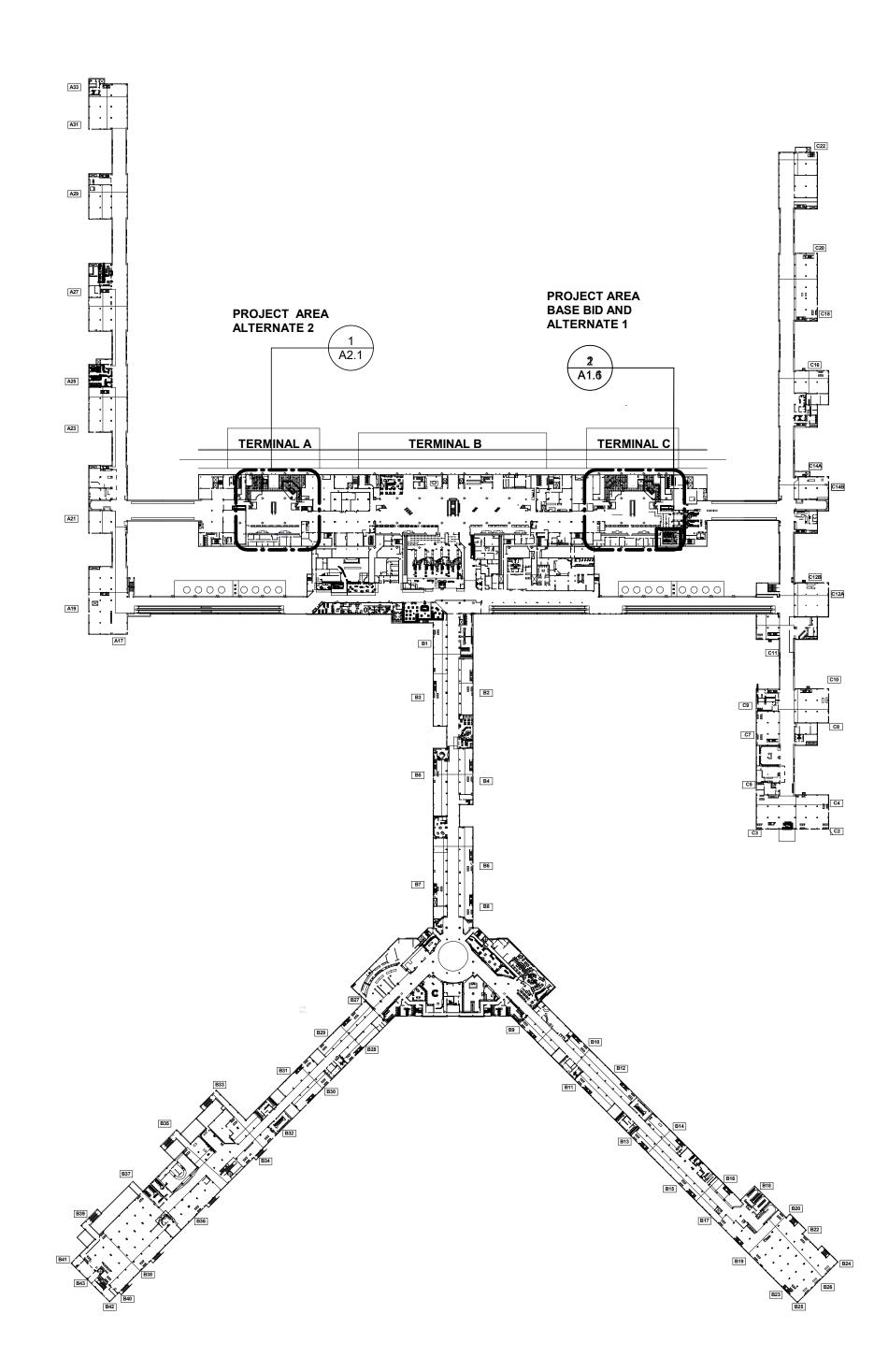
MEMPHIS INTERNATIONAL AIRPORT

2491 Winchester Rd, Memphis, TN 38116

TERMINAL C AND A TICKETING LEVEL RETAIL SPACES DEMOLITION & REPAIR

JANUARY 07, 2022





THE PROJECT CONSISTS OF INCORPORATING THE SPECIFIC EXISTING VACANT RETAIL SPACES BACK INTO THE PUBLIC OPEN LOBBY AREA

BASE BID IS THE REMOVAL AND REPAIR OF EXISTING RETAIL SPACES AT TERMINAL C TICKETING LEVEL AS IDENTIFIED ON DRAWING A1.1 ALTERNATE NO.1 IS THE REMOVAL AND REPAIR OF EXISTING MENS' ROOM AT TERMINAL C TICKETING LEVEL AS IDENTIFIED ON DRAWING A1.1 ALTERNATE NO.2 IS THE REMOVAL AND REPAIR OF EXISTING RETAIL SPACES AT TERMINAL A TICKETING LEVEL AS IDENTIFIED ON DRAWING A2.1

INDEX OF DRAWINGS

GENERAL COVER SHEET TERMINAL "C" RETAIL AREAS DEMOLITION TERMINAL "C" RETAIL AREA (EAST) INFO FROM AIRPORT • TERMINAL "C" RETAIL AREAS INFO FROM AIRPORT • TERMINAL "C" RETAIL AREA (WEST) INFO FROM AIRPORT • **TERMINAL "C" PHOTO REFERENCE** • **TERMINAL "C" CEILING PLAN** • **TERMINAL "A" RETAIL AREAS DEMOLITION** • TERMINAL "A" RETAIL AREAS (EAST) INFO FROM AIRPORT • TERMINAL "A" RETAIL AREA (EAST) INFO FROM AIRPORT • TERMINAL "A" RETAIL AREA (EAST) INFO FROM AIRPORT •

MEMPHIS INTERNATIOAL AIRPORT, MEMPHIS, TENNESSEE

TERMINAL "A" CEILING PLAN

TERMINAL "A" PHOTO REFERENCE

NO CHANGE IN EGRESS WIDTH. FIRE EXTINGUISHER NO CHANGE EXISTING TO REMAIN

- ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ALL APPLICABLE BUILDING, ELECTRICAL, MECHANICAL, FIRE PROTECTION AND LIFE SAFETY CODE ENFORCED BY LOCAL AUTHORITY. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, APPROVALS, LICENSES, ETC., FOR ALL TRADES. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL CODES, ORDINANCES, AND REGULATIONS. CONTRACTOR IS RESPONSIBLE FOR FILING AND SECURING ALL NECESSARY PERMITS, APPROVALS, ETC., FOR ALL TRADES.
- THE CONTRACTOR SHALL PLAN AND SCHEDULE THE PROGRESSION OF THE WORK SO THAT FINISHED AREAS DO NOT HAVE TO BE OPERATED ON OR OTHERWISE USED AS ROUTES FOR MATERIAL TRANSPORTATION IN ORDER TO REACH REMAINING WORK. SCHEDULE ANY PREPARATION WORK TO MINIMIZE THE RISK OF DAMAGE, COORDINATE WITH OWNER THE SEQUENCE OF DEMOLITION AND CONSTRUCTION PRIOR TO STARTING
- CONTRACTOR SHALL SCHEDULE THE WORK PER MANUFACTURER RECOMMENDATION AND SPECIFICATION.
- COORDINATE THE COMPATIBILITY OF THE PREPARATION WORK WITH THE REQUIREMENTS OF THE MATERIALS AND PROCEDURES SPECIFIED FOR THE NEW WORK. SCHEDULE ALL PREPARATION WORK TO COINCIDE AS CLOSELY AS PRACTICABLE WITH THE INSTALLATION OF NEW MATERIALS.
- ANY DAMAGE TO EXISTING FINISHES, 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 CONDITION, TO THE SATISFACTION OF THE OWNER AND ARCHITECT, AT NO ADDITIONAL COST TO THE OWNER.
- UNDER CIRCUMSTANCES THAT ACCESS TO WORK AREA THAT REQUIRE SECURITY CREDENTIALS ARE NEEDED, CONTRACTOR MUST FOLLOW THE AIRPORT REQUIREMENTS OF ID BADGING.
- VERIFY JOB CONDITIONS PRIOR TO BEGINNING WORK. REPORT TO ENGINEER ANY DISCREPANCIES OR OMISSIONS WHICH MAY INTERFERE WITH SATISFACTORY COMPLETION OF WORK. RESOLVE ANY DISCREPANCIES PRIOR TO BEGINNING WORK. VERIFY ALL FIELD 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 ACTUAL SIZE FOR PROPER
- 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 USED FOR DISPOSAL OF ANY CONSTRUCTION WASTE. REPAIR GROUND DAMAGE CAUSED BY TRUCK TRAFFIC. CONTRACTOR TO OVERSEE CLEANING AND ENSURE THAT THE PREMISES ARE MAINTAINED AND SECURED DURING CONSTRUCTION. DAILY CLEANUP AND FINAL CLEANUP IS THE RESPONSIBILITY OF THE CONTRACTOR. REPAIR, PATCH, TOUCH-UP AND MAINTAIN CLEANING UNTIL ACCEPTANCE BY OWNER. OWNER RESERVES THE RIGHT TO REJECT ANY COMPLETED WORK THAT HAS NOT BEEN PROPERLY PROTECTED. UNPROTECTED FOOT TRAFFIC OR ANY CONSTRUCTION ACTIVITY HAS POTENTIALLY COMPROMISED THE INTEGRITY OF THE NEW INSTALLATION.
- COORDINATE AND OBTAIN APPROVAL FROM OWNER FOR LOCATION OF DUMPSTER, MATERIAL STAGING, ETC.
- 10. ALL MATERIAL STORED ON SITE SHALL BE PROPERLY PROTECTED TO PREVENT DAMAGE. FAILURE TO PROTECT MATERIAL MAY BE CAUSE FOR
- 11. REMOVE CONSTRUCTION AND GENERAL DEBRIS FROM THE WORK AREA. DISCARD ANY SCREWS, METAL SCRAPS, FOOD, WATER BOTTLES AND
- 12. CONTRACTOR'S FIELD SUPERINTENDENT MUST BE PRESENT AND RESPONSIBLE FOR OVERSEEING THE WORK PROGRESS WHEN ANY WORK IS PERFORMED. FOR THE DURATION OF THE 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 AT THE END OF THE PROJECT.
- 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 OWNER.
- 14. 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
- 16. 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 FOR ENGINEER/OWNER'S APPROVAL PRIOR TO
- ORDERING. CONTRACTOR'S RESPONSIBILITY FOR ERROR OR OMISSIONS IN SUBMITTAL IS NOT RELIEVED BY A/E REVIEW OF SUBMITTAL. 18. DISRUPTION SHALL BE MINIMAL OUTSIDE PROJECT LIMITS AT ALL TIMES DURING CONSTRUCTION.
- THE EXACT LIMITS OF THE CONTRACTOR'S STAGING AND STORAGE AREA SHALL BE ESTABLISHED BY THE CONTRACTOR WITH THE APPROVAL CONTRACTOR SHALL EXERCISE ALL SAFETY PRECAUTION DURING WORK. DO NOT ALLOW WASTE MATERIAL TO COLLECT IN CONCENTRATED
- REMOVE DEMOLITION AND WASTE MATERIAL FROM THE WORK AREA IN AN ORDERLY MANNER. THE AREAS AROUND THE WORK WILL BE IN USE DURING THE CONSTRUCTION. THEREFORE, IT IS OF UTMOST IMPORTANCE FOR SAFETY DURING THE WORK. COORDINATE ALL MATERIAL, WORKMEN ACCESS, WITH THE OWNER'S REPRESENTATIVE TO MINIMIZE DISRUPTION OF THE AREA 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
- UNLESS NOTED OTHERWISE, CONTRACT TIME FOR THE PROJECT SHALL ISE AS INDICATED IN SPECIFICATION 01100 SUMMARY OF WORK.
- UNLESS APPROVED OTHERWISE BY THE AIRPORT AUTHORITY, 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
- 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.
- A DUMPSTER MAY BE PLACED IN THE FIRE STATION#33 PARKING LOT. <u>DUMPSTER NEED TO BE COVERED.</u>
- CONTRACTOR EMPLOYEES WILL BE ALLOWED TO PARK IN ONE OF THE AIRPORT EMPLOYEE PARKING LOTS





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MISC. CLARIFICATION 01.25.2

19-1423-00 (19-1423-26)

TERMINAL C AND A TICKETING LEVEL **RETAIL SPACES DEMOLITION AND**

SHEET TITLE:

COVER SHEET

01.07.2022 1" = 160'-0"

DEMOLITION NOTES:

- CONTRACTOR SHALL ERECT TEMPORARY BARRIER TO SEPARATE THE CONSTRUCTION TRAFFIC AND PASSENGER TRAFFIC AS SHOWN IN HEAVY DASHED LINES. ALL TEMPORARY WALLS SHALL BE CONSTRUCTED OF METAL STUDS; ANCHORED ON BOTTOM WITH DOUBLE STICK TAPE AND BRACED TO SOUND STRUCTURAL SUPPORT NEARBY ON TOP (ATTACHMENT TO CEILING TILES OR GRID IS PROMBITED) THE OUTSIDE (PUBLIC SYDE) OF THE WALL SHALL BE FINISHED FLOOR TO CEILING (OR A MINIMUM OF 10' A.F.F. WHERE MARTINI GLASS HIGH CEILING IS DIRECTLY ABOVE) WITH 5/8" DRYWALL WITH 2 COATS OF FLAT OFF WHITE LATEX BANT. THE BOTTOM OF THE WALL SHALL BE TRIMMED WITH A" BLACK COVE BASE. A 2"X6" CHAIR RAIL, BLOCKED 2" OFF THE WALL, SHALL BE INSTALLED 36" TO CENTER ABOVE FINISHED FLOOR. THE CHAIR RAIL SHALL BE SANDED AND PAINTED WITH TWO COATS OF BRONZE PAINT (PPG PITT-TECH ACRYLIC HIGH GLOSS DTM INDUSTRIAL ENAMEL – BRONZE TONE). SEE ATTACHED PICTURE "A" FOR EXAMPLE . THE CONTRACTOR SHALL RETAIN RESPONSIBILITY DURING CONSTRUCTION TO MAINTAIN THE WALL FOR AESTHETIC AND SECURITY ISSUES. MSCAA DEVELOPMENT DIVISION SHALL APPROVE ITS LOCATION, ANY ATTACHMENTS TO TERRAZZO FLOORS AND ALL SIGNAGE AND/OR GRAPHICS. WALK-OFF MATS SHALL BE USED AT ALL ACCESS POINTS TO THE CONSTRUCTION AREA TO PREVENT TRACKING OF DUST AND DEBRIS AND IS RESPONSIBLE FOR CLEANUP IF ANY DIRT, DUST AND/OR DEBRIS GETS OUTSIDE THEIR CONSTRUCTION LIMITS.
- FROM CONSTRUCTION ACTIVITY. PROVIDE SUFFICIENT TEMPORARY OVERHEAD FRAMING AS NEEDED FOR SPANNING THE BARRIER MATERIAL HORIZONTALLY AT, AREA AŞ SHOWN ON PICTURE C ON DRAWING A1.1,
- CAREFULLY REMOVE ALL EXISTING FLOOR FINISHES WITHIN THE PROJECT LIMIT TO ORIGINAL TERRAZZO OR CONCRETE FLOOR. IT IS THE AIRPORT'S INTENT TO PRESERVE AND REUSE THE ORIGINAL TERRAZZO FLOOR WHEREVER FEASIBLE WITHIN THE PROJECT LIMIT.
- THE AIRPORT AUTHORITY WILL REMOVE ALL MOVABLE FURNITURE BEFORE COMMENCEMENT OF DEMOLITION WORK. ANY REMAINING ITEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR FOR REMOVAL OR DISPOSAL. RETURN THE LOCK ASSEMBLY TO THE LOCK SHOP.
- COORDINATE WITH THE AIRPORT AUTHORITY THE HAUL ROUTE OF DISPOSAL TRAFFIC. IT IS OF UTMOST IMPORTANCE TO ENSURE NO CONSTRUCTION DEBRIS SUCH AS PACKAGING MATERIAL OR SHARP OBJECT BE LEFT AT ANY PUBLIC AREA OR DRIVEWAY. IF HAULING OF CONSTRUCTION DEBRIS MUST COME THRU THE ENTRANCE VESTIBULE, CONTRACTOR MUST PROTECT THE WALK OFF MAT AT THE ROUTE WITH PLYWOOD SO AS NOT TO DAMAGE THE EXISTING WALKOFF MAT.
- REMOVE AND DISPOSE ALL EXISTING CEILING GRIDS, GYPSUM BOARD FURR DOWN STRUCTURE CEILING TILES, AND LIGHT FIXTURES WITHIN THE PROJECT LIMIT. CONTRACTOR TO PROTECT THE ELECTRICAL CIRCUITS PRIOR TO DEMOLITION AND COMMENCEMENT OF NEW WORK. DO NOT CUT ANY WIRE UNLESS APPROVED BY THE AIRPORT AUTHORITY. CONTRACTOR SHALL ALSO PRESERVE THE EXISTING HVAC DUCTWORK FOR CAPPING OR REROUTING. DO NOT REMOVE ANY DUCT SYSTEM UNLESS APPROVED BY AIRPORT. BLOCK RETURN AIR TEMPORARILY TO PREVENT CONSTRUCTION DUST AND DEBRIS FROM TRAVELING TO OTHER AIRPORT AREA.
- CAREFULLY REMOVE THE EXISTING ADD-ON SECONDARY CEILING FRAMING UNDER AND OUTSIDE THE BALCONY. PROTECT THE ADJACENT CONSTRUCTION WHEREVER POSSIBLE
- CAREFULLY REMOVE ALL EXISTING FEATURE GLASS WALL AND CURB.
- REMOVE ANY VERTICAL WALL PARTITION AND METAL FRAMING WITHIN THE PROJECT LIMIT.
- NOT USED
- EXERCISE CAUTION DURING REMOVAL OF VERTICAL PARTITION WHEREVER THERE IS AIRPORT ORIGINAL BRICK WALL BEHIND. IT IS THE OWNER'S INTENT TO PRESERVE THOSE FINISHES WHEREVER POSSIBLE.
- K. REMOVE AND DISPOSE ALL EXISTING RETAIL SHELVING, OWNER MILLWORK, TRANSACTION COUNTER ETC.
- PROTECT AND COVER EXISTING RETURN AIR OPENING WITHIN THE PROJECT LIMIT SO THE FINE DUST AND DEBRIS DO NOT TRAVEL THROUGH THE HVAC SYSTEM TO OTHER AREAS.
- DOCUMENT ANY EXISTING DAMAGE AT THE AREA WITHIN AND ADJACENT TO THE WORK AREA TO AVOID ANY DISPUTE OF
- CAP ANY EXISTING UTILITY AND DRAINLINE WHEREVER POSSIBLE FOR FUTURE REUSE. CAP THE UTILITY BELOW TICKETING LEVELFLOOR DECK OR BEHIND WALL.
- NOT USED.
- PROVIDE PLUMBING CUT OFF VALVE BEFORE CUTTING OF ANY UTILITY. COORDINATE WITH AIRPORT MAINTENANCE IF TEMPORARY SHUT OFF OF UTILITIES IS NEEDED IN ORDER TO PERFORM THE WORK
- REMOVE ALL EXISTING TOILET FIXTURES, TOILET PARTITIONS, AND TOILET ACCESSORIES.
- PROTECT THE HORIZONTAL VENTILATION GRILLE AT THE BOTTOM OF THE MEZZANINE AS SHOWN IN PICTURE C AND D ON

NEW WORK AND REPAIR NOTES:

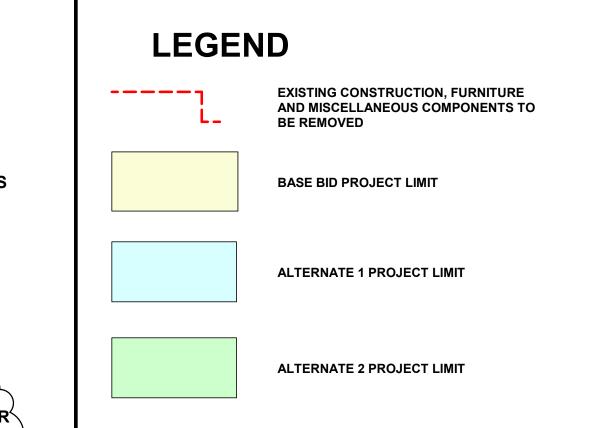
- 1. SPOT REPAIR EXISTING ORIGINAL BRICK VENEER WALL SURFACE. TOOTH IN MASONRY UNITS PROVIDED BY AIRPORT AUTHORITY. COORDINATE WITH AIRPORT FOR OBTAINING THE BRICK FOR REPAIR. CLEAN BRICK WALL FROM CORNER TO CORNER TO RESTORE THE CLEANLINESS OF THE SURFACE. MATCH MORTAR
- 2. EXISTING INTERIOR 2'X2' BRICK WRAPPED COLUMN. REPAIR AS NEEDED. CLEAN THE SURFACE THE SAME MANNER AS OTHER BRICK VENEER
- 3. IF EXISTING WALL BOARD CANNOT BE RESTORED FOR PAINTING SATISFACTORILY, INSTALL ONE LAYER OF NEW 5/8" GYPSUM WALL BOARD. MUD, SAND AND APPLY 3 COATS OF PAINT COATING. COLOR TO BE SELECTED BY AIRPORT. INSTALL WALL BASE AND BUMPER RAIL. WALL BASE TO BE MATCH EXISTING. **BUMPER RAIL TO MATCH EXISTING.**
- NEW WALL PARTITION WITH 3 5/8" 22GA METAL STUD FRAMING AT 16" O.C. INSTALL 1 LAYER OF 5/8" GYPSUM WALL BOARD ON BOTH SIDES. FILL WALL CAVITY WITH BATT INSULATION. INSTALL WALL BASE AND BUMPER RAIL. WALL BASE TO BE MATCH EXISTING. BUMPER RAIL TO MATCH EXISTING.
- NEEDED WHERE DAMAGE WAS CAUSED BY PREVIOUS CONSTRUCTION OR UTILITY PENETRATIONS. SPOT REPAIR TO MATCH EXISTING ADJACENT FINISH WHEREVER FEASIBLE.

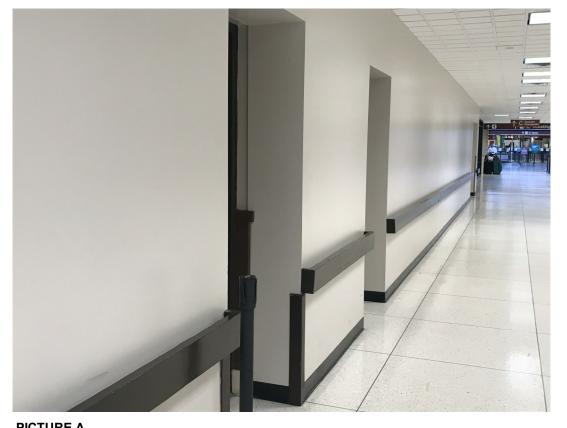
CLEAN, SAND, AND POLISH AND RESTORE THE UNCOVERED ORIGINAL TERRAZZO FLOOR. SPOT REPAIR AS

- 6. INSTALL THE FEATURE PVC COLOR BANDING TO MATCH THE EXISTING ADJACENT TUBELITE 3MM CRANBERRY OR CACTUS GREEN BAND. ADHERE WITH DOUBLE SIDED TAPE.
- 7. STAINLESS STEEL WALL END CAP TO MATCH THE APPEARANCE OF THE END CAP AT OPPOSITE WALL END.
- 8. INSTALL NEW 15/16" 2'X4' CEILING GRID SYSTEM WITH NEW CEILING TILES TO MATCH LAYOUT AND ORIENTATION OF ADJACENT LAY-IN CEILING SYSTEM. BLEND TILES AS NEEDED. THE CEILING TILES TO BE ARMSTRONG 2'X4' CORTEGA SECOND LOOK I NO. 2765. TIE IN TO EXISTING SYSTEM WHEREVER FEASIBLE. UNLESS NOTED OTHERWISE, CEILING HEIGHT TO BE MINIMUM 9' AFF. MATCH ADJACENT.
- PROTECT EXISTING NEARBY LIGHTING FIXTURES AND LIFE SAFETY SYSTEM IMMEDIATELY OUTSIDE PROJECT LIMITS. THESE ITEMS TO REMAIN AS IS. ANY SENSOR, DETECTOR, ALARM, AND ANY CEILING OR WALL MOUNTED DEVICES AT THE WORK AREA MUST BE PROPERLY PROTECTED FROM CONSTRUCTION DAMAGE. FIRE AND LIFE SAFETY MUST NOT BE COMPROMISED AT ALL TIMES.
- 10. PROTECT AND MAINTAIN ALL EXISTING EGRESS ACCESS UNLESS NOTED OTHERWISE
- 11. AREAS IMMEDIATELY OUTSIDE PROJECT LIMIT MUST BE PROPERLY PROTECTED FROM CONSTRUCTION TRAFFIC UNTIL THE COMPLETION OF CONSTRUCTION.

NOTE:

EXCEPT FOR THE WORK RELATED TO THE MENS ROOM WHICH IS ALTERNATE 1. ALL WORK ON THIS DRAWING SHALL BE CONSIDERED AS BASE BID.





EXAMPLE OF TEMPORARY BARRIER WALL AS DESCRIBED IN NOTE A.



EXISTING CONDITION OF THE MENS RESTROOM AT TERMINAL C FOR ALTERNATE ONE, THE RESTROOM HAS NOT BEEN IN USE.



THE BARRIER WALL SHALL BE TALL ENOUGH TO SUFFICIENTLY ENCLOSE THE CONSTRUCTION ACTIVITY WITHIN THE PROJECT LIMITS. MAINTAIN TEMPORARY OVERHEAD FRAMING AND HORIZONTAL DUST BARRIER AT ALL TIMES DURING CONSTRUCTION. PROTECT VENTILATION BAND.



PROTECT THE VENTILATION BAND GRILLE DURING CONSTRUCTION TO PREVENT MIGRATION OF CONSTRUCTION DUST INTO THE AIR HANDLING SYSTEM

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DESCRIPTION DATE 19-1423-00 (19-1423-26)

MISC. CLARIFICATION

TERMINAL C AND A TICKETING LEVEL RETAIL SPACES **DEMOLITION AND**

REPAIR

TERMINAL "C" RETAIL AREAS DEMOLITION

01.07.2022

As indicated