

ELMIRA CORNING REGIONAL AIRPORT INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

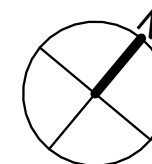
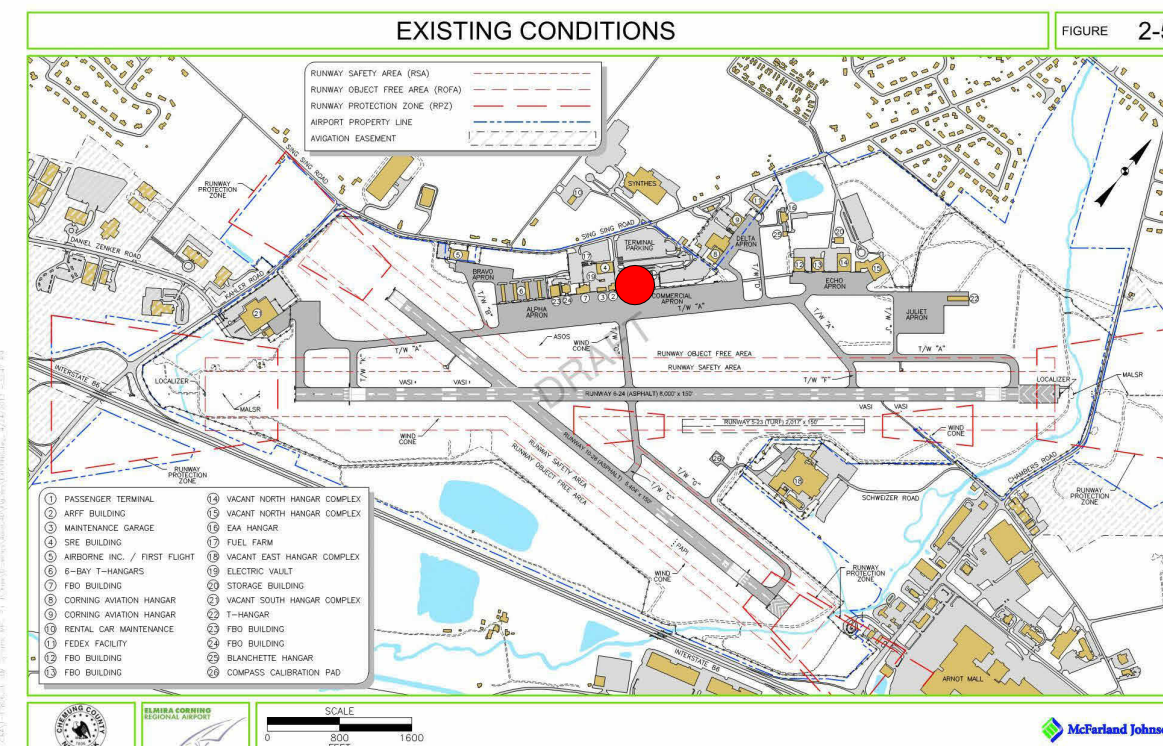
SUBMISSION

BID SET

PROJECT INFORMATION

FAA AIP No. 3-36-0026-076-2021
Chemung County RFB-2650

LOCATION PLAN



DRAWING LIST

AVIATION DRAWINGS:

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E000.2 - GENERAL NOTES AND LEGEND
ED100.2 - ELECTRICAL REMOVAL PLAN
E100.2 - ELECTRICAL PLAN
E500.2 - DETAILS & EXISTING PHOTOGRAPHS

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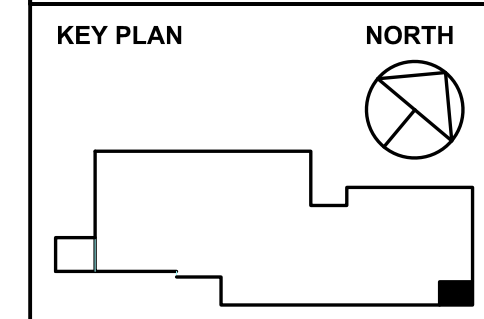
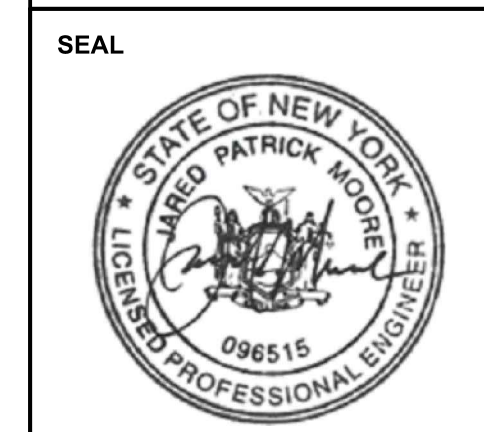
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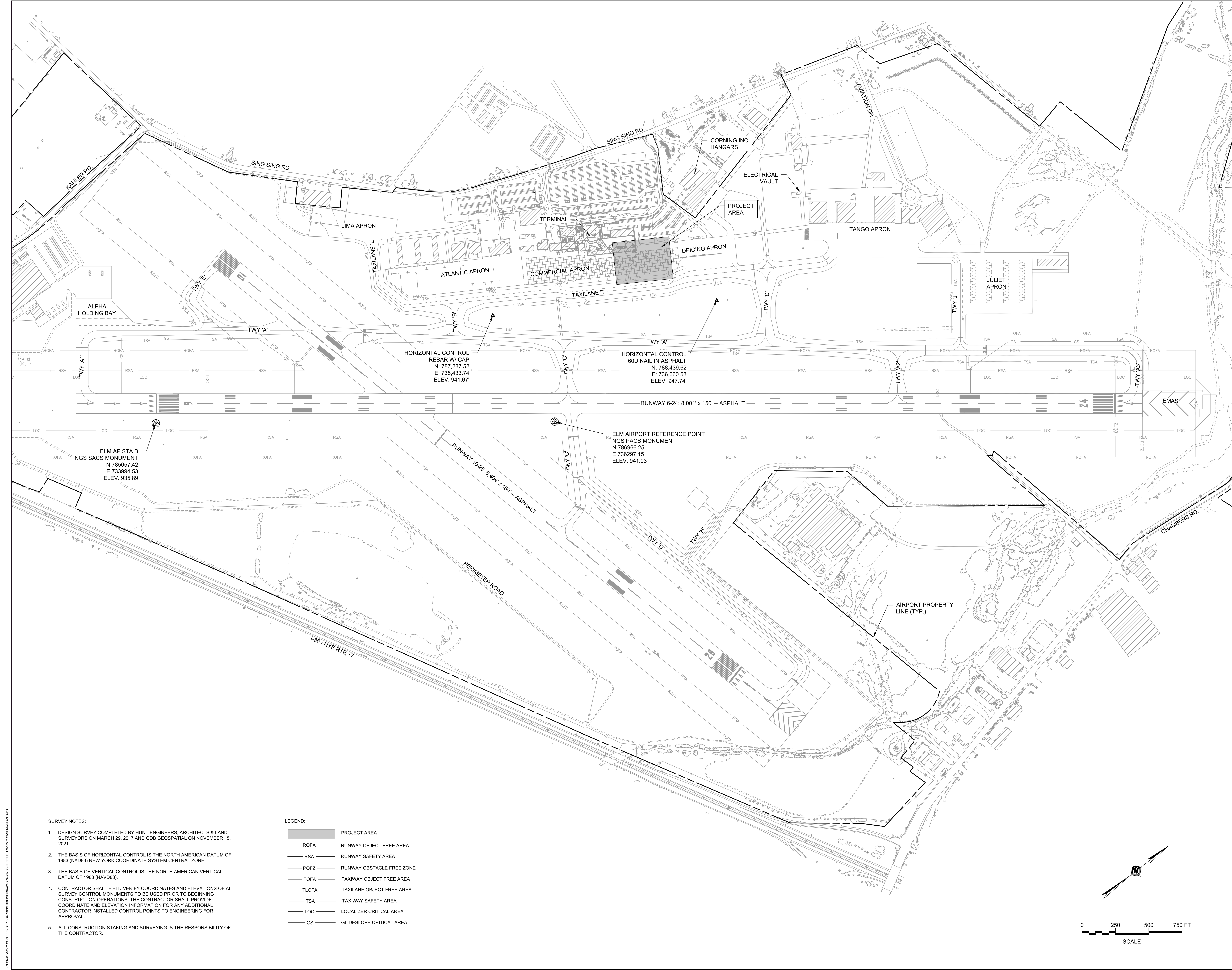
ELMIRA CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK
INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

CLIENT:	
PROJECT:	
DRAWN:	JEC
DESIGNED:	JEC
CHECKED:	JPM
SCALE:	AS NOTED
DATE:	03/26/2026
PROJECT:	18302.19

NO.	DATE	REVISIONS

DRAWING TITLE
GENERAL PLAN AND HORIZONTAL & VERTICAL CONTROL PLAN

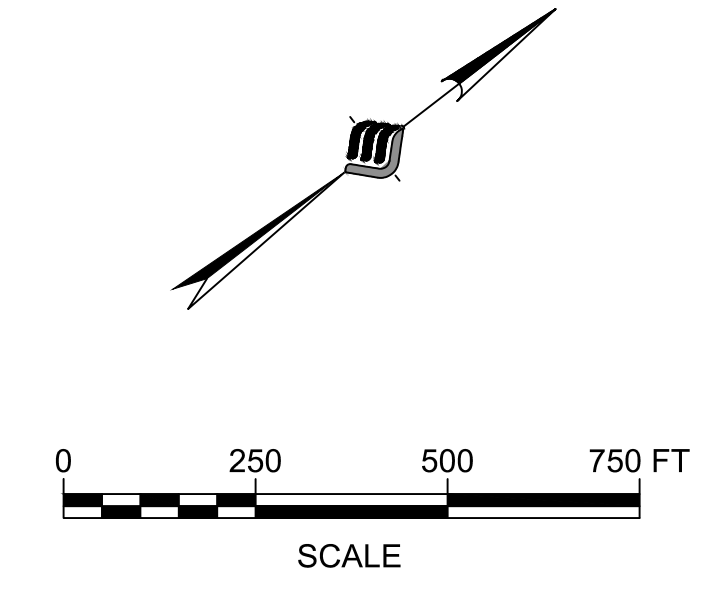
DRAWING NUMBER
G-100



- SURVEY NOTES:**
- DESIGN SURVEY COMPLETED BY HUNT ENGINEERS, ARCHITECTS & LAND SURVEYORS ON MARCH 29, 2017 AND GDB GEOSPATIAL ON NOVEMBER 15, 2021.
 - THE BASIS OF HORIZONTAL CONTROL IS THE NORTH AMERICAN DATUM OF 1983 (NAD83) NEW YORK COORDINATE SYSTEM CENTRAL ZONE.
 - THE BASIS OF VERTICAL CONTROL IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
 - CONTRACTOR SHALL FIELD VERIFY COORDINATES AND ELEVATIONS OF ALL SURVEY CONTROL MONUMENTS TO BE USED PRIOR TO BEGINNING CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE COORDINATE AND ELEVATION INFORMATION FOR ANY ADDITIONAL CONTRACTOR INSTALLED CONTROL POINTS TO ENGINEERING FOR APPROVAL.
 - ALL CONSTRUCTION STAKING AND SURVEYING IS THE RESPONSIBILITY OF THE CONTRACTOR.

LEGEND:

	PROJECT AREA
	ROFA — RUNWAY OBJECT FREE AREA
	RSA — RUNWAY SAFETY AREA
	POFZ — RUNWAY OBSTACLE FREE ZONE
	TOFA — TAXIWAY OBJECT FREE AREA
	TLOFA — TAXIWAY OBJECT FREE AREA
	TSA — TAXIWAY SAFETY AREA
	LOC — LOCALIZER CRITICAL AREA
	GS — GLIDESLOPE CRITICAL AREA



GENERAL ABBREVIATIONS

ABND	ABANDON	AD	ADVISORY CIRCULAR or ALTERNATING CURRENT	AC	ASPHALT CONCRETE PAVEMENT	ADG	AIRCRAFT DESIGN GROUP	AF	AVIATION FUEL	AF	AIRFIELD LIGHTING	AIRP.	AIRPORT	ALP	AIRPORT LAYOUT PLAN	ALSF	APPROACH LIGHT SYSTEM WITH SEQUENCE FLASHER	ALT	ALTERNATE	AOA	AIRCRAFT OPERATIONS AREA	APPROX.	APPROXIMATE	ARFF	AIRPORT RESCUE AND FIRE FIGHTING	ASTM	AMERICAN SOCIETY OF TESTING MATERIALS	ASPH	ASPHALT	AT	ACTIVE TAXIWAY	ATOT	AIRPORT TRAFFIC CONTROL TOWER	AVG	AVERAGE	AWG	AMERICAN WIRE GAUGE	AWOS	AUTOMATED WEATHER OBSERVING SYSTEM																																																																																																												
BKR	BREAKER	BL	BASELINE	BLDG	BUILDING	BM	BENCHMARK	BMP	BEST MANAGEMENT PRACTICE	BOF	BOTTOM OF FOOTING	BOT	BOTTOM	BP	BEGINNING POINT	BRL	BUILDING RESTRICTION LINE	BVCE	BEGINNING OF VERTICAL CURVE ELEVATION	BVCS	BEGINNING OF VERTICAL CURVE STATION	CB	CATCH BASIN	CC	CENTER OF CURVE	CCR	CONSTANT CURRENT REGULATOR	CF	CUBIC FEET/FOOT	CI or CIP	CAST IRON PIPE	CIR or CKT	CIRCUIT	CL	CENTERLINE	CLR	CLEARANCE OR CLASS	CO	CLEAN OUT	COMM	COMMUNICATIONS	CONC	CONCRETE	COND	PVC CONDUIT	CONT	CONTINUOUS	CMP	CORRUGATED METAL PIPE	CRS	PVC COATED RIGID STEEL CONDUIT	C.T.	CURRENT TRANSFORMER	CY	CUBIC YARD																																																																																												
D	DATA	DBC	DIRECT BURIAL CABLE	D/C	DATA/COMMUNICATION	DIA	DIAMETER	DI or DIP(S)	DUCTILE IRON PIPE	DIPS	DUCTILE IRON PIPE SIZE	DV	DIVERSION VAULT	DWG	DRAWING	E	ELECTRICAL OR EAST	EA	EACH	E.F.	EACH FACE	EL	ELEVATION	ELEV	ELEVATION	EMH	ELECTRICAL MANHOLE	EOP	EDGE OF PAVEMENT	EP	END POINT	EQ	EQUAL	EVCE	END VERTICAL CURVE ELEVATION	EVCS	END VERTICAL CURVE STATION	E.W.	EACH WAY	EX, EXIST	EXISTING	EXP	EXPANSION	FAA	FEDERAL AVIATION ADMINISTRATION	FAR	FEDERAL AVIATION REGULATIONS	FFE	FINISHED FLOOR ELEVATION	FH	FIRE HYDRANT	FO	FIBER OPTIC COMMUNICATION LINE	FOD	FOREIGN OBJECT DEBRIS	FT	FOOT (FEET)	FTG	FOOTING																																																																																								
G	GAS	G (GND)	GROUND (ELECTRICAL)	GA	GENERAL AVIATION	GAL	GALLON	GALV	GALVANIZED	GFM	GOVERNMENT FURNISHED MATERIAL	GLY	GLYCOL	GPB	GROUND POWER BOX	GR	GRADE	GRS	GALVANIZED RIGID STEEL	G.S.	GLIDE SLOPE	GSCA	GLIDE SLOPE CRITICAL AREA	H.D.	HOT DIPPED	HDPE	HIGH DENSITY POLYETHYLENE	HH	HANDHOLE	HORIZ	HORIZONTAL	HW	HEADWALL	I.D.	INSIDE DIMENSION	IE	INVERT ELEVATION	ILS	INSTRUMENT LANDING SYSTEM	INV	INVERT	JB	JUNCTION BOX	JC	JUNCTION CAN	JT	JOINT	JCT	JUNCTION	K	RATE OF CURVATURE (K=L/A)	KV	KILOVOLT	KVA	KILOVOLT AMPERE(S)	KW	KILOWATT	KWH	KILOWATT HOUR																																																																																								
LAT	LATITUDE	LB	POUND	LCA	LOCALIZER CRITICAL AREA	LED	LIGHT-EMITTING DIODE	LF	LINEAR FEET/FOOT	LG	LONG	LN	LOCALIZER	LOC	LONGITUDE	LVC	LENGTH OF VERTICAL CURVE	MAT'L	MATERIAL	MECH	MECHANICAL	MH	MANHOLE	MIN	MINIMUM	MISC	MISCELLANEOUS	MJ	MECHANICAL JOINT	MSL	MEAN SEA LEVEL	N	NORTH	NAD	NORTH AMERICAN DATUM	NEC	NATIONAL ELECTRIC CODE	NG	NATURAL GAS	NIC	NOT IN CONTRACT	NLT	NOT LATER THAN	NO or #	NUMBER	NOAA	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	NOTAM	NOTICE TO AIRMEN	NPP	NON-PERFORATED PIPE	NTP	NOTICE TO PROCEED	NTS	NOT TO SCALE	NWS	NATIONAL WEATHER SERVICE	NYSDOT	NEW YORK STATE DEPARTMENT OF TRANSPORTATION	NYSEG	NEW YORK STATE ELECTRIC & GAS																																																																																						
O.C.	ON CENTER	O.D.	OUTSIDE DIAMETER	O.F.A.	OBJECT FREE AREA	OFF or OS	OFFSET FROM BASELINE	OFZ	OBJECT FREE ZONE	OH	OVERHEAD POWER	OPS	OPERATIONS	OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION	P	PANEL, POLE	PAPI	PRECISION APPROACH PATH INDICATOR	PC	POINT OF CURVATURE	PCC	PORTAL CEMENT CONCRETE	PCF	POUND PER CUBIC FOOT	PCVC	POINT OF CURVATURE - VERTICAL CURVE	PTVC	POINT OF TANGENCY - VERTICAL CURVE	PI	POINT OF INTERSECTION	PVI	POINT OF INTERSECTION FOR VERTICAL CURVE	POB	POINT OF BEGINNING	POC	POINT ON CURVE	POE	POINT OF ENDING	PR or PROP	PROPOSED	PRC	POINT OF REVERSE CURVATURE	PSF	POUND PER SQUARE FOOT	PSI	POUND PER SQUARE INCH	PT	POINT OF TANGENCY	PVC	POLYVINYL CHLORIDE	PVI	POINT OF VERTICAL INTERSECTION	QA	QUALITY ASSURANCE	QC	QUALITY CONTROL	RCP	REINFORCED CONCRETE PIPE	REF	REFERENCE	REIL	RUNWAY END IDENTIFIER LIGHT	REINF	REINFORCEMENT	REQD	REQUIRED	REV	REVISION OR REVISED	RGS	RIGID GALVANIZED STEEL	RPJ	REMOTE PROCESSING UNIT	RPZ	RUNWAY PROTECTION ZONE	RSA	RUNWAY SAFETY AREA	RW	RUNWAY	S	SOUTH	SCH	SCHEDULE	SD	STORM DRAIN	SDCO	STORM DRAIN CLEAN OUT	SDMH	STORM DRAIN MANHOLE	SDR	STANDARD DIMENSION RATIO	SECT	SECTION	SF	SQUARE FOOT/FEET	SHT	SHEET	SI	SQUARE INCH/INCHES	SIM	SIMILAR	SPEC	SPECIFICATION(S)	SS	SEWER OR STAINLESS STEEL	STA	STATION	STD	STANDARD	STL	STEEL	SUPP	SUPPLEMENTAL	SY	SQUARE YARD/YARDS	T	TELEPHONE	TBD	TO BE DETERMINED	TEMP	TEMPORARY	TESC	TEMPORARY EROSION AND SEDIMENT CONTROL	THK	THICK	TCC	TOP OF CONCRETE	TOG	TOP OF GRADE	TOF	TOP OF FOOTING	TOP	TOP OF PIPE	TOS	TOP OF SLAB	TOT	TOTAL	TON	TON	TSA	TAXIWAY SAFETY AREA	TVSS	TRANSIENT VOLTAGE SURGE SUPPRESSOR	TW or TWY	TAXIWAY	TYP	TYPICAL

AIRPORT SPECIFIC ABBREVIATIONS

ELM	ELMIRA CORNING REGIONAL AIRPORT
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POINT LEGEND

DESCRIPTION	SYMBOL
FLOW DIRECTION	
DRAINAGE INLET	
DRAINAGE MANHOLE	
TAXIWAY EDGE LIGHT	
RUNWAY EDGE LIGHT	
RUNWAY THRESHOLD LIGHT	
RETROREFLECTIVE MARKER	
AIRFIELD GUIDANCE SIGN	
UNDERDRAIN CLEANOUT	
RUNWAY END IDENTIFIER LIGHT (REL)	
PRECISION APPROACH PATCH INDICATOR (PAPI)	
ELECTRICAL MANHOLE	
SURVEY BASELINE TIE	
NATIONAL GEODETIC SURVEY (NGS) MONUMENT	

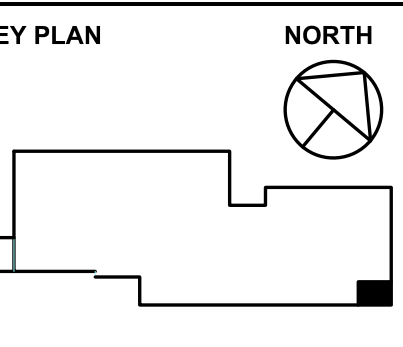
- NOTES:**
- THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
 - FEATURES ARE SHOWN AS EITHER LINEAR (UTILITIES, TOPOGRAPHY, ETC.) OR POINT (EDGE LIGHTS, GUIDANCE SIGNS, ETC.).
 - FEATURES SHOWN ON THE LEGEND AS PROPOSED FEATURES ALSO HAVE CORRESPONDING EXISTING FEATURES.
 - PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER.
 - MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE) AND ARE LABELED ON THE PLANS.
 - FEATURES SHOWN AT THE LIGHTER WEIGHT ARE EXISTING ONLY AND DO NOT HAVE CORRESPONDING PROPOSED FEATURES.

LINETYPE LEGEND

DESCRIPTION	LINETYPE
CENTERLINE	
AIRPORT BOUNDARY	
FENCE (BARBED WIRE)	
FENCE (CHAIN LINK)	
SANITARY SEWER, UNDERGROUND (W/ PIPE SIZE)	
STORM SEWER, UNDERGROUND (W/ PIPE SIZE)	
WATER, UNDERGROUND (W/ PIPE SIZE)	
GAS, UNDERGROUND (W/ PIPE SIZE)	
UNDERDRAIN	
ELECTRICAL, UNDERGROUND 2 = CABLE QUANTITY XX = CIRCUIT NUMBER	
ELECTRICAL DUCTBANK, UNDERGROUND	
TELEPHONE, UNDERGROUND	
CUT LIMIT	
FILL LIMIT	
CONTOUR LINES (MAJOR)	
CONTOUR LINES (MINOR)	
SILT FENCE	
TRAIL	
SWALE/OPEN DITCH	
RUNWAY SAFETY AREA	
RUNWAY OBJECT FREE AREA	
RUNWAY PROTECTION ZONE	
TAXIWAY SAFETY AREA	
TAXIWAY OBJECT FREE AREA	
RAILROAD	
TREELINE	
GUIDE RAIL	
DRAWING MATCHLINE	



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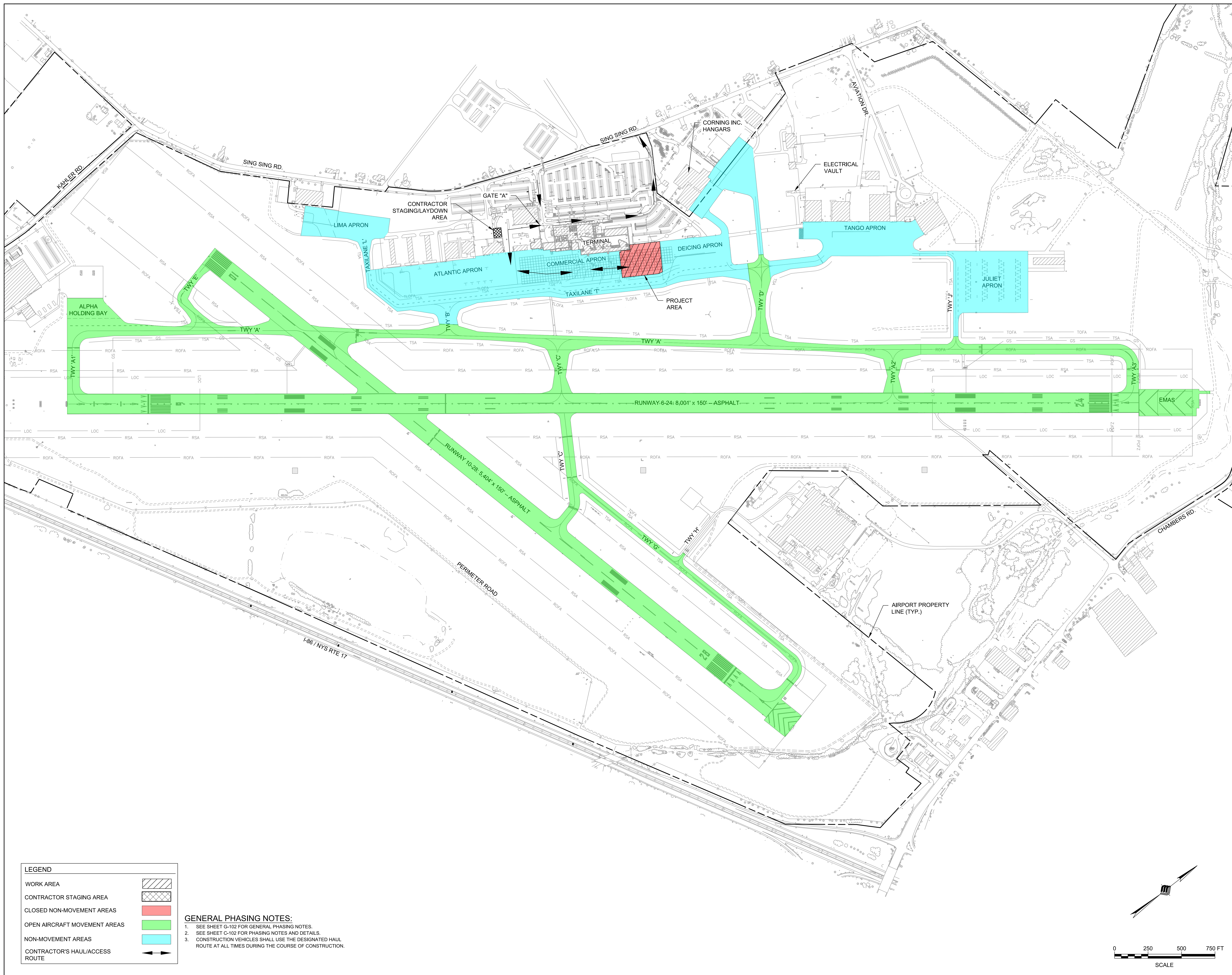
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ABBREVIATIONS & LEGEND

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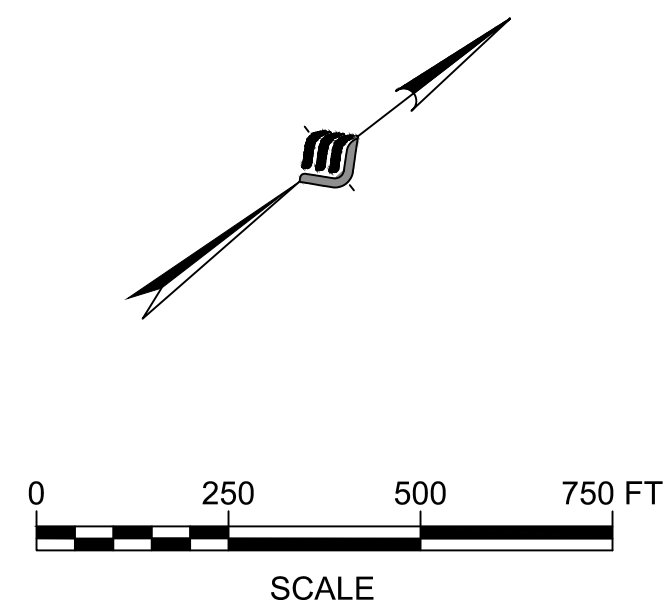
G-101



LEGEND

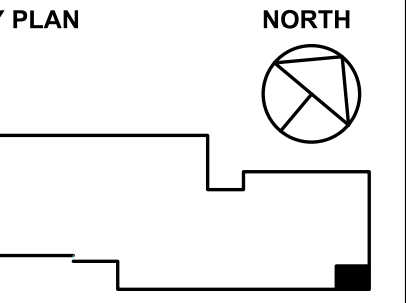
WORK AREA	
CONTRACTOR STAGING AREA	
CLOSED NON-MOVEMENT AREAS	
OPEN AIRCRAFT MOVEMENT AREAS	
NON-MOVEMENT AREAS	
CONTRACTOR'S HAUL/ACCESS ROUTE	

GENERAL PHASING NOTES:
 1. SEE SHEET G-102 FOR GENERAL PHASING NOTES.
 2. SEE SHEET C-102 FOR PHASING NOTES AND DETAILS.
 3. CONSTRUCTION VEHICLES SHALL USE THE DESIGNATED HAUL ROUTE AT ALL TIMES DURING THE COURSE OF CONSTRUCTION.



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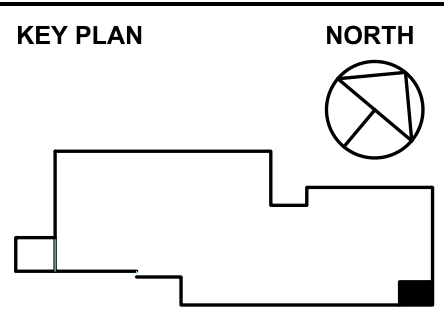
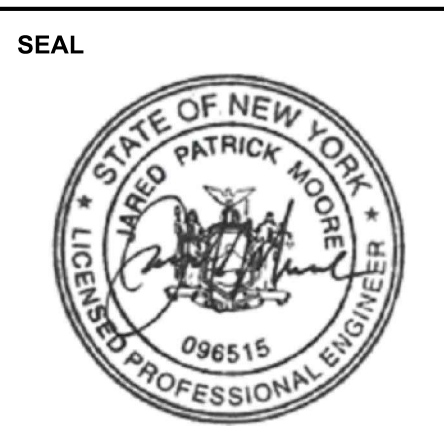
DRAWING TITLE
CONSTRUCTION
SAFETY AND
PHASING PLAN
- OVERALL

DRAWING NUMBER
C-100



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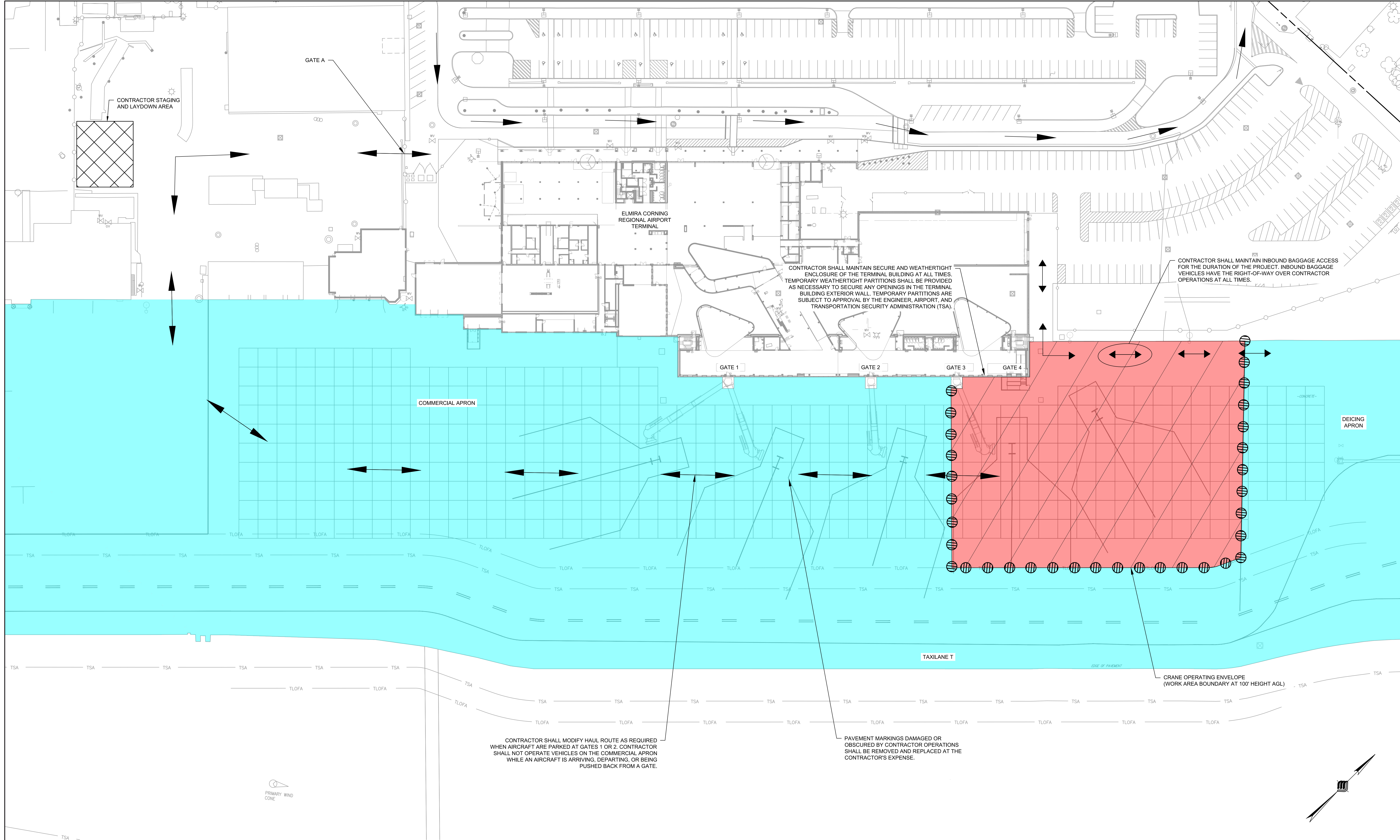
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**CONSTRUCTION
SAFETY AND
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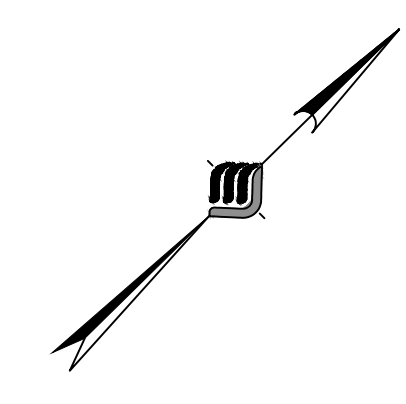


CONTRACTOR SHALL MAINTAIN SECURE AND WEATHERTIGHT ENCLOSURE OF THE TERMINAL BUILDING AT ALL TIMES. TEMPORARY WEATHERTIGHT PARTITIONS SHALL BE PROVIDED AS NECESSARY TO SECURE ANY OPENINGS IN THE TERMINAL BUILDING EXTERIOR WALL. TEMPORARY PARTITIONS ARE SUBJECT TO APPROVAL BY THE ENGINEER, AIRPORT, AND TRANSPORTATION SECURITY ADMINISTRATION (TSA).

CONTRACTOR SHALL MAINTAIN INBOUND BAGGAGE ACCESS FOR THE DURATION OF THE PROJECT. INBOUND BAGGAGE VEHICLES HAVE THE RIGHT-OF-WAY OVER CONTRACTOR OPERATIONS AT ALL TIMES.

CONTRACTOR SHALL MODIFY HAUL ROUTE AS REQUIRED WHEN AIRCRAFT ARE PARKED AT GATES 1 OR 2. CONTRACTOR SHALL NOT OPERATE VEHICLES ON THE COMMERCIAL APRON WHILE AN AIRCRAFT IS ARRIVING, DEPARTING, OR BEING PUSHED BACK FROM A GATE.

PAVEMENT MARKINGS DAMAGED OR OBTUSCURED BY CONTRACTOR OPERATIONS SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.



SEQUENCE	WORK ITEMS
1	ISSUE NOTAM FOR PARTIAL APRON CLOSURE (ELMIRA CORNING REGIONAL AIRPORT)
2	SET UP LOW PROFILE BARRICADES
3	REMOVE EXISTING PAVEMENTS AND EXCAVATE FOR FOUNDATIONS
4	INSTALL PROPOSED FOUNDATIONS, BACKFILL AND RESTORE PAVEMENTS
5	CONSTRUCT OPENING IN EXISTING TERMINAL BUILDING
6	INSTALL NEW PASSENGER BOARDING BRIDGE FIXED WALKWAY AND ROTUNDA
7	INSTALL NEW PASSENGER BOARDING BRIDGE
8	REMOVE EXISTING AND INSTALL NEW PAVEMENT MARKINGS
9	CLEAN WORK AREA AND RECEIVE AIRPORT / RPR APPROVAL TO OPEN THIS AREA
10	REMOVE LOW PROFILE BARRICADES

- GENERAL PHASING NOTES:**
- SEE SHEET C-102 FOR PHASING NOTES AND DETAILS.
 - CONSTRUCTION VEHICLES MUST USE THE DESIGNATED HAUL ROUTE AT ALL TIMES DURING THE COURSE OF CONSTRUCTION.
 - CONSTRUCTION VEHICLES AND EQUIPMENT SHALL YIELD TO AIRCRAFT TAXIING ON TAXILANE T, COMMERCIAL APRON, OR ANY OTHER AIRFIELD PAVEMENT.
 - THE CONTRACTOR SHALL MAINTAIN INBOUND BAGGAGE ACCESS AT ALL TIMES. BAGGAGE OPERATIONS AND GROUND SUPPORT VEHICLES ALWAYS HAVE RIGHT-OF-WAY OVER CONTRACTOR VEHICLES AND EQUIPMENT.

FACILITIES DISABLED THIS PHASE:

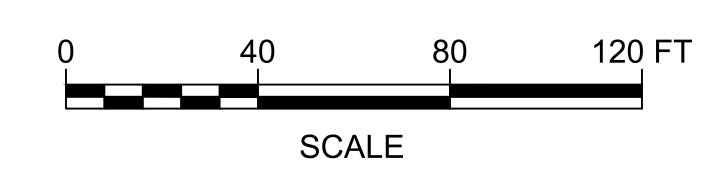
- N/A

- CRANE OPERATING NOTES:**
- CRANES SHALL BE OPERATED ENTIRELY WITHIN THE CRANE ENVELOPE DEPICTED ON THIS PLAN. IF THE CONTRACTOR ANTICIPATES CRANE OPERATIONS WILL EXCEED THE CRANE ENVELOPE OR EXCEED 100' IN TOTAL HEIGHT, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING AND SUBMIT A DETAILED PLAN FOR EACH OPERATION SHOWING MAXIMUM CRANE HEIGHT AND OPERATING ENVELOPE NOT LESS THAN 90 DAYS PRIOR TO THE PROPOSED CRANE OPERATIONS.
- CRANE OPERATION SHALL ADHERE TO THE FOLLOWING UNLESS OTHERWISE DICTATED BY THE FAA OR ENGINEER:
 - WORK SHALL BE DURING DAYLIGHT HOURS ONLY.
 - WORK SHALL ONLY TAKE PLACE DURING VFR CONDITIONS. THE CRANE SHALL NOT BE OPERATED DURING IFR CONDITIONS.
 - THE CRANE SHALL BE LOWERED WHENEVER IT IS NOT IN USE.
 - THE CRANE SHALL BE MARKED WITH A CHECKERED FLAG AND OBSTRUCTION LIGHT CONFORMING TO FAA STANDARDS.
 - CONTRACTOR SHALL ADHERE TO THE PROJECT CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) AT ALL TIMES.
 - ELM AIRPORT PERSONNEL, ELM ATC PERSONNEL, OR THE ENGINEER SHALL HAVE THE RIGHT TO ORDER CRANE OPERATIONS TO BE STOPPED AT ANY TIME.
 - ALL CRANE OPERATIONS, REGARDLESS OF HEIGHT OR LOCATION, SHALL BE COORDINATED A MINIMUM OF 14 DAYS IN ADVANCE WITH THE ENGINEER AND AIRPORT.
 - CRANES SHALL NOT BE OPERATED WHILE COMMERCIAL AIRCRAFT ARE PRESENT ON THE COMMERCIAL APRON.

WORK AREA	
CLOSED NON-MOVEMENT AREAS	
OPEN AIRCRAFT MOVEMENT AREAS	
NON-MOVEMENT AREAS	
CONTRACTOR'S HAUL/ACCESS ROUTE	
INBOUND BAGGAGE ACCESS ROUTE	
LOW PROFILE BARRICADES	

PHASE REQUIREMENTS:

PHASE	CALENDAR TIME	REQUIREMENTS TO BEGIN	WORK HOUR RESTRICTIONS/ REQUIREMENTS	AIRFIELD CLOSURE AREAS	CLOSURE HOURS	LIQUIDATED DAMAGES	AIRPORT OPERATIONAL RESTRICTIONS
1	30 CALENDAR DAYS	NOTICE TO PROCEED	WORK INTERIOR TO THE HOLDROOM OR ASSOCIATED WITH CONSTRUCTION OF THE EXTERIOR WALL OPENING SHALL BE COMPLETED DURING HOURS WHEN THE HOLDROOM IS UNOCCUPIED	PORTION OF COMMERCIAL APRON, BOARDING GATES 3 & 4	24 HOURS PER DAY	\$5,000 / DAY OR PORTION THEREOF	BOARDING GATES 3 & 4 CLOSED



CONSTRUCTION SAFETY AND PHASING NOTES:

- THE CONTRACTOR SHALL PROVIDE ADEQUATE EQUIPMENT ON-SITE TO CONTINUOUSLY MAINTAIN ALL CONSTRUCTION HAUL ROUTES. ALL AIRFIELD PAVEMENT AND PUBLIC ROADWAYS USED BY THE CONTRACTOR SHALL BE INSPECTED AND CLEANED ON A CONTINUOUS BASIS. A MINIMUM OF (1) OPERABLE VACUUM SWEEPER TRUCK AND (1) WATER TRUCK SHALL BE ON-SITE AT ALL TIMES.
- THE CONTRACTOR SHALL PROVIDE THE RPR WITH 7-DAYS ADVANCE NOTICE IN WRITING PRIOR TO THE START OF CONSTRUCTION IN ANY WORK AREA TO ALLOW FOR THE APPROPRIATE NOTAMS TO BE ISSUED BY THE OWNER
- ALL WORK SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLANS AND DETAILS, UNLESS OTHERWISE NOTED, SHALL BE INCLUSIVE TO THE GENERAL CONSTRUCTION BID ITEM B-001-1.
- FINAL LOCATION AND DIMENSIONS OF CONTRACTOR'S STAGING AREA SHALL BE DETERMINED IN THE FIELD BY THE OWNER, RPR AND CONTRACTOR.
- PRIOR TO THE START OF CONSTRUCTION, THE RPR, AIRPORT, AND CONTRACTOR SHALL COOPERATIVELY DOCUMENT THE LOCATION AND CONDITION OF ALL HAUL ROUTES, INCLUDING PUBLIC ROADWAYS.
- AT NO TIME SHALL THE CONTRACTOR'S PERSONNEL, EQUIPMENT OR VEHICLES ENTER THE RUNWAY SAFETY AREA (RSA), TAXIWAY SAFETY AREA (TSA), OR ANY AIRFIELD PAVED AREA, UNLESS AUTHORIZED BY THE OWNER AND THE AREA IS CLOSED TO AIRCRAFT. CONTRACTOR SHALL COORDINATE WITH THE RPR.
- CONSTRUCTION EQUIPMENT IS NOT PERMITTED IN ANY TAXIWAY OBJECT FREE AREA (TOFA), OR RUNWAY SAFETY AREA (RSA) UNLESS AUTHORIZED THROUGH A CLOSURE OF THE AIRFIELD AREA BY THE AIRPORT.
- ALL COSTS ASSOCIATED WITH PREPARATION, SET UP, TEAR DOWN AND RESTORATION OF THE CONTRACTOR'S STAGING AREA SHALL BE INCLUSIVE TO THE GENERAL CONSTRUCTION BID ITEM B-001-1.
- ALL WORK SHALL COMPLY WITH THE REQUIREMENTS OF FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULAR (AC) 150/5370-2G, OF THE "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" OR LATEST REVISION. SEE CONSTRUCTION SAFETY AND PHASING PLAN IN THE PROJECT SPECIFICATIONS FOR ADDITIONAL INFORMATION.
- THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE TO THE RPR PRIOR TO COMMENCING WORK ON THE AIRPORT. A MINIMUM OF TEN (10) CALENDAR DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING. THIS SCHEDULE SHALL BE REVISED WEEKLY. NO WORK SHALL BE PERMITTED OUTSIDE THE AREAS INCLUDED IN THE APPROVED SCHEDULE.
- PRIOR TO OPENING THE WORK AREAS TO AIRCRAFT TRAFFIC, THE PAVEMENT SURFACE SHALL BE WASHED / SWEEP CLEAN AND THE WORK AREA WILL BE INSPECTED BY THE AIRPORT. CONTRACTOR AND RPR INSPECTIONS WILL BE SCHEDULED IMMEDIATELY FOLLOWING THE COMPLETION OF THE CONSTRUCTION ACTIVITY THAT CAUSED THE WORK AREA TO BE CLOSED. CONTRACTOR AND RPR SHALL COORDINATE ALL ACTIVITIES WITH AIRPORT OPERATIONS.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE CONSTRUCTION SAFETY AND PHASING PLAN OF THE PROJECT SPECIFICATIONS FOR SPECIFIC WORK AREA INSTRUCTIONS AND REQUIREMENTS.
- NO PERSONAL CONTRACTOR EMPLOYEE VEHICLES ARE ALLOWED WITHIN THE AIRPORT SECURITY FENCE. ALL CONTRACTOR'S EMPLOYEE VEHICLES MUST REMAIN PARKED OUTSIDE OF THE SECURE AREA IN THE LOCATION NOTED ON THE PLANS. ONLY OFFICIAL COMPANY VEHICLES SHALL BE ALLOWED ON-SITE AND WITHIN THE AIRPORT SECURITY FENCE.
- THE CONTRACTOR SHALL NOTE THAT NO CONSTRUCTION MAY OCCUR WITHIN A SAFETY AREA WHILE THE ASSOCIATED RUNWAY OR TAXIWAY IS OPEN FOR AIRCRAFT OPERATIONS.
- OPEN TRENCHES OR EXCAVATION ARE NOT PERMITTED WITHIN A SAFETY AREA WHILE THE ASSOCIATED RUNWAY OR TAXIWAY IS OPEN. IF BACKFILLING EXCAVATIONS BEFORE THE RUNWAY OR TAXIWAY MUST BE OPENED IS IMPRACTICABLE, CONTRACTOR SHALL COVER THE EXCAVATIONS APPROPRIATELY, COVERING FOR OPEN TRENCHES MUST BE DESIGNED AND SUBMITTED TO THE RPR FOR REVIEW AND APPROVAL. TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY ACROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.
- CONTRACTOR SHALL PROMINENTLY MARK OPEN TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE WITH RED OR ORANGE FLAGS, AS APPROVED BY THE RPR, AND LIGHT THEM WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS.
- CONSTRUCTION SHALL BE COMPLETED IN SUCH A MANNER THAT AT THE END OF A RUNWAY OR TAXIWAY CLOSURE PERIOD ALL WORK ITEMS ARE COMPLETE. THE SAFETY AREAS ARE IN A CONDITION SUITABLE FOR AIRCRAFT OPERATIONS, SUBJECT TO APPROVAL OF THE RPR AND AIRPORT, AND LIGHTING SYSTEMS ARE OPERATIONAL. NO OPEN TRENCHES, STOCKPILES, LIPS, OR DIPS GREATER THAN 3 INCHES WILL BE ALLOWED IN THE SAFETY AREA OF ANY OPEN RUNWAY OR TAXIWAY.
- CONTRACTOR SHALL TAKE ALL THE NECESSARY MEASURES TO ENSURE THAT ALL FOREIGN OBJECT DEBRIS (FOD) ARE REMOVED FROM ACTIVE PAVEMENT CROSSINGS. CONTRACTOR MAY NOT LEAVE THE CONSTRUCTION SITE PRIOR TO AIRPORT OPERATIONS APPROVAL THAT ALL ACTIVE PAVEMENT CROSSINGS ARE CLEAN.
- STOCKPILED MATERIALS ARE NOT PERMITTED WITHIN THE RSA, ROFA, TSA, AND TOFA. STOCKPILE MATERIAL SHALL BE LOCATED AS SHOWN ON CSPP DRAWINGS OR AS ORDERED BY THE RPR. STOCKPILE MATERIAL STORED ON AIRPORT PROPERTY SHALL NOT EXCEED AN ELEVATION OF 25' ABOVE GROUND LEVEL. STOCKPILE MATERIAL SHALL BE PROMINENTLY MARKED AND LIGHTED DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS.
- CONTRACTOR SHALL MAINTAIN SERVICE TO EXISTING ELECTRICAL AND COMMUNICATION FACILITIES AT ALL TIMES. CONTRACTOR SHALL COORDINATE UTILITY DEMOLITION AND INSTALLATION TO MAINTAIN SERVICE BY INSTALLING TEMPORARY ELECTRICAL JUMPERS ABOVE GROUND IN CONDUIT, UNLESS OTHERWISE APPROVED BY THE RPR. TEMPORARY ELECTRICAL JUMPERS SHALL BE PROTECTED WHEN CROSSING THROUGH WORK AREAS BY PLACING ORANGE FLAGGING AT INTERVALS ALONG THE LENGTH OF THE JUMPER AND INSTALLING STEEL PLATES OVER SECTIONS THAT WILL BE UNDER CONSTRUCTION TRAFFIC. COST OF TEMPORARY JUMPER CABLES, CONNECTIONS, CONDUITS, SPLICING, STEEL PLATES, AND CONES SHALL BE INCIDENTAL TO THE GENERAL CONSTRUCTION BID ITEM B-001-1.
- CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE PATTERNS AND NOT BLOCK ANY DRAINAGE PIPE, OR DITCH FLOWS. CONTRACTOR MAY EXTEND EXISTING CULVERTS AS NECESSARY TO ACCOMMODATE HAUL ROUTE TRUCK TRAFFIC. ANY MODIFICATIONS TO EXISTING DRAINAGE PATTERNS NOT SHOWN ON THE PLANS SHALL BE APPROVED BY THE RPR. COST SHALL BE INCLUSIVE TO THE PROJECT. ALL MODIFICATIONS TO EXISTING DRAINAGE FEATURES MADE BY THE CONTRACTOR AND NOT SHOWN AS PROPOSED ON THE PLANS SHALL BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AND RESTORED BY THE CONTRACTOR PRIOR TO PROJECT COMPLETION.
- CONTRACTOR SHALL PROTECT UNDERGROUND UTILITIES SUCH AS DRAINAGE PIPES AND ELECTRICAL CABLES / CONDUITS BY PLACING STEEL PLATES AND MILLINGS AT CONTRACTOR HAUL ROUTE CROSSINGS AS REQUESTED BY THE RPR, OR AIRPORT OPERATIONS. COST SHALL BE INCLUSIVE TO THE GENERAL CONSTRUCTION BID ITEM B-001-1.
- CONTRACTOR SHALL HOLD DAILY SAFETY BRIEFINGS WITH THEIR EMPLOYEES, SUBCONTRACTOR'S EMPLOYEES, AND DRIVERS TO ENSURE ALL CONSTRUCTION PERSONAL KNOW APPLICABLE AIRPORT PROCEDURES AND CHANGES TO THOSE PROCEDURES THAT MAY AFFECT THEIR WORK.
- THE CONTRACTOR MUST ALSO ADHERE TO THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) FOR THIS PROJECT, AS WELL AS PREPARE AND SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) FOR APPROVAL TO THE RPR AND OWNER A MINIMUM OF FOURTEEN (14) CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. NO WORK SHALL COMMENCE UNTIL THE SPCD HAS BEEN SIGNED, SUBMITTED, AND APPROVED.
- CONTRACTOR SHALL PROVIDE ESCORT TO AND FROM THE WORK AREAS AND STAGING AREA FOR ALL DELIVERIES ON AIRPORT PROPERTY. DRIVER ESCORTS MUST BE EQUIPPED WITH AN APPROVED RADIO FOR AIRCRAFT COMMUNICATIONS. ALL ESCORT VEHICLES AND CONSTRUCTION EQUIPMENT SHALL BE EQUIPPED WITH A WORKING FLASHING AMBER BEACON AND FAA APPROVED FLAGS.
- ALL MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) MEASURES SHALL BE INSTALLED BY THE CONTRACTOR AS WELL AS CHECKED AND APPROVED BY THE RPR AND AIRPORT OPERATIONS PRIOR TO THE START OF CONSTRUCTION.
- GATE GUARDS SHALL BE REQUIRED FOR ALL MATERIAL DELIVERIES. GATE GUARDS SHALL MONITOR CONSTRUCTION TRUCK TRAFFIC IN AND OUT OF AIRPORT. GATE SHALL BE LOCKED AND SECURED WHEN NOT IN USE OR WHEN GATE GUARD IS NOT PRESENT. ANY FLAGGING OR TRAFFIC CONTROL REQUIRED FOR ANY ACCESS GATE FROM PUBLIC ROADS ONTO THE AIRFIELD SHALL BE CONSIDERED INCIDENTAL TO THE GENERAL CONSTRUCTION BID ITEM B-001-1.
- THE CONTRACTOR SHALL COORDINATE WITH THE RPR AND AIRPORT OWNER AT LEAST THIRTY (30) CALENDAR DAYS PRIOR TO THE START OF THE CONSTRUCTION WORK FOR ALL LOGISTICS OF THE PROJECT.
- THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THE HAUL ROUTE, AS ORDERED BY THE RPR THROUGHOUT THE DURATION OF THIS CONTRACT. THE CONTRACTOR SHALL ALSO FULLY RESTORE THE HAUL ROUTE TO ITS ORIGINAL OR BETTER CONDITION AT THE CONCLUSION OF CONSTRUCTION. ALL WORK ASSOCIATED WITH CONSTRUCTING, MAINTAINING, REPLACING AND RESTORING THE HAUL ROUTE SHALL BE INCLUSIVE TO THE GENERAL CONSTRUCTION BID ITEM B-001-1.
- SIGNS ADJACENT TO AREAS USED BY AIRCRAFT MUST COMPLY WITH FRANGIBLE REQUIREMENTS OF AC 150/5220-23 OR LATEST REVISION. FRANGIBLE CONNECTIONS, WHICH MAY REQUIRE MODIFICATION TO SIZE AND HEIGHT GUIDANCE IN THE MUTCD. SIGNS SHALL BE MOUNTED ON POLE WITH FRANGIBLE FITTINGS (BREAKAWAY POST)
- CONTRACTOR IS RESPONSIBLE FOR SNOW REMOVAL IN THEIR WORK AND STAGING AREAS.

SAFETY AND SECURITY NOTES:

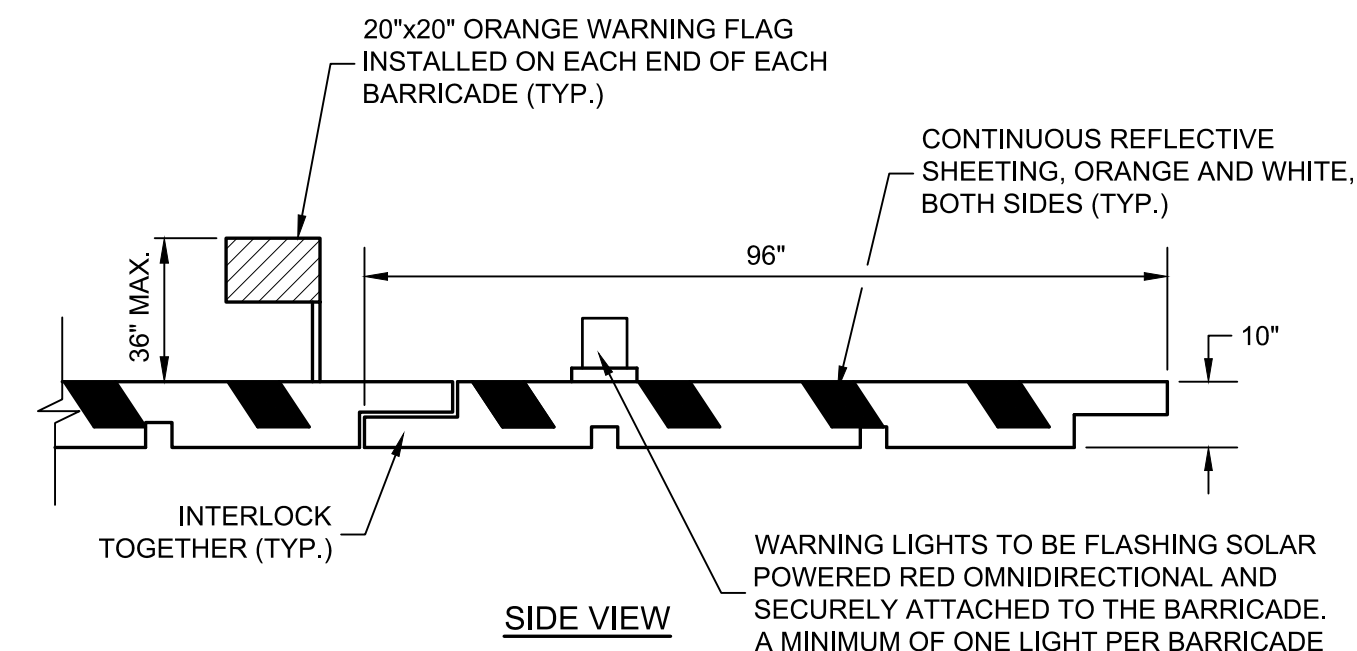
- IN ADDITION TO NORMAL SAFETY PRECAUTIONS EXPECTED OF THE CONTRACTOR, IT IS NOTED THAT SPECIAL CONSIDERATIONS MUST BE GIVEN TO THE FACT THAT CONSTRUCTION ACTIVITY WILL BE TAKING PLACE WITHIN THE CONFINES OF AN ACTIVE AIRPORT. IN THIS REGARD, NO EQUIPMENT OR MATERIAL CAN BE LOCATED SO AS TO OBSTRUCT THE SAFE FLOW OF TRAFFIC ON THE EXISTING RUNWAY AND TAXIWAY SURFACES. PARTICULAR ATTENTION MUST BE GIVEN TO THE USE OF TAXIWAYS FOR THE PURPOSE OF MOVING OR PARKING EQUIPMENT.
- IN ADDITION TO THE FOLLOWING REQUIREMENTS, REFER TO THE PROJECT DOCUMENTS AND FAA AC 150/5370-2, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, LATEST EDITION, WHERE CONFLICTS OCCUR BETWEEN THE REQUIREMENTS IN THE PROJECT DOCUMENTS AND THOSE INDICATED IN THE REFERENCED FAA ACS, THE MOST STRINGENT SHALL GOVERN, UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL ALSO BE FAMILIAR WITH, AND COMPLY WITH:
 - FAA AC 707/460-1, OBSTRUCTION MARKING AND LIGHTING, LATEST EDITION;
 - FAA AC 150/5210-5, PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AIRPORTS, LATEST EDITION;
 - FAA AC 150/5370-2, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, LATEST EDITION; AND
 - TITLE 14 OF THE CODE OF FEDERAL REGULATIONS PART 77, OBJECTS AFFECTING NAVIGABLE AIRSPACE, AND PART 139, CERTIFICATION OF AIRPORTS.
- THE CONTRACTOR SHALL FAMILIARIZE THEIR PERSONNEL OF THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO THIS ACTIVE AIR CARRIER AIRPORT. CONDUCT ALL CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY AS SPECIFIED HEREIN OR AS DIRECTED BY THE OWNER.
- CONSTRUCTION WORK ON THIS PROJECT WITHIN THE AOA IS SUBJECT TO THE OPERATIONAL SAFETY AND SECURITY REQUIREMENTS OF THE ABOVE AC REFERENCES AND ANY ADDITIONAL REQUIREMENTS BY THE FEDERAL GOVERNMENT, STATE OR AS MAY BE DEEMED NECESSARY BY CHEMUNG COUNTY.
- THE OWNER, AT ALL TIMES, HAS COMPLETE JURISDICTION OVER THE SAFETY OF AIRCRAFT OPERATIONS DURING THE WORK, WHEREVER THE SAFETY OF AIR TRAFFIC IS CONCERNED, THE DECISIONS OF THE OWNER WILL BE FINAL AS TO METHODS, PROCEDURES, AND MEASURES USED.
- THE OWNER RESERVES THE RIGHT TO SUSPEND CONSTRUCTION OPERATIONS FOR SHORT PERIODS OF TIME (I.E. WHILE AN AIRCRAFT PASSES), DAILY, OR BETWEEN CONSTRUCTION PHASES, AND / OR CHANGE THE ORDER OF CONSTRUCTION PHASING DURING THE PROJECT IF IT IS DETERMINED AS IN THE BEST INTEREST OF AIRPORT OPERATIONS OR SAFETY. THE CONTRACTOR MAY BE DIRECTED TO MOVE CONTRACTOR PERSONNEL, EQUIPMENT, AND MATERIALS TO SAFE LOCATION AND / OR EVACUATE THE SITE IN ORDER TO ENABLE AIRCRAFT OPERATIONS. NECESSARY EXTENSIONS IN CONTRACT TIME WILL BE GRANTED OR A STOP WORK ORDER WILL BE ISSUED DUE TO THESE DELAYS. HOWEVER, THERE WILL BE NO ADJUSTMENTS IN CONTRACT PRICE DUE TO THESE DELAYS, UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS.
- EACH CONTRACTOR EMPLOYEE WHO OPERATES A GROUND VEHICLE IN ANY PORTION OF THE AOA AT ELM MUST BE FAMILIAR WITH AND COMPLY WITH:
 - ELM'S RULES AND REGULATIONS.
 - ELM'S PROCEDURES FOR THE OPERATION OF GROUND VEHICLES.
 - THE CONSEQUENCES OF NON-COMPLIANCE WITH ELM'S RULES AND REGULATIONS AND / OR PROCEDURES FOR THE OPERATION OF GROUND VEHICLES AS SHOWN ON THE PLANS.
- CONTRACTOR PERSONNEL, EQUIPMENT, OPERATIONS AND TRAVEL SHALL BE CONFINED TO THE AREA WITHIN THE DEFINED WORK LIMITS SHOWN IN THE PLANS. CONTRACTOR PERSONNEL ARE NOT PERMITTED TO ENTER OR REMAIN IN PART OF THE AOA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL INFORM THEIR PERSONNEL OF THE ROUTES, SPEEDS, AND PROCEDURES FOR TRANSPORTING EQUIPMENT AND MATERIALS TO THE CONSTRUCTION SITE AND RESTRICTIONS TO MOVEMENT OF EQUIPMENT OR CONTRACTOR PERSONNEL WITHIN THE AOA.
- ROADS DESIGNATED AS CONTRACTOR HAUL ROUTES WILL BE USED BY OTHER AIRPORT VEHICLES, CONTRACTORS, AND THE GENERAL PUBLIC (ALONG PUBLIC ROADS). THE CONTRACTOR SHALL NOT INTERFERE WITH OTHER VEHICLE TRAFFIC AND SHALL YIELD TO EMERGENCY VEHICLES AND AIRCRAFT ALONG ANY OF THE AIRPORT OR PUBLIC ROADS. THE CONTRACTOR SHALL PROVIDE ALL FLAGGING, SIGNING, LIGHTING, ETC. REQUIRED BY ELM, CHEMUNG COUNTY, OR THE STATE TO PROVIDE ALL REASONABLE SAFETY MEASURES TO PROTECT ALL PERSONS UTILIZING ALL ROADS USED BY THE CONTRACTOR.
- ALL CONSTRUCTION EQUIPMENT MUST MAINTAIN A DISTANCE GREATER THAN 25 FEET FROM ANY PARKED AIRCRAFT.
- DO NOT EXCEED 15 MPH WITHIN THE AOA.
- ANY DAMAGE ALONG THE CONTRACTOR ACCESS / HAUL ROUTES DUE TO THE CONTRACTOR'S USE SHALL BE REPAIRED IMMEDIATELY AT NO ADDITIONAL COST TO ELM. AT THE COMPLETION OF THE PROJECT, ALL PAVEMENTS AND SURFACES ALONG THE ACCESS ROUTES THAT WERE EXISTING AT THE START OF THE PROJECT SHALL BE RESTORED TO THEIR ORIGINAL CONDITIONS. AS DETERMINED BY THE ENGINEER. CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE HAUL ROAD AND PUBLIC ROADWAY DUE TO HIS / HER OPERATIONS. THE CONTRACTOR SHALL COORDINATE AND MEET THE CLEANING AND REPAIR REQUIREMENTS SET BY OTHER PUBLIC AGENCIES FOR USE OF THEIR ROADS FOR CONSTRUCTION RELATED WORK. PRIOR TO CONSTRUCTION WORK THE CONTRACTOR AND ENGINEER SHALL PERFORM A PRE-INSPECTION AND DOCUMENTATION OF HAUL ROUTE CONDITIONS.
- CONTRACTOR VEHICLES AND EQUIPMENT BROUGHT INTO THE AOA SHOULD BE SERVICED AND MAINTAINED PRIOR TO ENTERING THE AOA TO PREVENT FUEL, HYDRAULIC FLUID, OR OTHER CHEMICAL FLUID LEAKS AND EXCESSIVE EXHAUST THAT MAY CAUSE ENVIRONMENTAL ISSUES. VEHICLES AND EQUIPMENT THAT MAY CAUSE ENVIRONMENTALLY DETRIMENTAL CONDITIONS WILL BE PROHIBITED FROM ENTERING THE AOA. HOWEVER, CONTRACTOR PERSONNEL OPERATING CONSTRUCTION VEHICLES AND EQUIPMENT ON THE AIRPORT MUST NOTIFY THE ENGINEER

- IMMEDIATELY AND EXPEDITIOUSLY CONTAIN AND CLEAN-UP SPILLS RESULTING FROM FUEL, HYDRAULIC FLUID, OR OTHER CHEMICAL FLUID LEAKS WITHIN ONE (1) HOUR OF THE SPILL OCCURRING. TRANSPORT AND HANDLING OF OTHER HAZARDOUS MATERIALS FROM AN AIRPORT ALSO REQUIRES SPECIAL PROCEDURES. TO THAT END, DEVELOP AND IMPLEMENT SPILL PREVENTION AND RESPONSE PROCEDURES FOR VEHICLE OPERATIONS. INCORPORATE THESE PROCEDURES INTO THE SPCD. THIS INCLUDES MAINTENANCE OF APPROPRIATE MSDS DATA AND APPROPRIATE PREVENTION AND RESPONSE EQUIPMENT ON-SITE.
- TRUCKS AND EQUIPMENT SHALL HAVE ALL LOOSE DIRT, ROCKS, AND OTHER MATERIALS REMOVED FROM TIRES AND UNDER CARRIAGE WHEN ACCESSING THE AOA AND WHEN LEAVING A WORK AREA. PROVIDE FOD CHECKS AT EACH OF THESE LOCATIONS.
- THE CONTRACTOR SHALL PROVIDE A MINIMUM OF ONE (1) OPERATIONAL VACUUM SWEEPER TRUCK AND ONE (1) OPERATIONAL WATER TRUCK ON-SITE AT ALL TIMES DURING WORKING AND NON-WORKING HOURS. ALL ACTIVE PAVEMENT AREAS USED BY THE CONTRACTOR MUST BE CLEANED ON A CONTINUOUS BASIS. PAVEMENTS SHALL BE BRUSHED CLEAN AND HOSED DOWN, IF NECESSARY, TO REMOVE ANY MUD OR DEBRIS AND AS REQUESTED BY THE ENGINEER. ALL DEBRIS DEPOSITED ON ANY AIRPORT PAVEMENT SHALL BE REMOVED CONTINUOUSLY DURING THE COURSE OF WORK. IN ADDITION, THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO PREVENT MATERIALS FROM ESCAPING THE WORK AND/OR STOCKPILE/STAGING AREAS. THIS WORK SHALL BE CONSIDERED INCLUSIVE TO THE PROJECT.
- THE CONTRACTOR SHALL CONTINUOUSLY SWEEP AND WASH DOWN ALL ACCESS ROUTES TO THE CONSTRUCTION AREAS, HAUL ROUTES, EXISTING PAVED AREAS ADJACENT TO THE WORK AREA, AND AOA PAVEMENTS. THESE AREAS SHALL BE KEPT FREE OF DEBRIS AT ALL TIMES, AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL PROVIDE TRUCK WASHES, RUMBLE STRIPS, SHAKERS OR OTHER MEANS AS NECESSARY TO PREVENT FOD IN THE AOA AND WILL BE MONITORED BY THE ENGINEER. IF THE CONTRACTOR'S METHOD DOES NOT REMOVE DEBRIS ADEQUATELY TO MEET SAFETY REQUIREMENTS, THE CONTRACTOR MAY BE SHUT DOWN AND WILL BE REQUIRED TO UTILIZE OTHER METHODS AT NO ADDITIONAL COST TO THE OWNER.
- ALL VEHICLES AND EQUIPMENT SHALL BE KEPT WITHIN THE WORK AREAS ESTABLISHED FOR THAT WORK SHIFT UNLESS TRAVELING TO OR FROM THE SITE. AT THE END OF THE WORK SHIFT, THE CONTRACTOR WILL BE REQUIRED TO PARK ALL VEHICLES AND EQUIPMENT IN THE DESIGNATED STAGING AREA.
- ALL CONSTRUCTION VEHICLES OPERATING ON AIRPORT PROPERTY MUST MEET THE FOLLOWING REQUIREMENTS:
 - DISPLAY A COMPANY PLACARD / LOGO IDENTIFYING THE VEHICLE.
 - DISPLAY A YELLOW FLASHING LIGHT THAT IS MOUNTED ON THE UPPERMOST PART OF THE VEHICLE STRUCTURE. THE LIGHT MUST BE VISIBLE FROM ANY DIRECTION, DAY AND NIGHT, INCLUDING FROM THE AIR. LIGHTS MUST HAVE PEAK INTENSITY WITHIN THE RANGE OF 40 TO 400 CANDELAS (EFFECTIVE) FROM 0° (HORIZONTAL) UP TO 10° ABOVE THE HORIZONTAL AND FOR 360° HORIZONTALLY. FROM 10° TO 15° ABOVE THE HORIZONTAL PLANE, THE LIGHT OUTPUT MUST BE 1/10TH OF PEAK INTENSITY OR BETWEEN 4 AND 40 CANDELAS (EFFECTIVE). LIGHTS MUST FLASH AT 75 ± 15 FLASHES PER MINUTE.
 - DISPLAY A FLAG AT LEAST 3-FOOT BY 3-FOOT SQUARE HAVING A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES AT LEAST 1-FOOT ON EACH SIDE. THE FLAG MUST BE FIXED TO A STAFF AND ATTACHED TO THE VEHICLE SO THAT THE FLAG WILL BE READILY VISIBLE. AT AIRPORTS WITHOUT AIR TRAFFIC CONTROL FACILITIES, FLAGS MUST BE PROVIDED ON ALL VEHICLES.
- CONTRACTOR PERSONNEL MUST WEAR HIGH-VISIBILITY WARNING GARMENTS AND IDENTIFIABLE HARD HATS IN ACCORDANCE WITH APPLICABLE OSHA, ANSI, ISEA, LOCAL, STATE, AND / OR FEDERAL REGULATIONS WHEN ON-SITE.
- ANY EQUIPMENT TEMPORARILY PARKED AT A WORK SITE FOR USE DURING THE CURRENT WORK SHIFT SHALL BE PROPERLY MARKED, PARKED OUTSIDE ALL SAFETY AREAS, AND WITHIN THE BARRICADED WORK SITE. EQUIPMENT SHALL NOT EXCEED 25 FEET IN HEIGHT AND SHALL BE LEFT IN THE LOWEST POSITION AT THE END OF THE WORK SHIFT.
- STOCKPILING OF MATERIALS WILL ONLY BE ALLOWED AT THE CONTRACTOR'S STAGING AREA. THE STOCKPILE HEIGHT SHALL REMAIN BELOW THE FAR PART 77 IMAGINARY SURFACE CONTOURS. OTHER STOCKPILE LOCATIONS PROPOSED BY THE CONTRACTOR MUST BE APPROVED BY THE AIRPORT AND ENGINEER.
- THE CONTRACTOR SHALL NOT PARK ANY VEHICLES OR EQUIPMENT WITHIN 10 FEET OF ANY PERMANENT OR TEMPORARY AIRFIELD SECURITY FENCE.
- ALL AIRFIELD MARKINGS ALONG HAUL ROUTES AND AREAS ADJACENT TO THE WORK AREA SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT.
- THE CONTRACTOR'S JOB SUPERINTENDENT IS TO MEET WITH THE RESIDENT PROJECT REPRESENTATIVE (RPR) PRIOR TO THE START OF EACH WORKING DAY TO COORDINATE DAILY CONSTRUCTION ACTIVITIES.
- CONTRACTOR RADIOS AND MOBILE PHONES MUST ONLY BE USED FOR THE CONTRACTOR'S INTERNAL COMMUNICATIONS. TO COMMUNICATE CLEARANCE FOR MOVEMENT OF EQUIPMENT, PERSONNEL, ETC. ON OR ACROSS ACTIVE AIRFIELD SURFACES, APPROVED AIRPORT RADIOS MUST BE USED. USE OF RADIOS BY THE CONTRACTOR MUST NOT INTERFERE WITH FREQUENCIES USED BY ATC OR THE AIRPORT. USE OF MOBILE PHONES IS RESTRICTED TO WORK-RELATED CALLS. A CURRENT, UP-TO-DATE CONTACT LIST MUST BE PROVIDED BY THE CONTRACTOR TO THE AIRPORT AND ENGINEER.
- BLASTING IS NOT PERMITTED.
- OPEN-FLAME WELDING AND TORCH CUTTING IS NOT PERMITTED.
- ACCESS FOR AIRPORT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT AND PERSONNEL SHALL BE MAINTAINED AT ALL TIMES. THE AIRPORT ARFF OPERATIONS SHALL HAVE RIGHT-OF-WAY OVER ALL CONTRACTOR'S OPERATIONS AT ALL TIMES.
- AT LEAST 72 HOURS IN ADVANCE OF THE WORK, THE CONTRACTOR SHALL PROVIDE A WRITTEN REQUEST FOR THE CLOSURE OF A RUNWAY, TAXIWAY, OR APRON AS REQUIRED TO CONFORM TO THE CONSTRUCTION PHASING DRAWINGS. THIS REQUEST SHALL INCLUDE THE TIMES REQUESTED AND THE CONTRACTOR'S PROPOSED DETAILED SCHEDULE OF OPERATIONS WITHIN THE AREA.
- THE CONTRACTOR SHALL BE AWARE THAT PERMISSION TO CLOSE A RUNWAY, TAXIWAY, OR APRON MAY NOT BE IMMEDIATELY GRANTED DUE TO AIRPORT OPERATIONS REQUIREMENTS.

PROJECT DURATION AND OVERALL LIQUIDATED DAMAGES:

- PHASE 1 (BASE BID) TOTAL DURATION: **30 CONSECUTIVE CALENDAR DAYS**, FAILURE TO COMPLETE ALL WORK WITHIN THE TOTAL CONTRACT TIME OF 30 CALENDAR DAYS SPECIFIED WILL RESULT IN THE ASSESSMENT OF LIQUIDATED DAMAGES IN THE AMOUNT OF \$5,000 FOR EACH CALENDAR DAY OR PORTION THEREOF IN WHICH THE WORK ITEMS REMAIN INCOMPLETE.

TOTAL PROJECT DURATION: 30 CALENDAR DAYS



- NOTES:**
- BARRICADES SHALL BE OTW SAFETY AIRPORT BARRICADE (MODEL NO. AR10096) OR APPROVED EQUAL. ALL BARRICADES SHALL BE NEW AT THE START OF CONSTRUCTION.
 - BARRICADES SHALL BE IN COMPLIANCE WITH AC 150/5370-2G.
 - OMNIDIRECTIONAL LIGHTS SHALL BE OTW SAFETY (MODEL NO. C01) FLASHING RED SOLAR LIGHT OR APPROVED EQUAL. LIGHTS SHALL SECURELY ATTACH TO THE BARRICADES. ALL LIGHTS SHALL BE NEW WHEN THE BARRICADES ARE INSTALLED. THE CONTRACTOR SHALL REPLACE ANY BROKEN OR FAILED LIGHTS IMMEDIATELY.
 - THE CONTRACTOR SHALL CLEAN AND MAINTAIN ALL BARRICADES, LIGHTS, AND FLAGS THROUGHOUT THE DURATION OF CONSTRUCTION, AND DURING PERIODS OF NON-WORK, INCLUDING ANY WINTER SHUTDOWN PERIOD.
 - FLAGS SHALL SECURELY ATTACH TO THE BARRICADE AND BE MAINTAINED IN GOOD CONDITION AT ALL TIMES, AS DETERMINED BY THE ENGINEER. WORN OR TATTERED FLAGS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
 - INSTALLED BARRICADES SHALL BE FILLED WITH WATER TO COUNTERACT WIND AND/OR JET BLAST. DURING SUB-FREEZING TEMPERATURES, FILL WITH POTASSIUM ACETATE OR CALCIUM CHLORIDE SOLUTION.

LOW PROFILE CONSTRUCTION BARRICADE 1
 NOT TO SCALE
 INCLUSIVE TO ITEM B-001-1



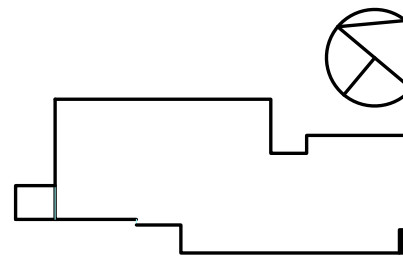
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SEAL



KEY PLAN



ELMIRA CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK
INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

CLIENT:

PROJECT:

DRAWN: **JEC**

DESIGNED: **JEC**

CHECKED: **JPM**

SCALE: **AS NOTED**

DATE: **03/26/2026**

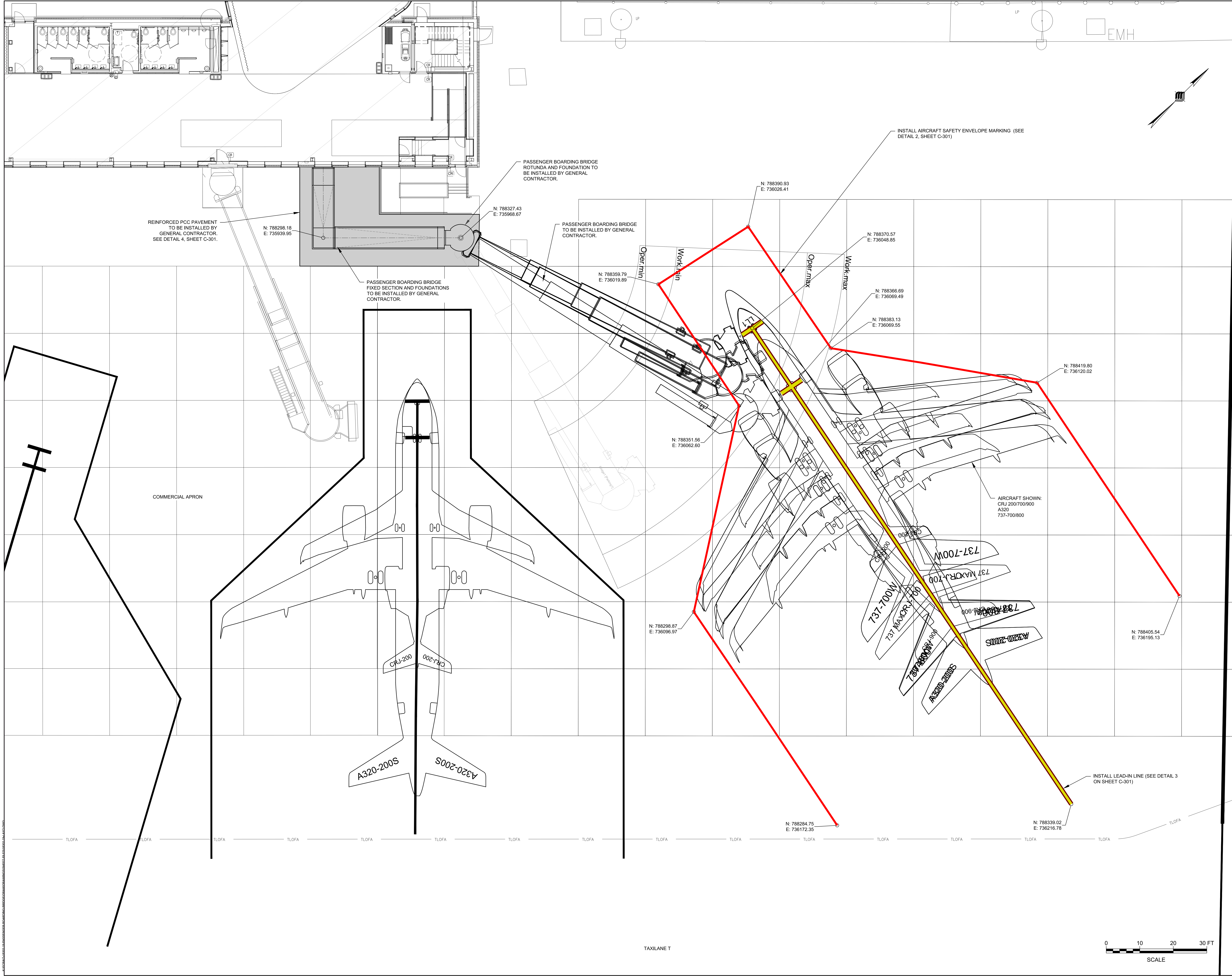
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CONSTRUCTION SAFETY AND PHASING PLAN NOTES & DETAILS

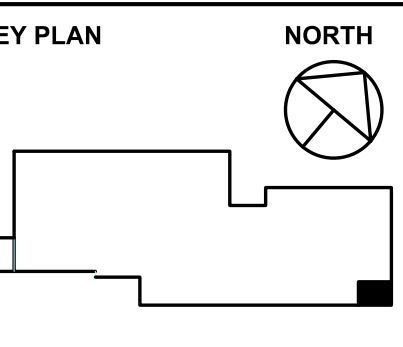
DRAWING NUMBER

C-102



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ELMIRA CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK

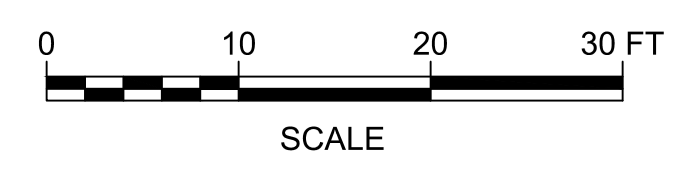
INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

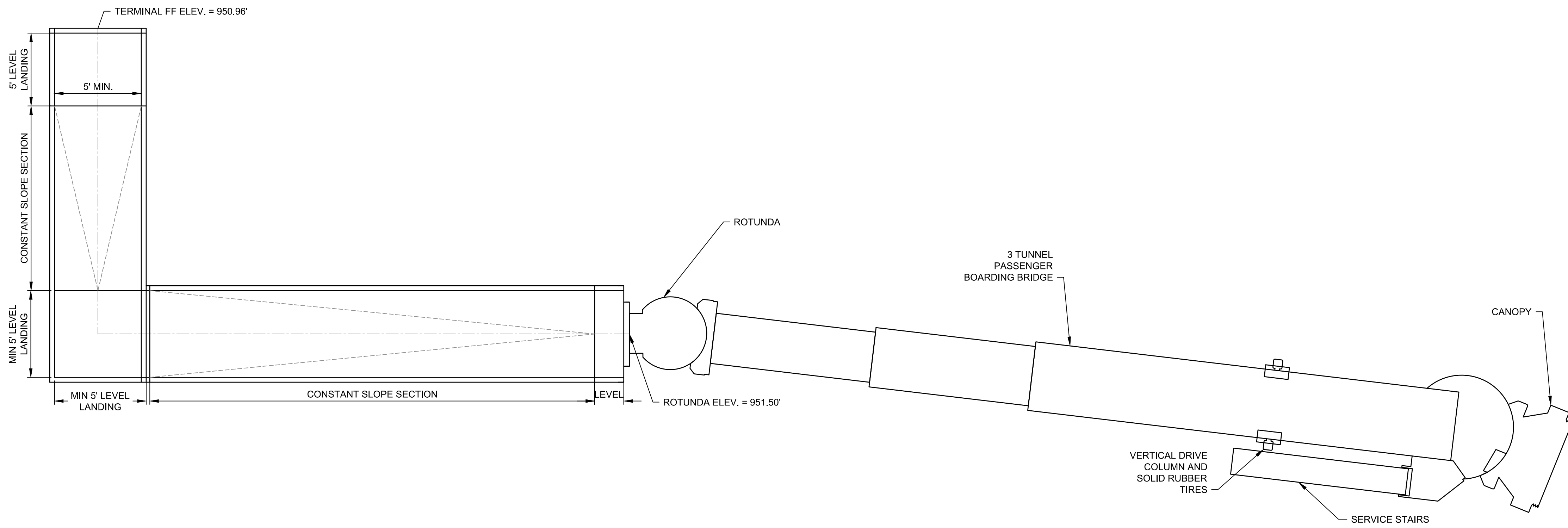
CLIENT:	
PROJECT:	
DRAWN:	JEC
DESIGNED:	JEC
CHECKED:	JPM
SCALE:	AS NOTED
DATE:	03/26/2026
PROJECT:	18302.19

NO.	DATE	REVISIONS

DRAWING TITLE
PBB LAYOUT AND SITE PLAN

DRAWING NUMBER
C-300





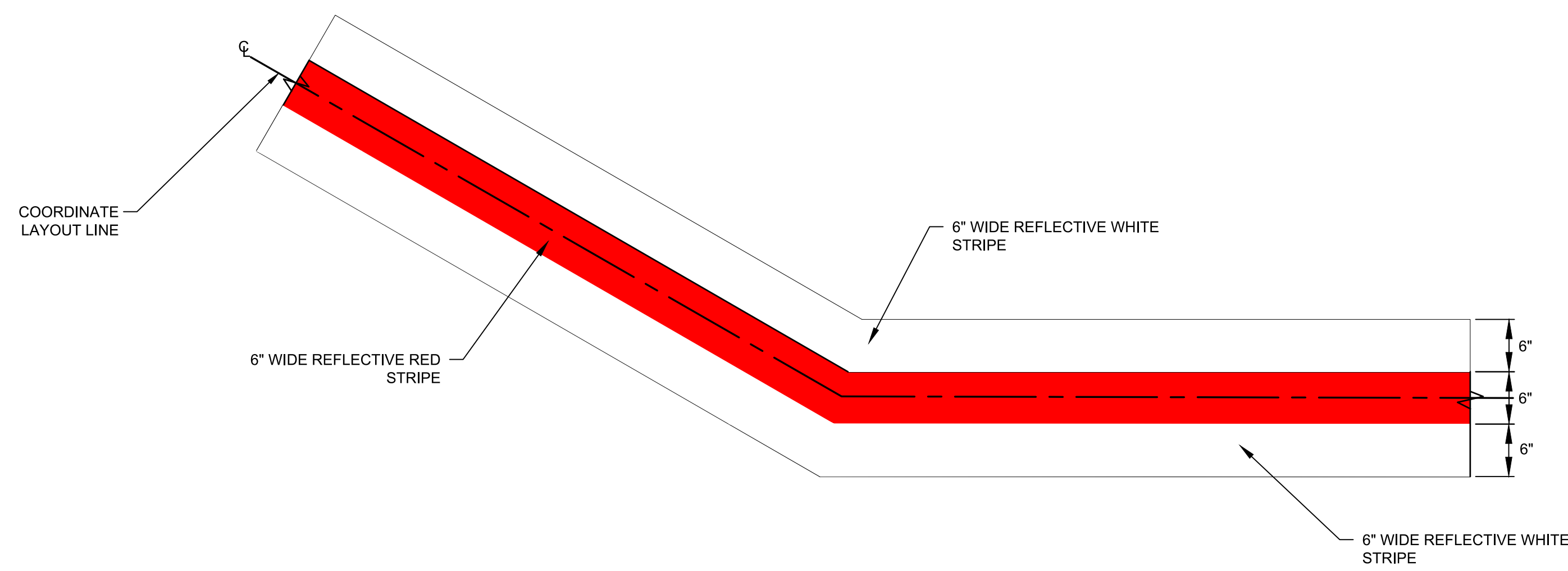
PASSENGER BOARDING BRIDGE PLAN 1
 NOT TO SCALE
 (INCLUSIVE TO ITEM B-001-1)
 C-301

PASSENGER BOARDING BRIDGE GENERAL NOTES:

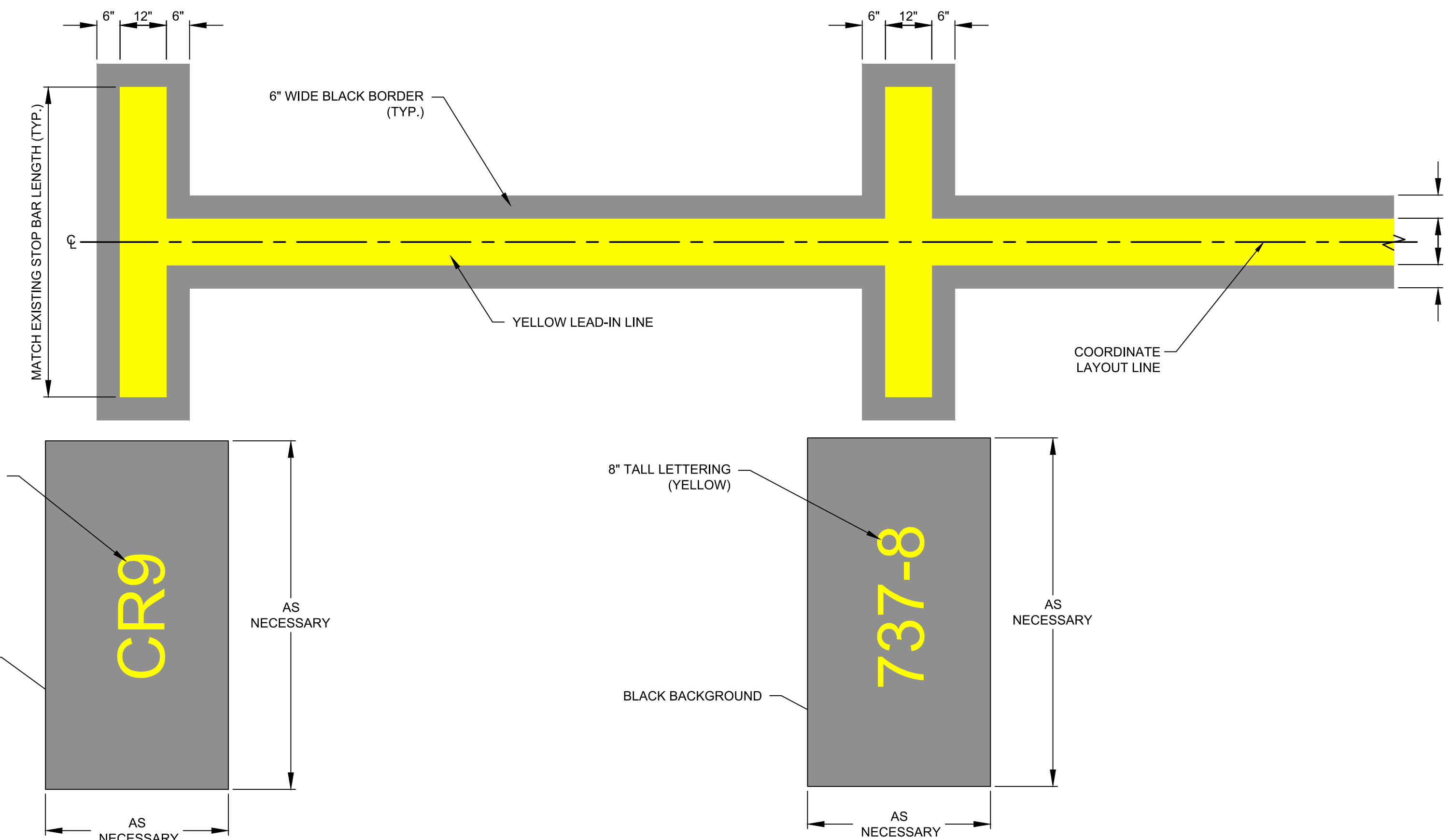
1. THE PASSENGER BOARDING BRIDGE (PBB) CONTRACTOR SHALL PROVIDE AND INSTALL A COMPLETE AND WORKING PBB AS SHOWN ON THE PLANS, AS SPECIFIED WITHIN THE PROJECT SPECIFICATIONS AND AS DIRECTED BY THE RESIDENT PROJECT REPRESENTATIVE (RPR). THE PBB CONTRACTOR IS RESPONSIBLE FOR ALL INCIDENTAL PARTS, LABOR, AND EQUIPMENT NOT EXPLICITLY NOTED TO BE COMPLETED BY OTHERS AS REQUIRED TO PROVIDE A COMPLETE WORKING PBB SYSTEM WITH THE AUXILIARY EQUIPMENT SPECIFIED.
2. THE PBB SHALL BE AN APRON DRIVE, THREE (3) TUNNEL BRIDGE CAPABLE OF SERVICING THE AIRCRAFT INDICATED BELOW. CONSIDERATIONS SHALL INCLUDE: THE PROPOSED FINISHED FLOOR ELEVATION (FFE) OF THE PROPOSED TERMINAL BUILDING DEPARTURE LOUNGE, EXISTING PAVEMENT GRADES OF THE TERMINAL APRON, AND THE AIRCRAFT PARKING POSITIONS AS INDICATED ON THE DRAWINGS.
 PASSENGER BOARDING DESIGN AIRCRAFT FOR GATE 1 & GATE 2 PBB'S:
 - AIRBUS A320
 - BOEING 737-700 / 800
 - BOMBARDIER CRJ 900
 THE PBB CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A RECOMMENDED PBB MODEL THAT SATISFIES THIS BASIS OF DESIGN, COMPLETE WITH GRAPHIC SHOWING THE BRIDGE SERVICING EACH OF THE AIRCRAFT INDICATED.
3. THE PBB CONTRACTOR SHALL PROVIDE ASSISTANCE IN THE LAYOUT OF THE ROTUNDA AND FIXED WALKWAY FOUNDATIONS PRIOR TO ITS CONSTRUCTION. THE PBB CONTRACTOR SHALL PROVIDE THE TEMPLATE(S) FOR LAYOUT OF THE ANCHOR BOLTS AND PROVIDE ALL REQUIRED ANCHOR BOLTS.
4. THE PBB CONTRACTOR SHALL PROVIDE THE REQUIREMENTS FOR THE ELECTRICAL AND COMMUNICATION FEEDS FOR THE PBB TO THE ENGINEER. THE CONNECTION BOXES, ELECTRICAL, AND DATA CONNECTIONS WILL BE THE RESPONSIBILITY OF THE PBB CONTRACTOR. ALL WIRING WITHIN THE PBB TO SERVICE THE PBB AND THE PBB EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY THE PBB CONTRACTOR.
7. ANY DOOR SHOWN INSIDE THE PBB SHALL BE FABRICATED WITH THE PBB.
8. THE CONTRACTOR SHALL SURVEY ALL PROVIDED ELEVATIONS AND PROVIDE A REPORT TO THE ENGINEER NOTING ANY DISCREPANCIES.
9. THE PBB'S ARE TO BE INSTALLED ON AN ACTIVE AIRCRAFT TERMINAL APRON. THE PBB CONTRACTOR SHALL REFER TO THE CONSTRUCTION SAFETY AND PHASING PLANS, NOTES, AND DETAILS WITHIN THESE PLANS AND SPECIFICATIONS.

GENERAL AIRSIDE PAVEMENT MARKING NOTES:

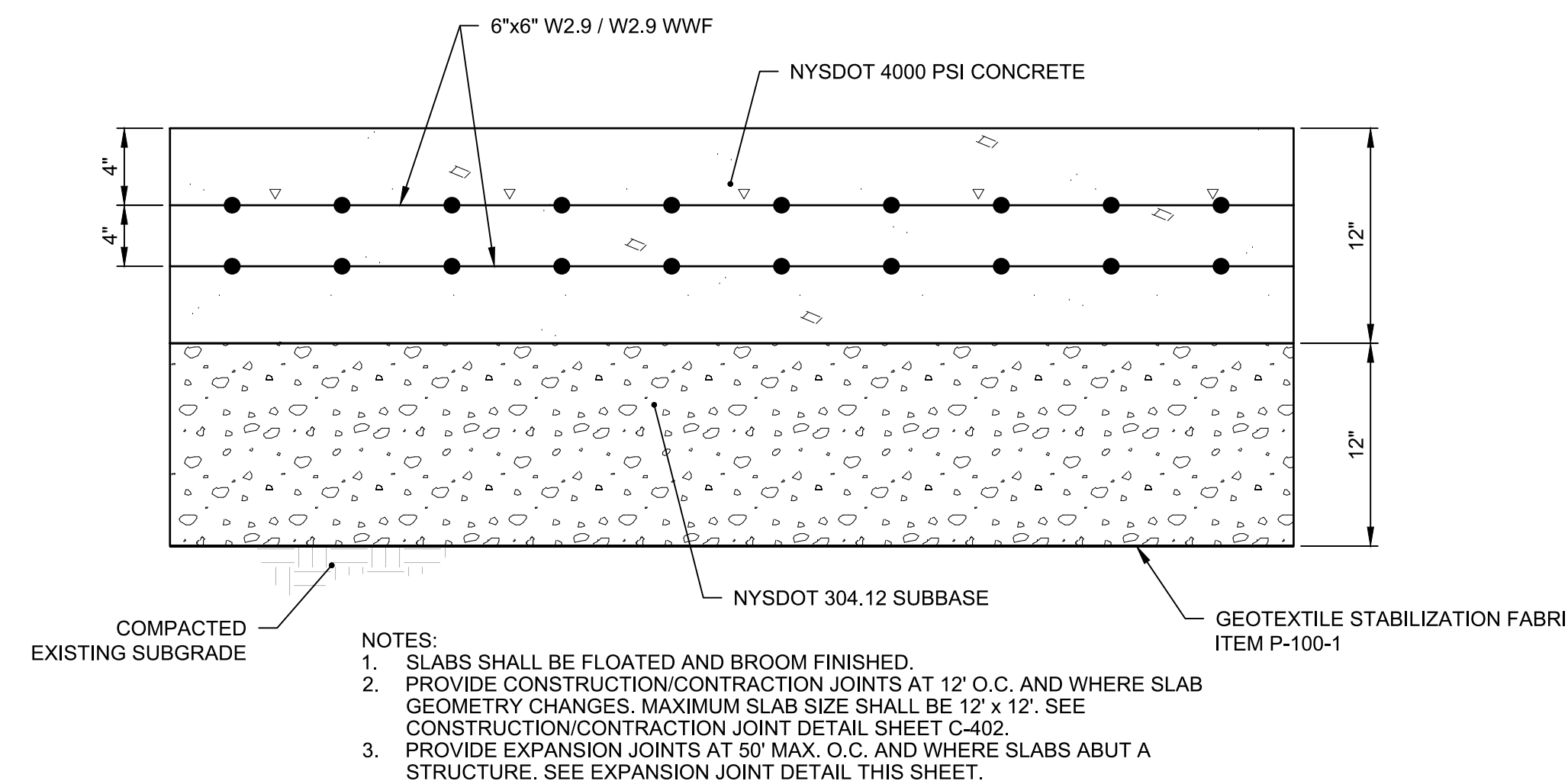
1. PRIOR TO FULL PRODUCTION OF PAVEMENT MARKINGS, A TEST STRIP SHALL BE INSTALLED BY THE CONTRACTOR. THE TEST STRIP SHALL BE OF APPROPRIATE SIZE AND OF ADEQUATE VARIETY TO DEMONSTRATE THE CONTRACTOR'S ABILITY TO MEET THE REQUIREMENTS OF THE P-620 SPECIFICATION. THE ENGINEER AND AIRPORT PERSONNEL SHALL REVIEW AND APPROVE THE TEST STRIP PRIOR TO THE CONTRACTOR PROCEEDING WITH ADDITIONAL MARKING.
2. ALL NEW MARKINGS PLACED ON EXISTING ASPHALT PAVEMENT AND PCC PAVEMENT SHALL BE OUTLINED IN A SIX-INCH (6") WIDE BLACK BORDER. THE BLACK BORDER WIDTH MAY VARY IN SIZE. SEE MARKING DETAILS ON THIS SHEET FOR DIMENSION. IF NO DIMENSION IS LISTED, THE BLACK BORDER SHALL BE SIX-INCHES (6") WIDE. NO GLASS BEADS SHALL BE APPLIED TO BLACK PAINT.
3. THE BLACK PAINT BORDER SHALL BE PLACED AFTER THE PERMANENT OR TEMPORARY MARKINGS ARE PLACED. IN NO CIRCUMSTANCE WILL BLACK PAINT BE PLACED FIRST. THE CONTRACTOR IS ALSO NOT PERMITTED TO INSTALL NEW WHITE, YELLOW, OR RED PAINT ON TOP OF FRESH BLACK PAINT.
4. CONTRACTOR TO FIELD VERIFY AND MATCH THE DIMENSION AND LAYOUT OF EXISTING PARKING POSITION MARKINGS ON THE COMMERCIAL APRON.



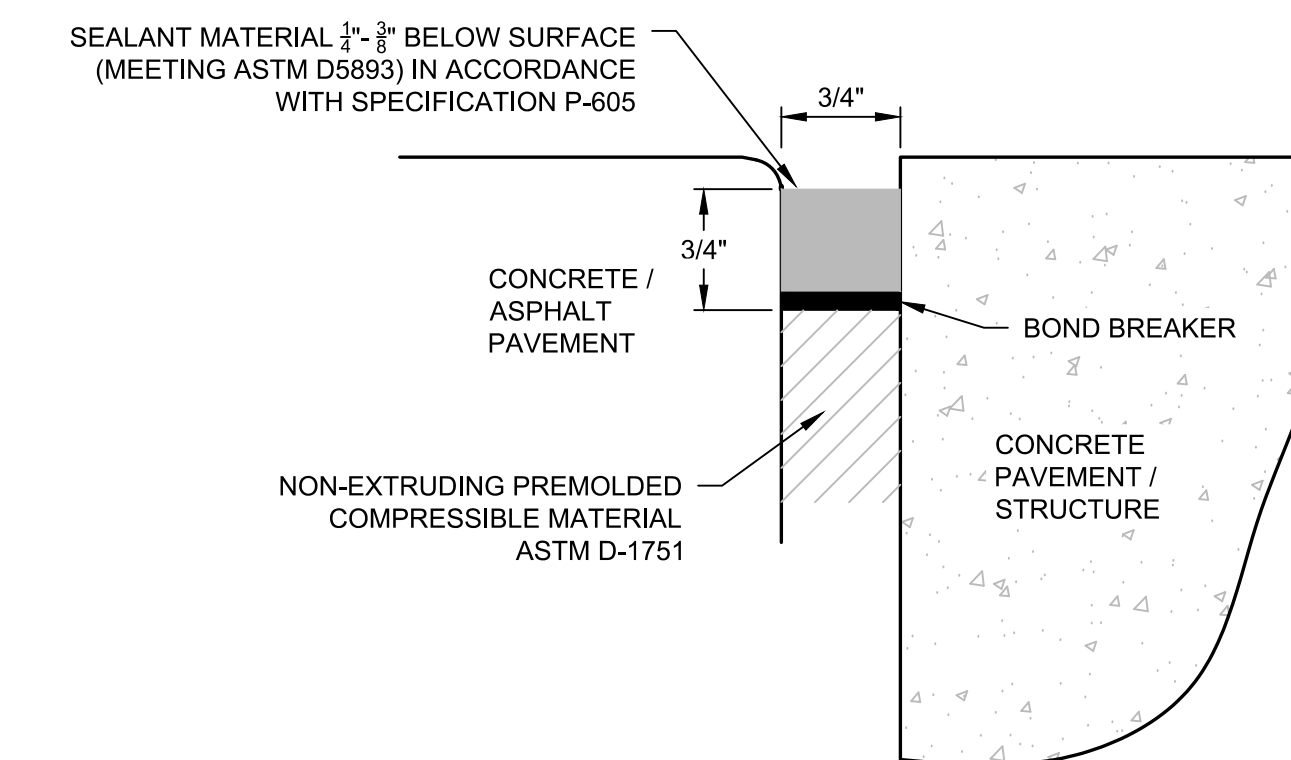
AIRCRAFT SAFETY ENVELOPE MARKING 2
 NOT TO SCALE
 C-301



LEAD-IN LINE MARKING DETAIL 3
 NOT TO SCALE
 (INCLUSIVE TO ITEM B-001-1)
 C-301



LIGHT DUTY CONCRETE PAVEMENT DETAIL 4
 NOT TO SCALE
 (INCLUSIVE TO ITEM B-001-1)
 C-301



EXPANSION JOINT DETAIL 5
 NOT TO SCALE
 (INCLUSIVE TO ITEM B-001-1)
 C-301

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 100 Hunt Ctr.
 Horseheads, NY 14845
 607-358-1000

SEAL

KEY PLAN NORTH

ELMIRA CORNING REGIONAL AIRPORT
 CHEMUNG COUNTY, NEW YORK

INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

CLIENT: _____ PROJECT: _____

DRAWN	JEC
DESIGNED	JEC
CHECKED	JPM
SCALE	AS NOTED
DATE	03/26/2026
PROJECT	18302.19

NO.	DATE	REVISIONS

DRAWING TITLE

AIRSIDE SITE DETAILS

DRAWING NUMBER

C-301



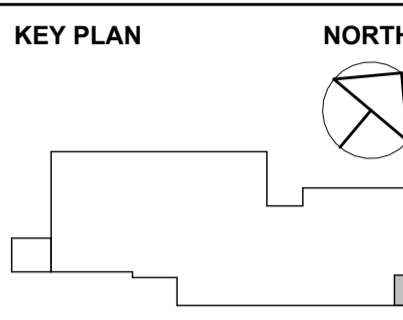
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SEAL

BID SET

KEY PLAN



ELMIRA CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK

INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

CLIENT:

PROJECT:
DRAWN: **SPF**
DESIGNED: **SPF**
CHECKED: **GEH**
SCALE: **AS NOTED**
DATE: **03/26/2026**
PROJECT: **18302.19**

NO. DATE REVISIONS

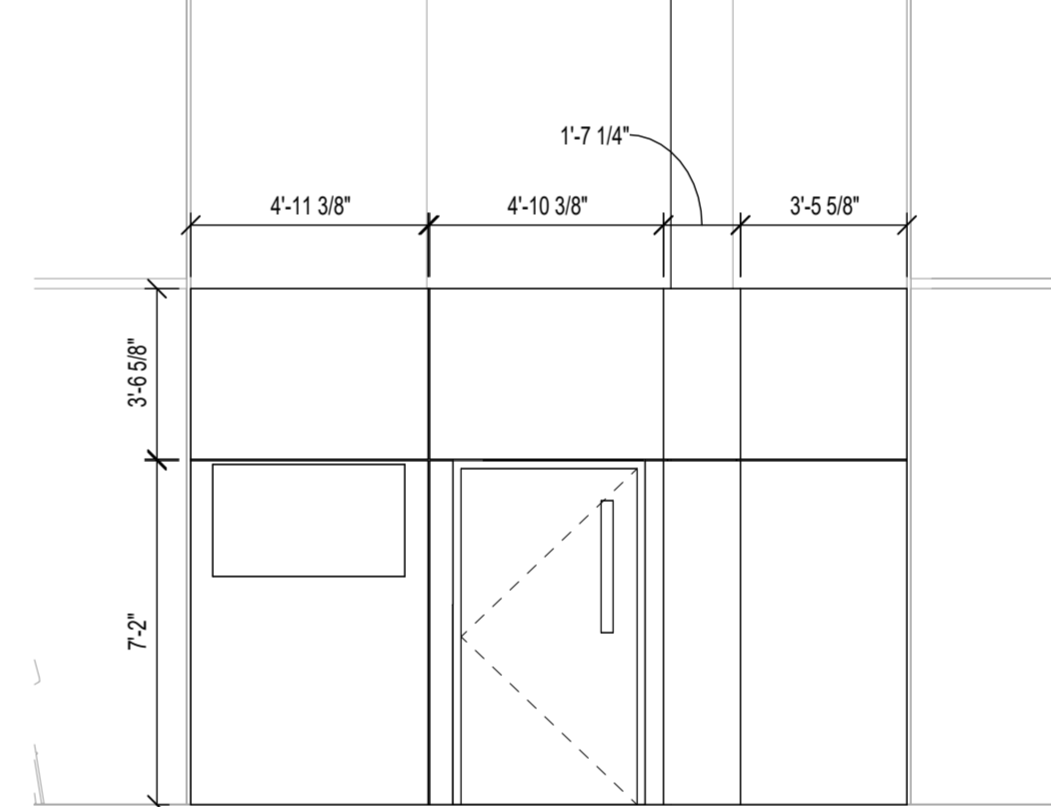
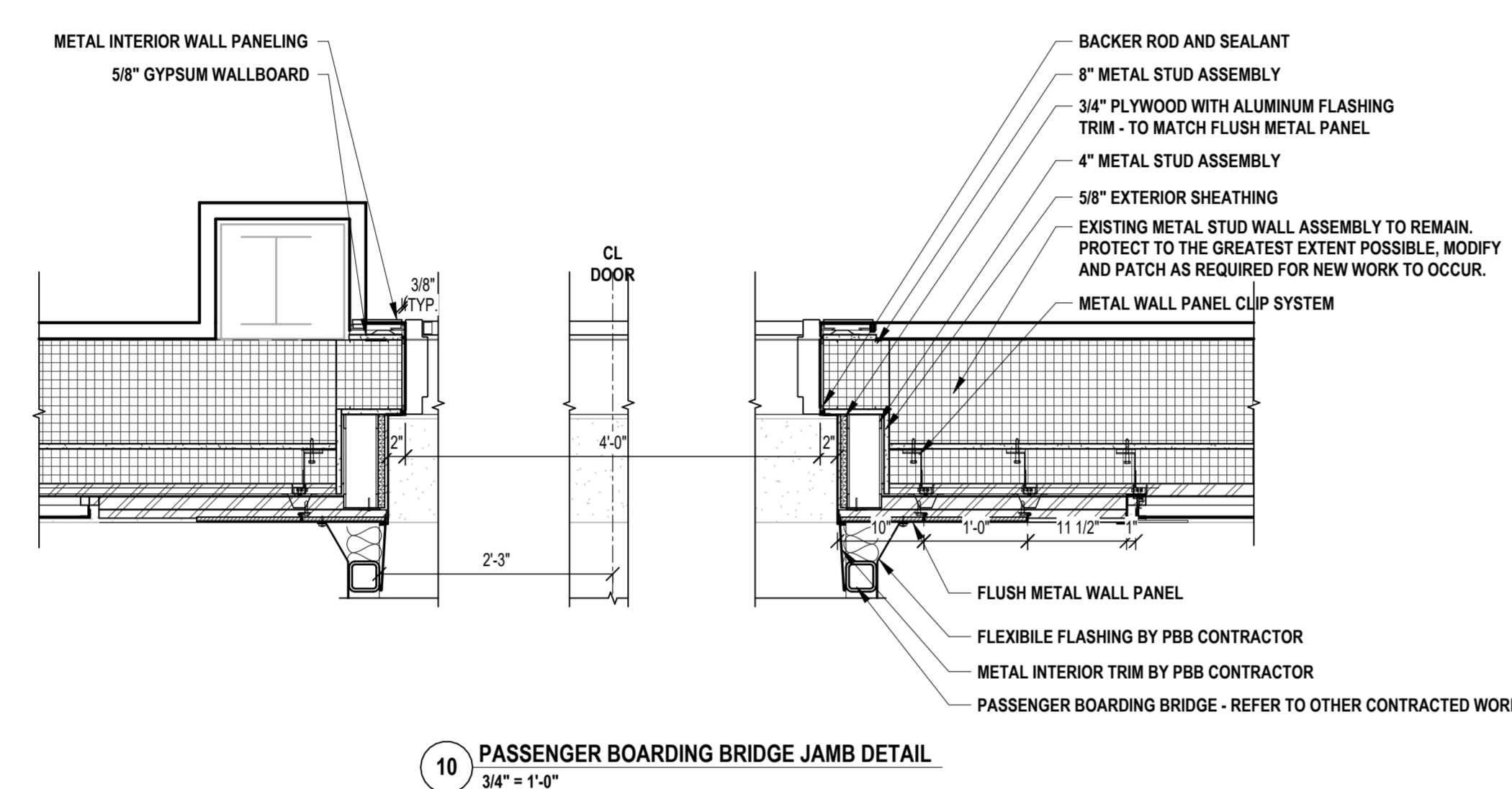
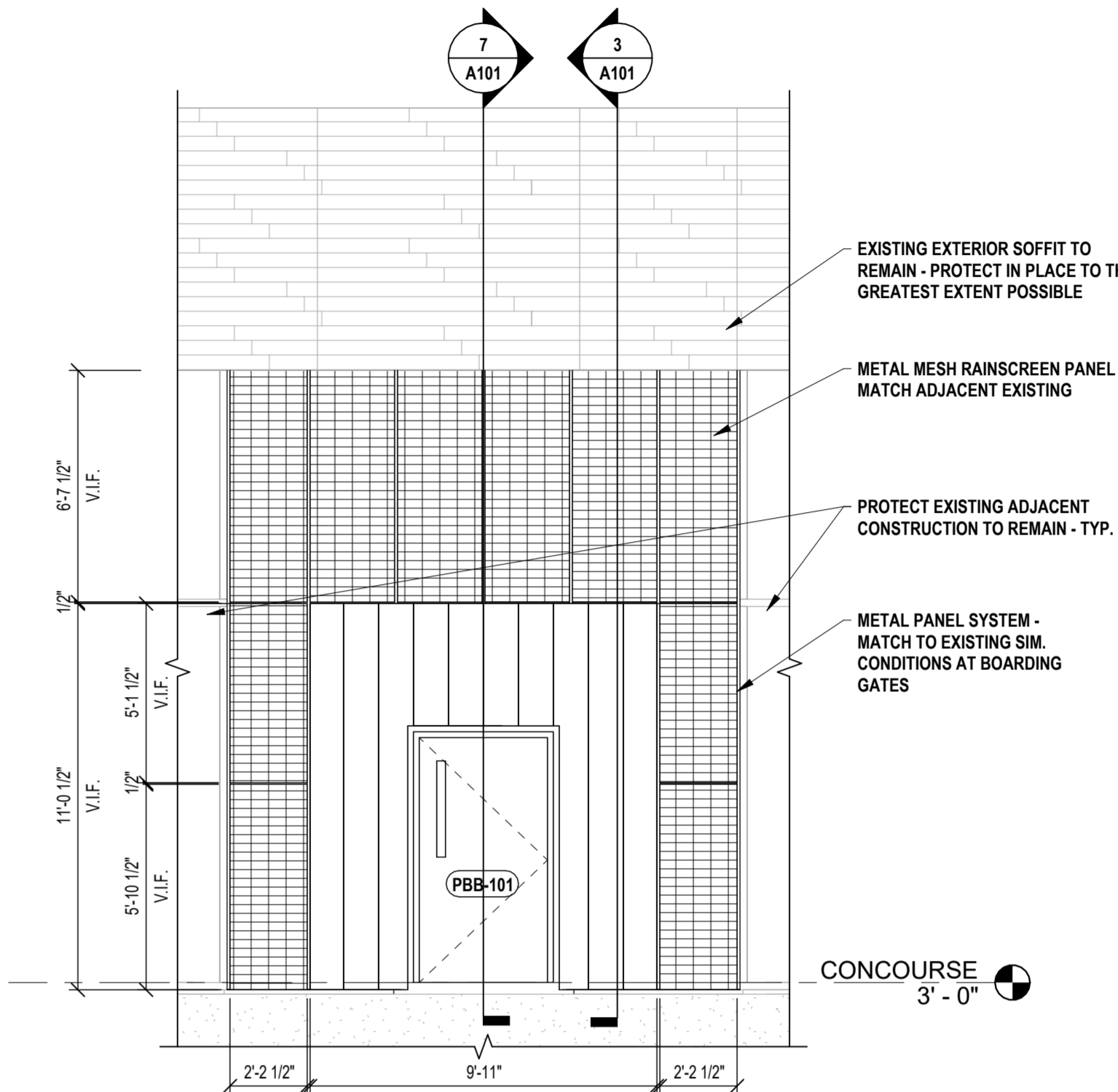
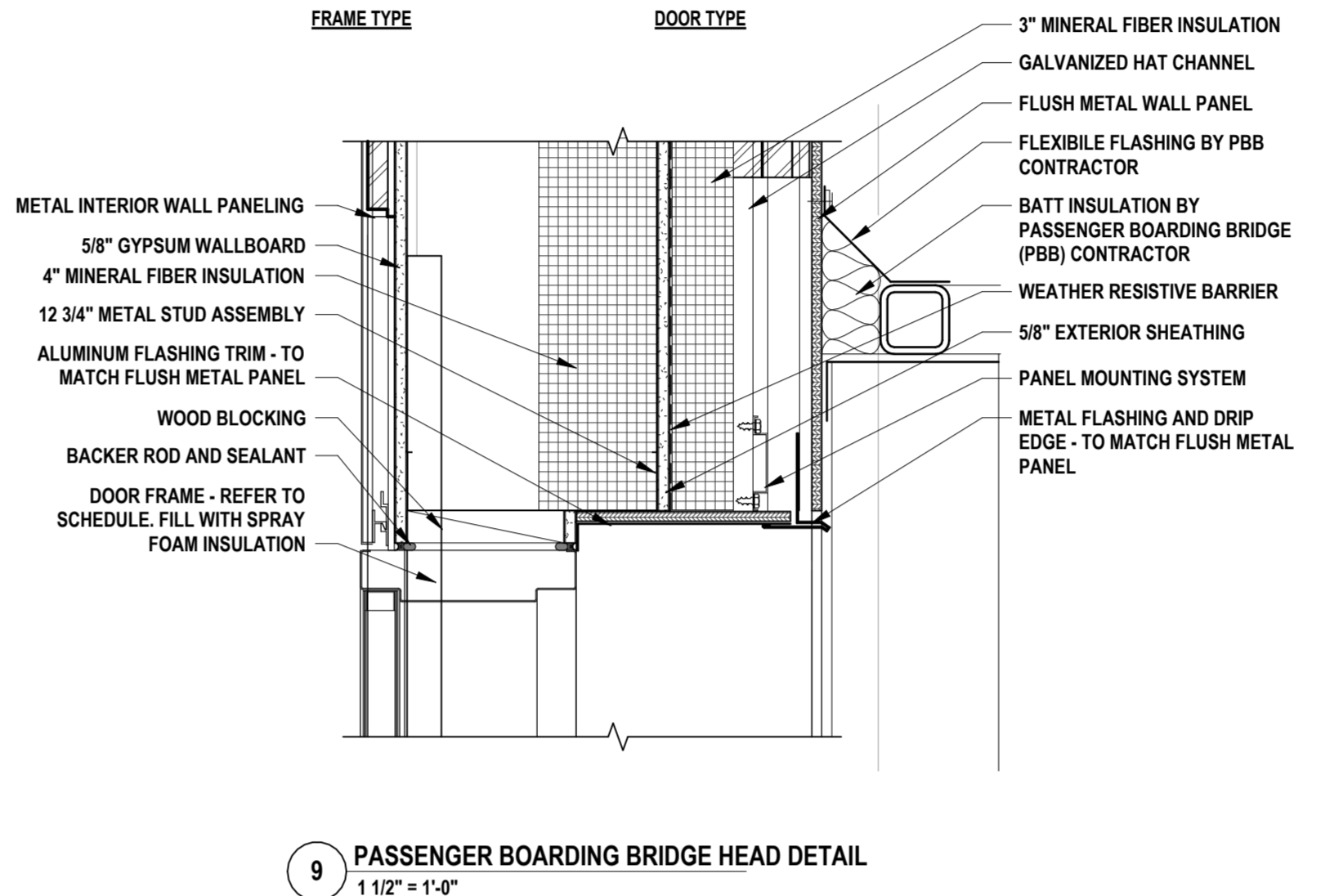
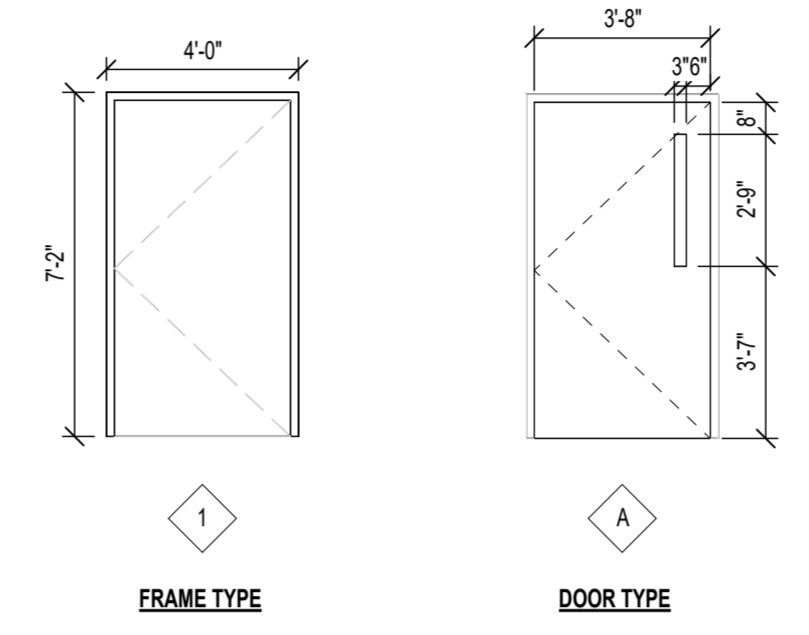
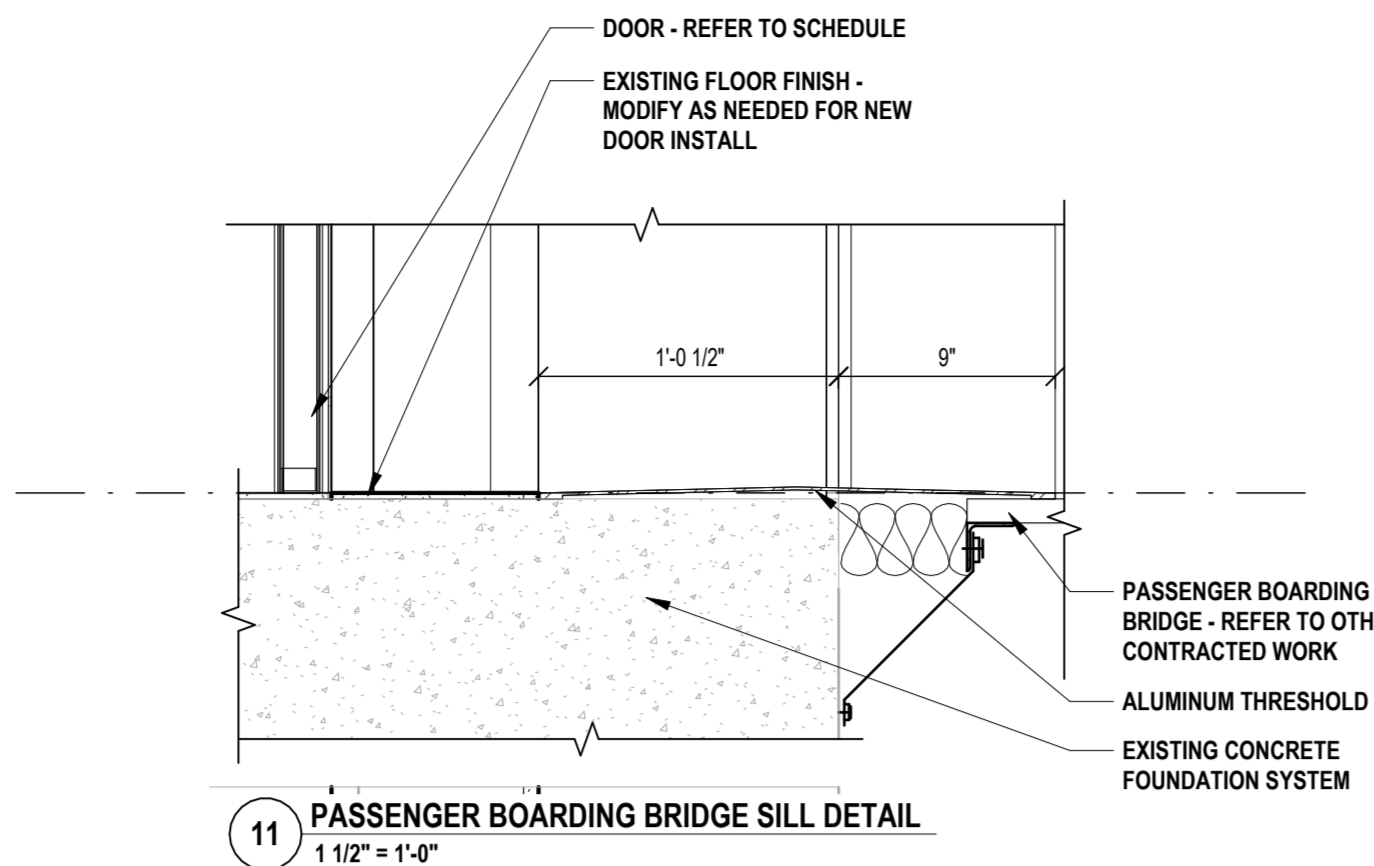
DRAWING TITLE

PASSENGER BOARDING BRIDGE MODIFICATIONS

DRAWING NUMBER

A101

#	DOOR			ASSEMBLY			GLAZING		HDWR		FRAME		DETAIL			NOTES	
	HEIGHT	WIDTH	TYPE	THICK.	MATL.	FINISH	LABEL	MATL.	MARKING	SET	TYPE	MATL.	FINISH	HEAD	JAMB		SILL
PBB-101	7'-0"	3'-8"	A	1 3/4"	HM	PNT	--			1	1	HM	PNT	9/A101	10/A101	11/A101	INSULATED, CARD ACCESS BOTH SIDES, DK BRONZE, ADD DOOR CONTACTS, DELAYED EGRESS PANIC BAR



8 EXTERIOR ELEVATION - PASSENGER LOADING BRIDGE
1/4" = 1'-0"

9 PASSENGER BOARDING BRIDGE HEAD DETAIL
1 1/2" = 1'-0"

10 PASSENGER BOARDING BRIDGE JAMB DETAIL
3/4" = 1'-0"

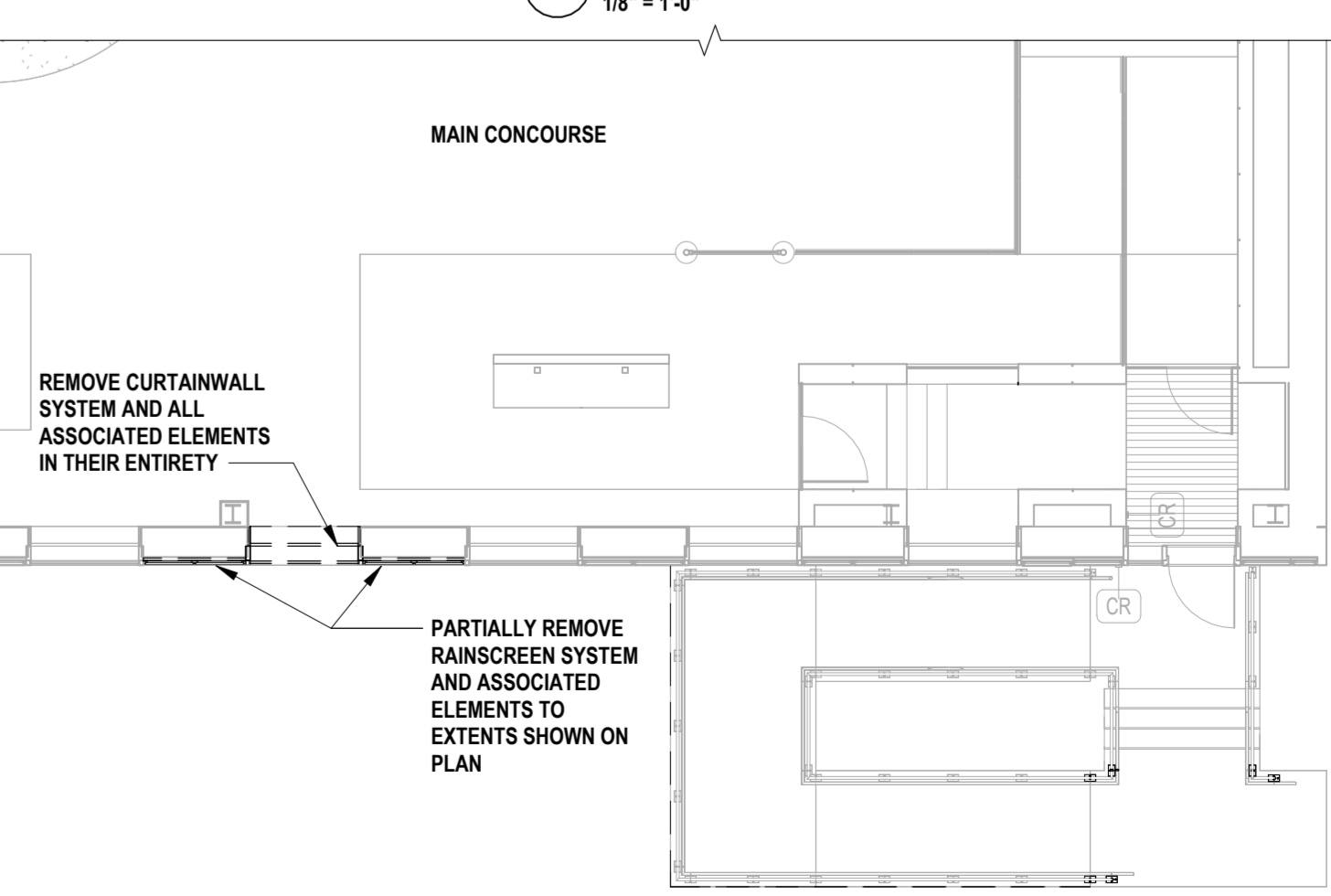
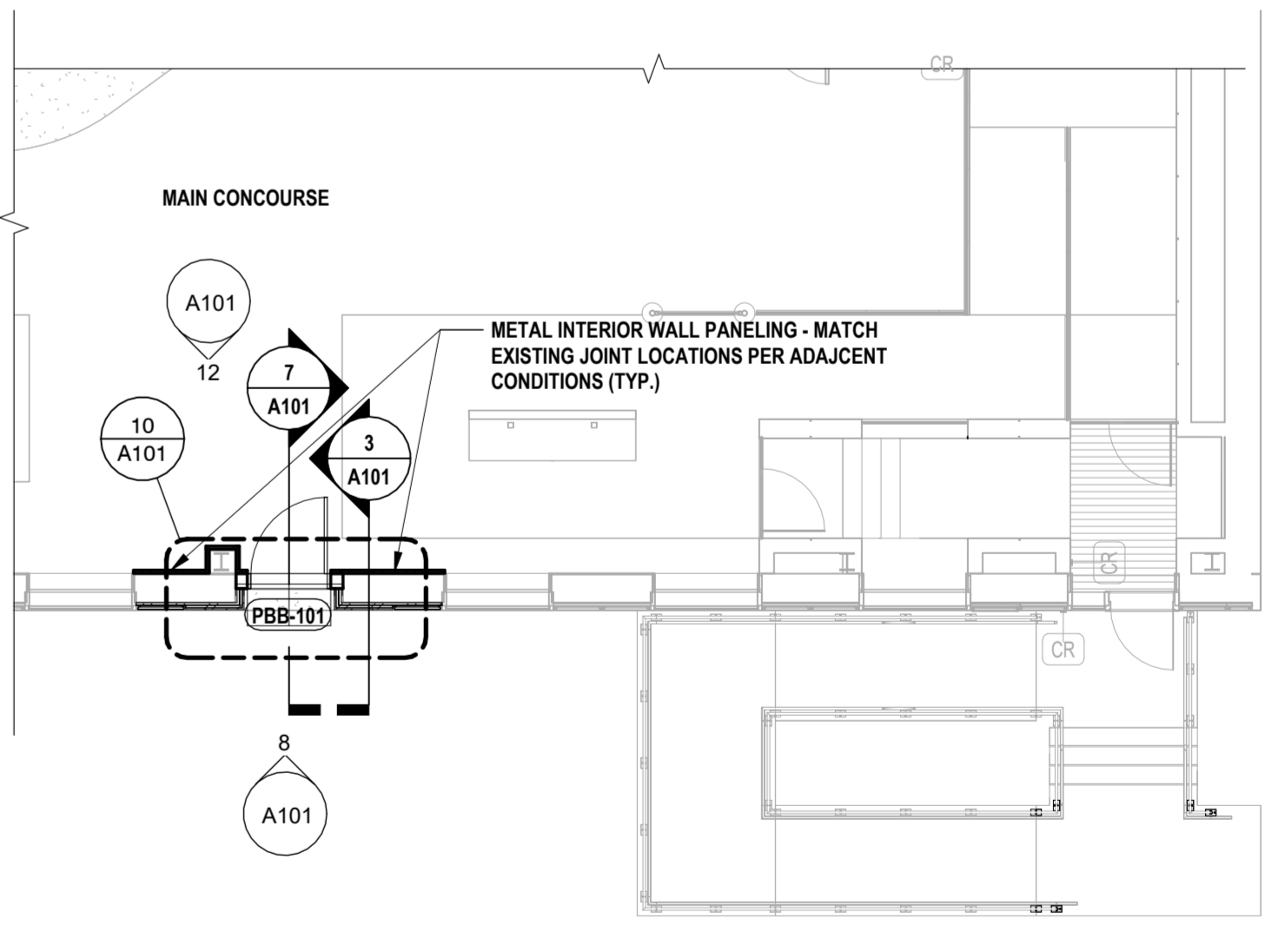
12 INTERIOR ELEVATION
1/4" = 1'-0"

GENERAL NOTES:

- THE CONTRACTOR IS RESPONSIBLE FOR ALL WORK REQUIRED TO IMPLEMENT THE WORK OF THE CONTRACT, REGARDLESS OF WHETHER SPECIFICALLY INDICATED OR NOT, UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCING ANY WORK AND NOTIFY ARCHITECT IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
- THE CONTRACTOR SHALL COORDINATE THE WORK OF THIS CONTRACT WITH THE WORK OF ALL OTHER CONTRACTED WORK AND WORK PERFORMED BY THE OWNER.
- ITEMS SHOWN ARE INTENDED TO GIVE APPROXIMATE QUANTITY, LOCATION & TYPE. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ACTUAL QUANTITY & EXISTING FIELD CONDITIONS.
- ALL DIMENSIONS ARE TAKEN FROM FACE OF WALL TO FACE OF WALL, UNLESS NOTED OTHERWISE.
- ALL FINISHED ASSEMBLIES ARE REQUIRED TO BE PROTECTED DURING THE COURSE OF CONSTRUCTION. ALL FINISHED ASSEMBLIES DAMAGED DURING THE COURSE OF CONSTRUCTION ARE REQUIRED TO BE REPLACED OR REPAIRED AT THE ARCHITECT'S DIRECTION.

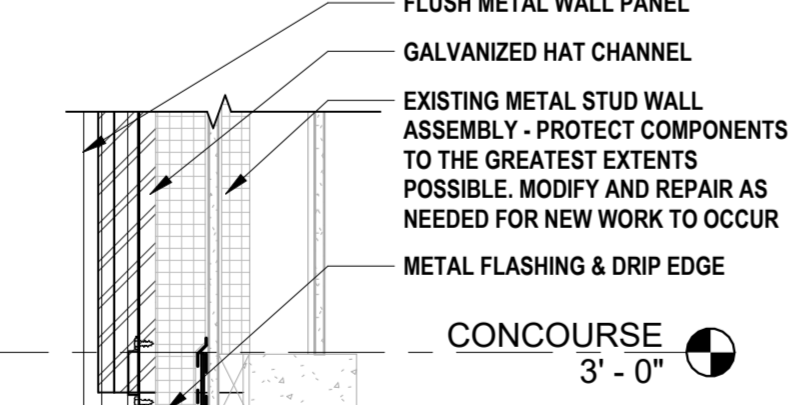
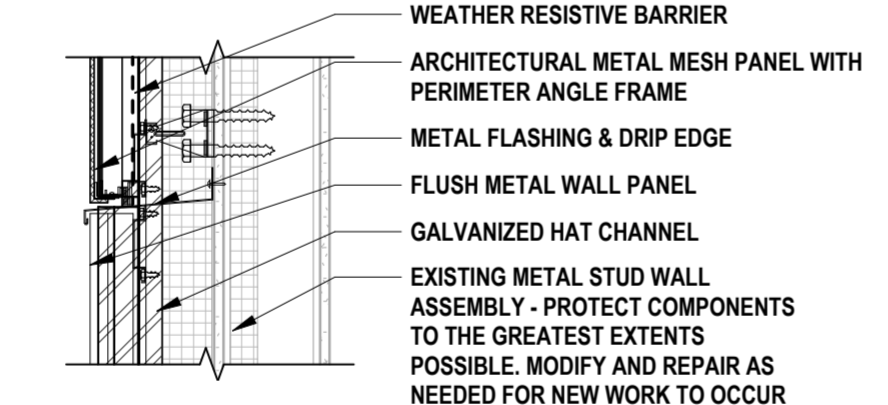
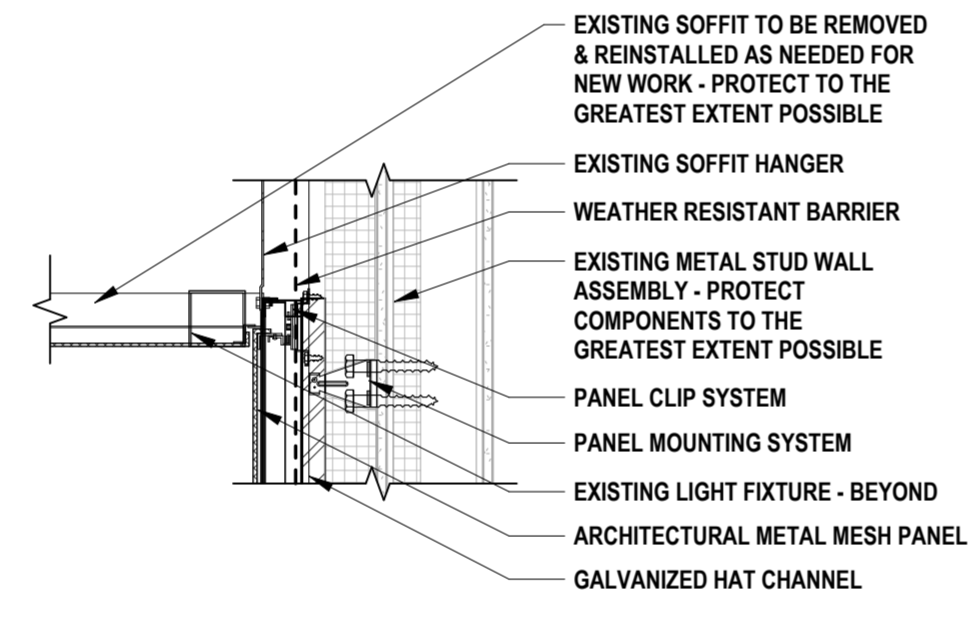
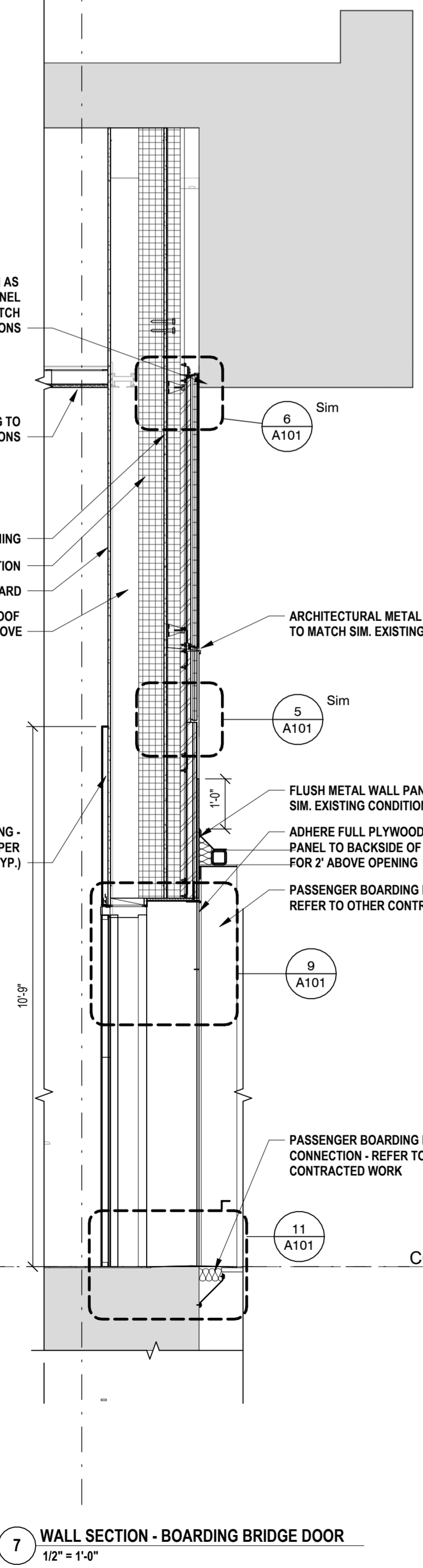
GENERAL DEMO NOTES:

- NO ASBESTOS CONTAINING MATERIALS HAVE BEEN IDENTIFIED AS PART OF THIS PROJECT. THE OWNER HAS REPORTS IDENTIFYING ACM MATERIALS AND WILL HAVE THESE AVAILABLE FOR CONTRACTORS REFERENCE. IF SUSPECT MATERIAL NOT SCHEDULED IS ENCOUNTERED, STOP WORK IMMEDIATELY. DO NOT DISTURB THE MATERIAL AND NOTIFY THE OWNER'S REPRESENTATIVES.
- CONTRACTOR TO PROVIDE PROTECTIVE BARRIERS AT ALL AREAS OF DEMOLITION. KEEP ALL EXITS FREE AND CLEAR AT ALL TIMES DURING FACILITY OPERATIONS.
- THE OWNER RESERVES THE RIGHT TO RETAIN ANY REMOVED ITEMS AFTER CONTRACTOR REMOVAL. THE CONTRACTOR SHALL REMOVE FROM THE SITE AND DISPOSE OF ALL REMOVED ITEMS THE OWNER DOES NOT WISH TO RETAIN.
- CONTRACTOR SHALL PROTECT EXISTING CONSTRUCTION TO REMAIN AS REQUIRED DURING DEMOLITION. PATCH, REPAIR, PAINT OR RE-FINISH EXISTING CONSTRUCTION MATERIALS AND FINISHES DAMAGED DURING DEMOLITION TO THEIR ORIGINAL CONDITION.
- CONTRACTOR TO COORDINATE THE WORK OF THIS CONTRACT WITH THE WORK OF ALL OTHER CONTRACTED WORK AND WORK PERFORMED BY THE OWNER.
- DIMENSIONS SHOWN FOR ALL NEW OPENINGS IN EXISTING CONSTRUCTION SHOULD BE COORDINATED WITH THE NEW PLANS AND EXISTING CONDITIONS IN THE FIELD.
- ITEMS SHOWN ARE INTENDED TO GIVE APPROXIMATE QUANTITY, LOCATION AND TYPE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ACTUAL QUANTITIES AND EXISTING FIELD CONDITIONS IN ORDER TO COMPLETE THE WORK.
- COORDINATE ANY WALL/FLOOR REPAIR/FILL THAT IS CAUSED BY THE REMOVAL OF EQUIPMENT BY OTHER PRIME CONTRACTORS AND PREPARE SURFACE TO RECEIVE NEW FINISHES.
- MAINTAIN EXISTING STRUCTURAL SYSTEMS AT ALL TIMES. PROVIDE TEMPORARY SHORING AND BRACING AT LOCATIONS WHERE THE EXISTING STRUCTURE IS BEING MODIFIED. PROTECT THE EXISTING STRUCTURE SCHEDULED TO REMAIN FROM DAMAGE DURING DEMOLITION. MAINTAIN SHORING AND BRACING UNTIL THE NEW STRUCTURE IS INSTALLED AND READY TO ACCEPT LOADS.



2 FIRST FLOOR PLAN - PASSENGER BOARDING BRIDGE
1/8" = 1'-0"

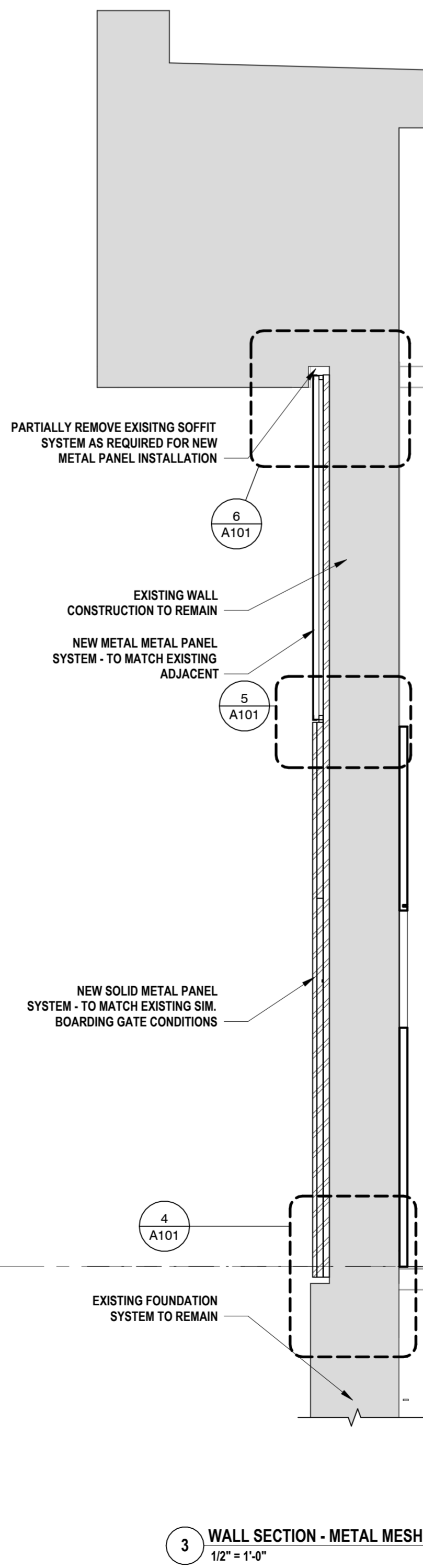
1 FIRST FLOOR DEMOLITION PLAN - PASSENGER BOARDING BRIDGE
1/8" = 1'-0"



6 MESH PANEL HEAD DETAIL
1" = 1'-0"

5 PANEL TRANSITION DETAIL
1" = 1'-0"

4 METAL PANEL SILL CONDITION
1" = 1'-0"



3 WALL SECTION - METAL MESH PANEL
1/2" = 1'-0"

Approved Drawn: ELA, Term: Project: ECR, Version: 04/2024

GENERAL NOTES

GENERAL

- 1. ALL DESIGN AND CONSTRUCTION SHALL CONFORM TO THE BUILDING CODE REFERENCED IN THE DESIGN BASIS AND THAT BUILDING CODE'S REFERENCED CODES AND STANDARDS.
2. THE STRUCTURAL DRAWINGS SHALL BE UTILIZED IN CONJUNCTION WITH DRAWINGS FROM OTHER DESIGN TRADES, SUCH AS ARCHITECTURAL, MECHANICAL, ELECTRICAL, ETC. THE CONTRACTOR IS TO INFORM THE ENGINEER OF ANY CONFLICTS BETWEEN THE STRUCTURAL DRAWINGS AND ANY OTHER DRAWINGS.
3. THE STRUCTURAL GENERAL NOTES AND STRUCTURAL DRAWINGS ARE TO BE USED IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS. IN CASE OF ANY CONFLICTS BETWEEN THE NOTES, DRAWINGS AND SPECIFICATION, THE STRICTEST REQUIREMENTS PRESIDE. THE CONTRACTOR IS TO INFORM THE ENGINEER OF ANY CONFLICTS.

DRAWINGS

- 1. APPLY DETAILS, SECTIONS AND NOTES ON THE DRAWINGS WHERE CONDITIONS ARE SIMILAR TO THOSE INDICATED. AT FEATURES THAT ARE NOT FULLY DETAILED OR SPECIFIED, THEIR CONSTRUCTION IS TO BE SIMILAR TO WHAT IS SHOWN OR SPECIFIED AT OTHER SIMILAR CONDITIONS.
2. DETAILS LABELED "TYPICAL" AND NOTES INCLUDING THE WORD "TYPICAL (OR TYP.)" APPLY AT ALL CONDITIONS THAT ARE SIMILAR IN NATURE, UNLESS NOTED OTHERWISE.
3. USE DIMENSIONS INDICATED ON DRAWINGS. DO NOT SCALE DRAWINGS.
4. CENTERLINES OF COLUMNS, BEAMS, GRADE BEAMS, WALLS, FOUNDATIONS, AND OTHER FRAMING MEMBERS COINCIDE WITH ESTABLISHED GRIDLINES, UNLESS NOTED OTHERWISE.
5. BEAMS, JOISTS, RAFTERS, ETC. ARE ASSUMED TO BE SPACED EQUALLY IF NOT INDICATED OTHERWISE.

EXISTING CONDITIONS

- 1. THE CONTRACTOR IS TO FIELD VERIFY ALL EXISTING CONDITIONS. THE CONTRACTOR IS TO INFORM THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS AND THE STRUCTURAL DRAWINGS, AND OF ANY CONDITIONS THAT MAY NOT HAVE BEEN VISIBLE PRIOR TO CONSTRUCTION. DO NOT COMMENCE SHOP DRAWINGS OR FABRICATION UNTIL ALL EXISTING CONDITIONS HAVE BEEN VERIFIED.

TEMPORARY CONDITIONS

- 1. THE STRUCTURE HAS BEEN DESIGNED SUCH THAT IT IS STABLE ONCE ALL ELEMENTS OF THE LATERAL LOAD-RESISTING SYSTEM ARE IN PLACE. THIS INCLUDES ELEMENTS SUCH AS FOUNDATIONS, COLUMNS, BEAMS, BRACES, DECKING AND WELDING. THE CONTRACTOR IS RESPONSIBLE FOR THE TEMPORARY STABILITY OF THE STRUCTURE.
2. THE STRUCTURE HAS NOT BEEN DESIGNED TO ACCOMMODATE ANY CONSTRUCTION LOADING THAT HAS NOT BEEN INDICATED IN THE DESIGN BASIS OR ON THE PLANS. THIS INCLUDES LOADS SUCH AS CONSTRUCTION VEHICLES, LIKE CRANES AND MANLIFTS, OR LOADS DUE TO THE STORAGE OF MATERIALS, LIKE PALLETS OF DRYWALL, PLYWOOD OR STONE. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE STRUCTURAL CAPACITY OF ANY ELEMENTS THEY INTEND TO LOAD BEYOND THE STATED LOADS. THE CONTRACTOR IS TO SUBMIT DESIGN CALCULATIONS, SIGNED AND SEALED BY A REGISTERED DESIGN PROFESSIONAL, INDICATING AS SUCH.

SUBMITTALS

- 1. THE CONTRACTOR IS TO PREPARE AND TRANSMIT ALL SUBMITTALS TO THE ENGINEER AND/OR ARCHITECT WITH ADEQUATE TIME TO REVIEW PRIOR TO CONSTRUCTION OR FABRICATION. THE CONTRACTOR IS ALSO TO PREPARE AND KEEP CURRENT A LIST OF ALL SUBMITTALS AND A SUBMITTAL SCHEDULE.
2. THE REUSE OR REPRODUCTION OF ANY PORTION OF THESE DOCUMENTS FOR USE AS SHOP DRAWINGS IS STRICTLY PROHIBITED WITHOUT THE WRITTEN PERMISSION OF MCFARLAND JOHNSON, INC.
3. SHOP DRAWINGS ARE TO BE PREPARED IN ACCORDANCE WITH THE STANDARDS GOVERNING THE TYPE OF WORK.
4. SUBMITTALS REQUIRING REVIEW BY THE STRUCTURAL ENGINEER INCLUDE:
A. SHOP DRAWINGS.
B. DESIGN CALCULATIONS.
C. MIX DESIGNS, AND MATERIAL CERTIFICATES.
D. PRODUCT DATA, REPORTS AND OTHER LITERATURE.
5. SHOP DRAWINGS ARE TO BE PROVIDED FOR ALL STRUCTURAL ELEMENTS. SHOP DRAWINGS ARE TO INCLUDE ITEMS SUCH AS:
A. PLANS, ELEVATIONS AND SECTIONS.
B. LAYOUT OF BEAMS, COLUMNS, WALLS, DECKING, ANCHOR BOLTS, ETC.
C. LAYOUT OF EMBEDDED ITEMS.
D. LAYOUT OF SLAB/FLOOR/ROOF DECK AND WALL OPENINGS ALONG WITH BEAM PENETRATIONS.
E. FASTENING, ATTACHMENTS, SHOP WELDING AND FIELD WELDING.
F. LAYOUT AND MAGNITUDE OF ANY LOADING ON THE STRUCTURE.
6. DEFERRED SUBMITTALS ARE THOSE WHERE THE DESIGN OF SPECIFIC ELEMENTS AND THEIR ATTACHMENTS HAS NOT BEEN COMPLETED AS PART OF THE CONSTRUCTION DOCUMENTS BUT ARE DELEGATED TO THE DESIGN BY A SPECIALTY OR SUB-CONTRACTED ENGINEER. DEFERRED SUBMITTALS ON THIS PROJECT INCLUDE:
A. PASSENGER BOARDING BRIDGE.
B. FIXED PASSENGER BOARDING TUNNEL WALKWAY.
7. THE CONTRACTOR IS TO ENGAGE A REGISTERED DESIGN PROFESSIONAL TO PROVIDE DESIGN OF ELEMENTS AS PART OF A DEFERRED SUBMITTAL. CALCULATIONS ARE TO BE SIGNED AND SEALED BY A REGISTERED DESIGN PROFESSIONAL.
8. DEFERRED SUBMITTALS ARE TO INCLUDE AT A MINIMUM BOTH SHOP DRAWINGS AND CALCULATIONS. THEY ARE TO BE SUBMITTED TO THE ENGINEER, ARCHITECT AND BUILDING OFFICIAL.

TESTING AND INSPECTIONS

- 1. THE OWNER IS TO ENGAGE AN INDEPENDENT TESTING LABORATORY TO PROVIDE INSPECTIONS AS REQUIRED PER THE STATEMENT OF SPECIAL INSPECTIONS. REFER TO THE SPECIFICATIONS.

CONCRETE

- 1. ALL STRUCTURAL DRAWINGS SHALL BE USED IN CONJUNCTION WITH THE MECHANICAL, ELECTRICAL AND PLUMBING DRAWINGS AND THE SPECIFICATIONS.
2. ALL CONCRETE WORK SHALL COMPLY WITH THE LATEST RECOMMENDATIONS AND SPECIFICATIONS OF THE AMERICAN CONCRETE INSTITUTE (ACI) AND THE LOCAL BUILDING CODES.
ACI 211.1 RECOMMENDED PRACTICE FOR SELECTING PROPORTIONS FOR NORMAL WEIGHT CONCRETE
ACI 211.2 RECOMMENDED PRACTICE FOR SELECTING PROPORTIONS FOR STRUCTURAL LIGHTWEIGHT CONCRETE
ACI 212 GUIDE FOR USE OF ADMIXTURES IN CONCRETE - COMMITTEE REPORT
ACI 214 GUIDE TO EVALUATION OF STRENGTH TEST RESULTS OF CONCRETE
ACI 301 SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS
ACI 302 RECOMMENDED PRACTICE FOR CONCRETE FLOOR AND SLAB CONSTRUCTION
ACI 304 GUIDE FOR MEASURING, MIXING, TRANSPORTING AND PLACING CONCRETE
ACI 305 RECOMMENDED PRACTICE FOR HOT WEATHER CONCRETING
ACI 306 RECOMMENDED PRACTICE FOR COLD WEATHER CONCRETING
ACI 308 RECOMMENDED PRACTICE FOR CURING CONCRETE
ACI 309 RECOMMENDED PRACTICE FOR CONSOLIDATION OF CONCRETE
ACI 315 MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES
ACI 318 BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE
ACI 347 RECOMMENDED PRACTICE FOR CONCRETE FORMWORK
3. ALL CONCRETE SHALL BE NORMAL WEIGHT HAVING A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS WITH THE FOLLOWING REQUIREMENTS:
A. PORTLAND CEMENT - ASTM C150, TYPE III.
B. AGGREGATE - ASTM C33, 1" MAXIMUM SIZE FOR STRUCTURAL CONCRETE. USE 1 1/2" AGGREGATE FOR ALL SLABS-ON-GRADE.
C. WATER - POTABLE WITH A MAXIMUM WATER-CEMENT RATIO OF 0.50.
D. SLUMP - 3" TO 5".
E. ADMIXTURES - USE AIR ENTRAINING AGENT CONFORMING TO ASTM C260 WITH 4-6% TOTAL AIR (REDUCE AIR CONTENT TO 2% FOR INTERIOR SLABS-ON-GRADE). USE WATER REDUCING AGENT CONFORMING TO ASTM C494 IN ALL CONCRETE.
F. DESIGN MIX - SUBMIT A CURRENT (MAXIMUM 18 MONTHS OLD) DESIGN MIX OF THE EXACT SAME MIX TO BE USED ON THE PROJECT, WITH 28 DAY COMPRESSIVE STRENGTH TESTS, TO THE ENGINEER FOR REVIEW PRIOR TO STARTING CONSTRUCTION. THE MIX SUBMITTAL SHALL BE DONE IN ACCORDANCE WITH ACI 301.
4. ALL REINFORCING STEEL SHALL COMPLY WITH ASTM A615, GRADE 60 EXCEPT AS NOTED OTHERWISE. WELDED WIRE FABRIC TO CONFORM TO ASTM A1064. WELDED WIRE FABRIC TO BE FURNISHED IN FLAT SHEETS, NOT ROLLS.
5. LAP ALL BARS 48 DIAMETERS MINIMUM AT SPLICES UNLESS INDICATED OTHERWISE ON THE DRAWINGS. TOP BARS TO BE SPLICED AT MIDSPAN AND BOTTOM BARS AT SUPPORTS. WELDED WIRE FABRIC TO BE LAPPED ONE FULL MESH AT SIDES AND ENDS.
6. REINFORCEMENT SHALL BE SECURELY TIED IN ITS PROPER PLACE BEFORE AND DURING POURING OPERATIONS USING APPROVED CHAIRS AND SPACERS AS REQUIRED. NO BARS SHALL BE CUT OR OMITTED IN THE FIELD WITHOUT THE APPROVAL OF THE ENGINEER. USE PLASTIC TIPPED ACCESSORIES IN CONCRETE EXPOSED TO WEATHER, WATER OR VIEW.
7. WHERE CONTINUOUS BARS ARE CALLED FOR, INDICATED OR REQUIRED, THEY SHALL BE RUN CONTINUOUSLY AROUND CORNERS, DOWELED INTO INTERSECTING WALLS AND LAPPED AT NECESSARY SPLICES WITH SPLICES STAGGERED WHEREVER POSSIBLE.
8. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCEMENT:
CONCRETE CAST AGAINST EARTH 3"
FORMED CONCRETE EXPOSED TO EARTH OR WEATHER #5 (#16) AND SMALLER 1 1/2" #6 (#19) AND LARGER 2"
CONCRETE NOT EXPOSED TO EARTH OR WEATHER SLABS, WALLS AND JOISTS 3/4" BEAMS AND COLUMNS 1 1/2"
9. THE CONCRETE CONTRACTOR SHALL INSTALL (OR GIVE OTHER TRADES AMPLIFIED OPPORTUNITY TO INSTALL) ALL ANCHORS, BOLTS, PLATE, NAILERS, SLOTS, CHASES, PIPE SLEEVES, ETC., AS REQUIRED BY OTHER TRADES. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE SETTING SCREEDS AND FORMS. FORM RELEASE OIL TO BE AN APPROVED (NON-TOXIC) LIQUID.
10. SLABS AND BEAMS SHALL BE POURED MONOLITHICALLY EXCEPT WHERE OTHERWISE SHOWN AND SHALL BE FINISHED AS INDICATED IN THE SPECIFICATIONS (ON THE PLANS). CONSTRUCTION JOINTS IN ELVATED SLABS SHALL BE LOCATED SO THAT EACH INDIVIDUAL POUR DOES NOT EXCEED ACI STANDARDS. SLABS ON GRADE SHALL BE POURED WITH A MAXIMUM DISTANCE BETWEEN CONSTRUCTION OR SAW JOINTS OF 30 FEET UNLESS NOTED OTHERWISE. ALLOW FOR A MINIMUM OF 7 DAYS BETWEEN ADJACENT POURS.
11. CONTRACTOR SHALL REPAIR, AT HIS EXPENSE, ALL CONCRETE SLAB DEFECTS SUCH AS CURLING OR CRACKING, GRINDING, PATCHING, ETC. REPAIR PROCEDURES SHALL BE APPROVED BY THE ENGINEER PRIOR TO STARTING WORK.
12. CHAMFER EDGES OF EXPOSED BEAMS AND COLUMNS.
13. CONCRETE TEMPERATURE DURING THE FIRST SEVEN DAYS SHALL BE MAINTAINED BETWEEN 50 DEG. F AND 90 DEG. F. RAPID DRYING MUST BE PREVENTED.
14. CURING
A. HORIZONTAL SURFACES SHALL BE KEPT CONTINUOUSLY MOIST FOR A MINIMUM OF SEVEN DAYS.
B. VERTICAL SURFACES SHALL RECEIVE TWO COATS (ONE AT TIME OF STRIPPING AND ANOTHER THREE DAYS LATER) OF AN APPROVED CURING COMPOUND.

CONCRETE (CONT.)

- 15. CONTRACTOR TO DESIGN, FURNISH AND INSTALL ALL TEMPORARY SHEETING, SHORING AND BRACING NECESSARY TO SAFELY COMPLETE THE CONSTRUCTION.
16. SHOP DRAWINGS PREPARED IN ACCORDANCE WITH ACI STANDARDS WILL BE REQUIRED FROM THE CONTRACTOR FOR REINFORCING STEEL PRIOR TO CONSTRUCTION. THE REUSE OR REPRODUCTION OF ANY PORTION OF THESE DOCUMENTS FOR USE AS SHOP DRAWINGS IS STRICTLY PROHIBITED WITHOUT THE WRITTEN PERMISSION OF MCFARLAND JOHNSON, INC.
17. THE OWNER WILL EMPLOY A QUALIFIED ENGINEERING TESTING FIRM TO PERFORM STANDARD FIELD TESTING OF THE CONCRETE WORK. CONCRETE SHALL BE TESTED FOR:
A) COMPRESSIVE STRENGTH (4 - 6"x12" CYLINDERS, ONE AT 7 DAYS, 2 AT 28 DAYS AND RETAIN ONE FOR 56 DAYS FOR TESTING IN THE EVENT THE 28 DAY RESULTS DO NOT MEET SPECIFICATIONS.) TAKE ONE SET OF FOUR (4) CYLINDERS FOR EACH PLACEMENT AND NOT LESS THAN ONE SET FOR EACH 50 CUBIC YARDS.
B) SLUMP (BEFORE AND AFTER PLASTICIZER IF USED).
C) TEMPERATURE (AIR AND CONCRETE).
D) AIR CONTENT.
E) UNIT WEIGHT.

FOUNDATION CONSTRUCTION

- 1. ALL STRUCTURAL DRAWINGS SHALL BE USED IN CONJUNCTION WITH THE SITE, ARCHITECTURAL, MECHANICAL, ELECTRICAL AND PLUMBING DRAWINGS AND THE SPECIFICATIONS.
2. SEE THE GEOTECHNICAL REPORTED PREPARED BY [XXX] DATED [XXX] FOR ALL SUBGRADE PREPARATION REQUIREMENTS AND OTHER REQUIREMENTS NOT SHOWN ON THE DRAWINGS.
3. FOOTINGS SHALL REST ON SUITABLE UNDISTURBED SOIL OR COMPACTED GRANULAR FILL HAVING A MINIMUM BEARING CAPACITY OF 2000 PSF. ELEVATIONS OF BOTTOM OF FOOTINGS ARE SHOWN ON PLANS, BUT ARE SUBJECT TO REVISION WHEN TRUE SOIL CONDITIONS ARE EXPOSED BY EXCAVATION. THE ENGINEER (ARCHITECT) SHALL BE NOTIFIED PROMPTLY OF ANY WEAK STRATA, WATER CONDITIONS OR OTHER POOR BEARING CONDITIONS.
4. SOILS UNDER FOOTINGS SHALL BE DEEMED TO BE "UNSUITABLE" FOR BEARING IF THERE IS WATER AND/OR SOFT, MUDDY SOILS PRESENT. THE WATER AND SOFT MUDDY SOILS SHALL BE REMOVED TO A MINIMUM DEPTH OF 8" BELOW THE FOOTING. AN 8" (MINIMUM) DEEP BED OF WELL COMPACTED 3/4" - 2" CRUSHED STONE SHALL BE PLACED TO A WIDTH OF AT LEAST 12" MORE THAN THE FOOTING.
5. FOOTINGS SHALL REST ON A MINIMUM (8"x12"x18") DEEP BED OF WELL COMPACTED 3/4 TO 2" CRUSHED STONE PLACED TO A WIDTH OF AT LEAST 12" MORE THAN THE FOOTING.
6. FOOTING EXCAVATIONS SHALL BE DONE IN SUCH A MANNER AS TO DRAIN AWAY ALL SURFACE AND GROUND WATER. EXCAVATION EQUIPMENT AND PROCEDURES SHALL BE USED SUCH THAT FIRM SOIL BEARING CONDITIONS ARE MAINTAINED.
7. UNLESS OTHERWISE NOTED, ALL FOOTINGS, PILES, CAISSONS AND PIERS SHALL BE CENTERED UNDER SUPPORTED MEMBER.
8. FOUNDATION WALLS SHALL BE POURED IN ALTERNATE LENGTHS, EACH POUR NOT TO EXCEED APPROXIMATELY (45) (40) (35) (30) FEET IN ANY DIRECTION. NO HORIZONTAL JOINTS SHALL BE PERMITTED EXCEPT AS SHOWN ON PLANS.
9. ALL FOUNDATION WALLS SHALL BE ADEQUATELY BRACED TO WITHSTAND EARTH AND CONSTRUCTION LOAD PRESSURES. WALLS MUST BE AT LEAST SEVEN DAYS OLD BEFORE BACKFILLING.
10. BACKFILLING AGAINST FOUNDATION WALLS SHALL BE DONE BY PLACING SIMULTANEOUS LEVEL LAYERS ON BOTH SIDES OF THE WALL SUCH THAT THE DIFFERENCE BETWEEN ONE SIDE AND THE OTHER DOES NOT EXCEED 24 INCHES.
11. SELECT BACKFILL OUTSIDE OF FOUNDATION WALL:
A. AN APPROVED MATERIAL FREE OF BOULDERS LARGER THAN 6", ORGANIC MATERIAL, TOPSOIL AND DEBRIS.
B. PLACE IN MAXIMUM 8" LIFTS AND COMPACT TO 90% MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT AS DEFINED BY ASTM D-1557.
12. THE CONTRACTOR SHALL PROVIDE THE NECESSARY EQUIPMENT AND CONTINUOUSLY DEWATER THE SITE TO FACILITATE CONSTRUCTION AND SAFE WORKING CONDITIONS.

COLD WEATHER CONSTRUCTION PROCEDURES

- 1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTINUOUSLY PROTECT SOILS, CONCRETE, MASONRY AND OTHER BUILDING MATERIALS FROM DAMAGE DUE TO COLD TEMPERATURES UNTIL THE BUILDING HAS BEEN TURNED OVER TO THE OWNER. THIS SHALL INCLUDE TEMPORARY ENCLOSURES, INSULATED BLANKETS AND TEMPORARY HEATING.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE ANY DAMAGED OR DEFECTIVE WORK, IN A MANNER APPROVED BY THE ENGINEER.
3. ALL PROTECTIVE AND CORRECTIVE WORK SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

SAFETY AND PROTECTION

- 1. CONTRACTOR SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE SAFETY OF, AND SHALL PROVIDE THE NECESSARY PROTECTION TO PREVENT DAMAGE INJURY OR LOSS TO:
1. ALL EMPLOYEES ON THE WORK AND OTHER PERSONS WHO MAY BE AFFECTED THEREBY.
2. ALL THE WORK AND ALL MATERIALS OR EQUIPMENT TO BE INCORPORATED THEREIN, WHETHER IN STORAGE ON OR OFF THE SITE, AND
3. OTHER PROPERTY AT THE SITE OR ADJACENT THERETO, INCLUDING TREES, SHRUBS, LAWNS, WALKS, PAVEMENTS, ROADWAYS, STRUCTURES AND UTILITIES NOT DESIGNATED FOR REMOVAL, RELOCATION OR REPLACEMENT IN THE COURSE OF CONSTRUCTION.
2. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE STANDARDS (SPECIFICALLY INCLUDING OSHA, [VOSHAI] AND ANY OTHER STATE ADOPTED OSHA PROGRAMS), LAWS, ORDINANCES, RULES, REGULATIONS AND ORDERS OF ANY PUBLIC BODY HAVING JURISDICTION FOR THE SAFETY OF PERSONS OR PROPERTY OR TO PROTECT THEM FROM DAMAGE, INJURY OR LOSS; AND SHALL ERECT AND MAINTAIN ALL NECESSARY SAFEGUARDS FOR SUCH SAFETY AND PROTECTION. CONTRACTOR SHALL NOTIFY OWNERS OF ADJACENT PROPERTY AND UTILITIES WHEN EXECUTION OF THE WORK MAY AFFECT THEM.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REPAIRS AND OTHER COSTS ARISING FROM ANY DAMAGE AT THE SITE OR ADJACENT THERETO.
4. CONTRACTOR'S DUTIES AND RESPONSIBILITIES FOR THE SAFETY AND PROTECTION OF THE WORK SHALL CONTINUE UNTIL SUCH TIME AS ALL THE WORK IS COMPLETED.

DESIGN BASIS

LOADING CRITERIA FOR PASSENGER BOARDING BRIDGE AND FIXED TUNNEL WALKWAY HAS BEEN PROVIDED BELOW AS A BASIS FOR DESIGN.

- BUILDING CODE
1. THE CONSTRUCTION DOCUMENTS ARE BASED ON THE REQUIREMENTS OF THE 2025 BUILDING CODE OF NEW YORK STATE.

BUILDING RISK CATEGORY (PER IBC)

- 1. TERMINAL BUILDING AND PBB: III

SNOW LOADS

- 1. SNOW LOADING HAS BEEN DETERMINED PER ASCE 7-22, CHAPTER 7, CRITERIA IS AS FOLLOWS:

Table with 2 columns: Category and Value. A. GROUND SNOW LOAD, P_g: 78 PSF; B. SNOW EXPOSURE FACTOR, C_e: 0.9; C. THERMAL FACTOR, C_t: 1.2; D. SNOW LOAD IMPORTANCE FACTOR, I_s: 1.1; E. FLAT ROOF SNOW LOAD, P_f: 64.9 PSF

WIND LOADS

- 1. BUILDING WIND LOADING HAS BEEN DETERMINED PER ASCE 7-22, CHAPTERS 26 AND 28. CRITERIA IS AS FOLLOWS:

Table with 2 columns: Category and Value. A. WIND EXPOSURE CATEGORY: C; B. ULTIMATE BASIC WIND SPEED, V: 118 MPH

SEISMIC LOADS

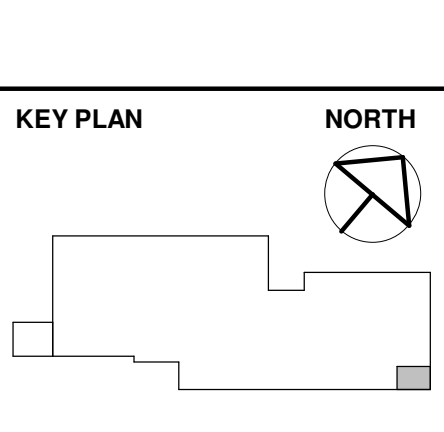
- 1. BUILDING SEISMIC LOADING HAS BEEN DETERMINED PER ASCE 7-22, CHAPTERS 11 AND 12. CRITERIA IS AS FOLLOWS:

Table with 2 columns: Category and Value. A. SHORT PERIOD SPECTRAL ACCELERATION, S_s: 0.130g; B. ONE SECOND PERIOD SPECTRAL ACCELERATION, S_1: 0.040g; C. SITE CLASS: D (PER IBC); D. SHORT PERIOD SPECTRAL RESPONSE ACCELERATION, S_DS: 0.120g; E. ONE SECOND PERIOD SPECTRAL ACCELERATION, S_DS: 0.056g; F. SEISMIC IMPORTANCE FACTOR, I_s: 1.25; G. SEISMIC DESIGN CATEGORY: A; H. ANALYTICAL PROCEDURE: EQUIVALENT LATERAL FORCE PROCEDURE

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SEAL area with a diagonal 'BID SET' stamp.



ELMIRA CORNING REGIONAL AIRPORT CHEMUNG COUNTY, NEW YORK
INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

CLIENT: PROJECT:

Table with 2 columns: Role and Name. DRAWN: CM; DESIGNED: CM; CHECKED: OHG; SCALE: AS NOTED; DATE: 03/26/2026; PROJECT: 18302.19

Table with 3 columns: NO., DATE, REVISIONS. Contains one row with empty cells.

DRAWING TITLE: GENERAL STRUCTURAL NOTES

DRAWING NUMBER: S000.1



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 Horseheads, NY 14845
 607-358-1000

SEAL

BID SET

KEY PLAN



CLIENT: **ELMIRA CORNING REGIONAL AIRPORT**
CHEMUNG COUNTY, NEW YORK

PROJECT:

INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

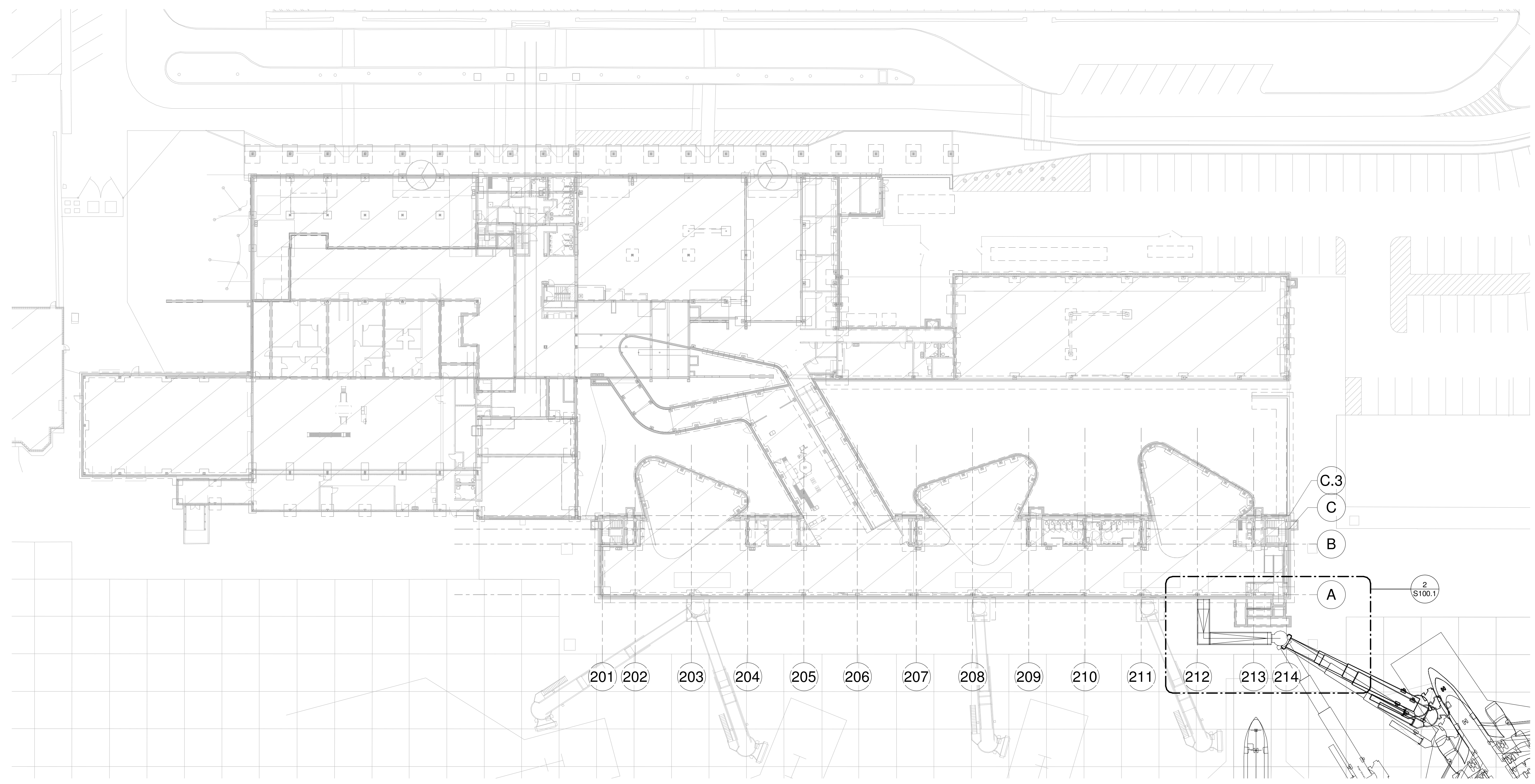
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 CHECKED: **OHG**
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 PROJECT: **18302.19**

NO. DATE REVISIONS

DRAWING TITLE
FIRST FLOOR FRAMING PLAN

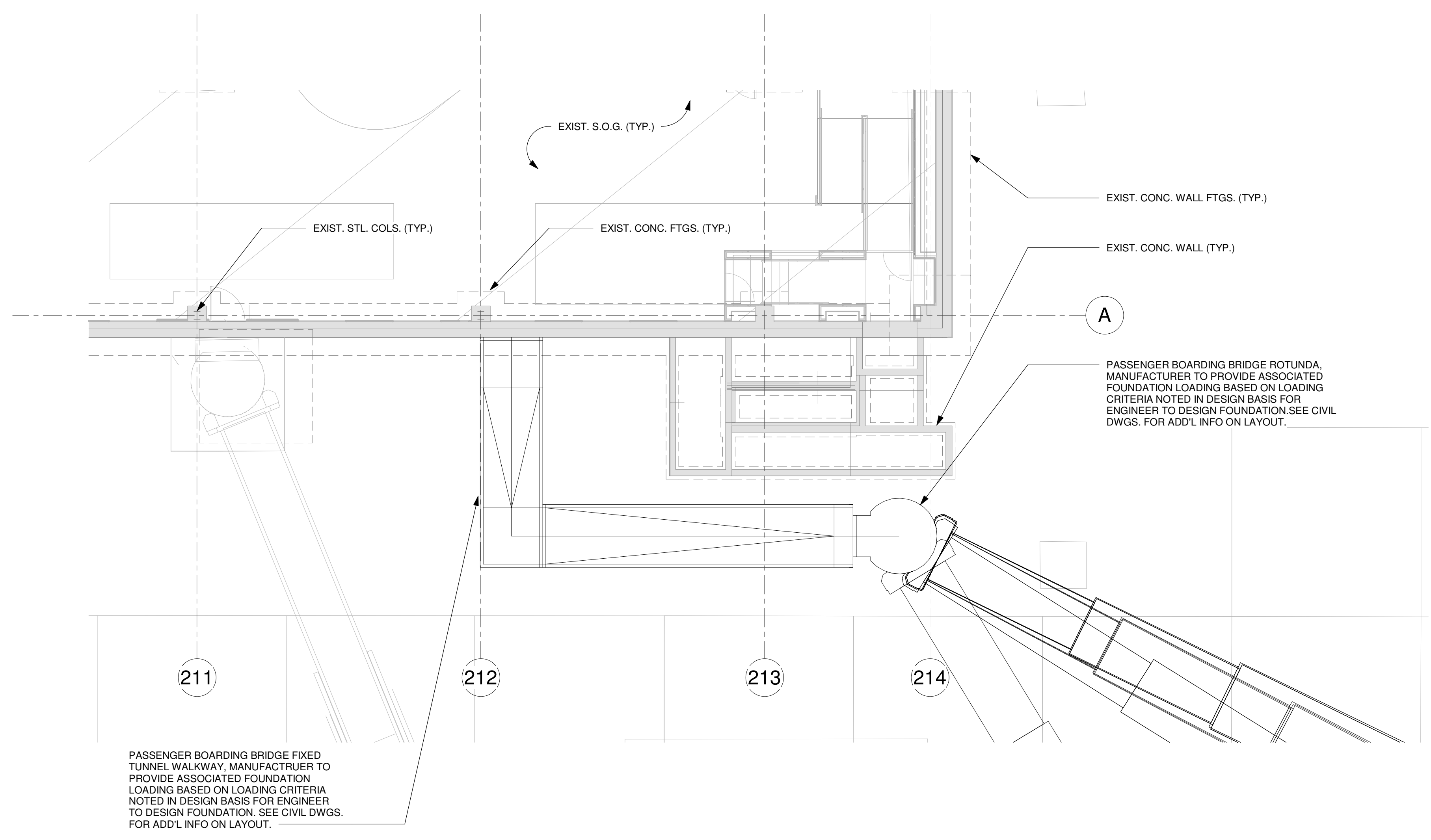
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S100.1



OVERALL FIRST FLOOR FRAMING PLAN

SCALE: 1" = 30'-0"



FIRST FLOOR FRAMING PLAN - PBB

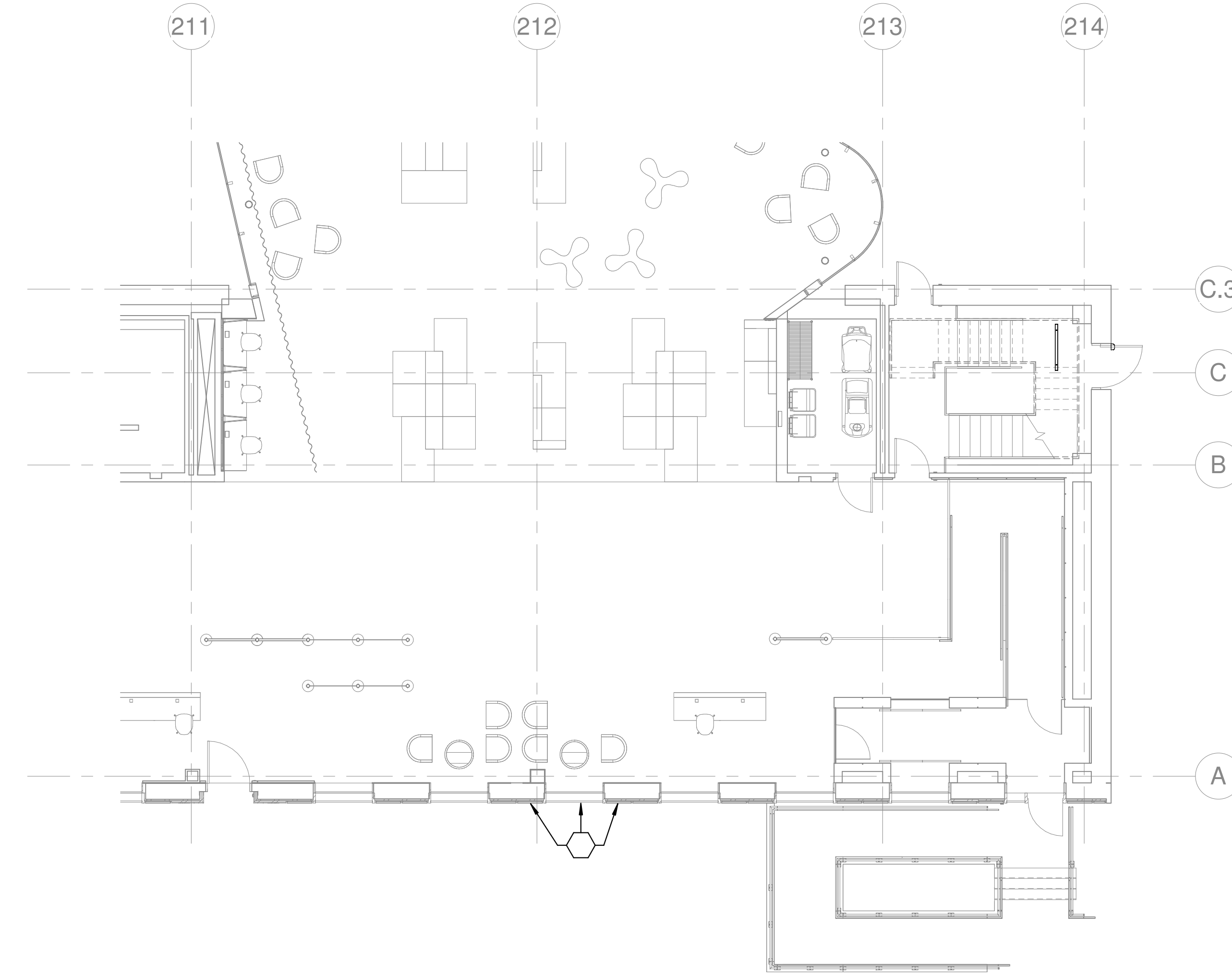
SCALE: 1/8" = 1'-0"

ED GENERAL NOTES:

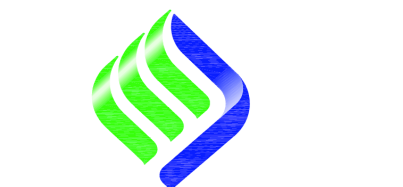
- REFER TO LINE TYPE LEGEND. ALL EXISTING ELECTRICAL FIXTURES AND EQUIPMENT SHOWN IN LIGHT INK ARE EXISTING TO REMAIN. ALL EXISTING ELECTRICAL FIXTURES AND EQUIPMENT SHOWN IN DASHED AND/OR DARK INK SHALL BE REMOVED.
- COORDINATE ANY LIGHTING, POWER, FIRE ALARM, AND SECURITY/ACCESS CONTROL DOWNTIME FOR AREAS OUTSIDE THE DEMOLITION AREA WITH THE OWNER. WORK MAY BE REQUIRED AFTER HOURS TO MINIMIZE IMPACT.
- MODIFY AND EXTEND EXISTING LIGHTING, POWER, FIRE ALARM, AND SECURITY/ACCESS CONTROL CIRCUITS AND CABLING TO OTHER AREAS OUTSIDE THE DEMOLITION SCOPE IN ORDER TO KEEP SYSTEMS OPERATIONAL EVEN IF NOT SPECIFICALLY ADDRESSED IN AN ELECTRICAL KEY NOTE. PROVIDE ALL BOXES, CONDUIT, WIRE AND CABLING AS REQUIRED TO MAINTAIN OPERATION OF EXISTING SYSTEMS OUTSIDE OF THE WORK AREA.
- OWNER SHALL HAVE RIGHT OF FIRST REFUSAL FOR ALL MATERIALS REMOVED DURING DEMOLITION.
- CONTRACTOR IS RESPONSIBLE FOR DISPOSING OF ALL REMOVED MATERIALS PROPERLY.
- DEMOLITION WORK SHOWN IS BASED UPON CASUAL FIELD OBSERVATION AND/OR EXISTING RECORD DOCUMENTATION. THE DRAWINGS ARE INTENDED TO BE DIAGRAMMATIC ONLY. THE DRAWINGS ARE MEANT TO CONVEY THE SCOPE OF WORK AND TO INDICATE THE GENERAL ARRANGEMENT AND APPROXIMATE LOCATION OF EXISTING EQUIPMENT, DEVICES, MATERIALS, AND ACCESSORIES. THE CONTRACTOR SHALL CHECK AND VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND LOCATIONS PRIOR TO BIDDING THE PROJECT.
- CONTRACTOR SHALL CHECK PROJECT DRAWINGS PRIOR TO INSTALLATION FOR INTERFERENCES WITH EXISTING CONDITIONS AND OTHER TRADE WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THEIR WORK WITH EXISTING CONDITIONS.

ELECTRIC KEY NOTES

EXISTING WINDOW & WALL AREA TO BE REMOVED FOR NEW PBB DOOR OPENING. FIELD VERIFY EXISTING CONDITIONS AND REMOVE ANY DEVICES, BOXES, CONDUIT OR CABLING IN CONFLICT WITH THE NEW OPENING. COORDINATE EXACT OPENING DIMENSIONS AND AREA AFFECTED WITH ARCHITECT.



2 PBB FIRST FLOOR DEMO
SCALE: 1/8" = 1'-0"



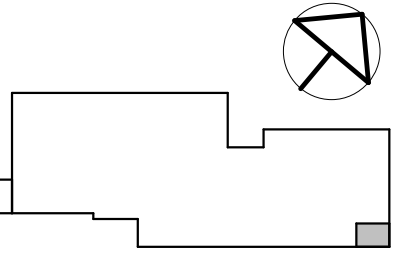
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SEAL

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KEY PLAN



ELMIRA CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK

INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

CLIENT: PROJECT:

DRAWN	AT
DESIGNED	AT
CHECKED	CMH
SCALE	AS NOTED
DATE	03/26/2026
PROJECT	18302.19

NO.	DATE	REVISIONS

DRAWING TITLE
**ELECTRICAL
REMOVAL
PLAN**

DRAWING NUMBER

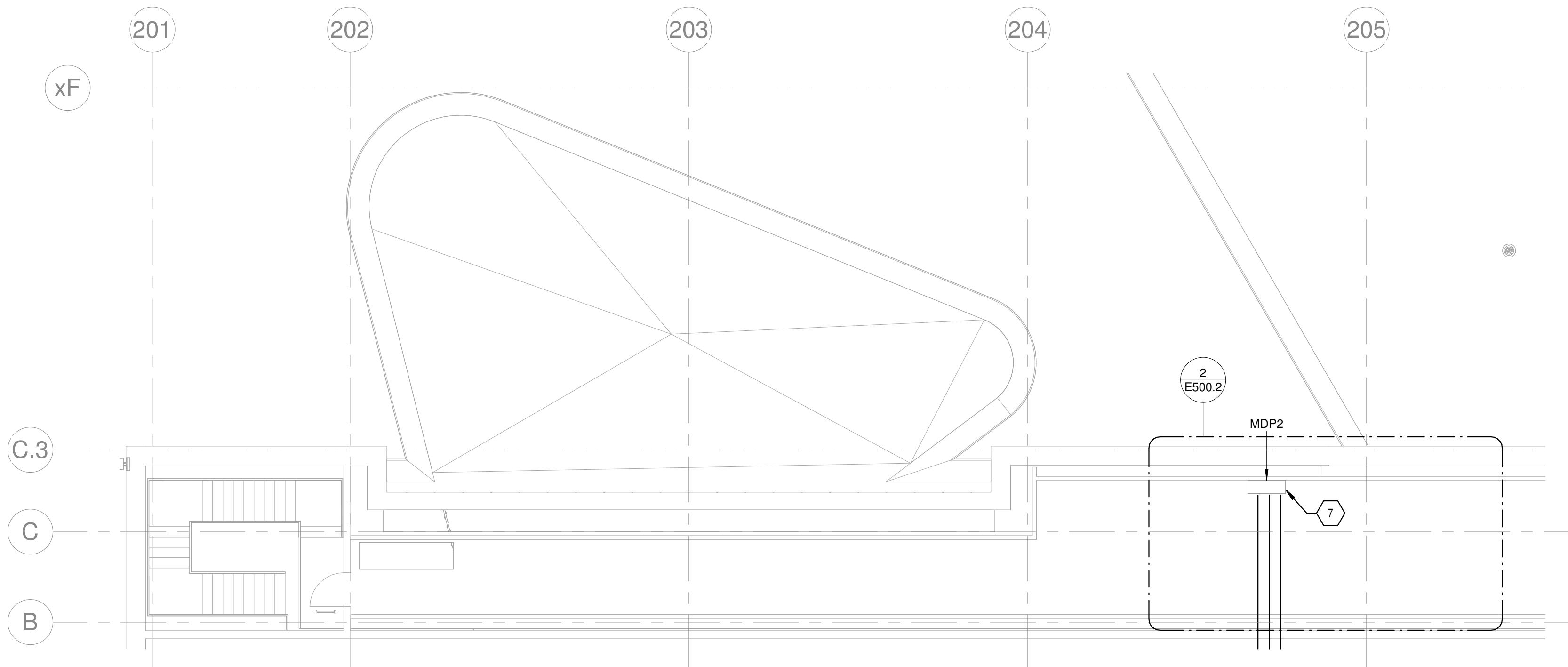
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EP GENERAL NOTES:

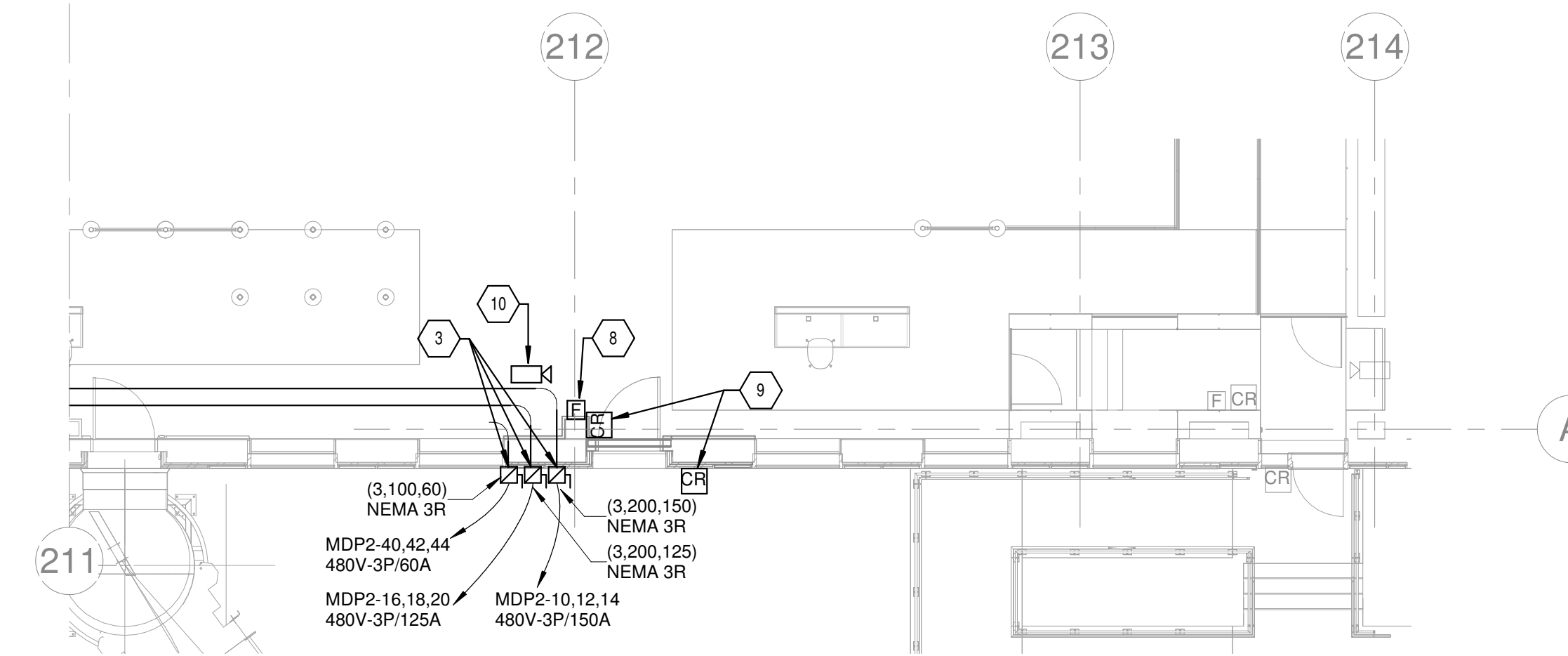
- REFER TO EQUIPMENT SCHEDULES FOR CONDUCTOR AND CONDUIT SIZE FOR EQUIPMENT FEEDERS.
- REFER TO PROPOSED ONE-LINE DIAGRAM FOR ADDITIONAL INFORMATION ON ELECTRICAL DISTRIBUTION EQUIPMENT.
- PROVIDE PROPER LABELING OF ELECTRICAL PANELS, CIRCUITS, AND EQUIPMENT FOR EASY IDENTIFICATION AND MAINTENANCE. REFER TO SPECIFICATIONS AND DETAILS FOR ADDITIONAL INFORMATION.
- ADHERE TO ALL RELEVANT ELECTRICAL CODES, STANDARDS, AND REGULATIONS APPLICABLE TO THE PROJECT.
- GROUND ALL ELECTRICAL PANELS, EQUIPMENT, AND CONDUCTIVE SURFACES, AND PROVIDE PROPER BONDING OF METALLIC COMPONENTS TO MAINTAIN ELECTRICAL CONTINUITY.
- REFER TO SPECIFICATIONS FOR MINIMUM BRANCH CIRCUIT CONDUCTOR SIZES FOR 20A CIRCUITS.
- SELECT JUNCTION BOXES OF APPROPRIATE SIZE TO ACCOMMODATE THE NUMBER OF CONDUCTORS AND DEVICES WITHIN THEM. GROUP JUNCTION BOXES ABOVE CEILING TOGETHER AS MUCH AS POSSIBLE.
- FOLLOW NEC REQUIREMENTS FOR BOX FILL CALCULATIONS, WHICH SPECIFY THE MAXIMUM NUMBER AND SIZE OF CONDUCTORS ALLOWED IN A GIVEN BOX. CONSIDER THE SPACE REQUIRED FOR WIRE SPLICES, CONNECTORS, AND ADEQUATE CLEARANCE FOR PROPER WIRING CONNECTIONS.
- PROVIDE ALL MISC. EQUIPMENT, DEVICES, BOXES, CONDUIT, WIRING/CABLING & TERMINATIONS REQUIRED TO PROVIDE A FULLY FUNCTIONAL INSTALLATION.

ELECTRIC KEY NOTES

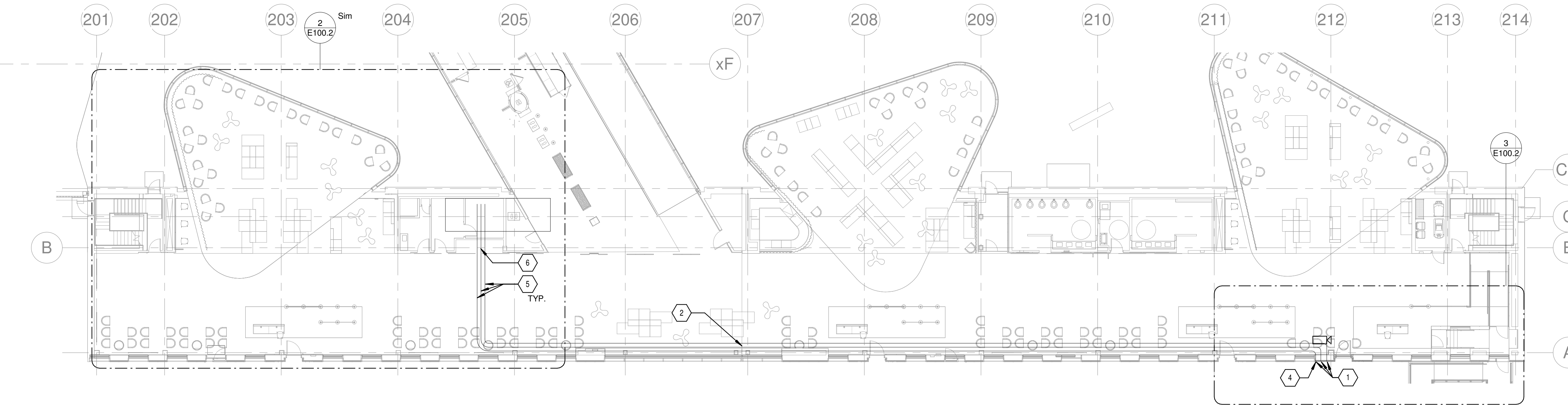
- PROVIDE A THREADED CONDUIT BODY AND A BUILDING PENETRATION. WATERPROOF AND SEAL THE PENETRATION AS REQUIRED.
- PROVIDE CONDUIT EXPANSION FITTINGS WITH EXTERNAL BONDING JUMPER FOR ALL CONDUITS CROSSING EXISTING EXPANSION JOINT.
- PROVIDE SURFACE MOUNTED 2'X2'6" NEMA 4X JUNCTION BOX AND RMC DROPS TO EACH DISCONNECT SWITCH. FUSED DISCONNECTS SHALL BE NEMA 3R RATED AND SIZED AS FOLLOWS: (1) 60A, 3P, 480V WITH 60A FUSES FOR PASSENGER BOARDING BRIDGE (PBB), (1) 200A, 3P, 480V WITH 125A FUSES FOR FIXED GROUND POWER UNITS (GPU), (1) 200A, 3P, 480V WITH 150A FUSES FOR PRE-CONDITIONED AIR (PCA). PROVIDE LIQUID TIGHT FLEXIBLE CONNECTIONS TO BRIDGE EQUIPMENT. REFER TO EQUIPMENT SCHEDULE FOR PROPOSED FEEDER SIZES.
- SEAL ENDS OF CONDUITS WITH DUCT SEAL AFTER CONDUCTORS HAVE BEEN INSTALLED.
- PROVIDE CONDUITS ABOVE EXISTING METAL MESH CEILING. PROVIDE ALL LIFTS AS REQUIRED TO ACCESS THE CONCOURSE CEILING SPACE. COORDINATE WITH AIRPORT ON LOGISTICS OF PROVIDING LIFT ACCESS TO THE CONCOURSE CEILING SPACE.
- PROVIDE PENETRATIONS TO TRANSITION FROM CONCOURSE CEILING SPACE TO MEZZANINE CEILING SPACE. FIELD VERIFY EXACT LOCATION OF PENETRATIONS IN THE FIELD.
- REFER TO 1.E500 FOR REQUIRED CIRCUIT BREAKERS IN EXISTING PANEL MDP2 TO ACCOMMODATE CIRCUITS.
- PROVIDE NEW FIRE ALARM ADDRESSABLE DUAL-ACTION PULL STATION AND FIRE ALARM CONNECTION TO NEW PASSENGER BOARDING BRIDGE (ISOLATED CONTACT FOR FACP NOTIFICATION). NEW PULL STATION SHALL BE COMPATIBLE WITH EXISTING SIMPLEX 4100ES FIRE ALARM CONTROL PANEL. COORDINATE ALL WORK WITH AIRPORT'S CURRENT FIRE ALARM SYSTEM VENDOR (JOHNSON CONTROLS). PROVIDE PROGRAMMING OF NEW DEVICE CONNECTIONS IN THE EXISTING FACP.
- REINSTALL EXISTING MAGNETIC DOOR LOCK AND CARD READER. RECONNECT TO EXISTING ACCESS CONTROL CONDUCTORS.
- PROVIDE NEW CCTV CAMERA COMPATIBLE WITH EXISTING VIDEO SURVEILLANCE SYSTEM. PROVIDE CAMERA, BOXES, CONDUIT AND CABLING FOR NEW CAMERA AND INTEGRATE INTO EXISTING VIDEO SURVEILLANCE SYSTEM. COORDINATE ALL WORK WITH EXISTING ACCESS CONTROL SYSTEM VENDOR.



2 PBB CONCOURSE MEZZANINE
SCALE: 1/8" = 1'-0"



3 PBB FIRST FLOOR - GATE 4
SCALE: 1/8" = 1'-0"



1 PBB FIRST FLOOR
SCALE: 1/16" = 1'-0"

EQUIPMENT SCHEDULE - PBB

NOTES:
EITHER FLA OR MCA USED TO SIZE WIRE BASED ON MANUFACTURER PROVIDED INFORMATION. REFER TO M-SERIES AND P-SERIES SCHEDULES FOR ADDITIONAL INFORMATION.

ABBREVIATIONS:
FS: FUSIBLE DISCONNECT SWITCH CPT: CONTROL POWER TRANSFORMER MMS: MANUAL MOTOR STARTER
CMS: COMBINATION MOTOR STARTER NFS: NONFUSIBLE DISCONNECT SWITCH VFD: VARIABLE FREQUENCY DRIVE

LOAD	TYPE OF DISCONNECT	VOLTAGE	PHASE	FLA	MCA	HP	MOP	APPARENT LOAD	FS: (POLES, AMPERAGE) NFS: (POLES, AMPERAGE) CMS: (POLES, AMPERAGE, FUSE SIZE)	WIRE & CONDUIT	REMARKS	SOURCE PANEL	COMMENTS	LOAD CLASS
GPU-4	FS	480 V	3Φ	109 A	109 A	-	125 A	9062 VA	(3,200,125)	(3) #1 & (1) #6 IN 1-1/4" C		MDP2	NEMA 3R	GPU
PBB-4	FS	480 V	3Φ	60 A	60 A	-	60 A	43883 VA	(3,100,60)	(4) #3 & (1) #6 IN 1-1/4" C		MDP2	NEMA 3R	PBB
PCA-4	FS	480 V	3Φ	151 A	151 A	-	150 A	125539 VA	(3,200,150)	(3) #2/0 & (1) #6 IN 1-1/2" C		MDP2	NEMA 3R	PCA

NO.	DATE	REVISIONS

DRAWING TITLE

ELECTRICAL PLAN

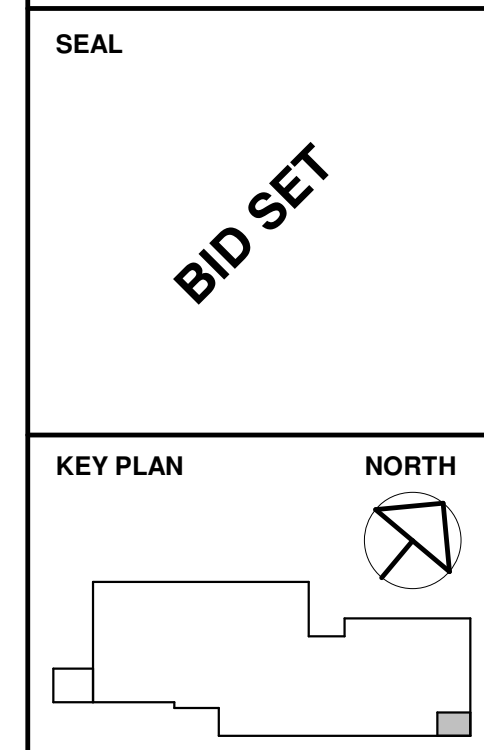
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ELMIRA CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK

INSTALLATION OF NEW PASSENGER BOARDING BRIDGE

CLIENT: _____

PROJECT: _____

DRAWN: AT

DESIGNED: AT

CHECKED: CMH

SCALE: AS NOTED

DATE: 03/26/2026

PROJECT: 18302.19

NO. DATE REVISIONS

DRAWING TITLE

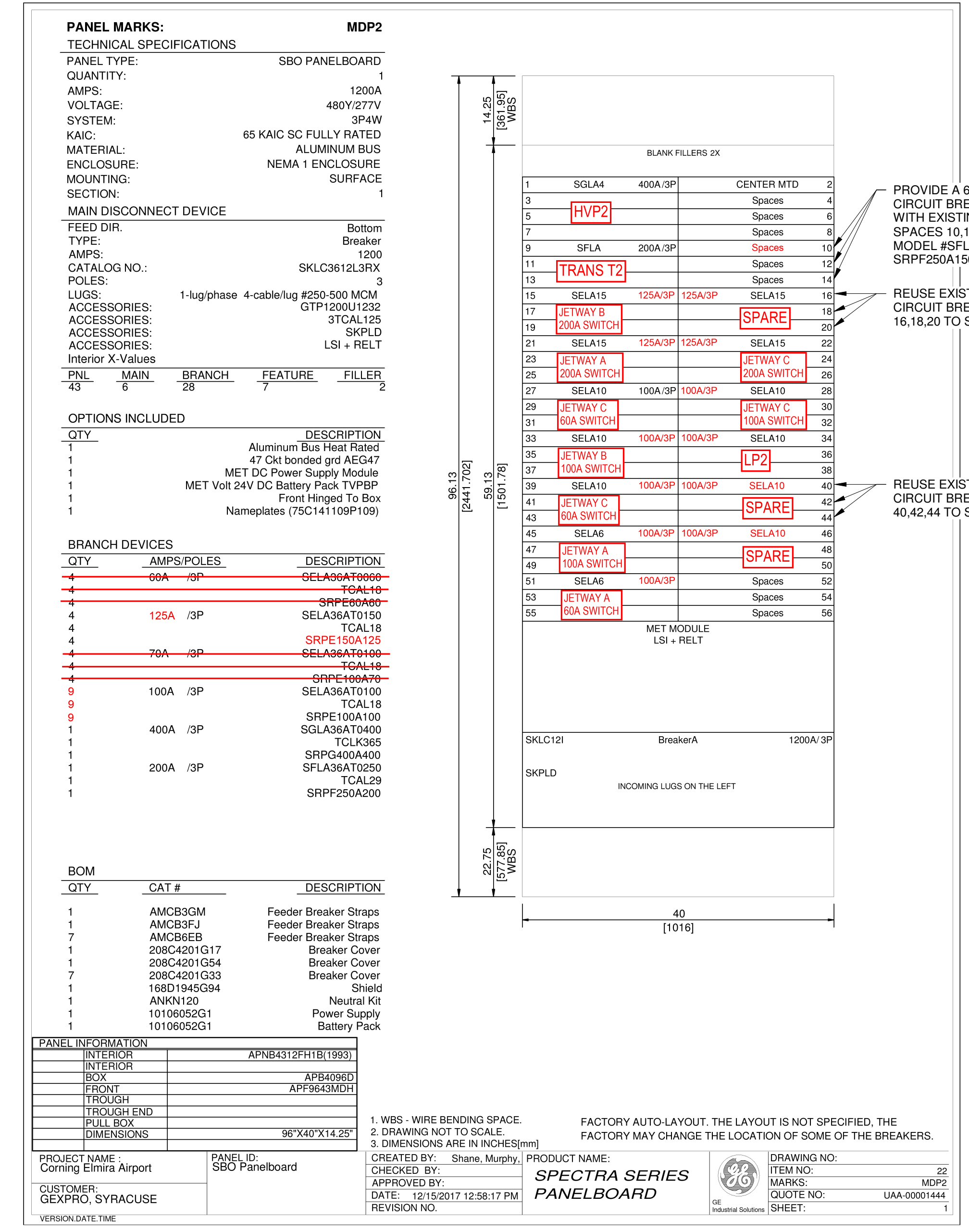
DETAILS & EXISTING PHOTOGRAPHS

DRAWING NUMBER

E500.2



1 EXISTING PANEL MDP2
SCALE: N.T.S.



2 EXISTING CONCOURSE MEZZANINE
SCALE: N.T.S.

(B) EXISTING CONDUITS SERVING EXISTING PBBS AND THEIR ASSOCIATED PERIPHERALS

PROVIDE PENETRATIONS TO TRANSITION FROM MEZZANINE CEILING SPACE TO CONCOURSE CEILING SPACE FOR ADDITIONAL PBB CIRCUITS.