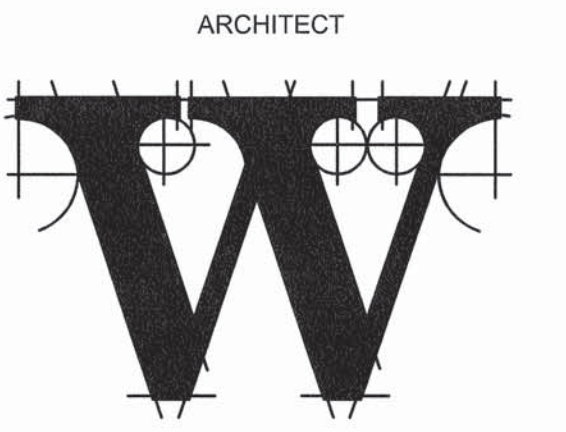


TERMINAL
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CONTRACT 2

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1/1/2019
KIMMETH LYNN



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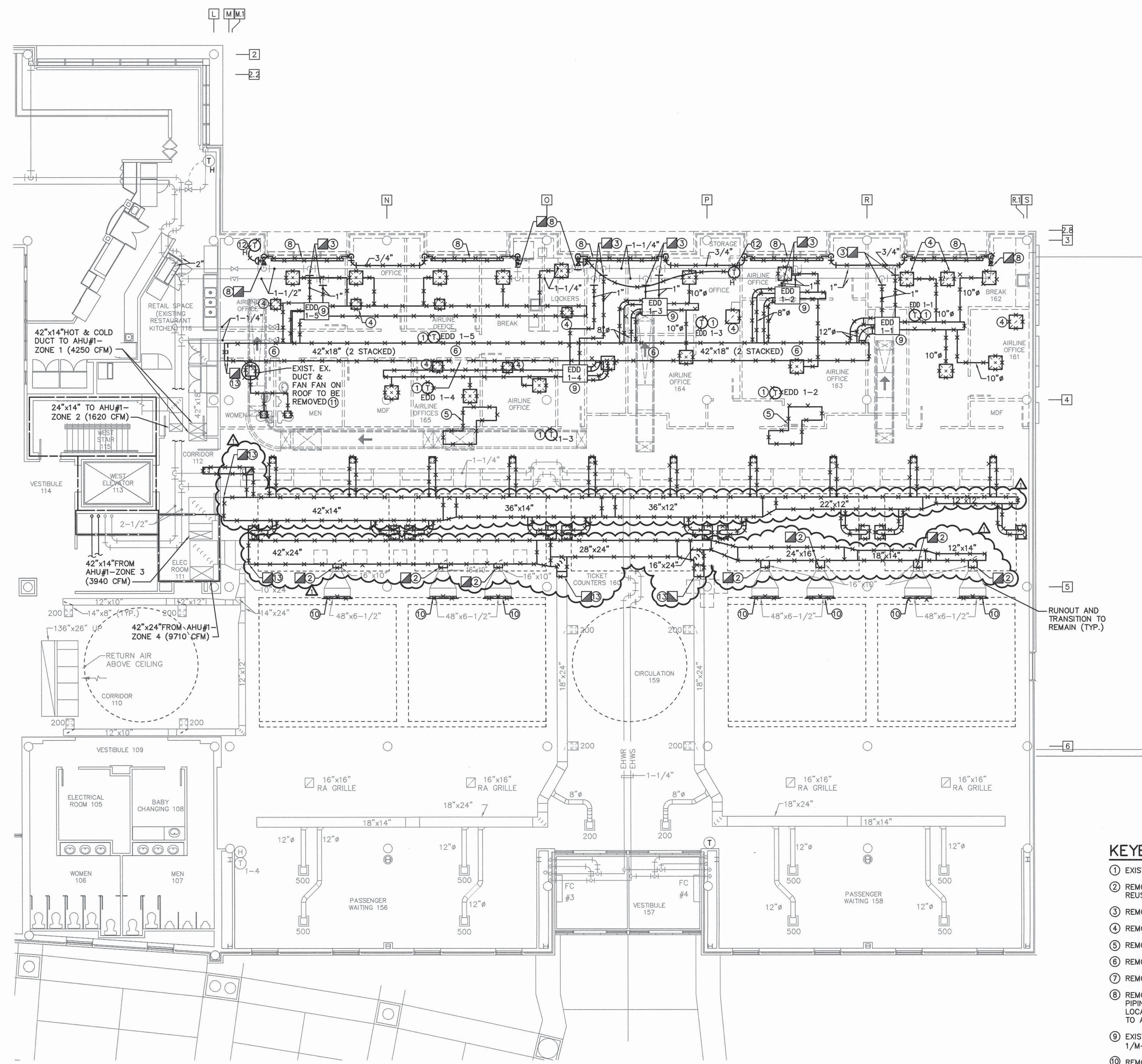
REVISIONS		
ADDENDUM NO. 3	1/22/2019	

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

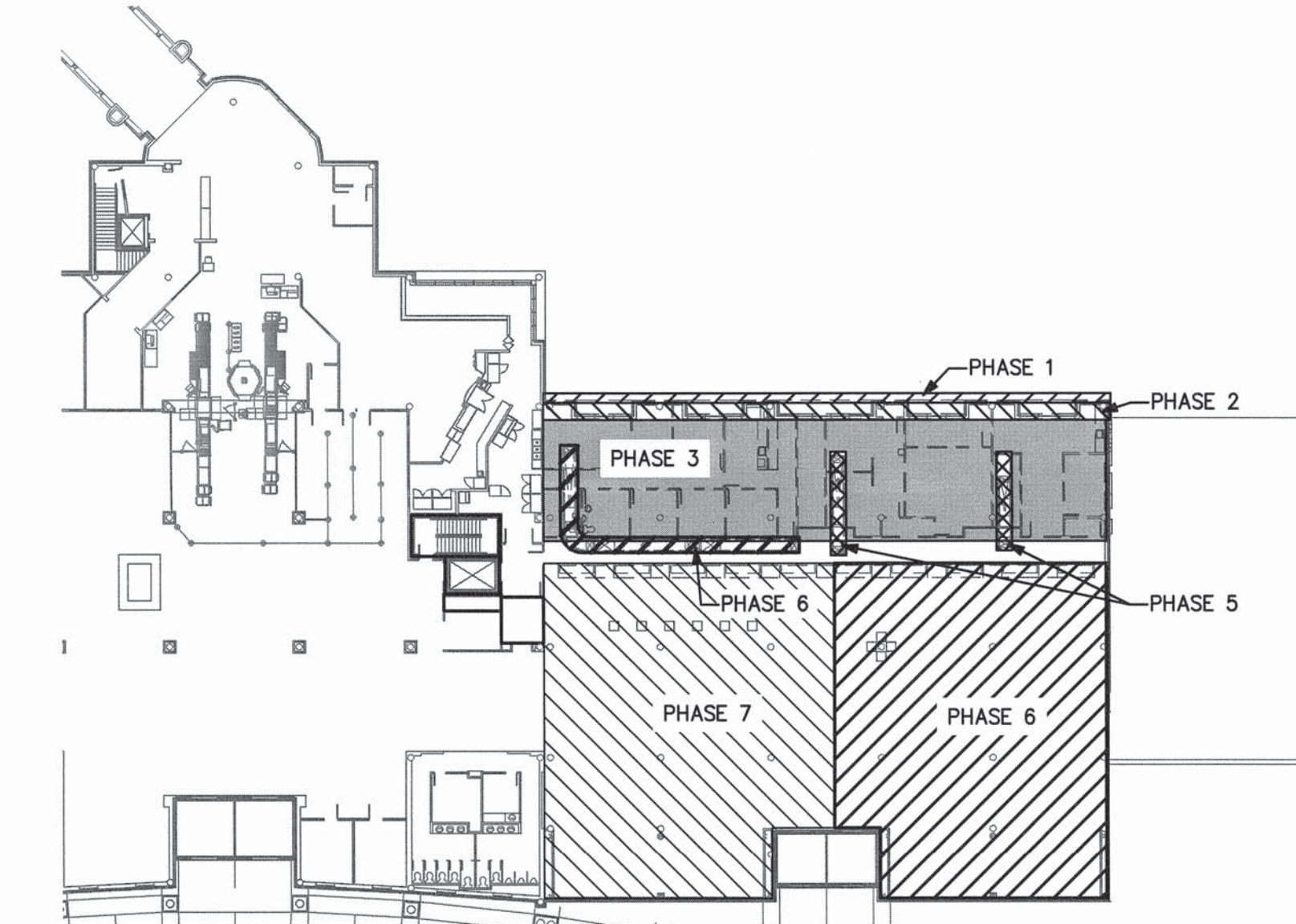
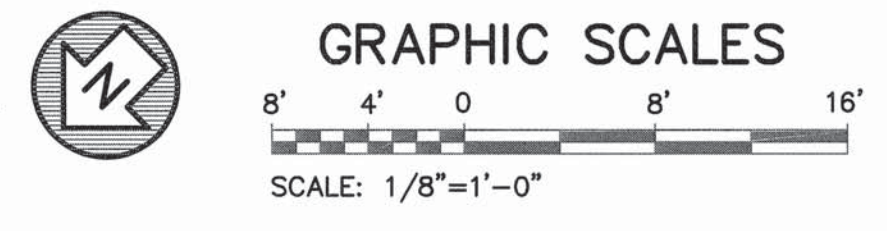
**ENLARGED TICKET
LEVEL FLOOR PLAN
MECHANICAL
DEMOLITION**

SHEET NUMBER:

M-125



1
M-125
ENLARGED TICKET LEVEL FLOOR PLAN MECHANICAL DEMOLITION
SCALE: 1/8" = 1'-0"



PHASING NOTES:

ARCHITECTURAL PHASE 1: DEMO BRICK VENEER.

ARCHITECTURAL PHASE 2: DEMO REMAINING EXTERIOR WALL; CONSTRUCT TEMPORARY PARTITION.

ARCHITECTURAL PHASE 3: DEMO TEMPORARY PARTITION; DEMO INTERIOR OFFICE AREAS; MAINTAIN LIGHTING FOR OCCUPANT PATHS THROUGH CONTRACTOR WORK SPACE.

ARCHITECTURAL PHASE 4: N/A.

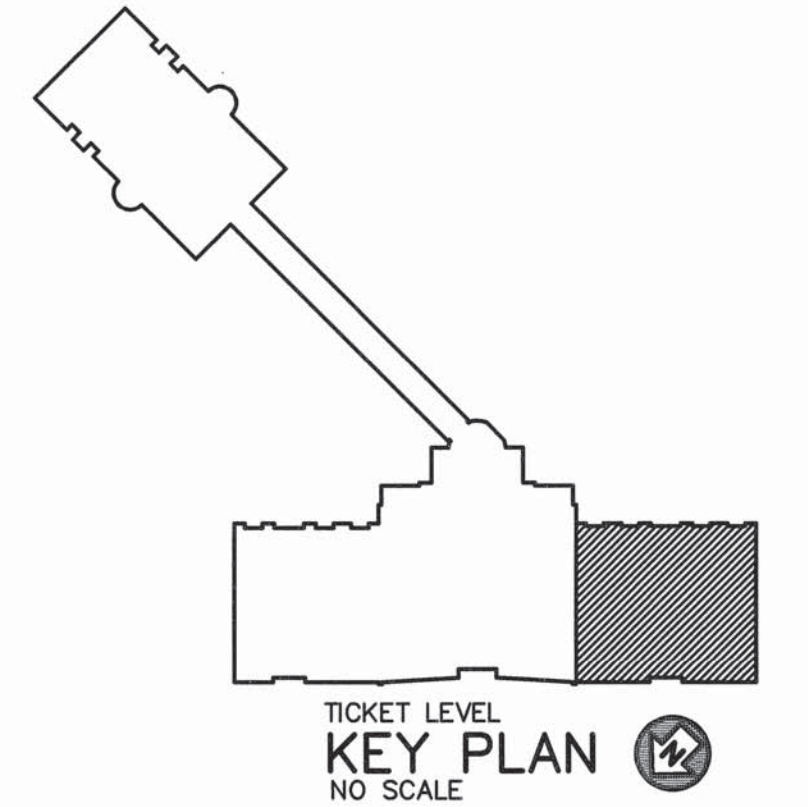
ARCHITECTURAL PHASE 5: DEMO CONVEYORS.

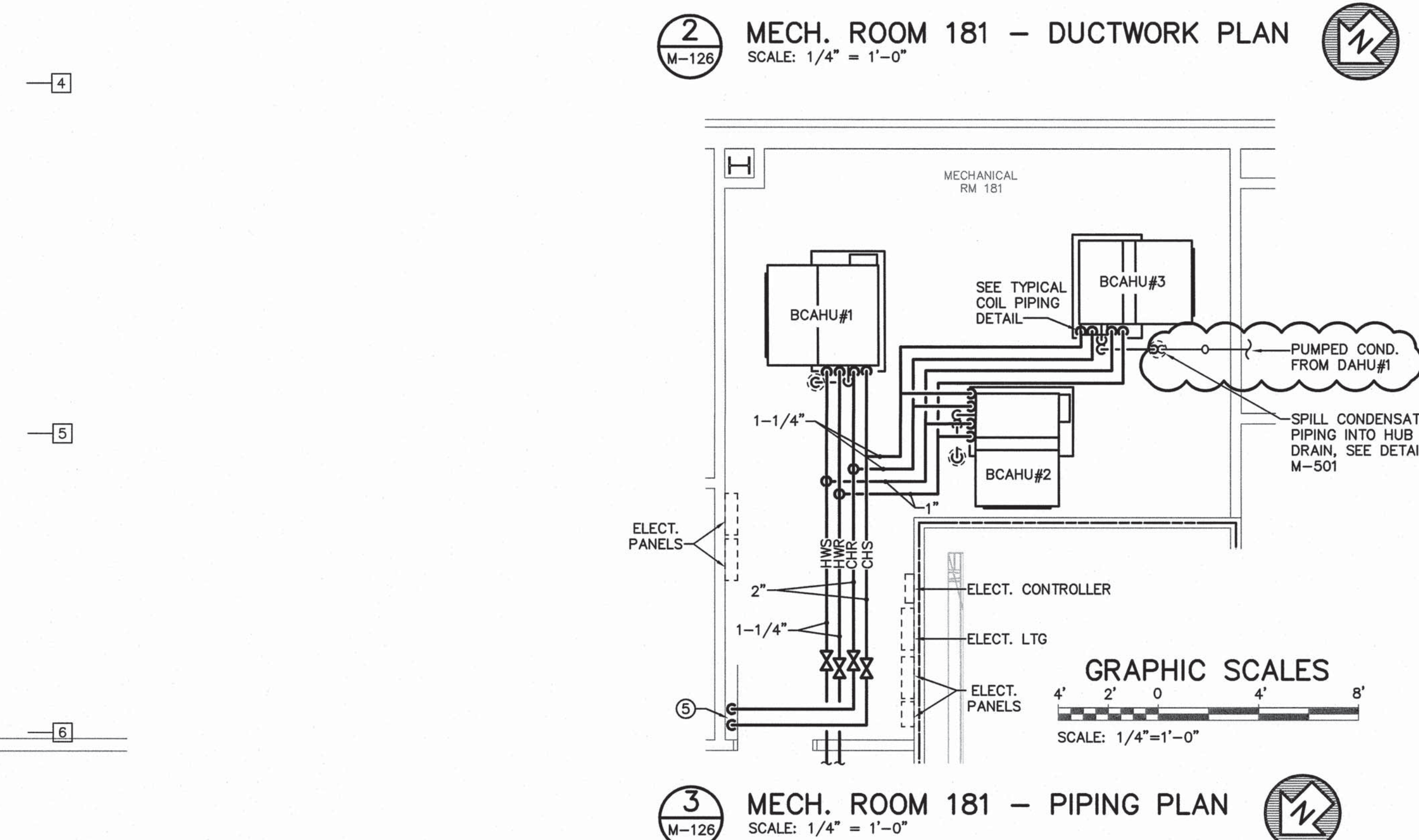
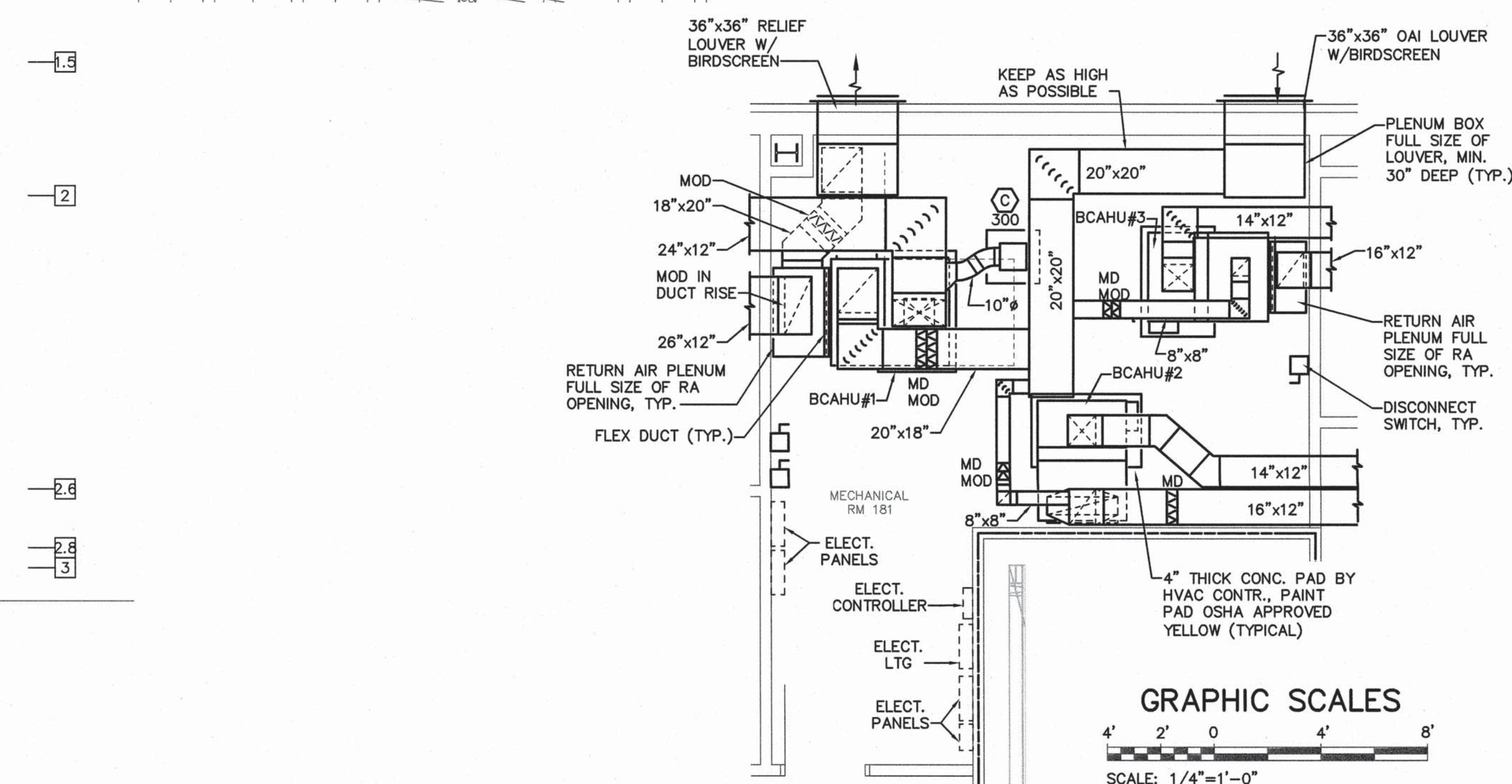
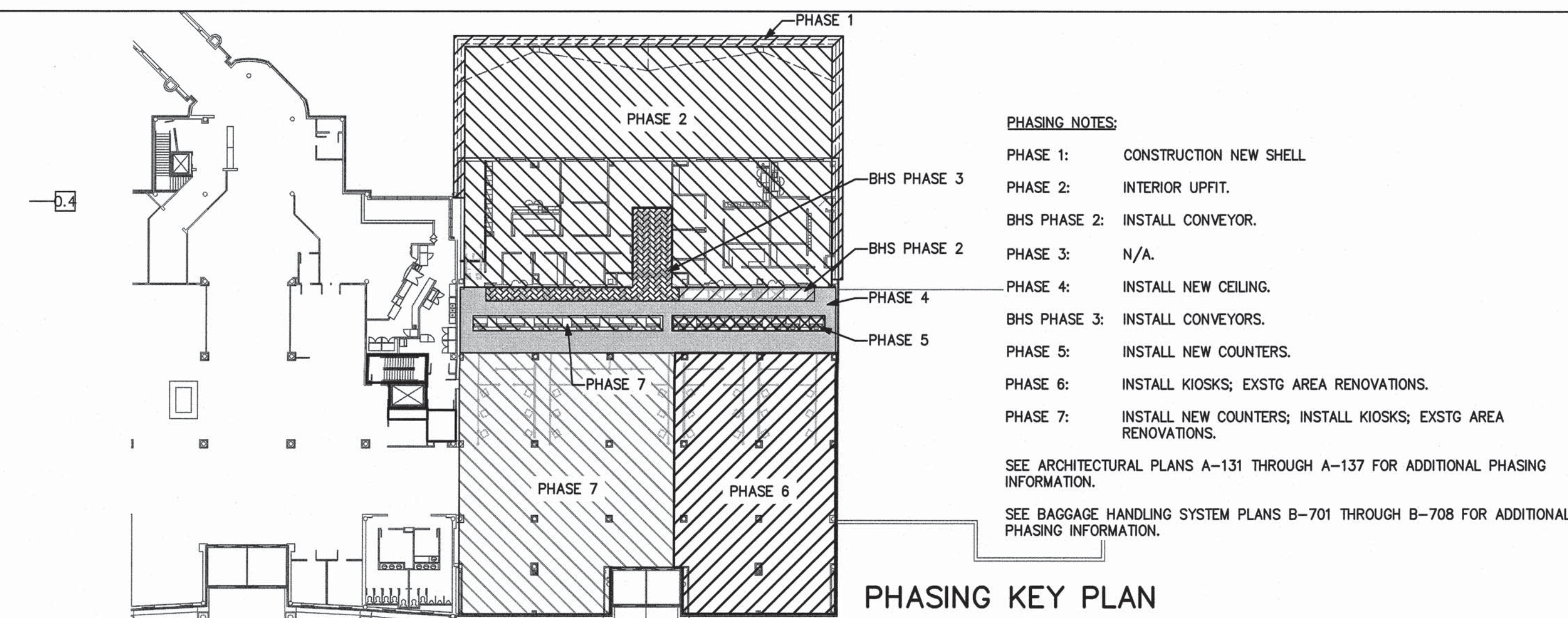
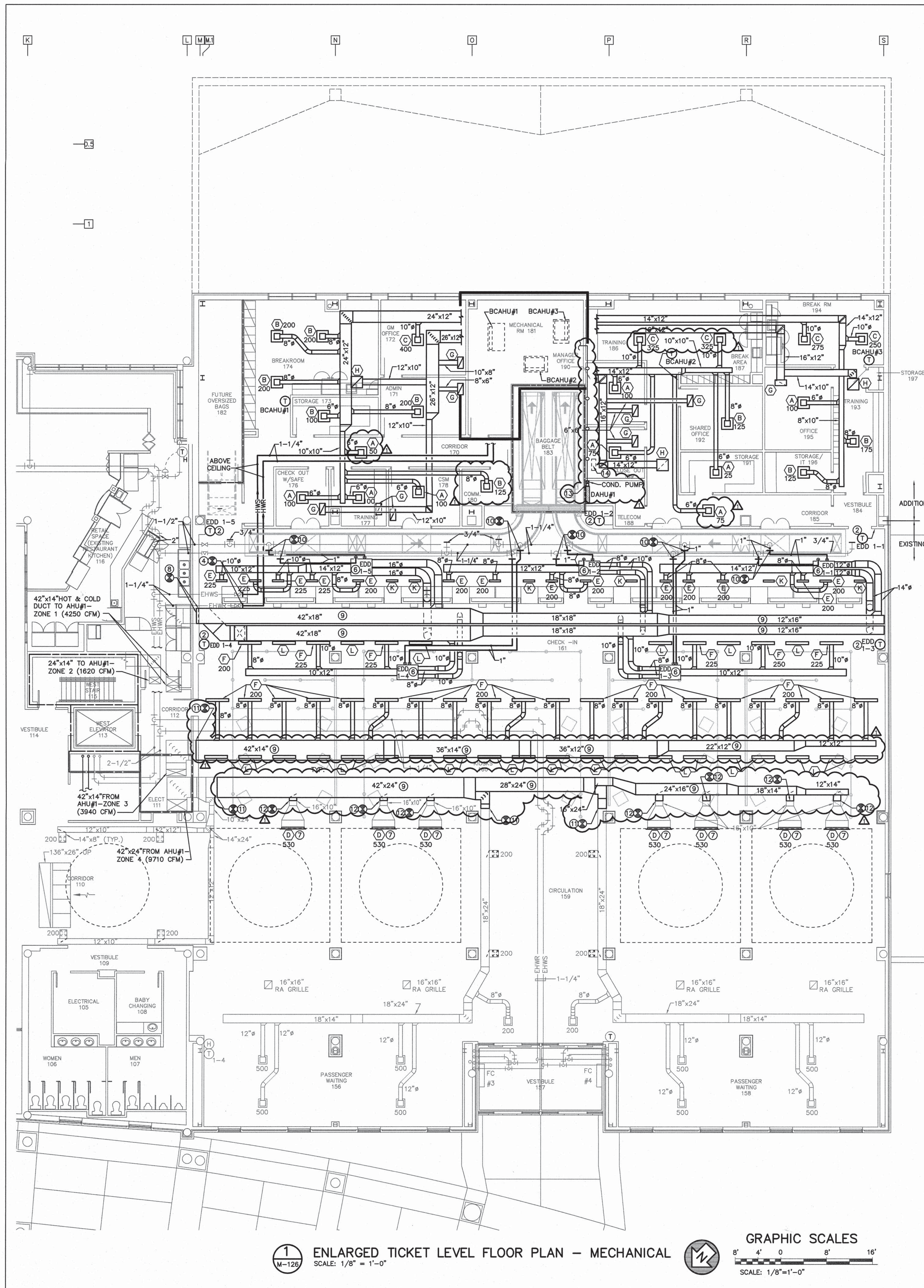
ARCHITECTURAL PHASE 6: DEMO COUNTERS; DEMO CONVEYOR; DEMO COLUMN MTD DEVICES. MAINTAIN LIGHTING FOR OCCUPANT PATHS THROUGH CONTRACTOR WORK SPACE.

ARCHITECTURAL PHASE 7: DEMO COUNTERS; DEMO COLUMN MTD DEVICES. MAINTAIN LIGHTING FOR OCCUPANT PATHS THROUGH CONTRACTOR WORK SPACE.

SEE ARCHITECTURAL PLANS A-131 THROUGH A-137 FOR ADDITIONAL PHASING INFORMATION.

SEE BAGGAGE HANDLING SYSTEM PLANS B-701 THROUGH B-708 FOR ADDITIONAL PHASING INFORMATION.





KEYED NOTES: (THIS SHEET ONLY)

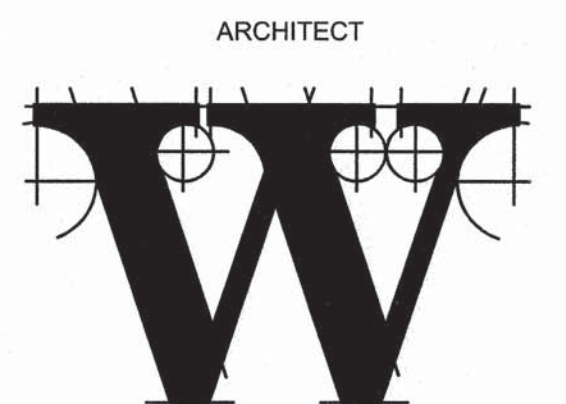
- ① CONNECT NEW RUNOUT TO EXISTING DUCTWORK AT POINT INDICATED. PROVIDE TRANSITION AS NECESSARY TO CONNECT TO EXISTING DUCTWORK/RUNOUT.
- ② NEW LOCATION OF EXISTING THERMOSTAT. VERIFY FUNCTIONALITY AND REPLACE AS NECESSARY. EXTEND CONTROL WIRING TO NEW LOCATION AS SPECIFIED.
- ③ RETAB BOXES TO EXISTING CFM'S, SEE SCHEDULE M-601.
- ④ CONNECT NEW 1-1/4" HOT WATER SUPPLY AND RETURN PIPING TO EXISTING 1-1/4" PIPING ABOVE CEILING AND EXTEND TO NEW MECHANICAL ROOM.
- ⑤ NEW 2" CHS AND 2" CHR UP FROM BELOW, PROVIDE ISOLATION VALVES 48" ABOVE FINISHED FLOOR. SEE 1/M-116 FOR CONTINUATION.
- ⑥ NEW LOCATION OF EXISTING DUAL DUCT VAV TERMINAL BOX. EXTEND HOT WATER PIPING TO NEW LOCATION.
- ⑦ NEW SIDEWALL LINEAR BAR DIFFUSER. MECHANICAL CONTRACTOR SHALL FIELD VERIFY EXACT SIZE AND LOCATION TO MATCH EXISTING OPENINGS.
- ⑧ CONNECT NEW HOT DUCT AND COLD DUCT (STACKED) TO EXISTING. FIELD VERIFY EXACT SIZE AND LOCATION. PROVIDE TRANSITION AS NECESSARY.
- ⑨ KEEP DUCT TIGHT TO STRUCTURE.
- ⑩ CONNECT NEW 1" HWS AND 1" HWR PIPING TO EXISTING AT POINT INDICATED. FIELD VERIFY EXISTING CONNECTION LOCATION. PROVIDE TRANSITION AS NECESSARY FOR NEW PIPING RUNOUTS.
- ⑪ CONNECT NEW DUCTWORK TO EXISTING. FIELD VERIFY EXACT SIZE AND LOCATION OF CONNECTIONS.
- ⑫ PROVIDE NEW RUNOUT AND BALANCING DAMPER TO EXISTING RUNOUT. FIELD VERIFY EXACT SIZE OF LOCATIONS OF CONNECTIONS.
- ⑬ REFRIGERANT PIPING UP TO DHP#1 ON ROOF.
- ⑭ DHP#1 ON ROOF.



TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
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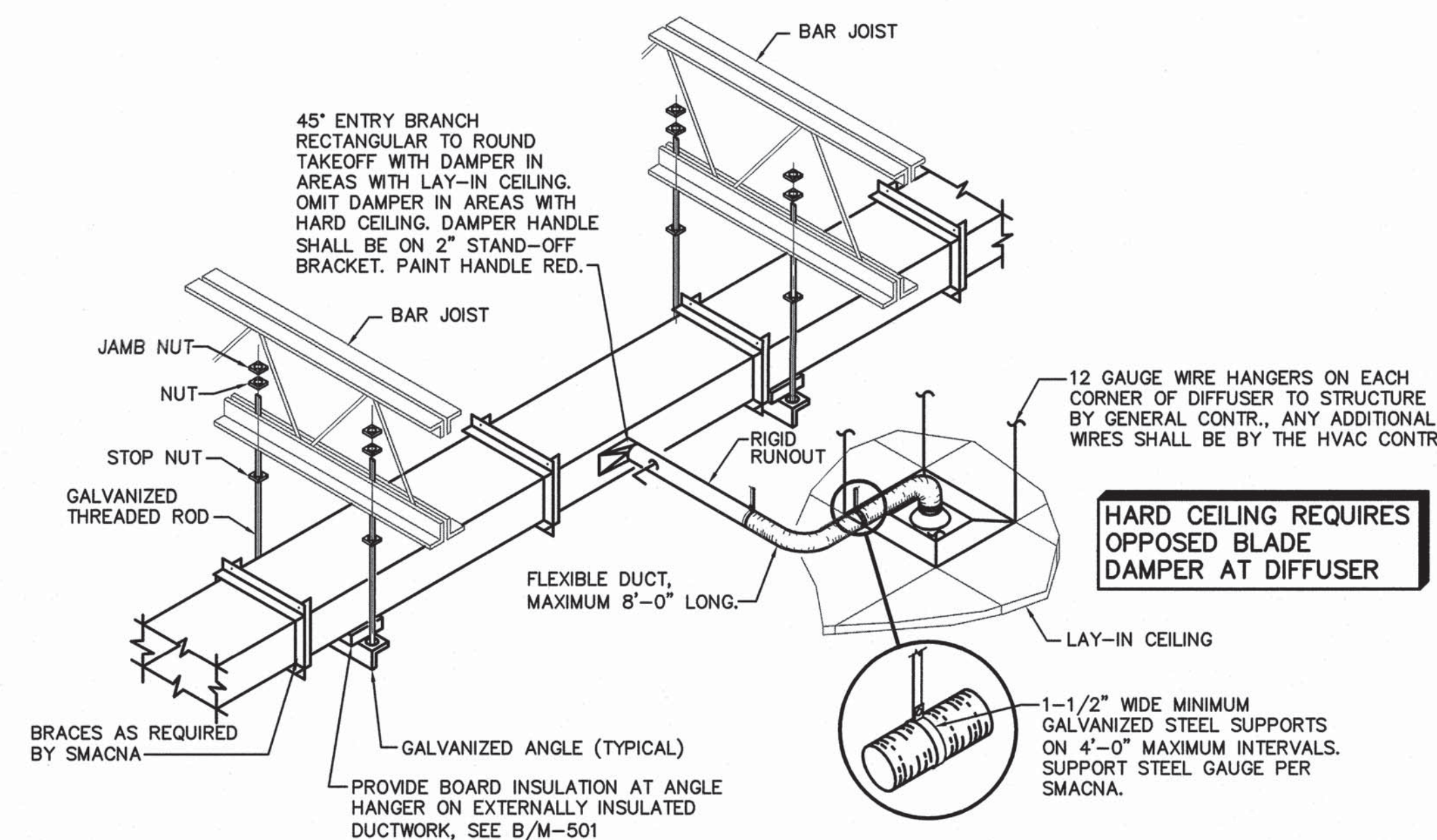
SPECIALTY LIGHTING CONSULTANT
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REVISIONS
 Δ ADDENDUM NO. 3 1/22/2019

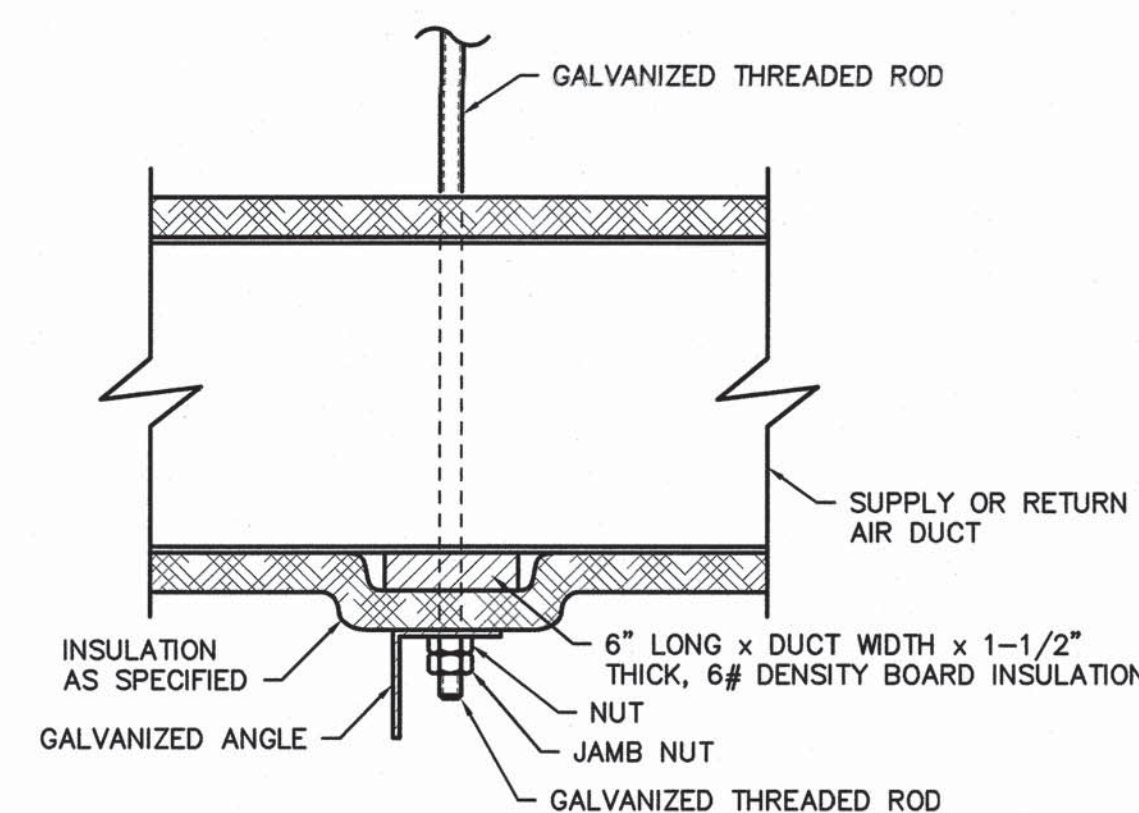
DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

ENLARGED TICKET LEVEL FLOOR PLAN MECHANICAL

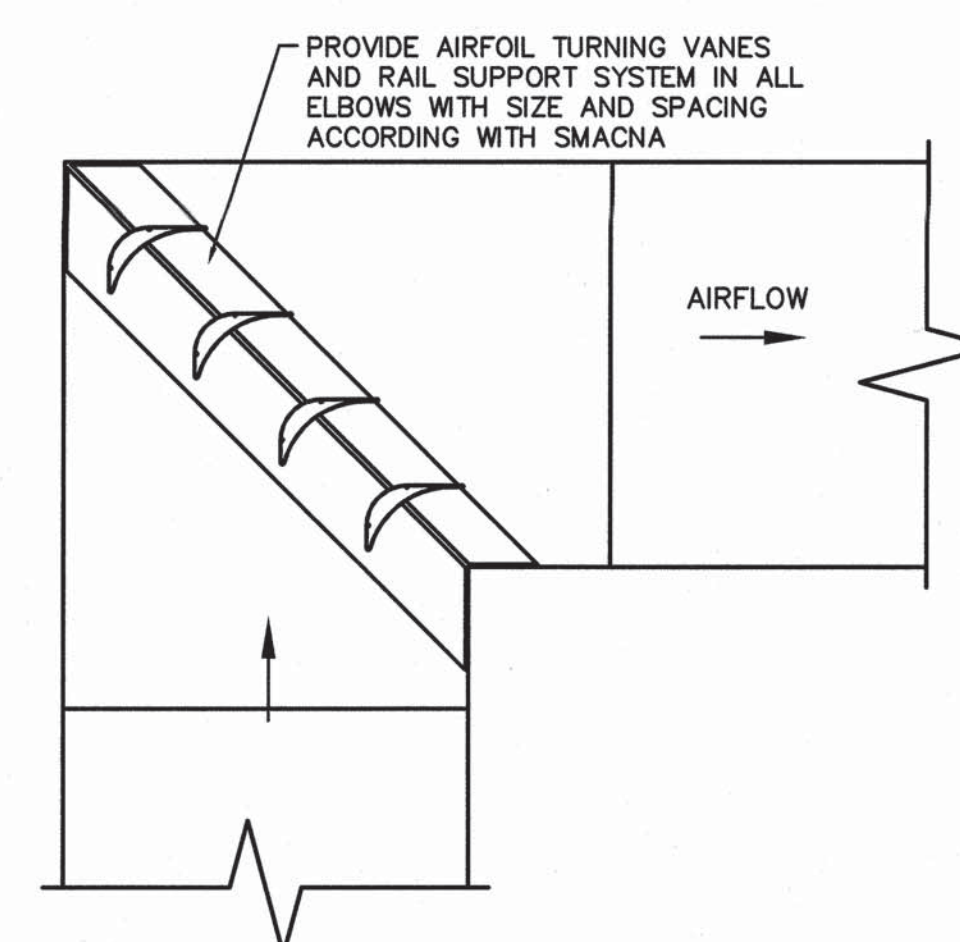
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M-126



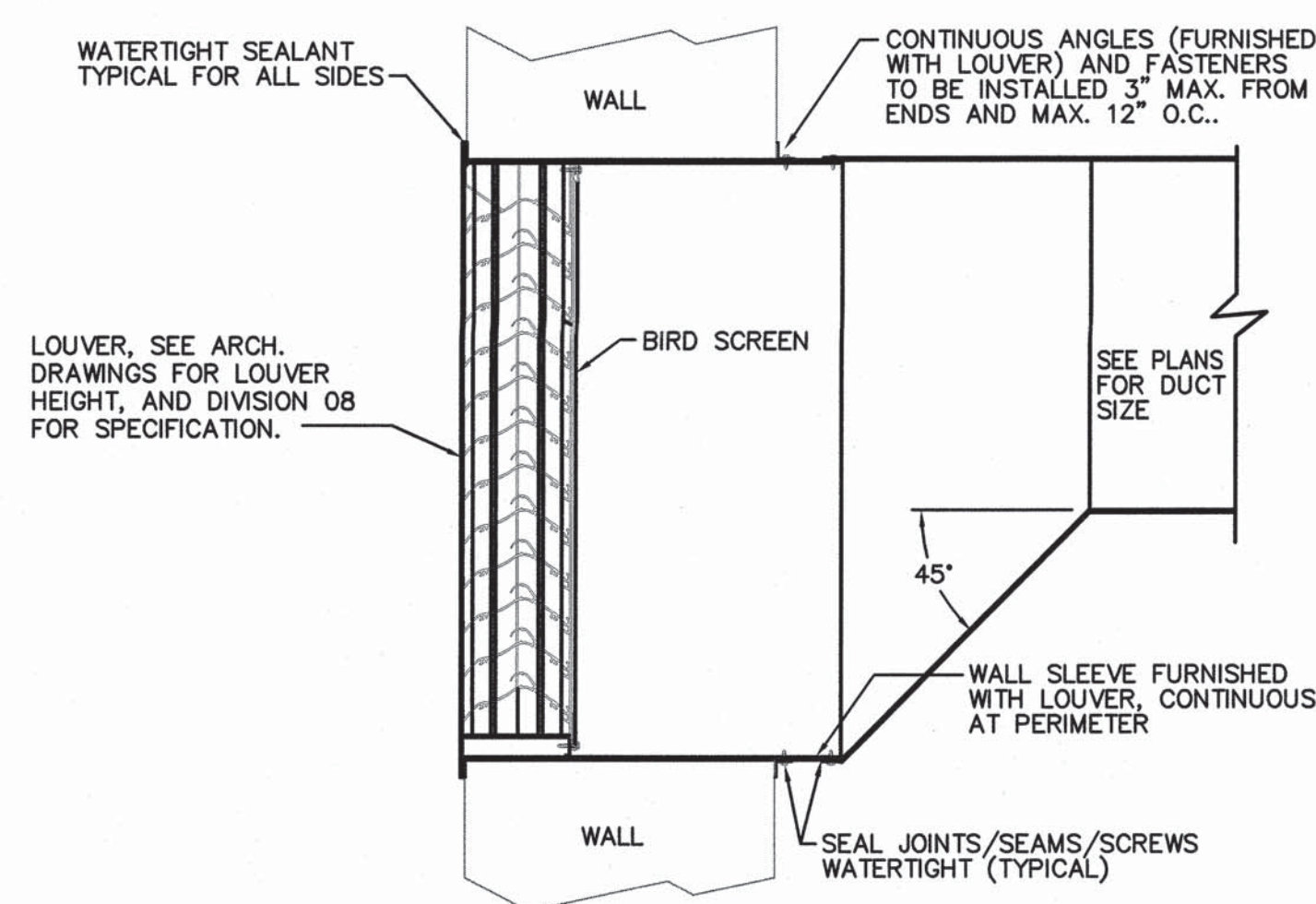
(A) TYPICAL SUPPLY DUCT DETAIL
SCALE: NONE



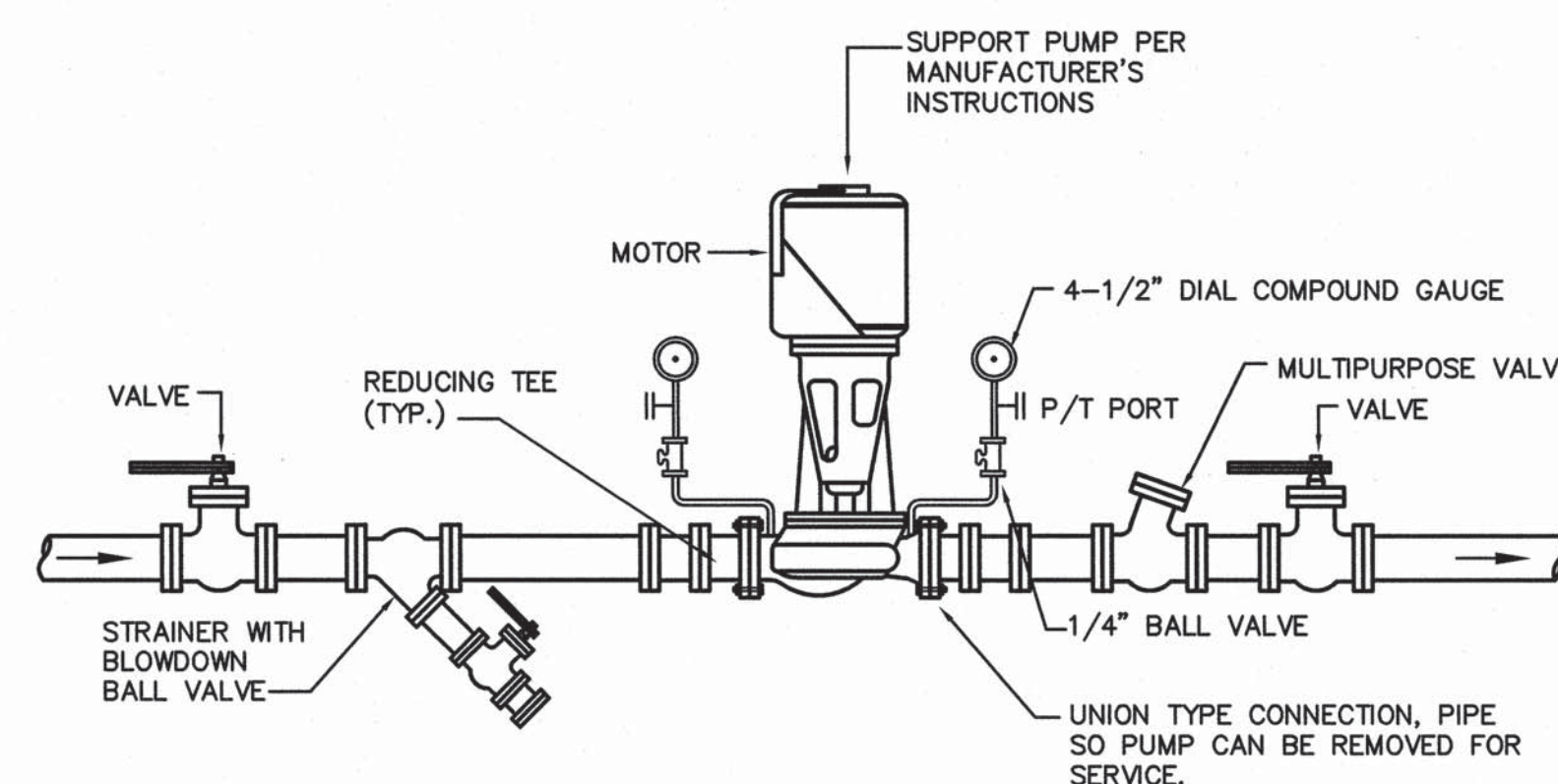
(B) TYPICAL DUCT HANGER DETAIL
SCALE: NONE



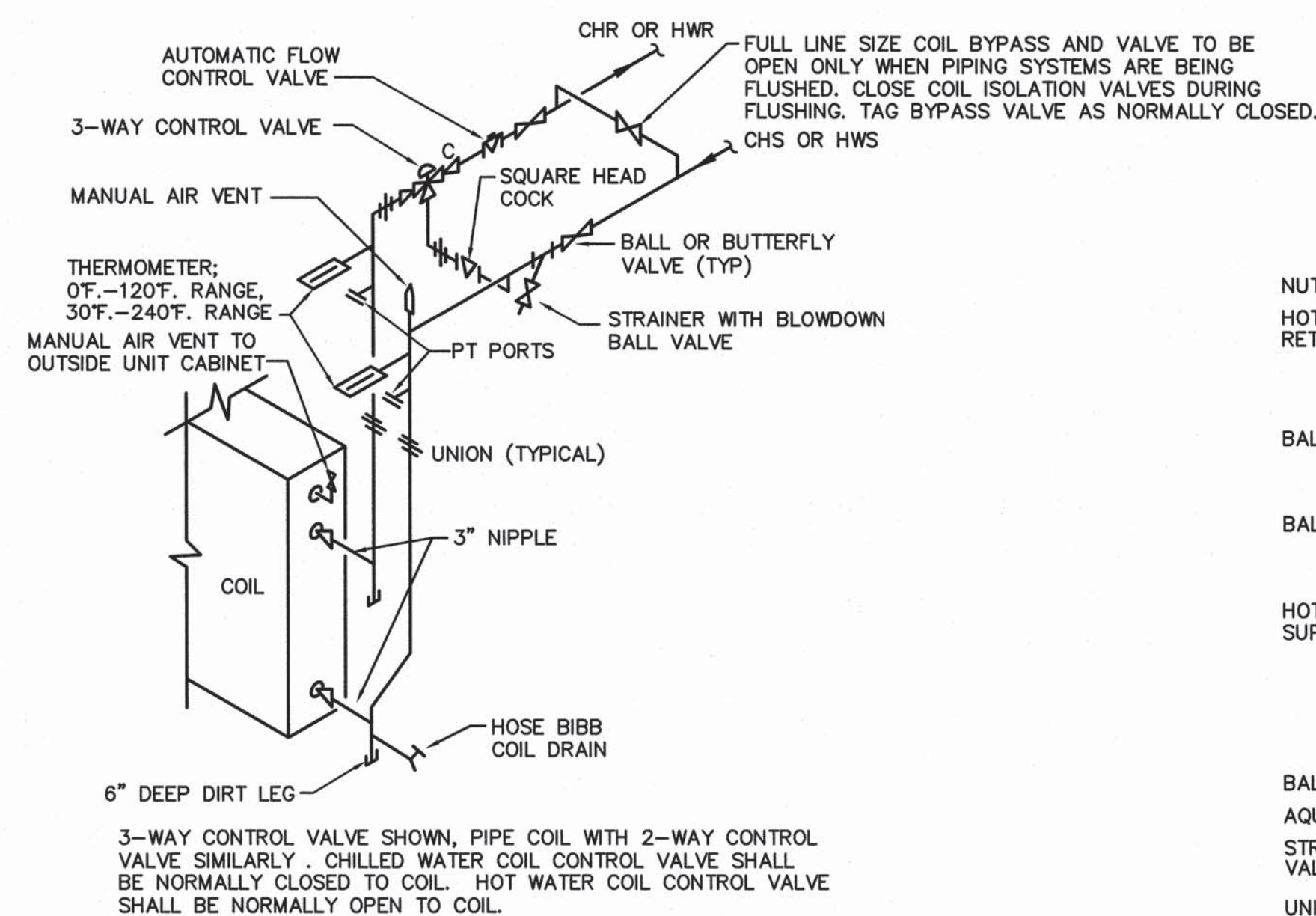
(C) TYPICAL DUCT ELBOW WITH TURNING VANES
NO SCALE



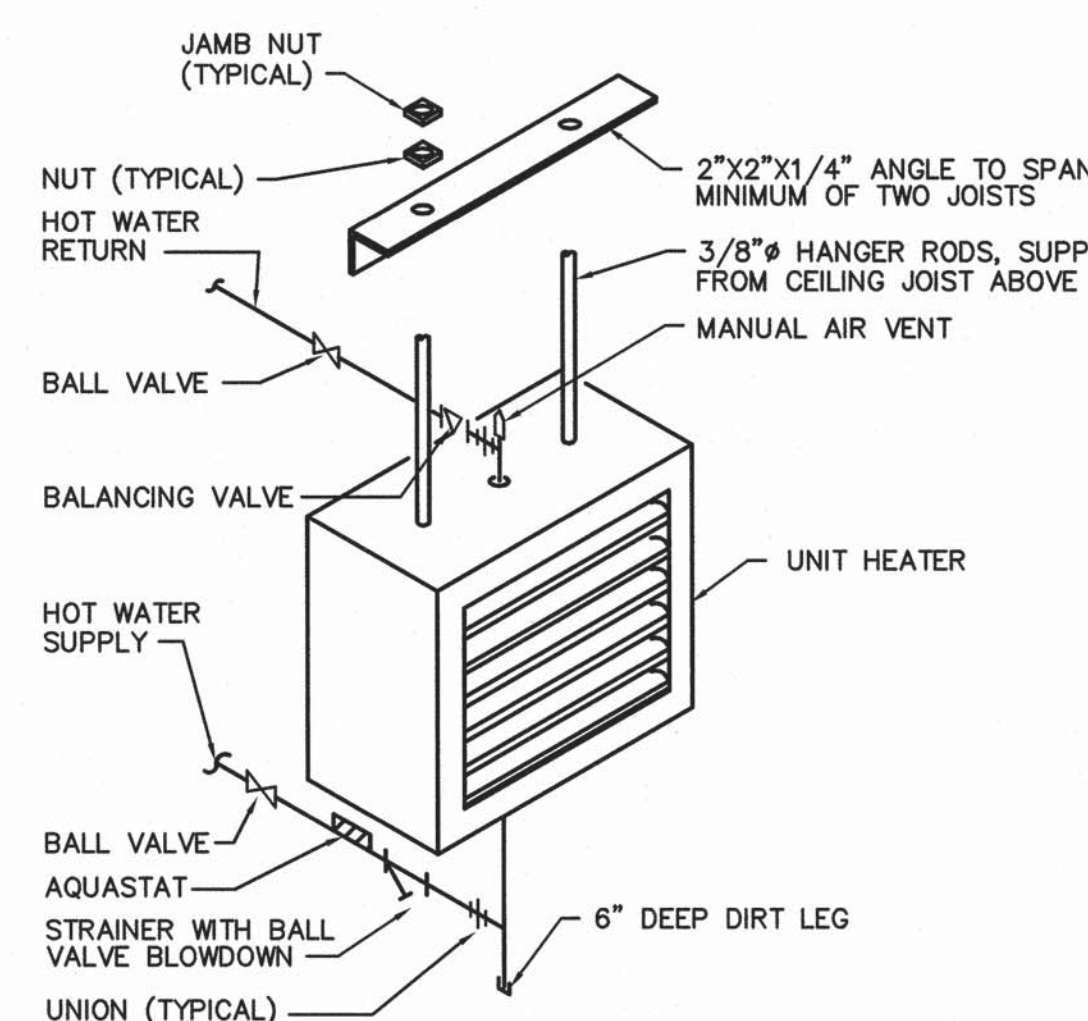
(D) TYPICAL WALL LOUVER DETAIL
NO SCALE



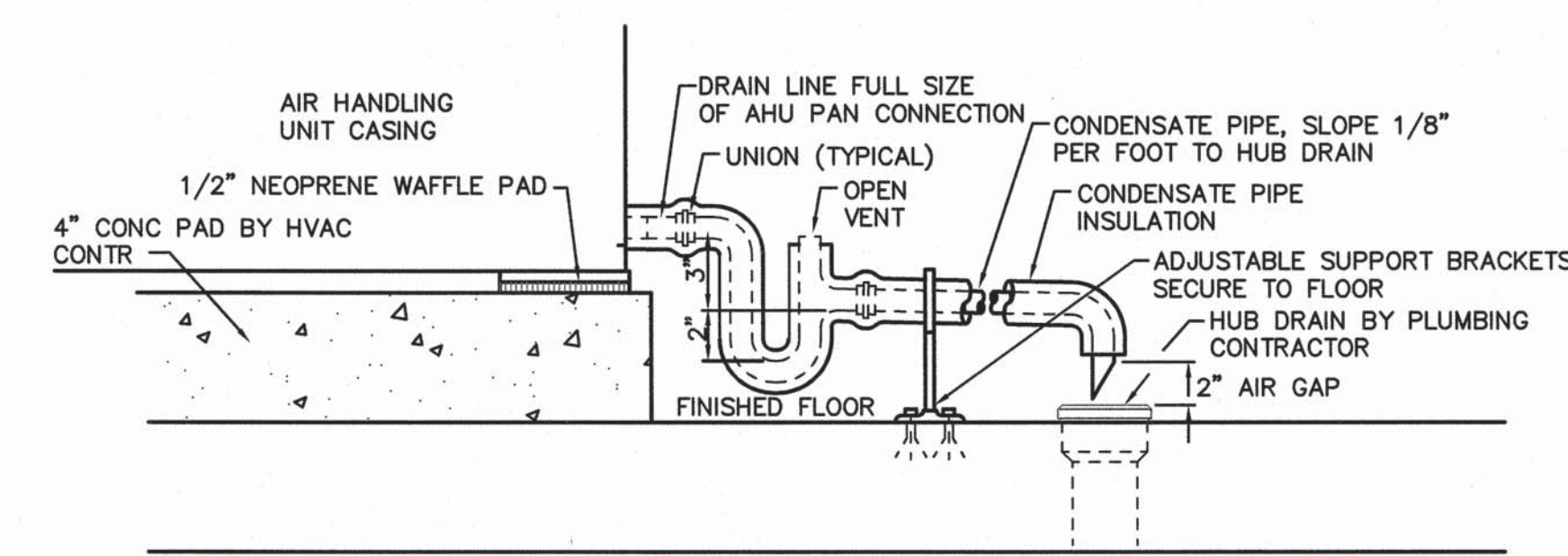
(E) INLINE PUMP DETAIL
NO SCALE



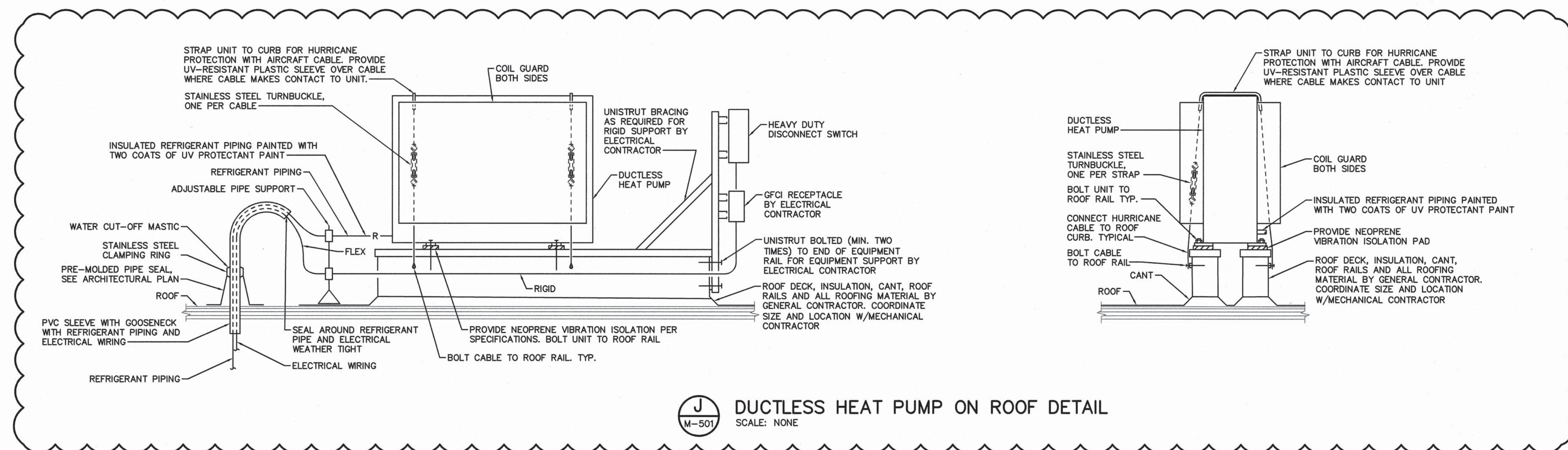
(F) TYPICAL COIL PIPING DETAIL
NO SCALE



(G) UNIT HEATER PIPING DETAIL
NO SCALE



(H) BLOWER COIL UNIT SUPPORT AND CONDENSATE PIPING DETAIL
NO SCALE

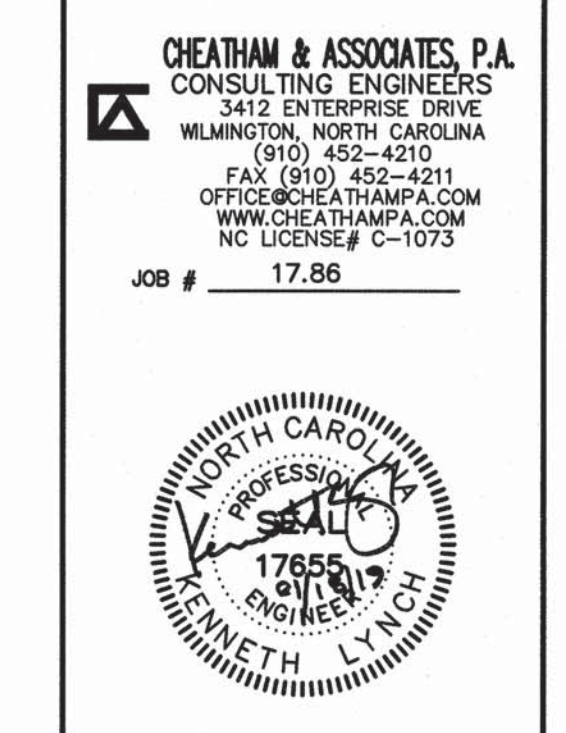


(J) DUCTLESS HEAT PUMP ON ROOF DETAIL
SCALE: NONE

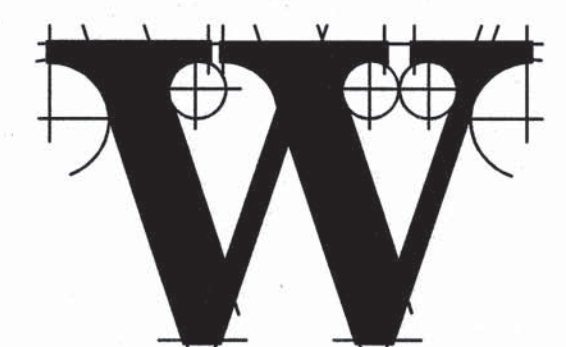


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ADDENDUM NO. 3 1/22/2019

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

MECHANICAL DETAILS

SHEET NUMBER:

M-501

POWER VENTILATOR SCHEDULE												
SYMBOL	CFM	ESP	RPM	TIP SPEED	ELECTRICAL		TYPE	DRIVE	CONTROL	ROOF OPENING	REMARKS	
					HP	VOLTAGE						
EF-22	8000	0.50"	555	4055	1-1/2	460V-3ø	INLINE CENTRIFUGAL - EXHAUST	BELT	DDC	-	OUTBOUND BAGGAGE A14 ①	
EF-23	8000	0.50"	555	4055	1-1/2	460V-3ø	INLINE CENTRIFUGAL - SUPPLY	BELT	DDC	-	OUTBOUND BAGGAGE A14 ①	

① INTERLOCKED FAN CONTROLS WITH MOTORIZED DAMPER(S), SEE PLANS.

BLOWER COIL AIR HANDLING UNIT SCHEDULE																
SYMBOL	AIRFLOW		EXT. S.P. ①	ELECTRICAL		COOLING COIL ③④					REHEAT POSITION COIL ②			CONTROL VALVES	BASIS OF DESIGN	REMARKS
	SUPPLY AIR	OUTSIDE AIR		SUPPLY FAN HP	VOLTAGE & PHASE	EDB °F	EWB °F	LDB °F	LWB °F	GTH-MBH	GPM	PIPE SIZE	EAT °F	GTH-MBH	GPM	PIPE SIZE
BCAHU#1	2075	210	0.60	1.0	460V-3ø	76.8	64.6	54.9	54.4	65.0	13.0	1-1/4"	65.3	60.0	6.0	1"
BCAHU#2	1050	120	0.50	1.0	460V-3ø	77.0	64.8	54.5	53.9	35.0	7.0	1"	64.7	30.0	3.0	3/4"
BCAHU#3	925	100	0.60	1.0	460V-3ø	76.9	64.7	54.5	54.0	30.0	6.0	1"	65.0	27.5	2.75	3/4"

① EXT. S.P. INCLUDES DUCTWORK & GRILLES. COMPONENTS INTERNAL TO THE AHU SUCH AS FILTERS, COILS AND DAMPERS ARE NOT INCLUDED IN THIS FIGURE.

② BASED ON 180°F EWT & 20°F DROP. MAXIMUM WATER PRESSURE DROP OF 10 FT FOR COIL PLUS CONTROL VALVE.

③ BASED ON 45°F EWT & 10°F RISE. MAXIMUM WATER PRESURE DROP OF 15 FT. FOR COIL PLUS CONTROL VALVE.

④ BASED ON MAXIMUM COIL FACE VELOCITY OF 500 FPM AND MAXIMUM AIRSIDE PRESSURE DROP OF 2.0" WATER COLUMN. COIL SHALL HAVE A MINIMUM OF 4 ROWS. UNIT'S FILTERS SHALL HAVE A MAXIMUM FACE VELOCITY OF 300 FPM.

PUMP SCHEDULE											
SYMBOL	GPM	HEAD IN FEET	RPM	MINIMUM EFFICIENCY	ELECTRICAL		TYPE	MIN. SIZE		LOCATION	REMARKS
					HP	VOLTAGE		SUCTION	DISCHARGE		
P-13	30	45	1750	43	1-1/2	460V-3ø	VERTICAL INLINE	2"	2"	MECH. A4	CHILLED WATER SYSTEM PUMP - FOR BCAHU'S

DUAL DUCT VAV TERMINAL BOX SCHEDULE (EXISTING FOR TAB PURPOSES)									
TERMINAL NUMBER	BOX CFM			BOX INLET SIZE ①	BOX RUNOUT SIZE ①	HEATING COIL ②		CONTROL VALVES	REMARKS
	COOLING DAMPER MAXIMUM	COOLING & HEATING MAXIMUM	HEATING (BYPASS) MAXIMUM			HEATING CAPACITY MBH	GPM	SUPPLY & RETURN PIPE SIZE	
EDD 1-1	1000	200	750	12"	④	30.0	3.0	④	ACTIVE CHECK-IN ZONE
EDD 1-2	800	150	600	8"	④	25.0	2.5	④	ACTIVE CHECK-IN ZONE
EDD 1-3	700	125	525	8"	④	20.0	2.0	④	ACTIVE CHECK-IN ZONE
EDD 1-4	650	125	500	6"	④	20.0	2.0	④	ACTIVE CHECK-IN ZONE - RELOCATE BOX ③
EDD 1-5	1100	200	825	16"	④	32.5	3.25	④	ACTIVE CHECK-IN ZONE

① INLET SIZE IS ROOM TERMINAL BOX INLET SIZE. RUNOUT SIZE ARE EXISTING.

② COIL BASED ON 180°F EWT AND 20°F WATER TEMPERATURE DROP. WATER PRESSURE DROP SHALL BE 10 FT. MAXIMUM FOR THE COIL PLUS CONTROL VALVE.

③ RELOCATE EXISTING BOX AND EXTEND PIPING TO NEW BOX LOCATION. PROVIDE NEW SUPPLY RUNOUT TO BOX AS SHOWN ON DRAWINGS. FIELD VERIFY EXACT PIPE RUNOUT SIZES AND DUCT RUNOUT SIZES.

④ EXISTING.

REGISTER, GRILLE & DIFFUSER SCHEDULE					
SYMBOL	C.F.M.	NECK SIZE	TYPE		RUNOUT SIZE
①	50-100	6"x6"	2'X2' LAY-IN CEILING S.A. DIFFUSER		6"ø
②	125-225	9"x9"	2'X2' LAY-IN CEILING S.A. DIFFUSER		8"ø
③	250-400	12"X12"	2'X2' LAY-IN CEILING S.A. DIFFUSER		10"ø
④	125 CFM/LF MAX	PLENUM BOX	6-1/2'X48" SIDEWALL LINEAR BAR DIFFUSER		SEE DWGS.
⑤	125 CFM/LF MAX	PLENUM BOX	2' LAY-IN SA SLOT DIFFUSER ②		SEE DWGS.
⑥	100 CFM/LF MAX	PLENUM BOX	4' LAY-IN SA SLOT DIFFUSER ②		SEE DWGS.
⑦	0-500	10"X22"	1'X2' LAY-IN R.A. REGISTER		-
⑧	525-1000	22"X22"	2'X2' LAY-IN R.A. REGISTER		-
⑨	0-600 PER DIFFUSER	NOZZLE PANEL	AIR NOZZLE CURVED FRAME PANEL (4 DIFFUSERS)		-
⑩	125 CFM/LF MAX	PLENUM BOX	2' LAY-IN RA SLOT GRILLE		SEE DWGS.
⑪	100 CFM/LF MAX	PLENUM BOX	4' LAY-IN RA SLOT GRILLE		SEE DWGS.

① WITH AIR PATTERN CONTROLLERS.

② WITH CABLE OPERATING INLET DAMPER.

HOT WATER UNIT HEATER SCHEDULE									
SYMBOL	CFM	MBH	GPM ①	RUNOUT SIZE	ELECTRICAL		DISCHARGE	REMARKS	
					HP	VOLTAGE			
UH#21	1760	50.0	5.0	1"	1/6	115V-1ø	VERTICAL	OUTBOUND BAGGAGE A14 - EXPANSION	
UH#22	1760	50.0	5.0	1"	1/6	115V-1ø	VERTICAL	OUTBOUND BAGGAGE A14 - EXPANSION	
UH#23	3200	100.0	10.0	1-1/4"	1/4	115V-1ø	HORIZONTAL	OUTBOUND BAGGAGE A14 - EXPANSION	
UH#24	3200	100.0	10.0	1-1/4"	1/4	115V-1ø	HORIZONTAL	OUTBOUND BAGGAGE A14 - EXPANSION	
UH#25	3200	100.0	10.0	1-1/4"	1/4	115V-1ø	HORIZONTAL	OUTBOUND BAGGAGE A14 - EXPANSION	
UH#26	3200	100.0	10.0	1-1/4"	1/4	115V-1ø	HORIZONTAL	OUTBOUND BAGGAGE A14 - EXPANSION	

① BASED ON 180°F E.W.T. & 20°F DROP.

DUCTLESS SPLIT SYSTEM HEAT PUMP UNIT SCHEDULE												
AIR HANDLING UNIT SECTION						OUTDOOR HEAT PUMP SECTION						
SYMBOL	AIR QUANTITY		EXT. S.P. ①	ELECTRICAL		SYMBOL	ELECTRICAL		COOLING CAPACITY BTUH ②	HEATING CAPACITY BTUH ③	SEER	REMARKS
	TOTAL CFM	OUTSIDE CFM		FAN FLA	VOLTAGE & PHASE		MCA	MOCP & PHASE				
DAHU#1	400	-	-	1.0	208V-1ø	DHP#1	11	15	208V-1ø	8,000-18,000	13,900	19

① EXT. S.P. INCLUDES SUPPLY & RETURN AIR DUCTWORK. FILTERS IN UNIT ARE NOT INCLUDED IN THIS FIGURE.

② CAPACITY WHEN MATCHED WITH INDOOR HEAT PUMP SECTION AT AHRI CONDITIONS.

③ CAPACITY AT 17° F OUTSIDE AIR TEMPERATURE.

④ INDOOR SECTION SHALL BE VERTICAL WALL MOUNTED DUCTLESS TYPE SPLIT HEAT PUMP UNIT. UNIT CABINET SHALL BE 20 GAUGE-GALVANIZED STEEL WITH ROUNDED CORNERS AND FINISHED WITH AN UNDERCOAT AND TOPCOAT OF HARD FINISH POLYURETHANE PAINT. UNIT SHALL BE INTERNALLY INSULATED AND BE FURNISHED WITH AUXILIARY HEATER AND 1" THICK PRE-CUT WASHABLE POLYESTER FILTER MEDIA. CONTRACTOR SHALL SUPPLY SETS OF FILTERS TO PROTECT EQUIPMENT DURING CONSTRUCTION, ANOTHER CHANGE OF FILTERS AT FINAL COMPLETION, AND LEAVE AN ADDITIONAL COMPLETE SET OF PRE-CUT FILTERS AT THE BUILDING FOR THE NEXT CHANGE. UNIT FAN SHALL BE DUAL TANGENTIAL BLOWER TYPE. UNIT SHALL HAVE HARDWIRED WALL-MOUNT TEMPERATURE CONTROLLER WITH HIGH-MEDIUM-LOW FAN CONTROL AND FAN MOUNTED CONDENSATE PUMP. HIGH CONDENSATE LIMIT SWITCH SHALL DEENERGIZE UNIT IF CONDENSATE PUMP FAILS TO FUNCTION.

⑤ OUTDOOR SECTION SHALL BE BY THE SAME MANUFACTURER AS THE INDOOR SECTION. UNITS SHALL BE COMPACT LOW PROFILE TYPE WITH INVERTER DRIVEN COMPRESSOR, R410A REFRIGERANT, CRANKCASE HEATERS, AND CONTROLS FOR LOW AMBIENT TEMPERATURE OPERATION IN COOLING MODE DOWN TO 0°F. THE FANS SHALL BE PERMANENTLY LUBRICATED, DIRECT DRIVE, SIDE DISCHARGE TYPE. SAFETY CONTROLS SHALL INCLUDE LOSS OF CHARGE AND LOW AND HIGH PRESSURE SWITCH. COILS SHALL HAVE FACTORY SEASONED COATING. SEE ARTICLE 230534 GUARANTEE FOR DESCRIPTION OF COMPRESSOR WARRANTY REQUIREMENTS.

⑥ REFRIGERANT PIPING SYSTEMS SHALL BE SIZED, PITCHED, AND FURNISHED WITH ALL SPECIALTIES AS RECOMMENDED BY THE UNIT MANUFACTURER TO ACCOMMODATE REFRIGERANT PIPING LENGTHS. SPECIALTIES SHALL INCLUDE SUCTION LINE ACCUMULATORS, LIQUID LINE SOLENOID VALVES, THERMAL EXPANSION VALVES, REFRIGERANT SIGHT GLASS, REMOVABLE CORE FILTER DRIER, AND ANY OTHER ITEM DEEMED NECESSARY OR RECOMMENDED BY THE UNIT MANUFACTURER.

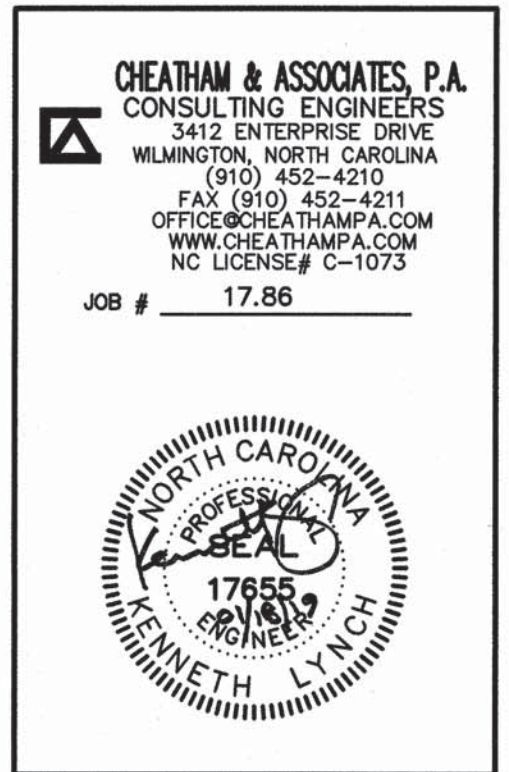
⑦ UNITS SHALL BE UL OR ETL LABELED AND SHALL BE DAIKIN, MITSUBISHI, SANYO, FRIEDRICH, LG, OR APPROVED EQUAL.

PIPE INSULATION THICKNESS SCHEDULE			
PIPE SIZE	INSULATION THICKNESS		REMARKS
	CHILLED WATER	HOT WATER	
3/4"	1-1/2"	1"	
1"	1-1/2"	1-1/2"	
1-1/4"	1-1/2"	1-1/2"	
1-1/2"	1-1/2"	1-1/2"	
2"	1-1/2"	2"	
2-1/2"	2"	2"	



TERMINAL IMPROVEMENTS CONTRACT 2

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ARCHITECT



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REVISIONS

ADDENDUM NO. 3 1/22/2019

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DATE: NOVEMBER 30, 2018

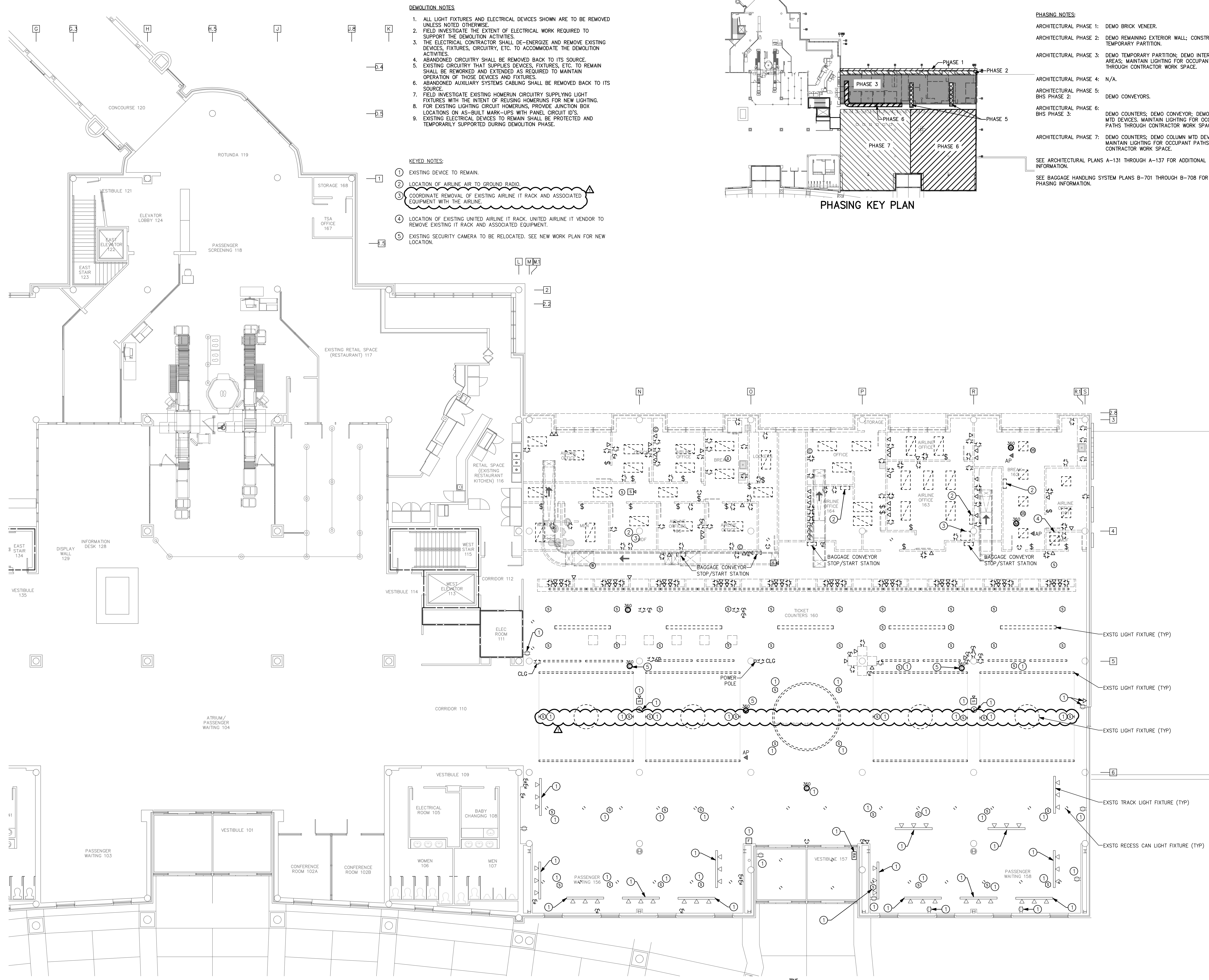
PROJECT NO.: 9202-000

SHEET TITLE:

MECHANICAL SCHEDULES

SHEET NUMBER:

M-601



- DEMOLITION NOTES**
1. ALL LIGHT FIXTURES AND ELECTRICAL DEVICES SHOWN ARE TO BE REMOVED UNLESS NOTED OTHERWISE.
 2. FIELD INVESTIGATE THE EXTENT OF ELECTRICAL WORK REQUIRED TO SUPPORT THE DEMOLITION ACTIVITIES.
 3. THE ELECTRICAL CONTRACTOR SHALL DE-ENERGIZE AND REMOVE EXISTING DEVICES, FIXTURES, CIRCUITRY, ETC. TO ACCOMMODATE THE DEMOLITION ACTIVITIES.
 4. ABANDONED CIRCUITRY SHALL BE REMOVED BACK TO ITS SOURCE.
 5. EXISTING CIRCUITRY THAT SUPPLIES DEVICES, FIXTURES, ETC. TO REMAIN SHALL BE REWORKED AND EXTENDED AS REQUIRED TO MAINTAIN OPERATION OF THOSE DEVICES AND FIXTURES.
 6. ABANDONED AUXILIARY SYSTEMS CABLING SHALL BE REMOVED BACK TO ITS SOURCE.
 7. FIELD INVESTIGATE EXISTING HOMERUN CIRCUITRY SUPPLYING LIGHT FIXTURES WITH THE INTENT OF REUSING HOMERUNS FOR NEW LIGHTING.
 8. FOR EXISTING LIGHTING CIRCUIT HOMERUNS, PROVIDE JUNCTION BOX LOCATIONS ON AS-BUILT MARK-UPS WITH PANEL CIRCUIT ID'S.
 9. EXISTING ELECTRICAL DEVICES TO REMAIN SHALL BE PROTECTED AND TEMPORARILY SUPPORTED DURING DEMOLITION PHASE.

- KEYED NOTES:**
1. EXISTING DEVICE TO REMAIN.
 2. LOCATION OF AIRLINE AIR TO GROUND RADIO.
 3. COORDINATE REMOVAL OF EXISTING AIRLINE IT RACK AND ASSOCIATED EQUIPMENT WITH THE AIRLINE.
 4. LOCATION OF EXISTING UNITED AIRLINE IT RACK, UNITED AIRLINE IT VENDOR TO REMOVE EXISTING IT RACK AND ASSOCIATED EQUIPMENT.
 5. EXISTING SECURITY CAMERA TO BE RELOCATED. SEE NEW WORK PLAN FOR NEW LOCATION.

- PHASING NOTES:**
- ARCHITECTURAL PHASE 1: DEMO BRICK VENEER.
- ARCHITECTURAL PHASE 2: DEMO REMAINING EXTERIOR WALL; CONSTRUCT TEMPORARY PARTITION.
- ARCHITECTURAL PHASE 3: DEMO TEMPORARY PARTITION; DEMO INTERIOR OFFICE AREAS; MAINTAIN LIGHTING FOR OCCUPANT PATHS THROUGH CONTRACTOR WORK SPACE.
- ARCHITECTURAL PHASE 4: N/A.
- ARCHITECTURAL PHASE 5: DEMO CONVEYORS.
- ARCHITECTURAL PHASE 6: DEMO COUNTERS; DEMO CONVEYOR; DEMO COLUMN MTD DEVICES. MAINTAIN LIGHTING FOR OCCUPANT PATHS THROUGH CONTRACTOR WORK SPACE.
- ARCHITECTURAL PHASE 7: DEMO COUNTERS; DEMO COLUMN MTD DEVICES. MAINTAIN LIGHTING FOR OCCUPANT PATHS THROUGH CONTRACTOR WORK SPACE.
- SEE ARCHITECTURAL PLANS A-131 THROUGH A-137 FOR ADDITIONAL PHASING INFORMATION.
- SEE BAGGAGE HANDLING SYSTEM PLANS B-701 THROUGH B-708 FOR ADDITIONAL PHASING INFORMATION.

ILM

TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
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2018

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REVISIONS

ADDENDUM 3 01/22/2019

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE: ELECTRICAL SECOND LEVEL DEMOLITION PLAN
SHEET NUMBER: E-012



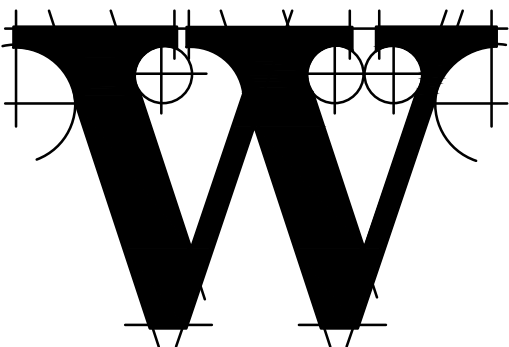
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REVISIONS

ADDENDUM 3 01/22/2019

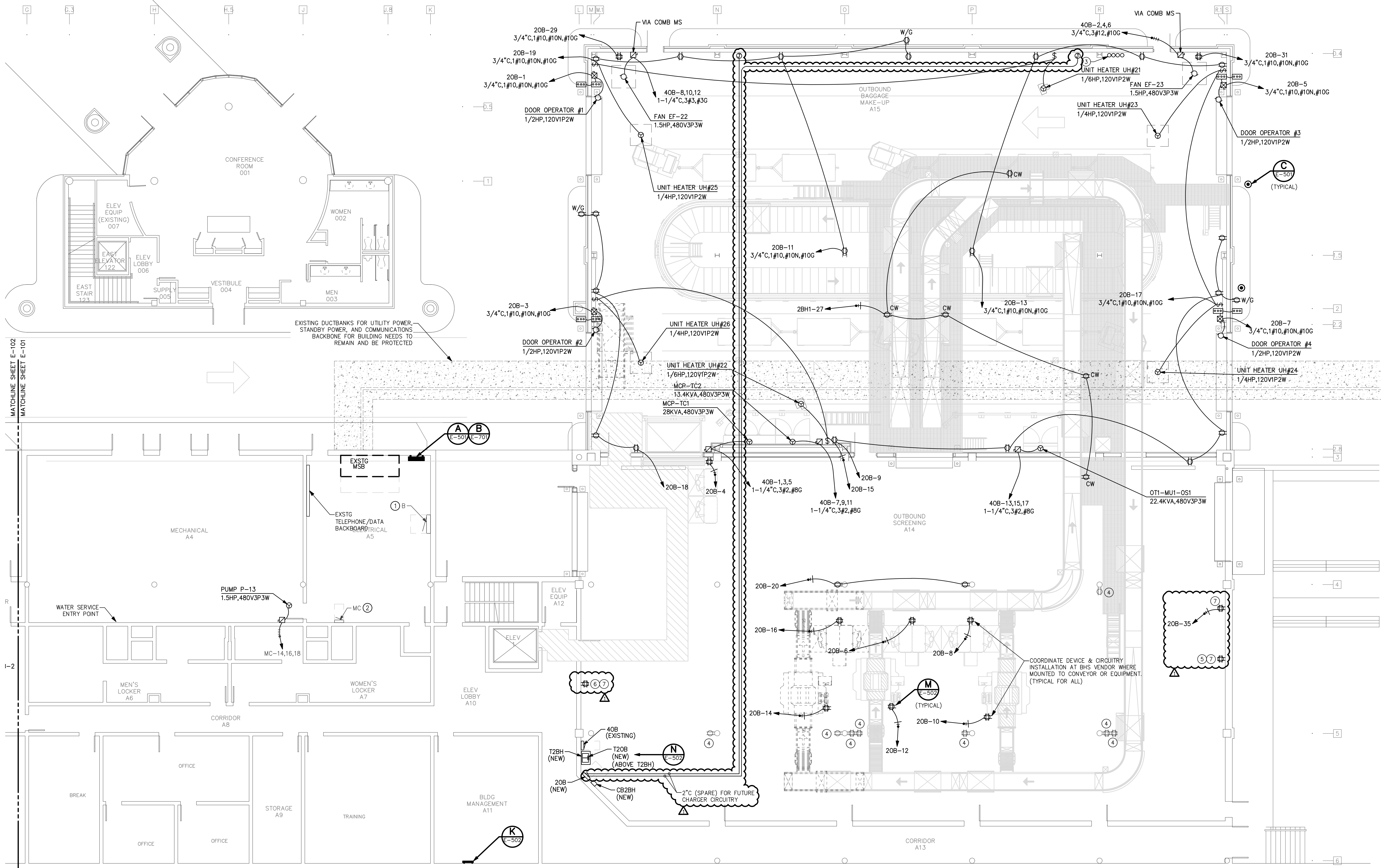
REVISIONS
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DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

**ELECTRICAL
PARTIAL
FIRST LEVEL
POWER PLAN**

SHEET NUMBER:

E-101



ELECTRICAL FIRST LEVEL POWER PLAN

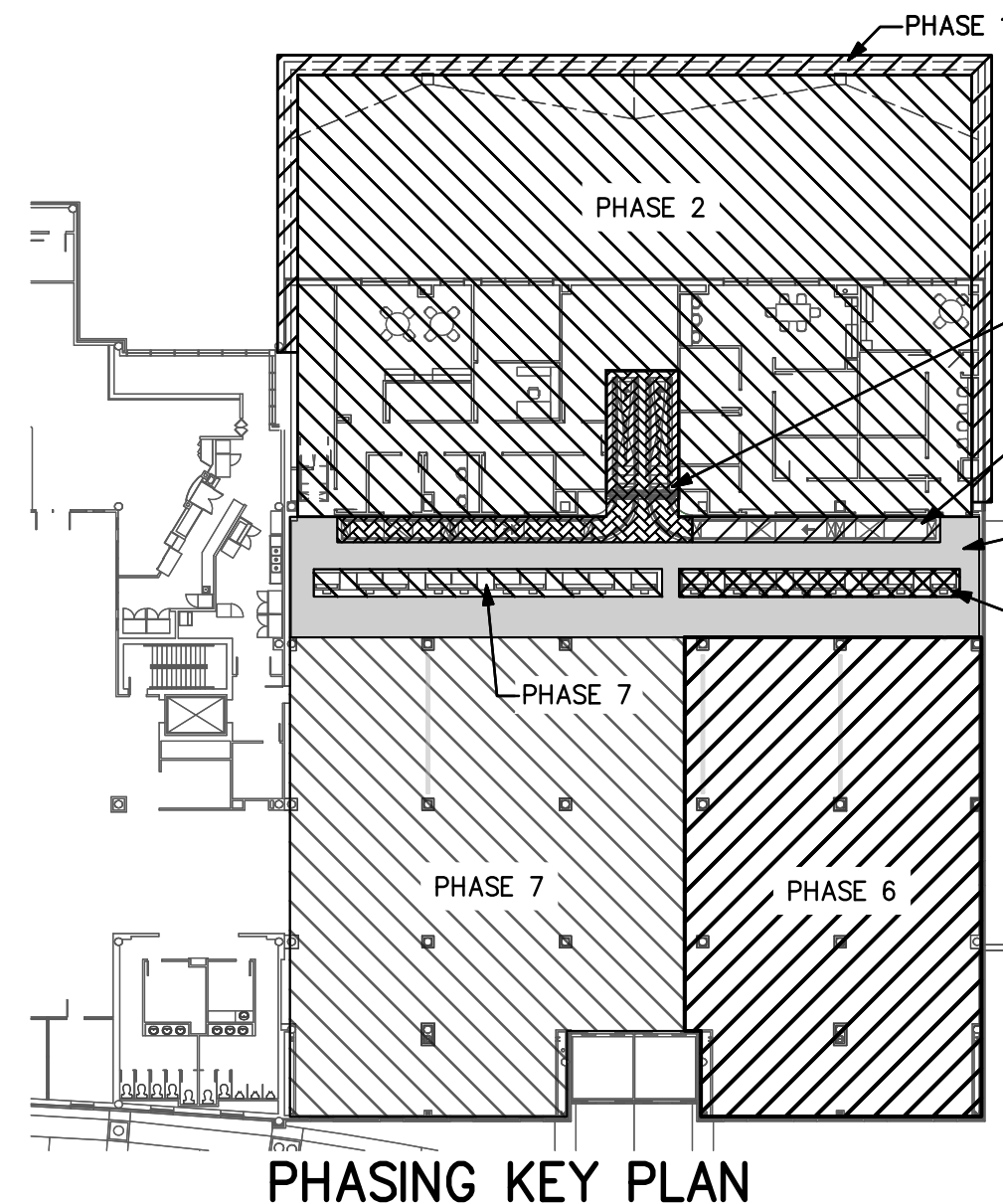
SCALE: 1/8" = 1'-0"

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

TRUE NORTH

PHASING NOTES:
PHASE 1: CONSTRUCTION NEW SHELL.
PHASE 2: INTERIOR UPFIT.
BHS PHASE 2: INSTALL CONVEYOR.
PHASE 3: N/A.
PHASE 4: INSTALL NEW CEILING.
BHS PHASE 3: INSTALL CONVEYORS.
PHASE 5: INSTALL NEW COUNTERS.
PHASE 6: INSTALL KIOSKS; EXISTG AREA RENOVATIONS.
PHASE 7: INSTALL NEW COUNTERS; INSTALL KIOSKS; EXISTG AREA RENOVATIONS.
SEE ARCHITECTURAL PLANS A-131 THROUGH A-137 FOR ADDITIONAL PHASING INFORMATION.
SEE BAGGAGE HANDLING SYSTEM PLANS B-701 THROUGH B-708 FOR ADDITIONAL PHASING INFORMATION.

KEYED NOTES:
1. EXISTING PANEL B, SQUARE-D HOW TYPE, UTILIZE SPARE 200A/3P CIRCUIT BREAKER IN POSITIONS 32,34,36 FOR NEW PANEL "4BH" FEEDER.
2. EXISTING PANEL MC, GE "A" SERIES TYPE, PROVIDE (1) 15A/3P (25KAIC) CIRCUIT BREAKER IN POSITIONS 14,16,18 (PUMP P-13).
3. SPARE DUCTBANK CONDUIT STUB-UP LOCATION. REFERENCE CIVIL DRAWING #C-402. 4-4"C.
4. EXISTING DEVICE.
5. REPLACE EXISTING SURFACE MOUNTED BOX & DUPLEX RECEPTACLE WITH BOX & QUAD RECEPTACLE.
6. REMOVE EXISTING FLUSH MOUNTED DUPLEX RECEPTACLE. MODIFY WITH BOX EXTENSION AND SURFACE MOUNTED BOX WITH QUAD RECEPTACLE.
7. INSTALL RECEPTACLES PRIOR TO CONSTRUCTION OF NEW ADDITION.



PHASING KEY PLAN



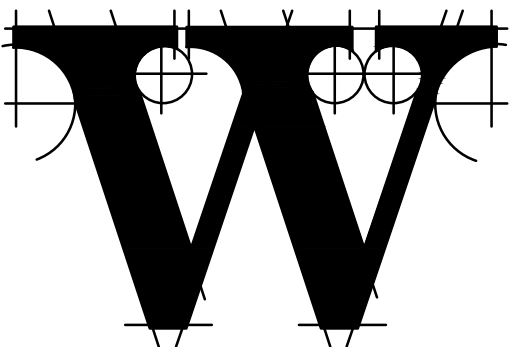
TERMINAL
IMPROVEMENTS
CONTRACT 2

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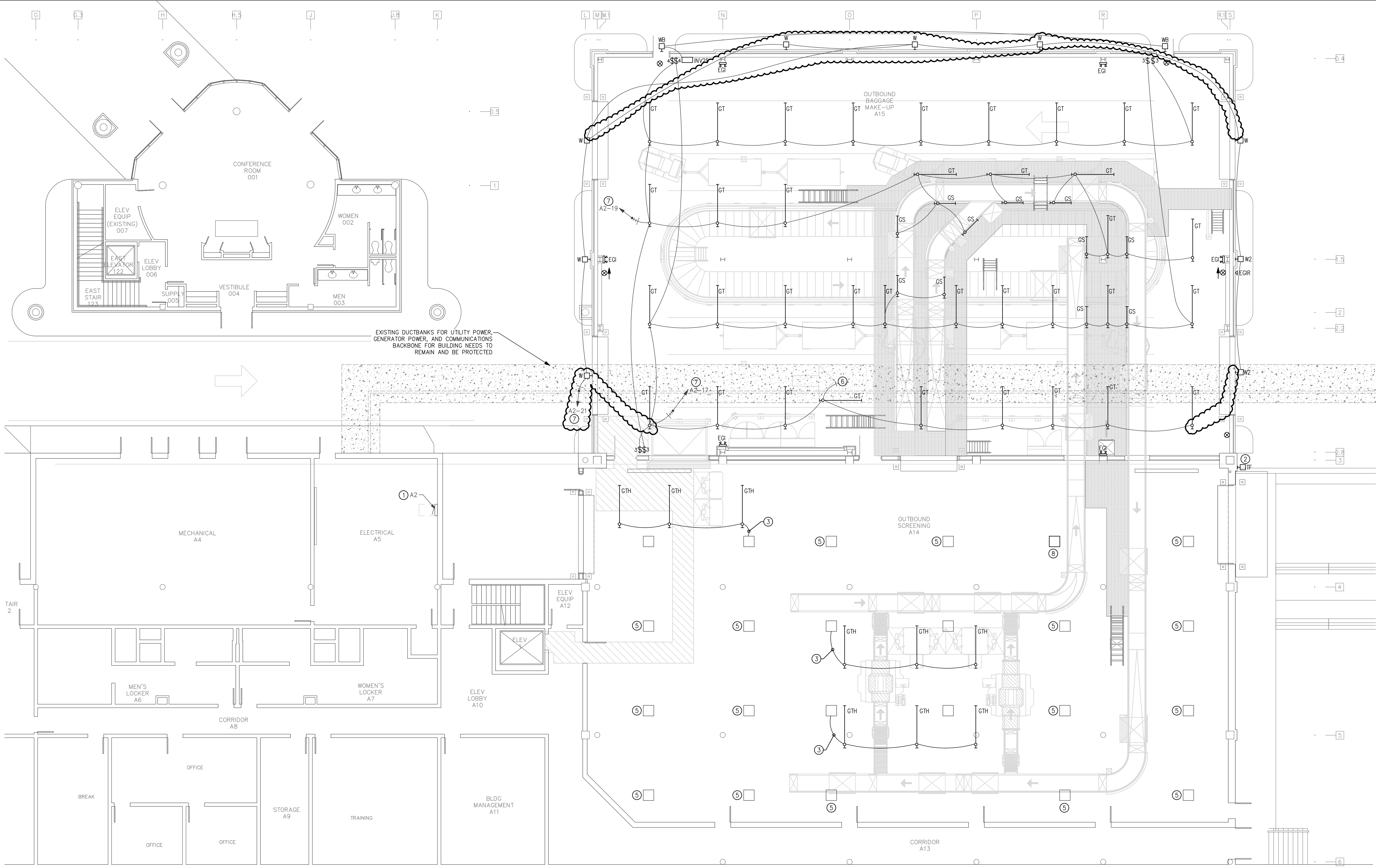
REVISIONS
ADDENDUM 3 AD-3 01/22/2019

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

**ELECTRICAL
FIRST LEVEL
LIGHTING PLAN**

SHEET NUMBER:

E-111



1 ELECTRICAL FIRST LEVEL LIGHTING PLAN
SCALE: 1/8" = 1'-0"

GRAPHIC SCALE: 1/8" = 1'-0"
0 2 4 8 16



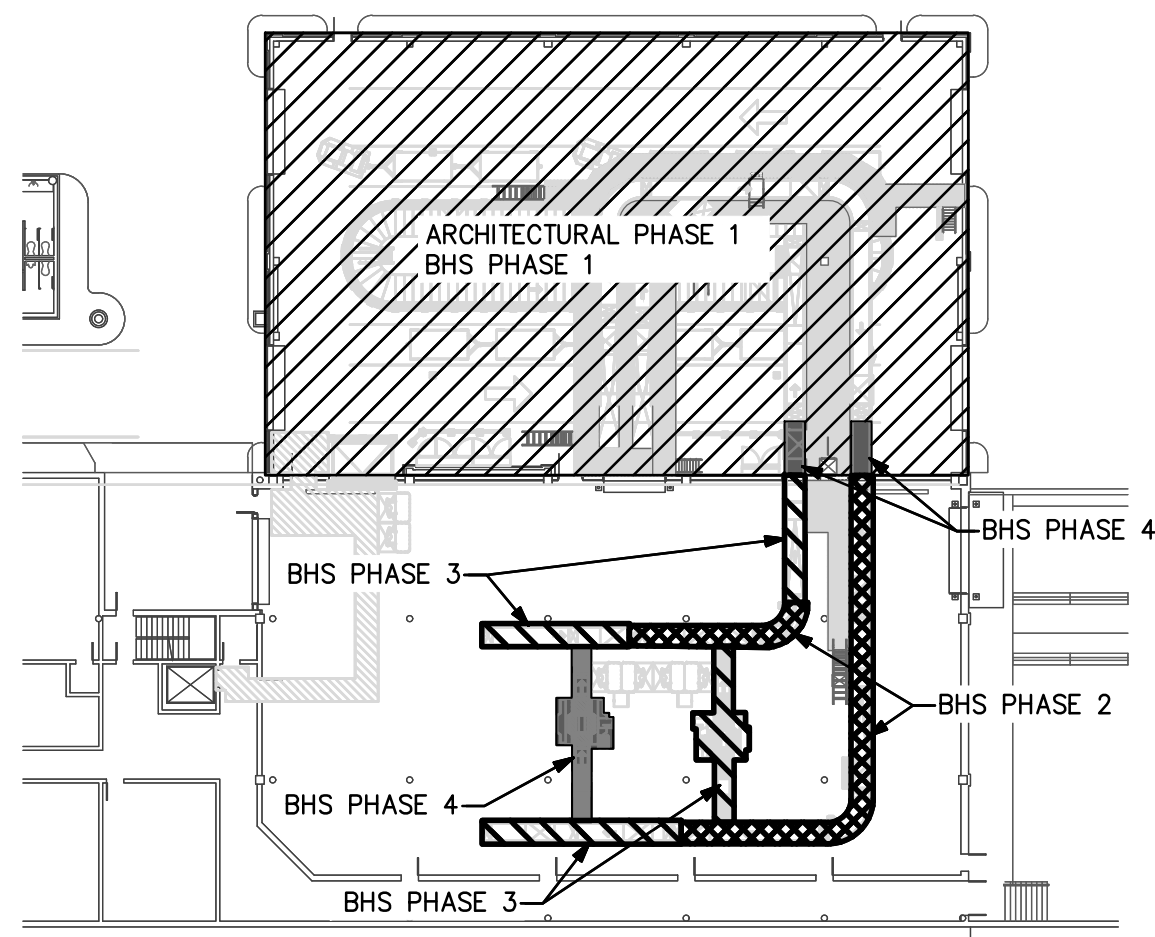
KEYED NOTES:

- EXISTING PANEL A2, SQUARE-D HCN TYPE. UTILIZE EXISTING SPARE BREAKERS FOR LIGHTING CIRCUITS INDICATED ON PLAN.
- TEMPORARY FLOOD LIGHT. INSTALL LIGHT FIXTURE TYPE TF PRIOR TO CONSTRUCTION OF NEW ADDITION. CONNECT TO EXISTING CANOPY CIRCUITRY SERVING AREA. AFTER CONSTRUCTION OF NEW ADDITION, REMOVE LIGHT FIXTURE TYPE TF AND TURN OVER TO OWNER.
- EXTEND NEW LIGHTING CIRCUITRY FROM EXISTING LIGHTING CIRCUIT PREVIOUSLY SERVING AREA. CONTRACTOR TO INDICATE ON AS-BUILTS PANEL AND CIRCUIT NUMBER DEVICE IS FED FROM.
- BOTTOM OF FIXTURE SHALL BE LEVEL WITH BOTTOM OF CATWALK. CONTRACTOR TO PENDANT MOUNT FIXTURE BETWEEN CATWALK AND CONVEYOR SYSTEM.
- EXISTING LIGHT FIXTURE.
- UP TO SECOND LEVEL.
- TO BE CONTROLLED THROUGH EXISTING GE LIGHTING CONTROL PANEL CATALOG #RCOV48SHL LOCATED NEXT TO PANEL A2. CONTRACTOR TO PROVIDE NEW RELAY.
- NEW LOCATION OF RELOCATED LIGHT FIXTURE.

PHASING NOTES:

- ARCHITECTURAL PHASE 1: CONSTRUCT ADDITION.
BHS PHASE 1: INSTALL EQUIPMENT.
BHS PHASE 2: INSTALL EQUIPMENT.
BHS PHASE 3: INSTALL EQUIPMENT.
BHS PHASE 4: INSTALL EQUIPMENT.

SEE ARCHITECTURAL PLANS A-131 THROUGH A-137 FOR ADDITIONAL PHASING INFORMATION.
SEE BAGGAGE HANDLING SYSTEM PLANS B-701 THROUGH B-708 FOR ADDITIONAL PHASING INFORMATION.



PHASING KEY PLAN

NOTES:

1. LIGHTING FIXTURE SELECTION, LAYOUT, AND DIMMER SCHEDULE WERE PERFORMED BY HARTRANFT LIGHTING DESIGN. INCLUSION HERE IS NOT INTENDED TO REPRESENT THAT THE FIXTURE SELECTION, LAYOUT, AND DIMMER SCHEDULE IS THE WORK PRODUCT OF CHEATHAM & ASSOCIATES, P.A.
2. NUMBER NEXT TO LIGHT FIXTURE INDICATES DIMMER SCHEDULED ZONE.

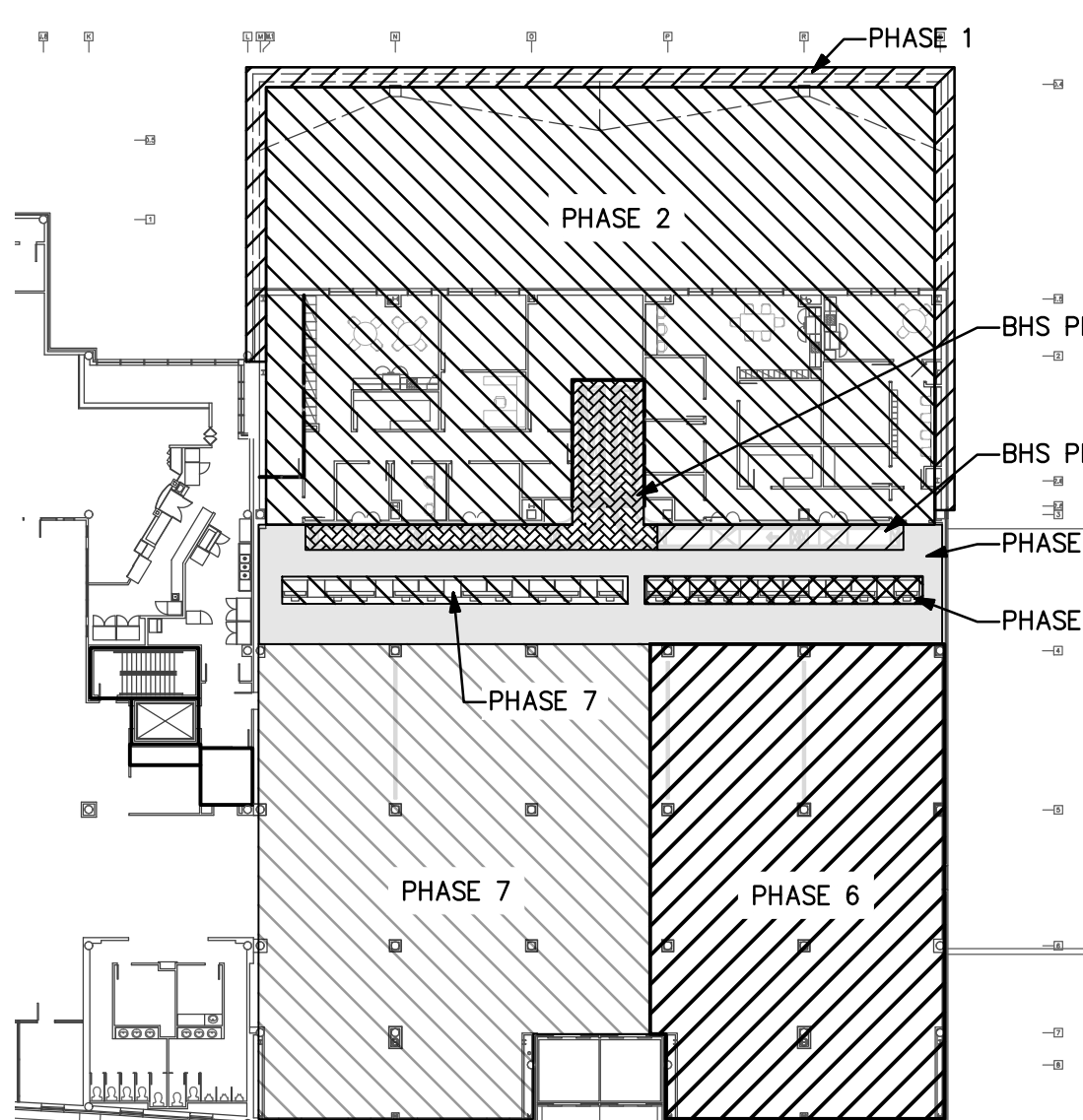
KEYED NOTES:

- 1 EXISTING LIGHT FIXTURE TO REMAIN.
- 2 FED FROM CIRCUIT A2-17 BELOW.
- 3 4 BUTTON LOW VOLTAGE SWITCH TOGGLE ALL LIGHTS ON/OFF
- NORMAL SCHEDULE
- SPARE
- SPARE
- 4 LOCATION OF IPLAYER

HARTRANFT LIGHTING DESIGN				DIMMER SCHEDULE				Revision
PROJECT: WILMINGTON TERMINAL EXPANSION 1A				PROJECT #				10/22/2018
ZONE	FIXTURE	DESCRIPTION	REVISION	WATTS	UNITS	QTY	CONTROL & CONTROL TYPE	TOTAL
FRONT OF HOUSE (TICKETING AREA, CIRCULATION AND ENTRY)								
1A, 1B	HB	TUNABLE WHITE DOWNLIGHT		18	EACH	18	0-10V, 2 Channel per zone	324.0
2A, 2B	HB	TUNABLE WHITE DOWNLIGHT		18	EACH	12	0-10V, 2 Channel per zone	216.0
3	HN	CURVABLE FOR EXISTING COVE		6.6	LFT	45.53	0-10V	300.5
4	HE	CUSTOM RING FIXTURES		456	EACH	4	0-10V	1824.0
5	HA	LO SLOT FIXTURE		6	LFT	327	0-10V	1962.0
6	HA	LO SLOT FIXTURE		6	EACH	243	0-10V	1458.0
7A, 7B	HB	TUNABLE WHITE DOWNLIGHT		18	EACH	15	0-10V, 2 Channel per zone	270.0
8	HC	ACCENT DOWNLIGHTS ON SLOPED CEILING		20	EACH	10	0-10V	200.0
DMX								
CHANNELS 1-4	HG	RGW CURVED COVE		8	LFT	123.0	DMX	PLAYER LINKED WITH TIME CLOCK
CHANNELS 5-8	HM	RGWB EXTRUSION IN MILLWORK DETAIL OF TICKETING COUNTER		8	LFT	TBD	DMX	PLAYER LINKED WITH TIME CLOCK
CHANNELS 9-24	HF	RGWB EXTRUSION IN RECTANGULAR COVE		8	LFT	322.0	DMX	PLAYER LINKED WITH TIME CLOCK

LIGHTING CONTROL PANEL/KEYPAD - CRESTON, ETC. OR EQUAL AND COLOR KINETICS IPLAYERS. DIMMING CONTROLS SHALL LINK TO BUILDING MANAGEMENT SYSTEM AND SHALL BE BACNET COMPATIBLE IF NECESSARY.

DIMMER SCHEDULE

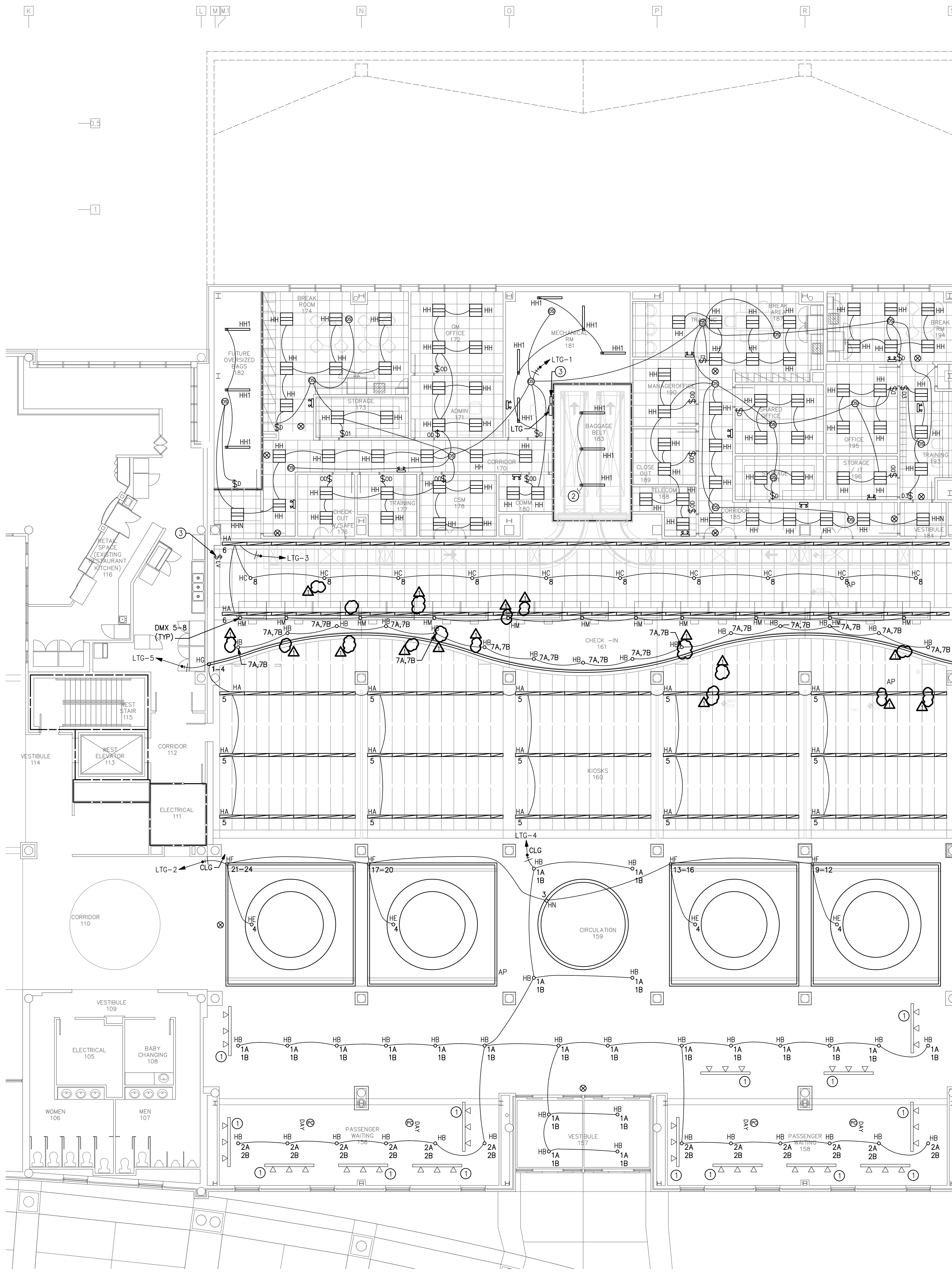


PHASING KEY PLAN

PHASING NOTES:

- PHASE 1: CONSTRUCTION NEW SHELL
PHASE 2: INTERIOR UPFIT.
BHS PHASE 2: INSTALL CONVEYOR.
PHASE 3: N/A.
PHASE 4: INSTALL NEW CEILING.
BHS PHASE 3: INSTALL CONVEYORS.
PHASE 5: INSTALL NEW COUNTERS.
PHASE 6: INSTALL KIOSKS; EXSTG AREA RENOVATIONS.
PHASE 7: INSTALL NEW COUNTERS; INSTALL KIOSKS; EXSTG AREA RENOVATIONS.

SEE ARCHITECTURAL PLANS A-131 THROUGH A-137 FOR ADDITIONAL PHASING INFORMATION.
SEE BAGGAGE HANDLING SYSTEM PLANS B-701 THROUGH B-708 FOR ADDITIONAL PHASING INFORMATION.



1 ELECTRICAL SECOND LEVEL LIGHTING PLAN
SCALE: 1/8" = 1'-0"

GRAPHIC SCALE: 1"=1'-0"
0 2 4 8 16

TRUE NORTH



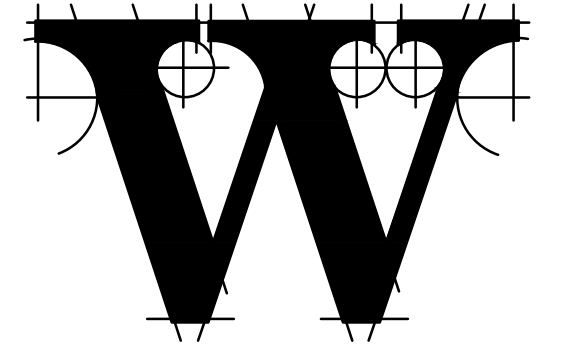
TERMINAL IMPROVEMENTS CONTRACT 2

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REVISIONS

ADDENDUM 3 AD-3 01/22/2019

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DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

ELECTRICAL SECOND LEVEL LIGHTING PLAN

SHEET NUMBER:

E-112



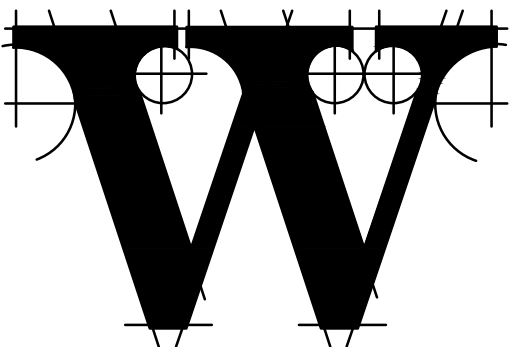
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REVISIONS

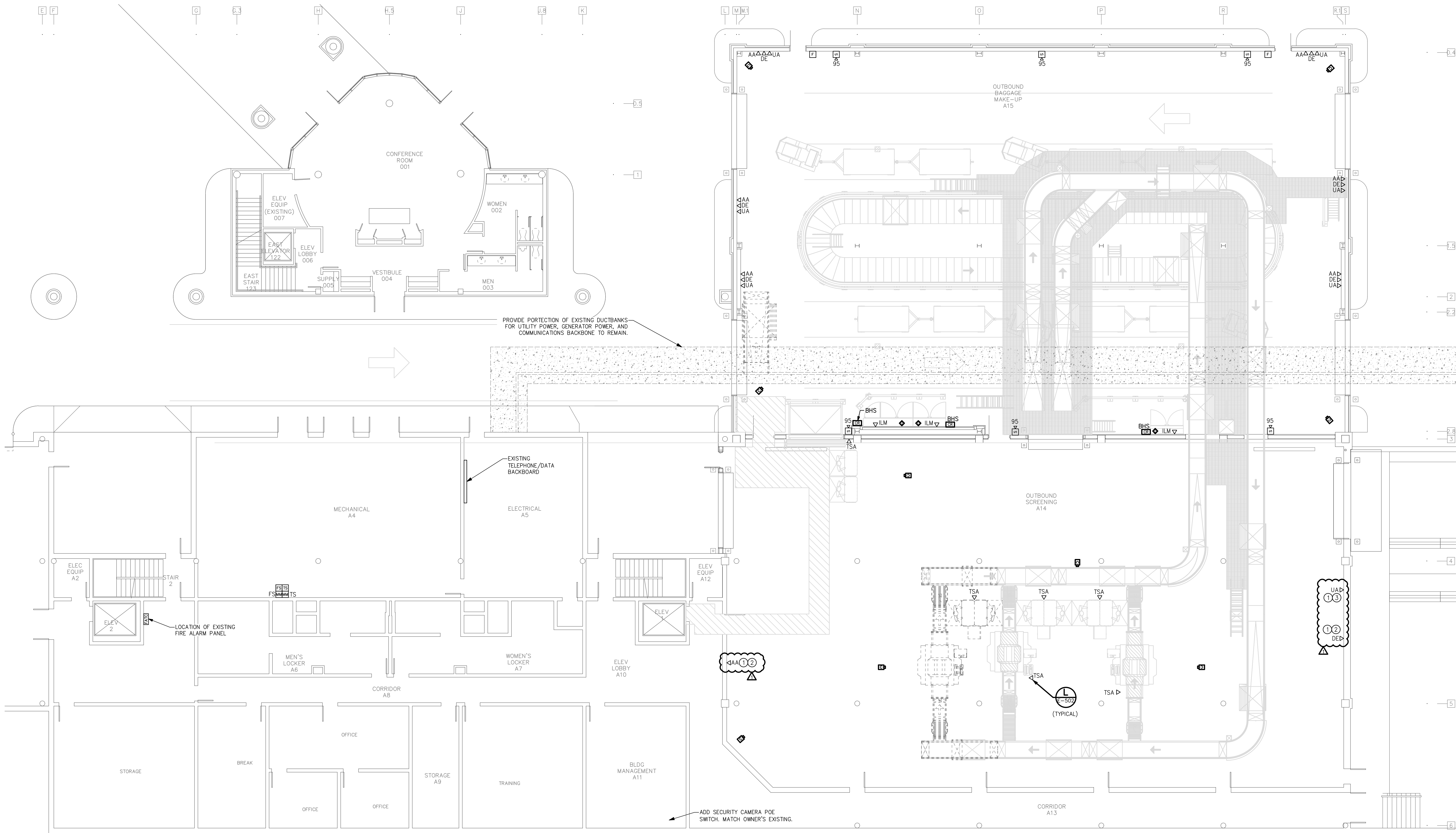
ADDENDUM AD-03 1/22/19

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000

SHEET TITLE:
**ELECTRICAL FIRST LEVEL
AUXILIARY
SYSTEMS PLAN**

SHEET NUMBER:

E-121



1 ELECTRICAL FIRST LEVEL AUXILIARY SYSTEMS PLAN

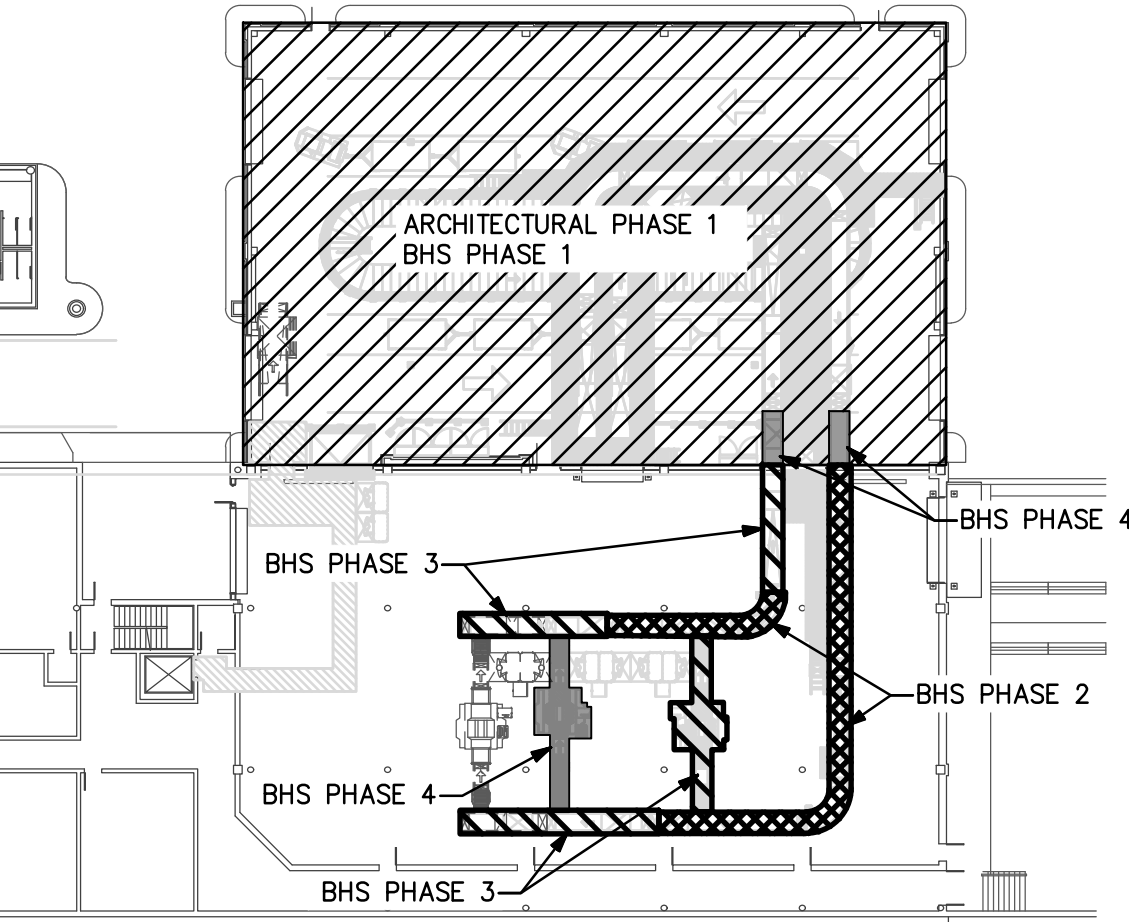
SCALE: 1/8" = 1'-0"

GRAPHIC SCALE: 1/8" = 1'-0"
TRUE NORTH

NOTES:
1. RAMP LEVEL SECURITY CAMERA CABLING SHALL
TERMINATE IN BUILDING MANAGEMENT A111.

KEYED NOTES:

1. INSTALL OUTLET PRIOR TO CONSTRUCTION OF NEW ADDITION.
2. CABLES ARE TO BE INSTALLED TO THE EXISTING AMERICAN AIRLINES COMMUNICATIONS RACK LOCATED ON TICKET LEVEL. SEE DRAWING E-012, MDF ROOM, NEAR COLUMN N-4. CABLES ARE NOT TO BE INSTALLED TO THE NEW ROOM.
3. CABLES ARE TO BE INSTALLED TO THE EXISTING DELTA AIRLINES COMMUNICATIONS CABINET LOCATED ON TICKET LEVEL. SEE DRAWING E-012, AIRLINE OFFICE 163, NEAR COLUMN R-4. CABLES ARE NOT TO BE INSTALLED TO THE NEW ROOM.
4. CABLES ARE TO BE INSTALLED TO THE EXISTING UNITED AIRLINES COMMUNICATIONS CABINET LOCATED ON TICKET LEVEL. SEE DRAWING E-012, MDF ROOM, NEAR COLUMN S-4. CABLES ARE NOT TO BE INSTALLED TO THE NEW ROOM.



PHASING KEY PLAN

PHASING NOTES:

- ARCHITECTURAL PHASE 1: CONSTRUCT ADDITION.
BHS PHASE 1: INSTALL EQUIPMENT.
BHS PHASE 2: INSTALL EQUIPMENT.
BHS PHASE 3: INSTALL EQUIPMENT.
BHS PHASE 4: INSTALL EQUIPMENT.

SEE ARCHITECTURAL PLANS A-131 THROUGH A-137 FOR ADDITIONAL PHASING INFORMATION.
SEE BAGGAGE HANDLING SYSTEM PLANS B-701 THROUGH B-708 FOR ADDITIONAL PHASING INFORMATION.



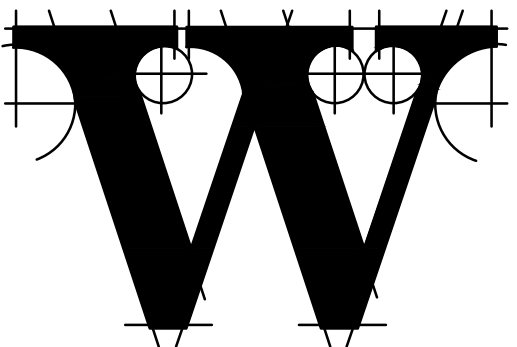
TERMINAL IMPROVEMENTS CONTRACT 2

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STEWART
101 N. TRYON ST., SUITE 1400
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(704) 909-3523 FIRM NO.: C-1051

P, M & E ENGINEER
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BAGGAGE HANDLING CONSULTANTS
BNP ASSOCIATES
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SPECIALTY LIGHTING CONSULTANT
HARTRANFT LIGHTING DESIGN
401 HAWTHORNE LANE, SUITE 110-269
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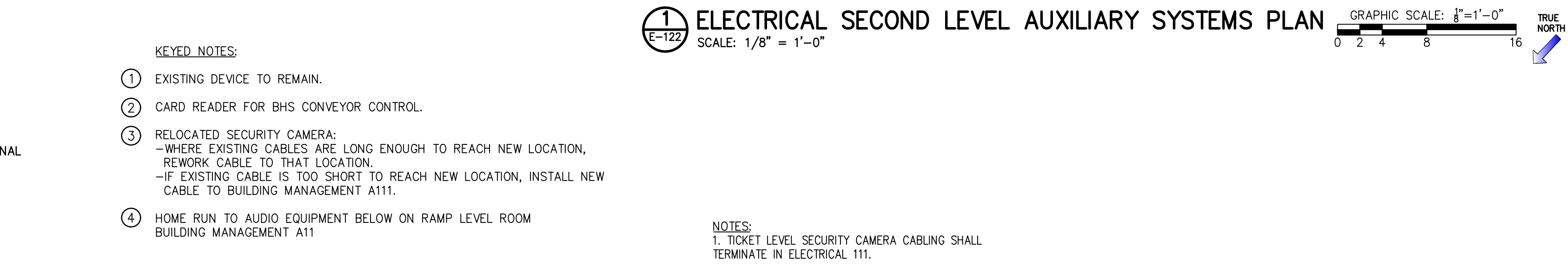
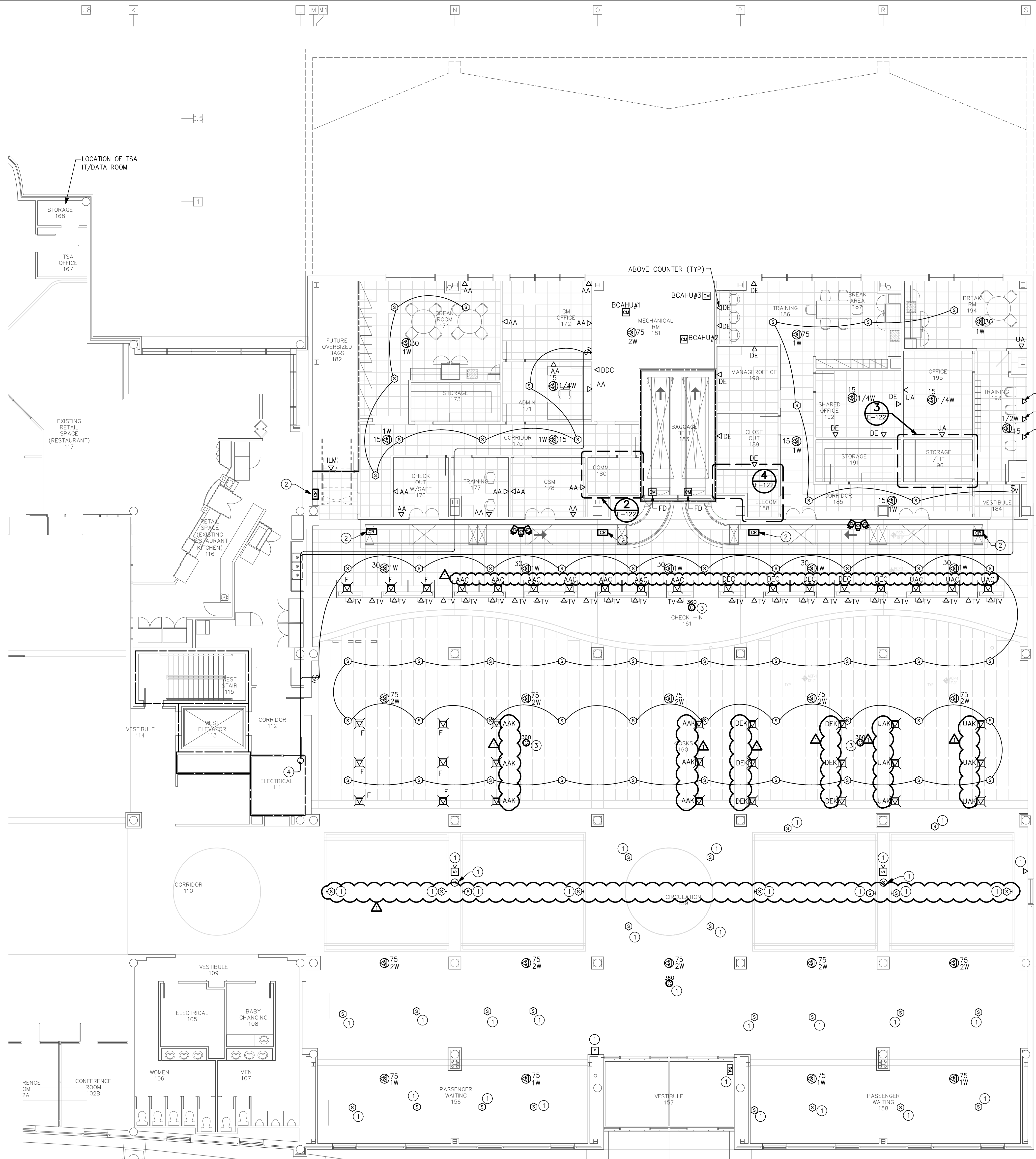
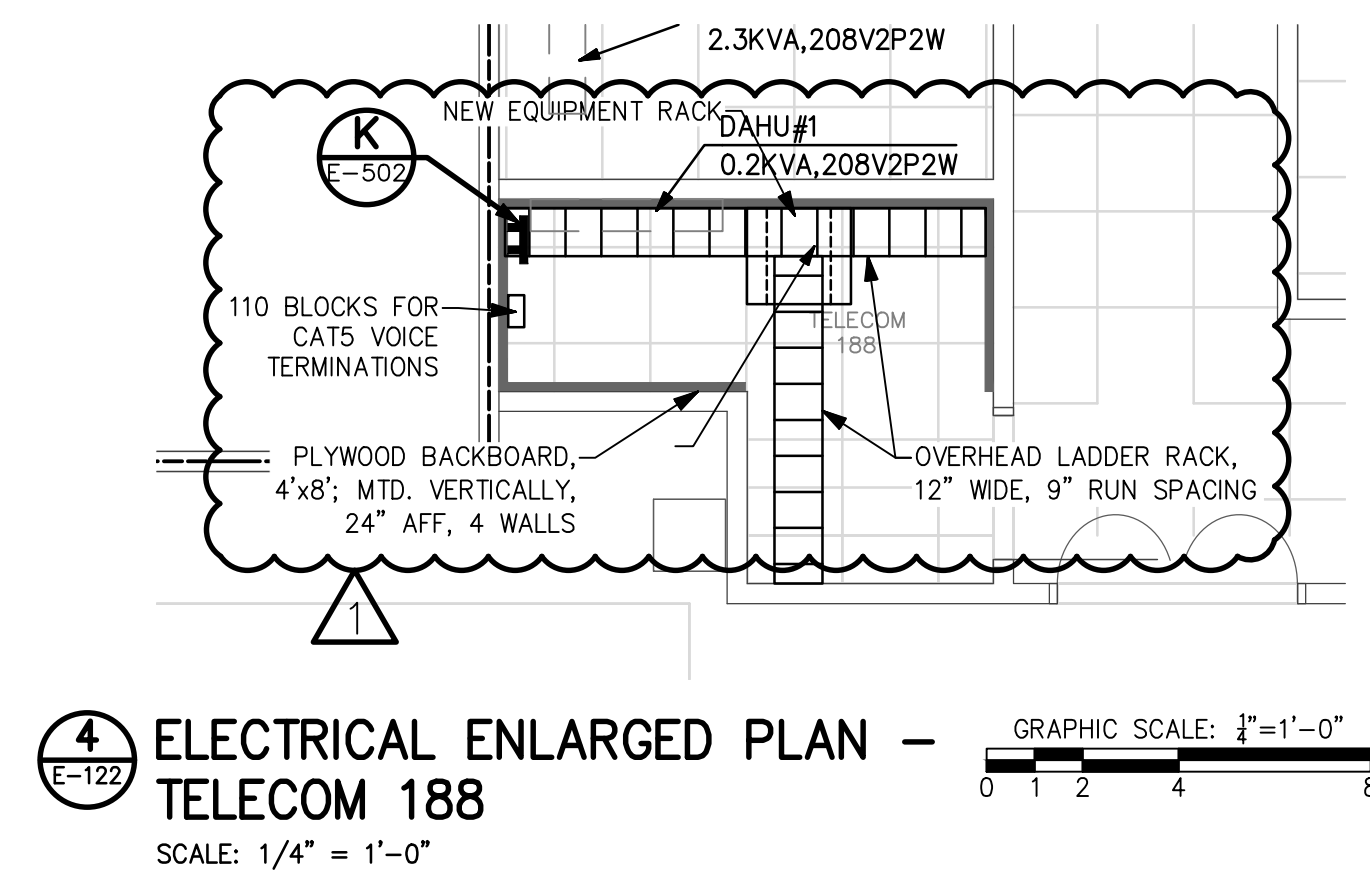
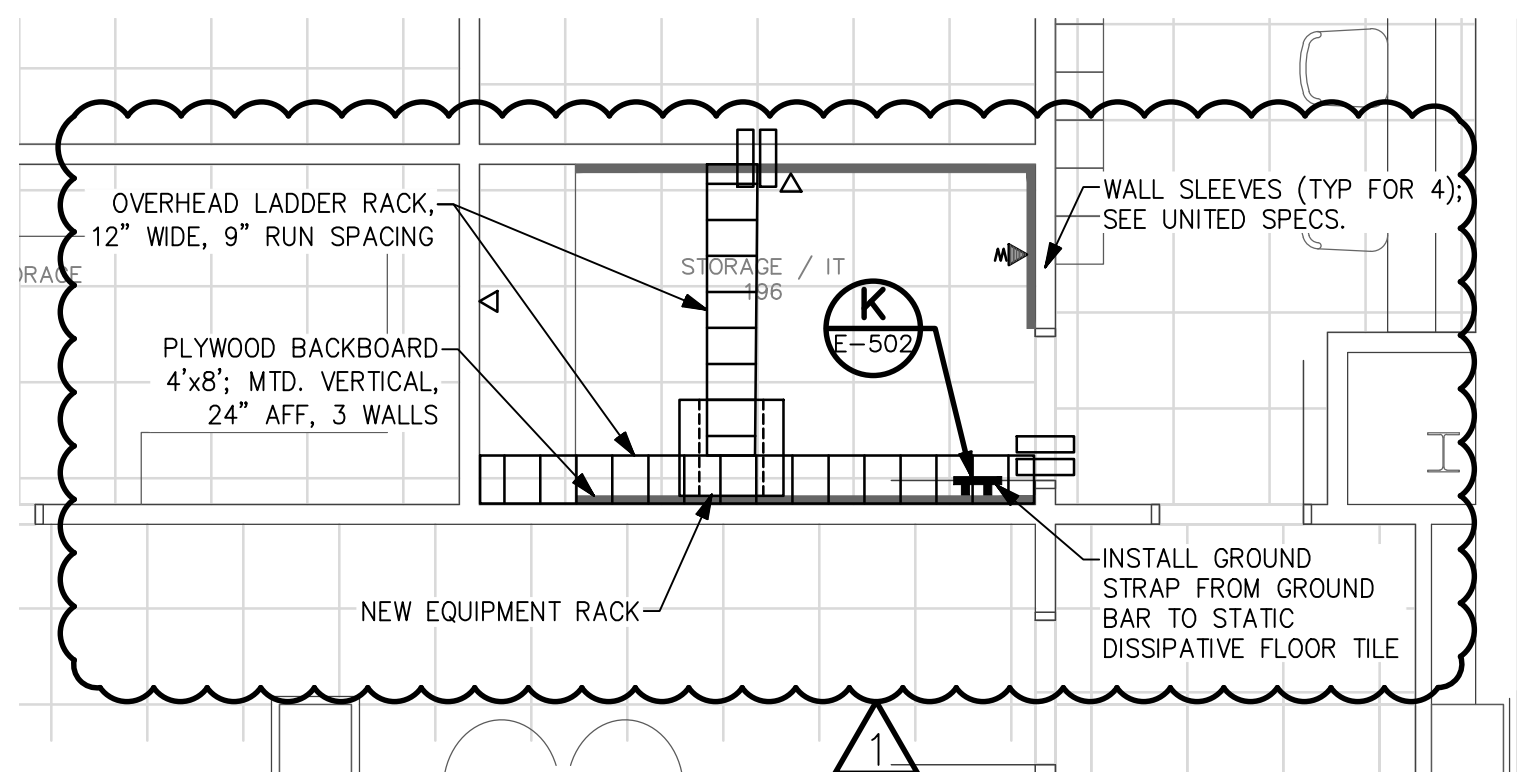
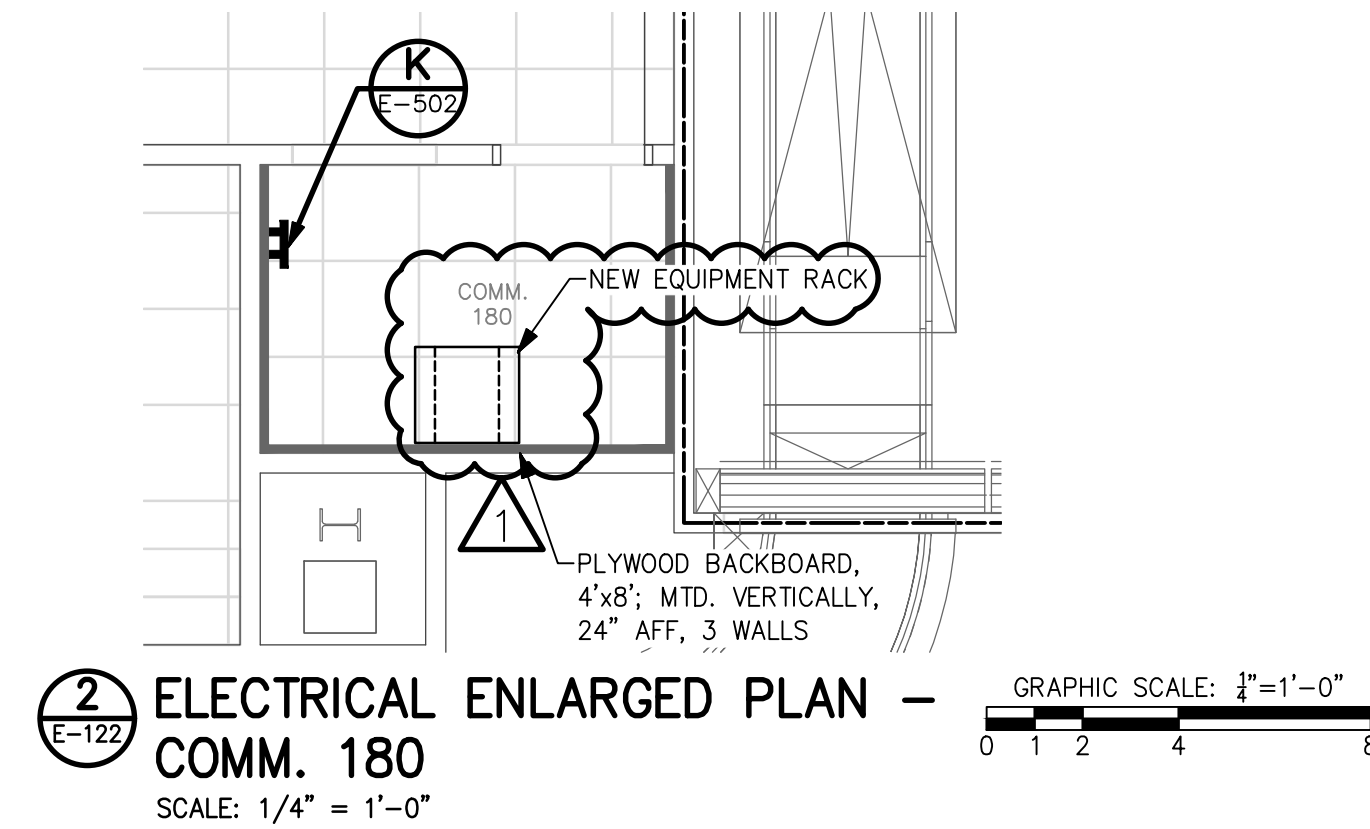
REVISIONS	
ADDENDUM 3	01/22/2019

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

ELECTRICAL SECOND LEVEL AUXILIARY SYSTEMS PLAN

SHEET NUMBER:

E-122



NOTES:
1. TICKET LEVEL SECURITY CAMERA CABLING SHALL TERMINATE IN ELECTRICAL 111.

4BH

NEW PANEL

ROOM: MECHANICAL RM 181			VOLTS: 480Y/277V 3P 4W			AIC: 22,000					
MOUNTING: SURFACE			BUS AMPS: 250			MAIN BKR: 250					
FED FROM: B			NEUTRAL: 100%			LUGS: STANDARD					
NOTE:											
CKT #	CKT BKR	CIRCUIT DESCRIPTION	LOAD KVA			CKT #	CKT BKR	CIRCUIT DESCRIPTION	LOAD KVA		
			A	B	C				A	B	C
1	25/1	TANKLESS WATER HEATER	5.54			2	30/3	SPD-4BH	0		
3	25/1	TANKLESS WATER HEATER		5.54		4			0	0	
5	25/1	TANKLESS WATER HEATER			5.54	6					0
7	20/1	SPARE	0			8	20/3	BCAHU#1	0.582		
9	20/1	SPARE		0		10				0.582	
11	20/1	SPARE			0	12					0.582
13	20/1	SPARE	0			14	20/3	BCAHU#2	0.582		
15	20/1	SPARE		0		16				0.582	
17	125/3	PANEL LTG			5.94	18					0.582
19			3.27			20	20/3	BCAHU#3	0.582		
21				3.13		22				0.582	0.582
23	20/1	SPARE			0	26	20/1	SPARE	0		
25	20/1	SPARE	0	0		28	20/1	SPARE		0	
27	20/1	SPARE			0	30	20/1	SPARE			0
29	20/1	SPARE			0	32	20/1	SPARE	0		
31	20/1	SPARE	0	0		34	20/1	SPARE		0	
33	20/1	SPARE			0	36	20/1	SPARE			0
35	20/1	SPARE			0	38	20/1	SPARE	0		
37	20/1	SPARE	0	0		40	20/1	SPARE		0	
39	20/1	SPACE			0	42	20/1	SPARE			0
41	20/1	SPACE	0	0		44	20/1	SPARE			
43	20/1	SPACE			0	46	20/1	SPARE		0	
45	20/1	SPACE	0	0		48	20/1	SPARE			0
47	20/1	SPACE			0	50	20/1	SPARE	0		
49	125/3	XFMR T2BH	19.9			52	20/1	SPARE		0	
51				21.3		54	20/1	SPARE			0
53					22	54	20/1	SPARE			
TOTAL CONNECTED KVA BY PHASE									30.4	31.7	35.3
TOTAL CONNECTED AMPS BY PHASE									110	114	127
			CONN KVA	CALC KVA	(125%)				CONN KVA	CALC KVA	(125%)
LIGHTING			12.3	15.4	(125%)	CONTINUOUS			0	0	(125%)
LARGEST MOTOR			3	3.75	(125%)	HEATING			0	0	(N/A)
OTHER MOTORS			5.54	5.54	(100%)	COOLING			0	0	(N/A)
RECEPTACLES			43.7	26.9	(50%>10)	NONCONTINUOUS			29.8	29.8	(100%)
KITCHEN EQUIP			3	2.7	(90%)	DIVERSE			0	0	(N/A)
						METERED DEMAND			0	0	(125%)
						TOTAL KVA			97.4	84.1	
						BALANCED 3-PHASE AMPS			101		

LTG

ROOM: MECHANICAL RM 181			VOLTS: 480Y/277V 3P 4W			AIC: 22,000					
MOUNTING: SURFACE			BUS AMPS: 125			MAIN BKR: MLO					
FED FROM: 4BH			NEUTRAL: 100%			LUGS: STANDARD					
NOTE:											
CKT #	CKT BKR	CIRCUIT DESCRIPTION	LOAD KVA			CKT #	CKT BKR	CIRCUIT DESCRIPTION	LOAD KVA		
			A	B	C				A	B	C
1	20/1	EGRESS, EXIT, LTG	2.39			2	20/1	EXIT, LTG	3.55		
3	20/1	LTG		2.52		4	20/1	EXIT, LTG		0.751	
5	20/1	LTG			3.13	6	20/1	SPARE			0
7	20/1	SPARE	0			8	20/1	SPARE	0		
9	20/1	SPARE		0		10	20/1	SPARE		0	
11	20/1	SPARE			0	12	20/1	SPARE			0
13	20/1	SPARE	0			14	20/1	SPARE	0		
15	20/1	SPARE		0		16	20/1	SPARE		0	
17	20/1	SPARE			0	18	20/1	SPARE			0
19	20/1	SPARE	0			20	20/1	SPARE	0		
21	20/1	SPARE		0		22	20/1	SPARE		0	
23	20/1	SPARE			0	24	20/1	SPARE			0
25	20/1	SPARE	0			26	20/1	SPARE	0		
27	20/1	SPARE		0		28	20/1	SPARE		0	
29	20/1	SPARE			0	30	20/1	SPARE			0
31	20/1	SPARE	0			32	20/1	SPARE	0		
33	20/1	SPARE			0	34	20/1	SPARE		0	
35	20/1	SPARE			0	36	20/1	SPARE			0
37	20/1	SPARE	0			38	20/1	SPARE	0		
39	20/1	SPARE			0	40	20/1	SPARE		0	
41	20/1	SPARE			0	42	20/1	SPARE			0
						TOTAL CONNECTED KVA BY PHASE			5.94	3.27	3.13
						TOTAL CONNECTED AMPS BY PHASE			21.5	11.8	11.3
			CONN KVA	CALC KVA					CONN KVA	CALC KVA	
LIGHTING			12.3	15.4	(125%)	CONTINUOUS			0	0	(125%)
LARGEST MOTOR			0	0	(N/A)	HEATING			0	0	(N/A)
OTHER MOTORS			0	0	(100%)	COOLING			0	0	(N/A)
RECEPTACLES			0	0	(50%>10)	NONCONTINUOUS			0	0	(100%)
KITCHEN EQUIP			0	0	(N/A)	DIVERSE			0	0	(N/A)
						METERED DEMAND			0	0	(125%)

40B

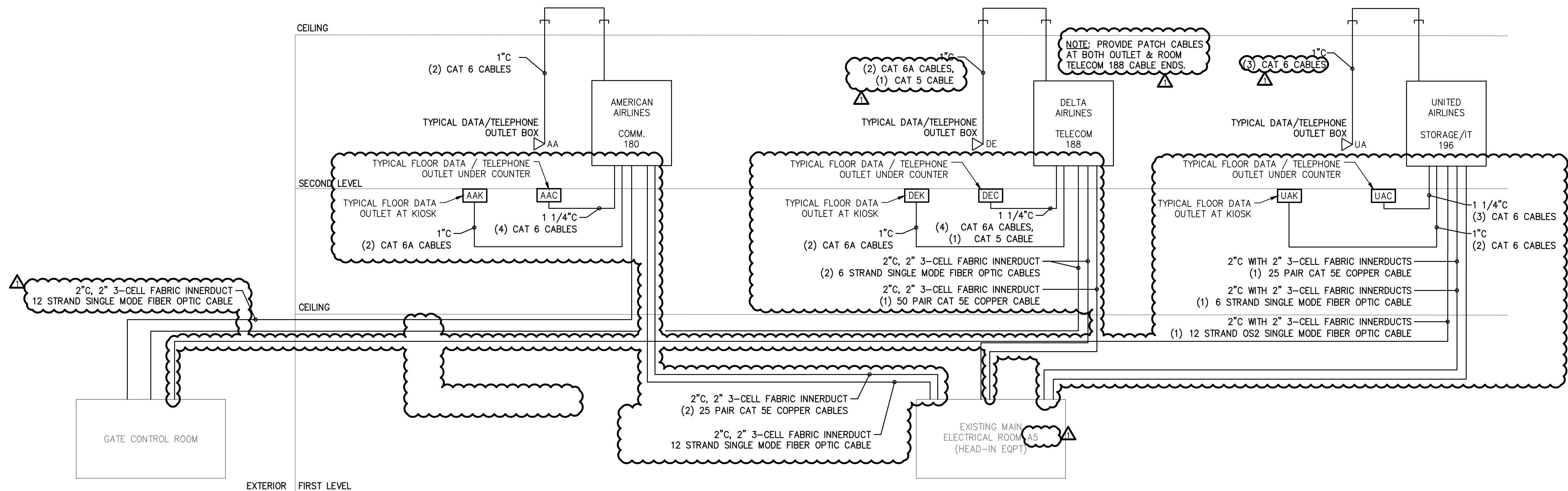
(EXISTING PANEL)

ROOM: OUTBOUND BAGGAGE A14			VOLTS: 480V 3P 3W			AIC: 18,000					
MOUNTING: SURFACE			BUS AMPS: 225			MAIN BKR: MLO					
FED FROM: B			NEUTRAL: NONE			LUGS: STANDARD					
NOTE: EXISTING SQUARE-D NF TYPE											
CKT #	CKT BKR	CIRCUIT DESCRIPTION	LOAD KVA			CKT #	CKT BKR	CIRCUIT DESCRIPTION	LOAD KVA		
			A	B	C				A	B	C
1	100/3	MCP-TC1	9.33			2	20/3	FAN EF-23	0.831		
3				9.33		4				0.831	
5					9.33	6					0.831
7	100/3	MCP-TC2	4.47			8	20/3	FAN EF-22	0.831		
9				4.47		10				0.831	
11					4.47	12					0.831
13	100/3	OT1-MU1-OS1	7.47			14	-/3	SPACE	0		
15				7.47		16				0	
17					7.47	18					0
19	-/3	SPACE	0			20	-/3	SPACE	0		
21				0		22				0	
23					0	24					0
25	-/3	SPACE	0			26	-/3	SPACE	0		
27				0		28				0	
29					0	30					0
31	-/3	SPACE	0			32	-/3	SPACE	0		
33				0		34				0	
35					0	36					0
37	125/3	(*) XFMR T20B	8.58			38	-/3	SPACE	0		
39				9.13		40				0	
41					8.67	42					0
TOTAL CONNECTED KVA BY PHASE									31.5	32.1	31.6
TOTAL CONNECTED AMPS BY PHASE									105	116	114
			CONN KVA	CALC KVA	(125%)				CONN KVA	CALC KVA	(125%)
LIGHTING			0	0	(125%)	CONTINUOUS			0	0	(125%)
LARGEST MOTOR			2.49	3.12	(125%)	HEATING			0	0	(N/A)
OTHER MOTORS			74.8	74.8	(100%)	COOLING			0	0	(N/A)
RECEPTACLES			9.16	9.16	(50%>10)	NONCONTINUOUS			8.68	8.68	(100%)
KITCHEN EQUIP			0	0	(N/A)	DIVERSE			0	0	(N/A)
						METERED DEMAND			0	0	(125%)
						TOTAL KVA			95.2	95.8	
						BALANCED 3-PHASE AMPS			115		
(*) NEW CIRCUIT BREAKER											

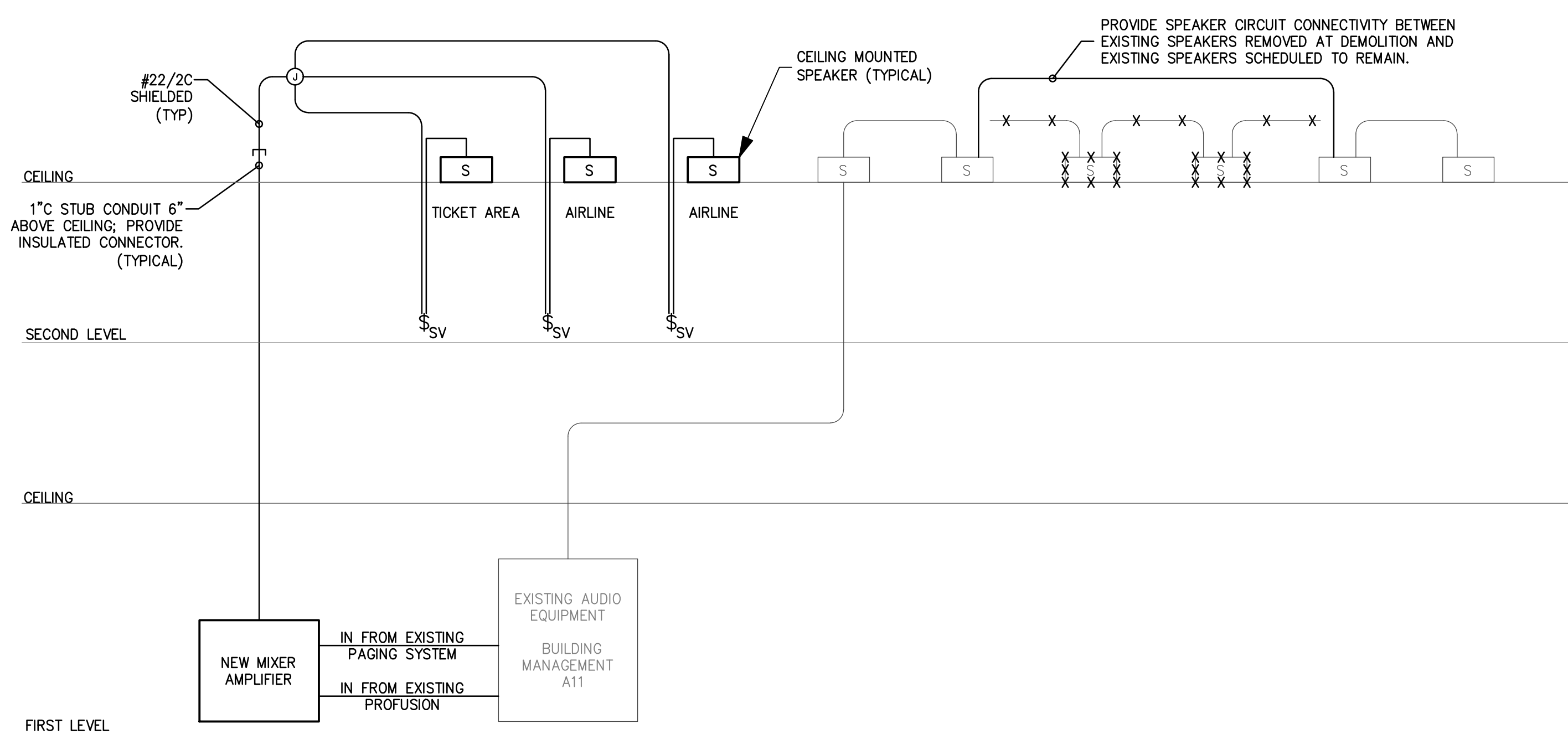
2BH2

NEW PANEL

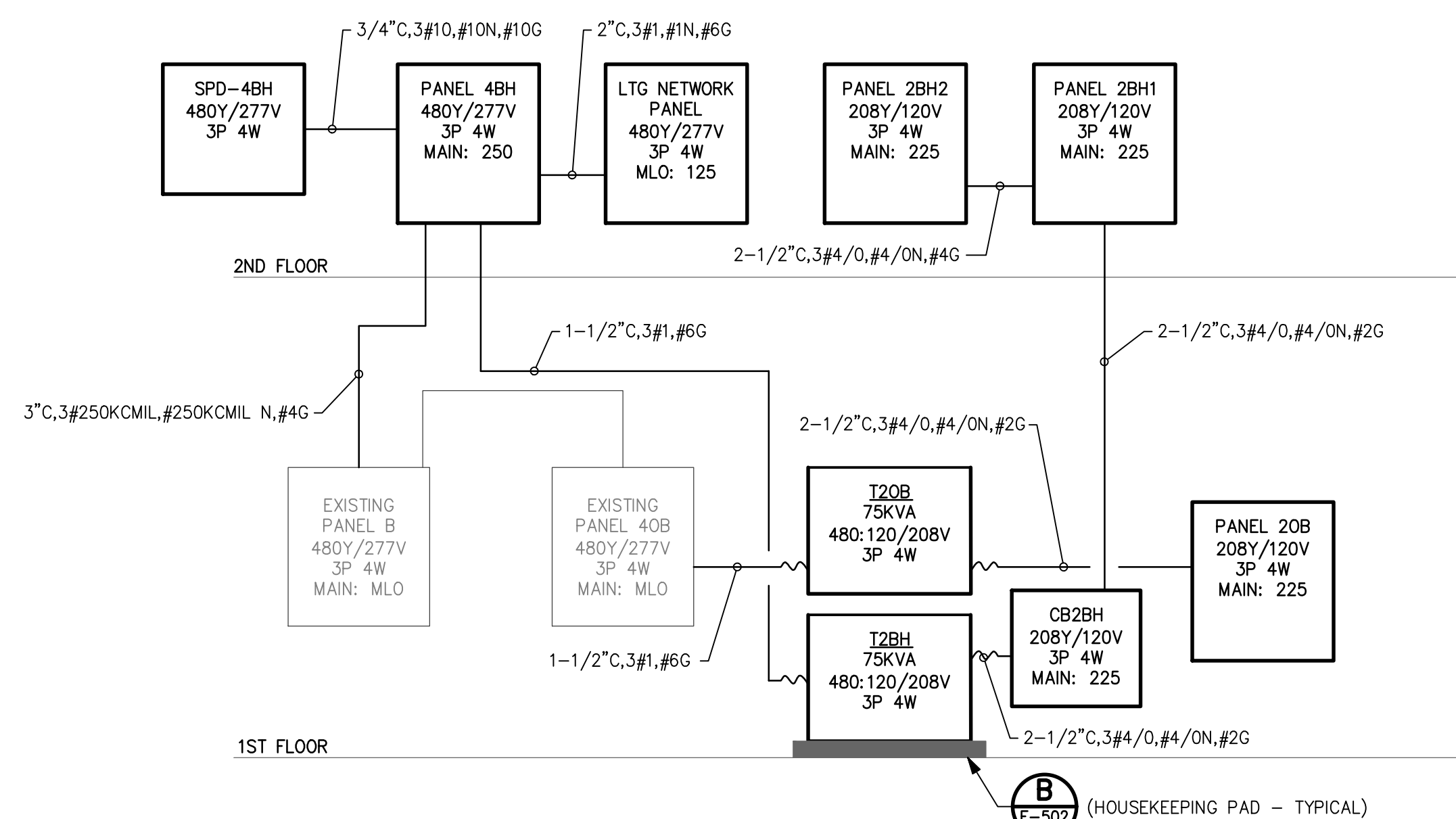
ROOM: MECHANICAL RM 181			VOLTS: 208Y/120V 3P 4W			AIC: 22,000					
MOUNTING: SURFACE			BUS AMPS: 225			MAIN BKR: MLO					
FED FROM: 2BH1			NEUTRAL: 100%			LUGS: STANDARD					
NOTE:											
CKT #	CKT BKR	CIRCUIT DESCRIPTION	LOAD KVA			CKT #	CKT BKR	CIRCUIT DESCRIPTION	LOAD KVA		
			A	B	C				A	B	C
1	20/1	REC	0.36			2	20/1	(*) REC-REFRIGERATOR	1		
3	20/1	REC		0.36		4	20/1	(*) REC-MICROWAVE		1	
5	20/1	REC			0.54	6	20/1	REC			0.9
7	20/1	REC	0.9	0.36		8	20/1	REC	0.54	0.54	
9	20/1	REC			0.36	10	20/1	REC			0.9
11	20/1	REC				12	20/1	REC			
13	20/1	REC, REC-COND. PUMP, REC-ROOF	1			14	20/1	REC	0.9		
15	25/2	REC-DATA		2.5		16	20/1	SPARE		0	
17					2.5	18	20/1	REC-MICROWAVE			1
19	25/2	REC-DATA	2.5			20	20/1	REC	0.36		
21				2.5		22	20/1	REC-FLOOR		0.72	
23	20/1	REC			0.18	24	20/1	REC-FLOOR			0.72
25	20/1	REC	0.18			26	20/1	REC-FLOOR	0.72		
27	20/1	REC		0.54		28	20/1	REC-FLOOR		0.36	
29	20/1	REC			0.54	30	20/1	REC-FLOOR			0.36
31	20/1	(*) REC-REFRIGERATOR	1			32	20/1	REC-REF-FLOOR	0.36		
33	20/1	REC		0.36		34	20/1	REC-FLOOR		0.36	
35	20/1	REC-FLOOR			0.72	36	20/1	SPARE			0
37	20/1	REC-FLOOR	0.36			38	20/1	SPARE			
39	20/1	REC, REC-FLOOR		0.54		40	20/1	SPARE	0	0	
41	20/1	REC-FLOOR			0.36	42	20/1	SPARE			0
43	20/1	REC-FLOOR	0.36			44	20/1	SPARE	0		
45	15/2	DAHU#1, DHF#1		1.25		46	20/1	SPARE			
47					1.25	48	20/1	SPARE	0	0	
49	20/1	SPARE	0			50	20/1	SPARE	0		
51	20/1	SPARE		0		52	20/1	SPARE		0	
53	20/1	SPARE			0	54	20/1	SPARE			0
TOTAL CONNECTED KVA BY PHASE									10.5	11.4	10.3
TOTAL CONNECTED AMPS BY PHASE									88.6	95.1	87.9
			CONN KVA	CALC KVA					CONN KVA	CALC KVA	
LIGHTING			0	0	(125%)	CONTINUOUS			0	0	(125%)
LARGEST MOTOR			2.3	2.88	(125%)	HEATING			0	0	(N/A)
OTHER MOTORS			0.3	0.3	(100%)	COOLING			0	0	(N/A)
RECEPTACES			15.7	12.8	(50%>10)	NONCONTINUOUS			12	12	(100%)
KITCHEN EQUIP			2	2	(100%)	DIVERSE			0	0	(N/A)
						METERED DEMAND			0	0	(125%)
						TOTAL KVA			32.3	30	
						BALANCED 3—PHASE AMPS			83.3		



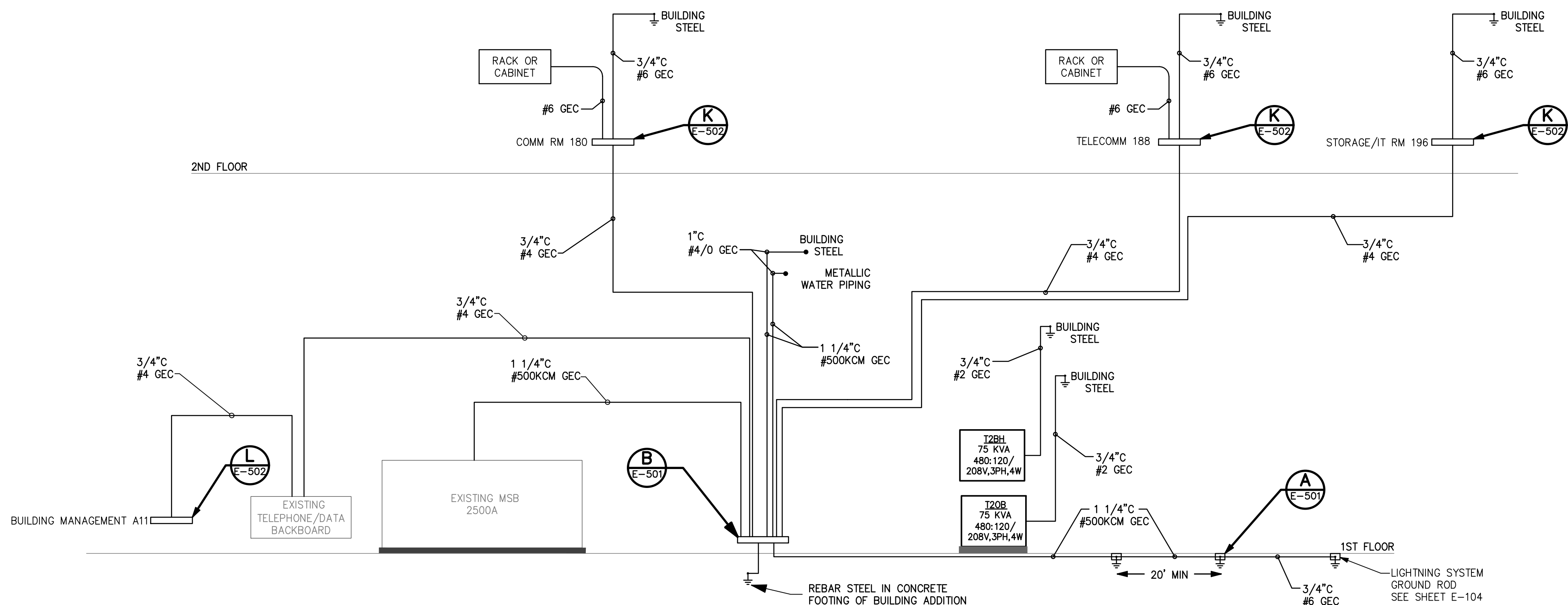
E TELEPHONE/DATA SYSTEMS RISER DIAGRAM
NO SCALE



C PA SYSTEM RISER DIAGRAM
SCALE: N/A

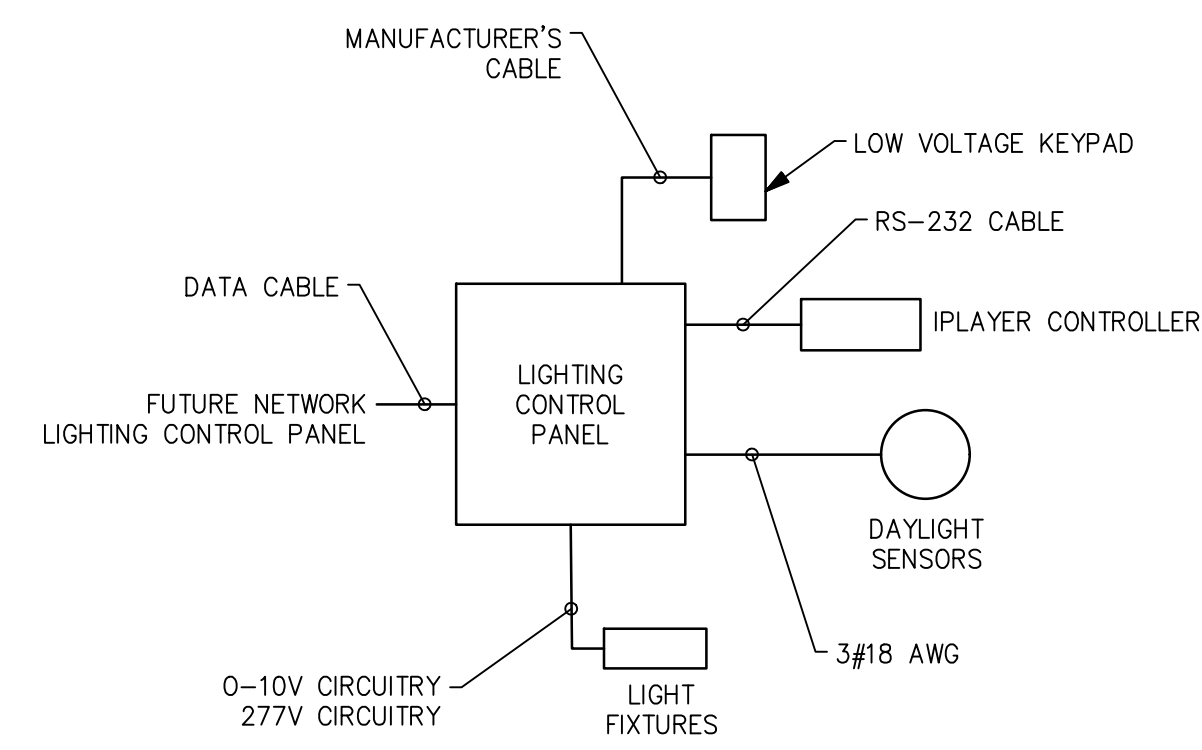


A ELECTRICAL POWER RISER DIAGRAM
SCALE: N/A

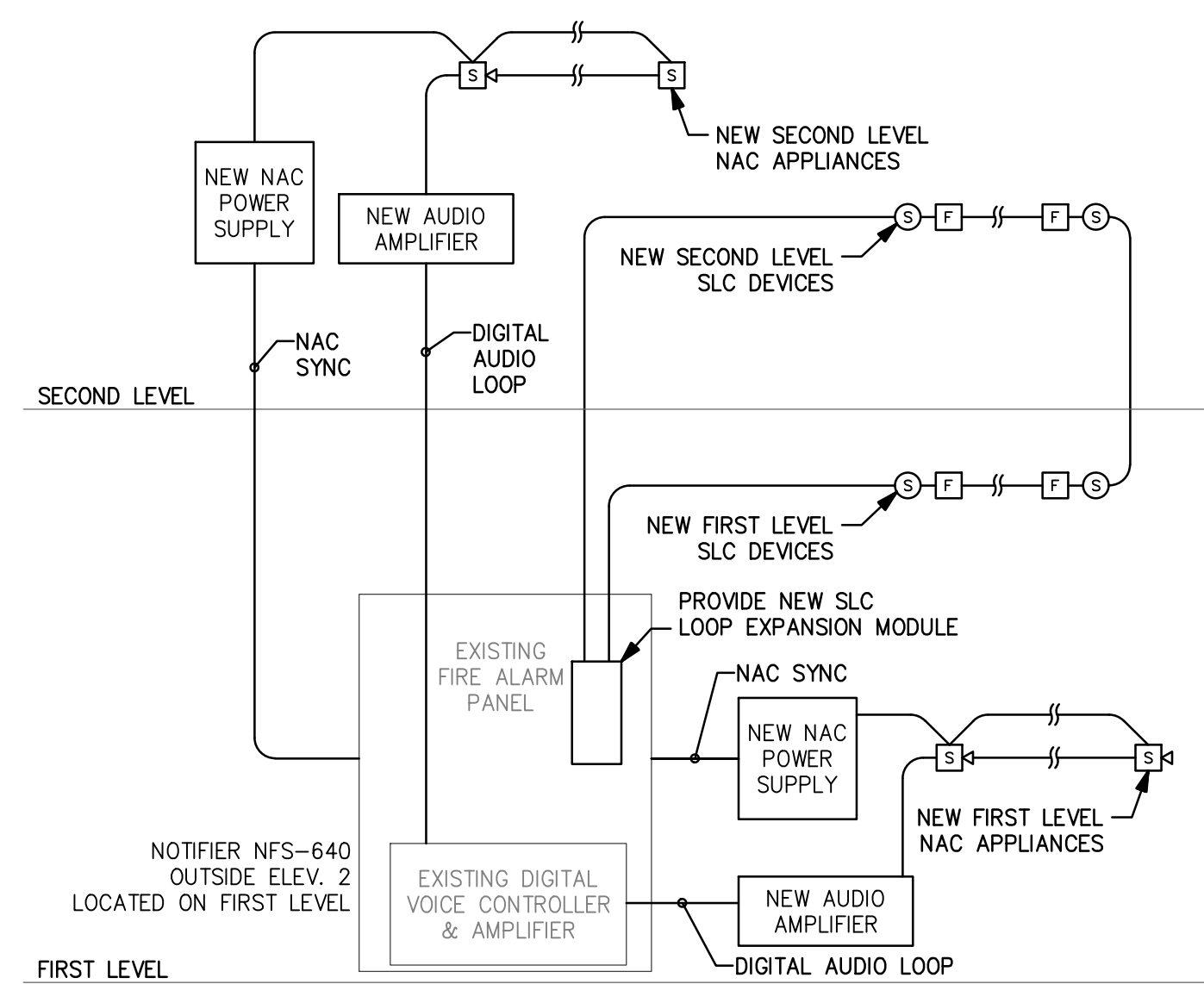


B ELECTRICAL GROUNDING SYSTEM RISER
SCALE: N/A

NOTE:
1. LIGHTING CONTROL RISER WAS CREATED BY HARTRANFT LIGHTING DESIGN. INCLUSION HERE IS NOT INTENDED TO REPRESENT THE WORK PRODUCT OF CHEATHAM & ASSOCIATES, P.A.



F TICKETING LIGHTING CONTROL RISER
SCALE: NO SCALE



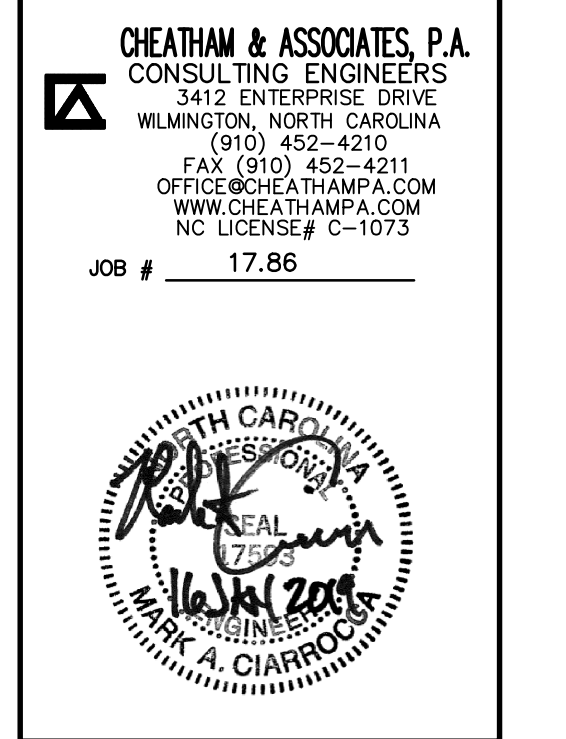
D FIRE ALARM SYSTEM RISER DIAGRAM
NO SCALE

SYSTEM INPUTS	FAC/FANNING				NOTIFICATION				CONTROL			
	A	B	C	D	E	F	G	H	I	J	K	L
1 MANUAL PULL STATIONS	X	X	X	X	X	X	X	X	X	X	X	X
2 SMOKE/HEAT DETECTORS	X	X	X	X	X	X	X	X	X	X	X	X
3 OPEN CIRCUIT					X	X	X	X	X	X	X	X
4 GROUND FAULT					X	X	X	X	X	X	X	X
5 NOTIFICATION APPLIANCE CIRCUIT SHORT					X	X	X	X	X	X	X	X

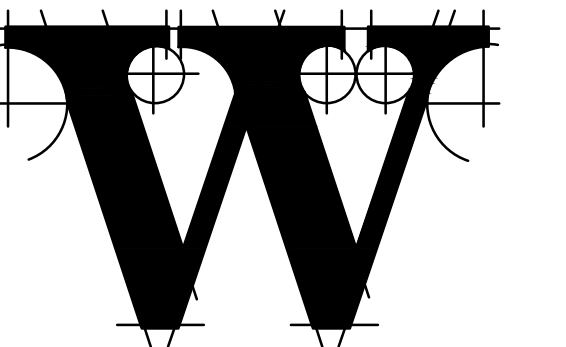


TERMINAL IMPROVEMENTS CONTRACT 2

WILMINGTON INTERNATIONAL AIRPORT
1740 AIRPORT BOULEVARD, SUITE 12
WILMINGTON, NC 28405



ARCHITECT



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REVISIONS
ADDENDUM 3 01/22/2019

DATE: NOVEMBER 30, 2018
PROJECT NO.: 9202-000
SHEET TITLE:

ELECTRICAL RISERS

SHEET NUMBER:

E-701