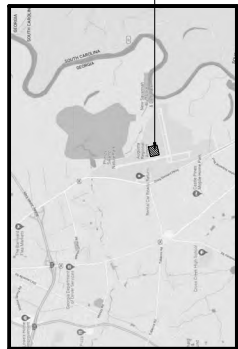


AUGUSTA REGIONAL AIRPORT

GATES 3 & 4 TERMINAL REHABILITATION

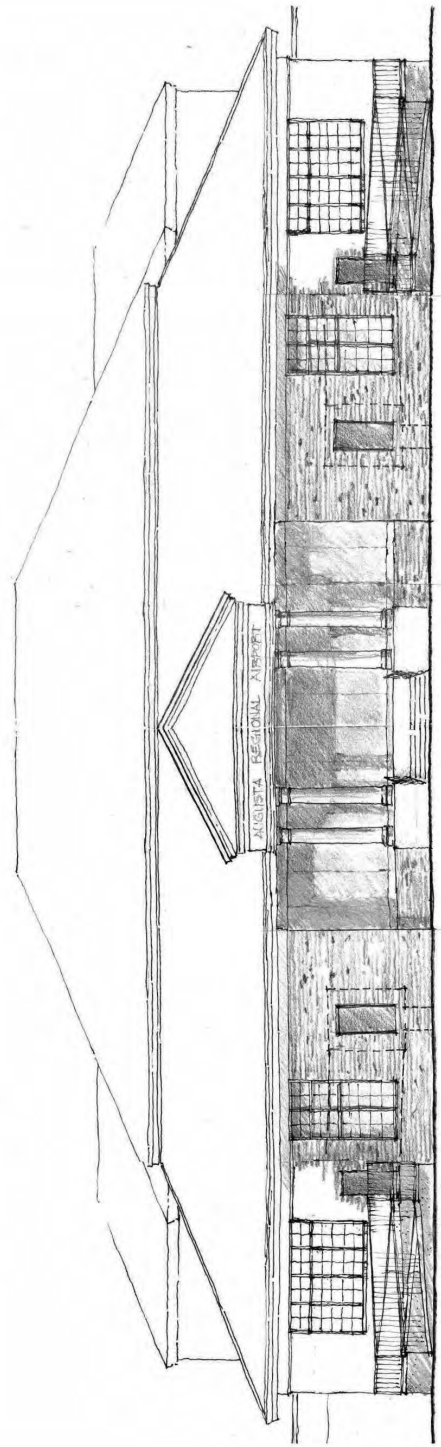
1501 AVIATION WAY, AUGUSTA, GA 30906

PROJECT No.: 0119700-220766.02



PROJECT DIRECTOR:
CHANCE
AUGUSTA REGIONAL AIRPORT
AUGUSTA, GA 30906
PROJECT MANAGER:
BRIAN LAMONT
1501 AVIATION WAY
AUGUSTA, GA 30906
803.866.2902

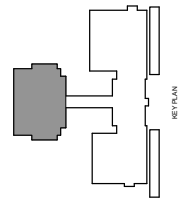
STRUCTURAL ENGINEER:
MEAD & HUNT
1501 AVIATION WAY, SUITE 200
AUGUSTA, GA 30906
803.866.2902
MECHANICAL ENGINEER:
CONSTRUCTION ASSOCIATES, P.C.
1501 AVIATION WAY, SUITE 200
AUGUSTA, GA 30906
803.866.2902
ELECTRICAL ENGINEER:
CONSTRUCTION ASSOCIATES, P.C.
1501 AVIATION WAY, SUITE 200
AUGUSTA, GA 30906
803.866.2902
ARCHITECT:
CONSTRUCTION ASSOCIATES, P.C.
1501 AVIATION WAY, SUITE 200
AUGUSTA, GA 30906
803.866.2902



= PROVIDED R= REQUIRED

COORDINATE KNOX BOX LOCATIONS WITH FIRE DEPARTMENT

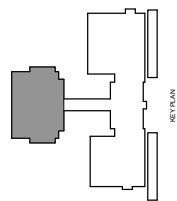
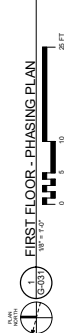
2 FIRE EXTINGUISHERS MOUNTING HGT
5-011 NOT TO SCALE



G-031

2. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.

PHASING PLAN LEGEND:	
	INT. EXTERIOR RENOVATION WORK
	INT. EXTERIOR FINISH RENOVATION WORK
	DEMOLITION SCOPE
	TEMPORARY PARTITION AND DOORS



- THE TOP OF EACH CRANK BOLT SHALL BE MARKED BY A 3" X 3" ORANGE AND WHITE CHECKERED FLAG - EACH CRANK BOLT SOURCE
- THE NUMBER OF NIGHT AND DAYTIME PERIODS BEFORE VISIBILITY IS IMPROVED BY AIRPORT OPERATION, IN THE EVENT THE CRANE IS ALLOWED TO REMAIN OPERATING DURING THE HOURS FROM SUNSET TO SUNRISE, THE HIGHEST POINT OF THE CRANE BOOM WILL BE LIT WITH A RED OBSTRUCTION LIGHT IN ACCORDANCE WITH THE REQUIREMENTS OF THE FEDERAL AVIATION ADMINISTRATION
- SET CRANE LIMITERS DURING ALL CONSTRUCTION

[illegible]

[illegible]

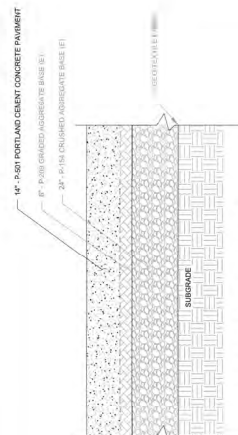
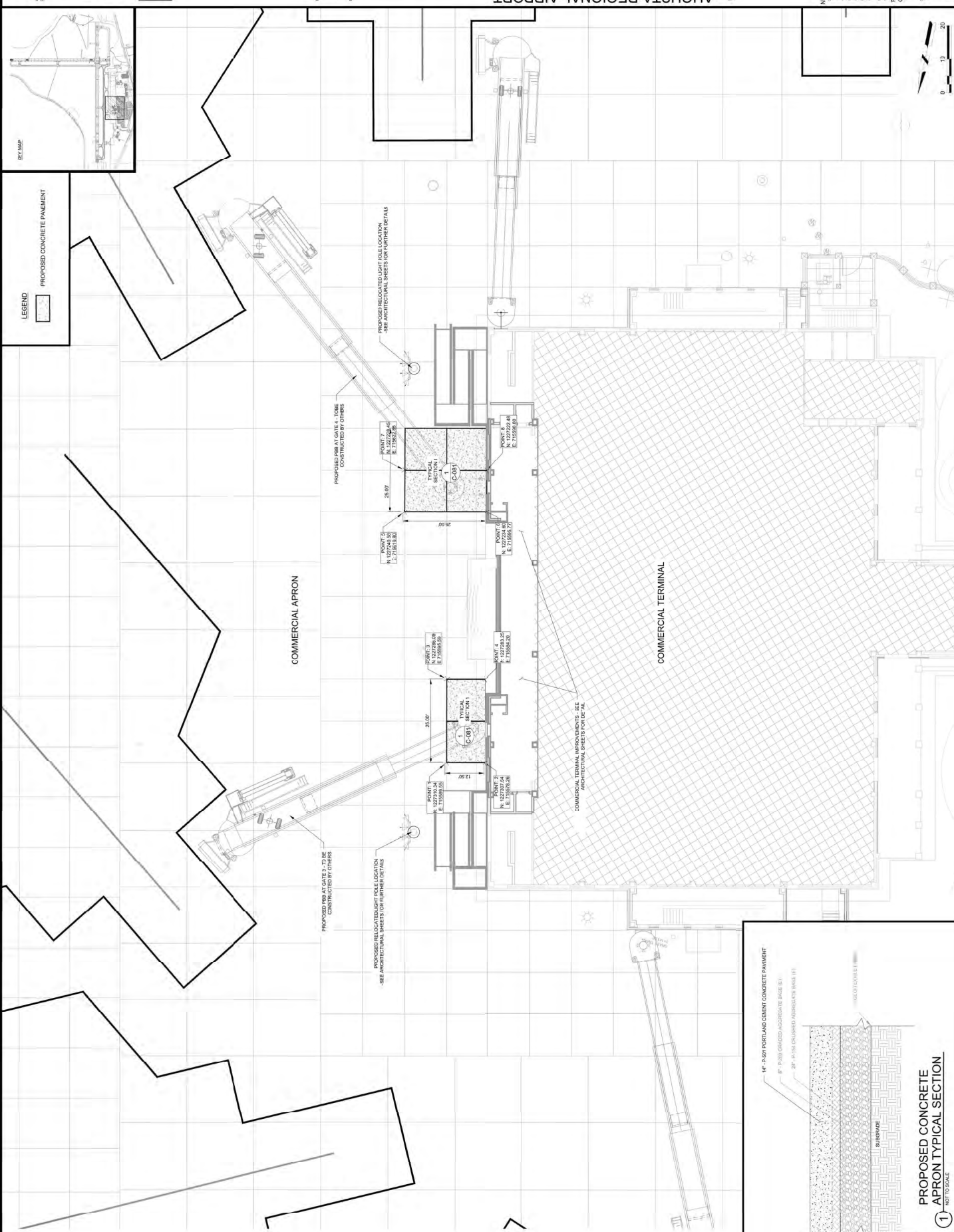
LOW-PROFILE
BARRICADE LAYOUT DETAIL
SCALE: NTS

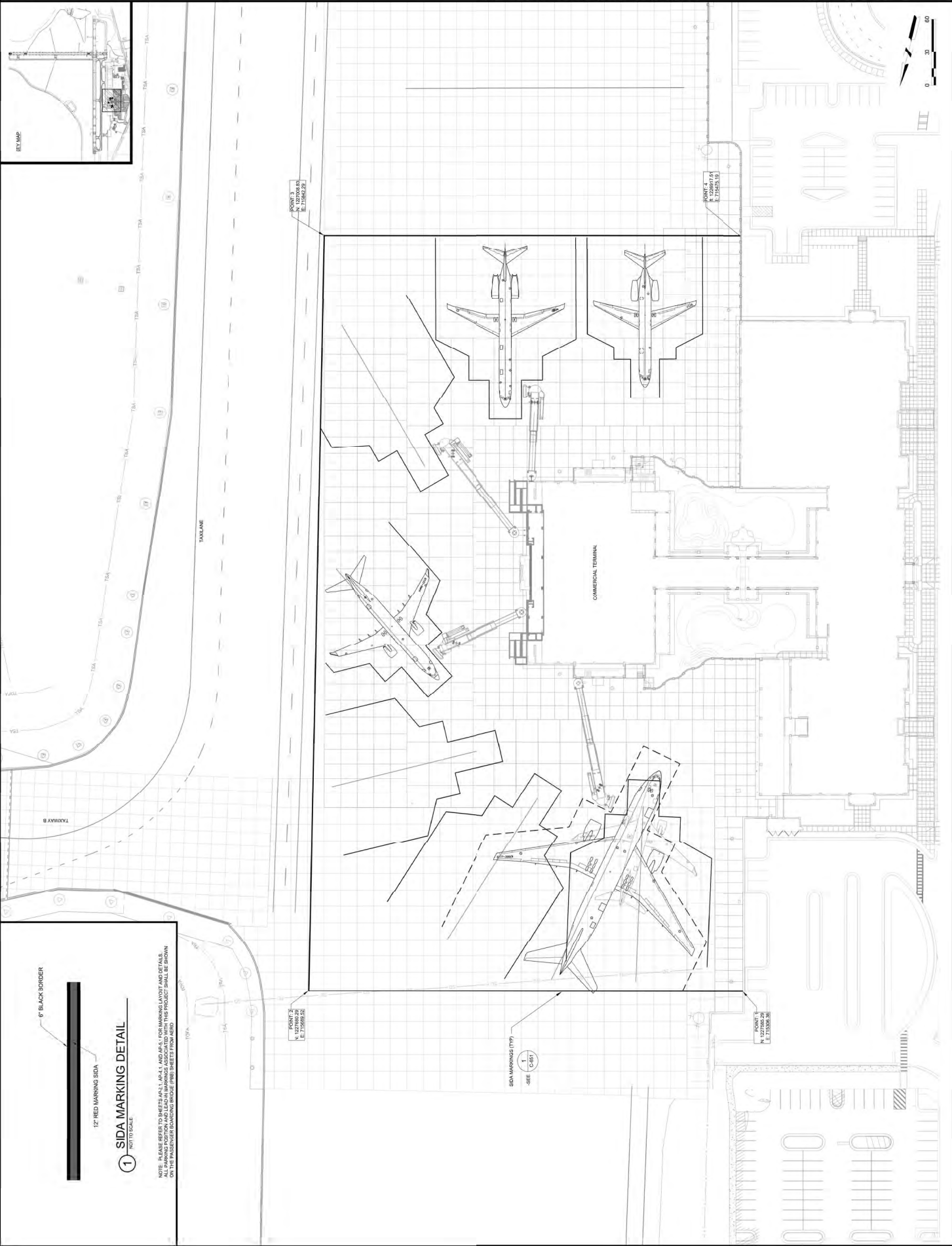


WORK A	
WA 2	
WA	





PROPOSED CONCRETE
APRON TYPICAL SECTION

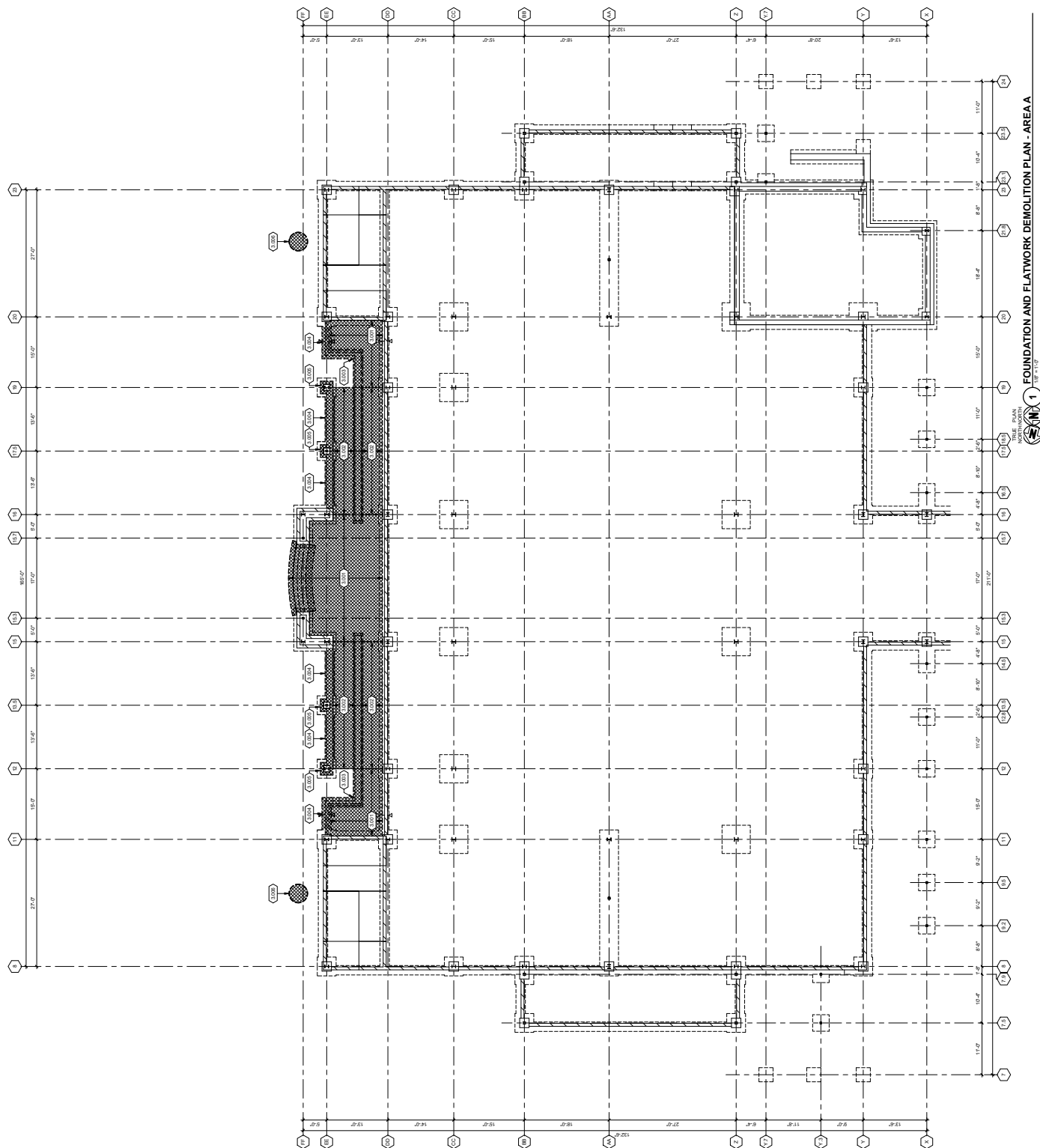


[illegible][illegible]

TABLE NOTES.

A. REFER TO SPECIFICATIONS FOR TESTING REQUIREMENTS AND ADDITIONAL QUALITY ASSURANCE REQUIREMENTS.

B. WORK PERFORMED ON THE PREMISES OF A FABRICATOR APPROVED BY THE BUILDING OFFICIAL PER SECTION 704.2.5 OF CHAPTER 17 OF THE 2018 INTERNATIONAL BUILDING CODE NEED NOT BE TESTED AND INSPECTED PER THE TABLE ABOVE. THE FABRICATOR SHALL SUBMIT A CERTIFICATE OF COMPLIANCE THAT THE WORK HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS TO THE BUILDING OFFICIAL AND THE ARCHITECT AND ENGINEER OF RECORD.



PROJECT: FORT NORTH NORTH
1
FOUNDATION AND FLATWORK DEMOLITION PLAN - AREA A

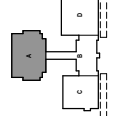
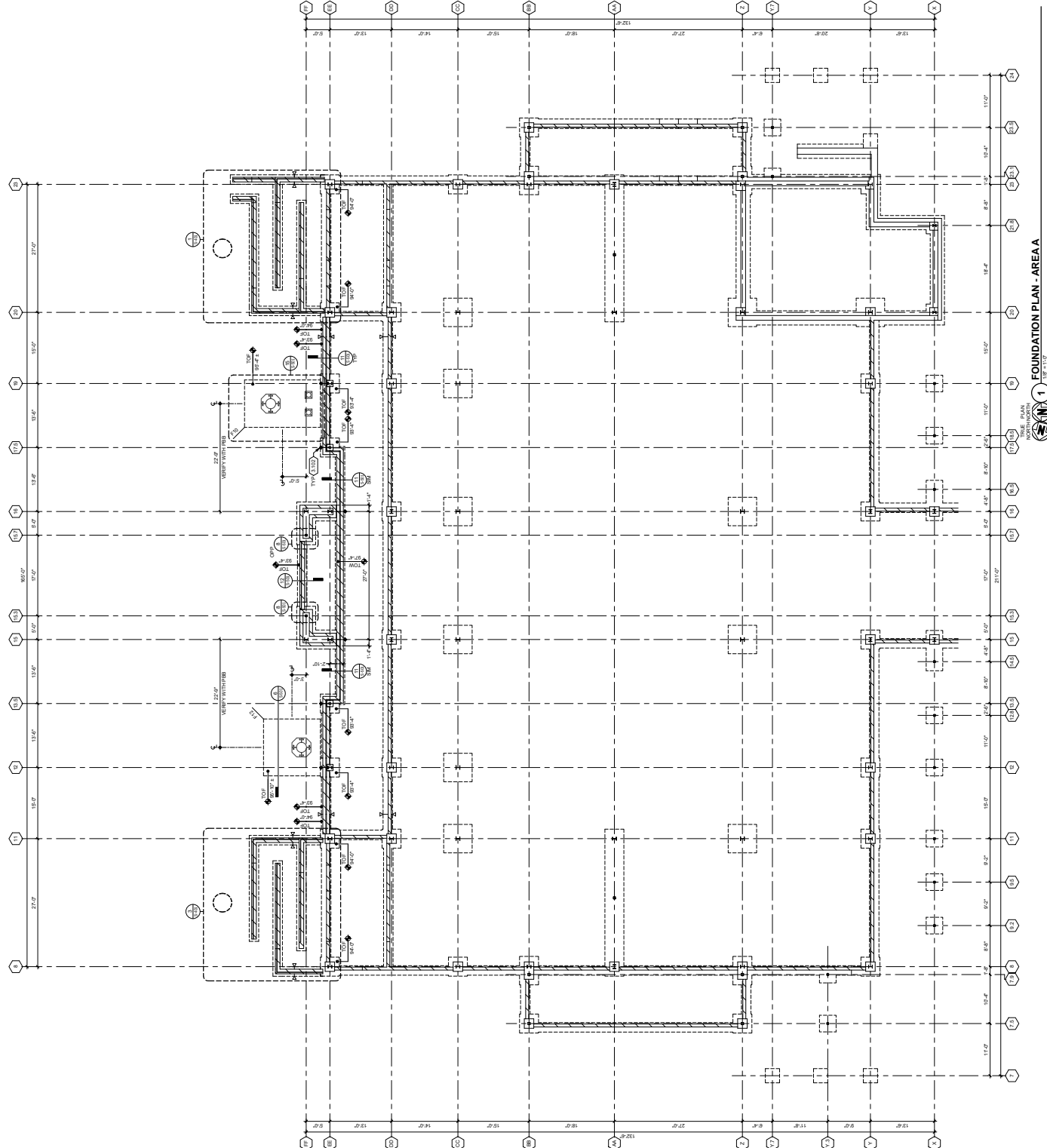
$$\frac{1}{1.08 \times 10^4}$$

**FOUNDATION
PLAN GENERAL NOTES:**

1. SITE DATUM OF FINISHED FIRST FLOOR INDICATED ON CIVIL SITE PLAN.
2. ELEVATION 16.0' ON STRUCTURAL DRAWINGS.
3. REFER TO SHEET S-101 FOR STRUCTURAL LEGEND, ABBREVIATIONS, AND NOTES.
4. REFER TO SHEET S-101 FOR TYPICAL DETAILS NOT REFERENCED ON THIS SHEET.
5. TOP OF FOOTING ELEVATION = 8.4' (VALUES NOTED OTHERWISE).
6. ALL FOUNDATIONS SHALL BE CENTERED UNDER MASONRY WALLS.
7. DOWN ALL NEW FOUNDATIONS INTO EXISTING PER DETAIL S-101.

KEYED NOTES

1. 3/8" CONTROL JOINT, SEE DETAIL S-101, COORDINATE TO LOCATION WITH INSURE CENTRAL AND FIELD CONDITIONS.

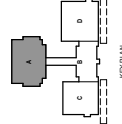
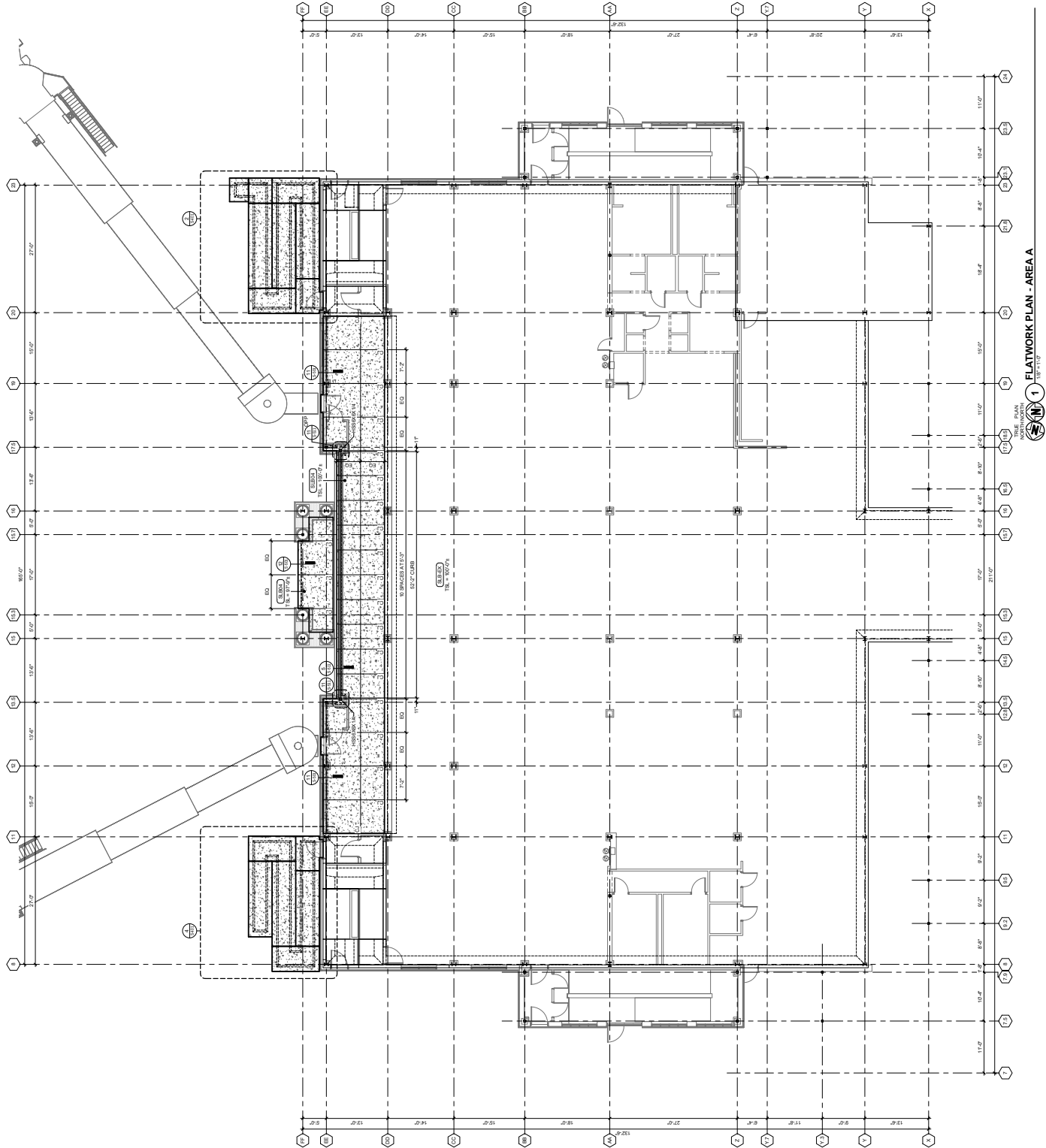


FOUNDATION PLAN - AREA A

**FLATWORK
PLAN GENERAL NOTES:**

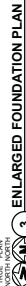
1. SITE DATUM OF FINISHED FIRST FLOOR INDICATED ON CIVIL SITE PLAN.
2. ELEVATION 10.0' ON STRUCTURAL DRAWINGS.
3. REFER TO SHEET S-1001 FOR PORT STRUCTURAL LEGEND, ABBREVIATIONS, AND FINISHES.
4. REFER TO SHEET S-1001 FOR TYPICAL DETAILS NOT REFERENCED ON THIS SHEET.
5. REFER TO DETAIL 18-511 FOR STRUCTURAL SLAB TYPES.
6. REFER TO DETAIL 18-511 FOR FINISHES.
7. (1) DIMENSIONED LINES IN INCHES INDICATE (2) ADDITIONAL 1/8" INCHES (2.75" CLEAR) FROM TOP OF SLAB.
8. EXISTING ALL NEW SLABS TO EXISTING SLAB PER DETAIL 18-511 UNLESS INDICATED OTHERWISE.

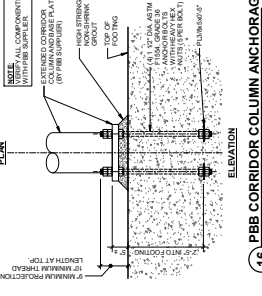
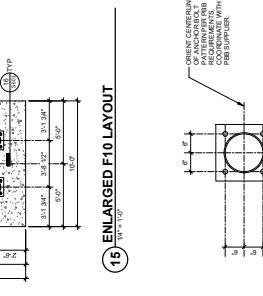
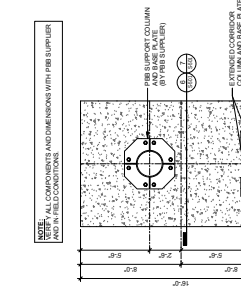
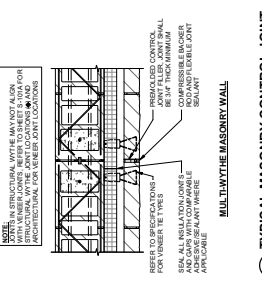
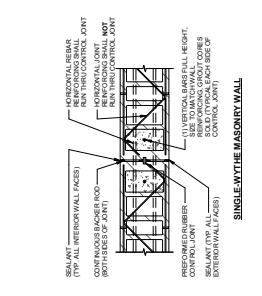
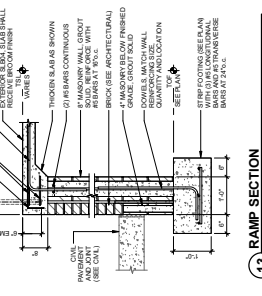
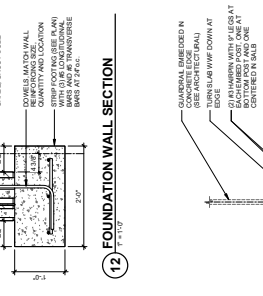
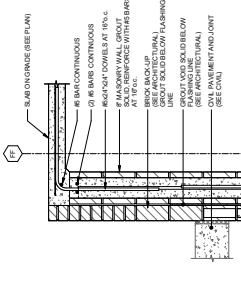
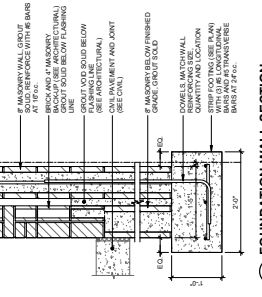
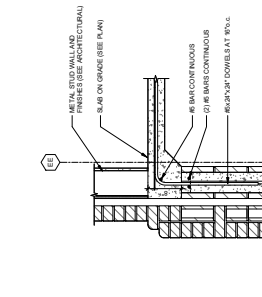
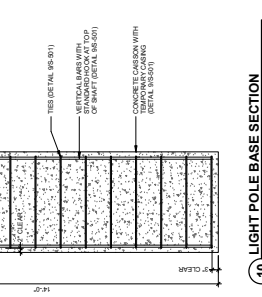
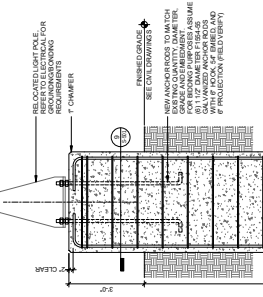
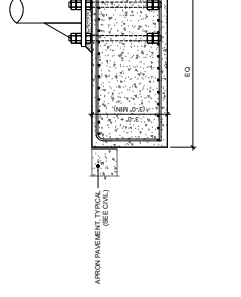
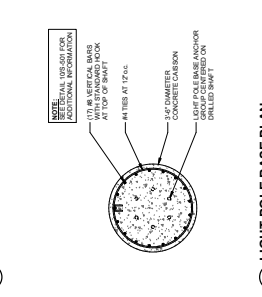
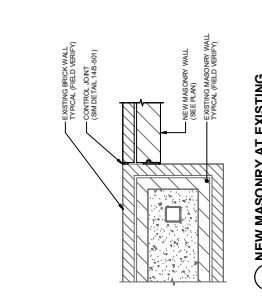
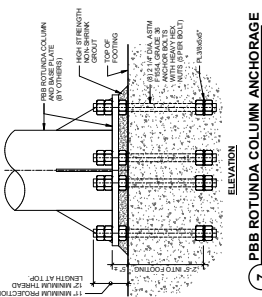
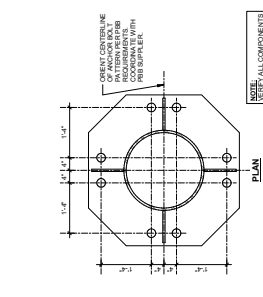
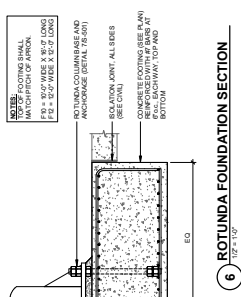
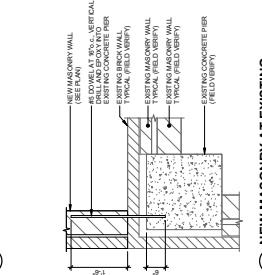
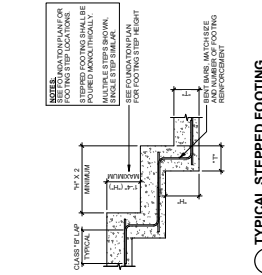
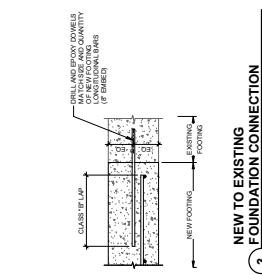
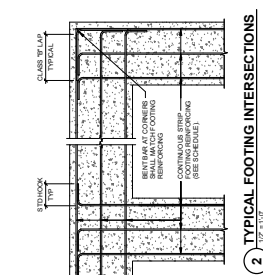
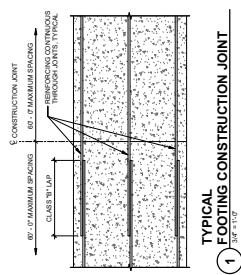
KEYED NOTES

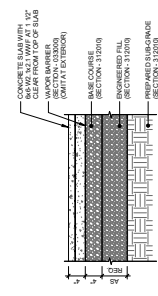


The key plan shows a site layout with four buildings labeled A, B, C, and D. Building A is a large, dark grey rectangular building on the left. Building B is a smaller, light grey rectangular building in the center. Building C is a white rectangular building on the right, below Building B. Building D is a white rectangular building on the right, above Building C. A dashed line runs along the right side of the site, indicating the boundary. A north arrow is located in the top right corner of the plan.

1. SITE DATUM OF FINISHED FIRST FLOOR INDICATED ON CIVIL SITE PLAN
2. ELEVATION OF FINISHED FIRST FLOOR FINISH GRADINGS
3. FIELD WALL NOTATIONS BRING WALL FINISHES TO THE FINISH OF THE EXISTING FOUNDATION OR FINISHED GRADE.
4. REFER TO SHEET 1400 FOR STRUCTURAL LEGENDS, ABBREVIATIONS, AND SYMBOLS.
5. REFER TO SHEET 1501 FOR TYPICAL DETAILS NOT REFERENCED ON THIS SHEET.
6. REFER TO DETAIL 15-5111 FOR STRUCTURAL LAB TYPES.
7. FLOOR AND TROWEL FLOOR SLABS PER REQUIREMENTS OF ARCH FLOOR FINISH SYSTEM.
8. DIMENSIONED LINES = " " INDICATE 10 ADDITIONAL 1/4 BARS @ 7" ON CENTER FROM CORNER OF CONCRETE IN SLAB - 7" CLEAR FROM TOP OF WALL.
9. SHOW ALL NOTED AND 8" BENDING BARS PER DETAIL 45-511
10. WALLS NOT NOTED OTHERWISE.

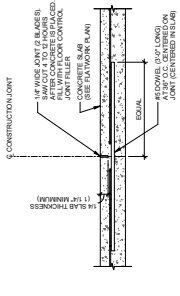




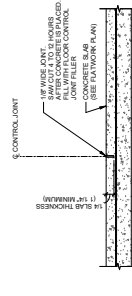


SLAB

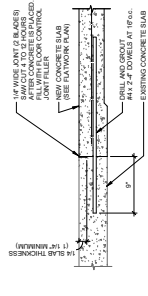
1 STRUCTURAL SLAB TYPES
1'-0\"/>



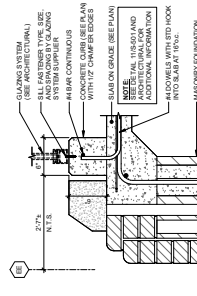
2 CONCRETE SLAB
CONSTRUCTION JOINT (TYPICAL)
1'-0\"/>



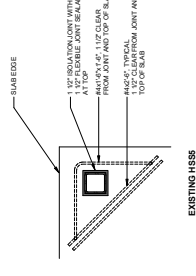
3 CONCRETE SLAB
CONTROL JOINT 'C.J.' (TYPICAL)
1'-0\"/>



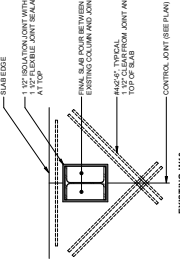
4 NEW SLAB AT EXISTING
1'-0\"/>



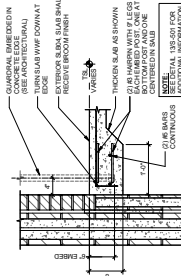
5 CONCRETE
CURB AT GLAZING SYSTEM
1'-0\"/>



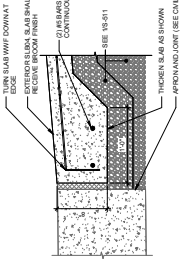
EXISTING HSS



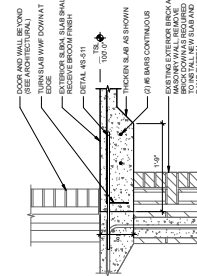
6 SLAB AT
EXISTING ISOLATED COLUMNS
1'-0\"/>



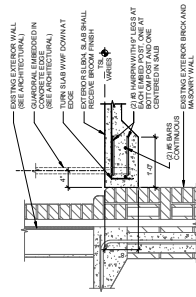
7 RAMP SLAB EDGE
1'-0\"/>



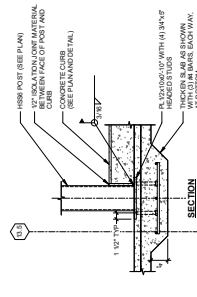
8 RAMP SLAB EDGE AT APRON
1'-0\"/>



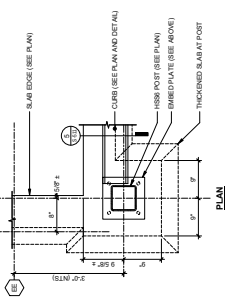
9 RAMP SLAB EDGE AT DOOR
1'-0\"/>



10 RAMP SLAB EDGE AT EXISTING
1'-0\"/>



11 HSS POST AT SLAB
1'-0\"/>



12 HSS POST AT SLAB
1'-0\"/>



13 HSS POST AT SLAB
1'-0\"/>



14 HSS POST AT SLAB
1'-0\"/>



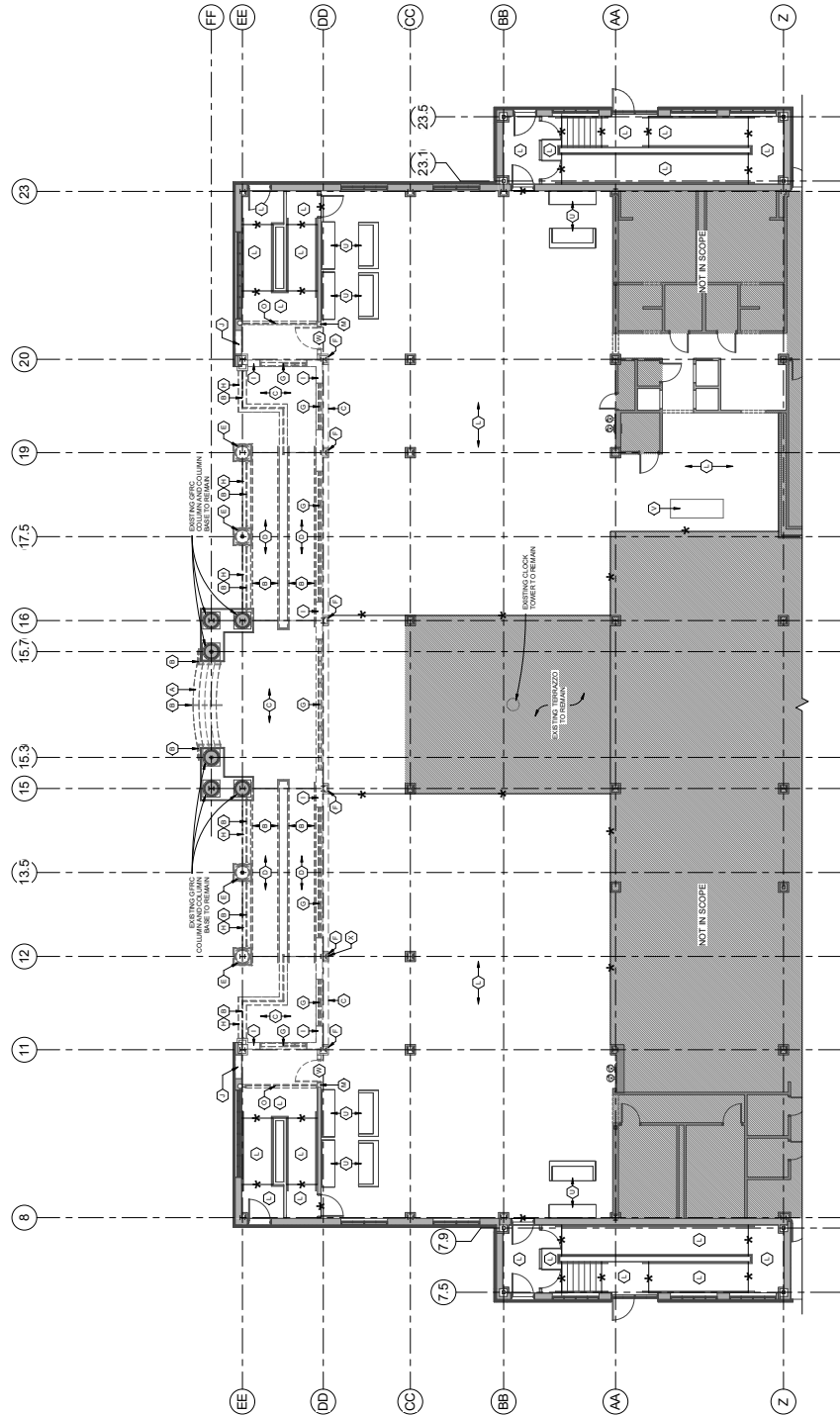
15 HSS POST AT SLAB
1'-0\"/>



16 HSS POST AT SLAB
1'-0\"/>

KEY PLAN

 EXISTING TO REMAIN (SOLID GRAY HATCH)	 EXISTING TO BE DEMOLISHED (RED DASHED LINES)	 EXISTING FLOOR TRANSITIONS
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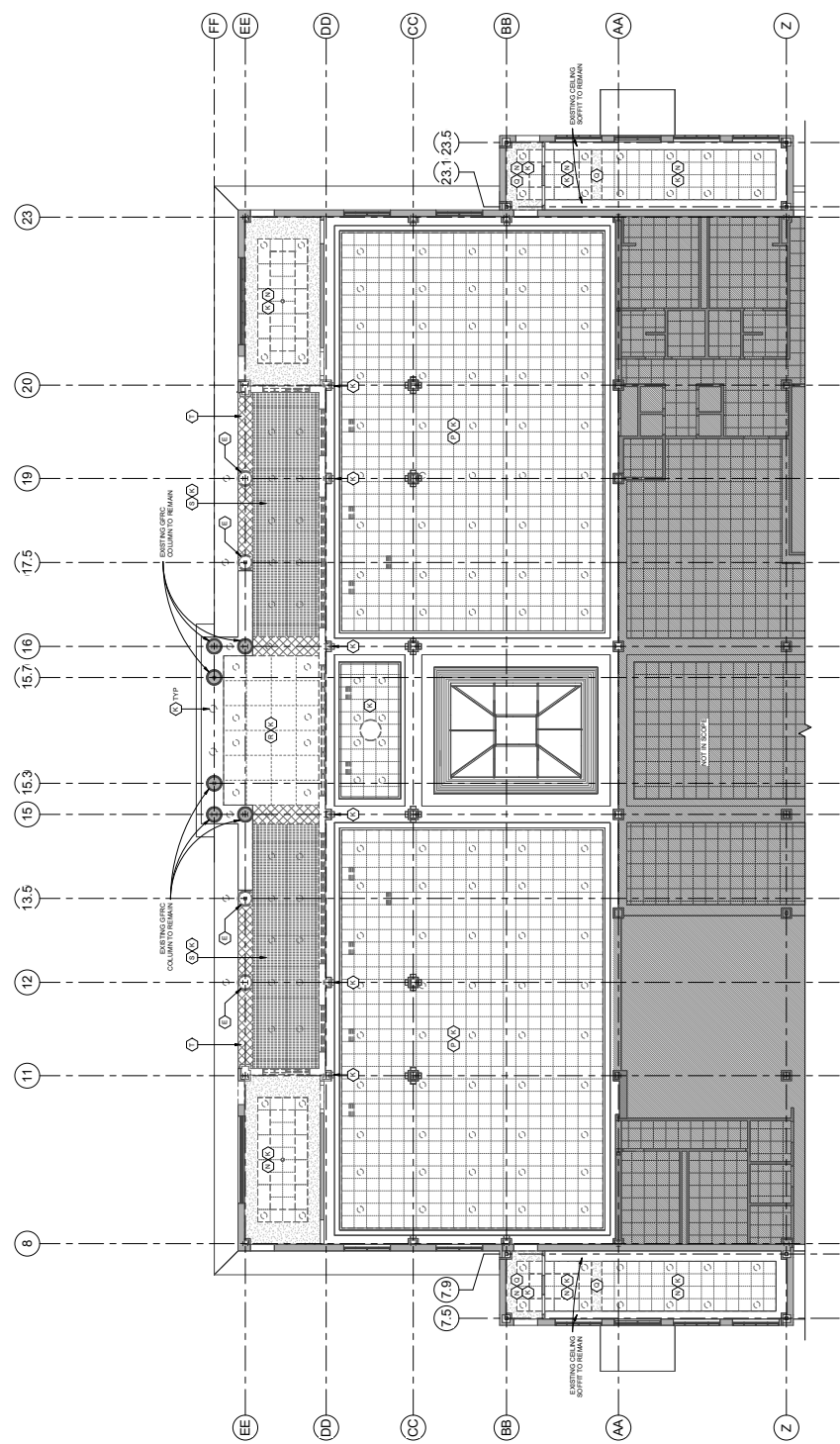
1
AD 101
18" = 1'-0"
FIRST FLOOR - DEMOLITION PLAN
0 5 10 25 FT

GENERAL DEMOLITION NOTES:

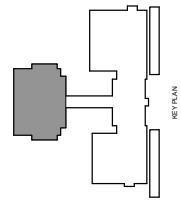
- 1. DEMOLITION OF EXISTING STRUCTURE SHALL BE IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS:
 - A. DEMOLITION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
 - B. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO ADJACENT STRUCTURES OR THE ENVIRONMENT.
 - C. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT OPERATIONS.
 - D. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT INFRASTRUCTURE.
 - E. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LANDSCAPE.
 - F. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT SECURITY.
 - G. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT REPUTATION.
 - H. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT FUTURE DEVELOPMENT.
 - I. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT HISTORICAL VALUE.
 - J. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT CULTURAL HERITAGE.
 - K. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ECONOMIC STABILITY.
 - L. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT SOCIAL EQUITY.
 - M. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ENVIRONMENTAL INTEGRITY.
 - N. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT COMMUNITY ENGAGEMENT.
 - O. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT TRANSPARENCY.
 - P. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ACCOUNTABILITY.
 - Q. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ETHICAL STANDARDS.
 - R. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LEGAL COMPLIANCE.
 - S. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT REPUTATIONAL RISK.
 - T. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT BRAND VALUE.
 - U. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT CUSTOMER SATISFACTION.
 - V. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT EMPLOYEE ENGAGEMENT.
 - W. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LEADERSHIP EFFECTIVENESS.
 - X. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT INNOVATION CAPABILITY.
 - Y. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ADAPTABILITY.
 - Z. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT RESILIENCE.
- 2. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT OPERATIONS.
- 3. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT INFRASTRUCTURE.
- 4. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LANDSCAPE.
- 5. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT SECURITY.
- 6. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT REPUTATION.
- 7. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT FUTURE DEVELOPMENT.
- 8. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT HISTORICAL VALUE.
- 9. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT CULTURAL HERITAGE.
- 10. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ECONOMIC STABILITY.
- 11. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT SOCIAL EQUITY.
- 12. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ENVIRONMENTAL INTEGRITY.
- 13. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT COMMUNITY ENGAGEMENT.
- 14. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT TRANSPARENCY.
- 15. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ACCOUNTABILITY.
- 16. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ETHICAL STANDARDS.
- 17. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LEGAL COMPLIANCE.
- 18. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT REPUTATIONAL RISK.
- 19. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT BRAND VALUE.
- 20. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT CUSTOMER SATISFACTION.
- 21. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT EMPLOYEE ENGAGEMENT.
- 22. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LEADERSHIP EFFECTIVENESS.
- 23. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT INNOVATION CAPABILITY.
- 24. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ADAPTABILITY.
- 25. DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT RESILIENCE.

ARCHITECTURAL DEMOLITION KEYNOTES	
1	REMOVAL OF EXISTING STRUCTURE SHALL BE IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS:
2	DEMOLITION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO ADJACENT STRUCTURES OR THE ENVIRONMENT.
4	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT OPERATIONS.
5	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT INFRASTRUCTURE.
6	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LANDSCAPE.
7	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT SECURITY.
8	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT REPUTATION.
9	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT FUTURE DEVELOPMENT.
10	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT HISTORICAL VALUE.
11	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT CULTURAL HERITAGE.
12	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ECONOMIC STABILITY.
13	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT SOCIAL EQUITY.
14	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ENVIRONMENTAL INTEGRITY.
15	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT COMMUNITY ENGAGEMENT.
16	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT TRANSPARENCY.
17	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ACCOUNTABILITY.
18	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ETHICAL STANDARDS.
19	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LEGAL COMPLIANCE.
20	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT REPUTATIONAL RISK.
21	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT BRAND VALUE.
22	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT CUSTOMER SATISFACTION.
23	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT EMPLOYEE ENGAGEMENT.
24	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT LEADERSHIP EFFECTIVENESS.
25	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT INNOVATION CAPABILITY.
26	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT ADAPTABILITY.
27	DEMOLITION SHALL BE COMPLETED IN A MANNER THAT DOES NOT CAUSE DAMAGE TO THE AIRPORT RESILIENCE.

DEMOLITION RCP LEGEND	
EXISTING TO REMAIN	(SOLID LINE)
DEMOLITION	(DASHED LINE)
EXISTING TO BE	(DASHED LINE WITH DOTS)
DEMOLITION	(DASHED LINE WITH X'S)



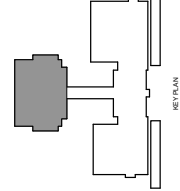
FIRST FLOOR - DEMOLITION REFLECTED CEILING PLAN



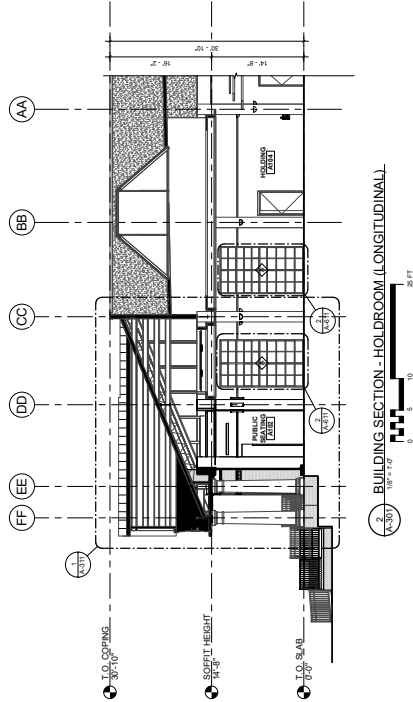
A-101

Age Group	Number of People (Millions)
18-24	0.5
25-34	1.0
35-44	2.0
45-54	3.0
55-64	4.0
65-74	9.5
75-84	8.0
85+	6.0

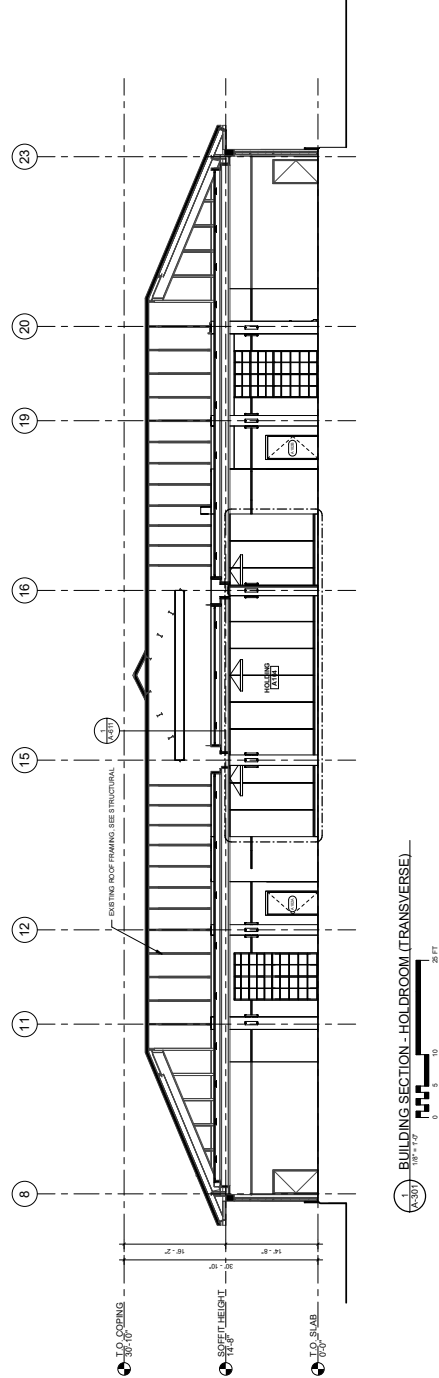
A key plan diagram showing the building's location within the overall site layout. The building is represented by a shaded rectangular area on the left, connected by a line to a larger, more complex building footprint on the right. The text 'KEY PLAN' is written vertically to the right of the diagram.



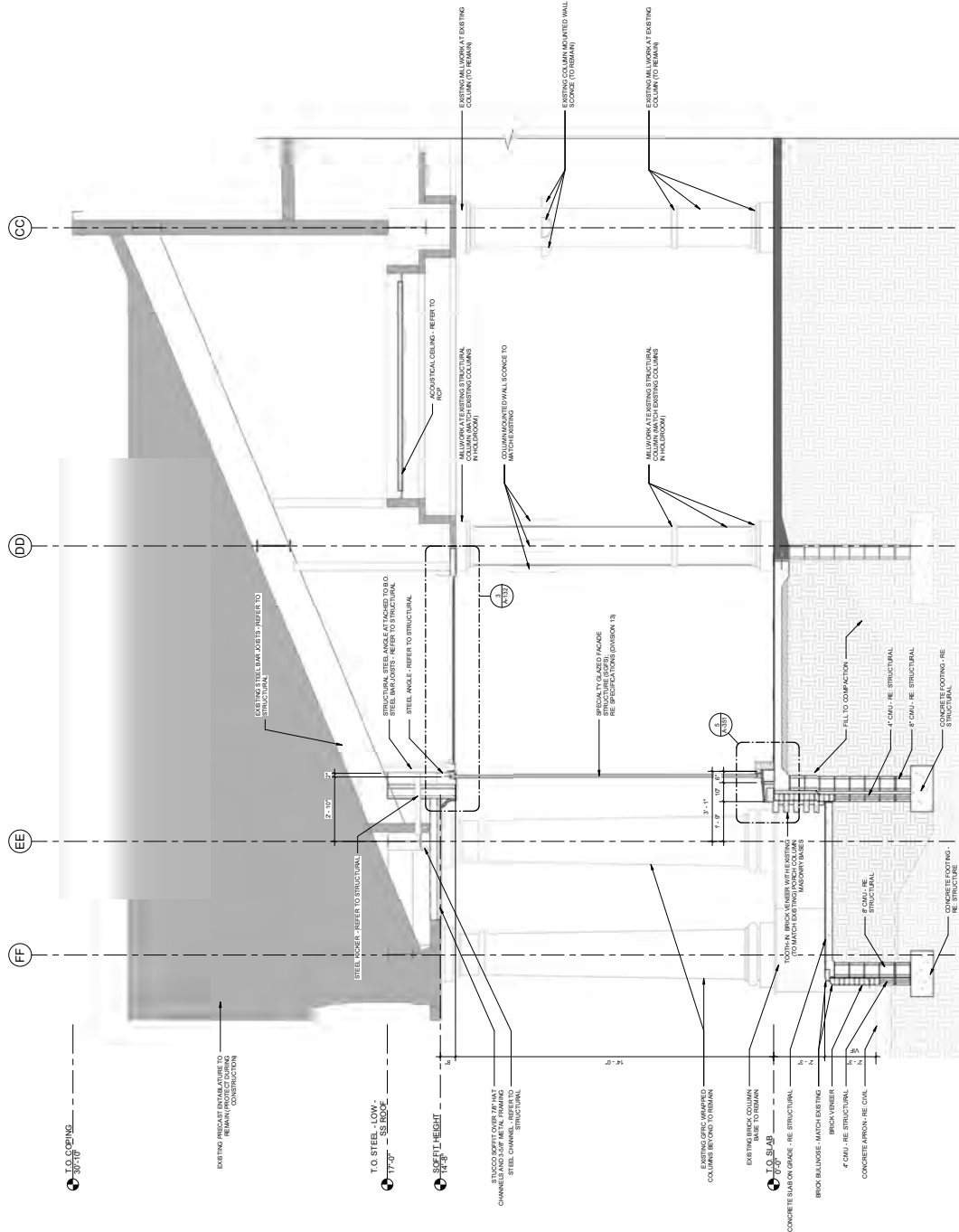


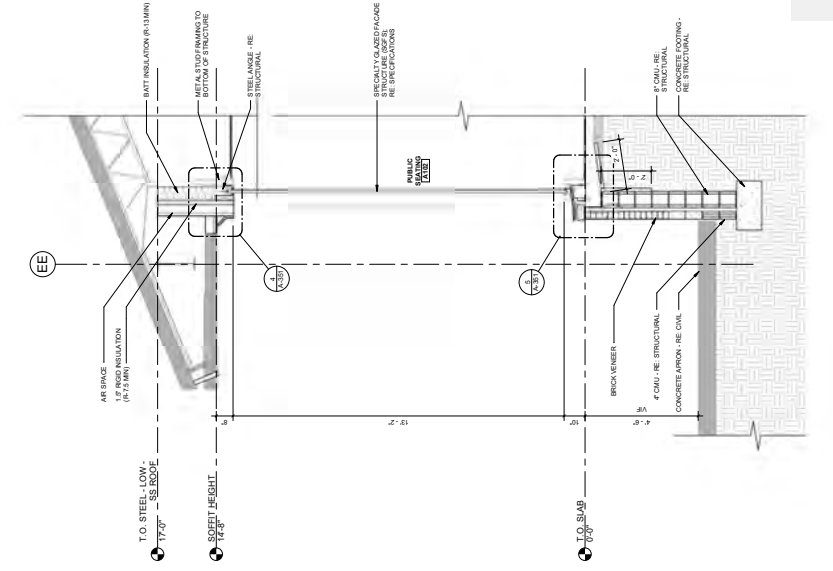
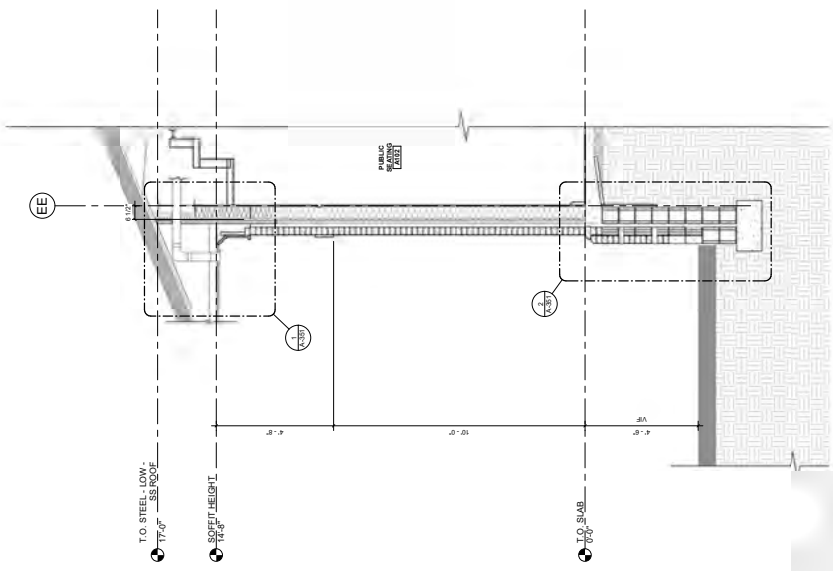
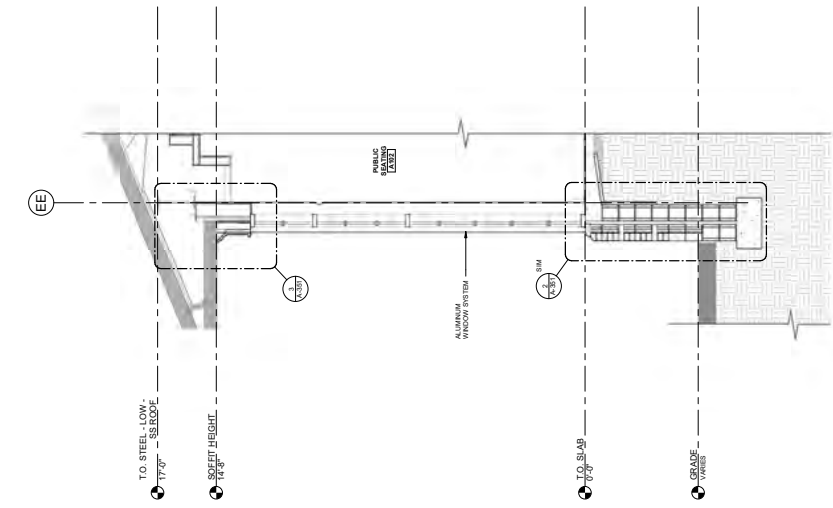


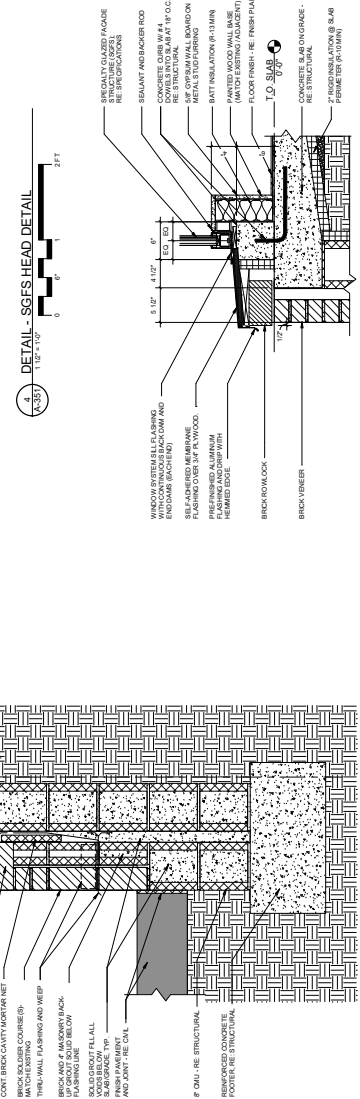
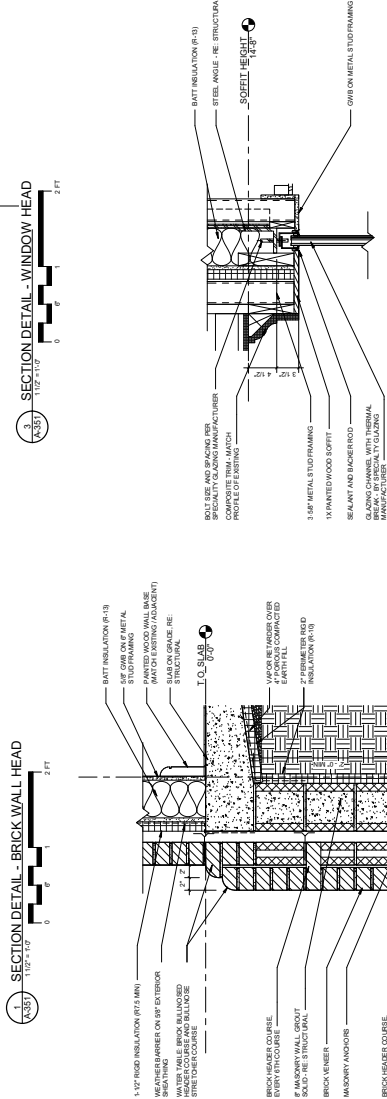
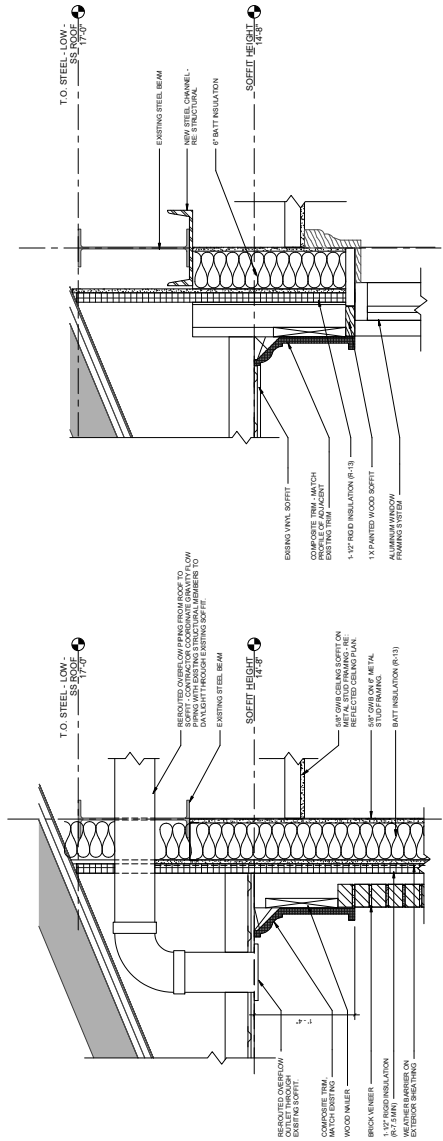
2. BUILDING SECTION - HOLDROOM (LONGITUDINAL)



1. BUILDING SECTION - HOLDROOM (TRANSVERSE)







SECTION DETAIL - FOUNDATION WALL SECTION

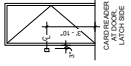
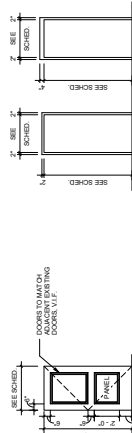
SECTION DETAIL - SGFS SILL DETAIL

SECTION DETAIL - WINDOW HEAD

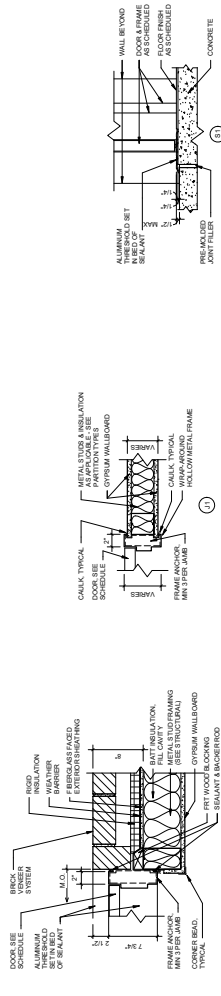
SECTION DETAIL - BRICK WALL HEAD

1. ALUMINUM HARDWARE TO BE HANDCAP ACCESSIBLE.
2. PROTECTION/SHIELDING OR FINISH PLATES, MOP PLATES AND FINISH PLATES LOCATED FOR HANDCARS USE.
3. GULLIES TO BE MINIMUM 18" AL. LENGTH THICKNESS TO BE 1 3/4".
4. BE SURE TO PROVIDE PROTECTION FOR DOOR LOCATIONS.
5. ALL DOOR AND WINDOW THRESHOLDS SHALL BE HANDCAP ACCESSIBLE. NOT TO BE EXCEEDED BY 1/2" FROM THE INSIDE OF THE DOOR AND MUST BE 1/2" FROM THE BOTTOM EDGE OF GULLY.
6. ALL DOOR AND FRAME TO BE CALIBRATED WITH TOP AND BOTTOM GULLY.
7. GENERAL CONTRACTOR TO ENSURE THAT EXTENDED DOOR GLAZING MATCHES ALL OTHER GLAZING.
8. ALL WINDOW AND DOOR FRAME TO BE CALIBRATED WITH TOP AND BOTTOM GULLY.
9. ALL WINDOW AND DOOR FRAME TO BE CALIBRATED WITH TOP AND BOTTOM GULLY.
10. ALL WINDOW AND DOOR FRAME TO BE CALIBRATED WITH TOP AND BOTTOM GULLY.
11. THRESHOLDS SHALL BE FLUSH WITH ADJACENT FLOOR FINISHES AND FACE OF DOOR FRAME EXPOSED EDGE OF FLOORING MATERIAL WILL NOT BE ACCEPTED.
12. DOOR ASSEMBLIES AT RAMP ENDS TO PARTITIONS SHALL MEET FINISH ALLOWANCE WITH FLOOR TO BE FINALLY DETERMINED.

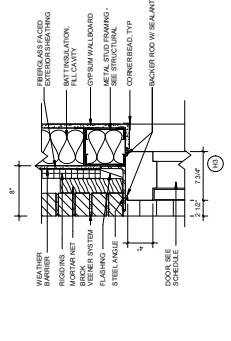
DOOR AND FRAME SCHEDULE									
DOOR PANELS				DOOR FRAME					
DOOR NUMBER	DOOR TYPE	DOOR WIDTH	DOOR HEIGHT	DOOR MATERIAL	DOOR FINISH	DOOR TYPE	DOOR MATERIAL	DOOR FINISH	DOOR DETAIL
A-1518	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1512	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1522	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1528	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1529	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1531	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1532	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1533	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1534	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1535	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1536	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1537	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1538	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1539	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1540	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1541	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1542	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1543	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1544	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1545	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1546	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1547	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1548	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1549	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1550	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1551	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1552	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1553	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1554	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1555	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1556	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1557	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1558	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1559	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1560	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1561	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1562	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1563	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1564	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A-1565	F	1' 0" x 6' 0"	3' 4"	WOOD	PT	HAZ	HAZ	HAZ	151
A									



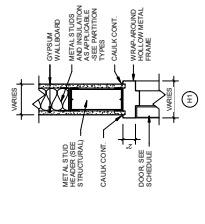
3 CARD READER LOCATION



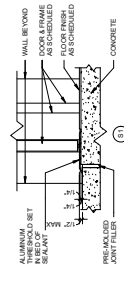
4 DOOR - J3 - HM - BRICK ON MTL STUDS



5 DOOR - J1 - HM - GWB/MTL STUDS



6 DOOR - S1 - SILL DETAILS



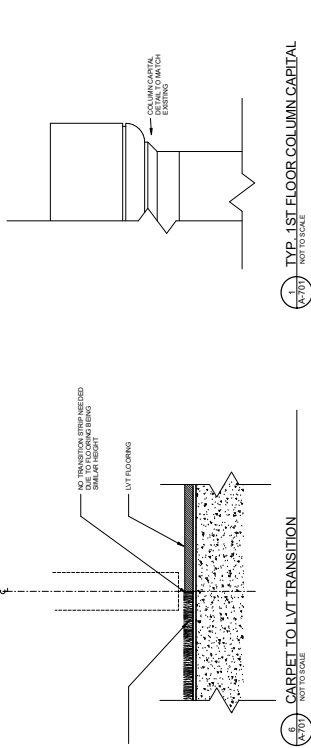
7 DOOR - H3 - HM - BRICK ON MTL STUDS

8 DOOR - H1 - HM - GWB/MTL STUDS1

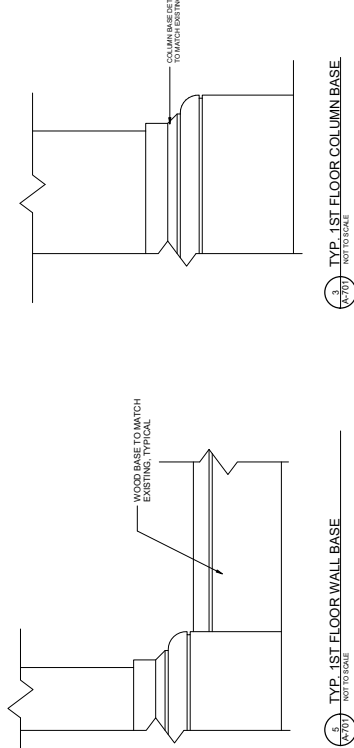
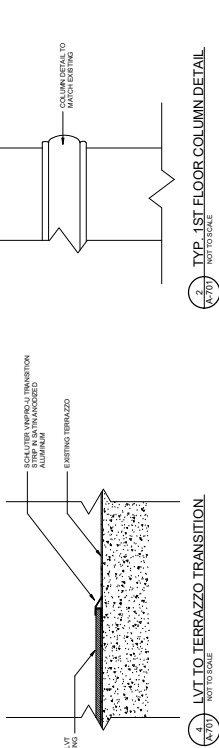
GENERAL FINISH NOTES

1. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR SUBMITTAL. ADOPT WORKUP UP TO THE CONTRACTOR'S RESPONSIBILITY.
2. GENERAL CONTRACTOR TO CONTACT ARCHITECT FOR DIRECTION IN THE EVENT OF CONFLICTS BETWEEN FINISH SCHEDULES, SPECIFICATIONS, OR INFORMATION ON THE DRAWINGS.
3. REFER TO FINISH SCHEDULE AND FINISH PLANS FOR GENERAL FINISHES. REFER TO ALL FINISH SCHEDULES AND FINISH PLANS FOR SPECIFIC FINISHES, LOCATIONS, AND DETAILS OF ADDITIONAL INTERIOR INFORMATION.
4. IF COLOR OR FINISH IS NOT SPECIFIED, CONTACT ARCHITECT FOR DIRECTION.
5. SUBMIT TWO SAMPLES FOR APPROVAL. MATERIALS SPECIFIED, LABEL EACH TO IDENTIFY MATERIAL, FINISH, AND LOCATION. SUBMIT SAMPLES TO ARCHITECT, OWNER, AND SHOP DRAWINGS PRIOR TO PROCUREMENT OF FABRICATION.
6. PROVIDE REPRESENTATIVE SAMPLES FROM ALL OVERLAYS REQUIRED TO COMPLETE FINISHES. PROVIDE SAMPLES FROM ALL OVERLAYS REQUIRED TO COMPLETE FINISHES. PROVIDE SAMPLES FROM ALL OVERLAYS REQUIRED TO COMPLETE FINISHES.
7. PROVIDE REPRESENTATIVE SAMPLES FROM ALL OVERLAYS REQUIRED TO COMPLETE FINISHES. PROVIDE SAMPLES FROM ALL OVERLAYS REQUIRED TO COMPLETE FINISHES.
8. CLEAN JOB SITE REMOVING EXCESS MATERIALS AND WASTE MATERIALS DAILY.
9. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES.
10. ALL LOOSE FINISHES BE COVERED WITH FINISHES. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES.
11. SURFACES TO BE COVERED WITH FINISHES. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES.
12. SURFACES TO BE COVERED WITH FINISHES. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES.
13. ALL DRYWALL OR EXPOSED STRUCTURE CEILING ARE TO BE PAINTED AT SHEEN UNO.
14. ALL EXISTING FINISHES, SUCH AS TILE AND BASE, BOTH NEW AND EXISTING, WITHIN THE PROJECT SCOPE SHALL BE REMOVED.
15. PAINT ALL EXPOSED SURFACES. DO NOT PAINT FACTORY FINISHED ITEMS (E.G., DOOR CASING, WINDOW CASING, ETC.) UNLESS SPECIFIED OTHERWISE.
16. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR SUBMITTAL. ADOPT WORKUP UP TO THE CONTRACTOR'S RESPONSIBILITY.
17. PATCH AND REPAIR ALL EXISTING WALLS TO REMAIN AND RECEIVE NEW FINISH. CONFIRM WITH ARCHITECT FOR DIRECTION.
18. CONTRACTOR TO REMOVE/PROTECT EXISTING WALL NETWORK, ACCESSORIES, AND/OR OTHER FINISHES TO BE REMOVED OR PROTECTED. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES.
19. CONTRACTOR TO REMOVE/PROTECT EXISTING WALL NETWORK, ACCESSORIES, AND/OR OTHER FINISHES TO BE REMOVED OR PROTECTED. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES.
20. CONTRACTOR TO REMOVE/PROTECT EXISTING WALL NETWORK, ACCESSORIES, AND/OR OTHER FINISHES TO BE REMOVED OR PROTECTED. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES.
21. CONTRACTOR TO REMOVE/PROTECT EXISTING WALL NETWORK, ACCESSORIES, AND/OR OTHER FINISHES TO BE REMOVED OR PROTECTED. PROVIDE FIT BEGINS IN ALL WALLS TO BE COVERED WITH FINISHES.
22. REPAIR ALL EXISTING NEW MATERIALS IN SCOPE OF WORK TO MATCH EXISTING.
23. ALL FINISHES TO BE VERIFIED BY OWNER.

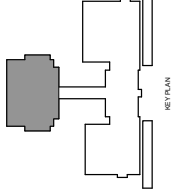
FINISH MATERIAL SPECIFICATIONS		
MATERIAL REF.	MATERIAL TYPE	MANUFACTURER
1	LVT	SHAWNEE
2	LVT	SHAWNEE
3	LVT	SHAWNEE
4	LVT	SHAWNEE
5	LVT	SHAWNEE
6	LVT	SHAWNEE
7	LVT	SHAWNEE
8	LVT	SHAWNEE
9	LVT	SHAWNEE
10	LVT	SHAWNEE
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95	LVT	SHAWNEE
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97	LVT	SHAWNEE
98	LVT	SHAWNEE
99	LVT	SHAWNEE
100	LVT	SHAWNEE



NOTE:
CONTRACTOR TO CONFIRM EXISTING
CONDITIONS AND MATERIALS TO
CONFIRM THE TRANSITION IS
SUITABLE AND NOTIFY DESIGNER.



FLOOR FINISH



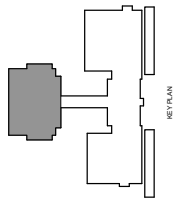


1

5955 Core Rd, Suite 511
North Charleston, SC 29405
phone: 843-486-8330
meadhunt.com



FURNITURE PLAN KEYNOTES	
TAG #	TAG DESCRIPTION
01	RELOCATE EXISTING TAPPLUM SEATING CAPACITIES - 500 SEATING

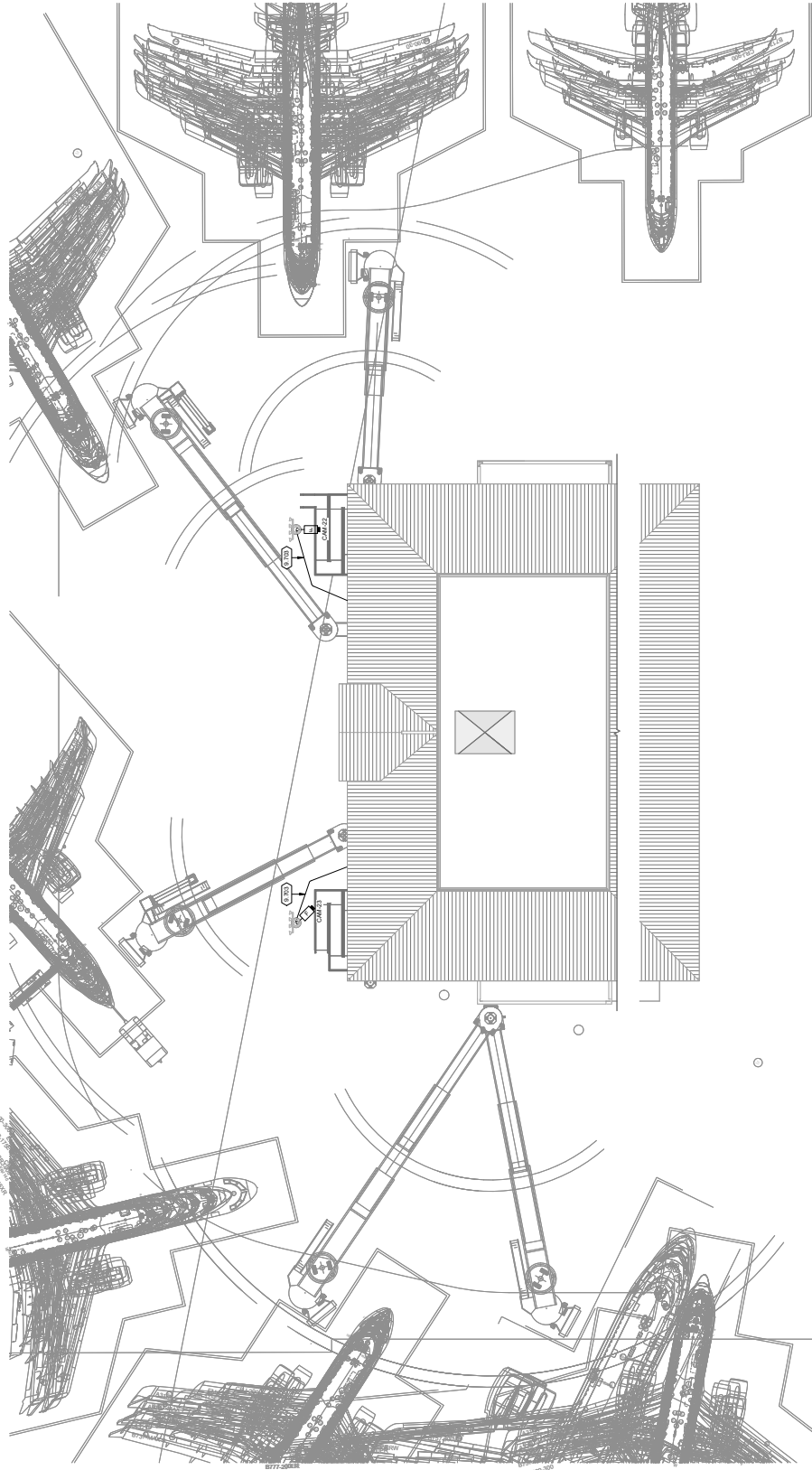


COMMUNICATIONS GENERAL NOTES

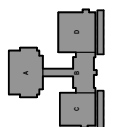
1. REFER TO T-100 FOR NOTES, SYMBOLS, AND ABBREVIATIONS.
2. REFER TO T-100 FOR NOTES, SYMBOLS, AND ABBREVIATIONS.
3. ALL COMMUNICATION CABLES ON DRAWING SHALL TERMINATE IN COMMUNICATIONS ROOM 8134.
4. ALL CABLES IN THIS AREA SHALL BE CABLED BACK TO COMMUNICATIONS ROOM 8134.
5. ALL CABLES IN THIS AREA SHALL BE CABLED BACK TO COMMUNICATIONS ROOM 8134.

KEYED NOTES

- 8.103 PROVIDE 1/2" CONDUIT FROM JUNCTION BOX ON LIGHT POLE TO INTERIOR OF BUILDING. CABLE SHALL BE RUN INSIDE CONDUIT TO BUILDING ENTRANCE. CABLE SHALL BE RUN INSIDE CONDUIT TO BUILDING ENTRANCE. CABLE SHALL BE RUN INSIDE CONDUIT TO BUILDING ENTRANCE.

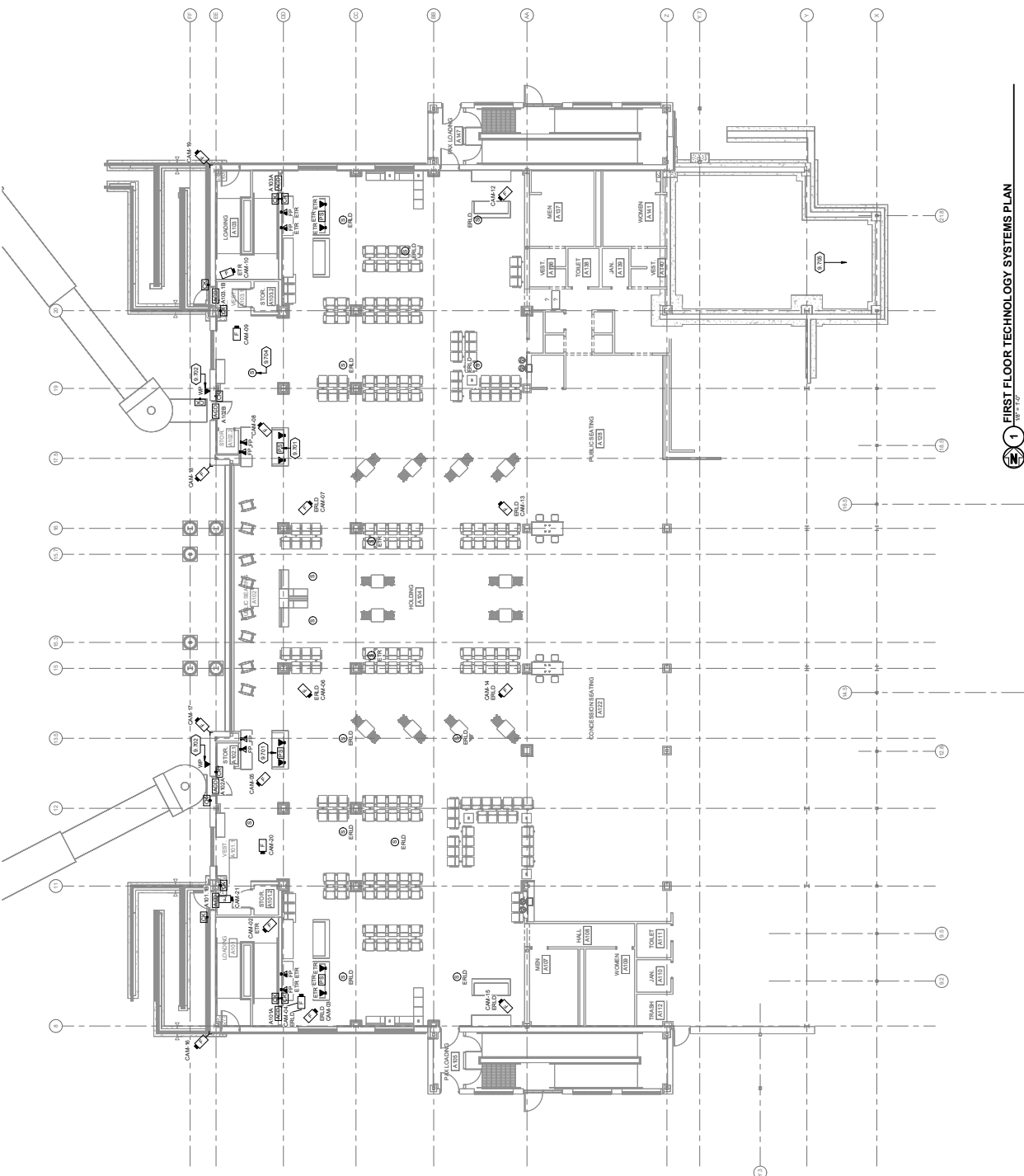


1. TECHNOLOGY SYSTEMS SITE PLAN
1/18/23

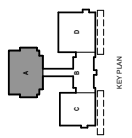


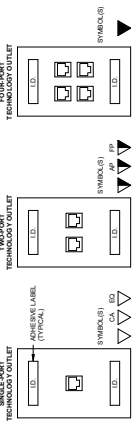
- COMMUNICATIONS GENERAL NOTES**
1. REFER TO T-101 FOR NOTES, SYMBOLS, AND ABBREVIATIONS.
 2. REFER TO T-101 FOR NOTES, SYMBOLS, AND ABBREVIATIONS.
 3. ALL COMMUNICATION CABLES ON DRAWING SHALL TERMINATE IN COMMUNICATIONS ROOM B134.
 4. ALL COMMUNICATION CABLES 4" DIA. WITH OVERHEAD AND UNDERGROUND OFFICE PRIOR TO RELOCATION AND INSTALLATION.
 5. ALL CABLES IN THIS AREA SHALL BE CABLED BACK TO COMMUNICATIONS ROOM B134.

- KEYED NOTES**
- 9.101. TERMINAL REHABILITATION SHALL BE IN ACCORDANCE WITH THE FOLLOWING TO CONNECT INTO EXISTING ATLAS RED WIRING SYSTEM. COORDINATE WITH THE ATLAS RED WIRING SYSTEM. COORDINATE WITH THE ATLAS RED WIRING SYSTEM.
 - 9.102. COORDINATE WITH THE ATLAS RED WIRING SYSTEM. COORDINATE WITH THE ATLAS RED WIRING SYSTEM.
 - 9.103. COORDINATE WITH THE ATLAS RED WIRING SYSTEM. COORDINATE WITH THE ATLAS RED WIRING SYSTEM.
 - 9.104. COORDINATE WITH THE ATLAS RED WIRING SYSTEM. COORDINATE WITH THE ATLAS RED WIRING SYSTEM.
 - 9.105. COORDINATE WITH THE ATLAS RED WIRING SYSTEM. COORDINATE WITH THE ATLAS RED WIRING SYSTEM.



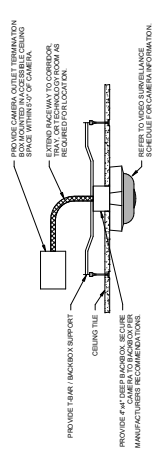
1 FIRST FLOOR TECHNOLOGY SYSTEMS PLAN





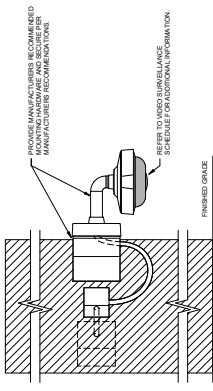
NOTES:
1. REFER TO SPECIFICATIONS FOR PERFORMANCE, FINISH AND ORIENTATIONAL MATERIAL AND COLOR.

1 TECHNOLOGY OUTLET CONFIGURATIONS

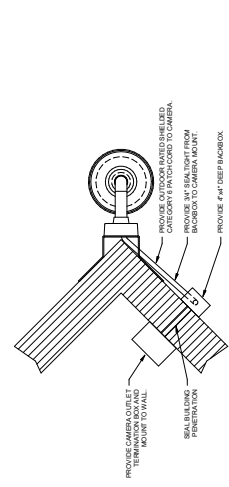


NOTES:
1. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
2. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
3. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
4. COORDINATE MOUNTING REQUIREMENTS WITH DIVERSITY CONTRACT PRIOR TO INSTALLATION.

2 INTERIOR CAMERA - CEILING - ACT

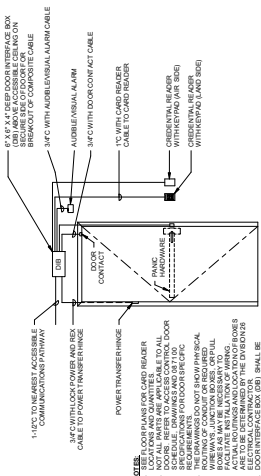


NOTES:
1. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
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3. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
4. COORDINATE MOUNTING REQUIREMENTS WITH DIVERSITY CONTRACT PRIOR TO INSTALLATION.



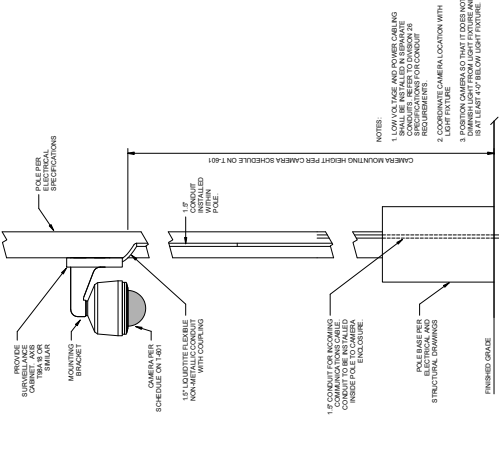
NOTES:
1. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
2. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
3. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
4. COORDINATE MOUNTING REQUIREMENTS WITH DIVERSITY CONTRACT PRIOR TO INSTALLATION.

3 EXTERIOR CAMERA - WALL - CORNER



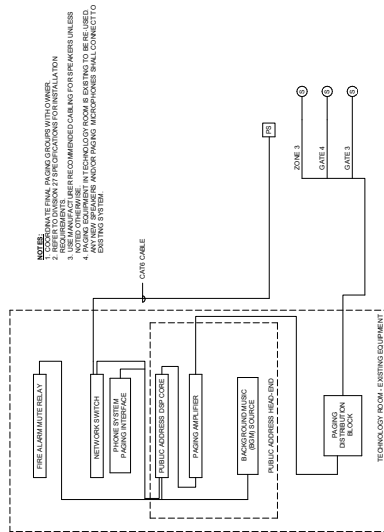
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1. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
2. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
3. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
4. COORDINATE MOUNTING REQUIREMENTS WITH DIVERSITY CONTRACT PRIOR TO INSTALLATION.

4 ACCESS CONTROLLED SINGLE DOOR - TYPICAL

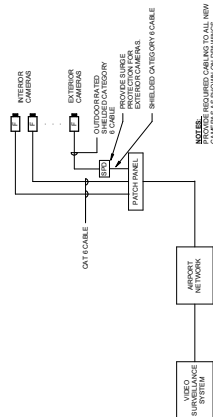


NOTES:
1. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
2. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
3. REFER TO VIDEO SURVEILLANCE SCHEDULE FOR MOUNTING INFORMATION.
4. COORDINATE MOUNTING REQUIREMENTS WITH DIVERSITY CONTRACT PRIOR TO INSTALLATION.

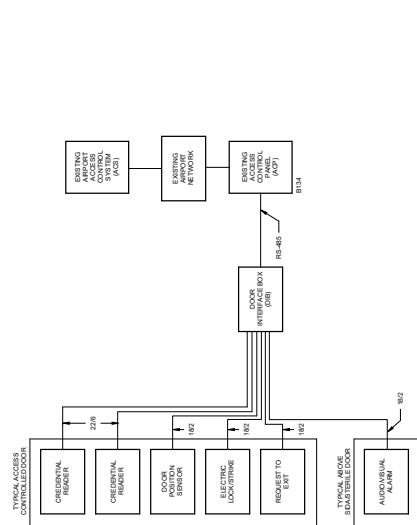
5 CAMERA DOME - POLE



1 PUBLIC ADDRESS - ONE-LINE DIAGRAM
NO SCALE



2 CAMERA ONE-LINE DIAGRAM (TYPICAL)



3 ACCESS CONTROL ONE-LINE DIAGRAM (TYPICAL)
NO SCALE

[illegible]

- [illegible]

- • UPDATE AIRCRAFT PARKING LAYOUT AT SIX (6) GATES.
- • INSTALL TWO (2) NEW PASSENGER BOARDING BRIDGES.
- • INSTALL TWO (2) NEW POLY4000Z SOLID STATE FREQUENCY CONVERTERS.
- • INSTALL TWO (2) NEW POLY PRECONDITIONED AIR UNITS.
- • INSTALL TWO (2) 19AG COMPRESSORS
- • REMOVE ONE (1) EXISTING PASSENGER BOARDING BRIDGE AND ANCILLARY EQUIPMENT.

- * GENERAL SCOPE OF WORK PROVIDED FOR CONVENIENCE ONLY AND SHALL NOT LIMIT THE CONTRACTOR'S SCOPE. PROVIDE ALL WORK AS INDICATED IN THE CONSTRUCTION DRAWINGS AND SPECIFICATIONS.

1. ANY REFERENCE TO DISCARDING, DISPOSAL OR SCRAP OF EQUIPMENT SHALL BE CONSTRUED TO MEAN "OFF SITE". CONTRACTORS SHALL BE RESPONSIBLE FOR DISPOSING OF EQUIPMENT AT NO ADDITIONAL COST TO THE OWNER. CONTRACTORS SHALL BE RESPONSIBLE FOR DISPOSING OF EQUIPMENT IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES, ORDINANCES AND REGULATIONS, AND FOR PAYING ALL FEES ASSOCIATED WITH SAME.
2. NOTIFY AEST 24 HOURS PRIOR TO DISPOSAL OF ANY EQUIPMENT SUCH THAT OWNER MAY SALVAGE ANY "SPARE PARTS FROM EQUIPMENT TO BE DISPOSED."
3. OWNERS SALVAGE OF "SPARE PARTS" WILL BE COORDINATED SO AS NOT TO INTERFERE WITH SCHEDULE.

4. SCRAPING A PIECE OF EQUIPMENT SHALL MEAN THE DESTRUCTION OF THE EQUIPMENT AND ALL ITS COMPONENTS AND PARTS IN THEIR ENTIRETY SO AS TO RENDER THEM USELESS FOR THEIR INTENDED PURPOSES.
5. EQUIPMENT SHALL BE SCRAPED AT AN APPROVED, LICENSED SALVAGE YARD.
6. CONTRACTORS USING ANY BEST KNOWN TECHNIQUES TO REMOVE CERTAIN COMPONENTS TO BE SCRAPED AT THE ON-SITE STORAGE AREA, IF THE RESPONSIBILITY REQUIRES SUCH MATERIALS MAY BE INCORPORATED INTO THE FINISHED WORK AT A LATER DATE. UPON FINAL COMPLETION OF THE PROJECT, AND WITH AGENTS PERMISSION, PROVIDE FINAL DISPOSAL OF ALL RETAINED MATERIALS.

1. ALL REQUIRED MOUNTING BRACKETS, POWER AND INTERCONNECTING CABLES FOR NEW EQUIPMENT, INDICATED ABOVE, SHALL BE PROVIDED BY THE MANUFACTURER AND INSTALLED BY THE CONTRACTOR.
2. THE CONTRACTOR SHALL ACT AS THE OWNER'S AGENT AND SHALL EFFECTIVELY MANAGE THE EQUIPMENT PROVIDER'S DELIVERIES AND MANUFACTURING SCHEDULES AS NECESSARY TO MEET THE PROJECT'S PHASING AND CONSTRUCTION SCHEDULES. INCLUDE ALL ASSOCIATED COSTS IN BASE BID.

3. PROTECT ALL EQUIPMENT AND BRACKETS DURING MODIFICATIONS.
4. PRIOR TO MODIFICATION OF EQUIPMENT, SCHEDULE WITH THE OWNER FOR AN OPERATIONAL CHECK OF THE EQUIPMENT TO DOCUMENT ANY EXISTING EQUIPMENT THAT THE OWNER MAY SALVAGE. WHEN EQUIPMENT IS READY TO BE COMMISSION, SCHEDULE WITH THE OWNER FOR AN EQUIPMENT CHECKOUT. PROVIDE 72 HOURS ADVANCE NOTICE FOR ALL.

9. IDENTIFY ALL SYSTEMS PRIOR TO COMMENCING WITH THE WORK. EXPECT SOME DEVIATIONS.
10. NOT ALL SYSTEMS AND SERVICES SHOWN FOR CLARITY. ALL MAJOR POWER CIRCUITS SHOWN.
11. PREPARE, PATCH, PRIME, AND PAINT AS NECESSARY ALL POINTS OF DEMOLITION TO MATCH SURROUNDING SUBSTRATES.
12. FOR ANY EQUIPMENT TO BE REMOVED AND DISCARDED, PROVIDE OWNER 72 HOURS NOTICE TO ALLOW OWNER THE OPPORTUNITY TO REMOVE ANY EQUIPMENT.
13. ALL ON EQUIPMENT IDENTIFIED HEREIN REPRESENTS A DESIGN INTENT ONLY. MANUFACTURER AND CONTRACTOR SHALL COORDINATE AS NECESSARY TO DESIGN, MANUFACTURE AND INSTALL IDENTIFIED EQUIPMENT IN A MANNER TO COORDINATE WITH THE PROJECT.

-

UPDATE ALL PANEL DIRECTORIES AS NECESSARY.

17. REPLACE ANY APPLICABLE BREAKER IDENTIFICATION PLACARDS AT AFFECTED BREAKERS AS NECESSARY MATCH EXISTING
18. COORDINATE ALL POWER OUTAGES WITH ARCARRIERS & AGS.
19. PROVIDE EQUIPMENT IDENTIFICATION AS REQUIRED IN SPECIFICATIONS.

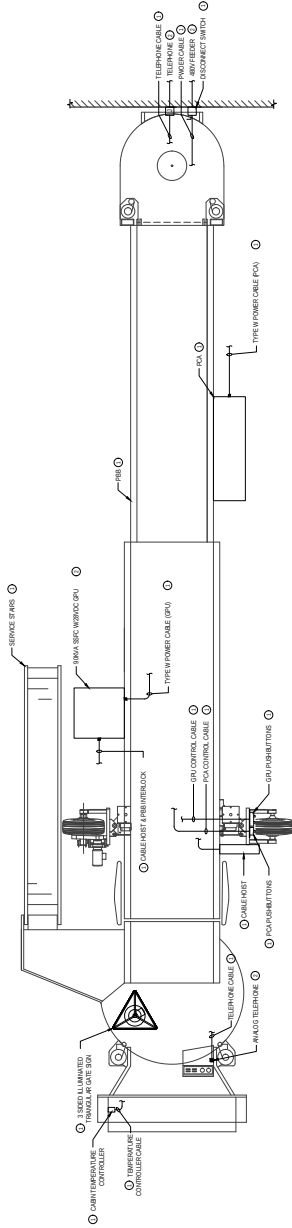
- 22 ALL NEW FEEDERS SHALL CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR SIZED IN ACCORDANCE WITH THE NEC.
- 23 PATCH, PRIME, AND PAINT ALL DEMOLITION POINTS TO MATCH EXISTING SURROUNDING SUBSTRATES.
- 24 DO NOT DISCARD ANY CIRCUT BREAKERS REMOVED FROM SERVICE AS A RESULT OF THIS WORK. TURN ALL REMOVED CIRCUIT BREAKERS OVER TO AQS.

17. ALL WORK TO BE IN ACCORDANCE WITH NATIONAL AND LOCAL ELECTRIC CODES, LATEST APPROVED EDITION.
18. CONTRACTOR SHALL PROVIDE AND INSTALL A COMPLETE AND OPERATIONAL SYSTEM IN ACCORDANCE WITH NATIONAL AND LOCAL ELECTRICAL CODES, LATEST APPROVED EDITIONS.
19. ALL CONDUIT PENETRATIONS TO BE SEALED.

- 100

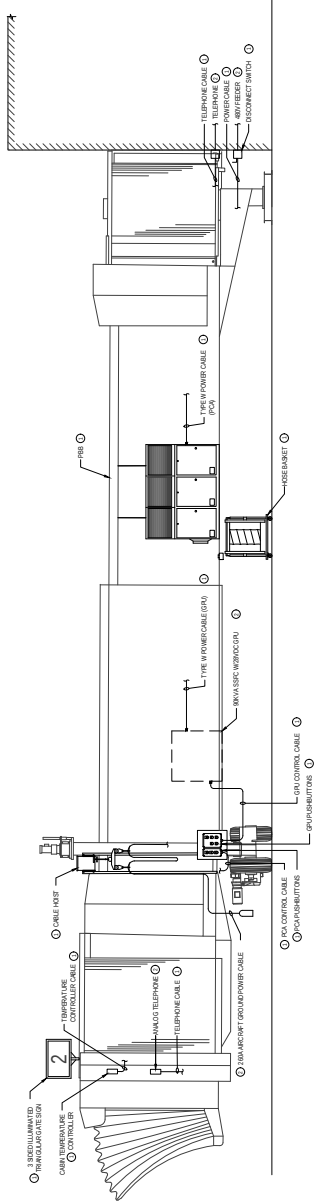
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1 PASSENGER BOARDING BRIDGE DETAILS - PLAN VIEW - EXISTING - GATE 2
Scale: 1/4" = 1'-0"

NOTE: FOR CLARITY, ALL EQUIPMENT, CORDS, AND CABLES ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND DEPTH OF ALL EQUIPMENT SHOWN OUT OF POSITION.



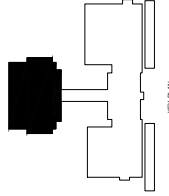
2 PASSENGER BOARDING BRIDGE DETAILS - ELEVATION VIEW - EXISTING - GATE 2
Scale: 1/4" = 1'-0"

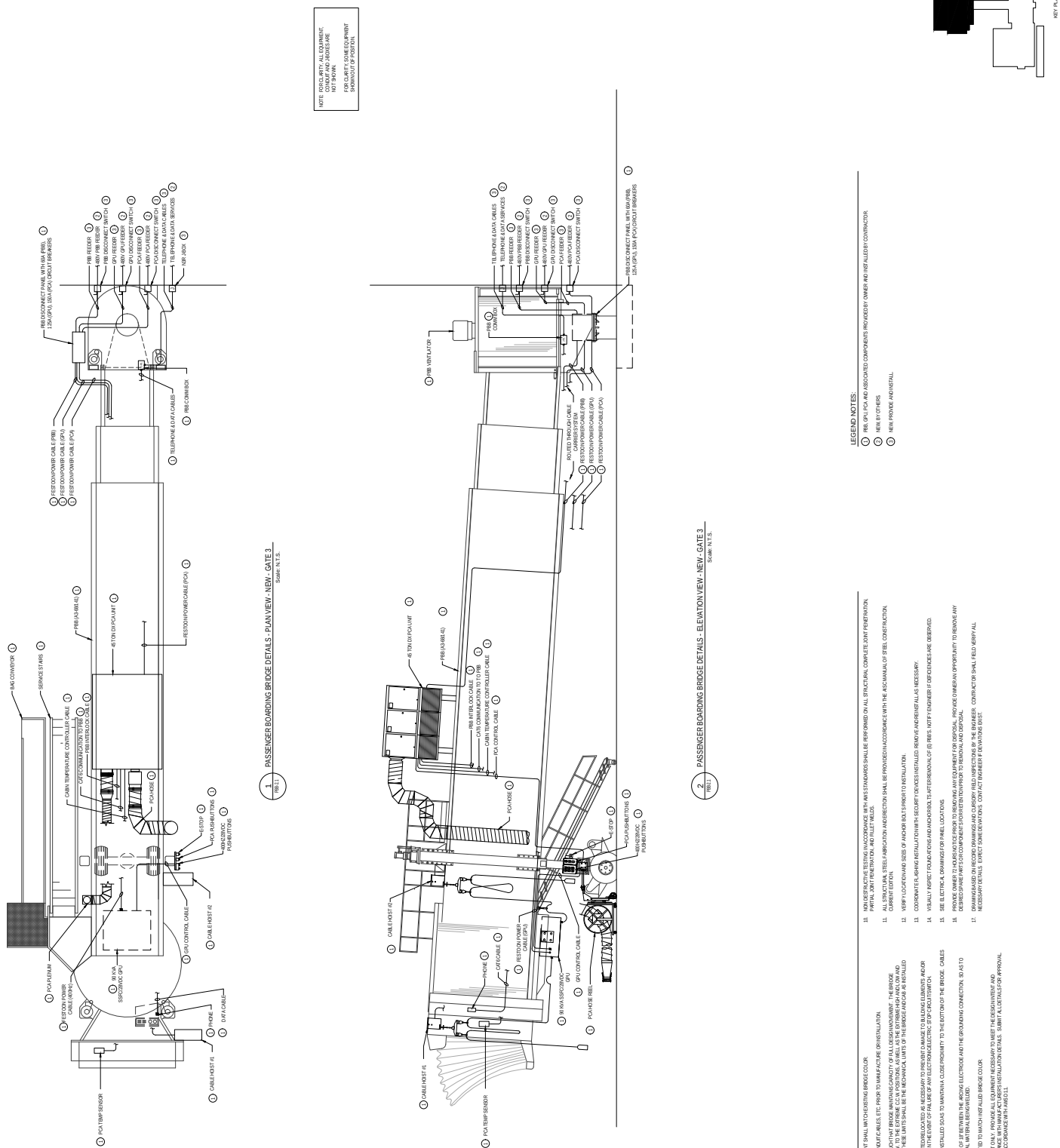
GENERAL NOTES:

1. GROUNDING AND BONDING SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND THE AIRPORT'S ELECTRICAL SPECIFICATIONS.
2. FIELD VERIFY EXISTING CONDITIONS AND EQUIPMENT LOCATIONS, ETC. PRIOR TO INSTALLATION.
3. COORDINATE THE INSTALLATION OF ALL EQUIPMENT WITH THE AIRPORT'S MAINTENANCE DEPARTMENT. THE AIRPORT'S MAINTENANCE DEPARTMENT SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EXISTING EQUIPMENT AND THE INSTALLATION OF ALL NEW EQUIPMENT.
4. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE AIRPORT'S ELECTRICAL SPECIFICATIONS AND THE NATIONAL ELECTRICAL CODE (NEC).
5. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE AIRPORT'S ELECTRICAL SPECIFICATIONS AND THE NATIONAL ELECTRICAL CODE (NEC).
6. WHEN WELDING ON THE BRIDGE, MAINTAIN A MINIMUM OF 10 FEET BETWEEN THE WELDING ELECTRODE AND THE GROUNDING CONNECTION, SO AS TO PREVENT THE WELDING CURRENT FROM FLOWING THROUGH THE ACTUAL MATERIAL BEING WELDED.
7. ALL EQUIPMENT INSTALLED ON THE BRIDGE SHALL BE PROTECTED FROM THE ELEMENTS OF WEATHER BY THE CONTRACTOR.
8. EQUIPMENT AND CABLES SHALL BE PROTECTED FROM THE ELEMENTS OF WEATHER BY THE CONTRACTOR.
9. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE AIRPORT'S ELECTRICAL SPECIFICATIONS AND THE NATIONAL ELECTRICAL CODE (NEC).

LEGEND NOTES:

1. REMOVE ACCESSORY OR EQUIPMENT TO OWNER AT OWNER'S DISCRETION.
2. TO BE REMOVED BY OTHERS.





GENERAL NOTES:

1. GROUNDING AND PRINT SURFACE SHALL BE AS FOLLOWS: PRINT SURFACE SHALL BE CHESTNUT BROWN.
2. FIELD VERIFY EXISTING LOCATIONS OF ALL EQUIPMENT AND PRINT SURFACES PRIOR TO IMPACTING ORIENTATION.
3. COORDINATE THE RELOCATION OF ALL EQUIPMENT AND PRINT SURFACES TO THE BRIDGE. THE BRIDGE SHALL BE RELOCATED TO THE BRIDGE. THE BRIDGE SHALL BE RELOCATED TO THE BRIDGE. THE BRIDGE SHALL BE RELOCATED TO THE BRIDGE.
4. ELECTRICAL, MECHANICAL, AND PLUMBING SHALL BE AS FOLLOWS: ELECTRICAL SHALL BE AS FOLLOWS: MECHANICAL SHALL BE AS FOLLOWS: PLUMBING SHALL BE AS FOLLOWS.
5. ALL LABOR BRIDGE CONSTRUCTION SHALL BE INSTALLED AS TO THE BRIDGE. THE BRIDGE SHALL BE INSTALLED AS TO THE BRIDGE. THE BRIDGE SHALL BE INSTALLED AS TO THE BRIDGE.
6. THE BRIDGE SHALL BE INSTALLED AS TO THE BRIDGE. THE BRIDGE SHALL BE INSTALLED AS TO THE BRIDGE. THE BRIDGE SHALL BE INSTALLED AS TO THE BRIDGE.
7. ALL EQUIPMENT INSTALLED ON BRIDGE SHALL BE INSTALLED AS TO THE BRIDGE. THE BRIDGE SHALL BE INSTALLED AS TO THE BRIDGE. THE BRIDGE SHALL BE INSTALLED AS TO THE BRIDGE.
8. EQUIPMENT AND DETAILS SHALL BE AS FOLLOWS: EQUIPMENT SHALL BE AS FOLLOWS: DETAILS SHALL BE AS FOLLOWS.
9. ALL EQUIPMENT AND DETAILS SHALL BE AS FOLLOWS: EQUIPMENT SHALL BE AS FOLLOWS: DETAILS SHALL BE AS FOLLOWS.

PBB-2.2



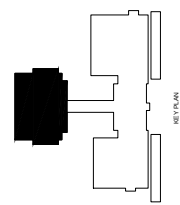
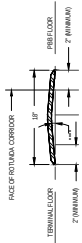
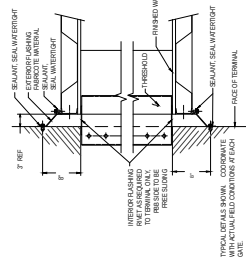
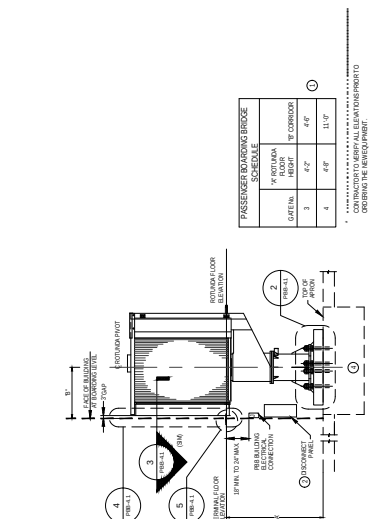
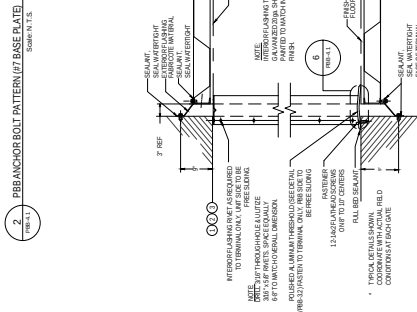
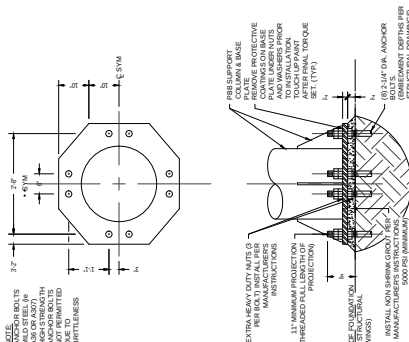
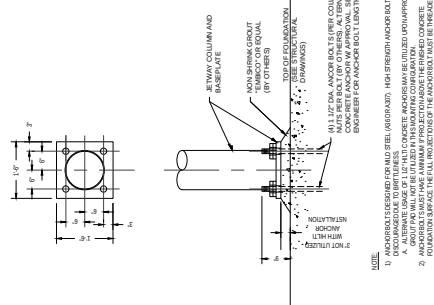
Scotia NT S

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- ① PUL, GPU, PCA AND ASSOCIATED COMPONENTS PROVIDED BY OWNER AND INSTALLED BY CONTRACTOR
- ② NEW BY OTHERS
- ③ NEW, PROVIDE AND INSTALL

- ① PUL, GPU, PCA AND ASSOCIATED COMPONENTS PROVIDED BY OWNER AND INSTALLED BY CONTRACTOR
- ② NEW BY OTHERS
- ③ NEW, PROVIDE AND INSTALL

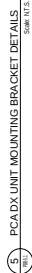
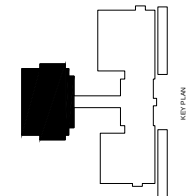
17. DRAWING BASED ON RECORD DRAWINGS AND CURSORY FIELD INSPECTIONS BY THE ENGINEER. CONTRACTOR SHALL FIELD VERIFY ALL NECESSARY DETAILS, EXCEPT SOME DETAILS. CONTACT ENGINEER IF NECESSARY FIRST.

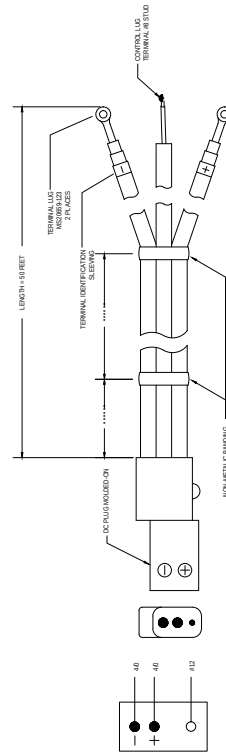
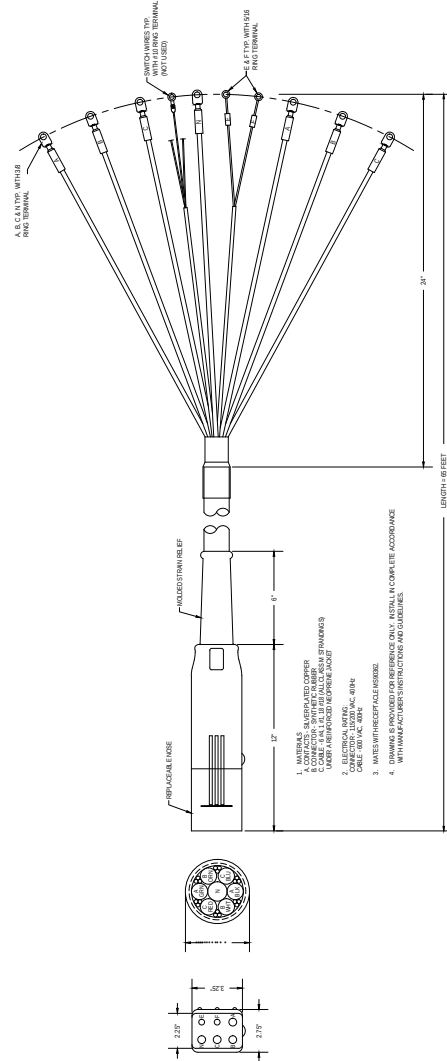
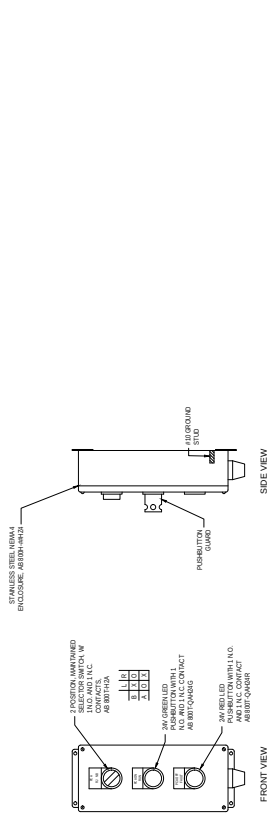
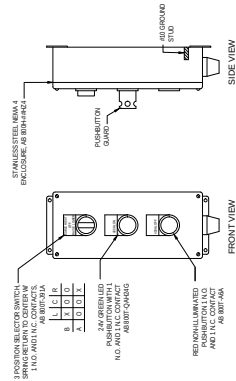
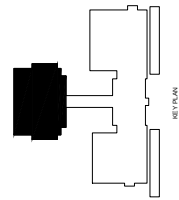


SHEET NOTES:

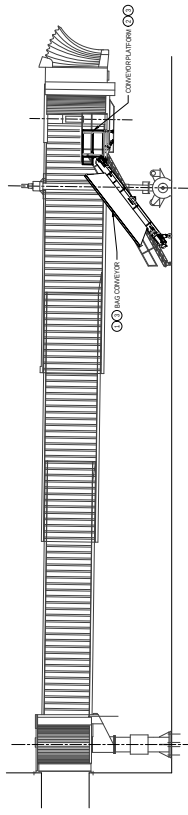
1. ELUSTRATIONS AND DIMENSIONS SHOW A DESIGN INTENT ONLY. BUILDING ALL DIMENSIONS PRIOR TO EQUIPMENT MANUFACTURE OR INSTALLATION. DEVIATIONS MAY EXIST.
2. DECODMENT PANEL MAY INCLUDE SEPARATE DECODMENT BRIDGES OR BRIDGES FOR POLYMERIC MATERIALS. BRIDGES MAY BE USED TO PROVIDE ADDITIONAL SUPPORT AND STABILITY TO THE PANEL IN THE POSITION. COORDINATE WITH LOAD CONDITIONS TO AVOID ACCESSIBILITY AND WORKING CLEARANCE REQUIREMENTS OF THE NEC.
3. ALL BUILDING PARTS OR SURFACES TO BE DETECTED CROSS WITH A WIRING TERMINATED AT THE RIB AREA. DECODMENT PANEL, OR AS OTHERWISE INDICATED.

[illegible]

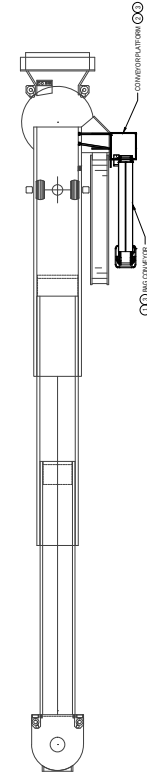




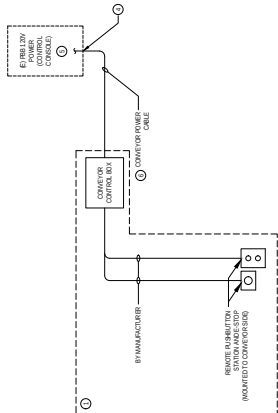
- GENERAL NOTES:**
1. LEGNO PLATES SHOWN IN SECTION SHALL BE ENGRAVED AS INDICATED. ENGRAVING OF THE PLATE COMPLETED WITH COLOR AND FINISH. PLATING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE DESIGN. THE FINISH SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE DESIGN.
 2. ALL WOOD FINISHES SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS.
 3. ALL CONTROLS AND MOUNTING PLATES SHALL BE INSTALLED USING A HAMMER AND TO ALLOW FOR THE PROPER ALIGNMENT OF THE PLATE. THE FINISH SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE DESIGN. THE FINISH SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE DESIGN.
 4. PROVIDE AND INSTALL ALL NECESSARY MOUNTING PLATES TO ALLOW FOR THE PROPER ALIGNMENT OF THE MOUNTING PLATE.
 5. LAYOUT SHOWN IS DESIGN INTENT ONLY. PROVIDE INSTALL AND COMMISSION COMPLETE AND OPERABLE SYSTEM IN ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS. SUBMIT EVIDENCE OF COMPLETION TO THE DESIGNER FOR APPROVAL.
 6. LEADERSHIP SHALL BE PROVIDED TO THE DESIGNER TO ACCORDANCE WITH THE REQUIREMENTS OF THE DESIGN.



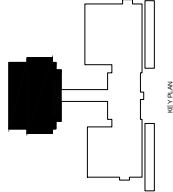
1 COVERED BAG CONVEYOR - ELEVATION VIEW - TYPICAL
(16)



2 COVERED BAG CONVEYOR - PLAN VIEW - TYPICAL
FIG. 10



3 COVERED BAG CONVEYOR - ONE LINE
PG. 11
Gale - N.Y.C.



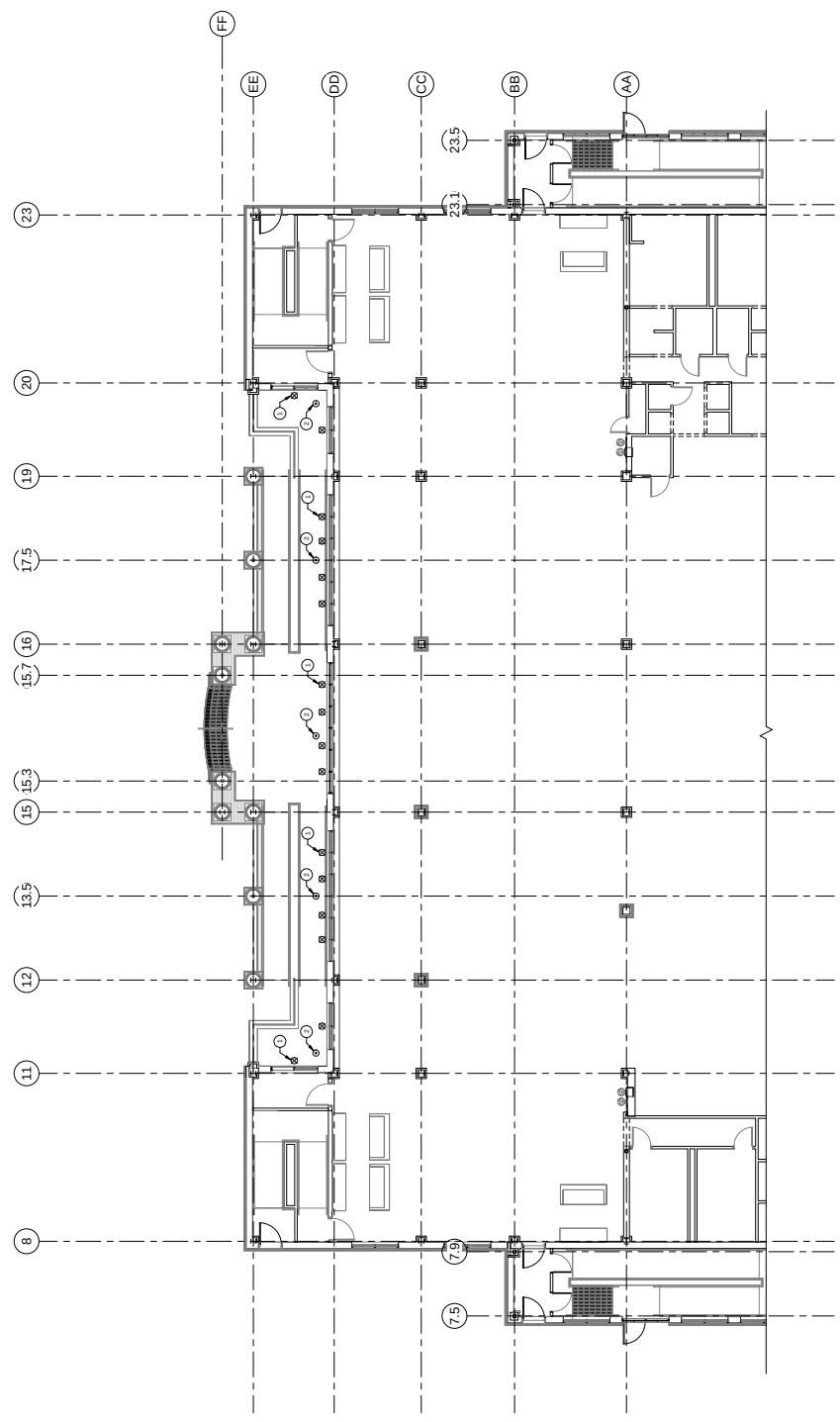
GENERAL NOTES

1. GIVE 10MM SURFACE LAY ALLUSIDE. PAINT SHALL MATCH EXISTING BRIDGE COLOR.
2. VERIFY EXISTENCE OF ALL FOUNDATION CONDITIONS. IT IS IMPR TO INSTALLATION.
3. COORDINATE THE INSTALLATION OF ALL EQUIPMENT WITH THE BRIDGE MAINTENANCE DEPARTMENT. THE BRIDGE MAINTENANCE DEPARTMENT IS RESPONSIBLE FOR ALL DESIGN WORK. THE BRIDGE MAINTENANCE DEPARTMENT IS RESPONSIBLE FOR THE REPAIR AND MAINTENANCE OF THE ELECTRICAL PARTS OF THE BRIDGE AND THE BRIDGE MAINTENANCE DEPARTMENT IS RESPONSIBLE FOR THE ELECTRICAL PARTS.
4. ALLUSIDE BRIDGE CABLES SHALL BE INSTALLED AS TO MAINTAIN A CLOSE PROXIMITY TO THE BOTTOM OF THE BRIDGE CABLES SHALL NOT EXCEED 10MM FROM BRIDGE BOTTOM.
5. OVERLAPPING OF THE BRIDGE MAINTENANCE DEPARTMENT BETWEEN THE JOINTING ELECTRODE AND THE JOINTING CONNECTION IS TO BE MAINTAINED THE MAINTENANCE DEPARTMENT SHALL BE MAINTAINED.
6. DRAWING PACKAGE IS USED TO SPECIFY A JOINTING METHOD ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD ADJUSTING JOINTING CONNECTION TO SUBMITTAL OF JOINTING METHOD. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD ADJUSTING JOINTING CONNECTION TO SUBMITTAL OF JOINTING METHOD. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD ADJUSTING JOINTING CONNECTION TO SUBMITTAL OF JOINTING METHOD.

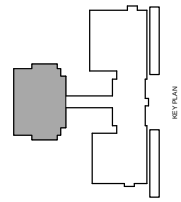
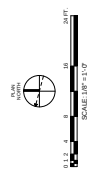
LEGEND NOTES
1 INSTALL WIRING CONDUIT IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS
2 INSTALL RUBBER CONDUIT PLATE ON IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS
3 PROVIDED BY MANUFACTURER, INSTALLED BY CONTRACTOR
4 PROVIDE AND INSTALL A WEATHERTIGHT CABLE GRP
5 PROVIDE AND INSTALL A 1/2" DIA. DRIFT BROWNER PIN/CONSOLE PLATE/ PLAZER/IS IN ALUMINUM
6 CONDUIT/SPRING POWER CABLE TIE PROVIDED BY MANUFACTURER AND CONTRACTOR PROVIDE CABLE TIE

FIRE PROTECTION DEMOLITION KEYED NOTES:

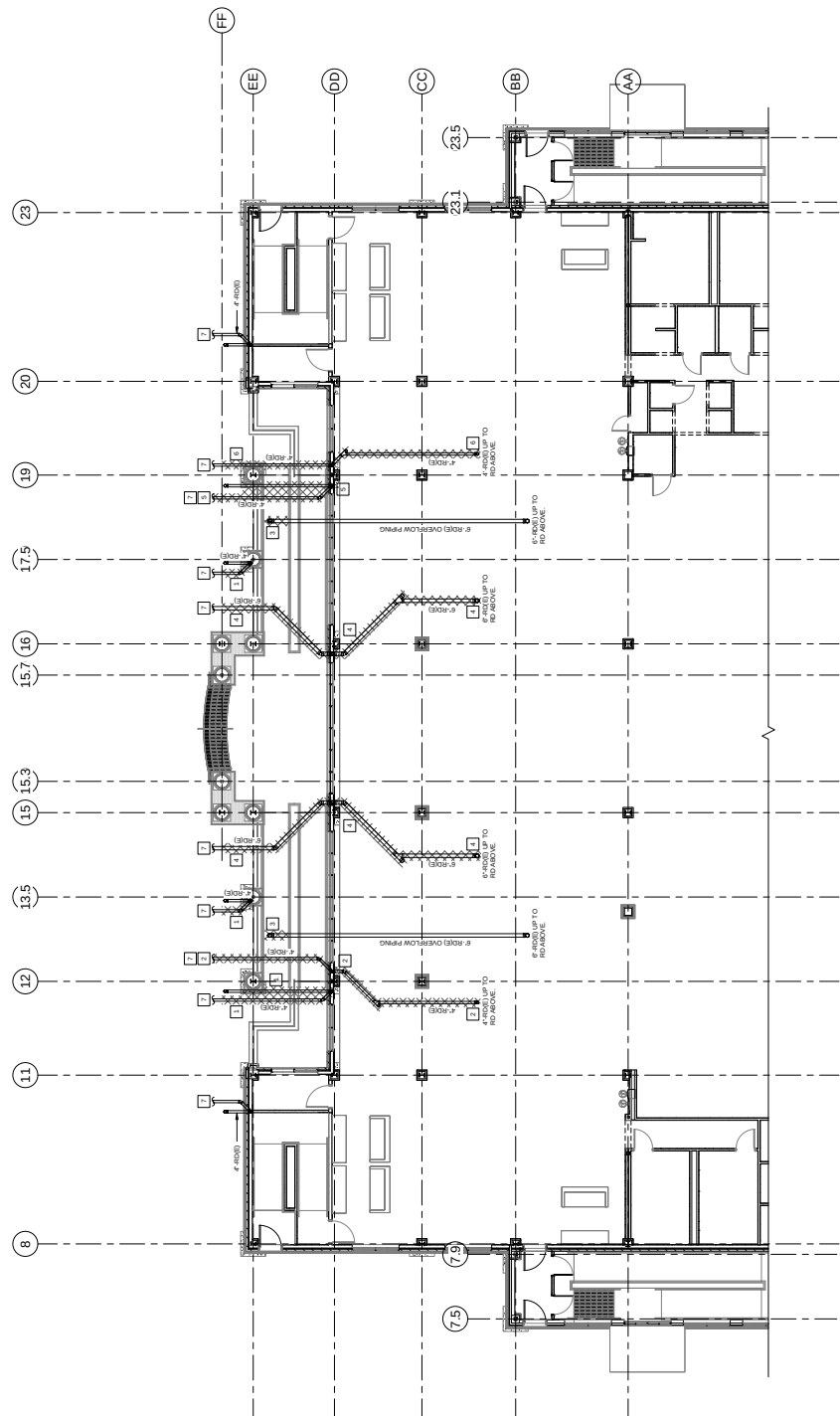
- 1. DEMOLISH ALL EXISTING FIRE PROTECTION DEVICES AND RELOCATE TO NEW MAIN HALLWAY AND RELOCATED APPROACH TO MAIN HALLWAY.
- 2. DEMOLISH ALL EXISTING FIRE PROTECTION DEVICES AND RELOCATE TO NEW MAIN HALLWAY AND RELOCATED APPROACH TO MAIN HALLWAY.
- 3. DEMOLISH ALL EXISTING FIRE PROTECTION DEVICES AND RELOCATE TO NEW MAIN HALLWAY AND RELOCATED APPROACH TO MAIN HALLWAY.



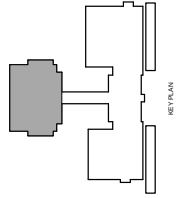
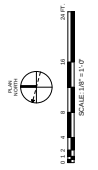
FIRST FLOOR FIRE PROTECTION DEMOLITION PLAN
SCALE: 1/4" = 1'-0"

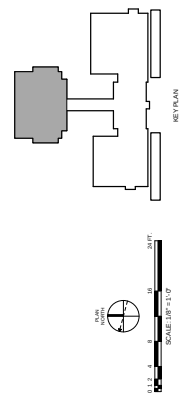
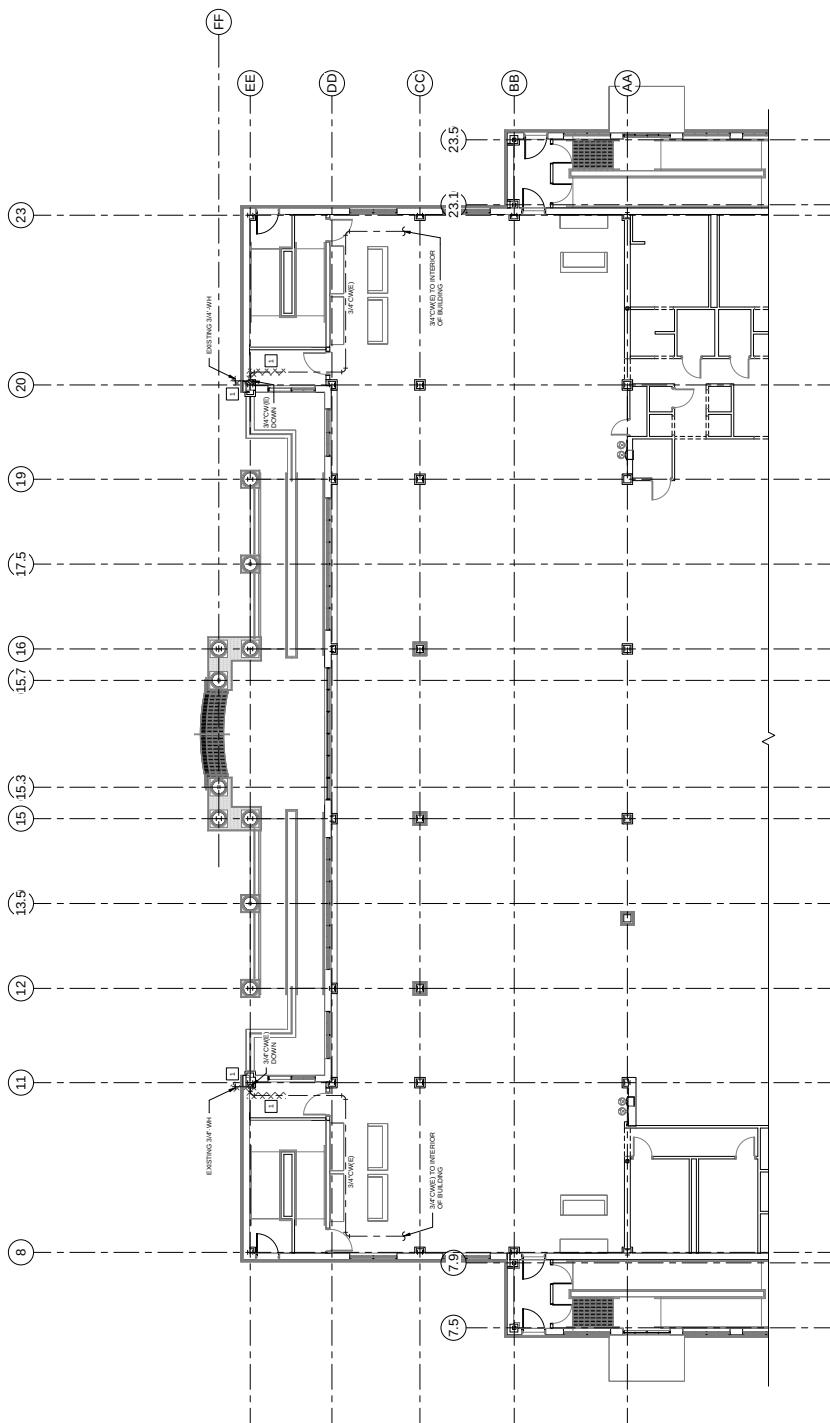


- WASTE PIPING DEMOLITION NOTES:**
1. DEMOLISH AND REMOVE EXISTING 4" RD. SLOPE 1/8" PER FOOT. NEW 4" RD. PIPING TO REMAIN FOR CONNECTION TO NEW ROOFING CAP AND REMAINING EXISTING 4" RD. PIPING TO REMAIN.
 2. DEMOLISH AND REMOVE EXISTING 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN.
 3. DEMOLISH AND REMOVE EXISTING 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN.
 4. DEMOLISH AND REMOVE EXISTING 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN.
 5. DEMOLISH AND REMOVE EXISTING 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN.
 6. DEMOLISH AND REMOVE EXISTING 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN. NEW 4" RD. PIPING TO ENTER SPAN BACK TO EXISTING 4" RD. PIPING TO REMAIN.
 7. SEE CALL PLAN FOR CONTINUATION.



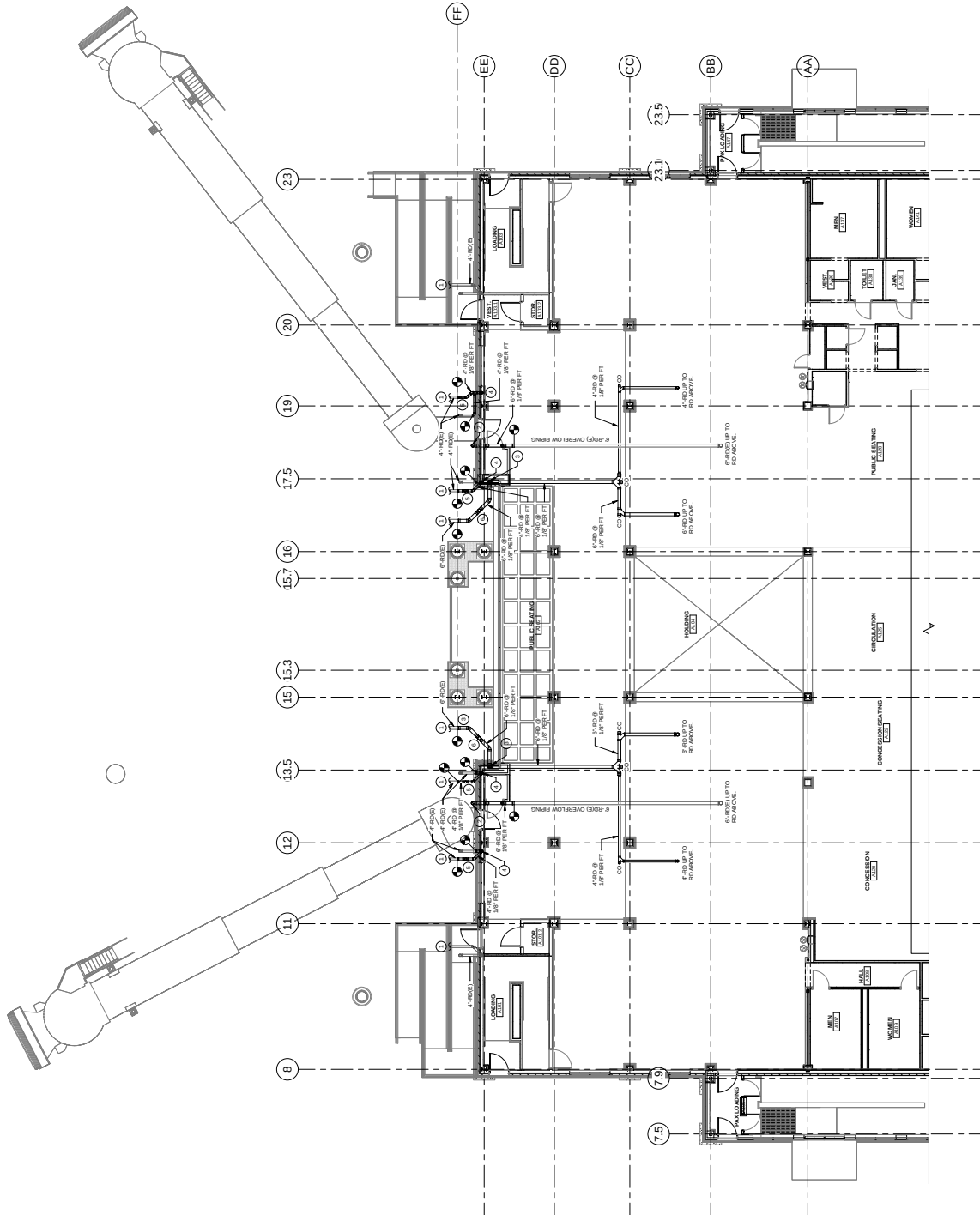
1 FIRST FLOOR WASTE PIPING DEMOLITION PLAN
SCALE: 3/8" = 1'-0"



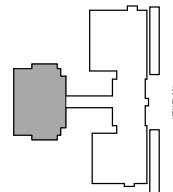
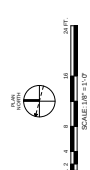


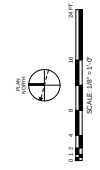
WASTE PIPING NOTES:

1. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
2. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
3. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
4. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
5. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
6. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
7. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
8. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
9. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).
10. ALL WASTE PIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE 2018 INTERNATIONAL PLUMBING CODE (IPC) AND THE 2018 INTERNATIONAL MECHANICAL CODE (IMC).



FIRST FLOOR WASTE PIPING PLAN



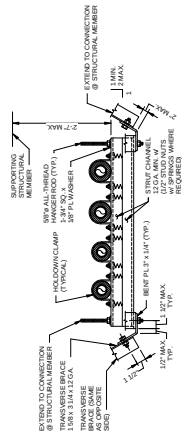


SYMBOL	BASIS OF DESIGN		PROVIDE	NOTES
	MANUFACTURER	MODEL		
G-00	J.R. SMITH	422Z		
C-0	J.R. SMITH	447S		

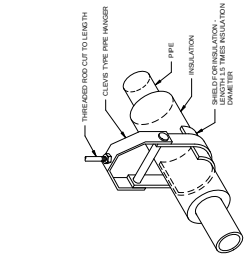
HANGERS & SUPPORTS			
SPACING DO NOT EXCEED THE FOLLOWING SPACING ON CENTERS			
PIPE SIZE	SCH. 40 PVC	COPPER	STEEL
3/8" - 3/4"	4 FT.	5 FT.	7 FT.
1"	4 FT.	6 FT.	7 FT.
1 1/2"	4 FT.	6 FT.	8 FT.
2"	4 FT.	8 FT.	10 FT.
2 1/2"	4 FT.	9 FT.	11 FT.
3"	4 FT.	10 FT.	12 FT.
4"	4 FT.	10 FT.	12 FT.

WATER HAMMER ARRESTER SCHEDULE	
SYMBOL	FIXTURE UNIT RATING
PO1 "A"	1-11
PO1 "B"	12-32
PO1 "C"	33-60
PO1 "D"	61-113
PO1 "E"	114-151
PO1 "F"	152-330

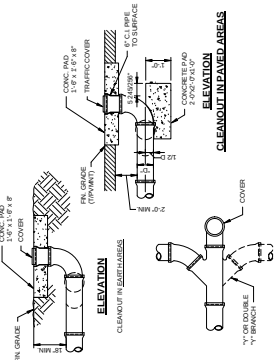
NOTE:
USE METAL-BELLOWS TYPE WITH
PRESSURIZED METAL CUSHIONING
CHAMBER, COMPLYING WITH
STANDARD P.D. WH-201.



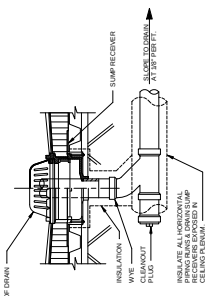
DETAIL - PIPE HANGER TRAPEZE



DETAIL - CLEVIS TYPE PIPE SUPPORT
FOR INSULATED PIPE



GROUND CLEANOUT DETAILS



ROOF DRAIN DETAIL

SHEET CONTENTS
FIRST FLOOR HVAC
PLAN

DO NOT SCALE ON ANYTHING

SHEET CONTENTS

FIRST FLOOR HVAC

SHEET NO. 1

1 FIRST FLOOR HVAC PLAN
M:101 SCALE: 1/8" = 1'-0"



EXISTING AIR TERMINAL UNIT SCHEDULE						
MARK	UNIT SERVED	ARROW		HEATING		NOTES
		CFM MIN	CFM MAX	ELECTRIC HEATER (W)	GAT (F)	
T1-4	39AC-1	474	1,380	6.0	55	93
T2-2	39AC-2	528	1,775	6.5	55	92



APPLICABLE CODES AND STANDARDS		EDITION
CODES AND STANDARDS		
INTERNATIONAL BUILDING CODE (IBC)		2018
NEPA 70 NATIONAL ELECTRICAL CODE (NEC)		2020
INTERNATIONAL ENERGY CONSERVATION CODE (IECC)		2018
NEPA 72 NATIONAL FIRE ALARM AND SIGNALING CODE		2016

NEW	CEILING WALL MOUNTED KIT BOX - SHADING INDICATES FACE(S)
○	DOWN LIGHT FIXTURE
○	PENDANT MOUNTED CLAMP FIXTURE
Y	WALL MOUNTED REMOTE HEAD
Y	WALL MOUNTED LUMI-BENCY FIXTURE
⚡	SWITCH TOGGLE SWITCH 4" UP
⚡	THREE WAY TOGGLE SWITCH 4" UP
⚡	DUPLEX CONVENTION OUTLET 4" UP
⚡	DUPLEX CONVENTION OUTLET 4" UP IF ABOVE COUNTERTOP/SPASH
⚡	DUPLEX CONVENTION OUTLET 4" UP W/ WINDSHROOD
⚡	QUADPLEX CONVENTION OUTLET 4" UP
⚡	QUADPLEX CONVENTION OUTLET 4" UP
⚡	SPECIAL OUTLET - SEE SCHEDULE
⚡	ELECTRICAL PANEL
⚡	FIBER OPTIC SWITCH
⚡	WALL MOUNTED 4" OUTLET 4" UP - ALLIES NOTED WITH INT'L.C.
⚡	STANDARD 4" OUTLET 4" UP - BEAMS
⚡	FIRE ALARM MANUAL CALL STATION MOORE 4" UP TO BOX
⚡	FIRE ALARM WALL MOUNTED ADDITIONAL DEVICE 4" UP
⚡	FIRE ALARM WALL MOUNTED WALKER 4" UP
⚡	FIRE ALARM WALL MOUNTED SMOKE DETECTOR
⚡	FIRE ALARM CEILING MOUNTED SMOKE DETECTOR
⚡	FIRE ALARM CEILING MOUNTED DETECTOR

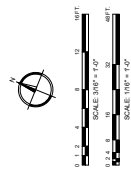
INTERPRETATIONS SHALL BE BASED UPON THE TYPE, WATERPROOF COVERS SHALL BE PROVIDED IN DAYLIGHT CONDITIONS. PROGRAM OCCUPANCY SENSORS FOR FIFTEEN MINUTES WITH/MEDIUM SENSITIVITY. TRAIN OWNER TO ADJUST TIME AND SENSITIVITY.

DEVICE COLOR: SELECTED BY ARCHITECT

DEVICE COVER: SMOOTH PLASTIC WHITE/COLOR TO MATCH DEVICE COLOR

ELECTRICAL IDENTIFICATION: ALL PANELBOARDS ELECTRICAL ENCLOSURES IN ADDITION TO CODE-REQUIRED LABELING.

DO NOT SCALE DRAWINGS. DEVICE LOCATIONS ARE APPROXIMATE UNLESS DIMENSIONED. ACTUAL DEVICE LOCATIONS SHALL BE FIELD COORDINATED WITH ALL OTHER TRADES AND APPLICABLE CODES.



3 TYPICAL ELECTRODE GROUNDING DETAIL

PANEL EHPD									
LOCATION	DESCRIPTION	MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	TOTAL
EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1	1
MAIN	MAIN	MAIN	MAIN	120V	100W	1	1	1	1
FEED FROM	FEED FROM	FEED FROM	FEED FROM	120V	100W	1	1	1	1
PANEL EHPD									
MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	CT	CT	TOTAL
EXISTING	EXISTING	120V	100W	1	1	1	1	1	1
MAIN	MAIN	120V	100W	1	1	1	1	1	1
FEED FROM	FEED FROM	120V	100W	1	1	1	1	1	1
PANEL EHPD									
MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	CT	CT	TOTAL
EXISTING	EXISTING	120V	100W	1	1	1	1	1	1
MAIN	MAIN	120V	100W	1	1	1	1	1	1
FEED FROM	FEED FROM	120V	100W	1	1	1	1	1	1

PANEL JB (NEW)									
LOCATION	DESCRIPTION	MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	TOTAL
EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1	1
MAIN	MAIN	MAIN	MAIN	120V	100W	1	1	1	1
FEED FROM	FEED FROM	FEED FROM	FEED FROM	120V	100W	1	1	1	1
PANEL JB (NEW)									
MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	CT	CT	TOTAL
EXISTING	EXISTING	120V	100W	1	1	1	1	1	1
MAIN	MAIN	120V	100W	1	1	1	1	1	1
FEED FROM	FEED FROM	120V	100W	1	1	1	1	1	1
PANEL JB (NEW)									
MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	CT	CT	TOTAL
EXISTING	EXISTING	120V	100W	1	1	1	1	1	1
MAIN	MAIN	120V	100W	1	1	1	1	1	1
FEED FROM	FEED FROM	120V	100W	1	1	1	1	1	1

LIGHTING FIXTURE SCHEDULE									
TYPE	MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	CT	TOTAL
A	EXISTING	EXISTING	120V	100W	1	1	1	1	1
B	EXISTING	EXISTING	120V	100W	1	1	1	1	1
C	EXISTING	EXISTING	120V	100W	1	1	1	1	1
D	EXISTING	EXISTING	120V	100W	1	1	1	1	1

PANEL MDP									
LOCATION	DESCRIPTION	MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	TOTAL
EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1	1
MAIN	MAIN	MAIN	MAIN	120V	100W	1	1	1	1
FEED FROM	FEED FROM	FEED FROM	FEED FROM	120V	100W	1	1	1	1
PANEL MDP									
MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	CT	CT	TOTAL
EXISTING	EXISTING	120V	100W	1	1	1	1	1	1
MAIN	MAIN	120V	100W	1	1	1	1	1	1
FEED FROM	FEED FROM	120V	100W	1	1	1	1	1	1
PANEL MDP									
MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	CT	CT	CT	TOTAL
EXISTING	EXISTING	120V	100W	1	1	1	1	1	1
MAIN	MAIN	120V	100W	1	1	1	1	1	1
FEED FROM	FEED FROM	120V	100W	1	1	1	1	1	1

PANEL IA									
MANUFACTURER: 1250207									
PANEL VOLTAGE: 120/208V									
PANEL OVERCURRENT PROTECTION: 100 A, 125 A, 150 A, 200 A, 250 A, 300 A, 350 A, 400 A, 450 A, 500 A, 600 A, 700 A, 800 A, 900 A, 1000 A, 1200 A, 1500 A, 2000 A, 2500 A, 3000 A, 3500 A, 4000 A, 4500 A, 5000 A, 6000 A, 7000 A, 8000 A, 9000 A, 10000 A, 12000 A, 15000 A, 20000 A, 25000 A, 30000 A, 35000 A, 40000 A, 45000 A, 50000 A, 60000 A, 70000 A, 80000 A, 90000 A, 100000 A, 120000 A, 150000 A, 200000 A, 250000 A, 300000 A, 350000 A, 400000 A, 450000 A, 500000 A, 600000 A, 700000 A, 800000 A, 900000 A, 1000000 A, 1200000 A, 1500000 A, 2000000 A, 2500000 A, 3000000 A, 3500000 A, 4000000 A, 4500000 A, 5000000 A, 6000000 A, 7000000 A, 8000000 A, 9000000 A, 10000000 A, 12000000 A, 15000000 A, 20000000 A, 25000000 A, 30000000 A, 35000000 A, 40000000 A, 45000000 A, 50000000 A, 60000000 A, 70000000 A, 80000000 A, 90000000 A, 100000000 A, 120000000 A, 150000000 A, 200000000 A, 250000000 A, 300000000 A, 350000000 A, 400000000 A, 450000000 A, 500000000 A, 600000000 A, 700000000 A, 800000000 A, 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SPECIAL OUTLET SCHEDULE									
ID	LOCATION	DESCRIPTION	MANUFACTURER	MODEL NUMBER	VOLTAGE	WATTS	PHASE	CT	TOTAL
1	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
2	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
3	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
4	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
5	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
6	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
7	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
8	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
9	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1
10	EXISTING	EXISTING	EXISTING	EXISTING	120V	100W	1	1	1

NOTE: COORDINATE PANEL BOX WITH UTILITY BEFORE AND INSTALLATION.

PROVIDE LOCAL PANEL BOX DISCONNECTING MEANS FOR EACH CIRCUIT OF EQUIPMENT.
COORDINATE WITH UTILITY BEFORE AND INSTALLATION.