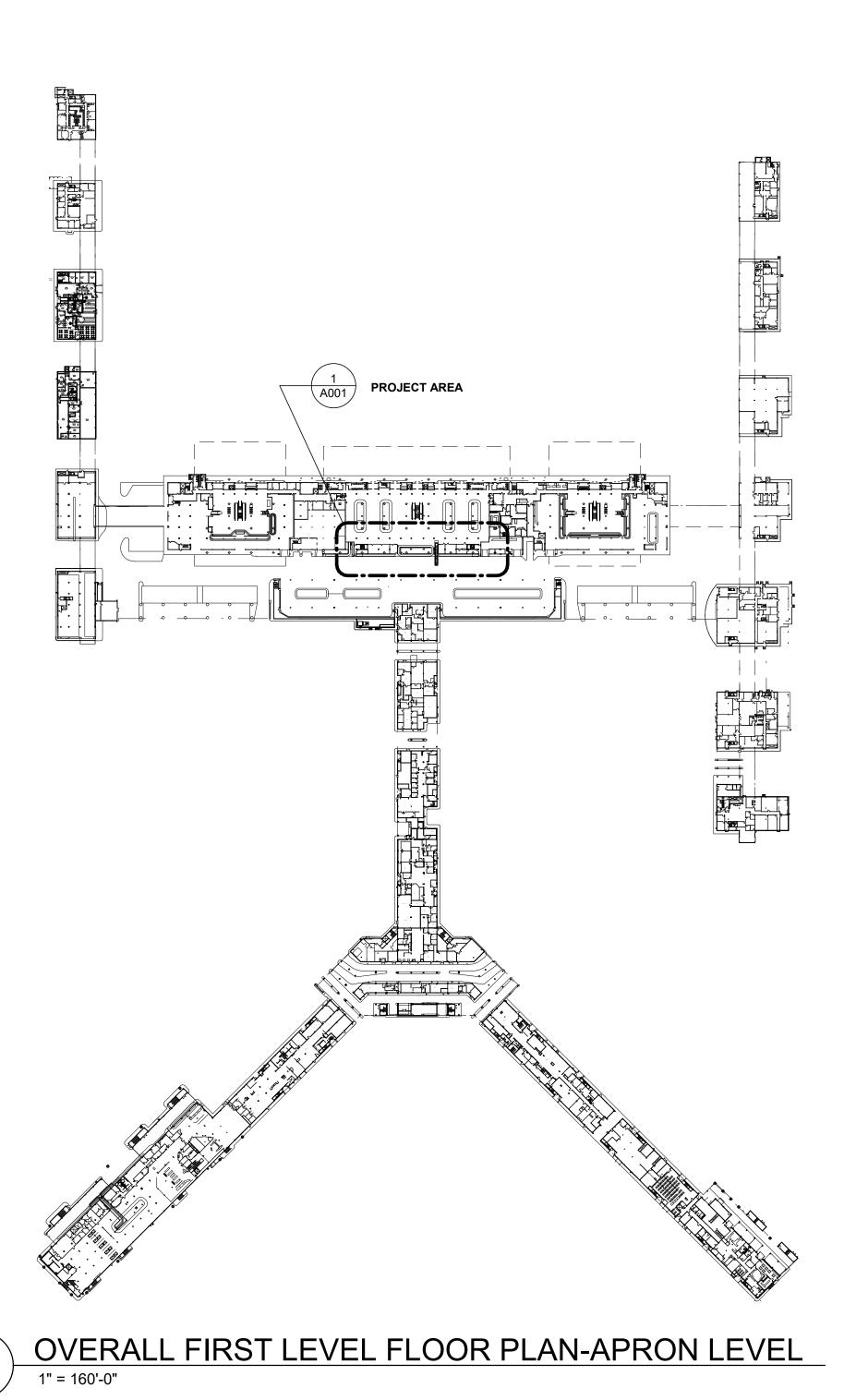
MEMPHIS INTERNATIONAL AIRPORT

2491 Winchester Rd, Memphis, TN 38116

TERMINAL B INBOUND BAGGAGE CAROUSEL REPLACEMENT

October 04, 2021



PROJECT DESCRIPTION

THE TURN KEY "DESIGN BUILD" PROJECT CONSISTS OF THE SPECIFIC REMOVAL AND REPLACEMENT OF

- A. THE INBOUND CAROUSEL SYSTEM AT TERMINAL B AT APRON LEVEL
- B. THE SECURITY ROLL UP DOOR AND GATES ASSOCIATED WITH CAROUSEL SYSTEM
- C. ALL ASSOCIATED WORKS FOR NEW CONTROL, SENSORS AND ELECTRICAL INSTALLATION.



GENERA	L	
G001	COVER SHEET	

CONCOURSE B -BAG CLAIM B (BACK, O/S)

PROJECT	NOTES

- PERMITS, APPROVALS, LICENSES, ETC., FOR ALL TRADES. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL CODES. ORDINANCES. AND REGULATIONS. CONTRACTOR IS
- FINISHED AREAS DO NOT HAVE TO BE OPERATED ON OR OTHERWISE USED AS ROUTES FOR PREPARATION WORK TO MINIMIZE THE RISK OF DAMAGE, COORDINATE WITH OWNER THE
- SPECIFICATION. CONTRACTOR WILL BE FULLY RESPONSIBLE FOR WATER DAMAGE TO THE
- THE MATERIALS AND PROCEDURES SPECIFIED FOR THE NEW WORK. SCHEDULE ALL
- ANY DAMAGE TO EXISTING FINISH. INCLUDING BUT NOT LIMITED TO WALL FINISHES. FLOORING ETC., USED AS HAUL ROUTES OR ACCESS ROUTES SHALL BE CONSIDERED THE RESPONSIBILITY OF THE CONTRACTOR AND HE/SHE SHALL PROMPTLY REPAIR ANY DAMAGED TO ITS ORIGINAL
- VERIFY JOB CONDITIONS PRIOR TO BEGINNING WORK. REPORT TO ENGINEER ANY DISCREPANCIES OR OMISSIONS WHICH MAY INTERFERE WITH SATISFACTORY COMPLETION OF MEASUREMENTS, FIELD CONSTRUCTION, INSTALLATION CRITERIA. COORDINATE ALL TRADES AND THE METHODS OF CONSTRUCTION. ALL WORK IS TO CONFORM WITH DRAWINGS AND SPECS. DRAWINGS ARE NOT TO BE SCALED FOR INFORMATION. CONTRACTOR TO VERIFY THE
- ENSURE THE PREMISES ARE MAINTAINED CLEAN AND FREE OF DEBRIS DURING WORK COORDINATE THE FREQUENCY OF REMOVAL WITH OWNER. FINAL CLEANUP IS THE RESPONSIBILITY OF THE CONTRACTOR. REPAIR, PATCH, TOUCH-UP AND MAINTAIN CLEANING THROUGHOUT THE PROJECT. REMOVE AND DISPOSE OF ALL DEMOLISHED MATERIAL AND OTHER CONSTRUCTION DEBRIS. OWNER'S DUMPSTER(S) OR TRASH CAN(S) SHALL NOT BE ` FOR DISPOSAL OF ANY CONSTRUCTION WASTE. REPAIR GROUND DAMAGE CAUSED BY TRUCK
- SECURED DURING CONSTRUCTION. DAILY CLEANUP AND FINAL CLEANUP IS THE RESPONSIBILITY OF THE CONTRACTOR. REPAIR. PATCH, TOUCH-UP AND MAINTAIN CLEANING UNTIL ACCEPTANCE BEEN PROPERLY PROTECTED FROM CONSTRUCTION MATERIAL, UNPROTECTED FOOT TRAFFIC OR ANY CONSTRUCTION ACTIVITY HAS POTENTIALLY COMPROMISED THE INTEGRITY OF THE

CONTRACTOR TO OVERSEE CLEANING AND ENSURE THAT THE PREMISES ARE MAINTAINED AND

- COORDINATE AND OBTAIN APPROVAL FROM OWNER FOR LOCATION OF DUMPSTER, MATERIAL
- ALL MATERIAL STORED ON SITE SHALL BE PROPERLY PROTECTED TO PREVENT DAMAGE. FAILURE TO PROTECT MATERIAL MAY BE CAUSE FOR REJECTION OF WORK.
- REMOVE CONSTRUCTION AND GENERAL DEBRIS FROM THE WORK AREA. DISCARD ANY SCREWS, METAL SCRAPS, FOOD, WATER BOTTLES AND MISCELLANEOUS GARBAGE.
- CONTRACTOR'S FIELD SUPERINTENDENT MUST BE PRESENT AND RESPONSIBLE FOR OVERSEEING THE WORK PROGRESS WHEN ANY WORK IS PERFORMED. FOR THE DURATION OF THE REPAIR PROJECT. CONTRACTOR MUST MAINTAIN AND FURNISH ELECTRONIC DAILY LOG TO PROJECT TEAM AND OWNER DESIGNATED PERSONNEL DAILY. THE LOG DOCUMENTATION SHALL INCLUDE INFORMATION SUCH AS AMOUNT OF WORK COMPLETED, PROGRESS PICTURES, FIELD CHANGES, CONCEALED CONDITIONS, TRANSITION OF MATERIAL, UNFORESEEN DAMAGES. INCIDENTS ETC. THIS INFORMATION SHALL BE INCLUDED AS PART OF THE CLOSEOUT DOCUMENT
- ALL WORK IS TO CONFORM WITH DRAWINGS AND SPECS. DRAWINGS ARE APPROXIMATE ONLY AND NOT TO BE SCALED FOR INFORMATION. PAYMENT WILL NOT BE MADE TO GENERAL CONTRACTOR ON CHANGES OR EXTRAS UNLESS THEY ARE VERIFIED AND APPROVED BY
- SHOULD CONFLICT OCCUR IN OR BETWEEN DRAWINGS AND SPECIFICATIONS OR WHERE DETAIL REFERENCES OR CONTRACT DRAWINGS HAVE BEEN OMITTED, CONTRACTOR IS DEEMED TO HAVE ESTIMATED THE MOST EXPENSIVE MATERIALS AND CONSTRUCTION INVOLVED UNLESS THEY HAVE ASKED FOR AND OBTAINED WRITTEN PERMISSION FROM ARCHITECT AS TO WHICH MATERIAL OR METHOD WILL BE REQUIRED.
- NO PORTION OF THE WORK REQUIRING A SHOP DRAWING OR SAMPLE SUBMISSION SHALL BE COMMENCED UNTIL THE SUBMISSION HAS BEEN APPROVED BY THE AIRPORT. ALL SUCH PORTIONS OF THE WORK SHALL BE IN ACCORDANCE WITH THE APPROVED SHOP DRAWINGS AND
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING JOB CONDITIONS AND SHALL REPORT TO ENGINEER ANY DISCREPANCIES OR OMISSIONS WHICH WOULD INTERFERE WITH SATISFACTORY COMPLETION OF WORK. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL FIELD MEASUREMENTS, FIELD CONSTRUCTION, INSTALLATION CRITERIA, COORDINATION OF ALL TRADES AND THE METHODS OF CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE A SCHEDULE OF SHOP DRAWINGS, SAMPLES AND CUT SHEETS TO ENGINEER/OWNER'S APPROVAL PRIOR TO ORDERING OR FABRICATION. CONTRACTOR'S RESPONSIBILITY FOR ERROR OR OMISSIONS IN SUBMITTAL IS NOT RELIEVED BY A/E REVIEW OF SUBMITTAL. DISRUPTION SHALL BE MINIMAL OUTSIDE PROJECT LIMIT AT ALL TIMES DURING
- THE EXACT LIMITS OF THE CONTRACTOR'S STAGING AND STORAGE AREA SHALL BE ESTABLISHED BY THE CONTRACTOR WITH THE APPROVAL OF MSCAA.
- CONTRACTOR SHALL EXERCISE ALL SAFETY PRECAUTION DURING WORK. DO NOT ALLOW WASTE MATERIAL TO COLLECT IN CONCENTRATED BUILDUPS AROUND THE WORK AREA. FURNISH PROTECTION OF THE BUILDINGS CONTENTS AND PERSONNEL AT ALL TIMES. COLLECT
- CONSTRUCTION: THEREFORE, IT IS OF UTMOST IMPORTANCE FOR SAFETY DURING THE WORK. MINIMIZE DISRUPTION OF THE OWNER'S USE OF THE FACILITY AND TO MINIMIZE THE THREAT OF LOSS OR DAMAGE TO THE EXISTING FACILITY, ITS CONTENTS, AND OCCUPANTS.THE CONSTRUCTION SHALL NOT COMPROMISE SECURITY, LIFE SAFETY OR FIRE SAFETY REQUIREMENTS. ANY WORK AFFECTING CODE REQUIREMENTS SHALL BE COMPLETED IN THE SAME WORK DAY OR TEMPORARY MEASURES SHALL BE TAKEN TO ASSURE SAFETY COMPLIANCE
- UNLESS NOTED OTHERWISE, CONTRACT TIME FOR THE PROJECT SHALL BE 8 ? WEEKS. SEE TERMS AND CONDITIONS IN PROCUREMENT REQUIREMENT FOR INFORMATION ABOUT
- 24. ALL WORK THAT WOULD GENERATE EXCESSIVE NOISE SUCH AS DEMOLITION JACK HAMMERING SAW CUTTING ETC MUST OCCUR AT NIGHT FROM 2200-0500 TO AVOID DISTURBANCE OF THE DAY TIME OPERATION OF THE AIRPORT.
- 25. SHOULD THERE BE A NEED FOR MASONRY OR CONCRETE CUTTING OR DRILLING. IT IS THE RESPONSIBILITY FOR OF THE CONTRACTOR TO PROTECT BOTH CONSTRUCTION WORKERS AND AIRPORT WORKERS FROM SILICA DUST. CONTRACTORS CAN USE TOOLS FROM TABLE 1 OF THE SILICA STANDARD THAT INVOLVE HEPA VACUUMS OR WET METHODS TO PREVENT SILICA DUST FROM BECOMING AIRBORNE.
- 26. THE DESIGN-BUILD CONTRACTOR OF THE BELT REPLACEMENT SHALL ENSURE THE FINAL DESIGN AND CONSTRUCTION COMPLIES WITH ALL APPLICABLE OSHA STANDARDS INCLUDING STANDARD OF SAFEGUARDING EQUIPMENT AND PROTECTING EMPLOYEE FROM AMPUTATIONS. CONTRACTOR SHALL ENSURE THE REPLACED SYSTEM DO NOT HAVE ANY PINCH/AMPUTATION POINTS OR PROVIDE AT LEAST A SAFETY SHUT OFF SYSTEM FOR THE MACHINE IF AN EXTREMITY IS BETWEEN THE EQUIPMENT, BAG JAMS, ROLLING DOORS, ETC THE NEW DESIGN AND EQUIPMENT SHOULD BE MARKED APPROPRIATELY ON HOW TO LOG OUT TAG OUT FOR JAMS OR MAINTENANCE REPAIRS.

SET NO.

RERANEY (1) ENGINEERING 4857 Normandy Lane, Memphis, Tennessee 38117 901-767-3130

www.raneyengineering.com INNOVATIVE • ENGINEERING

787 Stage Center Dr., Suite 10 Bartlett, Tennessee 38134 www.innovativees-llc.com



901-332-5533 www.rgroup.biz

20008-T10

is information is released solely for its use in the nterest of the Memphis-Shelby County Airport Author All drawings received from MSCAA or produced for MSCAA as a work product shall be regarded as privileged information, not to be released to others without the express written permission of MSCAA.

ur understanding of, and commitment to, providing adequate control of the materials issued and produ

REVISIONS

DESCRIPTION DATE

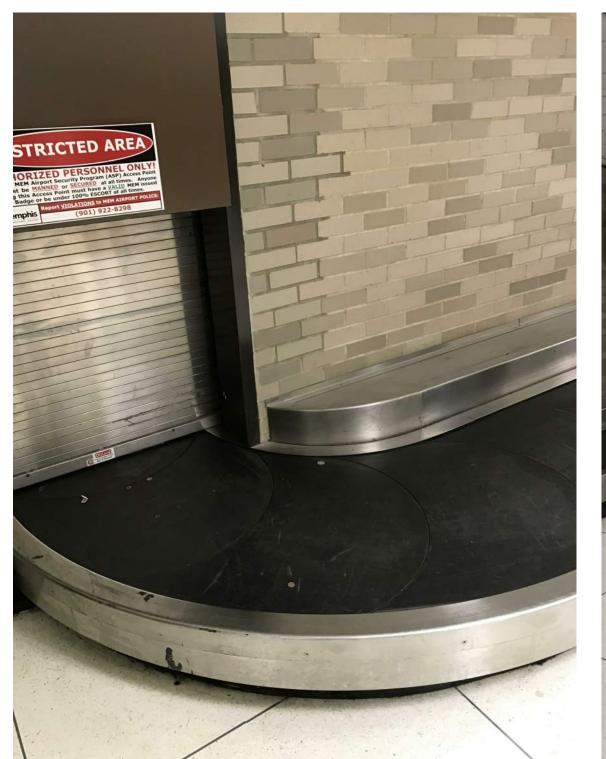
19-1423-00 (19-1423-10)

TERMINAL B INBOUND BAGGAGE CAROUSEL REPLACEMENT

3HEET TITLE:

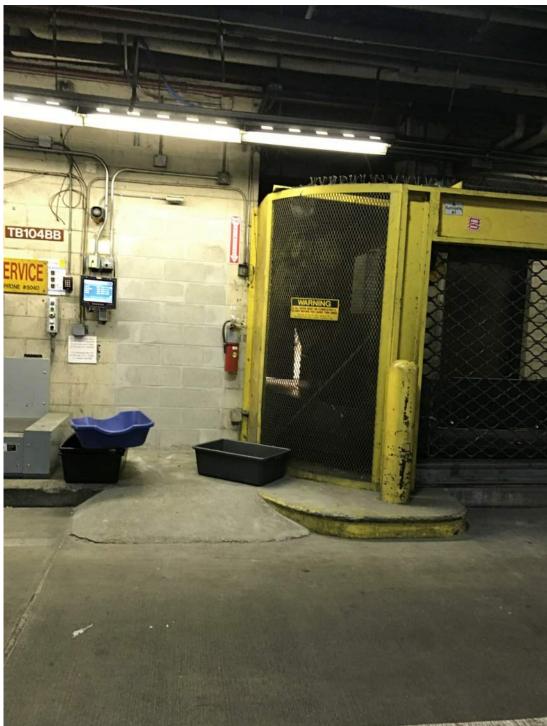
COVER SHEET

OUTBOUND CONVEYOR 5B - APRON LEVEL



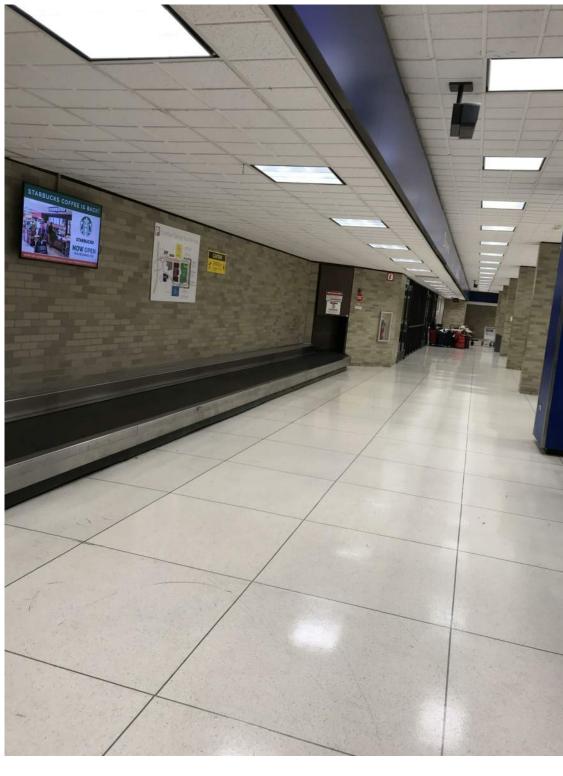
PICTURE 1

ALL COMPONENT ASSOCIATED WITH THE CAROUSELSYSTEM AT THIS AREA TO BE REMOVED COMPLETELY FOR THE INSTALLATION OF THE NEW SYSTEM. PATCH, REPAIR DMAGED FINISH SURFACE TO MATCH EXISTING ADJACENT FINISH. DO NOT MODIFIED ANY EXISTING BUILDING STRUCTURE WITHOUT PRIOR APPROVAL FROM THE AIRPORT. REPLACE EXISTING FIRE RATED AND SECURITY ROLL UP GATE WITH NEW HEAVY DUTY ROLLUP DOOR SYSTEM.



PICTURE 6

REMOVE AND REINSTALL SECURITY SCREEN ENCLOSURE AS NEEDED TO FACILITATE THE REMOVAL OF THE EXISTING SYSTEM AND NEW SYSTEM INSTALLATION. PROTECT ALL OVERHEAD STRUCTURE AND FIXTURES FROM DAMAGE. REMOVE EXISTING CONVEYOR CONTROLLER AND INSTALL NEW CONTROLLER AT THIS LOCATION



PICTURE 2

PROTECT EXISTING CEILING, OVERHEAD DEVICES, LIGHTING FIXTURES AND SPRINKLER ETC. ERECT TEMPORARY BARRIER TO SEPARATE PASSENGER AND CONSTRUCTION. DO NOT DAMAGED EXISTING FINISHES. NO CORING OR CUTTING OF BUILDING STRUCTURE IS ALLOWING PRIOR TO SCANING OF THE CONCRETE.

EXISTING STEEL SUPPORT STRUCTURE OF THE SECURITY GATE TO REMAIN.

ALL ELECTRICAL OPERATOR AND CONTROL AS AN INTEGRATED SYSTEM.

BELT REPLACEMENT AND SECURITY GATES REPLACMENT WORK

REMOVE AND REPLACE ALL ROLL UP GATES OF THE SAME SIZE, REPLACE ALSO

CONTRACTOR TO PROVIDE, COORDINATE, AND INSTALL TEMPORARY CONCRETE

JERSEY BARRIER AND SAFETY WARNING LIGHTS FOR LIMITED VISIBILITY DURING



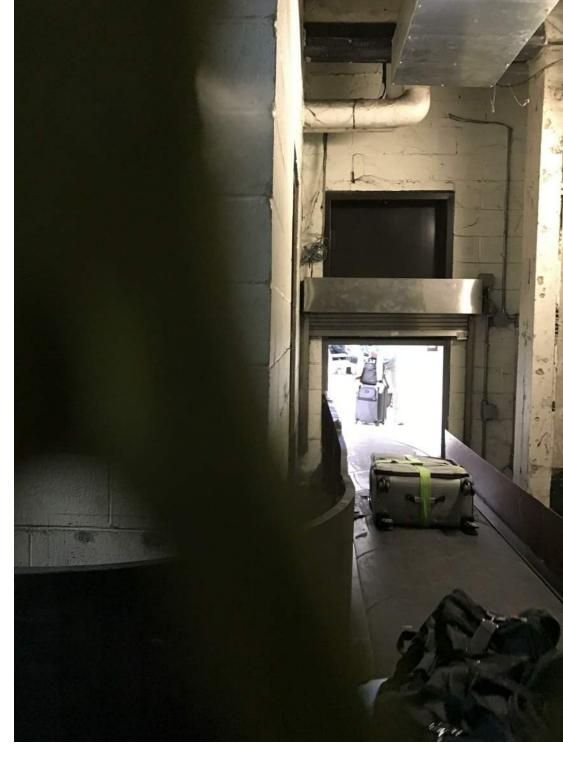
PICTURE 3

VERIFY FUNCTIONALITY OF EXISTING SHUT OFF OR ANY AND CONTROL. REPLACE AS NEEDED TO COMPLY WITH CURRENT BUILDING CODE.

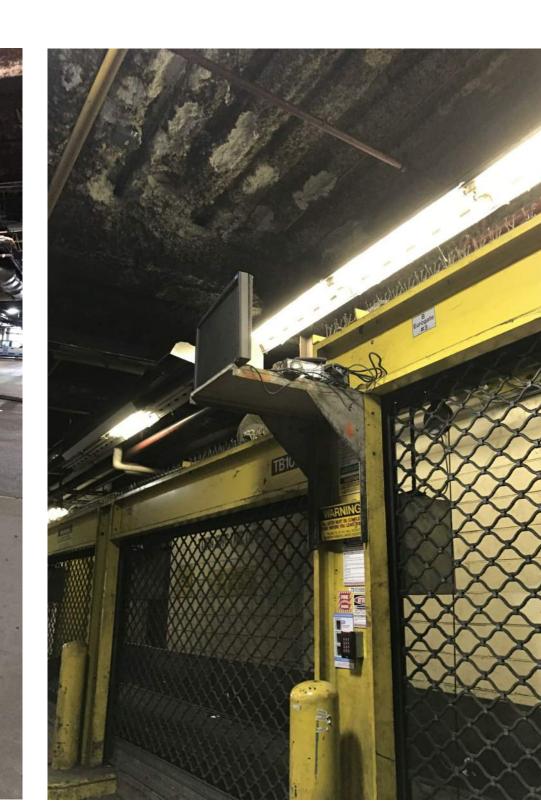


PICTURE 4

CONTRACTOR SHALL REPLACE EXISTING ROLL UP DOOR, NEOPRENE RUBBER STRIPS, ELECTRICAL OPERATOR, SENSORS AND ALL ASSOCIATED CONTROLS.



DESIGN BUILD CONTRACTOR MUST FIELD VERIFY THE EXISITING CONDITION AND CONSTRAINTS BEFORE FABRICATION. COORDINATE WITH AIRPORT REGARDING SYSTEM SENSORS FOR AUTOMATIC SHUT DOWN OF THE BELT.



COORDINATE WITH AIRPORT AUTHORITY REGARDING THE INTEGRATION OF THE

CARD ACCESS SYSTEM WITH THE NEW CONTROL SYSTEM



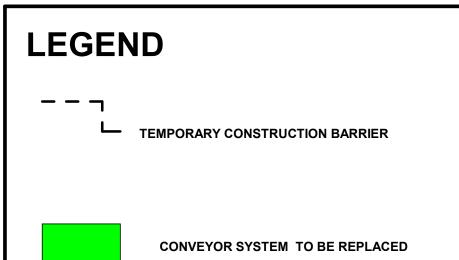
PICTURE 9

SECURITY INTEGRITY SHALL NOT BE COMPRISED DURING THE INSTALLATION. REINSTALL SCREEN BARRIER AS SOON AS THE WORK IS COMPLETE. REPAINT / REFRESH THE WALL WITHIN THE ENCLOSURE



PICTURE 10

CONTRACTOR SHALL COORDINATE WITH AIRPORT STAFF FOR THE ADJUSTMENT AND FINAL PLACEMENT OF PHOTOSENSOR AS AN INTEGRATED AUTOMATED SHUT DOWN FEATURE. OBTAIN APPROVAL FROM THE AIRPORT AUTHORITY PRIOR TO REMOVING ANY ABANDONED DEVICES, WIRING, CABLES IN THS AREA.



TEMP CONCRETE "JERSEY" BARRIER WITH

GENERAL NOTES:

TO THIS WORK AREA.

COORDINATE WITH MSCAA FOR ACCESS CONTROL

WARNING LIGHT

- ERECT TEMPORARY DUST CONTROL, CONSTRUCTION BARRIER AS NEEDED DURING DEMOLITION AND NEW INSTALLATION FOR **CONSTRUCTION TRAFFIC SAFETY. TEMPORARY** SAFETY BARRIER MUST BE IN PLACE DURING REPAIR
- PROTECT EXISITNG BUILDING FROM ANY DAMAGES DUE TO CONSTRUCTION. DO NOT CUT OR CORE INTO

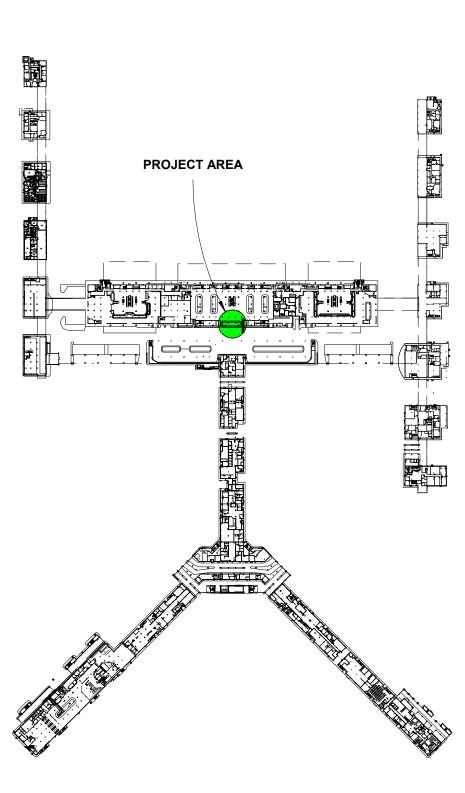
TO SEPARATE CONSTRUCTION TRAFFIC FROM

- CONCRETE WITHOUT SCANNING THE AFFECT AREA.
- COORDINATE SCHDEULE OF REPLACEMENT WORK IN ORDER TO MINIMIZE SERVICE INTERUUPTION.
- PROTECT EXISTING NEARBY LIGHTING FIXTURES AND SPRINKLER SYSTEM. THESE ITEMS TO REMAIN AS IS.

OTHER OPERATION TRAFFIC.

- DEBRIS MUST BE CLEANED UP DAILY.
- CONSTRUCTION HAUL TRAFFIC MUST BE APPROVED
- BY MSCAA. AREA OUTSIDE PROJECT LIMIT MUST BE PROPERLY
- PROTECTED. ANY SENSOR, DETECTOR , ALARM, AND ANY CEILING
- OR WALL MOUNTED DEVICES AT THE WORK AREA MUST BE PROPERLY PROTECTED FROM CONSTRUCTION ACTIVITIES.
- FIRE AND LIFE SAFETY MUST NOT BE COMPROMISED AT ALL TIMES.
- 11. COORDINATE WITH AIRPORT OPERATION IF TEMPORARY SHUT OFF OF UTILITIES IS NEEDED IN ORDER TO PERFORM THE WORK
- PROTECT AND MAINTAIN ALL EXISTING EGRESS
- ACCESS UNLESS NOTED OTHERWISE CONTRACTOR TO CONFIRM THE ELECTRICAL
- CIRCUITS PRIOR TO DEMOLITION AND COMMENCEMENT OF NEW WORK. DO NOT CUT ANY WIRE UNLESS APPROVED BY THE AIRPORT STAFF.
- FINAL CLEAN UP IS THE RESPONSIBILITY OF THE CONTRACTOR.
- PROVIDE SYSTEM TESTING, AND MAINTENANCE TRAINING BEFORE THE CLOSE OUT OF THE

NOTE: SEE MECHANICAL DRAWING B001 BY RANEY **ENGINEERING AND** CONTROL SPECIFICATION BY IES FOR ADDITIONAL INFORMATION REGARDING THE SYSTEM



APRON LEVEL TERMINAL "B" CAROUSEL

DESCRIPTION DATE 19-1423-00 (19-1423-10)

> **TERMINAL B** INBOUND **BAGGAGE CAROUSEL** REPLACEMENT

RANEY 🦈

RE ENGINEERING

4857 Normandy Lane,

Memphis, Tennessee 38117

901-767-3130

www.raneyengineering.com

INNOVATIVE • ENGINEERING SERVICES, LLC

2787 Stage Center Dr., Suite 10°

Bartlett, Tennessee 38134

www.innovativees-llc.com

Renaissance

Group

9700 Village Circle, Suite 100

901-332-5533

www.rgroup.biz

20008-T10

(MSCAA) or its Tenants.

All drawings received from MSCAA or produced for MSCAA as a work product shall be regarded as privileged information, not to be released to others without the express written permission of MSCAA.

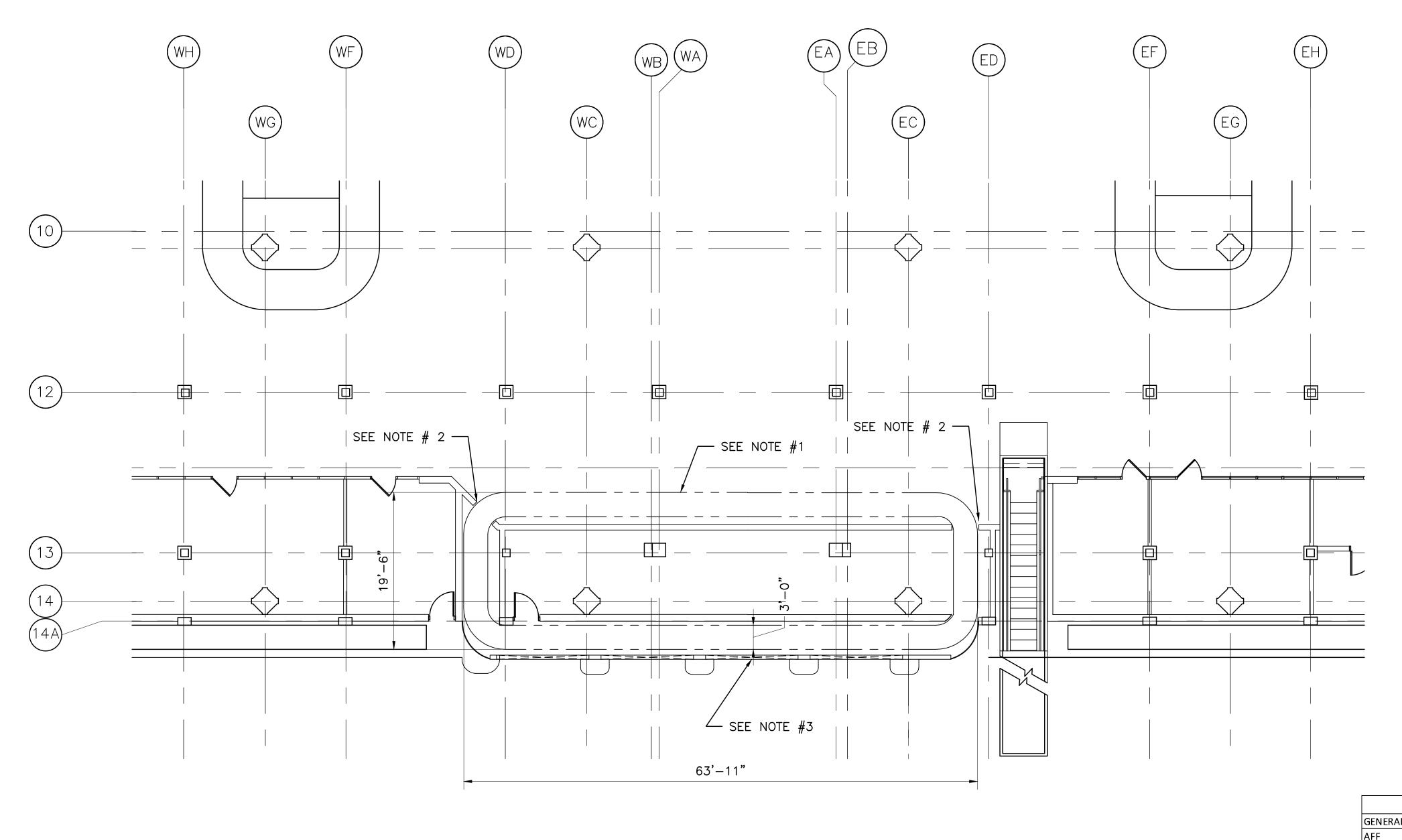
your understanding of, and commitment to, providing adequate control of the materials issued and produced

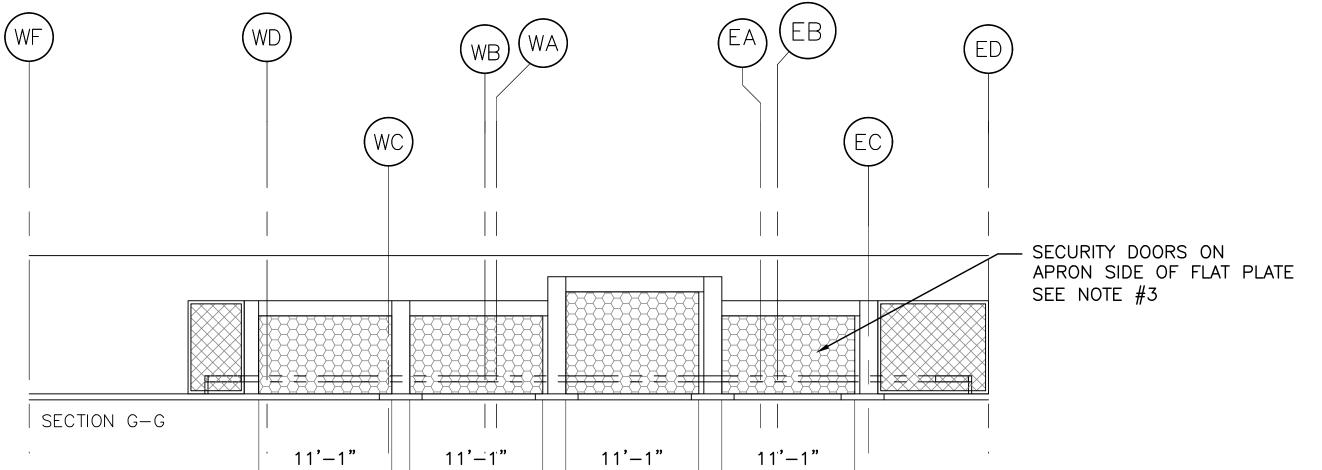
REVISIONS

Lakeland, Tennessee 38002

901-379-0500

SHEET TITLE:





- 1. REMOVE EXISTING FLAT PLATE BAGGAGE CLAIM DEVICE AND REPLACE WITH NEW FLAT PLATE DEVICE.
- 2. REMOVE EXISTING SECURITY DOORS AND REPLACE WITH NEW. NEW DOORS TO BE INTERLOCKED WITH DOORS ON APRON SIDE OF FLAT PLATE. FOR AREA ABOVE SECURITY DOORS TO BE FILLED IN SEE THE ARCHITECTURAL DRAWINGS.
- 3. REMOVE AND REPLACE THE EXISTING ROLL-UP SECURITY DOORS (4 EACH) ON THE APRON SIDE OF THE FLAT PLATE. THIS DOORS ARE TO BE INTERLOCKED WITH THE SECURITY DOORS AT THE FLAT PLATE ON THE CLAIM SIDE OF THE FLAT PLATE.

Product	Manufacturer		
Power units	SEW	Dodge Quantus	
Motors	Baldor		
Powerturns	Portec		
Pulleys & rollers	Precision, Inc.	Chantland	
Bearings	Dodge	Sealmaster	
Belting	Habisit		
Claim Unit	Siemens		
Fire/security door	Cookson		
Stainless Cladding finish	#4		
Color	Tan or Brown		
Carpet	TBD		
All Products	Alternate mar	nufacturers to be	
	preapproved before		

AE	BBREVIATIONS		RAL NOTES:		
GENERAL ABBR	DESCRIPTION		ALL ELEVATION DIMENSIONS SHOWN ARE ABOVE FINISHED FLOOR		
AFF	ABOVE FINISHED FLOOR		1.BAGGAGE / CUSTOMER AREA EL. 298'-0"		
BHS	BAGGAGE HANDLING SYSTEM		2. APRON / SECURE AREA EL. 297'-6" 3. TUNNEL / SECURE AREA EL. VARIES		
BLDG	BUILDING	2 '.	[CONV NAME] INDICATES EXISTING CONV. NAME		
BOS	BOTTOM OF STEEL	3	CONV. SUPTS NOT TO EXCEED 10'-0" U.N.O. SUPPORT TO LAND W/	IN 1'-0" OF BFD S	SPLICE
ВОТ	воттом	3.	3.1. SUPPORTS SHOWN FOR REFERENCE ONLY		
CL	CENTERLINE	4.			
CLR	CLEAR	5.	\cdot		
CONC	CONCRETE	6.	ALL LOAD AND TRANSPORTATION CONVEYORS TO HAVE 21" HIGH SID		
CONT	CONTINUOUS	7.	, , , , , , , , , , , , , , , , , , ,	MIN. TWO LOCATION	NS
CONV	CONVEYOR	8.	ALONG LENGTH OF CONV. ALL LUBRICATION POINTS AGAINST WALLS SHALL BE FITTED WITH GRE	TASE TURE TO ALLO	N FOR
DWG	DRAWING] 0.	ACCESS FROM THE OPPOSITE SIDE.	JASE TOBE TO ALEC	5W 1 OK
EL	ELEVATION	9.		A TOTAL OF 4 CO	ONTROL
ENGR	ENGINEER		PANELS.		
EQUIP	EQUIPMENT	10.	ALL JAMB RESETS AND ANY OTHER CONTROL BUTTONS SHALL BE VI	SIBLE AND EASILY	
FF	FINISHED FLOOR		ACCESSIBLE FROM THE MAINTENANCE SIDE OF THE EQUIPMENT.		_
FIN	FINISH				
I/B	INBOUND				
MAINT	MAINTENANCE				
MAX	MAXIMUM				
MIN	MINIMUM	0	ISSUED FOR REVIEW	07/05/21	KHR
МСР	MOTOR CONTROL PANEL		REVISION DESCRIPTION	REV. DATE	BY
N/A	NOT APPLICABLE		NEVISION DESCRIPTION	I NEV. DATE	וטן
NTS	NOT TO SCALE				
OA	OVERALL	1			
O/B	OUTBOUND	OWNER	PROJ. NO.	0	
OPNG	OPENING	MFMP	HIS SHELBY COUNTY AIRPORT AUTHORITY $006-002$	D RANEY	
REF	REFERENCE	LOCATION		 	ERING
REQ'D	REQUIRED			INDUSTRIAL CONVEYOR [www.raneyengineerin	
TBD	TO BE DETERMINED		PHIS INTERNATIONAL AIRPORT SCALE: 1/8"=1'-0"	901-767-3130	DEV.
TEMP	TEMPORARY		WINCHESTER ROAD DR. BY: RELLC	SHEET #	REV.
ТОВ	TOP OF BELT	MEMF	PHIS, TN 38116 CK. BY:	1 of 1	0
тос	TOP OF CONCRETE	SUBJEC		DWG. NO.	
TOS TOP OF STEEL			COURSE B - BAG CLAIM B (BACK, O/S)	B001	